STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

SPECIFICATIONS

Design: Load and Resistance Factor Design per AASHTO LRFD Bridge Design Specifications, Eighth Edition 2017.

DESIGN LOADING

Live Load ..... HL - 93 Modified for Strength 1

TRAFFIC DATA

Current (2020) AADT	4270
Future (2040) AADT	5120
DHV - % of AADT	12%
Design Hour Volume	614
% Heavy Trucks (AADT)	9%
% Heavy Trucks (DHV)	5%
Directional Distribution (DHV)	60%
18 kip Equivalent P 2.0	355
18 kip Equivalent P 2.5	338
Design Speed (mph)	30

HYDROLOGIC DATA

Drainage Area	425.2 sq mi
Design Discharge (Q50)	34,250 cfs
Check Discharge (Q100)	39,200 cfs
Headwater Elevation (Q50)	340.61 ft
Headwater Elevation (Q100)	341.99 ft
Discharge Velocity (Q50)	6.14 fps
Discharge Velocity (Q100)	6.61 fps
Headwater Elevation (Q1.1)	325.77 ft
Discharge Velocity (Q1.1)	3.32 fps
Headwater Elevation (Q25)	337.78 ft

MATERIALS

Concrete:	
Curb, Sidewalk & Transition Barriers	Class "LP"
All Other	Class "A"
Reinforcing:	
Plain Reinforcing Steel	ASTM A 615/A 615M, Grade 60
Stainless Reinforcing Steel	ASTM A 955, Grade 75
Structural Steel:	
All Materials (except as noted)	ASTM A 709, Grade 50W (unpainted)
High Strength Bolts	ASTM F3125, Grade A325

BASIC DESIGN STRESSES

Class A Concrete	f 'c = 4,000 psi
Class LP Concrete	f 'c = 5,000 psi
Plain Reinforcing Steel	fy = 60,000 psi
Stainless Reinforcing Steel	fy = 75,000 psi
Structural Steel:	
ASTM A 709/A 709M, Grade 50W	F y = 50,000 psi
ASTM A 709/A 709M, Grade 36	F y = 36,000 psi
ASTM A 325	F μ = 120,000 psi

CHESTERVILLE-FARMINGTON
FRANKLIN COUNTY
FARMINGTON FALLS BRIDGE
OVER
SANDY RIVER
ROUTE 41/156

FEDERAL AID PROJECT No. 2229600

PROJECT LENGTH 0.24 mi.

BRIDGE NO. 2273

LIST OF DRAWINGS

UTILITIES

Central Maine Power Company
Consolidated Communications
Farmington Falls Water District

MAINTENANCE OF TRAFFIC

Maintain alternating one-way traffic using temporary one-lane bridge with temporary signals

PROJECT LOCATION:	Farmington Falls Bridge #2273 carries State Route 41 over Sandy River. Lat./Long. 44°-37'-12" N, 70°-04'-29" W
PROGRAM AREA:	Bridge Program
OUTLINE OF WORK:	Bridge Replacement

ERDMAN ANTHONY

2229600 WIN 22296.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

APPROVED — DATE 7-30-21

COMMISSIONER: [signature]

CHIEF ENGINEER: [signature] — DATE 7-29-21

STATE OF MAINE — CHRISTOPHER GEORGE SICHAK No. 13848 — LICENSED PROFESSIONAL ENGINEER

SIGNATURE [signature] — P.E. NUMBER 13848 — DATE 06/29/2021

PROJECT INFORMATION			
PROGRAM	BRIDGE PROGRAM		
PROJECT MANAGER	MICHAEL WIGHT		
DESIGNER	CHRIS SICHAK		
CONSULTANT	ERDMAN ANTHONY		
PROJECT RESIDENT			
CONTRACTOR			
PROJECT COMPLETION DATE			

CHESTERVILLE-FARMINGTON
FARMINGTON FALLS BRIDGE

TITLE SHEET

SHEET NUMBER 1 OF 76

Date:6/29/2021
Username: LindoT
Division: BRIDGE
Filename: ...\00\Bridge\MSTA\001_Title.dgn

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
201.23	REMOVING SINGLE TREE TOP ONLY	15	EA
201.24	REMOVING STUMP	17	EA
202.08	REMOVING BUILDING NO. 1	1	LS
202.19	REMOVE EXISTING BRIDGE (2140 CY)	1	LS
202.202	REMOVING PAVEMENT SURFACE	550	SY
203.20	COMMON EXCAVATION	4500	CY
203.2312	HEALTH AND SAFETY PLAN	1	LS
203.2318	DISPOSAL OF SPECIAL WASTE	500	TON
203.2333	DISPOSAL/TREAT OF SPECIAL EXCAVATION	400	TON
203.24	COMMON BORROW	1100	CY
203.25	GRANULAR BORROW	1725	CY
206.082	STRUCTURAL EARTH EXCAVATION - MAJOR STRUCTURES, PLAN QUANTITY	2770	CY
206.092	STRUCTURAL ROCK EXCAVATION - MAJOR STRUCTURES	89	CY
206.10	STRUCTURAL EARTH EXCAVATION - PIERS	587	CY
206.11	STRUCTURAL ROCK EXCAVATION - PIERS	44	CY
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	4360	CY
403.2081	12.5 MM POLYMER MODIFIED HMA	570	TON
403.209	HOT MIX ASPHALT, 9.5 MM NOMINAL MAXIMUM SIZE	82	TON
403.213	HOT MIX ASPHALT 12.5 MM BASE	1740	TON
403.2131	12.5 MM POLYMER MODIFIED HMA BASE	70	TON
409.15	BITUMINOUS TACK COAT, APPLIED	2470	GAL
461.131	TEMPORARY PAVEMENT	270	TON
502.219	STRUCTURAL CONCRETE, ABUTMENTS AND RETAINING WALLS (958 CY)	1	LS
502.22	STRUCTURAL CONCRETE, ABUTMENTS AND RETAINING WALLS (PLACED UNDER WATER)	390	CY
502.239	STRUCTURAL CONCRETE, PIERS (279 CY)	1	LS
502.24	STRUCTURAL CONCRETE, PIERS (PLACED UNDER WATER)	320	CY
502.26	STRUCTURAL CONCRETE ROADWAY AND SIDEWALK SLAB ON STEEL BRIDGES (232 CY)	1	LS
502.31	STRUCTURAL CONCRETE APPROACH SLAB (30 CY)	1	LS
502.49	STRUCTURAL CONCRETE CURBS AND SIDEWALKS (73 CY)	1	LS
502.77	FRP BRIDGE DRAIN - TYPE F	2	EA
503.12	REINFORCING STEEL, FABRICATED AND DELIVERED	121000	LB
503.13	REINFORCING STEEL, PLACING	121000	LB
503.26	STAINLESS STEEL REINFORCEMENT, FABRICATED AND DELIVERED	87200	LB
503.27	STAINLESS STEEL REINFORCEMENT, PLACING	87200	LB
504.702	STRUCTURAL STEEL FABRICATED AND DELIVERED (373600 LB)	1	LS
504.71	STRUCTURAL STEEL ERECTION (373600 LB)	1	LS
505.08	STRUCTURAL STEEL ERECTION (2770 EA)	1	LS
508.14	HIGH PERFORMANCE WATERPROOFING MEMBRANE (800 SY)	1	LS
510.10	SPECIAL DETOUR, 16 FOOT ROADWAY WIDTH VEHICULAR AND PEDESTRIAN TRAFFIC NOT SEPARATED	1	LS
511.07	COFFERDAM: ABUT. NO. 1	1	LS
511.07	COFFERDAM: PIER	1	LS
511.07	COFFERDAM: ABUT. NO. 2	1	LS
512.081	FRENCH DRAINS (255 LF)	1	LS
515.21	PROTECTIVE COATING FOR CONCRETE SURFACES (317 SY)	1	LS
520.232	EXPANSION DEVICE - ASPHALTIC PLUG JOINT	80	LF
523.52	BEARING INSTALLATION	15	EA
523.5401	LAMINATED ELASTOMERIC BEARINGS, FIXED	5	EA
523.5402	LAMINATED ELASTOMERIC BEARINGS, EXPANSION	10	EA
526.301	TEMPORARY CONC BARRIER, TYPE 1 (540 LF)	1	LS
526.302	PORTABLE CONC BARRIER (290 LF)	1	LS
526.323	TEXAS CLASSIC RAIL (465 LF)	1	LS
527.34	WORK ZONE CRASH CUSHIONS	4	UN
603.169	15 INCH CULVERT PIPE OPTION III	64	LF
603.179	18 INCH CULVERT PIPE OPTION III	435	LF
603.77	15" INLET GRATE UNIT	1	EA
604.092	CATCH BASIN TYPE B1-C	4	EA
604.097	72" CATCH BASIN TYPE B1-C	2	EA
604.16	ALTERING CATCH BASIN TO MANHOLE	1	EA
604.164	REBUILD EXISTING CATCH BASIN	2	EA
604.167	CHANGE CATCH BASIN GRATE TO CASCADE GRATE	2	EA
604.18	ADJUSTING MANHOLE OR CATCH BASIN TO GRADE	2	EA
604.262	CATCH BASIN TYPE B5-C	2	EA
605.09	6 INCH UNDERDRAIN TYPE B	860	LF
606.1301	31" W-BEAM GUARDRAIL - MID-WAY SPLICE	213	LF
606.1303	31" W-BEAM GUARDRAIL - MID-WAY SPLICE = 15 FT RADIUS OR LESS	25	LF
606.1304	31" W-BEAM GUARDRAIL - MID-WAY SPLICE = OVER 15 FT RADIUS	100	LF
606.1305	31" W-BEAM GUARDRAIL - MID-WAY SPLICE FLARED TERMINAL	2	EA
606.1306	31" W-BEAM GUARDRAIL - MID-WAY SPLICE TANGENT TERMINAL	1	EA
606.1307	BRIDGE TRANSITION (ASYMMETRICAL) - TYPE "1A"	4	EA
606.265	TERMINAL END - SINGLE RAIL - GALVANIZED STEEL	1	EA
606.353	REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	8	EA
606.47	SINGLE WOOD POST	1	EA
607.24	REMOVE AND RESET FENCE	10	LF
608.08	REINFORCED COLOR STAMPED CONCRETE SIDEWALK THROUGH DRIVEWAY	40	SY
608.26	CURB RAMP DETECTABLE WARNING FIELD	40	SF
609.31	CURB TYPE 3	1480	LF
610.16	HEAVY RIPRAP	1176	CY
610.18	STONE DITCH PROTECTION	4	CY
615.07	LOAM	220	CY
618.13	SEEDING METHOD NUMBER 1	35	UN
619.12	MULCH	35	UN
619.14	EROSION CONTROL MIX	10	CY
620.58	EROSION CONTROL GEOTEXTILE	367	SY
627.18	12 INCH SOLID WHITE PAVEMENT MARKING LINE	820	LF
627.7333	4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	5950	LF
627.77	REMOVING EXISTING PAVEMENT MARKING	100	SF

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
627.78	TEMPORARY 4" PAINTED PAVEMENT MARKING LINE, WHITE OR YELLOW	2420	LF
629.05	HAND LABOR, STRAIGHT TIME	40	HR
631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	10	HR
631.132	SMALL BULLDOZER (INCLUDING OPERATOR)	10	HR
631.15	ROLLER, EARTH AND BASE COURSE (INCLUDING OPERATOR)	10	HR
631.172	TRUCK-LARGE (INCLUDING OPERATOR)	10	HR
631.32	CULVERT CLEANER (INCLUDING OPERATOR)	10	HR
639.18	FIELD OFFICE, TYPE A	1	EA
643.72	TEMPORARY TRAFFIC SIGNAL	1	LS
645.292	REGULATORY, WARNING, CONFIRMATION AND ROUTE ASSEMBLY SIGN, TYPE II	25	SF
652.31	TYPE I BARRICADE	20	EA
652.312	TYPE III BARRICADE	20	EA
652.33	DRUM	50	EA
652.34	CONE	50	EA
652.35	CONSTRUCTION SIGNS	560	SF
652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES (360 CD)	1	LS
652.38	FLAGGERS	500	HR
652.41	PORTABLE-CHANGEABLE MESSAGE SIGN	4	EA
656.75	TEMPORARY SOIL EROSION AND POLLUTION CONTROL	1	LS
659.10	MOBILIZATION	1	LS
660.21	ON-THE JOB TRAINING	2000	HR

GENERAL CONSTRUCTION NOTES

1. For easements, construction limits and right of way lines, refer to Right of Way Map.
2. The clearing limits as shown on the plans are approximate. The exact limits will be established in the field by the Resident. Payment for clearing will be considered incidental to Contract items.
3. All utility facilities shall be adjusted by the respective utilities unless otherwise noted.
4. Do not excavate for Aggregate Subbase Course where existing material is suitable as determined by the Resident.
5. In areas where the Resident directs the Contractor not to excavate to the subgrade line shown on the plans, payment for removing existing pavement, grubbing, shaping, ditching, and compacting the existing subbase and layers of new subbase 6 inches or less thick will be made under appropriate equipment rental items.
6. All embankment material, except as otherwise shown, placed below EL. 340.61 shall be Granular Borrow meeting the requirements of Subsection 703.19, Material for Underwater Backfill.
7. Place riprap on side slopes up to EL. 340.00.
8. Place loam 2 inches deep to all new or reconstructed side slopes unless otherwise shown or as directed by the Resident.

GENERAL CONSTRUCTION NOTES CONT.

9. Place a 24-in. wide strip of Temporary Erosion Control Blanket on the side slopes along the top of the riprap and behind the wingwalls.
10. An NCHRP350 compliant guardrail end treatment shall be installed concurrently with the placement of each section of beam guardrail.
11. Extended-use Erosion Control Blanket, seeded gutters, riprap downspouts, and other gutters lined with Stone Ditch Protection shall be constructed after paving and shoulder work is completed, where it is apparent that runoff will cause continual erosion. Payment will be made under the appropriate Contract items.
12. Protective Coating for Concrete Surfaces shall be applied to the following areas:

    All exposed surfaces of concrete curbs and sidewalk fascia down to the drip notch, all exposed surfaces of the Texas Classic Rail, top of wingwalls, exposed face of wingwalls to ground surface.
13. Project information referred to below may be accessed at the following MaineDOT web address: http://www.maine.gov/mdot/contractors/.
14. The existing bridge plans may be accessed at the MaineDOT web address. The plans are reproductions of the original drawings as prepared for the construction of the bridge. It is very unlikely that the plans will show any construction field changes or any alterations which may have been made to the bridge during its life span.
15. The hydrologic report of the bridge site may be accessed at the MaineDOT web address. The hydrologic report is based on MaineDOT's interpretation of the information obtained for the subject site. No assurance is given that the information or the conclusions of the report will be representative of actual conditions at the time of construction.
16. The project geotechnical report titled: Geotechnical Design Report for the Farmington Falls Bridge #2273 Replacement; Route 41 over Sandy River; Farmington-Chesterville, Maine; dated June 25, 2021 may be accessed at the MaineDOT web address.
17. Geotechnical information furnished or referred to in this plan set is for the use of the Bidders and the Contractor. No assurance is given that the information or interpretations will be representative of actual subsurface conditions at the construction site. MaineDOT will not be responsible for the Bidders' or Contractor's interpretations of, or conclusions drawn from, the geotechnical information. The boring logs contained in the plan set present factual and interpretive subsurface information collected at discrete locations. Data provided may not be representative of the subsurface conditions between the boring locations.
18. Quantities included for pay items measured and paid for by Lump Sum are estimated quantities and are provided by MaineDOT for informational purposes only. Lump Sum pay items will be paid for at the Contract Bid amount, with no addition or reduction in payment to the Contractor if the actual final quantities are different from the MaineDOT provided estimated quantities, except as follows:

    a. If a Lump Sum pay item is eliminated, the Requirements of Standard Specifications Section 109.2, Elimination of Items, will take precedence.

    b. If other Contract Documents specifically allow a change in payment for a Lump Sum pay item, those requirements will be followed.

    c. If a design change results in changes to estimated quantities for Lump Sum pay items, price adjustments will be made in accordance with Standard Specifications Section 109.7, Equitable Adjustments to Compensation.
19. The Contractor shall submit a Bridge Demolition Plan to the Resident at least 10 business days prior to the start of demolition work. The plan shall outline the methods and equipment to be used to remove and dispose of all materials included in the existing bridge. No work related to the removal of the bridge shall be undertaken by the Contractor until MaineDOT has reviewed the Bridge Demolition Plan for appropriateness and completeness. Payment for all work necessary for developing, submitting and finalizing the Demolition Plan will be considered incidental to the bridge removal pay item.
20. Existing signs within the Project limits shall be removed and reset as directed by the Resident. Payment for removal and reinstallation of existing signs will be considered incidental to the Contract. No separate payment will be made.
21. Temporary pavement ramps shall be constructed to meet the following criteria:

    For roadways with speed limits equaling or exceeding 50 mph, temporary ramps shall be constructed at a length of eight feet per inch of transition depth.
    For roadways with speed less than 50 mph, temporary ramps shall be constructed at a length of four feet per inch of transition depth.
    Materials, placement, maintenance, and removal shall be incidental to contract items.
22. Large stones and boulders located adjacent to the roadway and inside the work limits shall be removed or relocated as directed by the Resident. Their removal shall be incidental to the contract, no separate payment will be made.

ERDMAN ANTHONY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE PLANS

BRIDGE NO. 2273

PROJ. MANAGER	MICHAEL WIGHT	BY	DATE
DESIGN-DETAILED	MY\EF\NB	R. PARKER	6/2021
CHECKED-REVIEWED	C. SICHAK	C. SICHAK	6/2021
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

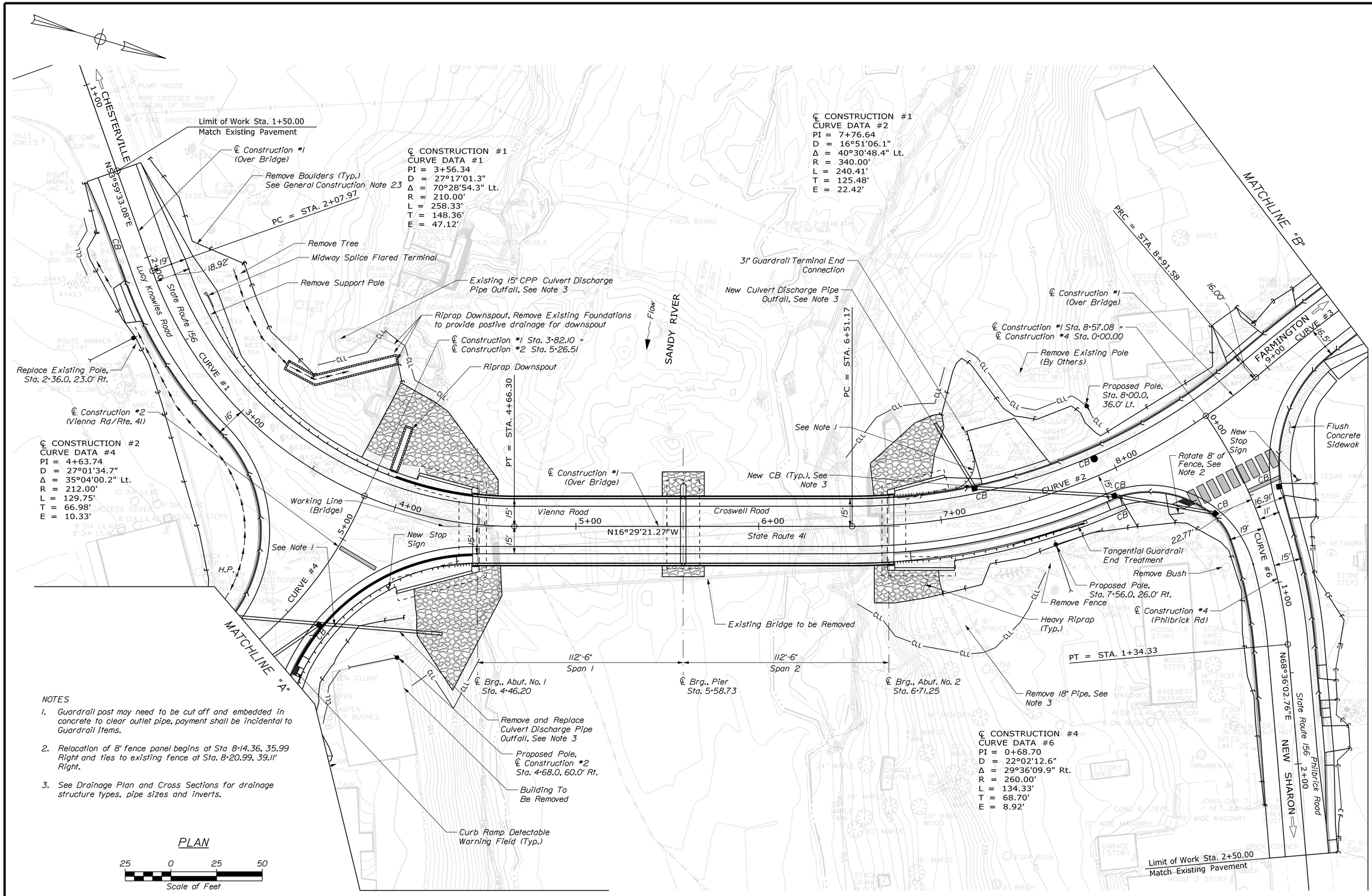
ESTIMATED QUANTITIES AND NOTES

SHEET NUMBER

2

OF 76

Filename: ...\Bridge\MSTA\002_Estimate.dgn Division: BRIDGE Username: LindoT Date:7/14/2021



NOTES

1. Guardrail post may need to be cut off and embedded in concrete to clear outlet pipe, payment shall be incidental to Guardrail Items.
2. Relocation of 8' fence panel begins at Sta 8+14.36, 35.99 Right and ties to existing fence at Sta. 8+20.99, 39.11' Right.
3. See Drainage Plan and Cross Sections for drainage structure types, pipe sizes and inverts.

PLAN

25 0 25 50

Scale of Feet

ERDMAN ANTHONY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

PROJ. MANAGER	MICHAEL WIGHT	BY	DATE
DESIGN-DETAILED	MY\DEF\NB	R. PARKER	6/2021
CHECKED-REVIEWED	C. SICHAK	C. SICHAK	6/2021
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

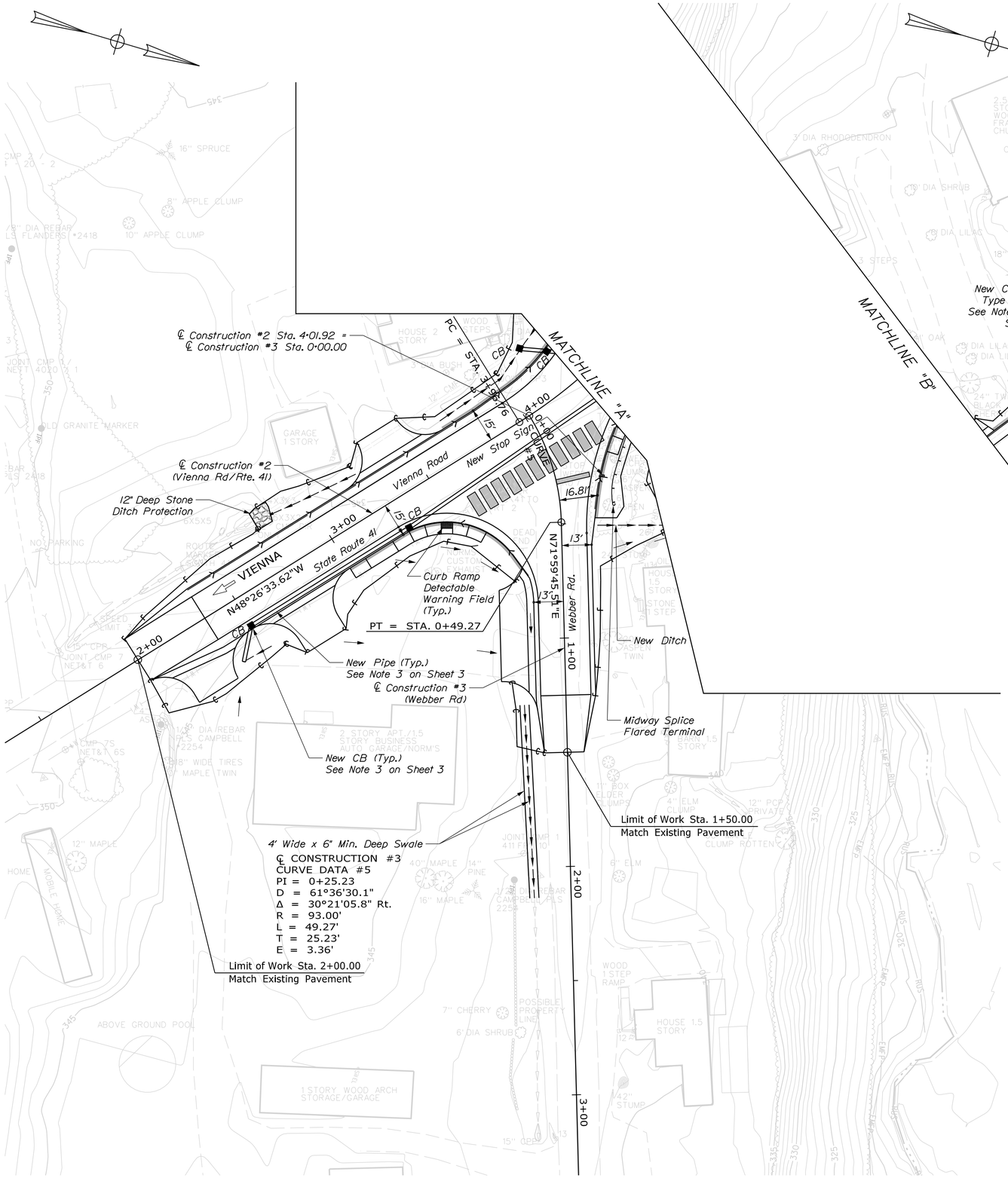
GENERAL PLAN
(1 of 2)

SHEET NUMBER

3

OF 76

Filename: ...\Bridge\MSTA\003_BDPlan-1.dgn Division: BRIDGE Username: LindoT Date:6/29/2021



PLAN

25 0 25 50
Scale of Feet

ERDMAN ANTHONY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

PROJ. MANAGER	MICHAEL WIGHT		
DESIGN-DETAILED	BY	DATE	
CHECKED-REVIEWED	M.VEF.NB		
DESIGN2-DETAILED2	R. PARKER	6/2021	
DESIGN3-DETAILED3	C. SICHAK	6/2021	
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

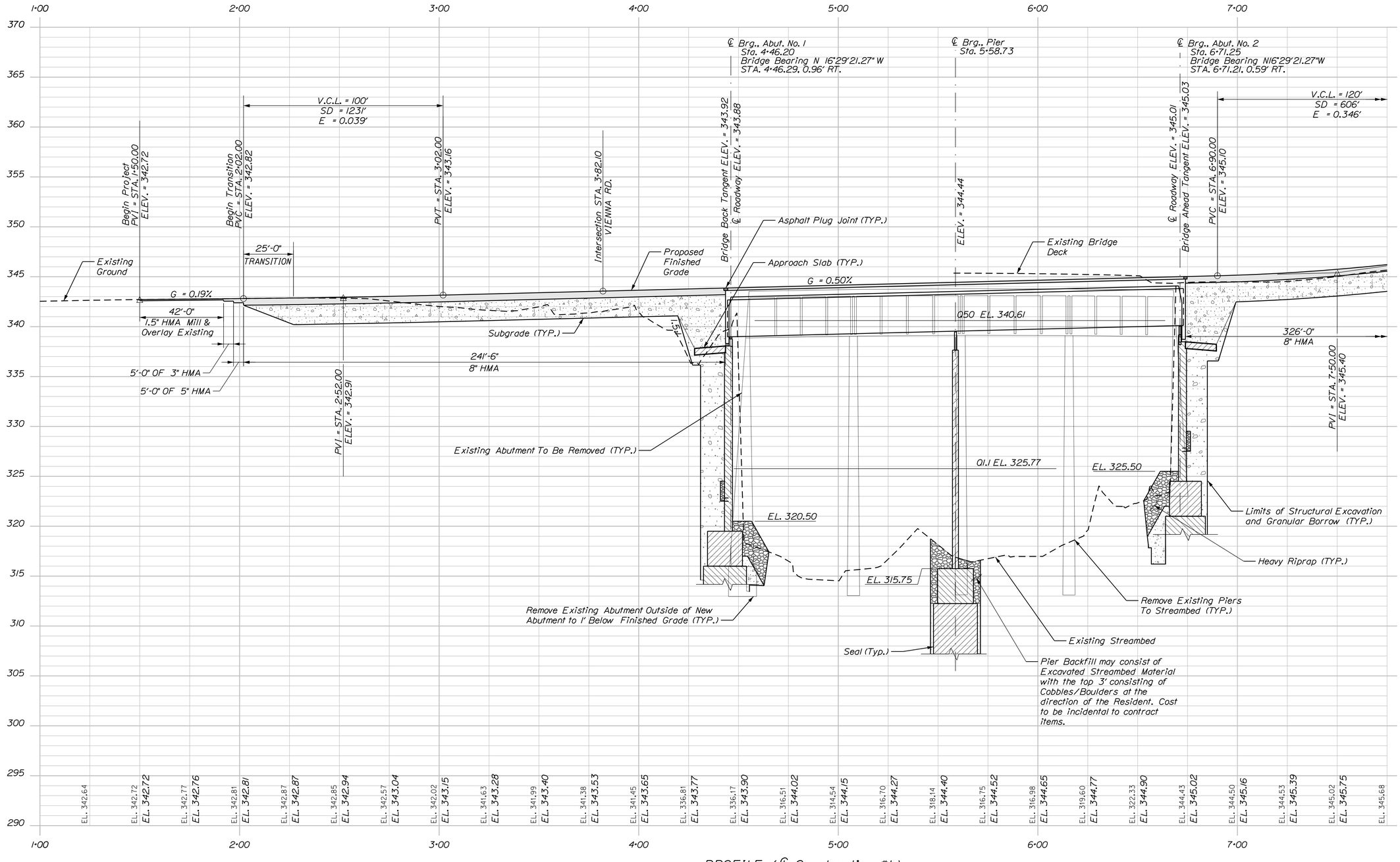
FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

GENERAL PLAN
(2 of 2)

SHEET NUMBER

4

OF 76



LUCY KNOWLES ROAD (ROUTE 156)

PROFILE (℄ Construction #1)
VIENNA ROAD (ROUTE 41)
STATE HIGHWAY 189

HOR. 25 0 25 50
VER. 5 0 5 10
Scale

ERDMAN ANTHONY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600
WIN 22296.00
BRIDGE NO. 2273
BRIDGE PLANS

PROJ. MANAGER	MICHAEL WIGHT		
DESIGN-DETAILED	MY\EF\NB	REVISIONS 1	
CHECKED-REVIEWED	C. SICHAK	REVISIONS 2	
DESIGN2-DETAILED2		REVISIONS 3	
DESIGN3-DETAILED3		REVISIONS 4	
		FIELD CHANGES	

	BY	DATE
MICHAEL WIGHT	R. PARKER	6/2021
MY\EF\NB	C. SICHAK	6/2021
C. SICHAK		

SIGNATURE

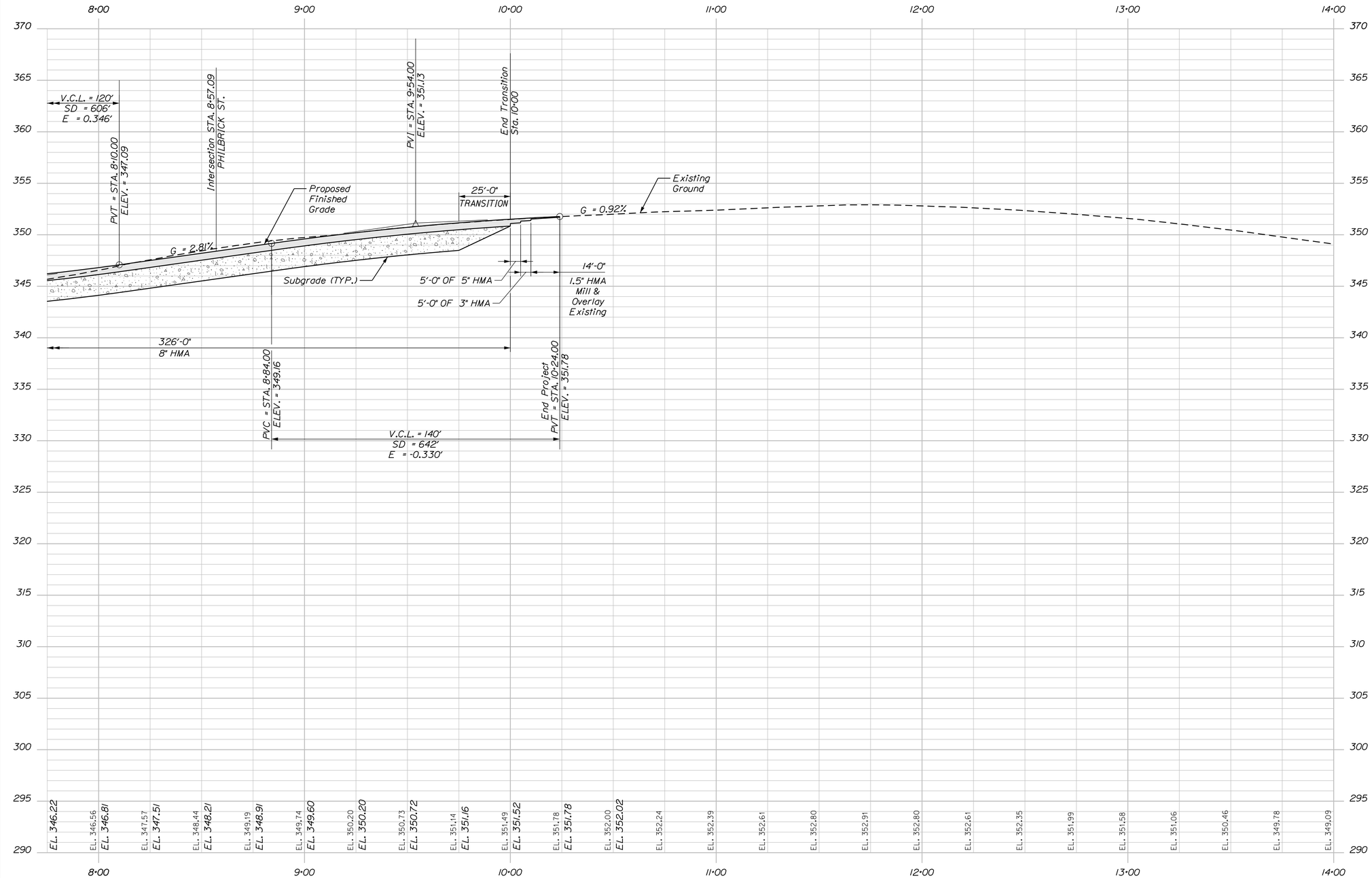
P.E. NUMBER

DATE

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

PROFILE
(1 of 3)

SHEET NUMBER
5
OF 76



PROFILE (℄ Construction #1)
CROSSWELL ROAD (ROUTE 41)
STATE HIGHWAY 189

HOR. 25 0 25 50
VER. 5 0 5 10
Scale

ERDMAN ANTHONY

Filename: ...\Bridge\MSTA\006_Profile-2.dgn Division: BRIDGE Username: LindoT Date:6/29/2021

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

PROJ. MANAGER	MICHAEL WIGHT		
DESIGN-DETAILED	MY\EF\NB	BY	DATE
CHECKED-REVIEWED	C. SICHAK	R. PARKER	6/2021
DESIGN2-DETAILED2		C. SICHAK	6/2021
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

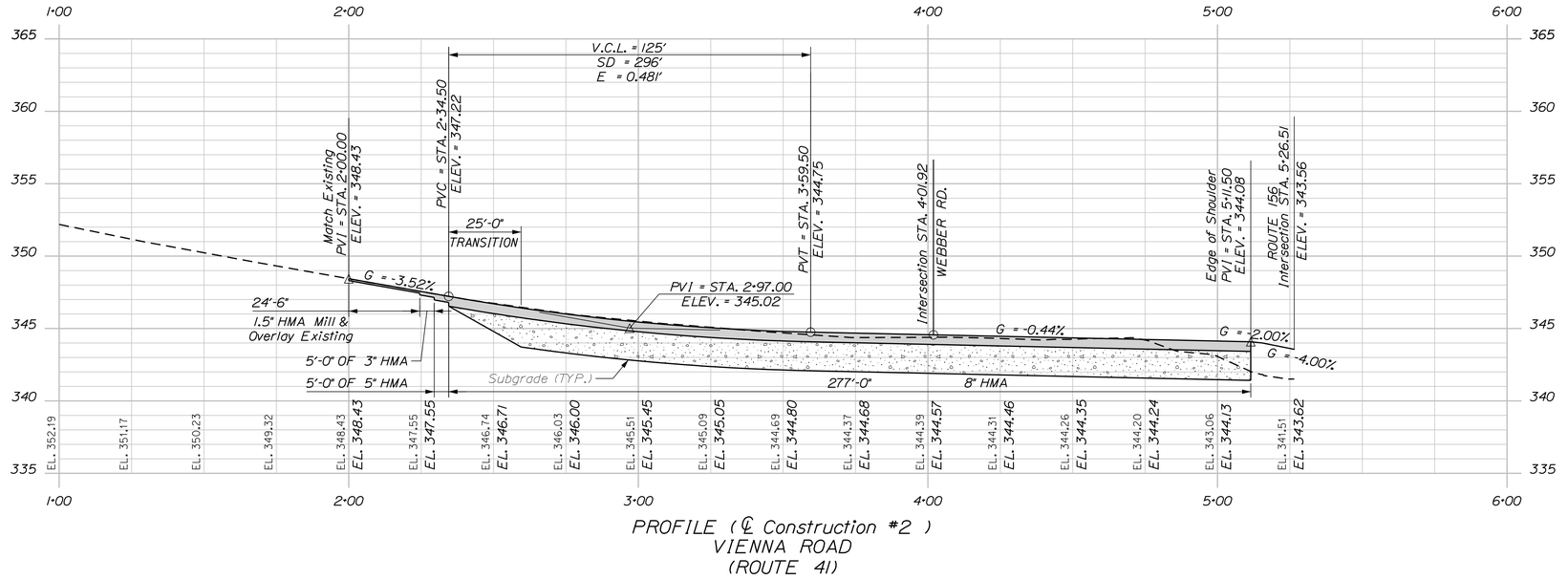
FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

PROFILE
(2 of 3)

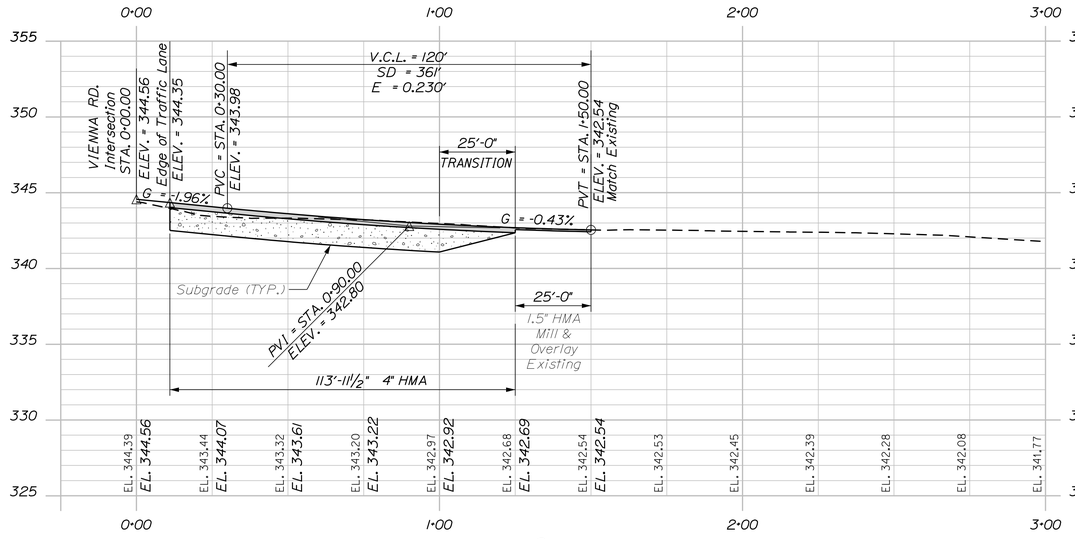
SHEET NUMBER

6

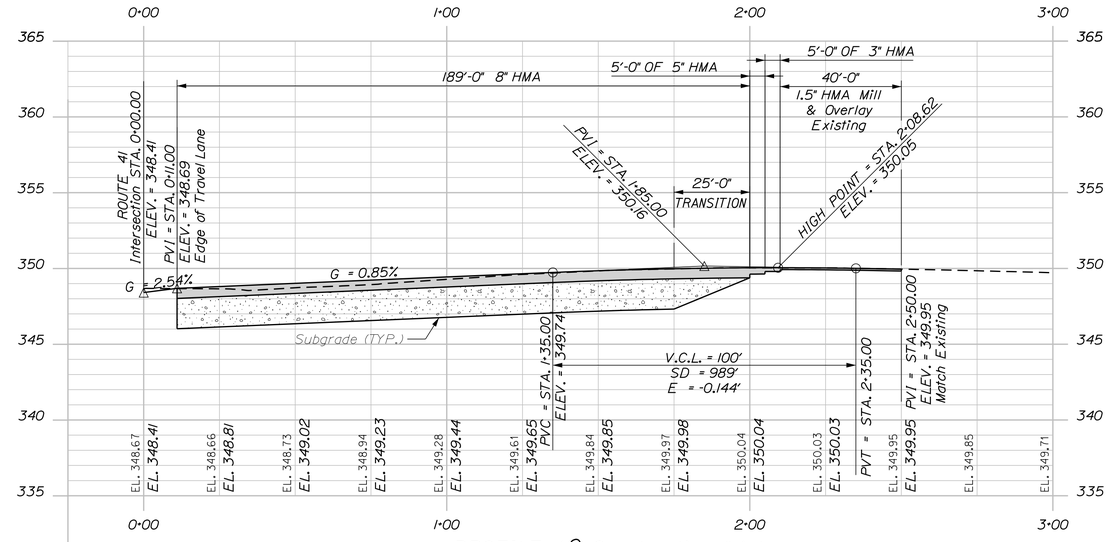
OF 76



PROFILE (℄ Construction #2)
VIENNA ROAD
(ROUTE 41)



PROFILE (℄ Construction #3)
WEBBER ROAD



PROFILE (℄ Construction #4)
PHILBRICK STREET

HOR. 25 0 25 50
VER. 5 0 5 10
Scale

ERDMAN ANTHONY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

PROJ. MANAGER	MICHAEL WIGHT	BY	DATE
DESIGN-DETAILED	MY\CEF\NB	R. PARKER	6/2021
CHECKED-REVIEWED	C. SICHAK	C. SICHAK	6/2021
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

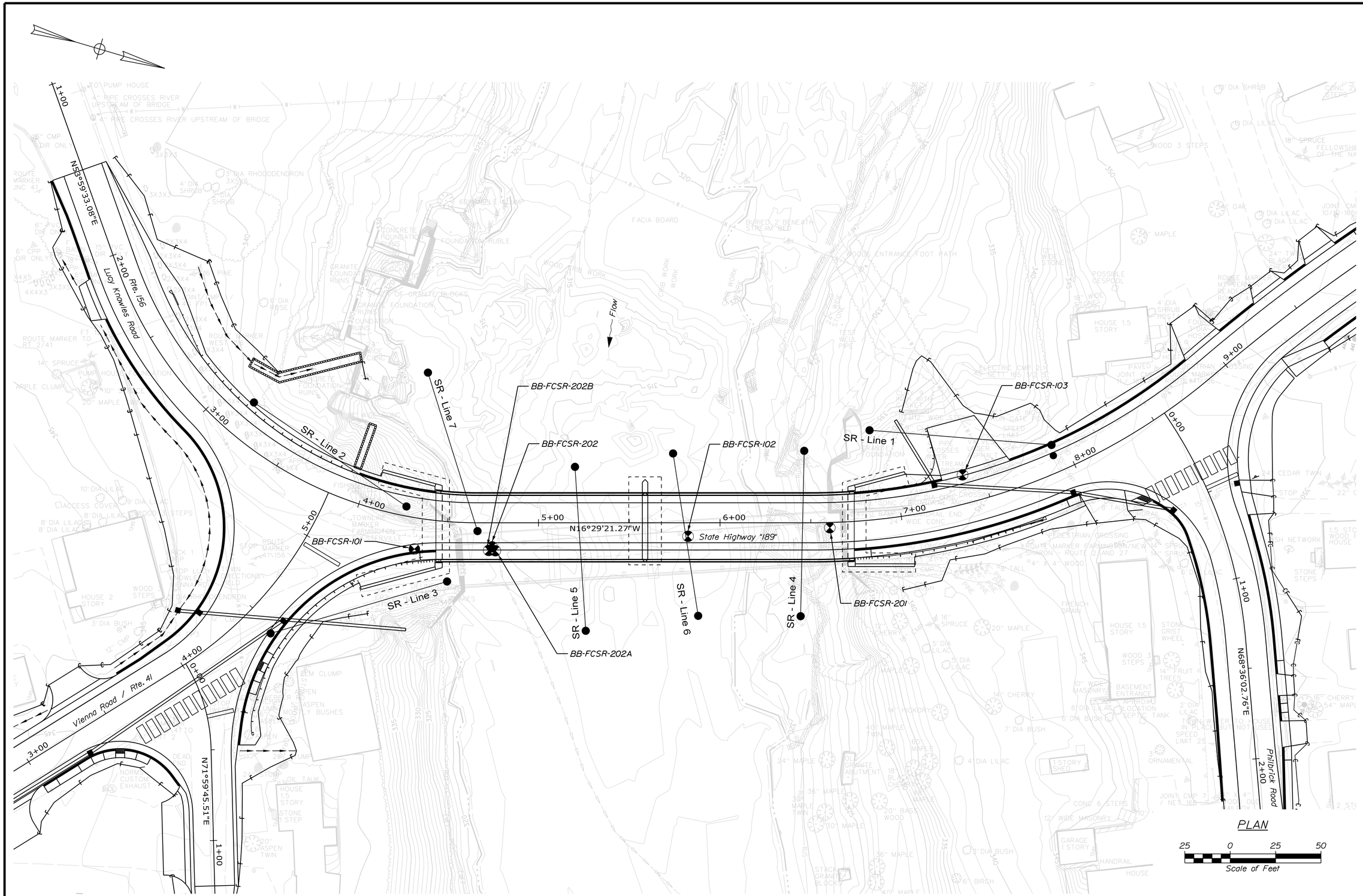
PROFILE
(3 of 3)

SHEET NUMBER

7

OF 76

Filename: ...\Bridge\MSTA\007_Profile-3.dgn Division: BRIDGE Username: LindoT Date:6/29/2021



LEGEND

CASED WASH BORING

100' Seismic Refraction Line Location

NOTE

Full seismic refraction survey report is available in the Geotechnical Design Report.

ERDMAN ANTHONY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

PROJ. MANAGER	MICHAEL WIGHT	BY	DATE
DESIGN-DETAILED	MY\EF\MB	R. PARKER	6/2021
CHECKED-REVIEWED	C. SICHAK	C. SICHAK	6/2021
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

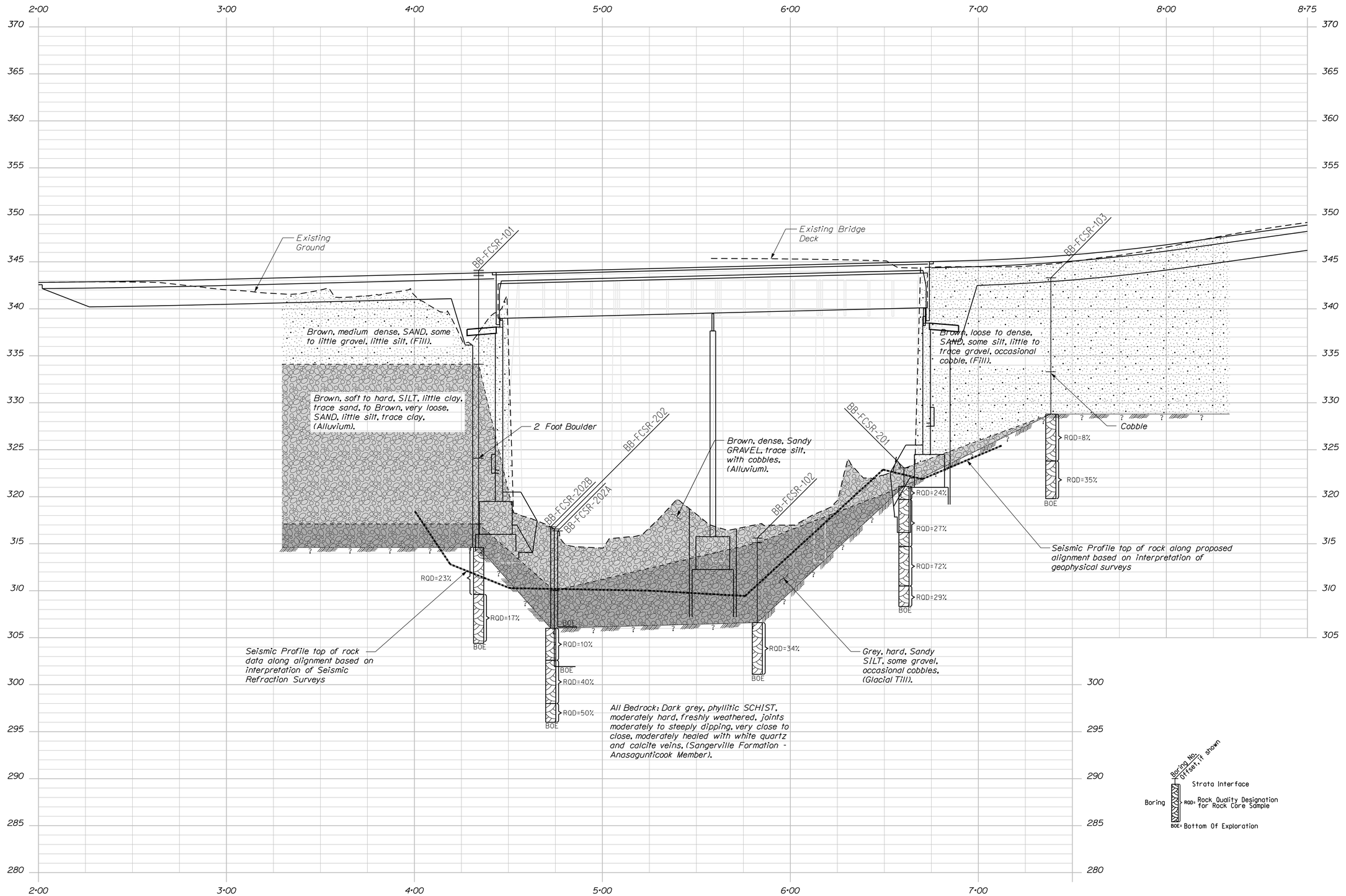
FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

BORING LOCATION PLAN

SHEET NUMBER

8

OF 76



HOR. 25 0 25 50
VER. 5 0 5 10
Scale

Note: This generalized interpretive soil profile is intended to convey trends in subsurface conditions. The boundaries between strata are approximate and idealized, and have been developed by interpretations of widely spaced explorations and samples. Actual soil transitions may vary and are probably more erratic. For more specific information refer to the exploration logs.

PROFILE (℄ Construction #1)
VIENNA ROAD (ROUTE 41)
STATE HIGHWAY 189

ERDMAN ANTHONY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

PROJ. MANAGER	MICHAEL WIGHT	BY	DATE
DESIGN-DETAILED	MYVERVNB	R. PARKER	6/2021
CHECKED-REVIEWED	C. SICHAK	C. SICHAK	6/2021
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

INTERPRETIVE SUBSURFACE PROFILE

SHEET NUMBER

9

OF 76

Maine Department of Transportation — Soil/Rock Exploration Log — US CUSTOMARY UNITS

Projects Farmington Falls Bridge #2273 carries Route 41 over Sandy River
Locations Farmington-Chesterville, Maine

Boring No.: BB-FCSR-101 — WIN: 022296

Drillers: S. W. Cole Explorations, LLC	Elevation (ft.): 344.1	Auger ID/OD:	5" Solid Stem
Operators: J. Lee	Datum: NAVD88	Samplers:	Standard Split-Spoon
Logged By: J. McElroy	Rig Types: CME 850 Track-mounted	Hammer Wt./Falls:	140 lbs/30 inch
Date Start/Finish: 1/20/2020	Drilling Methods: Cased Wash	Core Barrels:	BX (1.6")
Boring Location: Sta. 4+34.2, 17.1 ft Rt.	Casing ID/OD: HW 4"/4.5" / NW 3"/3.5"	Water Level *:	9.5 feet (after drilling)
Hammer Efficiency Factors: 0.801	Hammer Types: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions
S = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test, PP = Pocket Penetrometer
MV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR/C = Weight of Rods or Casing
WOP = Weight of One Person
$S_{u(p)}$ = Peak/Remolded Field Vane Undrained Shear Strength (psf)
$S_{u(r)}$ = Lab Vane Undrained Shear Strength (psf)
q_u = Unconfined Compressive Strength (ksf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
N_{60} = Hammer Efficiency Factor/60%N-uncorrected
T_v = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Sample Information

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Sheargraph (psf) or RQD (%)	N-uncorrected	N60	Casing Blows	Elevation (ft.)
0							5-14	343.5
5	10	24/16	2.00 - 4.00	6-7-8-10	15	20		
	20	24/12	5.00 - 7.00	5-6-44-22	10	13		
10	30	24/12	10.00 - 12.00	1-1-2-1	3	4	18	334.1
							17	
							20	
15	40	24/6	15.00 - 17.00	1-1-1-1	2	3	5	
							7	
							14	
20	R1	32/24	20.00 - 22.67				37	
							80	
							NX	
							OPEN	
25	50	24/16	25.00 - 27.00	9-15-23-40	38	51	27	
							43	317.2
							170	
							219	
30	R2	60/21	29.70 - 34.70	RQD = 23%			BX	314.6
	R3	60/60	34.70 - 39.70	RQD = 17%				
35								
40								304.4
45								
50								

Visual Description and Remarks

- 0.6 — 7 inches of Pavement.
- Brown, moist, medium dense, SAND, some gravel, little silt, (Fill).
- Brown, moist, medium dense, SAND, little gravel, little silt, (Fill). — GTX *551303 A-1-b, SM MC = 9.8%
- 10.0 — Brown, moist, soft, SILT, some fine sand, little clay, trace gravel, (Alluvium). — GTX *551305 A-4, ML MC = 28.0%
- Brown, moist to wet, very loose, fine SAND, little silt, trace clay, (Alluvium).
- 2 foot boulder. Advanced by rock core through boulder and set NW casing.
- Grey, wet, hard, SILT, little clay, trace fine sand with fine to medium sand partings, (Alluvium). — GTX *551304 A-4, ML MC = 26.4%
- 27.0 — Drilling action suggests gravelly soils.
- 29.5 — Top of Bedrock at Elev 314.6 feet. Advanced by rollercone to 29.7 feet bgs. RiSedarocks:Dark grey,phyllitic SCHIST, some garnets, moderately hard freshly weathered,joints are moderate to steeply dipping,very close to close,moderately healed with white quartz and calcite vein infilling, Rangerville Formation - Anasaguntcook Member\. Rock Mass Quality = Very Poor. R2Core Times (Minsec)
  29.7-30.7 ft (3:00)
  30.7-31.7 ft (1:30)
  31.7-32.7 ft (1:36)
  32.7-33.7 ft (1:20)
  33.7-34.7 ft (3:15) 35% Recovery.
  R3Sedarocks:Similar to R2.
  Rock Mass Quality = Very Poor.
  R3Core Times (Minsec)
  34.7-35.7 ft (3:25)
  35.7-36.7 ft (3:05)
  36.7-37.7 ft (4:26)
  37.7-38.7 ft (2:48)
  38.7-39.7 ft (4:11) 100% Recovery.
- 39.7 — Bottom of Exploration at 39.7 feet below ground surface.

Laboratory Testing Results/ AASHTO and Unified Class.

Remarks:
Autohammer SN 295792 Calibrated 7/29/2019.
bgs = below ground surface.
+2 feet of frost.
*Water level measured at end of drilling and prior to removal of casing.

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1 — Boring No.: BB-FCSR-101

Maine Department of Transportation — Soil/Rock Exploration Log — US CUSTOMARY UNITS

Projects Farmington Falls Bridge #2273 carries Route 41 over Sandy River
Locations Farmington-Chesterville, Maine

Boring No.: BB-FCSR-102 — WIN: 022296

Drillers: S. W. Cole Explorations, LLC	Elevation (ft.): 315.6	Auger ID/OD:	5" Solid Stem
Operators: J. Lee	Datum: NAVD88	Samplers:	Standard Split-Spoon
Logged By: J. McElroy	Rig Types: CME 850 Track-mounted	Hammer Wt./Falls:	140 lbs/30 inch
Date Start/Finish: 1/23/2020	Drilling Methods: Cased Wash	Core Barrels:	NQ2 (2")
Boring Location: Sta. 5+82.4, 7.4 ft Rt.	Casing ID/OD: HW 4"/4.5"	Water Level *:	26 feet below Bridge deck.
Hammer Efficiency Factors: 0.801	Hammer Types: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions
S = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test, PP = Pocket Penetrometer
MV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR/C = Weight of Rods or Casing
WOP = Weight of One Person
$S_{u(p)}$ = Peak/Remolded Field Vane Undrained Shear Strength (psf)
$S_{u(r)}$ = Lab Vane Undrained Shear Strength (psf)
q_u = Unconfined Compressive Strength (ksf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
N_{60} = Hammer Efficiency Factor/60%N-uncorrected
T_v = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Sample Information

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Sheargraph (psf) or RQD (%)	N-uncorrected	N60	Casing Blows	Elevation (ft.)
0	10	24/12	0.00 - 2.00	14-18-12-10	30	40	42	315.1
							84	
5							118	
							85	
							77	
	20	24/16	6.00 - 8.00	49-53-57-51	110	147	80	
10							78	
							135	
							54	306.6
15	R1	60/48	9.50 - 14.50	RQD = 34%			NX	
								301.1
20								
25								

Visual Description and Remarks

- Brown, wet, dense, Sandy GRAVEL, trace silt, (Alluvium). — 0.5
- Grey, moist, hard, Sandy SILT, some gravel, (Glacial Till). — 9.0
- Top of Bedrock at Elev 306.6 feet. Advanced by rollercone to 9.5 feet. RiSedarocks:Dark grey,phyllitic SCHIST, some garnets, moderately hard freshly weathered, joints are moderate to steeply dipping, close to moderately close, moderately healed with white quartz and calcite vein infilling, Rangerville Formation - Anasaguntcook Member\. Rock Mass Quality = Poor. R1Core Times (Minsec)
  9.5-10.5 ft (3:50)
  10.5-11.5 ft (2:00)
  11.5-12.5 ft (1:46)
  12.5-13.5 ft (1:16)
  13.4-14.5 ft (1:28) 80% Recovery.
- 14.5 — Bottom of Exploration at 14.5 feet below ground surface.

GTX *311468 LTC qp = 17, 030 psi

Laboratory Testing Results/ AASHTO and Unified Class.

Remarks:
Autohammer SN 295792 Calibrated 7/29/2019.
bgs = below ground surface.
Reinforced concrete deck was 12.75 inches thick. Lower 3 inches broke off.
29 feet of unsupported NW casing through bridge deck at Elev 344.6 feet to bottom of stream at Elev 315.6 feet.

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1 — Boring No.: BB-FCSR-102

Maine Department of Transportation — Soil/Rock Exploration Log — US CUSTOMARY UNITS

Projects Farmington Falls Bridge #2273 carries Route 41 over Sandy River
Locations Farmington-Chesterville, Maine

Boring No.: BB-FCSR-103 — WIN: 022296

Drillers: S. W. Cole Explorations, LLC	Elevation (ft.): 343.3	Auger ID/OD:	5" Solid Stem
Operators: J. Lee	Datum: NAVD88	Samplers:	Standard Split-Spoon
Logged By: J. McElroy	Rig Types: CME 850 Track-mounted	Hammer Wt./Falls:	140 lbs/30 inch
Date Start/Finish: 1/21/2020	Drilling Methods: Cased Wash	Core Barrels:	NQ2 (2")
Boring Location: Sta. 7+38.5, 15.8 ft Lt.	Casing ID/OD: HW 4"/4.5"	Water Level *:	9.0 feet (after drilling)
Hammer Efficiency Factors: 0.801	Hammer Types: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions
S = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test, PP = Pocket Penetrometer
MV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR/C = Weight of Rods or Casing
WOP = Weight of One Person
$S_{u(p)}$ = Peak/Remolded Field Vane Undrained Shear Strength (psf)
$S_{u(r)}$ = Lab Vane Undrained Shear Strength (psf)
q_u = Unconfined Compressive Strength (ksf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
N_{60} = Hammer Efficiency Factor/60%N-uncorrected
T_v = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Sample Information

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Sheargraph (psf) or RQD (%)	N-uncorrected	N60	Casing Blows	Elevation (ft.)
0	10	24/12	0.00 - 2.00	14-18-12-10	30	40	5-14	
5	20	24/6	5.00 - 7.00	2-2/2-3	5	7		
10	30	24/17	10.00 - 12.00	7-14/15-19	29	39	78	
							127	
							85	
15	MD RT	25/0 60/25	14.50 - 16.38 19.60	25-0" RQD = 8%	- -		BX	328.8
20	R2	47/36	19.60 - 23.52	RQD = 35%				319.8
25								

Visual Description and Remarks

- Brown, frozen, dense, SAND, some silt, little gravel, (Fill).
- Brown, moist, loose, SAND, some silt, trace gravel, (Fill).
- Brown, moist, dense, SAND, some silt, little gravel, trace clay, (Fill). — GTX *551306 A-2-4, SM MC = 11.2%
- 10 inch cobble. Rollercone through cobble and set NW casing.
- 14.5 — Top of Bedrock at Elev 328.8 feet. Advanced by rollercone to 14.6 feet. RiSedarocks:Dark grey,phyllitic SCHIST, some garnets, moderately hard, freshly weathered, joints are moderate to steeply dipping, very close to close, moderately healed with white quartz and calcite vein infilling, Rangerville Formation - Anasaguntcook Member\. Rock Mass Quality = Very Poor. R1Core Times (Minsec)
  14.6-15.6 ft (2:30)
  15.6-16.6 ft (1:45)
  16.6-17.6 ft (3:15)
  17.6-18.6 ft (4:00)
  18.6-19.6 ft (5:43) 50% Recovery.
  R2Sedarocks:Similar to R1 except joints are close to moderately close.
  Rock Mass Quality = Poor.
  R2Core Times (Minsec)
  19.6-20.6 ft (3:00)
  20.6-21.6 ft (3:04)
  21.6-22.6 ft (5:17)
  22.6-23.5 ft (2:32)
  36.7-39.7 ft (4:11) 77% Recovery.
- 23.5 — Bottom of Exploration at 23.5 feet below ground surface.

GTX *311468 UCT qp = 5, 200 psi

Laboratory Testing Results/ AASHTO and Unified Class.

Remarks:
Autohammer SN 295792 Calibrated 7/29/2019.
bgs = below ground surface.
+2 feet of frost.
Water level measured at end of drilling and prior to removal of casing.

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1 — Boring No.: BB-FCSR-103

Maine Department of Transportation — Soil/Rock Exploration Log — US CUSTOMARY UNITS

Projects Farmington Falls Bridge #2273 carries Route 41 over Sandy River
Locations Farmington-Chesterville, Maine

Boring No.: BB-FCSR-201 — WIN: 022296

Drillers: S. W. Cole Explorations, LLC	Elevation (ft.): 323.0	Auger ID/OD:	N/A
Operators: K. Hanscom	Datum: NAVD88	Samplers:	Standard Split-Spoon
Logged By: M. St. Pierre	Rig Types: Diedrich D-50 track-mounted	Hammer Wt./Falls:	140 lbs/30 inch
Date Start/Finish: 11/20/2020	Drilling Methods: Cased Wash	Core Barrels:	NQ2 (2")
Boring Location: Sta. E+60.4, 2.8 ft Rt.	Casing ID/OD: NW 3"/3.5"	Water Level *:	Ground surface (after drilling)
Hammer Efficiency Factors: 0.995	Hammer Types: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions
S = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test, PP = Pocket Penetrometer
MV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR/C = Weight of Rods or Casing
WOP = Weight of One Person
$S_{u(p)}$ = Peak/Remolded Field Vane Undrained Shear Strength (psf)
$S_{u(r)}$ = Lab Vane Undrained Shear Strength (psf)
q_u = Unconfined Compressive Strength (ksf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
N_{60} = Hammer Efficiency Factor/60%N-uncorrected
T_v = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Sample Information

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Sheargraph (psf) or RQD (%)	N-uncorrected	N60	Casing Blows	Elevation (ft.)
0	10	23/14	0.00 - 1.92	8-9/26-50-5"	35	58		
	R1	17/12	1.92 - 3.34	RQD = 24%			N22	321.1
5	R2	60/35	3.34 - 8.34	RQD = 27%				
	R3	50/50	8.34 - 12.51	RQD = 72%				
10	R4	26/23	12.51 - 14.68	RQD = 29%				308.3
15								
20								
25								

Visual Description and Remarks

- Brown, moist, very dense, SAND, some gravel, little silt, (Alluvium). — 1.9
- Top of Bedrock at Elev 321.1 feet. RiSedarocks:Dark grey,phyllitic SCHIST, some garnets, moderately hard, freshly weathered, joints are moderate to steeply dipping, close to moderately close, moderately healed with white quartz and calcite vein infilling, Rangerville Formation - Anasaguntcook Member\. Rock Mass Quality = Poor. R1Core Times (Minsec)
  1.9-2.2 ft (1:54)
  2.2-3.2 ft (3:28)
  3.2-5.3 ft (12:27)
  12.5-13.5 ft (1:41)
  13.4-14.5 ft (1:28) 80% Recovery.
  R2Sedarocks:Similar to R1.
  Rock Mass Quality = Poor.
  R2Core Times (Minsec)
  3.3-4.3 ft (3:34)
  4.3-5.3 ft (3:31)
  5.3-6.3 ft (2:47)
  6.3-7.3 ft (3:13)
  7.3-8.3 ft (3:09) 58% Recovery.
  R3Sedarocks:Similar to R2.
  Rock Mass Quality = Fair.
  R3Core Times (Minsec)
  8.3-9.3 ft (2:13)
  9.3-10.3 ft (3:31)
  10.3-11.3 ft (3:25)
  11.3-12.3 ft (3:44)
  12.3-12.5 ft (3:26) 100% Recovery.
  R4Sedarocks:Similar to R3.
  Rock Mass Quality = Poor.
  R4Core Times (Minsec)
  12.5-13.5 ft (2:12)
  13.5-14.5 ft (1:55)
  14.5-14.7 ft (0:52) 88% Recovery.
- 14.7 — Bottom of Exploration at 14.7 feet below ground surface.

Laboratory Testing Results/ AASHTO and Unified Class.

Remarks:
Autohammer SN 367 Calibrated 9/9/2020.
bgs = below ground surface.
Reinforced concrete deck was 11 inches thick.
21.7 feet of unsupported NW casing through bridge deck at Elev 344.7 feet to bottom of stream at Elev 323.0 feet.

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1 — Boring No.: BB-FCSR-201

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE PLANS

BRIDGE NO. 2273

PROJ. MANAGER	MICHAEL WIGHT	BY	DATE
DESIGN-DETAILED	MY\EF\NB	R. PARKER	6/2021
CHECKED-REVIEWED	C. SICHAK	C. SICHAK	6/2021
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

BORING LOGS
(1 of 2)

SHEET NUMBER
10
OF 76

ERDMAN ANTHONY

Maine Department of Transportation

Soil/Rock Exploration Log

US CUSTOMARY UNITS

Project: Farmington Falls Bridge #2273 carries Route 41 over Sandy River
Location: Farmington-Chesterville, Maine

Boring No.: BB-FCSR-202
WIN: 022296

Drillers	S. W. Cole Explorations, LLC	Elevation (ft.)	315.7	Auger ID/ODs	N/A
Operators	K. Hanscom	Datum	NAVD88	Samplers	Standard Split-Spoon
Logged By	M. St. Pierre	Rig Types	Diedrich D-50 track-mounted	Hammer Wt./Falls	140 lbs/30 inch
Date Start/Finish	11/20/2020 - 11/21/2020	Drilling Methods	Cased Wash	Core Barrels	NQ2 (2")
Boring Location	Sta. 4+74.5, 13.3 ft Rt.	Casing ID/ODs	HW 4"/4.5" NW 3"/3.5"	Water Level *:	Level of Sandy River

Hammer Efficiency Factors 0.995 — Hammer Types: Automatic ☒ Hydraulic ☐ Rope & Catheod ☐

Definitions:
D = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
WJ = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test, PP = Pocket Penetrometer
WH = Unsuccessful Field Vane Shear Test Attempt

R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb.Hammer
WOR/C = Weight of Rods or Casing
WOR = Weight of Drill Person

$S_{u\,(Pk)}$ = Peak/Remolded Field Vane Undrained Shear Strength (psf)
$S_{u\,(Lab)}$ = Lab Vane Undrained Shear Strength (psf)
q_u = Unconfined Compressive Strength (tsf)
Nuncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
N_{60} = Hammer Efficiency Factor/60(Nuncorrected

T_v = Pocket Torvane Shear Strength (psf)
WC = Water Content,percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec.(in.)	Sample Depth (ft.)	Blows/(6 in.) Shear Strength (psf) or RQD (%)	Nuncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	1D	24/17	0.00 - 2.00	21/33/11/12	44	73	116	315.0		Grey and brown, saturated, very dense, GRAVEL, some sand, trace silt, (Alluvium). — 0.7	
							87			Grey, saturated, very stiff, SILT, little clay, with fine sand partings, (Alluvium.	
							104				
5							189				
							232				
	2D	9/5	5.00 - 5.75	67/50-3"	- -		193	310.0		Grey, wet, hard, SILT, little sand, little clay, (Alluvium). — 5.7	
	R1	14/12	6.50 - 7.67				N22			Advanced by rock core through +2 foot boulder.	
	R2	28/11	7.70 - 10.03								
10											
	R3	6/0	10.00 - 10.50					305.2		Cuttings in core barrel: Grey, wet, SAND, some silt, little gravel, (Glacial Till).	
										Bottom of Exploration at 10.5 feet below ground surface. DA suggests bedrock at 10.5 feet. — 10.5	
15											
20											
25											

Remarks:

Autohammer SN 367 Calibrated 9/9/2020.
bgs = below ground surface.
Reinforced concrete deck was 12 inches thick.
29.0 feet of unsupported casing through bridge deck at Elev 344.7 feet to bottom of stream at Elev 315.7 feet.
Sandy River 5.2 feet deep at boring location on 11/20/2020.
Casing was broken upon arriving on site 11/21/2020.

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Maine Department of Transportation

Soil/Rock Exploration Log

US CUSTOMARY UNITS

Project: Farmington Falls Bridge #2273 carries Route 41 over Sandy River
Location: Farmington-Chesterville, Maine

Boring No.: BB-FCSR-202A
WIN: 022296

Drillers	S. W. Cole Explorations, LLC	Elevation (ft.)	315.5	Auger ID/ODs	N/A
Operators	K. Hanscom	Datum	NAVD88	Samplers	N/A
Logged By	N. Strout	Rig Types	Diedrich D-50 track-mounted	Hammer Wt./Falls	N/A
Date Start/Finish	12/9/2020	Drilling Methods	Cased Wash	Core Barrels	N/A
Boring Location	Sta. 4+76.2, 15.4 ft Rt.	Casing ID/ODs	HW 4"/4.5"	Water Level *:	Level of Sandy River

Hammer Efficiency Factors 0.995 — Hammer Types: Automatic ☒ Hydraulic ☐ Rope & Catheod ☐

Definitions:
D = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
WJ = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test, PP = Pocket Penetrometer
WH = Unsuccessful Field Vane Shear Test Attempt

R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb.Hammer
WOR/C = Weight of Rods or Casing
WOR = Weight of Drill Person

$S_{u\,(Pk)}$ = Peak/Remolded Field Vane Undrained Shear Strength (psf)
$S_{u\,(Lab)}$ = Lab Vane Undrained Shear Strength (psf)
q_u = Unconfined Compressive Strength (tsf)
Nuncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
N_{60} = Hammer Efficiency Factor/60(Nuncorrected

T_v = Pocket Torvane Shear Strength (psf)
WC = Water Content,percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec.(in.)	Sample Depth (ft.)	Blows/(6 in.) Shear Strength (psf) or RQD (%)	Nuncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0							HW			Advanced HW casing to 10.2 feet bgs. Soils similar to boring BB-FCSR-202 from 0 to 10.2 feet.	
5											
10								305.3		Bottom of Exploration at 10.2 feet below ground surface. — 10.2 Hole abandoned. Encountered probable casing from BB-FCSR-202.	
15											
20											
25											

Remarks:

Autohammer SN 367 Calibrated 9/9/2020.
bgs = below ground surface.
Reinforced concrete deck was 12 inches thick.
28.7 feet of unsupported casing through bridge deck at Elev 344.2 feet to bottom of stream at Elev 315.5 feet.
Sandy River 4.8 feet deep at boring location on 12/9/2020.

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Maine Department of Transportation

Soil/Rock Exploration Log

US CUSTOMARY UNITS

Project: Farmington Falls Bridge #2273 carries Route 41 over Sandy River
Location: Farmington-Chesterville, Maine

Boring No.: BB-FCSR-202B
WIN: 022296

Drillers	S. W. Cole Explorations, LLC	Elevation (ft.)	315.9	Auger ID/ODs	N/A
Operators	K. Hanscom	Datum	NAVD88	Samplers	N/A
Logged By	N. Strout	Rig Types	Diedrich D-50 track-mounted	Hammer Wt./Falls	
Date Start/Finish	12/9/2020	Drilling Methods	Cased Wash	Core Barrels	NQ2 (2")
Boring Location	Sta. 4+72.6, 15.2 ft Rt.	Casing ID/ODs	HW 4"/4.5" NW 3"/3.5"	Water Level *:	Level of Sandy River

Hammer Efficiency Factors 0.995 — Hammer Types: Automatic ☒ Hydraulic ☐ Rope & Catheod ☐

Definitions:
D = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
WJ = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test, PP = Pocket Penetrometer
WH = Unsuccessful Field Vane Shear Test Attempt

R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb.Hammer
WOR/C = Weight of Rods or Casing
WOR = Weight of Drill Person

$S_{u\,(Pk)}$ = Peak/Remolded Field Vane Undrained Shear Strength (psf)
$S_{u\,(Lab)}$ = Lab Vane Undrained Shear Strength (psf)
q_u = Unconfined Compressive Strength (tsf)
Nuncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
N_{60} = Hammer Efficiency Factor/60(Nuncorrected

T_v = Pocket Torvane Shear Strength (psf)
WC = Water Content,percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec.(in.)	Sample Depth (ft.)	Blows/(6 in.) Shear Strength (psf) or RQD (%)	Nuncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0							HW			Advanced HW casing to 9.9 feet bgs. Soils similar to boring BB-FCSR-202 from 0 to 9.9 feet.	
5											
10	R1	41/29	9.90 - 13.32	RQD = 10%			N22	306.0		Top of Bedrock at Elev 306.0 feet. — 9.9	
										RtBedrock:Dark grey, phyllitic SCHIST, some garnets, moderately hard, freshly weathered, joints are moderate to steeply dipping, close to moderately close, moderately healed with white quartz and calcite vein infilling, (Sangerville Formation - Anasaguntcook Member). Rock Mass Quality = Very Poor. RtCore Times (minsec) 9.9-10.9 ft (1:59) 10.9-11.9 ft (2:38) 11.9-12.9 ft (2:41) 12.9-13.3 ft (1:57) 71% Recovery. RtBedrock: Similar to Rt. Rock Mass Quality = Poor. RtCore Times (minsec) 13.3-13.9 ft (1:03) 13.9-14.9 ft (1:48) 14.9-15.9 ft (1:34) 15.9-16.9 ft (1:50) 16.9-17.3 ft (1:46) 89% Recovery. RtBedrock: Similar to Rt. Rock Mass Quality = Poor. RtCore Times (minsec) 17.3-18.9 ft (5:27) 18.9-19.3 ft (1:21) 100% Recovery.	
15	R2	55/49	13.32 - 17.90	RQD = 40%							
	R3	24/24	17.90 - 19.90	RQD = 50%				296.0		Bottom of Exploration at 19.9 feet below ground surface. — 19.9	
20											
25											

Remarks:

Autohammer SN 367 Calibrated 9/9/2020.
bgs = below ground surface.
Reinforced concrete deck was 12 inches thick.
29.1 feet of unsupported casing through bridge deck at Elev 345.0 feet to bottom of stream at Elev 315.9 feet.
Sandy River 4.6 feet deep at boring location on 12/9/2020.

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600
WIN 22296.00
BRIDGE NO. 2273

BRIDGE PLANS

PROJ. MANAGER	MICHAEL WIGHT	BY	DATE
DESIGN-DETAILED	MY\EF\NB	R. PARKER	6/2021
CHECKED-REVIEWED	C. SICHAK	C. SICHAK	6/2021
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

BORING LOGS
(2 of 2)

SHEET NUMBER
11
OF 76

ERDMAN ANTHONY

Filename: ...\MSTA\011_Boring Log-2.dgn Division: BRIDGE Username: LindoT Date:6/29/2021

Filename: ...\MSTA\012_Drainage_Plan.dgn Username: LindoT Date:6/29/2021

Division: BRIDGE

Existing 15" CPP to Remain

New Ditch

Adjust Frame and Grate, of Existing CB Sta. 1+97.18, 16.00' Rt.

Lucy Knowles Road

Rte. 156

Existing Outfall Sta. 3+13.98, 66.43 Lt. Inv. 333.21

Riprap Downspout Elev. 329.0

27 LF of Riprap Downspout

Elev. 336.5

Flow

New Ditch

217 LF of 6" Type B Underdrain

Crossing, See Note 1

Install CB, Type BI-C, Sta. 4+25.43, 19.50' Lt.

Replace 12" CMP with 10 LF of 15" Option III

H.P. Elev. 344.3

Adjust Frame and Grate, of Existing CB Sta. 4+16.34, 26.52' Lt.

Existing 12" CMP (To Remain)

℄ Construction #2 (Vienna Rd/Rte. 41)

337 LF of 6" Type B Underdrain

Vienna Road / Rte. 41

Crossing, See Note 1

Install 125 LF of 18" Option III

61 LF of 6" Type B Underdrain

Install CB, Type B5-C Sta. 3+31.23, 15.19' Rt.

Install 78 LF of 18" Type C Underdrain

Install CB, Type B5-C Sta. 2+50.00, 15.00' Rt.

Install 15 LF of 18" Option III

Install End Section

Webber Rd.

℄ Construction #3 (Webber Rd)

Shallow Swale

Outfall Sta. 4+86.99, 73.56 Rt. Inv. 332.50

Remove 12" CMP and Replace with 65 LF of 18" Opt III

Install CB Type BI-C Sta. 4+56.12, 18.62' Rt.

Remove 12" CMP, Replace with 57 LF of 18" Opt III

77 LF of 6" Type B Underdrain

Convert Existing CB to Manhole Frame & Cover Sta. 7+91.24, 9.32' Lt.

290 LF of 6" Type B Underdrain

Outfall Sta. 7+05.22, 52.74 Lt. Inv. 337.97

42 LF of 18" Option III Discharge Pipe

℄ Construction #1 (Over Bridge)

Vienna Road Route 41

Crosswell Road Route 41

State Highway "189"

Install CB Type BI-C Sta. 7+21.31, 15.26' Lt.

Install 75 LF 18" Option III

Remove 18" CMP

Install CB Type BI-C Cut in West 15" CMP Sta. 7+93.04, 15.13' Rt.

Adjust Existing CB Frame & Grate Sta. 10+10.84, 16.09' Lt.

Existing 15" CMP (to Remain)

246 LF of 6" Type B Underdrain

Existing 15" CMP to Remain

Existing 15" CMP (to Remain)

Rte. 41

State Highway "189"

Adjust Existing CB Frame & Grate Sta. 10+20.97, 17.23' Lt.

119 LF of 6" Type B Underdrain

Existing CB, Rebuild Frame and Grate Sta. 0+51.96, 17.92' Lt.

56 LF of 6" Type B Underdrain

Remove Existing CB

Remove Existing 15" CMP

Install 53 LF of 15" Option III

CB Modify Existing Frame & Grate Sta. 0+52.23, 22.77' Rt.

116 LF of 6" Type B Underdrain

128 LF of 6" Type B Underdrain

℄ Construction #4 (Philbrick Rd)

Philbrick Road

NOTES

1. The contractor shall use caution when working (including the use of compaction equipment) in the vicinity of existing water mains. any damage to existing facilities will be repaired to the owner's satisfaction at the contractor's expense.

ERDMAN ANTHONY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	MICHAEL WIGHT	
DESIGN-DETAILED	R. PARKER	6/2021
CHECKED-REVIEWED	C. SICHAK	6/2021
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

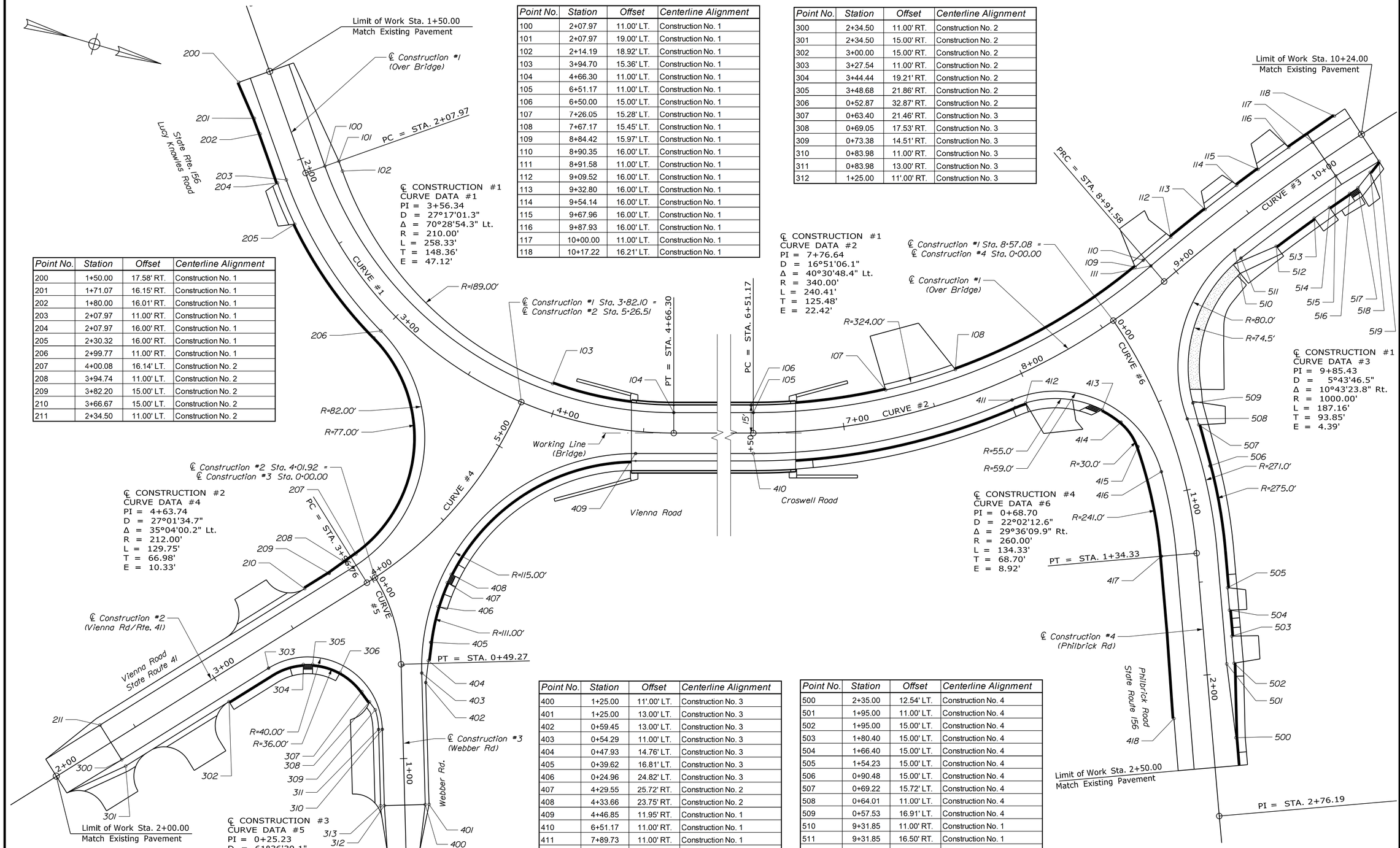
FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

DRAINAGE PLAN

SHEET NUMBER

12

OF 76



Point No.	Station	Offset	Centerline Alignment
100	2+07.97	11.00' LT.	Construction No. 1
101	2+07.97	19.00' LT.	Construction No. 1
102	2+14.19	18.92' LT.	Construction No. 1
103	3+94.70	15.36' LT.	Construction No. 1
104	4+66.30	11.00' LT.	Construction No. 1
105	6+51.17	11.00' LT.	Construction No. 1
106	6+50.00	15.00' LT.	Construction No. 1
107	7+26.05	15.28' LT.	Construction No. 1
108	7+67.17	15.45' LT.	Construction No. 1
109	8+84.42	15.97' LT.	Construction No. 1
110	8+90.35	16.00' LT.	Construction No. 1
111	8+91.58	11.00' LT.	Construction No. 1
112	9+09.52	16.00' LT.	Construction No. 1
113	9+32.80	16.00' LT.	Construction No. 1
114	9+54.14	16.00' LT.	Construction No. 1
115	9+67.96	16.00' LT.	Construction No. 1
116	9+87.93	16.00' LT.	Construction No. 1
117	10+00.00	11.00' LT.	Construction No. 1
118	10+17.22	16.21' LT.	Construction No. 1

Point No.	Station	Offset	Centerline Alignment
200	1+50.00	17.58' RT.	Construction No. 1
201	1+71.07	16.15' RT.	Construction No. 1
202	1+80.00	16.01' RT.	Construction No. 1
203	2+07.97	11.00' RT.	Construction No. 1
204	2+07.97	16.00' RT.	Construction No. 1
205	2+30.32	16.00' RT.	Construction No. 1
206	2+99.77	11.00' RT.	Construction No. 1
207	4+00.08	16.14' LT.	Construction No. 2
208	3+94.74	11.00' LT.	Construction No. 2
209	3+82.20	15.00' LT.	Construction No. 2
210	3+66.67	15.00' LT.	Construction No. 2
211	2+34.50	11.00' LT.	Construction No. 2

Point No.	Station	Offset	Centerline Alignment
300	2+34.50	11.00' RT.	Construction No. 2
301	2+34.50	15.00' RT.	Construction No. 2
302	3+00.00	15.00' RT.	Construction No. 2
303	3+27.54	11.00' RT.	Construction No. 2
304	3+44.44	19.21' RT.	Construction No. 2
305	3+48.68	21.86' RT.	Construction No. 2
306	0+52.87	32.87' RT.	Construction No. 2
307	0+63.40	21.46' RT.	Construction No. 3
308	0+69.05	17.53' RT.	Construction No. 3
309	0+73.38	14.51' RT.	Construction No. 3
310	0+83.98	11.00' RT.	Construction No. 3
311	0+83.98	13.00' RT.	Construction No. 3
312	1+25.00	11'.00' RT.	Construction No. 3

Point No.	Station	Offset	Centerline Alignment
400	1+25.00	11'.00' LT.	Construction No. 3
401	1+25.00	13.00' LT.	Construction No. 3
402	0+59.45	13.00' LT.	Construction No. 3
403	0+54.29	11.00' LT.	Construction No. 3
404	0+47.93	14.76' LT.	Construction No. 3
405	0+39.62	16.81' LT.	Construction No. 3
406	0+24.96	24.82' LT.	Construction No. 3
407	4+29.55	25.72' RT.	Construction No. 2
408	4+33.66	23.75' RT.	Construction No. 2
409	4+46.85	11.95' RT.	Construction No. 1
410	6+51.17	11.00' RT.	Construction No. 1
411	7+89.73	11.00' RT.	Construction No. 1
412	7+95.56	15.39' RT.	Construction No. 1
413	0+40.87	29.24' RT.	Construction No. 4
414	0+52.23	22.77' RT.	Construction No. 4
415	0+69.16	19.00' RT.	Construction No. 4
416	0+86.78	11.00' RT.	Construction No. 4
417	1+34.33	19.00' RT.	Construction No. 4
418	2+21.85	19.79' RT.	Construction No. 4

Point No.	Station	Offset	Centerline Alignment
500	2+35.00	12.54' LT.	Construction No. 4
501	1+95.00	11.00' LT.	Construction No. 4
502	1+95.00	15.00' LT.	Construction No. 4
503	1+80.40	15.00' LT.	Construction No. 4
504	1+66.40	15.00' LT.	Construction No. 4
505	1+54.23	15.00' LT.	Construction No. 4
506	0+90.48	15.00' LT.	Construction No. 4
507	0+69.22	15.72' LT.	Construction No. 4
508	0+64.01	11.00' LT.	Construction No. 4
509	0+57.53	16.91' LT.	Construction No. 4
510	9+31.85	11.00' RT.	Construction No. 1
511	9+31.85	16.50' RT.	Construction No. 1
512	9+51.09	23.00' RT.	Construction No. 1
513	9+77.14	23.00' RT.	Construction No. 1
514	9+87.37	23.00' RT.	Construction No. 1
515	10.00.00	11.00' RT.	Construction No. 1
516	10+00.90	23.00' RT.	Construction No. 1
517	10+06.36	23.00' RT.	Construction No. 1
518	10+16.73	19.70' RT.	Construction No. 1
519	10+24.00	17.30' RT.	Construction No. 1

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE PLANS

BRIDGE NO. 2273

PROJ. MANAGER	MICHAEL WIGHT	BY	DATE
DESIGN-DETAILED	MY\DEFAULT	R. PARKER	6/2021
CHECKED-REVIEWED	C. SICHAK	C. SICHAK	6/2021
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

GEOMETRY LAYOUT

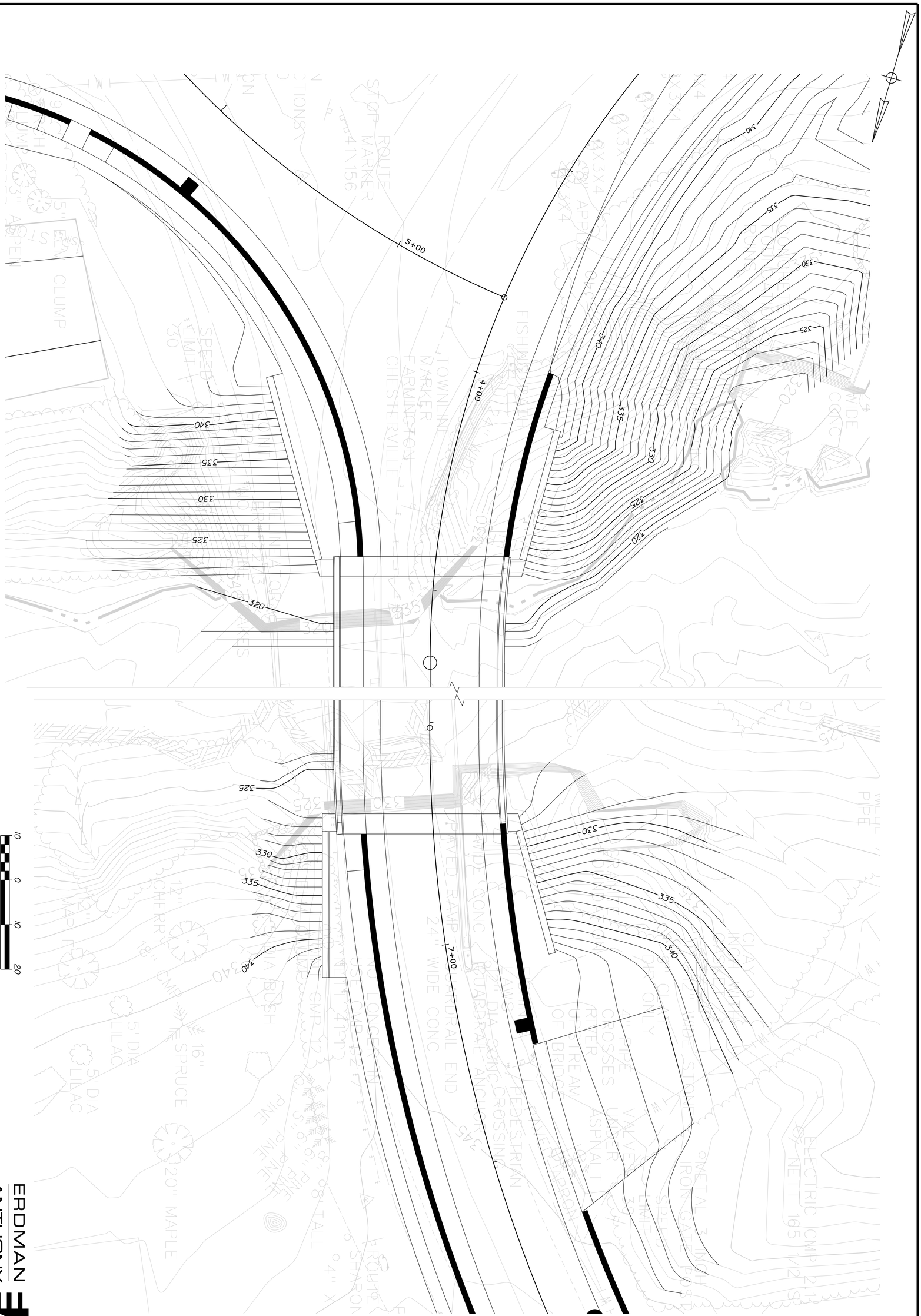
SHEET NUMBER

13

OF 76

ERDMAN ANTHONY

Filename: ...\MSTA\013_Geometry Layout.dgn Division: BRIDGE Username: LindoT Date:6/29/2021



ERDMAN ANTHONY

SHEET NUMBER 14 OF 76

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

GRADING PLAN

PROJ. MANAGER	MICHAEL WIGHT	BY	DATE
DESIGN-DETAILED	MY\EF\NB	R. PARKER	6/2021
CHECKED-REVIEWED	C. SICHAK	C. SICHAK	6/2021
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

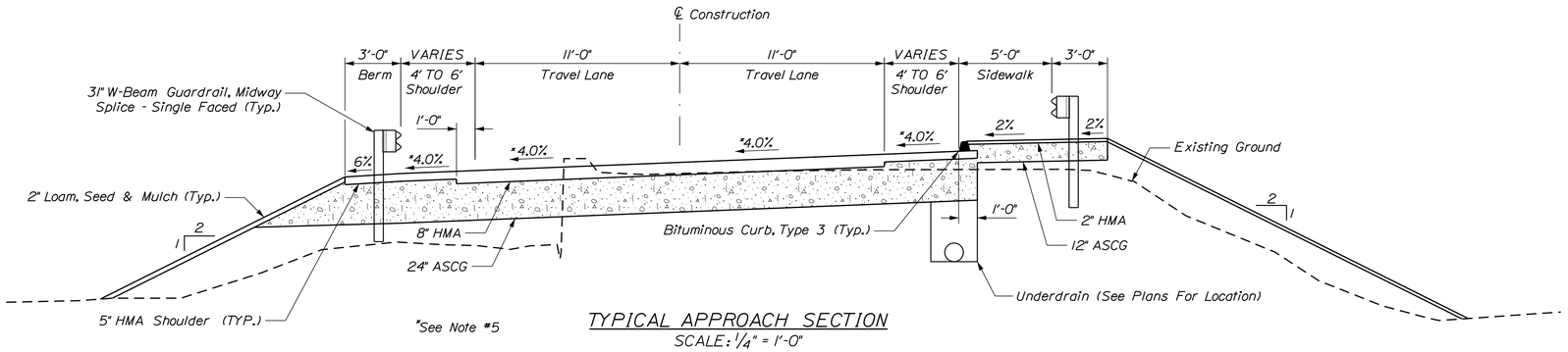
P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

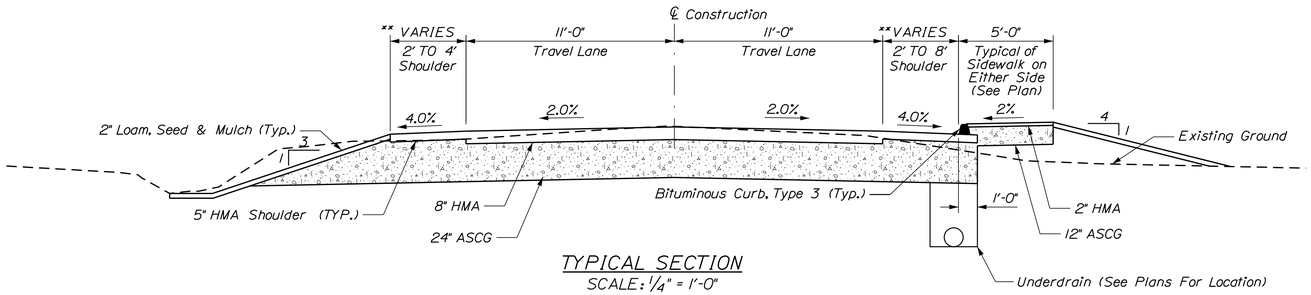
BRIDGE NO. 2273 WIN 22296.00 BRIDGE PLANS



TYPICAL APPROACH SECTION

SCALE: 1/4" = 1'-0"

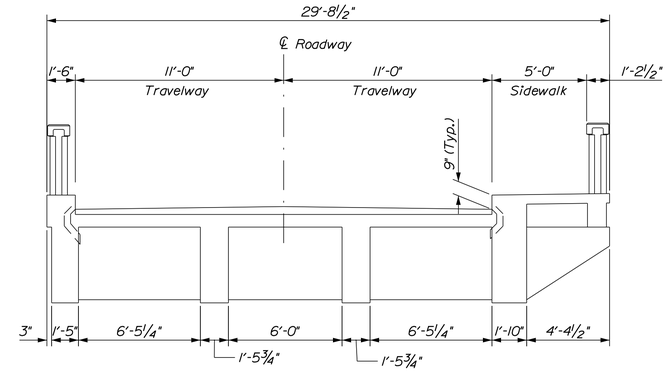
℄ CONSTRUCTION #1 (STATE ROUTE 156/41)



TYPICAL SECTION

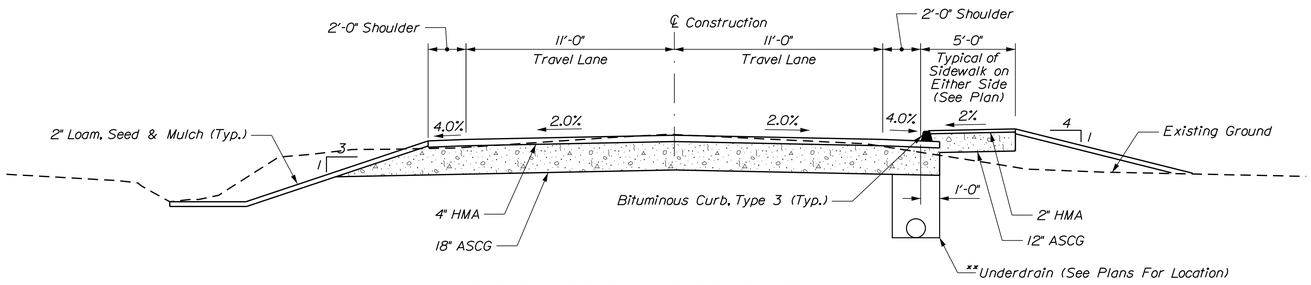
SCALE: 1/4" = 1'-0"

℄ CONSTRUCTION #2 (VIENNA RD./STATE ROUTE 41)
℄ CONSTRUCTION #4 (PHILBRICK RD.)



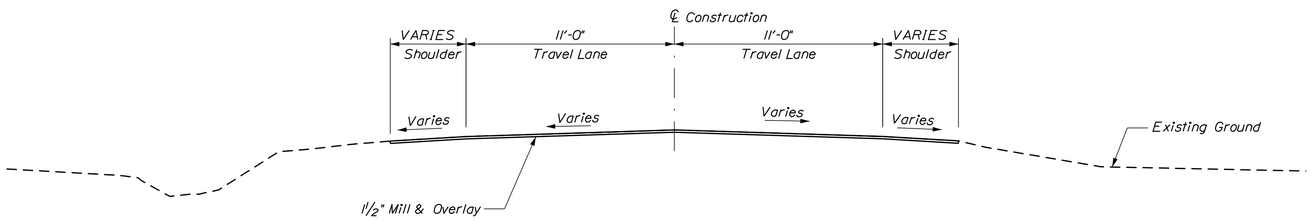
EXISTING BRIDGE SECTION

SCALE: 1/4" = 1'-0"



TYPICAL SECTION - WEBBER ROAD

SCALE: 1/4" = 1'-0"



TYPICAL MILL & OVERLAY SECTION

SCALE: 1/4" = 1'-0"

NOTES:

1. The pavement, base and subbase depths as shown on the plans are intended to be nominal.
2. When superelevation exceeds the slope of the low side shoulder, the low side shoulder shall have the same slope as the travelway.
3. Crowns for both normal and superelevation sections for all courses of subbase and pavement shall be straight.
4. The gravel quantity calculation is based on a 2" loam or dirty borrow depth. The actual depth may vary. See General Notes.
5. The algebraic difference between shoulder and travel lane cross slopes "rollover" shall not exceed 8%.
6. Alignment #1 has a 4% Superelevated road and bridge that transitions to a 2% normal crown on both ends.
7. The Bridge Working Line is established by extending Centerline of Construction #1 back tangent and ahead Tangent at a bearing of N 16° 29' 21.27" W.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

PROJ. MANAGER	MICHAEL WIGHT	BY	DATE
DESIGN-DETAILED	MY\EF\NB	R. PARKER	6/2021
CHECKED-REVIEWED	C. SICHAK	C. SICHAK	6/2021
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

TYPICAL SECTIONS

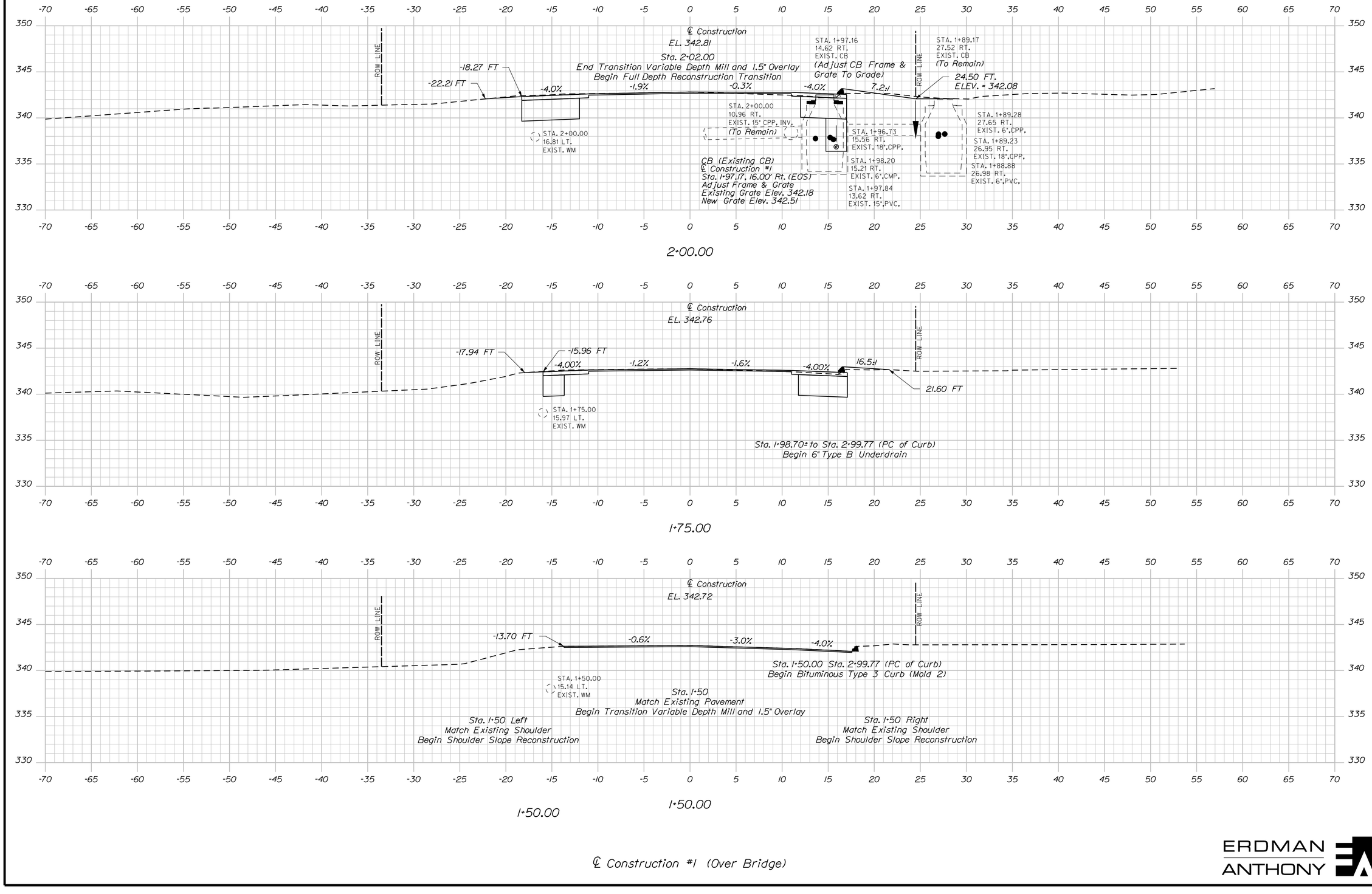
SHEET NUMBER

15

OF 76

ERDMAN ANTHONY

Filename: ...\Bridge\MSTA\015_Btypicol.dgn Division: BRIDGE Username: LindoT Date:6/29/2021



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE PLANS

BRIDGE NO. 2273

		BY	DATE
PROJ. MANAGER	MICHAEL WIGHT		
DESIGN-DETAILED	MY\EF\NB	R. PARKER	6/2021
CHECKED-REVIEWED	C. SICHAK	C. SICHAK	6/2021
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

CROSS SECTIONS 2+00.00 1+50.00

ERDMAN ANTHONY

SHEET NUMBER

16

OF 76

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

PROJ. MANAGER	MICHAEL WIGHT		
DESIGN-DETAILED	MY\CEF\MB	R. PARKER	6/2021
CHECKED-REVIEWED	C. SICHAK	C. SICHAK	6/2021
DESIGN2-DETAILED2	C. SICHAK		
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

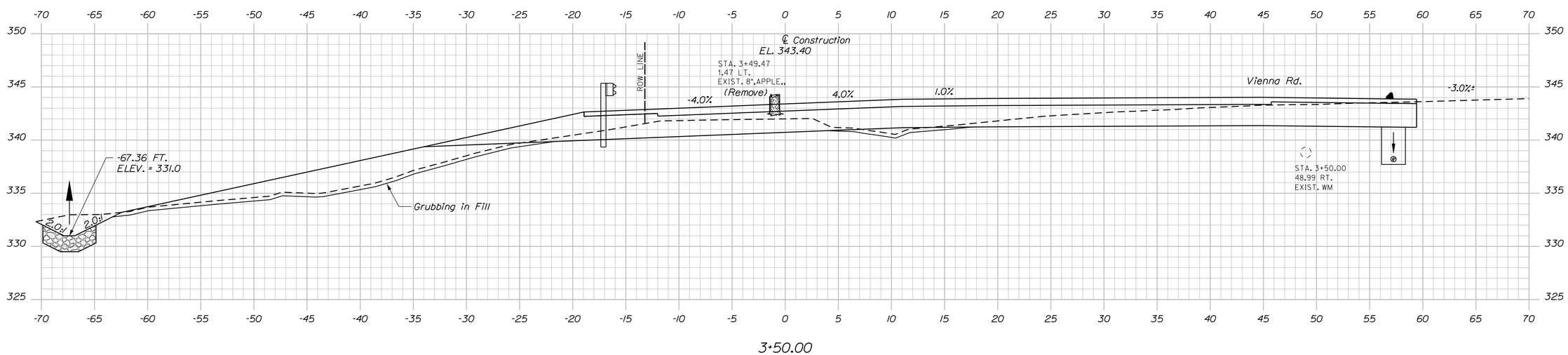
FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

2+75.00
2+25.00
CROSS SECTIONS

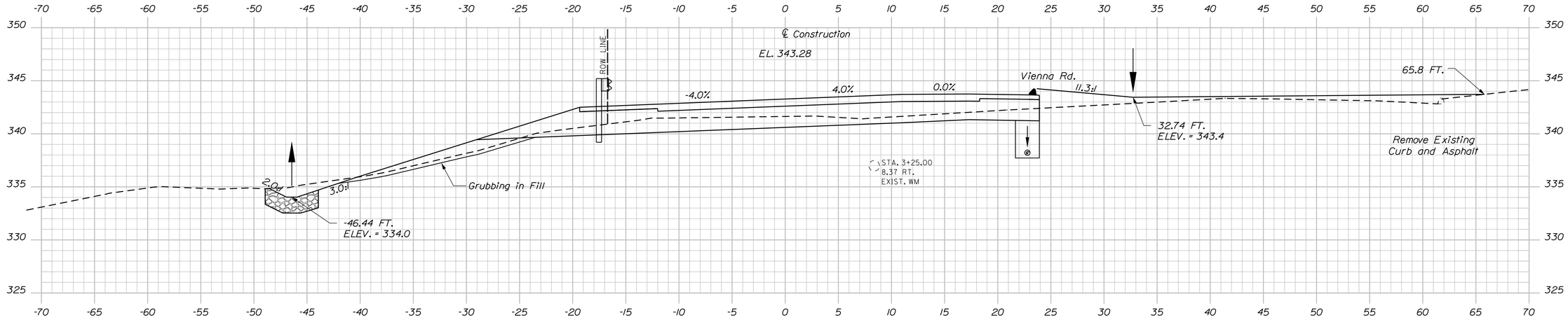
SHEET NUMBER
17
OF 76

ERDMAN ANTHONY

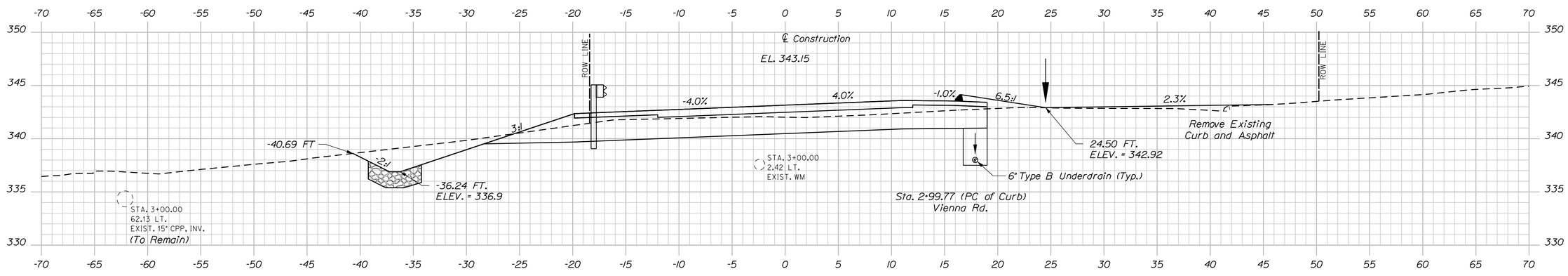
Usename: LindoT Date:6/29/2021
Division: BRIDGE
Filename: ...\00\Bridge\MSTA\017_Xsect2.dgn



3+50.00



3+25.00



3+00.00

℄ Construction #1 (Over Bridge)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE PLANS

BRIDGE NO. 2273

PROJ. MANAGER	MICHAEL WIGHT		
DESIGN-DETAILED	BY	DATE	SIGNATURE
CHECKED-REVIEWED	R. PARKER	6/2021	
DESIGN2-DETAILED2	C. SICHAK	6/2021	P.E. NUMBER
DESIGN3-DETAILED3	MY\EF\NB		
REVISIONS 1	C. SICHAK		DATE
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

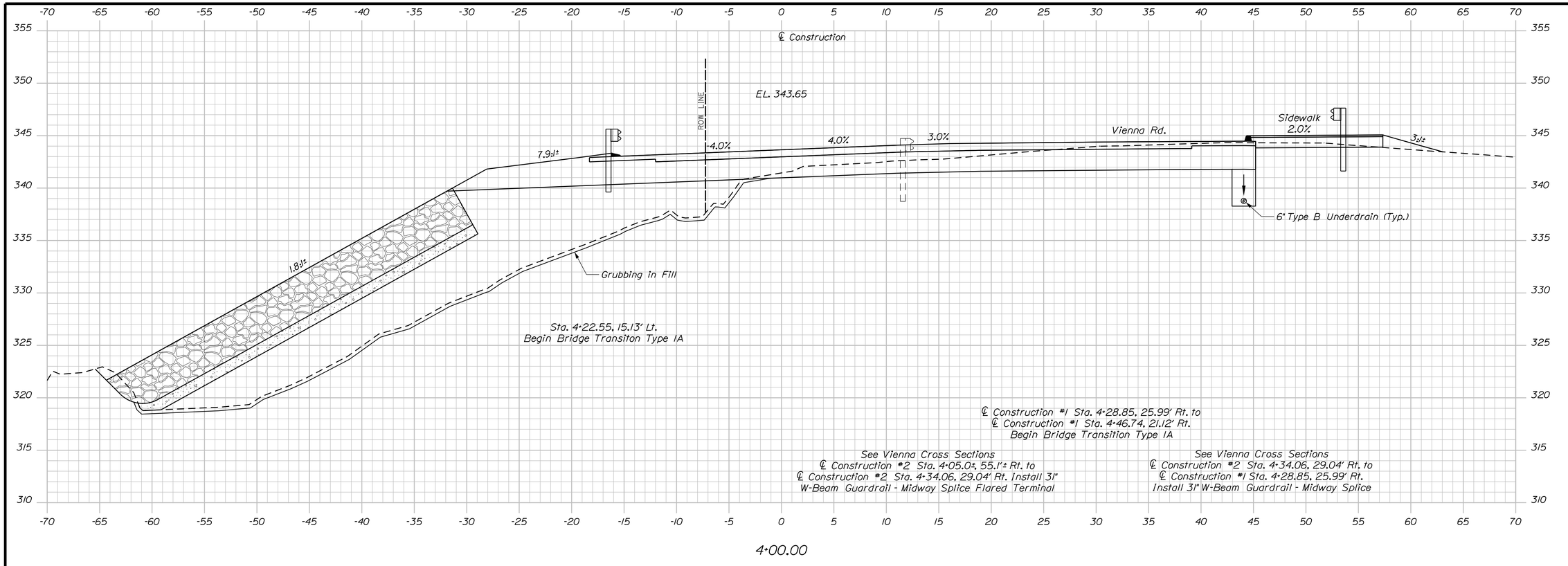
FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

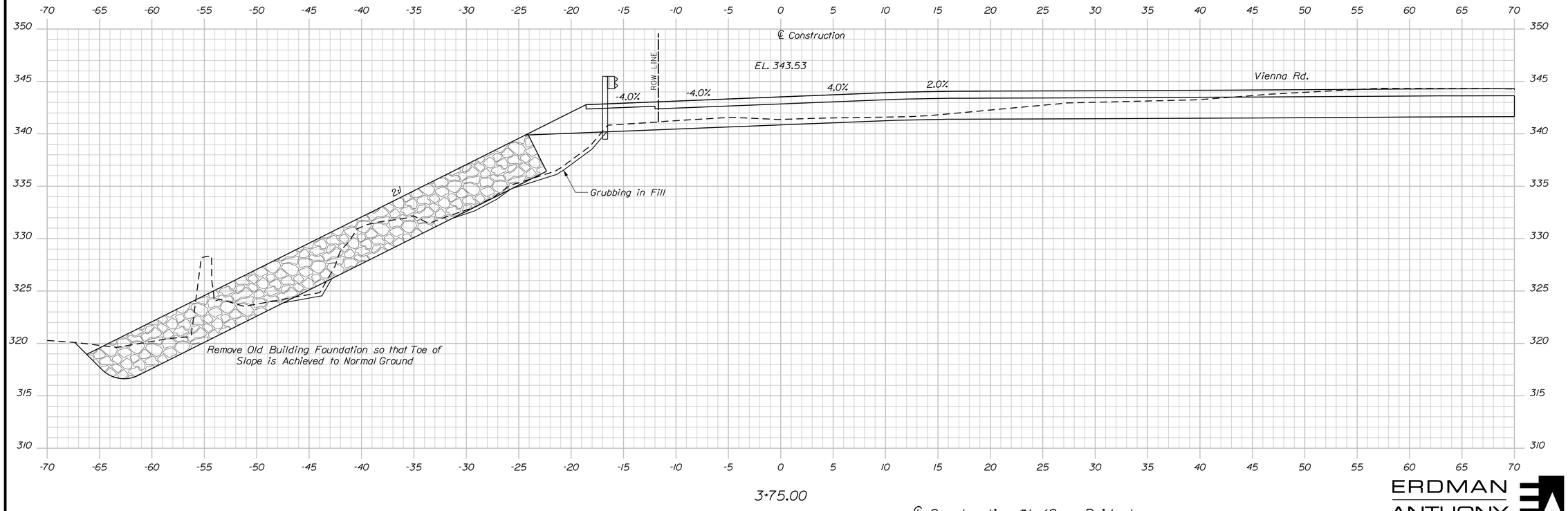
3+50.00
3+00.00
CROSS SECTIONS

SHEET NUMBER
18
OF 76

ERDMAN ANTHONY

Filename: ...\00\Bridge\MSTA\018_Xsect3.dgn Division: BRIDGE Username: LindoT Date:6/29/2021





ERDMAN ANTHONY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

PROJ. MANAGER	MICHAEL WIGHT		
DESIGN-DETAILED	MY\CEF\MB	R. PARKER	6/2021
CHECKED-REVIEWED	C. SICHAK	C. SICHAK	6/2021
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

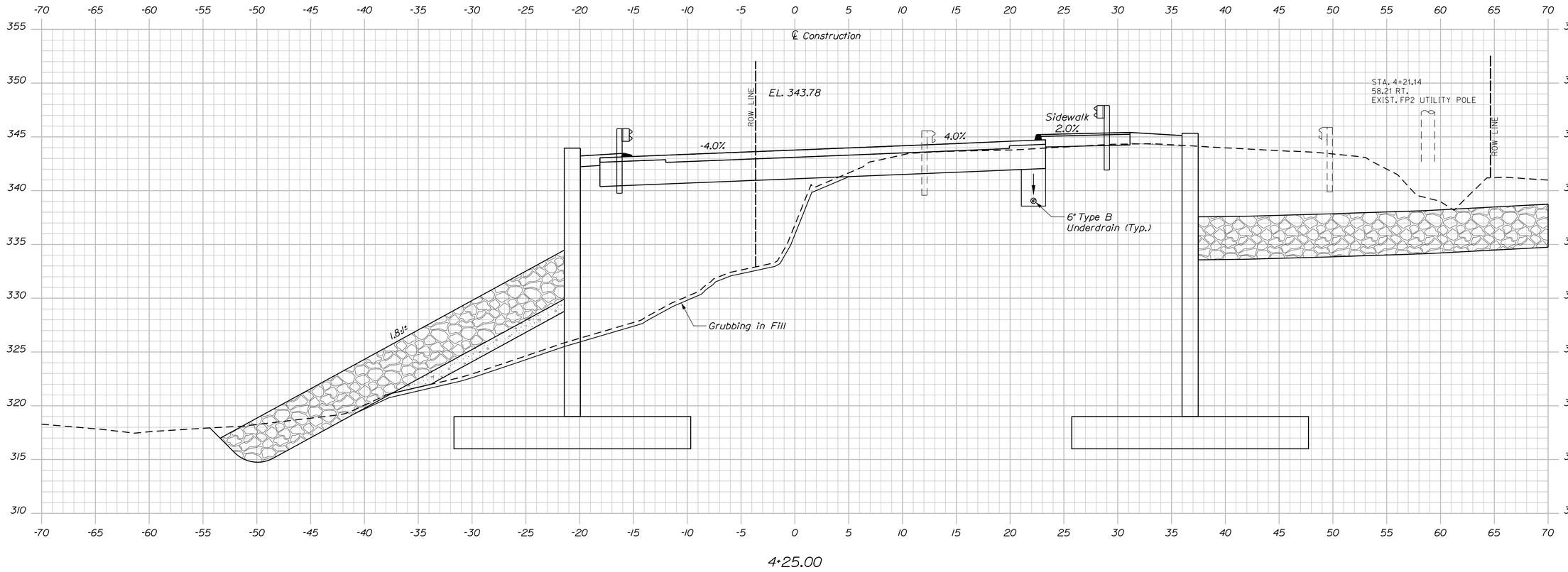
CROSS SECTIONS

3+75.00 4+00.00

SHEET NUMBER

19

OF 76



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	MICHAEL WIGHT	
DESIGN-DETAILED	M.VEFLNB	6/2021
CHECKED-REVIEWED	C. SICHAK	6/2021
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

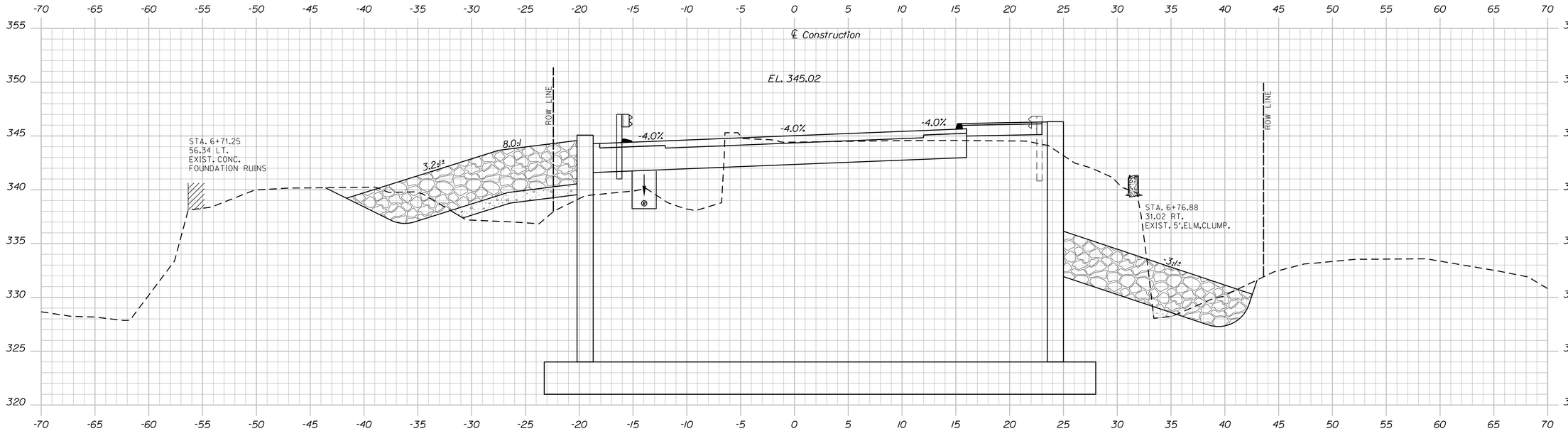
4+25.00 CROSS SECTIONS 4+25.00

SHEET NUMBER

20

OF 76

ERDMAN ANTHONY



℄ Construction #1 (Over Bridge)

Filename: ...\00\Bridge\MSTA\021_Xsec16.dgn Division: BRIDGE Username: LindoT Date:6/29/2021

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273 BRIDGE PLANS

			DATE
PROJ. MANAGER	MICHAEL WIGHT	BY	
DESIGN-DETAILED	MY\EF\MB	R. PARKER	6/2021
CHECKED-REVIEWED	C. SICHAK	C. SICHAK	6/2021
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

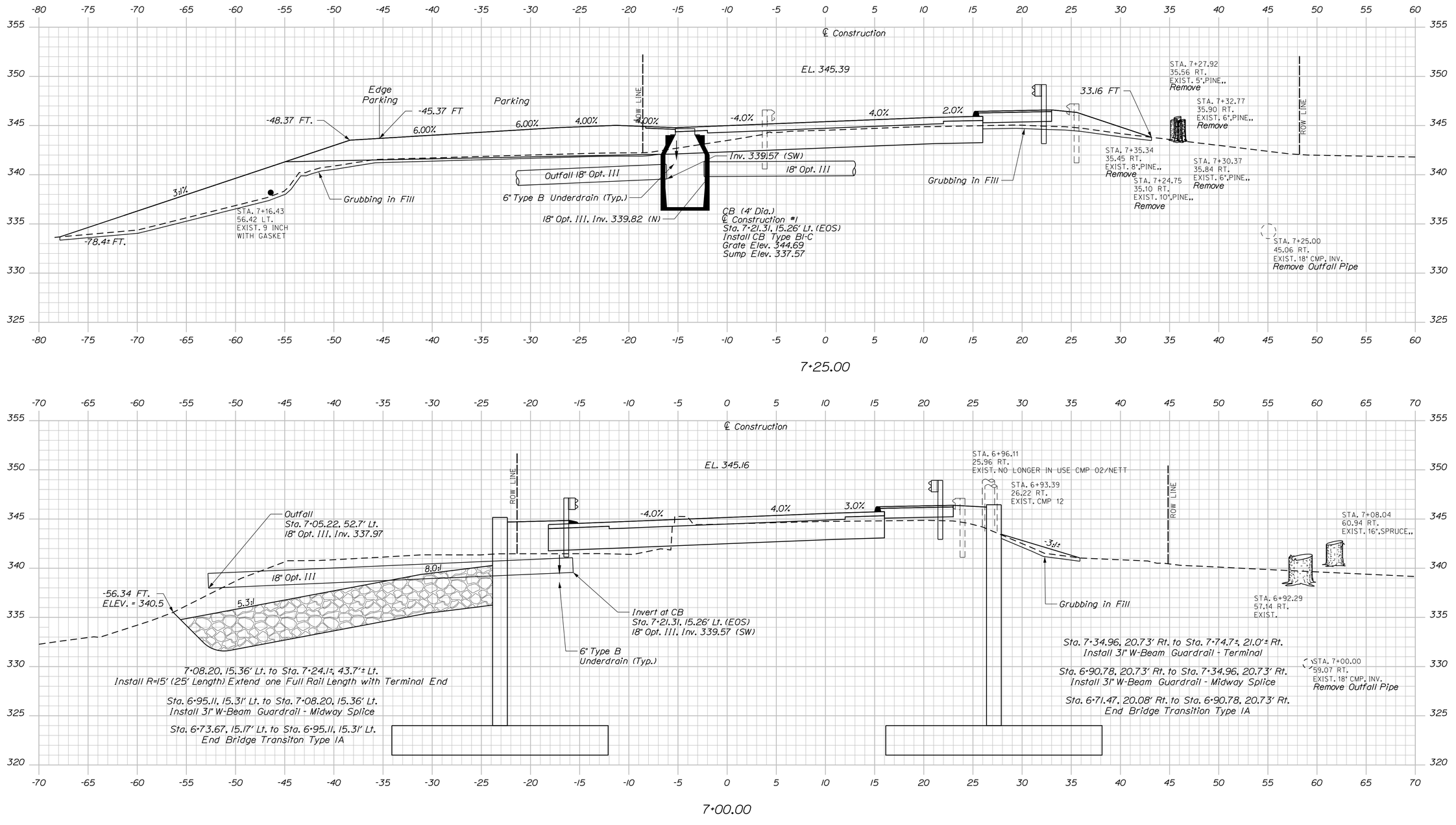
6+75.00 CROSS SECTIONS 6+75.00

SHEET NUMBER

21

OF 76

ERDMAN ANTHONY



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE PLANS

BRIDGE NO. 2273

PROJ. MANAGER	MICHAEL WIGHT	BY	DATE
DESIGN-DETAILED	MY\EF\MB	R. PARKER	6/2021
CHECKED-REVIEWED	C. SICHAK	C. SICHAK	6/2021
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

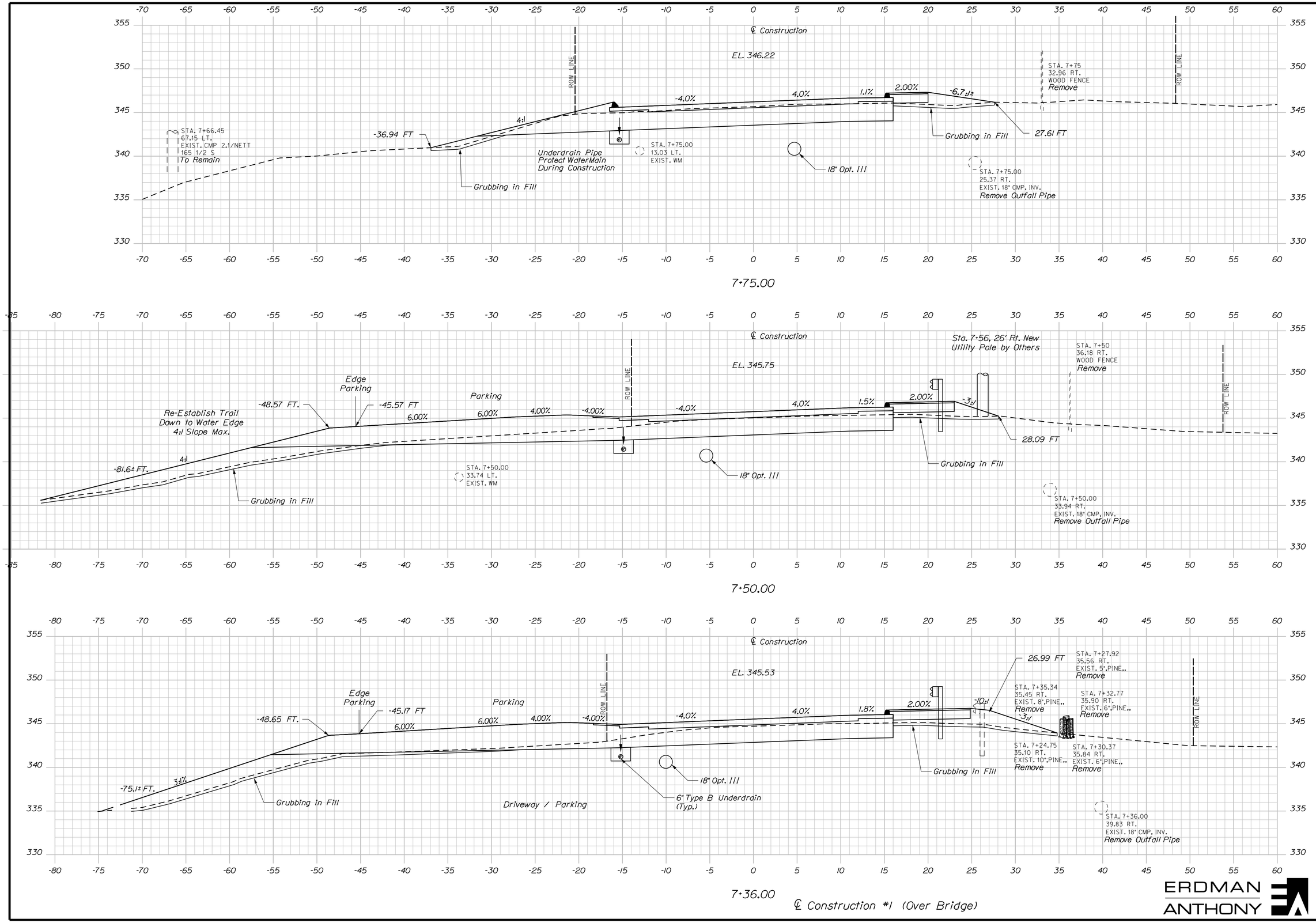
7+00.00 CROSS SECTIONS 7+25.00

SHEET NUMBER

22

OF 76

ERDMAN ANTHONY



Date:6/29/2021
Username: LindoT
Division: BRIDGE
Filename: ...\00\Bridge\MSTA\023_Xsect8.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

PROJ. MANAGER	MICHAEL WIGHT		
DESIGN-DETAILED	MYVEFLNB	BY	DATE
CHECKED-REVIEWED	C. SICHAK	R. PARKER	6/2021
DESIGN2-DETAILED2		C. SICHAK	6/2021
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

7+75.00
7+36.00

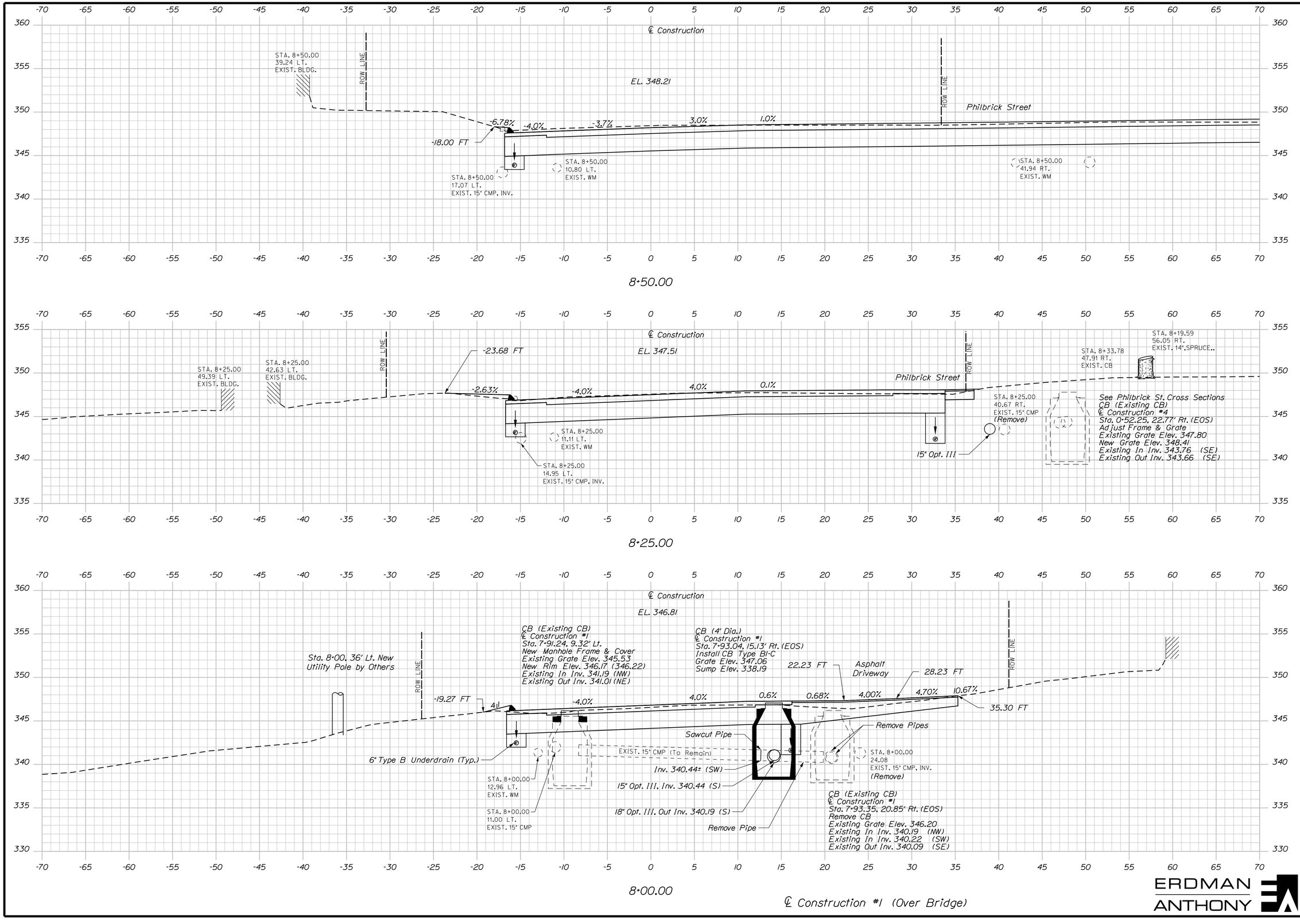
CROSS SECTIONS

SHEET NUMBER

23

OF 76

ERDMAN ANTHONY



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

PROJ. MANAGER	MICHAEL WIGHT		
DESIGN-DETAILED	MY\CEF\NB	BY	DATE
CHECKED-REVIEWED	C. SICHAK	R. PARKER	6/2021
DESIGN2-DETAILED2	C. SICHAK	C. SICHAK	6/2021
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

CROSS SECTIONS

8+50.00
8+25.00
8+00.00

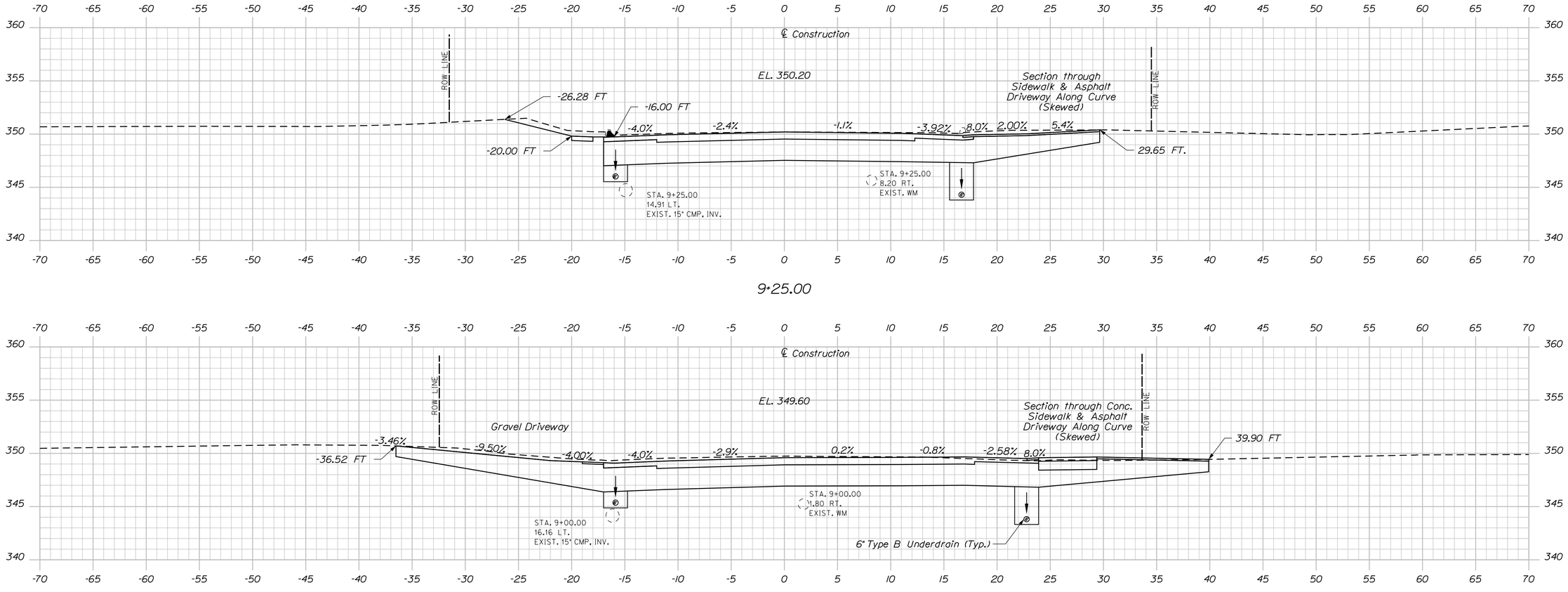
SHEET NUMBER

24

OF 76

ERDMAN ANTHONY

Filename: ...\00\Bridge\MSTA\024_Xsect19.dgn Division: BRIDGE Username: LindoT Date:6/29/2021



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE PLANS

BRIDGE NO. 2273

		BY	DATE
PROJ. MANAGER	MICHEL WOHL		
DESIGN-DETAILED	MY\CET\NB	R. PARKER	6/2021
CHECKED-REVIEWED	C. SICHAK	C. SICHAK	6/2021
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

CROSS SECTIONS

9+25.00

8+75.00

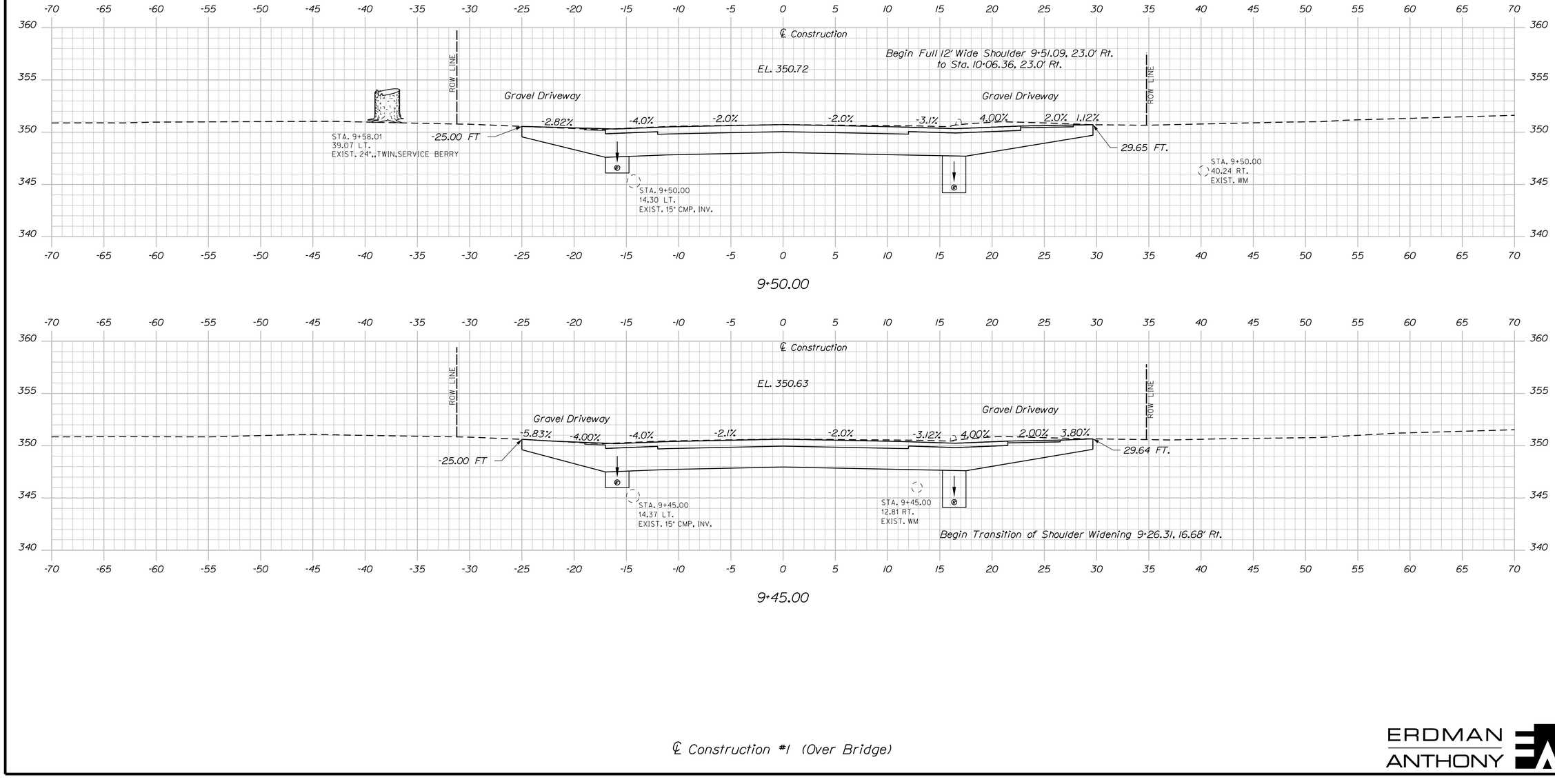
SHEET NUMBER

25

OF 76

ERDMAN ANTHONY

Filename: ...\00\Bridge\MSTA\025_Xsect10.dgn Division: BRIDGE Username: LindoT Date:6/29/2021



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

PROJ. MANAGER	MICHEL WIGHT		
DESIGN-DETAILED	MY\EF\NB	BY	DATE
CHECKED-REVIEWED	C. SICHAK	R. PARKER	6/2021
DESIGN2-DETAILED2		C. SICHAK	6/2021
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

CROSS SECTIONS

9+50.00

9+45.00

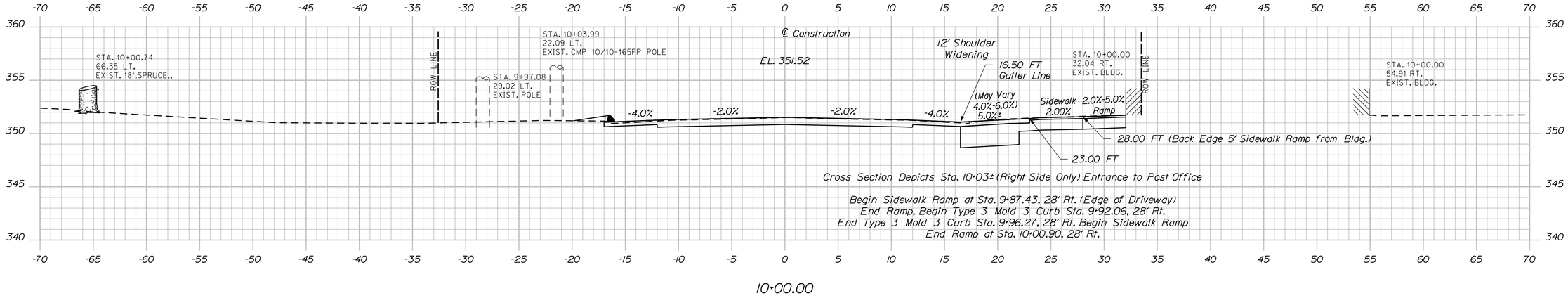
SHEET NUMBER

26

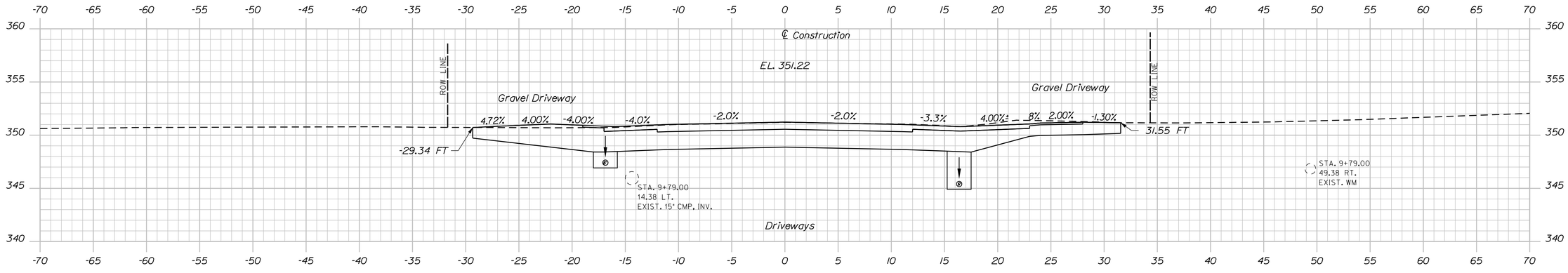
OF 76

ERDMAN ANTHONY

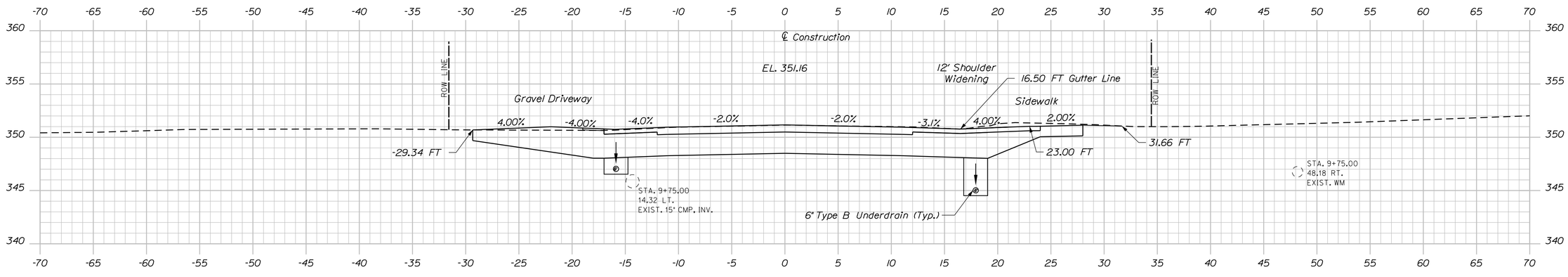
Filename: ...\00\Bridge\MST\A\026_Xsect11.dgn Division: BRIDGE Username: LindoT Date:6/29/2021



10+00.00



9+79.00



9+75.00

℄ Construction #1 (Over Bridge)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

PROJ. MANAGER	MICHAEL WIGHT	BY	DATE
DESIGN-DETAILED	MYVEF.VNB	R. PARKER	6/2021
CHECKED-REVIEWED	C. SICHAK	C. SICHAK	6/2021
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

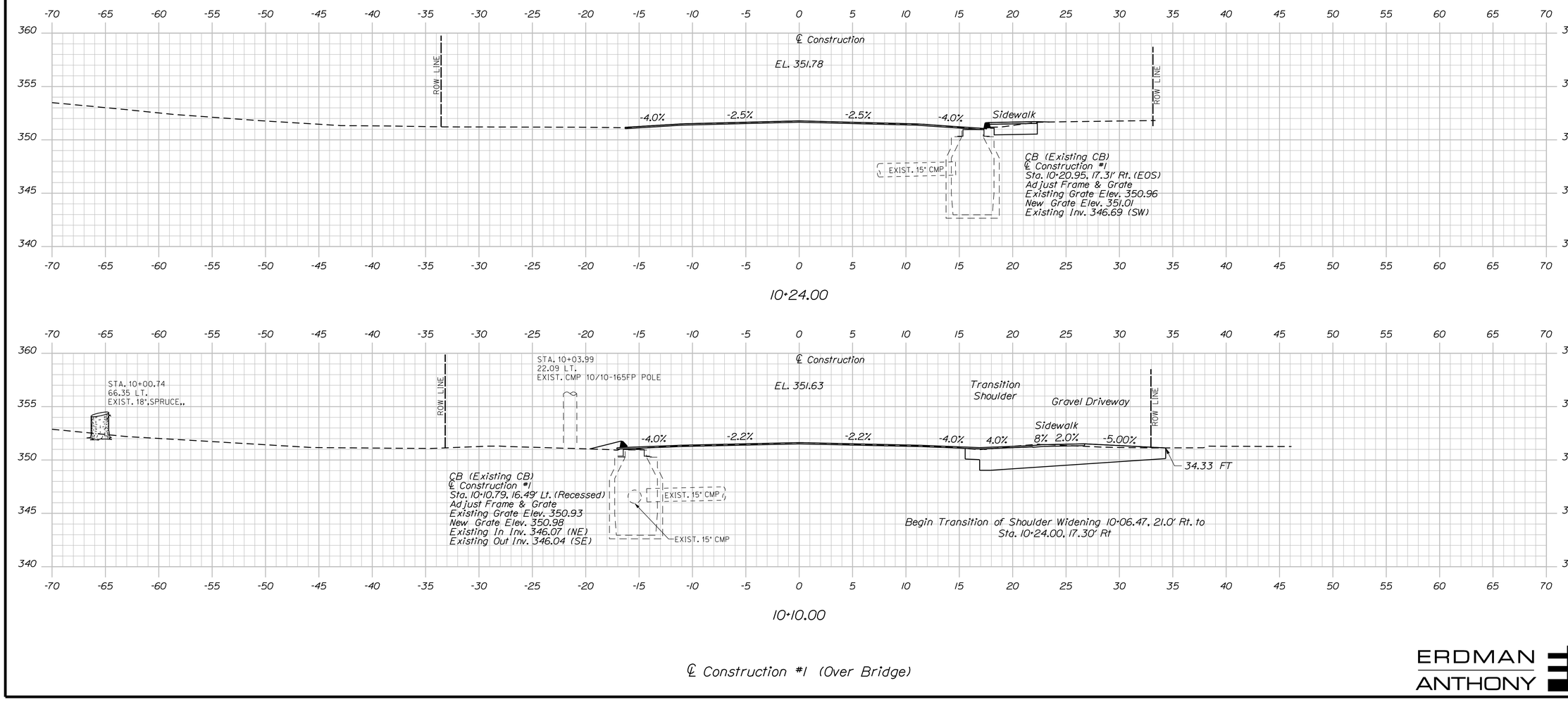
CROSS SECTIONS 10+00.00 9+75.00

SHEET NUMBER

27

OF 76

ERDMAN ANTHONY



℄ Construction #1 (Over Bridge)

ERDMAN ANTHONY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273 BRIDGE PLANS

PROJ. MANAGER	MICHAEL WIGHT	BY	DATE
DESIGN-DETAILED	MY\EF\MB	R. PARKER	6/2021
CHECKED-REVIEWED	C. SICHAK	C. SICHAK	6/2021
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

CROSS SECTIONS 10+10.00 10+24.00

SHEET NUMBER

28

OF 76

Filename: ...\00\Bridge\MSTA\028_Xsect13.dgn Division: BRIDGE Username: LindoT Date:6/29/2021

VIENNA ROAD ℄ Construction #2

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

P.E. NUMBER

DATE

SIGNATURE

PROJ. MANAGER	MICHAEL WIGHT	BY	DATE
DESIGN-DETAILED	MY\KEF\MB	R. PARKER	6/2021
CHECKED-REVIEWED	C. SICHAK	C. SICHAK	6/2021
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

VIENNA ROAD
CROSS SECTIONS

2+34.50
2+00.00

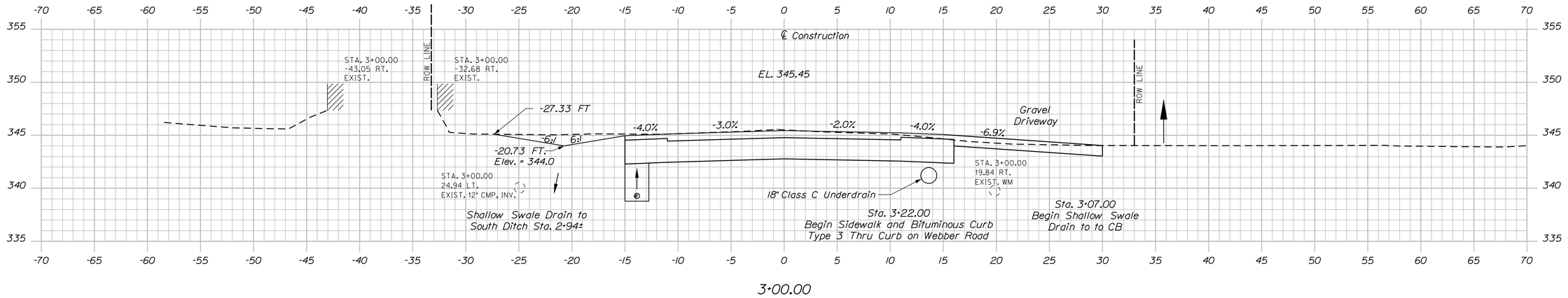
SHEET NUMBER

29

OF 76

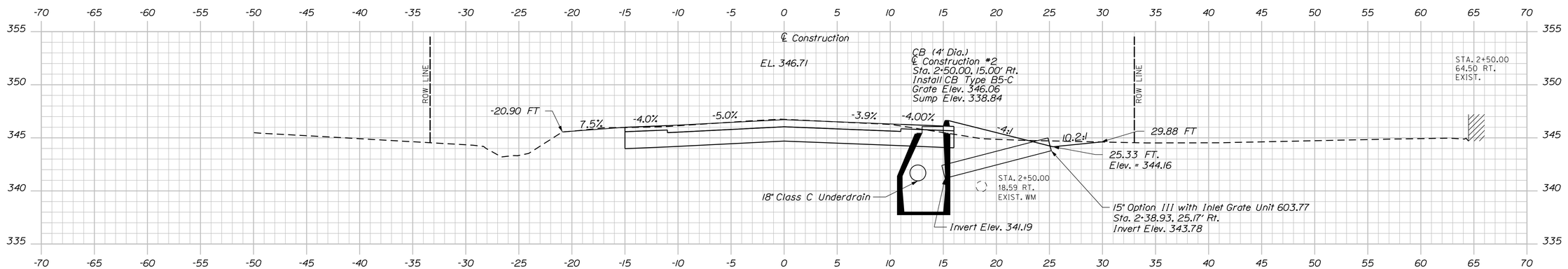
ERDMAN ANTHONY

Filename: ...\Bridge\MSTA\029_Xsect-2-14.dgn Division: BRIDGE Username: LindoT Date:6/29/2021



3+00.00

2+75.00



2+50.00

VIENNA ROAD ℄ Construction #2

ERDMAN ANTHONY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE PLANS

BRIDGE NO. 2273

		BY	DATE
PROJ. MANAGER	MICHAEL WIGHT		
DESIGN-DETAILED	MYKEY.NB	R. PARKER	6/2021
CHECKED-REVIEWED	C. SICHAK	C. SICHAK	6/2021
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

VIENNA ROAD CROSS SECTIONS

3+00.00
2+50.00

SHEET NUMBER

30

OF 76

Filename: ...\Bridge\MSTA\030_Xsect-2-15.dgn Username: LindoT Division: BRIDGE Date:6/29/2021

VIENNA ROAD ℄ Construction #2

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

PROJ. MANAGER	MICHAEL WIGHT	BY	DATE
DESIGN-DETAILED	MY\DEF\MB	R. PARKER	6/2021
CHECKED-REVIEWED	C. SICHAK	C. SICHAK	6/2021
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

VIENNA ROAD
CROSS SECTIONS

3+75.00
3+25.00

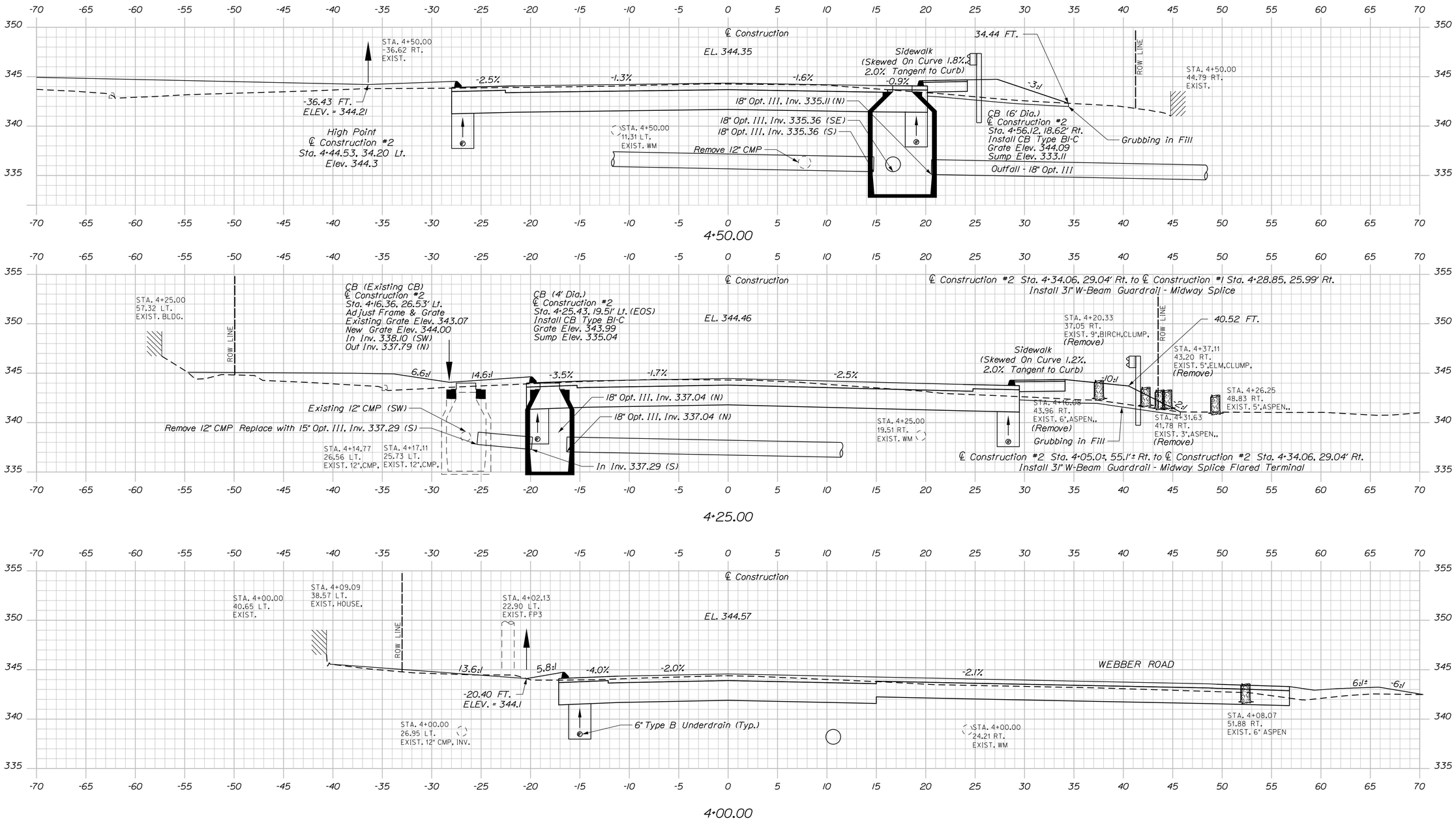
SHEET NUMBER

31

OF 76

ERDMAN ANTHONY

Filename: ...\Bridge\MSTA\031_Xsect-2-16.dgn Username: LindoT Date:6/29/2021 Division: BRIDGE



VIENNA ROAD ℄ Construction #2

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

PROJ. MANAGER	MICHAEL WIGHT		
DESIGN-DETAILED	MYKEFLWB	BY	DATE
CHECKED-REVIEWED	C. SICHAK	R. PARKER	6/2021
DESIGN2-DETAILED2	C. SICHAK	C. SICHAK	6/2021
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

VIENNA ROAD
CROSS SECTIONS

4+00.00 4+50.00

SHEET NUMBER

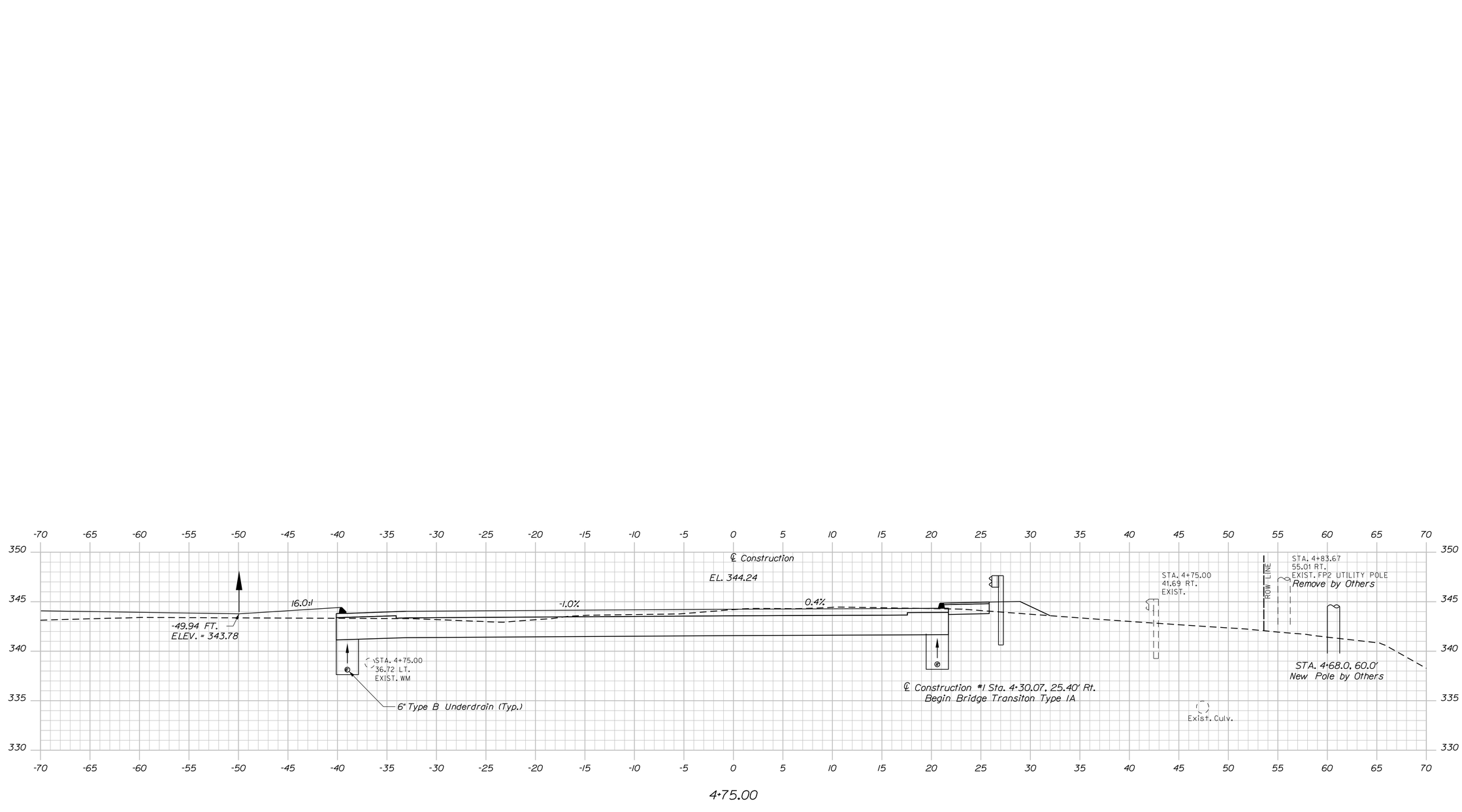
32

OF 76

ERDMAN ANTHONY

Filename: ...\Bridge\MSTA\032_Xsect-2-17.dgn Division: BRIDGE Username: LindoT Date:6/29/2021

Filename: ...\Bridge\MSTA\033_Xsect-2-18.dgn Division: BRIDGE Username: LindoT Date:6/29/2021



VIENNA ROAD ℄ Construction #2

PROJ. MANAGER	MICHAEL WIGHT	BY	DATE
DESIGN-DETAILED	MY\CF\NB	R. PARKER	6/2021
CHECKED-REVIEWED	C. SICHAK	C. SICHAK	6/2021
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

SIGNATURE

P.E. NUMBER

DATE

2229600

WIN
22296.00

BRIDGE NO. 2273

BRIDGE PLANS

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

VIENNA ROAD
CROSS SECTIONS

4+75.00

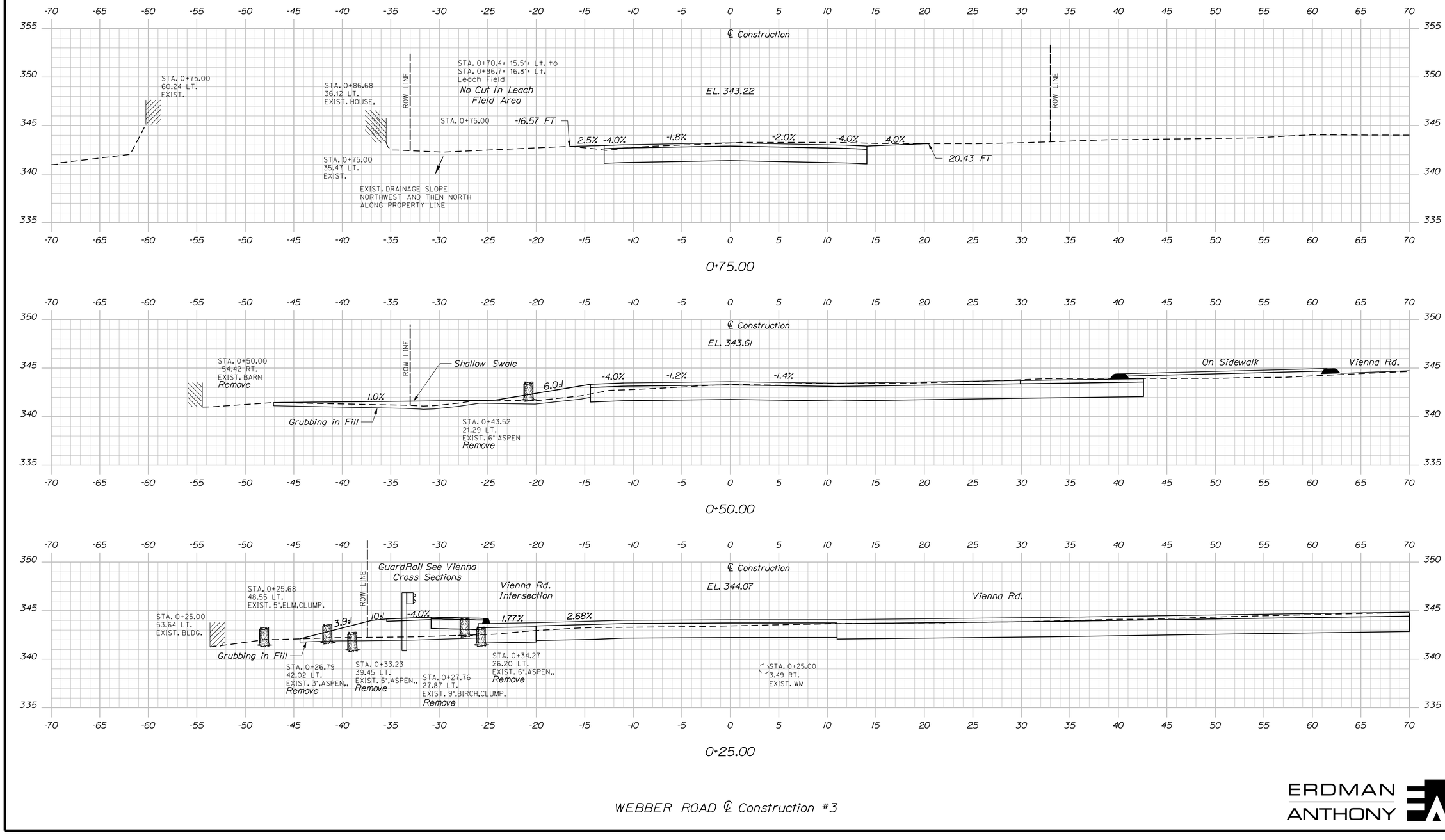
4+75.00

SHEET NUMBER

33

OF 76

ERDMAN ANTHONY



WEBBER ROAD ℄ Construction #3

ERDMAN ANTHONY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

PROJ. MANAGER	MICHAEL WIGHT
DESIGN-DETAILED	MY\EF\MB
CHECKED-REVIEWED	C. SICHAK
DESIGN2-DETAILED2	
DESIGN3-DETAILED3	
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

	BY	DATE
DESIGNED	R. PARKER	6\2021
DRAWN	C. SICHAK	
CHECKED		
QUALITY CONTROL		
APPROVED		

SIGNATURE

P.E. NUMBER

DATE

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

WEBBER ROAD
CROSS SECTIONS

0+75.00
0+25.00

SHEET NUMBER

34

OF 76

Filename: ...\Bridge\MSTA\034-Xsect-3-19.dgn Division: BRIDGE Username: LindoT Date:6/29/2021

WEBBER ROAD ℄ Construction #3

Filename: ...\Bridge\MSTA\035_Xsect-3-20.dgn Username: LindoT Division: BRIDGE Date:6/29/2021

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273 BRIDGE PLANS

SIGNATURE

P.E. NUMBER

DATE

			DATE
PROJ. MANAGER	MICHAEL WIGHT	BY	
DESIGN-DETAILED	MYKEY MB	R. PARKER	6/2021
CHECKED-REVIEWED	C. SICHAK	C. SICHAK	6/2021
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

WEBBER ROAD
CROSS SECTIONS

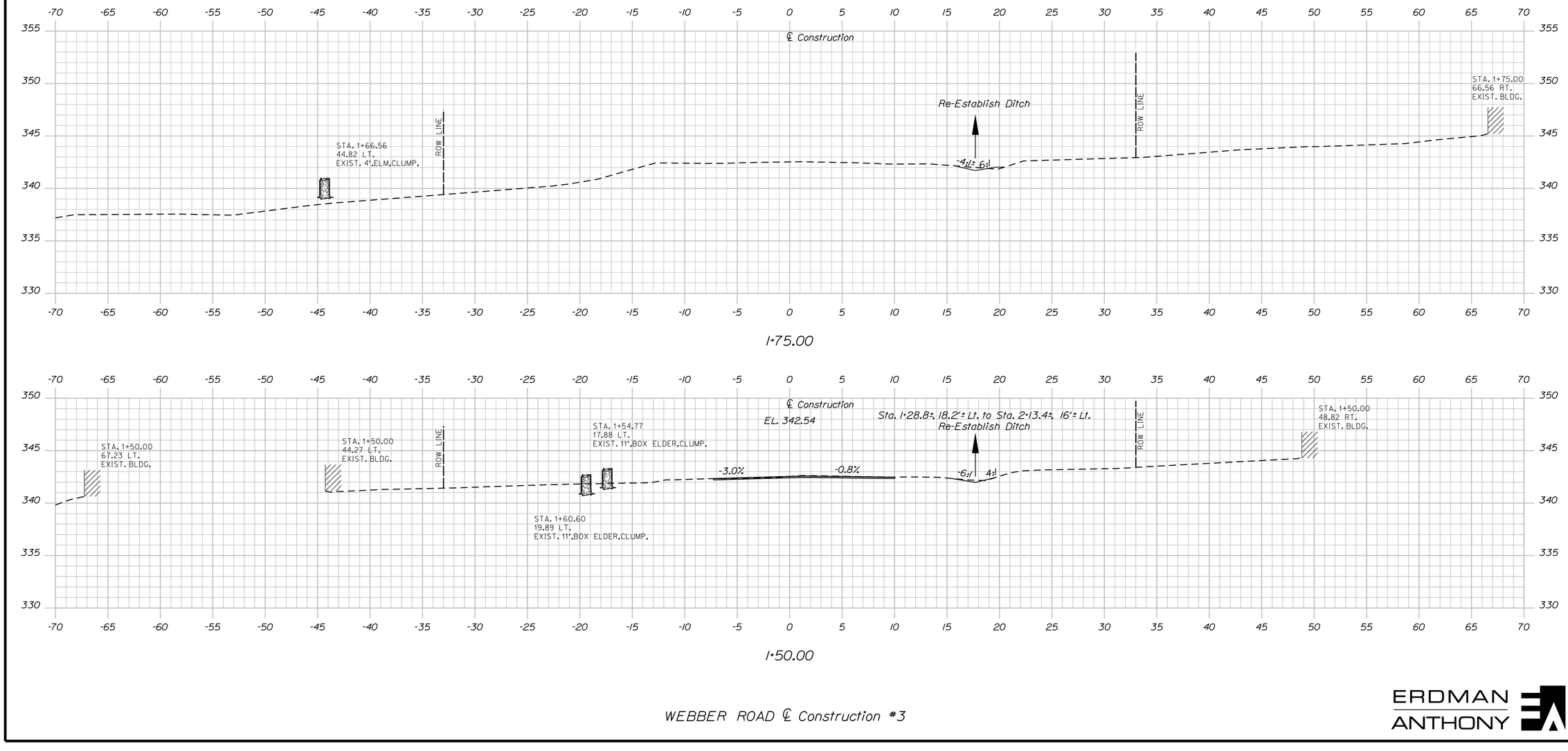
1+25.00
1+00.00

SHEET NUMBER

35

OF 76

ERDMAN ANTHONY



WEBBER ROAD ℄ Construction #3

ERDMAN ANTHONY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

PROJ. MANAGER	MICHAEL WIGHT	BY	DATE
DESIGN-DETAILED	MY\DEF\MB	R. PARKER	6/2021
CHECKED-REVIEWED	C. SICHAK	C. SICHAK	6/2021
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

WEBBER ROAD CROSS SECTIONS

1+75.00

1+50.00

SHEET NUMBER

36

OF 76

Filename: ...\Bridge\MSTA\036_Xsect-3-21.dgn Division: BRIDGE Username: LindoT Date:6/29/2021

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

PROJ. MANAGER	MICHAEL WIGHT	BY	DATE
DESIGN-DETAILED	MY:\EF\NB	R. PARKER	6/2021
CHECKED-REVIEWED	C. SICHAK	C. SICHAK	6/2021
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

PHILBRICK ROAD
CROSS SECTIONS

0+50.00
0+25.00

SHEET NUMBER

37

OF 76

ERDMAN ANTHONY

Filename: ...\Bridge\MSTA\037_Xsect-4-22.dgn Division: BRIDGE Username: LindoT Date:6/29/2021

℄ Construction #4 (Philbrick Rd)

ERDMAN ANTHONY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

PROJ. MANAGER	MICHAEL WIGHT		
DESIGN-DETAILED	MY\EF\NB	BY	DATE
CHECKED-REVIEWED	C. SICHAK	R. PARKER	6/2021
DESIGN2-DETAILED2		C. SICHAK	6/2021
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

PHILBRICK ROAD
CROSS SECTIONS

1+00.00
0+68.50

SHEET NUMBER

38

OF 76

Filename: ...\Bridge\MSTA\038_Xsect-4-23.dgn Division: BRIDGE Username: LindoT Date:6/29/2021

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

PROJ. MANAGER	MICHAEL WIGHT	BY	DATE
DESIGN-DETAILED	MY\CEF\MB	R. PARKER	6/2021
CHECKED-REVIEWED	C. SICHAK	C. SICHAK	6/2021
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

PHILBRICK ROAD
CROSS SECTIONS

1+61.00
1+25.00

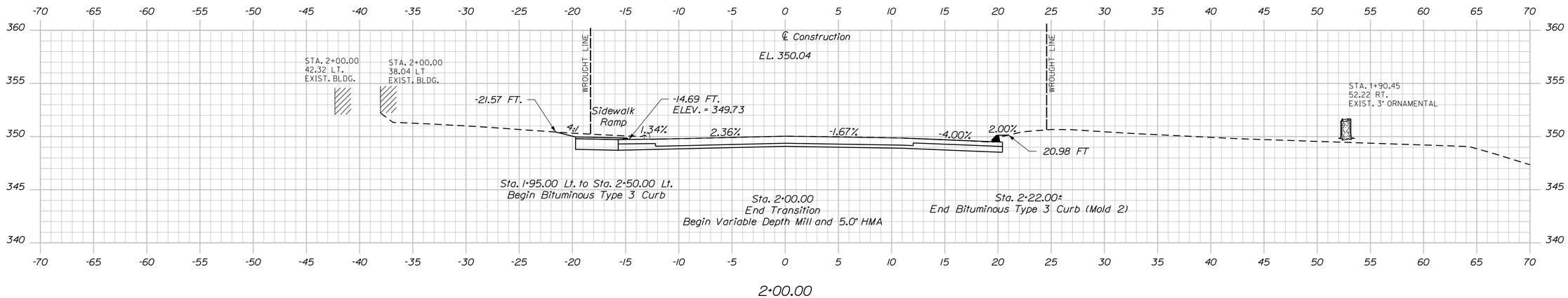
SHEET NUMBER

39

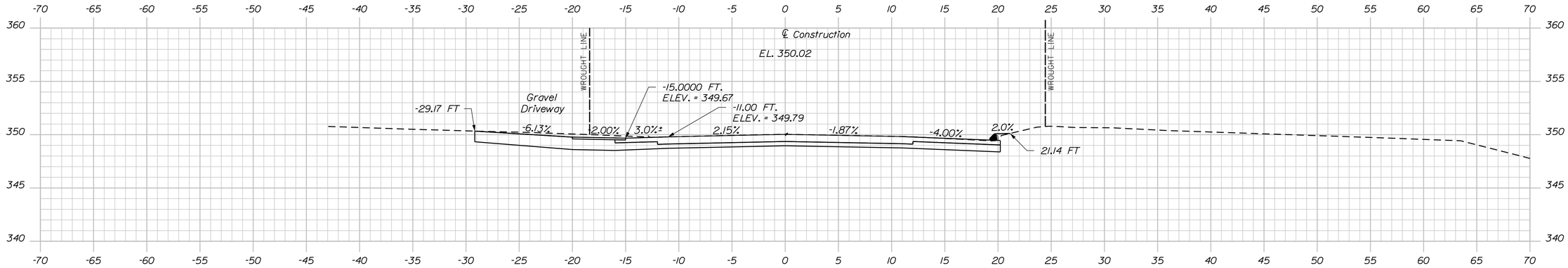
OF 76

ERDMAN ANTHONY

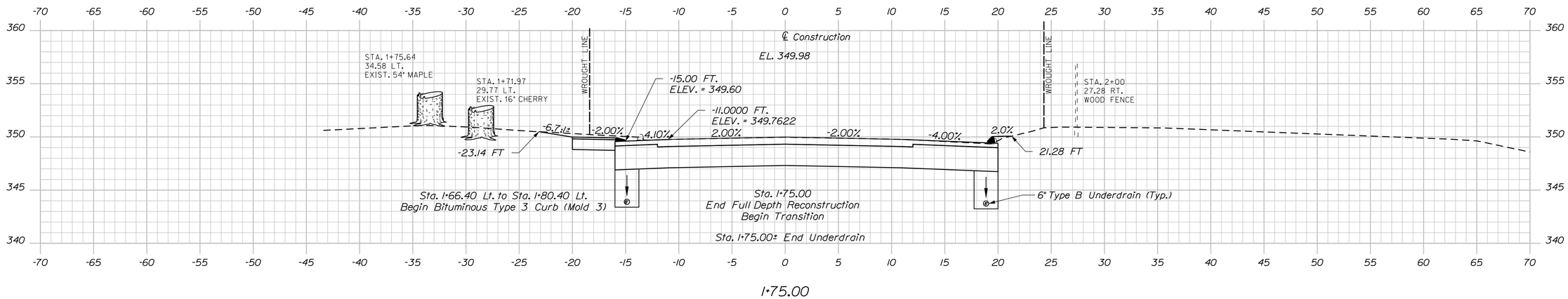
Filename: ...\Bridge\MSTA\039_Xsect-4-24.dgn Division: BRIDGE Username: LindoT Date:6/29/2021



2+00.00



1+88.00



1+75.00

℄ Construction #4 (Philbrick Rd)

ERDMAN ANTHONY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

PROJ. MANAGER	MICHAEL WIGHT		
DESIGN-DETAILED	MY\EF\NB	6/2021	SIGNATURE
CHECKED-REVIEWED	C. SICHAK	6/2021	
DESIGN2-DETAILED2			P.E. NUMBER
DESIGN3-DETAILED3			
REVISIONS 1			DATE
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

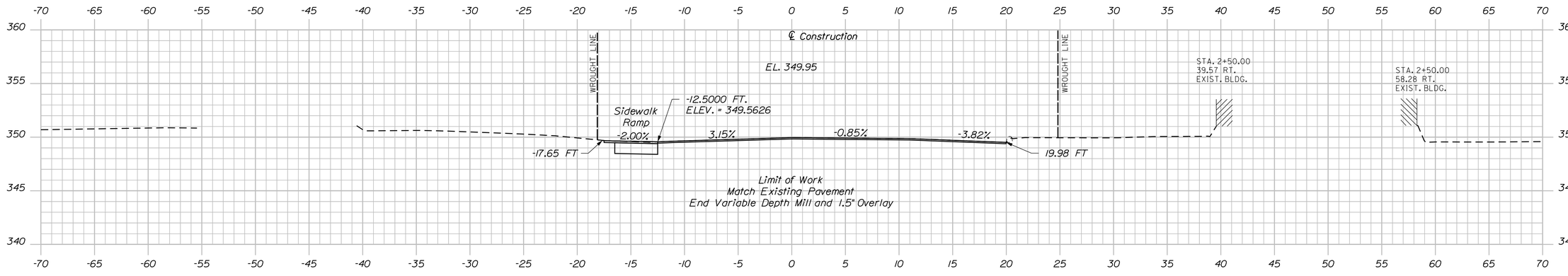
FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

PHILBRICK ROAD
CROSS SECTIONS

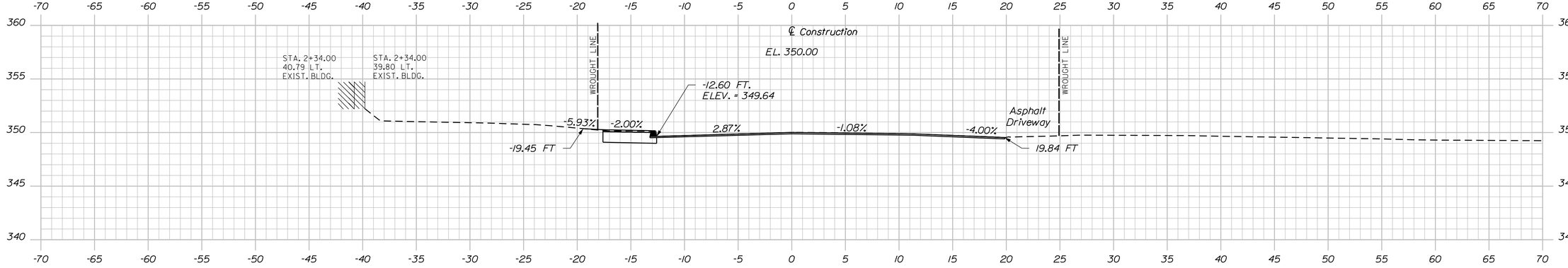
2+00.00
1+75.00

SHEET NUMBER
40
OF 76

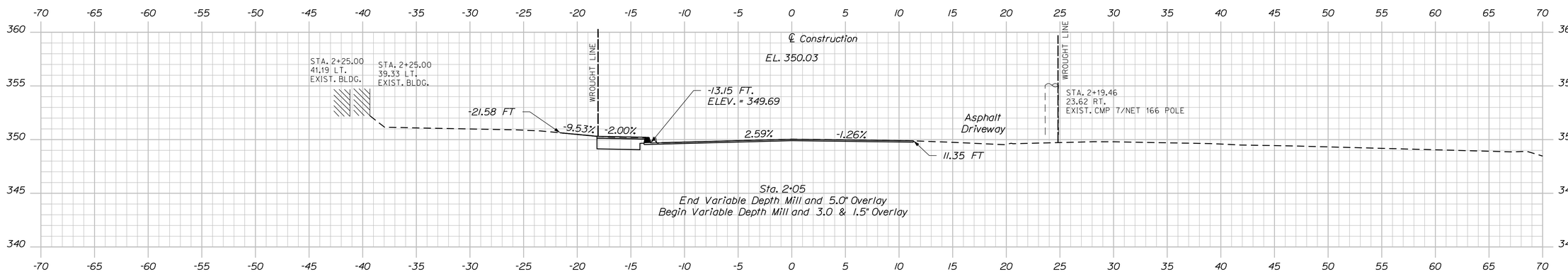
Filename: ...\Bridge\MSTA\040_Xsect-4-25.dgn Division: BRIDGE Username: LindoT Date:6/29/2021



2+50.00



2+34.00



2+25.00

℄ Construction #4 (Philbrick Rd)

ERDMAN ANTHONY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

PROJ. MANAGER	MICHEL WIGHT		
DESIGN-DETAILED	MY/EF/NB	BY	DATE
CHECKED-REVIEWED	C. SICHAK	R. PARKER	6/2021
DESIGN2-DETAILED2		C. SICHAK	6/2021
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

PHILBRICK ROAD
CROSS SECTIONS

2+50.00
2+25.00

SHEET NUMBER

41

OF 76

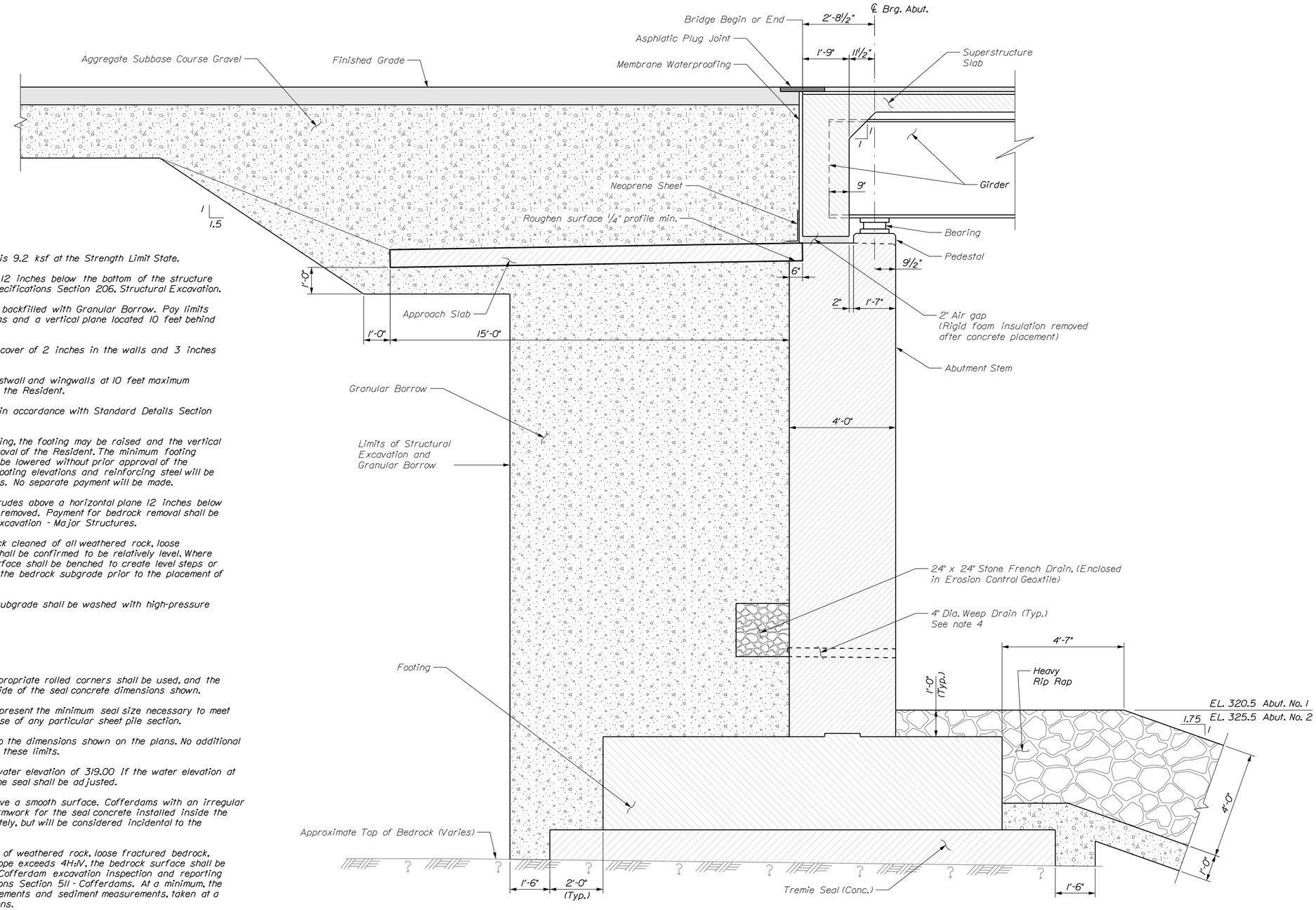
Filename: ...\Bridge\MSTA\041_Xsect-4-26.dgn Division: BRIDGE Username: LindoT Date:6/29/2021

ABUTMENT NOTES

1. The maximum factored applied footing pressure is 9.2 ksf at the Strength Limit State.
2. Structural Earth Excavation required more than 12 inches below the bottom of the structure will be paid for in accordance with Standard Specifications Section 206, Structural Excavation.
3. Abutments, wingwalls, and their footings shall be backfilled with Granular Borrow. Pay limits will be the structural excavation limits in cut areas and a vertical plane located 10 feet behind the walls in fill areas.
4. Reinforcing steel shall have a minimum concrete cover of 2 inches in the walls and 3 inches in the footings unless otherwise noted.
5. Place drains with a 4-inch diameter in the breastwall and wingwalls at 10 feet maximum spacing. The exact location will be determined by the Resident.
6. Cover joints where waterstops are not required in accordance with Standard Details Section 502.
7. When bedrock protrudes above the bottom of footing, the footing may be raised and the vertical reinforcing may be cut in the field with the approval of the Resident. The minimum footing elevations are shown on the Plans and shall not be lowered without prior approval of the Engineer of Record. Payment for adjusting the footing elevations and reinforcing steel will be considered incidental to the related Contract Items. No separate payment will be made.
8. At the option of the Resident, bedrock which protrudes above a horizontal plane 12 inches below the proposed bottom of footing elevation may be removed. Payment for bedrock removal shall be made under Item No. 206.092 Structural Rock Excavation - Major Structures.
9. Abutment/Seal concrete shall be placed on bedrock cleaned of all weathered rock, loose fractured rock and soil. The bedrock subgrade shall be confirmed to be relatively level. Where the bedrock slope exceeds 4H:1V, the bedrock surface shall be benched to create level steps or made completely level. The Resident shall approve the bedrock subgrade prior to the placement of the abutment concrete.
10. Prior to placing abutment concrete, the bedrock subgrade shall be washed with high-pressure water and air.

SEAL COFFERDAM NOTES

1. When sheet piling is used for seal cofferdams, appropriate rolled corners shall be used, and the inside face of the sheet piling shall be at or outside of the seal concrete dimensions shown.
2. The seal concrete placement dimensions shown represent the minimum seal size necessary to meet design requirements and are not based on the use of any particular sheet pile section.
3. The horizontal pay limit for seal concrete will be to the dimensions shown on the plans. No additional payment will be made for concrete placed outside these limits.
4. The assumed 1'-3" depth of the seal is set for a water elevation of 319.00 If the water elevation at the time of construction is higher, the depth of the seal shall be adjusted.
5. Seal concrete above the normal water line shall have a smooth surface. Cofferdams with an irregular inside surface, such as sand bags, shall have formwork for the seal concrete installed inside the cofferdam. Seal formwork will not be paid separately, but will be considered incidental to the appropriate Cofferdam Pay Item.
6. Seal concrete shall be placed on bedrock cleaned of weathered rock, loose fractured bedrock, boulders and soil. Where the bedrock surface slope exceeds 4H:1V, the bedrock surface shall be benched in level steps or made completely level. Cofferdam excavation inspection and reporting shall be in accordance with Standard Specifications Section 511 - Cofferdams. At a minimum, the inspection shall include bedrock elevation measurements and sediment measurements, taken at a minimum of 4 feet evenly distributed plan locations.
7. Each seal shall be cored full depth in at least 4 locations to ensure that the seal is satisfactorily placed. The final core run shall sample the bedrock interface and a minimum of 1 foot of bedrock. Seal core locations will be approved by the Department. Seal concrete cores will be a minimum 3 inch outer diameter and be stored in boxes labeled. In the event that voids or other defects are indicated, the Contractor shall correct the defects in a manner approved by the Department. For each core that reveals a defect, 2 additional cores shall be taken in approximately the same area in locations approved by the Department. All core holes shall be filled using non-shrink grout selected from the MaineDOT Qualified Products List of Grout Materials. The cost of coring and repairs will be considered incidental to related pay items.
8. Seal concrete shall be Class "A".
9. If the Contractor elects to place the seal and footing together, horizontal pay limits for the seal will be the limits of the footing. If placed separately, the horizontal pay limtis shall be to the lines of the seal shown on the plans.



TYPICAL ABUTMENT SECTION

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

PROJ. MANAGER	MICHAEL WIGHT		
DESIGN-DETAILED	MY\EF\NB	BY	DATE
CHECKED-REVIEWED	C. SICHAK	R. PARKER	6/2021
DESIGN2-DETAILED2		C. SICHAK	6/2021
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

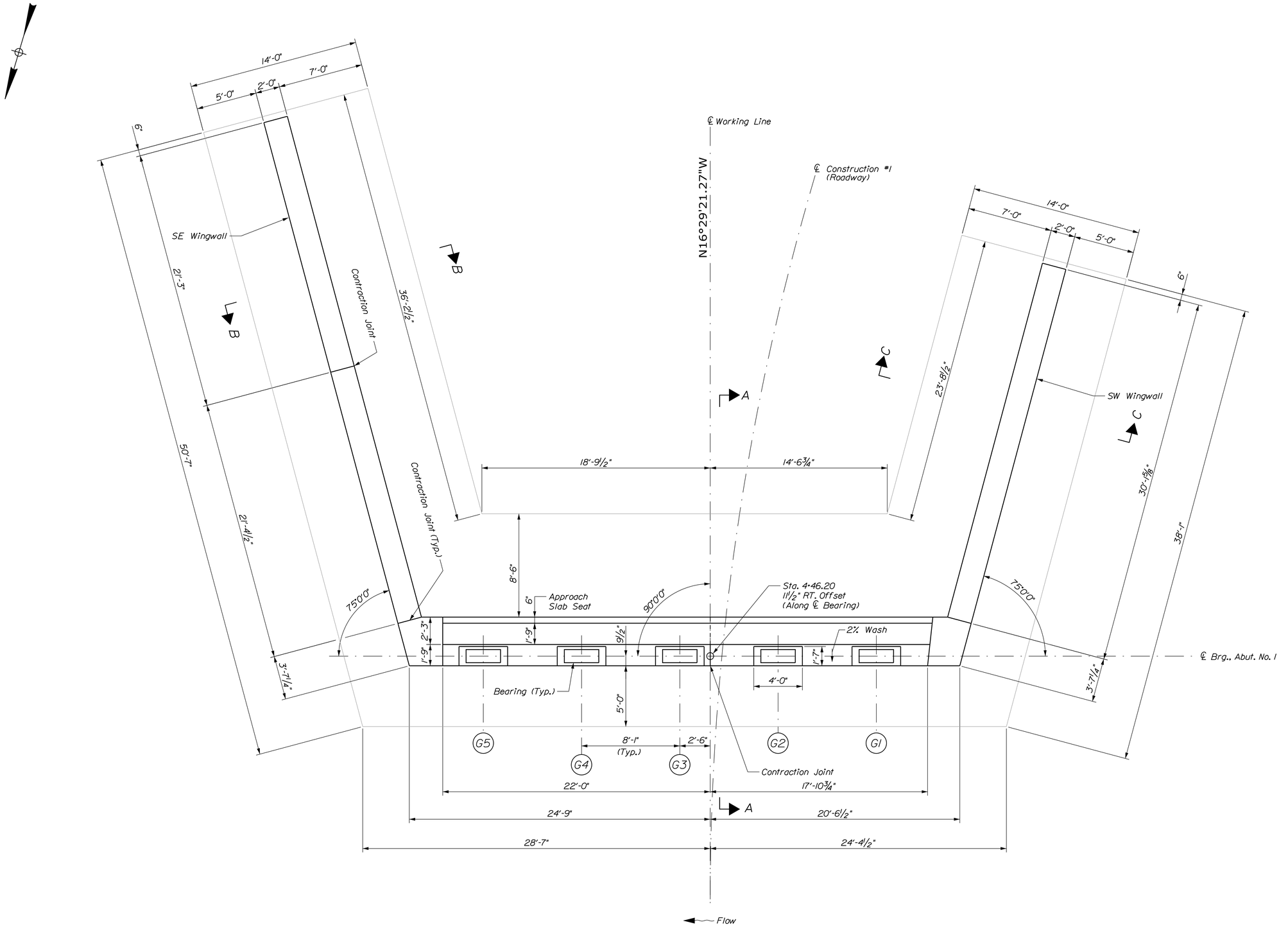
TYPICAL ABUTMENT SECTION AND NOTES

SHEET NUMBER

42

OF 76

ERDMAN ANTHONY



ABUTMENT NO. 1 PLAN

Scale: 1/4" = 1'-0"

ERDMAN ANTHONY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

PROJ. MANAGER	MICHAEL WIGHT	BY	DATE
DESIGN-DETAILED	MY\EF\NB	R. PARKER	6/2021
CHECKED-REVIEWED	C. SICHAK	C. SICHAK	6/2021
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

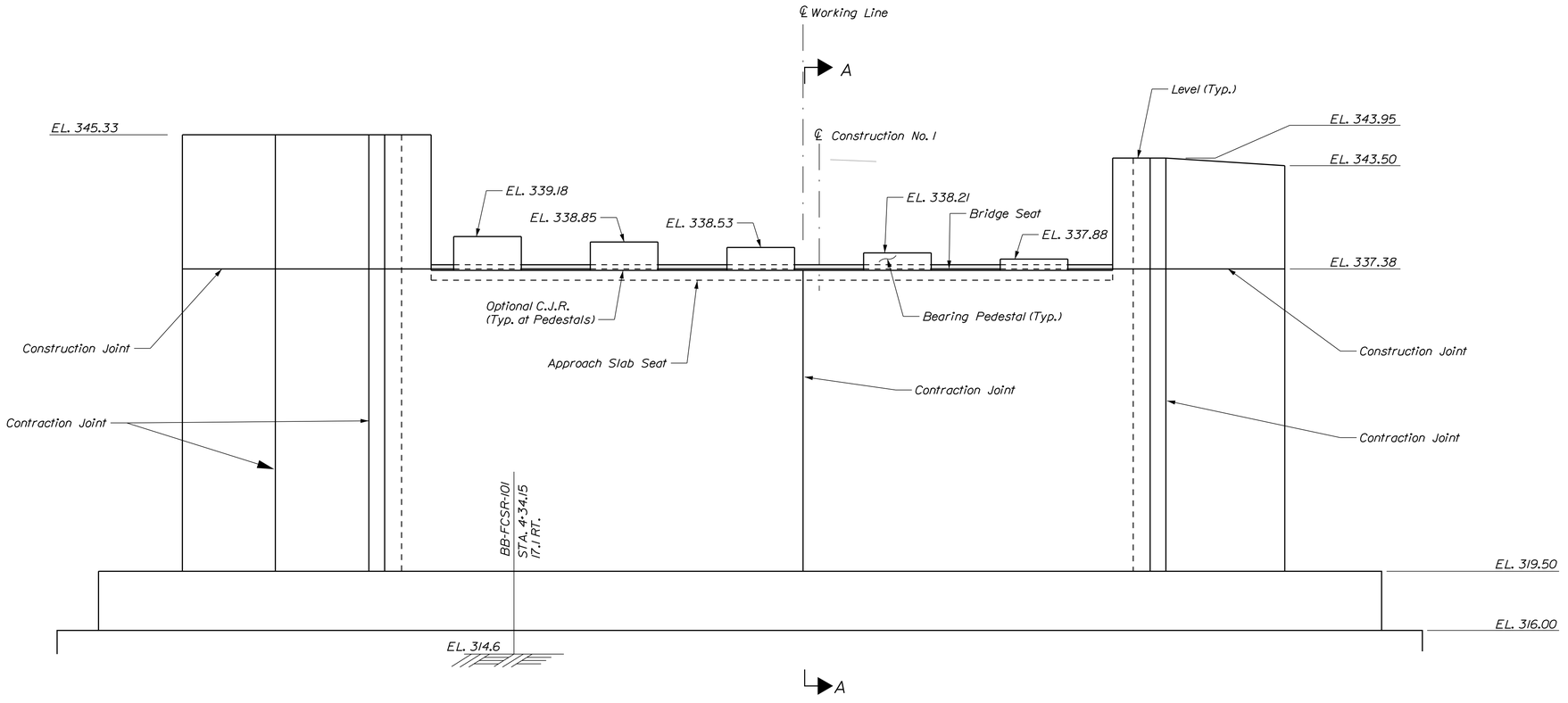
FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

ABUTMENT NO. 1 PLAN

SHEET NUMBER

43

OF 76



ABUTMENT NO. 1 ELEVATION

Scale: 1/4" = 1'-0"

LEGEND:

C.J.R. = Construcftion Joint. Roughen Surface 1/4" profile min. (Typ.)

ERDMAN ANTHONY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

PROJ. MANAGER	MICHAEL WIGHT	BY	DATE
DESIGN-DETAILED	MYKEFKNB	R. PARKER	6/2021
CHECKED-REVIEWED	C. SICHAK	C. SICHAK	6/2021
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

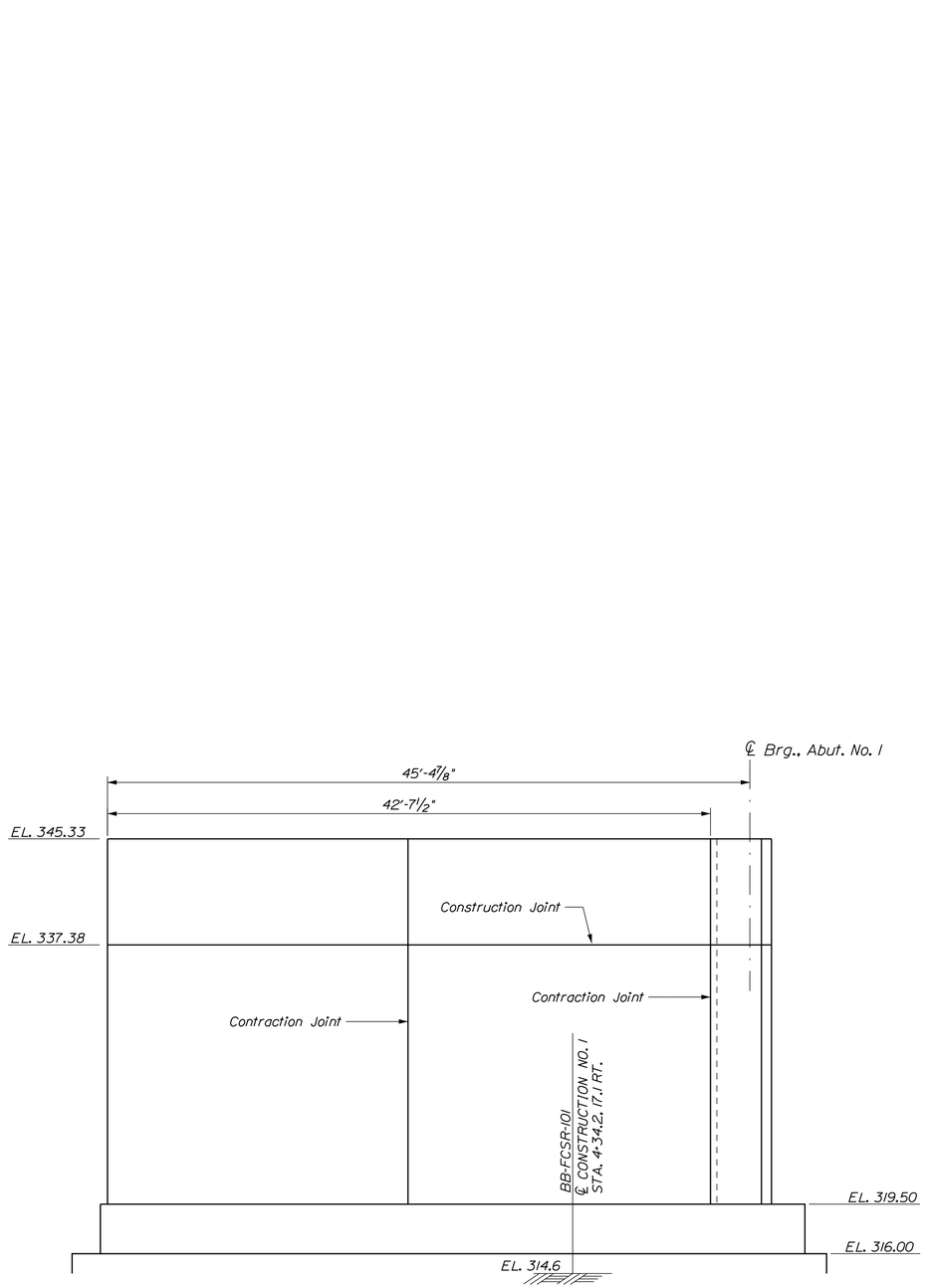
FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

ABUTMENT NO. 1
ELEVATION

SHEET NUMBER

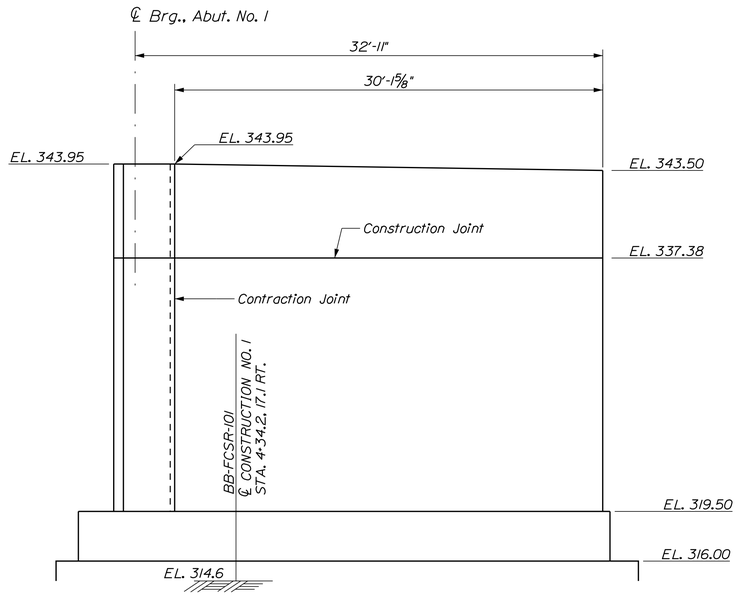
44

OF 76



ABUTMENT NO. 1 SE WINGWALL ELEVATION

Scale: 3/16" = 1'-0"



ABUTMENT NO. 1 SW WINGWALL ELEVATION

Scale: 3/16" = 1'-0"

ERDMAN ANTHONY

PROJ. MANAGER	MICHAEL WIGHT	BY	DATE
DESIGN-DETAILED	MY VEF VNB	R. PARKER	6/2021
CHECKED-REVIEWED	C. SICHAK	C. SICHAK	6/2021
DESIGN2-DETAILED2	C. SICHAK		
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

SIGNATURE

P.E. NUMBER

DATE

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

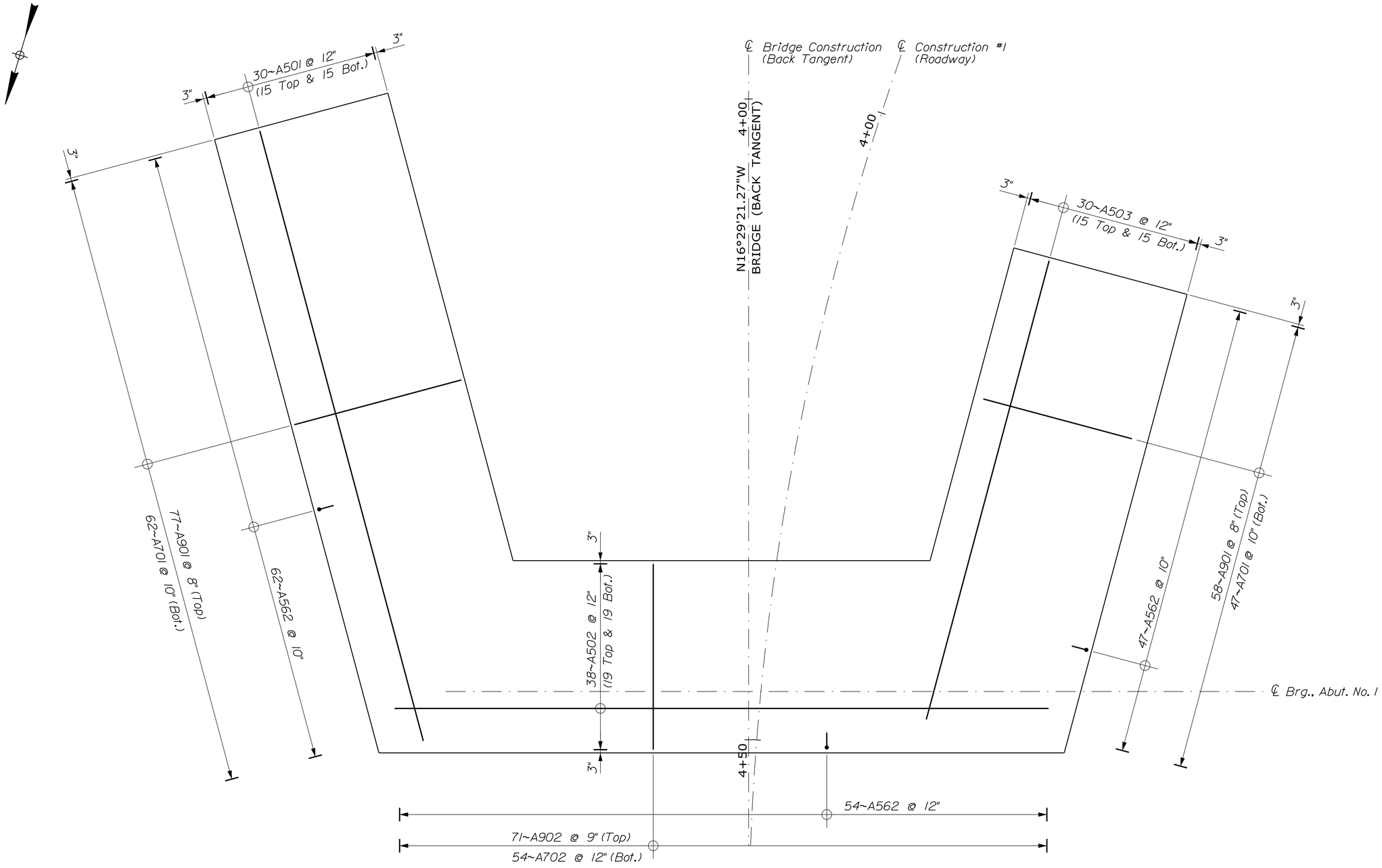
FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

ABUTMENT NO. 1 WINGWALL PLANS AND ELEVATIONS

SHEET NUMBER

45

OF 76



ABUTMENT NO. 1 FOOTING REINFORCEMENT PLAN

Flow

ERDMAN ANTHONY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

PROJ. MANAGER	MICHAEL WIGHT	BY	DATE
DESIGN-DETAILED	MY\EF\MB	R. PARKER	6/2021
CHECKED-REVIEWED	C. SICHAK	C. SICHAK	6/2021
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

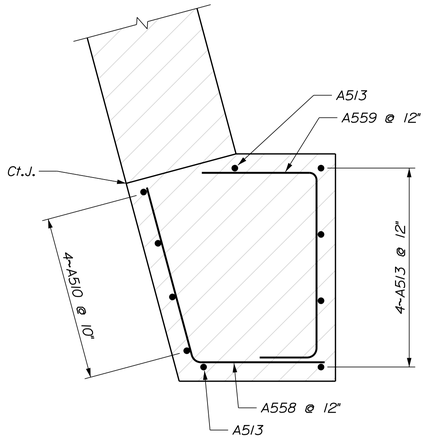
FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

ABUTMENT NO. 1 FOOTING REINFORCEMENT PLAN

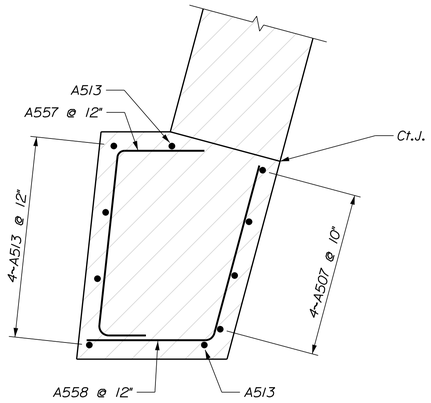
SHEET NUMBER

46

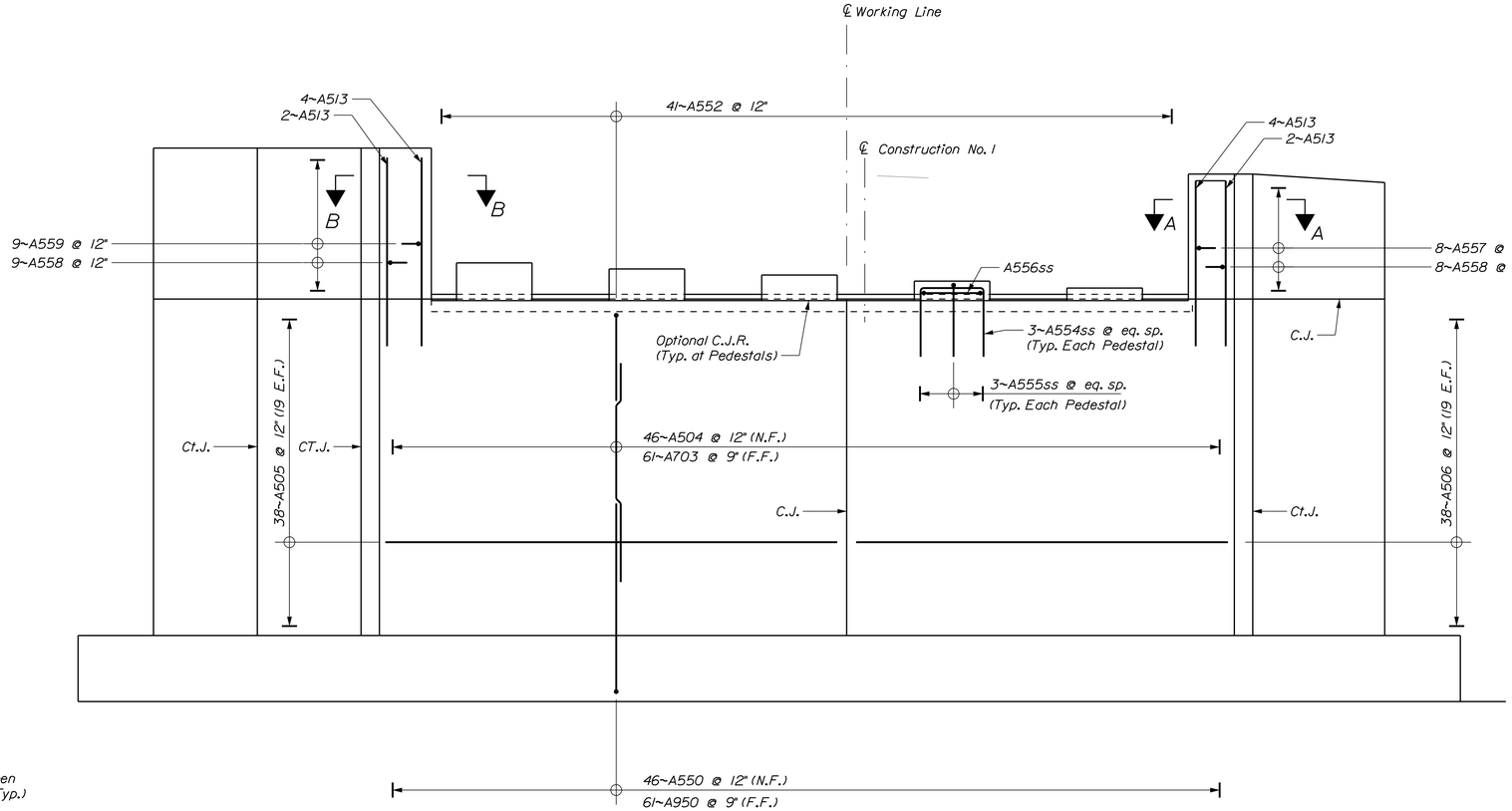
OF 76



PARTIAL SECTION B-B



PARTIAL SECTION A-A



ABUTMENT NO. 1 REINFORCEMENT ELEVATION

Scale: 1/4" = 1'-0"

LEGEND:

C.J. = Construction Joint
Ct.J. = Contraction Joint
C.J.R. = Constructtion Joint. Roughen Surface 1/4" profile min. (Typ.)

ERDMAN ANTHONY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	MICHAEL WIGHT	
DESIGN-DETAILED	R. PARKER	6/2021
CHECKED-REVIEWED	MY KEY NB	
DESIGN2-DETAILED2	C. SICHAK	6/2021
DESIGN3-DETAILED3	C. SICHAK	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

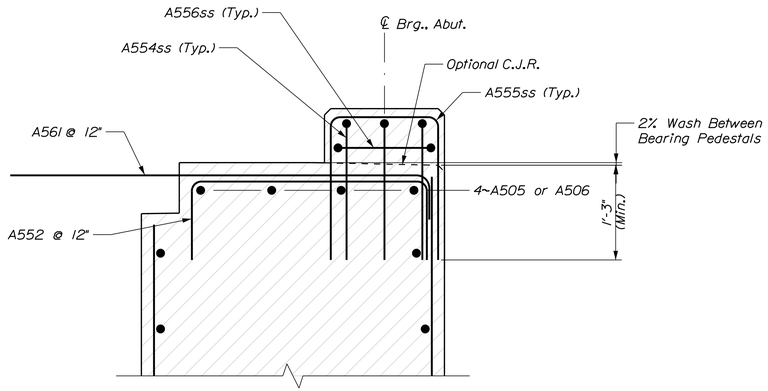
FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

ABUTMENT NO. 1
REINFORCEMENT ELEVATION

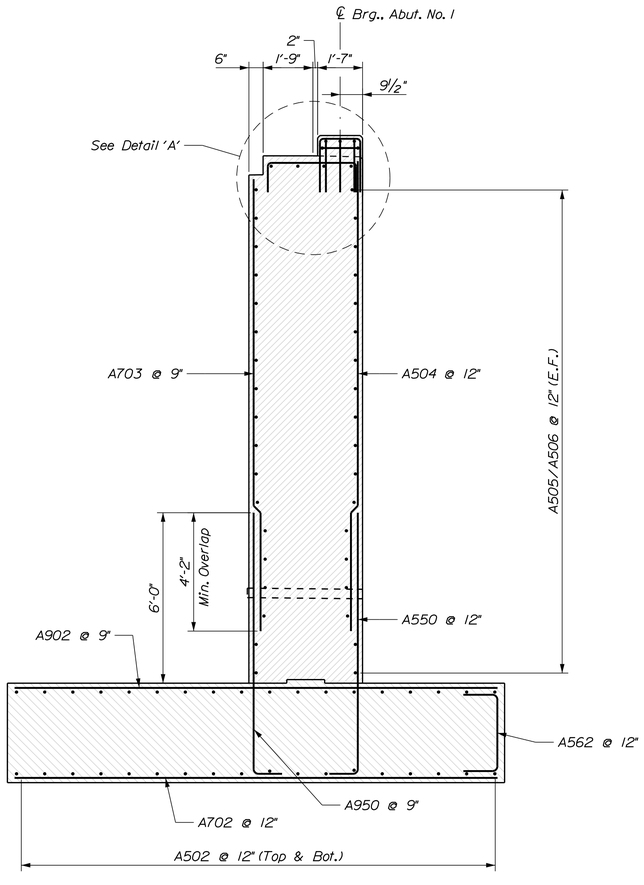
SHEET NUMBER

47

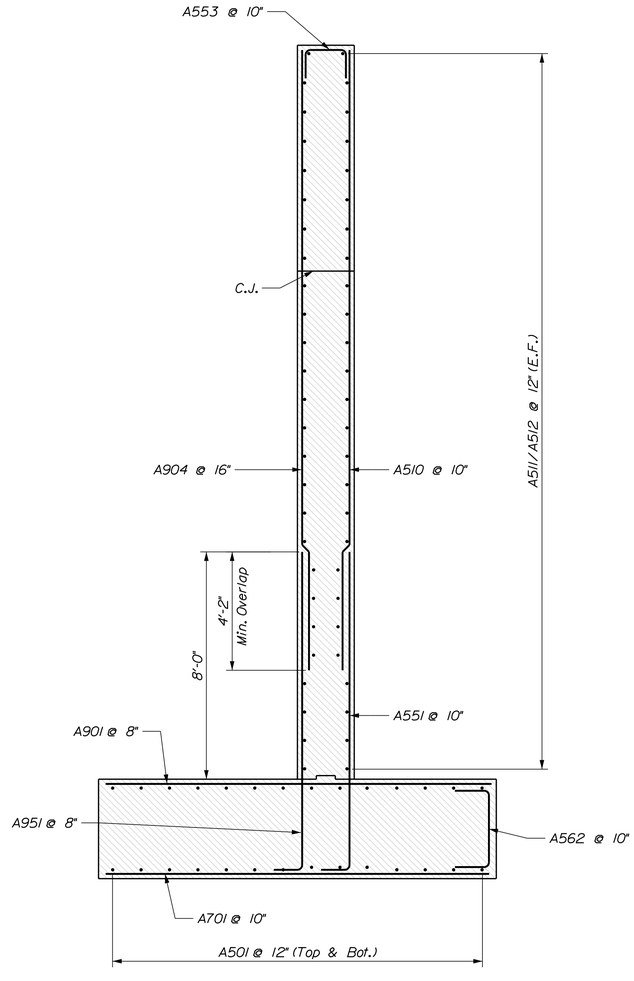
OF 76



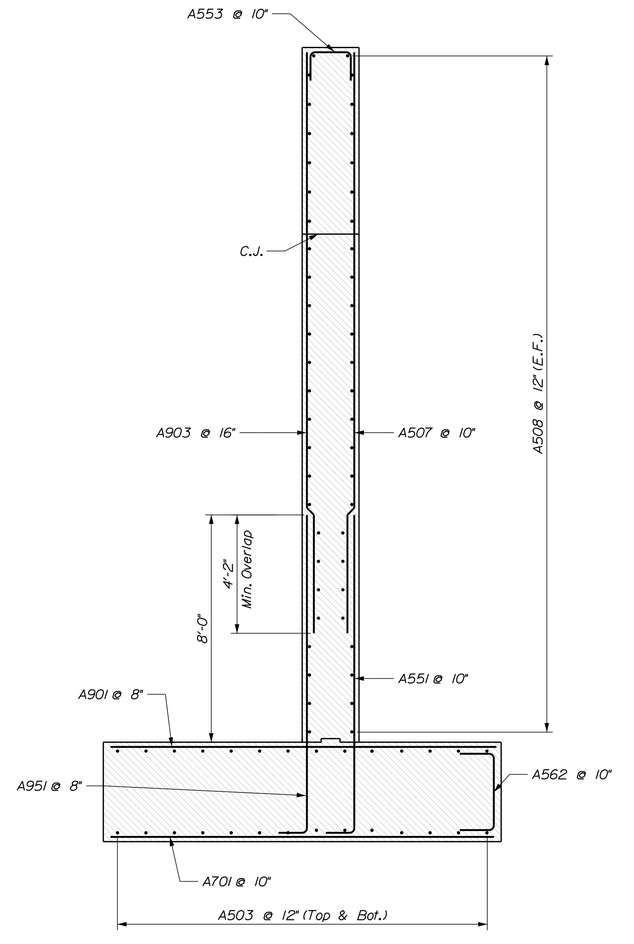
DETAIL 'A'



TYPICAL ABUTMENT SECTION A-A



TYPICAL SE WINGWALL SECTION B-B



TYPICAL SW WINGWALL SECTION C-C

LEGEND:

C.J.R. = Constructtion Joint. Roughen Surface ¼" profile min. (Typ.)

ERDMAN ANTHONY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

PROJ. MANAGER	MICHAEL WIGHT	BY	DATE
DESIGN-DETAILED	MY\CEF\MB	R. PARKER	6/2021
CHECKED-REVIEWED	C. SICHAK	C. SICHAK	6/2021
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

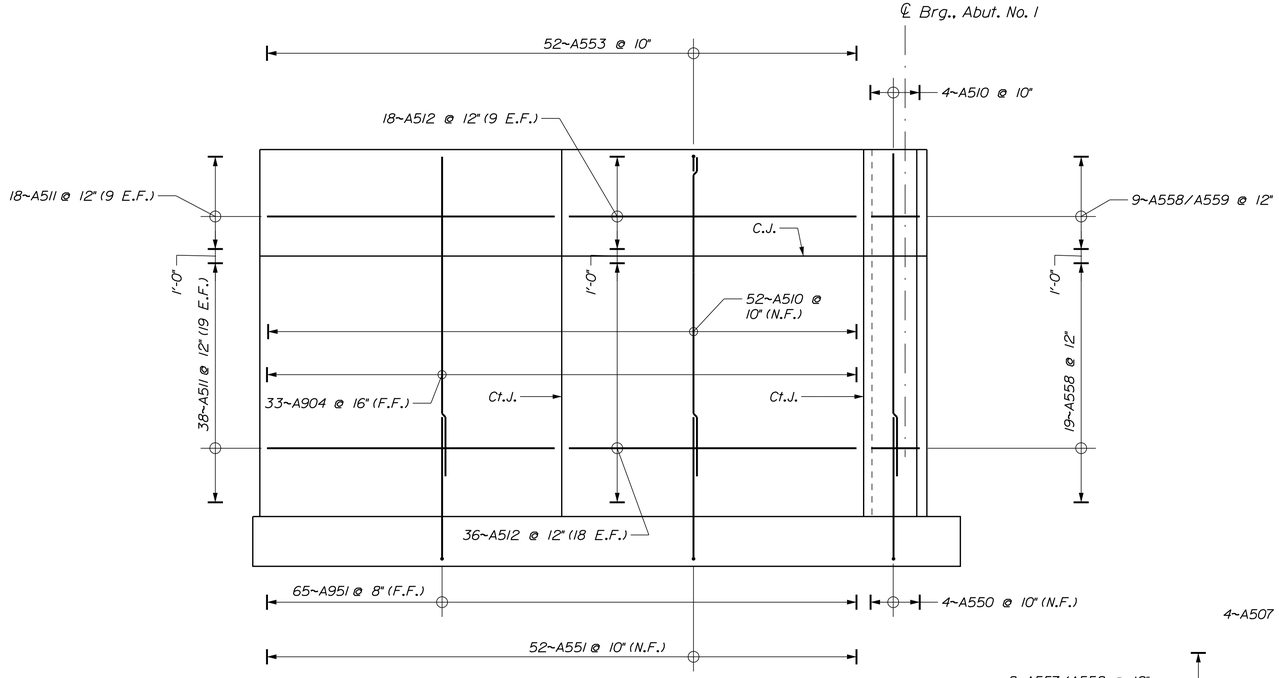
ABUTMENT No.1 REINFORCING SECTIONS

SHEET NUMBER

48

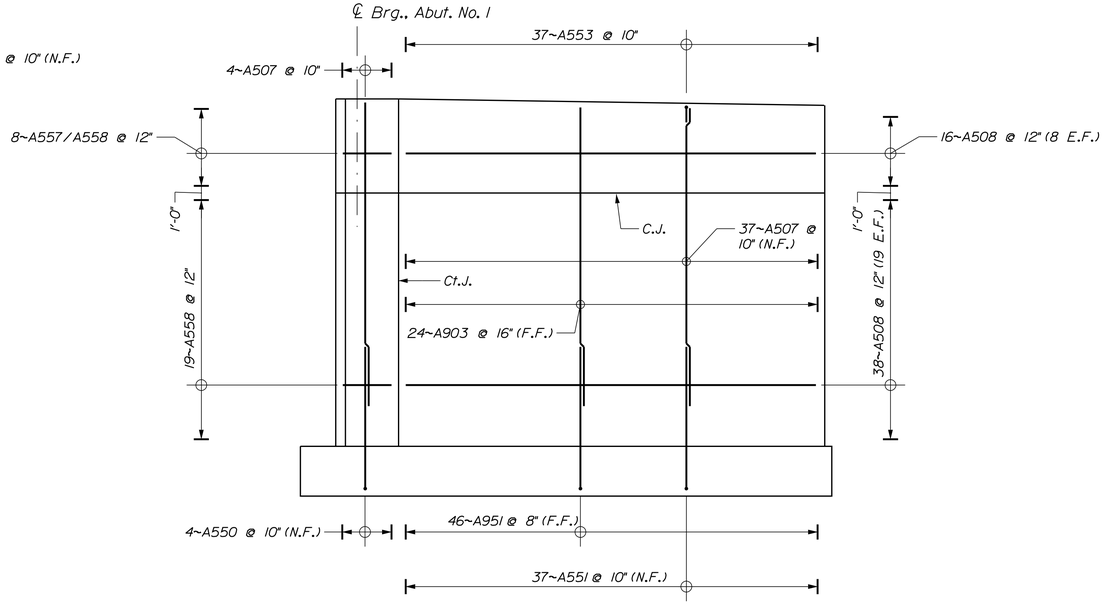
OF 76

Filename: ...\048_Abutment_No1-Reinf-Sections.dgn Division: BRIDGE Username: LindoT Date:6/29/2021



ABUTMENT NO. 1 SE WINGWALL REINFORCEMENT ELEVATION

Scale: 3/16" = 1'-0"



ABUTMENT NO. 1 SW WINGWALL REINFORCEMENT ELEVATION

Scale: 3/16" = 1'-0"

LEGEND:

C.J. = Construction Joint
Ct.J. = Contraction Joint
C.J.R. = Construction Joint, Roughen Surface 1/4" profile min. (Typ.)

ERDMAN ANTHONY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER MICHAEL WIGHT		
DESIGN-DETAILED	R. PARKER	6/2021
CHECKED-REVIEWED	C. SICHAK	6/2021
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

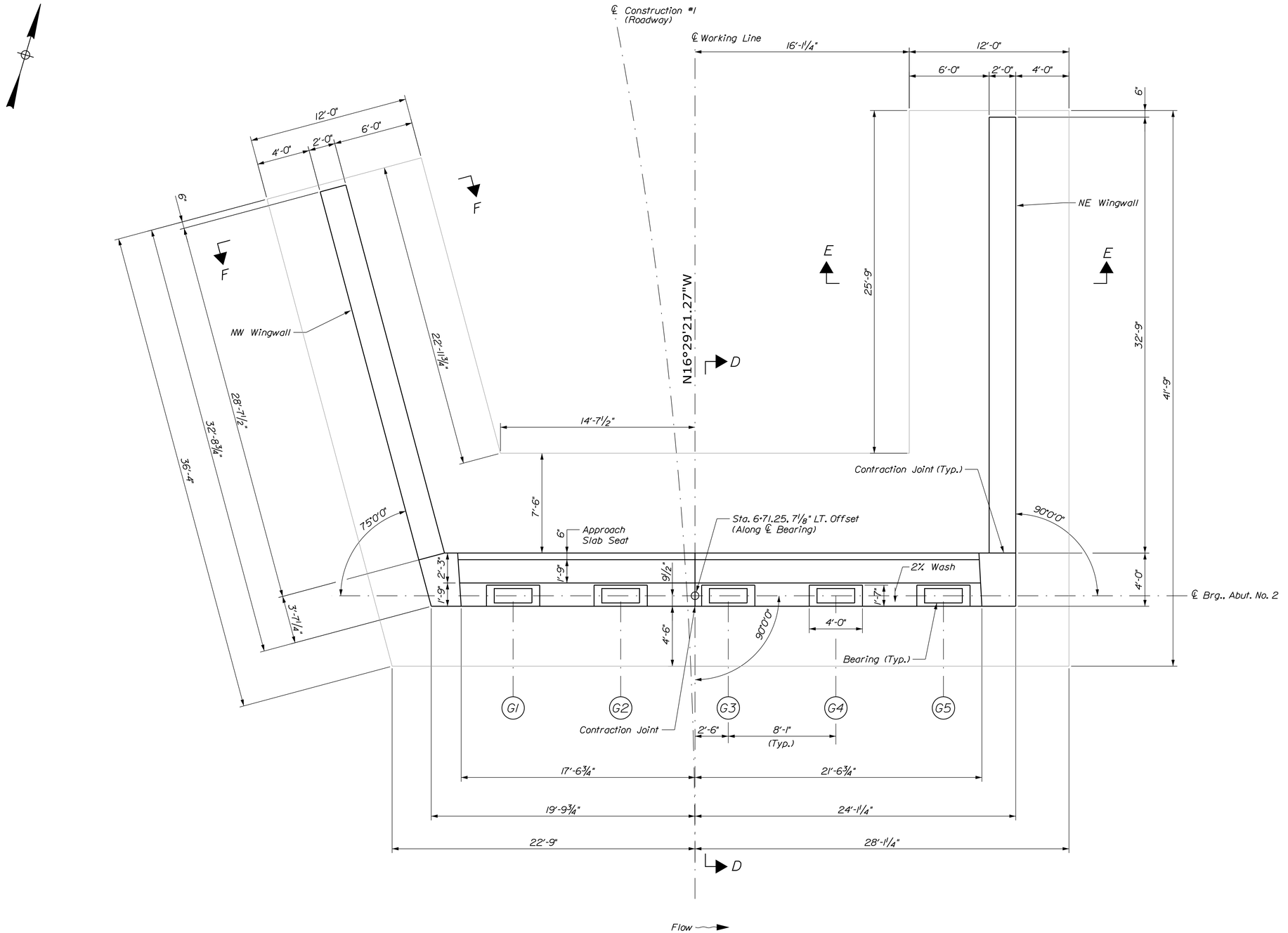
FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

ABUTMENT NO. 1 WINGWALL REINFORCEMENT ELEVATIONS

SHEET NUMBER

49

OF 76



ABUTMENT NO. 2 PLAN

Scale: ¼" = 1'-0"

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

PROJ. MANAGER	MICHAEL WIGHT	BY	DATE
DESIGN-DETAILED	MY\EF\NB	R. PARKER	6/2021
CHECKED-REVIEWED	C. SICHAK	C. SICHAK	6/2021
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

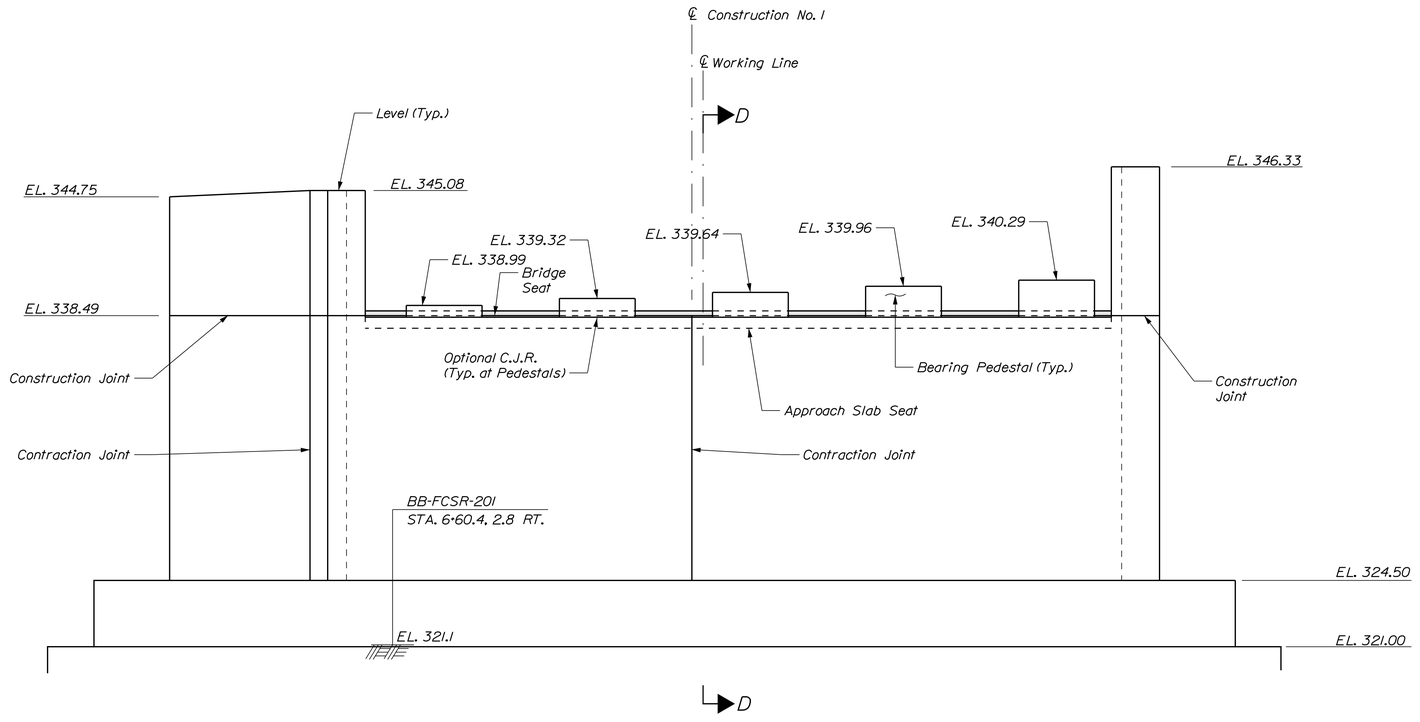
ABUTMENT NO. 2 PLAN

SHEET NUMBER

50

OF 76

ERDMAN ANTHONY



ABUTMENT NO. 2 ELEVATION

Scale: 1/4" = 1'-0"

LEGEND:

C.J.R. = Construction Joint, Roughen Surface 1/4" profile min. (Typ.)

ERDMAN ANTHONY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER MICHAEL WIGHT		
DESIGN-DETAILED	R. PARKER	6/2021
CHECKED-REVIEWED	C. SICHAK	6/2021
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

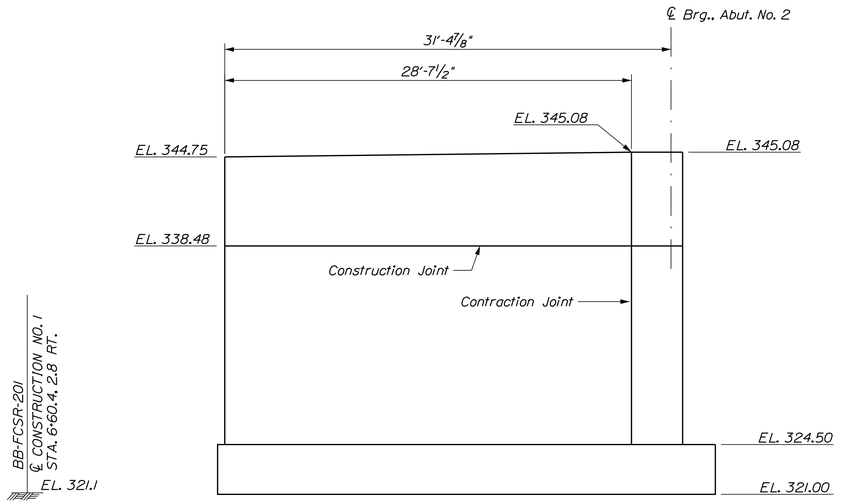
ABUTMENT NO. 2 ELEVATION

SHEET NUMBER

51

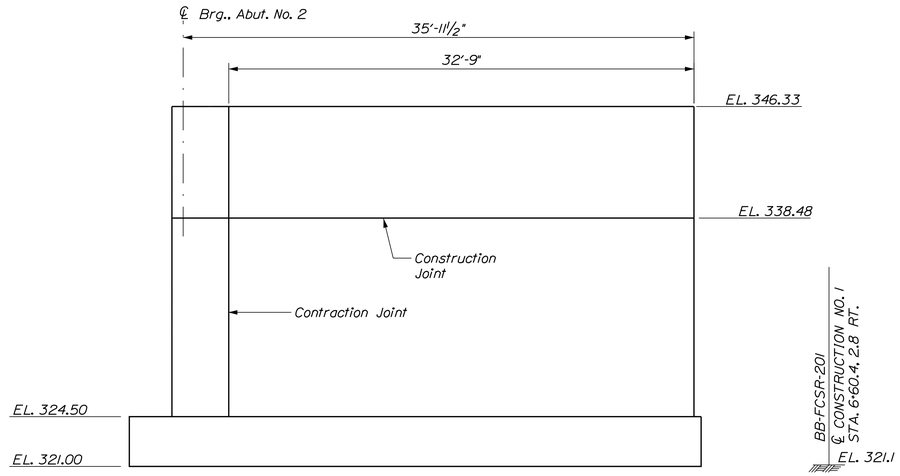
OF 76

Filename: ...\051_Abutment_No2-Elevation.dgn Division: BRIDGE Username: LindaT Date:6/29/2021



ABUTMENT NO. 2 NW WINGWALL ELEVATION

Scale: 3/16" = 1'-0"



ABUTMENT NO. 2 NE WINGWALL ELEVATION

Scale: 3/16" = 1'-0"

ERDMAN ANTHONY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

PROJ. MANAGER	MICHAEL WIGHT		
DESIGN-DETAILED	R. PARKER	6/2021	SIGNATURE
CHECKED-REVIEWED	MY VEF VNB		
DESIGN2-DETAILED2	C. SICHAK	6/2021	
DESIGN3-DETAILED3	C. SICHAK		P.E. NUMBER
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			DATE
REVISIONS 4			
FIELD CHANGES			

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

ABUTMENT NO.2 WINGWALL PLANS AND ELEVATIONS

SHEET NUMBER

52

OF 76

ABUTMENT NO. 2 FOOTING REINFORCEMENT PLAN

Scale: 1/4" = 1'-0"

ERDMAN ANTHONY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

		DATE
PROJ. MANAGER	MICHAEL WIGHT	
DESIGN-DETAILED	BY	DATE
CHECKED-REVIEWED	M.VEF.NB	6/2021
DESIGN2-DETAILED2	C. SICHAK	6/2021
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

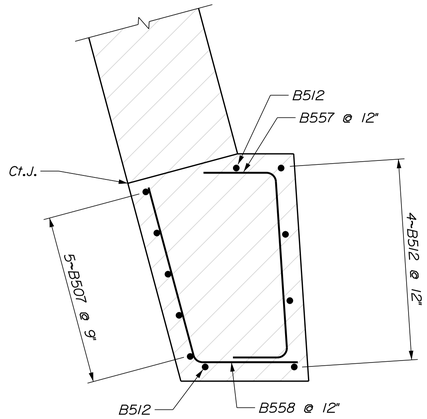
ABUTMENT NO. 2
FOOTING REINFORCEMENT PLAN

SHEET NUMBER

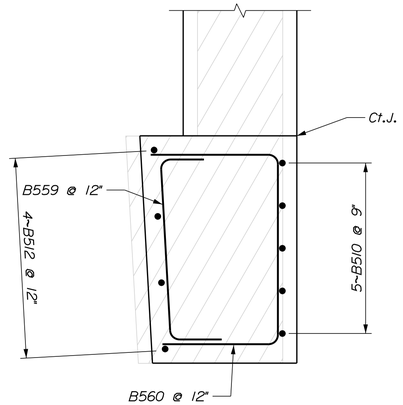
53

OF 76

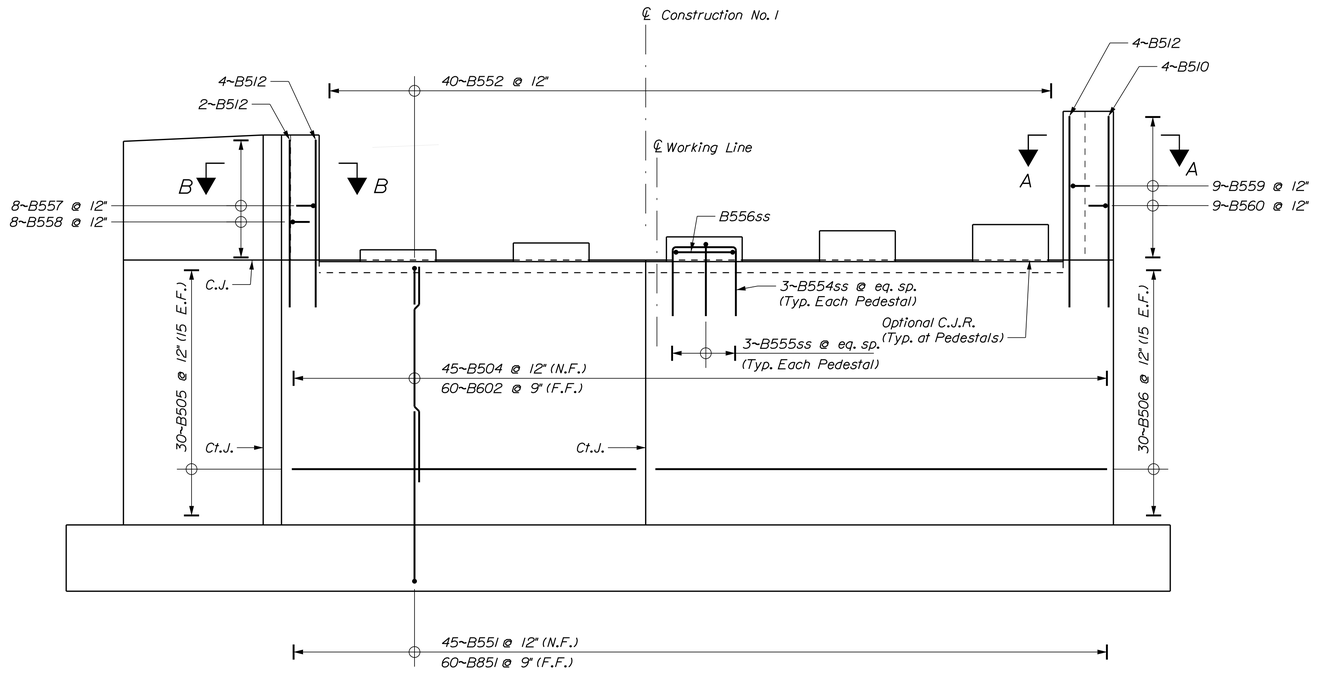
Filename: ...\053_Abutment_No2-Footing Reinf Plan.dgn Division: BRIDGE Username: LindoT Date:6/29/2021



PARTIAL SECTION B-B



PARTIAL SECTION A-A



ABUTMENT NO. 2 REINFORCEMENT ELEVATION

Scale: 1/4" = 1'-0"

LEGEND:

C.J. = Construction Joint
Ct.J. = Contraction Joint
C.J.R. = Constructtion Joint, Roughen Surface 1/4" profile min. (Typ.)

ERDMAN ANTHONY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

PROJ. MANAGER	MICHAEL WIGHT	BY	DATE
DESIGN-DETAILED	MY\EF\MB	R. PARKER	6/2021
CHECKED-REVIEWED	C. SICHAK	C. SICHAK	6/2021
DESIGN2-DETAILED2	C. SICHAK		
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

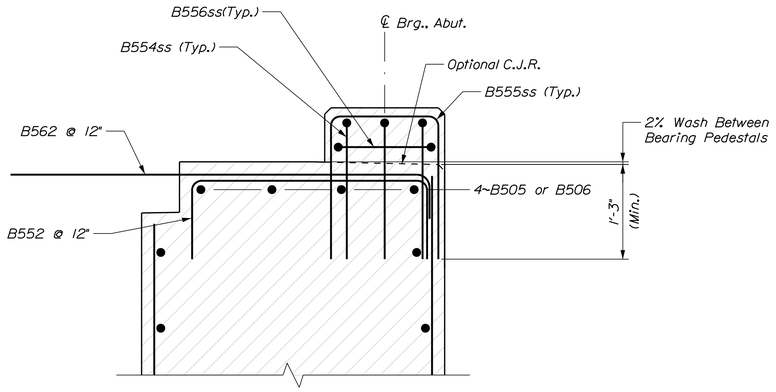
FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

ABUTMENT NO. 2 REINFORCEMENT ELEVATION

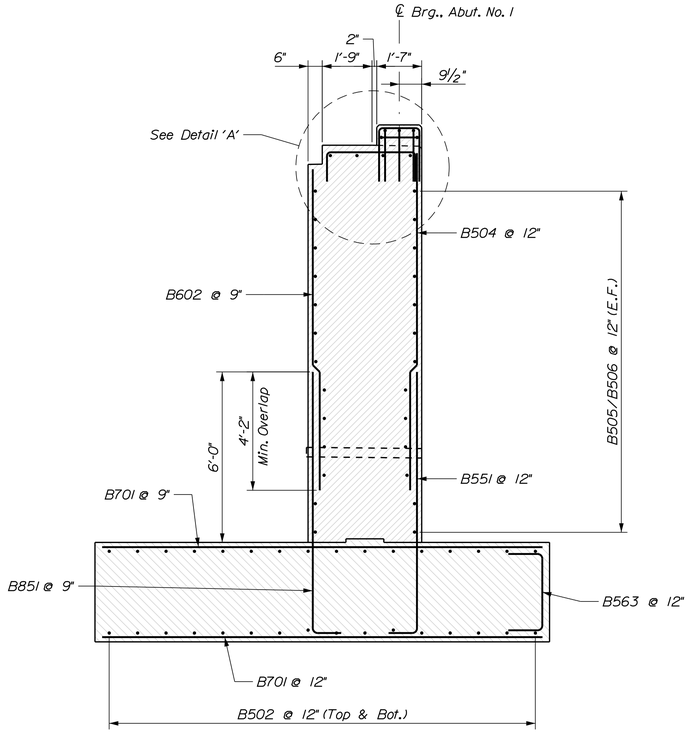
SHEET NUMBER

54

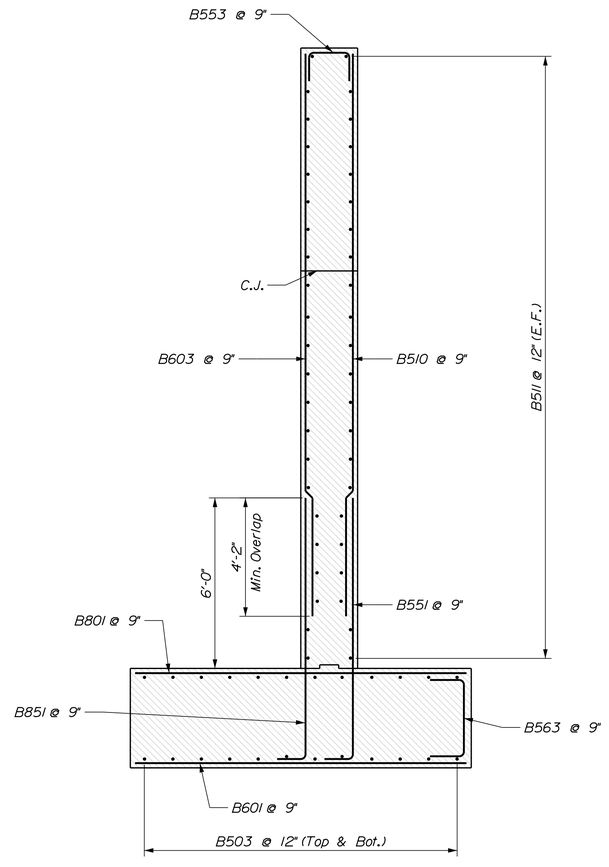
OF 76



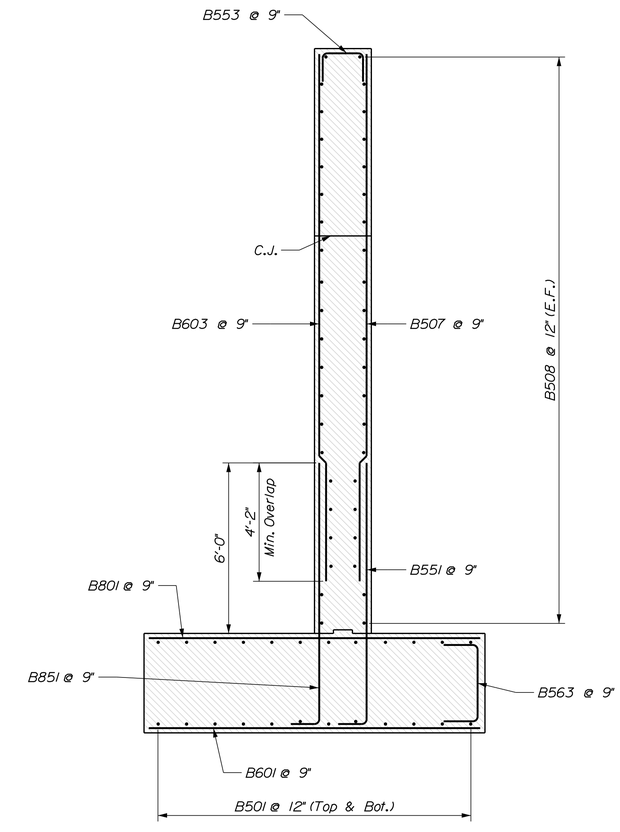
DETAIL 'A'



TYPICAL ABUTMENT SECTION D-D



TYPICAL NE WINGWALL SECTION E-E



TYPICAL NW WINGWALL SECTION F-F

LEGEND:

C.J.R. = Construction Joint. Roughen Surface ¼" profile min. (Typ.)

ERDMAN ANTHONY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

PROJ. MANAGER	MICHAEL WIGHT		
DESIGN-DETAILED	MYKEFLYNB	BY	DATE
CHECKED-REVIEWED	C. SICHAK	R. PARKER	6/2021
DESIGN2-DETAILED2		C. SICHAK	6/2021
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

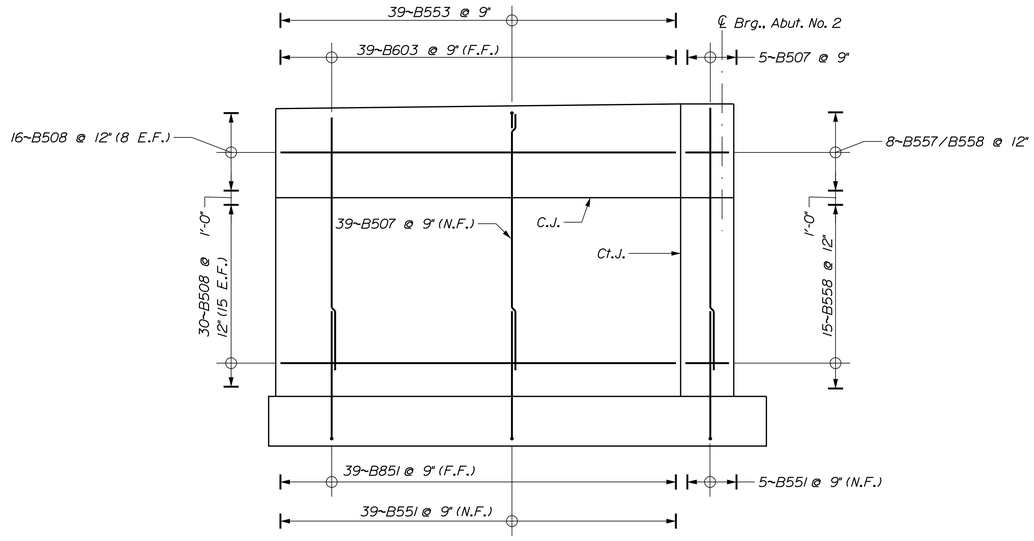
FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

ABUTMENT No. 2
REINFORCING SECTIONS

SHEET NUMBER

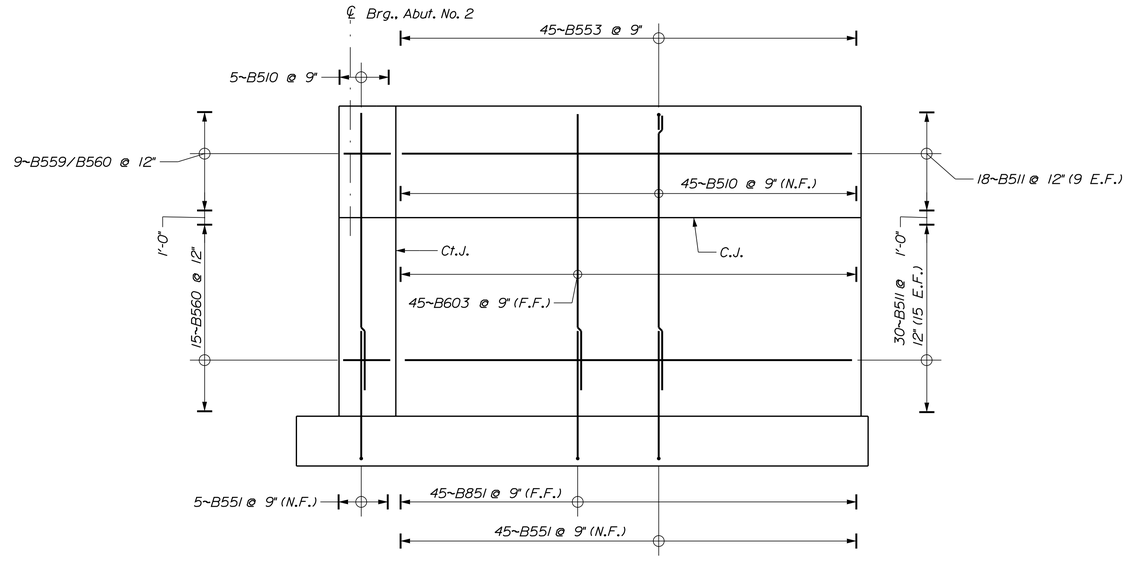
55

OF 76



ABUTMENT NO. 2 NW WINGWALL REINFORCEMENT ELEVATION

Scale: 3/16" = 1'-0"



ABUTMENT NO. 2 NE WINGWALL REINFORCEMENT ELEVATION

Scale: 3/16" = 1'-0"

LEGEND:

C.J. = Construction Joint
Ct.J. = Contraction Joint
C.J.R. = Construction Joint, Roughen Surface 1/4" profile min. (Typ.)

ERDMAN ANTHONY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

PROJ. MANAGER	MICHAEL WIGHT	BY	DATE
DESIGN-DETAILED	MY\EF\MB	R. PARKER	6/2021
CHECKED-REVIEWED	C. SICHAK	C. SICHAK	6/2021
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

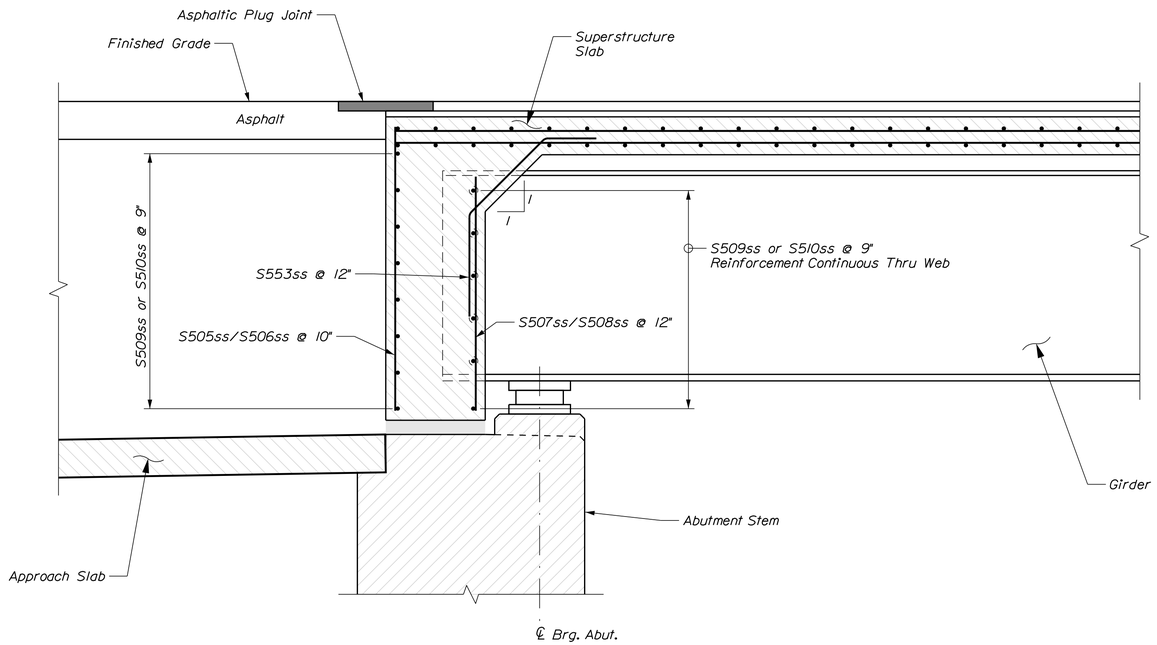
FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

ABUTMENT NO. 2 WINGWALL REINFORCEMENT ELEVATIONS

SHEET NUMBER

56

OF 76



TYPICAL ABUTMENT BACKWALL SECTION DETAIL

ERDMAN ANTHONY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

PROJ. MANAGER	MICHAEL WIGHT	BY	DATE
DESIGN-DETAILED	MY\EF\MB	R. PARKER	6/2021
CHECKED-REVIEWED	C. SICHAK	C. SICHAK	6/2021
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

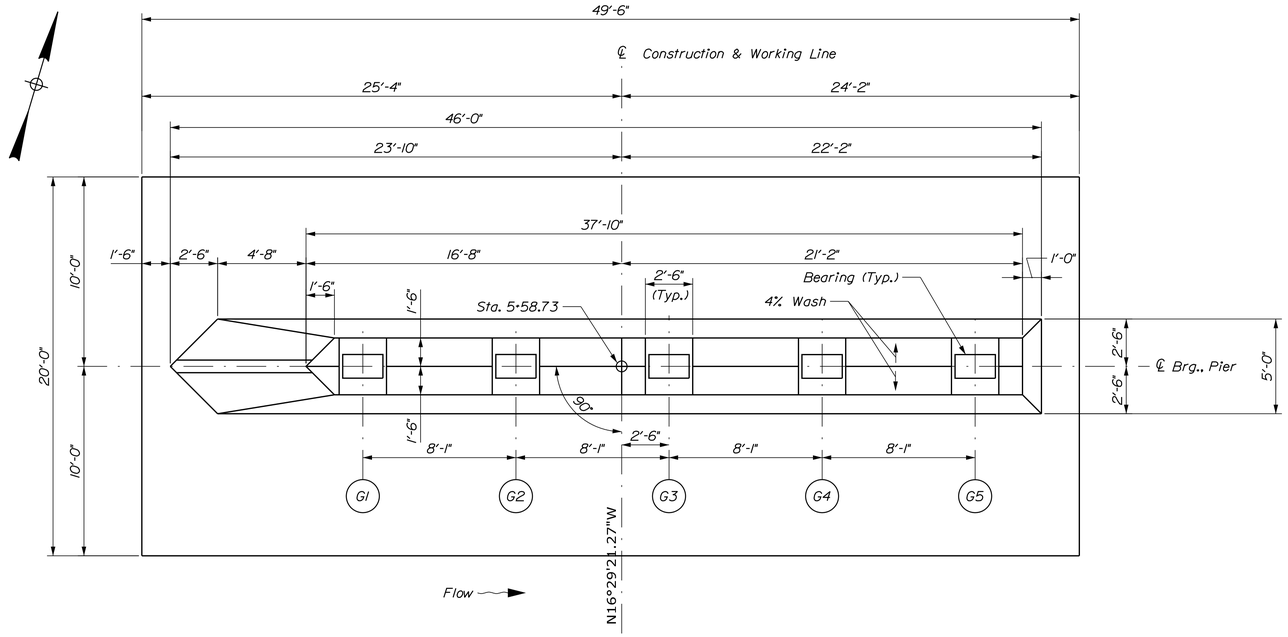
ABUTMENT REINFORCING DETAILS

SHEET NUMBER

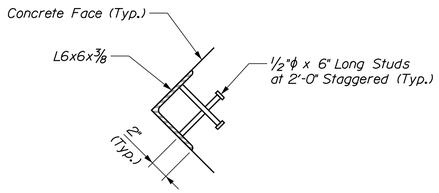
57

OF 76

Filename: ...\057_AbutmenL_Reinf-Details-1.dgn Division: BRIDGE Username: LindoT Date:6/29/2021



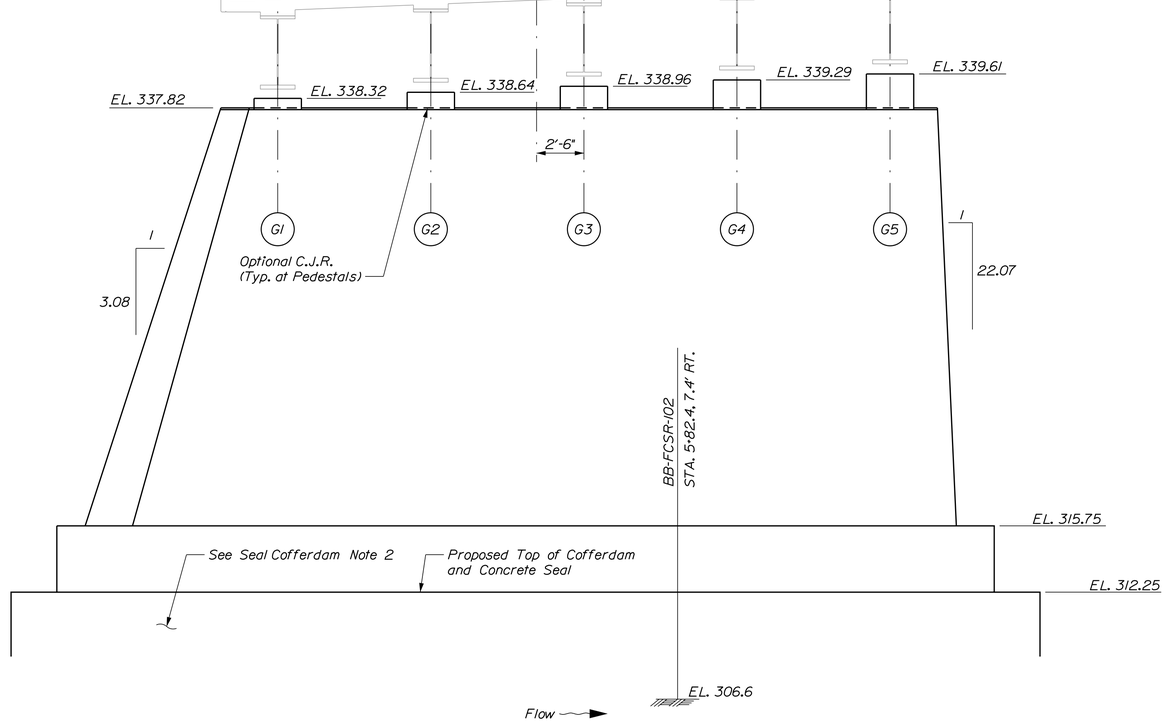
PIER PLAN



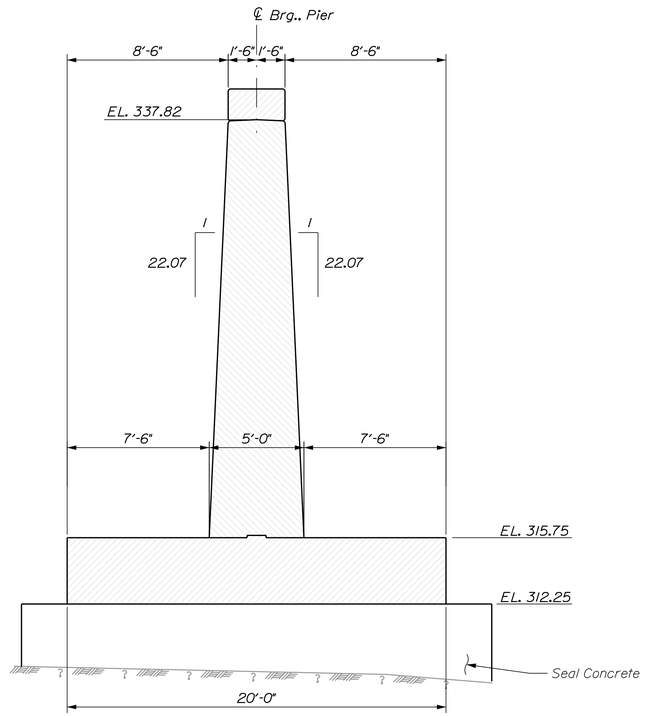
PIER NOSE ARMOR DETAIL

PIER NOSE ARMOR NOTES

1. Payment for furnishing and placing the concrete anchors and pier nose shall be incidental to the unit price bid for the concrete pier.
2. Pier nose protection shall be extended from top of footing to EL. 337.78.
3. Nose armor, including anchor studs, shall be cleaned and galvanized in accordance with Section 506 of the Standard Specifications and included in the Pay Item 502.239 - Structural Concrete Piers.



PIER ELEVATION



TYPICAL SECTION - PIER

LEGEND:

C.J.R. = Constructtion Joint, Roughen Surface ¼" profile min. (Typ.)

ERDMAN ANTHONY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE PLANS

BRIDGE NO. 2273

	BY	DATE
PROJ. MANAGER MICHAEL WIGHT		
DESIGN-DETAILED	M.V.E.F.V.B	
CHECKED-REVIEWED	C. SICHAK	6/2021
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES	R. PARKER	6/2021

SIGNATURE

P.E. NUMBER

DATE

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

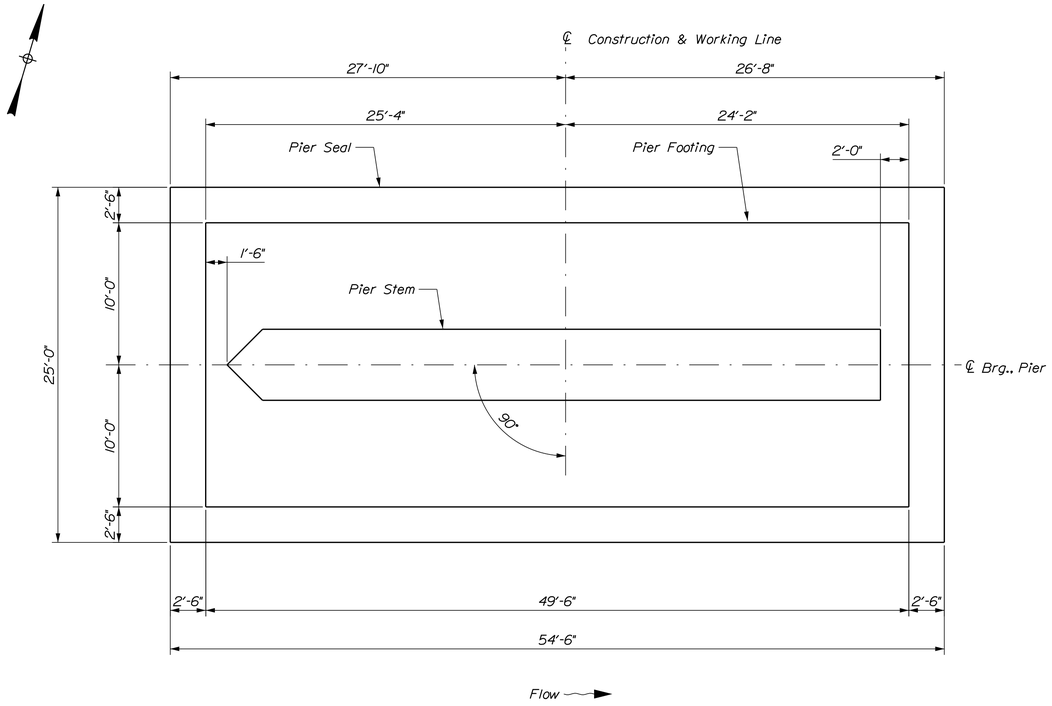
PIER PLAN AND ELEVATION

SHEET NUMBER

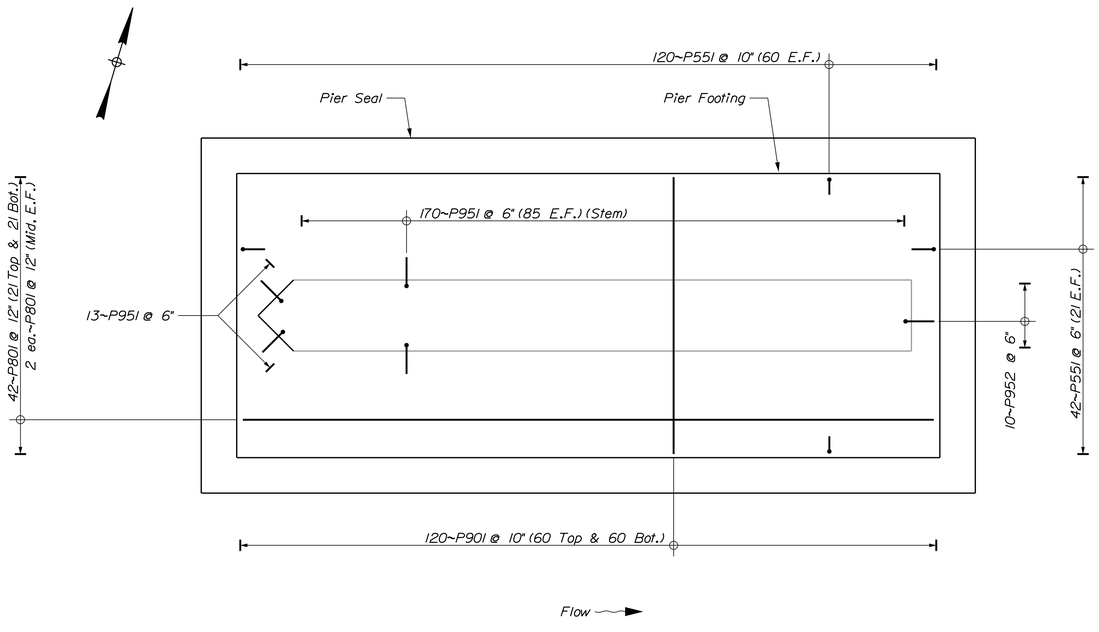
58

OF 76

Filename: ...\Bridge\MSTA\058_Pier-Plan.dgn Division: BRIDGE Username: Lindo T Date:6/29/2021



PIER SEAL AND FOOTING PLAN



PIER SEAL AND FOOTING REINFORCEMENT PLAN

PIER DESIGN CRITERIA

1. Critical AASHTO Load Combination - Maine Modified Strength 1.
2. Buoyancy: Water level assumed at elevation 325.77 at QI.1 and elevation 335.30 at QI0.
3. Stream flow: Maximum Velocity of 3.32 fps at QI.1 and 5.34 fps at QI0 skewed at 0° to longitudinal centerline of pier.
4. Wind: 115 mph.
5. Ice: Thickness 1.5 feet, pressure 28.8 ksf at elevation 325.77 for QI.1 or pressure 14.4 ksf at elevation 340.61 for Q50. 30% of nose force applied transverse to pier.

PIER NOTES

1. Reinforcing steel shall have a minimum concrete cover of 3 inches unless otherwise noted.
2. Maximum calculated footing pressure is 6.6 ksf for Maine Modified Strength 1.
3. At the option of the Resident, bedrock which protrudes above a horizontal plane 12 inches below the proposed bottom of footing elevation may be removed. Payment for bedrock removal shall be made under Item No. 206.092 Structural Rock Excavation - Major Structures.
4. Pier footing/seal concrete shall be placed on bedrock cleaned of all weathered rock, loose fractured rock and soil. The bedrock subgrade shall be confirmed to be relatively level. Where the bedrock slope exceeds 4H:1V, the bedrock surface shall be benched to create level steps or made completely level. The Resident shall approve the bedrock subgrade prior to the placement of the pier footing concrete.

PIER SEAL COFFERDAM NOTES

1. The seal concrete placement dimensions represent the minimum seal size necessary to meet design requirements and are not based on the use of any particular sheet pile section.
2. The horizontal pay limit for seal concrete shall be the dimensions shown on the plans. No additional payment will be made for concrete placed outside of these limits.
3. When sheet piling is used for seal cofferdams, appropriate rolled corners shall be used, and the inside face of the sheet piling shall be at or outside the seal concrete dimensions shown.
4. The assumed 5'-8" depth of the seal is set for a water elevation of 325.77. If the water elevation at the time of construction is higher, the depth of the seal shall be adjusted.
5. Seal concrete shall be placed on bedrock cleaned of weathered rock, loose fractured bedrock, boulders and soil. Where the bedrock surface slope exceeds 4H:1V, the bedrock surface shall be benched in level steps or made completely level. Cofferdam excavation inspection and reporting shall be in accordance with Standard Specifications Section 511 - Cofferdams. At a minimum, the inspection shall include bedrock elevation measurements and sediment measurements, taken at a minimum of 4 feet evenly distributed plan locations.
6. The bedrock may vary in nature, slope and degree of fracturing. Actual rock elevations may vary. After the foundation excavation is complete and all unsound bedrock is removed, the Contractor shall obtain foundation bedrock elevations in accordance with the Contractor's written procedure per Section 511 of the Standard Specifications.
7. Each seal shall be cored full depth in at least 4 locations to ensure that the seal is satisfactorily placed. The final core run shall sample the bedrock interface and a minimum of 1 foot of bedrock. Seal core locations will be approved by the Department. Seal concrete cores will be a minimum 3 inch outer diameter and be stored in boxes labeled. In the event that voids or other defects are indicated, the Contractor shall correct the defects in a manner approved by the Department. For each core that reveals a defect, 2 additional cores shall be taken in approximately the same area in locations approved by the Department. All core holes shall be filled using non-shrink grout selected from the MaineDOT Qualified Products List of Grout Materials. The cost of coring and repairs will be considered incidental to related pay items.

ERDMAN ANTHONY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

PROJ. MANAGER	MICHAEL WIGHT	BY	DATE
DESIGN-DETAILED	MY\EF\MB	R. PARKER	6/2021
CHECKED-REVIEWED	C. SICHAK	C. SICHAK	6/2021
DESIGN2-DETAILED2	C. SICHAK		
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

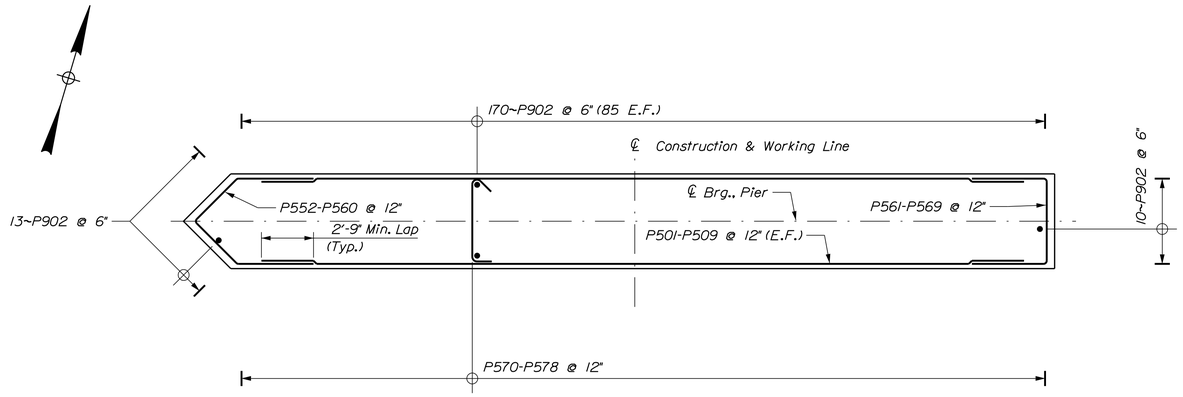
FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

PIER
SEAL AND FOOTING PLAN

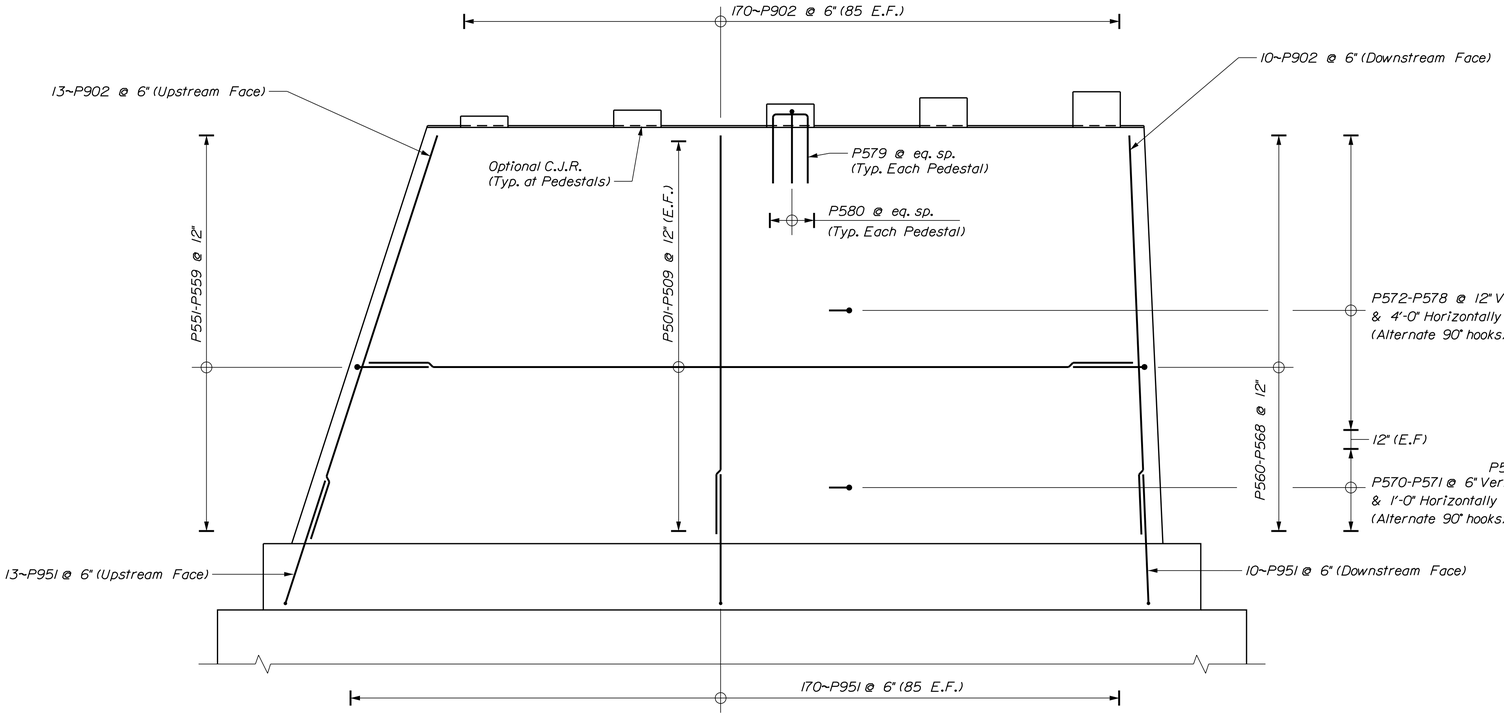
SHEET NUMBER

59

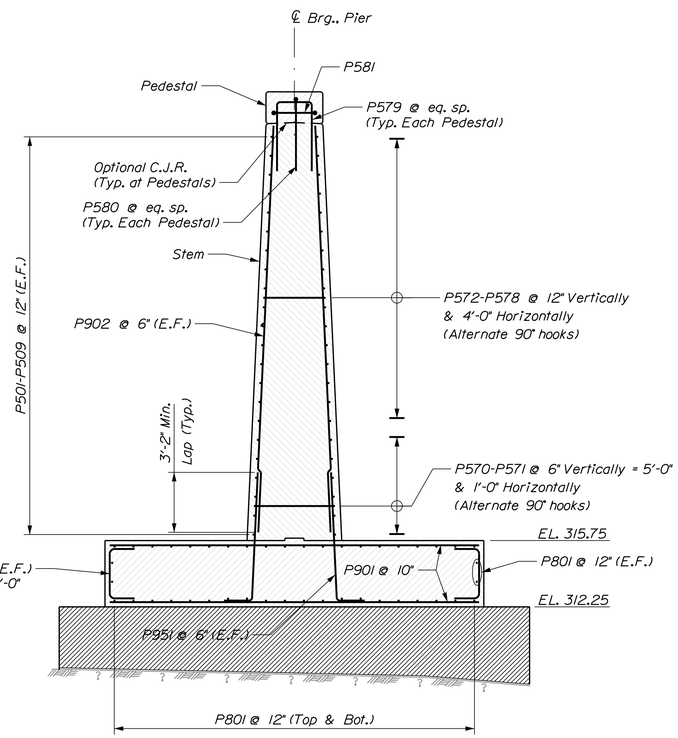
OF 76



PIER STEM REINFORCEMENT SECTION



PIER STEM REINFORCEMENT ELEVATION



TYPICAL PIER REINFORCEMENT SECTION

LEGEND:

C.J.R. = Constructtion Joint, Roughen Surface 1/4" profile min. (Typ.)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	MICHAEL WIGHT	
DESIGN-DETAILED	R. PARKER	6/2021
CHECKED-REVIEWED	MY-LEY NGUYEN	
DESIGN2-DETAILED2	C. SICHAK	6/2021
DESIGN3-DETAILED3	C. SICHAK	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

PIER REINFORCEMENT

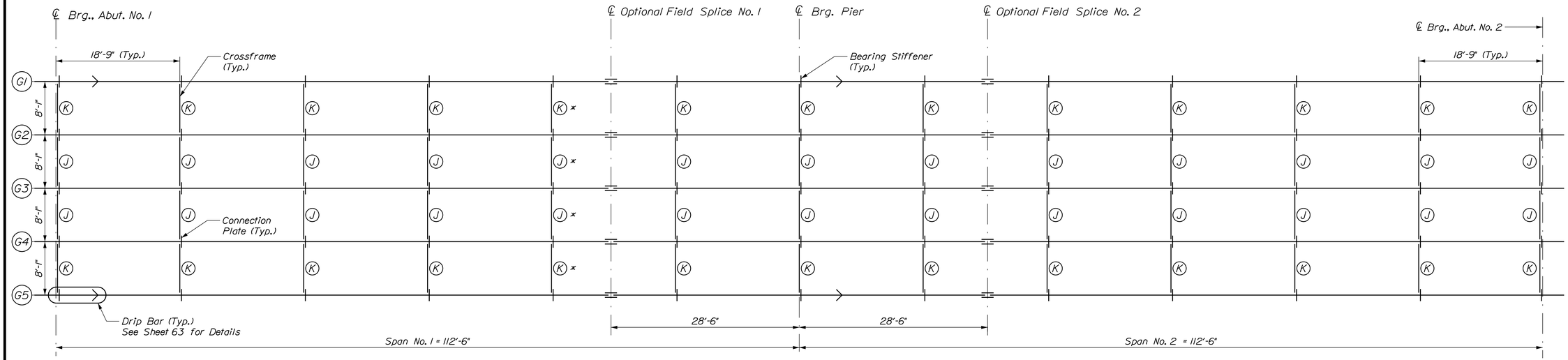
SHEET NUMBER

60

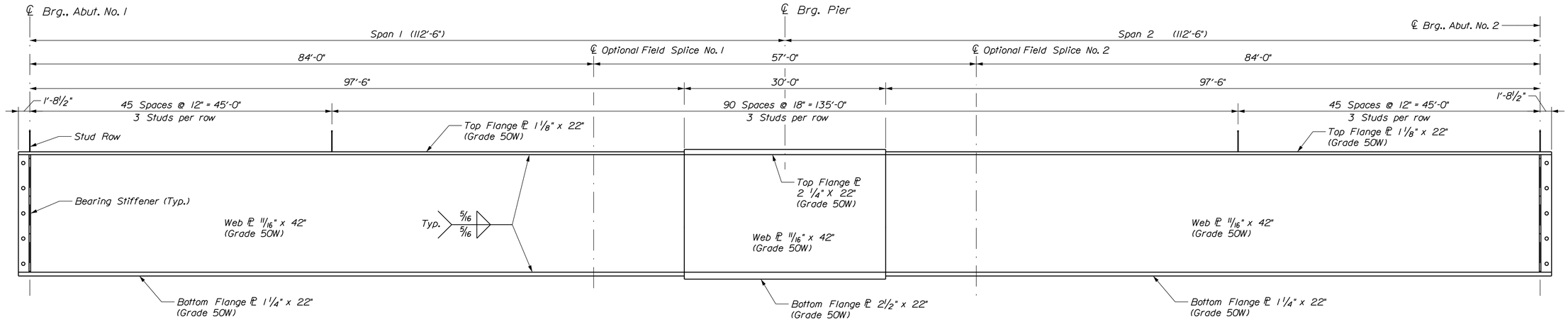
OF 76

ERDMAN ANTHONY

Filename: ...\060_Pier Reinforcement.dgn Division: BRIDGE Username: LindoT Date:6/29/2021

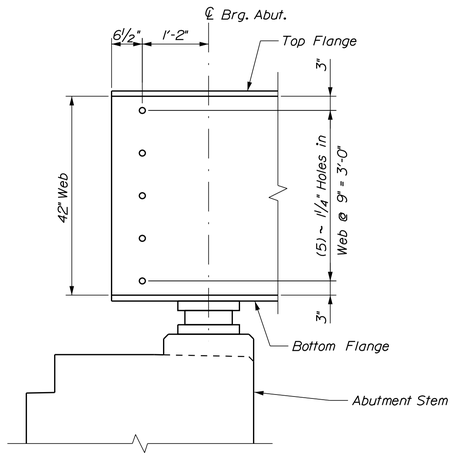


FRAMING PLAN



GIRDER ELEVATION

Vertical Scale Exaggerated for Clarity



GIRDER END DETAIL

NOTES:

1. At locations marked with an asterisk (*), the designated diaphragms/cross frames shall be changed to a Type CI diaphragm as required to accommodate the Contractor's deck placement sequence. No extra compensation will be allowed for any diaphragms so substituted, and any additional costs will be considered incidental to Contract items.

ERDMAN ANTHONY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

PROJ. MANAGER	MICHAEL WIGHT		
DESIGN-DETAILED	MY\EF\MB	6/2021	
CHECKED-REVIEWED	C. SICHAK	6/2021	
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

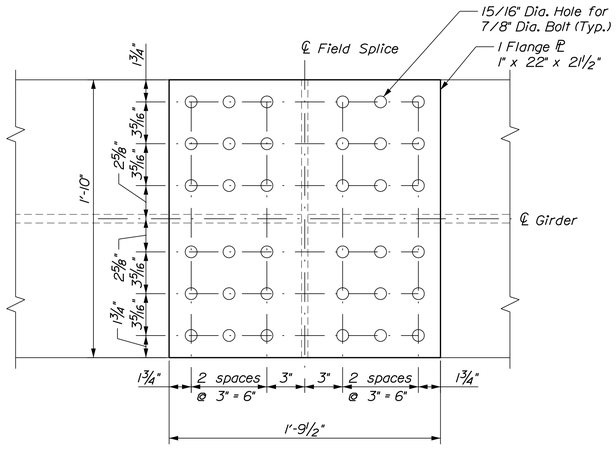
FRAMING PLAN AND GIRDER ELEVATION

SHEET NUMBER

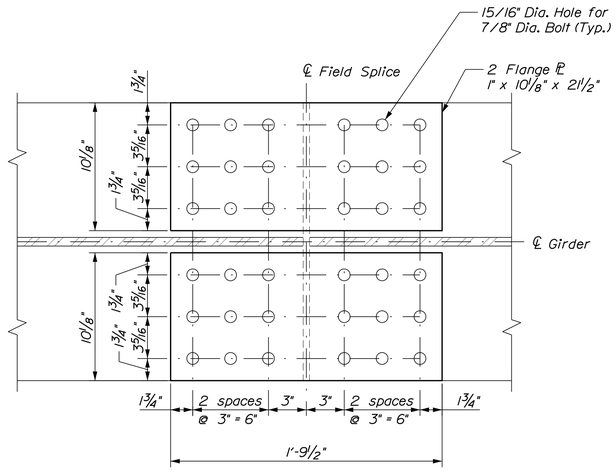
61

OF 76

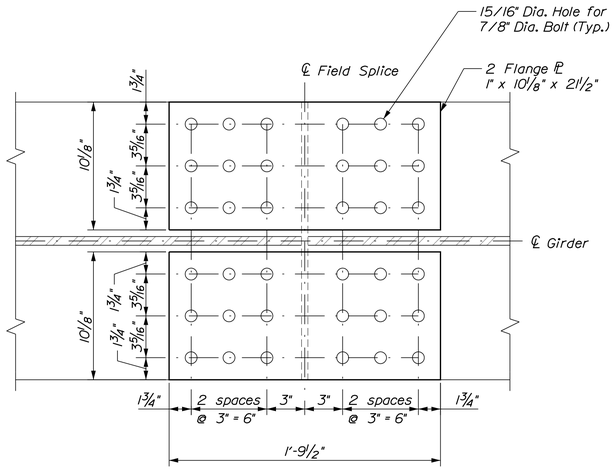
Filename: ...\MSTA\061_Framing-Plan.dgn Username: LindoT Division: BRIDGE Date:6/29/2021



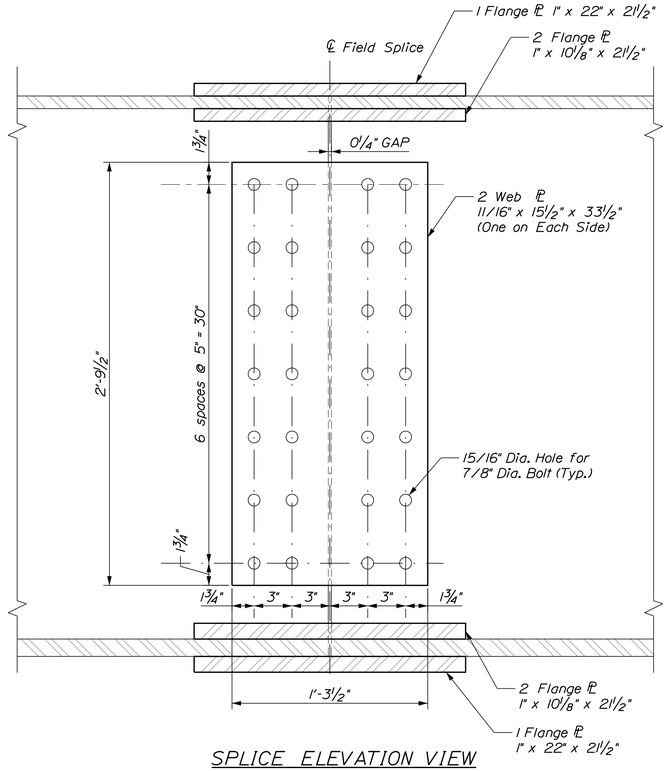
TOP SPLICE PLATE OUTSIDE



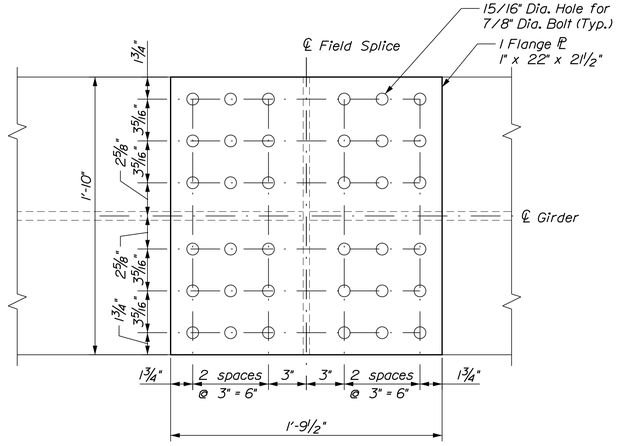
BOTTOM SPLICE PLATE INSIDE



TOP SPLICE PLATE INSIDE



SPLICE ELEVATION VIEW



BOTTOM SPLICE PLATE OUTSIDE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

PROJ. MANAGER	MICHAEL WIGHT	BY	DATE
DESIGN-DETAILED	MY\EF\MB	R. PARKER	6/2021
CHECKED-REVIEWED	C. SICHAK	C. SICHAK	6/2021
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

STRUCTURAL STEEL DETAILS
(1 OF 2)

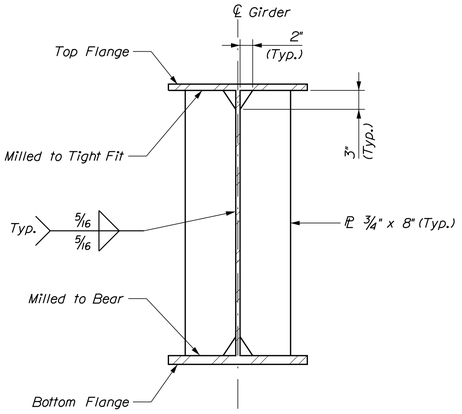
SHEET NUMBER

62

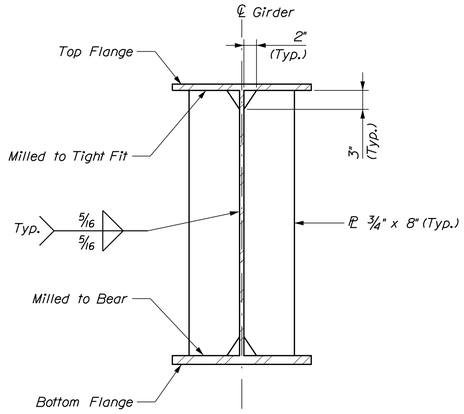
OF 76

ERDMAN ANTHONY

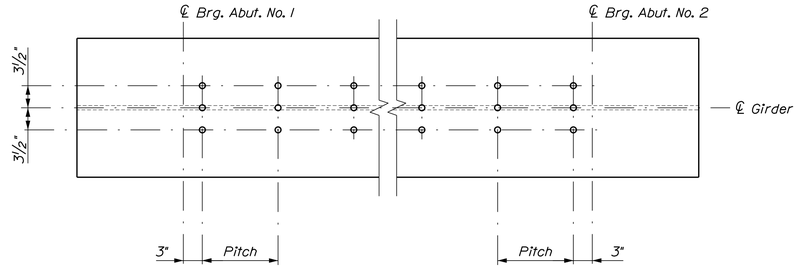
Filename: ...\062_Struct-Steel-Details-1.dgn Division: BRIDGE Username: LindoT Date:6/29/2021



BEARING STIFFENER AT ABUTMENT

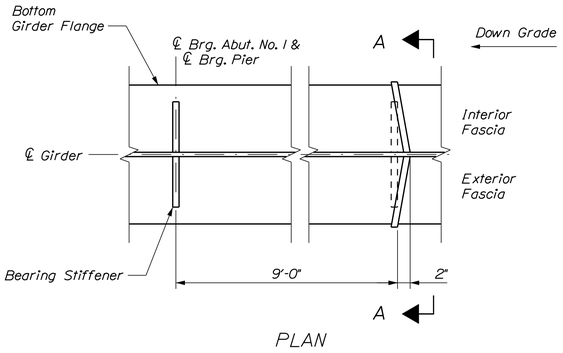


BEARING STIFFENER AT PIER

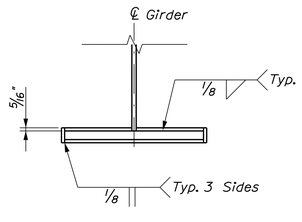


Note:
1. See Girder Elevation on Sheet No. 61 for shear connector pitch.

STUD LAYOUT PLAN

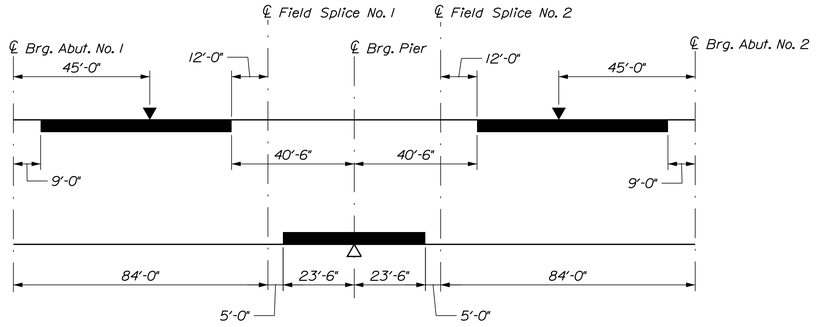


PLAN



SECTION A-A

DRIP BAR DETAIL
(Abutment No. 1 and Pier Typical)



STRESS DIAGRAM

(Shaded areas are always in compression, others are in tension or have stress reversals)

(Girder 5 shown, others similar)

STRUCTURAL STEEL NOTES

1. Camber ordinates, as shown on Sheet 64, are computed to compensate for all dead load deflections and for the finished grade profile.

2. No transverse butt weld splices will be allowed in the flange plates or web plates within 10 feet or 10 percent of the span length (whichever is greater) from the points of maximum negative moment or maximum positive moment. Butt weld splices in flanges shall be not less than three feet from transverse butt welds in the web plates and no transverse web or flange butt welds shall be located within three feet of other transverse welds (e.g. connection plates to web welds) on either flange or web. No transverse butt weld splices will be allowed in areas of stress reversal.

3. Sections of flange plates or web plates between transverse shop splices or between a transverse shop splice and a field splice shall be not less than 10 feet in length unless otherwise shown on the plans.

4. Bearing stiffeners shall be plumb after erection and dead loading of the structure. Intermediate web stiffeners may be either plumb or normal to the top flange.

5. Cross frame connection plates may be either plumb or normal to the top flange.

6. Filler plates shall be weathering steel conforming to the requirements of ASTM A 709, Grade 50W.

7. For cross frame details, see Standard Details 504(04) and 504(07).

8. Girder ends and diaphragms or cross frames within 10 feet of the centerline of bearing at the abutments shall be coated with a Zinc Rich Coating System, in accordance with Standard Specifications Section 506, Shop Applied Protective Coating-Steel. The color shall be Federal Standard 595B, Color Number 30045 (Brown). NEPCOAT Qualified Products List C may be used.

9. Bolted field splice connections shall be made using ⅞" diameter ASTM A325 Type 3 H.S. bolts. Hole size shall be 15/16" diameter unless otherwise shown. Bolt threads shall be excluded from the shear plane of field splice connections.

10. Bolted cross frame connection shall be made using ⅞" diameter ASTM A325 Type 3 H.S. bolts. Hole size shall be 15/16" diameter. The minimum edge distance shall be 1½" unless otherwise shown. Oversized or short-slotted holes are not permitted for use in cross frame connections. Bolt threads shall be excluded from the shear plane of cross frame connections.

11. Prior to structural steel erection, the Contractor shall submit an erection plan sequence to the Engineer for approval.

12. All web, flange, field splice plates and diaphragms (including connection plates) in tension or stress reversal areas shall conform to zone 2 Charpy V-notch impact test requirements of AASHTO M270.

13. Girder webs shall be vertical under full dead load.

14. Holes in web shall be vertical (plumb) after superstructure slab placement.

15. The structural steel was designed with a vertical construction load of 50 psf and a lateral wind velocity of 115 mph.

16. After placement of the superstructure concrete, thoroughly clean the abutments and pier of all stains with a method approved by the Resident. Payment will be considered incidental to related Contract items.

ERDMAN ANTHONY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

			DATE
PROJ. MANAGER	MICHAEL WIGHT	BY	
DESIGN-DETAILED	MY\EF\MB	R. PARKER	6/2021
CHECKED-REVIEWED	C. SICHAK	C. SICHAK	6/2021
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

STRUCTURAL STEEL DETAILS
(2 OF 2)

SHEET NUMBER

63

OF 76

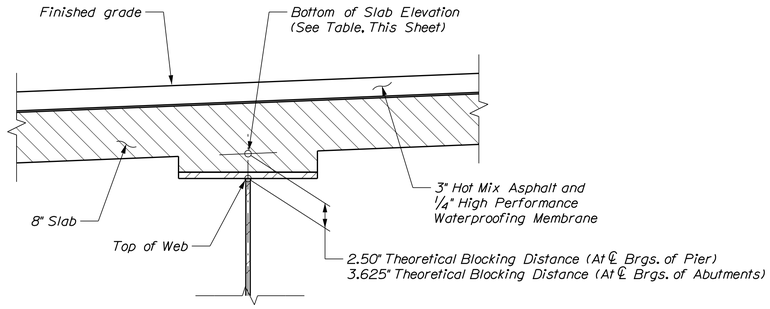
Username: LindoT Date:6/29/2021

Division: BRIDGE

Filename: ...\063_Struct-Steel-Details-2.dgn

BOTTOM OF SLAB ELEVATION TABLE (w/DEFLECTIONS)

	Span 1											Span 2									
GIRDER	℄ Brg. Abut. No. 1	.1	.2	.3	.4	.5	.6	.7	.8	.9	℄ Brg. Pier	.1	.2	.3	.4	.5	.6	.7	.8	.9	℄ Brg. Abut. No. 2
G1	342.336	342.426	342.510	342.584	342.648	342.701	342.744	342.780	342.814	342.854	342.856	342.966	343.037	343.114	343.189	343.257	343.315	343.362	343.399	343.425	343.446
G2	342.659	342.751	342.836	342.912	342.976	343.028	343.069	343.103	343.134	343.172	343.179	343.283	343.357	343.437	343.515	343.584	343.644	343.690	343.725	343.750	343.769
G3	342.983	343.078	343.167	343.244	343.310	343.361	343.401	343.431	343.459	343.494	343.503	343.606	343.682	343.765	343.846	343.918	343.977	344.022	344.056	344.077	344.093
G4	343.306	343.408	343.503	343.585	343.652	343.704	343.741	343.768	343.792	343.824	343.826	343.935	344.015	344.102	344.186	344.260	344.320	344.363	344.392	344.408	344.416
G5	343.629	343.742	343.845	343.932	344.002	344.053	344.089	344.112	344.133	344.162	344.149	344.273	344.356	344.446	344.534	344.610	344.669	344.710	344.734	344.742	344.739



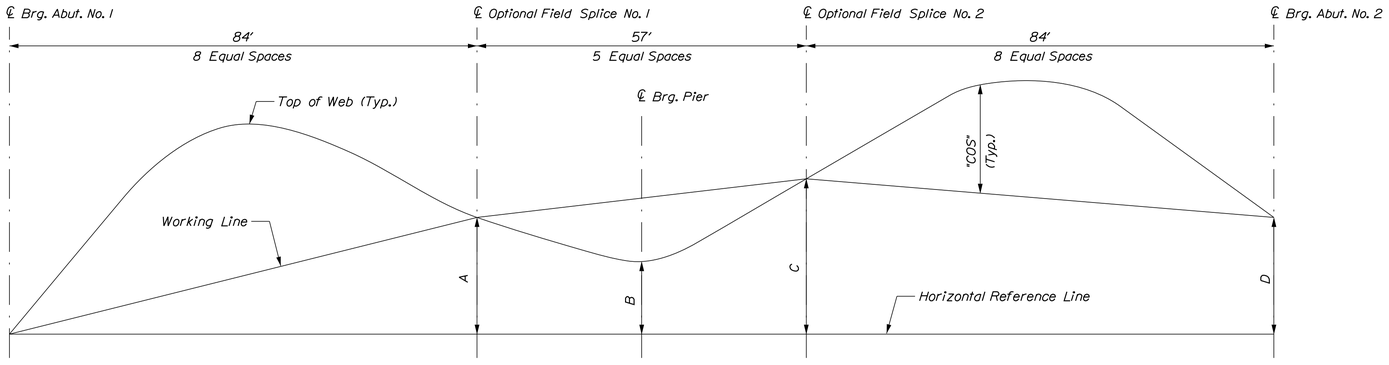
BLOCKING DETAIL

TABLE OF CAMBER ORDINATES PER PIECE ("COP")(in)

GIRDER	℄ Brg. Abut. No. 1	1/8	2/8	3/8	4/8	5/8	6/8	7/8	℄ Field Splice 1	1/5	2/5	3/5	4/5	℄ Field Splice 2	1/8	2/8	3/8	4/8	5/8	6/8	7/8	℄ Brg. Abut. No. 2
G1	0.00	0.47	0.85	1.08	1.16	1.06	0.81	0.43	0.00	-0.33	-0.63	-0.64	-0.34	0.00	0.44	0.82	1.07	1.17	1.09	0.86	0.47	0.00
G2	0.00	0.49	0.89	1.14	1.23	1.13	0.86	0.46	0.00	-0.37	-0.63	-0.64	-0.37	0.00	0.47	0.87	1.14	1.24	1.15	0.90	0.50	0.00
G3	0.00	0.53	0.96	1.23	1.33	1.23	0.94	0.50	0.00	-0.40	-0.67	-0.68	-0.41	0.00	0.51	0.95	1.24	1.34	1.24	0.97	0.53	0.00
G4	0.00	0.59	1.08	1.38	1.48	1.37	1.05	0.56	0.00	-0.45	-0.78	-0.79	-0.45	0.00	0.57	1.05	1.38	1.49	1.38	1.08	0.59	0.00
G5	0.00	0.68	1.23	1.56	1.68	1.54	1.17	0.63	0.00	-0.48	-0.93	-0.94	-0.49	0.00	0.64	1.18	1.55	1.68	1.57	1.23	0.68	0.00

TABLE OF CAMBER DIMENSIONS (ft)

GIRDER	A	B	C	D
G1	0.78	0.55	0.80	1.11
G2	0.74	0.55	0.76	1.11
G3	0.77	0.55	0.79	1.11
G4	0.92	0.55	0.93	1.11
G5	1.17	0.55	1.19	1.11



CAMBER DIAGRAM BY PIECE

CAMBER & DEFLECTION NOTES

1. Camber ordinates, as shown, are computed to compensate for all dead load deflections and for the curvature of the finished grade profile.

ERDMAN ANTHONY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

SIGNATURE

P.E. NUMBER

DATE

		BY	DATE
PROJ. MANAGER	MICHAEL WIGHT		
DESIGN-DETAILED	MY\EF\MB	R. PARKER	6/2021
CHECKED-REVIEWED	C. SICHAK	C. SICHAK	6/2021
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

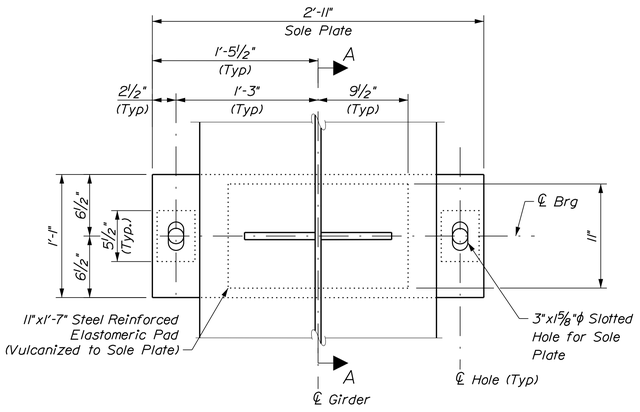
FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

CAMBER DIAGRAM

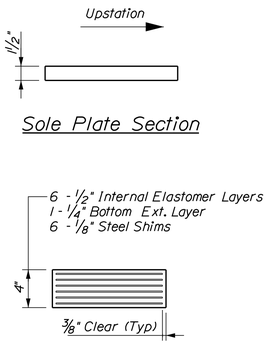
SHEET NUMBER

64

OF 76

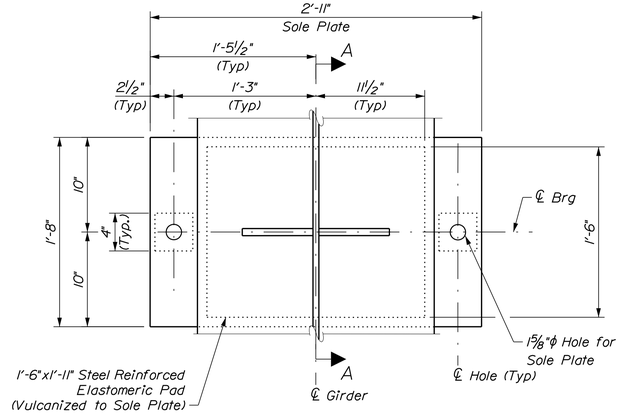


Plan

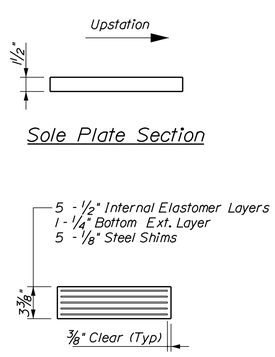


Sole Plate Section

Elastomeric Pad Section

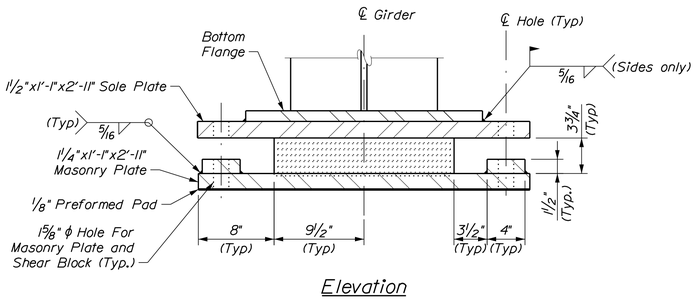


Plan

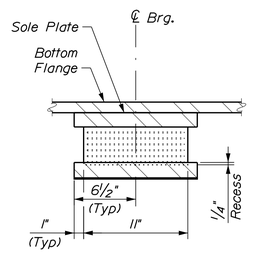


Sole Plate Section

Elastomeric Pad Section

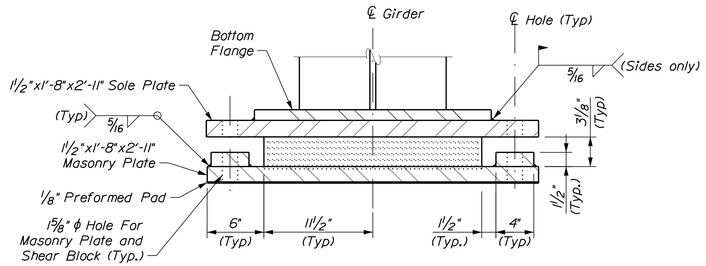


Elevation

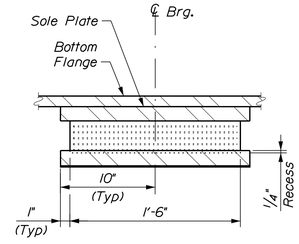


Section A-A

ABUTMENT 1 BEARING ASSEMBLY (EXPANSION)



Elevation



Section A-A

PIER BEARING ASSEMBLY (FIXED)

BEARING DESIGN LOADS AND MOVEMENTS (UNFACTORED)

Brg. Type	VERTICAL REACTIONS (kips)			Horiz. Load - Long. (kips)	Horiz. Load - Trans. (kips)	MOVEMENTS (in.)	
	Dead Load	Live Load	Total			Long.	Trans.
Exp. @ Abut. 1	101	68	169	9.3	--	0.875	0
Fixed @ Pier	334	132	467	0	--	0	0
Exp. @ Abut. 2	101	68	169	9.3	--	0.875	0

ERDMAN ANTHONY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	MICHAEL WIGHT	
DESIGN-DETAILED	MY\EF\MB	R. PARKER 6/2021
CHECKED-REVIEWED	C. SICHAK	C. SICHAK 6/2021
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

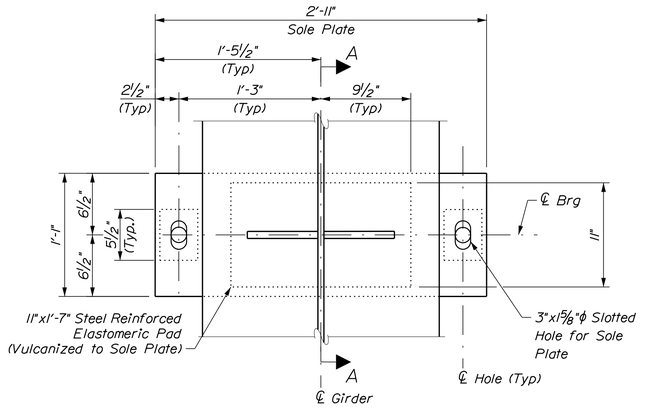
BEARING DETAILS
(1 OF 2)

SHEET NUMBER

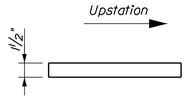
65

OF 76

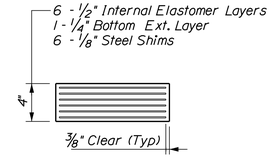
Filename: ...\MSTA\065_Bearing Details-1.dgn Division: BRIDGE Username: LindoT Date:6/29/2021



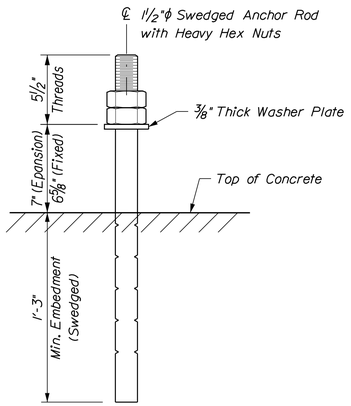
Plan



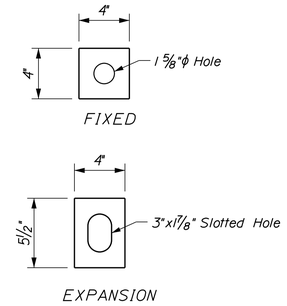
Sole Plate Section



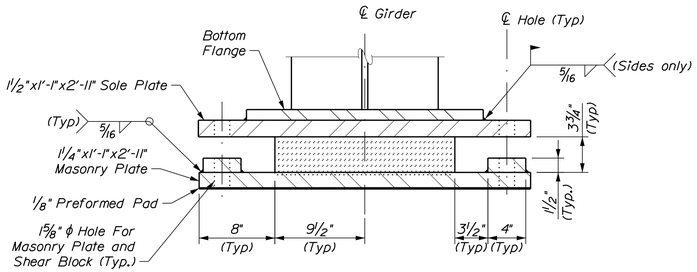
Elastomeric Pad Section



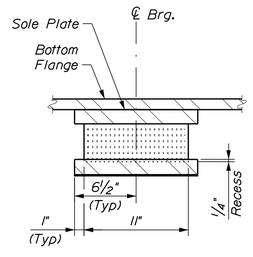
ANCHOR ROD DETAIL



WASHER PLATE DETAIL



Elevation



Section A-A

ABUTMENT 2 BEARING ASSEMBLY (EXPANSION)

ELASTOMERIC BEARING NOTES

1. The shear modulus of the elastomer shall be 112 psi.

2. Vulcanization of the elastomer to the sole plates shall be done during the primary mold process. Sole plate shall be vulcanized to the elastomer.

3. Masonry plates, sole plates and shear blocks shall meet the requirements of ASTM A709, Grade 50 or 50W. Anchor rods shall meet the requirements of ASTM F1554, Grade 105 and shall be swedged on the embedded portion of the rod.

4. All steel located below the elastomeric pad shall be coated in accordance with Standard Specifications Section 506, Protective Coating - Steel (Thermal Spray Coating). All remaining steel shall be coated in accordance with Standard Specifications Section 506, Protective Coating - Steel (Zinc Rich Coating System). Payment for coatings for Elastomeric Bearings will be considered incidental to Item 523.5401 Laminated Elastomeric Bearings, Fixed or Item 523.5402 Laminated Elastomeric Bearings, Expansion as applicable.

5. All bearings shall be marked prior to shipping. The marks shall include the bearing location on the bridge and a direction arrow that points upstation. All marks shall be permanent and shall be visible after the bearing is installed.

6. Bearings shall be covered during shipping and at any time prior to installation that the bearings may be exposed to sunlight.

7. The superstructure may be erected when the ambient air temperature is within the range of 65 °F and 90 °F. If the ambient air temperature is outside this range, the bearings shall be reset as directed by the Resident.

8. All necessary precautions shall be taken to protect bearing components from field weld flash and spatter. Heat from welding operations shall be controlled such that steel adjacent to the elastomer does not exceed 200 °F. The temperature shall be verified by the use of temperature indicating crayons or other suitable means.

9. Upset the threads on the anchor rods after assembly of the bearing.

10. The Contractor shall not weld the girders to the sole plate until after all adjustments have been made in accordance with Standard Specification Section 523.094.

11. The "Bearing Design Load" for each bearing, as noted in Standard Specifications Subsection 523.23.4, is 467 kips. This is the total load for the Service I load combination, without impact.

ERDMAN ANTHONY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

PROJ. MANAGER	MICHAEL WIGHT	BY	DATE
DESIGN-DETAILED	MY\EF\MB	R. PARKER	6/2021
CHECKED-REVIEWED	C. SICHAK	C. SICHAK	6/2021
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

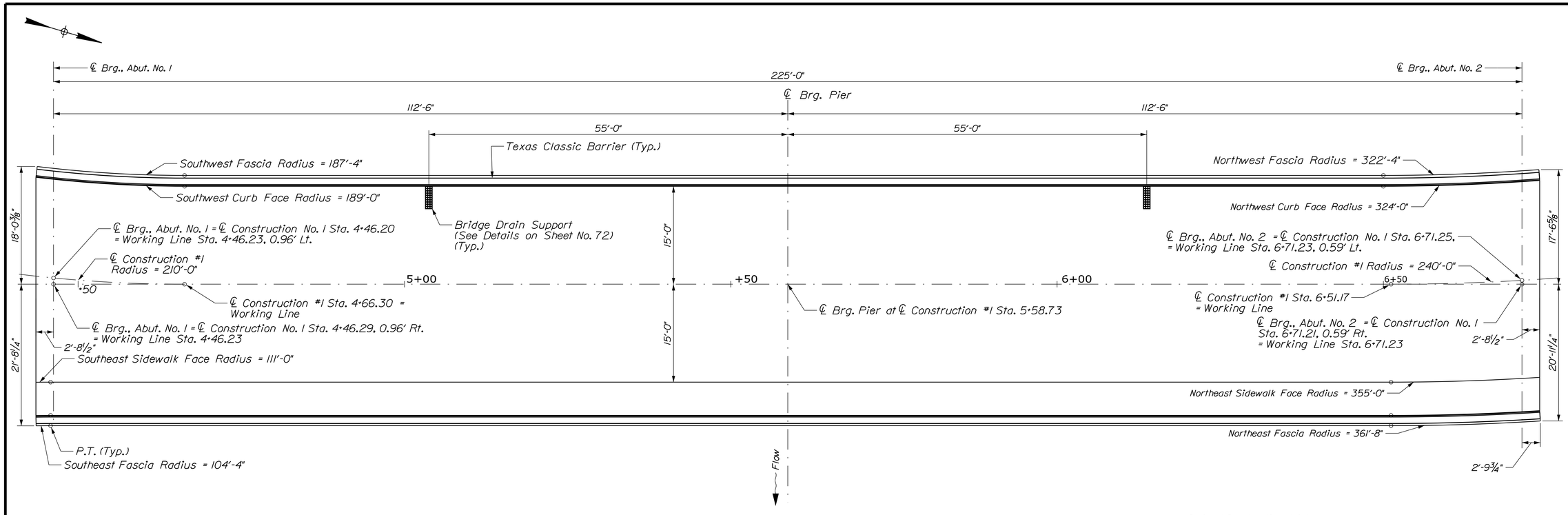
BEARING DETAILS
(2 OF 2)

SHEET NUMBER

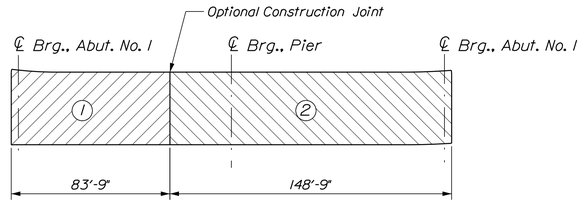
66

OF 76

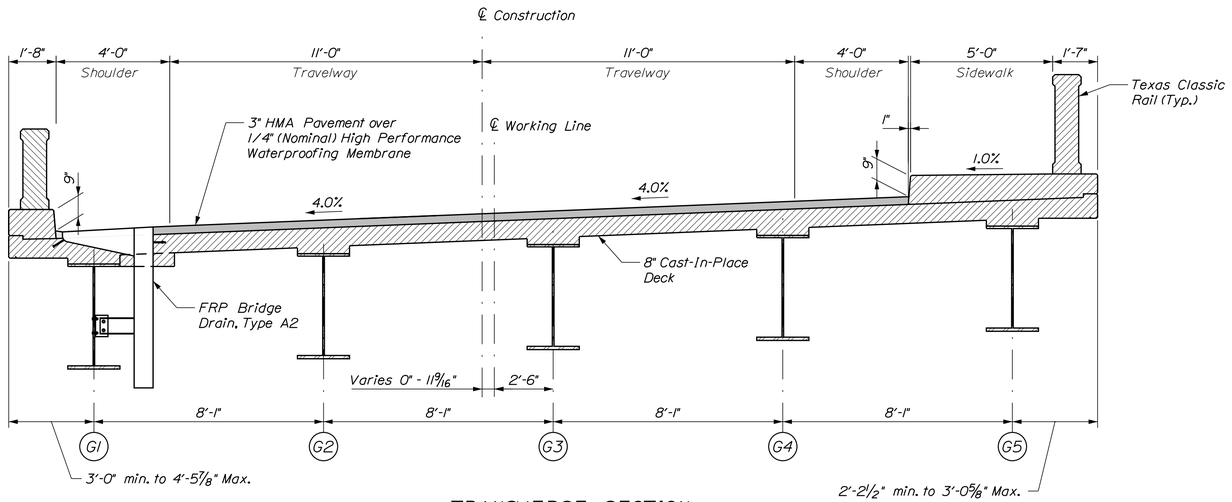
Filename: ...\MSTA\066_Bearing Details-2.dgn Division: BRIDGE Username: LindoT Date:6/29/2021



SUPERSTRUCTURE PLAN



SUPERSTRUCTURE SLAB PLACEMENT SEQUENCE



TRANSVERSE SECTION

SUPERSTRUCTURE NOTES

1. The theoretical blocking used for design of the structure is 2.50 inches at the centerline of bearing of the pier and 3.625 inches at the centerline of bearing of the abutments. Refer to Standard Detail 502(03) for blocking details.
2. Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.
3. Form a one inch V-groove on the fascias at the horizontal joint between the curb and slab.
4. Adjust reinforcing steel to fit around the bridge drains in a manner approved by the Resident. Do not cut transverse reinforcing bars.
5. Unless the superstructure slab concrete is placed in one continuous operation, the initial placement shall begin at a simply supported end of the deck slab and shall terminate at the completion of a positive moment section. Successive placements shall proceed from the end of the previous placement, terminate at the completion of a positive moment section, and include two or more spans. Concrete in a placement shall be kept plastic one complete span behind the span being placed. A minimum of 5 days shall elapse between successive partial placements. The superstructure slab concrete placement sequence shall be approved by the Resident.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE PLANS

BRIDGE NO. 2273

PROJ. MANAGER	MICHAEL WIGHT		
DESIGN-DETAILED	MY\CET\NB	6/2021	R. PARKER
CHECKED-REVIEWED	C. SICHAK	6/2021	C. SICHAK
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

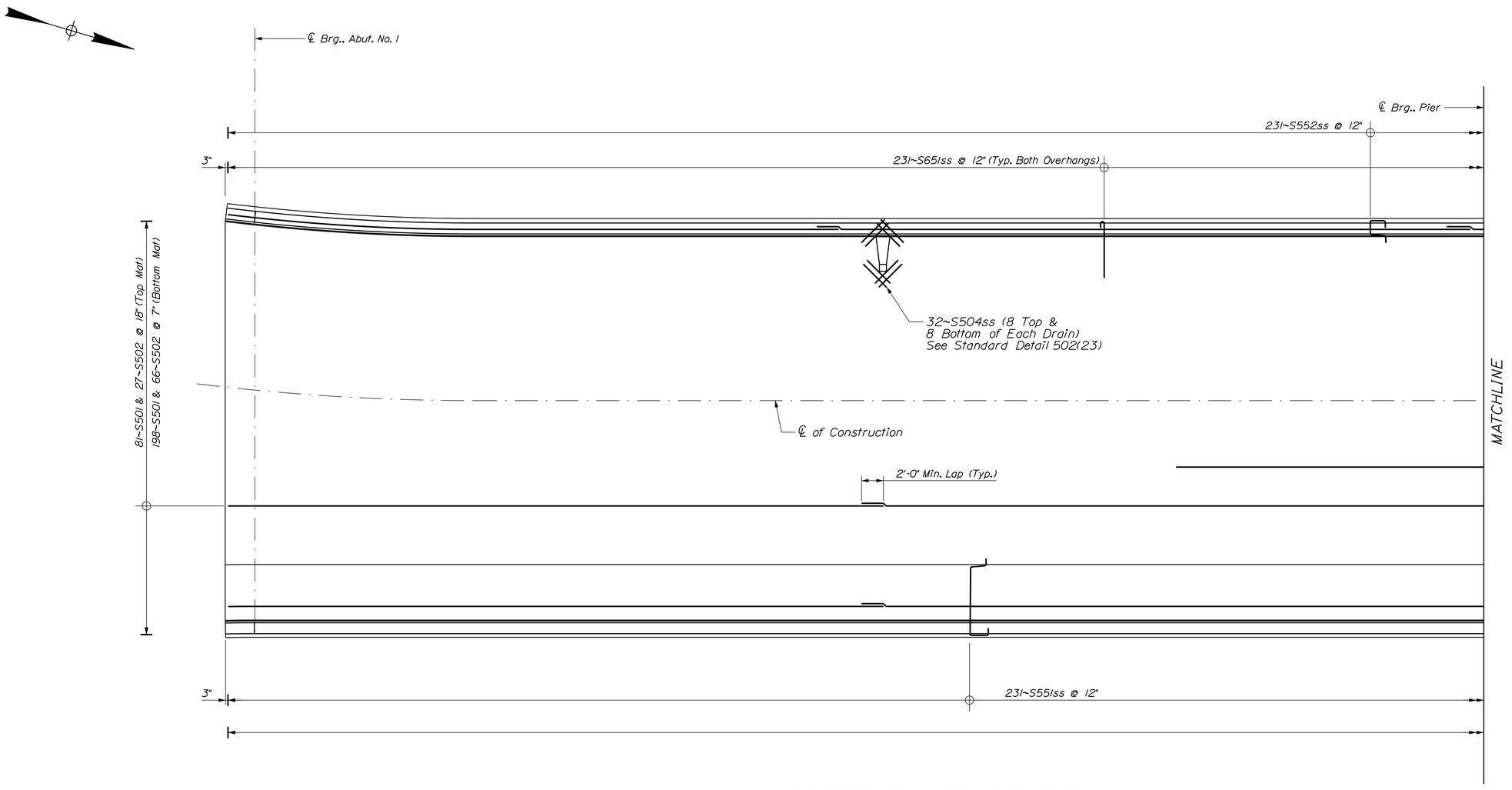
FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

SUPERSTRUCTURE PLAN

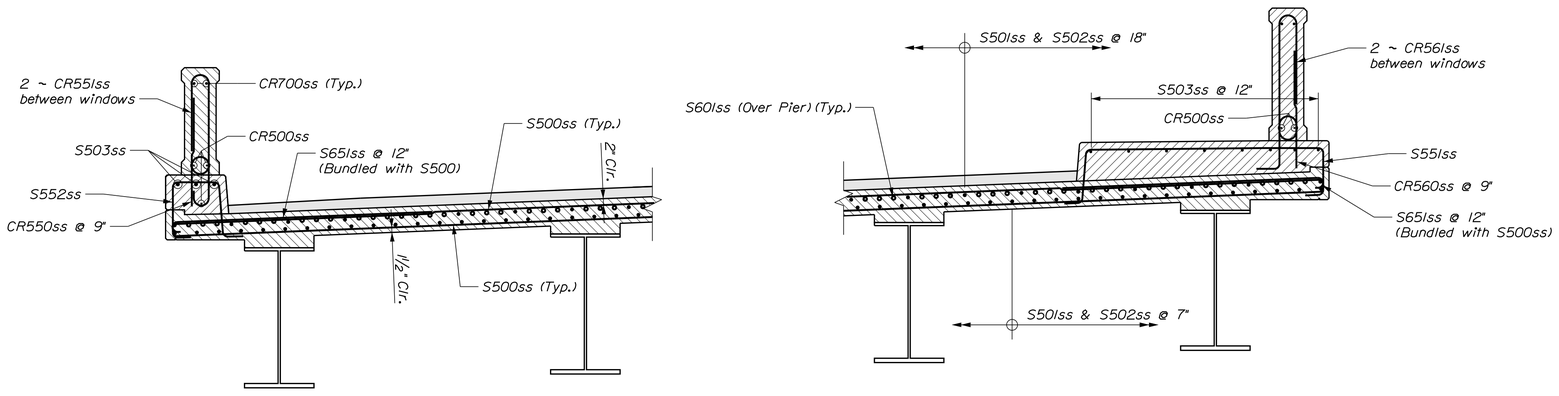
SHEET NUMBER
67
OF 76

ERDMAN ANTHONY

Filename: ...\067_Superstructure Plan.dgn Division: BRIDGE Username: LindoT Date:6/29/2021



SUPERSTRUCTURE REINFORCING PLAN



TRANSVERSE REINFORCEMENT SECTIONS

ERDMAN ANTHONY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

PROJ. MANAGER	MICHAEL WIGHT	BY	DATE
DESIGN-DETAILED	MYKEFUNB	R. PARKER	6/2021
CHECKED-REVIEWED	C. SICHAK	C. SICHAK	6/2021
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

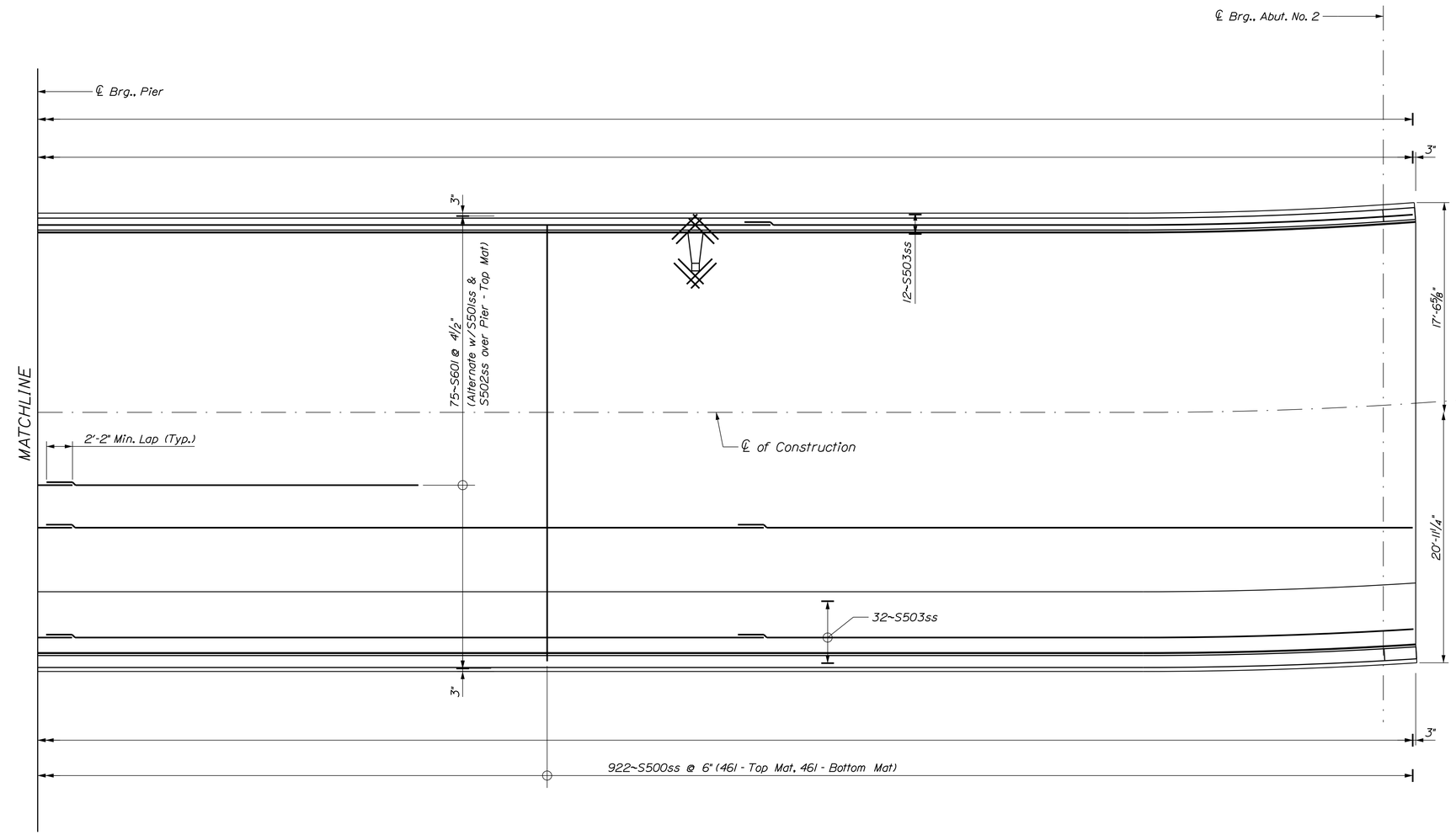
FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

SUPERSTRUCTURE REINFORCING PLAN - 1

SHEET NUMBER

68

OF 76



SUPERSTRUCTURE REINFORCING PLAN

ERDMAN ANTHONY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

PROJ. MANAGER	MICHAEL WIGHT	BY
DESIGN-DETAILED	MYKEFYNB	R. PARKER
CHECKED-REVIEWED	C. SICHAK	C. SICHAK
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

	DATE
	6/2021
	6/2021

SIGNATURE

P.E. NUMBER

DATE

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

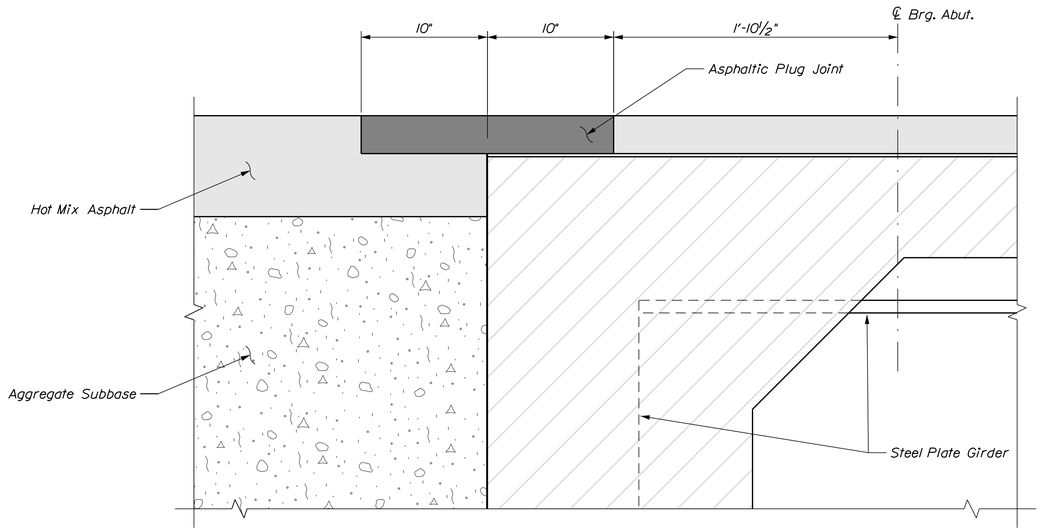
SUPERSTRUCTURE
REINFORCING PLAN - 2

SHEET NUMBER

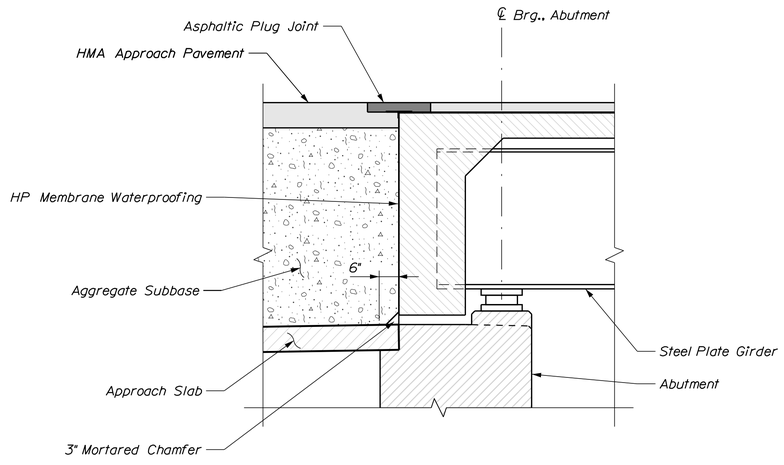
69

OF 76

Filename: ...\069_Superstructure Rebar Plan-2.dgn Division: BRIDGE Username: LindoT Date:6/29/2021



ASPHALTIC PLUG JOINT DETAIL



HP MEMBRANE WATERPROOFING DETAIL

ERDMAN ANTHONY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

PROJ. MANAGER	MICHAEL WIGHT	BY	DATE
DESIGN-DETAILED	MY\EF\MB	R. PARKER	6/2021
CHECKED-REVIEWED	C. SICHAK	C. SICHAK	6/2021
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

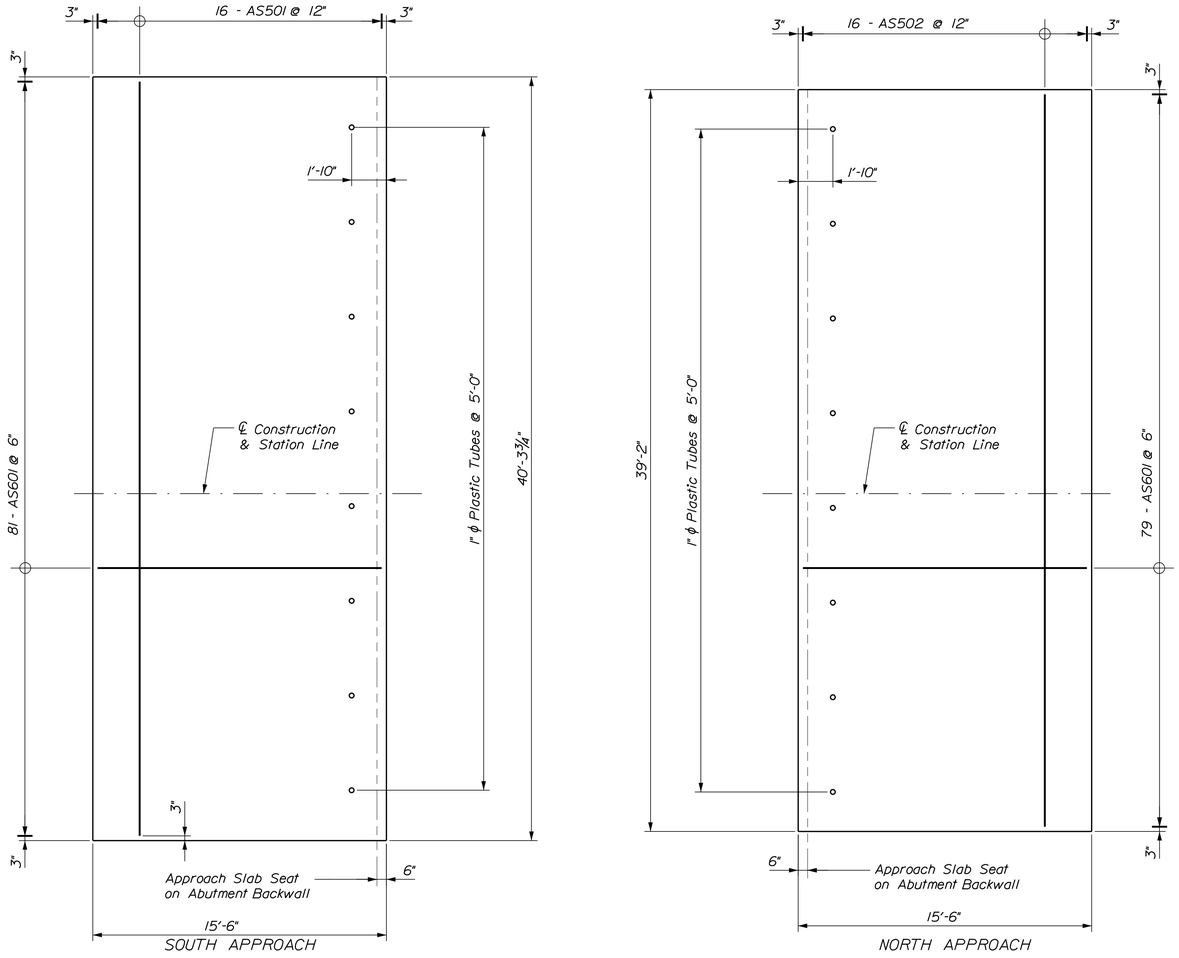
SUPERSTRUCTURE DETAILS

SHEET NUMBER

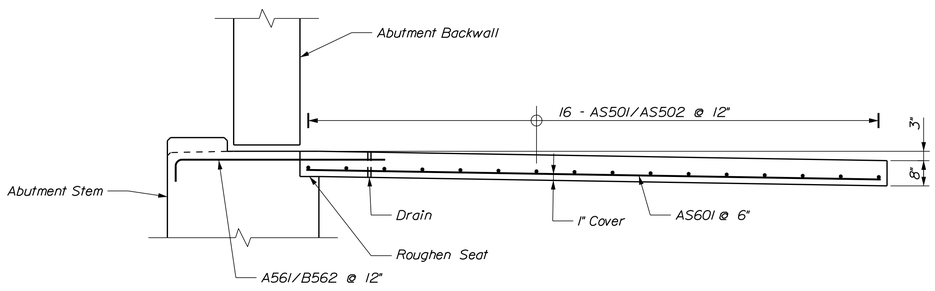
70

OF 76

Filename: ...\070_Superstructure_Details.dgn Division: BRIDGE Username: LindoT Date:6/29/2021



APPROACH SLAB REINFORCEMENT PLAN



CONCRETE APPROACH SLAB SECTION

ERDMAN ANTHONY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

PROJ. MANAGER	MICHAEL WIGHT	BY	DATE
DESIGN-DETAILED	MY\EF\MB	R. PARKER	6/2021
CHECKED-REVIEWED	C. SICHAK	C. SICHAK	6/2021
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

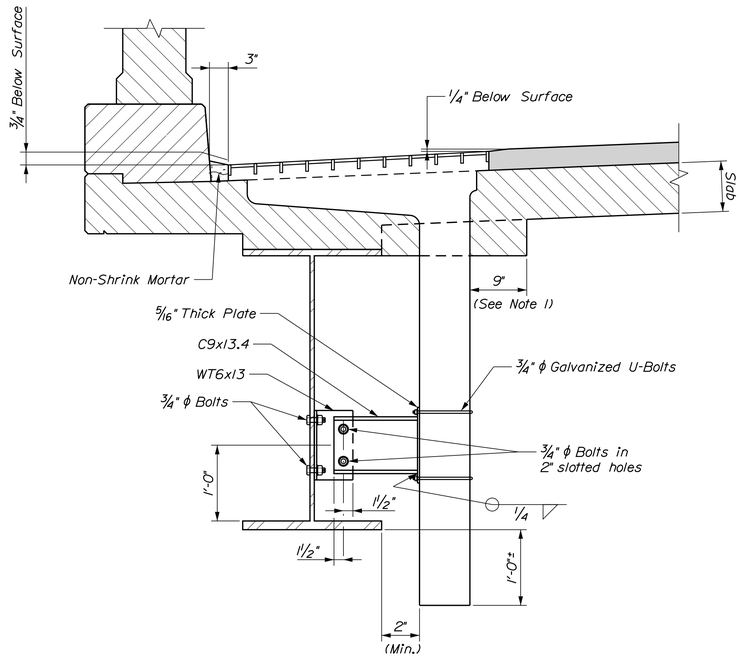
APPROACH SLAB DETAILS

SHEET NUMBER

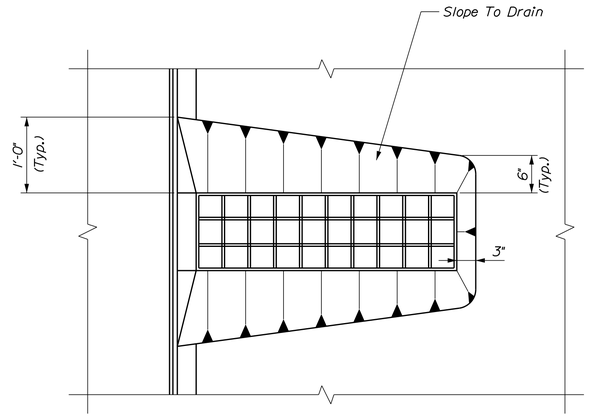
71

OF 76

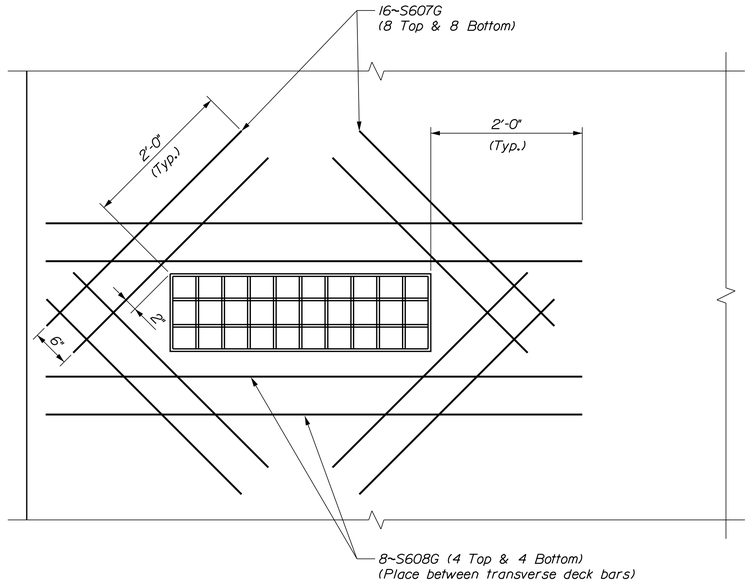
Filename: ...\071_Approach Slab Details.dgn Division: BRIDGE Username: LindoT Date:6/29/2021



BRIDGE DRAIN - TYPE A2 - ELEVATION AT CURB



BRIDGE DRAIN - PLAN



DECK DRAIN REINFORCING PLAN

Deck reinforcement not shown for clarity

Note: Cut Longitudinal Bars and Transverse Bars as Necessary (Top & Bottom)

NOTE:

1. If the minimum thickness of concrete below the drain pan is 2 inches or less, the concrete shall be thickened as shown.

ERDMAN ANTHONY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

PROJ. MANAGER	MICHAEL WIGHT	BY	DATE
DESIGN-DETAILED	MYERS/MB	R. PARKER	6/2021
CHECKED-REVIEWED	C. SICHAK	C. SICHAK	6/2021
DESIGN2-DETAILED2	C. SICHAK		
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

BRIDGE DRAIN DETAILS

SHEET NUMBER

72

OF 76

Filename: ...\MSTA\072_Bridge Drain.dgn Division: BRIDGE Username: LindoT Date:6/29/2021

STRAIGHT BARS

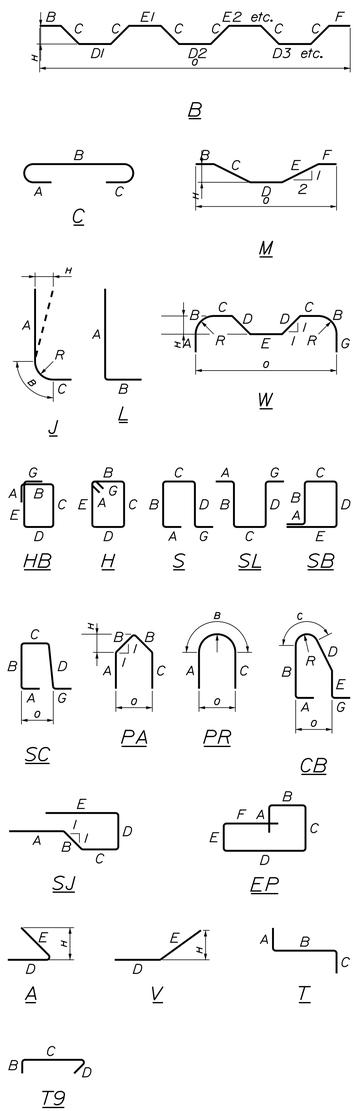
MARK	QTY.	LENGTH	LOCATION
ABUTMENT NO. 1 - PLAIN BAR			
A501	30	50'-1"	Footing
A502	38	52'-5"	Footing
A503	30	37'-7"	Footing
A504	46	15'-11"	Breastwall Vert.
A505	42	24'-5"	Breastwall Horiz.
A506	42	20'-2"	Breastwall Horiz.
A507	41	20'-6"	Wing Vert. - SW
A508	54	29'-9"	Wing Horiz. - SW
A510	56	21'-10"	Wing Vert. - SE
A511	56	20'-11"	Wing. Horiz. - SE
A512	56	21'-0"	Wing. Horiz. - SE
A513	12	10'-0"	Parapet Vertical
A701	109	13'-6"	Footing
A702	54	17'-0"	Footing
A703	61	15'-3"	Breastwall Vert.
A901	135	13'-6"	Footing
A902	71	17'-0"	Footing
A903	24	20'-6"	Wing Vert. - SW
A904	33	21'-10"	Wing Vert. - SE
SUPERSTRUCTURE - STAINLESS STEEL			
S500ss	922	37'-10"	Transv. Deck & End Diaphragm
S501ss	279	60'-0"	Longitudinal Deck
S502ss	93	58'-0"	Longitudinal Deck
S503ss	44	60'-0"	Longitudinal Sidewalk Curb
S504ss	32	3'-0"	Bridge Drain
S505ss	50	5'-2"	Vertical Backwall
S506ss	50	5'-10"	Vertical Backwall
S507ss	42	4'-3"	Vertical Backwall
S508ss	42	4'-10"	Vertical Backwall
S509ss	14	39'-6"	Horizontal Backwall (Abut. 1)
S510ss	14	38'-9"	Horizontal Backwall (Abut. 2)
S601ss	75	60'-0"	Longitudinal Deck over Pier
S602ss	75	60'-0"	Longitudinal Deck over Pier
APPROACH SLAB - PLAIN BAR			
AS501	16	39'-9"	Approach Slab
AS502	16	38'-8"	Approach Slab
AS601	160	15'-0"	Approach Slab

MARK	QTY.	LENGTH	LOCATION
ABUTMENT NO. 2 - PLAIN BAR			
B501	26	36'-0"	Footing
B502	34	50'-4"	Footing
B503	26	27'-5"	Footing
B504	45	12'-0"	Breastwall Vert.
B505	34	19'-5"	Breastwall Horiz.
B506	34	23'-9"	Breastwall Horiz.
B507	44	18'-7"	Wing Vert. - NW
B508	46	28'-3"	Wing Horiz. - NW
B510	50	19'-10"	Wing Vert. - NE
B511	48	32'-5"	Wing. Horiz. - NE
B512	10	9'-11"	Parapet Vertical
B601	84	11'-6"	Footing
B602	60	11'-4"	Breastwall Vert.
B603	84	19'-10"	Wing Vert. NE & NW
B701	121	15'-6"	Footing
B801	84	11'-6"	Footing
PIER - PLAIN BAR			
P501	4	40'-11"	Breastwall Horiz.
P502	6	40'-4"	Breastwall Horiz.
P503	6	39'-4"	Breastwall Horiz.
P504	6	38'-4"	Breastwall Horiz.
P505	6	37'-4"	Breastwall Horiz.
P506	6	36'-4"	Breastwall Horiz.
P507	4	35'-4"	Breastwall Horiz.
P508	4	34'-9"	Breastwall Horiz.
P509	4	34'-1"	Breastwall Horiz.
P801	46	49'-0"	Top, Mid., Bot. - Footing
P901	120	19'-6"	Transverse Footing
P902	193	21'-6"	Breastwall Vert.
TEXAS CLASSIC RAIL - STAINLESS STEEL			
CR500ss	32	30'-0"	Rail Bot. & Curb
CR501ss	40	5'-3"	Nose/Post
CR502ss	4	2'-2"	Nose
CR503ss	4	2'-0"	Nose
CR504ss	4	1'-10"	Nose
CR505ss	4	1'-8"	Nose
CR506ss	4	1'-6"	Nose
CR512ss	4	2'-11"	Nose
CR513ss	4	2'-9"	Nose
CR514ss	4	2'-7"	Nose
CR515ss	4	2'-5"	Nose
CR516ss	4	2'-3"	Nose
CR550ss	303	3'-9"	Rail & Post
CR551ss	302	7'-1"	Rail & Post
CR560ss	303	4'-0"	Rail & Post
CR561ss	302	8'-9"	Rail & Post
CR750ss	8	5'-4"	Nose

BENT BARS

MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
ABUTMENT NO. 1 - PLAIN BAR														
A550	54	10'-1"	L	0'-10"	9'-3"	-	-	-	-	-	-	-	-	Footing Hook
A551	89	12'-1"	L	0'-10"	11'-3"	-	-	-	-	-	-	-	-	Footing Hook
A552	41	4'-10"	S	0'-0"	0'-10"	3'-2"	0'-10"	-	-	0'-0"	-	-	-	Bridge Seat
A553	89	3'-4"	S	0'-0"	0'-10"	1'-8"	0'-10"	-	-	0'-0"	-	-	-	Wing U-bars
A557	8	6'-0"	S	0'-0"	0-10"	3'-8"	1'-6"	-	-	0'-0"	-	-	-	Parapet U-bars
A558	55	5'-6"	V	-	-	-	2'-3"	3'-3"	-	-	3'-1"	-	-	Parapet Horiz.
A559	9	6'-6"	S	0'-0"	0-10"	3'-8"	2'-0"	-	-	0'-0"	-	-	-	Parapet U-bars
A561	41	5'-8"	L	0'-7"	5'-1"	-	-	-	-	-	-	-	-	Stem to Approach Slab
A562	163	5'-4"	S	0'-0"	1'-2"	3'-0"	1'-2"	-	-	0'-0"	-	-	-	Footing U-bars
A950	61	10'-10"	L	1'-7"	9'-3"	-	-	-	-	-	-	-	-	Footing Hook
A951	111	12'-10"	L	1'-7"	11'-3"	-	-	-	-	-	-	-	-	Footing Hook
ABUTMENT NO. 1 - STAINLESS STEEL														
A554ss	15	9'-4"	S	0'-0"	2'-10"	3'-8"	2'-10"	-	-	0'-0"	-	-	-	Pedestal
A555ss	15	6'-11"	S	0'-0"	2'-10"	1'-3"	2'-10"	-	-	0'-0"	-	-	-	Pedestal
A556ss	12	10'-4"	H	0'-3"	1'-3"	3'-8"	1'-3"	3'-8"	-	0'-3"	-	-	-	Pedestal
ABUTMENT NO. 2 - PLAIN BAR														
B551	139	10'-1"	L	0'-10"	9'-3"	-	-	-	-	-	-	-	-	Footing Hook
B552	40	4'-10"	S	0'-0"	0'-10"	3'-2"	0'-10"	-	-	0'-0"	-	-	-	Bridge Seat
B553	84	3'-4"	S	0'-0"	0'-10"	1'-8"	0'-10"	-	-	0'-0"	-	-	-	Wing U-bars
B557	8	5'-9"	S	0'-0"	0-10"	3'-8"	1'-3"	-	-	0'-0"	-	-	-	Parapet U-bars
B558	23	5'-1"	V	-	-	-	1'-10"	3'-3"	-	-	3'-1"	-	-	Parapet Horiz.
B559	9	5'-4"	S	0'-0"	0-10"	3'-8"	0'-10"	-	-	0'-0"	-	-	-	Parapet U-bars
B560	24	8'-4"	S	0'-0"	2'-5"	3'-8"	2'-3"	-	-	0'-0"	-	-	-	Parapet Horiz.
B562	40	5'-8"	L	0'-7"	5'-1"	-	-	-	-	-	-	-	-	Stem to Approach Slab
B563	157	5'-4"	S	0'-0"	1'-2"	3'-0"	1'-2"	-	-	0'-0"	-	-	-	Footing U-bars
B851	144	10'-7"	L	1'-4"	9'-3"	-	-	-	-	-	-	-	-	Footing Hook
ABUTMENT NO. 2 - STAINLESS STEEL														
B554ss	15	9'-4"	S	0'-0"	2'-10"	3'-8"	2'-10"	-	-	0'-0"	-	-	-	Pedestal
B555ss	15	6'-11"	S	0'-0"	2'-10"	1'-3"	2'-10"	-	-	0'-0"	-	-	-	Pedestal
B556ss	12	10'-1"	H	0'-3"	1'-3"	3'-8"	1'-3"	3'-8"	-	0'-3"	-	-	-	Pedestal
SUPERSTRUCTURE - STAINLESS STEEL														
S551ss	231	10'-11"	SC	0'-10"	1'-7"	6'-3"	1'-3"	-	-	0'-10"	-	6'-4"	-	Sidewalk Stirrup
S552ss	231	5'-7"	SC	0'-10"	1'-4"	1'-3"	1'-4"	-	-	0'-10"	-	1'-4"	-	Curb Stirrup
S553ss	81	5'-0"	W	-	-	-	1'-8"	1'-8"	1'-8"	-	1'-2"	-	-	Backwall
S651ss	462	5'-10"	C	0'-8"	5'-2"	0'-0"	-	-	-	-	-	-	-	Deck Overhang
PIER - PLAIN BAR														
P551	162	4'-2"	S	0'-0"	0'-7"	3'-0"	0'-7"	-	-	0'-0"	-	-	-	Footing Stirrup
P552	2	14'-4"	PA	4'-0"	3'-2"	4'-0"	-	-	-	-	2'-3"	4'-6"	-	Upstream Pier Nose Stirrup
P553	3	13'-10"	PA	4'-0"	2'-11"	4'-0"	-	-	-	-	2'-1"	4'-3"	-	Upstream Pier Nose Stirrup
P554	3	13'-6"	PA	4'-0"	2'-9"	4'-0"	-	-	-	-	2'-0"	4'-0"	-	Upstream Pier Nose Stirrup
P555	3	13'-2"	PA	4'-0"	2'-7"	4'-0"	-	-	-	-	1'-10"	3'-9"	-	Upstream Pier Nose Stirrup
P556	3	12'-10"	PA	4'-0"	2'-5"	4'-0"	-	-	-	-	1'-9"	3'-6"	-	Upstream Pier Nose Stirrup
P557	3	12'-4"	PA	4'-0"	2'-2"	4'-0"	-	-	-	-	1'-7"	3'-3"	-	Upstream Pier Nose Stirrup
P558	2	12'-2"	PA	4'-0"	2'-1"	4'-0"	-	-	-	-	1'-6"	3'-0"	-	Upstream Pier Nose Stirrup
P559	2	11'-8"	PA	4'-0"	1'-10"	4'-0"	-	-	-	-	1'-4"	2'-9"	-	Upstream Pier Nose Stirrup
P560	2	11'-6"	PA	4'-0"	1'-9"	4'-0"	-	-	-	-	1'-3"	2'-6"	-	Upstream Pier Nose Stirrup
P561	3	12'-6"	S	0'-0"	4'-0"	4'-6"	4'-0"	-	-	0'-0"	-	-	-	Downstream Pier Nose Stirrup
P562	3	12'-3"	S	0'-0"	4'-0"	4'-3"	4'-0"	-	-	0'-0"	-	-	-	Downstream Pier Nose Stirrup
P563	3	12'-0"	S	0'-0"	4'-0"	4-0"	4'-0"	-	-	0'-0"	-	-	-	Downstream Pier Nose Stirrup
P564	3	11'-9"	S	0'-0"	4'-0"	3'-9"	4'-0"	-	-	0'-0"	-	-	-	Downstream Pier Nose Stirrup
P565	3	11'-6"	S	0'-0"	4'-0"	3'-6"	4'-0"	-	-	0'-0"	-	-	-	Downstream Pier Nose Stirrup
P566	3	11'-3"	S	0'-0"	4'-0"	3'-3"	4'-0"	-	-	0'-0"	-	-	-	Downstream Pier Nose Stirrup
P567	2	11'-0"	S	0'-0"	4'-0"	3'-0"	4'-0"	-	-	0'-0"	-	-	-	Downstream Pier Nose Stirrup
P568	2	10'-9"	S	0'-0"	4'-0"	2'-9"	4'-0"	-	-	0'-0"	-	-	-	Downstream Pier Nose Stirrup
P569	2	10'-6"	S	0'-0"	4'-0"	2'-6"	4'-0"	-	-	0'-0"	-	-	-	Downstream Pier Nose Stirrup
P570	220	5'-11"	T9	-	0'-10"	4'-6"	0'-7"	-	-	-	-	-	-	Stem Stirrup
P571	215	5'-8"	T9	-	0'-10"	4'-3"	0'-7"	-	-	-	-	-	-	Stem Stirrup
P572	36	5'-5"	T9	-	0'-10"	4-0"	0'-7"	-	-	-	-	-	-	Stem Stirrup
P573	33	5'-2"	T9	-	0'-10"	3'-9"	0'-7"	-	-	-	-	-	-	Stem Stirrup
P574	22	4'-11"	T9	-	0'-10"	3'-6"	0'-7"	-	-	-	-	-	-	Stem Stirrup
P575	22	4'-8"	T9	-	0'-10"	3'-3"	0'-7"	-	-	-	-	-	-	Stem Stirrup
P576	22	4'-5"	T9	-	0'-10"	3'-0"	0'-7"	-	-	-	-	-	-	Stem Stirrup
P577	33	4'-2"	T9	-	0'-10"	2'-9"	0'-7"	-	-	-	-	-	-	Stem Stirrup
P578	20	3'-11"	T9	-	0'-10"	2'-6"	0'-7"	-	-	-	-	-	-	Stem Stirrup
P579	15	7'-6"	S	0'-0"	2'-9"	2'-0"	2'-9"	-	-	0'-0"	-	-	-	Pedestal
P580	15	8'-0"	S	0'-0"	2'-9"	2'-6"	2'-9"	-	-	0'-0"	-	-	-	Pedestal
P581	12	9'-6"	H	0'-3"	2'-0"	2'-6"	2'-0"	2'-6"	-	0'-3"	-	-	-	Pedestal
P951	193	8'-3"	L	1'-7"	6'-8"	-	-	-	-	-	-	-	-	Footing Hook

TYPE - BENDING DIAGRAMS



All dimensions are out-to-out of bar.

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

Reinforcing Bar: ASTM A 955, Grade 75

GENERAL NOTES

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

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

2. Each crank bar, Type B, may be replaced by two (2) straight bars (one top and one bottom) of the same bar size as the crank bar. Payment in either case will be based on crank bars as scheduled on the plans.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BRIDGE PLANS

WIN 22296.00

BRIDGE NO. 2273

PROJ. MANAGER	MICHAEL WIGHT	
DESIGN-DETAILED	MYV\EF\NB	6/2021
CHECKED-REVIEWED	C. SICHAK	6/2021
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

REINFORCING STEEL SCHEDULE

SHEET NUMBER
73
OF 76

Filename: ...\00\Bridge\MSTA\073_Rebar.dgn Division: BRIDGE Username: LindoT Date:6/29/2021

ANSTISS MORRILL

CHESTERVILLE

POB = STA. 0+00.00

0+00

℄ DETOUR #5
CURVE DATA #1
PI = 1+49.14
D = 57°17'44.8""
Δ = 69°18'20.0" Lt.
R = 100.00'
L = 120.96'
T = 69.12'
E = 21.56'

FASE LIMITS

Work Zone Crash Cusion (Typ.)

N53°59'33.08"E

Rte. 156

Lucy Knowles Road

PC = STA. 0+80.02

PT = STA. 2+00.98

Temporary Stop Bar and Striping

ANSTISS MORRILL

Remove Existing Foundations as Necessary to Accommodate Temporary Bridge Substructures

Temporay Construction Rights Line

One Lane Temporary Bridge (Contractor Designed)

1+00

2+00

3+00

4+00

5+00

6+00

7+00

N15°18'46.97"W

16'-0" (Min.)

5' Sidewalk

Temporary Wall

Temporary Pedestrian Barricade -ADA Compliant

LOT LINE

CATHERINE WILLIAMS
DANIEL S. WILLIAMS

Temporary Signals

Vienna Road Route 41

State Highway "189"

Crosswell Road Route 41

State Highway "189"

Temporary Stop Bar

Temporary Striping

Temporary Crosswalk

Temporary Paved Sidewalk

VIENNA Vienna Road / Rte. 41

Webber Rd.

JOHN M. FARRINGTON

Temporary Stop Bar

P.L.

Temporary Striping

Construct Proposed Road Base

JON ZIOLKOWSKI

JANIS R. BLAKE

CHURCH

℄ DETOUR #5
CURVE DATA #2
PI = 6+69.98
D =114°35'29.6"
Δ = 40°56'04.5" Lt.
R = 50.00'
L = 35.72'
T = 18.66'
E = 3.37'

PT = STA. 6+87.04

POE = STA. 7+64.41

P.L.

Temporary Striping

Temporary Stop Bars and Signals

NAZARENE CHURCH PARSONAGE

State Highway 189

FARMINGTON

Crosswell Road Rte. 41

7+00

N56°14'51.49"W

Temporary Barrels (See Note 2)

JEFFREY A. TIBBETTS

No Left Turn Sign at Drive

Temporary Crosswalk (TYP.)

Temporary Paved Sidewalk

Temporary Pedestrian Barricade -ADA Compliant

PC = STA. 6+51.32

Temporary Striping

LIMITS OF WROUGHT PORTION

NEW SHARON

NEIL D. SAWYER
BRENDA A. SAWYER

P.L.

16' (Min.)
Maintain One Way Travel Lane

5' (Min.)
Sidewalk

DETOUR BRIDGE TRANSVERSE SECTION

SCALE: 1/4" = 1'-0"

PLAN

25 0 25 50

Scale of Feet

NOTES:

1. The intent of this drawing is to show a conceptual layout for the placement of the temporary detour features. Actual location for placement of the various features shall be determined by the Contractor and be in conformance with MaineDOT requirements.
2. Temporary barrels shall consolidate access during construction by facilitating an approximate 25' wide opening adjacent to the post office property.

ERDMAN ANTHONY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2229600

WIN 22296.00

BRIDGE NO. 2273

BRIDGE PLANS

PROJ. MANAGER	MICHAEL WIGHT	BY	DATE
DESIGN-DETAILED	MY-VEF.NB	R. PARKER	6/2021
CHECKED-REVIEWED	C. SICHAK	C. SICHAK	6/2021
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FARMINGTON FALLS BRIDGE
SANDY RIVER
CHESTERVILLE-FARMINGTON FRANKLIN COUNTY

DETOUR PLAN

SHEET NUMBER

74

OF 76

PLAN LEGEND

Town, County, State		New R/W Along Existing R/W		Sanitary Sewer		Traveled Way	
Approx. Property Lines	P.L.	Building	Clearing Limit Line	Telephone Line		Ditch	
Existing Right of Way		Trees Conifer	Deciduous	Electric Line		Catch Basin	
Limits of Wrought Portion	L.O.W.P.	Tree Line	Bush Line	Water Line		Manhole	
Control Of Access	C.O.A.	Water Edge		Underdrain Line		Sewer Manhole	
New Right of Way		Ledge	Rock/Boulder Flag Pole	Gas Line		Utility Pole	
New Easement		Fence CHAIN LINK	BARB WIRE STOCKADE	Guardrail		Fire Hydrant	
New Temporary Rights		Sign	Well WELL Mailbox	Culvert		Curbing	
New R/W Within Existing R/W							

Existing / Proposed

Cut Line C C C Fill Line F F F
Stonewall Retaining Wall
Baseline 10+00 11+00 12+00
Monument Traverse Point
Iron Rod Found IRF Pipe Found IPF
Replacement Pin Set

THIS PLAN WAS PREPARED IN CONNECTION WITH THE DEPARTMENT'S ACQUISITION OF REAL PROPERTY FOR TRANSPORTATION PURPOSES. IT CANNOT BE USED TO ESTABLISH LEGAL BOUNDARIES BETWEEN ABUTTING PROPERTY OWNERS.

25 0 25 50 75 100
Scale of Feet

STATE OF MAINE REGISTRY OF DEEDS

COUNTY _____
RECEIVED _____, _____
at ___h___m___M and
recorded in Plan Bk _____, Pg. _____
Attest: _____ REGISTER

STANDARD BOUNDARY SURVEY OF LAND OF
KATHERINE ANSTISS MORRILL
& CHARLES BARRETT MORRILL
BY ACME ENGINEERING & DESIGN, INC.
DATED JANUARY 1996, F.C.R.D. PLAN NO. 3148

GRID NORTH
US STATE PLANE NAD83(2011)
MAINE 2600 WEST ZONE
NAD83(2011)
COMBINED FACTOR 0.99991464

CL CONSTRUCTION #1
CURVE DATA #1
PI = 3+56.34
D = 27°17'01.3"
Δ = 70°28'54.3" Lt.
R = 210.00'
L = 258.33'
T = 148.36'
E = 47.12'

KATHERINE ANSTISS MORRILL
PARCEL NO. (1)
LAND TAKEN = 0.09± AC. (UPLAND)
LAND TAKEN = 0.04± AC. (SUBMERGED)
TOTAL LAND TAKEN = 0.13± AC.
SLOPE EASE. = 0.12± AC. (1)
DRAINAGE EASE. = (2)
TEMP. CONST. RIGHTS = 863± S.F. (1)
TEMP. ROAD RIGHTS = 0.29± AC. (1)
TOTAL AREA = 0.55± AC. (PER TOWN)
REM. AREA = 0.46± AC. (UPLAND ONLY)

SANDY RIVER

JOHN M. FARRINGTON
PARCEL NO. (5)
LAND TAKEN = 0.12± AC. (PER TOWN) (ENTIRE LOT)
BUILDINGS = (1)

JON ZIOLKOWSKI

D.O.T. FILE NO. 4-243
SHEET NO. 1, MARCH 2011

LUCY KNOWLES ROAD ROUTE 156
STATE AID HIGHWAY NO. 1
0+00 1+00 2+00 3+00 4+00 5+00
N53°59'33.1"E 124.39'
BEGIN B.L.

PC = STA. 0+07.97
PT = STA. 0+83.58
TOE OF SLOPE DITCH STA. 2+26± TO STA. 3+65± LT.
DRAINAGE OUTLET STA. 3+65± LT.
TEMP. CONST. LIMITS
TEMP. ROAD LIMITS
SLOPE EASE. LIMITS
OUTLET DRAINAGE STRUCTURE STA. 3+92± LT.
0.29± AC.
0.12± AC.
0.09± AC.
215.27
258.33
129.75
STA. 3+82.10 ROUTE 156
STA. 5+26.51 ROUTE 41

VIENNA ROAD
ROUTE 41
STATE HIGHWAY "189"

CL CONSTRUCTION #2
CURVE DATA #4
PI = 4+63.74
D = 27°01'34.7"
Δ = 35°04'00.2" Lt.
R = 212.00'
L = 129.75'
T = 66.98'
E = 10.33'

PC = STA. 3+96.76
PC = STA. 3+96.76
185'±
APT. BUILDING
DRAINAGE OUTLET STA. 2+08± RT.
248± S.F. TEMP. CONST. LIMITS
21± S.F.
EX. SLOPE EASE. LIMITS
EXISTING SLOPE EASEMENT ACQUIRED AS PART OF D.O.T. FILE NO.4-243, MARCH 2011

DANIEL S. WILLIAMS
CATHERINE WILLIAMS
ITEM NO. (3)
DRAINAGE EASE. = (1)
TEMP. CONST. RIGHTS = 248± S.F. (1)
TOTAL AREA = 1.00± AC. (PER TOWN)

N/F KATHERINE ANSTISS MORRILL

N/F FARMINGTON FALLS STANDARD WATER DISTRICT P.L.

EXISTING RIGHT OF WAY REFERENCES

CROSWELL ROAD
KENNEBEC COUNTY COMMISSIONERS RECORDS
VOLUME 5, PAGE 16, 1821, 4 RODS WIDE

VIENNA ROAD
KENNEBEC COUNTY COMMISSIONERS RECORDS
VOLUME 5, PAGE 341, 1826, 4 RODS WIDE

WEBBER ROAD
FRANKLIN COUNTY COMMISSIONERS RECORDS
VOLUME 1, PAGE 59, 1840, 4 RODS WIDE

LUCY KNOWLES ROAD
D.O.T.FILE NO. 4-243, SHEET 1, MARCH 2011

NOTE: PRESCRIPTIVE EASEMENT FOR HIGHWAY PURPOSES WITHIN LIMITS OF WROUGHT PORTION (L.O.W.P.)

CHESTERVILLE HILL ROAD

FARMINGTON FALLS STANDARD WATER DISTRICT
ITEM NO. (2)
DRAINAGE EASE. = (1)
TEMP. CONST. RIGHTS = 21± S.F. (1)
TOTAL AREA = 0.17± AC. (PER TOWN)

LIMITS OF WROUGHT PORTION
CROSS STREET

DANIEL S. WILLIAMS
CATHERINE WILLIAMS

LOT LINE

CL CONSTRUCTION #3
CURVE DATA #5
PI = 0+25.23
D = 61°36'30.1"
Δ = 30°21'05.8" Rt.
R = 93.00'
L = 49.27'
T = 25.23'
E = 3.36'

PT = STA. 0+49.27
BEGIN B.L.
2+00
TO VIENNA N48°26'33.6"W 196.76
344± S.F. TEMP. CONST. LIMITS
441± S.F. TEMP. CONST. LIMITS

DANIEL S. WILLIAMS
FLORENCE M. WILLIAMS
CATHERINE WILLIAMS
CHESTER J. WILLIAMS
PARCEL NO. (4)
LAND TAKEN = 344± S.F.
TEMP. CONST. RIGHTS = 441± S.F. (1)
TOTAL AREA = 1.5± AC. (PER TAX MAP)
REM. AREA = 1.49± AC.

FLORENCE M. WILLIAMS
CATHERINE WILLIAMS

SEE DIVISION OF PROPERTY FOR FLORENCE WILLIAMS DATED SEPTEMBER 3, 2014, NOT RECORDED

FARMINGTON FALLS BRIDGE
OVER
SANDY RIVER
BRIDGE NO. 2273 WIN 022296.00

GARAGE HOUSE 1.5 STORY BARN 1.5 STORY

ITEM	TECH	CHECKED
EXISTING CONDITION PLAN	PNS	PNS
FINAL RIGHT OF WAY	PNS	PNS
AREAS		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016 - 207-624-3460
FARMINGTON/CHESTERVILLE
RIGHT OF WAY MAP

REVISIONS NO.	DATE	DESCRIPTION	BY

PLAN FILED IN PLAN BOOK PAGE COUNTY RECORD

NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE

BRUCE A. VAN NOTE
COMMISSIONER
JOYCE NOEL TAYLOR
CHIEF ENGINEER
DATE

STATE HIGHWAY "189"
VIENNA ROAD ROUTE 41
CHESTERVILLE FRANKLIN COUNTY
FEDERAL AID PROJECT NO. 2229600

MARCH 2021	RIGHT-OF-WAY MAP	D.O.T. FILE NO. 4-284
SCALE 1" = 25'	SHEET 1 OF 2	

SHEET NUMBER
75
OF 76

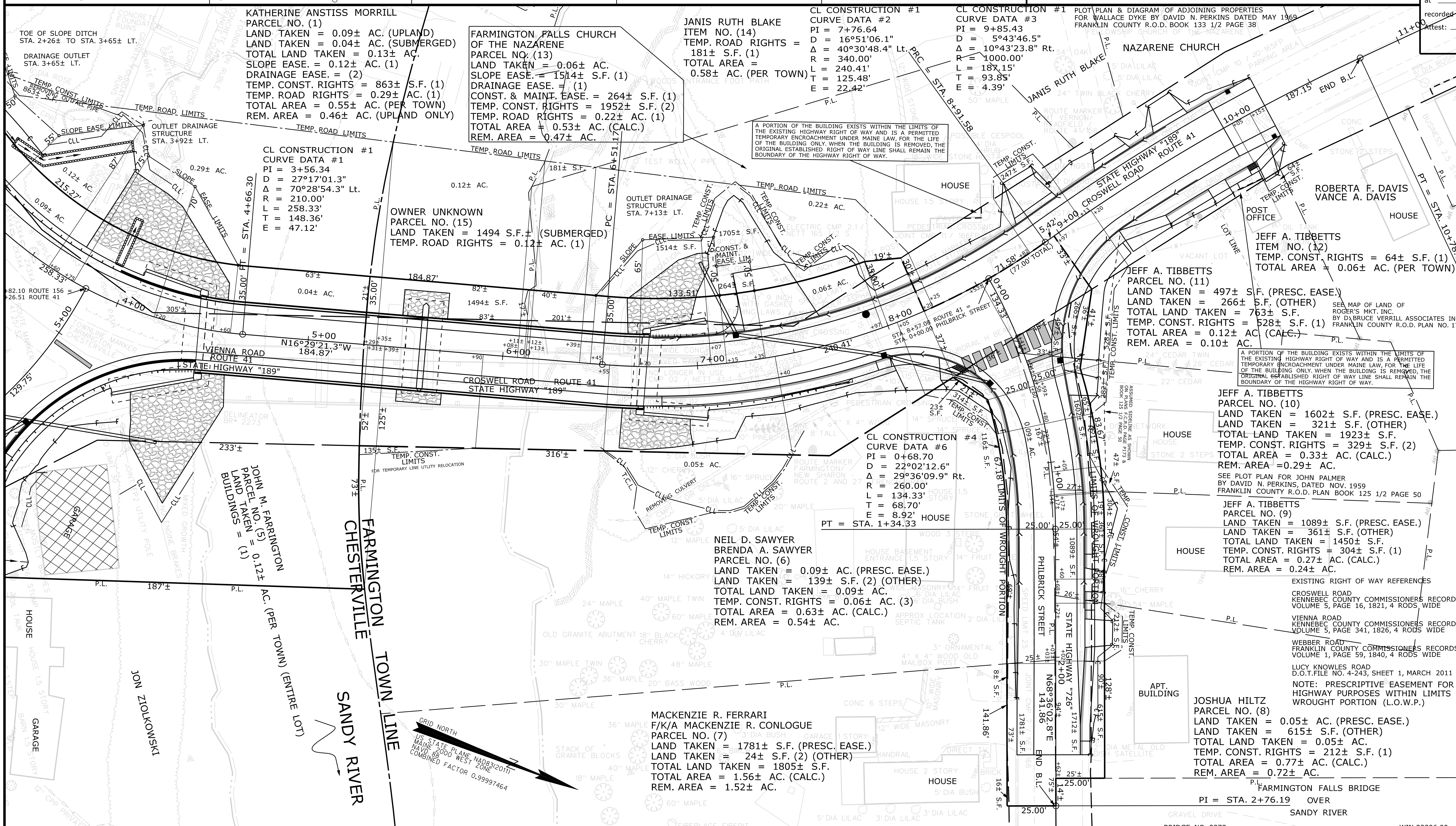
PLAN LEGEND

THIS PLAN WAS PREPARED IN CONNECTION WITH THE DEPARTMENT'S ACQUISITION OF REAL PROPERTY FOR TRANSPORTATION PURPOSES. IT CANNOT BE USED TO ESTABLISH LEGAL BOUNDARIES BETWEEN ABUTTING PROPERTY OWNERS.

25 0 25 50 75 100 Scale of Feet

STATE OF MAINE
REGISTRY OF DEEDS

COUNTY ______
RECEIVED ______ , ______
at ____h ____m ____M and
recorded in Plan Bk ____, Pg. ____
Attest: ______
REGISTER



KATHERINE ANSTISS MORRILL
PARCEL NO. (1)
LAND TAKEN = 0.09± AC. (UPLAND)
LAND TAKEN = 0.04± AC. (SUBMERGED)
TOTAL LAND TAKEN = 0.13± AC.
SLOPE EASE. = 0.12± AC. (1)
DRAINAGE EASE. = (2)
TEMP. CONST. RIGHTS = 863± S.F. (1)
TEMP. ROAD RIGHTS = 0.29± AC. (1)
TOTAL AREA = 0.55± AC. (PER TOWN)
REM. AREA = 0.46± AC. (UPLAND ONLY)
FARMINGTON FALLS CHURCH OF THE NAZARENE
PARCEL NO. (13)
LAND TAKEN = 0.06± AC.
SLOPE EASE. = 1514± S.F. (1)
DRAINAGE EASE. = (1)
CONST. & MAINT. EASE. = 264± S.F. (1)
TEMP. CONST. RIGHTS = 1952± S.F. (2)
TEMP. ROAD RIGHTS = 0.22± AC. (1)
TOTAL AREA = 0.53± AC. (CALC.)
REM. AREA = 0.47± AC.
JANIS RUTH BLAKE
ITEM NO. (14)
TEMP. ROAD RIGHTS = 181± S.F. (1)
TOTAL AREA = 0.58± AC. (PER TOWN)
CL CONSTRUCTION #1 CURVE DATA #2
PI = 7+76.64
D = 16°51'06.1"
Δ = 40°30'48.4" Lt.
R = 340.00'
L = 240.41'
T = 125.48'
E = 22.42'
CL CONSTRUCTION #1 CURVE DATA #3
PI = 9+85.43
D = 5°43'46.5"
Δ = 10°43'23.8" Rt.
R = 1000.00'
L = 187.15'
T = 93.85'
E = 4.39'
PLOT PLAN & DIAGRAM OF ADJOINING PROPERTIES FOR WALLACE DYKE BY DAVID N. PERKINS DATED MAY 1969 FRANKLIN COUNTY R.O.D. BOOK 133 1/2 PAGE 38
NAZARENE CHURCH
TOE OF SLOPE DITCH STA. 2+26± TO STA. 3+65± LT.
DRAINAGE OUTLET STA. 3+65± LT.
OUTLET DRAINAGE STRUCTURE STA. 3+92± LT.
CL CONSTRUCTION #1 CURVE DATA #1
PI = 3+56.34
D = 27°17'01.3"
Δ = 70°28'54.3" Lt.
R = 210.00'
L = 258.33'
T = 148.36'
E = 47.12'
A PORTION OF THE BUILDING EXISTS WITHIN THE LIMITS OF THE EXISTING HIGHWAY RIGHT OF WAY AND IS A PERMITTED TEMPORARY ENCROACHMENT UNDER MAINE LAW, FOR THE LIFE OF THE BUILDING ONLY. WHEN THE BUILDING IS REMOVED, THE ORIGINAL ESTABLISHED RIGHT OF WAY LINE SHALL REMAIN THE BOUNDARY OF THE HIGHWAY RIGHT OF WAY.
OWNER UNKNOWN
PARCEL NO. (15)
LAND TAKEN = 1494 S.F.± (SUBMERGED)
TEMP. ROAD RIGHTS = 0.12± AC. (1)
OUTLET DRAINAGE STRUCTURE STA. 7+13± LT.
ROBERTA F. DAVIS
VANCE A. DAVIS
POST OFFICE
JEFF A. TIBBETTS
ITEM NO. (12)
TEMP. CONST. RIGHTS = 64± S.F. (1)
TOTAL AREA = 0.06± AC. (PER TOWN)
JEFF A. TIBBETTS
PARCEL NO. (11)
LAND TAKEN = 497± S.F. (PRESC. EASE.)
LAND TAKEN = 266± S.F. (OTHER)
TOTAL LAND TAKEN = 763± S.F.
TEMP. CONST. RIGHTS = 528± S.F. (1)
TOTAL AREA = 0.12± AC. (CALC.)
REM. AREA = 0.10± AC.
SEE MAP OF LAND OF ROGER'S MKT. INC. BY D. BRUCE VERRILL ASSOCIATES INC. FRANKLIN COUNTY R.O.D. PLAN NO. 173
N16°29'21.3"W 184.87'
VIENNA ROAD ROUTE 41
STATE HIGHWAY "189"
CROSWELL ROAD ROUTE 41
STATE HIGHWAY "189"
JEFF A. TIBBETTS
PARCEL NO. (10)
LAND TAKEN = 1602± S.F. (PRESC. EASE.)
LAND TAKEN = 321± S.F. (OTHER)
TOTAL LAND TAKEN = 1923± S.F.
TEMP. CONST. RIGHTS = 329± S.F. (2)
TOTAL AREA = 0.33± AC. (CALC.)
REM. AREA = 0.29± AC.
SEE PLOT PLAN FOR JOHN PALMER BY DAVID N. PERKINS, DATED NOV. 1959 FRANKLIN COUNTY R.O.D. PLAN BOOK 125 1/2 PAGE 50
CL CONSTRUCTION #4 CURVE DATA #6
PI = 0+68.70
D = 22°02'12.6"
Δ = 29°36'09.9" Rt.
R = 260.00'
L = 134.33'
T = 68.70'
E = 8.92'
PT = STA. 1+34.33
JOHN M. FARRINGTON
PARCEL NO. (5)
LAND TAKEN = 0.12± AC. (PER TOWN) (ENTIRE LOT)
BUILDINGS = (1)
JEFF A. TIBBETTS
PARCEL NO. (9)
LAND TAKEN = 1089± S.F. (PRESC. EASE.)
LAND TAKEN = 361± S.F. (OTHER)
TOTAL LAND TAKEN = 1450± S.F.
TEMP. CONST. RIGHTS = 304± S.F. (1)
TOTAL AREA = 0.27± AC. (CALC.)
REM. AREA = 0.24± AC.
NEIL D. SAWYER
BRENDA A. SAWYER
PARCEL NO. (6)
LAND TAKEN = 0.09± AC. (PRESC. EASE.)
LAND TAKEN = 139± S.F. (2) (OTHER)
TOTAL LAND TAKEN = 0.09± AC.
TEMP. CONST. RIGHTS = 0.06± AC. (3)
TOTAL AREA = 0.63± AC. (CALC.)
REM. AREA = 0.54± AC.
FARMINGTON TOWN LINE
CHESTERVILLE
SANDY RIVER
JON ZIOLKOWSKI
GARAGE
HOUSE
PHILBRICK STREET
STATE HIGHWAY "726"
N68°36'02.8"E 141.86'
APT. BUILDING
MACKENZIE R. FERRARI
F/K/A MACKENZIE R. CONLOGUE
PARCEL NO. (7)
LAND TAKEN = 1781± S.F. (PRESC. EASE.)
LAND TAKEN = 24± S.F. (2) (OTHER)
TOTAL LAND TAKEN = 1805± S.F.
TOTAL AREA = 1.56± AC. (CALC.)
REM. AREA = 1.52± AC.
JOSHUA HILTZ
PARCEL NO. (8)
LAND TAKEN = 0.05± AC. (PRESC. EASE.)
LAND TAKEN = 615± S.F. (OTHER)
TOTAL LAND TAKEN = 0.05± AC.
TEMP. CONST. RIGHTS = 212± S.F. (1)
TOTAL AREA = 0.77± AC. (CALC.)
REM. AREA = 0.72± AC.
GRID NORTH
US STATE PLANE NAD83(2011) MAINE 2000 WEST ZONE COMBINED FACTOR 0.99997464
FARMINGTON FALLS BRIDGE
PI = STA. 2+76.19 OVER SANDY RIVER
BRIDGE NO. 2273
WIN 22296.00

EXISTING RIGHT OF WAY REFERENCES

CROSWELL ROAD
KENNEBEC COUNTY COMMISSIONERS RECORDS VOLUME 5, PAGE 16, 1821, 4 RODS WIDE

VIENNA ROAD
KENNEBEC COUNTY COMMISSIONERS RECORDS VOLUME 5, PAGE 341, 1826, 4 RODS WIDE

WEBBER ROAD
FRANKLIN COUNTY COMMISSIONERS RECORDS VOLUME 1, PAGE 59, 1840, 4 RODS WIDE

LUCY KNOWLES ROAD
D.O.T.FILE NO. 4-243, SHEET 1, MARCH 2011

NOTE: PRESCRIPTIVE EASEMENT FOR HIGHWAY PURPOSES WITHIN LIMITS OF WROUGHT PORTION (L.O.W.P.)

ITEM	TECH	CHECKED
EXISTING CONDITION PLAN	PNS	
FINAL RIGHT OF WAY	PNS	
AREAS		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016 - 207-624-3460
CHESTERVILLE/FARMINGTON
RIGHT OF WAY MAP

NO.	DATE	REVISIONS DESCRIPTION	BY

PLAN FILED IN PLAN BOOK ____ PAGE ____ COUNTY RECORD

NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE

BRUCE A. VAN NOTE
COMMISSIONER
JOYCE NOEL TAYLOR
CHIEF ENGINEER
DATE

STATE HIGHWAY "189"
VIENNA ROAD/CROSWELL ROAD ROUTE 41
CHESTERVILLE/FARMINGTON FRANKLIN COUNTY
FEDERAL AID PROJECT NO. 22296.00

MARCH 2021 | RIGHT-OF-WAY MAP | D.O.T.FILE NO. 4-284
SCALE 1" = 25' | SHEET 2 OF 2

SHEET NUMBER
76
OF 76

Filename: ...\00\ROW\MSTA\002_RWPLAN2.dgn Division: ROW Username: Perry.Silvernon Date:6/30/2021