

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



DOVER-FOXCROFT
PISCATAQUIS COUNTY
DOVER BRIDGE
OVER
PISCATAQUIS RIVER
ESSEX STREET
FEDERAL AID PROJECT NO. 2312000
PROJECT LENGTH 0.15 mi.
BRIDGE NO. 5118

SPECIFICATIONS

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

DESIGN LOADING

Live Load HL - 93 Modified for Strength I

TRAFFIC DATA

Current (2019) AADT 2,280
Future (2039) AADT 2,510
DHV - % of AADT 11%
Design Hour Volume 276
Heavy Trucks (% of AADT) 6%
Heavy Trucks (% of DHV) 6%
Directional Distribution (% of DHV) 51%
18 kip Equivalent P 2.0 72
18 kip Equivalent P 2.5 68
Design Speed (mph) 25

HYDROLOGIC DATA

Drainage Area 352.2 sq mi
Design Discharge (Q50) 29,500 cfs
Check Discharge (Q100) 33,200 cfs
Headwater Elevation (Q1.1) 331.0 ft
Headwater Elevation (Q25) 334.7 ft
Headwater Elevation (Q50) 335.5 ft
Headwater Elevation (Q100) 336.2 ft
Discharge Velocity (Q1.1) 2.8 fps
Discharge Velocity (Q50) 8.6 fps
Discharge Velocity (Q100) 9.3 fps

MATERIALS

Concrete:
All Class "A"

Reinforcing:
Plain Reinforcing Steel ASTM A 615/A 615M, Grade 60
Glass Fiber Reinforcing Polymer (GFRP) ASTM D7957
Low-Carbon Chromium Steel ASTM A1035, Type CS, Grade 100

Structural Steel:
All Material (except as noted) ASTM A 709, Grade 50 (metallized)
High Strength Bolts ASTM F 3125, Grade A 325, Type 3

BASIC DESIGN STRESSES

Concrete:
Class "A" $f'c = 4000$ psi.

Reinforcing:
Plain Reinforcing Steel $f_y = 60,000$ psi

Glass Fiber Reinforced Polymer
#6 Bar $F_{fu} = 100,000$ psi
Minimum Elastic Modulus $E_f = 6,500,000$ psi
Minimum Nominal Design Tensile Strain $\epsilon_{fu} = 1.1\%$

Low-Carbon Chromium Steel $f_y = 100,000$ psi

Structural Steel:
ASTM A 709, Grade 50 $F_y = 50,000$ psi
ASTM A 709, Grade 36 $F_y = 36,000$ psi
ASTM F 3125, Grade A 325 $F_u = 120,000$ psi

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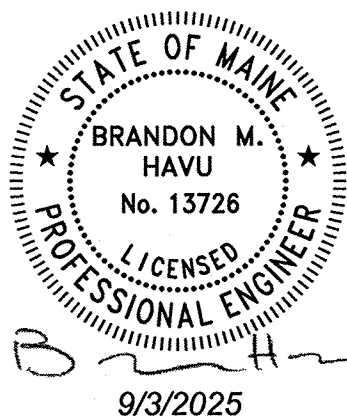
UTILITIES

Central Maine Power Company	Consolidated Communications
Charter Communications, Inc	Town of Dover-Foxcroft Wastewater
Cornerstone Communications	Dover-Foxcroft Water District
	Kruger Energy, Inc.

MAINTENANCE OF TRAFFIC

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

PROJECT LOCATION	Essex Street 0.11 Miles Northeast of State Route 15 (East Main Street) 45°11'1.55"N 69°13'9.31"W
PROGRAM AREA	Bridge
OUTLINE OF WORK	Bridge Replacement



Thornton
Tomasetti



Gorrill Palmer/LJB Inc. Responsible for
Roadway/Approach Plans

WIN 023120.00

2312000

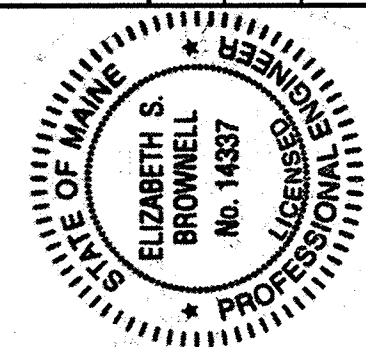
DOVER-FOXCROFT
DOVER BRIDGE
TITLE SHEET

SHEET NUMBER

1

OF 64

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
	ACTING COMMISSIONER	9-15-25
	CHIEF ENGINEER	9-10-25



Signature	SIGNATURE	P.E. NUMBER	DATE
Elizabeth S. Brownell	ELIZABETH S. BROWNELL	14337	9/9/2025

PROJECT INFORMATION				
PROGRAM	BRIDGE	DESIGNER	CONSULTANT	PROJECT RESIDENT
MICHAEL WIGHT	ELIZABETH BROWNELL	THORNTON TOMASETTI		
			CONTRACTOR	PROJECT COMPLETION DATE

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
201.23	REMOVING SINGLE TREE TOP ONLY	12	EA
201.24	REMOVING STUMP	16	EA
201.28	PRUNING SINGLE TREE	5	EA
202.13	REMOVING EXISTING RAILINGS - RETAINED BY DEPARTMENT	60	LF
202.15	REMOVING EXISTING MANHOLE OR CATCH BASIN	7	EA
202.19	REMOVING EXISTING BRIDGE (1950 CY)	1	LS
202.202	REMOVING PAVEMENT SURFACE	400	SY
203.20	COMMON EXCAVATION	1200	CY
203.2318	DISPOSAL OF SPECIAL WASTE	360	T
203.25	GRANULAR BORROW	1340	CY
206.082	STRUCTURAL EARTH EXCAVATION - MAJOR STRUCTURES	1200	CY
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	1000	CY
304.103	AGGREGATE SUBBASE COURSE - GRAVEL, TRUCK MEASURE	30	CY
403.2081	HOT MIX ASPHALT, 12.5 MM NOMINAL MAXIMUM SIZE (POLYMER MODIFIED)	160	T
403.209	HOT MIX ASPHALT, 9.5 MM NOMINAL MAXIMUM SIZE (SIDEWALKS, DRIVES, ISLANDS & INCIDENTALS)	42	T
403.211	HOT MIX ASPHALT, 9.5 MM NOMINAL MAXIMUM SIZE (SHIMMING)	10	T
403.2131	HOT MIX ASPHALT, 12.5 MM NOMINAL MAXIMUM SIZE (BASE AND INTERMEDIATE BASE COURSE)(POLYMER MODIFIED)	210	T
409.15	BITUMINOUS TACK COAT, APPLIED	75	G
501.50	STEEL H-BEAM PILES 89 LB/FT, DELIVERED	750	LF
501.502	ROCK-SOCKETED H-PILES 89 LB/FT, IN PLACE	750	LF
501.804	DRILLING EQUIPMENT MOBILIZATION, ROCK-SOCKETED H-PILE	1	LS
502.219	STRUCTURAL CONCRETE ABUTMENTS AND RETAINING WALLS (475 CY)	1	LS
502.22	STRUCTURAL CONCRETE ABUTMENTS AND RETAINING WALLS (PLACED UNDER WATER)	400	CY
502.239	STRUCTURAL CONCRETE PIERS (310 CY)	1	LS
502.24	STRUCTURAL CONCRETE PIERS (PLACED UNDER WATER)(215 CY)	215	CY
502.26	STRUCTURAL CONCRETE ROADWAY & SIDEWALK SLAB ON STEEL BRIDGES (320 CY)	1	LS
502.291	SAW CUT GROOVING (9188 SF)	1	LS
502.31	STRUCTURAL CONCRETE APPROACH SLABS (21CY)	1	LS
502.49	STRUCTURAL CONCRETE CURBS AND SIDEWALKS (125 CY)	1	LS
502.77	FRP BRIDGE DRAIN - TYPE D	3	EA
502.77	FRP BRIDGE DRAIN - TYPE F	3	EA
503.12	REINFORCING STEEL, FABRICATED AND DELIVERED	53600	LB
503.13	REINFORCING STEEL, PLACING	53600	LB
503.19	LOW-CARBON CHROMIUM REINFORCEMENT, FABRICATED AND DELIVERED	22600	LB
503.20	LOW-CARBON CHROMIUM REINFORCEMENT, PLACING	22600	LB
504.702	STRUCTURAL STEEL FABRICATED AND DELIVERED, WELDED (465,000 LB)	1	LS
504.71	STRUCTURAL STEEL ERECTION (465,000 LB)	1	LS
505.08	SHEAR CONNECTORS (3110 EA)	1	LS
506.9104	THERMAL SPRAY COATING - SHOP APPLIED (465,000 LB)	1	LS
511.07	COFFERDAM (ABUTMENT NO. 1)	1	LS
511.07	COFFERDAM (ABUTMENT NO. 2)	1	LS
511.07	COFFERDAM (PIER)	1	LS
512.081	FRENCH DRAINS (190 LF)	1	LS
515.21	PROTECTIVE COATING FOR CONCRETE SURFACES (1400 SY)	1	LS
519.60	EXPANSION DEVICE - ASPHALTIC PLUG JOINT	55	LF
523.52	BEARING INSTALLATION	15	EA
523.5401	LAMINATED ELASTOMERIC BEARINGS, FIXED	5	EA
523.5402	LAMINATED ELASTOMERIC BEARINGS, EXPANSION	10	EA
524.30	TEMPORARY STRUCTURAL SUPPORT	1	EA
526.301	PORTABLE CONCRETE BARRIER, TYPE 1 (120 LF)	1	LS
526.323	TEXAS CLASSIC RAIL (554 LF)	1	LS
530.30	GFRP REINFORCEMENT BARS, FABRICATED & DELIVERED	65300	LF
530.31	GFRP REINFORCEMENT BARS, PLACED	65300	LF
603.159	12 INCH CULVERT PIPE OPTION III	44	LF
603.169	15 INCH CULVERT PIPE OPTION III	114	LF
603.179	18 INCH CULVERT PIPE OPTION III	46	LF
603.199	24 INCH CULVERT PIPE OPTION III	18	LF
603.76	12 INCH INLET GRATE UNIT	1	EA
604.072	CATCH BASIN TYPE A1-C	3	EA
604.092	CATCH BASIN TYPE B1-C	3	EA
604.245	CATCH BASIN TYPE F4-C	1	EA
604.252	CATCH BASIN TYPE A5-C	1	EA
605.09	6 INCH UNDERDRAIN TYPE B	275	LF
605.11	12 INCH UNDERDRAIN TYPE C	110	LF
606.1301	31"W-BEAM GUARDRAIL - MID-WAY SPLICE - SINGLE FACED	50	LF
606.1303	31"W-BEAM GUARDRAIL - MID-WAY SPLICE, 15' RADIUS AND LESS	25	LF
606.1304	31"W-BEAM GUARDRAIL - MID-WAY SPLICE, OVER 15' RADIUS	59	LF
606.1305	31"W-BEAM GUARDRAIL - MID-WAY SPLICE, FLARED TERMINAL	2	EA
606.1306	31"W-BEAM GUARDRAIL - MID-WAY SPLICE, TANGENT TERMINAL	1	EA
606.1307	BRIDGE TRANSITION (ASYMMETRICAL) - TYPE 1A	4	EA
606.259	ANCHORAGE ASSEMBLY	1	EA
606.353	REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	8	EA
607.163	CHAIN LINK FENCE - 4 FOOT - PVC COATED	85	LF
607.24	REMOVE AND RESET FENCE	120	LF
608.08	REINFORCED CONCRETE SIDEWALK	5	SY
608.26	CURB RAMP DETECTABLE WARNING FIELD	57	SF
609.11	VERTICAL CURB TYPE 1	330	LF
609.12	VERTICAL CURB TYPE 1 - CIRCULAR	12	LF
609.221	TERMINAL CURB TYPE 1	44	LF
609.222	TERMINAL CURB TYPE 1 - CIRCULAR	37	LF
610.08	PLAIN RIPRAP	160	CY
610.18	STONE DITCH PROTECTION	5	CY
610.213	VOID-FILLED HEAVY RIPRAP	1100	CY
613.319	EROSION CONTROL BLANKET	150	SY

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
615.07	LOAM	105	CY
618.13	SEEDING METHOD NUMBER 1	5	UN
618.14	SEEDING METHOD NUMBER 2	4	UN
619.12	MULCH	9	UN
619.14	EROSION CONTROL MIX	30	CY
620.58	EROSION CONTROL GEOTEXTILE	950	SY
626.11	PRECAST CONCRETE JUNCTION BOX	2	EA
626.21	METALLIC CONDUIT	285	LF
626.22	NON-METALLIC CONDUIT	265	LF
626.35	CONTROLLER CABINET FOUNDATION	1	EA
626.421	24-INCH DIAMETER FOUNDATION	21	LF
627.733	4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	2650	LF
627.75	WHITE OR YELLOW PAVEMENT & CURB MARKING	330	SF
627.78	TEMPORARY 4" PAINTED PAVEMENT MARKING LINE, WHITE OR YELLOW	900	LF
629.05	HAND LABOR, STRAIGHT TIME	40	HR
631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	8	HR
631.14	GRADER (INCLUDING OPERATOR)	100	HR
631.15	ROLLER, EARTH AND BASE (INCLUDING OPERATOR)	80	HR
631.172	TRUCK - LARGE (INCLUDING OPERATOR)	80	HR
631.18	CHAIN SAW RENTAL (INCLUDING OPERATOR)	4	HR
631.20	STUMP CHIPPER RENTAL (INCLUDING OPERATOR)	8	HR
631.21	ROAD BROOM (INCLUDING OPERATORS AND HAULER)	40	HR
631.22	FRONT END LOADER (INCLUDING OPERATOR)	8	HR
631.32	CULVERT CLEANER (INCLUDING OPERATORS)	4	HR
634.160	HIGHWAY LIGHTING	1	LS
634.210	CONVENTIONAL LIGHT STANDARD	6	EA
634.25	SERVICE POLE COMPLETE WITH CABINET AND CONTROLLER	1	EA
637.071	DUST CONTROL	1	LS
639.18	FIELD OFFICE, TYPE A	1	EA
643.62	RECTANGULAR RAPID FLASHING BEACONS	1	EA
645.292	REGULATORY, WARNING, CONFIRMATION, AND ROUTE MARKER ASSEMBLY SIGNS TYPE 11	50	SF
652.312	TYPE III BARRICADES	8	EA
652.33	DRUM	50	EA
652.34	CONE	75	EA
652.35	CONSTRUCTION SIGNS	1400	SF
652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES	1	LS
652.38	FLAGGERS	600	HR
652.41	PORTABLE-CHANGEABLE MESSAGE SIGN	3	EA
656.75	TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	1	LS
659.10	MOBILIZATION	1	LS
660.21	ON-THE-JOB TRAINING	1000	HR
801.03	TEST PITS	2	EA

Thornton
Tomasetti

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2312000

WIN
023120.00

5118
BRIDGE PLANS

DOVER BRIDGE
PISCATAQUIS RIVER
DOVER-FOXCROFT PISCATAQUIS COUNTY

ESTIMATED QUANTITIES

SHEET NUMBER

2

OF 64

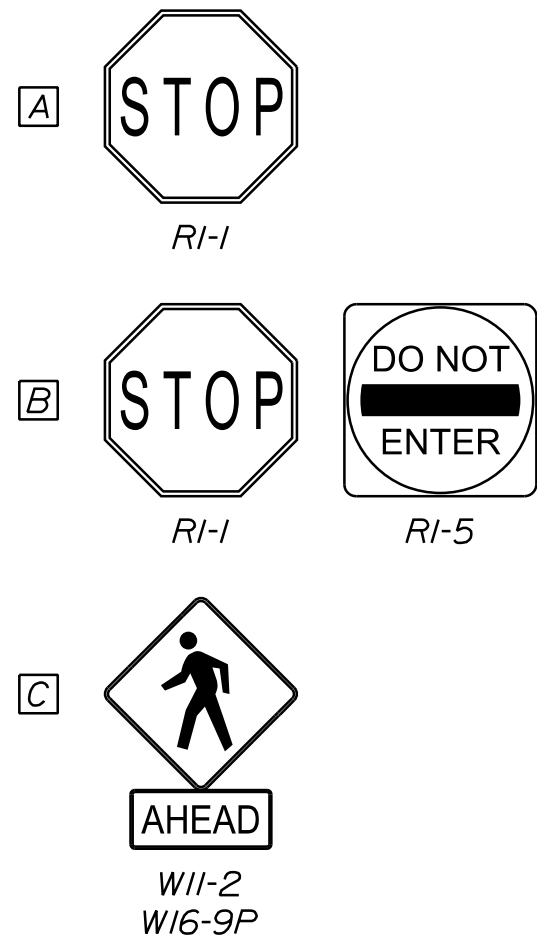
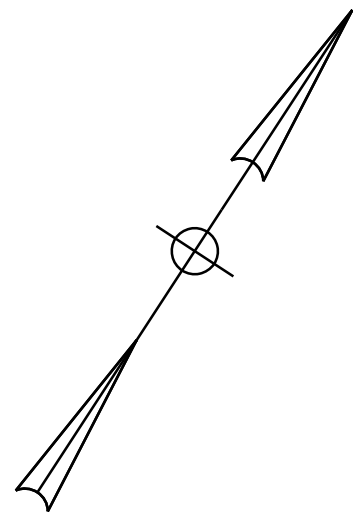
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Division: HIGHWAY

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CURVE DATA #A1
PI = 102+43.43
D = 2°07'19.4"
Δ = 3°16'56.1" Rt.
R = 2700.00'
L = 154.67'
T = 77.36'
E = 1.11'

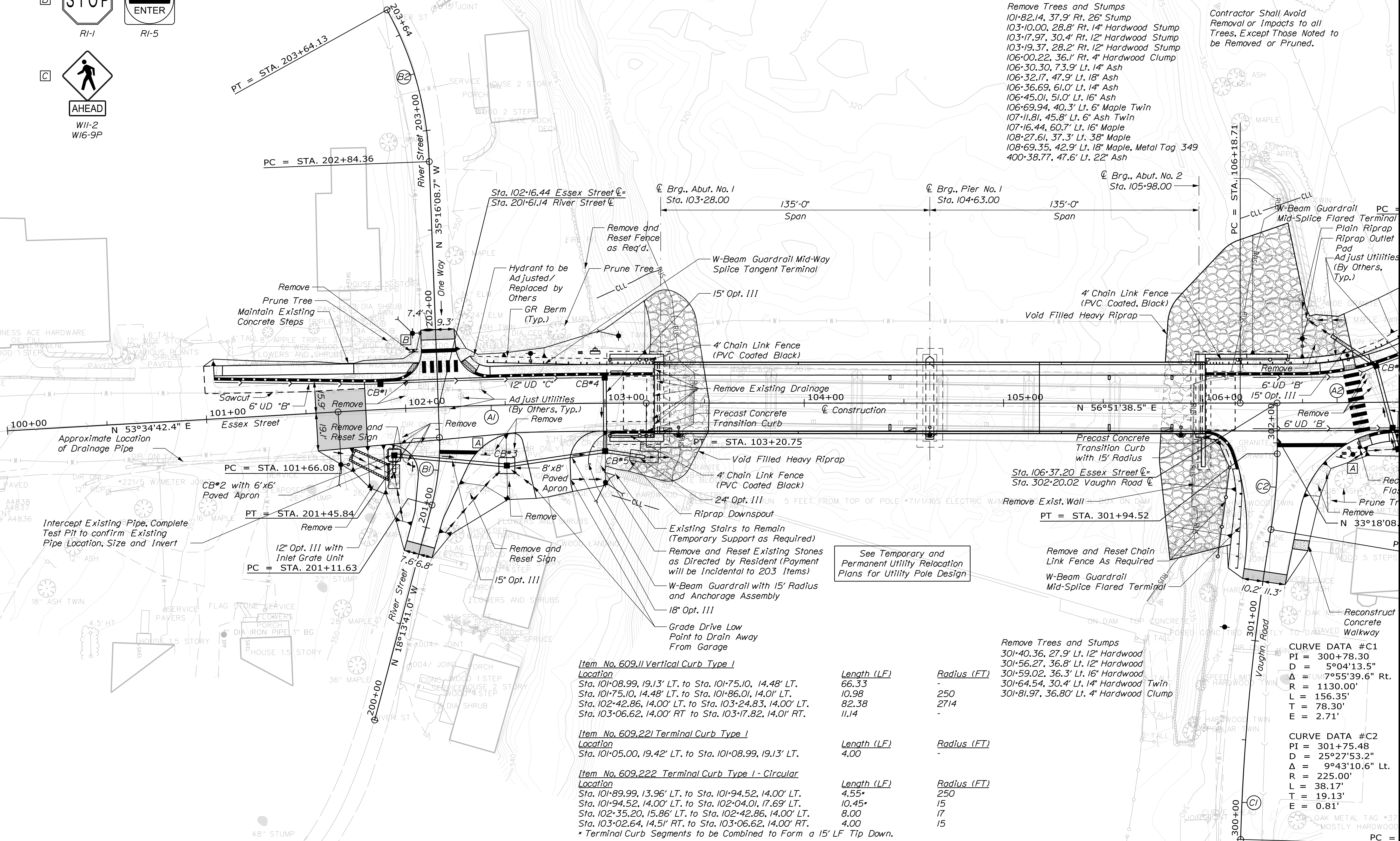
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PI = 107+49.87
D = 0°52'53.3"
Δ = 2°18'42.9" Lt.
R = 6500.00'
L = 262.28'
T = 131.16'
E = 1.32'

CURVE DATA #B1
PI = 201+28.86
D = 49°49'20.7"
Δ = 17°02'27.7" Lt.
R = 115.00'
L = 34.20'
T = 17.23'
E = 1.28'

CURVE DATA #B2
PI = 203+24.99
D = 33°42'12.2"
Δ = 26°53'00.0" Lt.
R = 170.00'
L = 79.76'
T = 40.63'
E = 4.79'

Remove Trees and Stumps
101+82.14, 37.9' Rt. 26" Stump
103+10.00, 28.8' Rt. 14" Hardwood Stump
103+17.97, 30.4' Rt. 12" Hardwood Stump
103+19.37, 28.2' Rt. 12" Hardwood Stump
106+00.22, 36.1' Rt. 4" Hardwood Clump
106+30.30, 73.9' Lt. 14" Ash
106+32.17, 47.9' Lt. 18" Ash
106+36.69, 61.0' Lt. 14" Ash
106+45.01, 51.0' Lt. 16" Ash
106+69.94, 40.3' Lt. 6" Maple Twin
107+11.81, 45.8' Lt. 6" Ash Twin
107+16.44, 60.7' Lt. 16" Maple
108+27.61, 37.3' Lt. 38" Maple
108+69.35, 42.9' Lt. 18" Maple, Metal Tag 349
400+38.77, 47.6' Lt. 22" Ash

Contractor Shall Avoid
Removal or Impacts to all
Trees, Except Those Noted to
be Removed or Pruned.



Item No. 609.11 Vertical Curb Type I
Location
Sta. 101+08.99, 19.13' LT. to Sta. 101+75.10, 14.48' LT.
Sta. 101+75.10, 14.48' LT. to Sta. 101+86.01, 14.01' LT.
Sta. 102+42.86, 14.00' LT. to Sta. 103+24.83, 14.00' LT.
Sta. 103+06.62, 14.00' RT. to Sta. 103+17.82, 14.01' RT.

Length (LF)	Radius (FT)
66.33	-
10.98	250
82.38	2714
11.14	-

Item No. 609.221 Terminal Curb Type I
Location
Sta. 101+05.00, 19.42' LT. to Sta. 101+08.99, 19.13' LT.

Length (LF)	Radius (FT)
4.00	-

Item No. 609.222 Terminal Curb Type I - Circular
Location
Sta. 101+89.99, 13.96' LT. to Sta. 101+94.52, 14.00' LT.
Sta. 101+94.52, 14.00' LT. to Sta. 102+04.01, 17.69' LT.
Sta. 102+35.20, 15.86' LT. to Sta. 102+42.86, 14.00' LT.
Sta. 103+02.64, 14.51' RT. to Sta. 103+06.62, 14.00' RT.
* Terminal Curb Segments to be Combined to Form a 15' LF Tip Down.

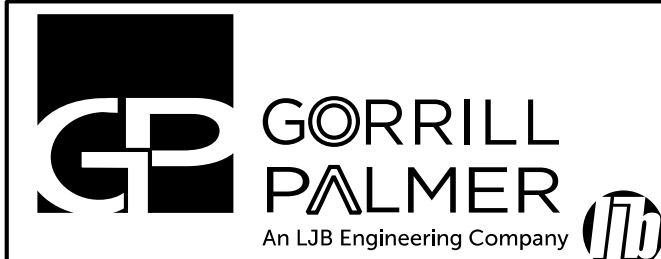
Length (LF)	Radius (FT)
4.55	250
10.45	15
8.00	17
4.00	15

Remove Trees and Stumps
301+40.36, 27.9' Lt. 12" Hardwood
301+56.27, 36.8' Lt. 12" Hardwood
301+59.02, 36.3' Lt. 16" Hardwood
301+64.54, 30.4' Lt. 14" Hardwood Twin
301+81.97, 36.80' Lt. 4" Hardwood Clump

CURVE DATA #C1
PI = 300+78.30
D = 5°04'13.5"
Δ = 7°55'39.6" Rt.
R = 1130.00'
L = 156.35'
T = 78.30'
E = 2.71'

CURVE DATA #C2
PI = 301+75.48
D = 25°27'53.2"
Δ = 9°43'10.6" Lt.
R = 225.00'
L = 38.17'
T = 19.13'
E = 0.81'

PLAN



Gorrill Palmer, an LJB Engineering Company
GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

**Thornton
Tomasetti**

STATE OF MAINE	2312000	WIN	023120.00	5118
DEPARTMENT OF TRANSPORTATION				

DATE	BY	REVISION	DESCRIPTION
08/25	L. BENTLEY	1	DESIGN-DETAILED
08/25	L. BENTLEY	2	DESIGN-DETAILED
08/25	L. BENTLEY	3	DESIGN-DETAILED
08/25	L. BENTLEY	4	DESIGN-DETAILED

DOVER BRIDGE	GENERAL PLANS
PISCATAQUIS RIVER	
DOVER-FOXCROFT	
PISCATAQUIS COUNTY	

SHEET NUMBER	4
OF 64	

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CURVE DATA #B2
PI = 203+24.99
D = 33°42'12.2"
Δ = 26°53'00.0" Lt.
R = 170.00'
L = 79.76'
T = 40.63'
E = 4.79'

Remove Trees and Stumps
101-82.14, 37.9' Rt. 26' Stump
103-100.00, 28.8' Rt. 14' Hardwood Stump
103-17.97, 30.4' Rt. 12' Hardwood Stump
103-19.37, 28.2' Rt. 12' Hardwood Stump
106-00.22, 36.1' Rt. 4' Hardwood Clump
106-30.30, 73.9' Lt. 14' Ash
106-32.17, 47.9' Lt. 18' Ash
106-36.69, 61.0' Lt. 14' Ash
106-45.01, 51.0' Lt. 16' Ash
106-69.94, 40.3' Lt. 6' Maple Twin
107-11.81, 45.8' Lt. 6' Ash Twin
107-16.44, 60.7' Lt. 16' Maple
108-27.61, 37.3' Lt. 38' Maple
108-69.35, 42.9' Lt. 18' Maple, Metal Tag 349
400-38.77, 47.6' Lt. 22' Ash

*Contractor Shall Avoid
Removal or Impacts to all
Trees, Except Those Noted to
be Removed or Pruned.*

CURVE DATA #D1
PI = 400+94.91
D = 26°38'57.1"
Δ = 29°01'15.4" Lt.
R = 215.00'
L = 108.90'
T = 55.64'
E = 7.08'

CURVE DATA #D2
PI = 402+84.36
D = 22°28'08.2"
Δ = 28°23'19.2" Lt.
R = 255.00'
L = 126.35'
T = 64.50'
E = 8.03'

CURVE DATA #C1
PI = 300+78.30
D = 5°04'13.5"
Δ = 7°55'39.6" Rt.
R = 1130.00'
L = 156.35'
T = 78.30'
E = 2.71'

CURVE DATA #C2
PI = 301+75.48
D = 25°27'53.2"
Δ = 9°43'10.6" Lt.
R = 225.00'
L = 38.17'
T = 19.13'
E = 0.81'

Item No. 609.11 Vertical Curb Type I

Length (LF)Radius (FT)

Item No. 609.12 Vertical Curb Type I - Circular

Length (LF)

Radius (FT)

Item No. 609.221 Terminal Curb Type

Length (LF)

Radius (FT)

Item No. 609.222 Terminal Curb Type I - Circular

Length (LF)

Radius (FT)

PLAN



Gorrill Palmer, an LJB Engineering Company
GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

Thornton Tomasetti

STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

2312000

WIN

023120.00

BRIDGE PLANS

PROJ. MANAGER	M. WIGHT	BY	DATE
DESIGN-DETAILED	M. RICHARD	L. BENTLEY	08/25
CHECKED-REVIEWED	B. HAVU	-	-
DESIGN-DETAIL D2	-	-	08/25
DESIGNS-DETAILED 3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

DOVER BRIDGE
 PISCATAQUIS RIVER
 DOVER-FOXCROFT PISCATAQUIS COUNTY
 GENERAL PLANS

SHEET NUMBER

5

OF 64

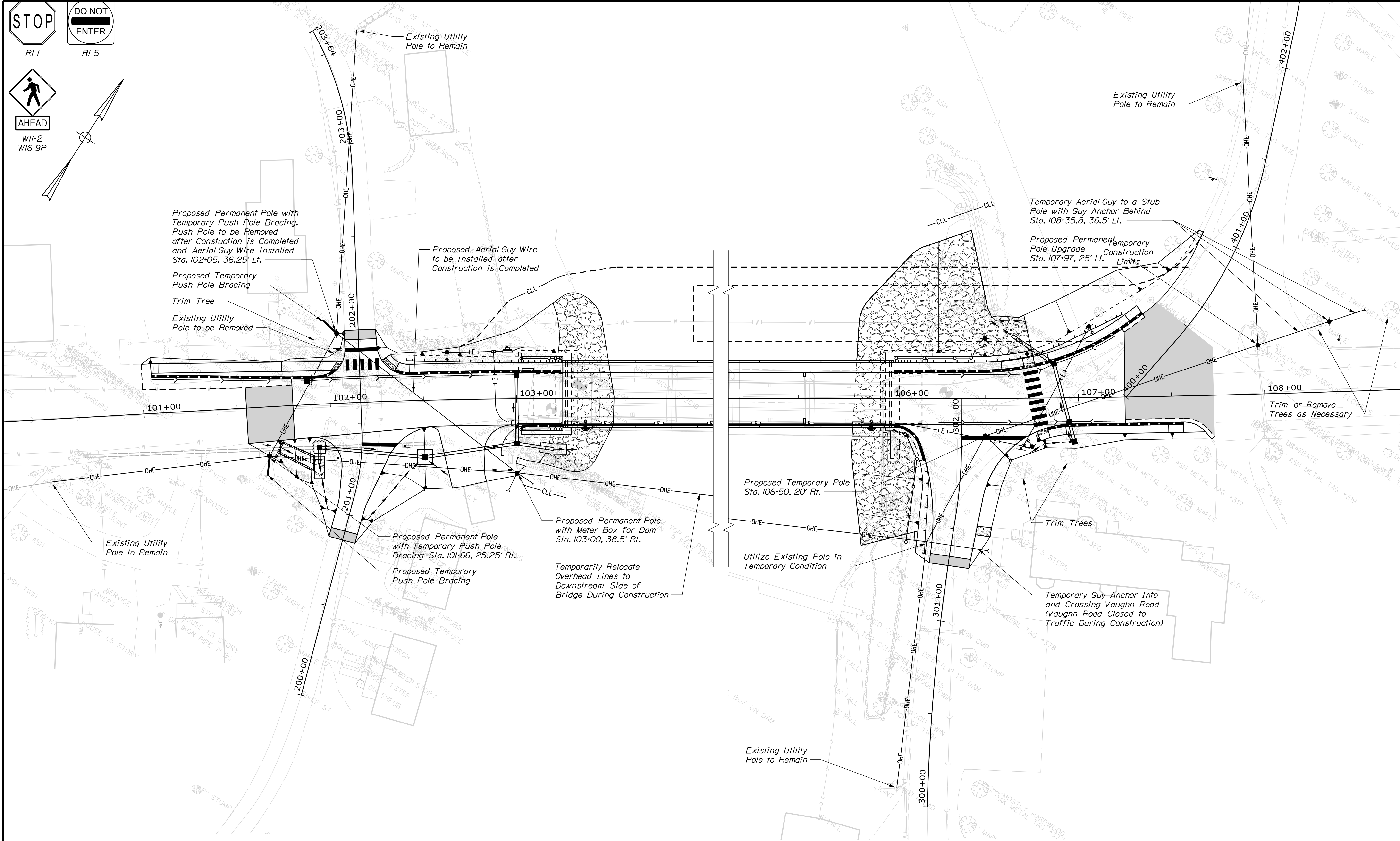
Date:8/27/2025

Username: common

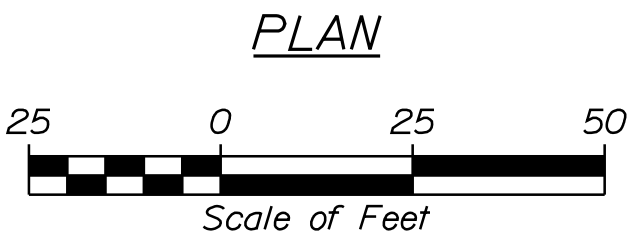
Division: BRIDGE

Filename: ... \MSTAN006_UTPlan_Temp_01.dgn

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TEMPORARY UTILITY RELOCATION PLAN - DURING CONSTRUCTION



DRAFT PLAN
LOCATIONS SUBJECT
TO CHANGE

Thornton
Tomasetti

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		2312000		WIN		023120.00		BRIDGE PLANS	
DOVER BRIDGE		PISCATAQUIS RIVER		DOVER-FOXCROFT		PISCATAQUIS COUNTY		TEMPORARY		UTILITY RELOCATION PLAN	
PROJECT MANAGER		BY		DATE		SIGNATURE		P.E. NUMBER		DATE	
DESIGNED-DETAILED		T. WARREN		8/22/25							
CHECKED-REVIEWED		T. LANDRY		8/22/25							
DESIGNED-DETAILED											
REVISIONS 1											
REVISIONS 2											
REVISIONS 3											
REVISIONS 4											
FIELD CHANGES											
SHEET NUMBER		6		OF 64							

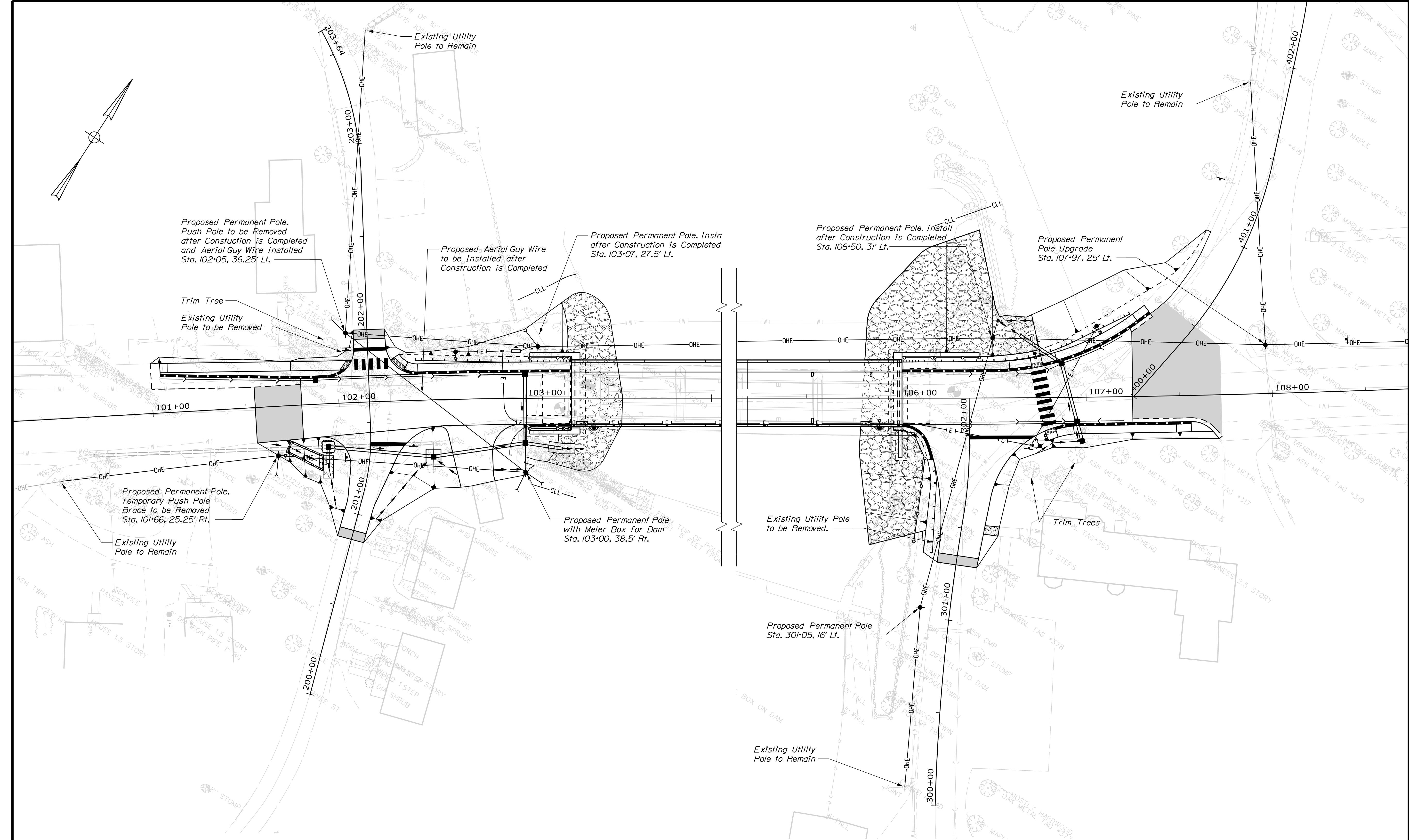
Date:8/27/2025

Username: common

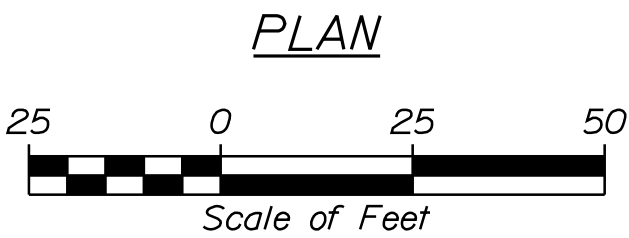
Division: BRIDGE

Filename: ... \MSTAN007_UTPlan_Perm_01.dgn

\$FILE1\$



PERMANENT UTILITY RELOCATION PLAN



DRAFT PLAN
LOCATIONS SUBJECT
TO CHANGE

Thornton
Tomasetti

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		2312000		WIN		023120.00		BRIDGE PLANS	
DOVER BRIDGE		PISCATAQUIS RIVER		DOVER-FOXCROFT		PISCATAQUIS COUNTY		PERMANENT		UTILITY RELOCATION PLAN	
PROJECT MANAGER		BY		DATE		SIGNATURE		P.E. NUMBER		DATE	
DESIGNED-DETAILED		T. WARREN		8/22/25							
CHECKED-REVIEWED		B. HAYU		8/22/25							
DESIGNED-DETAILED											
DESIGNED-DETAILED											
REVISIONS 1											
REVISIONS 2											
REVISIONS 3											
REVISIONS 4											
FIELD CHANGES											
SHEET NUMBER		7		OF 64							

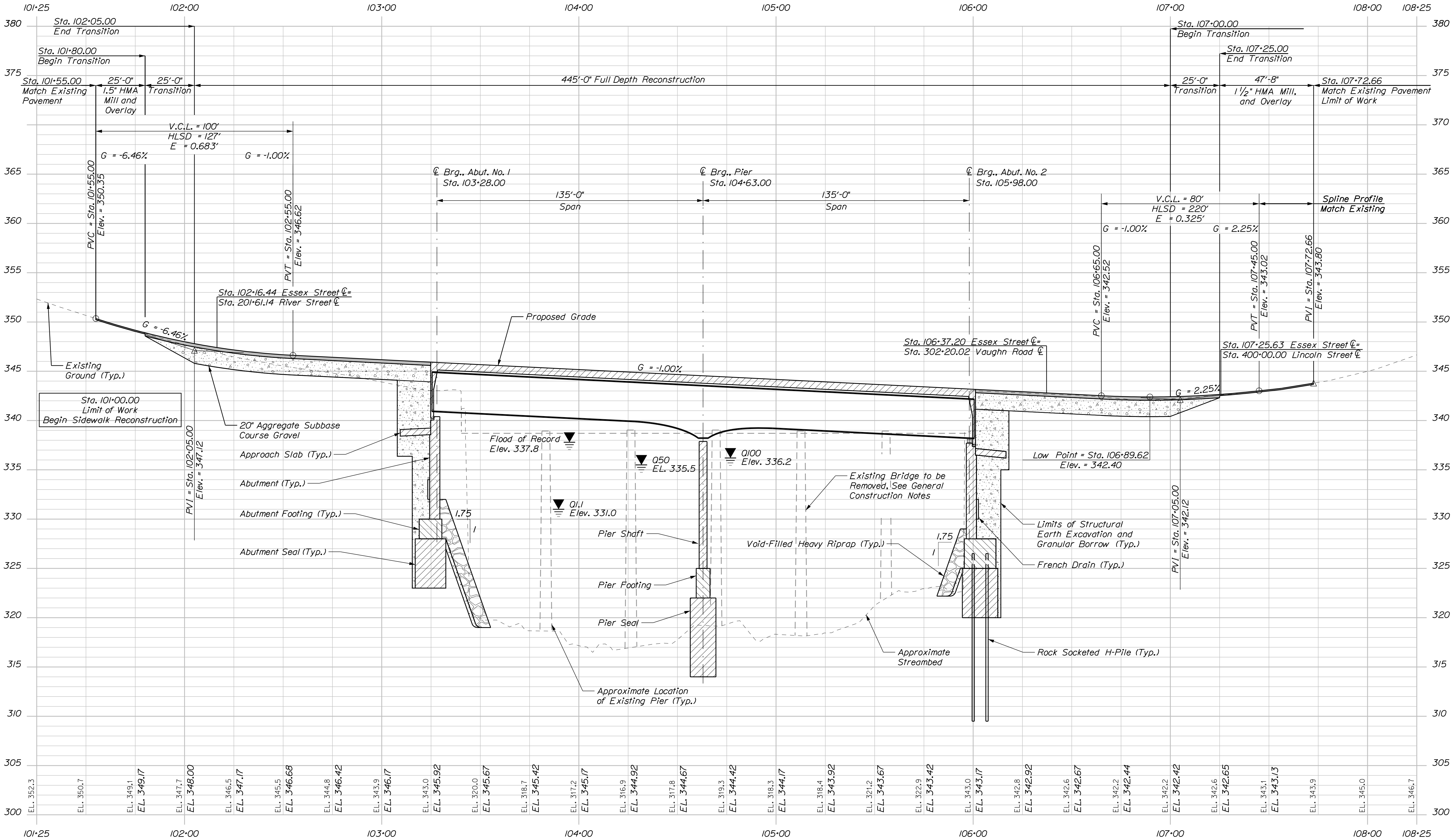
Date: 8/27/2025

Username: common

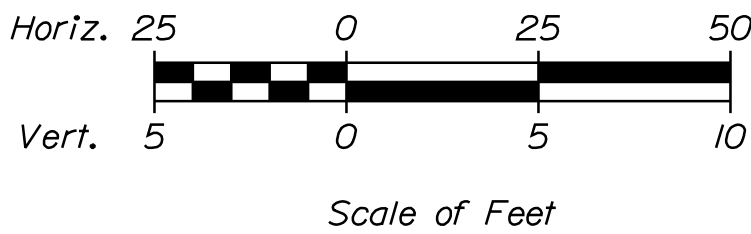
Division: BRIDGE

Filename: ... \BRIDGE\MSTA\008_Profile_01.dgn

\$FILEL\$



ESSEX STREET PROFILE
PROFILE



Gorrill Palmer, an LJB Engineering Company
GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

**Thornton
Tomasetti**

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2312000
WIN
023120.00
5118
BRIDGE PLANS

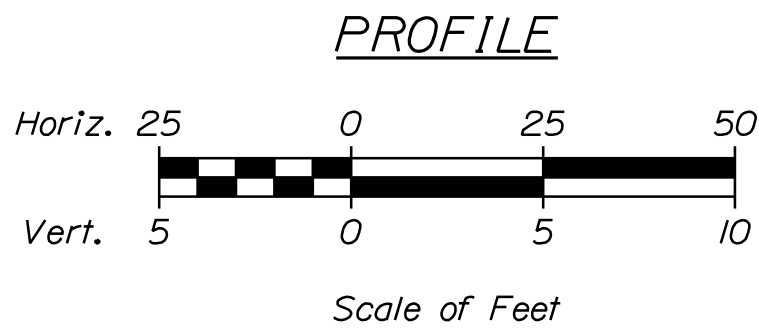
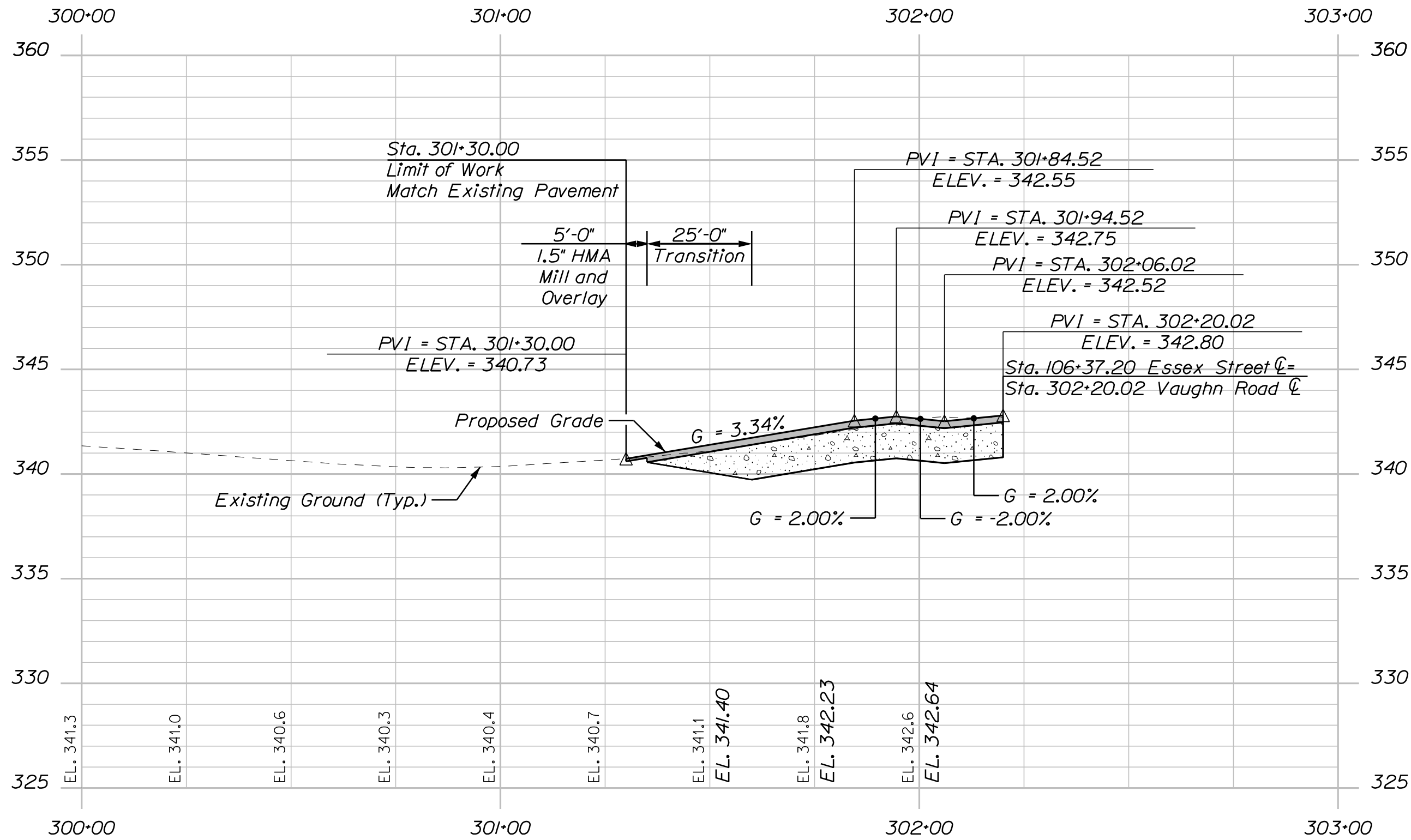
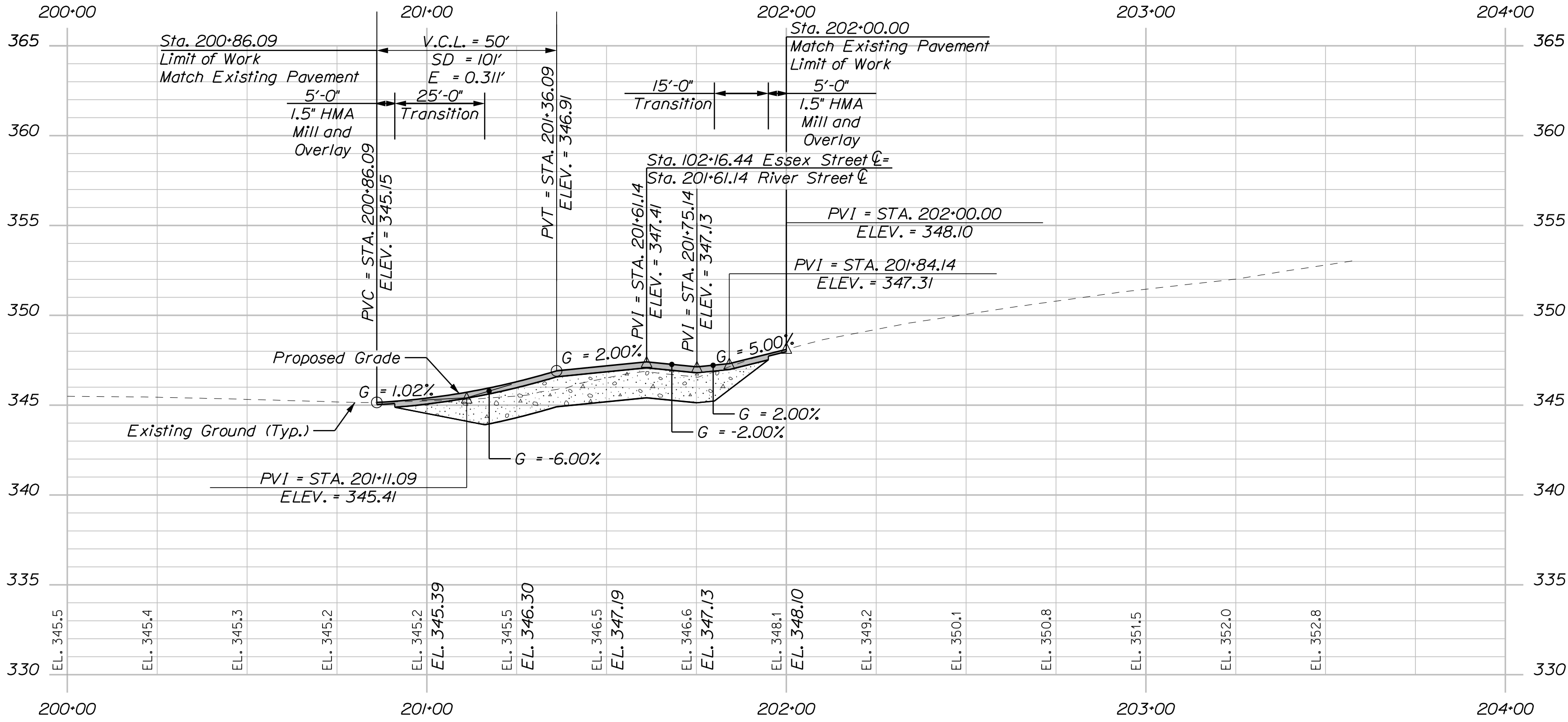
PROJ. MANAGER	BY	DATE	SIGNATURE
CHECKED-DETAILED	D. BURGESS	8/22/25	
CHECKED-REVIEWED	E. BROWNELL	8/22/25	
DESIGNED-DETAILED			
DESIGNED-REVIEWED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

DOVER BRIDGE
PISCATAQUIS RIVER
DOVER-FOXCROFT PISCATAQUIS COUNTY
PROFILES

SHEET NUMBER

8

OF 64



Gorrill Palmer, an LJB Engineering Company
GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

**Thornton
Tomasetti**

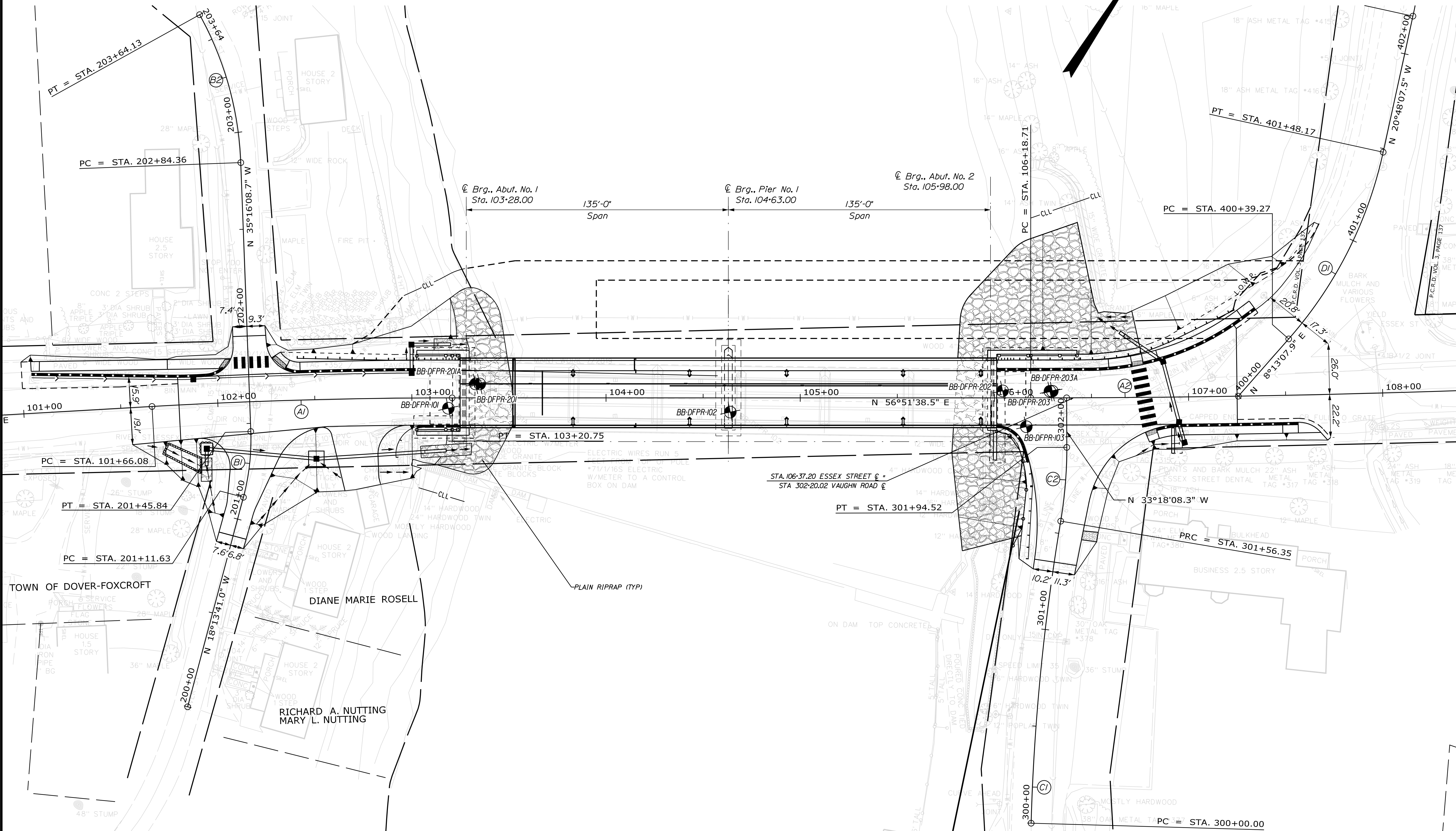
DOVER BRIDGE PISCATAQUIS RIVER DOVER-FOXCROFT PISCATAQUIS COUNTY					PROJ. MANAGER		M. WIGHT	BY	DATE
PROFILES					DESIGN-DETAILED		M. RICHARD	L. BENTLEY	08/25
					CHECKED-REVIEWED		B. HAVU	-	08/25
					DESIGN2-DETAILED2		-	-	-
					DESIGN3-DETAILED3		-	-	-
					REVISIONS 1		-	-	P.E. NUMBER
					REVISIONS 2		-	-	-
					REVISIONS 3		-	-	-
					REVISIONS 4		-	-	DATE
					FIELD CHANGES		-	-	-
							-	-	-
STATE OF MAINE DEPARTMENT OF TRANSPORTATION					2312000				
					WIN 023120.00				
					5118 BRIDGE PLANS				

Date:8/19/2025

Username: common

Division: SURVEY

Filename: ... \00_CAD\DGN\002_CeoPlan_1.dgn



LEGEND

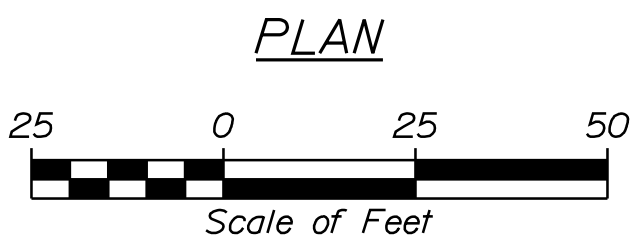
 CASED WASHED BORINGS

SOURCE

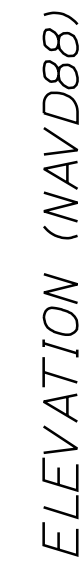
Base plan is developed from electronic files (borings.dgn, rwplan.dgn, text.dgn, topo.dgn) provided to GEI by Thornton Tamasetti on February 16, 2024 and from electronic files (z_pier.dgn, z_abutments.dgn, z_superstructure.dgn, Bridge.dgn, alignments.dgn) provided to GEI by Thornton Tamasetti on April 30, 2025.

NOTES

- Borings BB-DFPR-101 through BB-DFPR-103 were drilled by New England Boring Contractors of Hermon, Maine between November 2 and November 5, 2021 and observed by GEI personnel.
- Borings BB-DFPR-201 through BB-DFPR-203A were drilled by New England Boring Contractors of Hermon, Maine between January 2 and January 8, 2024 and observed by GEI personnel.
- As-drilled boring locations were surveyed by MaineDOT and provided to GEI.



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
DOVER BRIDGE		SIGNATURE	
PISCATAQUIS RIVER		P.E. NUMBER	
DOVER-FOXCROFT		DATE	
PISCATAQUIS COUNTY		BRIDGE PLANS	
BORING LOCATION PLAN		WIN	
SHEET NUMBER		023120.00	
10		5118	
OF 64			



PROFILE

Date:8/19/2025

Username: common

Division: SURVEY

Filename: ... \DCNV004_BoringLogs_1.dgn

Maine Department of Transportation

Soil/Back Exploration Log

US CUSTOMER UNITS

Project: Dover Bridge #5118 carries Essex St over Piscataquis River

Location: Dover-Foxcroft, Maine

Boring No.: BB-BFPR-101

WIN 23120.00

Driller: New England Boring Contractors

Elevation (ft.): 343.2

Auger: 18"IDB

10 4.25"/ID 7.625"

Operator: M. Porter

Datum: NAVD88

Sampler: Split Spoon

Logged By: B. Pelletier

Rig Type: Mobile B-53

Rig Type: Mobile B-53

Date Start/Finish: 11-2-2021, 09:05-15:26

Drilling Method: Drive & Wash

Core Barrel: ND-2"

Boring Location: N 613748 57 E 161991.32

Casing TB/DD: 3.00/3.30 (TW), 4.00/4.30 (HW)

Water Level*: Not Measured

Hammer Efficiency Factor: 0.924

Hammer Type: Automatic S2 Hydraulic C3

Stop & Catched C3

Termination:
S = Split Spoon Sample
W = Unsuccessful Split Spoon Sample Attempt
U = Unsuccessful Thin Wall Tube Sample Attempt
N = First Hole Shear Test, PP = Pocket Penetration Test
M = Unsuccessful First Hole Shear Test Attempt
MSP = Weight of Hole or Casing

S = Back Core Sample
SA = Split Spoon Auger
SMA = Hollow Stem Auger
W = Unsuccessful Thin Wall Tube Sample Attempt
N = First Hole Shear Test, PP = Pocket Penetration Test
M = Unsuccessful First Hole Shear Test Attempt
MSP = Weight of Hole or Casing

Sum = Field/Retained First Hole Shear Strength (psi)
T₅₀ = Pocket Torque Shear Strength (psi)
T₁₀₀ = Lab Torque Shear Strength (psi)
W₅₀ = Unconsolidated Split Spoon Sample Attempt
W₁₀₀ = Unconsolidated Split Spoon Sample Attempt
W₁₀₀ = Unconsolidated Split Spoon Sample Attempt
W₁₀₀ = Unconsolidated Split Spoon Sample Attempt
W₁₀₀ = Unconsolidated Split Spoon Sample Attempt
W₁₀₀ = Unconsolidated Split Spoon Sample Attempt

W₅₀ = Water Content, percent
W₁₀₀ = Liquid Limit
W₅₀ = Plasticity Index
W₁₀₀ = Plasticity Index
W₁₀₀ = Plasticity Index
W₁₀₀ = Plasticity Index

Visual Description and Remarks

Laboratory Testing Result/ASHTO and Unified Class

10 24/12 1.0 - 3.0 12/12/10/9 22 34

10 24/12 1.0 - 3.0 12/12/10/9 22 34

20 20/10 5.0 - 6.7 20/10/5/10/10/21 90 139

30 24/18 10.0 - 12.0 3/3/4/5 7 11 34

40 24/0 13.0 - 15.0 3/3/2/2/4 5 8 27

50 57.6/54 19.0 - 23.9 R00 = 83%

60 0.2/0.2 23.8 - 23.8 R00 = 0%

70 24/18 24.0 - 26.0 R00 = 45%

80 48/43 26.0 - 30.0 R00 = 73%

90 48/40 30.0 - 34.0 R00 = 46%

100 60/60 34.0 - 39.0 R00 = 72%

110 60/60 41.3 - 46.3 R00 = 100%

120 36/36 46.3 - 49.3 R00 = 97%

130 49.3 - 49.3 R00 = 97%

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Maine Department of Transportation Soil/Bore Exploration Log US CUSTOMER UNITS				Project: Dover Bridge #5118 carries Essex St over Piscataquis River Location: Dover-Foxcroft, Maine		Boring No.: BB-DFPR-201	
US CUSTOMER UNITS				WIN		23120.00	
Driller: New England Boring Contractors		Elevation (ft.): 343.0		Auger ID/DD: 4.5" SSA			
Operator: G. McBoagel		Datum: NAVD88		Sampler: Standard Split Spoon			
Logger: S. Cervasi		Rig Type: Mobile B-53		Hammer Wt./Fall: 140 lbs/30"			
Date Start/Finish: 1/2/2024, 09:00-13:00		Drilling Method: Spin & Wash		Core Barrel: ND-2"			
Boring Location: N 613768.00, E 1613996.09		Casing ID/DD: HA-4" & WA-3"		Water Level: NM			
Hammer Efficiency Factor: 0.765		Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		Automatic ☒ Hydraulic ☐ Rope & Cathead ☐			
Notes: 1. Automatic hammer NEBC B-28 Energy Transfer Ratio = 0.765 2. Advance SSA to 4.0 ft. switch to Spin & Wash using 4" casing. 3" casing broke at 17 ft. 3. Water level not measured 4. Borehole backfilled with gravel and patched with cold patch asphalt 5. Offset approximately 2.1 feet west to drill boring BB-DFPR-201A							
Stratification lines represent approximate boundaries between soil types. Transitions may be gradual. * Water level readings have been made at time and under conditions stated. Gravitational fluctuations may occur due to conditions other than those present at the time measurements were made.							
Page 1 of 1 Boring No.: BB-DFPR-201							

Maine Department of Transportation Soil/Bore Exploration Log US CUSTOMER UNITS				Project: Dover Bridge #5118 carries Essex St over Piscataquis River Location: Dover-Foxcroft, Maine		Boring No.: BB-DFPR-201A	
US CUSTOMER UNITS				WIN		23120.00	
Driller: New England Boring Contractors		Elevation (ft.): 343.1		Auger ID/DD: 4.5" SSA			
Operator: G. McBoagel		Datum: NAVD88		Sampler: Standard Split Spoon			
Logger: S. Cervasi		Rig Type: Mobile B-53		Hammer Wt./Fall: 140 lbs/30"			
Date Start/Finish: 1/2/24 13:00 - 1/3/24 15:00		Drilling Method: Spin & Wash		Core Barrel: ND-2"			
Boring Location: N 613768.88, E 1613996.29		Casing ID/DD: HA-4" & WA-3"		Water Level: NM			
Hammer Efficiency Factor: 0.765		Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		Automatic ☒ Hydraulic ☐ Rope & Cathead ☐			
Notes: 1. Automatic hammer NEBC B-28 Energy Transfer Ratio = 0.765 2. Advance SSA to 5 ft. switch to Spin & Wash using 4" casing at 5 ft. Telescoped 3" casing for coring. 3. Water levels measured at end of drilling. River level at 18.9 ft from top of bridge deck. 4. Borehole backfilled with gravel and patched with cold patch asphalt.							
Stratification lines represent approximate boundaries between soil types. Transitions may be gradual. * Water level readings have been made at time and under conditions stated. Gravitational fluctuations may occur due to conditions other than those present at the time measurements were made.							
Page 1 of 1 Boring No.: BB-DFPR-201A							

Maine Department of Transportation Soil/Bore Exploration Log US CUSTOMER UNITS				Project: Dover Bridge #5118 carries Essex St over Piscataquis River Location: Dover-Foxcroft, Maine		Boring No.: BB-DFPR-202	
US CUSTOMER UNITS				WIN		23120.00	
Driller: New England Boring Contractors		Elevation (ft.): 342.8		Auger ID/DD: 4.5" SSA			
Operator: G. McBoagel		Datum: NAVD88		Sampler: Standard Split Spoon			
Logger: S. Cervasi		Rig Type: Mobile B-53		Hammer Wt./Fall: 140 lbs/30"			
Date Start/Finish: 1/4/24 8:37 - 1/5/24 12:40		Drilling Method: Spin & Wash		Core Barrel: ND-2"			
Boring Location: N 613768.29, E 1616255.51		Casing ID/DD: HA-4" & WA-3"		Water Level: NM			
Hammer Efficiency Factor: 0.765		Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		Automatic ☒ Hydraulic ☐ Rope & Cathead ☐			
Notes: 1. Automatic hammer NEBC B-28 Energy Transfer Ratio = 0.765 2. Advance SSA to 9 ft. Switch to Spin & Wash using 4" casing. Telescoped 3" at 19 ft. 3. Water levels measured at end of drilling. River level at 18.0 ft from top of bridge deck. 4. Borehole backfilled with gravel and patched with cold patch asphalt.							
Stratification lines represent approximate boundaries between soil types. Transitions may be gradual. * Water level readings have been made at time and under conditions stated. Gravitational fluctuations may occur due to conditions other than those present at the time measurements were made.							
Page 1 of 1 Boring No.: BB-DFPR-202							

STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

2312000

WIN

023120.00

BRIDGE PLANS

DOVER BRIDGE

PISCATAQUIS RIVER

DOVER-FOXCROFT PISCATAQUIS COUNTY

BORING LOGS SHEET 2 OF 3

SHEET NUMBER

13

OF 64

NOT TO SCALE

Shld = Shoulder
GR = Guardrail

Date:8/22/2025

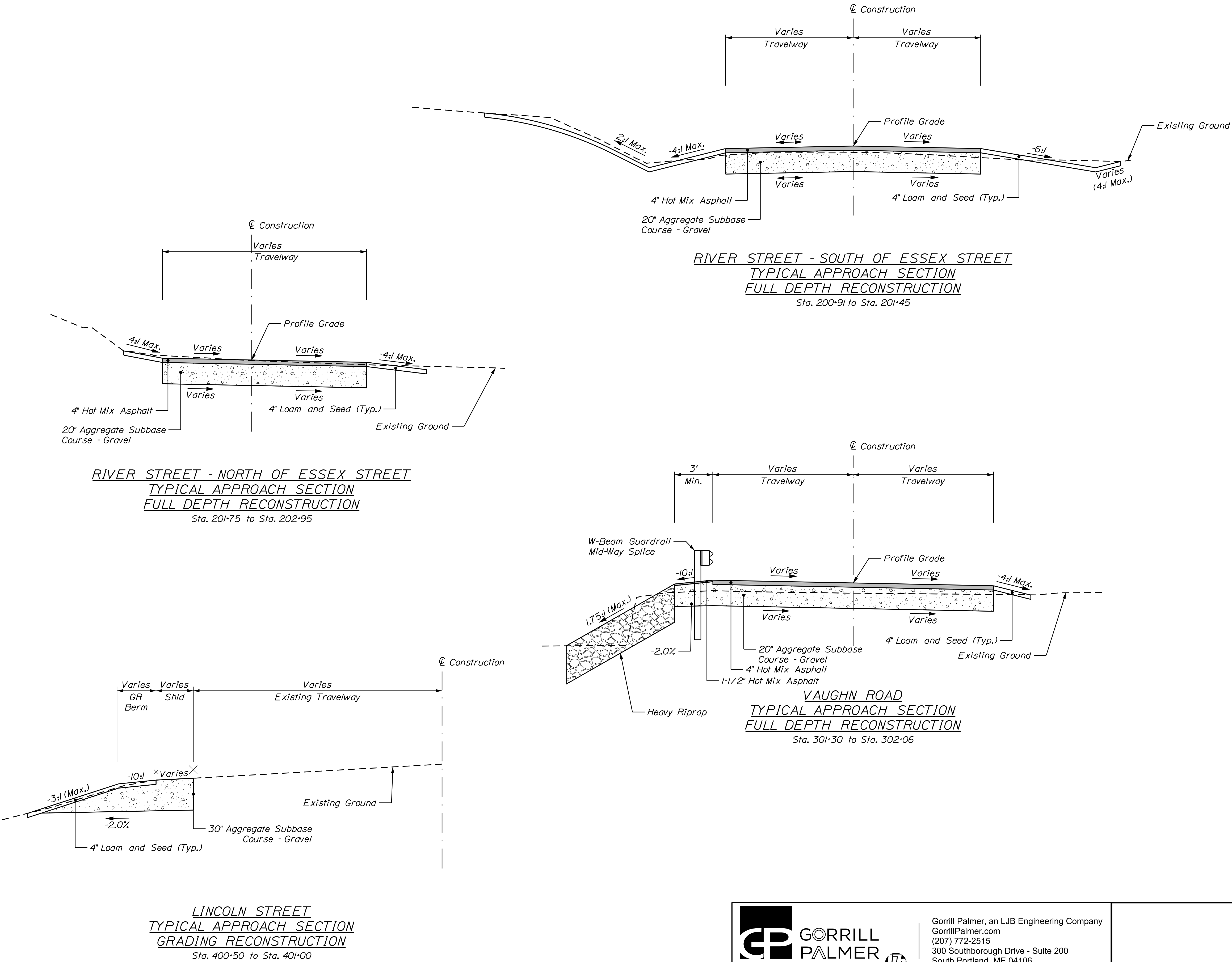
Username: Brandon.Havu

Division: HIGHWAY

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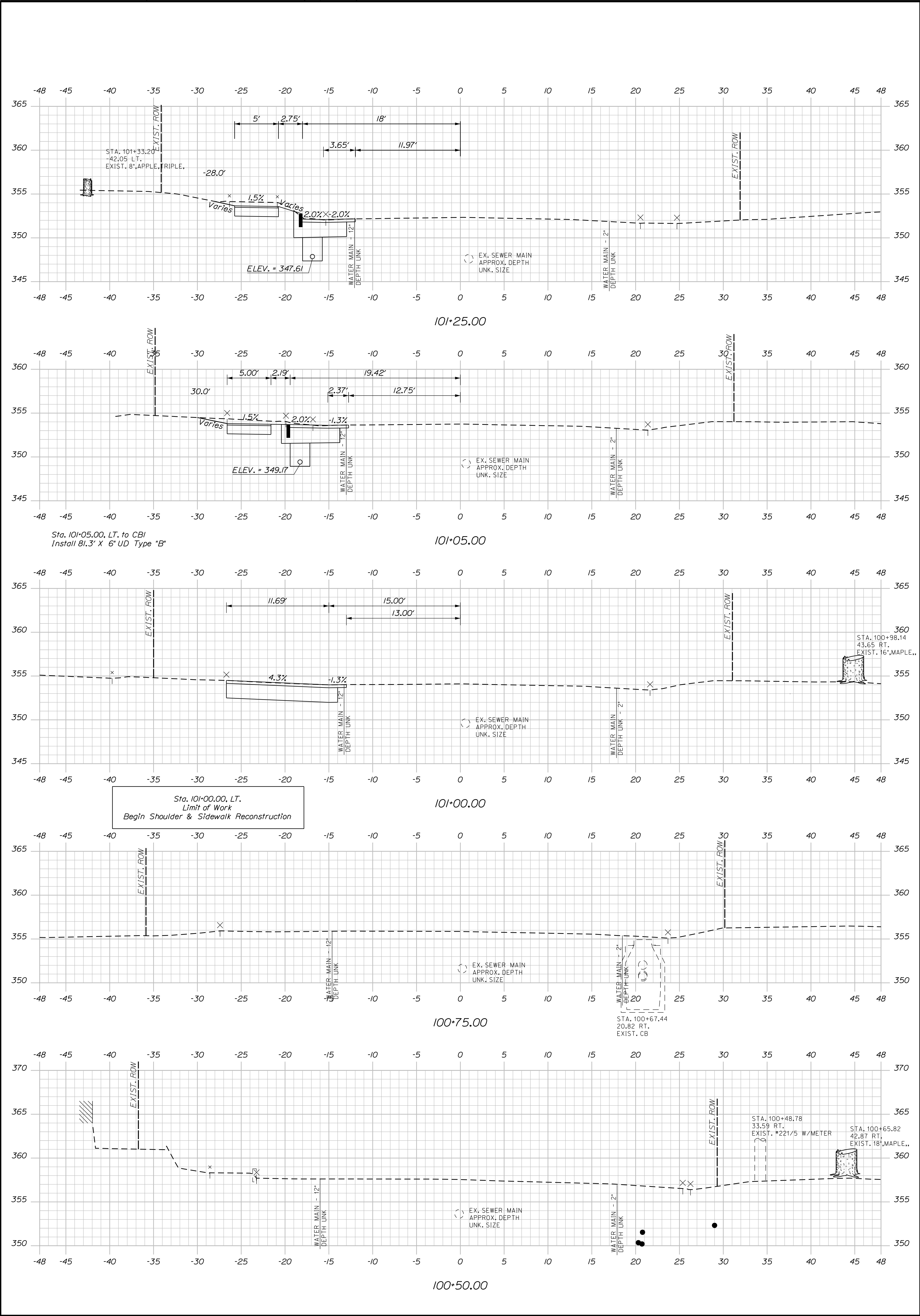
NOT TO SCALE



Gorrill Palmer, an LJB Engineering Company
GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	2312000		WIN		023120.00		BRIDGE PLANS	
	SIGNATURE		P.E. NUMBER		DATE		5118	
	DATE		BY		M. WIGHT		FIELD CHANGES	
DOVER BRIDGE PISCATAQUIS RIVER DOVER-FOXCROFT PISCATAQUIS COUNTY	DESIGN-DETAILED	M. RICHARD	L. BENTLEY	08/25	08/25	08/25	08/25	08/25
	CHECKED-REVIEWED	B. HAVU	-	-	-	-	-	-
	DESIGN-DETAILED	-	-	-	-	-	-	-
	DESIGN-DETAILED	-	-	-	-	-	-	-
	REVISIONS 1	-	-	-	-	-	-	-
TYPICAL SECTIONS	REVISIONS 2	-	-	-	-	-	-	-
	REVISIONS 3	-	-	-	-	-	-	-
	REVISIONS 4	-	-	-	-	-	-	-
	FIELD CHANGES	-	-	-	-	-	-	-
	FIELD CHANGES	-	-	-	-	-	-	-
SHEET NUMBER		16		OF 64				

U:\\Thornton Tomasetti\\4139_Dover Bridge Phase II, Dover Foxcroft\\Z - CAD\\00\\Highway\\Xsect.dgn



Sta. 100+50.00 to Sta. 101+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

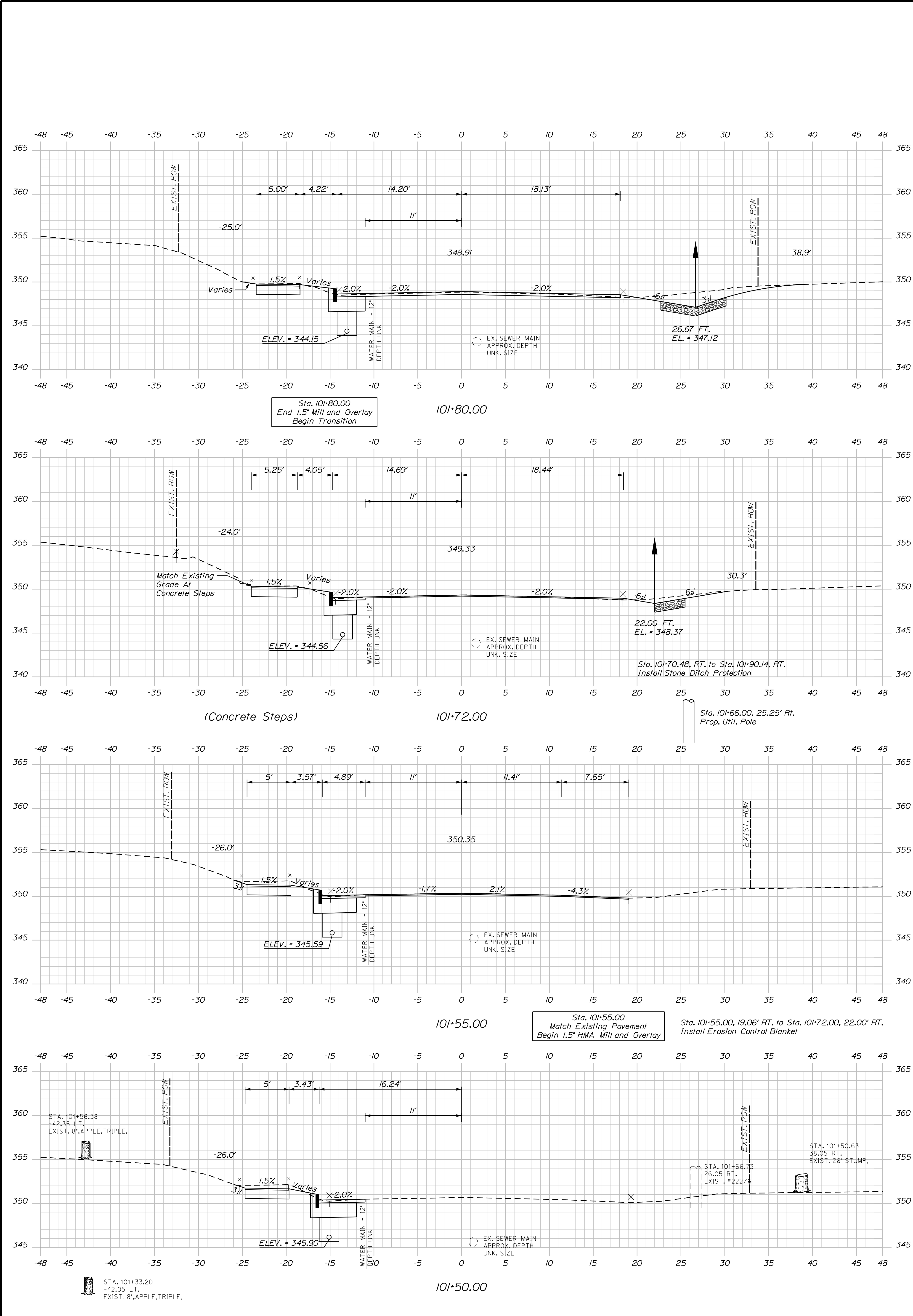
2312000

WIN
023120.00

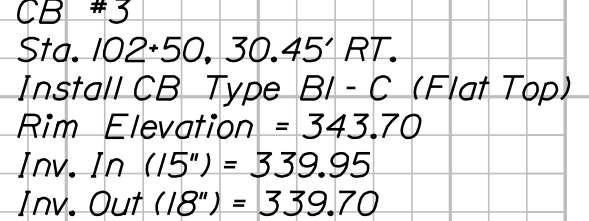
BRIDGE PLANS

5118

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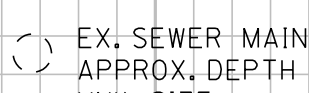
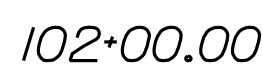


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CB3 to CB5
Install 46' X 18" Opt. III

CB3 to Sta. 102+62.48, 40.60' RT.
Install Erosion Control Blanket


$$\frac{\text{Sta. } 101+88.00, 31.04' \text{ Rt.} =}{\text{Sta. } 201+25.00, 26.62' \text{ Lt.}}$$

2312000

WIN
023120.00

RIDGE PLANS

PROJ. MANAGER	M. WIGHT	BY	DATE
DESIGN-DETAILED	M. RICHARD	L. BENTLEY	08\25
CHECKED-REVIEWED	B. HAVU	--	08\25
DESIGN2-DETAILED2	--	--	--
DESIGN3-DETAILED3	--	--	--
REVISIONS 1	--	--	--
REVISIONS 2	--	--	--
REVISIONS 3	--	--	--
REVISIONS 4	--	--	--
FIELD CHANGES	--	--	--

DATE _____

SHEET NUMBER

DOVER BRIDGE
PISCATAQUIS RIVER
DOVER-FOXCROFT PISCATAQUIS COUNTY

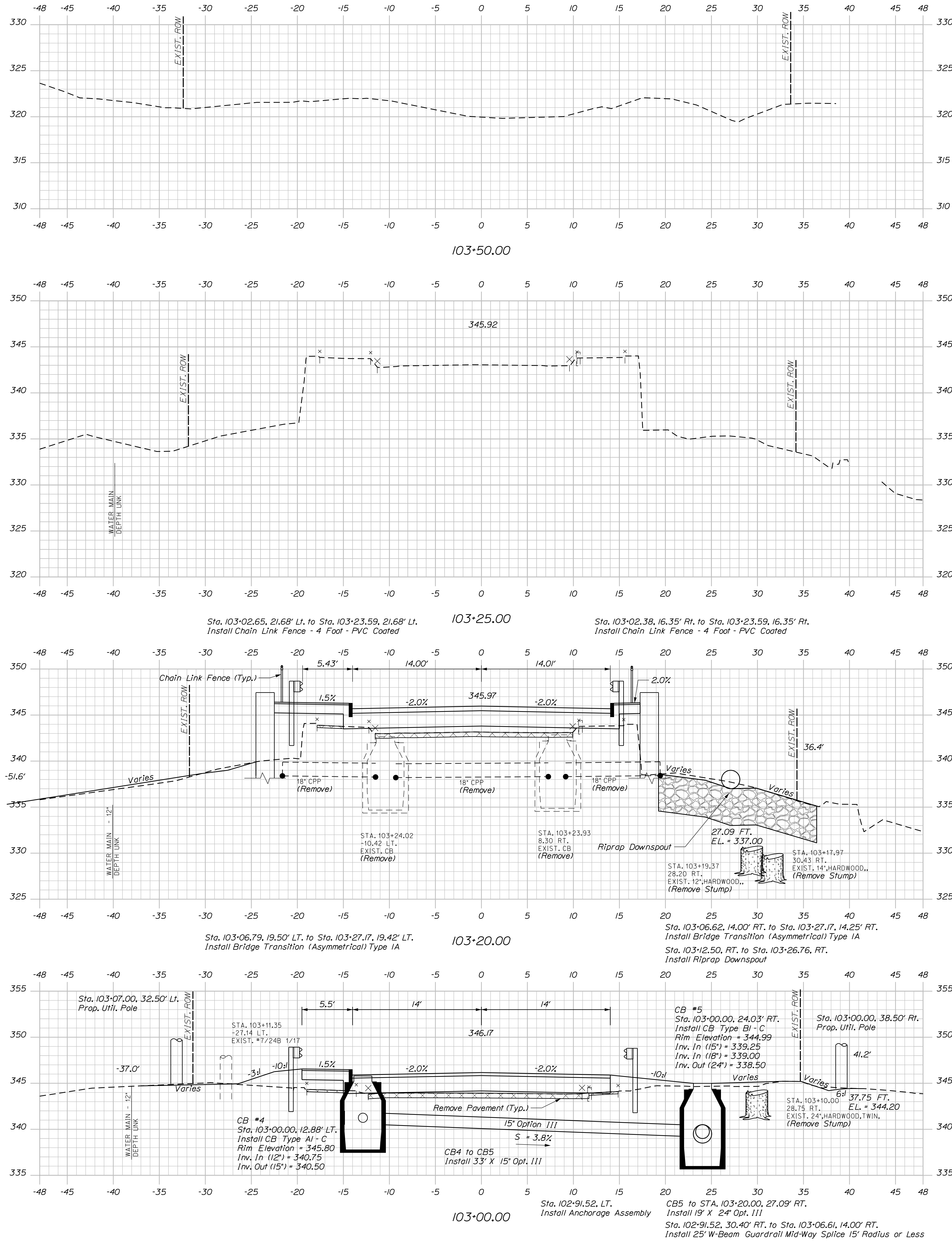
CROSS SECTIONS

OF 64

10

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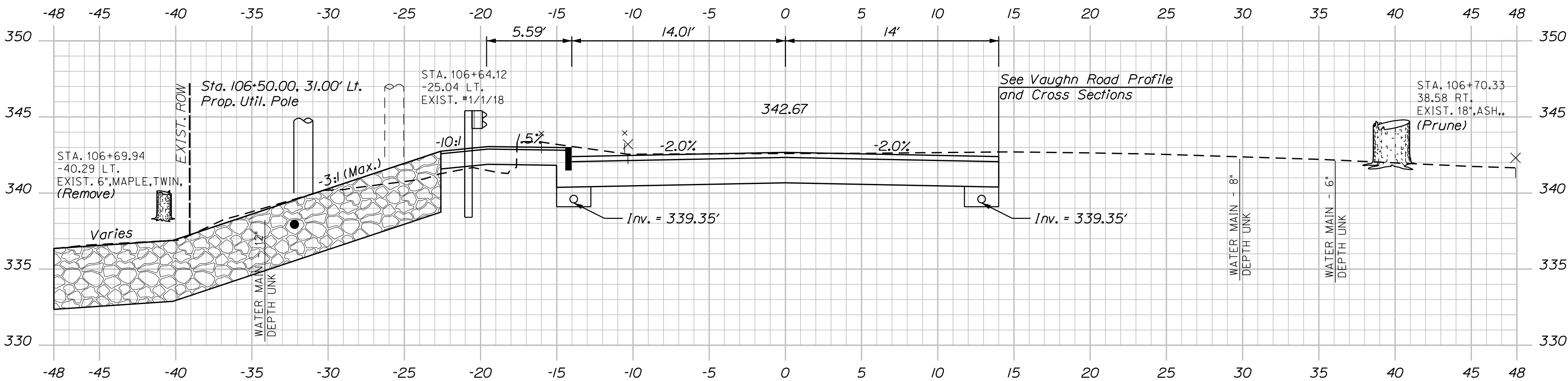
Sta. 103+00.00 to Sta. 103+50.00



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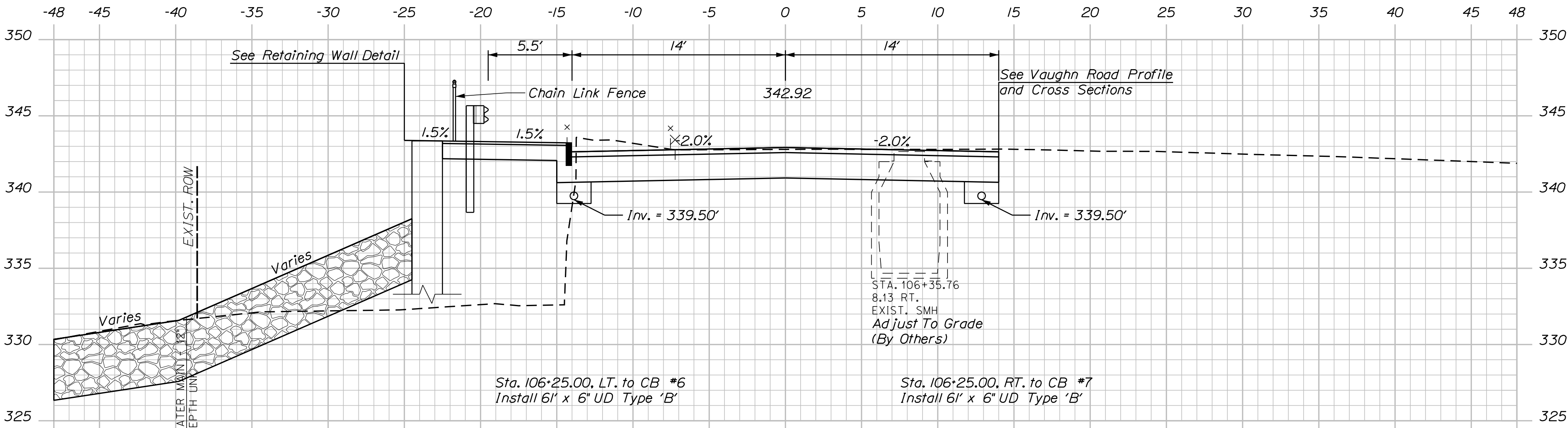
Sta. 106+69.36, 21.53' LT. to Sta. 106+81.44, 24.81' LT.
Install 12.5' W-Beam Guardrail Mid-Way Splice Over 15' Radius

Sta. 107+25.63 Essex Street B= Sta. 400+00.00 Lincoln Street B



Sta. 106+44.39, 19.50' LT. to Sta. 106+69.36, 21.53' LT.
Install 25.0' W-Beam Guardrail Mid-Way Splice Over 15' Radius

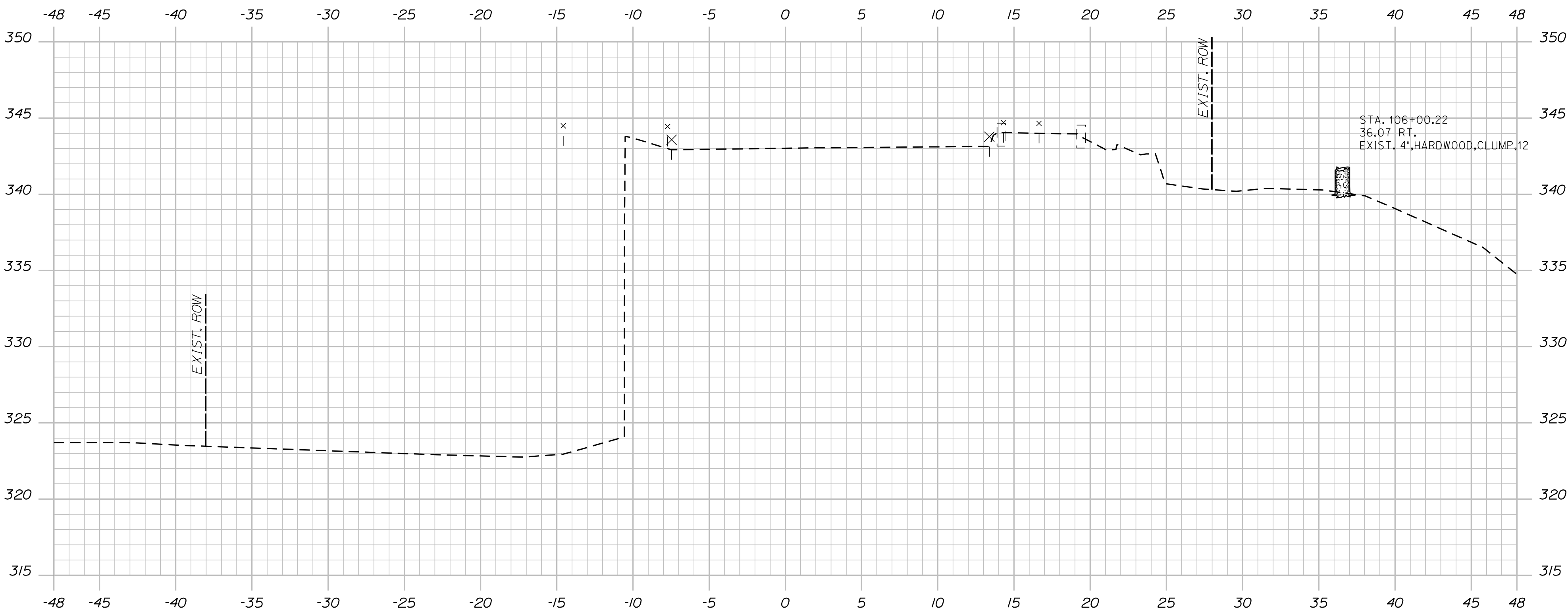
Sta. 106+37.20 Essex Street B= Sta. 302+20.02 Vaughn Road B



Sta. 106+19.31, 19.50' LT. to Sta. 106+44.39, 19.50' LT.
Install 25' W-Beam Guardrail Mid-Way Splice

Sta. 106+02.40, 21.72' Lt. to Sta. 106+42.58, 21.72' Lt.
Install Chain Link Fence - 4 Foot - PVC Coated

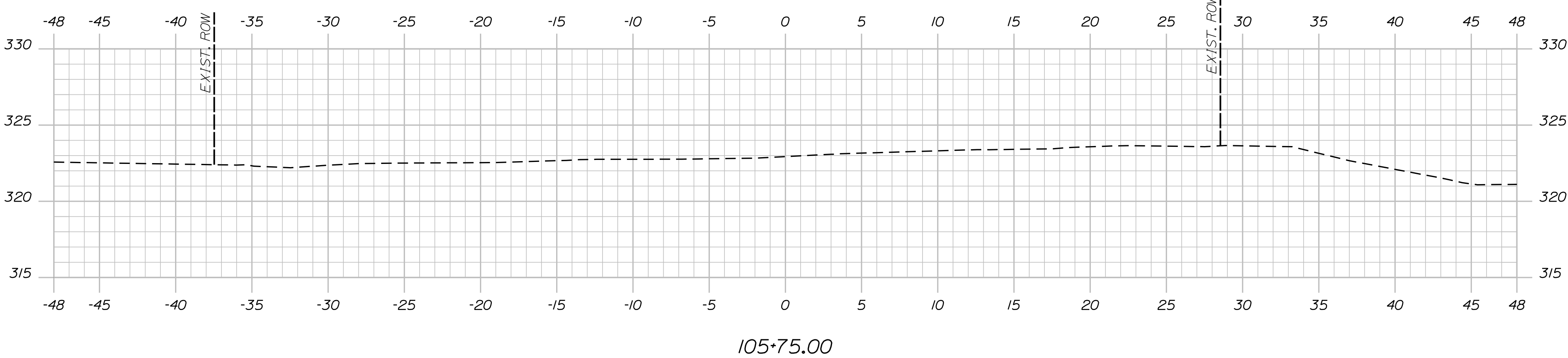
106+25.00



Sta. 105+98.83, 19.42' LT. to Sta. 106+19.31, 19.50' LT.
Install Bridge Transition (Asymmetrical) Type 1A

Sta. 105+98.83, 14.25' RT. to Sta. 106+15.20, 23.95' RT.
Install Bridge Transition (Asymmetrical) Type 1A

106+00.00

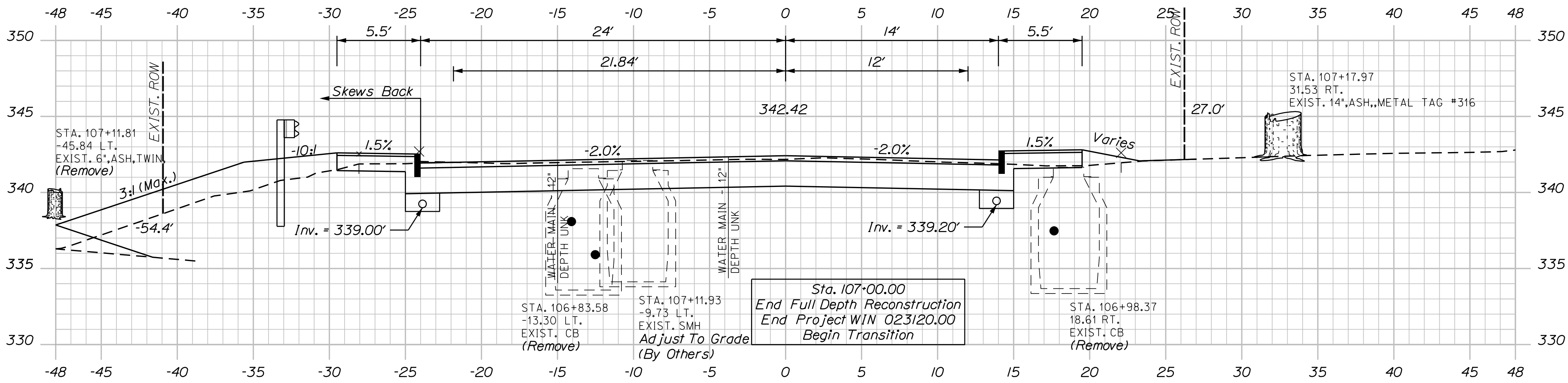


105+75.00

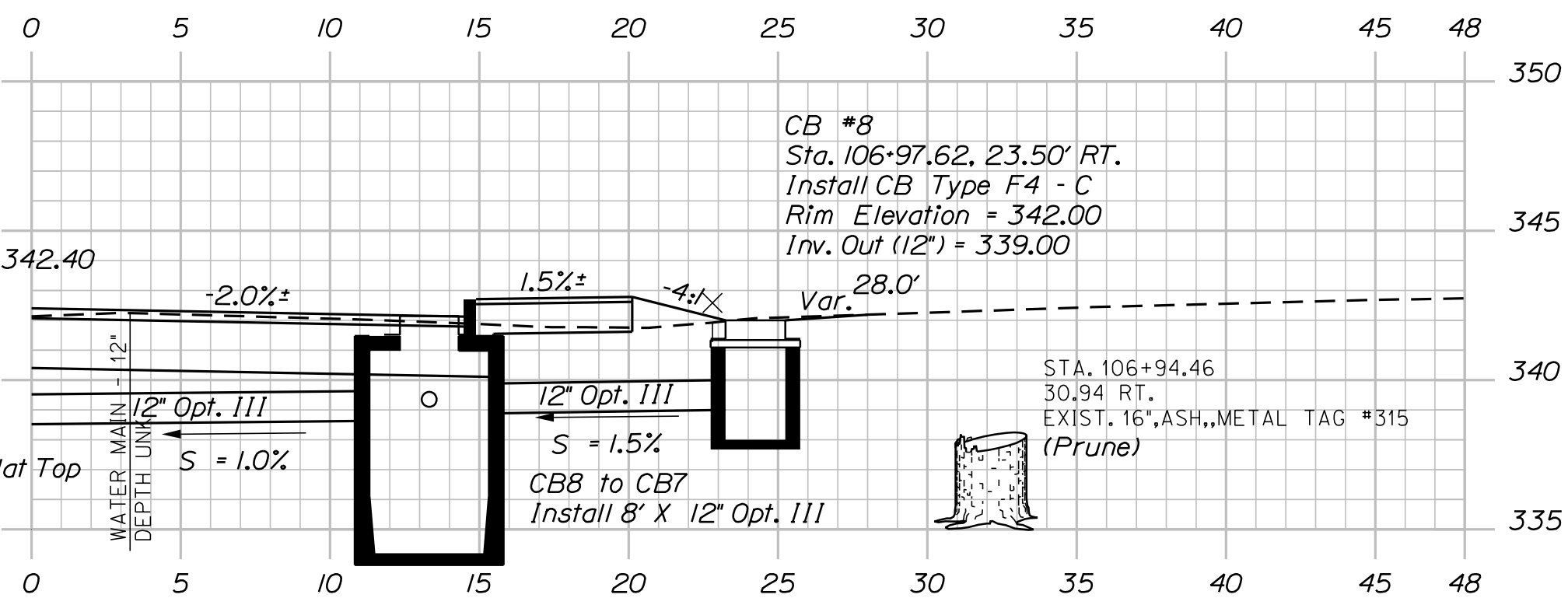
Sta. 105+75.00 to Sta. 106+50.00

OF 64 21 SHEET NUMBER	DOVER BRIDGE PISCATAQUIS RIVER DOVER-FOXCROFT PISCATAQUIS COUNTY		PROJ. MANAGER M. WIGHT BY L. BENTLEY DATE 08/25				STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
			DESIGN-DETAILED B. HAVU - 08/25				SIGNATURE	
			DESIGN2-DETAILED2 - -				P.E. NUMBER	
			DESIGN3-DETAILED3 - -				DATE	
	CROSS SECTIONS		REVISIONS 1 - -				5118	
			REVISIONS 2 - -				2312000	
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			REVISIONS 4 - -				023120.00	
			FIELD CHANGES - -				BRIDGE PLAN	

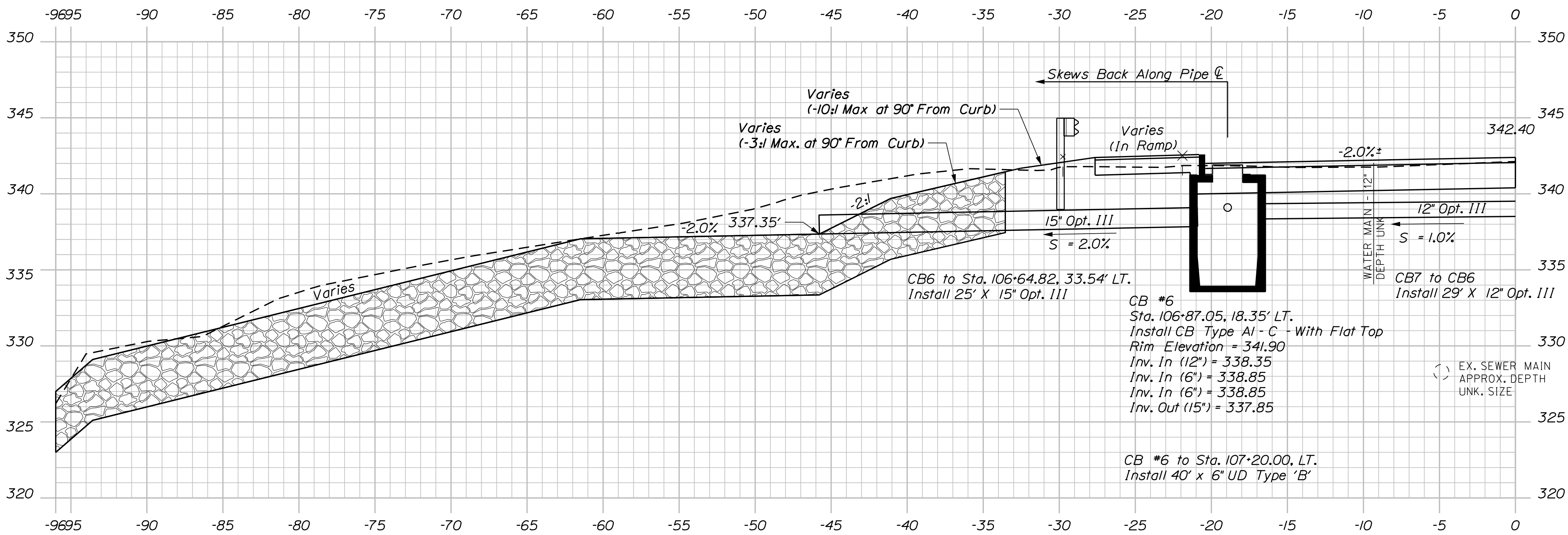
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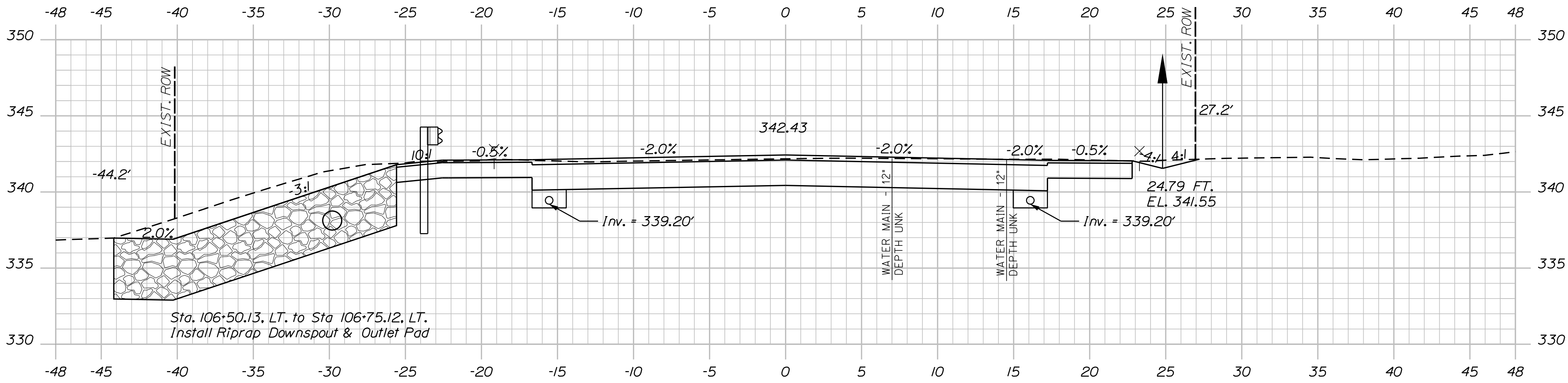
107+00.00



106+91.70 (Skewed Along Culvert)



106+91.70 (Skewed Along Culvert)

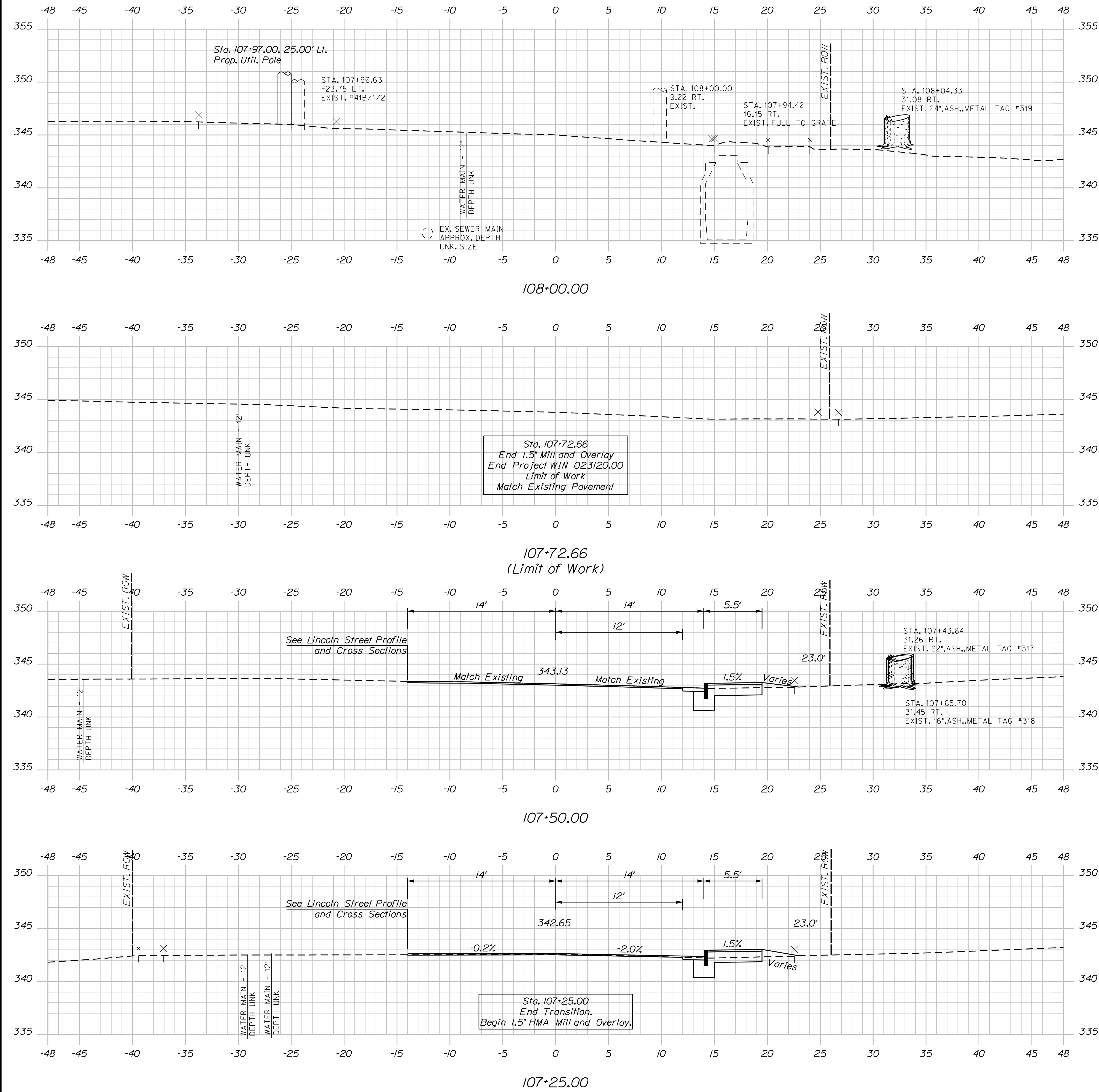


106+77.00 (Skewed Along Crosswalk)

Sta. 106+77.00 to Sta. 107+00.00

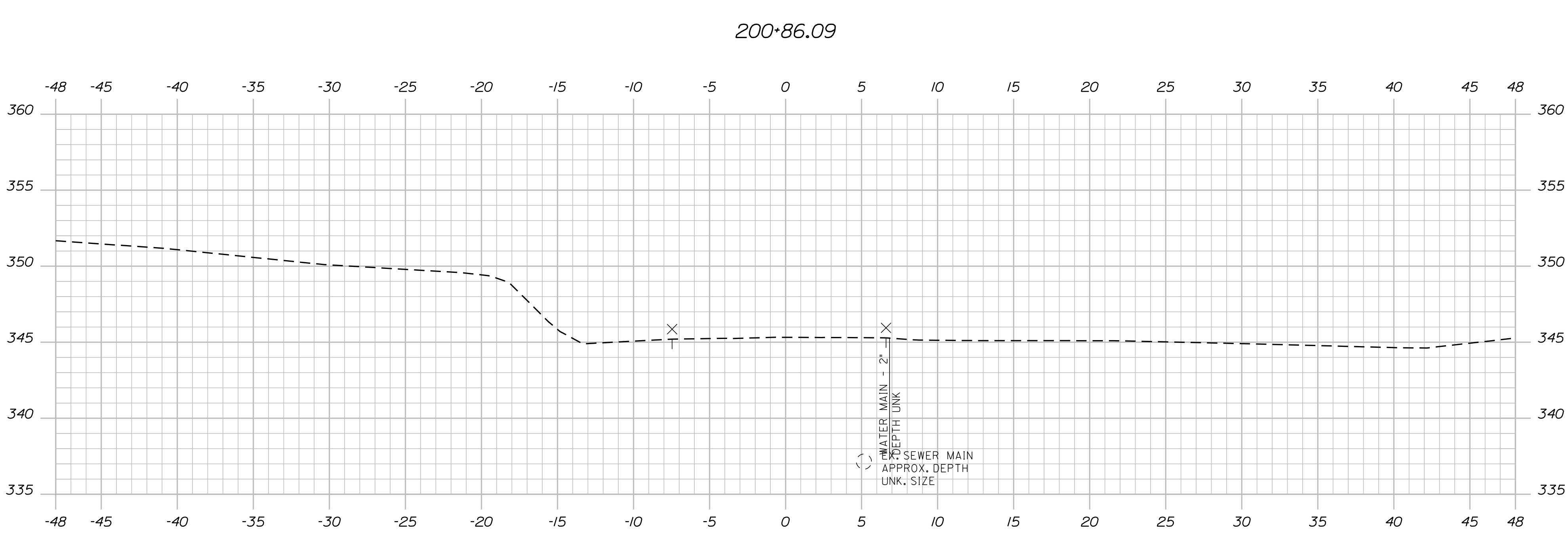
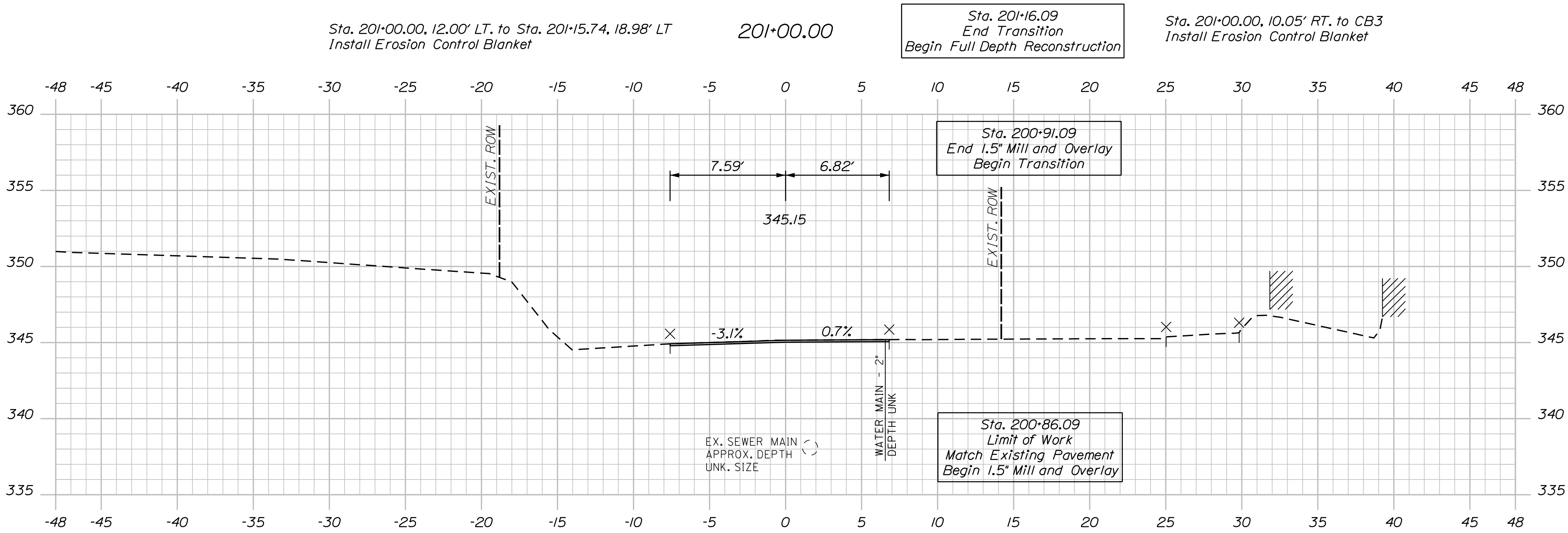
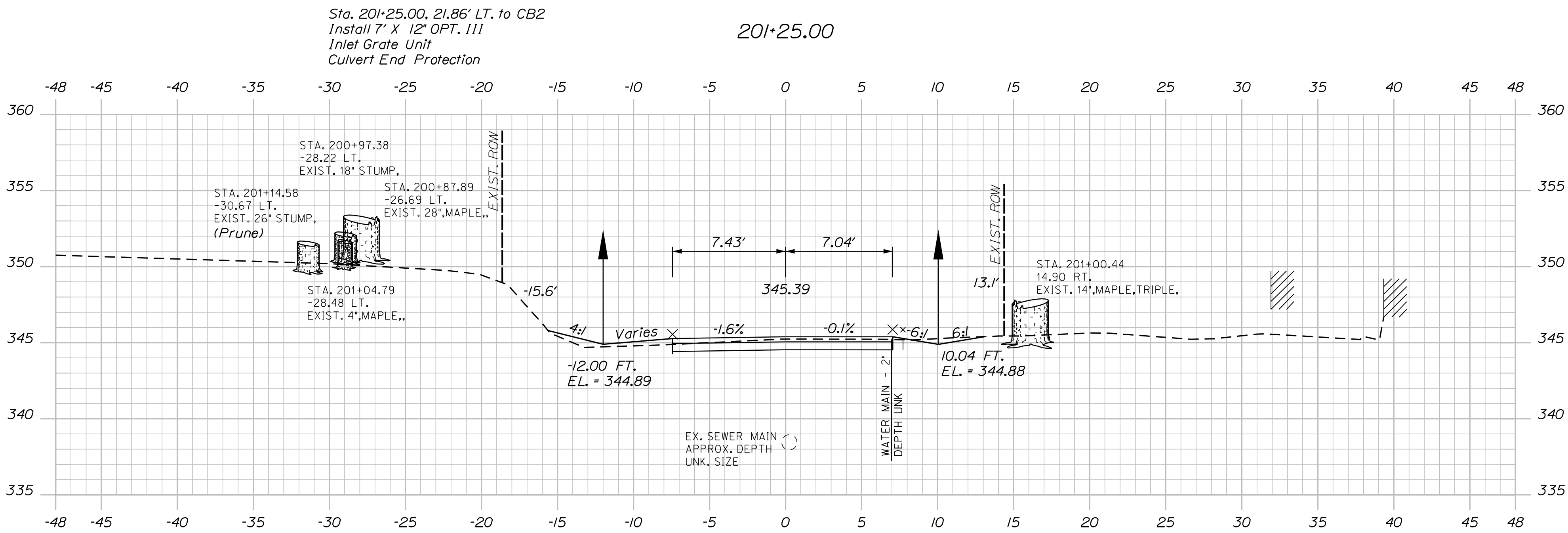
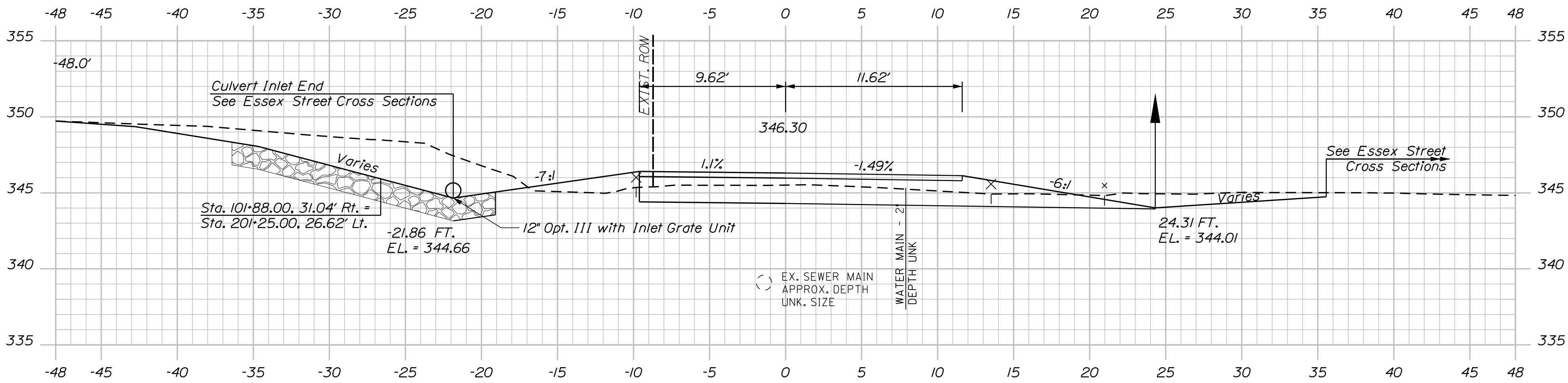
22 OF 64	SHEET NUMBER	DOVER BRIDGE PISCATAQUIS RIVER DOVER-FOXCROFT PISCATAQUIS COUNTY		PROJ. MANAGER		M. WIGHT	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION
				DESIGN-DETAILED		M. RICHARD	L. BENTLEY	08/25	
				CHECKED-REVIEWED		B. HAVU	-	08/25	
				DESIGN2-DETAILED2		-	-	-	
				DESIGN3-DETAILED3		-	-	-	
		CROSS SECTIONS		REVISIONS 1		-	-	-	P.E. NUMBER
				REVISIONS 2		-	-	-	
				REVISIONS 3		-	-	-	
				REVISIONS 4		-	-	-	
				FIELD CHANGES		-	-	-	
		5118		WIN 023120.00		BRIDGE PLAN			

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Sta. 107+25.00 to Sta. 108+00.00

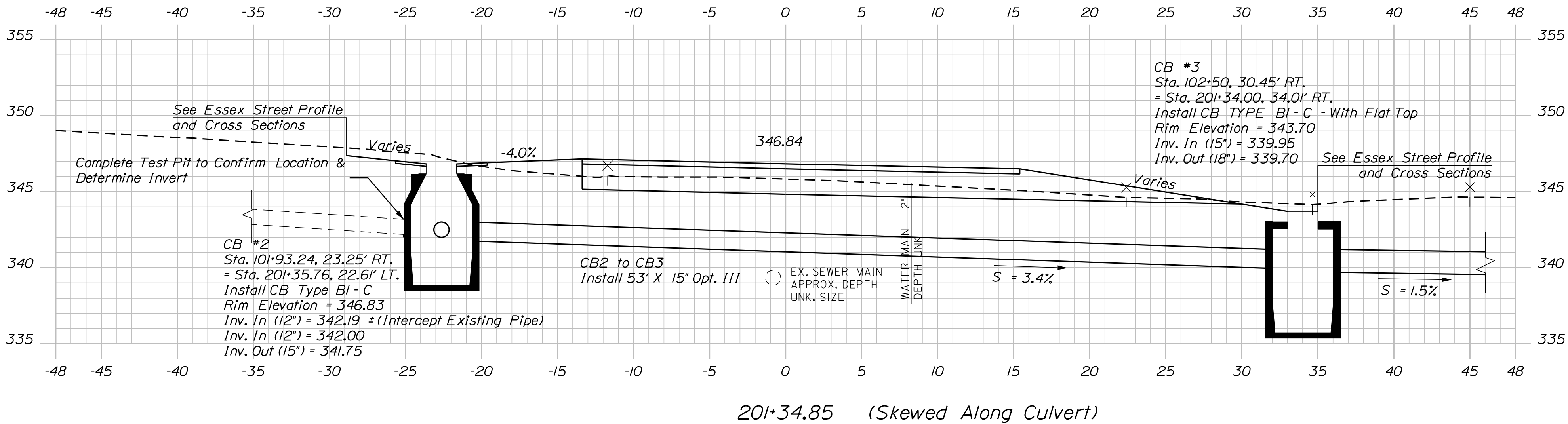
OF 64	SHEET NUMBER	DOVER BRIDGE PISCATAQUIS RIVER DOVER-FOXCROFT PISCATAQUIS COUNTY	PROJ. MANAGER				M. WIGHT	BY	DATE	SIGNATURE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION
			DESIGN-DETAILED				M. RICHARD	L. BENTLEY	08\25		
			CHECKED-REVIEWED				B. HAVU	-	08\25		
			DESIGN2-DETAILED2				-	-	-		
			DESIGN3-DETAILED3				-	-	-		
		CROSS SECTIONS	REVISIONS 1				-	-	-	P.E. NUMBER	
			REVISIONS 2				-	-	-		
			REVISIONS 3				-	-	-		
			REVISIONS 4				-	-	-		
			FIELD CHANGES				-	-	-		
								DATE			
								5118	WIN 023120.00	BRIDGE PLAN	



Sta. 200+50.00 to Sta. 201+25.00

OF 64	SHEET NUMBER	DOVER BRIDGE PISCATAQUIS RIVER DOVER-FOXCROFT PISCATAQUIS COUNTY	PROJ. MANAGER		M. WIGHT	BY	DATE	SIGNATURE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION
			DESIGN-DETAILED		M. RICHARD	L. BENTLEY	08/25		
			CHECKED-REVIEWED		B. HAVU	-	08/25		
			DESIGN2-DETAILED2		-	-	-		
			DESIGN3-DETAILED3		-	-	-		
		CROSS SECTIONS	REVISIONS 1		-	-	-	P.E. NUMBER	
			REVISIONS 2		-	-	-		
			REVISIONS 3		-	-	-		
			REVISIONS 4		-	-	-		
			FIELD CHANGES		-	-	-		
5118								WIN 023120.00	BRIDGE PLAN

Sta. 201+34.85 to Sta. 201+34.85



OF 64

25

SHEET NUMBER

DOVER BRIDGE
PISCATAQUIS RIVER
DOVER-FOXCROFT PISCATAQUIS COUNTY

CROSS SECTIONS

PROJ. MANAGER	M. WIGHT	BY	DATE
DESIGN-DETAILED	M. RICHARD	L. BENTLEY	08\25
CHECKED-REVIEWED	B. HAVU	-	08\25
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

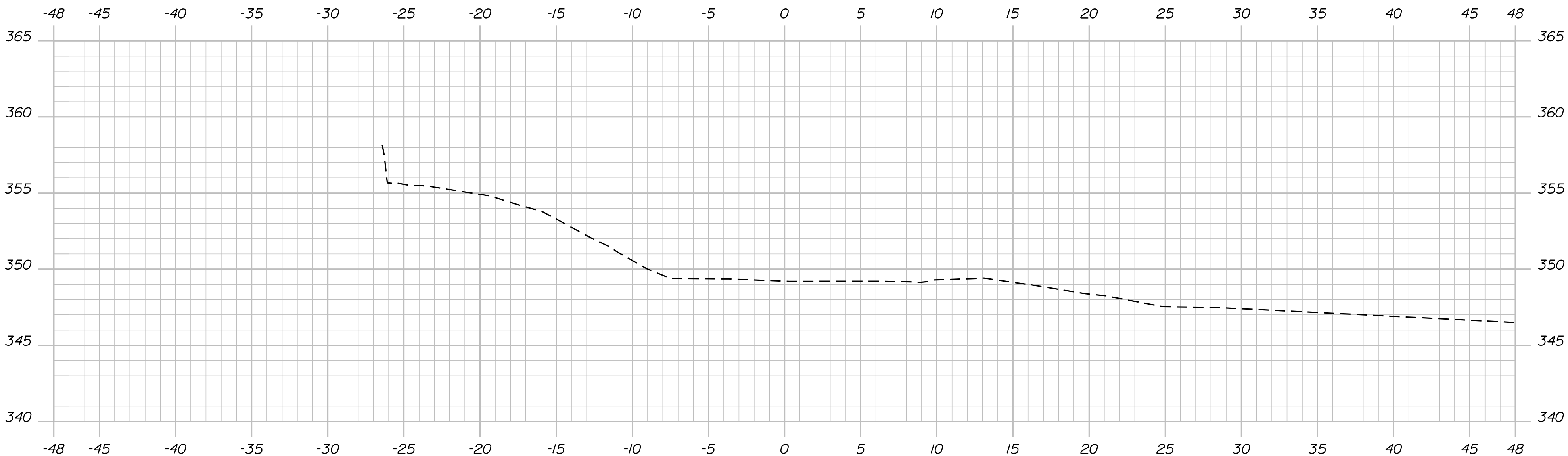
2312000

WIN
023120.00

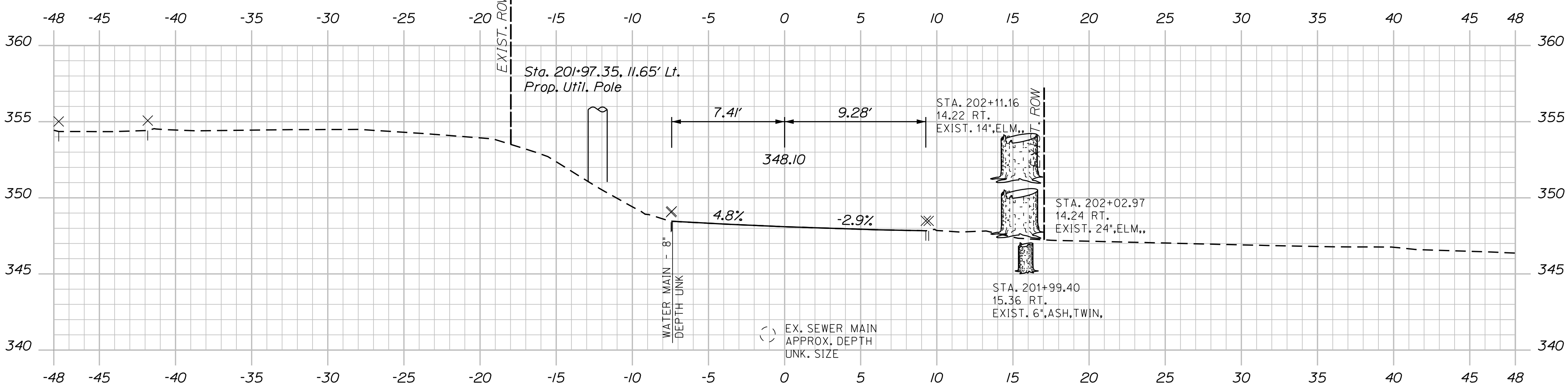
BRIDGE PLANS

5118

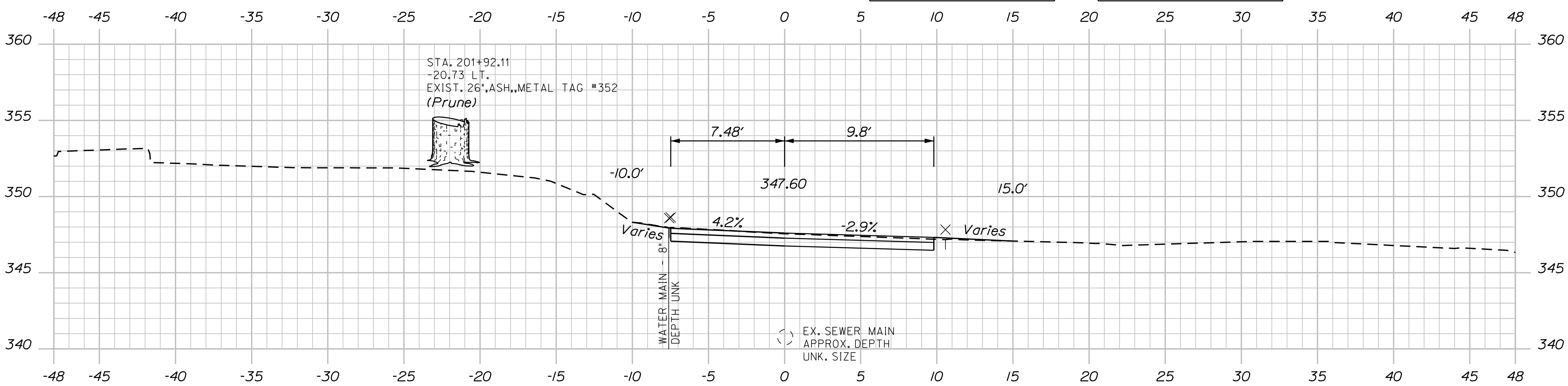
Sta. 201+81.00 to Sta. 202+25.00



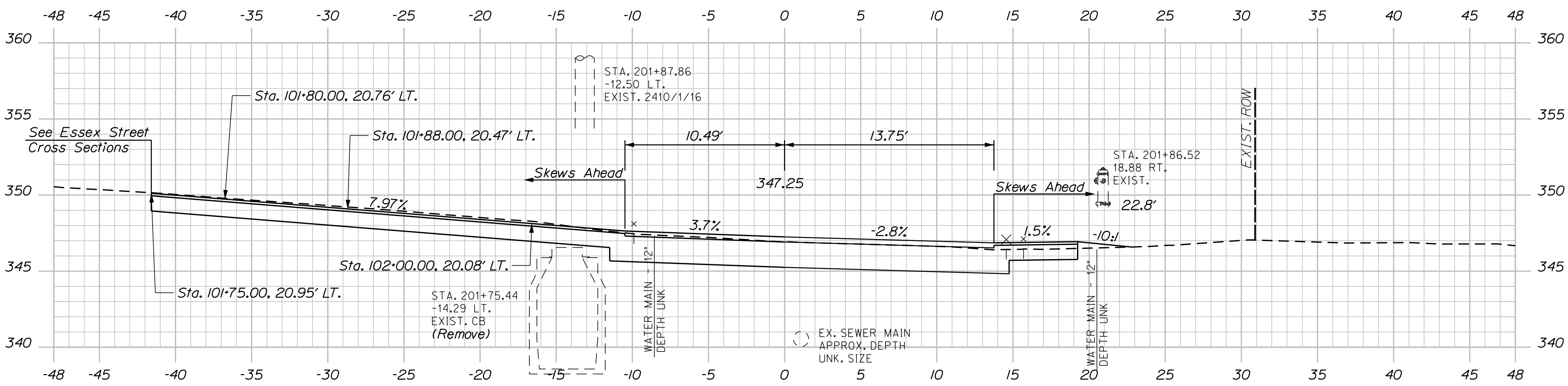
202+25.00



202+00.00



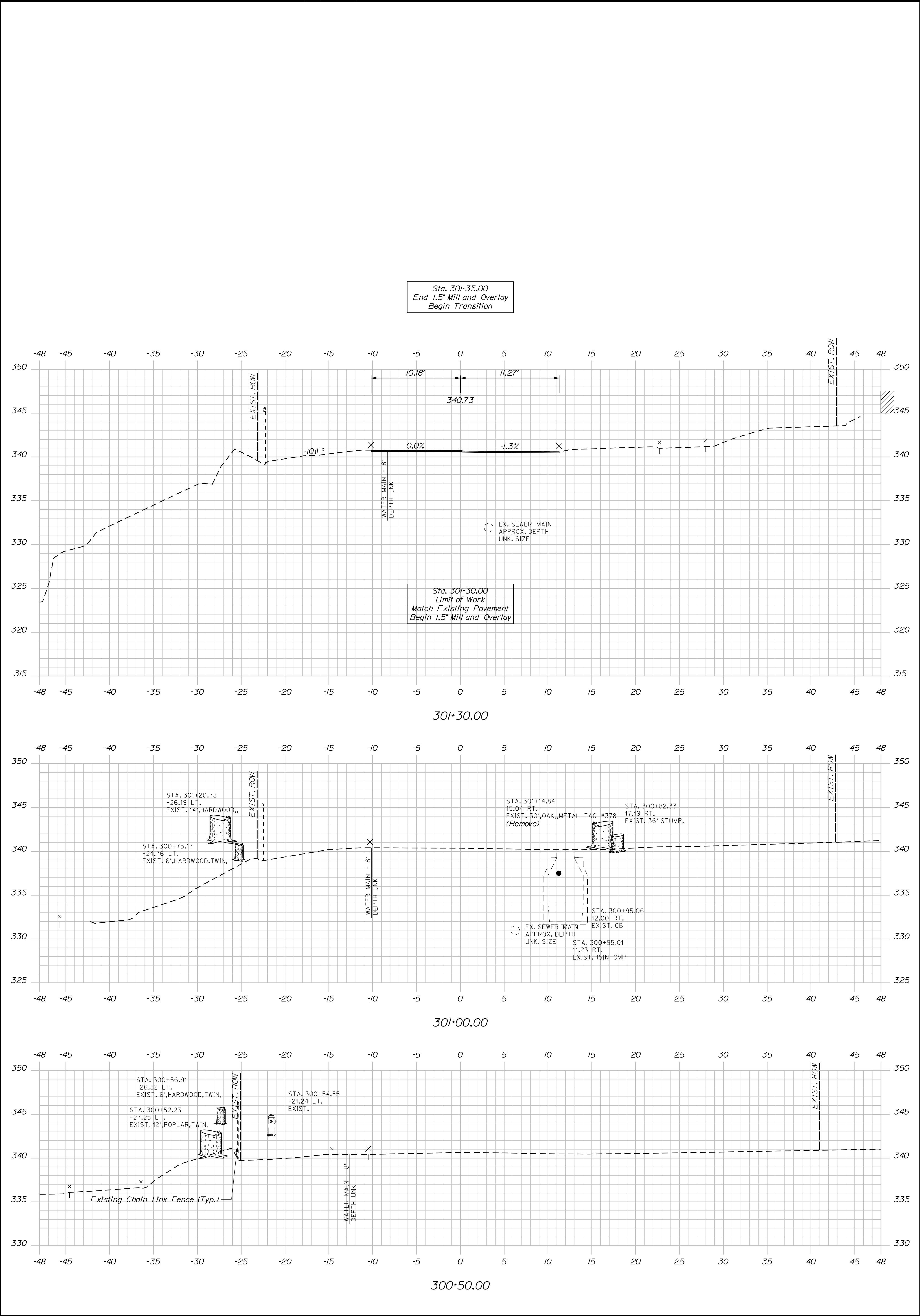
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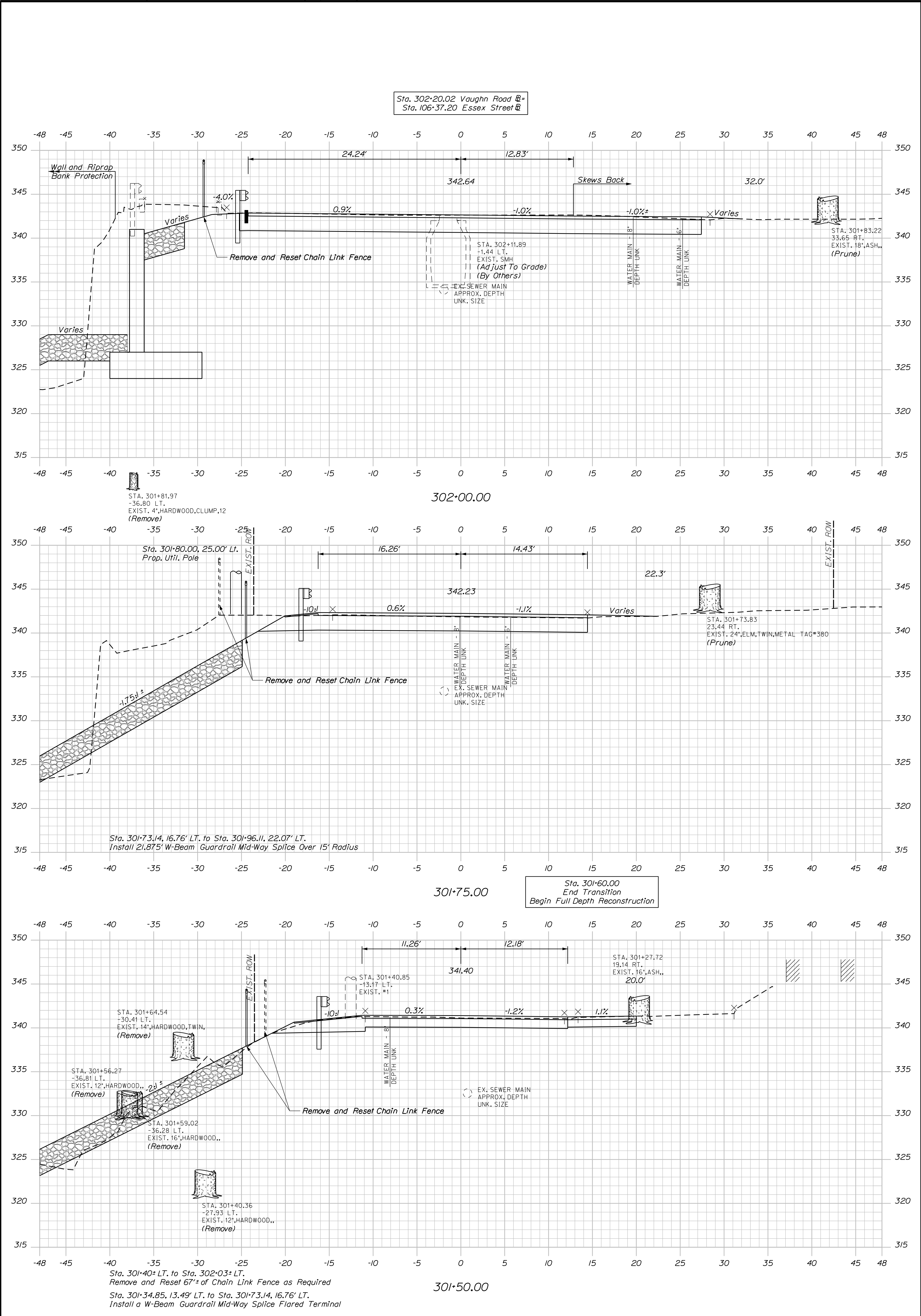
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OF 64	26	SHEET NUMBER	DOVER BRIDGE PISCATAQUIS RIVER DOVER-FOXCROFT PISCATAQUIS COUNTY	PROJ. MANAGER M. WIGHT BY DATE				STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
				DESIGN-DETAILED		M. RICHARD	L. BENTLEY	08\25	SIGNATURE
				CHECKED-REVIEWED		B. HAVU	-	08\25	
				DESIGN2-DETAILED2		-	-	-	
				DESIGN3-DETAILED3		-	-	-	
			CROSS SECTIONS	REVISIONS 1				-	P.E. NUMBER
				REVISIONS 2				-	
				REVISIONS 3				-	
				REVISIONS 4				-	
				FIELD CHANGES				-	DATE
5118		WIN 023120.00		BRIDGE PLAN					

U:\\Thornton Tomasetti\\4139_Dover Bridge Phase II, Dover Foxcroft\\Z - CAD\\00\\Highway\\Xsect.dgn

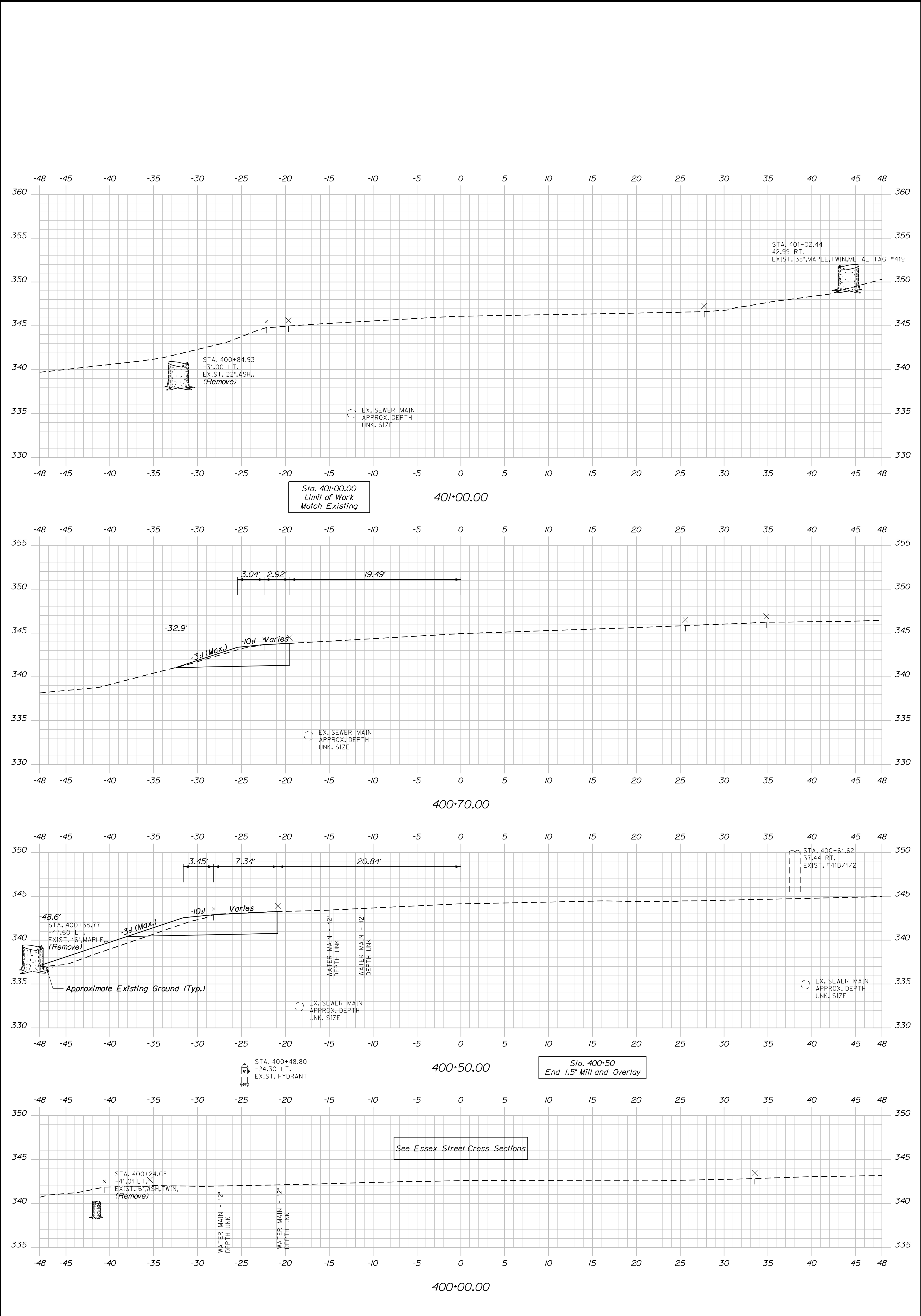


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OF 64	SHEET NUMBER 28	DOVER BRIDGE PISCATAQUIS RIVER DOVER-FOXCROFT PISCATAQUIS COUNTY	PROJ. MANAGER		M. WIGHT	BY	DATE	SIGNATURE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
			DESIGN-DETAILED		M. RICHARD	L. BENTLEY	08\25			
			CHECKED-REVIEWED		B. HAVU	-	08\25			
			DESIGN2-DETAILED2		-	-	-			
			DESIGN3-DETAILED3		-	-	-			
		CROSS SECTIONS	REVISIONS 1		-	-	-	P.E. NUMBER		
			REVISIONS 2		-	-	-	DATE		
			REVISIONS 3		-	-	-			
			REVISIONS 4		-	-	-			
			FIELD CHANGES		-	-	-			
								5118	WIN 023120.00	BRIDGE PLANS

U:\\Thornton Tomasetti\\4139_Dover Bridge Phase II, Dover Foxcroft\\Z - CAD\\00\\Highway\\Xsect.dgn

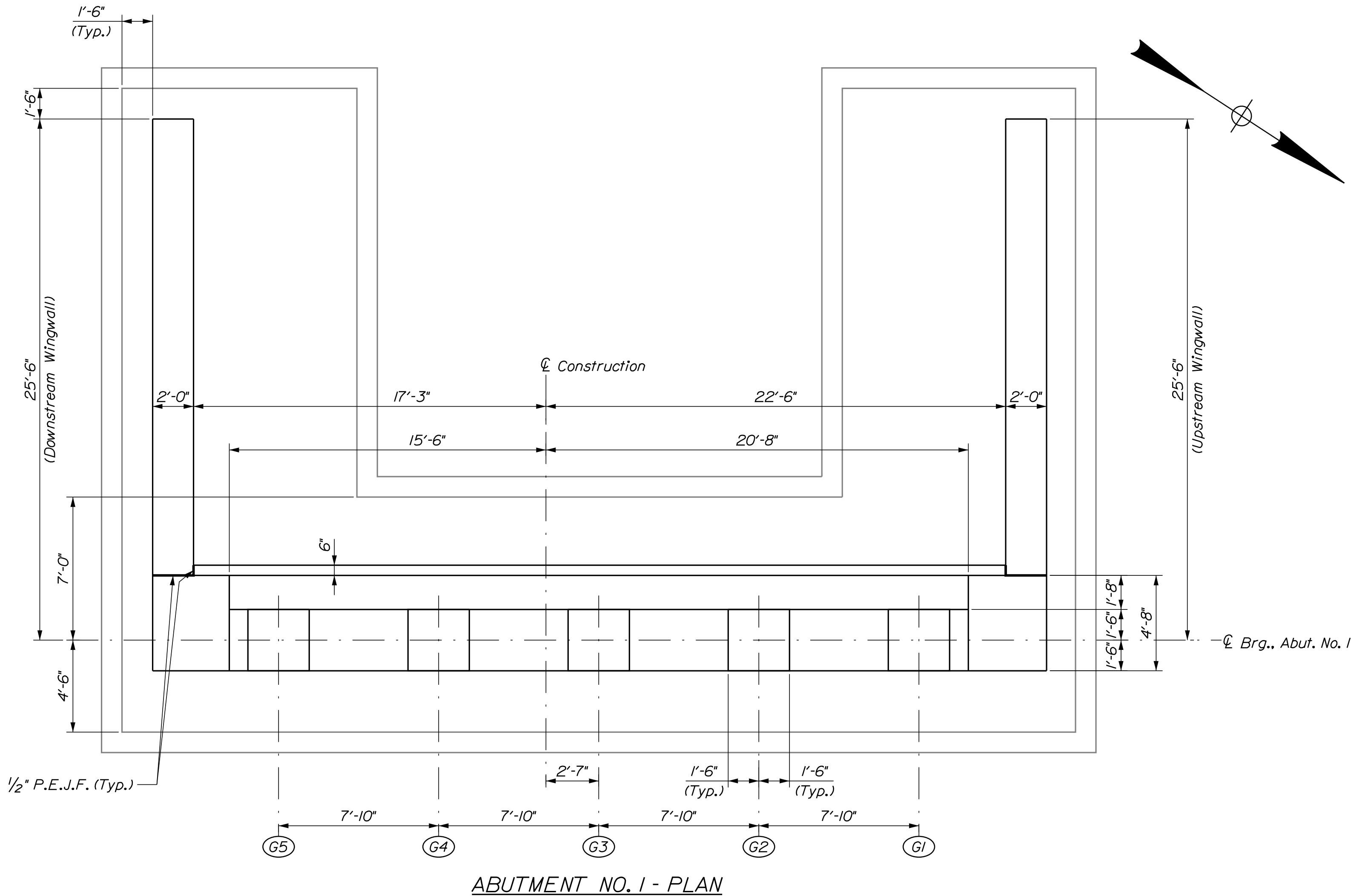


Sta. 400+00.00 to Sta. 401+00.00

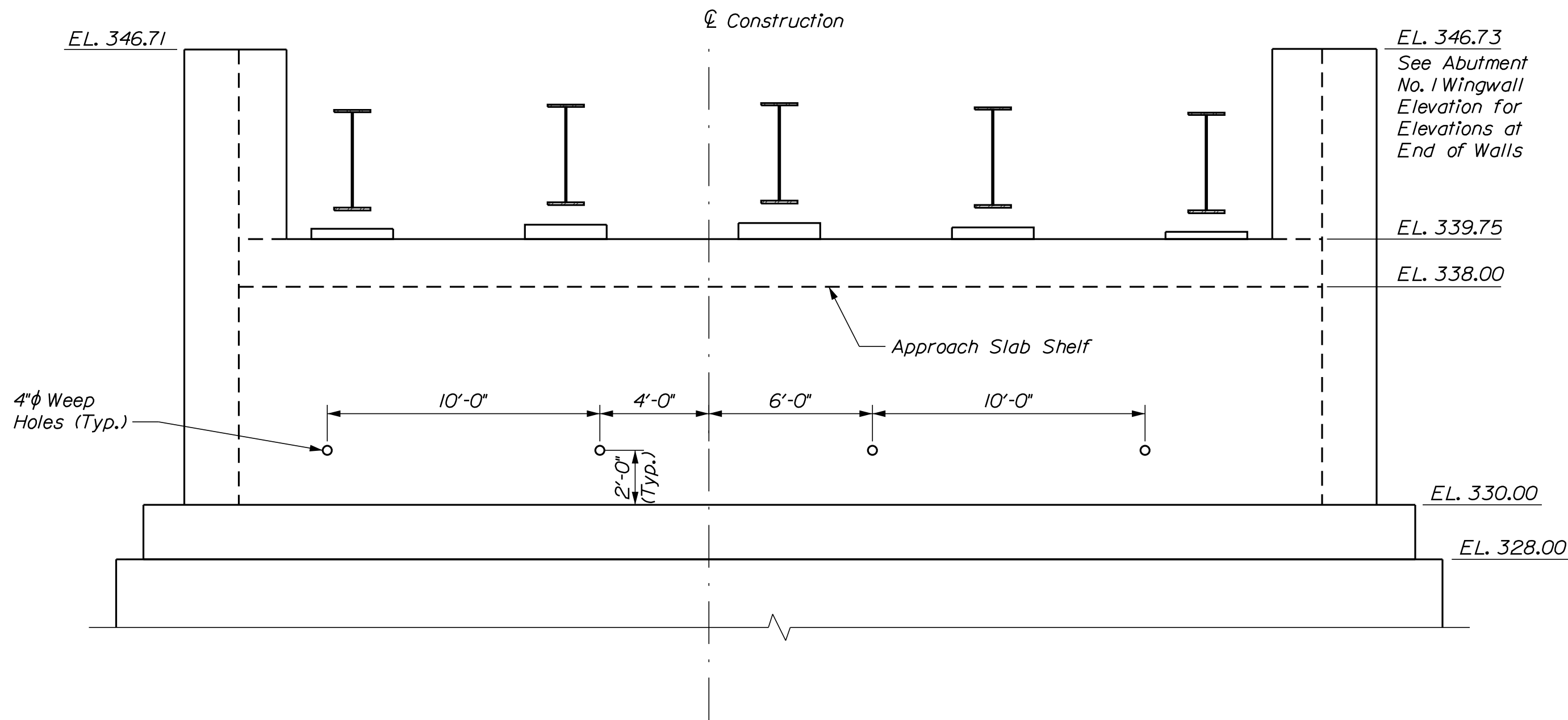


10. Prior to placing abutment concrete, the bedrock subgrade shall be washed with high-pressure water and air.

DOVER BRIDGE PISCATAQUIS RIVER DOVER-FOXCROFT PISCATAQUIS COUNTY					PROJ. MANAGER		M. WIGHT	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION 2312000 WIN 023120.00 5118 BRIDGE PLANS
ABUTMENT NO. 1 FOOTING AND SEAL PLAN					DESIGN-DETAILED		P. POMEROY	D. BURGESS	8/22/25	
					CHECKED-REVISED		E. BROWNELL	J. BURGESS	8/22/25	
					DESIGN2-DETAILED2					
					DESIGN3-DETAILED3					
					REVISIONS 1					P.E. NUMBER
					REVISIONS 2					
					REVISIONS 3					
					REVISIONS 4					
					FIELD CHANGES					DATE

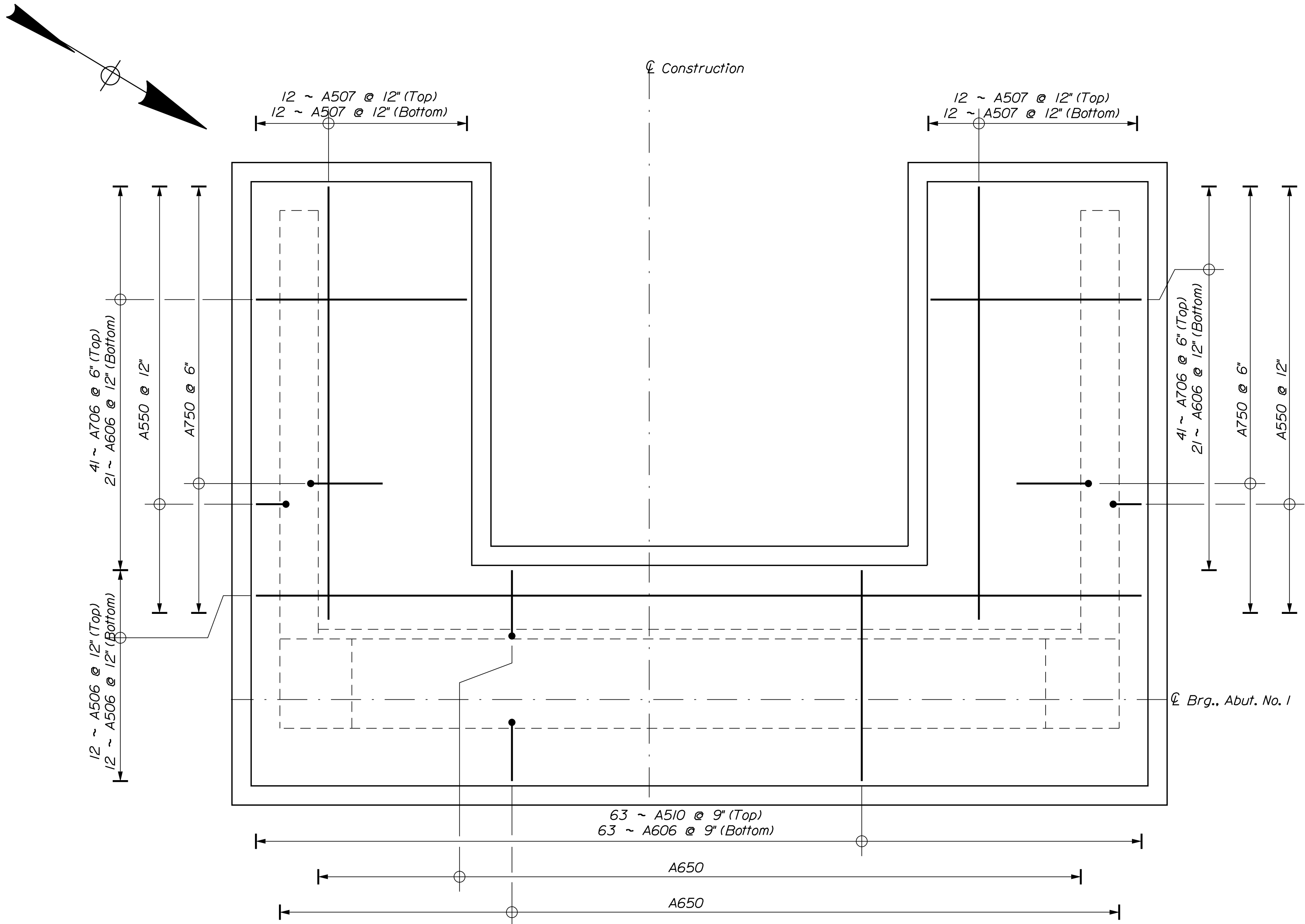


ABUTMENT NO. 1 - PLAN



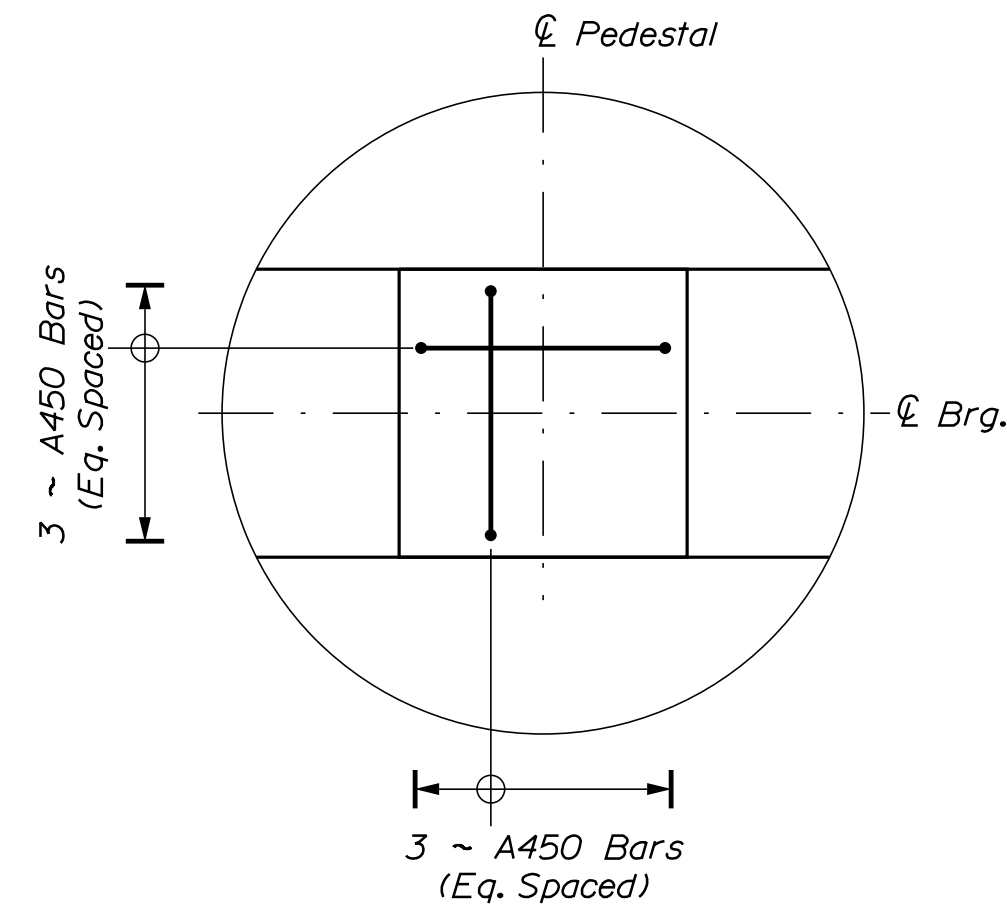
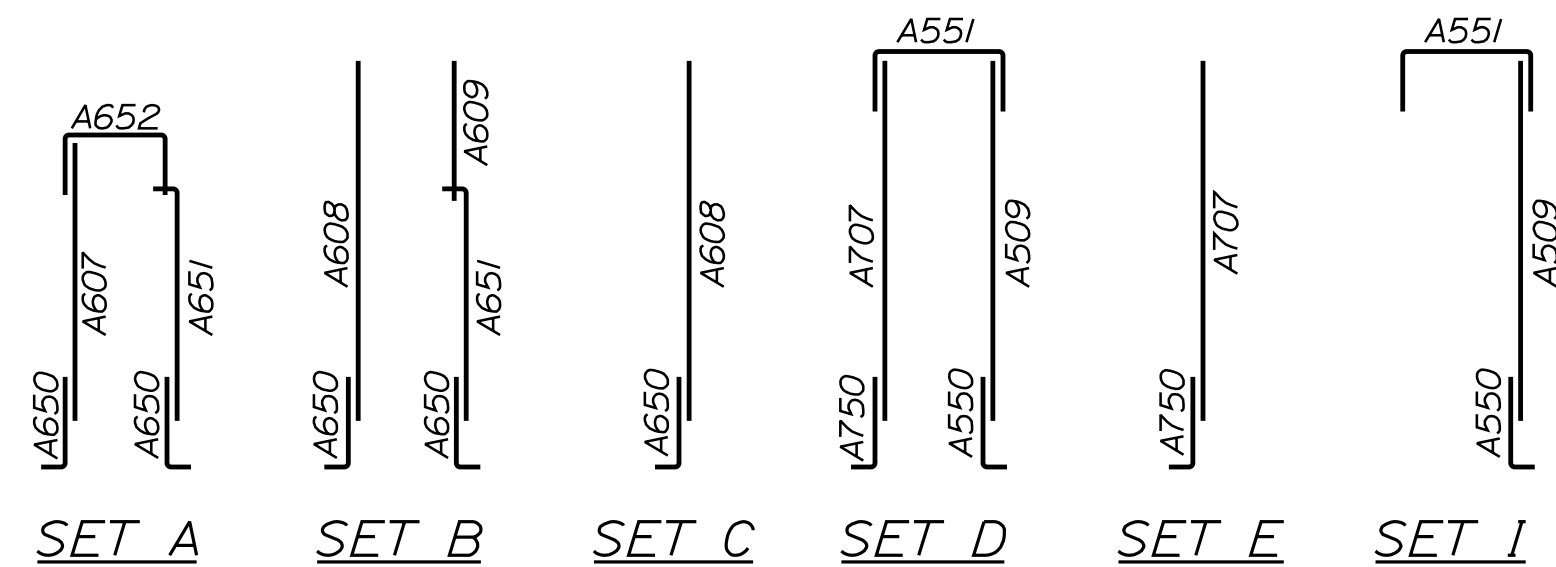
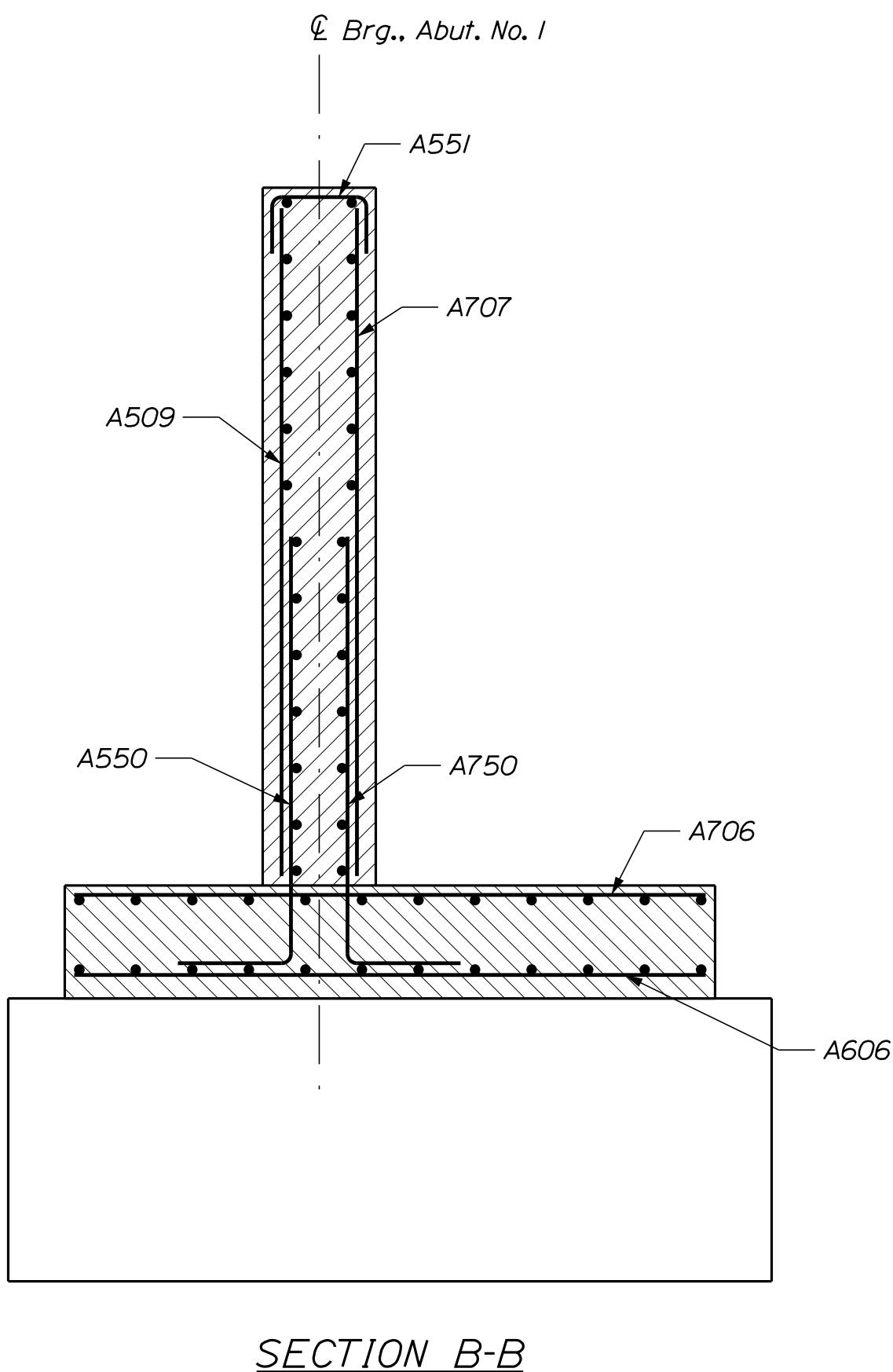
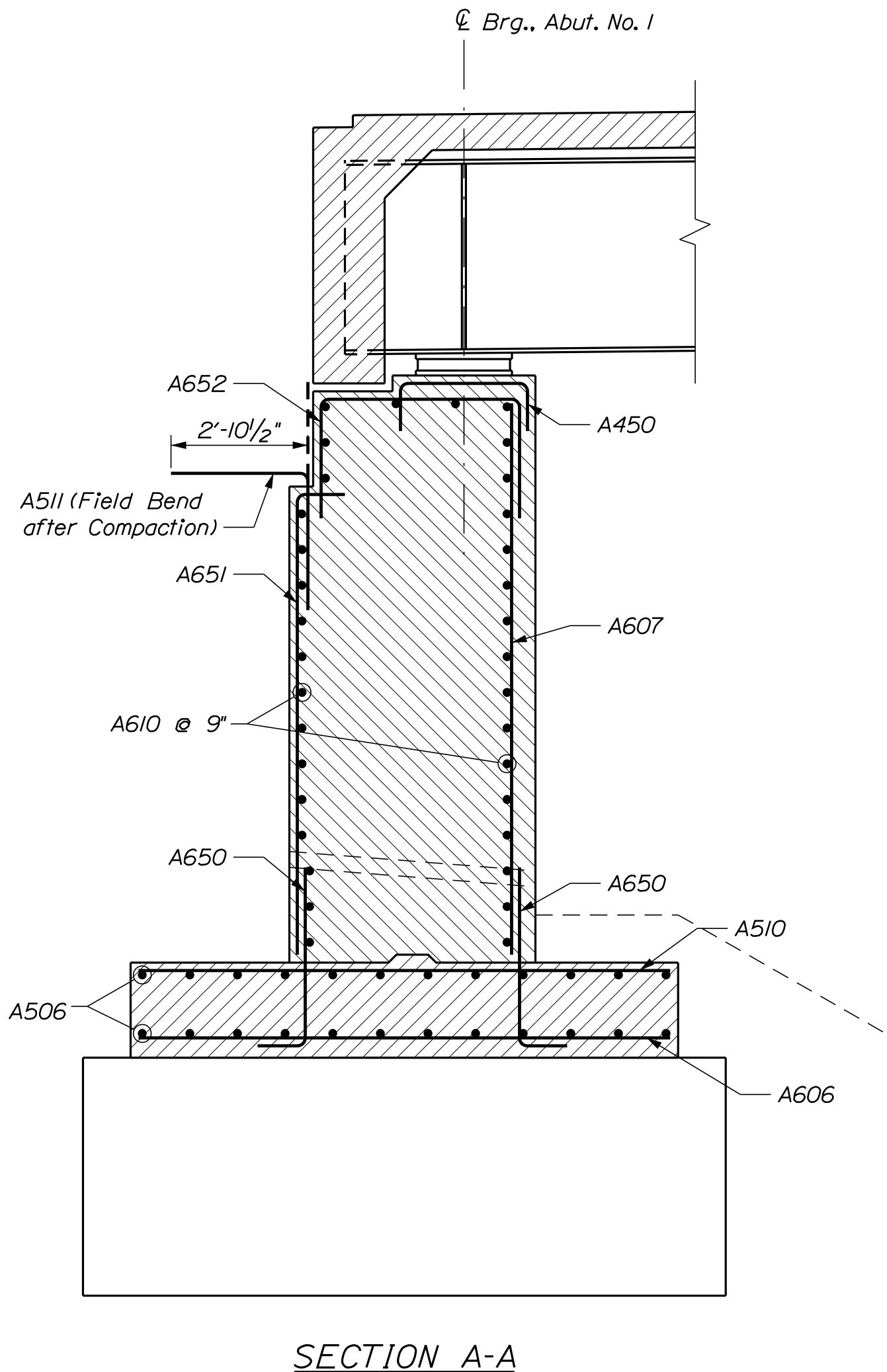
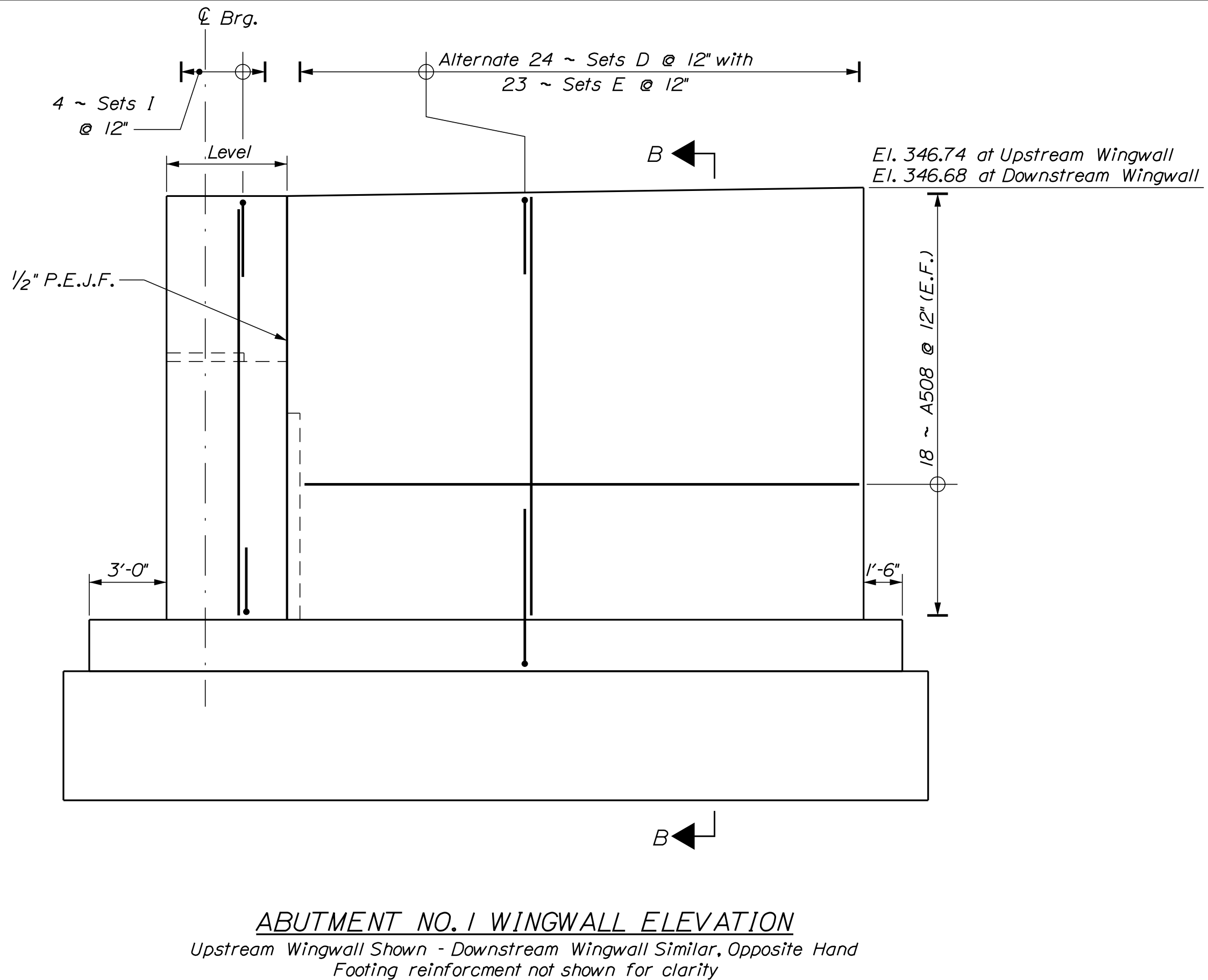
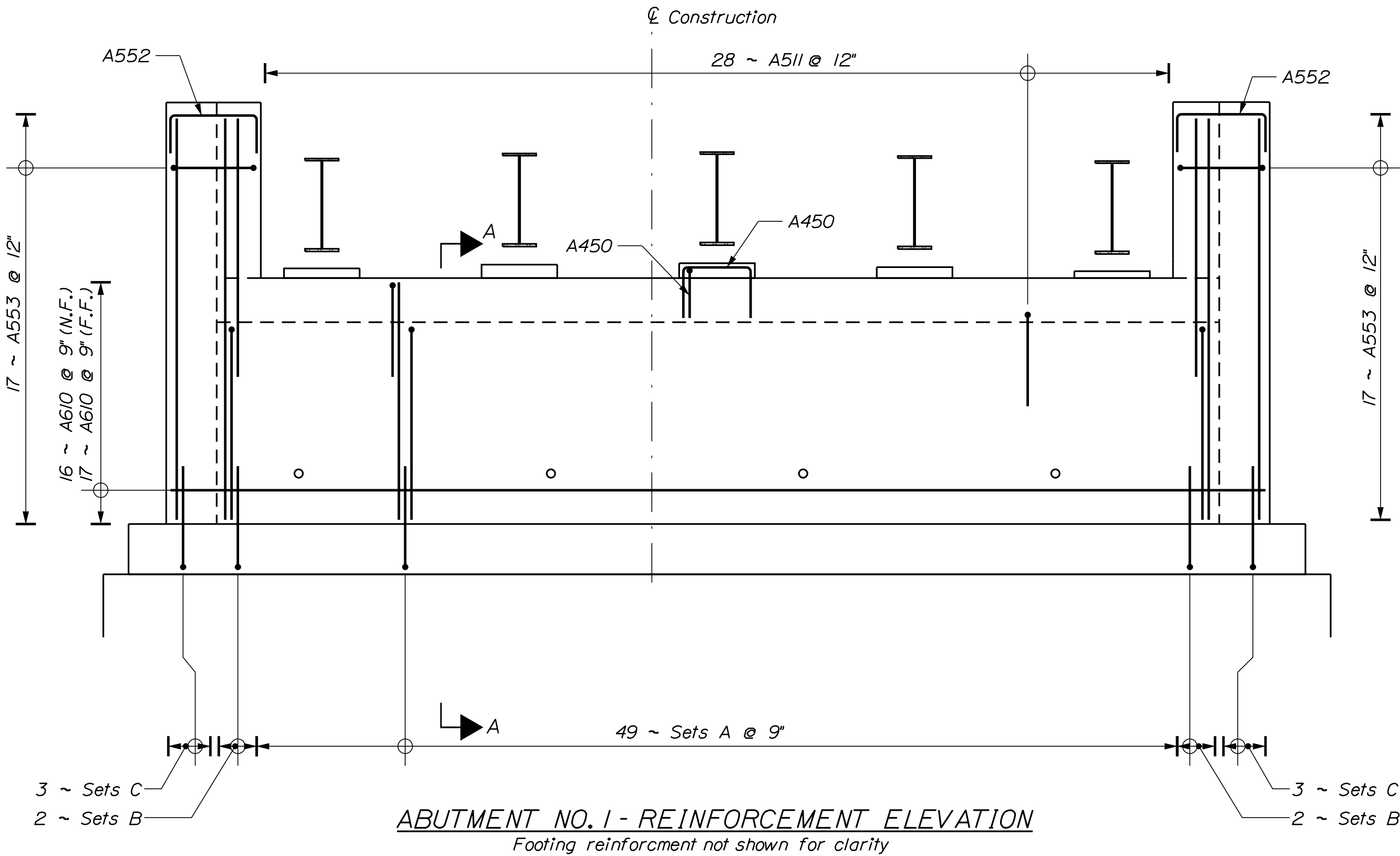
ABUTMENT NO. 1 - ELEVATION

BRIDGE SEAT ELEVATIONS - ABUTMENT NO. 1				
G5	G4	G3	G2	G1
340.13	340.28	340.34	340.18	340.02



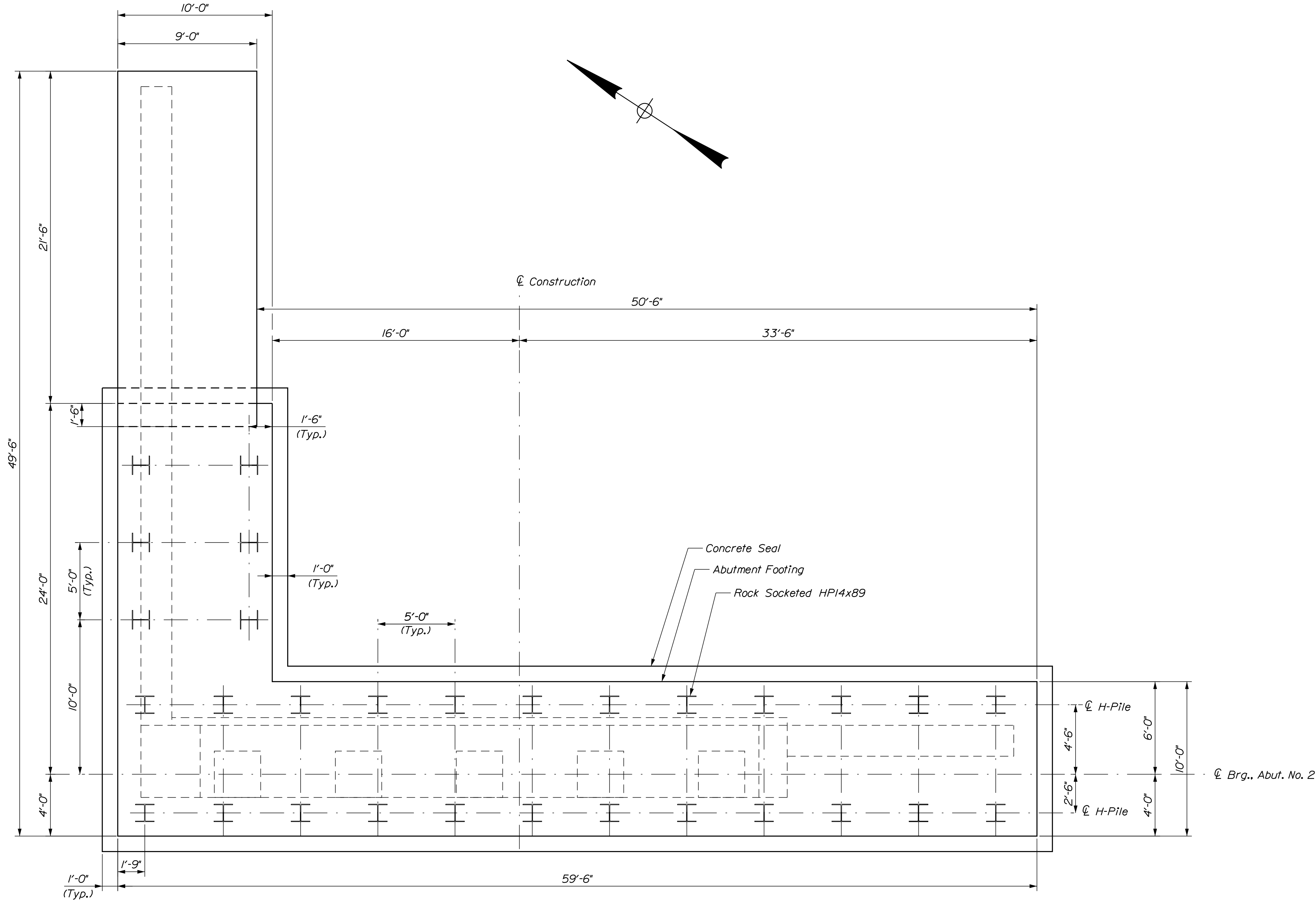
ABUTMENT NO. 1 FOOTING - REINFORCMENT PLAN

DOVER BRIDGE PISCATAQUIS RIVER DOVER-FOXCROFT PISCATAQUIS COUNTY				PROJ. MANAGER		M. WIGHT	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION				
ABUTMENT NO. 1 FOOTING REINFORCEMENT				DESIGN-DETAILED		P. POMEROY	D. BURGESS	8/22/25	SIGNATURE				
				CHECKED-REVIEWED		E. BROWNELL	J. BURGESS	8/22/25					
				DESIGN2-DETAILED2									
				DESIGN3-DETAILED3									
				REVISIONS 1					P. E. NUMBER				
				REVISIONS 2									
				REVISIONS 3									
				REVISIONS 4									
FIELD CHANGES									DATE	5118	WIN 023120.00	BRIDGE PLANS	
SHEET NUMBER				32								OF 64	



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STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		2312000		WIN		023120.00		BRIDGE PLANS	
DOVER BRIDGE		PISCATAQUIS RIVER		DOVER-FOXCROFT PISCATAQUIS COUNTY		ABUTMENT NO. 1		REINFORCEMENT		SHEET NUMBER	
DESIGNED: P. POMEROY		CHECKED: E. BROWNELL		DESIGNED: J. BURGESS		REVISIONS: 1		REVISIONS: 2		REVISIONS: 3	
DATE: 8/22/25		BY: J. BURGESS		SIGNATURE		P.E. NUMBER		DATE		5118	
PROJECT MANAGER		M. WIGHT		FIELD CHANGES		REVISIONS: 4		REVISIONS: 5		REVISIONS: 6	
33		OF 64									



PILE NOTES

1. The maximum factored pile load is 245 kips at the Strength Limit State.

2. Estimate of piles required:
 Abutment No. 2: 30 ~ HPI4x89

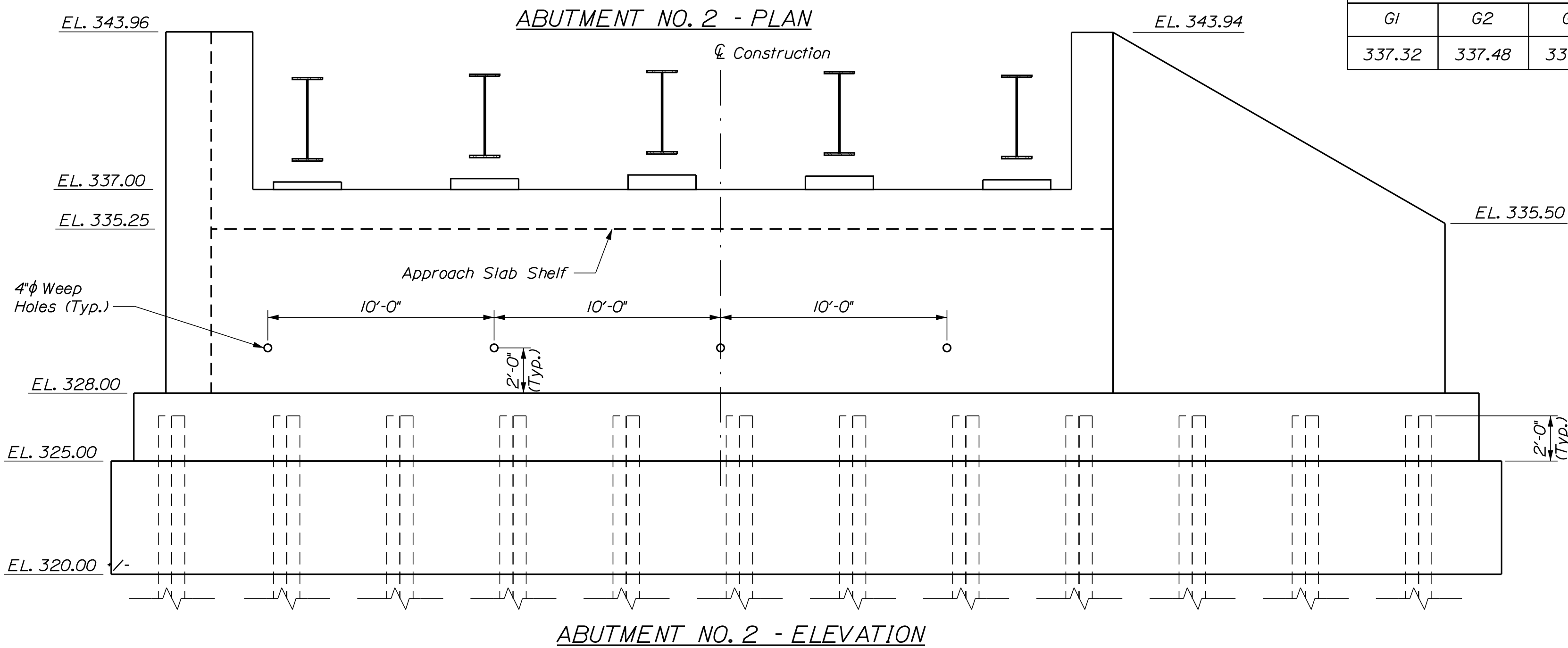
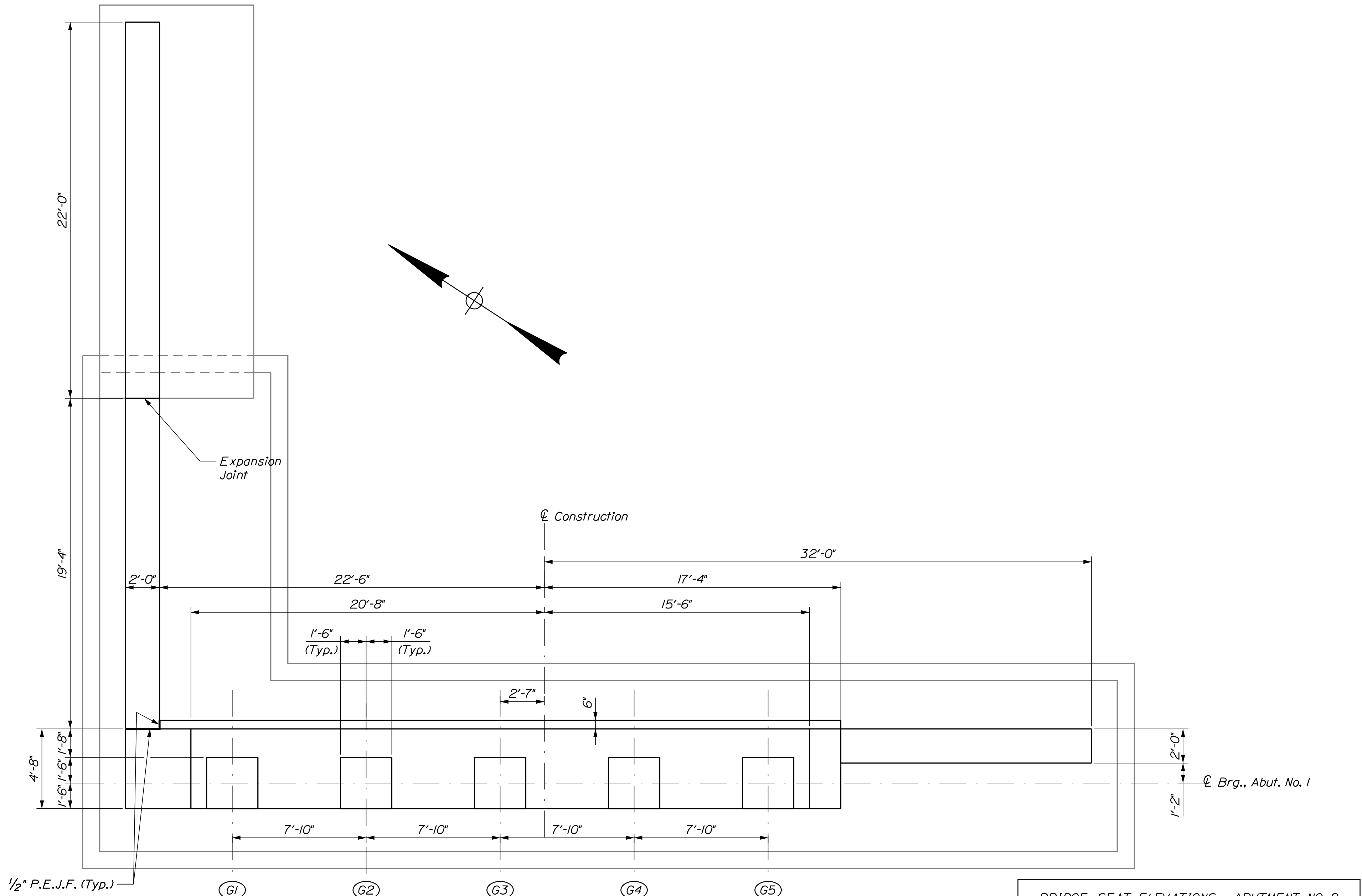
Bedrock at the site is variable. Pile lengths are estimated to vary between 15 feet and 30 feet.

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

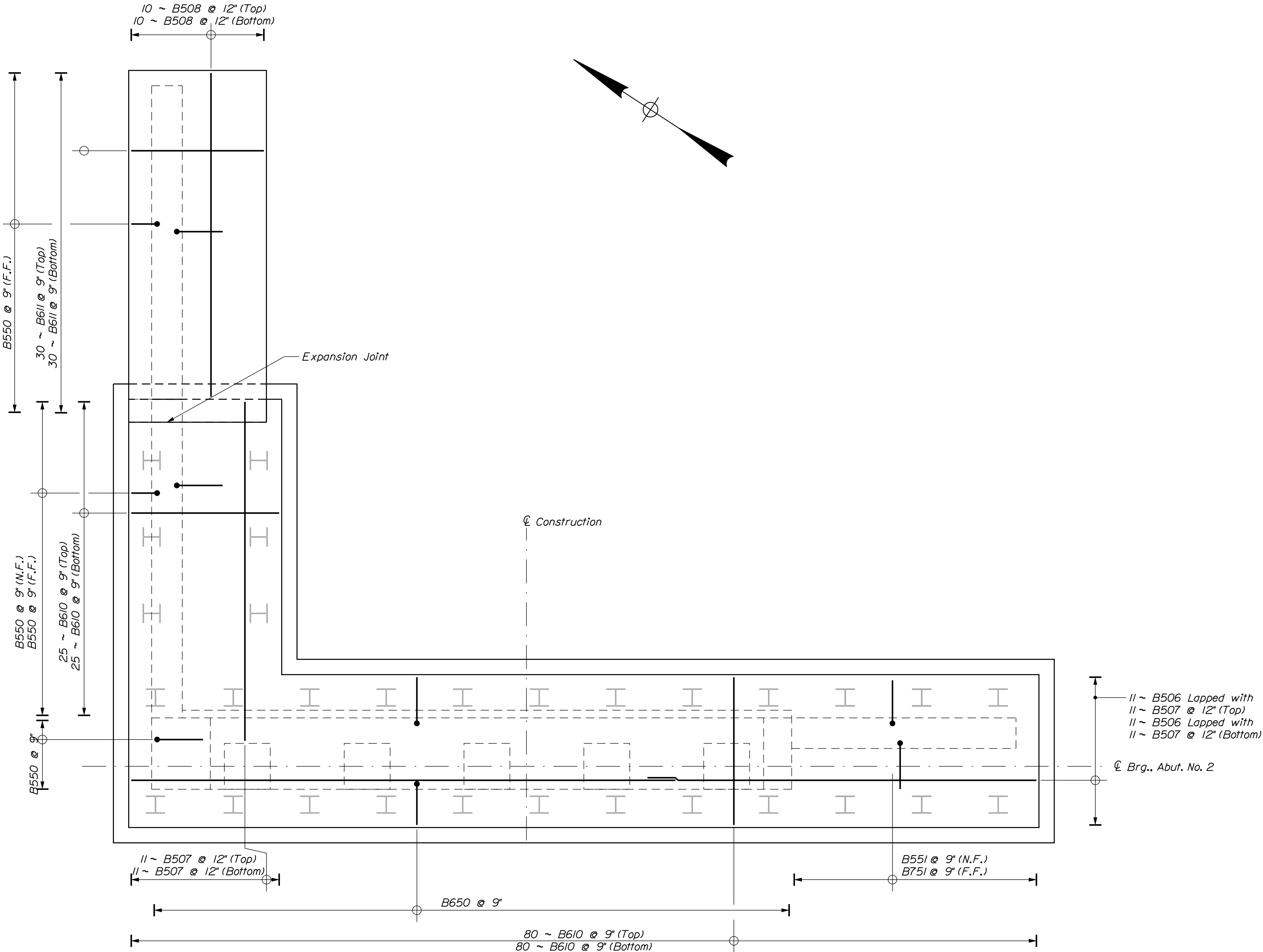
4. Piles shall be placed in accordance with Special Provision Section 501 (Rock Socketed H-Pile Foundation) of the Contract Documents.

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

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
DOVER BRIDGE		SIGNATURE	
PISCATAQUIS RIVER		P.E. NUMBER	
DOVER-FOXCROFT PISCATAQUIS COUNTY		DATE	
ABUTMENT NO. 2 FOOTING		5118	
PLAN AND PILE LAYOUT		023120.00	
SHEET NUMBER		BRIDGE PLANS	
34		WIN	
OF 64		023120.00	

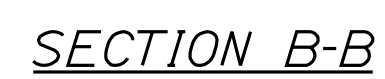
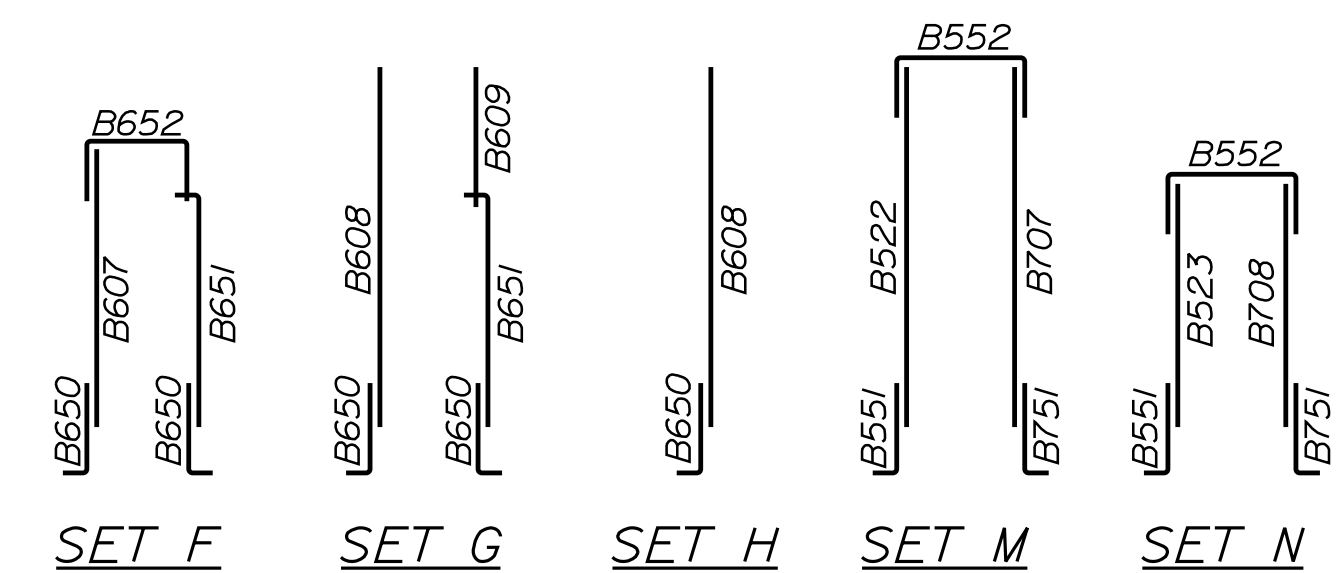


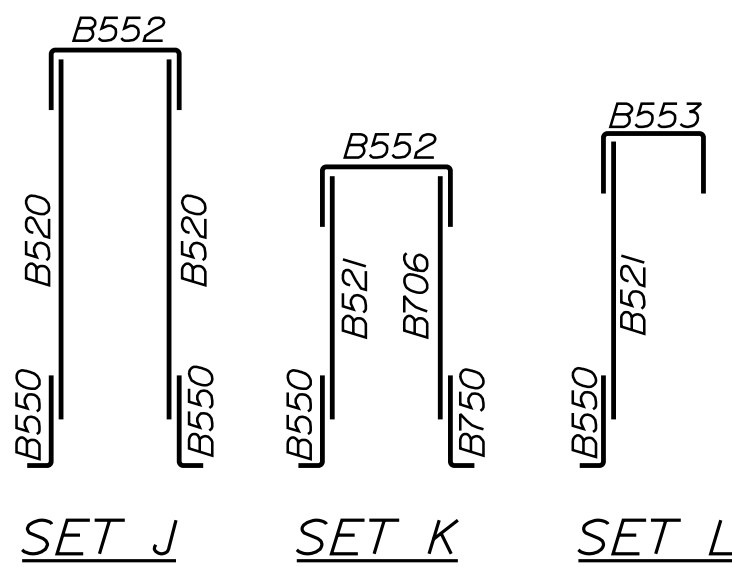
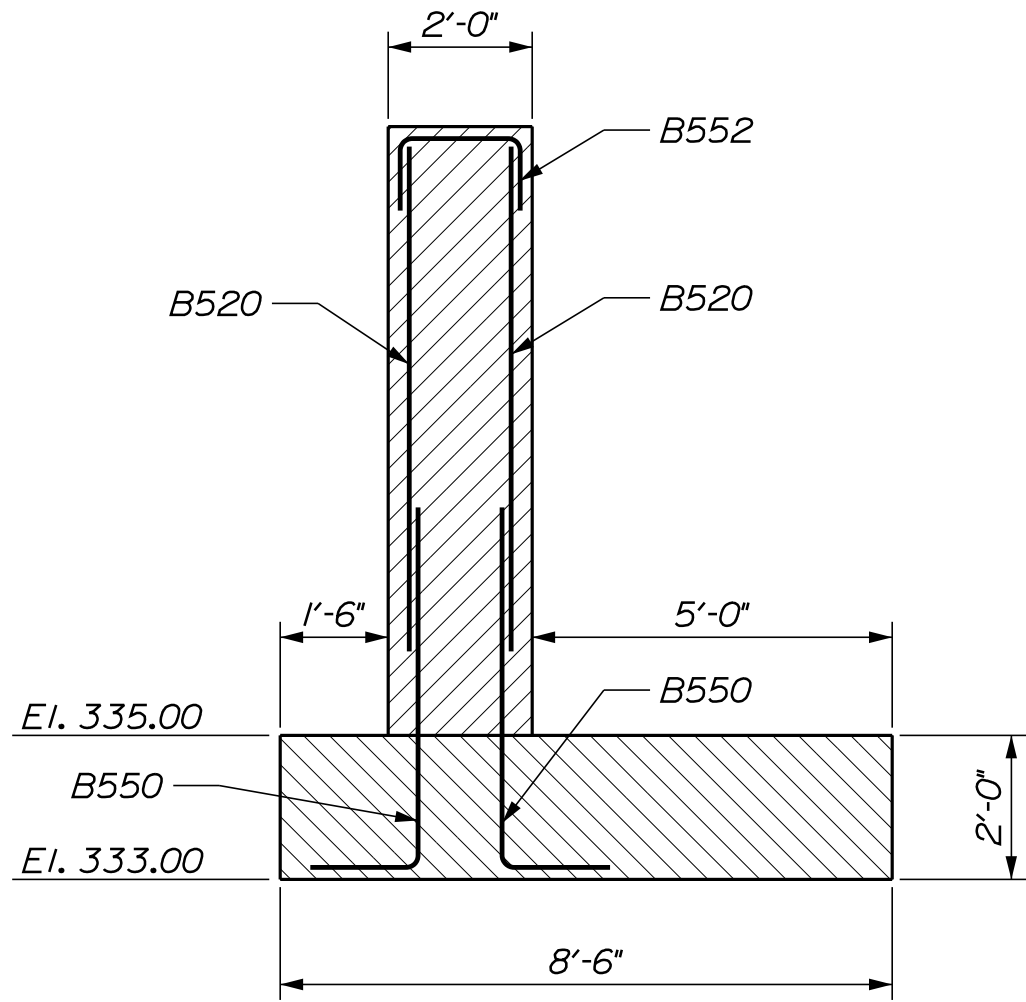
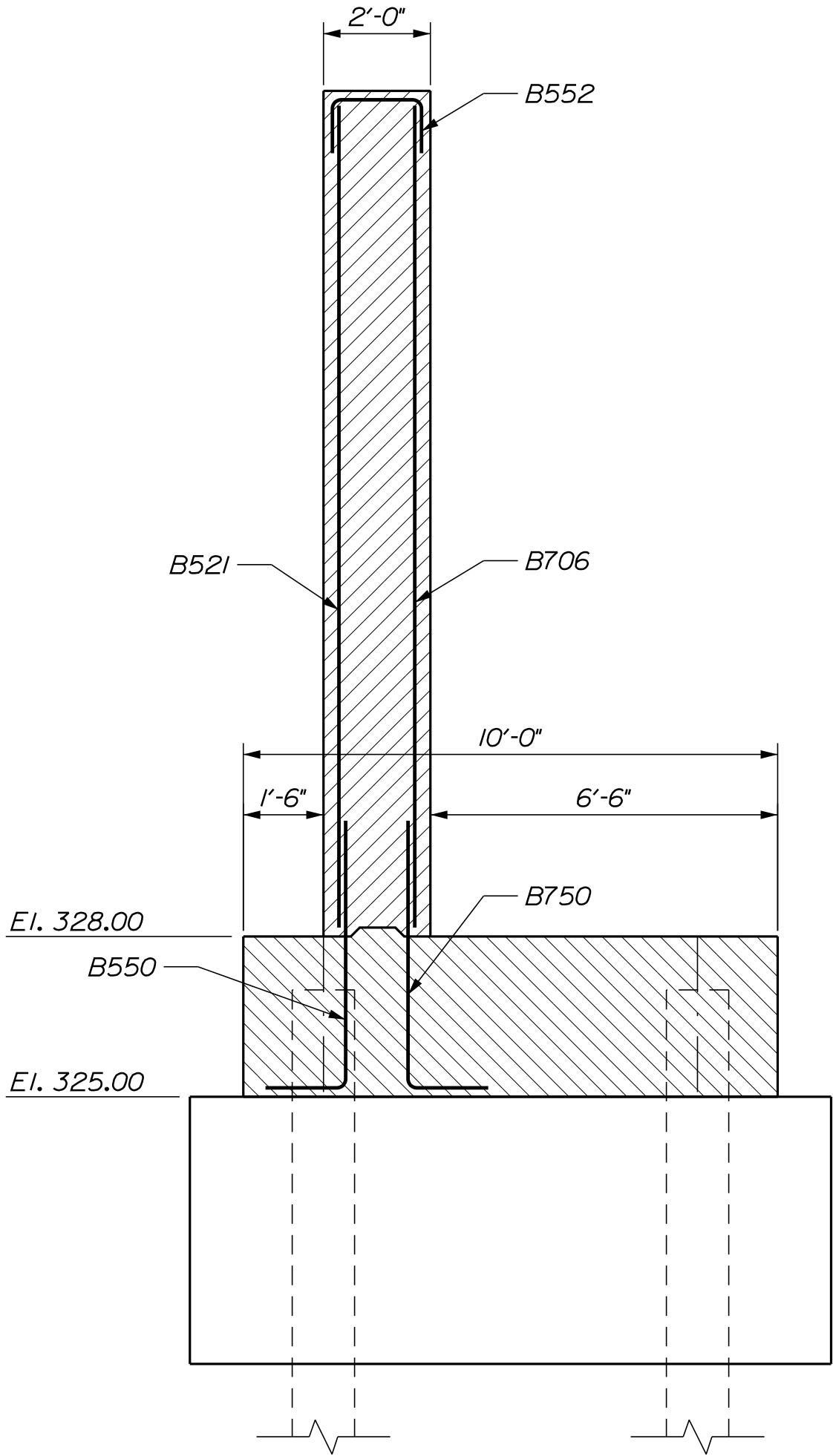
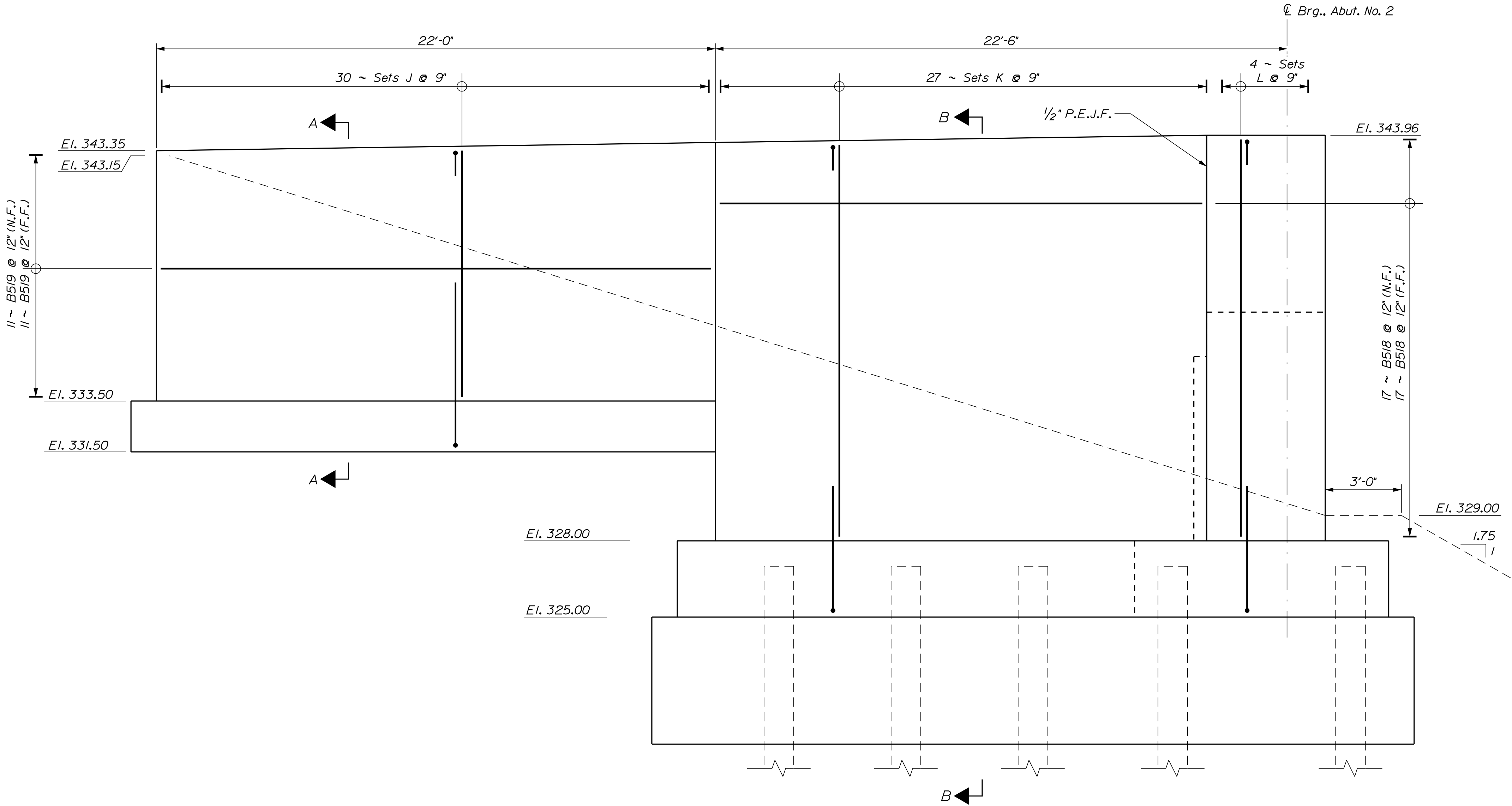
BRIDGE SEAT ELEVATIONS - ABUTMENT NO. 2				
G1	G2	G3	G4	G5
337.32	337.48	337.64	337.58	337.43



ABUTMENT NO. 2 FOOTING - REINFORCEMENT PLAN

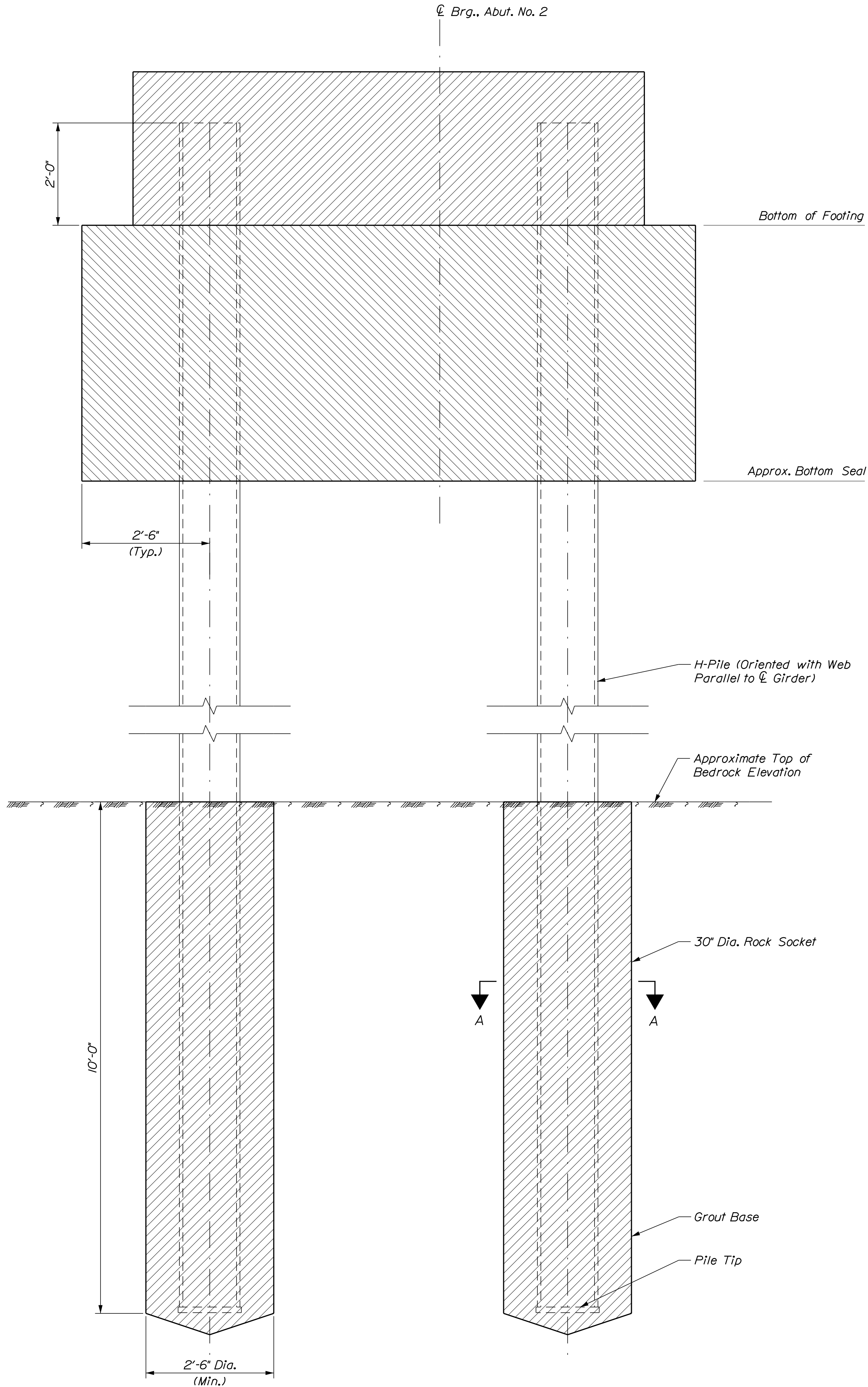
STATE OF MAINE DEPARTMENT OF TRANSPORTATION											
						2312000					
						WIN 023120.00					
						5118 BRIDGE PLANS					
DOVER BRIDGE PISCATAQUIS RIVER DOVER-FOXCROFT PISCATAQUIS COUNTY ABUTMENT NO. 2 FOOTING REINFORCEMENT						PROJ. MANAGER	M. WIGHT	BY	DATE		
						DESIGN-DETAILED	P. POMEROY	D. BURGESS	8/22/25		
						CHECKED-REVIEWED	E. BROWNELL	J. BURGESS	8/22/25		
						DESIGN-DETAILED2					
						DESIGN-DETAILED3					
						REVISIONS 1					
						REVISIONS 2					
						REVISIONS 3					
						REVISIONS 4					
						FIELD CHANGES					



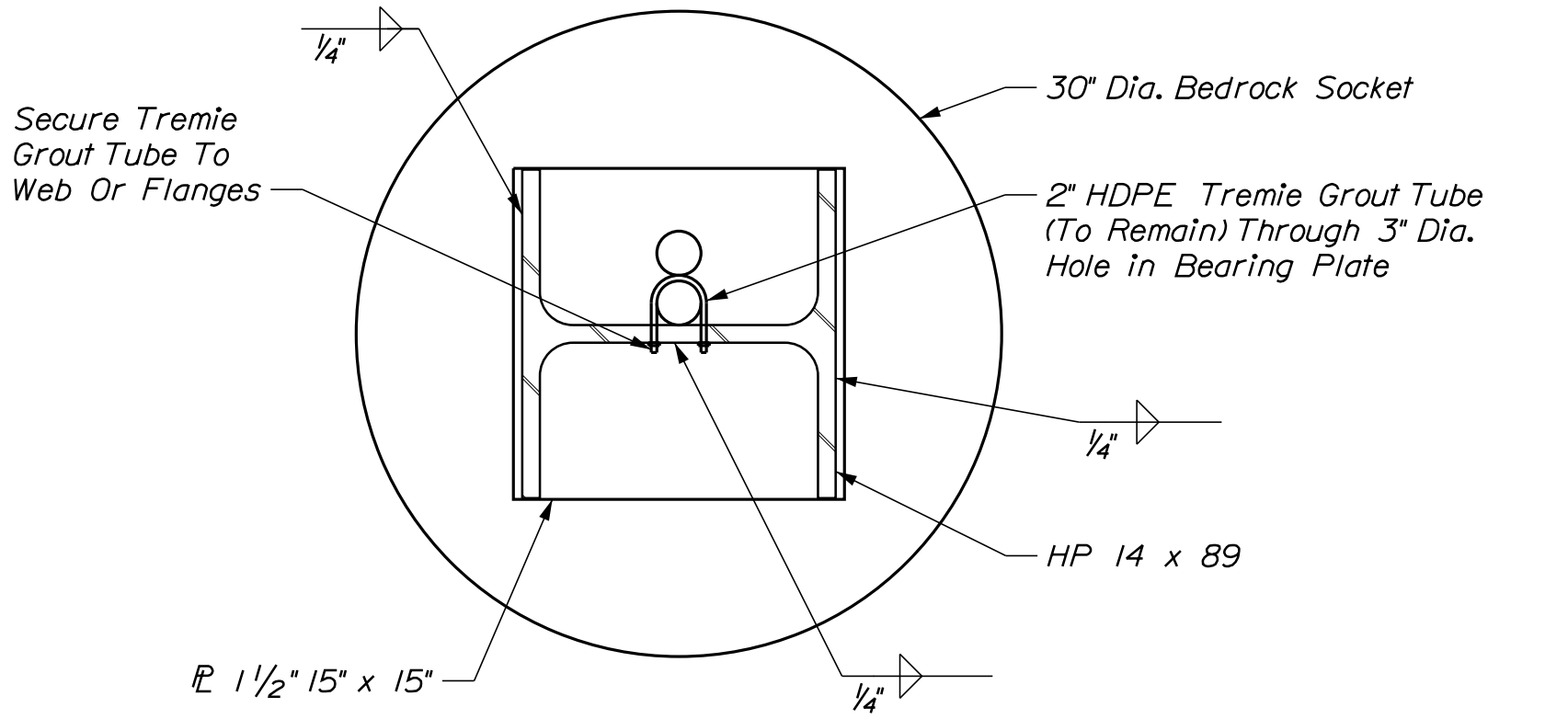


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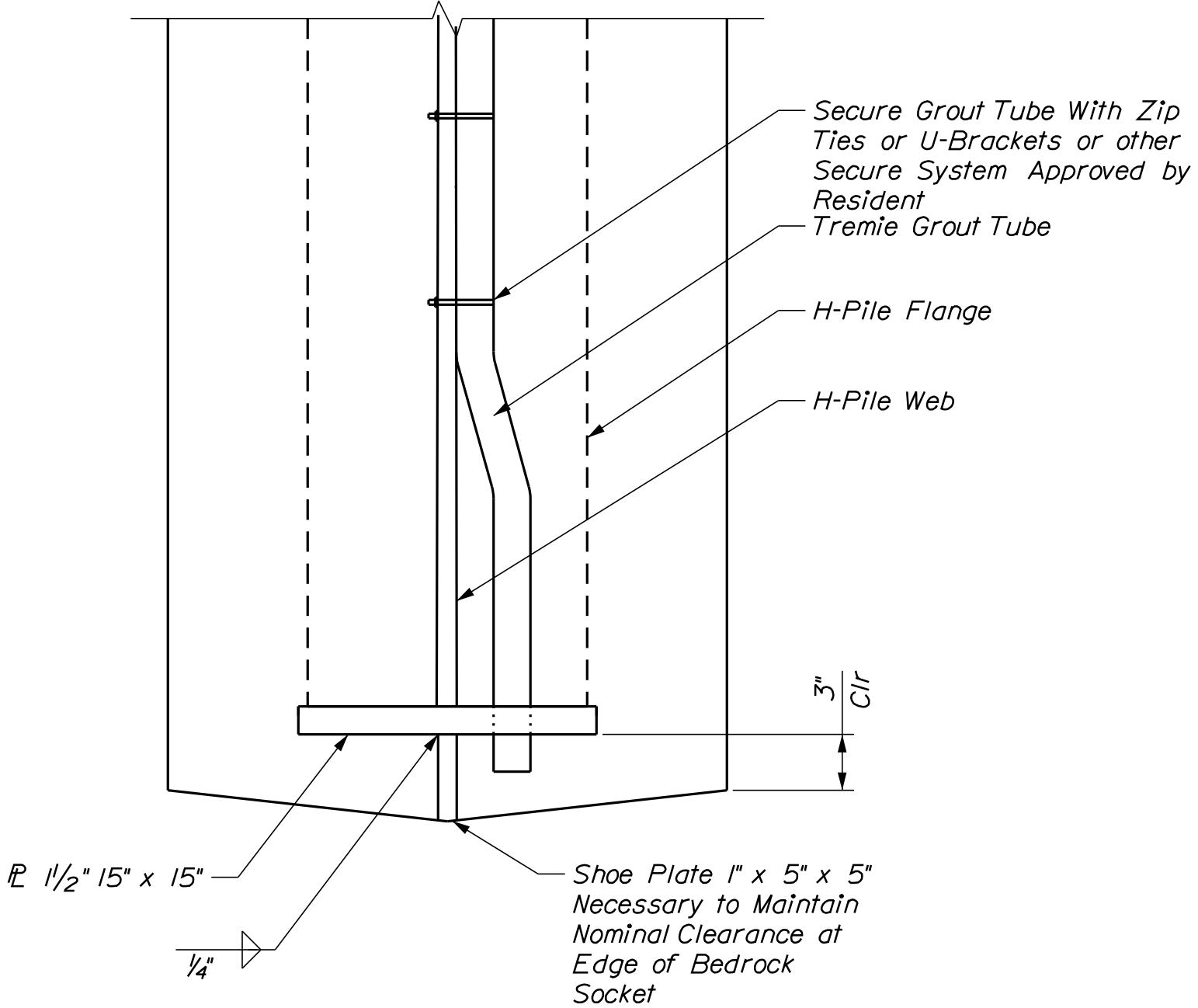
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DOVER BRIDGE		SIGNATURE	
PISCATAQUIS RIVER		P.E. NUMBER	
DOVER-FOXCROFT PISCATAQUIS COUNTY		DATE	
ABUTMENT NO. 2		5118	
UPSTREAM WINGWALL		BRIDGE PLANS	
SHEET NUMBER		WIN 023120.00	
38		2312000	
OF 64			



ROCK SOCKET DETAILS



SECTION A-A
(Shown prior to grouting)



DETAIL A
(Shown prior to grouting)

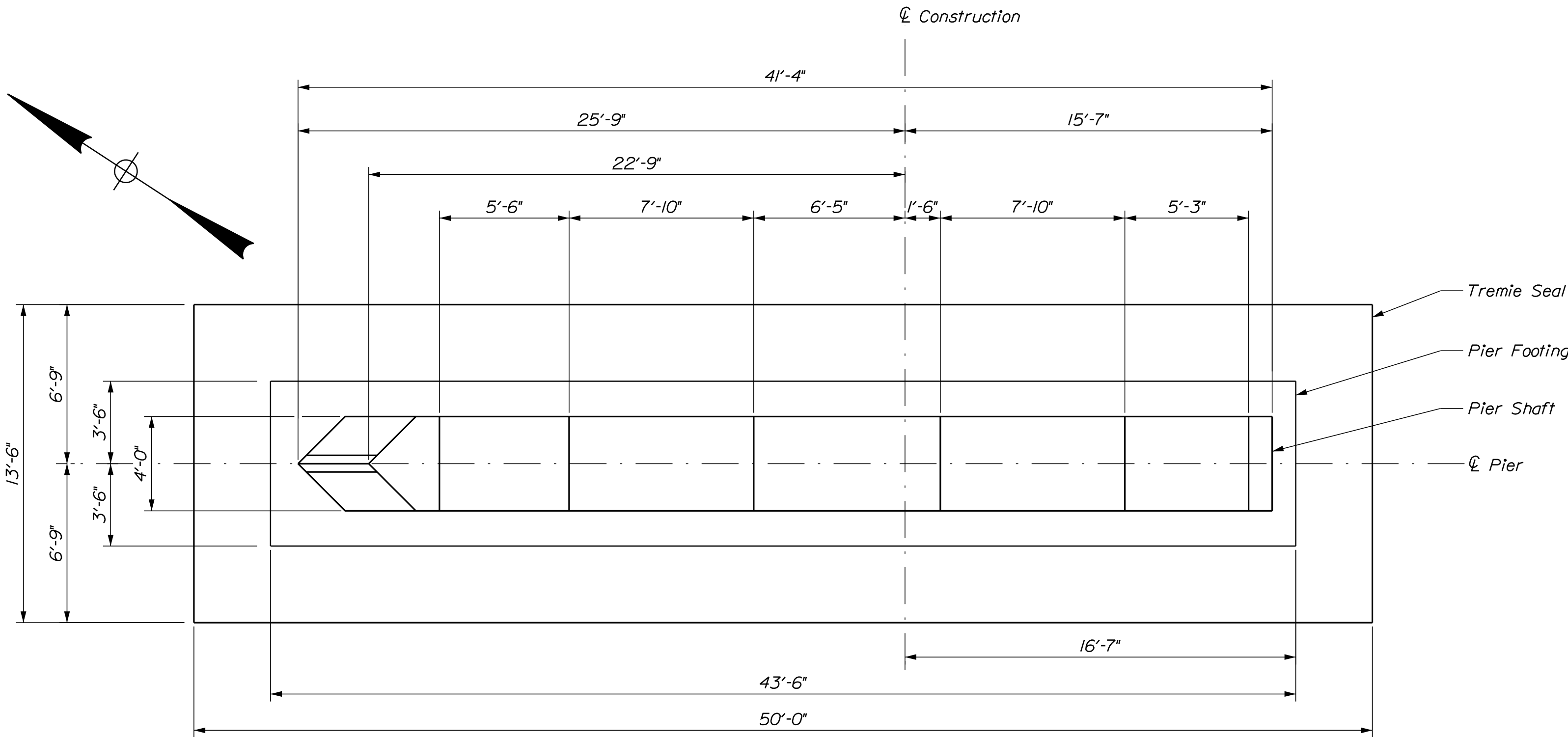
BOTTOM OF SEAL ELEVATION (FT.)					
Abutment No. 2	Bottom of Abutment Elevation (ft)	Approximate Top of Bedrock Elevation (ft)	Estimated Top of Grout Elevation (ft)	Estimated Bottom of Pile Elevation (ft)	Estimated Pile Length (ft)
Left	325	309	309	299	30
Right	325	323	323	313	15

PILE NOTES

- Approximate top of bedrock elevations are based on widely spaced explorations. Actual bedrock elevations may vary.
- Top of Bedrock is defined as the elevation at which the full diameter of the rock excavation equipment is beneath the bedrock surface, as determined by the Resident.
- Estimated pile lengths are based on approximate bedrock elevation. Required pile lengths may vary, depending on actual bedrock elevation.
- Bedrock elevations shall be probed at the pile locations prior to installation of production piles. A total of six (6) probes shall be taken at alternating pile lines. If bedrock is encountered deeper than El. 307, the Contractor shall notify the Engineer for direction prior to proceeding with pile installation. The cost for probes will be considered incidental to related Pay Items.

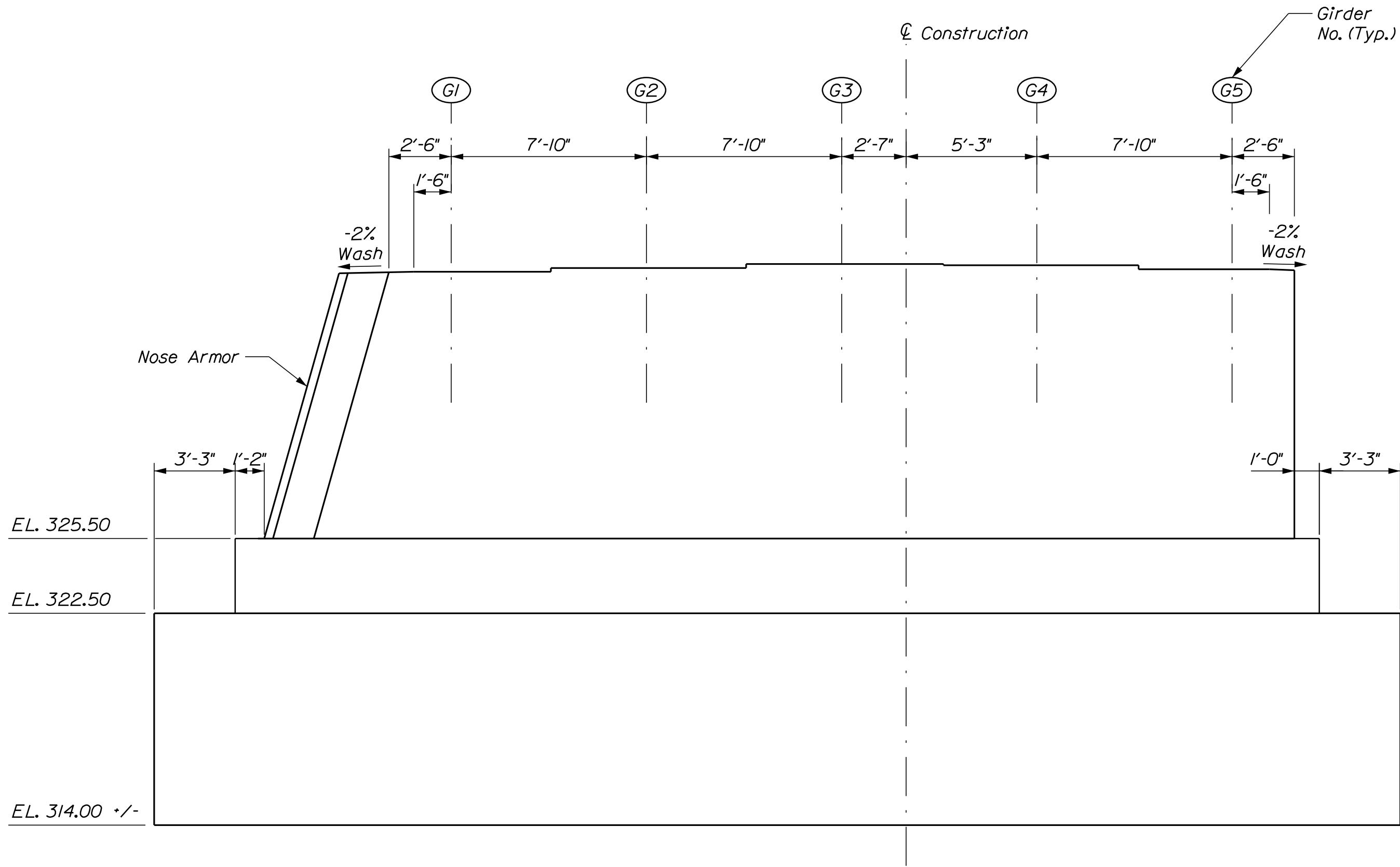
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STATE OF MAINE DEPARTMENT OF TRANSPORTATION	2312000		WIN 023120.00		BRIDGE PLANS
	5118				
DOVER BRIDGE PISCATAQUIS RIVER DOVER-FOXCROFT PISCATAQUIS COUNTY ABUTMENT NO. 2 ROCK SOCKET DETAILS					
SHEET NUMBER					
39					
OF 64					

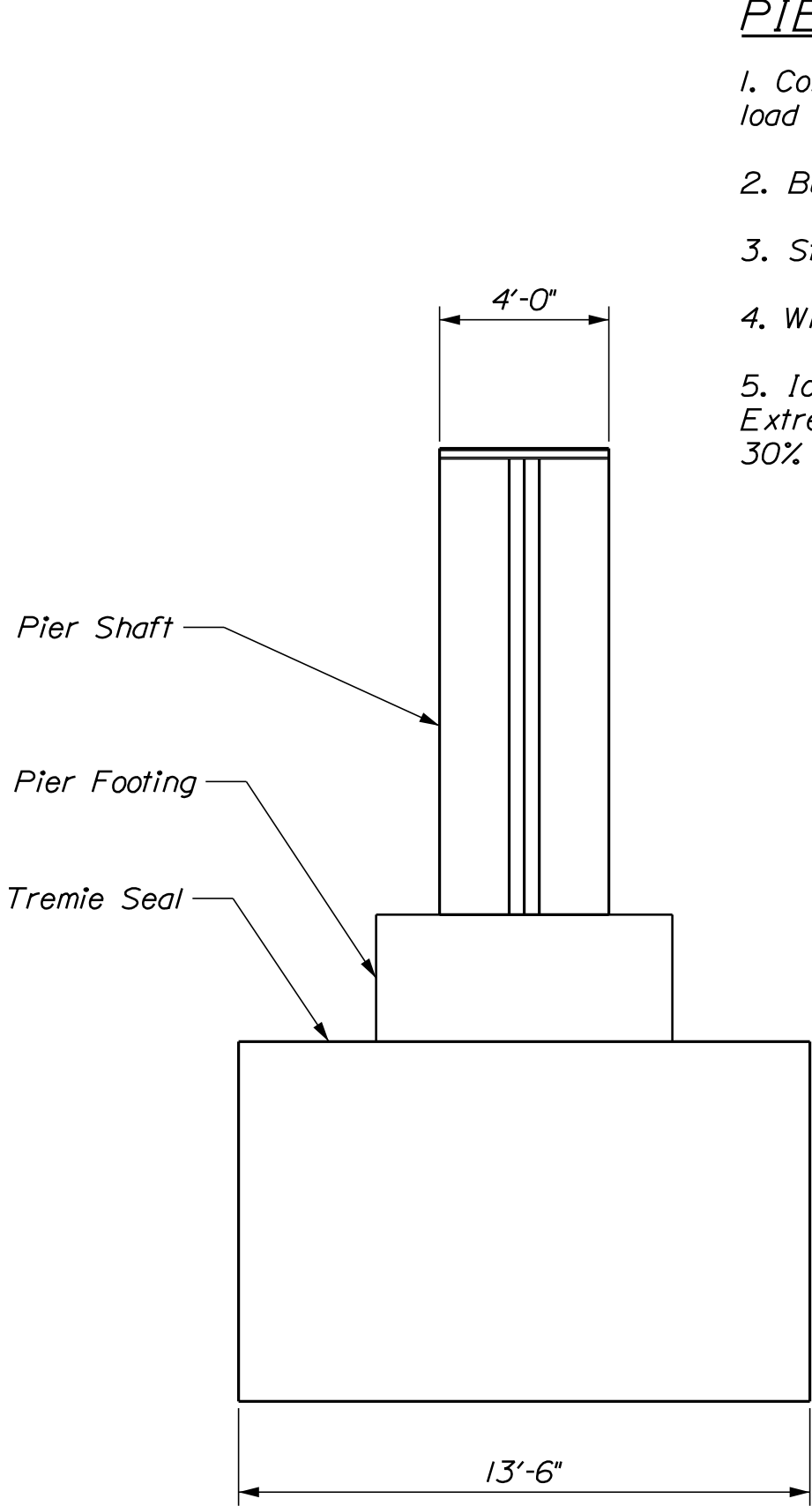


PIER - PLAN

Bridge Seat Elevations - Pier				
G1	G2	G3	G4	G5
337.23	337.38	337.54	337.49	337.33



PIER - ELEVATION



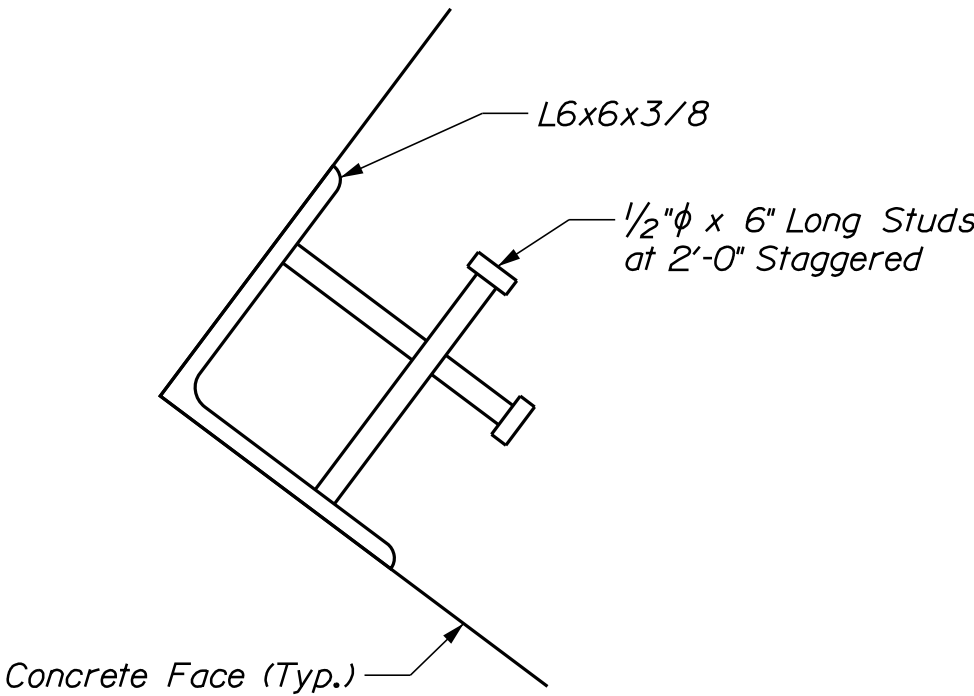
PIER UPSTREAM END ELEVATION

PIER NOTES

1. The maximum factored applied footing pressure is 27.7 ksf at the Strength I Limit State.
2. Reinforcing steel shall have a minimum concrete cover of 3 inches unless otherwise noted.
3. Nose armor, including anchor studs, shall be cleaned and galvanized in accordance with Section 506 of the Standard Specifications. Payment for furnishing and placing Nose Armor shall be incidental to Pay Item 502.239 - Structural Concrete Piers.
4. At the option of the Resident, bedrock which protrudes above a horizontal plane 12 inches below the proposed bottom of seal elevation may be removed. Payment for bedrock removal shall be made under Item No. 206.092 Structural Rock Excavation - Major Structures.
5. Pier seal concrete shall be placed on bedrock cleaned of all weathered rock, loose fractured rock and soil. The bedrock subgrade shall be confirmed to be relatively level. Where the bedrock slope exceeds 4H:1V, the bedrock surface shall be benched to create level steps or made completely level. Cofferdam excavation and reporting shall be in accordance with Special Provision 511 - Cofferdams.
6. The bedrock will vary in nature, slope, and degree of fracturing. Bedrock elevations shown are estimated based on boring information. Actual rock elevations may vary. After the foundation excavations are completed and all unsound bedrock removed, the Contractor shall survey the foundation bedrock and provide exact bedrock elevations to the Resident for review and approval by the Engineer.
7. Each seal shall be cored full depth in at least four (4) locations to ensure that the seal is satisfactorily placed. The final core run shall sample the bedrock interface and a minimum of one (1) foot of bedrock. Seal core locations will be approved by the Department. Seal concrete cores will be a minimum of three (3) inch outer diameter and stored in boxes and labeled. In the event that voids or other defects are indicated, the Contractor shall correct the defects in a manner approved by the Department. For each core that reveals a defect, two (2) additional cores shall be taken in approximately the same area in locations approved by the Department. All core holes shall be filled using non-shrink grout selected from the MaineDOT Qualified Products List of Grout Materials. The cost of coring and repairs will be considered incidental to related pay items.

PIER DESIGN CRITERIA

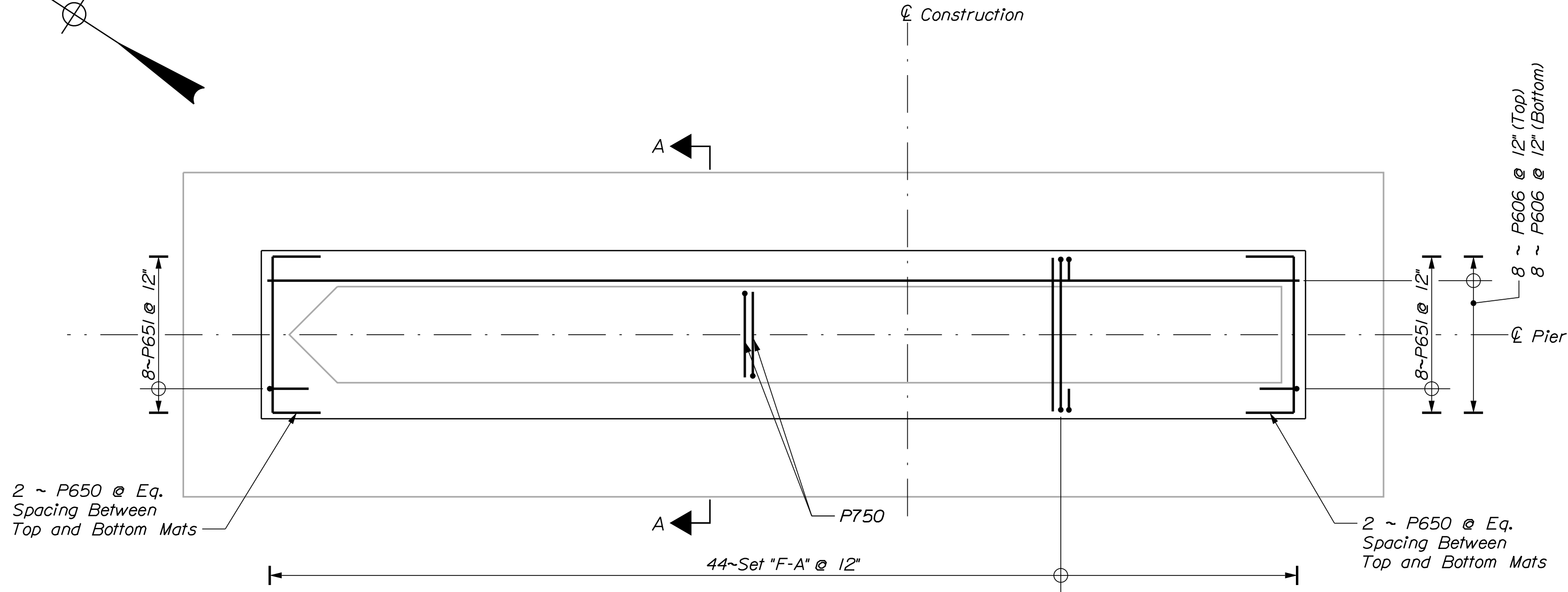
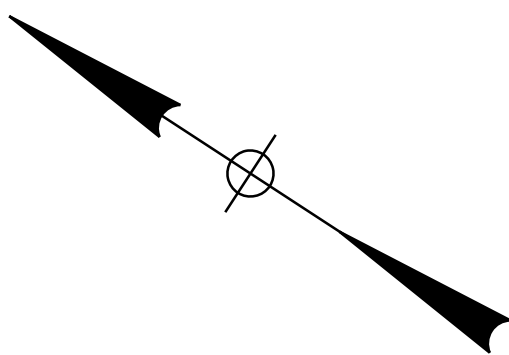
1. Controlling AASHTO Load Combination - Strength I with additional ice load in accordance with MaineDOT Bridge Design Guide (2018) Chapter 5.
2. Buoyancy: Q10 Water level assumed at EL. 333.6.
3. Stream flow: Q50 Velocity of 8.6 fps transverse to pier.
4. Wind: 115 mph or 0.0440 ksf at strength III.
5. Ice: Strength I Thickness 1.5 feet, pressure 14.4 ksf at EL. 335.50. Extreme Event II - Thickness 2.5 feet, pressure 14.4 ksf at EL. 335.50. 30% of nose force applied transverse to pier.



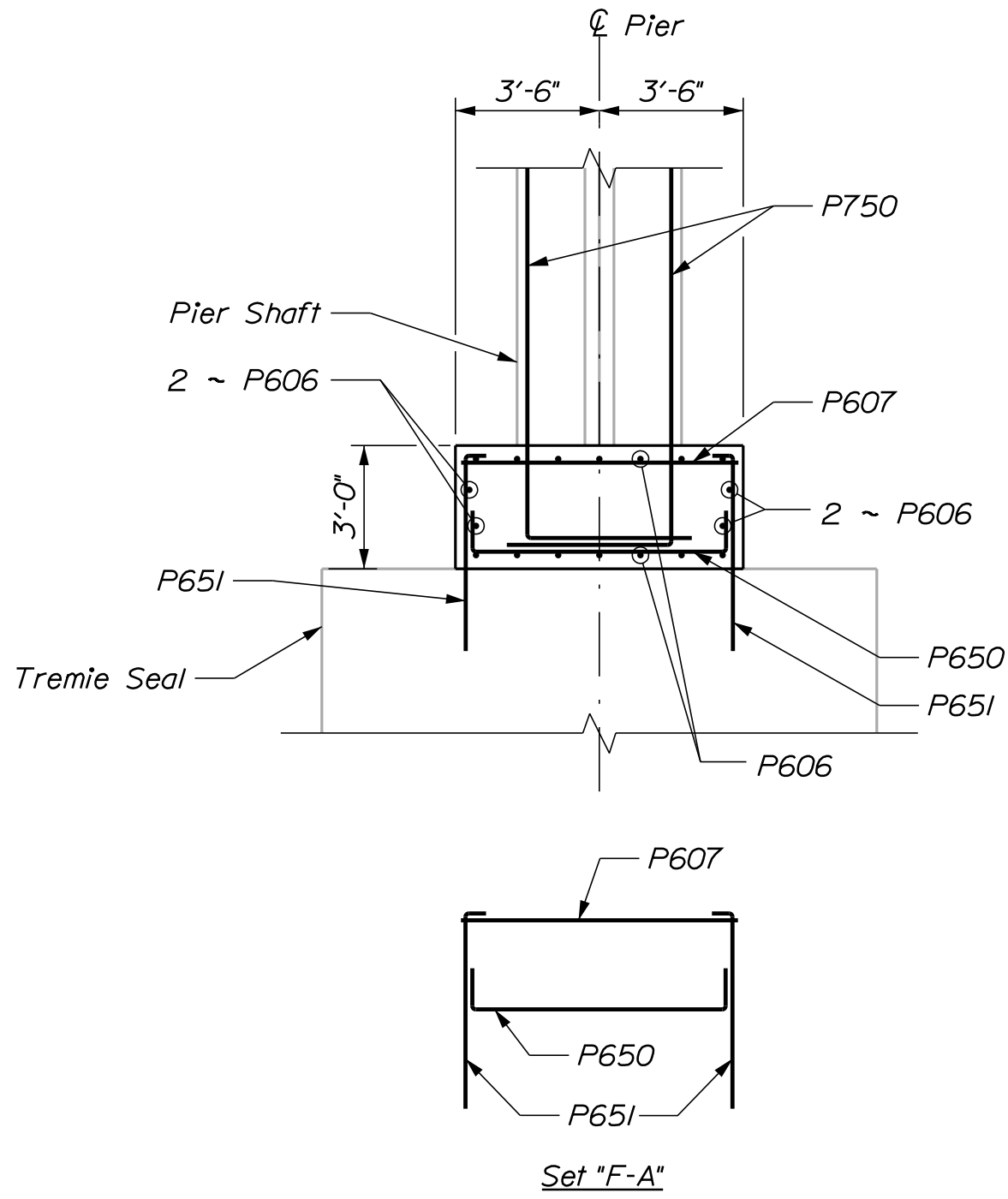
NOSE ARMOR DETAIL

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STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		BRIDGE PLANS	
		2312000		WIN 023120.00	
		5118			
DOVER BRIDGE		PISCATAQUIS RIVER		DOVER-FOXCROFT PISCATAQUIS COUNTY	
PIER PLAN		AND ELEVATION		SHEET NUMBER	
		40		OF 64	



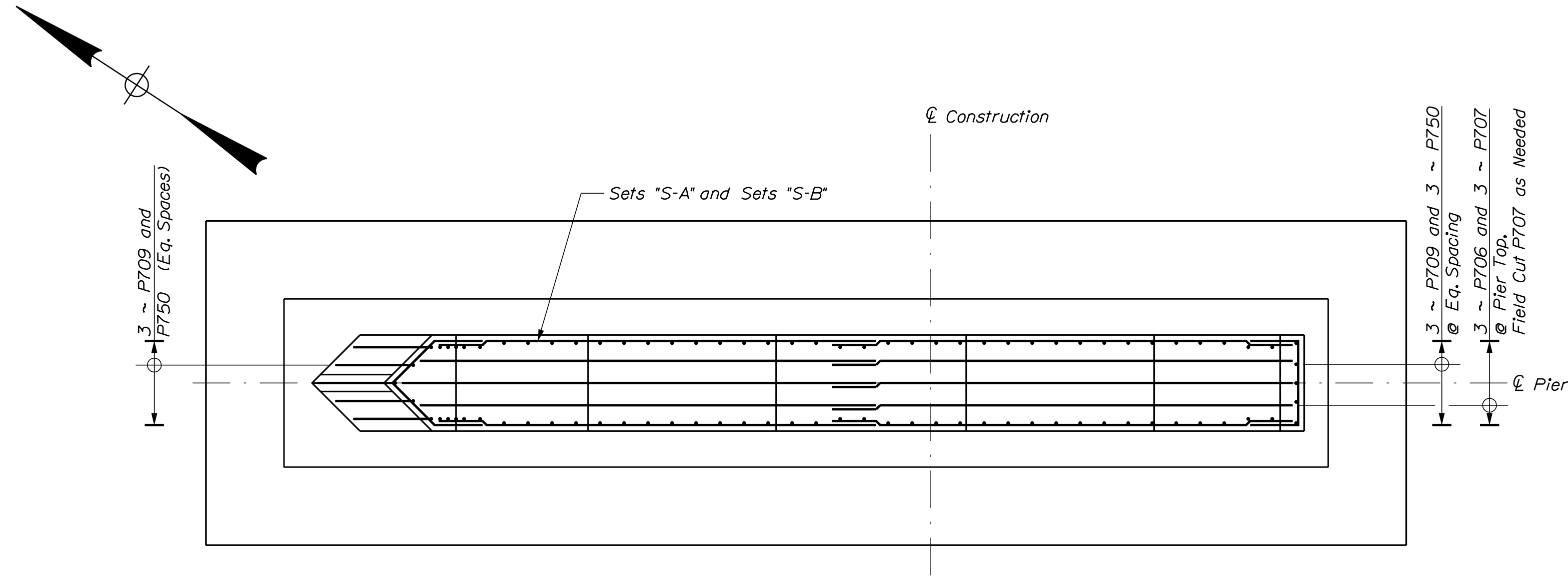
PIER FOOTING - PLAN



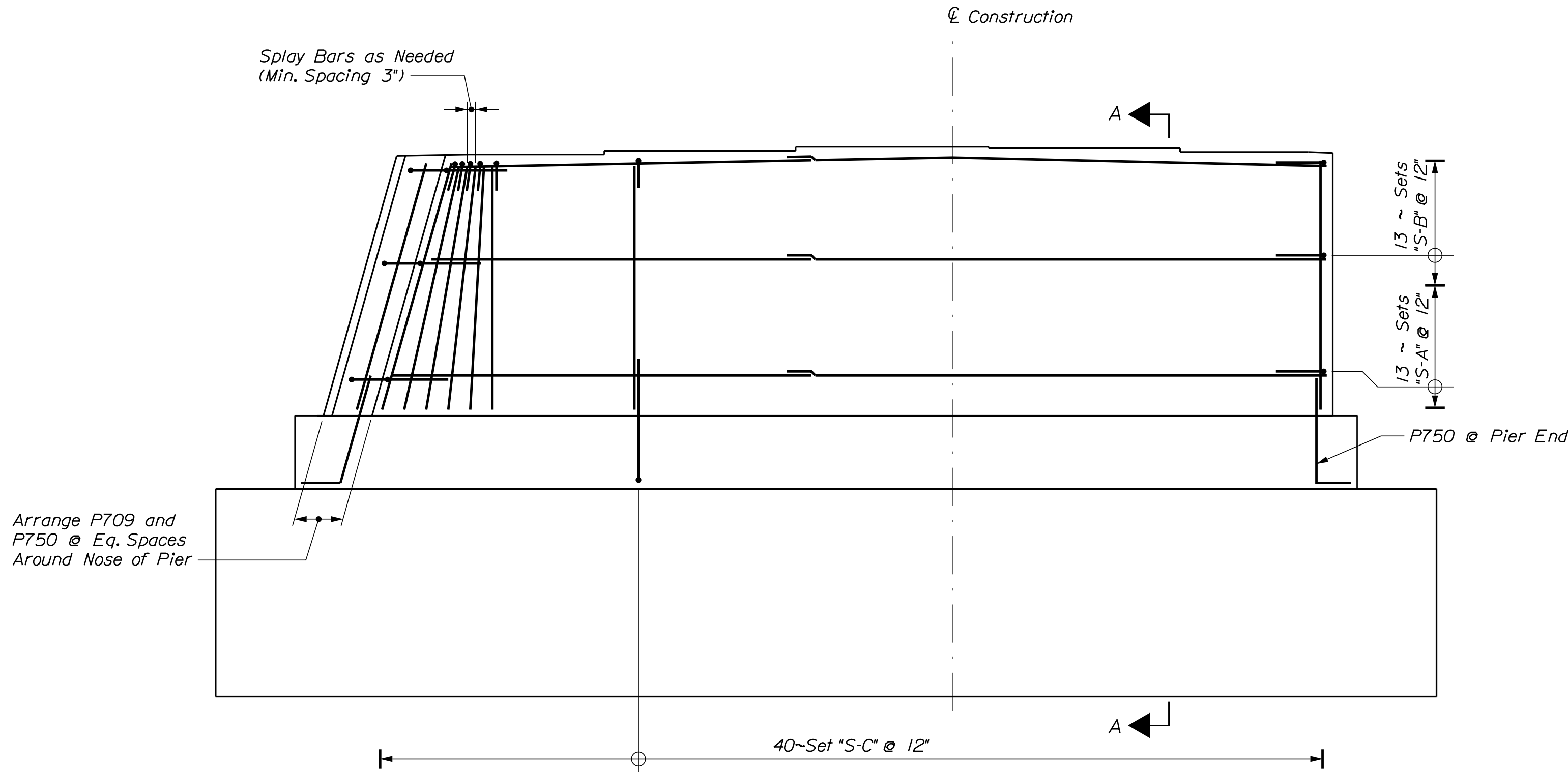
SECTION A-A

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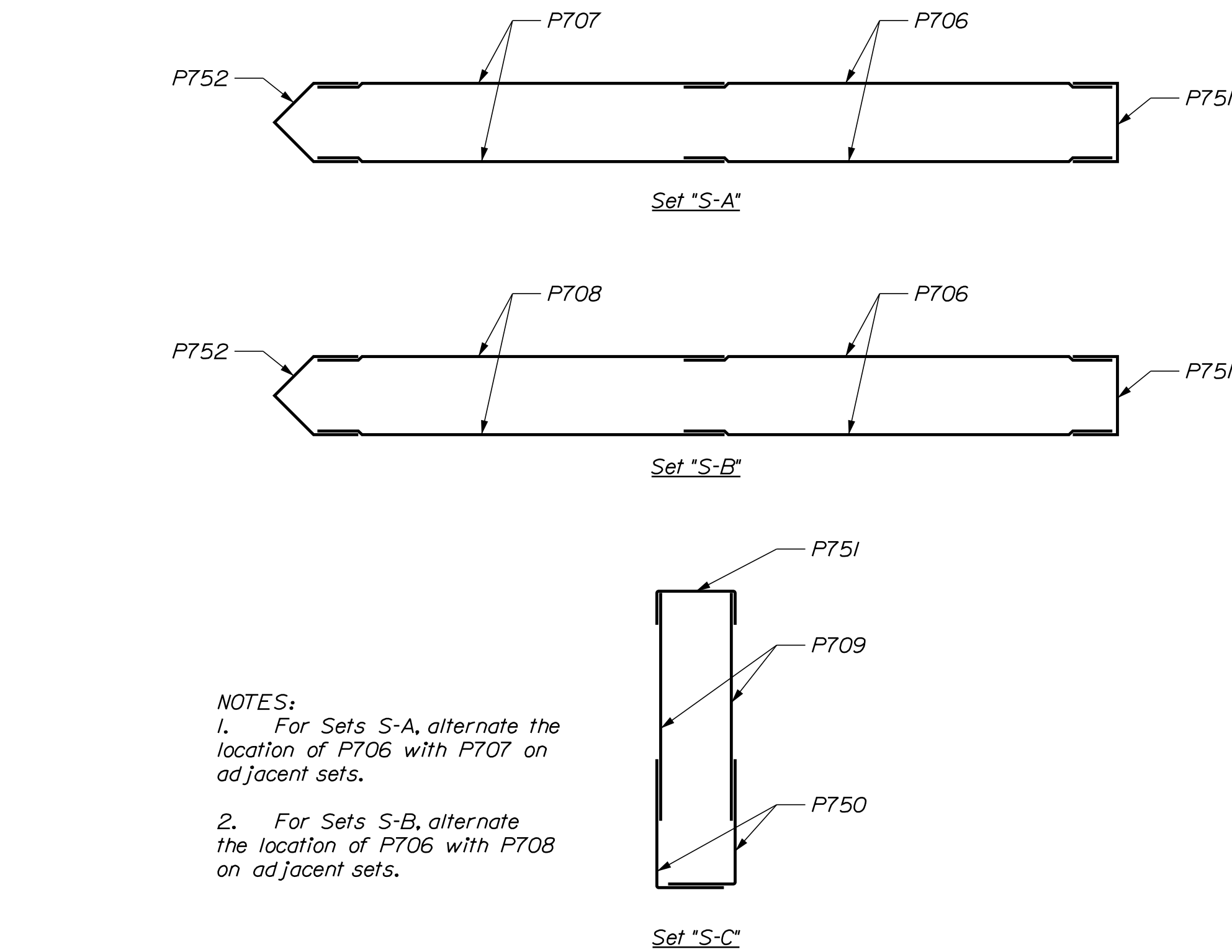
DOVER BRIDGE PISCATAQUIS RIVER DOVER-FOXCROFT PISCATAQUIS COUNTY PIER FOOTING REINFORCEMENT				SHEET NUMBER		STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
				41			
				OF 64			
PROJ. MANAGER		M. WIGHT	BY	DATE	SIGNATURE		
DESIGN-DETAILED		P. POMEROY	D. BURGESS	8/22/25			
CHECKED-REVIEWED		E. BROWNELL	J. BURGESS	8/22/25			
DESIGN2-DETAILED2							
DESIGN3-DETAILED3					P.E. NUMBER		
REVISIONS 1							
REVISIONS 2							
REVISIONS 3							
REVISIONS 4					DATE		
FIELD CHANGES							
					5118		
					WIN 023120.00		
					BRIDGE PLANS		



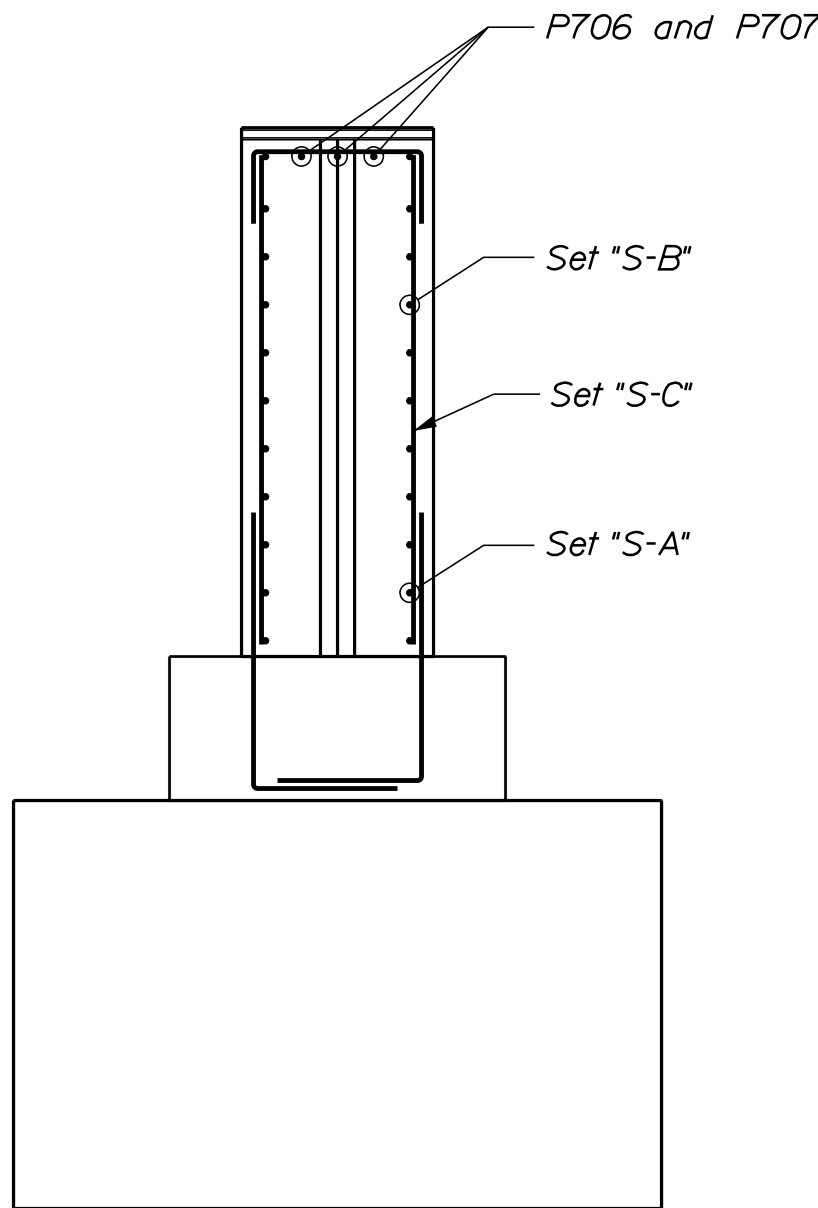
PIER REINFORCEMENT - PLAN



PIER REINFORCEMENT - ELEVATION



NOTES:
1. For Sets S-A, alternate the location of P706 with P707 on adjacent sets.
2. For Sets S-B, alternate the location of P706 with P708 on adjacent sets.



SECTION A-A

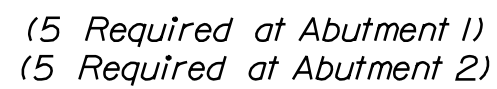
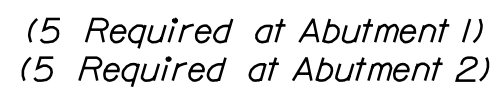
Thornton
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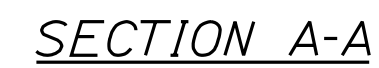
SHEET NUMBER										DOVER BRIDGE										STATE OF MAINE									
42										PISCATAQUIS RIVER										DEPARTMENT OF TRANSPORTATION									
OF 64										DOVER-FOXCROFT PISCATAQUIS COUNTY										SIGNATURE									
										PIER REINFORCEMENT										P.E. NUMBER									
										REVISIONS 1										DATE									
										REVISIONS 2																			
										REVISIONS 3																			
										REVISIONS 4																			
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																				WIN									
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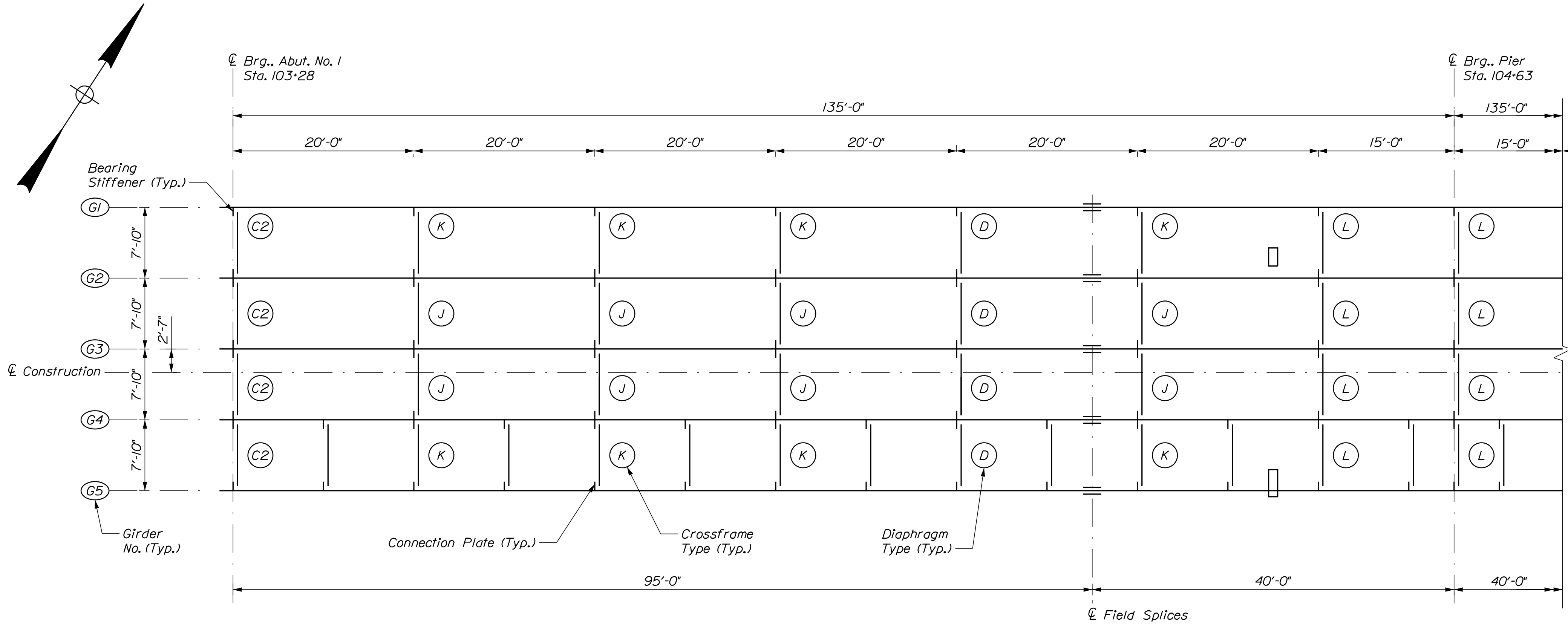
SHEET NUMBER

42

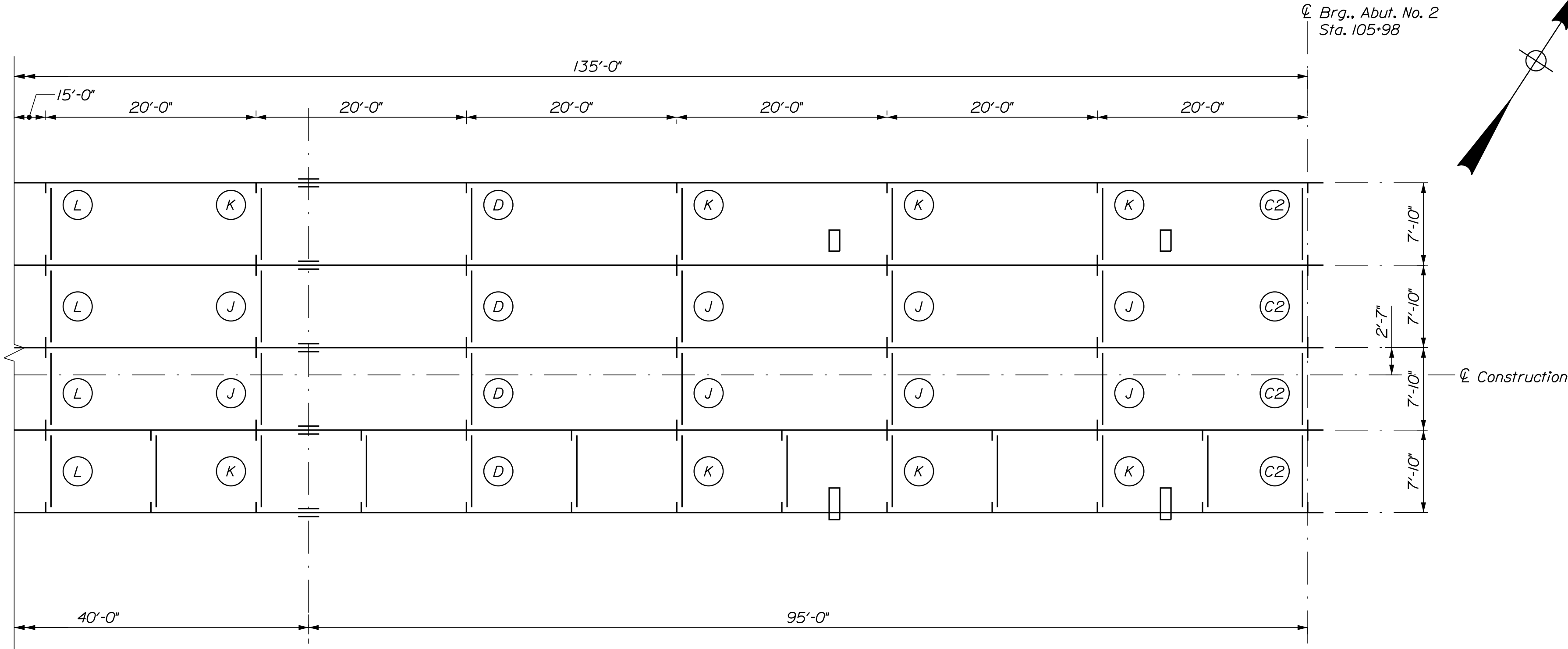
OF 64







FRAMING PLAN

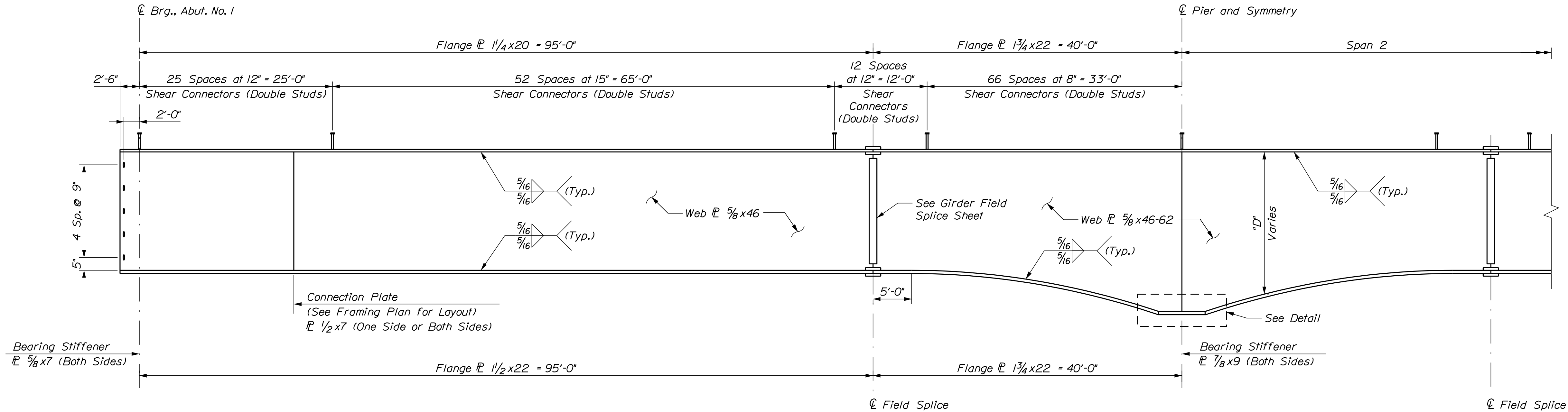


FRAMING PLAN



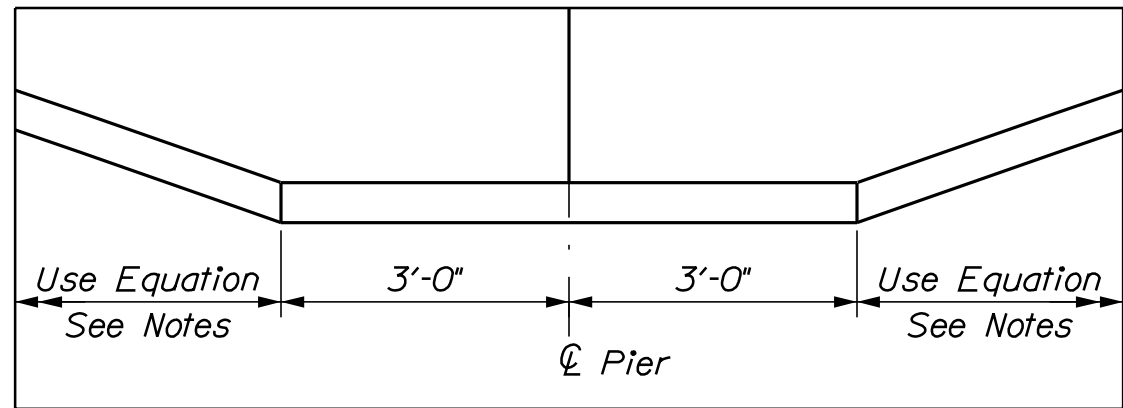
Thornton
Tomasetti

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		2312000		WIN		023120.00		BRIDGE PLANS	
DOVER BRIDGE		PISCATAQUIS RIVER		DOVER-FOXCROFT		PISCATAQUIS COUNTY		FRAMING PLAN		SHEET NUMBER	
8/22/25		8/22/25		8/22/25		8/22/25		8/22/25		8/22/25	
SIGNATURE		P.E. NUMBER		DATE		DATE		DATE		DATE	
45		OF 64									



GIRDER ELEVATION - SPAN NO. 1

Span No. 2 Symmetrical
(622 Studs per Girder, 3110 Studs Total)
(Vertical Scale Exaggerated)



DETAIL

PARABOLIC WEB DIMENSION NOTES:

- Web Depth = Start Depth + Depth Change X (Distance from Start/Parabola Length)² D = 46' + 16" x (X/32')².
- Depth Change = Algebraic difference in web depth between start location and Pier. (See Web Haunch Detail).
- X is measured in feet. D is normal to the top of the Web.

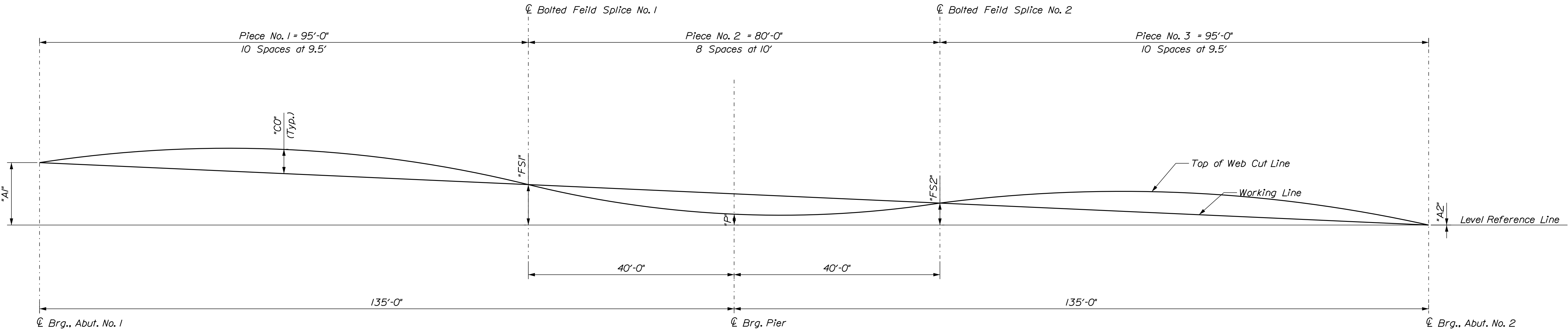
STRUCTURAL STEEL NOTES

- Camber ordinates, as shown, are computed to compensate for all dead load deflections and for the curvature of the finished grade profile.
- No transverse butt weld splices will be allowed in the flange plates or web plates within 10 feet or 10 percent of the span length (whichever is greater) from the points of maximum negative moment or maximum positive moment. Butt weld splices in flanges shall be not less than 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.
- 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.
- One longitudinal butt weld splice will be allowed in the web of the haunched sections of the girders. Feathered edges between the longitudinal welds and the bottom flanges will not be allowed.
- 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.
- Intermediate crossframe or diaphragm connection plates may be either plumb or normal to the top flange.
- All structural steel including the girders, stiffeners, connection plates, diaphragms and cross frames shall be coated with Thermal Spray Coating in accordance with Standard Specifications Section 506, Shop Applied Protective Coating.
- Repairs to the Thermal Spray Coating that modify the surface roughness in the area of the faying surfaces shall not be performed without the approval of the Fabrication Engineer.
- At the Contractor's option, the Diaphragms and Cross Frames may be Hot-Dipped Galvanized in accordance with Standard Specifications Section 506, Shop Applied Protective Coating, as approved by the Resident. Payment will be considered incidental to Item 506.9104, Thermal Spray Coating (Shop Applied), no separate payment will be made.
- Structural steel was designed with a vertical construction load of 50 lb/sf and a lateral wind velocity during construction of 80 mph.
- Bolted field splice connections shall be made using 7/8 inch ASTM F3125, Grade A325 Type 3 high strength bolts. Field splice bolt threads shall be excluded from the shear plane.
- The splice was designed with a Class B slip coefficient.
- Bolted diaphragms or cross frame connections shall be made using 7/8 inch diameter, ASTM F3125, Grade A325 Type 1 high strength bolts. Oversized or short-slotted holes are not permitted. Bolt threads shall be excluded from the shear plane of cross frame or diaphragms connections.
- All bolts, nuts, and washers shall be hot dip galvanized in accordance with ASTM A153.
- Drip Bars shall be used on all girders adjacent to Abutment No. 2, in accordance with Standard Detail (50410).
- Ends of girder webs shall be vertical under full dead load.
- Erection of a single beam line supported only at the pier and abutments will not be allowed. Additional bracing will need to be used for the first beam erected to avoid buckling. Multiple options are available to the Contractor:
 - The first two beams may be erected as a pair with cross frames already installed between them.
 - Intermediate temporary supports between the pier and abutment may be used to brace the first beam until the second beam is erected and cross frames are installed, or
 - The top flange of the first beam may be stiffened against horizontal movement by temporarily attaching lateral bracing such as a lightweight horizontal truss.

Prior to structural steel erection, the Contractor shall submit an erection plan and sequence to the Resident for approval. The erection plan shall show which method will be used and that the Lateral Torsional capacity of the beam is not exceeded.

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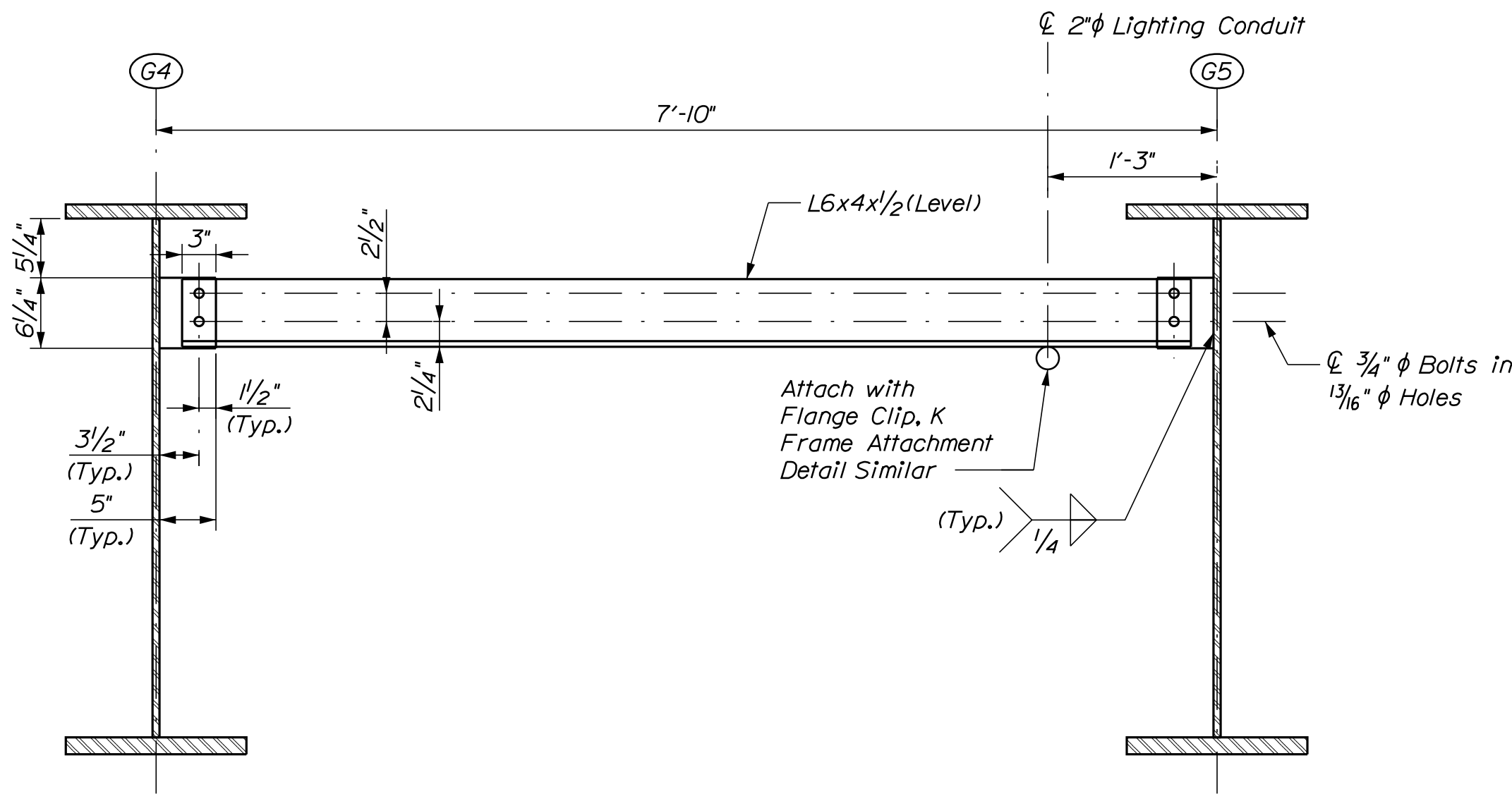
DOVER BRIDGE PISCATAQUIS RIVER DOVER-FOXCROFT PISCATAQUIS COUNTY				PROJ. MANAGER		M. WIGHT	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION
GIRDER DETAILS (1 OF 2)				DESIGN-DETAILED	P. POMEROY	D. BURRESS	8/22/25	SIGNATURE	
				CHECKED-REVIEWED	E. BROWNELL	J. BURRESS	8/22/25		
				DESIGN2-DETAILED2					
				DESIGN3-DETAILED3					
				REVISIONS 1					P.E. NUMBER
				REVISIONS 2					
				REVISIONS 3					
				REVISIONS 4					
				FIELD CHANGES					DATE
									5118
									WIN 023120.00
									BRIDGE PLANS



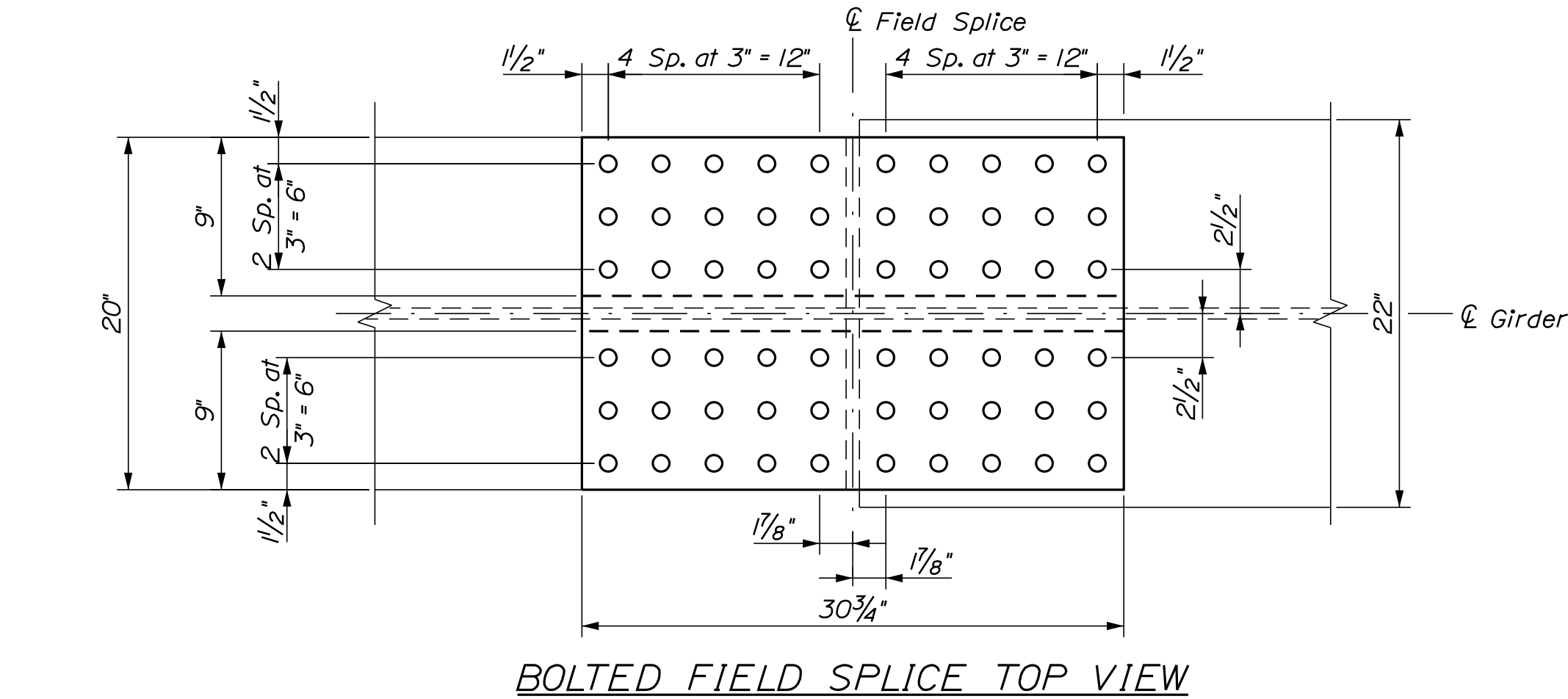
CAMBER DETAIL

TABLE OF CAMBER ORDINATES "CO" (INCHES)												
PIECE NO. 1												
GIRDER	CL BRG. ABUT. NO. 1	9.5'	19'	28.5'	38'	47.5'	57'	66.5'	76'	85.5'	FIELD SPLICE NO. 1	GIRDER
G1 & G5	0.00	0.71	1.33	1.85	2.16	2.25	2.16	1.86	1.34	0.71	0.00	G1 & G5
G2-G4	0.00	0.79	1.48	2.05	2.39	2.49	2.39	2.06	1.48	0.78	0.00	G2-G4
PIECE NO. 2												
GIRDER	FIELD SPLICE NO. 1	10'	20'	30'	CL PIER			50'	60'	70'	FIELD SPLICE NO. 2	GIRDER
G2-G4	0.00	-.059	-1.08		-1.42	-1.58	-1.42	-1.08		-0.59	0.00	G1 & G5
G2-G4	0.00	-0.65	-1.19		-1.57	-1.74	-1.57	-1.19		-0.65	0.00	G2-G4
PIECE NO. 3												
GIRDER	FIELD SPLICE NO. 2	9.5'	19'	28.5'	38'	47.5'	57'	66.5'	76'	85.5'	CL BRG. ABUT. NO. 2	GIRDER
G1 & G5	0.00	0.71	1.33	1.85	2.16	2.25	2.16	1.86	1.34	0.71	0.00	G1 & G5
G2-G4	0.00	0.79	1.48	2.05	2.39	2.49	2.39	2.06	1.48	0.78	0.00	G2-G4

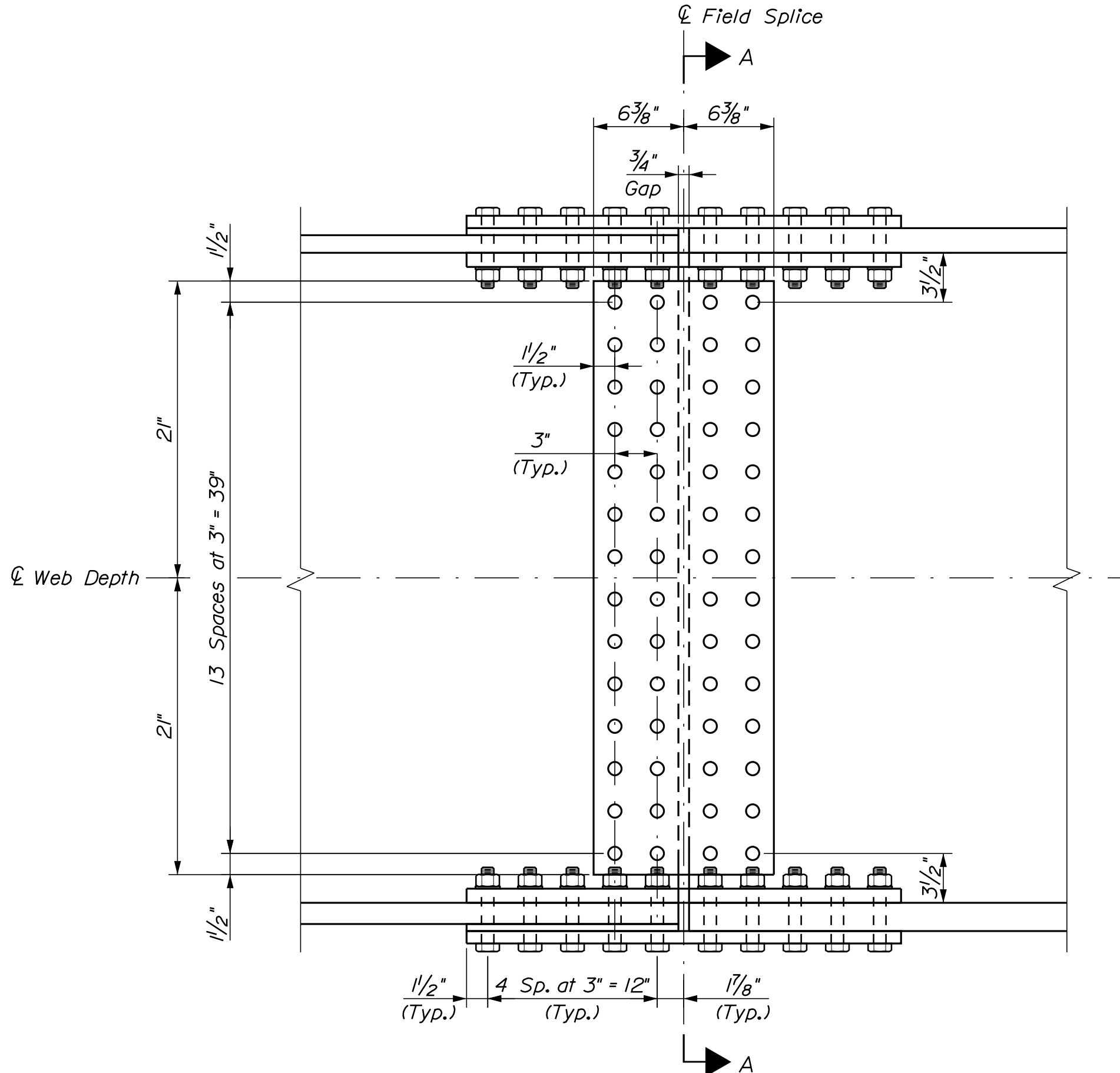
TABLE OF CAMBER DIMENSIONS (FEET)					
GIRDER	"A1"	"FS1"	"P"	"FS2"	"A2"
G1	2.70	1.88	1.35	1.08	0
G2	2.70	1.90	1.35	1.08	0
G3	2.70	1.90	1.35	1.08	0
G4	2.70	1.90	1.35	1.08	0
G5	2.70	1.88	1.35	1.08	0



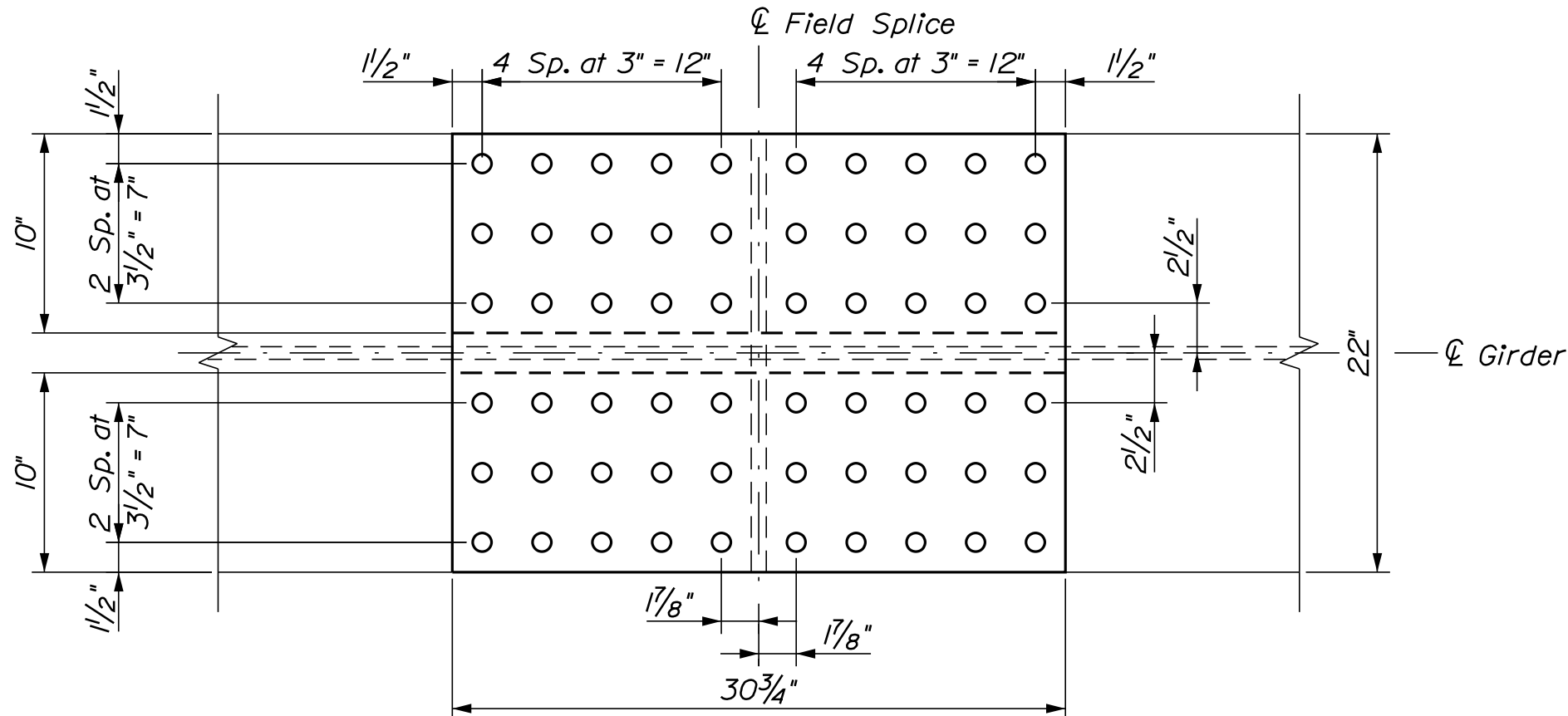
UTILITY SUPPORT TYPE T2



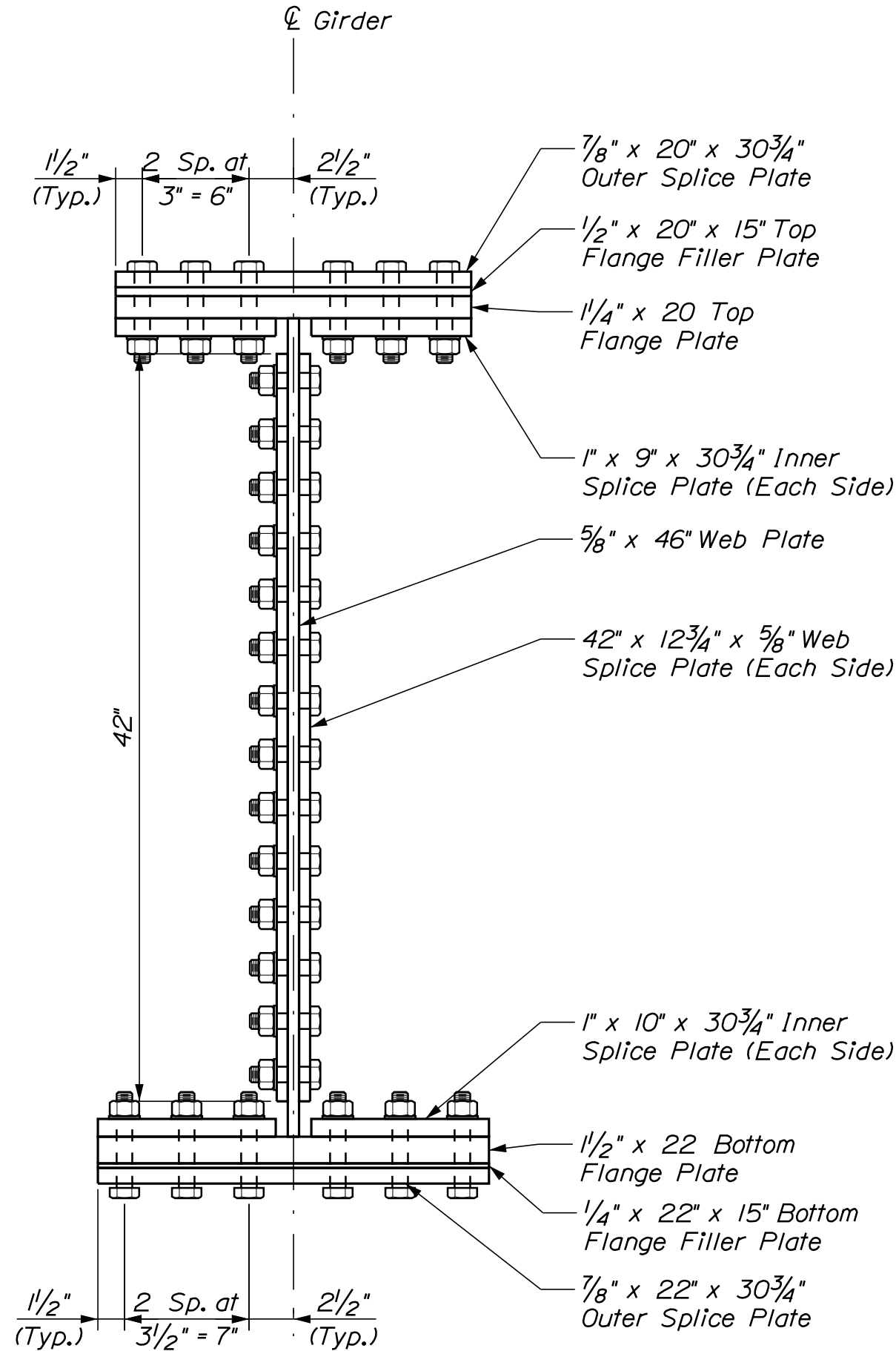
BOLTED FIELD SPLICE TOP VIEW



BOLTED FIELD SPLICE ELEVATION

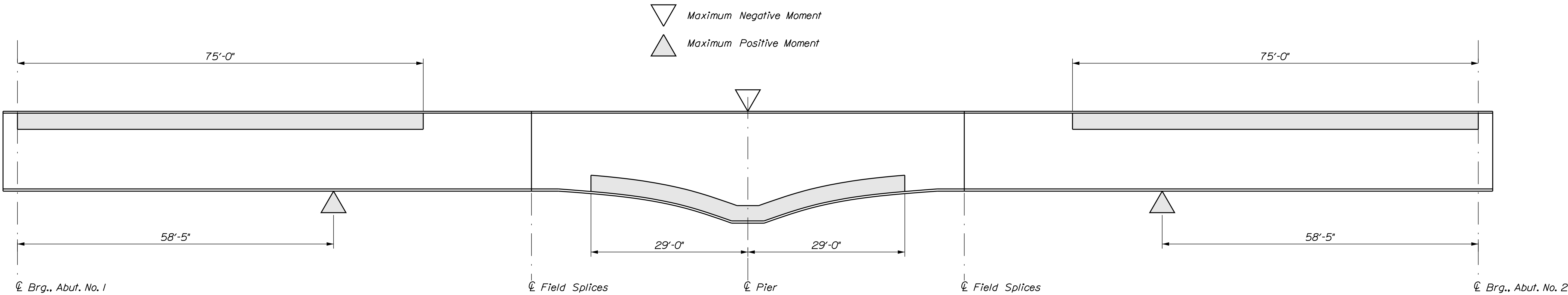


BOLTED FIELD SPLICE BOTTOM VIEW



SECTION A-A

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
DOVER BRIDGE		SIGNATURE	
PISCATAQUIS RIVER		P.E. NUMBER	
DOVER-FOXCROFT PISCATAQUIS COUNTY		DATE	
GIRDER SPLICE DETAILS		BRIDGE PLANS	
SHEET NUMBER		5118	
48		WIN	
OF 64		023120.00	



GIRDER STRESS DIAGRAM
Shaded areas are always in compression.
Other areas are in tension or have stress reversal.

BOTTOM OF SLAB ELEVATIONS - SPAN NO. 1											
GIRDER	℄ BRG. ABUT. NO. 1	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	℄ BRG. PIER
G1	344.78	344.71	344.63	344.53	344.41	344.26	344.10	343.92	343.74	343.57	343.43
G2	344.93	344.87	344.80	344.71	344.59	344.44	344.27	344.09	343.90	343.73	343.58
G3	345.09	345.03	344.96	344.87	344.75	344.60	344.43	344.24	344.06	343.89	343.74
G4	345.04	344.98	344.91	344.81	344.69	344.55	344.38	344.19	344.01	343.83	343.69
G5	344.88	344.81	344.73	344.63	344.51	344.37	344.20	344.02	343.84	343.68	343.53

BOTTOM OF SLAB ELEVATIONS - SPAN NO. 2											
GIRDER	℄ BRG. PIER	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	℄ BRG. ABUT. NO. 2
G1	343.43	343.30	343.20	343.11	343.02	342.91	342.79	342.79	342.47	342.28	342.08
G2	343.58	343.46	343.36	343.28	343.19	343.09	342.97	342.97	342.64	342.44	342.23
G3	343.74	343.62	343.52	343.43	343.35	343.25	343.13	343.13	342.80	342.60	342.39
G4	343.69	343.56	343.47	343.38	343.30	343.20	343.07	343.07	342.75	342.55	342.34
G5	343.53	343.41	343.30	343.21	343.12	343.02	342.89	342.89	342.57	342.38	342.18

TABLE OF DEFLECTIONS ~ INTERIOR GIRDERS (INCHES)																					
	SPAN NO. 1											SPAN NO. 2									
	℄ ABUT. NO. 1	13.5'	27'	40.5'	54'	67.5'	81'	94.5'	108'	121.5'	℄ PIER	13.5'	27'	40.5'	54'	67.5'	81'	94.5'	108'	121.5'	℄ ABUT. NO. 2
Steel Dead Load	0	0.27	0.49	0.63	0.68	0.64	0.52	0.35	0.18	0.05	0.00	0.05	0.18	0.35	0.52	0.64	0.68	0.63	0.49	0.27	0.00
Fluid Dead Load	0	0.87	1.59	2.05	2.21	2.07	1.66	1.11	0.56	0.15	0.00	0.12	0.47	0.93	1.39	1.73	1.85	1.72	1.33	0.73	0.00
Superimposed Dead Load	0	0.23	0.41	0.54	0.59	0.56	0.46	0.32	0.16	0.04	0.00	0.05	0.17	0.33	0.48	0.58	0.61	0.56	0.43	0.24	0.00
Total	0	1.36	2.49	3.23	3.49	3.26	2.64	1.78	0.89	0.24	0.00	0.21	0.81	1.61	2.39	2.95	3.15	2.92	2.25	1.23	0.00

TABLE OF DEFLECTIONS ~ EXTERIOR GIRDERS (INCHES)																					
	SPAN NO. 1											SPAN NO. 2									
	℄ ABUT. NO. 1	13.5'	27'	40.5'	54'	67.5'	81'	94.5'	108'	121.5'	℄ PIER	13.5'	27'	40.5'	54'	67.5'	81'	94.5'	108'	121.5'	℄ ABUT. NO. 2
Steel Dead Load	0	0.27	0.49	0.63	0.68	0.64	0.52	0.35	0.18	0.05	0.00	0.05	0.18	0.35	0.52	0.64	0.68	0.63	0.49	0.27	0.00
Fluid Dead Load	0	0.73	1.33	1.72	1.85	1.73	1.39	0.93	0.47	0.12	0.00	0.12	0.47	0.93	1.39	1.73	1.85	1.72	1.33	0.73	0.00
Superimposed Dead Load	0	0.24	0.43	0.56	0.61	0.58	0.48	0.33	0.17	0.05	0.00	0.05	0.17	0.33	0.48	0.58	0.61	0.56	0.43	0.24	0.00
Total	0	1.23	2.25	2.92	3.15	2.95	2.39	1.61	0.81	0.21	0.00	0.21	0.81	1.61	2.39	2.95	3.15	2.92	2.25	1.23	0.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2312000
WIN
023120.00
5118
BRIDGE PLANS

DOVER BRIDGE
PISCATAQUIS RIVER
DOVER-FOXCROFT PISCATAQUIS COUNTY
GIRDER STRESSES AND
BOTTOM OF SLAB ELEVATIONS

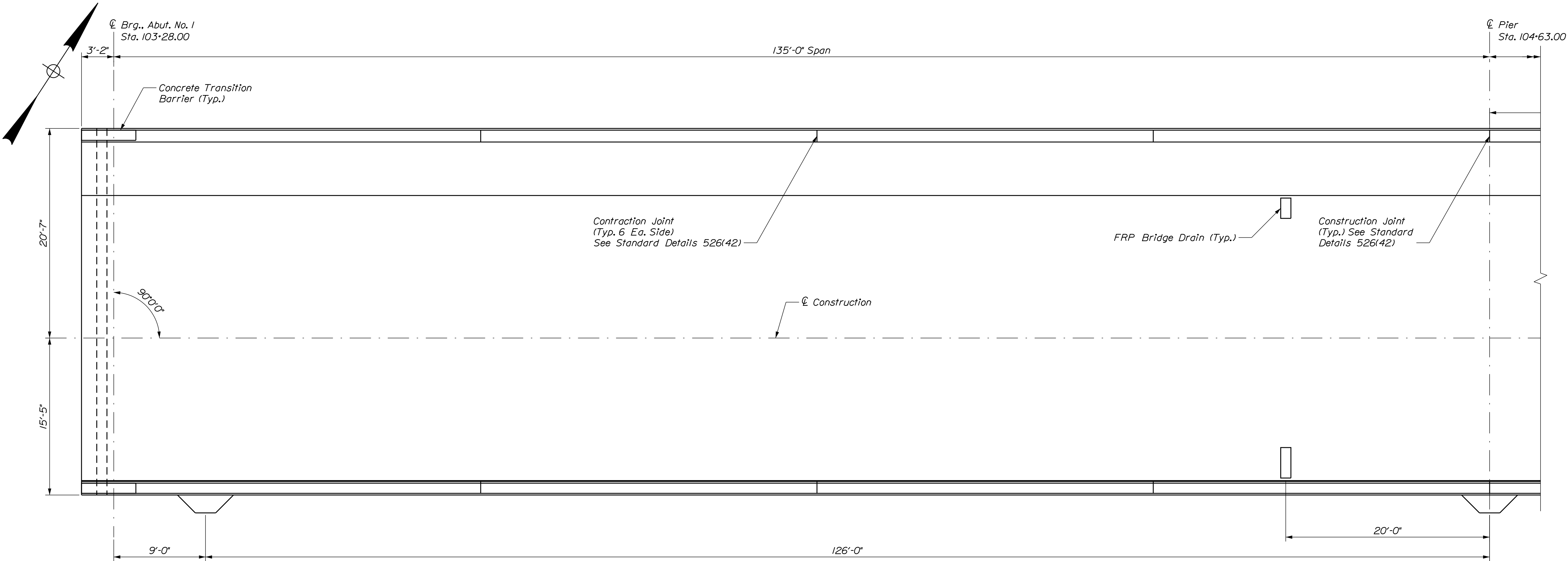
SHEET NUMBER
49
OF 64

DATE
8/22/25
SIGNATURE
P.E. NUMBER
DATE

BY
D.BURGESS
J.BURGESS
M.WIGHT
P.POMEROY
E.BROWNELL

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

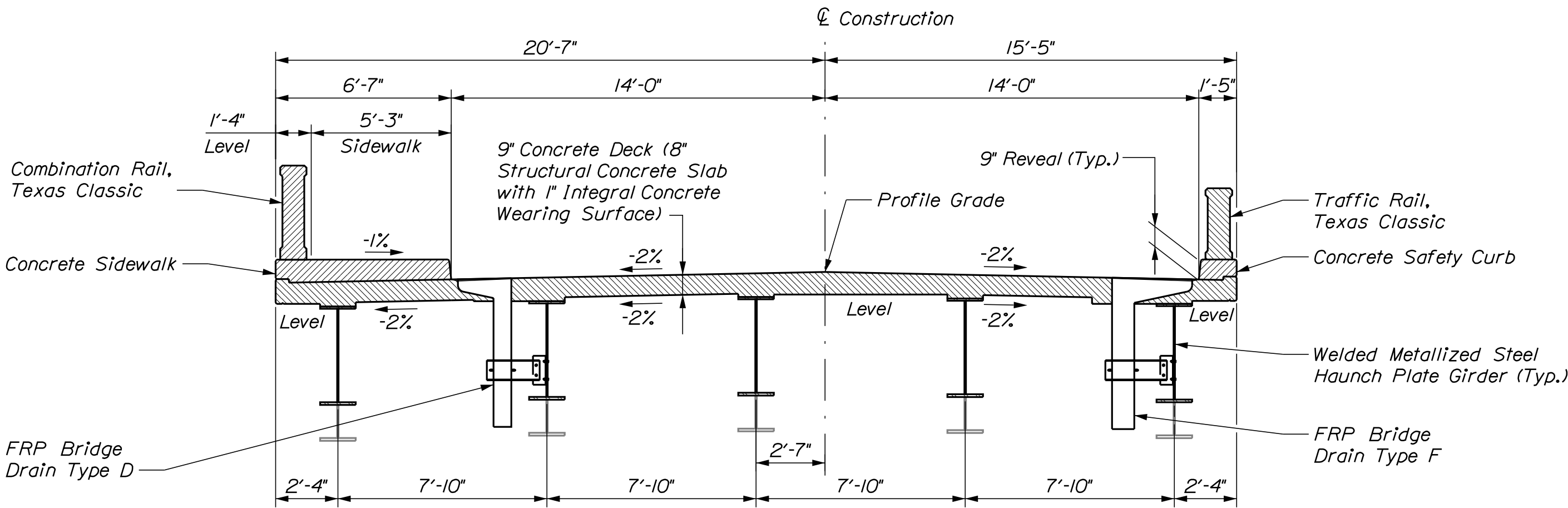
Thornton
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SUPERSTRUCTURE PLAN - SPAN NO. 1

SUPERSTRUCTURE NOTES

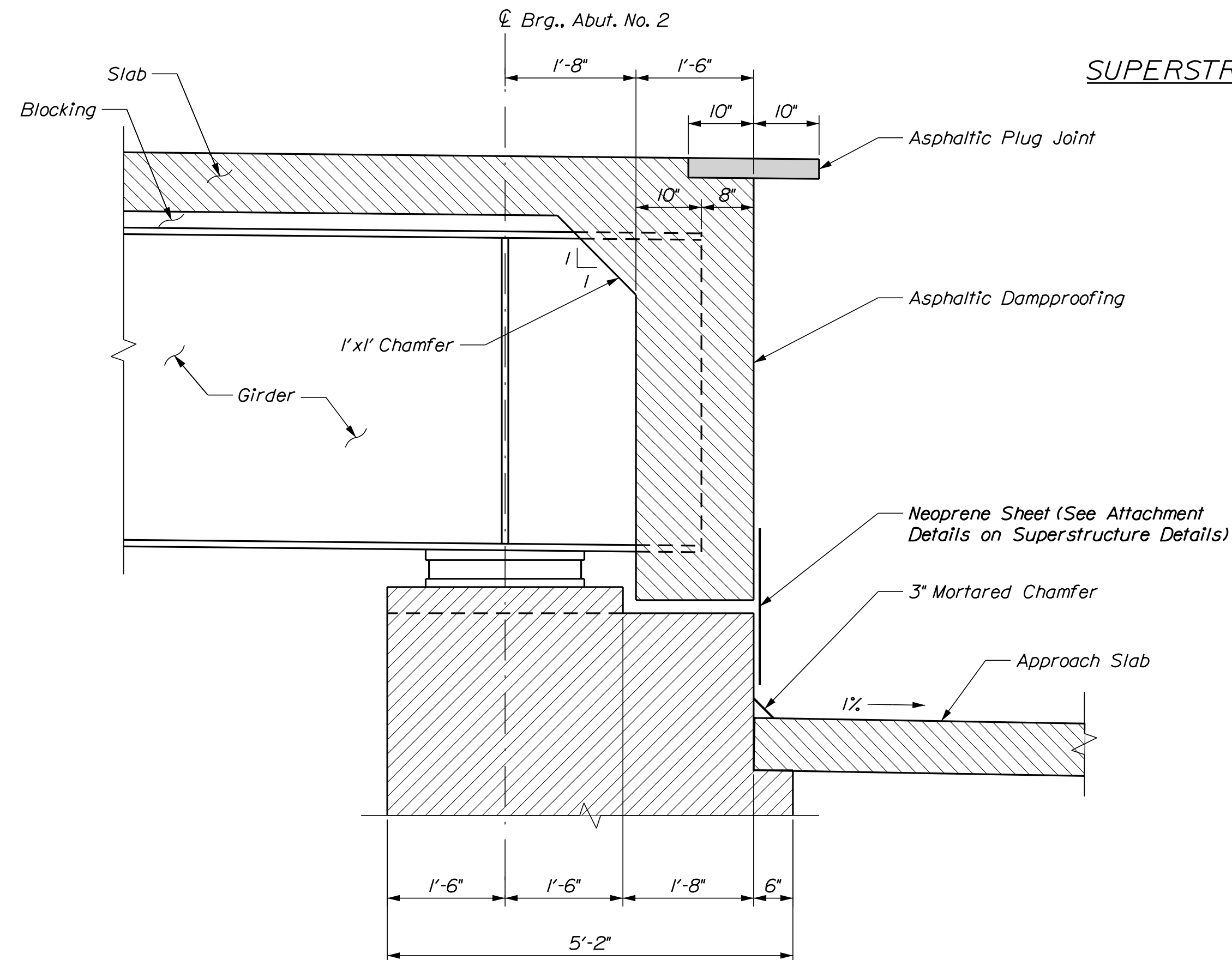
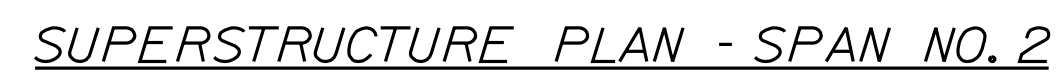
1. The theoretical blocking used for design of the structure is 4.25 inches at the centerline of bearing of the abutments and piers. Refer to Standard Detail 502(03) for blocking details.
2. Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.
3. Form a one inch V-groove on the fascias at the horizontal joint between the curb and slab.
4. Unless the superstructure slab concrete is placed in one continuous operation, the initial placement shall begin at a simply supported end of the deck slab and shall terminate at the completion of a positive moment section. Successive placements shall proceed from the end of the previous placement, terminate at the completion of a positive moment section, and include two or more spans. Concrete in a placement shall be kept plastic one complete span behind the span being placed. A minimum of 5 days shall elapse between successive partial placements. The superstructure slab concrete placement sequence shall be approved by the Resident.
5. Precast Concrete Deck Panels are not allowed on this project.
6. Additional reinforcing steel around the bridge drains shall be as shown. Flare transverse reinforcing bars to clear drains. Cut one transverse bar if necessary (top and bottom).
7. Integral concrete wearing surface shall have a longitudinally grooved surface. Saw cut grooving shall be paid for under Item 502.291.
8. Payment for the neoprene sheeting and attachment hardware will be incidental to related Contract Items.
9. The Contractor shall install the rail end vertical closed stirrups, as shown in Standard Details Section 526, prior to the placement of the curb or sidewalk concrete.
10. The concrete bridge rail and rail end reinforcing steel shall be low-carbon chromium. The rail ends shall be in accordance with Section 526 of the Standard Details and will be incidental to Item 526.323.
11. Payment for the Precast Concrete Transition Curb will be considered incidental to the Texas Rail Pay Item.



TYPICAL TRANSVERSE SECTION

Thornton
Tomasetti

DOVER BRIDGE PISCATAQUIS RIVER DOVER-FOXCROFT PISCATAQUIS COUNTY				PROJ. MANAGER		M. WIGHT	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
SUPERSTRUCTURE PLAN SPAN NO. 1				DESIGN-DETAILED		P. POMEROY	D. BURGESS	8/22/25	2312000	
				CHECKED-REVIEWED		E. BROWNELL	J. BURGESS	8/22/25		
				DESIGN2-DETAILED2						SIGNATURE
				DESIGN3-DETAILED3						P. E. NUMBER
				REVISIONS 1					WIN 023120.00	
				REVISIONS 2						DATE
				REVISIONS 3						
				REVISIONS 4						
FIELD CHANGES									5118	

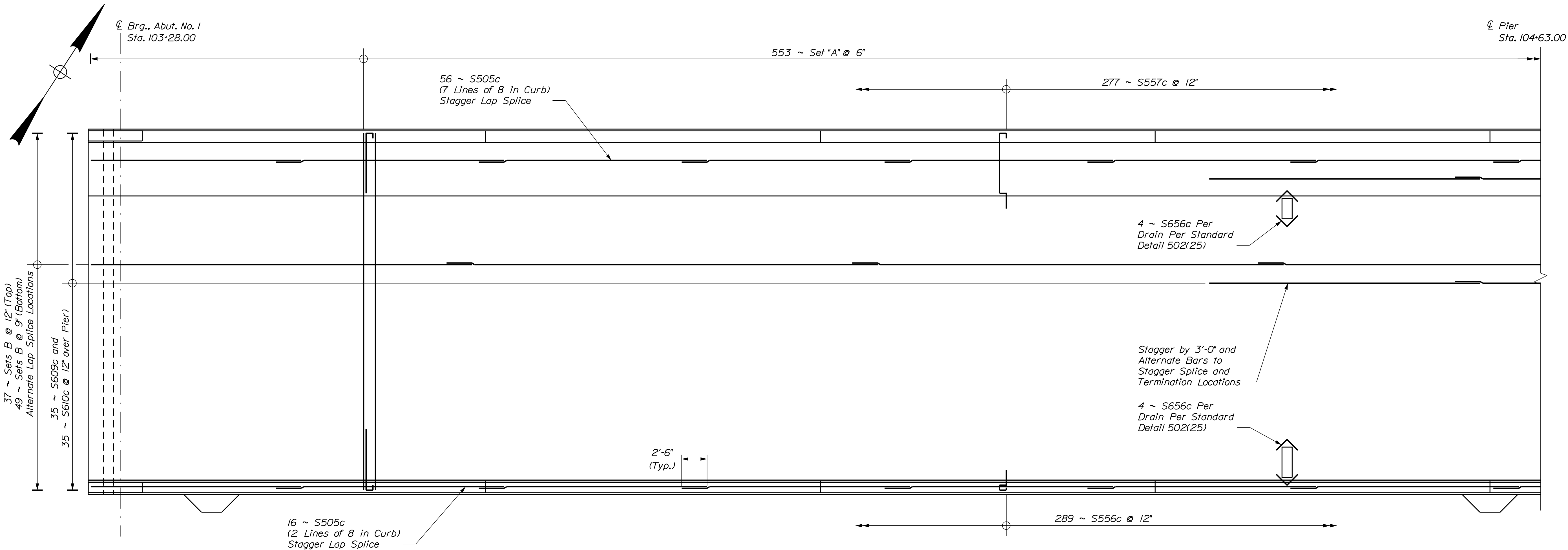


NOTES:
1. *Payment for mortared chamfer at approach slabs shall not be paid for directly, but shall be considered incidental to related Contract Items.*

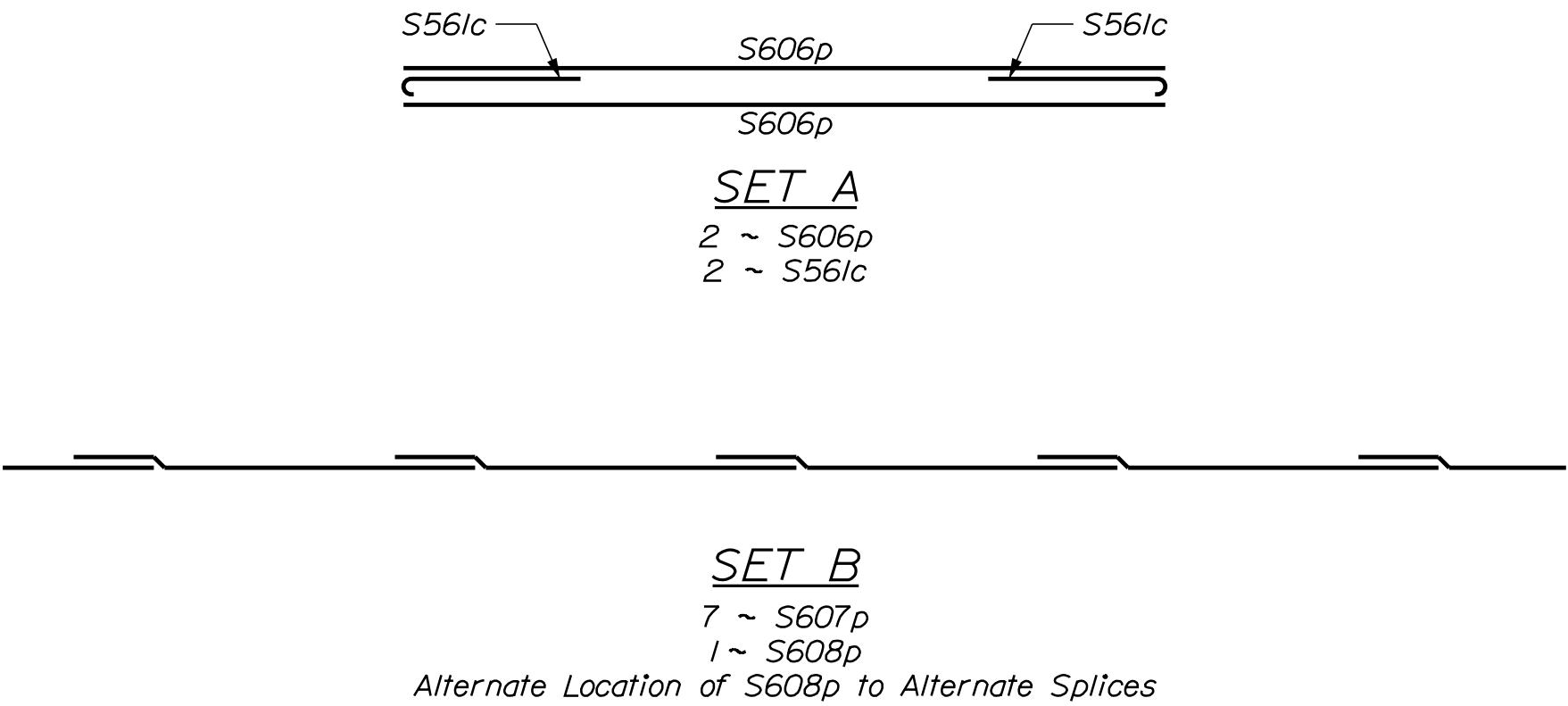
2. *Asphalt Dampproofing shall meet the requirements of either ASTM D449 Type II, ASTM D1227 Type II-Class I, or ASTM D1227 Type III-Class I. The product shall be applied in accordance with the manufacturer's recommendations.*

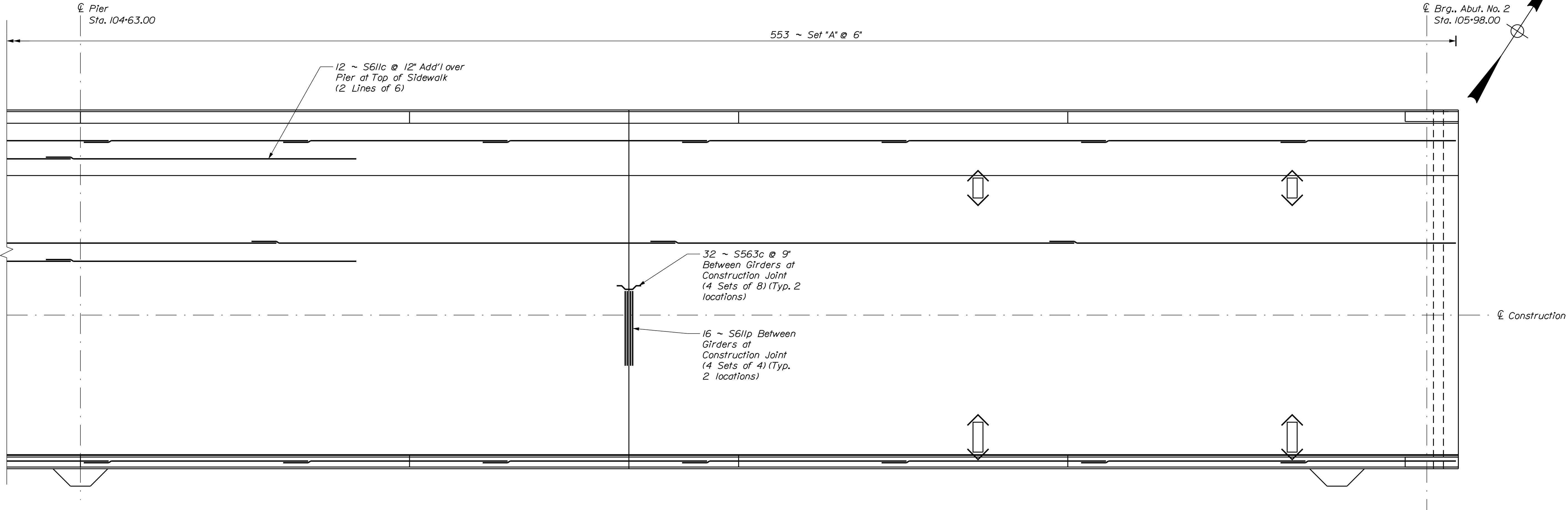
3. *Asphalt Dampproofing shall be applied to the backside of the wingwalls up to 1 foot below grade, in addition to the locations show in Longitudinal Section At Abutment*

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

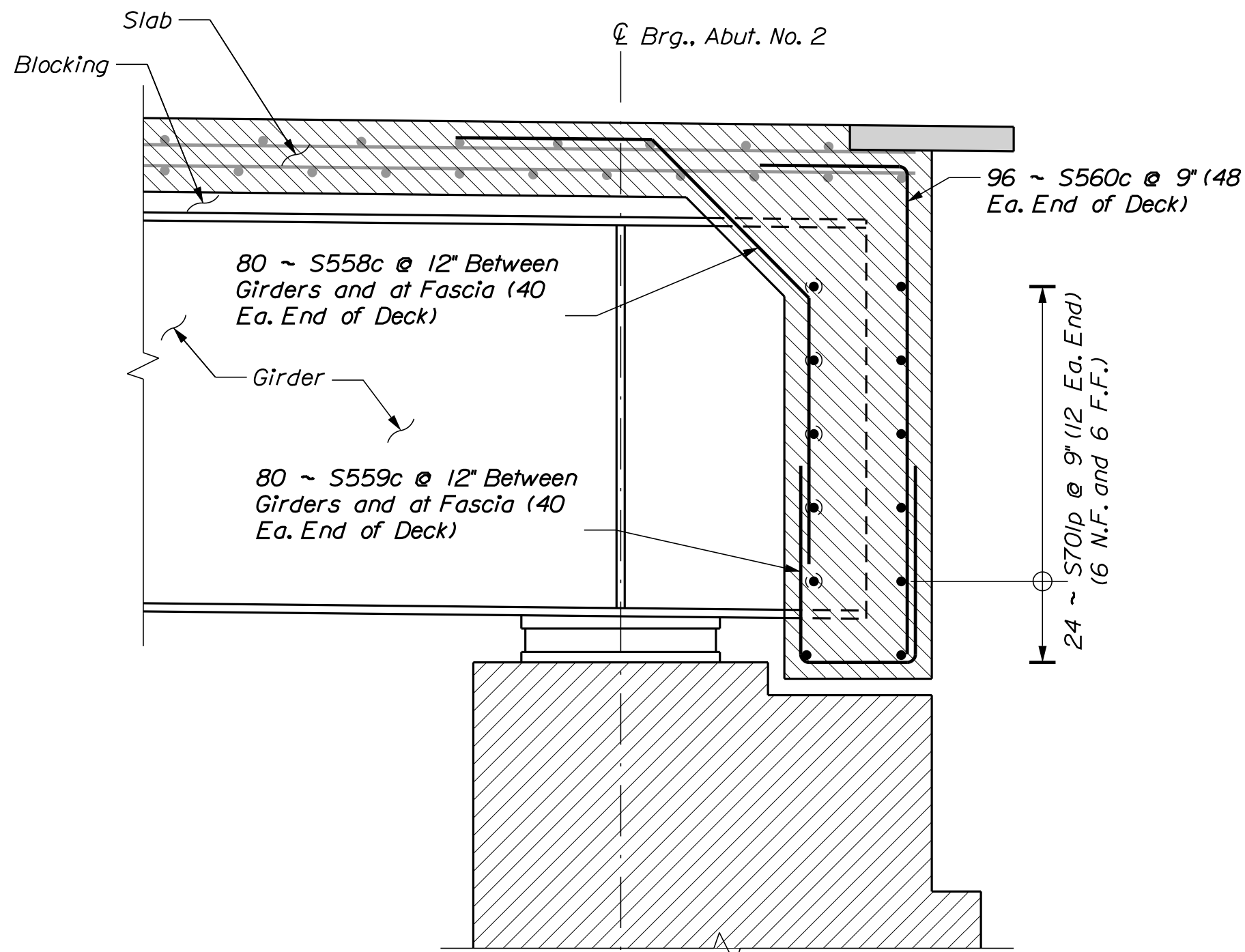


SUPERSTRUCTURE REINFORCMENT PLAN - SPAN NO. 1





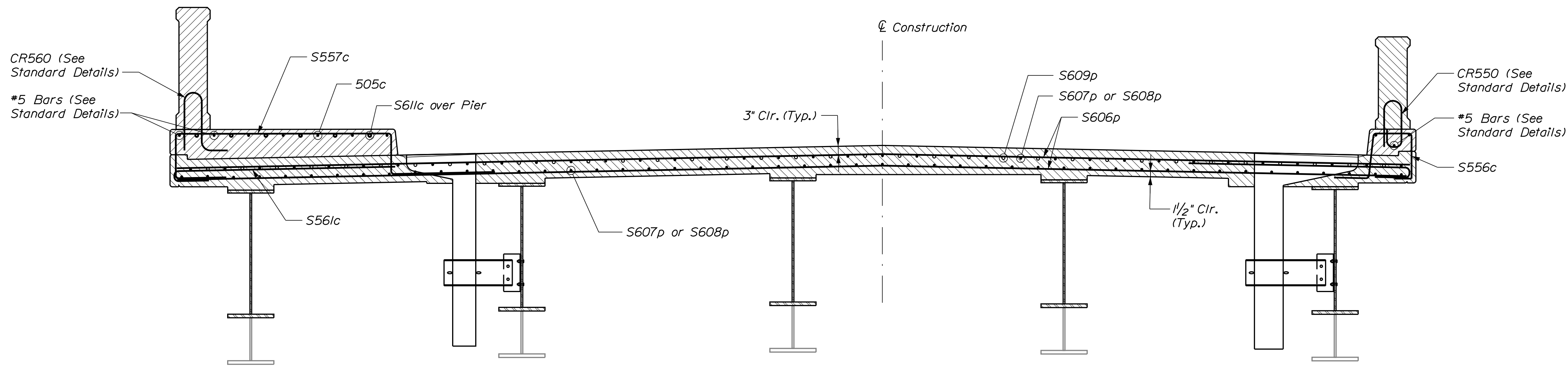
SUPERSTRUCTURE REINFORCEMENT PLAN - SPAN NO. 2



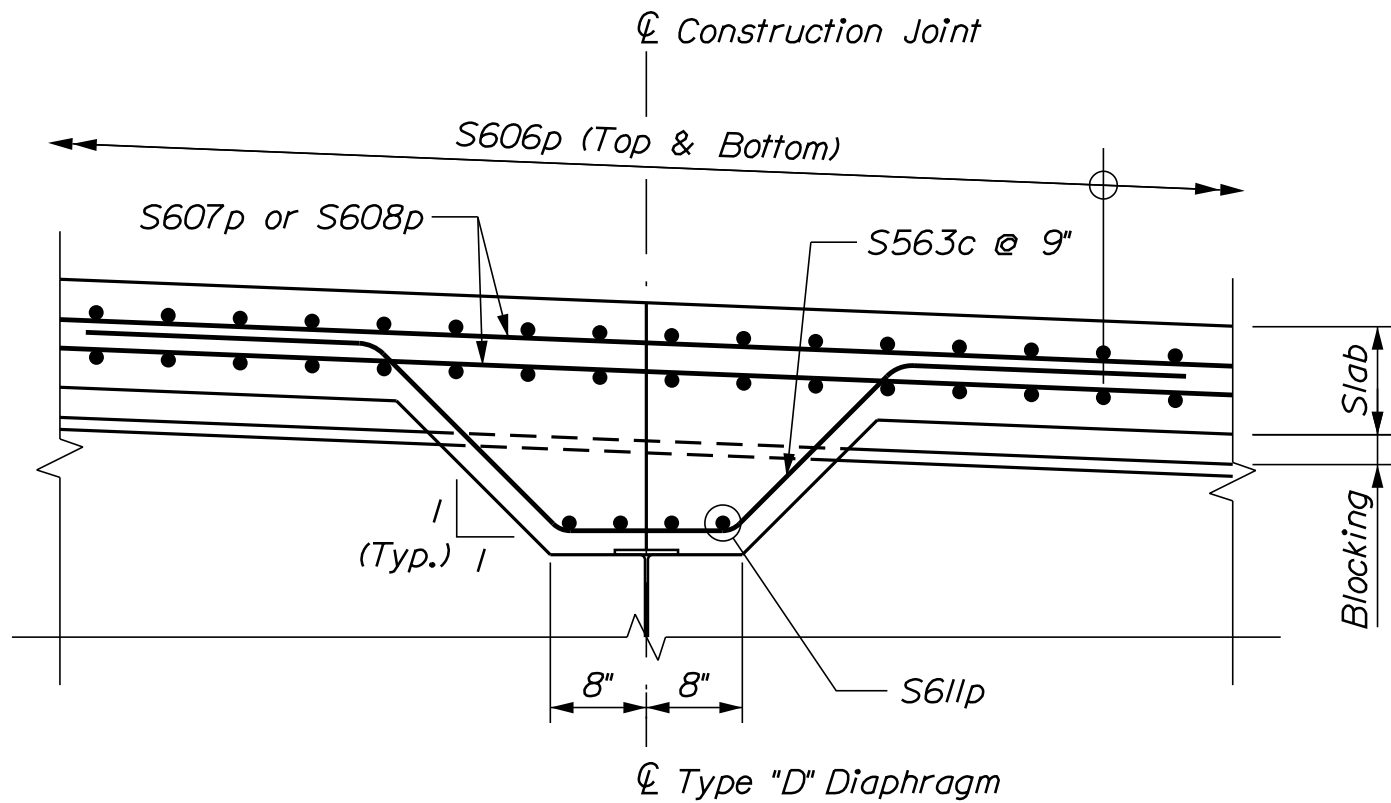
LONGITUDINAL REINFORCEMENT SECTION AT ABUTMENT
Typical, Both Abutments

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STATE OF MAINE DEPARTMENT OF TRANSPORTATION		2312000		WIN 023120.00		BRIDGE PLANS 5118	
DOVER BRIDGE PISCATAQUIS RIVER DOVER-FOXCROFT PISCATAQUIS COUNTY		SIGNATURE		P.E. NUMBER		DATE	
SUPERSTRUCTURE REINFORCEMENT SPAN NO. 2		DESIGN-DETAILED P. POMEROY 8/22/25		BY D. BURGESS 8/22/25		DATE 8/22/25	
SHEET NUMBER		REVISIONS 1		REVISIONS 2		REVISIONS 3	
53		REVISIONS 4		FIELD CHANGES			
OF 64							



TRANSVERSE SECTION - REINFORCEMENT



LONGITUDINAL SECTION AT CONSTRUCTION JOINT

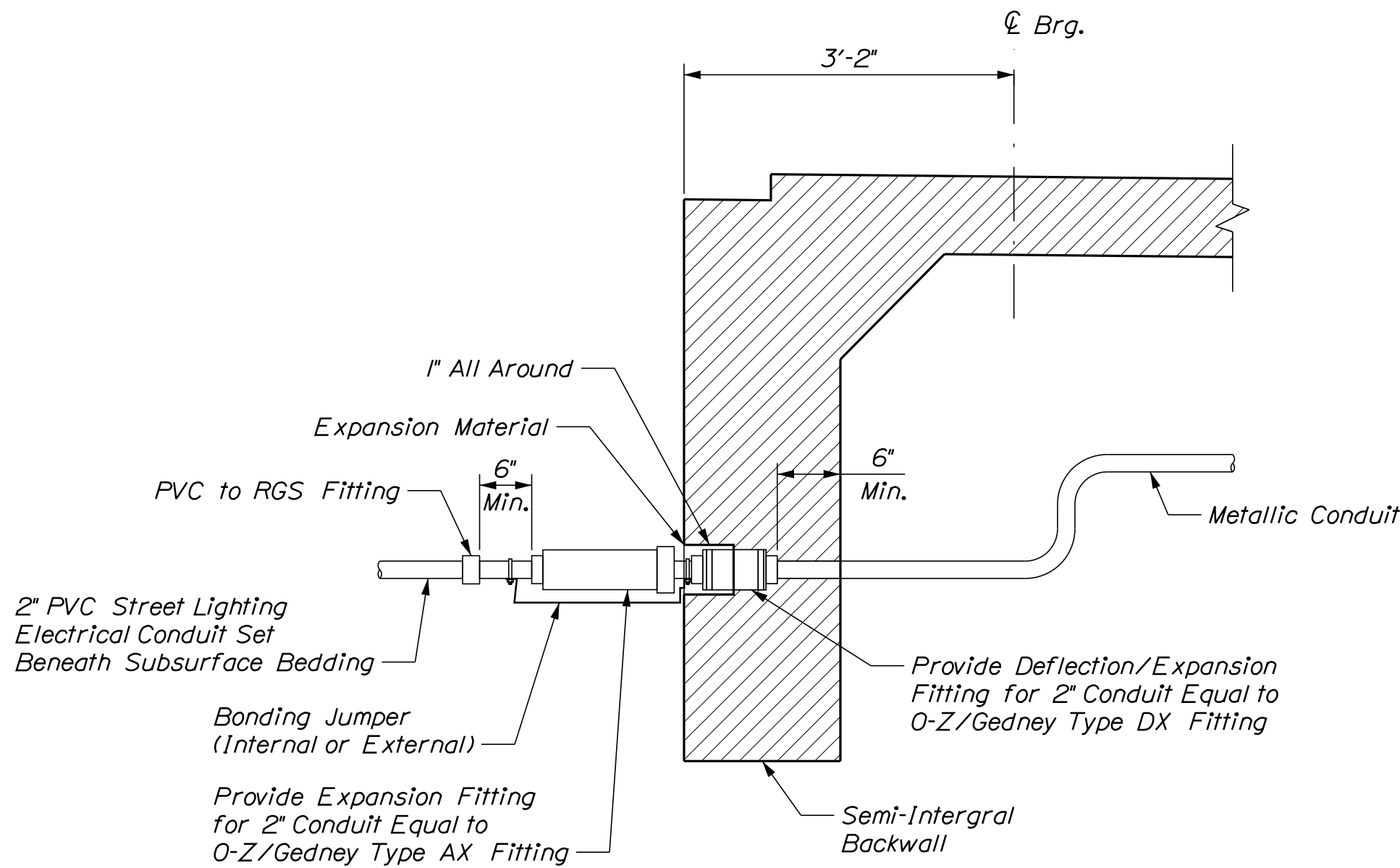
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TRANSVERSE SECTION REINFORCEMENT					2312000	
					WIN 023120.00	
					5118	
					BRIDGE PLANS	
SHEET NUMBER		54		OF 64		

Date:8/27/2025

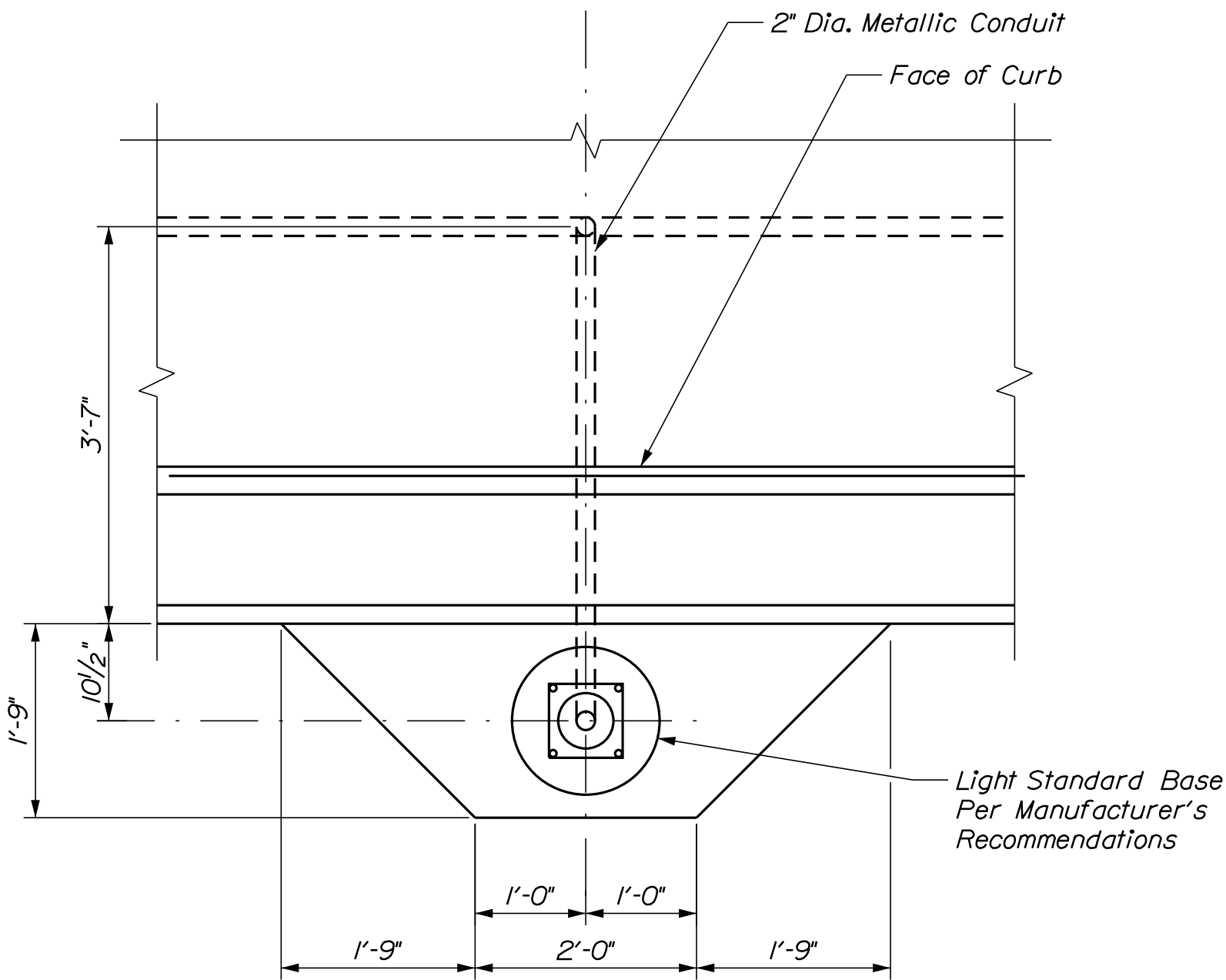
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Division: BRIDGE

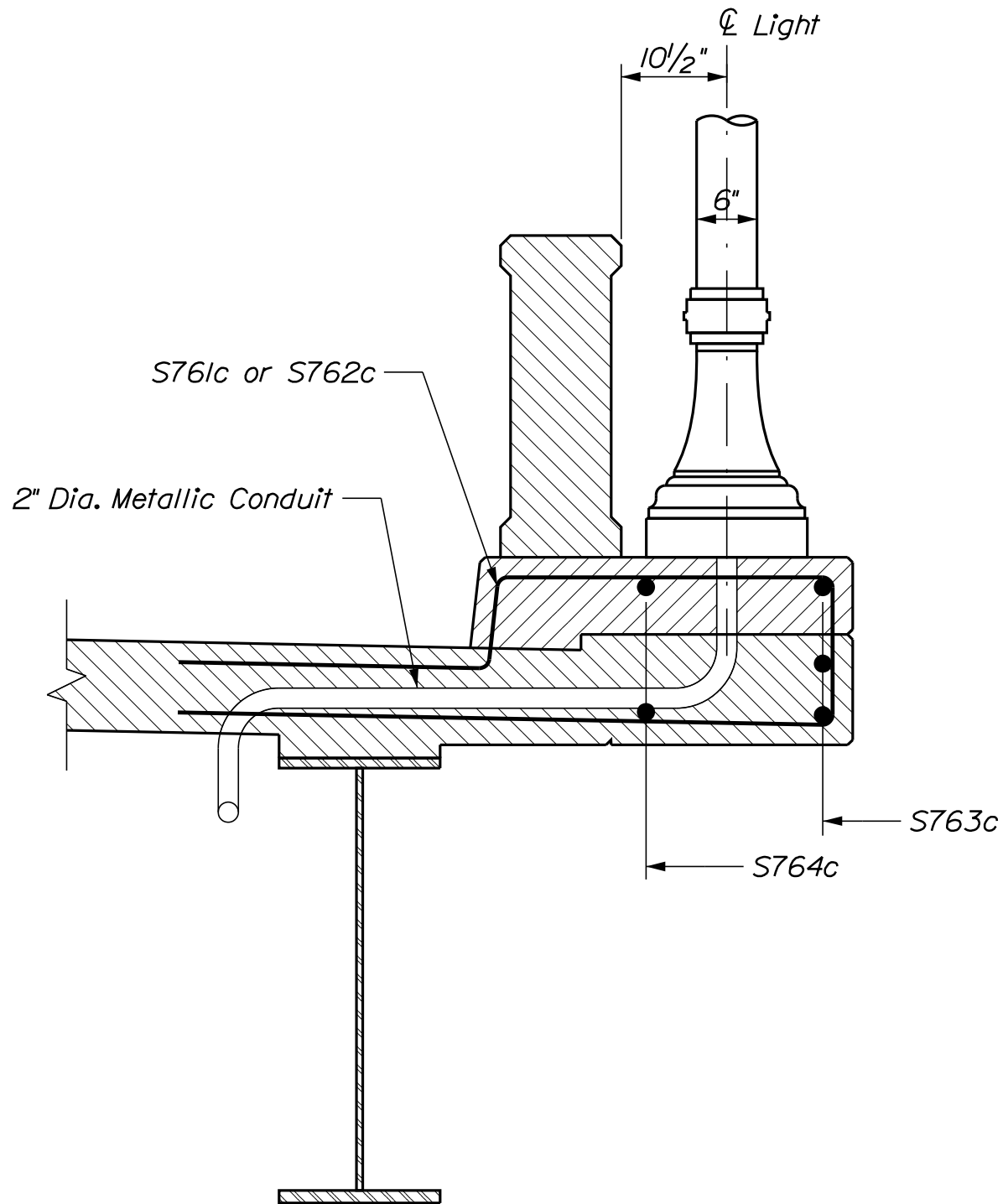
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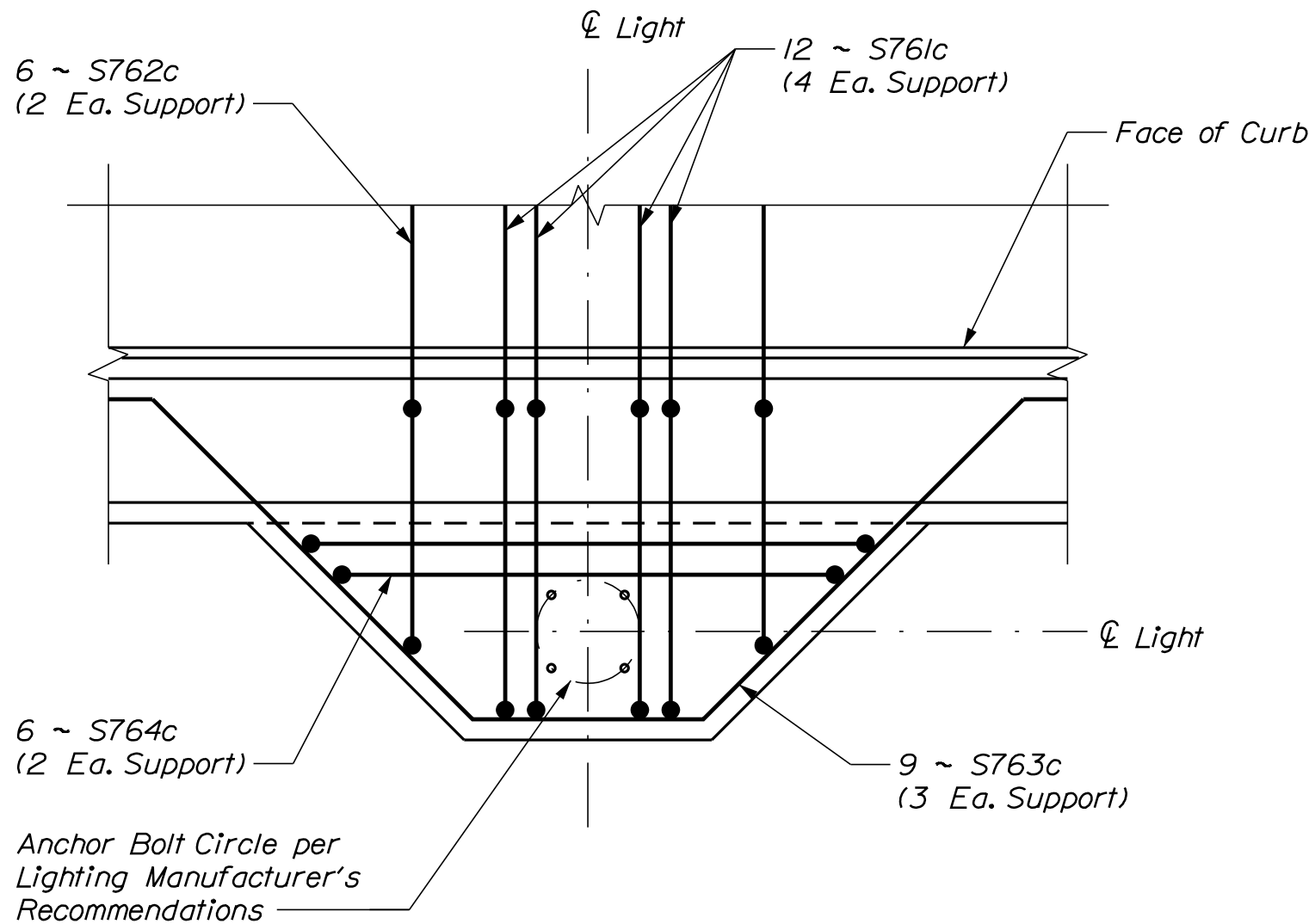
SECTION AT STREET LIGHTING CONDUIT



LIGHT STANDARD SUPPORT PLAN



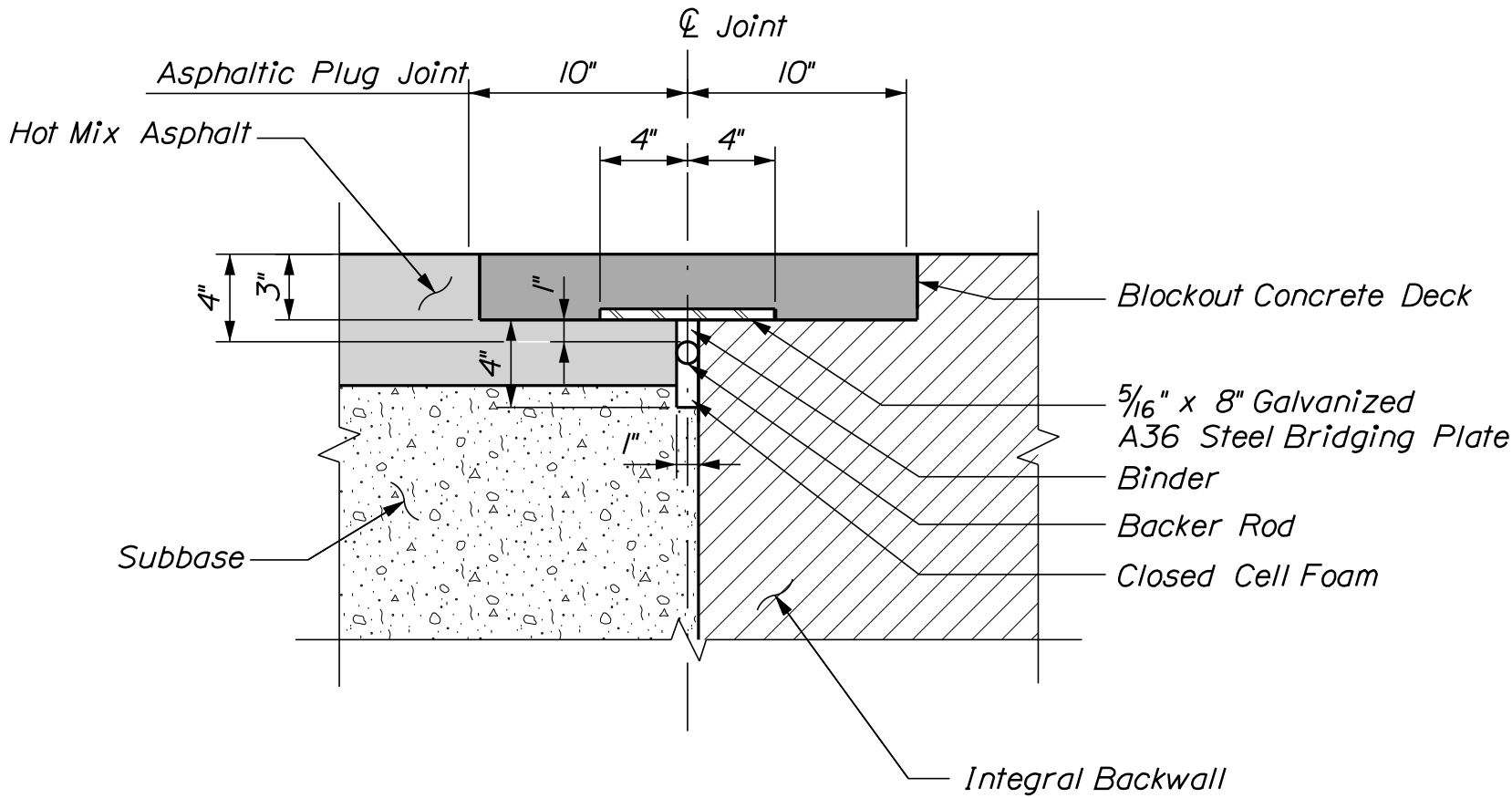
LIGHT STANDARD SUPPORT SECTION



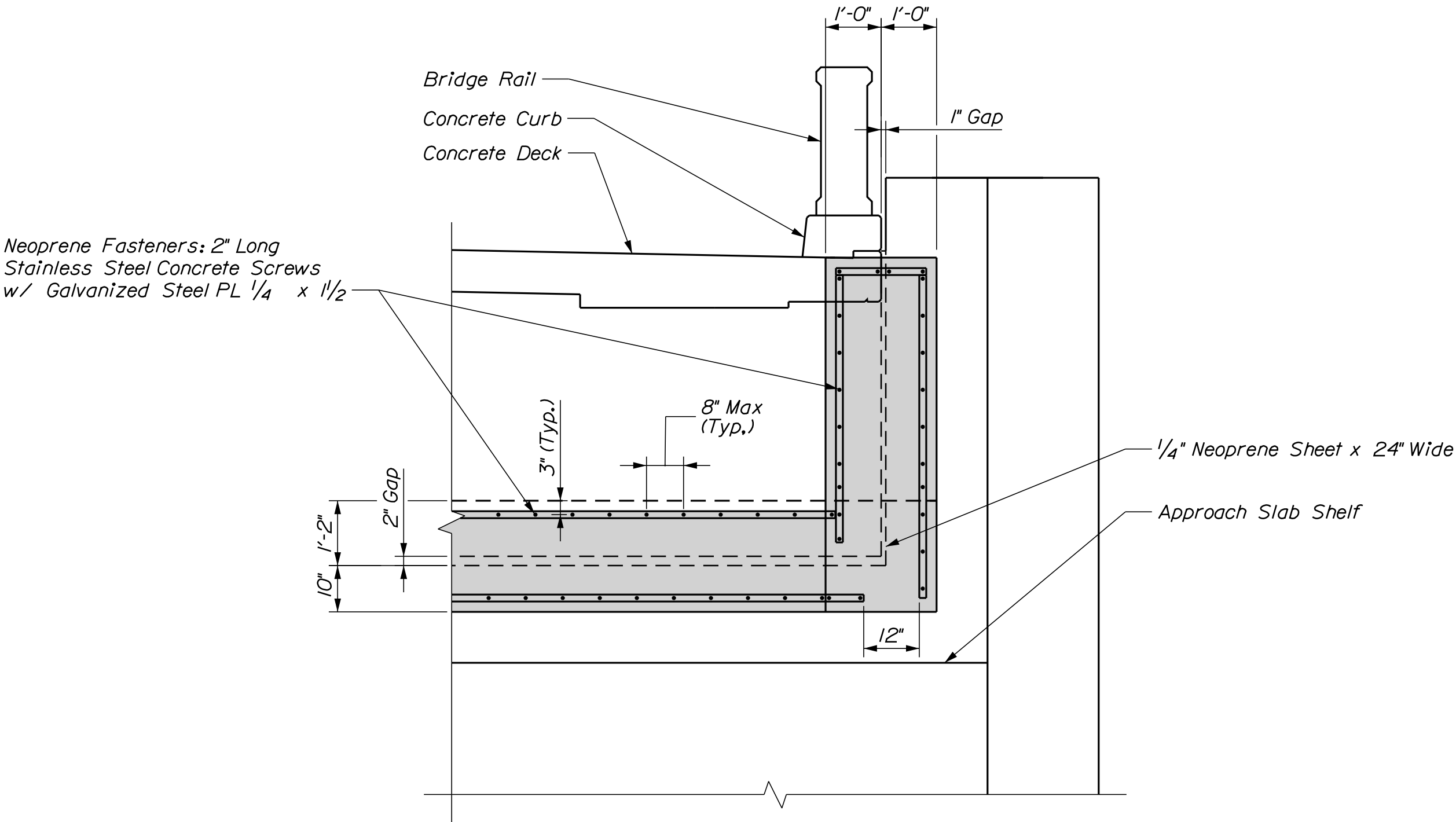
LIGHT STANDARD SUPPORT REINFORCEMENT PLAN

Thornton
Tomasetti

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		2312000		WIN		023120.00		BRIDGE PLANS	
DOVER BRIDGE		PISCATAQUIS RIVER		DOVER-FOXCROFT		PISCATAQUIS COUNTY		SUPERSTRUCTURE DETAILS		(1 OF 2)	
PROJECT MANAGER		DESIGN-DETAILED		CHECKED-REVIEWED		DESIGN-DETAILED		REVISIONS 1		REVISIONS 2	
BY		DATE		SIGNATURE		P.E. NUMBER		DATE		DATE	
M. WIGHT		P. POMEROY		D. BURGESS		J. BURGESS		8/22/25		8/22/25	
FIELD CHANGES		REVISIONS 3		REVISIONS 4		REVISIONS 5		REVISIONS 6		REVISIONS 7	
SHEET NUMBER		55		OF 64							



ASPHALTIC PLUG JOINT DETAIL



NEOPRENE ATTACHMENT DETAIL
 Typical on backsides of both abutments

Thornton
 Tomasetti

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
DOVER BRIDGE		SIGNATURE	
PISCATAQUIS RIVER		P.E. NUMBER	
DOVER-FOXCROFT PISCATAQUIS COUNTY		DATE	
SUPERSTRUCTURE DETAILS		5118	
(2 OF 2)		BRIDGE PLANS	

SHEET NUMBER

56

OF 64

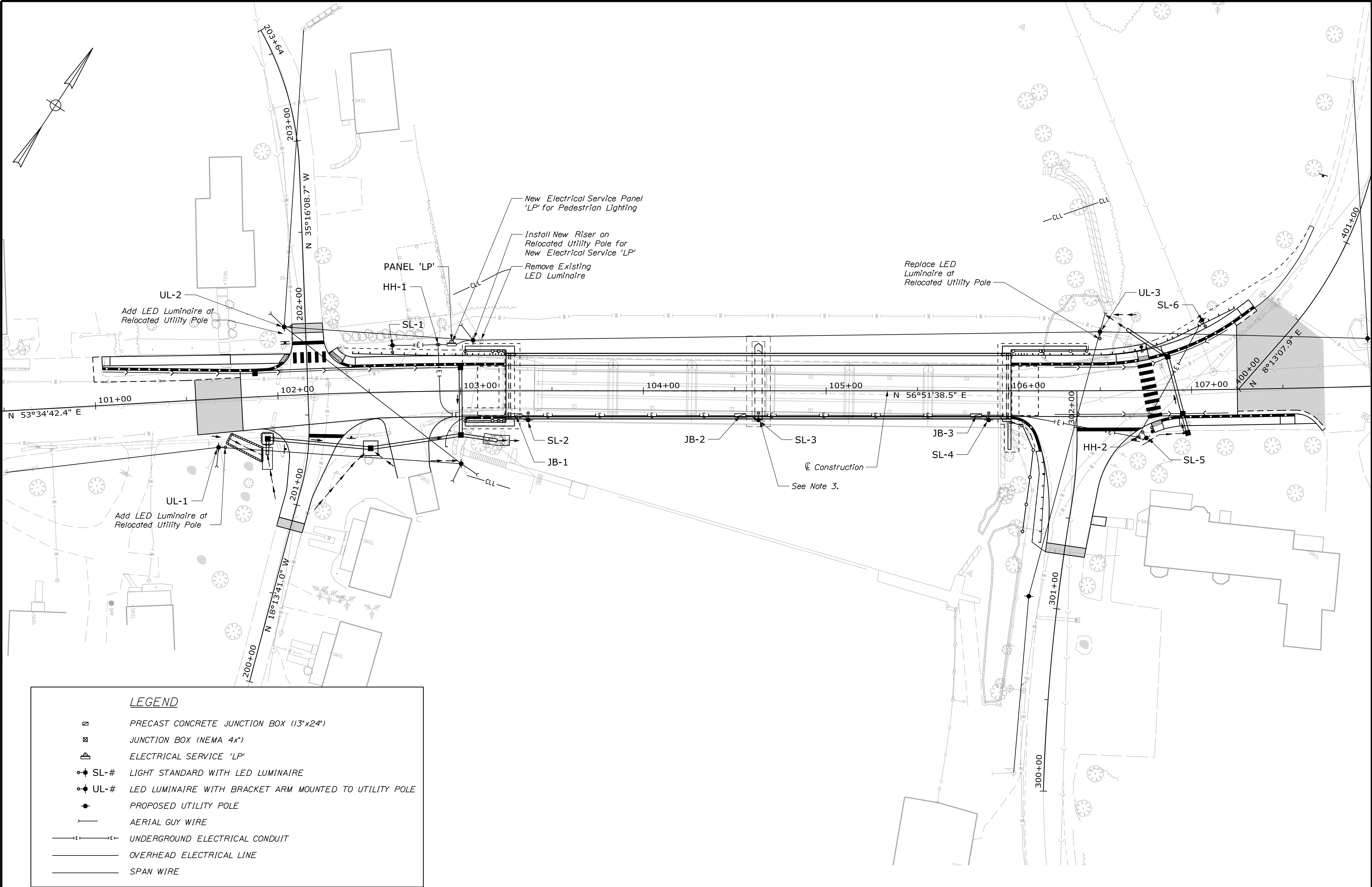
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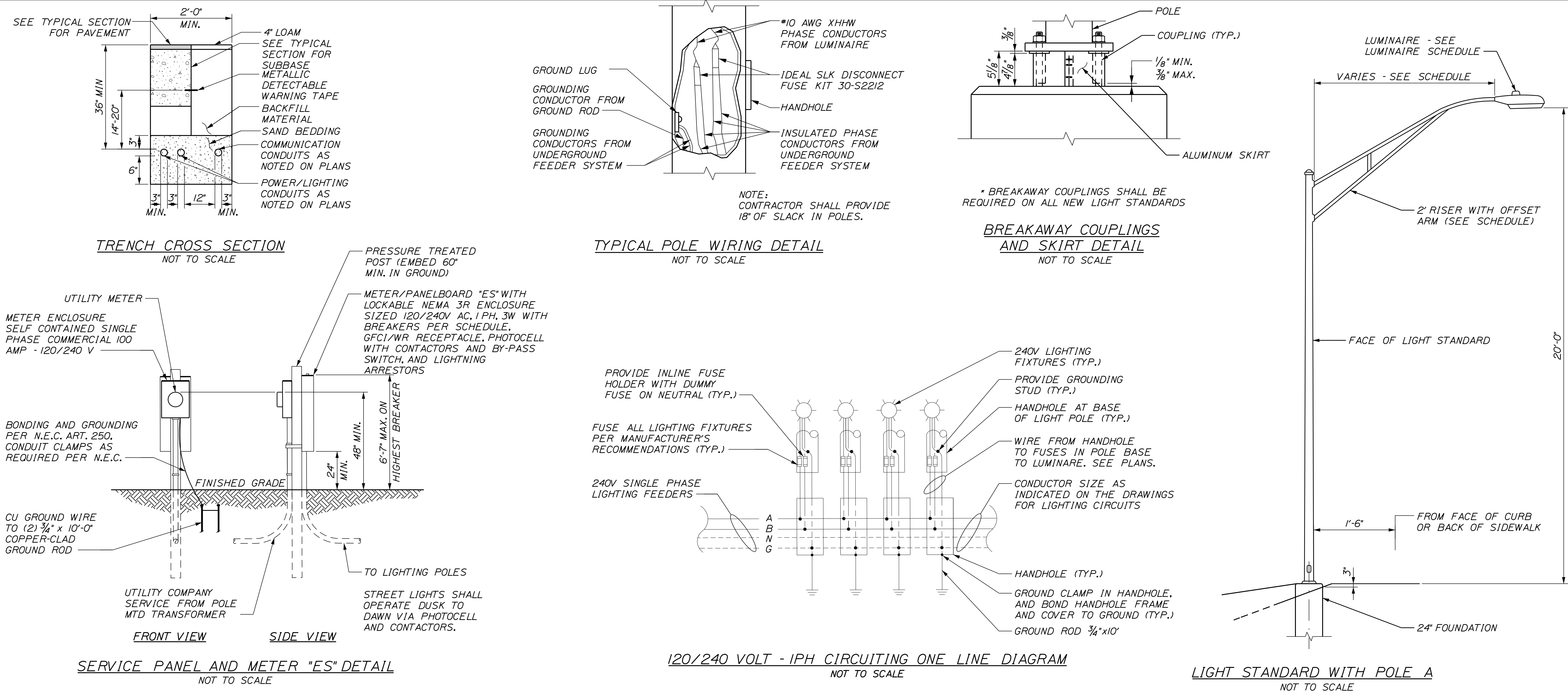
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DOVER BRIDGE PISCATAQUIS RIVER DOVER-FOXCROFT PISCATAQUIS COUNTY										STATE OF MAINE DEPARTMENT OF TRANSPORTATION			
LIGHTING PLAN										2312000			
										WIN		BRIDGE PLANS	
										023120.00		5118	
SHEET NUMBER										57			
OF 64													



LIGHTING FIXTURE SCHEDULE

MARK	MANUFACTURER	CATALOG NUMBER	DESCRIPTION OR SIZE	MOUNTING	COLOR	LIGHT SOURCE				DRIVER	VOLTAGE	TOTAL WATTS	REMARKS
						TYPE	LUMENS	CCT(K)	CRI				
A	AMERICAN ELECTRIC LIGHTING	ATBO-P20I-MVOLT-R3L-A0	ROADWAY LIGHT, DIST III	ARM	GREY	LED	5105	4000	80	DIMMING	120	36	SET A0 DIMMING PER STREET LIGHTING SCHEDULE
B	AMERICAN ELECTRIC LIGHTING	ATBO-P20I-MVOLT-R4-A0	ROADWAY LIGHT, DIST IV	ARM	GREY	LED	5346	4000	80	DIMMING	120	36	SET A0 DIMMING PER STREET LIGHTING SCHEDULE
POLE A	LITHONIA LIGHTING	RTS20MH 70 VDA 6S HH NC GV BABA VALI ABSET DOM RFD353543	20FT POLE WITH 6FT ARM	FOUNDATION	GREY								
POLE B	LITHONIA LIGHTING	RTS20MH 70 VDA 8S HH NC GV BABA VALI ABSET DOM RFD353543	20FT POLE WITH 8FT ARM	BRIDGE	GREY								
POLE C	LITHONIA LIGHTING	RTS20MH 70VDA 2S HH NC GV BABA VALI ABSET DOM RFD353543	20FT POLE WITH 2FT ARM	FOUNDATION	GREY								
ARM C	HOLOPHANE	FAMAWT20 US6 GY	ARM, 6FT, ALUMINUM	POLE	GREY								FOR RELOCATED WOOD POLE
ARM D	HAPCO	85-011	ARM, 15FT, ALUMINUM	POLE	GREY								FOR RELOCATED WOOD POLE

NOTE:

1. A SUBSTITUTE PRODUCT SHALL BE CONSIDERED EQUAL TO THE PRODUCT IDENTIFIED IF (1) IT IS AT LEAST EQUAL IN QUALITY, DURABILITY, APPEARANCE, STRENGTH AND DESIGN; (2) IT WILL PERFORM AT LEAST EQUALLY THE FUNCTION IMPOSED BY THE GENERAL DESIGN FOR THE WORK BEING CONTRACTED FOR OR THE MATERIAL BEING PURCHASED; AND (3) IT CONFORMS SUBSTANTIALLY, EVEN WITH DEVIATIONS, TO THE DETAILED REQUIREMENTS FOR THE IDENTIFIED PRODUCT.

STREET LIGHTING SCHEDULE

STREET LIGHT NO.	LOCATION		FIXTURE TYPE	LUMINAIRE QUANTITY	LENGTH OF POLE ARM	PANEL CIRCUIT	LUMINAIRE							BREAK-AWAY	MOUNTING HEIGHT	BASE TYPE	FOUNDATION SIZE	REMARKS
	FINAL STA.	FINAL OFFSET					WATTS	LUMENS	LPW	CCT	TYPE	DIM LEVEL	IES DIST					
SL-1	102+63.22	25.50' LT	A, POLE A	1	6'-0"	TBD	36	5105	142	4000K	LED	100%	III	Y	20'-0"	BOLT COVER	24"	A0 POSITION 8
SL-2	103+37.00	15.92' RT	A, POLE B	1	8'-0"	TBD	36	5105	142	4000K	LED	100%	III		20'-0"	BOLT COVER	BRIDGE	A0 POSITION 8
SL-3	104+63.00	15.92' RT	A, POLE B	1	8'-0"	TBD	36	5105	142	4000K	LED	100%	III		20'-0"	BOLT COVER	BRIDGE	A0 POSITION 8
SL-4	105+89.00	15.92' RT	A, POLE B	1	8'-0"	TBD	36	5105	142	4000K	LED	100%	III		20'-0"	BOLT COVER	BRIDGE	A0 POSITION 8
SL-5	106+75.00	26.00' RT	A, POLE A	1	6'-0"	TBD	36	5105	142	4000K	LED	100%	III	Y	20'-0"	BOLT COVER	24"	A0 POSITION 8
SL-6	107+06.20	38.17' LT	A, POLE C	1	2'-0"	TBD	36	5105	142	4000K	LED	83%	III	Y	20'-0"	BOLT COVER	24"	A0 POSITION 6
UL-1	101+66.00	26.50' RT	A, ARM D	1	15'-0"	TBD	36	5105	142	4000K	LED	100%	III		30'-0"	BOLT COVER	RELOCATED POLE	A0 POSITION 8
UL-2	102+05.00	37.50' LT	A, ARM C	1	6'-0"	TBD	36	5105	142	4000K	LED	100%	III		20'-0"	BOLT COVER	RELOCATED POLE	A0 POSITION 8
UL-3	106+50.00	32.25' LT	B, ARM D	1	15'-0"	TBD	36	5346	148	4000K	LED	58%	IV		30'-0"	BOLT COVER	RELOCATED POLE	A0 POSITION 4



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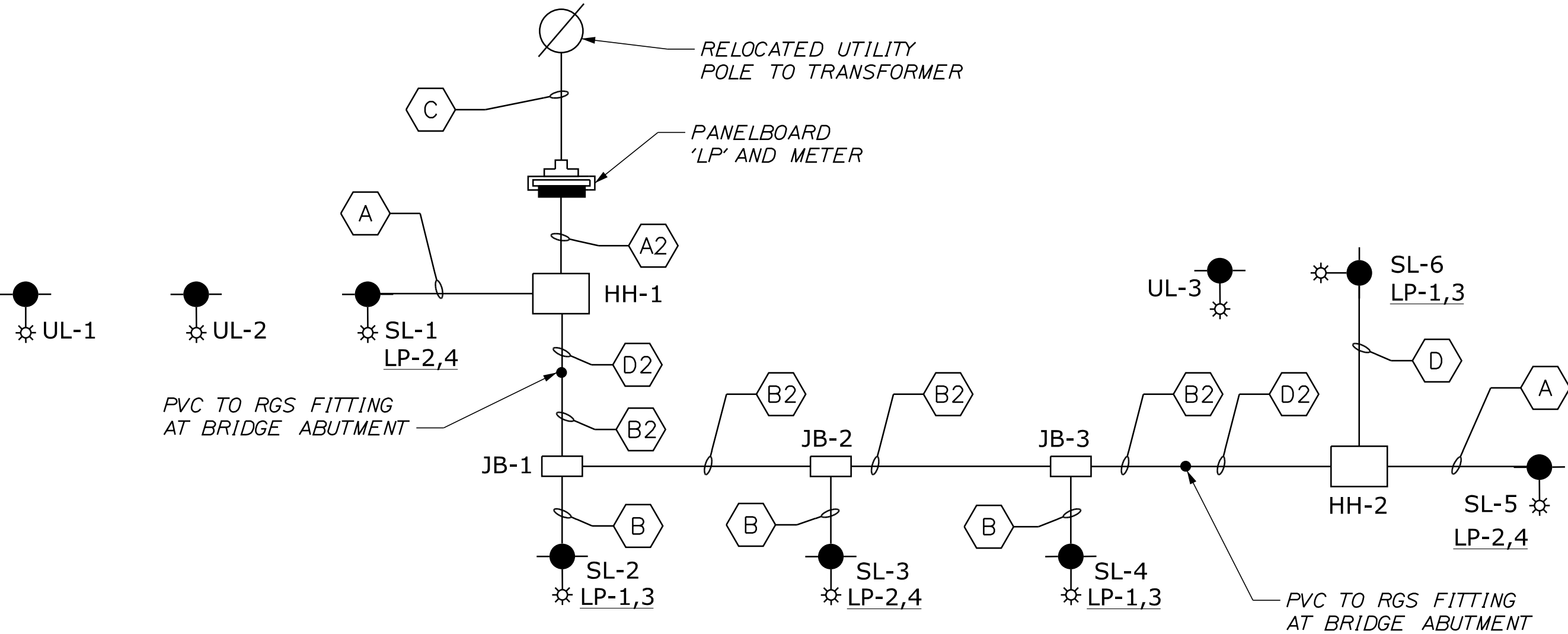
PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	DATE	BY	DATE	SIGNATURE
E. BATES	E. BATES	E. BATES	8/22/25	8/22/25	8/22/25	
M. WRIGHT	M. WRIGHT	M. WRIGHT				
P.E. NUMBER						
DATE						

DOVER BRIDGE
PISCATAQUIS RIVER
DOVER-FOXCROFT PISCATAQUIS COUNTY
LIGHTING DETAILS (1 OF 2)

SHEET NUMBER
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LIGHTING GENERAL NOTES

- DRAWINGS ARE DIAGRAMMATIC AND INDICATE THE GENERAL ARRANGEMENT OF WORK. BASIC DESIGN CONCEPTS INDICATED ARE TO BE EITHER FOLLOWED OR BETTERED. WORK IS INTENDED TO INCLUDE ITEMS NECESSARY FOR PROPER OPERATION AND COMPLETION. FIELD VERIFY ALL LOCATIONS, ELEVATIONS, AND DIMENSIONS.
- THE NEW POWER SERVICE, CONTROL CABINETS, AND METER DISCONNECTS AND ENCLOSURES SHALL BE PAID FOR UNDER ITEM 634.160 - HIGHWAY LIGHTING. THE SERVICE CABINET, DISCONNECT ENCLOSURE AND OTHER ENCLOSURES FOR ELECTRICAL COMPONENTS SHALL BE MARKED WITH ARC FLASH HAZARD LABELS, INDICATION TYPE 1, 2, 3, OR 4 AND THE APPROPRIATE PPE REQUIRED.
- ALIGN FIXTURES ALONG ALL CONTINUOUS STRAIGHT SIDEWALK SECTIONS. FIXTURES SHALL BE SET AT A NOMINAL DISTANCE OF 2' FROM BACK OF SIDEWALK TO CENTER OF LIGHTING FOUNDATION.
- REMOVAL AND DISPOSAL OF ALL ELECTRICAL EQUIPMENT, WIRING, CONCRETE BASES AND RELATED EQUIPMENT SHALL BE INCIDENTAL TO ITEM 634.160 - HIGHWAY LIGHTING.
- ALL LIGHT BASE FOUNDATIONS SHALL HAVE A GROUND ROD, LOCATED IN OR IMMEDIATELY ADJACENT TO THE FOUNDATION, THAT IS BONDED TO THE POLE GROUNDING CONDUCTOR. PAYMENT FOR THE GROUND ROD SHALL BE INCLUDED IN ITEM 634.160 - HIGHWAY LIGHTING.
- THE ELECTRICAL CONTRACTOR SHALL COORDINATE WITH CENTRAL MAINE POWER AND MAINE DOT FOR LOCATION OF NEW ELECTRICAL SERVICES AND MAKE ARRANGEMENTS FOR PROVIDING NEW 120/240V ELECTRICAL SERVICE LP.
- OPERATION OF LIGHTING TO BE BY PHOTOCELL LOCATED AT ELECTRICAL SERVICE CONTROL CABINET.
- SNUG-TIGHT CONDITION OF ANCHOR BOLTS SHALL BE DEFINED AS BETWEEN 20 AND 30 PERCENT OF THE VERIFICATION TORQUE VALUE DETERMINED BY THE FORMULA IN FHWA PUBLICATION NH 05-036. ADDITIONAL TIGHTENING BEYOND SNUG-TIGHT CONDITION SHALL BE DONE IN ACCORDANCE WITH SECTION 643.05 OF THE STANDARD SPECIFICATIONS.
- NEW POWER SERVICE CONDUIT REQUIRED BETWEEN THE POWER SOURCE AND THE METER SHALL BE RIGID METAL CONDUIT FOR THE 90 DEGREE BEND.
- ALL EXPOSED RIGID CONDUIT FITTINGS AND HARDWARE SHALL BE GALVANIZED, EXCEPT NON-CONDUCTIVE BUSHINGS FOR CONNECTION OF RIGID METAL CONDUIT TO ALUMINUM CABINETS.
- SECONDARY UNDERGROUND CIRCUIT WIRING SHALL BE XHHW-2. ALL WIRING NO. 8 OR LARGER WIRE SIZE SHALL BE STANDERD COPPER.
- MAXIMUM OF 270° IN TOTAL BENDS PERMITTED IN SINGLE RUN OF CONDUIT.
- LIGHTS SHALL BE FUSED AT BASE WITH Y-TYPE FUSE KIT WITH WATERPROOF INSULATED SEAL, HEAVY DUTY, BREAKAWAY, "FLOOD SEAL", SIZE OF SEAL SHALL MATCH WIRE AND HAVE A 10 AMP FUSE.
- CIRCUIT CONDUCTORS INCLUDING NEUTRAL CONDUCTOR SHALL BE CLEARLY IDENTIFIED BY CORROSION RESISTANT TAGS INDICATING CIRCUIT NUMBER AND PANEL SOURCES AT EVERY POLE BASE AND HANDHOLE.
- UTILIZE APPROVED DUAL-RATED PARALLEL TAP CONNECTOR WITH INSULATED COVER FOR TAPS AT POLE BASE.
- UTILIZE APPROVED DUAL-RATED PARALLEL TAP CONNECTOR WITH WATERTIGHT CONNECTOR WITH SUBMERSIBLE CONNECTOR, SUITABLE FOR DIRECT BURIAL IN JUNCTION BOXES, HANDHOLES AND MANHOLES.
- EXISTING METERING EQUIPMENT MAY BE REUSED AND MODIFIED AT NEW PANELBOARD AND CONTROLS.
- PROVIDE PANEL NAMEPLATES, NAMEPLATE SHALL BE 1*16" BLACK PLASTIC WITH WHITE CENTER LAMINATION, FACE SHALL BE BLACK, ENGRAVED LETTERS SHALL BE WHITE AND 1/4" HIGH, SECURE NAMEPLATE TO SURFACES WITH (2) FLAT-HEAD BRASS SCREWS.
- EXISTING LUMINAIRES NOTED FOR REMOVAL SHALL BE CAREFULLY REMOVED AND SHALL BE DELIVERED TO AND CAREFULLY UNLOADED AT A LOCATION TO BE DESIGNATED BY THE MUNICIPALITY. PAYMENT FOR REMOVAL, TRANSPORT, DELIVERY AND UNLOADING LUMINAIRES WILL BE INCIDENTAL TO ITEM 634.160. IN THE EVENT THE MUNICIPALITY DOES NOT WANT THE EXISTING LUMINAIRES, THE CONTRACTOR SHALL DISPOSE OF THEM AND PAYMENT FOR DISPOSAL SHALL BE INCIDENTAL TO ITEM 634.160.



ONE-LINE DIAGRAM
NOT TO SCALE

CONDUIT AND CONDUCTOR SCHEDULE

KEY	CONDUIT TYPE	CONDUIT SIZE	CONDUCTORS	
			FOR SERVICE	FOR GROUND
A	PVC SCH. 40	3"	2*10	1*10G
A2	PVC SCH. 40	3"	4*10	1*10G
B	RGS	3"	2*10	1*10G
B2	RGS	3"	4*10	1*10G
C	PVC SCH. 40 UNDERGROUND RGS AT 90° BEND, AND PVC SCH. 80 EXPOSED ON POLE	4"	3*2	1*8G
D	PVC SCH. 80	3"	2*10	1*10G
D2	PVC SCH. 80	3"	4*10	1*10G

PANEL SCHEDULE

PANELBOARD LP
100A, 120/240V, 1 PHASE, 3 WIRE, 10 KAIC RATED PANEL

CKT #	BREAKER	POLE	WIRE	DESCRIPTION	LOAD
1,3	20A	2	2*10, 1*10G	SL-2,4,6	108
2,4	20A	2	2*10, 1*10G	SL-1,3,5	108
5	20A	1		SPARE	
6	20A	1		SPARE	
*PROVIDE LOCK-ON DEVICE FOR BREAKER				TOTAL CONNECTED LOAD	216
PANEL TYPE: QO LOAD CTR - SQ. D				AMPERES	1
				MAIN BREAKER	100A, 2P

NOTE:

- SEE ONE-LINE DIAGRAM AND CONDUIT AND CONDUCTOR SCHEDULE FOR FEEDER SIZE.



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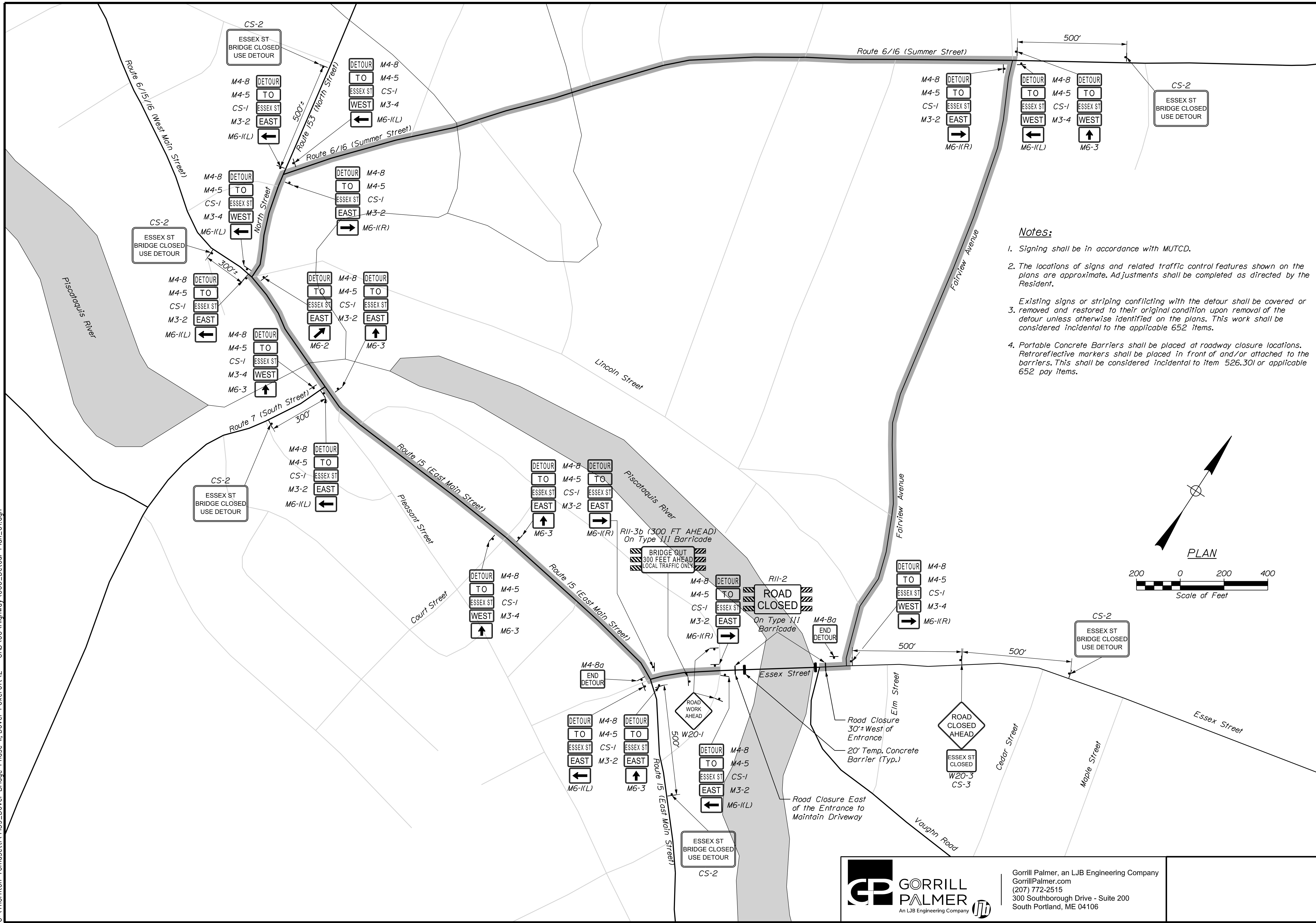
DOVER BRIDGE
PISCATAQUIS RIVER
DOVER-FOXCROFT PISCATAQUIS COUNTY

LIGHTING DETAILS (2 OF 2)

SHEET NUMBER

59

OF 64

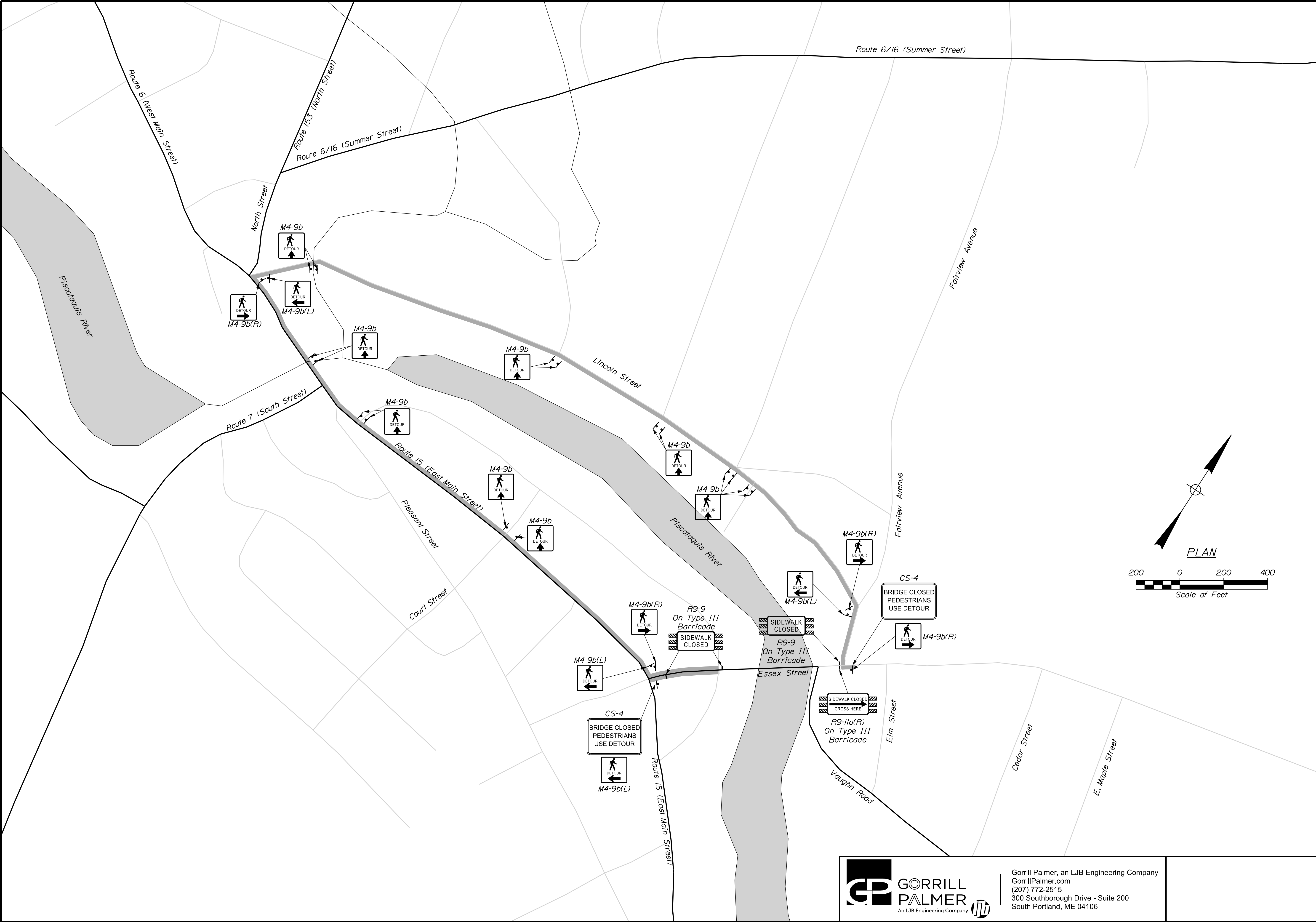


Notes:

1. *Signing shall be in accordance with MUTCD.*
2. *The locations of signs and related traffic control features shown on the plans are approximate. Adjustments shall be completed as directed by the Resident.*

Existing signs or striping conflicting with the detour shall be covered or
3. *removed and restored to their original condition upon removal of the detour unless otherwise identified on the plans. This work shall be considered incidental to the applicable 652 items.*
4. *Portable Concrete Barriers shall be placed at roadway closure locations. Retroreflective markers shall be placed in front of and/or attached to the barriers. This shall be considered incidental to item 526.30I or applicable 652 pay items.*

60 OF 64	SHEET NUMBER	DOVER BRIDGE PISCATAQUIS RIVER DOVER-FOXGROFT PISCATAQUIS COUNTY				PROJ. MANAGER	M. WIGHT	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION 2312000 WIN 023120.00 5118 BRIDGE PLANS
		DESIGN-DETAIL/D1				CHECKED-REVIEWED	M. RICHARD	L. BENTLEY	08/25	
		DESIGN2-DETAIL/D2					B. HAWU		08/25	
		DESIGN3-DETAIL/D3								
		REVISIONS 1								
		REVISIONS 2								
		REVISIONS 3								
		REVISIONS 4								
		FIELD CHANGES								
		DETOUR PLAN 1 - ESSEX STREET								



Gorrill Palmer, an LJB Engineering Company
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DOVER BRIDGE		DOVER-FOXcroft PISCATAQUIS COUNTY	
PISCATAQUIS RIVER		DETOUR PLAN 2 - PEDESTRIAN	
SHEET NUMBER		61	
OF 64			
PROJ. MANAGER	M. WIGHT	BY	DATE
CHECKED-REVIEWED	M. RICHARD	L. BENTLEY	08/25
DESIGNED-DETAILED	B. HAVU	-	08/25
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-
SIGNATURE		P.E. NUMBER	
DATE			

