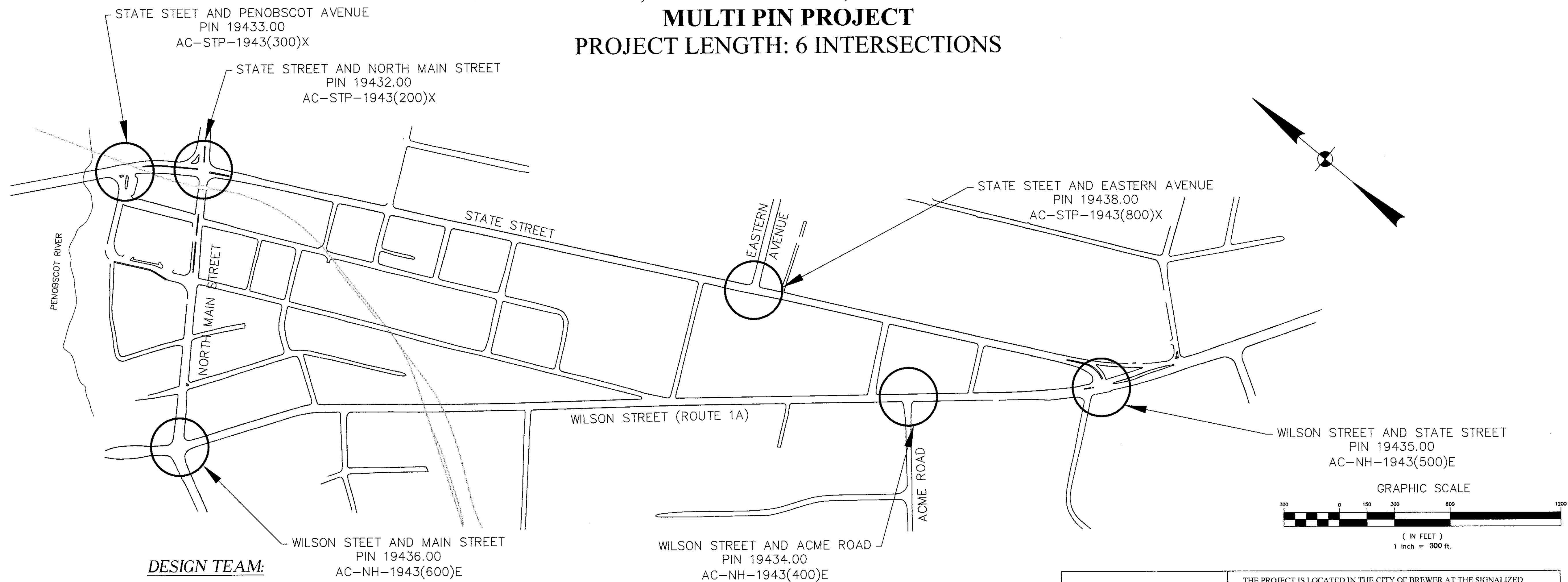


STATE OF MAINE DEPARTMENT OF TRANSPORTATION



BREWER PENOBSCOT COUNTY STATE STREET, WILSON STREET, NORTH MAIN STREET MULTI PIN PROJECT PROJECT LENGTH: 6 INTERSECTIONS



Description	Sheet No.
Title Sheet	1
State St. and N. Main St.	2
State St. and Penobscot Ave.	3
Wilson St. and Acme Rd.	4
State St. and Wilson St.	5
Wilson St. and Main St.	6
State St. and Eastern Ave.	7
Details	8

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

APPROVED

COMMISSIONER: *[Signature]*

DATE: 4/24/12

CHIEF ENGINEER: *[Signature]*

DATE: 4/23/12

SIGNATURE: *[Signature]*

P.E. NUMBER: 9887

DATE: 4/18/2012

PROJECT INFORMATION

PROGRAM: TRAFFIC

PROJECT MANAGER: BRIAN KEZLER

DESIGNER: GLENN CORRELL, PE

CONSULTANT: SEWALL

PROJECT RESIDENT: []

CONTRACTOR: []

PROJECT COMPLETION DATE: []

BREWER
TRAFFIC SIGNAL IMPROVEMENTS
TITLE SHEET

SHEET NUMBER

1

1 OF 8



PROJECT LOCATION: THE PROJECT IS LOCATED IN THE CITY OF BREWER AT THE SIGNALIZED INTERSECTIONS OF STATE STREET/NORTH MAIN STREET, STATE STREET/PENOBSCOT AVENUE, WILSON STREET/ACME ROAD, WILSON STREET/STATE STREET, WILSON STREET MAIN STREET, AND STATE STREET/EASTERN AVENUE.

PROGRAM AREA: TRAFFIC ENGINEERING DIVISION

SCOPE OF WORK: TRAFFIC SIGNAL UPGRADES AND IMPROVEMENTS TO SIX INTERSECTIONS WITHIN THE CITY OF BREWER INCLUDING IMPROVEMENTS TO SIDEWALKS AND PEDESTRIAN SIGNAL ACCOMMODATIONS.

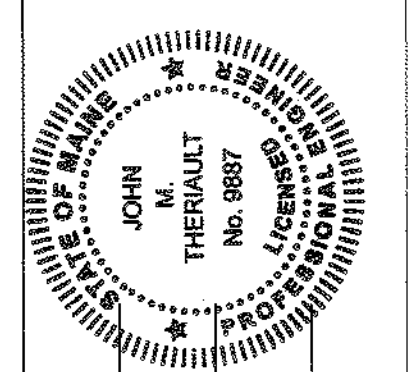
TRAFFIC SIGNAL NOTES:

- IT IS THE INTENT OF THIS WORK TO HAVE A COMPLETE, TESTED, AND ACCEPTED TRAFFIC SIGNAL INSTALLATION.
- 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.
- LOCATION OF ALL STRUCTURES SHALL BE FIELD VERIFIED BY THE ENGINEER PRIOR TO CONSTRUCTION.
- LOCATION OF EXISTING UNDERGROUND UTILITIES SHOWN IS APPROXIMATE. CONTRACTOR SHALL CONTACT DIG SAFE THREE WORKING DAYS PRIOR TO THE BEGINNING OF EXCAVATION. ALL UTILITIES SHALL BE LOCATED BEFORE BEGINNING EXCAVATION.
- ANY ABOVE GROUND SIGNAL CABLE SPlicing SHALL BE ENCLOSED IN A WATERPROOF BOOT OR A POLE HAND HOLE.
- NEW POLES SHALL BE HOT DIPPED GALVANIZED.
- THE CONTRACTOR SHALL MAINTAIN THE LOCAL CONTROLLER SIGNAL TIMING VALUES.
- THE CONTRACTOR SHALL INSTALL ADA PEDESTRIAN PUSH BUTTONS, SIGNS AND SIGNAL HEADS AT THE LOCATIONS SHOWN ON THE PLANS.
- ALL PEDESTRIAN HEADS SHALL HAVE LED LENSES. HEADS SHALL BE MANUFACTURED OF POLYCARBONATE OR ACRYLIC MATERIALS.
- ALL EXISTING PAVEMENT MARKINGS (STOP BARS, ARROWS, CROSSWALKS) CONFLICTING WITH PROPOSED LAYOUT SHALL BE REMOVED BY GRINDING. NEW PAVEMENT MARKINGS SHALL BE PROVIDED IN ACCORDANCE WITH SECTION 627. OVERHEAD SIGNS CONFLICTING WITH PROPOSED LAYOUT SHALL BE REMOVED.
- ALL CONDUIT SHALL BE SCHEDULE 80, 3 INCH PVC, FOR INSTALLATION OF CONDUIT.
- THE CONTRACTOR SHALL COORDINATE WITH UTILITY OWNERS TO INSURE ADEQUATE CLEARANCES.
- TEXTURED ASPHALT PAVEMENT SHALL BE "STREET PRINT" IN A BRICK PATTERN WITH A BRICK BORDER. THE COLOR SHALL BE BRICK RED.
- PEDESTRIAN PUSH BUTTON POSTS SHALL BE CONSTRUCTED OF SIMILAR MATERIAL AND COLOR AS PEDESTRIAN POLES. ALL PUSH BUTTON POSTS SHALL HAVE 18" DIAMETER CONCRETE FOUNDATIONS. PUSH BUTTONS SHALL BE MOUNTED AT 3'6" IN ACCORDANCE WITH THE 2009 EDITION OF THE MUTCD.
- BEFORE FINAL ACCEPTANCE OF THE SIGNAL SYSTEM, THE CONTRACTOR SHALL SUPPLY TO THE ENGINEER AND THE TOWN A SCHEMATIC DRAWING OF ALL CABLES EXTERNAL TO THE CONTROLLER, SHOWING THE CONDUCTORS USED AND UNUSED, WIRE GAUGE AND TERMINATION POINTS.

SIGNAL DATA

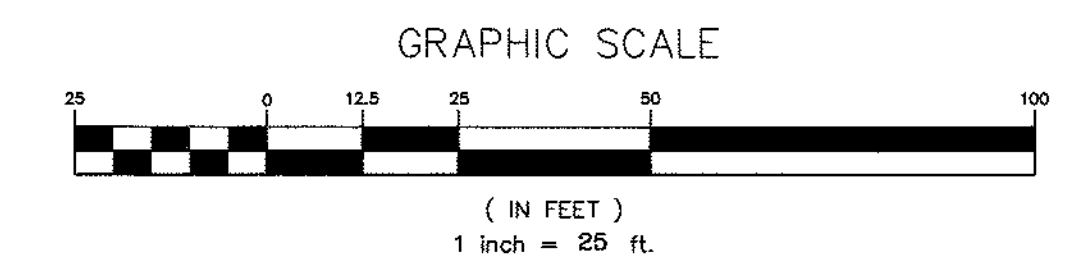
STATE ST. AND PENOBSCOT AVE.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
AC-STP-1943(300)E
PIN 19433.00
HIGHWAY PLANS



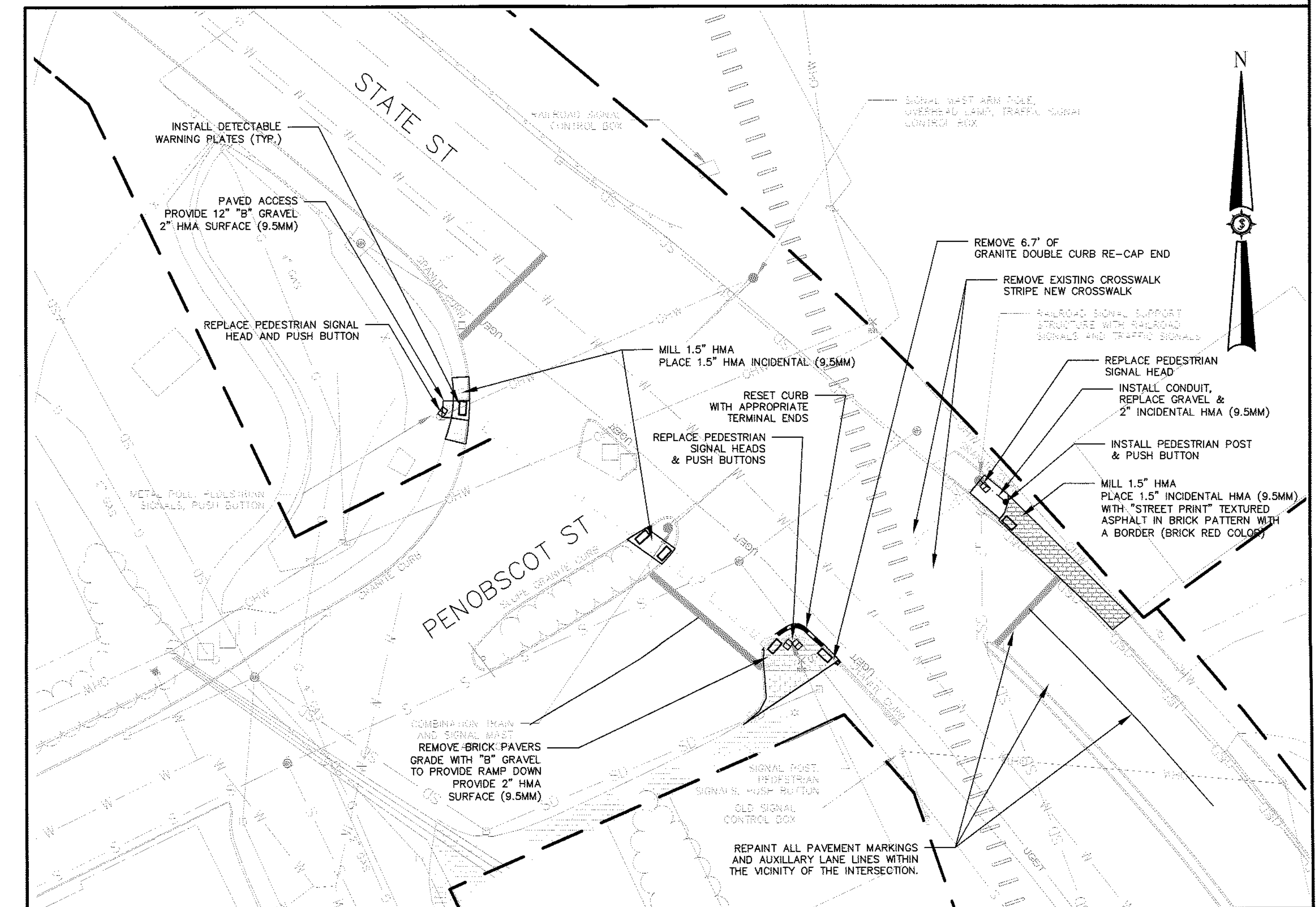
DATE: 4/18/2012
BY: JMT
P.E. NUMBER: 9887
DATE: 4/18/2012

PROJ. MANAGER	DATE	BY
DESIGN-DETAILED	2/25/12	JMT
CHECKED-REVIEWED	3/27/12	GLC
DESIGN-DETAILED/PS&E	4/5/12	GLC
DESIGN-DETAILED/FINAL	4/16/12	JMT
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		



LEGEND

VIDEO DETECTION	●
OVERHEAD SIGN	⊥
SIGNAL HEAD	▶
ELECTRIC METER	⊗
PEDESTRIAN SIGNAL HEAD	□
PULL BOX	⊞
OVERHEAD STREET LIGHT	☀
CONTROL CABINET	⊠
SIGNAL CONDUIT	—



BREWER TRAFFIC &
SIGNAL IMPROVEMENTS
STATE ST & PENOBSCOT AVE

SHEET NUMBER
3
3 OF 8

TRAFFIC SIGNAL NOTES:

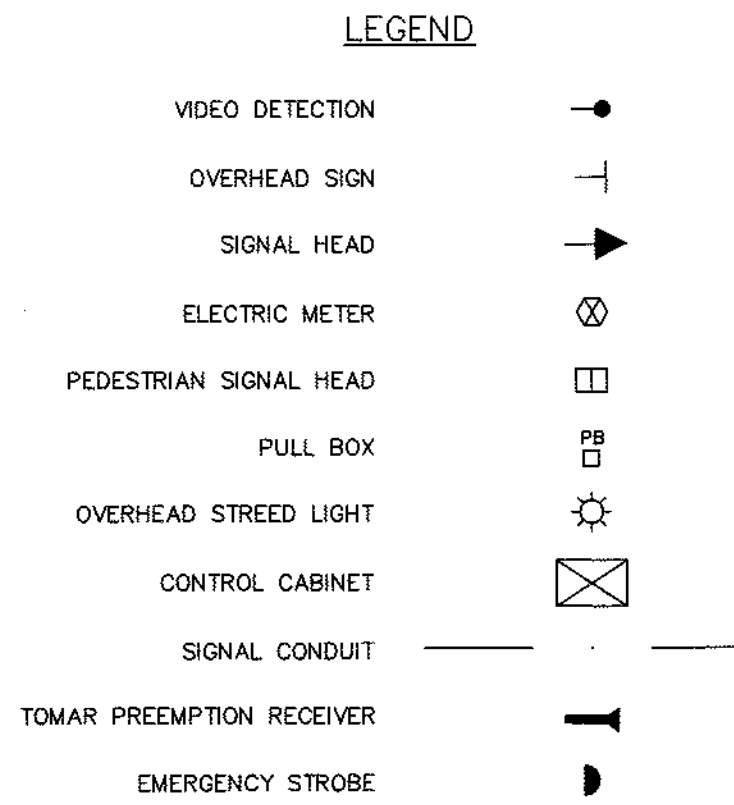
- IT IS THE INTENT OF THIS WORK TO HAVE A COMPLETE, TESTED, AND ACCEPTED TRAFFIC SIGNAL INSTALLATION.
- ALL WORK PERFORMED UNDER THIS CONTRACT TO BE GOVERNED BY AND IN CONFORMITY WITH THE MAINE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS (DECEMBER 2002), STANDARD DETAILS HIGHWAYS AND BRIDGES (DECEMBER 2002) AND SUPPLEMENTAL THERETO EXCEPT AS MODIFIED ON THE PLANS AND IN THE SPECIAL PROVISIONS.
- THE CONTRACTOR IS RESPONSIBLE FOR ALL EQUIPMENT, LABOR, AND COSTS ASSOCIATED WITH PROVIDING ELECTRIC POWER TO METER AND TRAFFIC SIGNAL CONTROL CABINET. OFFSET BRACKETS WILL BE USED ON ALL UTILITY POLE RISERS.
- LOCATION OF ALL STRUCTURES SHALL BE FIELD VERIFIED BY THE ENGINEER PRIOR TO CONSTRUCTION.
- LOCATION OF EXISTING UNDERGROUND UTILITIES SHOWN IS APPROXIMATE. CONTRACTOR SHALL CONTACT DIG SAFE THREE WORKING DAYS PRIOR TO THE BEGINNING OF EXCAVATION. ALL UTILITIES SHALL BE LOCATED BEFORE BEGINNING EXCAVATION.
- ANY ABOVE GROUND SIGNAL CABLE SPLICING SHALL BE ENCLOSED IN A WATERPROOF BOOT OR A POLE HAND HOLE.
- NEW POLES AND MAST ARMS SHALL BE HOT DIPPED GALVANIZED.
- THE CONTRACTOR SHALL INSTALL THE TIMING VALUES TO THE NEW CONTROLLER AS SHOWN ON THE PLANS.
- THE LOCATION OF VIDEO DETECTION EQUIPMENT WILL BE DETERMINED IN THE FIELD AND APPROVED BY THE ENGINEER TO PROVIDE THE OPTIMUM VIEWING ANGLE FOR EACH APPROACH TO THE INTERSECTION. VIDEO CAMERAS INSTALLED ON MAST ARMS SHALL BE MOUNTED 6 FEET ABOVE MAST ARM USING A RISER POLE.
- VIDEO DETECTION SHALL UTILIZE AUTOSCOPE AISCV CAMERAS WITH RVP2 PROCESSOR. THE VIDEO DETECTION SYSTEM SHALL BE INSTALLED AND CALIBRATED IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATIONS. UPON FINAL COMPLETION OF THE TRAFFIC SIGNAL IMPROVEMENTS, A MANUFACTURERS REPRESENTATIVE SHALL INSPECT THE INSTALLATION TO ENSURE PROPER OPERATION.
- THE CONTRACTOR SHALL INSTALL ADA PEDESTRIAN PUSH BUTTONS, SIGNS AND SIGNAL HEADS AT THE LOCATIONS SHOWN ON THE PLANS.
- ALL NEW SIGNAL AND PEDESTRIAN HEADS SHALL HAVE LED LENSES. HEADS SHALL BE MANUFACTURED OF POLYCARBONATE OR ACRYLIC MATERIALS.
- MINIMUM CLEARANCE TO THE BOTTOM OF OVERHEAD SIGNAL HOUSING SHALL BE 16' ABOVE PAVEMENT AND 10' ABOVE GROUND FOR POLE MOUNTED.
- ALL CONDUIT SHALL BE SCHEDULE 80, 3 INCH PVC, FOR INSTALLATION OF CONDUIT. CONTRACTOR SHALL BE REQUIRED TO HORIZONTALLY BORE SIGNAL CONDUIT BENEATH WILSON STREET.
- THE CONTRACTOR SHALL COORDINATE WITH UTILITY OWNERS TO INSURE ADEQUATE CLEARANCES.
- ALL CONCRETE SIGNAL POLE FOUNDATIONS SHALL BE 36" DIAMETER WITH A DEPTH OF 10 FEET AND CONSTRUCTED IN ACCORDANCE TO MEDOT STANDARD DETAILS 626(4). THE FOUNDATION FOR SIGNAL CONTROLLER SHALL BE CONSTRUCTED IN ACCORDANCE WITH MEDOT STANDARDS DETAILS, 626(8 & 9).
- ALL TRAFFIC SIGNALS AND OVERHEAD SIGNS SHALL BE BRACKET MOUNTED, ASTRO-BRAC OR APPROVED SUBSTITUTE.
- BACKPLATES SHALL BE INSTALLED ON ALL SIGNAL INDICATIONS.
- SIGNAL CONTROLLER AND CABINET SHALL BE A NEMA TS2 TYPE 1. CONTROLLER SHALL BE MANUFACTURED BY ECONOLITE. ALL SIGNAL EQUIPMENT WITHIN THE CABINET SHALL BE IN ACCORDANCE WITH THE CITY OF BREWER TRAFFIC SIGNAL SPECIFICATIONS. TRAFFIC SIGNAL EQUIPMENT WILL BE COMPATIBLE WITH EXISTING TRAFFIC SIGNALS ALONG WILSON STREET TO ACCOMMODATE FUTURE SIGNAL INTERCONNECT.
- SIGNAL SHALL HAVE CAPABILITY TO BE INTERCONNECTED WITH INTERSECTION AT STATE STREET AND WILSON STREET.
- ALL EXISTING PAVEMENT MARKINGS (STOP BARS, ARROWS, CROSSWALKS) CONFLICTING WITH PROPOSED LAYOUT SHALL BE REMOVED BY GRINDING. NEW PAVEMENT MARKINGS SHALL BE PROVIDED IN ACCORDANCE WITH SECTION 627. OVERHEAD SIGNS CONFLICTING WITH PROPOSED LAYOUT SHALL BE REMOVED.
- EMERGENCY PREEMPTION OF THE SIGNAL SYSTEM SHALL BE COMPLETED USING TOMAR 2080 OPTICAL SIGNAL PROCESSOR WITH STROBECOM II 2091 PREEMPTION DETECTORS AND 804 MAXI I CONFIRMATION STROBE.
- CONTRACTOR TO UTILIZE EXISTING MAST ARMS AND POLES SALVAGED BY THE CITY OF BREWER. CONTRACTOR RESPONSIBLE FOR CUTTING AND CAPPING EXISTING MAST ARMS TO DESIGNATED LENGTH. CONTRACTOR IS ALSO RESPONSIBLE FOR TRANSPORTING THE EXISTING MAST ARM POLES TO PROJECT SITE FROM STORAGE AREA WITHIN BREWER.
- BEFORE FINAL ACCEPTANCE OF THE SIGNAL SYSTEM, THE CONTRACTOR SHALL SUPPLY TO THE ENGINEER AND THE TOWN A SCHEMATIC DRAWING OF ALL CABLES EXTERNAL TO THE CONTROLLER, SHOWING THE CONDUCTORS USED AND UNUSED, WIRE GAUGE AND TERMINATION POINTS.

SIGNAL DATA WILSON ST. AND ACME RD.

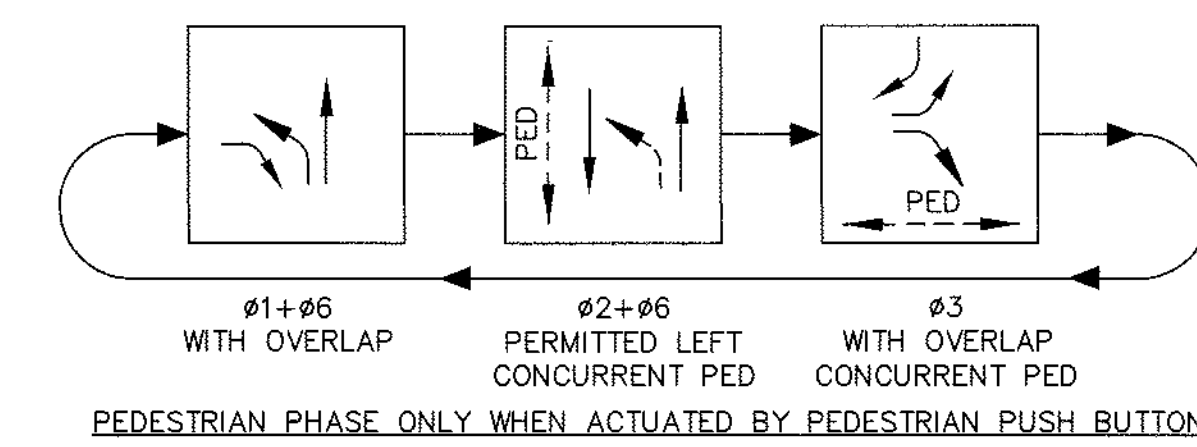
CONTROLLER PROGRAMMING

INTERVAL	PHASE 1	PHASE 2	PHASE 3	PHASE 6
PHASE	WILSON ST NB LEFT	WILSON ST SB	ACME RD EB	WILSON ST NB
TIMING IN SECONDS				
INITIAL INTERVAL	7	10	7	10
VEHICLE EXTENSION	3	3	3	3
MAX. GREEN 1	10	27	10	43
MAX. GREEN 2	10	25	12	41
YELLOW	4	4	4	4
ALL RED	2	2	2	2
PEDESTRIAN WALK		5	5	
PEDESTRIAN DON'T WALK		16	12	
RECALL		SOFT		SOFT

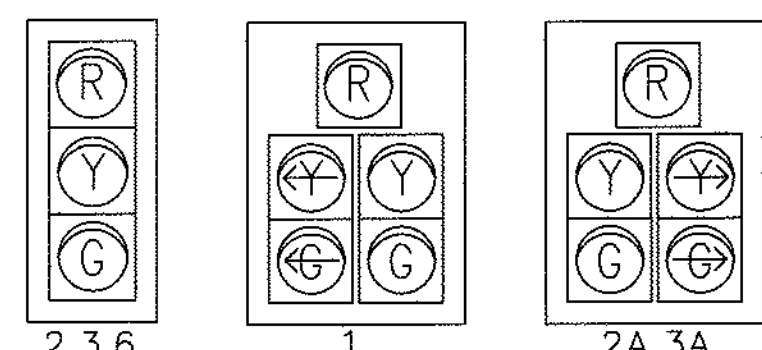
MAX GREEN 2 TO BE USED DAILY FROM 10:00 AM TO 7:00 PM.
MAX GREEN 1 TO BE USED AT ALL OTHER TIMES.



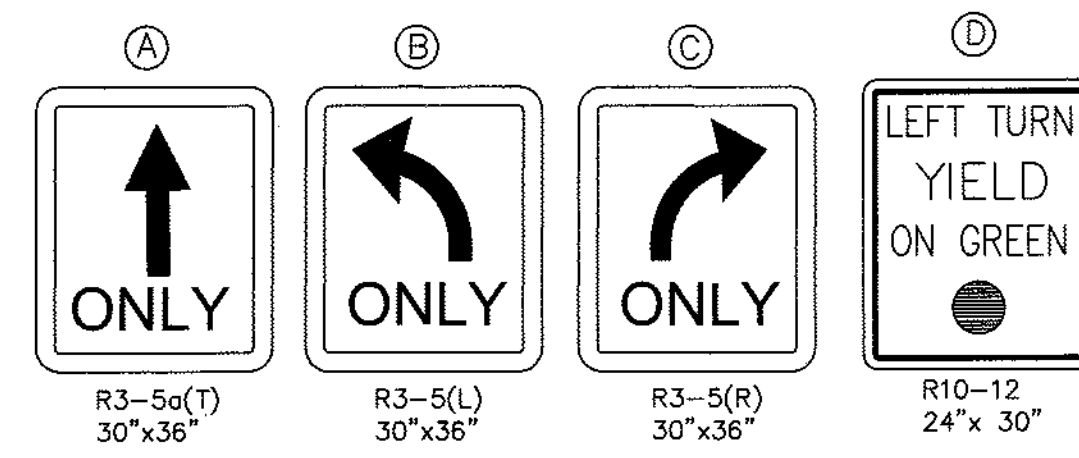
RECOMMENDED PHASE SEQUENCE



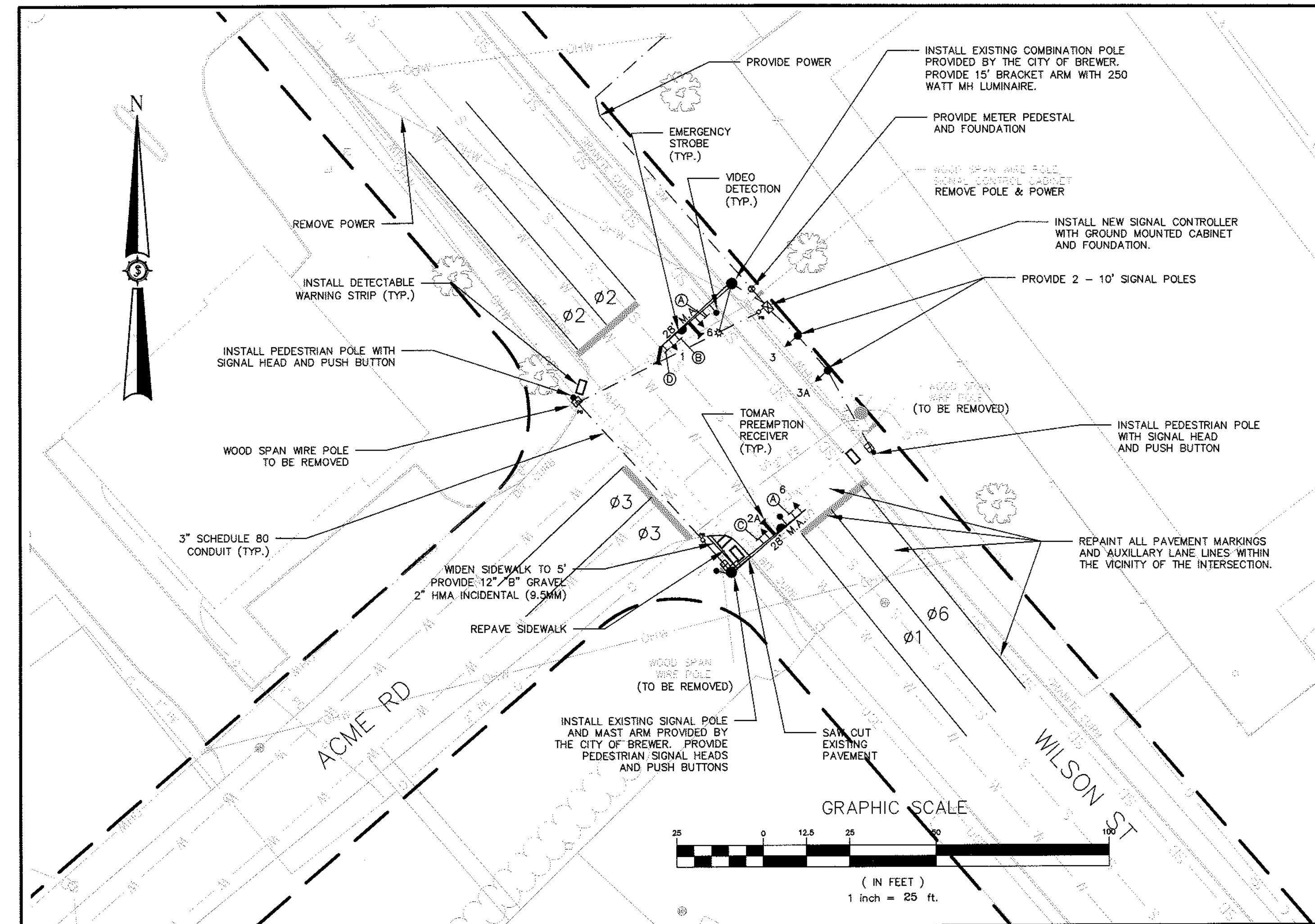
SIGNAL DISPLAYS



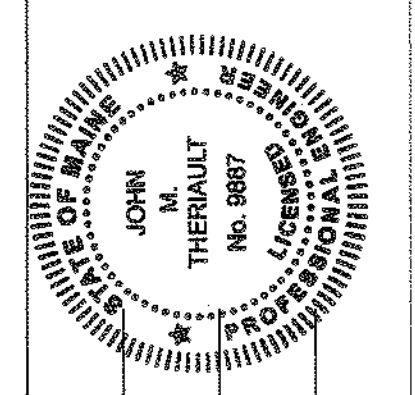
OVERHEAD SIGNS



ALL SIGNAL HEADS SHALL HAVE 5" BACK PLATES



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
AC-NH-1943(40)E
PIN 19434.00
HIGHWAY PLANS



DATE: 2/25/12
BY: FM, GJC, GJC
PROJ. MANAGER: GJC
DESIGN-DETAILED: JMT
CHECKED-REVISED: PSSE
DESIGN-DETAILED: PSSE
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

BREWER TRAFFIC & SIGNAL IMPROVEMENTS
WILSON ST & ACME RD

SHEET NUMBER
4
4 OF 8

TRAFFIC SIGNAL NOTES:

- IT IS THE INTENT OF THIS WORK TO HAVE A COMPLETE, TESTED, AND ACCEPTED TRAFFIC SIGNAL INSTALLATION.
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- THE CONTRACTOR IS RESPONSIBLE FOR ALL EQUIPMENT, LABOR, AND COSTS ASSOCIATED WITH PROVIDING ELECTRIC POWER TO METER AND TRAFFIC SIGNAL CONTROL CABINET. OFFSET BRACKETS WILL BE USED FOR UTILITY POLE RISERS.
- LOCATION OF ALL STRUCTURES SHALL BE FIELD VERIFIED BY THE ENGINEER PRIOR TO CONSTRUCTION.
- LOCATION OF EXISTING UNDERGROUND UTILITIES SHOWN IS APPROXIMATE. CONTRACTOR SHALL CONTACT DIG SAFE THREE WORKING DAYS PRIOR TO THE BEGINNING OF EXCAVATION. ALL UTILITIES SHALL BE LOCATED BEFORE BEGINNING EXCAVATION.
- ANY ABOVE GROUND SIGNAL CABLE SPLICING SHALL BE ENCLOSED IN A WATERPROOF BOOT OR A POLE HAND HOLE.
- NEW POLES SHALL BE HOT DIPPED GALVANIZED.
- THE CONTRACTOR SHALL INSTALL TIMING VALUES TO NEW CONTROLLER AS SHOWN ON PLANS.
- THE LOCATION OF VIDEO DETECTION EQUIPMENT WILL BE DETERMINED IN THE FIELD AND APPROVED BY THE ENGINEER TO PROVIDE THE OPTIMUM VIEWING ANGLE FOR EACH APPROACH TO THE INTERSECTION.
- VIDEO DETECTION SHALL UTILIZE AUTOSCOPE AISV CAMERAS WITH RVP2 PROCESSOR. THE VIDEO DETECTION SYSTEM SHALL BE INSTALLED AND CALIBRATED IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATIONS. UPON FINAL COMPLETION OF THE TRAFFIC SIGNAL IMPROVEMENTS, A MANUFACTURERS REPRESENTATIVE SHALL INSPECT THE INSTALLATION TO ENSURE PROPER OPERATION.
- THE CONTRACTOR SHALL INSTALL ADA PEDESTRIAN PUSH BUTTONS, SIGNS, AND SIGNAL HEADS AT THE LOCATIONS SHOWN ON THE PLANS.
- ALL SIGNAL HEADS AND PEDESTRIAN HEADS SHALL HAVE LED LENSES. HEADS SHALL BE MANUFACTURED OF POLYCARBONATE OR ACRYLIC MATERIALS.
- MINIMUM CLEARANCE TO THE BOTTOM OF OVERHEAD SIGNAL HOUSING SHALL BE 16' ABOVE PAVEMENT AND 10' ABOVE GROUND FOR POLE MOUNTED.
- ALL CONDUIT SHALL BE SCHEDULE 80, 3 INCH PVC, FOR INSTALLATION OF CONDUIT.
- THE CONTRACTOR SHALL COORDINATE WITH UTILITY OWNERS TO INSURE ADEQUATE CLEARANCES.
- ALL TRAFFIC SIGNALS AND OVERHEAD SIGNS SHALL BE BRACKET MOUNTED, ASTRO-BRAC OR APPROVED SUBSTITUTE.
- SIGNAL CONTROLLER AND CABINET SHALL BE A NEMA TS2 TYPE 1. CONTROLLER SHALL BE MANUFACTURED BY ECONOLITE. ALL SIGNAL EQUIPMENT SHALL BE IN ACCORDANCE WITH THE CITY OF BREWER TRAFFIC SIGNAL SPECIFICATIONS. TRAFFIC SIGNAL EQUIPMENT WILL BE COMPATIBLE WITH EXISTING TRAFFIC SIGNALS ALONG WILSON STREET TO ACCOMMODATE FUTURE POSSIBLE SIGNAL INTERCONNECT.
- ALL EXISTING PAVEMENT MARKINGS (STOP BARS, ARROWS, CROSSWALKS) CONFLICTING WITH PROPOSED LAYOUT SHALL BE REMOVED BY GRINDING. NEW PAVEMENT MARKINGS SHALL BE PROVIDED IN ACCORDANCE WITH SECTION 627.
- EMERGENCY PREEMPTION OF THE SIGNAL SYSTEM SHALL BE COMPLETED USING TOMAR 2080 OPTICAL SIGNAL PROCESSOR WITH STROBECOM II 2090PREEMPTION DETECTORS AND 804 MAXI CONFIRMATION STROBE.
- PEDESTRIAN PUSH BUTTONS POSTS SHALL BE CONSTRUCTED OF SIMILAR MATERIALS AND COLOR AS PEDESTRIAN POLES. ALL PUSH BUTTON POSTS SHALL HAVE 18" DIAMETER CONCRETE FOUNDATIONS. PUSH BUTTONS SHALL BE MOUNTED AT 3'6" IN ACCORDANCE WITH THE 2009 EDITION OF THE MUTCD.
- BEFORE FINAL ACCEPTANCE OF THE SIGNAL SYSTEM, THE CONTRACTOR SHALL SUPPLY TO THE ENGINEER AND THE TOWN A SCHEMATIC DRAWING OF ALL CABLES EXTERNAL TO THE CONTROLLER, SHOWING THE CONDUCTORS USED AND UNUSED, WIRE GAUGE AND TERMINATION POINTS.

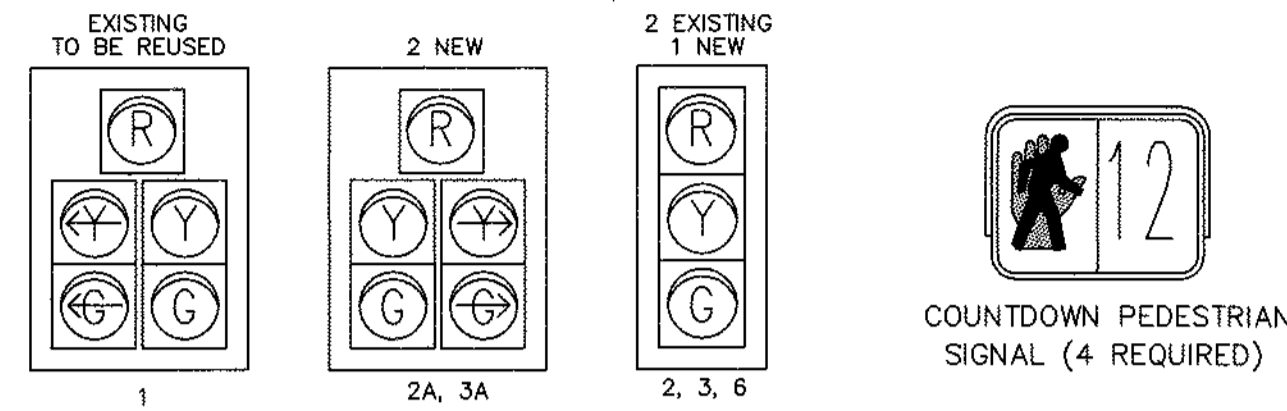
LEGEND

- VIDEO DETECTION
- OVERHEAD SIGN
- SIGNAL HEAD
- ELECTRIC METER
- PEDESTRIAN SIGNAL HEAD
- PULL BOX
- OVERHEAD STREET LIGHT
- CONTROL CABINET
- SIGNAL CONDUIT
- TOMAR PREEMPTION RECEIVER
- EMERGENCY STROBE

SIGNAL DATA

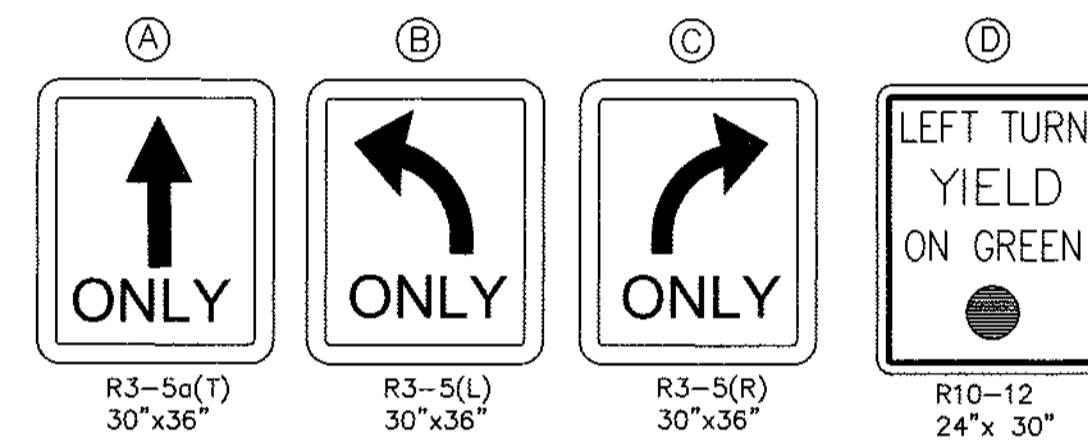
STATE ST. AND EASTERN AVE.

SIGNAL DISPLAYS



ALL SIGNAL HEADS SHALL BE LED WITH 12" LENSES AND 5" BACK PLATES.

OVERHEAD SIGNS

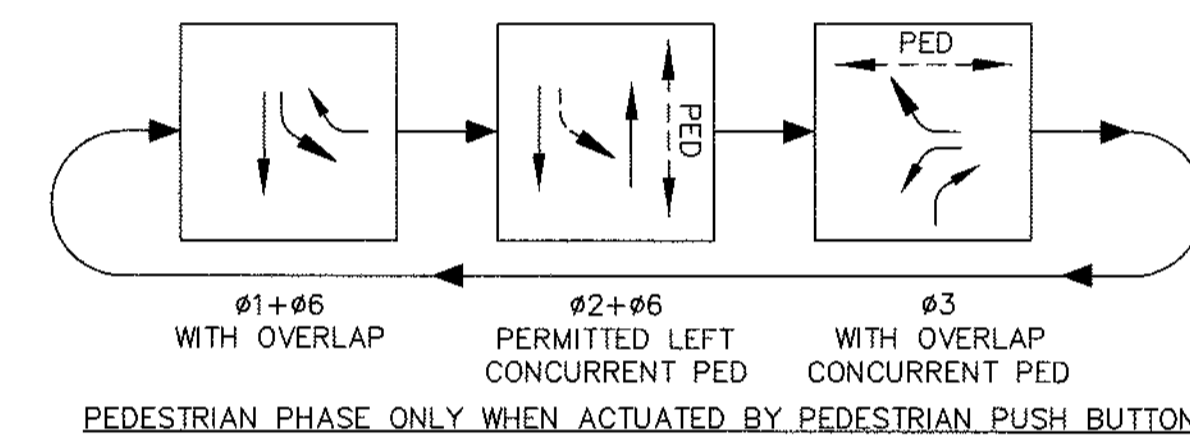


CONTROLLER PROGRAMMING

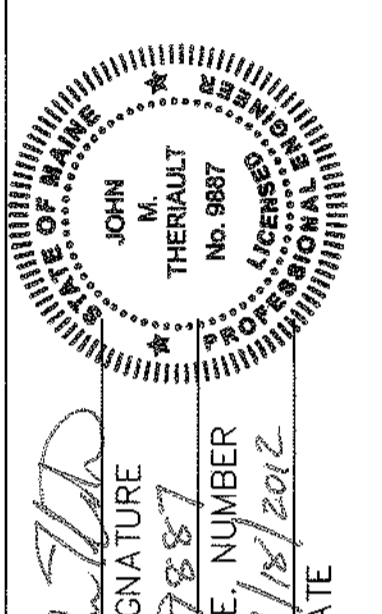
INTERVAL	PHASE 1	PHASE 2	PHASE 3	PHASE 6
PHASE	STATE ST SB LEFT	STATE ST NB	EASTERN WB	STATE ST SB
TIMING IN SECONDS				
INITIAL INTERVAL	7	10	7	10
VEHICLE EXTENSION	3	3	3	3
MAX. GREEN 1	10	21	16	37
MAX. GREEN 2	10	25	12	41
YELLOW	4	4	4	4
ALL RED	2	2	2	2
PEDESTRIAN WALK		5	5	
PEDESTRIAN DON'T WALK		16	13	
RECALL		SOFT		SOFT

MAX GREEN 2 TO BE USED DAILY FROM 10:00 AM TO 7:00 PM.
MAX GREEN 1 TO BE USED AT ALL OTHER TIMES.

RECOMMENDED PHASE SEQUENCE



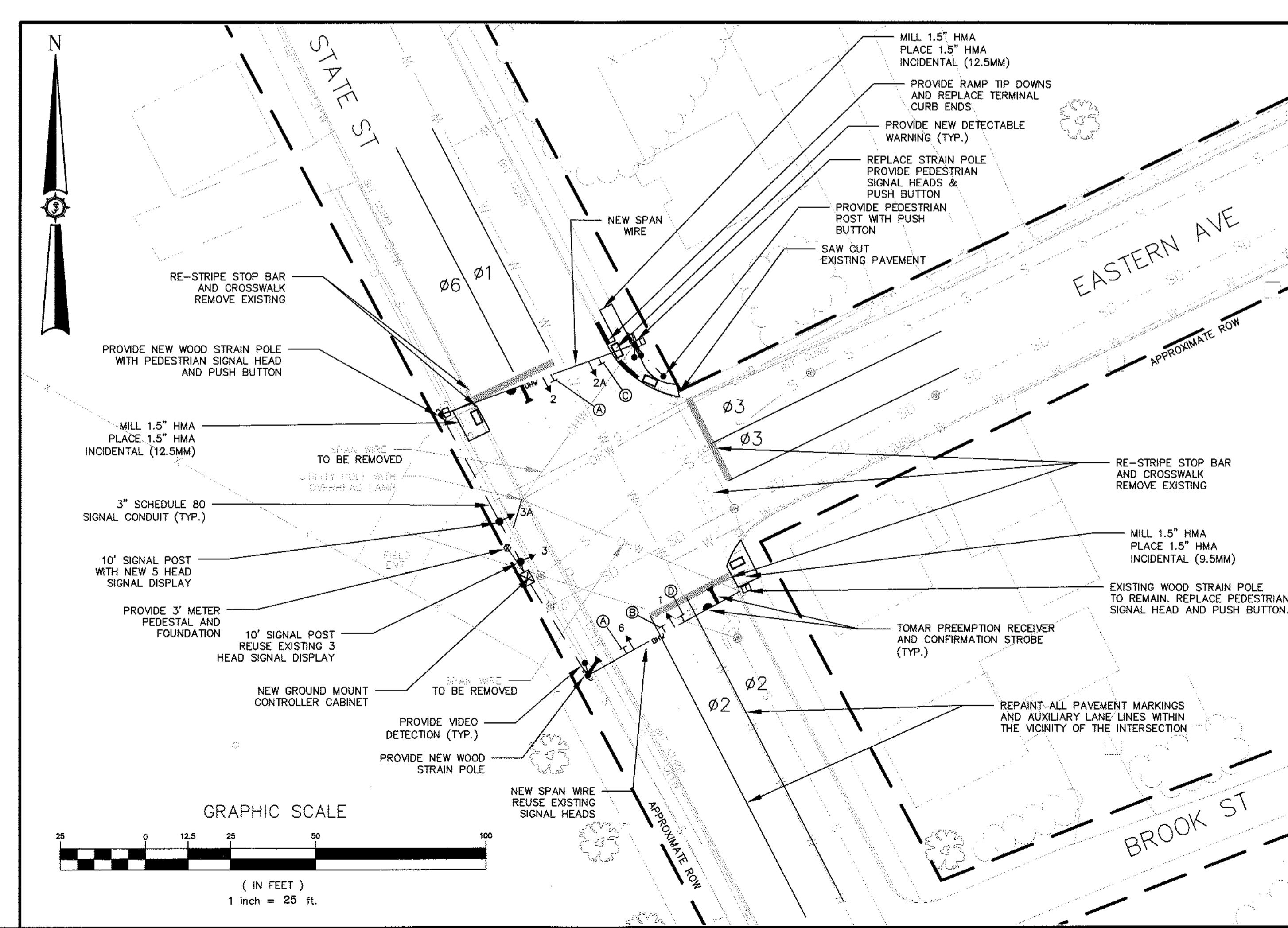
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
AC-STP-1943(800)X
PIN 19438.00
HIGHWAY PLANS

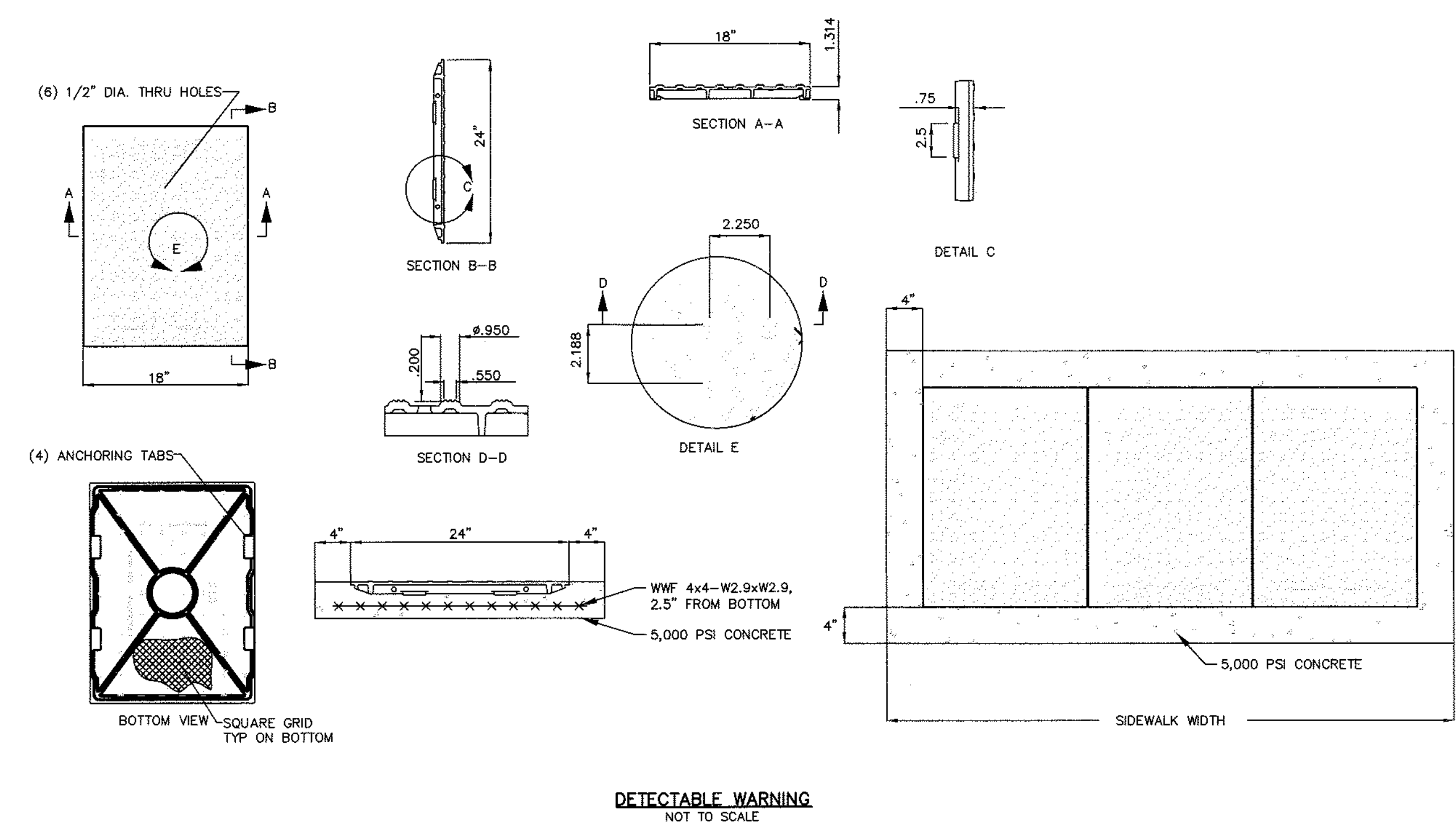
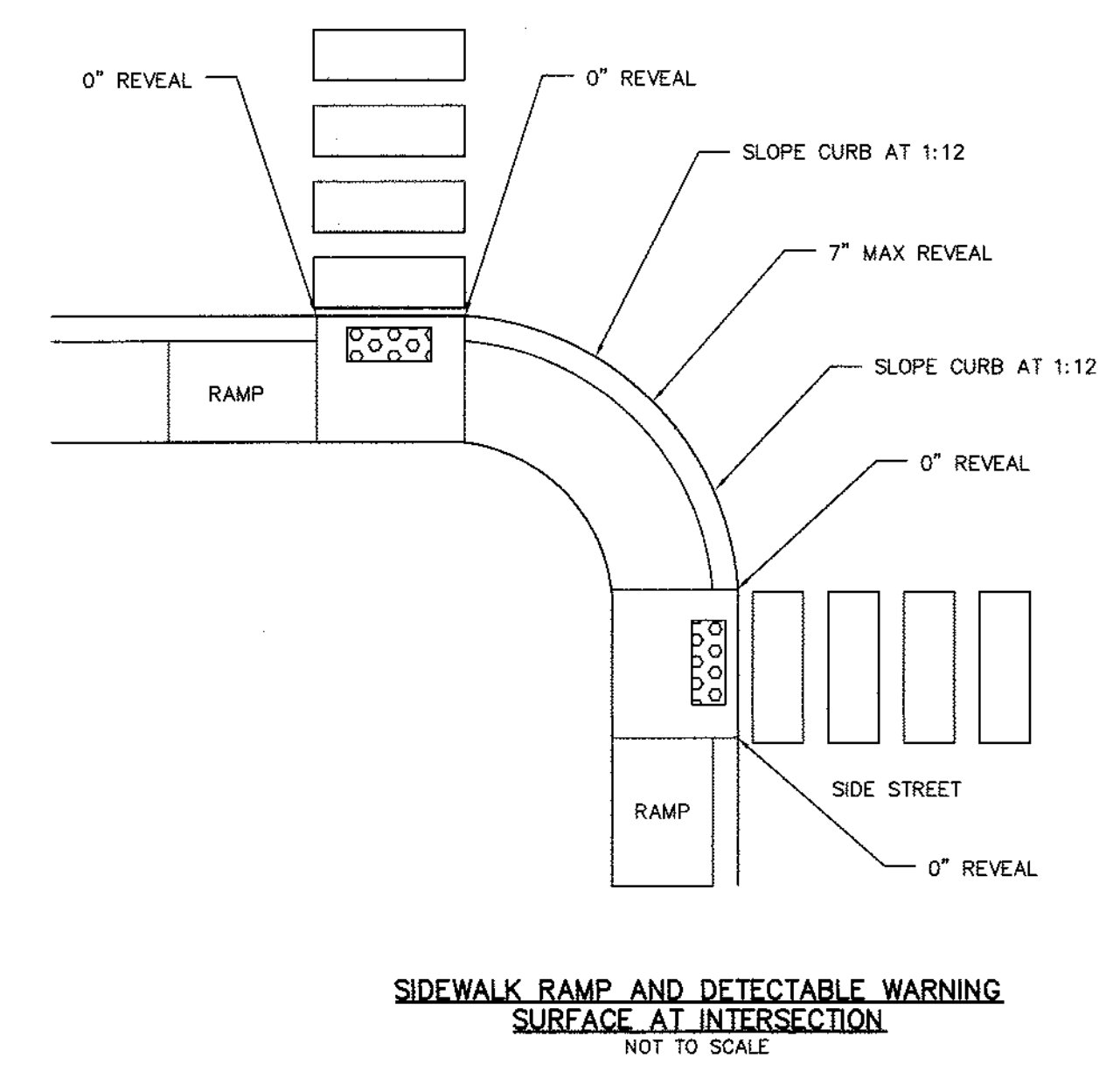
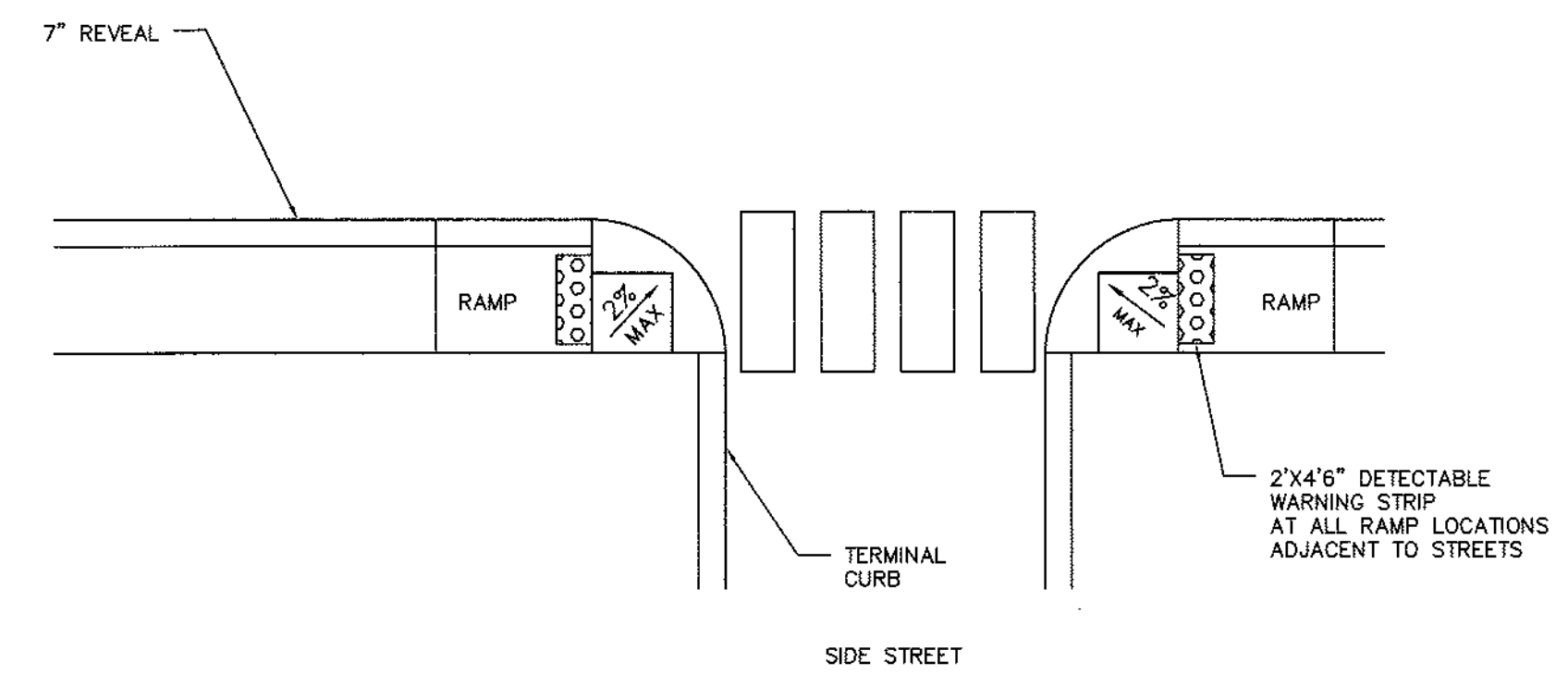
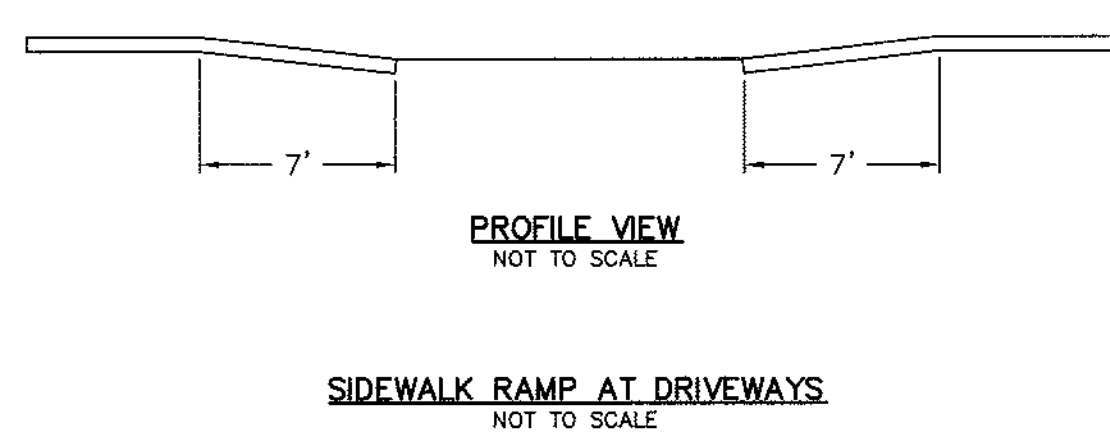
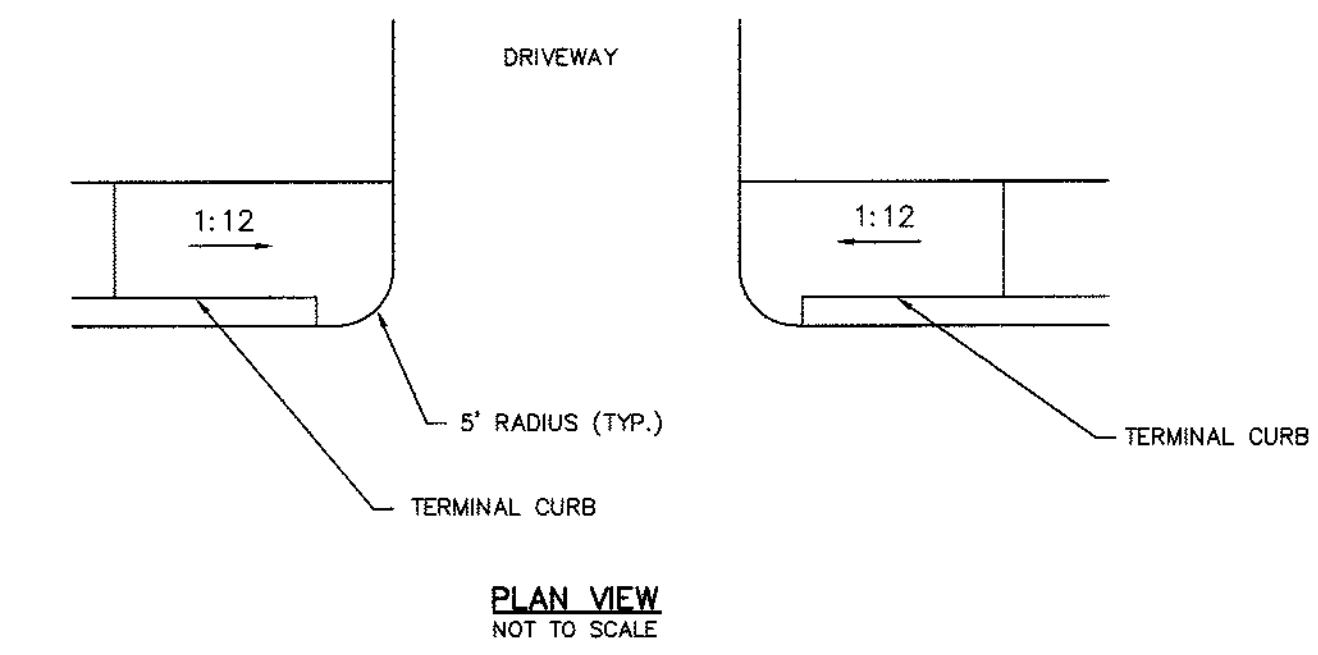


DATE	BY	PROJ. MGR.	CHECKED-REVIEWED	DESIGN-DETAILED	DESIGN-DETAILED	DESIGN-DETAILED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES
2/25/12	FM										
3/27/12	GLC										
4/5/12	GLC										
4/16/12	JMT										

BREWER TRAFFIC & SIGNAL IMPROVEMENTS
STATE ST & EASTERN AVE

SHEET NUMBER
7
7 OF 8

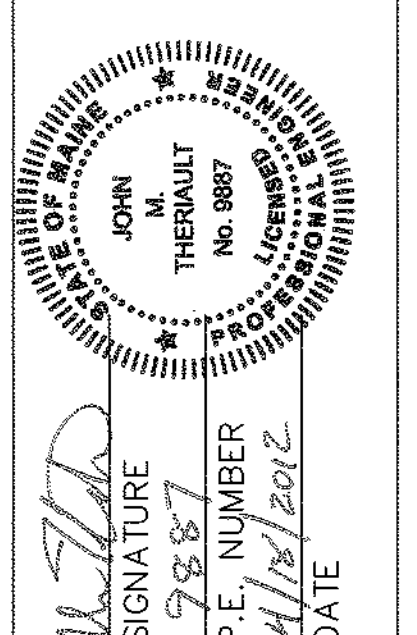




STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MULTI-PIN

PIN MULTI-PIN HIGHWAY PLANS



PROJ. MANAGER	DATE	BY	REVISIONS	FIELD CHANGES
DESIGN-DETAILED	2/25/12	FM	1	-
CHECKED-REVIEWED	3/21/12	G/C	2	-
DESIGN-DETAILED	4/5/12	G/C	3	-
DESIGN-DETAILED	4/16/12	JMT	4	-
REVISIONS 1	-	-	1	-
REVISIONS 2	-	-	2	-
REVISIONS 3	-	-	3	-
REVISIONS 4	-	-	4	-
FIELD CHANGES	-	-	-	-

BREWER TRAFFIC & SIGNAL IMPROVEMENTS

DETAILS

SHEET NUMBER

8 OF 8