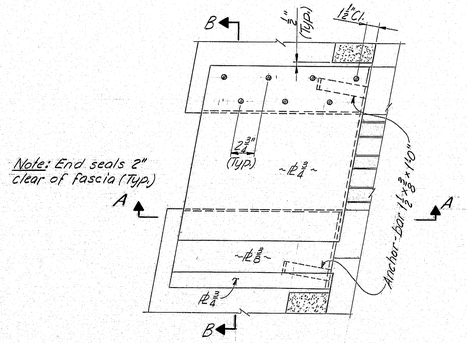
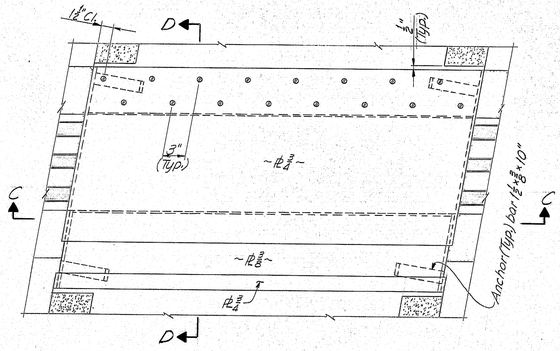
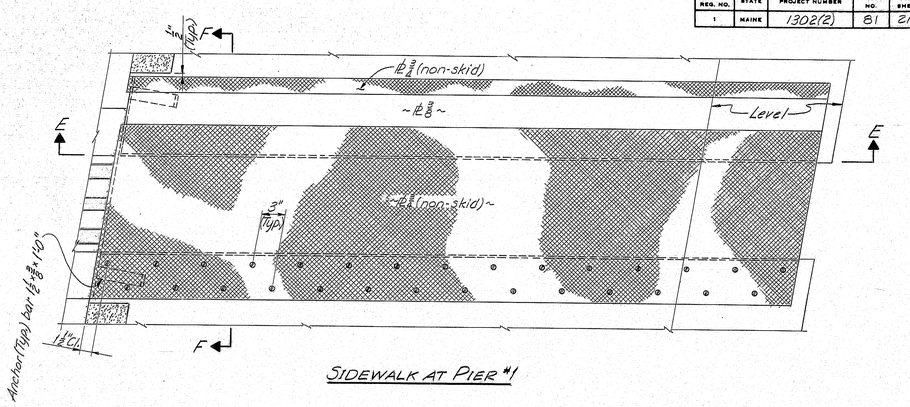
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1302(2)	81	211



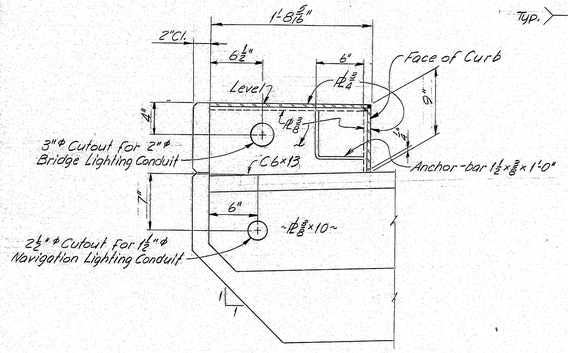
CURB AT PIER #1



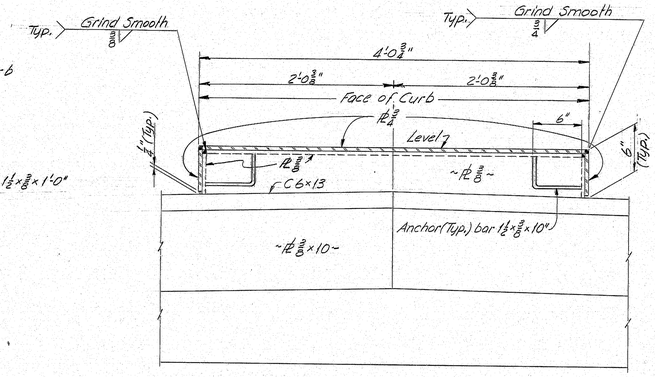
MEDIAN AT PIER #1



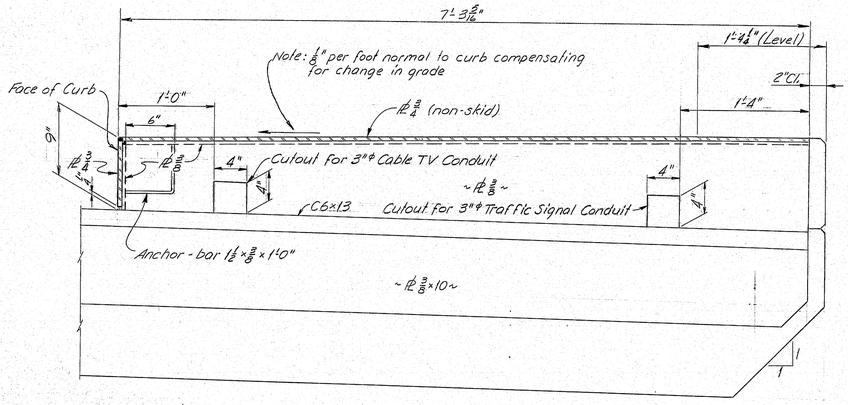
SIDEWALK AT PIER #1



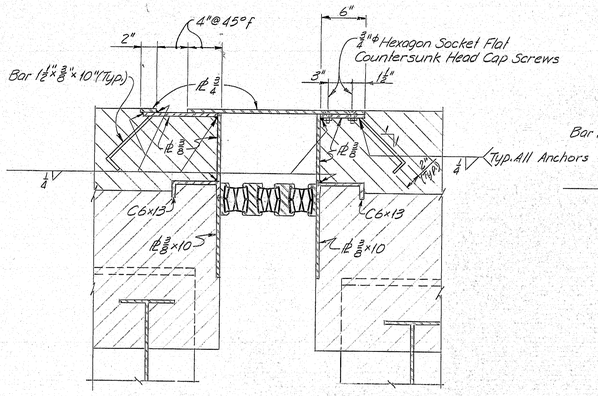
SECTION A-A



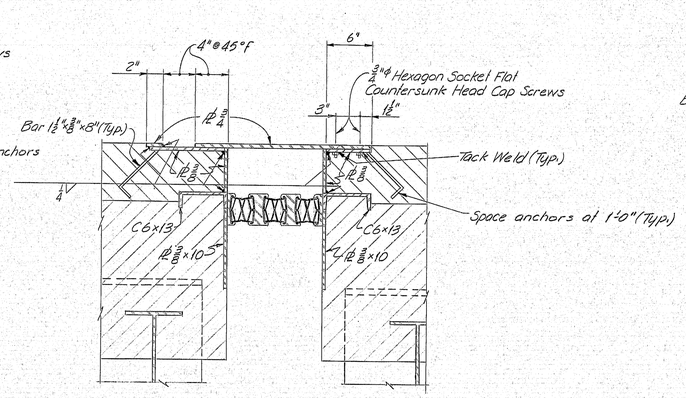
SECTION C-C



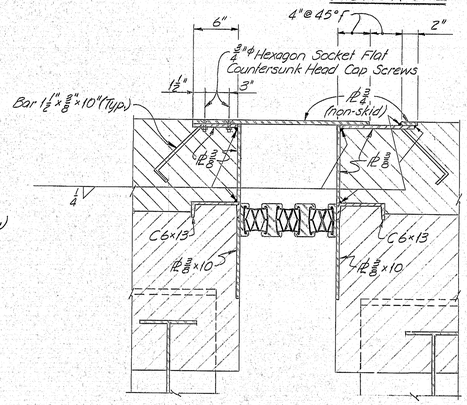
SECTION E-E



SECTION B-B



SECTION D-D



SECTION F-F

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	E.B.C.	1-78
CHECKED	R.C.B.	2-78
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

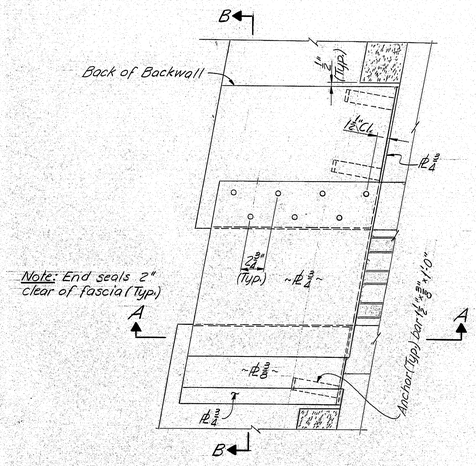
EXPANSION DEVICE DETAILS

SHEET 21 OF 63 AUGUSTA, MAINE APRIL 1978

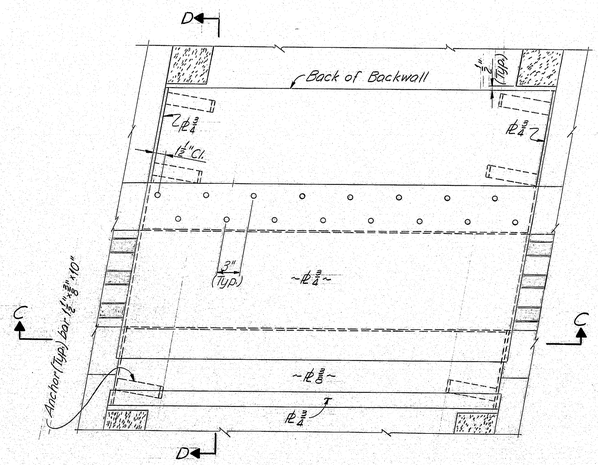
203-1 2000

174-38

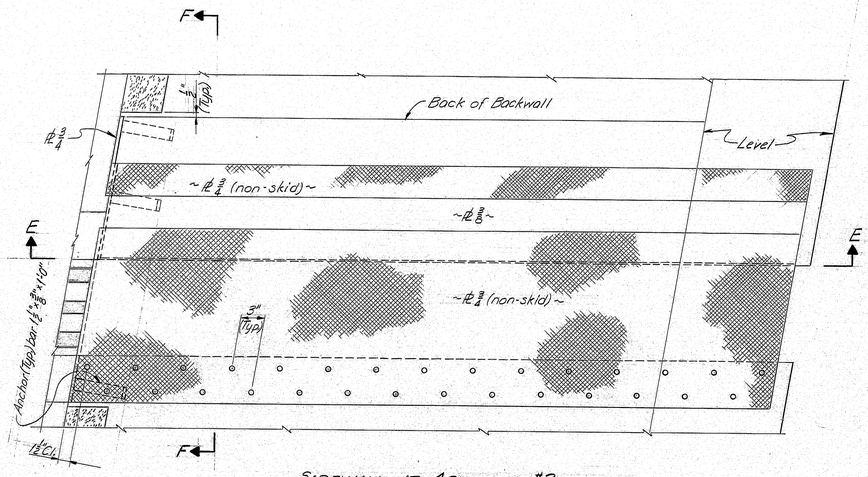
F.H.W.A. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	0163(10)	82	211



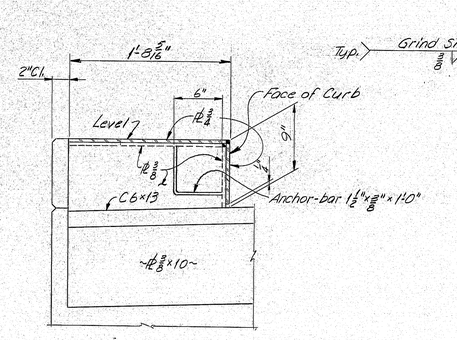
CURB AT ABUTMENT #2



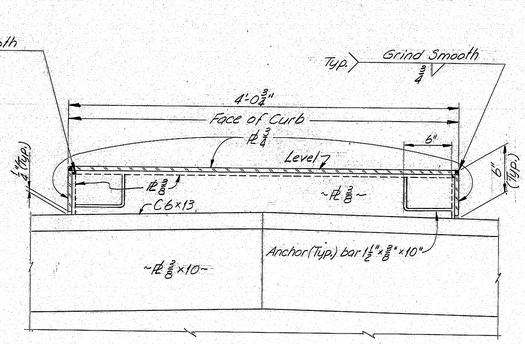
MEDIAN AT ABUTMENT #2



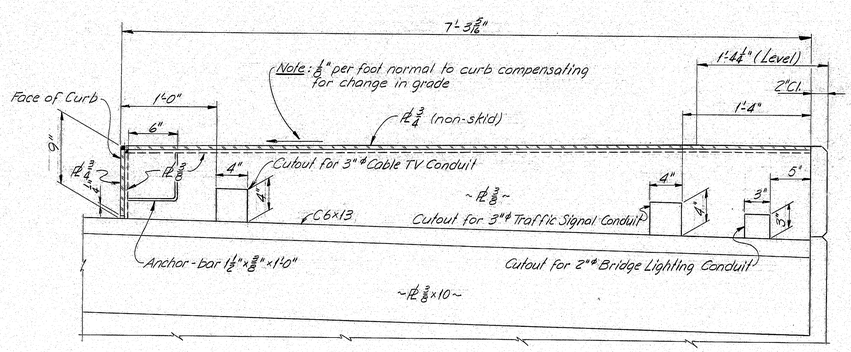
SIDEWALK AT ABUTMENT #2



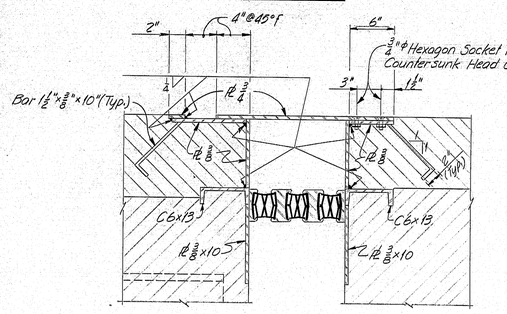
SECTION A-A



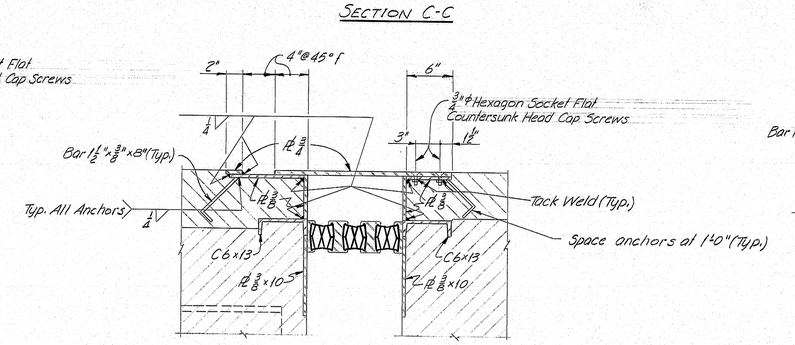
SECTION C-C



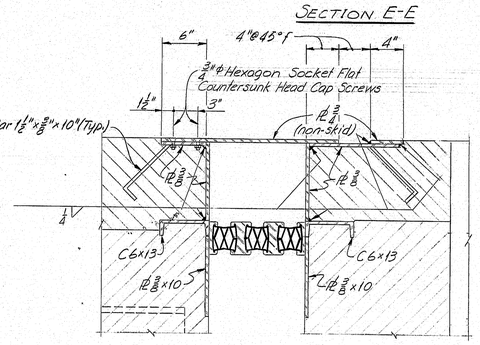
SECTION E-E



SECTION B-B



SECTION D-D



SECTION F-F

PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN - DETAILED	E.B.C. / R.C.B.	2-78
	CHECKED	Plumb	4-78
	REVISIONS		
	FIELD CHANGES		

JANUARY 1968

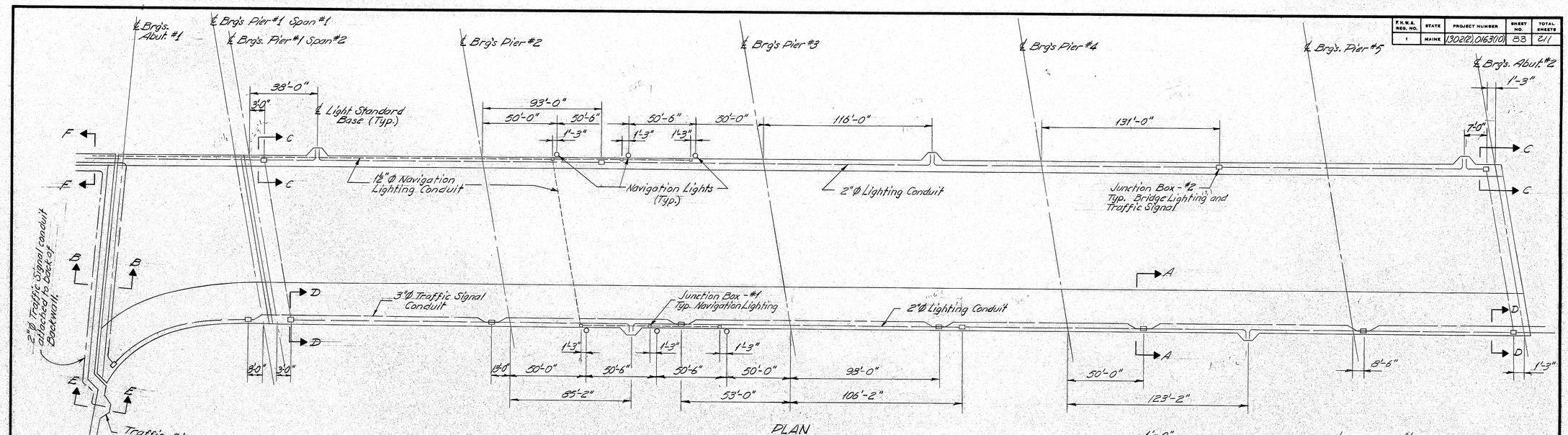
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

GARDINER-RANDOLPH BRIDGE
OVER
THE KENNEBEC RIVER
BETWEEN THE CITY OF
GARDINER
AND TOWN OF
RANDOLPH
KENNEBEC COUNTY
EXPANSION DEVICE DETAILS
SHEET 22 OF 63 AUGUSTA, MAINE APRIL 1978

178-39

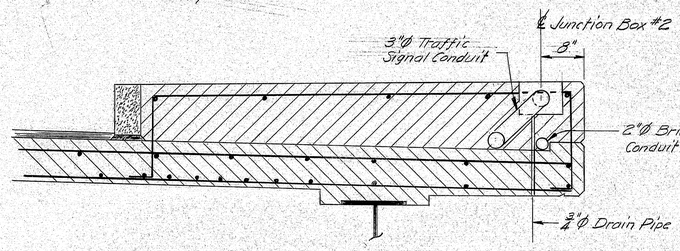
BSD-1 2068

F.H.W.A. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1302(2),0163110	83	211

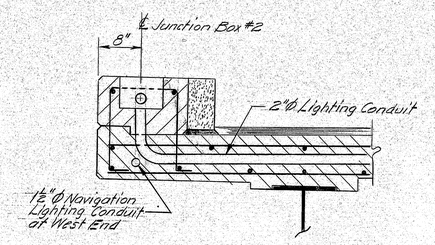


PLAN

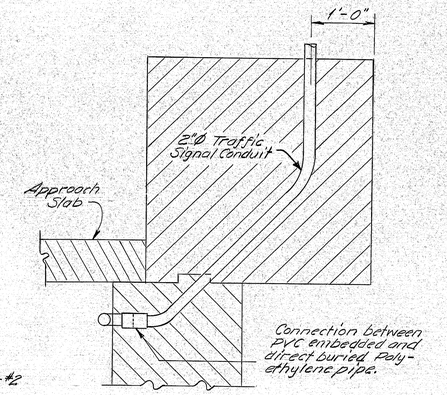
NOTE: Above plan not to scale.



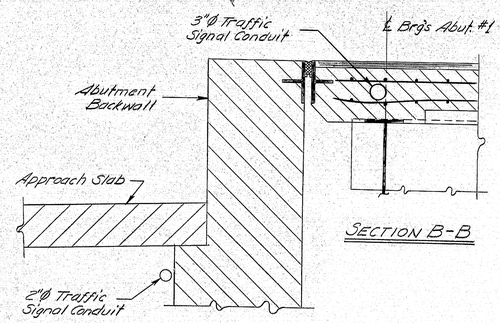
SECTION A-A



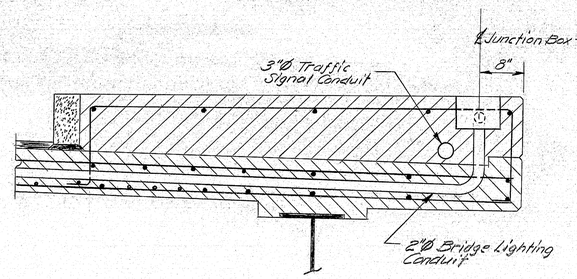
SECTION C-C



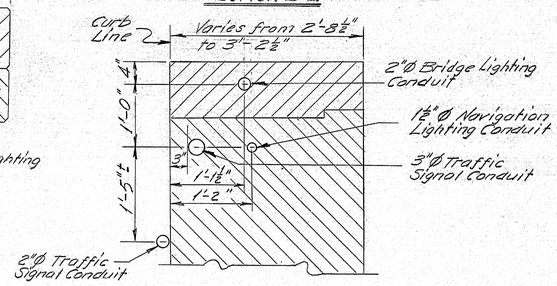
SECTION E-E



SECTION B-B



SECTION D-D



SECTION F-F

LIGHTING NOTES

1.) For Coupling Details refer to Sheet #24
2.) For Navigation Lighting Details refer to Sheet #24
3.) For Traffic Signal Support Details refer to Sheet #35
4.) For Lighting Supports Details refer to Sheet #14
5.) Payment for Bridge Lighting and Traffic Signal Conduit Systems will be made under Item 638.01, "Embedded Work in Structures."
6.) Payment for Navigation Lighting System will be made under Item 638.02, "Navigation Lighting."
7.) Junction Box #1 shall be WJB-6"x 6"x 6" or equal and Junction Box #2 shall be WJBF-12"x8"x6" or equal.

PROJECT DESIGN ENGINEER	BY	DATE
PLANS — DESIGN-DETAILED	ERC	3-78
CHECKED	GBW	3-78
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

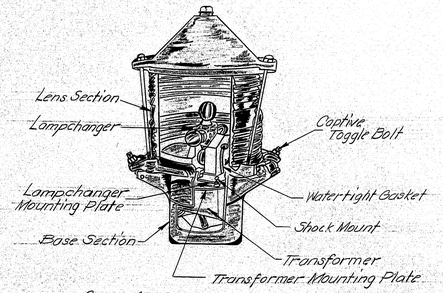
CONDUIT LAYOUT & DETAILS

SHEET 23 OF 83 AUGUSTA, MAINE APRIL 1978

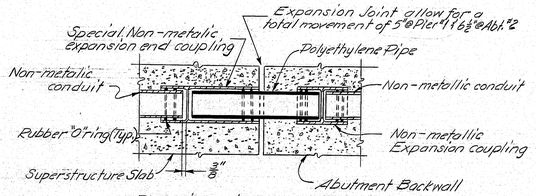
253-1 2000

174-40

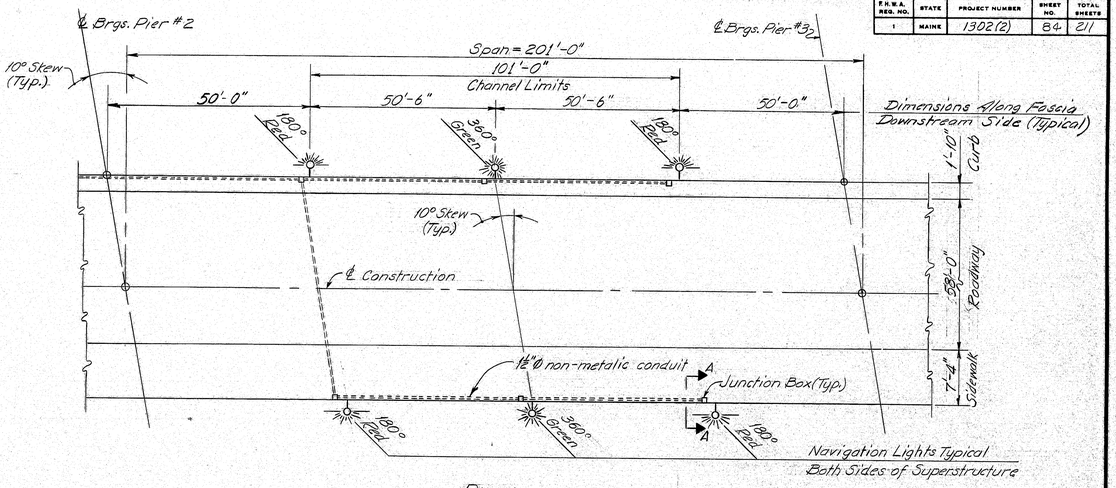
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1302(2)	84	211



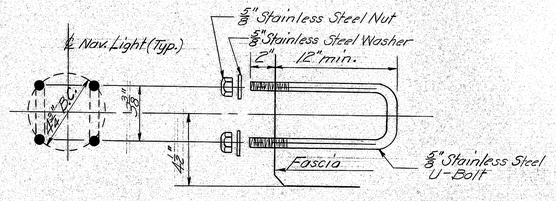
CUT-AWAY VIEW OF TYPICAL NAVIGATION LIGHT



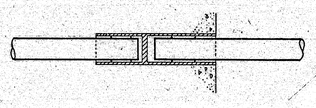
Expansion Device For Non-Metallic Conduit AT ABUTMENT & END OF SLAB



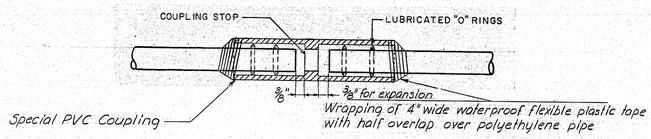
PLAN



NAVIGATION LIGHT ANCHORAGE
12-Required

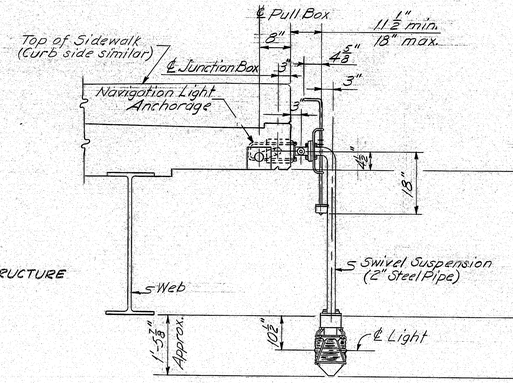


CONNECTION BETWEEN PVC CONDUIT EMBEDDED IN STRUCTURE AND DIRECT BURIED POLYETHYLENE PIPE

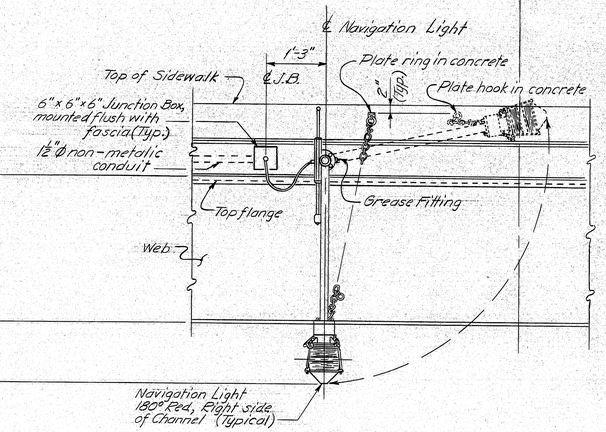


This coupling installed every ten feet when using P.V.C. conduits embedded in concrete.

COUPLING FOR USE WITH PVC CONDUITS EMBEDDED IN CONCRETE



SECTION A-A



PART ELEVATION

NOTE:
All Navigation Light Details are Typical at each location. All details typical both upstream and downstream side of superstructure.

NOTES:
1. All conduit except as otherwise shown shall be PVC Schedule 40, and shall be U.L. approved.
2. Junction boxes shall be installed where shown on this sheet and sheets 23.
3. Provisions shall be made to drain the conduit system in a manner approved by the Engineer.
4. Payment for Navigation Lighting will be under Item 638.02.

PROJECT DESIGN ENGINEER	BY	DATE
PLANS — DESIGN - DETAILED	BRC	4-77
CHECKED	GEW	4-77
REVISIONS	RWM	6-78
FIELD CHANGES		

JANUARY 1968

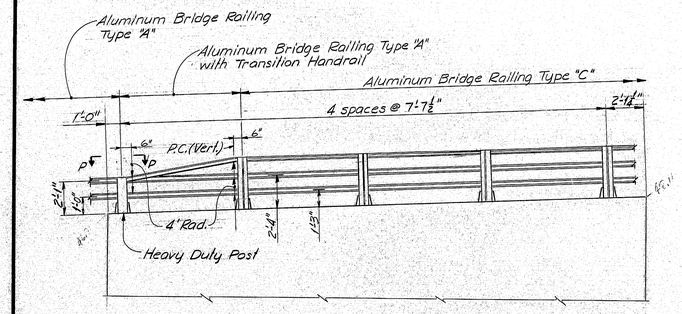
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

GARDINER-RANDOLPH BRIDGE
OVER
THE KENNEBEC RIVER
BETWEEN THE CITY OF
GARDINER
AND TOWN OF
RANDOLPH
KENNEBEC COUNTY
NAVIGATION LIGHTING
SHEET 24 OF 23 AUGUSTA, MAINE APRIL 1978

174-41

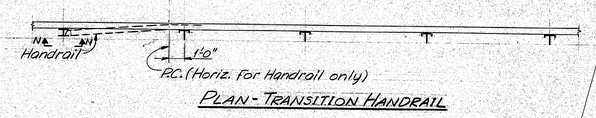
803-1 2000

F.H.W.A. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1301(1) 1302(2) 0163(10)	85	211

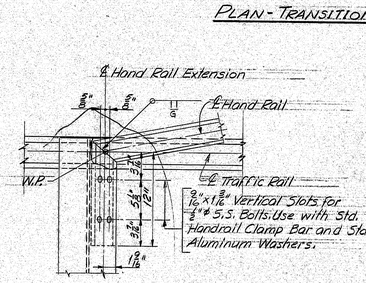


VIEW M-M
(Showing Transition Rail)

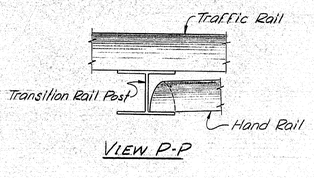
Note: Payment for the Transition Handrail shall be incidental To Aluminum Bridge Railing Type "A."



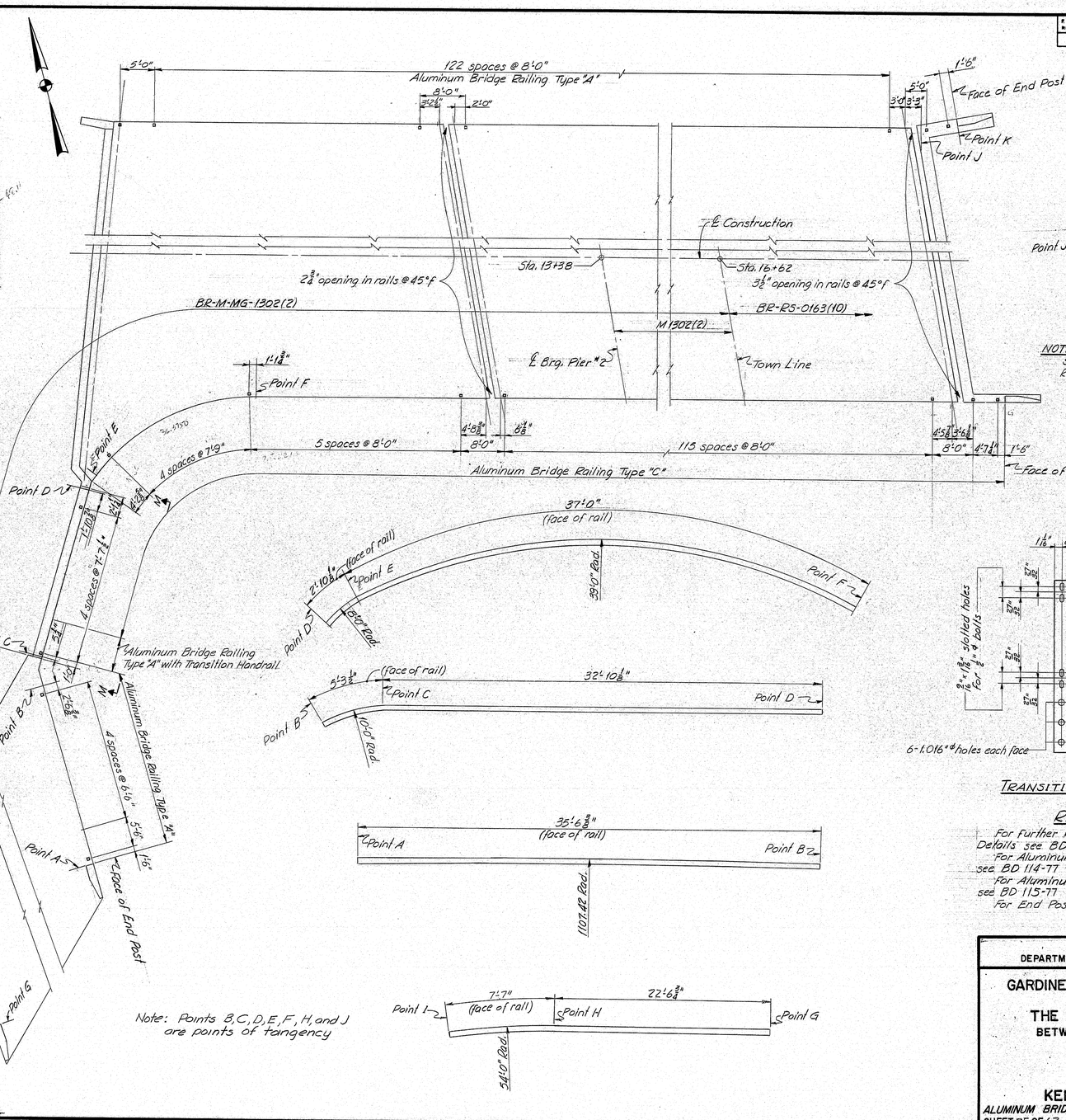
PLAN - TRANSITION HANDRAIL



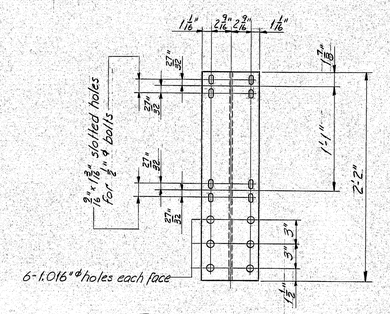
VIEW N-N



VIEW P-P



Note: Points B, C, D, E, F, H, and J are points of tangency



TRANSITION RAIL POST DETAIL

REFERENCES

For further Rail Post and Anchorage Details see BD 116-77 Sheet #63
For Aluminum Bridge Railing Type "A" see BD 114-77 Sheet #61
For Aluminum Bridge Railing Type "C" see BD 115-77 Sheet #62 + BD 116-77 Sht. 63
For End Post Details see Sheets #12, 34 & 53

NOTE: Rail dimensions are shown to face of end posts. Rails extend into post 1'-3"

PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN - DETAILED	E.B.C. R.C.B.	12-77
	CHECKED	E.B.M.	1-78
	REVISIONS		
	FIELD CHANGES		

JANUARY 1968

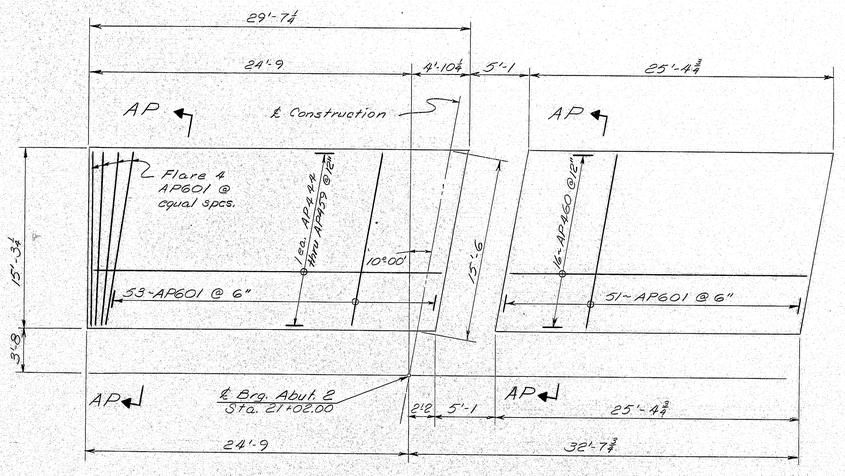
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

GARDINER-RANDOLPH BRIDGE
OVER
THE KENNEBEC RIVER
BETWEEN THE CITY OF
GARDINER
AND TOWN OF
RANDOLPH
KENNEBEC COUNTY
ALUMINUM BRIDGE RAIL LAYOUT and DETAILS
SHEET 25 OF 63 AUGUSTA, MAINE APRIL 1978

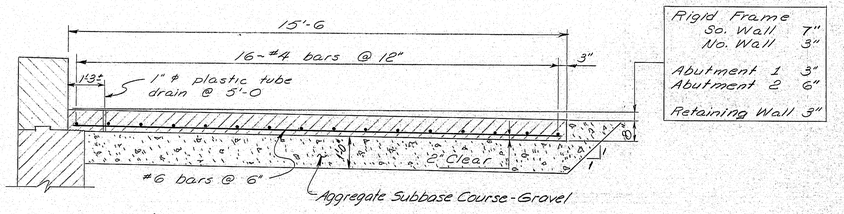
174-42

553-1 3900

F.H.W.A. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1302(2)0163110	86	211

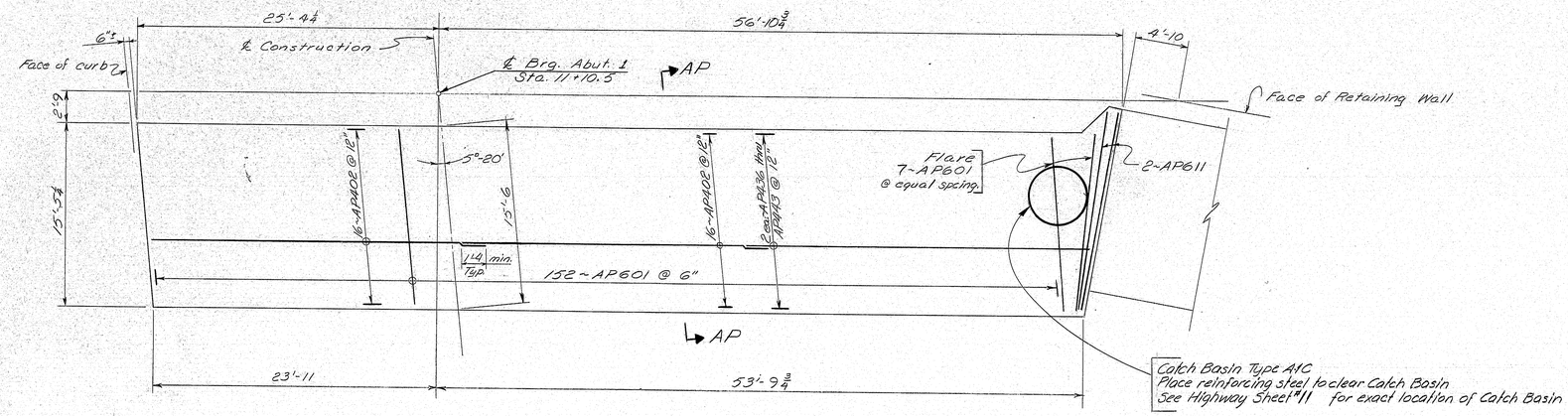


ABUTMENT No. 2
APPROACH SLABS



Rigid Frame	
So. Wall	7"
No. Wall	3"
Abutment 1	3"
Abutment 2	6"
Retaining Wall	3"

TYPICAL SECTION AP-AP



ABUTMENT No. 1
APPROACH SLAB

PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN - DETAILED	WFL	1/78
	CHECKED	DAD	1/78
	REVISIONS	Item	4-78
	FIELD CHANGES		

JANUARY 1968

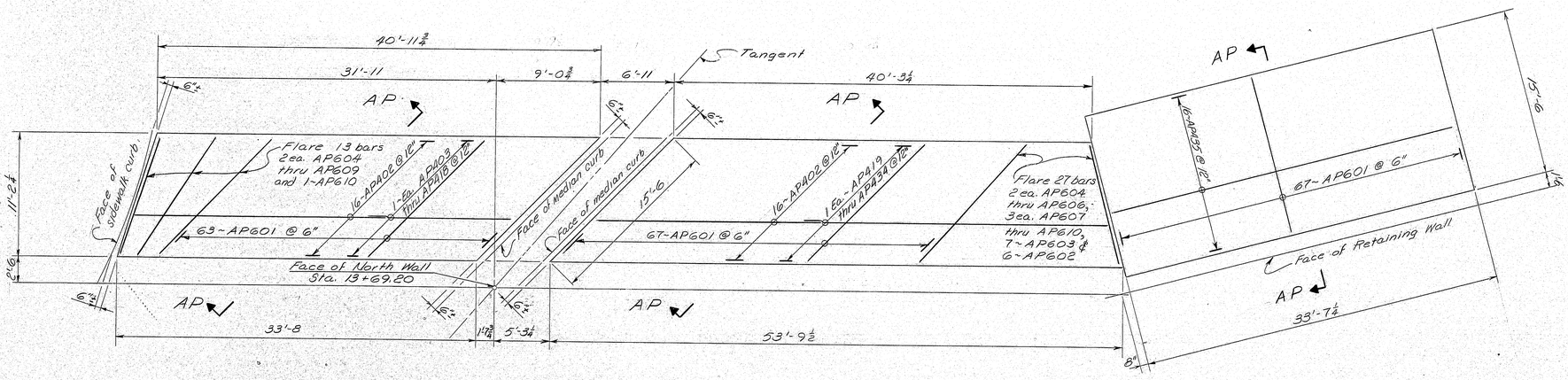
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

GARDINER-RANDOLPH BRIDGE
OVER
THE KENNEBEC RIVER
BETWEEN THE CITY OF
GARDINER
AND TOWN OF
RANDOLPH
KENNEBEC COUNTY
ABUTMENT No.1 & 2 APPROACH SLABS
SHEET 26 OF 63 AUGUSTA, MAINE APRIL 1978

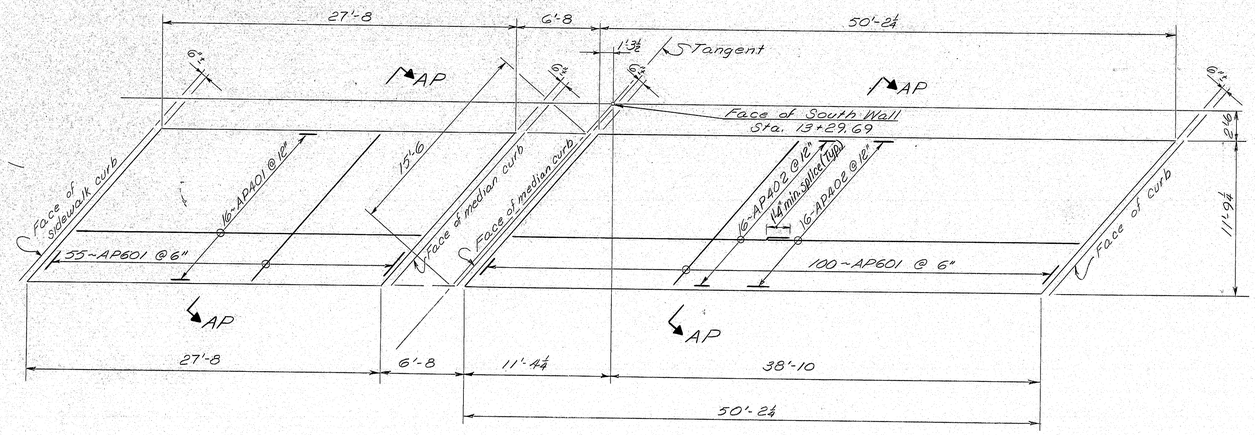
174-43

203-1 2000

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	130111.1302(2)	87	211



APPROACH SLABS
RIGID FRAME NORTH WALL
and RETAINING WALL



APPROACH SLABS
RIGID FRAME SOUTH WALL

Reference:
For Sections AP-AP see sheet #26

PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN - DETAILED	JWS	1/78
	CHECKED	DMD	
	REVISIONS	BJC	7/78
	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

RIGID FRAME and RETAINING WALL APPR. SLABS
SHEET 27 OF 63 AUGUSTA, MAINE APRIL 1978

803-1 2000

174-44

REINFORCING STEEL SCHEDULE

STRAIGHT BARS

MARK	NO.	LENGTH	LOCATION
		ABUTMENT # 2	
C501	12	14'-2"	Wings
C502	5	32'-8"	Backwall
C503	5	34'-11"	"
C504	2	6'-7"	"

REINFORCING STEEL SCHEDULE

STRAIGHT BARS

MARK	NO.	LENGTH	LOCATION
	APPROACH SLABS		
AP401	16	27'-2"	South Wall Rigid Frame
AP402	96	25'-9"	Abut. #1 & Rigid Frame
AP403	1	16'-6"	North Wall Rigid Frame
AP404	2	16'-0"	Sidewalk & N. Wall Rigid Frame
AP405	2	15'-6"	" " " "
AP406	1	15'-1"	N. Wall Rigid Frame
AP407	2	14'-7"	Sidewalk & N. Wall Rigid Frame
AP408	1	14'-2"	N. Wall Rigid Frame
AP409	2	13'-8"	Sidewalk & N. Wall Rigid Frame
AP410	3	13'-2"	" " " "
AP411	2	12'-9"	" " " "
AP412	1	12'-3"	N. Wall Rigid Frame
AP413	1	11'-9"	Sidewalk & N. Wall Rigid Frame
AP414	1	11'-4"	" " " "
AP415	1	10'-10"	" " " "
AP416	2	10'-4"	Sidewalk & N. Wall Rigid Frame
AP417	1	9'-11"	N. Wall Rigid Frame
AP418	1	9'-5"	North Wall West Slab
AP419	1	29'-3"	" " East "
AP420	1	28'-4"	N. Wall Rigid Frame
AP421	1	27'-6"	"
AP422	1	26'-8"	"
AP423	1	25'-10"	"
AP424	1	24'-11"	"
AP425	1	24'-0"	"
AP426	1	23'-2"	"
AP427	1	22'-3"	"
AP428	1	21'-4"	"
AP429	1	20'-6"	N. Wall Rigid Frame
AP430	2	19'-8"	Sidewalk & N. Wall Rigid Frame
AP431	1	18'-9"	N. Wall Rigid Frame
AP432	2	17'-11"	Sidewalk & N. Wall Rigid Frame
AP433	1	17'-0"	N. Wall Rigid Frame
AP434	1	16'-2"	" " "
AP435	16	33'-0"	Retaining Wall
AP436	2	28'-6"	Abutment #1
AP437	2	29'-0"	"
AP438	2	29'-7"	"
AP439	2	30'-1"	"
AP440	2	30'-8"	"
AP441	2	31'-2"	"
AP442	2	31'-9"	"
AP443	2	32'-3"	Abutment #1
AP444	1	26'-7"	Abutment #2
AP445	1	26'-9"	"
AP446	1	26'-11"	"
AP447	1	27'-1"	"
AP448	1	27'-3"	Abutment #2
AP449	1	27'-5"	Abutment #2
AP450	1	27'-7"	"
AP451	1	27'-9"	"
AP452	1	27'-11"	"
AP453	1	28'-2"	"
AP454	1	28'-4"	"
AP455	1	28'-6"	"
AP456	1	28'-8"	"
AP457	1	28'-10"	"
AP458	1	29'-0"	"
AP459	1	29'-2"	"
AP460	16	25'-0"	Abutment #2
AP461	1	6'-6"	Sidewalk
AP501	1	14'-6"	Sidewalk
AP502	1	13'-3"	"
AP503	1	10'-3"	"
AP504	2	6'-6"	"
AP505	1	15'-8"	"
AP506	3	6'-1"	"
AP507	1	5'-10"	"
AP508	2	5'-7"	"
AP509	1	4'-11"	"
AP510	1	4'-9"	"
AP511	1	4'-1"	"
AP512	1	3'-8"	"
AP513	1	2'-11"	"
AP514	2	2'-2"	"
AP515	1	19'-8"	"
AP516	1	18'-0"	"
AP517	1	16'-3"	"
AP518	1	17'-9"	"
AP519	1	13'-8"	"
AP520	1	12'-8"	"
AP521	3	6'-8"	"
AP522	1	6'-4"	"
AP523	1	5'-9"	"
AP524	1	3'-10"	"
AP525	1	2'-0"	Sidewalk
AP601	619	15'-0"	Abut. #1, Abut. #2 & Rigid Frame
AP602	6	10'-8"	N. Wall Rigid Frame
AP603	7	11'-0"	"
AP604	4	11'-6"	"
AP605	4	12'-0"	"
AP606	4	12'-7"	"
AP607	5	13'-7"	N. Wall Rigid Frame
AP608	5	13'-7"	N. Wall Rigid Frame
AP609	5	14'-2"	" " "
AP610	4	14'-8"	" " "
AP611	2	17'-1"	Abutment #1
AP612	9	6'-8"	Sidewalk
AP613	2	6'-6"	"
AP614	3	6'-4"	"
AP615	8	6'-2"	"
AP616	2	5'-11"	"
AP617	4	5'-9"	"
AP618	4	5'-7"	"
AP619	3	5'-4"	"
AP620	3	4'-10"	"
AP621	1	3'-10"	"
AP622	2	2'-11"	"
AP623	5	2'-0"	"
AP624	2	4'-9"	"
AP625	2	4'-5"	"
AP626	2	4'-1"	"
AP627	2	3'-8"	"
AP628	2	3'-2"	"
AP629	1	2'-8"	"
AP630	1	2'-5"	Sidewalk

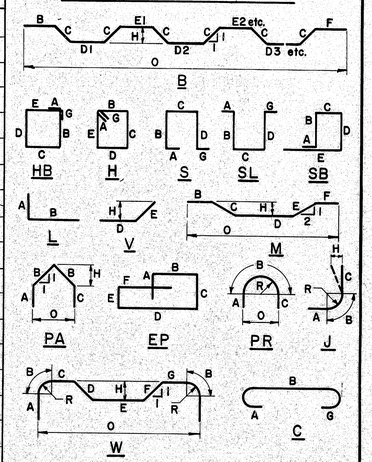
BENT BARS

MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION

MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION

FHWA REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	(302(2),0163(10)	89	211

TYPE-BENDING DIAGRAMS



All dimensions are out to out of reinf. bar.

Bending details and hooks shall conform to the recommendations of ACI Standard 315-65.

Reinforcing Bar: ASTM A615 Grade 60

GENERAL NOTES

1. First digit(s) following the letter of the Mark indicates size of reinf. bar.
   - Mark (A 502) bar size - #5
   - Mark (P 1001) bar size - #10
   - Mark (S 603) bar size - #6
2. Letter of Marks A, P & S locates bars of Abutments, Piers, and Superstructure parts respectively.

PLANS	DATE
DESIGN - DETAIL BY	EAR 2-78
CHECKED BY	RCB 2-78
REVISIONS	
FIELD CHANGES	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

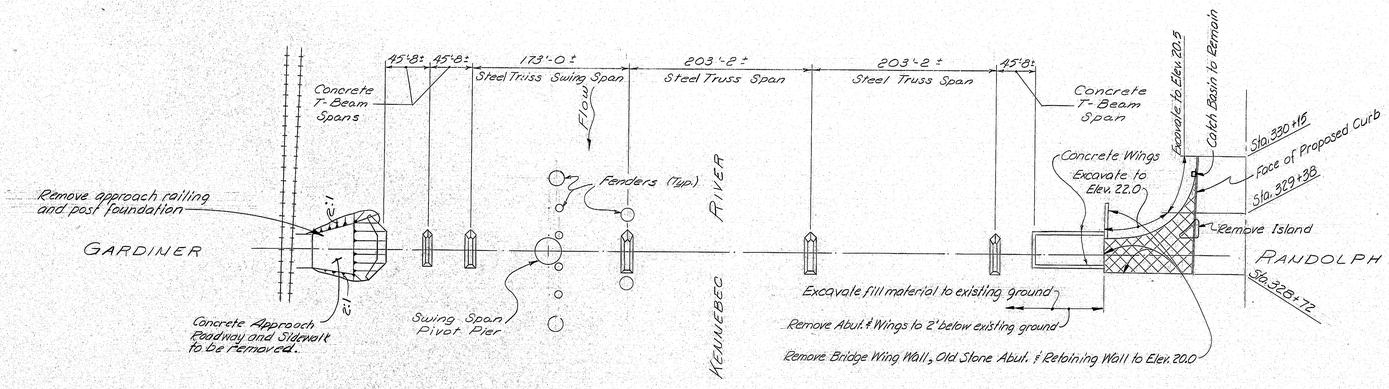
GARDINER-RANDOLPH BRIDGE
OVER
THE KENNEBEC RIVER
BETWEEN THE CITY OF
GARDINER
AND TOWN OF
RANDOLPH
KENNEBEC COUNTY

REINFORCING STEEL SCHEDULE

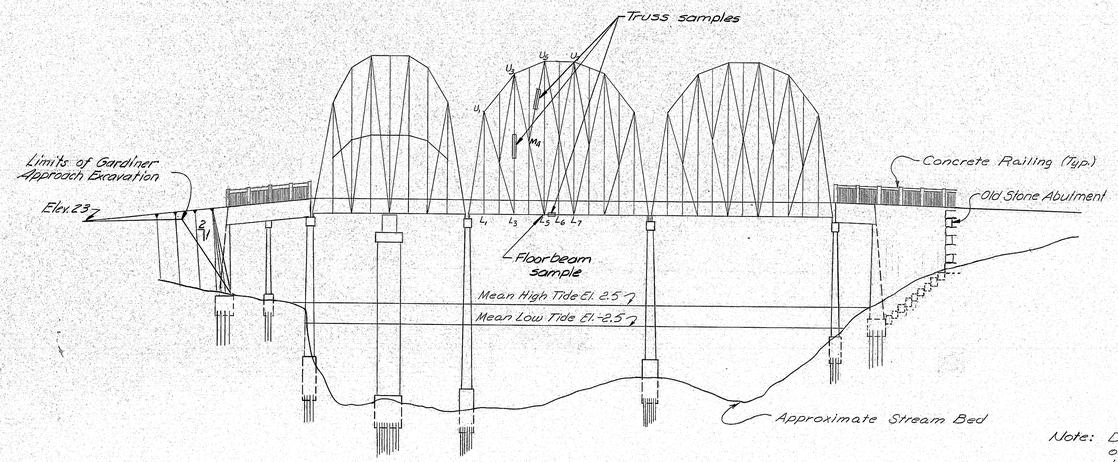
SHEET 29 OF 63 AUGUSTA, MAINE APRIL 1978

178-86

F.H.W.A. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	302(2),0163(10)	30	211



PLAN
No. Scale



ELEVATION
No Scale
Vertical Scale Exaggerated

NOTE:

In accordance with Special Provision, Section 202, Removal of Structures and Obstructions (Removal of Existing Bridge), dated April 1, 1978 4'-0 long samples of structural steel from the existing structure shall be taken from the following downstream truss members: U_6M_6, U_5L_5, and L_5L_6. A 20 inch long sample shall also be taken from a transverse intermediate floor beam. The sample shall be taken from the floorbeam at panel point 5. Refer to structure elevation for sample locations.

Payment for removal as shown will be paid for under item 202.19, Removal of Existing Bridge.

Note: Details shown have been taken from original drawings and may not be a true representation of the existing structure. The existing bridge plans are available for the Contractor's 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 may not show any construction field changes.

PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN - DETAILED	EBC	3-78
	CHECKED	Rain	4-78
	REVISIONS		
	FIELD CHANGES		

JANUARY 1968

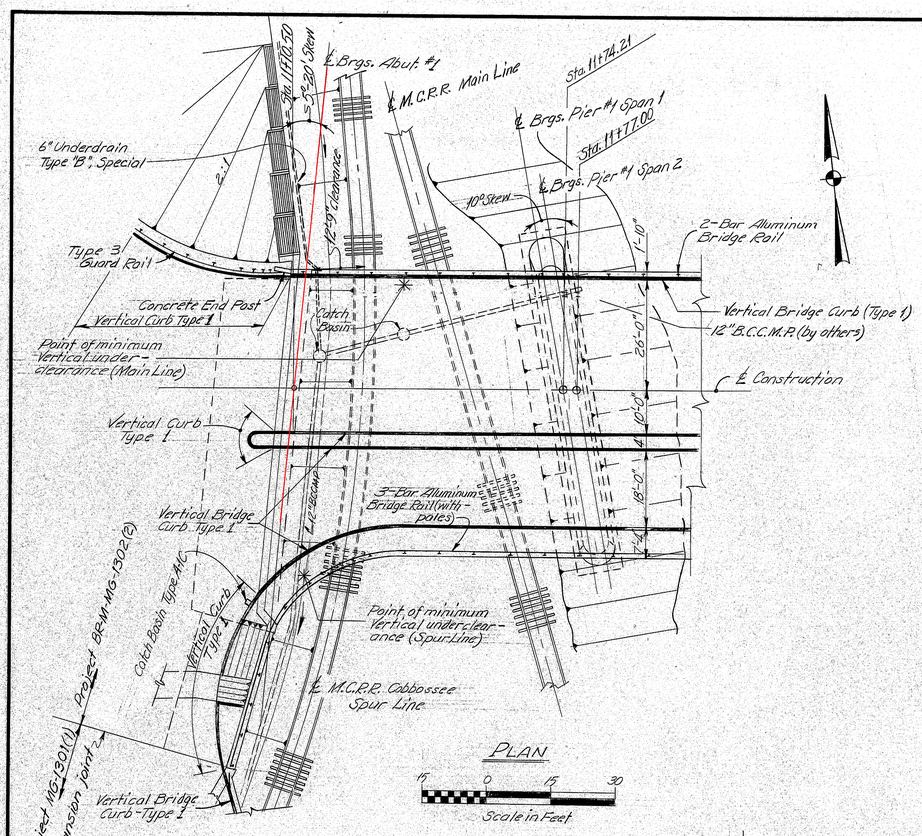
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

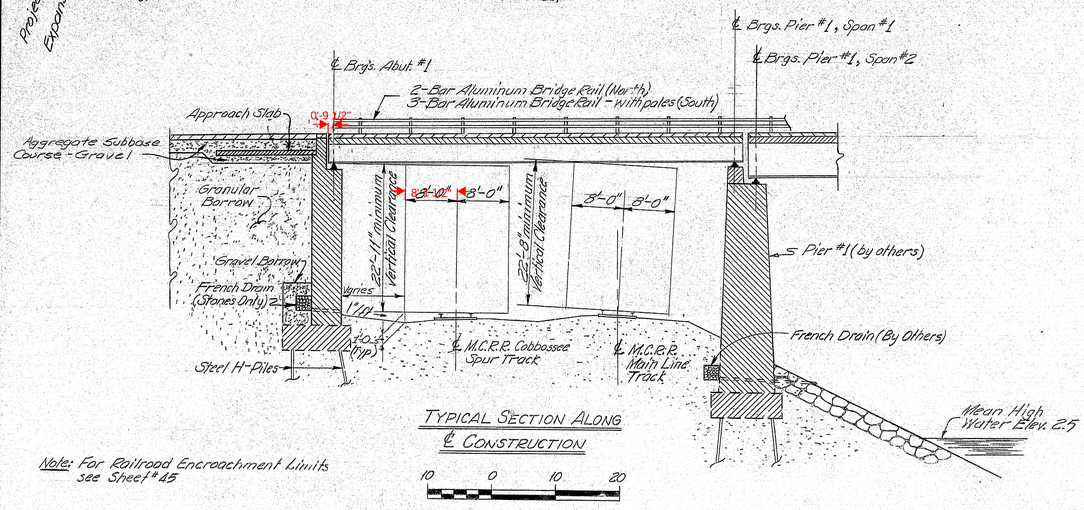
GARDINER-RANDOLPH BRIDGE
OVER
THE KENNEBEC RIVER
BETWEEN THE CITY OF
GARDINER
AND TOWN OF
RANDOLPH
KENNEBEC COUNTY
GENERAL PLAN EXISTING BRIDGE
SHEET 30 OF 63 AUGUSTA, MAINE APRIL 1978

803-1 2000

174-47

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1302(2)	31	211





Note: For Railroad Encroachment Limits see Sheet # 45

PROJECT DESIGN ENGINEER	BY	DATE
PLANS		
DESIGN - DETAILED	EBC	3-78
CHECKED	Rum	4-78
REVISIONS		
FIELD CHANGES		

JANUARY 1968

GARDINER-RANDOLPH BRIDGE OVER MCRR

INDEX OF SHEETS

General Plan 31
Abutment #1 & Details 32-34
Retaining Wall 35
Sidewalk Details 36
Structural Steel Details 37-40
Superstructure & Details 41-42
Armored Joint Details 43
Reinforcing Steel Schedule 44

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

GARDINER-RANDOLPH BRIDGE
OVER
MAINE CENTRAL RAILROAD
IN THE CITY OF
GARDINER
KENNEBEC COUNTY

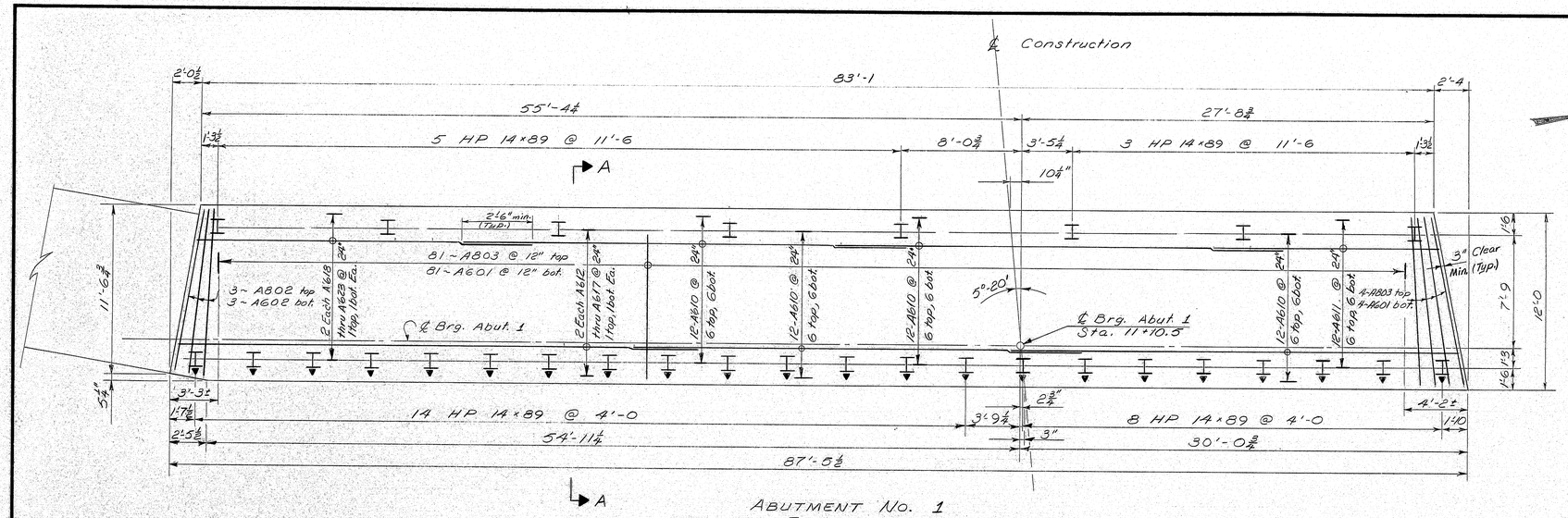
GENERAL PLAN

SHEET 31 OF 63 AUGUSTA, MAINE APRIL 1978

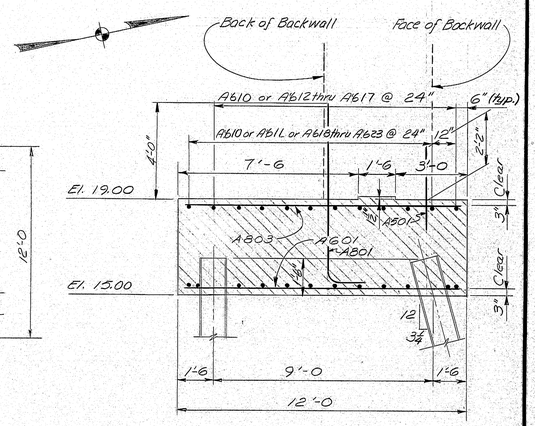
803-1 8966

174-48

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1302(2)	32	211



ABUTMENT NO. 1
FOOTING PLAN



SECTION A-A

PILE NOTES

1. Piles shall be driven to ledge or practical refusal.
2. All piles shall have Pointed Reinforced Pile Tips as shown on Standard Detail BD 104-77.
3. Alternate types of Pointed Reinforced Pile Tips may be used if they have at least the cross-sectional area of the Pointed Reinforced Pile Tip shown on the plans and are approved by the Engineer.
4. Estimated driven lengths of piles are determined from available soils information with no allowance for uncertain pile penetration.
5. Embedment of piles in footing may vary between 1'-0 and 2'-0; and the actual embedment length up to a maximum of 1'-6 will be included in the measurement for payment.
6. Piles marked thus H▸ shall be battered ¾" per foot in the direction of the arrow.
7. Maximum pile loads:
   105.5 tons
8. Following is the number, size and estimated driven length of piles:
   30-HP 14x89 in lengths varying from 65' to 69'.

PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN - DETAILED	WJL	11/77
	CHECKED	DMD	4-78
	REVISIONS		
	FIELD CHANGES		

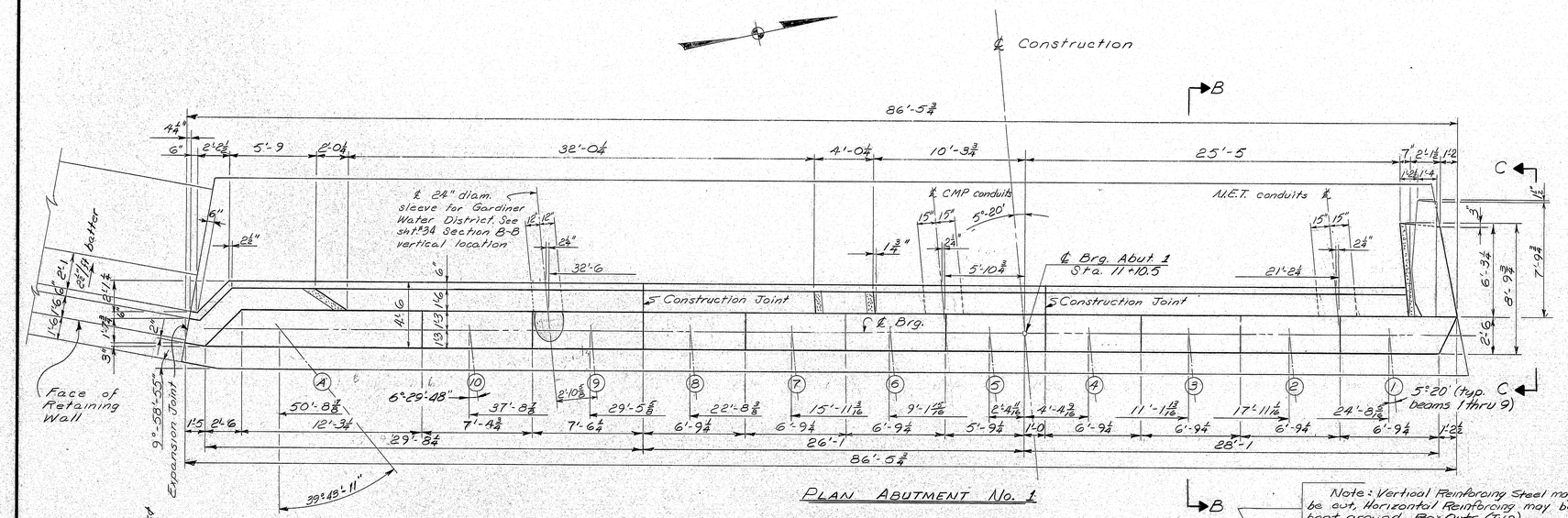
JANUARY 1968

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

GARDINER-RANDOLPH BRIDGE
OVER
MAINE CENTRAL RAILROAD
IN THE CITY OF
GARDINER
KENNEBEC COUNTY
ABUTMENT No.1 FOOTING PLAN
SHEET 32 OF 63 AUGUSTA, MAINE APRIL 1978

174-49

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1302(2)	93	211



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. Place reinforcing steel in bridge seats to clear anchor bolts.
4. Break bond at vertical contraction joints by a method approved by the Engineer.
5. Polyvinylchloride waterstops as shown on Standard Details BD 104 shall be placed in all vertical contraction and construction joints.
6. Cover expansion joints on the back with two layers of heavy roofing, 10" wide. Coat the concrete and back of each layer as applied with plastic roofing cement. Recess the area covered ¼".
7. Waterstops are not required in horizontal construction joints.
8. Protective coating for concrete surfaces shall be applied to the following areas:
   - End post
   - Top of concrete curb
   - Backwall top and 1'-0 below Finish Grade on back face
   - Top of sidewalk concrete
   - Top of median concrete
9. Place 4" diameter drains in breastwall at 20 foot maximum spacing. Exact location to be determined by the Engineer in the field.
10. Welding to reinforcing steel will be allowed in the top 2 feet of the abutment backwall.
11. To allow for the adjustment for movement due to dead load deflections of the superstructure, and to aid in the proper alignment of the joint armor, the concrete which anchors the portion of the joint armor 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 joint armor, are approved by the Engineer.
12. The abutment bridge seats and breastwalls shall be protected from rust staining by leaving "forms" temporarily or by covering the concrete after removal of "forms". Polyethylene sheets or other approved material, shall be placed on and around the abutment bearing areas prior to setting the bearing pedestals, and shall extend underneath the masonry plates such that water will run off the pedestals onto the sheets. Protective covering of either "forms" or polyethylene sheething shall remain in place at least until concrete placement for the Structural Concrete Slab has been completed, and as long after that time as is convenient for the contractor. In any case the contractor shall obtain approval of the Engineer prior to removing of the protective covering.

Removal of stains will not be required unless, in the opinion of the Engineer, the contractor has not made satisfactory effort to prevent staining.

Payment will be considered incidental to contract items.

REFERENCES:
For Footing Details see sheet #32
For Sections B-B, G-G, H-H see Sheet #34
J-J and view C-C see sheet #34
For Approach Slabs see sheet #26
For End Posts see sheet #34
For Retaining Wall see sheet #35
For 6" and 9" reveal Curb Sections see sht. #15

LEGEND

N.F.	Near Face
F.F.	Far Face
E.F.	Each Face
FG	Finish Grade

PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN - DETAILED	W.C.L.	11/77
	CHECKED	D.M.D.	12-78
	REVISIONS	Paul	
	FIELD CHANGES		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

GARDINER-RANDOLPH BRIDGE
OVER
MAINE CENTRAL RAILROAD
IN THE CITY OF
GARDINER
KENNEBEC COUNTY

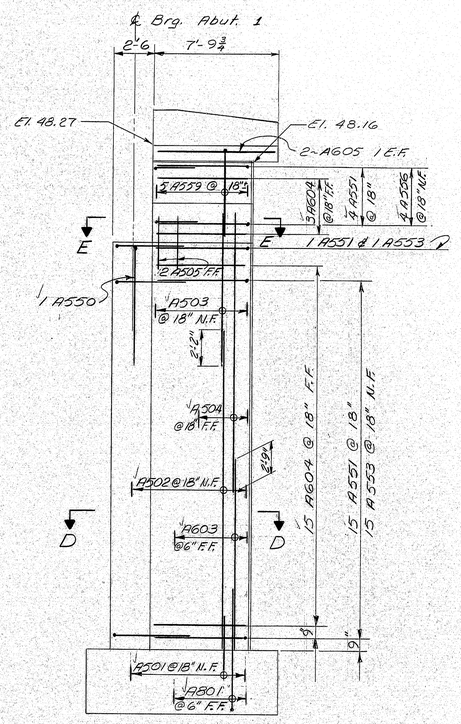
ABUTMENT No. 1 PLAN and ELEVATION

SHEET 33 OF 63 AUGUSTA, MAINE APRIL 1978

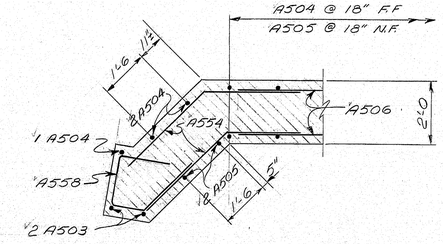
JANUARY 1968

77-50

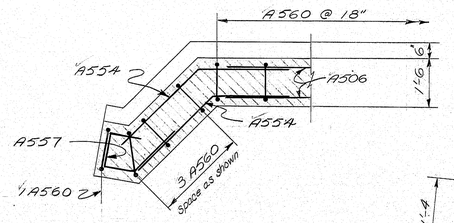
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1302(2)	34	211



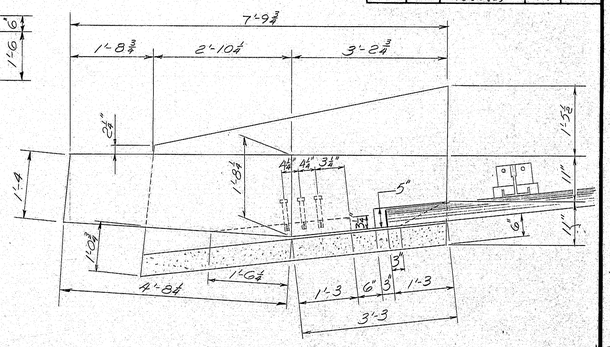
WING ELEVATION C-C



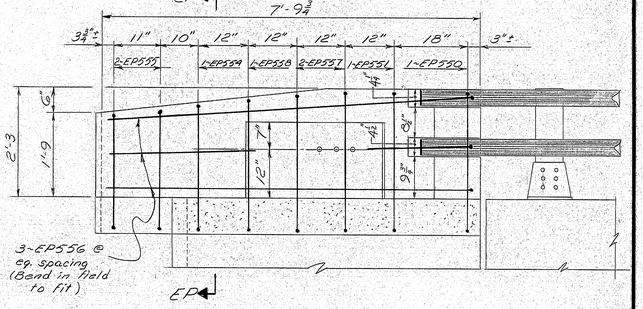
SECTION H-H



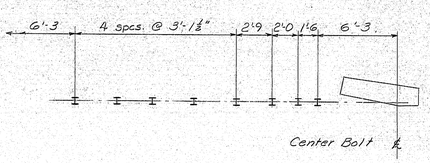
SECTION J-J



END POST PLAN
ABUTMENT 1

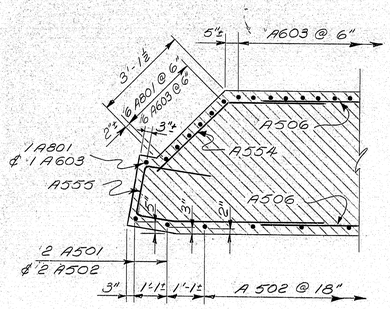


END POST ELEVATION

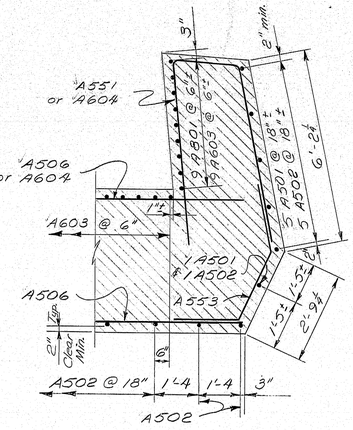


RAIL POST SPACING
(Typical all End Posts)

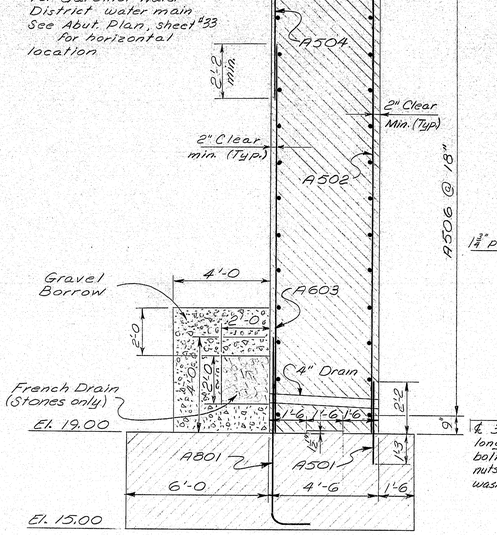
Note: Payment for End Post Concrete will be made under Item 502.21 Structural Concrete, Abuts. & Retaining Walls.



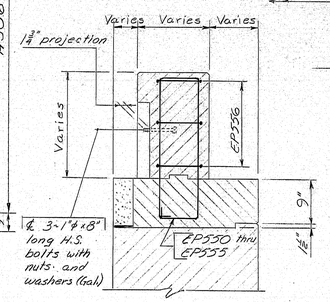
SECTION G-G



SECTION D-D



SECTION B-B



SECTION EP-EP

PROJECT DESIGN ENGINEER	BY	DATE
PLANS	DESIGN - DETAILED WLSt DMD	11/77
	CHECKED Ewan	2-78
	REVISIONS	
	FIELD CHANGES	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

GARDINER-RANDOLPH BRIDGE
OVER
MAINE CENTRAL RAILROAD
IN THE CITY OF
GARDINER
KENNEBEC COUNTY

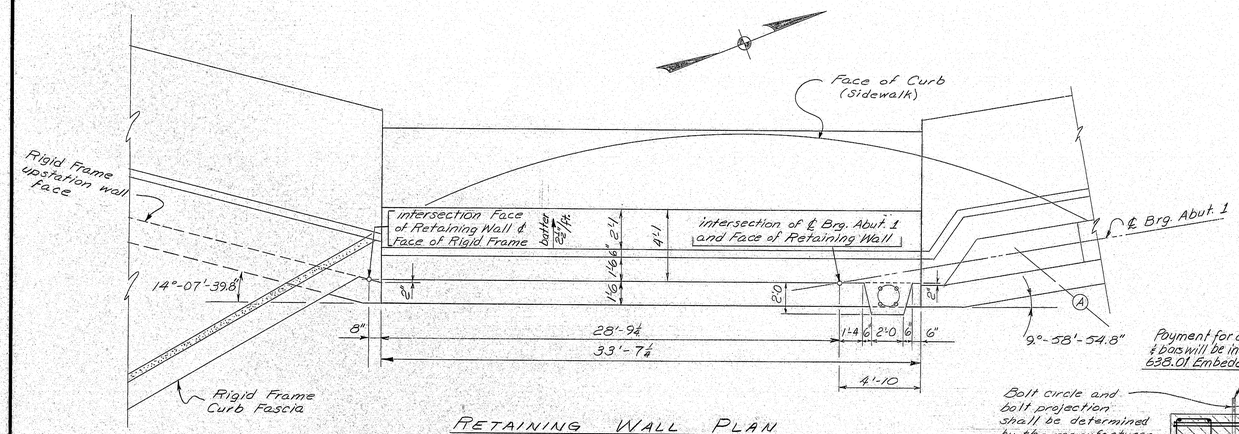
ABUTMENT No.1 and END POST DETAILS

SHEET 34 OF 63 AUGUSTA, MAINE APRIL 1978

174-51

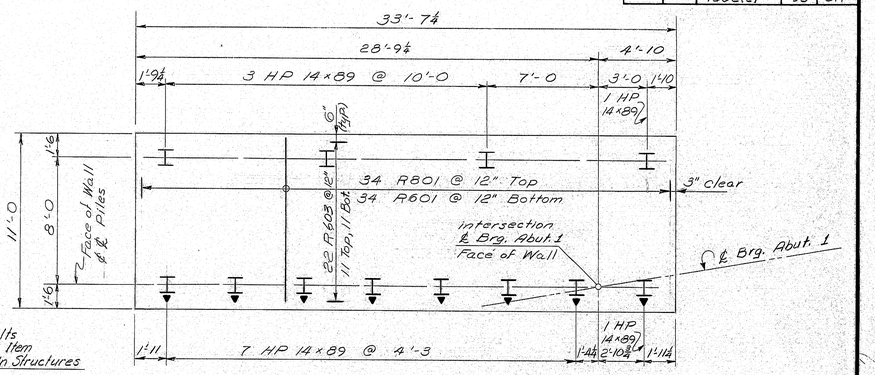
JANUARY 1968

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1302(2)	95	211

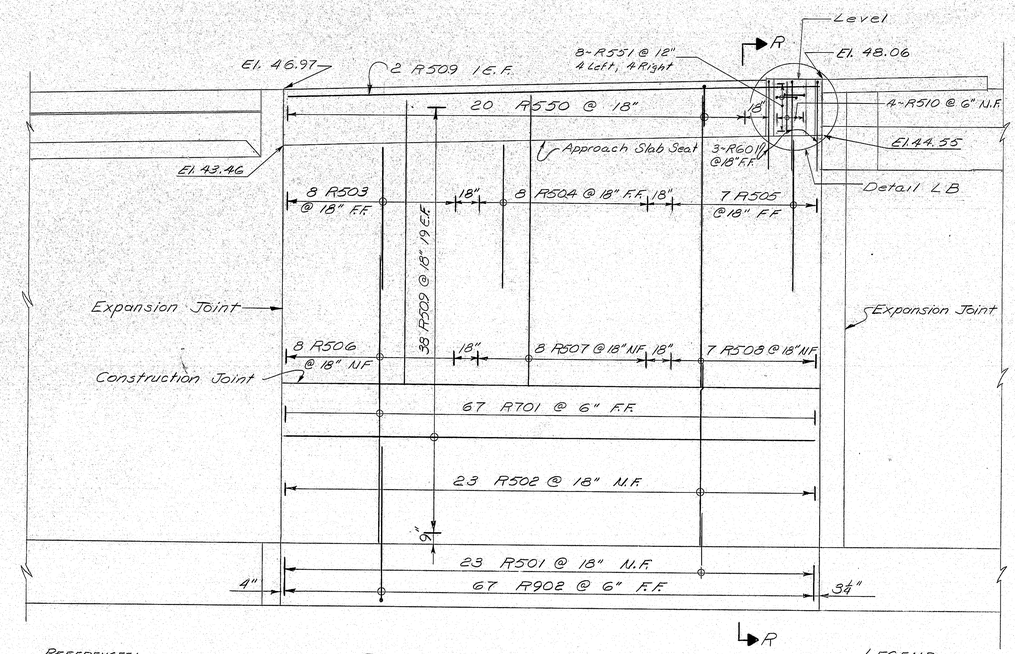


RETAINING WALL PLAN

(Note: Rail Posts on Retaining Wall not shown. See Sheet #25



RETAINING WALL FOOTING PLAN



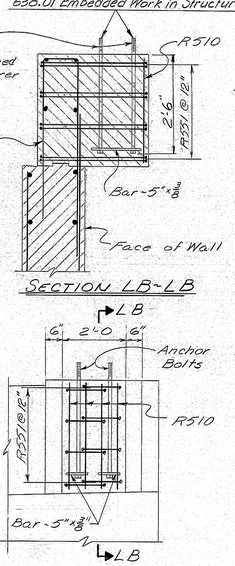
RETAINING WALL ELEVATION

REFERENCES:
For Approach Slab Details see sheet #27
For Sidewalk Details see sheet #36

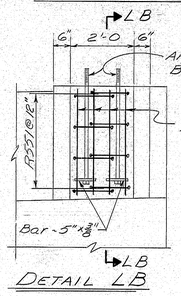
LEGEND
N.F. Near Face
F.F. Far Face

Note: Payment for retaining wall concrete will be made under Structural Concrete, Abutments & Retaining Walls Item 502.21.

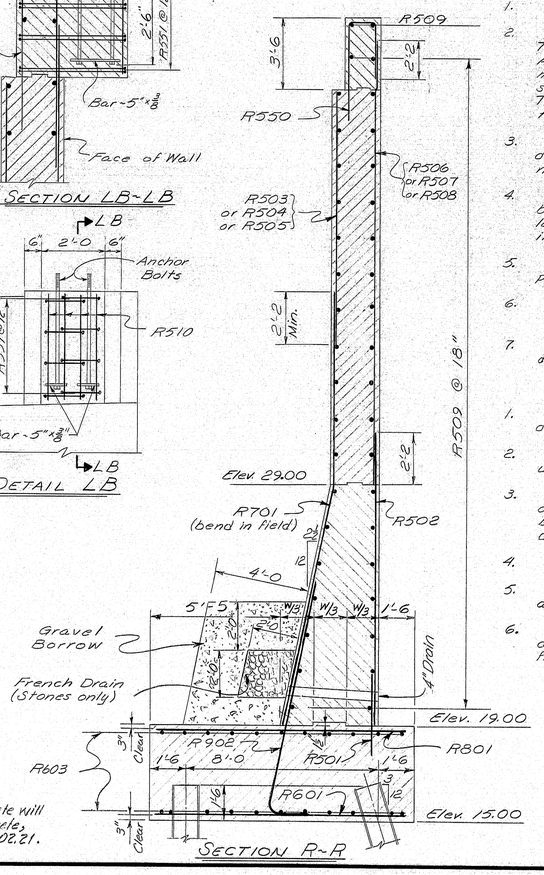
Payment for anchor bolts & bars will be incidental to Item 638.01 Embedded Work in Structures



SECTION LB-LB



DETAIL LB



SECTION R-R

PILE NOTES

1. Piles shall be driven to ledge or practical refusal.
2. All piles shall have Pointed Reinforced Pile Tips as shown on Standard Detail BD 104-77. Alternate types of Pointed Reinforced Pile Tips may be used if they have at least the cross-sectional area of the Pointed Reinforced Pile Tip shown on the plans and are approved by the Engineer.
3. Estimated driven lengths of piles are determined from available soils information with no allowance for uncertain pile penetration.
4. Embedment of Piles in footing may vary between 1'-0 and 2'-0, and the actual embedment length up to a maximum of 1'-6 will be included in the measurement for payment.
5. Piles marked thus H▸ shall be battered 3" per foot in the direction of the arrow.
6. Maximum Pile Loads:
   93.5 tons
7. Following is the number of piles required and the estimated driven length: 12-HP 14x89 in lengths varying from 65' to 69'.

RETAINING WALL 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. Cover expansion joints on the back with two layers of heavy roofing, 10" wide. Coat the concrete and back of each layer as applied with plastic roofing cement. Recess the area covered ¼".
4. Waterstops are not required at horizontal const. joints.
5. Protective coating for concrete surfaces shall be applied to the top of the wall.
6. Place 4" diameter drain in wall. Location to be determined in field by Engineer.

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	W.J.C.	12/77
CHECKED	D.M.D.	6/78
REVISIONS	Plum	
FIELD CHANGES		

PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

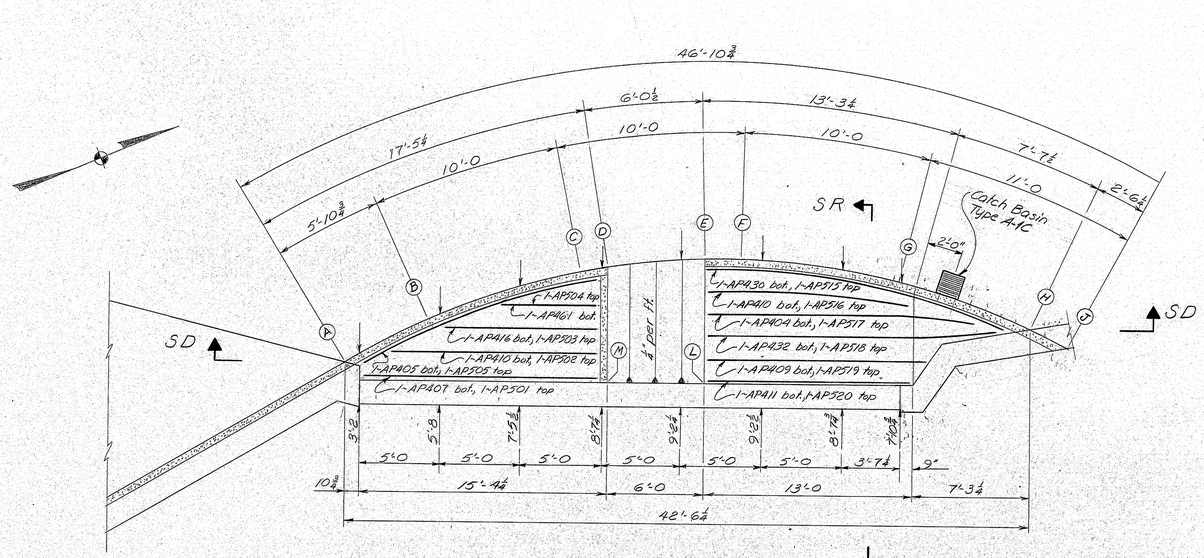
GARDINER-RANDOLPH BRIDGE
OVER
MAINE CENTRAL RAILROAD
IN THE CITY OF
GARDINER
KENNEBEC COUNTY
RETAINING WALL DETAILS

SHEET 35 OF 63 AUGUSTA, MAINE APRIL 1978

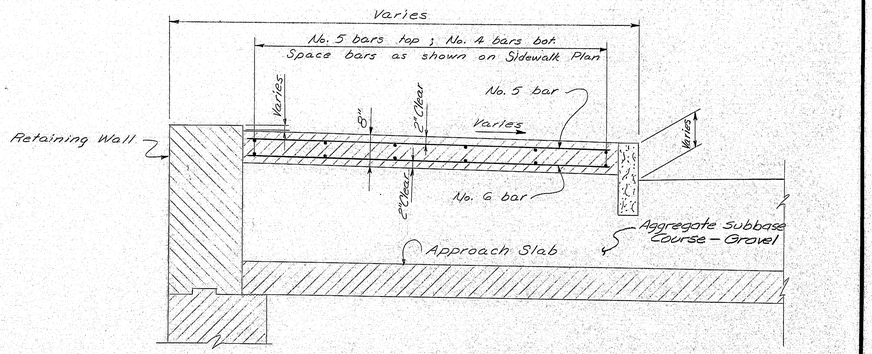
JANUARY 1968

174-52

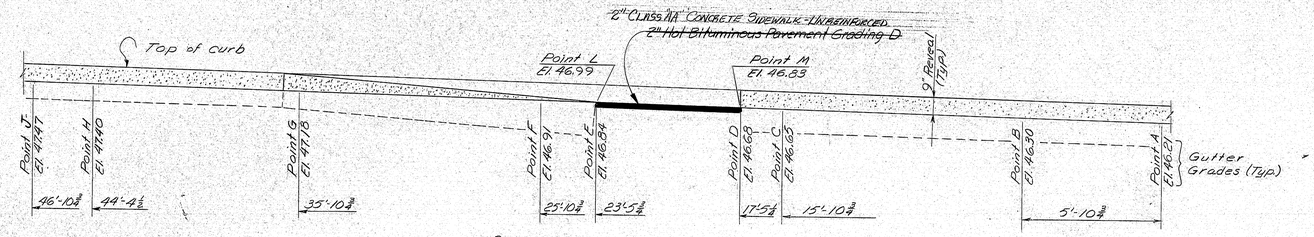
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1302(2)	96	211



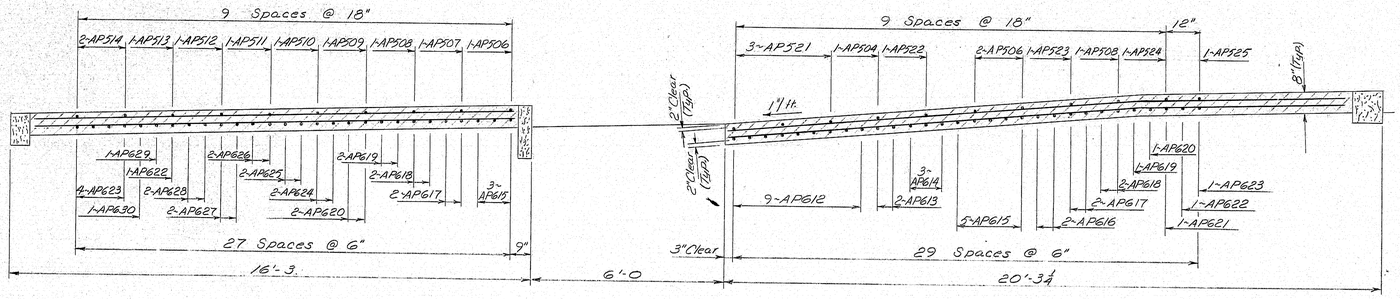
SIDEWALK PLAN



SECTION SR-SR



SIDEWALK ELEVATION
along arc



SECTION SD-SD

"As Built" By M. Ellis 2/20/79
(Changed Bituminous to Concrete Sidewalk)

Notes

Protective Coating for Concrete Surfaces shall be applied to the sidewalk. Payment for sidewalk concrete will be incidental to Structural Concrete, Abuts. & Ret. Walls 502.21.

PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN - DETAILED	W.L.C.	1/78
	CHECKED	D.M.D.	4-78
	REVISIONS	Elwin	
	FIELD CHANGES		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

GARDINER-RANDOLPH BRIDGE
OVER
MAINE CENTRAL RAILROAD
IN THE CITY OF
GARDINER
KENNEBEC COUNTY
SIDEWALK DETAILS
SHEET 36 OF 63 AUGUSTA, MAINE APRIL 1978

174-53

JANUARY 1968

803-1 2000

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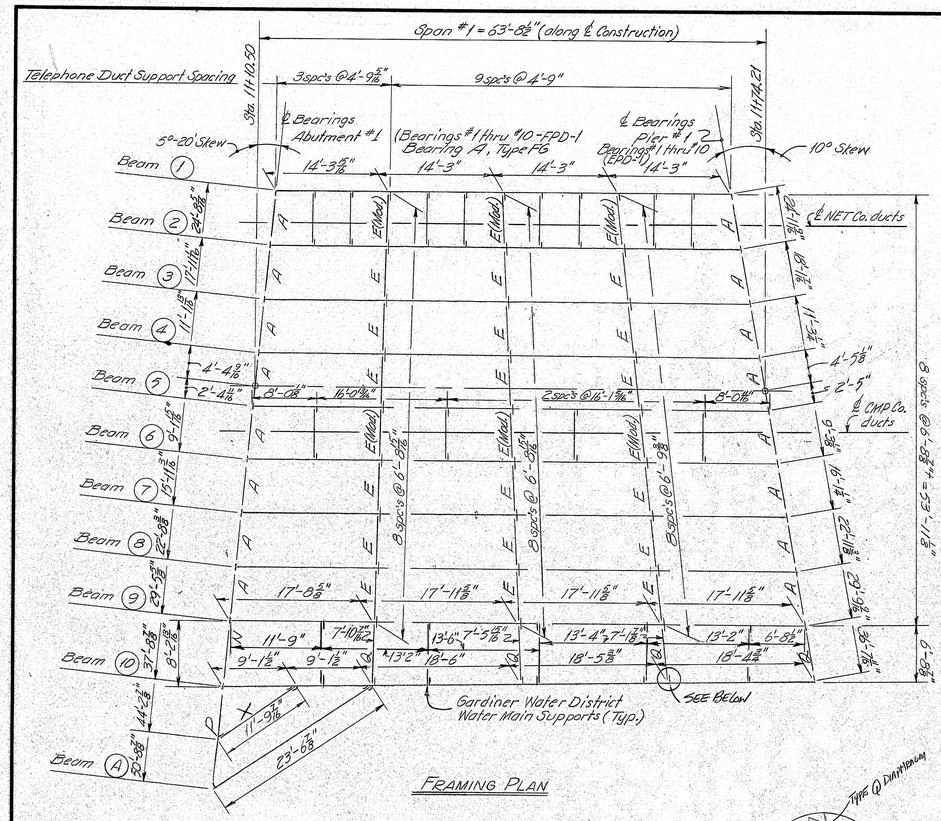
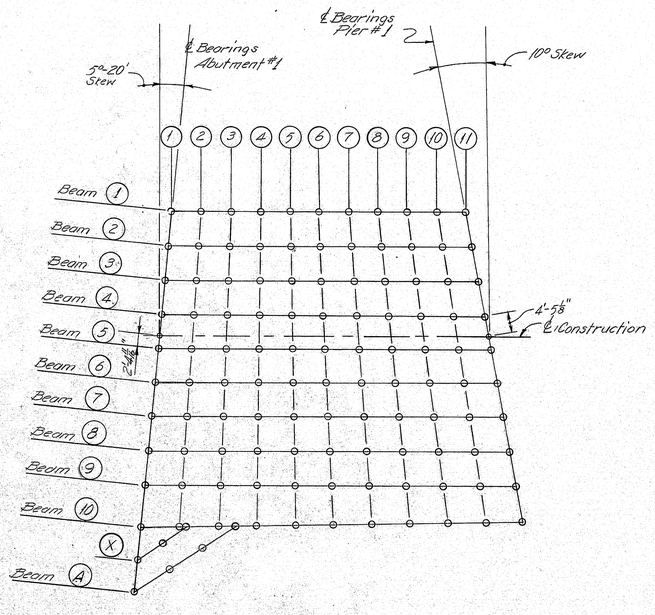


FRAMING PLAN



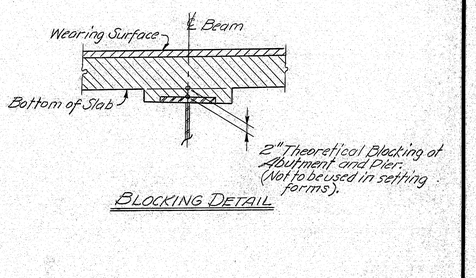
STRUCTURAL STEEL NOTES

1.) Diaphragm connection plates may be either plumb or normal to the top flange.

2) All steel shall be ASTM-A588. Mill tests for filler plate material will not be required.

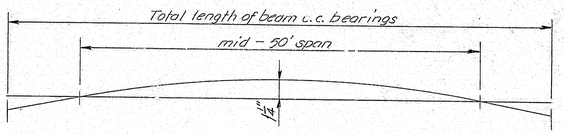
3) All bolts shall be ⅞" High strength ASTM-A325 Type III. Holes shall be 15/16" ∅.

4) The ½" dimension shown in Detail "A" of the Standard Details (BD 100-71) shall be altered to be ¾" for all pedestals for Beams #1, 2, 3, 9, 9, and 10 to accomodate transverse expansion and contraction.



BLOCKING DETAIL

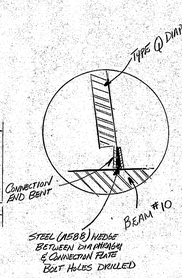
BEAMS #1 thru #6 TYPICAL



BEAMS #7 thru #10 TYPICAL

CAMBER DIAGRAMS

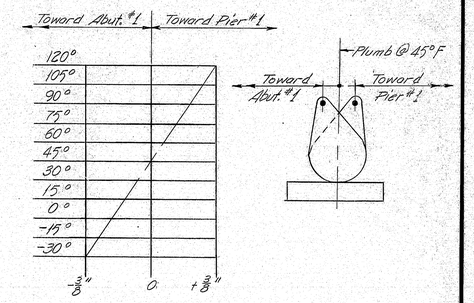
NOTE: Beam "A" place natural camber up.



BLOCKING PLAN

BOTTOM OF SLAB ELEVATIONS

BLOCKING POINTS		1	2	3	4	5	6	7	8	9	10	11
Beam 1	Equal spaces @ 5'-8½"-	46.81	46.95	47.08	47.21	47.32	47.42	47.52	47.60	47.67	47.73	47.79
Beam 2	Equal spaces @ 5'-10⅞"+	46.93	47.08	47.22	47.35	47.48	47.58	47.68	47.75	47.82	47.89	47.95
Beam 3	Equal spaces @ 6'-0⅞"-	47.06	47.21	47.36	47.49	47.63	47.73	47.83	47.91	47.98	48.04	48.10
Beam 4	Equal spaces @ 6'-3"+	47.20	47.36	47.51	47.64	47.77	47.88	47.97	48.06	48.13	48.19	48.26
Beam 5	Equal spaces @ 6'-5½"-	47.32	47.48	47.64	47.79	47.92	48.04	48.14	48.23	48.31	48.36	48.42
Beam 6	Equal spaces @ 6'-7⅝"+	47.44	47.62	47.79	47.94	48.07	48.20	48.30	48.39	48.47	48.52	48.58
Beam 7	Equal spaces @ 6'-9⅝"-	47.41	47.59	47.76	47.92	48.06	48.19	48.30	48.38	48.45	48.51	48.57
Beam 8	Equal spaces @ 6'-11⅞"+	47.25	47.45	47.63	47.79	47.94	48.07	48.17	48.26	48.33	48.40	48.44
Beam 9	Equal spaces @ 7'-2"-	47.11	47.30	47.48	47.65	47.81	47.94	48.05	48.14	48.21	48.27	48.32
Beam 10	Equal spaces @ 7'-4½"+	46.92	47.12	47.31	47.50	47.66	47.80	47.91	48.01	48.07	48.14	48.20
X-Frame X	Equal spaces @ 5'-10⅞"	46.77	46.97	47.17	——	——	——	——	——	——	——	——
Beam A	Equal spaces @ 7'-10⅞"	46.63	46.89	47.14	47.40	——	——	——	——	——	——	——



EXPANSION PEDESTAL SETTING CHART

NOTE: It is anticipated that bearings at Pier #1 will move approximately ¾ away from the fixed bearings at Abutment #1 due to placement of the superstructure slab. The contractor is responsible for setting bearings in final position, as shown in the chart above, after the superstructure slab concrete is placed.

PROJECT DESIGN ENGINEER	BY	DATE
PLANS	FBC	12-78
DESIGN-DETAILED	GCW	6-78
CHECKED	Clark	
REVISIONS		
FIELD CHANGES		

JANUARY 1968

As Built By M Bell 2/20/79
(Bent Type @ Diaphragm, Connection End)
Field Corrected

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

GARDINER-RANDOLPH BRIDGE
OVER
MAINE CENTRAL RAILROAD
IN THE CITY OF
GARDINER
KENNEBEC COUNTY
STRUCTURAL STEEL DETAILS
SHEET 37 OF 63 AUGUSTA, MAINE APRIL 1978

174-54

803-1 8060

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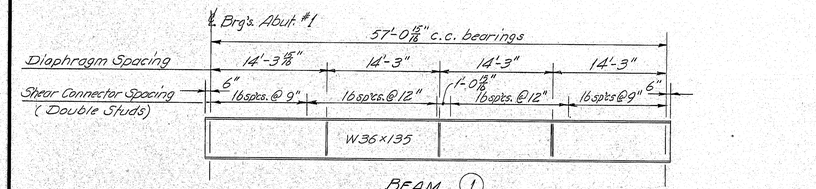
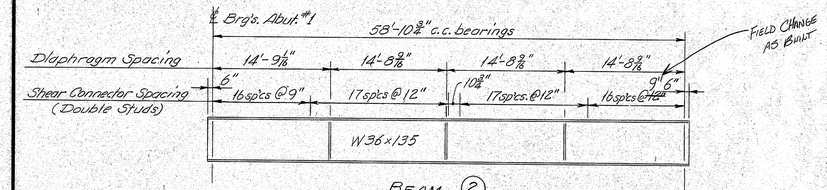
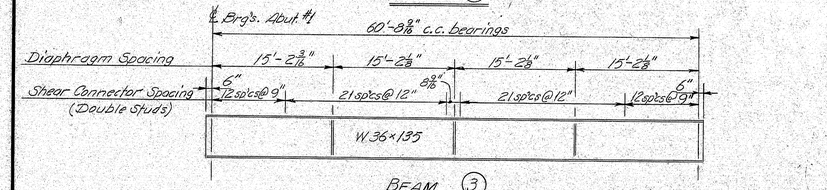


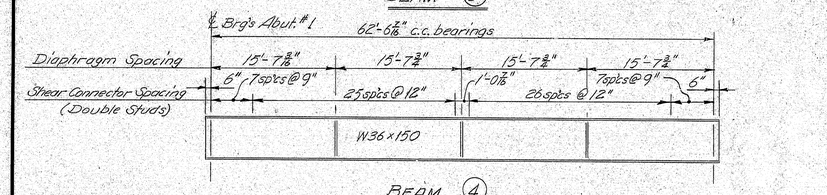
BEAM (1)



BEAM (2)



BEAM (3)



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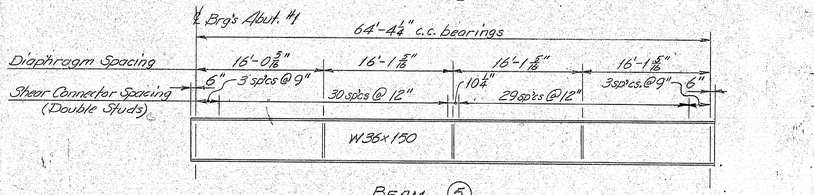

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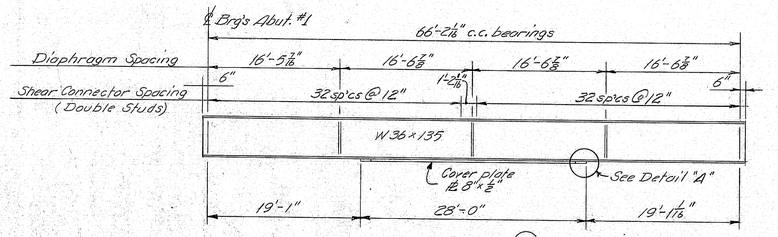

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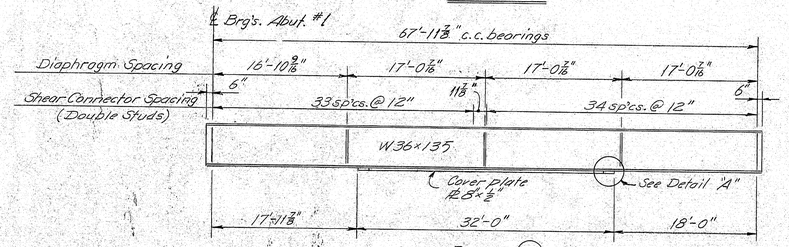

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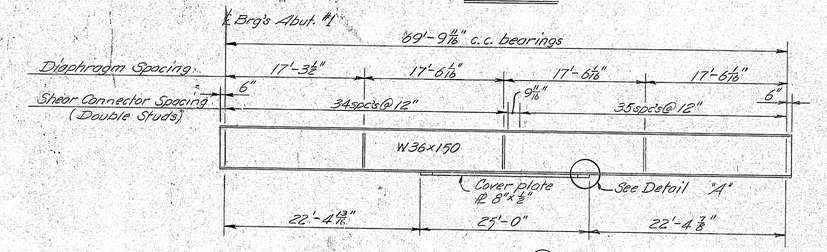

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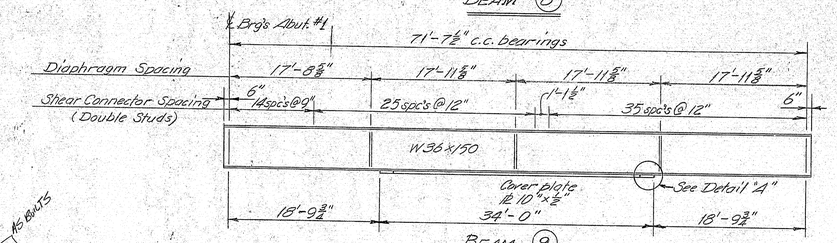

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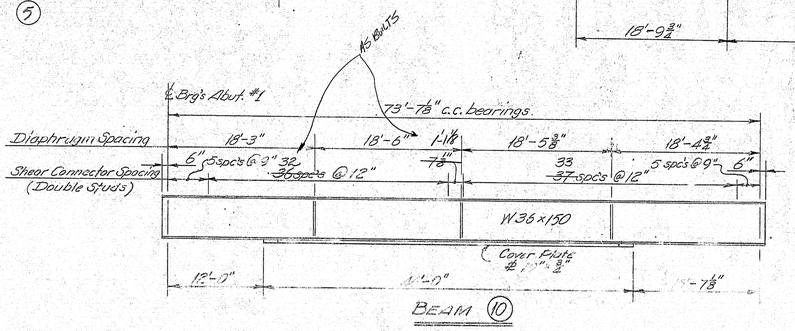

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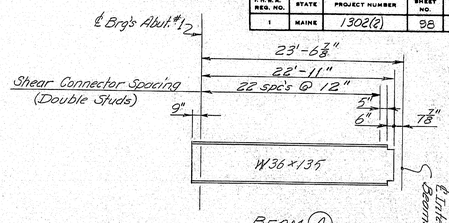


BEAM (A)

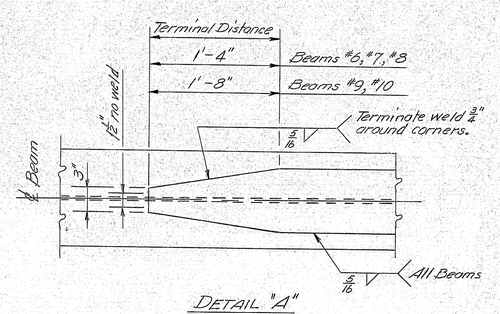
Beam #1	132
Beam #2	136
Beam #3	136
Beam #4	134
Beam #5	134
Beam #6	132
Beam #7	138
Beam #8	142
Beam #9	152
Beam #10	~~170~~ 150
Beam A	46
Type K Crossframes	~~16~~ 22
Type P Crossframe	24
Total	~~1492~~ 1516 — AS BUILT

AS BUILT

TABLE OF STUDS

BD104-77

For Typical Stud Detail see BD 104-77-Sheet #39



DETAIL "A"

"AS BUILTS" by M. Ellis 3/20/80
(SPACINGS & STUD QUANTITY CHANGE)

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	GEW	2/77
CHECKED	Lee	6-78
REVISIONS	Tom	
FIELD CHANGES		

PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

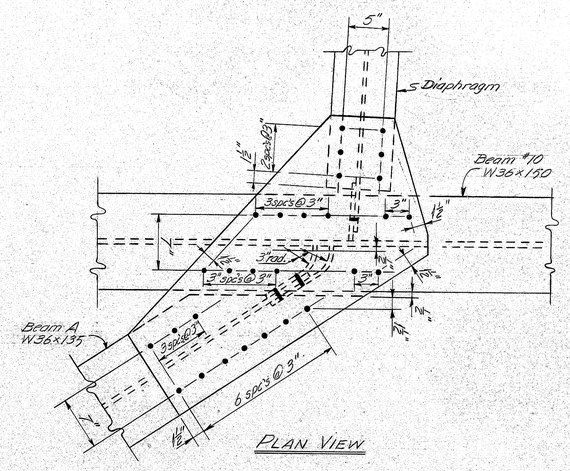
GARDINER-RANDOLPH BRIDGE
OVER
MAINE CENTRAL RAILROAD
IN THE CITY OF
GARDINER
KENNEBEC COUNTY
STRUCTURAL STEEL DETAILS
SHEET 38 OF 63 AUGUSTA, MAINE APRIL 1978

JANUARY 1968

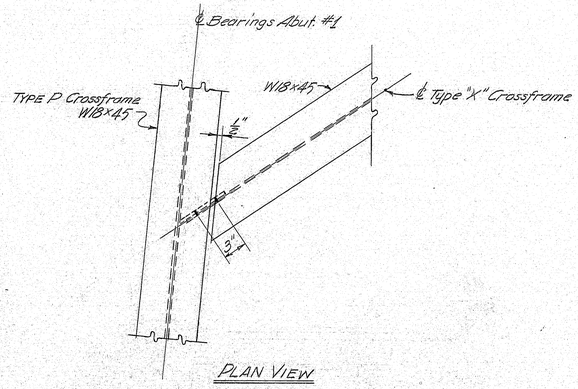
883-1 2500

174-55

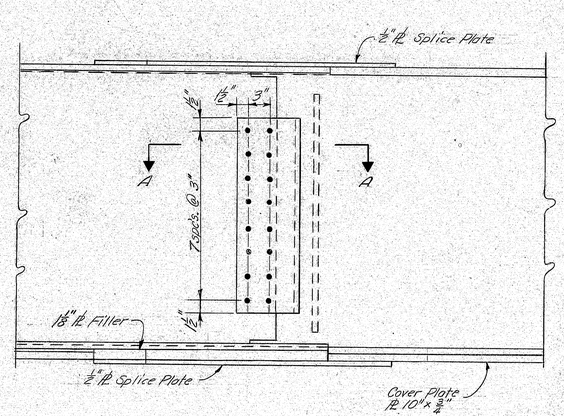
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1302(2)	99	211



PLAN VIEW

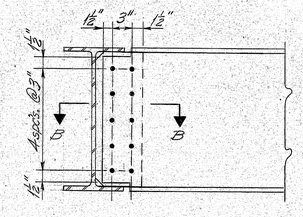


PLAN VIEW



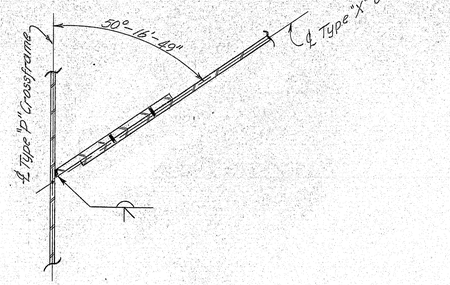
ELEVATION

BEAM "A" CONNECTION

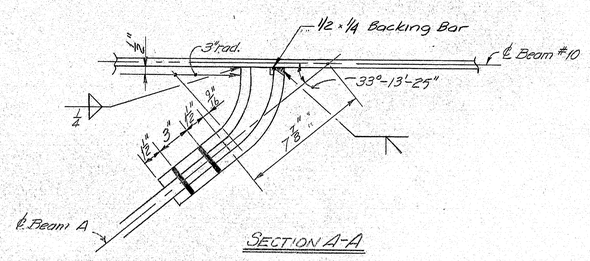


ELEVATION

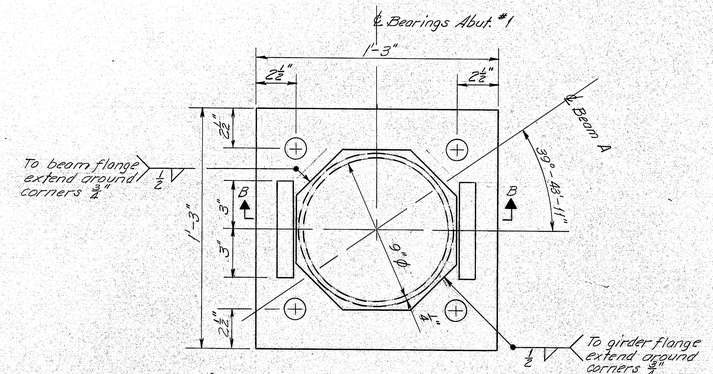
TYPE "P" AND "X" CROSSFRAME CONNECTION



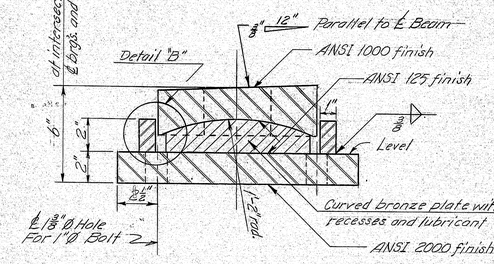
SECTION B-B



SECTION A-A

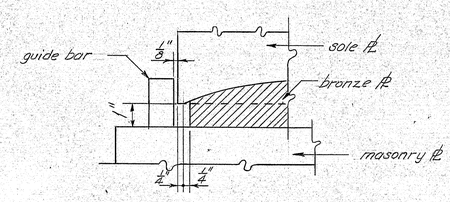


FIXED BEARING - TYPE FG



SECTION B-B

NOTE: For anchor bolt dimensions, see Bridge Standard BD 100-71 FPD #1 series



DETAIL B

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

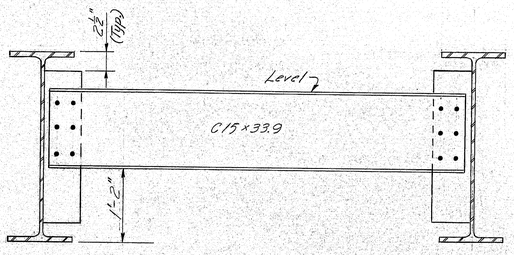
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

GARDINER-RANDOLPH BRIDGE
OVER
MAINE CENTRAL RAILROAD
IN THE CITY OF
GARDINER
KENNEBEC COUNTY
STRUCTURAL STEEL DETAILS
SHEET 39 OF 63 AUGUSTA, MAINE APRIL 1978

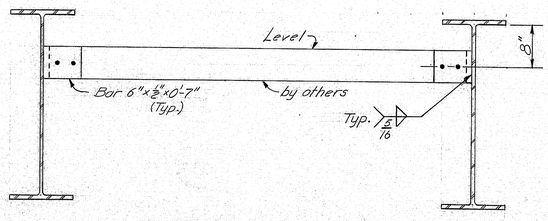
174-56

JANUARY 1968 — BD-1 2000

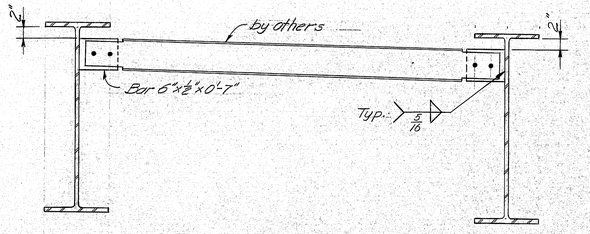
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1302(2)	100	211



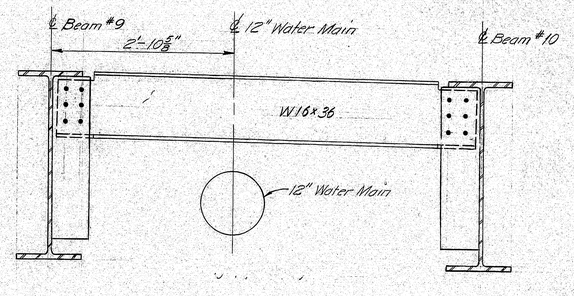
TYPE E (Modified) CROSSFRAME



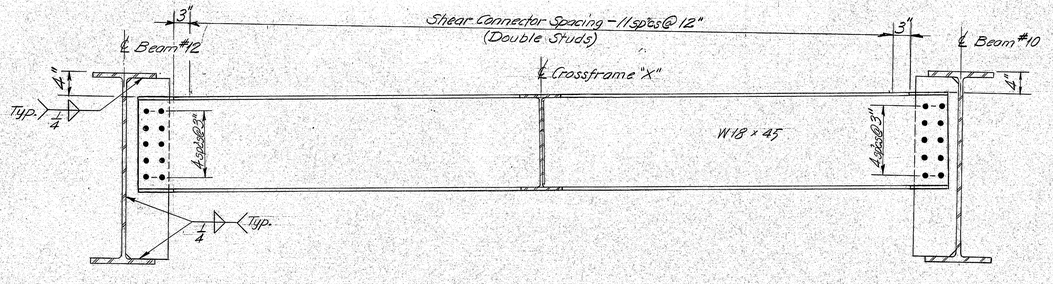
TELEPHONE AND ELECTRICAL DUCT SUPPORTS



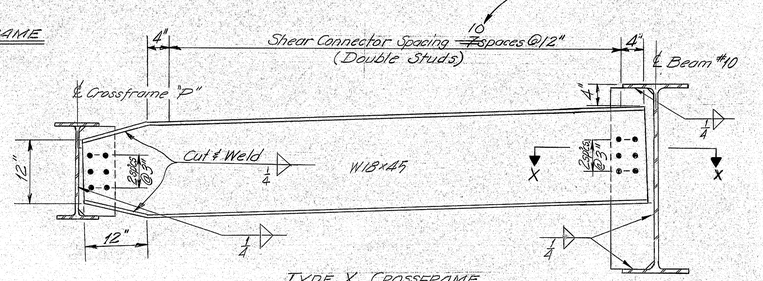
TYPE WC CROSSFRAME



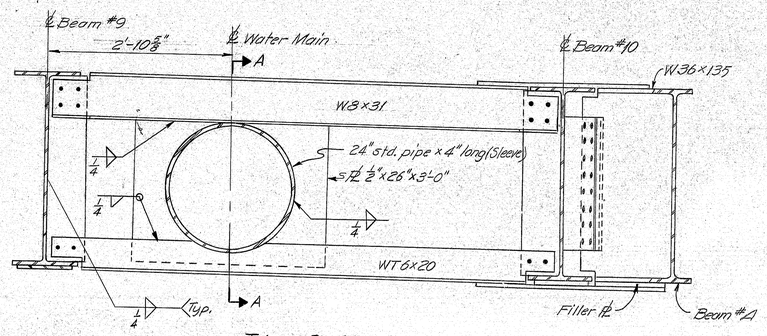
TYPE N CROSSFRAME



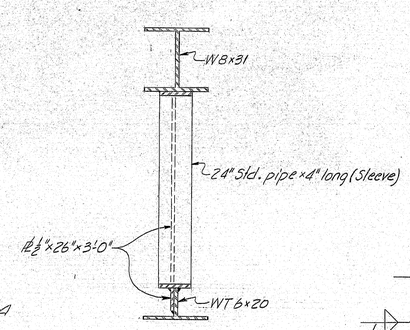
TYPE P CROSSFRAME



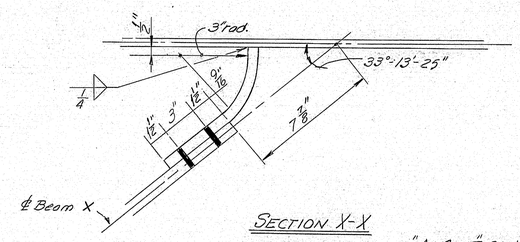
TYPE X CROSSFRAME



TYPE Q CROSSFRAME
NOTE: AT BEAM 10 - BEAM A INTERSECTION
(Remaining intermediate and Pier 1 crossframes similar.)



SECTION A-A



SECTION X-X

"As Built" R/M Stelling 2/20/80
(Spacing change on Type X-Crossframe)

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	EBC	12/77
CHECKED	SPW	6-78
REVISIONS	Plum	
FIELD CHANGES		

PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

GARDINER-RANDOLPH BRIDGE
OVER
MAINE CENTRAL RAILROAD
IN THE CITY OF
GARDINER
KENNEBEC COUNTY
DIAPHRAGMS
SHEET 40 OF 63 AUGUSTA, MAINE APRIL 1978

174-57

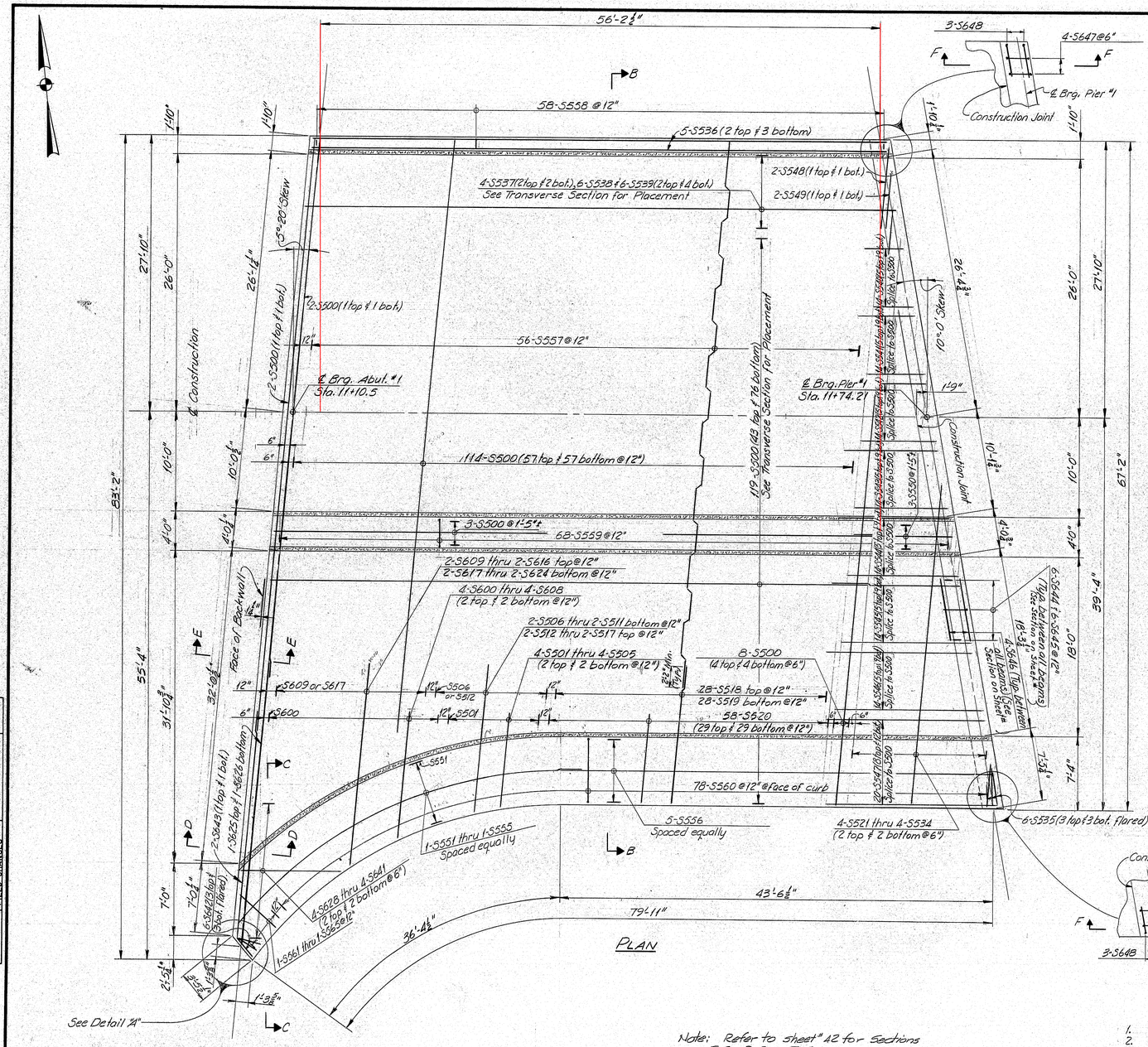
JANUARY 1962

BRS-1 2000

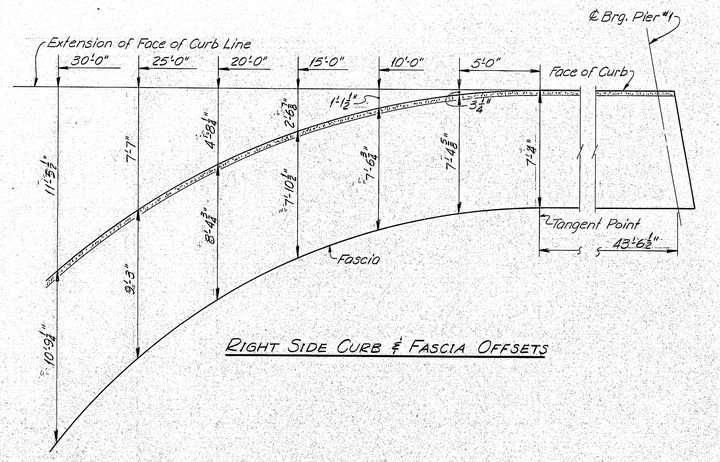
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1302(2)	101	211

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	E.B.C.	1-78
CHECKED	R.C.B.	4-78
REVISIONS		
FIELD CHANGES		

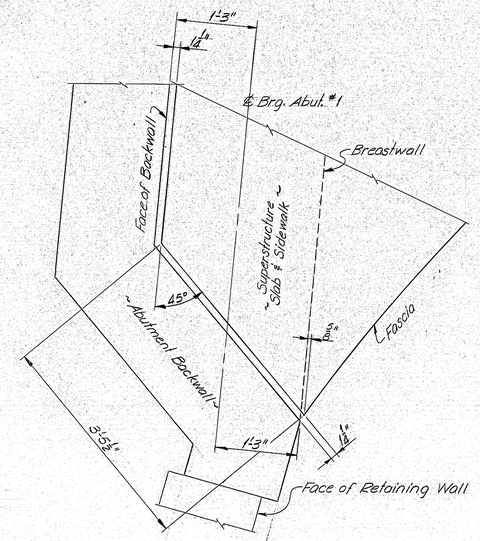
PLANS



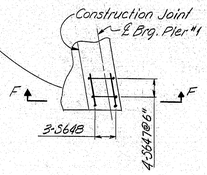
Note: Refer to sheet #42 for Sections C-C, D-D + E-E



RIGHT SIDE CURB & FASCIA OFFSETS



DETAIL "A"



REFERENCES

1. For Modular Expansion Device Details see Sheet #19-22
2. For Sidewalk Details see Sheet #42
3. For Armored Joint Details see BD 104-77-Sheet #59 & Sheet #43
4. For Transverse Section see Sheet #42
5. For Aluminum Bridge Railing Type "A" see BD 114-77-Sht #61
6. For Aluminum Bridge Railing Pale Panel with Heavy Duty Post see BD 115-77-Sheet #62 + BD 116-77 Sheet #63
7. For Section F-F see Sheet #2.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

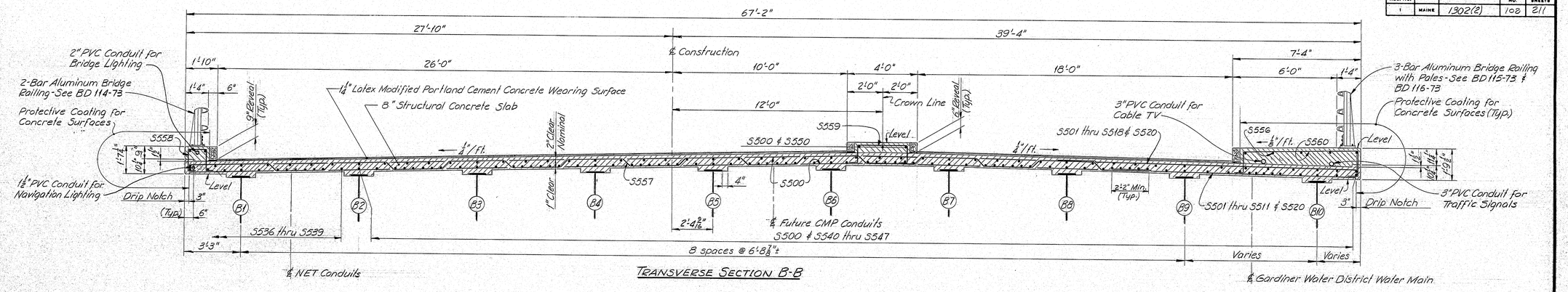
GARDINER-RANDOLPH BRIDGE
OVER
MAINE CENTRAL RAILROAD
IN THE CITY OF
GARDINER
KENNEBEC COUNTY
SUPERSTRUCTURE

SHEET 41 OF 63 AUGUSTA, MAINE APRIL 1978

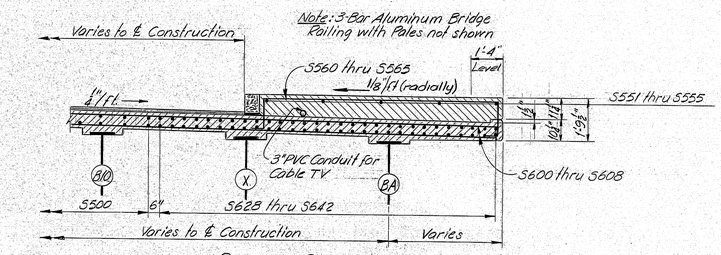
174-58

JANUARY 1968

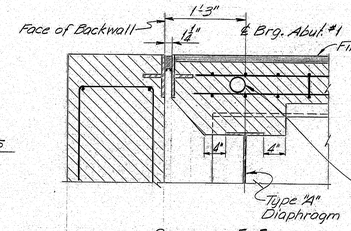
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1302(2)	102	211



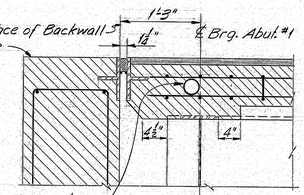
TRANSVERSE SECTION B-B



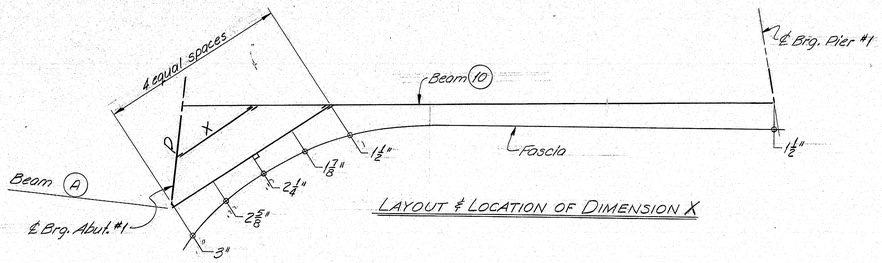
SECTION C-C



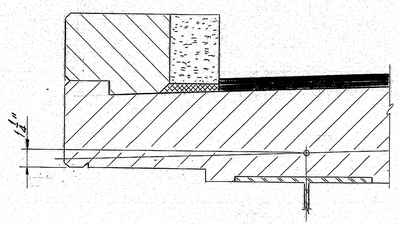
SECTION E-E



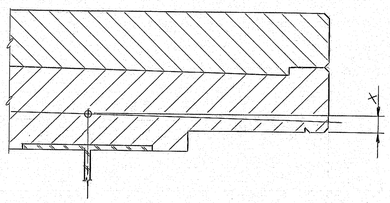
SECTION D-D



LAYOUT ℄ LOCATION OF DIMENSION X



UPSTREAM FASCIA



DOWNSTREAM FASCIA

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

PLANS

JANUARY 1968

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

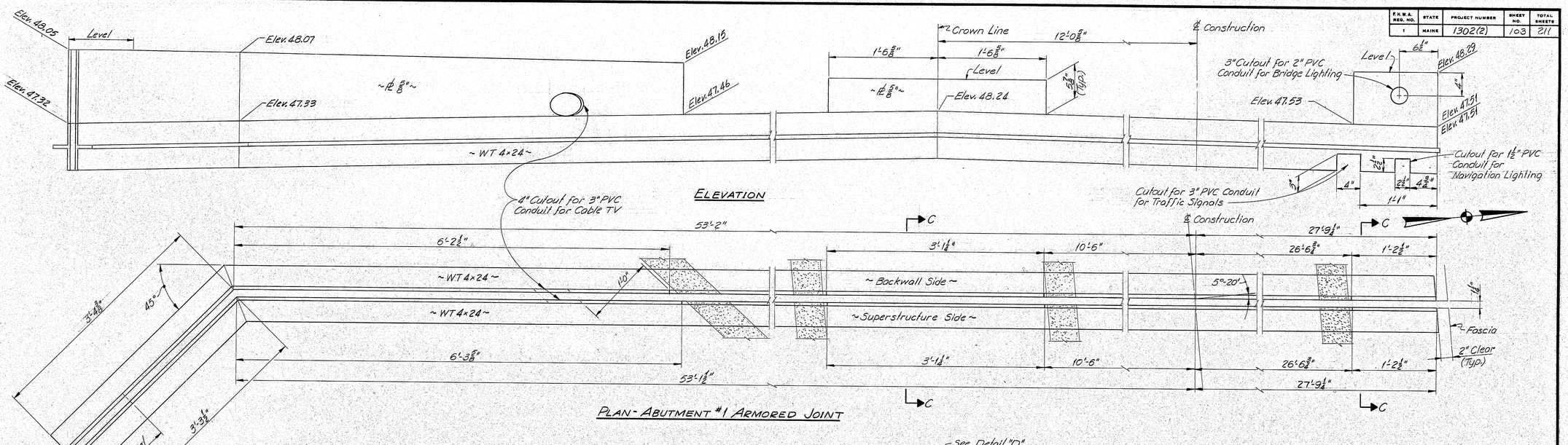
GARDINER-RANDOLPH BRIDGE
OVER
MAINE CENTRAL RAILROAD
IN THE CITY OF
GARDINER
KENNEBEC COUNTY
SUPERSTRUCTURE DETAILS

SHEET 42 OF 63 AUGUSTA, MAINE APRIL 1978

174-59

SSS-1 2060

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1302(2)	103	211



1. The seal to be furnished shall have a minimum Movement Rating of ⅜" for Abutment #1.
2. The seal shall be approved by the Engineer prior to fabrication of the armored joint.

PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN - DETAILED	E.B.C.	12-77
	CHECKED	Elem	2-78
	REVISIONS		
	FIELD CHANGES		

JANUARY 1968

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

GARDINER-RANDOLPH BRIDGE
OVER
MAINE CENTRAL RAILROAD
IN THE CITY OF
GARDINER
KENNEBEC COUNTY
ARMORED JOINT DETAILS

SHEET 43 OF 63 AUGUSTA, MAINE APRIL 1978

174-60

203-1 2000

REINFORCING STEEL SCHEDULE

STRAIGHT BARS

MARK	NO.	LENGTH	LOCATION
		ABUTMENT #1	
A501	66	3'-5"	Footing Dowels
A502	66	20'-0"	Breastwall
A503	7	8'-11"	Wing & Retaining Wall
A504	61	12'-0"	Breastwall
A505	59	4'-4"	Breastwall Dowel
A506	126	26'-9"	Breastwall
A601	85	11'-6"	Footing
A602	3	11'-3"	"
A603	176	16'-2"	Breastwall
A604	36	6'-0"	Wing & Breastwall
A605	2	7'-5"	Wing
A802	3	11'-3"	Footing
A803	85	11'-6"	
A610	48	30'-0"	
A611	12	15'-0"	
A612	2	28'-4"	
A613	2	29'-0"	
A614	2	29'-10"	
A615	2	30'-6"	
A616	2	31'-3"	
A617	2	32'-0"	
A618	2	15'-3"	
A619	2	15'-11"	
A620	2	16'-8"	
A621	2	17'-5"	
A622	2	18'-1"	
A623	2	18'-10"	Footing
		RETAINING WALL	
R501	23	9'-7"	Footing Dowel
R502	23	9'-3"	Retaining Wall
R503	8	8'-10"	
R504	8	9'-8"	
R505	7	10'-1"	
R506	8	16'-11"	
R507	8	17'-4"	
R508	7	17'-9"	
R509	40	33'-3"	Retaining Wall
R510	4	3'-2"	Light Base
R601	34	10'-6"	Footing
R603	22	33'-1"	"
R701	67	18'-0"	Retaining Wall
R801	34	10'-6"	Footing
		SUPERSTRUCTURE	
S500	248	60'-0"	Deck & Median
S501	4	10'-10"	Deck
S502	4	10'-3"	
S503	4	9'-9"	
S504	4	9'-6"	
S505	4	9'-3"	Deck
S506	2	16'-2"	Deck
S507	2	15'-6"	
S508	2	15'-0"	
S509	2	14'-6"	
S510	2	14'-3"	
S511	2	14'-0"	
S512	2	19'-8"	
S513	2	19'-0"	
S514	2	18'-6"	
S515	2	18'-0"	
S516	2	17'-9"	
S517	2	17'-6"	
S518	28	17'-4"	
S519	28	13'-10"	
S520	58	9'-0"	
S521	4	56'-9"	
S522	4	53'-0"	
S523	4	49'-3"	
S524	4	45'-5"	
S525	4	41'-8"	
S526	4	37'-11"	
S527	4	34'-1"	
S528	4	30'-3"	
S529	4	26'-7"	
S530	4	22'-10"	
S531	4	19'-0"	
S532	4	15'-2"	
S533	4	11'-5"	
S534	4	7'-8"	
S535	6	3'-9"	Deck
S536	5	57'-5"	Deck & Curb
S537	4	57'-11"	Deck
S538	6	58'-8"	
S539	6	59'-4"	
S540	14	4'-3"	
S541	14	6'-0"	
S542	14	7'-9"	
S543	14	9'-6"	
S544	14	11'-3"	
S545	14	13'-0"	
S546	14	14'-9"	
S547	20	17'-0"	
S548	2	8'-0"	
S549	2	5'-10"	Deck
S550	3	10'-6"	Median
S551	1	37'-2"	Sidewalk
S552	1	38'-8"	
S553	1	39'-0"	
S554	1	38'-10"	Sidewalk
S555	1	38'-2"	Sidewalk
S556	5	43'-6"	Sidewalk
S600	4	24'-4"	Deck
S601	4	21'-9"	
S602	4	19'-5"	
S603	4	17'-6"	
S604	4	15'-10"	
S605	4	14'-6"	
S606	4	13'-4"	
S607	4	12'-3"	
S608	4	11'-6"	
S609	2	32'-0"	
S610	2	29'-6"	
S611	2	27'-3"	
S612	2	25'-6"	
S613	2	23'-10"	
S614	2	22'-6"	
S615	2	21'-4"	
S616	2	20'-4"	
S617	2	28'-6"	
S618	2	26'-0"	
S619	2	23'-9"	
S620	2	22'-0"	
S621	2	20'-4"	
S622	2	19'-0"	
S623	2	17'-10"	
S624	2	16'-10"	
S625	1	31'-10"	
S626	1	28'-4"	
S628	4	23'-2"	
S629	4	19'-6"	
S630	4	16'-8"	
S631	4	14'-8"	
S632	4	13'-0"	
S633	4	11'-3"	
S634	4	9'-10"	
S635	4	8'-6"	
S636	4	7'-6"	
S637	4	6'-5"	
S638	4	5'-6"	
S639	4	4'-7"	
S640	4	3'-10"	
S641	4	3'-1"	
S642	6	2'-4"	
S643	2	23'-2"	Deck
S646	36	6'-5"	Haunch @ Pier #1

BENT BARS

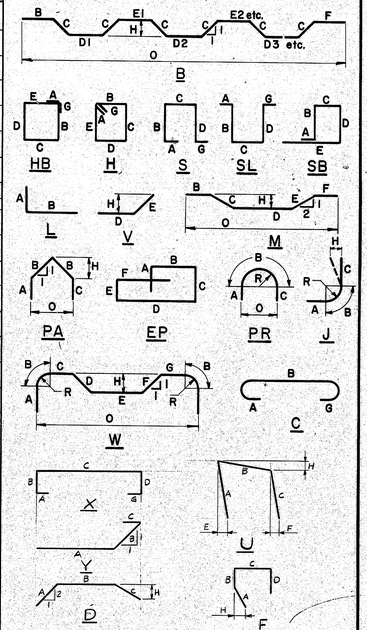
MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
					ABUTMENT #1									
A550	59	9'-4"	L	3'-0"	6'-4"	——	——	——	——	——	——	——	——	Breastwall
A551	20	14'-3"	U	6'-0"	2'-3"	6'-0"	2'-10"	7"	1'-2"	——	1½"	——	——	Wing
A552	48	9'-4"	S	——	4'-1"	1'-2"	4'-1"	——	——	——	——	——	——	Backwall
A553	16	6'-10"	D	2'-2"	2'-4"	2'-4"	——	——	——	——	5"	——	——	Wing
A554	24	7'-0"	V	——	——	——	3'-6"	3'-6"	——	——	2'-5⅝"	——	——	Retaining Wall
A555	16	9'-7"	F	3'-0"	1'-3"	1'-4"	2'-0"	——	——	——	10"	——	——	" "
A556	4	5'-8"	U	2'-2"	3'-6"	——	——	5"	——	——	——	——	——	Wing
A557	2	5'-3"	F	2'-2"	1'-0"	1'-1"	1'-0"	——	——	——	1'-8"	——	——	Wing Backwall
A558	2	6'-0"	F	2'-2"	1'-0"	1'-4"	1'-6"	——	——	——	1'-8"	——	——	Retaining Wall
A559	5	11'-8"	S	——	5'-1"	2'-4"	4'-3"	——	——	——	——	——	——	Wing
A560	11	10'-10"	S	——	4'-10"	1'-2"	4'-10"	——	——	——	——	——	——	Backwall
A801	176	9'-1"	J	1'-0"	9½"	7'-3"	——	——	——	——	——	——	6"	Footing Dowels
					RETAINING WALL									
R550	20	8'-2"	S	——	5'-8"	1'-2"	3'-3"	——	——	——	——	——	——	Retaining Wall
R551	8	9'-6"	HB	6"	3'-2"	1'-1"	3'-2"	1'-1"	——	6"	——	——	——	Light Base
R602	3	12'-4"	S	——	5'-0"	1'-2"	6'-2"	——	——	——	——	——	——	" "
R902	67	11'-3"	J	1'-0"	9½"	9'-5"	——	——	——	——	1'-11"	——	——	Retaining Wall
					SUPERSTRUCTURE									
S557	56	57'-8"	B	——	4'-8"	7"	2'-8¾"	3'-2½"	——	——	5"	55'-2½"	——	Deck
						x15	x8	x7			x15			
S558	58	4'-9"	S	6"	1'-4"	1'-1"	1'-4"	——	——	6"	——	——	——	Curb
S559	68	5'-10"	S	6"	1'-0"	2'-10"	1'-0"	——	——	6"	——	——	——	Median
S560	78	10'-4"	S	6"	1'-6"	6'-7"	1'-3"	——	——	6"	——	——	——	Sidewalk
S561	1	9'-6"	X	6"	1'-6"	5'-9"	1'-3"	——	——	6"	——	——	——	
S562	1	8'-6"	X	6"	1'-6"	4'-9"	1'-3"	——	——	6"	——	——	——	
S563	1	7'-11"	X	6"	1'-6"	4'-2"	1'-3"	——	——	6"	——	——	——	
S564	1	7'-2"	X	6"	1'-6"	3'-5"	1'-3"	——	——	6"	——	——	——	
S565	1	6'-6"	X	6"	1'-6"	2'-9"	1'-3"	——	——	6"	——	——	——	Sidewalk
S644	54	4'-7"	SB	——	——	1'-1"	1'-2"	2'-4"	——	——	——	——	——	Haunch @ Pier #1
S645	54	2'-5"	S	——	——	4"	10"	——	——	1'-3"	——	——	——	" " "
S647	8	5'-4"	H	4"	1'-1"	1'-3"	1'-1"	1'-3"	——	4"	——	——	——	Haunch @ Pier #1
S648	6	2'-9"	Y	1'-9"	8"	4"	——	——	——	——	——	——	——	" " "
					ABUTMENT #1 END POST									
EP550	1	7'-10"	HB	6"	2'-10"	7"	2'-10"	7"	——	6"	——	——	——	Abutment #1
EP551	1	9'-0"	HB	6"	2'-10"	1'-2"	2'-10"	1'-2"	——	6"	——	——	——	
EP554	1	8'-2"	HB	6"	2'-7"	1'-0"	2'-7"	1'-0"	——	6"	——	——	——	
EP555	2	7'-8"	HB	6"	2'-4"	1'-0"	2'-4"	1'-0"	——	6"	——	——	——	
EP556	3	19'-5"	S	——	7'-5"	7"	7'-5"	——	——	——	——	——	——	
EP557	2	8'-8"	HB	6"	2'-10"	1'-0"	2'-10"	1'-0"	——	6"	——	——	——	
EP558	1	8'-4"	HB	6"	2'-8"	1'-0"	2'-8"	1'-0"	——	6"	——	——	——	Abutment #1
MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION

DESIGN - DETAIL	BY	DATE
CHECKED	E.B.C.	2-78
REVISIONS	K.C.B.	
FIELD CHANGES	K.C.B.	

PLANS

FHWA REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1302(2)	104	211

TYPE-BENDING DIAGRAMS



All dimensions are out to out of reinf. bar

Bending details and hooks shall conform to the recommendations of ACI Standard 315-65.

Reinforcing Bar: ASTM A615 Grade 60

GENERAL NOTES

1. First digit(s) following the letter of the Mark indicates size of reinf. bar.
   Mark (A 502) bar size - #5
   Mark (P 1001) bar size - #10
   Mark (S 603) bar size - #6
2. Letter of Marks A, P & S locates bars of Abutments, Piers, and Superstructure parts respectively.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

GARDINER-RANDOLPH BRIDGE
OVER
MAINE CENTRAL RAILROAD
IN THE CITY OF
GARDINER
KENNEBEC COUNTY
REINFORCING STEEL SCHEDULE
SHEET 44 OF 63 AUGUSTA, MAINE APRIL 1978

17461

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

LIST OF DRAWINGS

Title Sheet 1
Quantities & Notes 2
General Plan 3
Staging Plan 4
Superstructure 5
Abutment No. 1 6
Abutment No. 2 7
Pier No. 1 8
Pier No. 1 9
Median 10

GARDINER\RANDOLPH
KENNEBEC COUNTY
PEARL HARBOR REMEMBRANCE BRIDGE
OVER
KENNEBEC RIVER
Rte. 9\27
PROJECT No. BH-1262(400)X
PROJECT LENGTH 0.187 mi.
BRIDGE WEARING SURFACE REPLACEMENT
BRIDGE NO. 2304

DESIGN LOADING

Live Load HS20-44

TRAFFIC DATA

Current (2006) AADT	24560
Future (2026) AADT	31930
DHV - % of AADT	10
Design Hour Volume	3193
% Heavy Trucks (AADT)	4
% Heavy Trucks (DHV)	3
Directional Distribution (DHV)	51
18 kip Equivalent P 2.0	512
18 kip Equivalent P 2.5	489

MATERIALS

Concrete	Class "LP"
Concrete	f' c = 4350
Reinforcing Steel	ASTM A615, Grade 60
Structural Steel:	
All Material (except as noted)	ASTM A709, Grade 36
High Strength Bolts	ASTM A325, Type 1, Galv.

BASIC DESIGN STRESSES

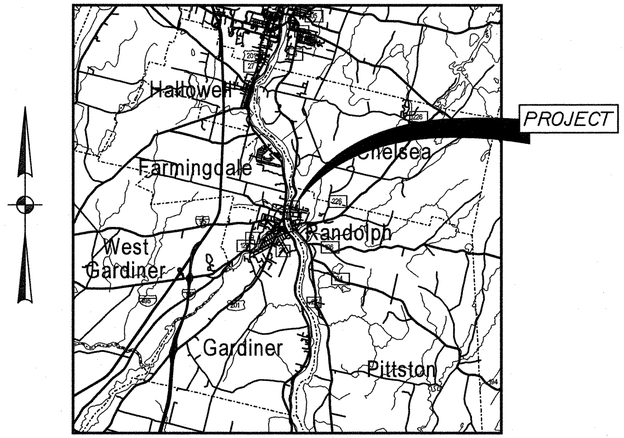
Concrete	f 'c = 4,350 psi
Reinforcing Steel	f y = 60,000 psi
Structural Steel:	
ASTM A 709/A 709M, Grade 36	F y = 36,000 psi
ASTM A 325	F μ = 120,000 psi

UTILITIES

Central Maine Power Company	Verizon
State of Maine Railroad	Time Warner

MAINTENANCE OF TRAFFIC

Maintain two - way traffic with staged construction during construction.



LOCATION MAP

PIN 12624.00

BH-1262(400)X

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

APPROVED

COMMISSIONER: [signature] DATE 4/24/07

CHIEF ENGINEER: [signature] DATE 04/24/07

STATE OF MAINE * BENJAMIN W. FOSTER * 10002 * REGISTERED PROFESSIONAL ENGINEER

[signature] SIGNATURE

10002 P.E. NUMBER

4/24/07 DATE

PROJECT INFORMATION

PROGRAM	BRIDGE
PROJECT MANAGER	BEN FOSTER
DESIGNER	ROLAND COTE
CONSULTANT	
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

GARDINER\RANDOLPH
PEARL HARBOR REMEMBRANCE BRIDGE

TITLE SHEET

SHEET NUMBER 1 OF _

Filename: ...\00\BRIDGE\MSTA\001_Title.dgn Username: ben.foster Division: BRIDGE Date:4/24/2007

Filename: ...\BRIDGE\MSTA\002_Estimate.dgn Username: ben.foster Division: BRIDGE Date:5/2/2007

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
202.12	REM EXIST STRUCTURAL CONCRETE	100	CY
202.202	REMOVING PAVEMENT SURFACE	465	SY
202.30	REMOVING EXISTING CONCRETE WEARING SURF (250 CY)	1	LS
203.20	COMMON EXCAVATION	155	CY
304.10	AGGR SUBB COURSE - GRAVEL	155	CY
403.213	HOT MIX ASPHALT 12.5 MM BASE	50	T
409.15	BITUMINOUS TACK COAT APPLIED	50	G
502.21	STR CONC ABUT & RET WALL	3	CY
502.26	STR CONC RD&SW SLAB ON ST BR (14 CY)	1	LS
502.341	STR CONC ROADWAY MEDIAN	55	CY
503.12	REINF STEEL, FAB & DEL	4300	LB
503.13	REINF STEEL, PLACING	4300	LB
514.06	CURING BOX FOR CONC CYL	1	EA
515.21	PROTECTIVE COAT FOR CONC SUR (7070 SY)	1	LS
516.23	PREP OF NEW CONCRETE SURFACE (5949 SY)	1	LS
518.39	REPAIRING GRANITE CURB BEDDING MORTAR	200	LF
518.50	REPAIR OF UPWARD FAC SURF - TO RE STEEL	10	SF
518.51	REPAIR OF UPWARD FAC SURF-BELOW RE STEEL	10	SF
518.52	REPAIR OF UPWARD FACING SURFACES > 7.9	10	CY
520.241	BRIDGE JOINT MODIFICATION TYPE 1	1	EA
521.23	EXP DEV FINGER JT	2	EA
521.32	FABRIC TROUGH - FINGER JOINT	2	EA
523.1201	RESET STEEL BEARING	10	EA
526.301	TEMPORARY CONCRETE BARRIER - TYPE 1 (1100 LF)	1	LS
527.34	WORK ZONE CRASH CUSHIONS	2	UN
610.08	PLAIN RIPRAP	10	CY
627.711	WH OR YELL PAINT PVMT MARKING LINE	6200	LF
627.75	WHITE OR YELLOW PVMT AND CURB MARK	500	SF
627.77	REMOVING PAVEMENT MARKINGS	3100	SF
627.80	TEMPORARY RAISED PAVEMENT MARKERS - MONODIRECTIONAL*	20	EA
629.05	HAND LABOR, STRAIGHT TIME	10	HR
631.171	TRUCK-SMALL (INC OPERATOR)	10	HR
637.071	DUST CONTROL	1	LS
639.19	FIELD OFFICE TYPE B	1	EA
652.30	FLASHING ARROW BOARD	2	EA
652.31	TYPE I BARRICADE	4	EA
652.312	TYPE III BARRICADE	2	EA
652.33	DRUM	50	EA
652.34	CONE	50	EA
652.35	CONSTRUCTION SIGNS	500	SF
652.361	MAINT OF TRAFF CONTROL DEV	1	LS
652.38	FLAGGER	100	HR
652.41	PORTABLE - CHANGE MESSAGE SIGN	4	EA
656.75	TEMP. SOIL EROS. AND WATER POLL. CONTROL	1	LS
659.10	MOBILIZATION	1	LS

ESTIMATED QUANTITIES ALTERNATE 2

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
516.21	LATEX MODIFIED WEARING SURFACE (5950 SY)	1	LS

ESTIMATED QUANTITIES ALTERNATE 1

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
403.324	ROSPHALT 50 HIGH PERFORMANCE RUBBERIZED	660	T

REINFORCING STEEL SCHEDULE

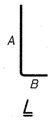
STRAIGHT BARS

MARK	QTY.	LENGTH	LOCATION
A500	4	31'	Abutment #2
M501	660	6½"	Median (see sheet 9)

BENT BARS

MARK	QTY.	LENGTH	TYPE	A	B	LOCATION
A550	120	2'	L	1'	1'	Abutment #2

TYPE - BENDING DIAGRAMS



All dimensions are out-to-out of bar.

Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 315 and ACI Standard 318.

Reinforcing Bar: ASTM A615/A615M, Grade 60

GENERAL NOTES

1. The first two digits following the letter(s) of the mark indicate the size ofthe bar:

   Mark "A502" = bar size #5
   Mark "P805" = bar size #8
   Mark "S650" = bar size #6

GENERAL CONSTRUCTION NOTES

1. *All Utility Facilities shall be adjusted by the respective Utilities unless otherwise noted.*
2. *During construction, Two lane Traffic will be maintained on one side of the Bridge. See staging plan.*
3. *Protective Coating for Concrete Surfaces shall be applied to the following areas: All exposed Surfaces of Concrete Curbs, Median and Sidewalks, Concrete Wearing Surfaces.*
4. *Plans of the existing bridge are available for the Contractor's reference at the Bridge Program's office in Augusta. The plans are reproductions of the original drawings as prepared for the construction of the bridge. It is very unlikely that the plans will show any construction field changes or any alterations which may have been made to the bridge during its life span.*
5. *The Contractor has the option to choose either, a Latex Modified Concrete Wearing Surface option or a Rosphalt 50 Wearing Surface option for the bridge wearing surface replacement. The wearing surface options are as follows:*

   a) Latex Modified Concrete Wearing Surface: should this be the Contractors preferred option for a wearing surface, item number 403.324 shall be unnecessary and will not be required or paid for.

   b) Rosphalt 50 Wearing Surface: Should this be the Contractors preferred option for a wearing surface item number 516.21 shall be unnecessary and will not be required or paid for.

6. *Contractor is to record existing Lane Markings and Turning Arrows, and to replace them after paving is complete and accepted*
7. *Contractor to field verify all dimensions.*
8. *Existing Reinforced Steel shall not be damaged during Concrete Removal.*

DRILLED AND ANCHORED BOLTS AND REINFORCING STEEL NOTES

1. *The anchoring material shall be one of the products listed on the Maine Department of Transportation List of Prequalified Type 2 Anchoring Materials. Installation shall be in accordance with the Manufacturer's recommendations.*

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BH-1262(400)X

PIN 12624.00

BRIDGE PLANS

BRIDGE NO. 2304

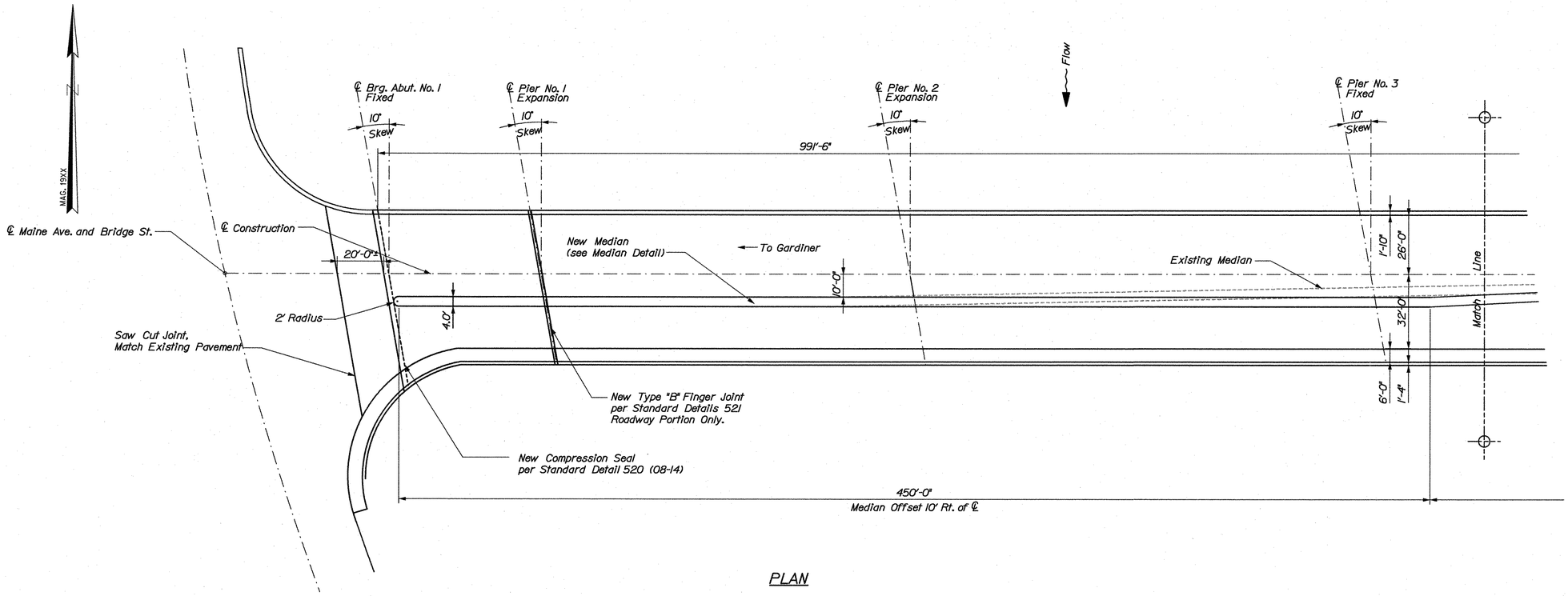
		DATE	SIGNATURE	P.E. NUMBER	DATE
PROJ. MANAGER	B. Foster				
DESIGN-DETAILED	R. Cote				
CHECKED-REVIEWED					
DESIGN2-DETAILED2					
DESIGN3-DETAILED3					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

PEARL HARBOR REMEMBRANCE BRIDGE
KENNEBEC RIVER
GARDINER/RANDOLPH KENNEBEC COUNTY

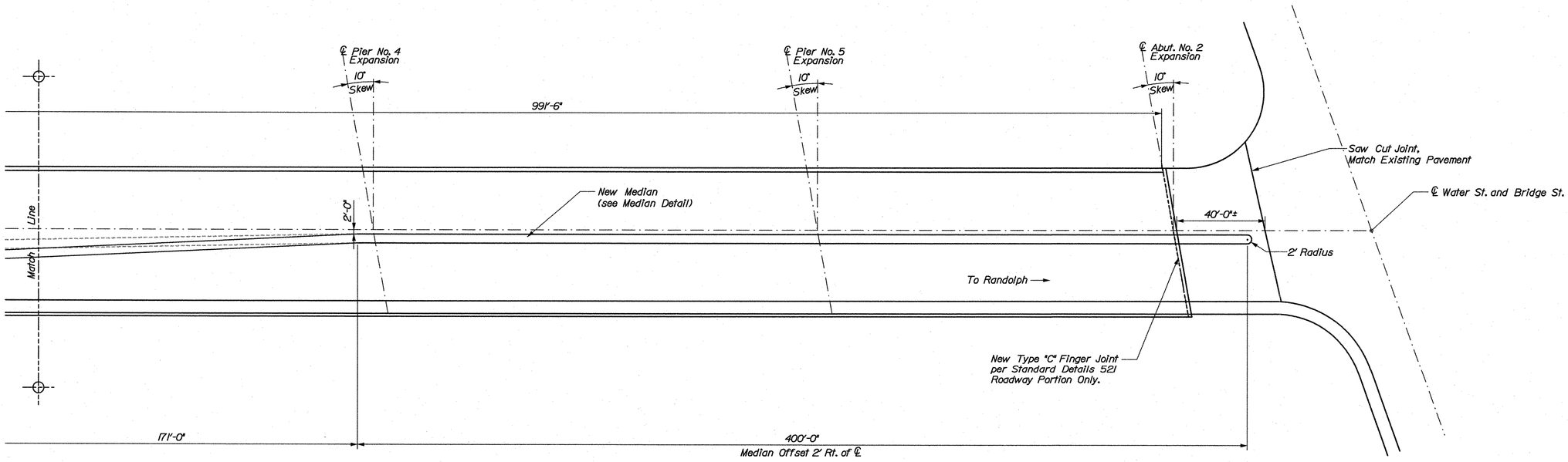
ESTIMATED QUANTITIES

SHEET NUMBER
2
OF _

Filename: ...\00\bridge\vmsta\003_BDPlan1.dgn Division: BRIDGE Username: ben.foster Date:5/2/2007



PLAN



PLAN

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BH-1262(400)X

PIN 12624.00

BRIDGE NO. 2304

BRIDGE PLANS

PROJ. MANAGER	B. Foster	BY	DATE
DESIGN-DETAILED	B. Foster	M. Boone	------
CHECKED-REVIEWED	R. Cote	------	------
DESIGN2-DETAILED2	------	------	------
DESIGN3-DETAILED3	------	------	------
REVISIONS 1	------	------	------
REVISIONS 2	------	------	------
REVISIONS 3	------	------	------
REVISIONS 4	------	------	------
FIELD CHANGES	------	------	------

SIGNATURE

P.E. NUMBER

DATE

PEARL HARBOR REMEMBRANCE BRIDGE
KENNEBEC RIVER
GARDINER/RANDOLPH KENNEBEC COUNTY

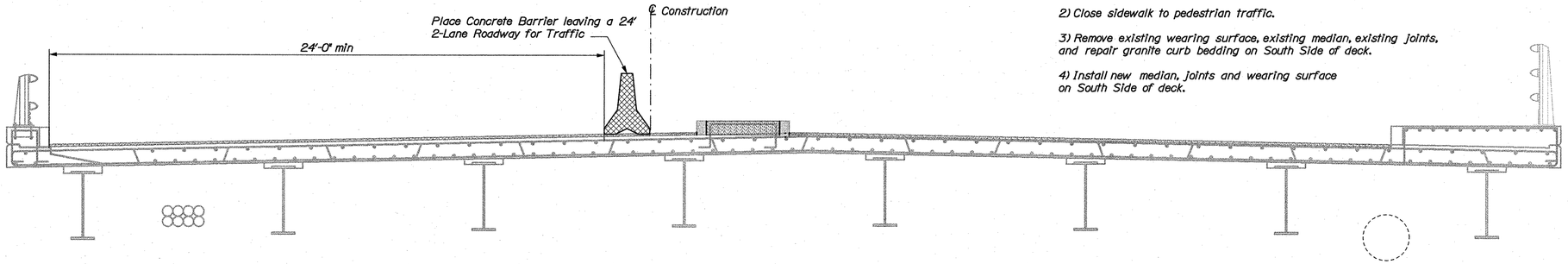
PLANS

SHEET NUMBER

3

OF _

Filename: ...\msta\004_staging_plan.dgn Division: BRIDGE Username: ben.foster Date:5/2/2007



PHASING:

1) Shift traffic to North side of Bridge, and maintain two-way traffic on the North side of bridge.

2) Close sidewalk to pedestrian traffic.

3) Remove existing wearing surface, existing median, existing joints, and repair granite curb bedding on South Side of deck.

4) Install new median, joints and wearing surface on South Side of deck.

STAGING PLAN CROSS SECTION
PHASE ONE

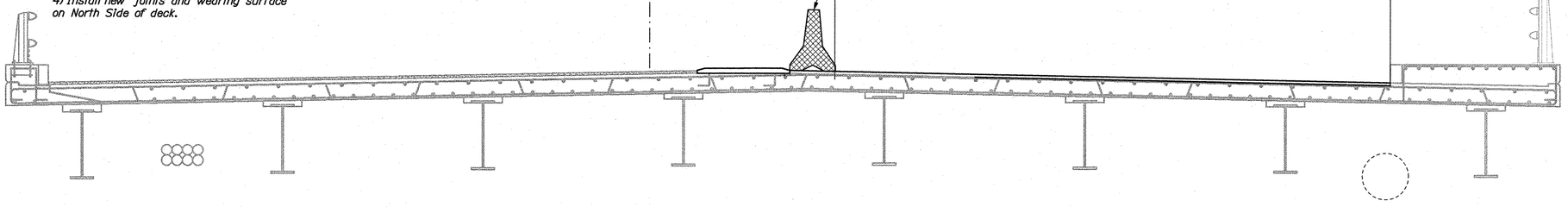
PHASING:

1) Shift traffic to South side of Bridge, and maintain two-way traffic on the South side of bridge.

2) Open sidewalk to pedestrian traffic.

3) Remove existing wearing surface, existing joints and repair granite curb bedding on North Side of deck.

4) Install new joints and wearing surface on North Side of deck.

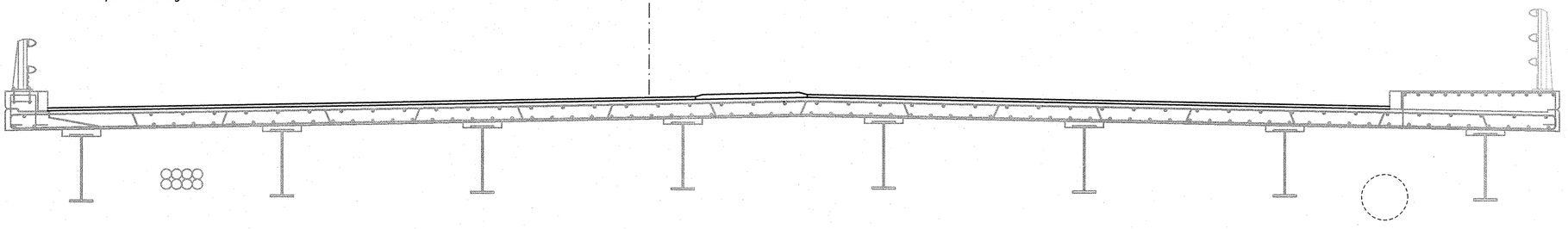


STAGING PLAN CROSS SECTION
PHASE TWO

NOTE:
Barrier will be on all or part of Median where the Median Moves as nessesary

PHASING:

1) Open the bridge to traffic.



STAGING PLAN CROSS SECTION
PHASE THREE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BH-1262(400)X

PIN 12624.00

BRIDGE NO. 2304

BRIDGE PLANS

		BY	DATE
PROJ. MANAGER	B. Foster		
DESIGN-DETAILED	R. Cote	M. Boone	------
CHECKED-REVIEWED	------	------	------
DESIGN2-DETAILED2	------	------	------
DESIGN3-DETAILED3	------	------	------
REVISIONS 1	------	------	------
REVISIONS 2	------	------	------
REVISIONS 3	------	------	------
REVISIONS 4	------	------	------
FIELD CHANGES	------	------	------

SIGNATURE

P.E. NUMBER

DATE

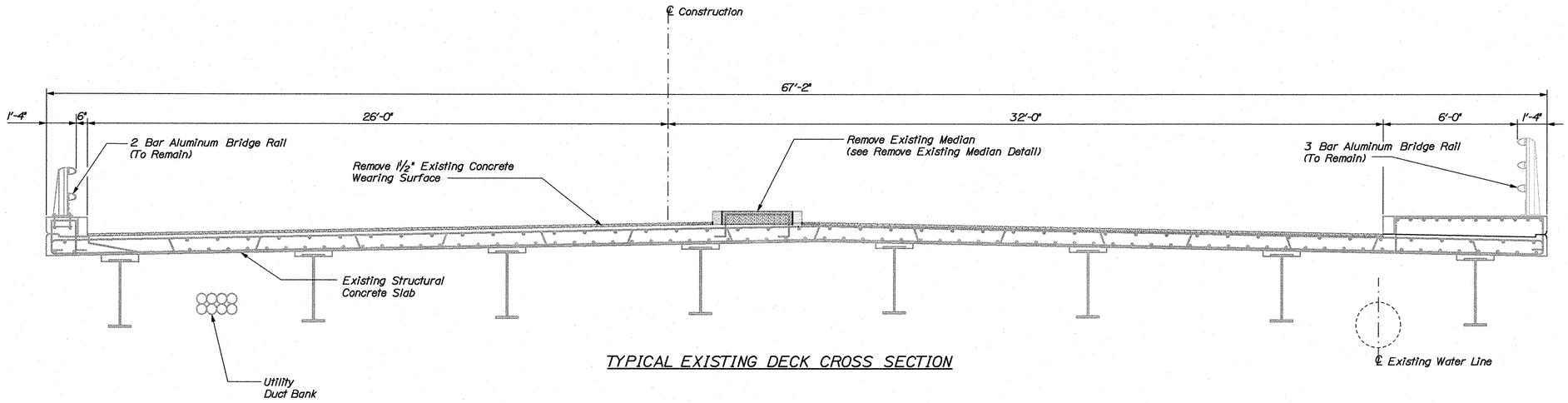
PEARL HARBOR REMEMBRANCE BRIDGE
KENNEBEC RIVER
GARDINER/RANDOLPH KENNEBEC COUNTY

STAGING PLAN

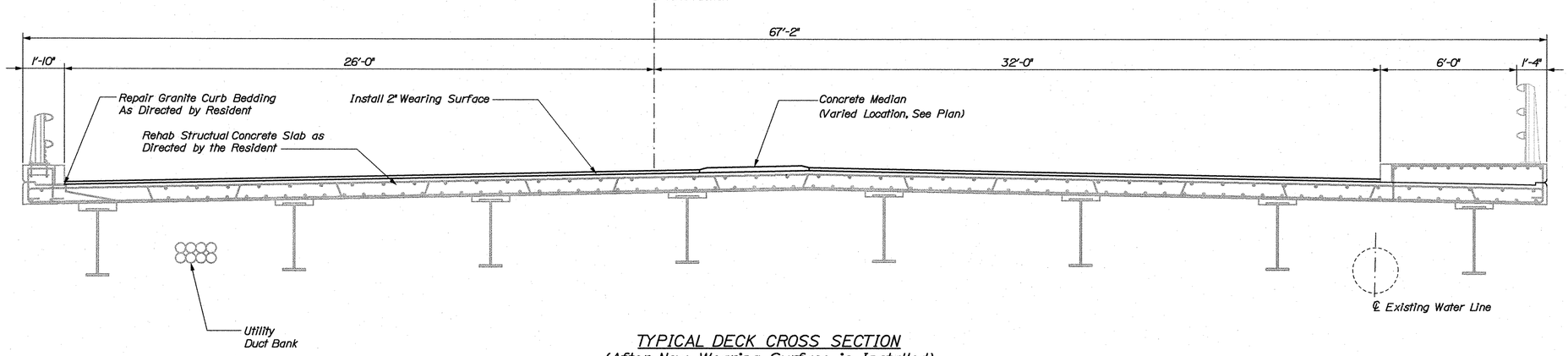
SHEET NUMBER

4

OF _



TYPICAL EXISTING DECK CROSS SECTION



TYPICAL DECK CROSS SECTION
(After New Wearing Surface is Installed)

SUPERSTRUCTURE NOTES

1. The Formwork and its Supports, shall remain in place until a minimum of 48 hours has elapsed after placement of the final section of the concrete, after which, removal of formwork for sections meeting the requirements for form removal of Section 502, Structural Concrete, of the Standard Specifications, may proceed.
2. The seal to be furnished shall have a minimum Movement Rating of:
   Abutment Number 1 = ¾"
3. Granite curb removal from existing median shall be incidental to Item 202.12.
4. Rebar shall be cleaned prior to placing the new concrete.
5. The preparation of the Bridge Deck shall be done per 516.21 and paid for under Bid Item 516.23
6. The cutting of the reinforcing steel shall be incidental to the Median or Finger Joint that the reinforcing steel applies to.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BH-1262(400)X

PIN 12624.00

BRIDGE NO. 2304

BRIDGE PLANS

PROJ. MANAGER	B. Foster	BY	DATE
DESIGN-DETAILED	R. Cote	M. Boone	------
CHECKED-REVIEWED	------	------	------
DESIGN2-DETAILED2	------	------	------
DESIGN3-DETAILED3	------	------	------
REVISIONS 1	------	------	------
REVISIONS 2	------	------	------
REVISIONS 3	------	------	------
REVISIONS 4	------	------	------
FIELD CHANGES	------	------	------

SIGNATURE

P.E. NUMBER

DATE

PEARL HARBOR REMEMBRANCE BRIDGE
KENNEBEC RIVER
GARDINER/RANDOLPH KENNEBEC COUNTY

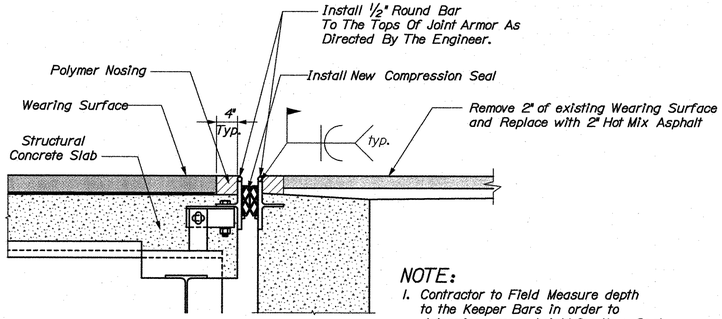
SUPERSTRUCTURE

SHEET NUMBER

5

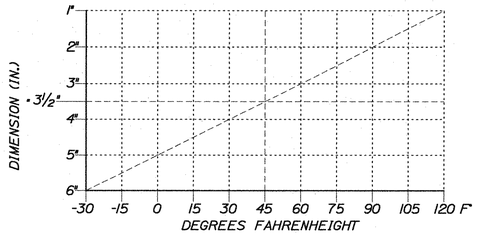
OF _

Filename: ...\msta\005_Superstructure.dgn Division: BRIDGE Username: ben.foster Date:5/2/2007

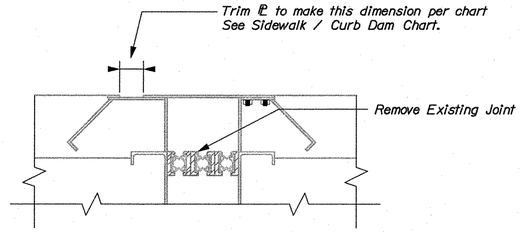


ABUTMENT No. 1

NOTE:
1. Contractor to Field Measure depth to the Keeper Bars in order to determine proper height for New Seal.
2. Polymer Nosing to be incidental to Item 520.241

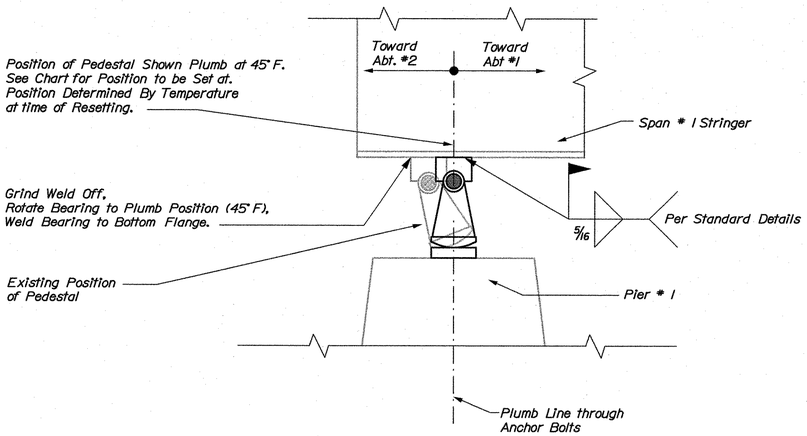


SIDEWALK/CURB DAM
SETTINGS CHART

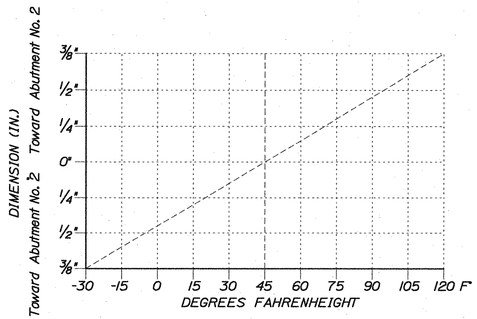


EXISTING CURB DAM PIER #1
(To Remain)

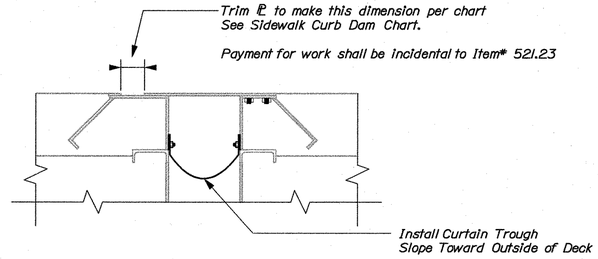
NOTE:
Payment for Joint Removal and Trimming of Sidewalk Curb Dam Shall be Incidental to Item# 521.23



BEARING RESET DETAIL
(10 Places)



EXPANSION PEDESTAL CHART
SPAN #1 PIER #1



EXISTING CURB DAM PIER #1
(To Remain)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BH-1262(400)X

PIN 12624.00

BRIDGE PLANS

BRIDGE NO. 2304

	B. Foster	DATE
PROJ. MANAGER		
DESIGN-DETAILED	B. Foster	
CHECKED-REVIEWED	R. Cote	
DESIGN2-DETAILED2	M. Boone	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

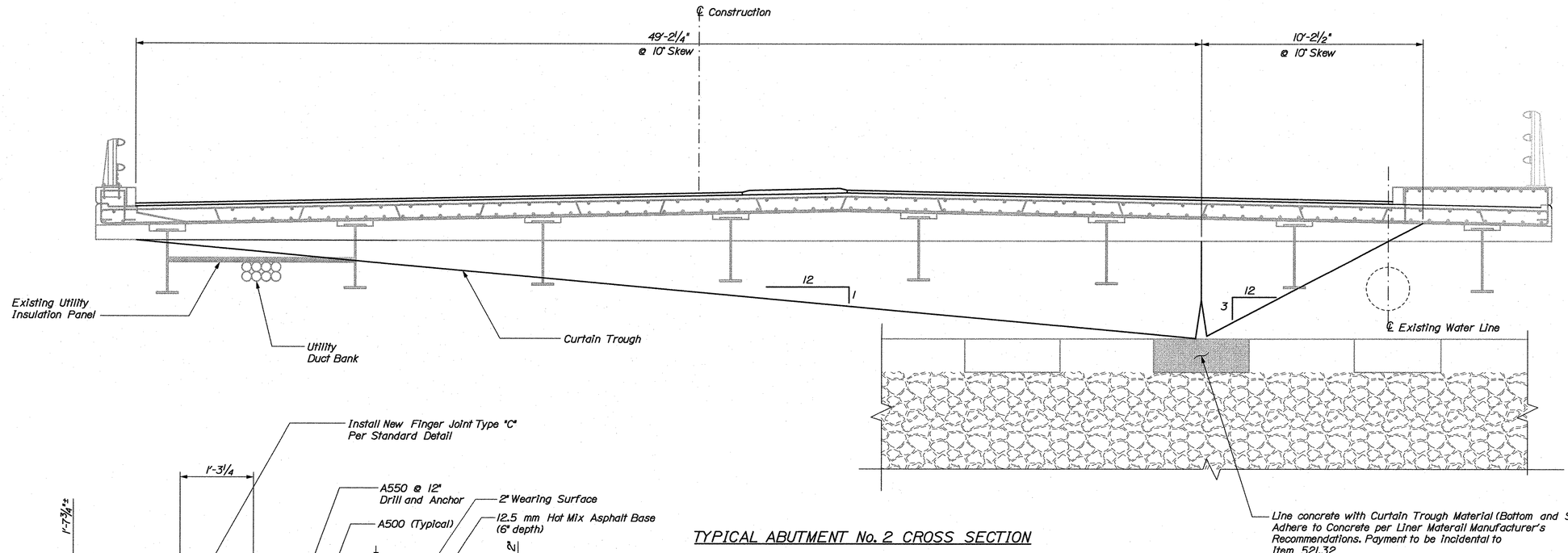
PEARL HARBOR REMEMBRANCE BRIDGE
KENNEBEC RIVER
GARDINER/RANDOLPH KENNEBEC COUNTY

ABUT. #1, BEARING, SIDEWALK

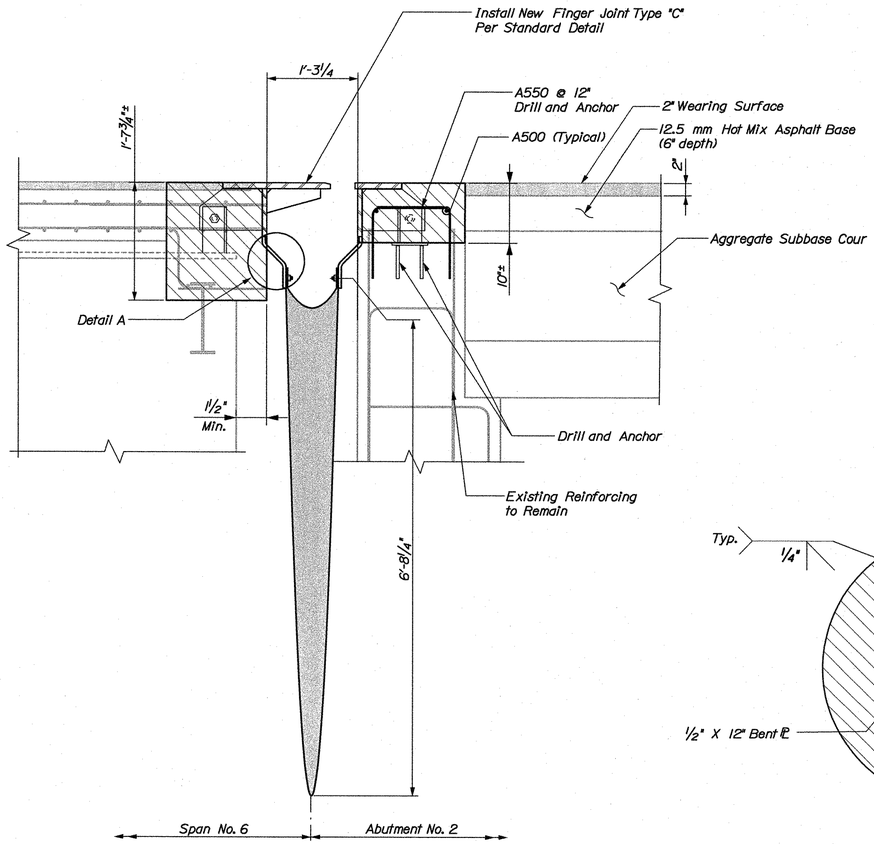
SHEET NUMBER
6
OF _

Filename: ...\006_abut_1_bearing_sidewalk.dgn Username: ben.foster Date:5/2/2007
Division: BRIDGE

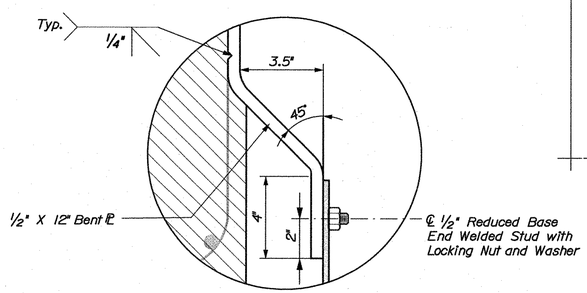
Filename: ...\msta\007_abutment_two.dgn Username: ben.foster Division: BRIDGE Date:5/2/2007



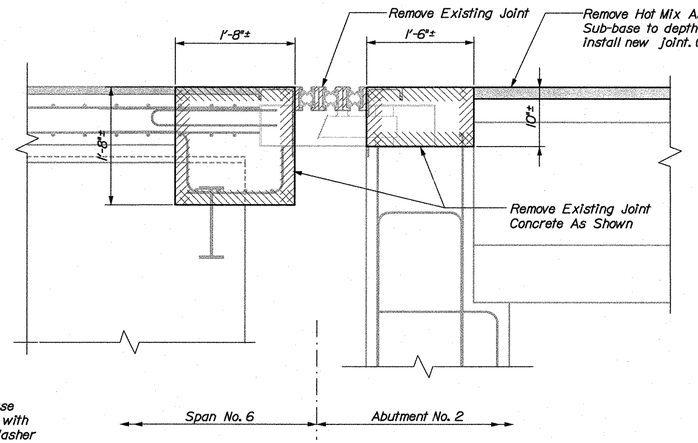
TYPICAL ABUTMENT No. 2 CROSS SECTION



NEW FINGER JOINT (TYPE "C") AND
CONCRETE REPLACEMENT
AT ABUTMENT No. 2



DETAIL A
CURTAIN PLATE



JOINT AND CONCRETE REMOVAL
AT ABUTMENT No. 2

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BH-1262(400)X

PIN 12624.00

BRIDGE NO. 2304

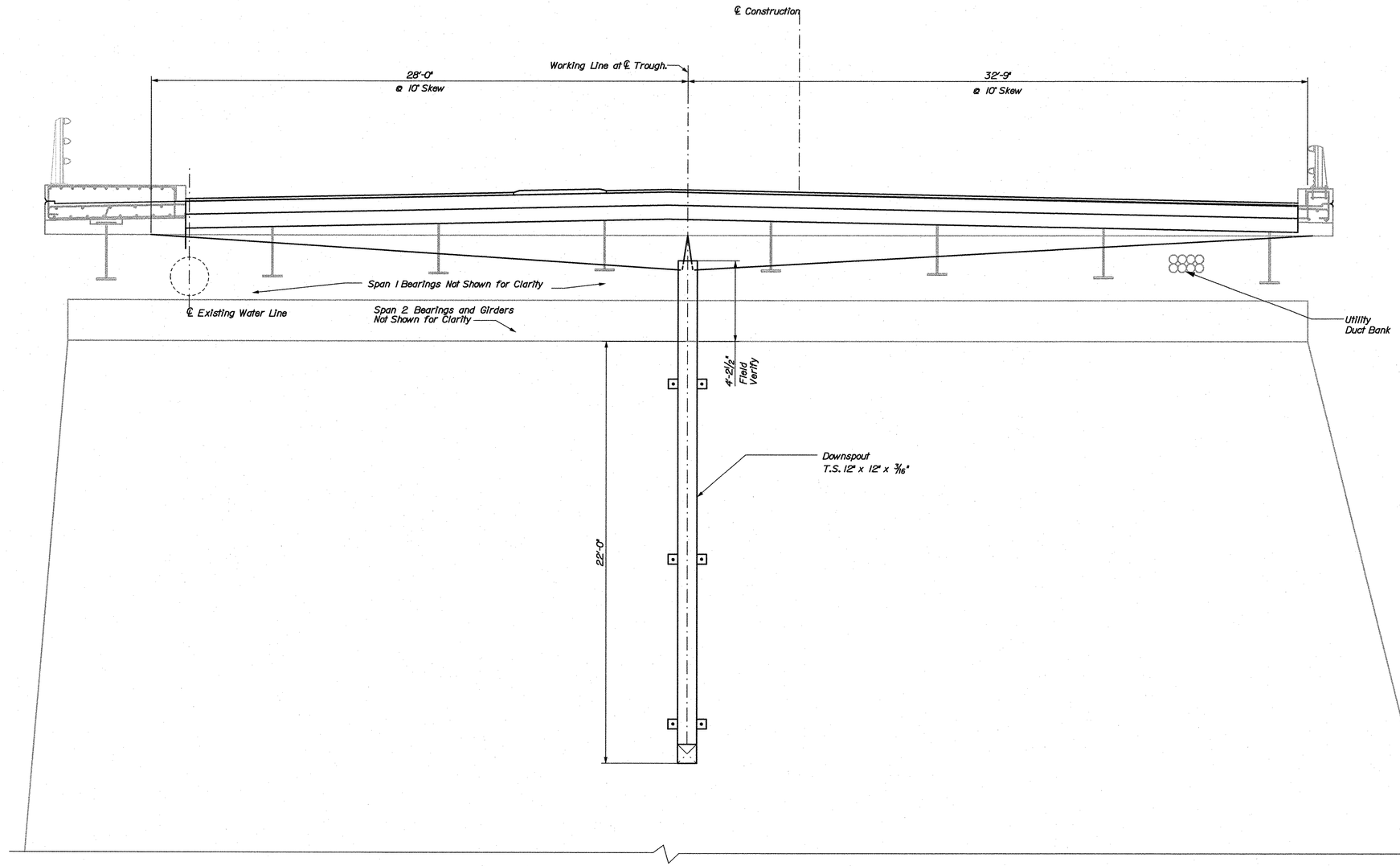
BRIDGE PLANS

PROJ. MANAGER	B. Foster	DATE	
DESIGN-DETAILED	B. Foster	BY	M. Boone
CHECKED-REVIEWED	R. Cote	SIGNATURE	
DESIGN2-DETAILED2		P.E. NUMBER	
DESIGN3-DETAILED3		DATE	
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PEARL HARBOR REMEMBRANCE BRIDGE
KENNEBEC RIVER
GARDINER/RANDOLPH KENNEBEC COUNTY

ABUTMENT #2

SHEET NUMBER
7
OF _



TYPICAL CROSS SECTION PIER #1

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BH-1262(400)X

PIN 12624.00

BRIDGE NO. 2304

BRIDGE PLANS

PROJ. MANAGER	B. Foster	BY	DATE
DESIGN-DET.FALED	R. Cote	M. Boone	-------
CHECKED-REVIEWED	-------	-------	-------
DESIGN2-DET.FALED2	-------	-------	-------
DESIGN3-DET.FALED3	-------	-------	-------
REVISIONS 1	-------	-------	-------
REVISIONS 2	-------	-------	-------
REVISIONS 3	-------	-------	-------
REVISIONS 4	-------	-------	-------
FIELD CHANGES	-------	-------	-------

SIGNATURE

P.E. NUMBER

DATE

PEARL HARBOR REMEMBRANCE BRIDGE
KENNEBEC RIVER
GARDINER/RANDOLPH KENNEBEC COUNTY

PIER ONE

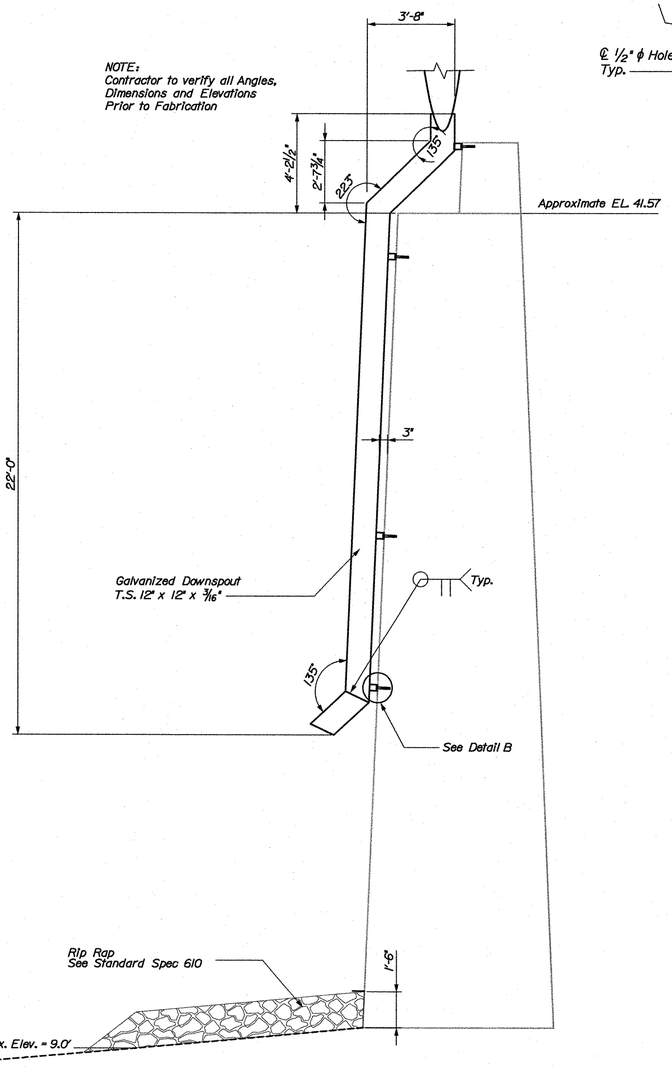
SHEET NUMBER

8

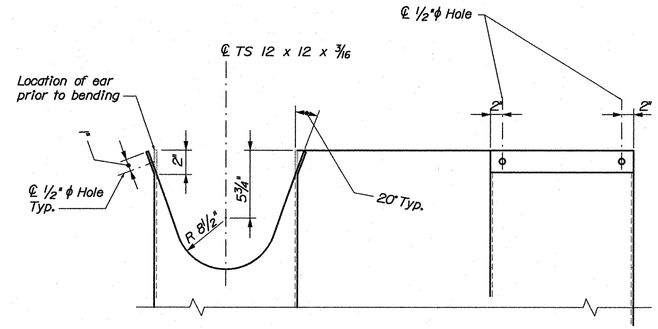
OF _

Filename: ...\bridge\msta\008_Pier_one.dgn Division: BRIDGE Username: ben.foster Date:5/2/2007

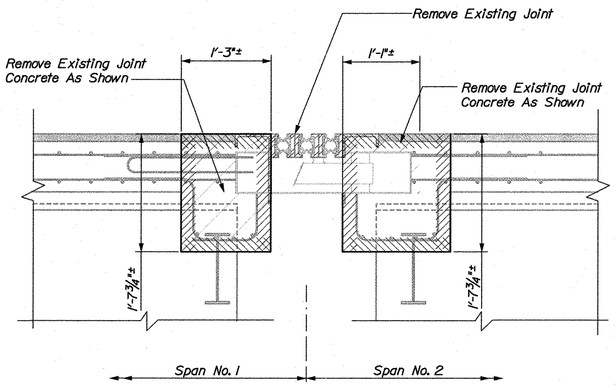
Filename: ...\bridge\msta\009_Pier_one.dgn Division: BRIDGE Username: ben.foster Date:5/2/2007



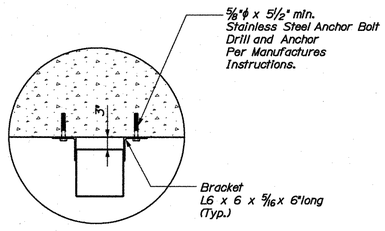
PIER No. 1 TROUGH DETAIL



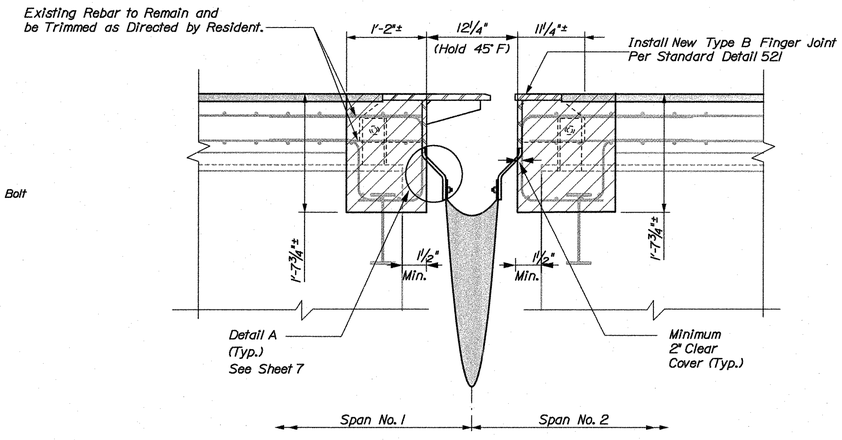
DETAIL AT TOP OF DOWNSPOUT



EXISTING JOINT AT PIER # 1



DETAIL B



NEW FINGER JOINT (TYPE B)) AT PIER # 1

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BH-1262(400)X

PIN 12624.00

BRIDGE NO. 2304

BRIDGE PLANS

PROJ. MANAGER			
DESIGN-DETAILED	B. Foster		
CHECKED-REVIEWED	R. Cote	M. Boone	
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

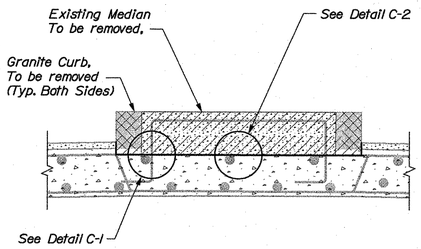
PEARL HARBOR REMEMBRANCE BRIDGE
KENNEBEC RIVER
GARDINER/RANDOLPH KENNEBEC COUNTY

PIER ONE

SHEET NUMBER

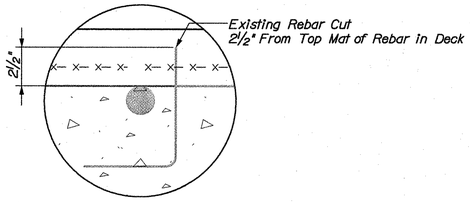
9

OF _

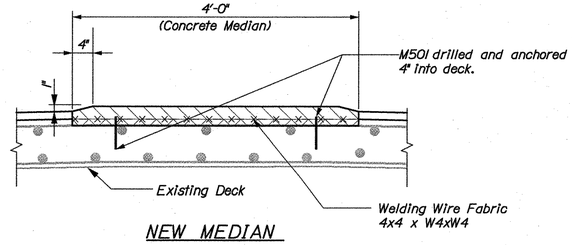


REMOVE EXISTING MEDIAN

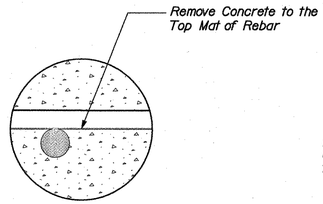
Note:
Typical where Old and New Median are in the same Location.



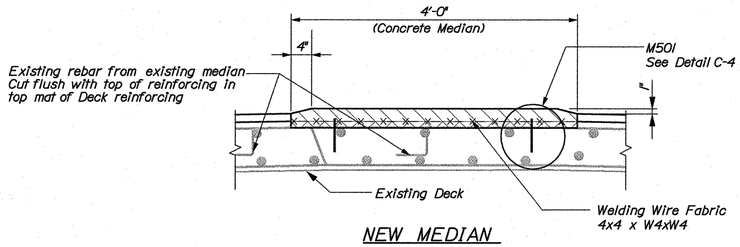
DETAIL C-1



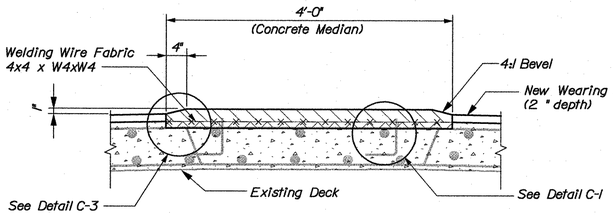
NEW MEDIAN
NEW LOCATION



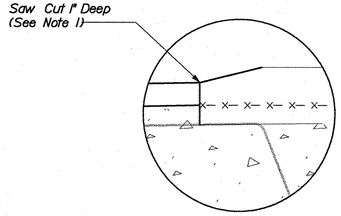
DETAIL C-2



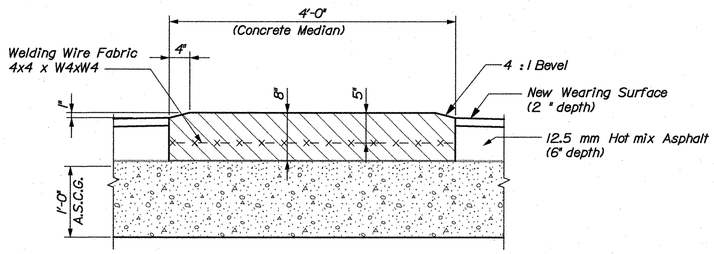
NEW MEDIAN
LOCATION MOVING AWAY FROM EXISTING



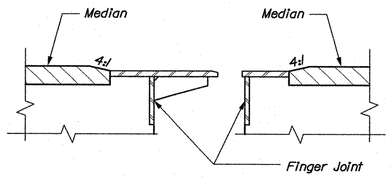
NEW MEDIAN



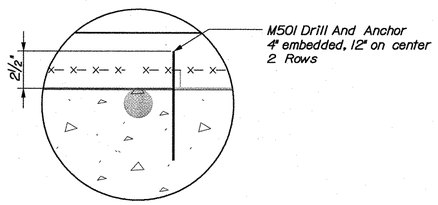
DETAIL C-3



MEDIAN IN APPROACH AREA'S



MEDIAN DETAIL AT FINGER JOINTS



DETAIL C-4
See Note No. 2

NOTE:

1. Do not cut Existing Deck Reinforcing. If Deck Reinforcing is cut, complete repair shall be done per Standard Specification 518.04 at no cost to Maine Department of Transportation

2. Detail for Anchor Stubs to be used in areas where the Median moves away from Existing Median location.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BH-1262(400)X

PIN 12624.00

BRIDGE NO. 2304

BRIDGE PLANS

PROJ. MANAGER	B. Foster		
DESIGN-DETAILED	R. Cote	M. Boone	
CHECKED-REVIEWED	------	------	
DESIGN2-DETAILED2	------	------	
DESIGN3-DETAILED3	------	------	
REVISIONS 1	------	------	
REVISIONS 2	------	------	
REVISIONS 3	------	------	
REVISIONS 4	------	------	
FIELD CHANGES	------	------	

SIGNATURE

P.E. NUMBER

DATE

PEARL HARBOR REMEMBRANCE BRIDGE
KENNEBEC RIVER
GARDINER/RANDOLPH KENNEBEC COUNTY

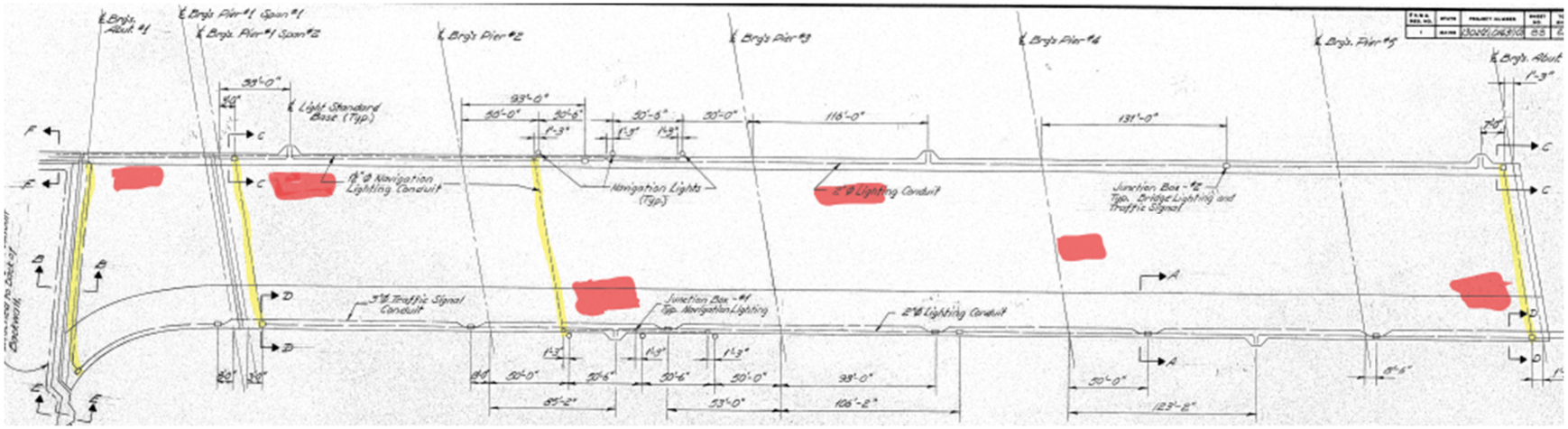
MEDIAN

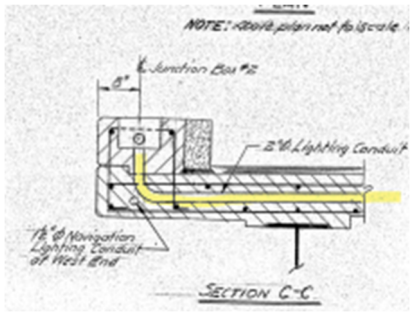
SHEET NUMBER

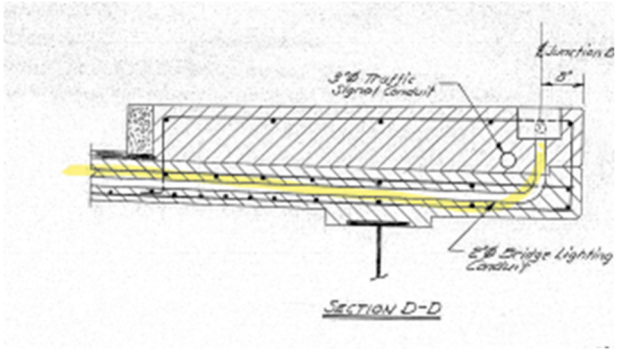
10

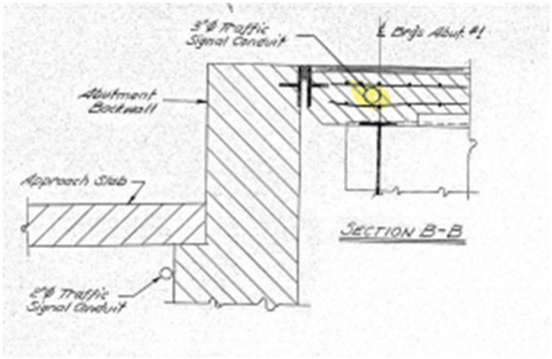
OF _

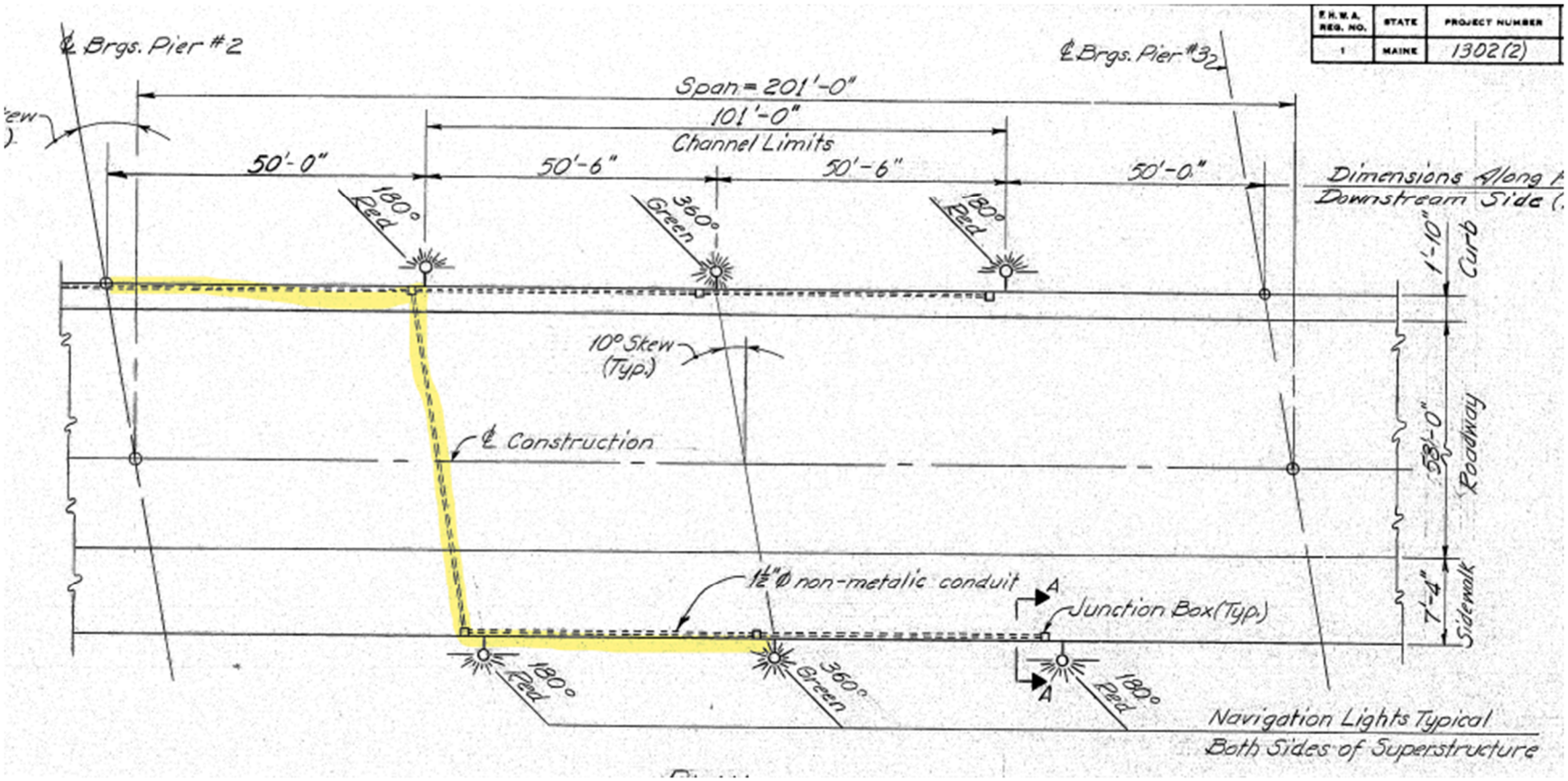
Filename: ...\00\bridge\mstr\010_median.dgn Username: ben.foster Date:5/2/2007 Division: BRIDGE

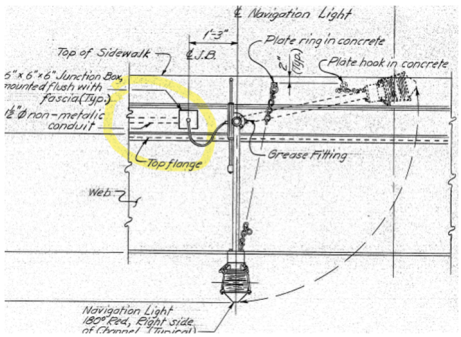

℄ Brg's. Abut. #1
℄ Brg's. Pier #1, Span #1
℄ Brg's. Pier #1, Span #2
℄ Brg's. Pier #2
℄ Brg's. Pier #3
℄ Brg's. Pier #4
℄ Brg's. Pier #5
℄ Brg's. Abut.
99'-0"
93'-0"
50'-0"
50'-6"
50'-0"
118'-0"
131'-0"
Light Standard Base (Typ.)
1"ø Navigation Lighting Conduit
Navigation Lights (Typ.)
2"ø Lighting Conduit
Junction Box - #2 Typ. Bridge Lighting and Traffic Signal
3"ø Traffic Signal Conduit
Junction Box - #1 Typ. Navigation Lighting
2"ø Lighting Conduit
Abutment Backwall
50'-0"
38'-0"
123'-2"


NOTE: Above plan not to scale
℄ Junction Box #2
2"ø Lighting Conduit
1"ø Navigation Lighting Conduit at West End
SECTION C-C


℄ Junction B
3"ø Traffic Signal Conduit
2"ø Bridge Lighting Conduit
SECTION D-D


3"ø Traffic Signal Conduit
℄ Brg's. Abut. #1
Abutment Backwall
Approach Slab
2"ø Traffic Signal Conduit
SECTION B-B


F.H.W.A. REG. NO. 1
STATE MAINE
PROJECT NUMBER 1302(2)
℄ Brgs. Pier #2
℄ Brgs. Pier #3
Span = 201'-0"
101'-0"
Channel Limits
50'-0"
50'-6"
50'-6"
50'-0"
180° Red
360° Green
180° Red
Dimensions Along
Downstream Side
1'-10" Curb
68'-0" Roadway
4'-7" Sidewalk
10° Skew (Typ.)
℄ Construction
1½"Ø non-metalic conduit
A
Junction Box (Typ.)
180° Red
360° Green
180° Red
A
Navigation Lights Typical
Both Sides of Superstructure


℄ Navigation Light
1'-3"
Top of Sidewalk
℄ J.B.
Plate ring in concrete
Plate hook in concrete
6"x 6"x 6" Junction Box mounted flush with fascia (Typ.)
1½"Ø non-metalic conduit
Top flange
Grease Fitting
Web
Navigation Light 180° Red, Right side