

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



SPECIFICATIONS

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

DESIGN LOADING

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

HYDROLOGIC DATA

Drainage Area..... 9.9 sq mi
Design Discharge (Q50)..... 855 cfs
Check Discharge (Q100)..... 977 cfs
Headwater Elevation (Q1.1)..... 358.3 ft
Headwater Elevation (Q25)..... 360.6 ft
Headwater Elevation (Q50)..... 360.9 ft
Headwater Elevation (Q100)..... 361.3 ft
Discharge Velocity (Q1.1)..... 1.8 fps
Discharge Velocity (Q50)..... 6.8 fps
Discharge Velocity (Q100)..... 7.5 fps

MATERIALS

Concrete:
Precast..... Class "P"
All Other..... Class "A"
Reinforcing:
Plain Reinforcing Steel..... ASTM A615/A615M, Grade 60
Welded Wire Reinforcement..... ASTM A1064/A1064M

BASIC DESIGN STRESSES

Concrete:
Class "A"..... f 'c = 4,000 psi
Class "P"..... f 'c = 5,000 psi
Reinforcing:
Plain Reinforcing Steel..... f y = 60,000 psi
Welded Wire Reinforcement..... f y = 65,000 psi

PRENTISS TWP T7 R3 NBPP
PENOBSCOT COUNTY
MATTAGODUS BROOK BRIDGE
OVER
MATTAGODUS STREAM
ROUTE 169/AVERILL ROAD
FEDERAL AID PROJECT NO. 2753200
BRIDGE NO. 5185

LIST OF DRAWINGS

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UTILITIES

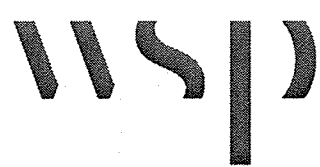
Consolidated Communications
Eastern Maine Electric Co-op

TRAFFIC DATA

Current (2024) AADT.....	420
Design Speed (mph).....	50

MAINTENANCE OF TRAFFIC

Road will be closed during construction with traffic detoured on State-Aid and Townway Roads.



PROJECT LOCATION	In Prentiss TWP T7 R3 NBPP, Mattagodus Brook Bridge (#5185) over Mattagodus Stream. Located 0.07 of a mile north of Carroll Plt. town line. Lat./Long. 45°26'47.5"N 68°06'49.3"W
OUTLINE OF WORK	Bridge Culvert Replacement

WIN 27532.00

PRENTISS TWP T7 R3 NBPP
MATTAGODUS BROOK BRIDGE

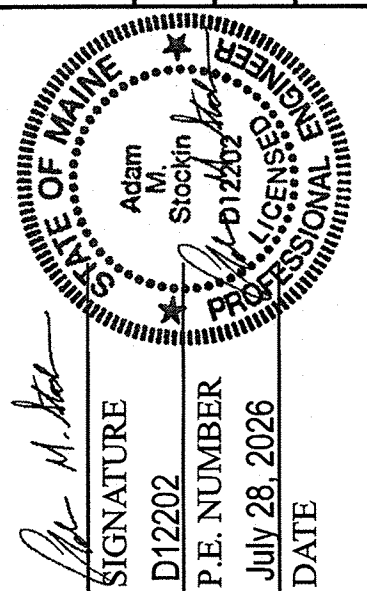
TITLE SHEET

SHEET NUMBER

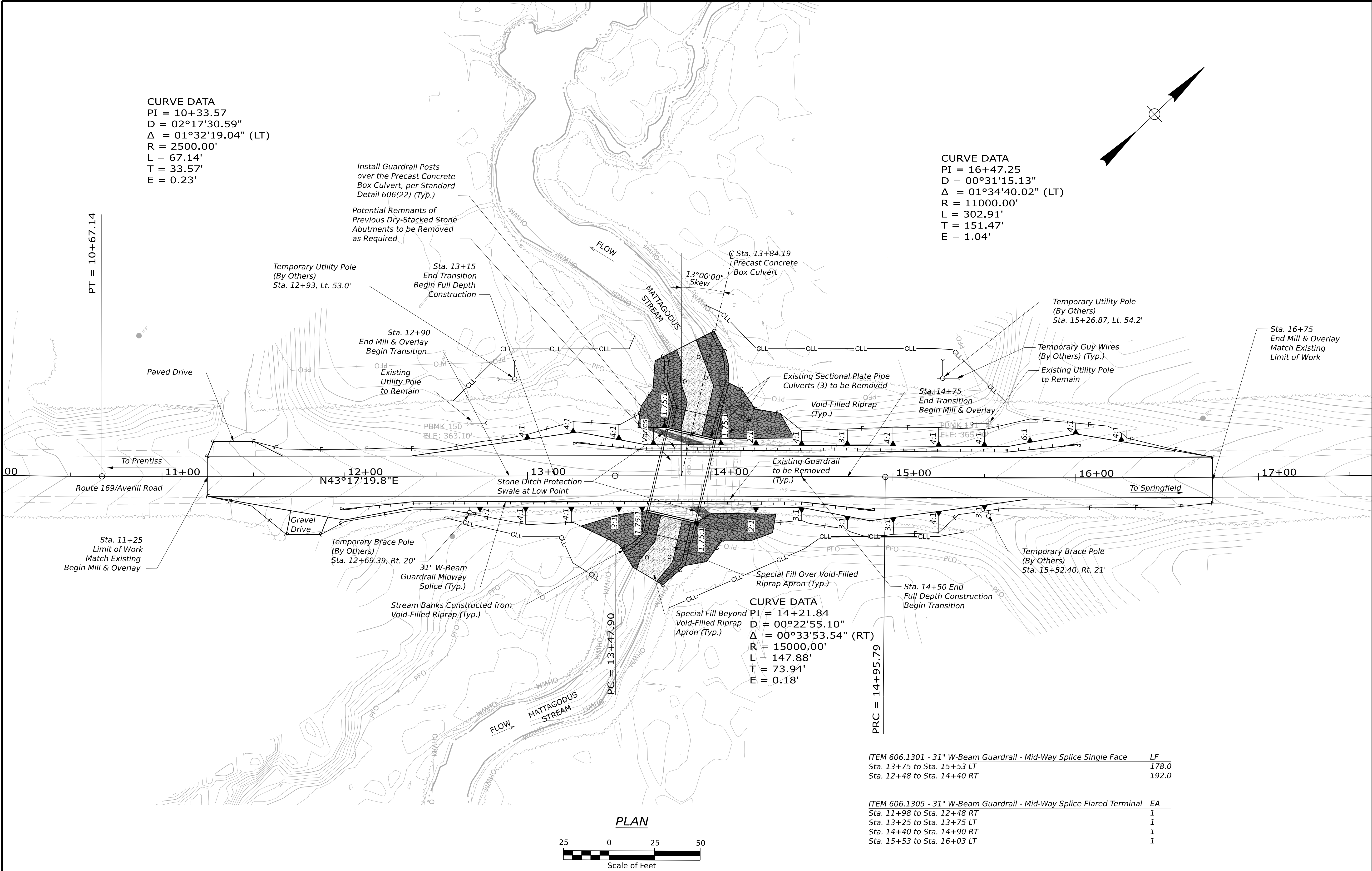
1

OF 21

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
COMMISSIONER	9/17/26	9/16/2026
CHIEF ENGINEER		



PROJECT INFORMATION	BRIDGE	RICH MYERS	A. STOCKIN	WSP		
PROGRAM	PROJECT MANAGER	DESIGNER	CONSULTANT	PROJECT RESIDENT	CONTRACTOR	PROJECT COMPLETION DATE
SIGNATURE	D12202	P.E. NUMBER	July 28, 2026	DATE		



ITEM 606.1301 - 31" W-Beam Guardrail - Mid-Way Splice Single Face	LF
Sta. 13+75 to Sta. 15+53 LT	178.0
Sta. 12+48 to Sta. 14+40 RT	192.0
ITEM 606.1305 - 31" W-Beam Guardrail - Mid-Way Splice Flared Terminal	EA
Sta. 11+98 to Sta. 12+48 RT	1
Sta. 13+25 to Sta. 13+75 LT	1
Sta. 14+40 to Sta. 14+90 RT	1
Sta. 15+53 to Sta. 16+03 LT	1

STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

Federal Project No. 2753200

WIN 27532.00

MATTAGODUS BROOK BRIDGE NO. 5185

CROSSING MATTAGODUS STREAM

PRENTISS TWP T7 R3 NBPP

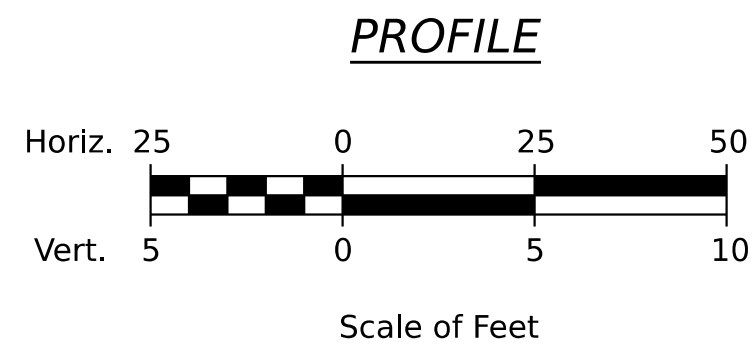
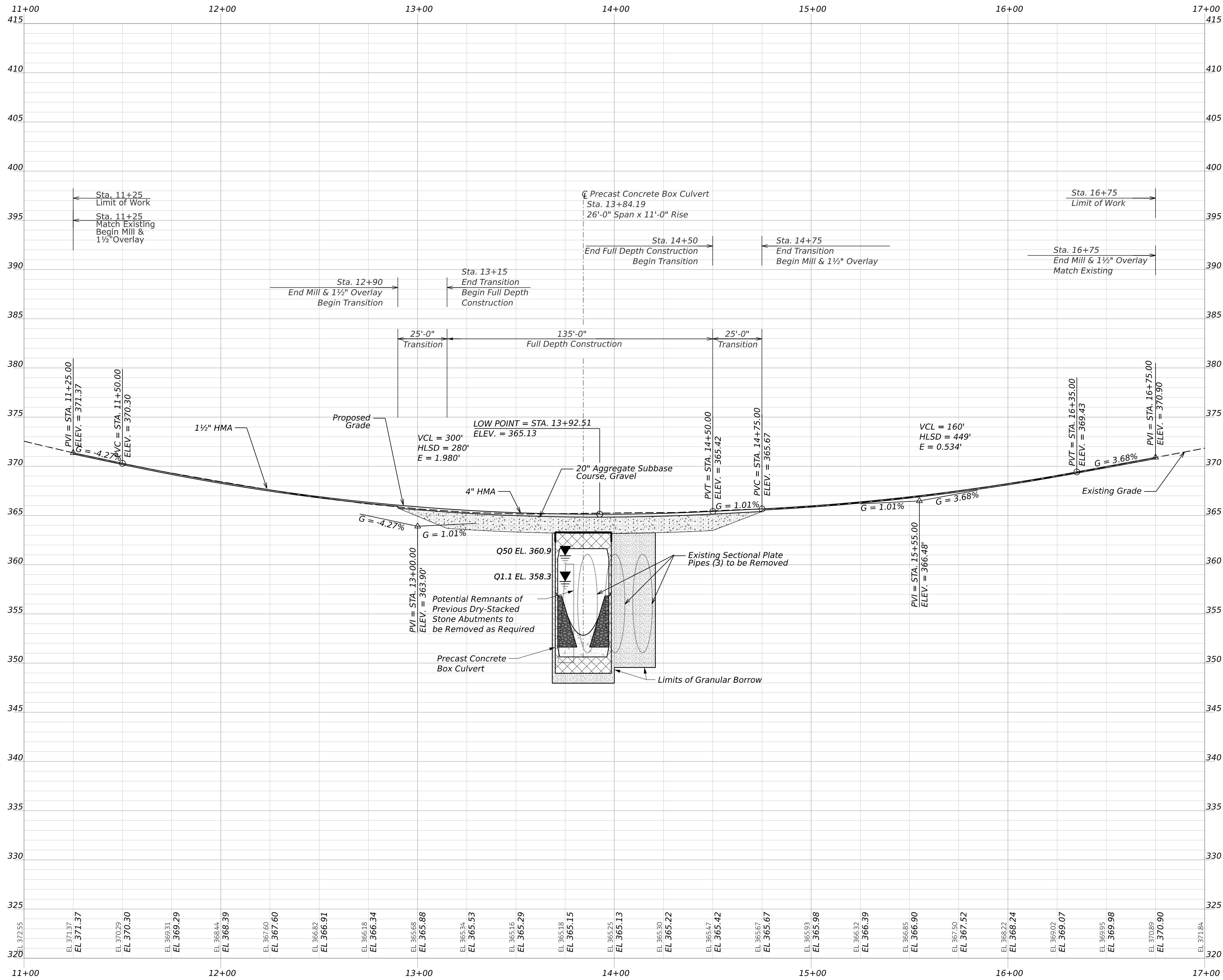
GENERAL PLAN

SHEET NUMBER

3

OF 21

PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-DETAILED2	DESIGN-DETAILED3	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES
RICH MYERS	E. WILLIAMS	J. SHINTESCU							
BY	DATE	SIGNATURE	P.E. NUMBER	DATE					
MCARDIAN	07/2026								
LSHINTESCU	07/2026								



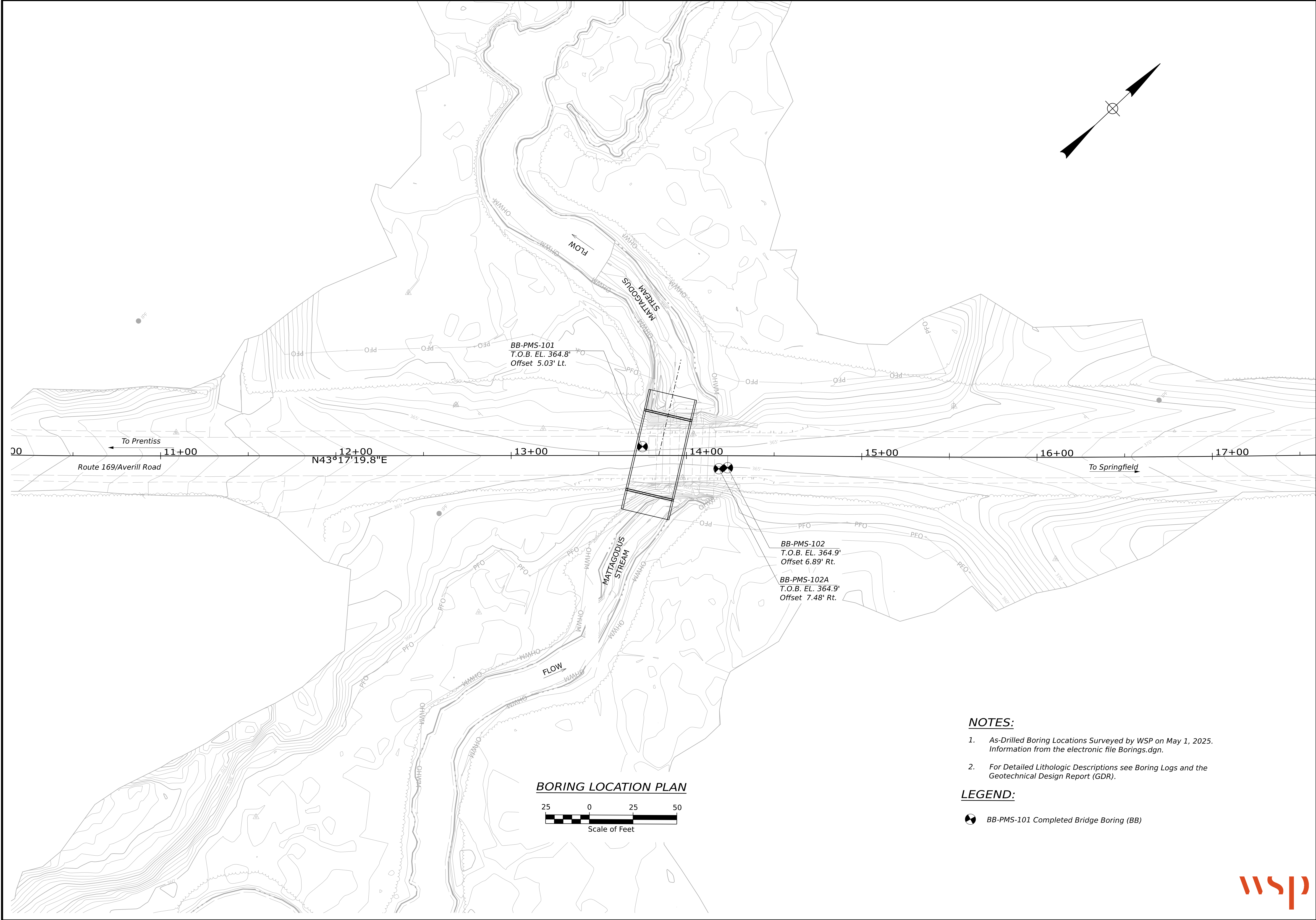
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Federal Project No. 2753200
WIN 27532.00

MATTAGODUS BROOK BRIDGE NO. 5185
CROSSING MATTAGODUS STREAM
PRENTISS TWP T7 R3 NBPP

PROFILE

SHEET NUMBER
4
OF 21

PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
RICH MYERS	E. WILLIAMS	M. CARMIAN	LS/INT/SCU	07/2026			
	DESIGN-2-DETAILED2						
	DESIGN-3-DETAILED3						
	REVISIONS 1						
	REVISIONS 2						
	REVISIONS 3						
	REVISIONS 4						
	FIELD CHANGES						



BORING LOCATION PLAN



NOTES:

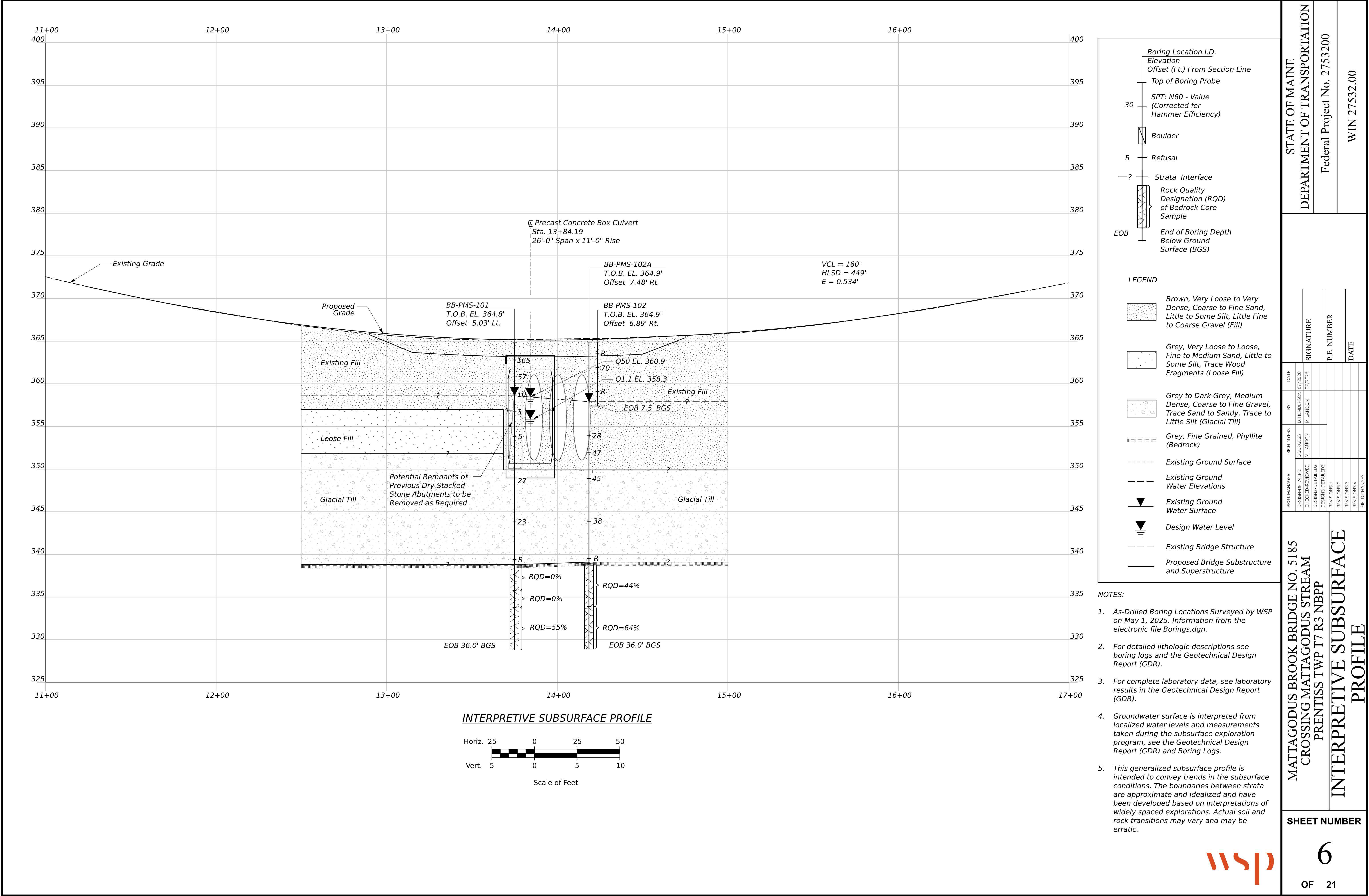
- As-Drilled Boring Locations Surveyed by WSP on May 1, 2025. Information from the electronic file Borings.dgn.
- For Detailed Lithologic Descriptions see Boring Logs and the Geotechnical Design Report (GDR).

LEGEND:

- BB-PMS-101 Completed Bridge Boring (BB)



STATE OF MAINE		SIGNATURE		P.E. NUMBER		DATE	
DEPARTMENT OF TRANSPORTATION							
Federal Project No. 2753200							
MATTAGODUS BROOK BRIDGE NO. 5185		BY		DATE		FIELD CHANGES	
CROSSING MATTAGODUS STREAM		D. BURNESS		07/2026			
PRENTISS TWP T7 R3 NBPP		M. LADDON		07/2026			
BORING LOCATION PLAN		DESIGN-DETAILED		DESIGN-DETAILED2			
		CHECKED-REVIEWED		DESIGN-DETAILED3			
		DESIGN-DETAILED2		REVISIONS 1			
		REVISIONS 2		REVISIONS 3			
SHEET NUMBER		REVISIONS 4		REVISIONS 5		REVISIONS 6	
5		REVISIONS 7		REVISIONS 8		REVISIONS 9	
OF 21		REVISIONS 10		REVISIONS 11		REVISIONS 12	



Maine Department of Transportation										Project: North Bridge Bundle (NBB), Bridge #5185 Location: Prentiss, ME										Boring No.: BB-PMS-101 WIN: 027532-00																													
Soil/Rock Evaluation Log US CUSTOMARY UNITS																																																	
Driller: Seaboard Drilling, LLC					Elevation (ft.): 364.84					Auger 10/00: 4 in					Operator: Eric Baran					Datum: NAVD88					Spoon: 7 in Standard Split Spoon																								
Logged By: Ryan Nagle					Rig Type: Dierich D-50 (SN367)					Drilling Method: SSA / Coated Washed					Date Start/Finish: 14/37 3/17-10/45 3/18/25					Core Barrel: N02					Boring Location: N4588180-82 E12235283-03																								
Casing 10/00: 4.0/4.5 in and 3.0/3.5 in															Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐					Hammer Efficiency Factor: 1.0																													
Definitions: P = Split Spoon Sample M = Unsuccessful Split Spoon Sample Attempt U = Thin Wall Tube Sample W = Unsuccessful Thin Wall Tube Sample Attempt V = Field Vane Shear Test, PP = Pocket Penetrometer N = Unsuccessful Field Vane Shear Test Attempt										R = Rock Core Sample SA = Solid Stem Auger MA = Hollow Stem Auger BC = Bailer Core WH = Weight of 140lb. Hammer WSP = Weight of Rope or Casing WSP = Weight of One Person										S _u = Peak/Retained Field Vane Undrained Shear Strength (psf) S _u = Lab Vane Undrained Shear Strength (psf) q _u = Unconfined Compressive Strength (ksf) N = Plasticity Limit H = Hammer Efficiency Factor = Rig Specific Annual Calibration Value N = SPT Uncorrected Corrected for Hammer Efficiency N ₆₀ = SPT Uncorrected Corrected for Hammer Efficiency N ₆₀ = Weight of One Person										T _v = Pocket Torque Shear Strength (psf) W = Water Content, percent L = Liquid Limit P = Plasticity Index H = Hammer Efficiency Factor = Rig Specific Annual Calibration Value N = SPT Uncorrected Corrected for Hammer Efficiency N ₆₀ = SPT Uncorrected Corrected for Hammer Efficiency N ₆₀ = Weight of One Person										Laboratory Testing Results/ASHTO and Unified Class:									
Sample Information										Visual Description and Remarks																																							
Sample No. 10										6 inches of Asphalt Pavement										Brown, dry, very dense, coarse to fine SAND, little coarse gravel. Little silt, poorly graded (FILL).										WC = 9.0% L = 15.1% P = 30.2% A-1-1.5 (OL) SM																			
Sample No. 20										Brown, moist, dense, coarse to fine SAND, little medium to fine gravel, little silt, well graded (FILL).										Brown, moist, loose, trace to some coarse to fine SAND, little fine gravel, little silt (FILL).										WC = 9.0% L = 15.1% P = 30.2% A-1-1.5 (OL) SM																			
Sample No. 30										Light brown, wet, very loose, trace to some medium to fine SAND, little fine gravel, some silt (FILL).										Grey, wet, very loose, fine SAND, little to some silt (FILL).										WC = 30.2% L = 31.7% A-2-4 (OL) SM																			
Sample No. 40										Grey, wet, very loose, fine to medium SAND, little to some silt, trace wood fragments (FILL).										Driller Notes: Change in strata inferred due to refusal of hydraulic push at 13 ft bgs.										13.0 Refusal																			
Sample No. 50										Grey, wet, medium dense, coarse to fine GRAVEL, little silt, trace coarse sand, well graded (GLACIAL TILL).										Driller Notes: Change in strata inferred due to refusal of hydraulic push at 13 ft bgs.										13.0 Refusal																			
Sample No. 60										Grey, moist, medium dense, trace to some fine to coarse SAND, some fine gravel, trace silt, well graded (GLACIAL TILL).										Grey, moist, very dense, little to some coarse to fine sandy GRAVEL, little fine to coarse sand, trace silt, poorly-graded (GLACIAL TILL).										WC = 14.9% L = 11.2% P = 58.5% A-1-1.5 (OL) SM																			
Sample No. 70										R1 (26.0' - 29.0') Grey, fine grained, PHILLITE, strong, moderately weathered, discontinuities horizontal to weakly dipping, very closely spaced, tight to open, quartz infilling 16.3-26.8 ft bgs, rough, planar, average 5.33 fractures per foot, Rock Mass Quality = very poor										R2 (29.0' - 31.0') Grey, fine grained, PHILLITE, strong, fresh, discontinuities horizontal to moderately dipping, close to very closely spaced, tight to open, no infilling, rough, planar, average 3.03 fractures per foot, Rock Mass Quality = very poor										R3 (31.0' - 36.0') Grey, fine grained, PHILLITE, extremely strong, fresh, discontinuities horizontal to vertical dipping, close to moderately closely spaced, tight, no infilling, laminated vertical sheeting, fracture faces have shiny sheen, slightly rough, planar, average 1.2 fractures per foot, Rock Mass Quality = very poor																			
Sample No. 80										Bottom of Exploration at 36.0 feet below ground surface, Boring backfilled with bentonite chips in the rock core socket, gravel to bottom of pavement, and patched with cold patch asphalt.										Bottom of Exploration at 36.0 feet below ground surface, Boring backfilled with bentonite chips in the rock core socket, gravel to bottom of pavement, and patched with cold patch asphalt.										Bottom of Exploration at 36.0 feet below ground surface, Boring backfilled with bentonite chips in the rock core socket, gravel to bottom of pavement, and patched with cold patch asphalt.																			
Sample No. 90										Bottom of Exploration at 36.0 feet below ground surface, Boring backfilled with bentonite chips in the rock core socket, gravel to bottom of pavement, and patched with cold patch asphalt.										Bottom of Exploration at 36.0 feet below ground surface, Boring backfilled with bentonite chips in the rock core socket, gravel to bottom of pavement, and patched with cold patch asphalt.										Bottom of Exploration at 36.0 feet below ground surface, Boring backfilled with bentonite chips in the rock core socket, gravel to bottom of pavement, and patched with cold patch asphalt.																			
Sample No. 100										Bottom of Exploration at 36.0 feet below ground surface, Boring backfilled with bentonite chips in the rock core socket, gravel to bottom of pavement, and patched with cold patch asphalt.										Bottom of Exploration at 36.0 feet below ground surface, Boring backfilled with bentonite chips in the rock core socket, gravel to bottom of pavement, and patched with cold patch asphalt.										Bottom of Exploration at 36.0 feet below ground surface, Boring backfilled with bentonite chips in the rock core socket, gravel to bottom of pavement, and patched with cold patch asphalt.																			
Sample No. 110										Bottom of Exploration at 36.0 feet below ground surface, Boring backfilled with bentonite chips in the rock core socket, gravel to bottom of pavement, and patched with cold patch asphalt.										Bottom of Exploration at 36.0 feet below ground surface, Boring backfilled with bentonite chips in the rock core socket, gravel to bottom of pavement, and patched with cold patch asphalt.										Bottom of Exploration at 36.0 feet below ground surface, Boring backfilled with bentonite chips in the rock core socket, gravel to bottom of pavement, and patched with cold patch asphalt.																			
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Sample No. 130										Bottom of Exploration at 36.0 feet below ground surface, Boring backfilled with bentonite chips in the rock core socket, gravel to bottom of pavement, and patched with cold patch asphalt.										Bottom of Exploration at 36.0 feet below ground surface, Boring backfilled with bentonite chips in the rock core socket, gravel to bottom of pavement, and patched with cold patch asphalt.										Bottom of Exploration at 36.0 feet below ground surface, Boring backfilled with bentonite chips in the rock core socket, gravel to bottom of pavement, and patched with cold patch asphalt.																			
Sample No. 140										Bottom of Exploration at 36.0 feet below ground surface, Boring backfilled with bentonite chips in the rock core socket, gravel to bottom of pavement, and patched with cold patch asphalt.										Bottom of Exploration at 36.0 feet below ground surface, Boring backfilled with bentonite chips in the rock core socket, gravel to bottom of pavement, and patched with cold patch asphalt.										Bottom of Exploration at 36.0 feet below ground surface, Boring backfilled with bentonite chips in the rock core socket, gravel to bottom of pavement, and patched with cold patch asphalt.																			
Sample No. 150										Bottom of Exploration at 36.0 feet below ground surface, Boring backfilled with bentonite chips in the rock core socket, gravel to bottom of pavement, and patched with cold patch asphalt.										Bottom of Exploration at 36.0 feet below ground surface, Boring backfilled with bentonite chips in the rock core socket, gravel to bottom of pavement, and patched with cold patch asphalt.										Bottom of Exploration at 36.0 feet below ground surface, Boring backfilled with bentonite chips in the rock core socket, gravel to bottom of pavement, and patched with cold patch asphalt.																			
Sample No. 160										Bottom of Exploration at 36.0 feet below ground surface, Boring backfilled with bentonite chips in the rock core socket, gravel to bottom of pavement, and patched with cold patch asphalt.										Bottom of Exploration at 36.0 feet below ground surface, Boring backfilled with bentonite chips in the rock core socket, gravel to bottom of pavement, and patched with cold patch asphalt.										Bottom of Exploration at 36.0 feet below ground surface, Boring backfilled with bentonite chips in the rock core socket, gravel to bottom of pavement, and patched with cold patch asphalt.																			
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Sample No. 230										Bottom of Exploration at 36.0 feet below ground surface, Boring backfilled with bentonite chips in the rock core socket, gravel to bottom of pavement, and patched with cold patch asphalt.										Bottom of Exploration at 36.0 feet below ground surface, Boring backfilled with bentonite chips in the rock core socket, gravel to bottom of pavement, and patched with cold patch asphalt.										Bottom of Exploration at 36.0 feet below ground surface, Boring backfilled with bentonite chips in the rock core socket, gravel to bottom of pavement, and patched with cold patch asphalt.																			
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Sample No. 250										Bottom of Exploration at 36.0 feet below ground surface, Boring backfilled with bentonite chips in the rock core socket, gravel to bottom of pavement, and patched with cold patch asphalt.										Bottom of Exploration at 36.0 feet below ground surface, Boring backfilled with bentonite chips in the rock core socket, gravel to bottom of pavement, and patched with cold patch asphalt.										Bottom of Exploration at 36.0 feet below ground surface, Boring backfilled with bentonite chips in the rock core socket, gravel to bottom of pavement, and patched with cold patch asphalt.																			
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1. Hammer Efficiency factor provided by Seaboard and taken from "2024PAD0115 - Seaboard - SPT Energy Calibration" by GRL Engineers Inc., dated 10/23/2024.

2. As-shipped boring locations and ground surface elevations were obtained by WSP in the electronic file "Borings.dgn" on 5/6/25.

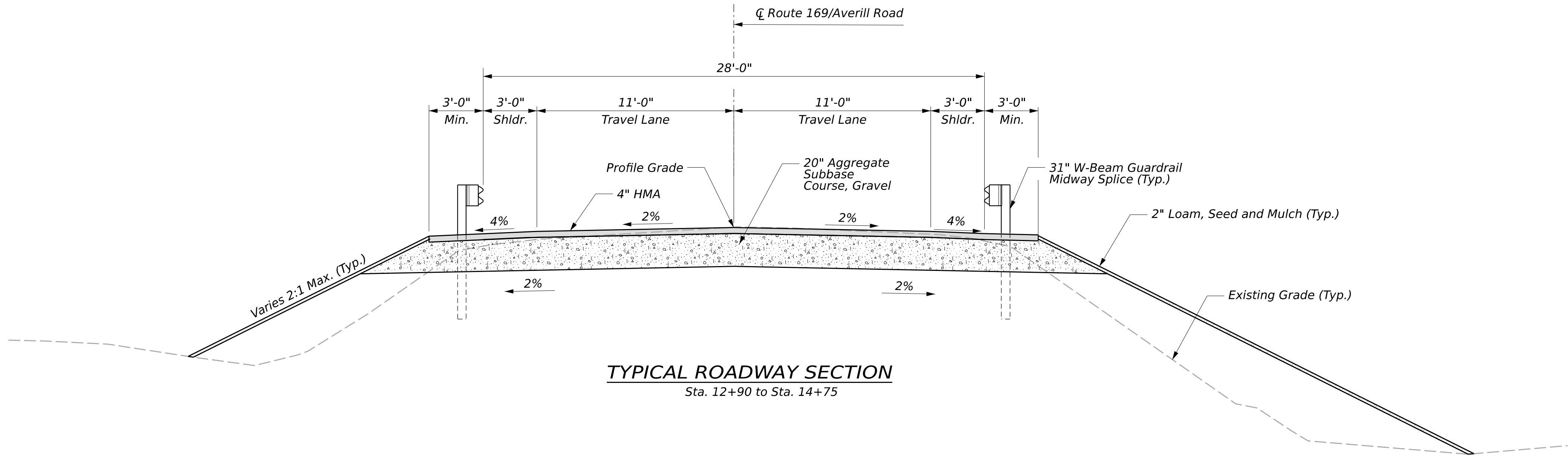
3. Water level reading taken on 3/18/25 at 8:30 was taken after settling overnight with the bottom of casing at 15 ft bgs.

Stratification lines represent approximate boundaries between soils; vertical transitions may be gradual.

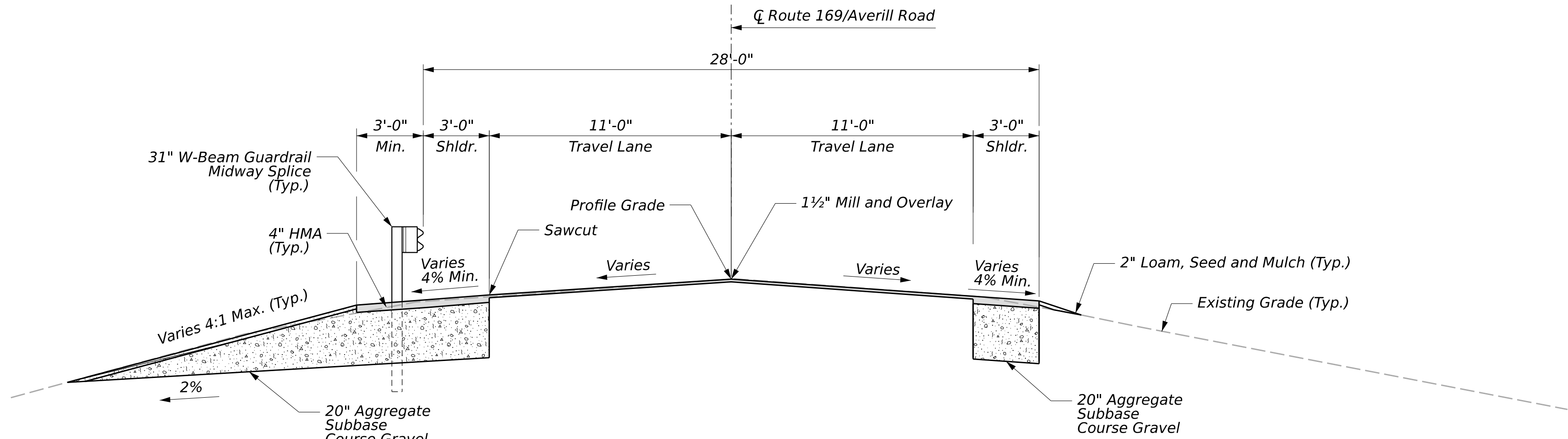
Page 1 of 1

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

Boring No.: BB-PMS-101



TYPICAL ROADWAY SECTION
Sta. 12+90 to Sta. 14+75



TYPICAL APPROACH MILL AND OVERLAY SECTION
Sta. 11+25 to Sta. 12+90 (Mirrored)
Sta. 14+75 to Sta. 16+75

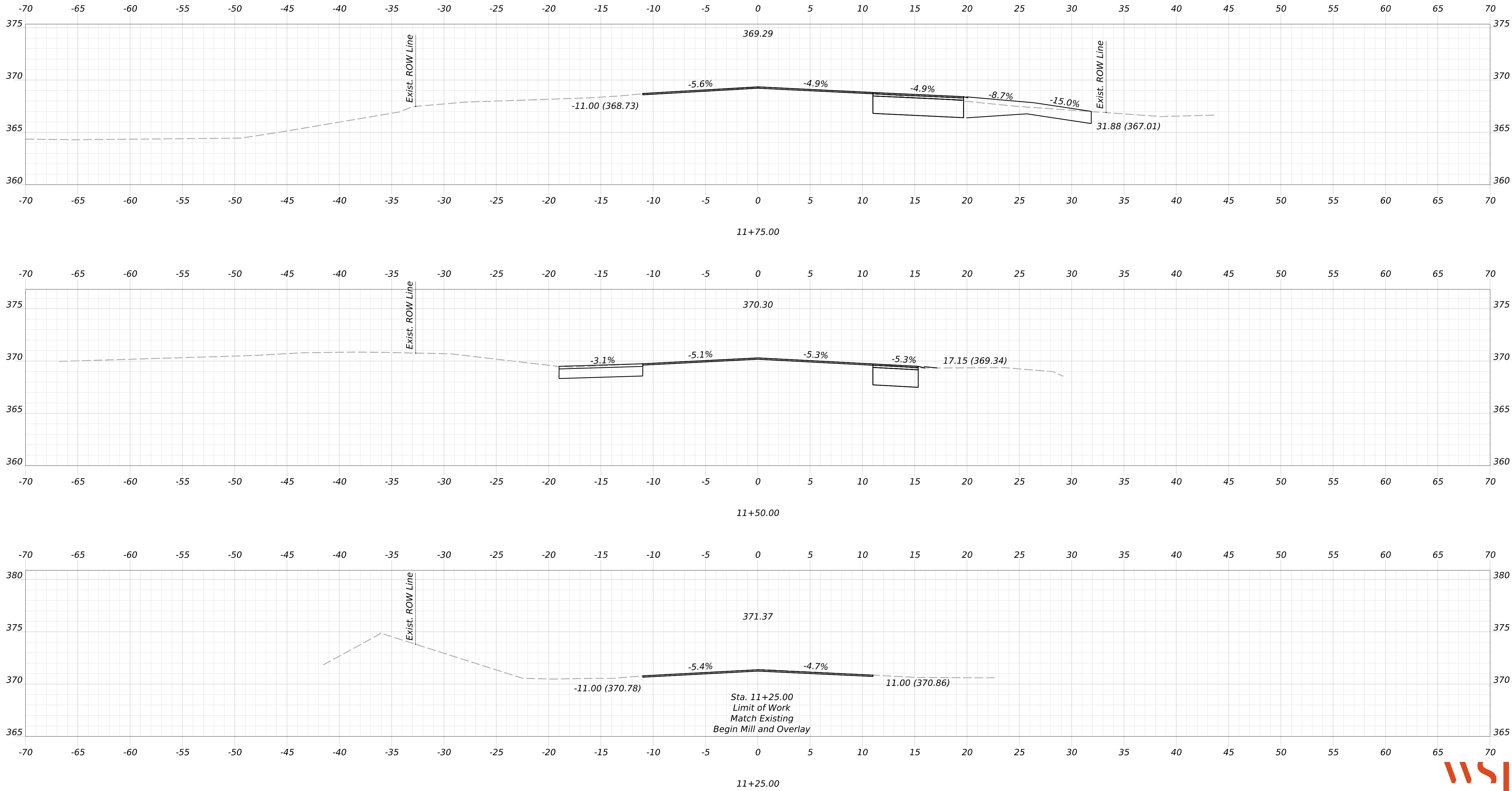


STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Federal Project No. 2753200
WIN 27532.00

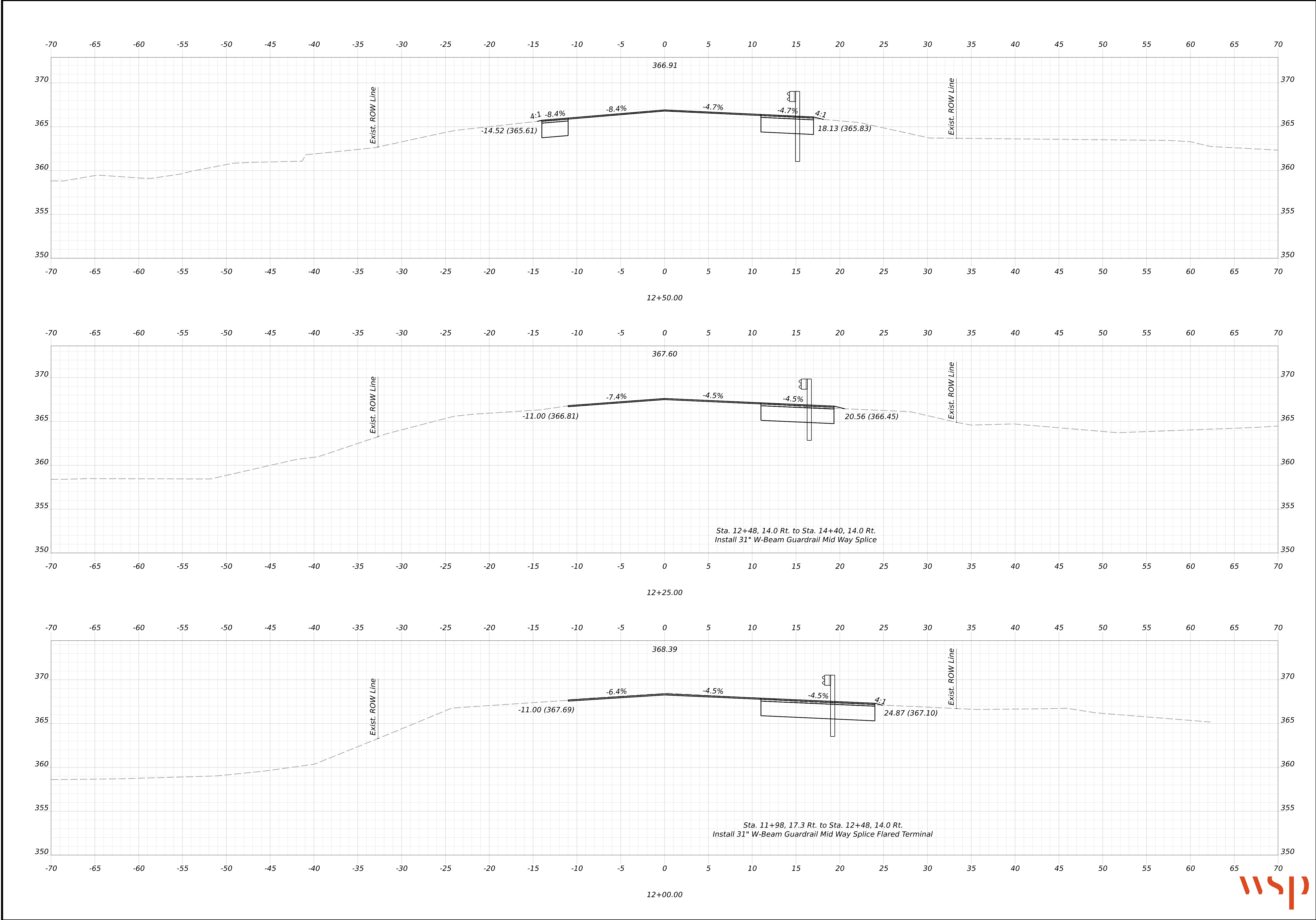
PROJ. MANAGER	RICH MYERS	BY	DATE
DESIGN-DETAILED	J. WILLIAMS	M. CARBON	07/2026
CHECKED-REVIEWED	J. SPINTECU	J. SPINTECU	07/2026
DESIGN-DETAILED2			
DESIGN-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

MATTAGODUS BROOK BRIDGE NO. 5185 CROSSING MATTAGODUS STREAM PRENTISS TWP T7 R3 NBPP
TYPICAL SECTIONS

SHEET NUMBER
8
OF 21



PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	BY	DATE
E. WILLIAMS	E. WILLIAMS	E. WILLIAMS	E. WILLIAMS	07/2026
L. SPINTECU	L. SPINTECU	L. SPINTECU	L. SPINTECU	07/2026
REVISIONS 1	REVISIONS 1	REVISIONS 1	REVISIONS 1	REVISIONS 1
REVISIONS 2	REVISIONS 2	REVISIONS 2	REVISIONS 2	REVISIONS 2
REVISIONS 3	REVISIONS 3	REVISIONS 3	REVISIONS 3	REVISIONS 3
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FIELD CHANGES	FIELD CHANGES	FIELD CHANGES	FIELD CHANGES	FIELD CHANGES



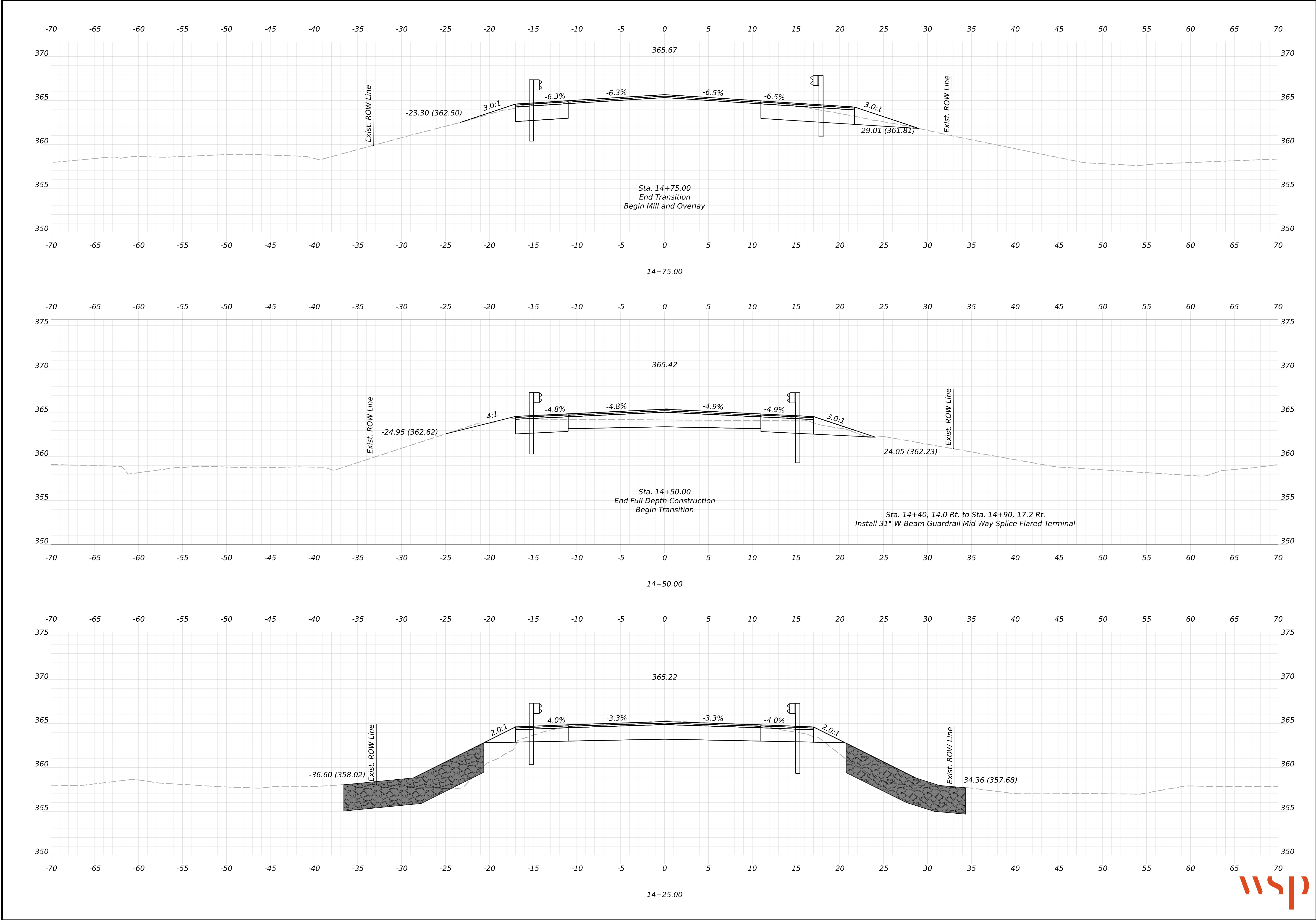
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Federal Project No. 2753200
WIN 27532.00

PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-DETAILED	DESIGN-DETAILED	DESIGN-DETAILED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES
E. WILLIAMS	L. SPINTECU	L. SPINTECU								
BY	DATE									
E. WILLIAMS	07/2026									
L. SPINTECU	07/2026									
SIGNATURE		P.E. NUMBER								
DATE										

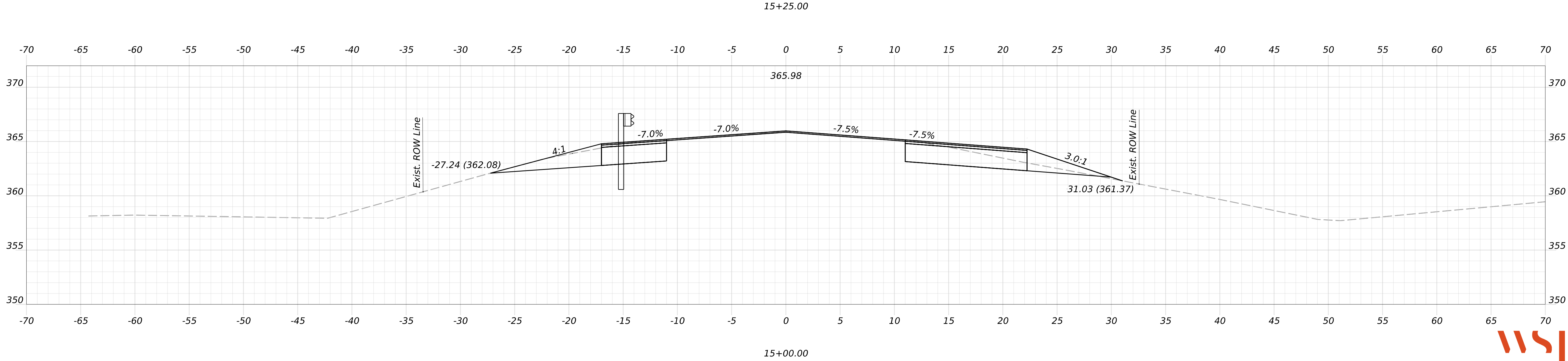
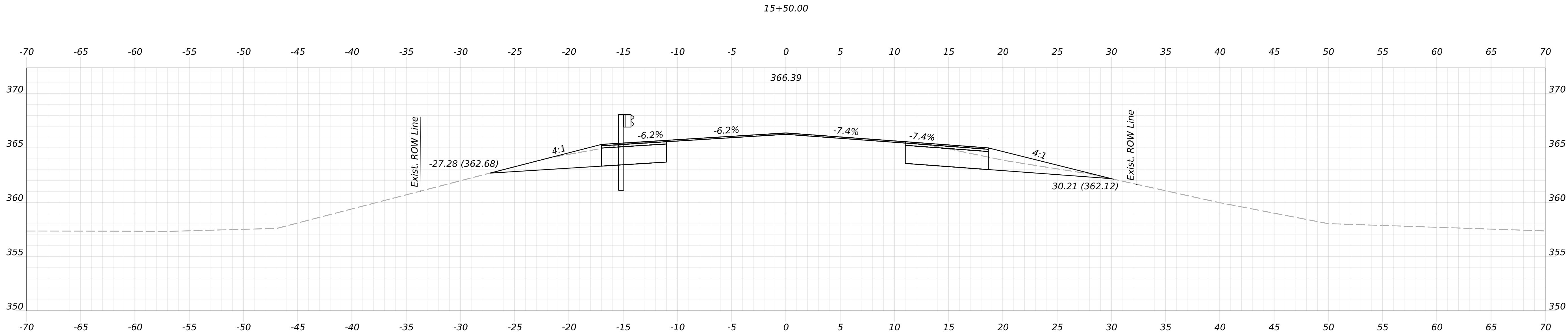
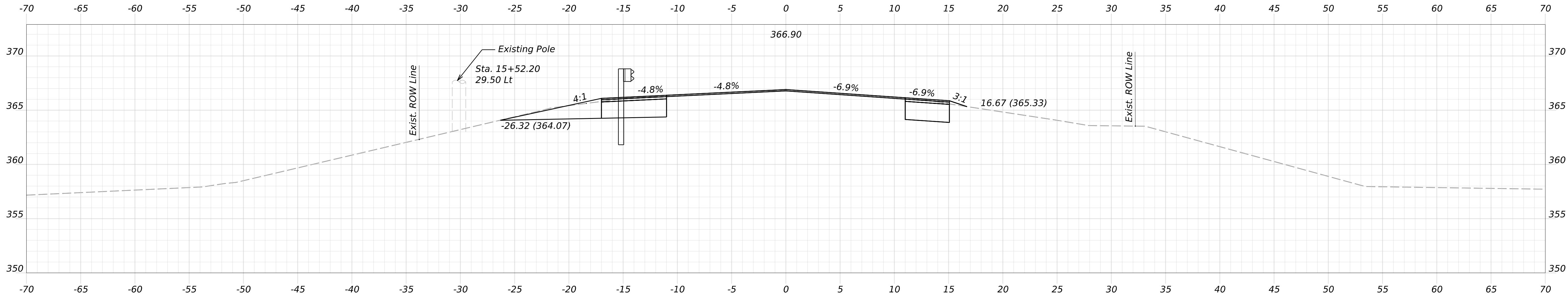
MATTAGODUS BROOK BRIDGE NO. 5185
CROSSING MATTAGODUS STREAM
PRENTISS TWP T7 R3 NBPP

CROSS SECTIONS

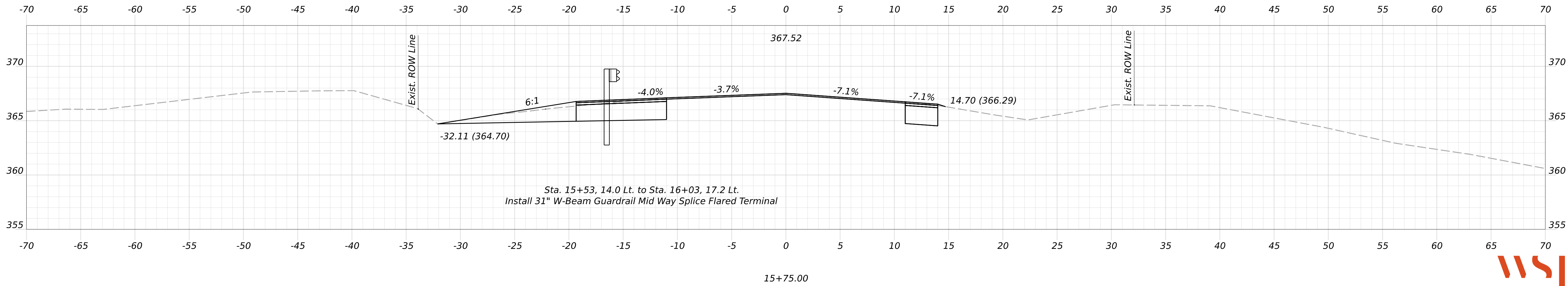
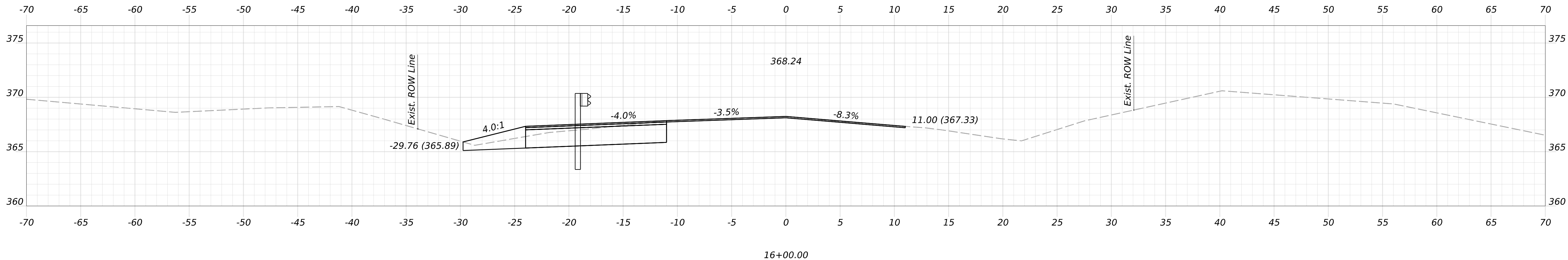
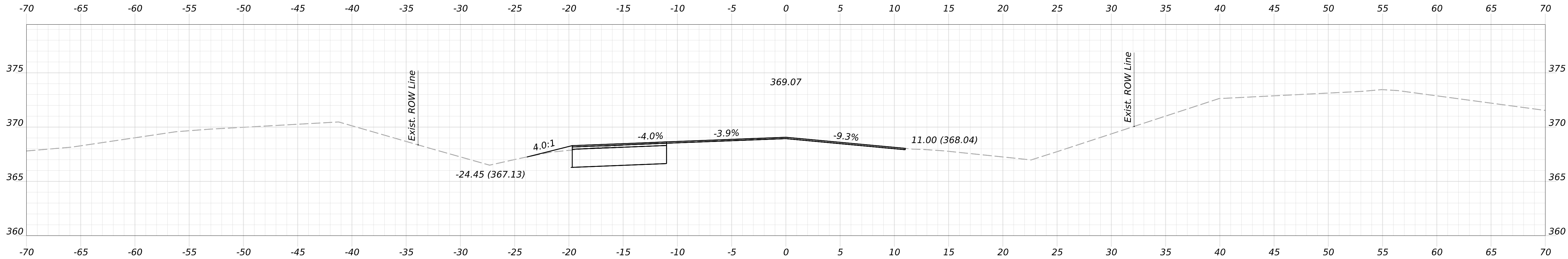
SHEET NUMBER
10
OF 21



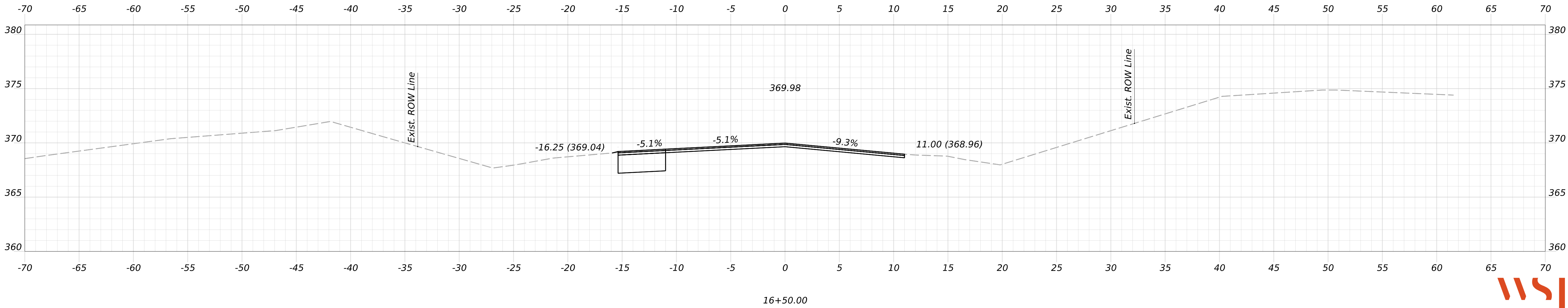
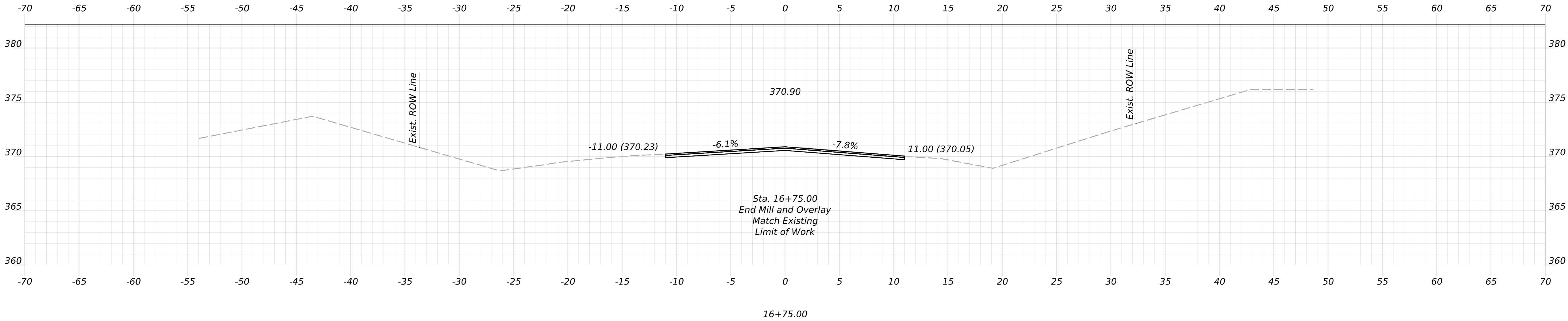
MATTAGODUS BROOK BRIDGE NO. 5185 CROSSING MATTAGODUS STREAM PRENTISS TWP T7 R3 NBPP			PROJ. MANAGER DESIGN-DETAILED CHECKED-REVIEWED DESIGN-DETAILED02 DESIGN-DETAILED03	RICI MYERS E. WILLIAMS L. SPINTESCO	BY E. WILLIAMS L. SPINTESCO	DATE 07/2026 07/2026	STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
CROSS SECTIONS			REVISIONS 1				Federal Project No. 2753200 WIN 27532.00	
			REVISIONS 2					
			REVISIONS 3					
			REVISIONS 4					
			FIELD CHANGES					
SHEET NUMBER			14					
OF 21								



PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-D2-DETAILED2	DESIGN-D3-DETAILED3	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES
RCH MYERS	E. WILLIAMS	L. SPINTESCU							
BY	E. WILLIAMS	L. SPINTESCU							
DATE	07/2026	07/2026							
SIGNATURE									
P.E. NUMBER									
DATE									



PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-DETAILED	CHECKED-REVIEWED	DATE
E. WILLIAMS	L. SPINTECU	L. SPINTECU	L. SPINTECU	L. SPINTECU	07/2026
REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES	

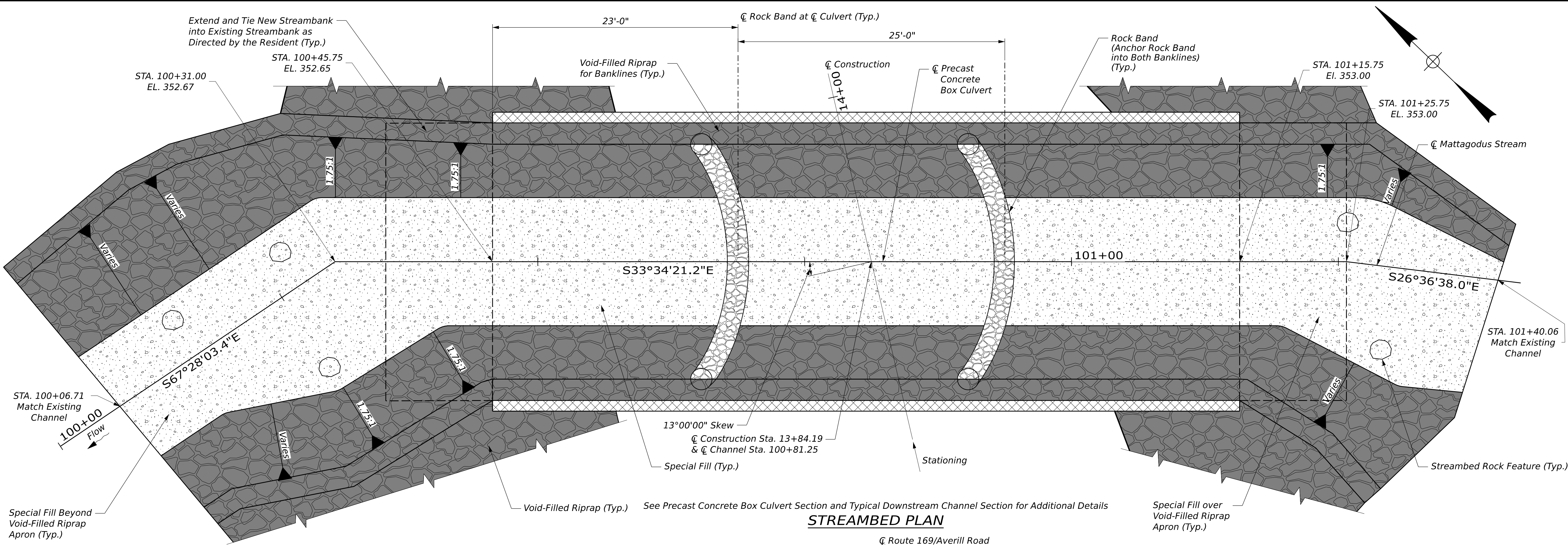


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DEPARTMENT OF TRANSPORTATION
Federal Project No. 2753200
WIN 27532.00

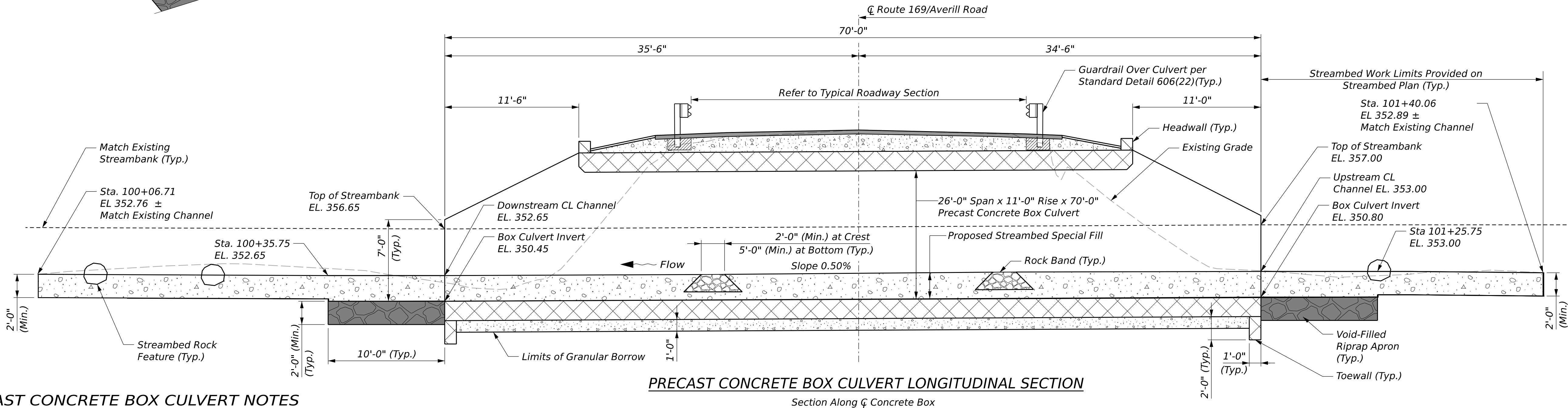
PROJ. MANAGER	BY	DATE
DESIGN-DETAILED	E. WILLIAMS	07/2026
CHECKED-REVIEWED	L. SPINTESCU	07/2026
DESIGN-DETAILED2		
DESIGN-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

MATTAGODUS BROOK BRIDGE NO. 5185 CROSSING MATTAGODUS STREAM PRENTISS TWP T7 R3 NBPP
CROSS SECTIONS

SHEET NUMBER
17
OF 21



STREAMBED PLAN



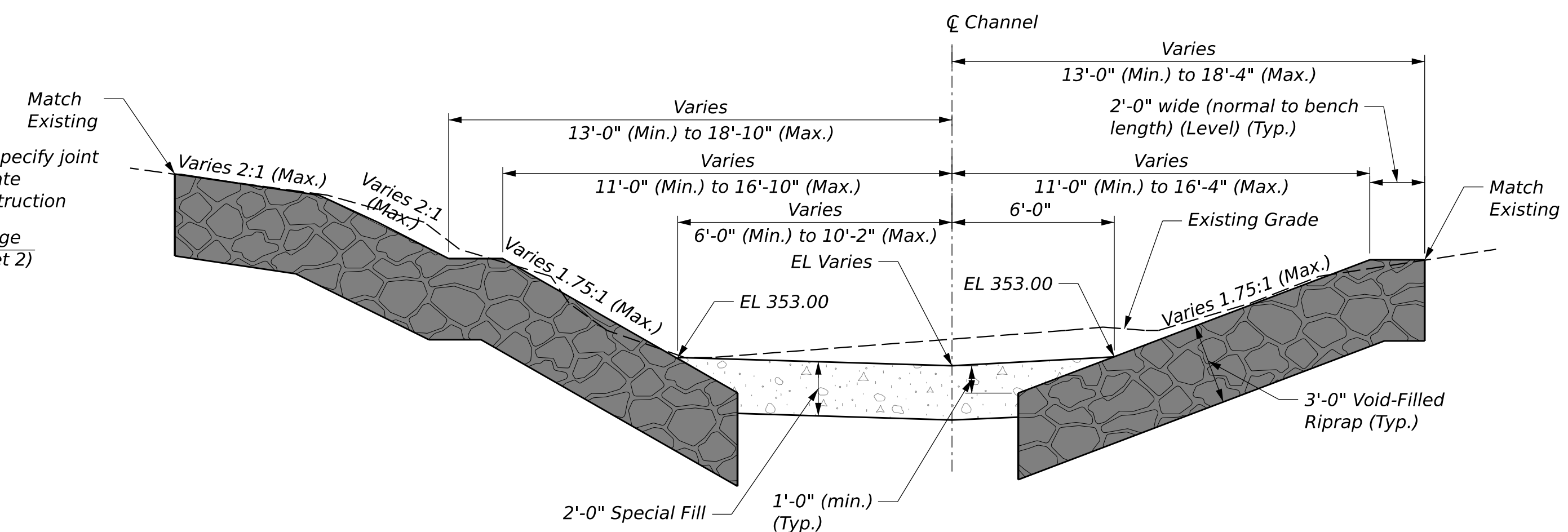
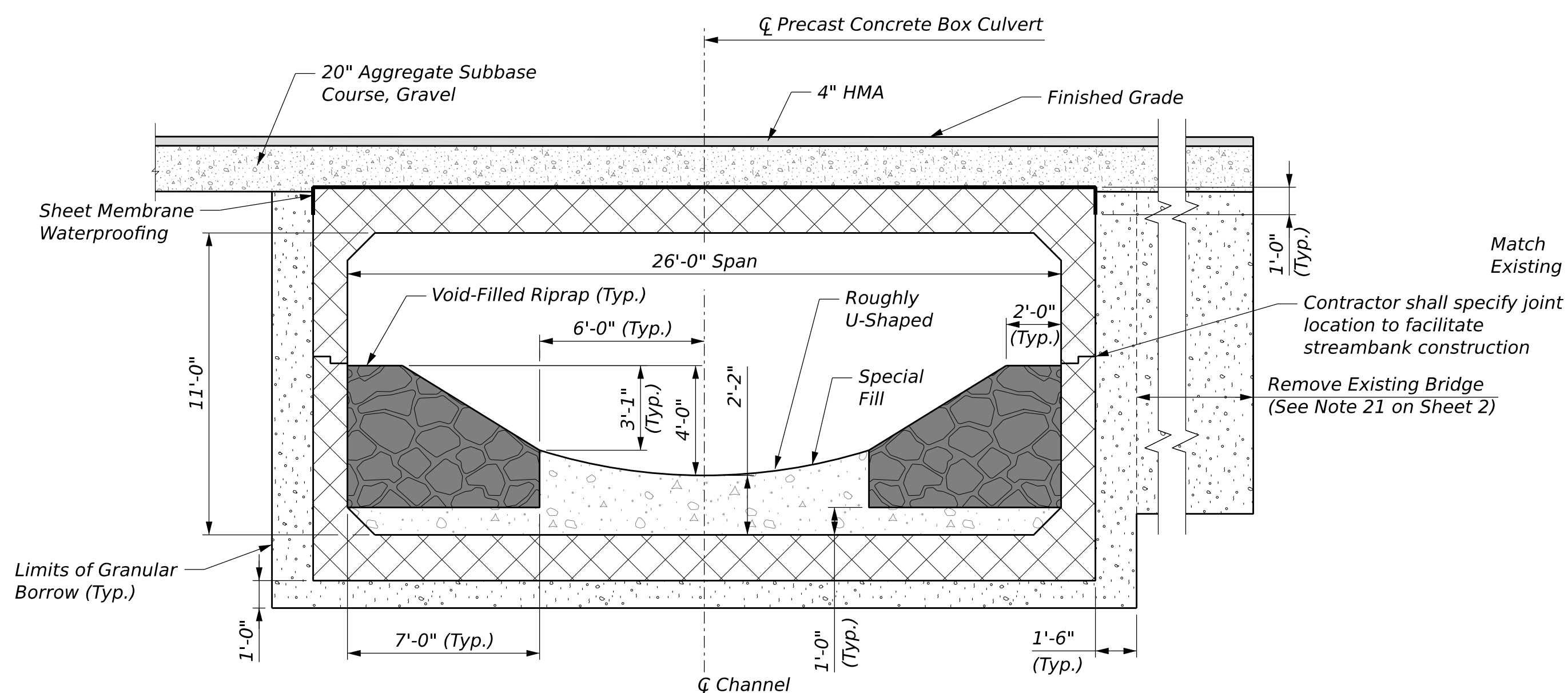
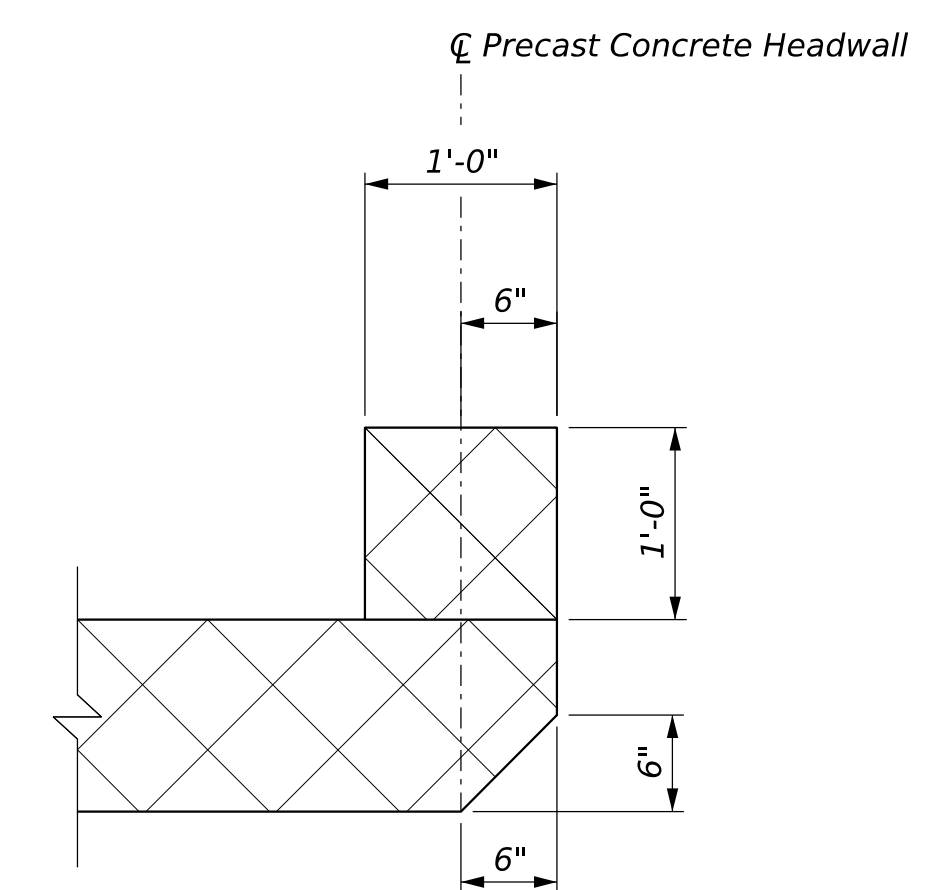
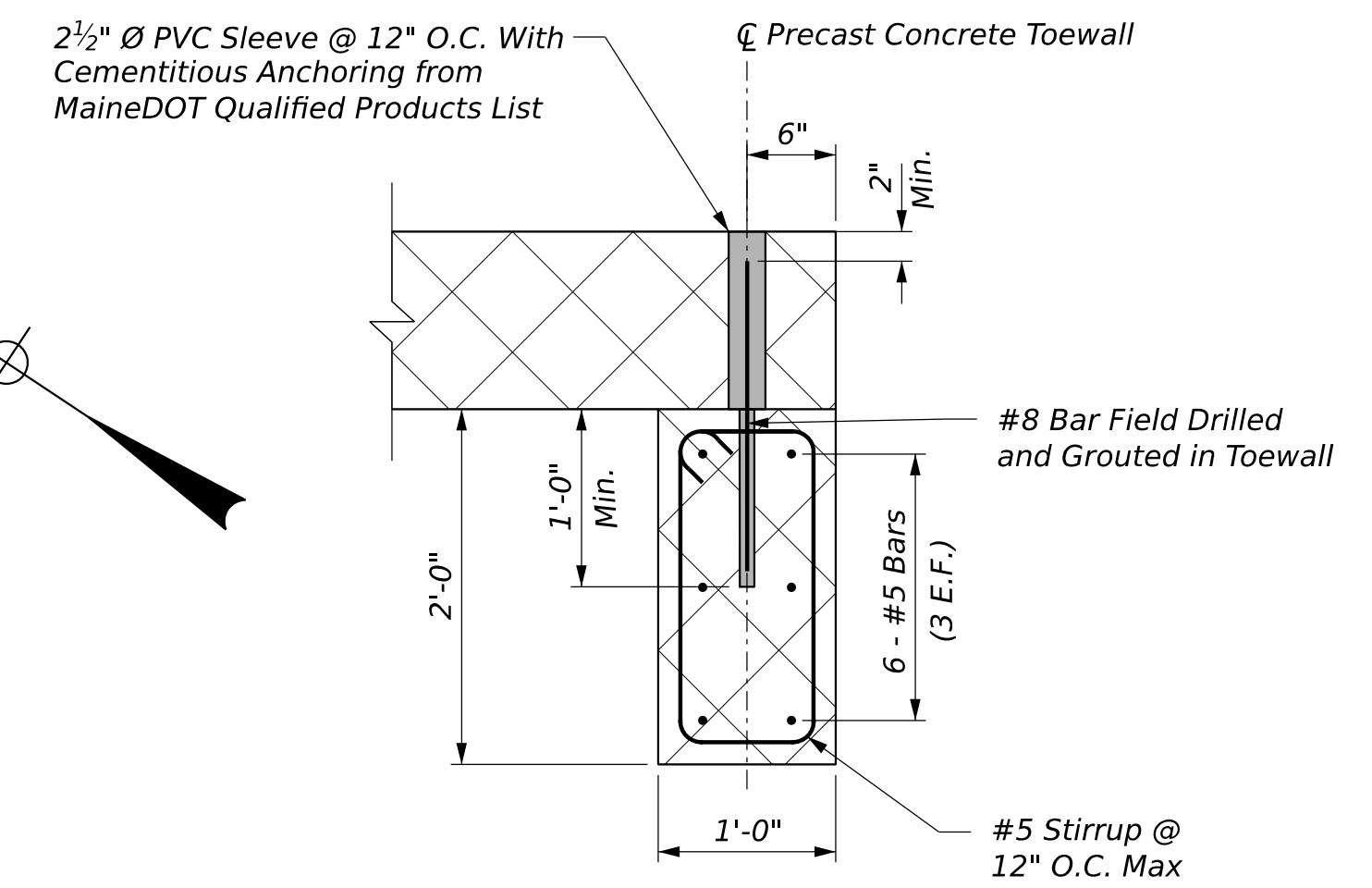
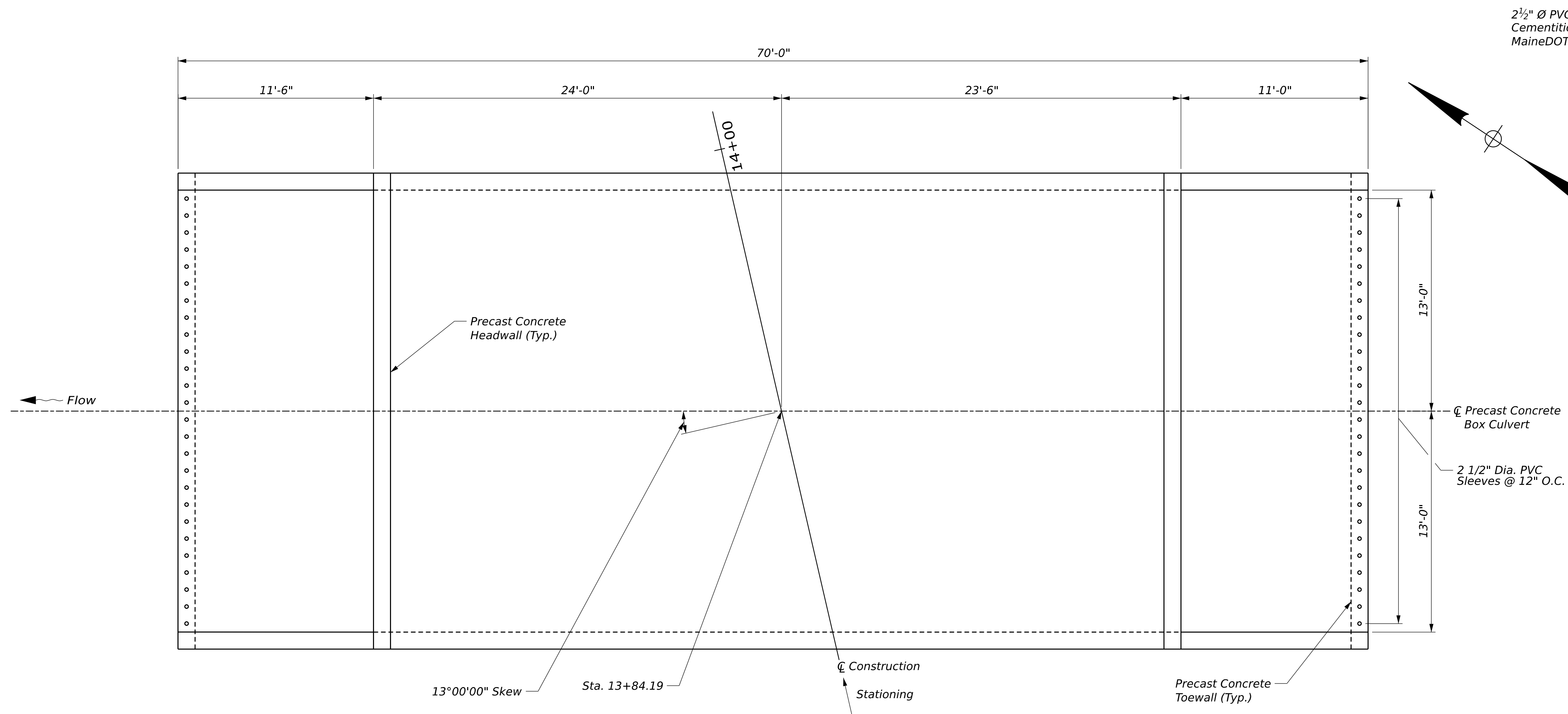
PRECAST CONCRETE BOX CULVERT LONGITUDINAL SECTION

Section Along Culvert Centerline

PRECAST CONCRETE BOX CULVERT NOTES

- The precast units shall be designed to carry construction loadings with a minimum fill cover of 18 inches over the top of the units.
- In accordance with Standard Specification Subsection 534.04, Precast Structural Concrete, the Contractor shall submit design calculations for the precast structure to the Department for review. The calculations shall demonstrate that the factored bearing pressures at the Strength Limit and Service Limit States do not exceed the factored geotechnical bearing resistances provided in the project Geotechnical Design Report.
- Install standard membrane waterproofing over the top and to 12 inches down the exterior sides of the precast units.
- The Contractor shall maintain the excavation so that the box culvert and culvert bedding layer are installed in-the-dry. Groundwater shall be controlled by pumping from sumps or other dewatering systems selected by the Contractor. Cofferdams may be required to divert flow away from the excavation during construction.

STATE OF MAINE										DEPARTMENT OF TRANSPORTATION										Federal Project No. 2753200										WIN 27532.00																			
MATTAGODUS BROOK BRIDGE NO. 5185										CROSSING MATTAGODUS STREAM										PRENTISS TWP T7 R3 NBPP										PRECAST CONCRETE BOX										CULVERT DETAILS (1 OF 2)									
SHEET NUMBER										18										OF 21																													
PROJ. MANAGER										RICH MYERS										BY										DATE																			
DESIGN-DETAILED										K. JAMES										MCARDIAN										07/2026																			
CHECKED-REVIEWED										T. POLSON										T. POLSON										07/2026																			
DESIGN-DETAILED2																																																	
DESIGN-DETAILED3																																																	
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REVISIONS 3																																																	
REVISIONS 4																																																	
FIELD CHANGES																																								DATE									



1

NORTH

169

DETOUR

→

M3-1P
M1-5
M4-9R

2

SOUTH

169

DETOUR

→

M3-3P
M1-5
M4-9R

3

NORTH

169

DETOUR

←

M3-1P
M1-5
M4-9L

4

SOUTH

169

DETOUR

←

M3-3P
M1-5
M4-9L

5

NORTH

169

DETOUR

↑

M3-1P
M1-5
M4-9V

6

SOUTH

169

DETOUR

↑

M3-3P
M1-5
M4-9V

7

R11-3b

ROUTE 169
CLOSED
0.5 MILES NORTH

8

R11-3b

ROUTE 169
CLOSED
1 MILE SOUTH

9

DETOUR
AHEAD

W20-2

10

R11-2

ROAD
CLOSED

11

W20-3

ROAD
CLOSED
500 FT

12

R11-3

ROAD CLOSED
LOCAL TRAFFIC ONLY

(ON TYPE III BARRICADES)

13

M4-8a

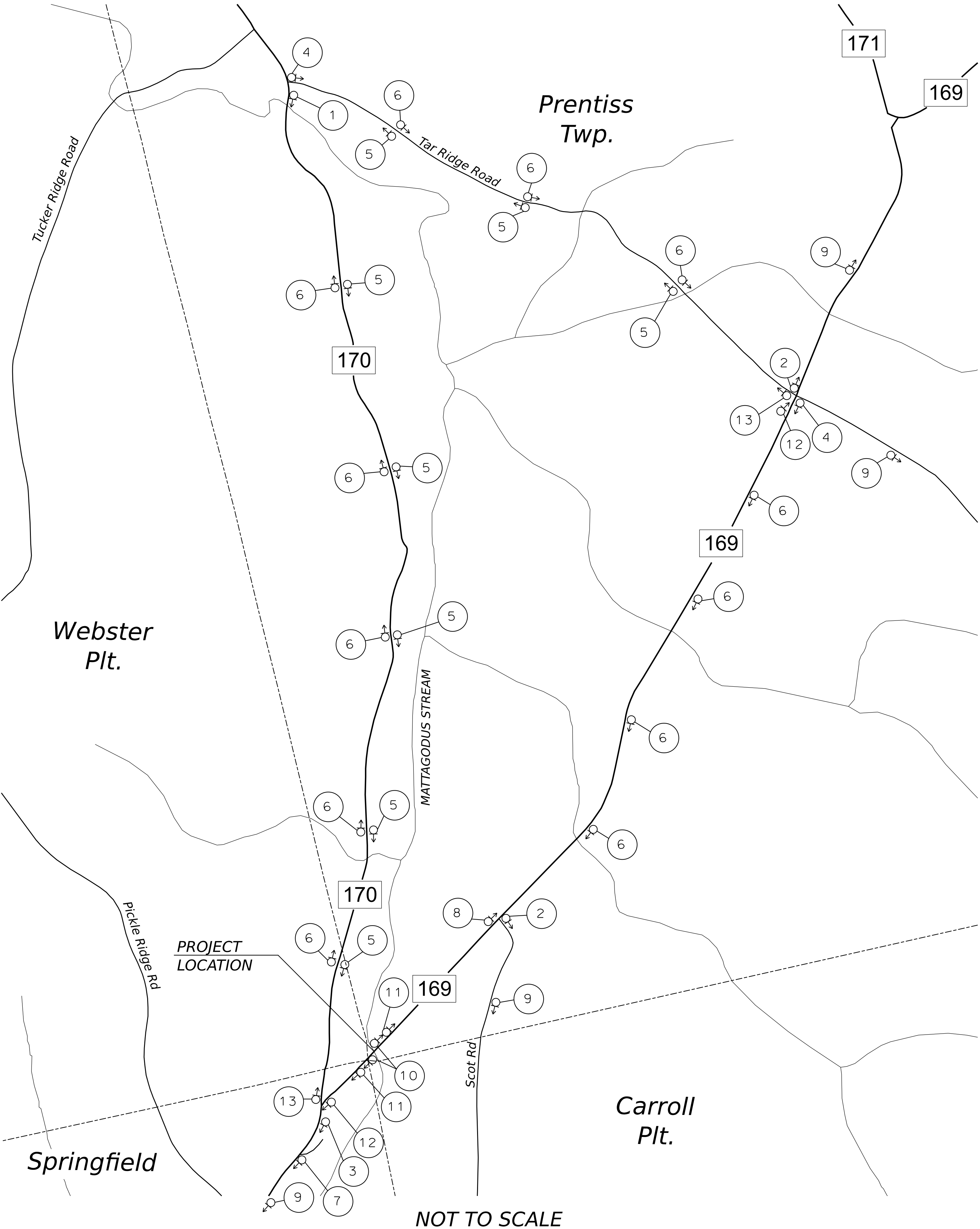
END
DETOUR

169

M1-5

DETOUR NOTES:

1. FOR ROUTE 169 NORTH: TAKE ROUTE 170 NORTH, WEST OF THE PROJECT SITE, TO EASTBOUND ON TAR RIDGE ROAD.
2. FOR ROUTE 169 SOUTH: TAKE TAR RIDGE ROAD WESTBOUND TO ROUTE 170. TAKE ROUTE 170 SOUTH WHICH IS WEST OF THE PROJECT SITE.
3. SPACING OF TEMPORARY TRAFFIC CONTROL SIGNS SHALL BE IN ACCORDANCE WITH MUTCD.
4. COVER OR REMOVE CONFLICTING ROUTE SIGNS.



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MATTAGODUS BROOK BRIDGE NO. 5185		CROSSING MATTAGODUS STREAM		PRENTISS TWP T7 R3 NBPP		DETOUR PLAN	
SHEET NUMBER		20		OF		21	
PROJ. MANAGER	RICH MYERS	BY	DATE	SIGNATURE	P.E. NUMBER	DATE	
DESIGN-DETAILED	J. LEBRECQUE	M. CAMERON	07/2026				
CHECKED-REVIEWED	J. SPINTECU	L. SPINTECU	07/2026				
DESIGN-DETAILED2							
DESIGN-DETAILED3							
REVISIONS 1							
REVISIONS 2							
REVISIONS 3							
REVISIONS 4							
FIELD CHANGES							

