

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



BANGOR-BREWER
PENOBSCOT COUNTY
JOSHUA CHAMBERLAIN BRIDGE
OVER
PENOBSCOT RIVER
US 1A & ROUTE 9
FEDERAL AID PROJECT NO. BH-1832(000)X
PROJECT LENGTH 0.000 mi.
BRIDGE NO. 5312

LOADING

Live Load HS 20 (from existing plans)

TRAFFIC DATA

Current (2012) AADT 14,690

MATERIALS

Structural Steel:
All Material (except as noted)..... ASTM A 709, Grade 50W (unpainted)
High Strength Bolts ASTM A 325, Type 3

UTILITIES

Bangor Water District
Maine Central Railroad
Bangor Hydro - Electric Company
City of Bangor (Sewer & Lights)
Maine Fiber Company (Future)

Time Warner Cable
City of Brewer (Lights)
Oxford Networks
Fairpoint Communications

MAINTENANCE OF TRAFFIC

Maintain one 12'-0" wide lane of one - way traffic.

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PROJECT LOCATION:	Towns of Bangor & Brewer which carries US 1A and Rte 9 over the Penobscot River. Lat. 44°47'46.70"/ Long. -68°46'05.4"
PROGRAM AREA:	Bridge Program
OUTLINE OF WORK:	Painting and repair of Joshua Chamberlain bridge #5312 in Bangor which carries US 1A and Rte 9 over the Penobscot River.

BH-1832(000)X WIN 18320.00

BANGOR-BREWER
JOSHUA CHAMBERLAIN BRIDGE

SHEET NUMBER

1

OF 18

Michael Wright
SIGNATURE
8084
P.E. NUMBER
11/14/2012
DATE

STATE OF MAINE
MICHAEL WRIGHT
8084
LICENSED PROFESSIONAL ENGINEER

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

APPROVED
COMMISSIONER: [Signature]
CHIEF ENGINEER: [Signature]

DATE
11/17/12
11/14/12

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
201.23	REMOVING SINGLE TREE TOP ONLY	2	EA
202.14	REMOVING EXISTING RAILINGS (PROPERTY OF CONTRACTOR)	340	LF
504.81	REMOVAL OF RIVETS & REPLACEMENT W/HIGH-STRENGTH BOLTS	170	EA
504.81I	STRUCTURAL STEEL REPAIR	2090	LB
504.842	NEW HIGH STRENGTH BOLT	152	EA
506.144	FIELD PAINTING NEW AND EXISTING STRUCTURAL STEEL	1	LS
506.17	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL	1	LS
506.18	CONTAINMENT AND POLLUTION CONTROL	1	LS
506.191	DISPOSAL OF SPECIAL WASTE OR HAZARDOUS WASTE MATERIAL	1	LS
507.084	STEEL PIPE HAND RAILING	340	LF
510.10	SP. DET. 14 FT. ROADWAY WIDTH VEH. & PED. TRAFFIC NOT SEP.	1	LS
526.301	TEMPORARY CONCRETE BARRIER - TYPE I (500 LF)	1	LS
527.34	WORK ZONE CRASH CUSHIONS	4	UN
607.503	INSPECTION ACCESS GATE (Bangor Abutment)	1	EA
607.503	INSPECTION ACCESS GATE (Brewer Abutment)	1	EA
627.51I	TEMPORARY PAVEMENT LINE TAPE, YELLOW OR WHITE	410	SF
627.512	REMOVABLE BLACK LINE MASKING TAPE	895	SF
627.513	TEMPORARY PAVEMENT MARKING TAPE, YELLOW OR WHITE	615	SF
627.733	4 INCH WHITE OR YELLOW PAINTED PAVE MRK LINE	450	LF
627.75	WHITE OR YELLOW PAVEMENT AND CURB MARKING	410	SF
627.77	REMOVING PAVEMENT MARKINGS	50	SF
627.81I	TEMPORARY BI-DIRECTIONAL YELLOW DELINEATORS	50	EA
627.812	TEMPORARY BI-DIRECTIONAL WHITE DELINEATORS	50	EA
639.18	FIELD OFFICE TYPE A	1	EA
643.71I	TRAFFIC SIGNAL MODIFICATION (TEMPORARY)	1	LS
652.31	TYPE I BARRICADE	10	EA
652.31I	TYPE II BARRICADE	8	EA
652.312	TYPE III BARRICADE	8	EA
652.33	DRUM	100	EA
652.34	CONE	25	EA
652.35	CONSTRUCTION SIGNS	1000	SF
652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES	1	LS
652.38	FLAGGER	200	HR
652.381	TRAFFIC OFFICERS	80	HR
652.41	PORTABLE CHANGEABLE MESSAGE SIGN	4	EA
659.10	MOBILIZATION	1	LS
660.21	ON-THE-JOB TRAINING (BID)	1000	HR

GENERAL CONSTRUCTION NOTES

1) The steel portions of the existing bridge are coated with a lead-based paint system. The Contractor is responsible for the containment, proper management and disposal of all lead-contaminated hazardous waste generated by the process of removal of the bridge rail. The Contractor is responsible for implementing appropriate OSHA mandated personal protection standards related to this process. Once the existing bridge rail is removed at designated locations, the Contractor is solely responsible for the care, custody and control of the components of the existing bridge and any hazardous waste generated as a result of the storage, recycling or disposal of the bridge components, including lead-coated steel. The Contractor shall recycle or reuse the steel in accordance with the Maine Department of Environmental Protection's "Maine Hazardous Waste management Regulation," Chapter 850. A copy of this regulation is available at MaineDOT's offices on Child Street in Augusta. Payment for all labor, materials, equipment and other costs required to remove and dispose of lead based paint coated steel components will be considered incident to related contract items.

2) Prior to re-coating any bridge bearings, bearing seat areas shall be removed of all debris. This work shall be considered incidental to the related 506 Contract items.

3) The bridge drain downspouts consist of galvanized steel and shall not be painted.

4) Existing plans are available at the Maine DOT web address:
http://www.maine.gov/mdot/contractors/*projecttbl

5) The Contractor shall field weld the toe and/or kick plates attached to the rail posts at locations where the existing welds are broken as directed by the Resident. The weld shall be a 5/16 inch fillet weld between the top of the kick plate and the rail posts. Most of the toe/kick plates are hot dip galvanized. This work shall be done in accordance with Maine Department of Transportation Standard Specifications section 504-Structural Steel. This work shall not be paid for directly, but considered incidental to related contract items.

6) The following trees shall be removed and paid for under item 201.23 Removing Single Tree Top Only:

Station 25+00, 30'+/- left
Station 40+80, 32'+/- left

7) The Contractor shall replace missing or damaged bolts that attach the existing bridge and/or approach rail to the rail posts as directed by the Resident. The anticipated number of bolts to be replaced is approximately twenty. This work shall be done in accordance with Special Provision 507 Railing - Steel Pedestrian Railing. This work will not be paid for directly, but shall be considered incidental to related contract items.

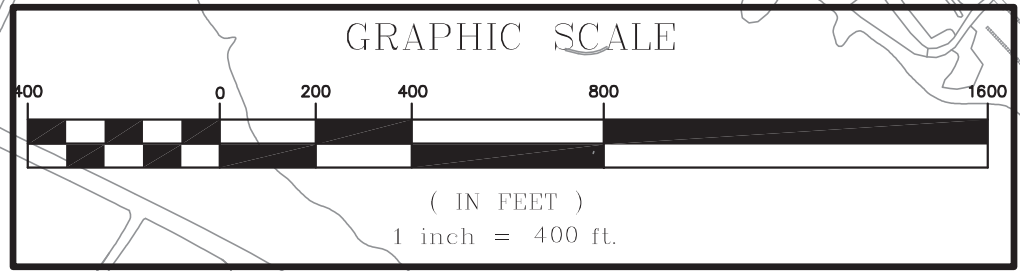
8) The approximate total weight of structural steel is 1,140 tons.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
BH-1832(000)X
WIN
18320.00
BRIDGE NO. 5312
BRIDGE PLANS

JOSHUA CHAMBERLAIN BRIDGE
PENOBSCOT RIVER
BANGOR-BREWER PENOBSCOT COUNTY
ESTIMATED QUANTITIES AND
GENERAL CONSTRUCTION NOTES

SHEET NUMBER
2
OF 18


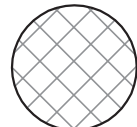
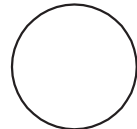
PROJ. MANAGER	S. BOOGE	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED	M. WIGHT	D. SHAW				
CHECKED-REVIEWED						
DESIGNS-DETAILED						
REVISIONS 1						
REVISIONS 2						
REVISIONS 3						
REVISIONS 4						
FIELD CHANGES						



TRAFFIC SIGNAL NOTES:

1. ALL WORK PERFORMED UNDER THIS CONTRACT TO BE COVERED BY AND IN CONFORMITY WITH THE MAINE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS (DECEMBER 2002), STANDARD DETAILS HIGHWAYS AND BRIDGES (DECEMBER 2002) AND SUPPLEMENTAL THERETO EXCEPT AS MODIFIED ON THE PLANS AND IN THE SPECIAL PROVISIONS.
2. ALL PAVEMENT MARKINGS SHALL BE IN ACCORDANCE TO MEDOT STANDARD SPECIFICATION & STANDARD DETAILS SECTION 627 & THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, 2009 EDITION.
3. ALL SIGNAL MODIFICATIONS SHALL BE IN ACCORDANCE TO MEDOT STANDARD SPECIFICATION & STANDARD DETAILS SECTION 643 & THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, 2009 EDITION.
4. THE CONTRACTOR SHALL INSTALL THE LOCAL CONTROLLER SIGNAL TIMING VALUES SHOWN ON THE PLANS. THE SIGNAL CONTRACTOR SHALL PROVIDE THE ENGINEER WITH A 72 HOUR NOTICE OF WHEN THEY WILL BE INSTALLING TIMING PLANS.
5. ENGINEER WILL MONITOR TRAFFIC OPERATIONS ONCE EVENT TIMING PLANS HAVE BEEN INSTALLED. SIGNAL CONTRACTOR SHALL BE AVAILABLE FOR A TWO WEEK PERIOD FOLLOWING EACH TIMING INSTALLATION TO ADJUST TIMINGS BASED ON ENGINEER'S RECOMMENDATION OF ACTUAL FIELD CONDITIONS.

LEGEND OF TRAFFIC SIGNALS
REQUIRING TIMING MODIFICATIONS

-  TRAFFIC SIGNAL INCLUDED IN DOWNTOWN COORDINATED SYSTEM
-  TRAFFIC SIGNAL INCLUDED IN PENOBSCOT COORDINATED SYSTEM
-  ISOLATED INTERSECTION

WILSON & MAIN STREETS
SEE SHEET 12

MAIN & BETTON STREETS
SEE SHEET 12

WASHINGTON & EXCHANGE STREETS
SEE SHEET 10

WASHINGTON & BROAD STREETS
SEE SHEET 10

MAIN & CEDAR STREETS
SEE SHEET 5

MAIN & UNION STREETS
SEE SHEET 5

MAIN & WATER STREETS
SEE SHEET 6

MAIN & HAMMOND STREETS
SEE SHEET 6

STATE & HARLOW STREETS
SEE SHEET 8

HARLOW &
CENTRAL STREETS
SEE SHEET 7

STATE STREET &
BROADWAY
SEE SHEET 8

HANCOCK & OAK STREETS
SEE SHEET 9

OAK & WASHINGTON STREETS
SEE SHEET 9
PENOBSCOT CORRIDOR SYSTEM MASTER

STATE & PENOBSCOT STREETS
SEE SHEET 11

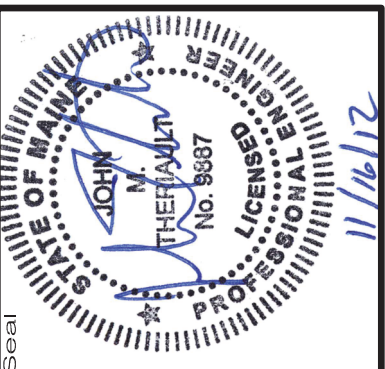
STATE & NORTH MAIN STREETS
SEE SHEET 11

LOCATION OF BRIDGE
PAINTING PROJECT

ONE LANE,
ONE DIRECTION
TRAFFIC ONLY

Rev.	#	Drawn By	Description	Date

Designed By	Drawn By	GLC
JLT	JLT	
Date	Date	11/16/2012
Scale	Scale	1" = 400'
MAINE	MAINE	
Project Location	Project Location	BANGOR & BREWER, MAINE
Drawing Description	Drawing Description	TRAFFIC SIGNALS LOCATION PLAN
Checked	Checked	BOH
JLT	JLT	
PHASE 2 APPROVAL	PHASE 2 APPROVAL	



Project No. 83308E

MDOT WIN 18320.00



AN INTEGRATED TEAM OF
GEODETIC ENGINEERING,
SURVEYING AND NATURAL
RESOURCE CONSULTANTS

JAMES W. SEWALL COMPANY Since 1880
SEWALL.COM 800.648.4302

Phase
CONSTRUCT

Sheet No.
4

SIGNAL DATA
MAIN & CEDAR STREETS

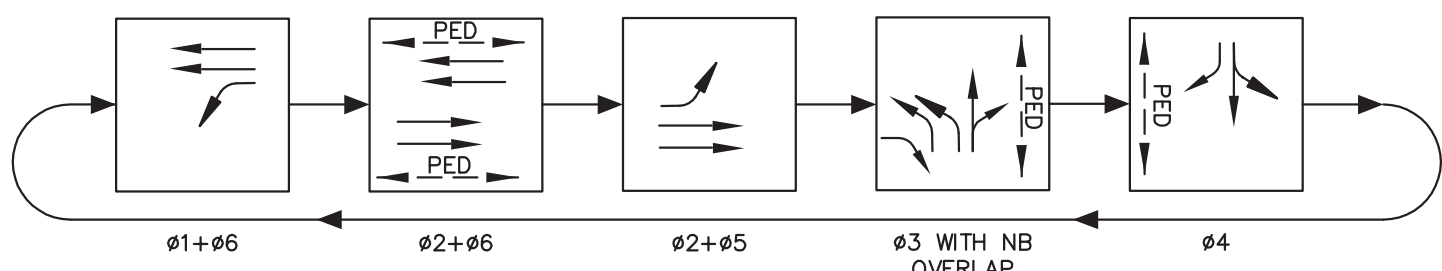
EXISTING CONTROLLER PROGRAMMING

INTERVAL	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6
PHASE						
TIMING IN SECONDS						
INITIAL INTERVAL	6	16	15	5	6	16
VEHICLE EXTENSION	3	3	3	3	3	3
MAX. GREEN 1	6	25	24	11	6	25
MAX. GREEN 2	-	-	-	-	-	-
YELLOW	4.0	4.0	4.0	4.0	4.0	4.0
ALL RED	2.0	2.0	2.0	2.0	2.0	2.0
PEDESTRIAN WALK		8	8	8		8
PEDESTRIAN DON'T WALK		20	15	18		15
RECALL		SOFT				SOFT

8 PHASE NEMA CONTROLLER

PHASE 1	PHASE 2	PHASE 3	PHASE 4
PHASE 5	PHASE 6	PHASE 7	PHASE 8
		NOT USED	NOT USED

PROPOSED SEQUENCE



PROPOSED TIME OF DAY PLANS:

	PHASE 1 AM PEAK PLAN 1	PHASE 1 PM PEAK PLAN 2	PHASE 2 AM PEAK PLAN 3	PHASE 2 PM PEAK PLAN 4
CYCLE LENGTH (SEC.)	95	95	90	95
OFFSET (SEC.)	-	-	-	-
REFERENCE PHASE	-	-	-	-
SPLIT TIME PHASE 1	13	12	15	17
SPLIT TIME PHASE 2	31	29	26	26
SPLIT TIME PHASE 3	24	26	23	25
SPLIT TIME PHASE 4	27	28	26	27
SPLIT TIME PHASE 5	13	14	15	15
SPLIT TIME PHASE 6	31	27	26	28

PHASE TIME INCLUDES CLEARANCE INTERVALS.

DAILY SCHEDULE MAIN & CEDAR STREETS

DAY 1 SATURDAY	CONST. PHASE 1	CONST. PHASE 2
0:00 - 6:00	FLASH	FLASH
6:00 - 8:00	FREE	FREE
8:00 - 10:00	PLAN 1	PLAN 3
10:00 - 16:00	PLAN 2	PLAN 4
16:00 - 19:00	PLAN 1	PLAN 3
19:00 - 23:59	FREE	FREE
DAY 2-6 MON. - FRI.	CONST. PHASE 1	CONST. PHASE 2
0:00 - 6:00	FLASH	FLASH
6:00 - 10:00	PLAN 1	PLAN 3
10:00 - 18:00	PLAN 2	PLAN 4
18:00 - 23:59	FREE	FREE
DAY 7 SUNDAY	CONST. PHASE 1	CONST. PHASE 2
0:00 - 6:00	FLASH	FLASH
6:00 - 10:00	FREE	FREE
10:00 - 16:00	PLAN 1	PLAN 3
16:00 - 23:59	FREE	FREE

SIGNAL DATA
MAIN & UNION STREETS

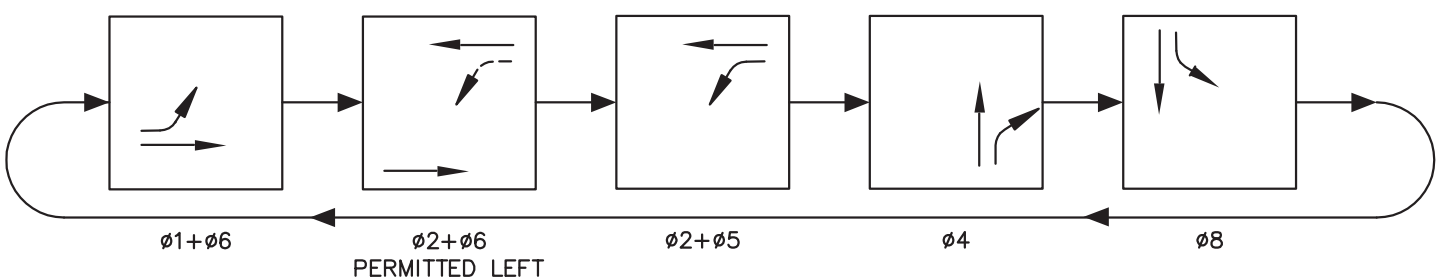
EXISTING CONTROLLER PROGRAMMING

INTERVAL	PHASE 1	PHASE 2	PHASE 4	PHASE 5	PHASE 6	PHASE 8
PHASE						
TIMING IN SECONDS						
INITIAL INTERVAL	5	5	5	5	5	5
VEHICLE EXTENSION	5	5	5	5	5	5
MAX. GREEN 1	15	40	35	15	40	35
MAX. GREEN 2	-	-	-	-	-	-
YELLOW	4.0	4.0	4.0	4.0	4.0	4.0
ALL RED	2.0	2.0	2.0	2.0	2.0	2
PEDESTRIAN WALK		8	7		8	
PEDESTRIAN DON'T WALK		10	8		10	
RECALL	MAX	MAX	MAX	MAX	MAX	MAX

8 PHASE NEMA CONTROLLER

PHASE 1	PHASE 2	PHASE 3	PHASE 4
		NOT USED	
PHASE 5	PHASE 6	PHASE 7	PHASE 8
		NOT USED	

PROPOSED SEQUENCE



PROPOSED COORDINATION PLANS:

	PHASE 1 AM PEAK PLAN 1	PHASE 1 PM PEAK PLAN 2	PHASE 2 AM PEAK PLAN 3	PHASE 2 PM PEAK PLAN 4
CYCLE LENGTH (SEC.)	95	95	90	95
OFFSET (SEC.)	73	86	40	90
REFERENCE PHASE	2-SBTL	2-SBTL	2-SBTL	2-SBTL
SPLIT TIME PHASE 1	15	13	13	14
SPLIT TIME PHASE 2	30	28	25	29
SPLIT TIME PHASE 4	28	31	30	30
SPLIT TIME PHASE 5	12	12	12	12
SPLIT TIME PHASE 6	33	29	26	31
SPLIT TIME PHASE 8	22	23	22	22

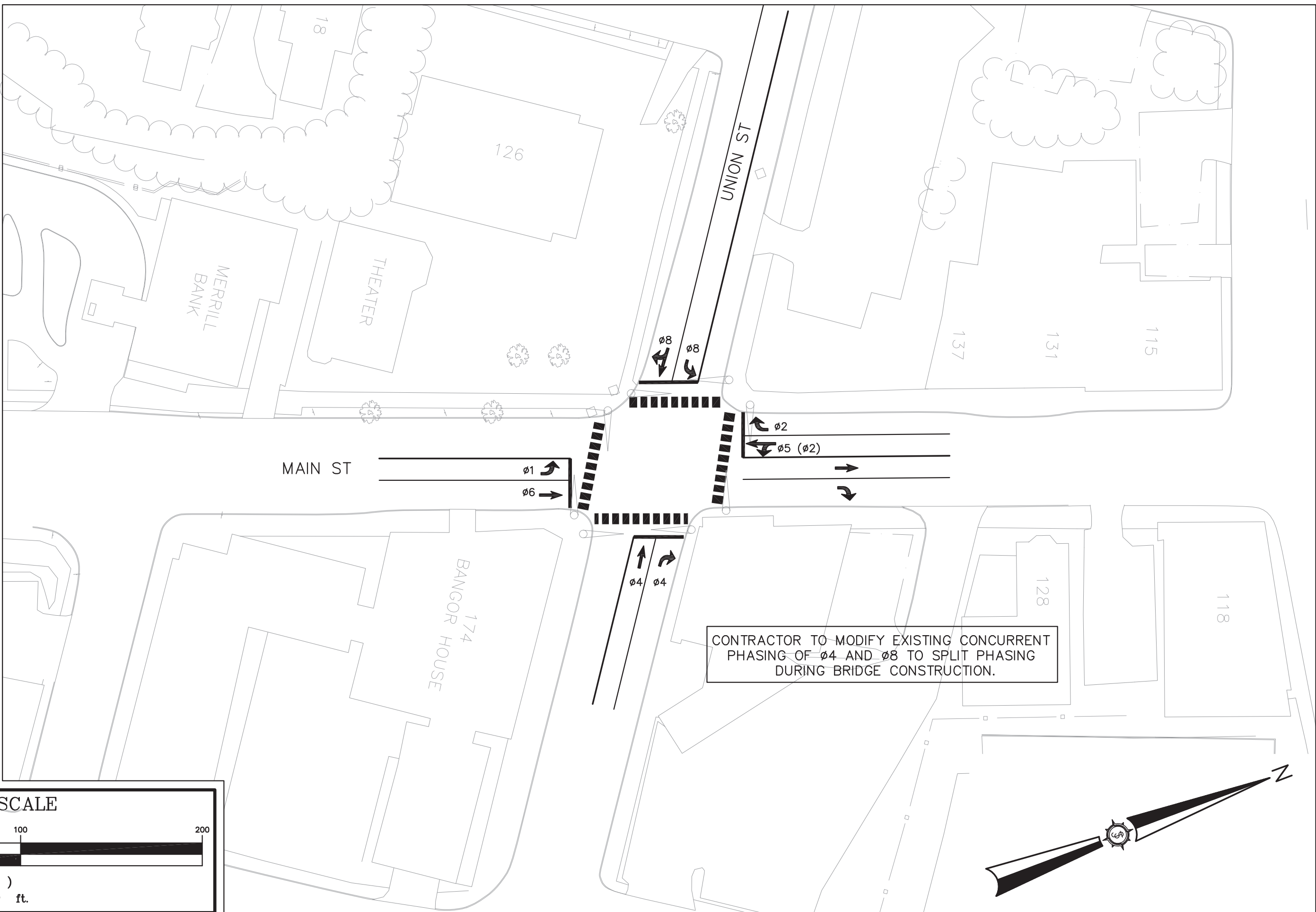
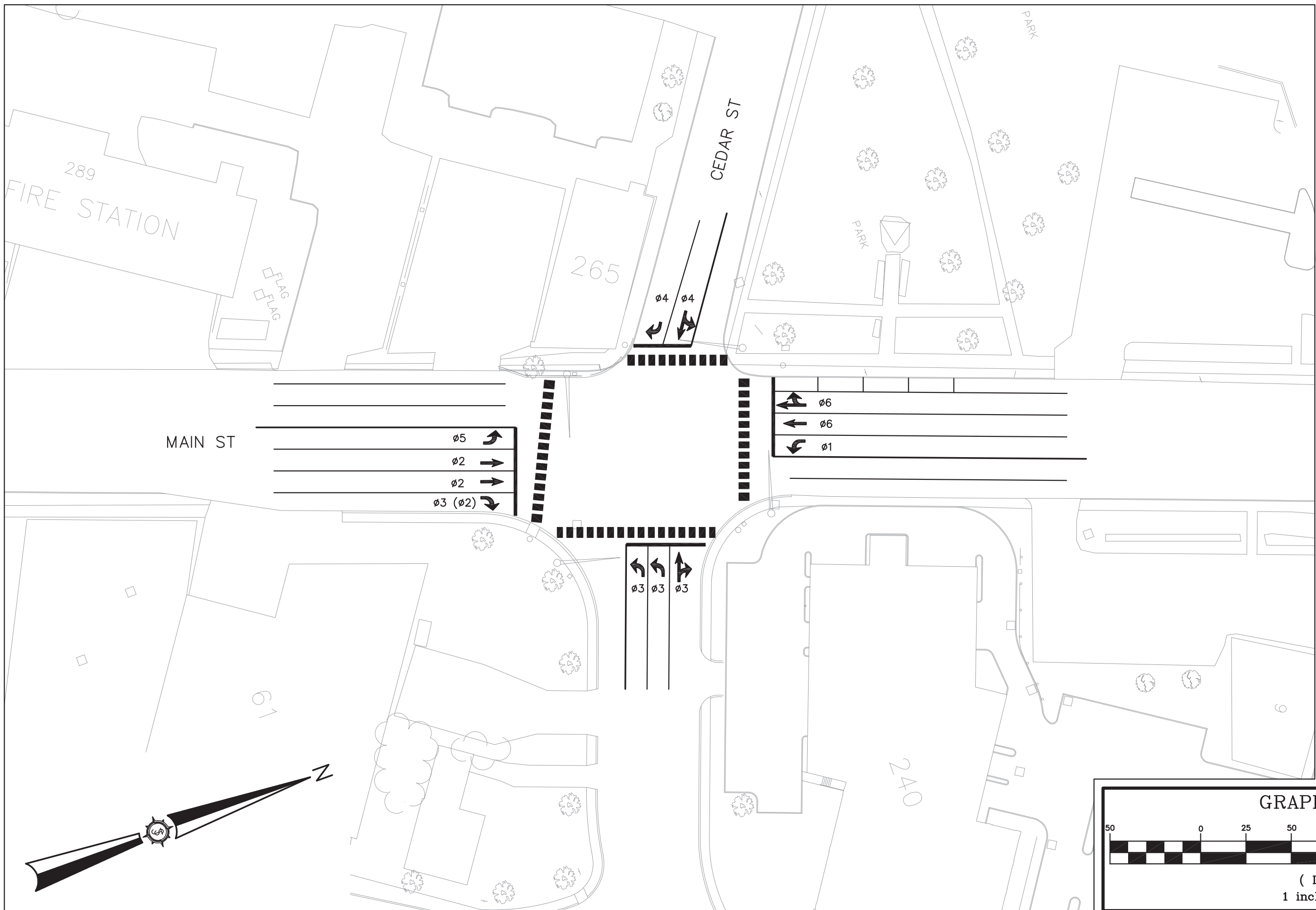
PHASE TIME INCLUDES CLEARANCE INTERVALS.
REFERENCE PHASE IS TO START OF GREEN TIME.

THE FOLLOWING INTERSECTIONS ARE PART OF THE DOWNTOWN COORDINATED SIGNAL SYSTEM:
MAIN & UNION STREETS
MAIN & HAMMOND & CENTRAL STREETS
HARLOW & CENTRAL STREETS
MAIN & WATER STREETS
STATE & HARLOW STREETS

ALL CONTROLLERS ARE EAGLE CONTROLLERS EPAC 300 MODELS.

DAILY SCHEDULE DOWNTOWN SYSTEM

DAY 1 SATURDAY	CONST. PHASE 1	CONST. PHASE 2
0:00 - 5:00	FLASH	FLASH
5:00 - 10:00	PLAN 1	PLAN 3
10:00 - 16:00	PLAN 2	PLAN 4
16:00 - 23:59	PLAN 1	PLAN 3
DAY 2-6 MON. - FRI.	CONST. PHASE 1	CONST. PHASE 2
0:00 - 5:00	FLASH	FLASH
5:00 - 10:00	PLAN 1	PLAN 3
10:00 - 18:30	PLAN 2	PLAN 4
18:30 - 23:59	PLAN 1	PLAN 3
DAY 7 SUNDAY	CONST. PHASE 1	CONST. PHASE 2
0:00 - 5:00	FLASH	FLASH
5:00 - 10:00	PLAN 1	PLAN 3
10:00 - 16:00	PLAN 2	PLAN 4
16:00 - 23:59	PLAN 1	PLAN 3



Project No. 83308E
Engineer
Seal
Date 11/16/12

Project Location
AUGUSTA, MAINE
Project Description
BANGOR & BREWER, MAINE
Main & Cedar Streets
Main & Union Streets

Checked
BOH
Approved
JMT

Project No. 83308E
MDOT WIN 18320.00
AN INTEGRATED TEAM OF
GEODETIC, ENGINEERING,
SURVEYING AND NATURAL
RESOURCE CONSULTANTS
SEWALL
JAMES W. SEWALL COMPANY, SINCE 1880
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Phase
CONSTRUCT
Sheet No.
5

SIGNAL DATA
MAIN & WATER STREETS

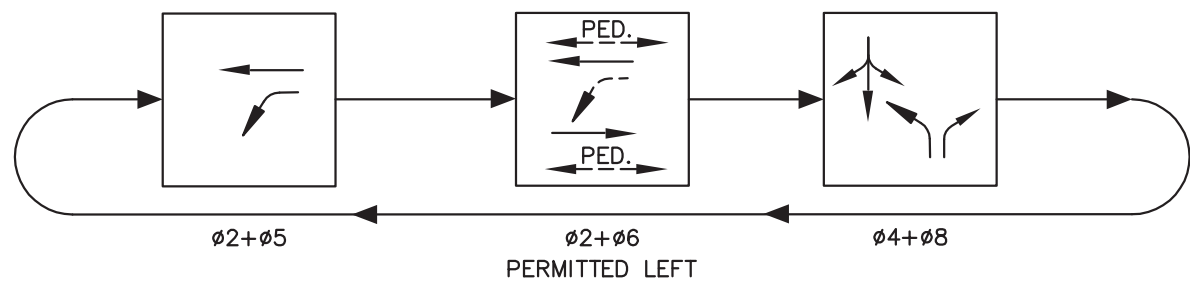
EXISTING CONTROLLER PROGRAMMING

INTERVAL	PHASE 2	PHASE 4	PHASE 5	PHASE 6	PHASE 8
PHASE	←	↖	↗	→	↘
	MAIN ST. SB	WATER ST. WB	MAIN ST. SB LEFT	MAIN ST. NB	MIDDLE ST. EB
TIMING IN SECONDS					
INITIAL INTERVAL	5	5	5	5	5
VEHICLE EXTENSION	5	5	5	5	5
MAX. GREEN 1	45	20	17	45	20
MAX. GREEN 2	—	—	—	—	—
YELLOW	4.0	4.0	4.0	4.0	4.0
ALL RED	2.0	2.0	1.0	2.0	2.0
PEDESTRIAN WALK	7			7	
PEDESTRIAN DON'T WALK	8			8	
RECALL	MAX	MAX	MAX	MAX	MAX

8 PHASE NEMA CONTROLLER

PHASE 1	PHASE 2	PHASE 3	PHASE 4
NOT USED	←	NOT USED	↖
	MAIN ST. SB		WATER ST. WB
PHASE 5	PHASE 6	PHASE 7	PHASE 8
↗	→	NOT USED	↘
MAIN ST. SB LEFT	MAIN ST. NB		MIDDLE ST. EB

PROPOSED SEQUENCE



PROPOSED COORDINATION PLANS:

	PHASE 1 AM PEAK PLAN 1	PHASE 1 PM PEAK PLAN 2	PHASE 2 AM PEAK PLAN 3	PHASE 2 PM PEAK PLAN 4
CYCLE LENGTH (SEC.)	95	95	90	95
OFFSET (SEC.)	53	65	18	70
REFERENCE PHASE	2+6	2+6	2+6	2+6
SPLIT TIME PHASE 2	68	69	62	67
SPLIT TIME PHASES 4 & 8	27	26	28	28
SPLIT TIME PHASE 5	15	15	15	20
SPLIT TIME PHASE 6	53	54	47	47

PHASE TIME INCLUDES CLEARANCE INTERVALS.
REFERENCE PHASE IS TO START OF GREEN TIME.

THE FOLLOWING INTERSECTIONS ARE PART OF THE DOWNTOWN COORDINATED SIGNAL SYSTEM:
MAIN & UNION STREETS
MAIN & HAMMOND & CENTRAL STREETS
HARLOW & CENTRAL STREETS
ALL CONTROLLERS ARE EAGLE CONTROLLERS, EPAC 300 MODELS.

DAILY SCHEDULE DOWNTOWN SYSTEM

DAY 1	CONST. PHASE 1	CONST. PHASE 2
SATURDAY		
0:00 - 5:00	FLASH	FLASH
5:00 - 10:00	PLAN 1	PLAN 3
10:00 - 16:00	PLAN 2	PLAN 4
16:00 - 23:59	PLAN 1	PLAN 3
DAY 2-6		
MON. - FRI.		
0:00 - 5:00	FLASH	FLASH
5:00 - 10:00	PLAN 1	PLAN 3
10:00 - 18:30	PLAN 2	PLAN 4
18:30 - 23:59	PLAN 1	PLAN 3
DAY 7		
SUNDAY		
0:00 - 5:00	FLASH	FLASH
5:00 - 10:00	PLAN 1	PLAN 3
10:00 - 16:00	PLAN 2	PLAN 4
16:00 - 23:59	PLAN 1	PLAN 3

SIGNAL DATA
MAIN & HAMMOND STREETS

EXISTING CONTROLLER PROGRAMMING

INTERVAL	PHASE 1	PHASE 2	PHASE 4
PHASE	↓	↖	↗
	CENTRAL ST. SB	MAIN ST. NB RIGHT	HAMMOND EB
TIMING IN SECONDS			
INITIAL INTERVAL	5	5	5
VEHICLE EXTENSION	5	5	5
MAX. GREEN 1	18	40	35
MAX. GREEN 2	—	—	—
YELLOW	3.0	4.0	4.0
ALL RED	1.0	2.0	2.0
PEDESTRIAN WALK	8		10
PEDESTRIAN DON'T WALK	10		16
RECALL	MAX	MAX	MAX

PROPOSED COORDINATION PLANS:

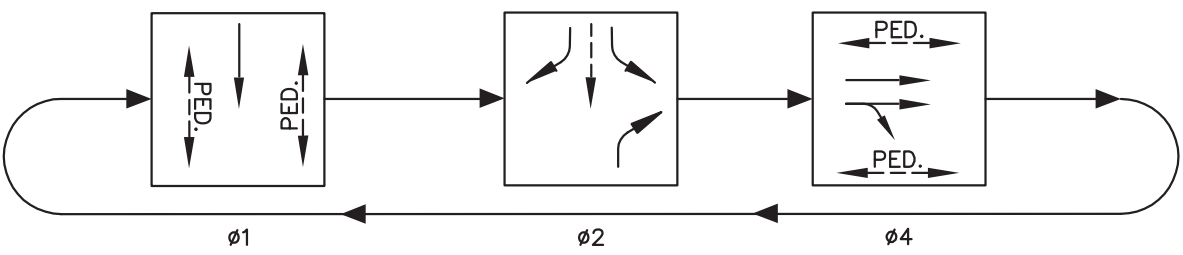
	PHASE 1 AM PEAK PLAN 1	PHASE 1 PM PEAK PLAN 2	PHASE 2 AM PEAK PLAN 3	PHASE 2 PM PEAK PLAN 4
CYCLE LENGTH (SEC.)	95	95	90	95
OFFSET (SEC.)	77	75	35	76
REFERENCE PHASE	2-SBTL	2-SBTL	2-SBTL	2-SBTL
SPLIT TIME PHASE 1	23	21	21	21
SPLIT TIME PHASE 2	43	48	42	47
SPLIT TIME PHASE 4	29	26	27	27

PHASE TIME INCLUDES CLEARANCE INTERVALS.
REFERENCE PHASE IS TO START OF GREEN TIME.

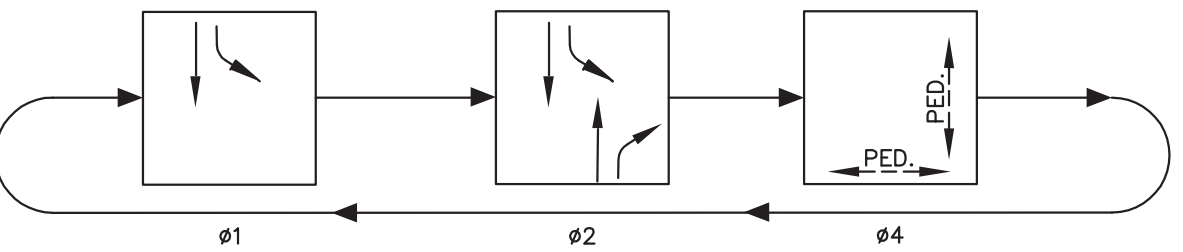
8 PHASE NEMA CONTROLLER

PHASE 1	PHASE 2	PHASE 3	PHASE 4
↓	↖	NOT USED	↗
CENTRAL ST. SB	MAIN ST. NB RIGHT		HAMMOND ST. EB
PHASE 5	PHASE 6	PHASE 7	PHASE 8
NOT USED	NOT USED	NOT USED	NOT USED

PROPOSED SEQUENCE HAMMOND & MAIN

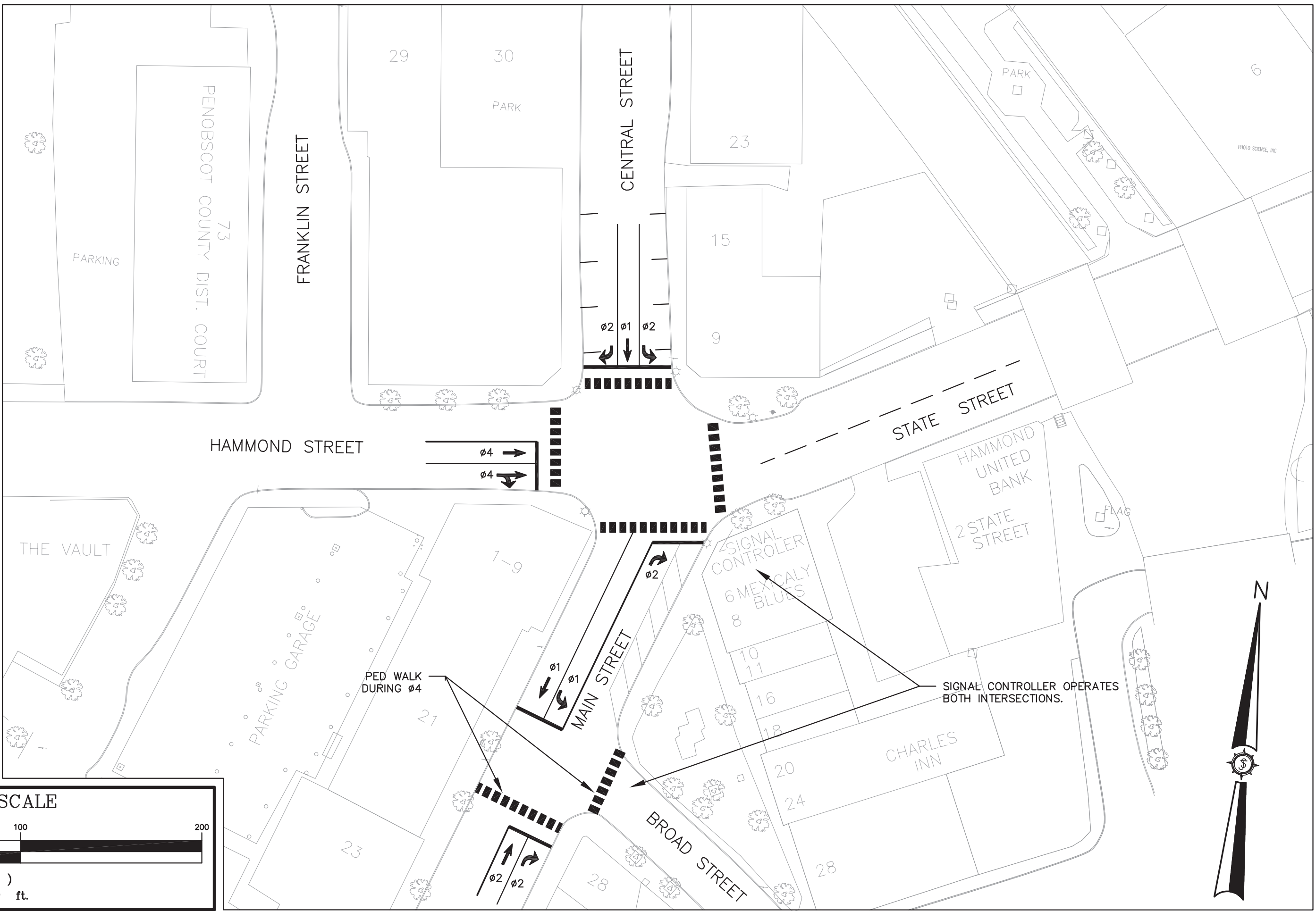
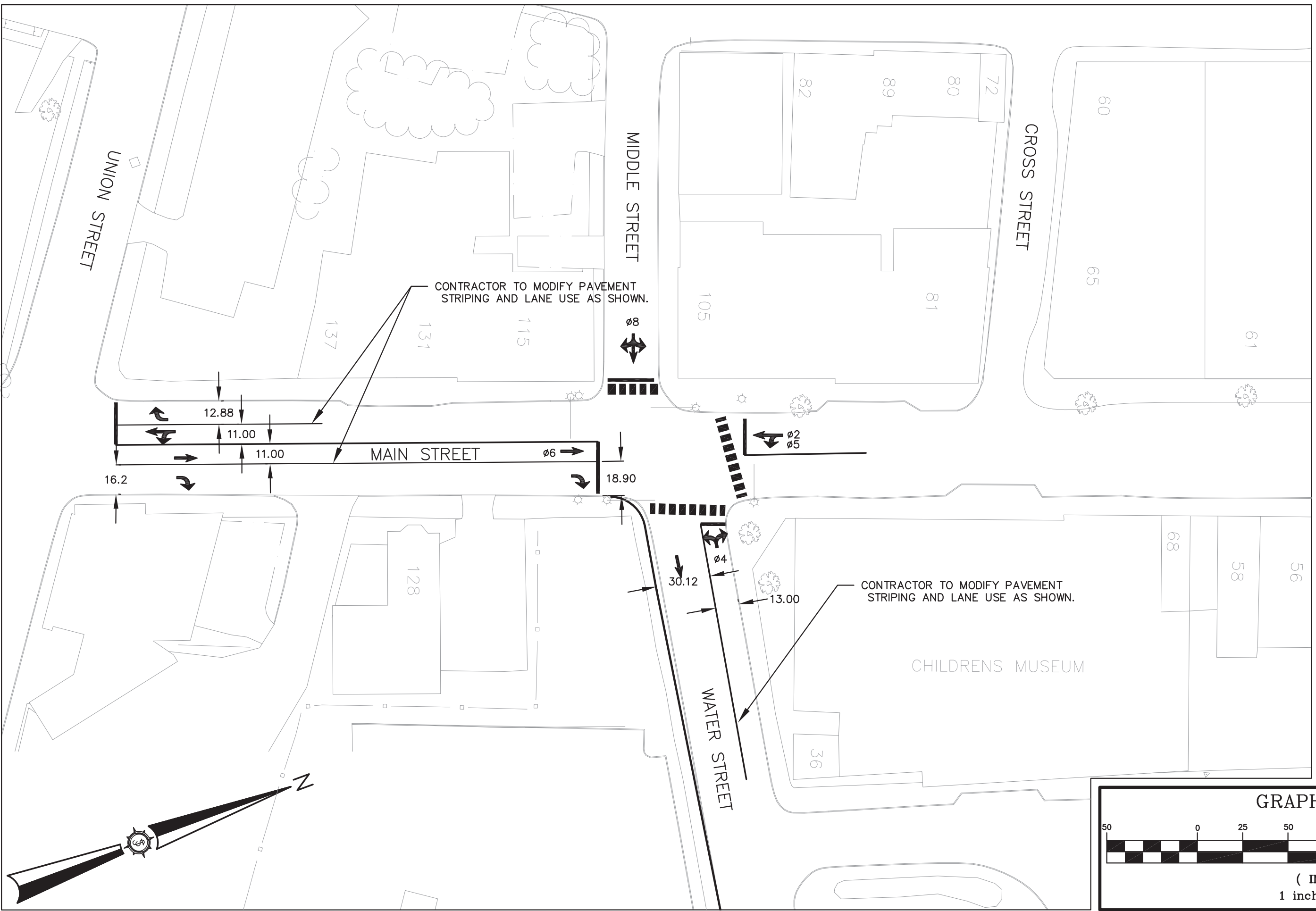


PROPOSED SEQUENCE MAIN & BROAD



DAILY SCHEDULE DOWNTOWN SYSTEM

DAY 1	CONST. PHASE 1	CONST. PHASE 2
SATURDAY		
0:00 - 5:00	FLASH	FLASH
5:00 - 10:00	PLAN 1	PLAN 3
10:00 - 16:00	PLAN 2	PLAN 4
16:00 - 23:59	PLAN 1	PLAN 3
DAY 2-6		
MON. - FRI.		
0:00 - 5:00	FLASH	FLASH
5:00 - 10:00	PLAN 1	PLAN 3
10:00 - 18:30	PLAN 2	PLAN 4
18:30 - 23:59	PLAN 1	PLAN 3
DAY 7		
SUNDAY		
0:00 - 5:00	FLASH	FLASH
5:00 - 10:00	PLAN 1	PLAN 3
10:00 - 16:00	PLAN 2	PLAN 4
16:00 - 23:59	PLAN 1	PLAN 3



MAINE DEPARTMENT OF TRANSPORTATION

Project Location
BANGOR & BREWER, MAINE

Project No.
MDOT WIN 1830.00

Engineer
JAMES W. SEWALL COMPANY, INC.

Seal
JAMES W. SEWALL
LICENSED PROFESSIONAL ENGINEER
No. 1887
11/16/12

Phase
CONSTRUCT

Sheet No.
6

Designed By
JMT

Date
11/16/2012

Scale
1" = 50'

Checked
JMT

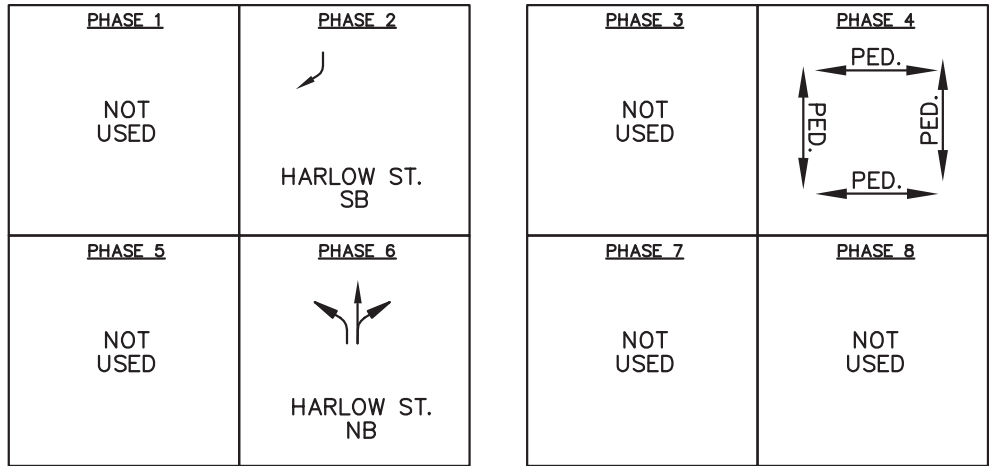
BOH

SIGNAL DATA
HARLOW & CENTRAL STREETS

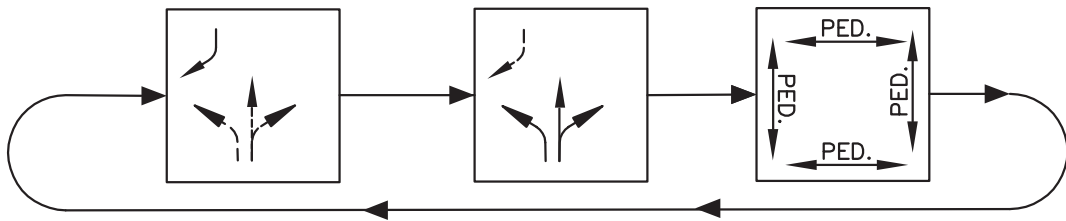
EXISTING CONTROLLER PROGRAMMING

INTERVAL	PHASE 2	PHASE 4	PHASE 6		
PHASE					
TIMING IN SECONDS					
INITIAL INTERVAL	22		25		
VEHICLE EXTENSION	5		5		
MAX. GREEN 1	45		45		
MAX. GREEN 2	—		—		
YELLOW	4.0		4.0		
ALL RED	1.0		1.0		
PEDESTRIAN WALK		7			
PEDESTRIAN DON'T WALK		8			
RECALL	MIN				

8 PHASE NEMA CONTROLLER



PROPOSED PHASE SEQUENCE



PEDESTRIAN PHASE ONLY WHEN ACTUATED BY PEDESTRIAN PUSH BUTTON

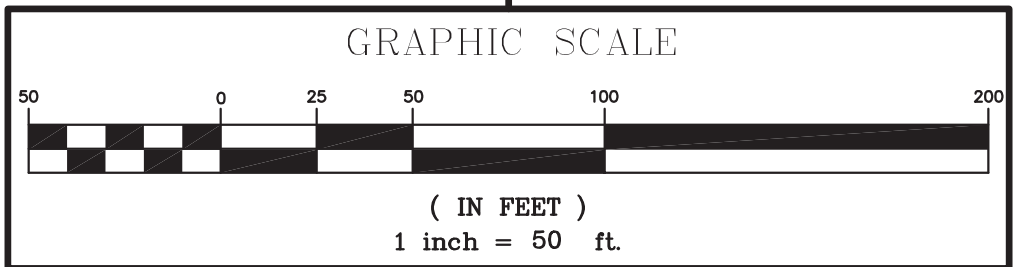
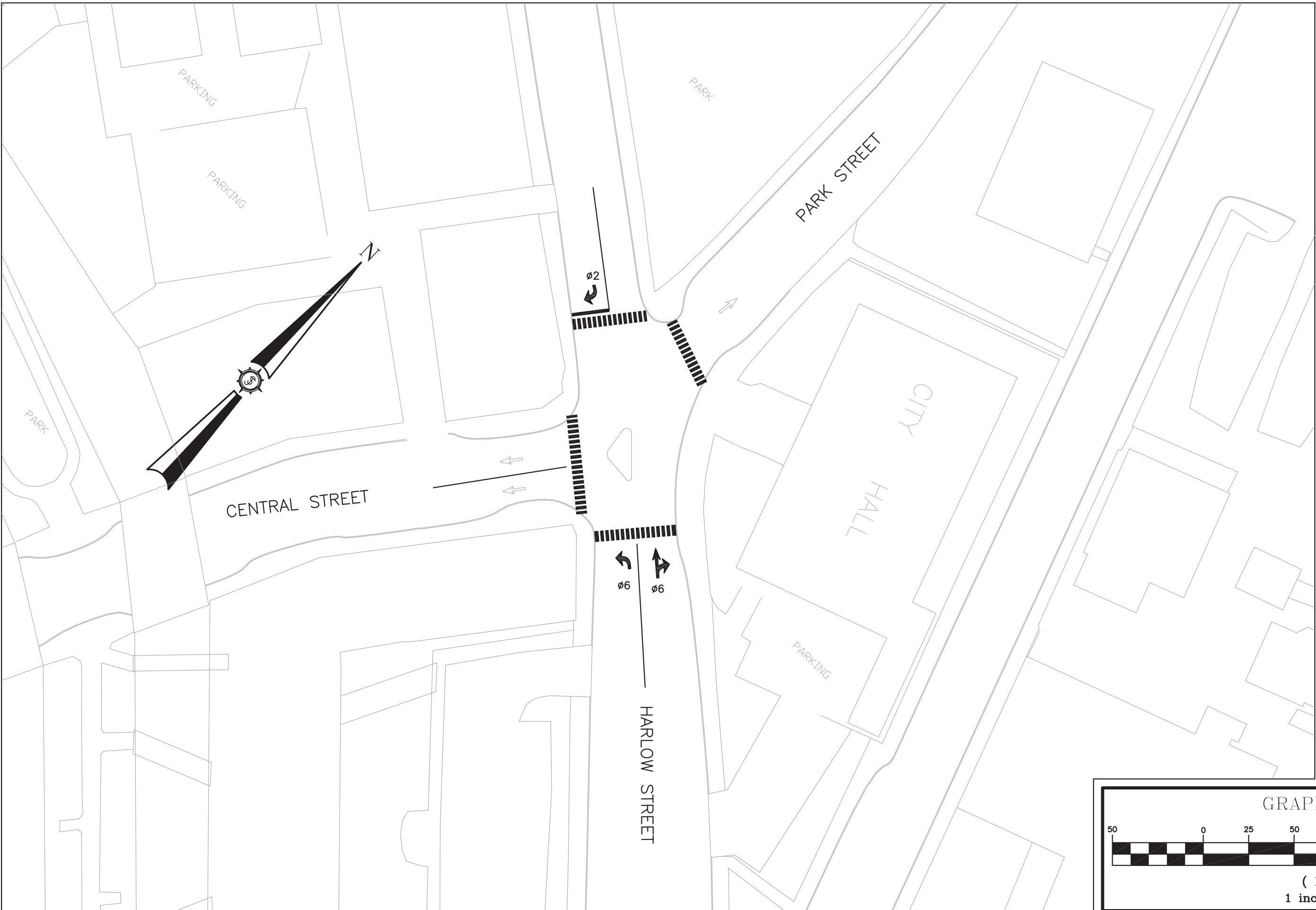
PROPOSED COORDINATION PLANS:

	PHASE 1 AM PEAK PLAN 1	PHASE 1 PM PEAK PLAN 2	PHASE 2 AM PEAK PLAN 3	PHASE 2 PM PEAK PLAN 4
CYCLE LENGTH (SEC.)	95	95	90	95
OFFSET (SEC.)	0	0	0	0
REFERENCE PHASE	2-NWTL	2-NWTL	2-NWTL	2-NWTL
SPLIT TIME PHASE 2	39	41	36	41
SPLIT TIME PHASE 4	16	16	16	16
SPLIT TIME PHASE 6	40	38	38	38

PHASE TIME INCLUDES CLEARANCE INTERVALS.
REFERENCE PHASE IS TO START OF GREEN TIME.

DAILY SCHEDULE DOWNTOWN SYSTEM

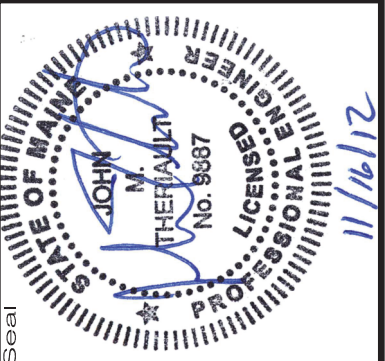
DAY 1	CONST. 1	CONST. 2
SATURDAY	PHASE 1	PHASE 2
0:00 – 5:00	FLASH	FLASH
5:00 – 10:00	PLAN 1	PLAN 3
10:00 – 16:00	PLAN 2	PLAN 4
16:00 – 23:59	PLAN 1	PLAN 3
DAY 2-6		
MON. – FRI.		
0:00 – 5:00	FLASH	FLASH
5:00 – 10:00	PLAN 1	PLAN 3
10:00 – 18:30	PLAN 2	PLAN 4
18:30 – 23:59	PLAN 1	PLAN 3
DAY 7		
SUNDAY		
0:00 – 5:00	FLASH	FLASH
5:00 – 10:00	PLAN 1	PLAN 3
10:00 – 16:00	PLAN 2	PLAN 4
16:00 – 23:59	PLAN 1	PLAN 3



Rev. #	Drawn By	Description	Date
1	JMT		5/16/2012

Designed By	Drawn By
JMT	JC
Date	
5/16/2012	
Scale	
1" = 50'	
Approved	Checked
JMT	BOH

MAINE DEPARTMENT OF TRANSPORTATION
AUGUSTA
Project Location
BANGOR & BREWER, MAINE
Drawing Description
HARLOW & CENTRAL STREETS



Project No. 83308E MDOT WIN 18320.00

Engineer

SEWALL
AN INTEGRATED TEAM OF
GEOTECHNICAL ENGINEERING
SURVEYING AND NATURAL
RESOURCE CONSULTANTS
JAMES W. SEWALL COMPANY Since 1880
SEWALL.COM 800.648.4302

Phase
CONSTRUCT

Sheet No.
7

SIGNAL DATA
STATE & HARLOW STREETS

EXISTING CONTROLLER PROGRAMMING

INTERVAL	PHASE 2	PHASE 3	PHASE 4	PHASE 6
PHASE				
TIMING IN SECONDS				
INITIAL INTERVAL	7		7	7
VEHICLE EXTENSION	5		5	5
MAX. GREEN 1	55		30	65
MAX. GREEN 2	-		-	-
YELLOW	4.0		4.0	4.0
ALL RED	2.0		2.0	2.0
PEDESTRIAN WALK		7		
PEDESTRIAN DON'T WALK		10		
RECALL	MAX		MAX	MAX

PROPOSED COORDINATION PLANS:

	PHASE 1 AM PEAK PLAN 1	PHASE 1 PM PEAK PLAN 2	PHASE 2 AM PEAK PLAN 3	PHASE 2 PM PEAK PLAN 4
CYCLE LENGTH (SEC.)	95	95	90	95
OFFSET (SEC.)	14	16	77	16
REFERENCE PHASE	2-EBTL	2-EBTL	2-EBTL	2-EBTL
SPLIT TIME PHASES 2 & 6	47	48	41	47
SPLIT TIME PHASE 3	17	17	17	17
SPLIT TIME PHASE 4	31	30	32	31

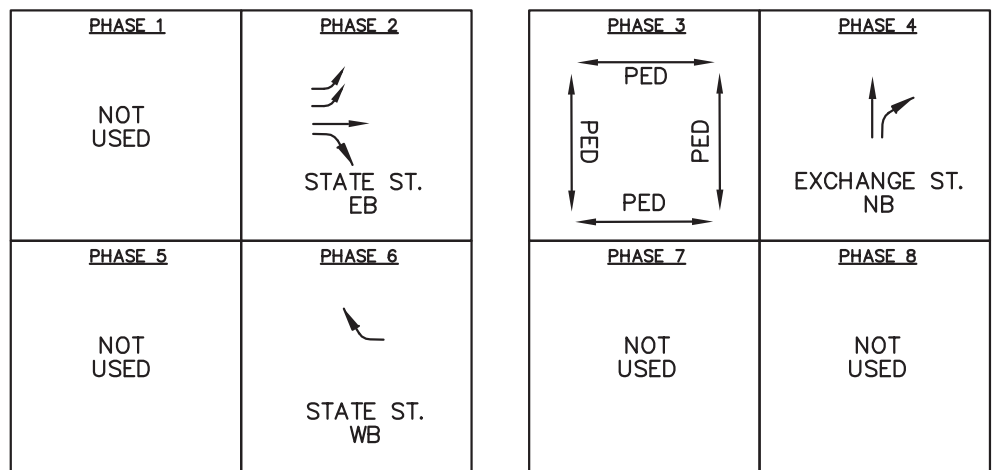
PHASE TIME INCLUDES CLEARANCE INTERVALS.

THE FOLLOWING INTERSECTIONS ARE PART OF THE DOWNTOWN COORDINATED SIGNAL SYSTEM:
MAIN & UNION STREETS
MAIN & HAMMOND & CENTRAL STREETS
HARLOW & CENTRAL STREETS

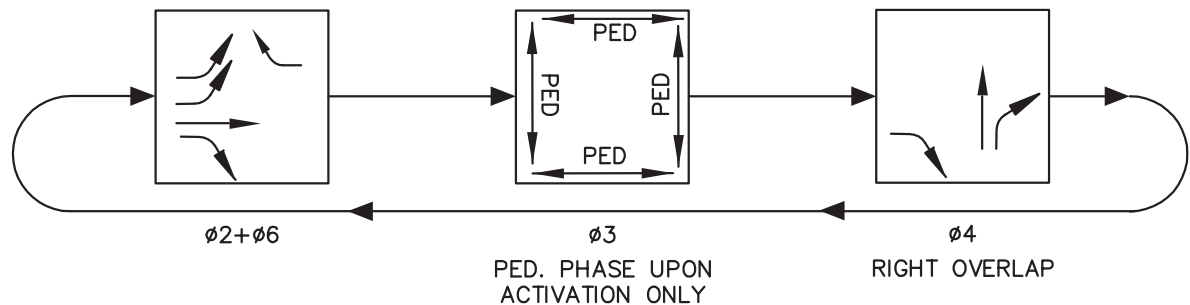
MAIN & WATER STREETS
STATE & HARLOW STREETS

ALL CONTROLLERS ARE EAGLE CONTROLLERS, EPAC 300 MODELS.

8 PHASE NEMA CONTROLLER



PROPOSED SEQUENCE



SIGNAL DATA
STATE STREET & BROADWAY

EXISTING CONTROLLER PROGRAMMING

INTERVAL	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8
PHASE								
TIMING IN SECONDS								
INITIAL INTERVAL	5	5	5	10	5	5	5	10
VEHICLE EXTENSION	3	3	3	3	3	3	3	3
MAX. GREEN 1	10	30	21	29	15	35	21	29
MAX. GREEN 2	-	-	-	-	-	-	-	-
YELLOW	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
ALL RED	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.6
PEDESTRIAN WALK		7		7		7		7
PEDESTRIAN DON'T WALK		12		14		12		12
RECALL				SOFT				SOFT

PROPOSED COORDINATION PLANS:

	PHASE 1 AM PEAK PLAN 1	PHASE 1 PM PEAK PLAN 2	PHASE 2 AM PEAK PLAN 3	PHASE 2 PM PEAK PLAN 4
CYCLE LENGTH (SEC.)	95	100	90	95
OFFSET (SEC.)	-	-	-	-
REFERENCE PHASE	-	-	-	-
SPLIT TIME PHASE 1	20	21	17	23
SPLIT TIME PHASE 2	24	26	24	22
SPLIT TIME PHASE 3	21	21	21	21
SPLIT TIME PHASE 4	30	32	28	29
SPLIT TIME PHASE 5	12	12	15	15
SPLIT TIME PHASE 6	32	35	26	30
SPLIT TIME PHASE 7	12	12	15	15
SPLIT TIME PHASE 8	39	41	34	35

PHASE TIME INCLUDES CLEARANCE INTERVALS.

THE FOLLOWING INTERSECTIONS ARE PART OF THE PENOBSCOT CORRIDOR COORDINATED SIGNAL SYSTEM:
OAK & HANCOCK STREETS
WASHINGTON & EXCHANGE STREETS
STATE & PENOBSCOT STREETS
STATE & NORTH MAIN STREETS

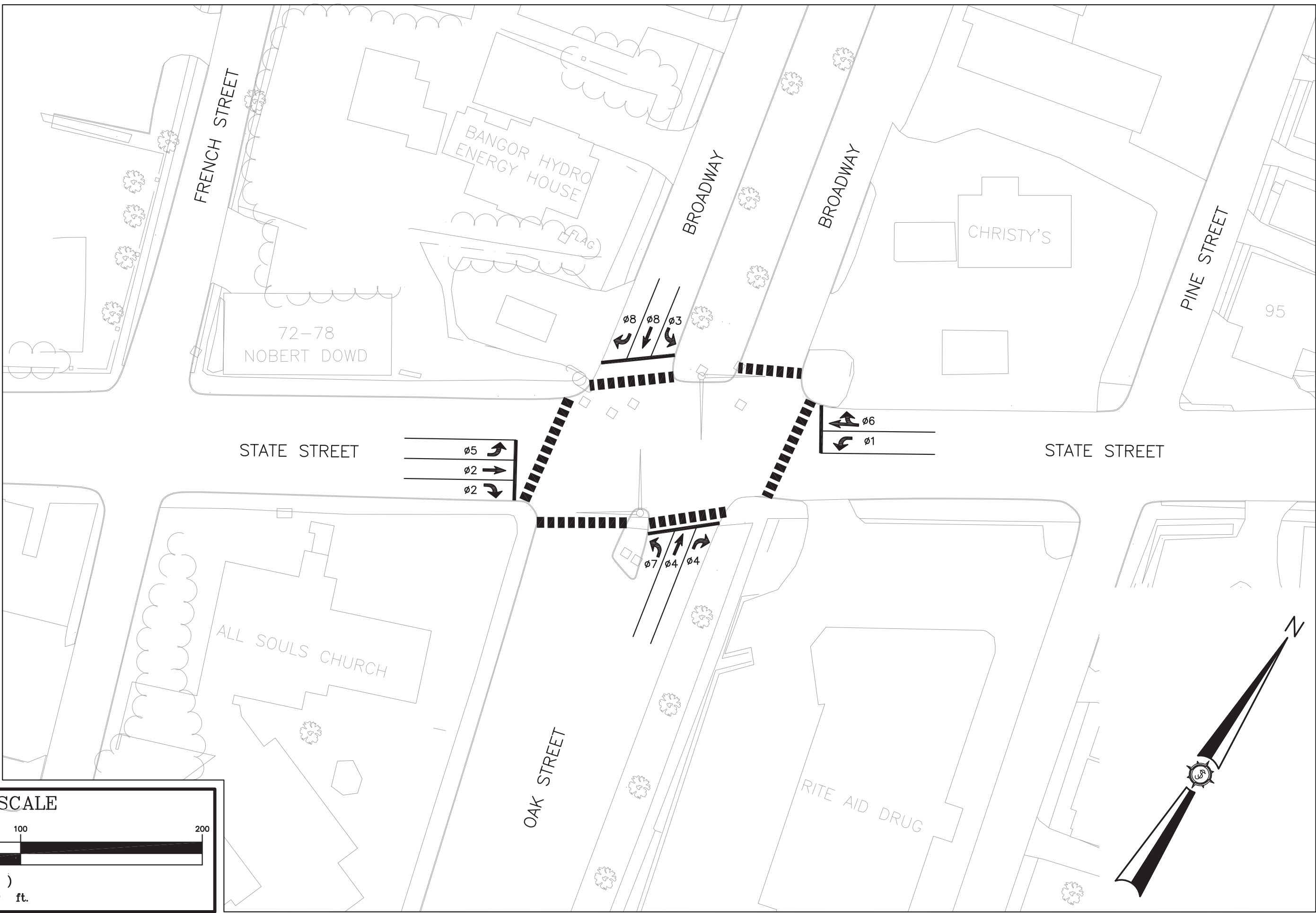
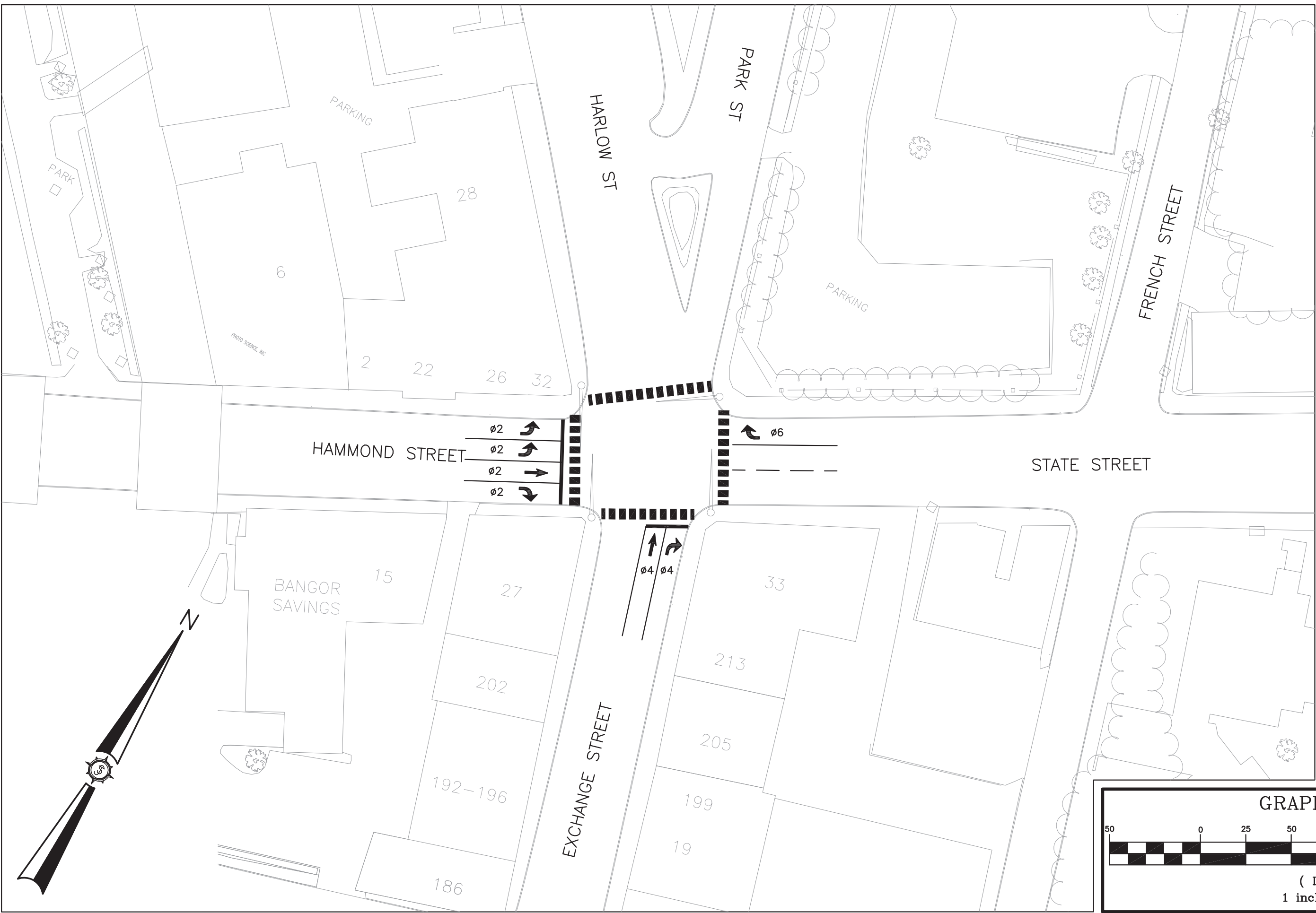
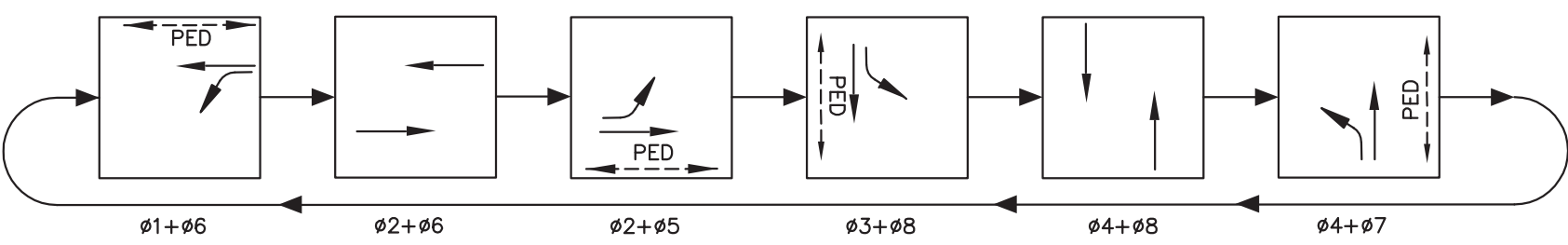
OAK & WASHINGTON STREETS
STATE & PENOBSCOT STREETS
NORTH MAIN & BETTON (PARKER) STREETS

STATE STREET & BROADWAY (OAK STREET) IS PART OF SYSTEM BUT OPERATES INDEPENDENTLY.

DAILY SCHEDULE PENOBSCOT CORRIDOR

DAY 1 SATURDAY	CONST. PHASE 1	CONST. PHASE 2
0:00 - 5:00	FLASH	FLASH
5:00 - 8:00	FREE	FREE
8:00 - 10:00	PLAN 1	PLAN 3
10:00 - 16:00	PLAN 2	PLAN 4
16:00 - 19:00	PLAN 1	PLAN 3
19:00 - 23:59	FREE	FREE
DAY 2-6 MON. - FRI.		
0:00 - 4:30	FLASH	FLASH
4:30 - 6:30	FREE	FREE
6:30 - 10:00	PLAN 1	PLAN 3
10:00 - 18:30	PLAN 2	PLAN 4
18:30 - 20:00	PLAN 1	PLAN 3
20:00 - 23:59	FREE	FREE
DAY 7 SUNDAY		
0:00 - 5:00	FLASH	FLASH
5:00 - 10:00	FREE	FREE
10:00 - 18:00	PLAN 1	PLAN 3
18:00 - 23:59	FREE	FREE

PROPOSED SEQUENCE



Project No. 83308E
Engineer
Phase CONSTRUCT
Sheet No. 8

Project Location
BANGOR & BREWER, MAINE
Project Description
STATE & HARLOW STREETS
STATE STREET & BROADWAY

MAINE DEPARTMENT OF TRANSPORTATION
AUGUSTA
11/16/2012
Scale
1" = 50'

Designed By
JMT
Date
11/16/2012
Scale
1" = 50'

Drawn By
JC
Date
11/16/2012
Scale
1" = 50'

Checked
BOH
Approved
JMT

Seal
JAMES W. SEWALL
Professional Engineer
No. 6887
11/16/12

MDOT WIN 18320.00
AN INTEGRATED TEAM OF
GEOTECHNICAL ENGINEERING
SURVEYING AND NATURAL
RESOURCE CONSULTANTS
SEWALL
JAMES W. SEWALL COMPANY, Since 1880
800.648.4302

SIGNAL DATA HANCOCK & OAK STREETS

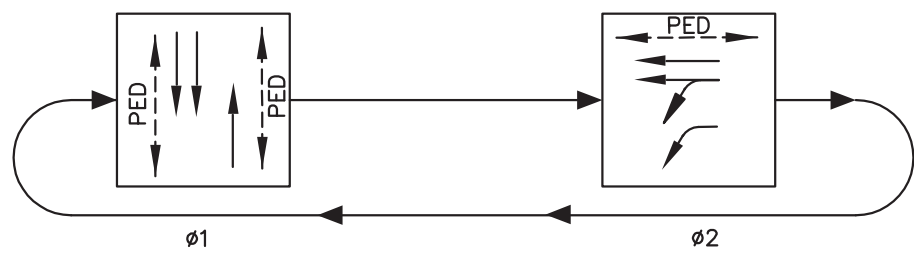
EXISTING CONTROLLER PROGRAMMING

INTERVAL	PHASE 1	PHASE 2			
PHASE					
TIMING IN SECONDS					
INITIAL INTERVAL	10	5			
VEHICLE EXTENSION	3	3			
MAX. GREEN 1	25	25			
MAX. GREEN 2	-	-			
YELLOW	3.0	3.0			
ALL RED	2.0	2.0			
PEDESTRIAN WALK	7	7			
PEDESTRIAN DON'T WALK	13	13			
RECALL	SOFT				

8 PHASE NEMA CONTROLLER

PHASE 1	PHASE 2	PHASE 3	PHASE 4
		NOT USED	NOT USED
PHASE 5	PHASE 6	PHASE 7	PHASE 8
NOT USED	NOT USED	NOT USED	NOT USED

PROPOSED SEQUENCE



PROPOSED COORDINATION PLANS:

	PHASE 1 AM PEAK PLAN 1	PHASE 1 PM PEAK PLAN 2	PHASE 2 AM PEAK PLAN 3	PHASE 2 PM PEAK PLAN 4
CYCLE LENGTH (SEC.)	95	95	90	95
OFFSET (SEC.)	23	13	20	15
REFERENCE PHASE	1-NBSB	1-NBSB	1-NBSB	1-NBSB
SPLIT TIME PHASES 1	60	56	58	56
SPLIT TIME PHASES 2	35	39	32	39

PHASE TIME INCLUDES CLEARANCE INTERVALS.
REFERENCE PHASE IS TO START OF GREEN TIME.

THE FOLLOWING INTERSECTIONS ARE PART OF THE PENOBSCOT CORRIDOR COORDINATED SIGNAL SYSTEM:
OAK & HANCOCK STREETS
WASHINGTON & EXCHANGE STREETS
STATE & NORTH MAIN STREETS
OAK & WASHINGTON STREETS
STATE & PENOBSCOT STREETS
NORTH MAIN & BETTON (PARKER) STREETS
THE SYSTEM MASTER IS LOCATED AT THE INTERSECTION OF WASHINGTON AND OAK STREETS.

DAILY SCHEDULE PENOBSCOT CORRIDOR

DAY 1 SATURDAY	CONST. PHASE 1	CONST. PHASE 2
0:00 - 5:00	FLASH	FLASH
5:00 - 8:00	FREE	FREE
8:00 - 10:00	PLAN 1	PLAN 3
10:00 - 16:00	PLAN 2	PLAN 4
16:00 - 19:00	PLAN 1	PLAN 3
19:00 - 23:59	FREE	FREE
DAY 2-6 MON. - FRI.	CONST. PHASE 1	CONST. PHASE 2
0:00 - 4:30	FLASH	FLASH
4:30 - 6:30	FREE	FREE
6:30 - 10:00	PLAN 1	PLAN 3
10:00 - 18:30	PLAN 2	PLAN 4
18:30 - 20:00	PLAN 1	PLAN 3
20:00 - 23:59	FREE	FREE
DAY 7 SUNDAY	CONST. PHASE 1	CONST. PHASE 2
0:00 - 5:00	FLASH	FLASH
5:00 - 10:00	FREE	FREE
10:00 - 18:00	PLAN 1	PLAN 3
18:00 - 23:59	FREE	FREE

SIGNAL DATA OAK & WASHINGTON STREETS

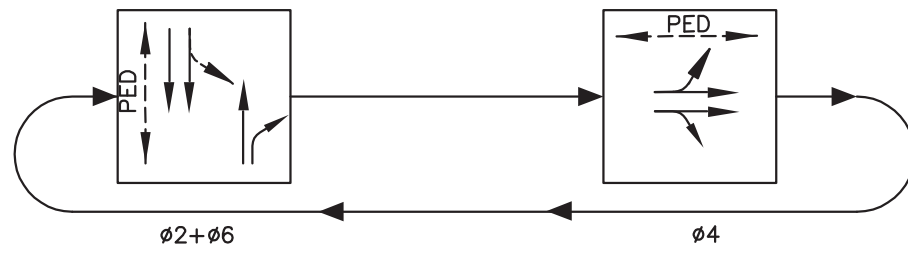
EXISTING CONTROLLER PROGRAMMING

INTERVAL	PHASE 2	PHASE 4	PHASE 6
PHASE			
TIMING IN SECONDS			
INITIAL INTERVAL	10	5	10
VEHICLE EXTENSION	3	3	3
MAX. GREEN 1	20	20	20
MAX. GREEN 2	-	-	-
YELLOW	3.0	3.0	3.0
ALL RED	2.0	2.0	2.0
PEDESTRIAN WALK		5	5
PEDESTRIAN DON'T WALK		9	8
RECALL	SOFT		SOFT

8 PHASE NEMA CONTROLLER

PHASE 1	PHASE 2	PHASE 3	PHASE 4
NOT USED		NOT USED	
PHASE 5	PHASE 6	PHASE 7	PHASE 8
NOT USED		NOT USED	NOT USED

PROPOSED SEQUENCE



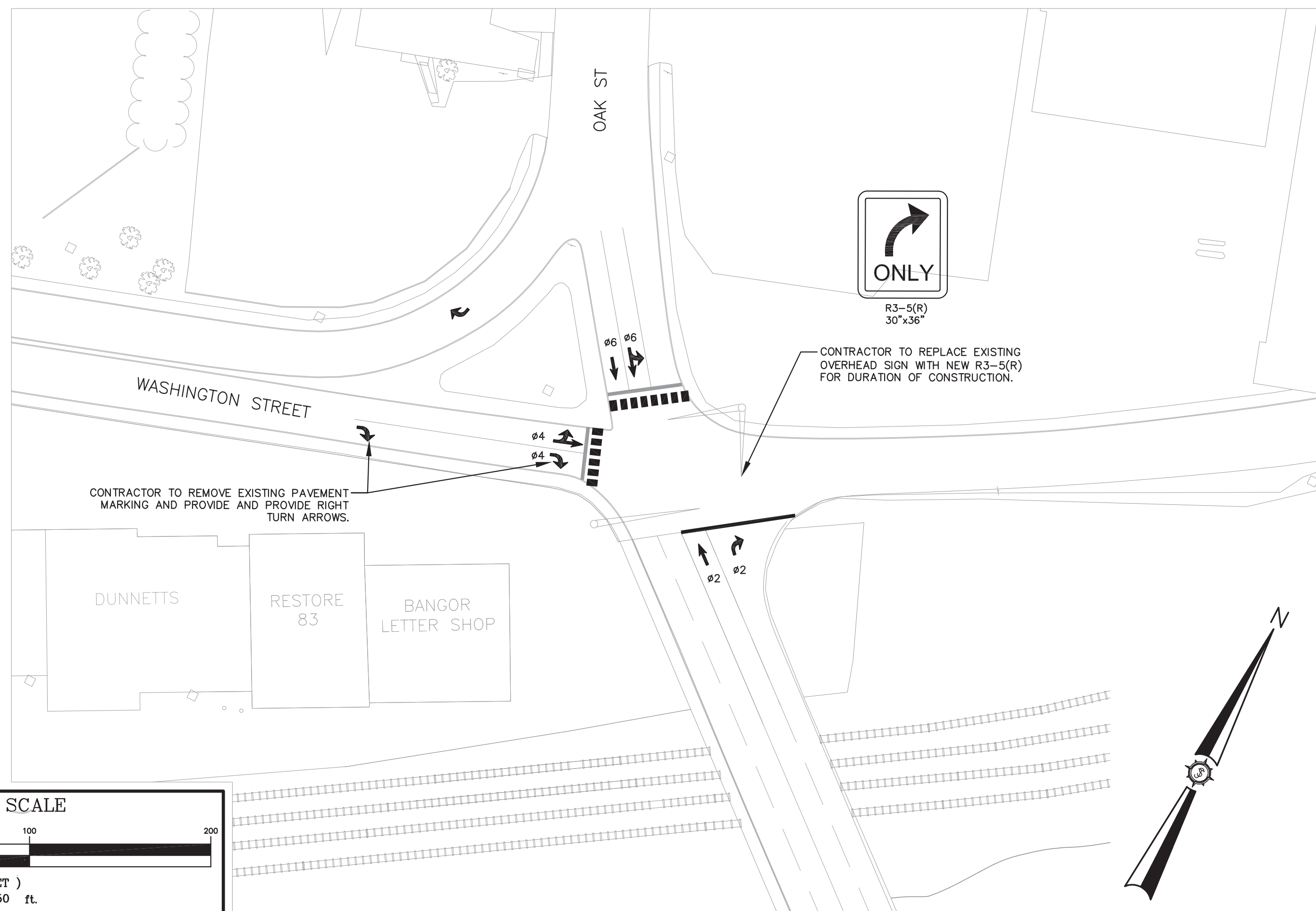
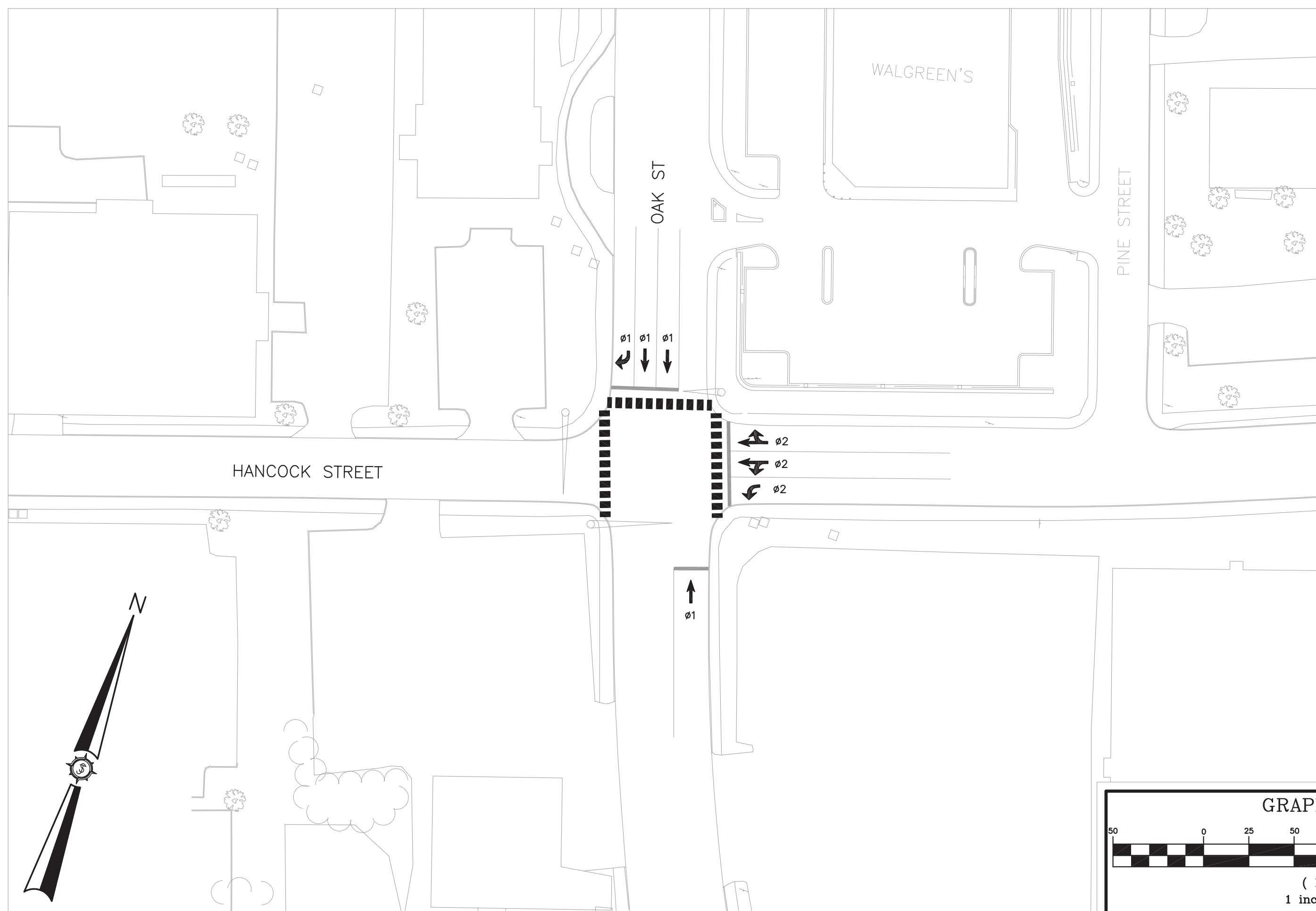
PROPOSED COORDINATION PLANS:

	PHASE 1 AM PEAK PLAN 1	PHASE 1 PM PEAK PLAN 2	PHASE 2 AM PEAK PLAN 3	PHASE 2 PM PEAK PLAN 4
CYCLE LENGTH (SEC.)	95	95	90	95
OFFSET (SEC.)	0	0	0	0
REFERENCE PHASE	2+6	2+6	2+6	2+6
SPLIT TIME PHASES 2 & 6	63	57	59	52
SPLIT TIME PHASES 4	32	38	31	43

PHASE TIME INCLUDES CLEARANCE INTERVALS.
REFERENCE PHASE IS TO START OF GREEN TIME.

DAILY SCHEDULE PENOBSCOT CORRIDOR

DAY 1 SATURDAY	CONST. PHASE 1	CONST. PHASE 2
0:00 - 5:00	FLASH	FLASH
5:00 - 8:00	FREE	FREE
8:00 - 10:00	PLAN 1	PLAN 3
10:00 - 16:00	PLAN 2	PLAN 4
16:00 - 19:00	PLAN 1	PLAN 3
19:00 - 23:59	FREE	FREE
DAY 2-6 MON. - FRI.	CONST. PHASE 1	CONST. PHASE 2
0:00 - 4:30	FLASH	FLASH
4:30 - 6:30	FREE	FREE
6:30 - 10:00	PLAN 1	PLAN 3
10:00 - 18:30	PLAN 2	PLAN 4
18:30 - 20:00	PLAN 1	PLAN 3
20:00 - 23:59	FREE	FREE
DAY 7 SUNDAY	CONST. PHASE 1	CONST. PHASE 2
0:00 - 5:00	FLASH	FLASH
5:00 - 10:00	FREE	FREE
10:00 - 18:00	PLAN 1	PLAN 3
18:00 - 23:59	FREE	FREE



Date		Drawn By	JC	Checked	BOH
Rev. #	Description	Designed By	JMT	Approved	JMT
		Date	11/16/2012		
		Scale	1" = 50'		
Project Location			MAINE		
Drawing Description			HANCOCK & OAK STREETS OAK & WASHINGTON STREETS		
Project No.			83308E		
MDOT WIN 18320.00					
Seal			Seal		
AN INTEGRATED TEAM OF GEODETIC ENGINEERING, SURVEYING AND NATURAL RESOURCE CONSULTANTS			AN INTEGRATED TEAM OF GEODETIC ENGINEERING, SURVEYING AND NATURAL RESOURCE CONSULTANTS		
JAMES W. SEWALL COMPANY, Since 1880 SEWALL.COM 800.648.4302			JAMES W. SEWALL COMPANY, Since 1880 SEWALL.COM 800.648.4302		
Phase			CONSTRUCT		
Sheet No.			9		

SIGNAL DATA WASHINGTON & BROAD STREETS

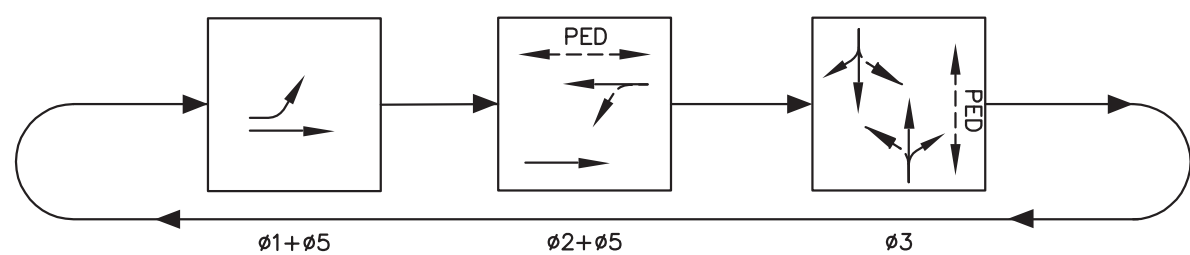
EXISTING CONTROLLER PROGRAMMING

INTERVAL	PHASE 1	PHASE 2	PHASE 3	PHASE 5
PHASE				
	INDEPENDENT EB LEFT	WASHINGTON WB	BROAD SB FRONT NB	INDEPENDENT EB
TIMING IN SECONDS				
INITIAL INTERVAL	10	15	10	10
VEHICLE EXTENSION	5	5	5	5
MAX. GREEN 1	15	35	20	25
MAX. GREEN 2	—	—	—	—
YELLOW	4.0	4.0	4.0	4.0
ALL RED	2.0	2.0	2.0	2.0
PEDESTRIAN WALK		7.0	7.0	
PEDESTRIAN DON'T WALK		8.0	8.0	
RECALL		MAX	MAX	MAX

8 PHASE NEMA CONTROLLER

PHASE 1	PHASE 2	PHASE 3	PHASE 4
			NOT USED
INDEPENDENT ST. EB LEFT	WASHINGTON ST. WB	BROAD ST. SB FRONT ST. NB	
PHASE 5	PHASE 6	PHASE 7	PHASE 8
	NOT USED	NOT USED	NOT USED
INDEPENDENT ST. EB			

PROPOSED SEQUENCE



PROPOSED TIME OF DAY PLANS:

	PHASE 1 AM PEAK PLAN 1	PHASE 1 PM PEAK PLAN 2	PHASE 2 AM PEAK PLAN 3	PHASE 2 PM PEAK PLAN 4
CYCLE LENGTH (SEC.)	95	95	90	95
OFFSET (SEC.)	—	—	—	—
REFERENCE PHASE	—	—	—	—
SPLIT TIME PHASE 1	12	12	13	12
SPLIT TIME PHASE 2	26	34	46	43
SPLIT TIME PHASE 3	57	49	31	40
SPLIT TIME PHASE 5	38	46	59	55

PHASE TIME INCLUDES CLEARANCE INTERVALS.
REFERENCE PHASE IS TO START OF GREEN TIME.

THE INTERSECTION OF WASHINGTON AND BROAD STREETS
FUNCTIONS A PRETIMED AND ISOLATED INTERSECTION.

DAILY SCHEDULE WASHINGTON & BROAD

DAY 1 SATURDAY	CONST. PHASE 1	CONST. PHASE 2
0:00 — 5:00	FLASH	FLASH
5:00 — 10:00	PLAN 1	PLAN 3
10:00 — 16:00	PLAN 2	PLAN 4
16:00 — 23:59	PLAN 1	PLAN 3
DAY 2-6 MON. — FRI.	FLASH	FLASH
0:00 — 5:00	PLAN 1	PLAN 3
5:00 — 10:00	PLAN 2	PLAN 4
10:00 — 18:30	PLAN 1	PLAN 3
18:30 — 23:59	PLAN 1	PLAN 3
DAY 7 SUNDAY	FLASH	FLASH
0:00 — 5:00	PLAN 1	PLAN 3
5:00 — 10:00	PLAN 2	PLAN 4
10:00 — 16:00	PLAN 1	PLAN 3
16:00 — 23:59	PLAN 1	PLAN 3

SIGNAL DATA WASHINGTON & EXCHANGE STREETS

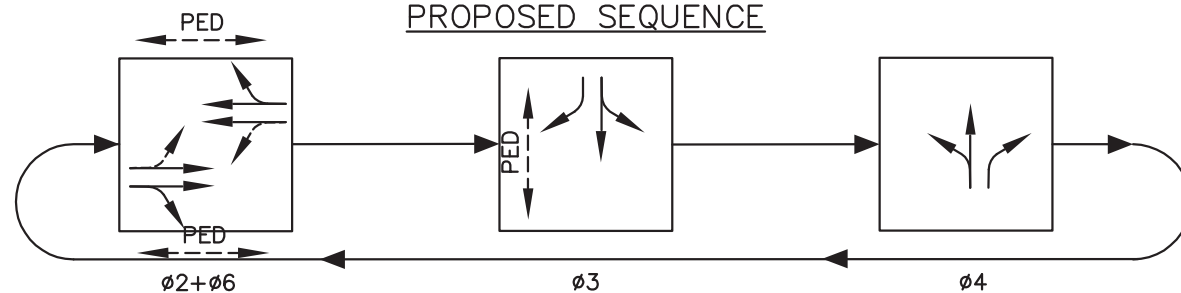
EXISTING CONTROLLER PROGRAMMING

INTERVAL	PHASE 2	PHASE 3	PHASE 4	PHASE 6
PHASE				
	WASHINGTON EB	EXCHANGE SB	PLAZA NB	WASHINGTON WB
TIMING IN SECONDS				
INITIAL INTERVAL	10	5	5	10
VEHICLE EXTENSION	3	3	3	3
MAX. GREEN 1	31	20	24	31
MAX. GREEN 2	—	—	—	—
YELLOW	3.0	3.0	3.0	3.0
ALL RED	2.0	2.0	2.0	2.0
PEDESTRIAN WALK	7		7	
PEDESTRIAN DON'T WALK	17		12	17
RECALL	SOFT			SOFT

8 PHASE NEMA CONTROLLER

PHASE 1	PHASE 2	PHASE 3	PHASE 4
NOT USED			
	WASHINGTON EB	EXCHANGE SB	PLAZA NB
PHASE 5	PHASE 6	PHASE 7	PHASE 8
NOT USED		NOT USED	NOT USED
	WASHINGTON WB		

PROPOSED SEQUENCE



PROPOSED COORDINATION PLANS:

	PHASE 1 AM PEAK PLAN 1	PHASE 1 PM PEAK PLAN 2	PHASE 2 AM PEAK PLAN 3	PHASE 2 PM PEAK PLAN 4
CYCLE LENGTH (SEC.)	95	95	90	95
OFFSET (SEC.)	49	48	41	48
REFERENCE PHASE	2-EBTL	2-EBTL	2-EBTL	2-EBTL
SPLIT TIME PHASES 2 & 6	48	49	46	52
SPLIT TIME PHASES 3	25	26	23	23
SPLIT TIME PHASES 4	22	20	21	20

PHASE TIME INCLUDES CLEARANCE INTERVALS.
REFERENCE PHASE IS TO START OF GREEN TIME.

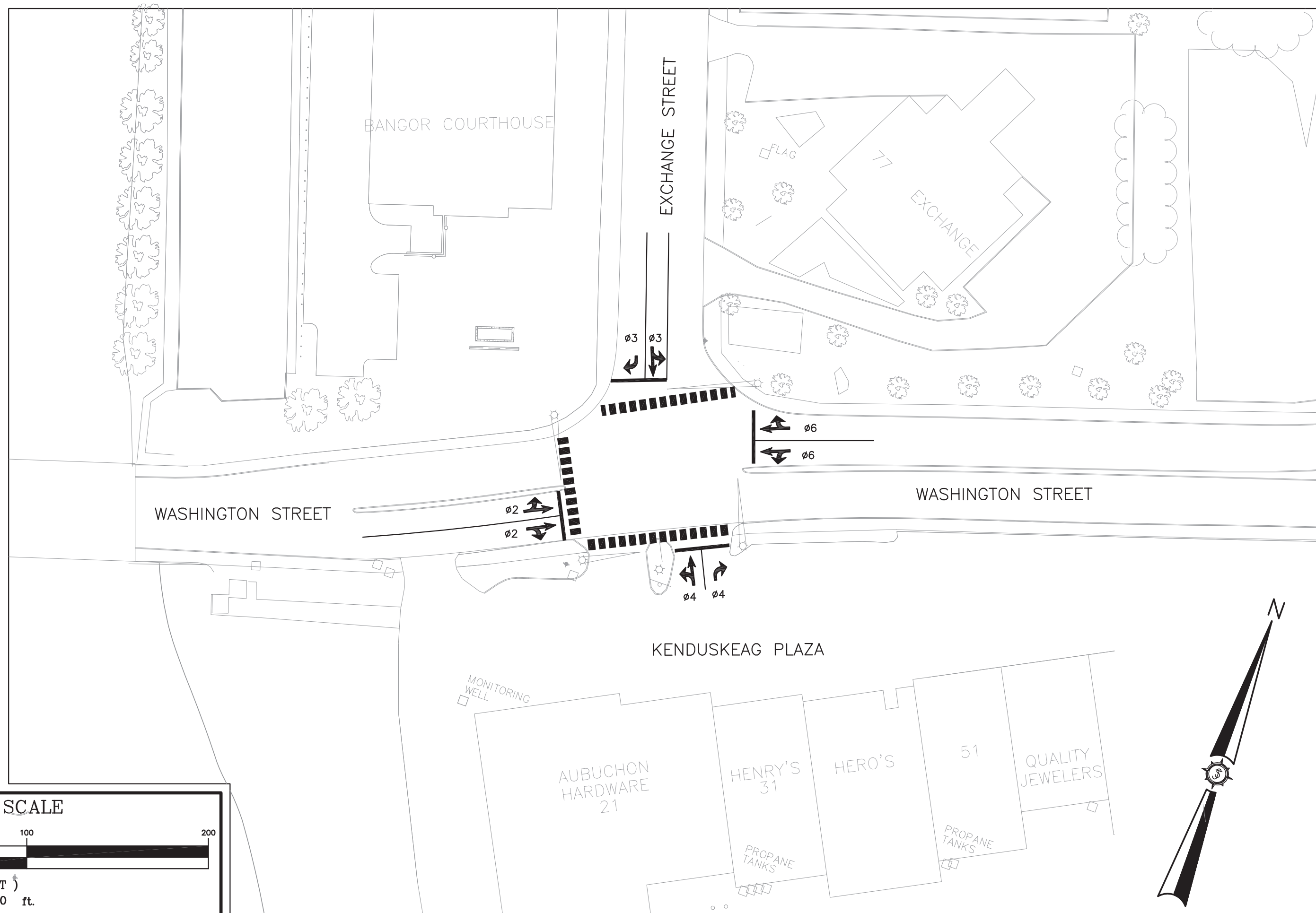
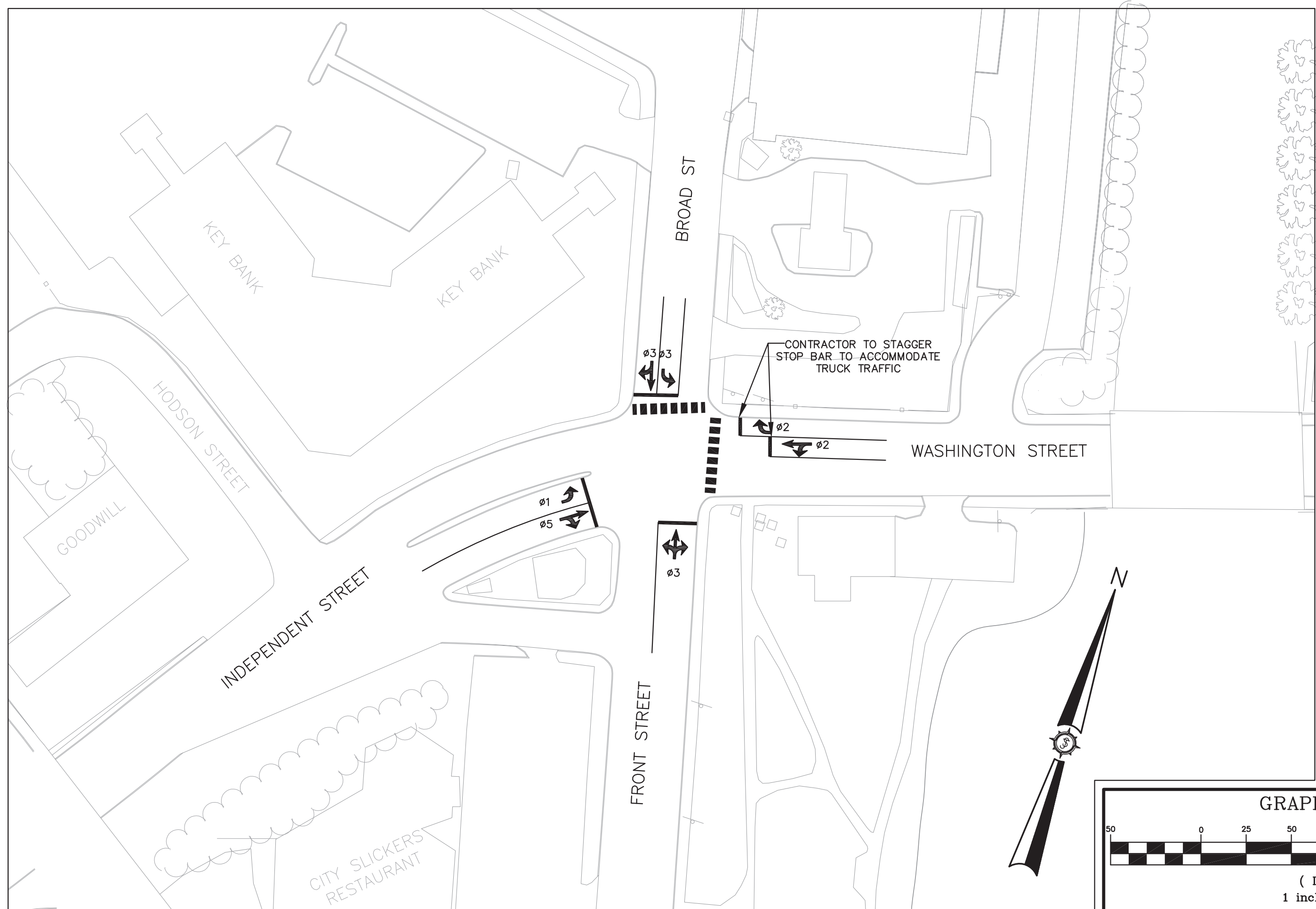
THE FOLLOWING INTERSECTIONS ARE PART OF THE PENOBSCOT CORRIDOR COORDINATED SIGNAL SYSTEM:
OAK & HANCOCK STREETS
WASHINGTON & EXCHANGE STREETS
STATE & NORTH MAIN STREETS

OAK & WASHINGTON STREETS
STATE & PENOBSCOT STREETS
NORTH MAIN & BETTON (PARKER) STREETS

ALL INTERSECTION CONTROLLERS ARE EAGLE CONTROLLERS, EPAC 300 MODEL.

DAILY SCHEDULE PENOBSCOT CORRIDOR

DAY 1 SATURDAY	CONST. PHASE 1	CONST. PHASE 2
0:00 — 5:00	FLASH	FLASH
5:00 — 8:00	FREE	FREE
8:00 — 10:00	PLAN 1	PLAN 3
10:00 — 16:00	PLAN 2	PLAN 4
16:00 — 19:00	PLAN 1	PLAN 3
19:00 — 23:59	FREE	FREE
DAY 2-6 MON. — FRI.	FLASH	FLASH
0:00 — 4:30	FREE	FREE
4:30 — 6:30	PLAN 1	PLAN 3
6:30 — 10:00	PLAN 2	PLAN 4
10:00 — 18:30	PLAN 1	PLAN 3
18:30 — 20:00	FREE	FREE
20:00 — 23:59	FREE	FREE
DAY 7 SUNDAY	FLASH	FLASH
0:00 — 5:00	FREE	FREE
5:00 — 10:00	PLAN 1	PLAN 3
10:00 — 18:00	FREE	FREE
18:00 — 23:59	FREE	FREE



Project No. 83308E
Engineer
Phase
Sheet No. 10

MDOT WIN 18320.00
AN INTEGRATED TEAM OF
GEOTECHNICAL ENGINEERING
SURVEYING AND NATURAL
RESOURCE CONSULTANTS
SEWALL
JAMES W. SEWALL COMPANY Since 1880
800.648.4302
SEWALL.COM

Project Location
AUGUSTA, MAINE
BANGOR & BREWER, MAINE
Drawing Description
WASHINGTON & BROAD STREETS
WASHINGTON & EXCHANGE STREETS

MAINE DEPARTMENT OF TRANSPORTATION
Designed By JC
Drawn By JC
Date 11/16/2012
Scale 1" = 50'
Checked JMT
BOH

Seal
Professional Engineer
JAMES W. SEWALL
No. 1887
11/16/12

CONSTRUCT

SIGNAL DATA STATE & PENOBSCOT STREETS

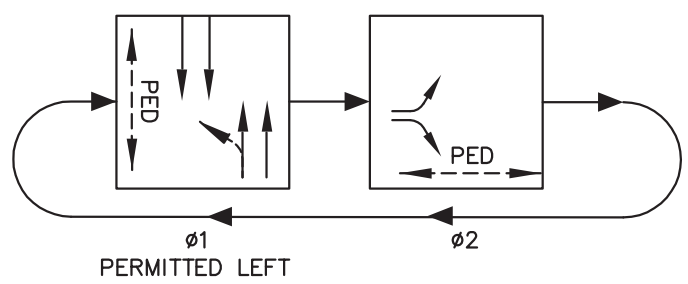
EXISTING CONTROLLER PROGRAMMING

INTERVAL	PHASE 1	PHASE 2			
PHASE					
TIMING IN SECONDS					
INITIAL INTERVAL	10	5			
VEHICLE EXTENSION	3	3			
MAX. GREEN 1	29	21			
MAX. GREEN 2	-	-			
YELLOW	3.0	3.0			
ALL RED	2.0	2.0			
PEDESTRIAN WALK	5	4			
PEDESTRIAN DON'T WALK	16	9			
RECALL	SOFT				

8 PHASE NEMA CONTROLLER

PHASE 1	PHASE 2	PHASE 3	PHASE 4
		NOT USED	NOT USED
PHASE 5	PHASE 6	PHASE 7	PHASE 8
NOT USED	NOT USED	NOT USED	NOT USED

PROPOSED COORDINATION PLANS:



COORDINATION PLANS: PROPOSED

	PHASE 1 AM PEAK PLAN 1	PHASE 1 PM PEAK PLAN 2	PHASE 2 AM PEAK PLAN 3	PHASE 2 PM PEAK PLAN 4
CYCLE LENGTH (SEC.)	95	95	90	95
OFFSET (SEC.)	21	7	18	4
REFERENCE PHASE	1-NWSE	1-NWSE	1-NWSE	1-NWSE
SPLIT TIME PHASE 1	65	70	61	70
SPLIT TIME PHASE 2	30	25	29	25

PHASE TIME INCLUDES CLEARANCE INTERVALS.
REFERENCE PHASE IS TO START OF GREEN TIME.

THE FOLLOWING INTERSECTIONS ARE PART OF THE PENOBSCOT CORRIDOR COORDINATED SIGNAL SYSTEM:
OAK & HANCOCK STREETS
WASHINGTON & EXCHANGE STREETS
STATE & NORTH MAIN STREETS
OAK & WASHINGTON STREETS
STATE & PENOBSCOT STREETS
NORTH MAIN & BETTON (PARKER) STREETS

DAILY SCHEDULE PENOBSCOT CORRIDOR

DAY 1	CONST.	CONST.
SATURDAY	PHASE 1	PHASE 2
0:00 - 5:00	FLASH	FLASH
5:00 - 8:00	FREE	FREE
8:00 - 10:00	PLAN 1	PLAN 3
10:00 - 16:00	PLAN 2	PLAN 4
16:00 - 19:00	PLAN 1	PLAN 3
19:00 - 23:59	FREE	FREE
DAY 2-6	FLASH	FLASH
MON. - FRI.	PHASE 1	PHASE 2
0:00 - 4:30	FLASH	FLASH
4:30 - 6:30	FREE	FREE
6:30 - 10:00	PLAN 1	PLAN 3
10:00 - 18:30	PLAN 2	PLAN 4
18:30 - 20:00	PLAN 1	PLAN 3
20:00 - 23:59	FREE	FREE
DAY 7	FLASH	FLASH
SUNDAY	PHASE 1	PHASE 2
0:00 - 5:00	FLASH	FLASH
5:00 - 10:00	FREE	FREE
10:00 - 18:00	PLAN 1	PLAN 3
18:00 - 23:59	FREE	FREE

SIGNAL DATA STATE & NORTH MAIN STREETS

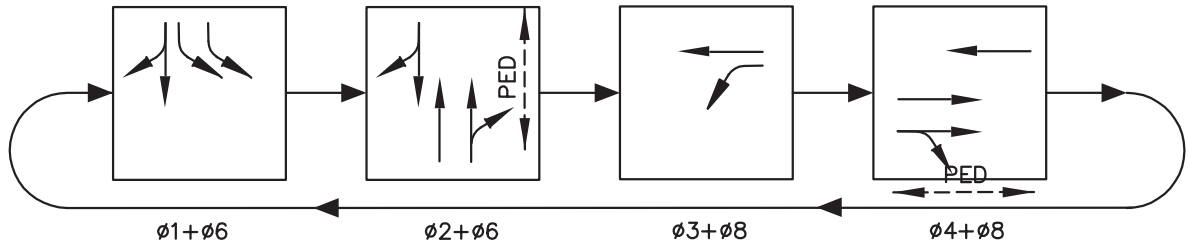
CONTROLLER PROGRAMMINGEXISTING

INTERVAL	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 6	PHASE 8
PHASE						
TIMING IN SECONDS						
INITIAL INTERVAL	5	10	5	5	10	5
VEHICLE EXTENSION	3	3	3	3	3	3
MAX. GREEN 1	20	15	10	30	35	40
MAX. GREEN 2	-	-	-	-	-	10
YELLOW	3.0	3.0	3.0	3.0	3.0	3.0
ALL RED	2.0	2.0	2.0	2.0	2.0	2.0
PEDESTRIAN WALK				5	4	
PEDESTRIAN DON'T WALK				20	19	
RECALL		SOFT			SOFT	

8 PHASE NEMA CONTROLLER

PHASE 1	PHASE 2	PHASE 3	PHASE 4
PHASE 5	PHASE 6	PHASE 7	PHASE 8
NOT USED		NOT USED	

PROPOSED COORDINATION PLANS:



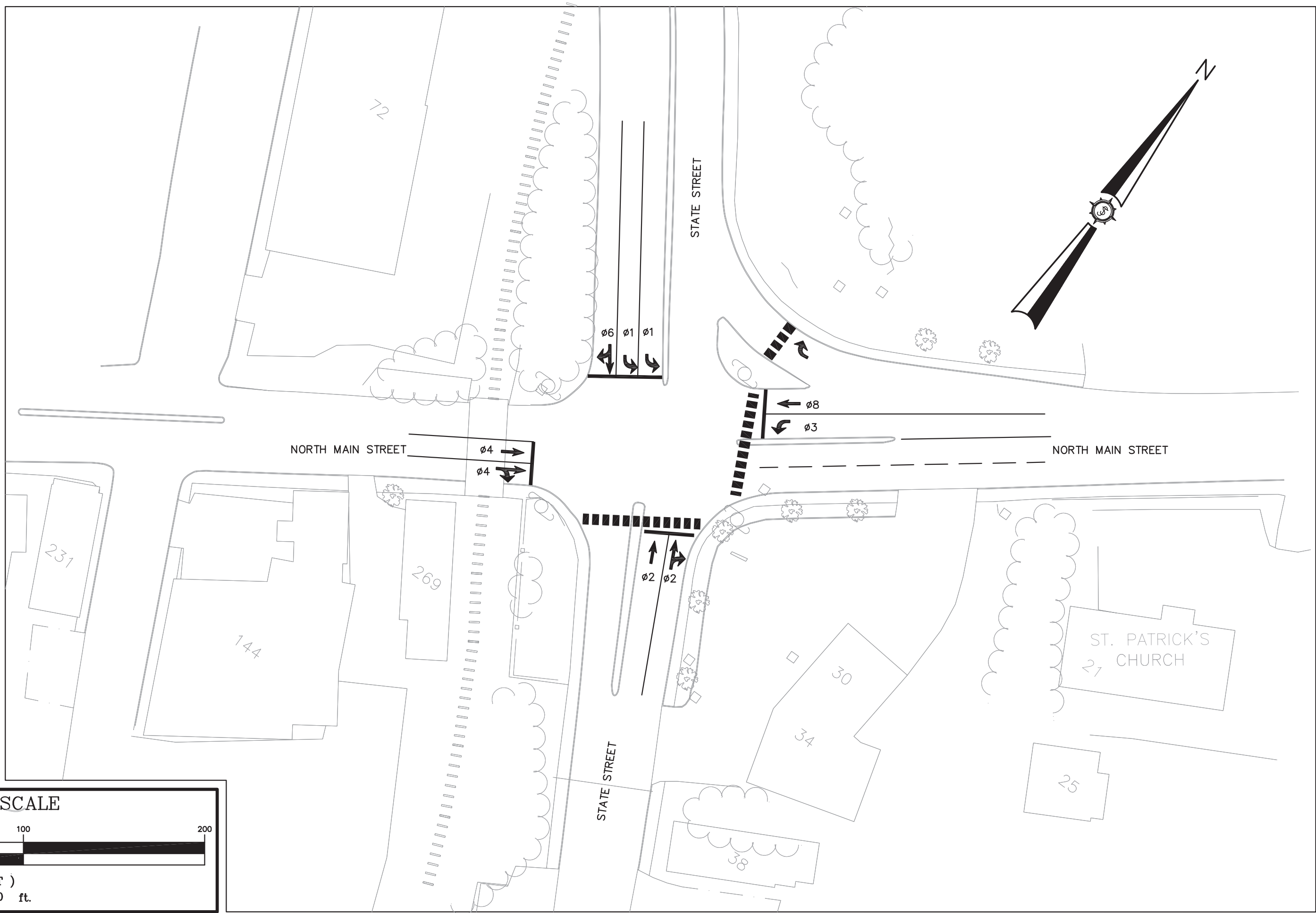
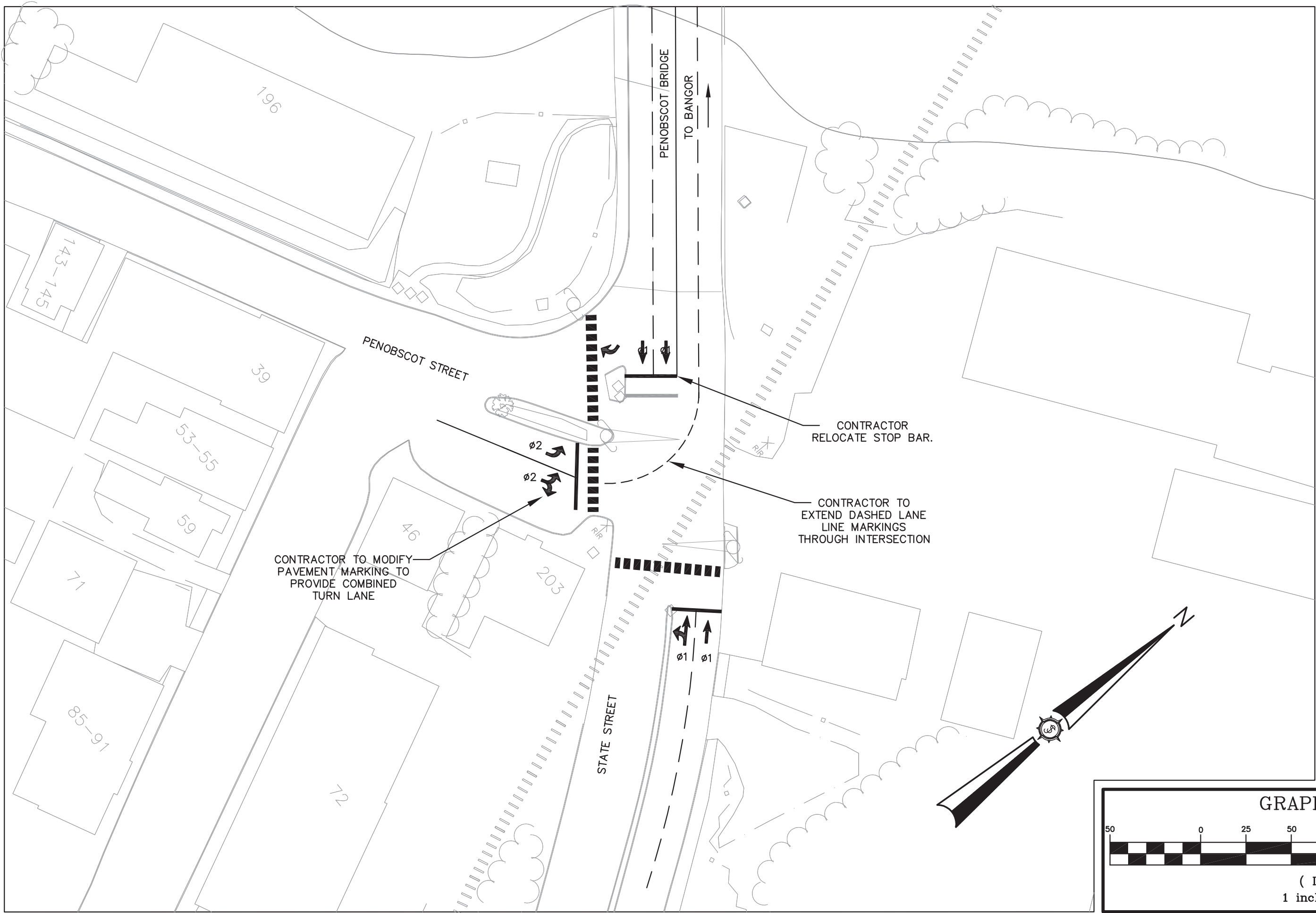
PROPOSED COORDINATION PLANS:

	PHASE 1 AM PEAK PLAN 1	PHASE 1 PM PEAK PLAN 2	PHASE 2 AM PEAK PLAN 3	PHASE 2 PM PEAK PLAN 4
CYCLE LENGTH (SEC.)	95	95	90	95
OFFSET (SEC.)	37	24	30	20
REFERENCE PHASE	6-SET	6-SET	6-SET	6-SET
SPLIT TIME PHASE 1	20	26	20	26
SPLIT TIME PHASE 2	38	36	33	36
SPLIT TIME PHASE 3	14	12	14	12
SPLIT TIME PHASE 4	23	21	23	21
SPLIT TIME PHASE 6	58	62	53	62
SPLIT TIME PHASE 8	37	33	37	33

PHASE TIME INCLUDES CLEARANCE INTERVALS.
REFERENCE PHASE IS TO START OF GREEN TIME.

DAILY SCHEDULE PENOBSCOT CORRIDOR

DAY 1	CONST.	CONST.
SATURDAY	PHASE 1	PHASE 2
0:00 - 5:00	FLASH	FLASH
5:00 - 8:00	FREE	FREE
8:00 - 10:00	PLAN 1	PLAN 3
10:00 - 16:00	PLAN 2	PLAN 4
16:00 - 19:00	PLAN 1	PLAN 3
19:00 - 23:59	FREE	FREE
DAY 2-6	FLASH	FLASH
MON. - FRI.	PHASE 1	PHASE 2
0:00 - 4:30	FLASH	FLASH
4:30 - 6:30	FREE	FREE
6:30 - 10:00	PLAN 1	PLAN 3
10:00 - 18:30	PLAN 2	PLAN 4
18:30 - 20:00	PLAN 1	PLAN 3
20:00 - 23:59	FREE	FREE
DAY 7	FLASH	FLASH
SUNDAY	PHASE 1	PHASE 2
0:00 - 5:00	FLASH	FLASH
5:00 - 10:00	FREE	FREE
10:00 - 18:00	PLAN 1	PLAN 3
18:00 - 23:59	FREE	FREE



Project No. 83308E MDOT WIN 18320.00

Engineer JAMES W. SEWALL COMPANY, INC. Since 1880 800.648.4302

Phase CONSTRUCT

Sheet No. 11

Seal of the State of Maine
Professional Engineer
JAMES W. SEWALL
No. 1887
11/16/12

AN INTEGRATED TEAM OF
GEOTECHNICAL ENGINEERING
SURVEYING AND NATURAL
RESOURCE CONSULTANTS

MAINE DEPARTMENT OF TRANSPORTATION

AUGUSTA

Project Location BANGOR & BREWER, MAINE

Drawing Description STATE & PENOBSCOT STREETS
STATE & NORTH MAIN STREETS

Designed By JC

Date 11/16/2012

Scale 1" = 50'

Approved JMT

Checked BOH

SIGNAL DATA NORTH MAIN & WILSON STREETS

CONTROLLER PROGRAMMING

INTERVAL	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8
PHASE								
TIMING IN SECONDS								
INITIAL INTERVAL	5	8	5	5	5	8	5	5
VEHICLE EXTENSION	3	3	3	3	3	3	3	3
MAX. GREEN 1	10	36	10	24	10	36	10	29
MAX. GREEN 2	-	-	-	-	-	-	-	-
YELLOW	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
ALL RED	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
PEDESTRIAN WALK		7		7		7		7
PEDESTRIAN DON'T WALK		22		17		22		17
RECALL		SOFT				SOFT		

PROPOSED TIME OF DAY PLANS:

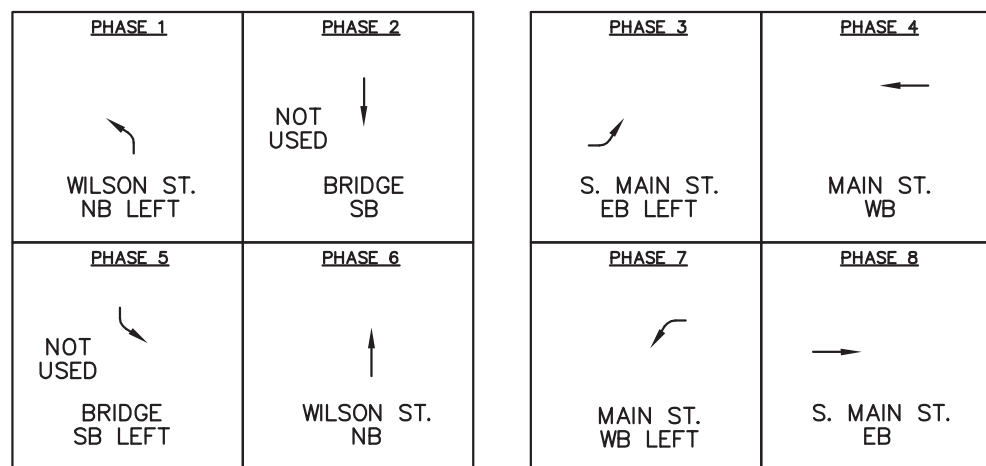
	PHASE 1 AM PEAK PLAN 1	PHASE 1 PM PEAK PLAN 2	PHASE 2 AM PEAK PLAN 3	PHASE 2 PM PEAK PLAN 4
CYCLE LENGTH (SEC.)	95	90	90	95
OFFSET (SEC.)	-	-	-	-
REFERENCE PHASE	-	-	-	-
SPLIT TIME PHASE 1	13	12	12	12
SPLIT TIME PHASE 3	16	12	13	13
SPLIT TIME PHASE 4	31	31	30	35
SPLIT TIME PHASE 6	48	47	47	47
SPLIT TIME PHASE 7	13	12	13	13
SPLIT TIME PHASE 8	34	31	30	35

PHASE TIME INCLUDES CLEARANCE INTERVALS.

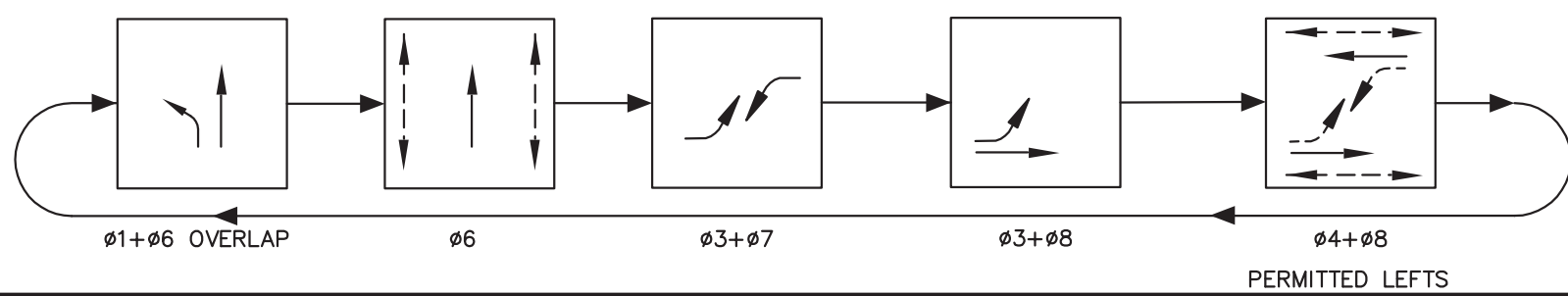
THE INTERSECTION OF NORTH MAIN & WILSON STREETS IS NOT PART OF A COORDINATED SYSTEM.

CONCURRENT PEDESTRIAN PHASE ON ACTUATION ONLY.

8 PHASE NEMA CONTROLLER



PROPOSED SEQUENCE:



DAILY SCHEDULE WILSON & MAIN STREETS

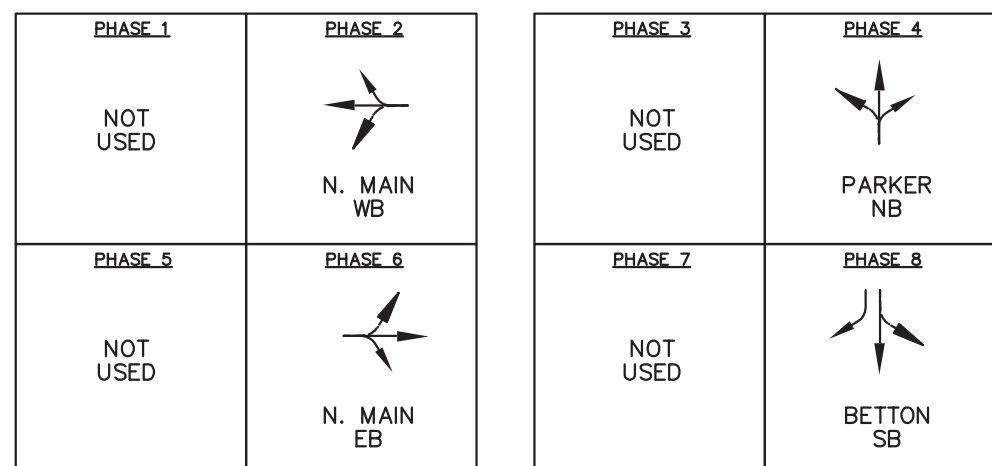
DAY 1 SATURDAY	CONST. PHASE 1	CONST. PHASE 2
0:00 - 5:00	FLASH	FLASH
5:00 - 10:00	PLAN 1	PLAN 3
10:00 - 16:00	PLAN 2	PLAN 4
16:00 - 23:59	PLAN 1	PLAN 3
DAY 2-6 MON. - FRI.		
0:00 - 5:00	FLASH	FLASH
5:00 - 10:00	PLAN 1	PLAN 3
10:00 - 18:30	PLAN 2	PLAN 4
18:30 - 23:59	PLAN 1	PLAN 3
DAY 7 SUNDAY		
0:00 - 5:00	FLASH	FLASH
5:00 - 10:00	PLAN 1	PLAN 3
10:00 - 16:00	PLAN 2	PLAN 4
16:00 - 23:59	PLAN 1	PLAN 3

SIGNAL DATA NORTH MAIN & BETTON STREETS

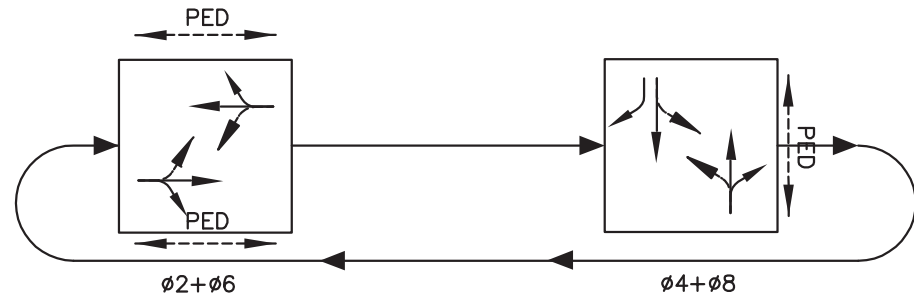
EXISTING CONTROLLER PROGRAMMING

INTERVAL	PHASE 2	PHASE 4	PHASE 6	PHASE 8
PHASE				
TIMING IN SECONDS				
INITIAL INTERVAL	5	10	5	10
VEHICLE EXTENSION	3	3	3	3
MAX. GREEN 1	22	23	22	23
MAX. GREEN 2	-	-	-	-
YELLOW	3.0	3.0	3.0	3.0
ALL RED	2.0	2.0	2.0	2.0
PEDESTRIAN WALK	4	4	4	
PEDESTRIAN DON'T WALK	12	9	13	
RECALL	SOFT		SOFT	

8 PHASE NEMA CONTROLLER



PROPOSED SEQUENCE:



PROPOSED COORDINATION PLANS:

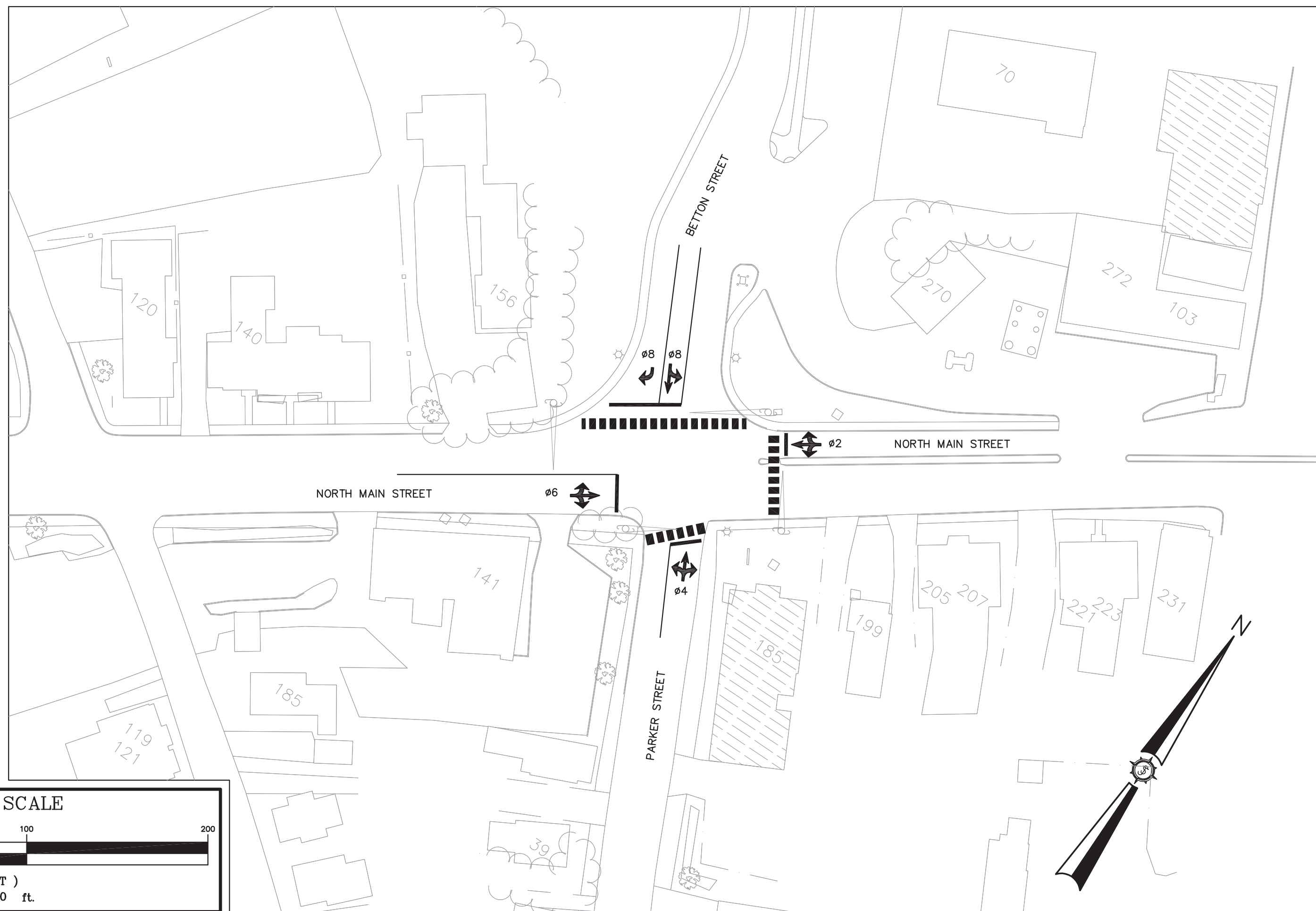
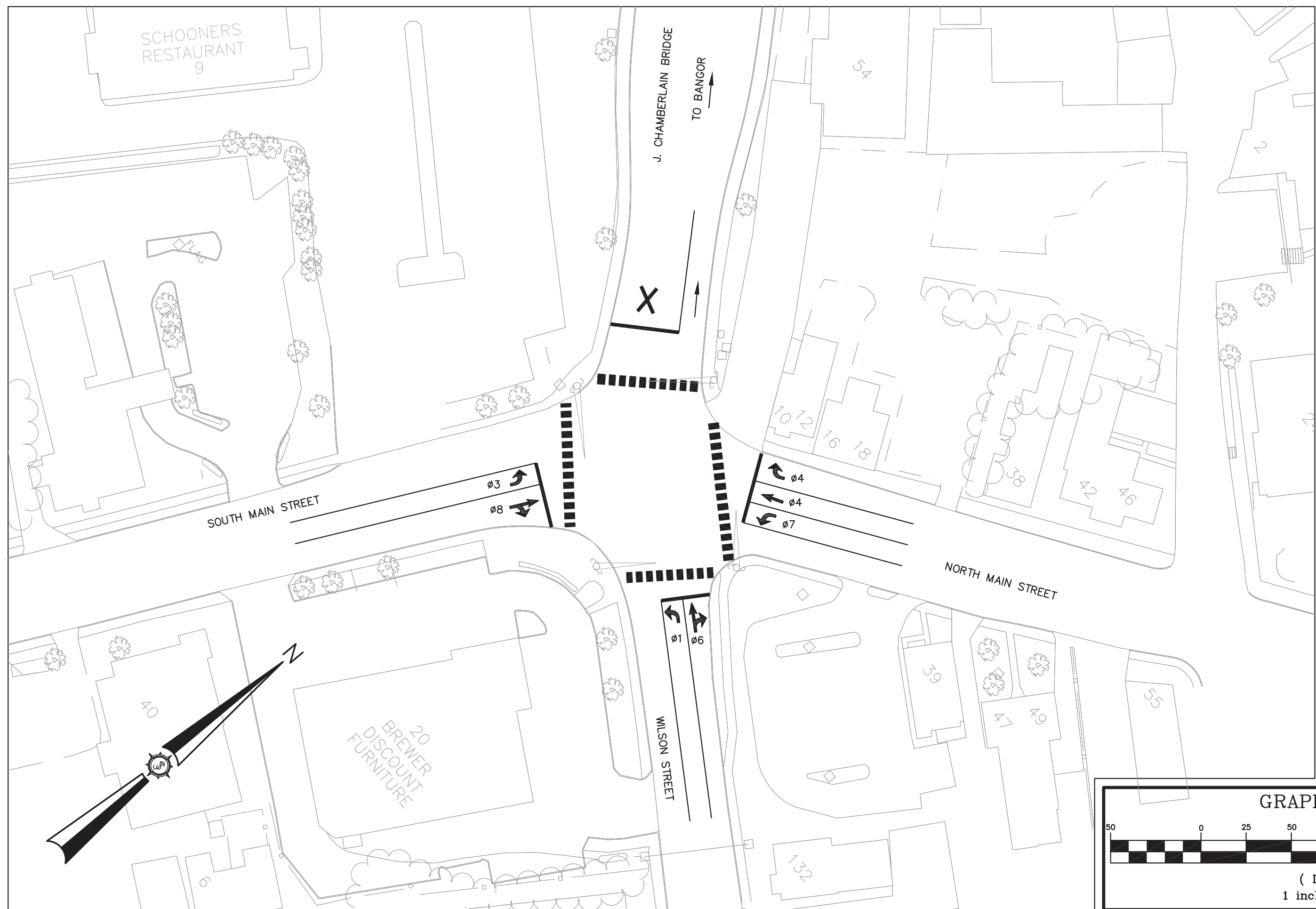
	PHASE 1 AM PEAK PLAN 1	PHASE 1 PM PEAK PLAN 2	PHASE 2 AM PEAK PLAN 3	PHASE 2 PM PEAK PLAN 4
CYCLE LENGTH (SEC.)	95	95	90	95
OFFSET (SEC.)	69	58	64	52
REFERENCE PHASE	6-EBTL	6-EBTL	6-EBTL	6-EBTL
SPLIT TIME PHASES 2 & 6	69	57	64	57
SPLIT TIME PHASES 4 & 8	26	38	26	38

PHASE TIME INCLUDES CLEARANCE INTERVALS.
REFERENCE PHASE IS TO START OF GREEN TIME.

THE FOLLOWING INTERSECTIONS ARE PART OF THE PENOBSCOT CORRIDOR COORDINATED SIGNAL SYSTEM:
OAK & HANCOCK STREETS
WASHINGTON & EXCHANGE STREETS
STATE & NORTH MAIN STREETS
OAK & WASHINGTON STREETS
STATE & PENOBSCOT STREETS
NORTH MAIN & BETTON (PARKER) STREETS

DAILY SCHEDULE PENOBSCOT CORRIDOR

DAY 1 SATURDAY	CONST. PHASE 1	CONST. PHASE 2
0:00 - 5:00	FLASH	FLASH
5:00 - 8:00	FREE	FREE
8:00 - 10:00	PLAN 1	PLAN 3
10:00 - 16:00	PLAN 2	PLAN 4
16:00 - 19:00	PLAN 1	PLAN 3
19:00 - 23:59	FREE	FREE
DAY 2-6 MON. - FRI.		
0:00 - 4:30	FLASH	FLASH
4:30 - 6:30	FREE	FREE
6:30 - 10:00	PLAN 1	PLAN 3
10:00 - 18:30	PLAN 2	PLAN 4
18:30 - 20:00	PLAN 1	PLAN 3
20:00 - 23:59	FREE	FREE
DAY 7 SUNDAY		
0:00 - 5:00	FLASH	FLASH
5:00 - 10:00	FREE	FREE
10:00 - 18:00	PLAN 1	PLAN 3
18:00 - 23:59	FREE	FREE



Project No. 83308E
Phase CONSTRUCT
Sheet No. 12

Project Location
BANGOR & BREWER, MAINE

Project Location
NORTH MAIN & WILSON STREETS
NORTH MAIN & BETTON STREETS

Seal
JAMES W. SEWALL
Professional Engineer
No. 1887
11/16/12

MDOT WIN 18320.00
AN INTEGRATED TEAM OF
GEODETIC, ENGINEERING,
SURVEYING AND NATURAL
RESOURCE CONSULTANTS
SEWALL
JAMES W. SEWALL COMPANY, Since 1880
800.648.4302

MAINE DEPARTMENT OF TRANSPORTATION
AUGUSTA
Designed By JC
Drawn By JC
Date 11/16/2012
Scale 1" = 50'
Checked BOH
Approved JMT



GENERAL NOTES – DETOUR PHASE 1

- ALL WORK PERFORMED UNDER THIS CONTRACT TO BE GOVERNED BY AND IN CONFORMITY WITH THE MAINE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS (DECEMBER 2002), STANDARD DETAILS HIGHWAYS AND BRIDGES (DECEMBER 2002) AND SUPPLEMENTAL THERETO EXCEPT AS MODIFIED ON THE PLANS AND IN THE SPECIAL PROVISIONS.
- ALL TEMPORARY PAVEMENT MARKINGS SHALL BE IN ACCORDANCE TO MEDOT STANDARD SPECIFICATION & STANDARD DETAILS SECTION 627 & THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, 2009 EDITION.
- ALL CONSTRUCTION SIGNS & BARRIERS SHALL BE IN ACCORDANCE TO MEDOT STANDARD SPECIFICATIONS & STANDARD DETAILS & THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, 2009 EDITION.
- ON-STREET PARKING ON SOUTH SIDE OF WATER STREET IS TO BE ELIMINATED FROM MAIN STREET TO THE FIRST KEY BANK ENTRANCE.
- WATER STREET SHALL BE RE-STRIPED AT THE INTERSECTION WITH MAIN STREET FOR ONE WESTBOUND LANE. SEE SIGNAL PLAN 6.
- ALL EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH THE TEMPORARY PAVEMENT MARKINGS SHALL BE REMOVED BY GRINDING. PAVEMENT MARKING REMOVAL TO BE PAID UNDER ITEM 627.77. AT PROJECT COMPLETION, THE ORIGINAL PAVEMENT MARKINGS ARE TO BE RESTORED AND THE TEMPORARY PAVEMENT MARKINGS REMOVED.
- EXACT LOCATION OF SIGNS TO BE FIELD DETERMINED AND APPROVED BY RESIDENT.

LEGEND

- SIGN LOCATION
- ⓓ SIGN DESCRIPTION
- ↑ TRAVEL DIRECTION
- ✕ LANE CLOSED
- TYPE 3 BARRICADE
- TEMPORARY CONCRETE BARRIER AND/OR DRUMS

SIGN DIMENSIONS

SIGN	DIM. (IN.) (WxH)	SIGN	DIM. (IN.) (WxH)
G20-2	36X18	CS-1	60X30
M1-4	24X24	CS-2	36X12
M3-1	24X12	CS-3	36X12
M3-2	24X12	CS-4	36X12
M4-8	24X12	CS-5	30X30
M4-8a	24X12	CS-6	48X24
M5-1	21X15	CS-7	36X36
M6-1	21X15	CS-8	48X24
M6-3	21X15	CS-9	60X30
R3-1	24X24		
R3-5P	30X30		
R5-1	24X12		
R9-10	24X12		
R9-11	24X12		
R11-4	60X30		
R11-4b	60X30		
R11-5	24X24		
W20-1b	36X36		
W20-2	36X36		

1

DETOUR

NORTH EAST

1A 9

↑

M4-8
M3-1
M3-2
M1-4 (1A)
M1-5 (9)
M6-3

2

DETOUR

NORTH EAST

1A 9

↶

M4-8
M3-1
M3-2
M1-4 (1A)
M1-5 (9)
M5-1 (LT)

3

DETOUR

NORTH EAST

1A 9

↷

M4-8
M3-1
M3-2
M1-4 (1A)
M1-5 (9)
M5-1 (RT)

3a

DETOUR

NORTH EAST

1A 9

↷

RIGHT LANE
M4-8
M3-1
M3-2
M1-4 (1A)
M1-5 (9)
M5-1 (RT)
R3-5P

3b

DETOUR

NORTH EAST

1A 9

↷

RIGHT LANE
M4-8
M3-1
M3-2
M1-4 (1A)
M1-5 (9)
M6-1 (RT)
R3-5P

4

DETOUR

EAST NORTH

9 1A

↶

M4-8
M3-2
M3-1
M1-5 (9)
M1-4 (1A)
M5-1 (LT)
M6-3

5

END DETOUR

EAST

9

M4-8a
M3-2
M1-5 (9)

6

DETOUR

NORTH

1A

↑

M4-8
M3-1
M1-4 (1A)
M6-3

7

DETOUR

NORTH

1A

↶

M4-8
M3-1
M1-4 (1A)
M5-1 (LT)

8

END DETOUR

NORTH

1A

M4-8a
M3-1
M1-4 (1A)

9

DETOUR

NORTH EAST

1A 9

↶

M4-8
M3-1
M3-2
M1-4 (1A)
M1-5 (9)
M6-1 (LT)

A

CHANGEABLE MESSAGE BOARD
"CHAMBERLAIN BRIDGE CLOSED
USE HAMMOND ST TO BREWER"

Aa

CHANGEABLE MESSAGE BOARD
"CHAMBERLAIN BRIDGE CLOSED
USE I-395 TO BREWER"

B

CHAMBERLAIN BRIDGE CLOSED

C

DETOUR AHEAD

D

BRIDGE CLOSED TO THRU TRAFFIC

Dg

BRIDGE CLOSED TO THRU TRAFFIC

E

ROAD CLOSED TO THRU TRAFFIC

F

ROAD CLOSED TO THRU TRAFFIC

G

ROAD CLOSED TO THRU TRAFFIC

J

END ROAD WORK

K

BRIDGE WORK 500 FT

L

BRIDGE WORK 500 FT

La

BRIDGE WORK 500 FT

Lb

BRIDGE WORK 500 FT

M

DETOUR TO BREWER

N

DETOUR TO BREWER

O

DETOUR TO BREWER

P

ROAD CLOSED AHEAD

R

DETOUR

S

BRIDGE CLOSED ON RIGHT

T

TRAFFIC TO PARKING GARAGE ONLY

U

ALL BUSINESSES OPEN

R11-4
R11-5

R9-10
(ON TYPE II BARRICADE)

R11-4
R3-1

G20-2

W20-1b

W20-1b (500 FT)

W20-1b (500 FT)
CS-2

W20-1b (500 FT)
CS-3

M4-8
CS-4
M5-1 (LT)

M4-8
CS-4
M6-3

M4-8
CS-4
M5-1 (RT)

R9-11
(ON TYPE II BARRICADE)

CS-5 LT/RT

CS-6

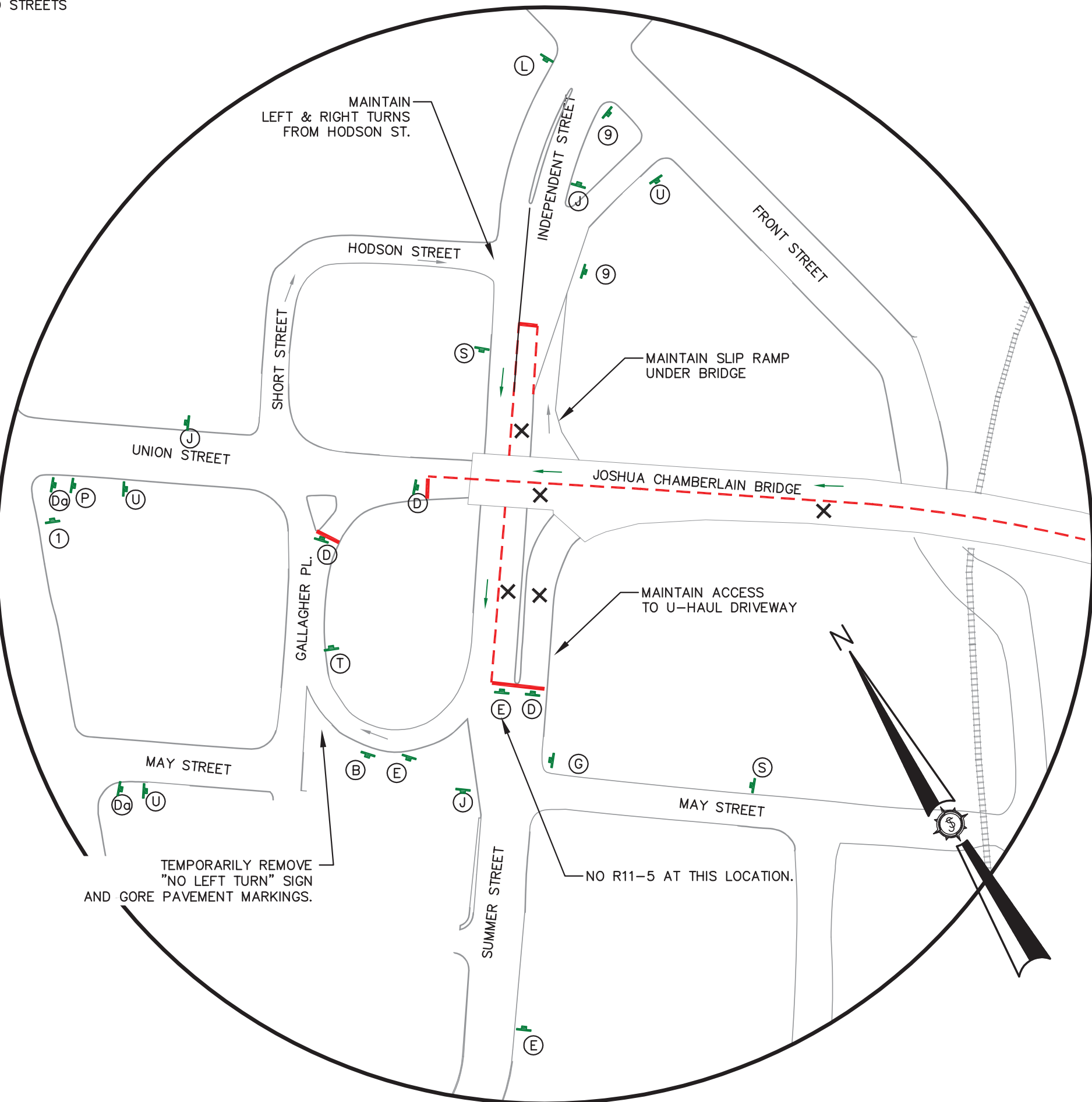
CS-7

CS-8

SIGNS FOR UNION & OHIO STREETS
NORTHWEST OF I-95:



CS-9



MAINE DEPARTMENT OF TRANSPORTATION

Project Location
AUGUSTA, MAINE
BANGOR & BREWER, MAINE

Project No.
MDOT WIN 1832000

Phase
CONSTRUCT

Sheet No.
13

Drawn By
JC

Date
11/16/2012

Scale
1" = 1,000'

Checked
-

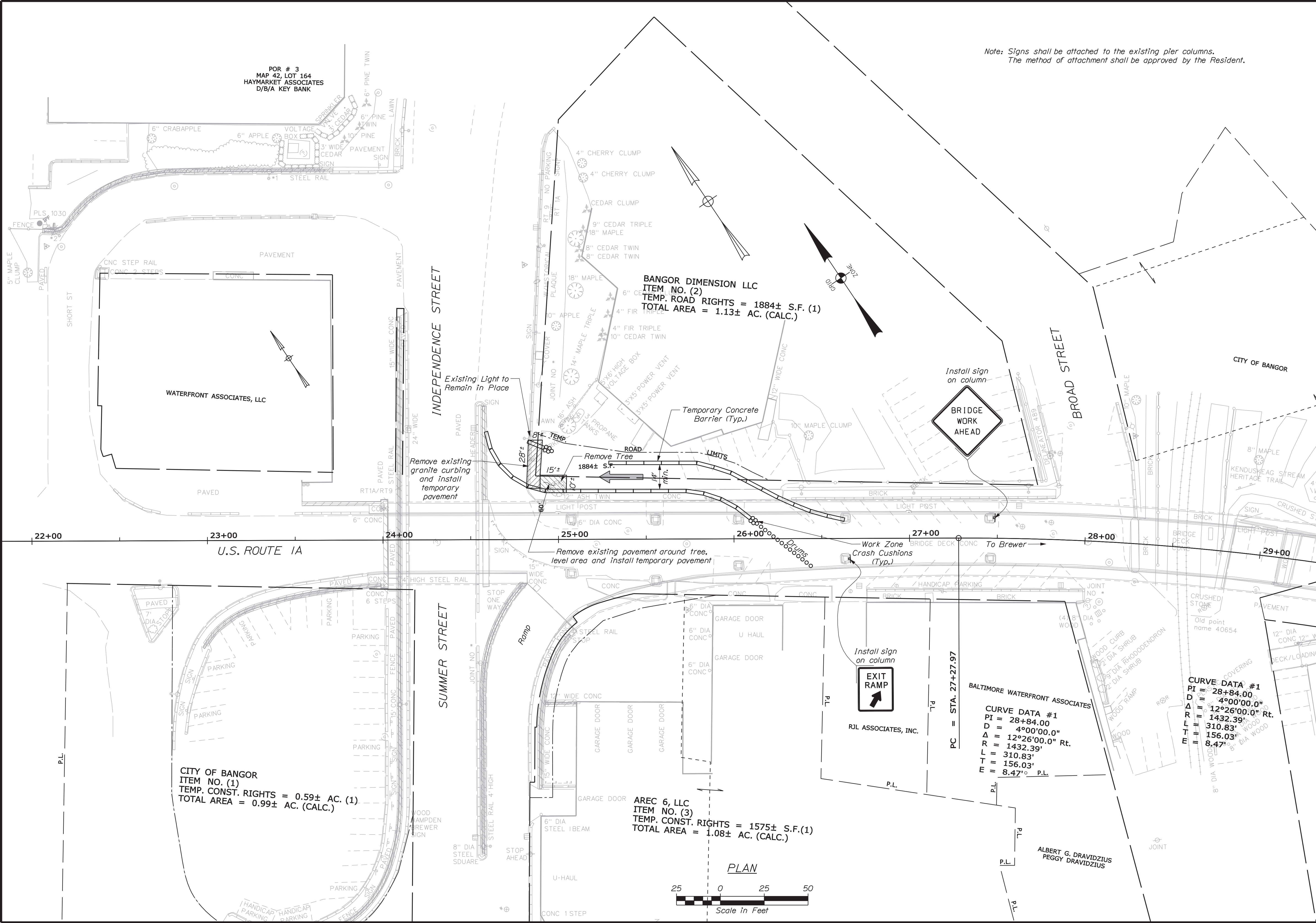
Approved
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Checked
-

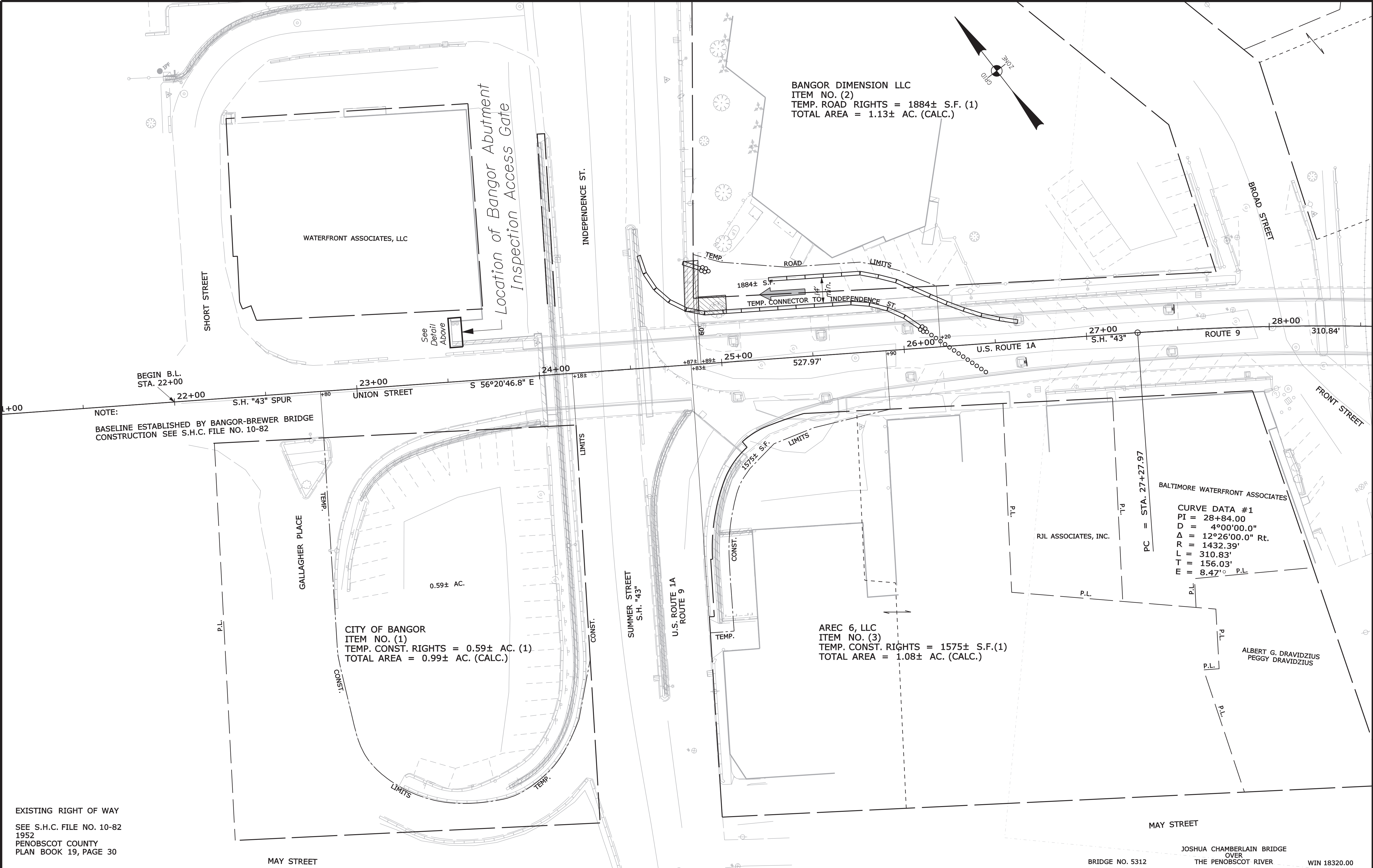
Seal
CORRELL
L
11/16/12
11/16/12

AN INTEGRATED TEAM OF
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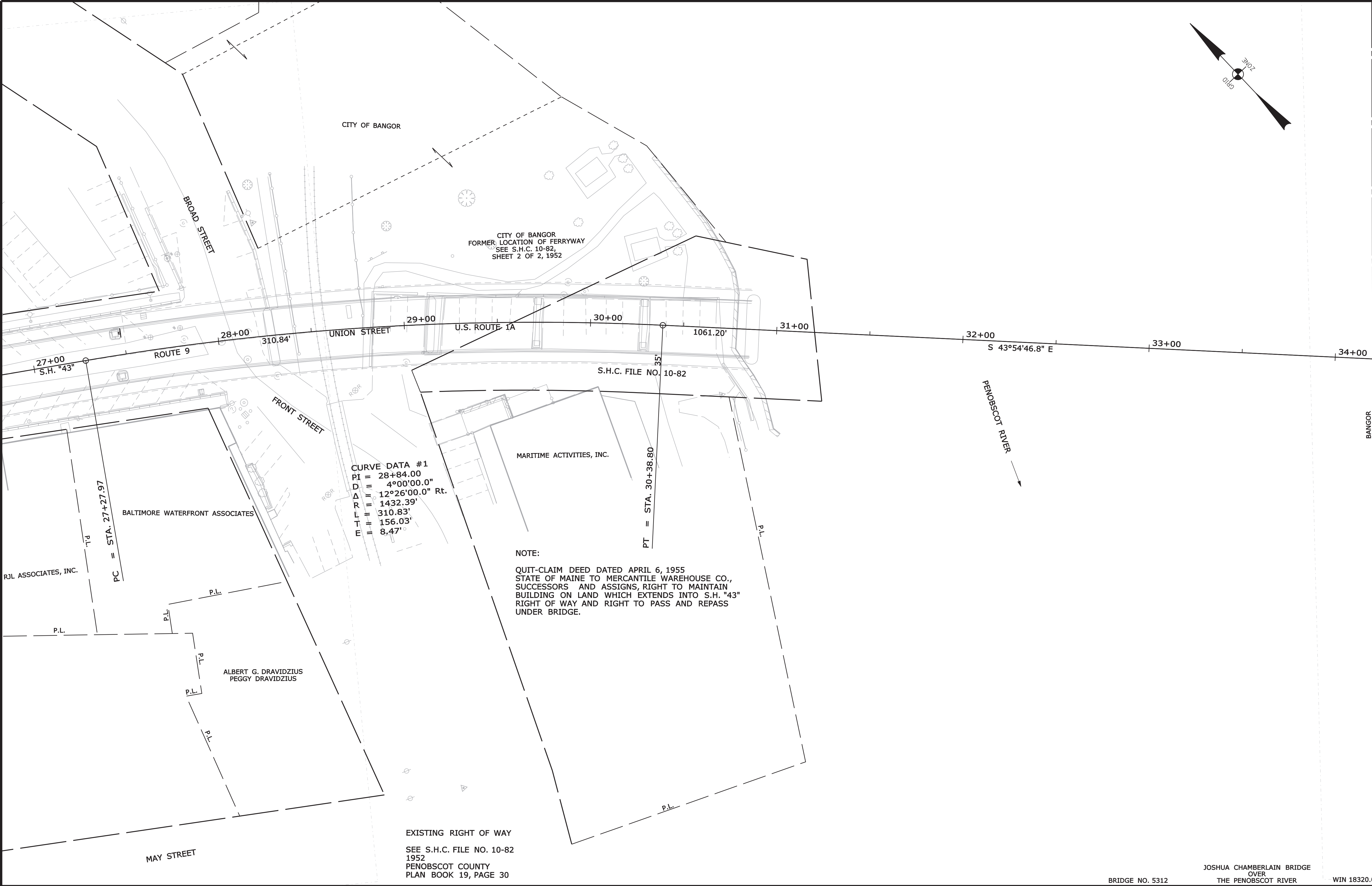


STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
BH-1832(000)X		P.E. NUMBER	
BRIDGE NO. 5312		DATE	
WIN		BRIDGE PLANS	
18320.00			
JOSHUA CHAMBERLAIN BRIDGE		SHEET NUMBER	
PENOBSCOT RIVER		15	
BANGOR-BREWER		OF 18	
PENOBSCOT COUNTY			
DETOUR FOR WORK ON SPANS 2, 3 AND 4			



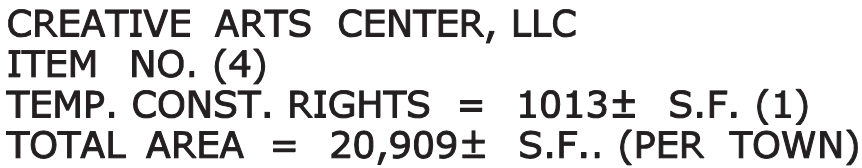
EXISTING RIGHT OF WAY
SEE S.H.C. FILE NO. 10-82
1952
PENOBSCOT COUNTY
PLAN BOOK 19, PAGE 30

REVISIONS				PLAN FILED IN PLAN BOOK						PAGE		COUNTY RECORD		DAVID BERNHARDT COMMISSIONER KENNETH L. SWEENEY CHIEF ENGINEER DATE			STATE HIGHWAY "43"			
NO.	DATE	DESCRIPTION	BY	NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE	U.S. ROUTE 1A\ROUTE 9 UNION STREET										
										BANGOR PENOBSCOT COUNTY										
										FEDERAL AID PROJECT NO. BH-1832(000)X										



BRIDGE NO. 5312 JOSHUA CHAMBERLAIN BRIDGE OVER THE PENOBSCOT RIVER WIN 18320.00

REVISIONS				PLAN FILED IN PLAN BOOK PAGE COUNTY RECORD						DAVID BERNHARDT COMMISSIONER KENNETH L. SWEENEY CHIEF ENGINEER DATE	STATE HIGHWAY "43"			
NO.	DATE	DESCRIPTION	BY	NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE		U.S. ROUTE 1A/ROUTE 9 UNION STREET			
											BANGOR-BREWER PENOBSCOT COUN			
											FEDERAL AID PROJECT NO. BH-1832(000)			
											OCTOBER 2012	RIGHT-OF-WAY MAP	D.O.T. FILE NO. 10-	
											SCALE 1" = 25'	SHEET 2 OF 3		



NOTE:
EXCAVATION IN THIS AREA PROHIBITED
PER DECLARATION OF ENVIRONMENTAL COVENANT
BOOK 12627, PAGE 2

EXISTING RIGHT OF WAY
SEE S.H.C. FILE NO. 10-82
1952
PENOBSCOT COUNTY
PLAN BOOK 19, PAGE 30

BRIDGE NO. 5312	JOSHUA CHAMBERLAIN BRIDGE OVER THE PENOBSCOT RIVER	WIN 18320.00
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REVISIONS				PLAN FILED IN PLAN BOOK PAGE COUNTY RECORD						DAVID BERNHARDT COMMISSIONER KENNETH L. SWEENEY CHIEF ENGINEER DATE	STATE HIGHWAY "43" U.S. ROUTE 1A\ROUTE 9 WILSON STREET BANGOR-BREWER PENOBSCOT COUNTY FEDERAL AID PROJECT NO. BH-1832(000)X		
NO.	DATE	DESCRIPTION	BY	NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE				
											OCTOBER 2012	RIGHT-OF-WAY MAP	D.O.T. FILE NO. 10-479
											SCALE 1" = 25'	SHEET 3 OF 3	