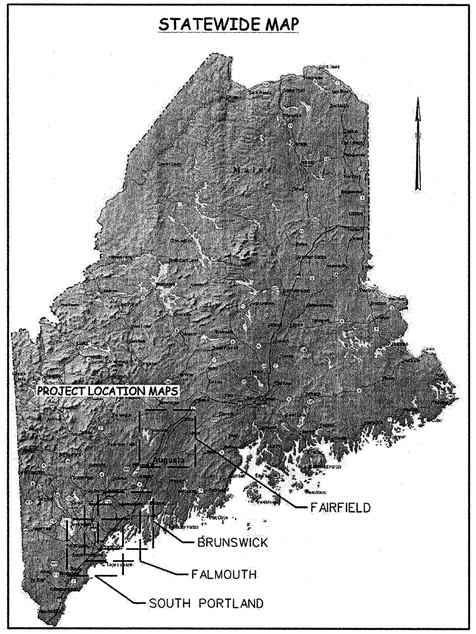
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



STATEWIDE

FEDERAL PROJECT NUMBER: IM-1754(600)E

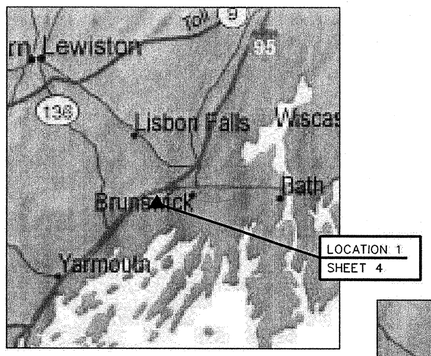
STATEWIDE REPLACEMENT OF INTERSTATE TRUSSES AND SIGNS

INDEX OF SHEETS

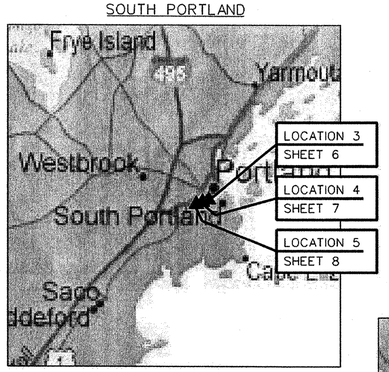
Description	Sheet No.
Title Sheet	1
General Notes and Details	2
Regional Maps and Estimated Quantities	3
Sign Structure Plans*	4-10
Guide Sign Details	11

* Each Sign Structure Plan contains a plan sheet, a supplemental structure stick diagram and, where applicable, new sign face layouts, and a boring log sheet. The supplemental sheets are designated by the "A" following the sheet number for the stick diagram and new sign face layouts and a "B" following the sheet number for the boring logs.

BRUNSWICK



SOUTH PORTLAND



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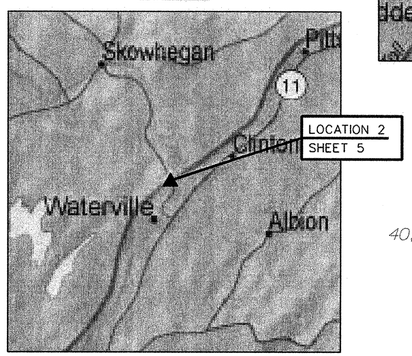
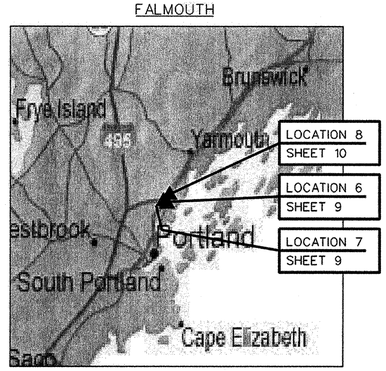


FALMOUTH



40,000 0 40,000 80,000

SCALE

LEGEND		
EXISTING	PROPOSED	
		OVERHEAD SIGN STRUCTURE
		GUARDRAIL (PLAN)
		SIGN POST
		CANTILEVER SIGN STRUCTURE
		HIGH MAST LIGHT
		LUMINAIRE
		GUARDRAIL (SECTION)
		FENCE
		DELINEATOR
		MEDIAN BARRIER

SIGN STRUCTURE PLANS PREPARED BY:
VHB
Transportation
Land Development
Environmental Services
Six Bedford Farms, Suite 607
Bedford, New Hampshire 03110-6532
603 644 0888 & FAX 603 644 2385
Vanasse Hangen Brustlin, Inc.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

APPROVED	DATE
COMMISSIONER	3/24/10
CHIEF ENGINEER	3/24/10

STATE OF MAINE
MARK D. SUENNEN
3481
LICENSED PROFESSIONAL ENGINEER

PROJECT INFORMATION			
PROGRAM		CONSULTANT	VHB
PROJECT MANAGER	J. MANSIR	PROJECT RESIDENT	
DESIGNER	M. SUENNEN	CONTRACTOR	
		PROJECT COMPLETION DATE	

SIGNATURE	3481	P.E. NUMBER	
DATE	3/24/2010		

17546.00

IM-1754(600)E

TITLE SHEET

TRUSS AND SIGN REPLACEMENT

SHEET NUMBER 1 OF 11

Username: JROBERT Date:3/24/2010

Division:

Filename: 001_COVER.dgn

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 LATEST ACCEPTED 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.

6. SELECTIVE CLEARING AND TREE-TRIMMING MAY BE REQUIRED TO PROVIDE PROPER SIGHT LINES TO NEW SIGN INSTALLATIONS. THE LIMITS OF INCIDENTAL CLEARING SHALL NOT EXCEED 10 FEET BEYOND THE SIGN STRUCTURE FOUNDATION EXCAVATION.

7. ALL SIGNS DESIGNATED FOR RELOCATION SHALL BE PROTECTED FROM DAMAGE DURING REMOVAL, STORAGE, AND REINSTALLATION. ALL SIGNS NOT DESIGNATED FOR DEMOUNTING OR RELOCATION SHALL REMAIN.

8. 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 (207-557-0335). 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. ALL OTHER REMOVED EQUIPMENT SHALL BECOME PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM THE HIGHWAY RIGHT-OF-WAY AND DISPOSED OF IN A MANNER ACCEPTABLE TO THE RESIDENT AND IN ACCORDANCE WITH LOCAL AND STATE REGULATIONS.

9. DAMAGES ATTRIBUTED TO THE CONTRACTOR'S EQUIPMENT, PERSONNEL, OR OPERATION SHALL BE REPAIRED TO THE SATISFACTION OF THE RESIDENT. 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. THE CONTRACTOR MAY, IF NECESSARY, CONSTRUCT CROSS-OVERS FOR HIS EQUIPMENT, SUBJECT TO PRIOR APPROVAL BY THE RESIDENT FOR THE LOCATION AND DESIGN. ALL WORK, MATERIAL, AND EQUIPMENT REQUIRED FOR DESIGN, CONSTRUCTION, MAINTENANCE, SIGNING, AND REMOVAL OF THE CROSS-OVER WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT INCLUDING RESTORATION TO EXISTING GROUND.

11. ALTHOUGH NO KNOWN CONTAMINATION EXISTS ON THE PROJECT, THERE ARE SEVERAL POTENTIAL SOURCES ADJACENT TO THE PROJECT. 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. THE RESIDENT SHALL CONTACT THE HYDROGEOLOGIST IN MDOT'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.

MAINTENANCE OF TRAFFIC:

1. MAINTENANCE OF TRAFFIC SHALL CONFORM TO THE MUTCD AND THE TYPICAL APPLICATIONS SHOWN IN CHAPTER 6H. CONSTRUCTION SIGNING SHOULD ALSO INCORPORATE THE "GIVE 'EM A BRAKE" SIGN AS SHOWN ON STANDARD DETAIL 652(12).

2. ALL SIGNS, SIGN SUPPORTS, CHANNELIZING DEVICES, ARROW PANELS AND OTHER TRAFFIC CONTROL EQUIPMENT SHOULD MEET NCHRP 350 TL-3 CRITERIA.

3. CONSTRUCTION SIGNS AND CHANNELIZING DEVICES SHALL BE SPACED IN ACCORDANCE WITH THE TABLES ON CONSTRUCTION DETAIL 652(17).

4. SHORT TERM ROADWAY CLOSURES FOR THE REMOVAL AND INSTALLATION OF OVERHEAD SIGN STRUCTURES AND SIGNS SHALL BE ACCOMPLISHED WITH UNIFORMED TRAFFIC CONTROL OFFICERS (STATE TROOPERS ONLY). THE SCHEDULING AND PAYMENT FOR THE USE OF UNIFORMED TRAFFIC CONTROL OFFICERS WILL BE COORDINATED BY THE RESIDENT ENGINEER. NO LANE CLOSURES OR ROADWAY CLOSURES WILL BE PERMITTED WITHOUT THE PRIOR APPROVAL OF THE RESIDENT ENGINEER.

MAINTENANCE OF TRAFFIC (CONT.):

5. ROADWAY CLOSURES SHALL NOT EXCEED 15 MINUTES PER OCCASION. ROADWAY CLOSURES SHALL ONLY OCCUR AT NIGHT WITH THE APPROVAL OF THE RESIDENT. NO MORE THAN THREE ROADWAY CLOSURES SHALL BE PERMITTED PER NIGHT. NO ROADWAY CLOSURE SHALL BEGIN BEFORE 11 PM AND ALL ROADWAY CLOSURES MUST BE COMPLETED BY 5 AM. SEE SPECIAL PROVISION 107 FOR ADDITIONAL NOTES.

6. LANE CLOSURES SHALL NOT BEGIN BEFORE 9 PM AND ALL LANES MUST BE REOPENED TO TRAFFIC BY 6 AM. NO LANE CLOSURES ARE PERMITTED WITHOUT THE APPROVAL OF THE RESIDENT ENGINEER. THE RULES FOR LANE CLOSURES SHALL ALSO APPLY TO RAMP CLOSURES AND RAMP DETOURS AS NEEDED. 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. SEE SPECIAL PROVISION 107 FOR ADDITIONAL NOTES.

7. THE RULES FOR ROADWAY CLOSURES AND LANE CLOSURES SHALL BE STRICTLY ENFORCED. VIOLATION OF THESE RULES SHALL BE SUBJECT TO SUPPLEMENTAL LIQUIDATED DAMAGES.

8. 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.

9. 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.

10. 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 SIGNING SHALL BE OF TYPE III OR TYPE VI SHEETING OR APPROVED EQUIVALENT; NOT TYPE I OR TYPE II SHEETING WILL BE PERMITTED.

11. ANY WORK IN THE ROADWAY ADJACENT TO AN ACTIVE LANE OF TRAVEL SHALL HAVE A MINIMUM LATERAL OFFSET OF 6'-0", OR 2'-0" IN THE PRESENSE 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. PERMANENT SLOPE STABILIZATION ESTABLISHMENT, INCLUDING SEED, MULCH, AND TOP SOIL AS REQUIRED, SHALL BE INCIDENTAL TO THE INSTALLATION OF THE FOUNDATIONS.

GUARDRAIL:

1. TWO REFLECTORIZED FLEXIBLE GUARDRAIL MARKERS SHALL BE INSTALLED AT EACH LEADING GUARDRAIL END AND ONE AT EACH TRAILING END AS SHOWN ON THE PLANS. GUARDRAIL MARKERS OF THE COLOR NOTED (G=GREEN, R=RED, W=WHITE, Y=YELLOW) SHALL BE INSTALLED AS SHOWN ON STANDARD DETAIL 606(34). PAYMENT FOR ALL TIME, MATERIAL, EQUIPMENT AND LABOR TO INSTALL GUARDRAIL MARKERS SHALL BE PAID FOR UNDER ITEM 606.353.

2. GUARDRAIL END TREATMENTS SHALL BE INSTALLED CONCURRENTLY WITH THE PLACEMENT OR MODIFICATION OF GUARDRAIL. AT NO TIME SHALL UNPROTECTED GUARDRAIL END SECTIONS BE EXPOSED TO TRAFFIC.

3. CONNECTIONS FOR PROPOSED GUARDRAIL TO EXISTING GUARDRAIL WILL BE CONSIDERED INCIDENTAL TO ITEM 606.

4. NO SLOPE OR GUARDRAIL WORK SHALL BE DONE ON OR ADJACENT TO THE LANE CARRYING TRAFFIC. ALL SLOPE AND GUARDRAIL WORK ADJACENT TO THE LANE CARRYING TRAFFIC MUST PROVIDE A LANE CLOSURE TO PROVIDE A LATERAL BUFFER TO THE WORK AREA.

5. GUARDRAIL OFFSET INFORMATION IS MEASURED TO THE FACE OF RAIL.

6. EXCESS TERMINAL ENDS AND 30' RADIUS GUARDRAIL BEAM SHALL BE REMOVED AND STOCKPILED FOR PICKUP BY MAINTENANCE PERSONNEL. NO SEPARATE PAYMENT WILL BE MADE FOR REMOVAL AND STOCKPILING.

GEOTECHNICAL/FOUNDATIONS:

1. THE CONTRACTOR SHALL DESIGN THE FOUNDATION FOOTINGS FOR NEW SIGN STRUCTURES 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.

GEOTECHNICAL/FOUNDATIONS (CONT.):

3. THE TOP OF SIGN STRUCTURE FOUNDATIONS SHALL BE AT LEAST 3 INCHES BUT NO MORE THAN 18 INCHES ABOVE THE GRADE. MEASUREMENT SHALL BE MADE FROM THE HORIZONTAL FOUNDATION FACE LEAST EXPOSED ON A SLOPE.

4. 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".

5. ANY NECESSARY DEWATERING OF FOUNDATION EXCAVATIONS SHALL NOT BE PAID BUT SHALL BE CONSIDERED INCIDENTAL TO THE INSTALLATION OF THE FOUNDATIONS.

6. IF SOIL CONDITIONS DIFFER MATERIALLY FROM THOSE SHOWN ON THE GEOTECHNICAL BORING LOGS, THE CONTRACTOR SHALL STOP WORK ON THAT STRUCTURE'S FOUNDATIONS 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 OVERHEAD SIGNS TO THE NEW SIGN STRUCTURES.

3. DESIGN, FABRICATION, AND INSTALLATION FOR ALL CANTILEVER GUIDE SIGN SUPPORTS INCLUDING THE STEEL TRUSS, FOUNDATIONS, AND ATTACHMENT HARDWARE SHALL BE INCLUDED IN THE LUMP SUM ITEM COST FOR THE APPLICABLE STRUCTURE.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-1754(600)E

PIN 17546.00

PROJ. MANAGER	J. MANSIR	BY	DATE
DESIGN-DETAILED	M. SJENNEN	J. ROBERT	3/10
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

GENERAL NOTES & DETAILS

TRUSS AND SIGN REPLACEMENT

SHEET NUMBER

2

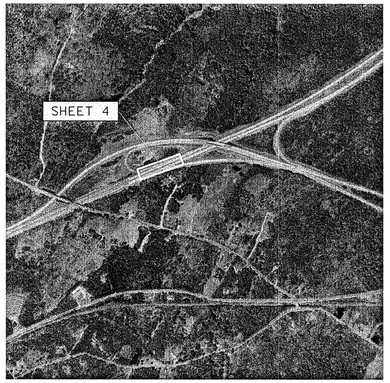
OF 11

Username: JROBERT Date:3/25/2010

Division:

Filename: 002_Notes.dgn

BRUNSWICK



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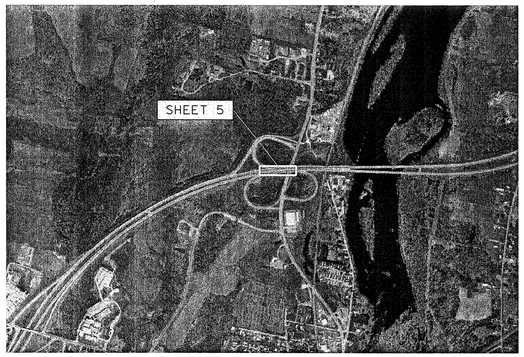
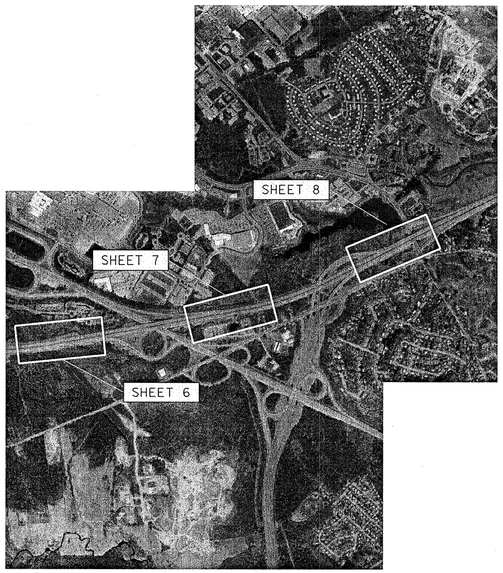
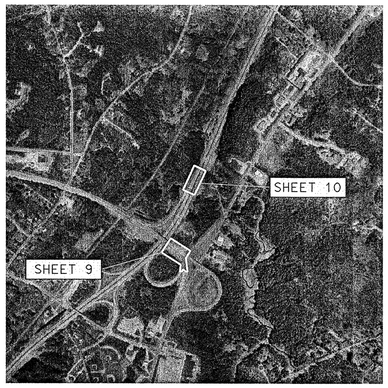


SOUTH PORTLAND



FALMOUTH



ESTIMATED QUANTITIES

Item No.	Description	Unit	Qty
203.24	Common Borrow	CY	6.1
403.209	Hot Mix Asphalt, 9.5 mm, Nominal Maximum Size (Incidentals)	TONS	12
606.24	Guardrail Type 3d - Single Rail	LF	50
606.353	Reflectorized Flexible Guardrail Marker	EA	2
606.363	Guardrail Remove and Dispose	LF	35
606.754	Widen Shoulder for Guardrail 350 Flared Terminal	EA	1
606.79	Guardrail 350 Flared Terminal	EA	1
629.05	Hand Labor, Straight Time	HR	16
631.10	Air Compressor (including Operator)	HR	16
631.11	Air Tool (including Operator)	HR	16
631.172	Truck - Large (including Operator)	HR	16
645.103	Demount Guide Sign	EA	10
645.106	Demount Regulatory, Warning, Confirmation and Route Marker Assembly Sign	EA	1
645.15	Cantilever Guide Sign (Location 1: I-295 NB at Exit 28)	LS	1
645.15	Cantilever Guide Sign (Location 2: I-95 NB at Exit 133)	LS	1
645.261	Bridge Guide Sign, Type 1	SF	1417.8
645.271	Regulatory, Warning, Confirmation and Route Marker Assembly Sign, Type I	SF	40
652.381	Uniform Traffic Control Officers	HR	88
652.30	Flashing Arrow	EA	2
652.312	Type III Barricade	EA	4
652.32	Battery Operated Light	EA	27
652.33	Drums	EA	80
652.34	Cones	EA	100
652.35	Construction Signs	SF	600
652.361	Maintenance of Traffic Control Devices	LS	1
652.41	Portable-Changeable Message Sign	EA	2
659.10	Mobilization	LS	1

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-1754(600)E

PIN
17546.00

	BY	DATE
PROJ. MANAGER	J. MANSIR	
DESIGN-DETAILED	M. SUENNEN	3/10
CHECKED-REVIEWED	J. ROBERT	
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

REGIONAL MAPS &
ESTIMATED QUANTITIES

TRUSS AND SIGN REPLACEMENT

SHEET NUMBER

3

OF 11

Username: JROBERT Date:3/25/2010

Division:

Filename: 003_Overdll.dgn

LOCATION #1

TOWN:
BRUNSWICK

DESCRIPTION:
I-295 NB AT EXIT 28

CONSTRUCTION NOTES:

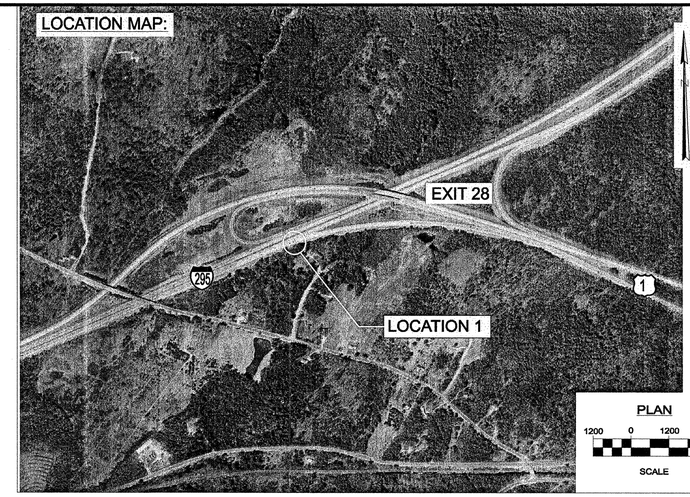
1. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING AND PROTECTING UTILITIES IN THE WORK AREA BY CONTACTING DIG-SAFE AND OTHER APPROPRIATE AUTHORITIES. THE CONTRACTOR IS ADVISED TO USE CAUTION WHEN WORKING NEAR UNDERGROUND AND OVERHEAD POWER DISTRIBUTION AND SERVICE WIRES. CONTACT THE APPROPRIATE UTILTY FOR 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.
4. NEW SIGNS SHALL BE MOUNTED TO THE PROPOSED TRUSS PRIOR TO ERECTION AND PLACEMENT ON THE SIGN STRUCTURE SUPPORTS. 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. ALL PROPOSED SIGNS AND SIGN STRUCTURE ELEMENTS SHALL BE INSTALLED PRIOR TO THE REMOVAL OF THE EXISTING SIGNS AND STRUCTURE.
6. THE REMOVED SIGN PANELS SHALL BE SALVAGED TO THE STATE OF MAINE DOT. ALL OTHER REMOVED EQUIPMENT SHALL BECOME THE PROPERTY OF THE CONTACTOR.
7. ALL EXISTING SIGN FOUNDATIONS SHALL BE REMOVED TO 12 INCHES BELOW FINAL GRADE AFTER THE EXISTING SIGN STRUCTURE IS REMOVED. THE REMOVAL OF SIGN FOUNDATIONS SHALL BE INCIDENTAL TO 645.103.
8. EXPOSED EDGES OF NEW FOUNDATIONS SHALL INCLUDE A ¾ INCH CHAMFER.

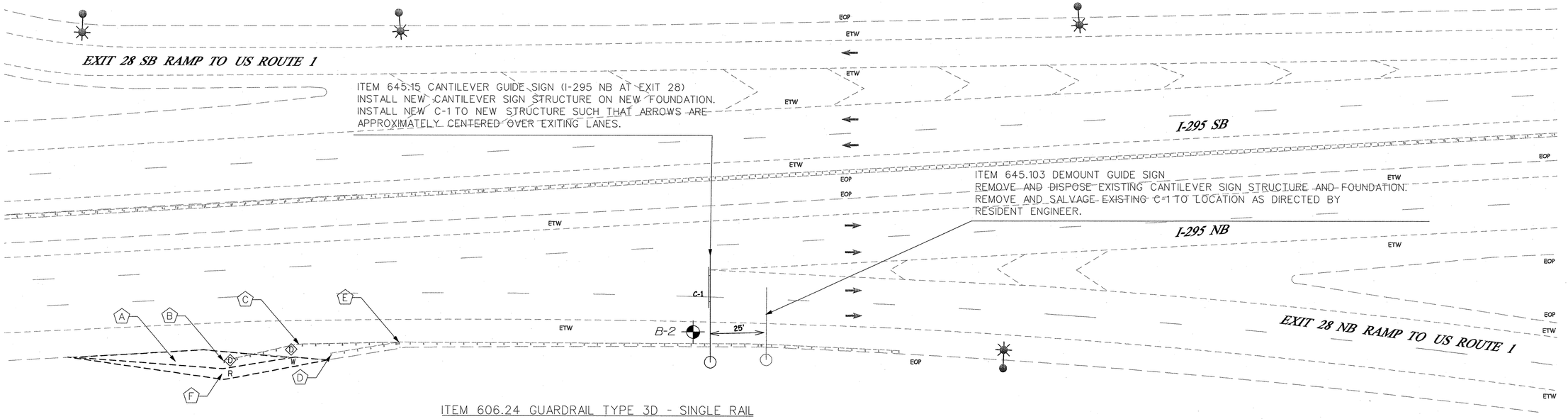
PLAN

25 0 25 50

SCALE

LOCATION MAP:





ITEM 203.24 COMMON BORROW
(F) 5.6 CY

ITEM 403.209 HOT MIX ASPHALT, 9.5MM (INCIDENTALS)
(A) 8.3 TONS

ITEM 606.24 GUARDRAIL TYPE 3D - SINGLE RAIL
(C) - (E) 50.0 LF

ITEM 606.353 REFLECTORIZED FLEXIBLE GUARDRAIL MARKER
(B), (C) 2 EA

ITEM 606.363 GUARDRAIL REMOVE AND DISPOSE
(D) - (E) 35.0 LF

ITEM 606.754 WIDEN SHOULDER FOR GUARDRAIL 350 FLARED TERMINAL
(A) 1 EA

ITEM 606.79 GUARDRAIL 350 FLARED TERMINAL
(B) 1 EA

LOCATION 1

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-1754(600)E

PIN
17546.00

SIGNATURE

P.E. NUMBER

DATE

PROJ. MANAGER	J. MANSIR	
DESIGN-DETAILED	M. SJENNEN	3/10
CHECKED-REVIEWED	J. ROBERT	
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BRUNSWICK
I-295 NB AT EXIT 28

TRUSS AND SIGN REPLACEMENT

SHEET NUMBER
4
OF 11

Username: JROBERT Date:3/25/2010
Division:
Filename: 004_Sign.dgn

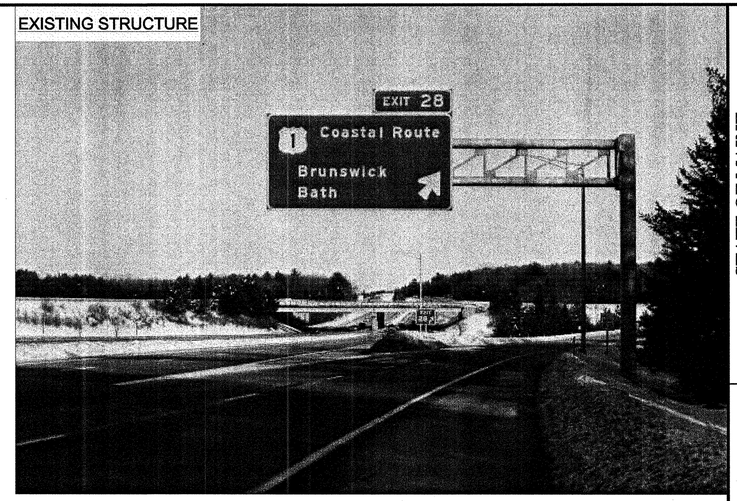
Filename: 004A_Sign.dgn Division: Username: JROBERT Date:3/25/2010

LOCATION #1

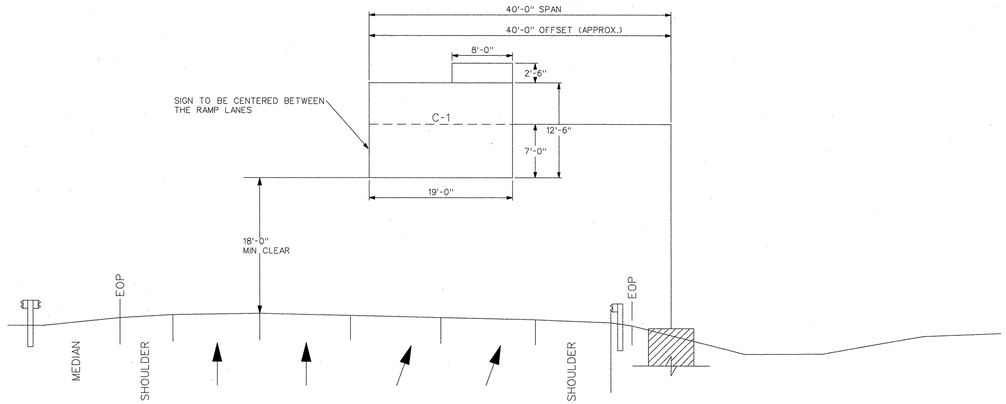
TOWN:
BRUNSWICK

DESCRIPTION:
I-295 NB
AT EXIT 28

EXISTING STRUCTURE



PROPOSED STRUCTURE



SEE GUIDE SIGN DETAILS FOR SIGN LAYOUT AND DIMENSIONS

PLAN

10 0 10 20

SCALE

LOCATION 1

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-1754(600)E

PIN
17546.00

PROJ. MANAGER	J. MANSIR	BY	
DESIGN-DETAILED	M. SUENNEN	J. ROBERT	3/10
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

BRUNSWICK
I-295 NB AT EXIT 28

TRUSS AND SIGN REPLACEMENT

SHEET NUMBER

4A

OF 11

Nobis

PROJECT

Statewide Replacement of Interstate Trusses and Signs

MaineDOT PIN No. 17456.00

Nobis File No:. 82160.04

Boring No:. B-2

Boring Location: I-295 NB Exit 28 Breakdown Lane, Brunswick, ME

Checked by: A. Panwalkar

Date Start: February 10, 2010

Date Finish: December 22, 2010

Contractor: Maine Test Boring

Driller: Brad/Rich

Nobis Rep.: P. Chavva

Rig Type / Model: Mobil B-47

Hammer Type: Safety Hammer

Hammer Hoist: Wire Winch

Ground Surface Elev.:

Top-of-Riser Elev.: N/A

Datum:

	Drilling Method	Sampler
Type	Casing	Split-Spoon
Size (in.)	4	1-3/8 ID
Advancement	Drive and Wash	140-lb Hammer

Groundwater Observations

Date	Time	Depth Below Ground (ft.)	Depth of Casing (ft.)	Depth to Bottom of Hole (ft.)	Stabilization Time
▼02/10/10	10:10	6.5	N/A	24.0	10 minutes
▼02/10/10	10:25	8.5	N/A	24.0	25 minutes

Depth (ft.)	Casing Blows (ft.)	SAMPLE INFORMATION Type & No.	Rec (in.)	Depth (ft)	Blows/ 6 in.	Ground Water	LITHOLOGY Log	Elev./ Desc.	SAMPLE DESCRIPTION	REMARKS
1									6 inches of asphalt pavement.	
									Augered to 1.5 feet. Very dense base course material.	
2		S-1	4	1.5-1.8	75/4"			FILL	S-1: Poorly graded sand with silt (SP-SM), ~10% gravel, ~50% coarse to medium sand, ~30% fine sand, ~10% fines, moist, brown. (FILL)	1
3									Spoon bouncing on probable small cobble. Augered to 3 feet.	
		S-2	18	3-5	25				S-2: Poorly graded sand with silt and gravel (SP-SM), ~20% gravel, ~40% coarse to medium sand, ~30% fine sand, ~10% fines, trace asphalt, moist, brown. (FILL)	
4					25					
					27					
5					23					
		S-3	20	5-7	12				S-3A: 5 inches similar to S-2.	
6					8				S-3B: 15 inches of Clay (CL), moist, olive gray. (LACUSTRINE)	
					10	▼			Percent passing #200 Sieve= 99%; Liquid Limit=43%; Plastic Limit=20%; Plasticity Index=23%; Moisture Content=28%.	
7					18				Pocket Penetrometer Test= 3.0 TSF; 2.5 TSF. Torvane Shear Test= 0.45 TSF.	
8										
9						▼		LACUSTRINE		2
	10	68								
		S-4	20	10-12	8				S-4: Similar to S-3B.	3
11	80				12				Percent passing #200 Sieve=98.6%; Liquid Limit=38%; Plastic Limit=20%; Plasticity Index=18%; Moisture Content=30%.	
					14				Pocket Penetrometer Test=3.0 TSF; 3.0 TSF; 3.5 TSF.	
12	89				16				Torvane Shear Test= 0.4 TSF; 0.45 TSF.	
									Switched to drive and wash with casing. Drive casing to 15 feet. Rollerbit to 15 feet.	
13	70									
14	78									
15	79									
		S-5	18	15-17	8				S-5: Silty sand (SM), ~10% medium sand, ~70% fine sand, ~20% silt, wet, brown. (OUTWASH)	
16					10					
					13				Drive casing to 20 feet. Rollerbit to 20 feet.	
17	111				14					
18	133									
19	130							OUTWASH		
20	150									
		S-6	16	20-22	8				S-6: Poorly graded sand (SP), ~75% coarse to medium sand, ~20% fine sand, ~5% silt, wet, brown. (OUTWASH)	
21	88				12					
					17					
22	134				22					

SAMPLE IDENTIFICATION

G – Geoprobe
S – Split Spoon
U – Undisturbed Sample
R – Core Run

REMARKS:

1) Relocated boring 13.5 ft. west from the proposed location and approx. 2 feet higher into the breakdown lane.
2) Groundwater level measurement not reliable as drilling water introduced into the boring hole.
3) 2-1/4 inch ID solid stem auger used from 0 feet to 10 feet and 4 inch ID casing driven from 10 feet onwards using 300 lb hammer.

Page No. 1 of 2

BOREHOLE LOG REVISED - NOBIS ENGINEERING.GDT - 2/25/10 15:50 - C:\DOCUMENTS AND SETTINGS\PCHAVVA\DESKTOP\MEDOT.GPJ

Nobis

PROJECT

Statewide Replacement of Interstate Trusses and Signs

MaineDOT PIN No. 17456.00

Nobis File No:. 82160.04

Boring No:. B-2

Boring Location: I-295 NB Exit 28 Breakdown Lane, Brunswick, ME

Checked by: A. Panwalkar

Date Start: February 10, 2010

Date Finish: December 22, 2010

Contractor: Maine Test Boring

Driller: Brad/Rich

Nobis Rep.: P. Chavva

Rig Type / Model: Mobil B-47

Hammer Type: Safety Hammer

Hammer Hoist: Wire Winch

Ground Surface Elev.:

Top-of-Riser Elev.: N/A

Datum:

	Drilling Method	Sampler
Type	Casing	Split-Spoon
Size (in.)	4	1-3/8 ID
Advancement	Drive and Wash	140-lb Hammer

Groundwater Observations

Date	Time	Depth Below Ground (ft.)	Depth of Casing (ft.)	Depth to Bottom of Hole (ft.)	Stabilization Time
▼02/10/10	10:10	6.5	N/A	24.0	10 minutes
▼02/10/10	10:25	8.5	N/A	24.0	25 minutes

Depth (ft.)	Casing Blows (ft.)	SAMPLE INFORMATION Type & No.	Rec (in.)	Depth (ft)	Blows/ 6 in.	Ground Water	LITHOLOGY Log	Elev./ Desc.	SAMPLE DESCRIPTION	REMARKS
23	136								Drive casing to 25 feet. Rollerbit to 25 feet.	
24	144									
25								OUTWASH		
		S-7	8	25-27	5				S-7: Poorly graded sand (SP), ~75% coarse to medium sand, ~20% fine sand, ~5% silt, wet, brown. (OUTWASH)	
26					13					
					13					
27					14					
									Bottom of exploration at 27 feet. Reached target depth. Hole collapsed to 24 feet depth after pulling the casing during groundwater measurement.	
28										
29										
30										
31										
32										
33										
34										
35										
36										
37										
38										
39										
40										
41										
42										
43										
44										

SAMPLE IDENTIFICATION

G – Geoprobe
S – Split Spoon
U – Undisturbed Sample
R – Core Run

REMARKS:

Page No. 2 of 2

BOREHOLE LOG REVISED - NOBIS ENGINEERING.GDT - 2/25/10 15:50 - C:\DOCUMENTS AND SETTINGS\PCHAVVA\DESKTOP\MEDOT.GPJ

LOCATION 1

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-1754(600)E

PIN 17546.00

		SIGNATURE	P.E. NUMBER	DATE
PROJ. MANAGER	J. MANSIR			
DESIGN-DETAILED	M. SJENNEN			
CHECKED-REVIEWED	J. ROBERT			
DESIGN2-DETAILED2				
DESIGN3-DETAILED3				
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				

BRUNSWICK
I-295 NB AT EXIT 28

TRUSS AND SIGN REPLACEMENT

SHEET NUMBER

4B

OF 11

Username: JROBERT Date:3/25/2010

Division:

Filename: 004B_Sign.dgn

LOCATION #2

TOWN:
FAIRFIELD

DESCRIPTION:
I-95 NB AT EXIT 133

CONSTRUCTION NOTES:

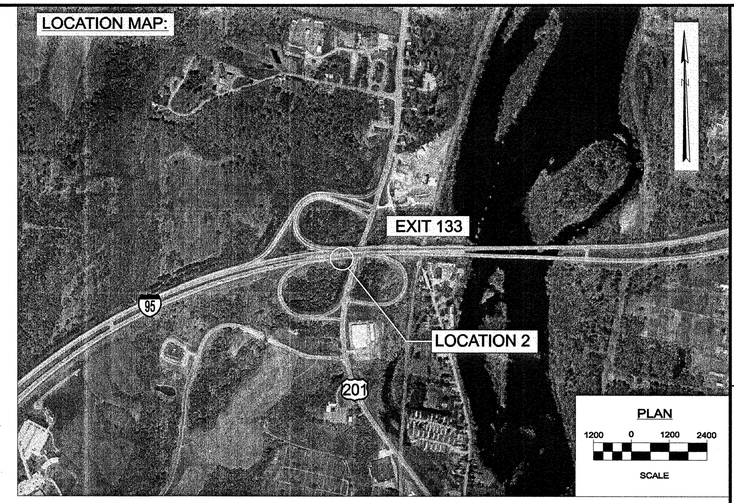
1. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING AND PROTECTING UTILITIES IN THE WORK AREA BY CONTACTING DIG-SAFE AND OTHER APPROPRIATE AUTHORITIES. THE CONTRACTOR IS ADVISED TO USE CAUTION WHEN WORKING NEAR UNDERGROUND AND OVERHEAD POWER DISTRIBUTION AND SERVICE WIRES. CONTACT THE APPROPRIATE UTILTY FOR 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.
4. NEW SIGNS SHALL BE MOUNTED TO THE PROPOSED TRUSS PRIOR TO ERECTION AND PLACEMENT ON THE SIGN STRUCTURE SUPPORTS. 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. ALL PROPOSED SIGNS AND SIGN STRUCTURE ELEMENTS SHALL BE INSTALLED PRIOR TO THE REMOVAL OF THE EXISTING SIGNS AND STRUCTURE.
6. THE REMOVED SIGN PANELS SHALL BE SALVAGED TO THE STATE OF MAINE DOT. ALL OTHER REMOVED EQUIPMENT SHALL BECOME THE PROPERTY OF THE CONTACTOR.
7. ALL EXISTING SIGN FOUNDATIONS SHALL BE REMOVED TO 12 INCHES BELOW FINAL GRADE AFTER THE EXISTING SIGN STRUCTURE IS REMOVED. THE REMOVAL OF SIGN FOUNDATIONS SHALL BE INCIDENTAL TO 645.103.
8. EXPOSED EDGES OF NEW FOUNDATIONS SHALL INCLUDE A ¾ INCH CHAMFER.

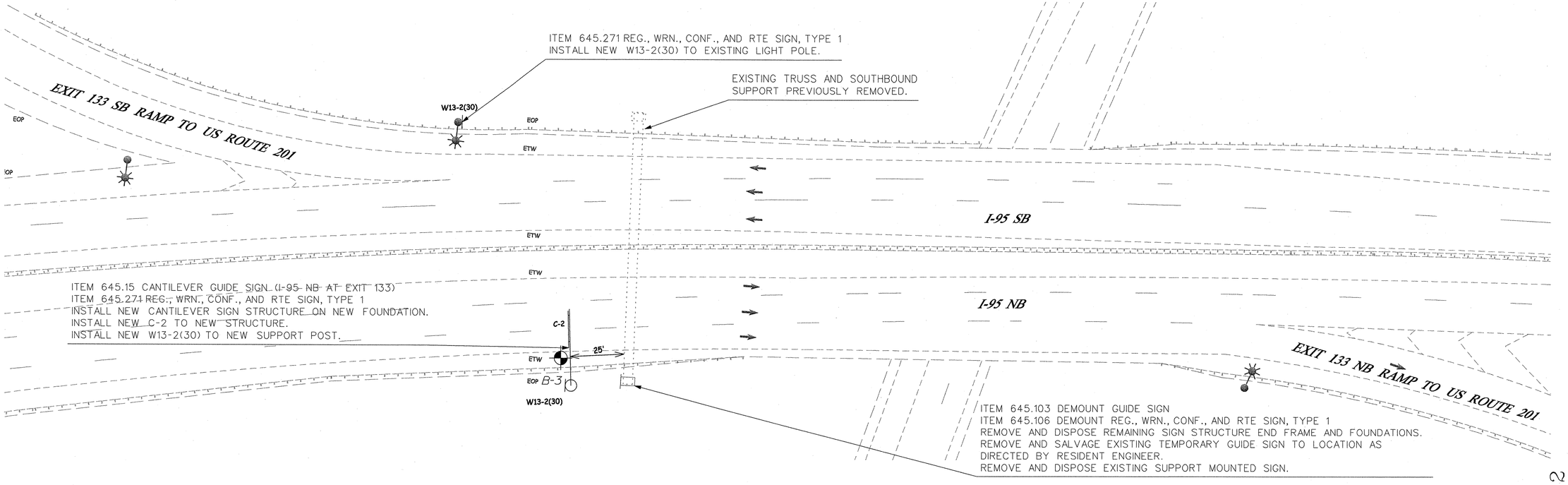
PLAN

25 0 25 50

SCALE

LOCATION MAP:





LOCATION 2

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-1754(600)E

PIN
17546.00

SIGNATURE

P.E. NUMBER

DATE

PROJ. MANAGER	J. MANSIR	
DESIGN-DETAILED	M. SUENNEN	J. ROBERT 3/10
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

FAIRFIELD
I-95 NB AT EXIT 133

TRUSS AND SIGN REPLACEMENT

SHEET NUMBER
5
OF 11

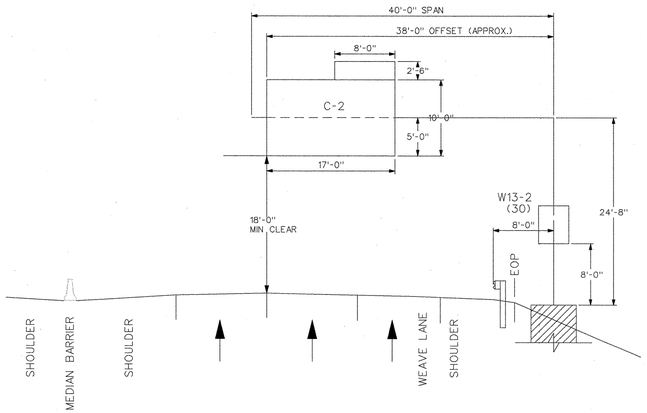
Filename: 005_Sign.dgn Division: Username: JROBERT Date:3/25/2010

LOCATION #2

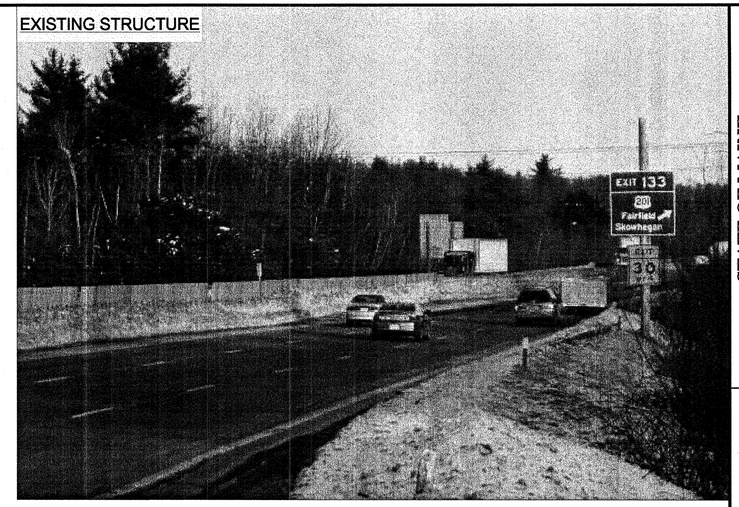
TOWN:
FAIRFIELD

DESCRIPTION:
I-95 NB AT EXIT 133

PROPOSED STRUCTURE



EXISTING STRUCTURE



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	W13-2 (30)	4'-0"	5'-0"	EXIT 30 MPH			8E 6E			16E	2	20	40	* LAYOUT AS SHOWN IN FHWA STANDARD HIGHWAY SIGNS BOOK

SEE GUIDE SIGN DETAILS FOR SIGN LAYOUT AND DIMENSIONS

PLAN

10 0 10 20

SCALE

LOCATION 2

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-1754(600)E

PIN
17546.00

		DATE
PROJ. MANAGER	J. MANSIR	
DESIGN-DETAILED	M. SJENNEN	3/10
CHECKED-REVIEWED	J. ROBERT	
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

FAIRFIELD
I-95 NB AT EXIT 133

TRUSS AND SIGN REPLACEMENT

SHEET NUMBER
5A
OF 11

Username: JROBERT Date:3/25/2010
Division:
Filename: 005A_Sign.dgn

Nobis

PROJECT

Statewide Replacement of Interstate Trusses and Signs

MaineDOT PIN No. 17456.00

Nobis File No:. 82160.04

Boring No:. B-3

Boring Location: I-95 NB Exit 133 Breakdown Lane, Fairfield, ME

Checked by: A. Panwalkar

Date Start: February 18, 2010

Date Finish: February 19, 2010

Contractor: Maine Test Boring

Driller: Brad/Rich

Nobis Rep.: P. Chavva

Rig Type / Model: Mobil B-47

Hammer Type: Safety Hammer

Hammer Hoist: Wire Winch

Ground Surface Elev.:

Top-of-Riser Elev.: N/A

Datum:

	Drilling Method	Sampler
Type	Casing	Split-Spoon
Size (in.)	4	1-3/8 ID
Advancement	Drive and Wash	140-lb Hammer

Groundwater Observations

Date	Time	Depth Below Ground (ft.)	Depth of Casing (ft.)	Depth to Bottom of Hole (ft.)	Stabilization Time
▼02/19/10	00:05	5.5	N/A	27.0	0 minutes
▼02/19/10	00:45	7.5	N/A	27.0	30 minutes

Depth (ft.)	Casing Blows (ft.)	SAMPLE INFORMATION Type & No.	Rec (in.)	Depth (ft)	Blows/ 6 in.	Ground Water	LITHOLOGY Log	Elev./ Desc.	SAMPLE DESCRIPTION	REMARKS
1		S-1	13	0.5-2.5	14				4.5 inches of asphalt.	
					13				S-1: Poorly graded sand with silt and gravel (SP-SM), ~20% gravel, ~30% coarse to medium sand, ~40% fine sand, ~10% fines, dry, olive brown/dark brown. (FILL)	1
2					15					
					10				Auger to 5 feet.	
3										
4										
5										
6		S-2	15	5-7	22	▼			Silty sand with gravel (SM), ~20% gravel, ~60% coarse to fine sand, ~20% fines, dry, dark brown, gray/olive. (FILL)	
					16					
7					25			FILL		
					21				Auger to 10 feet.	2
8						▼				
9										
10										
		S-3	14	10-12	13				S-3: Silty sand with gravel (SM), ~10% gravel, ~60% coarse to fine sand,~30% fines, dry to moist, dark gray to olive brown. (FILL)	3
11	92				14					
					14				Switched to drive and wash with casing. Drive casing to 15 feet. Rollerbit to 15 feet.	
12	90				11					
13	89									
14	62									
15	52									
		S-4	20	15-17	3			LACUSTRINE	S-4: Lean clay with gravel (CL), ~20% fine gravel,~10% Sand, ~70% fines, trace sand, gray/olive stratified with black organic layer 1mm thick at 16 ft depth. (GLACIO LACUSTRINE DEPOSITS)	
16					6				Percent passing #200 Sieve= 71.9%; Liquid Limit=25%; Plastic Limit=15%; Plasticity Index=10; Moisture Content=22%.	
					13				Pocket Penetrometer Test=3.5 TSF; 3.5 TSF, 4.0 TSF. Torvane Shear Test= 0.3 TSF.	
17					13				Switch to open hole wash drilling below 15 feet.	
		S-5	10	17-19	10			TILL	S-5: Sandy silt with gravel (ML), ~20% gravel, ~30% coarse to fine sand, ~50% fines, wet, olive brown. (TILL)	
18					8					
					15					
19					27					
20										
		S-6	10	20-22	16				S-6: Silty sand with gravel (SM), ~35% gravel. ~35% coarse to fine sand,~30% fines, wet, olive brown. (TILL)	
21					15					
					29					
22					22					

SAMPLE IDENTIFICATION

G - Geoprobe
S - Split Spoon
U - Undisturbed Sample
R - Core Run

REMARKS:

1) Relocated boring 13.5 ft. west from the proposed location and approx. 2 feet higher into the breakdown lane.
2) Groundwater level measurement not reliable as drilling water introduced into the boring hole.
3) 2-1/4 in. ID solid stem auger used from 0 ft. to 10 ft. and 4-in. ID casing driven from 10 ft onwards using 300 lb hammer.

Nobis

PROJECT

Statewide Replacement of Interstate Trusses and Signs

MaineDOT PIN No. 17456.00

Nobis File No:. 82160.04

Boring No:. B-3

Boring Location: I-95 NB Exit 133 Breakdown Lane, Fairfield, ME

Checked by: A. Panwalkar

Date Start: February 18, 2010

Date Finish: February 19, 2010

Contractor: Maine Test Boring

Driller: Brad/Rich

Nobis Rep.: P. Chavva

Rig Type / Model: Mobil B-47

Hammer Type: Safety Hammer

Hammer Hoist: Wire Winch

Ground Surface Elev.:

Top-of-Riser Elev.: N/A

Datum:

	Drilling Method	Sampler
Type	Casing	Split-Spoon
Size (in.)	4	1-3/8 ID
Advancement	Drive and Wash	140-lb Hammer

Groundwater Observations

Date	Time	Depth Below Ground (ft.)	Depth of Casing (ft.)	Depth to Bottom of Hole (ft.)	Stabilization Time
▼02/19/10	00:05	5.5	N/A	27.0	0 minutes
▼02/19/10	00:45	7.5	N/A	27.0	30 minutes

Depth (ft.)	Casing Blows (ft.)	SAMPLE INFORMATION Type & No.	Rec (in.)	Depth (ft)	Blows/ 6 in.	Ground Water	LITHOLOGY Log	Elev./ Desc.	SAMPLE DESCRIPTION	REMARKS
23										
24										
25								TILL		
		S-7	14	25-27	29				S-7: Silty sand with gravel (SM), ~35% gravel. ~35% coarse to fine sand,~30% fines, wet, olive brown. (TILL).	
26					60					
					43					
27					29					
28									Bottom of exploration at 27 feet. Reached target depth.	
29										
30										
31										
32										
33										
34										
35										
36										
37										
38										
39										
40										
41										
42										
43										
44										

SAMPLE IDENTIFICATION

G - Geoprobe
S - Split Spoon
U - Undisturbed Sample
R - Core Run

REMARKS:

LOCATION 2

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-1754(600)E

PIN 17546.00

PROJ. MANAGER	J. MANSIR	BY	DATE
DESIGN-DETAILED	M. SUENNEN	J. ROBERT	3/10
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FAIRFIELD
I-95 NB AT EXIT 133

TRUSS AND SIGN REPLACEMENT

SHEET NUMBER

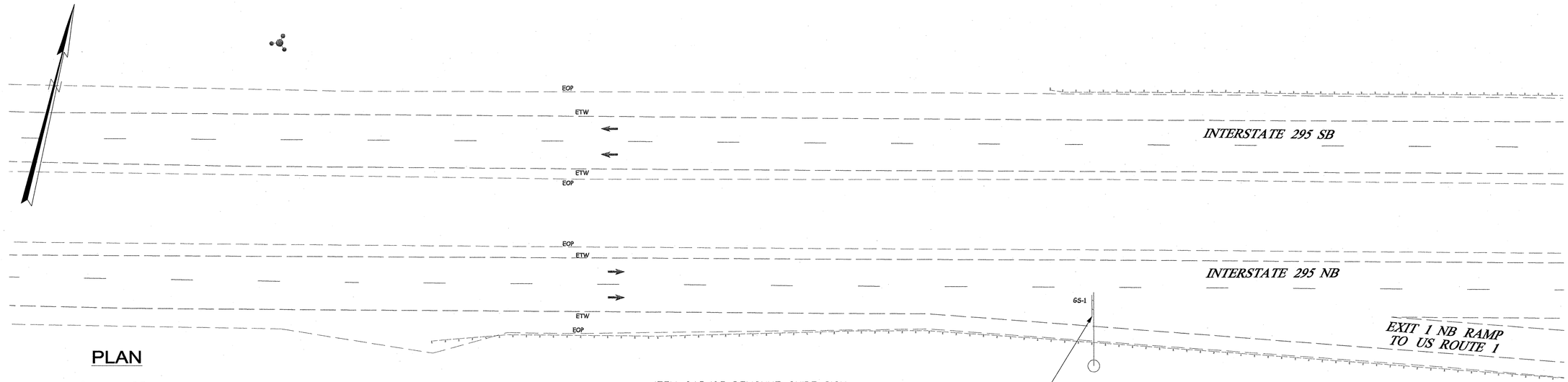
5B

OF 11

BOREHOLE LOG REVISED - NOBIS ENGINEERING.GDT - 2/25/10 15:50 - C:\DOCUMENTS AND SETTINGS\PCHAVVA\DESKTOP\MEDOT.GPJ

Filename: 005B_Sign.dgn Division: Username: JROBERT Date:3/25/2010

Filename: 006_Sign.dgn Division: Username: JROBERT Date:3/25/2010



PLAN

25 0 25 50

SCALE

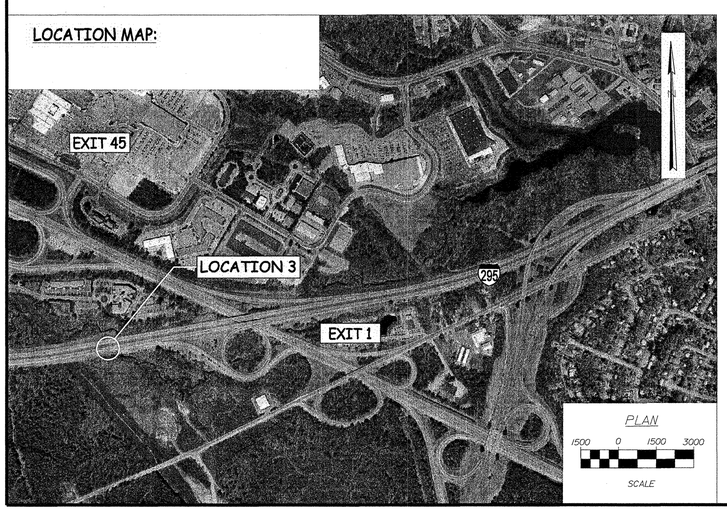
ITEM 645.103 DEMOUNT GUIDE SIGN
ITEM 645.261 BRIDGE GUIDE SIGN, TYPE 1
REMOVE AND SALVAGE EXISTING SIGN TO
LOCATION AS DIRECTED BY RESIDENT ENGINEER
INSTALL NEW GS-1 TO EXISTING STRUCTURE AS SHOWN BELOW.

LOCATION #3

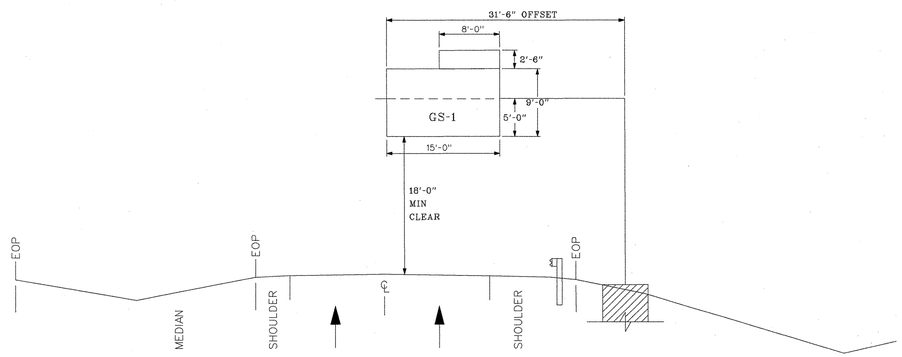
TOWN:
SOUTH PORTLAND

DESCRIPTION:
I-295 NB
AT EXIT 1

LOCATION MAP:



PROPOSED STRUCTURE



SEE GUIDE SIGN DETAILS FOR SIGN LAYOUT AND DIMENSIONS

LOCATION 3

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-17754(600)E

PIN
17546.00

SIGNATURE

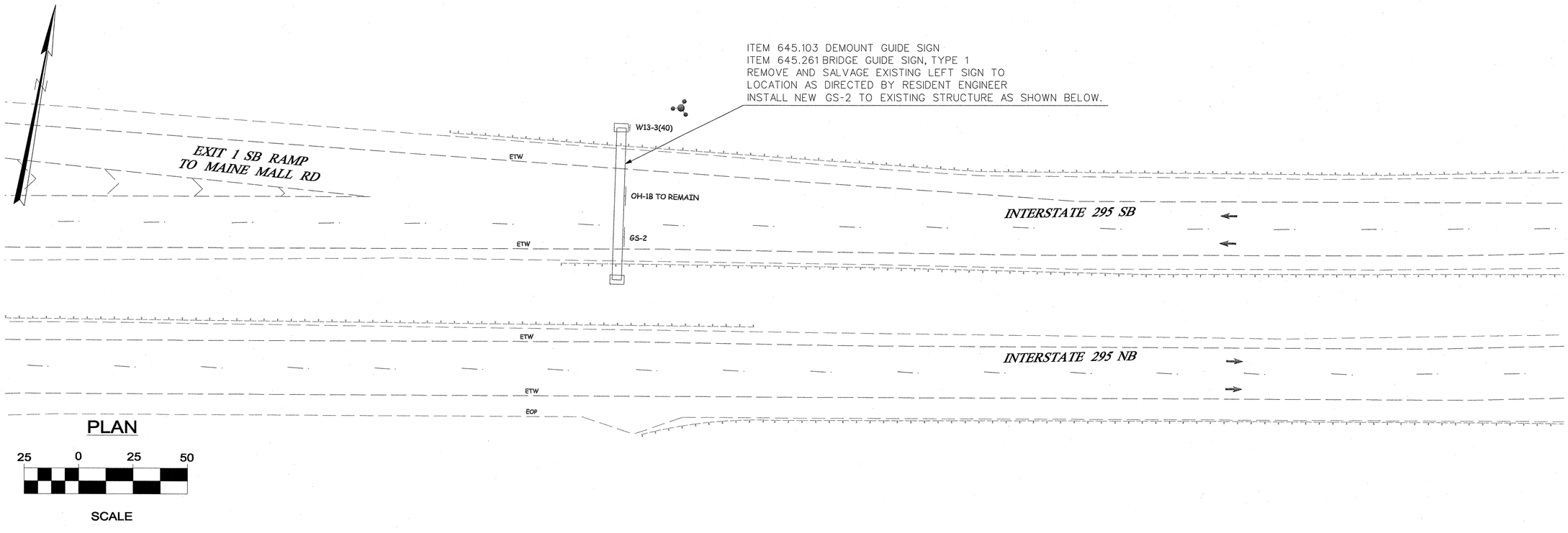
P.E. NUMBER

DATE

PROJ. MANAGER	J. MANSIR	
DESIGN-DETAILED	M. SUENNEN	J. ROBERT
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SOUTH PORTLAND
I-295 NB AT EXIT 1
TRUSS AND SIGN REPLACEMENT

SHEET NUMBER
6
OF 11



PLAN

25 0 25 50

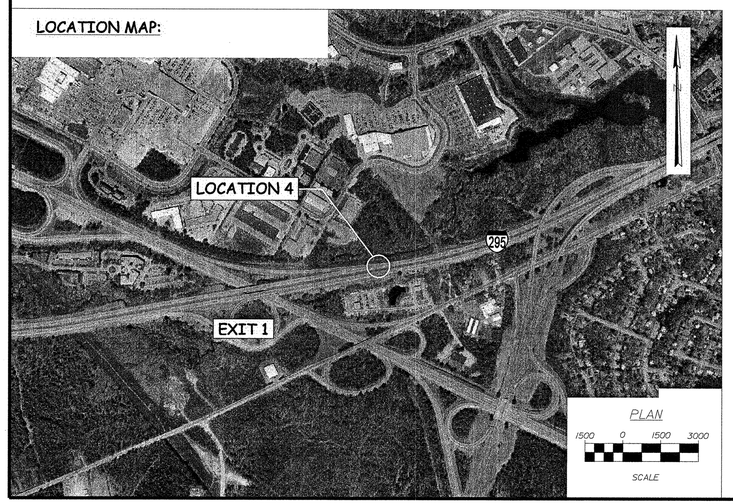
SCALE

LOCATION #4

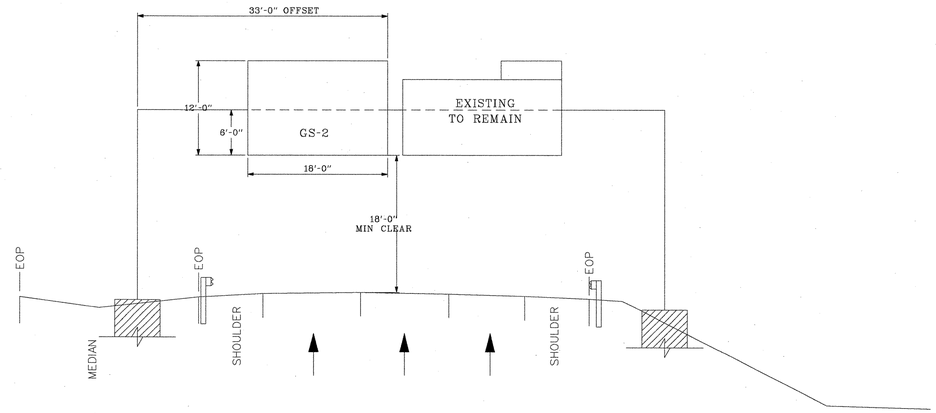
TOWN:
SOUTH PORTLAND

DESCRIPTION:
I-295 SB
AT EXIT 1

LOCATION MAP:



PROPOSED STRUCTURE



SEE GUIDE SIGN DETAILS FOR SIGN LAYOUT AND DIMENSIONS

LOCATION 4

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-1754(600)E

PIN
17546.00

	BY	DATE
PROJ. MANAGER	J. MANSIR	
DESIGN-DETAILED	M. SUENNEN	3/10
CHECKED-REVIEWED	J. ROBERT	
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

SOUTH PORTLAND
I-295 SB AT EXIT 1

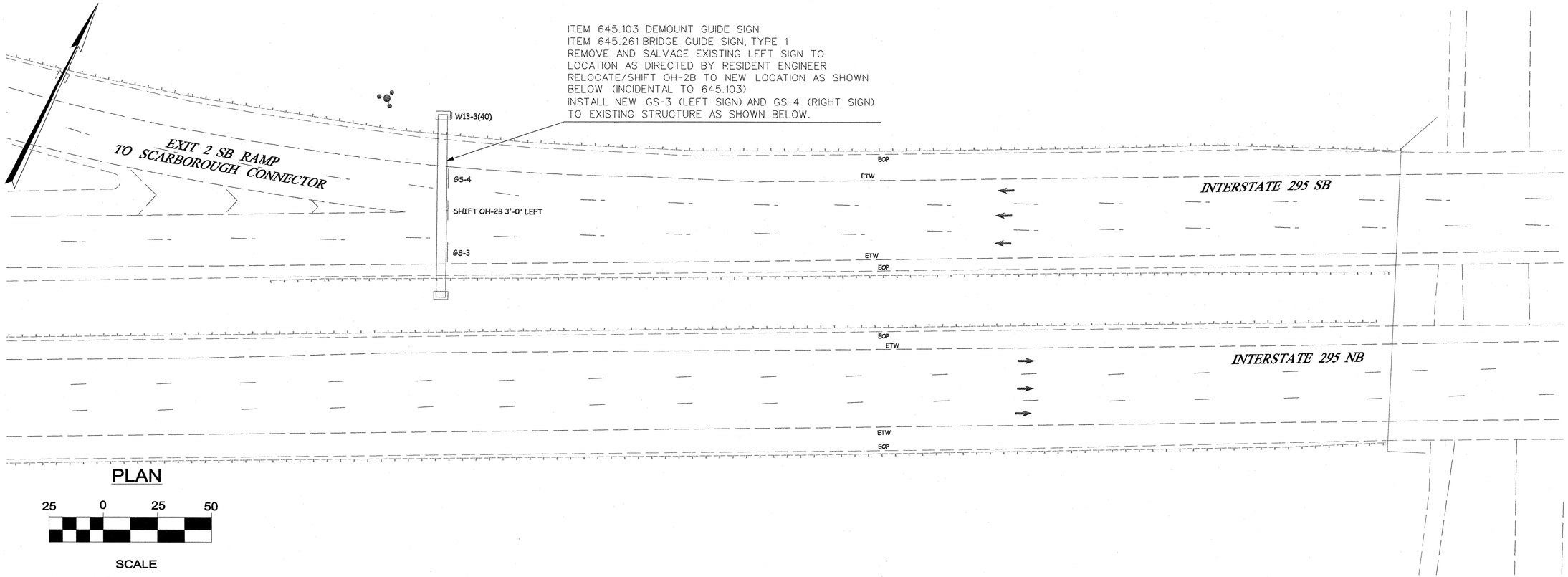
TRUSS AND SIGN REPLACEMENT

SHEET NUMBER
7
OF 11

Filename: 007_Sign.dgn Division: Username: JROBERT Date:3/25/2010

Filename: 008_Sign.dgn Username: JROBERT Division: Date:3/25/2010

ITEM 645.103 DEMOUNT GUIDE SIGN
ITEM 645.261 BRIDGE GUIDE SIGN, TYPE 1
REMOVE AND SALVAGE EXISTING LEFT SIGN TO LOCATION AS DIRECTED BY RESIDENT ENGINEER
RELOCATE/SHIFT OH-2B TO NEW LOCATION AS SHOWN BELOW (INCIDENTAL TO 645.103)
INSTALL NEW GS-3 (LEFT SIGN) AND GS-4 (RIGHT SIGN) TO EXISTING STRUCTURE AS SHOWN BELOW.



PLAN

25 0 25 50

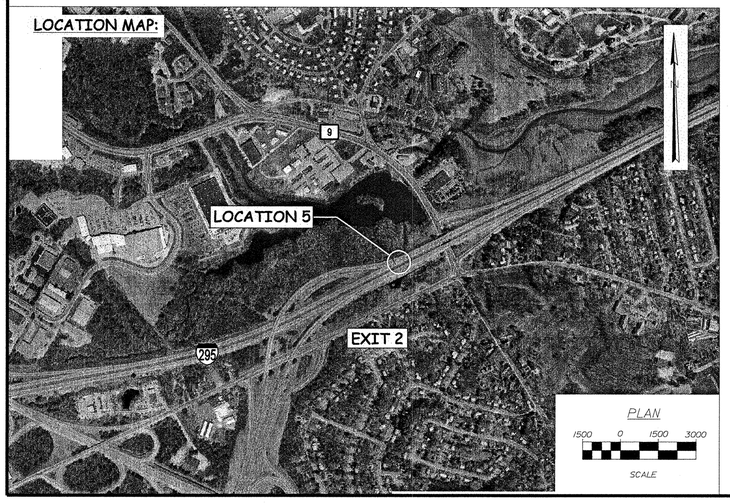
SCALE

LOCATION #5

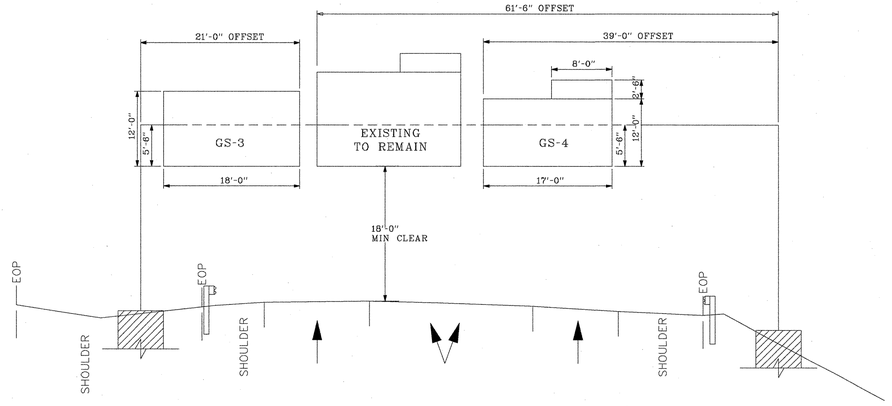
TOWN:
SOUTH PORTLAND

DESCRIPTION:
I-295 SB
AT EXIT 2

LOCATION MAP:



PROPOSED STRUCTURE



SEE GUIDE SIGN DETAILS FOR SIGN LAYOUT AND DIMENSIONS

LOCATION 5

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-1754(600)E

PIN
17546.00

	BY	DATE
PROJ. MANAGER	J. MANSIR	
DESIGN-DETAILED	M. SUENNEN	3/10
CHECKED-REVIEWED	J. ROBERT	
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

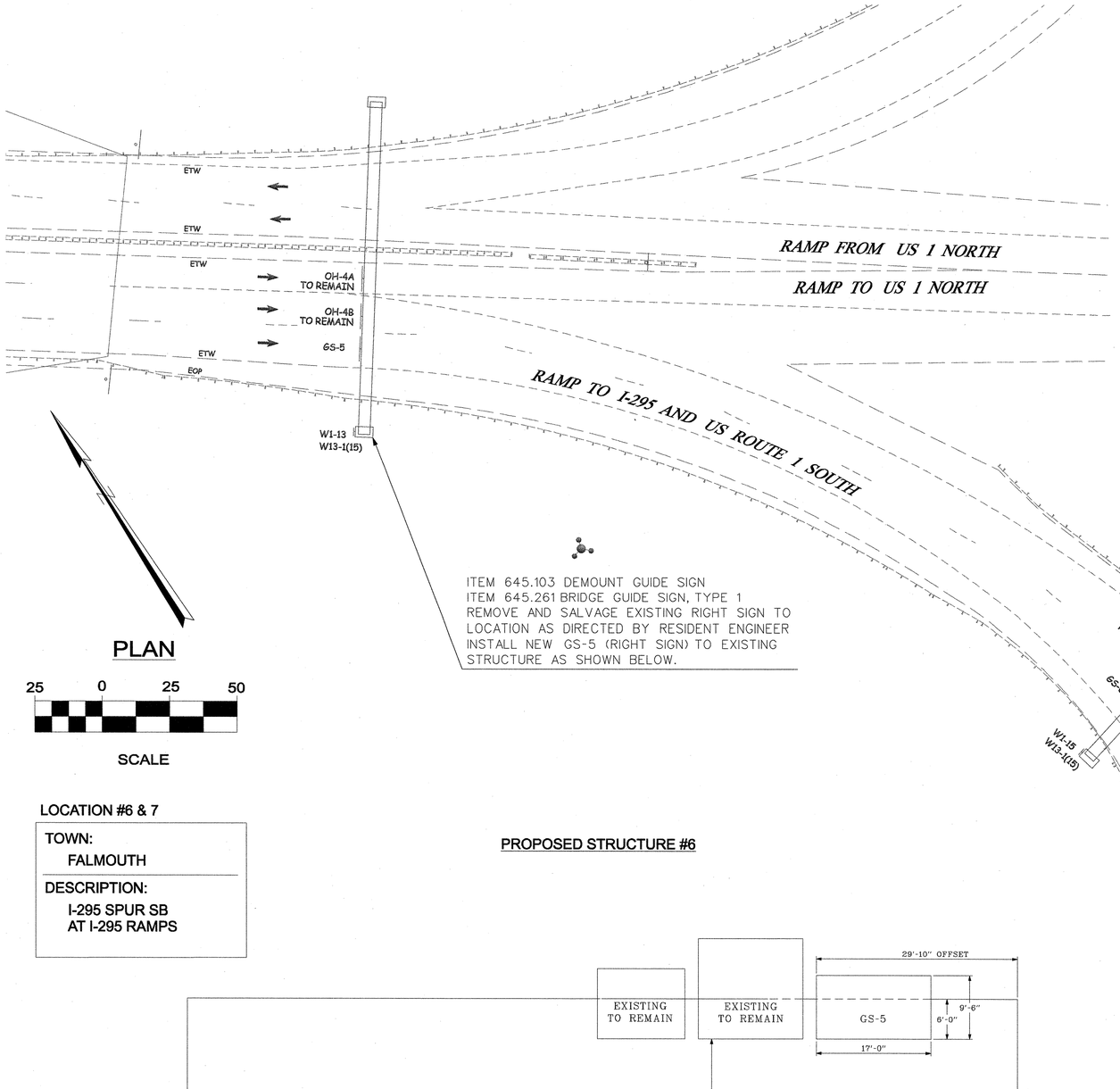
P.E. NUMBER

DATE

SOUTH PORTLAND
I-295 SB AT EXIT 2

TRUSS AND SIGN REPLACEMENT

SHEET NUMBER
8
OF 11



ITEM 645.103 DEMOUNT GUIDE SIGN
ITEM 645.261 BRIDGE GUIDE SIGN, TYPE 1
REMOVE AND SALVAGE EXISTING RIGHT SIGN TO LOCATION AS DIRECTED BY RESIDENT ENGINEER
INSTALL NEW GS-5 (RIGHT SIGN) TO EXISTING STRUCTURE AS SHOWN BELOW.

PLAN

25 0 25 50

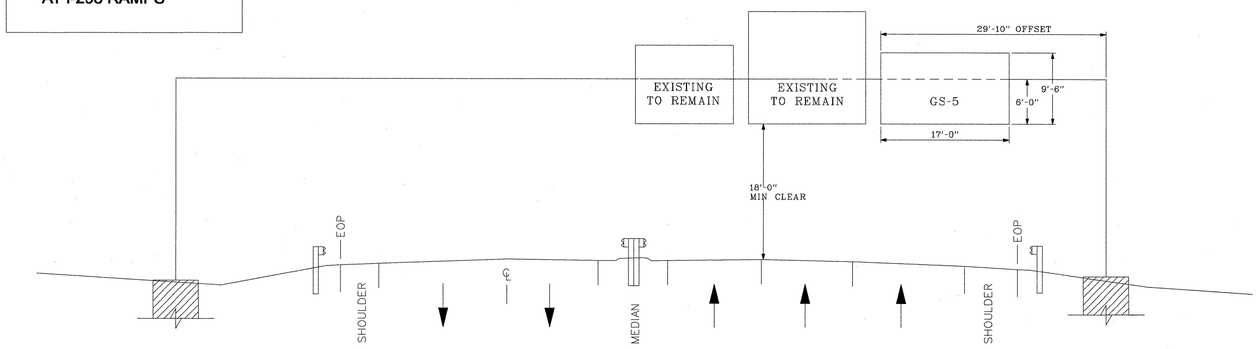
SCALE

LOCATION #6 & 7

TOWN:
FALMOUTH

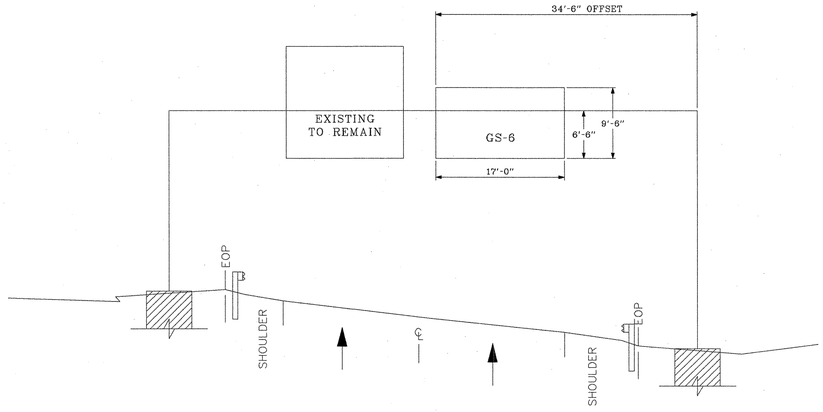
DESCRIPTION:
I-295 SPUR SB
AT I-295 RAMPS

PROPOSED STRUCTURE #6



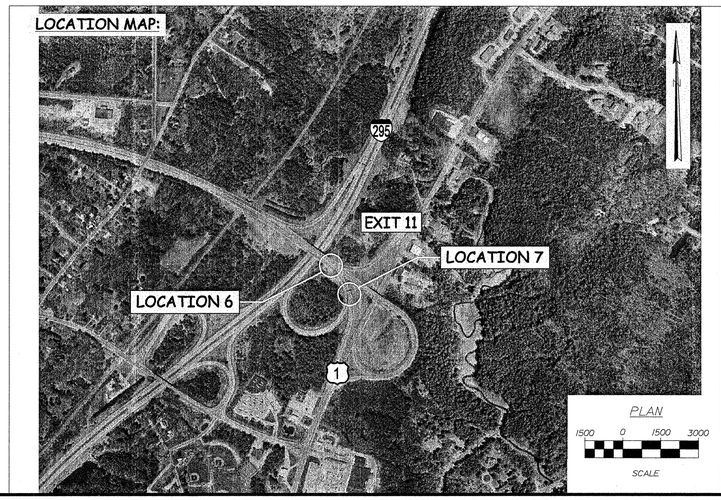
SEE GUIDE SIGN DETAILS FOR SIGN LAYOUT AND DIMENSIONS

PROPOSED STRUCTURE #7



ITEM 645.103 DEMOUNT GUIDE SIGN
ITEM 645.261 BRIDGE GUIDE SIGN, TYPE 1
REMOVE AND SALVAGE EXISTING RIGHT SIGN TO LOCATION AS DIRECTED BY RESIDENT ENGINEER
INSTALL NEW GS-6 (RIGHT SIGN) TO EXISTING STRUCTURE AS SHOWN ABOVE.

LOCATION MAP:



LOCATION 6 & 7

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-1754(600)E

PIN
17546.00

SIGNATURE

P.E. NUMBER

DATE

PROJ. MANAGER	J. MANSIR	
DESIGN-DETAILED	M. SJENNEN	3/10
CHECKED-REVIEWED	J. ROBERT	
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

FALMOUTH
I-295 SPUR SB AT I-295 RAMPS

TRUSS AND SIGN REPLACEMENT

SHEET NUMBER
9
OF 11

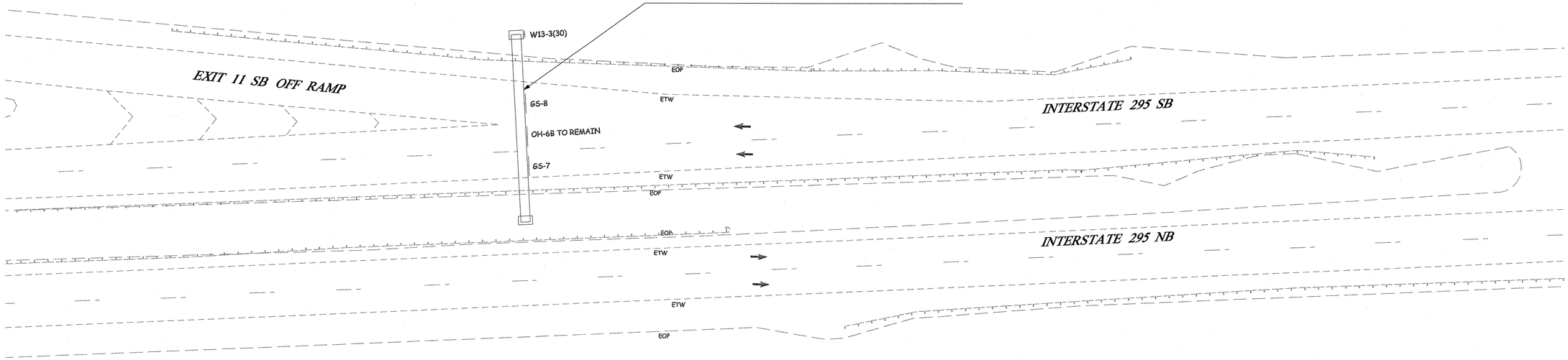
Username: JROBERT Date:3/25/2010
Division:
Filename: 009_Sign.dgn

LOCATION #8

TOWN:
FALMOUTH

DESCRIPTION:
I-295 SB
AT EXIT 11

ITEM 645.103 DEMOUNT GUIDE SIGN
ITEM 645.261 BRIDGE GUIDE SIGN, TYPE 1
REMOVE AND SALVAGE EXISTING LEFT SIGN AND RIGHT SIGN
TO LOCATION AS DIRECTED BY RESIDENT ENGINEER
INSTALL NEW GS-7 (LEFT SIGN) AND GS-8 (RIGHT SIGN)
TO EXISTING STRUCTURE AS SHOWN BELOW.

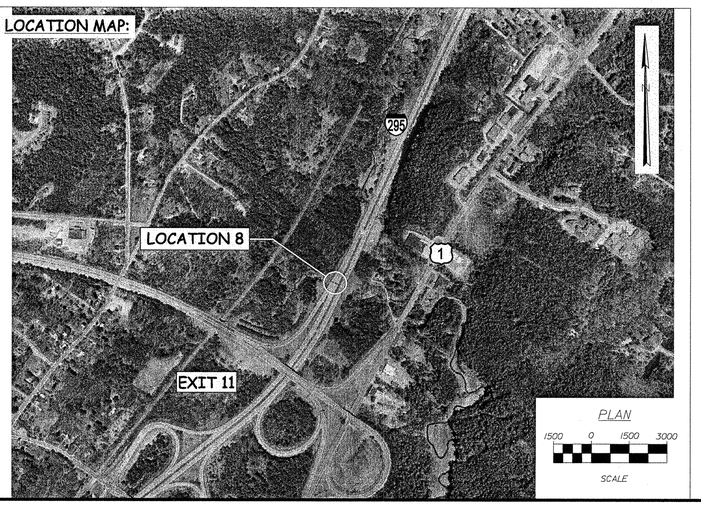


PLAN

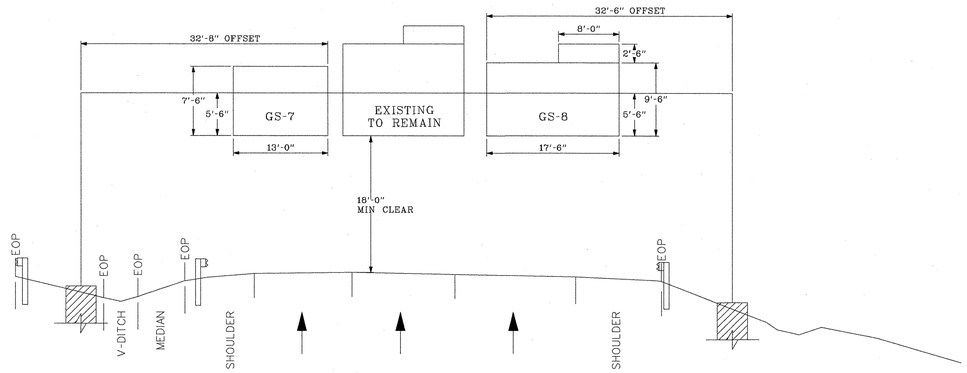
25 0 25 50

SCALE

LOCATION MAP:



PROPOSED STRUCTURE



SEE GUIDE SIGN DETAILS FOR SIGN LAYOUT AND DIMENSIONS

LOCATION 8

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-1754(600)E

PIN
17546.00

	BY	DATE
PROJ. MANAGER	J. MANSIR	
DESIGN-DETAILED	M. SUENNEN	3/10
CHECKED-REVIEWED	J. ROBERT	
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

FALMOUTH
I-295 SB AT EXIT 11

TRUSS AND SIGN REPLACEMENT

SHEET NUMBER
10
OF 11

Username: JROBERT Date:3/25/2010
Division:
Filename: 010_Sign.dgn

GUIDE SIGN DETAILS

ITEM #	IDENT #	SIGN SIZE WIDTH (FT-IN)	SIGN SIZE HEIGHT (FT-IN)	TEXT	TEXT DIMENSIONS LETTER HEIGHT (INCH) UC	LC	CAPS	SHIELD SIZE (INCH)	ARROW (INCH)	NUMERAL (INCH)	# SIGNS REQ'D	SIGN AREA (SQ. FT.) NOM AREA	TOTAL AREA	REMARKS
645.15	C-1	8'-0" 19'-0"	2'-6" 12'-6"		16EM 16EM 16EM	12EM 12EM 12EM	10E 12E	36X36	17.5X20.3	15E	1	20 237.5	 257.5	
645.15	C-2	8'-0" 17'-0"	2'-6" 10'-0"		16EM 16EM	12EM 12EM	10E	45X36	22.3X35	15E	1	20 170	 190	
645.261	GS-1	8'-0" 15'-0"	2'-6" 9'-0"		16EM	12EM	10E 12E	36X36	22.3X35	15E	1	20 135	 155	
645.261	GS-2 GS-3	18'-0"	12'-0"		16EM	12EM	15/12E 15/12E 12E 12E	45X36 36X36 36X36			2	216	432	
645.261	GS-4	8'-0" 17'-0"	2'-6" 12'-0"		16EM 16EM	12EM 12EM	10E 12E 15/12E 12E	36X36	17.5X19.3	15E	1	20 204	 224	
645.261	GS-5 GS-6	17'-0"	9'-6"		16EM 16EM	12EM 12EM	15/12E	45X36	22.3X35		2	161.5	323	
645.261	GS-7	13'-0"	7'-6"		16EM	12EM	15/12E	45X36			1	97.5	97.5	
645.261	GS-8	8'-0" 17'-6"	2'-6" 9'-6"		16EM	12EM	10E 12E	36X36 36X36	22.3X35	15E	1	20 166.3	 186.3	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-1754(600)E

PIN
17546.00

	BY	DATE
PROJ. MANAGER	J. MANSIR	
DESIGN-DETAILED	M. SUENNEN	3/10
CHECKED-REVIEWED	J. ROBERT	
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

GUIDE SIGN DETAILS

TRUSS AND SIGN REPLACEMENT

SHEET NUMBER

11

OF 11

Filename: 011_TSS.dgn Division: Username: JROBERT Date:3/25/2010