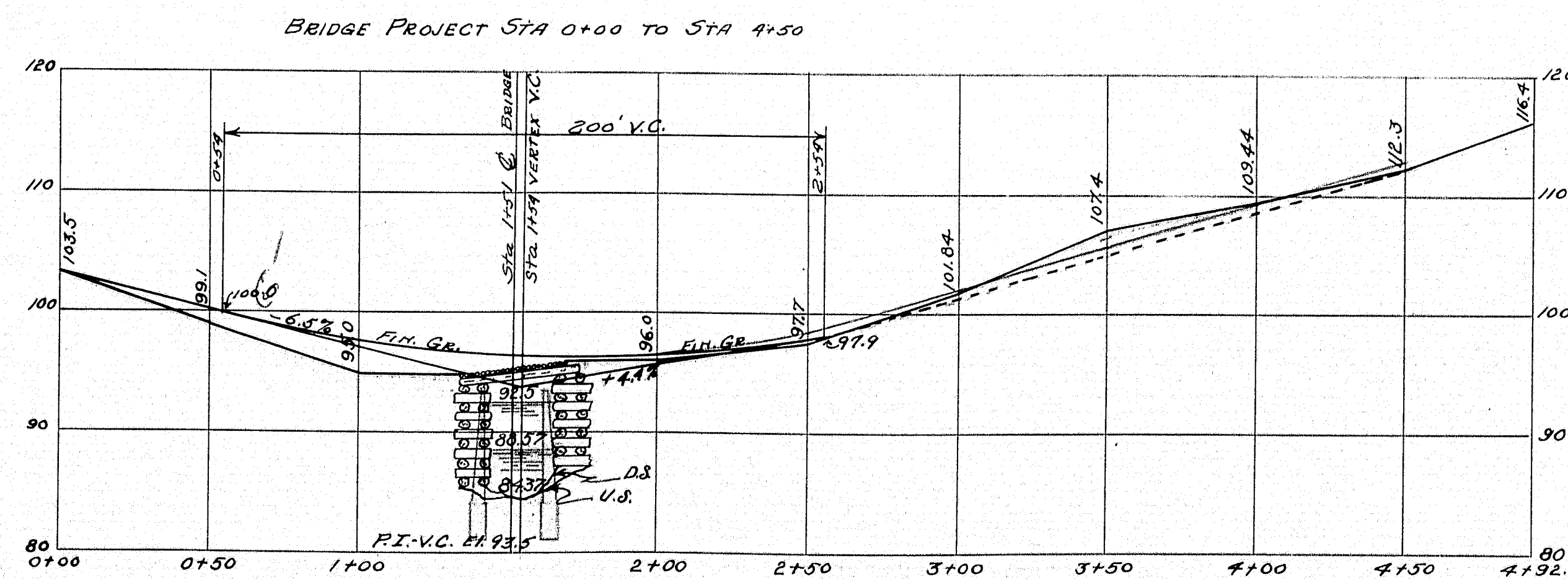
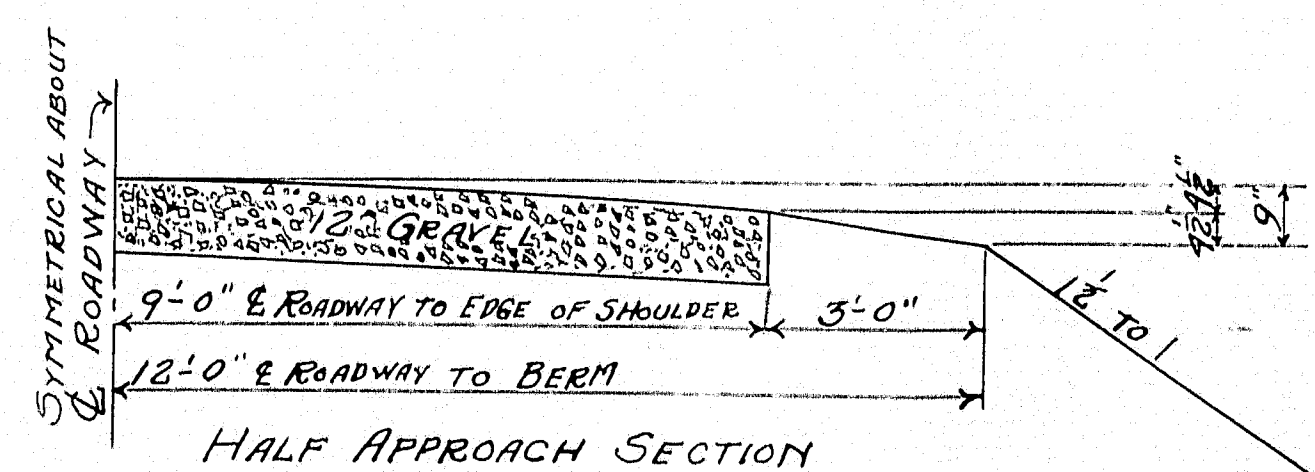
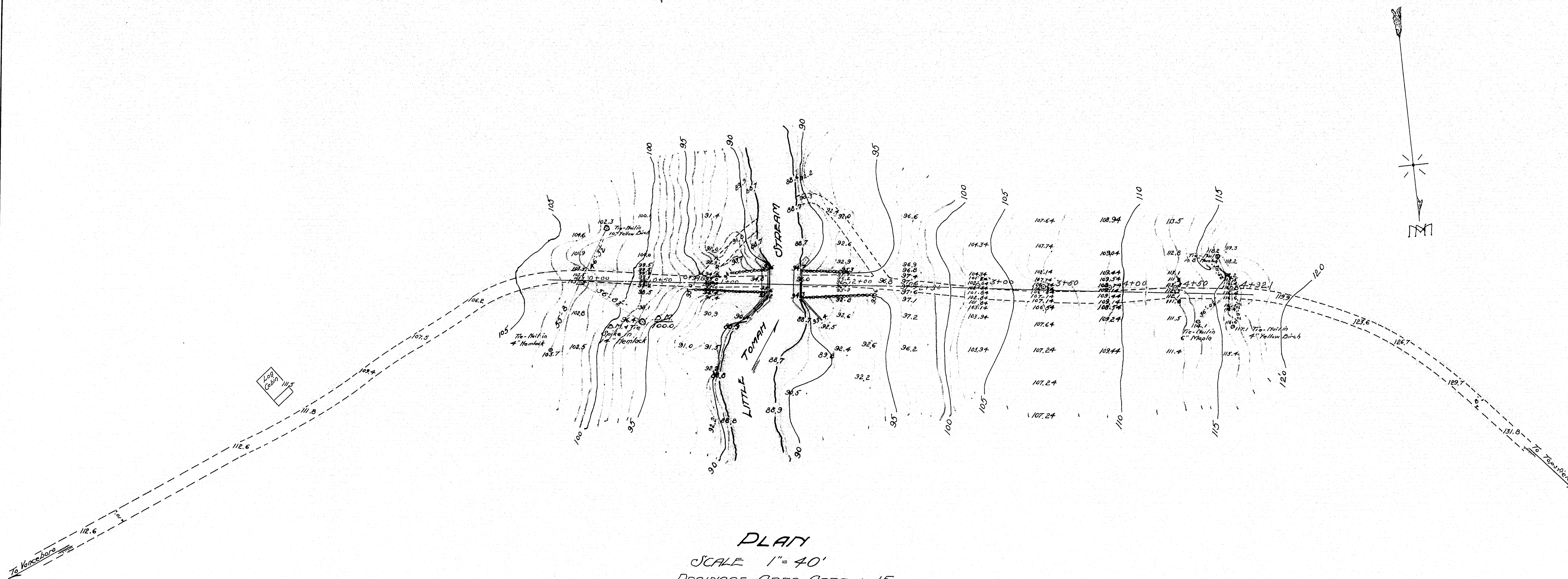
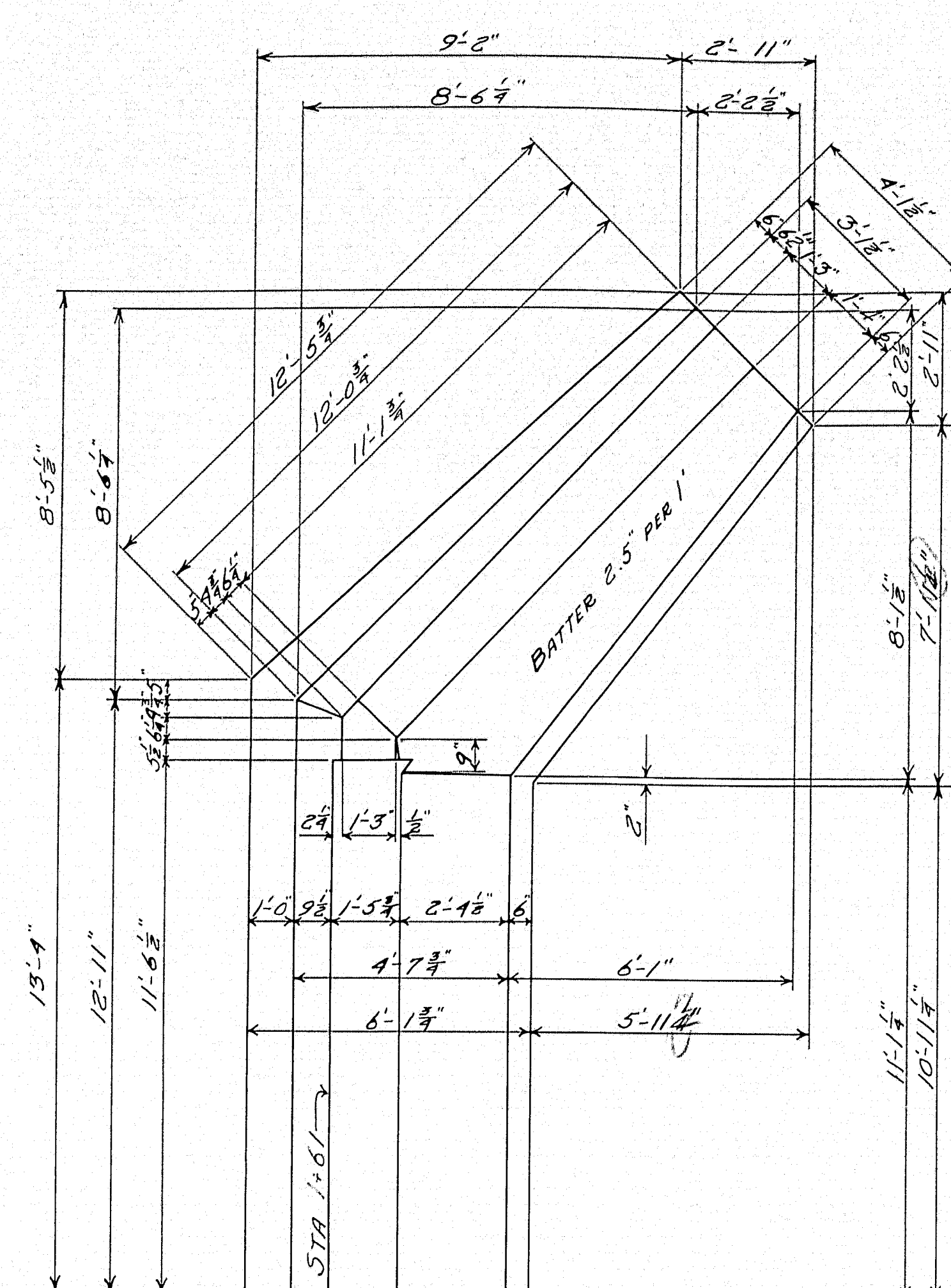
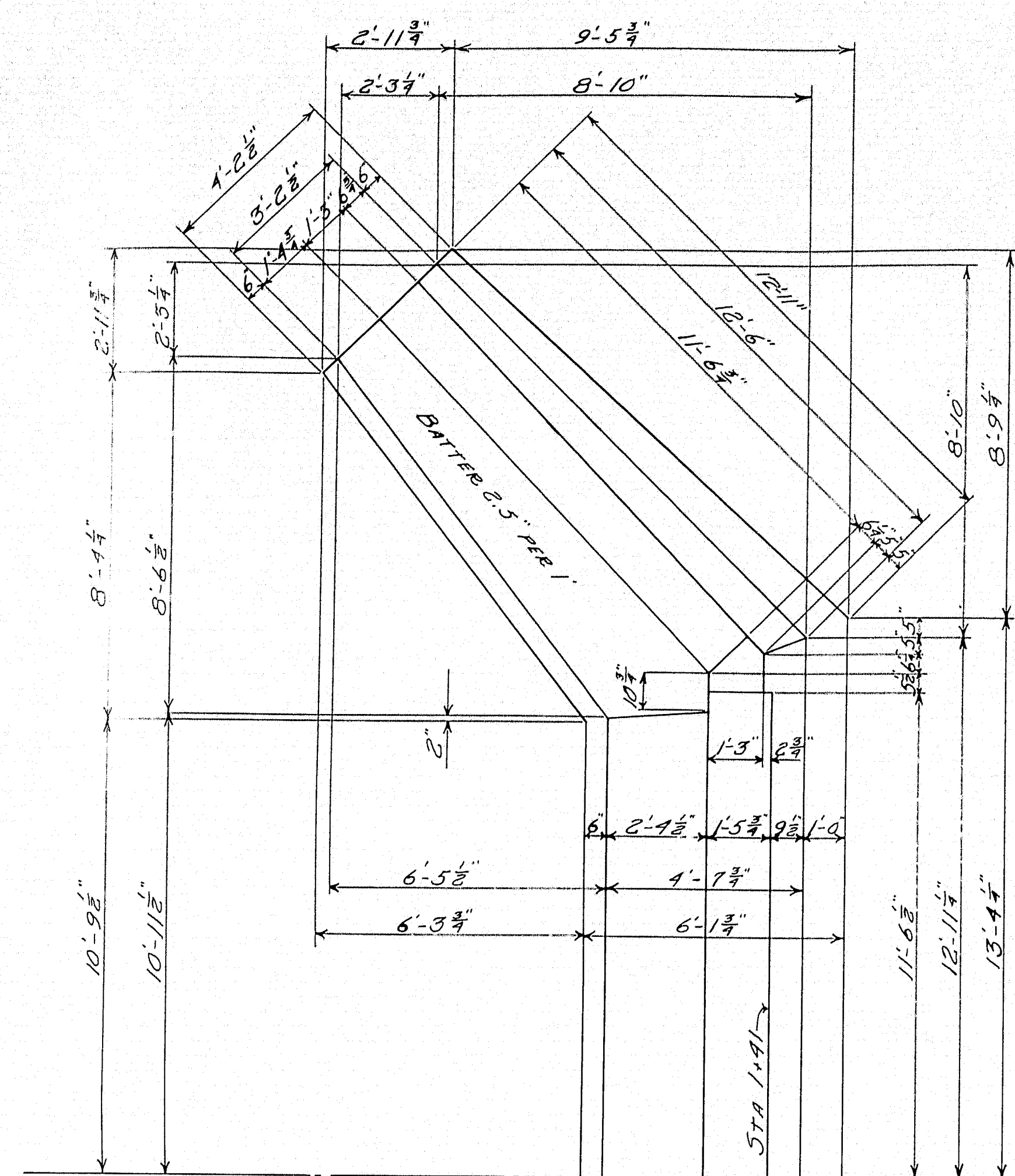




Notes:-
Superstructure:- Pole flooring, 5 log stringers in fair condition, 9'-6" clear roadway on bridge.
Substructure:- Log cribbing, partly filled with stone and dirt.
Stream & Stream Bed:- Gravel stream bed. No penetration.
Water elev. at bridge 88.57
High water elev. 92.5
Under-clearance elev. 33.6
Best location for temporary bridge is downstream side.
Changes in plan shown in red.

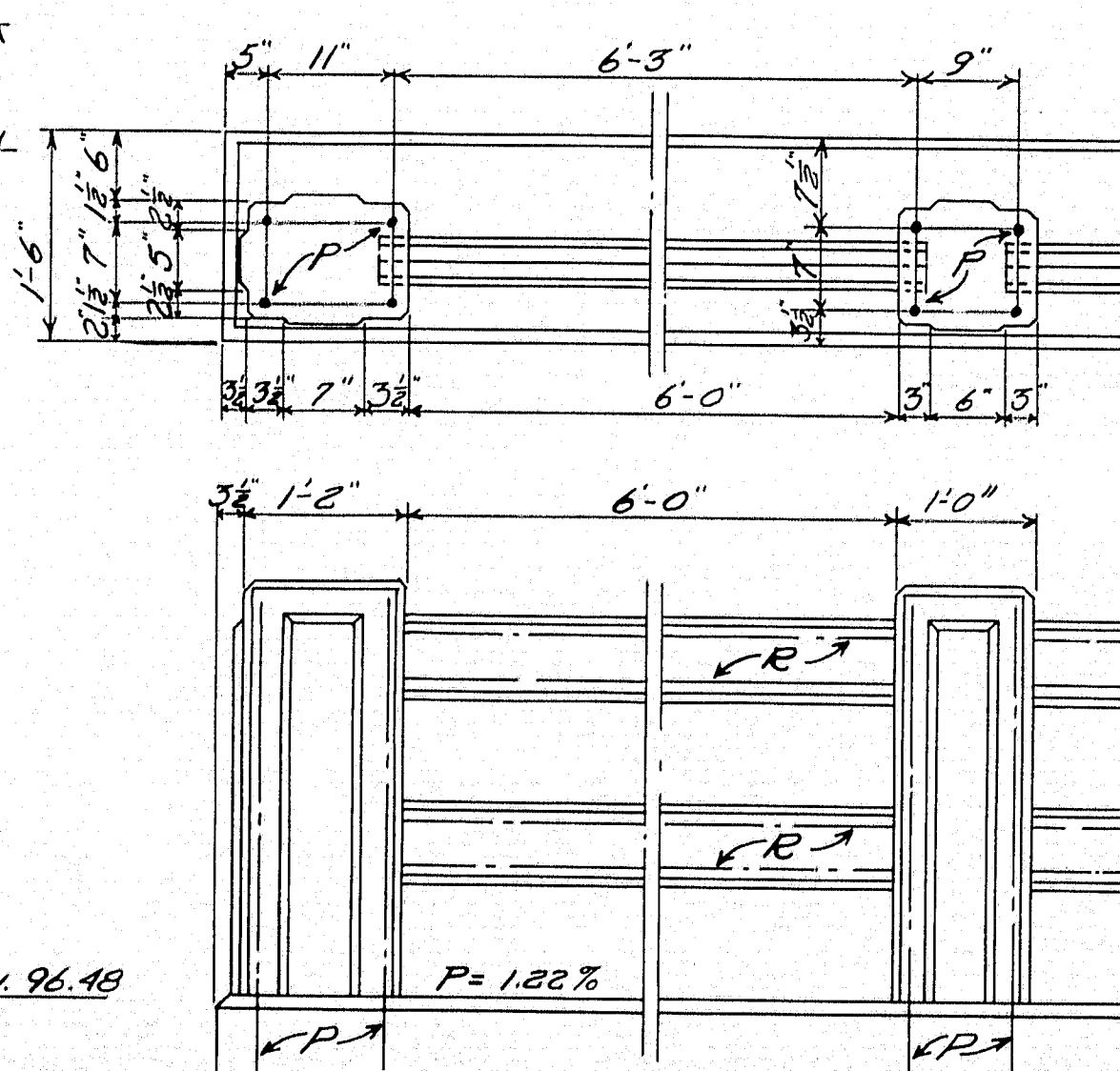
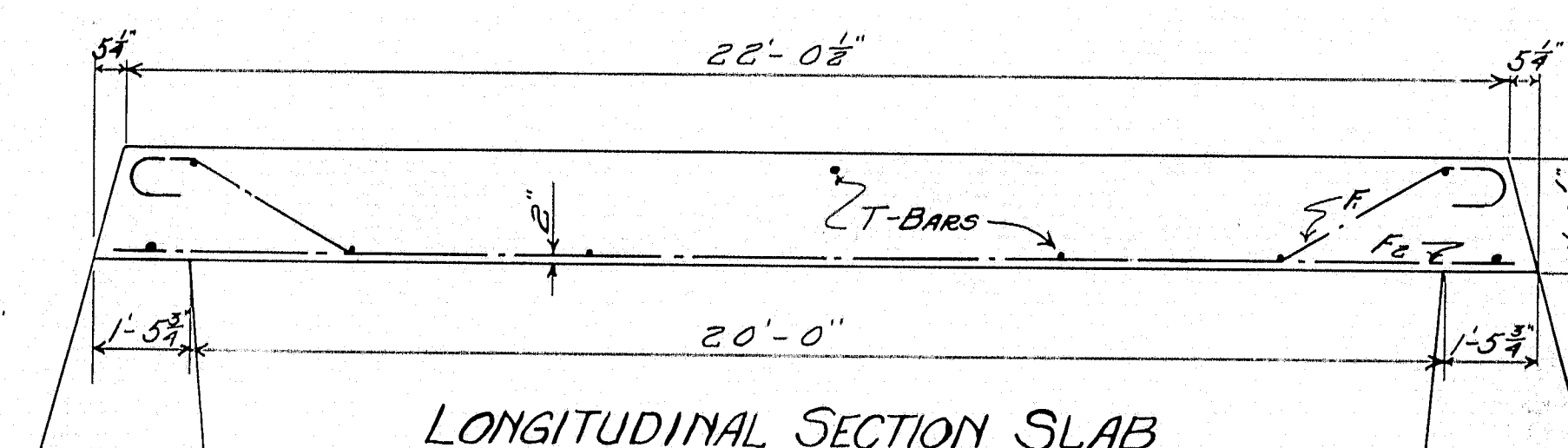
PLANT 15-12
BRIDGE 2472
MAINE HIGHWAY COMMISSION
BRIDGE DIVISION
LITTLE TOMAH BRIDGE
OVER
LITTLE TOMAH STREAM
IN THE PLANTATION OF
CODYVILLE WASHINGTON CO.
SURVEY PLANT
Sheet 1 of 2 August, Me. Dec. 23, 1929

15-134



BOTH ABUTS. SYMMETRICAL ABOUT CENTER LINE

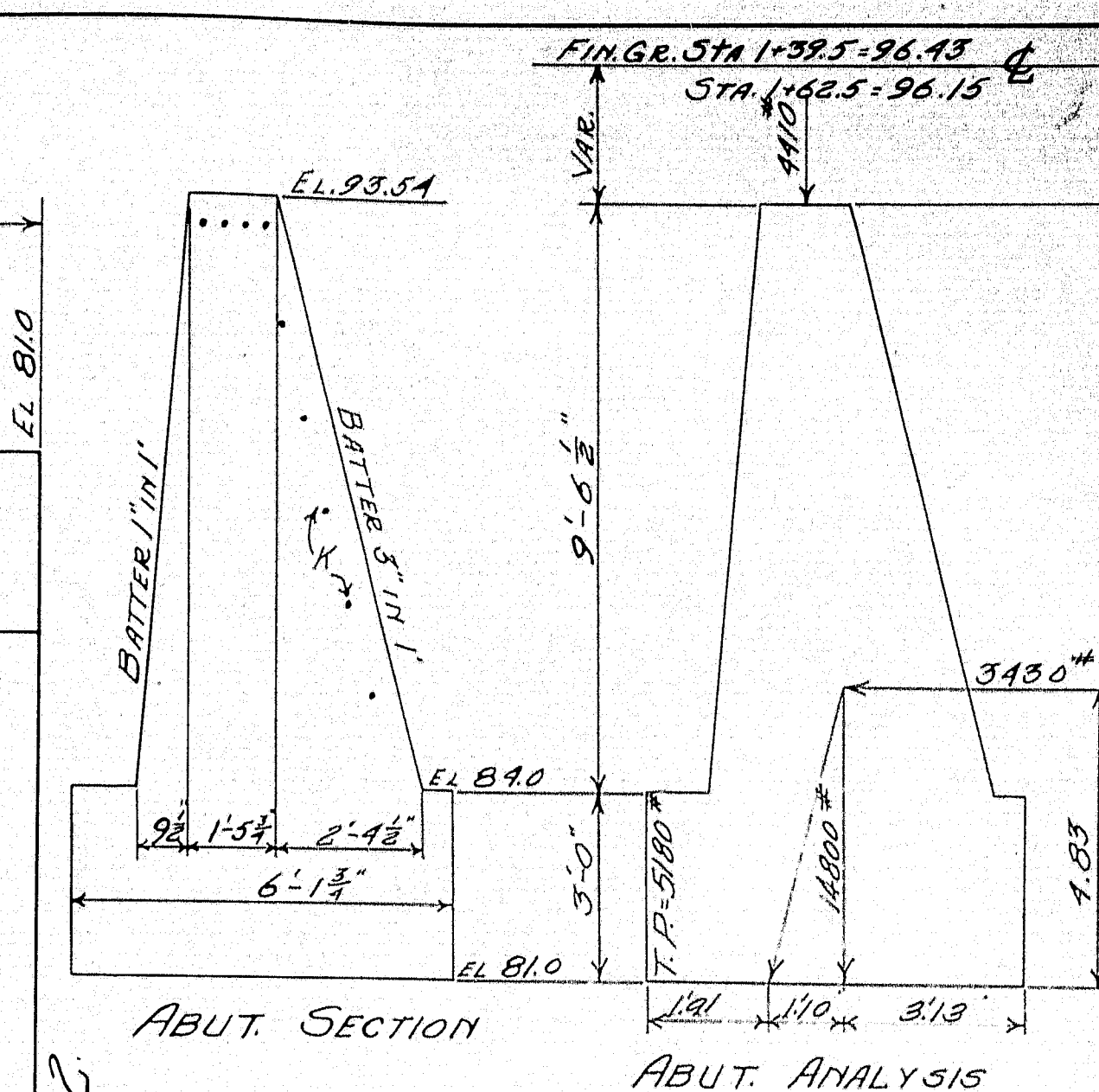
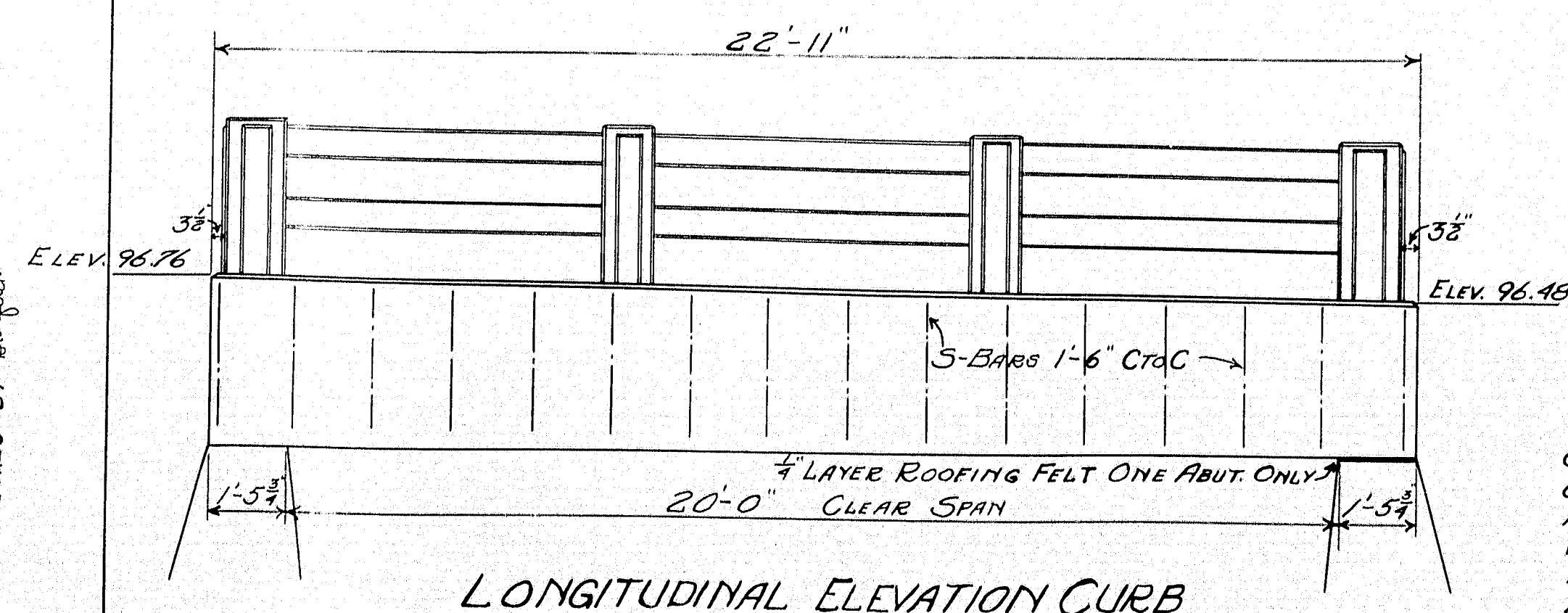
ABUT. NO. 1 HALF PLAN ABUT. NO. 2



RAIL DETAILS

RAIL DETAILS

CURB AND SLAB TO BE CAST TOGETHER. STEEL FOR POSTS TO BE SET IN CURB. PRECAST RAIL BARS IN LENGTHS OF 6'-5". PLACE RAIL BARS IN POSITION WITH ENDS PROJECTING INTO POST FORMS $2\frac{1}{2}"$. WRAP END 6" WITH TWO THICKNESSES OF LIGHT ROOFING FELT. FOLD IN ENDS AND WHEN POST FORMS ARE REMOVED, CUT AWAY ALL FELT EXPOSED. PANELS ON POSTS TO BE $\frac{3}{4}"$ THICK. CHAMFER ALL EXPOSED EDGES OF CONCRETE $\frac{1}{2}"$ UNLESS OTHERWISE INDICATED.



ABUT. SECTION

The diagram shows a cross-section of a steel schedule curb. The top flange has a width of 14-11/16" and a thickness of 2-68/171". The web has a thickness of 1/8". The bottom flange has a width of 3" and a thickness of 2-68/171". The material is specified as STEEL SCHEDULE. The drawing is labeled F-13 and includes a note: F-BARS - 1"φ - TOTAL LENGTH 23'7 3/4" - 23 REQ. - RDWY. S. Below the drawing is a detail of the corner showing a 1/8" x 3/4" x 1/8" dimension.

NOTE:-
ALL STEEL TO BE PLAIN ROUND BARS AND OF STRUCTURAL GRADE.
ALL DIMENSIONS ARE TO CENTERS OF BARS.
PLACE K-BAR AT JUNCTION OF WING WALLS AND BRIST WALLS - 6" VERTICALLY AND 6" FROM EACH FORM. K-BARS ALSO 6" BELOW BRIDGE SEAT ELEVATION SPACING 4" ON CENTERS. BEND BARS IN FIELD TO FIT FORMS.
COVER THE 6" SLOTS BETWEEN THE WING WALL AND SUPERSTRUCTURE ON THE BACK SIDE WITH 2 LAYERS OF HEAVY ROOFING FELT 10" WIDE. COAT SURFACE OF CONCRETE AND BACK SIDE OF EACH SLAB APPLIED WITH HOT TAR OR ASPHALT. THE AREA TO BE COVERED BY FELT IS TO BE RECESSED IN 1" INCLUDING THIN STRIPS TO THE FORMS BEFORE THE CONCRETE IS PLACED.

Changes in population in 1900

SUBSTRUCTURE-PLAN BY TAYLER
SUPERSTRUCTURE-PLAN BY HERSEY
TRACED BY HERSEY
CHECKED BY Goodrich

PLANT. 15-12
BRIDGE 2472

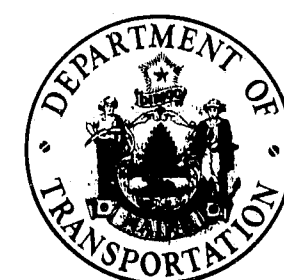
MAINE HIGHWAY COMMISSION
BRIDGE DIVISION
LITTLE TOMAH BRIDGE
OVER
LITTLE TOMAH STREAM
IN THE PLANTATION OF
CODYVILLE, WASHINGTON CO.
SUBSTRUCTURE & SUPERSTRUCTURE
Sheet 2 of 2 Augusta, Me. May 6, 1932

6-28

BRUNING 44-132-457(10-1)

JANUARY 1982

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



LITTLE TOMAH BRIDGE
IN THE PLANTATION OF
CODYVILLE *PLT*
WASHINGTON COUNTY
PROJECT NO. BR-03111231
PROJECT LENGTH - 0.085 MILES

CONVENTIONAL SIGNS			
COUNTY LINES	=====	TRAVELLED WAY - PROPOSED	=====
TOWN LINES	=====	UNDERGROUND UTILITIES - EXISTING	=====
PROPERTY LINES	=====	UNDERGROUND UTILITIES - PROPOSED	=====
R/W LINES - EXISTING	=====	RAILROAD - SINGLE TRACK	=====
R/W LINES - NEW - ACCESS CONTROL	=====	RAILROAD - DOUBLE TRACK	=====
R/W LINES - NEW - NO ACCESS CONTROL	=====	UTILITY POLE - EXISTING	o
CULVERT - EXISTING	=====	UTILITY POLE - JOINT OCCUPANCY	o
CULVERT - PROPOSED	=====	PROPOSED UTILITY POLE - TEMPORARY	x
CURBING - EXISTING	=====	PROPOSED UTILITY POLE - PERMANENT	*
CURBING - PROPOSED	=====	TREES	o
TRAVELLED WAY - EXISTING	=====	WOODS	=====

SPECIFICATIONS

DESIGN—A.A.S.H.T.O. Standard Specifications for Highway Bridges 1977 with interim Specifications 1977, 1978, 1979 & 1980.

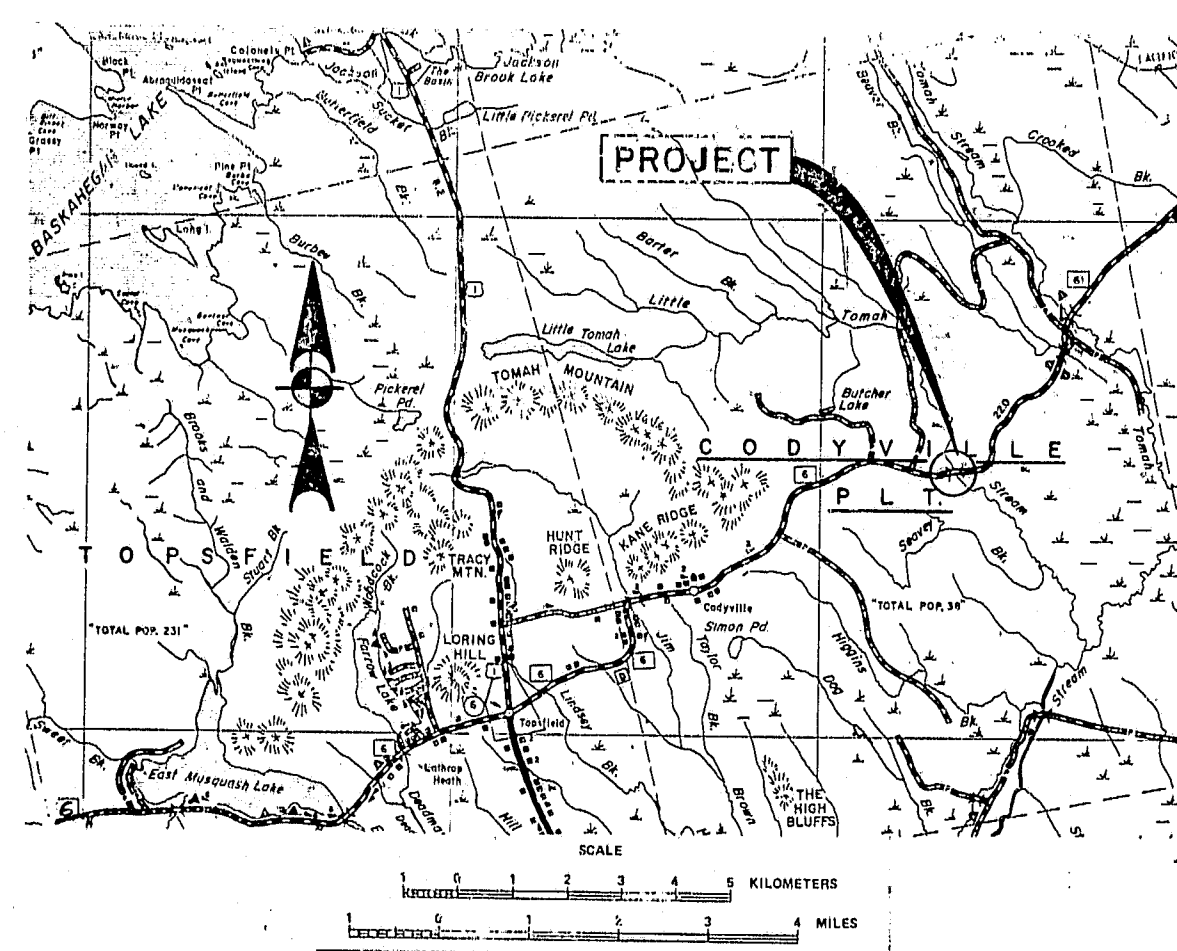
CONTRACT—State of Maine, State Highway Commission, Standard Specifications, Highways and Bridges, Revision of June, 1981.

DESIGN LOADING

LIVE LOAD—HS 25

HYDROLOGIC DATA

Drainage Area-----16.84 square miles
Design Discharge (Q50)-----1500 c.f.s.
Check Discharge (Q100)-----1800 c.f.s.
Headwater Elevation (Q50)-----264.5
Headwater Elevation (Q100)-----265.3
Discharge Velocity (Q50)-----16.1 f.p.s.
Discharge Velocity (Q100)-----16.7 f.p.s.



TRAFFIC DATA

A.D.T. 450 1980
A.D.T. 630 2000
D.H.V. 76
T. (%) 8
D. (%) 60
V. 50
P.S.D. (%)
18 KIPS 15

NOTE

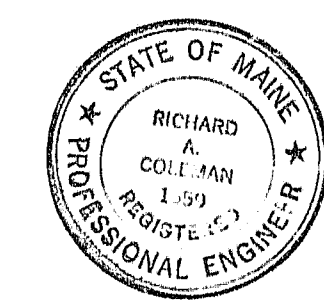
All work contemplated under this contract to be governed by and in conformity with the STANDARD SPECIFICATIONS (revision of June 1981) and supplementals thereto, except as modified on the plans and in the special provisions.

APPROVED:

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
George N. Campbell
COMMISSIONER
Richard J. Coleman
CHIEF ENGINEER

DATE

10-2-81
10-5-81



UNITED STATES
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION 1

APPROVED:

DIVISION ADMINISTRATOR DATE

"It Built" You 2. January 1982

R89-449

F.H.W.A. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	311(23)	1	13

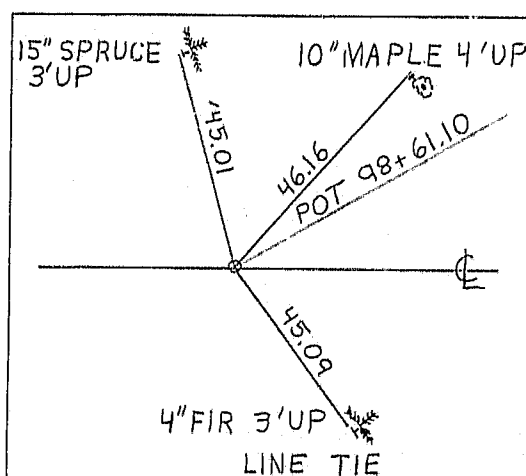
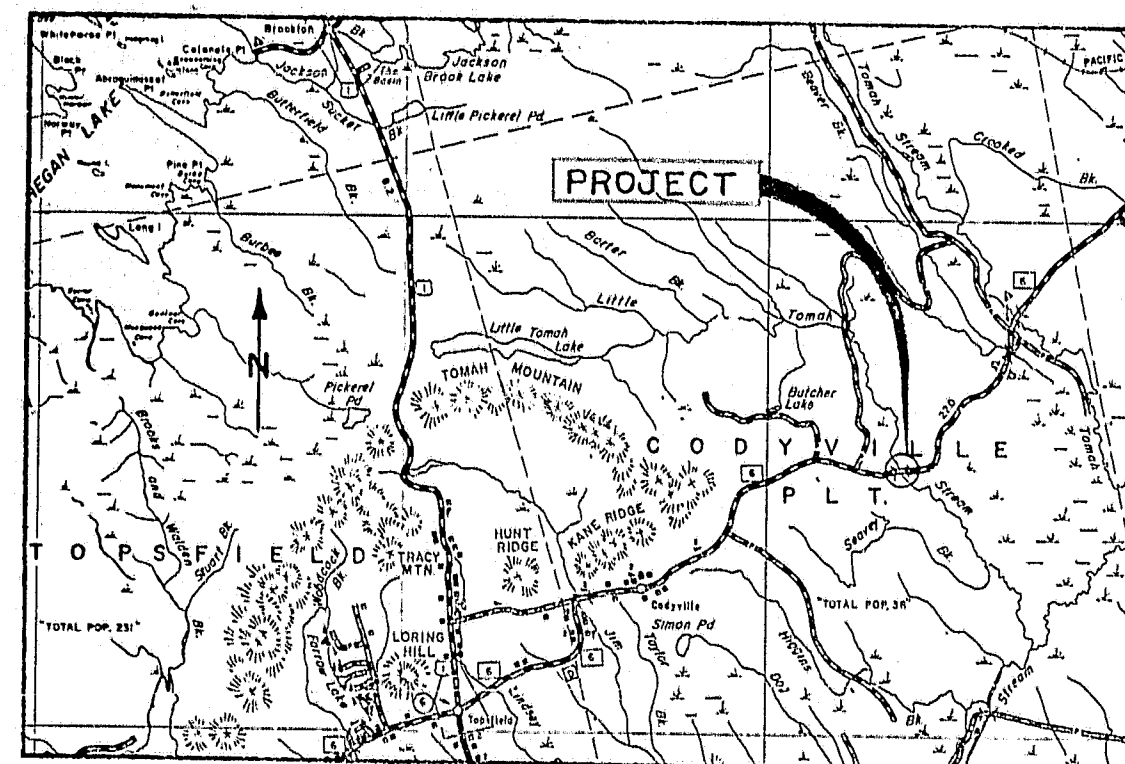
INDEX OF SHEETS

TITLE SHEET-----	1
ESTIMATED QUANTITIES-----	2
SURVEY PLAN-----	3
SURVEY PROFILE-----	4
STRUCTURAL PLATE PIPE ARCH-----	5
CROSS SECTIONS-----	6-8
HIGHWAY STANDARDS-----	9
MAINTENANCE OF TRAFFIC-----	10-12
RIGHT OF WAY MAP-----	13

NOV 1980 6 GUARD RAIL 1-81

Preliminary Plan
JTA Apr 81
FEB 80 DLP

DATE	BY
DESIGNED	SEA
CHECKED	SEA
REVISIONS	
FIELD CHANGES	

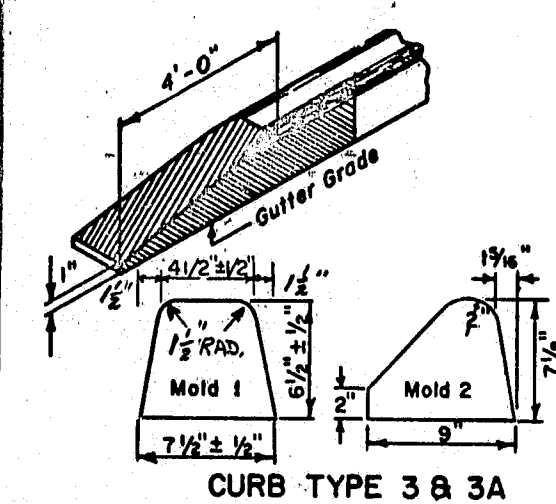
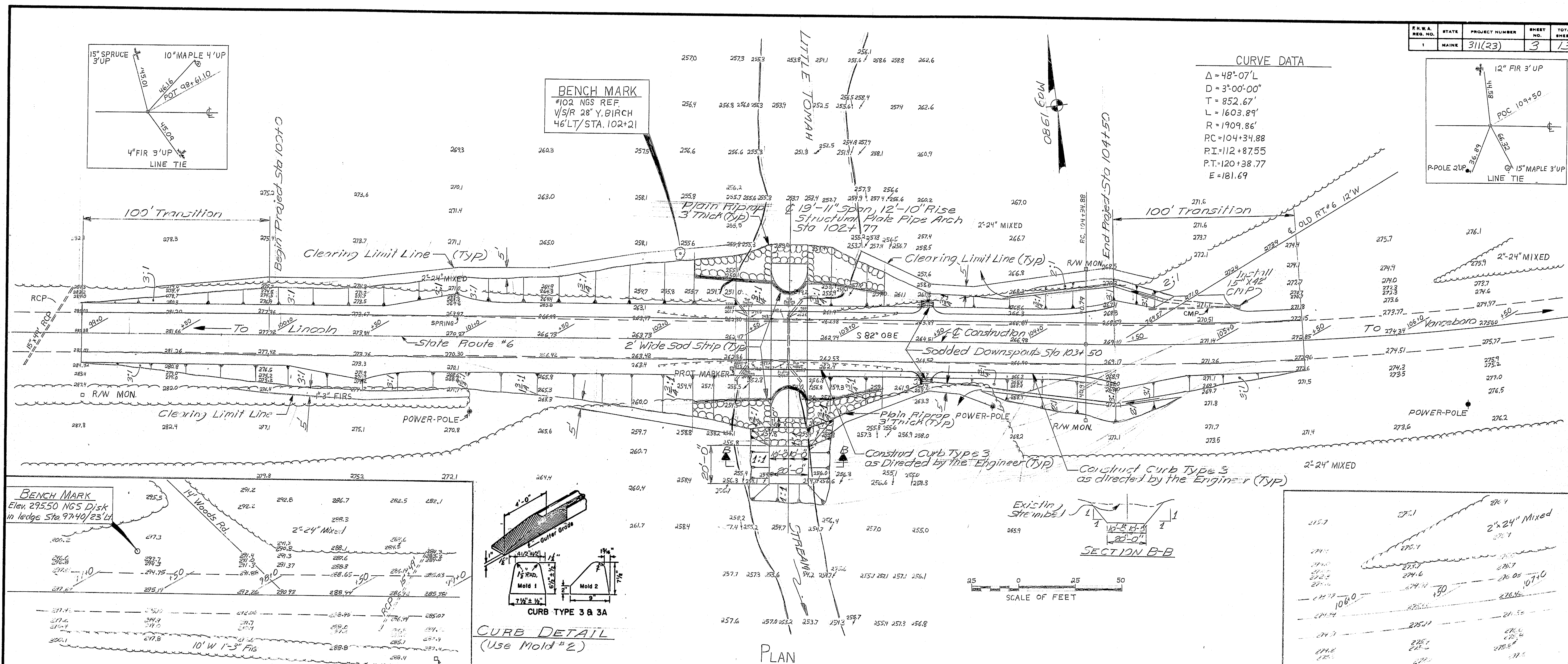
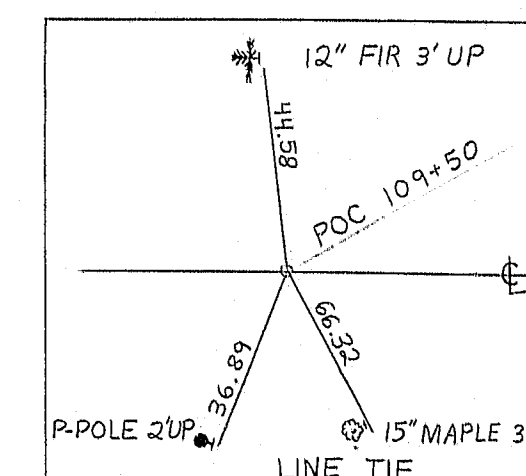


BENCH MARK
#102 NGS REF.
V/S R 28' Y. BIRCH
46' LT/STA. 102+21

CURVE DATA

$\Delta = 48^\circ 07' L$
 $D = 3^\circ 00' 00''$
 $T = 852.67'$
 $L = 1603.89'$
 $R = 1909.86'$
 $PC = 104+34.88$
 $PT = 120+38.77$
 $E = 181.69'$

F.H.W.A. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	311(23)	3	13



CURB TYPE 3 & 3A
(Use Mold #2)

SPECIFICATIONS

Design: AASHTO Specifications for Highway Bridges
 1971 and Interim Specifications 1973, 1977 & 1980

Contract: State of Maine, Department of Transportation
 Standard Specifications, Highway and Bridges,
 Revision of June, 1981.

DESIGN LOADING

Live Load: HS20

HYDROLOGIC DATA

Drainage Area: 1.16 sq. miles
 Design Discharge (Q₁₀) = 150 cfs
 Design Discharge (Q₅) = 130 cfs
 H.W. with Flood (H₁₀) = 24.5 ft
 H.W. with Flood (H₅) = 23.5 ft
 Design Velocity (V₁₀) = 1.5 ft/sec
 Design Velocity (V₅) = 1.5 ft/sec

TRAFFIC DATA

AADT 1300 = ASD
 AADT 2000 = ASD
 DHV = 0.5
 TCR = 1
 DCR = 1
 LCR = 1

SURVEY NOTES

SUBSTRUCTURE: All concrete construction on and off stream, except downstream wingwalls, which are in poor condition.
STREAM: Reported High water Elev. 200'. Reported Low water Elev. 201'. Flow is slow in the stream because of deep water bar in the stream. The stream is fast in the stream. The stream is fast in the stream. The stream is fast in the stream.
FOUNDATIONS: Streambed is composed of soft, silty, sandy clay. The streambed is composed of soft, silty, sandy clay. The streambed is composed of soft, silty, sandy clay.
REMARKS: Plans of the existing bridge and a hydrologic report of the bridge site 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 the plans will show any construction field changes or any alterations which may have been made to the bridge during its life span. The hydrologic report is based on the interpretation by the Department of Information obtained for the subject site and no assurance is given that the information or the conclusions of the report will be representative of actual conditions at the time of construction.

NOTE: MAG. BEARINGS TAKEN FROM R/W PLAN SHEET 5-15-24 FEB. 1941

SURVEY BOOK # 8631

BRIDGE CODE # R472

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

LITTLE TOMAH BRIDGE
 OVER
 LITTLE TOMAH STREAM
 IN THE TOWN OF
 CODYVILLE PLT.
 WASHINGTON COUNTY
 SURVEY

SHEET OF AUGUSTA, MAINE FEB. 1980

R89-451

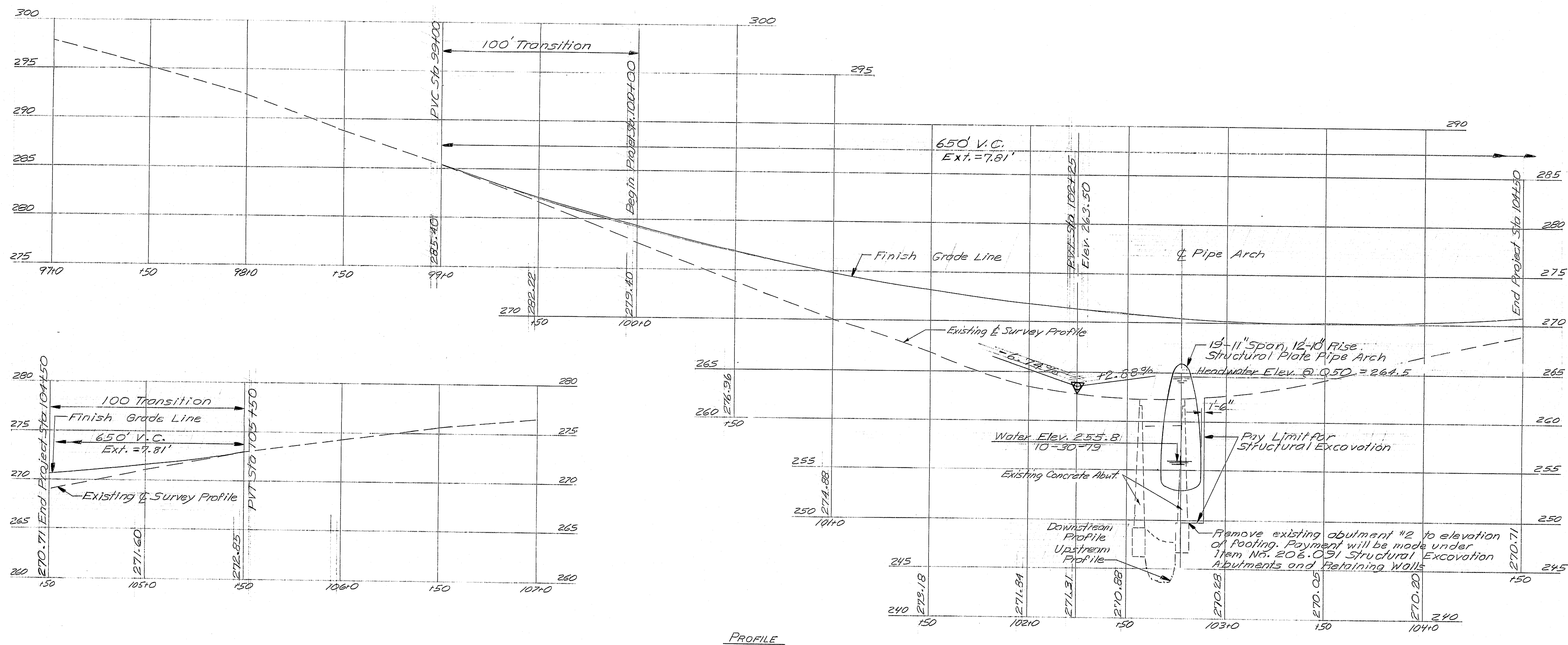
"As Built" You & Us, 1982

Preliminary Plan JTF - pr. 81
 Surveyed Feb. 80 DLP

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

PLANS

BRUNING 44 132 45710



PROFILE

Survey Book # 883 Bridge Code # 2472

STATE OF MAINE	DEPARTMENT OF TRANSPORTATION
LITTLE TOMAH BRIDGE	
OVER	
LITTLE TOMAH STREAM	
IN THE TOWN OF	
CODYVILLE PLT.	
WASHINGTON COUNTY	
PROFILE	

SHEET OF AUGUSTA, MAINE FEB. 1980

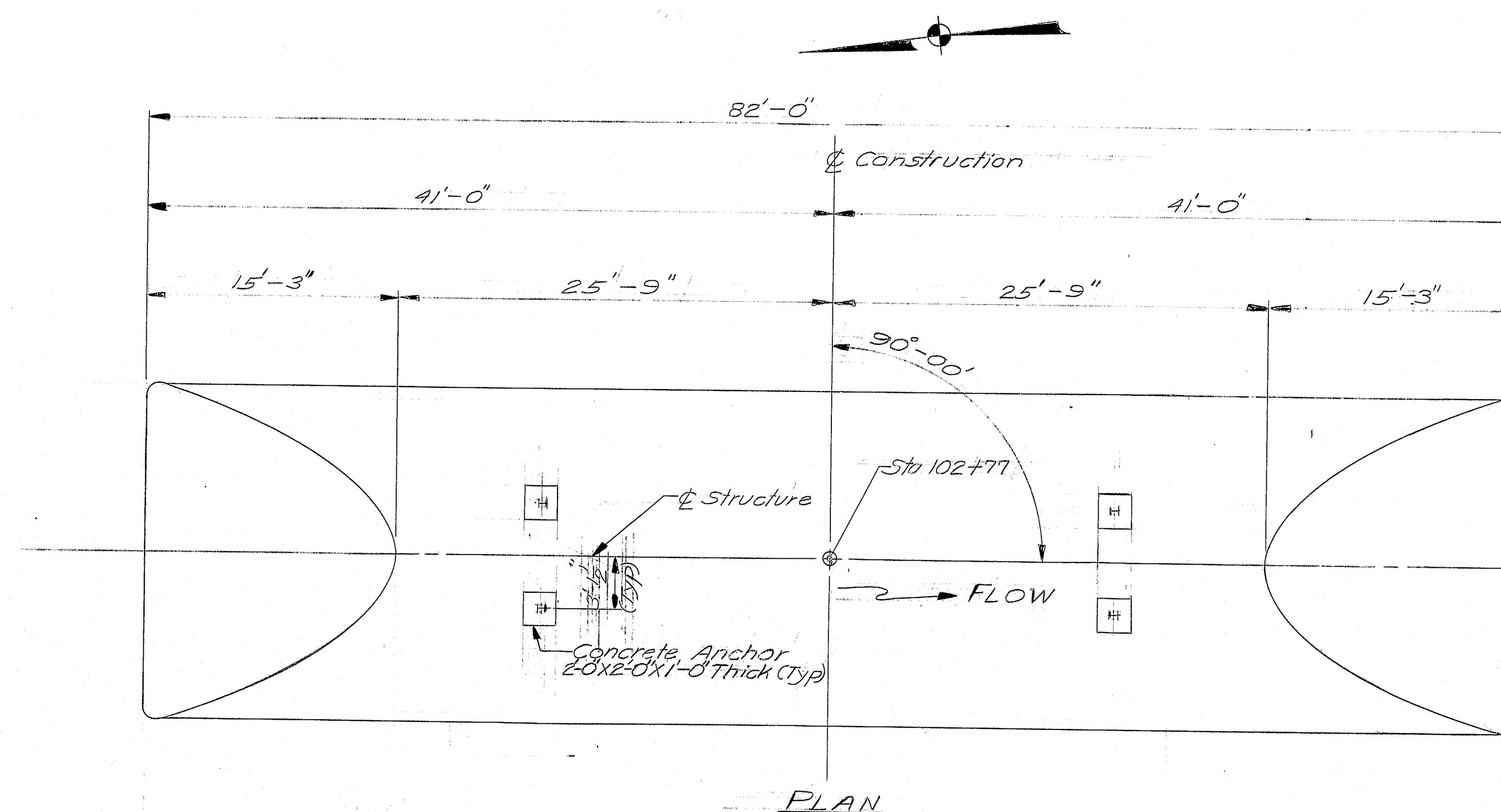
R89-452

"As Built" York & Mansfield 1982

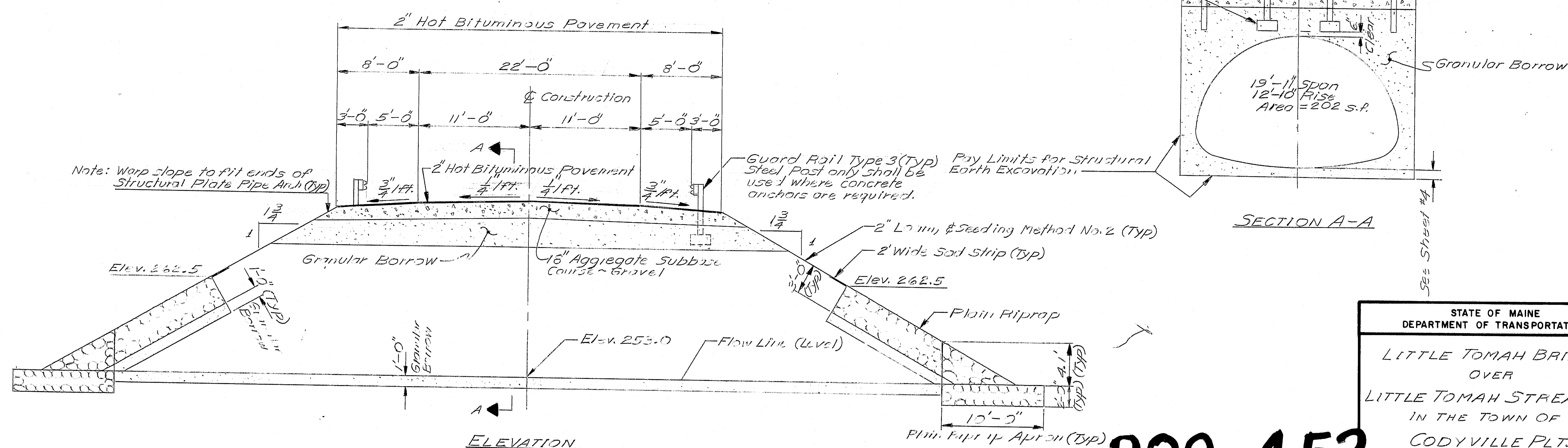
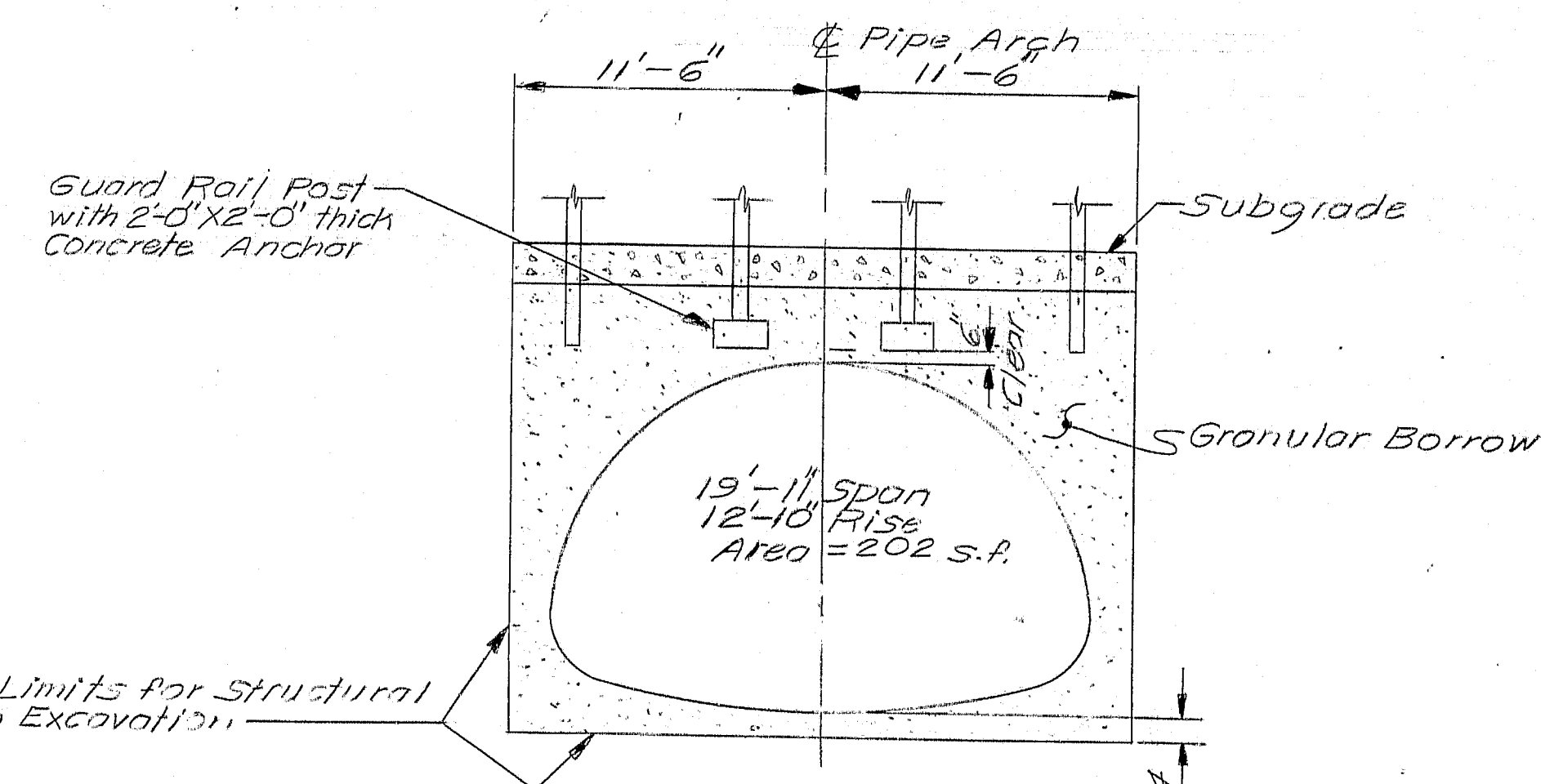
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TO SHEET
1	MAINE	311(23)	5	1

STRUCTURAL PLATE PIPE ARCH NOTES

- 1) One 23 1/2 inch span, 154 inch rise Structural Plate Pipe Arch required. The plate thickness of the top plates shall be 0.188 inches, bottom and corner plates shall be 0.218 inches.
- 2) Ends shall be cut to the slope as shown on the details.
- 3) Granular Borrow shall meet the requirements of Subsection 703.19, Material for Underwater Backfill, except as required in note 9.
- 4) Granular Borrow may be omitted under the pipe arch if the existing material is suitable as determined by the Engineer.
- 5) Riprap shall be carefully placed around the end of the pipe in such a way that no damage to the pipe will result and so that the finished slope will match the ends of the pipe. No separate payment will be made for any extra work required to place riprap adjacent to the ends of the pipe. Payment for all labor, material and equipment necessary to place riprap in the required manner will be made under Item 610.06, Plain Riprap.
- 6) Place a 2 feet wide strip of sod along the top of the riprap and over the pipe arch. Typical at both ends of pipe arch.
- 7) The 4 posts shown on the plan view with anchors shall be cut and embedded in the anchors 6". The anchors shall clear the structural plate pipe arch by 1/2 inch. The quality of the concrete shall be approved by the Engineer. No separate payment will be made for concrete anchors and for cutting posts. All cost will be considered incidental to Item 606.55, Guard Rail Type 3-Single Rail.
- 8) The use of cofferdams and the dewatering of the stream will not be required for the installation of the pipe arch. Bedding and backfill material to be placed under water shall be placed uniformly and the pipe arch shall be moved back and forth longitudinally on the bedding material to shape and compact it prior to releasing the pipe arch in its final position. The bedding material and pipe arch shall not be placed during periods of high flow. The contractor shall obtain the Engineer's approval prior to placing the bedding material and the pipe arch.
- 9) Granular Borrow under riprap in fill areas shall contain not more than 10 percent passing a 4 mesh sieve and not more than 10 percent passing a number 200 mesh sieve for that portion passing a three inch square mesh sieve. The cost of furnishing and placing the material will be paid for under the contract unit price per cubic yard of Granular Borrow.



PLAN

ELEVATION

SECTION A-A

PLANS	PROJECT DESIGN ENGINEER	BY	DATE
	DESIGN - DETAILED	J. T. F.	5-8-81
	CHECKED	DLP	5/81
	REVISIONS		
	FIELD CHANGES		

44-132 45710

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

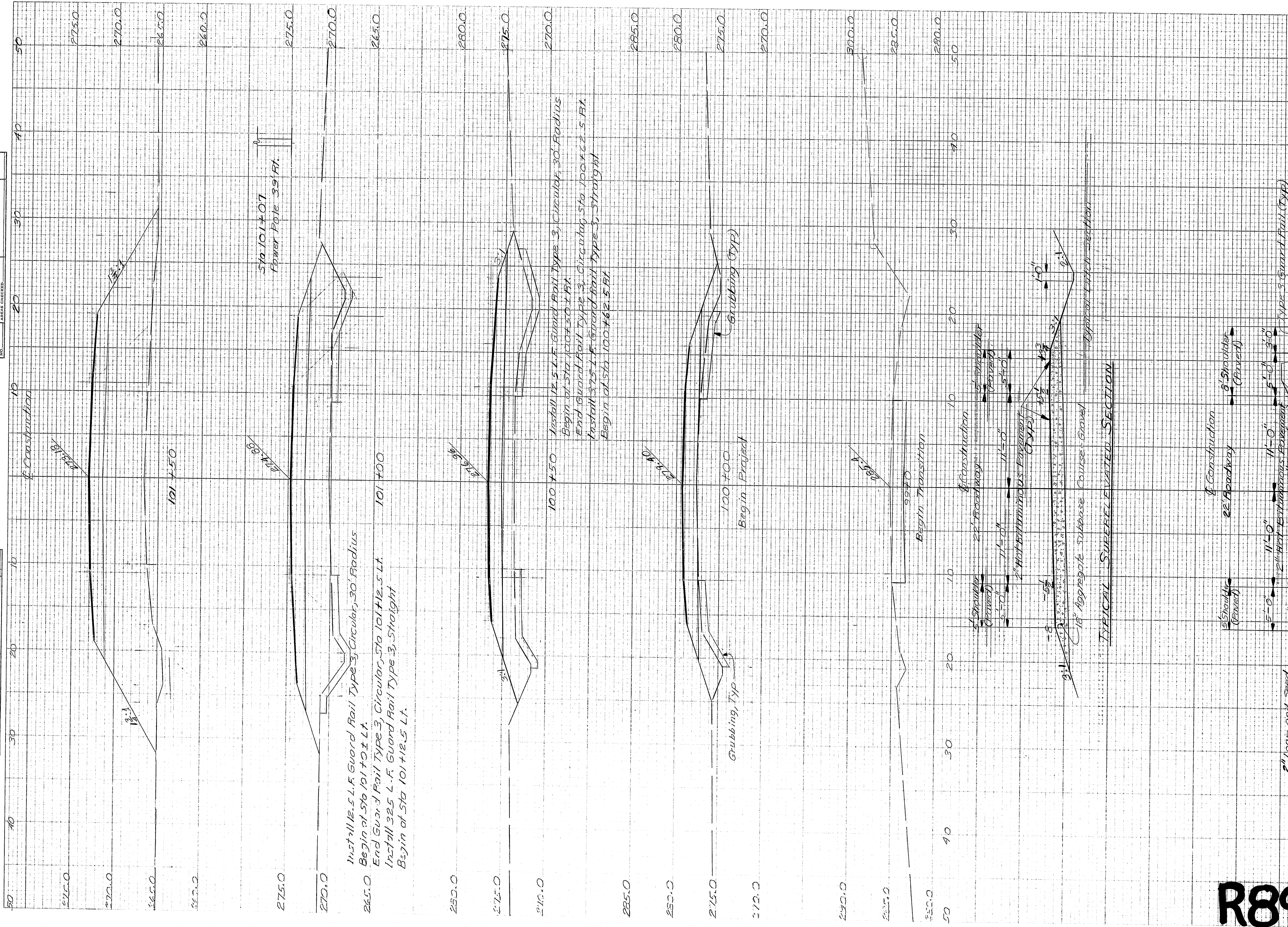
LITTLE TOMAH BRIDGE
OVER
LITTLE TOMAH STREAM
IN THE TOWN OF
CODYVILLE PLT.
WASHINGTON COUNTY
STRUCTURAL PLATE PIPE ARCH
SHEET OF AUGUSTA, MAINE MAY 1991

R89-453

"AS BUILT" Von L. Werners 1982

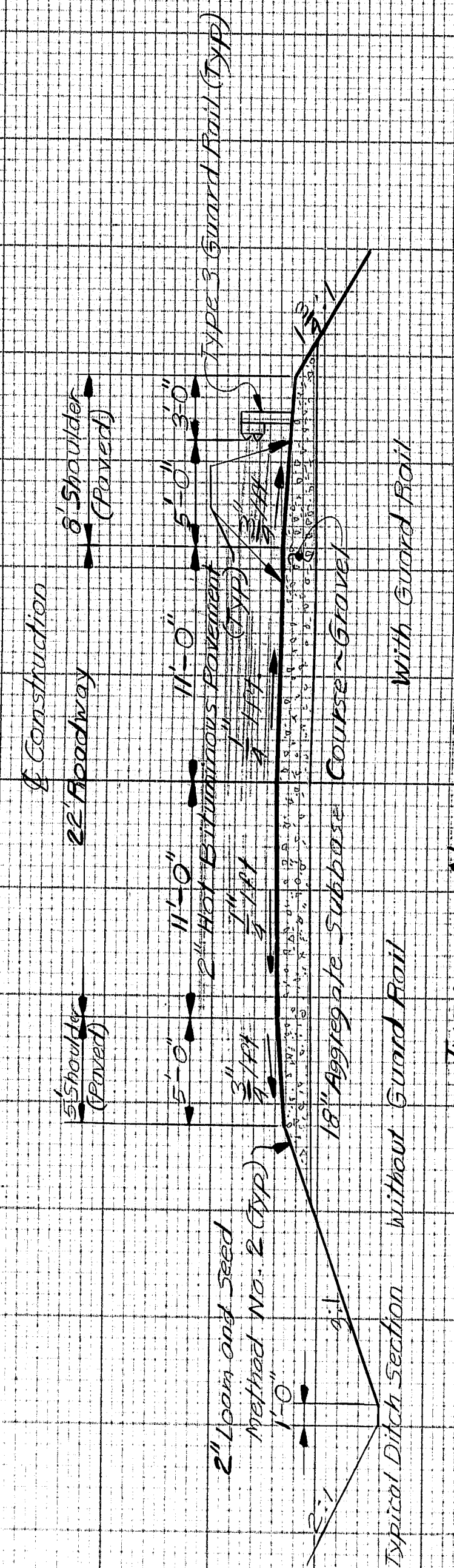
ORIGINAL SURVEY	DATE
DATE	2-28-81
BY	D.L.B.
CHECKED	2-28-81
NO. 2431	2431

FINAL SURVEY	DATE
DATE	
BY	
CHECKED	
NO. 2431	2431



F.H.W.A. NO. 1	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	311(23)	6	13

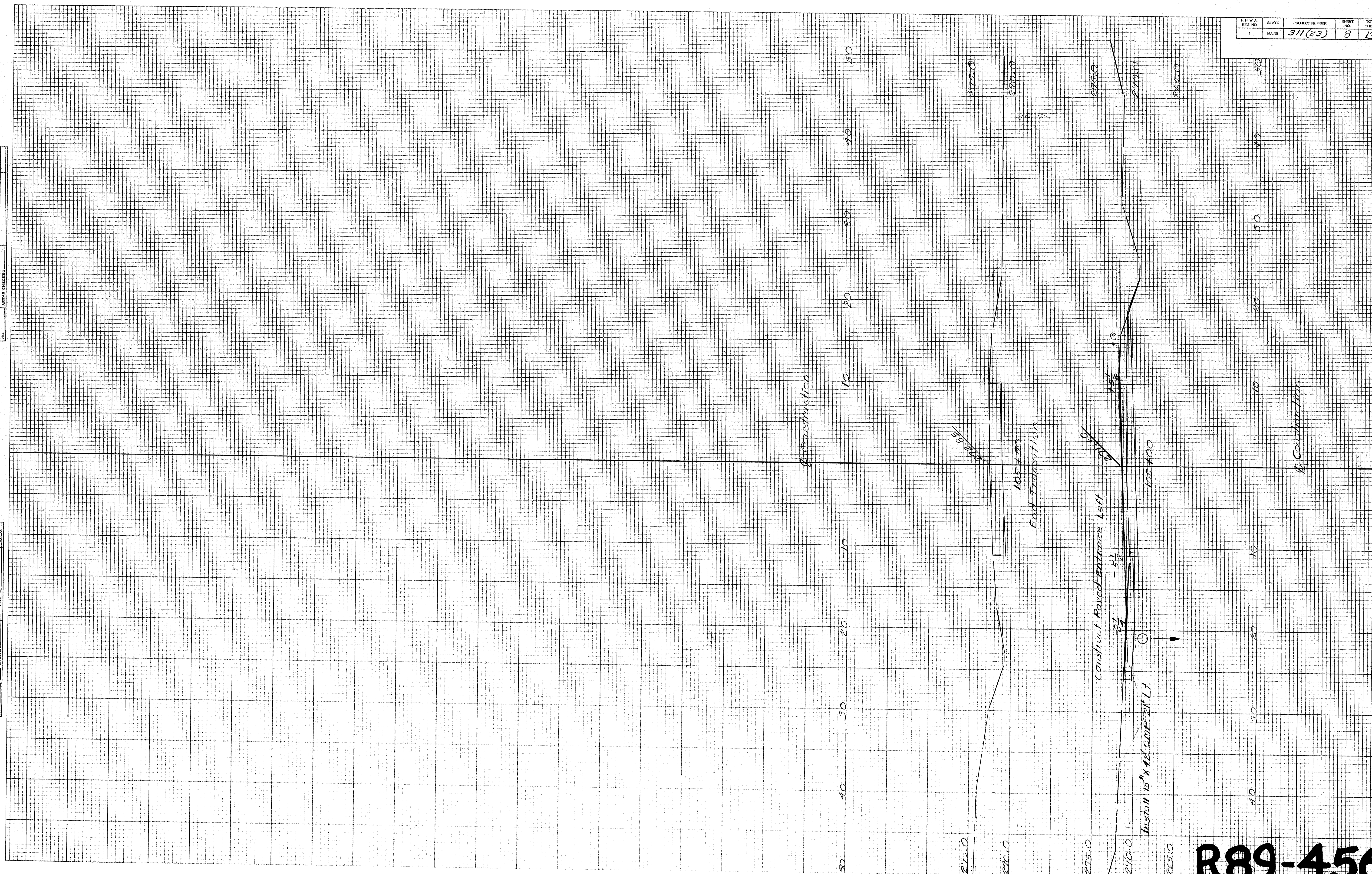
TYPICAL SUPERELEVATED SECTION



R89-454
Culleyville Plt. 24912

ORIGINAL	SURVEY	DATE
NOTE BOOK	TEMPERATURE	BY
NO. 8631	CHECKED	DATE
		BY

FINAL	SURVEY	DATE
NOTE BOOK	TEMPERATURE	BY
NO. 8631	CHECKED	DATE
		BY



F.R.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	311(23)	8	13

