

STATE OF MAINE DEPARTMENT OF TRANSPORTATION

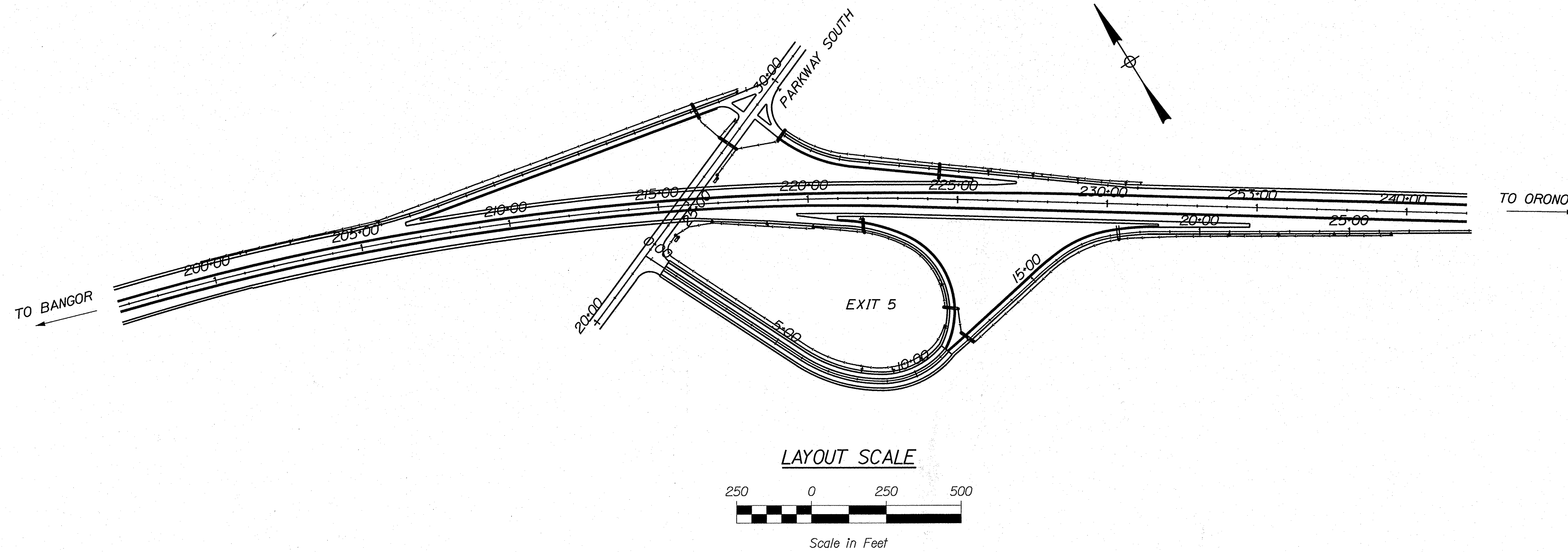


BREWER PENOBSCOT COUNTY

Interstate 395
FEDERAL PROJECT NO. 2510300
PROJECT LENGTH : 0.80 MILES
HIGHWAY LIGHTING

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

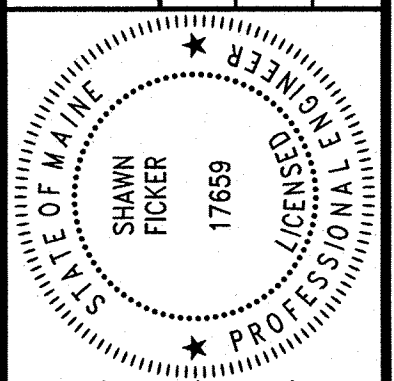
INDEX OF SHEETS	
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Title Sheet	1
Lighting Plans	2-6
Demolition Plan	7
Construction Details	8
Foundation Details	9-10
Boring Location Plans	11-15
Boring Logs	16-19



TYLIN INTERNATIONAL

PROJECT LOCATION:	Interstate 395 Exit 5 Brewer
PROGRAM AREA:	Multimodal Program
SCOPE OF WORK:	Highway Lighting - Light Standards, Foundations, Conduit, LED Luminaires, Wiring and Incidentals.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
	<i>[Signature]</i>	8-17-22
	COMMISSIONER	
	CHIEF ENGINEER	



<i>[Signature]</i>	17659	August 11, 2022
SIGNATURE	P.E. NUMBER	DATE

MULTIMODAL	AUDRELE GORNEAU	T.Y. LIN INTERNATIONAL	
PROGRAM	PROJECT MANAGER	DESIGNER	CONSULTANT
			PROJECT RESIDENT
			CONTRACTOR
			PROJECT COMPLETION DATE

WIN 25103.00 FEDERAL PROJECT NO. 2510300

BREWER EXIT 5
Interstate 395
TITLE SHEET

SHEET NUMBER
1
OF 19

Date: 8/1/2022

Username:

Division: HIGHWAY

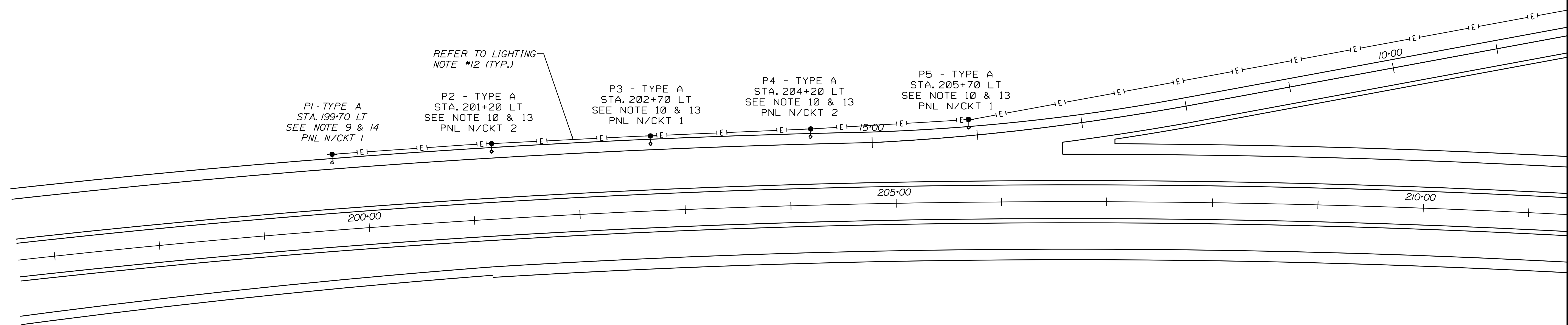
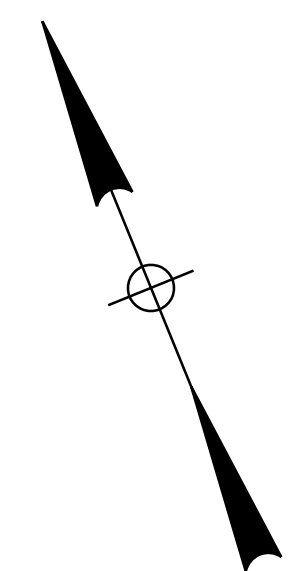
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Date: 8/11/2022

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Division: HIGHWAY

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REFER TO LIGHTING NOTE #12 (TYP.)

P1 - TYPE A
STA. 199+70 LT
SEE NOTE 9 & 14
PNL N/CKT 1

P2 - TYPE A
STA. 201+20 LT
SEE NOTE 10 & 13
PNL N/CKT 2

P3 - TYPE A
STA. 202+70 LT
SEE NOTE 10 & 13
PNL N/CKT 1

P4 - TYPE A
STA. 204+20 LT
SEE NOTE 10 & 13
PNL N/CKT 2

P5 - TYPE A
STA. 205+70 LT
SEE NOTE 10 & 13
PNL N/CKT 1

LIGHTING NOTES

1. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL CONTACT DIG SAFE TO LOCATE ALL EXISTING UNDERGROUND UTILITIES WITHIN THE WORK AREA AND TAKE ALL NECESSARY PRECAUTIONS FOR PROTECTION OF THESE UTILITIES. SEE ADDITIONAL REQUIREMENTS ON LIGHTING DEMOLITION PLAN NOTES.
2. ALL MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE CURRENT EDITION OF THE NATIONAL ELECTRICAL CODE (NEC); CITY OF BREWER AND LOCAL UTILITY COMPANY REQUIREMENTS; AND MOST RECENT MAINE DEPT. OF TRANSPORTATION (MEDOT) SPECIFICATIONS FOR MISCELLANEOUS CONSTRUCTION SECTION 634 HIGHWAY LIGHTING; STANDARD DETAILS FOR DIVISION 600 MISCELLANEOUS CONSTRUCTION AND SECTION 715 LIGHTING MATERIALS UNLESS NOTED OTHERWISE.
3. ALL LIGHT POLE FOUNDATIONS SHALL HAVE A GROUNDING CONDUCTOR. REFER TO SHEET #8 FOR GROUNDING DETAILS.
4. THE CONTRACTOR SHALL FIELD VERIFY FINAL POLE LOCATIONS TO AVOID SUB-SURFACE UTILITIES; NATURAL AND BUILT SITE FEATURES SUCH AS BUT NOT LIMITED TO SIDEWALKS; DRAINAGE STRUCTURES; GUARD RAILS; SWALES AND SUCH FEATURES THAT WOULD INTERFERE WITH THE INSTALLATION OF PROPER POLE FOUNDATIONS. THE CONTRACTOR SHALL VISIT THE SITE PRIOR TO BIDDING TO ENSURE THAT HE IS FULLY AWARE OF THE SITE CONDITIONS WHICH MAY AFFECT HIS MEANS AND METHODS OF CONSTRUCTION. PHOTOGRAPH ALL AREAS WHERE WORK IS REQUIRED TO COMPLETE INSTALLATION OF NEW LIGHTING SYSTEM AND RESTORE ALL AREAS UPON COMPLETION OF WORK IN ACCORDANCE WITH APPLICABLE REQUIREMENTS OF SPECIFICATIONS DIVISION 600 MISCELLANEOUS CONSTRUCTION.

5. BREAKAWAY DEVICES FOR LIGHT POLES SHALL CONFORM TO THE LATEST VERSION OF "AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS" AND "NCHRP REPORT 350". THE BREAKAWAY DEVICES SHALL BE DESIGNED SO THAT THE ANCHOR BOLTS DON'T BEND WHEN AN ERRANT VEHICLE HITS THE POLE. PROVIDE A FRANGIBLE COUPLING SUCH AS TRANSPO POLE SAFE 5000 SERIES (WITH A FEMALE ANCHOR), THE MANITOBA SAFETY BASE WITH A REACTION PLATE, OR APPROVED EQUAL. PAYMENT FOR BREAKAWAY DEVICES FOR LIGHT POLES SHALL BE INCIDENTAL TO CONVENTIONAL LIGHT STANDARD. BREAKAWAY DEVICES SHALL BE INSTALLED ON ALL POLES NOT LOCATED BEHIND GUARD RAIL OR LESS THAN THREE FEET BEHIND GUARD RAIL.
6. PROVIDE BREAKAWAY FUSEHOLDERS AT EACH POLE WITH SUFFICIENT SLACK WIRE TO ALLOW FUSEHOLDERS TO BE WITHDRAWN FROM POLE HANDHOLE A MINIMUM OF TWELVE INCHES TO FACILITATE MAINTENANCE. BREAKAWAY FUSEHOLDERS SHALL BE MANUFACTURED BY HUBBELL OR APPROVED EQUAL. REFER TO PLAN SHEET #8 FOR DETAIL.
7. WHERE LIGHTING CONDUIT IS REQUIRED TO PASS OVER DRAINAGE CULVERTS AND THE SPECIFIED BURIAL DEPTH OF CONDUIT CANNOT BE MAINTAINED THE CONTRACTOR SHALL PROVIDE CONCRETE PROTECTION OF CONDUIT IN ACCORDANCE WITH NEC TABLE 300.5.
8. LIGHTING WORK SHALL BE COMPLETED IN A PHASED MANNER SUCH THAT NIGHTTIME ROADWAY AND INTERSECTION ILLUMINATION WILL BE MAINTAINED THROUGHOUT THE DURATION OF CONSTRUCTION BY EITHER NEW OR EXISTING LIGHTING SYSTEM, OR A COMBINATION OF BOTH SYSTEMS.
9. PROVIDE NEW POLE FOUNDATION PER LIGHTING NOTE 3. MATCH EXISTING POLE OFFSET.
10. POLE LOCATIONS (STATIONS) ARE BASED ON LATEST INFORMATION AVAILABLE AT THE TIME OF PROJECT DESIGN. CONTRACTOR SHALL CONFIRM STATIONS AND ADVISE THE DEPARTMENT OF ANY DISCREPENCIES.

11. REFER TO SHEET #8 FOR LIGHTING FIXTURE SCHEDULE AND CONSTRUCTION DETAILS.
12. PROVIDE NEW 2" SCHEDULE 80 PVC LIGHTING CONDUIT TO EXISTING HANDHOLES FEEDING LIGHT POLES. PROVIDE (3) #4 AWG & (1) #4 AWG GROUND FROM CIRCUIT BREAKERS IN CONTROL CABINET SERVICE #1 & #2 TO LIGHTS ON NORTH AND SOUTH SIDES OF 1395.
13. PROVIDE (2) #10 AWG & (1) #10 AWG GND THROUGH NEAREST HANDHOLE TO LUMINAIRE ON POLE. (TYP. ALL LUMINAIRES) UNDERGROUND SPLICES ARE NOT ALLOWED #4 WIRE WILL COME INTO POLE AND ATTACH TO FUSE HOLDERS. #10 WIRE WILL LEAVE FUSE HOLDERS TO CONNECT TO LUMINAIRE. ALL SPLICES AND CONNECTIONS WILL BE DONE ABOVE GROUND IN POLE.
14. EACH SERVICE SHALL HAVE A PHOTO CELL TO CONTROL ALL LIGHTS ON THAT SERVICE. INDIVIDUAL PHOTO CELLS ON LIGHTS WILL NOT BE ACCEPTED.

GENERAL NOTE

1. EXISTING PRECAST CONCRETE HANDHOLES SHALL REMAIN IN THEIR PRESENT LOCATIONS AND BE REUSED FOR NEW LIGHTING SYSTEM WIRING UNLESS NOTED OTHERWISE.

LEGEND

- ⊕^{EX} EXISTING PRECAST CONCRETE HANDHOLE, SEE NOTE 10.
 - ⊕^N NEW PRECAST CONCRETE HANDHOLE TO MATCH EXISTING
 - ⊕ NEW POLE/LUMINAIRE UNLESS OTHERWISE NOTED
 - E- NEW 2" SCHEDULE 80 PVC
 - ⊕^M PROVIDE NEW 120/240V SERVICE AND METER DISCONNECT COMBO TO NEW 50A CONTROL CABINET WITH 20A CIRCUIT BREAKERS.
- PNL S/CKT 1 NOMENCLATURE INDICATES CONTROL PANEL AND CIRCUIT NUMBER

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

SIGNATURE
P.E. NUMBER
DATE

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

BREWER EXIT 5
Interstate 395
LIGHTING PLAN 01

SHEET NUMBER

2

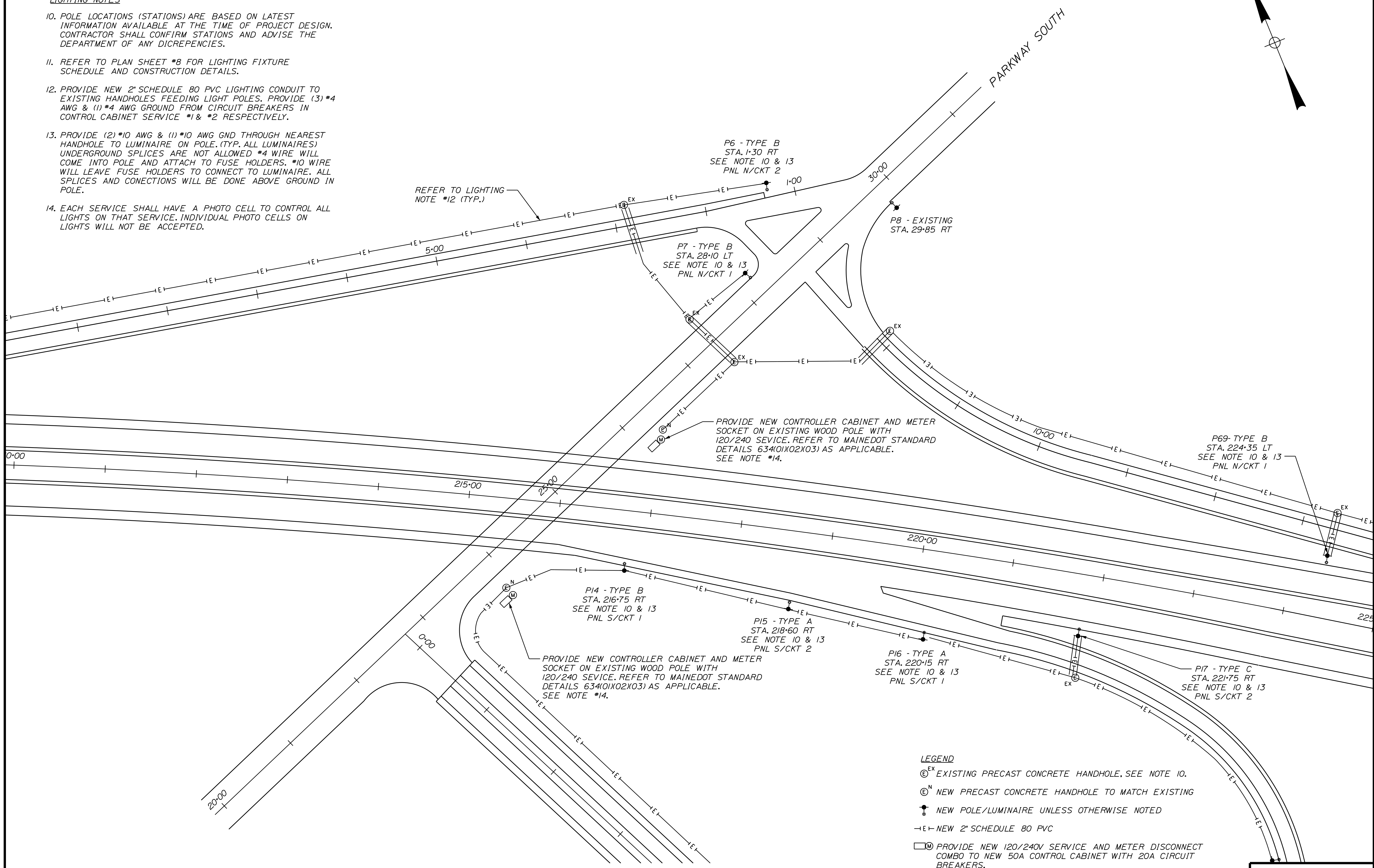
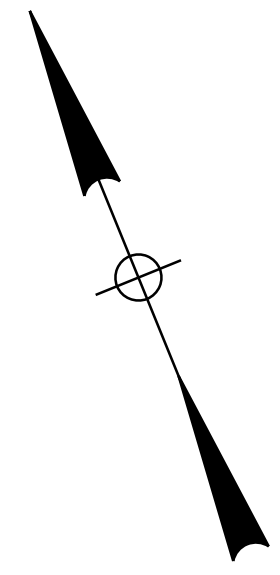
OF 19



HIGHWAY PLANS
WIN 25103.00

LIGHTING NOTES

10. POLE LOCATIONS (STATIONS) ARE BASED ON LATEST INFORMATION AVAILABLE AT THE TIME OF PROJECT DESIGN. CONTRACTOR SHALL CONFIRM STATIONS AND ADVISE THE DEPARTMENT OF ANY DISCREPANCIES.
11. REFER TO PLAN SHEET #8 FOR LIGHTING FIXTURE SCHEDULE AND CONSTRUCTION DETAILS.
12. PROVIDE NEW 2" SCHEDULE 80 PVC LIGHTING CONDUIT TO EXISTING HANDHOLES FEEDING LIGHT POLES. PROVIDE (3) #4 AWG & (1) #4 AWG GROUND FROM CIRCUIT BREAKERS IN CONTROL CABINET SERVICE #1 & #2 RESPECTIVELY.
13. PROVIDE (2) #10 AWG & (1) #10 AWG GND THROUGH NEAREST HANDHOLE TO LUMINAIRE ON POLE. (TYP. ALL LUMINAIRES) UNDERGROUND SPLICES ARE NOT ALLOWED #4 WIRE WILL COME INTO POLE AND ATTACH TO FUSE HOLDERS. #10 WIRE WILL LEAVE FUSE HOLDERS TO CONNECT TO LUMINAIRE. ALL SPLICES AND CONNECTIONS WILL BE DONE ABOVE GROUND IN POLE.
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- ⊕^M PROVIDE NEW 120/240V SERVICE AND METER DISCONNECT COMBO TO NEW 50A CONTROL CABINET WITH 20A CIRCUIT BREAKERS.

PNL S/CKT 1 NOMENCLATURE INDICATES CONTROL PANEL AND CIRCUIT NUMBER

Date: 8/11/2022

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Division: HIGHWAY

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PROJ. MANAGER	DATE	SIGNATURE	P.E. NUMBER	DATE

BREWER EXIT 5
Interstate 395
LIGHTING PLAN 02

SHEET NUMBER
3
OF 19



HIGHWAY PLANS

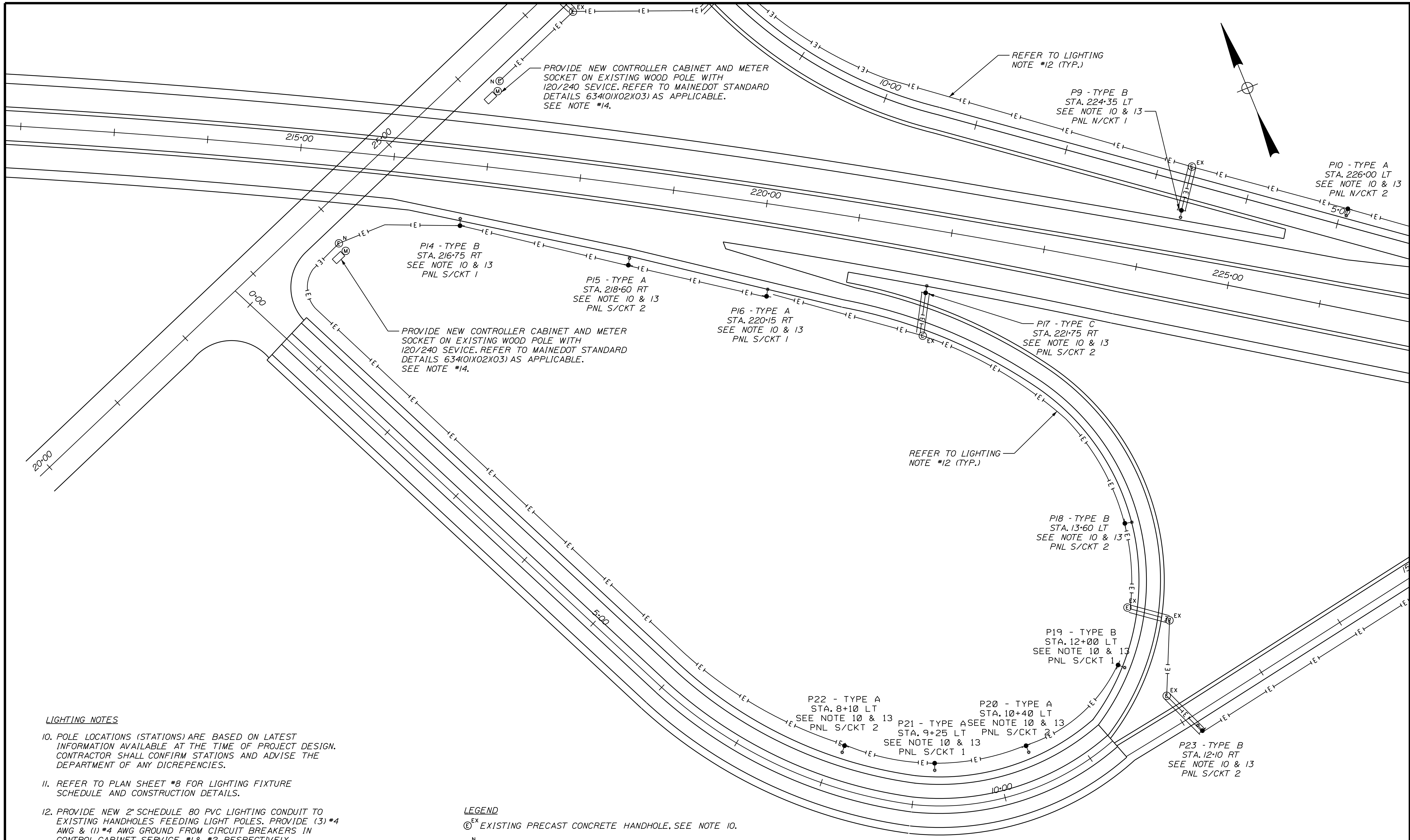
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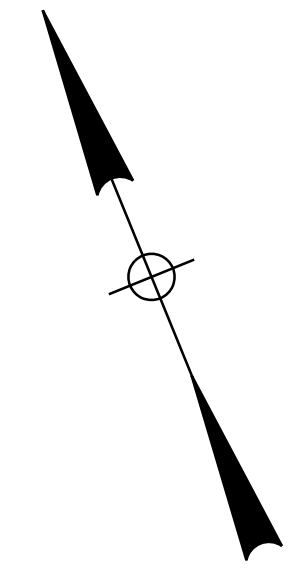


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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
HIGHWAY PLANS
WIN 25103.00

PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
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REVISIONS 1					
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FIELD CHANGES					

BREWER EXIT 5
Interstate 395
LIGHTING PLAN 03

SHEET NUMBER
4
OF 19

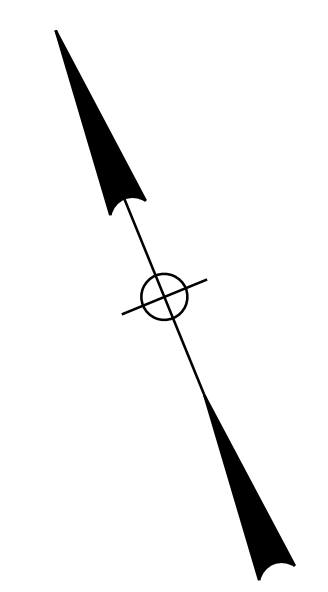
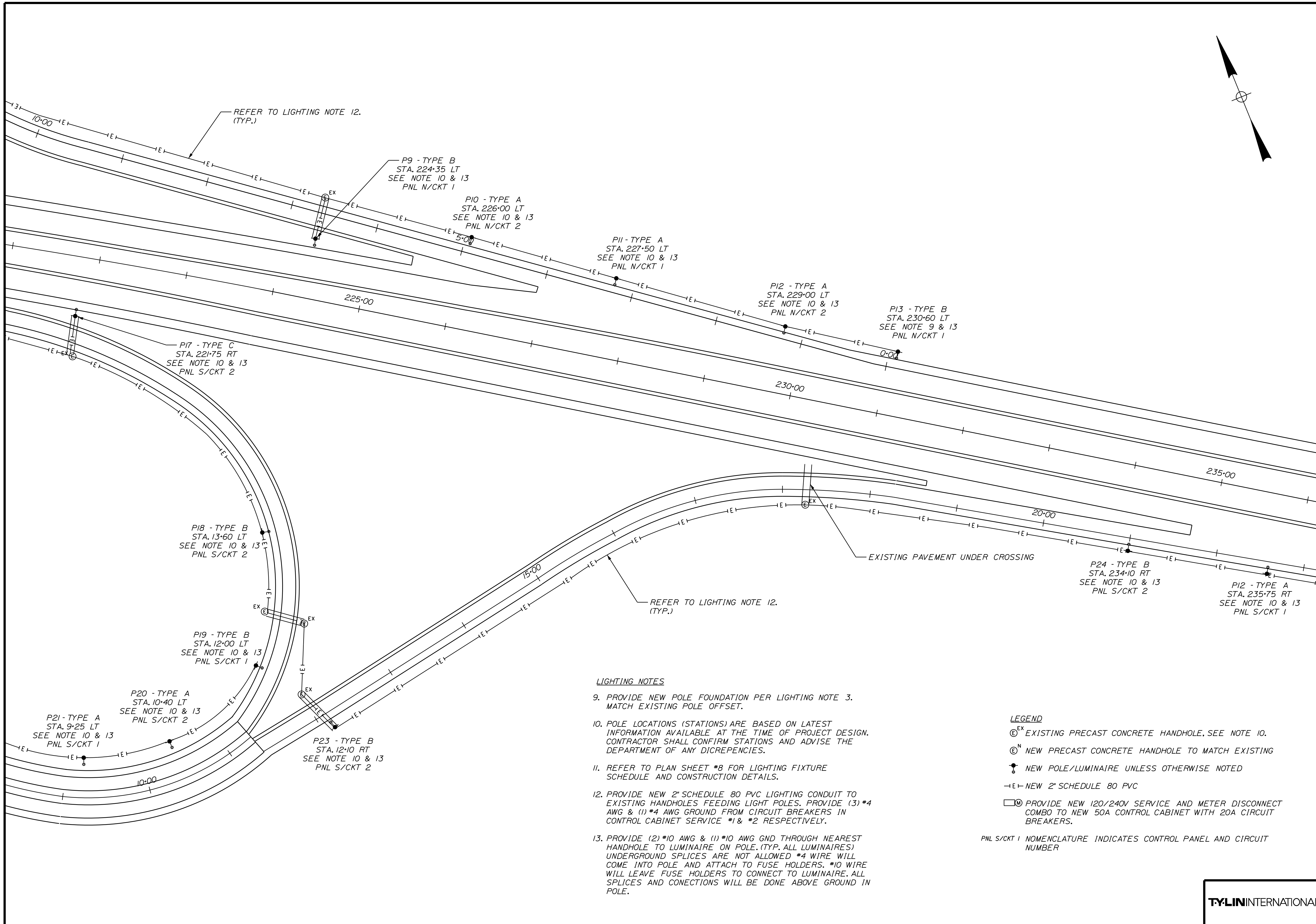


Date: 8/11/2022

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Division: HIGHWAY

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LIGHTING NOTES

9. PROVIDE NEW POLE FOUNDATION PER LIGHTING NOTE 3. MATCH EXISTING POLE OFFSET.
10. POLE LOCATIONS (STATIONS) ARE BASED ON LATEST INFORMATION AVAILABLE AT THE TIME OF PROJECT DESIGN. CONTRACTOR SHALL CONFIRM STATIONS AND ADVISE THE DEPARTMENT OF ANY DISCREPENCIES.
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- E- NEW 2" SCHEDULE 80 PVC
- ⊕[Ⓜ] PROVIDE NEW 120/240V SERVICE AND METER DISCONNECT COMBO TO NEW 50A CONTROL CABINET WITH 20A CIRCUIT BREAKERS.

PNL S/CKT 1 NOMENCLATURE INDICATES CONTROL PANEL AND CIRCUIT NUMBER

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		HIGHWAY PLANS WIN 25103.00	
	SIGNATURE	P.E. NUMBER	DATE
PROJ. MANAGER	BY	DATE	
DESIGN DETAILED			
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BREWER EXIT 5 Interstate 395		LIGHTING PLAN 04	
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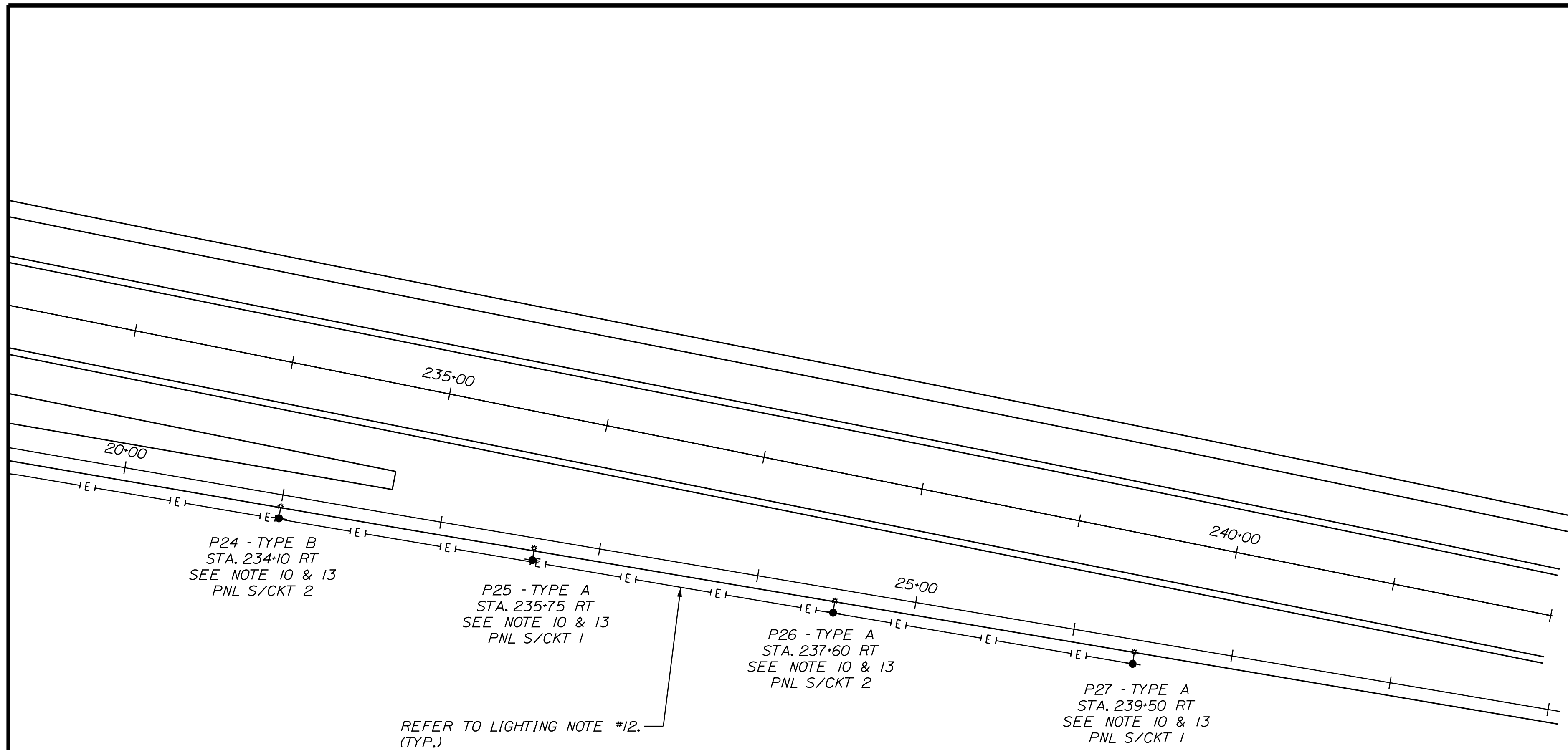


Date: 8/11/2022

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P24 - TYPE B
 STA. 234+10 RT
 SEE NOTE 10 & 13
 PNL S/CKT 2

P25 - TYPE A
 STA. 235+75 RT
 SEE NOTE 10 & 13
 PNL S/CKT 1

P26 - TYPE A
 STA. 237+60 RT
 SEE NOTE 10 & 13
 PNL S/CKT 2

P27 - TYPE A
 STA. 239+50 RT
 SEE NOTE 10 & 13
 PNL S/CKT 1

REFER TO LIGHTING NOTE #12.
 (TYP.)

LIGHTING NOTES

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13. PROVIDE (2) #10 AWG & (1) #10 AWG GND THROUGH NEAREST HANDHOLE TO LUMINAIRE ON POLE. (TYP. ALL LUMINAIRES) UNDERGROUND SPLICES ARE NOT ALLOWED #4 WIRE WILL COME INTO POLE AND ATTACH TO FUSE HOLDERS. #10 WIRE WILL LEAVE FUSE HOLDERS TO CONNECT TO LUMINAIRE. ALL SPLICES AND CONNECTIONS WILL BE DONE ABOVE GROUND IN POLE.

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PNL S/CKT 1 NOMENCLATURE INDICATES CONTROL PANEL AND CIRCUIT NUMBER



STATE OF MAINE
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 WIN 25103.00
 HIGHWAY PLANS

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FIELD CHANGES		

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BREWER EXIT 5
 Interstate 395
 LIGHTING PLAN 05

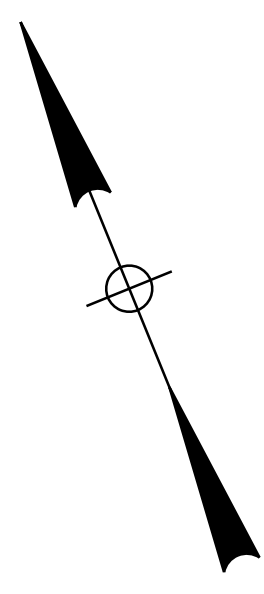
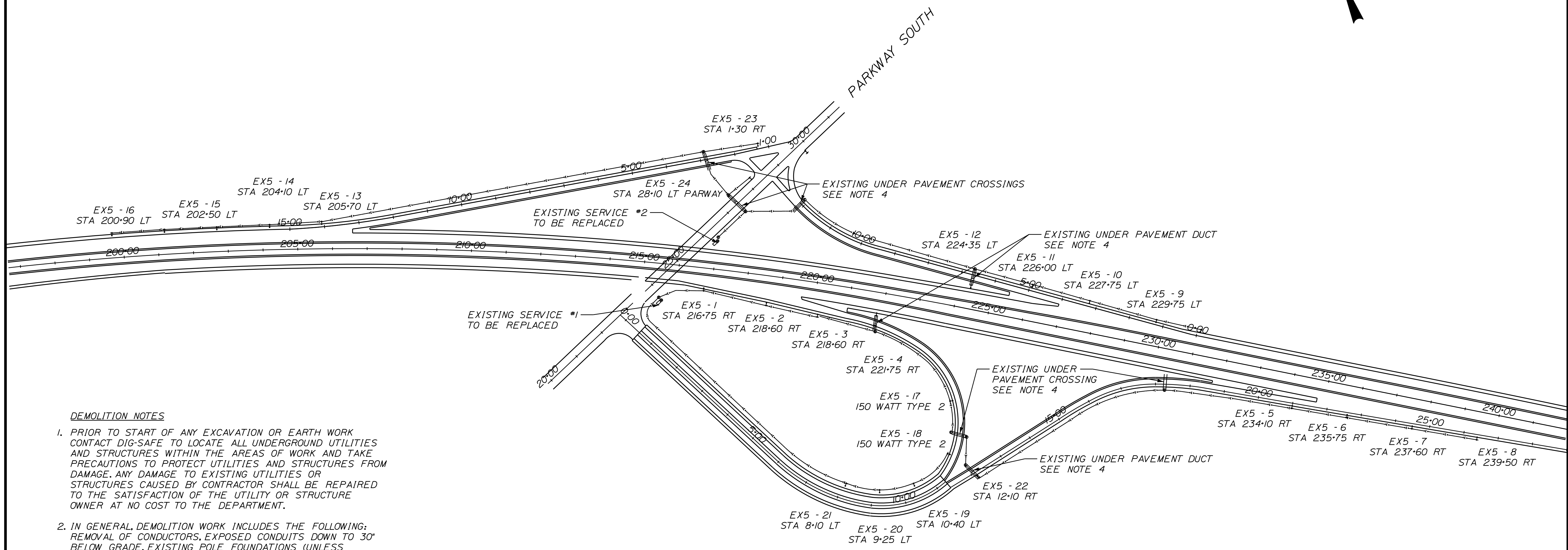
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 OF 19

Date: 8/11/2022

Username:

Division: HIGHWAY

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DEMOLITION NOTES

1. PRIOR TO START OF ANY EXCAVATION OR EARTH WORK CONTACT DIG-SAFE TO LOCATE ALL UNDERGROUND UTILITIES AND STRUCTURES WITHIN THE AREAS OF WORK AND TAKE PRECAUTIONS TO PROTECT UTILITIES AND STRUCTURES FROM DAMAGE. ANY DAMAGE TO EXISTING UTILITIES OR STRUCTURES CAUSED BY CONTRACTOR SHALL BE REPAIRED TO THE SATISFACTION OF THE UTILITY OR STRUCTURE OWNER AT NO COST TO THE DEPARTMENT.
2. IN GENERAL, DEMOLITION WORK INCLUDES THE FOLLOWING: REMOVAL OF CONDUCTORS, EXPOSED CONDUITS DOWN TO 30" BELOW GRADE, EXISTING POLE FOUNDATIONS (UNLESS OTHERWISE NOTED), EXISTING POLE REMOVAL AND DELIVERY TO THE DEPARTMENT AT A LOCATION AS DIRECTED BY THE RESIDENT, REMOVAL AND DISPOSAL OF EXISTING LUMINAIRES.
3. DEMOLITION WORK SHALL BE COMPLETED IN A PHASED MANNER SUCH THAT NIGHTTIME ROADWAY AND INTERSECTION ILLUMINATION WILL BE MAINTAINED THROUGHOUT THE DURATION OF CONSTRUCTION BY EITHER NEW OR EXISTING LIGHTING SYSTEM.
4. EXISTING PRECAST JUNCTION BOXES AND ASSOCIATED UNDER PAVEMENT DUCTS SHALL REMAIN FOR REUSE IN NEW LIGHTING SYSTEM.
5. ALL MATERIAL REMOVED (EXCEPT POLES) SHALL BE DISPOSED OF OFF-SITE IN ACCORDANCE WITH LOCAL AND STATE REGULATIONS APPLICABLE TO CONSTRUCTION DEMOLITION DEBRIS.
6. SEE LIGHTING SHEETS AND NOTES FOR A MORE DETAILED VIEW OF JUNCTION BOX LOCATIONS, POLE BASES TO BE REMOVED, POLE BASES TO BE REMOVED AND RELOCATED, AND NEW POLE BASES.

LIGHTING DEMOLITION PLAN

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 25103.00
HIGHWAY PLANS

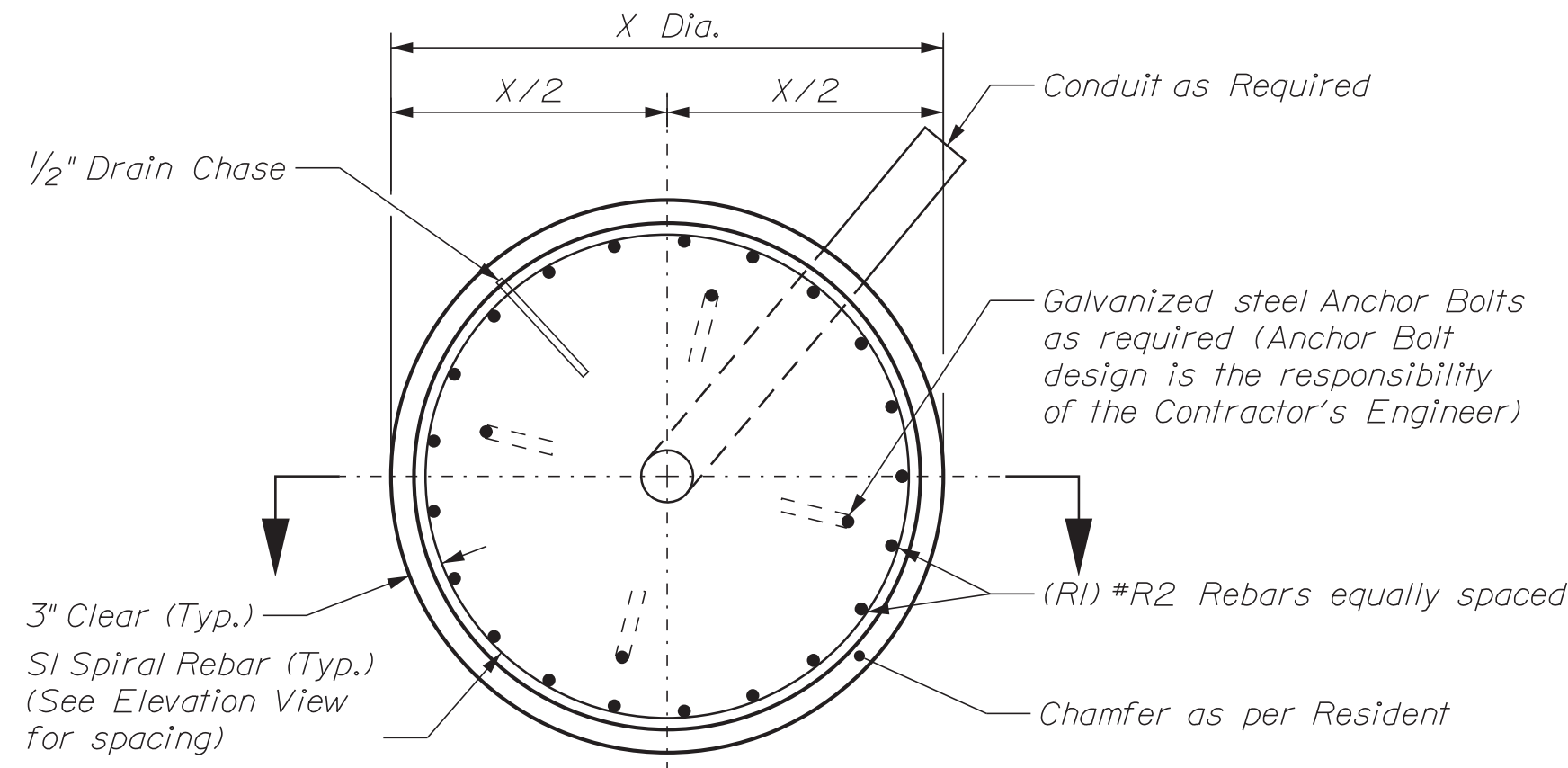
PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
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FIELD CHANGES					

BREWER EXIT 5
Interstate 395
LIGHTING DEMOLITION PLAN

SHEET NUMBER

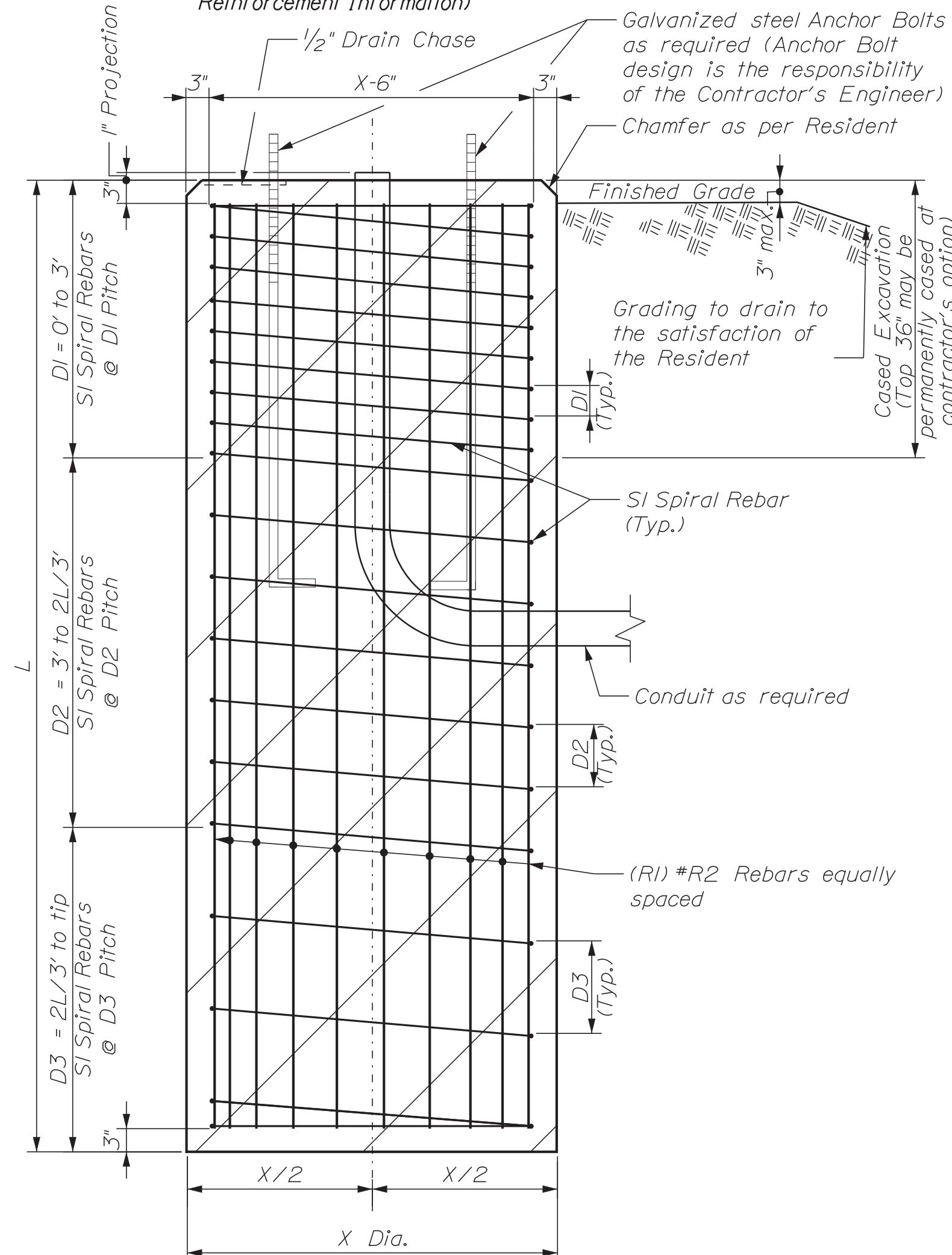
7





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)

**LIGHT POLES: P1, P2, P3, P4, P5, P9
P15, P23, P24, P25, P26 & P27**

See Table and Boring Location Plan for Boring Locations and Light Pole Designations.

DRILLED SHAFT FOUNDATIONS

Pole No.	Station and Direction	Drilled Shaft Dimensions		Reinforcing Steel			Spiral Bar Spacing		
		X Diameter (feet)	L Length (feet)	R1 Longitudinal Rebars Quantity	R2 Longitudinal Rebars Size	S1 Spiral Rebars Size	D1 (in) 0 to 3 ft	D2 (in) 3 ft to 2L/3 ft	D3 (in) 2L/3 ft to tip
P1 - Type A	199+70 LEFT	2.5	8.0	12	#8	#5	4	8	12
P2 - Type A	201+20 LEFT	2.5	8.0	12	#8	#5	4	8	12
P3 - Type A	202+70 LEFT	2.5	8.0	12	#8	#5	4	8	12
P4 - Type A	204+20 LEFT	2.5	8.5	12	#8	#5	4	8	12
P5 - Type A	205+70 LEFT	2.5	8.0	12	#8	#5	4	8	12
P9 - Type B	224+35 LEFT	2.5	8.0	12	#8	#5	4	8	12
P15 - Type A	218+60 RIGHT	2.5	8.0	12	#8	#5	4	8	12
P23 - Type B	12+10 RIGHT	2.5	8.0	12	#8	#5	4	8	12
P24 - Type B	234+10 RIGHT	2.5	8.0	12	#8	#5	4	8	12
P25 - Type A	235+75 RIGHT	2.5	8.0	12	#8	#5	4	8	12
P26 - Type A	237+60 RIGHT	2.5	8.0	12	#8	#5	4	8	12
P27 - Type A	239+50 RIGHT	2.5	8.0	12	#8	#5	4	8	12

NOTES:

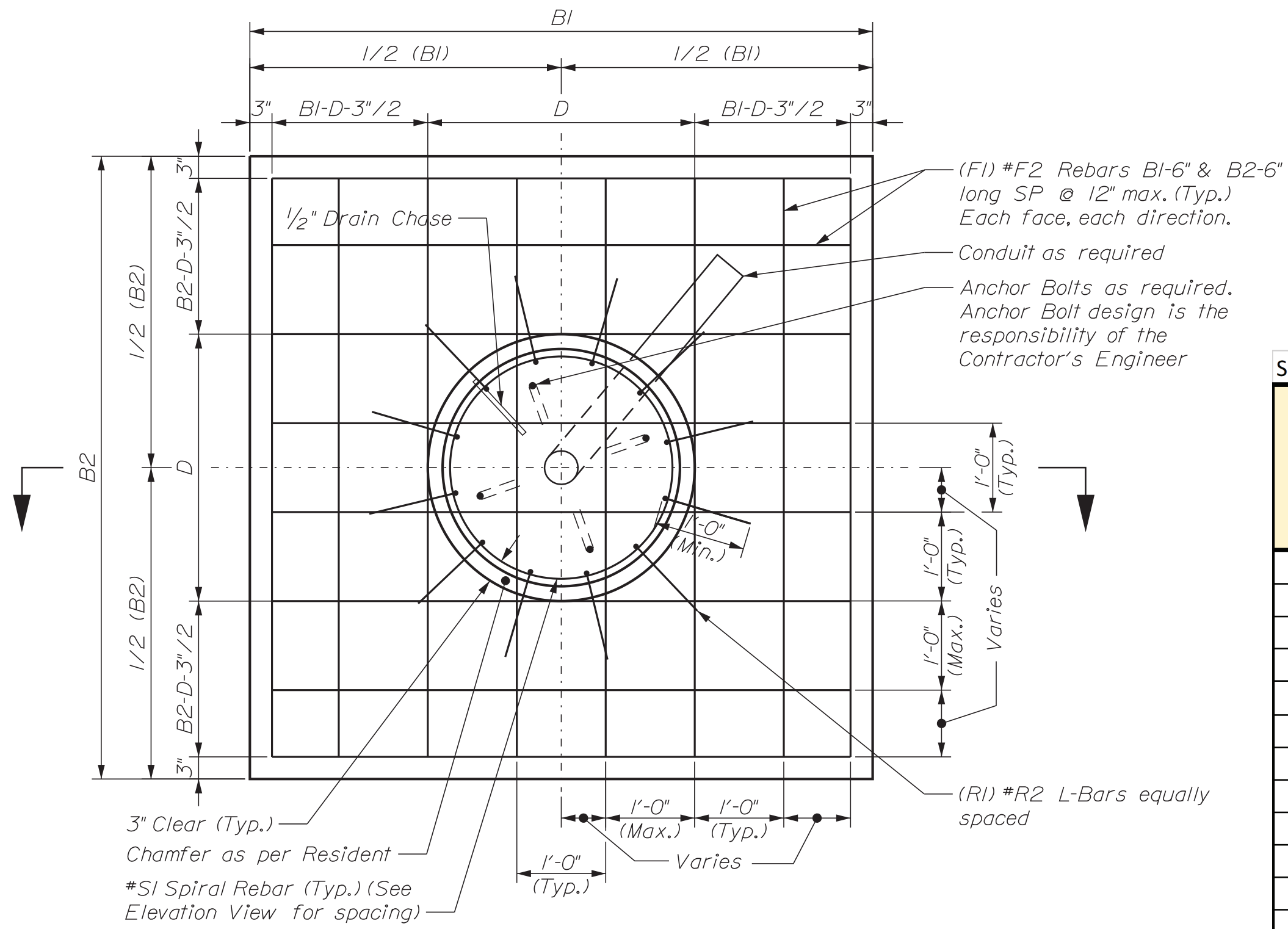
- All reinforcing steel is to be grade 60 and conform to MaineDOT Standard Specification requirements along with any project specific Supplementals or Special Provisions.
- All rebar shall have 3" cover unless otherwise noted.
- Should there be a discrepancy between these Details and actual observed field conditions report it to the Resident immediately.
- Do not proceed with dependent work until any such discrepancy is resolved to the satisfaction of the Resident.
- Concrete to be Class LP with $f'c = 5,000$ PSI.
- Foundation sizes are designed based on estimated loading conditions and are subject to change based on the design of the above-ground components and the actual loading conditions at the top of each foundation submitted by the Contractor in accordance with Standard Specification Section 626.034. Any increase in foundation size based on the submitted loading conditions shall be paid for at the unit price bid by the Department at the unit price bid by the Contractor. Any reduction in foundation size shall be to the benefit of the Contractor.
- See Sheets II-15 for Boring Locations.



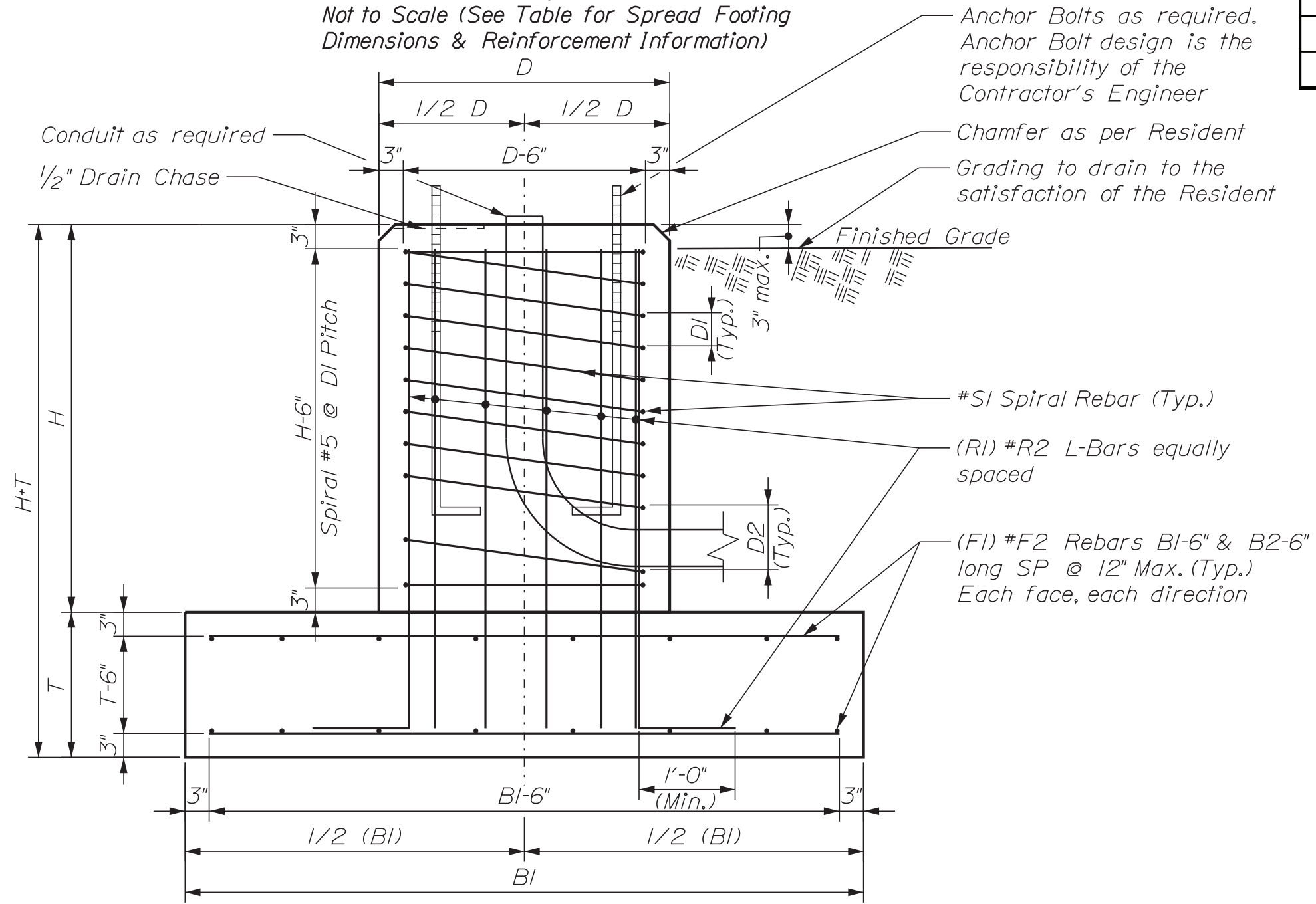
PROJ. MANAGER	DATE	BY	DATE
CHECKED/REVIEWED	JUN 2022	T. WHITE	7/20
DESIGN/DETAILED		K. MAGUIRE	
DESIGN/DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

**BREWER
INTERSTATE 395 EXIT 5
LIGHT POLE FOUNDATIONS
W/TABLE-DRILLED SHAFTS**

SHEET NUMBER



Spread Footing Plan View
Not to Scale (See Table for Spread Footing Dimensions & Reinforcement Information)



Spread Footing Elevation View
Not to Scale (See Table for Spread Footing Dimensions & Reinforcement Information)

LIGHT POLES: P6, P7, P8, P10, P11, P12
P13, P14, P16, P17, P18, P19, P20, P21 & P22

See Table and Boring Location Plan for Boring Locations and Light Pole Designations.

SPREAD FOOTING FOUNDATIONS		Footing Dimensions			Shaft Dimensions		Reinforcing Steel - Footing			Reinforcing Steel - Shaft			Spiral Bar Spacing	
Pole No.	Station	B1	B2	T	H1	D1	F1	F2	S2	R1	R2	S1	D1 (in)	D2 (in)
		Length (feet)	Length (feet)	Footing Height (feet)	Shaft Height (feet)	Shaft Diameter (feet)	Longitudinal Rebars Quantity	Longitudinal Rebars Size	Maximum Spacing (inches)	Longitudinal Rebars Quantity	Longitudinal Rebars Size	Spiral Rebars Size	0 to 3 ft	3 ft to bottom of Shaft
P6 - Type B	1+30 RIGHT	4.5	4.5	1.5	2.5	2.5	20	#5	12	12	#8	#5	4	--
P7 - Type B	28+10 LEFT	4.5	4.5	1.5	1.5	2.5	20	#5	12	12	#8	#5	4	--
P8 - Existing	29+85 RIGHT	4.5	4.5	1.5	5.0	2.5	20	#5	12	12	#8	#5	4	8
P10 - Type A	226+00 LEFT	4.5	4.5	1.5	2.5	2.5	20	#5	12	12	#8	#5	4	--
P11 - Type A	227+50 LEFT	4.5	4.5	1.5	1.5	2.5	20	#5	12	12	#8	#5	4	--
P12 - Type A	229+00 LEFT	4.5	4.5	1.5	2.5	2.5	20	#5	12	12	#8	#5	4	--
P13 - Type B	230+60 LEFT	4.5	4.5	1.5	4.5	2.5	20	#5	12	12	#8	#5	4	8
P14 - Type B	216+75 RIGHT	4.5	4.5	1.5	3.0	2.5	20	#5	12	12	#8	#5	4	--
P16 - Type A	220+15 RIGHT	4.5	4.5	1.5	3.0	2.5	20	#5	12	12	#8	#5	4	--
P17 - Type C	221+75 RIGHT	4.5	4.5	1.5	4.5	2.5	20	#5	12	12	#8	#5	4	8
P18 - Type B	13+60 LEFT	4.5	4.5	1.5	4.5	2.5	20	#5	12	12	#8	#5	4	8
P19 - Type B	12+00 LEFT	4.5	4.5	1.5	1.5	2.5	20	#5	12	12	#8	#5	4	--
P20 - Type A	10+40 LEFT	4.5	4.5	1.5	3.5	2.5	20	#5	12	12	#8	#5	4	8
P21 - Type A	9+25 LEFT	4.5	4.5	1.5	3.0	2.5	20	#5	12	12	#8	#5	4	--
P22 - Type A	8+10 LEFT	4.5	4.5	1.5	2.5	2.5	20	#5	12	12	#8	#5	4	--

NOTES:

- All reinforcing steel is to be grade 60 and conform to MaineDOT Standard Specification requirements along with any project specific Supplementals or Special Provisions.
- All rebar shall have 3" cover unless otherwise noted.
- For spread footing, L-Bars shall have a Min. 1'-0" Leg.
- Should there be a discrepancy between these Details and actual observed field conditions report it to the Resident immediately.
- Do not proceed with dependent work until any such discrepancy is resolved to the satisfaction of the Resident.
- Concrete to be Class LP with $f'c = 5,000$ PSI.
- Foundation sizes are designed based on estimated loading conditions and are subject to change based on the design of the above-ground components and the actual loading conditions at the top of each foundation submitted by the Contractor in accordance with Standard Specification Section 626.034. Any increase in foundation size based on the submitted loading conditions shall be paid for at the unit price bid by the Contractor. Any reduction in foundation size shall be to the benefit of the Department at the unit price bid by the Contractor.
- Bedrock removal may be necessary for the construction of the spread footing foundations. Bedrock removal shall be done in accordance with Standard Specification Section 203.042.
- See Sheets II-15 for Boring Locations.



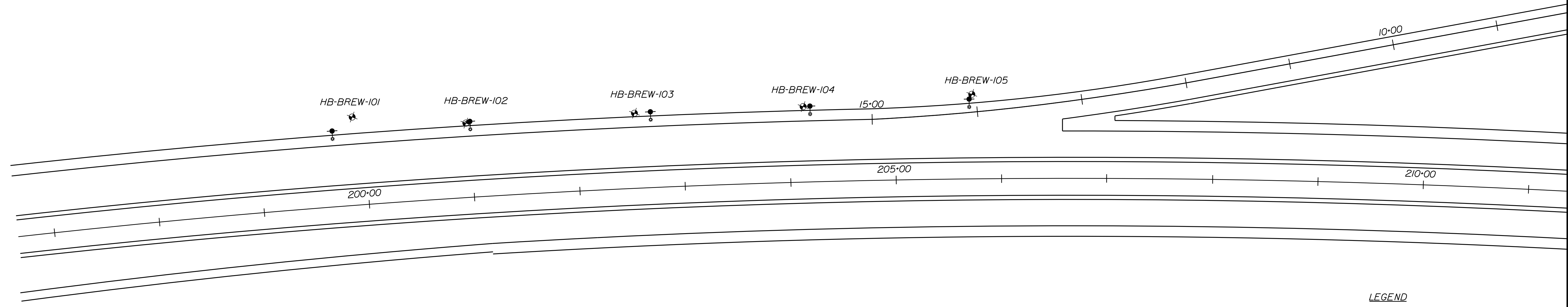
SIGNATURE: *Kate Maguire*
DATE: 7/27/2022
P.E. NUMBER: 7120

PROJ. MANAGER	BY	DATE
DESIGN-DETAILED		
CHECKED-REVIEWED		
DESIGN-DETAILED	T. WHITE	JUN 2022
DESIGN-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BREWER
INTERSTATE 395 EXIT 5
LIGHT POLE FOUNDATIONS
W/TABLE-SPREAD FOOTINGS

SHEET NUMBER

10



LEGEND
 HB-BREW-*** CASED WASH BORING

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

SIGNATURE
 P.E. NUMBER
 DATE

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

BREWER EXIT 5
 Interstate 395
 BORING LOCATION PLANS

SHEET NUMBER
11
 OF 19



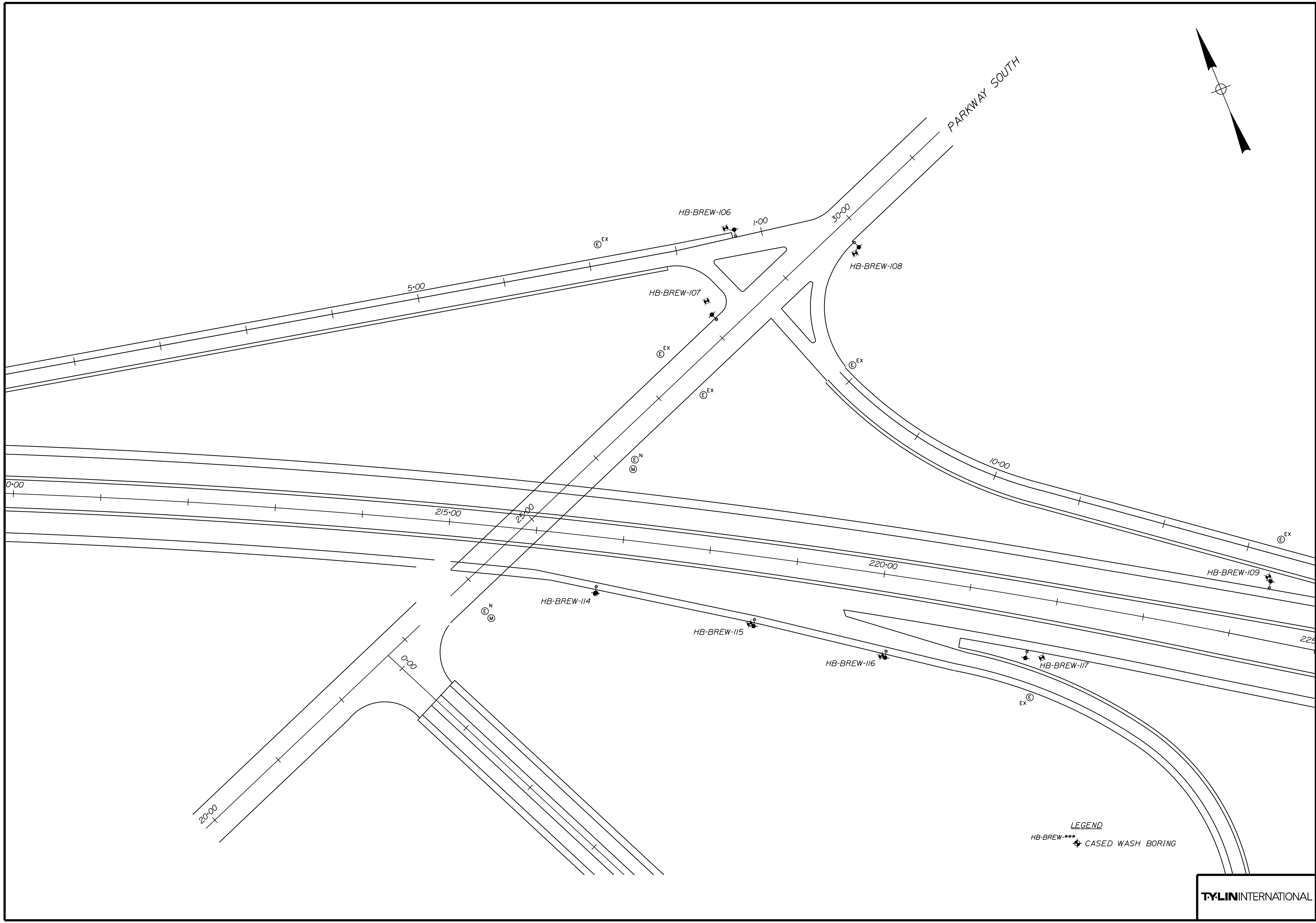
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Date: 8/11/2022

Username:

Division: HIGHWAY

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LEGEND
 HB-BREW-*** CASED WASH BORING



STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

PROJ. MANAGER	BY	DATE
DESIGN DETAILED		
CHECKED/REVIEWED		
DESIGN DETAILED 02		
DESIGN DETAILED 03		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE	P.E. NUMBER	DATE

BREWER EXIT 5
Interstate 395
BORING LOCATION PLANS

SHEET NUMBER
12
 OF 19

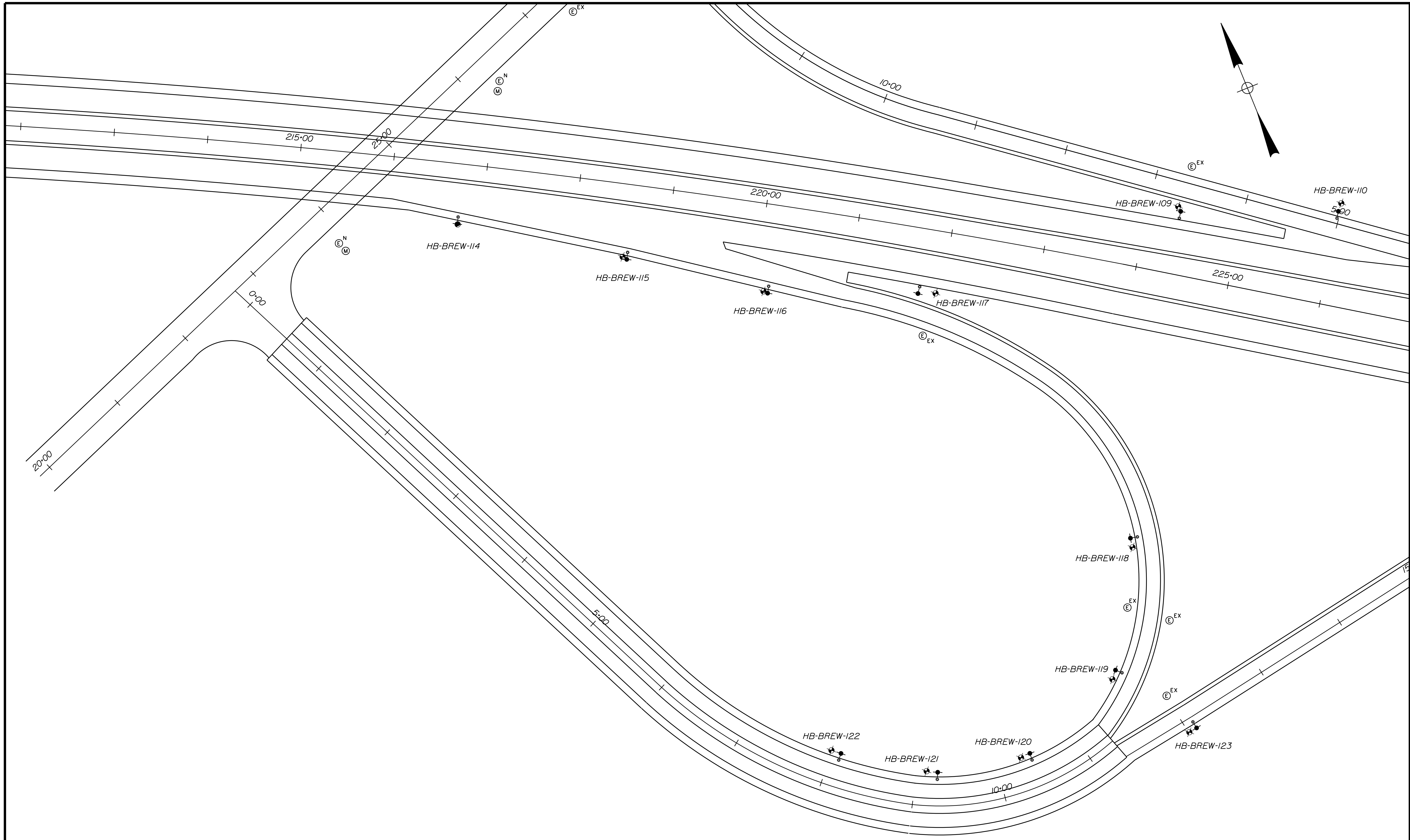
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Division: HIGHWAY

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LEGEND
 HB-BREW-*** CASSED WASH BORING

LIGHTING NOTES

II. EXISTING PRECAST CONCRETE HANDHOLES SHALL REMAIN IN THEIR PRESENT LOCATIONS AND BE REUSED FOR NEW LIGHTING SYSTEM WIRING UNLESS NOTED OTHERWISE.



STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 WIN 25103.00
 HIGHWAY PLANS

PROJ. MANAGER	BY	DATE
DESIGN DETAILED		
CHECKED/REVIEWED		
DESIGN DETAILED 2		
DESIGN DETAILED 3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE	P.E. NUMBER	DATE

BREWER EXIT 5
Interstate 395
BORING LOCATION PLANS

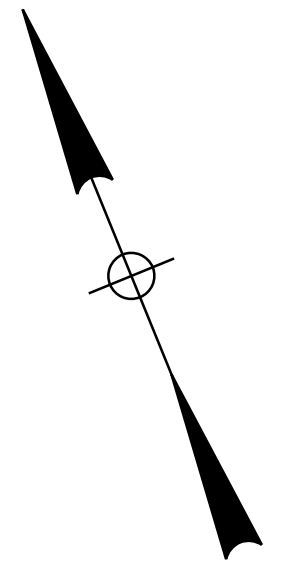
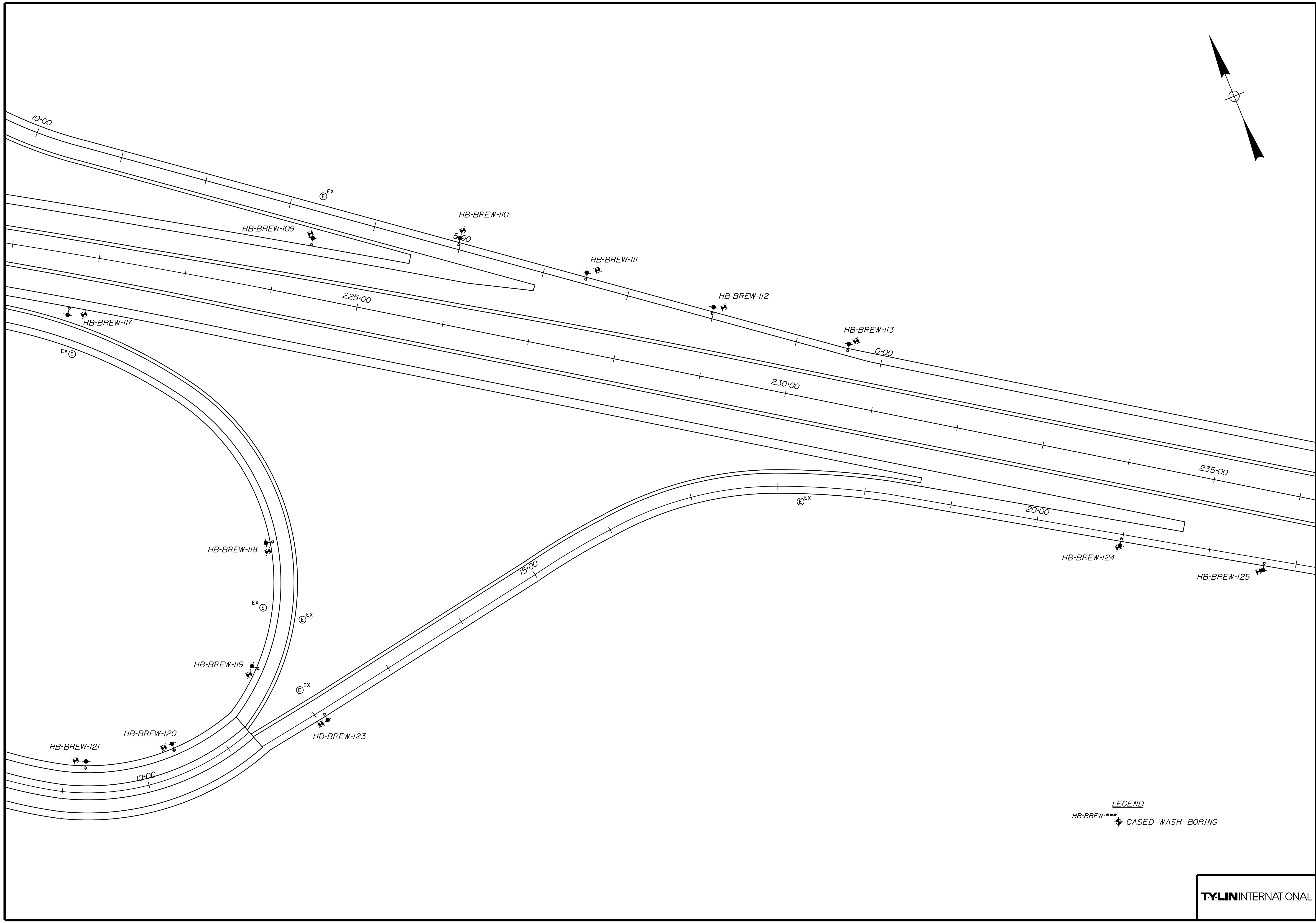
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Date: 8/11/2022

Username:

Division: HIGHWAY

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LEGEND
 HB-BREW-**** CASED WASH BORING

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

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CHECKED/REVIEWED	SIGNATURE
DESIGN/DET/TAILED	P.E. NUMBER
DESIGN/DET/TAILED	DATE
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

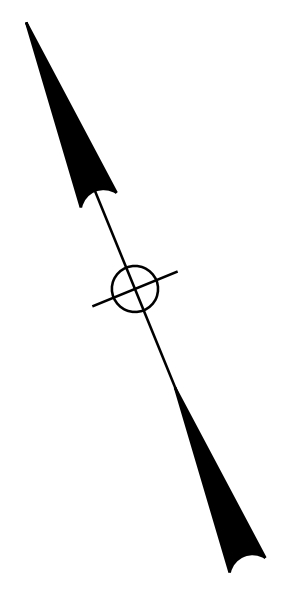
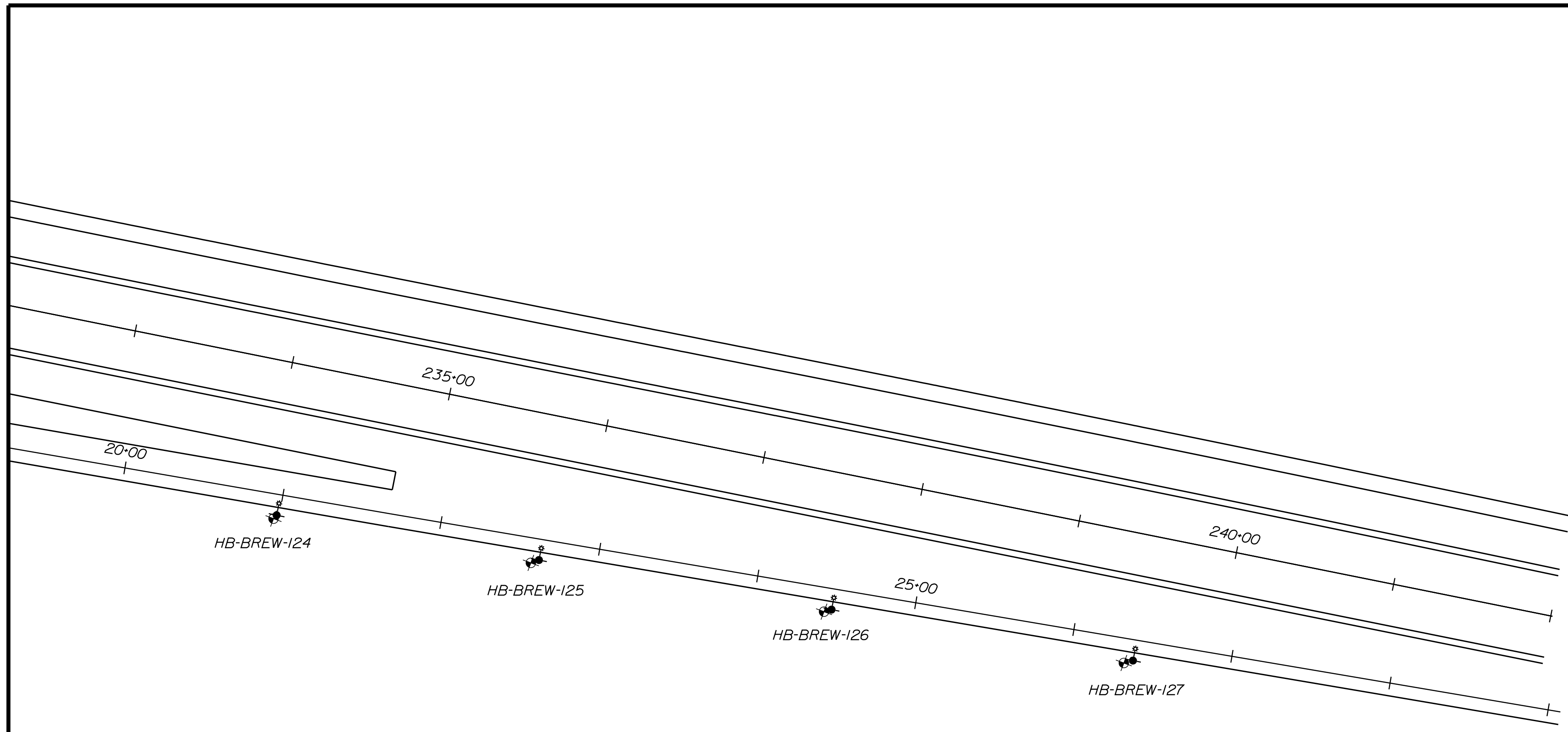
BY	DATE

BREWER EXIT 5
Interstate 395
BORING LOCATION PLANS

SHEET NUMBER
14
 OF 19



WIN 25103.00
 HIGHWAY PLANS



LEGEND
 HB-BREW-*** CASED WASH BORING



STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

BREWER EXIT 5
 Interstate 395

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

BORING LOCATION PLANS

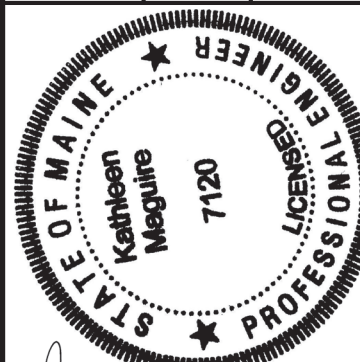
SHEET NUMBER
15
 OF 19

WIN 25103.00
 HIGHWAY PLANS

Maine Department of Transportation Soil/Bore Exploration Log US CUSTOMARY UNITS		Project: I-395 Exit 5 Lighting Location: Brewer, Maine		Boring No.: HB-BREW-125 WIN: 25103.00		
Driller: S.W. Cole	Elevation (ft.): 139.8	Auger ID/OD: 2.25/6.25"				
Operator: Kevin Ryan	Datum: NAVD88	Sampler: Standard Split Spoon				
Logged By: B.Wilder/T.Doggett	Rig Type: Dieckick 0-50 Truck	Hammer Wt./Fall: 140#/30"				
Date Start/Finish: 5/18/2021 12:45-13:30	Drilling Method: Hollow Stem Auger	Core Barrel: N/A				
Boring Location: M465783.6208 E1737117.687	Casing ID/OD: HW-4"	Water Level: None Observed				
Hammer Efficiency Factor: 0.91	Hammer Type: Automatic	Hydraulic: <input type="checkbox"/>	Rope & Catcher: <input type="checkbox"/>			
<p>Legend: R = Rock Core Sample SA = Solid Stem Auger Su (q) = Lab. Vane Undrained Shear Strength (psi) MC = Moisture Content, percent B = Split Spoon Sample HSA = Hollow Stem Auger Su (c) = Unconfined Compressive Strength (psi) LI = Liquid Limit MC = Unconsolidated Split Spoon Sample Arrest RC = Roller Cone Unconsolidated = Raw Field SPT Blowlog Hammer Efficiency Factor = Rig Specific Annual Calibration Value PE = Plasticity Index W = Thin Wall Tube Sample WSA = Weight of Hole, Hammer SPT = Unconsolidated Corrected for Hammer Efficiency S = Grain Size Analysis M = Unconsolidated Thin Wall Tube Sample Arrest WSA = Weight of Hole, Hammer SPT = Unconsolidated Corrected for Hammer Efficiency S = Grain Size Analysis F = Field Vane Shear Test PP = Pocket Penetrometer MW = Weight of Hole or Casing SPT = Unconsolidated Corrected for Hammer Efficiency S = Grain Size Analysis W = Unconsolidated Thin Wall Tube Sample Arrest WSA = Weight of Hole, Hammer SPT = Unconsolidated Corrected for Hammer Efficiency S = Grain Size Analysis</p>						
Sample Information						
Depth (ft.)	Sample No.	Rev./Alt. (ft.)	Sample Depth (ft.)	Blow Count (1/6 in. Stroke)	Number of Blows	Notes
10	24/14	0.00 - 2.00	4/6/8/9	14	21	HSA
10.2-2.0 ft (bgs.) Grey-brown, moist, medium dense, fine to coarse SAND, some gravel, little silt, rock fragments, (f111).						
20	24/18	5.00 - 7.00	3/3/3/3	6	9	
Grey, wet, loose, Silty fine to coarse SAND, little gravel, roots.						
30	24/24	10.00 - 12.00	3/4/5/7	9	14	
Olive-brown, moist, stiff, Silty-CLAY, trace fine sand.						
40	24/24	15.00 - 17.00	1/3/2/2	5	8	
Grey, wet, loose, Silty fine SAND, little clay.						
Bottom of Exploration at 17.0 feet below ground surface. NO REFUSAL.						
Laboratory Testing Results/ASSTO and Unified Class						
Auto Hammer #567						

Maine Department of Transportation Soil/Bore Exploration Log US CUSTOMARY UNITS		Project: I-395 Exit 5 Lighting Location: Brewer, Maine		Boring No.: HB-BREW-126 WIN: 25103.00		
Driller: S.W. Cole	Elevation (ft.): 140.3	Auger ID/OD: 2.25/6.25"				
Operator: Kevin Ryan	Datum: NAVD88	Sampler: Standard Split Spoon				
Logged By: B.Wilder/T.Doggett	Rig Type: Dieckick 0-50 Truck	Hammer Wt./Fall: 140#/30"				
Date Start/Finish: 5/18/2021 13:30-14:30	Drilling Method: Hollow Stem Auger	Core Barrel: N/A				
Boring Location: M465680.2096 E1737271.541	Casing ID/OD: HW-4"	Water Level: None Observed				
Hammer Efficiency Factor: 0.91	Hammer Type: Automatic	Hydraulic: <input type="checkbox"/>	Rope & Catcher: <input type="checkbox"/>			
<p>Legend: R = Rock Core Sample SA = Solid Stem Auger Su (q) = Lab. Vane Undrained Shear Strength (psi) MC = Moisture Content, percent B = Split Spoon Sample HSA = Hollow Stem Auger Su (c) = Unconfined Compressive Strength (psi) LI = Liquid Limit MC = Unconsolidated Split Spoon Sample Arrest RC = Roller Cone Unconsolidated = Raw Field SPT Blowlog Hammer Efficiency Factor = Rig Specific Annual Calibration Value PE = Plasticity Index W = Thin Wall Tube Sample WSA = Weight of Hole, Hammer SPT = Unconsolidated Corrected for Hammer Efficiency S = Grain Size Analysis M = Unconsolidated Thin Wall Tube Sample Arrest WSA = Weight of Hole, Hammer SPT = Unconsolidated Corrected for Hammer Efficiency S = Grain Size Analysis F = Field Vane Shear Test PP = Pocket Penetrometer MW = Weight of Hole or Casing SPT = Unconsolidated Corrected for Hammer Efficiency S = Grain Size Analysis W = Unconsolidated Thin Wall Tube Sample Arrest WSA = Weight of Hole, Hammer SPT = Unconsolidated Corrected for Hammer Efficiency S = Grain Size Analysis</p>						
Sample Information						
Depth (ft.)	Sample No.	Rev./Alt. (ft.)	Sample Depth (ft.)	Blow Count (1/6 in. Stroke)	Number of Blows	Notes
10	24/15	0.00 - 2.00	2/3/10/14	13	20	HSA
10.2-2.0 ft (bgs.) Brown, moist, medium dense, fine SAND, some gravel, some silt, rock fragments, (f111).						
20	24/17	5.00 - 7.00	5/6/10/34	16	24	
Olive, moist, medium dense, Silty fine to coarse SAND, some gravel, roots.						
30	24/24	10.00 - 12.00	3/3/4/5	7	11	
Olive-brown, moist, stiff, Clayey SILT, trace fine sand.						
40	24/24	15.00 - 17.00	3/3/4/3	7	11	
Similar to above.						
Bottom of Exploration at 17.0 feet below ground surface. NO REFUSAL.						
Laboratory Testing Results/ASSTO and Unified Class						
Auto Hammer #567						

Maine Department of Transportation Soil/Bore Exploration Log US CUSTOMARY UNITS		Project: I-395 Exit 5 Lighting Location: Brewer, Maine		Boring No.: HB-BREW-127 WIN: 25103.00		
Driller: S.W. Cole	Elevation (ft.): 140.2	Auger ID/OD: 2.25/6.25"				
Operator: Kevin Ryan	Datum: NAVD88	Sampler: Standard Split Spoon				
Logged By: B.Wilder/T.Doggett	Rig Type: Dieckick 0-50 Truck	Hammer Wt./Fall: 140#/30"				
Date Start/Finish: 5/18/2021 14:30-15:30	Drilling Method: Hollow Stem Auger	Core Barrel: N/A				
Boring Location: M465573.6748 E1737428.544	Casing ID/OD: HW-4"	Water Level: None Observed				
Hammer Efficiency Factor: 0.91	Hammer Type: Automatic	Hydraulic: <input type="checkbox"/>	Rope & Catcher: <input type="checkbox"/>			
<p>Legend: R = Rock Core Sample SA = Solid Stem Auger Su (q) = Lab. Vane Undrained Shear Strength (psi) MC = Moisture Content, percent B = Split Spoon Sample HSA = Hollow Stem Auger Su (c) = Unconfined Compressive Strength (psi) LI = Liquid Limit MC = Unconsolidated Split Spoon Sample Arrest RC = Roller Cone Unconsolidated = Raw Field SPT Blowlog Hammer Efficiency Factor = Rig Specific Annual Calibration Value PE = Plasticity Index W = Thin Wall Tube Sample WSA = Weight of Hole, Hammer SPT = Unconsolidated Corrected for Hammer Efficiency S = Grain Size Analysis M = Unconsolidated Thin Wall Tube Sample Arrest WSA = Weight of Hole, Hammer SPT = Unconsolidated Corrected for Hammer Efficiency S = Grain Size Analysis F = Field Vane Shear Test PP = Pocket Penetrometer MW = Weight of Hole or Casing SPT = Unconsolidated Corrected for Hammer Efficiency S = Grain Size Analysis W = Unconsolidated Thin Wall Tube Sample Arrest WSA = Weight of Hole, Hammer SPT = Unconsolidated Corrected for Hammer Efficiency S = Grain Size Analysis</p>						
Sample Information						
Depth (ft.)	Sample No.	Rev./Alt. (ft.)	Sample Depth (ft.)	Blow Count (1/6 in. Stroke)	Number of Blows	Notes
10	24/15	0.00 - 2.00	2/5/8/9	15	20	HSA
10.2 ft (bgs.).						
20	24/6	5.00 - 7.00	3/4/3/3	7	11	
10.2-2.0 ft (bgs.) Brown, moist, medium dense, fine to coarse SAND, some gravel, some silt, rock fragments, (f111).						
Similar to above.						
30	24/24	10.00 - 12.00	4/4/8/9	12	18	
Olive-brown, moist, very stiff, Clayey SILT, trace fine sand.						
40	24/24	15.00 - 17.00	3/4/4/4	8	12	
Similar to above.						
Bottom of Exploration at 17.0 feet below ground surface. NO REFUSAL.						
Laboratory Testing Results/ASSTO and Unified Class						
Auto Hammer #567						



DATE: 7/25/2022
SIGNATURE: KATE MAGUIRE
P.E. NUMBER: 7120

PROJ. MANAGER	BY	DATE
	T. WHITE	JUN 2022
CHECKED-REVIEWED	DESIGN-REVIEWED	DESIGNS DETAILED
REVISIONS	1	2
REVISIONS	3	4
FIELD CHANGES		

BREWER
INTERSTATE 395 EXIT 5
BORING LOGS