STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

SPECIFICATIONS

Design: Load and Resistance Factor Design per AASHTO LRFD Bridge Design Specifications, Ninth Edition 2020.

DESIGN LOADING

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

TRAFFIC DATA

Current (2023) AADT	630
Future (2043) AADT	760
DHV - % of AADT	11%
Design Hour Volume	84
Heavy Trucks (% of AADT)	10%
Heavy Trucks (% of DHV)	13%
Directional Distribution (% of DHV)	51%
18 kip Equivalent P 2.0	26
18 kip Equivalent P 2.5	25
Design Speed (mph)	45

HYDROLOGIC DATA

Drainage Area	12.4 sq mi
Design Discharge (Q50)	1,444 cfs
Check Discharge (Q100)	1,683 cfs
Headwater Elevation (Q1.1)	526.34 ft
Headwater Elevation (Q10)	528.08 ft
Headwater Elevation (Q25)	528.40 ft
Headwater Elevation (Q50)	528.63 ft
Headwater Elevation (Q100)	528.88 ft
Discharge Velocity (Q1.1)	1.26 fps
Discharge Velocity (Q10)	3.36 fps
Discharge Velocity (Q25)	4.17 fps
Discharge Velocity (Q50)	4.82 fps
Discharge Velocity (Q100)	5.53 fps

MATERIALS

Concrete:

Precast	Class "P"
Curbs and Deck	Class "A1"
All Other	Class "A"

Reinforcing Steel:

Plain Reinforcing Steel	ASTM A615 / A 615M, Grade 60
Low-Carbon Chromium	ASTM A 1035, Type CS, Grade 100
Glass Fiber Reinforcing Polymer (GFRP)	ASTM D7957
Prestressing Strands	AASHTO M 203 (ASTM A416), Grade 270, Low Relaxation

BASIC DESIGN STRESSES

Concrete:

Class "A1"	f 'c = 4,000 psi
Class "A"	f 'c = 4,000 psi
Class "P"	f 'ci = 6,500 psi f 'c = 8,000 psi

Reinforcing:

Plain Reinforcing Steel	f y = 60,000 psi
Low-Carbon Chromium Reinforcing Steel	f y = 100,000 psi
Prestressing Strands	f μ = 270,000 psi
Glass Fiber Reinforced Polymer	
Minimum Tensile Strength	f fu = 100,000 psi
Minimum Elastic Modulus	E = 8,700,000 psi
Minimum Nominal Design Tensile Strain	e fu = 1.1%

VAN BUREN

AROOSTOOK COUNTY

ST. MARY'S BRIDGE
OVER

VIOLETTE BROOK

CASTONGUAY ROAD
FEDERAL AID PROJECT NO. 2608300
PROJECT LENGTH 0.05 mi.
BRIDGE NO: 5309

LIST OF DRAWINGS

UTILITIES

Consolidated Communications
Charter Communications
Van Buren Light & Power

MAINTENANCE OF TRAFFIC

Bridge will be closed to traffic during construction and traffic detoured.

PROJECT LOCATION	St. Mary's Bridge (#5309) in Van Buren carrying Castonguay Road over Violette Brook. Lat. 47°09'03.54" N Long. 67°58'07.56" W
OUTLINE OF WORK	Bridge Replacement with associated approach work.

HNTB

WIN 026083.00

2608300

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

APPROVED	DATE
ACTING COMMISSIONER:	12-22-25
CHIEF ENGINEER:	12-22-25

STATE OF MAINE * LICENSED PROFESSIONAL ENGINEER *
BRET R. GRENIER
No. 13989

SIGNATURE	P.E. NUMBER	DATE
	13989	11/26/25

PROJECT INFORMATION

		DATE
PROGRAM	BRIDGE	
PROJECT MANAGER	Michael Wight	
DESIGNER	BRET GRENIER, P.E.	
CONSULTANT	HNTB	
PROJECT RESIDENT		
CONTRACTOR		
PROJECT COMPLETION DATE		

VAN BUREN
ST. MARY'S BRIDGE

TITLE SHEET

SHEET NUMBER
1
OF 33

Date: 11/25/2025
Username: ctobin
Filename: Title.dgn

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
202.19	Removing Existing Bridge (60 CY)	1	LS
202.202	Removing Pavement Surface	380	SY
203.20	Common Excavation	2,060	CY
203.2318	Disposal of Special Waste	330	TON
203.25	Granular Borrow	370	CY
203.33	Special Fill - Streambed Material	110	CY
206.082	Structural Earth Excavation - Major Structures, Plan Quantity	520	CY
304.10	Aggregate Subbase Course - Gravel	890	CY
403.208	Hot Mix Asphalt, 12.5 mm	150	TON
403.209	Hot Mix Asphalt 9.5 mm (Sidewalks, Drives, Islands & Incidentals)	14	TON
403.213	Hot Mix Asphalt, 12.5 mm (Base and Intermediate Base course)	200	TON
409.15	Bituminous Tack Coat, Applied	65	GAL
501.231	Dynamic Loading Test	2	EA
501.50	Steel H-beam Piles 89 lb/ft, delivered	1,375	LF
501.501	Steel H-beam Piles 89 lb/ft, in place	1,375	LF
501.90	Pile Tips	10	EA
501.91	Pile Splices	30	EA
501.92	Pile Driving Equipment Mobilization	1	LS
502.219	Structural Concrete, Abutments and Retaining Walls (105 CY)	1	LS
502.261	Structural Concrete Roadway and Sidewalk Slab on Concrete Bridges (100 CY)	1	LS
502.291	Saw Cut Grooving - Longitudinal (2230 SF)	1	LS
502.31	Structural Concrete Approach Slab (22 CY)	1	LS
502.49	Structural Concrete Curbs and Sidewalks (7 CY)	1	LS
503.12	Reinforcing Steel, Fabricated and Delivered	17,500	LB
503.13	Reinforcing Steel, Placing	17,500	LB
503.19	Low-Carbon Chromium Reinforcement, Fabricated and Delivered	14,700	LB
503.20	Low-Carbon Chromium Reinforcement, Placing	14,700	LB
507.0821	Steel Bridge Railing, 3 Bar (151 LF)	1	LS
507.0822	Steel Approach Railing, 3-Bar	4	EA
511.07	Cofferdam: Abutment 1	1	LS
511.07	Cofferdam: Abutment 2	1	LS
512.081	French Drains (102 LF)	1	LS
515.21	Protective Coating for Concrete Surfaces (300 SY)	1	LS
526.301	Temporary Concrete Barrier, Type I (40 LF)	1	LS
530.30	GFRP, Reinforcement Bars, Fabricated and Delivered	16,300	LF
530.31	GFRP, Reinforcement Bars, Placing	16,300	LF
535.622	Prestressed Structural Concrete NEXT Beam (89 CY)	1	LS
603.199	24 inch Culvert Pipe Option III	56	LF
603.209	30 inch Culvert Pipe Option III	56	LF
606.1301	31" W-Beam Guardrail-Midway Splice - Single Faced	240	LF
606.1304	31" W-Beam Guardrail-Midway Splice, Over 15' Radius	88	LF
606.1305	31" W-Beam Guardrail-Midway Splice Flared Terminal	2	EA
606.1721	Bridge Transition - Type 1	4	EA
606.265	Terminal End - Single Rail - Galvanized Steel	2	EA
606.353	Reflectorized Flexible Guardrail Marker	7	EA
606.47	Single Wood Post	1	EA
610.08	Plain Riprap	750	CY
610.18	Stone Ditch Protection	10	CY
613.319	Erosion Control Blanket	340	SY
615.07	Loam	65	CY
618.13	Seeding Method Number 1	3	UNIT
618.14	Seeding Method Number 2	5	UNIT
619.12	Mulch	8	UNIT
619.14	Erosion Control Mix	130	CY
620.58	Erosion Control Geotextile	640	SY
627.733	4" White Or Yellow Painted Pavement Marking Line	1,170	LF
629.05	Hand Labor, Straight Time	40	HR
631.12	All Purpose Excavator (including operator)	40	HR
631.14	Grader (including operator)	40	HR
631.15	Roller, earth and base (including operator)	40	HR
631.172	Truck-large (including operator)	40	HR
639.19	Field Office, Type B	1	EA
652.312	Type III Barricades	6	EA
652.33	Drum	25	EA
652.34	Cone	25	EA
652.35	Construction Signs	350	SF
652.361	Maintenance of Traffic Control Devices	1	LS
652.38	Flaggers	600	HR
656.75	Temporary Soil Erosion and Pollution Control	1	LS
659.10	Mobilization	1	LS

GENERAL CONSTRUCTION NOTES:

1. For easements, construction limits, and right of way lines, refer to the 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. 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.

5. Do not excavate for Aggregate Subbase Course where existing material is suitable as determined by the Resident.

6. 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, and ditching, and compacting the existing subbase and layers of new subbase 6 inches or less thick will be made under appropriate equipment rentals.

7. All embankment material, except as otherwise shown, placed below EL. 528.26 shall be Granular Borrow meeting the requirements of Standard Specifications Subsection 703.19, Granular Borrow, for Material for Underwater Backfill.

8. Construct riprap shelf at EL. 526.91 at Abutment No. 1 and EL. 527.26 at Abutment No. 2.

9. Stones which cannot be rolled or compacted into the surface of the shoulder shall be removed by hand raking. Payment for hand raking will be considered incidental to Pay Item 304.10, Aggregate Subbase Course - Gravel.

10. Place loam 2 inches deep on all new or reconstructed sideslopes in non-residential areas. Place loam 4 inches deep on all new or reconstructed sideslopes in residential areas or as directed by the Resident.

11. Erosion Control Mix may be substituted in those areas normally receiving loam and seed as directed by the Resident. Placement shall be in accordance with Standard Specifications Section 619, Mulch. Payment will be made under Pay Item 619.14, Erosion Control Mix.

12. Place a 24 inch wide strip of Erosion Control Blanket on the sideslopes along the top of the riprap and behind the wingwalls.

13. A MASH compliant guardrail end treatment shall be installed concurrently with the placement of each section of beam guardrail.

14. Where it is apparent that runoff will cause continual erosion, 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. Payment will be made under the appropriate Contract items.

15. Protective Coating for Concrete Surfaces shall be applied to the following areas:

All exposed surfaces of concrete curbs,
Fascias down to the drip notch,
Concrete wearing surfaces,
Top of abutment backwalls and wingwalls, and
To one foot below the ground on vertical walls against earth.

16. Project information referred to below may be accessed at the following MaineDOT web address: http://www.maine.gov/dot/doing-business

17. 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.

18. Reports on hydrology and/or hydraulics applicable to the bridge site may be accessed at the MaineDOT web address. The reports are based on the Designer'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.

19. The project geotechnical report titled: Geotechnical Design Report for the Replacement of St. Mary's Bridge, Van Buren, Maine, Soils Report 2025-25, dated August 12, 2025, may be accessed at the MaineDOT web address.

20. 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.

21. 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 and Time.

22. The existing structural plate pipe culvert shall be removed and become property of the Contractor. The Contractor is responsible for the proper management and disposal in the process of demolishing the culvert.

HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2608300

WIN 026083.00

BRIDGE NO. 5309

BRIDGE PLANS

SIGNATURE

P.E. NUMBER

DATE

PROJ. MANAGER	Michael Wight		
DESIGN-DETAILED	C. Tobin	BY	C. Tobin
CHECKED-REVIEWED	C. Tobin	DATE	11/2025
DESIGN2-DETAILED2	L. Driscoll	BY	B. Grenier
DESIGN3-DETAILED3		DATE	11/2025
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

VAN BUREN
ST. MARY'S BRIDGE

ESTIMATED QUANTITIES
& GENERAL NOTES

SHEET NUMBER

2

OF 33

Date: 11/25/2025

Username: ctobin

Filename: Quantities_and_Notes.dgn

CURVE DATA #1
PI = 13+00.35
D = 03°34'51.55"
Δ = 05°47'55.12" (LT)
R = 1600.00'
L = 161.93'
T = 81.03'
E = 2.05'

CURVE DATA #2
PI = 16+11.49
D = 12°27'20.18"
Δ = 53°10'43.70" (LT)
R = 460.00'
L = 426.95'
T = 230.24'
E = 54.40'

CURVE DATA #3
PI = 18+70.27
D = 02°51'53.24"
Δ = 03°33'19.21" (LT)
R = 2000.00'
L = 124.10'
T = 62.07'
E = 0.96'

PC = 13+00.00
PCC = 13+81.25
PCC = 18+08.19
PT = 19+32.30
PC = 300+27.74
PT = 301+29.89

13+00
14+00
15+00
16+00
17+00
18+00
19+00
20+00
300+00
301+00
302+00

To Champlain Street
To U.S. Route 1
S59°46'29.59"E
S32°29'51.12"W
S43°22'31.17"W

℄ Brg. Abut. No. 1
Sta. 16+40.00
℄ Brg. Abut. No. 2
Sta. 17+12.05
72'-0"
(Measured Along Working Line)

Bridge Transition
Type I (Typ.)
Remove Existing
Guardrail (Typ.)
Gravel Shoulder
Working Line
CLL
1.75:1
2:1
3:1
4.5:1
3.5:1
Utility Pole to
Remain (Typ.)
31" W-Beam Guardrail
Mid-Way Splice (Typ.)
31" W-Beam Guardrail -
Mid-Way Splice Flared
Terminal (Typ.)
Add Guy Wire
(By Others)
Sawcut
Gravel
Shoulder
Temporary Utility
Pole (By Others)
56' x 24" Culvert
Pipe Opt. III
R=20'
R=35'
R=50'
℄ Castonguay Road
Sta. 18+28.29 Castonguay Road =
Sta. 300+00.00 St. Mary's Brook Road
Install 56' x 30"
Culvert Pipe Opt. III
CURVE DATA
PI = 300+78.91
D = 08°11'06.40"
Δ = 08°21'38.14" (RT)
R = 700.00'
L = 102.14'
T = 51.16'
E = 1.87'
Utility Pole
to Remain
Terminal End
(Typ.)
Temporary Utility
Pole (By Others)
Steel Approach
Railing, 3-Bar (Typ.)
10°0'0"
(Typ.)
Plain Riprap
(Typ.)
Remove Existing
Structural Plate Arch
Remove and
Reset Sign
Relocate Utility
Pole (By Others)
Remove &
Reset Sign
Violette Brook
Flow
Special Fill
℄ St. Mary's Brook Road

PLAN

25 0 25 50
Scale of Feet

HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2608300

WIN 026083.00

BRIDGE NO. 5309

BRIDGE PLANS

SIGNATURE

P.E. NUMBER

DATE

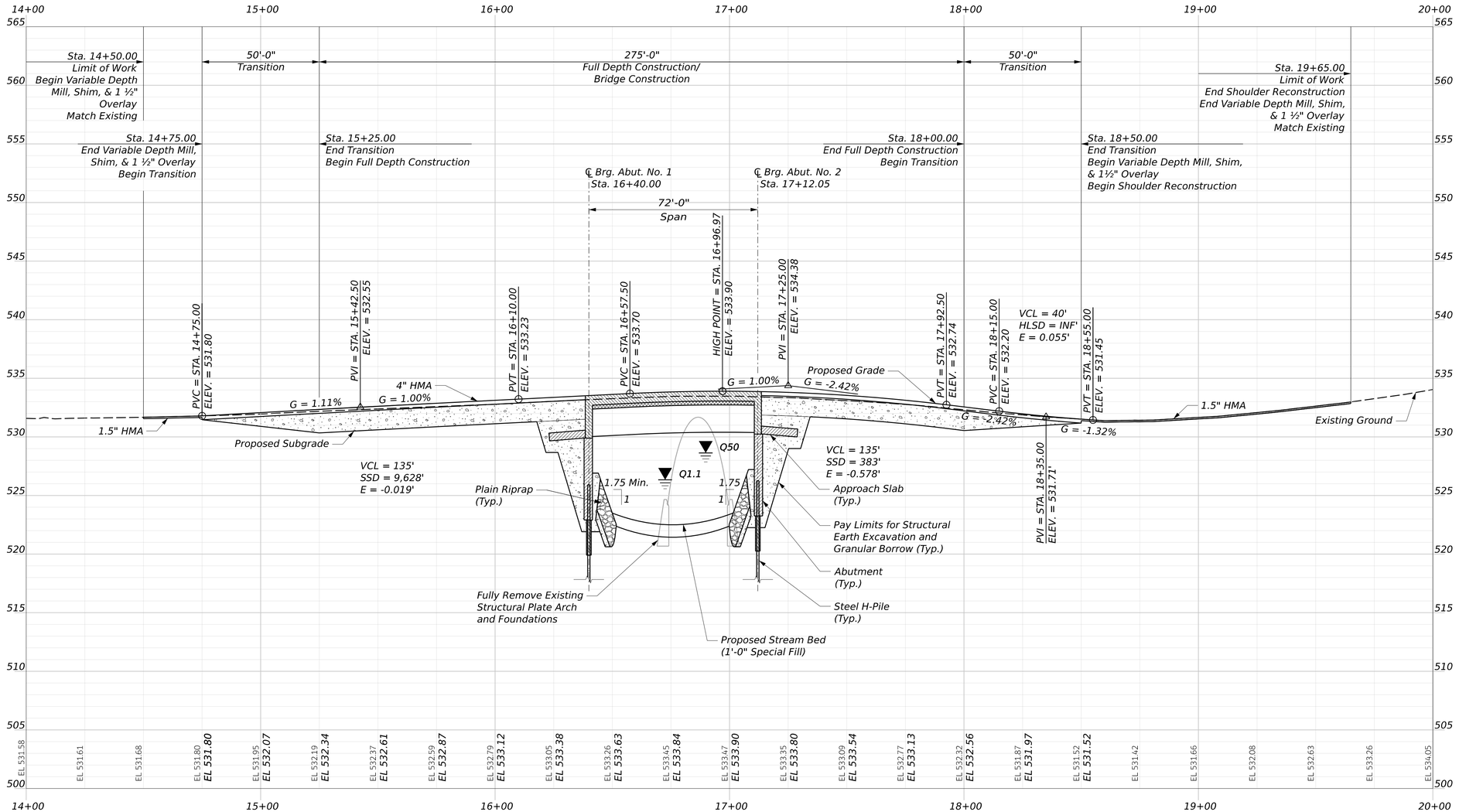
	Michael Wight	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	C. Tobin	C. Tobin	11/2025
CHECKED-REVIEWED	L. Driscoll	B. Grenier	11/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

VAN BUREN
ST. MARY'S BRIDGE

GENERAL PLAN

SHEET NUMBER
3
OF 33

Date: 11/25/2025
Username: ctobin
Filename: Plan_Castonguay Rd.dgn



PROFILE - Castonguay Road

Horiz. 25 0 25 50

Vert. 5 0 5 10

Scale of Feet

Date: 11/25/2025

Username: ctobin

Filename: Profile_Castonguay Rd.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2608300

WIN 026083.00

BRIDGE NO. 5309

BRIDGE PLANS

		BY	DATE
PROJ MANAGER	Michael Wight		
DESIGN-DETAILED	C. Tobin	C. Tobin	11/2025
CHECKED-REVIEWED	L. Dassoli	B. Grenier	11/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

VAN BUREN
ST. MARY'S BRIDGE

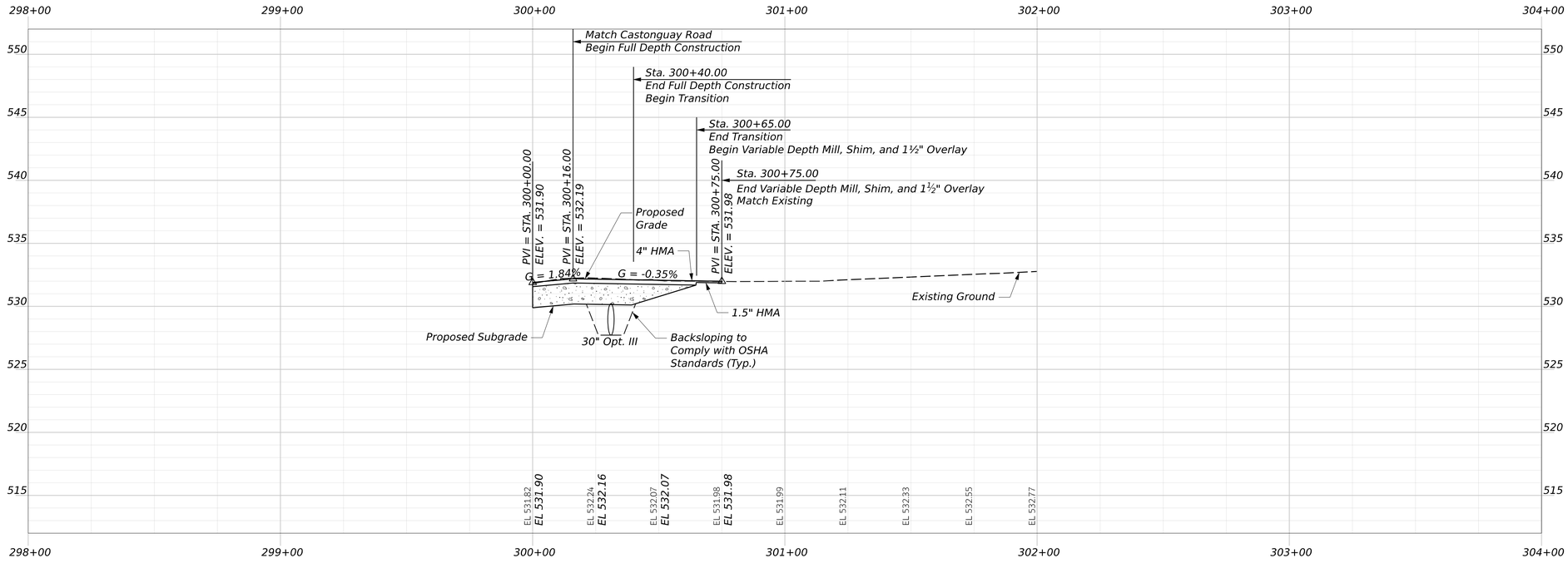
PROFILE I

SHEET NUMBER

4

OF 33

HNTB



PROFILE - St. Mary's Brook Road

Horiz. 25 0 25 50

Vert. 5 0 5 10

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2608300

WIN 026083.00

BRIDGE NO. 5309

BRIDGE PLANS

PROJ. MANAGER	Michael Wight	BY	DATE
DESIGN-DETAILED	C. Tobin	C. Tobin	11/2025
CHECKED-REVIEWED	L. Driscoll	B. Grenier	11/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

VAN BUREN
ST. MARY'S BRIDGE

PROFILE II

SHEET NUMBER

5

OF 33

HNTB

Date: 11/25/2025

Username: ctobin

Filename: Profile_St Marys Brook Rd.dgn

CURVE DATA
PI = 13+00.35
D = 03°34'51.55"
Δ = 05°47'55.12" (LT)
R = 1600.00'
L = 161.93'
T = 81.03'
E = 2.05'

CURVE DATA
PI = 16+11.49
D = 12°27'20.18"
Δ = 53°10'43.70" (LT)
R = 460.00'
L = 426.95'
T = 230.24'
E = 54.40'

CURVE DATA
PI = 18+70.27
D = 02°51'53.24"
Δ = 03°33'19.21" (LT)
R = 2000.00'
L = 124.10'
T = 62.07'
E = 0.96'

CURVE DATA
PI = 300+78.91
D = 08°11'06.40"
Δ = 08°21'38.14" (RT)
R = 700.00'
L = 102.14'
T = 51.16'
E = 1.87'

PCC = 13+81.25
PCC = 18+08.19
PT = 19+32.30
PC = 300+27.74
PT = 301+29.89

13+00
14+00
15+00
16+00
17+00
18+00
19+00
20+00
300+00
301+00
302+00

S59°46'29.59"E
S33°29'51.72"W
S43°22'31.17"W

℄ Brg. Abut. No. 1
Sta. 16+39.98
℄ Brg. Abut. No. 2
Sta. 17+12.05
72'-0"
(Measured Along Working Line)
Working Line
BB-VBVB-101
BB-VBVB-102
Skew (Typ.)
10°0'0"
Violette Brook
Plain Riprap (Typ.)
Remove Existing Structural Plate Arch

LEGEND
CASED WASH BORING

PLAN
25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2608300
WIN 26083.00
BRIDGE NO. 5309
BRIDGE PLANS

SIGNATURE
P.E. NUMBER
DATE

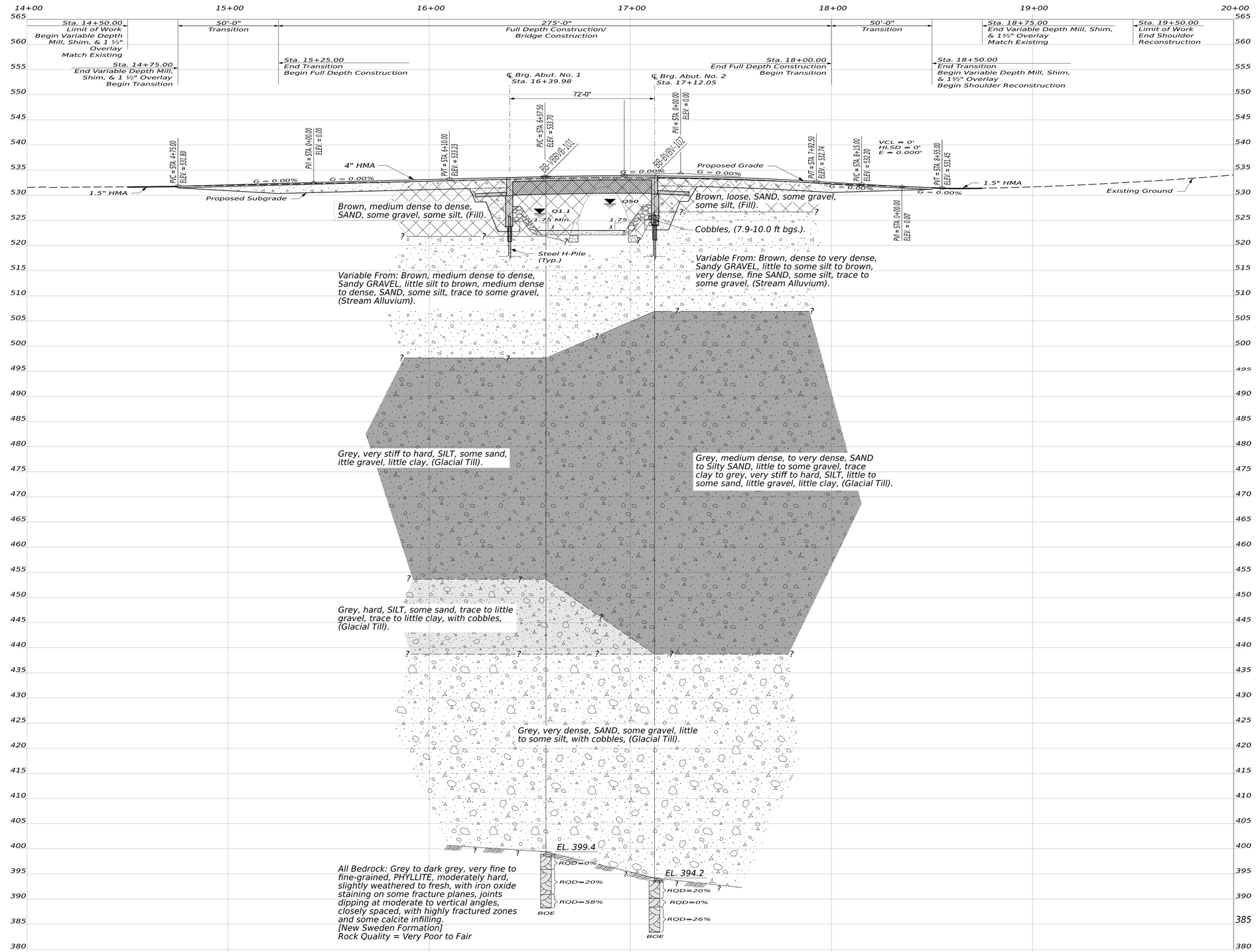
	BY	DATE
PROJ. MANAGER		
DESIGN-DETAILED		
CHECKED-REVIEWED	N.PUKAY	OCT 2025
DESIGN2-DETAILED2	T.WHITE	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

VAN BUREN
ST. MARY'S BRIDGE
BORING LOCATION PLAN

SHEET NUMBER
6
OF 33

Username: Nathan.P.Pukay Date: 10/29/2025

Filename: C:\Users\Nathan.P.Pukay\State of Maine\MaineDOT Work - 26083_00\GEOTECH\Boring_Location_Plan1.dgn



LEGEND

Weathered Bedrock, if applicable
Boring No.
Offset, if Known
Pavement Thickness, if applicable
Approximate Top of Bedrock
ROD= Rock Quality Designation of Bedrock Core Sample
BOE= Bottom of Exploration

NR = No Refusal
R = Refusal

PROFILE
HORIZ 25 0 25 50
VERT 10 0 10 20
SCALE

Notes: 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.

"Varying Amounts" term = Portion is 0 to 50 percent of total.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2608300

WIN 26083.00

BRIDGE NO. 5309

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER		
DESIGN-DETAILED		
CHECKED-REVIEWED		
DESIGN2-DETAILED2	N.PUKAY	OCT 2025
DESIGN3-DETAILED3	T.WHITE	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

VAN BUREN
ST. MARY'S BRIDGE

INTERPRETIVE SUBSURFACE PROFILE

SHEET NUMBER

7

OF 33

Username: Nathan.P.Pukay Date: 10/29/2025

Filename: C:\Users\Terry.White\State of Maine\MaineDOT Work - WIN\26083_00\GEOTECH\Geotech_ISP.dgn

Maine Department of Transportation

Soil/Rock Exploration Log

US CUSTOMARY UNITS

Project: St. Mary's Bridge #5309 carries Castonguay Road over Violette
Location: Van Buren, Maine

Boring No.: BB-VBVB-101

WIN: 26083.00

Driller:	MaineDOT	Elevation (ft.)	533.8	Auger ID/OD:	5" Solid Stem
Operator:	Daggett/Andrle	Datum:	NAVD88	Sampler:	Standard Split Spoon
Logged By:	N. Pukay/B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	140#/30"
Date Start/Finish:	11/13/23-11/29/23	Drilling Method:	Cased Wash Boring	Core Barrel:	NQ-2"
Boring Location:	16+58, 9.0 ft Rt.	Casing ID/OD:	NW(3.0"/3.5")	Water Level*:	9.5 ft bgs.
Hammer Efficiency Factor:	0.962	Hammer Type:	Automatic ☒	Hydraulic ☐	Rope & Cathead ☐

Definitions:
D = 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
WO1P = Weight of One Person
S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf)
$S_{u(lab)}$ = Lab Vane Undrained Shear Strength (psf)
q_p = 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

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0							SSA	533.6	3" HMA. 0.3	
5	1D	24/19	5.00 - 7.00	12/13/14/16	27	43			Brown, moist, dense, SAND, some gravel, some silt, (Fill).	G#380935 A-1-b, SM WC=5.6%
10	2D	24/16	10.00 - 12.00	3/7/12/16	19	30	8		Brown, wet, medium dense, SAND, some gravel, some silt, (Fill).	
11							49			
12							84	521.8	12.0	
13							72			
14							82			
15	3D	24/10	15.00 - 17.00	14/9/12/11	21	34	24		Brown, wet, dense, Sandy GRAVEL, little silt, (Stream Alluvium).	G#380936 A-1-b, GM WC=10.1%
16							26			
17							36			
18							42			
19							50			
20	4D	24/9	20.00 - 22.00	13/10/7/13	17	27	30		Similar to 3D, except medium dense.	
21							32			
22							55			
23							50			
24							42			
25	5D	24/4	25.00 - 27.00	10/7/7/7	14	22	26		Brown, wet, medium dense, Sandy GRAVEL, little silt, (Stream Alluvium).	
26							23			
27							46			
28							45			
29							44			
30	6D	24/10	30.00 - 32.00	9/9/14/18	23	37	29		Brown, wet, dense, SAND, some silt, some gravel, (Stream Alluvium).	
31							60			
32							76			
33							104			
34							117			
35	7D/A	24/12	35.00 - 37.00	10/10/7/20	17	27	42		7D (Top 6") Brown, wet, medium dense, fine SAND, some silt, trace gravel, (Stream Alluvium).	
36							75	497.8	36.0 — 7D/A (Bottom 6") Brown, wet, very stiff, SILT, some sand, little gravel, (Glacial Till).	
37							100			
38							93			
39							86			
40	8D	24/10	40.00 - 42.00	18/12/17/19	29	46	RC		Similar to 7D/A, except hard.	
45	9D	24/8	45.00 - 47.00	14/14/18/17	32	51	70		Grey, wet, hard, SILT, some sand, little gravel, little clay, (Glacial Till).	
46							71			
47							102			
48							102			
49							135			
50	10D	24/12	50.00 - 52.00	9/16/21/20	37	59	105		Similar to 9D.	
51							172			
52							214			
53							245			
54							OPEN HOLE			
55	11D	24/10	55.00 - 57.00	9/14/22/32	36	58			Grey, wet, hard, SILT, some sand, little gravel, little clay, (Glacial Till).	
60	12D	24/12	60.00 - 62.00	13/12/16/33	28	45			Grey, wet, hard, SILT, some sand, little gravel, little clay, (Glacial Till).	G#380937 A-4, SC-SM WC=10.0%
65	13D	24/2	65.00 - 67.00	13/14/15/18	29	46			Grey, wet, hard, SILT, some sand, little gravel, little clay, (Glacial Till).	
70	14D	24/8	70.00 - 72.00	15/10/13/12	23	37			Similar to 13D.	
75										

Remarks:

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Page 1 of 3

Boring No.: BB-VBVB-101

Maine Department of Transportation
Soil/Rock Exploration Log
US CUSTOMARY UNITS
Project: St. Mary's Bridge #5309 carries Castonguay Road over Violette
Location: Van Buren, Maine
Boring No.: BB-VBVB-101
WIN: 26083.00

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
75	15D	24/8	75.00 - 77.00	9/9/9/15	18	29			Grey, wet, very stiff, SILT, some sand, little gravel, little clay, (Glacial Till).	
80	16D	24/8	80.00 - 82.00	13/27/26/24	53	85		453.8	80.0 — Grey, wet, hard, SILT, some sand, little clay, little gravel, (Glacial Till).	
82									Cobble at 82.2 ft bgs.	
85	17D	24/12	85.00 - 87.00	37/39/51/59	90	144			Grey, wet, hard, SILT, some sand, trace gravel, (Glacial Till).	G#380938 A-4, ML WC=11.7%
89									Cobble at 89.5 ft bgs.	
90	18D	14.4/8	90.00 - 91.20	32/56/50(2.4")	---				Similar to 17D.	
91							NQ-2		Cored from 91.2-94.9 ft bgs. through cobbles and glacial till.	
95	19D	12/6	95.00 - 96.00	48/86	---		OPEN HOLE	438.9	94.9 — Grey-brown, wet, very dense, SAND, some silt, some gravel, (Glacial Till).	
97									Occasional Cobble.	
100	20D	12/6	100.00 - 101.00	55/76	---				Grey-brown, wet, very dense, SAND, some gravel, little silt, (Glacial Till).	
105	21D	2.4/1	105.00 - 105.20	50(2.4")	---				Similar to 20D.	
110	22D	3/1	110.00 - 110.25	70(3")	---				Grey-brown, wet, very dense, SAND, some gravel, little silt, (Glacial Till).	
115	23D	6/4	115.70 - 116.20	59	---				Grey-brown, wet, very dense, SAND, some silt, some gravel, (Glacial Till).	
125	24D	4.8/4	125.00 - 125.40	92(4.8")	---				Similar to 23D. Artisan water pressure at 125 ft bgs.	G#380939 A-2-4, SM WC=9.3%
130	25D	4.8/4.8	130.00 - 130.40	75(4.8")	---				Grey-brown, wet, very dense, SAND, some silt, some gravel, (Glacial Till).	
134	R1	36/24	134.90 - 137.90	RQD = 0%			NQ-2	399.4	134.4 — Top of Bedrock at Elev. 399.4 ft. Roller Coned ahead to 134.9 ft bgs. R1: Bedrock: Grey to dark grey, very fine to fine-grained, PHYLLITE, moderately hard, slightly weathered with iron oxide stained joint faces, near vertical foliation paralleling bedding, highly fractured. [New Sweden Formation] Rock Quality = Very Poor R1: Core times (min:sec) 134.9-135.9 ft (2:45) 135.9-136.9 ft (5:16) 136.9-137.9 ft (5:31) Core Blocked 67% Recovery	
138	R2	60/59	137.90 - 142.90	RQD = 20%					R2: Bedrock: Grey to dark grey, very fine to fine-grained, PHYLLITE, moderately hard, slightly weathered joint faces, near vertical foliation paralleling bedding, highly fractured, with bands of calcite infilling, then grey to dark grey, very fine to fine-grained, PHYLLITE, moderately hard, fresh, near vertical foliation paralleling bedding, steeply dipping joints, closely spaced. [New Sweden Formation] Rock Quality = Very Poor R2: Core Times (min:sec) 137.9-138.9 ft (3:03) 138.9-139.9 ft (4:21) 139.9-140.9 ft (3:51) 140.9-141.9 ft (6:20) 141.9-142.9 ft (7:04) 98% Recovery	
143	R3	36/36	142.90 - 145.90	RQD = 58%					R3: Bedrock: Grey to dark grey, very fine to fine-grained, PHYLLITE, moderately hard, fresh, near vertical foliation paralleling bedding, calcite infused lenses trending across foliation, steeply dipping joints, closely spaced.	
146								387.9		
150										

Remarks:

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 2 of 3

Boring No.: BB-VBVB-101

Depth (ft.)	Visual Description and Remarks
150	[New Sweden Formation] Rock Quality = Fair R3: Core Times (min:sec) 142.9-143.9 ft (2:45) 143.9-144.9 ft (2:59) 144.9-145.9 ft (3:24) 100% Recovery
	145.9 — Bottom of Exploration at 145.9 feet below ground surface.
155	
160	
165	
170	
175	

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.
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Page 3 of 3

Boring No.: BB-VBVB-101

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2608300

BRIDGE NO. 5309 WIN 26083.00 BRIDGE PLANS

	BY	DATE
PROJ. MANAGER		
DESIGN-DETAILED		
CHECKED-REVIEWED		
DESIGN2-DETAILED2	N.PUKAY	
DESIGN3-DETAILED3	T.WHITE	OCT 2025
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

VAN BUREN
ST. MARY'S BRIDGE
BORING LOGS

SHEET NUMBER 8 OF 33

Username: Nathan.P.Pukay Date: 10/29/2025

Filename: C:\Users\Nathan.P.Pukay\State of Maine\MaineDOT Work - 26083_00\GEOTECH\Boring_Log_Plan1.dgn

Maine Department of Transportation

Soil/Rock Exploration Log

US CUSTOMARY UNITS

Project: St. Mary's Bridge #5309 carries Castonguay Road over Violette
Location: Van Buren, Maine

Boring No.: BB-VBVB-102
WIN: 26083.00

Driller:	MaineDOT	Elevation (ft.)	533.9	Auger ID/OD:	5" Solid Stem
Operator:	Daggett/Andrle	Datum:	NAVD88	Sampler:	Standard Split Spoon
Logged By:	N. Pukay/B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	140#/30"
Date Start/Finish:	6/24/2024, 7/2/2024	Drilling Method:	Cased Wash Boring	Core Barrel:	NQ-2"
Boring Location:	17+12, 7.0 ft Lt.	Casing ID/OD:	HW(4/4.5"), NW(3/3.5")	Water Level*:	8.5 ft bgs.
Hammer Efficiency Factor:	0.962	Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions:
D = 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
WO1P = Weight of One Person
S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf)
$S_{u(lab)}$ = Lab Vane Undrained Shear Strength (psf)
q_p = 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

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N60	Casing Blows	Elevation (ft.)	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0							SSA	533.5	5" HMA. (0.4)	
5	1D	20.4/11	5.00 - 6.70	5/3/3/50(2.4")	6	10			Brown, moist, loose, SAND, some gravel, some silt, (Fill).	
								526.9	Cobble at 6.7 ft bgs. (7.0)	
									Multiple cobbles from 7.9-10.0 ft bgs.	
10	2D	24/2	10.00 - 12.00	27/18/20/34	38	61	RC		Brown, wet, very dense, Sandy GRAVEL, some silt, (Stream Alluvium). Set in HW casing at 10.0 ft bgs.	
15	3D	24/8	15.00 - 17.00	11/13/14/19	27	43	87		Brown, wet, dense, Sandy GRAVEL little silt, (Stream Alluvium).	
							86			
							104			
							88			
							84			
20	4D	24/6	20.00 - 22.00	13/13/18/16	31	50	34		Brown, wet, dense, Sandy GRAVEL, some silt, (Stream Alluvium).	
							81			
							80			
							84			
							140			
25	5D	24/11	25.00 - 27.00	11/14/20/25	34	55	41		Brown, wet, very dense, fine SAND, some silt, (Stream Alluvium).	
							137	506.9	(27.0)	
							240			
							201			
							209			
30	6D	24/8	30.00 - 32.00	13/15/16/15	31	50	OPEN HOLE		Grey wet, dense, Silty SAND, some gravel, (Glacial Till).	
35	7D	24/7	35.00 - 37.00	10/20/21/20	41	66			Grey, wet, very dense, SAND, some gravel, some silt, (Glacial Till).	
40										
45	MD	3.6/0	45.00 - 45.30	70(3.6")	---				Similar to 7D in wash water.	
50										
55	8D	24/1	55.00 - 57.00	7/7/10/13	17	27			Grey, wet, medium dense, SAND, some silt, little gravel, (Glacial Till).	
60										
65	9D	24/13	65.00 - 67.00	7/10/13/19	23	37			Grey, wet, hard, SILT, some sand, little gravel, little clay, (Glacial Till).	
70										
75										

Remarks:

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 3

Boring No.: BB-VBVB-102

Maine Department of Transportation
Soil/Rock Exploration Log
US CUSTOMARY UNITS
Project: St. Mary's Bridge #5309 carries Castonguay Road over Violette
Location: Van Buren, Maine
Boring No.: BB-VBVB-102
WIN: 26083.00
Driller: MaineDOT | Elevation (ft.) 533.9 | Auger ID/OD: 5" Solid Stem
Operator: Daggett/Andrle | Datum: NAVD88 | Sampler: Standard Split Spoon
Logged By: N. Pukay/B. Wilder | Rig Type: CME 45C | Hammer Wt./Fall: 140#/30"
Date Start/Finish: 6/24/2024, 7/2/2024 | Drilling Method: Cased Wash Boring | Core Barrel: NQ-2"
Boring Location: 17+12, 7.0 ft Lt. | Casing ID/OD: HW(4/4.5"), NW(3/3.5") | Water Level*: 8.5 ft bgs.
Hammer Efficiency Factor: 0.962 | Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N60	Casing Blows	Elevation (ft.)	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
75	10D	24/11	75.00 - 77.00	7/7/10/12	17	27			Grey, wet, very stiff, SILT, little clay, little sand, (Glacial Till). Set NW casing at 75.0 ft bgs.	
80										
85	11D	24/8	85.00 - 87.00	4/7/8/10	15	24			Grey, wet, medium dense, Silty, fine SAND, trace clay, (Glacial Till).	
90										
95	12D	24/11	95.00 - 97.00	23/24/25/26	49	79		438.9	(95.0) Grey, wet, very dense, Silty SAND, little gravel, (Glacial Till).	
100									Drilling slowed significantly at approximately 100 ft bgs. 700-1000 psi down pressure required to advance hole. Occasional cobble.	
105	13D	10.8/5	105.00 - 105.90	37/64(4.8")	---				Grey, wet, very dense, SAND, some silt, some gravel, (Glacial Till).	
110										
115	14D	12/7	115.00 - 116.00	33/70	---				Similar to 13D. Occasional cobble.	
120										
125									Artisan water pressure at 125.0 ft bgs. Occasional cobble.	
130										
135										
140	R1	43.2/43.2	140.20 - 143.80	RQD = 20%			NQ-2	394.2	(139.7) Top of Bedrock at Elev. 394.2 ft. Roller coned ahead to 140.2 ft bgs. R1: Bedrock: Grey to dark grey, very fine to fine-grained, PHYLLITE, moderately hard, slightly weathered joint faces, joints dipping at steep to vertical angles, closely spaced, with fractured zones. [New Sweden Formation] Rock Quality = Very Poor R1: Core Times: (min:sec) 140.2-141.2 ft (4:14) 141.2-142.2 ft (5:59) 142.2-143.2 ft (5:04) 143.2-143.8 ft (7:33) core blocked 100% Recovery	
	R2	20.4/17	143.80 - 145.50	RQD = 0%					R2: Bedrock: Grey to dark grey, very fine to fine-grained, PHYLLITE, moderately hard, slightly weathered, highly fractured. [New Sweden Formation] Rock Quality = Very Poor R2: Core Times (min:sec) 143.8-144.2 ft (1:48) 144.2-145.2 ft (3:11) 145.2-145.5 ft (5:27) core blocked	
145	R3	60/60	145.50 - 150.50	RQD = 26%						
150										

Remarks:

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Page 2 of 3

Boring No.: BB-VBVB-102

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N60	Casing Blows	Elevation (ft.)	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
150								383.4	83% Recovery	
									R3: Bedrock: Grey to dark grey, very fine to fine-grained, PHYLLITE, moderately hard, slightly weathered joint faces, joints dipping at steep to moderate angles, closely spaced. [New Sweden Formation] Rock Quality = Poor R3: Core Times (min:sec) 145.5-146.5 ft (3:19) 146.5-147.5 ft (2:52) 147.5-148.5 ft (3:02) 148.5-149.5 ft (2:41) 149.5-150.5 ft (3:43) 100% Recovery (150.5)	
									Bottom of Exploration at 150.5 feet below ground surface.	
155										
160										
165										
170										
175										

Remarks:

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 3 of 3

Boring No.: BB-VBVB-102

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2608300

WIN 26083.00

BRIDGE PLANS

BRIDGE NO. 5309

SIGNATURE

P.E. NUMBER

DATE

	BY	DATE
PROJ. MANAGER		
DESIGN-DETAILED		
CHECKED-REVIEWED		
DESIGN2-DETAILED2	N.PUKAY	
DESIGN3-DETAILED3	T.WHITE	OCT 2025
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

VAN BUREN
ST. MARY'S BRIDGE
BORING LOGS

SHEET NUMBER

9

OF 33

Username: Nathan.P.Pukay Date: 10/29/2025

Filename: C:\Users\Nathan.P.Pukay\State of Maine\MaineDOT Work - 26083_00\GEOTECH\Boring_Log_Plan2.dgn

Castonguay Road Cross Slope Table				
Left Shoulder	Left Travel Lane	Station	Right Travel Lane	Right Shoulder
Match Existing		14+65	Match Existing	
-9.9%	-9.9%	14+75	2.0%	2.0%
-9.9%	-9.9%	15+00	3.0%	3.0%
-9.9%	-9.9%	15+25	4.0%	4.0%
-8.9%	-8.9%	15+50	5.0%	5.0%
-8.0%	-8.0%	15+75	6.0%	6.0%
-7.0%	-7.0%	16+00	6.0%	6.0%
-6.0%	-6.0%	16+25	6.0%	6.0%
-6.0%	-6.0%	17+25	6.0%	6.0%
-6.0%	-6.0%	17+50	4.8%	4.8%
-6.0%	-6.0%	17+75	3.7%	3.7%
-6.0%	-6.0%	18+00	2.5%	2.5%
-6.0%	-6.0%	18+25	1.9%	1.9%
-5.4%	-5.4%	18+50	0.8%	-4.0%
Match Existing		18+60	Match Existing	

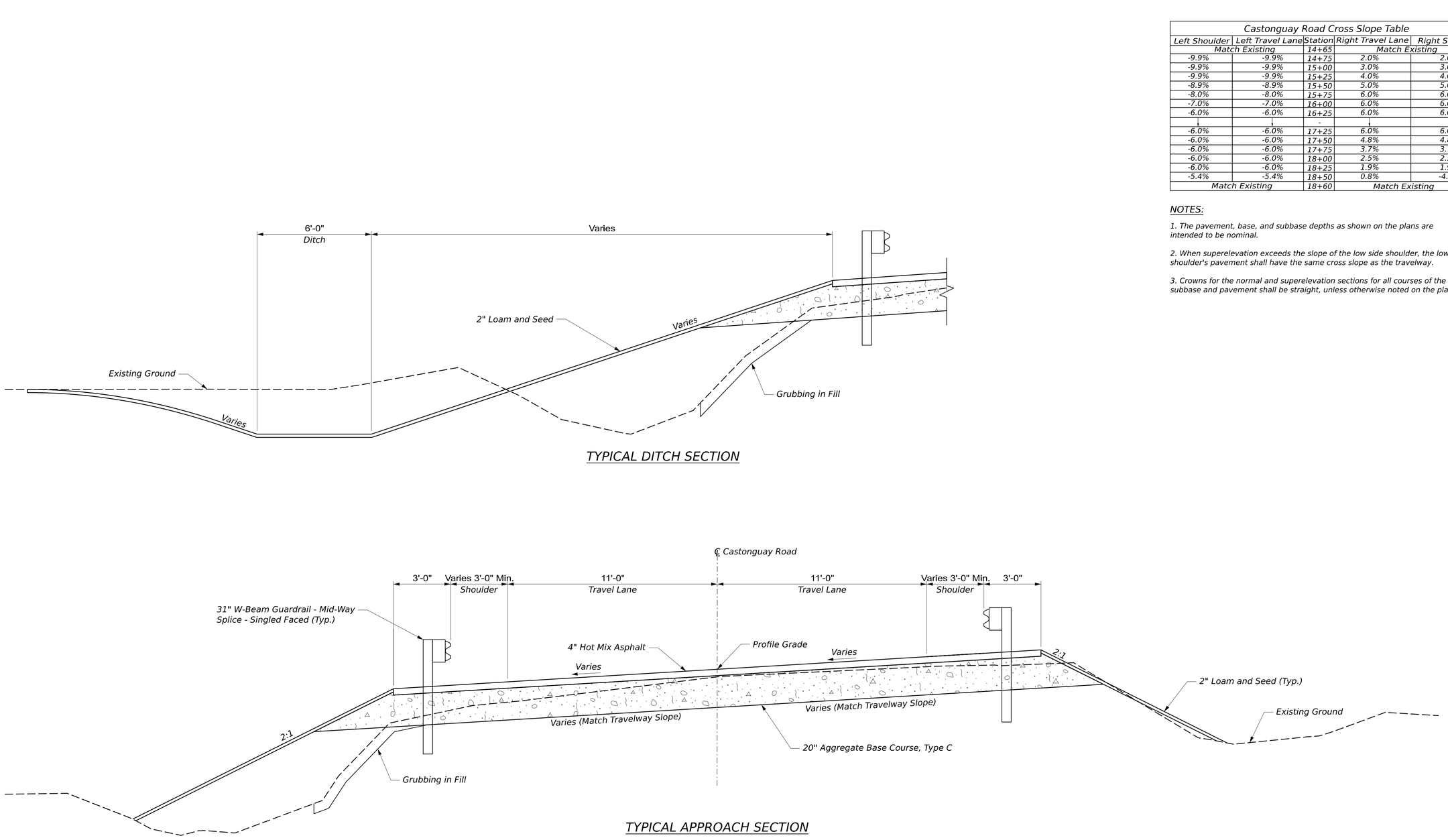
NOTES:

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's pavement shall have the same cross slope as the travelway.

3. Crowns for the normal and superelevation sections for all courses of the subbase and pavement shall be straight, unless otherwise noted on the plans.

TYPICAL DITCH SECTION



TYPICAL APPROACH SECTION

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2608300

WIN 026083.00

BRIDGE NO. 5309

BRIDGE PLANS

SIGNATURE

P.E. NUMBER

DATE

PROJ. MANAGER	Michael Wight		
DESIGN-DETAILED	C. Tobin	BY:	DATE:
CHECKED-REVIEWED	C. Tobin	C. Tobin	11/2025
DESIGN1-DETAILED2	L. Dieuait	B. Grenier	11/2025
DESIGN1-DETAILED2			
DESIGN1-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

VAN BUREN
ST. MARY'S BRIDGE

TYPICAL SECTIONS

SHEET NUMBER

10

OF 33

HNTB

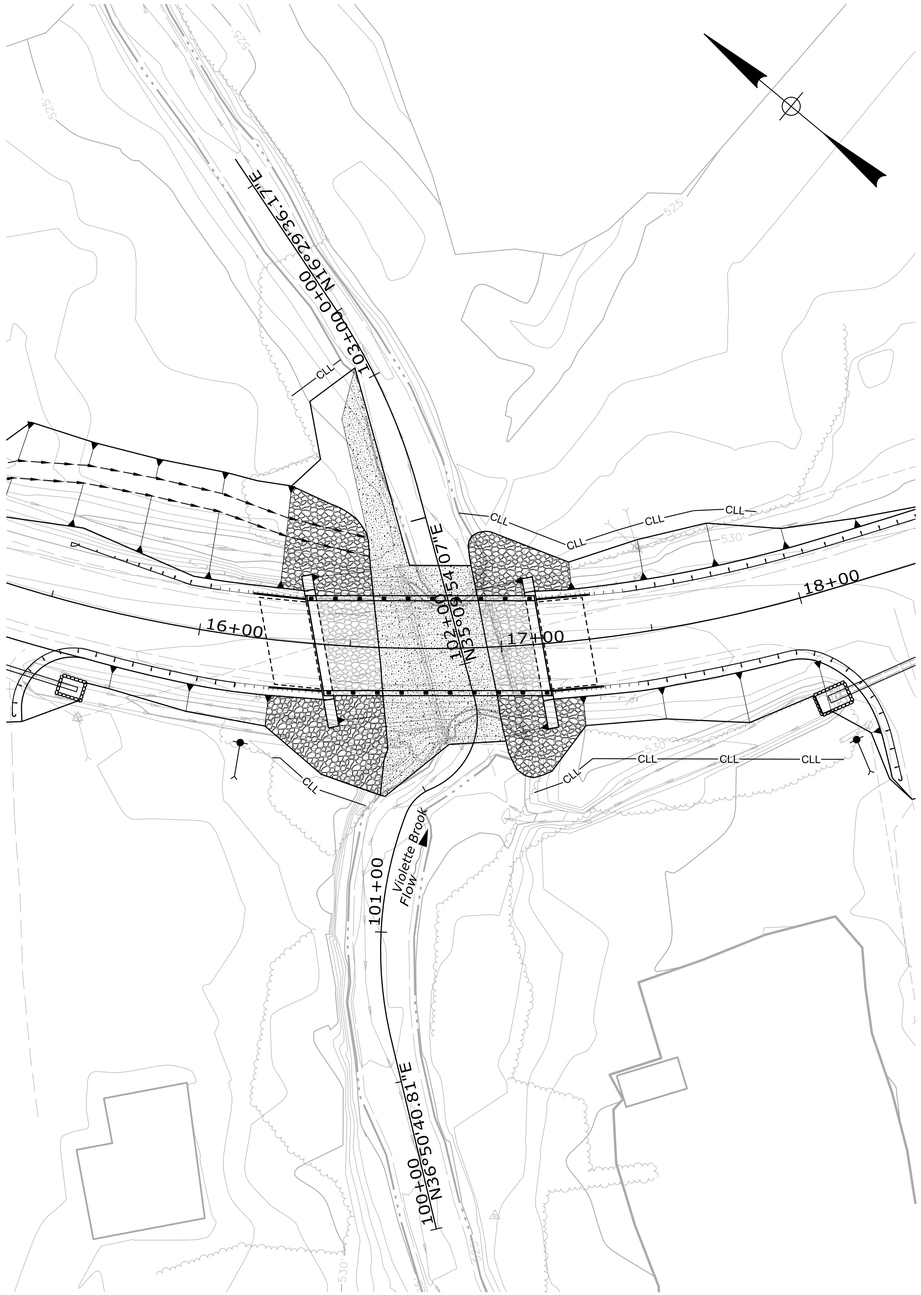
Date: 11/25/2025

Username: ctobin

Filename: Typical.dgn

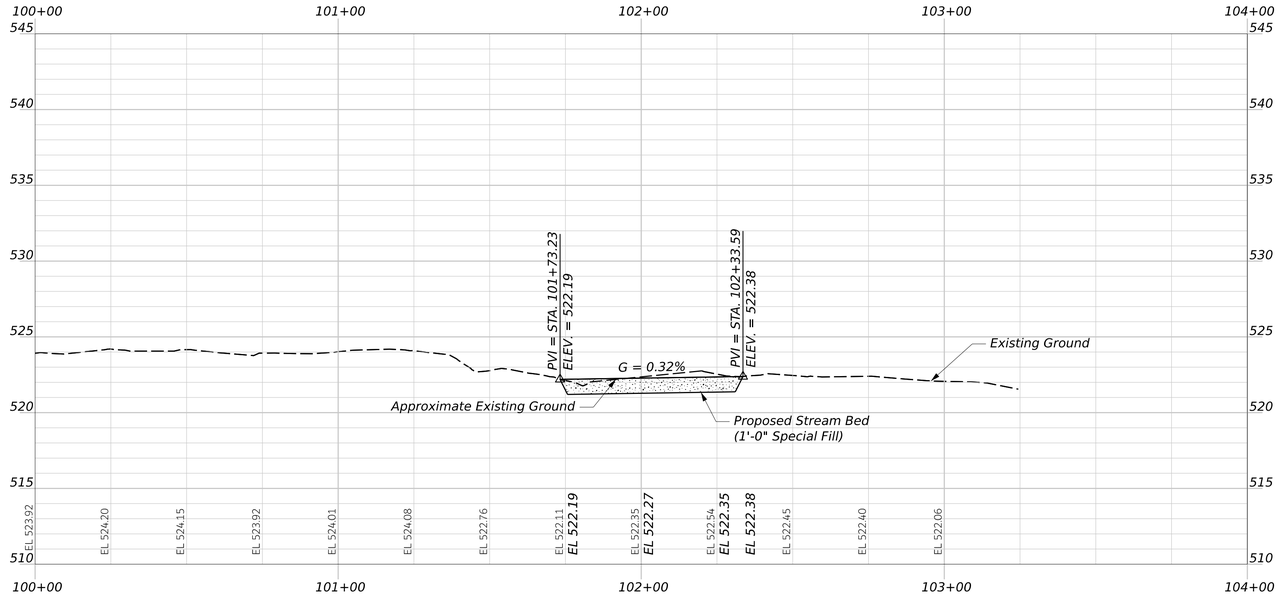
NOTES:

1. Do not excavate for Special Fill where existing streambed is suitable as determined by the Resident.



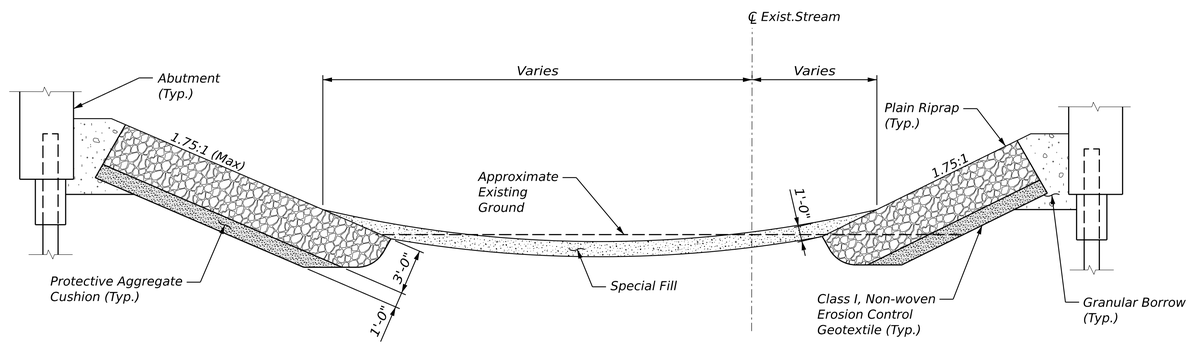
PLAN

25 0 25 50
Scale of Feet



STREAM PROFILE

Horiz. 25 0 25 50
Vert. 5 0 5 10
Scale of Feet



TYPICAL STREAM SECTION

(Perpendicular to Stream Centerline)

N.T.S.

HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2608300

WIN 026083.00

BRIDGE NO. 5309

BRIDGE PLANS

PROJ. MANAGER	Michael Wight		
DESIGNED-DETAILED	C. Tobin	BY	C. Tobin
CHECKED-REVIEWED	L. Driscoll	DATE	11/2025
DESIGNED-DETAILED2		BY	B. Grenier
DESIGNED-DETAILED3		DATE	11/2025
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

AROOSTOOK
CASTONGUAY ROAD

CHANNEL PROFILE &
TYPICAL SECTION

SHEET NUMBER

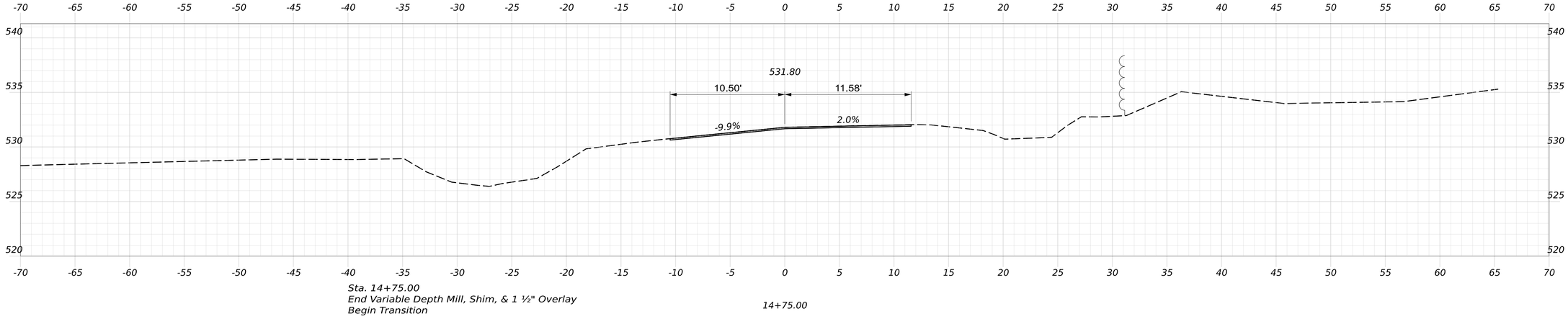
11

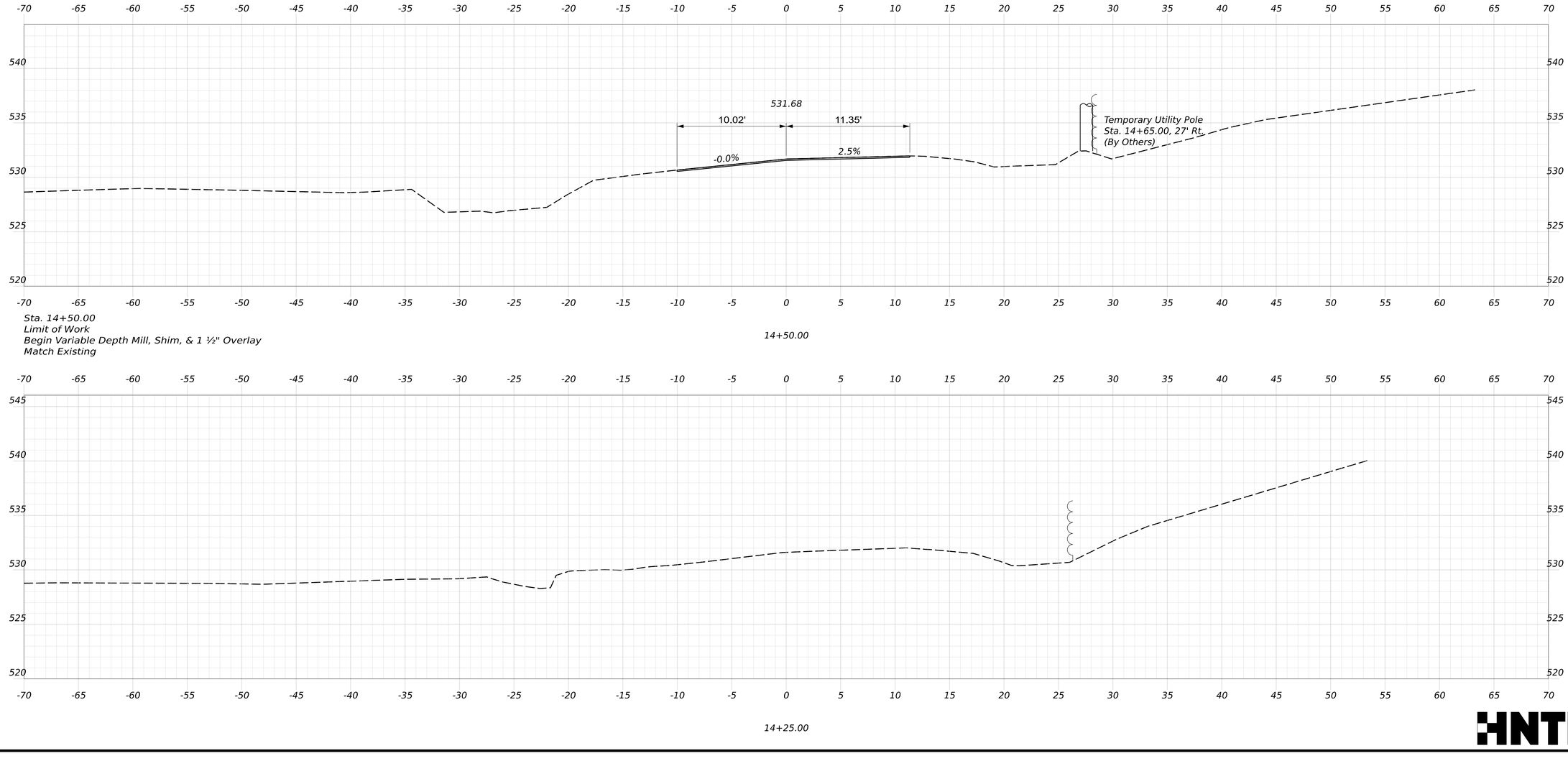
OF 33

Date: 11/26/2025

Username: ctobin

Filename: Profile_Stream.dgn





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2608300

WIN 026083.00

BRIDGE NO. 5309

BRIDGE PLANS

SIGNATURE

P.E. NUMBER

DATE

	BY	DATE
PROJ MANAGER	Michael Wight	
DESIGN-DETAILED	C. Tobin	11/2025
CHECKED-REVIEWED	C. Tobin	11/2025
DESIGN2-DETAILED2	L. Driscoll	
DESIGN3-DETAILED3	B. Grenier	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

VAN BUREN
ST. MARY'S BRIDGE

CASTONGUAY ROAD
CROSS SECTIONS

SHEET NUMBER

12

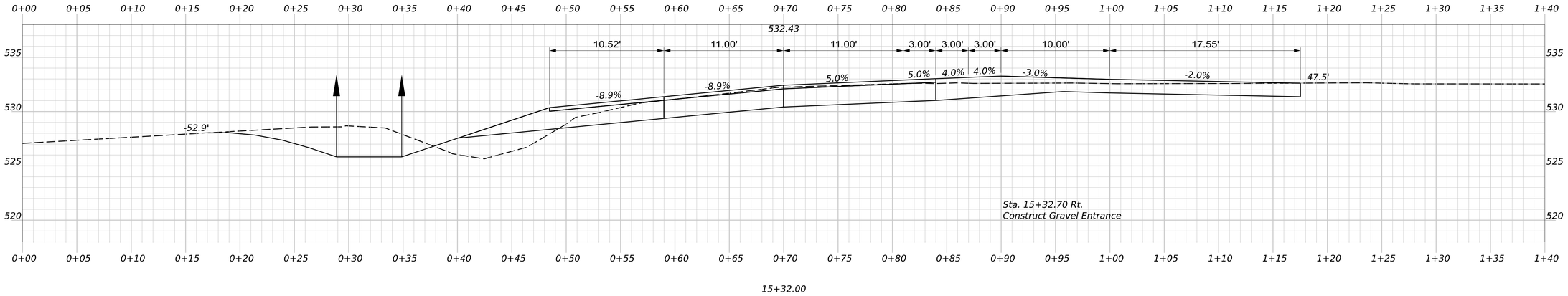
OF 33

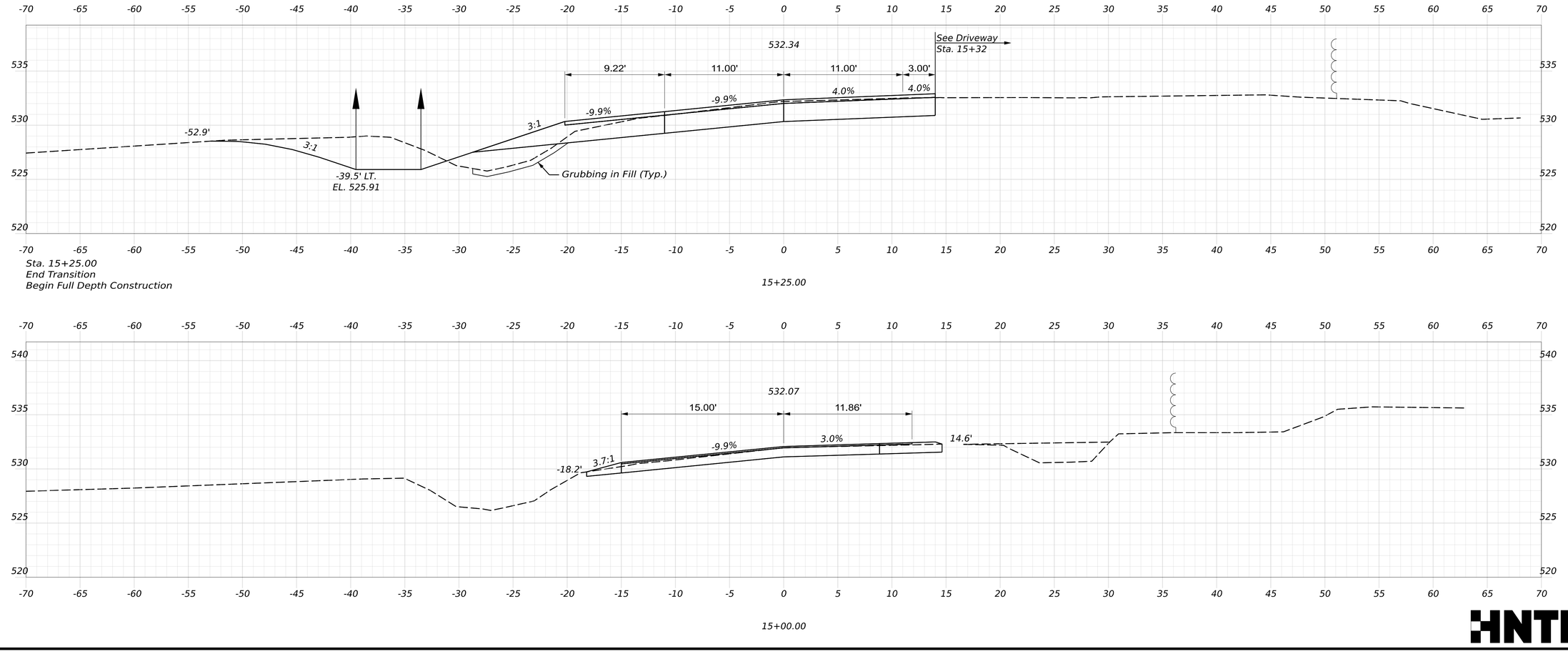
HNTB

Date: 11/25/2025

Username: ctobin

Filename: Cross_Sections_Castonguay Rd.dgn





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2608300

WIN 026083.00

BRIDGE PLANS

BRIDGE NO. 5309

SIGNATURE

P.E. NUMBER

DATE

PROJ. MANAGER	Michael Wight	
DESIGN-DETAILED	C. Tobin	11/2025
CHECKED-REVIEWED	L. Driscoll	
DESIGN2-DETAILED2	B. Grenier	11/2025
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

VAN BUREN
ST. MARY'S BRIDGE
CASTONGUAY ROAD
CROSS SECTIONS

SHEET NUMBER

13

OF 33

HNTB

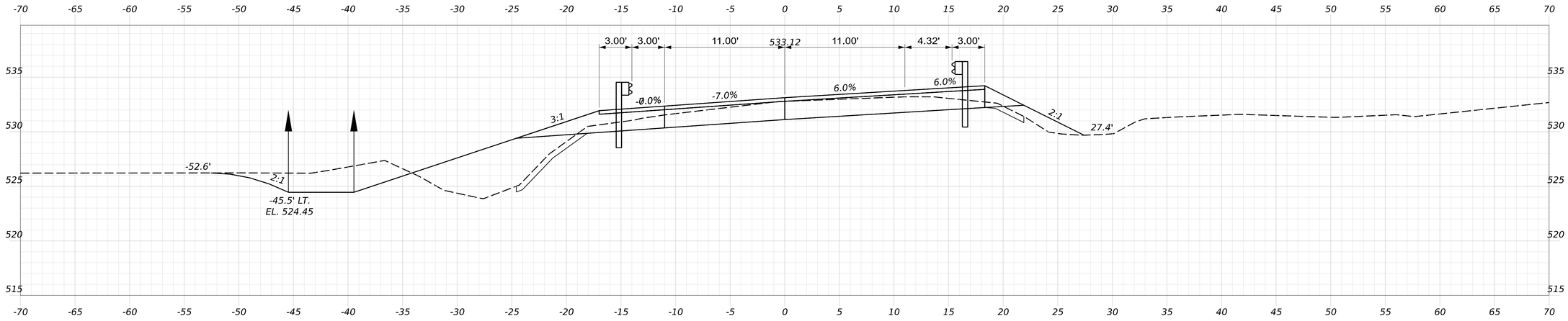
Date: 11/25/2025

Username: ctobin

Filename: Cross_Sections_Castonguay Rd.dgn

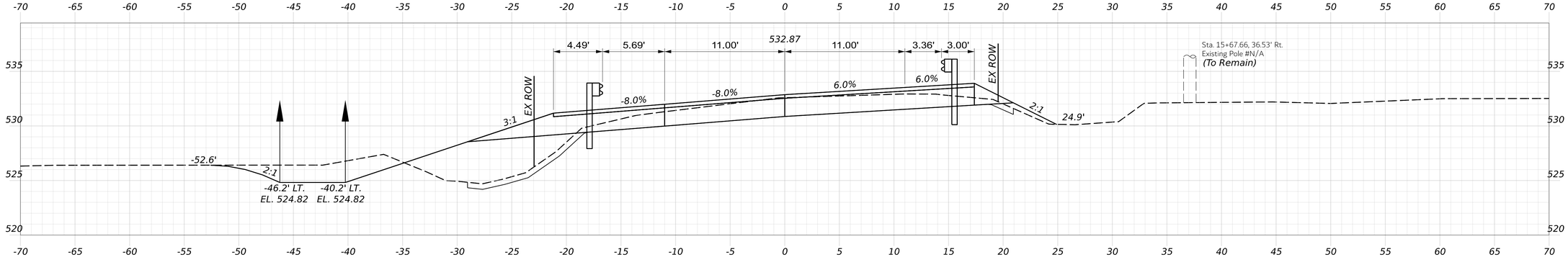
Sta. 16+04.67, 14.00' Lt. to Sta. 16+25.80, 14.23' Lt.
Install Bridge Transition Type I

Sta. 16+14.16, 15.57' Rt. to Sta. 16+32.29, 15.22' Rt.
Install Bridge Transition Type I



16+00.00

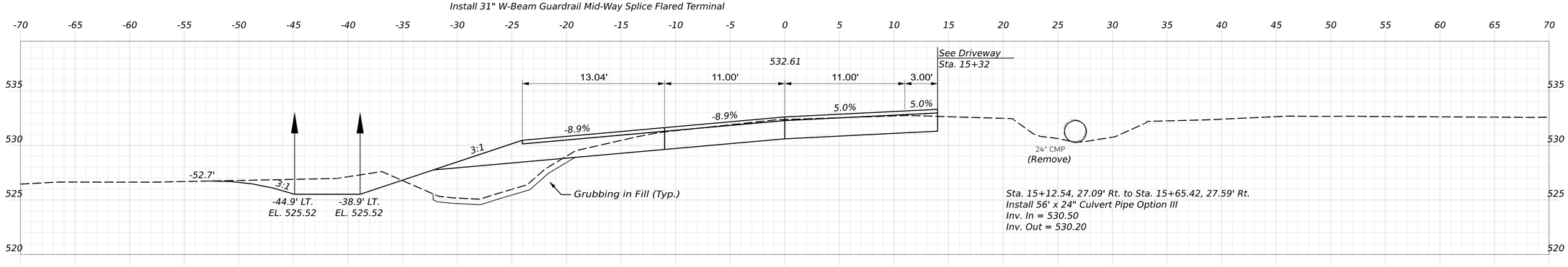
Sta. 15+95.00, 14.00' Lt. to Sta. 16+04.67, 14.00' Lt.
Install 31" W-Beam Guardrail - Mid-Way Splice (L=12.5')



15+75.00

Sta. 15+65.77, 14.00' Rt. to Sta. 16+14.16, 15.57' Rt.
Install 31" W-Beam Guardrail - Mid-Way Splice (L=50 LF)

Sta. 15+54.22, 18.56' Lt. to Sta. 15+95.00, 14.00' Lt.
Install 31" W-Beam Guardrail Mid-Way Splice Flared Terminal



Sta. 15+12.54, 27.09' Rt. to Sta. 15+65.42, 27.59' Rt.
Install 56' x 24" Culvert Pipe Option III
Inv. In = 530.50
Inv. Out = 530.20

15+50.00

Sta. 15+48.03, 40.21' Rt. to Sta. 15+65.77, 14.00' Rt.
Install 31" W-Beam Guardrail - Mid-Way Splice, 20' Radius (L=37.5 LF) w/ Terminal End

HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2608300

WIN 026083.00

BRIDGE PLANS

BRIDGE NO. 5309

SIGNATURE

P.E. NUMBER

DATE

PROJ MANAGER	Michael Wight
DESIGN-DETAILED	C. Tobin
CHECKED-REVIEWED	L. Driscoll
DESIGN2-DETAILED2	
DESIGN3-DETAILED3	
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

BY	DATE
C. Tobin	11/2025
B. Grenier	11/2025

VAN BUREN
ST. MARY'S BRIDGE
CASTONGUAY ROAD
CROSS SECTIONS

SHEET NUMBER

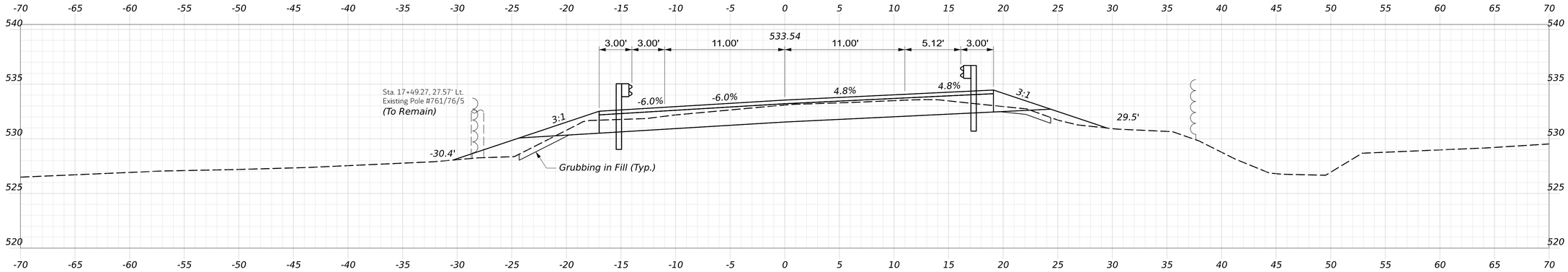
14

OF 33

Date: 11/25/2025

Username: ctobin

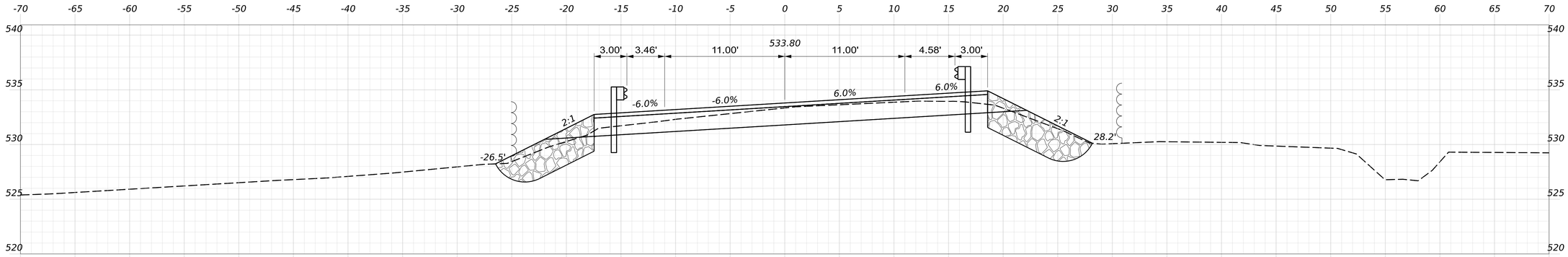
Filename: Cross_Sections_Castonguay Rd.dgn



Sta. 17+42.00, 14.00' Lt to Sta. 18+53.71, 14.00' Lt.
Install 31" W-Beam Guardrail - Mid-Way Splice (L=112.5 LF)

17+50.00

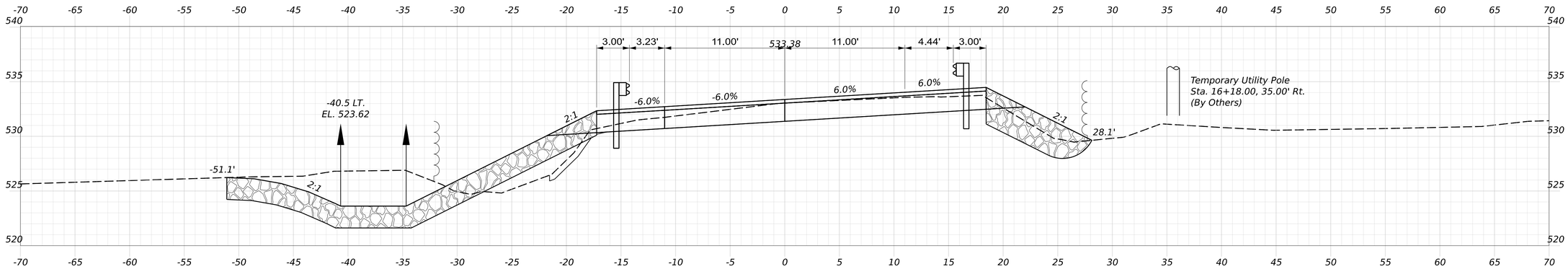
Sta. 17+43.24, 16.14' Rt to Sta. 17+91.56, 16.00' Rt.
Install 31" W-Beam Guardrail - Mid-Way Splice (L=50 LF)



Sta. 17+20.87, 14.51' Lt. to Sta. 17+42.00, 14.00' Lt.
Install Bridge Transition Type I

17+25.00

Sta. 17+23.45, 15.56' Rt to Sta. 17+43.24, 16.14' Rt.
Install Bridge Transition Type I



16+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2608300

WIN 026083.00

BRIDGE NO. 5309

BRIDGE PLANS

SIGNATURE

P.E. NUMBER

DATE

PROJ MANAGER	Michael Wight	
DESIGN-DETAILED	C. Tobin	11/2025
CHECKED-REVIEWED	L. Driscoll	B. Grenier 11/2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

VAN BUREN
ST. MARY'S BRIDGE
CASTONGUAY ROAD
CROSS SECTIONS

SHEET NUMBER

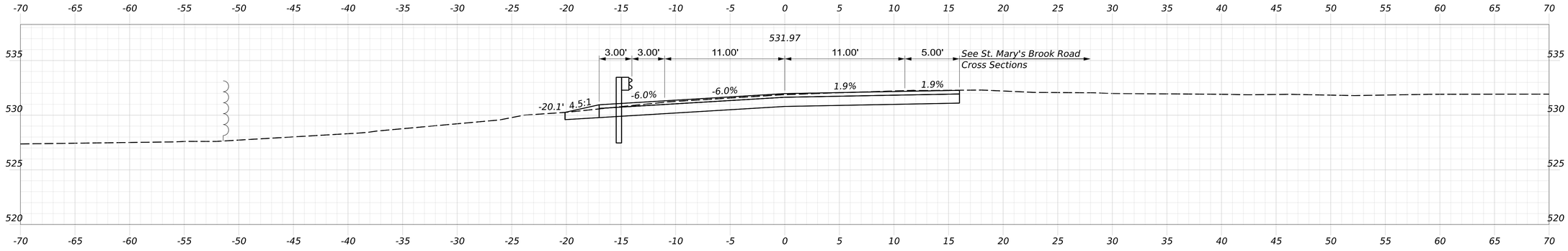
15

OF 33

Date: 11/25/2025

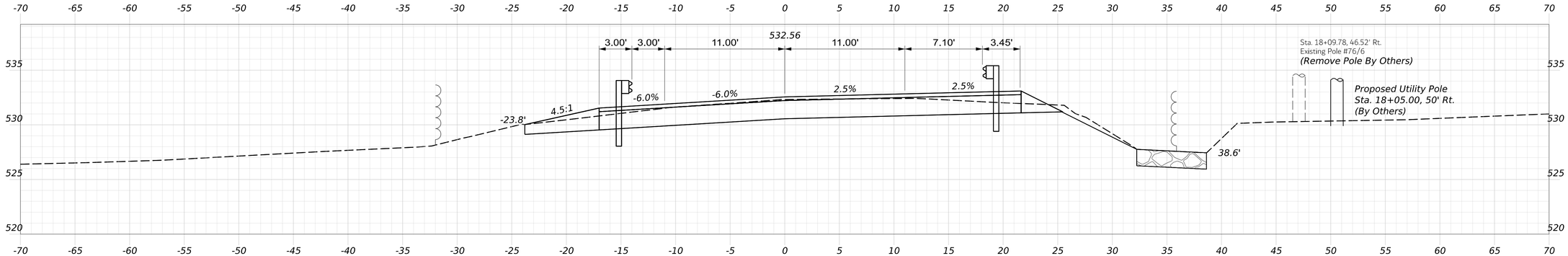
Username: ctobin

Filename: Cross_Sections_Castonguay Rd.dgn



Sta. 18+02.78, 19.92' Rt. to Sta. 18+15.25, 40.73' Rt.
Install 31" W-Beam Guardrail Mid-Way Splice, 35' Radius (L=25 LF)

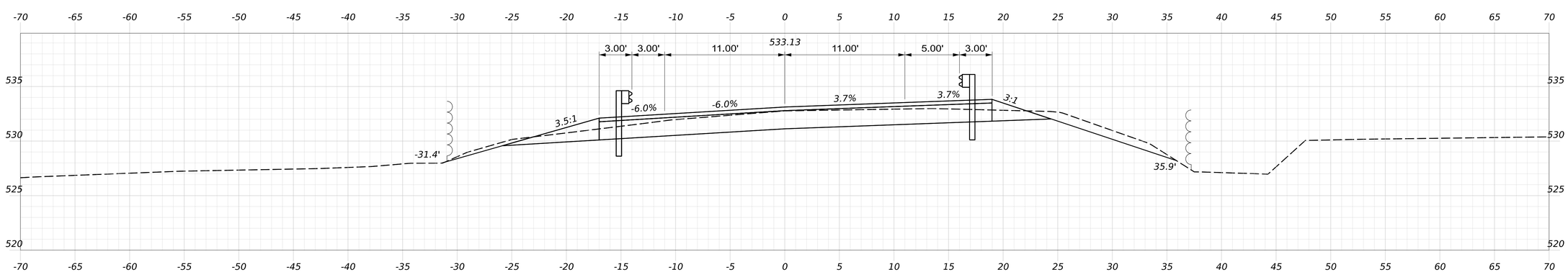
18+25.00



Sta. 18+00.00
End Full Depth Construction
Begin Transition

18+00.00

Sta. 17+91.56, 16.00' Rt. to Sta. 18+02.78, 19.92' Rt.
Install 31" W-Beam Guardrail Mid-Way Splice, 20' Radius (L=12.5 LF)



17+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2608300

WIN 026083.00

BRIDGE NO. 5309

BRIDGE PLANS

SIGNATURE

P.E. NUMBER

DATE

	Michael Wight	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	C. Tobin	C. Tobin	11/2025
CHECKED-REVIEWED	L. Driscoll	B. Grenier	11/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

VAN BUREN
ST. MARY'S BRIDGE
CASTONGUAY ROAD
CROSS SECTIONS

SHEET NUMBER

16

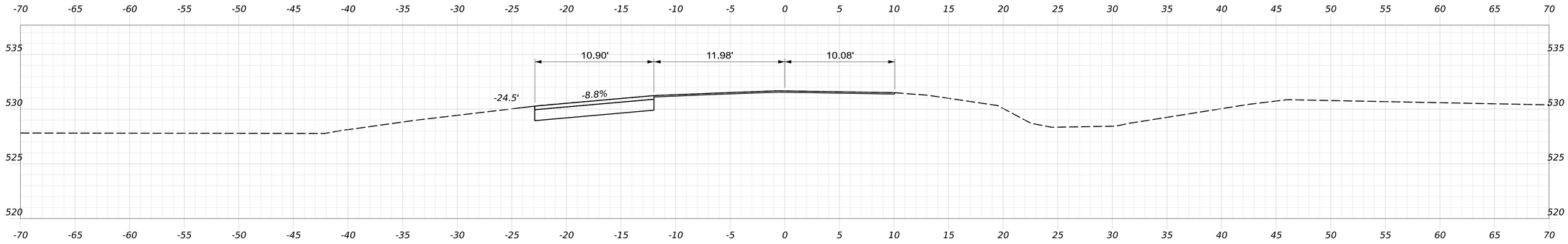
OF 33

HNTB

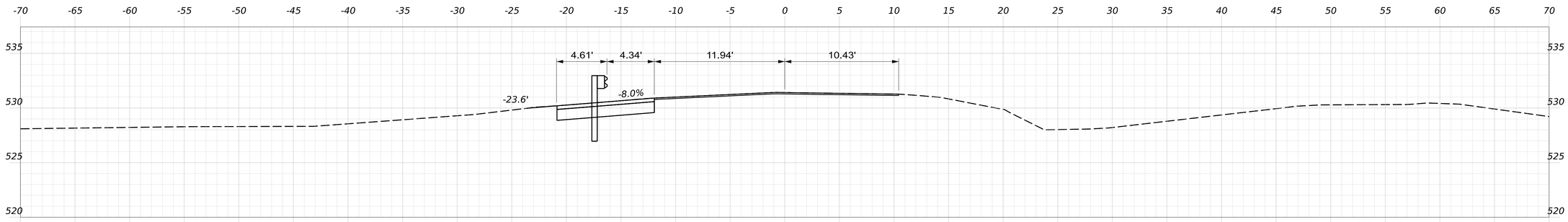
Date: 11/25/2025

Username: ctobin

Filename: Cross_Sections_Castonguay Rd.dgn

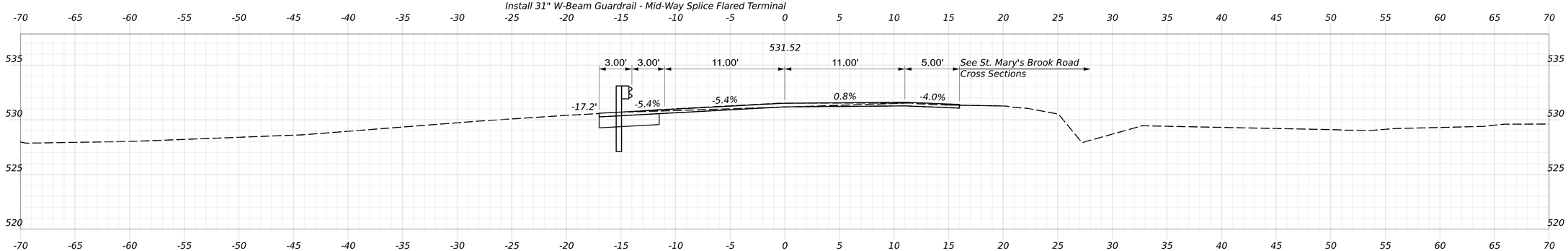


19+00.00



18+75.00

Sta. 18+53.71, 14.00' Lt. to Sta. 18+93.41, 18.00' Lt.
Install 31" W-Beam Guardrail - Mid-Way Splice Flared Terminal



Sta. 18+50.00
End Transition
Begin Variable Depth Mill, Shim, & 1 ½" Overlay
Begin Shoulder Construction

18+50.00

HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2608300

WIN 026083.00

BRIDGE NO. 5309

BRIDGE PLANS

PROJ. MANAGER	Michael Wight		
DESIGN-DETAILED	C. Tobin	C. Tobin	11/2025
CHECKED-REVIEWED	L. Driscoll	B. Grenier	11/2025
DESIGN1-DETAILED2			
DESIGN1-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

VAN BUREN
ST. MARY'S BRIDGE

CASTONGUAY ROAD
CROSS SECTIONS

SHEET NUMBER

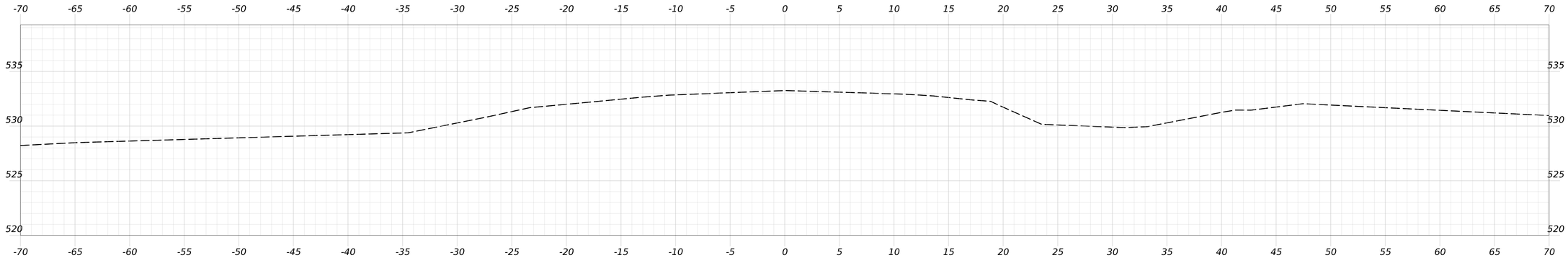
17

OF 33

Date: 11/25/2025

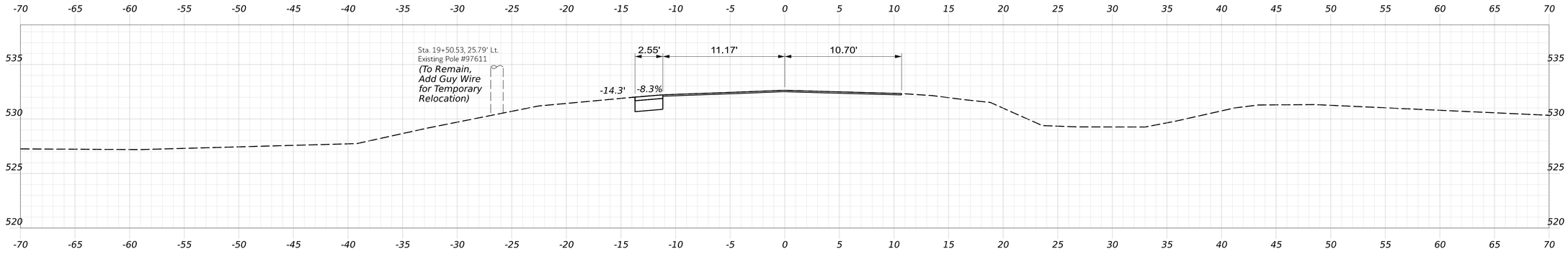
Username: ctobin

Filename: Cross_Sections_Castonguay Rd.dgn

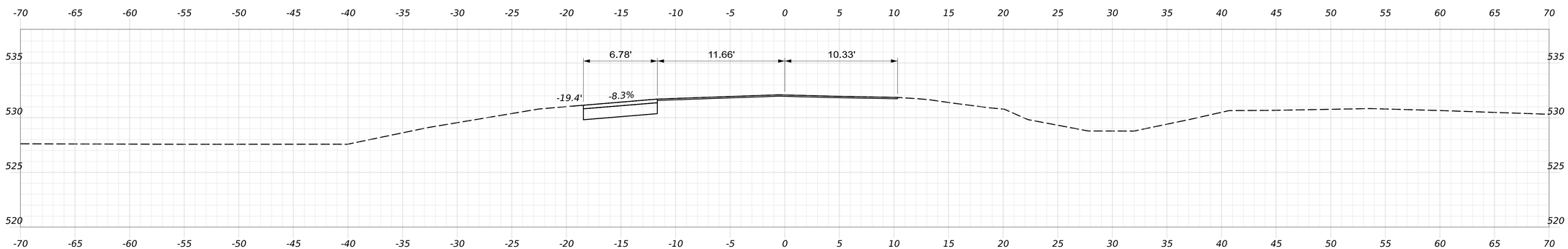


Sta. 19+65.00
Limit of Work
End Shoulder Reconstruction
End Variable Depth Mill, Shim, & 1 ½" Overlay
Match Existing

19+75.00



19+50.00



19+25.00

HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2608300

WIN 026083.00

BRIDGE NO. 5309

BRIDGE PLANS

SIGNATURE

P.E. NUMBER

DATE

	BY	DATE
PROJ. MANAGER	Michael Wight	
DESIGN-DETAILED	C. Tobin	11/2025
CHECKED-REVIEWED	C. Tobin	11/2025
DESIGN1-DETAILED2	L. Driscoll	
DESIGN1-DETAILED3	B. Grenier	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

VAN BUREN
ST. MARY'S BRIDGE

CASTONGUAY ROAD
CROSS SECTIONS

SHEET NUMBER

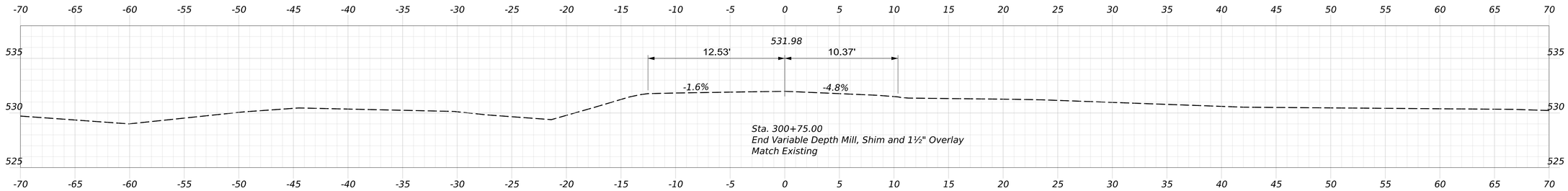
18

OF 33

Date: 11/25/2025

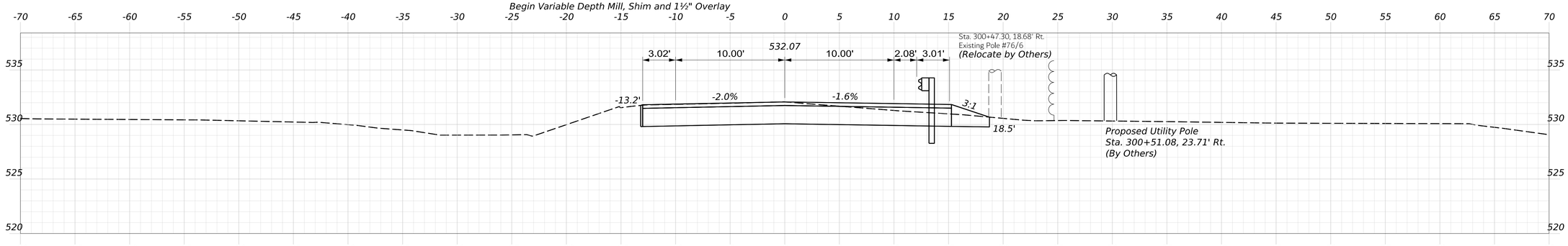
Username: ctobin

Filename: Cross_Sections_Castonguay Rd.dgn



Sta. 300+65.00
End Transition
Begin Variable Depth Mill, Shim and 1½" Overlay

300+75.00

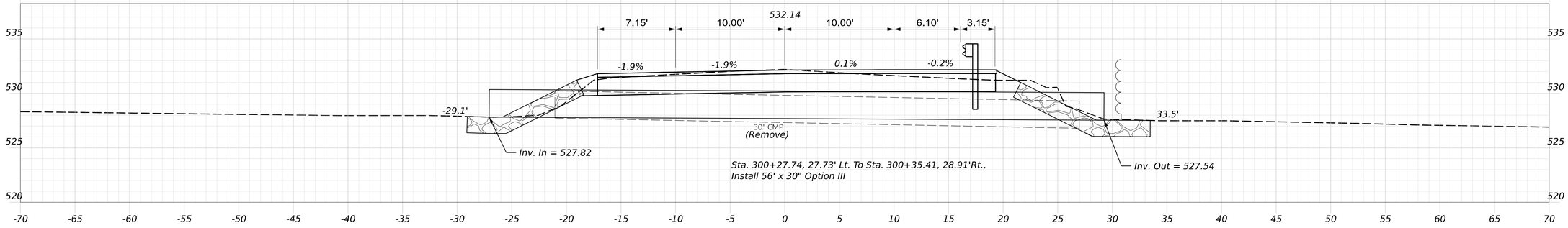


Sta. 300+40.00
End Full Depth Construction
Begin Transition

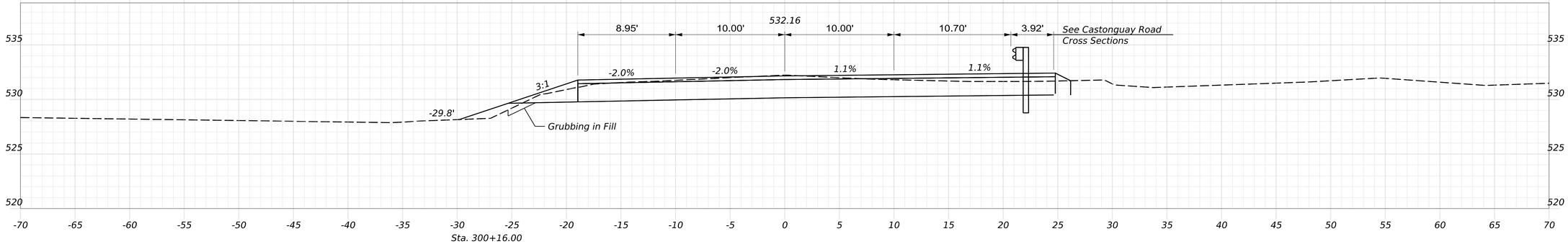
Sta. 300+41.19, 13.29' Rt. to Sta. 300+53.82, 12.00' Rt.
Install 31" W-Beam Guardrail - Mid-Way Splice, 50' Radius, (L=12.5 LF)

Sta. 300+53.82, 12.00' Rt. to Sta. 300+66.54, 12.00' Rt.
Install 31" W-Beam Guardrail - Mid-Way Splice, (L=12.5 LF) w/ Terminal End

300+50.00



300+31.02
(Skewed Along Pipe)



Sta. 300+16.00
Match Castonguay Road
Begin Full Depth Construction

300+25.00

HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2608300

WIN 026083.00

BRIDGE PLANS

BRIDGE NO. 5309

SIGNATURE

P.E. NUMBER

DATE

	Michael Wight	DATE
PROJ. MANAGER		
DESIGN-DETAILED	C. Tobin	11/2025
CHECKED-REVIEWED	C. Tobin	11/2025
DESIGN1-DETAILED2	L. Driscoll	
DESIGN1-DETAILED3	B. Grenier	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

VAN BUREN
ST. MARY'S BRIDGE

ST. MARY'S BROOK ROAD
CROSS SECTIONS

SHEET NUMBER

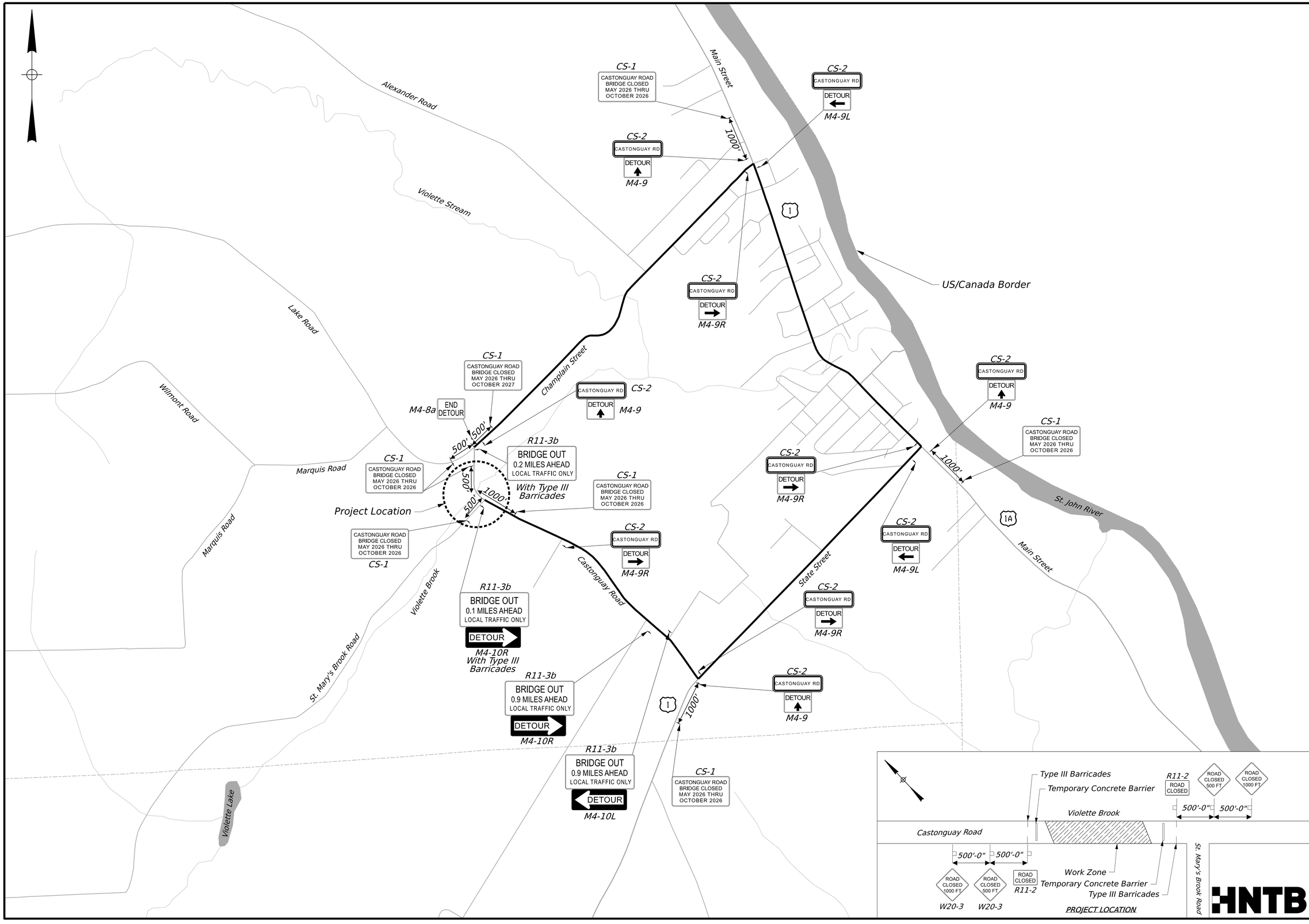
19

OF 33

Date: 11/25/2025

Username: ctobin

Filename: Cross_Sections_St Marys Brook Rd.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2608300

WIN 026083.00

BRIDGE PLANS

BRIDGE NO. 5309

PROJ. MANAGER	Michael Wight		
DESIGN-DETAILED	C. Tobin	B. Brown	11/2025
CHECKED-REVIEWED	L. Driscoll	B. Grenier	11/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

VAN BUREN
ST. MARY'S BRIDGE
DETOUR PLAN

SHEET NUMBER

20

OF 33

HNTB

Date: 11/25/2025

Username: ctobin

Filename: Plan_Detour.dgn

IDENTIFI-CATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)			NUMBER OF SIGNS REQUIRED	COLOR		TOTAL AREA IN SQUARE FEET
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.		BACK-GROUND	LEGEND BORDER	
CS-1	60"	36"	CASTONGUAY ROAD BRIDGE CLOSED MAY 2026 THRU OCTOBER 2026	4"C 4"C 4"C 4"C	3" 3" 3"		8	ORANGE	BLACK	15.00 (120.00)
CS-2	42"	12"	CASTONGUAY RD	4"C			10	ORANGE	BLACK	3.00 (30.00)
M4-8a	24"	18"	END DETOUR	TEXT DIMENSIONS SHALL CONFORM TO "STANDARD HIGHWAY SIGNS"			1	ORANGE	BLACK	3.00 (3.00)
M4-9	30"	24"	DETOUR				4	ORANGE	BLACK	5.00 (20.00)
M4-9L	30"	24"	DETOUR				2	ORANGE	BLACK	5.00 (10.00)
M4-9R	30"	24"	DETOUR				4	ORANGE	BLACK	5.00 (20.00)
M4-10L	48"	18"	DETOUR				1	ORANGE	BLACK	6.00 (6.00)
M4-10R	48"	18"	DETOUR				2	ORANGE	BLACK	6.00 (12.00)
R11-2	48"	30"	ROAD CLOSED				2	ORANGE	BLACK	10.00 (20.00)
R11-3b (0.1) (0.2) (0.9)	60"	30"	BRIDGE OUT X.X MILES AHEAD LOCAL TRAFFIC ONLY				1 1 2	ORANGE	BLACK	12.50 (12.50) (12.50) (25.00)
W20-3 (500 FT) (1000 FT)	48"	48"	ROAD CLOSED XXX FT				2 2	ORANGE	BLACK	16.00 (32.00) (32.00)

Notes:
1. Sign locations are approximate and to be verified in the field by the Contractor and approved by the Resident.

2. Information shown reflects signage for detour plans only. Additional signage may be necessary for other maintenance of traffic activities.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2608300

WIN 026083.00 BRIDGE PLANS

BRIDGE NO. 5309

		BY	DATE
PROJ. MANAGER	Michael Wight		
DESIGN-DETAILED	C. Tobin	B. Brown	11/2025
CHECKED-REVIEWED	L. Dieseil	B. Grenier	11/2025
DESIGN1-DETAILED2			
DESIGN1-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

VAN BUREN
ST. MARY'S BRIDGE

SIGN SUMMARY

SHEET NUMBER

21

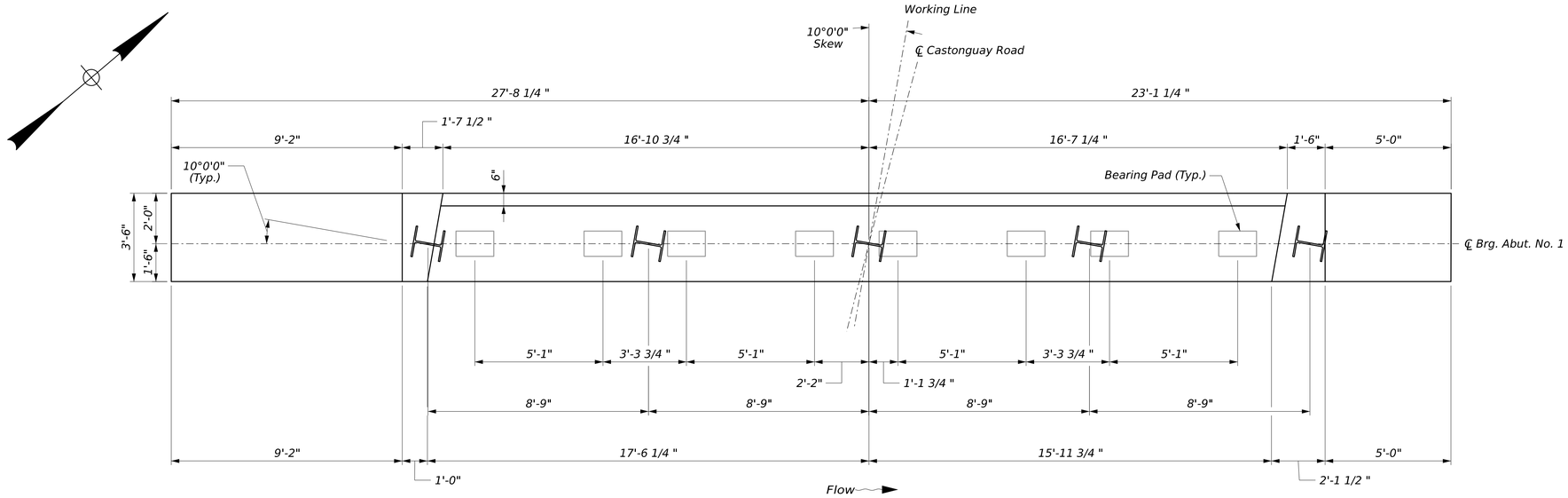
OF 33

HNTB

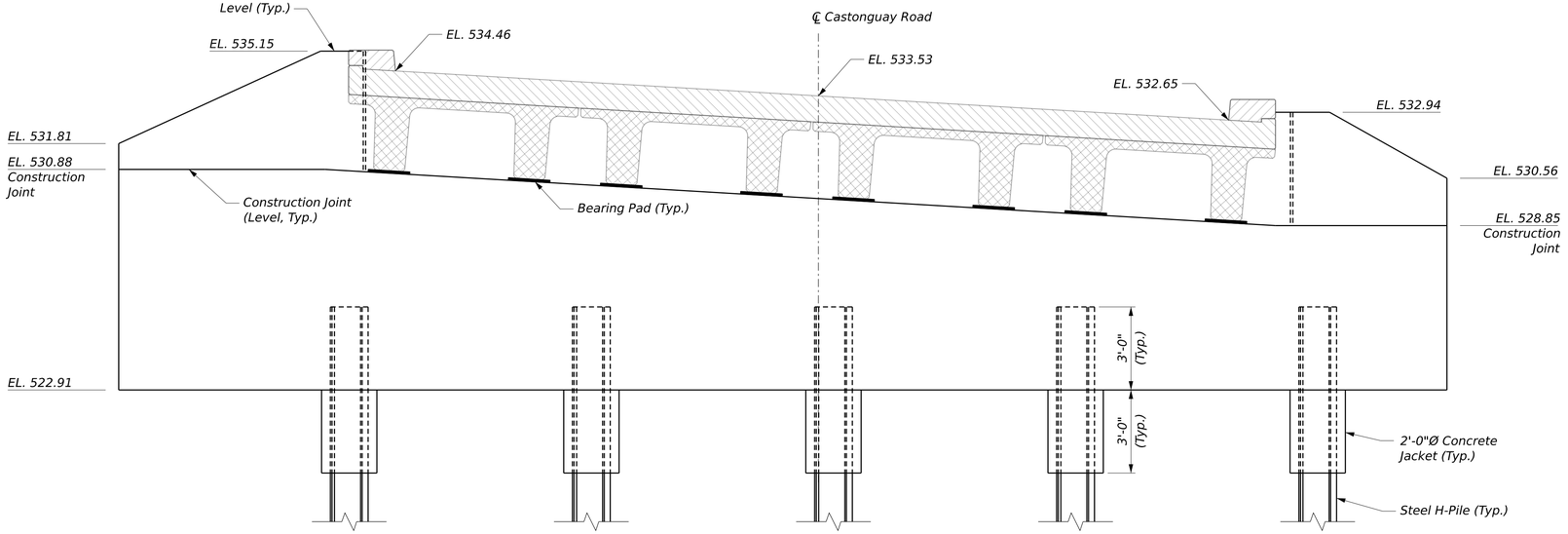
Date: 11/25/2025

Username: ctobin

Filename: Sign Summary.dgn



ABUTMENT NO. 1 PLAN



ABUTMENT NO. 1 ELEVATION

(Superstructure shown screened for clarity)

ABUTMENT NOTES:

1. Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.

2. Cover joints where waterstops are not required in accordance with Standard Details Section 502.

3. Place 4 inch diameter drains in abutment and wingwalls at 10 feet maximum spacing. The exact location will be determined by the Resident.

4. All elevations are provided at centerline of bearing unless otherwise noted.

5. Payment for concrete jacket around the tops of the H-piles will not be paid for directly. Payment shall be incidental to Item 502.219, Structural Concrete, Abutments and Retaining Walls. Fill concrete may be used for the concrete jackets.

PILE NOTES:

1. The maximum factored pile load is 337 kips at the Strength Limit State.

2. Piles shall be driven to the required nominal resistance on or within bedrock in accordance with Standard Specification Section 501.

3. Estimate of Piles required (in-place):

   Abutment No. 1: 5 - HP 14x89 @ 128 ft
   Abutment No. 2: 5 - HP 14x89 @ 133 ft

The order lengths of the piles shall include an additional 5 feet of length for each test pile to accommodate dynamic pile testing equipment and any additional pile length needed to accomodate leads, template and driving system.

4. H-pile material shall be ASTM A572, Grade 50.

5. H-pile splices shall be in accordance with Standard Detail 501(03).

6. Piles shall not be out of position shown by more than 2 inches in any direction.

7. All piles shall be equipped with a pile tip in accordance with Standard Specification Subsections 501.048, Prefabricated Pile Tips and 711.10 H-Beam Piles, Spliced and Tips.

8. The Contractor shall perform and submit a wave equation analysis for review and acceptance by the Resident. The maximum allowable driving stress is 0.90 times Fy. The submittal analyses shall include the proposed stopping criteria based on the wave equation analysis and the proposed driving system.

9. The Contractor shall perform 2 dynamic load test(s) with 24-hour (minimum) restrike tests to confirm the nominal resistance of the piles. The required nominal resistance for the pile is the factored axial pile load divided by a resistance factor of 0.65 per LRFD Specifications. The dynamic test shall be performed on the first production pile driven at each abutment.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2608300

WIN 026083.00

BRIDGE PLANS

BRIDGE NO. 5309

SIGNATURE

P.E. NUMBER

DATE

PROJ MANAGER	Michael Wight	
DESIGN-DETAILED	K. Schweizer	E. Beaucage
CHECKED-REVIEWED	N. Baert	B. Grenier
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		
BY		E. Beaucage
DATE		11/2025
		11/2025

VAN BUREN
ST. MARY'S BRIDGE

ABUTMENT NO. 1

SHEET NUMBER

22

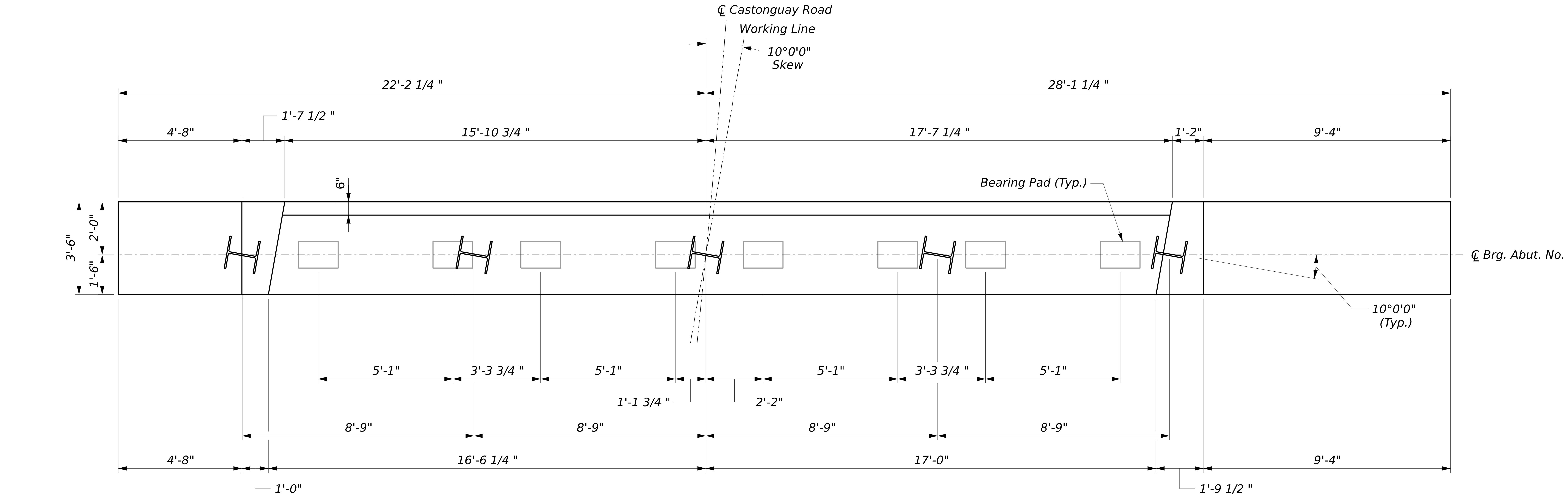
OF 33

HNTB

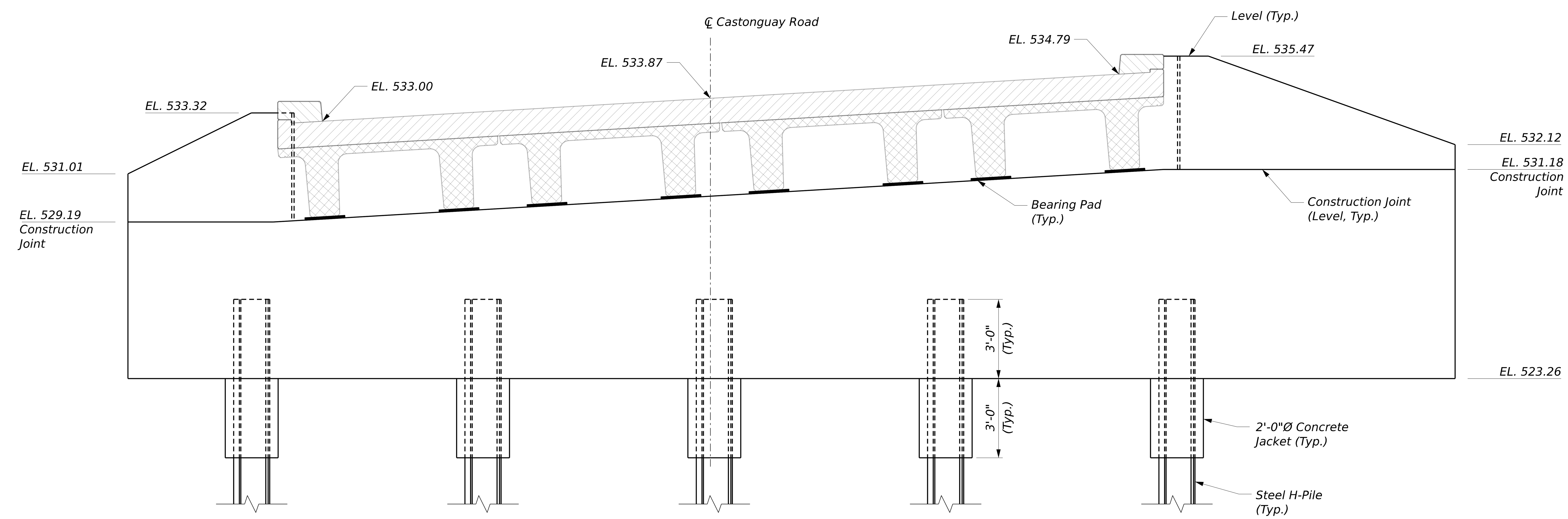
Date: 11/25/2025

Username: ctobin

Filename: Substructure.dgn



ABUTMENT NO. 2 PLAN



ABUTMENT NO. 2 ELEVATION

(Superstructure shown screened for clarity)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2608300

BRIDGE PLANS

WIN
026083.00

BRIDGE NO. 5309

PROJ. MANAGER	Michael Wight	BY	DATE
DESIGN-DETAILED	K. Schweizer	E. Beaudoin	11/2025
CHECKED-REVIEWED	N. Baert	B. Grenier	11/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

VAN BUREN
ST. MARY'S BRIDGE

ABUTMENT NO. 2

HNTB

SHEET NUMBER

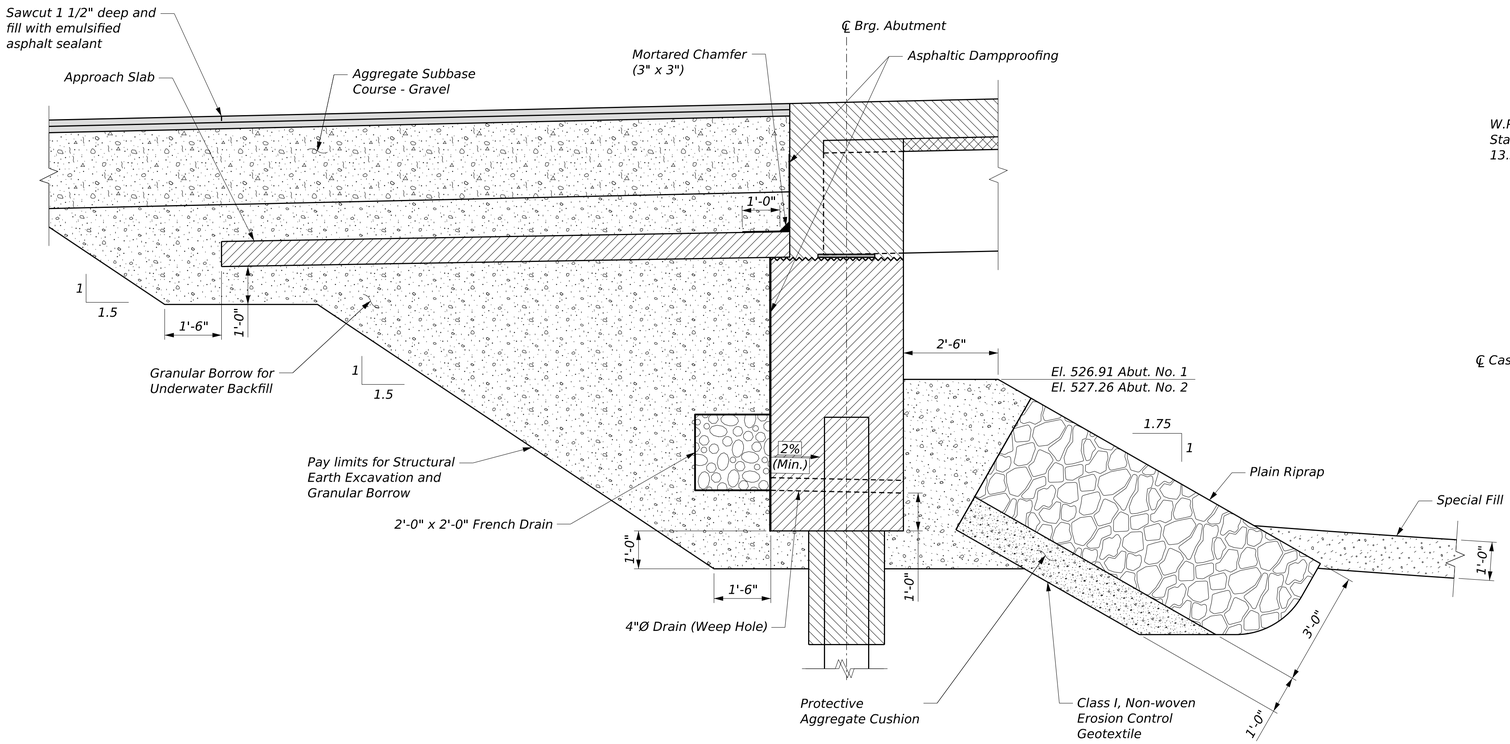
23

OF 33

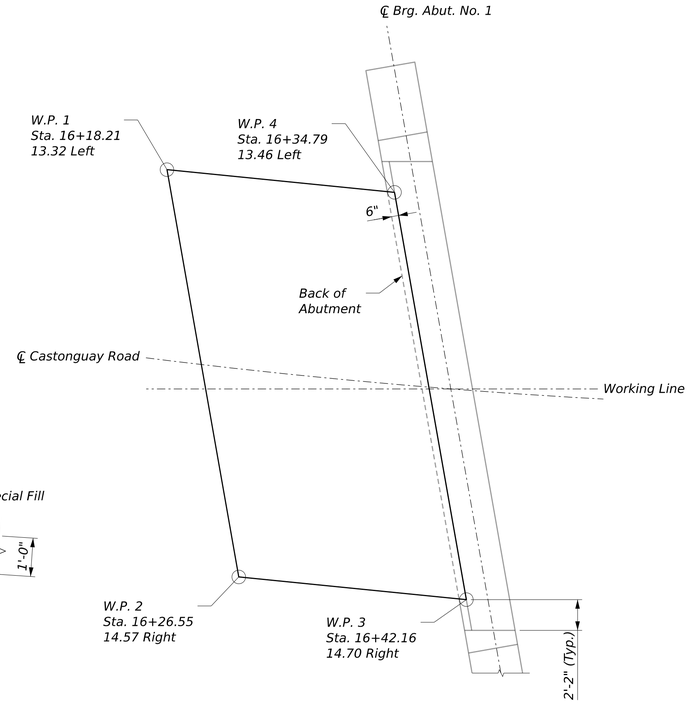
Date: 11/25/2025

Username: ctobin

Filename: Substructure.dgn



ABUTMENT BACKFILL DETAIL



APPROACH SLAB PLAN - ABUTMENT NO. 1

NOTES:

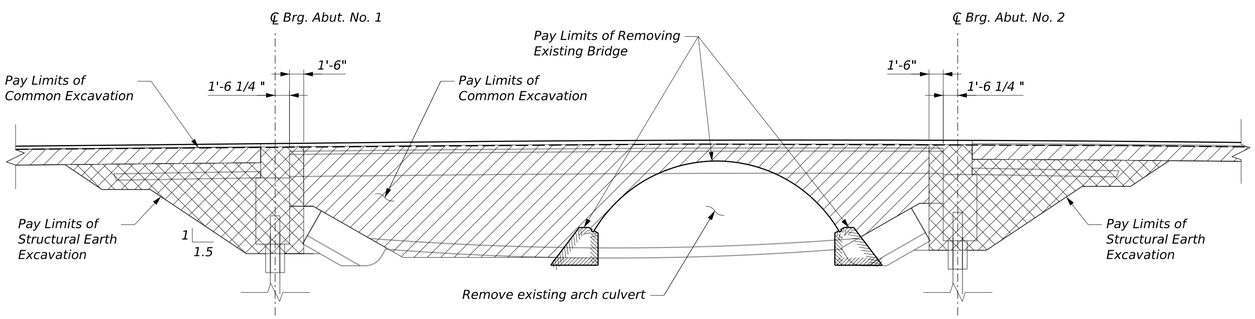
1. Transverse saw cuts in the pavement at the ends of approach slabs shall be sealed with emulsified asphalt sealing compound conforming to Specification 702.12. The sawcut and emulsified asphalt sealing shall not be paid for directly, but considered incidental to related contract items.

2. Payment for mortared chamfer at approach slabs shall not be paid for directly, but shall be considered incidental to the related Contract items.

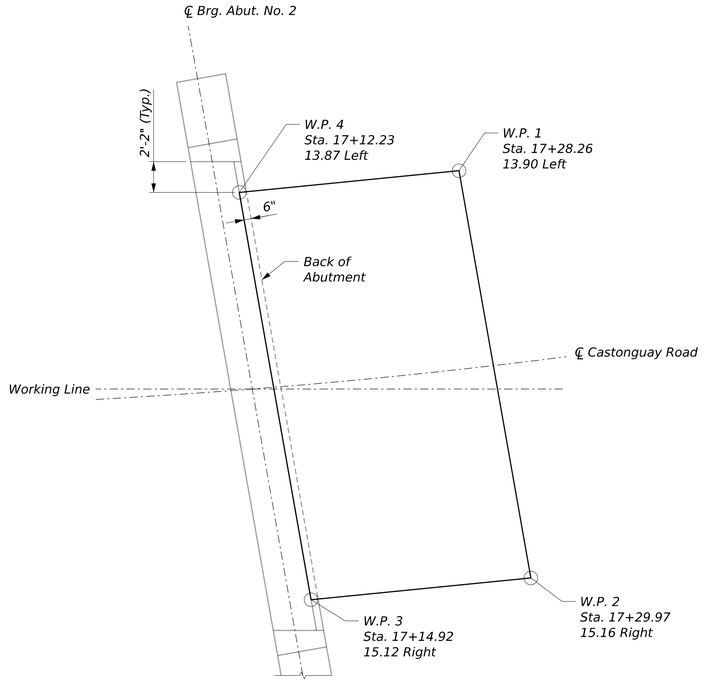
3. Asphalt Dampproofing shall meet the requirements of either ASTM D449 Type II, ASTM D1227 Type II - Class I, or ASTM D1227 Type III - Class I. The product shall be applied in accordance with the manufacturer's recommendations.

4. Asphalt Dampproofing shall be applied to the far face of wingwalls up to 1 foot below grade.

5. Payment for Asphalt Dampproofing will not be made directly, but will be considered incidental to related Contract Items.



BRIDGE REMOVAL DETAIL



APPROACH SLAB PLAN - ABUTMENT NO. 2

HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2608300

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BRIDGE NO. 5309

BRIDGE PLANS

		DATE
PROJ. MANAGER	Michael Wight	
DESIGN-DETAILED	K. Schweizer	11/2025
CHECKED-REVIEWED	N. Baert	11/2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BY: E. Beaucage, B. Grenier

SIGNATURE

P.E. NUMBER

DATE

VAN BUREN
ST. MARY'S BRIDGE

ABUTMENT DETAILS

SHEET NUMBER

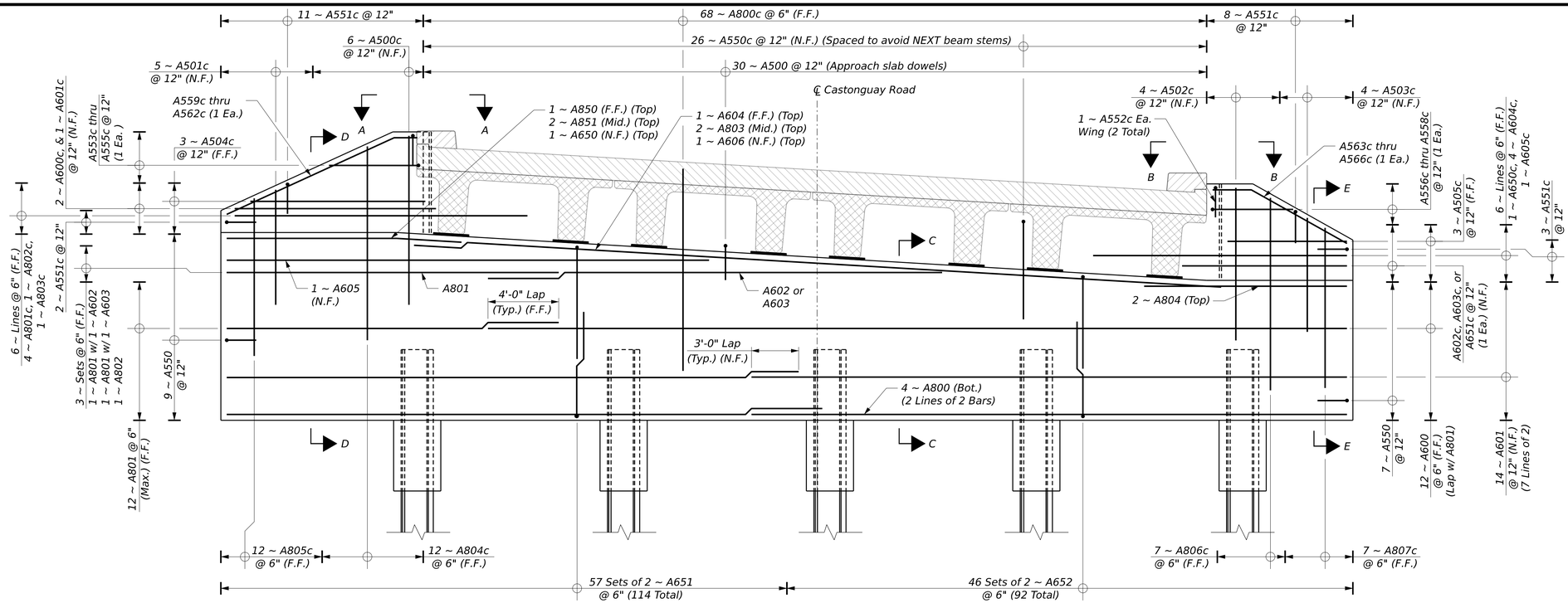
24

OF 33

Date: 11/25/2025

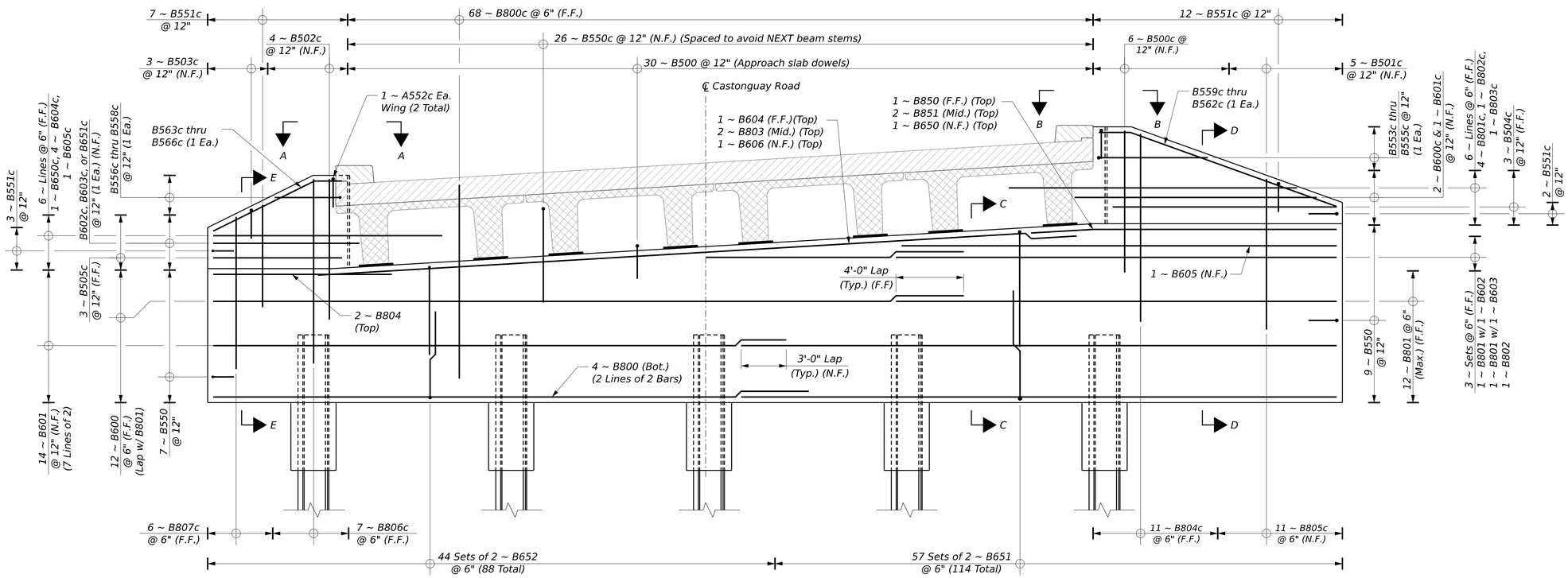
Username: ctobin

Filename: Substructure.dgn



ABUTMENT NO. 1 REINFORCING ELEVATION

(See "End Diaphragm Reinforcing" sheet for additional bars within end diaphragm)



ABUTMENT NO. 2 REINFORCING ELEVATION

(See "End Diaphragm Reinforcing" sheet for additional bars within end diaphragm)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2608300

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BRIDGE NO. 5309

BRIDGE PLANS

PROJ. MANAGER	Michael Wight		
DESIGN-DETAILED	K. Schwizer	E. Beaucage	11/2025
CHECKED-REVIEWED	N. Baert	B. Grenier	11/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

VAN BUREN
ST. MARY'S BRIDGE

ABUTMENT REINFORCING I

SHEET NUMBER

25

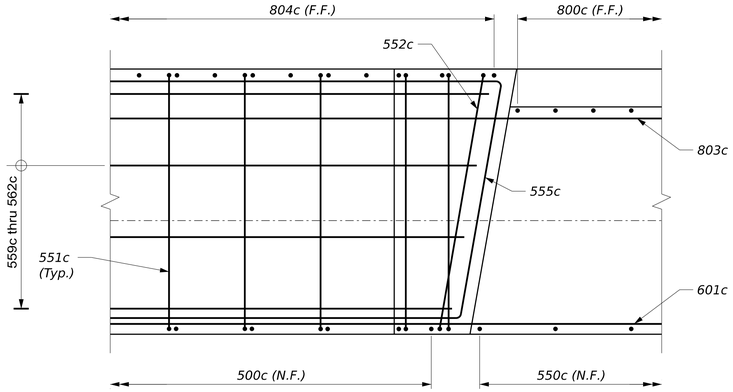
OF 33

HNTB

Date: 11/25/2025

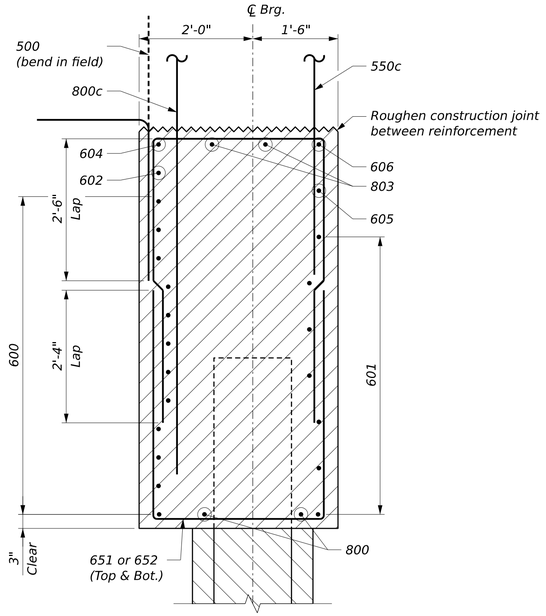
Username: ctobin

Filename: Substructure.dgn



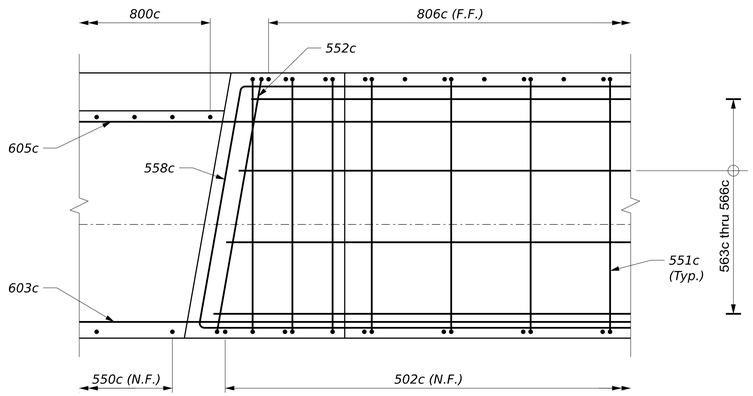
SECTION A-A
ACUTE CORNER DETAIL

("A" & "B" Prefixes omitted from bar marks when bar has same numerical designation in each abutment)



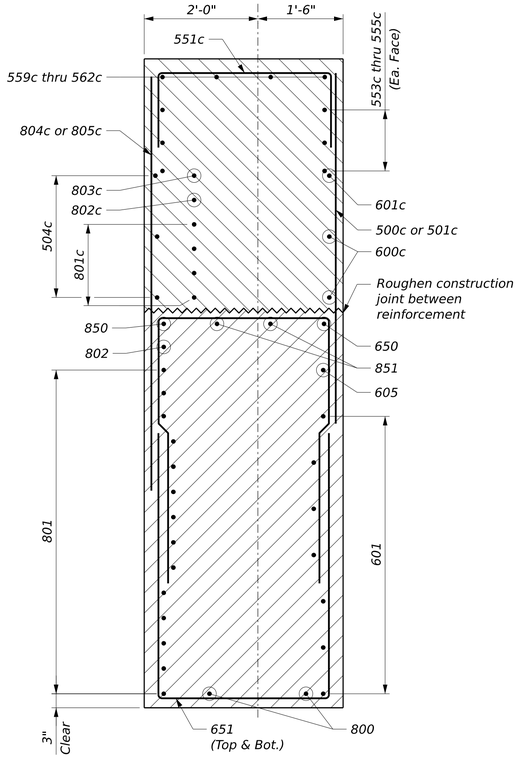
SECTION C-C
ABUTMENT SECTION

("A" & "B" Prefixes omitted from bar mark)



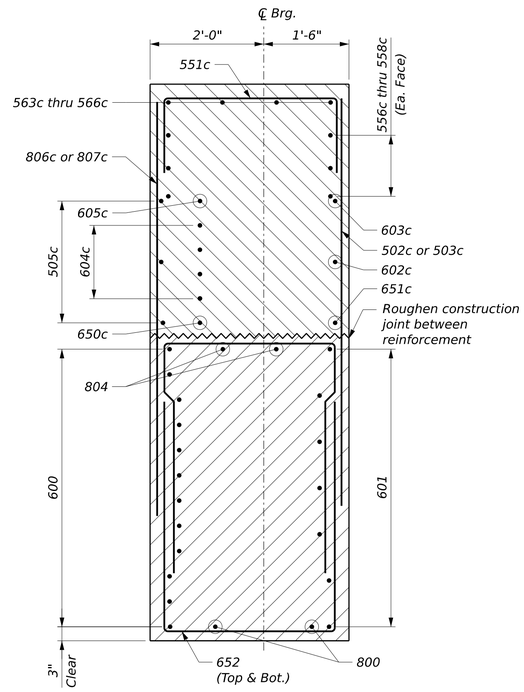
SECTION B-B
OBTUSE CORNER

("A" & "B" Prefixes omitted from bar marks when bar has same numerical designation in each abutment)



SECTION D-D
WINGWALL SECTION

("A" & "B" Prefixes omitted from bar mark)



SECTION E-E
WINGWALL SECTION

("A" & "B" Prefixes omitted from bar mark)

HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2608300

WIN 026083.00

BRIDGE NO. 5309

BRIDGE PLANS

	BY	DATE
PROJ MANAGER	Michael Wight	
DESIGN-DETAILED	E. Beaucage	11/2025
CHECKED-REVIEWED	K. Schweizer	11/2025
DESIGN2-DETAILED2	N. Baert	B. Grenier
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

VAN BUREN
ST. MARY'S BRIDGE

ABUTMENT REINFORCING II

SHEET NUMBER

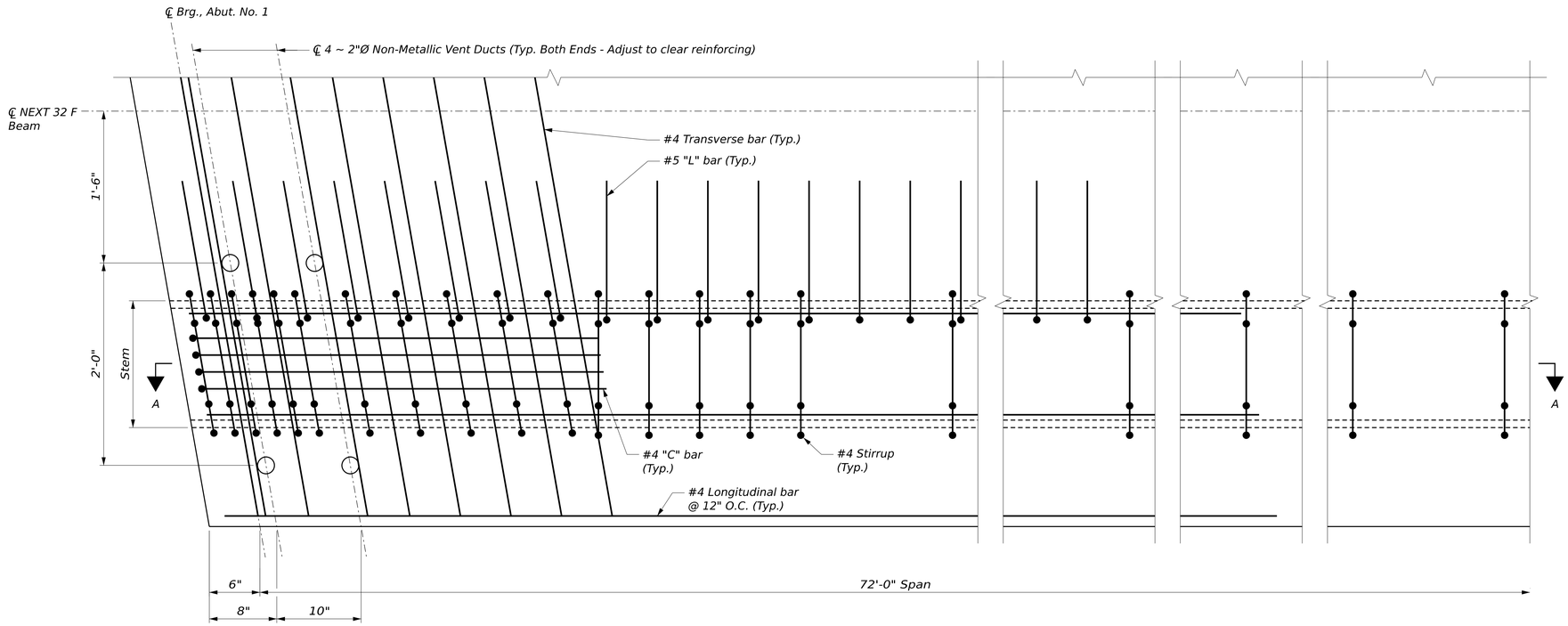
26

OF 33

Date: 11/25/2025

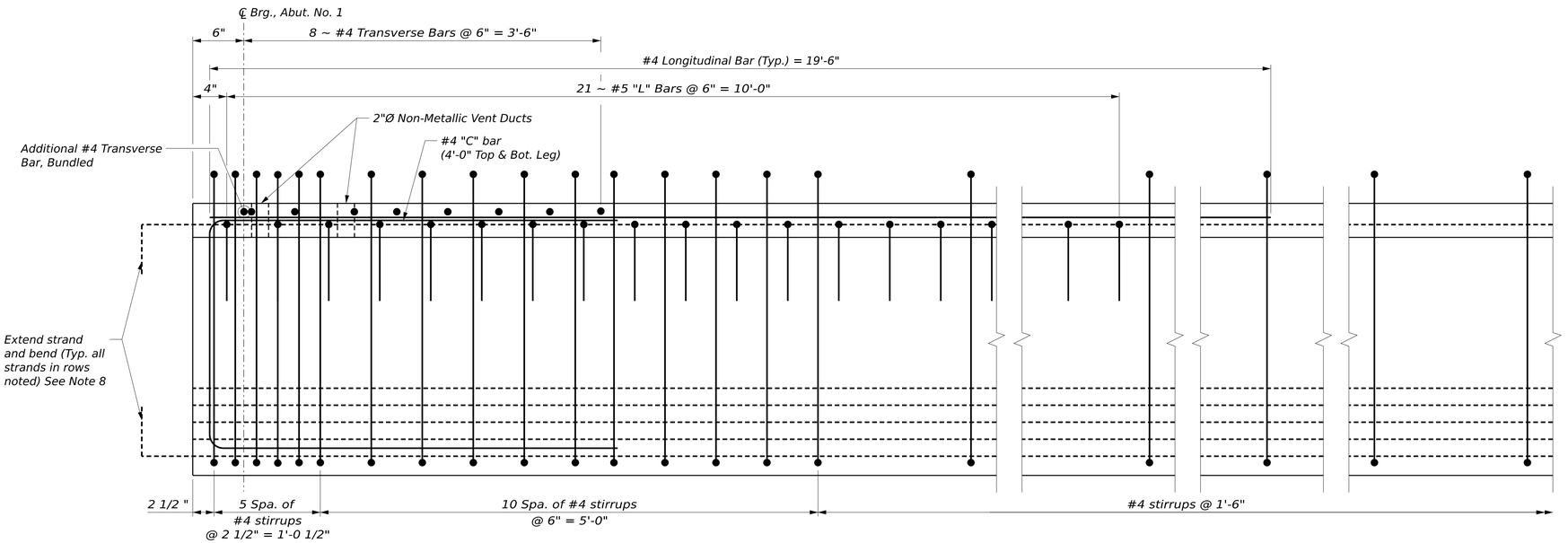
Username: ctobin

Filename: Substructure.dgn



NEXT 32 F BEAM PLAN

(Strands and WWF not shown for clarity)



SECTION A-A

(WWF not shown for clarity)

PRECAST NEXT BEAM NOTES:

1. NEXT F Beams are a non - proprietary shape developed by PCI Northeast (PCINE). Standardized section properties and details may be found at http://www.pcine.org.

2. The estimated camber at release is 2.16 inches; the estimated camber at erection is 3.83 inches; and the estimated final camber at completion of the project is 2.35 inches. Refer to Special Provision Section 535, Precast, Prestressed Concrete Superstructure - Camber.

3. Prestressing strands shall be 0.6 inch diameter. The tensioning force is 44 kips per prestressing strand, including the top strands.

4. Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.

5. Do not drill holes or use powder actuated tools on the prestressed beams without the approval of the Fabrication Engineer.

6. A mat of mild reinforcing steel, #4 bars @ 12 inches in both directions, may be substituted for the welded wire fabric. Reinforcing steel shall be ASTM A615, Grade 60.

7. Girder reinforcement detailed in plan and elevation is typical about the midspan and centerline of each girder.

8. Strands extending past the end of the beam shall extend a distance of 16" past the precast concrete beam at release, and be bent to fit within the end diaphragm.

9. A maximum of 8 additional strands per beam (4 per stem) may be debonded for a distance of 6 inches within the bottom 4 rows to reduce the potential for end cracking during release.

10. Lifting loops and temporary storage/shipping dunnage shall be a maximum of 2 feet from each beam end.

11. Unless otherwise noted, rake the top surface of the upper flange of the prestressed beams to a surface roughness of ± 1/4inch, except at locations corresponding to the blocking points. At these locations, finish a flattened area of sufficient size to facilitate taking elevations for setting the bottom of slab elevations.

12. Payment for Sheet Waterproofing Membrane over joints between adjacent NEXT Beams will not be made directly, but will be considered incidental to related Contract items. Alternate methods of sealing the gap between flanges may be substituted to the Resident for approval.

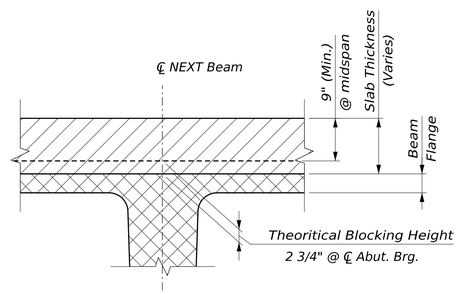
ELASTOMERIC BEARING PAD NOTES

1. Elastomeric Bearing Pads shall be 3/4" x 1'-5" x 1-2" (Thickness x Width x Length)

2. The elastomer shall have a shear modulus of 115 psi and a Shore A durometer hardness of 50.

3. Elastomeric Bearing Pads shall conform to the requirements of the latest edition of the AASHTO LRFD Bridge Construction Specifications, Section 18.2.

4. Elastomeric Bearing Pads will note be paid for directly but will be considered incidental to related Contract items. No separate payment will be made.



DECK THICKNESS DETAIL

Not to Scale

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2608300

WIN 026083.00

BRIDGE PLANS

BRIDGE NO. 5309

PROJ. MANAGER	Michael Wight		
DESIGN-DETAILED	K. Schweizer	E. Beaucage	11/2025
CHECKED-REVIEWED	N. Baert	B. Grenier	11/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

VAN BUREN
ST. MARY'S BRIDGE

GIRDER DETAILS I

SHEET NUMBER

27

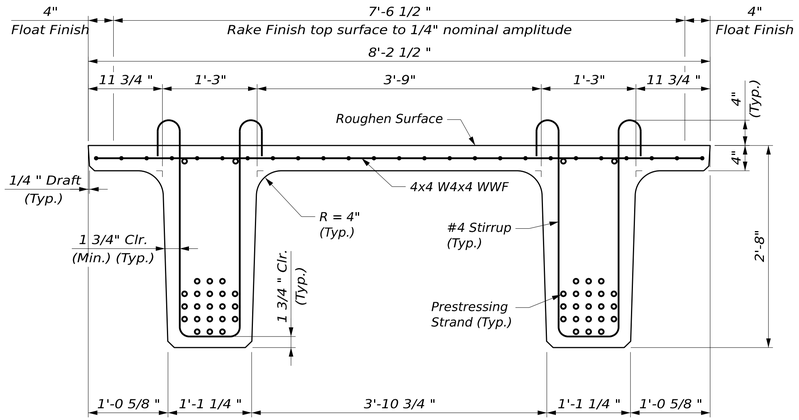
OF 33

HNTB

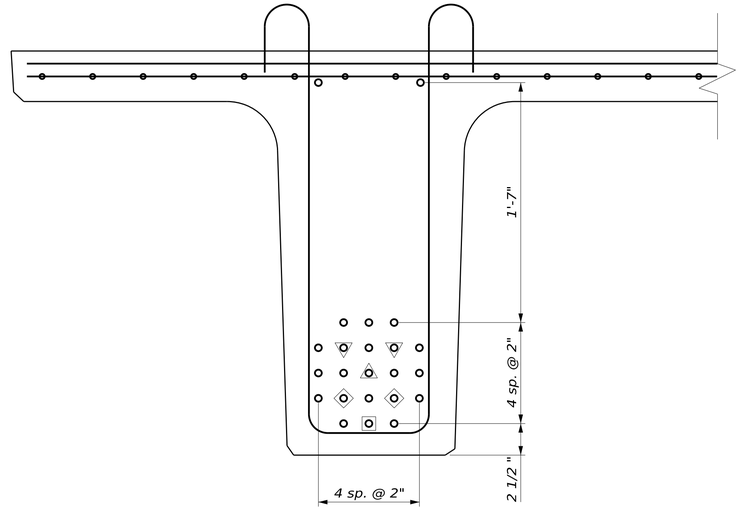
Date: 11/25/2025

Username: ctobin

Filename: Superstructure.dgn

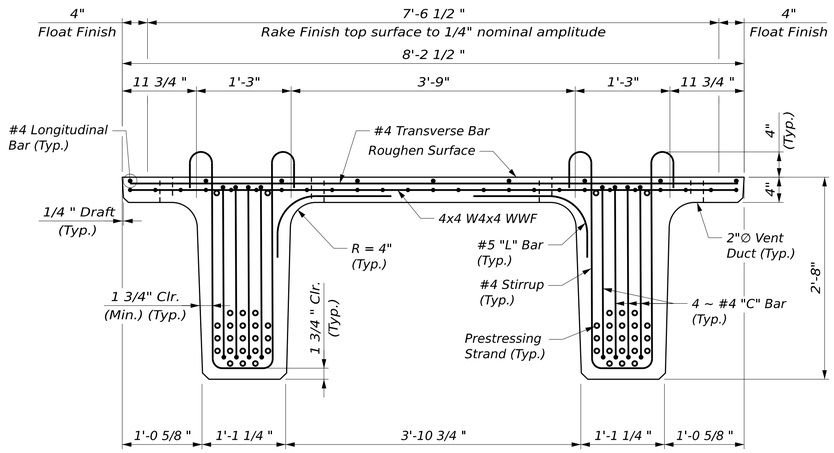


NEXT 32 F BEAM TYPICAL SECTION - AT MIDSPAN

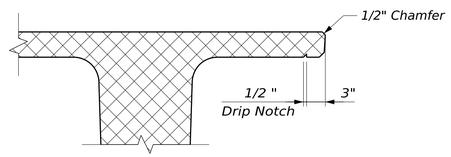


NEXT 32 F BEAM STRAND PATTERN

- Strands debonded 12ft
- Strands debonded 9ft
- Strands debonded 6ft
- Strands debonded 3ft



NEXT 32 F BEAM TYPICAL SECTION - AT ENDS



FASCIA OVERHANG DETAIL

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2608300

WIN 026083.00

BRIDGE NO. 5309

BRIDGE PLANS

PROJ. MANAGER	Michael Wight		
DESIGN1-DETAILED	K. Schweizer	E. Beaucage	11/2025
CHECKED-REVIEWED	N. Baert	B. Grenier	11/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

VAN BUREN
ST. MARY'S BRIDGE

GIRDER DETAILS II

SHEET NUMBER

28

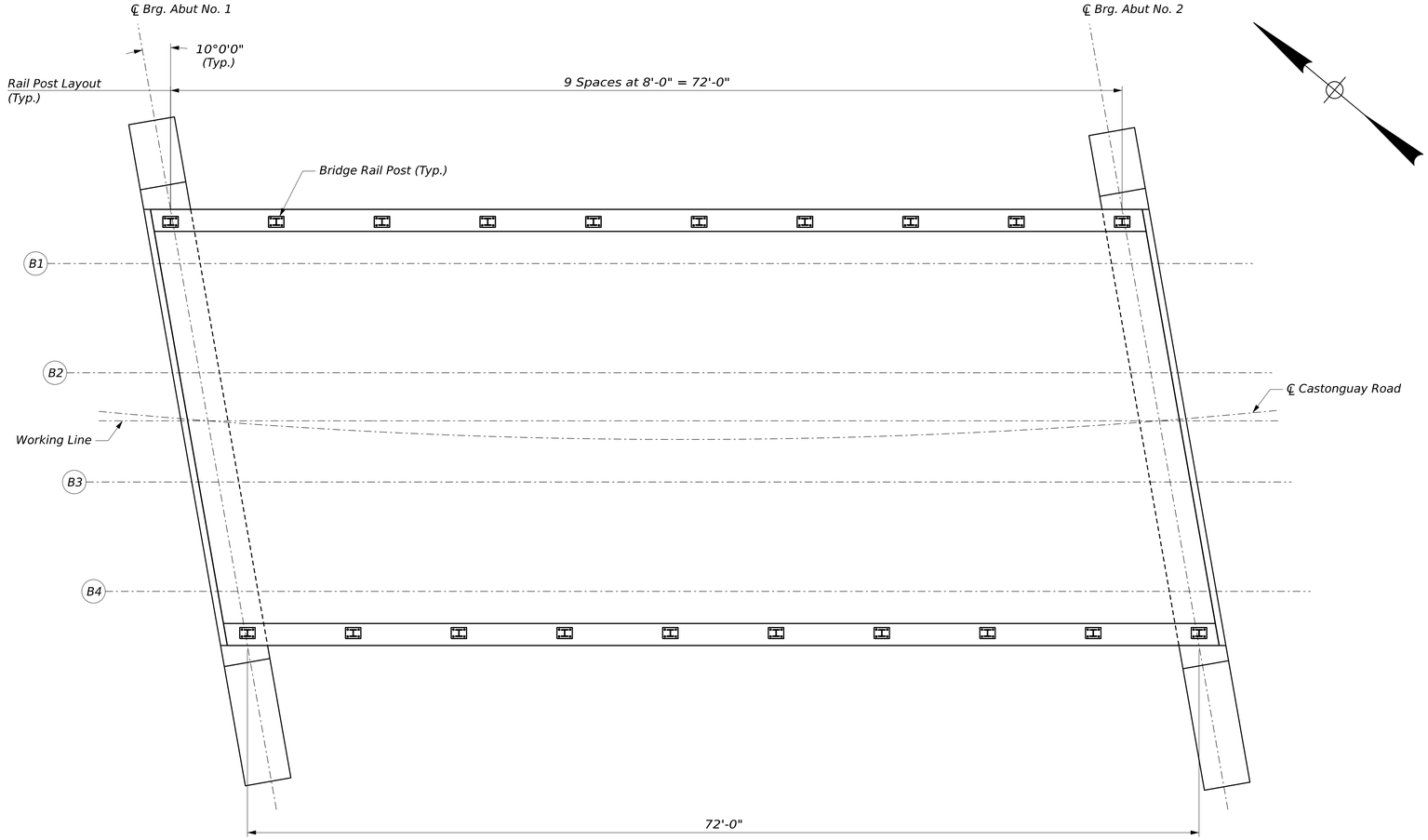
OF 33

HNTB

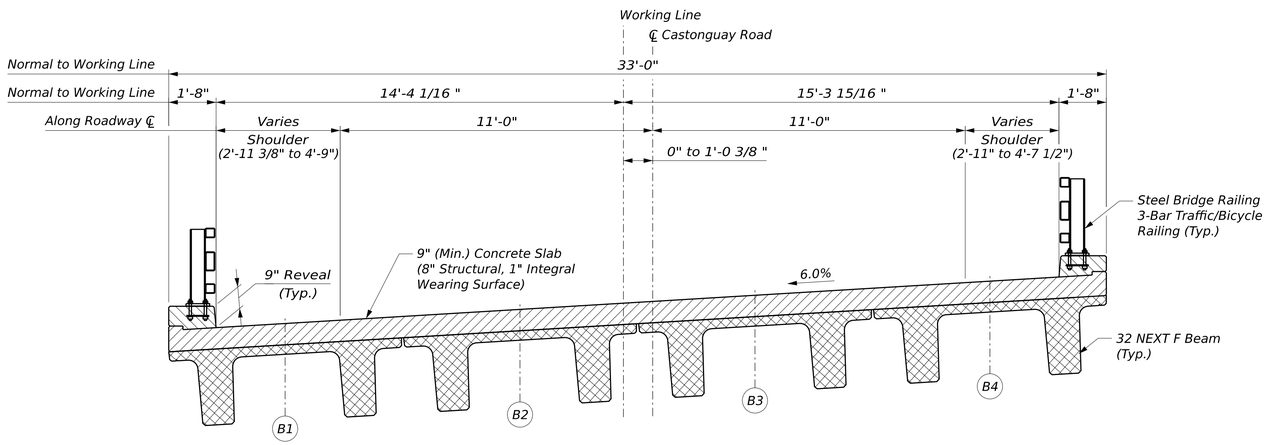
Date: 11/25/2025

Username: ctobin

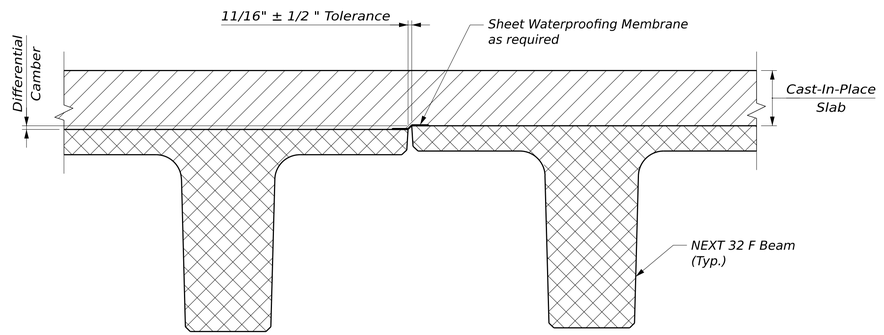
Filename: Superstructure.dgn



SUPERSTRUCTURE PLAN



TRANSVERSE SECTION



NEXT BEAM GAP FORM DETAIL

SUPERSTRUCTURE NOTES:

1. Form a one inch V-groove on the fascias at the horizontal joint between the curb and slab.
2. Reinforcing bars shall have a minimum concrete cover of 2 inches unless otherwise noted.
3. The superstructure slab and end diaphragm concrete shall be placed in one continuous operation and shall be kept plastic until the entire placement has been made.
4. End diaphragm concrete will be paid for under Item No. 502.261, Structural Concrete Roadway and Sidewalk Slabs on Concrete Bridges and shall be placed with the deck.
5. Payment for Preformed Expansion Joint Filler between the end diaphragms and the wingwalls will not be made directly, but will be considered incidental to Item 502.261, Structural Concrete Roadway and Sidewalk Slab on Concrete Bridges.
6. The Saw Cut Grooving shall be in the longitudinal direction.
7. The bearing elevation and deck thickness shall be adjusted in accordance with Special Provision Section 535, Precast, Prestressed Concrete Superstructure, Camber.
8. Bar supports for GFRP reinforcement shall be plastic, dielectric material, or other approved material. See Special Provision Subsection 530.06 for additional requriements.
9. Payment for Sheet Waterproofing Membrane over the joints between adjacent NEXT Beams will not be made directly but will be considered indidental to related Contract Items. Alternate methods of sealing the gap between the flanges may be submitted to the Resident for approval.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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BRIDGE PLANS

BRIDGE NO. 5309

SIGNATURE			
P.E. NUMBER			
DATE			

PROJ. MANAGER	Michael Wight		
DESIGN-DETAILED	K. Schweizer	E. Bouscaté	11/2025
CHECKED-REVIEWED	N. Baert	B. Grenier	11/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

VAN BUREN
ST. MARY'S BRIDGE

SUPERSTRUCTURE PLAN

SHEET NUMBER

29

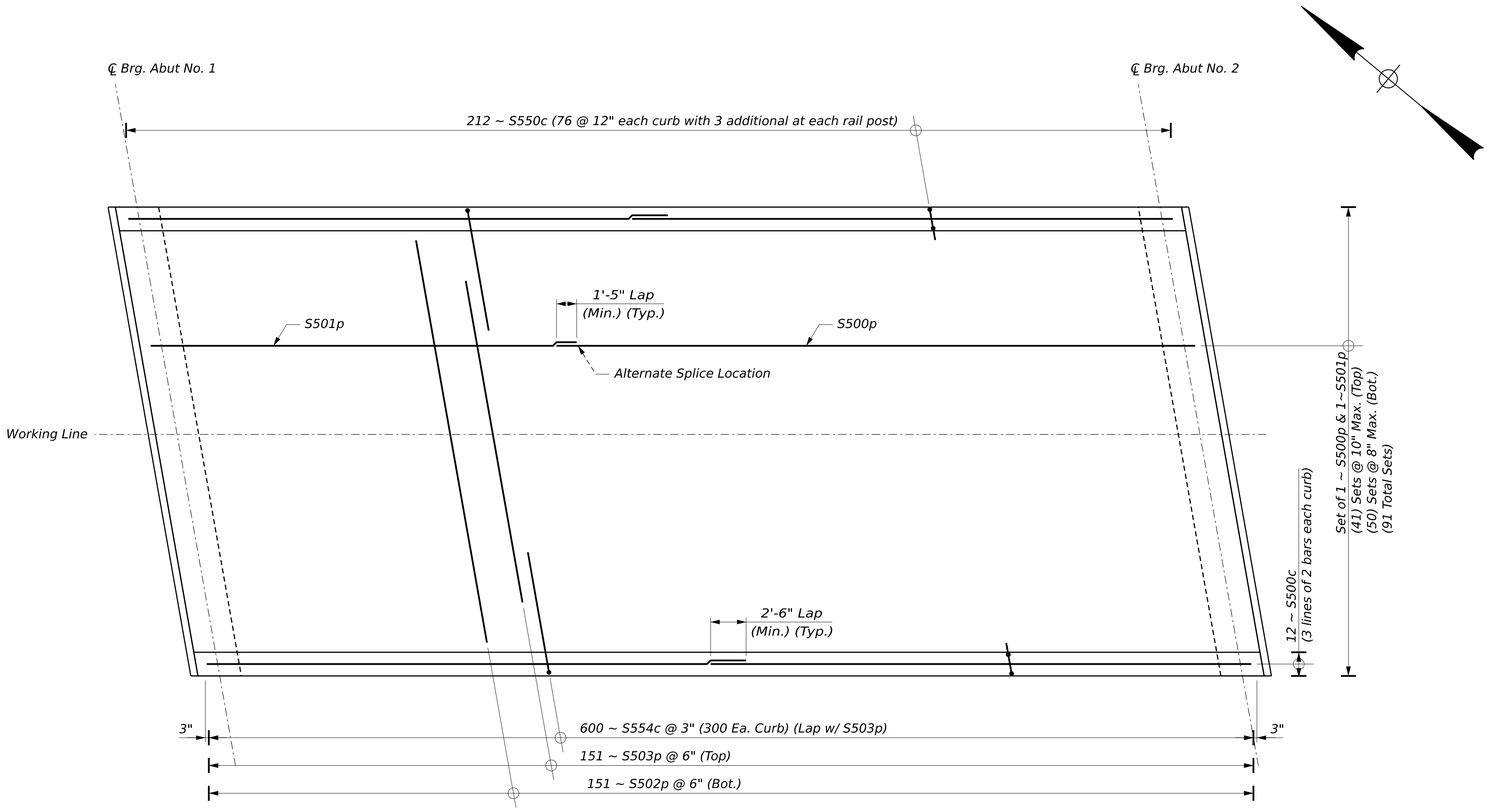
OF 33

HNTB

Date: 11/25/2025

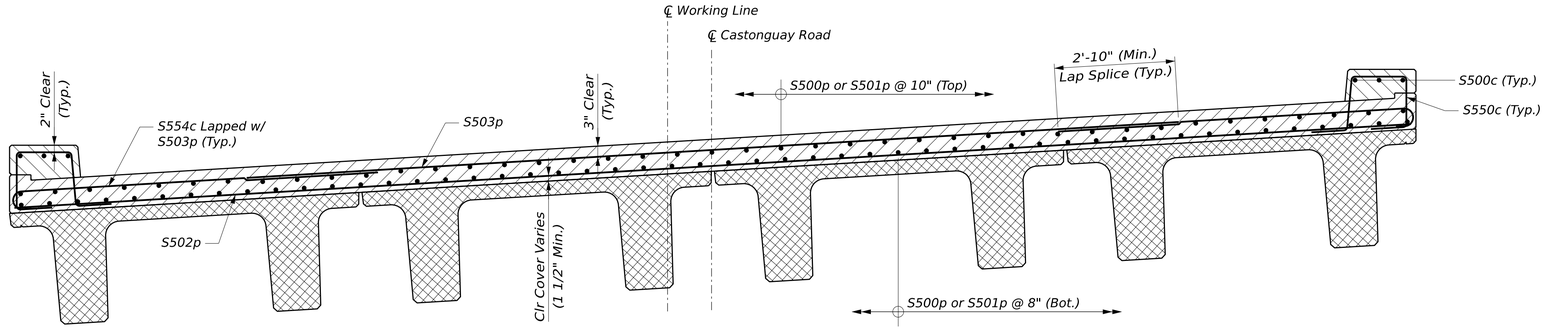
Username: ctobin

Filename: Superstructure.dgn

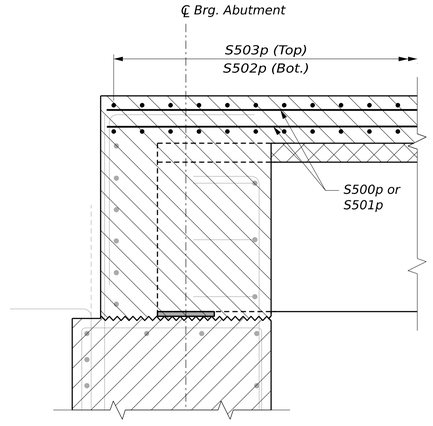


SUPERSTRUCTURE REINFORCING PLAN

(NEXT Beam limits not shown for clarity)



TRANSVERSE REINFORCING SECTION



PARTIAL LONGITUDINAL SECTION

(Abutment reinforcing shown screened for clarity)

HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2608300

WIN 026083.00

BRIDGE NO. 5309

BRIDGE PLANS

PROJ MANAGER	Michael Wight		
DESIGN-DETAILED	K. Schweizer	E. Bausch&I	11/2025
CHECKED-REVIEWED	N. Baert	B. Grenier	11/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
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FIELD CHANGES			

SIGNATURE

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DATE

VAN BUREN
ST. MARY'S BRIDGE
SUPERSTRUCTURE
REINFORCING

SHEET NUMBER

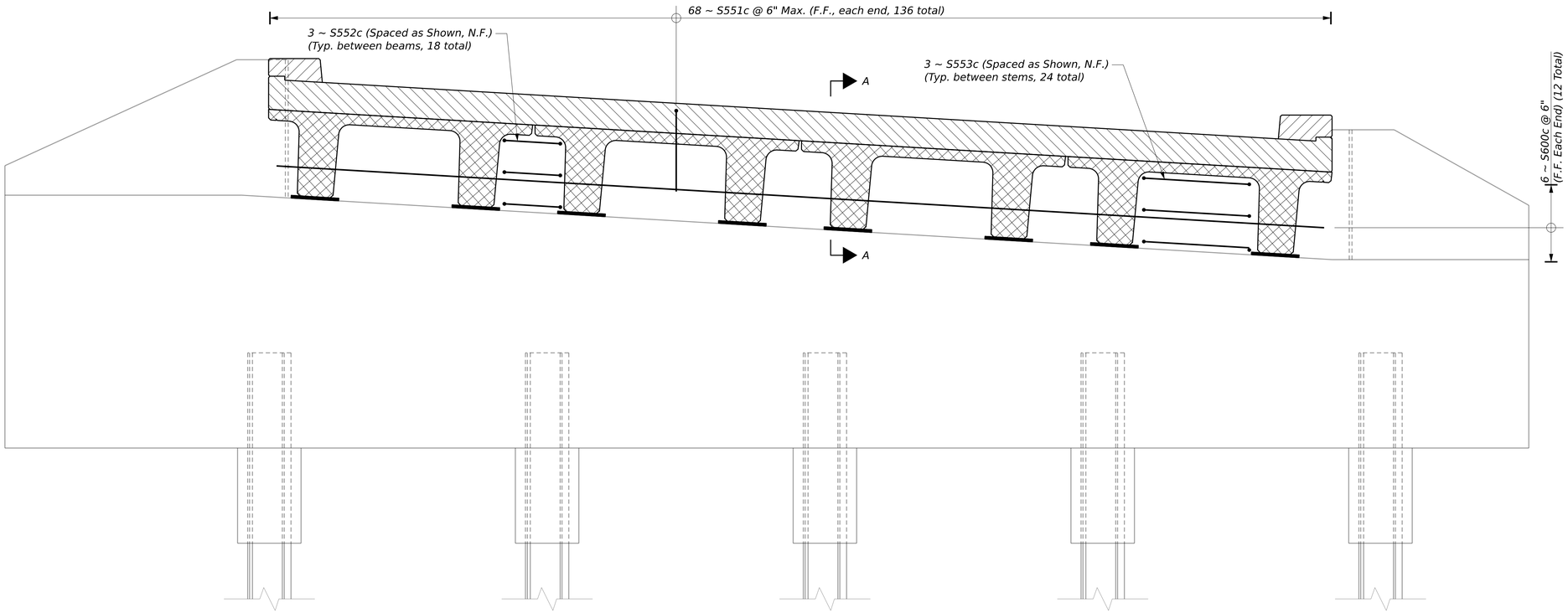
30

OF 33

Date: 11/25/2025

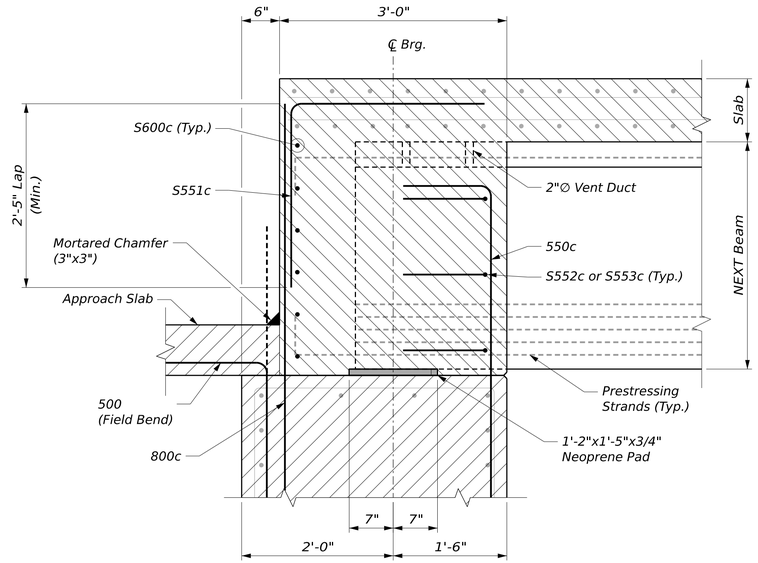
Username: ctobin

Filename: Superstructure.dgn



END DIAPHRAGM REINFORCEMENT ELEVATION

(Abutment No. 1 shown looking downstation, Abutment No. 2 Opposite Hand)
(Wingwall bars and Abutment bars extending into Diaphragm not shown for clarity)



SECTION A-A

HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2608300

WIN 026083.00

BRIDGE NO. 5309

BRIDGE PLANS

PROJ. MANAGER	Michael Wight		
DESIGN-DETAILED	K. Schweizer	E. Beaucage	11/2025
CHECKED-REVIEWED	N. Baert	B. Grenier	11/2025
DESIGN1-DETAILED2			
DESIGN1-DETAILED3			
REVISIONS 1			
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REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

VAN BUREN
ST. MARY'S BRIDGE

END DIAPHRAGM
REINFORCING

SHEET NUMBER

31

OF 33

Date: 11/25/2025

Username: ctobin

Filename: Superstructure.dgn

STRAIGHT BARS

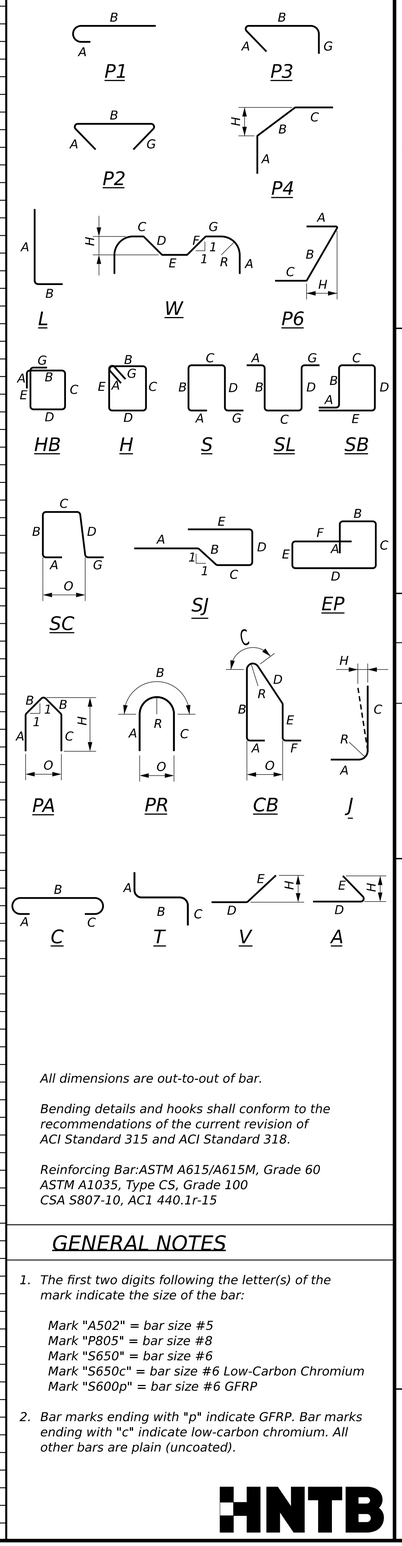
MARK	QTY.	LENGTH	LOCATION
Abutment No. 1 (Plain Rebar)			
A500	30	3'-11"	Approach Slab Hook (Field Bend)
A600	12	35'-9"	Abut. Horiz., F.F. (Abut. & D.S. Side)
A601	14	26'-9"	Abut. Horiz., N.F.
A602	1	23'-8"	Abut. Horiz., U.S., F.F.
A603	1	15'-4"	Abut. Horiz., U.S., F.F.
A604	1	29'-3"	Abut. Horiz., F.F., Below C.J.
A605	1	26'-7"	Abut. Horiz., U.S., N.F.
A606	1	36'-4"	Abut. Horiz., N.F., Below C.J.
A800	4	27'-3"	Abut. Horiz., Bot.
A801	14	18'-10"	Wingwall Horiz., U.S., F.F.
A802	1	21'-6"	Abut. Horiz., U.S., F.F.
A803	2	36'-8"	Abut. Horiz., Below C.J.
A804	2	9'-8"	Abut. Horiz., D.S., Below C.J.
Abutment No. 1 (Low-Carbon Chromium)			
A500c	6	6'-4"	Wingwall Vert., U.S., N.F.
A501c	5	4'-4"	Wingwall Vert., U.S., N.F.
A502c	4	6'-2"	Wingwall Vert., D.S., N.F.
A503c	4	5'-0"	Wingwall Vert., D.S., N.F.
A504c	3	10'-5"	Wingwall Horiz., U.S., F.F.
A505c	3	6'-2"	Wingwall Horiz., D.S., F.F.
A600c	2	10'-9"	Wingwall Horiz., U.S., N.F.
A601c	1	7'-4"	Wingwall Horiz., U.S., N.F.
A602c	1	7'-7"	Wingwall Horiz., D.S., N.F.
A603c	1	6'-3"	Wingwall Horiz., D.S., N.F.
A604c	4	11'-0"	Wingwall Horiz., D.S., F.F.
A605c	1	9'-9"	Wingwall Horiz., D.S., F.F.
A800c	68	8'-7"	Abutment Vert., F.F. at C.J.
A801c	4	16'-3"	Wingwall Horiz., U.S., F.F.
A802c	1	13'-11"	Wingwall Horiz., U.S., F.F.
A803c	1	12'-9"	Wingwall Horiz., U.S., F.F.
A804c	12	8'-4"	Wingwall Vert., U.S., F.F.
A805c	12	6'-8"	Wingwall Vert., U.S., F.F.
A806c	7	8'-2"	Wingwall Vert., D.S., F.F.
A807c	7	7'-0"	Wingwall Vert., D.S., F.F.
Abutment No. 2 (Plain Rebar)			
B500	30	3'-11"	Approach Slab Hook (Field Bend)
B600	12	35'-5"	Abut. Horiz., F.F. (Abut. & D.S. Side)
B601	14	26'-6"	Abut. Horiz., N.F.
B602	1	24'-1"	Abut. Horiz., U.S., F.F.
B603	1	15'-8"	Abut. Horiz., U.S., F.F.
B604	1	29'-4"	Abut. Horiz., F.F., Below C.J.
B605	1	27'-5"	Abut. Horiz., U.S., N.F.
B606	1	33'-2"	Abut. Horiz., N.F., Below C.J.
B800	4	27'-0"	Abut. Horiz., Bot.
B801	14	18'-6"	Wingwall Horiz., U.S., F.F.
B802	1	21'-4"	Abut. Horiz., U.S., F.F.
B803	2	36'-8"	Abut. Horiz., Below C.J.
B804	2	8'-10"	Abut. Horiz., D.S., Below C.J.
Abutment No. 2 (Low-Carbon Chromium)			
B500c	6	6'-3"	Wingwall Vert., U.S., N.F.
B501c	5	4'-7"	Wingwall Vert., U.S., N.F.
B502c	4	6'-2"	Wingwall Vert., D.S., N.F.
B503c	3	4'-6"	Wingwall Vert., D.S., N.F.
B504c	3	10'-2"	Wingwall Horiz., U.S., F.F.
B505c	3	5'-11"	Wingwall Horiz., D.S., F.F.
B600c	2	11'-7"	Wingwall Horiz., U.S., N.F.
B601c	1	8'-1"	Wingwall Horiz., U.S., N.F.
B602c	1	6'-3"	Wingwall Horiz., D.S., N.F.
B603c	1	5'-6"	Wingwall Horiz., D.S., N.F.
B604c	4	10'-9"	Wingwall Horiz., D.S., F.F.
B605c	1	10'-0"	Wingwall Horiz., D.S., F.F.
B800c	68	8'-7"	Abut. Vert., F.F. at C.J.
B801c	4	15'-11"	Wingwall Horiz., U.S., F.F.
B802c	1	13'-7"	Wingwall Horiz., U.S., F.F.
B803c	1	12'-5"	Wingwall Horiz., U.S., F.F.
B804c	11	8'-4"	Wingwall Vert., U.S., F.F.
B805c	11	6'-8"	Wingwall Vert., U.S., F.F.
B806c	7	8'-2"	Wingwall Vert., D.S., F.F.
B807c	6	6'-9"	Wingwall Vert., D.S., F.F.

MARK	QTY.	LENGTH	LOCATION
Superstructure (GFRP)			
S500p	91	45'-0"	Deck Slab, Longitudinal, Top & Bot.
S501p	91	31'-2"	Deck Slab, Longitudinal, Top & Bot.
S502p	151	33'-2"	Deck Slab, Transverse, Bot.
S503p	151	28'-9"	Deck Slab, Transverse, Top
Superstructure (Low-Carbon Chromium)			
S500c	12	38'-8"	Curb Longitudinal Bar
S600c	12	38'-1"	End Diaphragm Horiz. (F.F.)
Approach Slab (Plain Rebar)			
AS501	32	28'-7"	Approach Slab, Transverse Reinf.
AS601	59	15'-9"	Approach Slab, Longitudinal, Abut. 1
AS602	59	15'-2"	Approach Slab, Longitudinal, Abut. 2

BENT BARS

MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
Abutment No. 1 (Plain Rebar)														
A550	16	4'-10"	S	0'-0"	0'-10"	3'-2"	0'-10"			0'-0"				Abut. End T&S
A650	1	13'-2"	V				10'-0"	3'-2"			0'-3"			Abut. Horiz. Below C.J., U.S., N.F.
A651	114	13'-0"	S	0'-0"	4'-11"	3'-2"	4'-11"			0'-0"				Vert. U-Bars, U.S., Below C.J.
A652	92	12'-0"	S	0'-0"	4'-5"	3'-2"	4'-5"			0'-0"				Vert. U-Bars, D.S., Below C.J.
A850	1	18'-6"	V				10'-5"	8'-1"			0'-6"			Abut. Horiz. Below C.J., U.S., F.F.
A851	2	14'-3"	V				10'-1"	4'-2"			0'-3"			Abut. Horiz., Below C.J.
Abutment No. 1 (Low-Carbon Chromium)														
A550c	26	5'-1"	L	4'-2"	0'-10"									Abut. Vertical L-Bars, N.F.
A551c	24	4'-10"	S	0'-0"	0'-10"	3'-2"	0'-10"			0'-0"				Wingwall Top T&S Bars
A552c	2	4'-11"	S	0'-0"	0'-10"	3'-3"	0'-10"			0'-0"				Skewed Wingwall Top U-Bars
A553c	1	17'-1"	P6	7'-3"	3'-3"	6'-7"					0'-7 1/2"			Wingwall Horiz., U.S., T&S
A554c	1	11'-7"	P6	4'-6"	3'-3"	3'-10"					0'-7 1/2"			Wingwall Horiz., U.S., T&S
A555c	1	5'-3"	P6	1'-4"	3'-3"	0'-8"					0'-7 1/2"			Wingwall Horiz., U.S., T&S
A556c	1	17'-1"	P6	6'-8"	3'-3"	7'-2"					0'-6 1/2"			Wingwall Horiz., D.S., T&S
A557c	1	11'-11"	P6	4'-1"	3'-3"	4'-7"					0'-6 1/2"			Wingwall Horiz., D.S., T&S
A558c	1	6'-1"	P6	1'-2"	3'-3"	1'-8"					0'-6 1/2"			Wingwall Horiz., D.S., T&S
A559c	1	10'-10"	V				1'-5"	9'-5"			3'-4"			Wingwall Horiz. Above C.J., U.S., Top
A560c	1	10'-8"	V				1'-3"	9'-5"			3'-4"			Wingwall Horiz. Above C.J., U.S., Top
A561c	1	10'-6"	V				1'-1"	9'-5"			3'-4"			Wingwall Horiz. Above C.J., U.S., Top
A562c	1	10'-3"	V				0'-10"	9'-5"			3'-4"			Wingwall Horiz. Above C.J., U.S., Top
A563c	1	7'-0"	V				1'-10"	5'-2"			2'-5"			Wingwall Horiz. Above C.J., D.S., Top
A564c	1	6'-10"	V				1'-8"	5'-2"			2'-5"			Wingwall Horiz. Above C.J., D.S., Top
A565c	1	6'-8"	V				1'-6"	5'-2"			2'-5"			Wingwall Horiz. Above C.J., D.S., Top
A567c	1	6'-6"	V				1'-4"	5'-2"			2'-5"			Wingwall Horiz. Above C.J., D.S., Top
A650c	1	10'-10"	V				6'-2"	4'-8"			0'-3"			Wingwall Horiz., D.S., F.F.
A651c	1	7'-6"	V				6'-8"	0'-10"			0'-1"			Wingwall Horiz., D.S., N.F.
Abutment No. 2 (Plain Rebar)														
B550	16	4'-10"	S	0'-0"	0'-10"	3'-2"	0'-10"			0'-0"				Abut. End T&S
B650	1	14'-0"	V				10'-0"	3'-2"			0'-3"			Abut. Horiz. Below C.J., U.S., N.F.
B651	114	13'-0"	S	0'-0"	4'-11"	3'-2"	4'-11"			0'-0"				Vert. U-Bars, U.S., Below C.J.
B652	88	12'-0"	S	0'-0"	4'-5"	3'-2"	4'-5"			0'-0"				Vert. U-Bars, D.S., Below C.J.
B850	1	18'-2"	V				10'-2"	8'-0"			0'-7"			Abut. Horiz. Below C.J., U.S., f.f.
B851	2	14'-5"	V				10'-3"	4'-2"			0'-3"			Abut. Horiz., Below C.J.
Abutment No. 2 (Low-Carbon Chromium)														
B550c	26	5'-1"	L	4'-3"	0'-10"									Abut. Vertical L-Bars, N.F.
B551c	24	4'-10"	S	0'-0"	0'-10"	3'-2"	0'-10"			0'-0"				Wingwall Top T&S Bars
B552c	2	4'-11"	S	0'-0"	0'-10"	3'-3"	0'-10"			0'-0"				Skewed Wingwall Top U-Bars
B553c	1	17'-8"	P6	6'-10"	3'-3"	7'-6"					0'-7 1/2"			Wingwall Horiz., U.S., T&S
B554c	1	12'-2"	P6	4'-1"	3'-3"	4'-9"					0'-7 1/2"			Wingwall Horiz., U.S., T&S
B555c	1	5'-6"	P6	0'-10"	3'-3"	1'-5"					0'-7 1/2"			Wingwall Horiz., U.S., T&S
B556c	1	13'-11"	P6	5'-8"	3'-3"	5'-0"					0'-7 1/2"			Wingwall Horiz., D.S., T&S
B557c	1	9'-11"	P6	3'-8"	3'-3"	3'-0"					0'-7 1/2"			Wingwall Horiz., D.S., T&S
B558c	1	5'-2"	P6	1'-3"	3'-3"	0'-8"					0'-7 1/2"			Wingwall Horiz., D.S., T&S
B559c	1	10'-11"	V				1'-5"	9'-5"			3'-5"			Wingwall Horiz. Above C.J., U.S., Top
B560c	1	10'-9"	V				1'-3"	9'-5"			3'-5"			Wingwall Horiz. Above C.J., U.S., Top
B561c	1	10'-6"	V				1'-0"	9'-5"			3'-5"			Wingwall Horiz. Above C.J., U.S., Top
B562c	1	10'-4"	V				0'-10"	9'-5"			3'-5"			Wingwall Horiz. Above C.J., U.S., Top
B563c	1	6'-1"	V				1'-3"	5'-2"			2'-4"			Wingwall Horiz. Above C.J., D.S., Top
B564c	1	5'-11"	V				1'-1"	5'-2"			2'-4"			Wingwall Horiz. Above C.J., D.S., Top
B565c	1	5'-8"	V				0'-10"	5'-2"			2'-4"			Wingwall Horiz. Above C.J., D.S., Top
B566c	1	5'-6"	V				0'-8"	5'-2"			2'-4"			Wingwall Horiz. Above C.J., D.S., Top
B650c	1	10'-6"	V				5'-11"	4'-8"			0'-4"			Wingwall Horiz., D.S., F.F.
B651c	1	6'-2"	V				5'-4"	0'-10"			0'-1"			Wingwall Horiz., D.S., N.F.
Superstructure (Low-Carbon Chromium)														
S550c	212	5'-4"	SC	0'-10"	1'-2 1/2"	1'-3"	1'-2 1/2"			0'-10"		1'-4"		Curb Stirrup
S551c	136	4'-10"	L	2'-5"	2'-5"									End Diaphragm Deck Hook
S552c	18	3'-5"	S	0'-0"	0'-10"	1'-9"	0'-10"			0'-0"				Stirrup between Beams
S553c	24	5'-1"	S	0'-0"	0'-10"	3'-5"	0'-10"			0'-0"				Stirrup between Stems
S554c	600	7'-9"	P1	0'-7"	7'-2"									Deck Overhang Bar

TYPE - BENDING DIAGRAMS



All dimensions are out-to-out of bar.

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

Reinforcing Bar:ASTM A615/A615M, Grade 60
ASTM A1035, Type CS, Grade 100
CSA S807-10, AC1 440.1r-15

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
   Mark "S650c" = bar size #6 Low-Carbon Chromium
   Mark "S600p" = bar size #6 GFRP

2. *Bar marks ending with "p" indicate GFRP. Bar marks ending with "c" indicate low-carbon chromium. All other bars are plain (uncoated).*

HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2608300

WIN 026083.00

BRIDGE PLANS

BRIDGE NO. 5309

SIGNATURE

P.E. NUMBER

DATE

PROJ. MANAGER	Michael Wight	
DESIGN-DETAILED	E. Beauvais	11/2025
CHECKED-REVIEWED	K. Schweizer	11/2025
DESIGN2-DETAILED2	N. Baert	
DESIGN3-DETAILED3	B. Grenier	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

VAN BUREN
ST. MARY'S BRIDGE

REINFORCING SCHEDULE

SHEET NUMBER

32

OF 33

Date: 11/25/2025

Username: ctobin

Filename: Superstructure.dgn

PLAN LEGEND

Town, County, State
Approx. Property Lines
Existing Right of Way
Limits of Wrought Portion — LIMITS OF WROUGHT PORTION
Control Of Access
New Right of Way
New Easement
New Temporary Rights — TEMP. CONST. LIMITS
New R/W Within Existing R/W

New R/W Along Existing R/W
Building — Clearing Limit Line — CLL
Trees — Conifer — Deciduous
Tree Line — Bush Line
Water Edge
Ledge — Rock/Boulder — Flag Pole
Fence — CHAIN LINK — BARB WIRE — STOCKADE
Sign — Well — Mailbox

	Existing	Proposed
Sanitary Sewer		SA
Com. Line UG	COM	UG COMM
Electric Line	E	UG POW
Water Line	W	WL
Underdrain Line		
Gas Line	G	GAS
Guardrail		
Culvert		

	Existing	Proposed
Traveled Way		
Ditch		
Catch Basin		
Manhole		
Sewer Manhole		
Utlity Pole		
Fire Hydrant		
Curbing		

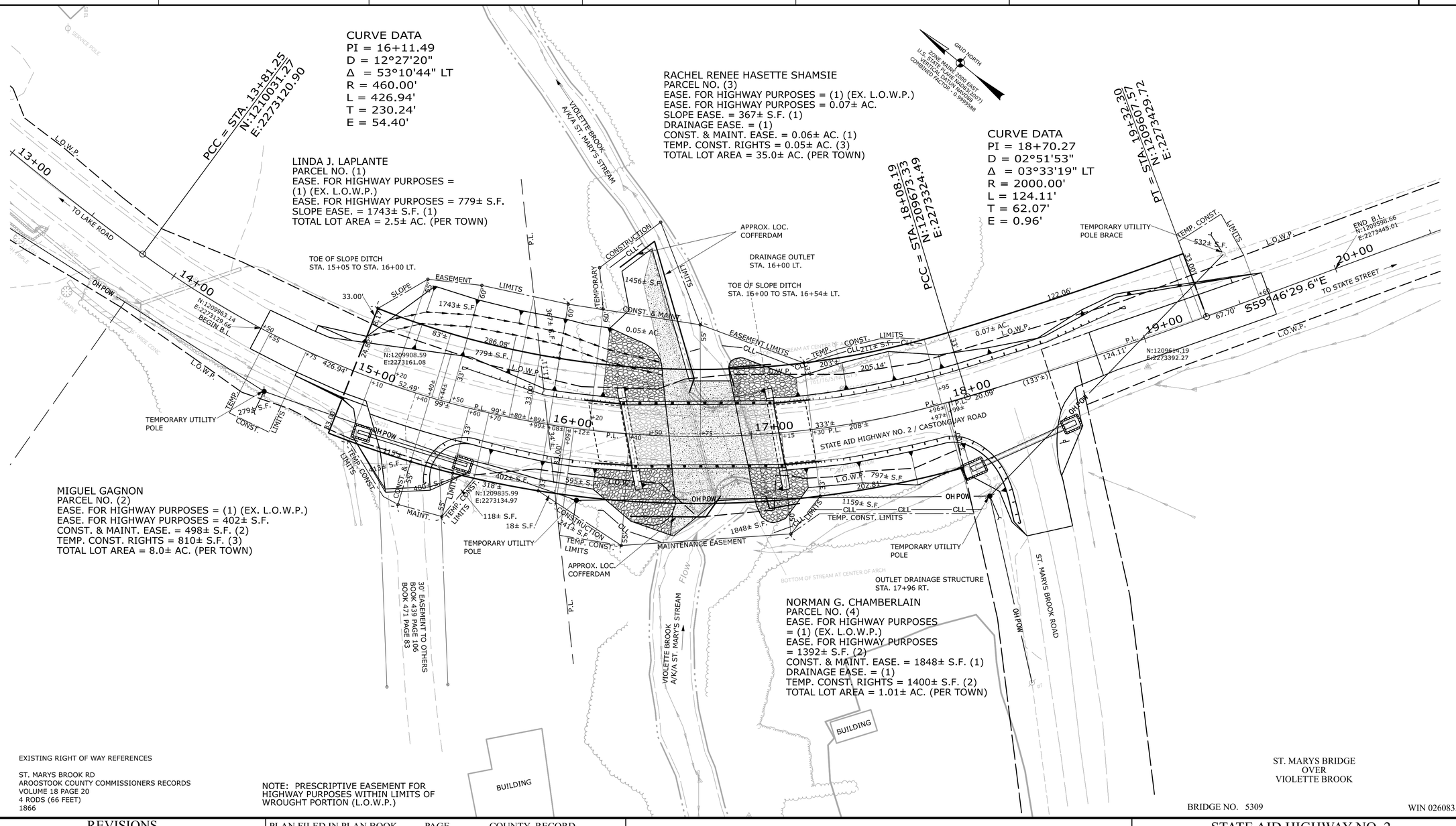
Cut Line — Fill Line
Stonewall — Retaining Wall
Baseline — 10+00 — 11+00 — 12+00
Monument — Traverse Point
Iron Rod Set — IRS — Pipe Found — IPF

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 OF _____
RECEIVED _____, 20____
AT_____ HRS. _____ MINS. _____ .M.
AND RECORDED IN
PLAN BOOK
(OR FILE NO.) _____ , PAGE _____
ATTEST: _____
REGISTER



REVISIONS NO.	DATE	DESCRIPTION	BY

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

DALE F. DOUGHTY
ACTING COMMISSIONER
WILLIAM A. PULVER
CHIEF ENGINEER
DATE

STATE AID HIGHWAY NO. 2
CASTONGUAY ROAD

VAN BUREN — AROOSTOOK COUNTY

FEDERAL AID PROJECT NO. 2608300

AUGUST 2025	RIGHT-OF-WAY MAP	D.O.T FILE NO. 2-665
SCALE 1"= 25'	SHEET 1 OF 1	

ITEM	CHECKED	TECH
EXISTING CONDITION PLAN	JDF	SAN
FINAL RIGHT OF WAY	PS	SAN
AREAS	KDM	SAN

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

SHEET NUMBER
33
OF 33

Username: Shawn.Noyes Date: 12/9/2025

Filename: C:\Users\Shawn.Noyes\State of Maine\MaineDOT Work - WIN\26083_00\ROW\Right-of-Way_Plan.dgn