STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

SPECIFICATIONS

Design: Load and Resistance Factor Design per AASHTO LRFD Bridge Design Specifications, Tenth Edition 2024.

DESIGN LOADING

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

TRAFFIC DATA

Current (2023) AADT	360
Future (2043) AADT	400
DHV - % of AADT	11%
Design Hour Volume	44
Heavy Trucks (% of AADT)	10%
Heavy Trucks (% of DHV)	4%
Directional Distribution (% of DHV)	60%
18 kip Equivalent P 2.0	11
18 kip Equivalent P 2.5	10
Design Speed (mph)	25

HYDROLOGIC DATA

Drainage Area	40.39 sq mi
Design Discharge (Q50)	2595 cfs
Check Discharge (Q100)	2960 cfs
Headwater Elevation (Q1.1)	395.20 ft
Headwater Elevation (Q50)	400.70 ft
Headwater Elevation (Q100)	401.50 ft
Discharge Velocity (Q1.1)	5.2 fps
Discharge Velocity (Q50)	6.9 fps
Discharge Velocity (Q100)	6.8 fps

MATERIALS

Concrete:
- Deck, Curbs, Sidewalks, & Transition Barriers ..... Class "A1"
- All Other ..... Class "A"

Reinforcing:
- Plain Reinforcing Steel ..... ASTM A615, Grade 60
- Glass Fiber Reinforcing Polymer (GFRP) ..... ASTM D7957
- Low-Carbon Chromium Steel ..... ASTM A 1035, Type CS, Grade 100

Structural Steel:
- All Material (except as noted) ..... ASTM A709, Grade 50 (Galvanized or Metallized)
- High Strength Bolts ..... ASTM F3125, Grade A325, Type 1 (Galvanized)

BASIC DESIGN STRESSES

Concrete:
- Class "A" and Class "A1" ..... f 'c = 4,000 psi

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

Structural Steel:
- ASTM A709, Grade 50 ..... F y = 50,000 psi
- ASTM F3125, Grade A325 ..... F μ = 120,000 psi

BRIDGTON
CUMBERLAND COUNTY
CORNSHOP BRIDGE
OVER
STEVENS BROOK
DEPOT STREET
FEDERAL AID PROJECT NO. 2623600
PROJECT LENGTH 0.040 mi.
BRIDGE NO. 0318

LIST OF DRAWINGS

UTILITIES

Central Maine Power
Bridgton Water District
Firstlight

Charter Communications, Inc.
Consolidated Communications

MAINTENANCE OF TRAFFIC

The bridge will be closed to traffic during construciton with traffic detoured off site.

PROJECT LOCATION	Cornshop Bridge (#0318) over Stevens Brook. 0.2 of a mile west of Main Street Lat./Long. 44°03'10.5" N 70°42'21.8" W
OUTLINE OF WORK	Bridge Replacement and Associated Approach Work

WIN 26236.00

Stantec

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

APPROVED — DATE 1-29-26

ACTING COMMISSIONER: [signature]

CHIEF ENGINEER: [signature] — 1-28-26

STATE OF MAINE · LAUREN S. FLANDERS · No. 15513 · LICENSED PROFESSIONAL ENGINEER

[signature]

SIGNATURE	
P.E. NUMBER	15513
DATE	JANUARY 15, 2026

PROJECT INFORMATION

PROGRAM	BRIDGE
PROJECT MANAGER	CHARLES GUY
DESIGNER	LAUREN FLANDERS
CONSULTANT	STANTEC
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

BRIDGTON
CORNSHOP BRIDGE

TITLE SHEET

SHEET NUMBER
1
OF 25

USERNAME: PHARRIMAN DATE: 1/16/2026

FILENAME: \179450568\TRANSPORTATION\DRAWINGS\26236_00\BRIDGE\TITLE.DGN

ESTIMATED QUANTITIES				
ITEM NO.	DESCRIPTION		QTY	UNIT
202.19	REMOVING EXISTING BRIDGE		1	LS
202.202	REMOVING PAVEMENT SURFACE		140	SY
203.20	COMMON EXCAVATION		210	CY
203.25	GRANULAR BORROW		270	CY
206.082	STRUCTURAL EARTH EXCAVATION - MAJOR STRUCTURES, PLAN QUANTITY		668	CY
304.10	AGGREGATE SUBBASE COURSE - GRAVEL		200	CY
403.208	HOT MIX ASPHALT - 12.5 MM		38	T
403.209	HOT MIX ASPHALT - 9.5 MM (SIDEWALKS, DRIVES, & INCIDENTALS)		16	T
403.213	HOT MIX ASPHALT - 12.5 MM (BASE AND INTERMEDIATE COURSE)		42	T
409.15	BITUMINOUS TACK COAT, APPLIED		21	G
501.231	DYNAMIC LOADING TEST		2	EA
501.50	STEEL H-BEAM PILES 89 LBS/FT, DELIVERED		425	LF
501.501	STEEL H-BEAM PILES 89 LBS/FT, IN PLACE		425	LF
501.90	PILE TIPS		10	EA
501.91	PILE SPLICES		10	EA
501.92	PILE DRIVING EQUIPMENT MOBILIZATION		1	LS
502.219	STRUCTURAL CONCRETE, ABUTMENTS AND RETAINING WALLS	(60 CY)	1	LS
502.26	STRUCTURAL CONCRETE ROADWAY & SIDEWALK SLAB ON STEEL BRIDGES	(93 CY)	1	LS
502.291	SAW CUT GROOVING - LONGITUDINAL	(1620 SF)	1	LS
502.31	STRUCTURAL CONCRETE APPROACH SLAB	(18 CY)	1	LS
502.49	STRUCTURAL CONCRETE CURBS AND SIDEWALKS	(16 CY)	1	LS
503.12	REINFORCING STEEL, FABRICATED & DELIVERED		11300	LB
503.13	REINFORCING STEEL, PLACING		11300	LB
503.19	LOW-CARBON CHROMIUM REINFORCEMENT, FABRICATED & DELIVERED		5100	LB
503.20	LOW-CARBON CHROMIUM REINFORCEMENT, PLACING		5100	LB
504.702	STRUCTURAL STEEL FABRICATED & DELIVERED, WELDED	(109500 LB)	1	LS
504.71	STRUCTURAL STEEL ERECTION	(109500 LB)	1	LS
505.08	SHEAR CONNECTORS	(1068 EA)	1	LS
506.9104	THERMAL SPRAY COATING (SHOP APPLIED)	(109500 LB)	1	LS
507.0821	STEEL BRIDGE RAILING, 3 BAR	(57 LF)	1	LS
507.0831	STEEL BRIDGE RAILING, 4 BAR	(56 LF)	1	LS
511.07	COFFERDAM: ABUTMENT NO. 1		1	LS
511.07	COFFERDAM: ABUTMENT NO. 2		1	LS
515.21	PROTECTIVE COATING FOR CONCRETE SURFACES	(365 SY)	1	LS
526.301	PORTABLE CONCRETE BARRIER, TYPE I	(120 LF)	1	LS
526.34	PERMANENT CONCRETE TRANSITION BARRIER		4	EA
530.30	GFRP, REINFORCEMENT BARS, FABRICATED & DELIVERED		14600	LF
530.31	GFRP, REINFORCEMENT BARS, PLACING		14600	LF
603.165	15" REINFORCED CONCRETE PIPE CLASS III		16	LF
603.55	CONCRETE PIPE TIES		1	GRP
606.1301	31" W-BEAM GUARDRAIL - MID-WAY SPLICE - SINGLE FACED		12.5	LF
606.1303	31" W-BEAM GUARDRAIL - MID-WAY SPLICE, 15' RADIUS AND LESS		87.5	LF
606.1307	BRIDGE TRANSITION (ASYMMETRICAL) - TYPE 1A		4	EA
606.265	TERMINAL END- SINGLE RAIL- GALVANIZED STEEL		4	EA
606.353	REFLECTORIZED FLEXIBLE GUARDRAIL MARKER		8	EA
608.26	CURB RAMP DETECTABLE WARNING FIELD		23	SF
609.11	VERTICAL CURB TYPE 1		82	LF
609.238	TERMINAL CURB TYPE 1 - 8'		1	EA
610.08	PLAIN RIPRAP		710	CY
610.18	STONE DITCH PROTECTION		5	CY
613.319	EROSION CONTROL BLANKET		25	SY
615.07	LOAM		18	CY
618.13	SEEDING METHOD NUMBER 1		1	UN
618.14	SEEDING METHOD NUMBER 2		2	UN
619.12	MULCH		2	UN
619.14	EROSION CONTROL MIX		25	CY
620.58	EROSION CONTROL GEOTEXTILE		380	SY
620.66	DRAINAGE GEOCOMPOSITE		74	SY
627.733	4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE		630	LF
627.75	WHITE OR YELLOW PAVEMENT & CURB MARKING		140	SF
629.05	HAND LABOR, STRAIGHT TIME		40	HR
631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)		20	HR
631.14	GRADER (INCLUDING OPERATOR)		10	HR
631.15	ROLLER, EARTH AND BASE COURSE (INCLUDING OPERATOR)		10	HR
631.172	TRUCK-LARGE (INCLUDING OPERATOR)		20	HR
639.19	FIELD OFFICE, TYPE B		1	EA
652.312	TYPE III BARRICADES		6	EA
652.33	DRUM		20	EA
652.34	CONE		20	EA
652.35	CONSTRUCTION SIGNS		200	SF
652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES		1	LS
652.38	FLAGGERS		210	HR
656.75	TEMPORARY SOIL EROSION & WATER 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, ditching, and compacting the existing subbase and layers of new subbase 6 inches or less thick will be made under appropriate equipment rental items.

7. All embankment material, except as otherwise shown, shall be Granular Borrow meeting the requirements of Standard Specifications Subsection 703.19, Granular Borrow, for Material for Underwater Backfill, with the additional requirement that the maximum particle size be limited to 4 inches.

8. Place loam 2 inches deep on all new or reconstructed sideslopes or as directed by the Resident.

9. 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.

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

11. 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.

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

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

13. Project information referred to below may be accessed at the following MaineDOT web address:
http://www.maine.gov/mdot/contractors/

14. The existing bridge plans may be accessed at the MaineDOT web address. The plans are reproductions of the original drawings as prepared for the construction of the bridge. It is very unlikely that the plans will show any construction field changes or any alterations which may have been made to the bridge during its life span.

15. Reports on hydrology and/or hydraulics applicable to the bridge site may be accessed at the MaineDOT web address. The reports are based on MaineDOT's interpretation of the information obtained for the subject site. No assurance is given that the information or the conclusions of the report will be representative of actual conditions at the time of construction.

16. The project geotechnical report titled: Bridgton Cornshop Bridge Final Geotechnical Report, 2026-01-15 may be accessed at the MaineDOT web address.

17. Geotechnical information furnished or referred to in this plan set is for the use of the Bidders and the Contractor. No assurance is given that the information or interpretations will be representative of actual subsurface conditions at the construction site. MaineDOT will not be responsible for the Bidders' or Contractor's interpretations of, or conclusions drawn from, the geotechnical information. The boring logs contained in the plan set present factual and interpretive subsurface information collected at discrete locations. Data provided may not be representative of the subsurface conditions between the boring locations.

18. Quantities included for pay items measured and paid for by Lump Sum are estimated quantities and are provided by MaineDOT for informational purposes only. Lump Sum pay items will be paid for at the Contract Bid amount, with no addition or reduction in payment to the Contractor if the actual final quantities are different from the MaineDOT provided estimated quantities, except as follows:

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

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

c. If a design change results in changes to estimated quantities for Lump Sum pay items, price adjustments will be made in accordance with StandardSpecifications Section 109.7, Equitable Adjustments to Compensation and Time.

19. The existing bridge shall be removed by and become the property of the Contractor. The steel portions of the existing bridge may be coated with a lead-based paint system. The Contractor is responsible for the containment, proper management and disposal of all lead-contaminated hazardous waste generated by the process of demolishing the bridge. The Contractor is responsible for implementing appropriate OSHA mandated personal protection standards related to this process. Once the existing bridge is removed, the Contractor is solely responsible for the care, custody, and control of the components of the existing bridge and any hazardous waste generated as a result of the storage, recycling, or disposal of the bridge components, including lead-coated steel. The Contractor shall recycle or reuse the steel in accordance with the Maine Department of Environmental Protection's "Maine Hazardous Waste Management Regulations," Chapter 850. A copy of this regulation is available at MaineDOT's offices on Child Street in Augusta. Payment for all labor, materials, equipment, and other costs required to remove and dispose of the existing bridge will be considered incidental to the bridge removal pay item.

20. Payment for removal and relocation of boulders as indicated in the plans shall be considered incidental to the related Contract items.

Stantec

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Federal Project No. 2623600
WIN 26236.00

		BY	DATE
PROJ. MANAGER	C. GUY		
DESIGN-DETAILED	LSF/CHL	LSF/CHL	JAN 2026
CHECKED-REVIEWED	SJW/TJW	SJW/TJW	JAN 2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE
P.E. NUMBER
DATE

CORNSHOP BRIDGE NO. 0318
CROSSING STEVENS BROOK
BRIDGTON

ESTIMATED QUANTITIES AND
GENERAL CONSTRUCTION NOTES

SHEET NUMBER
2
OF 25

Username: lflanders Date: 1/26/2026

Filename: c:\pw_working\infra03\pharriman\d0176106_Estimate_Sheet.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2623600

WIN 26236.00

	BY	DATE
DESIGN-DETAILED	LSF/CHL	JAN 2026
CHECKED-REVIEWED	SJW/TJW	JAN 2026
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PROJ MANAGER
C O&V

SIGNATURE

P.E. NUMBER

DATE

CORNSHOP BRIDGE NO. 0318
CROSSING STEVENS BROOK
BRIDGTON

GENERAL PLAN

SHEET NUMBER

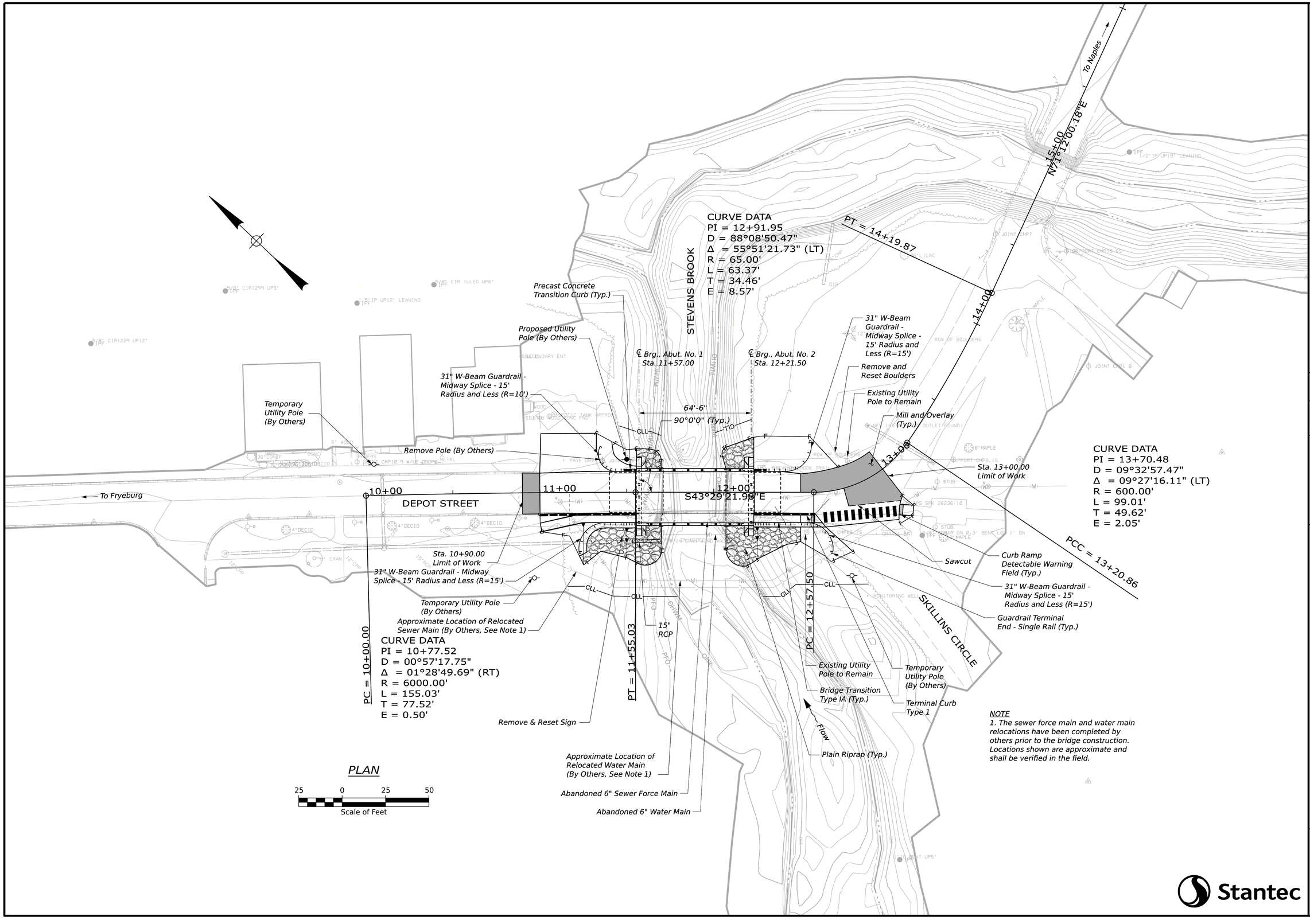
3

OF 25

Stantec

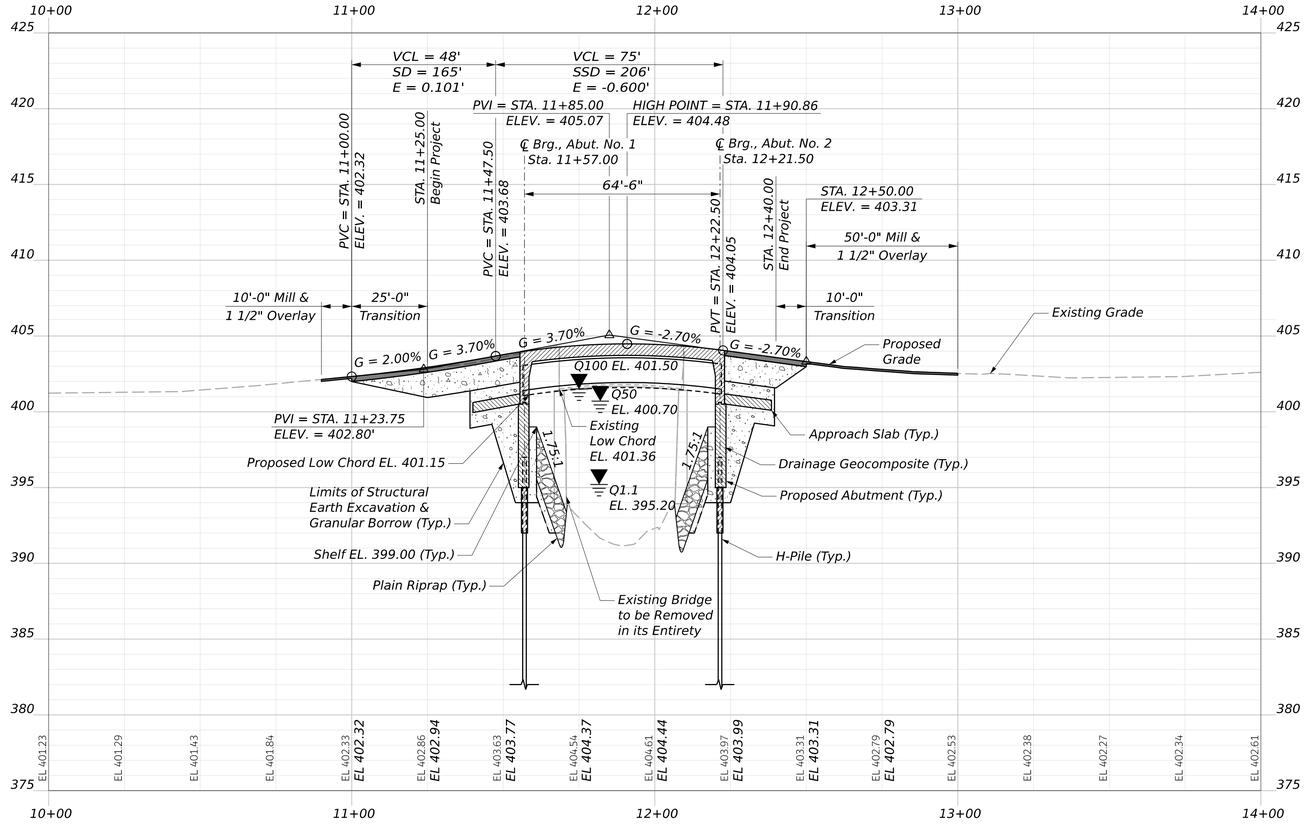
Date: 1/14/2026

Username: lflanders



NOTE
1. The sewer force main and water main relocations have been completed by others prior to the bridge construction. Locations shown are approximate and shall be verified in the field.

Filename: c:\pw_working\infra03\lflanders\d0176106\Plan_DepotSt.dgn



PROFILE

Horiz. 25 0 25 50

Vert. 5 0 5 10

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2623600

WIN 26236.00

	C GMY	BY	DATE
PROJ MANAGER			
DESIGN-DETAILED	LSF/CHL	LSF/CHL	JAN 2026
CHECKED-REVIEWED	LSF/CHL	SJW/TJW	JAN 2026
DESIGN2-DETAILED2	SJW/TJW	SJW/TJW	
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

CORNSHOP BRIDGE NO. 0318
CROSSING STEVENS BROOK
BRIDGTON

PROFILE

SHEET NUMBER

4

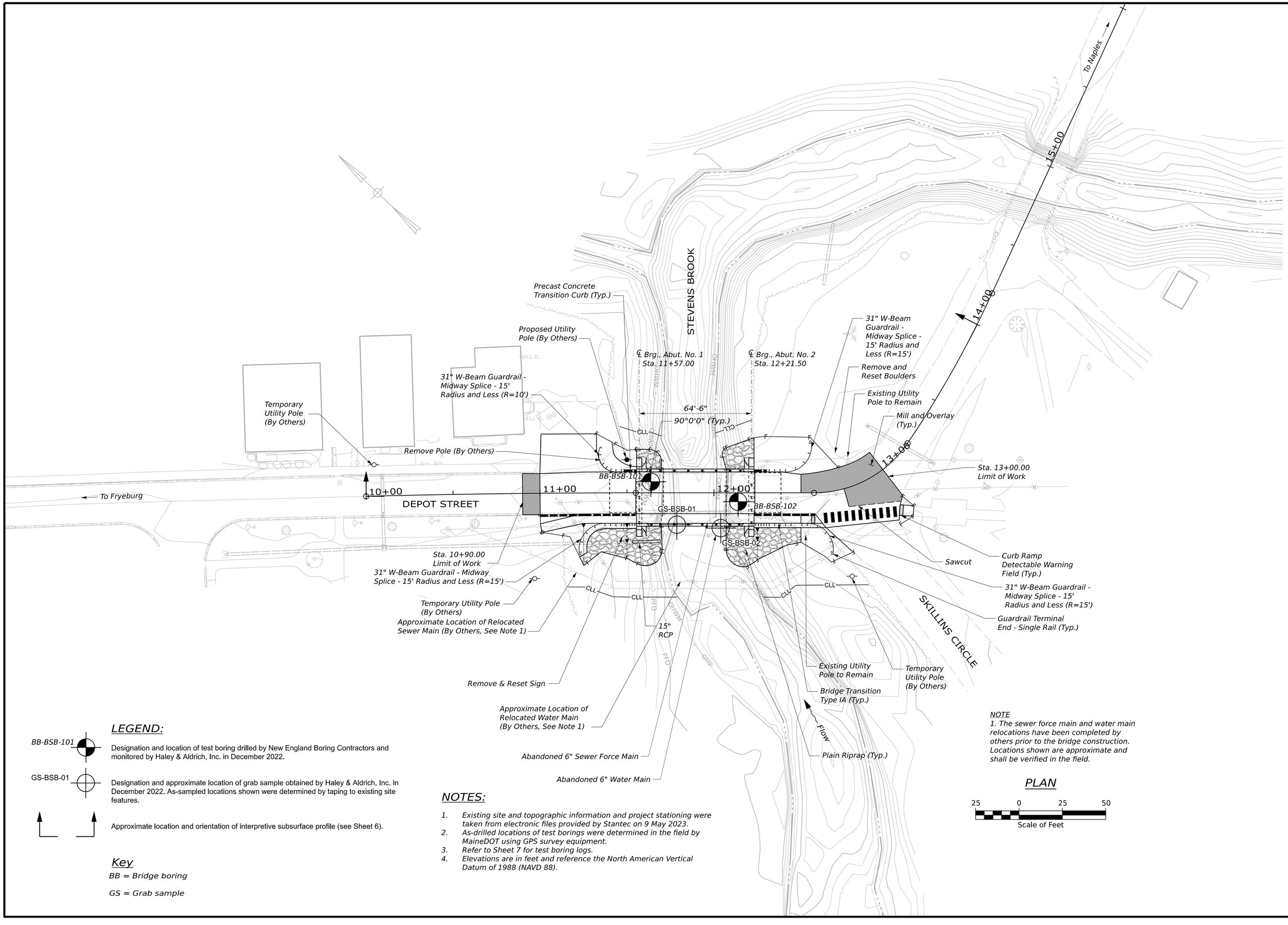
OF 25

Stantec

Date: 1/14/2026

Username: lflanders

Filename: c:\pw_working\infra03\lflanders\d0176106\Profile_DepotSt.dgn



LEGEND:

BB-BSB-101 — Designation and location of test boring drilled by New England Boring Contractors and monitored by Haley & Aldrich, Inc. in December 2022.

GS-BSB-01 — Designation and approximate location of grab sample obtained by Haley & Aldrich, Inc. in December 2022. As-sampled locations shown were determined by taping to existing site features.

Approximate location and orientation of interpretive subsurface profile (see Sheet 6).

Key

BB = Bridge boring

GS = Grab sample

NOTES:

1. *Existing site and topographic information and project stationing were taken from electronic files provided by Stantec on 9 May 2023.*
2. *As-drilled locations of test borings were determined in the field by MaineDOT using GPS survey equipment.*
3. *Refer to Sheet 7 for test boring logs.*
4. *Elevations are in feet and reference the North American Vertical Datum of 1988 (NAVD 88).*

NOTE

1. The sewer force main and water main relocations have been completed by others prior to the bridge construction. Locations shown are approximate and shall be verified in the field.

PLAN

25 0 25 50

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2623600

WIN 26236.00

BRIDGE NO. 0318

BRIDGE PLANS

STATE OF MAINE ★ ERIN A. FORCE No. 12207 ★ PROFESSIONAL ENGINEER

Erin A. Force

SIGNATURE

12207

P.E. NUMBER

15 JANUARY 2026

DATE

	BY	DATE
PROJ MANAGER	ERIN	
DESIGN-DETAILED	K.KOSTOLOWSKI	9/11/24
CHECKED-REVIEWED	E. FORCE	9/25/25
DESIGN2-DETAILED2	E. HUNSTEIN	
DESIGN3-DETAILED3	N. SHERWOOD	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

CORNSHOP BRIDGE NO. 0318
CROSSINGS STEVENS BROOK
BRIDGTON

SITE AND SUBSURFACE EXPLORATION LOCATION PLAN

SHEET NUMBER

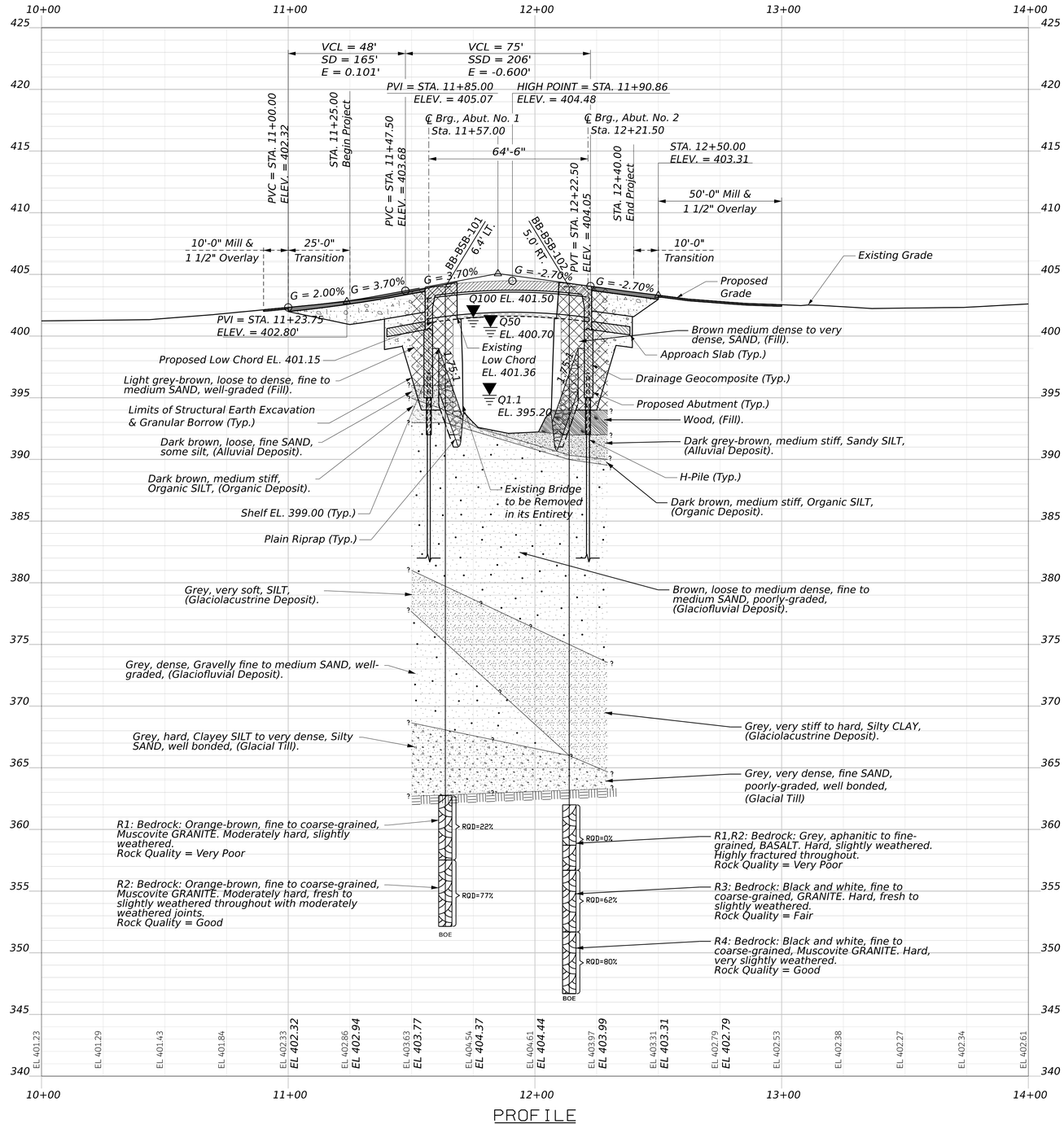
5

OF 25

Username: kpostolowski

Date: 1/7/2026

Filename: \\haleyaldrich.com\share\CF\Projects\0205731\CAD\0205731_002_Boring Plan_PS.dgn



PROFILE

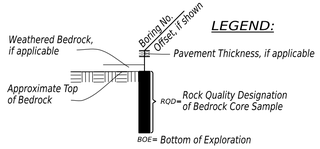
PROFILE

Horiz. 25 0 25 50

Vert. 5 0 5 10

Scale of Feet

LEGEND:



NOTES:

1. This generalized interpretive subsurface 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 information refer to the exploration logs.
2. The existing timber grillage measurements and observations are limited. The lengths and depths of the timbers are unknown.

HALEY ALDRICH

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2623600

WIN 26236.00

BRIDGE PLANS

BRIDGE NO. 0318

STATE OF MAINE
ERIN A. FORCE
No. 12207
REGISTERED PROFESSIONAL ENGINEER

Erin A. Force
SIGNATURE

12207
P.E. NUMBER

15 JANUARY 2026
DATE

PROJ. MANAGER	J. BRASK		
DESIGNED-DETAILED	N. SHERWOOD	K. POSTOLOWSKI	9/11/24
CHECKED-REVIEWED	N. SHERWOOD	E. FORCE	9/25/25
DESIGNED-DETAILED2			
DESIGNED-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

CORNSHOP BRIDGE NO. 0318
CROSSINGS STEVENS BROOK
BRIDGTON

INTERPRETIVE SUBSURFACE PROFILE

SHEET NUMBER

6

OF 25

Username: kpostolowski Date: 1/7/2026

Filename: \\haleyaldrich.com\share\CF\Projects\0205731\CAD\0205731_003_ISP.dgn

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Cornshop Bridge #0318 carries Depot Street over Stevens Brook
Location: Bridgton, Maine

Boring No.: BB-BSB-101
WIN: 26236.00

Driller: New England Boring Contractors	**Elevation (ft.)** 403.4	**Auger ID/OD:** --	
Operator: S. Shaw	**Datum:** NAVD 88	**Sampler:** Split-Spoon (1.375 in. ID)	
Logged By: H. Hollauer	**Rig Type:** Mobile B-53 Track	**Hammer Wt./Fall:** 140 lb /30 in.	
Date Start/Finish: 12-13-2022/12-14-2022	**Drilling Method:** SSA HW Cased Wash Drive	**Core Barrel:** NX-2 in. ID	
Boring Location: Sta. 11+63.7, 6.4 ft LT	**Casing ID/OD:** HW-4 in. ID	**Water Level *:** 8 ft (Approx.)	
Hammer Efficiency Factor: 0.93	**Hamer 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
WORC = Weight of Rods or Casing
WO1P = Weight of One Person
S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf)
S_{ulab} = Lab Vane Undrained Shear Strength (psf)
q_u = Unconfined Compressive Strength (ksf)
N=uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
N_{60} = (Hammer Efficiency Factor/60%)*N-uncorrected
T_v = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

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.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	1D	18/10	0.5 - 2.0	15-15-14	29	45		402.9		Bituminous Concrete ——0.5	
										Light grey-brown, dry, dense, fine to medium SAND, little coarse sand, little silt, little fine gravel, trace coarse gravel, well-graded, (Fill). Light grey-brown, dry, dense, fine to medium SAND, little coarse sand, little silt, little fine gravel, trace coarse gravel, well-graded, (frozen top 4 in.), (Fill).	
	2D	24/10	2.0 - 4.0	10-21-11-10	32	50					
	3D	24/8	4.0 - 6.0	8-5-3-2	8	12				Similar to 2D, except medium dense, (Fill).	
5	4D	24/6	6.0 - 8.0	2-3-2-2	5	8				Similar to 2D, except loose, (Fill).	#701514 A-1-b, SM
	5D	24/10	8.0 - 10.0	3-2-1-1	3	5		395.4		——8.0	#701515 A-2-4, SM
										Dark brown, wet, loose, fine SAND, some silt, trace medium to coarse sand, trace organics/fibers, (Alluvial Deposit).	
10	6D	24/14	10.0 - 12.0	1-2-3-3	5	8		393.4		——10.0	
								391.9		Dark brown, wet, medium stiff, Organic SILT, some fine to medium sand, (Organic Deposit). ——11.5	
	7D	24/12	12.0 - 14.0	4-3-3-3	6	9				6D Bottom: Brown, wet, loose, fine to medium SAND, trace silt, poorly-graded, (Glaciofluvial Deposit). 7D: Brown, wet, loose, fine to medium SAND, little coarse gravel, trace coarse sand, trace fine gravel, poorly-graded, (Glaciofluvial Deposit). 8D: No Recovery	#701516 A-3, SP
	8D	24/0	14.0 - 16.0	3-2-3-3	5	8					
15											
	9D	24/6	20.0 - 22.0	2-2-3-4	5	8				Light grey-brown, wet, loose, fine to medium SAND, trace fine to coarse gravel, trace coarse sand, trace silt, poorly-graded, (Glaciofluvial Deposit).	#17399-01 A-1-b, SP WC=19.4
20								379.4		——24.0	
	10D	24/16	25.0 - 27.0	WOR-WOR-WOH-2	-					Grey, wet, very soft, SILT, little fine sand, trace clay, non-plastic, (Glaciolacustrine Deposit).	#701517 WC=27
25								374.4		Note: Cobbles from 29.3 to 29.8 ft. ——29.0	
	11D	24/8	30.0 - 32.0	14-12-8-12	20	31				Grey, wet, dense, Gravelly fine to medium SAND, trace coarse sand, trace silt, well-graded, slightly bonded, (Glaciofluvial Deposit).	#701518 A-1-b, SP-SM
30										Note: Cobble from 33.5 to 33.8 ft.	
	12D	24/22	35.0 - 37.0	16-11-12-17	23	36		367.6		——35.8	
35										Grey, wet, hard, Clayey SILT, little fine to coarse sand, slightly plastic, well bonded, (Glacial Till).	
	13D	16/12	40.0 - 41.3	7-21-50(4")	71	110		362.7		——40.7	
								362.1		Grey, wet, very dense, Silty fine SAND, trace medium to coarse sand, poorly-graded, well bonded, (Glacial Till). ——41.3	
40	R1	54/40	42.0 - 46.5	RQD = 22%			NX Core			Top of Bedrock at El. 362.1 ft Note: Advance rollerbit to 42.0 ft. Begin NX core at 42.0 ft. R1: Orange-brown with black and tan, fine to coarse-grained, Muscovite GRANITE. Moderately hard, slightly weathered. Primary joints horizontal, close to moderately close, open with no infilling. Secondary joints dipping at steep to vertical angles, moderately close, open, rough, orange-brown color due to weathered feldspar through sample. Rock Quality=Very Poor Recovery=74% R1 Core Times (min:sec): 42.0-43.0' (5:00); 43.0-44.0' (3:00); 44.0-45.0' (10:00); 45.0-46.0' (6:00); 46.0-46.4' (5:00) R2: Orange-brown with black and tan, fine to coarse-grained, Muscovite GRANITE. Moderately hard, fresh to slightly weathered throughout with moderately weathered joints with iron-oxide staining. No infilling. Primary joints horizontal to low angles, close to moderate, open, rough. Secondary joints dipping at steep to vertical angles, moderately close, open, rough. Rock Quality=Good Recovery=100% R2 Core Times (min:sec): 46.5-47.5' (5:00); 47.5-48.5' (7:00); 48.5-49.5' (5:00); 49.5-50.5' (6:00); 50.5-50.9' (5:00)	qp=4,051 ksf (46.04'-46.41')
45											
	R2	65/65	46.5 - 51.9	RQD = 77%			NX Core				
50								351.5		——51.9	
										Bottom of Exploration at 51.9 feet below ground surface.	
55											
60											

Remarks:
1. No elevated photo-ionization detector readings were measured.

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

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

Page 1 of 1
Boring No.: BB-BSB-101

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Cornshop Bridge #0318 carries Depot Street over Stevens Brook
Location: Bridgton, Maine

Boring No.: BB-BSB-102
WIN: 26236.00

Driller: New England Boring Contractors	**Elevation (ft.)** 404.1	**Auger ID/OD:** --	
Operator: S. Shaw	**Datum:** NAVD 88	**Sampler:** Split-Spoon (1.375 in. ID)	
Logged By: H. Hollauer	**Rig Type:** Mobile B-53 Track	**Hammer Wt./Fall:** 140 lb /30 in.	
Date Start/Finish: 12-12-2022/12-13-2022	**Drilling Method:** SSA HW Cased Wash Drive	**Core Barrel:** NX-2 in. ID	
Boring Location: Sta. 12+13.9, 5.0 ft RT	**Casing ID/OD:** HW-4 in. ID	**Water Level *:** 12 ft (Approx.)	
Hammer Efficiency Factor: 0.93	**Hamer 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
WORC = Weight of Rods or Casing
WO1P = Weight of One Person
S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf)
S_{ulab} = Lab Vane Undrained Shear Strength (psf)
q_u = Unconfined Compressive Strength (ksf)
N=uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
N_{60} = (Hammer Efficiency Factor/60%)*N-uncorrected
T_v = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

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.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	1D	18/12	0.5 - 2.0	110-40-23	63	98		403.1		Bituminous Concrete ——0.5	
										Light brown, dry, very dense, fine to medium SAND, little silt, trace coarse sand, trace fine gravel, poorly-graded, (Fill).	
	2D	24/18	2.0 - 4.0	12-13-14-8	27	42				Yellow-brown, dry, dense, fine to medium SAND, little silt, trace coarse sand, trace fine gravel, poorly-graded, (Fill).	
	3D	24/8	4.0 - 6.0	4-4-3-8	7	11				Similar to 2D, except medium dense, (Fill).	#701519 A-2-4, SM
5	4D	24/0	6.0 - 8.0	7-6-5-3	11	17				4D: No Recovery Note: Possibly pushed a cobble.	
	5D	24/6	8.0 - 10.0	4-3-4-7	7	11				Yellow-brown, dry, medium dense, fine to medium SAND, little silt, trace coarse sand, trace fine gravel, poorly-graded, (Fill).	
	6D	24/10	10.0 - 12.0	5-3-3-3	6	9		393.0		Similar to 5D, except light grey, (Fill). ——10.3	
10								392.1		Upper 4 in.: Sawdust, wood particles Bottom 2 in.: Wood. Note: Wood present beneath existing bridge abutment. ——12.0	
	7D	24/10	12.0 - 14.0	5-3-2-2	5	8		390.6		Dark grey-brown, wet, medium stiff, Sandy SILT, (Alluvial Deposit). ——13.5	
	8D	24/6	14.0 - 16.0	4-5-3-3	8	12		390.1		Dark brown, wet, medium stiff, Organic SILT with root fibers, little fine sand, (Organic Deposit). ——14.0	
15										Brown-grey, wet, medium dense, fine to medium SAND, little coarse gravel, trace coarse sand, trace silt, trace fine gravel, well-graded, (Glaciofluvial Deposit).	#701520 A-1-b, SP-SM
	9D	24/10	20.0 - 22.0	5-5-4-8	9	14				——20.0	#17399-02 A-1-a, SP WC=9.9
20								384.1		Light brown-grey, wet, medium dense, Gravelly medium to coarse SAND, trace fine sand, trace silt, poorly-graded, (Glaciofluvial Deposit).	
	10D	24/12	25.0 - 27.0	4-5-9-10	14	22					
25								375.1		——29.0	
										Grey, wet, very stiff, Silty CLAY, moderate plasticity, trace rock fragments in bottom of sample, (Glaciolacustrine Deposit)	#701521 WC=30 LL=49 PL=22 PI=27
30											
	11D	24/16	30.0 - 32.0	4-5-6-8	11	17					
35											
	12D	24/18	35.0 - 37.0	8-17-15-15	32	50				Grey, wet, hard, Silty CLAY, high plasticity, (Glaciolacustrine Deposit). Pocket Penetrometer=1.5-2.0 tsf	
								366.1		——38.0	
40	13D	8/8	40.0 - 40.7	23-50(2")				363.4		Grey, wet, very dense, fine SAND, little silt, trace medium to coarse sand, poorly-graded, well bonded, (Glacial Till). ——40.7	
	R1	36/18	42.0 - 45.0	RQD = 0%			NX Core			Top of Bedrock at El. 363.4 ft Note: Advance rollerbit to 42.0 ft. Begin NX core at 42.0 ft. R1: Grey, aphanitic to fine-grained, BASALT. Hard, slightly weathered. Primary joints dipping at vertical angles, very close, open, calcite coatings on some joint surfaces. Highly fractured throughout. Rock Quality=Very Poor Recovery=50% R1 Core Times (min:sec): 42.0-43.0' (5:00); 43.0.0-44.0' (8:00); 44.0-45.0' (5:00) R2: Similar to R1 Rock Quality=Very Poor Recovery=67% R2 Core Times (min:sec): 45.0-46.0' (5:00); 46.0-47.0' (5:00)	
45	R2	24/16	45.0 - 47.0	RQD = 0%							
	R3	60/60	47.0 - 52.0	RQD = 62%				356.6		——47.5	
50							NX Core			R3: Black and white, fine to coarse-grained, Muscovite GRANITE. Hard, fresh to slightly weathered. Primary joints horizontal, close to moderately close, open, rough. Rock Quality=Fair Recovery=100% R3 Core Times (min:sec): 47.0-48.0' (5:00); 48.0-49.0' (7:00); 49.0-50.0' (5:00); 50.0-51.0' (5:00); 51.0-52.0' (5:00)	qp=3,956 ksf (50.2'-50.8')
	R4	60/53	52.0 - 57.0	RQD = 80%						R4: Black and white, fine to coarse-grained, Muscovite GRANITE. Hard, very slightly weathered. Primary joints horizontal, close to moderately close, open, rough, slight iron-oxide discoloration on joint surfaces. Rock Quality=Good Recovery=88% R4 Core Times (min:sec): 52.0-53.0' (4:00); 53.0-54.0' (4:00); 54.0-55.0' (4:00); 55.0-56.0' (6:00); 56.0-57.0' (4:00)	qp=3,664 ksf (54.6'-55.3')
55								347.1		——57.0	
										Bottom of Exploration at 57.0 feet below ground surface.	
60											

Remarks:
1. No elevated photo-ionization detector readings were measured.

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

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

Page 1 of 1
Boring No.: BB-BSB-102

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Cornshop Bridge #0318 carries Depot Street over Stevens Brook
Location: Bridgton, Maine

Boring No.: GS-BSB-01
WIN: 26236.00

Driller: --	**Elevation (ft.)** 392.0	**Auger ID/OD:** --	
Operator: --	**Datum:** NAVD 88	**Sampler:** Grab Sample	
Logged By: H. Hollauer	**Rig Type:** --	**Hammer Wt./Fall:** --	
Date Start/Finish: 12-14-2022	**Drilling Method:** --	**Core Barrel:** --	
Boring Location: 11+76.0, 18.2 ft RT	**Casing ID/OD:** --	**Water Level *:** --	
Hammer Efficiency Factor: --	**Hamer 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
WORC = Weight of Rods or Casing
WO1P = Weight of One Person
S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf)
S_{ulab} = Lab Vane Undrained Shear Strength (psf)
q_u = Unconfined Compressive Strength (ksf)
N=uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
N_{60} = (Hammer Efficiency Factor/60%)*N-uncorrected
T_v = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

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.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	GS1		0.0 - 1.0					391.0		Brown, wet, Gravelly fine to coarse SAND, trace silt, poorly-graded, (Glaciofluvial Deposit). ——1.0	#17399-03 A-1-a, SP-SM WC=18.5
										Bottom of Exploration at 1.0 feet below ground surface.	
5											
10											
15											
20											
25											

Remarks:
1. Grab sample collected at the brook level adjacent to the existing northern abutment.
2. Existing ground surface elevation estimated based on existing conditions plan provided by Stantec.

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

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

Page 1 of 1
Boring No.: GS-BSB-01

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Cornshop Bridge #0318 carries Depot Street over Stevens Brook
Location: Bridgton, Maine

Boring No.: GS-BSB-02
WIN: 26236.00

Driller: --	**Elevation (ft.)** 392.0	**Auger ID/OD:** --	
Operator: --	**Datum:** NAVD 88	**Sampler:** Grab Sample	
Logged By: H. Hollauer	**Rig Type:** --	**Hammer Wt./Fall:** --	
Date Start/Finish: 12-14-2022	**Drilling Method:** --	**Core Barrel:** --	
Boring Location: 12+5.0, 20.8 ft RT	**Casing ID/OD:** --	**Water Level *:** --	
Hammer Efficiency Factor: --	**Hamer 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
WORC = Weight of Rods or Casing
WO1P = Weight of One Person
S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf)
S_{ulab} = Lab Vane Undrained Shear Strength (psf)
q_u = Unconfined Compressive Strength (ksf)
N=uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
N_{60} = (Hammer Efficiency Factor/60%)*N-uncorrected
T_v = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

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.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	GS1		0.0 - 1.0					391.0		Brown, wet, fine to medium SAND, little silt, trace coarse sand, trace fine gravel, poorly-graded, (Glaciofluvial Deposit). ——1.0	#17399-04 A-2-4 SM WC=48.3
										Bottom of Exploration at 1.0 feet below ground surface.	
5											
10											
15											
20											
25											

Remarks:
1. Grab sample collected at the brook level adjacent to the existing southern abutment.
2. Existing ground surface elevation estimated based on existing conditions plan provided by Stantec.

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

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

Page 1 of 1
Boring No.: GS-BSB-02

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2623600
WIN
26236.00
BRIDGE NO. 0318

BRIDGE PLANS

STATE OF MAINE — ERIN A. FORCE — No. 12207 — REGISTERED PROFESSIONAL ENGINEER

Erin A. Force

PROJ. MANAGER	BY	DATE
DESIGNED-DETAILED	E. HUNSTEIN	9/11/24
CHECKED-REVIEWED	K.POSTOLOWSKI	SIGNATURE
DESIGNED-DETAILED2	E. FORCE	9/25/25
DESIGNED-DETAILED3	N. SHERWOOD	12207
REVISIONS 1		P.E. NUMBER
REVISIONS 2		15 JANUARY 2026
REVISIONS 3		DATE
REVISIONS 4		
FIELD CHANGES		

CORNSHOP BRIDGE NO. 0318
CROSSING STEVENS BROOK
BRIDGTON

BORING LOGS

SHEET NUMBER
7
OF 25

HALEY ALDRICH

Username: kpostolowski Date: 10/16/2025

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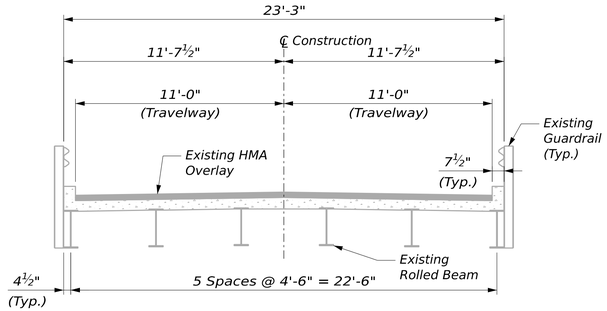
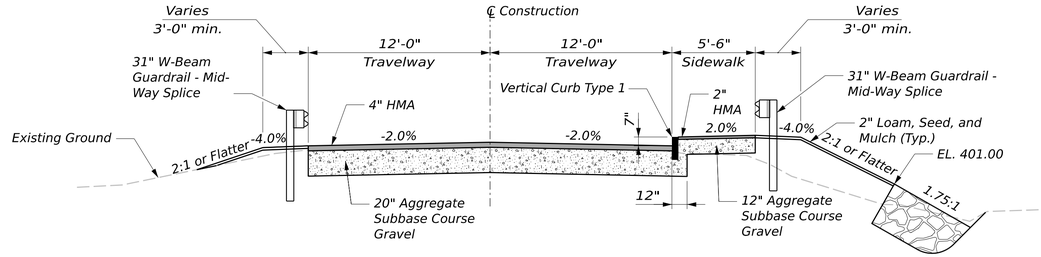
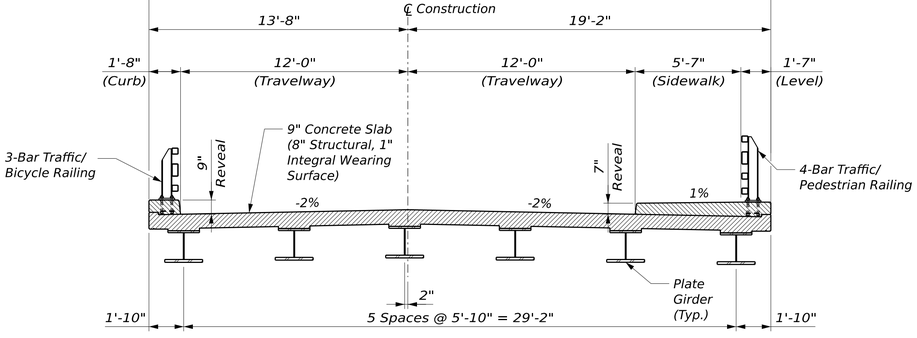


SECTION - EXISTING STRUCTURE

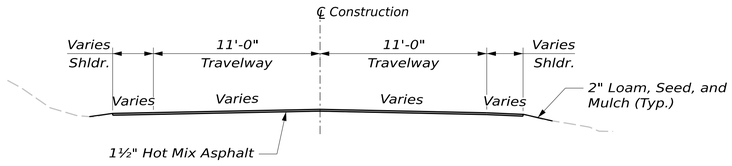


APPROACH DESIGN SECTION

STA 11+00 to Bridge
Bridge to STA 12+50(LT)
Bridge to STA 12+75(RT)



SECTION - PROPOSED STRUCTURE



MILL AND OVERLAY

STA 10+90 to STA 11+00
STA 12+50(LT) to STA 13+00(LT)
STA 12+75(RT) to STA 13+00(RT)

Stantec

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2623600

WIN 26236.00

	BY	DATE
C GMY		
PROJ MANAGER		
DESIGN-DETAILED	LSF/CHL	JAN 2026
CHECKED-REVIEWED	TJW	JAN 2026
DESIGN1-DETAILED2		
DESIGN1-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

CORNSHOP BRIDGE NO. 0318
CROSSING STEVENS BROOK
BRIDGTON

TYPICAL SECTIONS

SHEET NUMBER

8

OF 25

Date: 1/14/2026

Username: lflanders

Filename: c:\pw_working\infra03\lflanders\d0176106\Typical.dgn

Sta. 11+34.17, 25.05' Lt.
Install Terminal End - Single Rail - Galvanized Steel

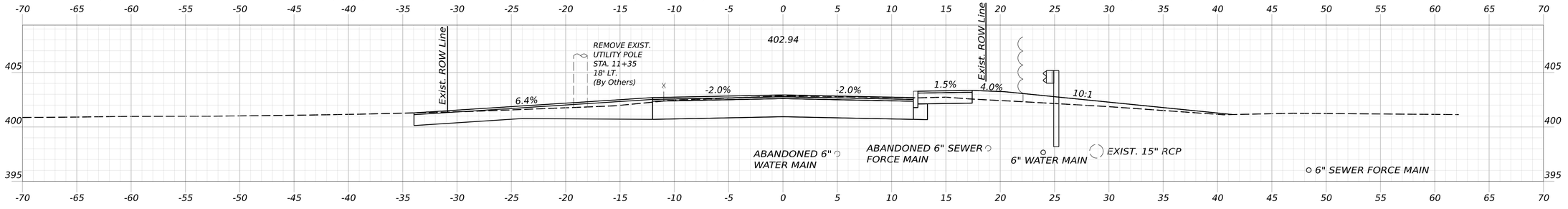
Sta. 11+34.17, 25.05' Lt. to Sta. 11+37.81, 13.92' Lt.
Install 12.5' 31" W-Beam Guardrail - Mid-Way Splice, 15' Radius and Less (R=10')

Sta. 11+37.81, 13.92' Lt. to Sta. 11+57.83, 12.00' Lt.
Install Bridge Transition (Asymmetrical) - Type 1A

Sta. 11+22.30, 33.93' Rt.
Install Terminal End - Single Rail - Galvanized Steel

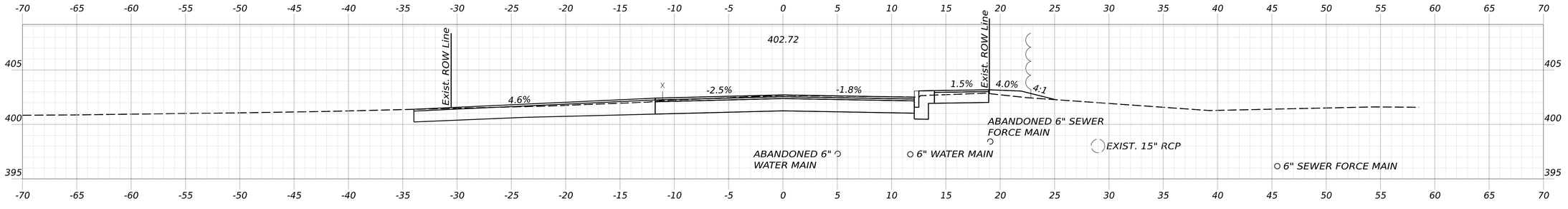
Sta. 11+22.30, 33.93' Rt. to Sta. 11+37.30, 17.50' Rt.
Install 25' 31" W-Beam Guardrail - Mid-Way Splice, 15' Radius and Less (R=15')

Sta. 11+37.30, 17.50' Rt. to Sta. 11+57.83, 17.50' Rt.
Install Bridge Transition (Asymmetrical) - Type 1A

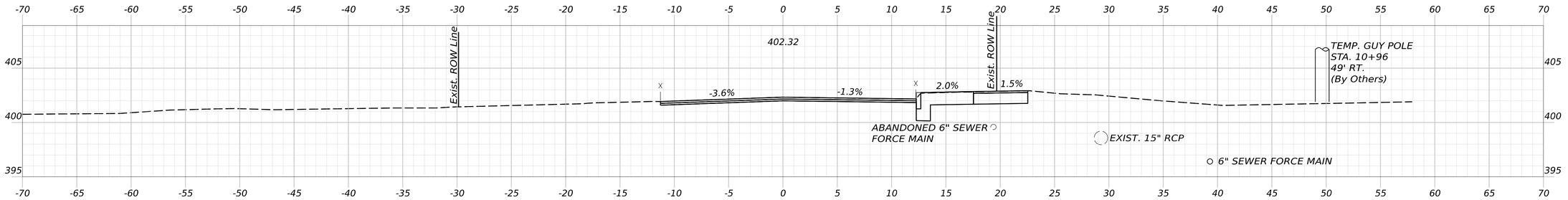


11+25.00

Sta. 11+25
End Transition
Begin Full Depth Construction
Begin Project



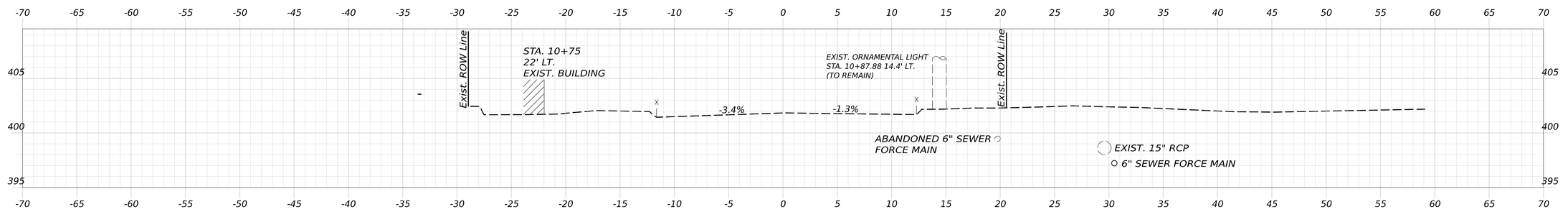
11+17.00



11+00.00

Sta. 10+90
Limit of Work
Begin Mill and 1½" Overlay

Sta. 11+00
Begin Transition
End Mill and 1½" Overlay



10+75.00

Stantec

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2623600

WIN 26236.00

SIGNATURE

P.E. NUMBER

DATE

C. GAY	BY	DATE
PROJ. MANAGER	CHL	JAN 2026
DESIGNA-DETAILED	CHL	JAN 2026
CHECKED-REVIEWED	T.JW	
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

CORNSHOP BRIDGE NO. 0318
CROSSING STEVENS BROOK
BRIDGTON

CROSS SECTIONS

SHEET NUMBER

9

OF 25

Date: 1/14/2026

Username: lflanders

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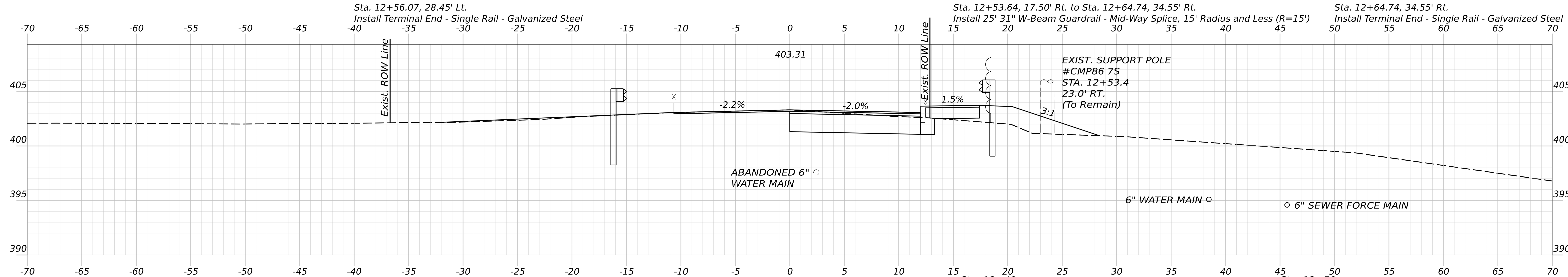

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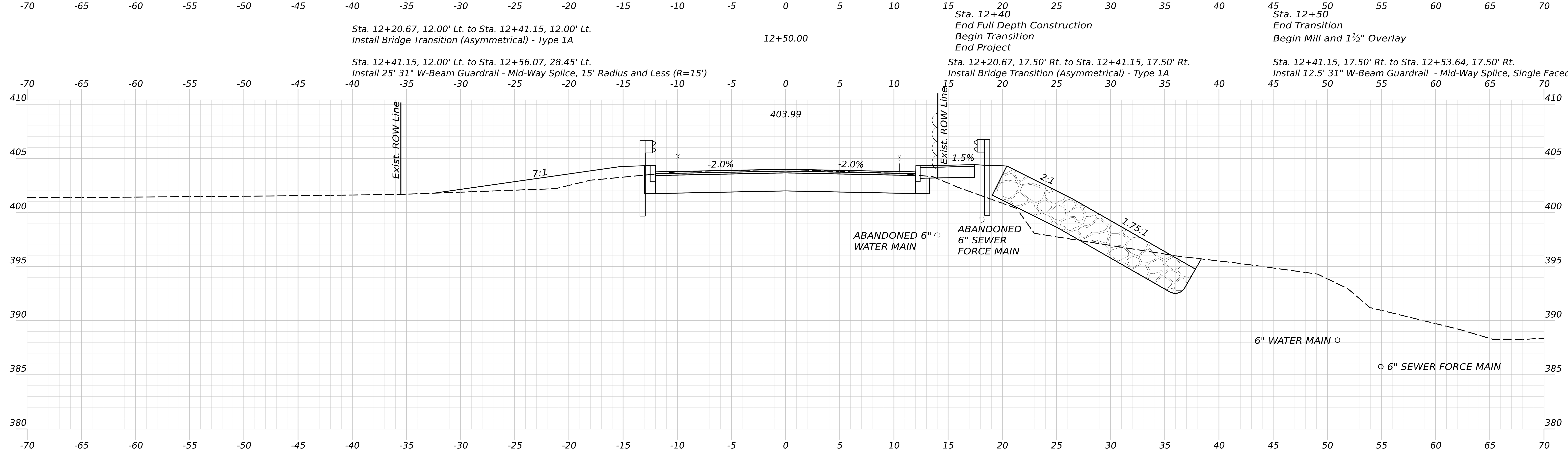

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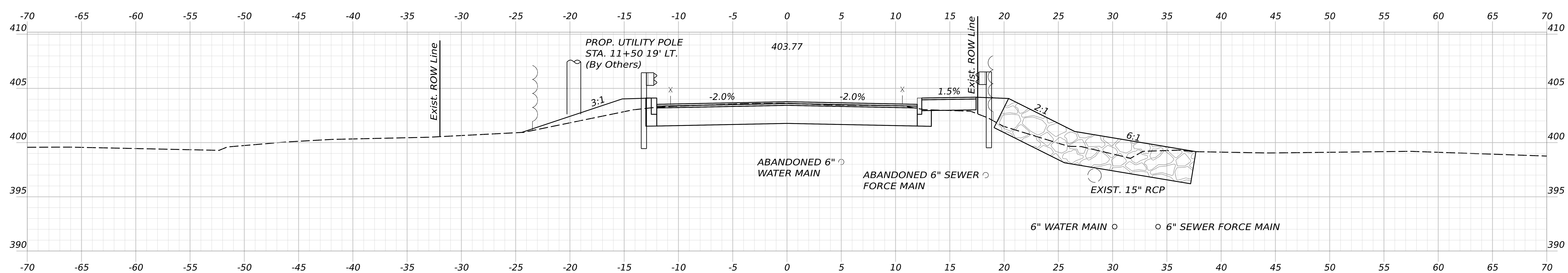

11+50.00

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2623600

WIN 26236.00

PROJ. MANAGER	C. GUY		
DESIGN-DETAILED	CHL	CHL	JAN 2026
CHECKED-REVIEWED	TJW	TJW	JAN 2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

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P.E. NUMBER

DATE

CORNSHOP BRIDGE NO. 0318
CROSSING STEVENS BROOK
BRIDGTON

CROSS SECTIONS

SHEET NUMBER

10

OF 25

Date: 1/14/2026

Username: lflanders

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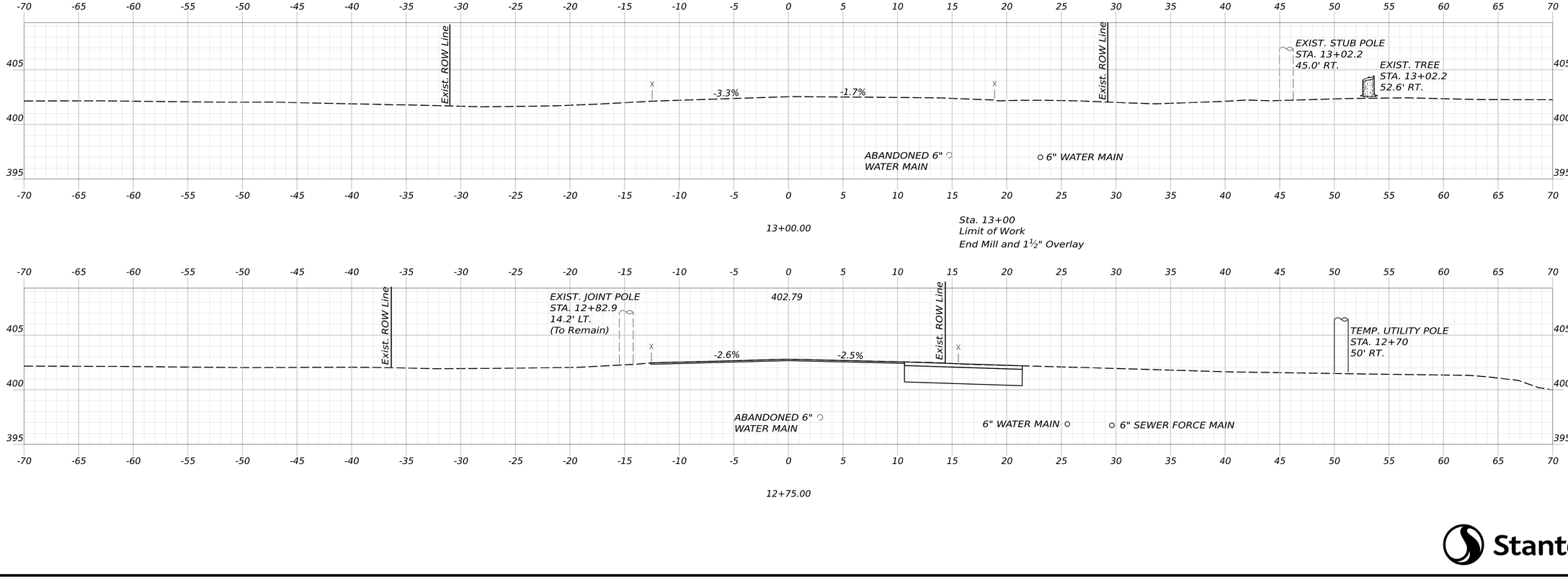

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2623600

WIN 26236.00

	C. GUY	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	CHL	CHL	JAN 2026
CHECKED-REVIEWED	TJW	TJW	JAN 2026
DESIGN1-DETAILED2			
DESIGN1-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

CORNSHOP BRIDGE NO. 0318
CROSSING STEVENS BROOK
BRIDGTON

CROSS SECTIONS

SHEET NUMBER

11

OF 25

Date: 1/14/2026

Username: lflanders

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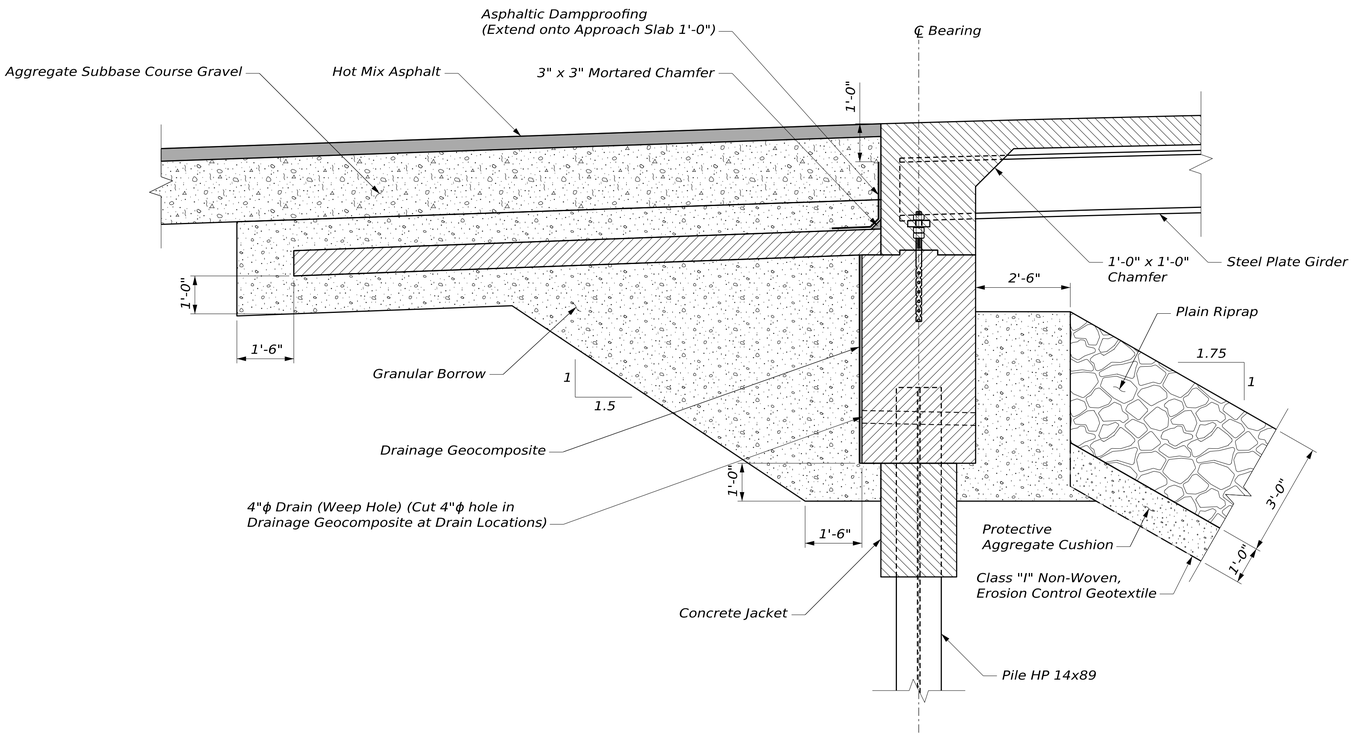

ABUTMENT BACKFILL DETAIL

ABUTMENT NOTES

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

2. Place drains with a 4-inch diameter in the pile cap at 10 feet maximum spacing. The exact location will be determined by the Resident.

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

4. Payment for the concrete jackets around the tops of the H-piles will not be paid for directly but will be considered incidental to Pay Item 502.219 Structural Concrete Abutments and Retaining Walls. Fill Concrete may be used for the concrete jackets.

5. Install Drainage Geocomposite behind the abutments and wingwalls up to the approach slab seat elevation in accordance with Special Provision Section 620, Drainage Geocomposite.

6. Abutments and wingwalls shall be backfilled with Granular Borrow, meeting the requirements of Material for Underwater Backfill. Pay limits will be the structural excavation limits as shown.

7. 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.

8. Payment for Asphalt Dampproofing and mortared chamfer at the joint between the Approach Slab and the End Diaphragm will not be made directly, but will be considered incidental to related Contract Items.

PILE NOTES

1. The maximum factored pile load is 228 kips at the Strength Limit State.

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

3. Estimate of piles required:

   Abutment No. 1: 5 - HP 14x89 @ 43 ft
   Abutment No. 2: 5 - HP 14x89 @ 42 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 A572, 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 Specifications Subsections 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 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
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Federal Project No. 2623600

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PROJ. MANAGER			
DESIGN-DETAILED	LSF	PBH	JAN 2026
CHECKED-REVIEWED	SJW	LSF	JAN 2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

CORNSHOP BRIDGE NO. 0318
CROSSING STEVENS BROOK
BRIDGTON

ABUTMENT DETAILS

SHEET NUMBER

12

OF 25

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Date: 1/14/2026

Username: lflanders

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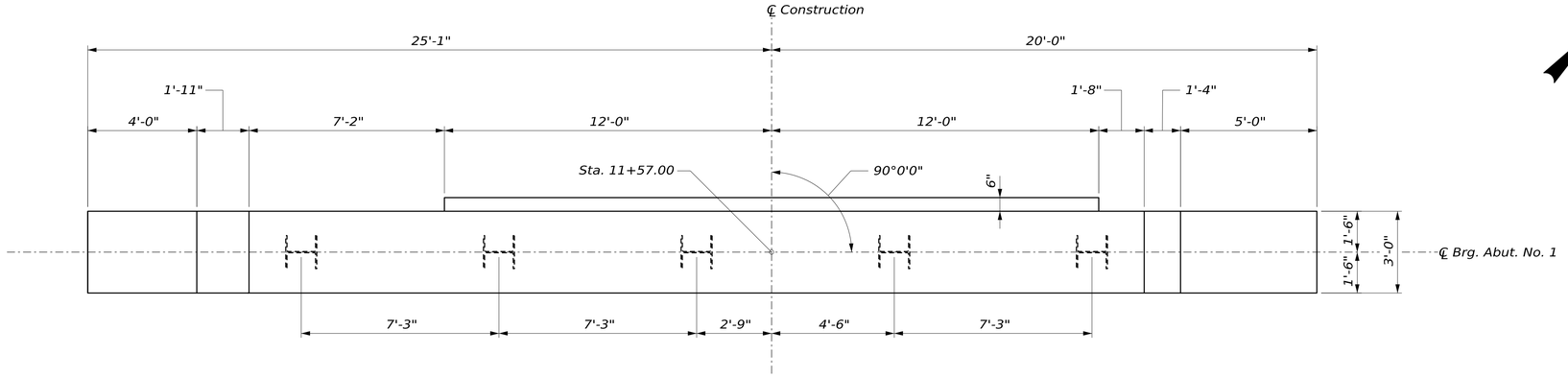
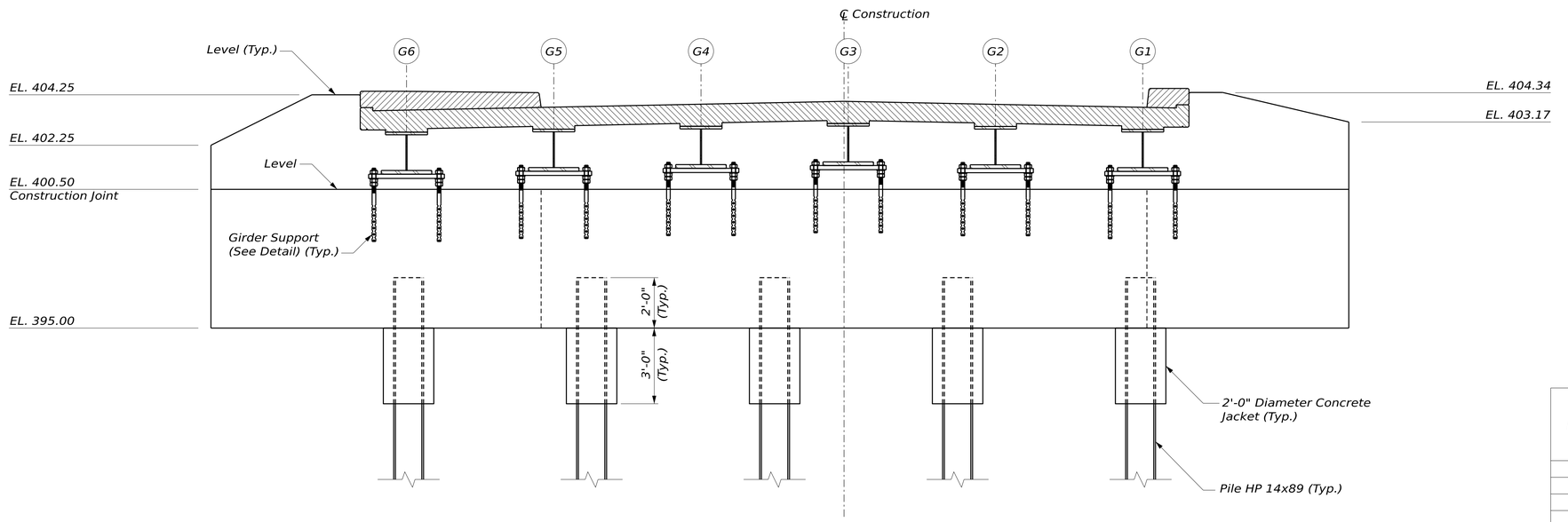


ABUTMENT NO. 1 PLAN



ABUTMENT NO. 1 ELEVATION

ABUTMENT NO. 1 BOTTOM OF GIRDER ELEVATIONS	
Girder	Elevation
G1	401.21
G2	401.33
G3	401.45
G4	401.34
G5	401.22
G6	401.10

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2623600

WIN 26236.00

SIGNATURE

P.E. NUMBER

DATE

	C'KD'	BY	DATE
PROJ MANAGER			
DESIGN-DETAILED	LSF	PBH	JAN 2026
CHECKED-REVIEWED	SJW	LSF	JAN 2026
DESIGN1-DETAILED2			
DESIGN1-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

CORNSHOP BRIDGE NO. 0318
CROSSING STEVENS BROOK
BRIDGTON

ABUTMENT NO. 1 PLAN AND ELEVATION

SHEET NUMBER

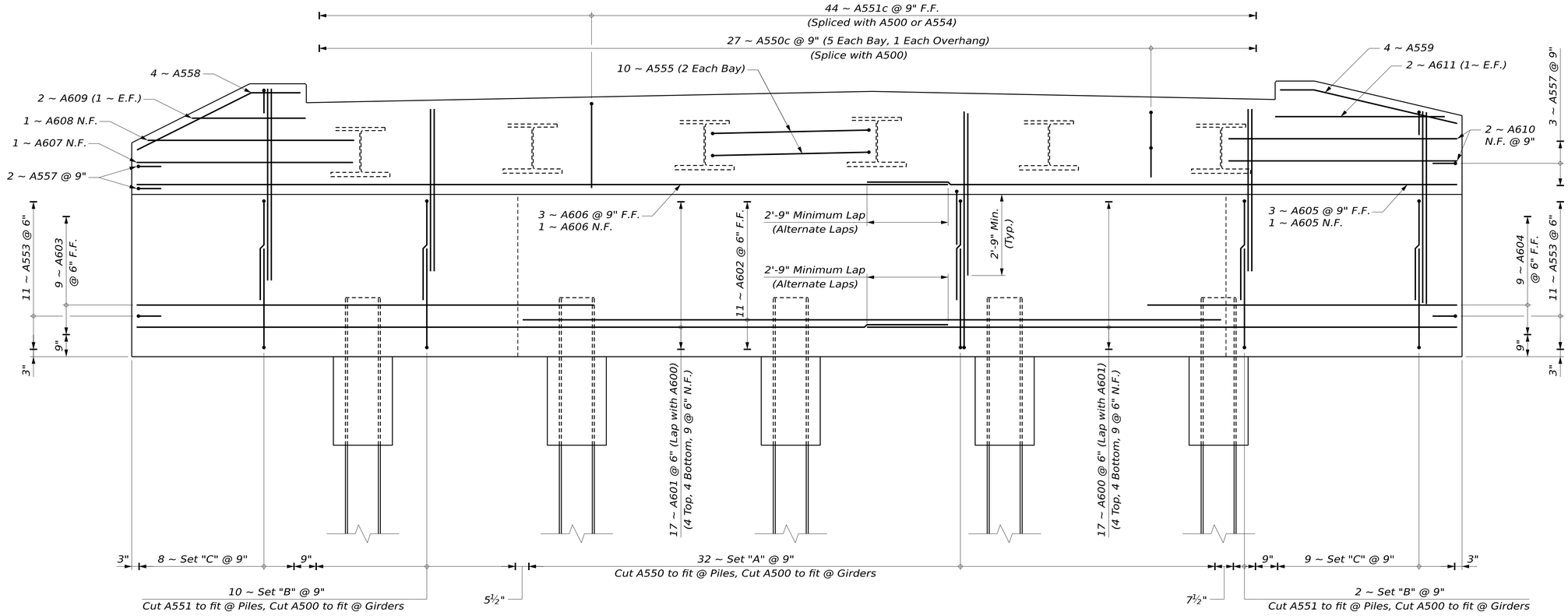
13

OF 25

Date: 1/14/2026

Username: lflanders

Filename: c:\pw_working\infra03\lflanders\d0176106\Substructure.dgn



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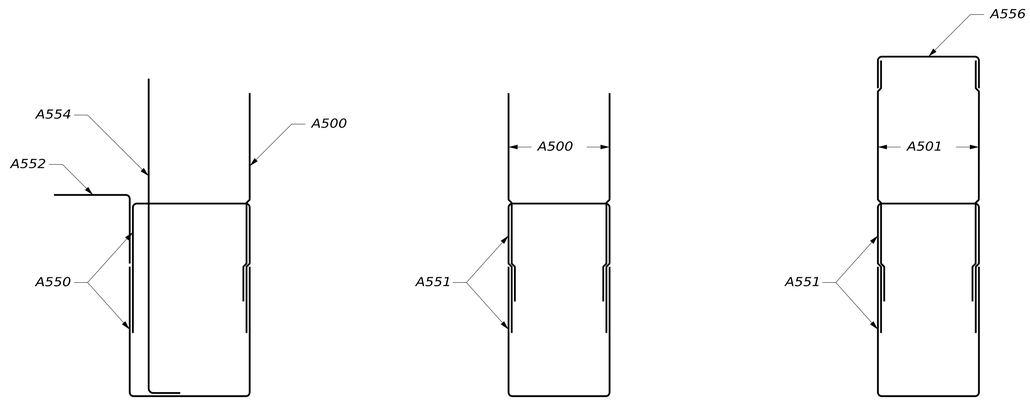

Set "A" Set "B" Set "C"

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2623600

WIN 26236.00

	C.GUY	BY	DATE
PROJ MANAGER			
DESIGN-DETAILED	PBH	PBH	JAN 2026
CHECKED-REVIEWED	LSF	LSF	JAN 2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

CORNSHOP BRIDGE NO. 0318
CROSSING STEVENS BROOK
BRIDGTON

ABUTMENT NO. 1 REINFORCING

SHEET NUMBER

14

OF 25

Date: 1/14/2026

Username: lflanders

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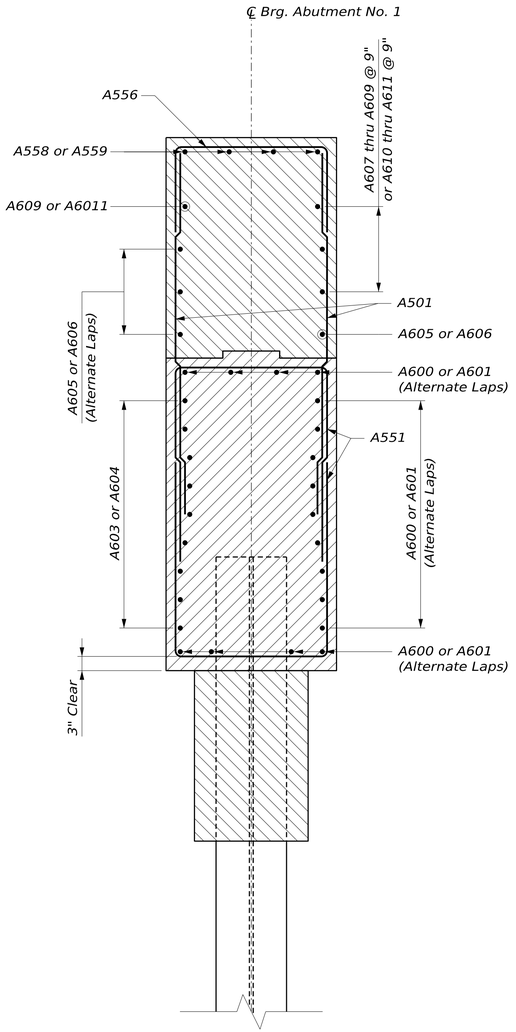
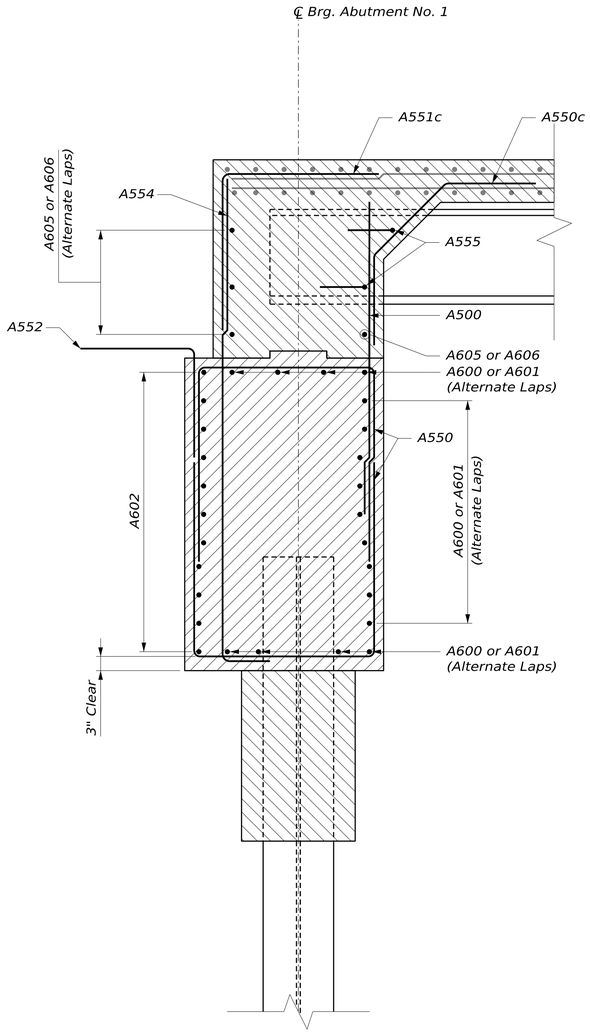
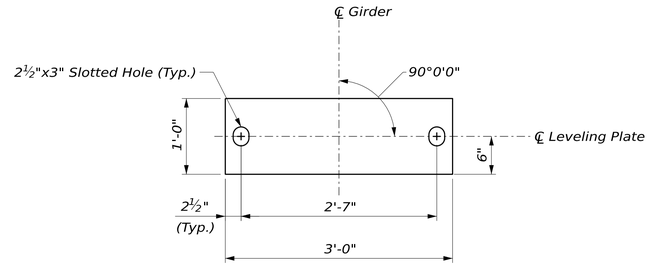


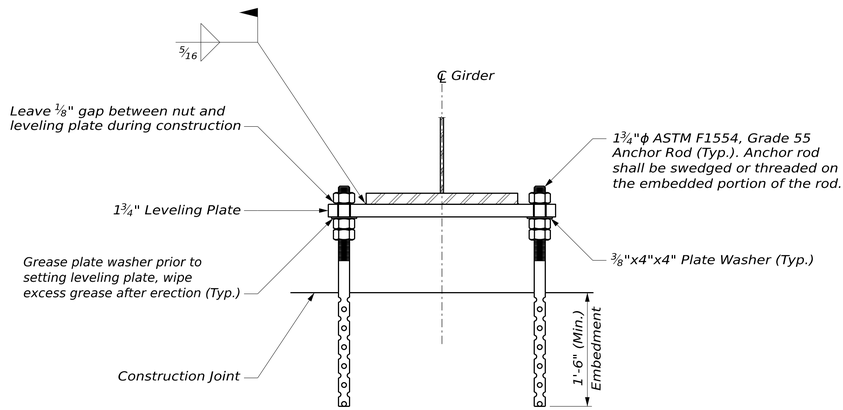
WINGWALL SECTION



ABUTMENT SECTION



LEVELING PLATE



GIRDER SUPPORT DETAIL

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2623600

WIN 26236.00

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P.E. NUMBER

DATE

	C GAY	BY	DATE
PROJ MANAGER			
DESIGN-DETAILED	PBH	PBH	JAN 2026
CHECKED-REVIEWED	LSF	LSF	JAN 2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

CORNSHOP BRIDGE NO. 0318
CROSSING STEVENS BROOK
BRIDGTON

ABUTMENT NO. 1 SECTIONS

SHEET NUMBER

15

OF 25

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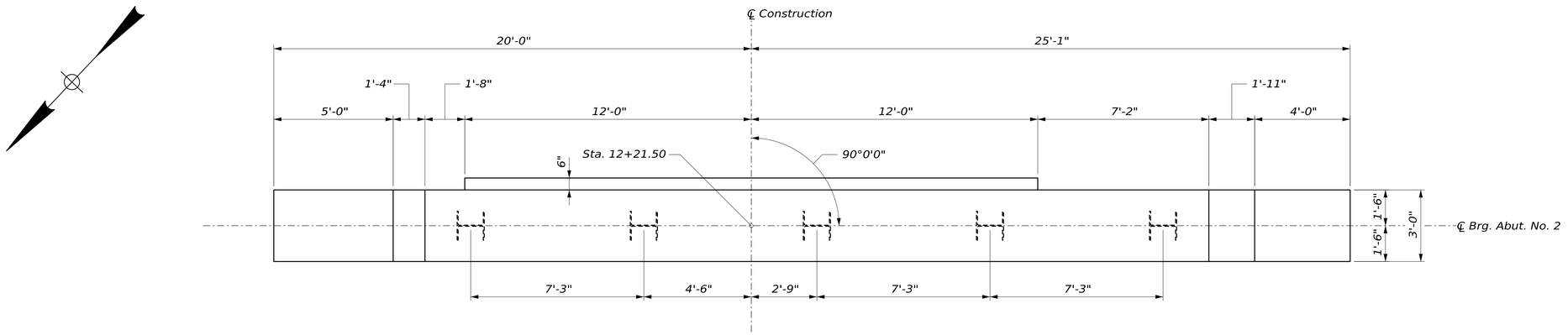
Username: lflanders Date: 1/14/2026

Filename: c:\pw_working\infra03\lflanders\d0176106\Substructure.dgn



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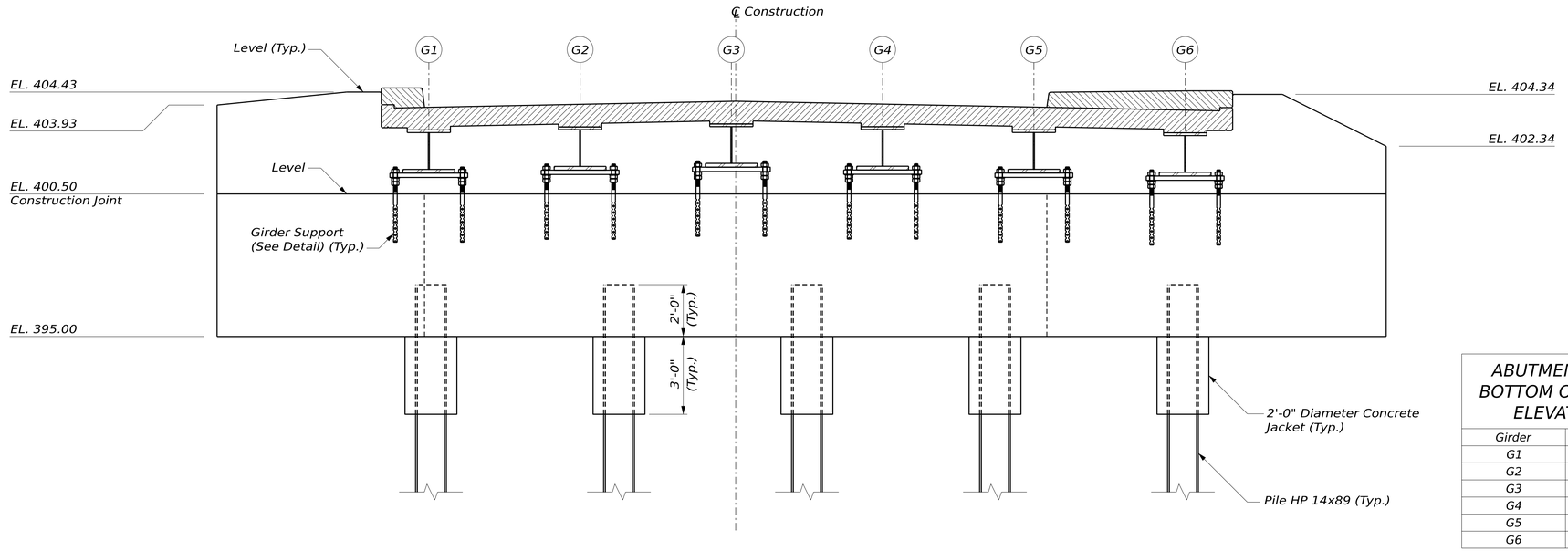

ABUTMENT NO. 2 ELEVATION

ABUTMENT NO. 2 BOTTOM OF GIRDER ELEVATIONS

Girder	Elevation
G1	401.30
G2	401.42
G3	401.53
G4	401.42
G5	401.31
G6	401.19

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STATE OF MAINE
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Federal Project No. 2623600

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SIGNATURE

P.E. NUMBER

DATE

	C. GUY	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	LSF	PBH	JAN 2026
CHECKED-REVIEWED	SJW	LSF	JAN 2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

CORNSHOP BRIDGE NO. 0318
CROSSING STEVENS BROOK
BRIDGTON

ABUTMENT NO. 2 PLAN AND ELEVATION

SHEET NUMBER

16

OF 25

Date: 1/14/2026

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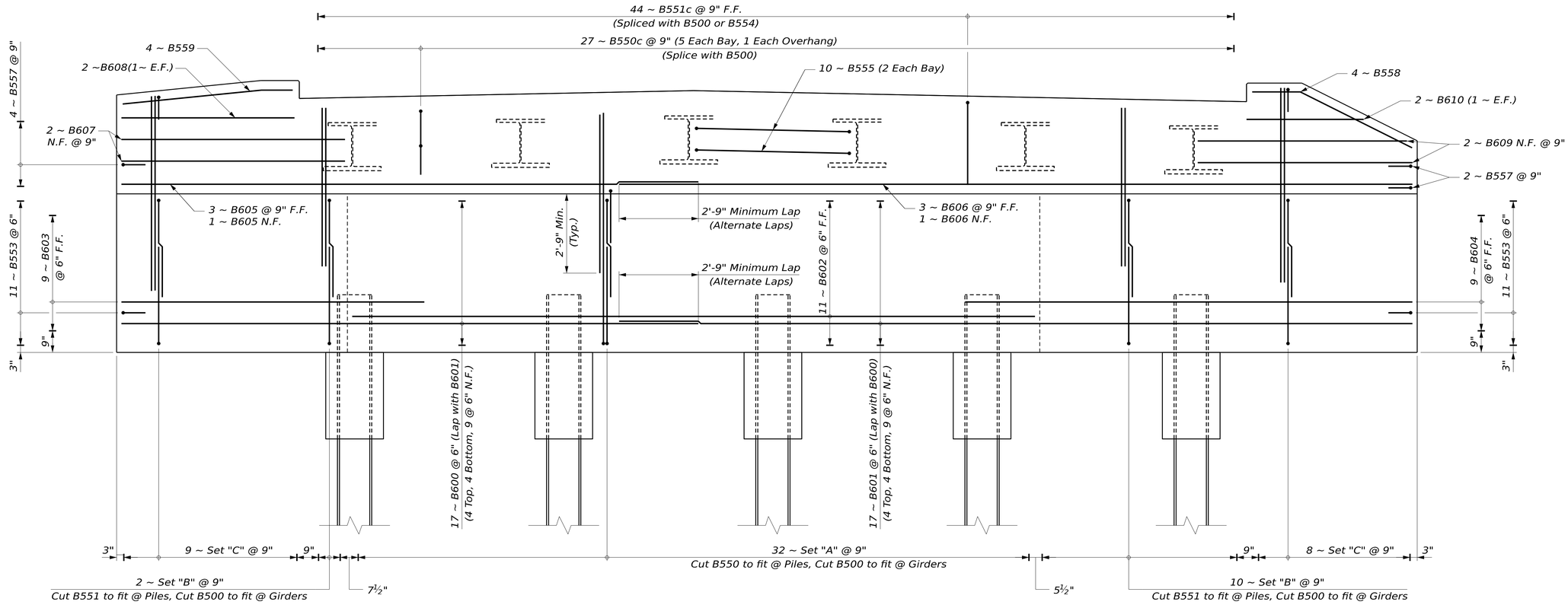

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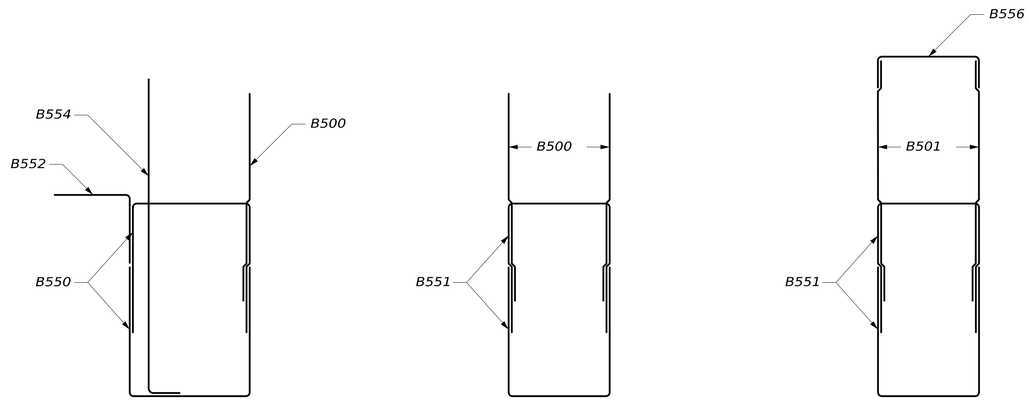

Set "A" Set "B" Set "C"

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Federal Project No. 2623600

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PROJ. MANAGER	C. GUY		
DESIGNED-DETAILED	PBH	PBH	JAN 2026
CHECKED-REVIEWED	LSF	LSF	JAN 2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

CORNSHOP BRIDGE NO. 0318
CROSSING STEVENS BROOK
BRIDGTON

ABUTMENT NO. 2 REINFORCING

SHEET NUMBER

17

OF 25

Date: 1/14/2026

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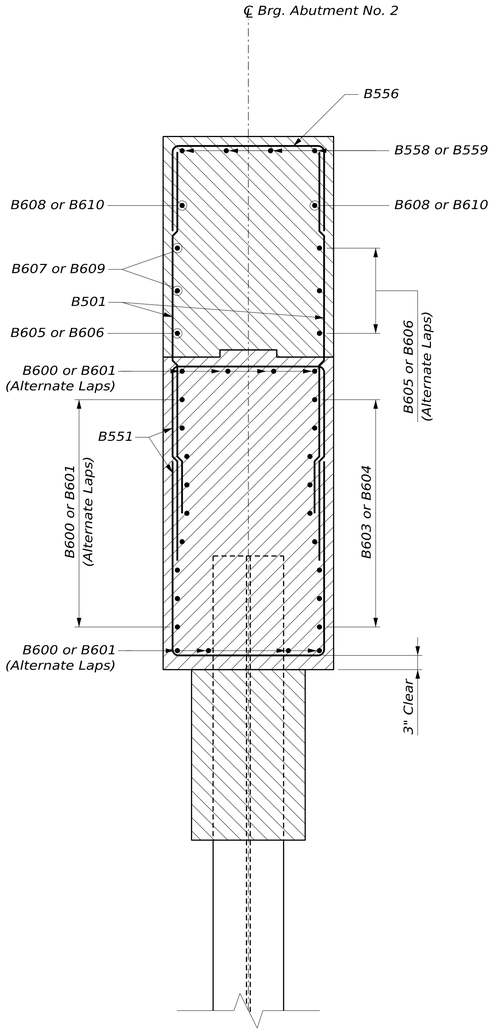
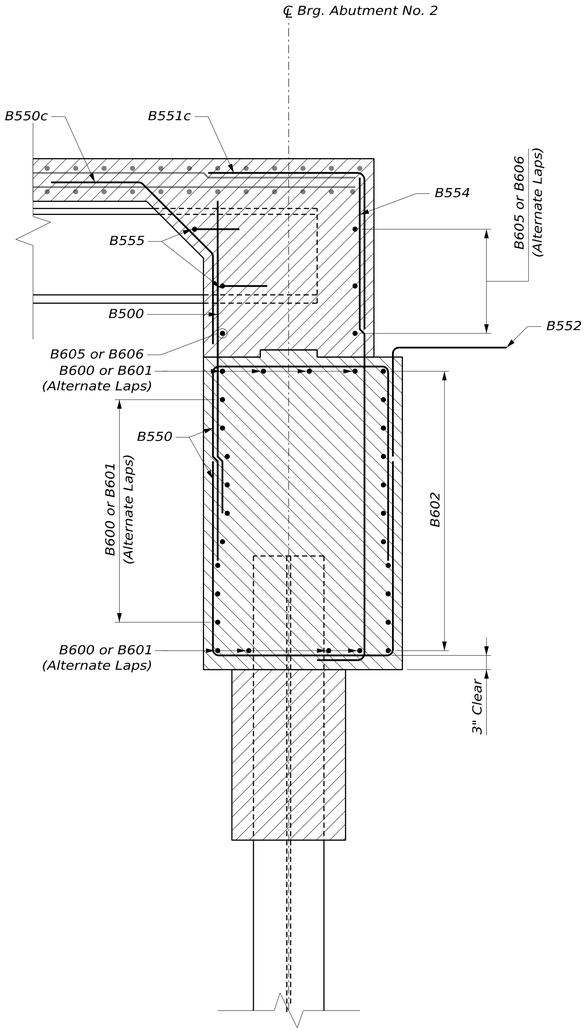


WINGWALL SECTION



ABUTMENT SECTION

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2623600

WIN 26236.00

SIGNATURE

P.E. NUMBER

DATE

	C. GUY	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	PBH	PBH	JAN 2026
CHECKED-REVIEWED	LSF	LSF	JAN 2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
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REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

CORNSHOP BRIDGE NO. 0318
CROSSING STEVENS BROOK
BRIDGTON

ABUTMENT NO. 2 SECTIONS

SHEET NUMBER

18

OF 25

Stantec

Username: lflanders Date: 1/14/2026

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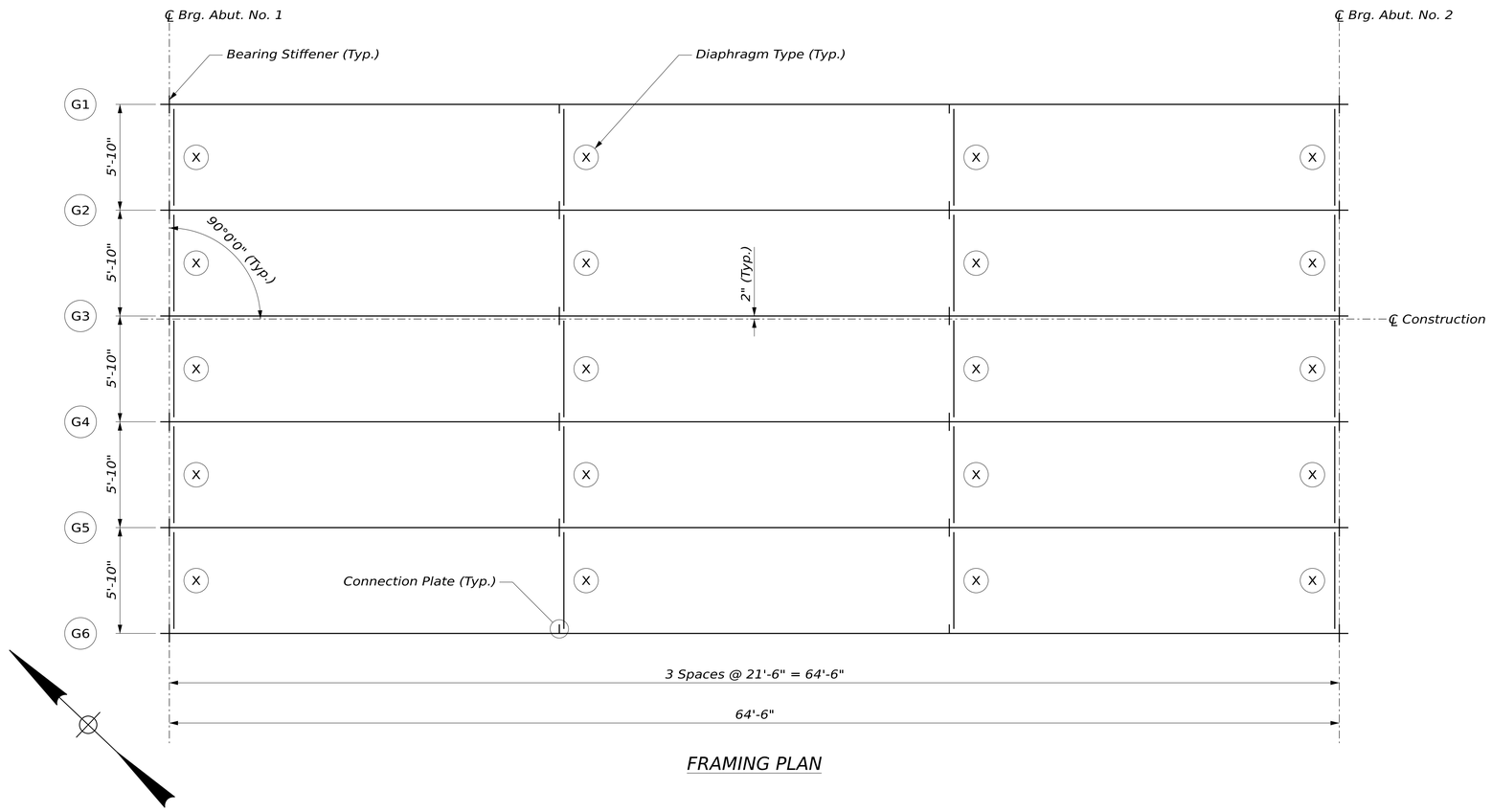
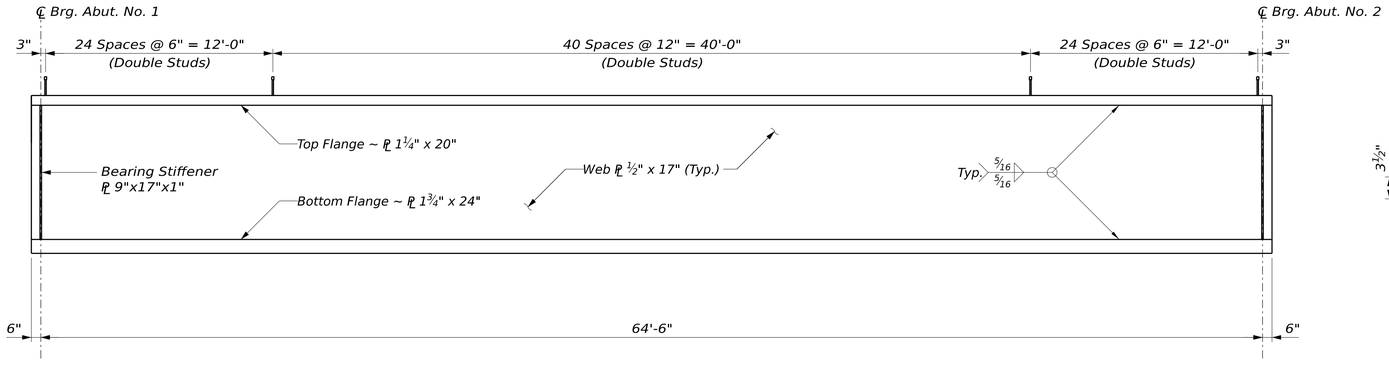
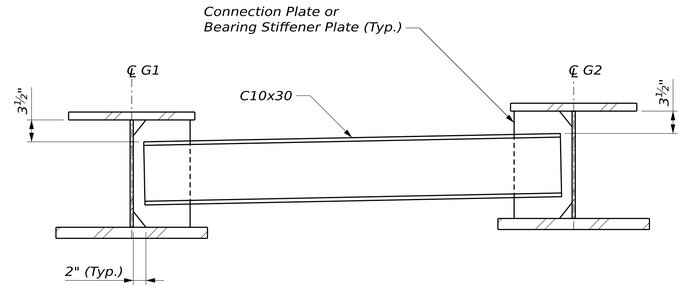


FRAMING PLAN



GIRDER ELEVATION

178 studs per girder (1,068 studs total)



CROSSFRAME TYPE X

See "Typical Weld Details" & Notes on Standard Detail 504(07)
Bay 1 Shown, Other Bays Similar. See Standard Detail 504(02)

STRUCTURAL STEEL NOTES

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

2. No transverse butt weld splices will be allowed in the flange plates or web plates within 10 feet from the points of maximum negative moment or maximum positive moment. Butt weld splices in flanges shall be not less than 1 foot from transverse butt welds in the web plates and no transverse web or flange butt welds shall be located within 1 foot of other transverse welds (e.g. connection plates to web welds) on either flange or web. No transverse butt weld splices will be allowed in areas of stress reversal.

3. Sections of flange plates or web plates between transverse shop splices or between a transverse shop splice and a field splice shall be at least 20 feet in length unless otherwise shown on the Plans.

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

5. Intermediate crossframe or diaphragm connection plates may be either plumb or normal to the top flange.

6. Provide a drip bar on the high side of each abutment on all girders in accordance with Standard Detail 504(10).

7. Structural steel was designed with a vertical construction load of 50 lb/sf and a lateral wind velocity during construction of 115 mph.

8. Ends of girder webs shall be vertical under full dead load.

9. At the Contractor's option, all Structural Steel may be Hot-Dipped Galvanized in accordance with Standard Specifications Section 506, Shop Applied Protective Coating, as approved by the Resident. Double Hot-Dipped galvanizing shall be approved by the Resident. Payment will be considered incidental to Item 506.9104, Thermal Spray Coating (Shop Applied), no separate payment will be made.

10. The Type-X diaphragms at the abutments are optional and may be omitted if the Contractor deems they are unnecessary for steel erection.

11. Connection plates shall have a minimum thickness of $\frac{5}{8}$" and a minimum width of 9".

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DATE

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PROJ. MANAGER			
DESIGN-DETAILED	PBH/AA	PBH	JAN 2026
CHECKED-REVIEWED	LSF	LSF	JAN 2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

CORNSHOP BRIDGE NO. 0318
CROSSING STEVENS BROOK
BRIDGTON

FRAMING PLAN

SHEET NUMBER

19

OF 25

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Date: 1/14/2026

Username: lflanders

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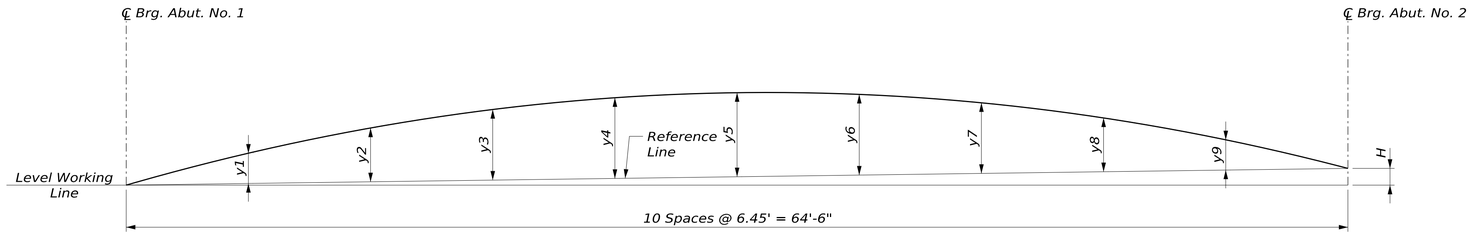


CAMBER DIAGRAM

GIRDER	DEAD LOAD COMPONENT	DEAD LOAD DEFLECTIONS (INCHES)										
		℄ Brg. Abut. No. 1	0.1 x L	0.2 x L	0.3 x L	0.4 x L	0.5 x L	0.6 x L	0.7 x L	0.8 x L	0.9 x L	℄ Brg. Abut. No. 2
G1 & G6	Steel Dead Load	0.00	0.20	0.38	0.52	0.61	0.64	0.61	0.52	0.38	0.20	0.00
	Fluid Dead Load	0.00	0.43	0.81	1.10	1.29	1.36	1.29	1.10	0.81	0.43	0.00
	Superimposed Dead Load	0.00	0.07	0.14	0.19	0.23	0.24	0.23	0.19	0.14	0.07	0.00
G2 - G5	Steel Dead Load	0.00	0.20	0.38	0.52	0.61	0.64	0.61	0.52	0.38	0.20	0.00
	Fluid Dead Load	0.00	0.52	0.98	1.35	1.58	1.66	1.58	1.35	0.98	0.52	0.00
	Superimposed Dead Load	0.00	0.07	0.13	0.18	0.21	0.22	0.21	0.18	0.13	0.07	0.00

GIRDER	TABLE OF CAMBER ORDINATES (INCHES)										
	H	℄ Brg. Abut. No. 1	0.1 x L	0.2 x L	0.3 x L	0.4 x L	0.5 x L	0.6 x L	0.7 x L	0.8 x L	0.9 x L	℄ Brg. Abut. No. 2
G1 & G6	1 1/16"	0"	2 5/8"	4 3/4"	6 5/16"	7 1/4"	7 9/16"	7 1/4"	6 5/16"	4 3/4"	2 5/8"	0"
G2 - G5	1 1/16"	0"	2 11/16"	4 15/16"	6 1/2"	7 1/2"	7 7/8"	7 1/2"	6 1/2"	4 15/16"	2 11/16"	0"

GIRDER	BOTTOM OF SLAB ELEVATIONS										
	℄ Brg. Abut. No. 1	0.1 x L	0.2 x L	0.3 x L	0.4 x L	0.5 x L	0.6 x L	0.7 x L	0.8 x L	0.9 x L	℄ Brg. Abut. No. 2
G1	403.01	403.22	403.39	403.52	403.60	403.63	403.61	403.55	403.44	403.29	403.10
G2	403.13	403.34	403.52	403.65	403.74	403.77	403.75	403.69	403.57	403.41	403.21
G3	403.24	403.46	403.64	403.77	403.85	403.89	403.87	403.80	403.69	403.53	403.33
G4	403.13	403.35	403.53	403.66	403.74	403.78	403.76	403.69	403.58	403.42	403.22
G5	403.02	403.23	403.41	403.54	403.63	403.66	403.64	403.58	403.46	403.30	403.10
G6	402.90	403.11	403.28	403.41	403.49	403.52	403.50	403.44	403.33	403.18	402.99

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2623600

WIN 26236.00

SIGNATURE

P.E. NUMBER

DATE

	C. GAY	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	PBH	PBH	JAN 2026
CHECKED-REVIEWED	LSF	LSF	JAN 2026
DESIGN1-DETAILED2			
DESIGN1-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

CORNSHOP BRIDGE NO. 0318
CROSSING STEVENS BROOK
BRIDGTON

STRUCTURAL STEEL DETAILS

SHEET NUMBER

20

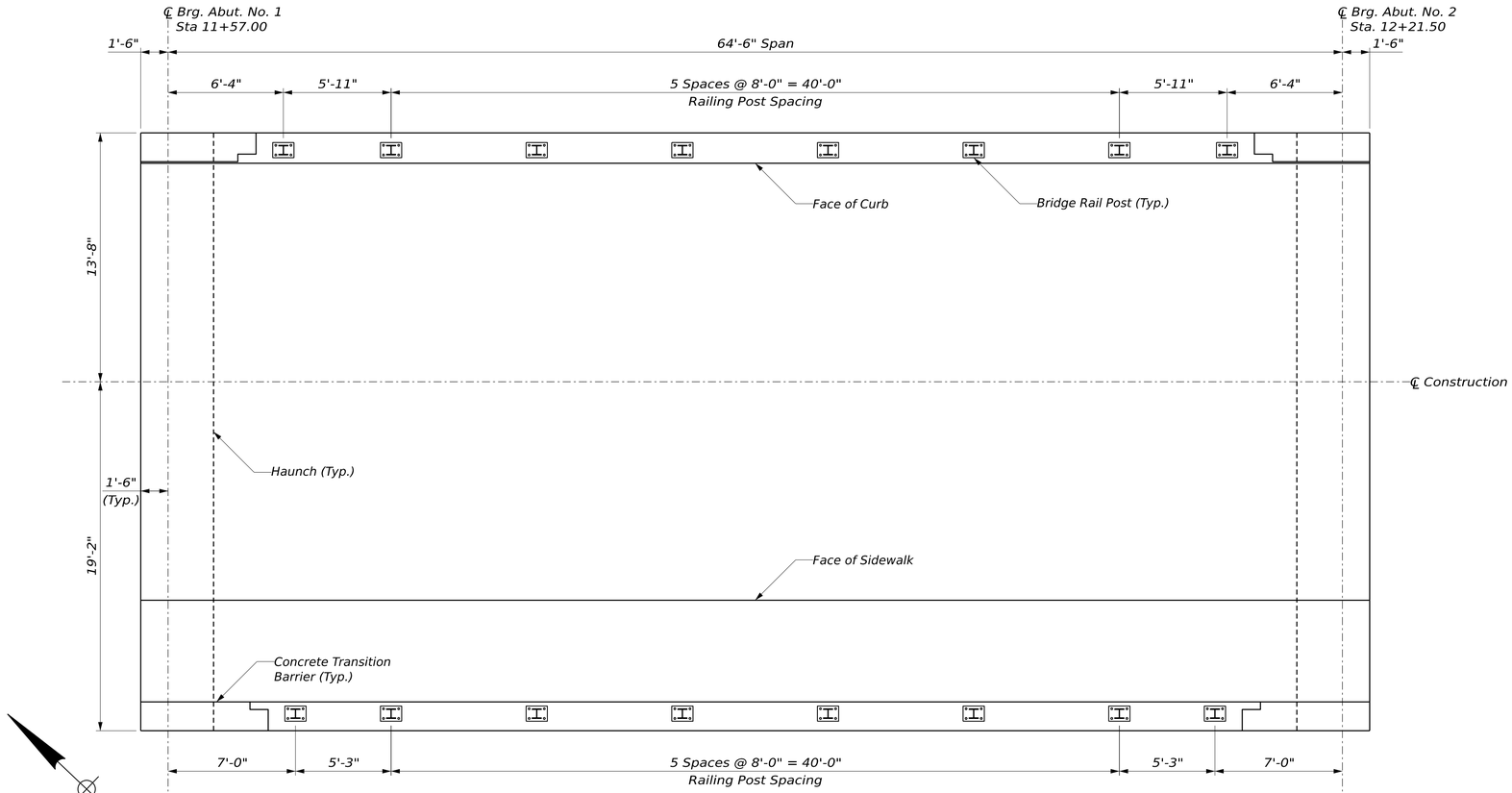
OF 25

Stantec

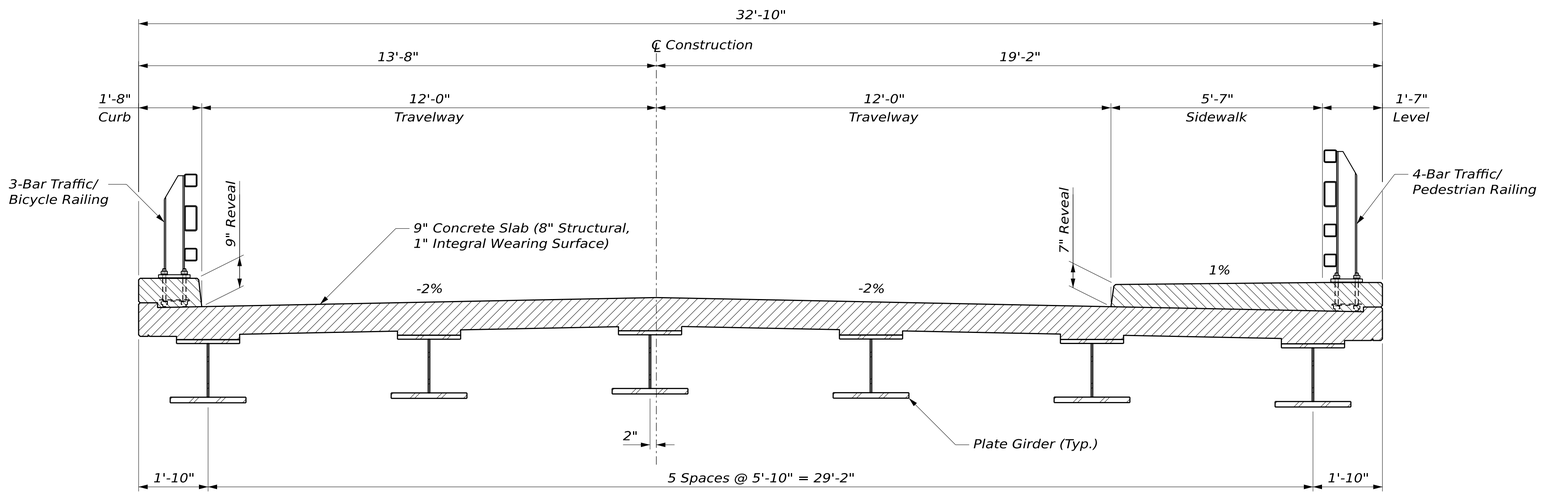
Date: 1/14/2026

Username: lflanders

Filename: c:\pw_working\infra03\lflanders\d0176106\Superstructures.dgn



SUPERSTRUCTURE PLAN



TRANSVERSE SECTION

SUPERSTRUCTURE NOTES

1. The theoretical blocking used for design of the structure is 2¾ inches at the centerline of bearing of the abutments. Refer to Standard Detail 502(03) for blocking details.

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

3. Form a one inch V-groove on the fascias at the horizontal joint between the curb and slab.

4. The superstructure slab concrete and upper portions of the abutments shall be placed in one continuous operation and shall be kept plastic until the entire placement has been made.

5. Precast Concrete Deck Panels are not allowed on this project.

6. Provide 4 additional stirrups in the curbs at each Transition Barrier location.

7. The Contractor shall install Transition Barrier vertical closed stirrups, as shown in Standard Details Section 526, prior to the placement of the curb or sidewalk concrete.

8. Transition Barrier reinforcing steel shall be low-carbon chromium.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2623600

WIN 26236.00

SIGNATURE

P.E. NUMBER

DATE

	C. GUY	BY	DATE
PROJ MANAGER			
DESIGN-DETAILED	PBH	PBH	JAN 2026
CHECKED-REVIEWED	LSF	LSF	JAN 2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

CORNSHOP BRIDGE NO. 0318
CROSSING STEVENS BROOK
BRIDGTON

SUPERSTRUCTURE PLAN

SHEET NUMBER

21

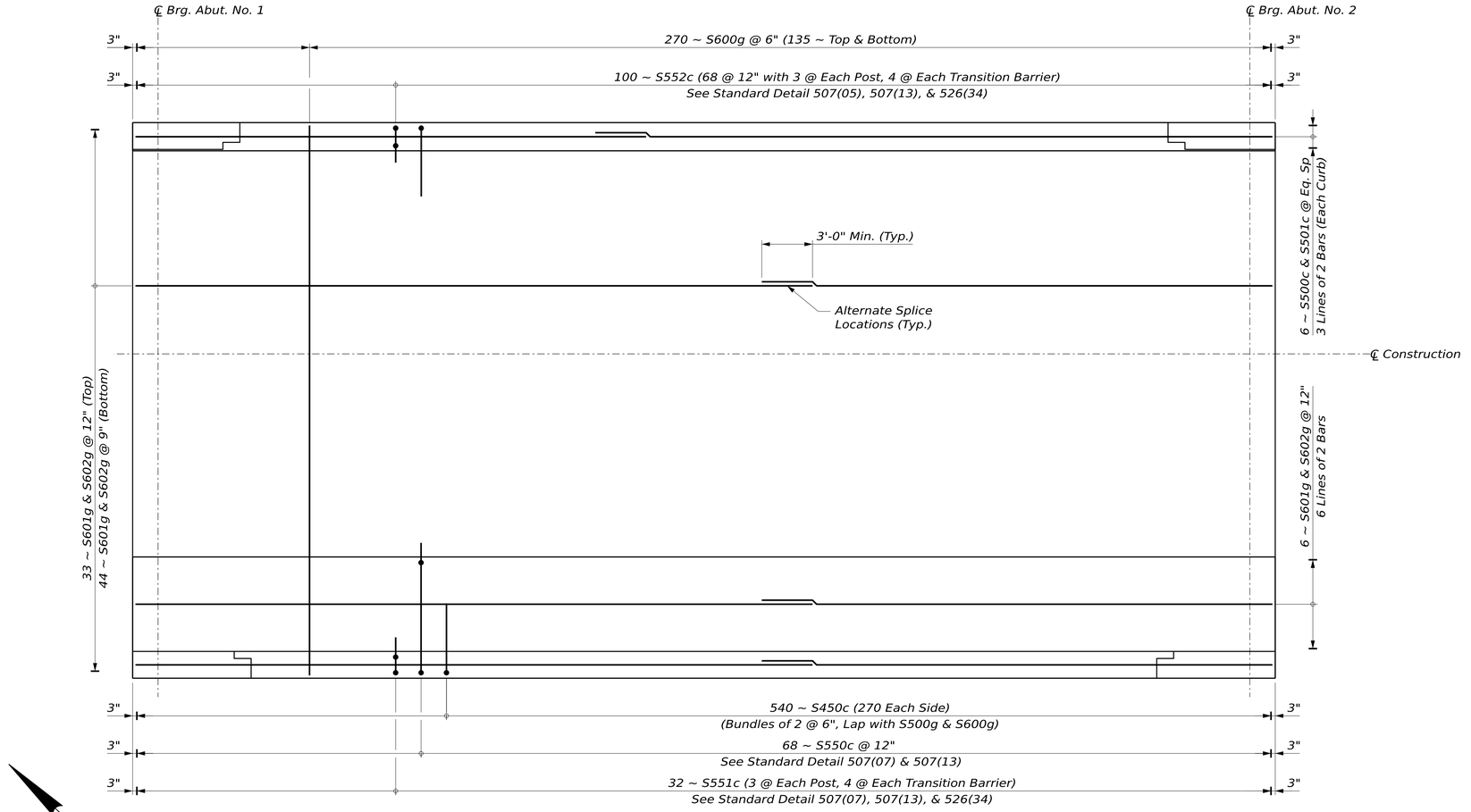
OF 25

Stantec

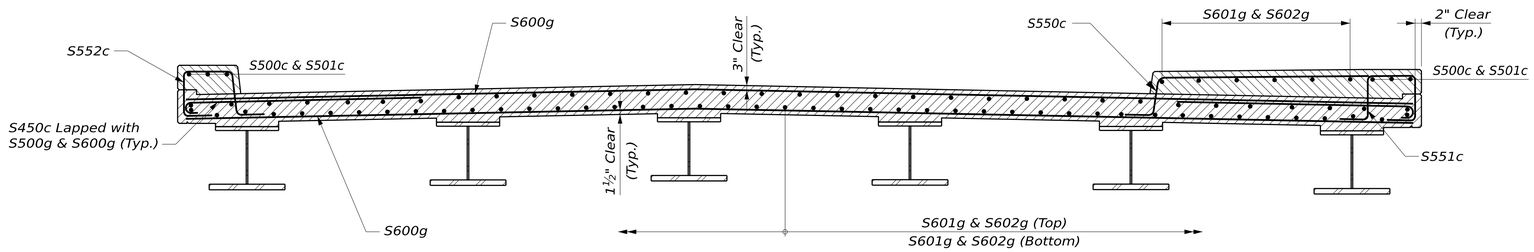
Date: 1/14/2026

Username: lflanders

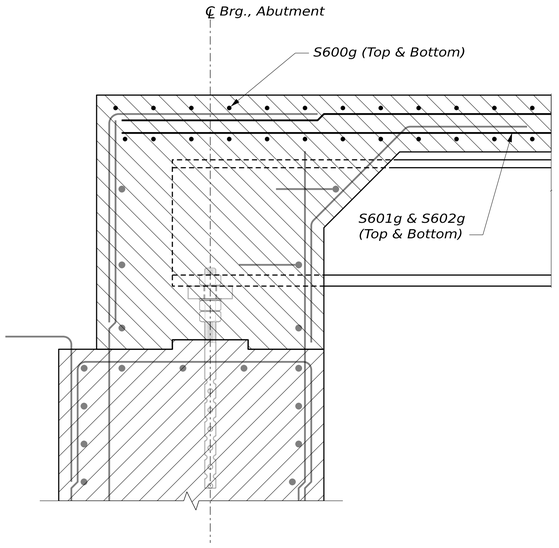
Filename: c:\pw_working\infra03\lflanders\d0176106\Superstructures.dgn



SUPERSTRUCTURE REINFORCING PLAN



TRANSVERSE REINFORCING SECTION



PARTIAL LONGITUDINAL SECTION
(Abutment Reinforcing Shown Screened for Clarity)

Stantec

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2623600

WIN 26236.00

		BY	DATE
PROJ MANAGER	C GUY		
DESIGN-DETAILED	PBH	AA	JAN 2026
CHECKED-REVIEWED	LSF	LSF	JAN 2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

CORNSHOP BRIDGE NO. 0318
CROSSING STEVENS BROOK
BRIDGTON

SUPERSTRUCTURE REINFORCING

SHEET NUMBER

22

OF 25

Date: 1/14/2026

Username: lflanders

Filename: c:\pw_working\infra03\lflanders\d0176106\Superstructures.dgn

STRAIGHT BARS

MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	LOCATION
Abutment No. 1 (Plain Rebar)				Abutment No. 2 (Plain Rebar)			
A500	56	5'-6"	Pile Cap Vert.	B500	56	5'-6"	Pile Cap Vert.
A501	34	6'-6"	Pile Cap Vert.	B501	34	6'-6"	Pile Cap Vert.
A600	17	20'-0"	Pile Cap Horiz.	B600	17	20'-0"	Pile Cap Horiz.
A601	17	27'-6"	Pile Cap Horiz.	B601	17	27'-6"	Pile Cap Horiz.
A602	11	23'-8"	Pile Cap Horiz.	B602	11	23'-8"	Pile Cap Horiz.
A604	9	10'-6"	Pile Cap Horiz.	B604	9	15'-6"	Pile Cap Horiz.
A605	4	20'-0"	End Diaphragm Horiz.	B605	4	20'-0"	End Diaphragm Horiz.
A606	4	27'-6"	End Diaphragm Horiz.	B606	4	27'-6"	End Diaphragm Horiz.
A607	1	7'-4"	NW Wing Horiz.	B607	2	7'-9"	SE Wing Horiz.
A608	1	7'-0"	NW Wing Horiz.	B608	2	6'-0"	SE Wing Horiz.
A609	2	3'-9"	NW Wing Horiz.	B609	2	7'-3"	SW Wing Horiz.
A610	2	7'-9"	NE Wing Horiz.	B610	2	3'-9"	SW Wing Horiz.
A611	2	5'-9"	NE Wing Horiz.				
Superstructure (Low-Carbon Chromium Rebar)				Approach Slab (Plain Rebar)			
S500c	6	40'-0"	Curb, Long.	AS501	16	22'-8"	Approach Slab Trans.
S501c	6	30'-2"	Curb, Long.	AS601	46	15'-2"	Approach Slab Long.
Superstructure (Glass Fiber Reinforced Polymer Rebar)							
S600g	270	32'-6"	Deck, Trans.				
S601g	83	40'-0"	Deck, Long.				
S602g	83	30'-2"	Deck, Long.				

10'-5 1/2"

MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
Abutment No. 1 (Plain Rebar)														
A550	64	10'-4"	U		3'-7"	3'-2"	3'-7"							Pile Cap Stirrup
A551	58	9'-10"	U		3'-7"	2'-8"	3'-7"							Pile Cap Stirrup
A552	32	4'-0"	L	2'-0"	2'-0"									Approach Slab L-Bars
A553	22	5'-6"	U		1'-6"	2'-6"	1'-6"							Pile Cap End U-Bars
A554	32	8'-10"	L	8'-0"	10"									Pile Cap Vert.
A556	17	5'-8"	U		1'-6"	2'-8"	1'-6"							Wing Top U-Bars
A557	5	0"	U		0"	0"	0"							Wing End U-Bars
A558	4	6'-0"	V				1'-8"	4'-4"			1'-11"			NW Wing Top Bars
A559	4	6'-0"	V				1'-1"	4'-11"			1'-1 $\frac{1}{2}$"			NE Wing Top Bars
Abutment No. 1 (Low-Carbon Chromium Rebar)														
A551c	27	4'-7"	PI	1'-6"	1'-7"	1'-6"					1'-1 $\frac{1}{2}$"			Diaphragm N.F. Vert.
A552c	44	5'-6"	L	2'-9"	2'-9"									Diaphragm F.F. Vert.
Abutment No. 2 (Plain Rebar)														
B550	64	10'-4"	U		3'-7"	3'-2"	3'-7"							Pile Cap Stirrup
B551	58	9'-10"	U		3'-7"	2'-8"	3'-7"							Pile Cap Stirrup
B552	32	4'-0"	L	2'-0"	2'-0"									Approach Slab L-Bars
B553	22	5'-6"	U		1'-6"	2'-6"	1'-6"							Pile Cap End U-Bars
B554	32	8'-10"	L	8'-0"	10"									Pile Cap Vert.
B556	17	5'-8"	U		1'-6"	2'-8"	1'-6"							Wing Top U-Bars
B557	6	0"	U		0"	0"	0"							Wing End U-Bars
B558	4	6'-0"	V				1'-8"	4'-4"			1'-11"			SW Wing Top Bars
B559	4	5'-11"	V				1'-1"	4'-10"			6"			SE Wing Top Bars
Abutment No. 2 (Low-Carbon Chromium Rebar)														
B551c	27	4'-7"	PI	1'-6"	1'-7"	1'-6"					1'-1 $\frac{1}{2}$"			Diaphragm N.F. Vert.
B552c	44	5'-6"	L	2'-9"	2'-9"									Diaphragm F.F. Vert.
Superstructure (Low-Carbon Chromium Rebar)														
S450c	540	6'-8"	T5	7"	6'-1"					0"				Deck, Trans. Overhang
S550c	68	10'-5$\frac{1}{2}$"	SC	8 $\frac{1}{2}$"	1'-2 $\frac{1}{2}$"	6'-9"	1'-1"			8 $\frac{1}{2}$"		6'-11"		Sidewalk, Trans.
S551c	32	5'-1"	SC	8 $\frac{1}{2}$"	1'-2 $\frac{1}{2}$"	1'-3"	1'-2 $\frac{1}{2}$"			8 $\frac{1}{2}$"		1'-3"		Sidewalk, Railing
S552c	100	5'-1"	SC	8 $\frac{1}{2}$"	1'-2 $\frac{1}{2}$"	1'-3"	1'-2 $\frac{1}{2}$"			8 $\frac{1}{2}$"		1'-4 $\frac{1}{2}$"		Curb, Trans. & Railing

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 318.

Reinforcing Bar:	ASTM A615/A615M, Grade 60
Stainless Steel Reinforcing:	ASTM A955, Grade 75
Glass-Fiber Reinforced Polymer:	ASTM D7957
Low-Carbon Chromium Steel:	ASTM A1035, Type CS, Grade 100

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 "P1404" = bar size #14
2.
   The lower case letter following the bar number indicates the material of the bar.

   "A500b", b = (Black) Plain Steel
   "A550s", s = Stainless Steel
   "S500g", g = Glass Fiber Reinforced Polymer
   "P510c", c = Low-carbon Chromium Steel

Stantec

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2623600

WIN 26236.00

PROJ. MANAGER	C. GUY	BY	DATE
DESIGN-DETAILED	PBH	PBH	JAN 2026
CHECKED-REVIEWED	LSF	LSF	JAN 2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

CORNSHOP BRIDGE NO. 0318
CROSSING STEVENS BROOK
BRIDGTON

REINFORCING SCHEDULE

SHEET NUMBER
23
OF 25

Username: lflanders
Date: 1/26/2026

Road Closure & Detour Sign Summary

Text	ID Number	Size	Quantity & Color
DEPOT ST	D3-1	24" X 12"	4 - Black on Orange
END DETOUR	M4-8A	24" X 18"	2 - Black on Orange
DETOUR ←	M4-9L	30" X 24"	1 - Black on Orange
DETOUR →	M4-9R	30" X 24"	1 - Black on Orange
DETOUR ↑	M4-9S	30" X 24"	2 - Black on Orange
← DETOUR	M4-10L	48" X 18"	1 - Black on Orange
DETOUR →	M4-10R	48" X 18"	1 - Black on Orange
ROAD CLOSED	R11-2	60" X 30"	2- Black on White
BRIDGE CLOSED XX FEET AHEAD LOCAL TRAFFIC ONLY	R11-3A	60" X 30"	2- Black on White
BRIDGE CLOSED 500'	W20-3	36" X 36"	2 - Black on Orange

1. BRIDGE CLOSED 700 FEET AHEAD LOCAL TRAFFIC ONLY — R11-3A
   ← DETOUR — M4-10L
   (On Type III Barricades)
2. DEPOT ST / DETOUR ↑ — D3-1 / M4-9
3. DEPOT ST / DETOUR ← — D3-1 / M4-9L
4. DEPOT ST / DETOUR → — D3-1 / M4-9R
5. BRIDGE CLOSED 1000 FEET AHEAD LOCAL TRAFFIC ONLY — R11-3A
   DETOUR → — M4-10R
   (On Type III Barricades)
6. ROAD CLOSED — R11-2
   (On Type III Barricades)
7. END DETOUR — M4-8A
8. BRIDGE CLOSED 500' — W20-3

Stantec

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2623600

WIN 26236.00

	C GMY	BY	DATE
PROJ MANAGER			
DESIGN-DETAILED	AFS	AFS	JAN 2026
CHECKED-REVIEWED	TJW	TJW	JAN 2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

CORNSHOP BRIDGE NO. 0318
CROSSING STEVENS BROOK
BRIDGTON

DETOUR PLAN

SHEET NUMBER

24

OF 25

Date: 1/14/2026

Username: lflanders

Filename: c:\pw_working\infra03\lflanders\d0176106\Detour_Plan.dgn

PLAN LEGEND

Town, County, State	New R/W Along Existing R/W	Sanitary Sewer	Traveled Way
Approx. Property Lines	Building / Clearing Limit Line CLL	Com. Line UG COM	Ditch
Existing Right of Way	Trees Conifer / Deciduous	Electric Line E	Catch Basin
Limits of Wrought Portion LIMITS OF WROUGHT PORTION	Tree Line / Bush Line	Water Line W	Manhole
Control Of Access	Water Edge	Underdrain Line	Sewer Manhole
New Right of Way	Ledge / Rock/Boulder / Flag Pole	Gas Line G	Utlity Pole
New Easement	Fence CHAIN LINK / BARB WIRE / STOCKADE	Guardrail	Fire Hydrant
New Temporary Rights TEMP. CONST. LIMITS	Sign / Well / Mailbox	Culvert	Curbing

Existing / Proposed

Cut Line C C C	Fill Line F F F
Stonewall	Retaining Wall
Baseline 10+00 11+00 12+00	
Monument	Traverse Point
Iron Rod 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

ROADWAY PLAN, DEPOT STREET IMPROVEMENTS
TOWN OF BRIDGTON, DEPOT STREET, BRIDGTON, MAINE
BY MILONE & MACBROOM
DATED MAY 1, 2015, SHEET 7

BOUNDARY SURVEY, LAND OF DEPOT INVESTMENTS, LLC,
16 & 18 DEPOT STREET, TOWN OF BRIDGTON,
CUMBERLAND COUNTY, MAINE
PREPARED BY BLISS & ASSOCIATES, INC.,
DATED DECEMBER 4, 2014, C.C.R.D. PLAN BOOK 215, PAGE 2

CONTROL INFORMATION
HORIZONTAL DATUM - US STATE PLANE
NAD83(2011)
ZONE - MAINE 2000 WEST ZONE
VERTICAL DATUM - NAVD88
COMBINED SCALE FACTOR: 0.9999735185

GRID
MAINE 2000 WEST ZONE

N/F CARL E. DITTRICH

Flow
STEVENS BROOK
P.L.

PT = 14+19.87
END B.L.

N71°12'00.2"E 15+00

TO NAPLES

N/F
CANDICE J. MCINTYRE
DAVID L. MCINTYRE
REBECCA L. LAGODA

SKILLINS CIRCLE (PRIVATE)

EXISTING 15' SEWER EASEMENT (APPROX. LOC.)
SEE C.C.R.D. BOOK 37912, PAGE 236

DEPOT STREET (TOWN WAY)

14+00

99.01'

13+00

N/F
COOL C AND EASY E, LLC

N/F
VIVO RESTAURANT

1STRY WOOD
2STRY WOOD
1STRY WOOD CONC FND

BROOKSIDE HOLDINGS, LLC
PARCEL NO. (2)
TEMP. CONST. RIGHTS = 833± S.F. (1)
TOTAL LOT AREA = 0.31± AC. (TOWN)

TOWN OF BRIDGTON
PARCEL NO. (3)
TEMP. CONST. RIGHTS = 424± S.F. (1)
TOTAL LOT AREA = 0.32± AC. (CALC.)

SEE ROW REFERENCES 1 & 2

TEMP. CONST. LIMITS
833± S.F.
424± S.F.
CLL

MAINE SCHOOL ADMINISTRATIVE DISTRICT NO. 61
PARCEL NO. (4)
EASE. FOR HIGHWAY PURPOSES = 1805± S.F.
SLOPE EASE. = 1285± S.F. (1)
CONST. & MAINT. EASE. = 265± S.F. (1)
TEMP. CONST. RIGHTS = 0.05± AC. (1)
TOTAL LOT AREA = 20.61± AC. (TOWN)

EXISTING SEWER EASEMENT
SEE C.C.R.D. BOOK 37912, PAGE 236

TO FRYEBURG

10+00
11+00
12+00

155.03'
102.47'
S43°29'22.0"E
63.36'

989± S.F.
1902± S.F.
1285± S.F.
1805± S.F.
0.07± AC.
0.05± AC.

TEMPORARY CONST. & MAINT. EASE. LIMITS (GUARDRAIL) 298± S.F.

CONST. & MAINT. EASE. LIMITS (GUARDRAIL) 265± S.F.

PROPOSED TEMP. POLE

WATER LINE AND SANITARY SEWER LINE TO BE INSTALLED BY OTHERS (APPROXIMATE LOCATIONS)

PC = 10+00.00
BEGIN B.L.

PT = 11+55.03

PC = 12+57.50

PCC = 13+20.86

CURVE DATA
PI = 10+77.52
D = 00°57'17.8"
Δ = 01°28'49.7" (RT)
R = 6000.00'
L = 155.03'
T = 77.52'
E = 0.50'

CURVE DATA
PI = 13+70.48
D = 09°32'57.5"
Δ = 09°27'16.1" (LT)
R = 600.00'
L = 99.01'
T = 49.62'
E = 2.05'

CURVE DATA
PI = 12+91.95
D = 88°08'50.5"
Δ = 55°51'21.7" (LT)
R = 65.00'
L = 63.36'
T = 34.46'
E = 8.57'

EXISTING RIGHT OF WAY INFORMATION

1) PLAN OF DEPOT STREET IN THE TOWN OF BRIDGTON, MAINE AS REDEFINED BY THE COMMISSIONERS OF CUMBERLAND COUNTY, FOLLOWING THE HEARING ON SAME, JULY 29, 1959, REVISED DECEMBER 8, 1959 BY EARL HOTCHKISS SURVEYING, BRIDGTON, MAINE. COUNTY COMMISSIONERS PLAN BOOK 7, PAGE 38.

2) CUMBERLAND COUNTY COMMISSIONERS RECORD, VOLUME 23D, PAGE 1292, 1960, 49.5' (3 RODS).

3) CUMBERLAND COUNTY COMMISSIONERS RECORD, VOLUME 15, PAGE 321, 1883, 49.5' (3 RODS).

4) STATE OF MAINE DEPARTMENT OF TRANSPORTATION, RIGHT OF WAY MAP, STATE HIGHWAY "14", BRIDGTON, CUMBERLAND COUNTY, FEDERAL AID PROJECT NO. F-014-1(40), D.O.T. FILE NO. 3-352, SHEETS 4 AND 6 OF 6, DATED NOVEMBER 1987. C.C.R.D. PLAN BOOK 186, PAGES 50 & 54

PLAN OF "THE ARMORY"
DEPOT STREET BRIDGTON, MAINE
MADE FOR TOWN OF BRIDGTON
PREPARED BY SAWYER ENGINEERING & SURVEYING INC.
LAST REVISED MAY 8, 2001
C.C.R.D. PLAN BOOK 206, PAGE 600

CORNSHOP BRIDGE
(BRIDGE NO. 0318)
OVER
STEVENS BROOK

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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, ME 04333-0016 - 207-624-3460

BRIDGTON
RIGHT OF WAY MAP

Date: 12/19/2025
Username: Jude.Hogan

REVISIONS NO.	DATE	DESCRIPTION	BY

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

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

DATE

DEPOT STREET
TOWN WAY

BRIDGTON CUMBERLAND COUNTY

WORK IDENTIFICATION NO. (W.I.N.) 026236.00

OCTOBER 2025	RIGHT-OF-WAY MAP	D.O.T FILE NO. 3-682
SCALE 1"= 25'	SHEET 1 OF 1	

SHEET NUMBER
25
OF 25

Filename: C:\Users\Jude.Hogan\State of Maine\MaineDOT Work - WIN\26236_00\ROW\Right-of-Way_Plan.dgn