

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



HERMON
PENOBSCOT COUNTY

COLDBROOK RD / ODLIN RD / EMERSON MILL RD

2287700

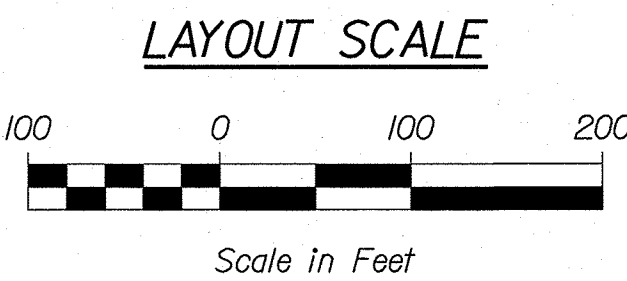
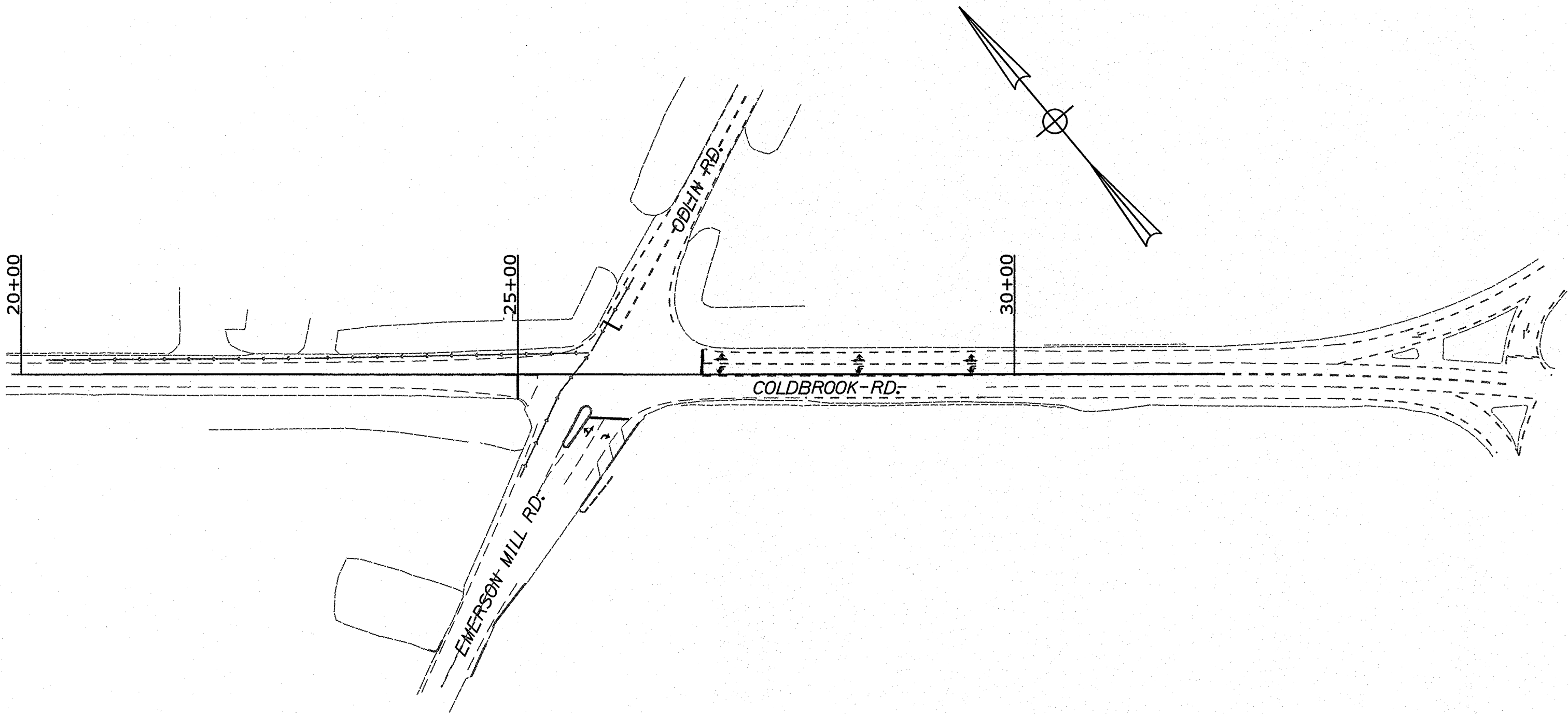
PROJECT LENGTH : 0.00 MILES

INDEX OF SHEETS

Description	Sheet No.
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PLAN LEGEND

Town, County, State	_____	Catch Basins	Existing	Proposed
Property Lines	-----	Manholes	Existing	Proposed
R/W Lines-Existing	-----	Proposed Underdrain	_____	
R/W Lines-Proposed	-----	Proposed Ditch	_____	
Culvert-Existing	-----	Existing Ditch	_____	
Culvert Proposed	-----	Utility Poles	Existing	Proposed
Curbing	Existing Proposed	Fire Hydrants	Existing	Proposed
Type 1	_____	Existing Water Line	_____	
Type 3	_____	Existing San. Sewer	_____	
Type 5	_____	Existing San. Sewer Manhole	_____	
Outline of Bodies of Water	-----	Guardrail-Existing	_____	
Exposed Bedrock	-----	Guardrail-Proposed	_____	
Buildings	-----	Guardrail-Cable, Other	_____	
Trees	Conifer Deciduous	Centerline-Existing	_____	
Tree Line	-----	Centerline-Proposed	_____	
Clearing Limit Line	-----	Travelway-Existing	_____	
Railroad	-----	Travelway-Proposed	_____	
Boring	HB-XXX-###	Probe	P-#. #X	
Pavement Core	PC-#	### = Depth		
Test Pit	TP-XXX-###	X = W (Weathered Rock)		
		R (Refusal)		
		NR (No Refusal)		



PROJECT LOCATION:	INTERSECTION OF COLDBROOK RD/ODLIN RD/EMERSON MILL RD IN HERMON
PROGRAM AREA:	MULTIMODAL
SCOPE OF WORK:	TRAFFIC SAFETY IMPROVEMENTS

WIN 22877.00 2287700

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

APPROVED
[Signature]
COMMISSIONER

DATE
4-17-2020
CHIEF ENGINEER: *[Signature]*

PROJECT INFORMATION

PROGRAM	MULTIMODAL
PROJECT MANAGER	DANIEL LORING
DESIGNER	AL GODFREY, JR.
CONSULTANT	TERRA MAGNA SERVICES, INC.
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

HERMON
COLDBROOK RD/ODLIN RD/EMERSON MILL RD

TITLE SHEET

SHEET NUMBER

1

OF 6

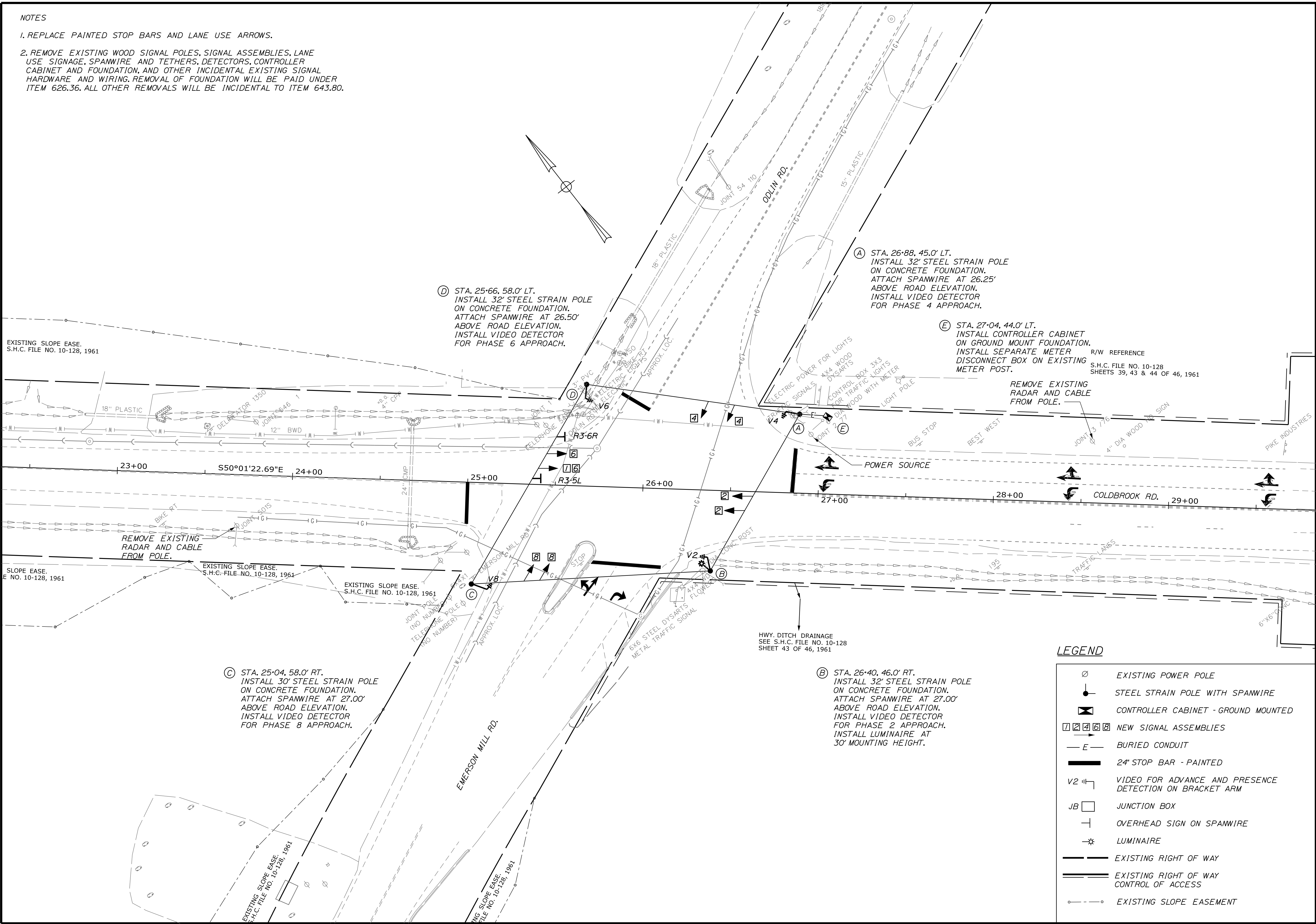
Date: 3/17/2020

Username: common

Division: HIGHWAY

Filename: ... \002_HDPlan1.dgn

- NOTES
1. REPLACE PAINTED STOP BARS AND LANE USE ARROWS.
2. REMOVE EXISTING WOOD SIGNAL POLES, SIGNAL ASSEMBLIES, LANE USE SIGNAGE, SPANWIRE AND TETHERS, DETECTORS, CONTROLLER CABINET AND FOUNDATION, AND OTHER INCIDENTAL EXISTING SIGNAL HARDWARE AND WIRING. REMOVAL OF FOUNDATION WILL BE PAID UNDER ITEM 626.36. ALL OTHER REMOVALS WILL BE INCIDENTAL TO ITEM 643.80.




LEGEND

- Ø EXISTING POWER POLE
- STEEL STRAIN POLE WITH SPANWIRE
- ⊠ CONTROLLER CABINET - GROUND MOUNTED
- 1 2 3 4 5 6 NEW SIGNAL ASSEMBLIES
- E — BURIED CONDUIT
- 24" STOP BAR - PAINTED
- V2 VIDEO FOR ADVANCE AND PRESENCE DETECTION ON BRACKET ARM
- JB JUNCTION BOX
- OVERHEAD SIGN ON SPANWIRE
- ✱ LUMINAIRE
- EXISTING RIGHT OF WAY
- EXISTING RIGHT OF WAY CONTROL OF ACCESS
- — — EXISTING SLOPE EASEMENT

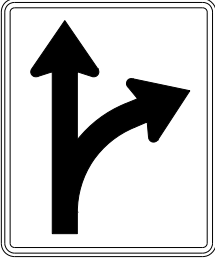
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		2287700		WIN 22877.00		HIGHWAY PLANS	
		SIGNATURE 4226		P.E. NUMBER 3/12/20		DATE	
PROJ. MANAGER: DANIEL LORING	BY: MSM	DATE: 8/2018	CHECKED: ALG	DESIGNED: ALG	REVISIONS 1	REVISIONS 2	REVISIONS 3
DESIGN-DETAILED	ALG	11/2018	DESIGNED-REVIEWED	ALG	DESIGNS-DETAILED	REVISIONS 4	FIELD CHANGES
HERMON COLDBROOK RD\ODLIN RD\EMERSON MILL RD				PLAN SHEET			
SHEET NUMBER				2 OF 6			

INITIAL SIGNAL TIMING								
PHASE	1	2	3	4	5	6	7	8
MIN. INITIAL	5.0	10.0	-	10.0	-	10.0	-	10.0
VEH. EXT.	3.0	5.0	-	3.0	-	5.0	-	3.0
MAX. GREEN	17	22	-	23.5	-	45	-	23.5
YELLOW	3.5	3.5	-	3.5	-	3.5	-	3.5
ALL RED	2.5	2.5	-	2.0	-	2.5	-	2.0
FLASH	R	Y	-	R	-	Y	-	R
RECALL	-	SOFT	-	-	-	SOFT	-	-

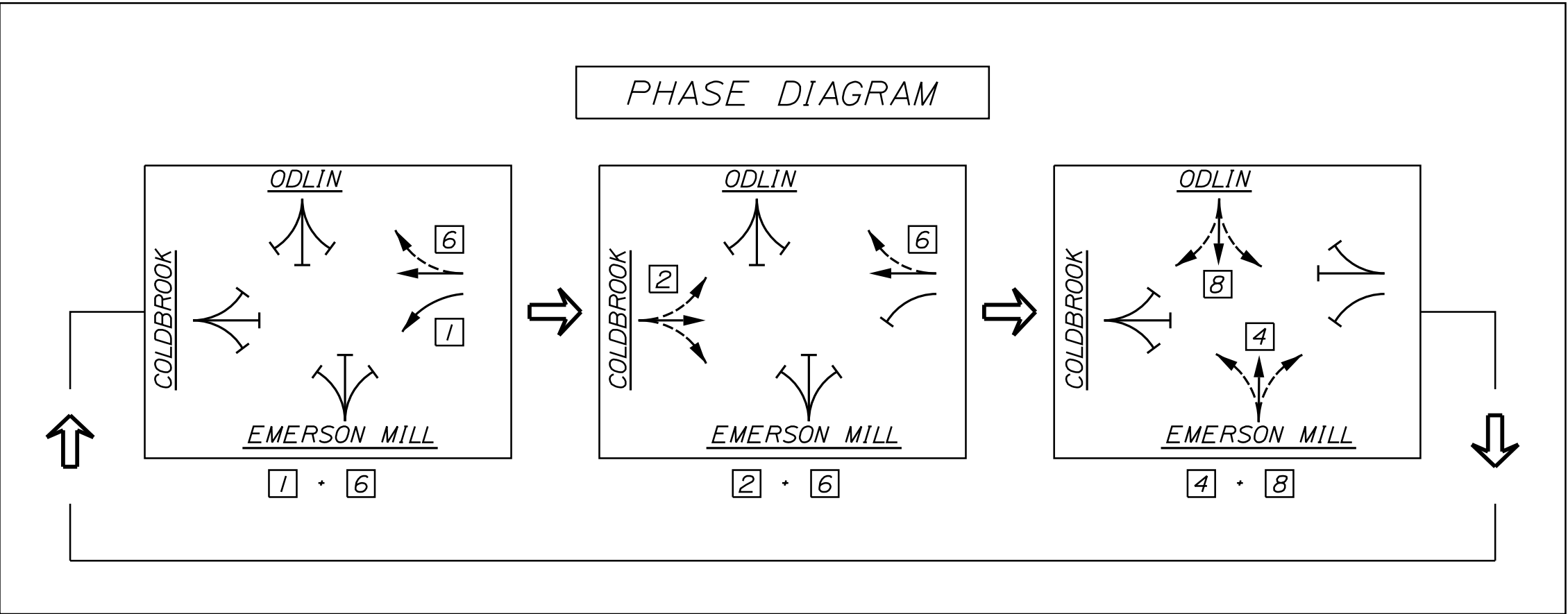
OVERHEAD SIGNS DETAIL



R3-5L
30"X36"
1 REQUIRED
(OVERHEAD)



R3-6R (THRU/RIGHT)
30"X36"
1 REQUIRED
(OVERHEAD)



SIGNAL HEAD DETAIL

LED DISPLAYS

RED

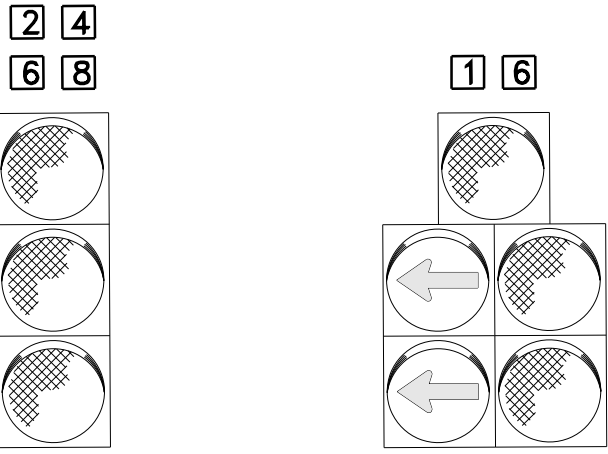
YELLOW

GREEN

NO.REQUIRED

7

1



1. ALL SIGNAL FACE DISPLAYS SHALL BE 12" LED.

2. ALL SIGNAL FACE DISPLAYS SHALL HAVE TUNNEL VISORS.

3. ALL SIGNAL DISPLAYS SHALL HAVE BACKPLATES WITH 2" MINIMUM WIDTH YELLOW RETROREFLECTIVE TAPE AROUND DISPLAY FACE.

TRAFFIC SIGNAL NOTES

- TRAFFIC SIGNAL WORK FOR THIS PROJECT WILL INCLUDE, BUT NOT BE LIMITED TO, FURNISHING AND INSTALLING A COMPLETE NEW GROUND-MOUNTED ATCC TRAFFIC SIGNAL CABINET AND FOUNDATION, ATC CONTROLLER, FIELD MONITORING UNIT WITH CELLULAR MODEM, AND ANCILLARY EQUIPMENT; VEHICULAR TRAFFIC SIGNAL ASSEMBLIES; VIDEO DETECTION; INTERSECTION LIGHTING; AND RELATED INCIDENTAL WORK AND MATERIALS.
2. ALL WORK SHALL BE COMPLETED IN CONFORMANCE WITH THE LATEST REVISIONS OF THE STATE OF MAINE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES, MAINE DOT SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS FOR THIS CONTRACT, THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, THE NATIONAL ELECTRICAL CODE, AND ANY REQUIREMENTS OF THE POWER COMPANY.
3. LOCATIONS OF ANY EXISTING UNDERGROUND UTILITIES SHOWN ARE APPROXIMATE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE PRESENCE OF UNDERGROUND UTILITY FACILITIES PRIOR TO COMMENCING ANY EXCAVATION WORK OR INSTALLATION OF POLES, FOUNDATIONS, CONDUIT, JUNCTION BOXES OR OTHER WORK INVOLVING SUBSURFACE DISTURBANCE AND SHALL NOTIFY UTILITIES OF PROPOSED WORK IN ACCORDANCE WITH MRSA TITLE 23 SECTION 3360-A, MAINE "DIG SAFE" SYSTEM. CONTRACTOR SHALL CONTACT DIG SAFE AT LEAST THREE WORKING DAYS PRIOR TO THE BEGINNING OF EXCAVATION. ALL UTILITIES SHALL BE LOCATED BEFORE BEGINNING EXCAVATION.
4. THE CONTRACTOR SHALL NOTIFY UTILITY COMPANIES AT LEAST 48 HOURS BEFORE ANY OPERATIONS ARE CONDUCTED THAT POTENTIALLY COULD CONFLICT WITH AERIAL UTILITIES.
5. INSTALL NEW 120V/240V POWER SERVICE FOR TRAFFIC SIGNALS.
6. AN EXTERNAL STANDALONE BREAKER TO DISCONNECT POWER TO THE NEW CONTROL CABINET SHALL BE INSTALLED IN A LOCKABLE NEMA 3R ENCLOSURE BETWEEN THE METER AND THE CABINET.
7. THE CONTROL CABINET AND THE POWER DISCONNECT ENCLOSURE EACH SHALL BE MARKED WITH ARC HAZARD TYPE 2, 3 OR 4 AND THE APPROPRIATE PPE REQUIRED. SEE SECTION 643.09 FOR OTHER REQUIREMENTS.
8. THE CONTROL CABINET SHALL ACCOMMODATE NECESSARY WIRING AND CONTROL HARDWARE FOR INTERSECTION LIGHTING AS WELL AS TRAFFIC SIGNAL CONTROL COMPONENTS.
9. SIGNAL ASSEMBLIES SHALL BE POLYCARBONATE WITH 5-INCH LOUVERED BACKPLATES AND YELLOW RETROREFLECTIVE TAPE AROUND THE DISPLAY FACE PERIMETER OF THE BACKPLATES. ASSEMBLIES SHALL HAVE DOUBLE SPANWIRE SUPPORT. ALL SIGNAL ASSEMBLIES AND SIGNAGE ATTACHED TO SPANWIRES SHALL BE STABILIZED WITH A BOTTOM TETHER.
10. THE BOTTOM OF SIGNAL ASSEMBLIES AND BACKPLATES SHALL HAVE AT LEAST 17 FEET OF VERTICAL CLEARANCE ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY. THE BOTTOM OF THE GREEN LED SIGNAL DISPLAY OF EACH ASSEMBLY SHALL BE NO MORE THAN 19 FEET ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY.
11. VIDEO DETECTION SHALL PROVIDE BOTH DILEMMA ZONE PROTECTION AND SECONDARY STOP BAR PRESENCE DETECTION. DETECTORS SHALL BE INDIVIDUALLY SURGE PROTECTED AND FUSED.
12. CONDUIT FROM THE POWER SOURCE TO THE METER SHALL BE RIGID METAL CONDUIT. OTHER CONDUIT NOT UNDER PAVEMENT SHALL BE 3 INCH MINIMUM PVC SCHEDULE 40. TOP 3 INCHES OF CONDUIT SHALL BE SEALED TO PREVENT ENTRY BY RODENTS.
13. THERE SHALL BE NO SPLICES OR JUNCTION BOXES EXCEPT AS NOTED ON THE PROJECT PLANS OR APPROVED BY THE RESIDENT. JUNCTION BOXES ARE INTENDED FOR WIRE PULLING ACCESS ONLY.
14. JUNCTION BOX COVERS SHALL BE LABELED "TRAFFIC" AND SHALL BE GROUNDED.
15. THE TRAFFIC SIGNAL CONTROLLER SHALL BE AN ADVANCED TRANSPORTATION CONTROLLER (ATC) CAPABLE OF SUPPORTING NTCIP PROTOCOLS.
16. DETECTION EQUIPMENT SHALL BE CONNECTED TO THE FIELD MONITORING UNIT AND CELL MODEM WITH REMOTE MONITORING AND ADJUSTMENT CAPABILITY.
17. THE CELL MODEM IN THE ATC CABINET SHALL BE INTEGRATED INTO A CLOUD BASED MONITORING SYSTEM, SIERRA WIRELESS GX450 OR APPROVED EQUAL.
18. SPECIFIED NEW TRAFFIC SIGNAL POLE LOCATIONS ARE MEASURED TO THE CENTER OF THE FOUNDATIONS. SPECIFIED LOCATION FOR THE CONTROLLER IS MEASURED TO THE CENTER OF THE CONTROLLER FOUNDATION.
19. OVERHEAD LANE USE SIGNING INSTALLED ON SPAN WIRES WILL BE PAID AS ITEM 645.271.
20. BUSHINGS SHALL BE INSTALLED ON ALL CONDUIT TERMINATIONS.
21. PULL WIRE SHALL BE INSTALLED IN ALL CONDUIT.
22. ALL CONDUIT THREADS ARE TO BE RED HEADED.
23. ALL EXPOSED STEEL FITTINGS AND HARDWARE SHALL BE GALVANIZED, EXCEPT NON-CONDUCTIVE BUSHINGS SHALL BE USED FOR CONNECTION OF RIGID METAL CONDUIT TO ALUMINUM CABINETS.
24. SECONDARY CIRCUIT WIRING FOR TRAFFIC SIGNALS SHALL BE STRANDED COPPER XHHW-2, NO. 8 AWG OR LARGER.
25. ALL TRAFFIC SIGNAL EQUIPMENT SHALL BE BONDED TO THE GROUNDING CONDUCTOR.
26. STRAIN POLE FOUNDATIONS AND CONTROL CABINET FOUNDATIONS EACH SHALL HAVE ONE OR MORE GROUND RODS LOCATED IN OR ADJACENT TO THE FOUNDATION THAT ARE BONDED TO THE GROUNDING CONDUCTOR.
27. SNUG-TIGHT CONDITION OF ANCHOR BOLT NUTS ON STRAIN POLE FOUNDATIONS SHALL BE DEFINED AS BETWEEN 20 AND 30 PERCENT OF THE VERIFICATION TORQUE VALUE DETERMINED BY THE FORMULA IN FHWA PUBLICATION NHI 05-036. ADDITIONAL TIGHTENING BEYOND SNUG-TIGHT CONDITION SHALL BE DONE IN ACCORDANCE WITH SECTION 643.04 OF THE MAINE DOT STANDARD SPECIFICATIONS.


28. ALL FIELD WIRING SHALL BE NEATLY BUNDLED AND CLEARLY IDENTIFIED WITH PERMANENT, LEGIBLE, WEATHERPROOF TAGS SECURELY ATTACHED TO EACH CABLE.
29. AT THE TIME OF FINAL PROJECT INSPECTION, THE CONTRACTOR SHALL FURNISH TO THE RESIDENT THREE COMPLETE SETS OF AS-BUILT TRAFFIC SIGNAL PLANS, WIRING DIAGRAMS, BOX PRINTS AND EQUIPMENT MANUALS. ONE ADDITIONAL SET SHALL REMAIN IN THE CABINET.
30. THE MAINTENANCE OF TRAFFIC SIGNALS SHALL REMAIN THE RESPONSIBILITY OF THE CONTRACTOR UNTIL FINAL ACCEPTANCE BY MAINEDOT.
31. PAYMENT UNDER ITEM 643.80 SHALL INCLUDE, BUT NOT BE LIMITED TO, POWER SERVICE AND METER, METER DISCONNECT AND ENCLOSURE, BRACKET ARMS, SPANWIRES, TETHER WIRES, SIGNAL ASSEMBLIES AND LED LAMPS, BACKPLATES, VISORS, GRAY LEADS AND ANCHORS, CONTROLLER AND CABINET, LUMINAIRES, TRAFFIC DETECTORS, WIRING, CABLE, POLE RISERS, AND ALL APPURTENANCES AND INCIDENTALS NECESSARY FOR A COMPLETELY FUNCTIONING TRAFFIC SIGNAL INSTALLATION, OTHER THAN RELATED LABOR, MATERIALS AND EQUIPMENT INCLUDED IN OTHER PAY ITEMS OF THE CONTRACT.

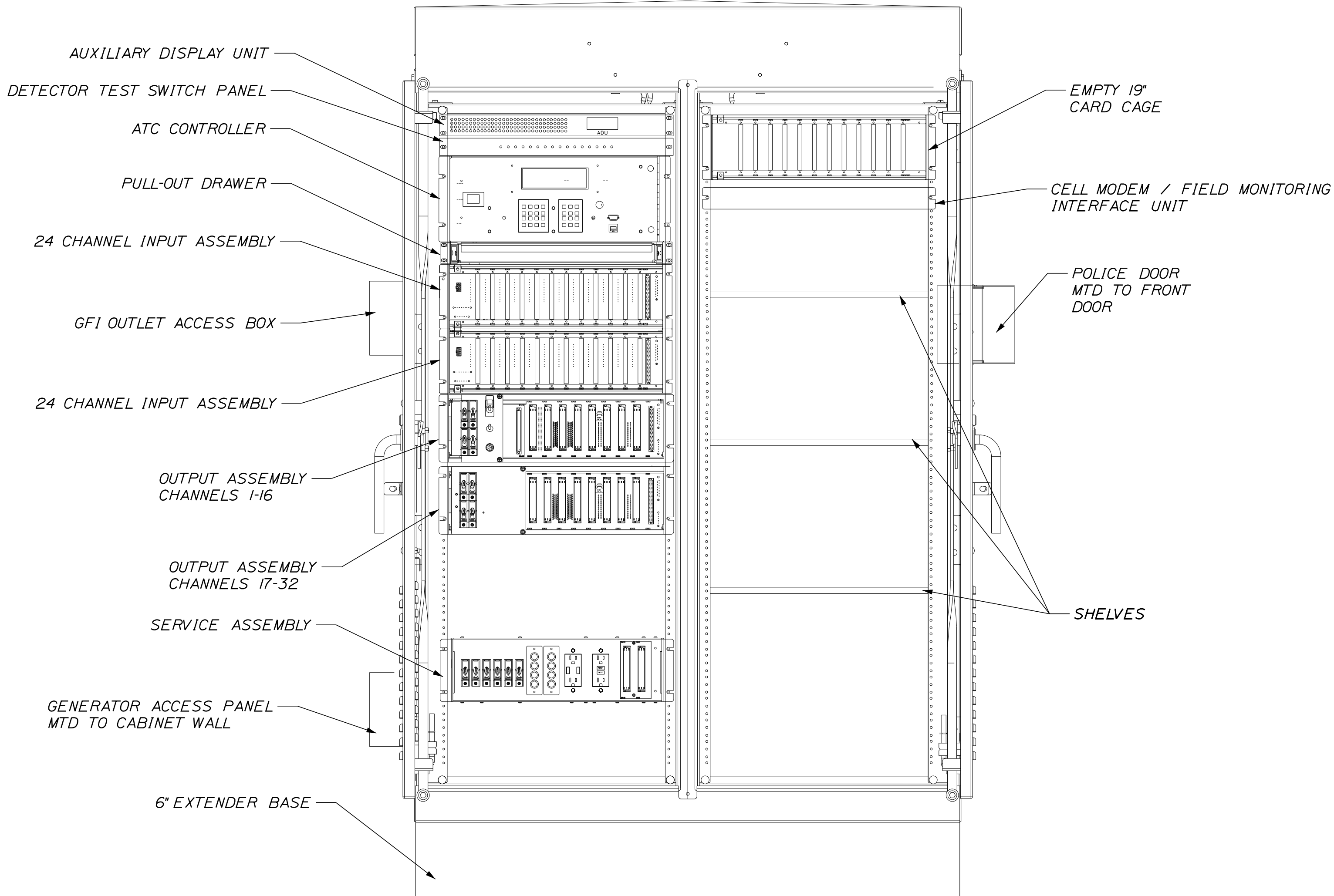
LUMINAIRE NOTES

1. PROPOSED LIGHTING SHALL BE PHOTOCELL ACTIVATED BY A PHOTOCELL ON THE CONTROL CABINET.
2. LIGHTING FIXTURE VOLTAGE SHALL BE 240 VOLTS.
3. LIGHTING FIXTURE SHALL BE AN IES FULL CUTOFF LIGHT EMITTING DIODE (LED) FIXTURE, IES DISTRIBUTION TYPE 3. LED COLOR TEMPERATURE SHALL BE 4000K.
4. FIXTURE SHALL BE GASKETED AND HAVE SURGE PROTECTION AND A DOUBLE FUSE KIT. FIXTURE SHALL BE GRAY.
5. LUMINAIRE ON POLE 'B' SHALL BE AN AMERICAN ELECTRIC LIGHTING "AUTOBAHN" ATB2 SERIES, 91WATT 700 MA LED FIXTURE, CATALOG NUMBER ATB2 40BLEDE70 R3 4K.
6. LUMINAIRE SHALL BE ATTACHED TO SIGNAL STRAIN POLE 'B' WITH A 2-INCH DIAMETER MINIMUM LENGTH GALVANIZED STEEL HORIZONTAL PIPE TENON MOUNT. MOUNT AT 30' ABOVE ROADWAY ELEVATION.
7. LUMINAIRE SHALL OPERATE ON THE SAME METER AS THE TRAFFIC SIGNALS.

GENERAL NOTE

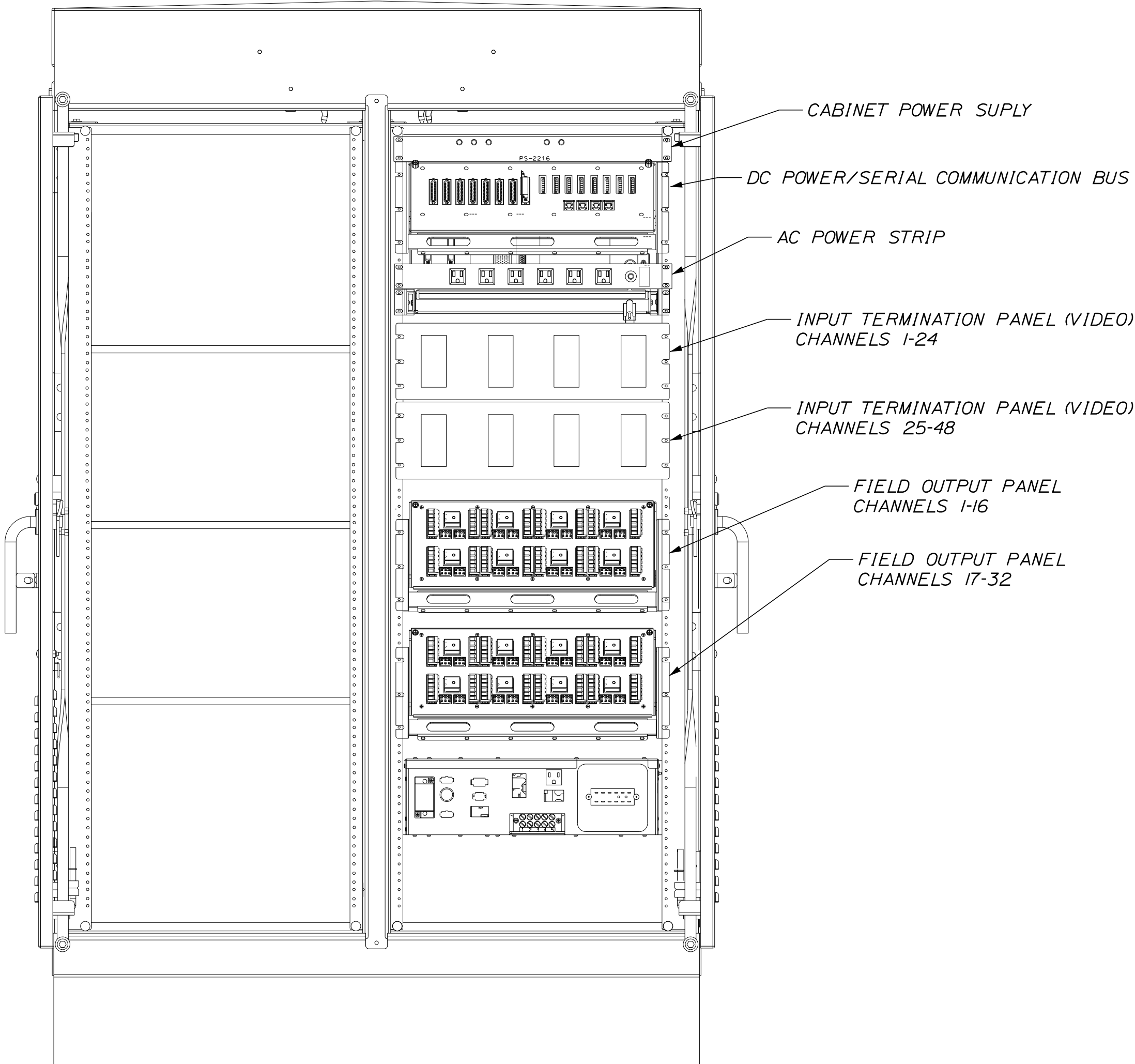
THE MAINE DEPARTMENT OF TRANSPORTATION (MAINEDOT) ENVIRONMENTAL OFFICE INVESTIGATION SPECIFIC WITH THIS PROJECT ENCOUNTERED DATA SUGGESTING PETROLEUM RELATED CONTAMINATION WAS PRESENT AT ROUGHLY MAINEDOT STATION 26+40 RIGHT OF CENTER. SUBSEQUENT ON-SITE ENVIRONMENTAL BORING WORK FAILED TO UNEARTH ANY ISSUES WITHIN THIS AREA. HOWEVER, IN LIGHT OF THE AVAILABLE ENVIRONMENTAL DATA, THE CONTRACTOR SHALL EMPLOY APPROPRIATE HEALTH AND SAFETY MEASURES TO PROTECT ITS WORKERS AGAINST HAZARDS ASSOCIATED WITH WORKING NEAR PETROLEUM-IMPACTED SOILS. FURTHERMORE, THE CONTRACTOR SHALL REMAIN ALERT FOR ANY ADDITIONALLY EVIDENCE OF CONTAMINATION. 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. THE RESIDENT SHALL CONTACT THE SENIOR GEOLOGIST IN MAINEDOT'S ENVIRONMENTAL OFFICE AT 207-624-3100 AND THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION (MDEP) AT 800-482-0777. WORK MAY ONLY CONTINUE WITH AUTHORIZATION FROM THE RESIDENT.

4										STATE OF MAINE DEPARTMENT OF TRANSPORTATION									
OF 6										2287700									
WIN										22877.00									
HIGHWAY PLANS																			
HERMON																			
COLDBROOK RD\ODLIN RD\EMERSON MILL RD										SIGNATURE									
										4226									
										P.E. NUMBER									
										3/12/20									
										DATE									
										</									



CONTROL SIDE
POWER AND
AUXILIARY SIDE

FRONT VIEW



POWER AND
AUXILIARY SIDE
CONTROL SIDE

BACK VIEW


MaineDOT 32 / 48 ATC CABINET
NOT TO SCALE

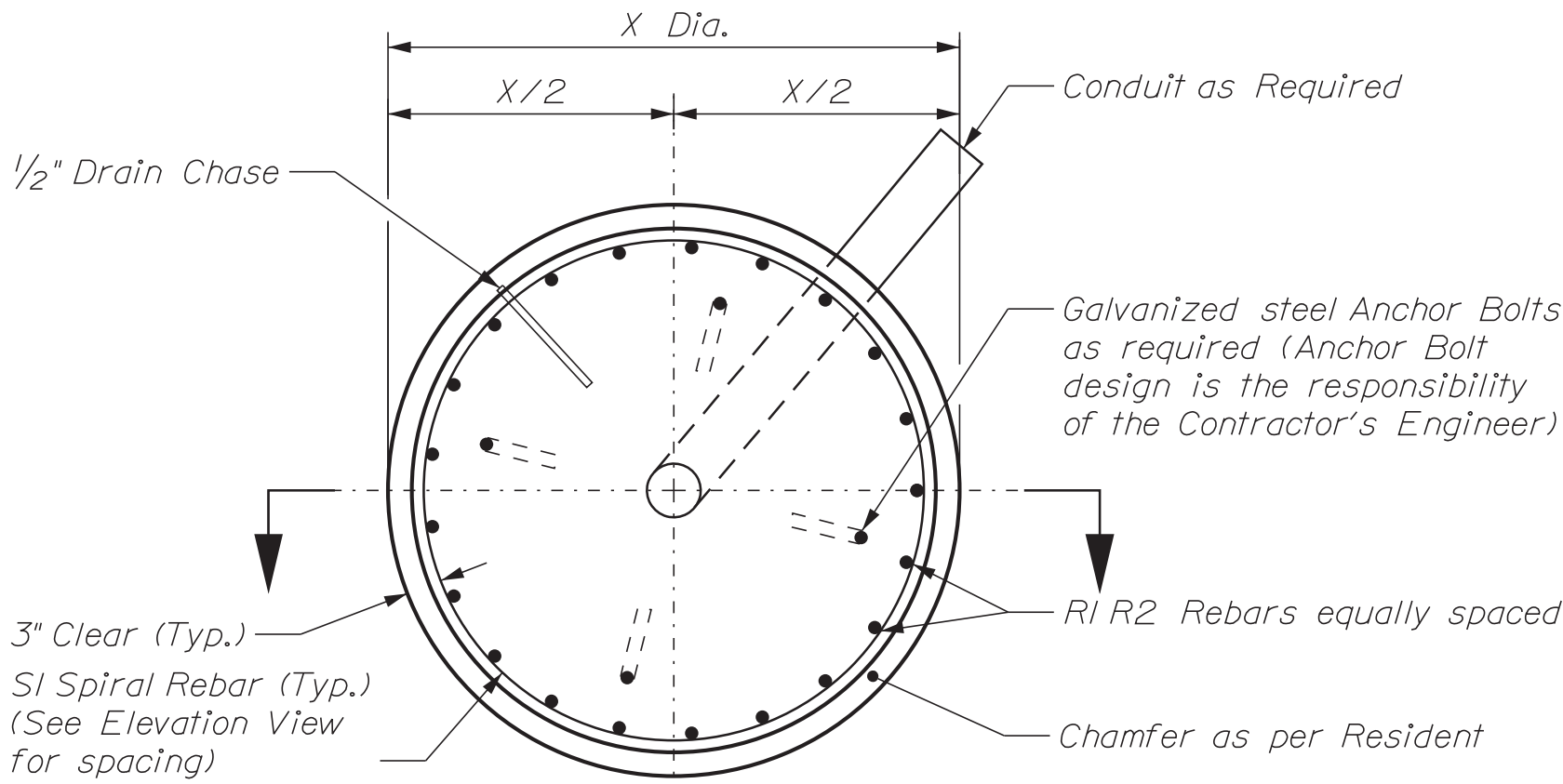
- NOTES:
1. DRAWING SHOWN IS A SCHEMATIC REPRESENTATION OF THE ATC CABINET DEPICTING THE RELATIVE LOCATION OF VARIOUS IN-CABINET DEVICES AND SUBASSEMBLIES. THE EXACT SIZE OF VARIOUS ELEMENTS MAY VARY PER MANUFACTURER.
 2. INPUT TERMINATION PANEL SHOWN IS FOR VIDEO BASED UNITS.
 3. DRAWING DEPICTS TWO INPUT PANELS AND TWO OUTPUT PANELS. THIS QUANTITY MAY BE REDUCED DEPENDING ON APPLICATION; SEE SPECIAL PROVISIONS FOR NUMBER OF PANELS TO BE SUPPLIED.
 4. FAN AND THERMOSTAT SHALL BE INSTALLED ON THE CABINET FRAME ABOVE THE DOOR.
 5. LED LIGHT STRIPS SHALL BE INSTALLED ON CABINET FRAME ABOVE THE DOOR AND ON THE UNDERSIDE OF THE LOWER SHELF.

NOMINAL TERMINAL PANEL SIZE
PER 24 INPUT RACK:

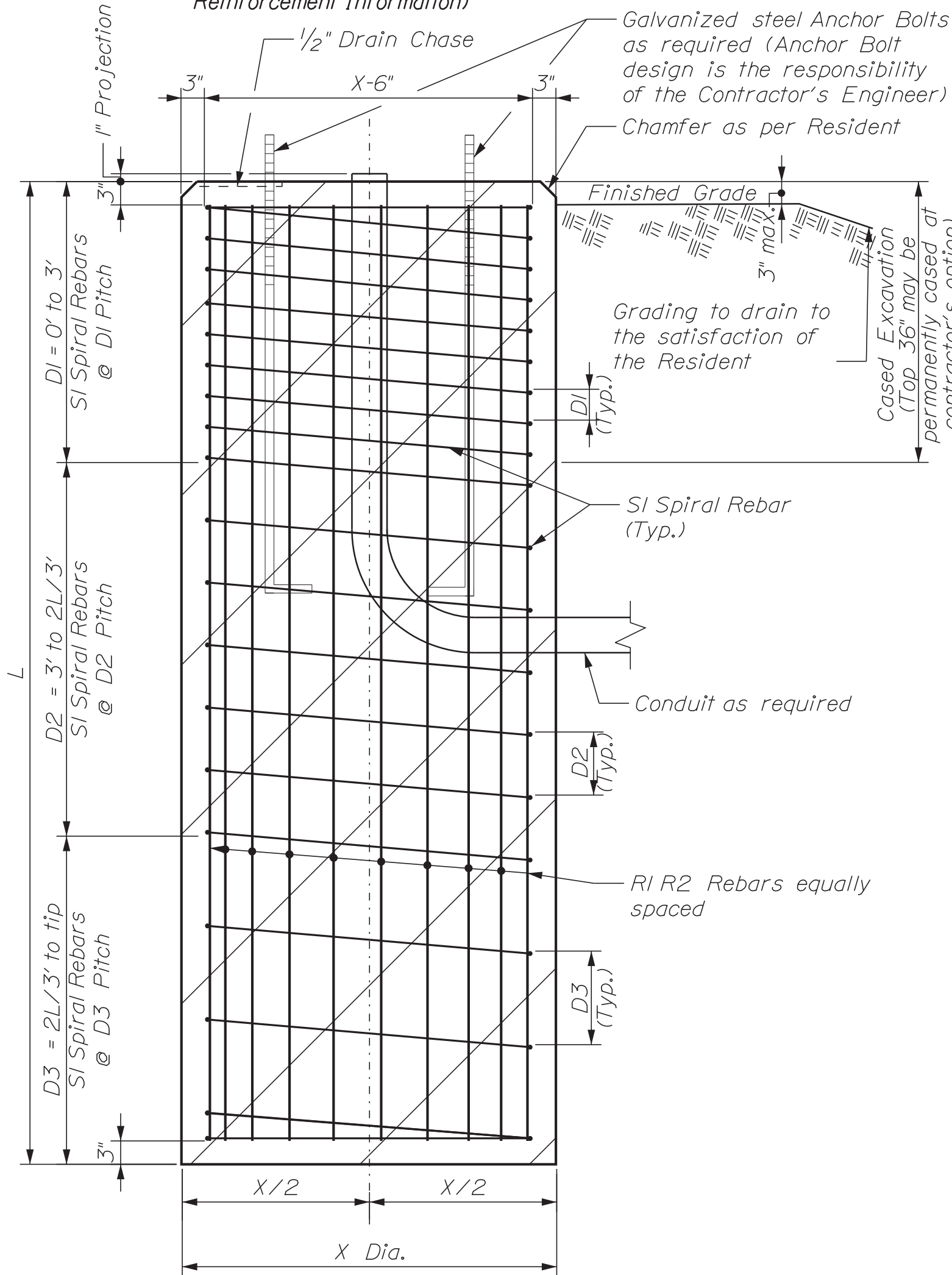
LOOP = 6U HIGH (10.5")
VIDEO = 3U HIGH (5.25")

NOT TO SCALE

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		2287700		WIN 22877.00		HIGHWAY PLANS	
		SIGNATURE		P.E. NUMBER		DATE	
		[Signature]		4226		3/12/20	
HERMON COLD BROOK RD \ OD LIN RD \ EMERSON MILL RD		PROJ. MGR	A. GORNEAU II	BY	JLE	DATE	3-20
ATCC DETAIL		DESIGN-DETAILED	AJC	CHECKED-REVIEWED	AJC	DATE	3-20
		DESIGN-DETAILED		DESIGN-DETAILED			
		REVISIONS 1		REVISIONS 2			
		REVISIONS 3		REVISIONS 4			
		FIELD CHANGES					
SHEET NUMBER		5					
OF 6							



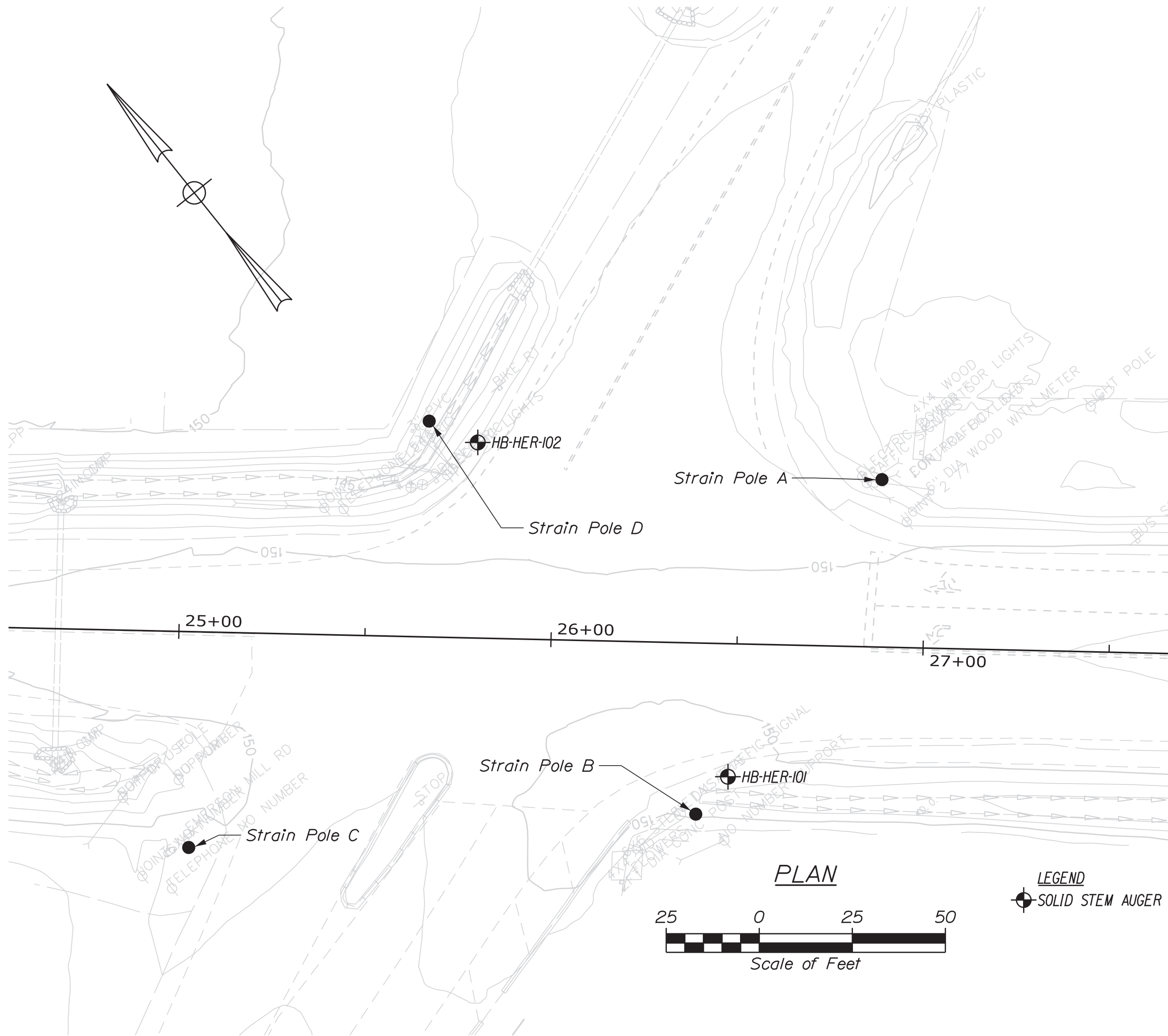
Drilled Shaft Plan View
Not to Scale (See Table for Drilled Shaft & Reinforcement Information)



Drilled Shaft Elevation View
Not to Scale (See Table for Drilled Shaft & Reinforcement Information)

STRAIN POLES A, B, C & D

- (A) Sta. 26+88, 45.0' L.
(B) Sta. 26+40, 46.0' R.
(C) Sta. 25+04, 58.0' R.
(D) Sta. 25+66, 58.0' L.



NOTES:

1. All reinforcing steel is to be grade 60 and conform to MaineDOT Standard Specification requirements along with any project specific Supplementals or Special Provisions.
2. All rebar shall have 3" cover unless otherwise noted.
3. Should there be a discrepancy between these Details and actual observed field conditions report it to the Resident immediately.
4. Do not proceed with dependent work until any such discrepancy is resolved to the satisfaction of the Resident.
5. Concrete to be Class LP with $f'c = 5,000 \text{ PSI}$.

Strain Pole	Approximate Station & Offset	Drilled Shaft Dimensions		Reinforcing Steel			Spiral Bar Spacing		
		X	L	R1	R2	S1	D1 (in)	D2 (in)	D3 (in)
		Diameter (feet)	Length (feet)	Longitudinal Rebars Quantity	Longitudinal Rebars Size	Spiral Rebars Size	0 to 3 ft	3 ft to 2L/3 ft	2L/3 ft to tip
A	26+88, 45.0' L	3.5	12.0	18	#9	#5	4	4	12
B	26+40, 46.0' R	3.5	12.0	18	#9	#5	4	4	12
C	25+04, 58.0' R	3.5	14.0	18	#9	#5	4	4	12
D	25+66, 58.0' L	3.5	14.0	18	#9	#5	4	4	12

Maine Department of Transportation Soil/Rebar Exploration Log US CUSTOMARY UNITS				Project: Intersection Improvements at Calbrook and Odlin Road, Location: Hermon, Maine				Boring No.: HB-HER-101 WIN: 22877.00			
Drillers: MaineDOT				Elevation (ft.): 149.4				Auger ID/OD: 5" Dia.			
Operator: Daggett/Niles				Datum: NAVD83				Sampler: Standard Split Spoon			
Logged By: B. Wilder				Rig Type: CME 45C				Hammer Wt./Fall: 140lb/30"			
Date Start/Finish: 9/23/2018: 14:00-15:00				Drilling Method: Solid Stem Auger				Core Barrel: N/A			
Boring Location: 26+88.4, 35.8 ft RT.				Casing ID/OD: N/A				Water Level#: 8.5 ft bgs.			
Hammer Efficiency Factor: 0.928				Hammer Type: Automatic <input checked="" type="checkbox"/> Hydraulic <input type="checkbox"/> Rope & Cathead <input type="checkbox"/>				Automatic <input checked="" type="checkbox"/> Hydraulic <input type="checkbox"/> Rope & Cathead <input type="checkbox"/>			
Definitions: S = Split Spoon Sample SS = Successful Split Spoon Sample Attempt U = Unsuccessful Split Spoon Sample Attempt N = No Sample W = Water H = Hammer E = Efficiency Factor R = Rig Specific Annual Calibration Value P = Plastic Index G = Grain Size Analysis C = Compression Test				S = Split Spoon Sample SSA = Solid Stem Auger SS = Successful Split Spoon Sample Attempt U = Unsuccessful Split Spoon Sample Attempt N = No Sample W = Water H = Hammer E = Efficiency Factor R = Rig Specific Annual Calibration Value P = Plastic Index G = Grain Size Analysis C = Compression Test				S = Split Spoon Sample SSA = Solid Stem Auger SS = Successful Split Spoon Sample Attempt U = Unsuccessful Split Spoon Sample Attempt N = No Sample W = Water H = Hammer E = Efficiency Factor R = Rig Specific Annual Calibration Value P = Plastic Index G = Grain Size Analysis C = Compression Test			
Sample Information				Sample Information				Sample Information			
Depth (ft.)	Sample No.	Rev./Spec. (in)	Pen./Spec. (in)	Depth (ft.)	Sample No.	Rev./Spec. (in)	Pen./Spec. (in)	Depth (ft.)	Sample No.	Rev./Spec. (in)	Pen./Spec. (in)
10	24/17	0.00 - 2.00	2/5/8/10	13	20	SSA		165.4			
5	20	24/24	5.00 - 7.00	2/3/4/4	7	11					
10	30	24/24	10.00 - 12.00	2/3/3/2	6	9					
15	40	24/24	15.00 - 17.00	1/2/3/2	5	8					
20											
25											
Remarks:				Remarks:				Remarks:			
Stratification lines represent approximate boundaries between soil types; transitions may be gradual.				Stratification lines represent approximate boundaries between soil types; transitions may be gradual.				Stratification lines represent approximate boundaries between soil types; transitions may be gradual.			
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.				* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.				* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.			
Page 1 of 1				Page 1 of 1				Page 1 of 1			
Boring No.: HB-HER-101				Boring No.: HB-HER-101				Boring No.: HB-HER-101			

Maine Department of Transportation Soil/Rebar Exploration Log US CUSTOMARY UNITS				Project: Intersection Improvements at Calbrook and Odlin Road, Location: Hermon, Maine				Boring No.: HB-HER-102 WIN: 22877.00			
Drillers: MaineDOT				Elevation (ft.): 148.1				Auger ID/OD: 5" Dia.			
Operator: Daggett/Niles				Datum: NAVD83				Sampler: Standard Split Spoon			
Logged By: B. Wilder				Rig Type: CME 45C				Hammer Wt./Fall: 140lb/30"			
Date Start/Finish: 9/23/2018: 15:00-16:00				Drilling Method: Solid Stem Auger				Core Barrel: N/A			
Boring Location: 25+79.1, 52.6 ft Lt.				Casing ID/OD: N/A				Water Level#: 6.4 ft bgs.			
Hammer Efficiency Factor: 0.928				Hammer Type: Automatic <input checked="" type="checkbox"/> Hydraulic <input type="checkbox"/> Rope & Cathead <input type="checkbox"/>				Automatic <input checked="" type="checkbox"/> Hydraulic <input type="checkbox"/> Rope & Cathead <input type="checkbox"/>			
Definitions: S = Split Spoon Sample SS = Successful Split Spoon Sample Attempt U = Unsuccessful Split Spoon Sample Attempt N = No Sample W = Water H = Hammer E = Efficiency Factor R = Rig Specific Annual Calibration Value P = Plastic Index G = Grain Size Analysis C = Compression Test				S = Split Spoon Sample SSA = Solid Stem Auger SS = Successful Split Spoon Sample Attempt U = Unsuccessful Split Spoon Sample Attempt N = No Sample W = Water H = Hammer E = Efficiency Factor R = Rig Specific Annual Calibration Value P = Plastic Index G = Grain Size Analysis C = Compression Test				S = Split Spoon Sample SSA = Solid Stem Auger SS = Successful Split Spoon Sample Attempt U = Unsuccessful Split Spoon Sample Attempt N = No Sample W = Water H = Hammer E = Efficiency Factor R = Rig Specific Annual Calibration Value P = Plastic Index G = Grain Size Analysis C = Compression Test			
Sample Information				Sample Information				Sample Information			
Depth (ft.)	Sample No.	Rev./Spec. (in)	Pen./Spec. (in)	Depth (ft.)	Sample No.	Rev./Spec. (in)	Pen./Spec. (in)	Depth (ft.)	Sample No.	Rev./Spec. (in)	Pen./Spec. (in)
1d	24/16	0.00 - 2.00	14/12/7/7	19	29	SSA		143.6			
5	20	24/24	5.00 - 7.00	2/2/4/2	6	9					
10	30	24/24	10.00 - 12.00	2/2/3/3	5	8					
15											
20											
25											
Remarks:				Remarks:				Remarks:			
Stratification lines represent approximate boundaries between soil types; transitions may be gradual.				Stratification lines represent approximate boundaries between soil types; transitions may be gradual.				Stratification lines represent approximate boundaries between soil types; transitions may be gradual.			
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.				* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.				* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.			
Page 1 of 1				Page 1 of 1				Page 1 of 1			
Boring No.: HB-HER-102				Boring No.: HB-HER-102				Boring No.: HB-HER-102			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

022877.00

WIN
22877.00
HIGHWAY PLANS

STATE OF MAINE
Kathleen Maguire
7120
REGISTERED PROFESSIONAL ENGINEER

SIGNATURE
7/20
P.E. NUMBER
3/13/2020
DATE

HERMON
ODLIN ROAD

STRAIN POLE FOUNDATIONS
& BORING LOCATION PLAN
WITH BORING LOGS

SHEET NUMBER

6

OF 6