

# STATE OF MAINE DEPARTMENT OF TRANSPORTATION



## WELLS YORK COUNTY

ROUTE 109 / ROUTE 9A

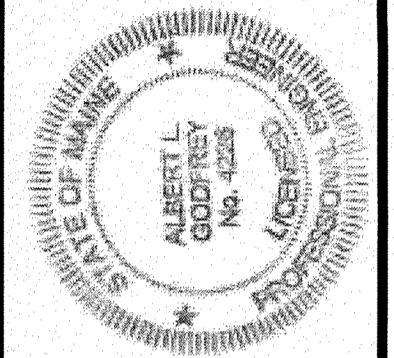
**2379300**

PROJECT LENGTH : 0.00 MILES

PLAN LEGEND	
Town, County, State _____	Catch Basins <span style="border: 1px solid black; display: inline-block; width: 10px; height: 10px;"></span> Existing <span style="background-color: black; color: white; display: inline-block; width: 10px; height: 10px;"></span> Proposed
Property Lines - - - - -	Manholes <span style="border: 1px solid black; border-radius: 50%; width: 10px; height: 10px; display: inline-block;"></span> Existing <span style="background-color: black; color: white; border-radius: 50%; width: 10px; height: 10px; display: inline-block;"></span> Proposed
R/W Lines-Existing _____	Proposed Underdrain _____
R/W Lines-Proposed _____	Proposed Ditch _____
Culvert-Existing _____	Existing Ditch _____
Culvert Proposed _____	Utility Poles <span style="border: 1px solid black; border-radius: 50%; width: 10px; height: 10px; display: inline-block;"></span> Existing <span style="border: 1px solid black; border-radius: 50%; width: 10px; height: 10px; display: inline-block;"></span> Proposed
Curbing Existing Proposed	Fire Hydrants <span style="border: 1px solid black; border-radius: 50%; width: 10px; height: 10px; display: inline-block;"></span> Existing <span style="border: 1px solid black; border-radius: 50%; width: 10px; height: 10px; display: inline-block;"></span> Proposed
Type 1 _____	Existing Water Line _____
Type 3 _____	Existing San. Sewer _____
Type 5 _____	Existing San. Sewer Manhole <span style="border: 1px solid black; border-radius: 50%; width: 10px; height: 10px; display: inline-block;"></span>
Outline of Bodies of Water _____	Guardrail-Existing _____
Exposed Bedrock _____	Guardrail-Proposed _____
Buildings _____	Guardrail-Cable, Other _____
Trees <span style="border: 1px solid black; border-radius: 50%; width: 10px; height: 10px; display: inline-block;"></span> Conifer <span style="border: 1px solid black; border-radius: 50%; width: 10px; height: 10px; display: inline-block;"></span> Deciduous	Centerline-Existing _____
Tree Line _____	Centerline-Proposed _____
Clearing Limit Line _____	Travelway-Existing _____
Railroad _____	Travelway-Proposed _____
Boring <span style="border: 1px solid black; border-radius: 50%; width: 10px; height: 10px; display: inline-block;"></span> HB-XXX-###	Probe <span style="border: 1px solid black; border-radius: 50%; width: 10px; height: 10px; display: inline-block;"></span> P-#. #X
Pavement Core <span style="background-color: black; color: white; border-radius: 50%; width: 10px; height: 10px; display: inline-block;"></span> PC-#	#. # = Depth
Test Pit <span style="border: 1px solid black; width: 10px; height: 10px; display: inline-block;"></span> TP-XXX-###	X = W (Weathered Rock)
	R (Refusal)
	NR (No Refusal)

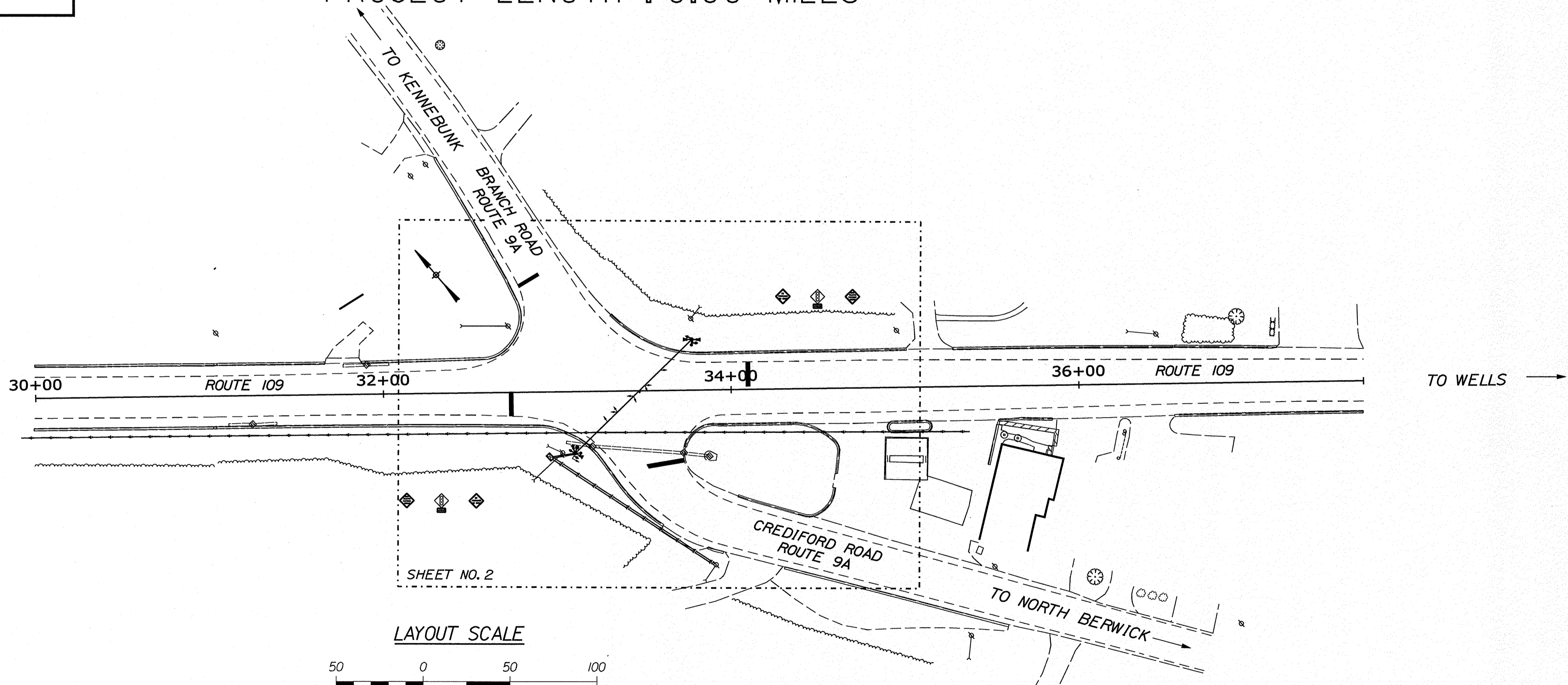
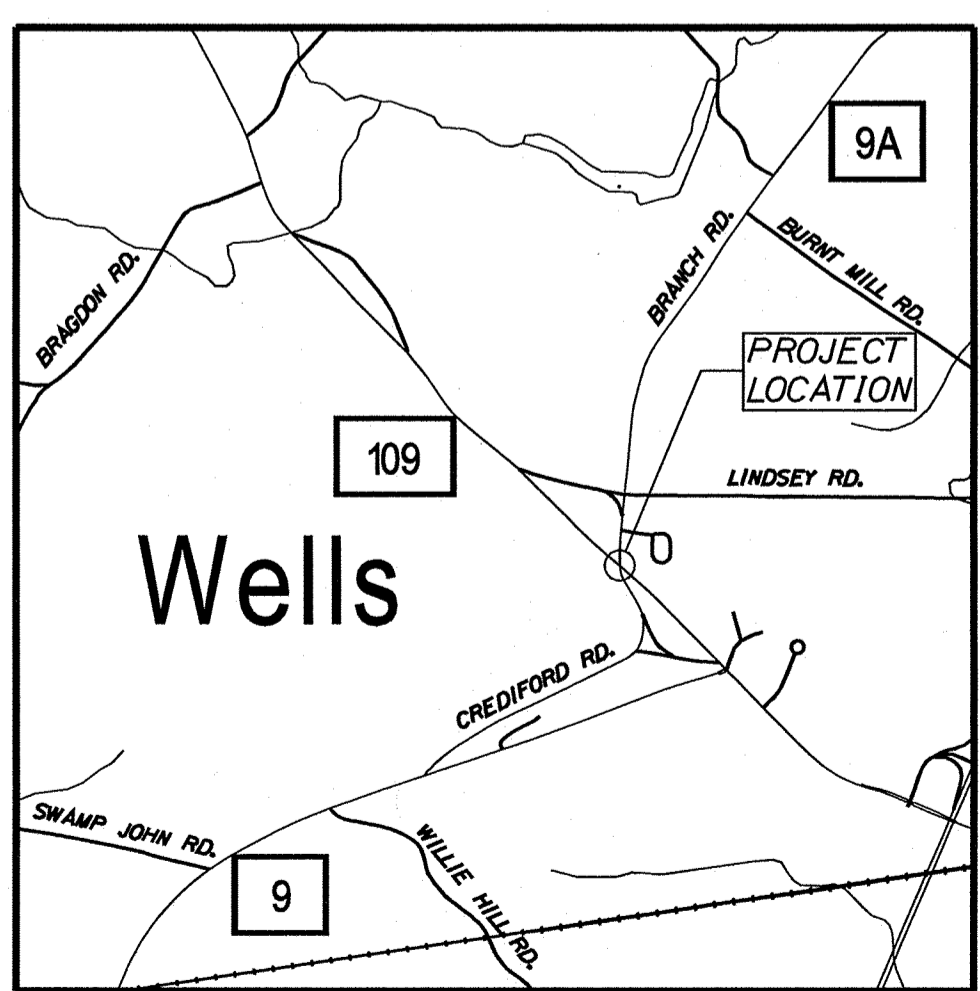
INDEX OF SHEETS	
Description	Sheet No.
Title Sheet .....	1
Signal Plan .....	2
Signal Details and Notes .....	3
Geotechnical/Foundation Plan .....	4

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
COMMISSIONER: <i>[Signature]</i>	[Signature]	6-10-21
CHIEF ENGINEER: <i>[Signature]</i>	[Signature]	12-9-2021



[Signature]	4226	2/1/21
SIGNATURE	P.E. NUMBER	DATE

PROGRAM	MULTIMODAL
PROJECT MANAGER	B. KEEZER
DESIGNER	A. GODFREY
CONSULTANT	TMSI
PROJECT RESIDENT	[Blank]
CONTRACTOR	[Blank]
PROJECT COMPLETION DATE	[Blank]



<b>PROJECT LOCATION:</b>	INTERSECTION OF ROUTE 109 AND ROUTE 9A IN WELLS.
<b>PROGRAM AREA:</b>	MULTIMODAL
<b>SCOPE OF WORK:</b>	TRAFFIC SIGNAL

023793.00 2379300

WELLS ROUTE 109 / ROUTE 9A	TITLE SHEET
SHEET NUMBER	1
OF 4	

Date: 12/18/2020

Username: morin

Division: HIGHWAY

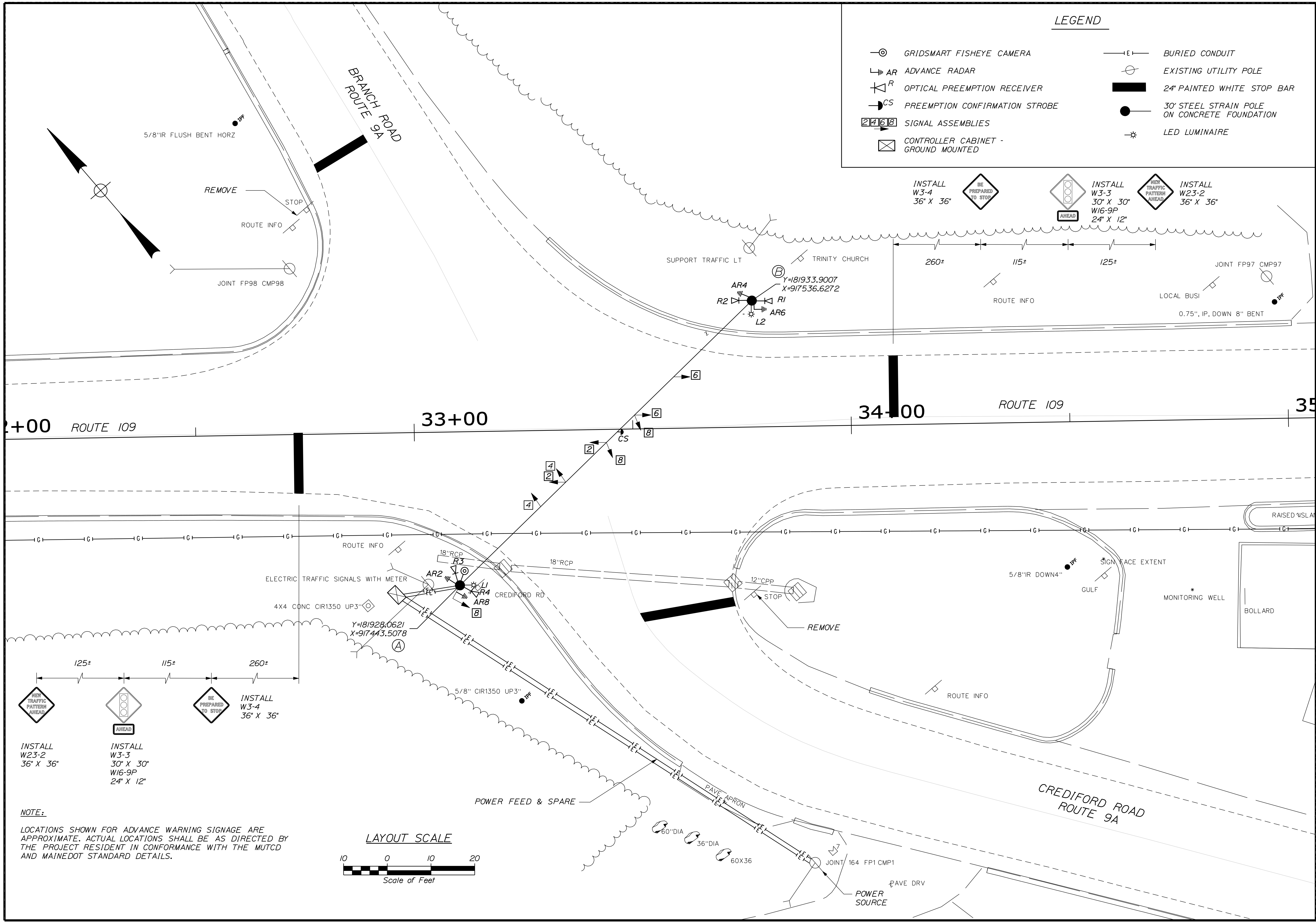
Filename: ...\\00\HIGHWAY\MSTA\001\_Title.dgn

Date: 12/23/2020

Username: morin

Division: HIGHWAY

Filename: ... \MSTA\002-SignalPlan.dgn



**LEGEND**

- ⊙ GRIDSART FISHEYE CAMERA
- AR ADVANCE RADAR
- R OPTICAL PREEMPTION RECEIVER
- CS PREEMPTION CONFIRMATION STROBE
- 2 4 6 8 SIGNAL ASSEMBLIES
- ⊠ CONTROLLER CABINET - GROUND MOUNTED
- E— BURIED CONDUIT
- ⊕ EXISTING UTILITY POLE
- ▬ 24\"/>

INSTALL W3-4 36\"/>

INSTALL W3-3 30\"/>

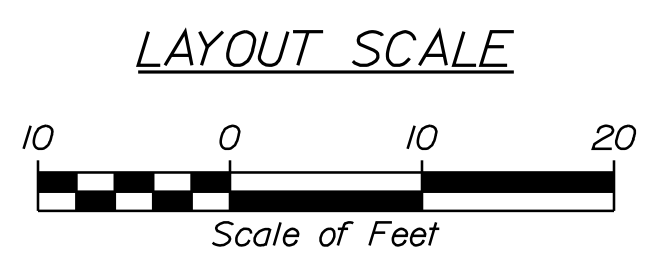
INSTALL W23-2 36\"/>

INSTALL W23-2 36\"/>

INSTALL W3-3 30\"/>

INSTALL W3-4 36\"/>

**NOTE:**  
 LOCATIONS SHOWN FOR ADVANCE WARNING SIGNAGE ARE APPROXIMATE. ACTUAL LOCATIONS SHALL BE AS DIRECTED BY THE PROJECT RESIDENT IN CONFORMANCE WITH THE MUTCD AND MAINE DOT STANDARD DETAILS.



STATE OF MAINE  
 DEPARTMENT OF TRANSPORTATION  
 2379500  
 WIN 023793.00  
 HIGHWAY PLANS

PROJ. MANAGER	DATE	BY
B. KEEZER	8-20	ALG
CHECKED-REVIEWED	8-20	ALG
DESIGN-REVIEWED		
DESIGN-DETAILED		
DESIGN-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

WELLS  
 ROUTE 109 / ROUTE 9A  
 SIGNAL PLAN

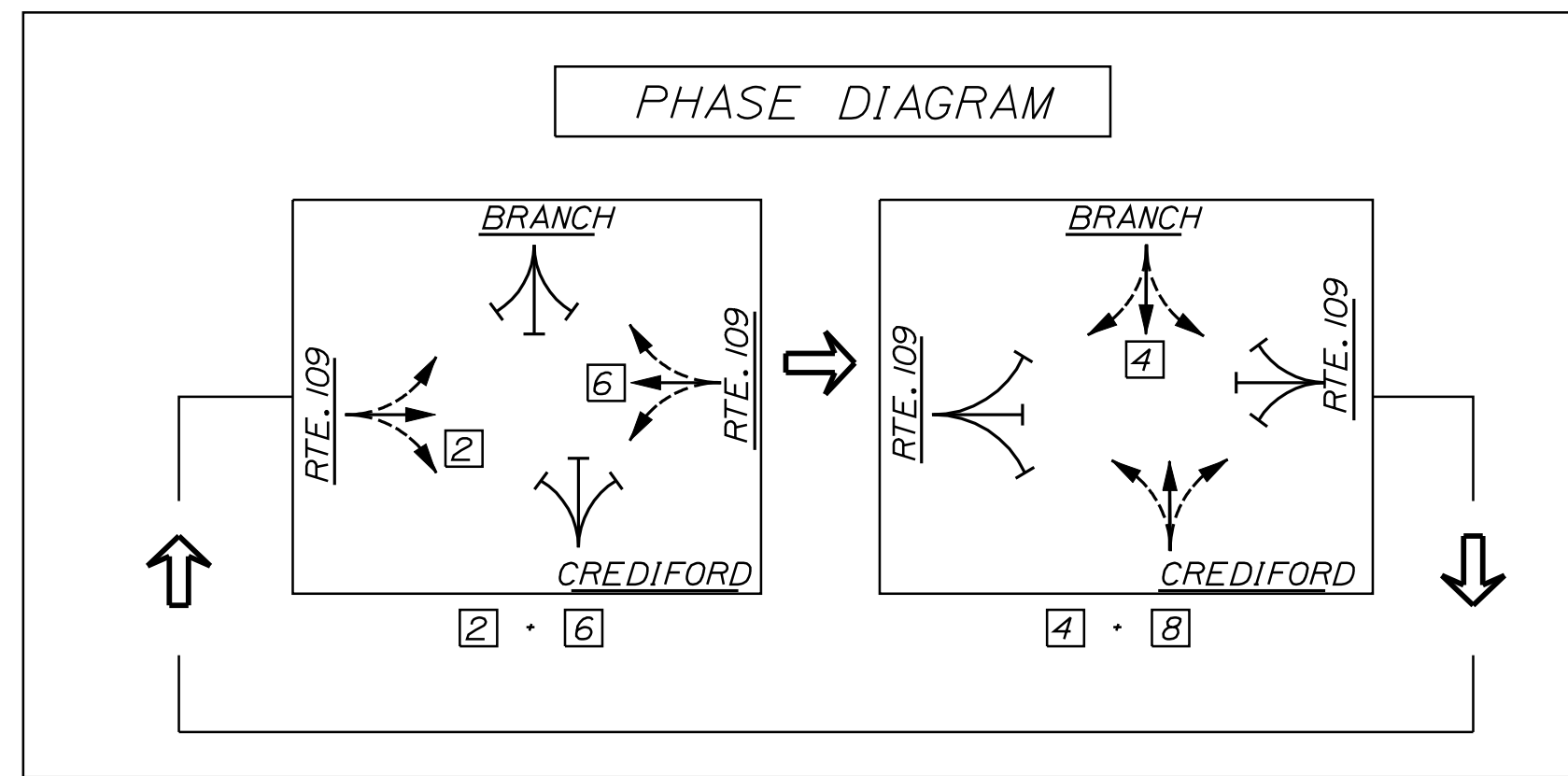
SHEET NUMBER  
 2  
 OF 4

Date:1/26/2021

Username: morin

Division: HIGHWAY

Filename: ... \MSTA\003-SignalPlan.dgn



**INITIAL SIGNAL TIMING**

PHASE	1	2	3	4	5	6	7	8
MIN. INITIAL	-	5.0	-	5.0	-	5.0	-	5.0
VEH. EXT.	-	3.0	-	3.0	-	3.0	-	3.0
MAX. GREEN	-	35	-	15	-	35	-	15
YELLOW	-	3.5	-	3.5	-	3.5	-	3.5
ALL RED	-	2.0	-	2.0	-	2.0	-	2.0
FLASH	-	Y	-	R	-	Y	-	R
RECALL	-	SOFT	-	-	-	SOFT	-	-

**SIGNAL HEAD DETAIL**

LED DISPLAYS: 2, 4, 6, 8

RED: [Diagram of red LED display]

YELLOW: [Diagram of yellow LED display]

GREEN: [Diagram of green LED display]

NO. REQUIRED: 9

- ALL SIGNAL FACE DISPLAYS SHALL BE 12" LED.
- ALL SIGNAL FACE DISPLAYS SHALL HAVE TUNNEL VISORS AND 5" WIDE BACKPLATES WITH 3" WIDE YELLOW RETROREFLECTIVE TAPE.
- ALL SIGNAL FACE DISPLAYS SHALL BE OPTICALLY PROGRAMMABLE.

**POLE NOTES**

JOINT I64 FPI CMPI EXISTING UTILITY POLE (POWER SOURCE). INSTALL POLE RISER AS REQUIRED FOR POWER CONNECTION. INSTALL METALLIC CONDUIT FROM POWER SOURCE TO CABINET. ALSO INSTALL SPARE NON-METALLIC CONDUIT FROM POWER SOURCE TO CABINET. COVER ENDS OF SPARE CONDUIT WITH WEATHERPROOF AND RODENT-PROOF CAPS.

'A' INSTALL 30' STEEL STRAIN POLE ON CONCRETE FOUNDATION. INSTALL SIDE-MOUNT 3-SECTION TRAFFIC SIGNAL ASSEMBLY ON POLE FOR PHASE 8. INSTALL GRIDSMA RT FISHEYE CAMERA GS-3-CAM ON VERTICAL MOUNTING ARM WITH 90-DEGREE BEND AND ATTACH TO STRAIN POLE. HEIGHT OF CAMERA ABOVE ROADWAY SHALL BE 33 FEET. INSTALL ADVANCE DETECTION FOR DILEMMA ZONE PROTECTION FOR PHASES 2 AND 8. INSTALL OPTICAL PREEMPTION RECEIVERS FOR BOTH ROUTE 9A APPROACHES. INSTALL LUMINAIRE ON MINIMUM LENGTH 2-INCH DIAMETER GALVANIZED STEEL HORIZONTAL TENON AT 28' MOUNTING HEIGHT. ORIENT LUMINAIRE TOWARD CREDIFORD ROAD. SEE LUMINAIRE NOTES FOR OTHER REQUIREMENTS.

'B' INSTALL 30' STEEL STRAIN POLE ON CONCRETE FOUNDATION. INSTALL ADVANCE DETECTION FOR DILEMMA ZONE PROTECTION FOR PHASES 4 AND 6. INSTALL OPTICAL PREEMPTION RECEIVERS FOR BOTH ROUTE 109 APPROACHES. INSTALL LUMINAIRE ON MINIMUM LENGTH 2-INCH DIAMETER GALVANIZED STEEL HORIZONTAL TENON AT 28' MOUNTING HEIGHT. ORIENT LUMINAIRE TOWARD ROUTE 109. SEE LUMINAIRE NOTES FOR OTHER REQUIREMENTS.

ADVANCE DETECTORS ON POLES 'A' AND 'B' SHALL BE MOUNTED NO HIGHER THAN 26 FEET ABOVE ROADWAY GRADE.

**EMERGENCY VEHICLE PREEMPTION NOTES**

- EMERGENCY VEHICLE PREEMPTION SIGNALS SHALL BE TRANSMITTED BY OPTICAL EMITTERS INSTALLED BY OTHERS IN EMERGENCY VEHICLES.
- CONTRACTOR SHALL CONFIRM OPERATIONAL COMPATIBILITY OF NEW OPTICAL PREEMPTION RECEIVERS AND CONFIRMATION STROBE WITH EXISTING PREEMPTION EQUIPMENT OF TOWN OF WELLS EMERGENCY VEHICLES BEFORE INSTALLING.
- EMERGENCY OPTICAL PREEMPTION RECEIVERS AND CONFIRMATION STROBE SHALL BE ATTACHED TO SPANWIRE WITH APPROVED SPANWIRE MOUNT HARDWARE AND SHALL BE BOTTOM TETHERED.
- PREEMPTION SIGNALS SHALL BE SERVICED ON A PRIORITY BASIS WITH WESTBOUND RECEIVER 'R' HAVING FIRST PRIORITY.
- IN RESPONSE TO A PREEMPTION SIGNAL RECEIVED BY AN OPTICAL RECEIVER, THE CONTROLLER SHALL HOLD OR ADVANCE TO AND HOLD THE GREEN INDICATION FOR PHASES 2 AND 6 FOR A MINIMUM OF TEN SECONDS OR UNTIL THE PREEMPTION SIGNAL CEASES. THE CONTROLLER THEN SHALL TIME PREEMPTION PHASE CLEARANCE OF 3.5 SECONDS YELLOW AND 2.0 SECONDS ALL RED AND SERVICE SUBSEQUENT EMERGENCY VEHICLE PREEMPTION PHASES AS NECESSARY. THE CONTROLLER SHALL RESUME NORMAL SIGNAL OPERATION AFTER SERVICING THE LAST PREEMPTION CALL AND PREEMPTION CLEARANCE.
- MINIMUM GREEN AND NORMAL VEHICLE CLEARANCE SHALL BE PROVIDED ON PHASES THAT ARE TERMINATED BY PREEMPTION DEMAND.
- THE CONFIRMATION STROBE SHALL BE ILLUMINATED WHENEVER ANY EMERGENCY VEHICLE PREEMPTION GREEN INDICATION IS ON.

**TRAFFIC SIGNAL NOTES**

- TRAFFIC SIGNAL WORK FOR THIS PROJECT WILL INCLUDE, BUT NOT BE LIMITED TO, FURNISHING AND INSTALLING A COMPLETE NEW GROUND-MOUNTED ATCC TRAFFIC SIGNAL CABINET AND FOUNDATION, ATC CONTROLLER, FIELD MONITORING UNIT WITH CELLULAR MODEM, AND ANCILLARY EQUIPMENT; FLASHER UNIT; VEHICULAR TRAFFIC SIGNAL ASSEMBLIES; NON-INVASIVE STOPBAR DETECTION AND ADVANCE DETECTION FOR DILEMMA ZONE PROTECTION; EMERGENCY VEHICLE OPTICAL PREEMPTION RECEIVERS AND CONFIRMATION STROBE; AND RELATED INCIDENTAL WORK AND MATERIALS.
- ALL WORK SHALL BE COMPLETED IN CONFORMANCE WITH THE LATEST REVISIONS OF THE STATE OF MAINE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES, THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, THE NATIONAL ELECTRICAL CODE, AND ANY REQUIREMENTS OF THE POWER COMPANY.
- LOCATIONS OF ANY EXISTING UNDERGROUND UTILITIES SHOWN ARE APPROXIMATE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE PRESENCE OF UNDERGROUND UTILITY FACILITIES PRIOR TO COMMENCING ANY EXCAVATION WORK OR INSTALLATION OF POLES, GUY ANCHORS OR GROUND-MOUNTED SIGNAGE AND SHALL NOTIFY UTILITIES OF PROPOSED WORK IN ACCORDANCE WITH M RSA TITLE 23 SECTION 3360-A, MAINE "DIG SAFE" SYSTEM. CONTRACTOR SHALL CONTACT DIG SAFE AT LEAST THREE WORKING DAYS PRIOR TO THE BEGINNING OF EXCAVATION. ALL UTILITIES SHALL BE LOCATED BEFORE BEGINNING EXCAVATION.
- THE CONTRACTOR SHALL NOTIFY UTILITY COMPANIES AT LEAST 48 HOURS BEFORE ANY OPERATIONS ARE CONDUCTED THAT POTENTIALLY COULD CONFLICT WITH AERIAL UTILITIES.
- INSTALL NEW 120V/240V POWER SERVICE. THE SERVICE METER SHALL BE MOUNTED ON THE SIDE OF THE NEW ATCC TRAFFIC SIGNAL CABINET. AN EXTERNAL STANDALONE BREAKER TO DISCONNECT POWER TO THE CONTROL CABINET ALSO SHALL BE INSTALLED IN A LOCKABLE NEMA 3R ENCLOSURE MOUNTED ON THE SIDE OF THE CABINET.
- THE CONTROL CABINET AND THE POWER DISCONNECT ENCLOSURE EACH SHALL BE MARKED WITH ARC HAZARD TYPE 2, 3 OR 4 AND THE APPROPRIATE PPE REQUIRED. SEE SECTION 643.09 FOR OTHER REQUIREMENTS.
- POWER SERVICE CONDUIT FROM THE POWER SOURCE TO THE METER SHALL BE RIGID METAL CONDUIT. ALL OTHER CONDUIT WITHIN THE HIGHWAY RIGHT OF WAY LIMITS SHALL BE EITHER RIGID METAL CONDUIT OR PVC CONDUIT ENCASED IN A MINIMUM THICKNESS OF 4 INCHES OF CONCRETE. ALL CONDUIT SHALL BE 3 INCHES DIAMETER OR LARGER. MINIMUM BURIAL DEPTH FOR CONDUIT SHALL BE 36 INCHES. ALL BURIED CONDUIT SHALL HAVE A WARNING TAPE INSTALLED AT A DEPTH OF ONE FOOT ABOVE THE TOP OF THE CONDUIT. TOP 3 INCHES OF CONDUIT SHALL BE SEALED TO PREVENT ENTRY BY RODENTS.
- THERE SHALL BE NO SPLICES OR JUNCTION BOXES EXCEPT AS NOTED ON THE PROJECT PLANS OR APPROVED BY THE RESIDENT. JUNCTION BOXES ARE INTENDED FOR WIRE PULLING ACCESS ONLY.
- JUNCTION BOX COVERS SHALL BE LABELED "TRAFFIC" AND SHALL BE GROUNDED.
- THE TRAFFIC SIGNAL CONTROLLER SHALL BE AN ADVANCED TRANSPORTATION CONTROLLER (ATC) CAPABLE OF SUPPORTING NTCIP PROTOCOLS.
- DETECTION EQUIPMENT SHALL BE CONNECTED TO THE FIELD MONITORING UNIT AND CELL MODEM WITH REMOTE MONITORING AND ADJUSTMENT CAPABILITY.

- THE CELL MODEM IN THE ATC CABINET SHALL BE INTEGRATED INTO A CLOUD BASED MONITORING SYSTEM, SIERRA WIRELESS GX450 OR APPROVED EQUAL.
- ALL DETECTION EQUIPMENT SHALL BE INDIVIDUALLY SURGE PROTECTED AND FUSED.
- SIGNAL ASSEMBLIES SHALL BE POLYCARBONATE WITH DOUBLE SPANWIRE SUPPORT. ASSEMBLIES SHALL HAVE 5-INCH LOUVERED BACKPLATES AND 3-INCH MINIMUM WIDTH YELLOW RETROREFLECTIVE TAPE AROUND THE DISPLAY FACE PERIMETER OF THE BACKPLATES. ALL SIGNAL ASSEMBLIES AND EMERGENCY VEHICLE PREEMPTION EQUIPMENT ATTACHED TO SPANWIRES SHALL BE STABILIZED WITH A BOTTOM TETHER. ATTACH SPANWIRE TO POLES 'A' AND 'B' AT 26.0' HEIGHT OR HIGHER.
- SPECIFIED TRAFFIC SIGNAL POLE LOCATIONS ARE MEASURED TO THE CENTER OF THE POLES.
- BUSHINGS SHALL BE INSTALLED ON ALL CONDUIT TERMINATIONS.
- PULL WIRE SHALL BE INSTALLED IN ALL CONDUIT.
- ALL CONDUIT THREADS ARE TO BE REDHEADED.
- ALL EXPOSED STEEL FITTINGS AND HARDWARE SHALL BE GALVANIZED, EXCEPT NON-CONDUCTIVE BUSHINGS SHALL BE USED FOR CONNECTION OF RIGID METAL CONDUIT TO ALUMINUM CABINETS.
- SECONDARY CIRCUIT WIRING FOR TRAFFIC SIGNALS SHALL BE STRANDED COPPER XHHW-2, NO. 8 AWG OR LARGER.
- ALL TRAFFIC SIGNAL EQUIPMENT SHALL BE BONDED TO THE GROUNDING CONDUCTOR.
- STRAIN POLE FOUNDATIONS AND CONTROL CABINET FOUNDATIONS EACH SHALL HAVE ONE OR MORE GROUND RODS LOCATED IN OR ADJACENT TO THE FOUNDATION THAT ARE BONDED TO THE GROUNDING CONDUCTOR.
- ALL FIELD WIRING SHALL BE NEATLY BUNDLED AND CLEARLY IDENTIFIED WITH PERMANENT, LEGIBLE, WEATHERPROOF TAGS SECURELY ATTACHED TO EACH CABLE.
- THE MAINTENANCE OF TRAFFIC SIGNALS SHALL REMAIN THE RESPONSIBILITY OF THE CONTRACTOR UNTIL FINAL ACCEPTANCE BY MAINEDOT.
- AT THE TIME OF FINAL PROJECT INSPECTION, THE CONTRACTOR SHALL FURNISH TO THE RESIDENT THREE COMPLETE SETS OF AS-BUILT TRAFFIC SIGNAL PLANS, WIRING DIAGRAMS, BOX PRINTS AND EQUIPMENT MANUALS. ONE ADDITIONAL SET SHALL REMAIN IN THE CABINET.
- PAYMENT UNDER ITEM 643.80 SHALL INCLUDE, BUT NOT BE LIMITED TO, POWER SERVICE AND METER, METER DISCONNECT AND ENCLOSURE, BRACKET ARMS, SPANWIRES, TETHER WIRES, VEHICULAR SIGNAL ASSEMBLIES AND LED LAMPS, BACKPLATES, VISORS, CONTROLLER AND CABINET, WIRING, CABLE, POLE RISERS, AND ALL APPURTENANCES AND INCIDENTALS NECESSARY FOR A COMPLETELY FUNCTIONING TRAFFIC SIGNAL INSTALLATION, OTHER THAN RELATED LABOR, MATERIALS AND EQUIPMENT INCLUDED IN OTHER PAY ITEMS OF THE CONTRACT.
- CONTRACTOR SHALL REMOVE ALL EXISTING FLASHING BEACON EQUIPMENT, POLES, GUYS AND ANCHORS, POWER SERVICE, CONTROL CABINET, AND OTHER HARDWARE AND MATERIALS RELATED TO THE EXISTING FLASHING BEACONS UPON COMPLETION OF INSTALLATION OF NEW TRAFFIC SIGNAL EQUIPMENT. ALL EQUIPMENT AND MATERIALS WILL REMAIN THE PROPERTY OF THE CONTRACTOR AFTER REMOVAL. PAYMENT FOR REMOVAL AND DISPOSAL WILL BE INCIDENTAL TO ITEM 643.80 REMOVING EXISTING STOP SIGNS WILL BE INCIDENTAL TO ITEM 643.80.
- GRASSED AREAS DAMAGED BY INSTALLATION AND REMOVAL OF POLES, ANCHORS OR OTHER NEW OR EXISTING EQUIPMENT SHALL BE REGRADED TO MATCH ADJACENT EXISTING GROUND. SURFACE SHALL HAVE 4 INCHES OF LOAM AND BE SEEDED WITH SEEDING METHOD NUMBER 1. PAYMENT FOR REPAIR OF GRASSED AREA DAMAGE WILL BE INCIDENTAL TO ITEM 643.80.
- PAYMENT UNDER ITEM 643.21 SHALL INCLUDE BOTH PRESENCE AND ADVANCE DETECTION.
- REINFORCEMENT WILL BE REQUIRED IN THE CONTROLLER CABINET FOUNDATION. REINFORCEMENT SHALL BE GRADE 60 BLACK NO.5 STEEL BARS SPACED AT 12 INCHES ON CENTER ON ALL SIDES, TOP AND BOTTOM. BARS SHALL HAVE 2 INCHES MINIMUM CLEARANCE FROM THE OUTSIDE OF THE CONCRETE. CONCRETE SHALL BE CHAMFERED 3/4 INCH ON EXPOSED EDGES ABOVE SURROUNDING FINISHED GRADE.

**LUMINAIRE NOTES**

- PROPOSED LIGHTING SHALL BE PHOTOCELL ACTIVATED BY A PHOTOCELL ON THE TRAFFIC SIGNAL CONTROL CABINET.
- LIGHTING FIXTURE VOLTAGE SHALL BE 240 VOLTS.
- LIGHTING FIXTURES SHALL BE IES FULL CUTOFF LIGHT EMITTING DIODE (LED) FIXTURES, IES DISTRIBUTION TYPE 3. LED COLOR TEMPERATURE SHALL BE 4000K.
- LUMINAIRES SHALL BE AMERICAN ELECTRIC LIGHTING 'AUTOBAHN' ATBO SERIES, 48 WATT 700 MA LED FIXTURES, CATALOG NUMBER ATBO 20BLEDE70 R3 4K.
- ALL FIXTURES SHALL BE GASKETED AND HAVE SURGE PROTECTION AND A DOUBLE FUSE KIT. FIXTURES SHALL BE GRAY.
- LUMINAIRES SHALL OPERATE ON THE SAME METER AS THE TRAFFIC SIGNALS. LIGHTING CONTROLS SHALL BE INCORPORATED IN THE ATCC CABINET.
- PAYMENT FOR ALL LABOR, MATERIALS AND EQUIPMENT FOR HIGHWAY LIGHTING WILL BE INCIDENTAL TO PAYMENT UNDER ITEM 643.80.

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
2379300  
WIN  
023793.00  
HIGHWAY PLANS

DATE: 8-20  
BY: JLE  
CHECKED-REVIEWED: ALG  
DESIGN-REVIEWED: ALG  
DESIGN-DATE: ALG  
DESIGN-DATE: ALG  
REVISIONS: 1  
REVISIONS: 2  
REVISIONS: 3  
REVISIONS: 4  
FIELD CHANGES

WELLS  
ROUTE 109 / ROUTE 9A  
SIGNAL DETAILS AND NOTES

SHEET NUMBER  
3  
OF 4

