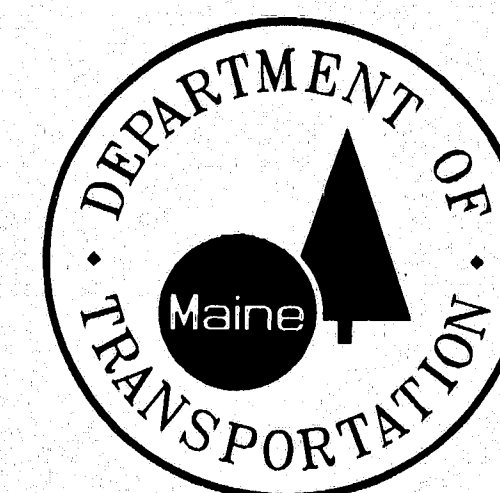
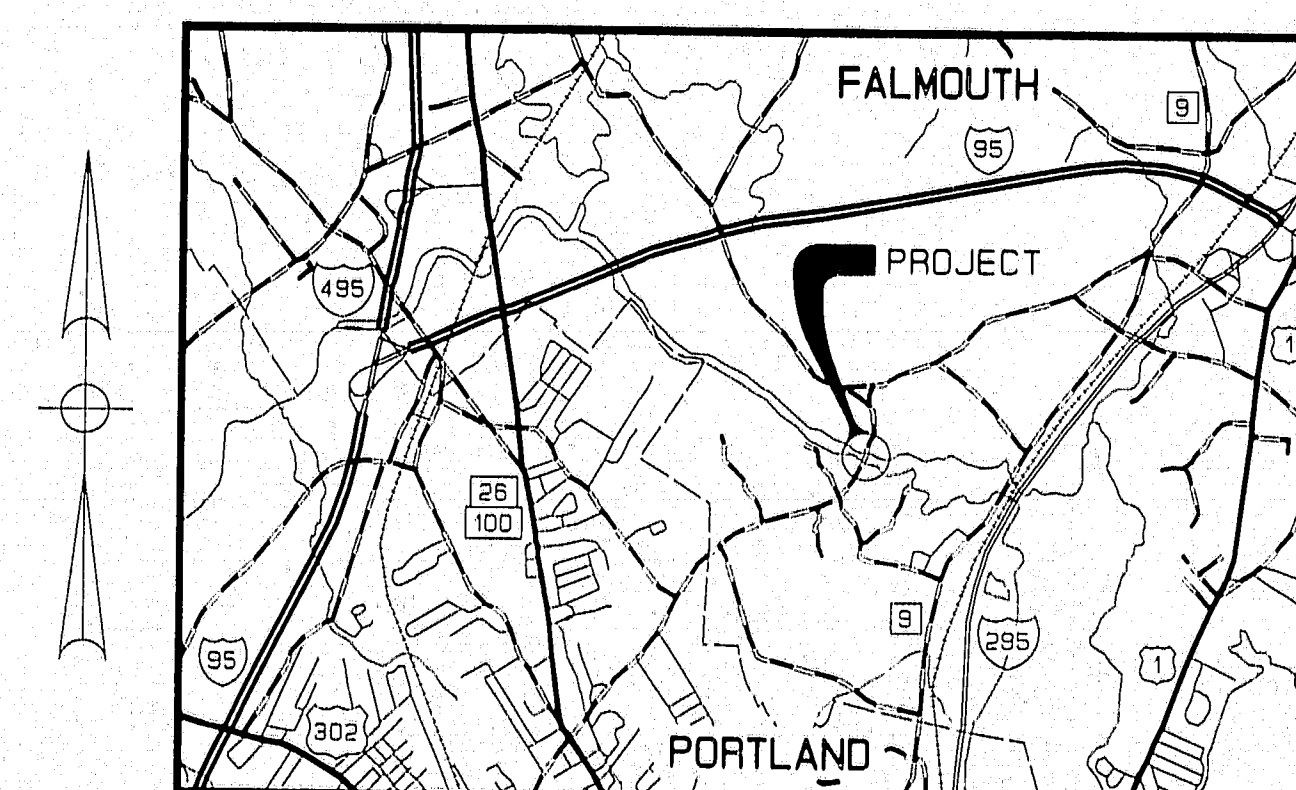


STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

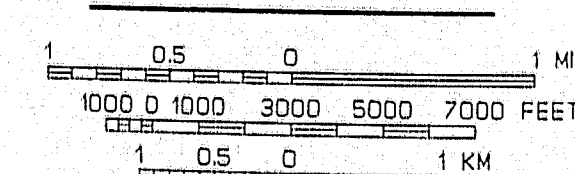


PRESUMPCOT FALLS BRIDGE
OVER
PRESUMPCOT RIVER
IN THE TOWN OF
FALMOUTH
CUMBERLAND COUNTY

PROJECT NO. BR-0725(1)X
PROJECT LENGTH: 0.256 MILE



LOCATION MAP



SPECIFICATIONS

DESIGN: Load Factor Design per AASHTO Standard Specifications for Highway Bridges 1992 and interim specifications thru 1993.

CONTRACT: State of Maine, Dept. of Transportation, Standard Specifications, Highways and Bridges, Revision of October 1990.

DESIGN LOADING

Live Load HS25

TRAFFIC DATA

Average Annual Daily Traffic (1989) 5620
Average Annual Daily Traffic (2009) 10,420
Design Hourly Volume 1113
Heavy Trucks (% AADT) 6
Directional Distribution (% DHV) 60
18 Kip Equivalent P2.0 169
18 Kip Equivalent P2.5 169
Design Speed (MPH) 30

TIDAL DATA

Spring High Tide EL. 5.57
Mean High Tide EL. 4.87
Mean Tide EL. 0.27
Mean Low Tide EL. -4.33
1993 Predicted Highest Tide EL. 6.89

MATERIALS

Concrete:
Abutments & C.I.P. portions of Retaining Walls Class "A"
All Other Class "P"
Reinforcing Steel ASTM A615, Grade 60
(Epoxy Coated unless otherwise noted)
Prestressing Strands ASTM A416, Grade 270 (Low Relaxation)

BASIC DESIGN STRESSES

Concrete:
Abutments & C.I.P. portions of Ret. Walls $f_c = 4000$ psi
All Other $f_c = 5000$ psi
Reinforcing Steel $f_y = 60,000$ psi
Prestressing Strands $f_y = 270,000$ psi

NOTE

All work contemplated under this contract shall be governed by and in conformity with the Standard Specifications (Revision of October 1990) and supplementals thereto, except as modified on the plans and in the Special Provisions.

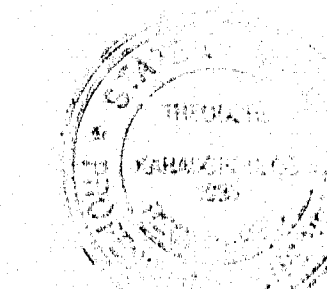
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F.H.W.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
	MAINE	BR-0725(1)X	1	67
FALMOUTH - PIN 002782.00				

PROJECT DATA SHEET	DATE
DESIGN-DETAILED	2/94
REVISIONS	2/94
FIELD CHANGES	
PLANS	

18JAN94-010100



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

APPROVED: _____
COMMISSIONER
DATE: 5-11-94
APPROVED: _____
CHIEF ENGINEER
DATE: 5-11-94

119-234
Bridge No. 5669

UNITED STATES
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION 1
APPROVED: _____
DIVISION ADMINISTRATOR
DATE: _____

As Built by CH MacM 3/30/98

DATE	12/31
BY	LD
LTN	
DESIGN-DETAILED	
CHECKED	
FIELD CHANGES	
PLANS	

08JUN94-010100

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
201.11	CLEARING	1	ACRE
201.23	REMOVING SINGLE TREE TOP ONLY	2	EACH
201.24	REMOVING STUMP	2	EACH
202.08	REMOVING BUILDING NO. 1	1	LS
202.15	REMOVING MANHOLE OR CATCH BASIN	3	EACH
202.19	REMOVING EXISTING BRIDGE (1100 CY)	1	LS
203.20	COMMON EXCAVATION	2800	CY
203.21	ROCK EXCAVATION	25	CY
203.24	COMMON BORROW	950	CY
203.25	GRANULAR BORROW	485	CY
206.081	STRUCT. EARTH EXCAV. - DRAIN. AND MINOR STRUCTURES, BELOW GRADE	25	CY
206.07	STRUCTURAL ROCK EXCAVATION - DRAINAGE AND MINOR STRUCTURES	55	CY
206.092	STRUCTURAL EARTH EXCAVATION - MAJOR STRUCTURES	640	CY
206.092	STRUCTURAL ROCK EXCAVATION - MAJOR STRUCTURES	10	CY
206.10	STRUCTURAL EARTH EXCAVATION - PIERS	180	CY
206.11	STRUCTURAL ROCK EXCAVATION - PIERS	31	CY
301.09	PLANT MIX BITUMINOUS BASE COURSE, GRADING B	420	TDN
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	3100	CY
403.07	HOT BITUMINOUS PAVEMENT, GRADING B	375	TDN
403.08	HOT BITUMINOUS PAVEMENT, GRADING C	270	TDN
403.10	HOT BITUMINOUS PAVEMENT, GRADING D	230	TDN
403.101	HOT BIT. PAVEMENT, GRADING D (SIDEWALKS, DRIVES, SHIMS, ETC.)	100	TDN
409.15	BITUMINOUS TACK COAT APPLIED	75	GAL
411.12	CRUSHED STONE SURFACE	17	TDN
502.21	STRUCTURAL CONCRETE, ABUTMENTS AND RETAINING WALLS	270	CY
502.219	STRUC. CONC. - ABUTS. & RET. WALLS, RETAINING WALL CAPS (190 CY)	1	LS
502.23	STRUCTURAL CONCRETE PIERS, PIER BENT FOOTINGS & ARCH FOOTINGS	260	CY
502.239	STRUCTURAL CONCRETE PIERS (130 CY)	1	LS
502.25	STRUCTURAL CONCRETE SUPERSTRUCTURE SLABS (221 CY)	1	LS
502.31	STRUCTURAL CONCRETE APPROACH SLABS (26 CY)	1	LS
502.39	STRUCTURAL CONCRETE ARCH TYPE (284 CY)	1	LS
502.4711	SILICA FUME ADDITIVE (4190 LB)	1	LS
502.56	CONCRETE FILL	85	CY
503.12	REINFORCING STEEL, FABRICATED AND DELIVERED	33,500	LB
503.13	REINFORCING STEEL, PLACING	33,500	LB
503.14	EPOXY COATED REINFORCING STEEL, FABRICATED AND DELIVERED	155,900	LB
503.15	EPOXY COATED REINFORCING STEEL, PLACING	155,900	LB
503.17	MECHANICAL WELDED SPLICE, EPOXY COATED	632	EACH
507.0945	ALUMINUM BRIDGE RAILING, 4 BAR, WITH PALES	1121	LF
508.13	MEMBRANE WATERPROOFING (1630 SY)	1	LS
511.07	COFFERDAM, ARCH FOOTING NO. 1	1	LS
511.07	COFFERDAM, ARCH FOOTING NO. 2	1	LS
511.07	COFFERDAM, ABUTMENT NO. 2	1	LS
512.08	FRENCH DRAINS	100	LF
514.06	CURING BOX FOR CONCRETE CYLINDERS	1	EACH
515.21	PROTECTIVE COATING FOR CONCRETE SURFACES (785 SY)	1	LS
526.301	TEMPORARY CONCRETE BARRIER, TYPE I (200 LF)	1	LS
535.60	PRESTRESSED STRUCTURAL CONCRETE SLAB, APPROACH SPANS (710 SY)	1	LS
535.60	PRESTRESSED STRUCTURAL CONCRETE SLAB, ARCH SPANS (845 SY)	1	LS
603.15	12 INCH CULVERT PIPE OPTION I	48	LF
603.159	12 INCH CULVERT PIPE OPTION III	98	LF
603.16	15 INCH CULVERT PIPE OPTION I	40	LF
603.179	18 INCH CULVERT PIPE OPTION III	92	LF
604.092	CATCH BASIN TYPE B1-C	7	EACH
604.16	ALTERING CATCH BASIN TO MANHOLES	1	EACH
604.164	REBUILDING CATCH BASIN	1	EACH
605.09	6 INCH UNDERDRAIN TYPE B	754	LF
606.265	TERMINAL END - SINGLE RAIL - GALVANIZED STEEL	3	EACH
606.35	GUARDRAIL DELINEATOR POST	3	EACH
606.47	SINGLE WOOD POST	5	EACH
606.55	GUARDRAIL TYPE 3 - SINGLE RAIL	175	LF
606.60	GUARDRAIL TYPE 3 - OVER 15 FOOT RADIUS	25	LF
606.77	BREAKAWAY CABLE TERMINAL	3	EACH

* UNDETERMINED LOCATION

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
609.31	CURB TYPE 3	1185	LF
610.08	PLAIN RIPRAP	30	CY
610.09	HAND LAID RIPRAP	3	CY
610.18	STONE DITCH PROTECTION	10	CY
612.06	BITUMINOUS SEALING - BLACK	140	SY
613.319	TEMPORARY EROSION CONTROL BLANKET	110	SY
615.07	LOAM	360	CY
616.08	SODDING	365	SY
618.13	SEEDING METHOD NUMBER 1	4	UNIT
618.14	SEEDING METHOD NUMBER 2	50	UNIT
618.141	SEEDING METHOD NUMBER 3	3	UNIT
618.15	TEMPORARY SEEDING	40	LB
618.191	BIRDSFOOT TREFOIL SEED	6	LB
618.20	ANNUAL RYE GRASS SEED	6	LB
619.12	MULCH	93	UNIT
620.58	EROSION CONTROL GEOTEXTILE	65	SY
621.01	EVERGREEN TREES (8 INCH - 12 INCH) WHITE PINE SEEDLINGS	205	EACH
621.01	EVERGREEN TREES (8 INCH - 12 INCH) HEMLOCK SEEDLINGS	30	EACH
621.037	EVERGREEN TREES (5 FOOT - 6 FOOT) GROUP A WHITE PINE	38	EACH
621.038	EVERGREEN TREES (5 FOOT - 6 FOOT) GROUP B WHITE SPRUCE	6	EACH
621.039	EVERGREEN TREES (5 FOOT - 6 FOOT) GROUP C HEMLOCK	9	EACH
621.052	EVERGREEN TREES (10 FOOT - 12 FOOT) GROUP A WHITE PINE	32	EACH
621.053	EVERGREEN TREES (10 FOOT - 12 FOOT) GROUP B WHITE SPRUCE	7	EACH
621.054	EVERGREEN TREES (10 FOOT - 12 FOOT) GROUP C HEMLOCK	14	EACH
621.273	LRG. DECID. TREE (2 IN. - 2 1/2 IN. CAL.) GRP. A RED MAPLE	7	EACH
621.273	LRG. DECID. TREE (2 IN. - 2 1/2 IN. CAL.) GRP. A SUGAR MAPLE	2	EACH
621.273	LRG. DECID. TREE (2 IN. - 2 1/2 IN. CAL.) GRP. A WHITE ASH	14	EACH
621.273	LRG. DECID. TREE (2 IN. - 2 1/2 IN. CAL.) GRP. A RED OAK	26	EACH
621.297	LRG. DECID. TREE (4 IN. - 4 1/2 IN. CAL.) GRP. A WHITE ASH	11	EACH
621.297	LRG. DECID. TREE (4 IN. - 4 1/2 IN. CAL.) GRP. A RED OAK	21	EACH
621.409	DWARF EVERGREENS (2 1/2 FOOT - 3 FOOT) GROUP C MUGO PINE	2	EACH
621.498	BROADLEAF EVERGRNS. (2 1/2 FT. - 3 FT.) GRP. A RSEBAY, RHOD'DRN.	3	EACH
621.546	DECIDUOUS SHRUBS (2 FOOT - 3 FOOT) GROUP A REGAL PRIVET	80	EACH
621.547	DECIDUOUS SHRUBS (2 FOOT - 3 FOOT) GROUP B RED OSTER DOGWOOD	32	EACH
621.547	DECIDUOUS SHRUBS (2 FOOT - 3 FOOT) GROUP B AMER. CRANBRY. BUSH	156	EACH
621.547	DECIDUOUS SHRUBS (2 FOOT - 3 FOOT) GROUP B SIBERIAN DOGWOOD	45	EACH
627.61	4 INCH SOLID WHITE PAVEMENT MARKING LINE	2700	LF
627.63	4 INCH SOLID YELLOW PAVEMENT MARKING LINE	2700	LF
627.65	WHITE OR YELLOW PAVEMENT AND CURB MARKING	35	SF
629.05	HAND LABOR, STRAIGHT TIME	40	MH
631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	20	HR
631.172	TRUCK - LARGE (INCLUDING OPERATOR)	20	HR
631.18	CHAIN SAW RENTAL (INCLUDING OPERATOR)	5	HR
631.36	FOREMAN	10	MH
635.10	CONCRETE BIN TYPE RETAINING WALL, CLOSED FACE	4163	SF
637.07	SPRINKLING	70	MG
637.08	CALCIUM CHLORIDE	7	TON
639.18	FIELD OFFICE TYPE A	1	EACH
639.22	TESTING FACILITIES BITUMINOUS MIXES	1	LS
639.23	TESTING FACILITIES - CONCRETE	1	LS
652.31	TYPE I BARRICADE	20	EACH
652.312	TYPE III BARRICADE	2	EACH
652.33	DRUM	10	EACH
652.34	CONE	30	EACH
652.35	CONSTRUCTION SIGNS	400	SF
652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES	1	LS
652.38	FLAGGER	1000	MH
656.50	BALED HAY, IN PLACE	20	EACH
656.51	SANDBAG, IN PLACE	10	EACH
656.55	DUMPED STONE	10	CY
656.60	TEMPORARY BERM	350	LF
656.62	TEMPORARY SLOPE DRAINS	35	LF
656.631	15 INCH TEMPORARY SILT FENCE	100	LF
656.632	30 INCH TEMPORARY SILT FENCE	1600	LF
657.24	SEEDING PITS	27	UNIT
659.10	MOBILIZATION	1	LS
660.21	ON - THE - JOB - TRAINING (610)	2000	MH

** NON-BID ITEM

PIN 002782.00

F.R.V.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-0725(1)X	2	67

GENERAL BRIDGE NOTES

1. Plans of the existing bridge are available for the Contractor's reference at the Bridge Design Office in Augusta. The plans are reproductions of original drawings as prepared for the construction of the bridge, and it is very unlikely that they will show any construction field changes or any alterations which may have been made to the bridge during its life span.

2. The existing bridge shall be entirely removed except as follows:

Arch footings shall be removed to the level of the surrounding ledge.
The southerly concrete - jacketed stone abutment and wings and retained fill shall be removed to the slope of the surrounding embankment.
The northerly stone abutment and wings shall remain in place. All concrete shall be removed to the top course of stones. Existing fill material shall be graded smooth.

Payment for all work will be made under item No. 202.18, Removing Existing Bridge.

3. The remains of former stone abutments located below the existing arch footings shall remain in place unless other arrangements are made by the town of Falmouth.

4. The in - water work window will be from June 1 through September 15.

5. Concrete in the arches, arch diaphragms and pier bents shall be Class "P" meeting the requirements of Section 535 of the Standard Specifications.

6. Two four - inch diameter conduits will be installed by others in the downstream curb. Refer to "Curb Detail", Sheet No. 39 for exact location.

7. At the option of the Contractor, the arches, arch diaphragms and pier bents may be precast in accordance with Special Provisions Section 502.

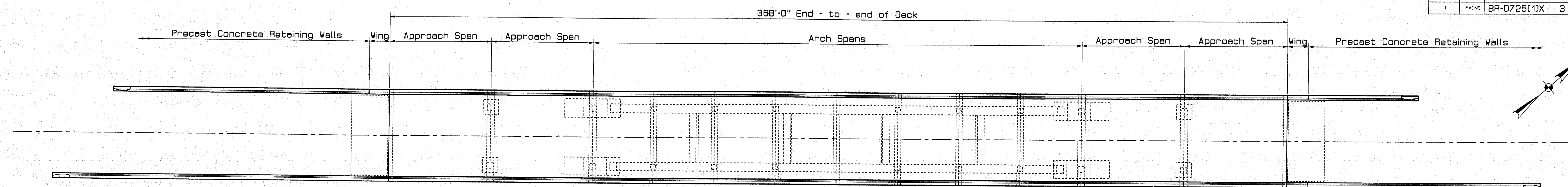
8. At the option of the Contractor, reinforcing steel specified to be epoxy - coated may be galvanized in accordance with Special Provisions Section 503.

119-235

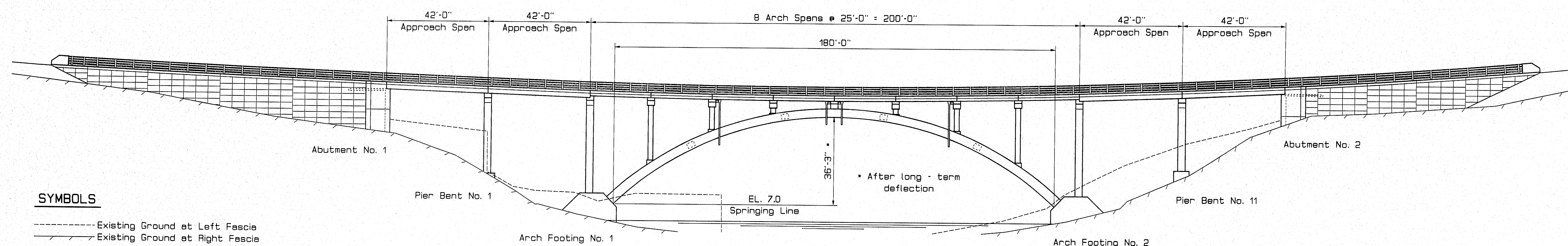
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PRESUMPCOT FALLS BRIDGE
OVER
PRESUMPCOT RIVER
IN THE TOWN OF
FALMOUTH
CUMBERLAND COUNTY
ESTIMATED QUANTITIES & NOTES
SHEET 2 OF 67 AUGUSTA, MAINE June 1994

PIN 002782.00

F.R.W.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-0725(1)X	3	67



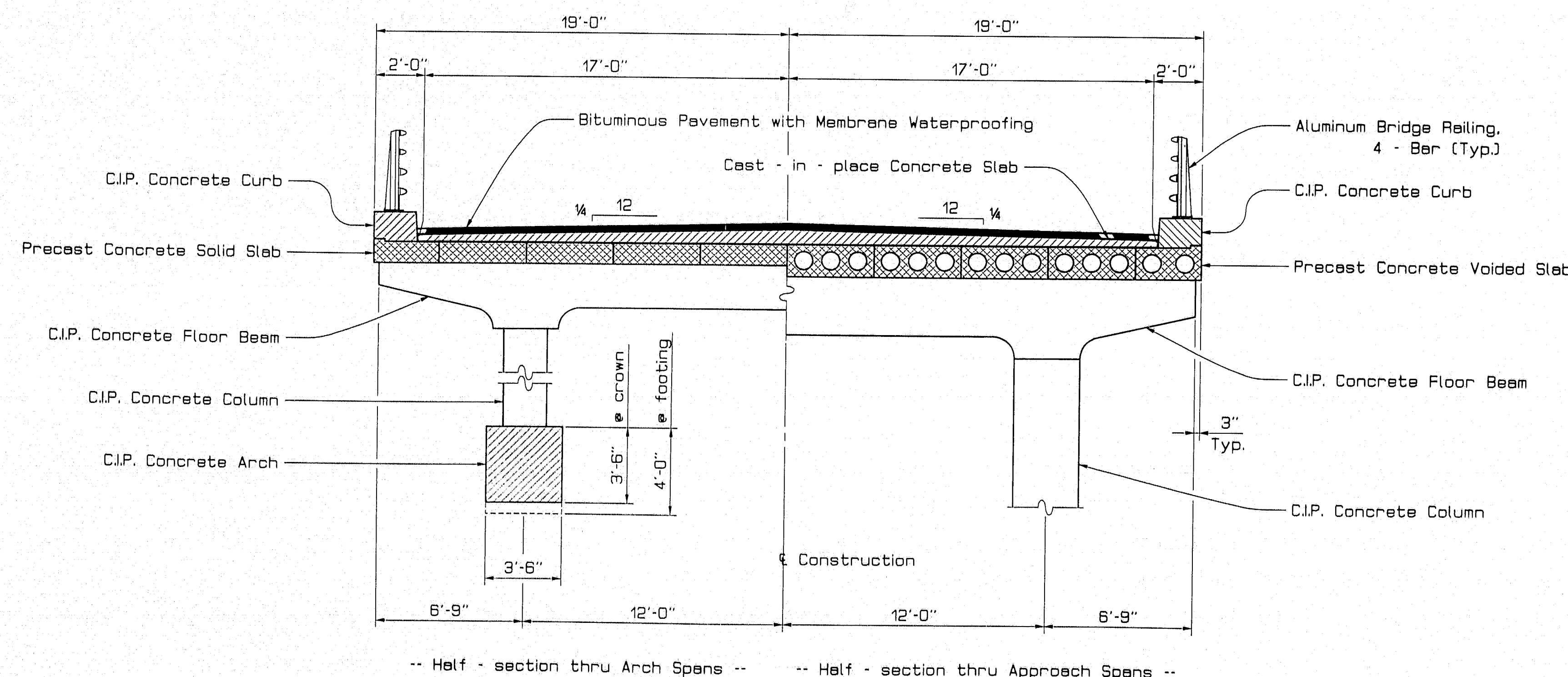
PLAN



ELEVATION

SYMBOLS

- Existing Ground at Left Fascia
- Existing Ground at Right Fascia



TRANSVERSE SECTION

SEQUENCE OF CONSTRUCTION

FIRST PHASE (Two-way traffic maintained on existing bridge)

1. Construct arch footings and arches, Abutment No. 2 and Pier Bent No. 11.
2. Construct northerly approach spans and arch spans through at least mid-span.

SECOND PHASE (Bridge closed to traffic)

1. Remove existing bridge.
2. Construct Abutment No. 1, Pier Bent No. 1, and remaining spans.
3. Construct curbs, railings, and wearing surface for the entire structure.

LEGEND

- alt. = alternating
- C.I.P. = Cast in place
- ea. = each
- E.F. = Each Face
- EL. = Elevation
- F.F. = Far Face
- N.F. = Near Face
- Typ. = Typical

SYMBOLS

- C.I.P. Concrete (Section)
- Precast Concrete (Section)
- Existing Ledge
- Cut Ledge

119-236

Bridge No. 5669

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PRESUMPSOT FALLS BRIDGE
OVER
PRESUMPSOT RIVER
IN THE TOWN OF
FALMOUTH
CUMBERLAND COUNTY
GENERAL BRIDGE PLAN

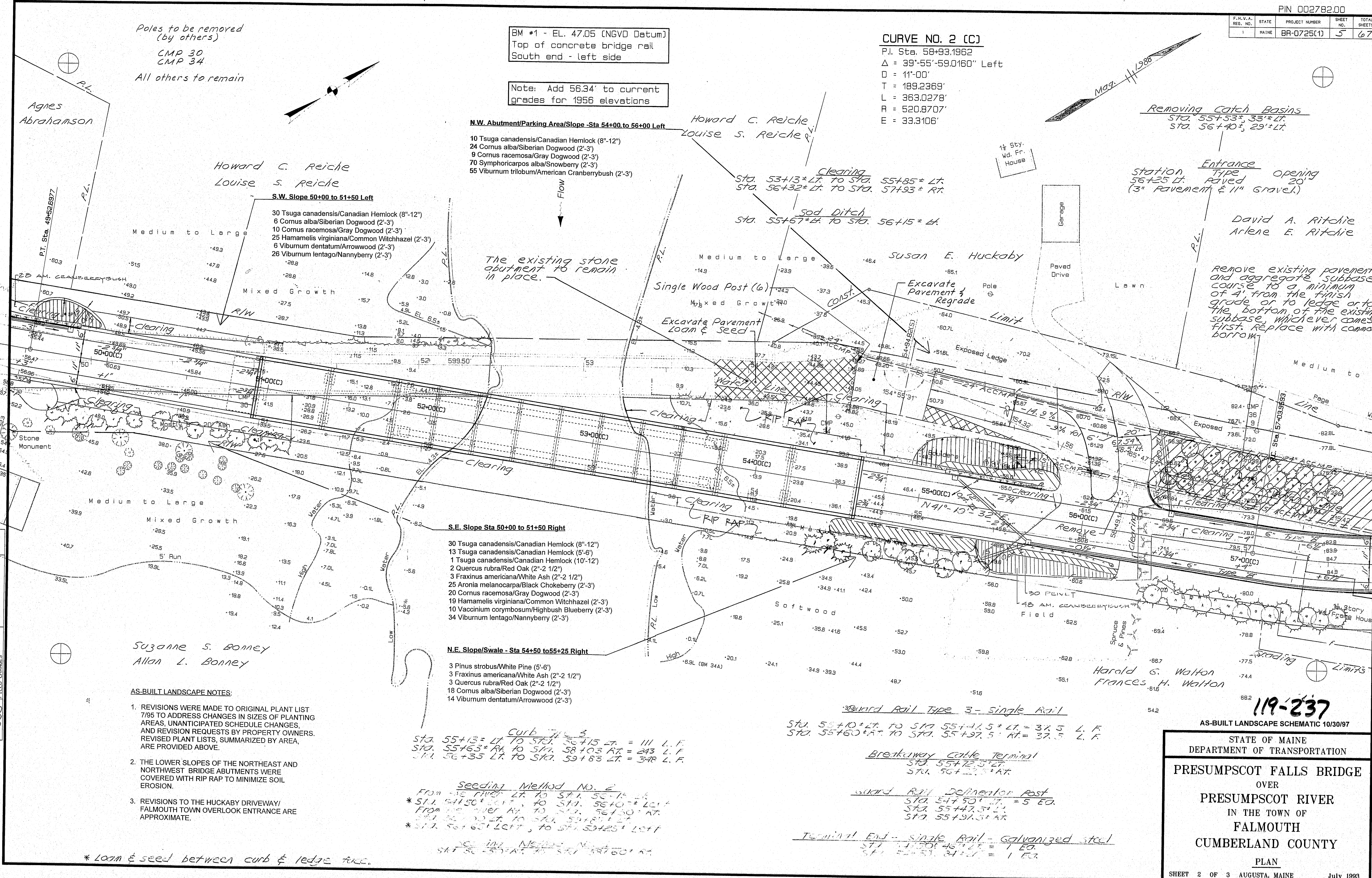
SHEET 3 OF 67 AUGUSTA, MAINE June 1994

PROJECT DESIGN ENGINEER	DATE
BY LTH G. Dammen	2/94
CHECKED GMM	3/94
REVISIONS	
FIELD CHANGES	

15JAN94-010100

PIN 002782.00

DATE	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-0725(1)	5	67



Poles to be removed
(by others)
CMP 30
CMP 34
All others to remain

BM #1 - EL. 47.05 (NGVD Datum)
Top of concrete bridge rail
South end - left side

Note: Add 56.34' to current
grades for 1956 elevations

CURVE NO. 2 (C)
P.I. Sta. 58+93.1962
 $\Delta = 39^\circ 55' 59.0160''$ Left
D = 11'-00'
T = 189.2369'
L = 363.0278'
R = 520.8707'
E = 33.3106'

Removing Catch Basins
Sta. 55+53' 33" LT.
Sta. 56+40' 29" LT.

Station Entrance Opening
56+25 LT. Paved 20'
(3" Pavement & 11" Gravel)

David A. Ritchie
Arlene E. Ritchie

Remove existing pavement
and aggregate subbase
course to a minimum
of 4' from the finish
grade or to ledge or to
the bottom of the existing
subbase, whichever comes
first. Replace with common
borrow.

N.W. Abutment/Parking Area/Slope - Sta 54+00 to 56+00 Left
10 Tsuga canadensis/Canadian Hemlock (8"-12")
24 Cornus alba/Siberian Dogwood (2'-3')
9 Cornus racemosa/Gray Dogwood (2'-3')
70 Symphoricarpos alba/Snowberry (2'-3')
55 Viburnum trilobum/American Cranberrybush (2'-3')

Howard C. Reiche
Louise S. Reiche

S.W. Slope 50+00 to 51+50 Left
30 Tsuga canadensis/Canadian Hemlock (8"-12")
6 Cornus alba/Siberian Dogwood (2'-3')
10 Cornus racemosa/Gray Dogwood (2'-3')
25 Hamamelis virginiana/Common Witchhazel (2'-3')
6 Viburnum dentatum/Arrowwood (2'-3')
26 Viburnum lentago/Nannyberry (2'-3')

The existing stone
abutment to remain
in place.

Howard C. Reiche
Louise S. Reiche

Clearing
Sta. 53+13' LT. TO STA. 55+85' LT.
Sta. 56+32' LT. TO STA. 57+93' RT.
Sod Ditch
Sta. 55+67' LT. TO STA. 56+15' LT.

1/2 Sty.
Wd. Fr.
House

Susan E. Huckaby

Garage
Paved Drive

Lawn

Medium to Large

S.E. Slope 51+50 to 52+25 Right
30 Tsuga canadensis/Canadian Hemlock (8"-12")
13 Tsuga canadensis/Canadian Hemlock (5'-8")
1 Tsuga canadensis/Canadian Hemlock (10'-12")
2 Quercus rubra/Red Oak (2'-2 1/2")
3 Fraxinus americana/White Ash (2'-2 1/2")
25 Aronia melanocarpa/Black Chokeberry (2'-3')
20 Cornus racemosa/Gray Dogwood (2'-3')
19 Hamamelis virginiana/Common Witchhazel (2'-3')
10 Vaccinium corymbosum/Highbush Blueberry (2'-3')
34 Viburnum lentago/Nannyberry (2'-3')

N.E. Slope/Swale - Sta 54+50 to 55+25 Right
3 Pinus strobus/White Pine (5'-8")
3 Fraxinus americana/White Ash (2'-2 1/2")
3 Quercus rubra/Red Oak (2'-2 1/2")
18 Cornus alba/Siberian Dogwood (2'-3')
14 Viburnum dentatum/Arrowwood (2'-3')

Suzanne S. Bonney
Allan L. Bonney

AS-BUILT LANDSCAPE NOTES:

1. REVISIONS WERE MADE TO ORIGINAL PLANT LIST 7/95 TO ADDRESS CHANGES IN SIZES OF PLANTING AREAS, UNANTICIPATED SCHEDULE CHANGES, AND REVISION REQUESTS BY PROPERTY OWNERS. REVISED PLANT LISTS, SUMMARIZED BY AREA, ARE PROVIDED ABOVE.
2. THE LOWER SLOPES OF THE NORTHEAST AND NORTHWEST BRIDGE ABUTMENTS WERE COVERED WITH RIP RAP TO MINIMIZE SOIL EROSION.
3. REVISIONS TO THE HUCKABY DRIVEWAY/FALMOUTH TOWN OVERLOOK ENTRANCE ARE APPROXIMATE.

Curve 71' L
Sta. 55+13' LT. TO STA. 56+15' LT. = 111 L.F.
Sta. 55+63' RT. TO STA. 58+03' RT. = 243 L.F.
Sta. 56+35' LT. TO STA. 57+93' RT. = 348 L.F.

Seeding Method No. 2
FROM THE RIVER LT. TO STA. 55+15' LT.
* STA. 54+50' LT. TO STA. 55+10' LT. = 60 L.F.
FROM THE RIVER RT. TO STA. 56+10' RT.
* STA. 56+10' RT. TO STA. 57+10' RT. = 100 L.F.
* STA. 56+10' LT. TO STA. 57+10' LT. = 100 L.F.

* Loan & seed between curb & ledge area.

3rd Rail Type 3 - Single Rail
Sta. 55+10' LT. TO STA. 55+41.5' LT. = 31.5 L.F.
Sta. 55+60' RT. TO STA. 55+97.5' RT. = 37.5 L.F.

Breakaway Cable Terminal
Sta. 55+42' LT.
Sta. 56+10' RT.

Guard Rail Delinquent Post
Sta. 54+50' LT. = 5 EQ.
Sta. 55+47.5' LT.
Sta. 55+97.5' RT.

Terminal End - Single Rail - Galvanized steel
Sta. 55+47.5' LT. = 1 EQ.
Sta. 55+97.5' RT. = 1 EQ.

Harold G. Walton
Frances H. Walton

119-237

AS-BUILT LANDSCAPE SCHEMATIC 10/30/97

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PRESUMPSOT FALLS BRIDGE
OVER
PRESUMPSOT RIVER
IN THE TOWN OF
FALMOUTH
CUMBERLAND COUNTY
PLAN
SHEET 2 OF 3 AUGUSTA, MAINE July 1993
FALMOUTH

PIN 002782.00

F.H.W.A. SHEET NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-0725(1)	4	67

CURVE NO. 1 (C)

P.I. Sta. 48+41.0000
 $\Delta = 13^{\circ}27'57.8088''$ Left
 $D = 6^{\circ}00'$
 $T = 112.7366'$
 $L = 224.4343'$
 $R = 954.9297'$
 $E = 6.6317'$

Clearing
 STA. 48+28*LT. TO STA. 51+05*LT.
 STA. 49+40*RT. TO STA. 52+32*LT.

Station	Offset	Tree	Stump
48+06	27.5' RT.	12" Apple	12"
48+17.5	27' RT.	12" Ash	12"

Station	Entrances	Opening
47+50 LT.	Paved	
48+40 RT.	Crushed Stone	18'
49+26 RT.	Crushed Stone	20'

Guard Rail Type 3 - Single Rail
 STA. 49+34.5*RT. TO STA. 49+59.5*RT. = 25.0 L.F.
 STA. 49+46.5*LT. TO STA. 49+84*LT. = 37.5 L.F.

Guard Rail Type 3 - Over 15 foot Radius
 Station-Radius Point Offset Radius Length
 49+34.5 33' RT. 16' 25.0 L.F.

Terminal End - Single Rail - Galvanized Steel
 STA. 49+18.5* 33' RT. = 1.60.

Breakway Cable Terminal
 STA. 49+21.5* LT.

Guard Rail Delineator Post
 STA. 49+34.5* RT.
 STA. 49+46.5* LT.

Curb Type 3
 STA. 47+68 LT. TO STA. 49+80* LT. = 209 L.F.

Plain Riprap
 STA. 41+00*LT. TO STA. 47+35*LT. (Ditch)
 STA. 48+10*RT. (Downspout)

Hand Laid Riprap
 STA. 48+88 RT. (Tree Well)

S.W. Approach Sta 47+75 to 49+50 Left (Huse/McKeen buffer)

- 7 Picea glauca/White Spruce (5'-6')
- 3 Picea pungens 'Glaucia/Colorado Blue Spruce (5'-6')
- 5 Tsuga canadensis/Canadian Hemlock (5'-6')
- 2 Tsuga canadensis/Canadian Hemlock (10'-12')
- 2 Acer rubrum/Red Maple (2"-2 1/2")
- 5 Hydrangea paniculata 'Grandiflora'/Peegee Hydrangea (4'-5')
- 16 Cornus alba/Siberian Dogwood (2'-3')
- 20 Viburnum trilobum/American Cranberrybush (2'-3')

Sod Slope
 STA. 47+00 RT. TO STA. 47+87* RT.
 STA. 47+68 LT. TO STA. 48+33* LT.
 STA. 48+88 RT. (Sod Island)

Seeding Method No. 2
 STA. 47+00 LT. TO STA. 47+60* LT.
 STA. 47+87* RT. TO STA. 48+80* RT.
 STA. 48+27* LT. TO THE RIVER
 STA. 49+25* RT. TO THE RIVER

Lyme W. Russell

STA. 47+00 Begin Approach
 LIMIT OF WORK
 STA. 47+50 End Approach
 BEGIN PROJECT BR-0725(1)

Suzanne S. Bomey
 Allan L. Bomey

S.E. Approach Sta 48+00 to 50+00 Right

- 3 Tsuga canadensis/Canadian Hemlock (10'-12')
- 1 Acer rubrum/Red Maple (2"-2 1/2")
- 20 Cornus alba/Siberian Dogwood (2'-3')
- 2 Pinus mugo/ Mugo Pine (2 1/2'-3')
- 3 Rhododendron maximum/Rosebay Rhododendron (2 1/2'-3')
- 3 Syringa vulgaris/Common Lilac (3'-4')
- 24 Viburnum trilobum/American Cranberrybush (2'-3')

AS-BUILT LANDSCAPE NOTES:

- REVISIONS WERE MADE TO ORIGINAL PLANT LIST 7/95 TO ADDRESS CHANGES IN SIZES OF PLANTING AREAS, UNANTICIPATED SCHEDULE CHANGES, AND REVISION REQUESTS BY PROPERTY OWNERS. REVISED PLANT LISTS, SUMMARIZED BY AREA, ARE PROVIDED ABOVE.
- INITIAL PLANTINGS WERE COMPLETED 5/96. REPLACEMENT PLANTINGS WERE COMPLETED 6/97.
- THE LOWER SLOPES OF THE SOUTHEAST AND SOUTHWEST BRIDGE ABUTMENTS WERE COVERED WITH 4" OF WOODWASTE MULCH, PRIOR TO PLANTING, TO MINIMIZE SOIL EROSION AND COMPACTION BY FOOT TRAFFIC.

119-238

AS-BUILT LANDSCAPE SCHEMATIC 10/30/97

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 PRESUMPSCOT FALLS BRIDGE
 OVER
 PRESUMPSCOT RIVER
 IN THE TOWN OF
 FALMOUTH
 CUMBERLAND COUNTY

PLAN

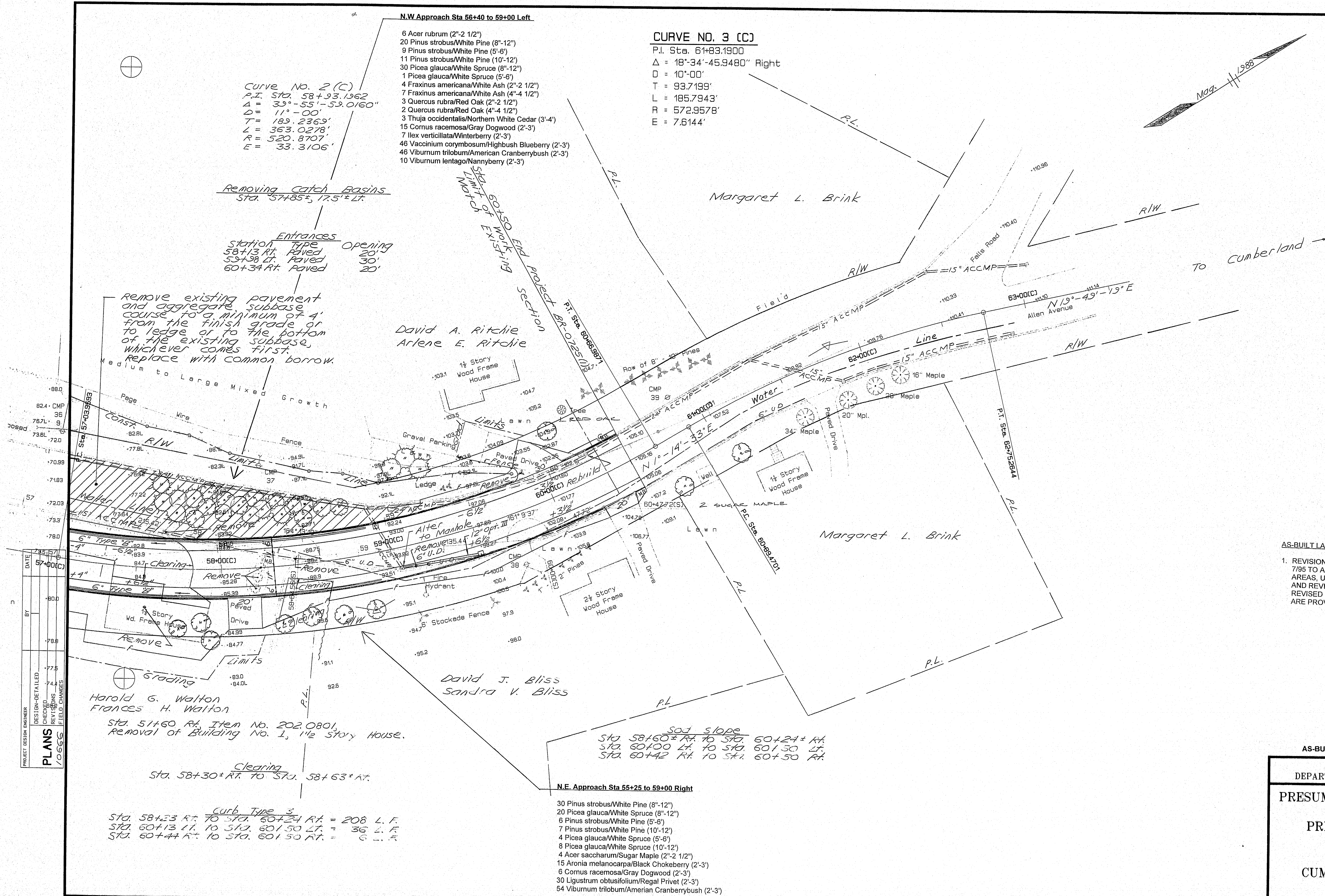
SHEET 1 OF 3 AUGUSTA, MAINE

July 1993

FALMOUTH

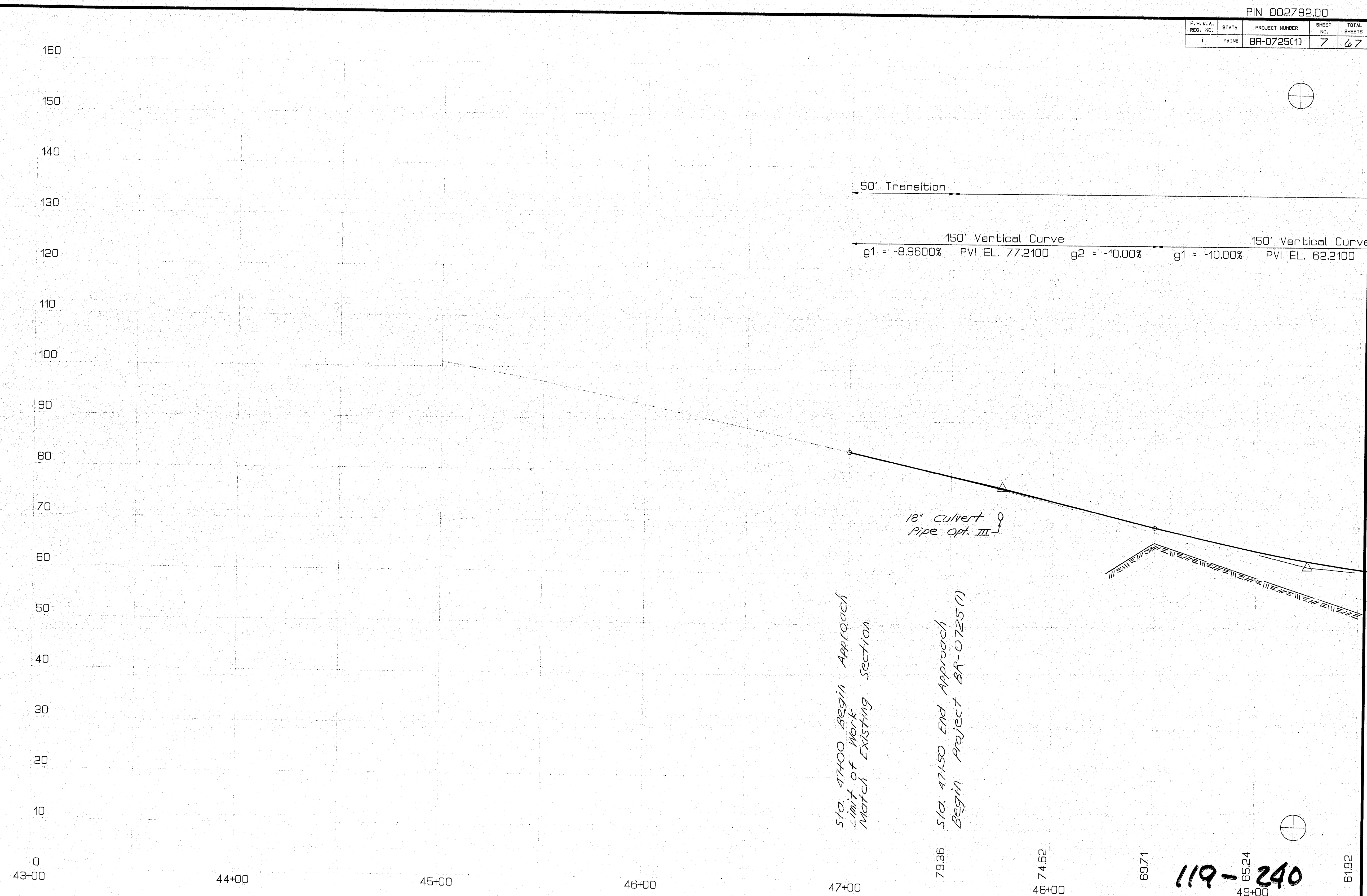
PIN 002782.00

F.U.W.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-0725(1)	6	67



PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED		
CHECKED		
REVISIONS		
10/3/87 FIELD CHANGES		

PLANS
10/3/87



119-240

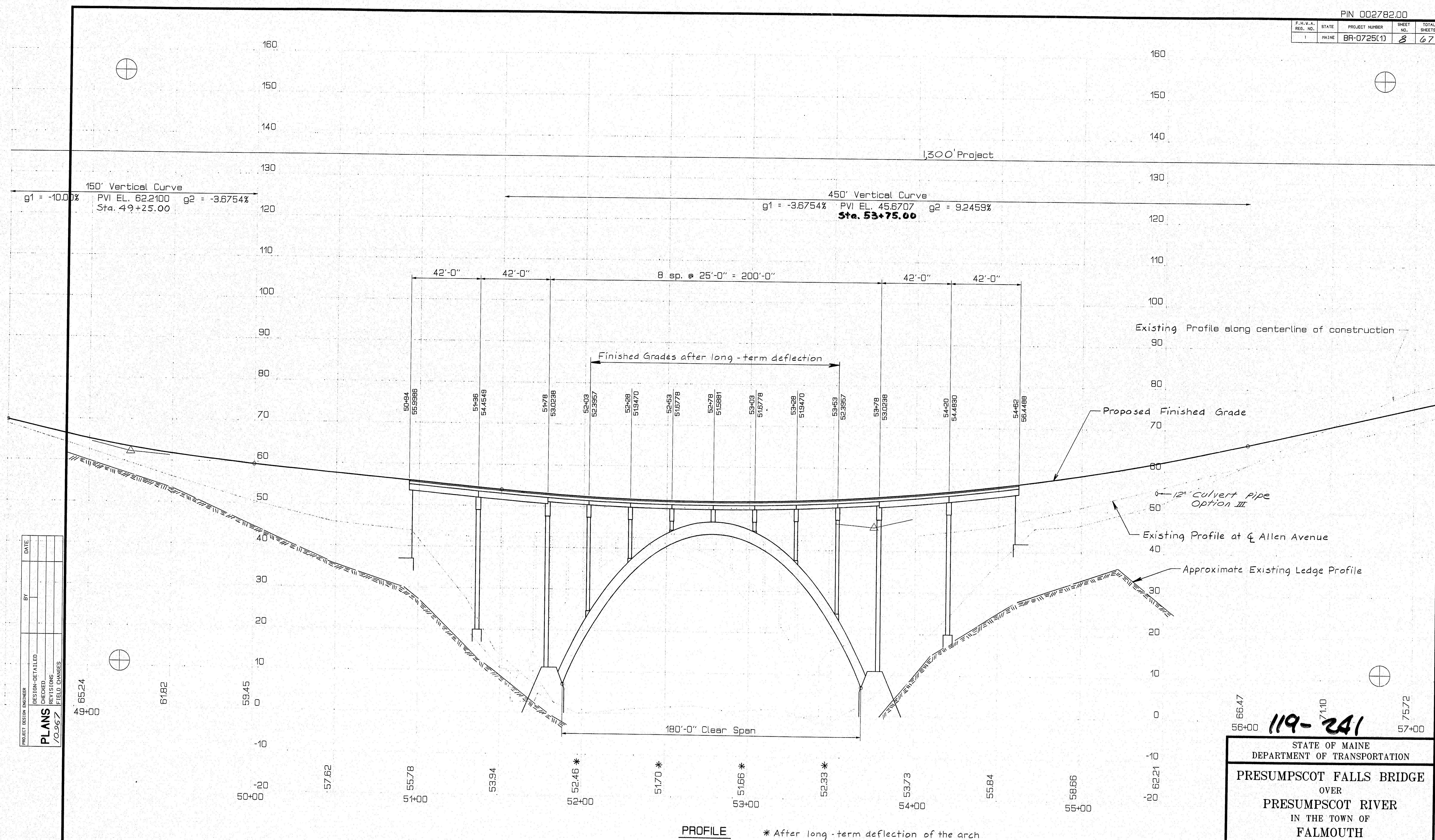
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PRESUMPCOT FALLS BRIDGE
OVER
PRESUMPCOT RIVER
IN THE TOWN OF
FALMOUTH
CUMBERLAND COUNTY

PROFILE

SHEET 1 OF 3 AUGUSTA, MAINE July 1993

PIN 002782.00				
F.H.W.A. R.D. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-0725(1)	8	67



PROJECT DESIGN ENGINEER	DATE
PLANS	
DESIGN-DRAWING	
CHECKED	
REVISIONS	
FIELD CHANGES	

66.47
56+00
67.110
75.72
57+00

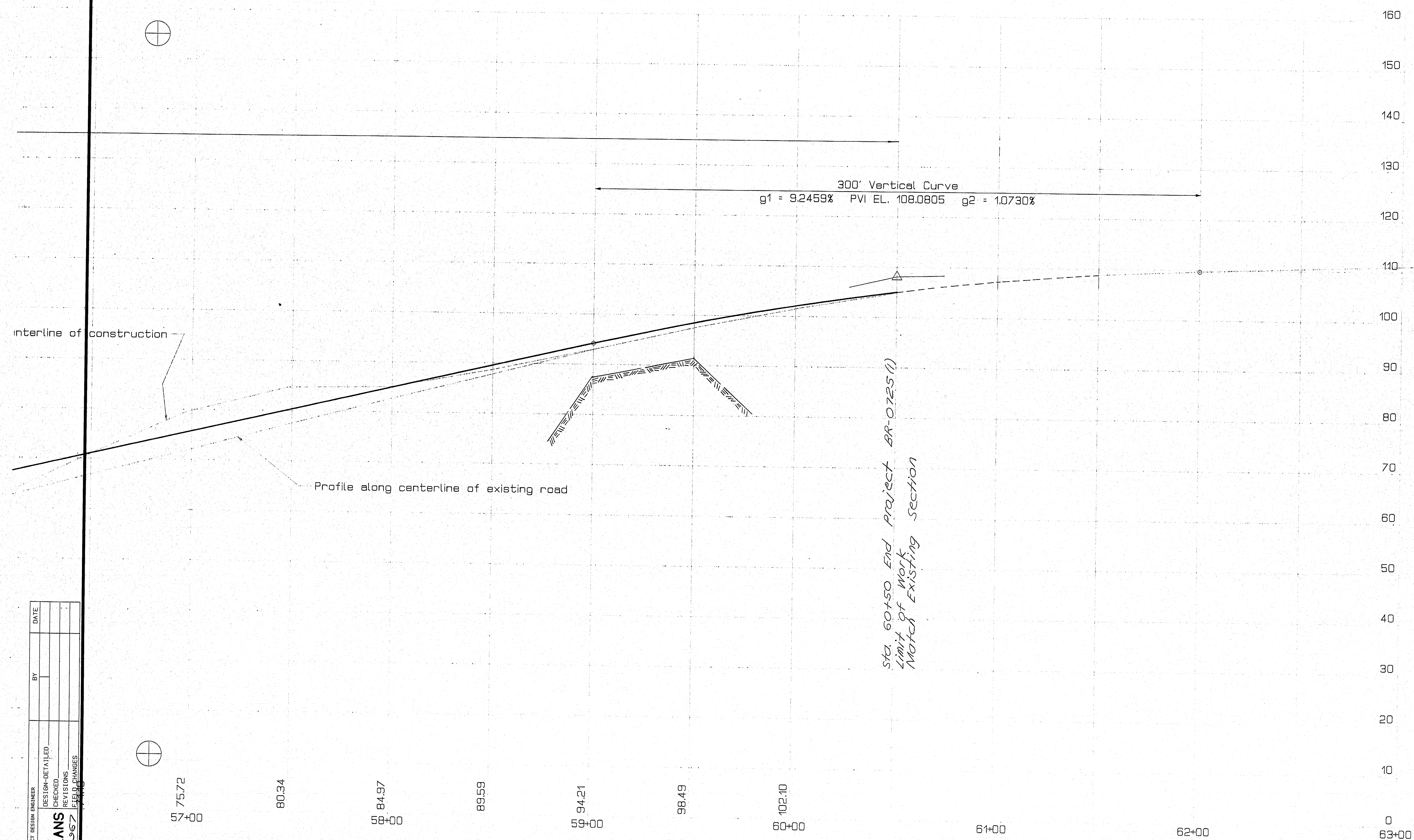
119-241

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 PRESUMPSHOT FALLS BRIDGE
 OVER
 PRESUMPSHOT RIVER
 IN THE TOWN OF
 FALMOUTH
 CUMBERLAND COUNTY

PROFILE
 SHEET 2 OF 3 AUGUSTA, MAINE July 1993

FALMOUTH 22

PIN 002782.00				
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-0725(1)	9	67



PROJECT DESIGN ENGINEER	BY	DATE
PLANS		
DESIGN-DRAWING		
CHECKED		
REVISIONS		
EXPLANATIONS		

119-242

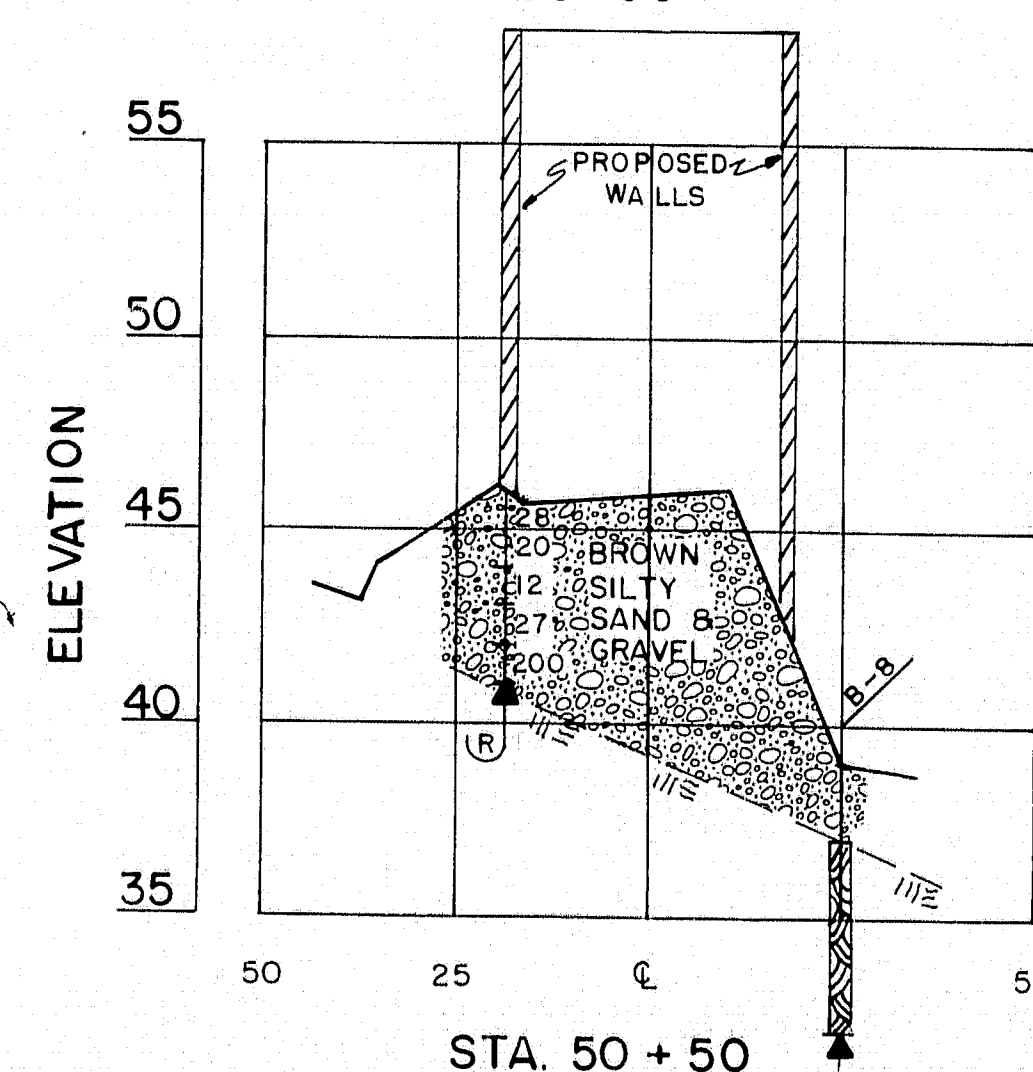
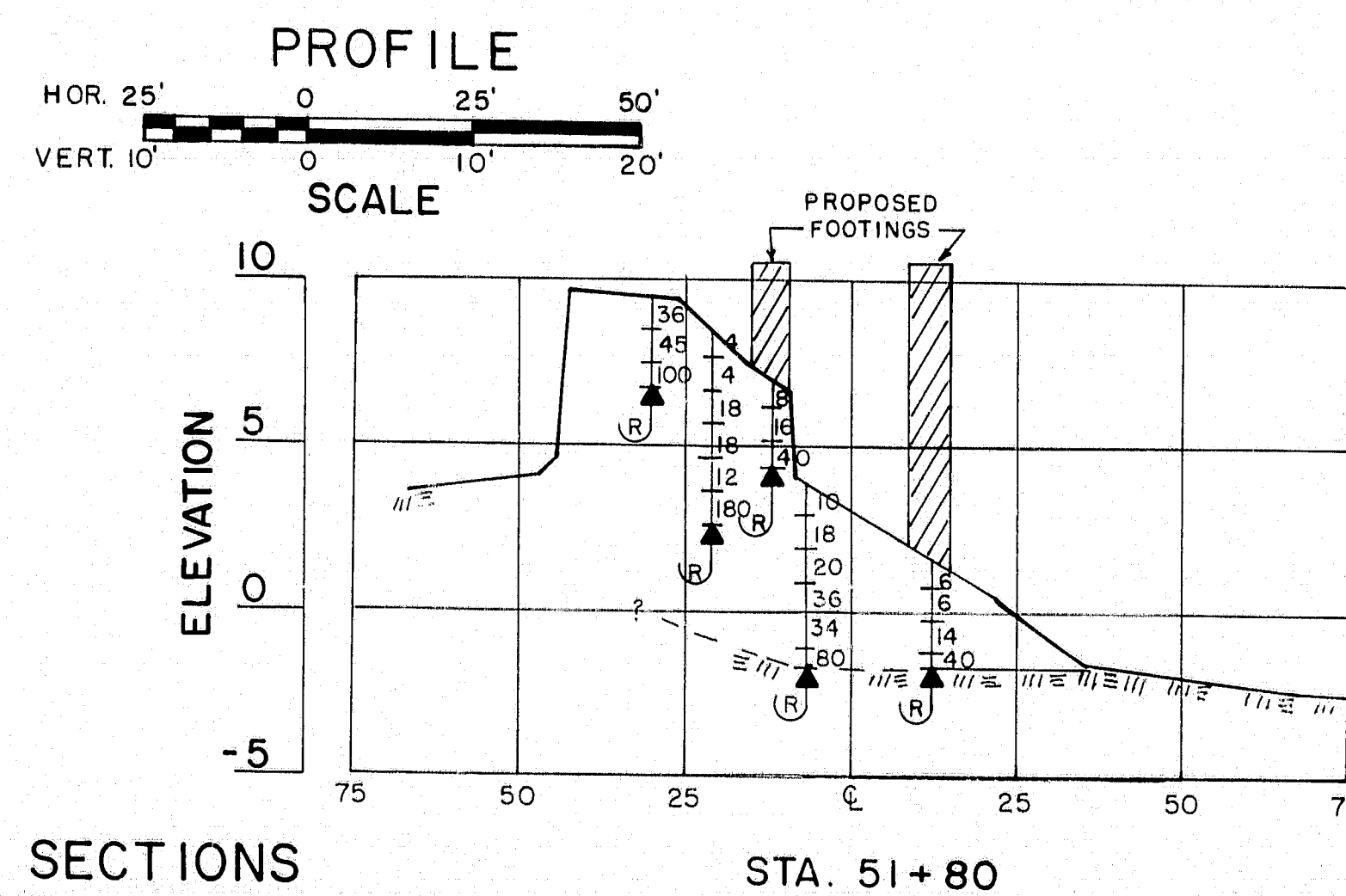
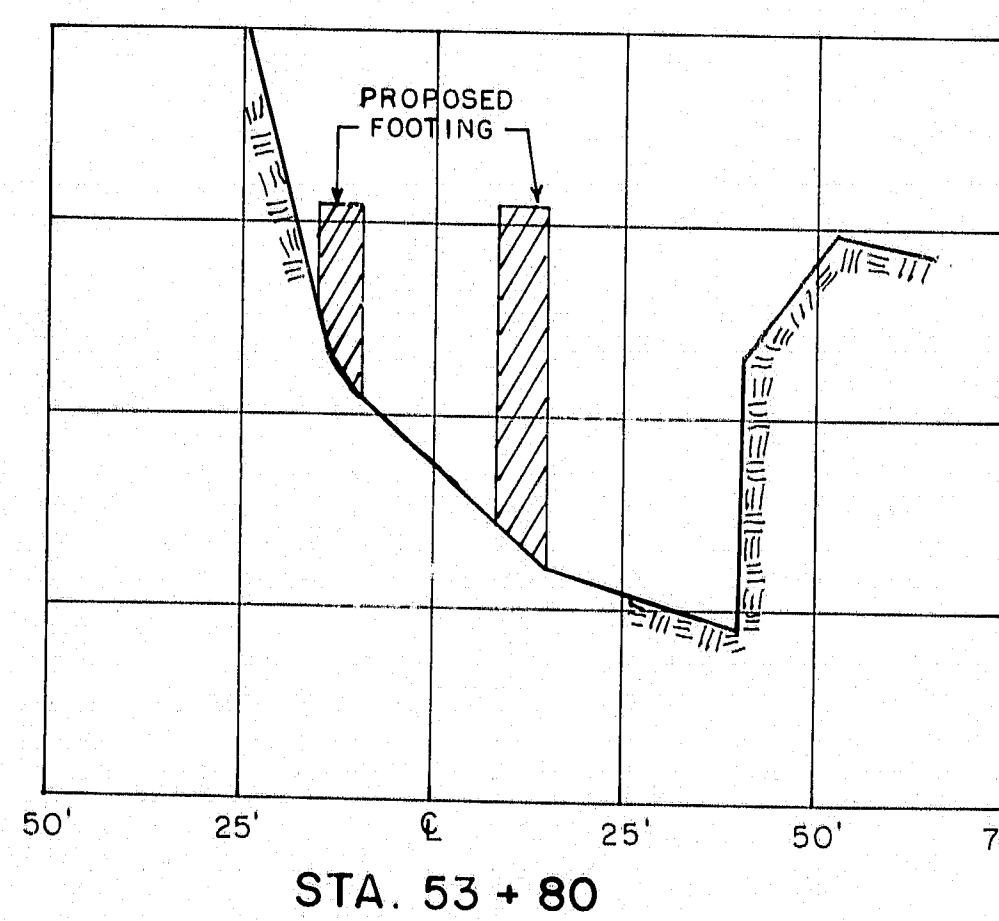
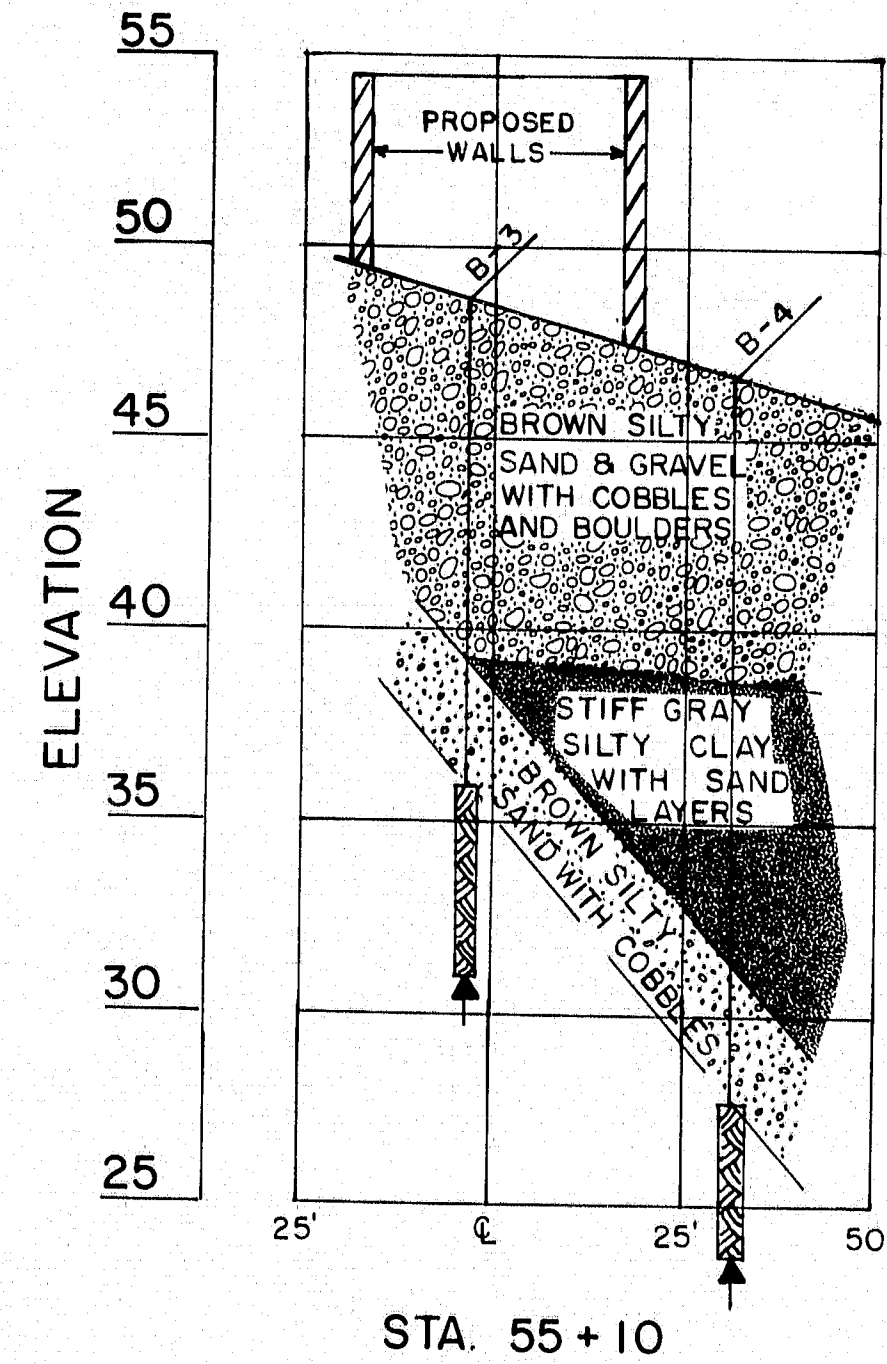
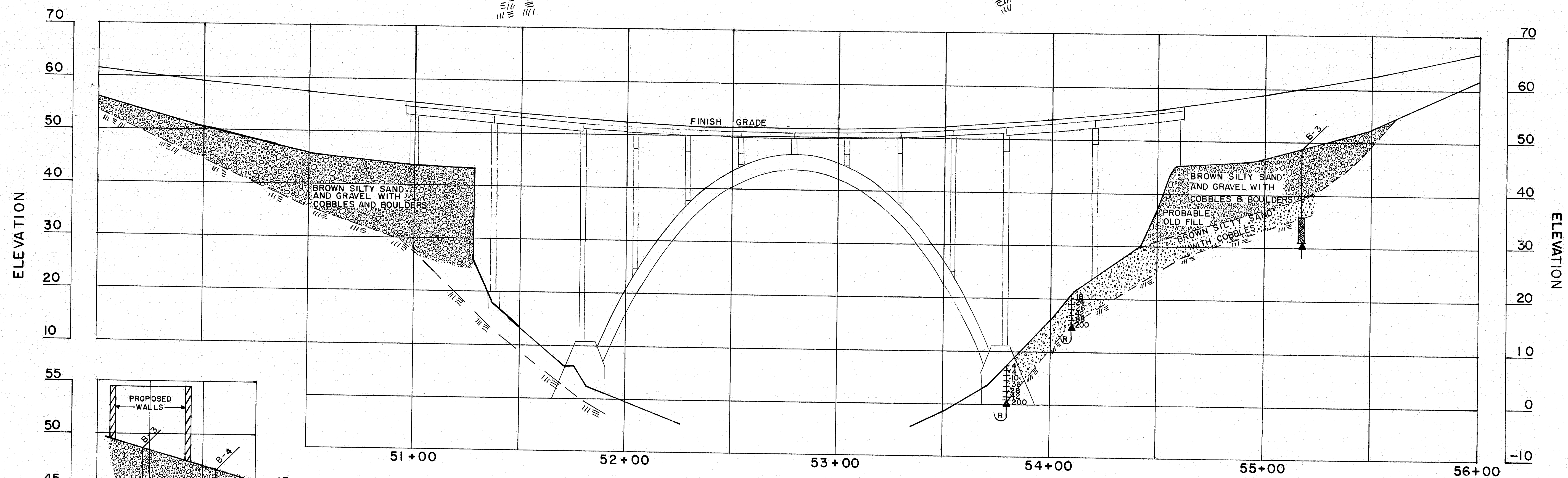
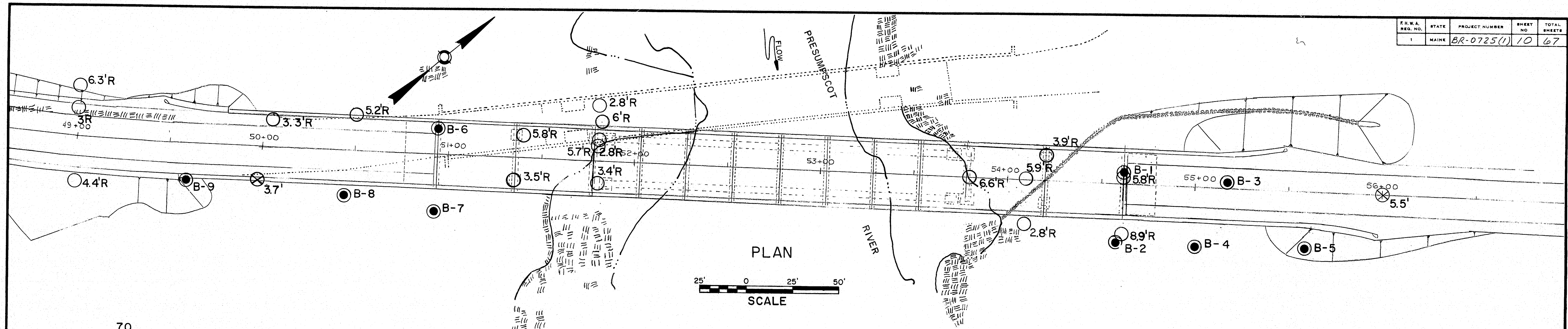
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PRESUMPCOT FALLS BRIDGE
OVER
PRESUMPCOT RIVER
IN THE TOWN OF
FALMOUTH
CUMBERLAND COUNTY

PROFILE

SHEET 3 OF 3 AUGUSTA, MAINE July 1993

F.R.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-0725(1)	10	67



119-243

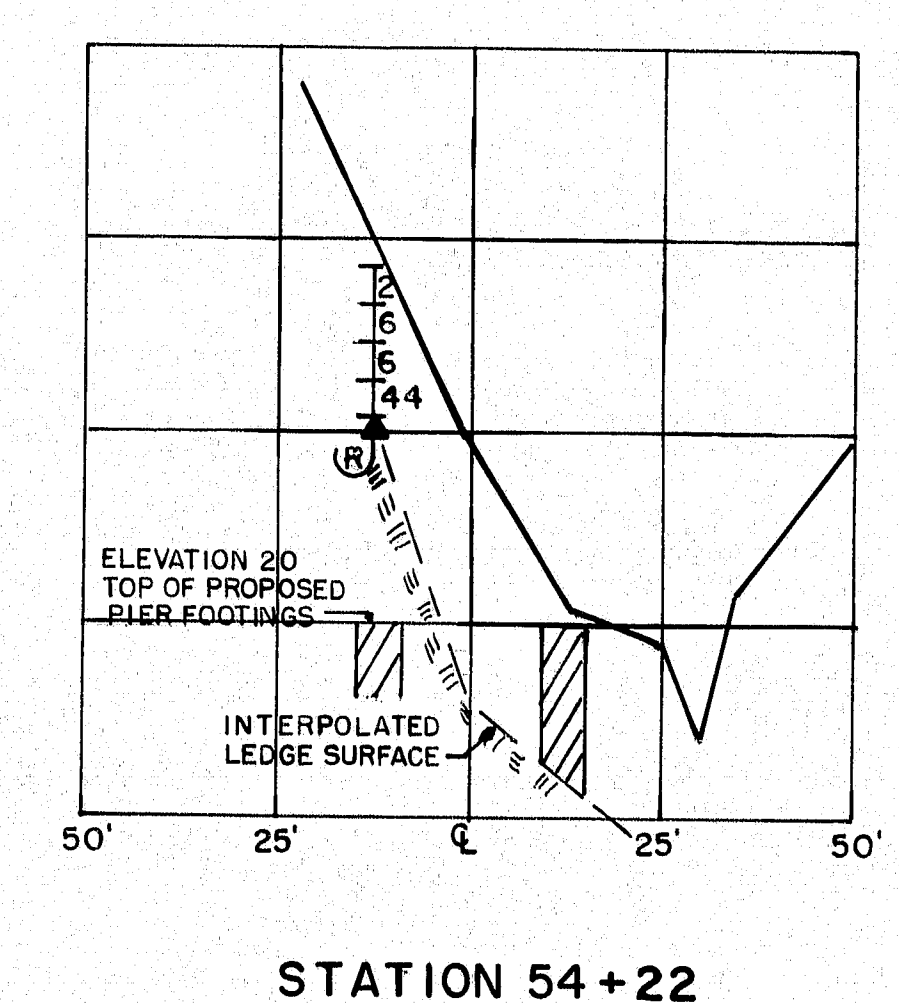
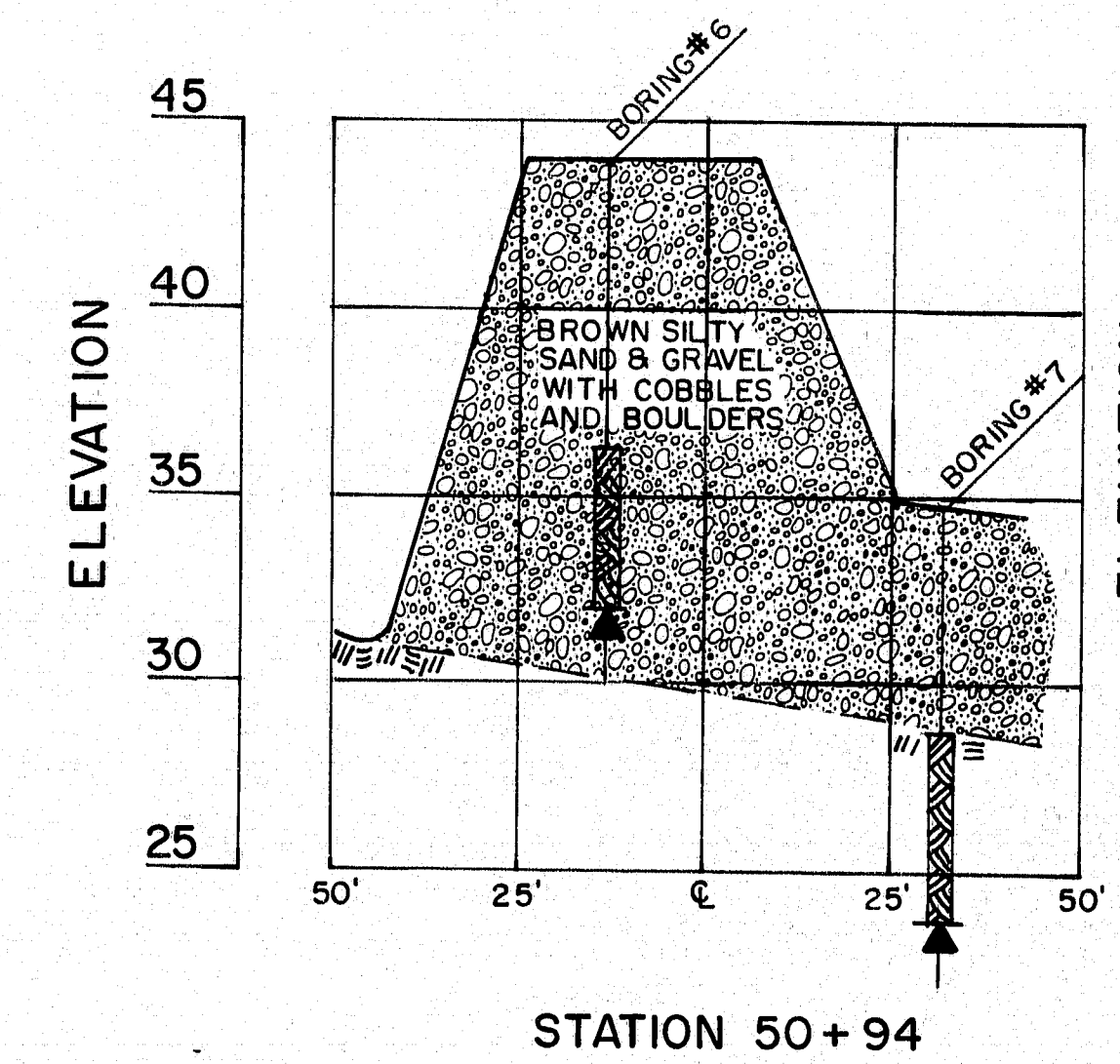
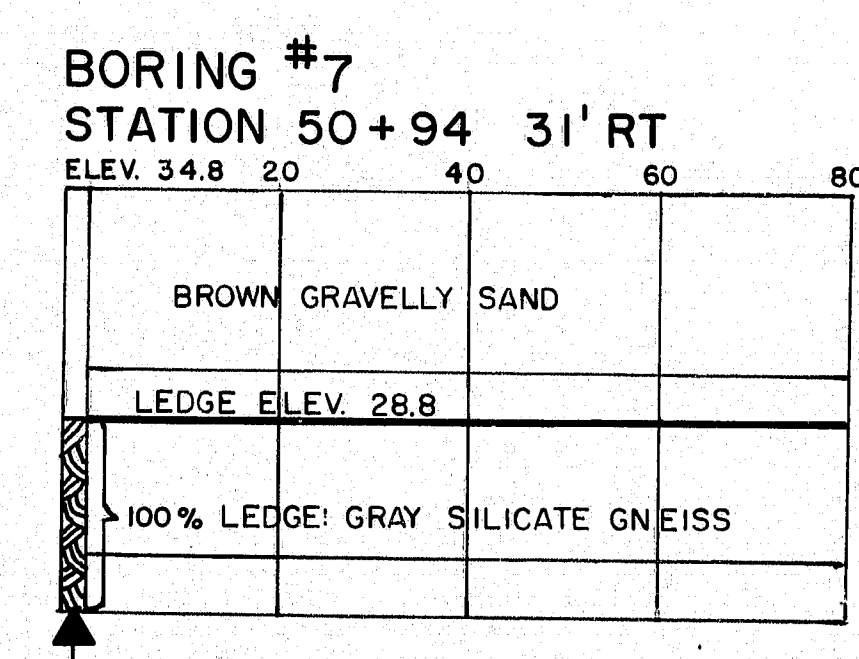
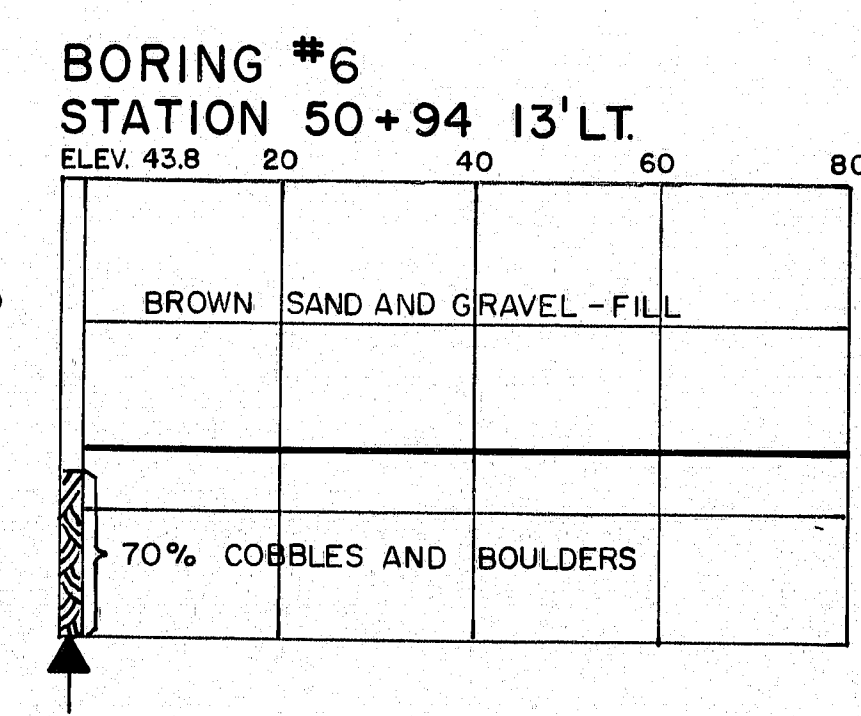
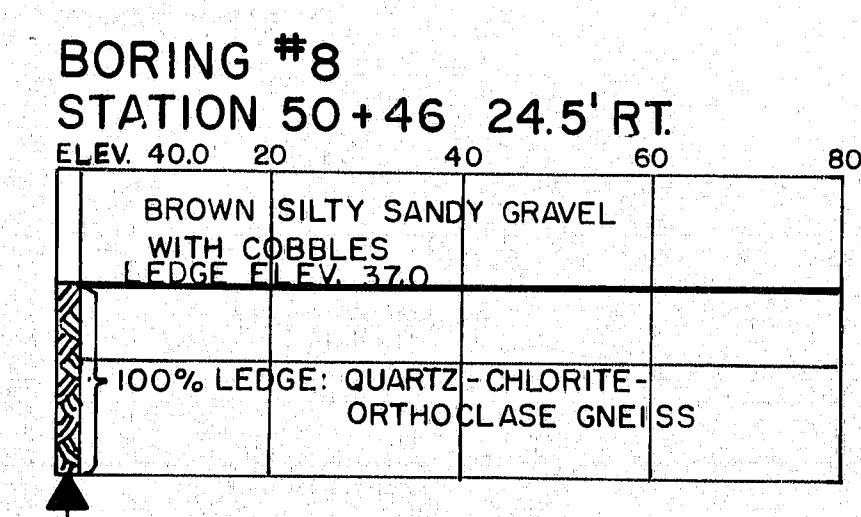
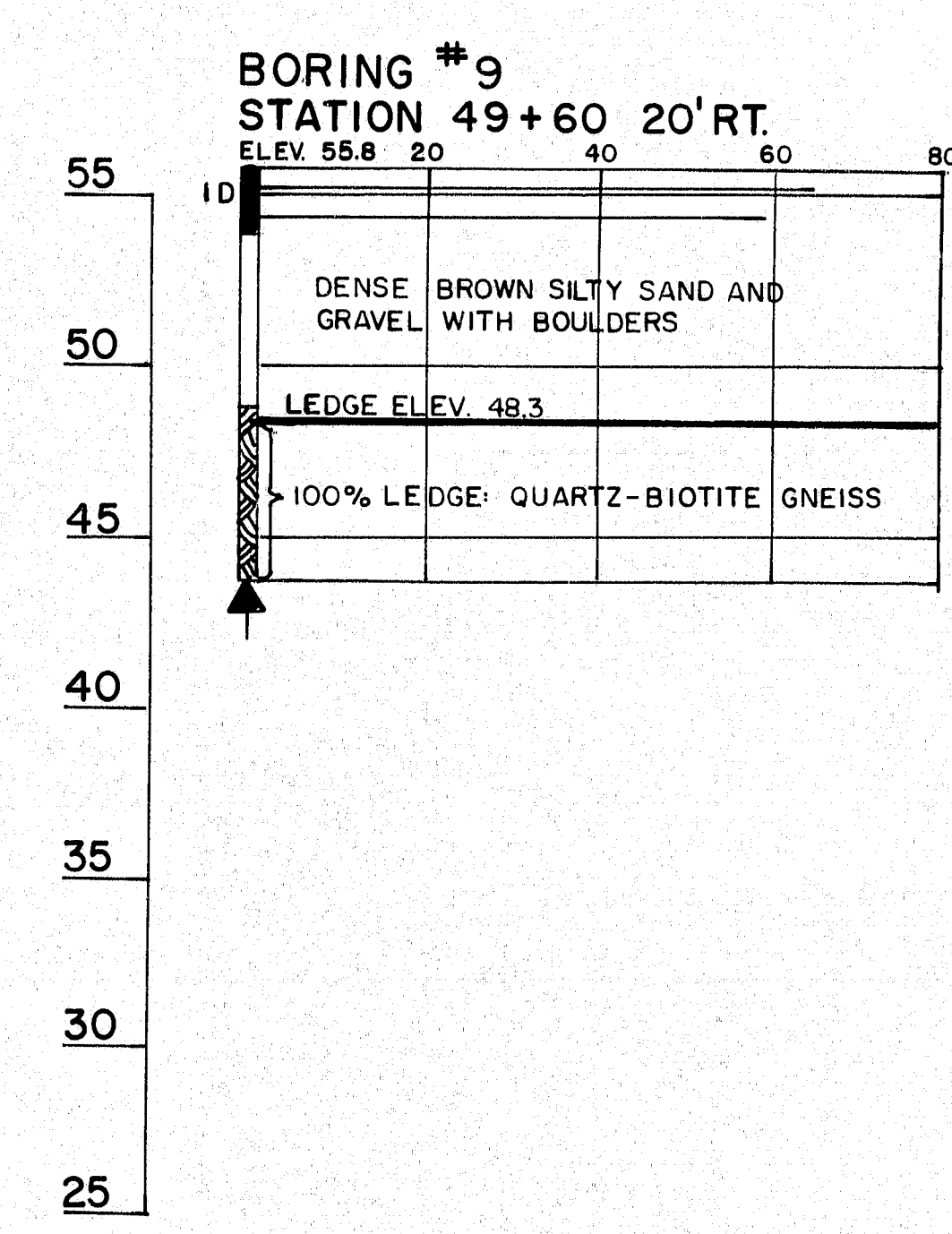
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PRESUMPCOT FALLS BRIDGE
OVER
PRESUMPCOT RIVER
IN THE TOWN OF
FALMOUTH
CUMBERLAND COUNTY
FOUNDATION SURVEY
SHEET OF AUGUSTA, MAINE

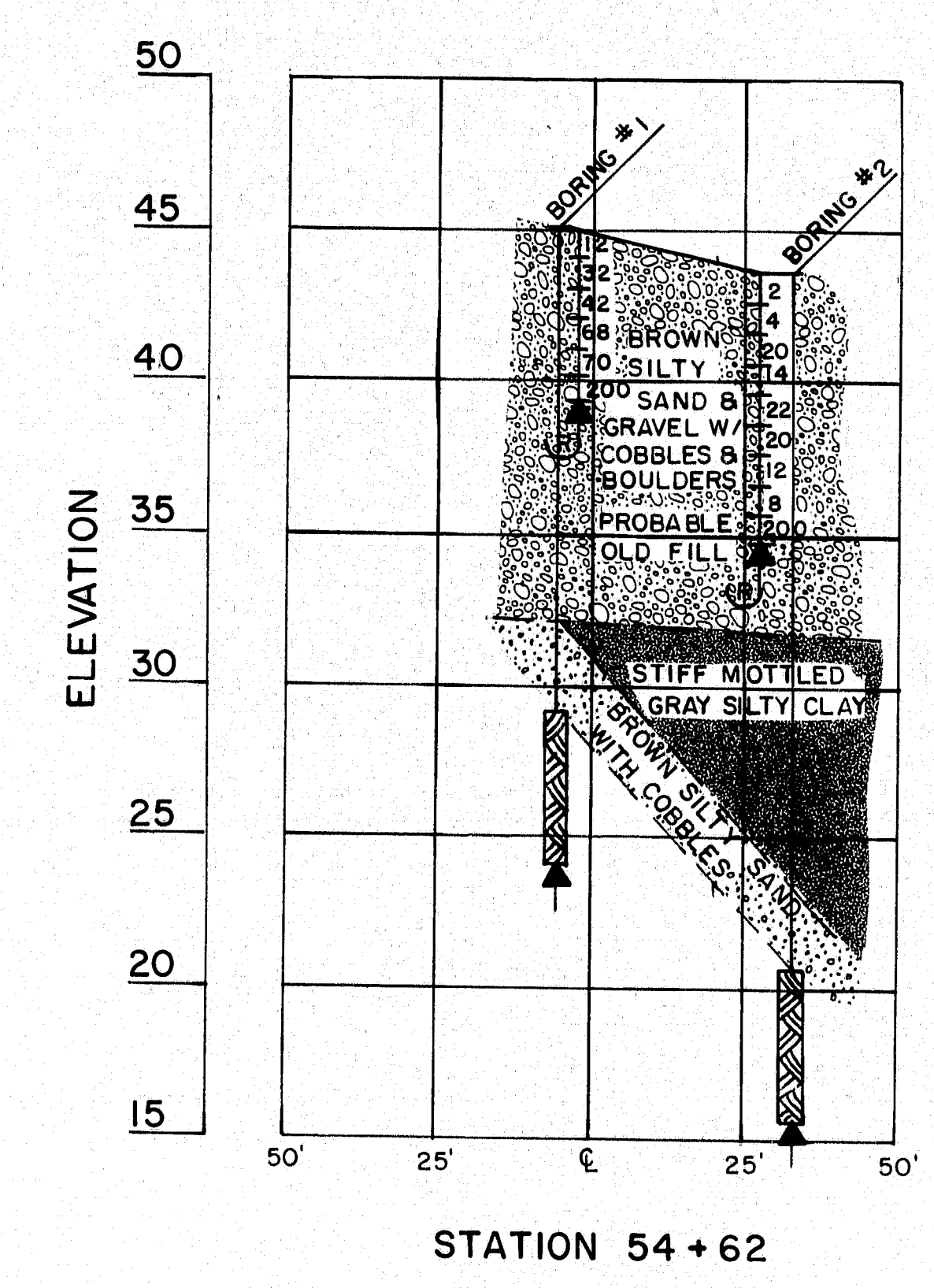
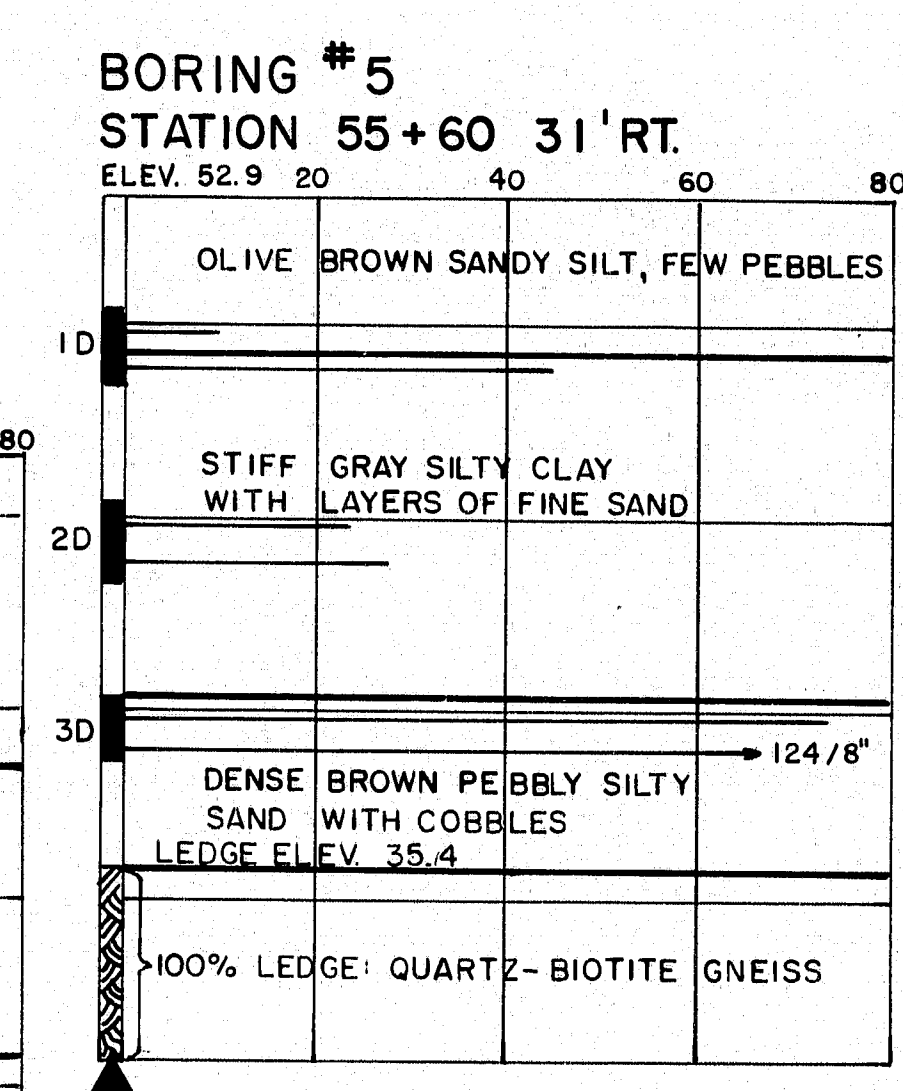
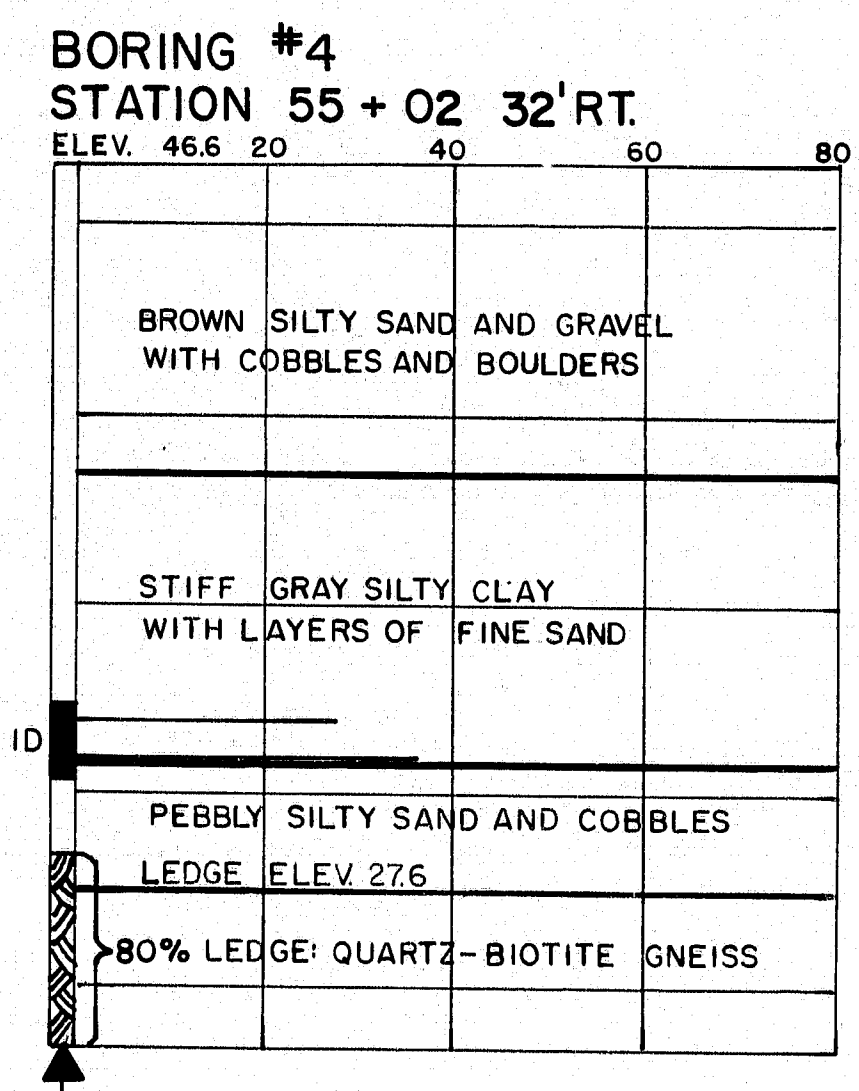
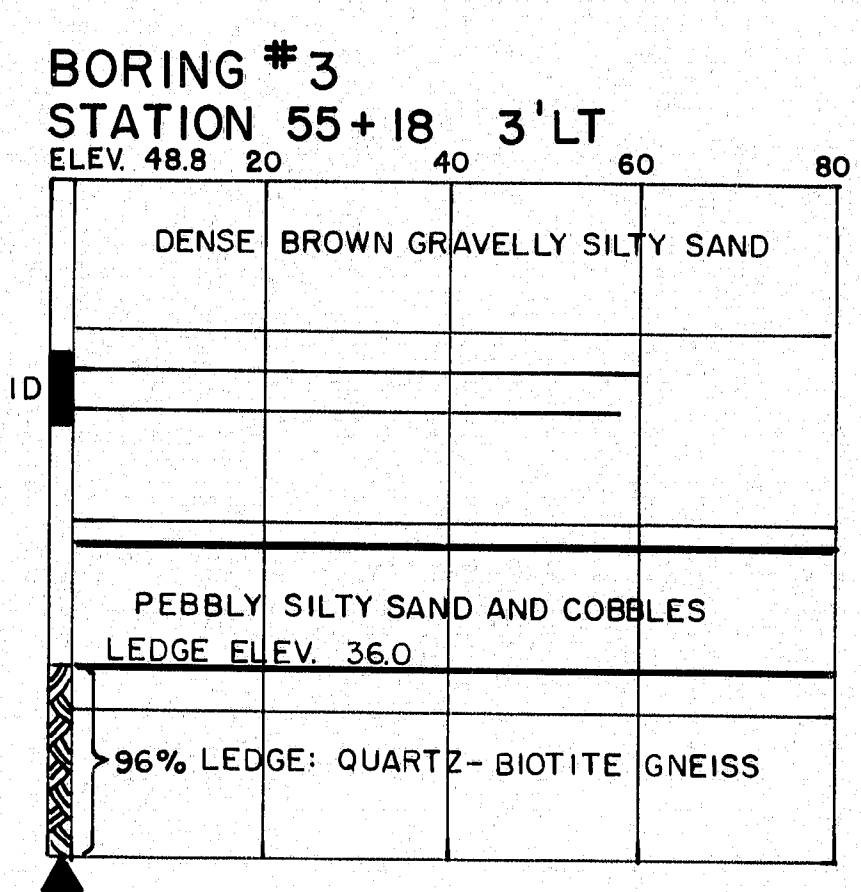
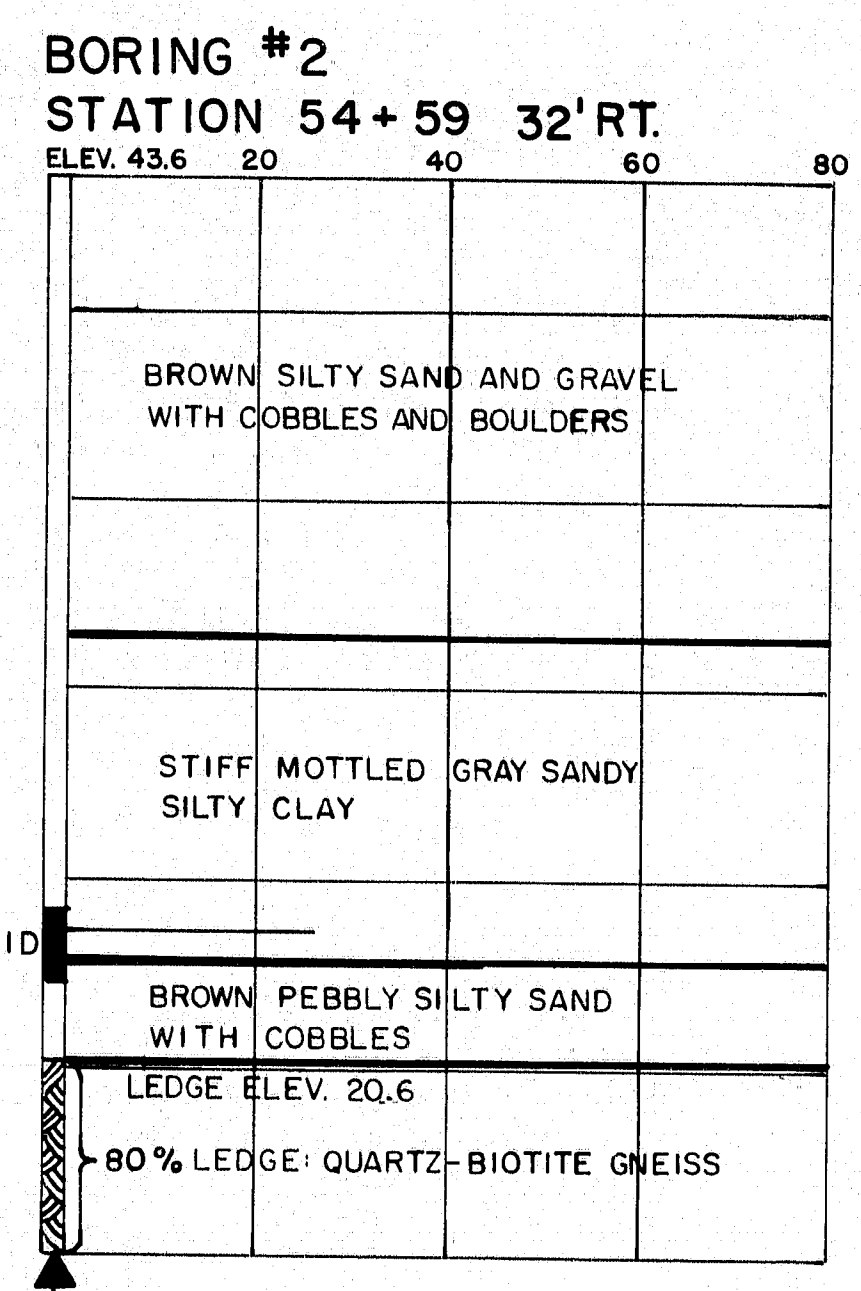
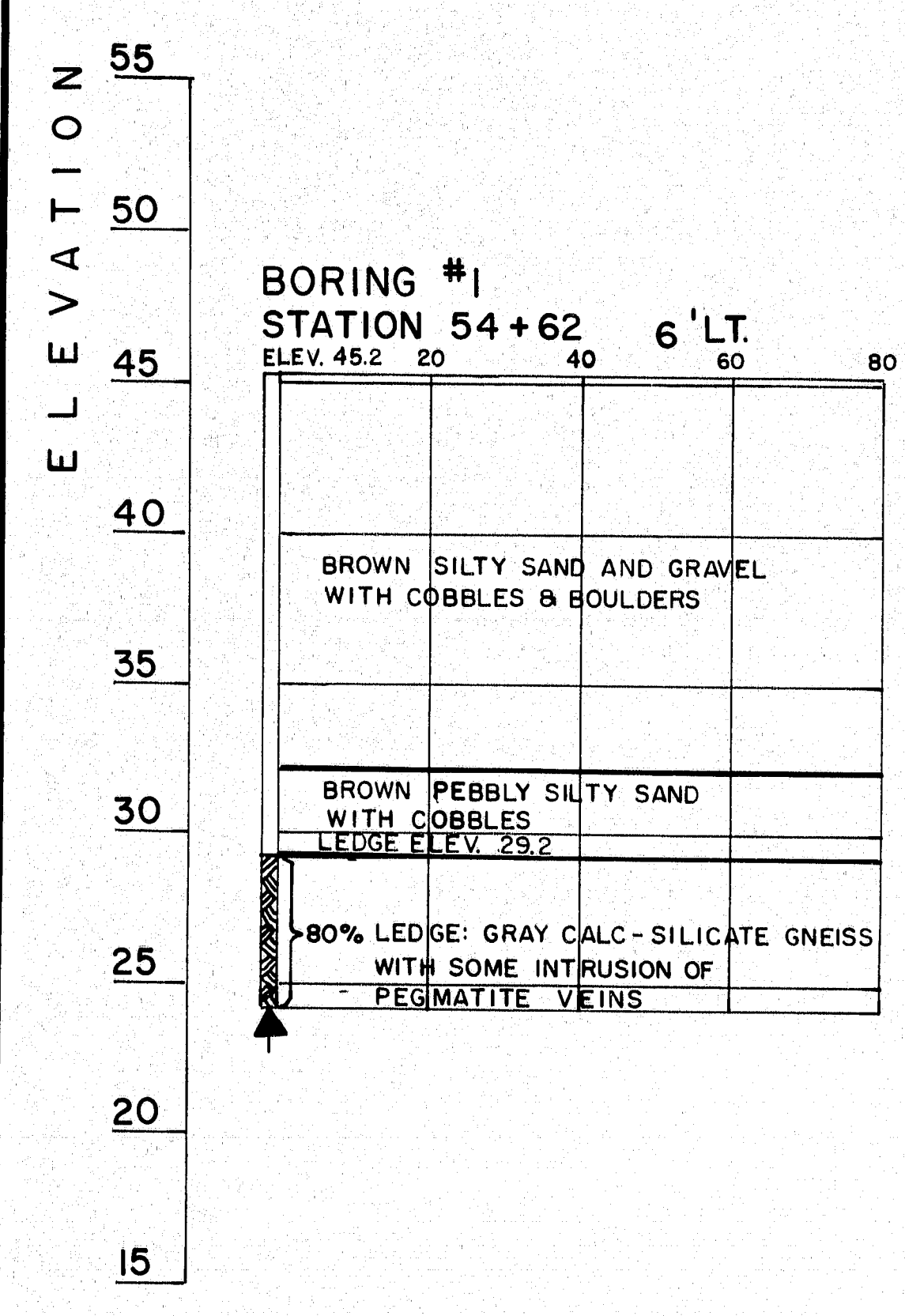
PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED		
CHECKED		
FIELD CHANGES		

BRUNING 44132, 45710-1

F.R.W.A. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-0725(1)	11	67



TRANSVERSE SECTIONS



BORING NOTES

- All samples and vane are made ahead of casing
- Number of blows required to drive heavy casing one foot with 400 ft. lbs. of energy per blow
- Location of sample or sample attempt
- Number and type of dry sample
- S & H Sampler #1290's
- Number of blows required to drive spoon or tubing one foot with 350 ft. lbs. energy per blow
- Bottom of boring (may not be bottom of soil strata)
- Refusal of drill rods or casing (may not be ledge)
- Locations cored by diamond bit and per cent recovery of rock

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

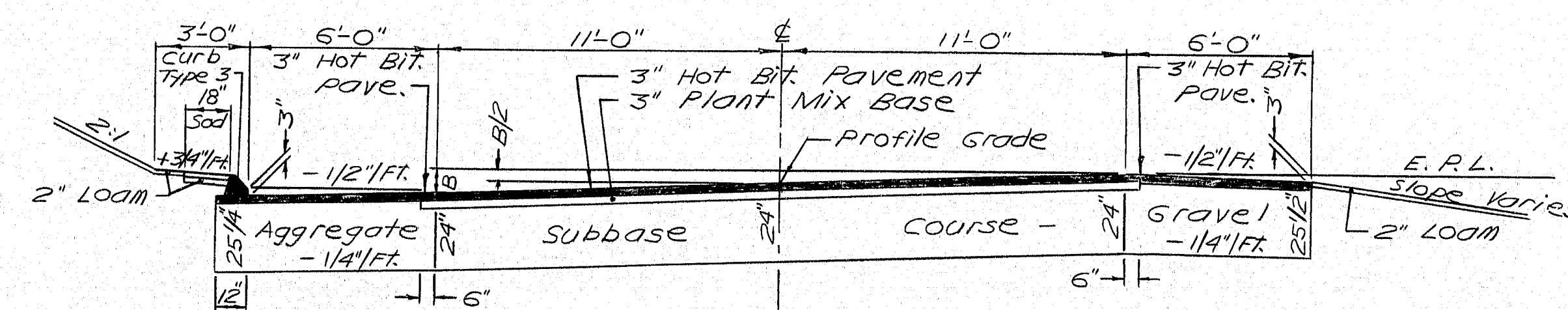
119-244

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PRESUMPSCOT FALLS BRIDGE
OVER
PRESUMPSCOT RIVER
IN THE TOWN OF
FALMOUTH
CUMBERLAND COUNTY
BORING DETAILS
SHEET OF AUGUSTA, MAINE

F.R.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-0725 (1)	12	67

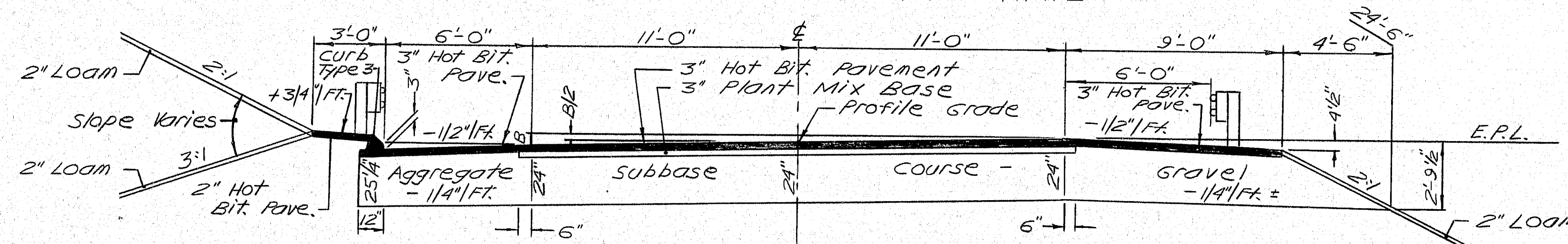
SUPERELEVATED



Aggregate	Subbase	Course - Gravel	C.X. 100 L.F.
Under Left Shoulder	Under Travelway	Under Right Shoulder	
55.38	162.96	48.15	

Sta. 47+50 Lt. to Sta. 49+21.5* Lt. Sta. 47+50 Rt. to Sta. 49+18.5* Rt.

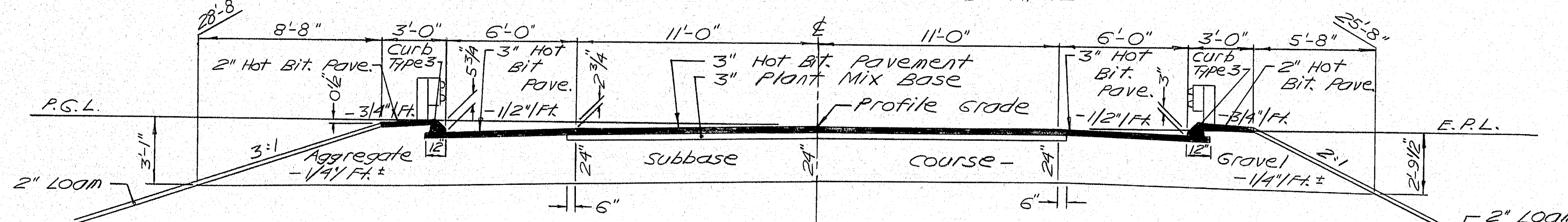
SUPERELEVATED - GUARD RAIL



Aggregate	Subbase	Course - Gravel	C.X. 100 L.F.
Under Left Shoulder	Under Travelway	Under Right Shoulder	
55.38	162.96	89.47	

Sta. 49+21.5* Lt. to Sta. 49+80* Lt. Sta. 49+18.5* Rt. to Sta. 49+34.5* Rt. (Crushed Stone Pad Under Guard Rail)
Sta. 49+34.5* Rt. to Sta. 49+55.5 Rt.

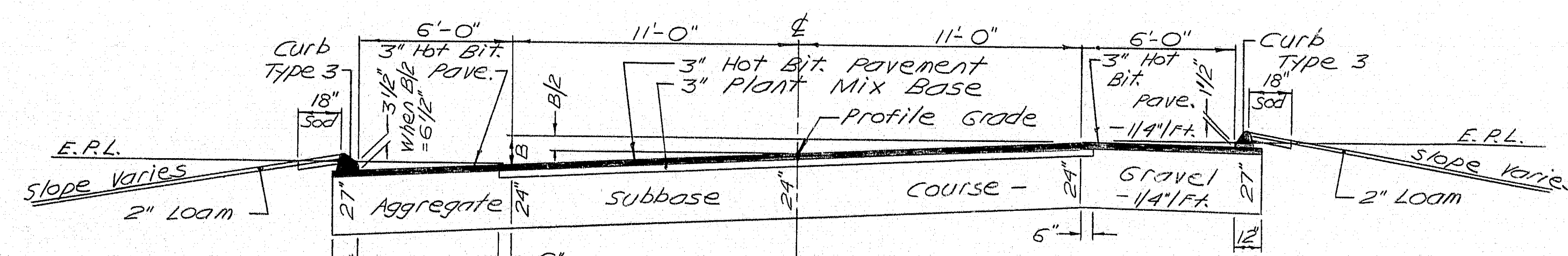
SUPERELEVATED - GUARD RAIL



Aggregate	Subbase	Course - Gravel	C.X. 100 L.F.
Under Left Shoulder	Under Travelway	Under Right Shoulder	
120.32	162.96	105.21	

Sta. 55+13* Lt. to Sta. 55+72.5* Lt. Sta. 55+63* Rt. to Sta. 56+22.5* Rt.

SUPERELEVATED



Aggregate	Subbase	Course - Gravel	C.X. 100 L.F.
Under Left Shoulder	Under Travelway	Under Right Shoulder	
57.87	162.96	57.87	

(Shoulder slope = -11 1/2"/ft.) Sta. 55+72.5* Lt. to Sta. 57+25* Lt. Sta. 57+25* Lt. to Sta. 59+75* Lt. Sta. 59+75* Lt. to Sta. 60+50 Lt. (Shoulder slope = -11 1/2"/ft.)
Sta. 56+22.5* Rt. to Sta. 57+25* Rt. Sta. 57+25* Rt. to Sta. 59+75* Rt. Sta. 59+75* Rt. to Sta. 60+50 Rt. (Shoulder slope = -11 1/2"/ft.)

NOTES

1. The pavement base, and subbase depths as shown on the plans are intended to be nominal.
2. 'rollover' algebraic difference in rates of cross slope shall not exceed 8%.
3. When super-elevation exceeds the slope of the low side shoulder, the low side shoulder shall have the same slope as the travelway.
4. Crowns for both normal and super-elevation sections for all courses of subbase and pavement shall be straight.
5. "B" is the elevation differential between the edge of travel lanes.

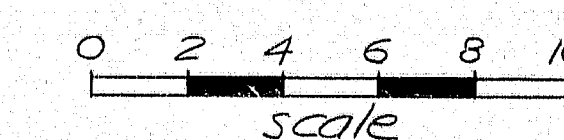
PROJECT DESIGN ENGINEER	DATE
BY G.W.H. G.W.H.	DEC 92
DESIGN - DETAILED	
RECORD	
FIELD CHANGES	

119-245

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

FALMOUTH



SHEET 1 OF 1 AUGUSTA, MAINE

Falmouth 72

GENERAL NOTES

F.R.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-0725(1)	13	67

- The utilities involved in this contract are:
Central Maine Power Company Town Sewer - Falmouth
New England Telephone Company
Portland Water Company
Public Cable Company
- All utility facilities shall be adjusted by the respective utilities unless noted.
- Clearing limits shall be 10' beyond and parallel to the construction slope lines or as shown on the plans unless otherwise authorized by the Engineer.
- The clearing lines shown on the plans are for estimating purposes only. The actual lines for payment shall be established in the field by the Engineer.
- Clearing limits will be clearly marked prior to construction.
- Not all the existing trees outside the construction limits are shown.
- All ditch elevations shown on the cross sections are for the finished ditch flow line.
- Driveway fill side slopes shall be the same as the non-guardrail fill slopes unless otherwise noted on the plans.
- Required ditch protection shown on the plans is for estimating purposes only. Actual type and location for erosion control blanket, sod, stone ditch protection, and riprap shall be determined in the field by the Engineer.
- If foundation material is required under culverts, it shall meet the requirements for granular borrow-underwater backfill and will be paid for as granular borrow.
- Estimated structural excavation required 941 c.y.
- Paved entrances shall be constructed with:
2" hot bituminous pavement and
12" aggregate subbase course-gravel, unless otherwise noted.
- Crushed stone entrances shall be constructed with:
2" crushed stone surface and
12" aggregate subbase course-gravel.
- A 3' paved lip shall be placed at all crushed stone entrances unless otherwise directed by the Engineer.
- No existing drainage shall be abandoned, removed, or plugged without prior approval of the Engineer.
- The culvert sizes shown on the plans and cross sections are for smoothlined pipes. For comparable corrugated sizes, see the drainage tabulations.
- Any necessary cutting of existing pipes to fit in areas of proposed catch basins will not be paid for separately and will be considered incidental to Item 604.
- All connections for existing culverts to proposed catch basins will be incidental to the catch basin items.
- All connections for proposed culverts to existing catch basins will be incidental to the culvert pipe items.
- Existing abandoned water mains broken by the contractor during construction shall have the ends plugged with brick and mortar. Cost for all labor and material will be considered incidental to the contract and no direct payment will be made.
- Breakaway cable terminals shall be installed concurrently with the placement of each section of beam guardrail.
- Curb Type 3 to be installed with Mold 2 and sealed with bituminous sealing black when directed by the Engineer.
- Loam shall be placed as shown on the plans or as designated by the Engineer.
- Loam depths are as follows:
Seeding Areas Method No. 1.....2"
Seeding Areas Method No. 2.....2"
Under Erosion Control Blanket.....2"
Under Sod.....2"
Depths shown are nominal.
Additional depth may be designated by the Engineer.
- Mulch shall be applied in areas seeded by seeding Method No. 1 and seeding Method No. 2.
- Place sod strip 18 inches wide behind curbs in earth slopes when directed by the Engineer.

- Place Erosion Control Geotextile under all Riprap.
- Temporary erosion control measures shall be maintained as directed by the Engineer. Payment will be made under Items 629.05, Hand Labor; 631.12, All Purpose Excavator; and 631.172, Truck Large.
- Excavations accomplished as part of this project shall be constructed in accordance with Subpart P of 29 CFR Part 1926.650--652 (Construction Standard for Excavations).
- Estimated quantities for required structural earth excavation, drainage and minor structures do not include any additional excavation that may be required due to back-sloping of the excavation (trenches). Cost for additional excavation and/or protective systems required to proceed with the excavation shall be considered included as part of Item 206--Structural Excavation.
- Reflectorization shall be placed on curb Type 3 at all drive openings as directed by the Engineer.
- Replace mail box posts with Single Wood Posts as directed by the Engineer.
- Plan sheets of previously constructed projects in this area are available on request. These projects are: State Aid Project No. C07-06(501).
- Tree trimming to be as directed by the Engineer. Payment to be made under items 629.05, 631.172, and 631.18.
- No changes or substitutions in quantities, size, kind or quality of plants from these specifications will be permitted without written approval of the Department's Landscape Architect.
- Location of plants as shown on plans is approximate only, exact location will be designated on the site by the Department's Landscape Architect. No trees will be planted closer than 30 feet from edge of pavement except as authorized by the Department's Landscape Architect.
- The sources for all plants shall be nursery grown unless otherwise specified.
- Mulch in shrub beds shall extend to adjacent plants to form one continuous bed.
- The Portland Water District intends to discontinue its water main between approximately Sta. 49+50 to Sta. 55+00.
- Possible conflict may exist between the existing water main and the proposed underdrain at Sta. 58+20±, Left. The Engineer will make any necessary field alterations to the drainage system at the time of construction.
- Payment for excavation of existing bituminous pavement in areas where no further excavation is indicated will be made under the appropriate equipment rental items.

119-246

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

BRUNING 44132 3/95

DRAINAGE

STATION	R C P			Opt. III CULV. Size Requir. Using CULV. PIPE		C M P		CULVERT PIPE		CATCH				BASINS				MAN HOLES	UNDERDRAINS				REMARKS
	SIZE	LENGTH	CLASS	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	A1-C	A1-P	B1	B1-C	C1	E	F	B'		C'		B' OUTLET		
																			LENGTH	SIZE		LENGTH	
47+14				18"	92'			18"	92'												Option III		
47+70 LT. TO 49+73 LT.																		200'					
49+75 LT.								15"	12'				1								option I		
55+20 LT.													1										
55+20 LT. TO 55+70 RT.				12"	56'			12"	56'												option III		
55+43 RT. TO 55+70 RT.								15"	28'				1								option I		
55+72 RT. TO 58+92 RT.																		326'					
56+38 LT.													1										
56+38 LT. TO 56+52 LT.								12"	46'												option I		
56+52 LT.													1										
56+54 LT. TO 58+88 LT.																		128'					
58+94 RT.													1										
59+04 RT.																					ALTER C.B. TO M.H.		
59+06 RT. TO 59+48 RT.				12"	42'			12"	42'												option III		
59+50 RT.													1										
60+27 LT.																					Rebuild, slope 5		
			</																				

DRAINAGE CONT'D.

DRAINAGE CONT'D.																				F. H. W. A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
																				1	MAINE	88-07250	14	67
STATION	R C P			B C C M P		C M P		CULVERT PIPE		CATCH BASINS							MAN HOLES	UNDERDRAINS				REMARKS		
	SIZE	LENGTH	CLASS	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	A1-C	A1-P	B1	B1-C	C1	E	F		B'	C'		B' OUTLET			
																			LENGTH	SIZE			LENGTH	LENGTH

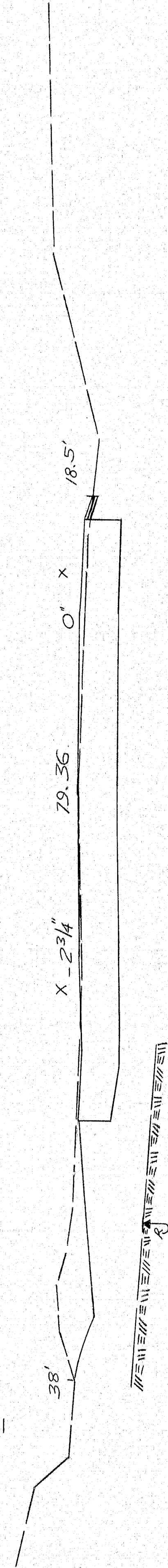
F.H.W.A. REC. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-0725(1)	14	67

119-247

Falmouth 72

Wagon
Hill

10.87



Sta 47450 End Approach
Begin Project BR-0725(1)

7.14

+50

Sta 47450, skewed ahead of
const. Paved Entrance.



+43

70

12" Pile At

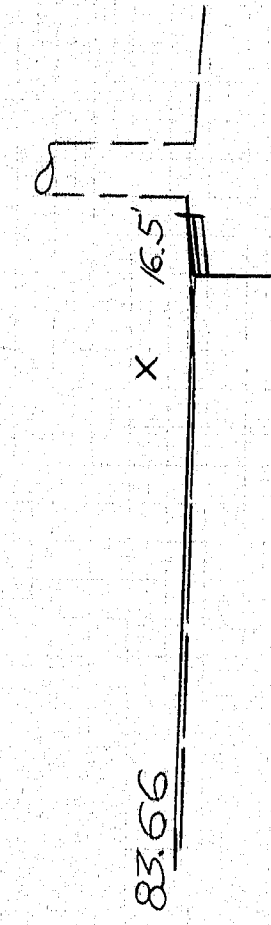


C-169

Paved drive skewed ahead of

+38

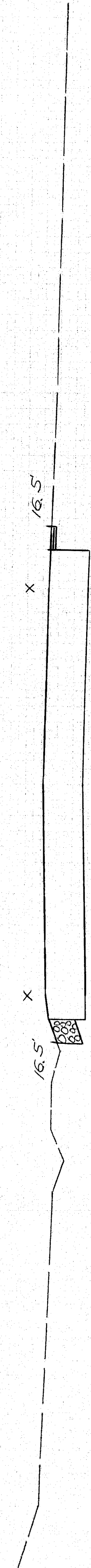
70



+03

75

16" Ash At



Sta 47400 LA to Sta 47435+14 (20' x 14')

47400

75

Sta 47400 Begin Approach
Match Existing Section



46+88

75

8" Ash At

119-248
Rimouth 72

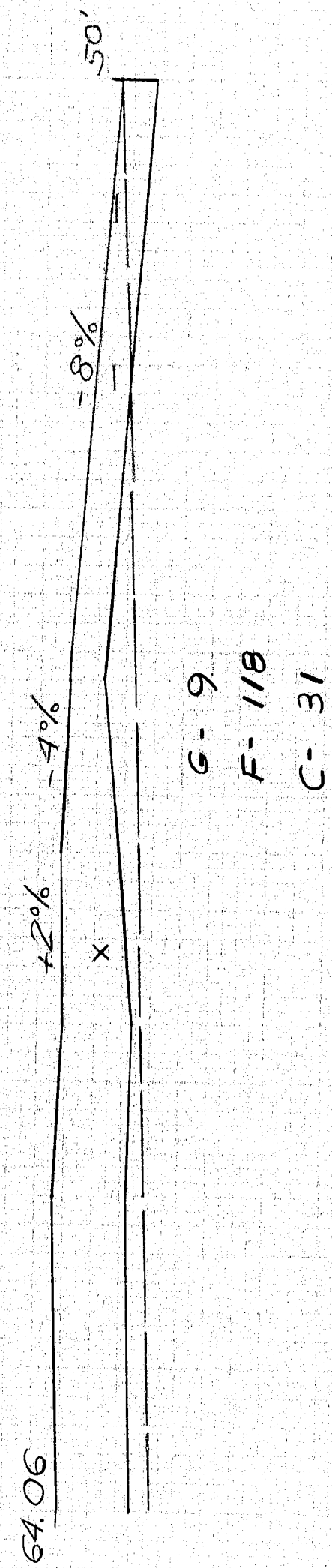
Sta 46+88 to Sta 47450

BR-0725(1) 15 67

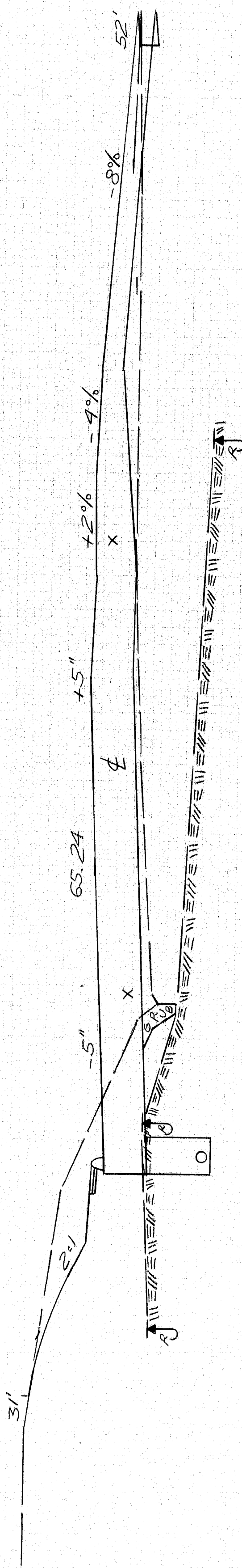
Cross sections are interpolated

1050	1110	1120	1130	1140	1150	1160	1170	1180	1190	1200	1210	1220	1230	1240	1250	1260	1270	1280	1290	1300	1310	1320	1330	1340	1350	1360	1370	1380	1390	1400	1410	1420	1430	1440	1450	1460	1470	1480	1490	1500	1510	1520	1530	1540	1550	1560	1570	1580	1590	1600	1610	1620	1630	1640	1650	1660	1670	1680	1690	1700	1710	1720	1730	1740	1750	1760	1770	1780	1790	1800	1810	1820	1830	1840	1850	1860	1870	1880	1890	1900	1910	1920	1930	1940	1950	1960	1970	1980	1990	2000
------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------

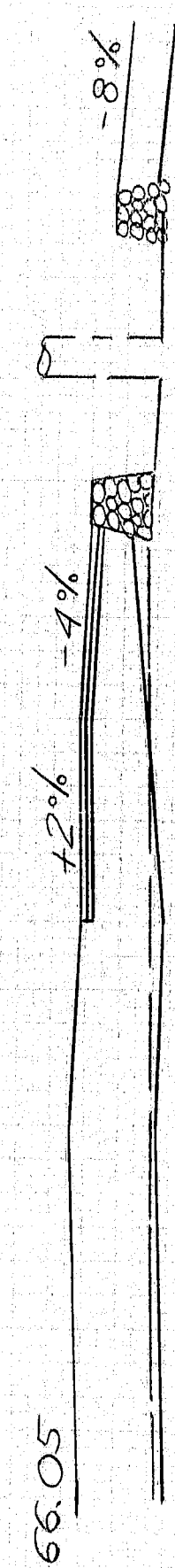
Sta 49+15.5 to Sta 49+81.4
(Under Guard Rail)



Sta 49+15.5 to Sta 49+81.4
(Under Guard Rail)

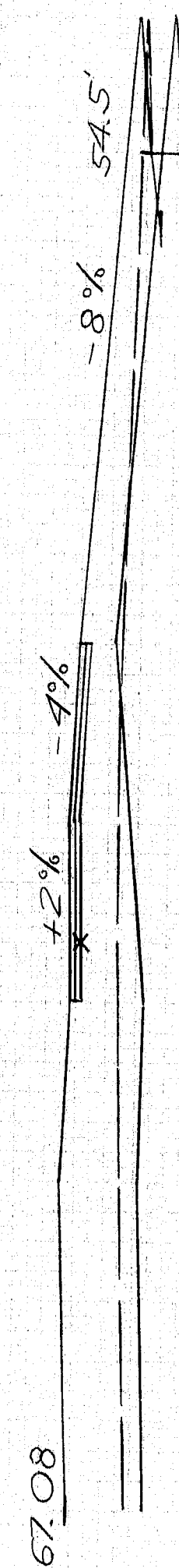


49+00 50 Stone Drive At



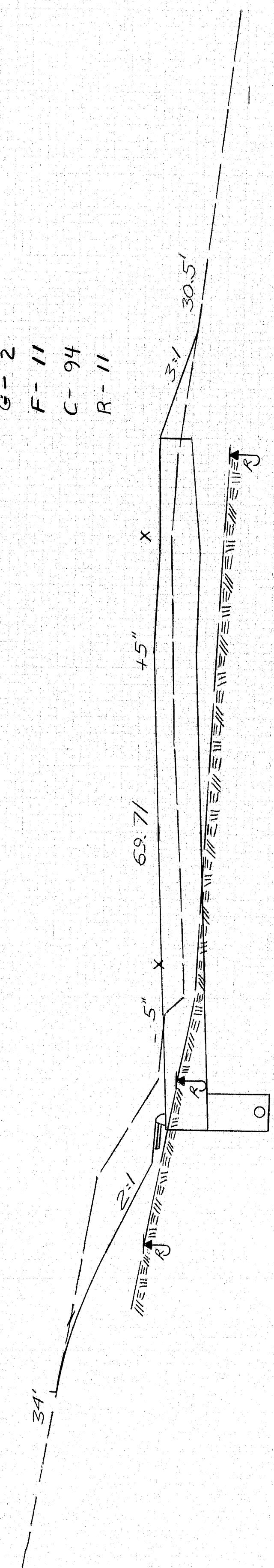
+90 55 14" Ash At

Hand Land Riorap
Sta 48+88 At (Tree Well)
Sod Island
Sta 48+88 At



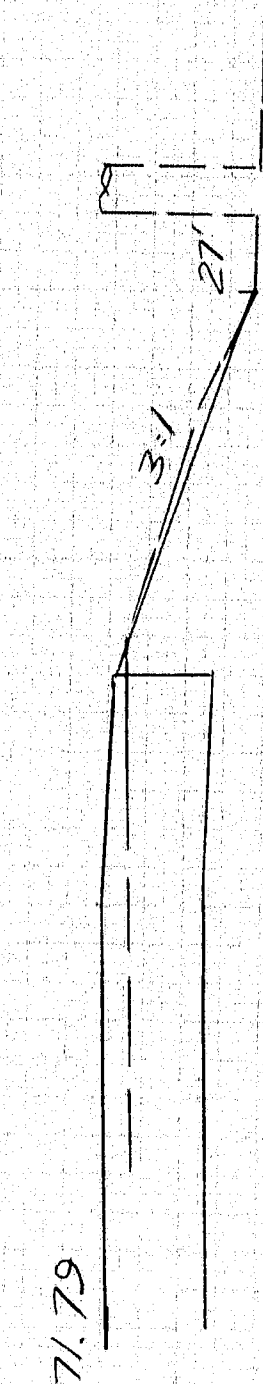
+78 60 Stone Drive At

G-2
F-11
C-94
R-11



+50 60

Sta 48+40 Stewed Ahead At
Const. Crushed Stone Entrance.



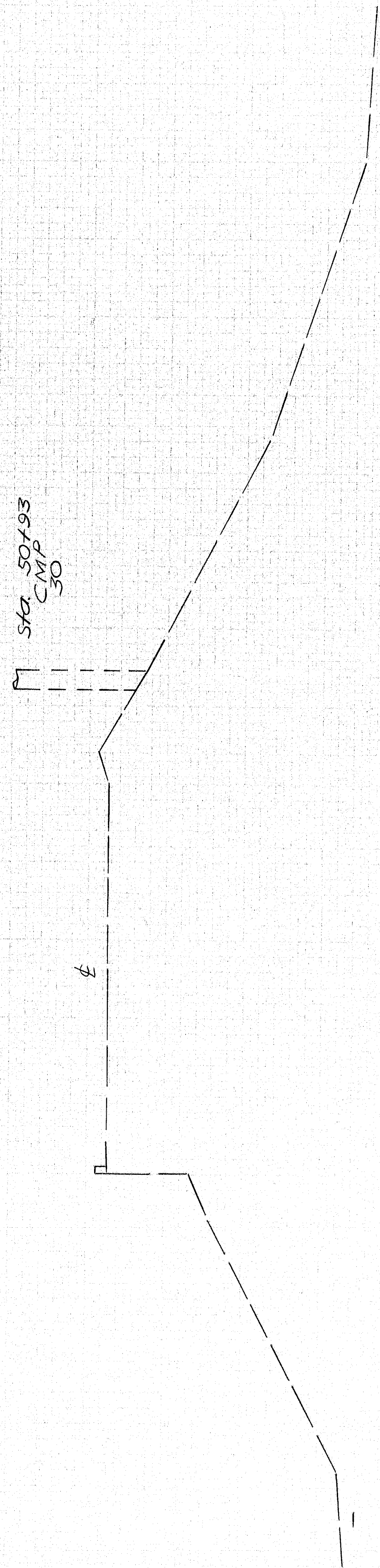
48+29 60 15" Ash At

Cross sections are interpolated

Station	50+00
Height	55.78
Width	15.87
Depth	15.87

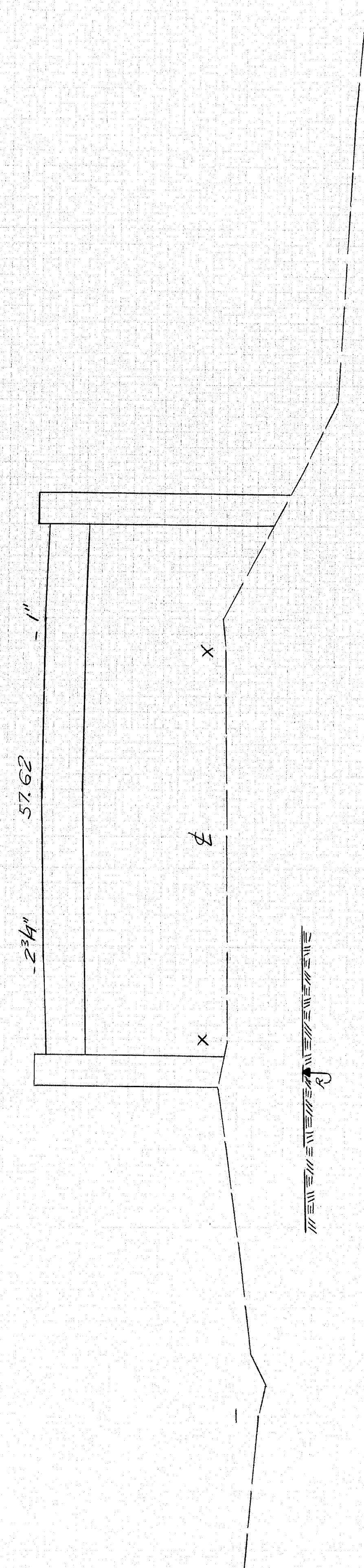
4

55.78



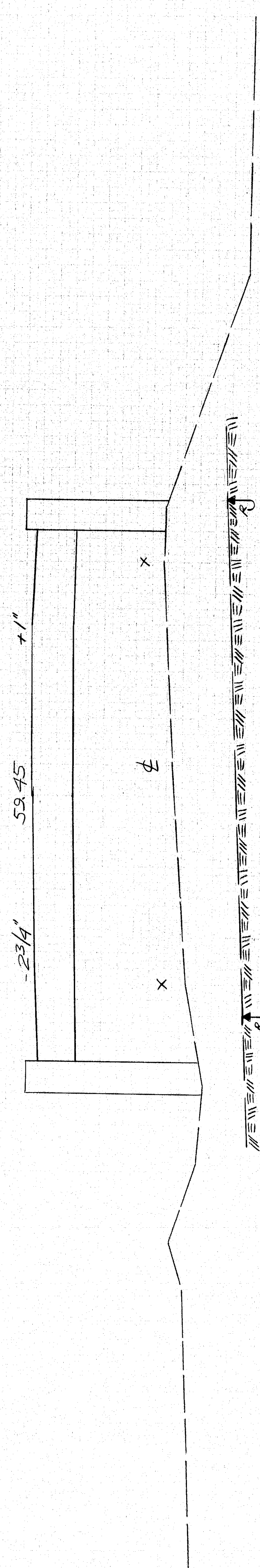
51+00

20



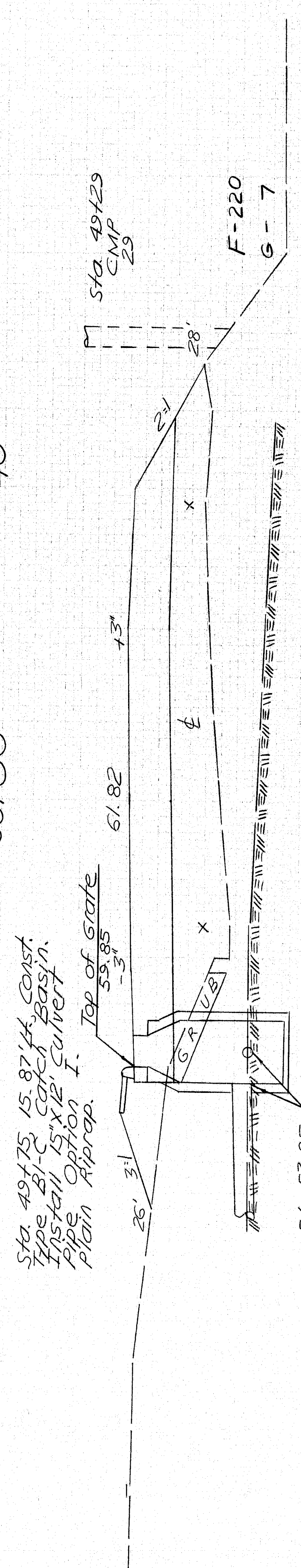
52+00

30



53+00

40



Sta 49+25 to Sta 55+50 (Under Grand Rail)

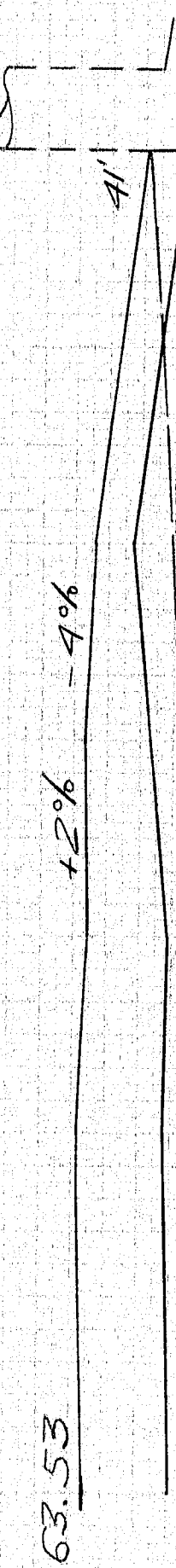
45

750

Sta 49+25 to Sta 55+50 (Under Grand Rail)

45

750



49+23

50

3" Pine At

119-251

Railmouth 72

Sta 49+23 to Sta 51+00

BR-0725(1) 18 67

1. The first part of the document is a letter from the President of the United States to the President of the Senate, dated January 1, 1877. The letter is signed by Rutherford B. Hayes and is addressed to Charles Schreyer.

2. The second part of the document is a letter from the President of the United States to the President of the Senate, dated January 1, 1877. The letter is signed by Rutherford B. Hayes and is addressed to Charles Schreyer.

3. The third part of the document is a letter from the President of the United States to the President of the Senate, dated January 1, 1877. The letter is signed by Rutherford B. Hayes and is addressed to Charles Schreyer.

4. The fourth part of the document is a letter from the President of the United States to the President of the Senate, dated January 1, 1877. The letter is signed by Rutherford B. Hayes and is addressed to Charles Schreyer.

5. The fifth part of the document is a letter from the President of the United States to the President of the Senate, dated January 1, 1877. The letter is signed by Rutherford B. Hayes and is addressed to Charles Schreyer.

6. The sixth part of the document is a letter from the President of the United States to the President of the Senate, dated January 1, 1877. The letter is signed by Rutherford B. Hayes and is addressed to Charles Schreyer.

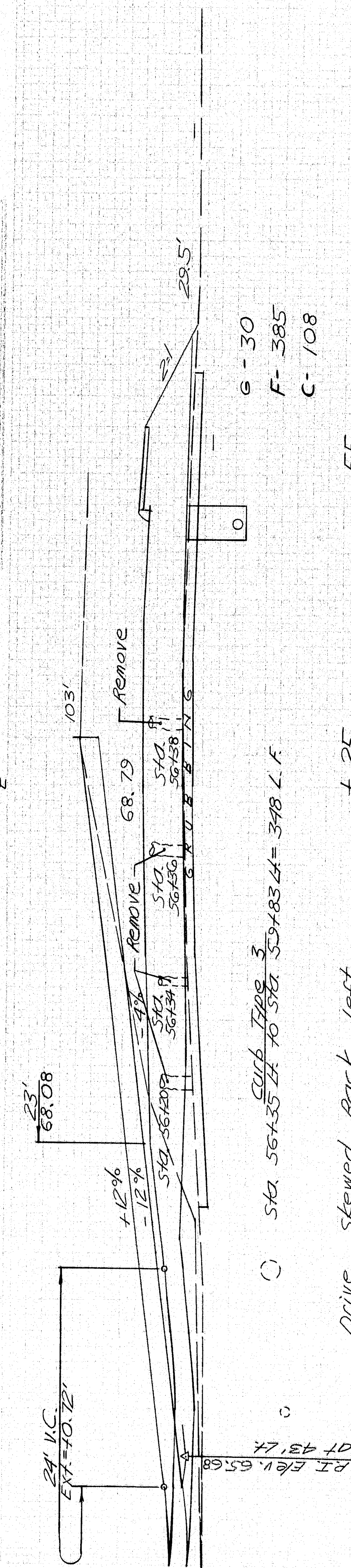
7. The seventh part of the document is a letter from the President of the United States to the President of the Senate, dated January 1, 1877. The letter is signed by Rutherford B. Hayes and is addressed to Charles Schreyer.

8. The eighth part of the document is a letter from the President of the United States to the President of the Senate, dated January 1, 1877. The letter is signed by Rutherford B. Hayes and is addressed to Charles Schreyer.

9. The ninth part of the document is a letter from the President of the United States to the President of the Senate, dated January 1, 1877. The letter is signed by Rutherford B. Hayes and is addressed to Charles Schreyer.

10. The tenth part of the document is a letter from the President of the United States to the President of the Senate, dated January 1, 1877. The letter is signed by Rutherford B. Hayes and is addressed to Charles Schreyer.

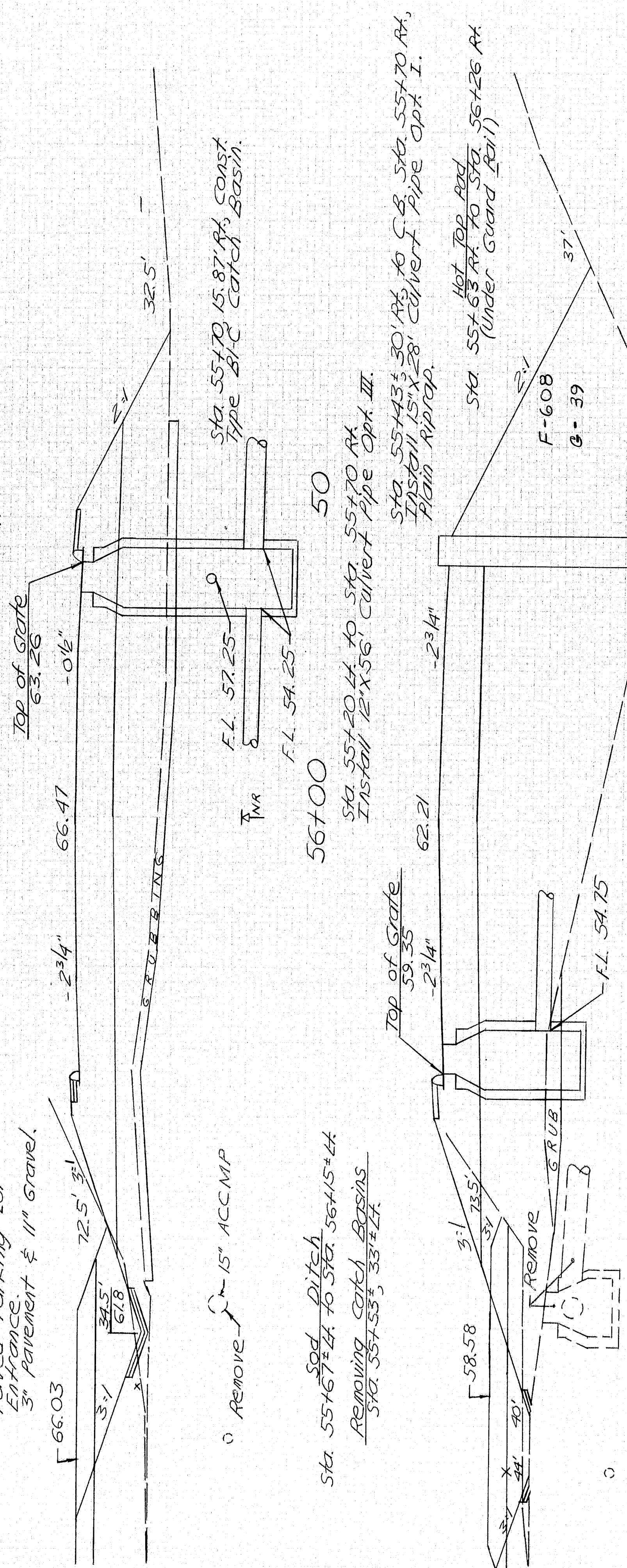
Wifham
Hill
Hill
Hill



5.5

Sta. 55+72 Rt. to Sta. 58+92 Rt.
Install 6" X 326 Type "B" U.D.

Sta 56+25 Lf. Const.
Paved Entrance and
Paved Parking Lot
Entrance.
3" Pavement & 11" Gravel.



Sta. 55+20, 15.87' 4" Const.
Type B1-C Catch Basin.

50+

45

Sta. 55+63 \neq RT to Sta. 58+03 RT = 243 L.F.
Curb Type 3

Sta. 55+13 Lk. to Sta. 55+76 Lk.
(Under Guard Rail)

Sta. 55+13 * L.A. 70 Sta. 56+15 L.A. = 111 L.F.
Curb Type 3

55+00

A.C.

 $+58$

35

Sta. 54+74
CMP
34

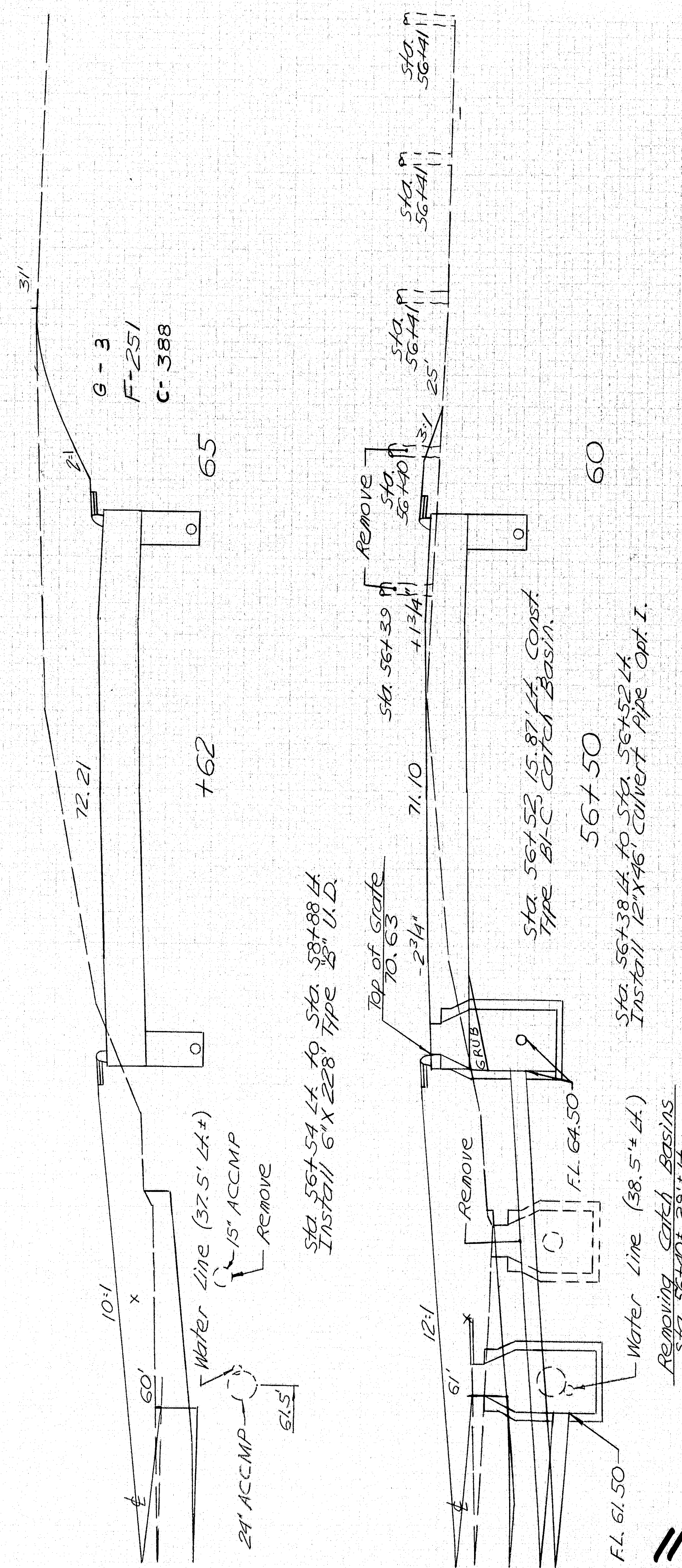
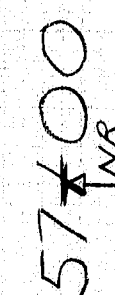
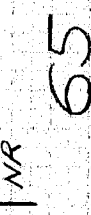
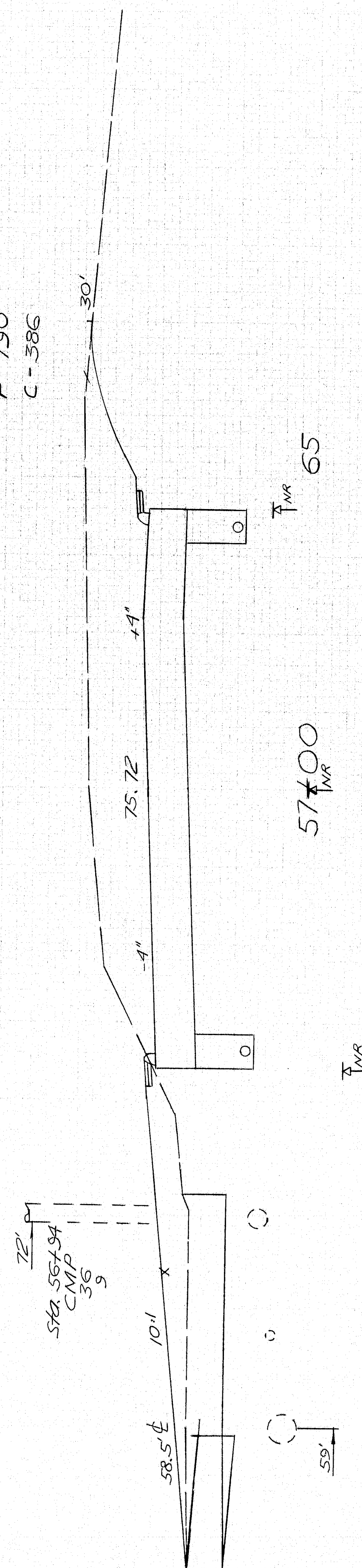
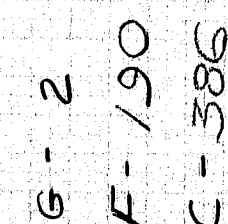
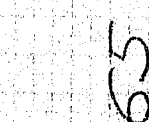
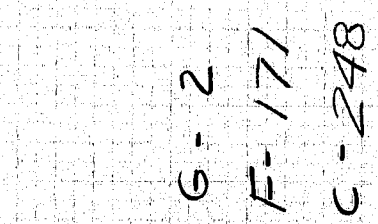
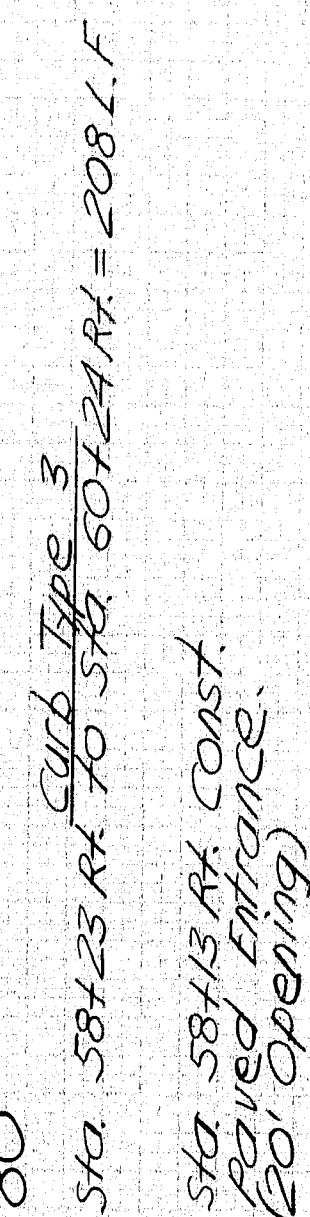
Water line

119-252
Falmouth 72

Sta. 54+50 to Sta. 56+25

Witham
Hill
Hill
Hill

4



567-30
567-38 Lk. to SKA 56452 Lk.
12 X 46 culvert pipe Opt. I.

540 56738 63'± 14' Const.
Type B1-C Catch Basin.
Connect to existing culvert
place 40' Bituminous pavement
grading 2' around catch basin.
2" TYPED AS DIRECTED BY THE ENGINEER.
540 58750

Sta. 56+50 to Sta. 57+50
2" Thick As Directed By The Engineer.
Sloping 2:1
Sloping 2:1

BR-0725(1) 20 67

119-253

Cross sections are interpolated

Station
10967
10968
10969
10970
10971
10972
10973
10974
10975
10976
10977
10978
10979
10980
10981
10982
10983
10984
10985
10986
10987
10988
10989
10990
10991
10992
10993
10994
10995
10996
10997
10998
10999
11000

10904

Drive Stand Back Lt

+32

95

Rebuilding Catch Basin
Use the existing frame and grate
and a new slope 5' cone.

103.76

C-156

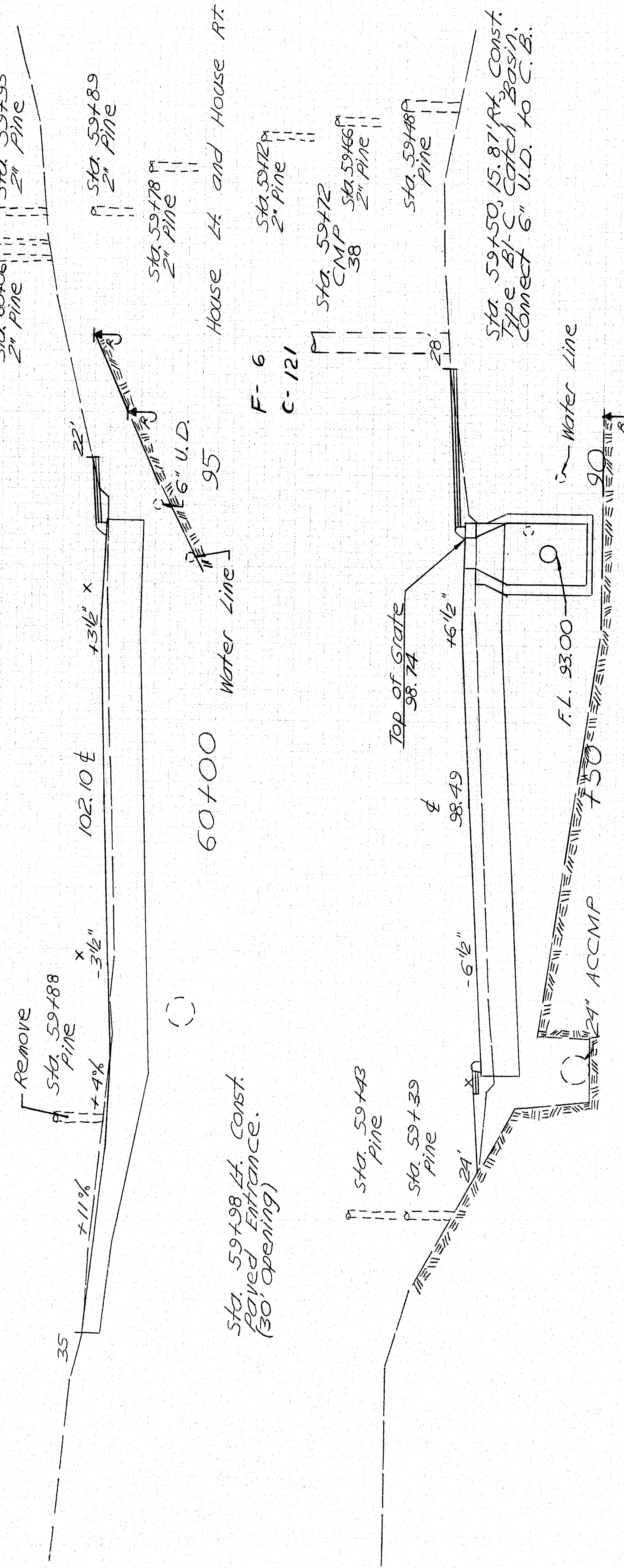
Catch Basin Left

+27

95

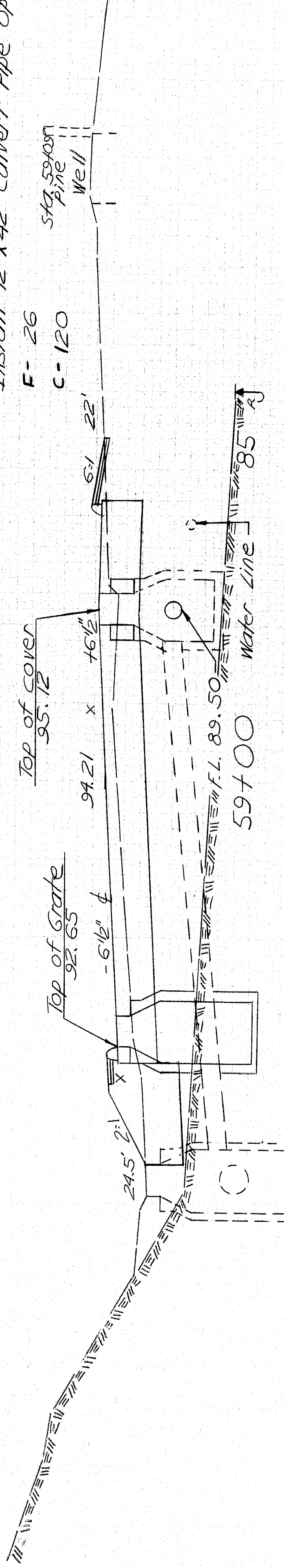
Sod Slope
Sta 60+00 Lt. to Sta. 60+50 Lt.

Sta 60+13 Lt. to Sta. 60+50 Lt. = 36 L.F.

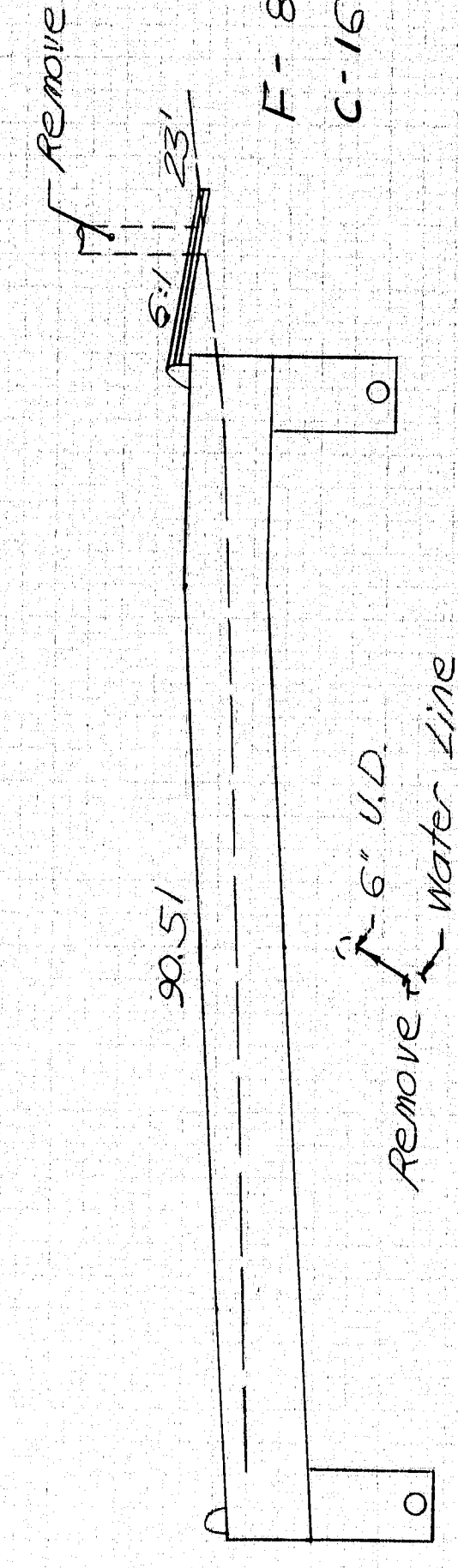


Altering Catch Basin to Manhole
Sta 59+04.5 II = Rt

Sta 59+06 Rt. to Sta. 59+48 Rt.
Install 12" x 42" Conduit Pipe Opt III.



Sta 58+94.5 15.87' Lt. Const.
Pipe 8" C. Catch Basin.
Connect to existing conduit.



80 10' Blue Spruce Rt

Sta 58+60 Rt. to Sta. 60+24 Rt.

119-254
Rt/mouth 12

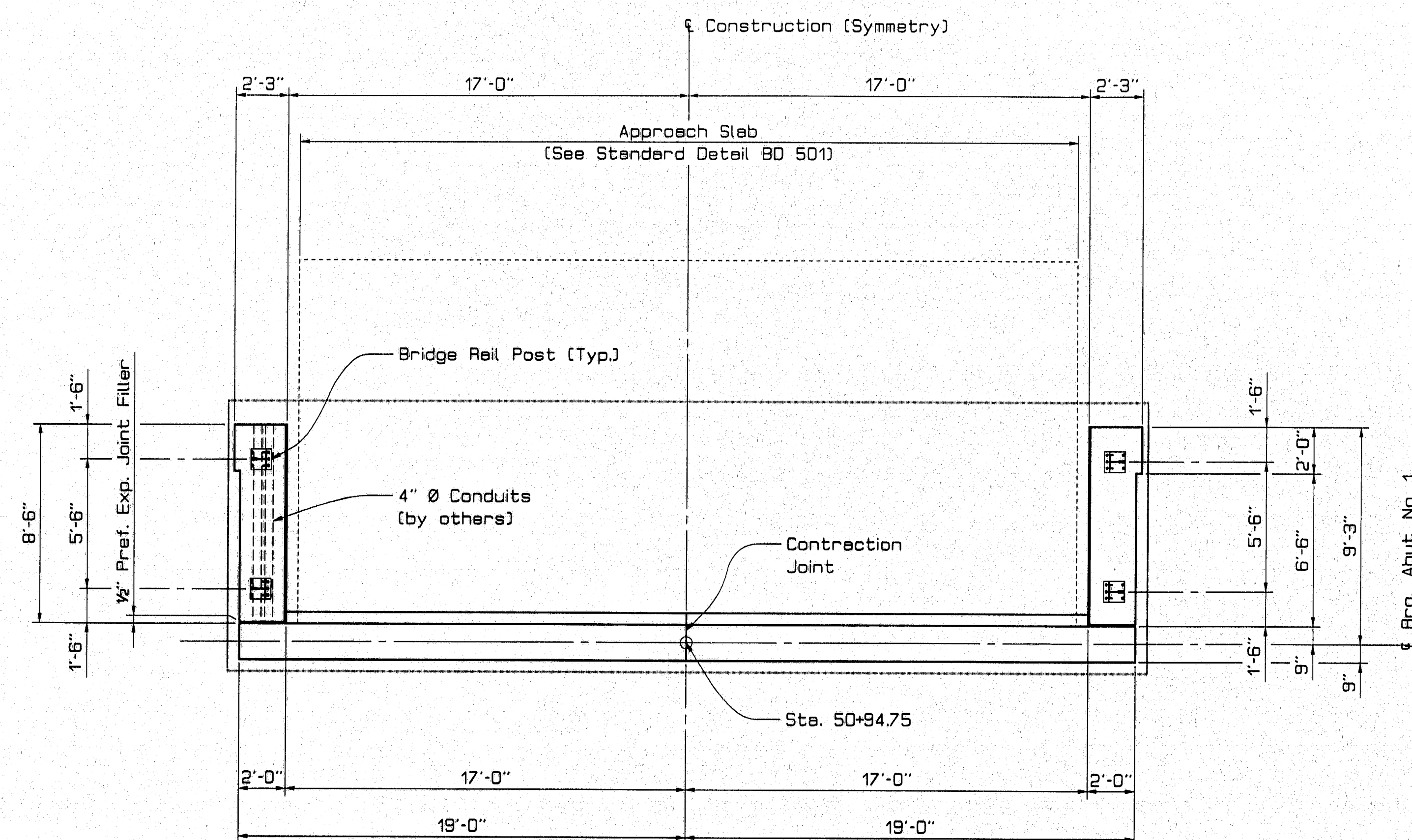
Sta 58+60 to Sta 60+32

BR-0725(1) 21 67

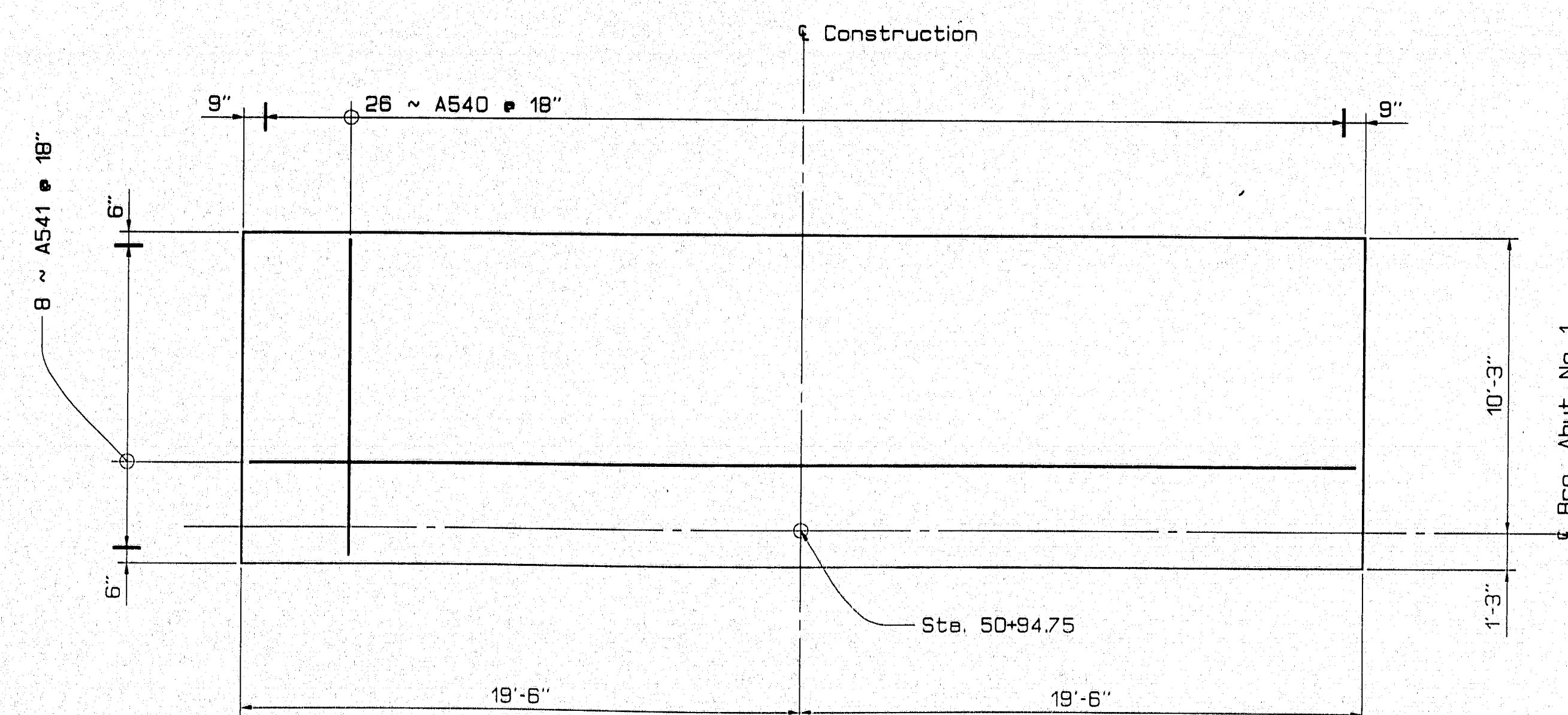
ABUTMENT NOTES

- | | | | |
|--------------|-------------------|---------------|-------|
| PLANS | DESIGN-DETAILED | BY | DATE |
| | CHECKED | LTH D. Demian | 10/93 |
| | REVISIONS | PLH | 2/94 |
| | REVISED BY: _____ | | |

31MAY94-010100



ABUTMENT NO. 1 PLAN



ABUTMENT NO. 1 FOOTING PLAN

119-256

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PRESUMPSCOT FALLS BRIDGE
OVER
PRESUMPSCOT RIVER
IN THE TOWN OF
FALMOUTH
CUMBERLAND COUNTY

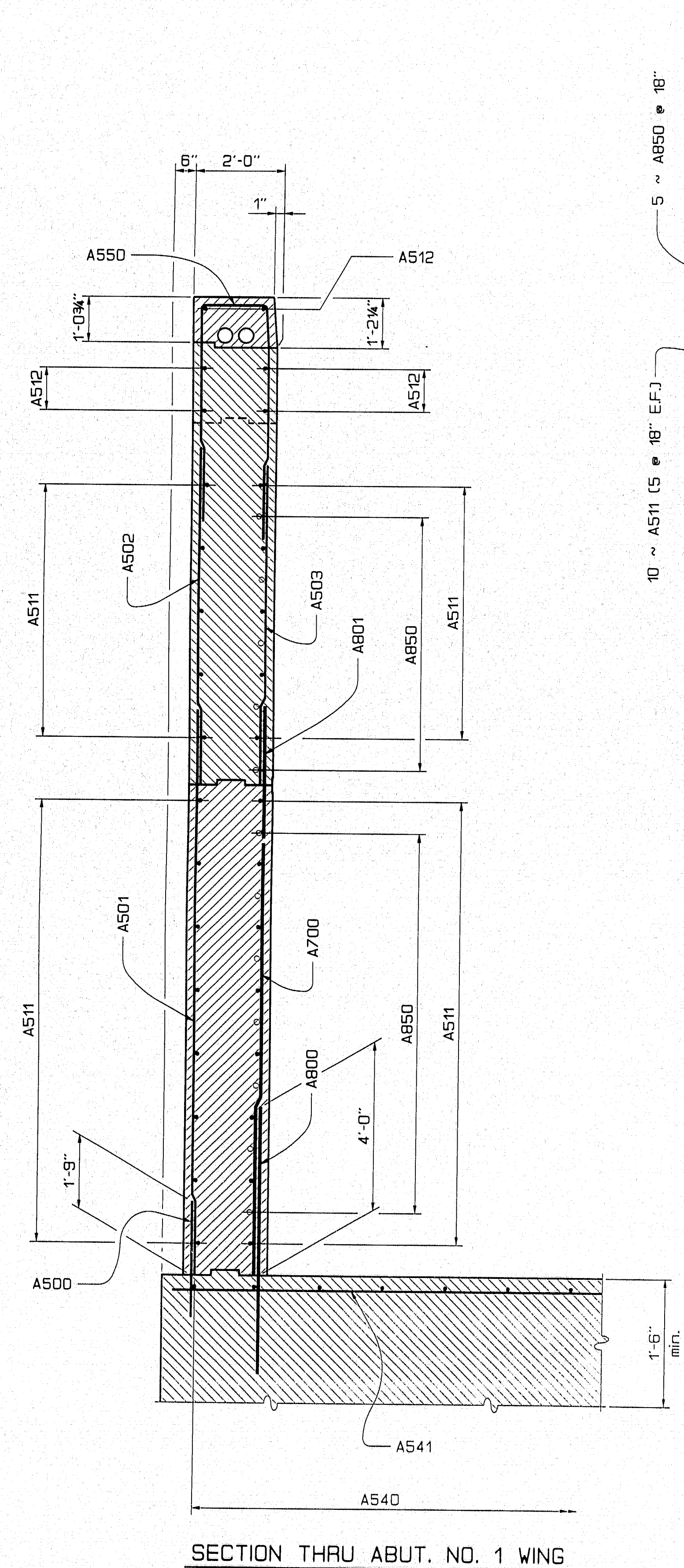
ABUTMENT NO. 1 PLAN

SHEET 23 OF 67 AUGUSTA, MAINE June 1964

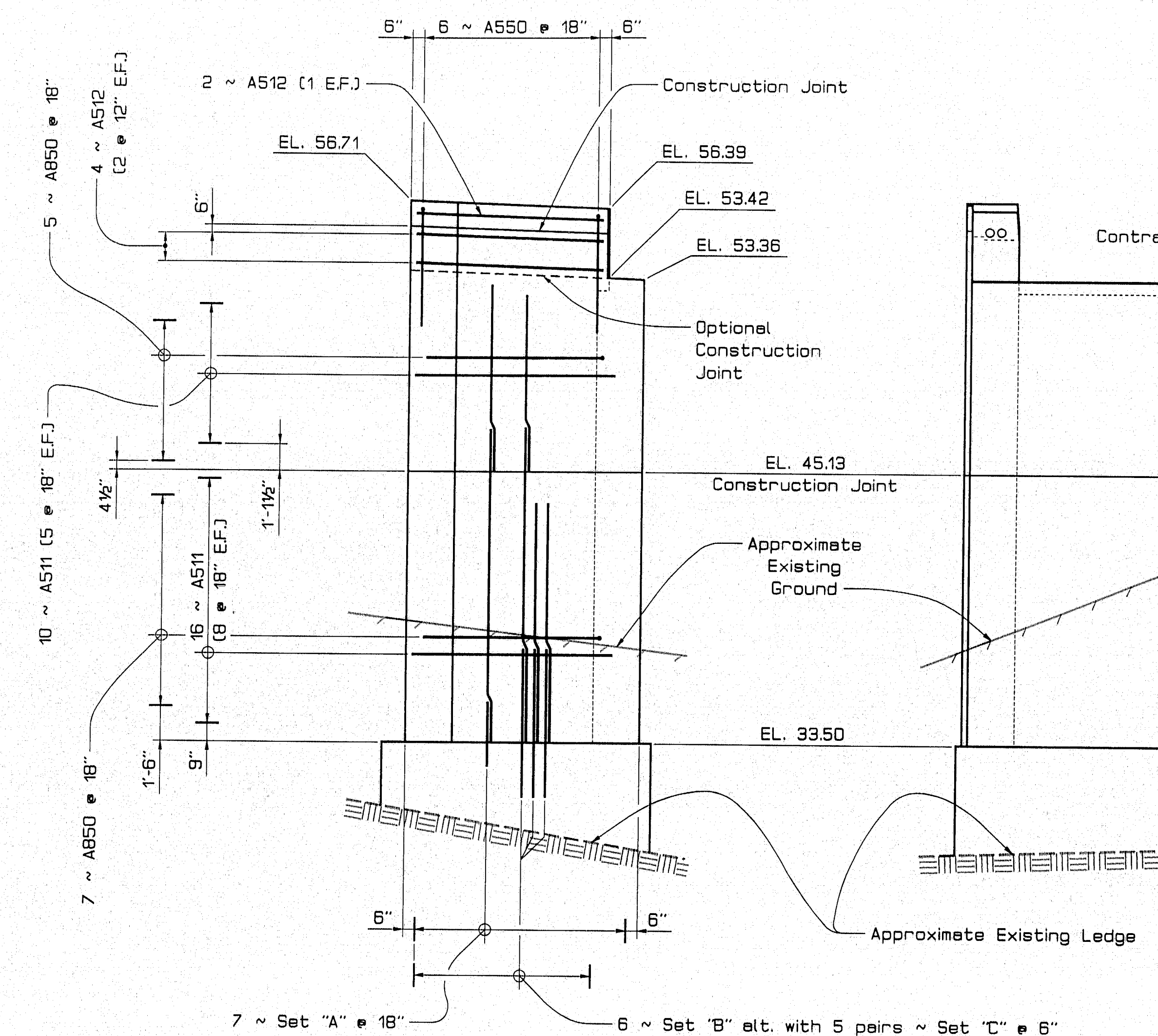
SHEET 23 OF 67 AUGUSTA, MAINE June 1994

PIN 002782.00

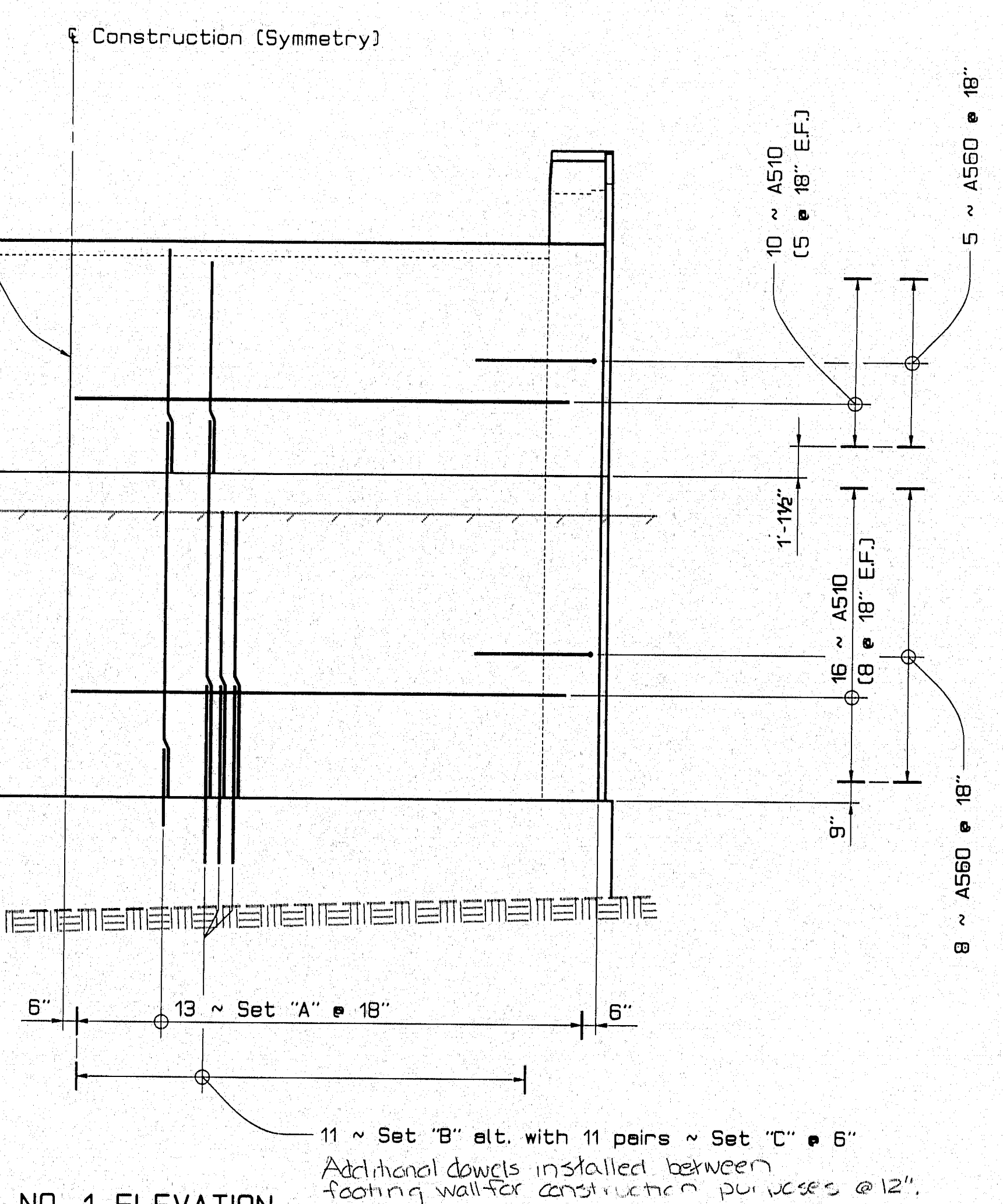
F.H.W.A. REV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-0725(1)X	24	67



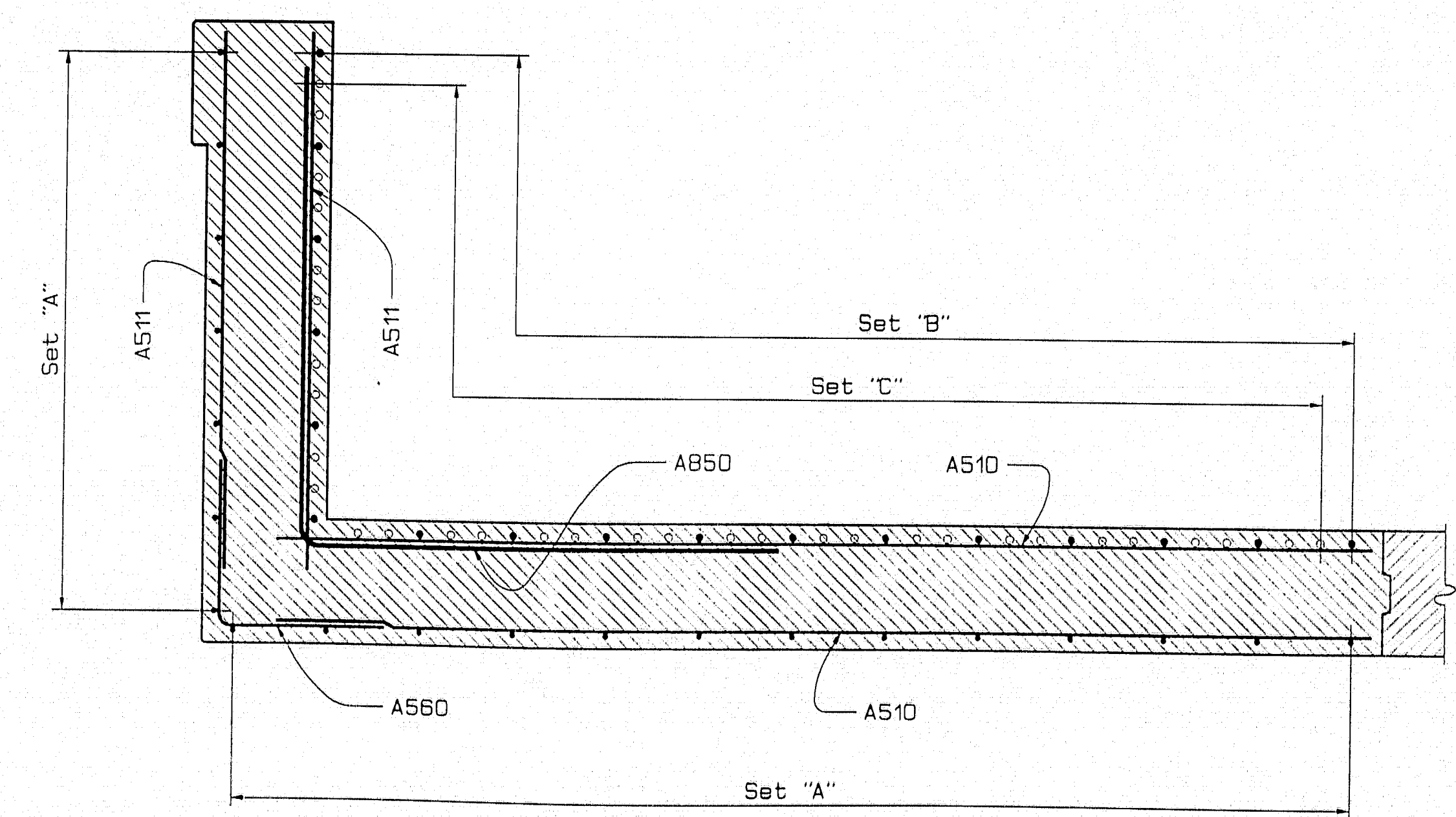
SECTION THRU ABUT. NO. 1 WING



ABUTMENT NO. 1 WING ELEVATION
(Right wing shown; left wing opposite hand)



ABUTMENT NO. 1 ELEVATION



HALF REINFORCING PLAN

REBAR SET SCHEDULE		
Set	Qty.	Bar Designations
"A"	40	1 ea. ~ A500, A501, A502
"B"	34	1 ea. ~ A800, A801, A503
"C"	64	1 ea. ~ A800, A700

119-257

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PRESUMPCOT FALLS BRIDGE
OVER
PRESUMPCOT RIVER
IN THE TOWN OF
FALMOUTH
CUMBERLAND COUNTY
ABUTMENT NO. 1 ELEVATIONS

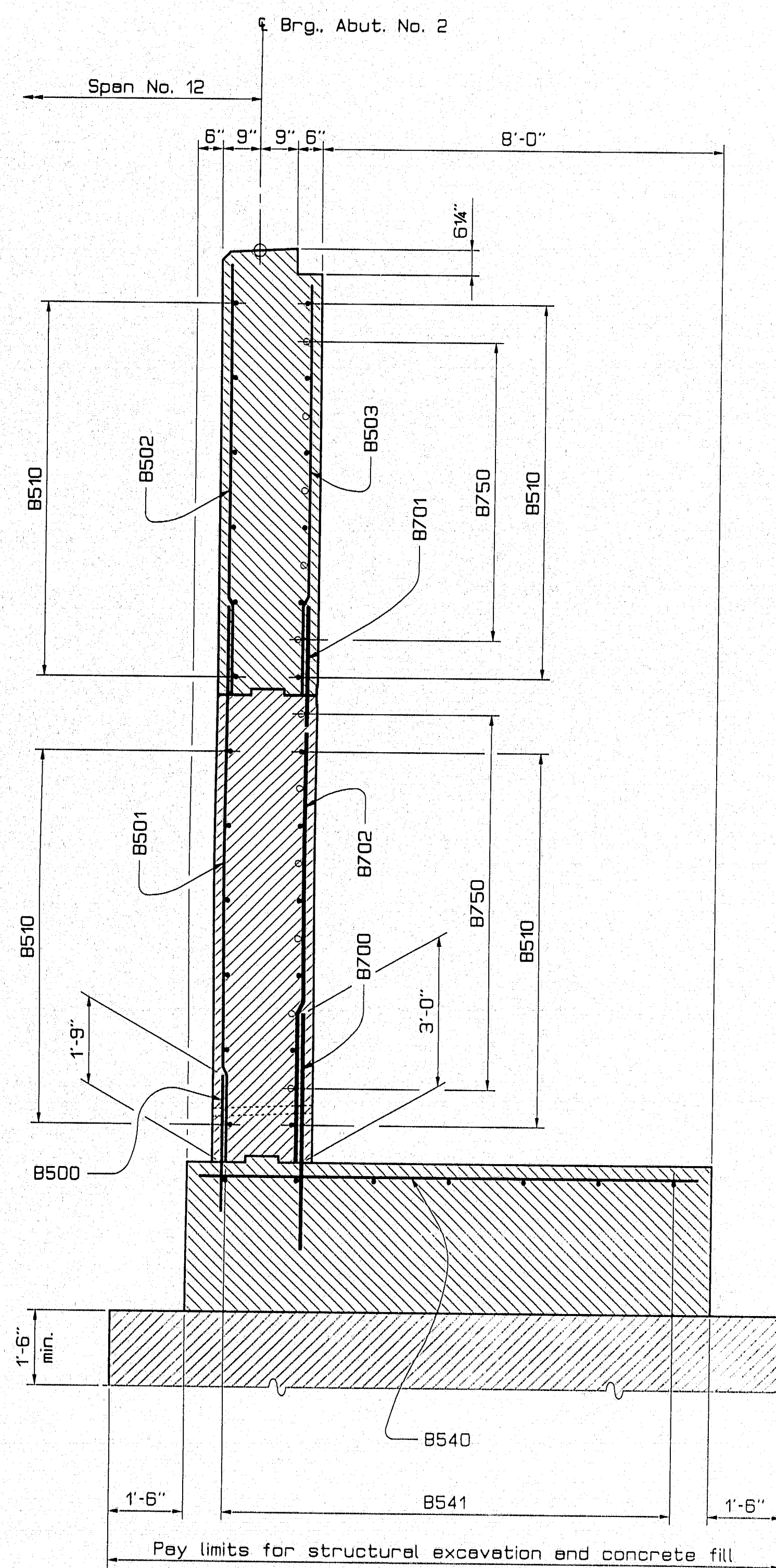
PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	LTH	10/93
CHECKED	PLH	2/94
REVISIONS		
FIELD CHANGES		

3WAYSA-010100

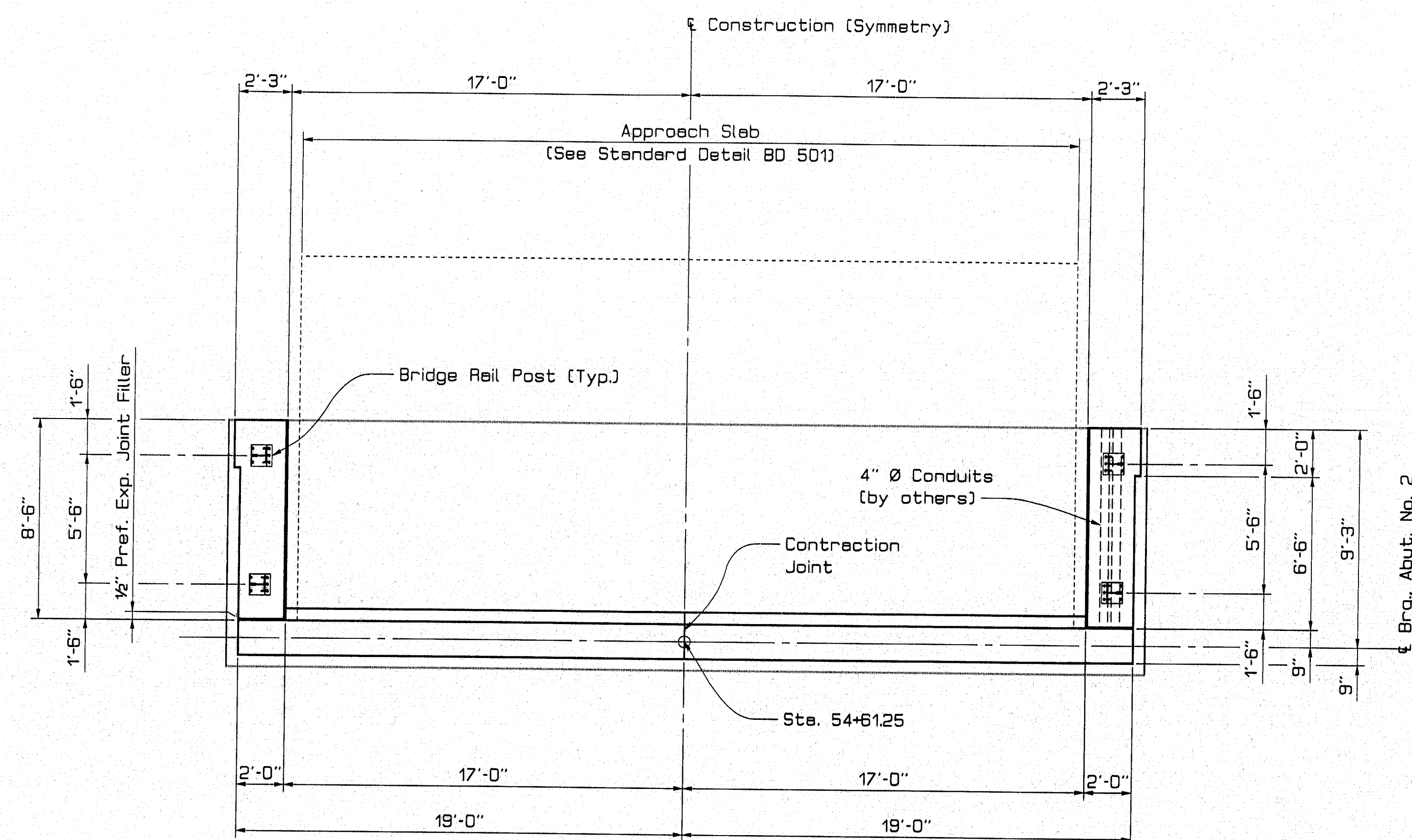
PLANS

PIN 002782.00

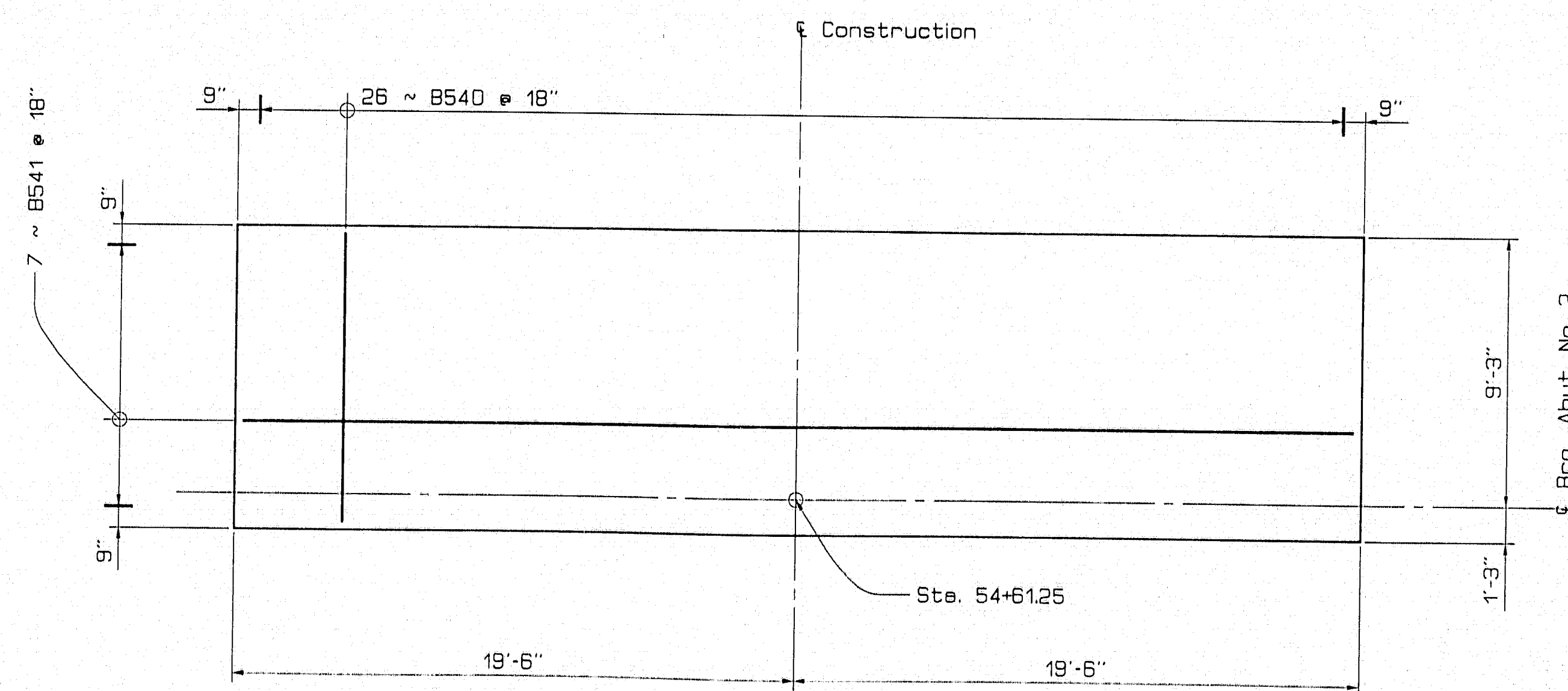
F.M.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-0725(1)X	25	67



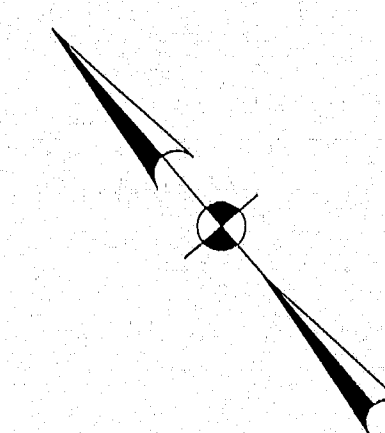
SECTION THRU ABUTMENT NO. 2



ABUTMENT NO. 2 PLAN



ABUTMENT NO. 2 FOOTING PLAN



PROJECT DESIGN ENGINEER	DATE
BY LTH	10/93
DESIGN-DETAILED	2/94
CHECKED	
FIELD CHANGES	

3 MAY 94-010100

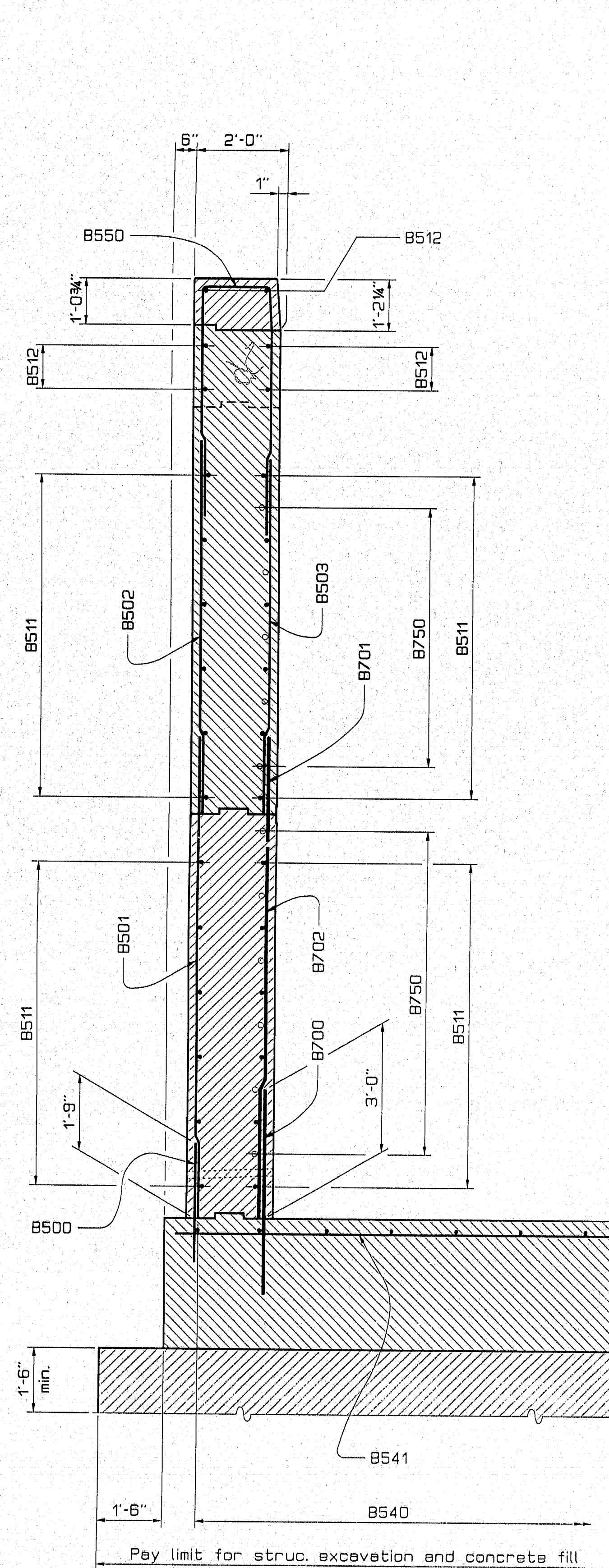
PLANS

119-258

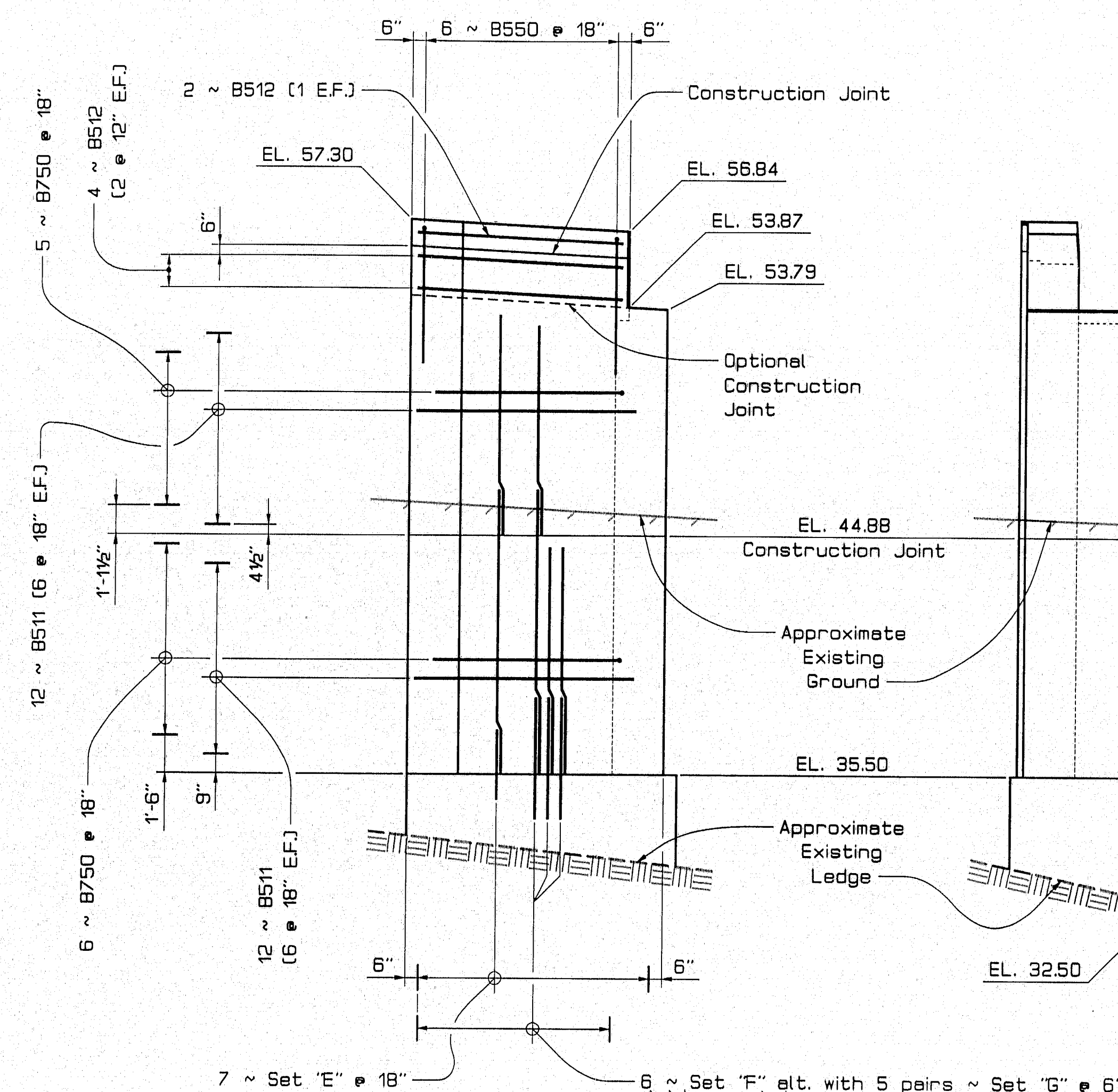
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PRESUMPCOT FALLS BRIDGE
OVER
PRESUMPCOT RIVER
IN THE TOWN OF
FALMOUTH
CUMBERLAND COUNTY
ABUTMENT NO. 2 PLAN
SHEET 25 OF 67 AUGUSTA, MAINE June 1994

PIN 002782.00

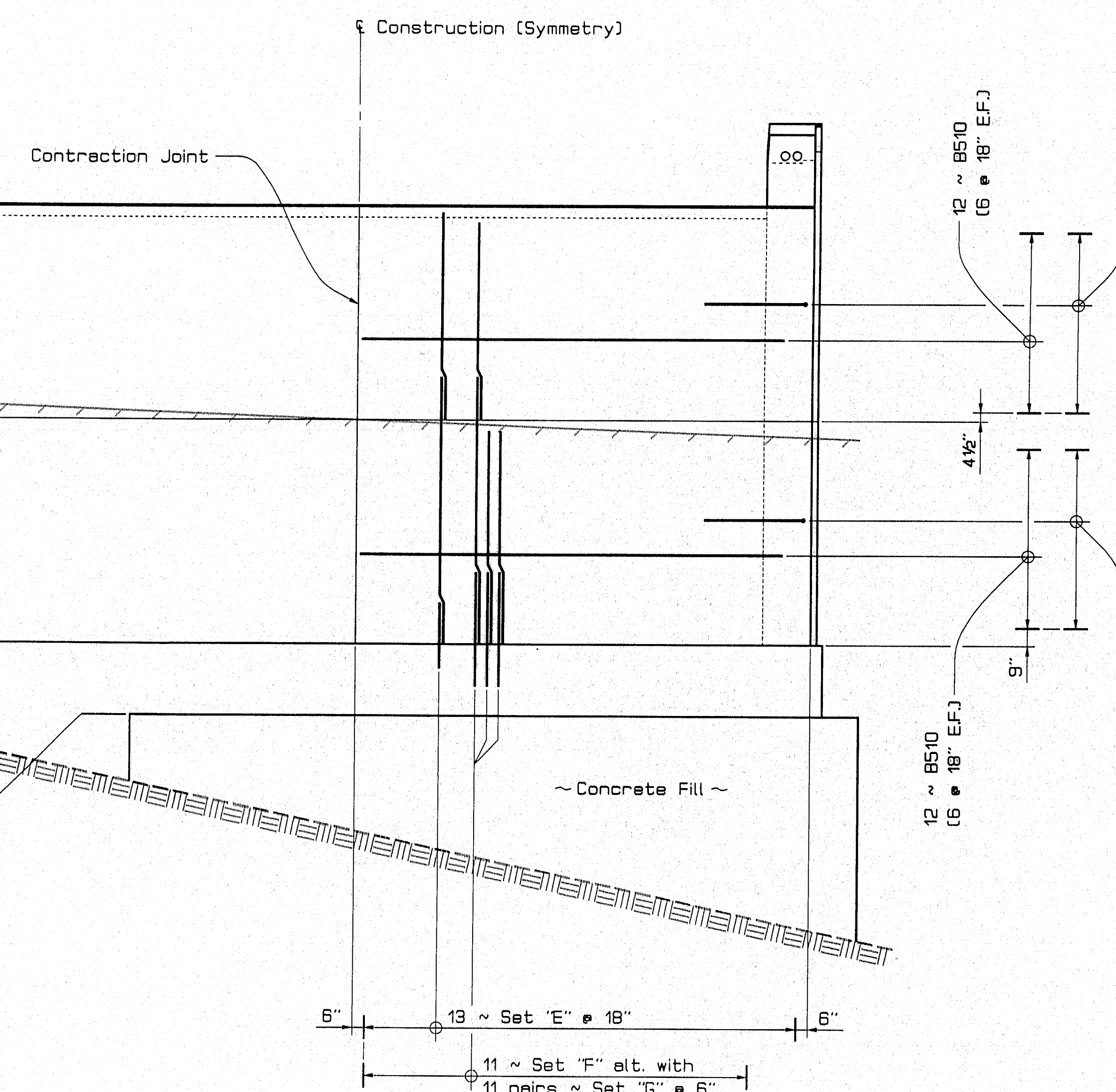
F.M.V.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-0725(1)X	26	67



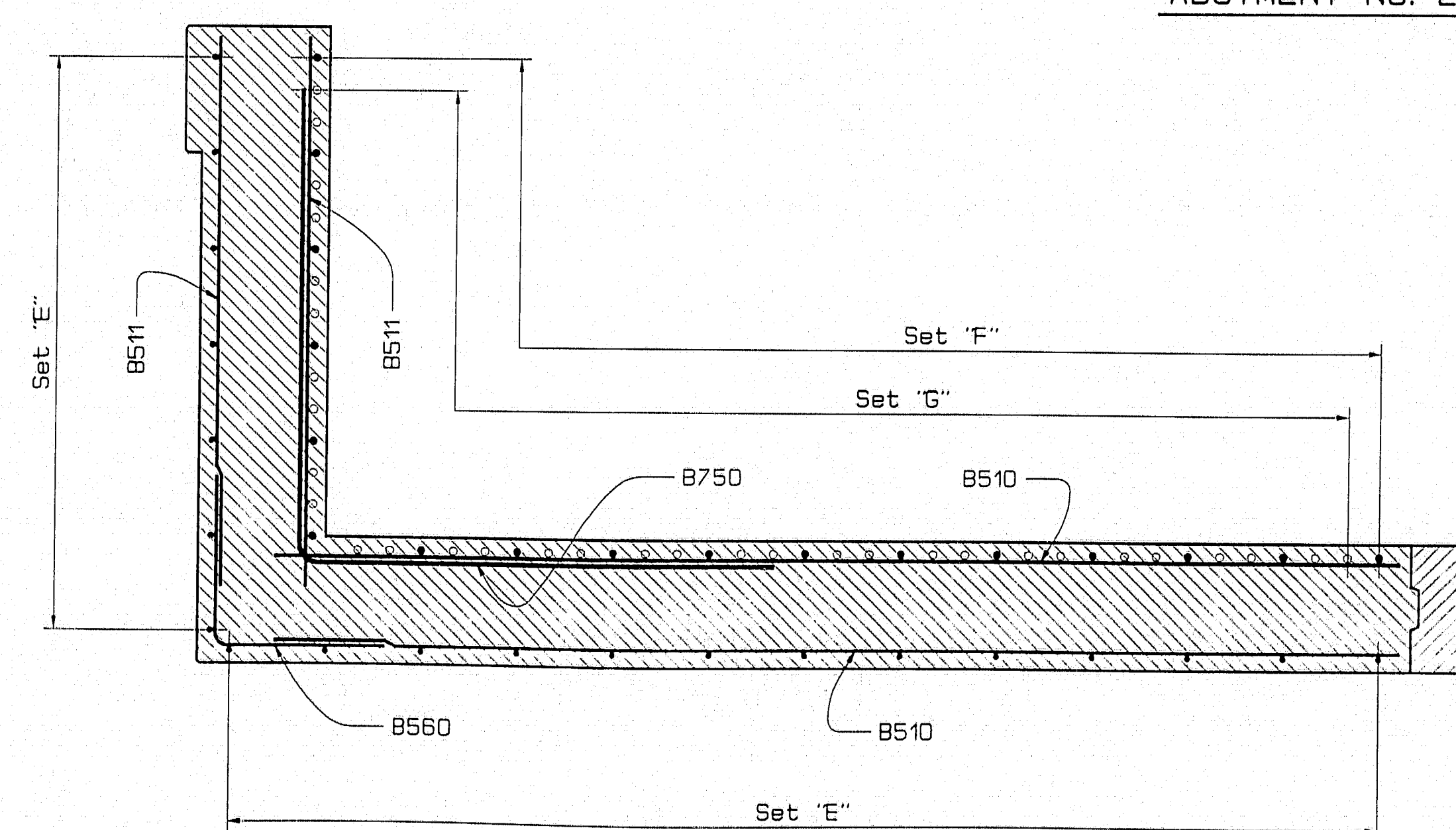
SECTION THRU ABUTMENT NO. 2 WING



ABUTMENT NO. 2 WING ELEVATION
(Left wing shown; right wing opposite hand)



ABUTMENT NO. 2 ELEVATION



HALF REINFORCING PLAN

REBAR SET SCHEDULE			
Set	Qty.	Bar Designations	
"E"	40	1 ea. ~ B500, B501, B502	
"F"	34	1 ea. ~ B700, B701, B503	
"G"	64	1 ea. ~ B700, B702	

119-259

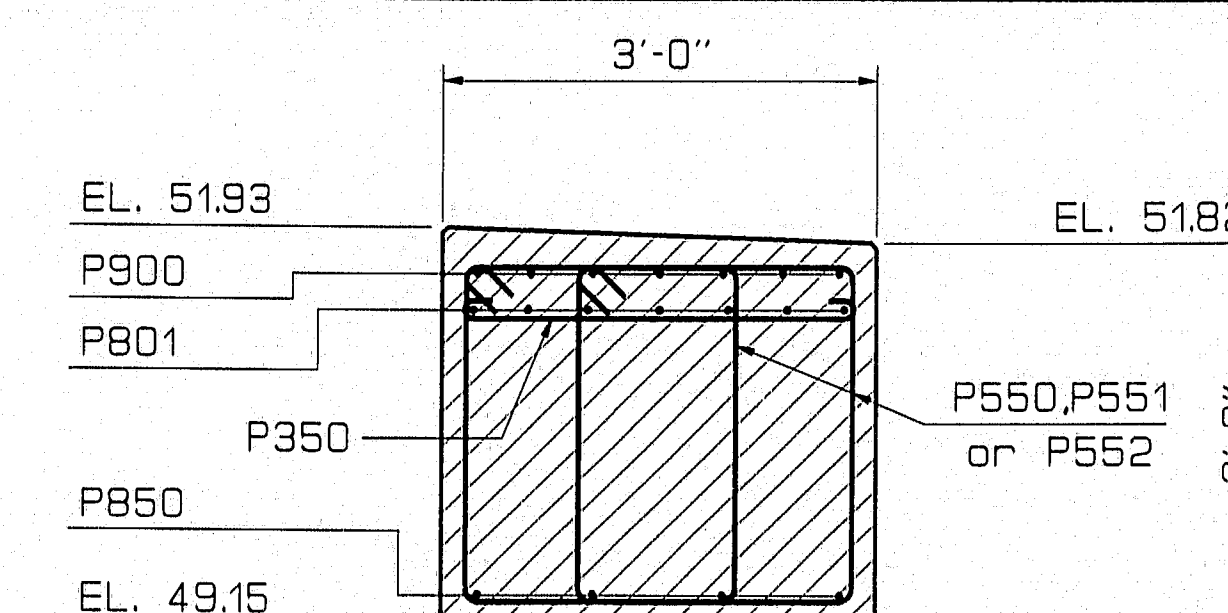
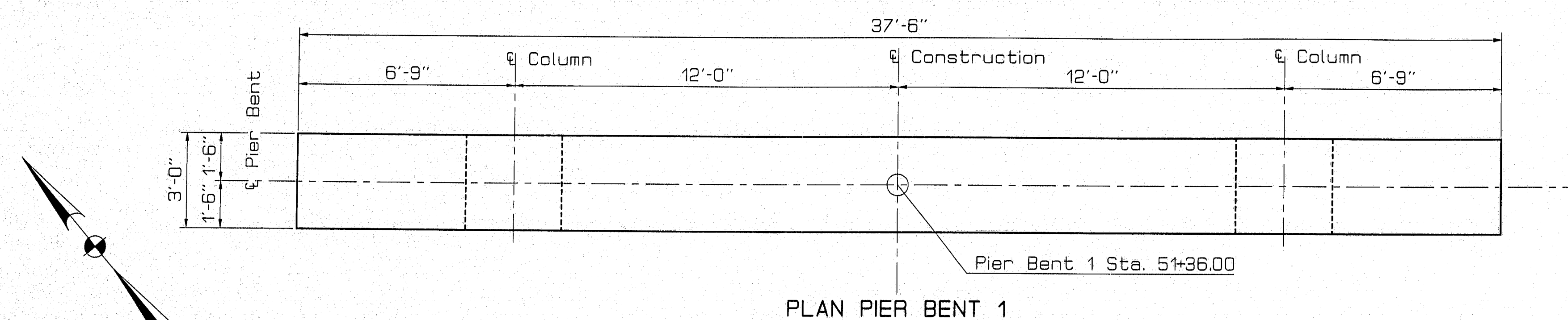
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PRESUMPSHOT FALLS BRIDGE
OVER
PRESUMPSHOT RIVER
IN THE TOWN OF
FALMOUTH
CUMBERLAND COUNTY
ABUTMENT NO. 2 ELEVATIONS

SHEET 26 OF 67 AUGUSTA, MAINE June 1994

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	LTH	10/93
CHECKED	PLH	2/94
REVISIONS		
FIELD CHANGES		

3WA194-001000

F.H.V.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BB-0725(1)X	27	63

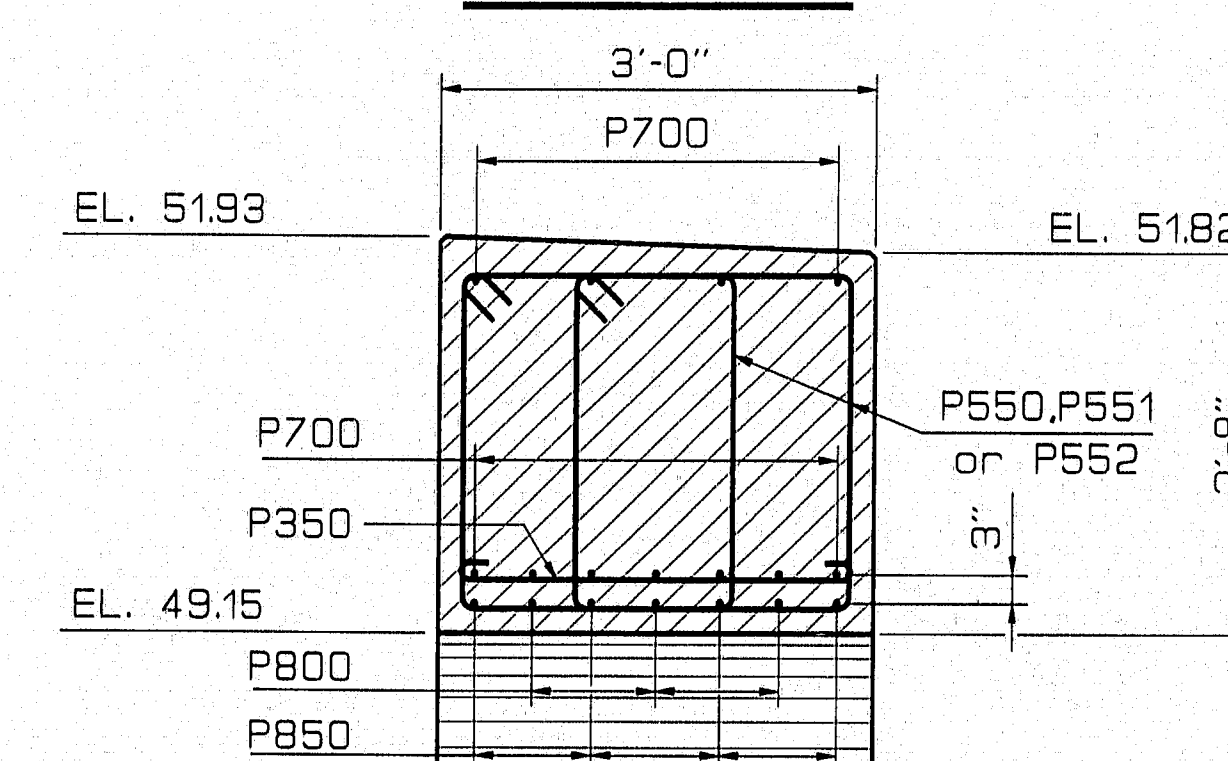


PIER BENT NOTES

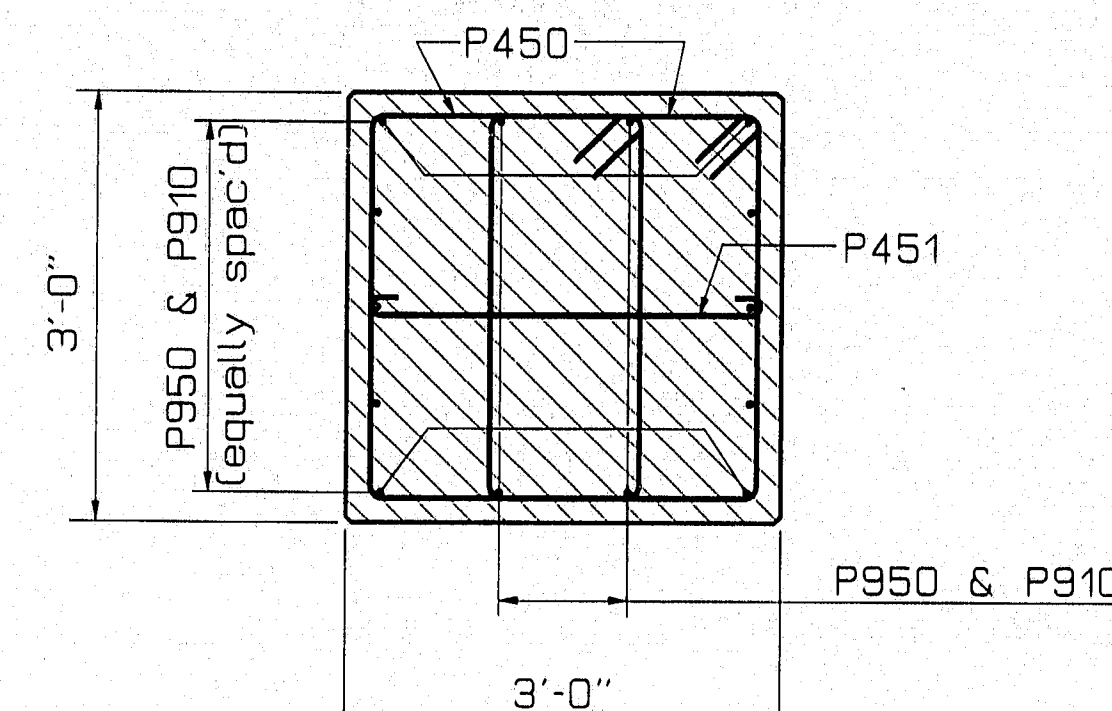
1. Reinforcing steel shall have three (3) inches minimum cover in footings and two (2) inches minimum cover in columns and caps unless otherwise noted.
2. Maximum calculated footing pressure is 8.2 tons per square foot.

DESIGN CRITERIA

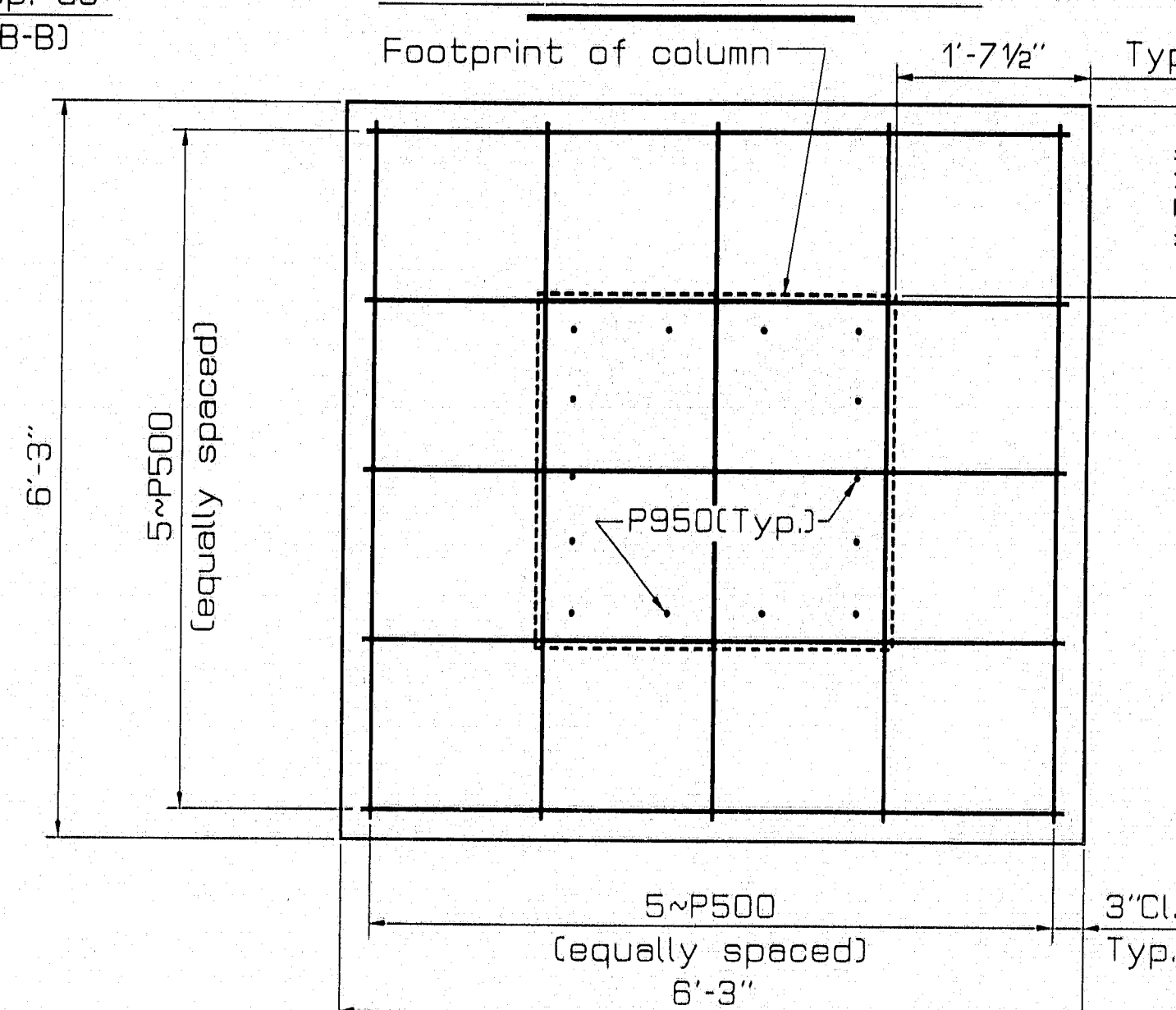
Critical AASHTO Loading Group I
Wind 100 mph



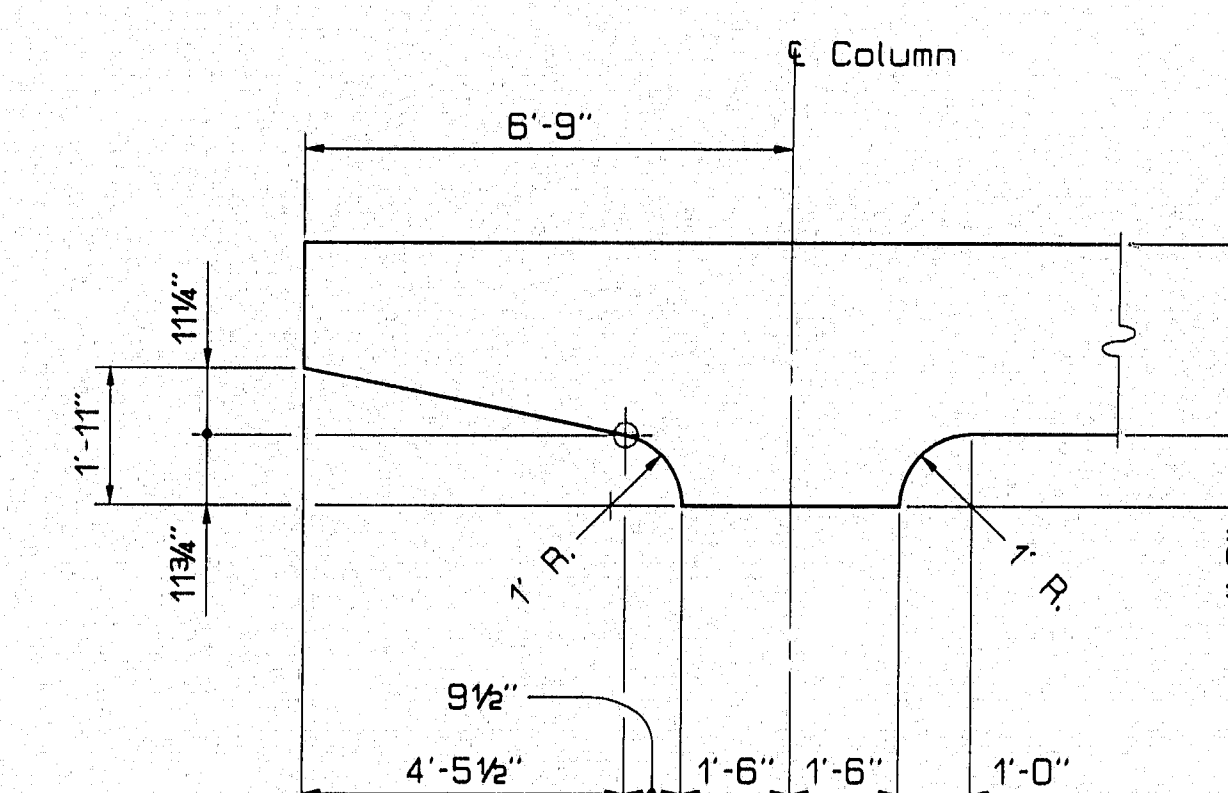
SECTION C - C



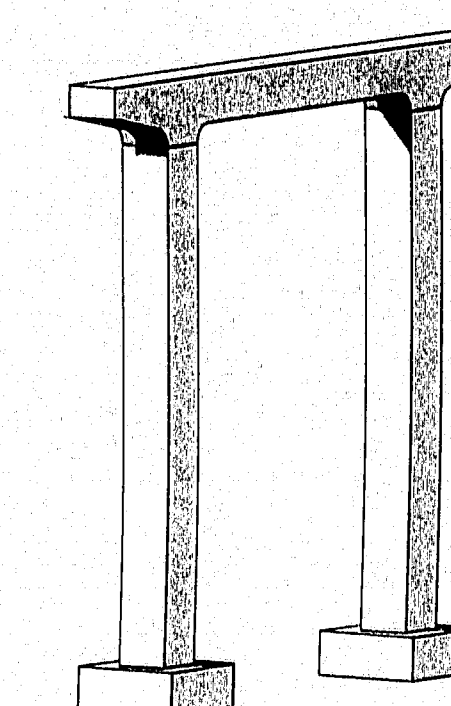
SECTION B -



PLAN VIEW A - A



TYPICAL CAP LAYOUT DETAIL



119-260

PIER BENT 1 PERSPECTIVE

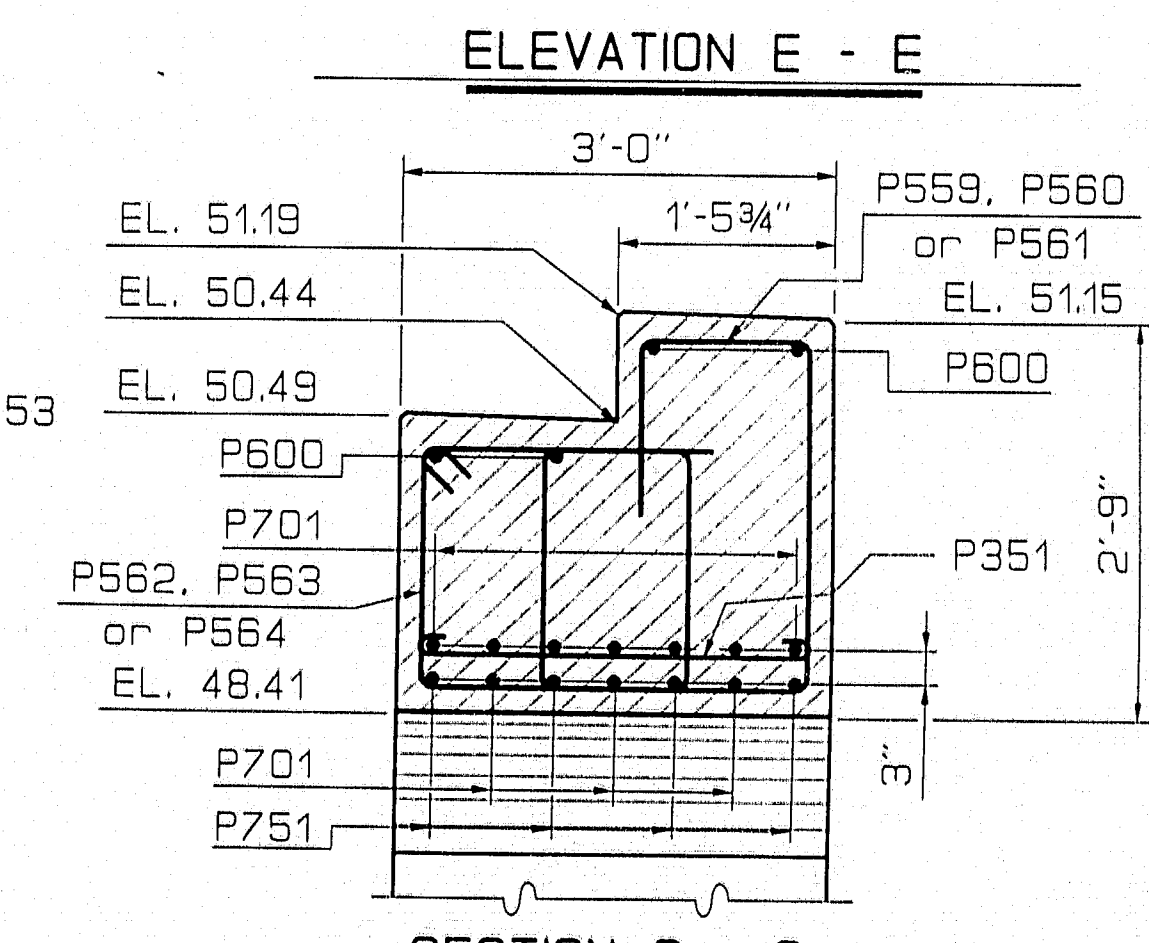
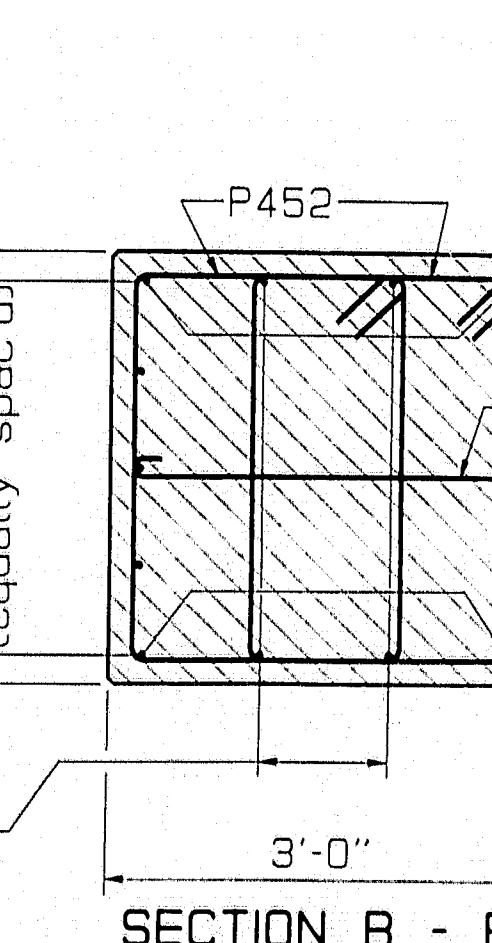
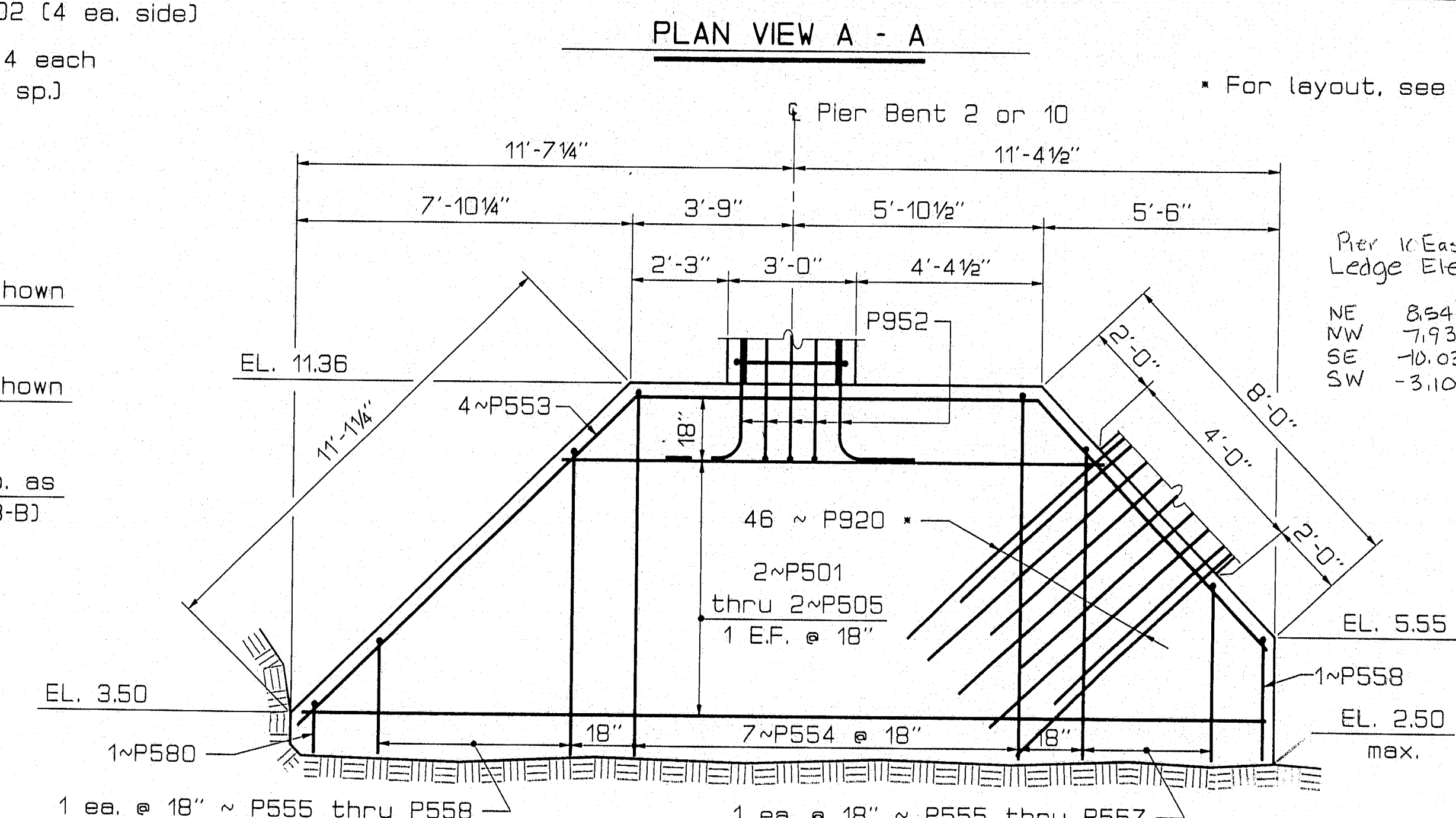
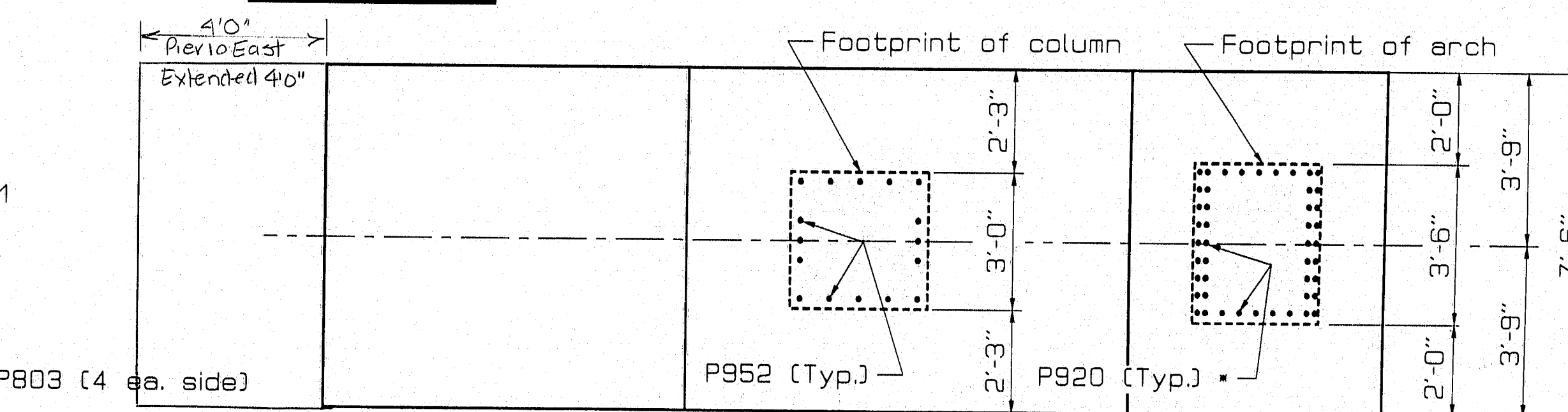
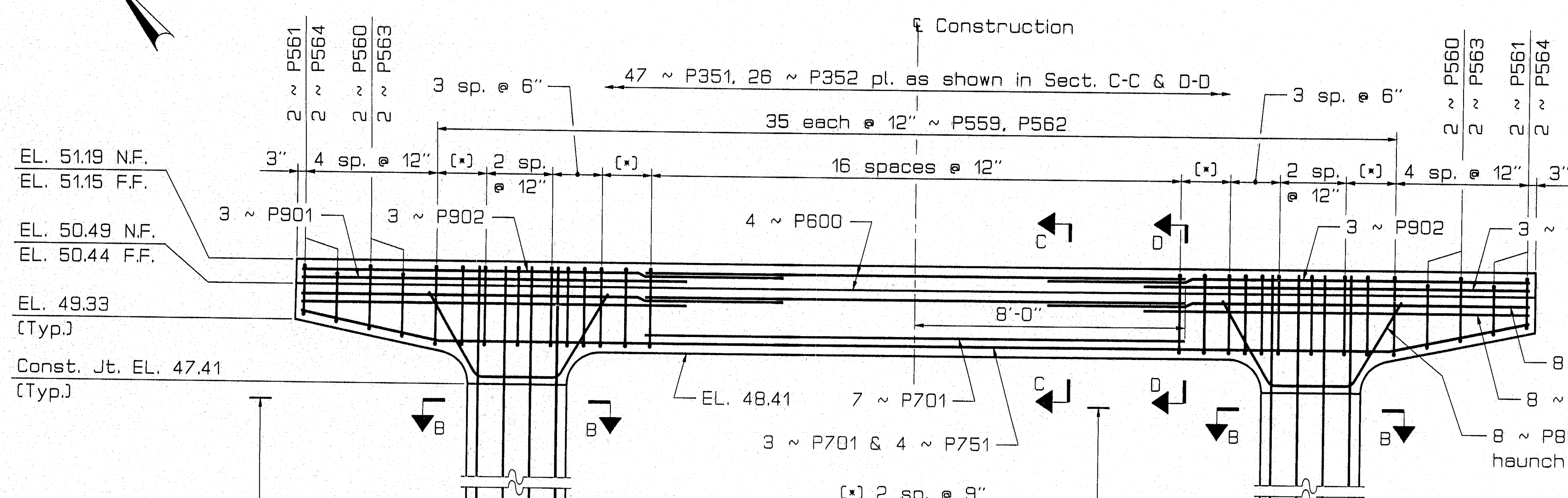
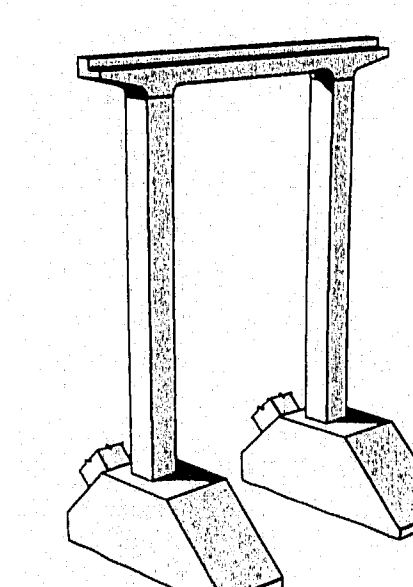
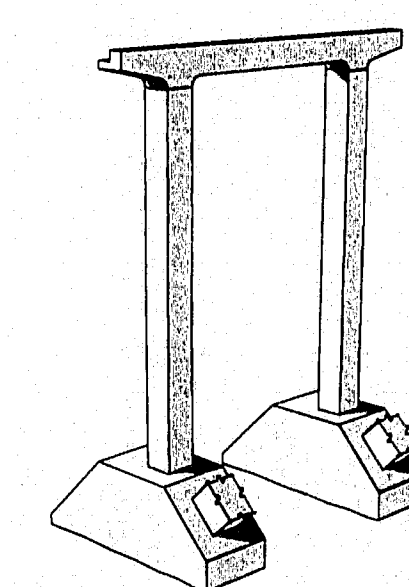
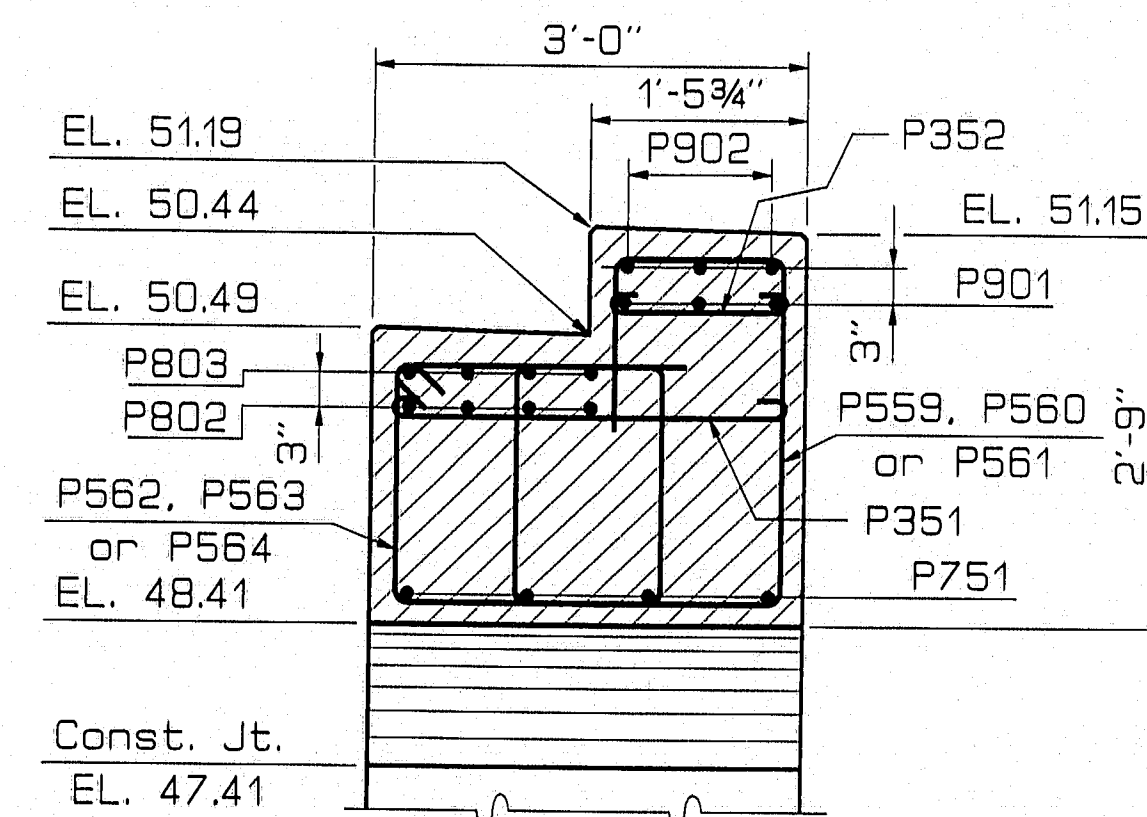
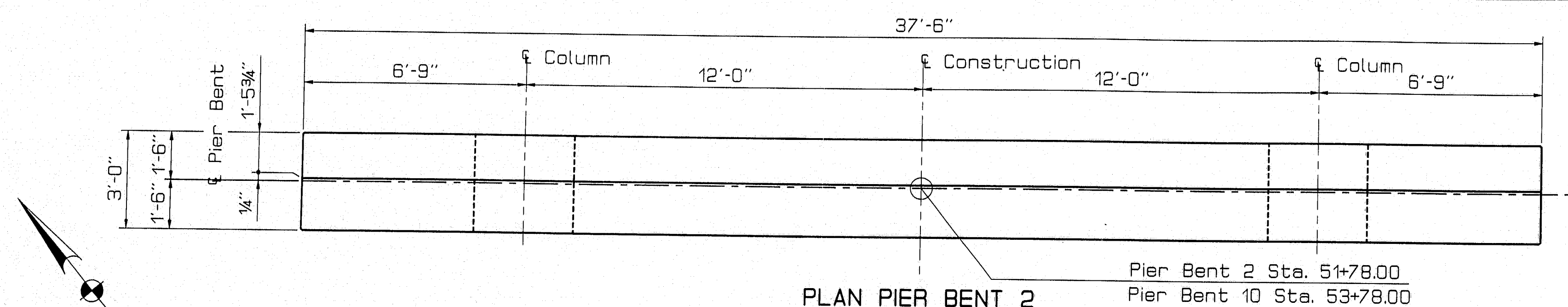
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PRESUMPSHOT FALLS BRIDGE
OVER
PRESUMPSHOT RIVER
IN THE TOWN OF
FALMOUTH
CUMBERLAND COUNTY
PIER BENT 1

SHEET 27 OF 67 AUGUSTA, MAINE June 1994

PLANS	DESIGN-DETAILED	BY	DATE
	CHECKED	LTH	9/93
	REVISIONS	GNAM	3/94
PROJECT DESIGN ENGINEER			

18 JAN 94 01:01:00
PIERBNT1

PIN 002782.00				
F.M.V.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-0725(1)X	28	67



ELEVATION PIER BENT 2

PROJECT DESIGN ENGINEER	DATE
BY	9/93
DESIGN-DETAILED	3/94
CHECKED	
REVISIONS	
FIELD CHANGES	

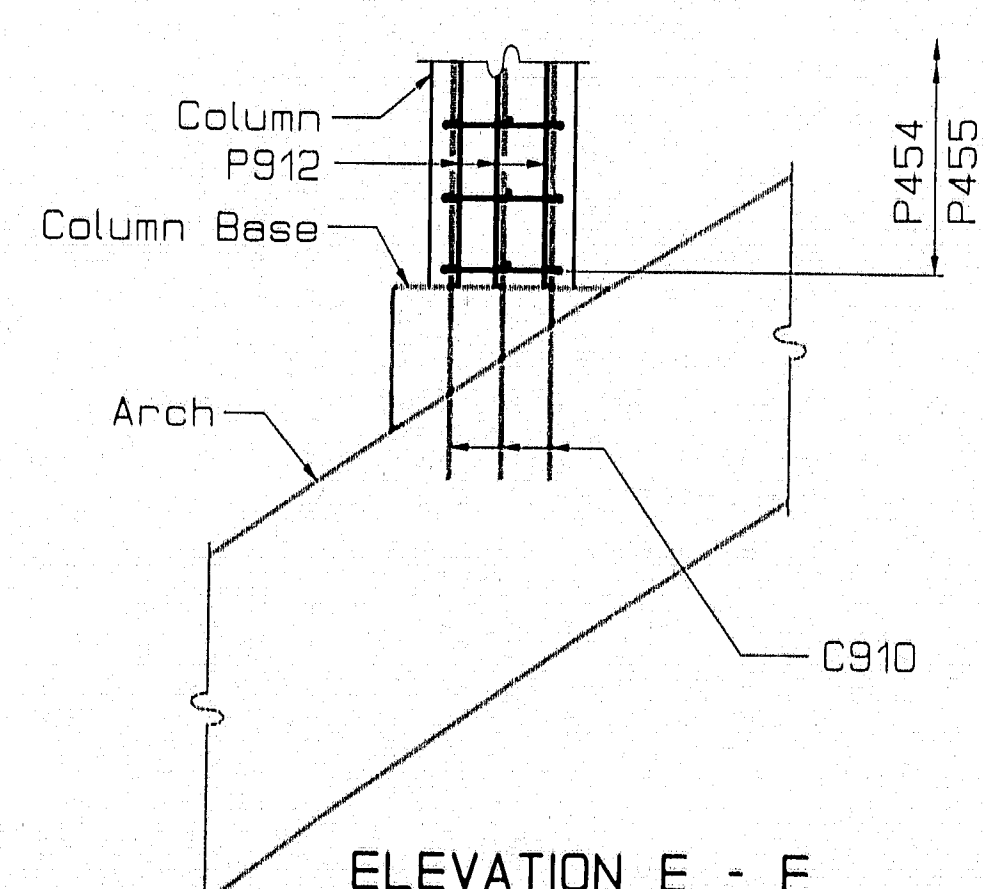
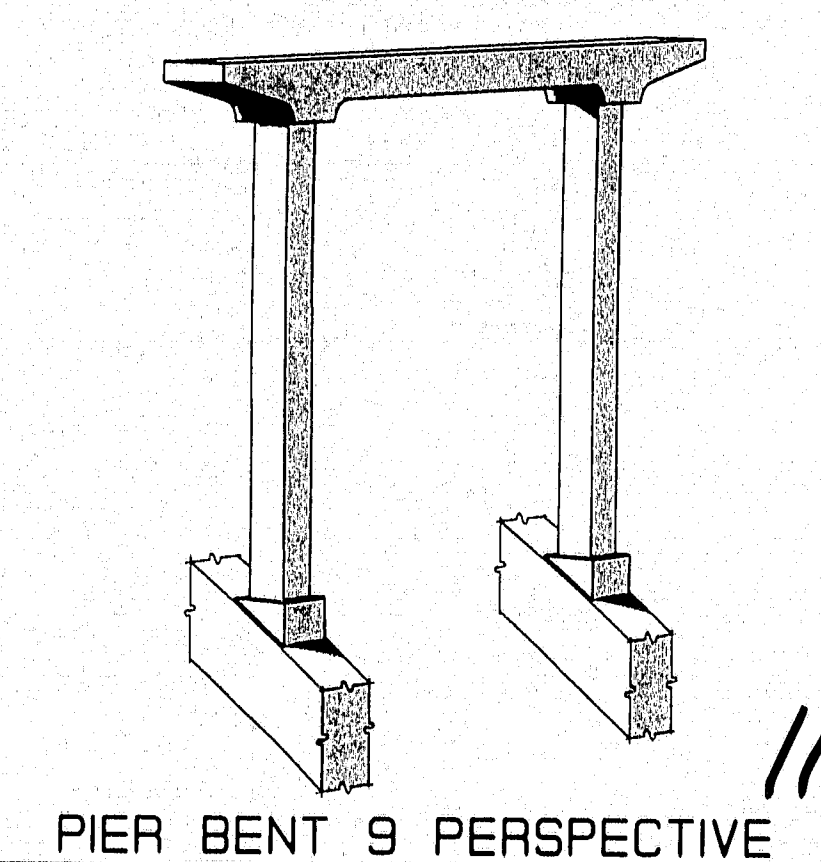
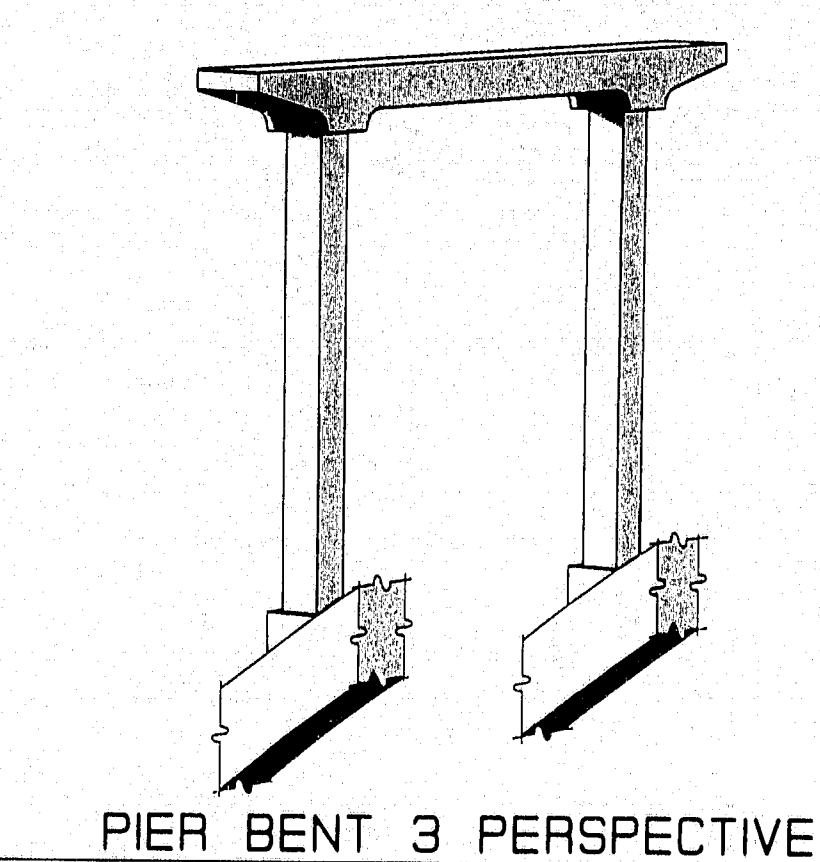
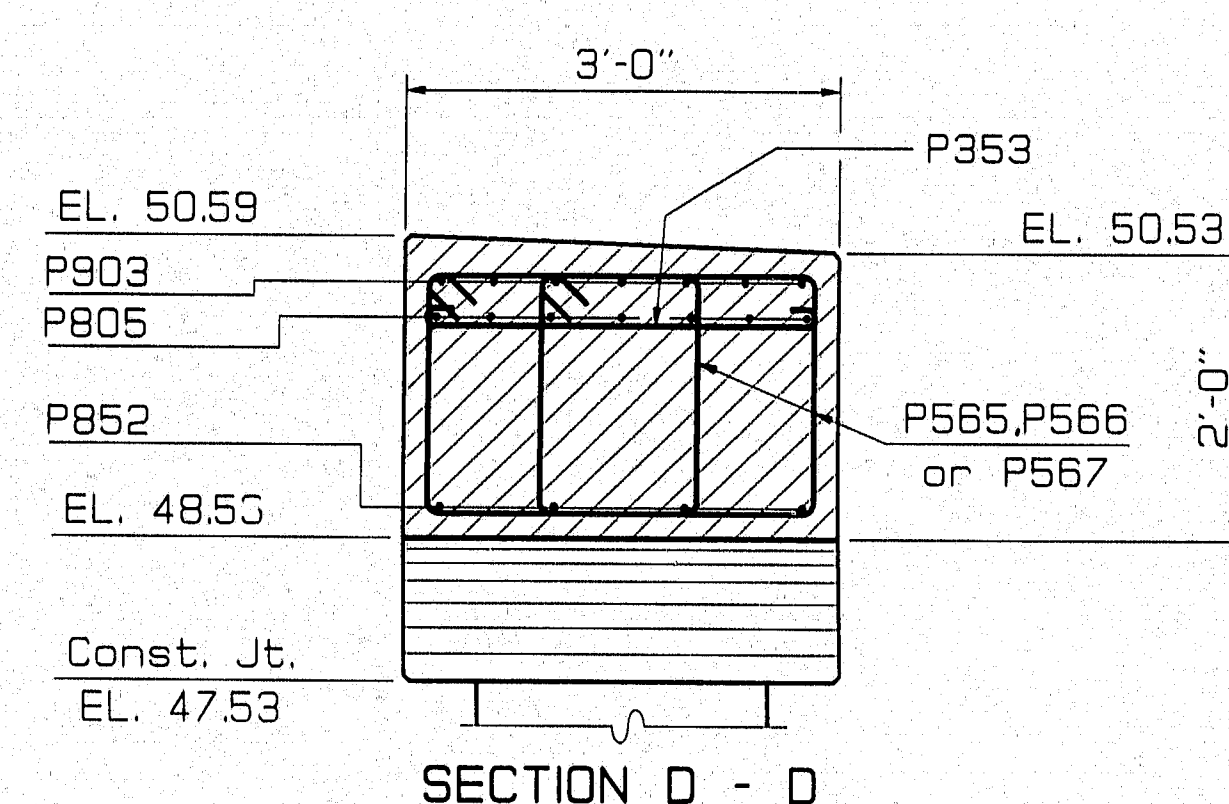
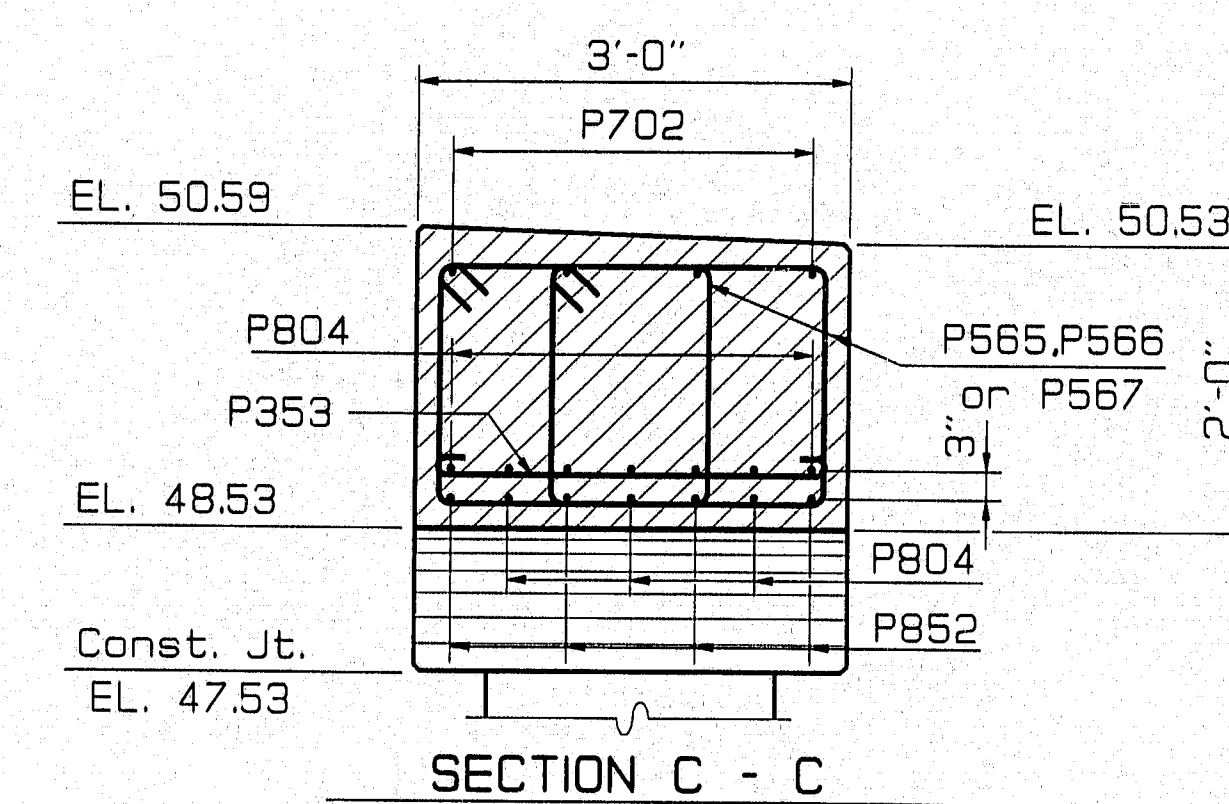
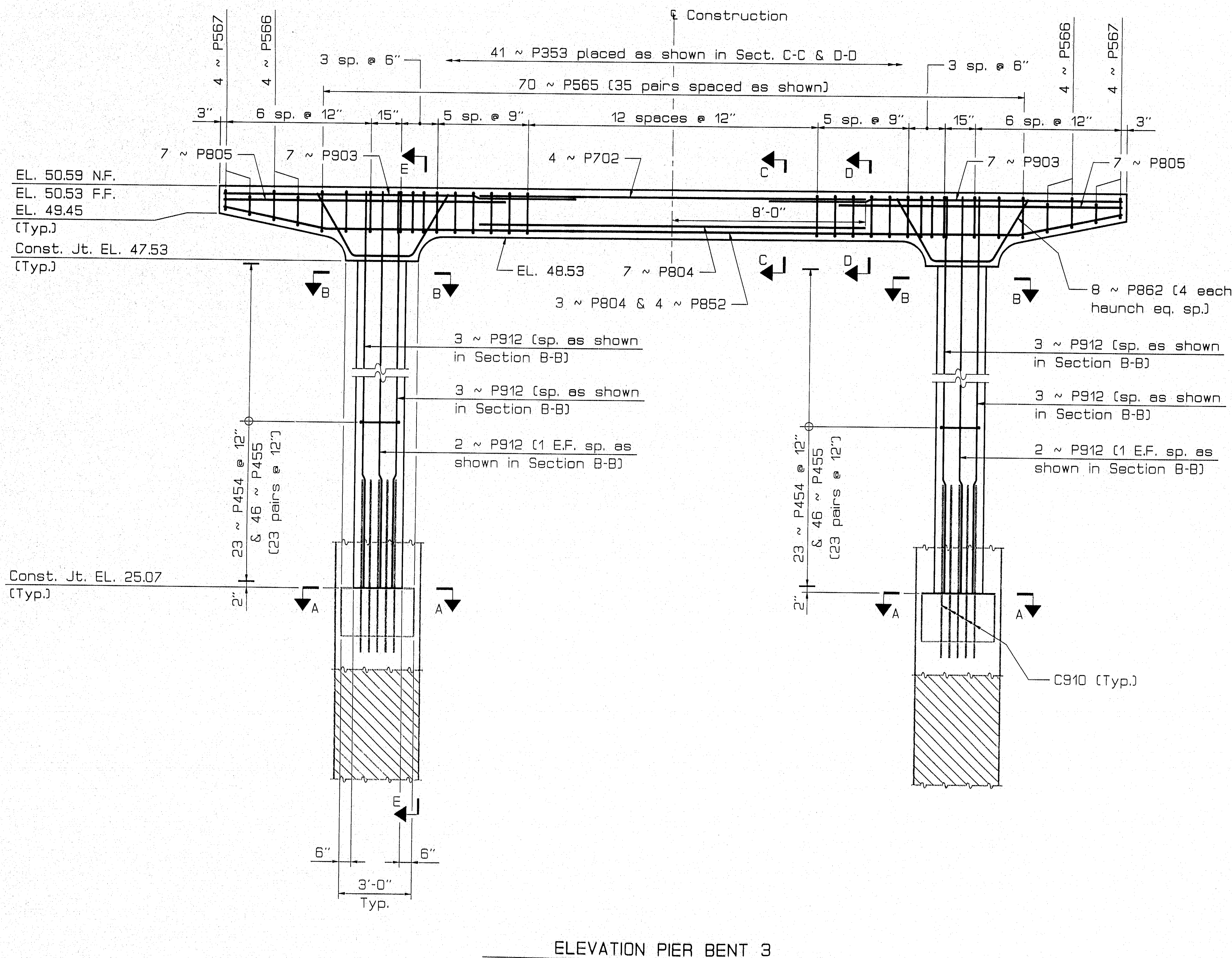
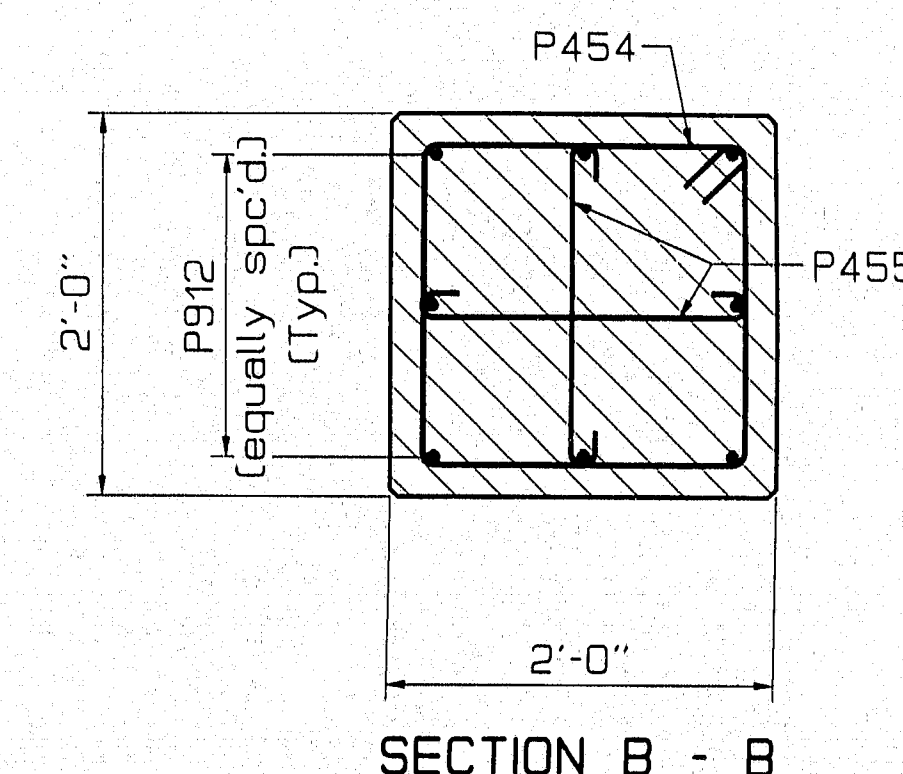
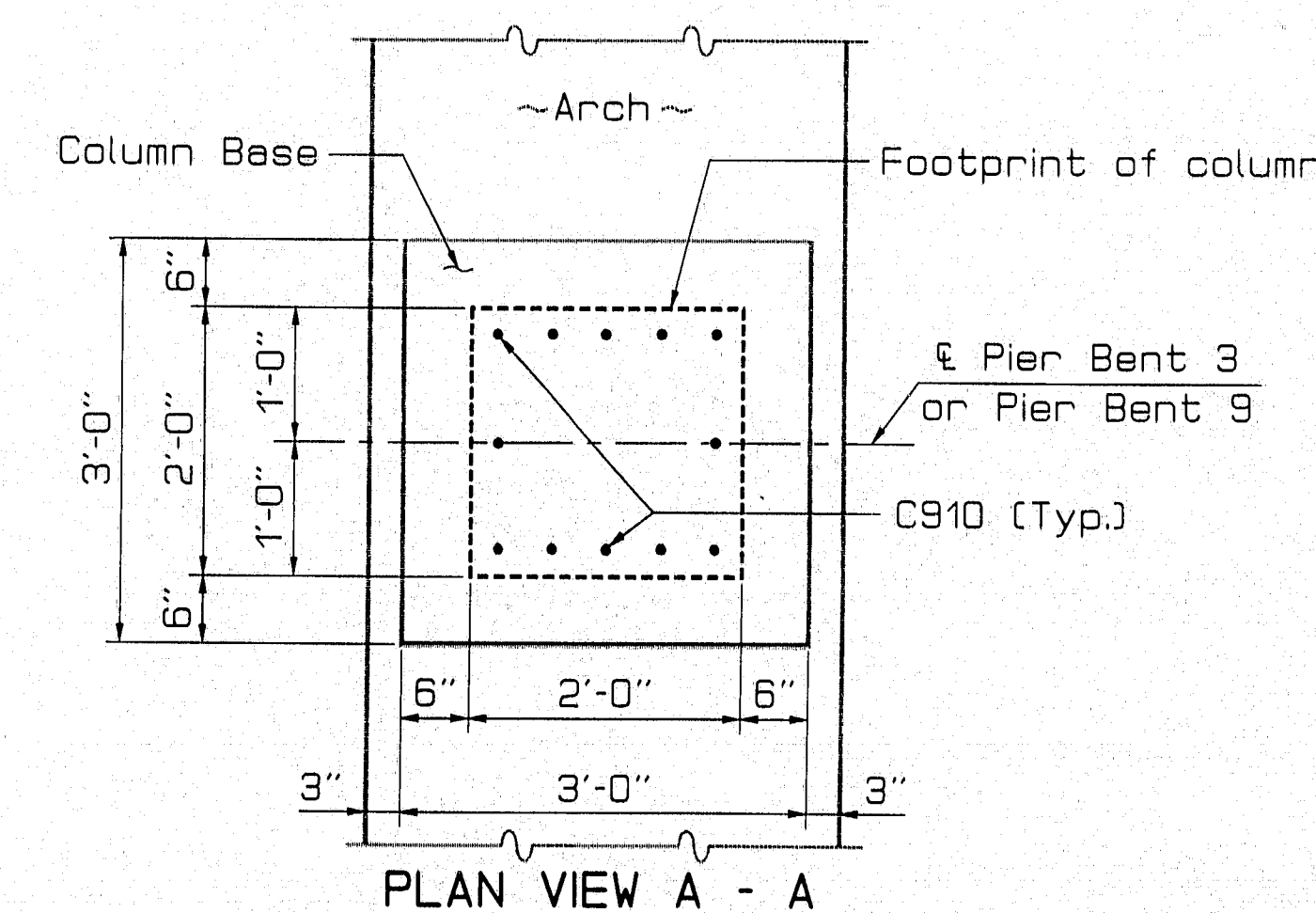
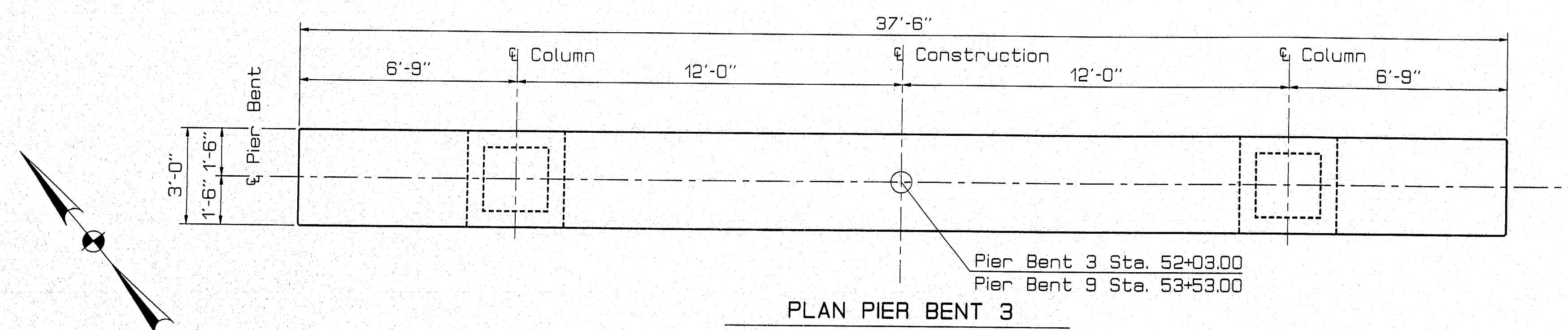
18JAN94-010100
PIERBENT2-10

NOTE:
Pier Bent 2 shown. Pier Bent 10 similar but opposite hand.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PRESUMPSHOT FALLS BRIDGE
OVER
PRESUMPSHOT RIVER
IN THE TOWN OF
FALMOUTH
CUMBERLAND COUNTY
PIER BENT 2 & PIER BENT 10
SHEET 28 OF 67 AUGUSTA, MAINE June 1994

PIN 002782.00

F.N.L.A. REV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-0725(1)X	29	67



NOTE:
Pier Bent 3 shown. Pier Bent 9 similar but opposite hand.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PRESUMPCOT FALLS BRIDGE
OVER
PRESUMPCOT RIVER
IN THE TOWN OF
FALMOUTH
CUMBERLAND COUNTY
PIER BENT 3 & PIER BENT 9

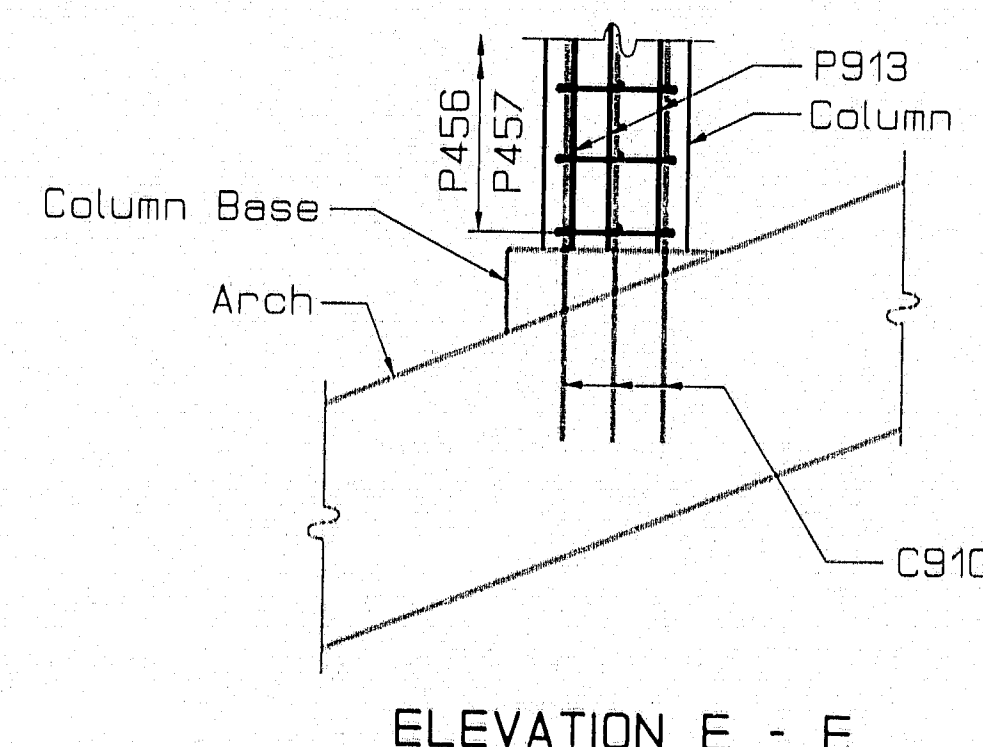
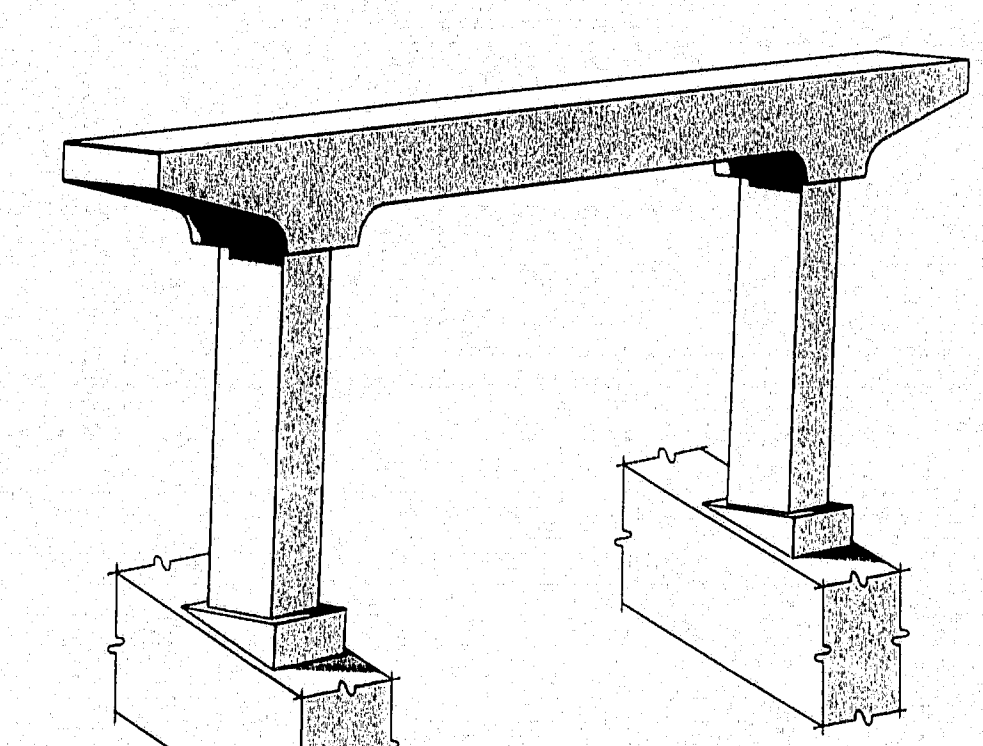
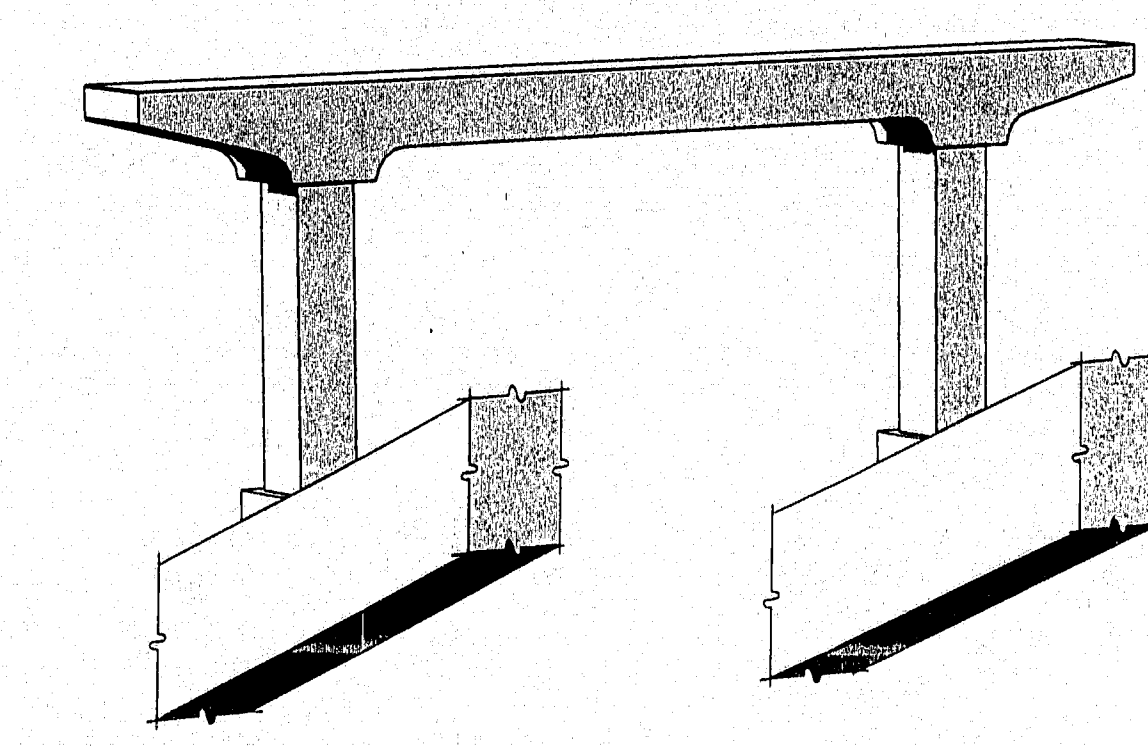
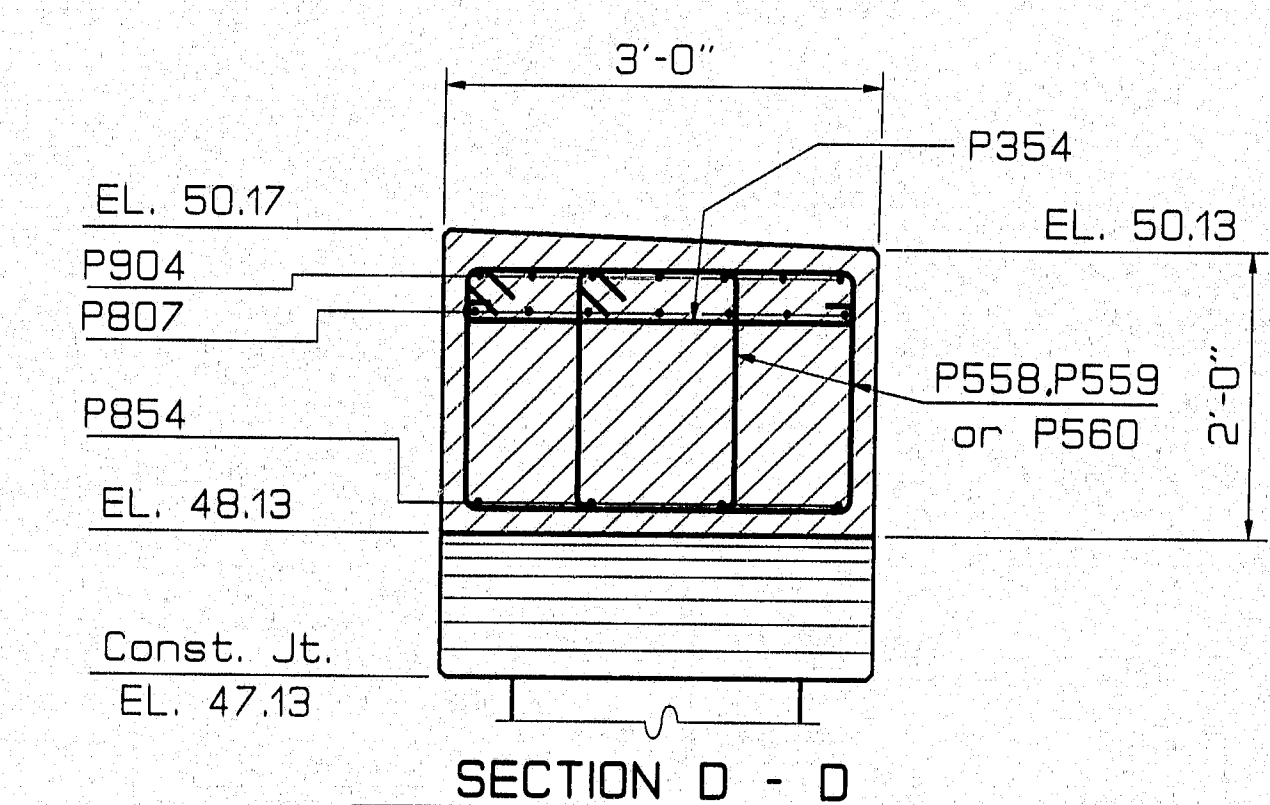
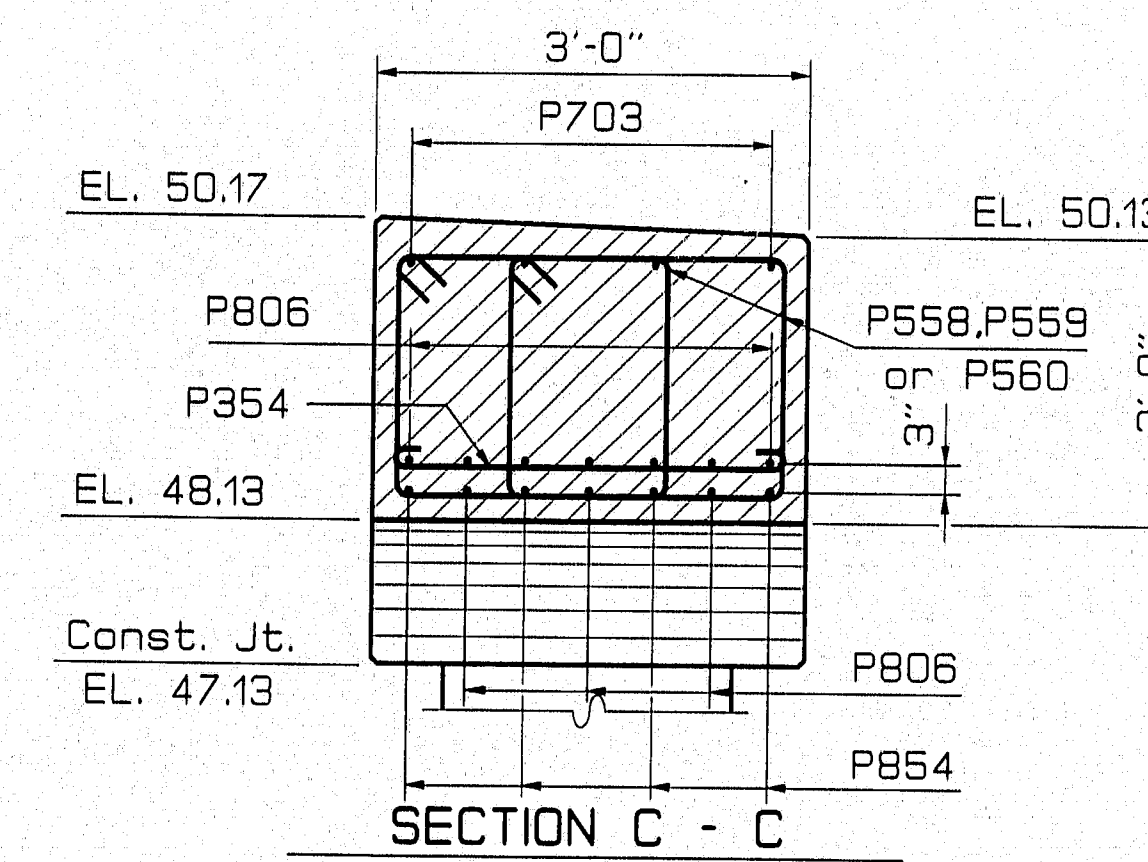
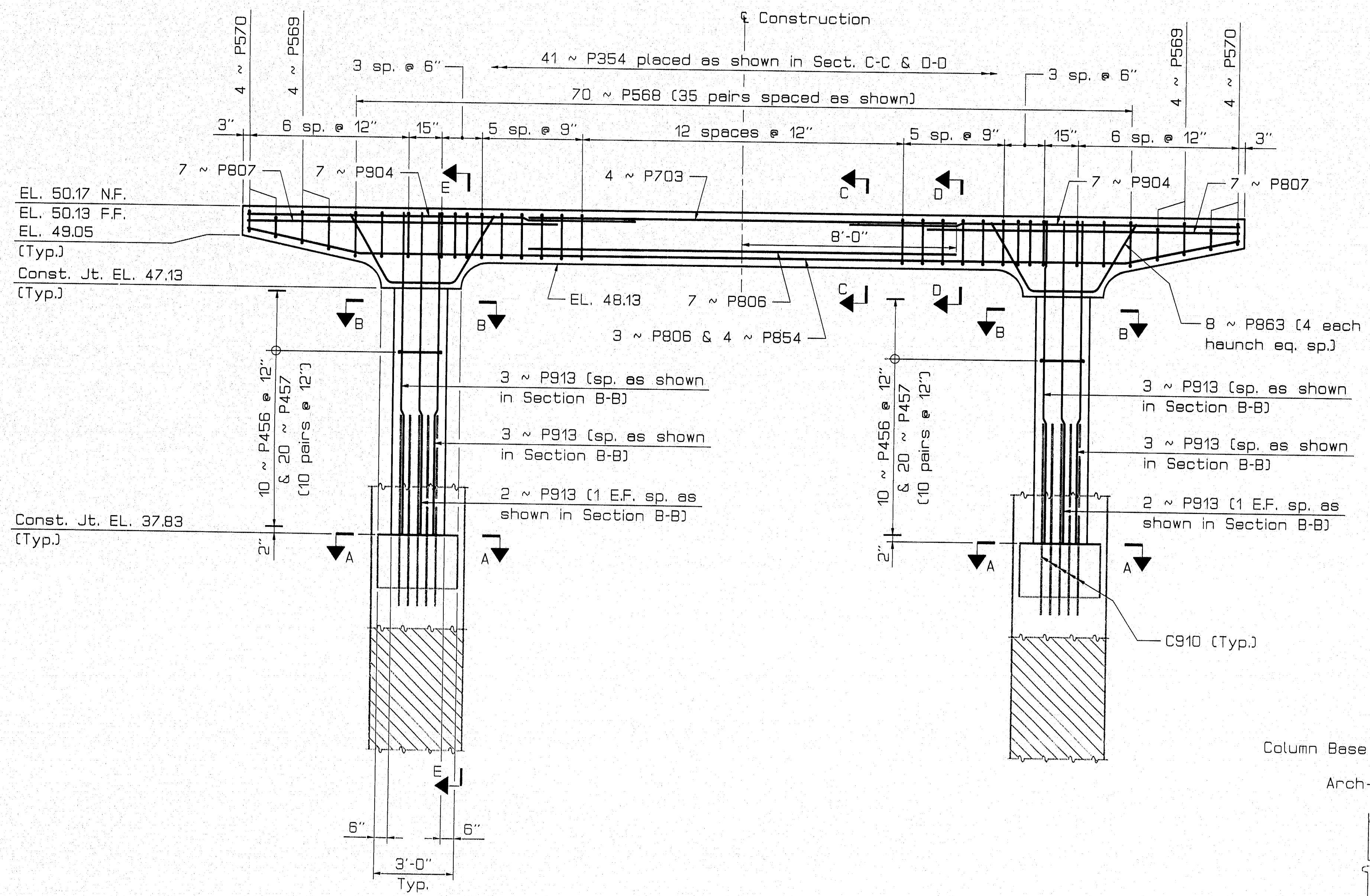
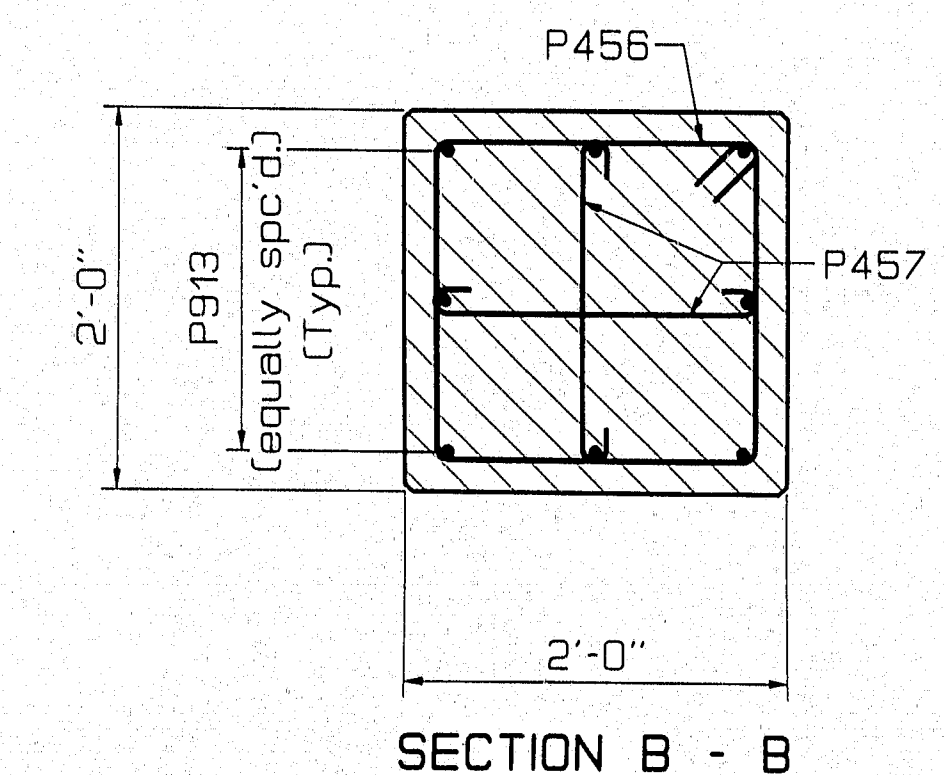
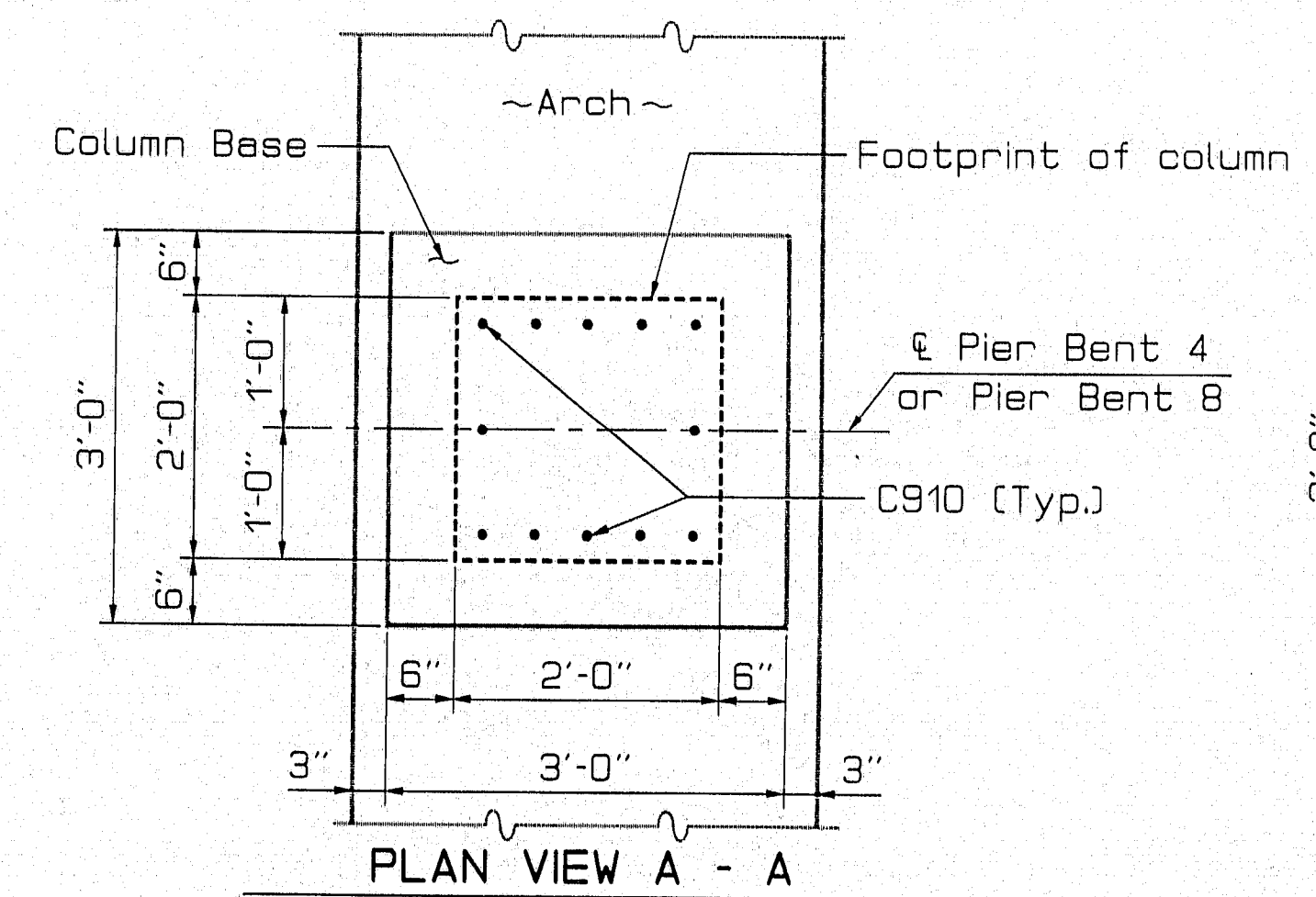
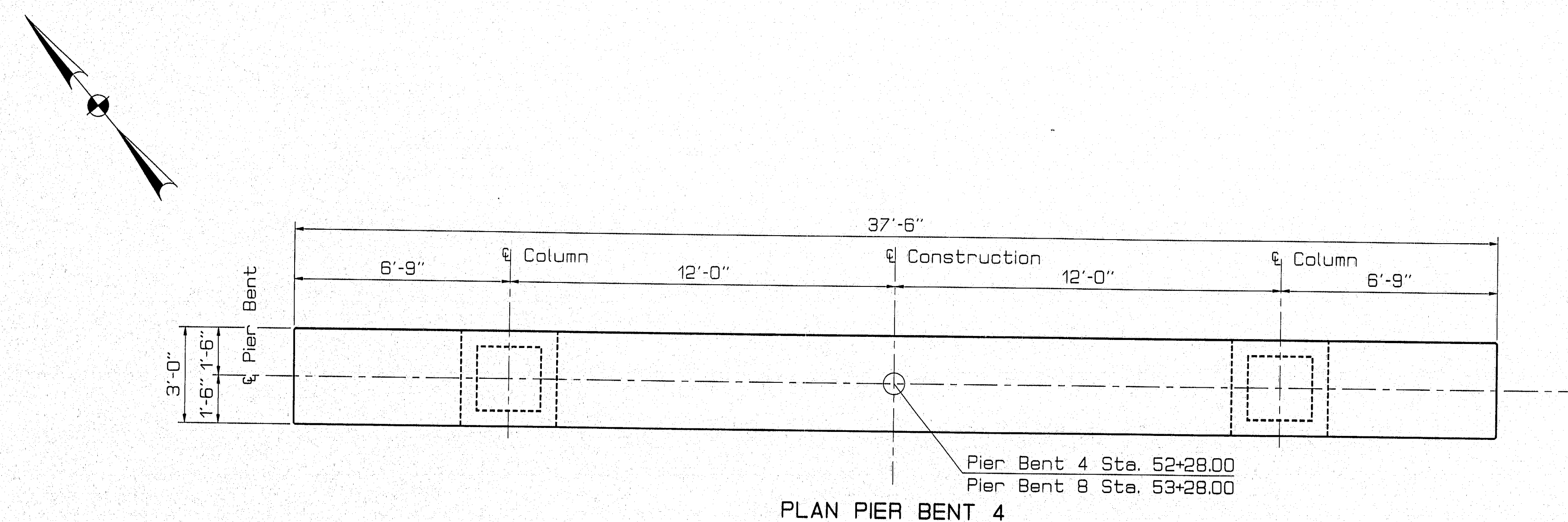
SHEET 29 OF 67 AUGUSTA, MAINE June 1994

PROJECT DESIGN ENGINEER	DATE
BY <i>[Signature]</i>	9/93
CHECKED	DATE
CHAM	3/94
DESIGN-DETAILED	DATE
CHAM	3/94
REVISIONS	DATE
FIELD CHANGES	

18JAN94-010100
PIER BENT 3

PIN 002782.00

F.H.V.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-0725(1)X	30	67



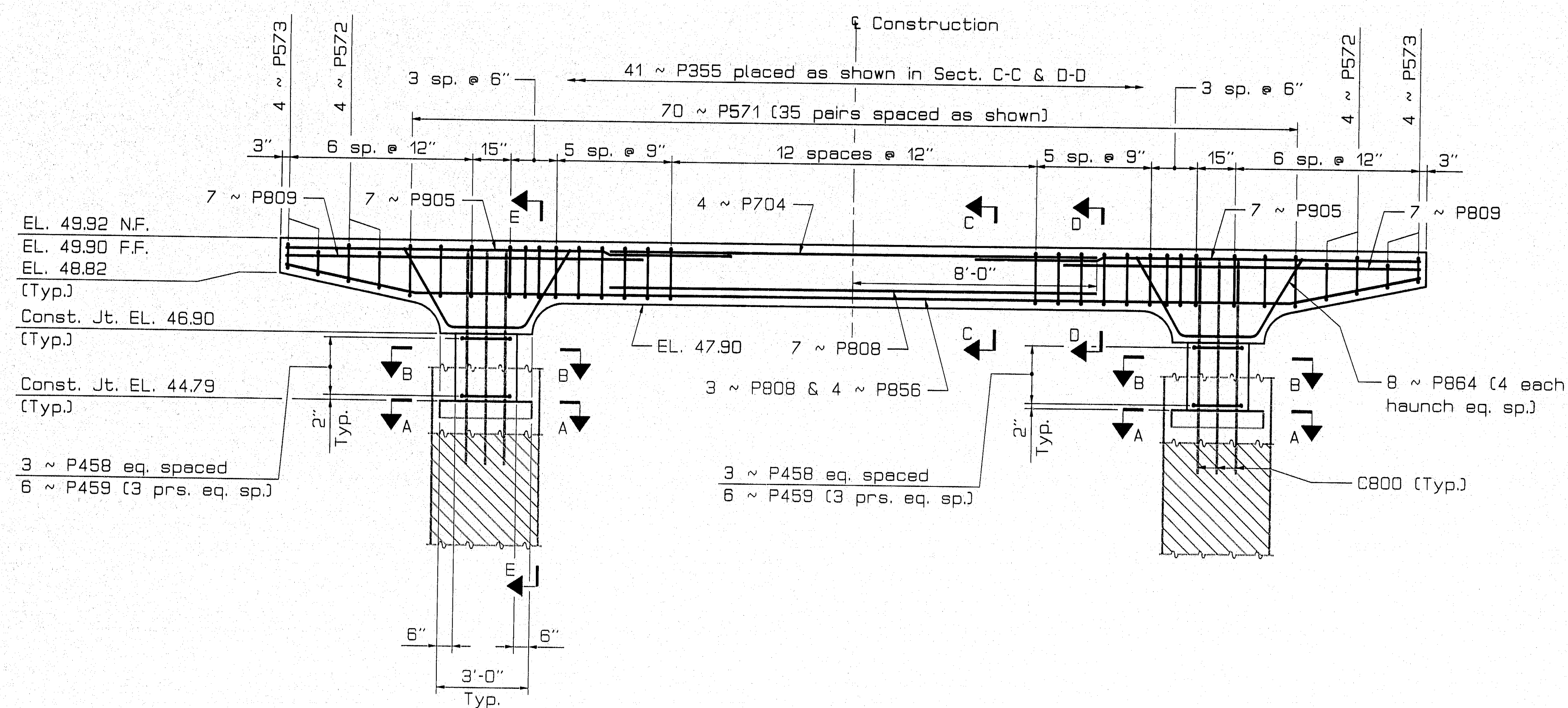
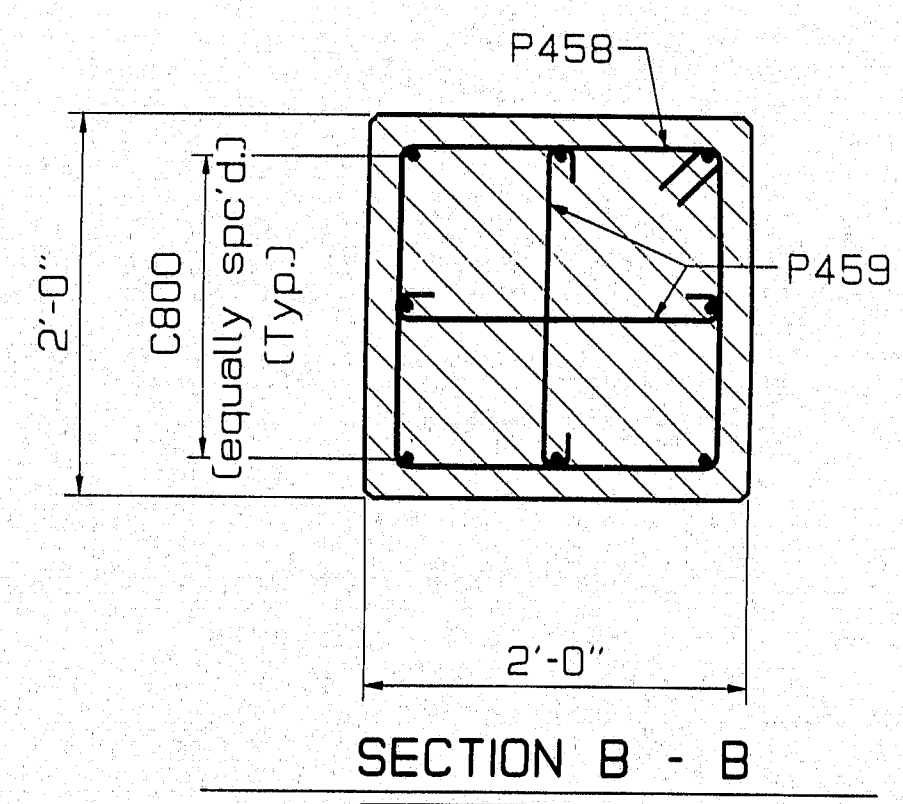
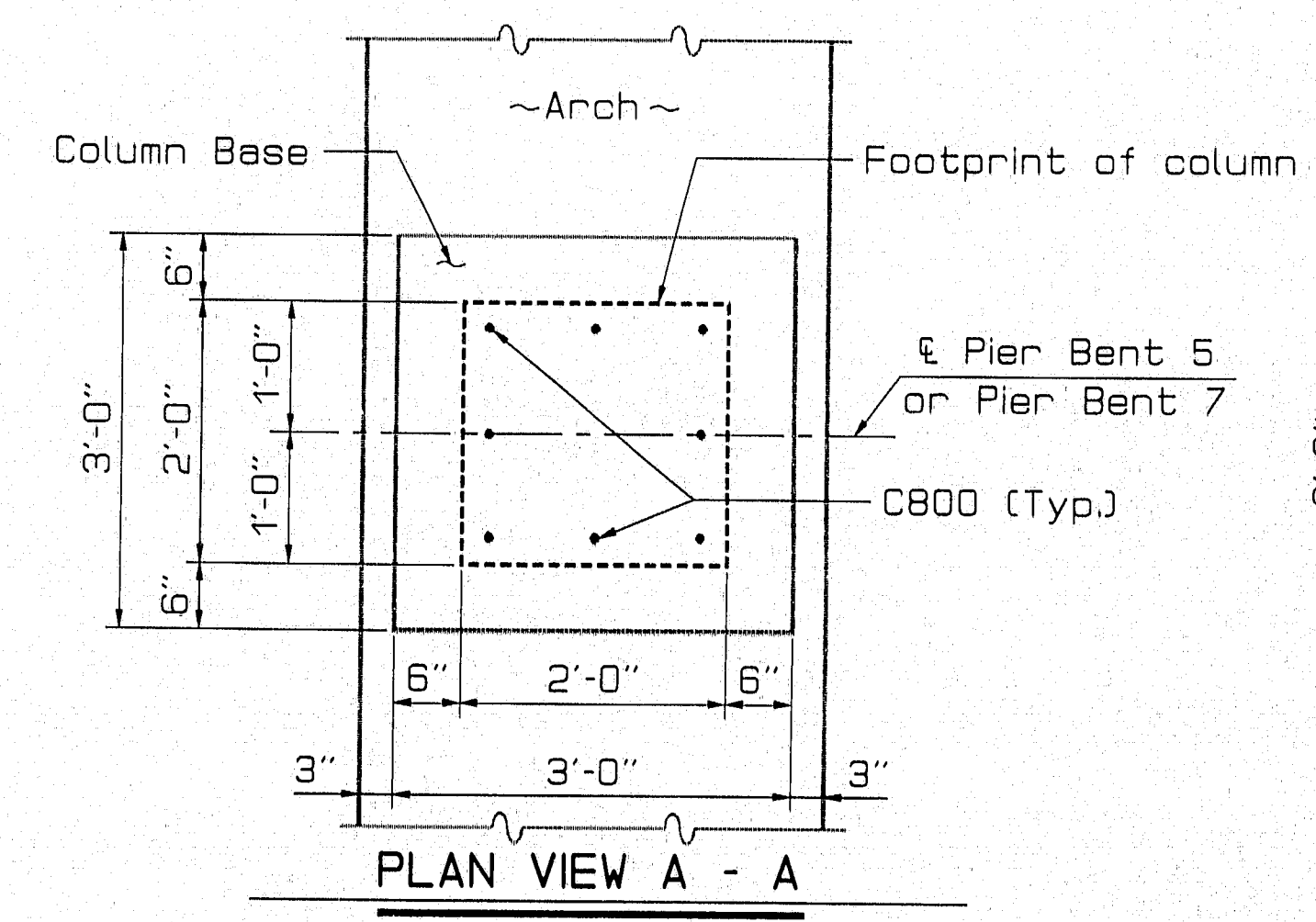
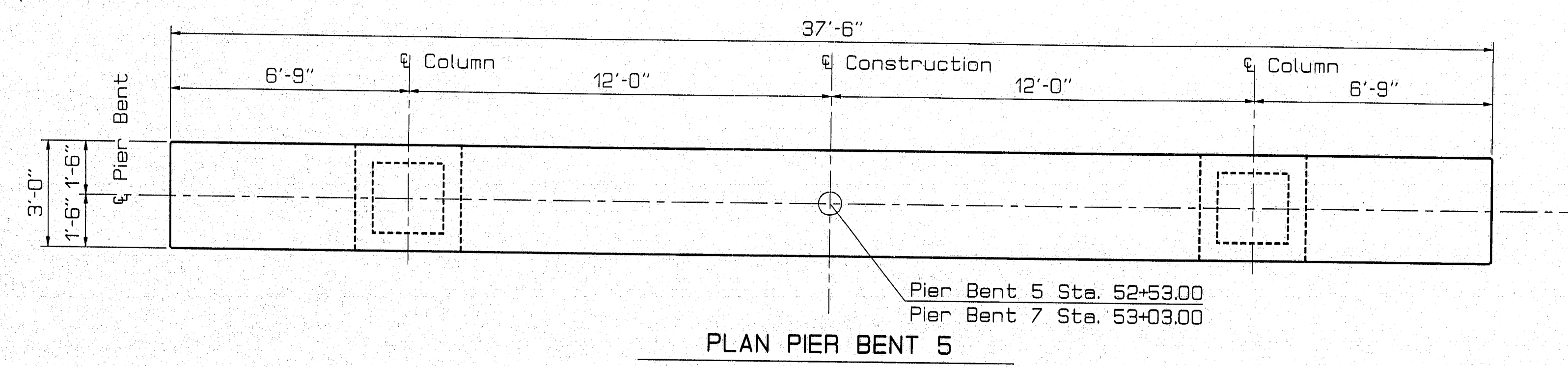
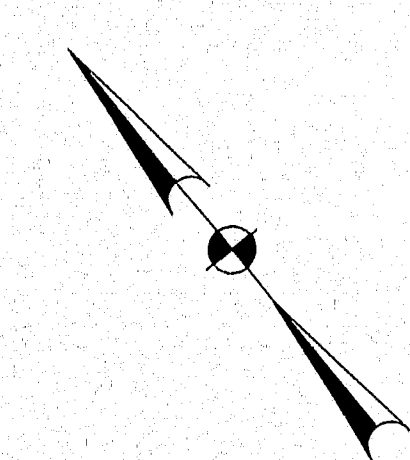
NOTE:
Pier Bent 4 shown. Pier Bent 8
similar but opposite hand.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PRESUMPCOT FALLS BRIDGE
OVER
PRESUMPCOT RIVER
IN THE TOWN OF
FALMOUTH
CUMBERLAND COUNTY
PIER BENT 4 & PIER BENT 8
SHEET 30 OF 67 AUGUSTA, MAINE June 1994

PROJECT DESIGN SERVICES	DATE
DESIGN-DETAILED	5/93
REVISIONS	3/94
FIELD CHANGES	

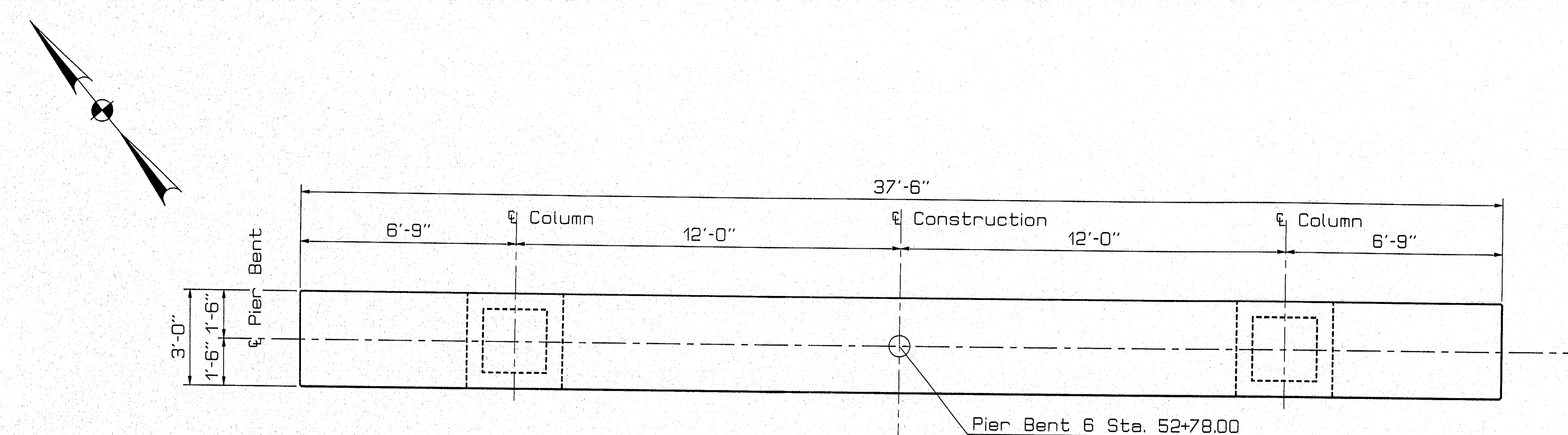
18JAN94-DT0100
PIERBENT4.B

PIN 002782.00				
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-0725(1X)	31	67

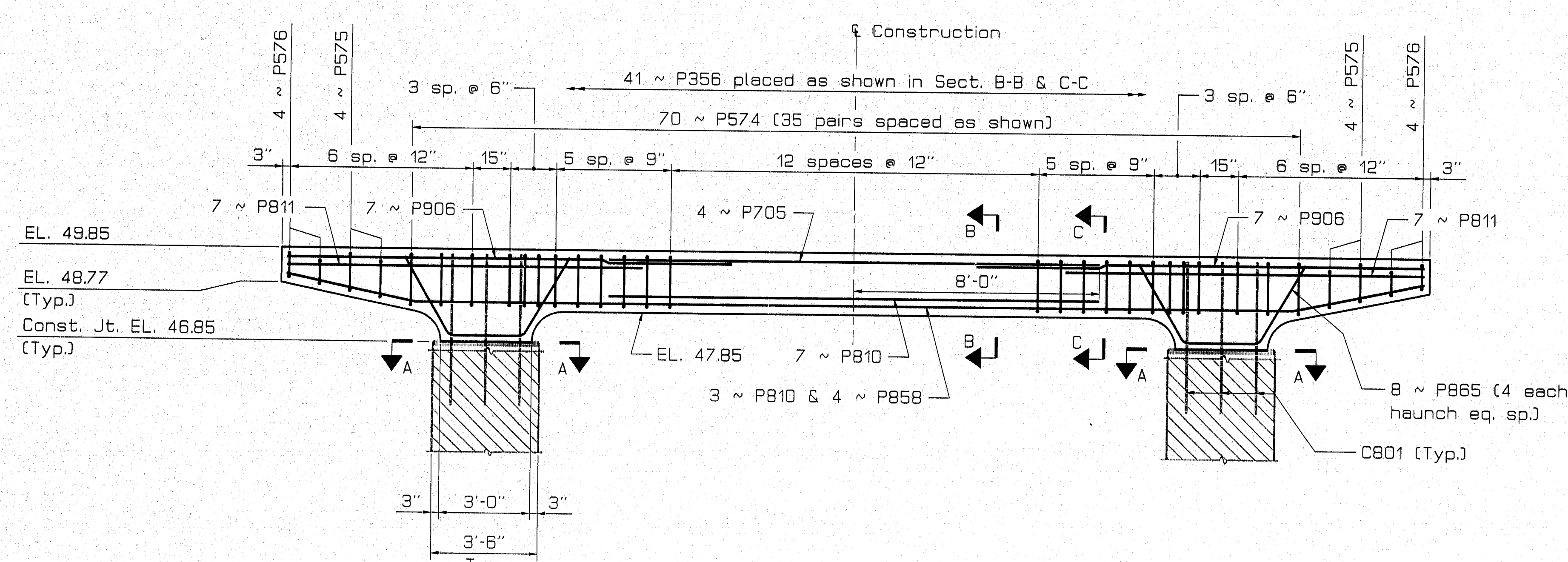


PIN 002782.00

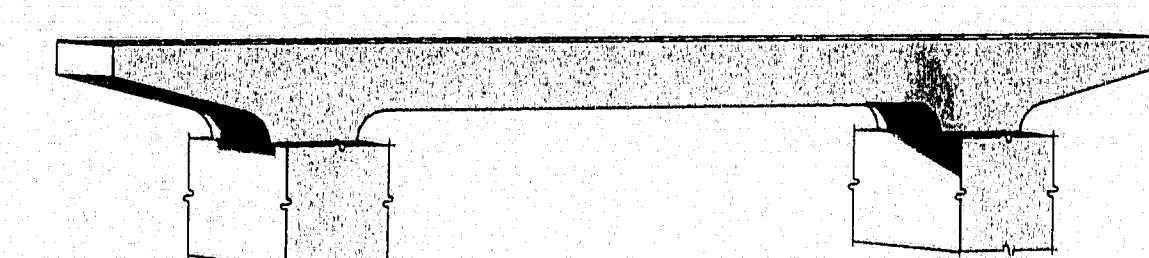
F.N.W.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-0725(1)X	32	67



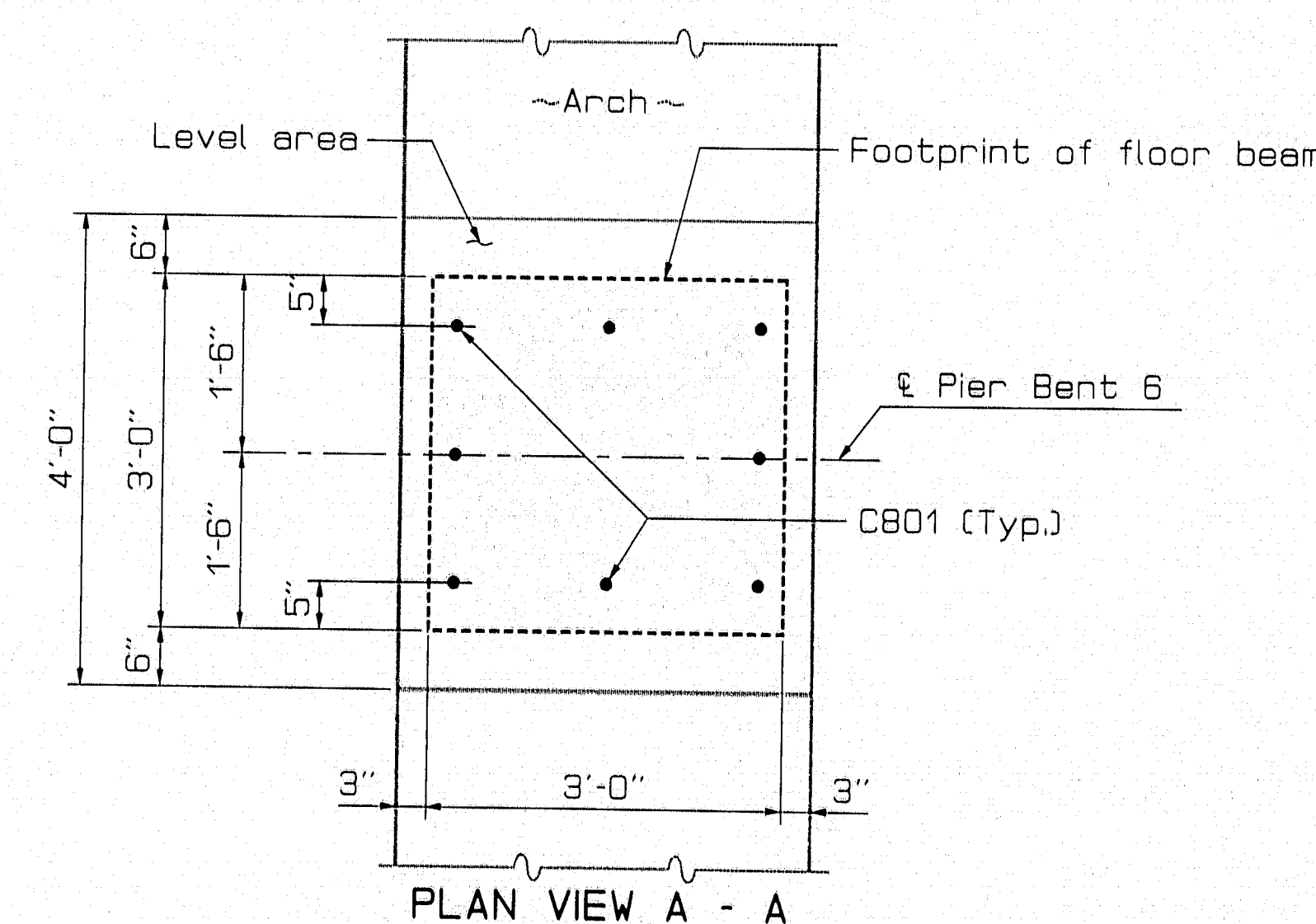
PLAN PIER BENT 6



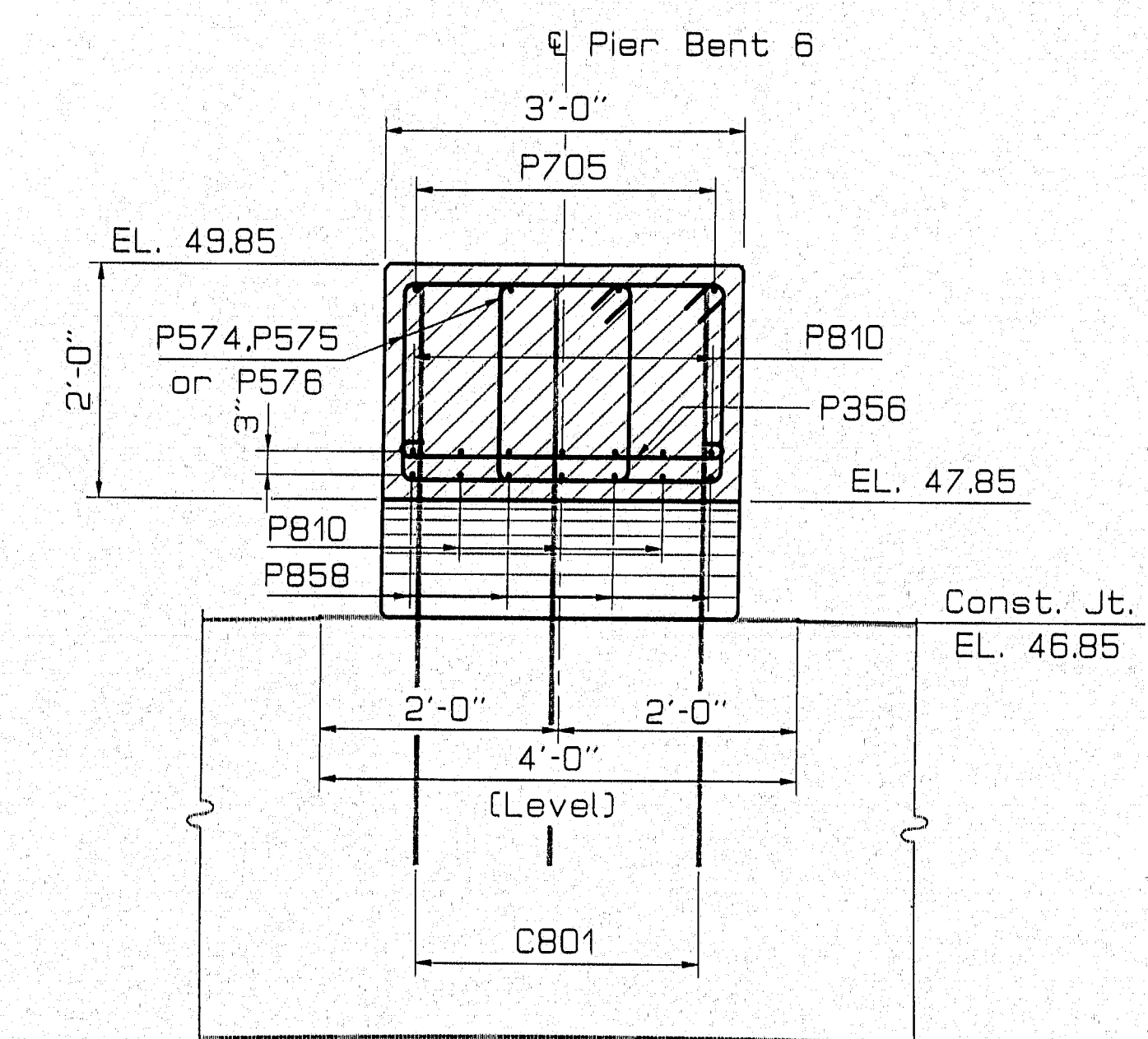
ELEVATION PIER BENT 6



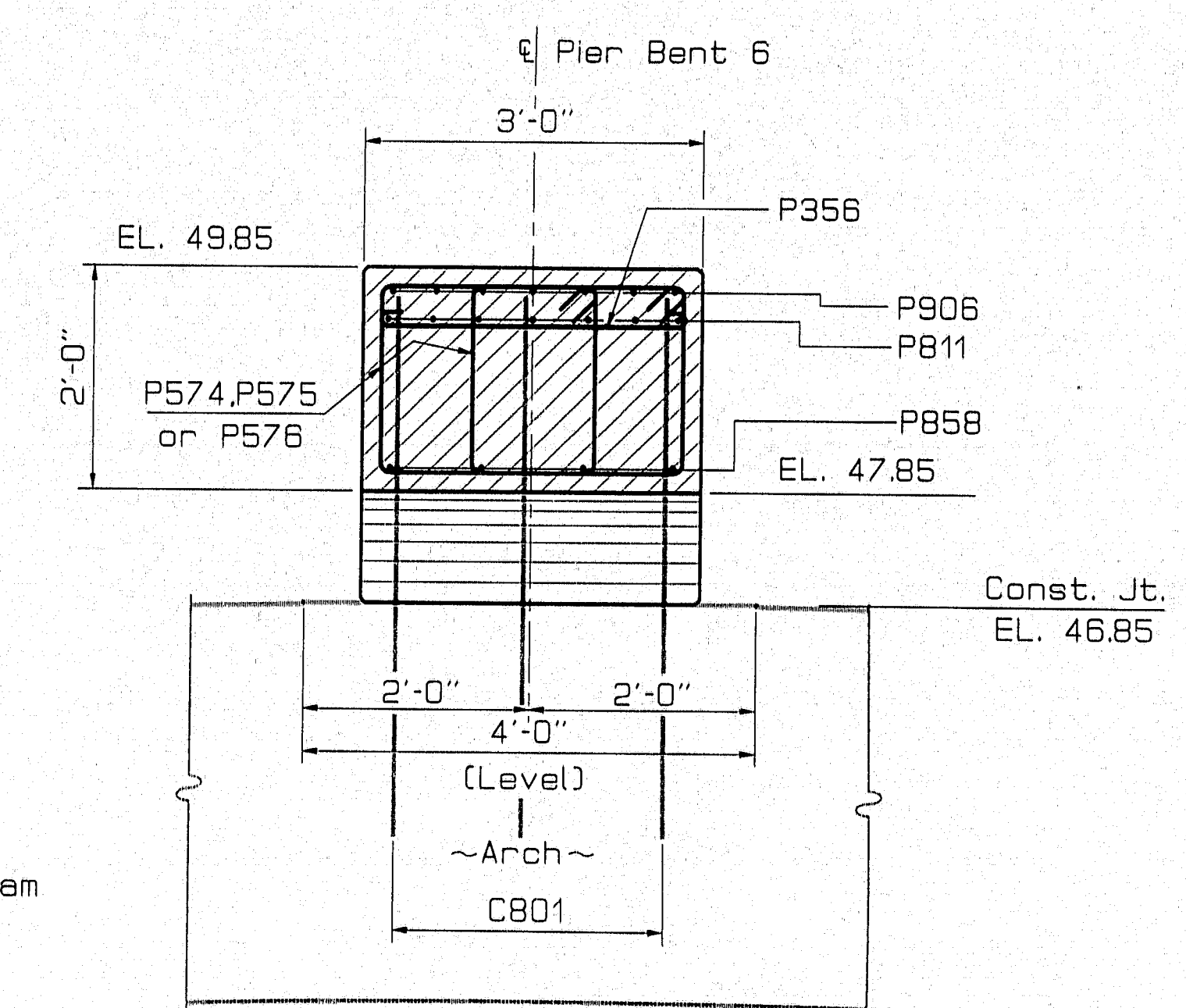
PIER BENT 6 PERSPECTIVE



PLAN VIEW A - A



SECTION B - B



SECTION C - C

119-265

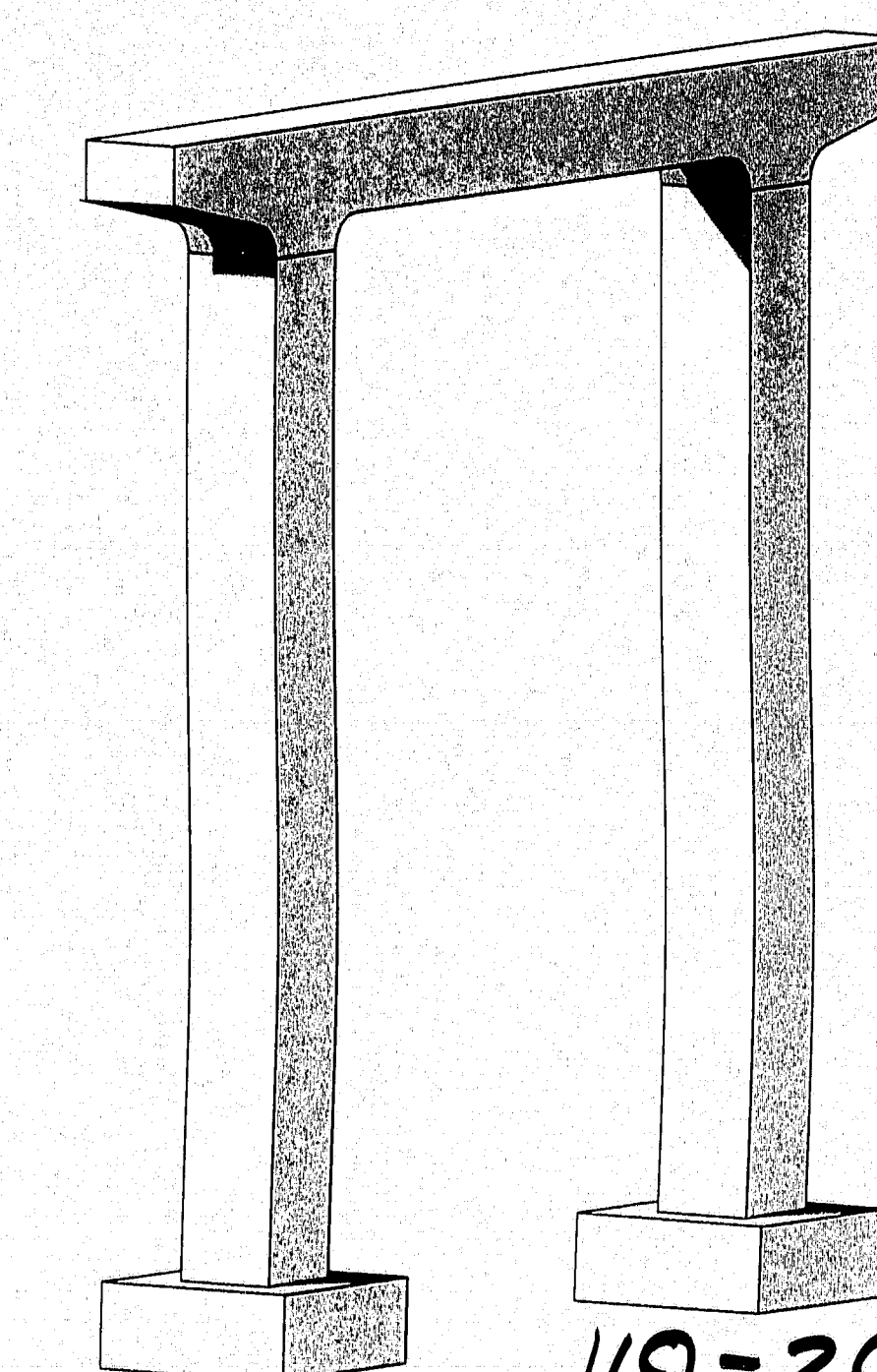
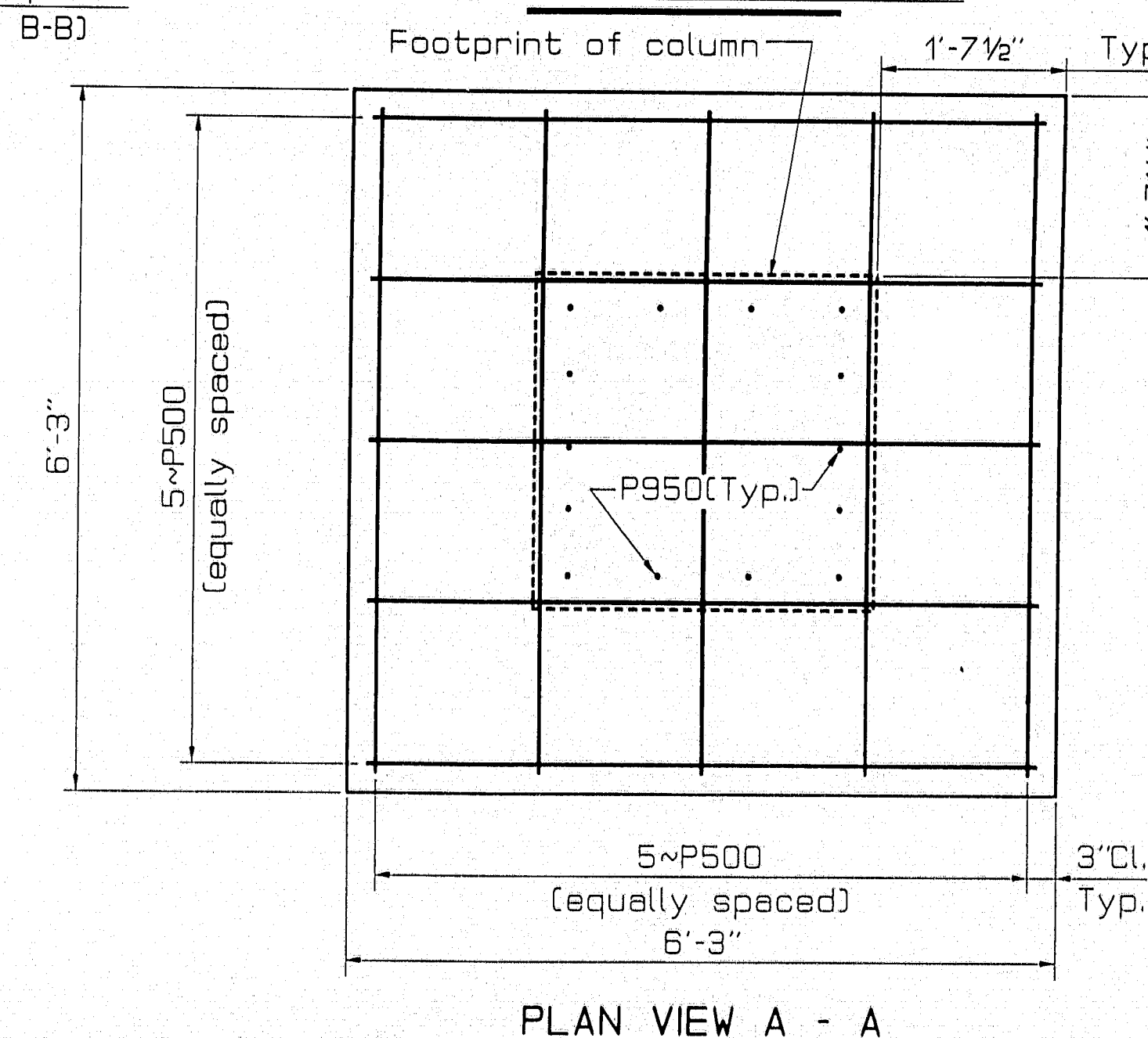
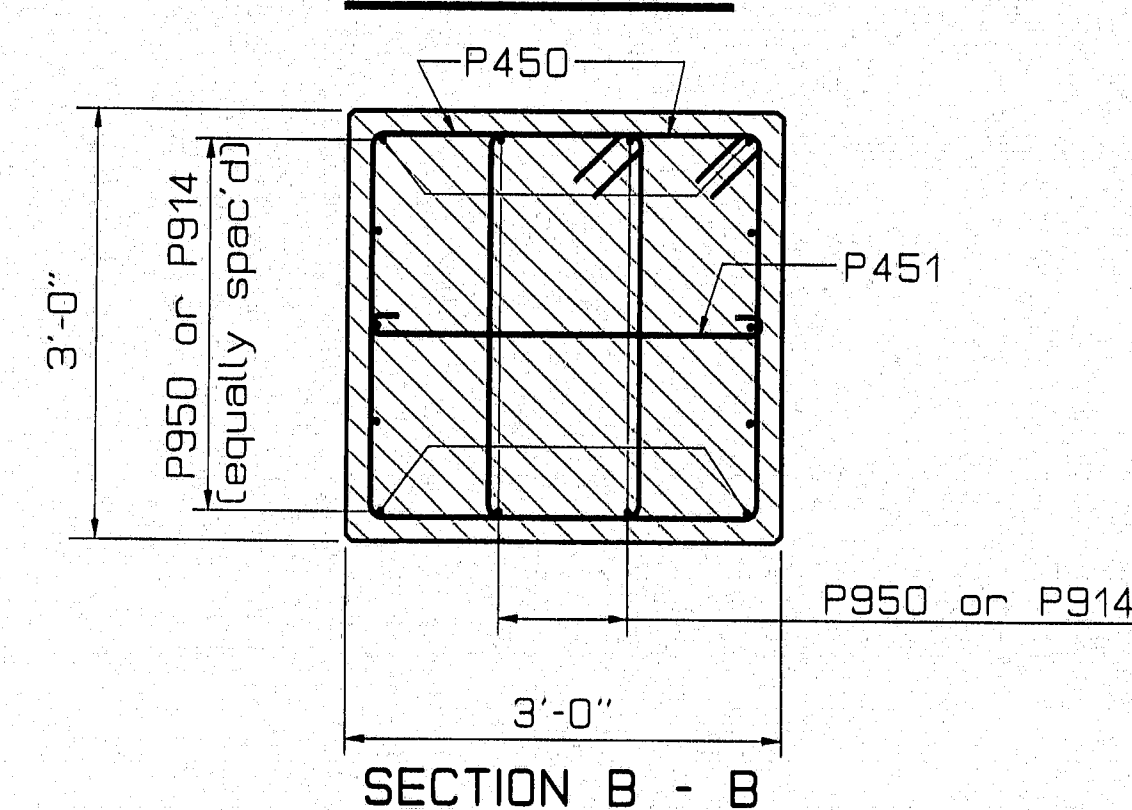
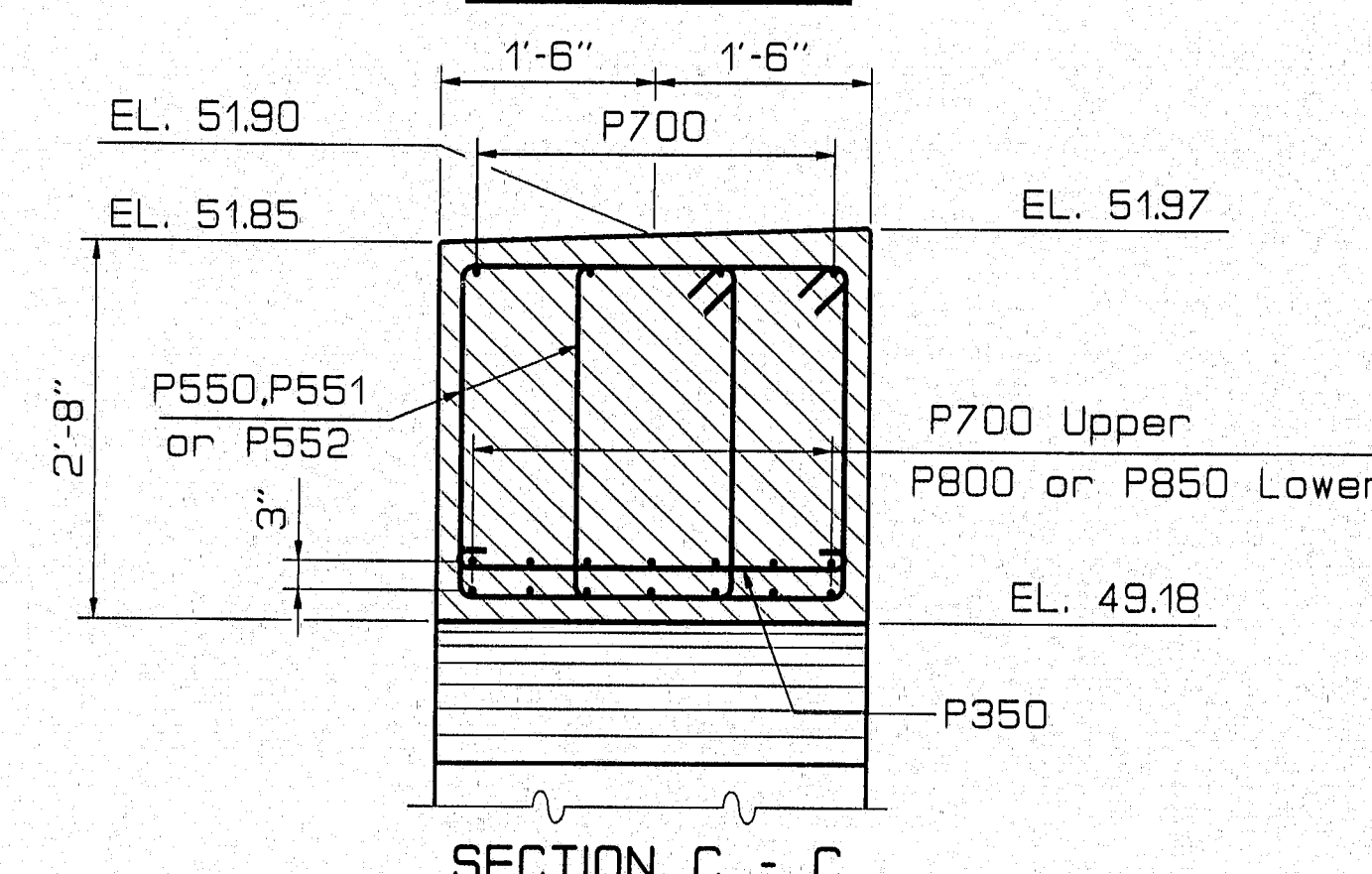
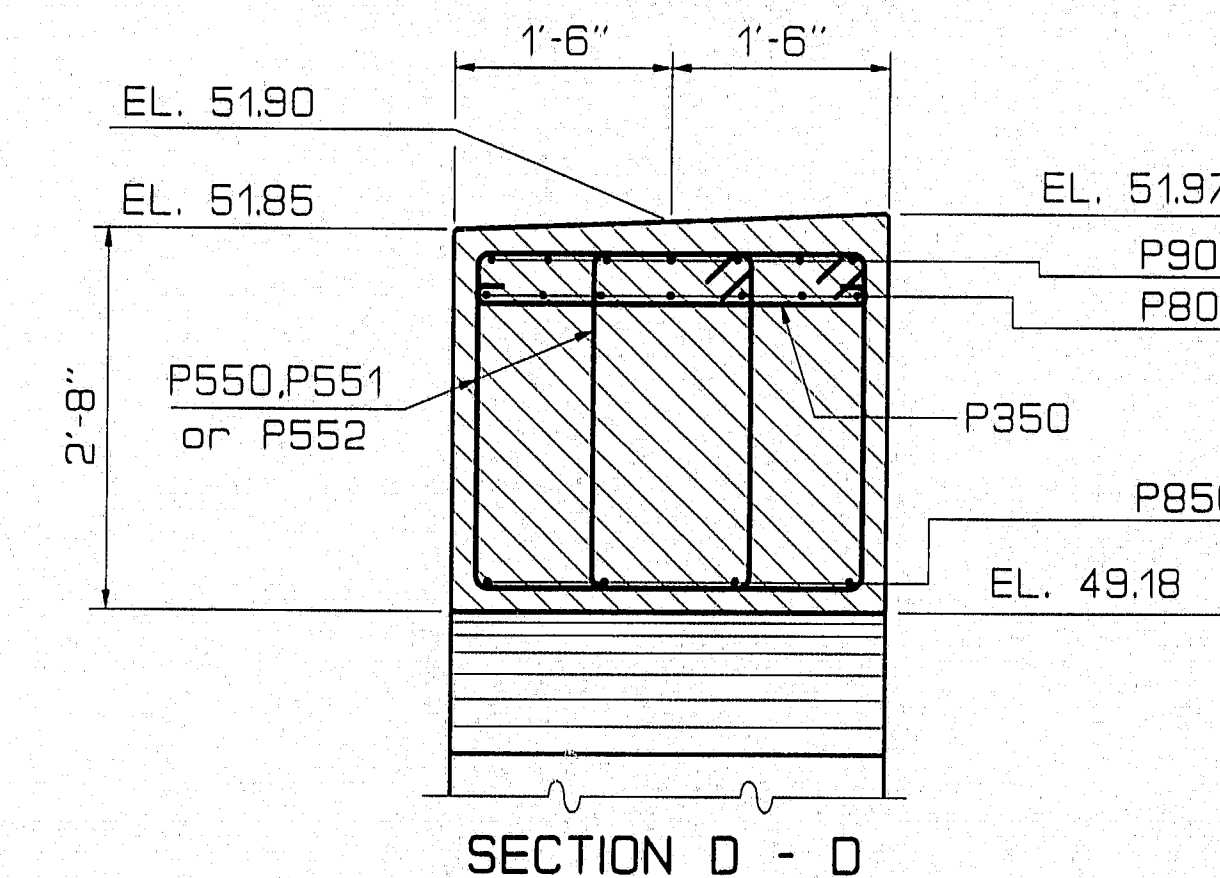
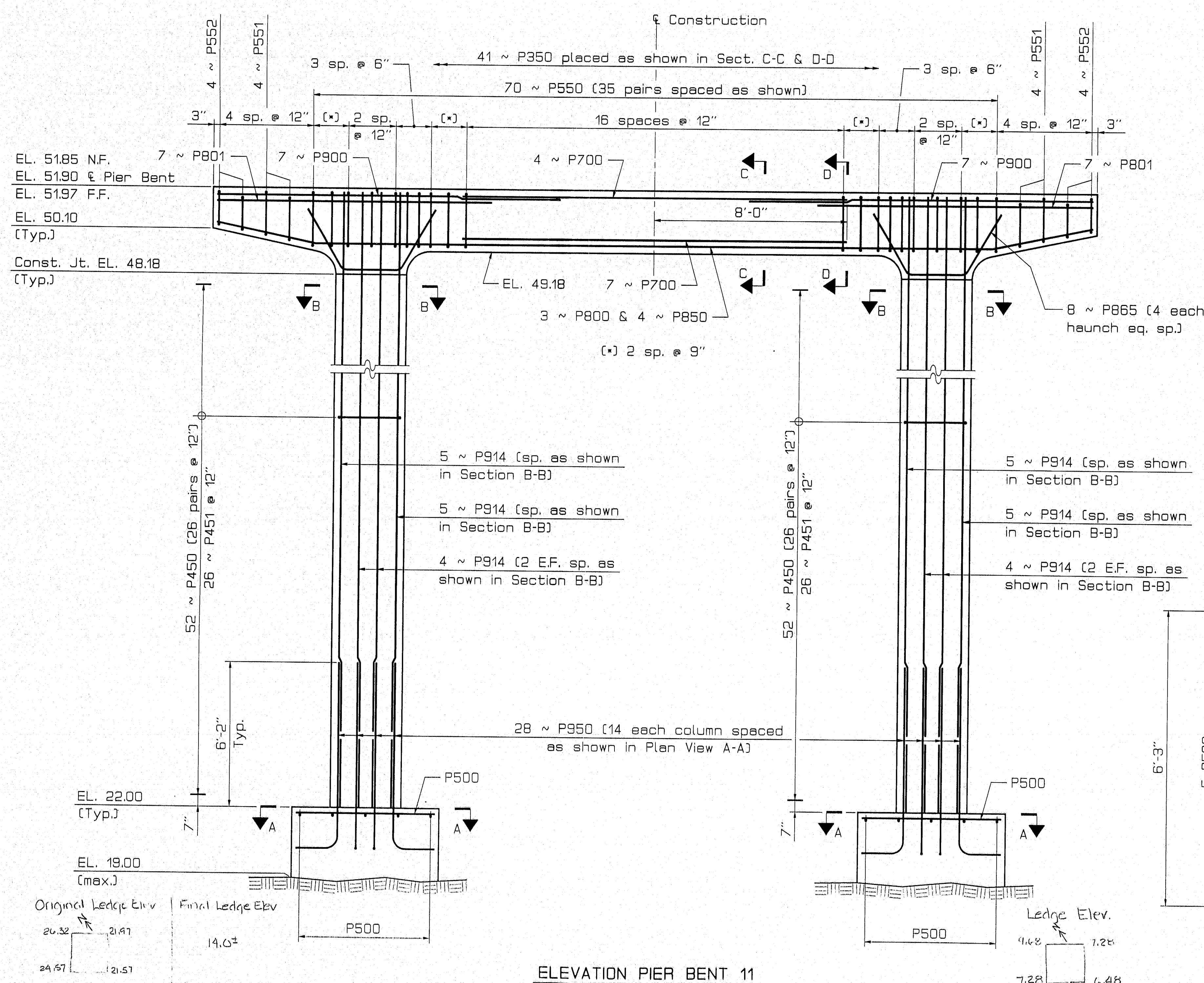
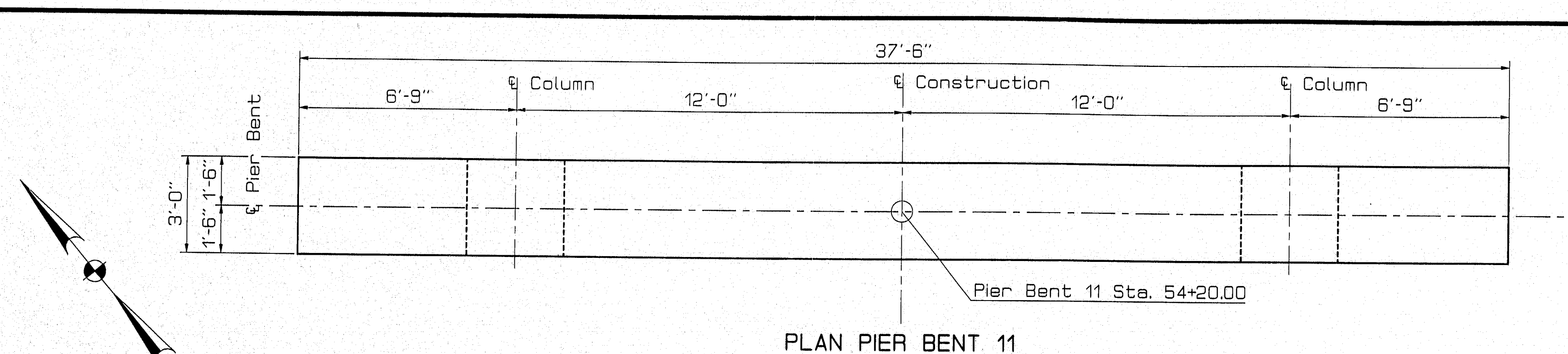
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PRESUMPSHOT FALLS BRIDGE
OVER
PRESUMPSHOT RIVER
IN THE TOWN OF
FALMOUTH
CUMBERLAND COUNTY
PIER BENT 6
SHEET 32 OF 67 AUGUSTA, MAINE June 1994

PROJECT DESIGN ENGINEER	DATE
BY	9/93
DESIGN-DETAILED	3/94
CHECKED	GM
REVISIONS	
FIELD CHANGES	
PLANS	

18JAN94-010100
PIERBENT6

PIN 002782.00

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-0725(1)X	33	67



119-266

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PRESUMPCOT FALLS BRIDGE
OVER
PRESUMPCOT RIVER
IN THE TOWN OF
FALMOUTH
CUMBERLAND COUNTY
PIER BENT 11

SHEET 33 OF 67 AUGUSTA, MAINE June 1994

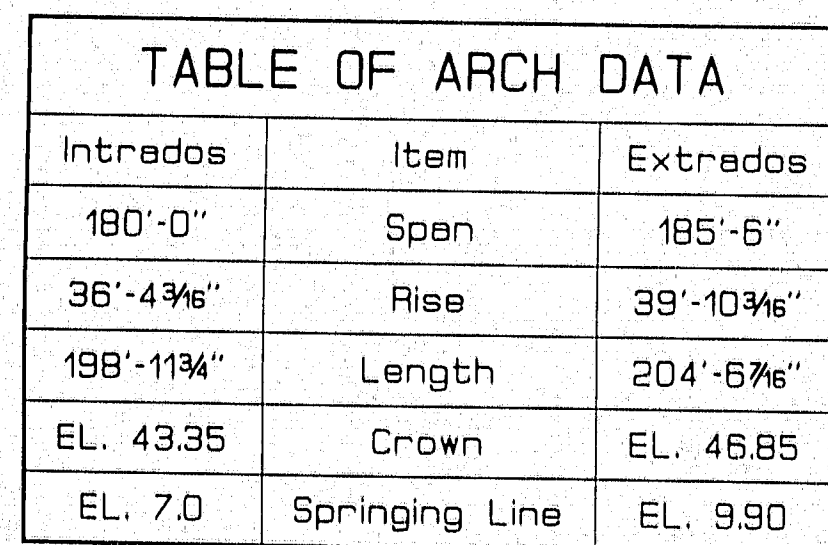
PROJECT DESIGN ENGINEER	DATE
BY LTH	9/93
CHECKED GMM	3/94
PLANS	REVISIONS
DESIGN-DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	

18JAN94-010100
PIER BENT 11

PLANS	DESIGN-DETAILED	BY	DATE
	CHECKED	LTH D. Demren	11/93
	REVISIONS	GMAM	4/94
	FIELD CHANGES		

PLANS

18 JAN 94-01.01.00



1. Arch centering and falsework shall be constructed in strict accordance with Subsection 502.10 of the Standard Specifications. All portions of Supplemental Specification 502.10, including those governing structures adjacent to and / or over travelled ways, shall apply to this contract.

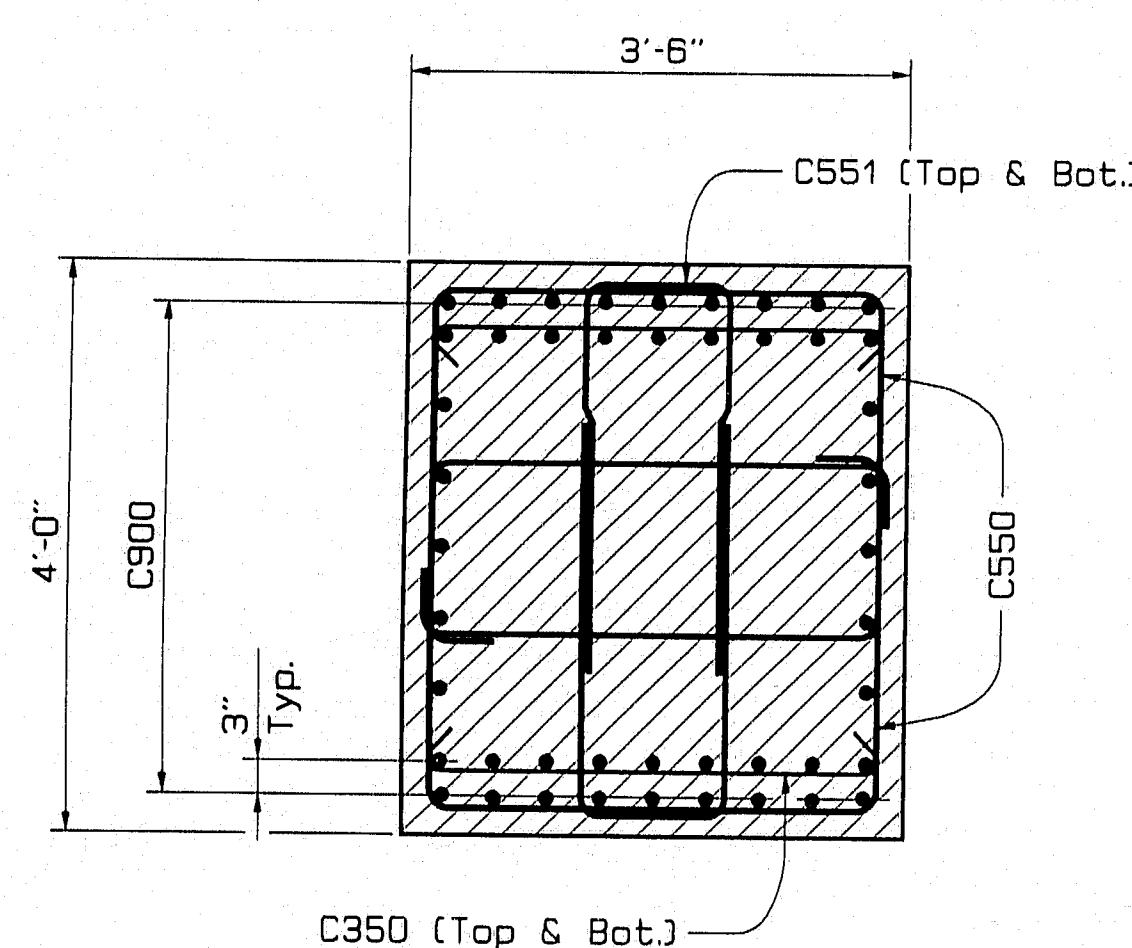
2. Concrete in each arch shall be simultaneously placed from both ends of the arch such that the level of concrete is substantially even at all times. Concrete shall be kept plastic until the entire arch placement is complete.
3. Arch centering and falsework shall remain in place until after erection of all precast deck panels.
4. All grades and dimensions have been calculated for construction purposes unless otherwise noted. Instantaneous deflection of the structure is anticipated to be one - half inch at the center of the arch span. Long - term deflection is anticipated to be a total of approximately 1½ inches.
5. See Sheet No. 40 for details of drain brackets.

119-267

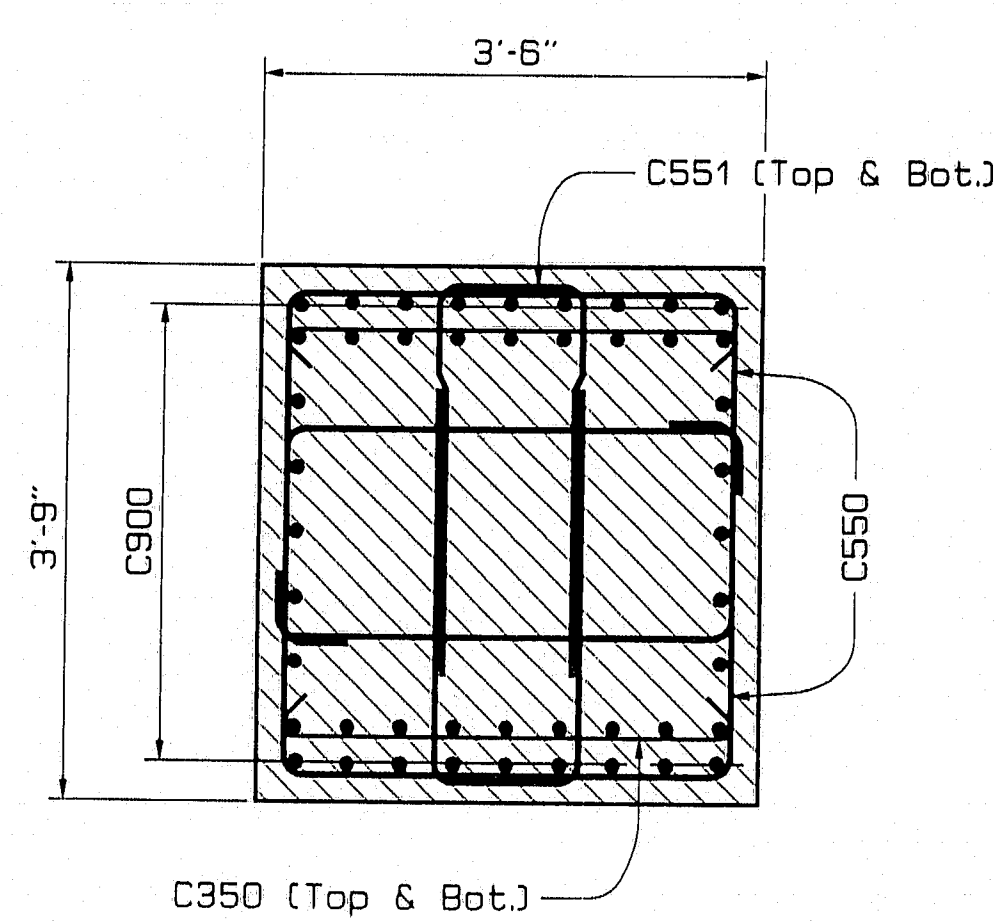
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PRESUMPSCOT FALLS BRIDGE
OVER
PRESUMPSCOT RIVER
IN THE TOWN OF
FALMOUTH
CUMBERLAND COUNTY
ARCHES

PIN 002782.00

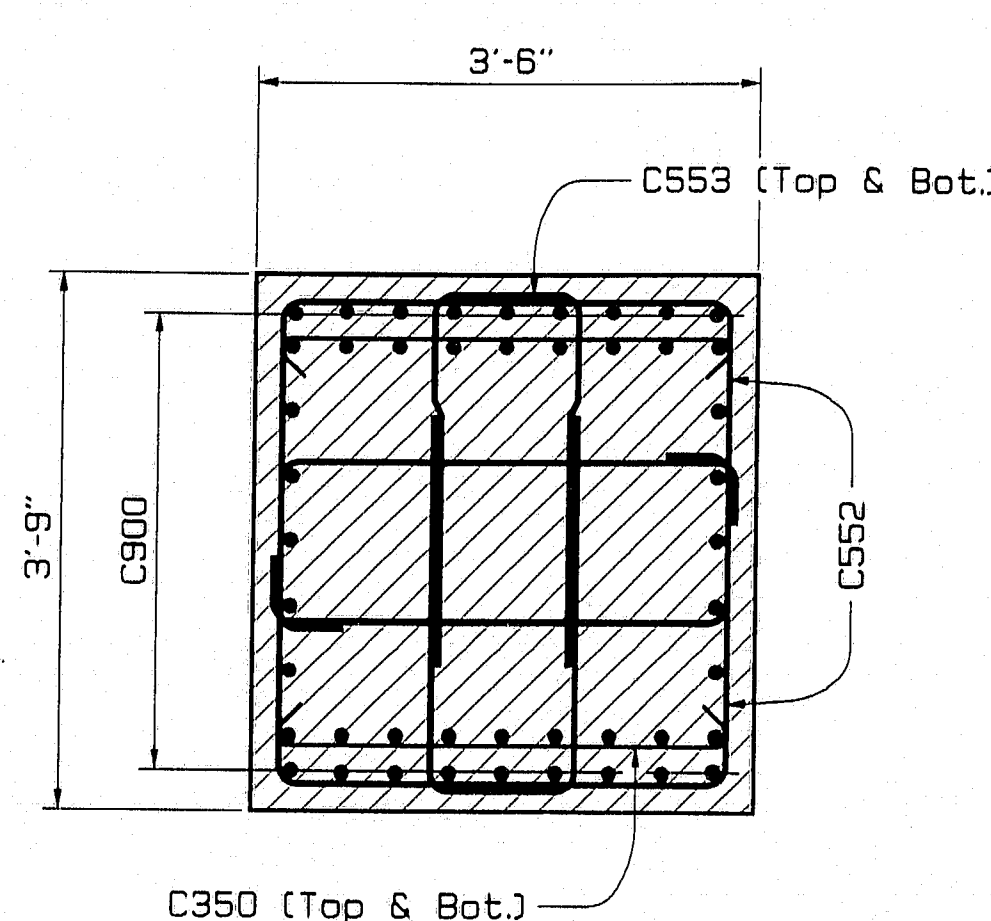
F.H.V.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-0725(1)X	35	67



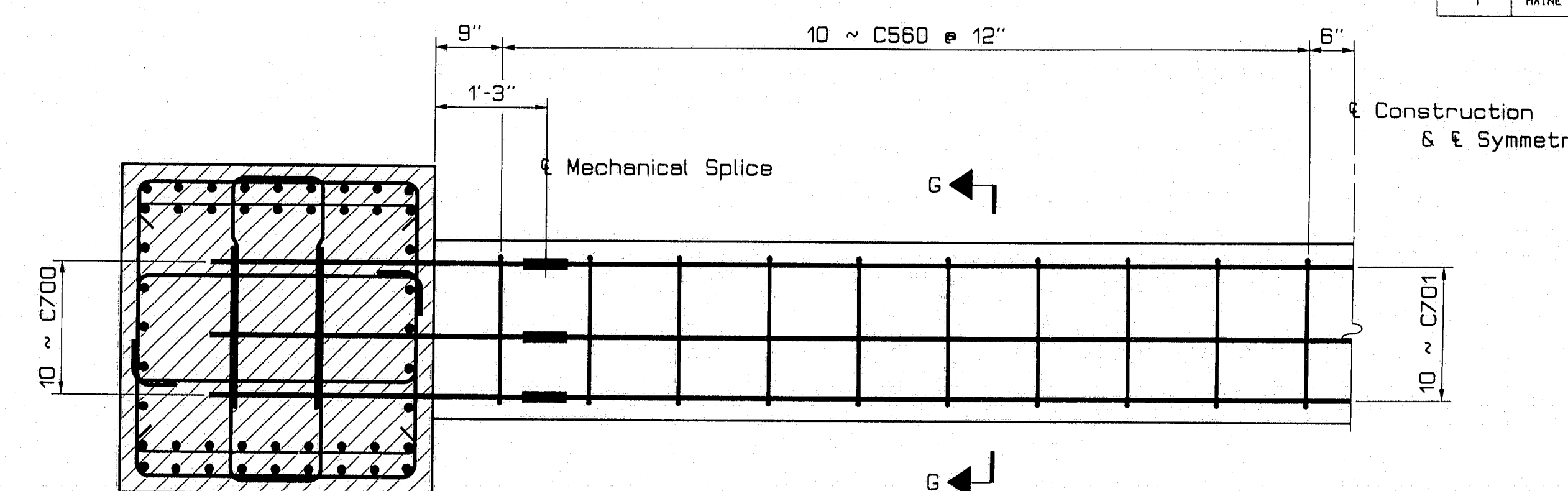
SECTION B - B
(Lower limit of Set "H" bars)



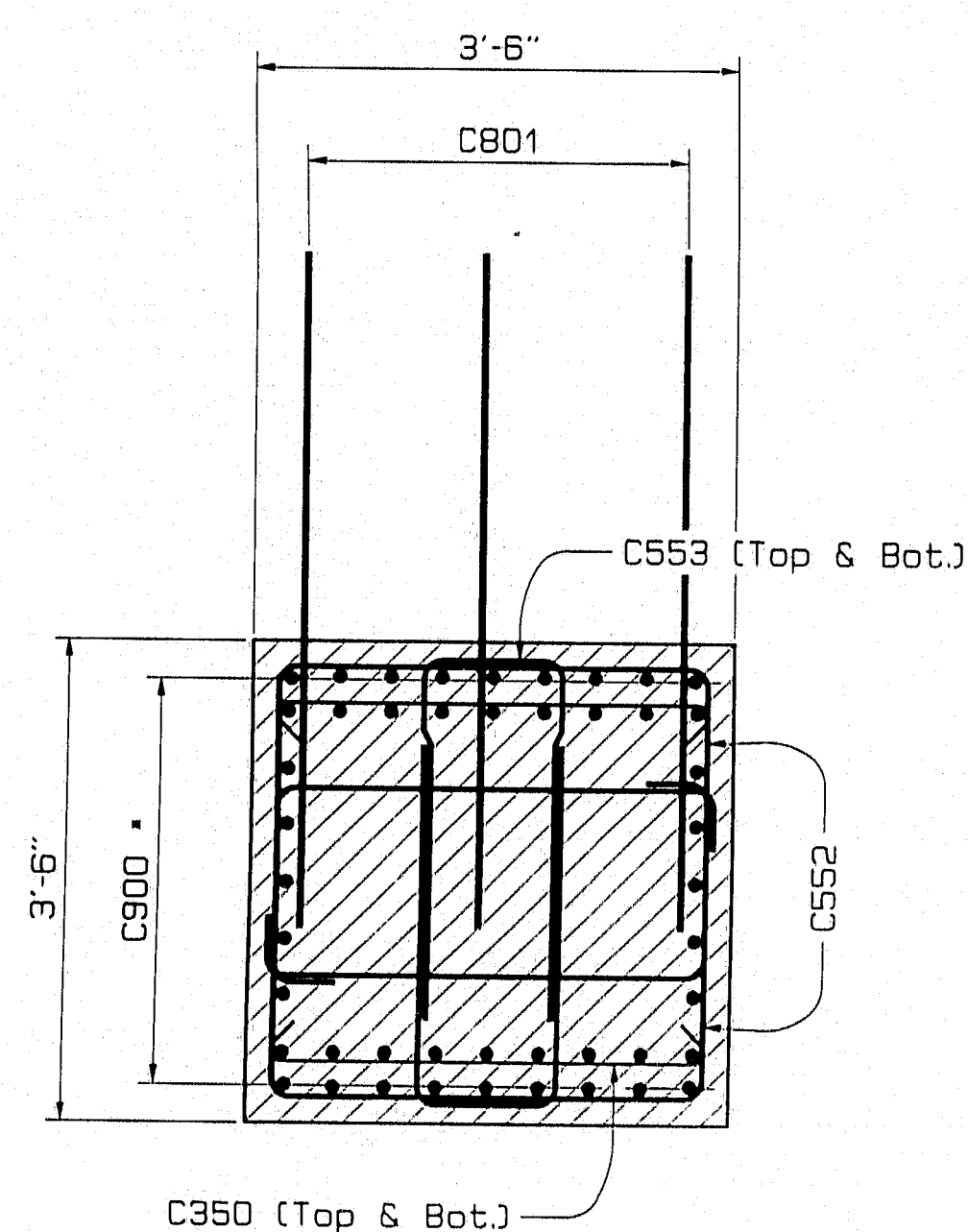
SECTION C - C
(Upper limit of Set "H" bars)



SECTION D - D
(Lower limit of Set "J" bars)



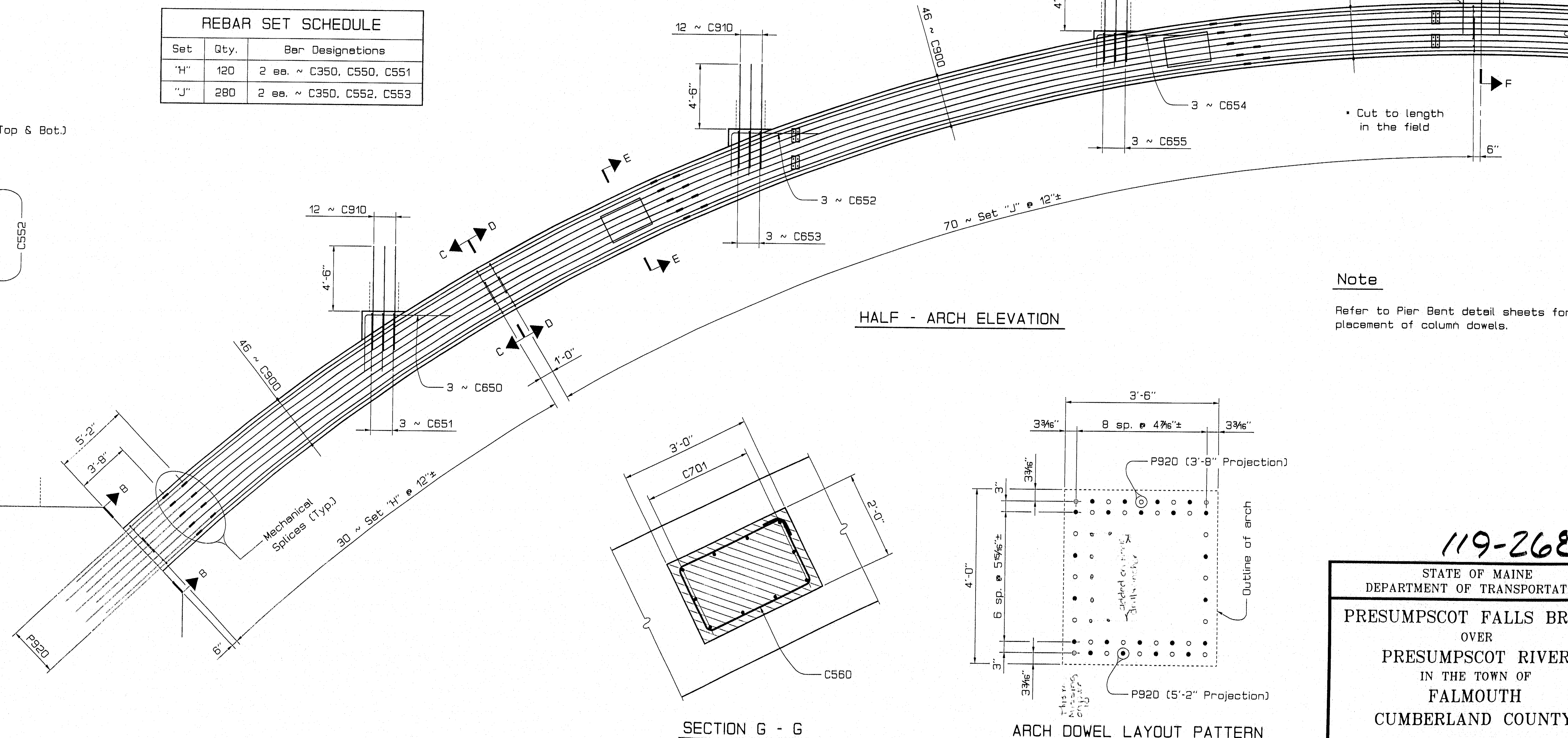
SECTION E - E



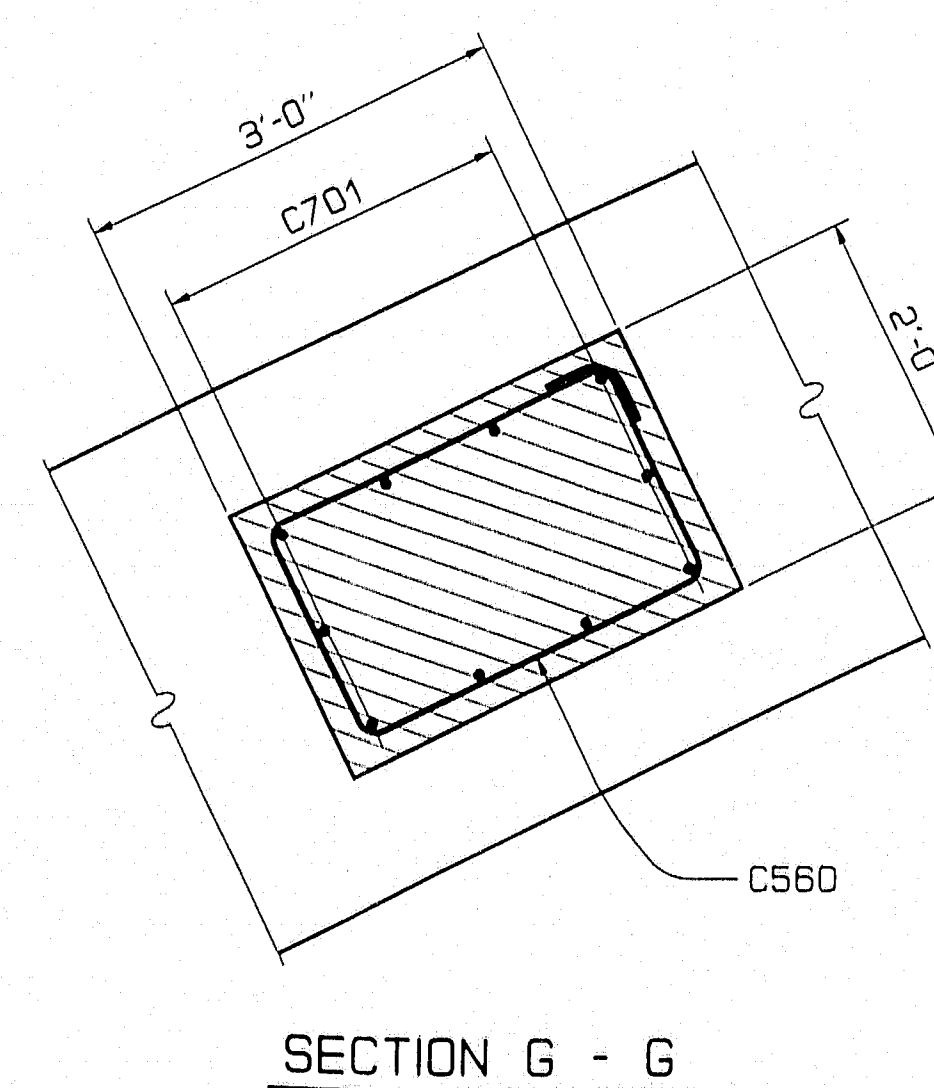
SECTION F - F
• Cut to length in the field

Set	Qty.	Bar Designations
"H"	120	2 ea. ~ C350, C550, C551
"J"	280	2 ea. ~ C350, C552, C553

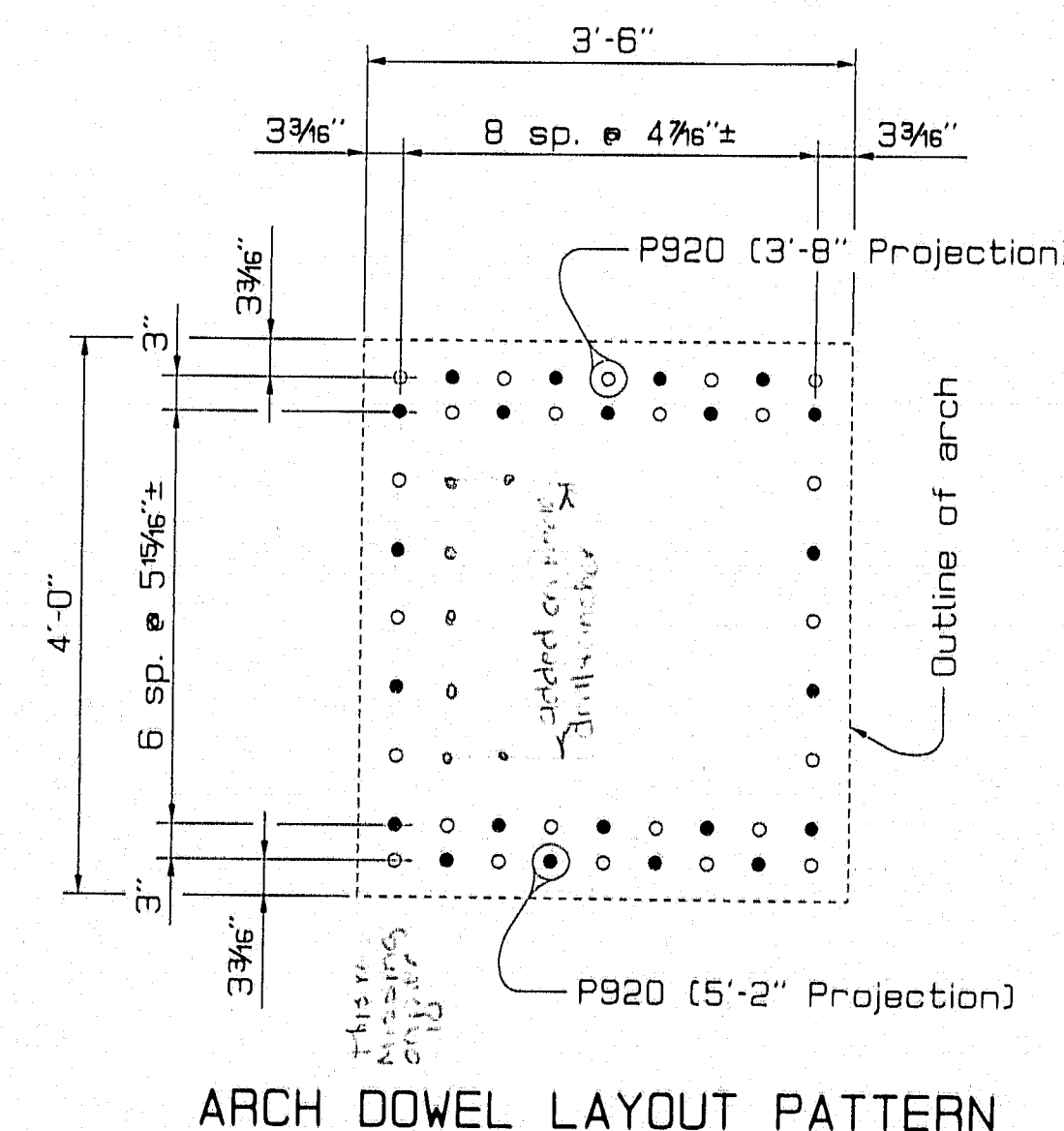
Set	Qty.	Bar Designations
"H"	120	2 ea. ~ C350, C550, C551
"J"	280	2 ea. ~ C350, C552, C553



HALF - ARCH ELEVATION



SECTION G - G



ARCH DOWEL LAYOUT PATTERN

Note

Refer to Pier Bent detail sheets for placement of column dowels.

119-268

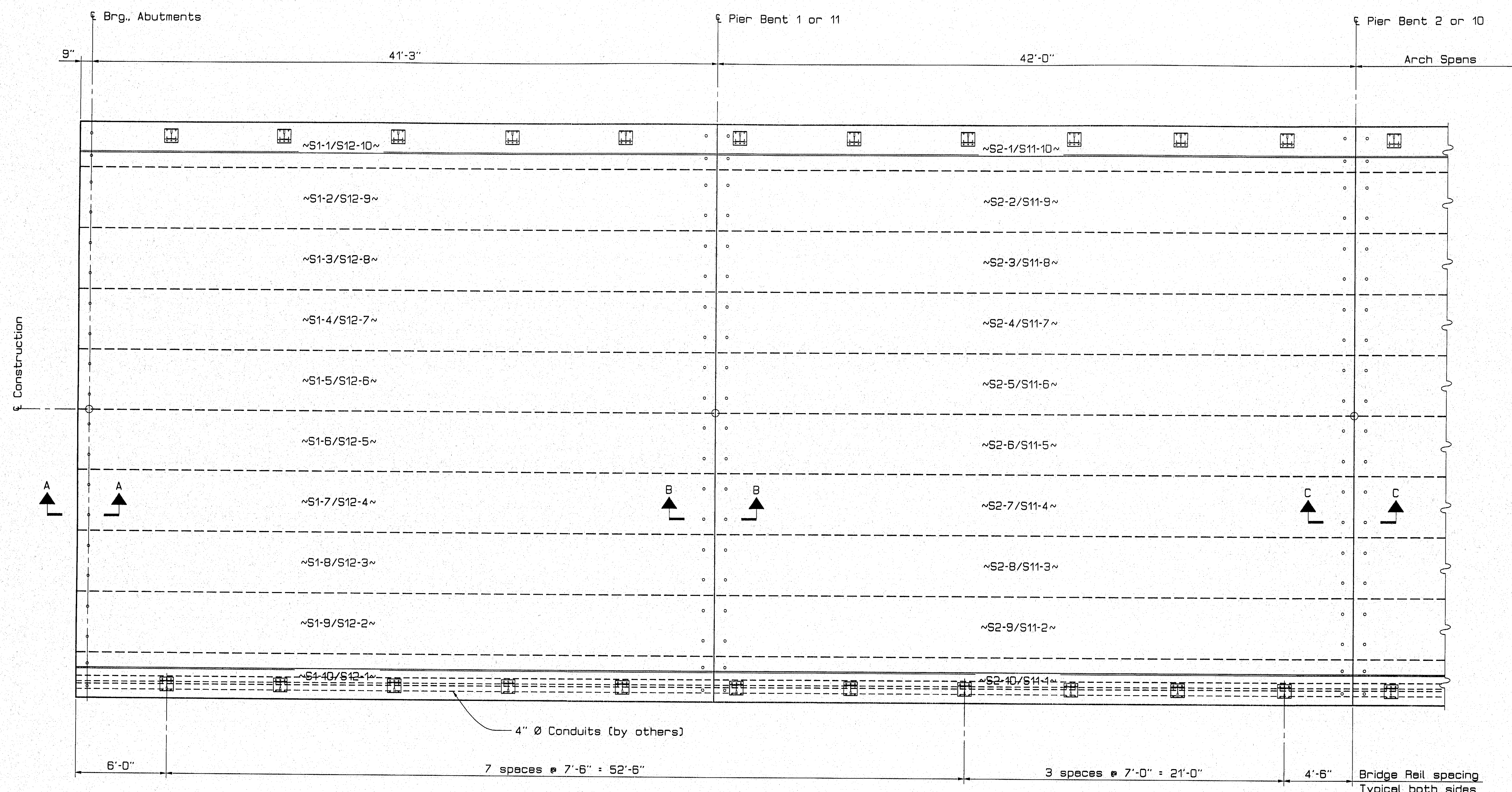
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PRESUMPCOT FALLS BRIDGE
OVER
PRESUMPCOT RIVER
IN THE TOWN OF
FALMOUTH
CUMBERLAND COUNTY
ARCH DETAILS
SHEET 35 OF 67 AUGUSTA, MAINE June 1984

PROJECT DESIGN ENGINEER	DATE
BY LTH	11/93
CHECKED BY GMM	2/94
DESIGN DETAILING	
FIELD CHANGES	

18JAN94-010100

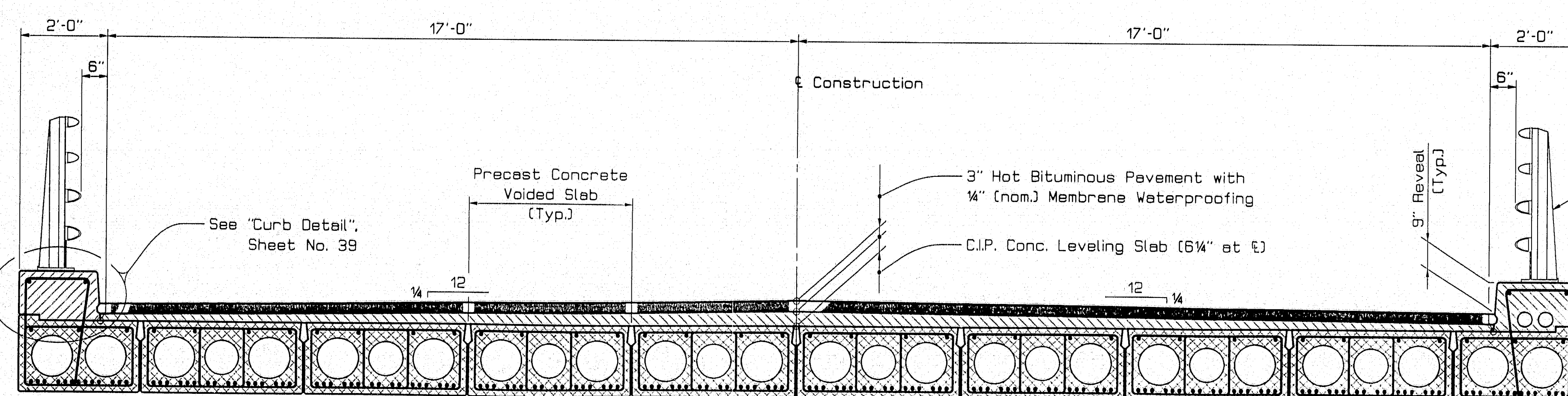
PIN 002782.00

F.H.V.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-0725(10X)	36	67



PLAN ~ APPROACH SPANS

Spans 1 & 2 shown; Spans 11 & 12 opposite hand
(Dimensions are horizontal)



TRANSVERSE SECTION ~ APPROACH SPANS

SPANS 1, 2, 11 & 12

SUPERSTRUCTURE NOTES

1. Reinforcing steel shall have two inches minimum cover unless otherwise indicated.
2. Unless otherwise noted, reinforcing steel not embedded in precast concrete slabs will be paid for under the appropriate reinforcing steel pay items.
3. Neoprene pads shall be either polychloroprene or natural polyisoprene of 50±5 Shore A durometer hardness and shall conform to the requirements of Division 2, Section 18.2 of AASHTO Standard Specifications for Highway Bridges. Neoprene pads shall cover the entire surface of the slab bearing area. Payment will be considered incidental to related contract items.
4. Drill and grout slab anchor dowels S800 and S801 into bridge seats using a non-shrink grout material approved by the Engineer. Fill sleeves at the fixed ends of slabs with the same material to within two (2) inches of the top of the sleeves and cap with bituminous filler material meeting the requirements of Subsection 702.09. Fill sleeves at the expansion ends of slabs entirely with bituminous filler material. Payment will be considered incidental to related contract items.
5. Lateral post-tensioning strands shall have a tension of 30,880 pounds.
6. Form a one-inch V-groove on the fascias at the horizontal joint between the curb and precast slabs.
7. All curb concrete shall contain a silica fume additive.
8. The surface of the precast concrete slabs and face of curbs shall be cleaned prior to the placement of the concrete leveling slab in accordance with Subsection 502.11(g) of the Standard Specifications. Payment will be considered incidental to related contract items.
9. Provide a transverse construction joint in the concrete leveling slab at each precast slab joint. Apply membrane sheet underlayment in accordance with Supplemental Specifications Section 508.
10. Payment for concrete curbs and leveling slab will be made under Item No. 502.25, Structural Concrete Superstructure Slab.
11. Protective Coating for Concrete Surfaces shall be applied to the face and top of concrete curbs and to the fascias down to the drip notch.
12. The wood block on the approach slabs shall be sawn from four-inch (nominal) pressure-treated stock and shall extend the full width of the approach slab. Payment will be considered incidental to related contract items.
13. See Sheet No. 39 for Sections A-A, B-B, C-C and D-D.

LEGEND

S1-2/S12-9 : Span No. 1, Slab 2 or Span No. 12, Slab 9

119-269

ABUTMENT & APPROACH PIER STATIONS	
± Bearing, Abutment 1 :	Sta. 50+84.75
± Pier 1 :	Sta. 51+36.00
± Pier 2 :	Sta. 51+78.00
± Pier 10 :	Sta. 53+78.00
± Pier 11 :	Sta. 54+20.00
± Bearing, Abutment 2 :	Sta. 54+51.25

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PRESUMPSHOT FALLS BRIDGE
OVER
PRESUMPSHOT RIVER
IN THE TOWN OF
FALMOUTH
CUMBERLAND COUNTY
SUPERSTRUCTURE APPROACH SPANS

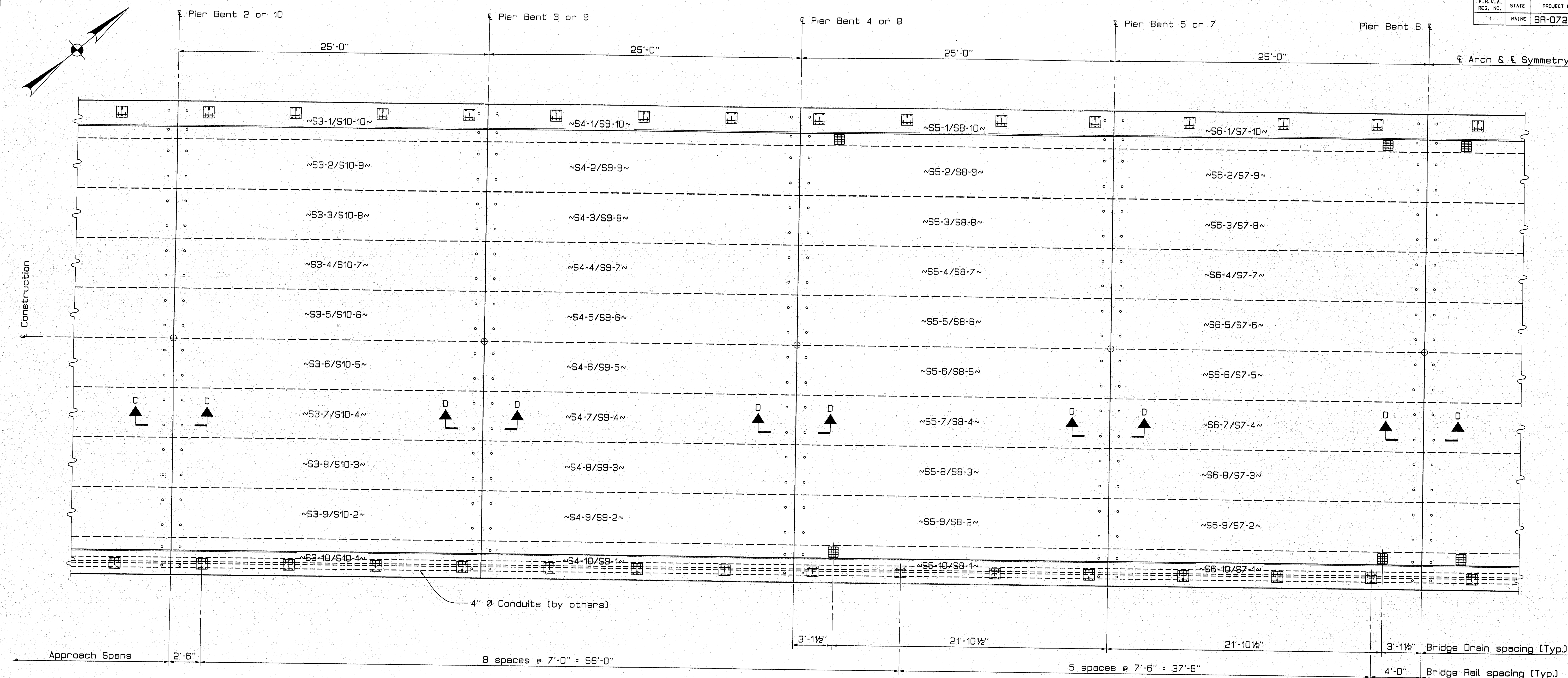
SHEET 36 OF 67 AUGUSTA, MAINE June 1994

PROJECT DESIGN ENGINEER	DATE
BY	8/93
DESIGN-DETAILED	RCB/DMG
CHECKED	LTH
REVISIONS	DMG
FIELD CHANGES	
PLANS	

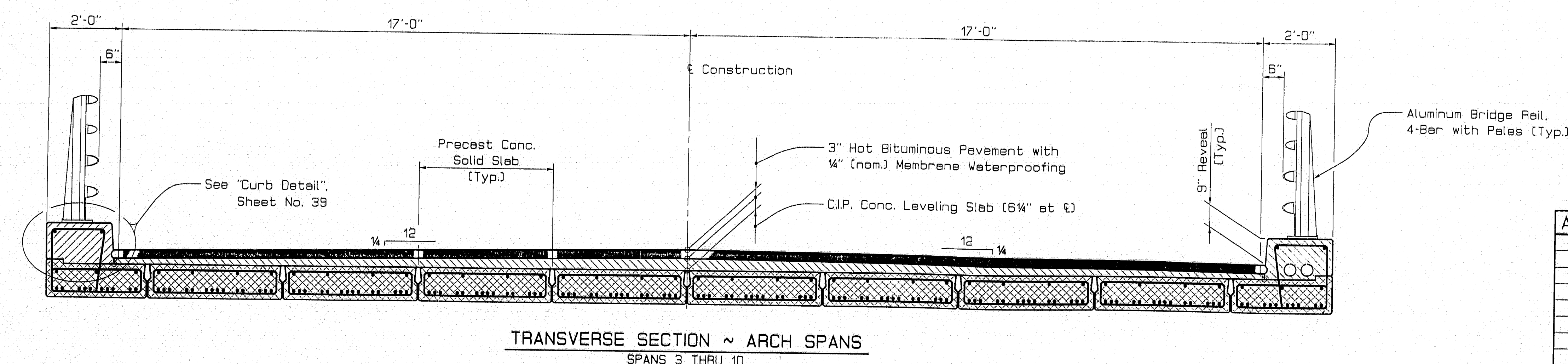
07 JUN 94-010050
SPRSTR

PIN 002782.00

F.H.V.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-0725(1)X	37	67



PLAN ~ ARCH SPANS 3 THRU 10
Spans 3 thru 6 shown; Spans 7 thru 10 opposite hand
(Dimensions are horizontal)



TRANSVERSE SECTION ~ ARCH SPANS
SPANS 3 THRU 10

LEGEND

S1-2/S12-9 : Span No. 1, Slab 2 or Span No. 12, Slab 9

119-270

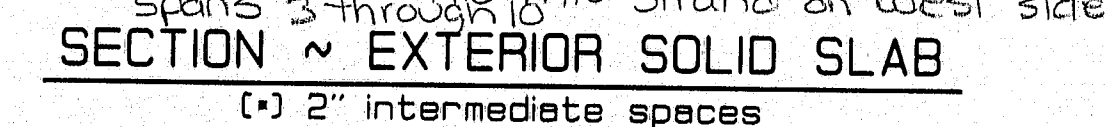
ARCH SPAN PIER STATIONS	
± Pier 2	: Sta. 51+78.00
± Pier 3	: Sta. 52+03.00
± Pier 4	: Sta. 52+28.00
± Pier 5	: Sta. 52+53.00
± Pier 6	: Sta. 52+78.00
± Pier 7	: Sta. 53+03.00
± Pier 8	: Sta. 53+28.00
± Pier 9	: Sta. 53+53.00
± Pier 10	: Sta. 53+78.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PRESUMPCOT FALLS BRIDGE
OVER
PRESUMPCOT RIVER
IN THE TOWN OF
FALMOUTH
CUMBERLAND COUNTY
SUPERSTRUCTURE ARCH SPANS

SHEET 37 OF 67 AUGUSTA, MAINE June 1994

PROJECT DESIGN ENGINEER	DATE
BY	8/93
DESIGN-DRAWN	GMAN
CHECKED	4/94
REVISIONS	
FIELD CHANGES	

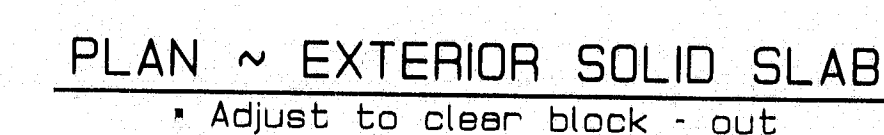
3 MAY 94-010100
SPRSTR2



1. Reinforcing steel shall have two (2) inches minimum cover unless otherwise indicated.
2. Install a one - inch diameter non - metallic drain at each end of the slab voids.
3. The jacking force applied to the prestressing strands shall be 30,980 pounds.
4. The ends of slab panels shall be cast so as to be plumb after erection.
5. Longitudinal slab panel dimensions are horizontal.
6. Drain block - outs are required in the following slab panels (8 panels total):

S5-1/S8-10 } high end S6-1/S7-10 } low end
S5-10/S8-1 } S6-10/S7-1 }

1. All dimensions are out - to - out of bar.
2. Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318.
3. Reinforcing bar: ASTM A615, Grade 60 (bar size #5).



1-5 1/2" 8 1/2" 6" 2'-7 1/2" 2'-4 1/2" 3'-7 1/2" 2'-7 1/2" PC550 PC551 PC552 PC553

1-5 1/2" 8 1/2" 6" 2'-9 1/4" 1'-3 1/4" 2'-9 1/4" 1'-7" 6" PC554 PC555

119-270

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

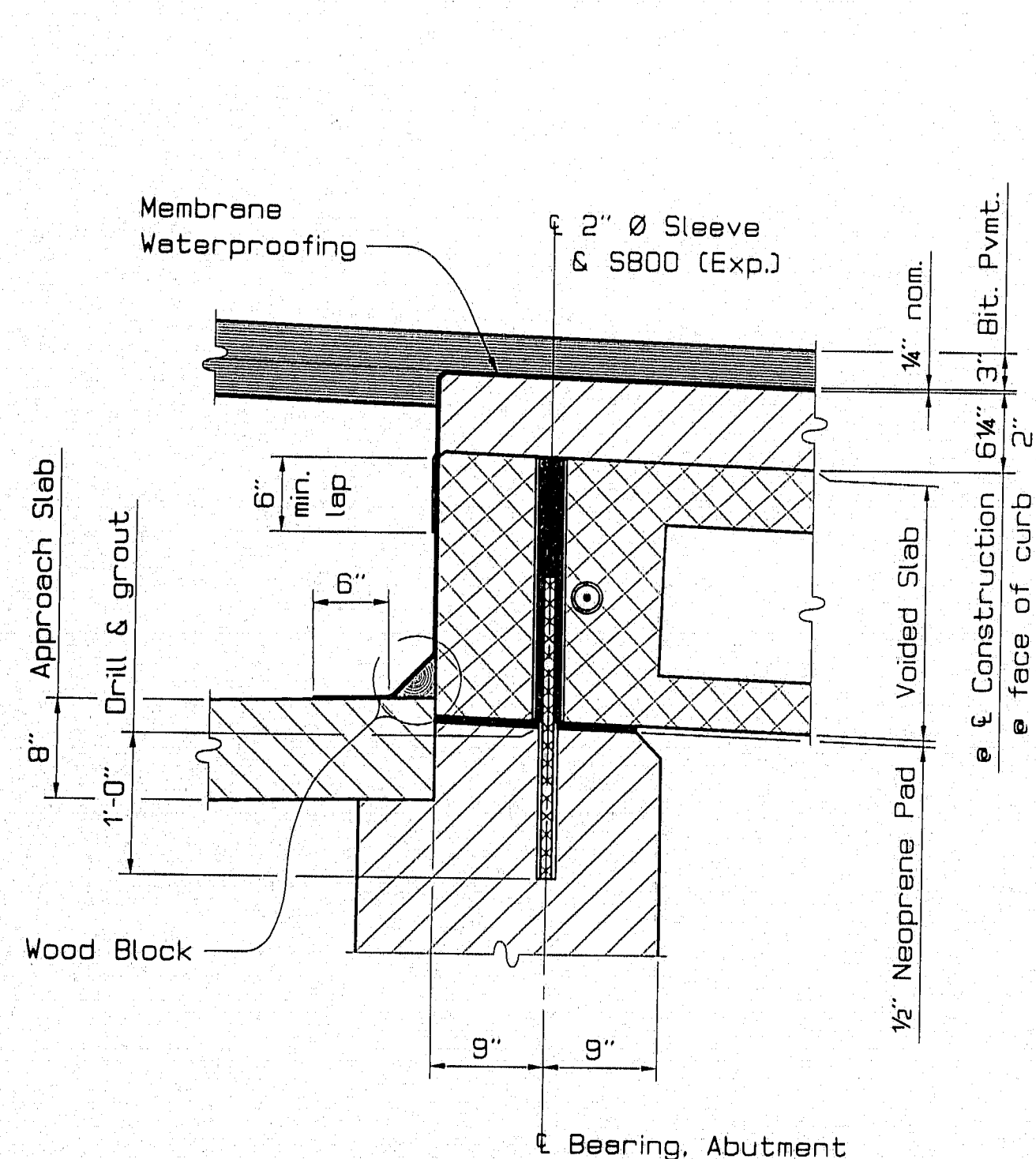
PRESUMPSCOT FALLS BRIDGE
OVER
PRESUMPSCOT RIVER
IN THE TOWN OF
FALMOUTH
CUMBERLAND COUNTY

PRESTRESSED STRUC. CONCRETE SLAB

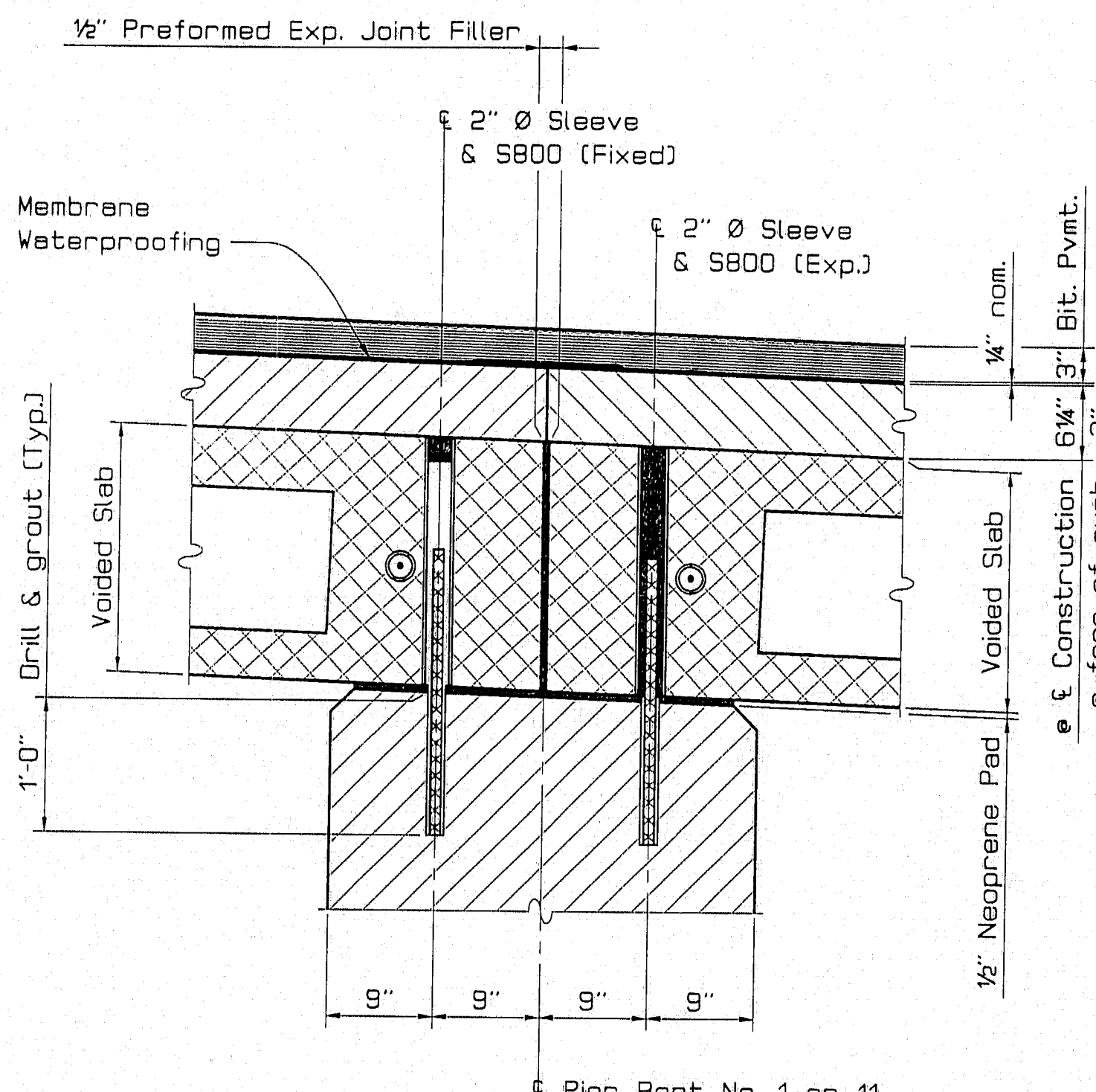
SHEET 38 OF 67 AUGUSTA, MAINE June 1894

PIN 002782.00

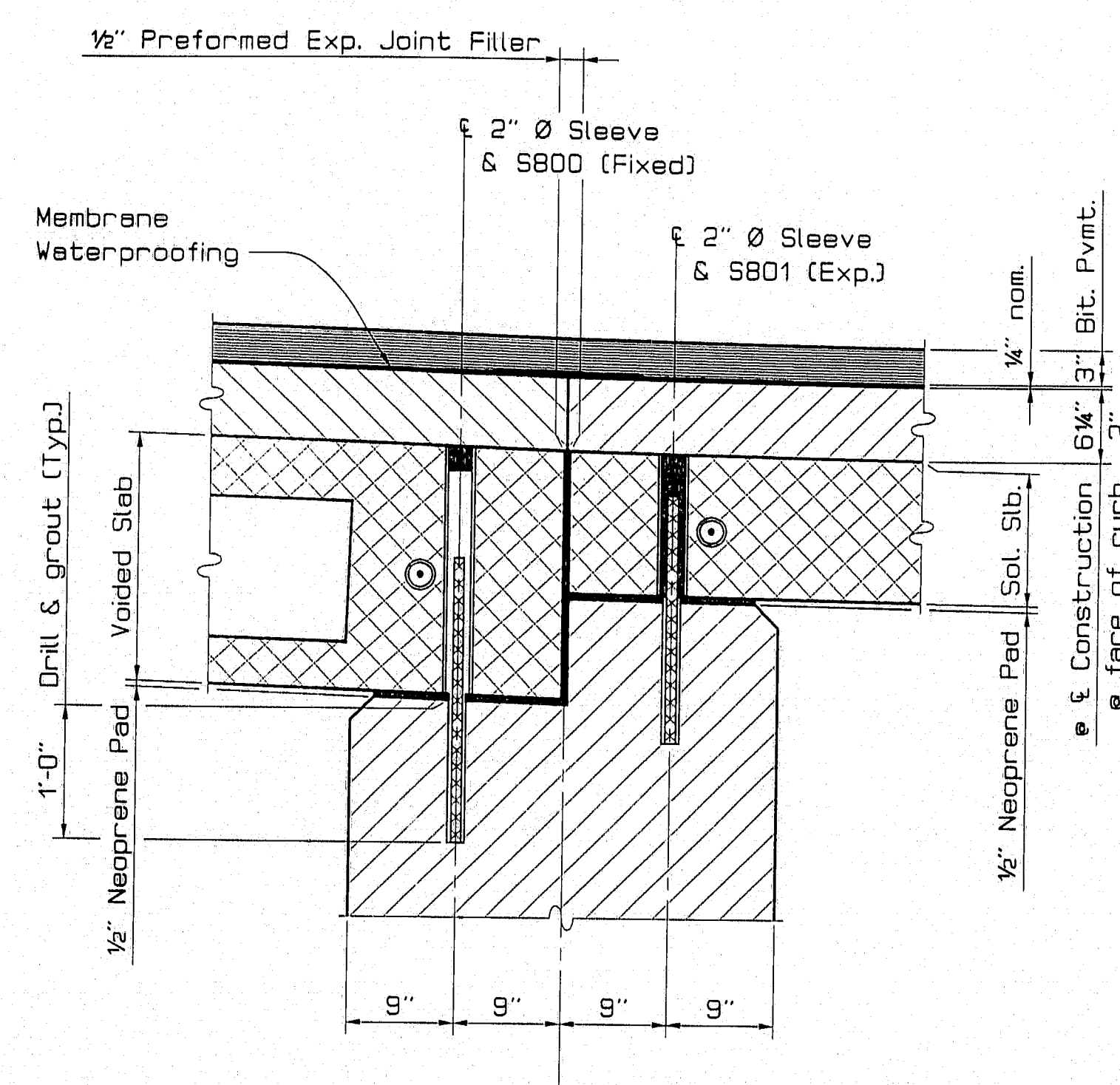
F.H.V.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-0725(1)X	39	67



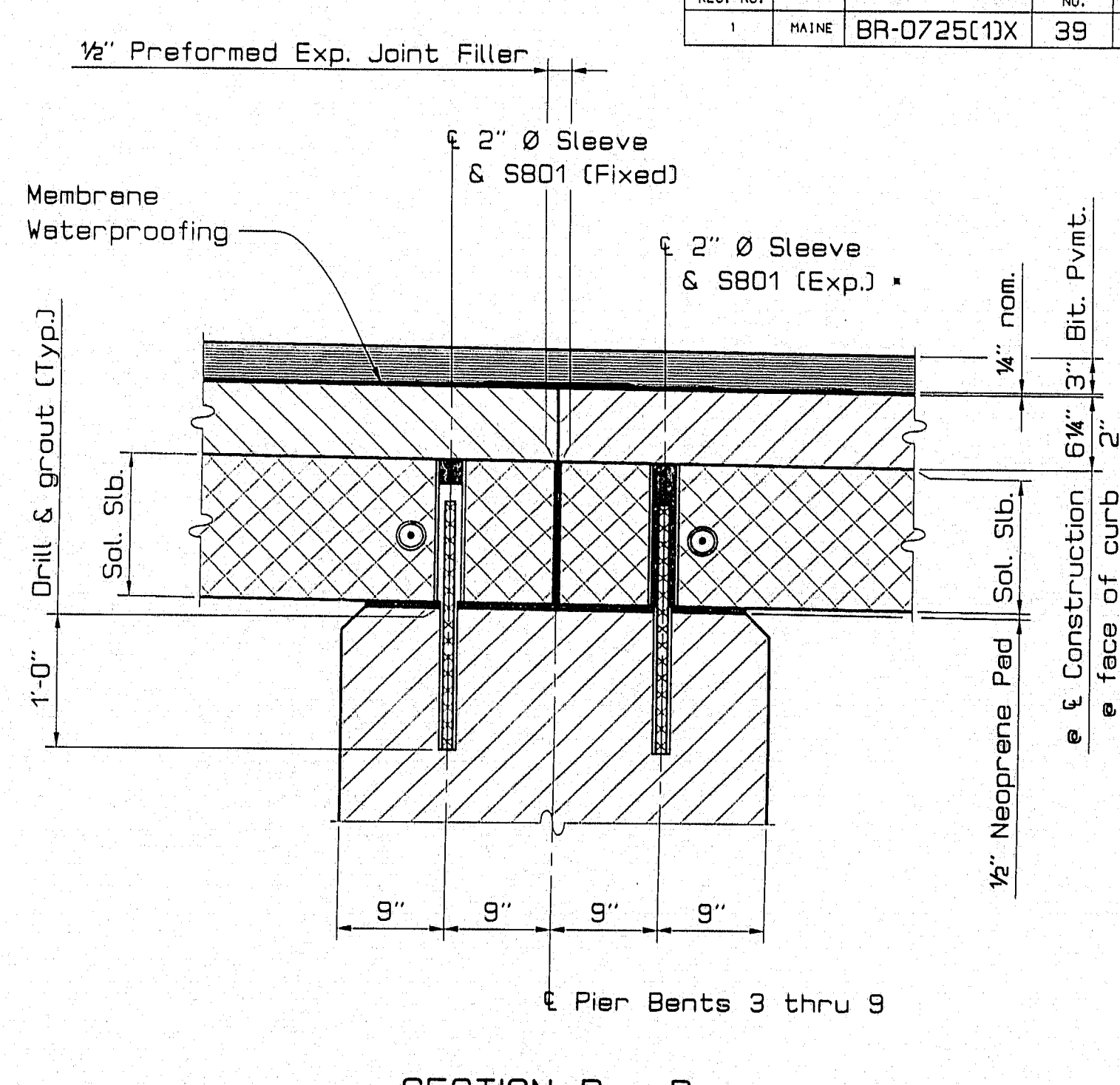
SECTION A - A



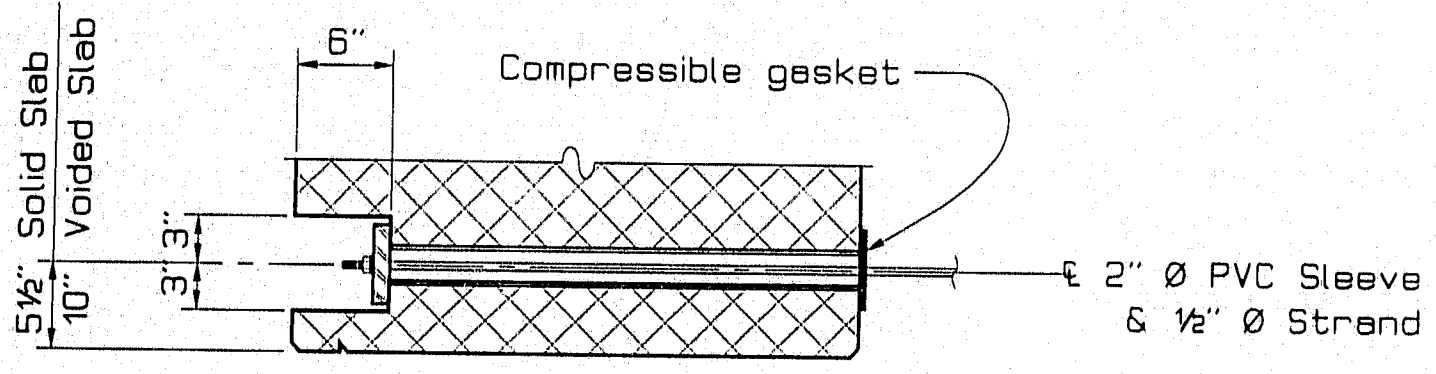
SECTION B - B



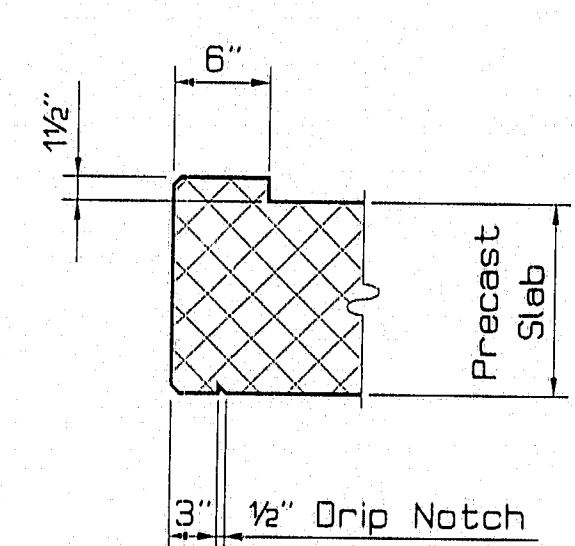
SECTION C - C



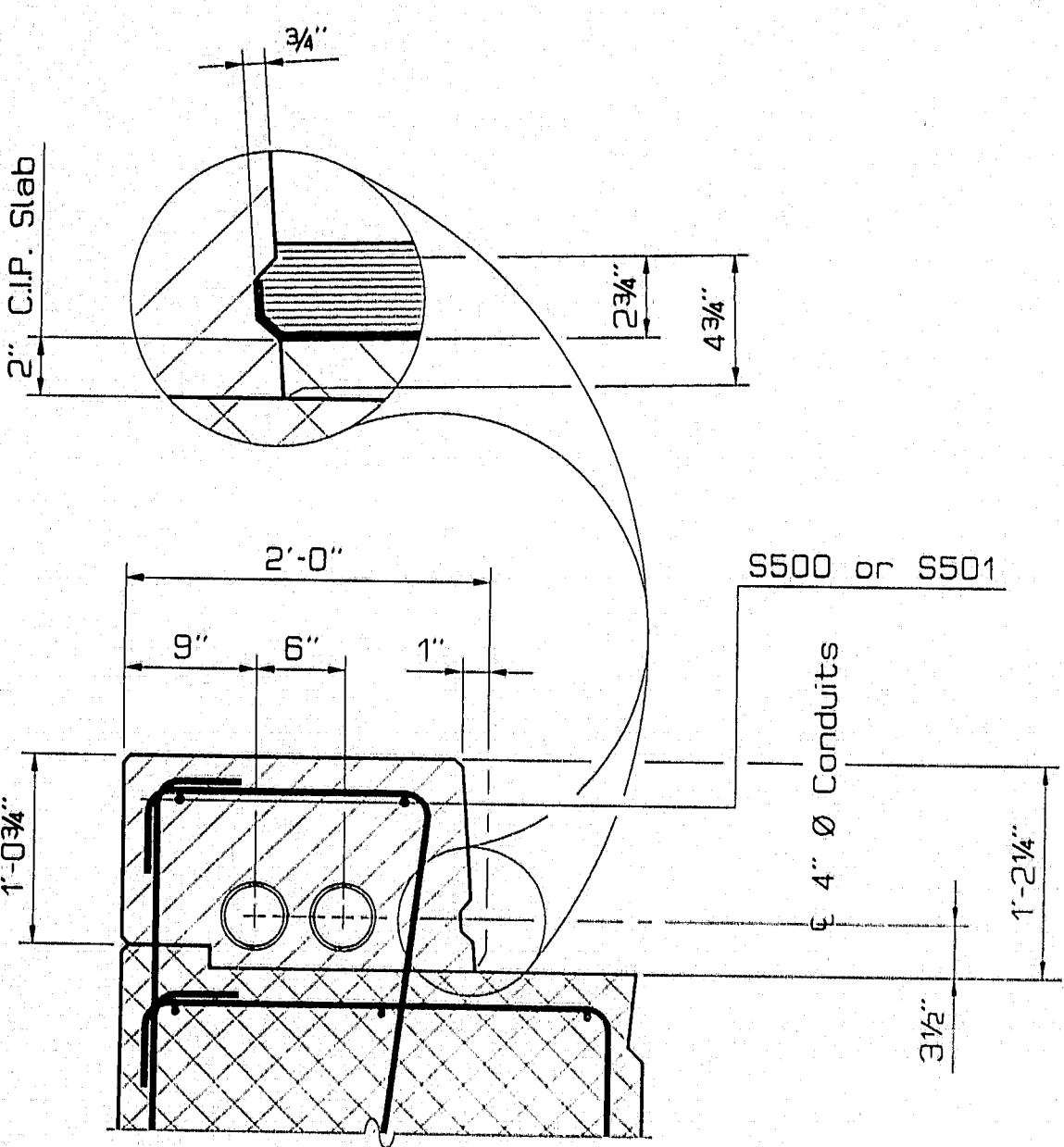
SECTION D - D
• Fixed at Pier Bent No. 6



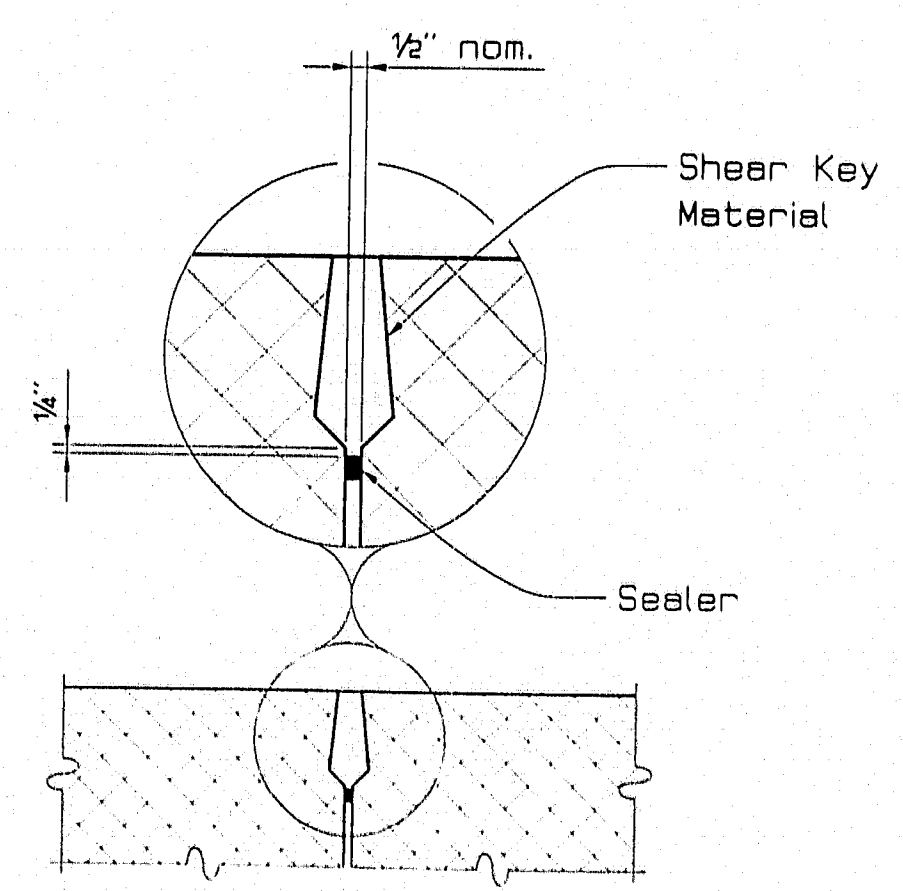
POST-TENSIONING DETAIL



KEY & DRIP NOTCH DETAIL
Typ. all exterior panels



CURB DETAIL



SHEAR KEY DETAIL

PROJECT DESIGN ENGINEER	DATE
BY LTH	3/84
CHECKED	4/84
DESIGN-DETAILED	
REVISIONS	
FIELD CHANGES	

3 MAY 84 010100
SPRSTR SECTIONS

119-272

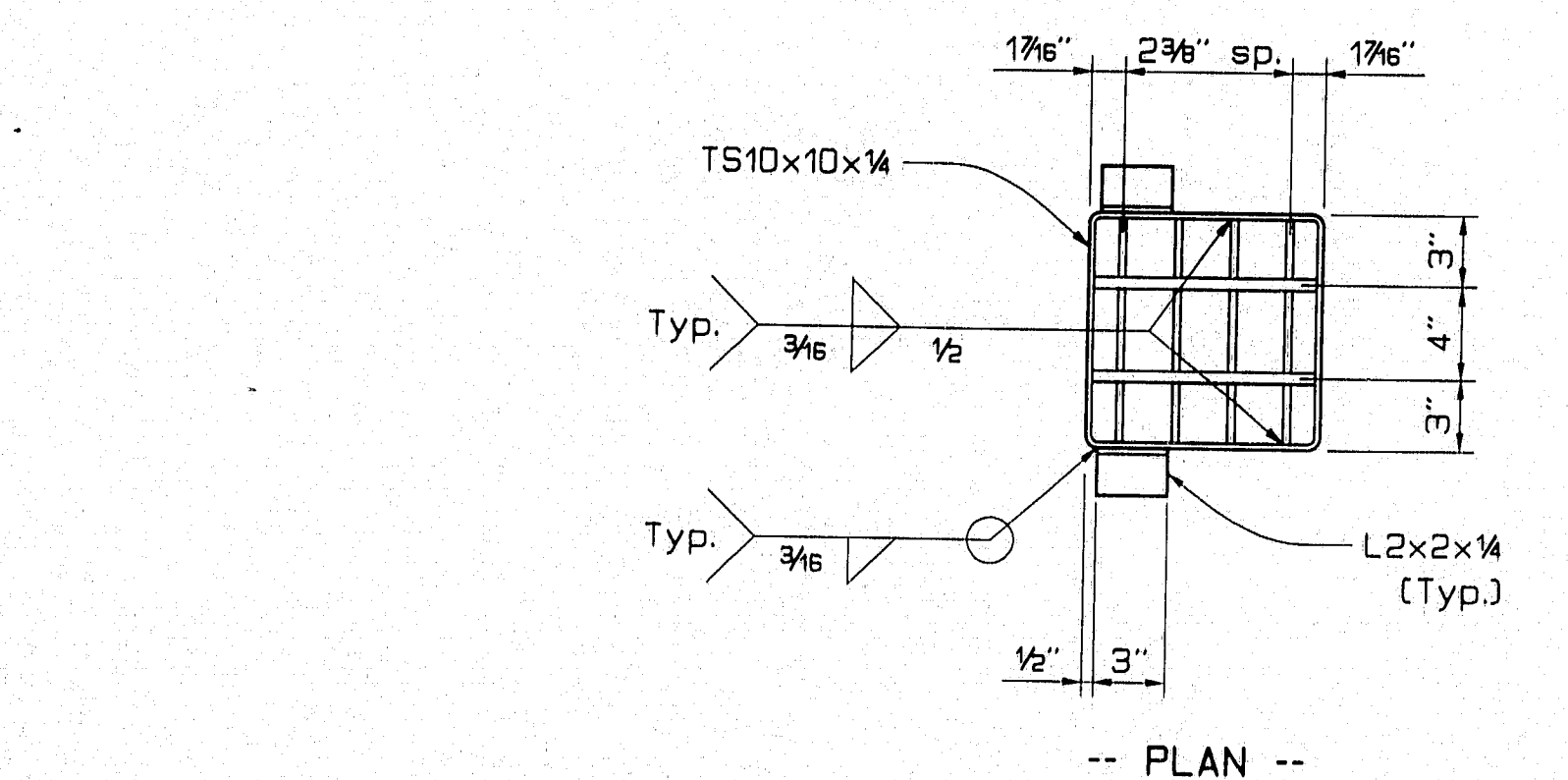
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PRESUMPCOT FALLS BRIDGE
OVER
PRESUMPCOT RIVER
IN THE TOWN OF
FALMOUTH
CUMBERLAND COUNTY
SUPERSTRUCTURE SECTIONS

PIN 002782.00

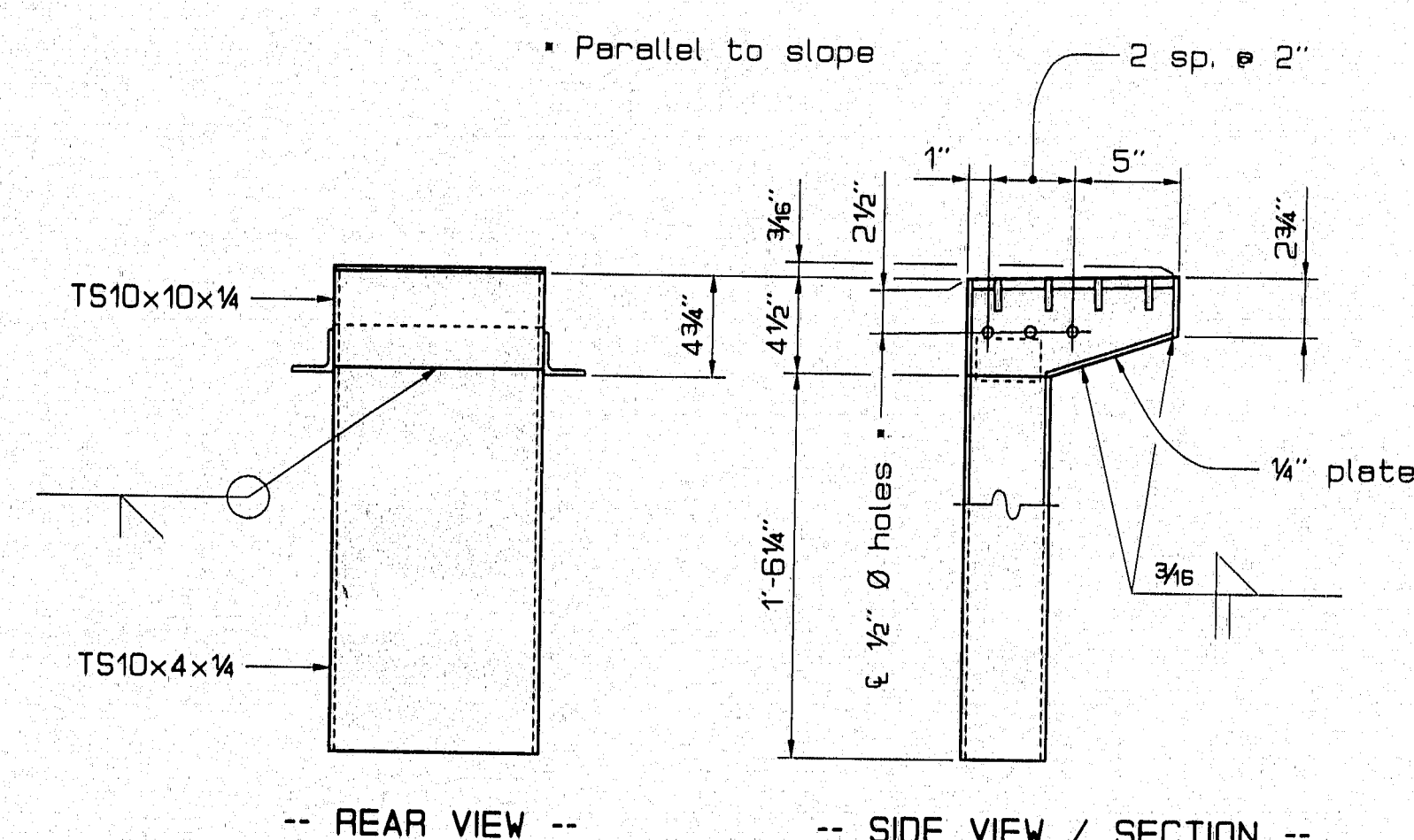
F.U.W.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-0725(1)X	40	67

BRIDGE DRAIN NOTES

- Each bridge drain consists of one collector and one downspout with support brackets. A total of eight (8) drains are required.
- Drain grating shall be a commercial heavy-duty grating with $1\frac{1}{2}$ " x $\frac{5}{8}$ " bearing bars and $\frac{3}{8}$ " ϕ cross bars.
- Bolted connections shall be made using $\frac{3}{4}$ " ϕ ASTM A325 H.S. bolts. To facilitate erection, provide $\frac{1}{4}$ " x $1\frac{1}{2}$ " slotted holes (horizontal in C9x13.4; vertical in adjoining piece). Provide plate washers for both sides of slotted hole connections.
- Anchor bolts shall be $\frac{3}{4}$ " ϕ and shall be installed using a resin-bond type anchorage system approved by the Engineer. Holes for anchor bolts in WT6x13 shall be $\frac{1}{4}$ " ϕ .
- Provide a preformed pad under each WT6x13. Pads shall meet the requirements of Subsection 713.03.
- All parts shall be galvanized after completion of fabrication. Collectors shall be pressure-grouted in place with the same system used to form the slab shear keys. Payment for fabrication and installation of bridge drains will be considered incidental to Item No. 535.60, Prestressed Structural Concrete Slab.
- Care shall be taken to avoid cutting main reinforcing steel when drilling holes for anchor bolts.
- Downspouts shall be installed plumb.
- The downspout reducer may be fabricated from $\frac{1}{4}$ " plates at the option of the Contractor.



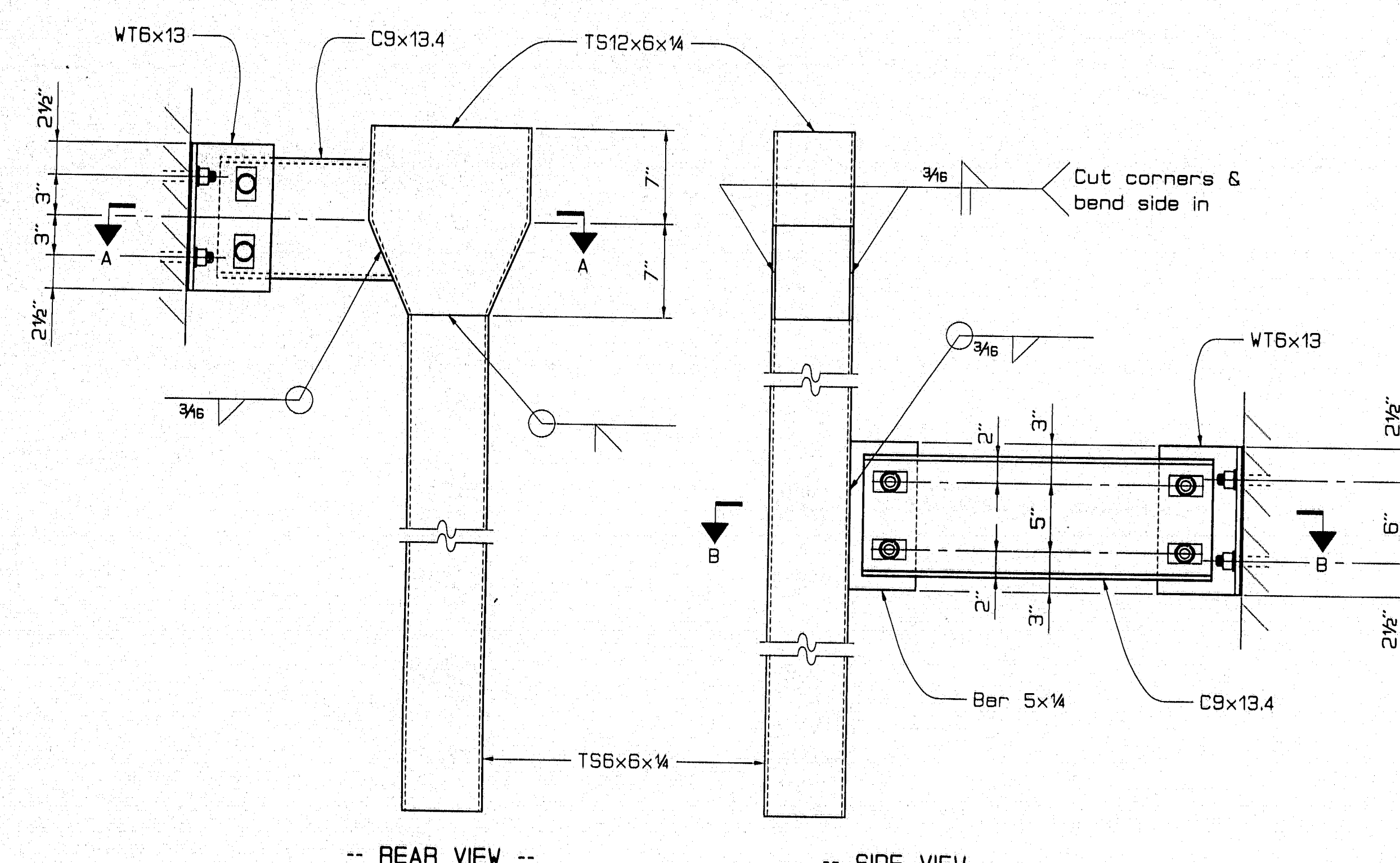
-- PLAN --



-- REAR VIEW --

-- SIDE VIEW / SECTION --

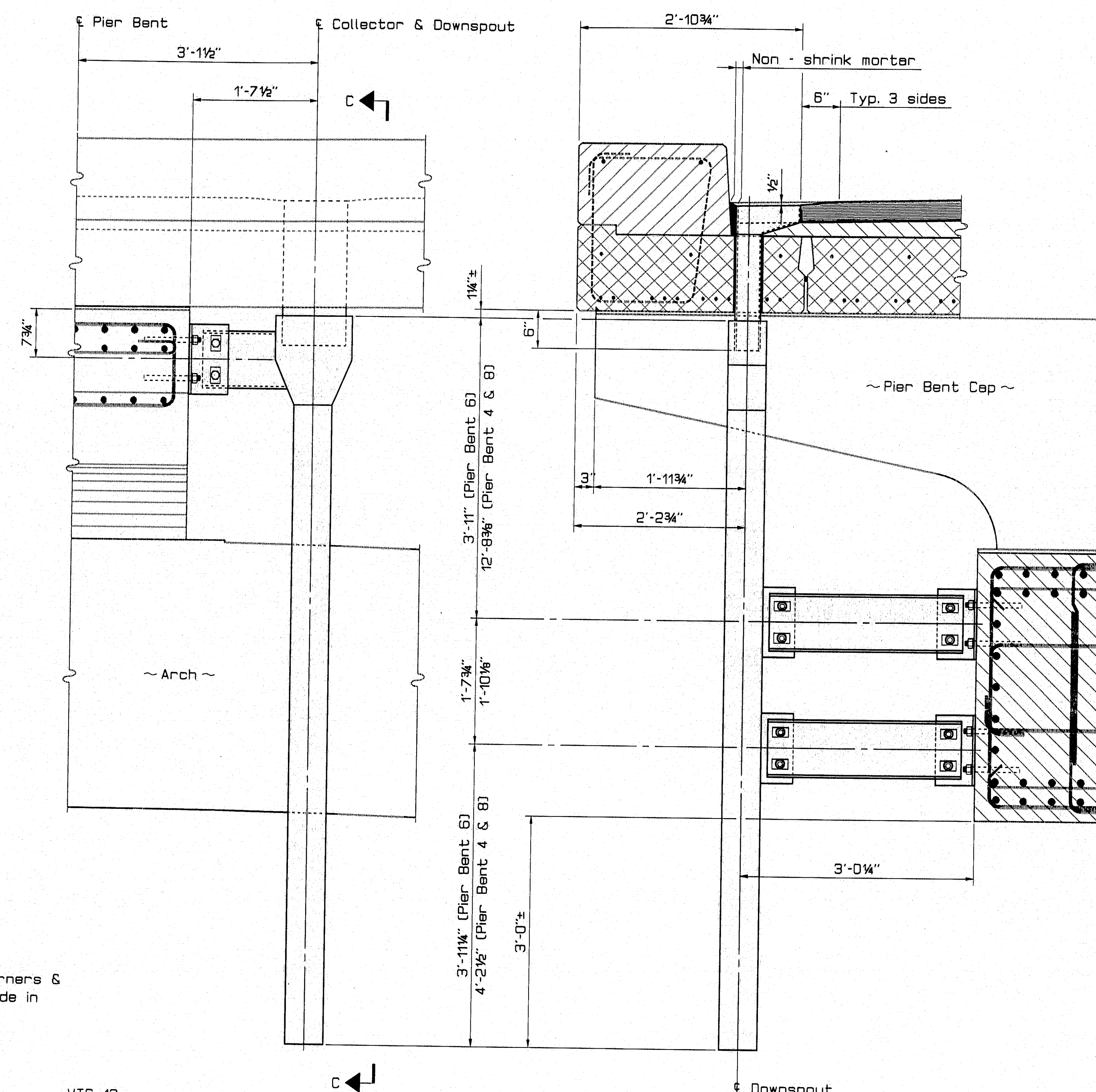
COLLECTOR DETAILS



-- REAR VIEW --

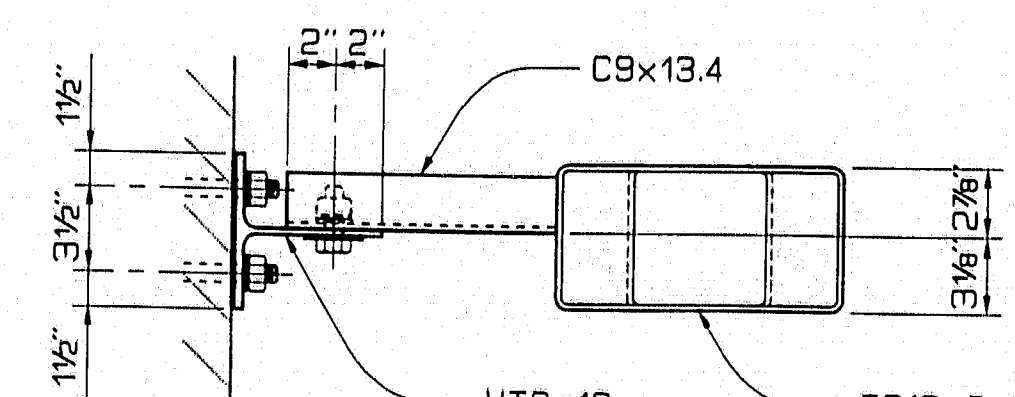
-- SIDE VIEW --

DOWNSPOUT DETAILS

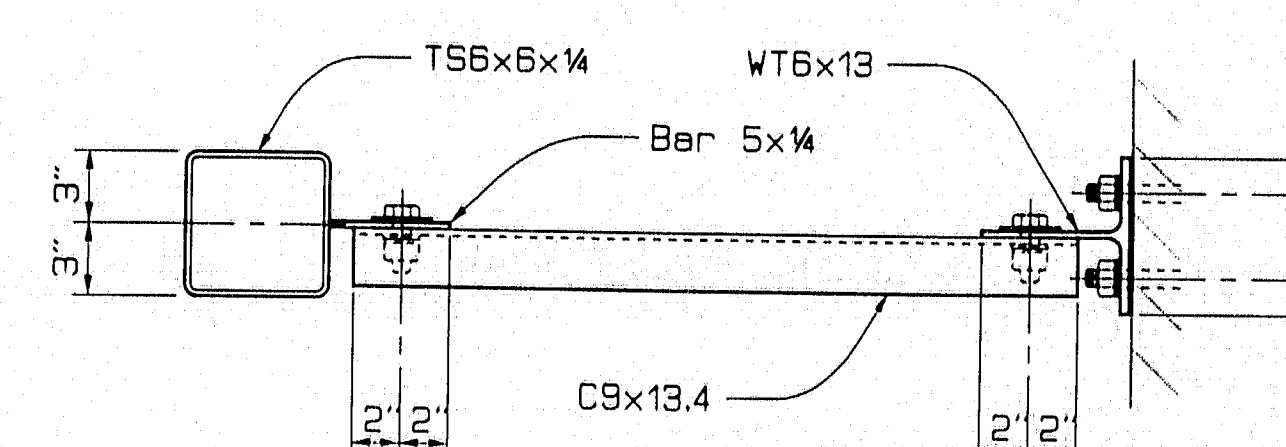


BRIDGE DRAIN ELEVATION

VIEW C - C



SECTION A - A



SECTION B - B

119-273

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PRESUMPSHOT FALLS BRIDGE
OVER
PRESUMPSHOT RIVER
IN THE TOWN OF
FALMOUTH
CUMBERLAND COUNTY
BRIDGE DRAINS

SHEET 40 OF 67 AUGUSTA, MAINE June 1994

PROJECT DESIGN ENGINEER	DATE
BY LTH	3/24
CHECKED	4/24
REVISIONS	
FIELD CHANGES	

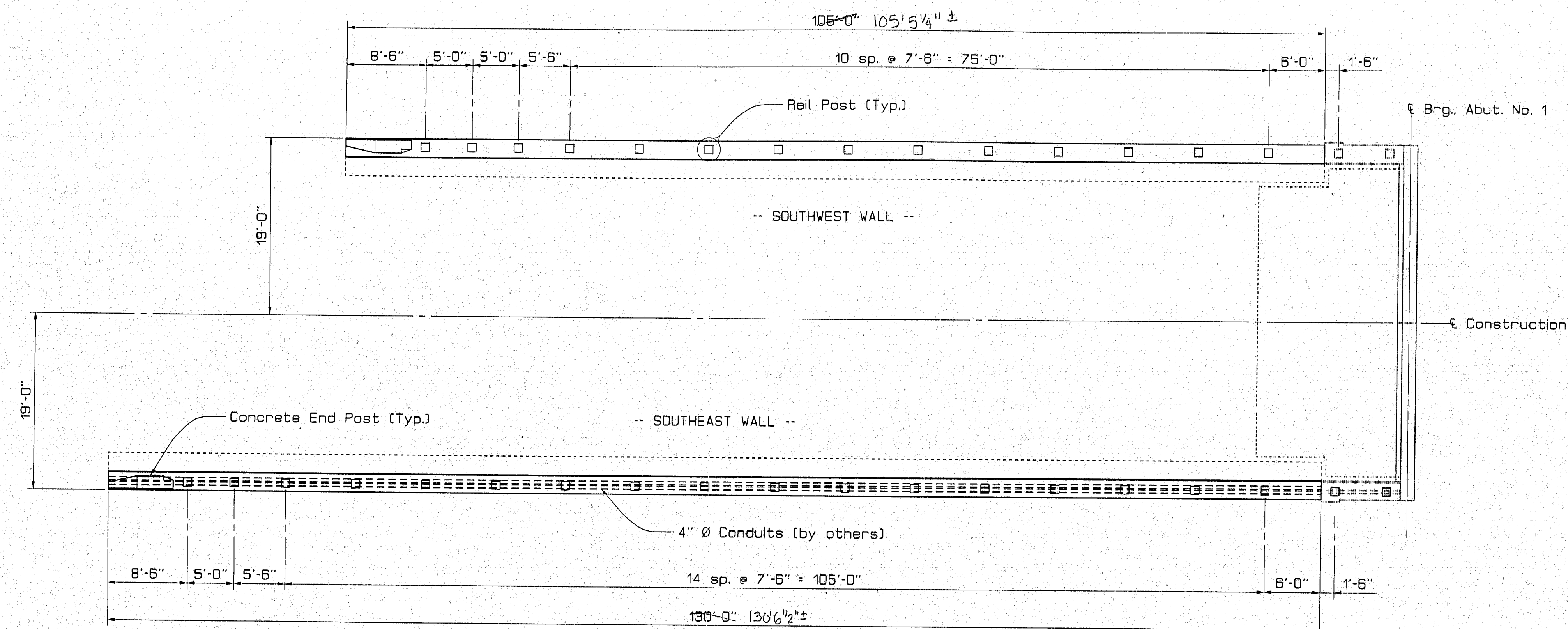
18JAN94-010100

PIN 002782.00

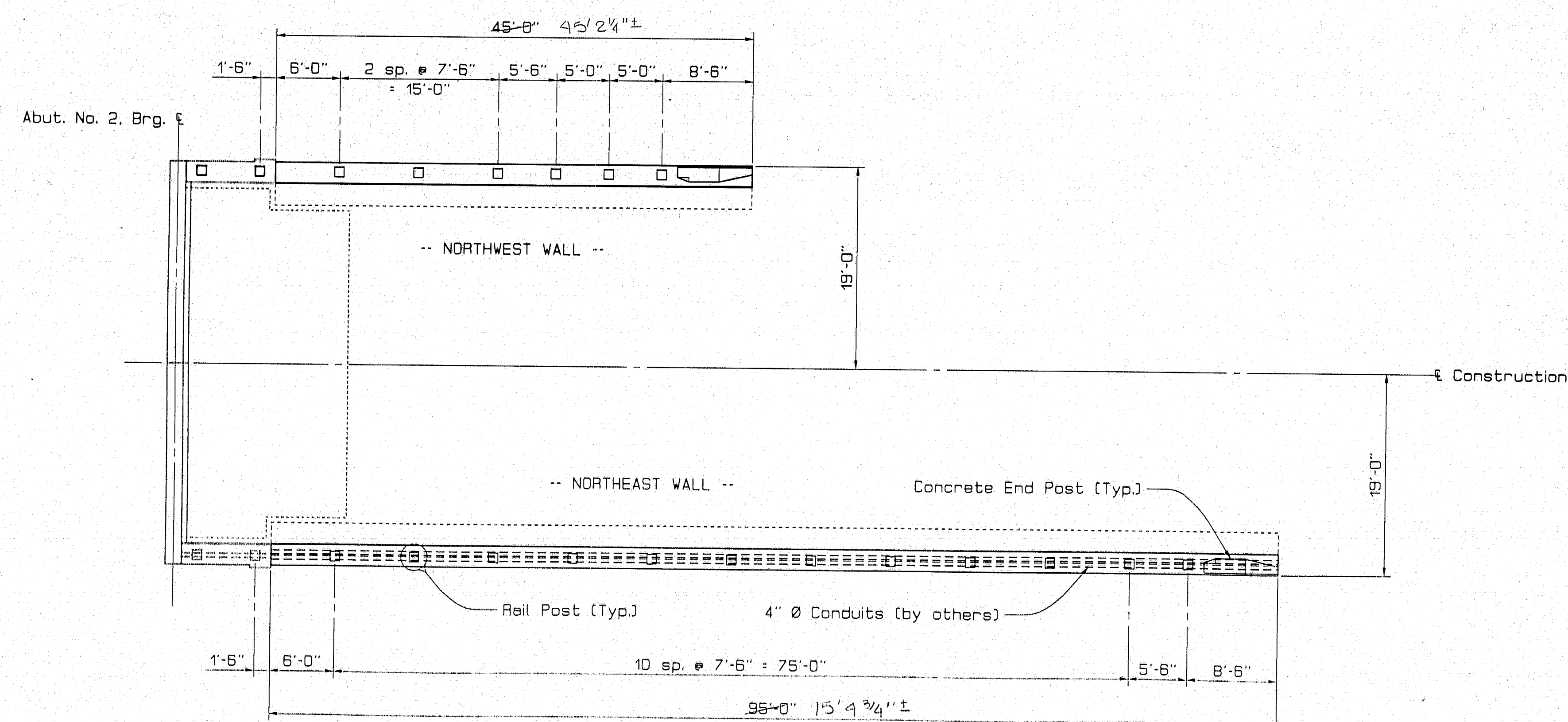
F.M.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-0725(1)X	41	67

RETAINING WALL NOTES

- The Contractor shall have the option of providing either of these types of precast concrete retaining wall systems, as shown on the plans:
 "T - Wall", as manufactured by Superior Concrete Company, Inc., Auburn, Maine
 "Doublewal", as manufactured by a licensee of Doublewal Corporation, Plainville, Connecticut
- Construction of the "T - Wall" system shall be in accordance with Special Provisions Section 635.
- Construction of the "Doublewal" system shall be in accordance with Standard Specifications Section 635.
- Faces of retaining walls shall have an exposed aggregate surface.
- Payment for either type of precast concrete retaining wall system will be made at the total contract bid price for Item No. 635.10, Concrete Bin - Type Retaining Wall, Closed Face. Such payment will include excavation beyond the wall, excavation for and furnishing and installing bedding and backfill material, concrete leveling slab, drainage geotextile, and other incidentals required to complete the work up to the bottom of the cast - in - place concrete cap. (The square - foot quantity shown in the list of Estimated Quantities is based on the "T - Wall" system as detailed on the plans.)
- Payment for the cast - in - place concrete caps, curbs and end posts will be made under Item No. 502.219, Structural Concrete, Abutments and Retaining Walls: Retaining Wall Caps.
- Reinforcing steel in caps, curbs and end posts shall have two inches minimum cover.
- Reinforcing steel in retaining walls, caps, curbs and end posts is not required to be epoxy coated.
- Curb and end post concrete shall contain a silica fume additive.
- Form a one - inch V - groove on the face of the caps at the horizontal joint between the curb and cap.
- Protective Coating for Concrete Surfaces shall be applied to the face and top of concrete curbs, the exposed face of retaining wall caps, and all exposed surfaces of concrete end posts.
- Approach slabs shall be blocked out where necessary to clear the back side of retaining walls by a minimum of six inches, as directed by the Engineer. Payment for extra work required, including modification of reinforcing steel, will be considered incidental to related contract items.



PLAN - SOUTHERLY RETAINING WALLS
(Dimensions are horizontal)



PLAN - NORTHERLY RETAINING WALLS
(Dimensions are horizontal)

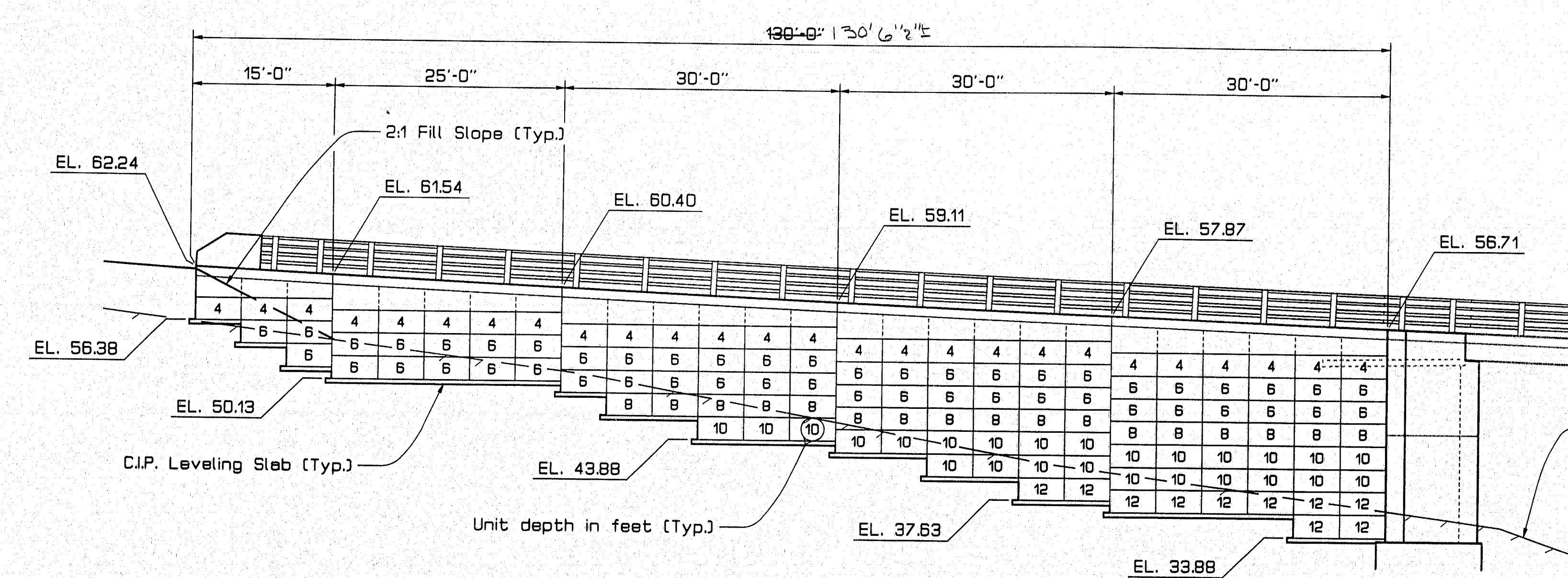
PROJECT DESIGN ENGINEER	DATE
BY [Signature]	1/94
DESIGN-DETAILED	2/94
CHECKED	
REVISIONS	
FIELD CHANGES	

3MA934-010100

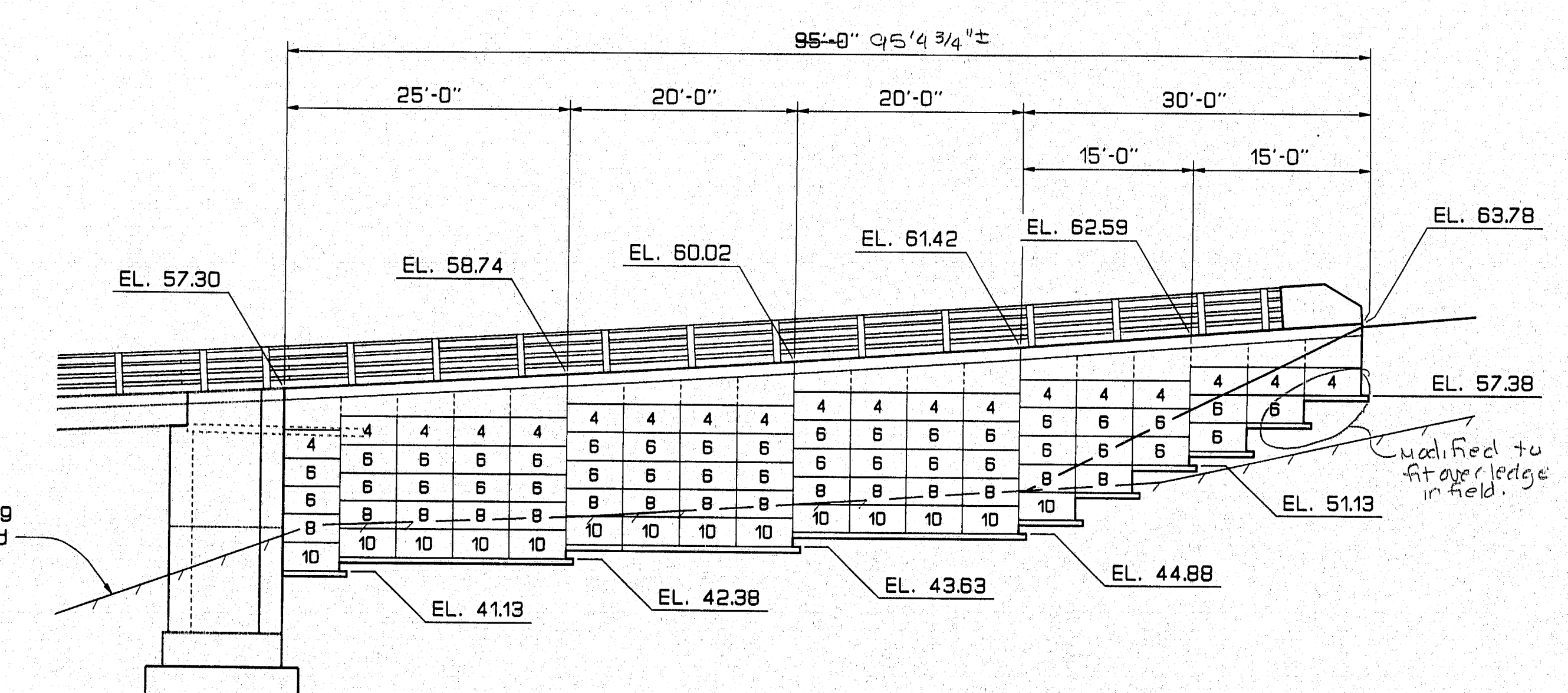
119-274

STATE OF MAINE DEPARTMENT OF TRANSPORTATION PRESUMPSHOT FALLS BRIDGE OVER PRESUMPSHOT RIVER IN THE TOWN OF FALMOUTH CUMBERLAND COUNTY RETAINING WALLS SHEET 41 OF 67 AUGUSTA, MAINE June 1994
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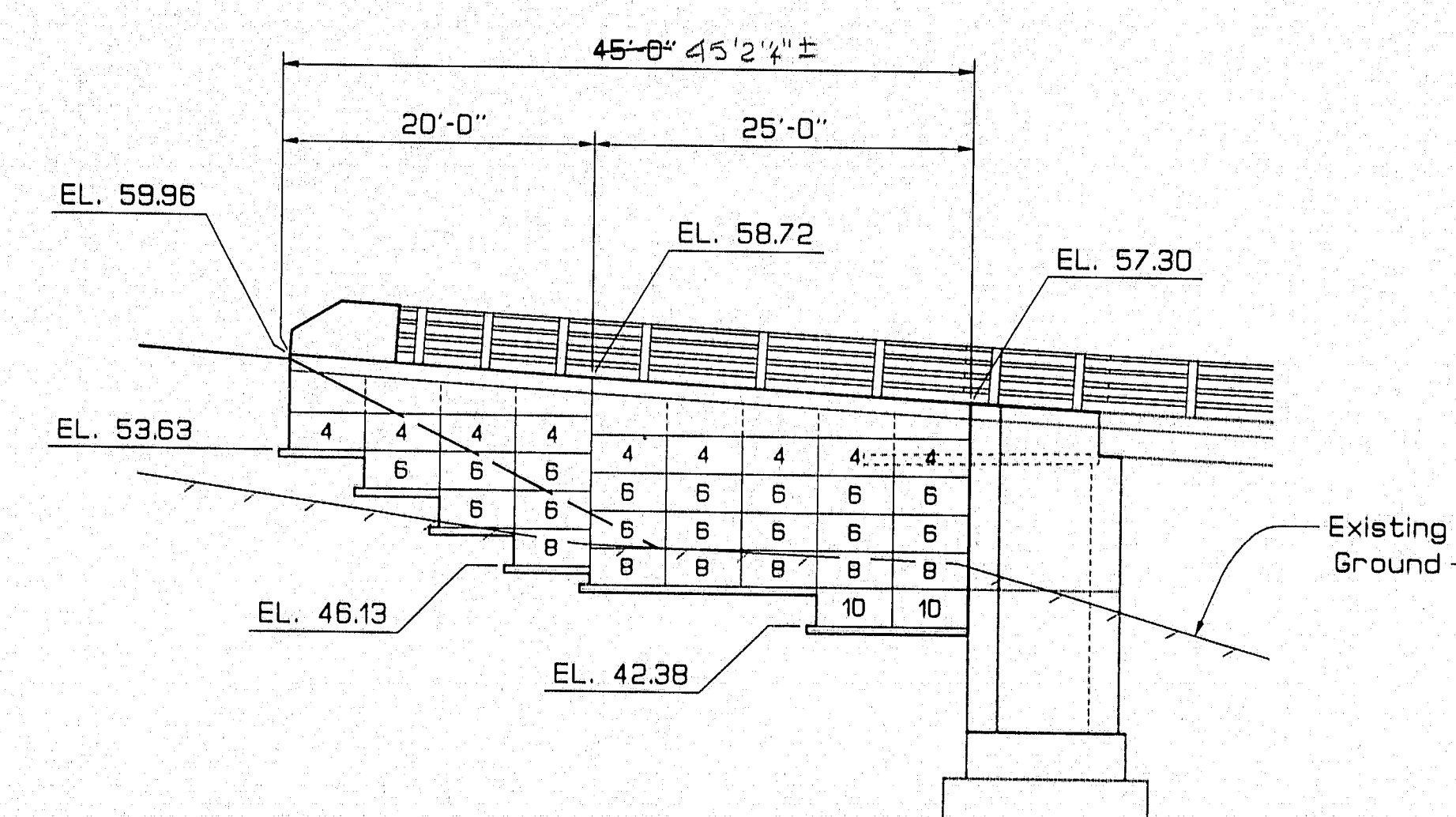
PIN 002782.00				
F.A.L.V.A. REV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-0725(1)X	42	67



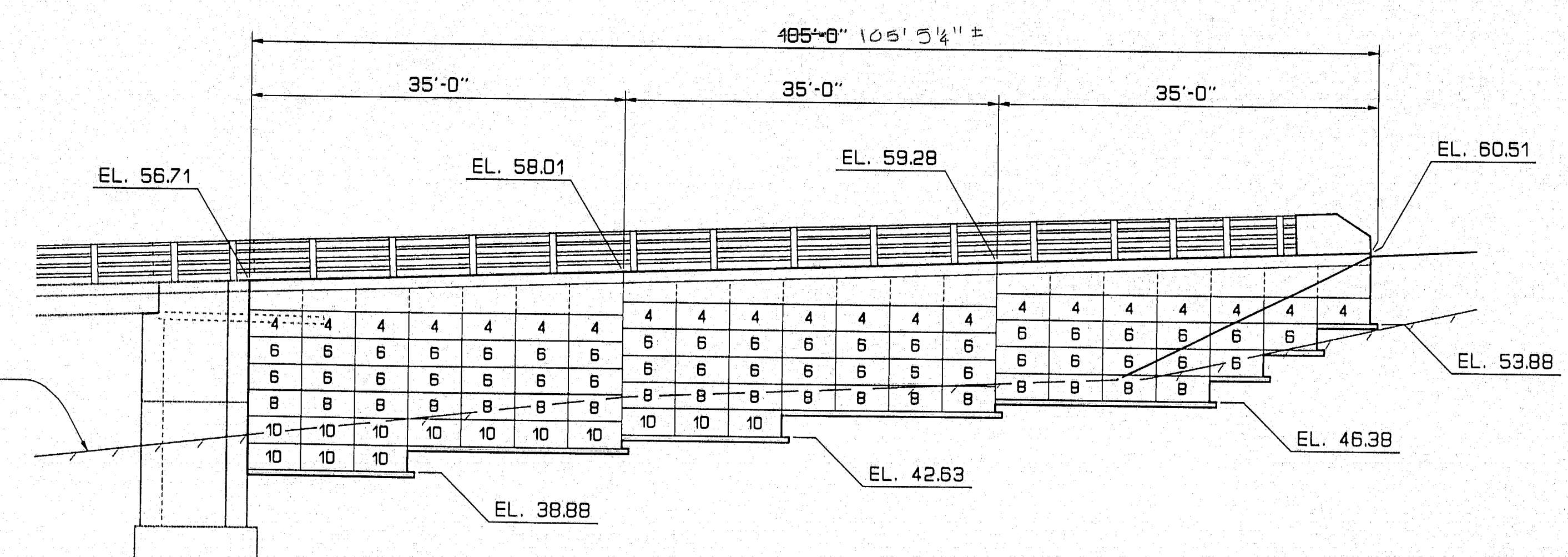
SOUTHEAST WALL ELEVATION



NORTHEAST WALL ELEVATION



NORTHWEST WALL ELEVATION



SOUTHWEST WALL ELEVATION

PROJECT DESIGN NUMBER	DATE	BY	CHK'D	DATE
PLANS	1/94	LTB	DL	1/94
DESIGN-DETAILED		PLH		
CHECKED				
REVISIONS				
FIELD CHANGES				

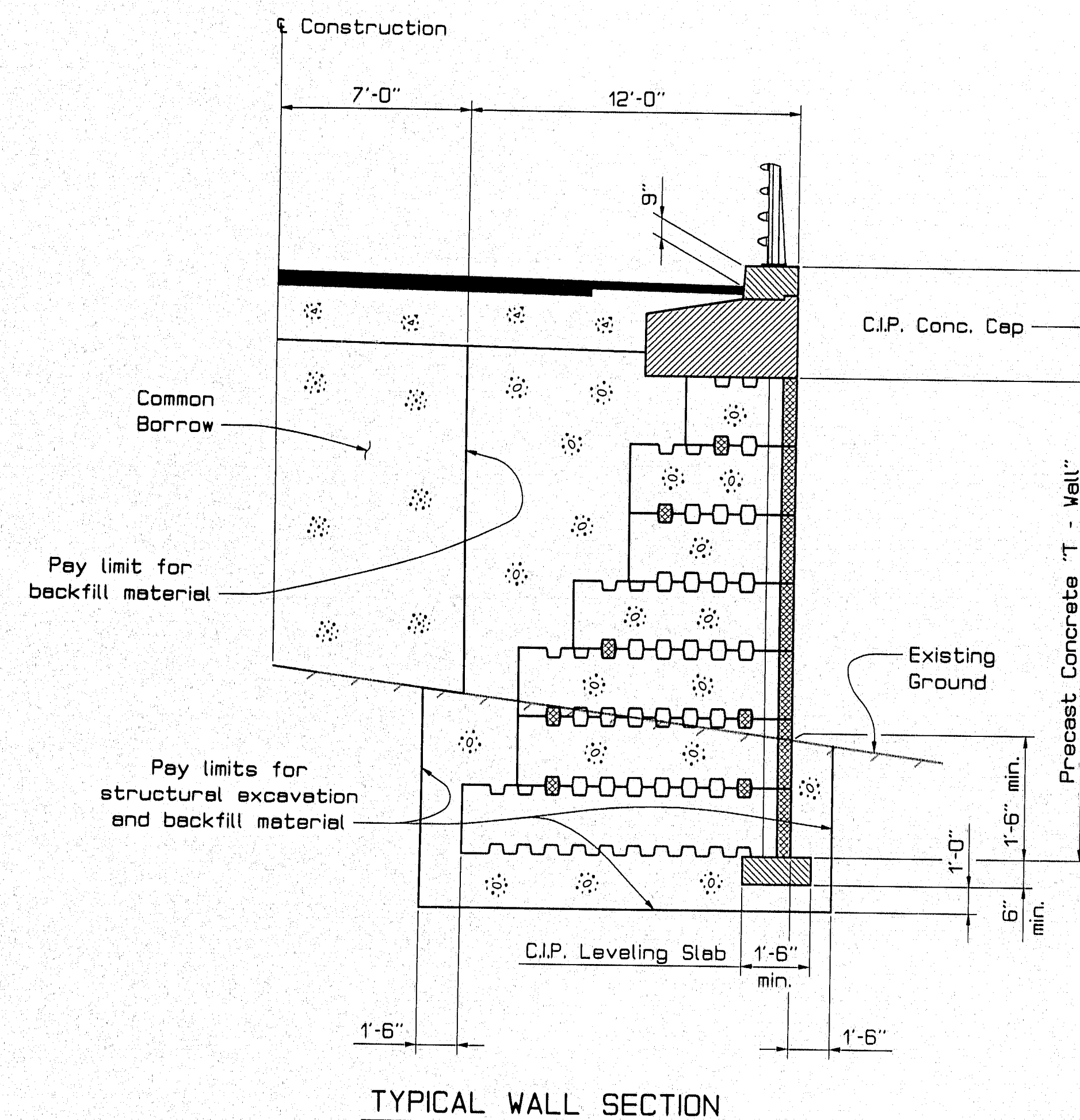
18 JAN 94-010100

119-275

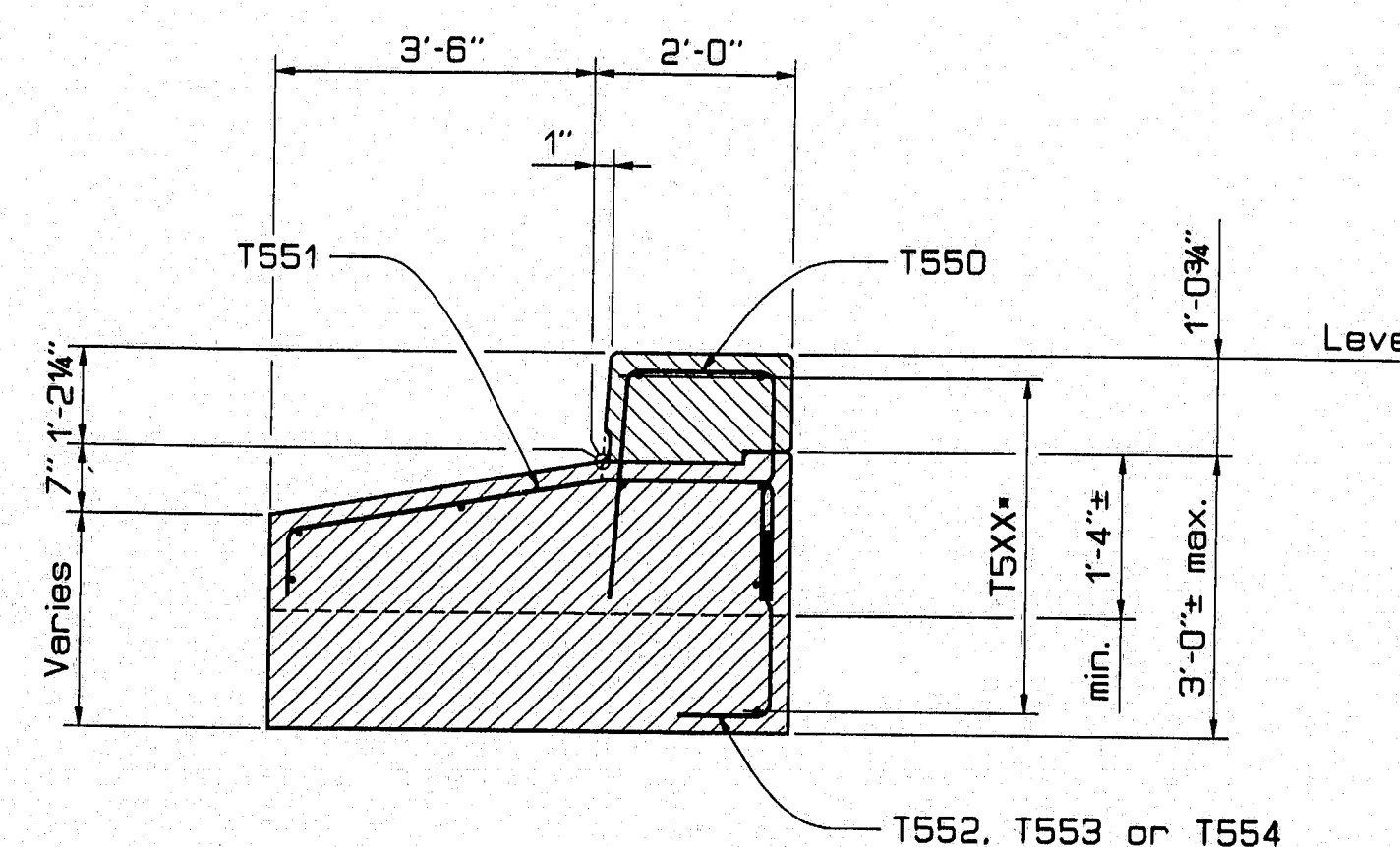
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PRESUMPCOT FALLS BRIDGE
OVER
PRESUMPCOT RIVER
IN THE TOWN OF
FALMOUTH
CUMBERLAND COUNTY
PRECAST CONCRETE "T - WALL"
SHEET 42 OF 67 AUGUSTA, MAINE June 1994

PIN 002782.00

F.S.W.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-0725(1)X	43	67

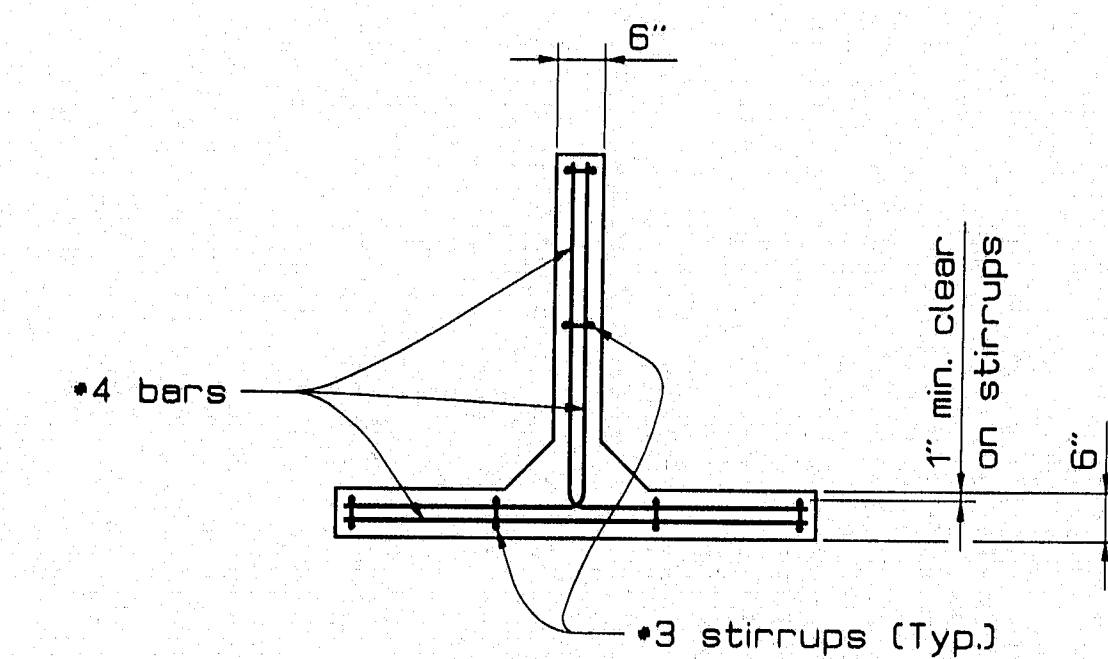


TYPICAL WALL SECTION

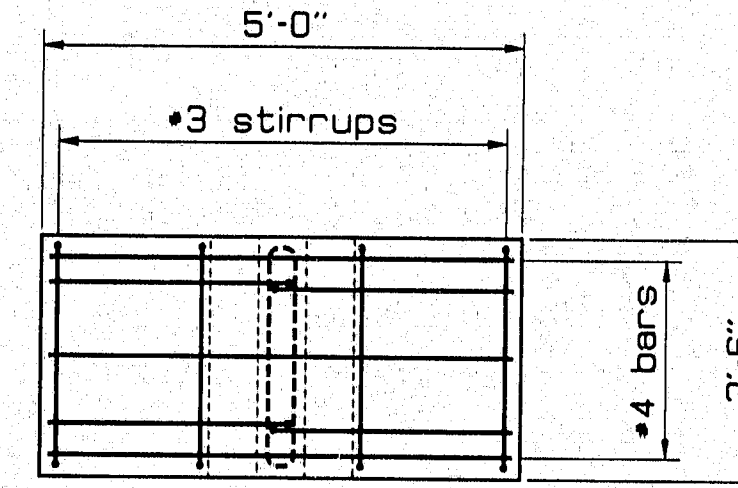


TYPICAL CAP SECTION
*See "Rebar Table"

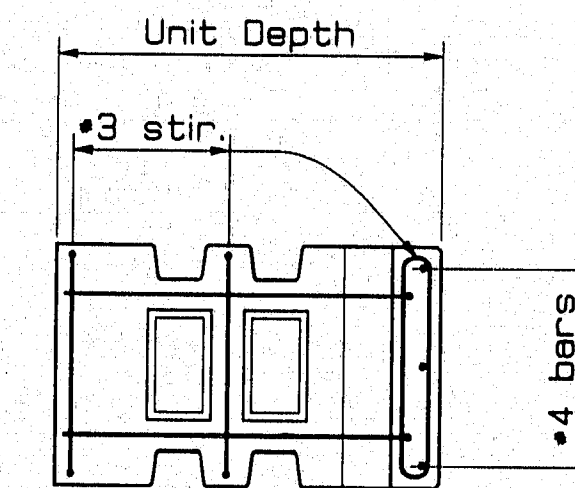
REBAR TABLE					
Panel Length	No.	Bar T5XX	Panel Qty. T550, T551	Panel Qty. T552, T553	Panel Qty. T554
15'	1	T500	15	5	5
20'	3	T501	20	7	6
25'	3	T502	25	8	9
30'	4	T503	30	10	10
35'	3	T504	35	12	11



-- STEM SECTION --

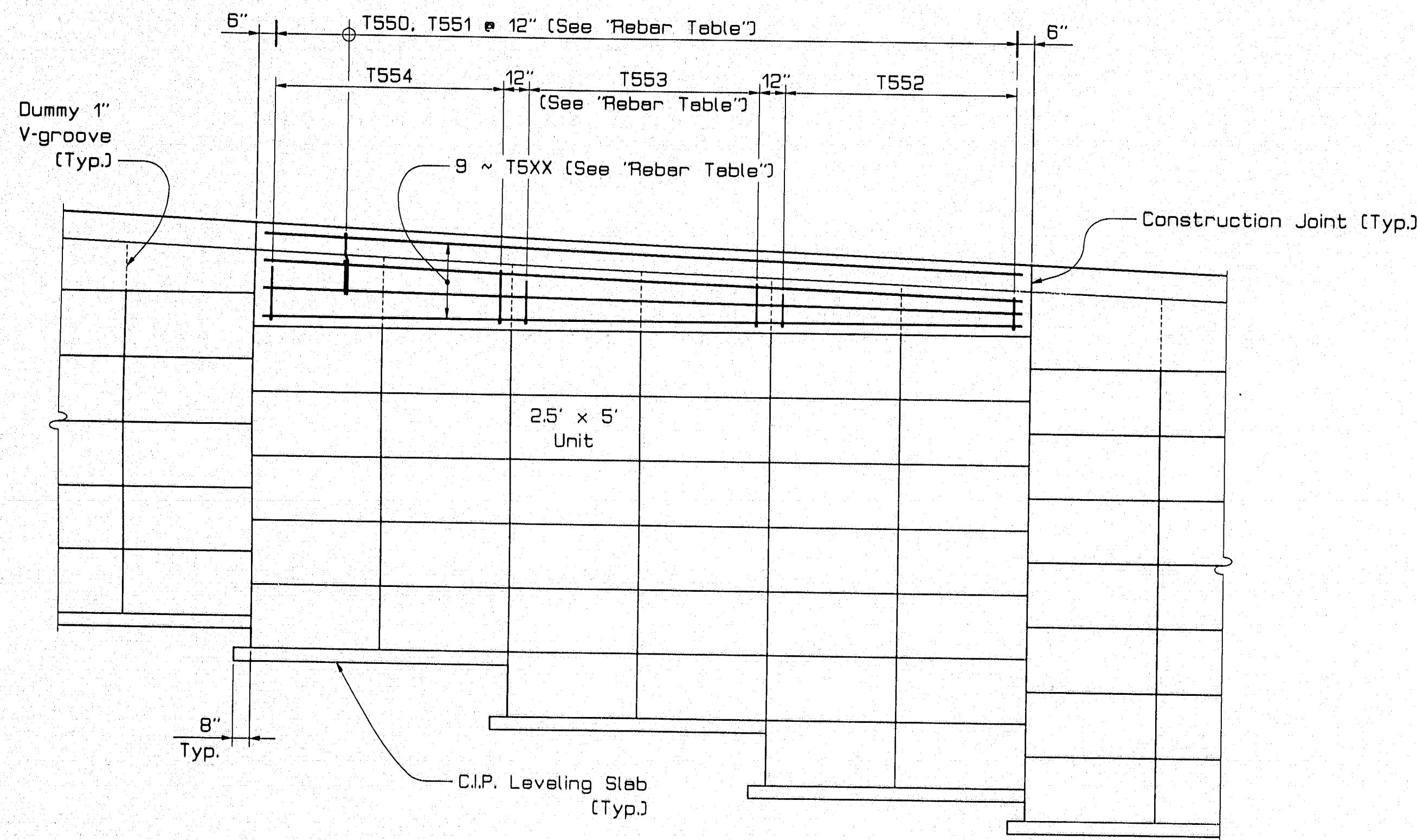


-- FRONT VIEW --

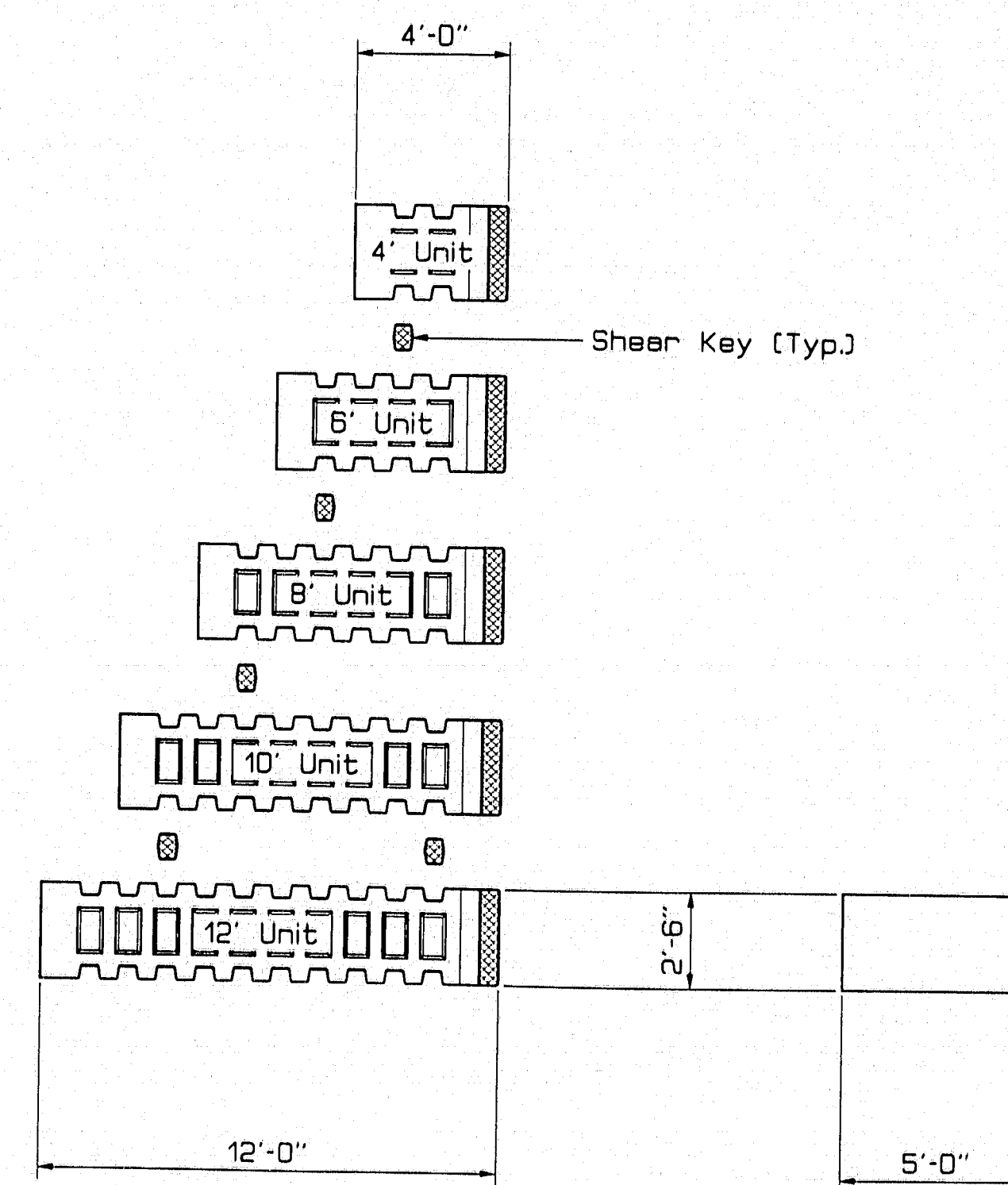


-- SIDE VIEW --

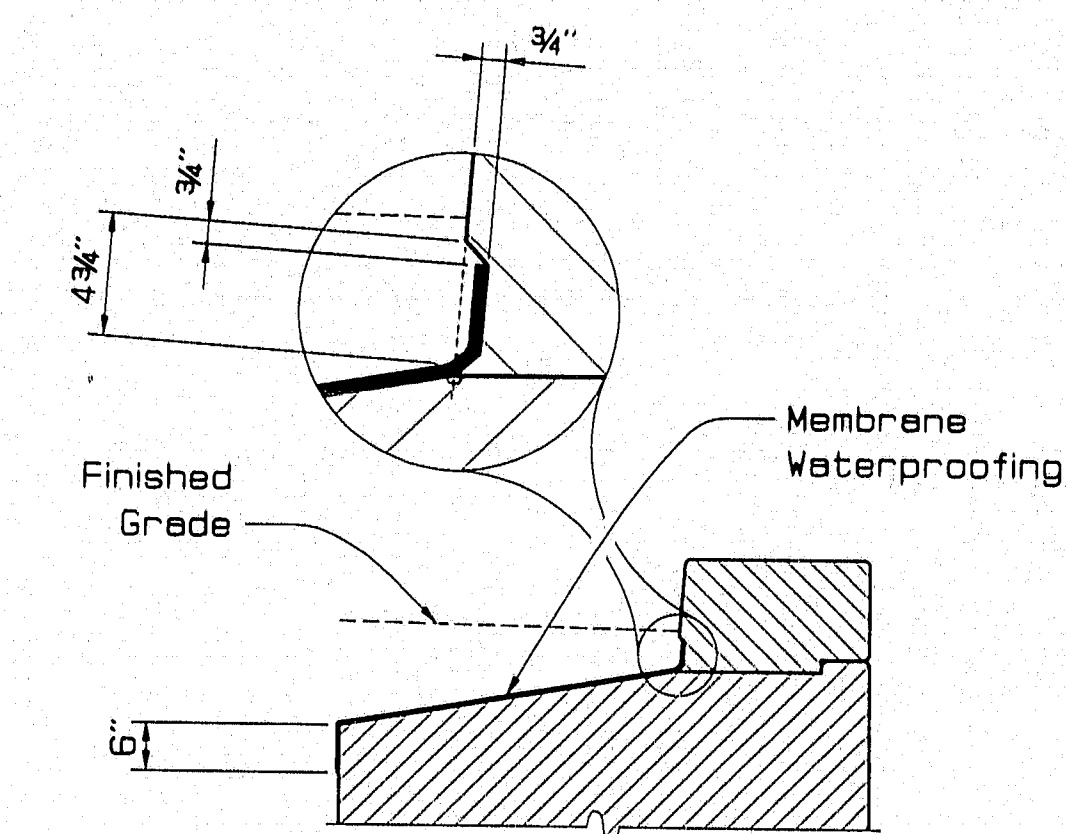
T - WALL DETAILS



TYPICAL WALL ELEVATION



"T - WALL" UNIT DIMENSIONS



MEMBRANE DETAIL

119-276

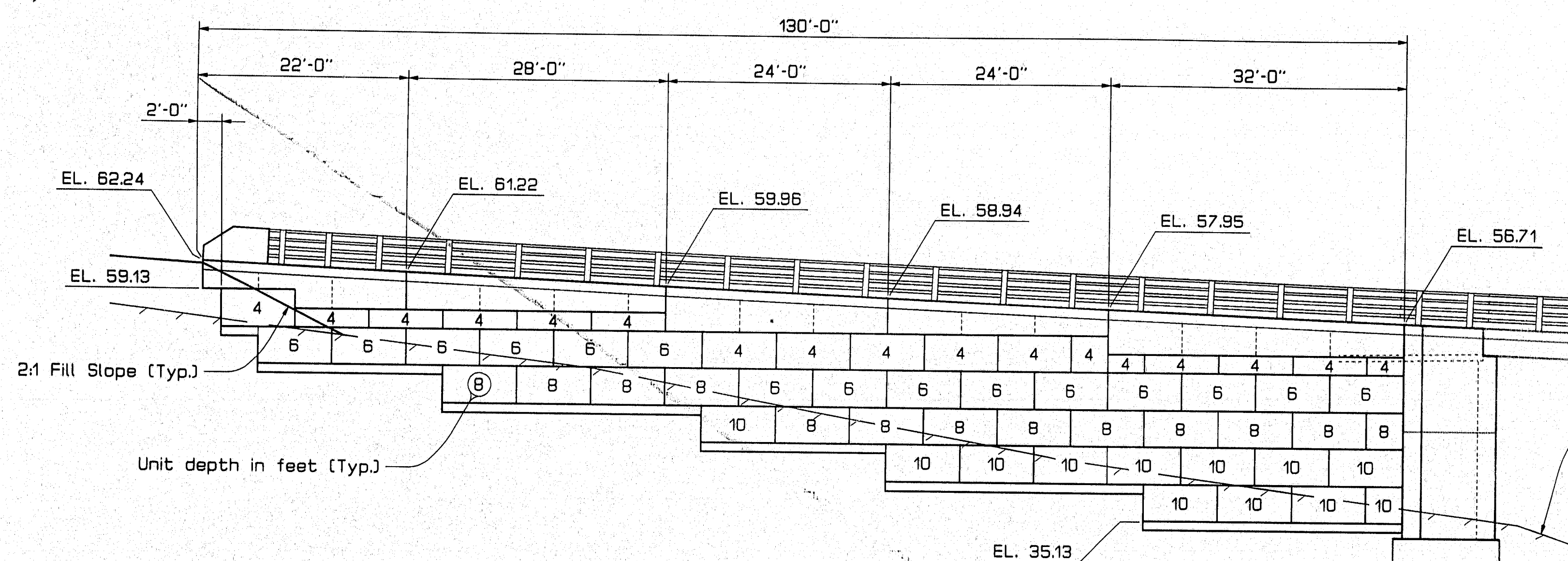
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PRESUMPSOT FALLS BRIDGE
OVER
PRESUMPSOT RIVER
IN THE TOWN OF
FALMOUTH
CUMBERLAND COUNTY
"T - WALL" DETAILS
SHEET 43 OF 67 AUGUSTA, MAINE June 1994

PROJECT DESIGN NUMBER	DATE
BY LTH D. Damron	7/94
CHECKED ph	2/94
DESIGN-DETAILED	
REVISIONS	
FIELD CHANGES	

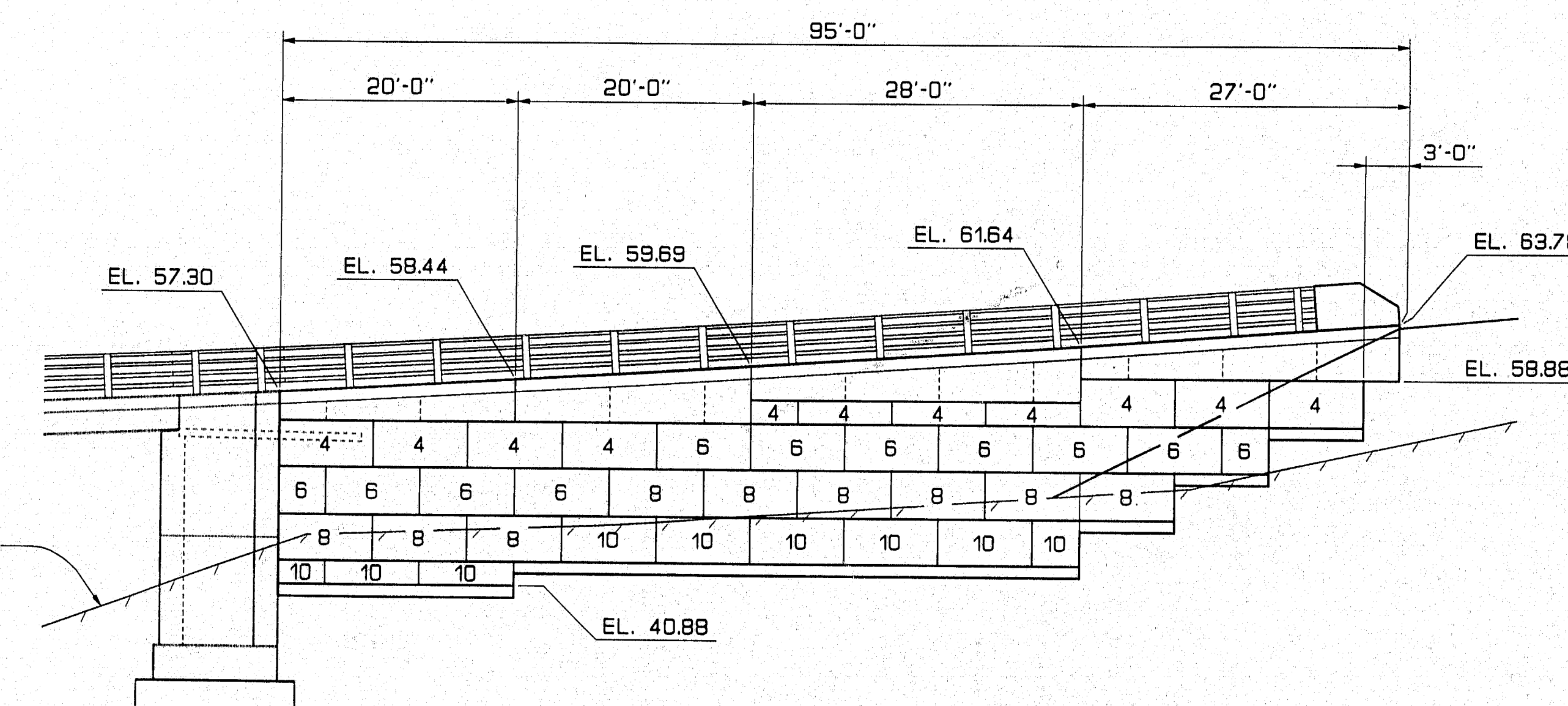
18JAN94-010100

PLANS

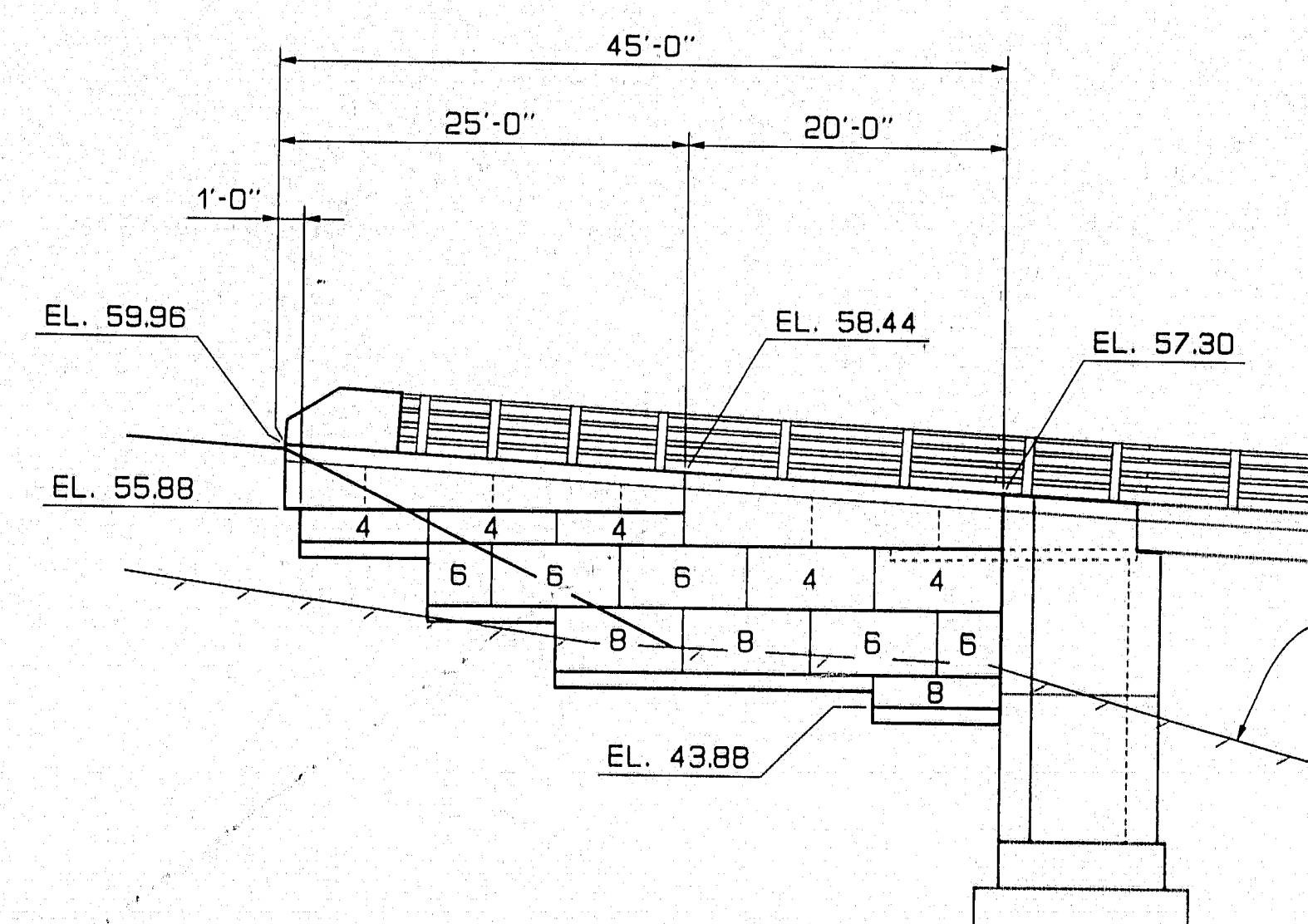
PIN 002782.00				
F.W.V.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-0725(1)X	44	67



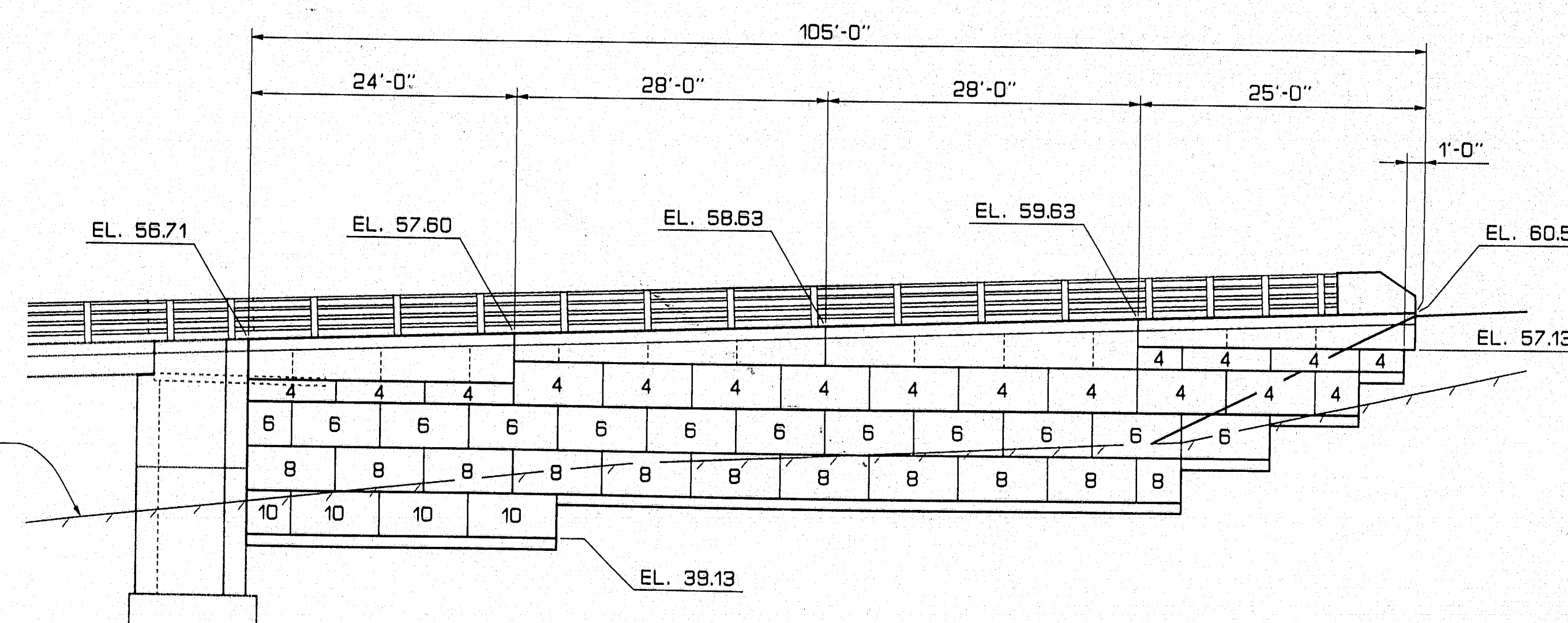
SOUTHEAST WALL ELEVATION



NORTHEAST WALL ELEVATION



NORTHWEST WALL ELEVATION



SOUTHWEST WALL ELEVATION

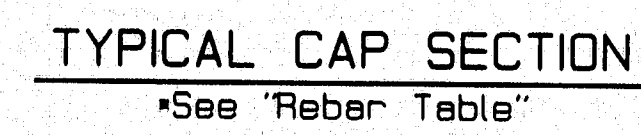
NOT USED

119-277

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PRESUMPCOT FALLS BRIDGE
OVER
PRESUMPCOT RIVER
IN THE TOWN OF
FALMOUTH
CUMBERLAND COUNTY
PRECAST CONCRETE "DOUBLEWAL"
SHEET 44 OF 67 AUGUSTA, MAINE June 1994

PROJECT DESIGN NUMBER	DATE
BY LTH	1/94
DESIGN-DETAILED	2/94
REVISIONS	
FIELD CHANGES	

18JAN94-010.000



Panel Length	No.	Bar Ø5XX	Panel Qty. Ø550, Ø551	Panel Qty. Ø552, Ø553	Panel Qty. Ø554
20'	3	Ø500	20'	7	6
22'	1	Ø501	22	7	8
24'	3	Ø502	24	8	8
25'	2	Ø503	25	8	9
27'	1	Ø504	27	9	9
28'	4	Ø505	28	9	10
32'	1	Ø506	32	11	10



NOT USED
119-278

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PRESUMPSCOT FALLS BRIDGE
OVER
PRESUMPSCOT RIVER
IN THE TOWN OF
FALMOUTH
CUMBERLAND COUNTY

"DOUBLEWAL" DETAILS

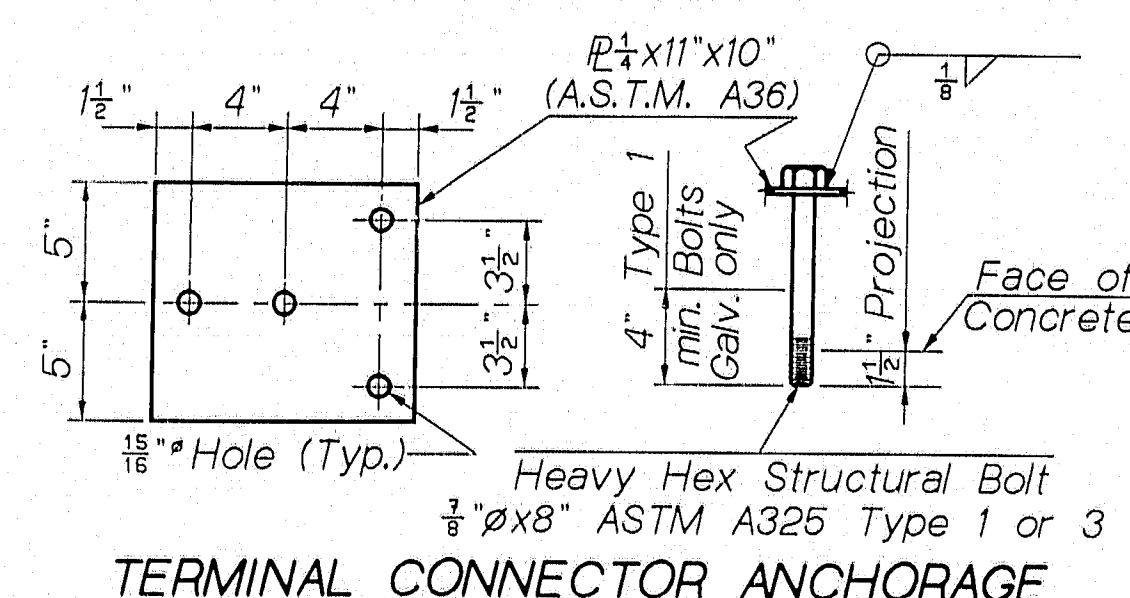
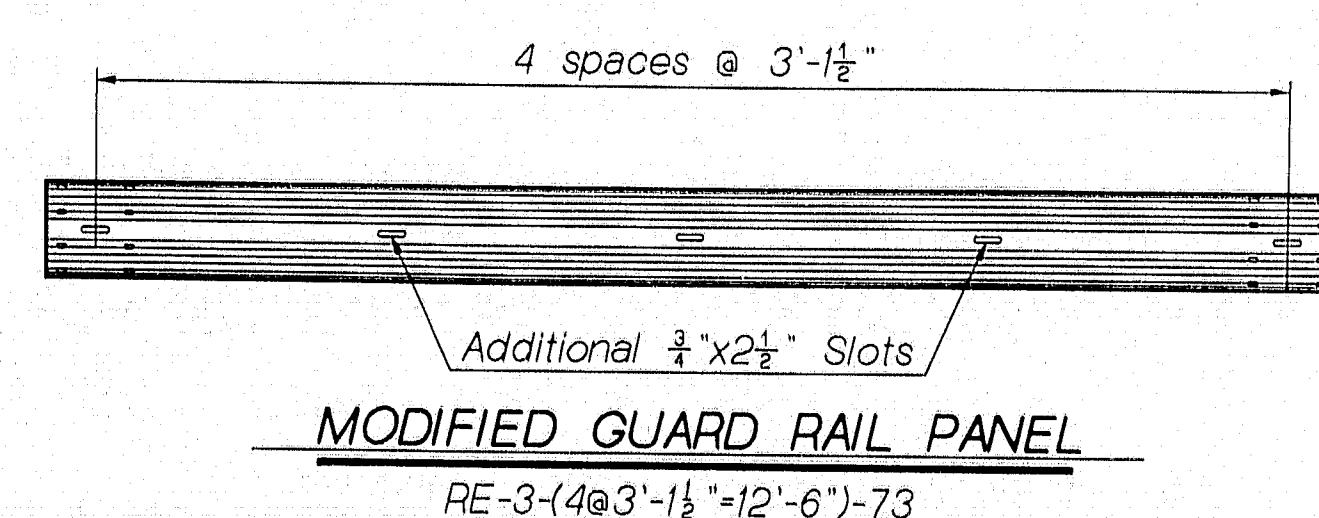
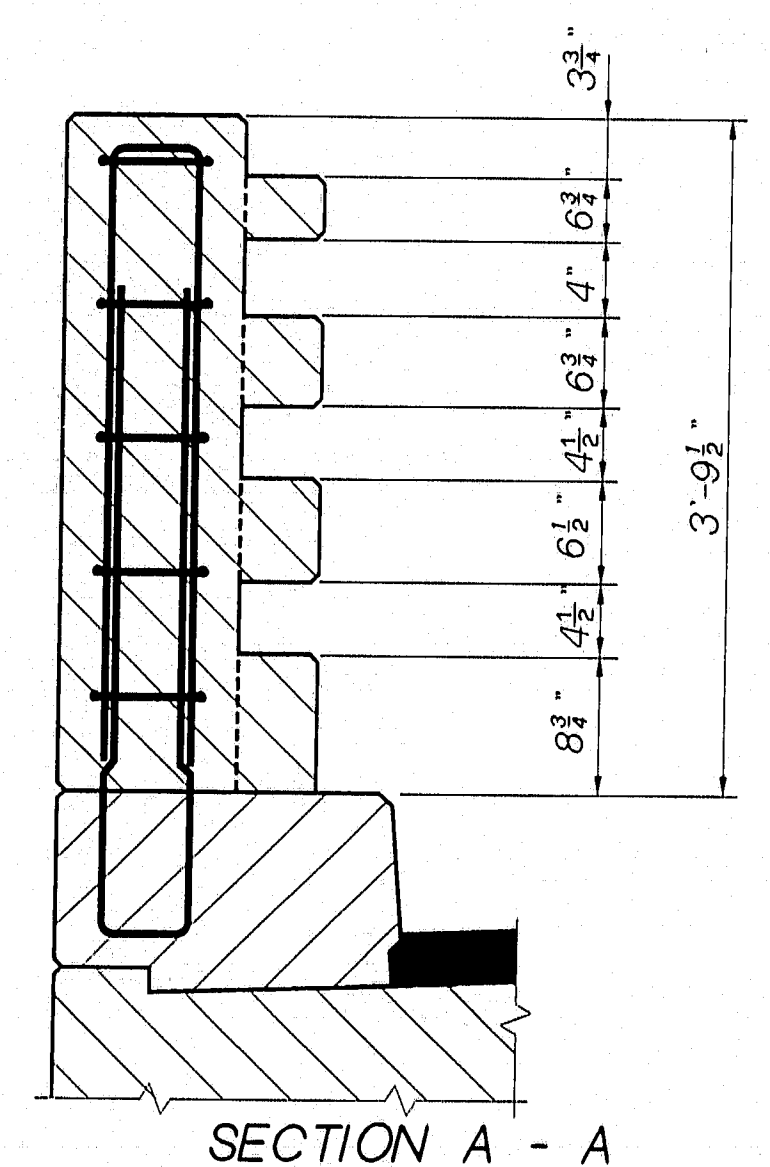
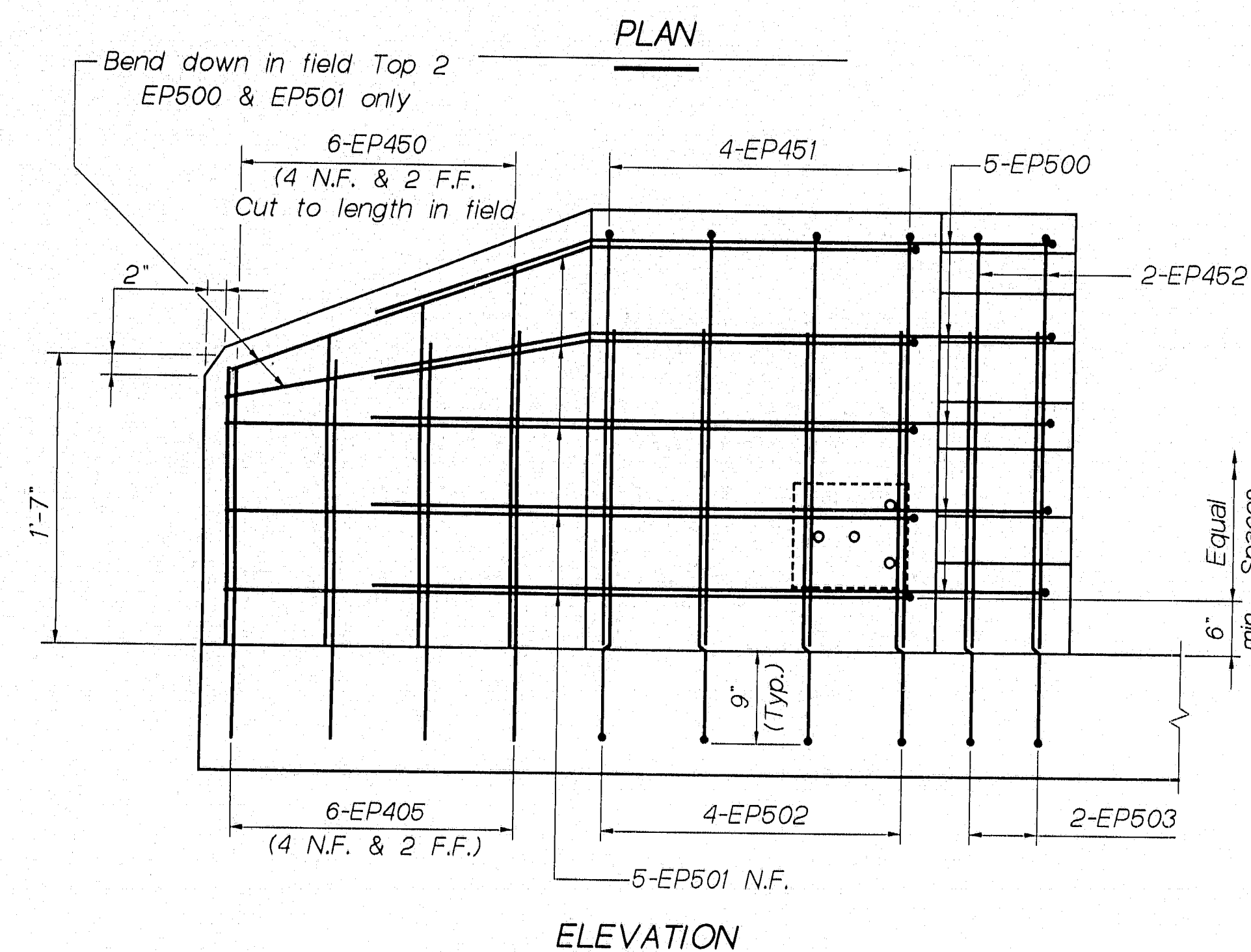
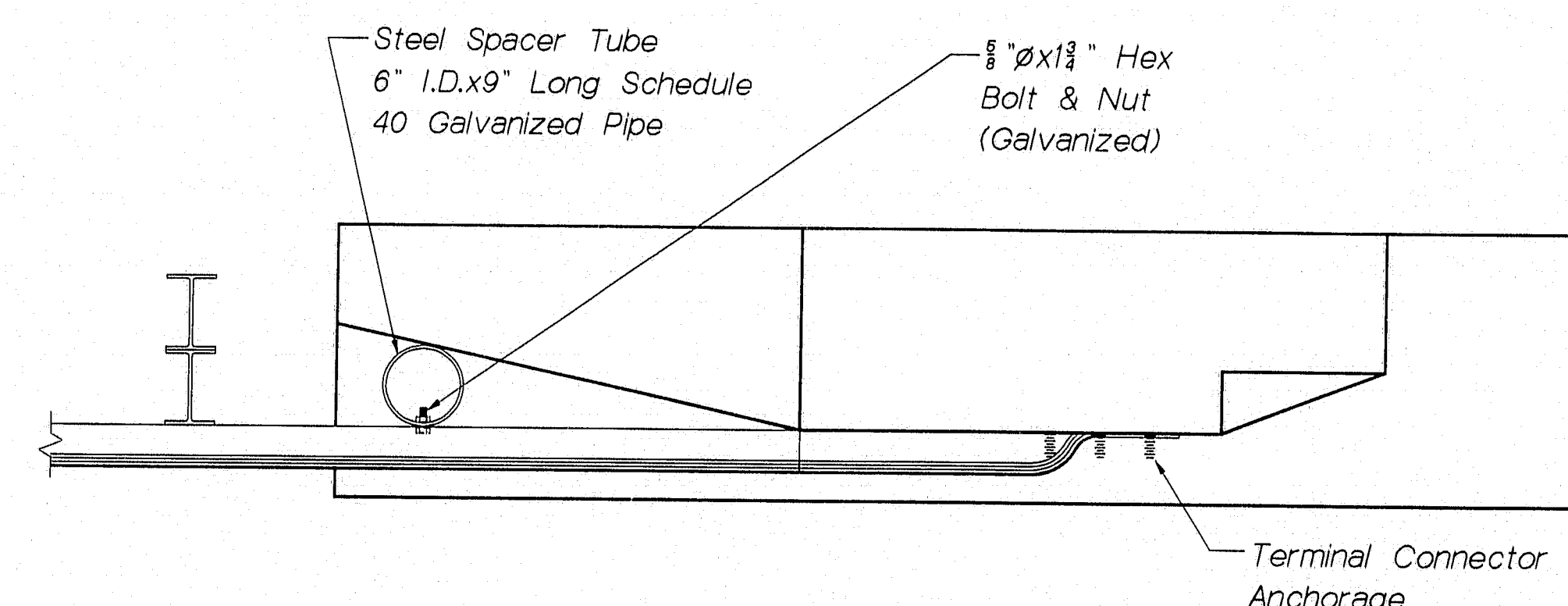
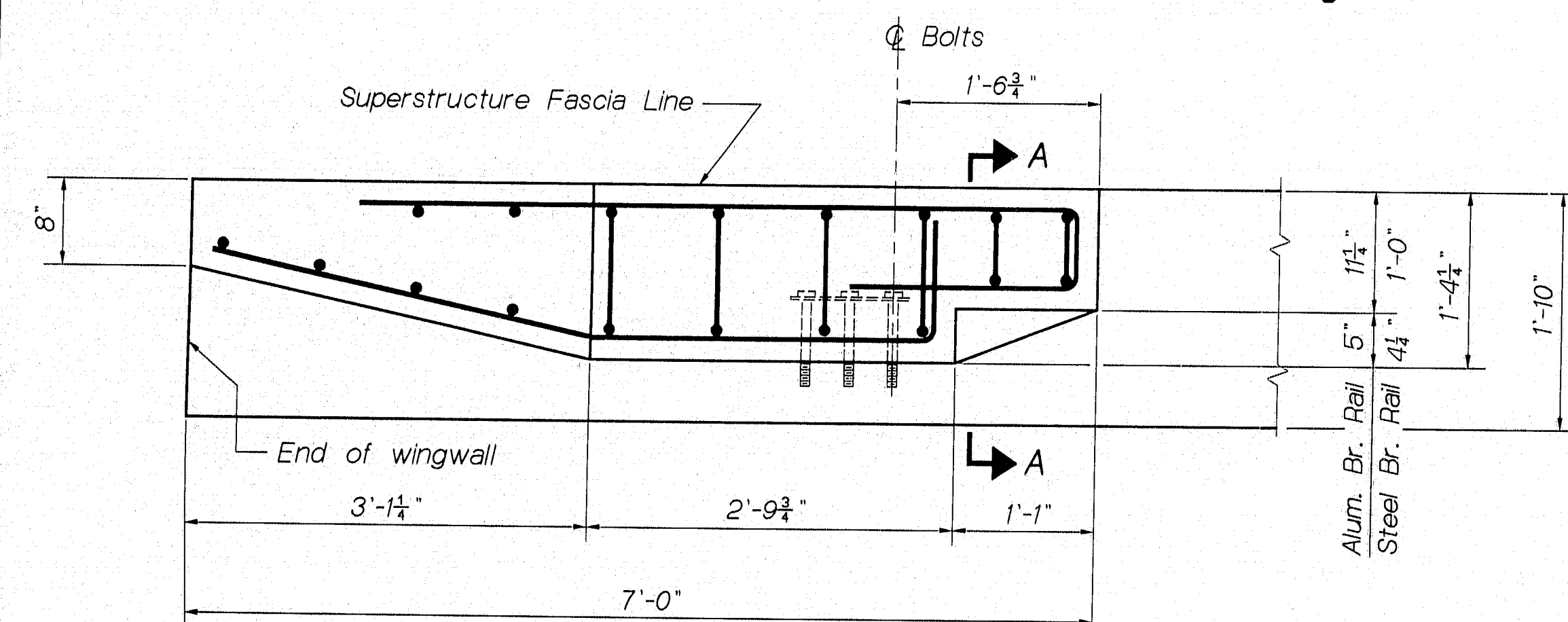
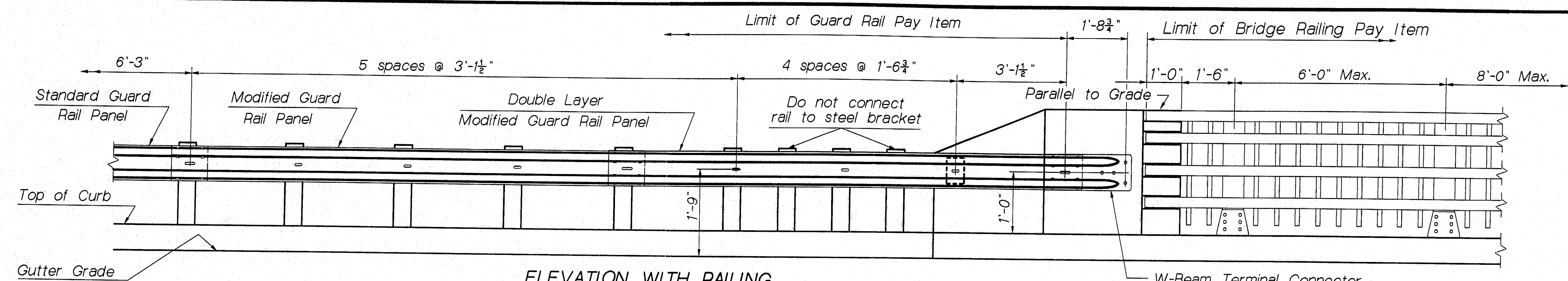
SHEET 45 OF 67 AUGUSTA, MAINE June 1994

PIN 002782.00

F.R.V.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-0725(1)X	46	67

NOTES

- For locations of End Posts on the structure, see Design Drawings.
- Nuts and washers for $\frac{7}{8}$ " \emptyset anchor bolts shall be incidental to Guard Rail Pay Items. Nuts shall conform to A.S.T.M. A563, Grade DH, galvanized in accordance with A.S.T.M. A153, or Grade C3, plain.
- Additional holes in the Modified Guard Rail Panel may be made by drilling, punching or any other method that produces a neat, clean hole of the required size. Burning of holes will not be allowed.
- Spacer Tube shall conform to the requirements of A.S.T.M. A53, galvanized, Grade B Type E or S. Hex bolt and nut on spacer tube shall conform to A.S.T.M. A307. Payment for spacer tube, bolt and nut shall be incidental to the Guard Rail pay items.
- Reinforcing steel shall have two (2) inches minimum concrete cover.
- After installation of Guard Rail is complete, upset the thread on the anchor bolts in three places around each bolt, at the junction of the nut and the exposed thread, with a center punch or similar tool.
- Terminal Connector Anchorage shall be incidental to the applicable concrete pay item.
- End Post shall be constructed normal to grade unless otherwise shown on the Design Drawings.
- All accessories (posts, bolts, nuts etc.) shall be as detailed for Standard Type 3 Guard Rail, except as otherwise detailed.
- Concrete shall be Class "A" with a silica fume additive.



119-279

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PRESUMPSOT FALLS BRIDGE
OVER
PRESUMPSOT RIVER
IN THE TOWN OF
FALMOUTH
CUMBERLAND COUNTY
CONCRETE END POST
SHEET 46 OF 67 AUGUSTA, MAINE June 1994

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

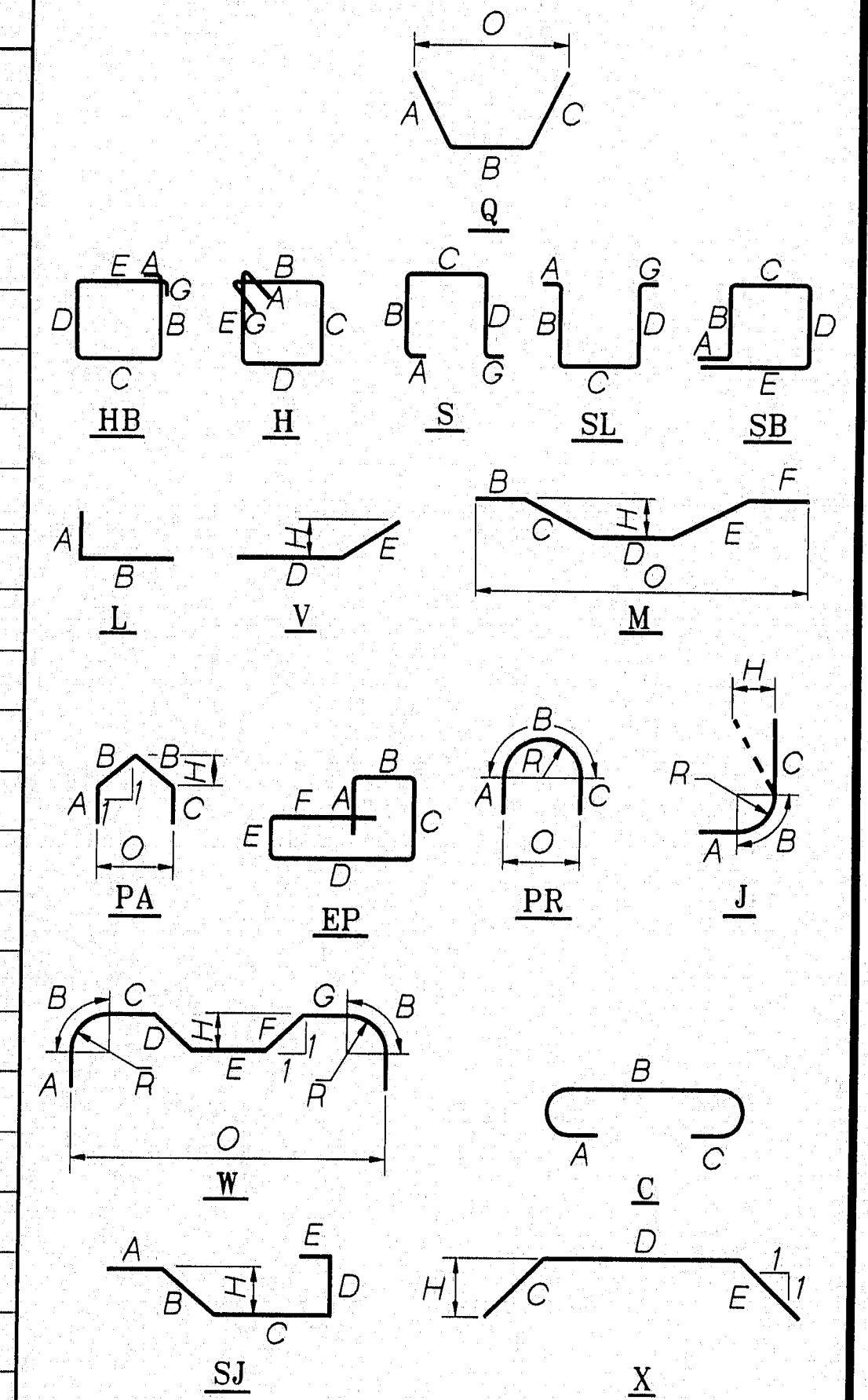
16JAN94-010100

REINFORCING STEEL SCHEDULE

REINFORCING STEEL SCHEDULE																																												
STRAIGHT BARS													BENT BARS																															
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION																		
PIER BENTS 1 & 11				PIER BENTS 4 & 8				PIER BENTS 2 & 10				PIER BENTS 1 & 11																																
P500	40	5'-11"	Footings	P703	8	16'-0"	Floor Beam	P501	8	22'-6"	Footings	P350	82	3'-8"	C	6"	2'-8"	6"	--	--	--	--	--	--	--	--	Floor Beam																	
P700	22	16'-0"	Floor Beam	P806	20	16'-0"	Floor Beam	P502	8	21'-0"	Footings	P450	220	10'-0"	H	6"	1'-10"	2'-8"	1'-10"	2'-8"	--	6"	--	--	--	--	Columns																	
P800	6	16'-0"	Floor Beam	P807	28	11'-8"	Floor Beam	P503	8	18'-6"	Footings	P451	110	3'-8"	C	6"	2'-8"	6"	--	--	--	--	--	--	--	--	Columns																	
P801	28	11'-8"	Floor Beam	P904	28	14'-7"	Floor Beam	P504	8	15'-7"	Footings	P550	140	9'-4"	H	6"	1'-10"	2'-4"	1'-10"	2'-4"	--	6"	--	--	--	--	Floor Beam																	
P900	28	16'-2"	Floor Beam	P913	32	12'-2"	Columns	P505	8	12'-8"	Footings	P551	16	8'-4"	H	6"	1'-10"	1'-10"	1'-10"	1'-10"	--	6"	--	--	--	--	Floor Beam																	
P910	28	32'-8"	Columns - Pr. Bt. 1					P600	8	16'-0"	Floor Beam	P552	16	7'-6"	H	6"	1'-10"	1'-5"	1'-10"	1'-5"	--	6"	--	--	--	--	Floor Beam																	
P914	28	29'-8"	Columns - Pr. Bt. 11	PIER BENTS 5 & 7				P701	20	16'-0"	Floor Beam	P850	8	37'-3"	M	--	0	4'-3"	28'-9"	4'-3"	0	--	10½"	--	--	Floor Beam																		
				P704	8	16'-0"	Floor Beam	P802	16	11'-8"	Floor Beam	P860	16	8'-6"	Q	3'-0"	2'-6"	3'-0"	--	--	--	--	--	5'-6"	--	Floor Beam Haunch																		
PIER BENTS 3 & 9				P808	20	16'-0"	Floor Beam	P803	16	14'-7"	Floor Beam	P950	56	9'-5"	J	1'-3"	9½"	7'-5"	--	--	--	--	0	--	6"	Footings																		
P702	8	16'-0"	Floor Beam	P809	28	11'-8"	Floor Beam	P901	12	11'-8"	Floor Beam	PIER BENTS 2 & 10																																
P804	20	16'-0"	Floor Beam	P905	28	14'-7"	Floor Beam	P902	12	14'-7"	Floor Beam	P351	94	3'-8"	C	6"	2'-8"	6"	--	--	--	--	--	--	--	Floor Beam																		
P805	28	11'-8"	Floor Beam					P911	56	38'-11"	Columns	P352	52	2'-2"	C	6"	1'-2"	6"	--	--	--	--	--	--	--	--	Floor Beam																	
P903	28	14'-7"	Floor Beam	PIER BENT 6				P920	184	10'-0"	Arch Dowels	P452	288	10'-0"	H	6"	2'-8"	1'-10"	2'-8"	1'-10"	--	6"	--	--	--	Columns																		
P912	32	25'-4"	Columns	P705	4	16'-0"	Floor Beam					P453	144	3'-8"	C	6"	2'-8"	6"	--	--	--	--	--	--	--	--	Columns																	
				P810	10	16'-0"	Floor Beam	NOTE All bars shown on this sheet shall be epoxy coated.																		P553	16	28'-3"	X	--	--	7'-11"	9'-4"	11'-0"	--	--	5'-9"	--	--	Footings				
				P811	14	11'-8"	Floor Beam																			P554	28	24'-4"	S	0	8'-7"	7'-2"	8'-7"	--	--	0	--	--	--	--	--	--	--	Footings
				P906	14	14'-7"	Floor Beam																			P555	8	21'-6"	S	0	7'-2"	7'-2"	7'-2"	--	--	0	--	--	--	--	--	--	--	Footings
																											P556	8	18'-8"	S	0	5'-9"	7'-2"	5'-9"	--	--	0	--	--	--	Footings			
																											P557	8	15'-6"	S	0	4'-2"	7'-2"	4'-2"	--	--	0	--	--	--	Footings			
																											P558	8	12'-8"	S	0	2'-9"	7'-2"	2'-9"	--	--	0	--	--	--	Footings			
																											P559	70	10'-10"	EP	1'-2"	1'-1"	2'-5"	2'-8"	1'-8"	1'-10"	--	--	--	--	Floor Beam			
																											P560	8	9'-11"	EP	1'-2"	1'-1"	1'-11½"	2'-8"	1'-2½"	1'-10"	--	--	--	--	Floor Beam			
																											P561	8	9'-0"	EP	1'-2"	1'-1"	1'-6"	2'-8"	9"	1'-10"	--	--	--	--	Floor Beam			
																											P562	70	8'-0"	H	6"	1'-10"	1'-8"	1'-10"	1'-8"	--	6"	--	--	--	Floor Beam			
																											P563	8	7'-1"	H	6"	1'-10"	1'-2½"	1'-10"	1'-2½"	--	6"	--	--	--	Floor Beam			
																											P564	8	6'-2"	H	6"	1'-10"	9"	1'-10"	9"	--	6"	--	--	--	Floor Beam			
																											P580	4	9'-8"	S	0	1'-3"	7'-2"	1'-3"	--	--	0	--	--	--	Footings			
																											P751	8	37'-3"	M	--	0	4'-3"	28'-9"	4'-3"	0	--	10½"	--	--	Floor Beam			
																											P861	16	8'-6"	Q	3'-0"	2'-6"	3'-0"	--	--	--	--	5'-6"	--	--	Floor Beam Haunch			
																											P952	64	9'-5"	J	1'-3"	9½"	7'-5"	--	--	--	--	0	--	6"	Footings			
																											PIER BENTS 3 & 9																	
																											P353	82	3'-8"	C	6"	2'-8"	6"	--	--	--	--	--	--	--	Floor Beam			
																											P454	92	7'-8"	H	6"	1'-8"	1'-8"	1'-8"	1'-8"	--	6"	--	--	--	Columns			
																											P455	184	2'-8"	C	6"	1'-8"	6"	--	--	--	--	--	--	--	Columns			
																											P565	140	9'-8"	H	6"	2'-8"	1'-8"	2'-8"	1'-8"	--	6"	--	--	--	Floor Beam			
																											P566	16	8'-9"	H	6"	2'-8"	1'-2½"	2'-8"	1'-2½"	--	6"	--	--	--	Floor Beam			
																											P567	16	7'-10"	H	6"	2'-8"	9"	2'-8"	9"	--	6"	--	--	--	Floor Beam			
																											P852	8	37'-3"	M	--	0	4'-3"	28'-9"	4'-3"	0	--	10½"	--	--	Floor Beam			
																											P862	16	8'-6"	Q	3'-0"	2'-6"	3'-0"	--	--	--	--	--	5'-6"	--	Floor Beam Haunch			
																											PIER BENTS 4 & 8																	
																											P354	82	3'-8"	C	6"	2'-8"	6"	--	--	--	--	--	--	--	Floor Beam			
																											P456	40	7'-8"	H	6"	1'-8"	1'-8"	1'-8"	1'-8"	--	6"	--	--	--	Columns			
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															

PIN 002782.00				
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-0725(1)X	47	67

TYPE-BENDING DIAGRAMS



REINFORCING STEEL SCHEDULE																											
STRAIGHT BARS												BENT BARS															
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
ABUTMENT NO. 1				ABUTMENT NO. 2				ARCHES (•)				ABUTMENT NO. 1															
A500	40	2'-9"	Dowels	B500	40	2'-9"	Dowels	C700	80	3'-9"	Diaphragms	A550	12	12'-4"	X	5'-2"	1'-7"	1'-0"	4'-7"	--	--	--	--	1'-8"	--	Vertical	
A501	40	13'-5"	Vertical	B501	40	11'-2"	Vertical	C701	40	18'-0"	Diaphragms																
A502	40	8'-0"	Vertical	B502	40	8'-8"	Vertical					A560	26	5'-6"	L	2'-9"	2'-9"	--	--	--	--	--	--	--	--	--	Horizontal
A503	34	7'-7"	Vertical	B503	34	8'-3"	Vertical	C800	32	7'-0"	Column Dowels																
								C801	16	4'-11"	Column Dowels	A850	24	15'-2"	L	7'-7"	7'-7"	--	--	--	--	--	--	--	--	--	Horizontal
A510	52	17'-8"	Horizontal	B510	48	17'-8"	Horizontal																				
A511	52	8'-8"	Horizontal	B511	48	8'-8"	Horizontal	C900	460	40'-0"	Longitudinal	ABUTMENT NO. 2															
A512	12	8'-0"	Horizontal	B512	12	8'-0"	Horizontal					B550	12	12'-8"	X	5'-4"	1'-7"	1'-0"	4'-9"	--	--	--	--	1'-8"	--	Horizontal	
								C910	96	7'-2"	Column Dowels																
A540	26	11'-0"	Footing	B540	26	10'-0"	Footing					B560	24	5'-6"	L	2'-9"	2'-9"	--	--	--	--	--	--	--	--	--	Horizontal
A541	8	38'-6"	Footing	B541	7	38'-6"	Footing																				
												B750	22	14'-8"	L	7'-4"	7'-4"	--	--	--	--	--	--	--	--	--	Horizontal
A700	64	10'-3"	Vertical	B700	98	4'-9"	Dowels	T - WALL CAP (••)				ARCHES (•)															
				B701	34	11'-2"	Vertical	T500	9	14'-6"	Longitudinal	C350	800	3'-10"	T	0'-4"	3'-2"	0'-4"	--	--	--	--	0'-2½"	--	--	Ties	
A800	98	6'-4"	Dowels	B702	64	8'-11"	Vertical	T501	27	18'-6"	Longitudinal																
A801	34	13'-6"	Vertical					T502	27	24'-6"	Longitudinal	C550	240	12'-4"	HB	0'-6"	2'-6"	3'-2"	2'-6"	3'-2"	--	0'-6"	--	--	--	Stirrups	
								T503	36	29'-6"	Longitudinal	C551	240	6'-7"	S	0	2'-9"	1'-1"	2'-9"	--	--	0	--	--	--	Ties	
								T504	27	34'-6"	Longitudinal	C552	560	11'-10"	HB	0'-6"	2'-3"	3'-2"	2'-3"	3'-2"	--	0'-6"	--	--	--	Stirrups	
												C553	560	6'-3"	S	0	2'-7"	1'-1"	2'-7"	--	--	0	--	--	--	Ties	
SUPERSTRUCTURE				APPROACH SLABS				DOUBLEWAL CAP (••)				ARCHES (•)															
S500	16	18'-9"	Curbs	AS400	32	20'-0"	Transverse					C560	80	9'-8"	HB	0'-6"	1'-8"	2'-8"	1'-8"	2'-8"	--	0'-6"	--	--	--	Diaphragms	
S501	48	24'-6"	Curbs	AS401	32	14'-4"	Transverse																				
				AS600	132	15'-0"	Longitudinal	O500	27	19'-6"	Longitudinal	C650	12	10'-0"	L	4'-0"	6'-0"	--	--	--	--	--	--	--	--	Column Base	
S800	160	2'-0"	Approach Span Dowels					O501	9	21'-6"	Longitudinal	C651</															

BENT BARS														
MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
END POSTS														
EP451	16	7'-11"	S	0	3'-6"	0'-11"	3'-6"	--	--	0	--	--	--	Vertical
EP452	8	7'-6"	S	0	3'-6"	0'-6"	3'-6"	--	--	0	--	--	--	Vertical
														Horizontal
EP500	20	7'-10"	S	0	5'-6"	0'-7"	1'-9"	--	--	0	--	--	--	Horizontal
EP501	20	6'-8"	SJ	0	3'-1"	2'-7"	1'-0"	0	--	--	0'-8"	--	--	Vertical
EP502	16	4'-7"	S	0	1'-10"	0'-11"	1'-10"	--	--	0	--	--	--	Vertical
EP503	8	4'-2"	S	0	1'-10"	0'-6"	1'-10"	--	--	0	--	--	--	Vertical
MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION

T - WALL CAP (**)														
T550	375	5'-8"	Z	2'-0"	1'-7"	2'-1"	--	--	--	--	--	1'-9"	--	Stirrups
T551	375	6'-7"	Y	0'-11"	1'-10"	3'-5"	0'-5"	--	--	--	--	5'-2"	--	Stirrups
T552	126	2'-0"	L	1'-0"	1'-0"	--	--	--	--	--	--	--	--	Stirrups
T553	126	2'-7"	L	1'-7"	1'-0"	--	--	--	--	--	--	--	--	Stirrups
T554	123	3'-2"	L	2'-2"	1'-0"	--	--	--	--	--	--	--	--	Stirrups
DOUBLEWAL CAP (**)														
D550	375	5'-8"	Z	2'-0"	1'-7"	2'-1"	--	--	--	--	--	1'-9"	--	Stirrups
D551	375	6'-5"	Y	0'-10"	1'-10"	3'-5"	0'-4"	--	--	--	--	5'-2"	--	Stirrups
D552	124	2'-0"	L	1'-0"	1'-0"	--	--	--	--	--	--	--	--	Stirrups
D553	124	2'-10"	L	1'-10"	1'-0"	--	--	--	--	--	--	--	--	Stirrups
D554	127	3'-8"	L	2'-8"	1'-0"	--	--	--	--	--	--	--	--	Stirrups
MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION

F.H.V.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-0725(1)X	48	67

Figure 1 displays twenty diagrams (A through T) illustrating various types of bending diagrams for structural members. The diagrams show different cross-sections and loading conditions, with labels indicating the type of bending diagram:

- T**: A simple beam with a triangular load.
- Z**: A beam with a rectangular load.
- Y**: A beam with a trapezoidal load.
- X**: A beam with a triangular load.
- HB**: A beam with a horizontal load.
- H**: A beam with a horizontal load.
- S**: A beam with a horizontal load.
- SL**: A beam with a horizontal load.
- SB**: A beam with a horizontal load.
- L**: A beam with a horizontal load.
- V**: A beam with a horizontal load.
- M**: A beam with a horizontal load.
- J**: A beam with a horizontal load.
- PA**: A beam with a horizontal load.
- EP**: A beam with a horizontal load.
- PR**: A beam with a horizontal load.
- W**: A beam with a horizontal load.
- C**: A beam with a horizontal load.
- SJ**: A beam with a horizontal load.

GENERAL NOTES

1-First digit(s) following the letter of the mark indicates size of the bar:

Mark (A502)	bar size=#5
Mark (P1001)	bar size=#10
Mark (S603)	bar size=#6

119-281

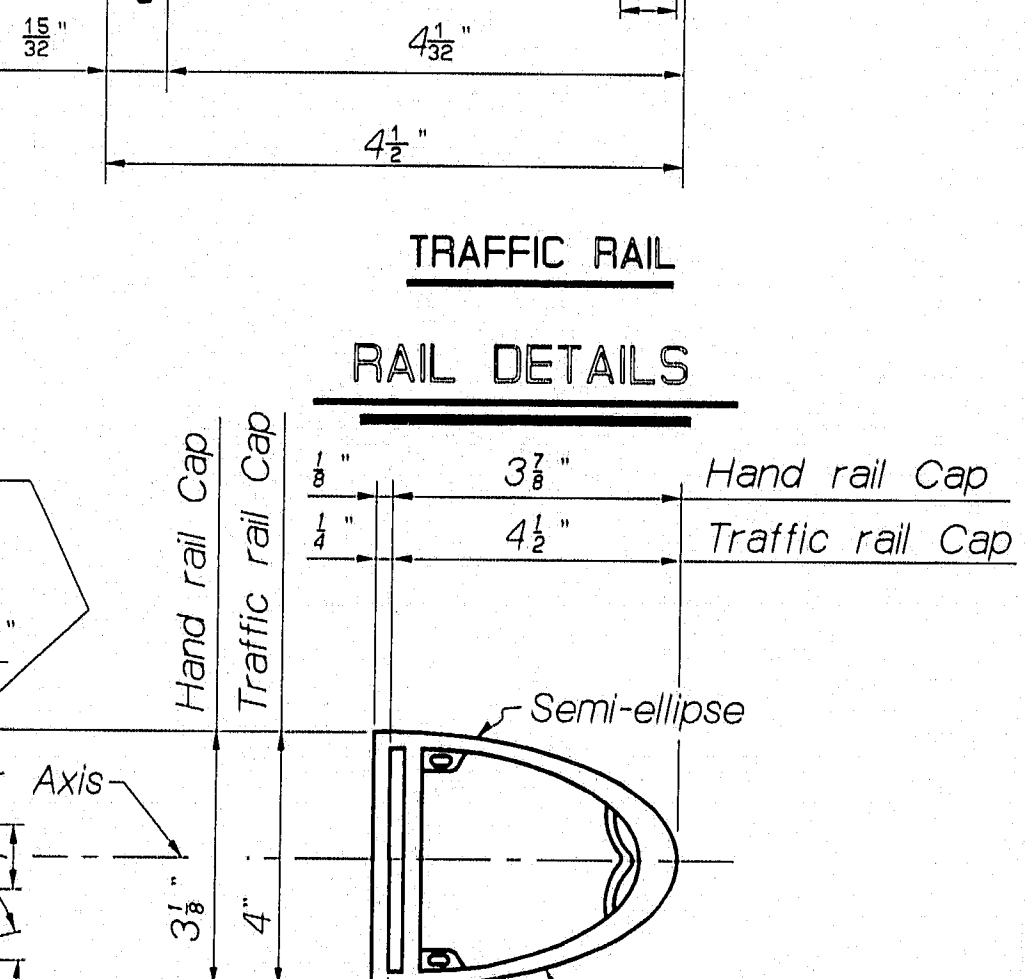
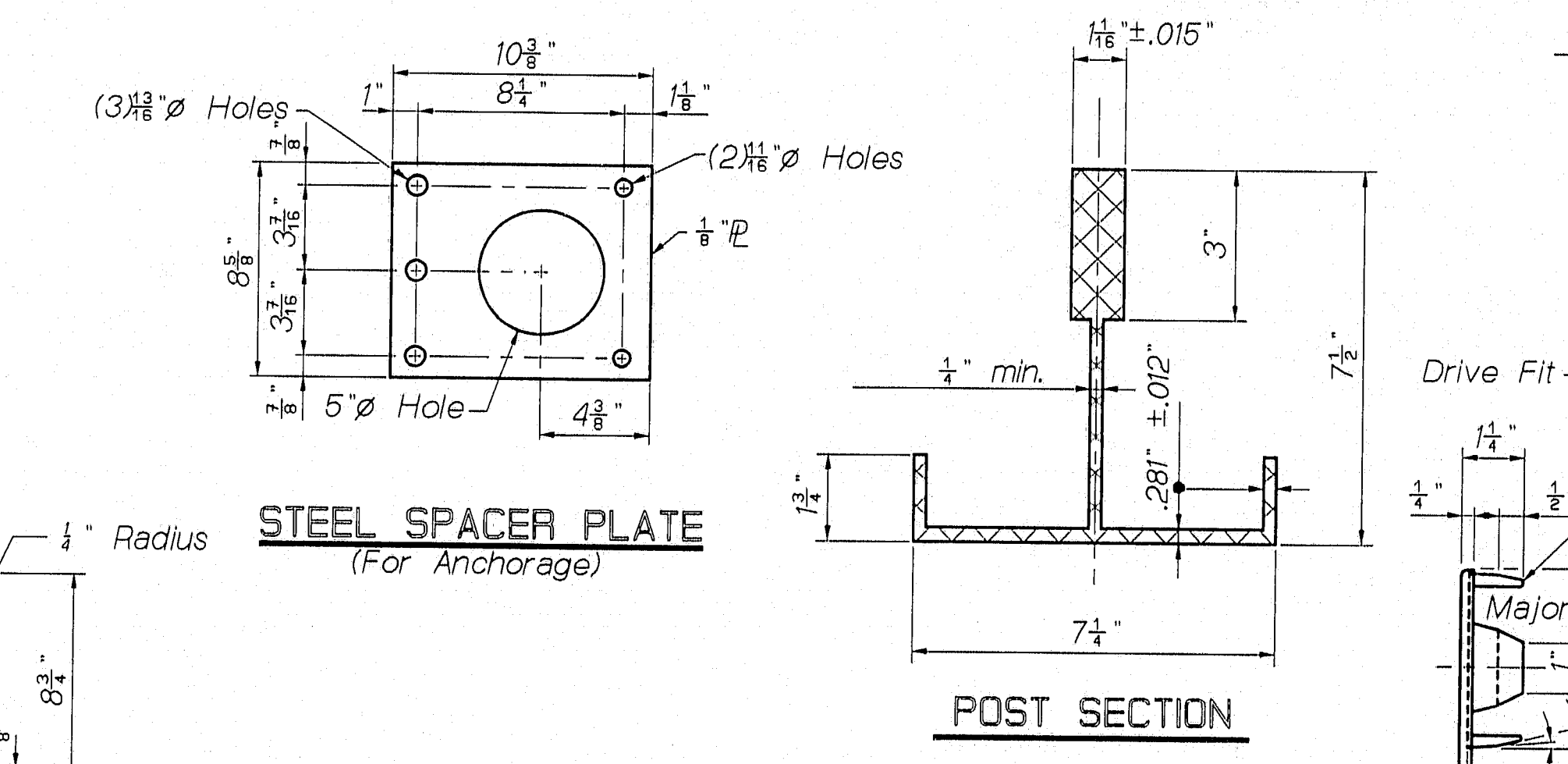
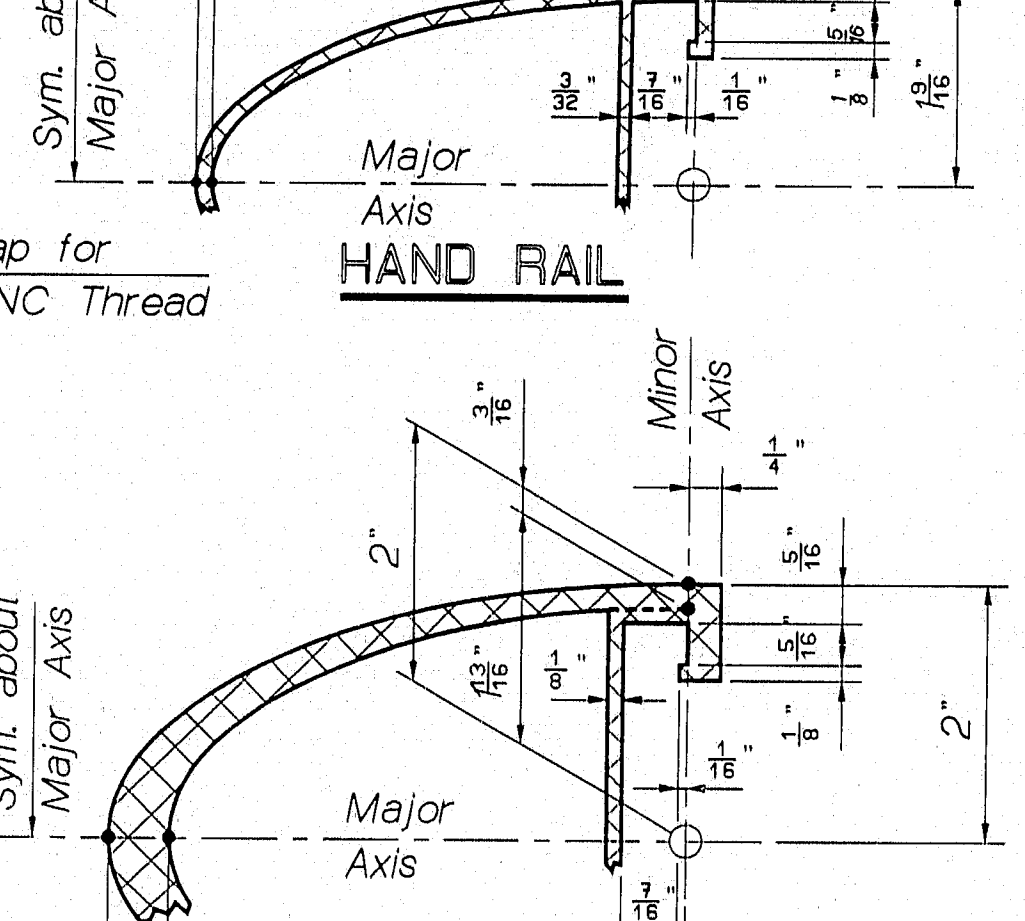
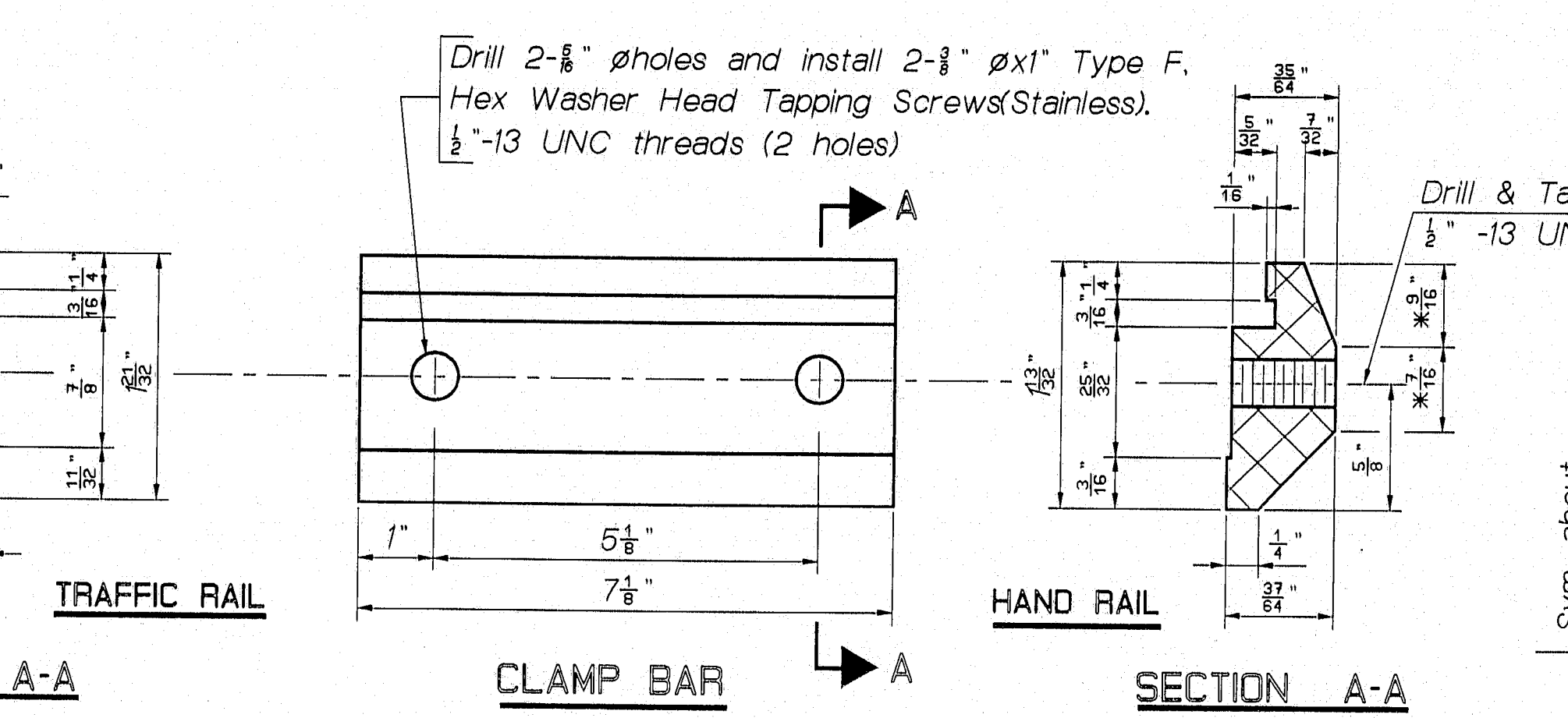
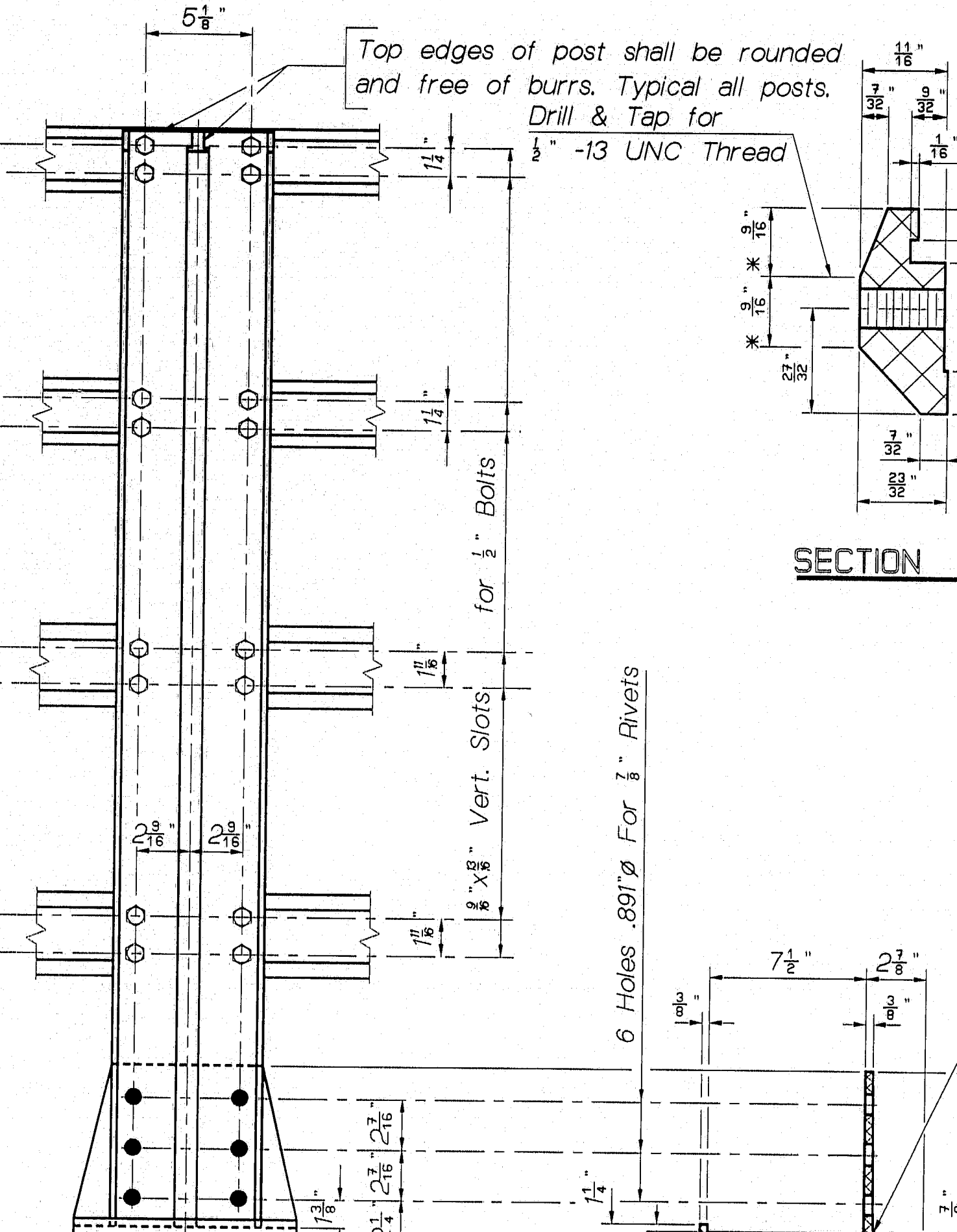
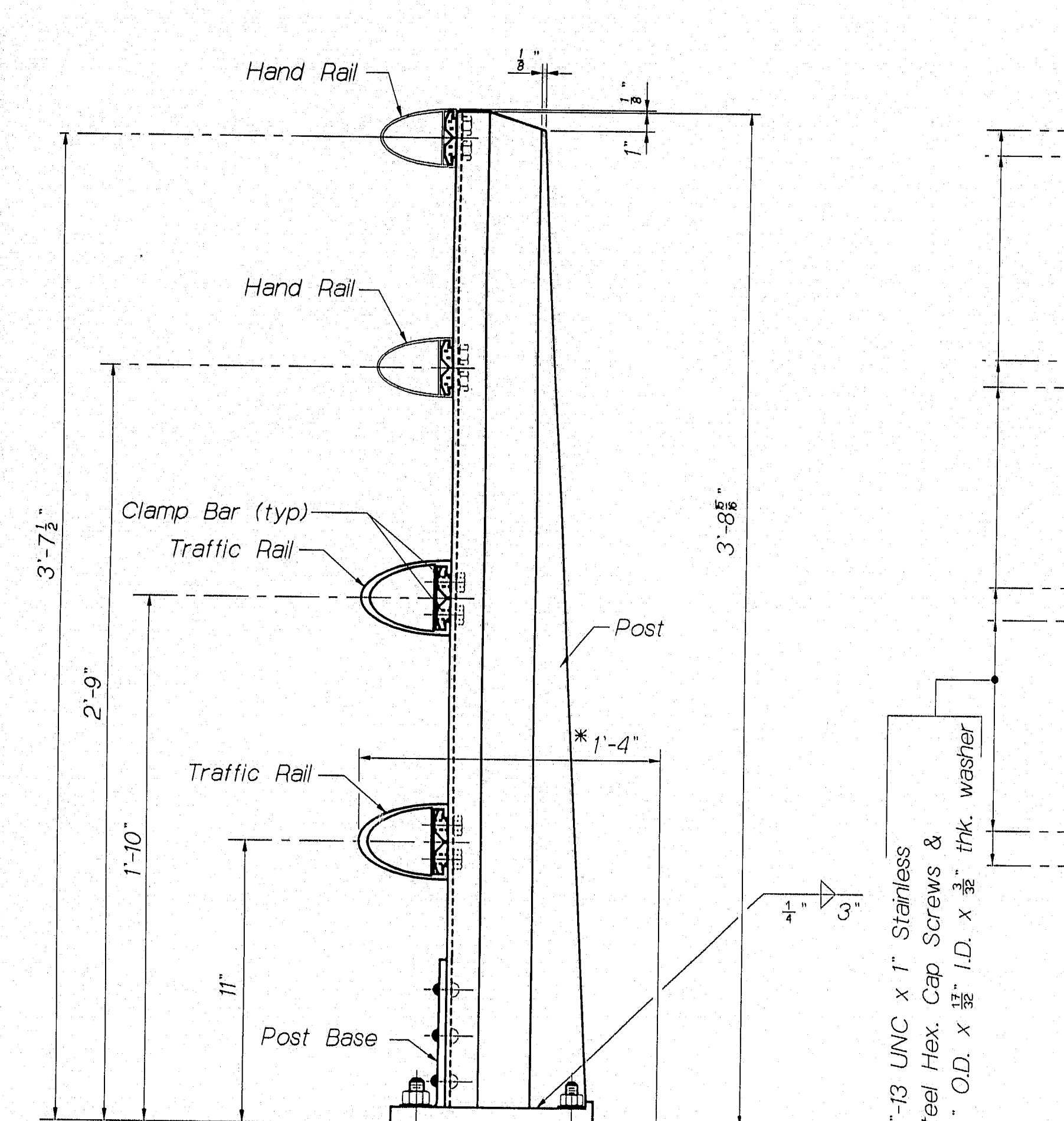
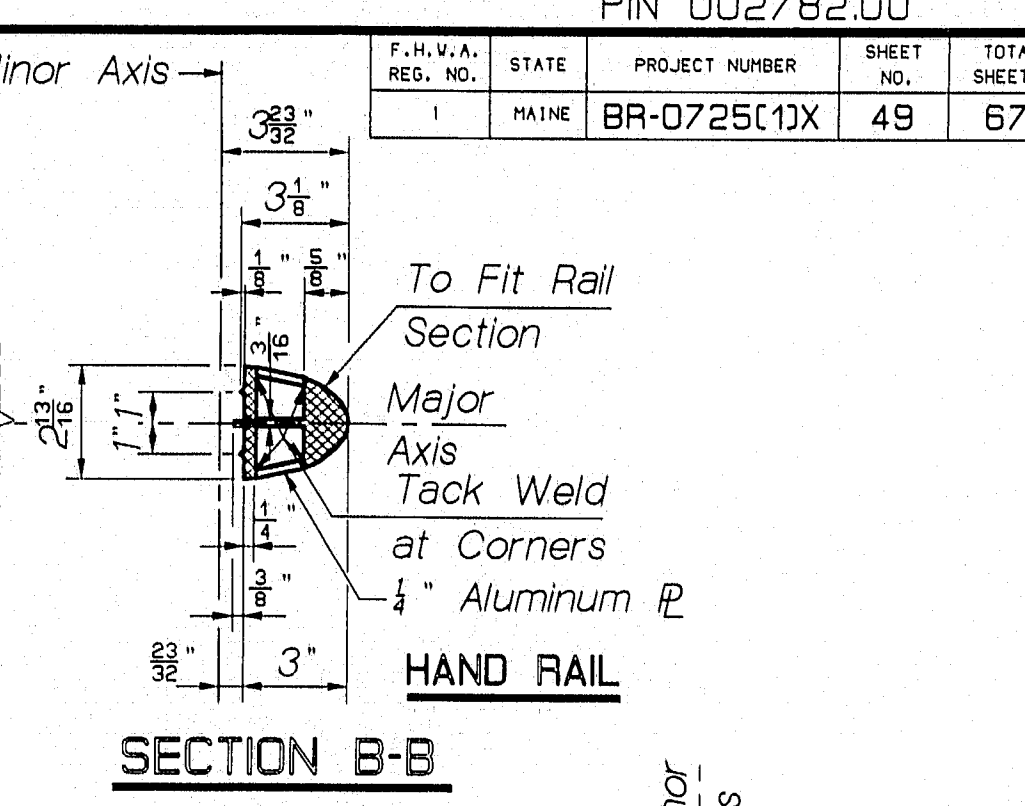
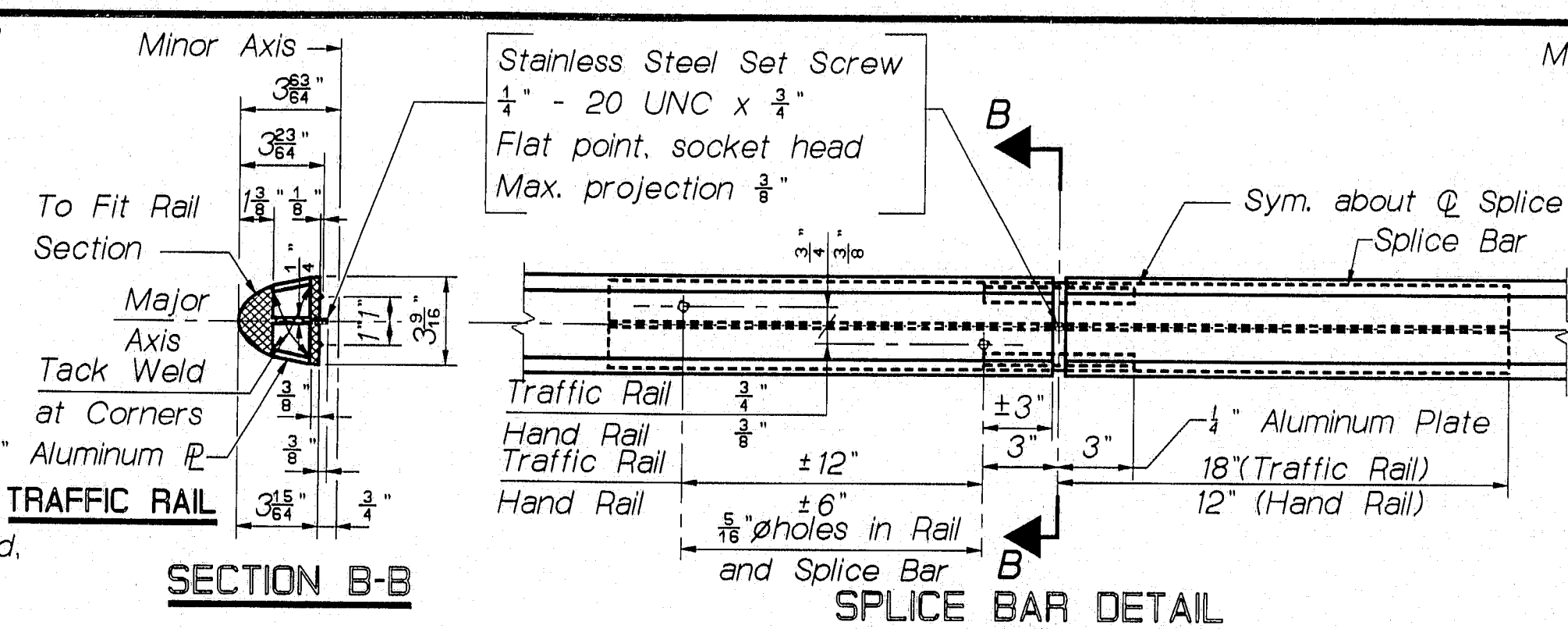
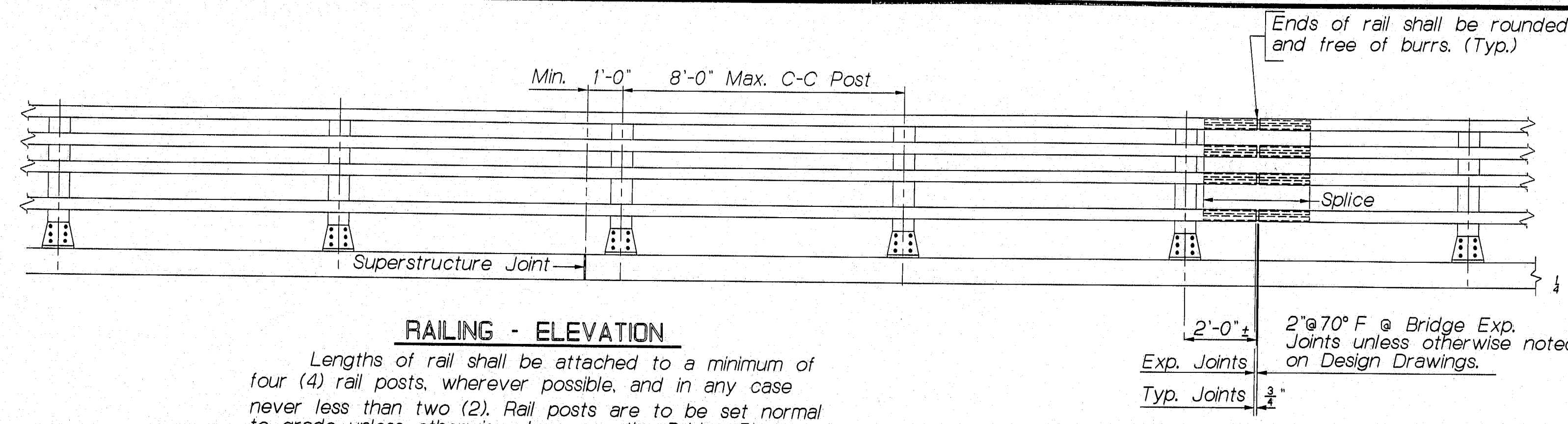
REVISIONS	DATE
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DATE	06/29/93
STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
PRESUMPSCOT FALLS BRIDGE OVER PRESUMPSCOT RIVER IN THE TOWN OF FALMOUTH CUMBERLAND COUNTY REINFORCING STEEL SCHEDULE	

SHEET 48 OF 67 AUGUSTA, MAINE June 1994

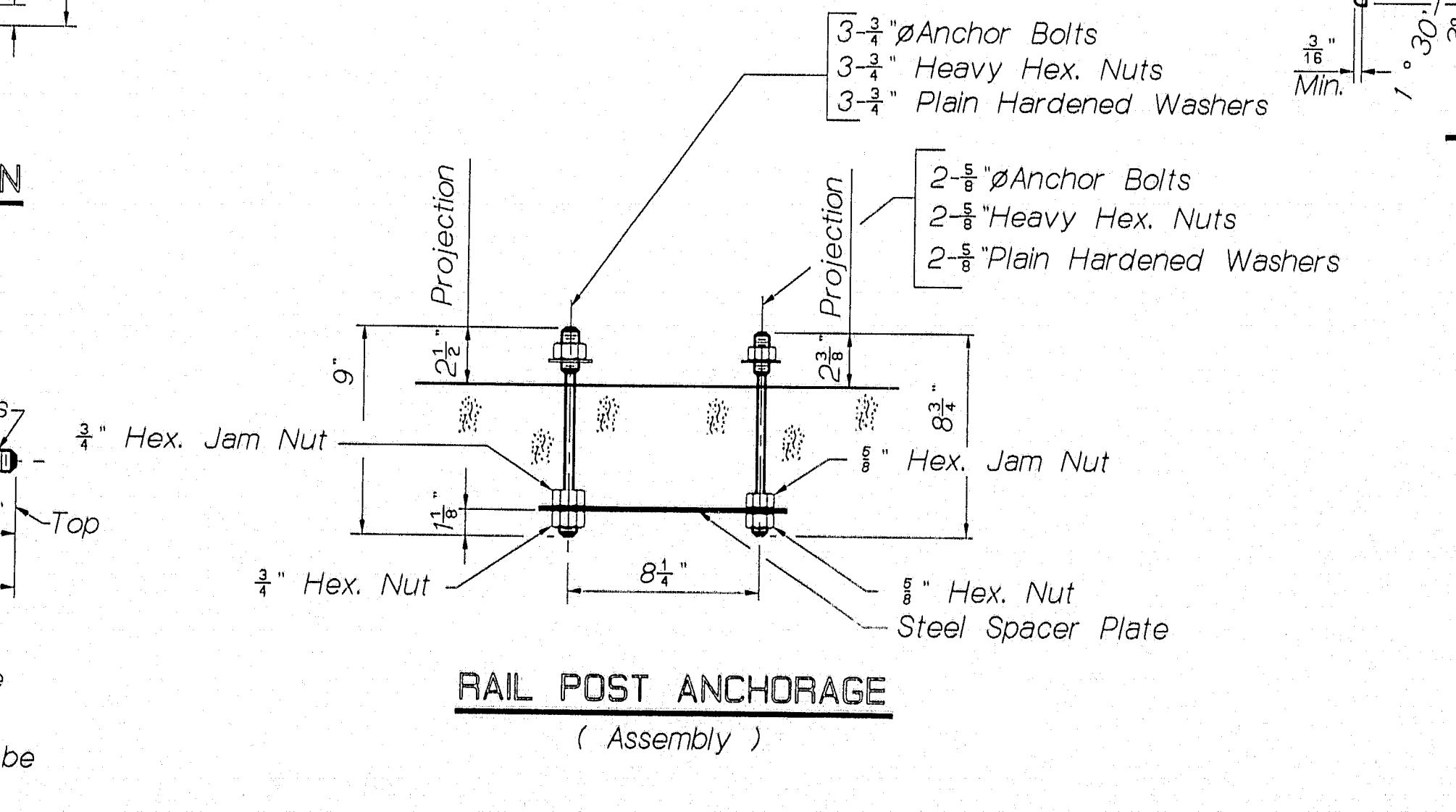
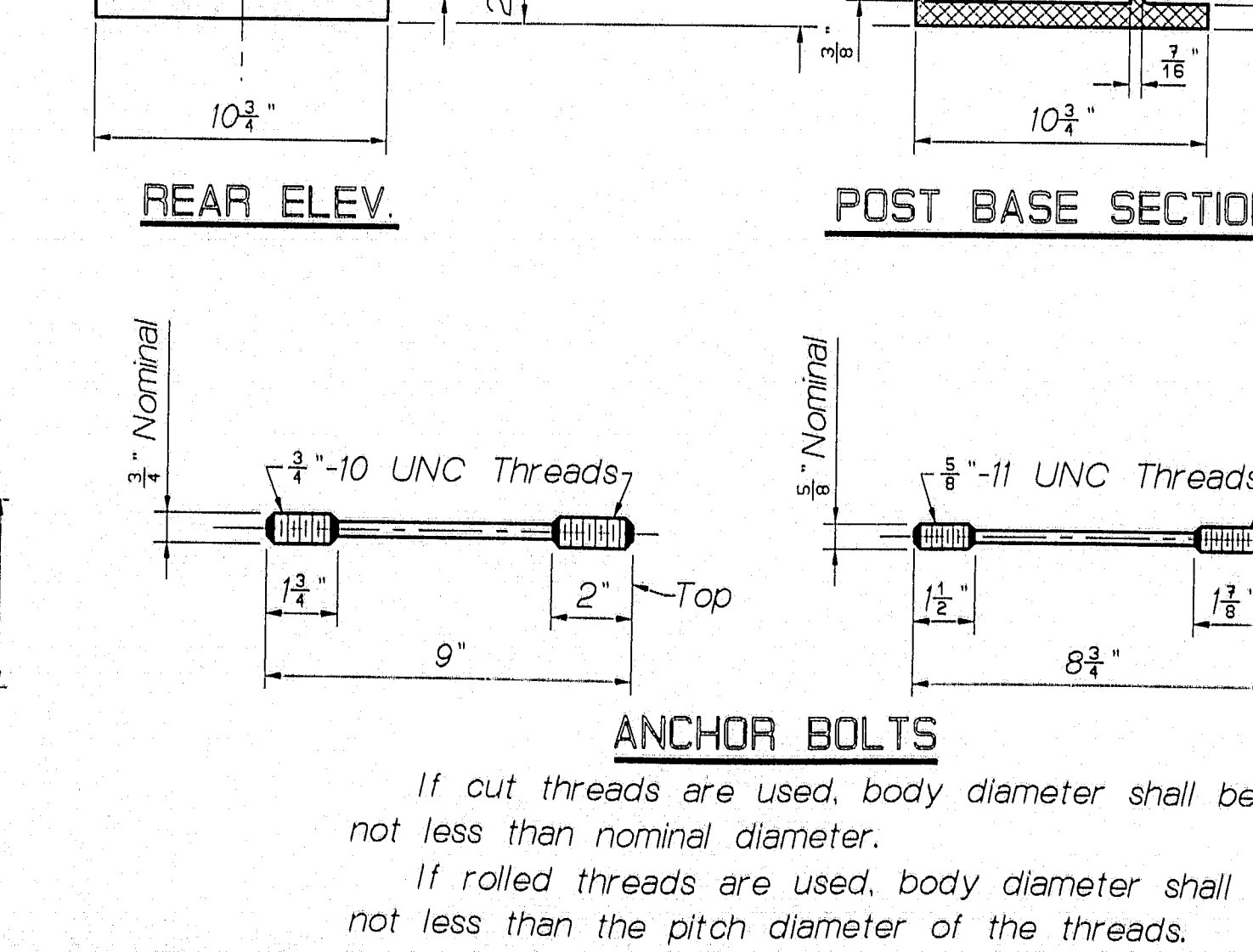
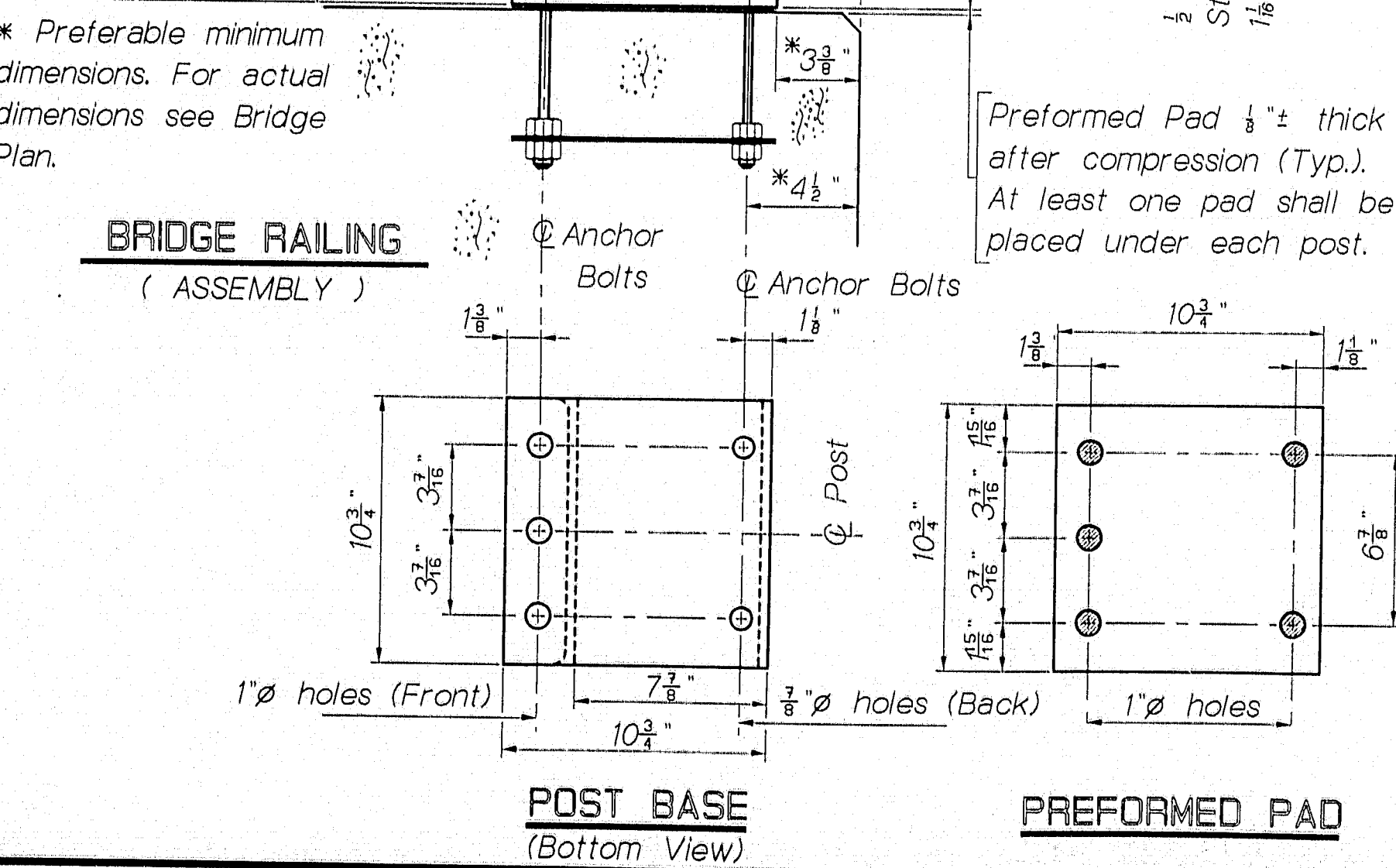
PIN 002782.00

F.H.V.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-0725(1)X	49	67



PROJECT DESIGN ENGINEER	DATE
BY [Signature]	8/93
DESIGN-DETAILED	CHECKED
REVISIONS	FIELD CHANGES
PLANS	

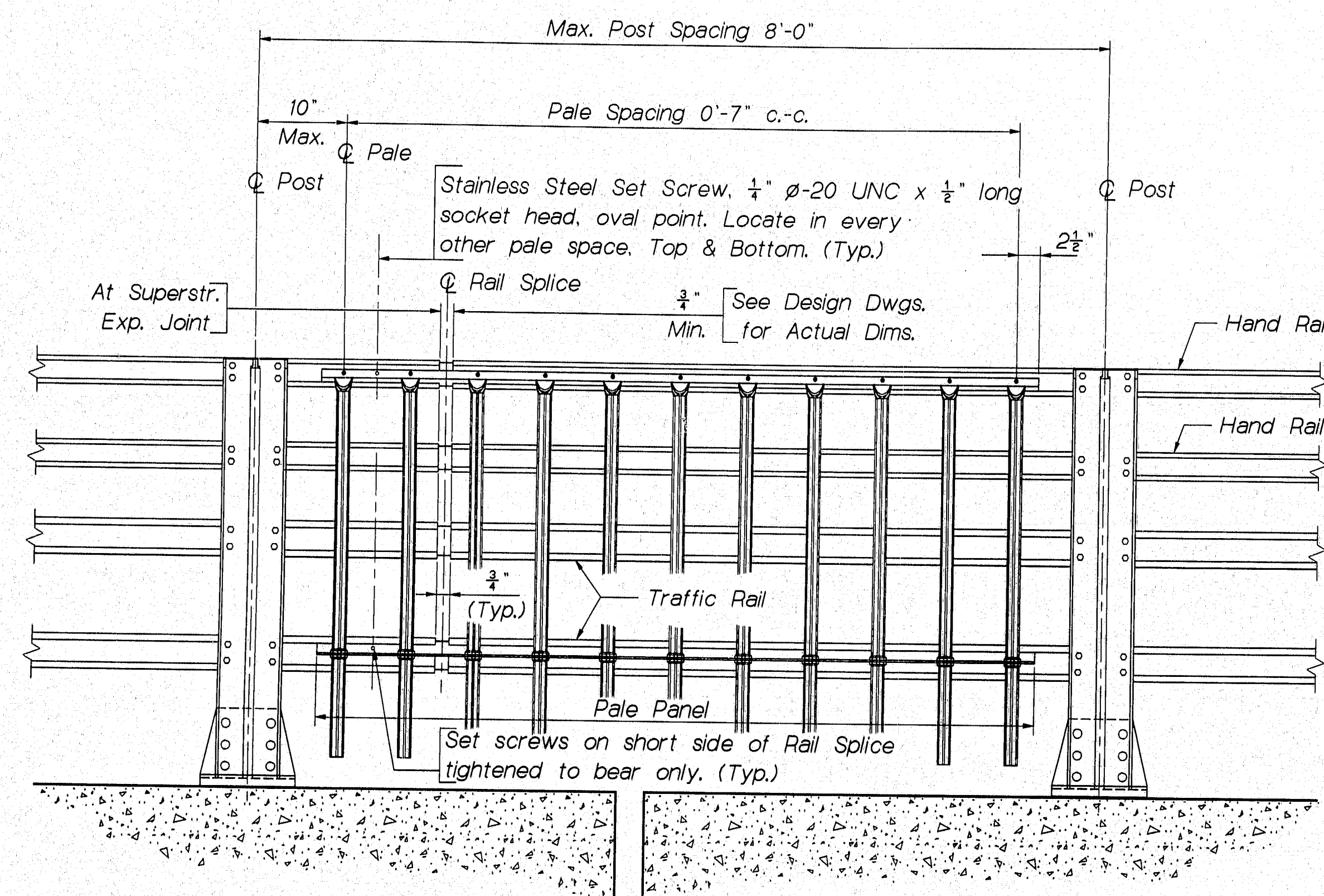
16JAN94-010.000
BRIDGE RAIL



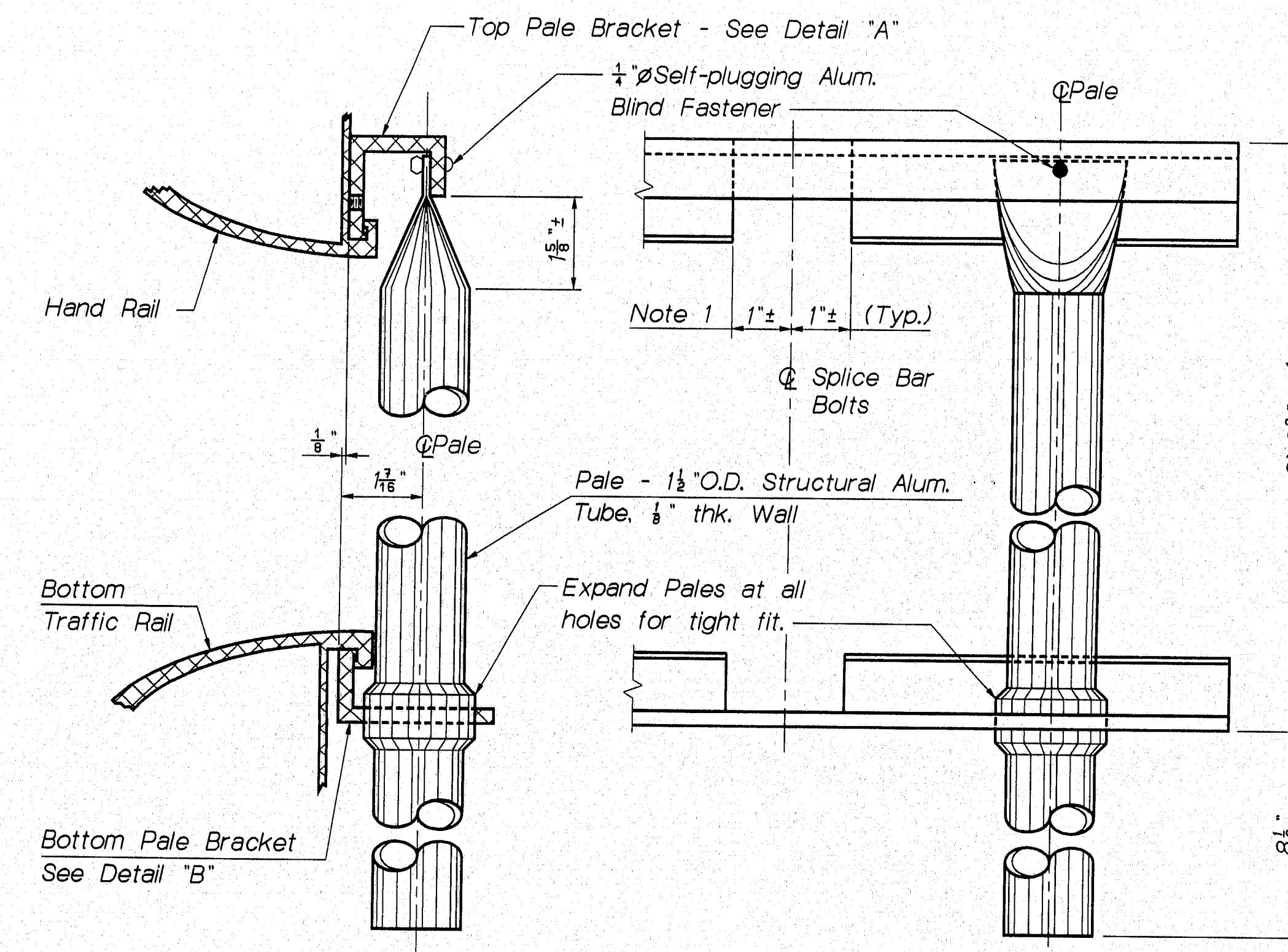
119-282

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PRESUMPSHOT FALLS BRIDGE
OVER
PRESUMPSHOT RIVER
IN THE TOWN OF
FALMOUTH
CUMBERLAND COUNTY
ALUMINUM BRIDGE RAIL
SHEET 49 OF 67 AUGUSTA, MAINE June 1994

PIN 002782.00			
F.H.W.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.
1	MAINE	BR-0725(1)X	50
			TOTAL SHEETS 67

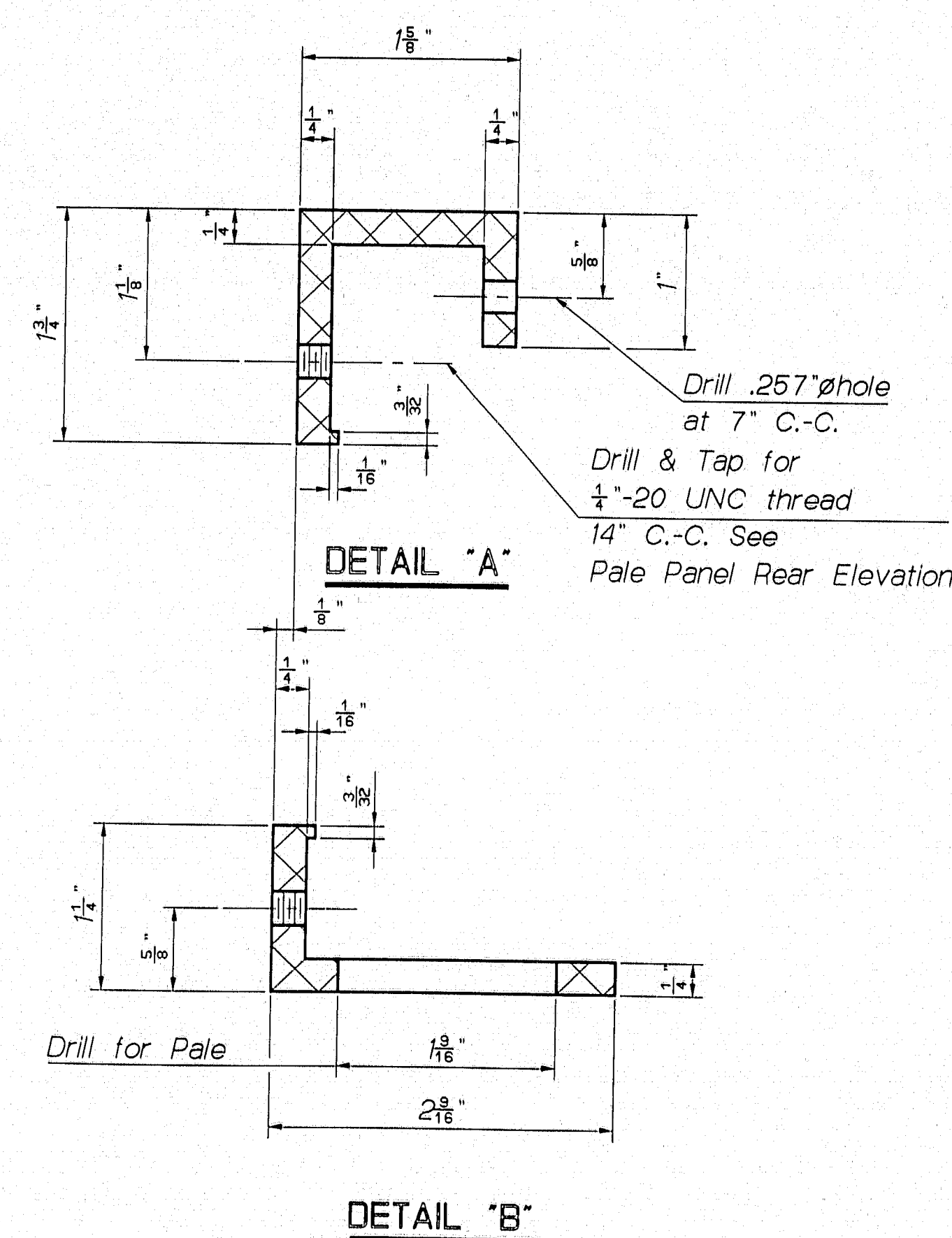


PALE PANEL REAR ELEVATION



PALE PANEL (4 - BAR TRAFFIC RAIL)

NOTE 1. Remove vertical leg and horizontal leg of pale panel extrusions to a depth of $\frac{3}{8}"$ at all splice bar bolt locations.



PROJECT DESIGN ENGINEER	DATE
BY	8/93
DESIGN-DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	

18JAN94-010100
BRIDGE RAIL PALE

119-283

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

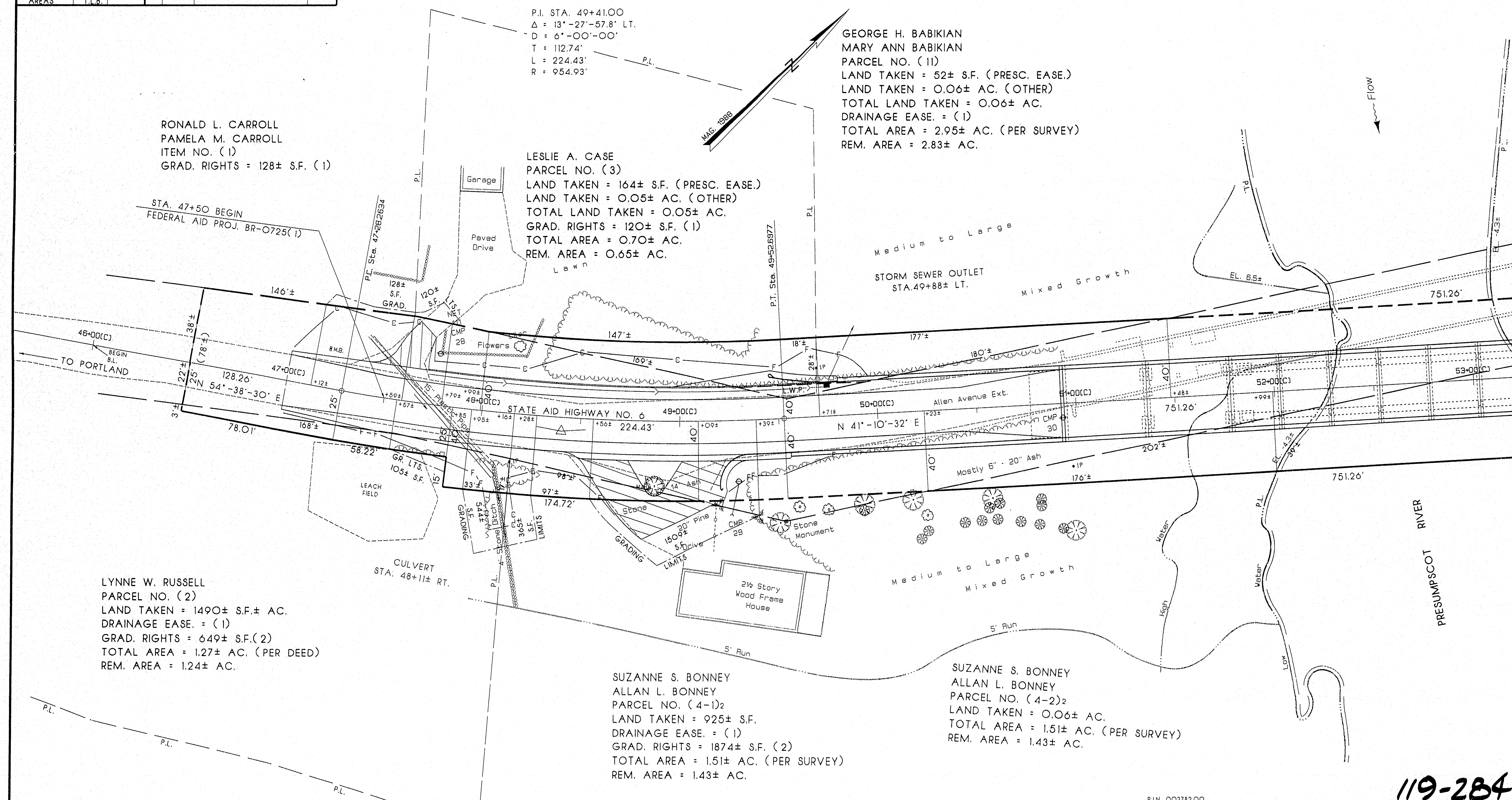
PRESUMPCOT FALLS BRIDGE
OVER
PRESUMPCOT RIVER
IN THE TOWN OF
FALMOUTH
CUMBERLAND COUNTY

BRIDGE RAIL PALES

SHEET 50 OF 67 AUGUSTA, MAINE June 1994

ITEM	TECH	CHECKED	REVISIONS
BASE MAP	T.L.B.		NO. DATE DESCRIPTION BY
EXIST. R/W	L.G.H.		
PROP. LINES	T.L.B.		
AREAS	T.L.B.		

F.H.W.A. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		0725(1)	65	67



NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE

EXISTING R/W
CUMBERLAND COUNTY RECORDS
VOLUME 17, PAGE 233
60 FEET
CUMBERLAND COUNTY RECORDS
VOLUME 1, PAGE 98
4 RODS
ALSO SEE: D.O.T. FILE NO. 3-276A

'PRESUMPSHOT FALLS BRIDGE'
over
PRESUMPSHOT RIVER
BRIDGE NO. 5669

SYMBOLS	
• IP (IRON PIPE OR PIN)	
□ S.T. (SEPTIC TANK) □ C.P. (CESSPOOL)	
○ WELL □ SPRING	
— WATER LINE OR MAIN	
— COVEY — LIMIT —	
LIMITS OF HWY. SLOPE EASEMENT	
LIMITS OF GRADING RIGHTS	
— GRADERS' LIMITS —	
— PROPERTY LINE —	
LIMITS OF WROUGHT PORTION	
— EXISTING RIGHT OF WAY —	
— NEW RIGHT OF WAY —	
— NEW R/W WITHIN EXISTING R/W —	

MAINE DEPARTMENT OF TRANSPORTATION - CENTERLINE CONTROL					
MAINE STATE COORDINATE SYSTEM - ZONE					
CENTERLINE CONTROL MONUMENTS			TRAVERSE CONTROL POINTS		
STATION	NORTH	EAST	NUMBER	NORTH	EAST

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY MAP
STATE AID HIGHWAY NO. 6
FALMOUTH CUMBERLAND COUNTY
FEDERAL AID PROJECT NO. BR-0725(1)
DATE: DECEMBER 1992
SCALE: 1 INCH = 25 FEET
SHEET NO. 1 OF 3 SHEETS
D.O.T. FILE NO. 3-400

DANA F. CONNORS
COMMISSIONER
RICHARD A. COLEMAN CHIEF ENGINEER

119-284

ITEM	TECH	CHECKED	REVISIONS	BY
BASE MAP	T.L.B.		NO. DATE DESCRIPTION	
EXIST. R/W	T.L.B.			
PROP. LINES	T.L.B.			
AREAS	T.L.B.			

GEORGE H. BABIKIAN
MARY ANN BABIKIAN

HOWARD C. REICHE
LOUISE S. REICHE
ITEM NO. (5)
DRAINAGE EASE. = (1)
TOTAL AREA = 4.26± AC.
(PER SURVEY)

SUSAN E. HUCKABY
ITEM NO. (7)
DRAINAGE EASE. = (1)
TOTAL AREA = 7.00± AC. (PER DEED)

P.I. STA. 58+93.20
Δ = 39°-55'-59.0" LT.
D = 111'-00'-00"
T = 189.24'
L = 363.03'
R = 520.87'

DAVID A. RITCHIE
ARLENE E. RITCHIE
PARCEL NO. (8)
LAND TAKEN = 0.07± AC.
GRAD. RIGHTS = 586± S.F. (1)
TOTAL AREA = 2.77± AC.
REM. AREA = 2.70± AC.

FRANCES H. WALTON
PARCEL NO. (6)
LAND TAKEN = 0.65± AC.
DRAINAGE EASE. = (1)
GRAD. RIGHTS = 0.05± AC. (1)
TOTAL AREA = 4.90± AC. (PER TAX MAP)
REM. AREA = 4.25± AC.

NOTE:
RIGHTS TAKEN TO RAZE AND
REMOVE THAT PORTION OF
THE BUILDING THAT LIES
OUTSIDE OF THE NEW BOUNDARIES
OF STATE AID HIGHWAY NO. 6
AT ABOUT STA. 57+50 RT.

'PRESUMPSCOT FALLS BRIDGE'
over
PRESUMPSCOT RIVER

119-285
BRIDGE NO. 5669

NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE

EXISTING R/W
CUMBERLAND COUNTY RECORDS
VOLUME 17, PAGE 233
60 FEET
ALSO SEE: D.O.T. FILE NO. 3-276A

SYMBOLS		-RAILROAD SPIKE		-CONTROL MONUMENTS	
• I.P. (IRON PIPE OR PIN)					
□ S.T. (SLOPE TANK) □ C.P. (CROSSPOLE)					
○ WELL □ SPRING					
— WATER LINE OR MAIN					
— CONTOUR LIMIT					
— LIMITS OF HWY. SLOPE EASEMENT					
— GRADING LIMITS					
— LIMITS OF GRADING RIGHTS					
— PROPERTY LINE					
— LIMITS OF WROUGHT PORTION					
— EXISTING RIGHT OF WAY					
— NEW RIGHT OF WAY					
— NEW R/W WITHIN EXISTING R/W					

P.J.N. 002782.00

STATE OF MAINE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP STATE AID HIGHWAY NO. 6 CUMBERLAND COUNTY FEDERAL AID PROJECT NO. BR-0725(1) DATE: DECEMBER 1992 SCALE: 1 INCH = 25 FEET SHEET NO. 2 OF 3 SHEETS D.O.T. FILE NO. 3-400		DANA F. CONNORS COMMISSIONER RICHARD A. COLEMAN CHIEF ENGINEER	
--	--	--	--

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		0705(1)X	67	67

DAVID A. RITCHIE
ARLENE E. RITCHIE
PARCEL NO. (8)
LAND TAKEN = 0.07± AC.
GRAD. RIGHTS = 586± S.F. (1)
TOTAL AREA = 2.77± AC.
REM. AREA = 2.70± AC.

MARGARET L. BRINK
PARCEL NO. (10)
LAND TAKEN = 1144± S.F.
TOTAL AREA = 0.61± AC.
REM. AREA = 0.58± AC.

DAVID J. BLISS
SANDRA V. BLISS
PARCEL NO. (9)
LAND TAKEN = 1373± S.F.
TOTAL AREA = 1.15± AC. (PER TAX MAP)
REM. AREA = 1.12± AC.

P.I. STA. 61+83.19
 $\Delta = 18^{\circ}-34'-46''$ RT.
 $D = 10^{\circ}-00'-00''$
 $T = 93.72'$
 $L = 185.79'$
 $R = 572.96'$

'PRESUMPCOT FALLS BRIDGE' 119-286
over
PRESUMPCOT RIVER BRIDGE NO. 50

[illegible]

EXISTING R/W
CUMBERLAND COUNTY RECORDS
VOLUME 17, PAGE 233
60 FEET
CUMBERLAND COUNTY RECORDS
VOLUME 1, PAGE 98
4 RODS
ALSO SEE: D.O.T. FILE NO.3-276A

SYMBOLS		● -RAILROAD SPIKE	▲ --CONTROL MONUMENTS
• I.P.(IRON PIPE OF PIN)			
<input type="checkbox"/> S.T.(STEEL TANK) <input type="checkbox"/> C.F.(CEMENTFOUL)			
<input type="checkbox"/> WELL	<input type="checkbox"/> SPRING		
WATER LINE OR MAIN COUNT LIMIT LANE			
LIMITS OF HWY. EASEMENT			
GRADING LIMITS			
LIMITS OF GRADING RIGHTS			
PROPERTY LINE			
LIMITS OF WROUGHT PORTION			
EXISTING RIGHT OF WAY			
NEW RIGHT OF WAY			
NEW R/W WITHIN EXISTING R/W			

PIN. 00278200	PRESUMPSCOT RIVER	BRIDGE NO. 5669
STATE OF MAINE		
DEPARTMENT OF TRANSPORTATION		
RIGHT OF WAY MAP		
STATE AID HIGHWAY NO. 6		
FALMOUTH	CUMBERLAND COUNTY	
FEDERAL AID PROJECT NO. BR-0725(1)		
DATE: DECEMBER 19 92		
SCALE: 1 INCH = 25 FEET	DANA F. CONNORS	
SHEET NO. 3 OF 3 SHEETS	COMMISSIONER	
D.O.T. FILE NO. 3-400	RICHARD A. COLEMAN CHIEF ENGINEER	