

# STATE OF MAINE DEPARTMENT OF TRANSPORTATION



**SPECIFICATIONS**

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

Construction: MaineDOT Standard Specifications March 2020

**DESIGN LOADING**

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

**TRAFFIC DATA**

Current AADT ..... 7500  
 Future 2045 AADT ..... 11150  
 Design Speed (mph) ..... 35

**MAINTENANCE OF TRAFFIC**

Traffic Maintained on a signed off site detour - Bridge closed to traffic during construction

**MATERIALS**

Concrete ..... Class "A"  
 Reinforcing Steel ..... ASTM A 615/A 615M, Grade 60  
 Structural Steel ..... ASTM A36

**BASIC DESIGN STRESSES**

Concrete .....  $f'c = 4,000$  psi  
 Reinforcing Steel .....  $f_y = 60,000$  psi  
 Structural Steel .....  $f_y = 36,000$  psi

**UTILITIES**

Versant Power Company  
 Consolidated Communications  
 Spectrum  
 Axiom

**LIST OF DRAWINGS**

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## MACHIAS WASHINGTON COUNTY DIKE BRIDGE OVER THE MIDDLE RIVER MAIN STREET - US ROUTE 1 PROJECT NO. 016714.02 PROJECT LENGTH 0.10 mi. BRIDGE NO. 2246

<b>PROJECT LOCATION:</b>	Dyke Bridge Main Street - US Route 1 over the Middle River Latitude 44°-43'-11.96" N Longitude 67°-26'-59.21" W
<b>PROGRAM AREA:</b>	Maintenance and Operations Program
<b>OUTLINE OF WORK:</b>	Removal of temporary panel bridge with placement of new shallow abutments Installation of existing structural steel modified to fit the design plans new deck and wearing surface, asphaltic plug joints, approach work and guardrail

**STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION**

**APPROVED**

**ACTING COMMISSIONER**

**CHIEF ENGINEER**

DATE: 1-14-26

DATE: 1-15-26

PROJECT INFORMATION		SIGNATURE	P.E. NUMBER	DATE
PROGRAM	BRIDGE	 ERIC CALDERWOOD No. 9099	9099	AUG 2025
PROJECT MANAGER	B. FOSTER			
DESIGNER	E. CALDERWOOD			
CONSULTANT	CALDERWOOD ENGINEERING			
PROJECT RESIDENT CONTRACTOR				
PROJECT COMPLETION DATE				

1671402

WIN 016714.02

MACHIAS  
DIKE BRIDGE

TITLE SHEET

**SHEET NUMBER**

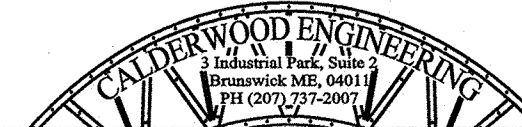
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Division: BRIDGE

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ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
202.19	Removing Existing Bridge	1	LS
203.20	Common Excavation	1650	CY
203.24	Common Borrow	50	CY
203.25	Granular Borrow	100	CY
206.082	Structural Earth Excavation - Major Structures, Plan Quantity	250	CY
304.10	Aggregate Wearing Course - Gravel	1200	CY
403.2081	12.5 mm Polymer Modified Hot Mix Asphalt	160	T
403.211	Hot Mix Asphalt (Shimming)	40	T
403.2131	12.5 mm Polymer Modified Hot Mix Asphalt Base	270	T
409.15	Bituminous Tack Coat - Applied	80	G
502.219	Structural Concrete, Abutments and Wingwalls (70 CY)	1	LS
502.26	Structural Concrete, Roadway and Sidewalk Slabs on Steel Bridges (90 CY)	1	LS
503.12	Reinforcing Steel, Fabricated and Delivered	22500	LB
503.13	Reinforcing Steel, Placing	22500	LB
503.18	Splice Sleeves	216	EA
504.70	Structural Steel, Fabricated and Delivered (3100 lbs X-Frames only)	1	LS
504.705	Structural Steel - State Supplied (100,650 lbs)	1	LS
504.71	Structural Steel Erection (3100 lbs X-frames • 100,650 lbs W36x300's)	1	LS
514.06	Curing Box for Concrete Cylinders	1	LS
515.21	Protective Coating for Concrete Surfaces (330 SY)	1	LS
526.301	Temporary Concrete Barrier, Type I (1200 LF)	1	LS
606.25	Terminal Connector	1	EA
606.353	Reflectorized Flexible Guardrail Markers	6	EA
606.365	Guardrail Remove, Modify & Reset	50	LF
613.319	Erosion Control Blanket	10	SY
619.14	Erosion Control Mix	70	CY
629.05	Hand Labor, Straight Time	40	HR
631.12	All Purpose Excavator (Including Operator)	20	HR
631.172	Truck - Large (Including Operator)	20	HR
652.312	Type III Barricade	6	EA
652.33	Drums	20	EA
652.34	Cones	6	EA
652.35	Construction Signs	175	SF
652.361	Maintenance of Traffic Control Devices	1	LS
652.38	Flagger	40	HR
652.41	Portable Changeable Message Sign	2	EA
656.75	Temporary Soil Erosion and Water Pollution Control	1	LS
659.1	Mobilization	1	LS

**GENERAL CONSTRUCTION NOTES**

- Report any discrepancy on these plans from actual field conditions to the Engineer of Record immediately
- Do not proceed with any dependent work until such discrepancy is resolved to the satisfaction of the Engineer of Record.
- During construction the road will be closed for a maximum of 30 days.
- Do not excavate for Aggregate Subbase Course where existing Material is suitable as determined by the Resident.
- Place erosion control mix 4" deep on all new or reconstructed sideslopes or as directed by the Resident.
- 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.
- Place a 24 in wide strip of Temporary Erosion Control Blanket on the sideslopes behind the wingwalls.
- Guardrail posts as shown in the standard Details shall be modified from the indicated length of 6 feet to a length of 7 feet with an embedment of 4.5 feet. Any guardrail posts installed must be hand dug to avoid utility conflicts.
- Extended use erosion control blanket, seeded gutters, riprap downspouts and other gutters lines with Stone Ditch Protection shall be constructed after final roadway grading and shoulder work is completed, where it is apparent that runoff will cause continual erosion. Payment will be made under the appropriate contract items.
- Protective Coating for Concrete Surfaces shall be applied to the following areas:  
 All exposed surfaces of temporary barrier mounted on the bridge  
 Fascias down to the drip notch  
 Concrete Wearing Surface  
 Top of abutment backalls and to 1 foot below top of backwalls on the back side
- The Contractor shall submit a Bridge Demolition Plan to the Resident at least 10 business days prior to the start of demolition work. The plan shall outline the methods and equipment to be used to remove and handle all materials included in the existing bridge. No work related to the removal of the bridge shall be undertaken by the Contractor until MaineDOT has reviewed the Bridge Demolition Plan for appropriateness and completeness.
- Quantities included for pay items measured and paid by Lump Sum are estimated quantities and are provided by the 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:
  - If a Lump Sum pay item is eliminated, the requirements of Standard Specifications section 109.2 Elimination of Items will take precedence
  - If other Contract Documents specifically allow a change in payment for a Lump Sum pay item those requirements will be followed
  - If a design change results in changes to the estimated quantities for Lump Sum pay items, price adjustments will be made in accordance with Standard Specifications Section 109.7 Equitable Adjustments to Compensation.
- The Abutment and footing are shown as precast concrete. Reinforcing steel for such has been shown in the reinforcing schedule and is included in the pay item for Items 503.12, 503.13, and 503.18. Concrete Quantity has been included in item 502.219. Shop drawings will be required for these pieces including calculated center of gravity for each piece and lifter locations and capacities along with final treatment of lifters. Providing, delivering, and assembling the precast abutment, wings, and footings will be considered incidental to those related Contract items, no separate payment shall be made.

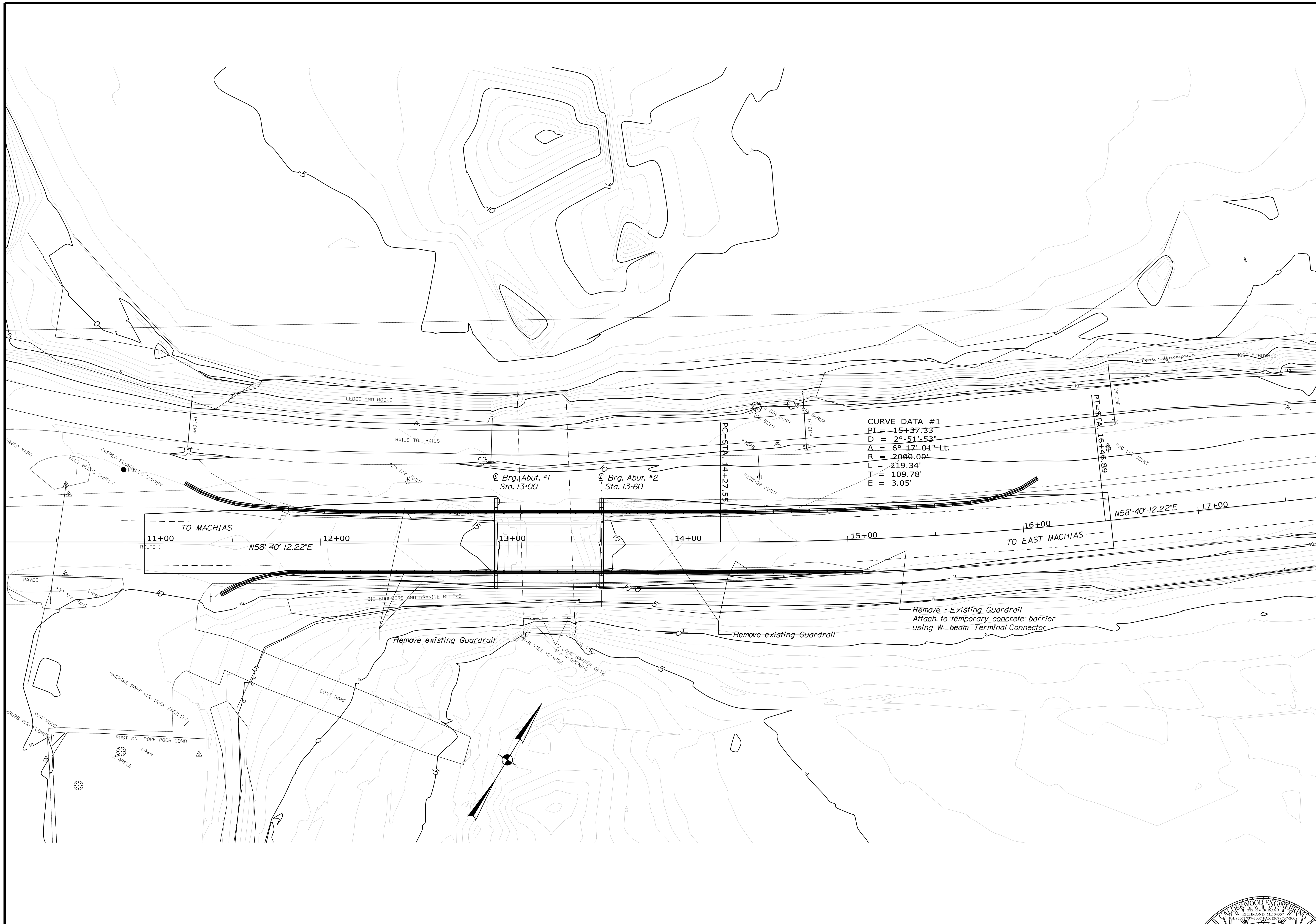
STATE OF MAINE  
 DEPARTMENT OF TRANSPORTATION  
 016714.02  
 WIN  
 016714.02  
 BRIDGE NO. 2246  
 BRIDGE PLANS

PROJ. MANAGER	Ben Foster	BY	E. Calderwood	DATE	
DESIGN-DETAILED		CHECKED-REVIEWED		SIGNATURE	
DESIGN2-DETAILED2		DESIGN3-DETAILED3		P.E. NUMBER	
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DIKE BRIDGE OVER  
 THE MIDDLE RIVER  
 WASHINGTON COUNTY  
 MACHIAS  
 EST. QUANTITIES AND NOTES

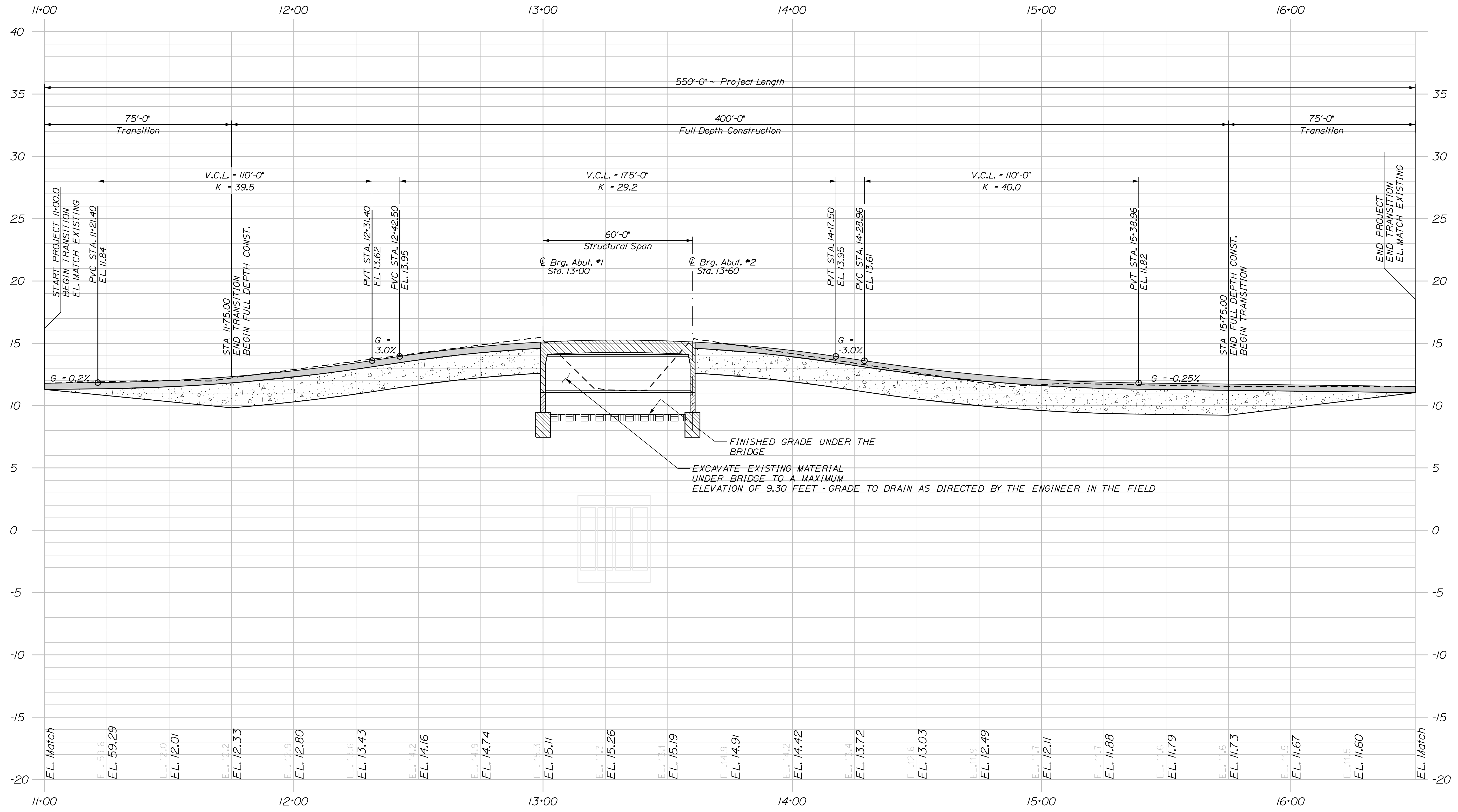
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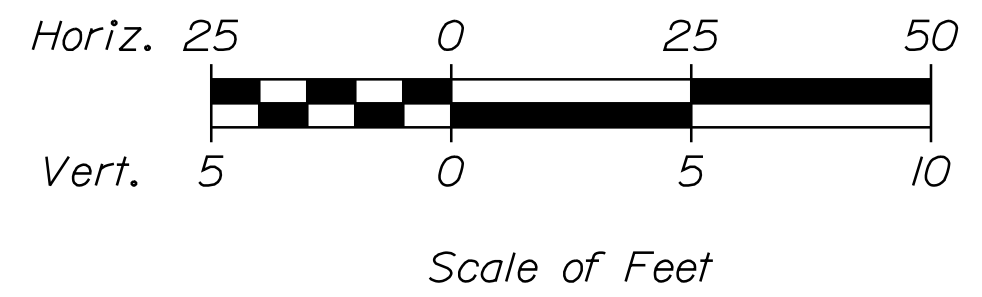


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DIKE BRIDGE OVER THE MIDDLE RIVER		WASHINGTON COUNTY	
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PROFILE US ROUTE 1 OVER THE MIDDLE RIVER - MACHIAS DYKE BRIDGE



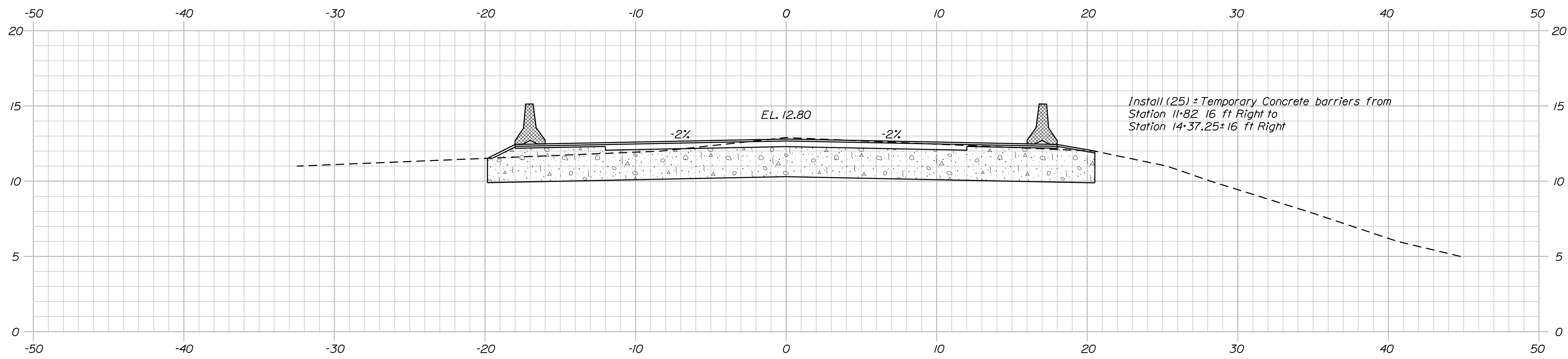
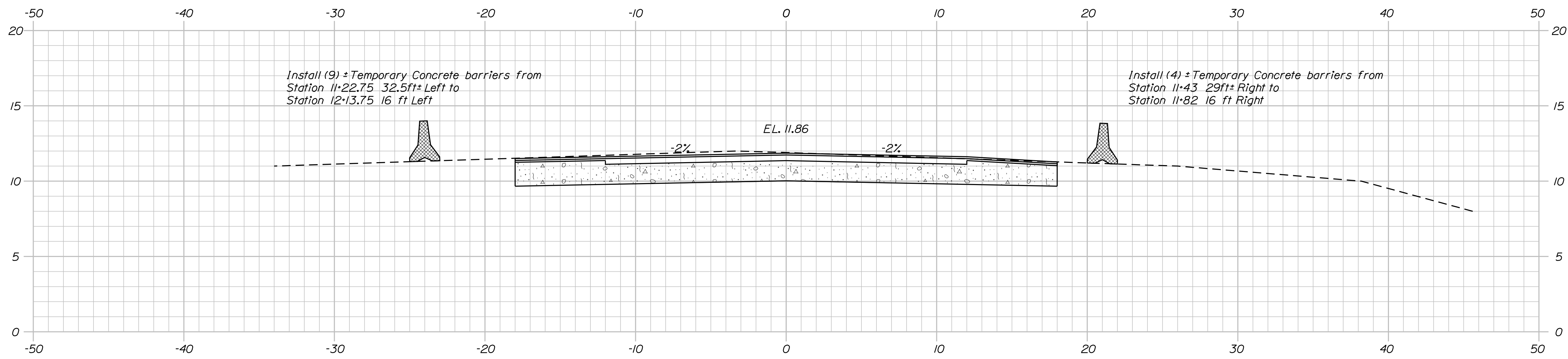
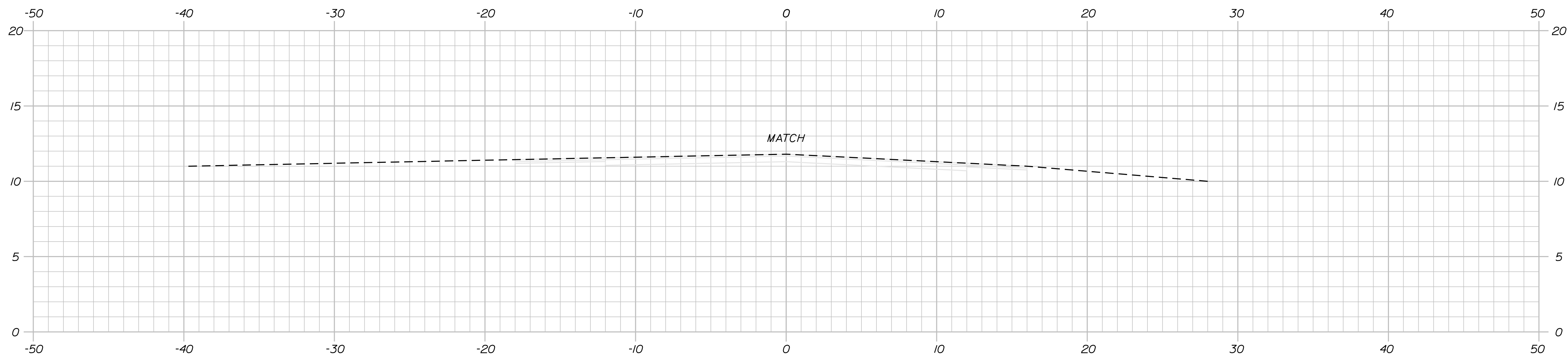
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016714.02  
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BRIDGE PLANS

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DIKE BRIDGE OVER  
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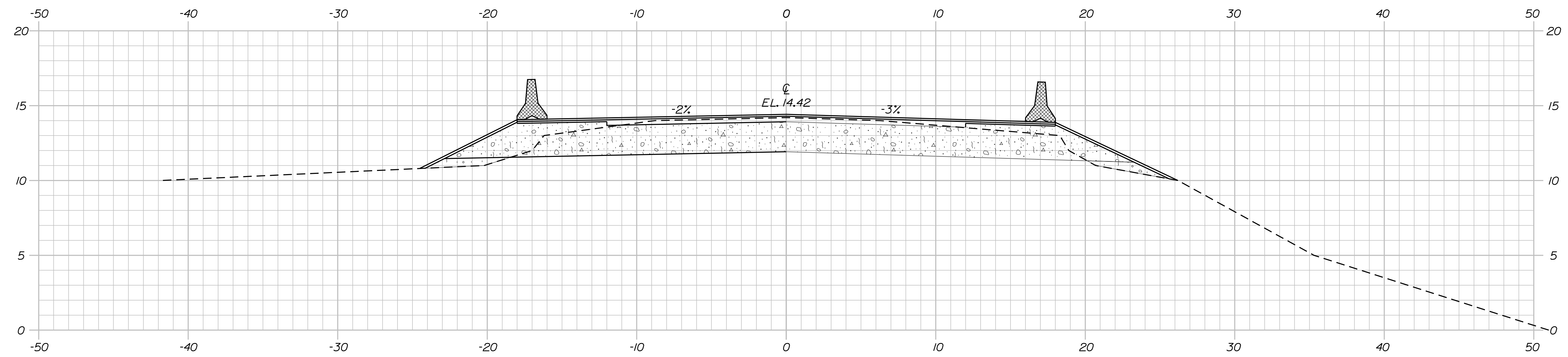
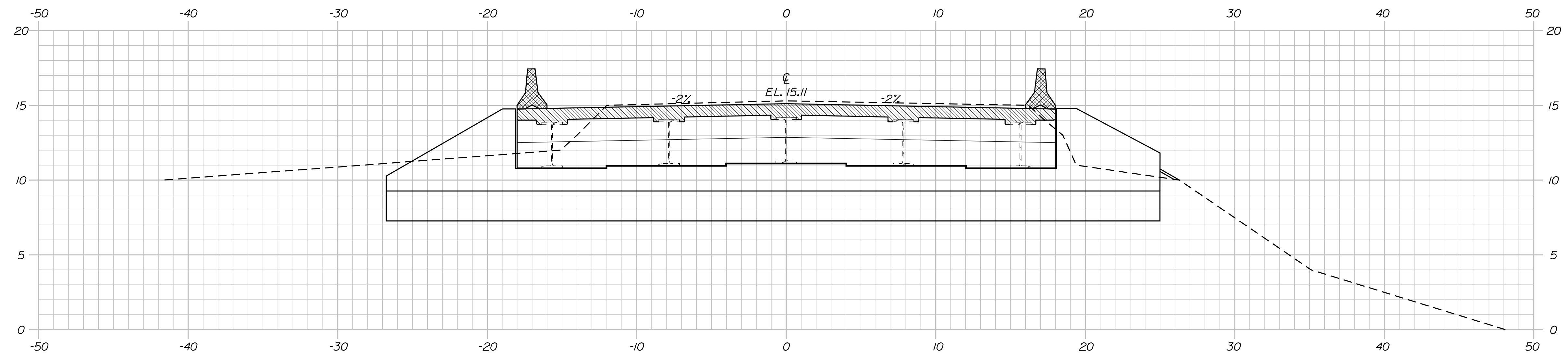
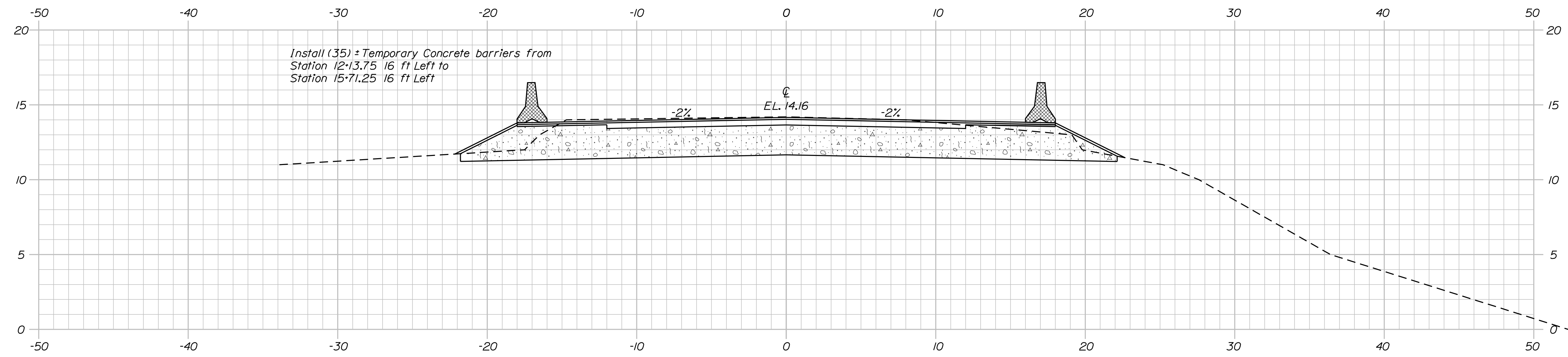


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DIKE BRIDGE OVER  
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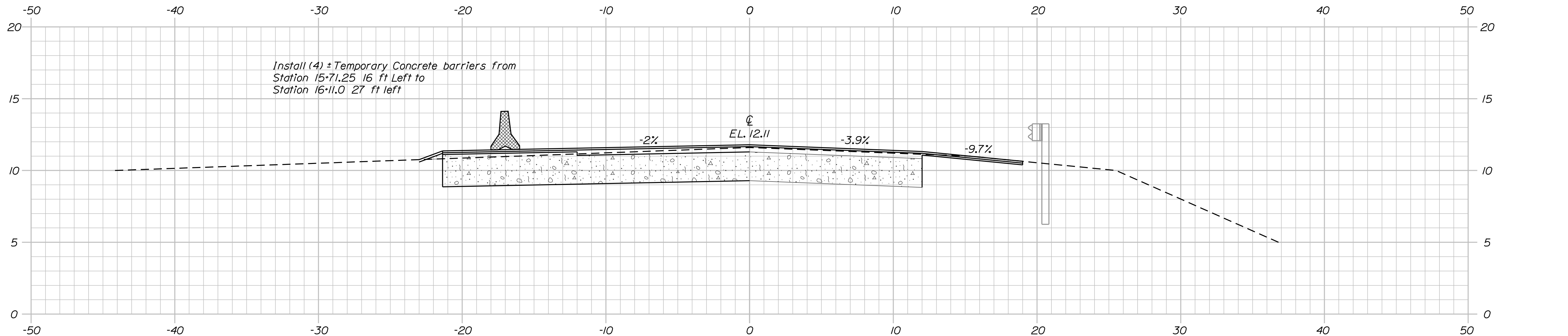
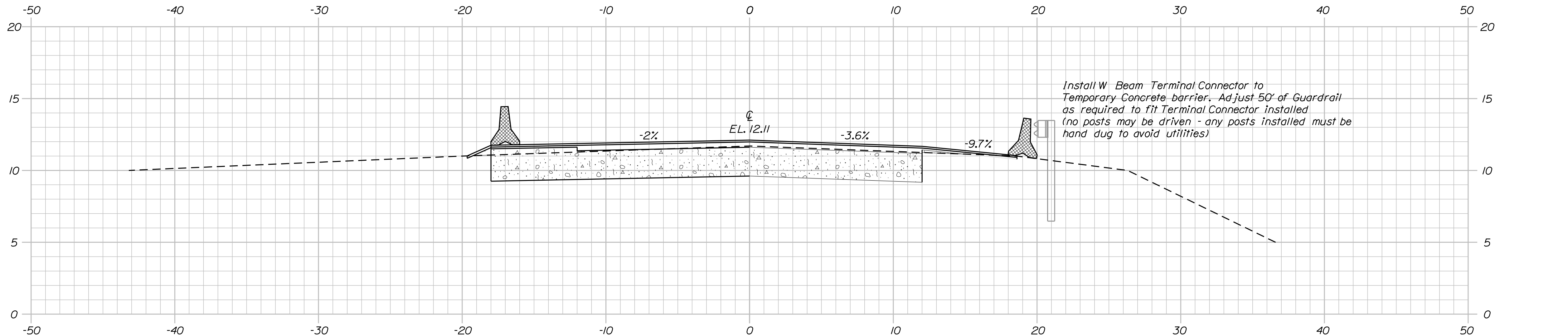
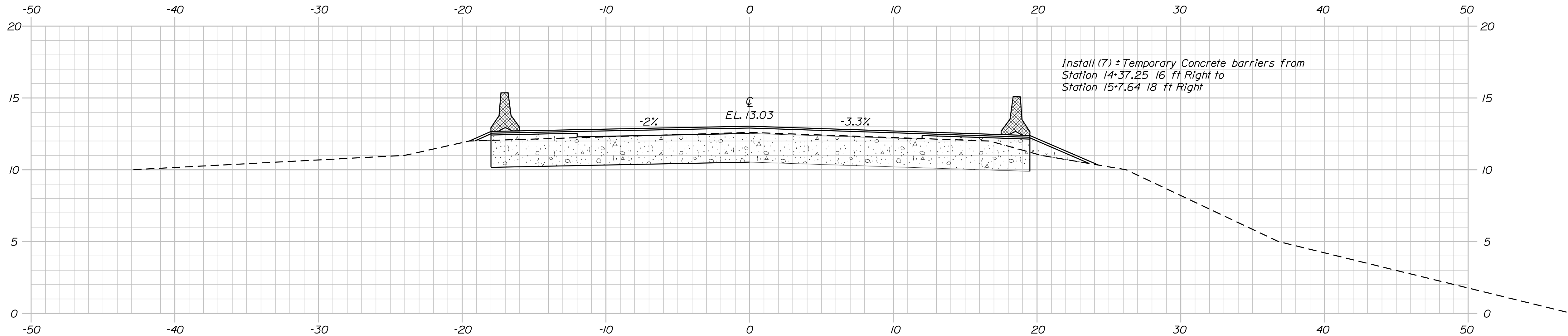


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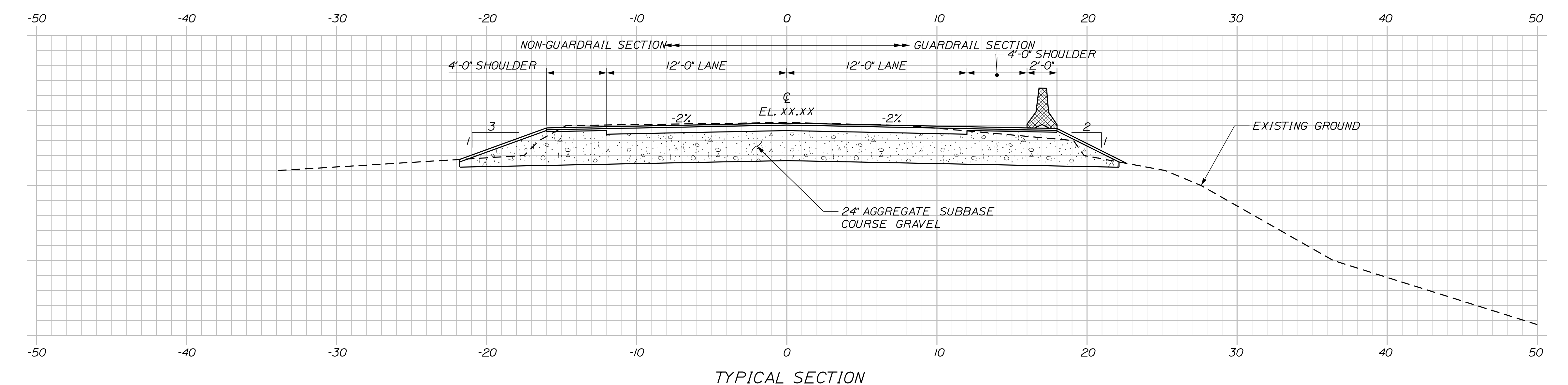
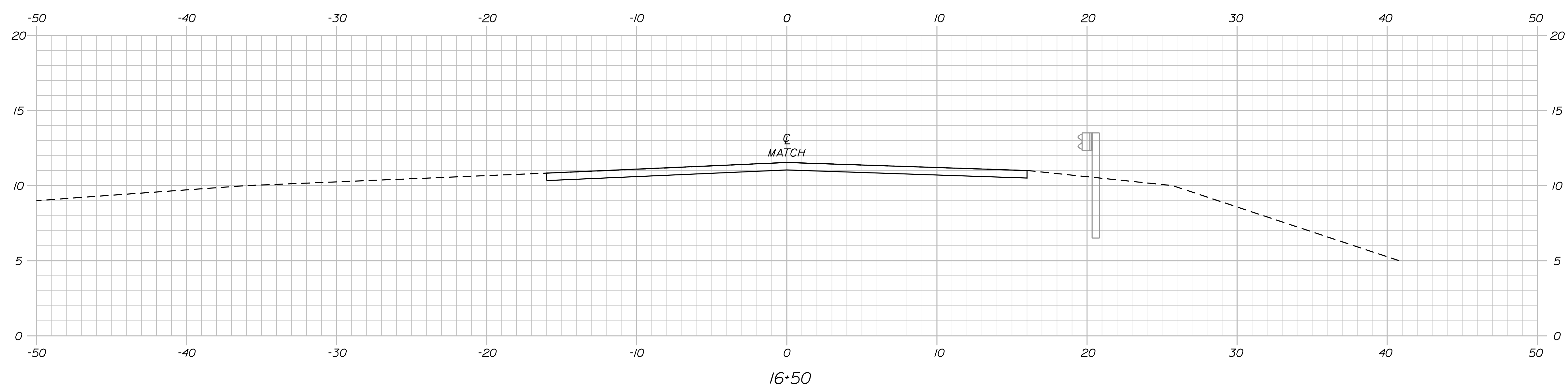
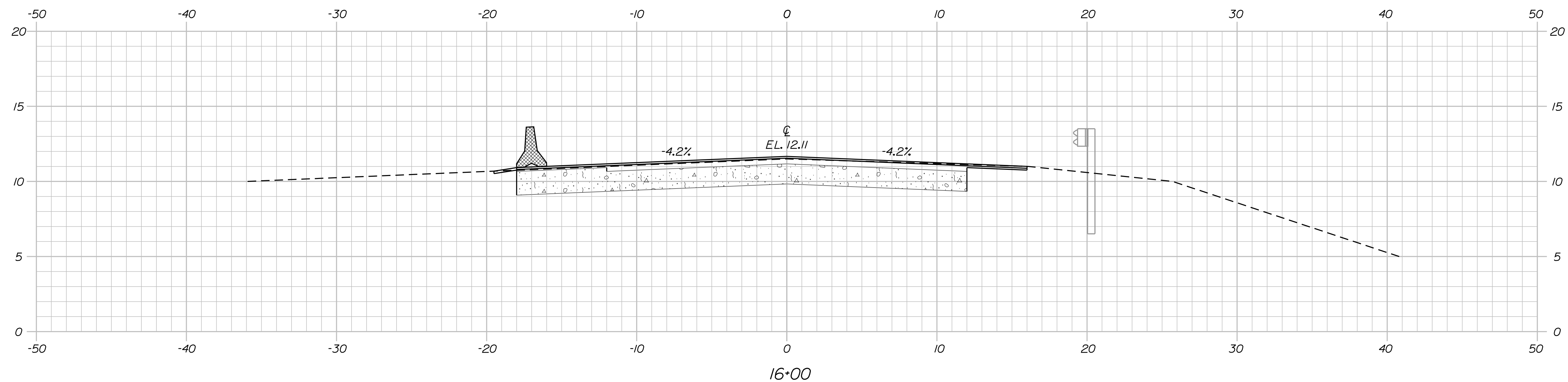


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TYPICAL SECTION

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
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BRIDGE NO. 2246  
BRIDGE PLANS

PROJ. MANAGER	Ben Foster	DATE
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DIKE BRIDGE OVER  
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WASHINGTON COUNTY  
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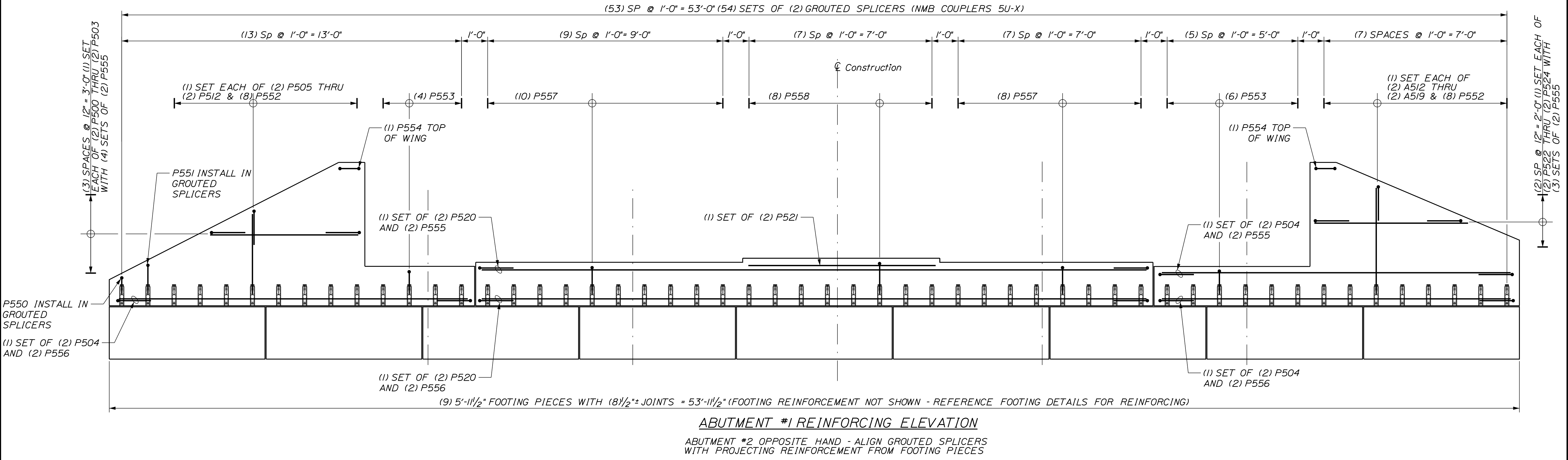
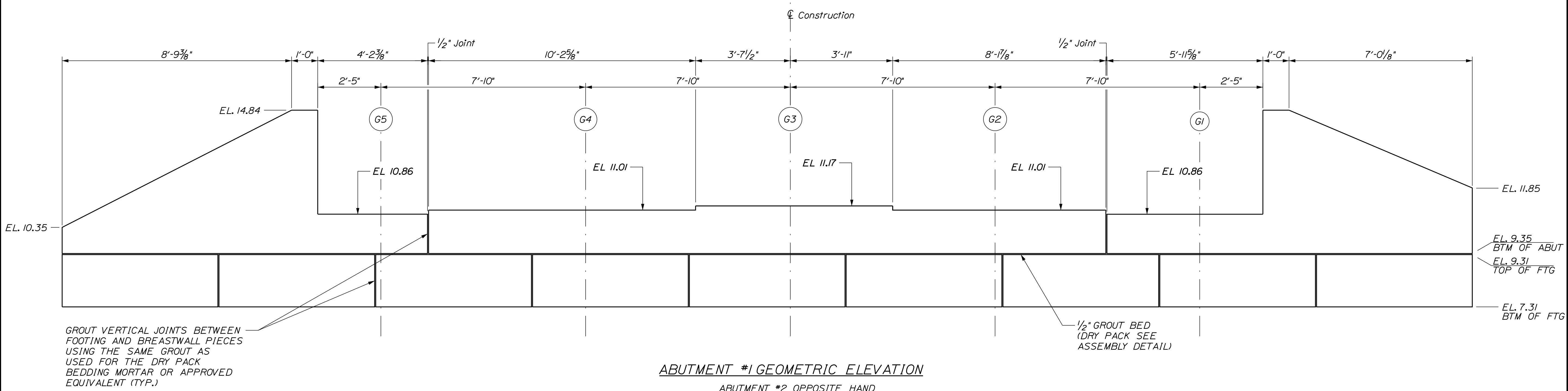


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STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		016714.02	
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PROJECT MANAGER		BY		SIGNATURE	
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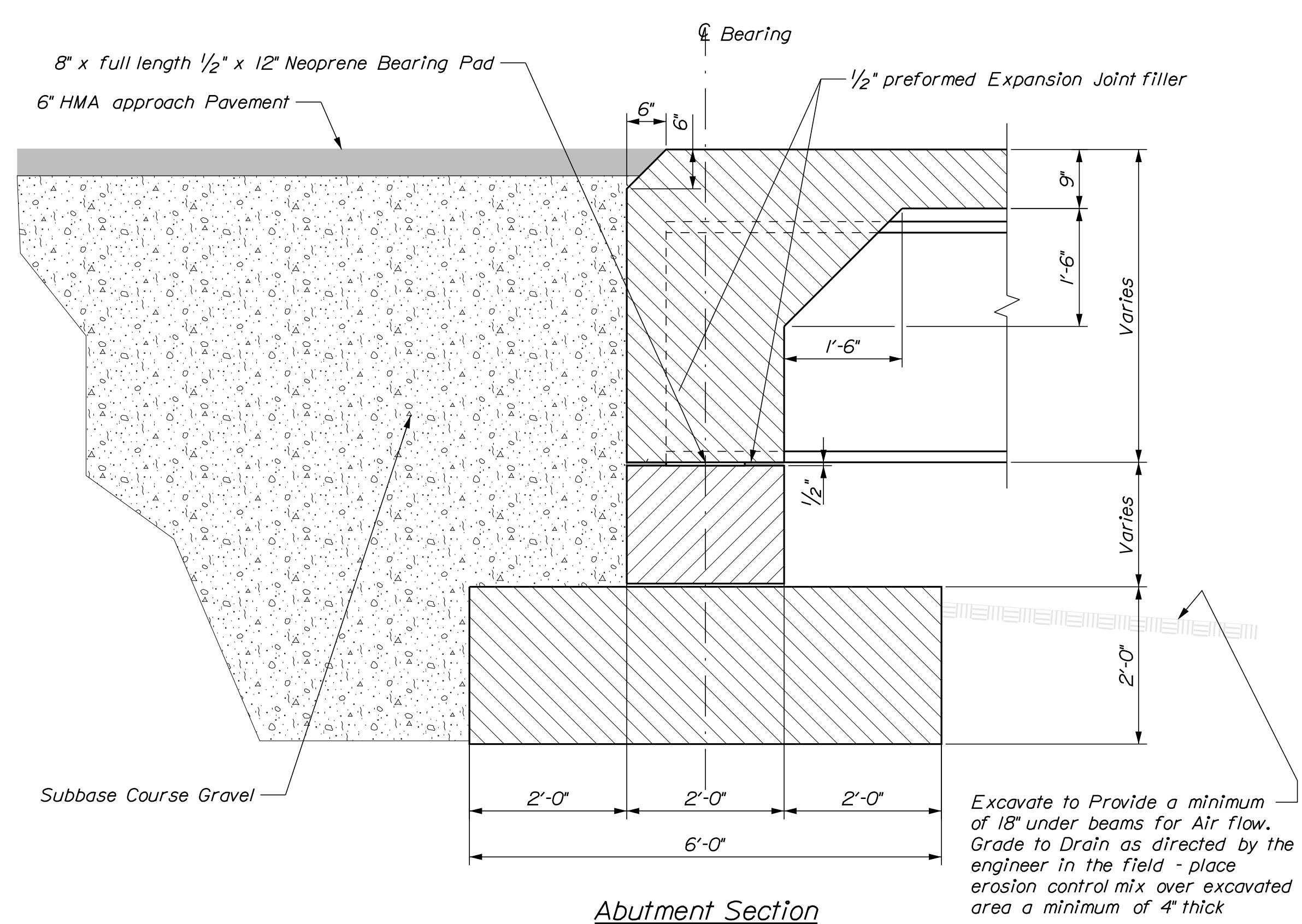


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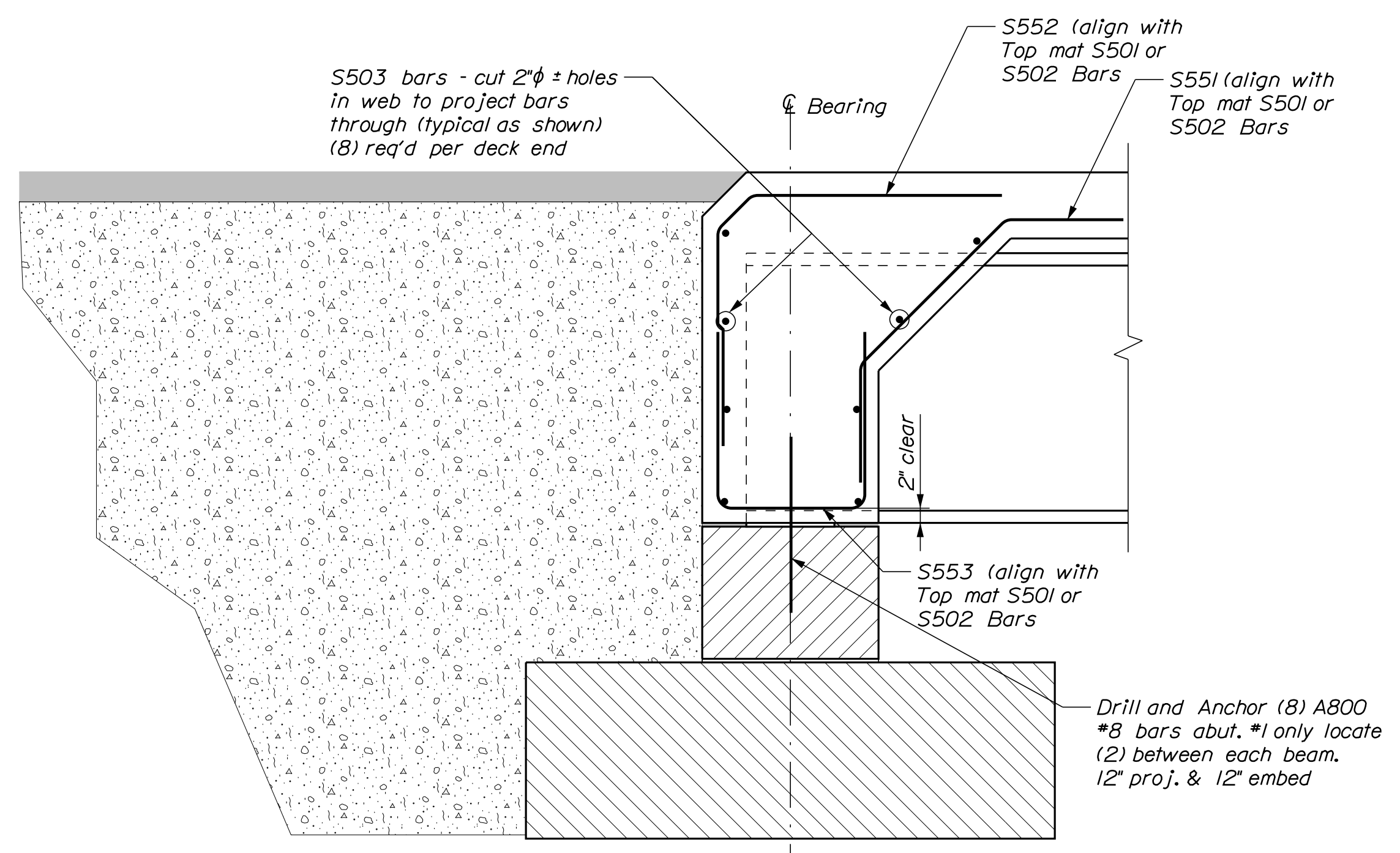
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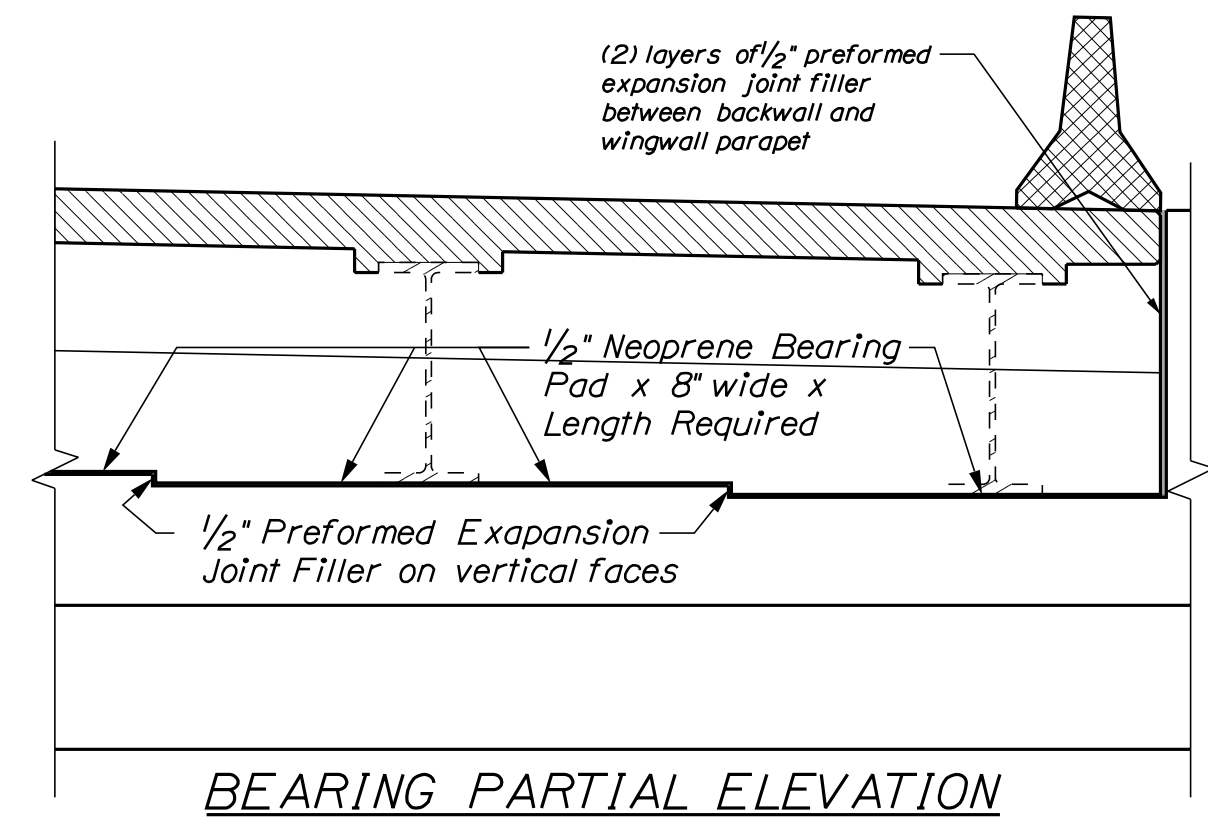


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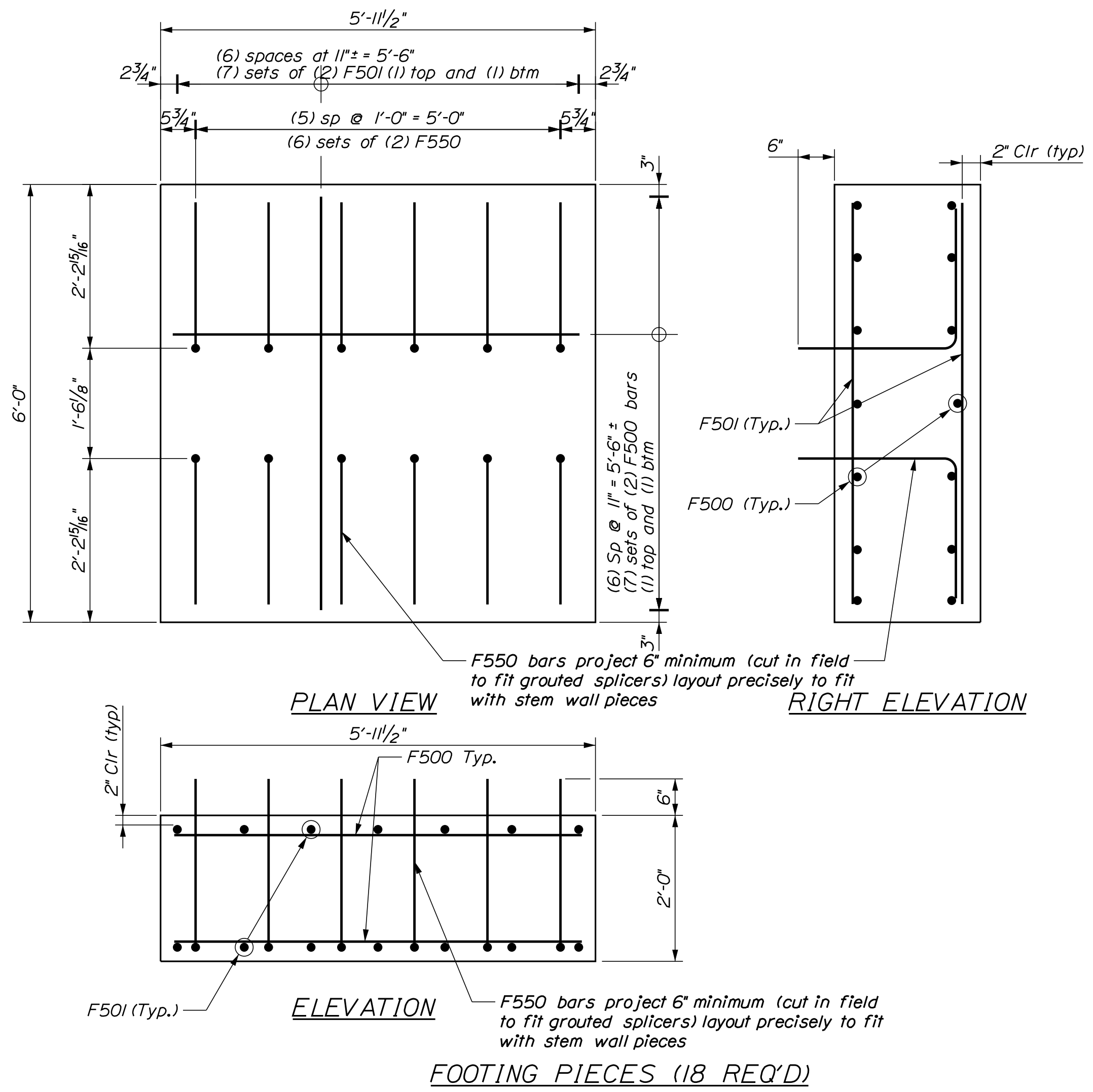


Abutment Section End Reinforcement

holes through the web may be flame cut. Adjust location of holes to prevent damaging the flanges during cutting operations



BEARING PARTIAL ELEVATION



PLAN VIEW

RIGHT ELEVATION

ELEVATION

FOOTING PIECES (18 REQ'D)

STATE OF MAINE	BRIDGE NO. 2246	BRIDGE PLANS
DEPARTMENT OF TRANSPORTATION	WIN	016714.02
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PROJ. MANAGER	Ben Foster	DATE	
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DIKE BRIDGE OVER THE MIDDLE RIVER	WASHINGTON COUNTY
MACHIAS	ABUT. SECTS AND FTG DET

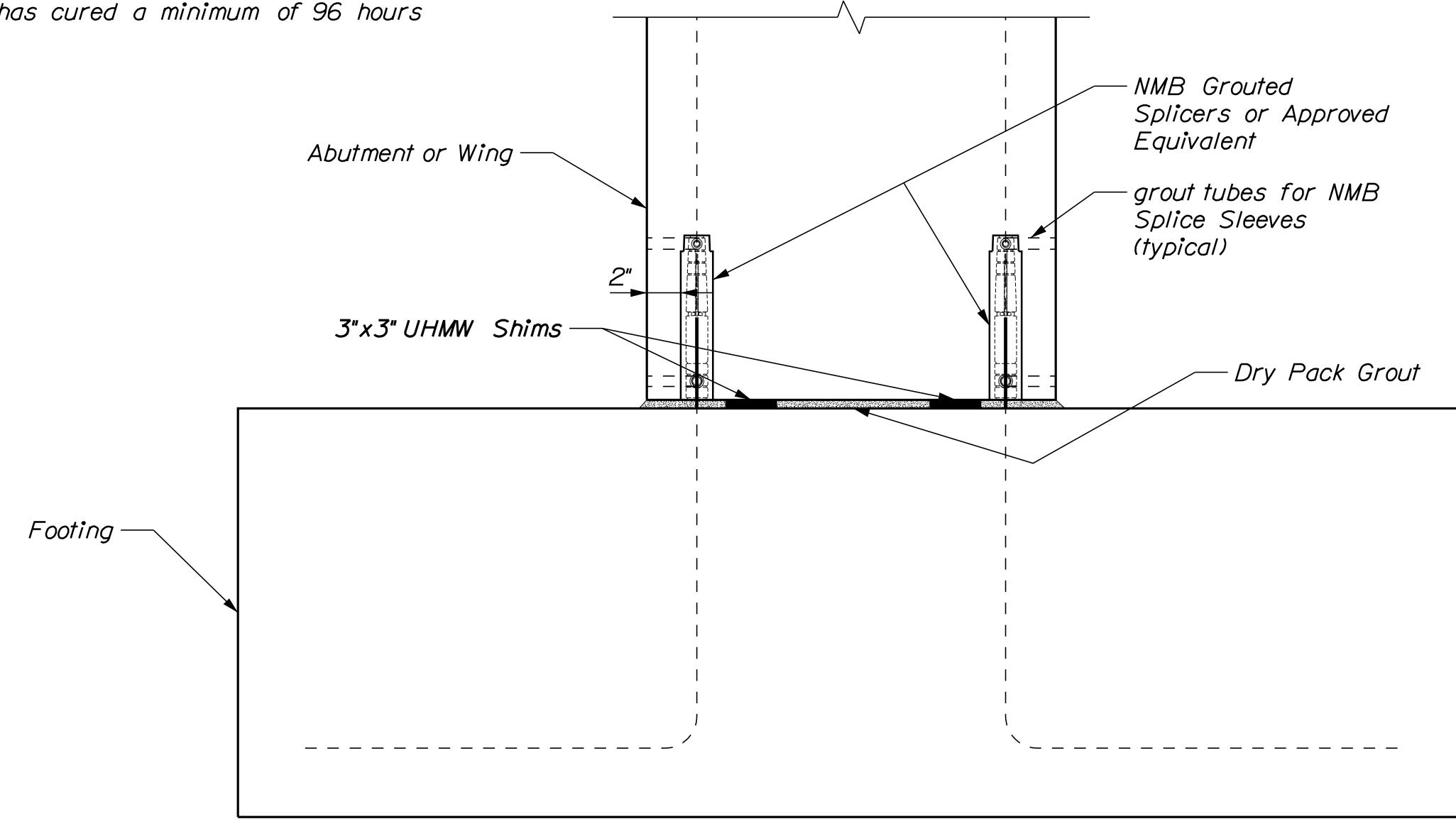
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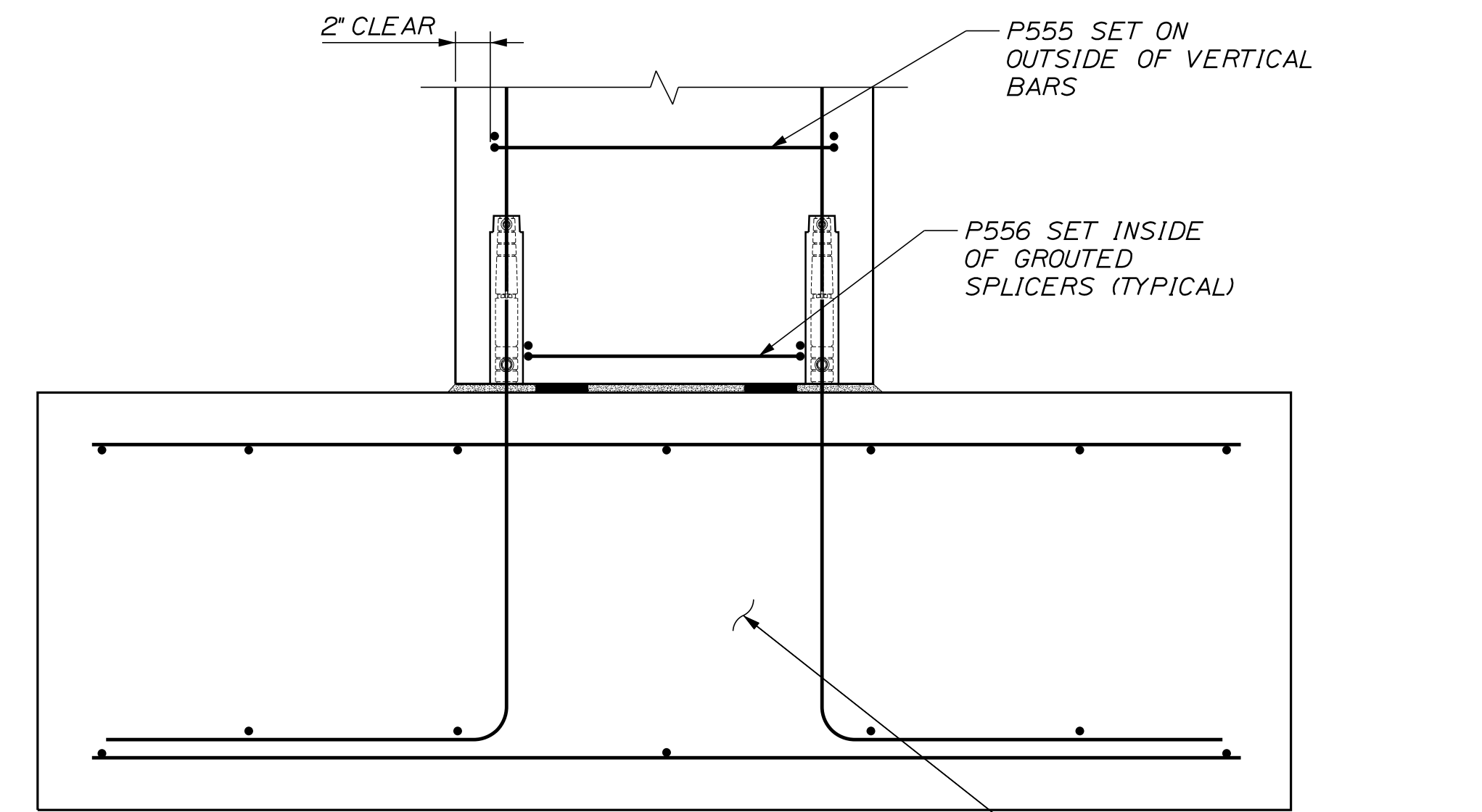


ASSEMBLY NOTES

1. Install footings onto thoroughly compacted subgrade
2. Install two 3x3 UHMW shim packs on each of the six footing pieces approximately centered. Ensure shims are set to the exact elevation of the bottom of abutment required.
3. Measure and field cut the reinforcing steel to be  $4\frac{1}{2}" \pm \frac{3}{8}"$  projection into the breastwall from the top of shim packs.
4. Install Grout washers on reinforcing steel to prevent bedding mortar from interfering with grouting operation
5. Dry Fit abutment breastwall and wings to ensure horizontal location of grouted splicers and dowels is adequate. Remove breastwall and or wings and take corrective actions if required, for dowels. Install Abutment and wings on shim packs ensuring grout washers are adequately placed.
6. Dry pack under abutment breastwall and wings forcing grout through to the near side of the breastwall and wings. Begin at one end of one wing and work progressively toward the opposite end of the other wing.
7. Grout Splice sleeves with SS Mortar as required by NMB Splice Sleeve manufacturer. Ensure that (1) additional grout pump is on site during the operation.
8. Breastwall may be backfilled after 48 hours of curing time for the SS Mortar. (To top of Breastwall) Ensure mortar abutments and footings are kept over 50 degrees F for the first 24 hours of the curing period. Full backfill of wings may be done after the mortar has cured a minimum of 96 hours



ASSEMBLY SECTION



ABUT. PARTIAL REINFORCING SECTION

FOOTING REINFORCING PER FOOTING REINFORCING DETAILS

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STATE OF MAINE  
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BRIDGE NO. 2246  
BRIDGE PLANS

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FIELD CHANGES			

DIKE BRIDGE OVER THE MIDDLE RIVER  
WASHINGTON COUNTY  
MACHIAS  
ABUTMENT MISCELLANEOUS

SHEET NUMBER

11



**STRUCTURAL STEEL NOTES**

1. Natural Mill Camber Up

2. Diaphragm connection plates may be either plumb or normal to the top flange.

3. Bolted diaphragm connections shall be made using 7/8" diameter ASTM F3125 Grade A325 Type I H.S. bolts - galvanized. Hole size shall be 1" unless otherwise shown. The minimum edge distance shall be 1/2" unless otherwise shown. Slotted holes are not permitted for use in cross frame connections. Bolt threads shall be excluded from the shear plane of cross frame connections.

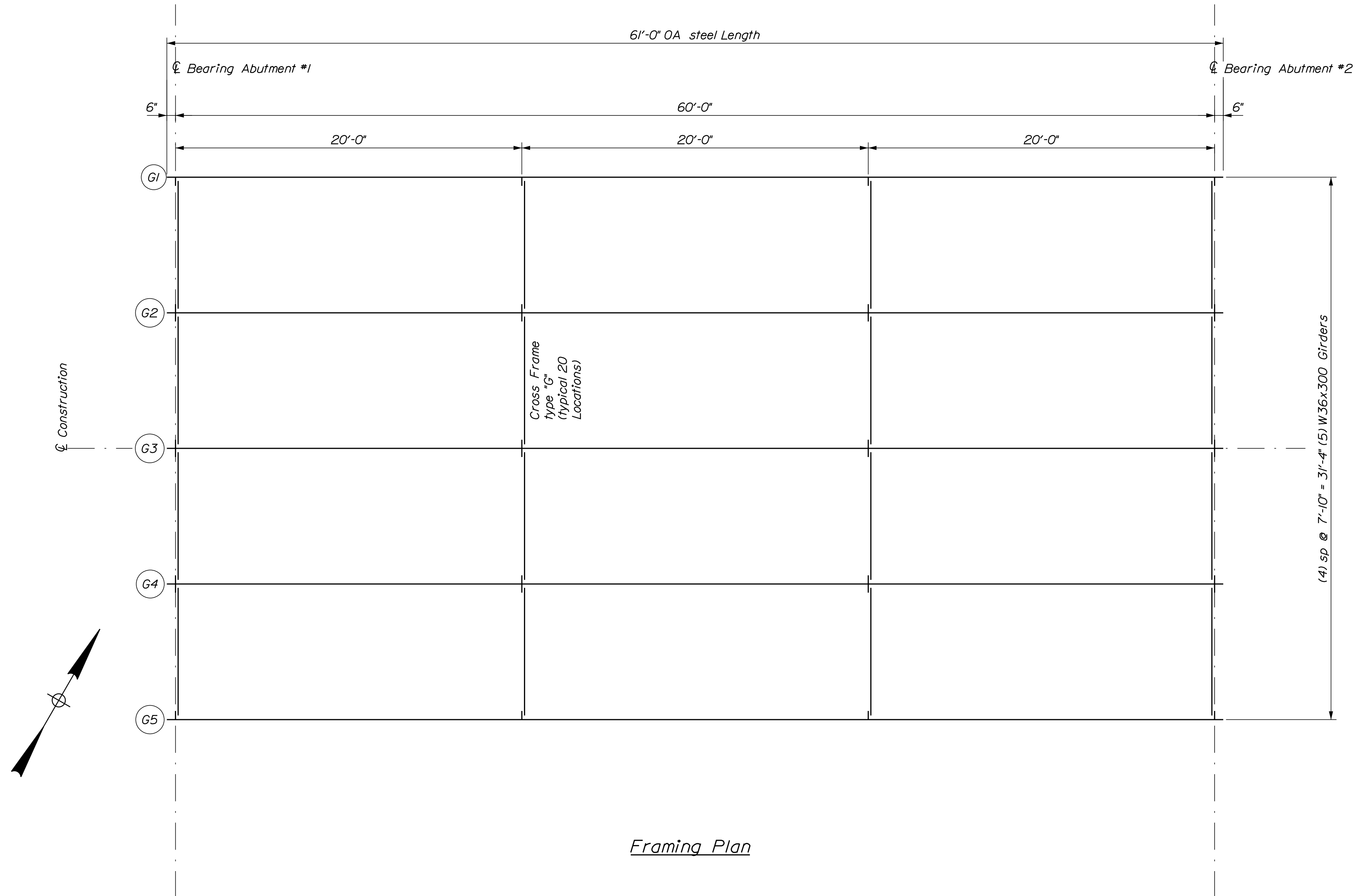
4. Existing Girders are coated in lead paint, and new connection plates shall be bolted Angle Iron Sections L7x4x3/8" A36 with the short leg bolted through the web using (5) 7/8" F3125 Grade A325 Galv. bolts at equal spacing tightened appropriately. Depth of angle to be 30" not connected to either flange. Alternatively the paint may be removed locally to allow for welding of connection angles to the web only. Existing Welded angles may be used as connection plates if they are in the right locations, drilling to fit the cross frames will be required.

5. Top and Bottom flanges of girders have some pack rust. This must be mechanically removed by scraping, and wire brushing with wire wheel on a power tool. Tightly adhered surface rust need not be removed. (SSPC-SP-3 Condition)

6. Cross Frames shall be painted or galvanized. Faying surfaces shall be primed only within 3" of a bolt hole. Lead paint on existing connection plates need not be removed should the existing connection plates be re-used tightly adhered paint may be left in place

CAMBER ORDINATES (INCHES)  
Camber not required to be added to beams

GIRDER	DEAD LOAD COMPONENT	DEAD LOAD DEFLECTIONS (INCHES)										
		CL BRG., ABUT. NO. 1	Y1	Y2	Y3	Y4	Y5	Y6	Y7	Y8	Y9	CL BRG., ABUT. NO. 2
G1 & G5	Steel Dead Load	0.00	0.05	0.10	0.14	0.16	0.17	0.16	0.14	0.10	0.05	0.00
	Deck Concrete Load	0.00	0.09	0.17	0.23	0.27	0.28	0.27	0.23	0.17	0.09	0.00
	Super Imposed Dead Load	0.00	0.03	0.07	0.09	0.10	0.11	0.10	0.09	0.07	0.03	0.00
G2 - G4	Steel Dead Load	0.00	0.05	0.10	0.14	0.16	0.17	0.16	0.14	0.10	0.05	0.00
	Deck Concrete Load	0.00	0.13	0.24	0.32	0.38	0.40	0.38	0.32	0.24	0.13	0.00
	Super Imposed Dead Load	0.00	0.02	0.03	0.05	0.06	0.06	0.06	0.05	0.03	0.02	0.00



STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
016714.02  
WIN  
016714.02  
BRIDGE NO. 2246  
BRIDGE PLANS

PROJ. MANAGER	BY	DATE
Ben Foster	E. Calderwood	
DESIGN-DETAILED	CHECKED-REVIEWED	SIGNATURE
DESIGN2-DETAILED2	DESIGN3-DETAILED3	P.E. NUMBER
REVISIONS 1	REVISIONS 2	DATE
REVISIONS 3	REVISIONS 4	
FIELD CHANGES		

DIKE BRIDGE OVER  
THE MIDDLE RIVER  
WASHINGTON COUNTY  
MACHIAS  
SUPERSTRUCTURE FRAMING

SHEET NUMBER  
**12**



Date: 1/13/2026

Username: common

Division: HIGHWAY

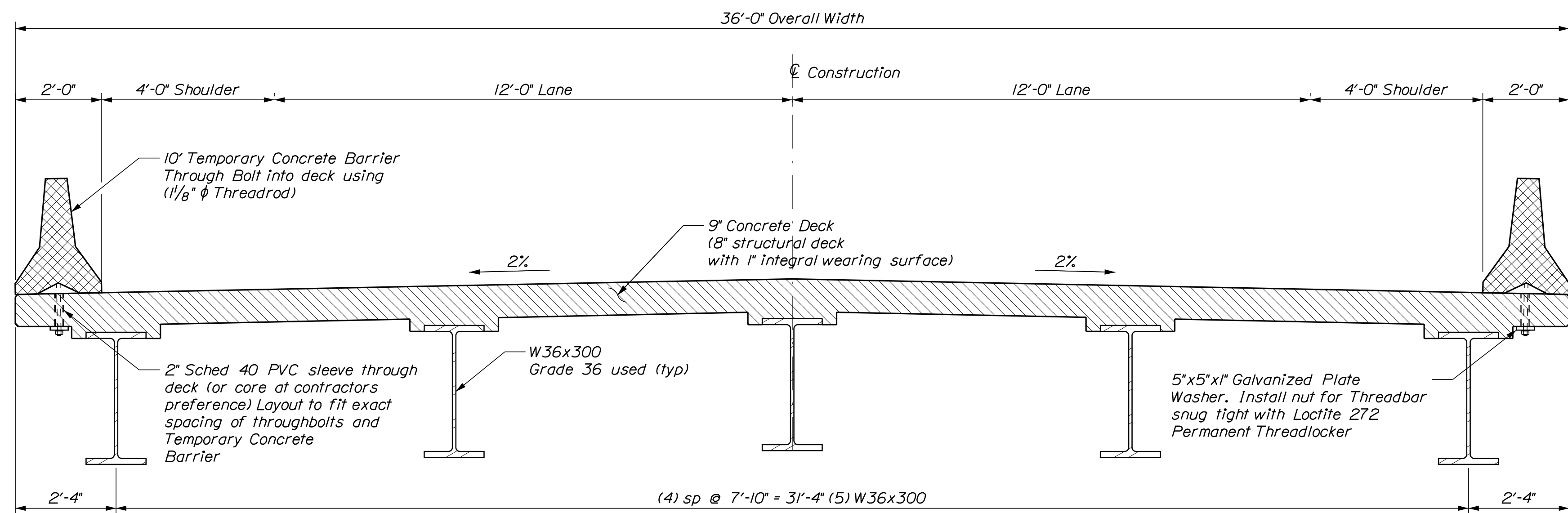
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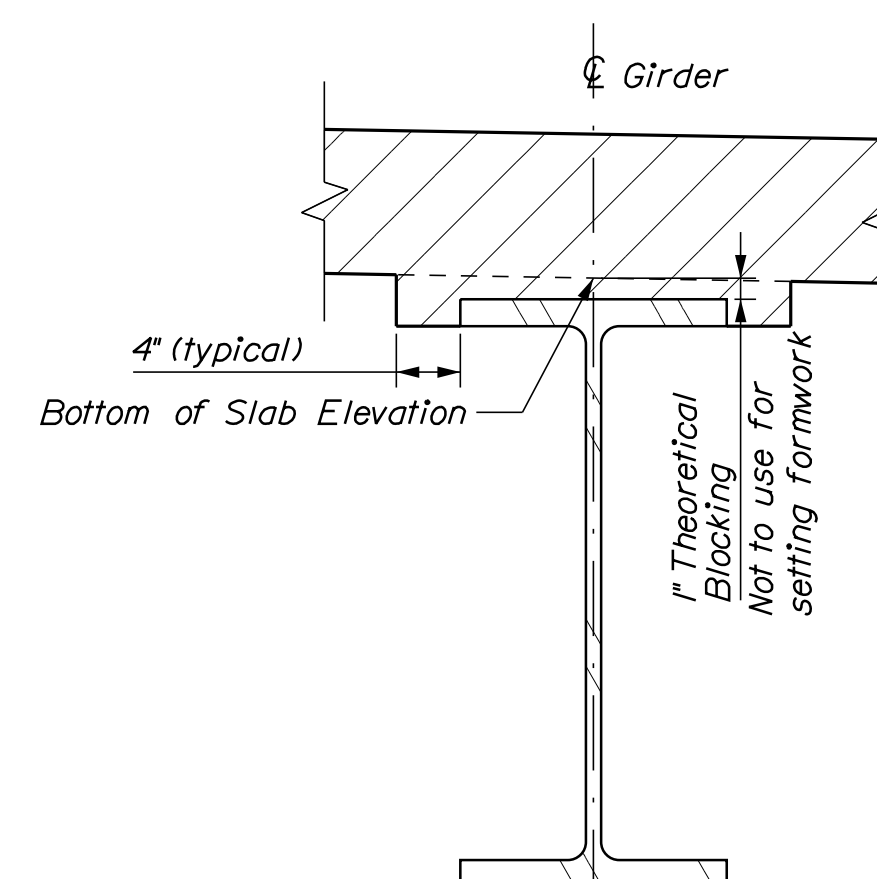
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Division: HIGHWAY

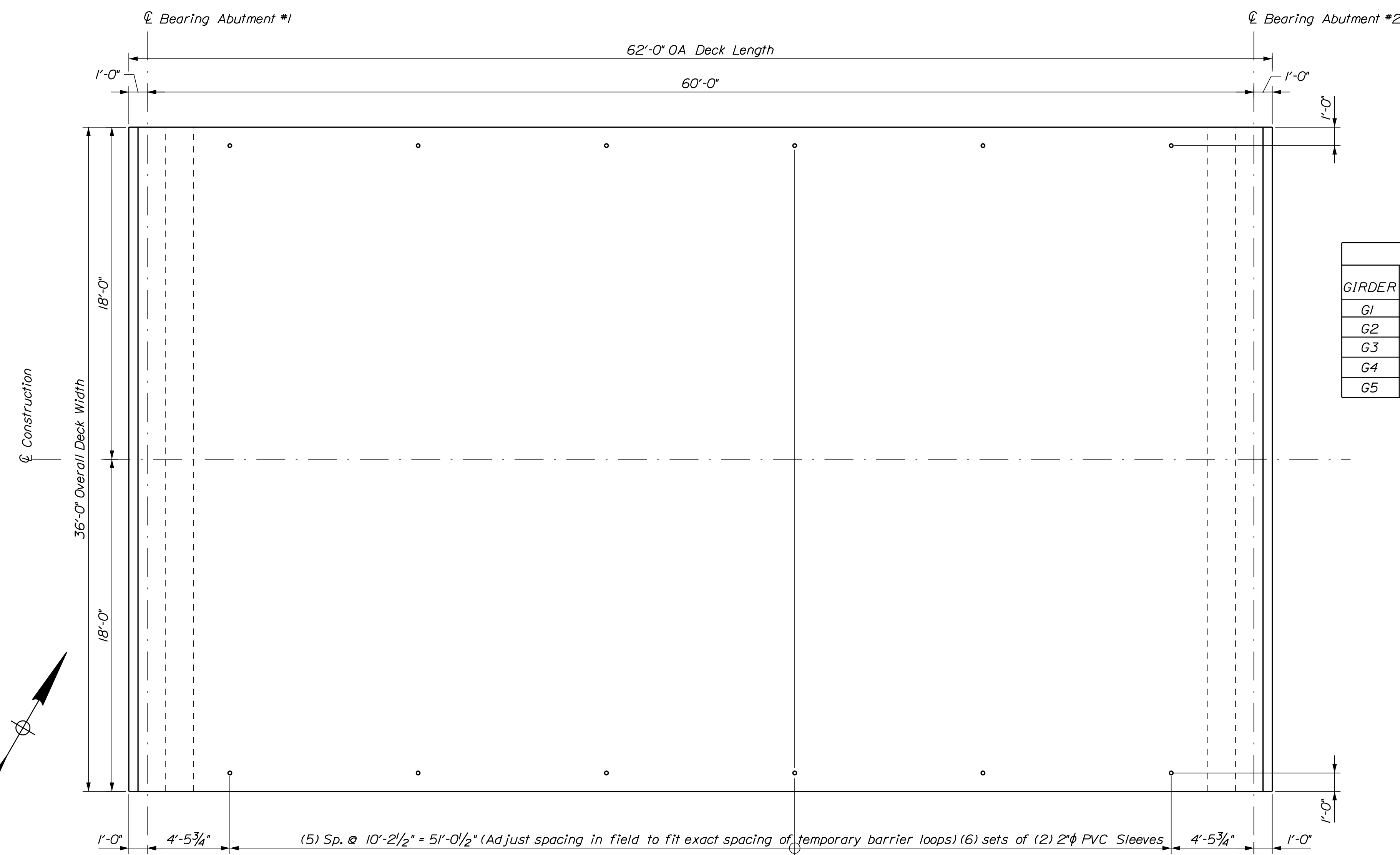
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Superstructure Section



BLOCKING & HAUNCH DETAIL  
T = 1'-0"



Superstructure Plan

GIRDER	Brg. Abut. No. 1	BOTTOM OF SLAB ELEVATIONS										Brg. Abut. No. 2
		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		
G1	14.04	14.11	14.16	14.20	14.22	14.23	14.22	14.20	14.16	14.11	14.04	
G2	14.20	14.27	14.32	14.36	14.39	14.40	14.39	14.36	14.32	14.27	14.20	
G3	14.36	14.43	14.48	14.52	14.55	14.56	14.55	14.52	14.48	14.43	14.36	
G4	14.20	14.27	14.32	14.36	14.39	14.40	14.39	14.36	14.32	14.27	14.20	
G5	14.04	14.11	14.16	14.20	14.22	14.23	14.22	14.20	14.16	14.11	14.04	

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
016714.02  
WIN  
016714.02  
BRIDGE NO. 2246  
BRIDGE PLANS

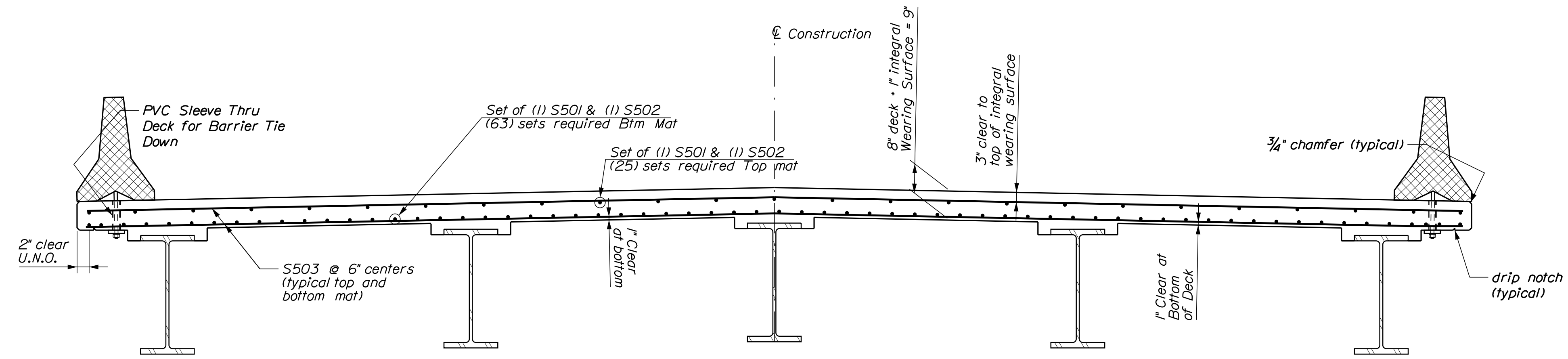
PROJ. MANAGER	Ben Foster	BY	DATE
DESIGN-Detailed <td>E. Calderwood <td>SIGNATURE <td></td> </td></td>	E. Calderwood <td>SIGNATURE <td></td> </td>	SIGNATURE <td></td>	
CHECKED-REVIEWED <td>E. Calderwood <td>P.E. NUMBER <td></td> </td></td>	E. Calderwood <td>P.E. NUMBER <td></td> </td>	P.E. NUMBER <td></td>	
DESIGN2-DETAILED2 <td></td> <td>DATE <td></td> </td>		DATE <td></td>	
DESIGN3-DETAILED3 <td></td> <td></td> <td></td>			
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REVISIONS 3 <td></td> <td></td> <td></td>			
REVISIONS 4 <td></td> <td></td> <td></td>			
FIELD CHANGES <td></td> <td></td> <td></td>			

DIKE BRIDGE OVER  
THE MIDDLE RIVER  
WASHINGTON COUNTY  
MACHIAS  
SUPERSTRUCTURE GEOMETRY

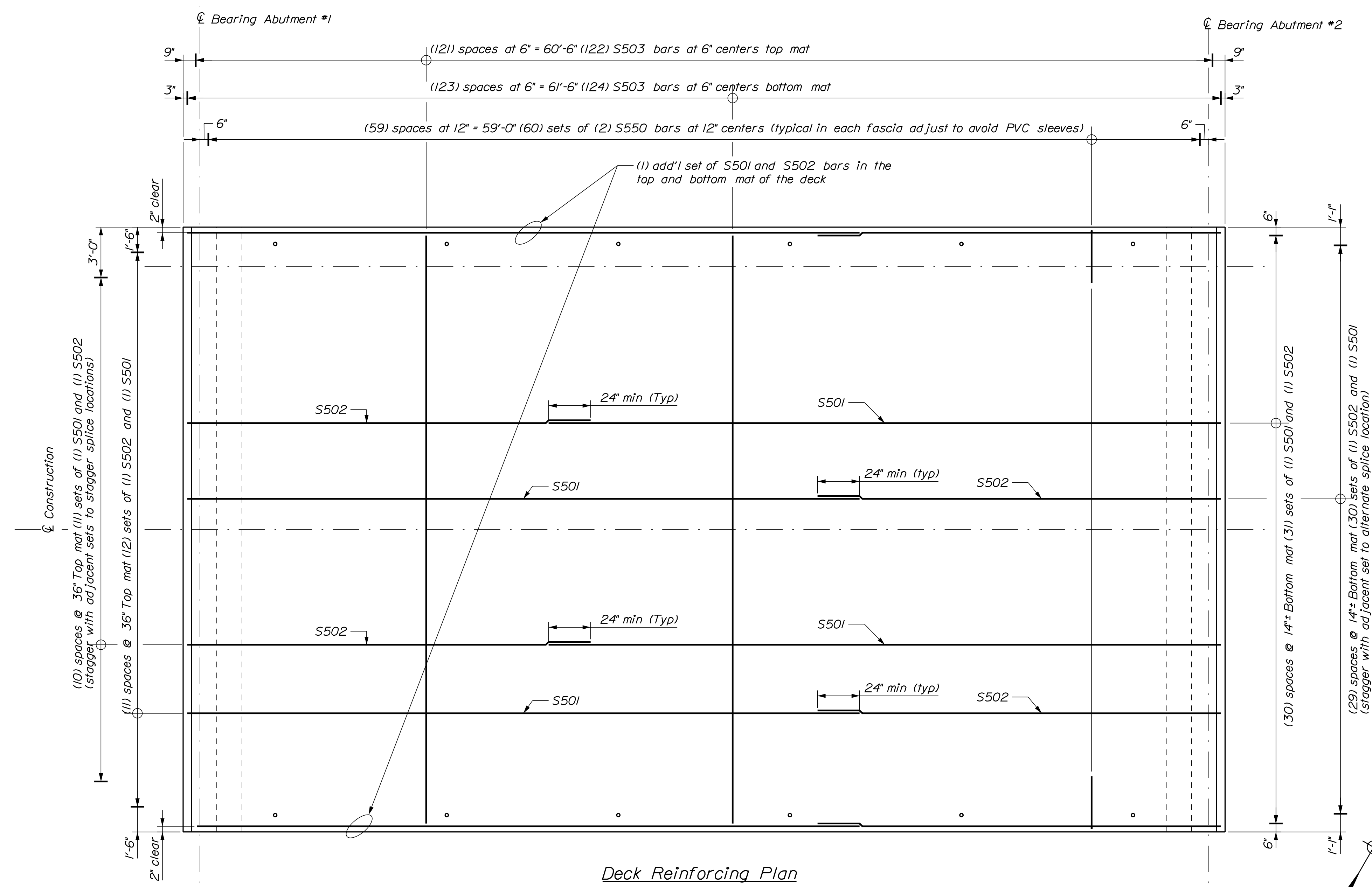
SHEET NUMBER

13





Superstructure Reinforcing Section



Deck Reinforcing Plan

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
016714.02  
WIN  
016714.02  
BRIDGE NO. 2246  
BRIDGE PLANS

PROJ. MANAGER	Ben Foster	DATE
DESIGN-DETAILED	E. Calderwood	
CHECKED-REVIEWED		
DESIGN-DETAILED2		
DESIGN-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

DIKE BRIDGE OVER  
THE MIDDLE RIVER  
WASHINGTON COUNTY  
MACHIAS  
SUPERSTRUCTURE REINF.

SHEET NUMBER

14



Date: 1/13/2026

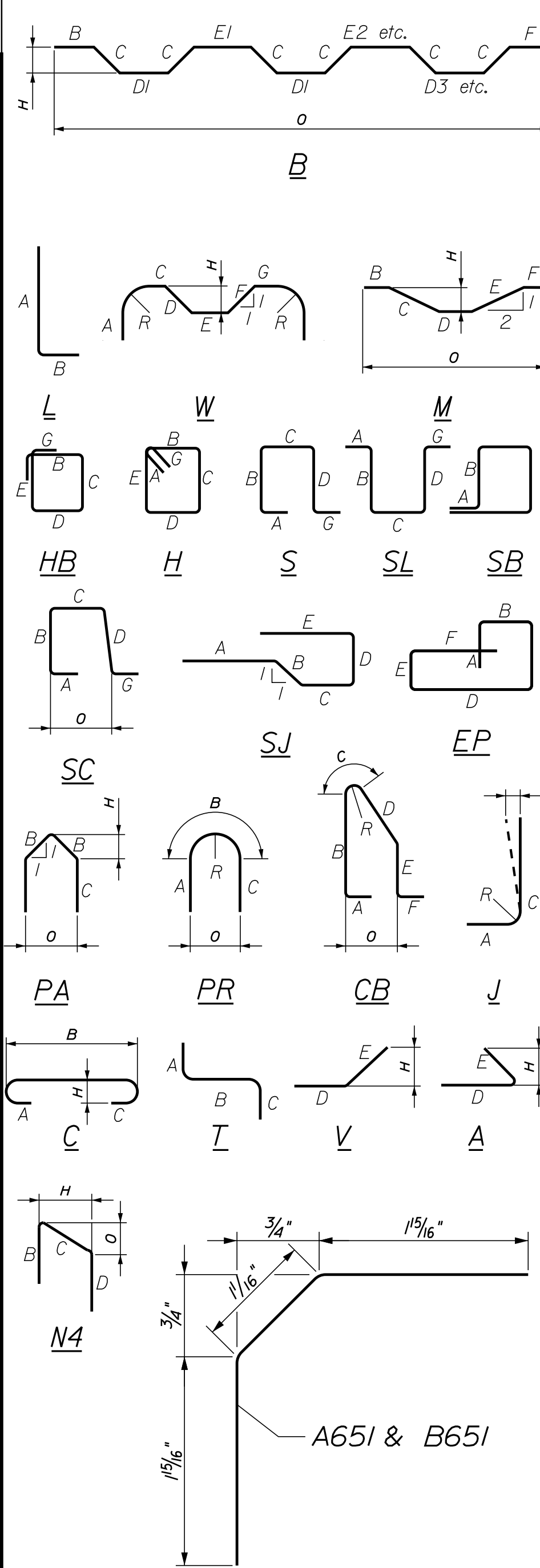
Username: common

Division: HIGHWAY

Filename: ... \015\_REINFORCING\_SCHEDULE.dgn

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																																																																																													
F500	252	5'-7"	FOOTING BARS	F501	252	5'-8"	FOOTING BARS	F550	216	4'-3"	L	2'-4"	2'-0"										FOOTING EACH FACE PROJ. BARS																																																																																												
P500	4	12'-10"	HZ. WINGWALL BARS	P501	4	6'-9"	HZ. WINGWALL BARS	P502	4	4'-9"	HZ. WINGWALL BARS	P503	4	2'-10"	HZ. WINGWALL BARS	P504	12	13'-7"	HZ. WINGWALL BARS	P505	4	1'-7"	VERT. WINGWALL BARS	P506	4	2'-1"	VERT. WINGWALL BARS	P507	4	2'-7"	VERT. WINGWALL BARS	P508	4	3'-1"	VERT. WINGWALL BARS	P509	4	3'-7"	VERT. WINGWALL BARS	P510	4	4'-1"	VERT. WINGWALL BARS	P511	4	4'-8"	VERT. WINGWALL BARS	P512	8	4'-10"	VERT. WINGWALL BARS	P513	4	4'-7"	VERT. WINGWALL BARS	P514	4	4'-2"	VERT. WINGWALL BARS	P515	4	3'-9"	VERT. WINGWALL BARS	P516	4	3'-4"	VERT. WINGWALL BARS	P517	4	2'-11"	VERT. WINGWALL BARS	P518	4	2'-6"	VERT. WINGWALL BARS	P519	4	2'-1"	VERT. WINGWALL BARS	P520	8	25'-7"	HZ. BREASTWALL BARS	P521	4	7'-2"	HZ. BREASTWALL BARS	P522	4	7'-8"	HZ. WINGWALL BARS	P523	4	5'-11"	HZ. WINGWALL BARS	P524	4	3'-6"	HZ. WINGWALL BARS	A800	8	2'-0"	ABUTMENT #1 PINS	S501	88	40'-0"	DECK LONGITUDINAL (TOP & BTM)	S502	88	23'-8"	DECK LONGITUDINAL (TOP & BTM)	S503	262	35'-8"	DECK & BACKWALL TRANS.
P550	2	2'-6 <sup>3</sup> / <sub>4</sub> "	S	--	7 <sup>1</sup> / <sub>4</sub> "	1'-6 <sup>1</sup> / <sub>8</sub> "	7 <sup>1</sup> / <sub>4</sub> "																ENDS OF DS WING TOPS																																																																																												
P551	2	3'-7"	S	--	1'-1 <sup>3</sup> / <sub>8</sub> "	1'-6 <sup>1</sup> / <sub>8</sub> "	1'-1 <sup>3</sup> / <sub>8</sub> "																TOP OF DS WING																																																																																												
P552	32	4'-0"	S	--	1'-4"	1'-6"	1'-4"																TOP OF WINGS																																																																																												
P553	20	3'-1 <sup>1</sup> / <sub>2</sub> "	S	--	10 <sup>3</sup> / <sub>8</sub> "	1'-6 <sup>1</sup> / <sub>8</sub> "	10 <sup>3</sup> / <sub>8</sub> "																TOP OF ABUT UNDER G1 AND G5																																																																																												
P554	4	5'-1"	H	3 <sup>3</sup> / <sub>4</sub> "	9"	1'-8"	9"	1'-8"		3 <sup>3</sup> / <sub>4</sub> "													TOP OF PARAPET																																																																																												
P555	36	4'-2"	S	--	1'-4"	1'-8"	1'-4"																HZ ENDS ABOVE SPLICERS																																																																																												
P556	12	3'-10"	S	--	1'-4"	1'-4"	1'-4"																HZ ENDS BELOW SPLICERS																																																																																												
P557	36	2'-4 <sup>3</sup> / <sub>4</sub> "	S	--	1'-0 <sup>1</sup> / <sub>2</sub> "	1'-6 <sup>1</sup> / <sub>8</sub> "	1'-0 <sup>1</sup> / <sub>2</sub> "																TOP OF ABUT UNDER G2 AND G4																																																																																												
P558	16	3'-9"	S	--	1'-2 <sup>3</sup> / <sub>8</sub> "	1'-6 <sup>1</sup> / <sub>8</sub> "	1'-2 <sup>3</sup> / <sub>8</sub> "																TOP OF ABUT UNDER G3																																																																																												
S550	120	4'-4"	C	7"	3'-4"	--																	FASCIA CANDY CANES																																																																																												
S551	50	4'-11"	W	--	--	--	1'-4"	2'-4"	1'-4"	--													DECK END BARS																																																																																												
S552	50	6'-0"	W	--	--	--	2'-10"	5'	2'-10"	--													DECK END BARS																																																																																												
S553	50	5'-6"	S	--	2'-0"	1'-8"	2'-0"																END HAUNCH BARS																																																																																												

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 Grade 60

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 'P801' = bar size #8  
 Mark 'S650' = bar size #6

STATE OF MAINE  
 DEPARTMENT OF TRANSPORTATION  
 016714.02  
 WIN  
 016714.02  
 BRIDGE NO. 2246  
 BRIDGE PLANS

DIKE BRIDGE OVER THE MIDDLE RIVER WASHINGTON COUNTY MACHIAS  
 REINF. STEEL SCHEDULE

SHEET NUMBER  
 15

PROJ. MANAGER: Ben Foster  
 BY: E. Calderwood  
 CHECKED-REVIEWED: E. Calderwood  
 DESIGN-REVIEWED: E. Calderwood  
 DESIGN-DETAILED: E. Calderwood  
 DESIGN-DETAILED2: E. Calderwood  
 DESIGN-DETAILED3: E. Calderwood  
 REVISIONS 1: E. Calderwood  
 REVISIONS 2: E. Calderwood  
 REVISIONS 3: E. Calderwood  
 REVISIONS 4: E. Calderwood  
 FIELD CHANGES: E. Calderwood

SIGNATURE: \_\_\_\_\_  
 P.E. NUMBER: \_\_\_\_\_  
 DATE: \_\_\_\_\_

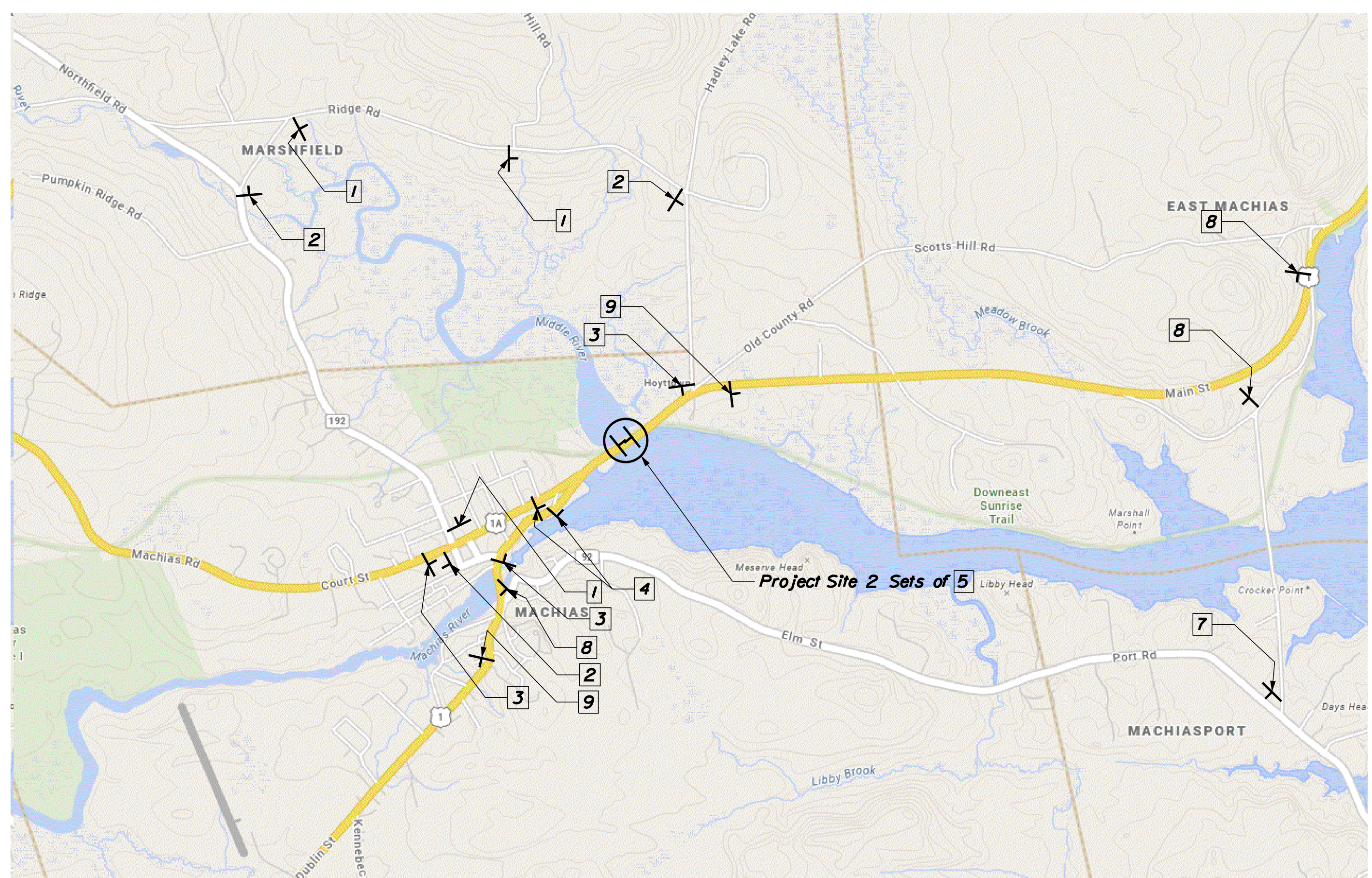
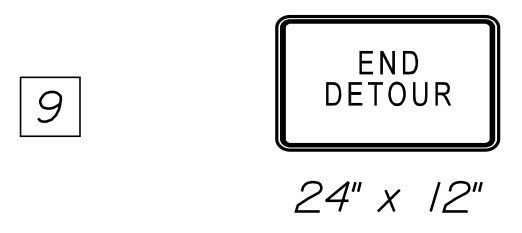
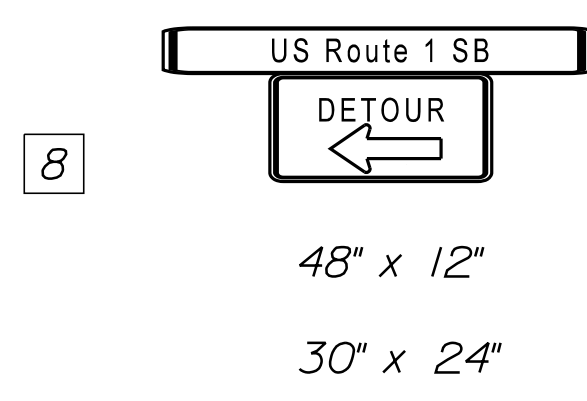
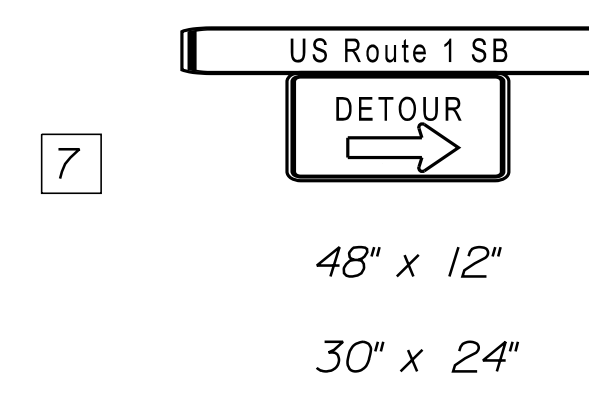
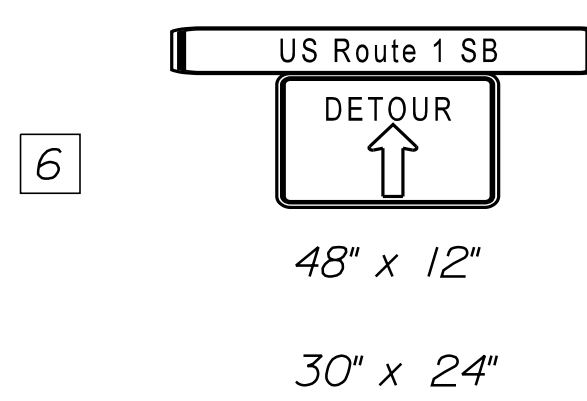
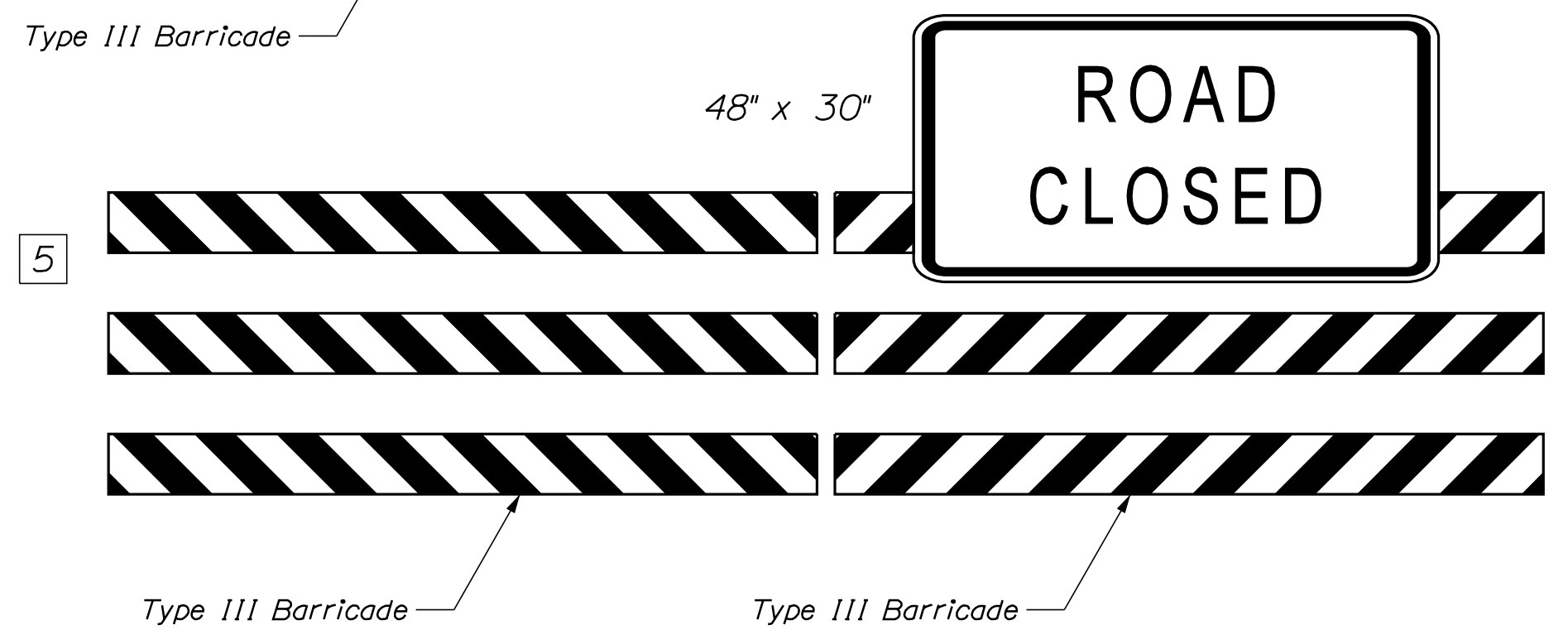
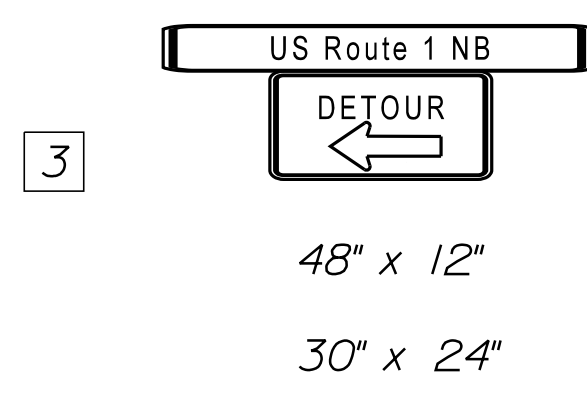
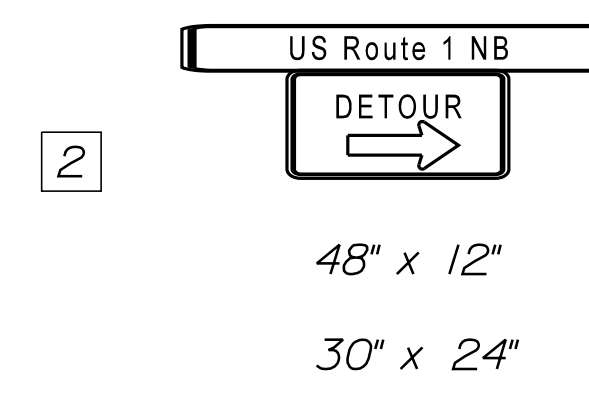
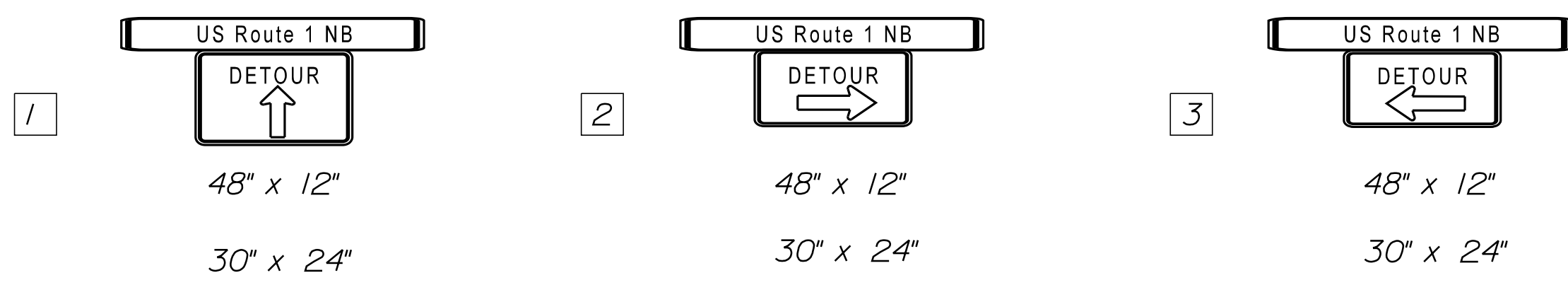


Date: 1/13/2026

Username: common

Division: HIGHWAY

Filename: ... \Details\016\_Detour.dgn



STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
016714.02  
WIN  
016714.02  
BRIDGE NO. 2246  
BRIDGE PLANS

PROJ. MANAGER	BY	DATE	SIGNATURE
Bert Foster	E. Calderwood		
DESIGN-DETAILED			
CHECKED-REVIEWED			
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

DIKE BRIDGE OVER  
THE MIDDLE RIVER  
WASHINGTON COUNTY  
MACHIAS  
DETOUR SIGNING

SHEET NUMBER  
16

