

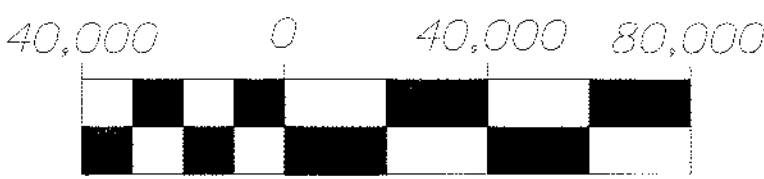
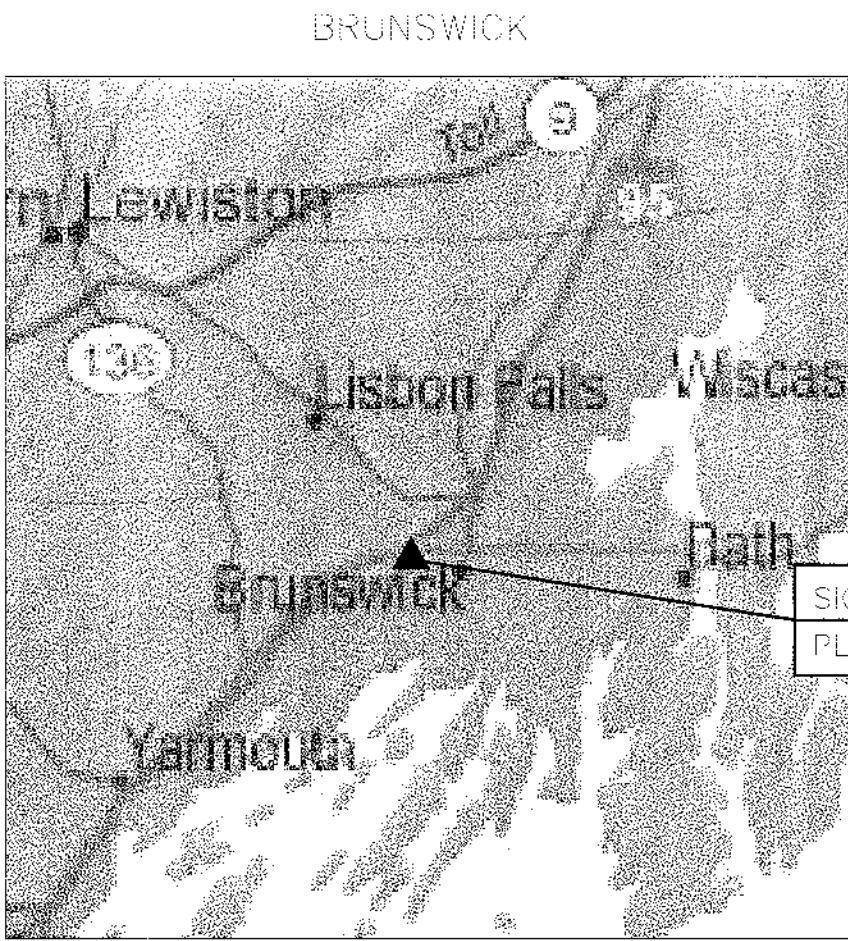
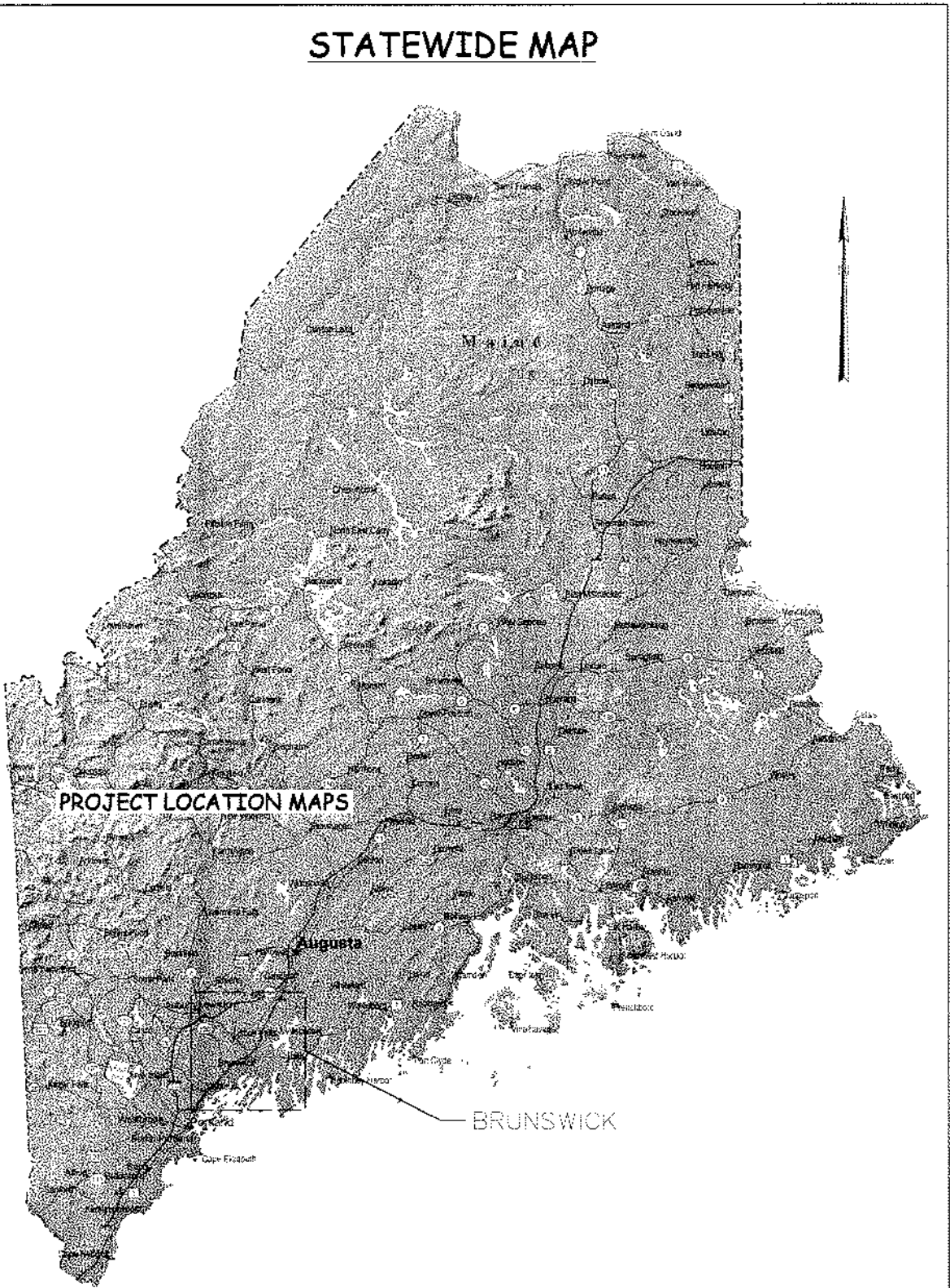
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



BRUNSWICK

FEDERAL PROJECT NUMBER: STP-1729(300)X

REPLACEMENT OF NON-INTERSTATE
TRUSS AND SIGNS



SCALE

INDEX OF SHEETS

Description	Sheet No.
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LEGEND		
EXISTING	PROPOSED	
—	• — •	OVERHEAD SIGN STRUCTURE
—	—	SIGN POST
	o	DELINEATOR, DOUBLE
	▨	ROW EASEMENT/WORK RIGHTS
⊗		BORING LOCATION
• •		LUMINAIRE
•		UTILITY POLE
— o h w —		OVERHEAD UTILITY WIRES

SIGN STRUCTURE PLANS PREPARED BY:

VHB

Vanasse Hangen Brustlin, Inc.

Transportation
Land Development
Environmental Services
Six Bedford Farms, Suite 607
Bedford, New Hampshire 03110-6532
603 644 0888 & FAX 603 644 2385

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

APPROVED

COMMISSIONER: *[Signature]*

CHIEF ENGINEER: *[Signature]*

DATE: 11/5/00

DATE: 11/5/00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

APPROVED

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PROJECT INFORMATION	
PROGRAM	PROJECT
PROJECT MANAGER	PROJECT
DESIGNER	PROJECT
CONSULTANT	PROJECT
PROJECT RESIDENT	PROJECT
CONTRACTOR	PROJECT
PROJECT COMPLETION DATE	PROJECT

17293.00

STP-1729(300)X

TITLE SHEET

ALUMINUM TRUSS REPLACEMENT

GENERAL NOTES:

1. ALL WORK SHALL CONFORM TO THE LATEST EDITION OF MAINE DEPARTMENT OF TRANSPORTATION (MAINEDOT) STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGES.
2. ALL WORK SHALL CONFORM TO THE LATEST EDITION OF MAINEDOT STANDARD DETAILS FOR HIGHWAY AND BRIDGES.
3. ALL PROPOSED WORK SHALL CONFORM TO THE 2003 EDITION OF MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
4. THE CONTRACTOR SHALL CONTACT DIG-SAFE PRIOR TO ANY EXCAVATION WORK.
5. ALL CLEARING SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO SEPARATE PAYMENT WILL BE MADE. THE ACTUAL LINES FOR CLEARING SHALL BE ESTABLISHED IN THE FIELD BY THE RESIDENT ENGINEER.
6. SELECTIVE CLEARING AND TREE-TRIMMING MAY BE REQUIRED TO PROVIDE PROPER SIGHT LINES TO NEW SIGN INSTALLATIONS. AT SIGN STRUCTURE FOUNDATIONS, THE LIMITS OF INCIDENTAL CLEARING SHALL NOT EXCEED THE LIMITS OF ROW OR THE TEMPORARY WORK RIGHTS PROVIDED FOR THIS PROJECT.
7. ALL SIGNS DESIGNATED FOR RELOCATION SHALL BE PROTECTED FROM DAMAGE DURING REMOVAL, STORAGE, AND REINSTALLATION. ALL SIGNING MATERIALS DEMOUNTED BUT NOT REINSTALLED SHALL REMAIN THE PROPERTY OF MAINEDOT INCLUDING ALL ALUMINUM EXTRUDED PANELS, ZEE BAR TUBE POSTS, STEEL H-BEAMS, BREAKAWAY DEVICES, AND SIGN HANGERS. ALUMINUM PANEL SIGNS SHALL BE DISASSEMBLED INTO 1-FOOT SECTIONS AND DELIVERED TO THE BELGRADE MAINTENANCE LOT (BEHIND THE BUILDING WHERE OTHER ALUMINUM EXTRUSIONS ARE LOCATED). BEFORE EACH DELIVERY, THE CONTRACTOR SHALL CONTACT THE INTERSTATE SIGNING SUPERVISOR. ALL OTHER REMOVED EQUIPMENT SHALL BECOME THE PROPERTY OF THE CONTRACTOR. REMOVAL, DISMANTLING, STOCKPILING, DELIVERY, AND DISPOSAL OF THE ABOVE MENTIONED MATERIALS SHALL BE INCIDENTAL TO THE APPROPRIATE DEMOUNTING ITEMS.
8. EQUIPMENT REMOVED AND DESIGNATED TO BECOME PROPERTY OF THE CONTRACTOR SHALL BE REMOVED FROM THE HIGHWAY RIGHT-OF-WAY AND DISPOSED OF IN A MANNER ACCEPTABLE TO THE RESIDENT ENGINEER AND IN ACCORDANCE WITH LOCAL AND STATE REGULATIONS.
9. DAMAGES ATTRIBUTED TO THE CONTRACTOR'S EQUIPMENT, PERSONNEL, OR OPERATIONS SHALL BE REPAIRED TO THE SATISFACTION OF THE RESIDENT ENGINEER. ALL WORK, EQUIPMENT, AND MATERIALS REQUIRED TO MAKE REPAIRS SHALL BE AT THE CONTRACTOR'S EXPENSE. REPAIR WORK, IF NECESSARY, SHALL NOT BE DONE ON OR ADJACENT TO A LANE CARRYING TRAFFIC.
10. ALTHOUGH NO KNOWN CONTAMINATION EXISTS ON THE PROJECT, THERE ARE POTENTIAL SOURCES ADJACENT TO THE PROJECT DUE TO ACCIDENTS INVOLVING THE RELEASE OF PETROLEUM PRODUCTS. THE CONTRACTOR SHALL REMAIN ALERT FOR EVIDENCE OF CONTAMINATION AND SHALL EMPLOY APPROPRIATE HEALTH AND SAFETY MEASURES TO PROTECT ITS WORKERS AGAINST HAZARDS ASSOCIATED WITH WORKING NEAR PETROLEUM IMPACTED SOILS. IF THE CONTRACTOR ENCOUNTERS EVIDENCE OF SOIL OR GROUNDWATER CONTAMINATION, THE CONTRACTOR SHALL SECURE THE EXCAVATION, STOP WORK IN THE CONTAMINATED AREA, AND IMMEDIATELY NOTIFY THE RESIDENT ENGINEER. THE RESIDENT ENGINEER WILL CONTACT THE HYDROGEOLOGIST IN MAINEDOT'S ENVIRONMENTAL OFFICE AT 207-624-3100 AND THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION AT 800-482-0777. WORK MAY ONLY CONTINUE WITH AUTHORIZATION FROM THE RESIDENT ENGINEER.

UTILITIES:

1. THE LOCATION OF THE EXISTING UTILITIES AND DRAINAGE STRUCTURES SHOWN ON THE PLANS WERE COMPILED FROM LIMITED FIELD SURVEY AND AERIAL PHOTOGRAMMETRY. LOCATIONS ARE APPROXIMATE AND ARE NOT GUARANTEED TO BE ACCURATE NOR IS IT GUARANTEED THAT ALL UNDERGROUND UTILITIES AND EQUIPMENT ARE SHOWN. NO ADDITIONAL COMPENSATION WILL BE ALLOWED TO THE CONTRACTOR DUE TO ANY VARIANCE BETWEEN THE DATA SHOWN ON THE PLANS AND THE ACTUAL FIELD CONDITIONS ENCOUNTERED. THEREFORE, THE CONTRACTOR SHALL MAKE HIMSELF FAMILIAR WITH EACH PROJECT LOCATION AND UNDERSTAND THE UTILITY ISSUES PERTINENT TO EACH SITE
2. IF PROPER CLEARANCE FROM EXISTING UTILITIES CANNOT BE ACHIEVED AS NOTED IN THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER, THE CONTRACTOR SHALL STOP WORK ON THAT LOCATION AND CONTACT THE RESIDENT ENGINEER FOR FURTHER DIRECTION.

PEDESTRIAN / SIDEWALK NOTES:

1. THE CONSTRUCTION IS ADJACENT TO THE EXISTING SIDEWALK. THE SIDEWALK SHALL BE MAINTAINED OPEN THROUGHOUT DAYLIGHT HOURS OR AN ALTERNATIVE PEDESTRIAN PATH SHALL BE ESTABLISHED DURING CONSTRUCTION. APPROPRIATE TRAFFIC CONTROLS SHALL BE INSTALLED TO PROVIDE POSITIVE GUIDANCE TO THE PEDESTRIANS THROUGH OR AROUND THE WORK ZONE.

MAINTENANCE OF TRAFFIC:

1. MAINTENANCE OF TRAFFIC SHALL CONFORM TO THE MUTCD AND THE TYPICAL APPLICATIONS SHOWN IN CHAPTER 6H. WHERE APPLICABLE, THE MAINTENANCE OF TRAFFIC SHOULD CONSIDER BOTH THE 2003 AND 2009 EDITIONS OF THE MUTCD. WHERE CONFLICTS OCCUR, THE 2003 EDITION SHALL GOVERN.
2. ALL SIGNS, SIGN SUPPORTS, CHANNELIZING DEVICES, ARROW PANELS AND OTHER TRAFFIC CONTROL EQUIPMENT SHALL MEET NCHRP 350 TL-2 CRITERIA.
3. CONSTRUCTION SIGNS AND CHANNELIZING DEVICES SHALL BE SPACED IN ACCORDANCE WITH THE TABLES ON CONSTRUCTION DETAIL 652(17).

MAINTENANCE OF TRAFFIC: (CONT.)

4. SHORT TERM ROADWAY CLOSURES FOR THE REMOVAL AND INSTALLATION OF OVERHEAD SIGN STRUCTURES AND SIGNS SHALL BE ACCOMPLISHED WITH UNIFORMED TRAFFIC CONTROL OFFICERS. THE SCHEDULING AND PAYMENT FOR THE USE OF UNIFORMED TRAFFIC CONTROL OFFICERS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. SHORT TERM ROADWAY CLOSURES SHALL NOT OCCUR BEFORE 10 PM AND SHALL BE COMPLETED BY 5 AM. NO LANE CLOSURES OR ROADWAY CLOSURES WILL BE PERMITTED WITHOUT THE PRIOR APPROVAL OF THE RESIDENT ENGINEER AND THE TOWN OF BRUNSWICK POLICE.
5. ALL LANES OF US ROUTE 1 SHALL REMAIN OPEN BETWEEN 5AM AND 8PM. NIGHTTIME LANE CLOSURE SHALL NOT BEGIN BEFORE 8PM AND ALL LANES MUST BE REOPENED TO TRAFFIC BY 5AM. NO LANE CLOSURES ARE PERMITTED WITHOUT THE APPROVAL OF THE RESIDENT. UPON WRITTEN REQUEST AND AT THE DISCRETION OF THE RESIDENT ENGINEER, ALTERATIONS TO THE START TIMES FOR LANE CLOSURES WILL BE CONSIDERED BASED ON ACTUAL TRAFFIC CONDITIONS. HOWEVER, NO DAYTIME LANE CLOSURES SHALL BE PERMITTED.
6. THE RULES FOR ROADWAY CLOSURES AND LANE CLOSURES SHALL BE STRICTLY ENFORCED. VIOLATION OF THESE RULES SHALL BE SUBJECT TO SUPPLEMENTAL LIQUIDATED DAMAGES.
7. PLACEMENT OF CONSTRUCTION SIGNS SHALL BE ADJUSTED TO AVOID OBSTRUCTING EXISTING SIGNS AND TO ENSURE PROPER SIGHT LINES TO THE CONSTRUCTION SIGN AS DETERMINED BY THE RESIDENT ENGINEER.
8. ALL CONSTRUCTION SIGNING, EQUIPMENT AND DEVICES SHALL BE IN PLACE PRIOR TO STARTING WORK. ALL NON-APPLICABLE SIGNING, EQUIPMENT AND DEVICES SHALL BE REMOVED, TURNED AWAY FROM TRAFFIC OR COVERED AT THE END OF EACH WORK PERIOD.
9. ALL CONSTRUCTION SIGNING, EQUIPMENT AND DEVICES SHALL BE MAINTAINED IN LIKE-NEW CONDITION. ANY SIGNS, EQUIPMENT OR DEVICES FOUND TO BE DAMAGED OR UNSERVICEABLE SHALL BE REPLACED. ALL CONSTRUCTION SIGNS SHALL BE OF TYPE III OR TYPE VI SHEETING OR APPROVED EQUIVALENT; NO TYPE I OR TYPE II SHEETING WILL BE PERMITTED.
10. ANY WORK IN THE ROADWAY OR SIDEWALK ADJACENT TO AN ACTIVE LANE OF TRAVEL SHALL HAVE A MINIMUM LATERAL OFFSET OF 6'-0" OR 2'-0" IN THE PRESENCE OF A UNIFORMED TRAFFIC CONTROL OFFICER.

EROSION AND SEDIMENT CONTROL:

1. EROSION AND SEDIMENT CONTROLS SHALL BE GOVERNED BY THE MAINE EROSION AND SEDIMENT CONTROLS BMPs MANUAL, PUBLISHED BY THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION. PAYMENT FOR EROSION AND SEDIMENT CONTROL MEASURES SHALL BE SUBSIDIARY TO OTHER CONTRACT ITEMS.
2. SEDIMENT BARRIERS SHALL BE INSTALLED AT THE BASE OF A SLOPE PRIOR TO ANY SOIL DISTURBANCE IN THE CONTRIBUTING DRAINAGE AREA.
3. STRAW OR HAY BALE BARRIERS SHALL NOT BE USED FOR EROSION AND SEDIMENT CONTROL FOR LONGER THAN 60 DAYS.
4. ALL NON-PAVED AREAS DISTURBED DURING CONSTRUCTION SHALL BE LOAMED AND SEEDED UNLESS OTHERWISE DIRECTED BY THE RESIDENT. LOAM, SEEDING AND MULCH SHALL BE INCIDENTAL TO THE INSTALLATION OF THE SIGN STRUCTURES.
5. TEMPORARY EROSION AND SEDIMENT CONTROLS SHALL BE REMOVED UPON PERMANENT SLOPE STABILIZATION ESTABLISHMENT. REMOVAL SHALL BE INCIDENTAL TO OTHER CONTRACT ITEMS.

GEOTECHNICAL/FOUNDATIONS:

1. THE CONTRACTOR SHALL DESIGN THE FOUNDATION FOOTINGS FOR NEW SIGN STRUCTURE IN ACCORDANCE WITH THE GEOTECHNICAL RECOMMENDATIONS PROVIDED.
2. ANY NECESSARY FINE GRADING AROUND SIGN STRUCTURE FOUNDATIONS SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE CONSIDERED INCIDENTAL TO THE INSTALLATION OF THE FOUNDATION.
3. THE FOOTPRINT OF THE DESIGNED FOUNDATIONS SHALL NOT EXTEND INTO THE SHOULDER OF THE ROADWAY AND SHALL BE TEMPORARILY OR PERMANENTLY CASED.
4. THE FOOTPRINT OF THE DESIGNED FOUNDATIONS SHALL FIT WITHIN THE STATE RIGHT-OF-WAY OR WITHIN THE DESIGNATED PERMANENT SIGN STRUCTURE EASEMENT. THE CONTRACTOR IS ENCOURAGED TO CONSIDER A DRILLED SHAFT DESIGN FOR THE PROPOSED FOUNDATIONS.
5. THE TOP OF SIGN STRUCTURE FOUNDATIONS SHALL BE AT LEAST 3 INCHES BUT NO MORE THAN 9 INCHES ABOVE THE SURROUNDING GRADE. MEASUREMENT SHALL BE MADE FROM THE HORIZONTAL FOUNDATION FACE LEAST EXPOSED ON A SLOPE.
6. NEW FOUNDATIONS SHALL BE INSTALLED SUCH THAT THE MINIMUM VERTICAL CLEARANCE TO THE BOTTOM OF THE LOWEST SIGN IS AT LEAST 18'-0" FROM THE HIGH POINT OF THE ROADWAY. THE MAXIMUM VERTICAL CLEARANCE TO THE BOTTOM OF THE LOWEST SIGN SHALL NOT EXCEED 20'-6".
7. ANY NECESSARY DEWATERING OF FOUNDATION EXCAVATIONS SHALL NOT BE PAID BUT SHALL BE CONSIDERED INCIDENTAL TO THE INSTALLATION OF THE FOUNDATIONS.
8. IF SOIL CONDITIONS DIFFER MATERIALLY FROM THOSE SHOWN ON THE GEOTECHNICAL BORING LOGS, THE CONTRACTOR SHALL STOP WORK ON THAT FOUNDATION AND CONTACT THE RESIDENT ENGINEER.

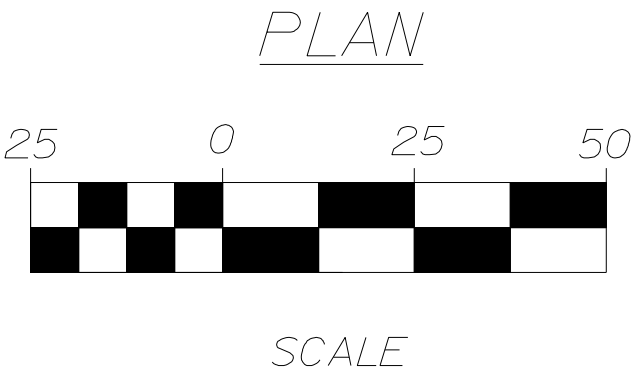
STRUCTURAL NOTES:

1. ALL SIGN STRUCTURE DESIGN SHALL CONFORM TO THE LATEST EDITION OF THE STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, AS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY TRANSPORTATION OFFICIALS (AASHTO).
2. NEW SIGN ATTACHMENT HARDWARE SHALL BE PROVIDED TO ATTACH NEW AND RELOCATED SIGNS TO THE NEW SIGN STRUCTURE.
3. DESIGN, FABRICATION, AND INSTALLATION FOR ALL OVERHEAD SIGN SUPPORTS INCLUDING THE STEEL TRUSS, FOUNDATIONS, AND ATTACHMENT HARDWARE SHALL BE INCLUDED IN THE LUMP SUM ITEM COST FOR THE NEW SIGN STRUCTURE.
4. THE DESIGN OF THE SIGN STRUCTURE TRUSS SHALL MEET THE MINIMUM CLEARANCE REQUIREMENTS FOR THE EXISTING UTILITIES. THE CONTRACTOR IS ENCOURAGED TO CONSIDER MONOTUBE SPAN DESIGN FOR THE PROPOSED SIGN STRUCTURE TO MINIMIZE THE STRUCTURE ELEVATION.
5. THE END SUPPORTS SHALL BE INSTALLED TO NOT OVERLAP THE THROUGH WIDTH OF THE SIDEWALKS. THE CONTRACTOR IS ENCOURAGED TO CONSIDER SINGLE POLE END SUPPORTS (NO TRUSS END FRAMES) TO SUPPORT THE HORIZONTAL MEMBER.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION				
	STP-1729(300)X			
	PIN 17293.00			
GENERAL NOTES	SIGNATURE	P.E. NUMBER	DATE	
ALUMINUM TRUSS REPLACEMENT	PROJ. MANAGER	J. MANSIR	BY	DATE
SHEET NUMBER	DESIGN-DETAILED	M. SIENEN	J. ROBERT	4/26/10
2 OF 5	CHECKED-REVIEWED	M. GRAHAM	M. SIENEN	8/17/10
	DESIGN-DETAILED			
	REVISIONS	1		
	REVISIONS	2		
	REVISIONS	3		
	REVISIONS	4		
	FIELD CHANGES			

TOWN:
BRUNSWICK

DESCRIPTION:
US 1 NORTH
OF SUMMER STREET



CONSTRUCTION NOTES:

1. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING AND PROTECTING UTILITIES IN THE WORK AREA BY CONTACTING DIG-SAFE AND OTHER APPROPRIATE AUTHORITIES. THE CONTRACTOR IS ADVISED TO USE CAUTION WHEN WORKING NEAR UNDERGROUND AND OVERHEAD POWER DISTRIBUTION AND SERVICE WIRES. CONTACT THE APPROPRIATE UTILITY FOR THE PRECAUTIONARY MEASURES REQUIRED.
2. THE EXISTING CROSS-SECTION INFORMATION, SIGN TRUSS LENGTH, AND SUPPORT HEIGHT ARE SHOWN FOR BIDDING PURPOSES ONLY. THE CONTRACTOR SHALL CONFIRM THE ACCURACY OF THIS INFORMATION PRIOR TO INITIATING THE DESIGN FOR THE PROPOSED SIGN STRUCTURE AND FOUNDATIONS.
3. SIGN STRUCTURE SUPPORT FOUNDATIONS SHALL BE PREPARED BY AN APPROVED STRUCTURAL ENGINEER LICENSED BY THE STATE OF MAINE AND IN ACCORDANCE WITH EXISTING SOIL CONDITIONS. NEW FOUNDATION ALONG US ROUTE 1 NB SHALL BE FIT WITHIN A 8-FOOT x 8-FOOT FOOTPRINT WITHIN THE PROPOSED SIGN STRUCTURE MAINTENANCE EASEMENT.
4. NEW SIGNS SHALL BE MOUNTED TO THE PROPOSED TRUSS PRIOR TO ERECTION AND PLACEMENT ON THE SIGN STRUCTURE SUPPORT. WHERE SIGNS ARE TO BE RELOCATED TO A NEW STRUCTURE, THE RELOCATION OF THE SIGNS SHALL OCCUR IMMEDIATELY FOLLOWING THE ERECTION OF THE NEW SIGN STRUCTURE.
5. THE NEW SIGN STRUCTURE SHALL BE INSTALLED PRIOR TO REMOVING THE EXISTING STRUCTURE OR IMMEDIATELY FOLLOWING THE REMOVAL OF THE EXISTING STRUCTURE.
6. THE REMOVED AND SALVAGED SIGNS SHALL BE SALVAGED TO MAINEDOT AT THE LOCATION AS DIRECTED BY THE RESIDENT. THE REMOVED AND REINSTALLED SIGNS SHALL BE REINSTALLED ON THE NEW SIGN STRUCTURE AS SHOWN OR AS DIRECTED. ALL OTHER REMOVED EQUIPMENT SHALL BECOME THE PROPERTY OF THE CONTRACTOR.
7. THE EXISTING SIGN FOUNDATIONS SHALL BE COMPLETELY REMOVED TO A DEPTH OF 12 INCHES BELOW FINAL GRADE.
8. EXPOSED EDGES OF NEW FOUNDATIONS SHALL INCLUDE A $\frac{1}{4}$ INCH CHAMFER.

LOCATION MAP:

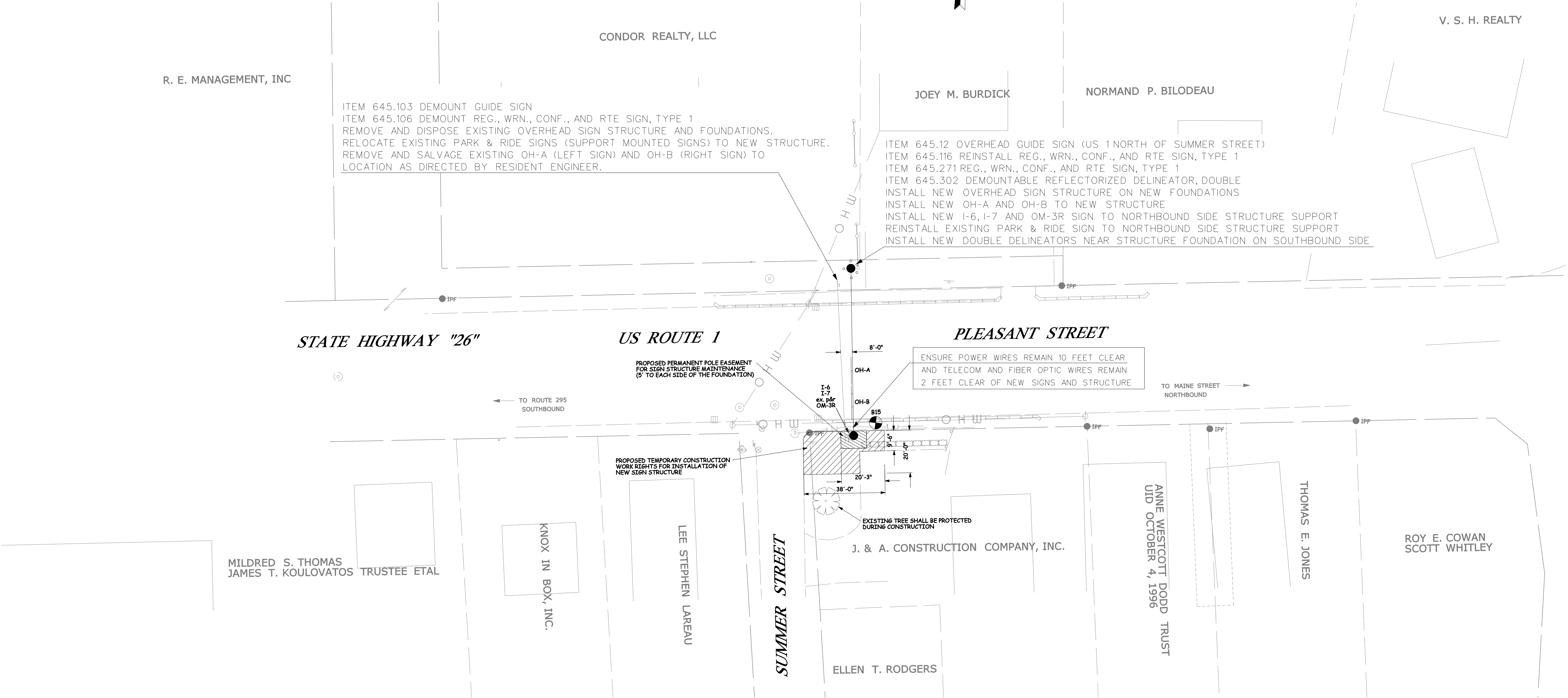





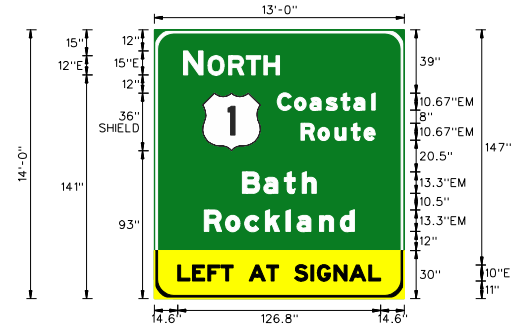
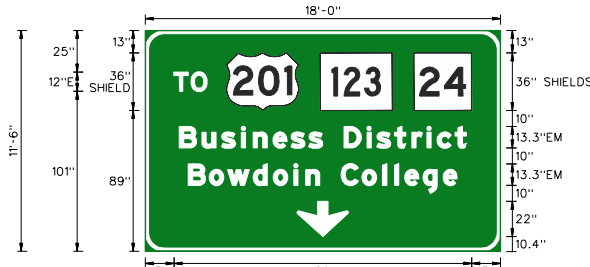
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-1729(300)X
PIN 17293.00

PROJ. MANAGER	J. MANSIR	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED	M. SIENEN	J. ROBERT	4/26/10			
CHECKED-REVIEWED	M. GRAHAM	M. SIENEN	8/17/10			
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REVISIONS 3						
REVISIONS 4						
FIELD CHANGES						

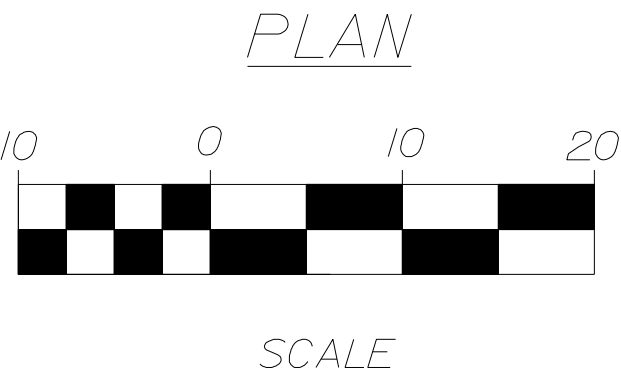
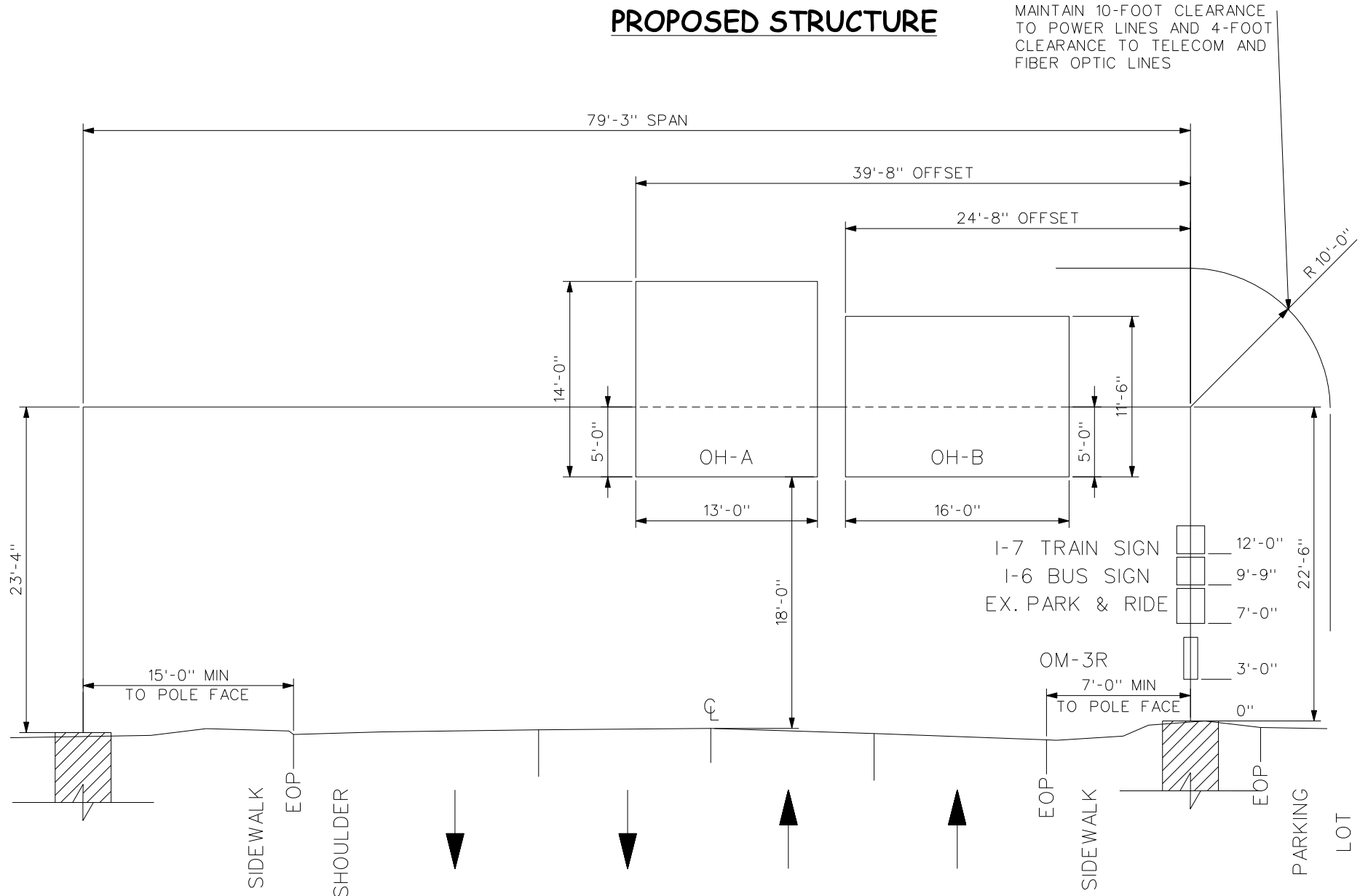
BRUNSWICK
US 1 NORTH OF SUMMER STREET
ALUMINUM TRUSS REPLACEMENT

SHEET NUMBER
3
OF 5



ITEM #	IDENT #	SIGN SIZE		TEXT	TEXT DIMENSIONS			SHIELD SIZE (INCH)	ARROW (INCH)	NUMERAL (INCH)	# SIGNS REQ'D	SIGN AREA (SQ. FT.)		REMARKS
		WIDTH (FT-IN)	HEIGHT (FT-IN)		LETTER HEIGHT (INCH)							NOM AREA	TOTAL AREA	
					UC	LC	CAPS							
645.271	OM-3R	1'-0"	3'-0"								1	3	3	**
645.271	I-6	2'-0"	2'-0"								1	4	4	**
645.271	I-7	2'-0"	2'-0"								1	4	4	**
645.12	OH-A	13'-0"	14'-0"		10.7EM 10.7EM 13.3EM 13.3EM	8EM 8EM 10EM 10EM	15/12E 10E	36"X36"		12D	1	182	182	
645.12	OH-B	16'-0"	11'-6"		13.3EM 13.3EM	10EM 10EM	12E	45"X36" 45"X36" 36"X36"	32"X22"	12D 12D 12D	1	184	184	

** LAYOUT AS SHOWN IN FHWA STANDARD HIGHWAY SIGNS BOOK





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-1729(300)X
PIN 17293.00

BRUNSWICK
US 1 NORTH OF SUMMER STREET
ALUMINUM TRUSS REPLACEMENT

SHEET NUMBER
4
OF 5

PROJ. MANAGER	J. MANSIR	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED	M. SIENEN	J. ROBERT	4/26/10			
CHECKED-REVIEWED	M. GRAHAM	M. SIENEN	8/17/10			
DESIGN-DETAILED						
REVISIONS	1					
REVISIONS	2					
REVISIONS	3					
REVISIONS	4					
FIELD CHANGES						

		PROJECT Maine DOT Sign Replacement MEDOT PIN No.13023.00 Kittery, Scarborough, South Portland, Brunswick & Bangor - Maine				BORING NO. B-15 FILE NO. 82160.02 Sheet No. 1 of 2 Checked by: KJ Date Start 12/10/08 Date End 12/10/08						
Boring Co. Maine Test Boring, Rig Mobile B-53 Boring Location US 1 North of Summer Street, Brunswick Driller Daryl Inspector P Chavva Ground Surface El. Datum Top-of-Riser El.												
Depth (ft.)	Coring Blows (ft.)	SAMPLE INFORMATION					PID	SAMPLE DESCRIPTION Visual Manual Procedure	WELL DETAIL	Ground Water	STRATUM	REMARKS
		Type & No.	REC (inches)	DEPTH (feet)	BLOWS/ 6 IN.	SPT N-Value						
1		S-1	18	0.0-2.0	1 2 4 6	6		1 inch of topsoil followed by poorly graded sand (SP), brown, loose, 60% medium sand, 30% fine sand, 10% coarse sand and gravel. (FILL)				
2												
3												
4												
5		S-2	18	5.0-7.0	5 5 5 7	10		Poorly graded sand (SP), brown, medium dense, moist, 70% medium sand, 20% fine sand, 10% coarse sand. (FILL)				
6												
7												
8												
9												
10		S-3	18	10.0-12.0	5 4 4 5	8		Poorly graded sand with silt (SP-SM), stratified layers of fine sand and silt, slightly oxidized, moist, 70% fine sand, 20% medium sand 10% silt. (OUTWASH)				
11												
12												
13												
14												
15		S-4	10	15.0-17.0	2 3 4 4	7		Poorly graded sand (SP), brown, wet, loose, 90% fine sand, 5% medium sand, 5% silt. (ALLUVIUM)				
16												
17												
18												
19												
20		S-5	14	20.0-22.0	3 5 4 8	9		Silty sand (SM), 30% silt, 70% fine sand (OUTWASH), stratified layers observed).				
21												
22												
GRANULAR SOILS (N-Value)		COHESIVE SOILS (N-Value)		Sampler: 1-3/8 I.D. split spoon sampler driven 24 inches using a 140-lb hammer free-falling 30 inches Drilling Method: 4-1/4 in. Hollow stem Auger								
0 to 4 - Very Loose 5 to 10 - Loose 10 to 30 - Medium Dense 31 to 50 - Dense Over 50 - Very Dense		0 to 2 - Very Soft 3 to 4 - Soft 5 to 8 - Medium Stiff 9 to 15 - Stiff 15 to 30 - Very Stiff Over 30 - Hard		Groundwater Observations (ft.) Date 12/10/08 Time Depth Below Ground 15 Depth Below Riser Stabilization Time								
REMARKS:												

		PROJECT Maine DOT Sign Replacement MEDOT PIN No.13023.00 Kittery, Scarborough, South Portland, Brunswick & Bangor - Maine				BORING NO. B-15 FILE NO. 82160.02 Sheet No. 2 of 2 Checked by: KJ Date Start 12/10/08 Date End 12/10/08						
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Depth (ft.)	Coring Blows (ft.)	SAMPLE INFORMATION					PID	SAMPLE DESCRIPTION Visual Manual Procedure	WELL DETAIL	Ground Water	STRATUM	REMARKS
		Type & No.	REC (inches)	DEPTH (feet)	BLOWS/ 6 IN.	SPT N-Value						
23												
24												
25		S-6	16	25.0-27.0	3 5 6 7	11		Poorly graded sand with silt (SP-SM), wet, medium dense, 90% fine sand, 10% silt.				
26												
27								Boring terminated at 27 feet. Reached target drilling depth.				
28												
29												
30												
31												
32												
33												
34												
35												
36												
37												
38												
39												
40												
41												
42												
43												
44												
GRANULAR SOILS (N-Value)		COHESIVE SOILS (N-Value)		Sampler: 1-3/8 I.D. split spoon sampler driven 24 inches using a 140-lb hammer free-falling 30 inches Drilling Method: 4-1/4 in. Hollow stem Auger								
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