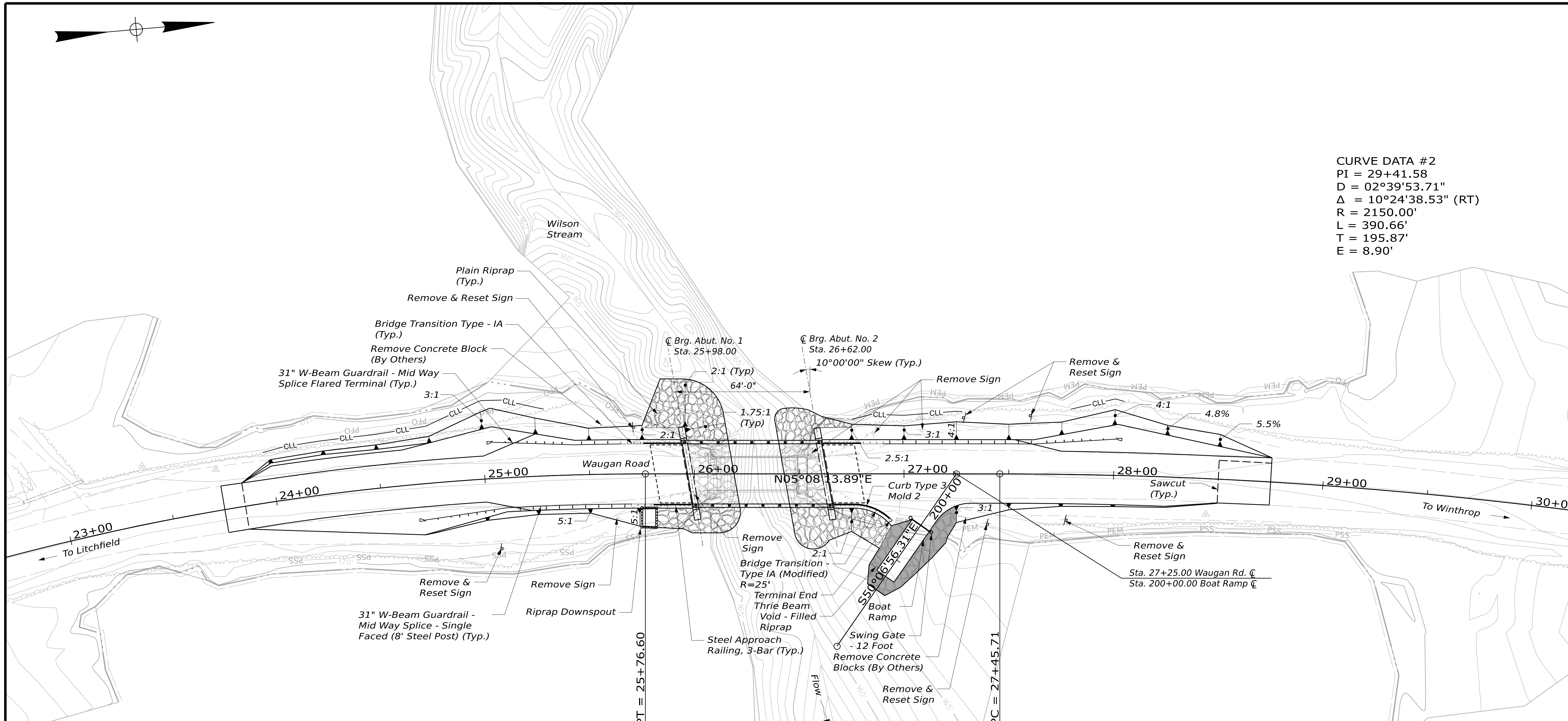
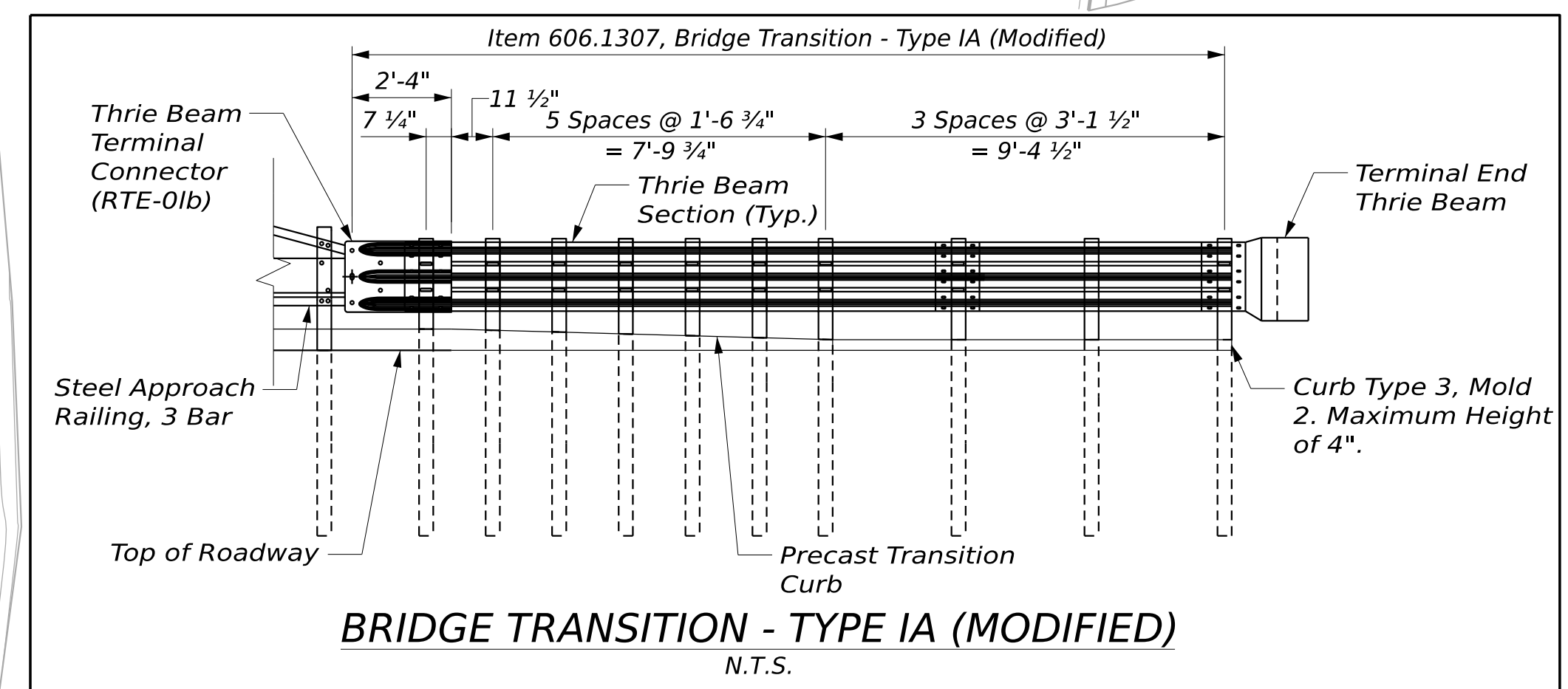
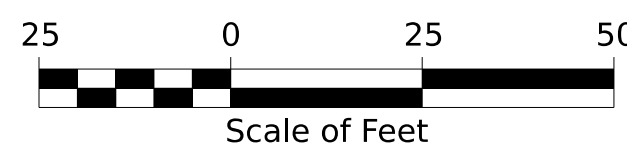


CURVE DATA #2
 PI = 29+41.58
 D = 02°39'53.71"
 Δ = 10°24'38.53" (RT)
 R = 2150.00'
 L = 390.66'
 T = 195.87'
 E = 8.90'

CURVE DATA #1
 PI = 23+93.49
 D = 04°48'53.18"
 Δ = 17°46'33.93" (RT)
 R = 1190.00'
 L = 369.20'
 T = 186.09'
 E = 14.46'

PLAN



STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 Federal Project No. 2623400

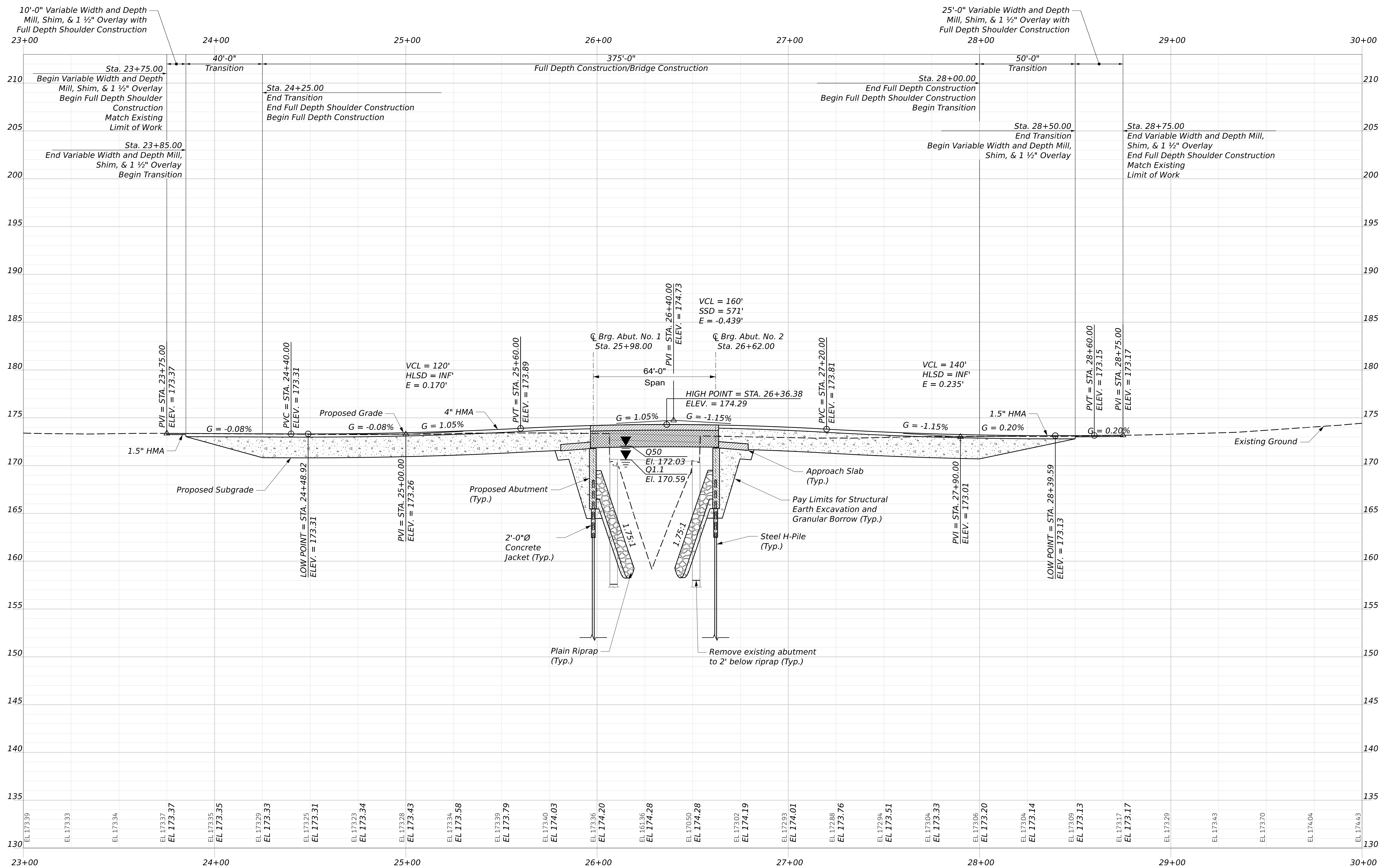
DATE	BY	PROJ. MANAGER	CHECKED	DESIGNED	DATE
11/2025	C. Tobin	Trevor Gleason	C. Tobin	C. Tobin	11/2025
11/2025	J. O'Neil		E. Davidson	J. O'Neil	11/2025

SIGNATURE	P.E. NUMBER	DATE

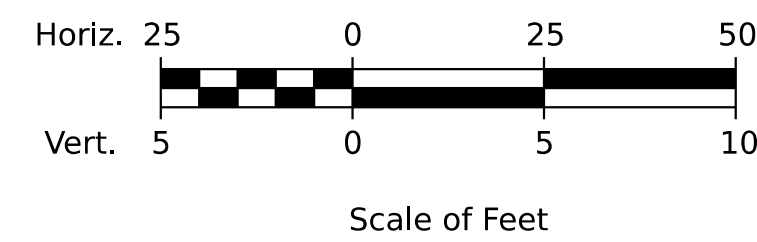
WAGGON BRIDGE NO. 0487
 CROSSING WILSON STREAM
 MONMOUTH
 GENERAL PLAN

SHEET NUMBER
 3
 OF 28





PROFILE - WAUGAN ROAD



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Federal Project No. 2623400

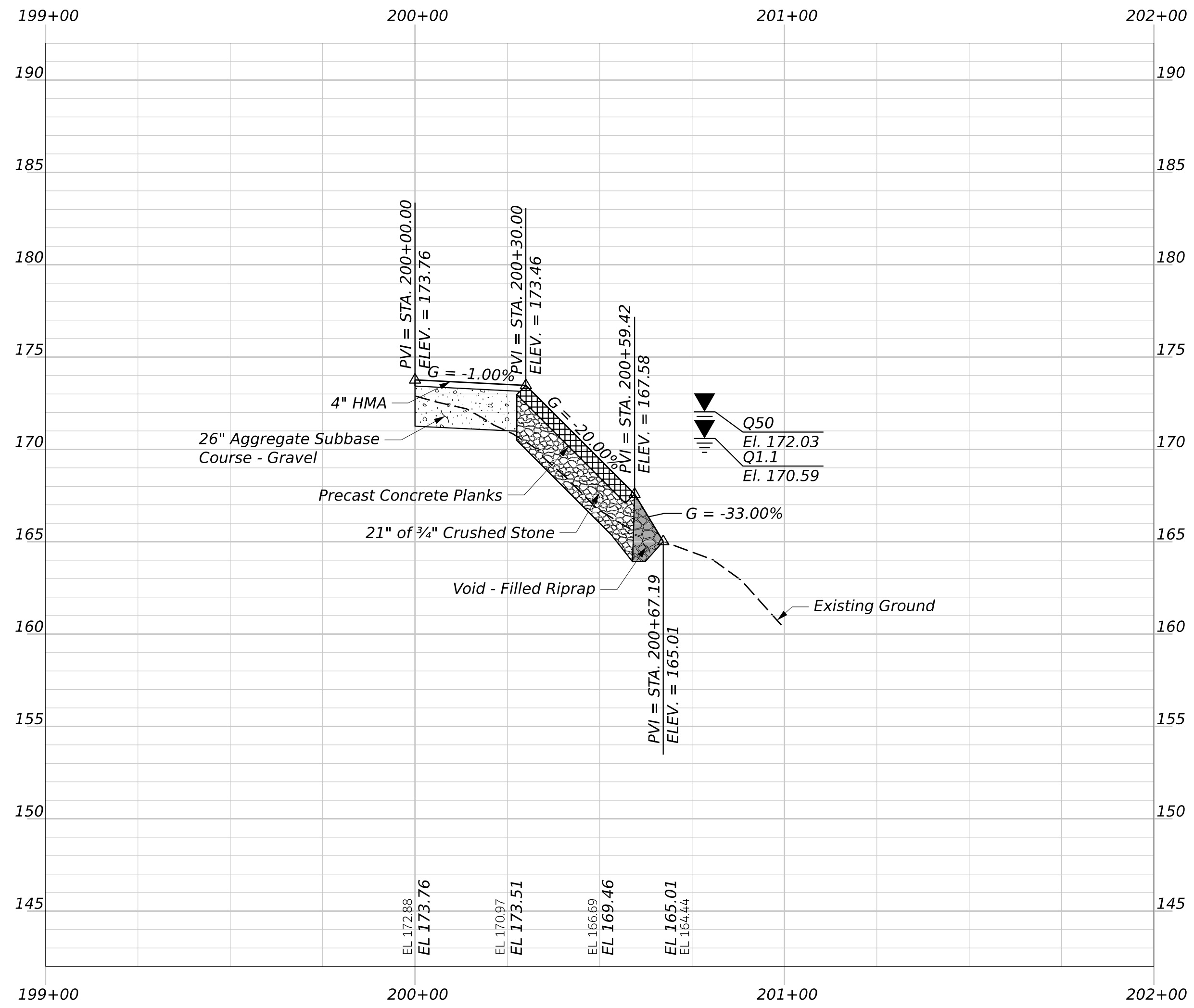
PROJ. MANAGER	Trevor Gleason
DESIGN-DETAILED	C. Tobin
CHECKED-REVIEWED	E. Davidson
DESIGN-DETAILED	
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

DATE	11/2025
BY	C. Tobin
DATE	11/2025
BY	J. Oland
DATE	
BY	
DATE	
BY	
DATE	
BY	
DATE	

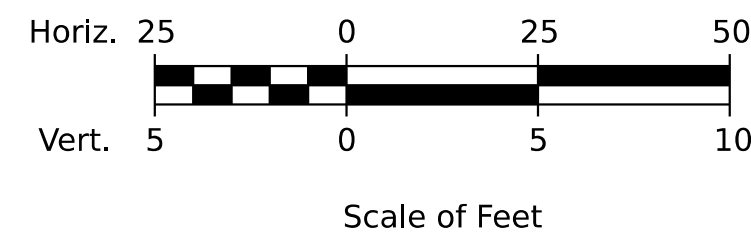
WAGGON BRIDGE NO. 0487
CROSSING WILSON STREAM
MONMOUTH

SHEET NUMBER
4
OF 28





PROFILE - BOAT RAMP



PROJ. MANAGER	BY	DATE
DESIGN-DETAILED	C. Tobin	11/2025
CHECKED-REVIEWED	E. Davidson	11/2025
DESIGN-DETAILED02		
DESIGN-DETAILED03		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE	P.E. NUMBER	DATE

WAGGON BRIDGE NO. 0487
CROSSING WILSON STREAM
MONMOUTH

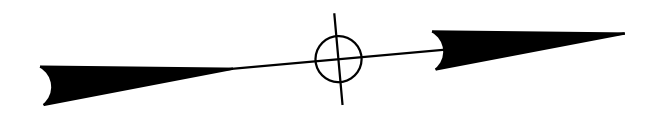
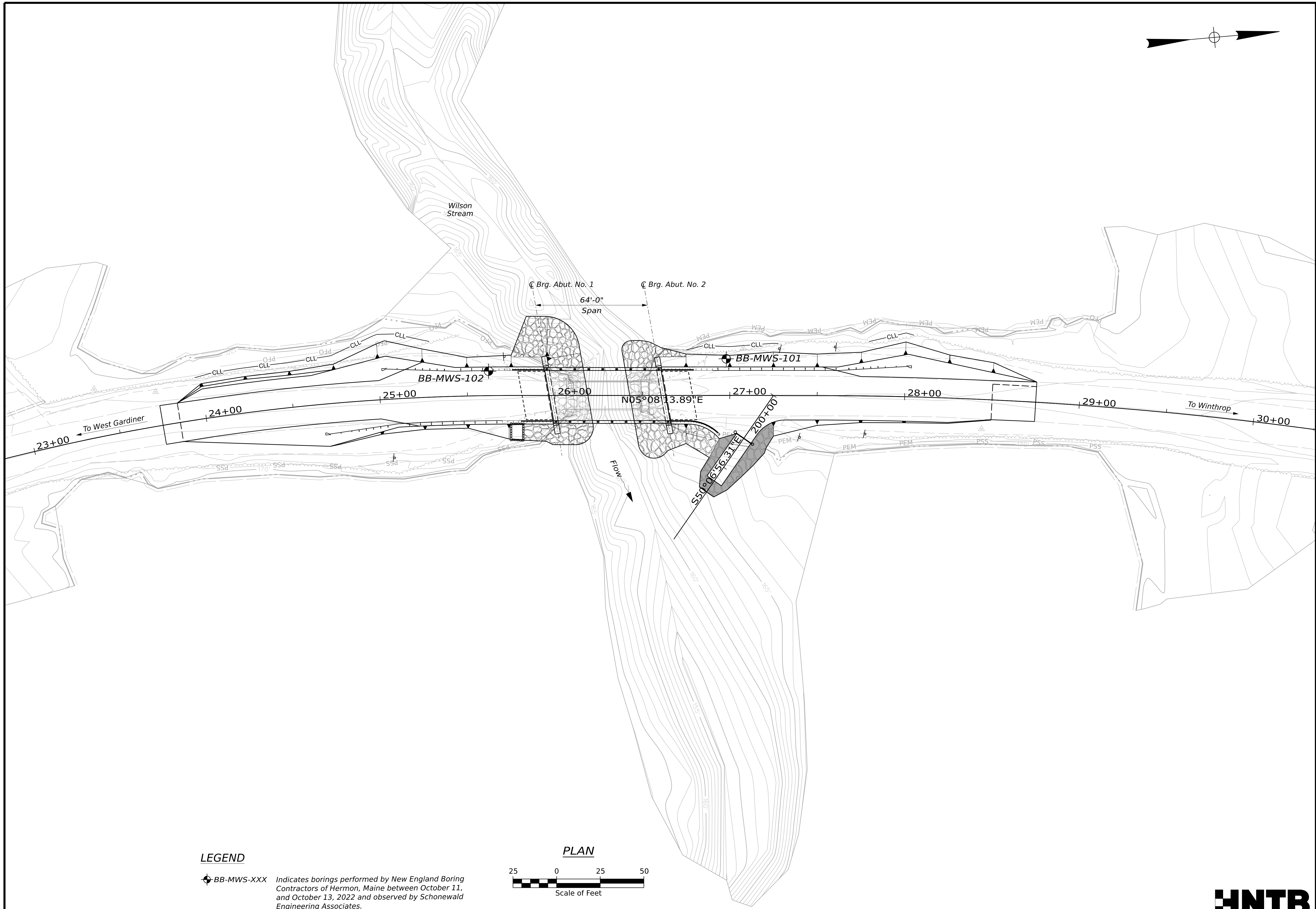
PROFILE - BOAT RAMP

SHEET NUMBER


5

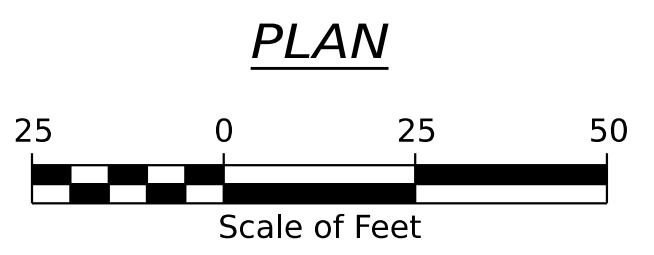
OF 28





LEGEND


BB-MWS-XXX Indicates borings performed by New England Boring Contractors of Hermon, Maine between October 11, and October 13, 2022 and observed by Schonewald Engineering Associates.



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Federal Project No. 2623400

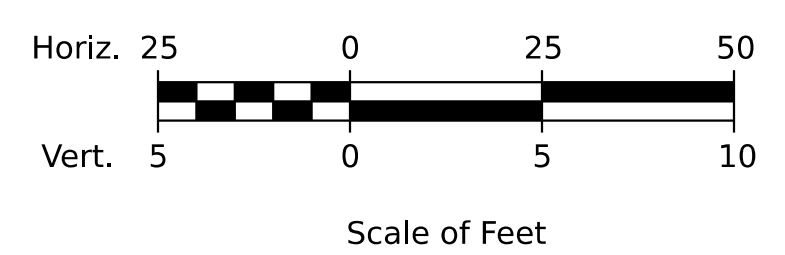
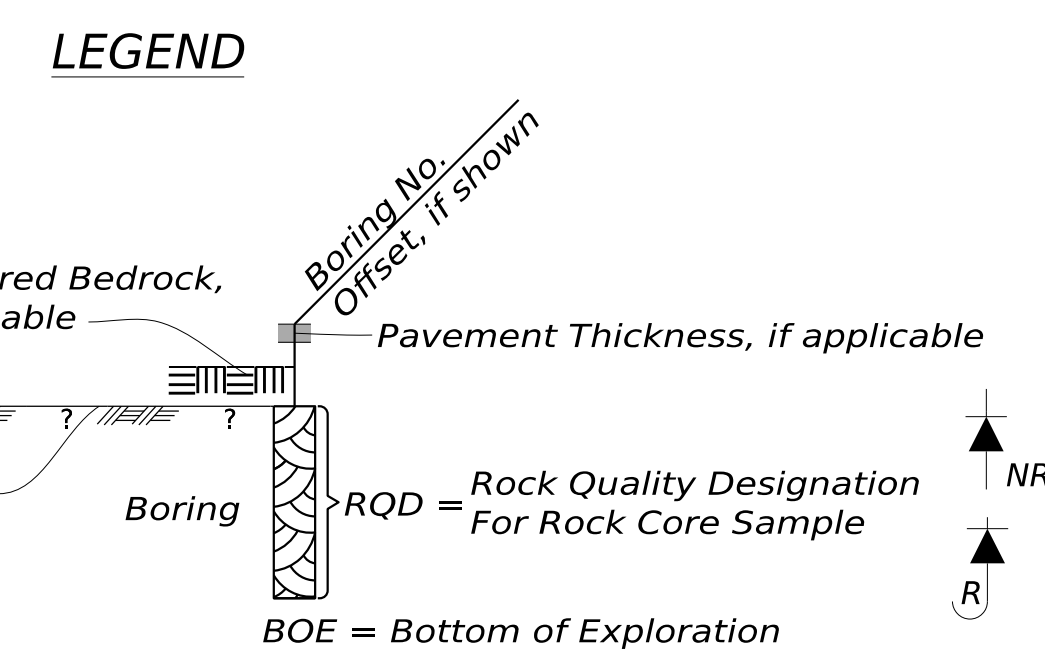
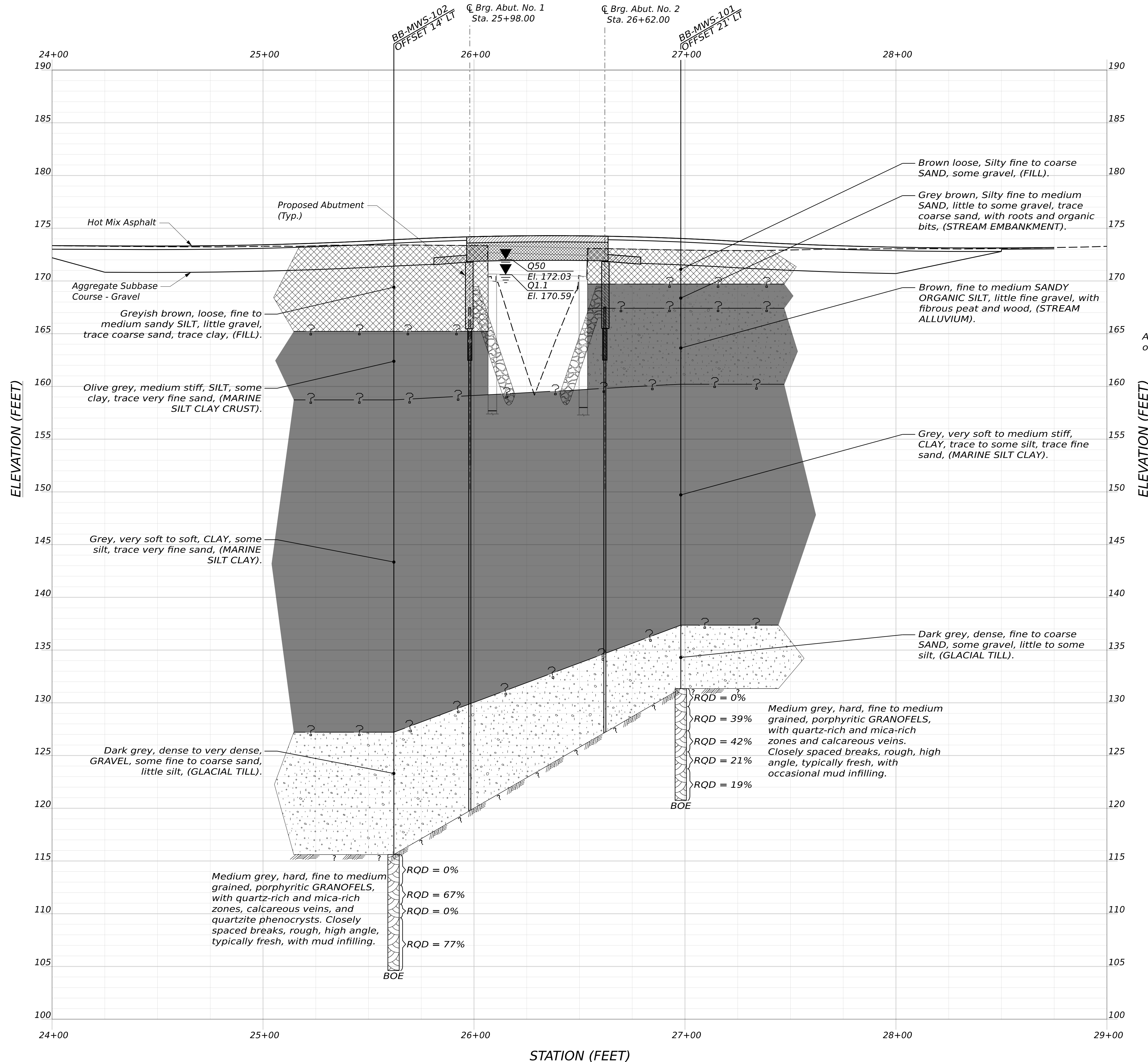
SIGNATURE _____
 P.E. NUMBER _____
 DATE _____

PROJ. MANAGER	BY	DATE
Trevor Gleason	C. Tabin	11/2025
DESIGN-DETAILED	J. Juozeh	11/2025
CHECKED-REVIEWED		
DESIGN-DETAILED02		
DESIGN-DETAILED03		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

WAGGON BRIDGE NO. 0487
 CROSSING WILSON STREAM
 MONMOUTH
BORING LOCATION PLAN

SHEET NUMBER
6
 OF 28





- NOTES:**
1. 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.
 2. Existing abutment linework shown screened for clarity.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		Federal Project No. 2623400		WIN 026234.00	
WAGGON BRIDGE BRIDGE NO. 0487 CROSSING WILSON STREAM MONMOUTH		INTERPRETIVE SUBSURFACE PROFILE		SHEET NUMBER 7 OF 28	
PROJ. MANAGER	DATE	BY	DATE	SIGNATURE	DATE
Trevor Gleason	11/7/2025	C. Tobin	11/7/2025		
DESIGN-DETAILED		M. Rowell			
CHECKED-REVIEWED		J. Juarez			
DESIGN-DETAILED02					
DESIGN-DETAILED03					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					



Maine Department of Transportation Soil/Rock Exploration Log US CUSTOMARY UNITS		Project: Waggon Bridge #0487 Waugan Rd over Wilson Stream Location: Monmouth, ME		Boring No.: BB-MWS-101							
Driller: New England Boring Contractors		Elevation (ft.): 172		Auger ID/DD: n/a							
Operator: Enos/ Gamm		Datum: NAVD88		Sampler: Standard Split-Spoon							
Logged By: Schonewald		Rig Type: Mobile Drill B-53 track (NEBC-23)		Hammer Wt./Fall: 140 lbs/ 30 in							
Date Start/Finish: 10/11/22; 1515-10/12/22; 1120		Drilling Method: cased wash boring		Core Barrel: N02							
Boring Location: Station 26+98, 21 Ft LT		Casing ID/DD: HW(4.0/4.5) 14"/NW(3.0/3.5) 40.5'		Water Level*: 3.4 ft (open, end)							
Hammer Efficiency Factor: 0.859		Hammer Type: Automatic <input checked="" type="checkbox"/> Hydraulic <input type="checkbox"/> Rope & Cathead <input type="checkbox"/>									
Definitions: R = Rock Core Sample D = Split Spoon Sample MB = 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 WY = Unsuccessful Field Vane Shear Test Attempt S _u = Peak/Retained Field Vane Undrained Shear Strength (psf) S _{u(lob)} = Lab Vane Undrained Shear Strength (psf) q _p = Unconfined Compressive Strength (ksf) N = uncorrected = Raw Field SPT N-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. Shear Strength (psf) or ROD (%))	N-uncorrected	N ₆₀	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/AASHTO and Unified Class
50								121.2		Bottom of Exploration at 50.8 feet below ground surface.	
55											
60											
65											
70											
75											
Remarks:											
Stratification lines represent approximate boundaries between soil types; transitions may be gradual.						Page 3 of ??					
* 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.						Boring No.: BB-MWS-101					

Maine Department of Transportation Soil/Rock Exploration Log US CUSTOMARY UNITS		Project: Waggon Bridge #0487 Waugan Rd over Wilson Stream Location: Monmouth, ME		Boring No.: BB-MWS-102							
Driller: New England Boring Contractors		Elevation (ft.): 172.5		Auger ID/DD: n/a							
Operator: Enos/ Gamm		Datum: NAVD88		Sampler: Standard Split-Spoon							
Logged By: Schonewald		Rig Type: Mobile Drill B-53 track (NEBC-23)		Hammer Wt./Fall: 140 lbs/ 30 in							
Date Start/Finish: 10/12/22; 1145-10/13/22; 1130		Drilling Method: cased wash boring		Core Barrel: N02							
Boring Location: Station 25+62, 14 Ft LT		Casing ID/DD: HW(4.0/4.5) 44.5"/NW(3.0/3.5) 57.6'		Water Level*: 6.0 ft (open, end)							
Hammer Efficiency Factor: 0.859		Hammer Type: Automatic <input checked="" type="checkbox"/> Hydraulic <input type="checkbox"/> Rope & Cathead <input type="checkbox"/>									
Definitions: R = Rock Core Sample D = Split Spoon Sample MB = 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 WY = Unsuccessful Field Vane Shear Test Attempt S _u = Peak/Retained Field Vane Undrained Shear Strength (psf) S _{u(lob)} = Lab Vane Undrained Shear Strength (psf) q _p = Unconfined Compressive Strength N = uncorrected = Raw Field SPT N-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. Shear Strength (psf) or ROD (%))	N-uncorrected	N ₆₀	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/AASHTO and Unified Class
0										sand and gravel (shoulder)	
5	1D	24/14	2.0 - 4.0	8-3-4-3	7	10				Greyish brown, moist, loose, fine to medium Sandy SILT, little gravel, trace coarse sand, trace clay; reworked, (MISC FILL).	GTX#693240 LL=31 PL=23 PI=8 WC=20%
5	2D	24/6	4.0 - 6.0	8-3-4-4	7	10				Greyish brown, moist, loose, fine to medium Sandy SILT, little gravel, trace coarse sand, trace clay; reworked, (MISC FILL).	
10	MV							164.5		Unable to push vane at 9.0 ft. Olive grey, mottled, medium stiff, SILT, some clay, trace very fine sand, (MARINE SILT CLAY CRUST).	GTX#693248 WC=31.7% GTX#693241 LL=36 PL=25 PI=11
15	MV 4D	24/21	14.5 - 16.5	1/12'-1-1	--			158.0		Unable to push vane at 14.5 ft. Grey, very soft, Silty CLAY, trace very fine sand, (MARINE SILT-CLAY).	GTX#693248 WC=57.8% GTX#693242 LL=49 PL=31 PI=18
20	U1	24/24	19.0 - 21.0	PISTON SAMPLER						Grey, CLAY, some silt, (MARINE SILT-CLAY).	GTX#693248 WC=49.9% GTX#693235 LL=46 PL=28 PI=18 GTX#693259 %-#200=99.8 GTX#-- 3-pt CIU GTX#CRC-2 CRS. CRNSDL
25	5D VI	24/24	24.0 - 26.0	PUSH THRU VANE						Grey, very soft to soft, CLAY, some silt, (MARINE SILT-CLAY). VI: 11.5 / 1 ft-lbs (65 mm x 130 mm vane raw torque)	GTX#693248 WC=41.0% GTX#693243
Remarks:											
Stratification lines represent approximate boundaries between soil types; transitions may be gradual.						Page 1 of ??					
* 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.						Boring No.: BB-MWS-102					

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Federal Project No. 2623400
WIN 026234.00

DATE: 11/7/2025
BY: Trevor Gleason
PROJ. MANAGER: M. Bowick
CHECKED-DETAILED: J. Juwah
DESIGN-REVIEWED: J. Juwah
DESIGN-DETAILED: J. Juwah
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

DATE: 11/7/2025
BY: Trevor Gleason
PROJ. MANAGER: M. Bowick
CHECKED-DETAILED: J. Juwah
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REVISIONS 4
FIELD CHANGES

DATE: 11/7/2025
BY: Trevor Gleason
PROJ. MANAGER: M. Bowick
CHECKED-DETAILED: J. Juwah
DESIGN-REVIEWED: J. Juwah
DESIGN-DETAILED: J. Juwah
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

WAGGON BRIDGE BRIDGE NO. 0487
CROSSING WILSON STREAM
MONMOUTH
BORING LOG II
SHEET NUMBER
9
OF 28



Date: 11/7/2025

Username: dguzzi

Maine Department of Transportation Soil/Rock Exploration Log US CUSTOMARY UNITS		Project: Waggon Bridge #0487 Waggon Rd over Wilson Stream Location: Monmouth, ME		Boring No.: BB-MWS-102							
Driller: New England Boring Contractors		Elevation (ft.): 172.5		Auger ID/DD: n/a							
Operator: Enos/ Gonn		Datum: NAVD88		Sampler: Standard Split-Spoon							
Logged By: Schonewald		Rig Type: Mobile Drill B-53 track (NEBC-23)		Hammer Wt./Fall: 140 lbs/ 30 in							
Date Start/Finish: 10/12/22; 1145-10/13/22; 1130		Drilling Method: cased wash boring		Core Barrel: N02							
Boring Location: Station 25+62, 14 Ft LT		Casing ID/DD: HW(4.0/4.5) 44.5'/NW(3.0/3.5) 57.6'		Water Level*: 6.0 ft (open, end)							
Hammer Efficiency Factor: 0.859		Hammer Type: Automatic <input checked="" type="checkbox"/> Hydraulic <input type="checkbox"/> Rope & Cathead <input type="checkbox"/>									
Definitions: R = Rock Core Sample, S _u = Peak/Retained Field Vane Undrained Shear Strength (psf), T _v = Pocket Torvane Shear Strength (psf) D = Split Spoon Sample, SSA = Solid Stem Auger, S _{u(lob)} = Lab Vane Undrained Shear Strength (psf), WC = Water Content, percent MD = Unsuccessful Split Spoon Sample Attempt, HSA = Hollow Stem Auger, q _p = Unconfined Compressive Strength (ksf), LL = Liquid Limit U = Thin Wall Tube Sample, RC = Roller Cone, N-uncorrected = Raw Field SPT N-value, PL = Plastic Limit MU = Unsuccessful Thin Wall Tube Sample Attempt, WH = Weight of 140 lb Hammer, Hammer Efficiency Factor = Rig Specific Annual Calibration Value/PI = Plasticity Index V = Field Vane Shear Test, PP = Pocket Penetrometer, WDR/C = Weight of Rods or Casing, N ₆₀ = SPT N-uncorrected Corrected for Hammer Efficiency, G = Grain Size Analysis MV = Unsuccessful Field Vane Shear Test Attempt, WDIP = Weight of One Person, N ₆₀ = (Hammer Efficiency Factor/60)*N-uncorrected, C = Consolidation Test											
Sample Information											
Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in. Shear Strength (psf) or ROD (%))	N-uncorrected	N ₆₀	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/AASHTO and Unified Class
25	V2		24.6 - 25.0 25.6 - 26.0	Su=220 /41 psf						readings) V2: 8 / 1.5 ft-lbs (65 mm x 130 mm vane raw torque readings)	LL=31 PL=21 PI=10
30	U2	24/24	29.0 - 31.0	PISTON SAMPLER						Grey, CLAY, some silt, (MARINE SILT-CLAY).	GTX#693248 WC=37.7% GTX#693236 LL=31 PL=21 PI=10 GTX#693259 %-#200=99.7 GTX#-- 3-pt CIU GTX#RC-1 CRS_CONSDL
35	6D V3	24/18	34.0 - 36.0 34.6 - 35.6 36.0	PUSH THRU VANE Su=275 /27 psf						Dark grey with black, soft, CLAY, some silt, (MARINE SILT-CLAY). V3: 10 / 1 ft-lbs (65 mm x 130 mm vane raw torque readings) V4: 12.5 / 1.5 ft-lbs (65 mm x 130 mm vane raw torque readings)	GTX#693248 WC=46.9% GTX#693244 LL=44 PL=23 PI=21
40	7D V5	24/24	39.0 - 41.0 39.6 - 40.0	VANE/12" -WDR/12" Su=137* /69 psf						Grey, CLAY, some silt, (MARINE SILT-CLAY). V5: 5 / 2.5 ft-lbs (65 mm x 130 mm vane raw torque readings) *gritty - possible sand lens/layer Unable to push vane at 40.0 ft.	GTX#693248 WC=40.5% GTX#693245 LL=36 PL=22 PI=14 GTX#693259 %-#200=99.8
45	MV									Unable to push vane at 44.0 ft. Dark grey, medium dense, GRAVEL, little fine to coarse sand, little silt, trace clay; possible transition	
50	8D	24/5	44.0 - 46.0	3-9-8-7	17	24	NW				
50	9D	24/8	49.0 - 51.0	17-18-13-11	31	44	--			Dark grey, dense, GRAVEL, some fine to coarse sand, little silt, (GLACIAL TILL).	
Remarks:											
Stratification lines represent approximate boundaries between soil types; transitions may be gradual.										Page 2 of ??	
* 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.										Boring No.: BB-MWS-102	

Maine Department of Transportation Soil/Rock Exploration Log US CUSTOMARY UNITS		Project: Waggon Bridge #0487 Waggon Rd over Wilson Stream Location: Monmouth, ME		Boring No.: BB-MWS-102							
Driller: New England Boring Contractors		Elevation (ft.): 172.5		Auger ID/DD: n/a							
Operator: Enos/ Gonn		Datum: NAVD88		Sampler: Standard Split-Spoon							
Logged By: Schonewald		Rig Type: Mobile Drill B-53 track (NEBC-23)		Hammer Wt./Fall: 140 lbs/ 30 in							
Date Start/Finish: 10/12/22; 1145-10/13/22; 1130		Drilling Method: cased wash boring		Core Barrel: N02							
Boring Location: Station 25+62, 14 Ft LT		Casing ID/DD: HW(4.0/4.5) 44.5'/NW(3.0/3.5) 57.6'		Water Level*: 6.0 ft (open, end)							
Hammer Efficiency Factor: 0.859		Hammer Type: Automatic <input checked="" type="checkbox"/> Hydraulic <input type="checkbox"/> Rope & Cathead <input type="checkbox"/>									
Definitions: R = Rock Core Sample, S _u = Peak/Retained Field Vane Undrained Shear Strength (psf), T _v = Pocket Torvane Shear Strength (psf) D = Split Spoon Sample, SSA = Solid Stem Auger, S _{u(lob)} = Lab Vane Undrained Shear Strength (psf), WC = Water Content, percent MD = Unsuccessful Split Spoon Sample Attempt, HSA = Hollow Stem Auger, q _p = Unconfined Compressive Strength (ksf), LL = Liquid Limit U = Thin Wall Tube Sample, RC = Roller Cone, N-uncorrected = Raw Field SPT N-value, PL = Plastic Limit MU = Unsuccessful Thin Wall Tube Sample Attempt, WH = Weight of 140 lb Hammer, Hammer Efficiency Factor = Rig Specific Annual Calibration Value/PI = Plasticity Index V = Field Vane Shear Test, PP = Pocket Penetrometer, WDR/C = Weight of Rods or Casing, N ₆₀ = SPT N-uncorrected Corrected for Hammer Efficiency, G = Grain Size Analysis MV = Unsuccessful Field Vane Shear Test Attempt, WDIP = Weight of One Person, N ₆₀ = (Hammer Efficiency Factor/60)*N-uncorrected, C = Consolidation Test											
Sample Information											
Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in. Shear Strength (psf) or ROD (%))	N-uncorrected	N ₆₀	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/AASHTO and Unified Class
50											
55	10D	24/6	54.0 - 56.0	16-17-22-33	39	56	38			Dark grey, very dense, Silty GRAVEL, some fine to coarse sand, (GLACIAL TILL).	GTX#693269 G=A-4(C)
60	R1	33/18	57.7 - 60.5	ROD = 0%				114.9		Top of bedrock at Elev. 114.9 ft. R1: Bedrock: Medium grey, fine to medium grained, porphyritic GRANOFELS, with occasional quartz-rich and mica-rich zones, calcareous veins, and quartzite phenocrysts; high angle remnant bedding visible; hard, typically fresh. Highly broken with evidence of wide mud-infilled fractures. (SANGERVILLE FORMATION) Core times: 2:15/ 1:55/ --- min:sec/ft. ROCK QUALITY = VERY POOR R2: Similar rock as R1. Typically moderately dipping, closely to moderately spaced breaks; undulating, rough, typically fresh, and open with mud infilling. Core times: 1:40/ --- min:sec/ft. ROCK QUALITY = FAIR R3: Similar rock as R1. Highly broken; one long, very wide, mud-infilled, near-vertical fracture. Core times: --/ 2:10/ --- min:sec/ft ROCK QUALITY = VERY POOR R4: Similar rock as R1 with garnets in lower 3 feet of core. Typically moderately dipping, moderately spaced breaks; undulating, rough, typically fresh, and open with mud infilling. Very wide, mud-infilled fracture from 65.6 to 65.7 ft. Core times: --/ 1:50/ 2:05/ 2:30/ 2:10/ --- min:sec/ft. ROCK QUALITY = GOOD	
65	R2	21/21	60.5 - 62.3	ROD = 67%							
65	R3	17/17	62.2 - 63.6	ROD = 0%							
65	R4	60/60	63.6 - 68.6	ROD = 77%							
70											
75										Bottom of Exploration at 68.6 feet below ground surface.	
Remarks:											
Stratification lines represent approximate boundaries between soil types; transitions may be gradual.										Page 3 of ??	
* 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.										Boring No.: BB-MWS-102	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Federal Project No. 2623400
WIN 026234.00

DATE: 11/20/25
BY: T. G. Blain
SIGNATURE: _____
P.E. NUMBER: _____
DATE: _____

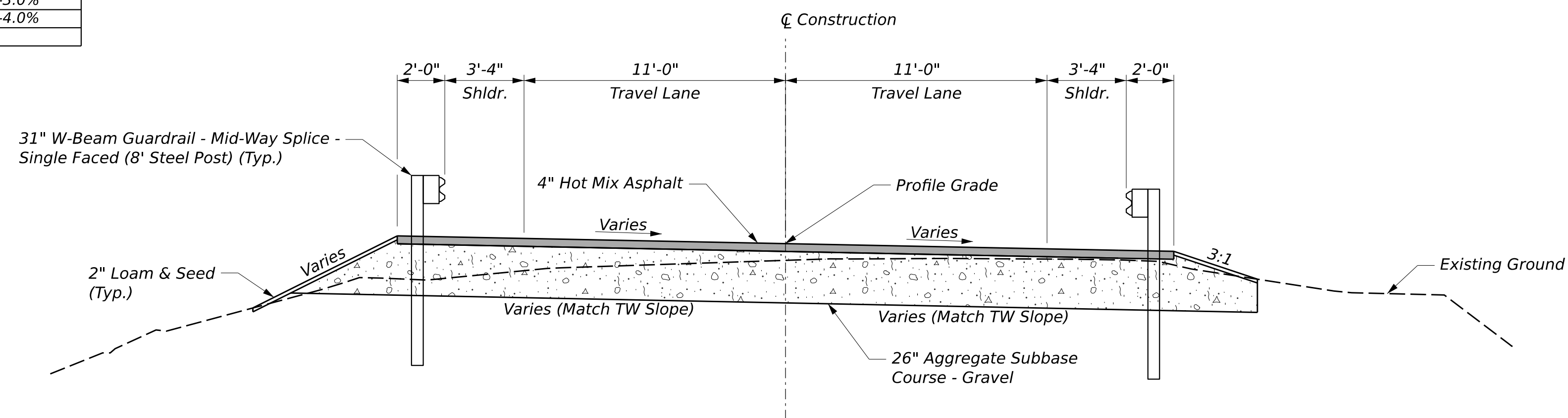
PROJ. MANAGER: Trevor Gleason
DESIGN-DETAILED: M. Bowick
CHECKED-REVIEWED: J. Juozeh
DESIGN-DETAILED: J. Juozeh
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

WAGGON BRIDGE BRIDGE NO. 0487
CROSSING WILSON STREAM
MONMOUTH
BORING LOG III

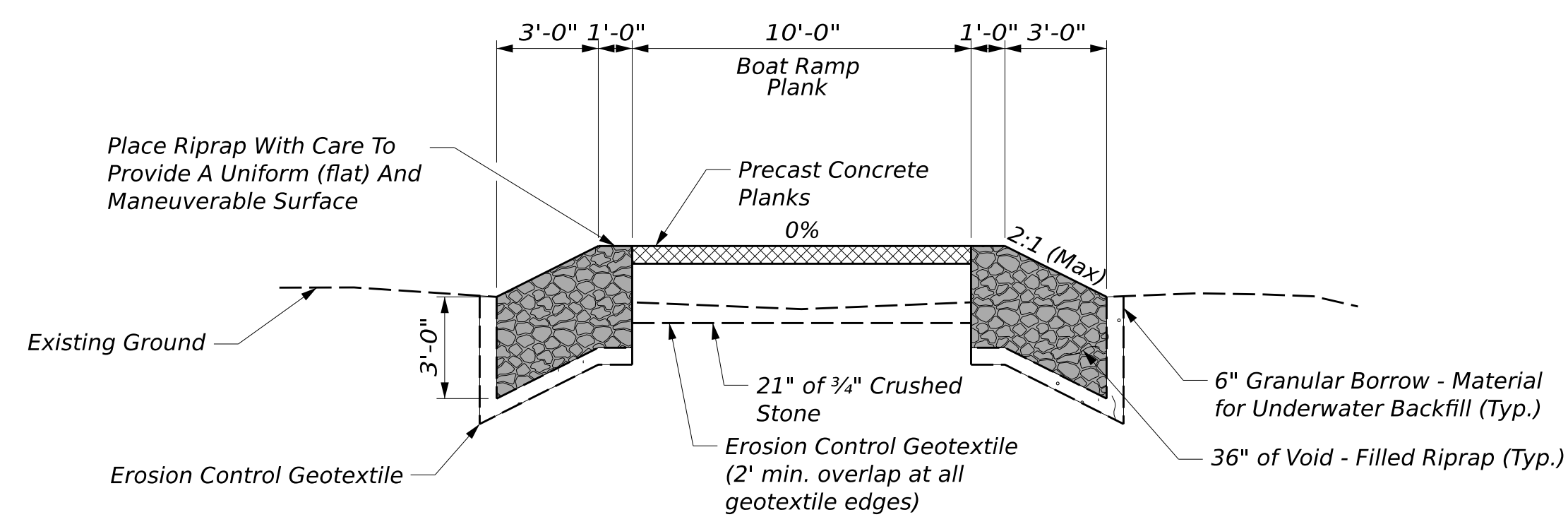
SHEET NUMBER
10
OF 28



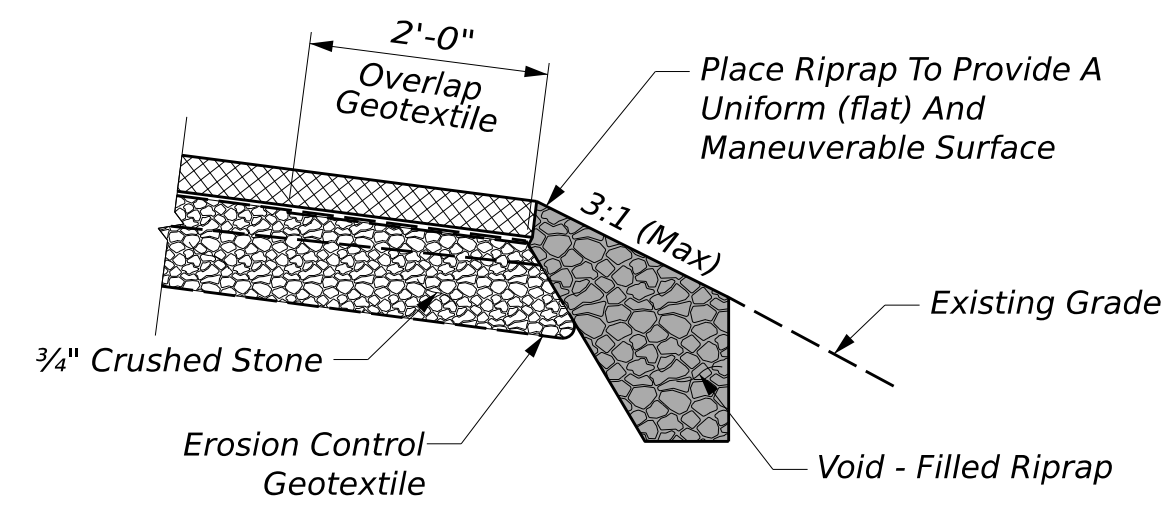
Waugan Road Cross Slope Table				
Left Shoulder	Left Travel Lane	Station	Right Travel Lane	Right Shoulder
Match Existing	Match Existing	23+50	Match Existing	Match Existing
-5.2%	-1.7%	23+75	-6.5%	-9.5%
-4.0%	-0.4%	24+00	-5.4%	-7.6%
-2.8%	0.8%	24+25	-4.2%	-5.3%
-1.6%	2.0%	24+50	-3.1%	-5.2%
-0.4%	2.0%	24+75	-2.0%	-4.5%
0.8%	2.0%	25+00	-2.0%	-3.3%
2.0%	2.0%	25+25	-2.0%	-2.0%
		-		
2.0%	2.0%	27+50	-2.0%	-2.0%
0.7%	2.0%	27+75	-2.0%	-2.0%
-0.6%	0.9%	28+00	-2.0%	-2.0%
-1.9%	-0.1%	28+25	-3.0%	-3.0%
-3.2%	-1.2%	28+50	-4.0%	-4.0%
Match Existing	Match Existing	28+75	Match Existing	Match Existing



TYPICAL APPROACH SECTION



TYPICAL CONCRETE BOAT RAMP SECTION



TYPICAL BOAT RAMP END SECTION

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Federal Project No. 2623400
WIN 026234.00

PROJ. MANAGER
DESIGN-DETAILED
CHECKED-REVISED
DESIGN-DETAILED
DESIGN-DETAILED
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

DATE	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
11/2025	C. Tobin	11/2025			
11/2025	J. Oland				

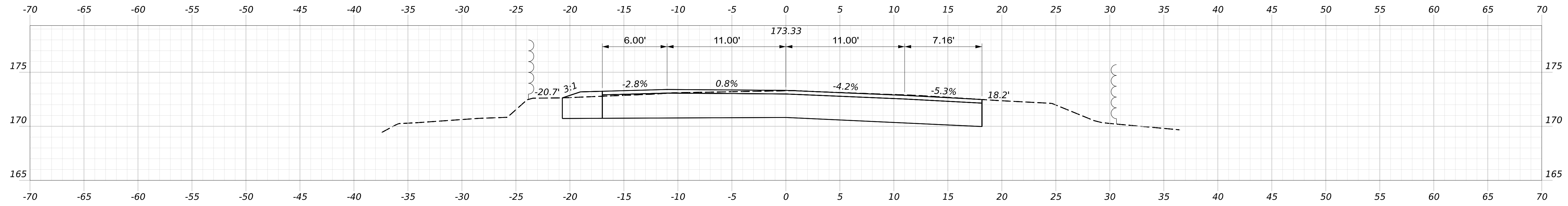
WAGGON BRIDGE BRIDGE NO. 0487
CROSSING WILSON STREAM
MONMOUTH
TYPICAL SECTIONS

SHEET NUMBER
11
OF 28



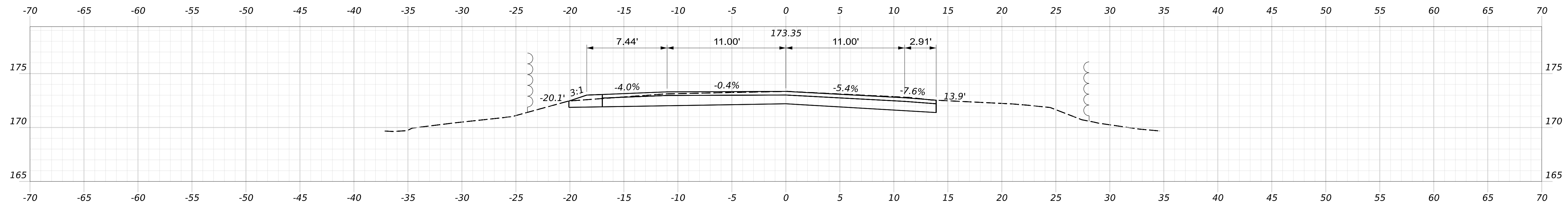
Date: 11/7/2025

Username: dguzzi

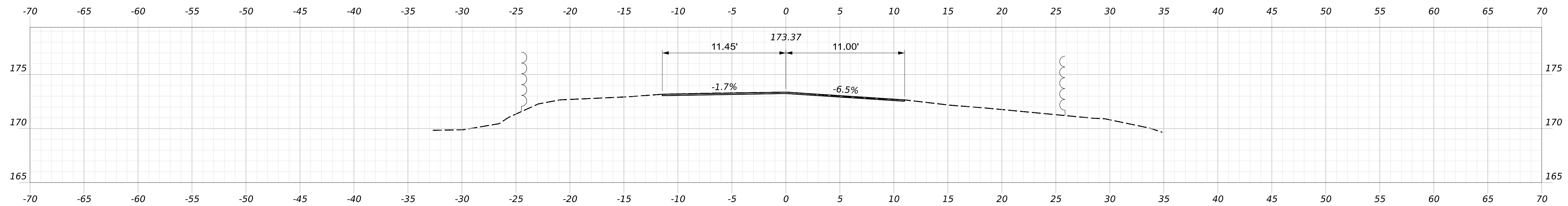


STA. 24+25.00
 End Transition
 End Full Depth Shoulder Construction
 Begin Full Depth Construction

24+25.00



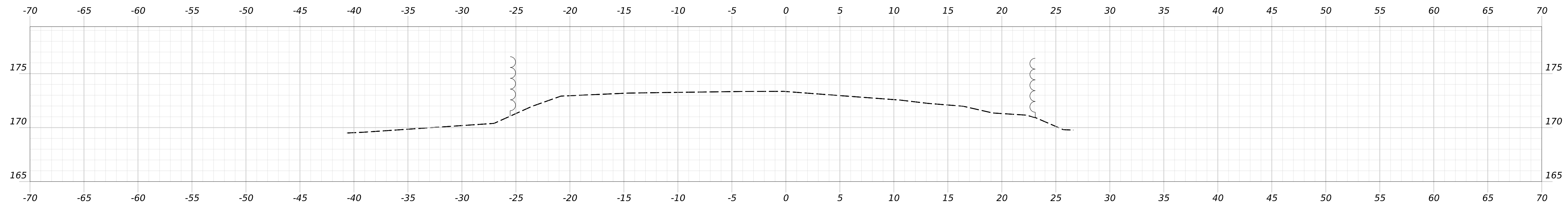
24+00.00



STA. 23+75.00
 Limit of Work
 Begin Variable Width & Depth Mill, Shim and 1 1/2" Overlay
 Begin Full Depth Shoulder Construction
 Match Existing

STA. 23+85.00
 End Variable Width & Depth Mill, Shim and 1 1/2" Overlay
 Begin Transition

23+75.00



23+50.00

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 Federal Project No. 2623400
 WIN 026234.00

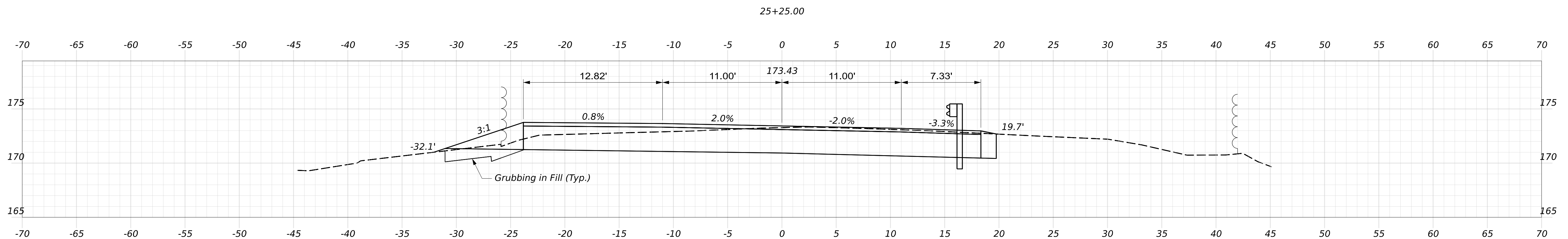
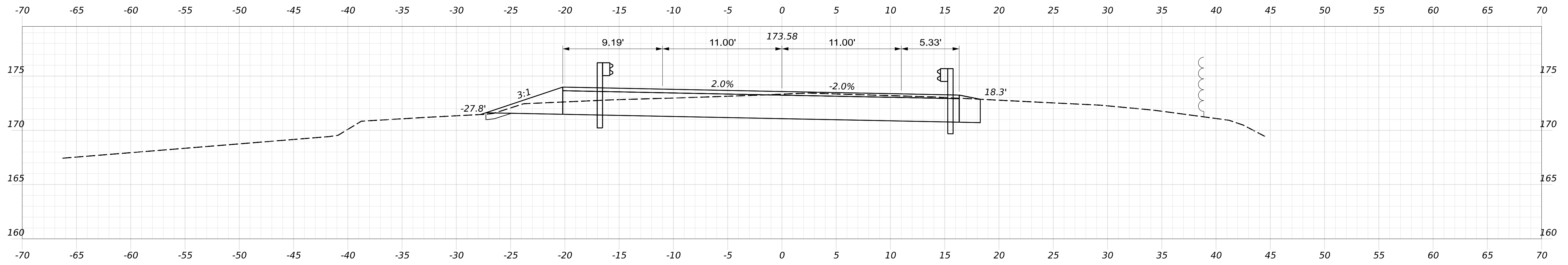
PROJ. MANAGER	DATE	BY	SIGNATURE	P.E. NUMBER	DATE
Trevor Gleason	11/2025	C. Tobin			
DESIGN-DETAILED	11/2025	E. Davidson			
CHECKED-REVIEWED					
DESIGN-DETAILED02					
DESIGN-DETAILED03					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

PROJ. MANAGER	DATE	BY	SIGNATURE	P.E. NUMBER	DATE
Trevor Gleason	11/2025	C. Tobin			
DESIGN-DETAILED	11/2025	E. Davidson			
CHECKED-REVIEWED					
DESIGN-DETAILED02					
DESIGN-DETAILED03					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

WAGGON BRIDGE BRIDGE NO. 0487
 CROSSING WILSON STREAM
 MONMOUTH
 CROSS SECTIONS

SHEET NUMBER
 12
 OF 28

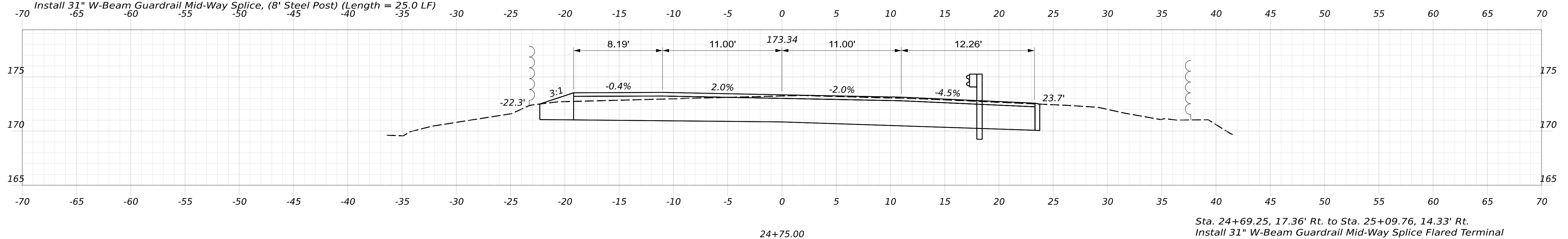




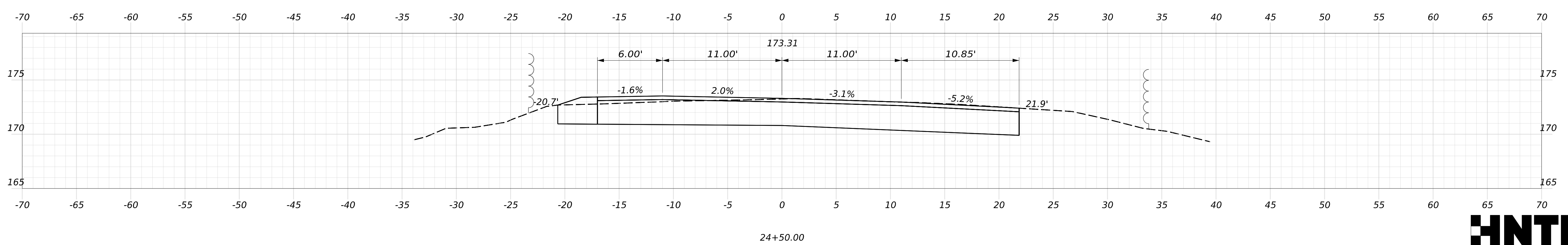
Sta. 25+03.97, 17.38' Lt. to Sta. 25+43.41, 14.33' Lt.
Install 31" W-Beam Guardrail Mid-Way Splice Flared Terminal

Sta. 25+43.41, 14.33' Lt. to Sta. 25+65.04, 14.33' Lt.
Install 31" W-Beam Guardrail Mid-Way Splice, (8' Steel Post) (Length = 25.0 LF)

Sta. 25+09.76, 14.33' Rt. to Sta. 25+69.86, 14.33' Rt.
Install 31" W-Beam Guardrail Mid-Way Splice, (8' Steel Post) (Length = 62.5 LF)



Sta. 24+69.25, 17.36' Rt. to Sta. 25+09.76, 14.33' Rt.
Install 31" W-Beam Guardrail Mid-Way Splice Flared Terminal



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Federal Project No. 2623400
WIN 026234.00

PROJ. MANAGER	DATE	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED	11/2025	C. Tobin	11/2025			
CHECKED-REVIEWED		E. Davidson				
DESIGN-DETAILED						
REVISIONS 1						
REVISIONS 2						
REVISIONS 3						
REVISIONS 4						
FIELD CHANGES						

PROJ. MANAGER	DATE	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED	11/2025	C. Tobin	11/2025			
CHECKED-REVIEWED		E. Davidson				
DESIGN-DETAILED						
REVISIONS 1						
REVISIONS 2						
REVISIONS 3						
REVISIONS 4						
FIELD CHANGES						

WAGGON BRIDGE BRIDGE NO. 0487
CROSSING WILSON STREAM
MONMOUTH
CROSS SECTIONS

SHEET NUMBER
13
OF 28

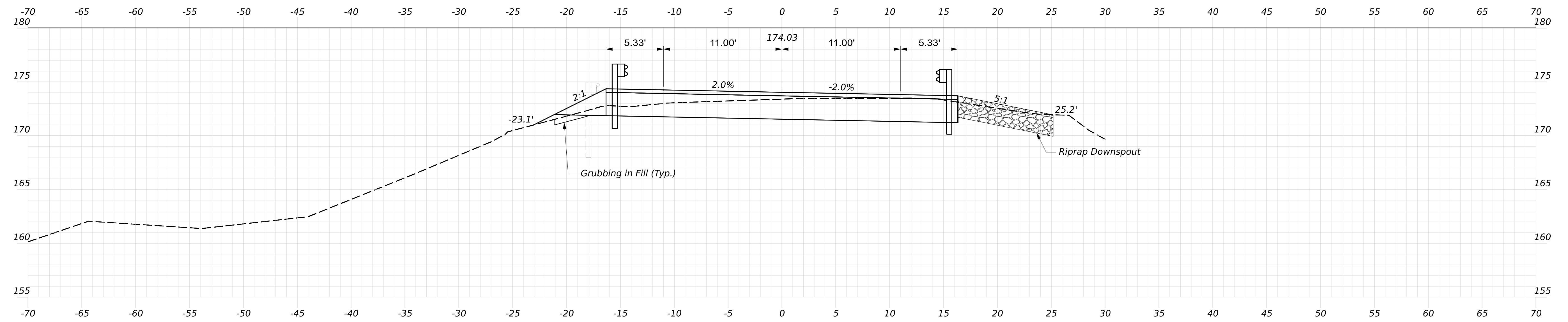


Username: dguzzi Date: 11/7/2025

DATE	SIGNATURE
BY	P.E. NUMBER
PROJ. MANAGER	DATE

PROJ. MANAGER	DATE
DESIGN-DETAILED	11/2025
CHECKED-REVIEWED	11/2025
DESIGN-DETAILED02	
DESIGN-DETAILED03	
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

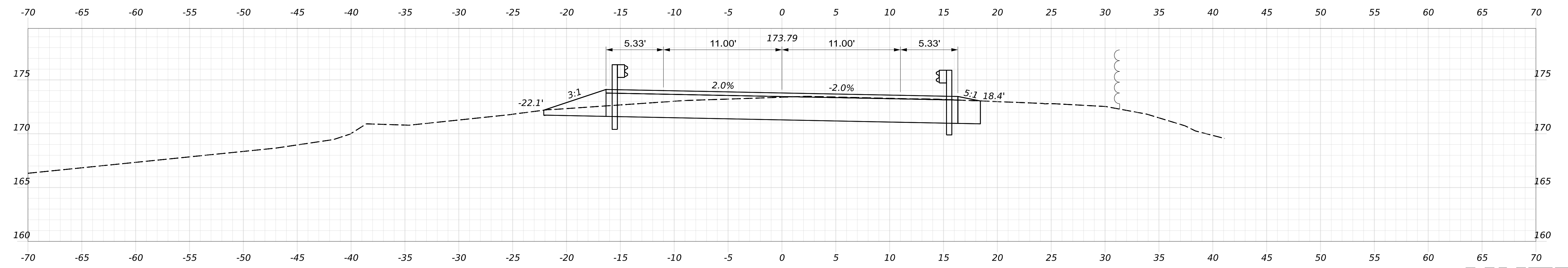
WAGGON BRIDGE BRIDGE NO. 0487
CROSSING WILSON STREAM
MONMOUTH
CROSS SECTIONS



Sta. 25+65.04, 14.33' Lt. to Sta. 25+83.64, 14.33' Lt.
Install Bridge Transition Type IA

25+75.00

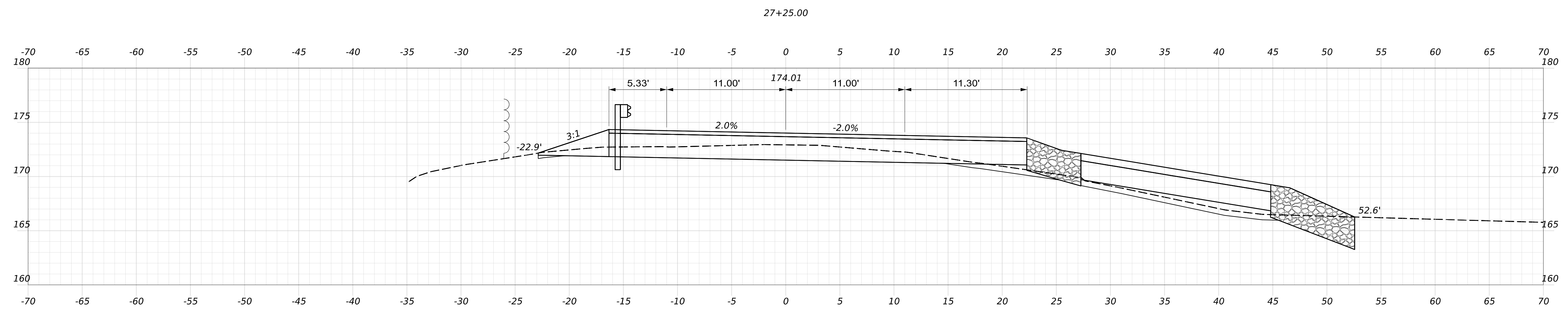
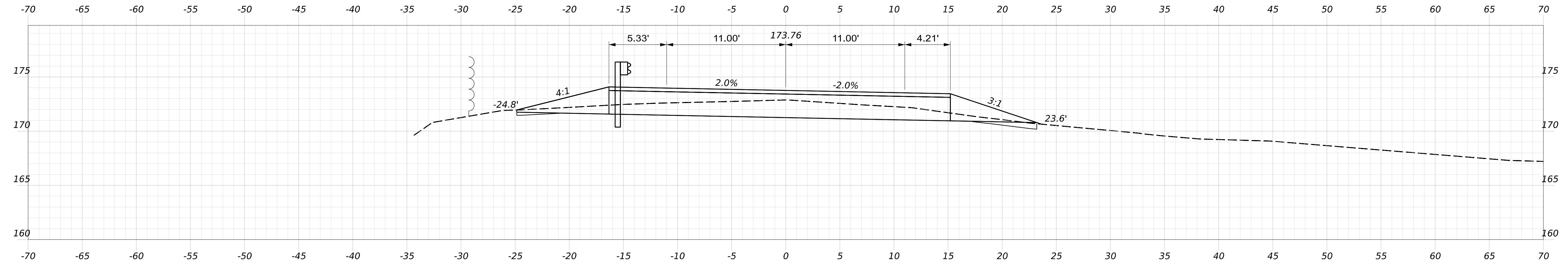
Sta. 25+69.86, 14.33' Rt. to Sta. 25+88.69, 14.33' Rt.
Install Bridge Transition Type IA



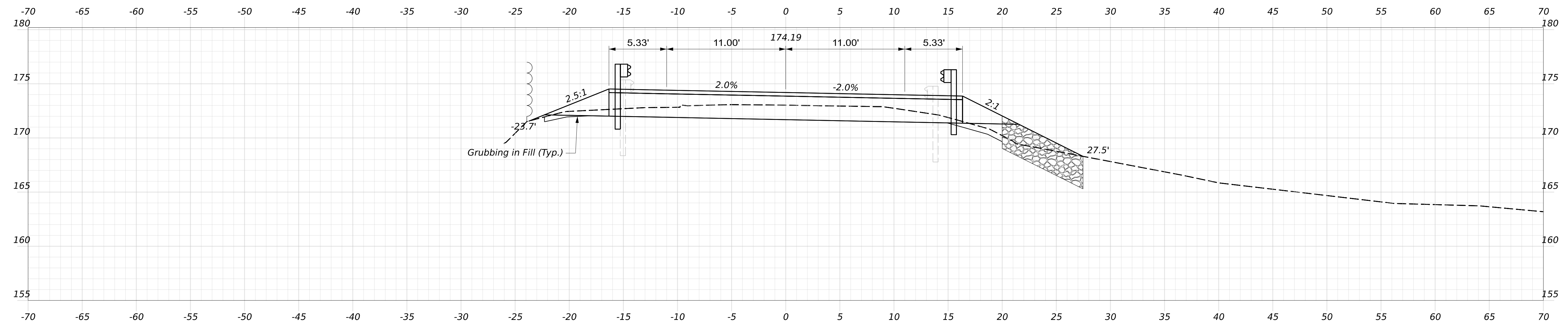
25+50.00



Username: dguzzi Date: 11/7/2025



Sta. 26+90.06, 14.33' Lt. to Sta. 27+61.82, 14.33' Lt.
Install 31" W-Beam Guardrail Mid-Way Splice, (8' Steel Post) (Length = 75.0 LF)



Sta. 26+71.31, 14.33' Lt. to Sta. 26+90.06, 14.33' Lt.
Install Bridge Transition Type IA

Sta. 26+76.36, 14.33' Rt. to Sta. 26+93.36 21.15' Rt.
Install Curb Type 3 Mold 2
Sta. 26+76.36, 14.33' Rt. to Sta. 26+93.36, 21.15' Rt.
Install Bridge Transition Type IA (Modified), R=25'
Install Terminal End - Thrie Beam

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
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WIN 026234.00

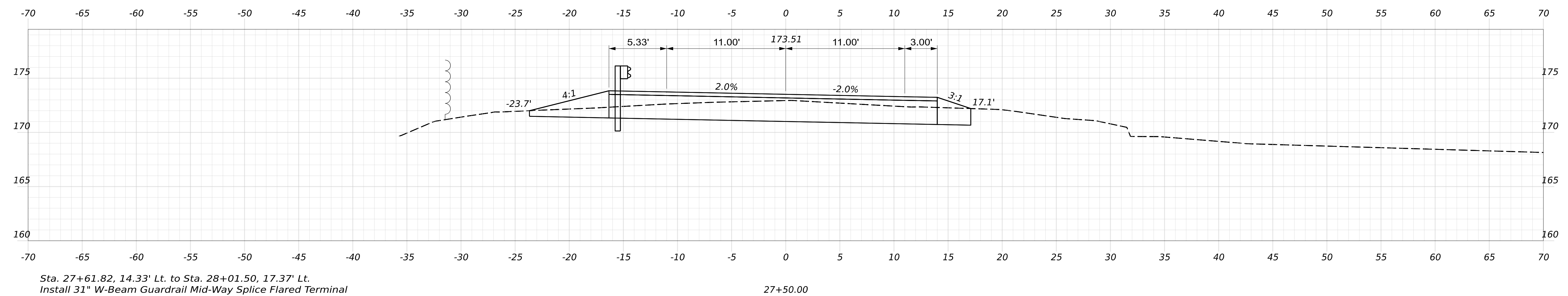
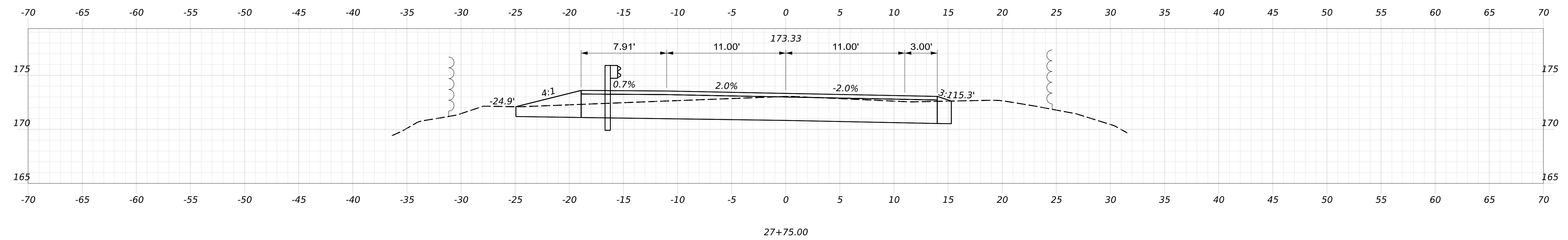
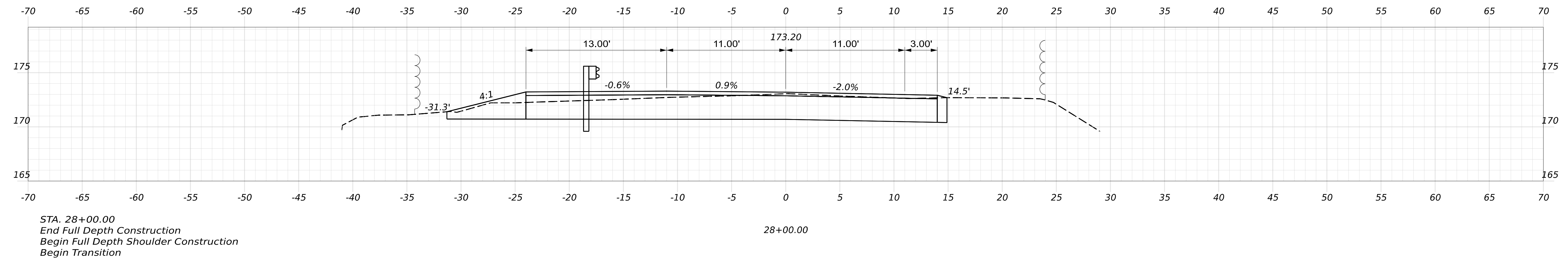
PROJ. MANAGER	DATE	BY	SIGNATURE	P.E. NUMBER	DATE
Trevor Gleason	11/2025	C. Tobin			
DESIGN-DETAILED	11/2025	E. Davidson			
CHECKED-REVIEWED		J. Oland			
DESIGN-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

WAGGON BRIDGE BRIDGE NO. 0487
CROSSING WILSON STREAM
MONMOUTH
CROSS SECTIONS

SHEET NUMBER
15
OF 28



Username: dguzzi Date: 11/7/2025



STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 Federal Project No. 2623400
 WIN 026234.00

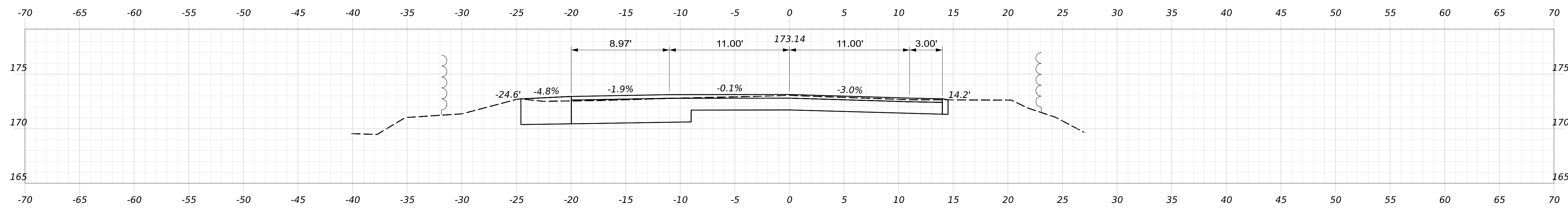
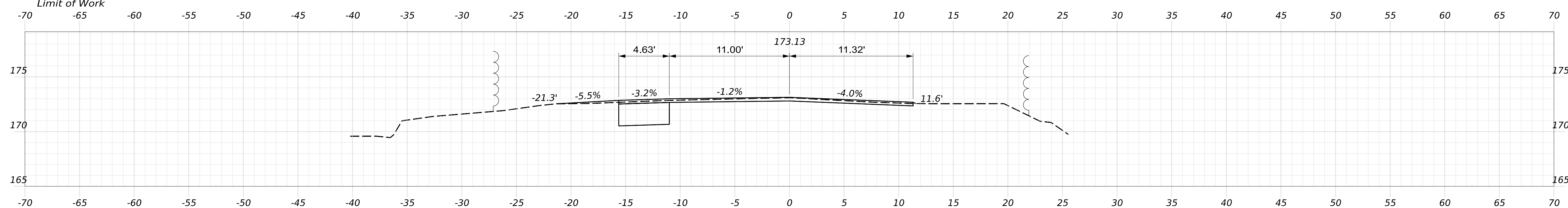
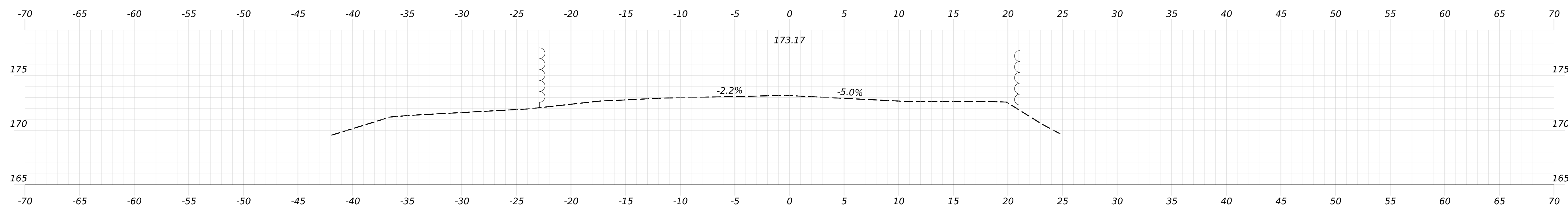
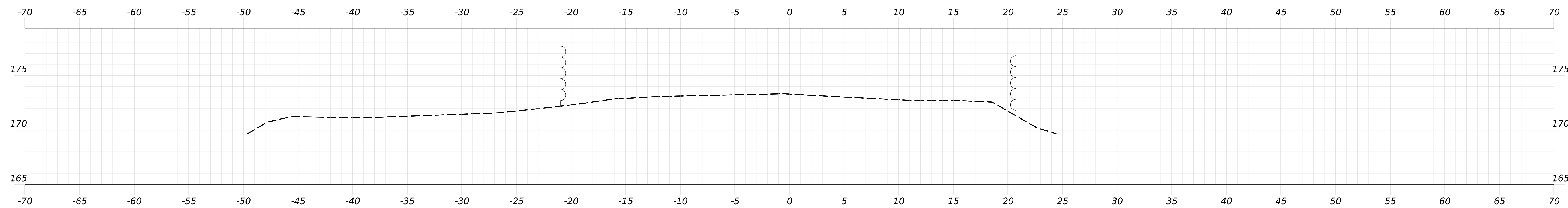
PROJ. MANAGER	BY	DATE
Trevor Gleason	C. Tobin	11/2025
DESIGN-DETAILED	E. Dowdon	11/2025
CHECKED-REVIEWED		
DESIGN-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE	P.E. NUMBER	DATE

WAGGON BRIDGE NO. 0487
 CROSSING WILSON STREAM
 MONMOUTH
 CROSS SECTIONS

SHEET NUMBER
 16
 OF 28

Username: dguzzi Date: 11/7/2025



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Federal Project No. 2623400
WIN 026234.00

PROJ. MANAGER
DESIGN-DETAILED
CHECKED-REVIEWED
DESIGN-DETAILED02
DESIGN-DETAILED03
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

BY
Trevor Gleason
C. Tobin
E. Davidson
J. Oland

DATE
11/2025
11/2025

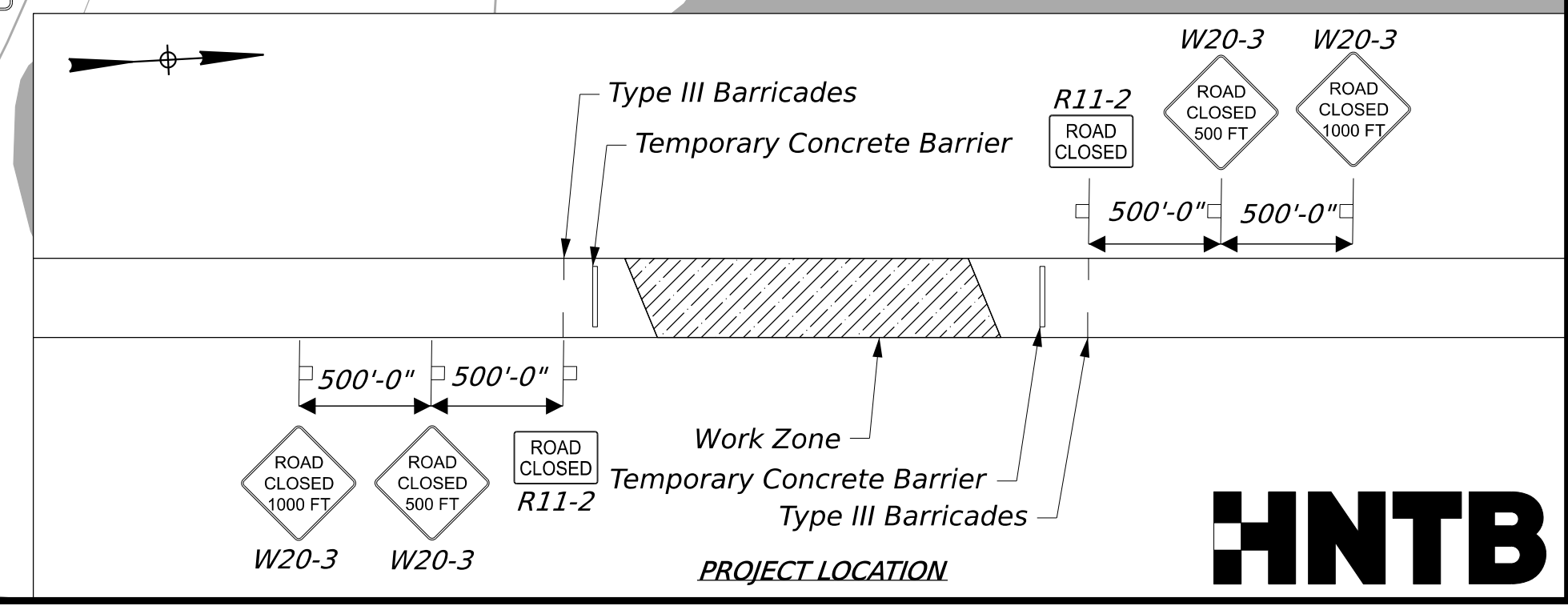
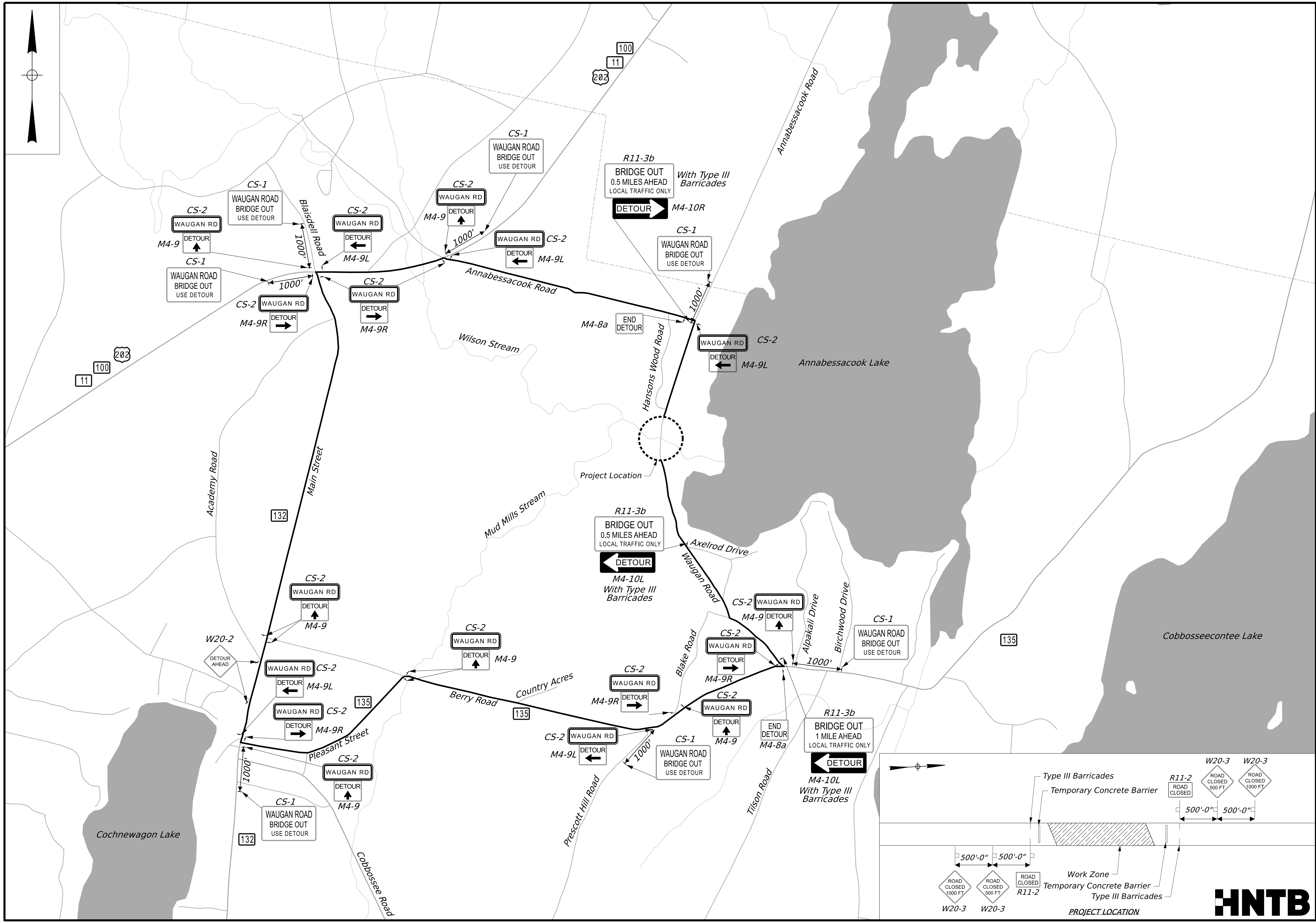
SIGNATURE
P.E. NUMBER
DATE

WAGGON BRIDGE BRIDGE NO. 0487
CROSSING WILSON STREAM
MONMOUTH

CROSS SECTIONS

SHEET NUMBER
17
OF 28





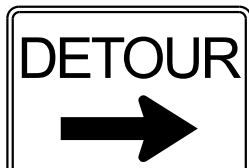



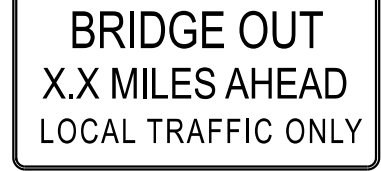






Username: dguzzi
Date: 11/7/2025

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		Federal Project No. 2623400		WIN 026234.00	
WAGGON BRIDGE NO. 0487 CROSSING WILSON STREAM MONMOUTH		DETOUR PLAN		SHEET NUMBER	
18		OF		28	
PROJ. MANAGER	TREVOR GLASSON	BY	DATE	SIGNATURE	DATE
DESIGN/DETAILED	C. Tobin	C. Tobin	11/2025		
CHECKED/REVIEWED	E. Davidson	E. Davidson	11/2025		
DESIGNED/DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					



IDENTIFICATION 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	42"	24"		4"C 4"C 4"C	4" 4"		7	ORANGE	BLACK	7.00 (49.00)
CS-2	36"	12"		4"C			20	ORANGE	BLACK	3.00 (60.00)
M4-8a	24"	18"		TEXT DIMENSIONS SHALL CONFORM TO "STANDARD HIGHWAY SIGNS"			2	ORANGE	BLACK	3.00 (6.00)
M4-9	30"	24"					9	ORANGE	BLACK	5.00 (45.00)
M4-9L	30"	24"					5	ORANGE	BLACK	5.00 (25.00)
M4-9R	30"	24"					6	ORANGE	BLACK	5.00 (30.00)
M4-10L	48"	18"					2	ORANGE	BLACK	6.00 (12.00)
M4-10R	48"	18"					1	ORANGE	BLACK	6.00 (6.00)
R11-2	48"	30"					2	ORANGE	BLACK	10.00 (20.00)
R11-3b (0.5) (1.0)	60"	30"					2 1	ORANGE	BLACK	12.50 (25.00) (12.50)
W20-2	48"	48"					2	ORANGE	BLACK	16.00 (32.00)
W20-3 (500 FT) (1000 FT)	48"	48"					2 2	ORANGE	BLACK	16.00 (32.00) (32.00)

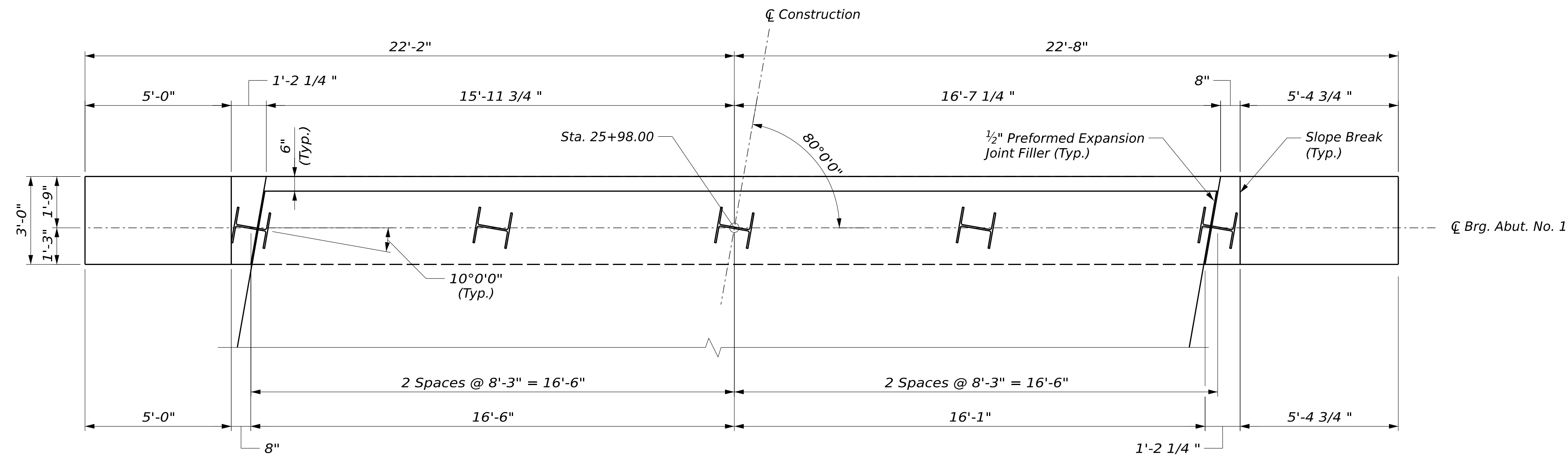
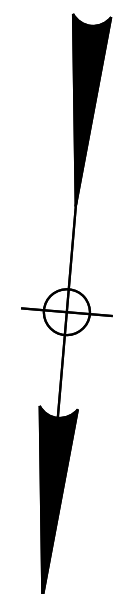
NOTES:

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.

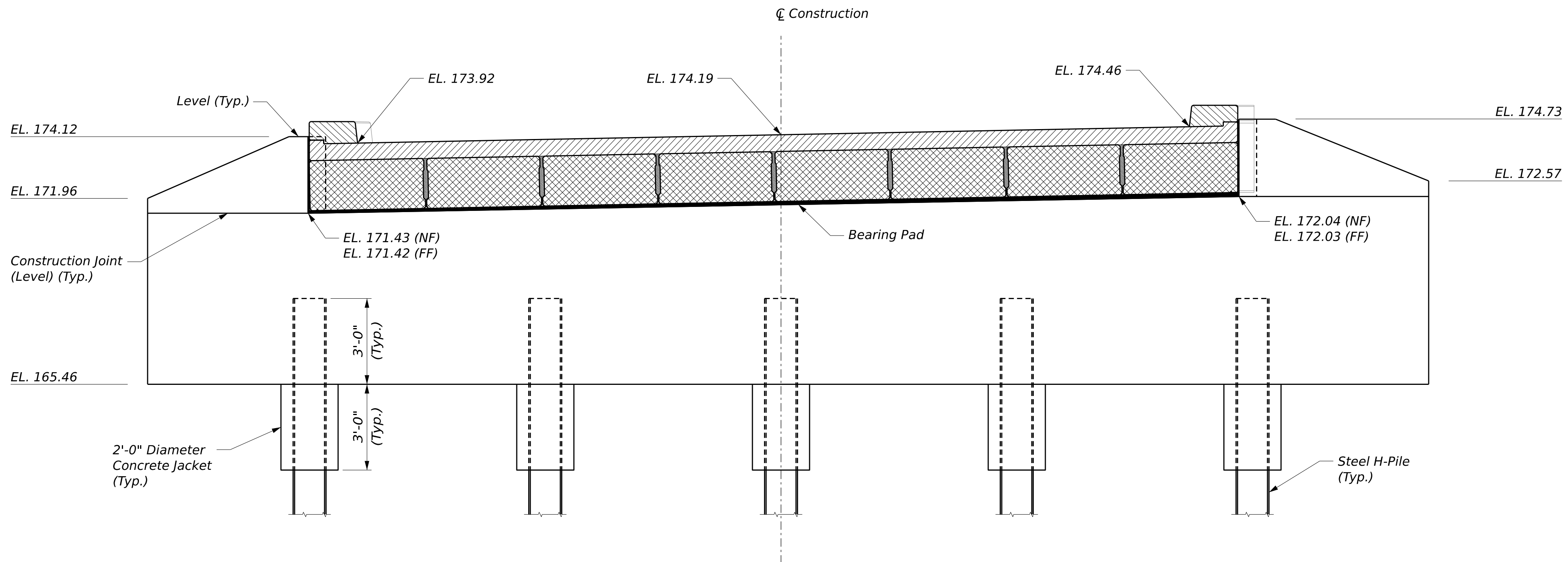
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		Federal Project No. 2623400		WIN 026234.00	
WAGGON BRIDGE NO. 0487 CROSSING WILSON STREAM MONMOUTH		SIGN SUMMARY		SHEET NUMBER	
19		OF		28	

PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED C. Tobin	C. Tobin	11/2025			
CHECKED-REVIEWED E. Davidson	E. Davidson	11/2025			
DESIGN-DETAILED E. Davidson					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					





ABUTMENT NO. 1 PLAN



ABUTMENT NO. 1 ELEVATION

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 Detail 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. Construct French Drains behind the abutments and wingwalls in accordance with Standard Specification Section 512, French Drains.
5. All elevations are provided at the centerline of bearing unless otherwise noted.
6. Payment for concrete jacket around the tops of the H-piles will not be paid for directly. Payment shall be incidental to Pay Item 502.219, Structural Concrete, Abutments and Retaining Walls. Fill concrete may be used for concrete jackets.

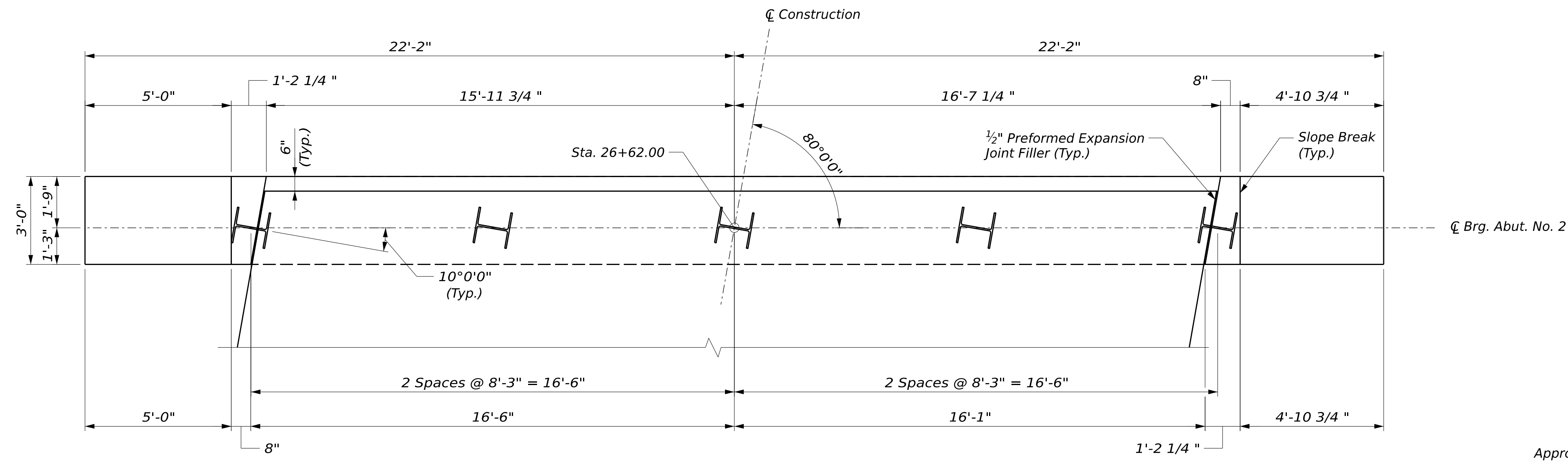
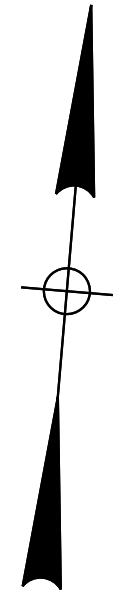
PILE NOTES

1. The maximum factored axial pile load is 375 kips (including 75 kips allowed for downdrag) 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:
 Abutment No. 1: 5 ~ HP 14x73 @ 58 ft
 Abutment No. 2: 5 ~ HP 14x73 @ 48 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.
4. H-pile material shall be ASTM A 572, Grade 50.
5. H-Pile Splices shall be in accordance with Standard Detail 501(03).
6. All piles shall be equipped with a pile tip in accordance with Standard Specification Subsection 501.048, Prefabricated Pile Tips and 711.10 H-Beam Piles, Splices and Tips.
7. Piles shall not be out of position shown by more than 2 inches in any direction.
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 tests 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 load divided by a resistance factor of 0.65 per LRFD Specifications. Each dynamic test shall be performed on the first production pile driven at each abutment.

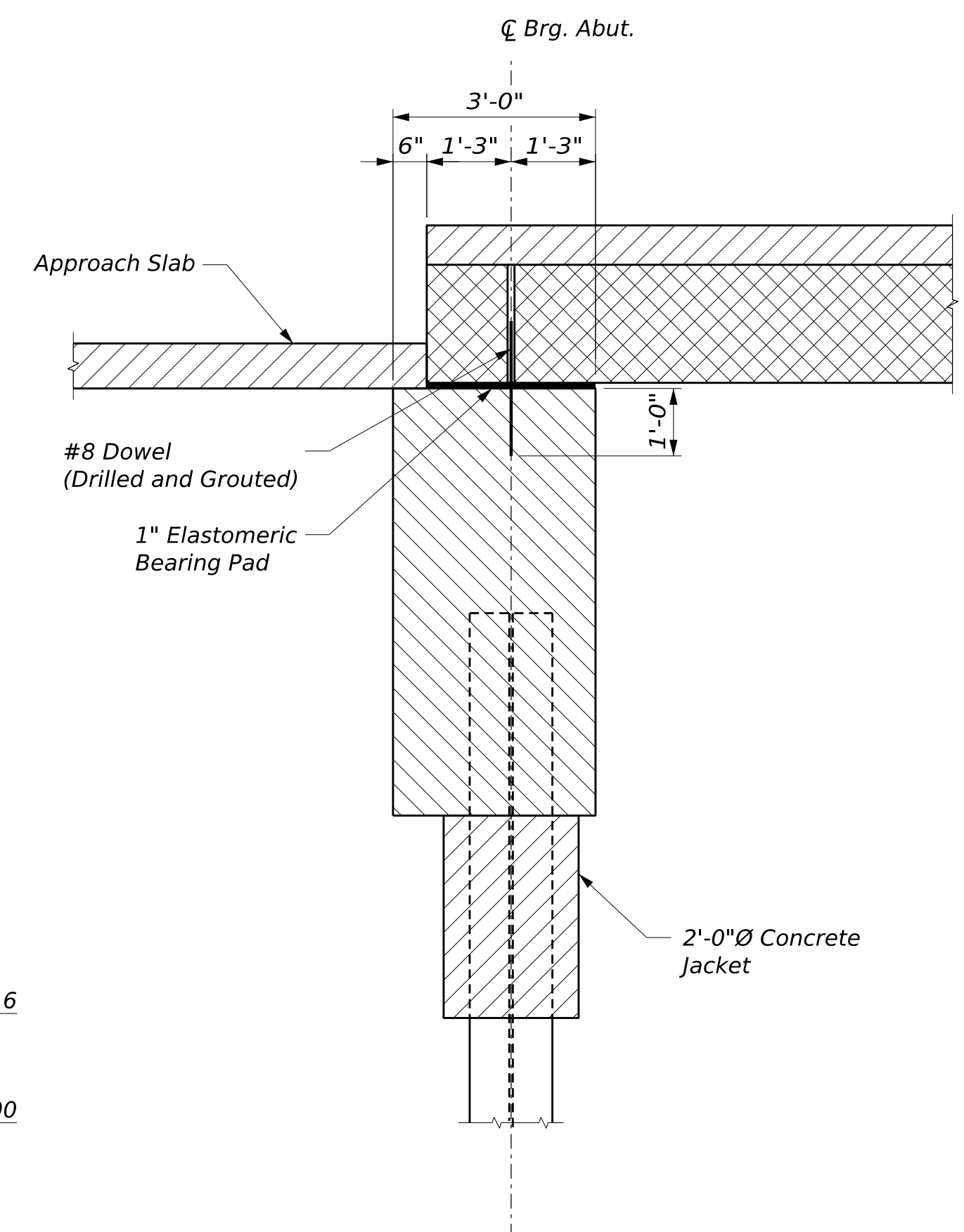
Username: dguzzi Date: 11/7/2025

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		Federal Project No. 2623400		WIN 026234.00	
WAGGON BRIDGE NO. 0487		CROSSING WILSON STREAM		MONMOUTH		ABUTMENT NO. 1	
PLAN AND ELEVATION		SHEET NUMBER		20		OF 28	
PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE	FIELD CHANGES	
DESIGN-DETAILED	E. Bauschell	11/2025				REVISIONS 1	
CHECKED-REVIEWED	K. Schweser	11/2025				REVISIONS 2	
DESIGN-DETAILED	J. Oland					REVISIONS 3	
DESIGN-DETAILED	D. Guah					REVISIONS 4	
REVISIONS 1						REVISIONS 5	
REVISIONS 2						REVISIONS 6	
REVISIONS 3						REVISIONS 7	
REVISIONS 4						REVISIONS 8	
REVISIONS 5						REVISIONS 9	
REVISIONS 6						REVISIONS 10	

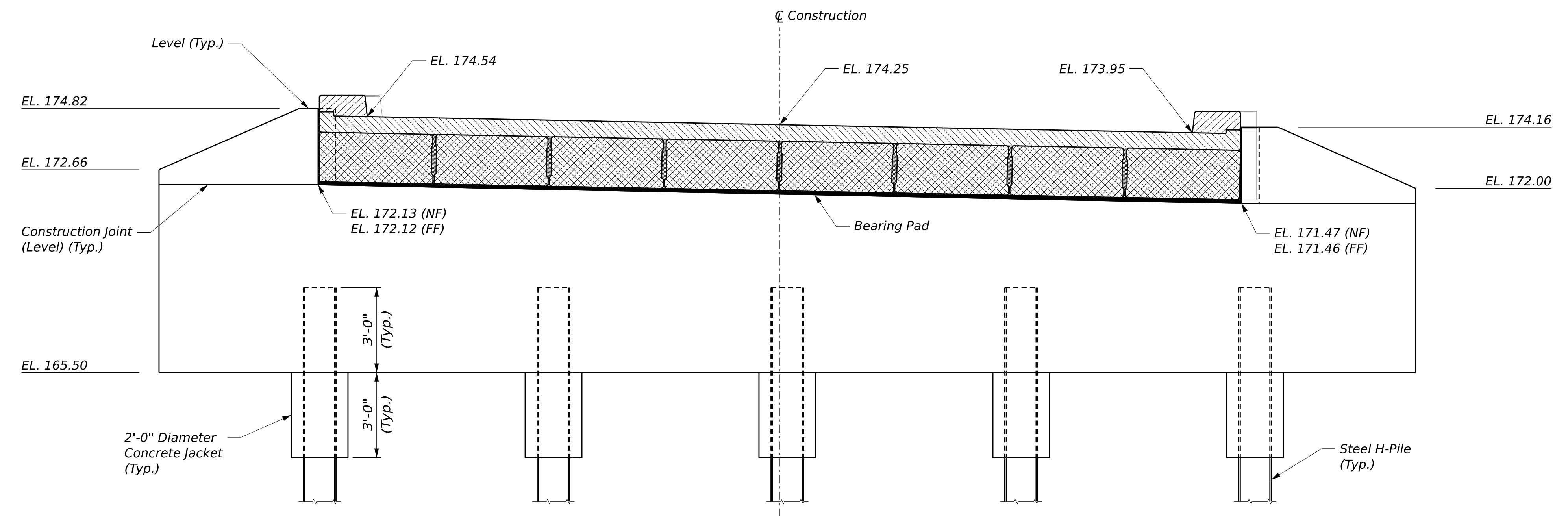




ABUTMENT NO. 2 PLAN



TYPICAL ABUTMENT SECTION



ABUTMENT NO. 2 ELEVATION

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Federal Project No. 2623400
WIN 026234.00

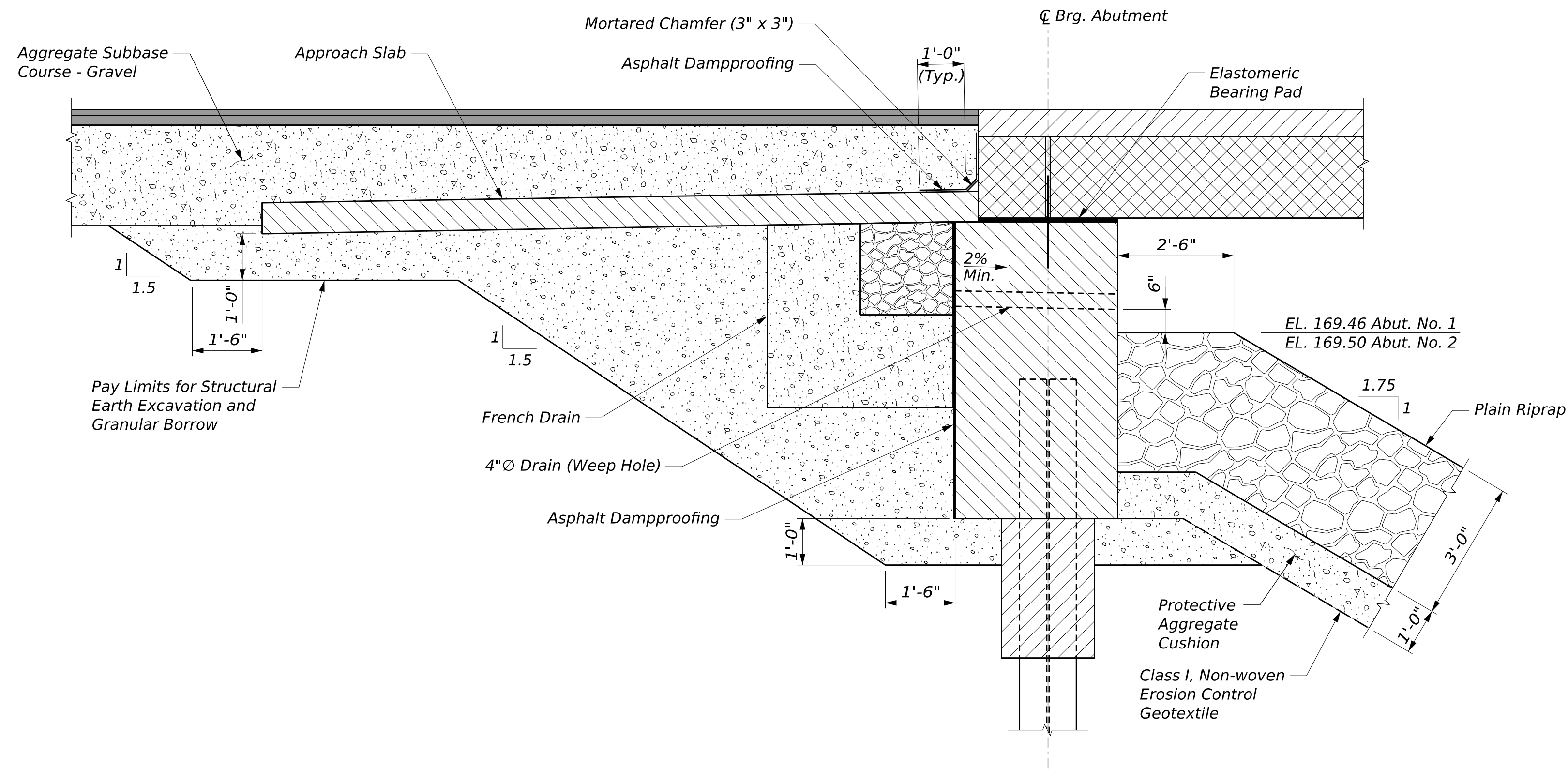
PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
Trevor Gleason	E. Bauschell	11/2025			
DESIGN-DETAILED	K. Schweser	11/2025			
CHECKED-REVIEWED	J. Oland	11/2025			
DESIGN-DETAILED02	D. Guzzi				
DESIGN-DETAILED03					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

WAGGON BRIDGE NO. 0487
CROSSING WILSON STREAM
MONMOUTH
ABUTMENT NO. 2
PLAN AND ELEVATION

SHEET NUMBER
21
OF 28



Username: dguzzi Date: 11/7/2025



ABUTMENT BACKFILL DETAIL

NOTES:

1. Payment for mortared chamfer at approach slabs will not be paid for directly, but will be considered incidental to related Contract Items.
2. 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.
3. Asphalt Dampproofing shall be applied to the far face of wingwalls up to 1 foot below grade.
4. Payment for Asphalt Dampproofing will not be made directly, but will be considered incidental to related Contract Items.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2623400

WIN 026234.00

SIGNATURE

P.E. NUMBER

DATE

PROJ. MANAGER	TREVOR GLASSON	BY	DATE
DESIGN-DETAILED	K. Schweser	E. Bauschell	11/2025
CHECKED-REVIEWED	D. Gueth	J. Oland	11/2025
DESIGN-DETAILED02			
DESIGN-DETAILED03			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

WAGGON BRIDGE BRIDGE NO. 0487
CROSSING WILSON STREAM
MONMOUTH

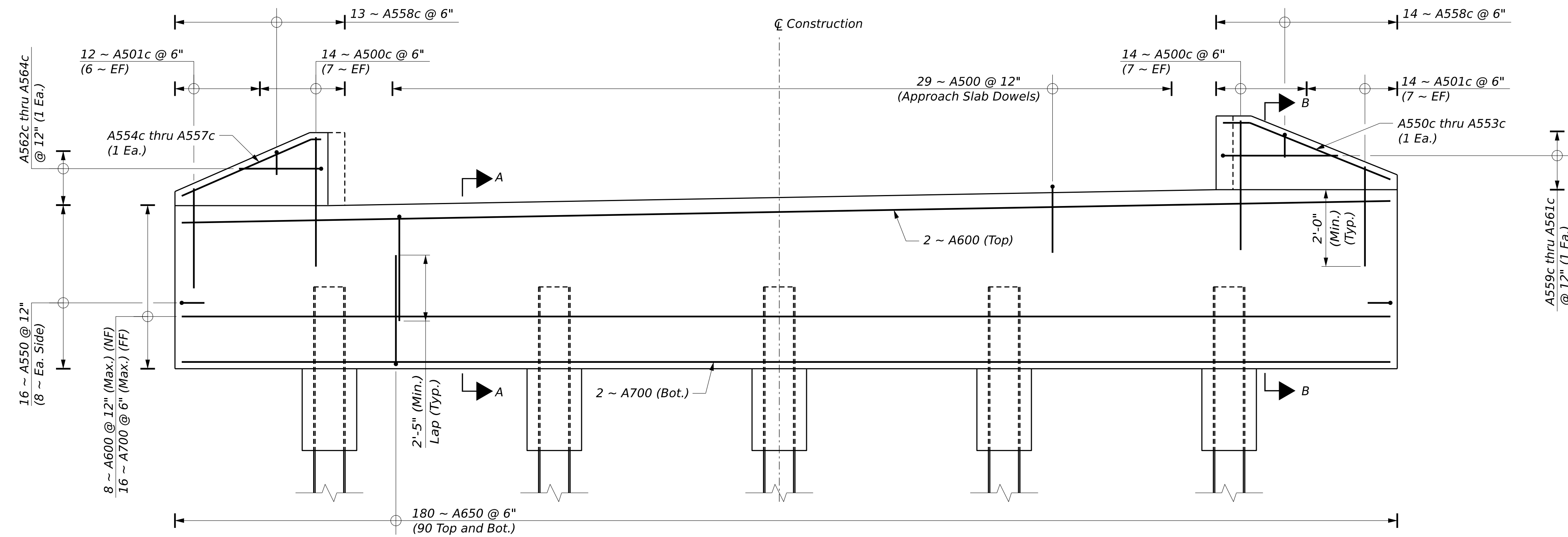
ABUTMENT DETAILS

SHEET NUMBER

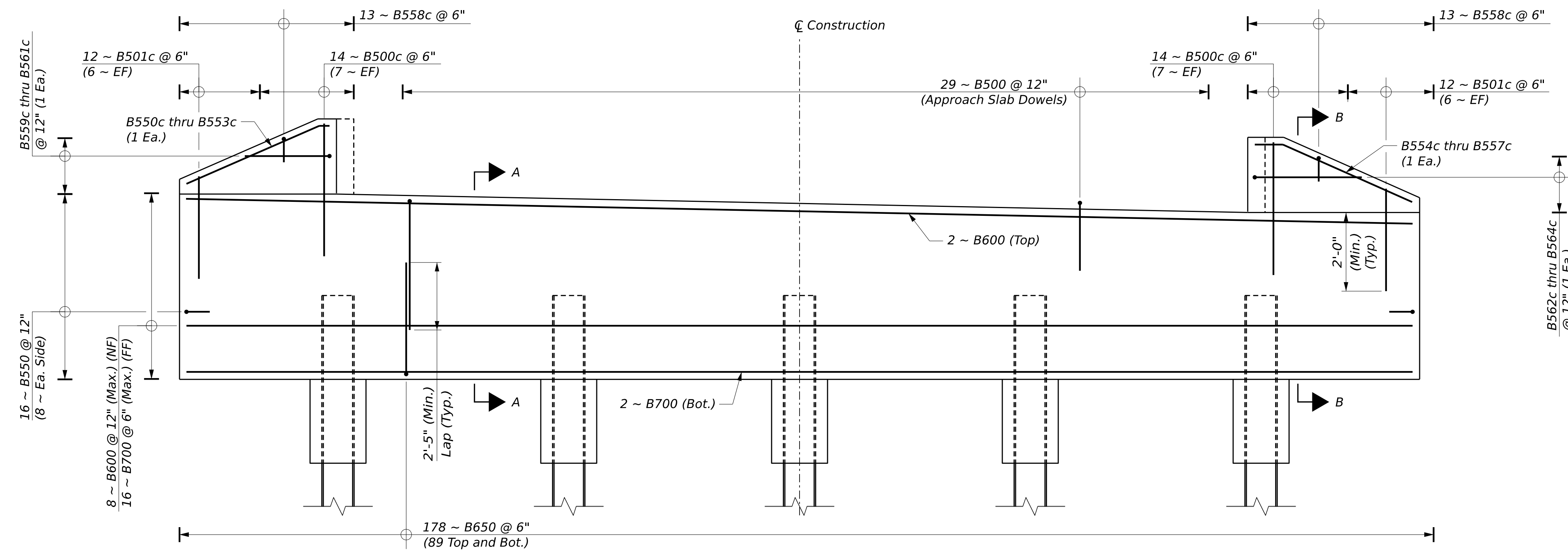
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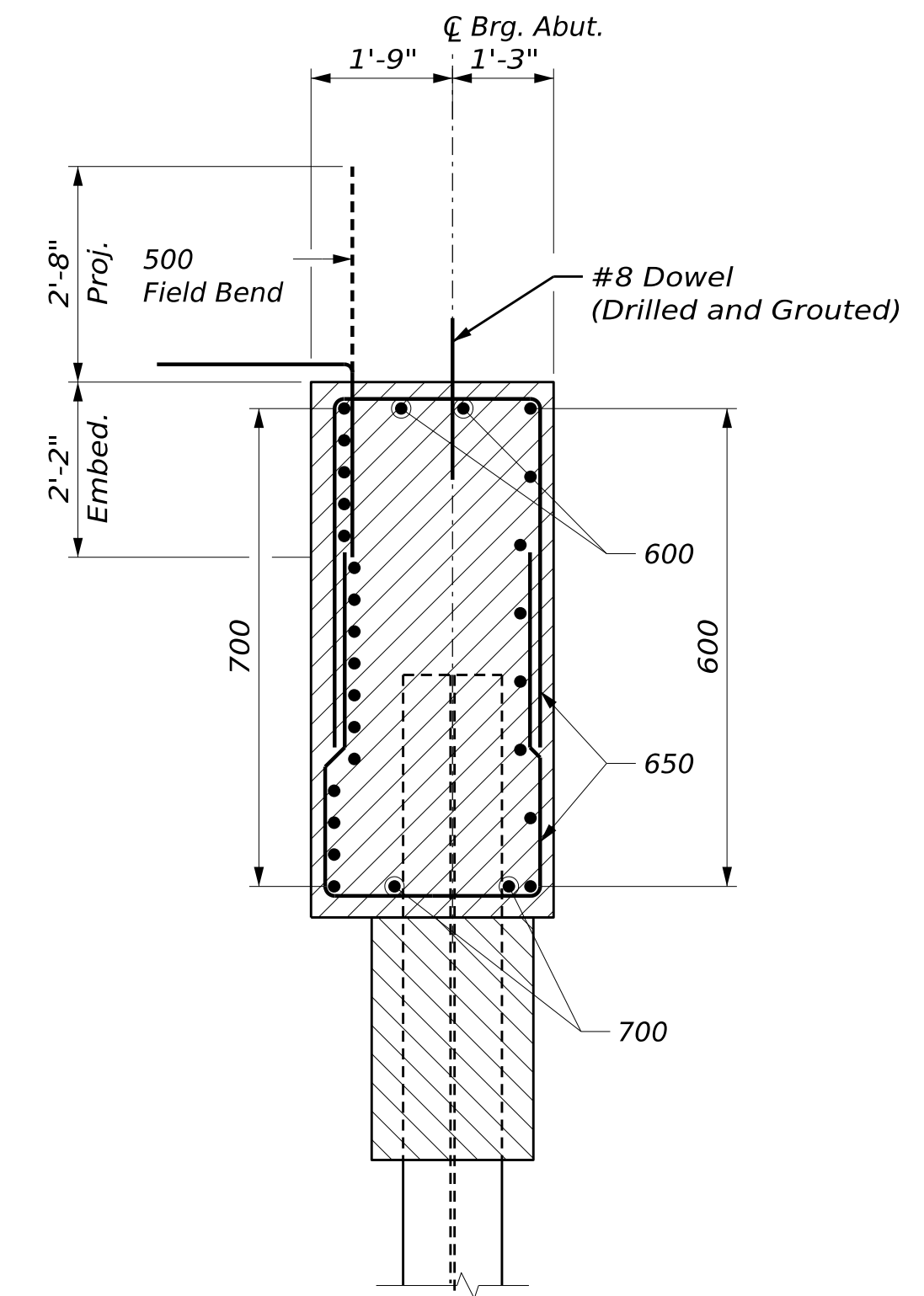




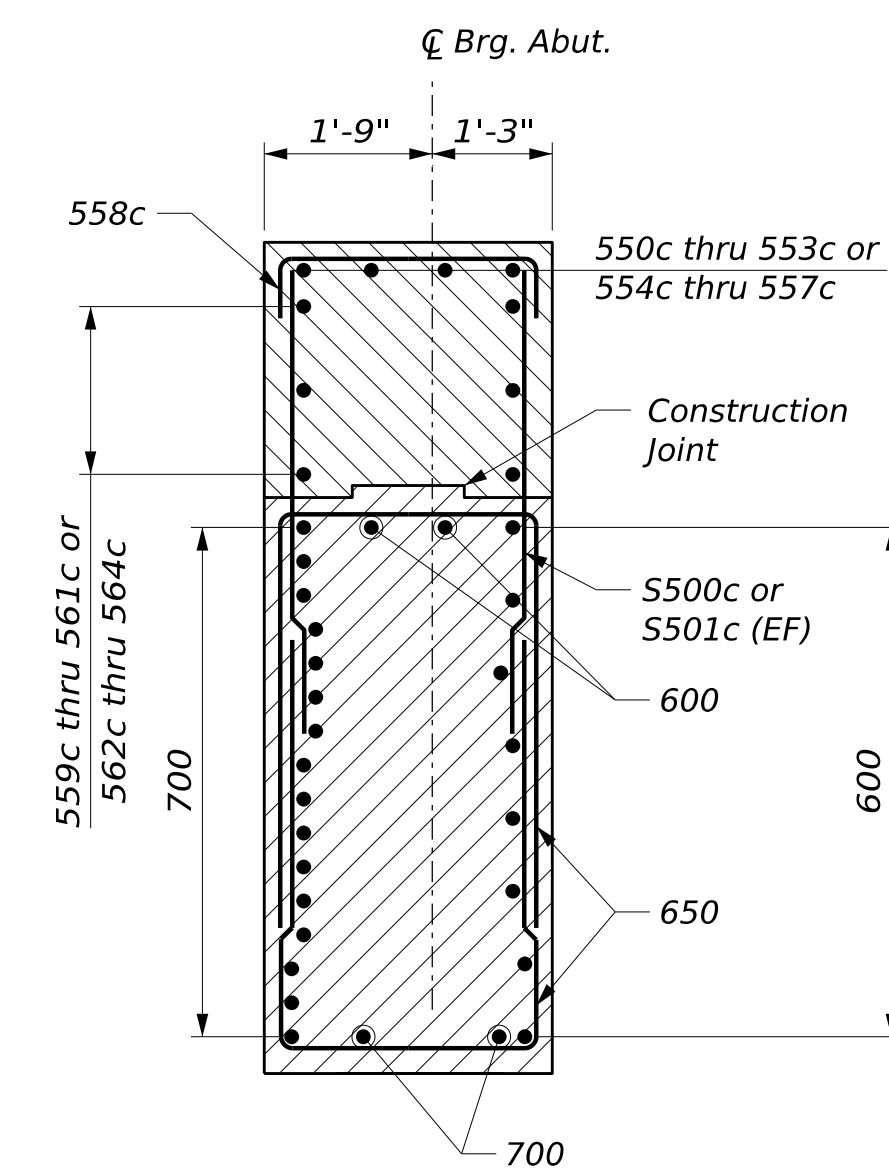
ABUTMENT NO. 1 REINFORCING



ABUTMENT NO. 2 REINFORCING



SECTION A-A ABUTMENT SECTION
("A" & "B" Prefixes omitted from bar marks)

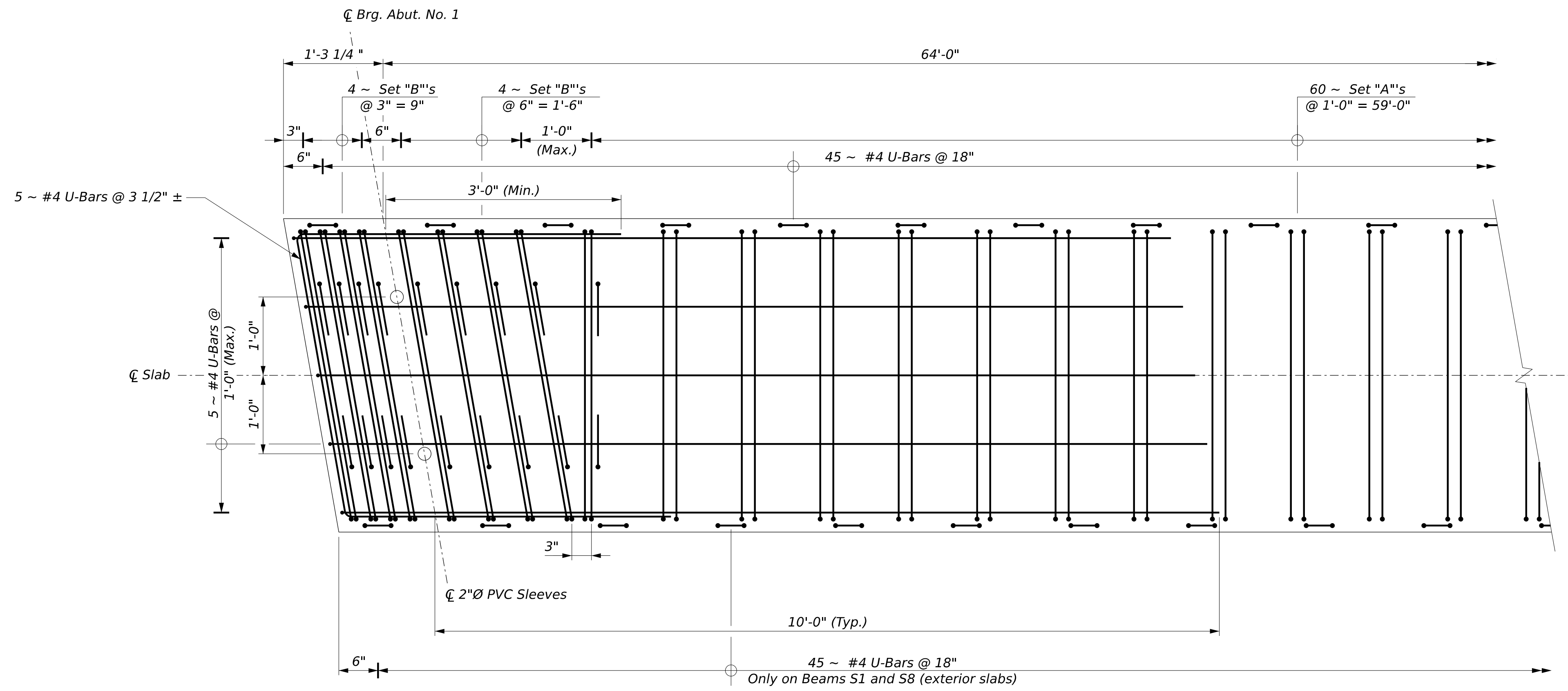


SECTION B-B WINGWALL SECTION
("A" & "B" Prefixes omitted from bar marks)

PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-DETAILED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES
Trevor Gleason	K. Schweser	D. Guah						
BY	E. Bausakal	J. Oland						
DATE	11/20/25	11/20/25						
SIGNATURE								
P.E. NUMBER								
DATE								

WAGGON BRIDGE NO. 0487
CROSSING WILSON STREAM
MONMOUTH

ABUTMENT REINFORCING
SHEET NUMBER
23
OF 28

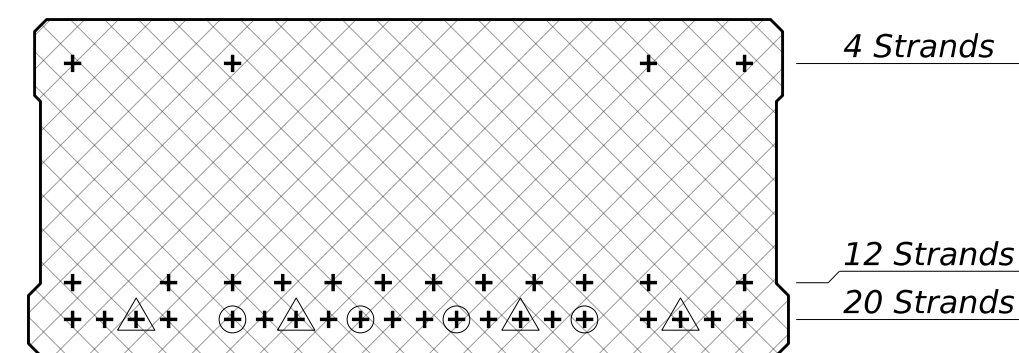


PRECAST SLAB (S1-S8)

Showing Layout for Set A and B Stirrups along with shear reinforcement
 For more information on additional reinforcement, dimensioning, spacing, and clearances, see Standard Details, Section 535 - Precast Superstructure

PRECAST CONCRETE SUPERSTRUCTURE NOTES

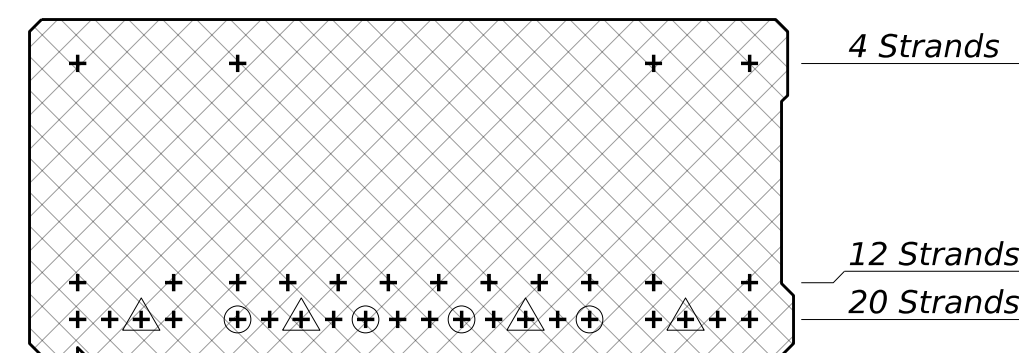
1. The estimated camber at release is 1.28 inches; the estimated camber at erection is 2.16 inches; and the estimated final camber at completion of the project is 0.09 inches. Refer to Special Provision 535, Precast, Prestressed Concrete Superstructure - Camber.
2. Prestressing strands shall be 0.6-in. diameter. The tensioning force is 44 kips per prestressing strand including top strands.
3. Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.
4. All mild reinforcing in the precast slabs shall be low-carbon chromium conforming to ASTM A1035, Type CS, Grade 100.
5. The top surface of the prestressed beams shall be raked to a surface roughness of $\pm 1/4$ inch, except at locations corresponding to the blocking points. At these locations a flattened area of sufficient size shall be finished to facilitate taking elevations for setting bottom of slab elevations.
6. The drilling of holes in the prestressed beams and the use of powder actuated tools on the beams will not be permitted without the approval of the Fabrication Engineer.
7. Precast slabs shall be solid slabs, with no voids.
8. Transverse post-tensioning is not required.
9. Lifting loops and temporary/storage/shipping dunnage shall be a maximum of 2 feet from beam end.
10. Elastomeric Bearing Pads shall be 1" x 2'-6" x 32'-7" (Thickness x Width x Length).
11. The elastomer shall have a shear modulus of 95 psi and a Shore A durometer hardness of 50.
12. Elastomeric Bearing Pads shall conform to the requirements of the latest edition of the AASHTO LRFDF Bridge Construction Specifications, Section 18.2.
13. Elastomeric Bearing Pads will not be paid for directly but will be considered incidental to related Contract Items. No separate payment will be made.



TYPICAL INTERIOR SLAB SECTION (S48-21)
 Showing Strand Layout Only

- + = 0.6" Strand - fully bonded
- ⊕ = 0.6" Strand - debonded 3'-0" from end of slab
- ⊕ = 0.6" Strand - debonded 6'-0" from end of slab

For more information on additional rebar, dimensioning, spacing and clearances, See Standard Details, Section 535 - Precast Superstructure.



TYPICAL EXTERIOR SLAB SECTION (S48-21)
 Showing Strand Layout Only

- + = 0.6" Strand - fully bonded
- ⊕ = 0.6" Strand - debonded 3'-0" from end of slab
- ⊕ = 0.6" Strand - debonded 6'-0" from end of slab

For more information on additional rebar, dimensioning, spacing and clearances, See Standard Details, Section 535 - Precast Superstructure.

PROJ. MANAGER	DATE	BY	DATE
DESIGN-DETAILED	11/2025	E. Bausakal	
CHECKED-REVIEWED	11/2025	J. Oland	
DESIGN-DETAILED		D. Gueth	
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

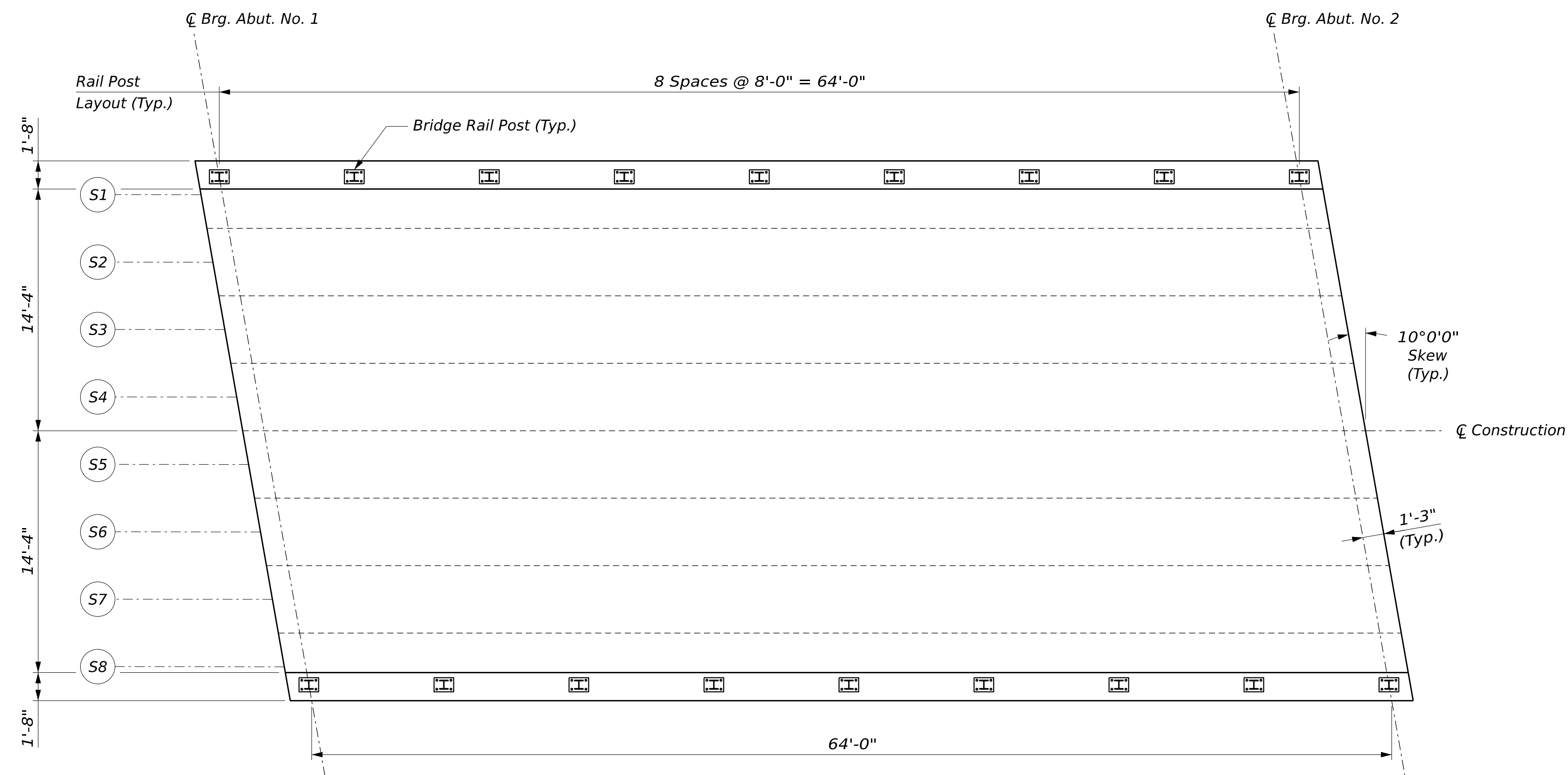
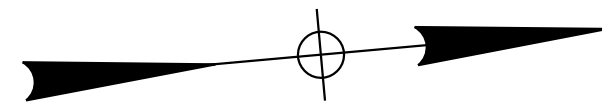
WAGGON BRIDGE BRIDGE NO. 0487
 CROSSING WILSON STREAM
 MONMOUTH
PRECAST SLAB DETAILS

SHEET NUMBER

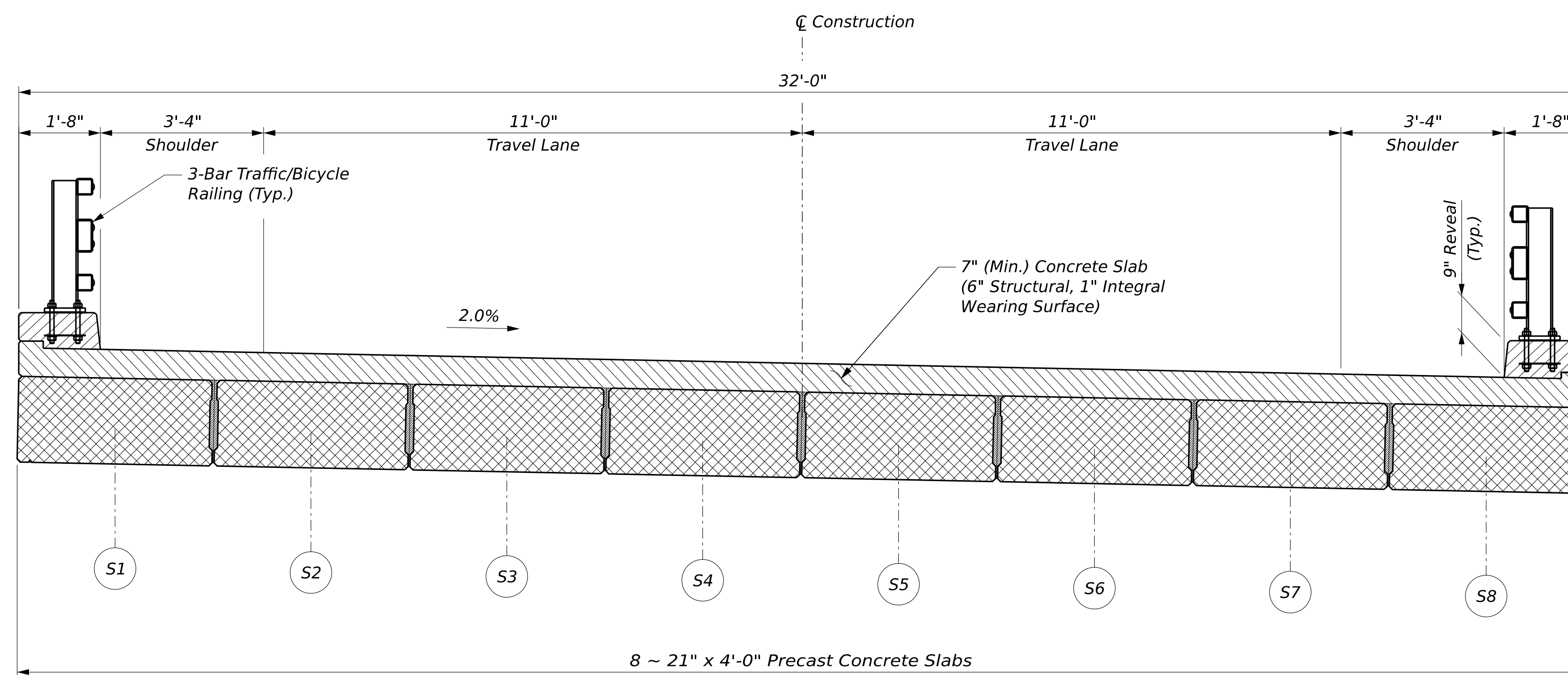
24

OF 28





SUPERSTRUCTURE PLAN



TRANSVERSE SECTION

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. To accommodate the variable deck thickness, the concrete cover for the top mat of reinforcing may range from 2.5 inches at midspan to a maximum of 3 inches at the abutment and the concrete cover for the bottom mat of reinforcing may range from 1 inch at mid span to a maximum of 1.5 inches at the abutment.
3. The superstructure slab concrete shall be placed in one continuous operation and the concrete shall be kept plastic for the duration of the placement.
4. Payment for Preformed Expansion Joint Filler between the precast concrete beams 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.
5. The deck thickness shall be adjusted in accordance with Special Provision 535, Precast, Prestressed Concrete Superstructure, Camber.
6. Anchor rods for the steel bridge rail posts shall be shortened by 1 inch to provide additional clearance between the top of deck and bottom of anchor rod.
7. Bar supports for GFRP reinforcement shall be plastic, dielectric material, or other approved material. See Special Provision Subsection 530.06 for additional requirements.
8. The Saw Cut Grooving shall be in the longitudinal direction.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Federal Project No. 2623400

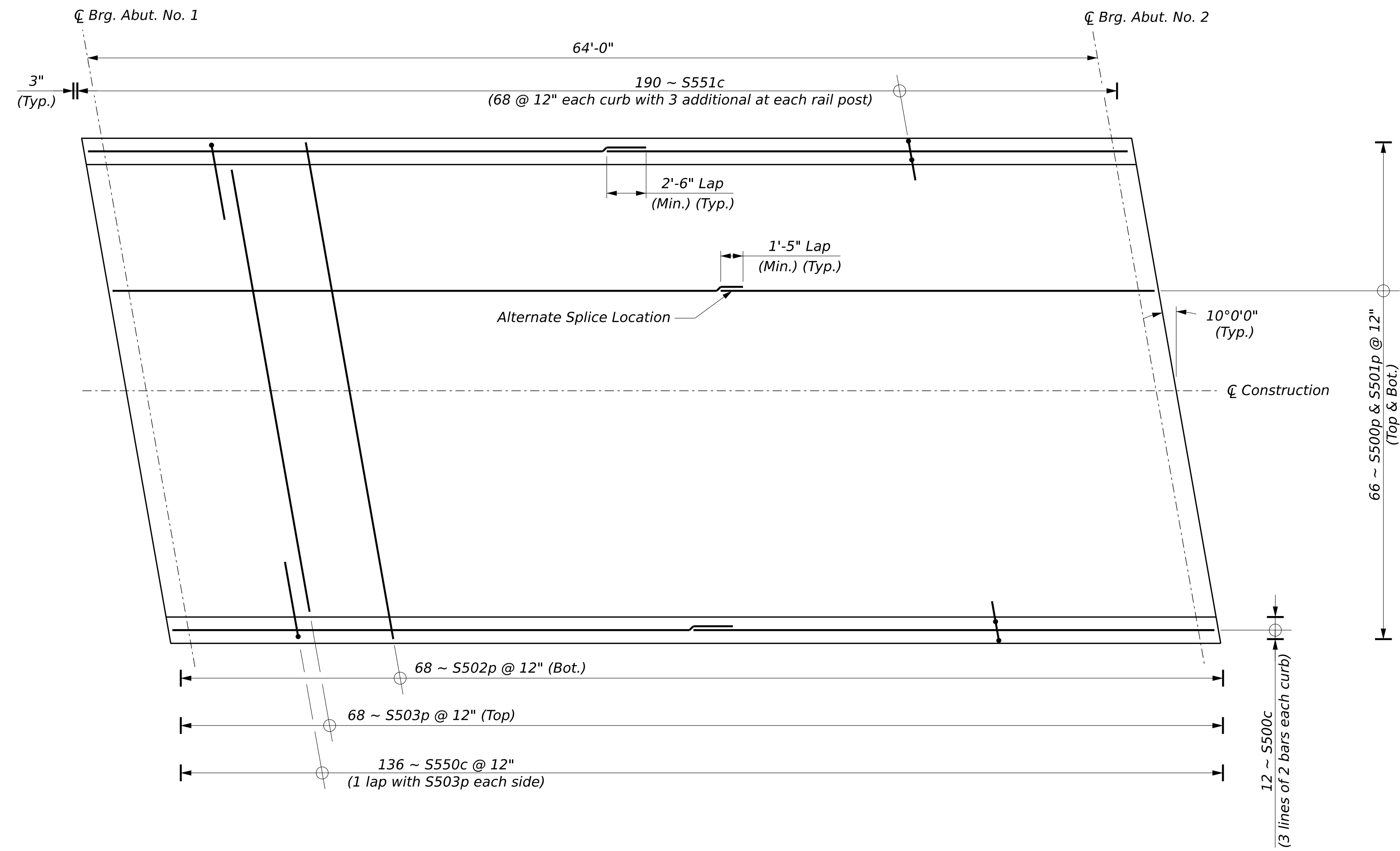
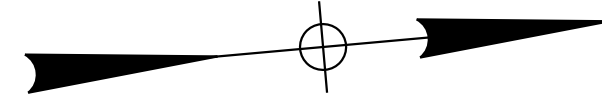
WIN 026234.00

PROJ. MANAGER	DATE	BY	DATE
Trevor Gleason	11/2025	E. Bauschell	11/2025
DESIGN-DETAILED		K. Schweser	
CHECKED-REVIEWED		D. Guen	
DESIGN-DETAILED 2			
DESIGN-DETAILED 3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

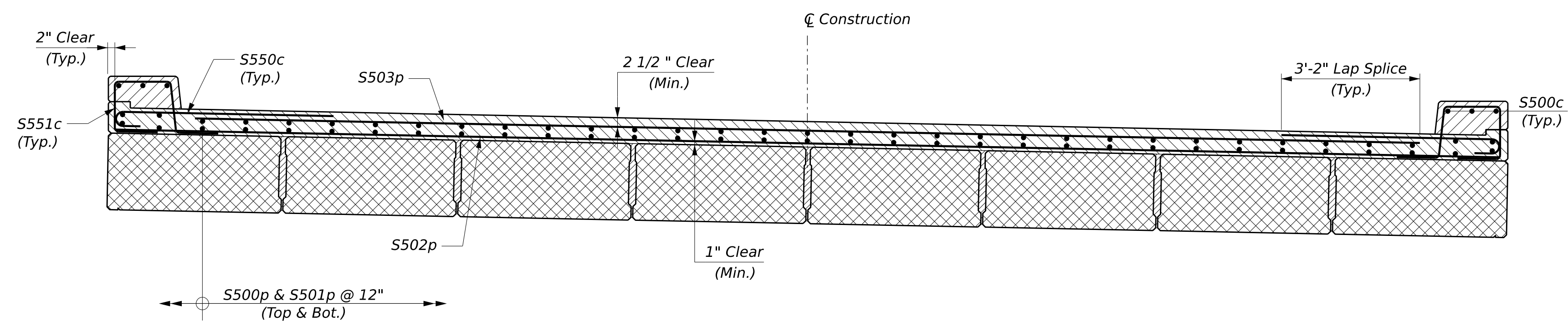
WAGGON BRIDGE BRIDGE NO. 0487
CROSSING WILSON STREAM
MONMOUTH
SUPERSTRUCTURE PLAN

SHEET NUMBER
25
OF 28





SUPERSTRUCTURE REINFORCING PLAN



TRANSVERSE REINFORCING SECTION

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Federal Project No. 2623400
WIN 026234.00

PROJ. MANAGER	DATE	BY	DATE
DESIGN-DETAILED	11/7/2025	E. Bauschell	
CHECKED-REVIEWED	11/7/2025	J. Oland	
DESIGN-DETAILED02			
DESIGN-DETAILED03			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE	P.E. NUMBER	DATE

WAGGON BRIDGE NO. 0487
CROSSING WILSON STREAM
MONMOUTH
SUPERSTRUCTURE
REINFORCING

SHEET NUMBER

26

OF 28

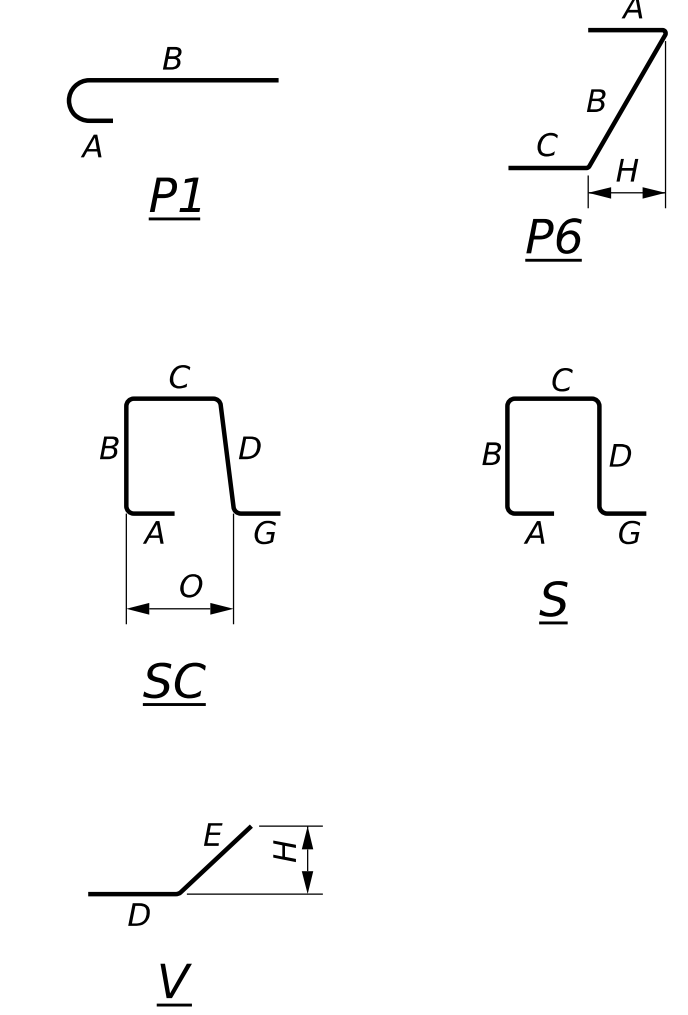


Date: 11/7/2025

Username: dguzzi

STRAIGHT BARS				BENT BARS																		
MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
Abutment No. 1 (Plain Rebar)				Abutment No. 1 (Plain Rebar)																		
A500	29	4'-10"	Approach Slab Dowel	A550	16	4'-2"	S	0'-0"	0'-10"	2'-6"	0'-10"											Edge of Abutment Stirrup
A600	10	44'-6"	Abutment Horizontal, Near Face	A650	180	11'-4"	S	0'-0"	4'-4"	2'-8"	4'-4"											Abutment Vertical Stirrup
A700	18	44'-6"	Abutment Horizontal, Far Face	Abutment No. 1 (Low-Carbon Chromium)																		
Abutment No. 1 (Low-Carbon Chromium)				A550c	1	6'-5"	V								0'-10"	5'-7"						Top of Wingwall Horizontal, NF
A500c	28	4'-9"	Wingwall Vertical	A551c	1	6'-2"	V								0'-7"	5'-7"						Top of Wingwall Horizontal
A501c	26	3'-8"	Wingwall Vertical	A552c	1	6'-1"	V								0'-6"	5'-7"						Top of Wingwall Horizontal
Abutment No. 2 (Plain Rebar)				A553c	1	5'-11"	V								0'-4"	5'-7"						Top of Wingwall Horizontal, FF
B500	29	4'-10"	Approach Slab Dowel	A554c	1	6'-1"	V								0'-10"	5'-3"						Top of Wingwall Horizontal, FF
B600	10	44'-0"	Abutment Horizontal, Near Face	A555c	1	5'-10"	V								0'-4"	5'-3"						Top of Wingwall Horizontal
B700	18	44'-0"	Abutment Horizontal, Far Face	A556c	1	5'-9"	V								0'-6"	5'-3"						Top of Wingwall Horizontal
Abutment No. 2 (Low-Carbon Chromium)				A557c	1	5'-7"	V								0'-4"	5'-3"						Top of Wingwall Horizontal, NF
B500c	28	4'-9"	Wingwall Vertical	A558c	27	4'-4"	S	0'-0"	0'-10"	2'-8"	0'-10"							0'-0"				Top of Wingwall Vertical Stirrup
B501c	24	3'-8"	Wingwall Vertical	A559c	1	14'-6"	P6	5'-8"	2'-7"	6'-3"												Wingwall Horizontal
Approach Slab (Plain Rebar)				A560c	1	10'-7"	P6	4'-3"	2'-7"	3'-9"												Wingwall Horizontal
A5501	32	27'-7"	Approach Slab Transverse	A561c	1	5'-7"	P6	1'-9"	2'-7"	1'-3"												Wingwall Horizontal
A5601	112	15'-2"	Approach Slab Longitudinal	A562c	1	13'-8"	P6	5'-9"	2'-7"	5'-4"												Wingwall Horizontal
Superstructure (Low-Carbon Chromium)				A563c	1	10'-1"	P6	4'-0"	2'-7"	3'-6"												Wingwall Horizontal
S500c	12	34'-4"	Curb, Longitudinal, Top	A564c	1	5'-5"	P6	1'-2"	2'-7"	1'-8"												Wingwall Horizontal
Superstructure (Glass Fiber Reinforced Polymer Rebar)				Abutment No. 2 (Low-Carbon Chromium)																		
S500p	66	27'-6"	Deck Slab, Longitudinal Top and Bot.	B550c	1	6'-1"	V								0'-10"	5'-3"						Top of Wingwall Horizontal, FF
S501p	66	40'-0"	Deck Slab, Longitudinal Top and Bot.	B551c	1	5'-10"	V								0'-7"	5'-3"						Top of Wingwall Horizontal
S502p	68	32'-0"	Deck Slab, Transverse Bottom	B552c	1	5'-9"	V								0'-6"	5'-3"						Top of Wingwall Horizontal
S503p	68	28'-5"	Deck Slab, Transverse Top	B553c	1	5'-7"	V								0'-4"	5'-3"						Top of Wingwall Horizontal, NF
				B554c	1	6'-0"	V								0'-10"	5'-2"						Top of Wingwall Horizontal, NF
				B555c	1	5'-9"	V								0'-7"	5'-2"						Top of Wingwall Horizontal
				B556c	1	5'-8"	V								0'-6"	5'-2"						Top of Wingwall Horizontal
				B557c	1	5'-6"	V								0'-4"	5'-2"						Top of Wingwall Horizontal, FF
				B558c	26	4'-4"	S	0'-0"	0'-10"	2'-8"	0'-10"							0'-0"				Top of Wingwall Vertical Stirrup
				B559c	1	13'-8"	P6	5'-4"	2'-7"	5'-9"												Wingwall Horizontal
				B560c	1	10'-2"	P6	3'-7"	2'-7"	4'-0"												Wingwall Horizontal
				B561c	1	5'-6"	P6	1'-3"	2'-7"	1'-8"												Wingwall Horizontal
				B562c	1	13'-7"	P6	5'-8"	2'-7"	5'-3"												Wingwall Horizontal
				B563c	1	10'-0"	P6	3'-6"	2'-7"	3'-11"												Wingwall Horizontal
				B564c	1	5'-5"	P6	1'-8"	2'-7"	1'-2"												Wingwall Horizontal
				Superstructure (Low-Carbon Chromium)																		
				S550c	136	5'-7"	P1	0'-7"	5'-0"													Deck Overhang, Primary Transverse
				S551c	190	5'-0"	SC	0'-10"	1'-0 1/2"	1'-3"	1'-0 1/2"							0'-10"			1'-4"	Curb Stirrup

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
 ASTM D7957

GENERAL NOTES

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

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 Federal Project No. 2623400
 WIN 026234.00

WAGGON BRIDGE NO. 0487
 CROSSING WILSON STREAM
 MONMOUTH

REINFORCING SCHEDULE

SHEET NUMBER
 27
 OF 28

HNTB

PROJ. MANAGER	Trevor Gleason	DATE	11/2025
DESIGN-DETAILED	E. Bauschell	CHECKED-REVIEWED	11/2025
CHECKED-REVIEWED	K. Schweser	DESIGN-DETAILED	J. Oland
DESIGN-DETAILED	D. Gueth	REVISIONS 1	
REVISIONS 2		REVISIONS 3	
REVISIONS 4		FIELD CHANGES	

PLAN LEGEND

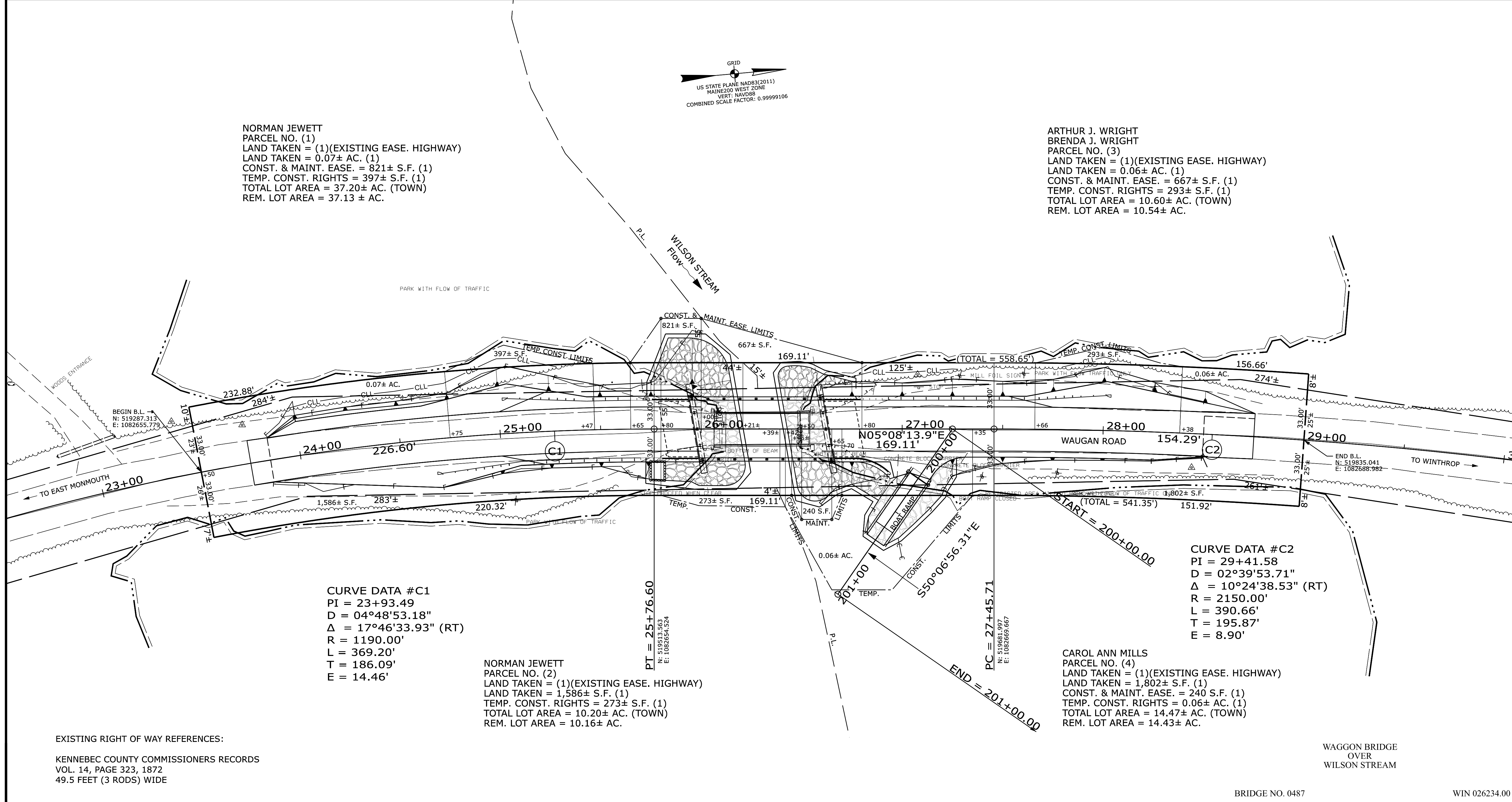
Town, County, State _____	New R/W Along Existing R/W _____	Existing	Proposed	Existing	Proposed	Existing	Proposed
Approx. Property Lines _____	Building _____ Clearing Limit Line - CLL _____	Sanitary Sewer _____	SA _____	Traveled Way _____	_____	Cut Line _____	Fill Line _____
Existing Right of Way _____	Trees Conifer _____ Deciduous _____	Com. Line UG _____	UG COMM _____	Ditch _____	_____	Stonewall _____	Retaining Wall _____
Limits of Wrought Portion <u>LIMITS OF WROUGHT PORTION</u>	Tree Line _____ Bush Line _____	Electric Line _____	UG POW _____	Catch Basin _____	_____	Baseline _____	_____
Control Of Access _____	Water Edge _____	Water Line _____	WL _____	Manhole _____	_____	_____	_____
New Right of Way _____	Ledge _____ Rock/Boulder _____ Flag Pole _____	Underdrain Line _____	_____	Sewer Manhole _____	_____	Monument _____	Traverse Point _____
New Easement _____	Fence Chain Link _____ Barb Wire _____ Stockade _____	Gas Line _____	GAS _____	Utility Pole _____	_____	Iron Rod Set _____	_____
New Temporary Rights <u>TEMP. CONST. LIMITS</u>	Sign _____ Well _____ Mailbox _____	Guardrail _____	_____	Fire Hydrant _____	_____	_____	Pipe Found _____
New R/W Within Existing R/W _____		Culvert _____	_____	Curbing _____	_____		

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 ADJUTING PROPERTY OWNERS.

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



CHECKED	J.F.	P.S.	K.D.M.
TECH	K.D.M.	V.H.B.	V.H.B.
ITEM	EXISTING CONDITION PLAN	FINAL RIGHT OF WAY	AREAS
STATE OF MAINE DEPARTMENT OF TRANSPORTATION 16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016 - 207-624-3460 MONMOUTH RIGHT OF WAY MAP			

<p>REVISIONS</p> <table border="1"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> <th>BY</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table>				NO.	DATE	DESCRIPTION	BY																																									<p>PLAN FILED IN PLAN BOOK</p> <table border="1"> <thead> <tr> <th>NO.</th> <th>GRANTOR</th> <th>PAGE</th> <th>COUNTY RECORD</th> </tr> <tr> <th> </th> <th> </th> <th> </th> <th> </th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table>				NO.	GRANTOR	PAGE	COUNTY RECORD																																													<p>DALE F. DOUGHTY ACTING COMMISSIONER WILLIAM A. PULVER CHIEF ENGINEER</p> <p>DATE _____</p>				<p>WAUGAN ROAD (TOWN WAY)</p> <p>MONMOUTH KENNEBEC COUNTY FEDERAL AID PROJECT NO. 2623400</p> <p>SEPTEMBER 2025 RIGHT-OF-WAY MAP SCALE 1"= 25' SHEET 1 OF 1</p> <p>D.O.T FILE NO. 6-511</p>				<p>SHEET NUMBER</p> <p>28</p> <p>OF 28</p>			
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