

Attachment E – Detour Maps

Salem Township, Blackwell Bridge #0382 (Howard Road over W Br Carrabasset River)

NBI Detour = 100.0 miles

No available detour for this bridge location, numerous houses on the dead-end road after the bridge.

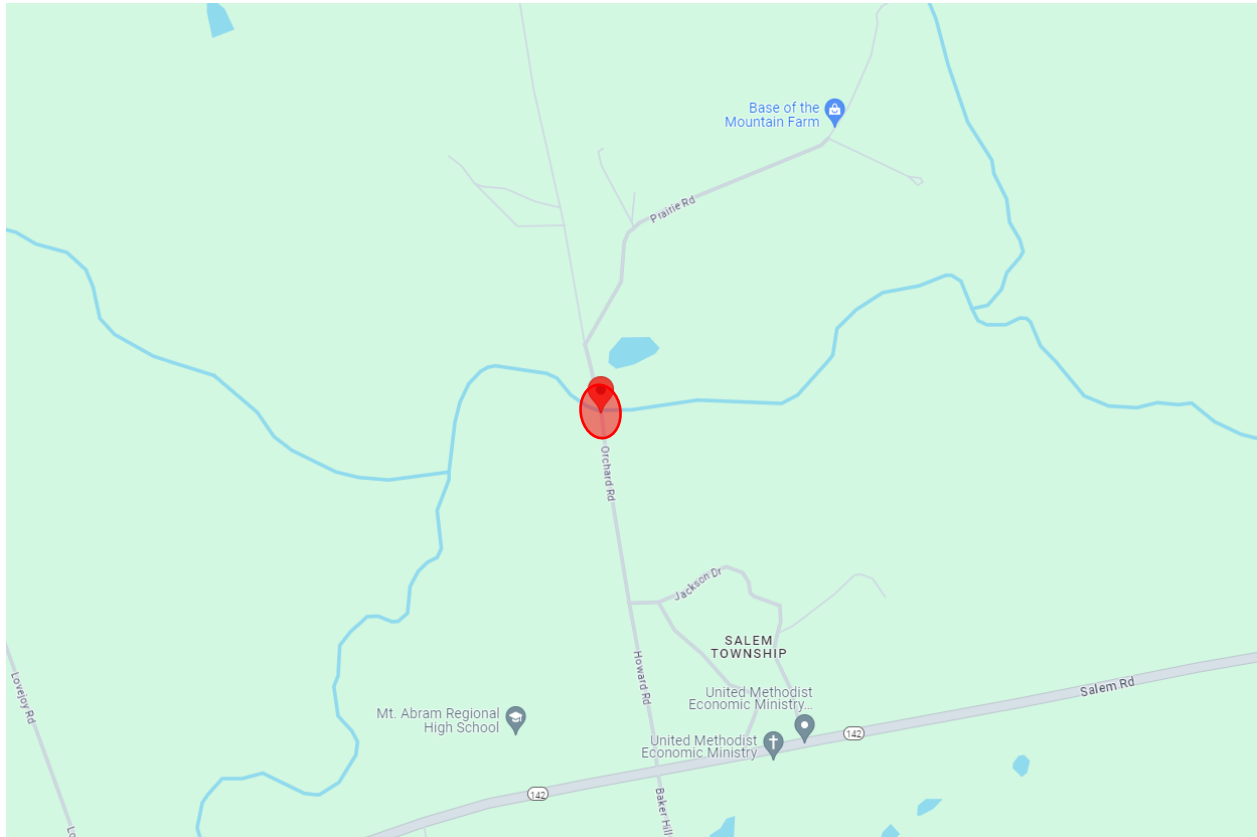


Figure 1 - #0382 Bridge Location (Red circle notes bridge location)

Chesterville, George Washington Bridge #0561 (Mace Road over McGurdy Stream)

NBI Detour = 6.0 miles

Net Detour Calculation: *Figure 3* shows the bypass detour of 9.6 miles (15 min), the original route from point A to B (*Figure 4*) is 3.6 miles (7 min), therefore the net detour is approximately 6.0 miles. Similar to NBI, use NBI value.

Average Detour Travel Speed: 40 mph = (9.6 miles / (15 min / 60))

Note: Abutment to abutment detour (*Figure 2*) is considered due to the remote locations of the bridges and the primarily residential use of these crossings.

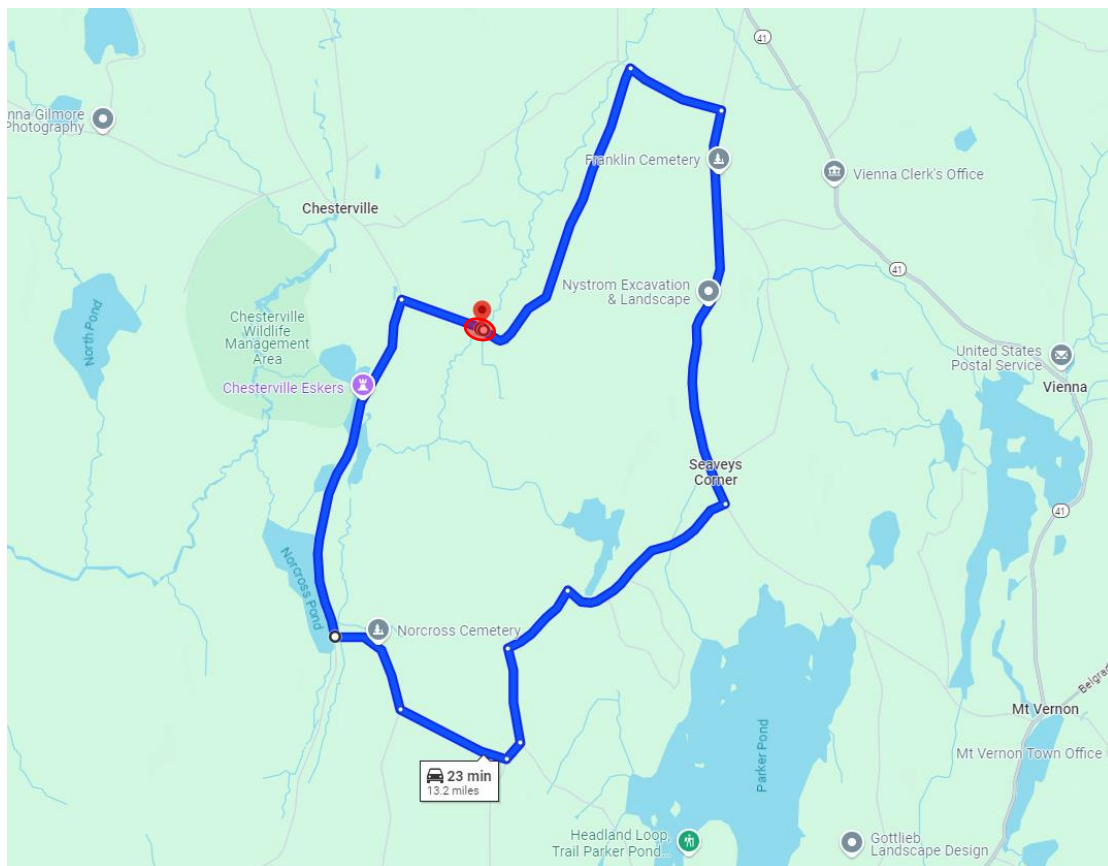


Figure 2 - #0561 Abutment to Abutment Detour Route (Red circle notes bridge location)

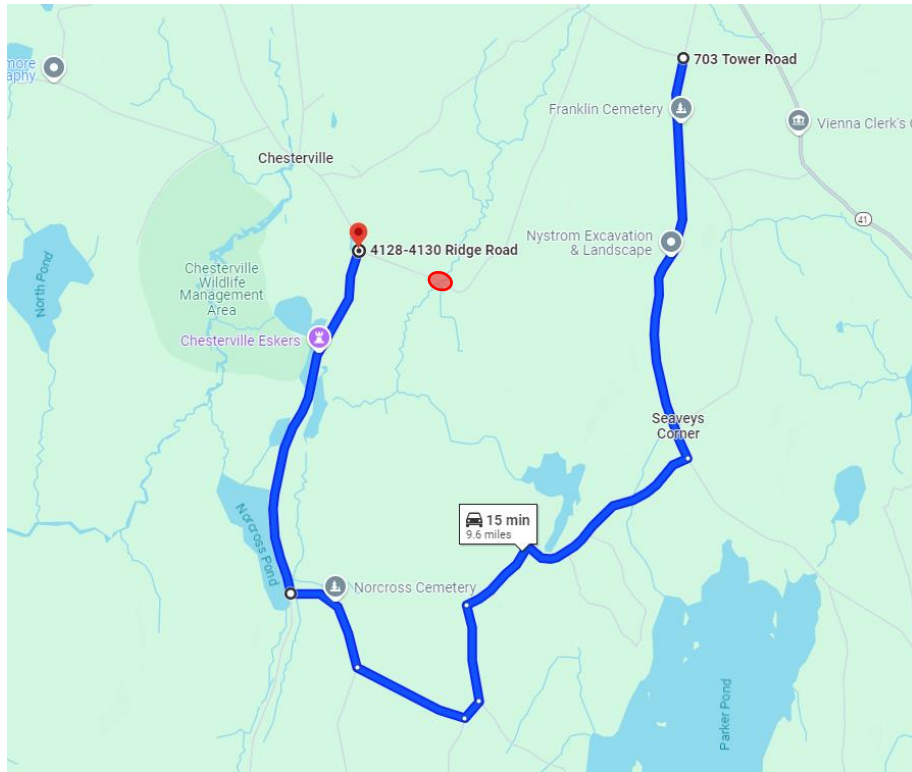


Figure 3 - #0561 Bypass Detour Route (Red circle notes bridge location)

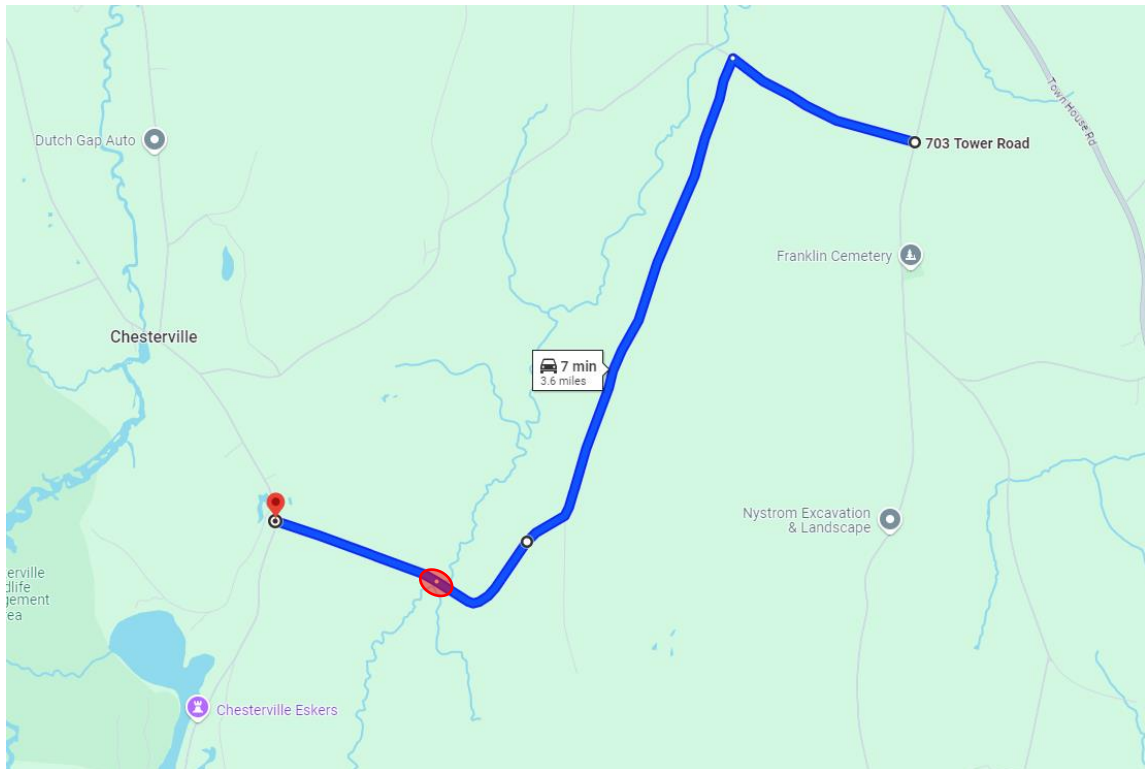


Figure 4 - #0561 Normal Route (Red circle notes bridge location)

Embden, Boyington Bridge #2090 (Kennebec River Road over Martin Stream)

NBI Detour = 0.0 miles

Net Detour Calculation: *Figure 6* shows 8.9 miles (12 min), the original route (*Figure 7*) from point A to B is 9.1 miles (14 min), therefore net detour is approximately -0.2 miles. Similar to NBI, use NBI value.

Average Detour Travel Speed: 45 mph = (8.9 miles / (12 min / 60))

Note: Abutment to abutment detour (*Figure 5*) is considered due to the remote locations of the bridges and the primarily residential use of these crossings.

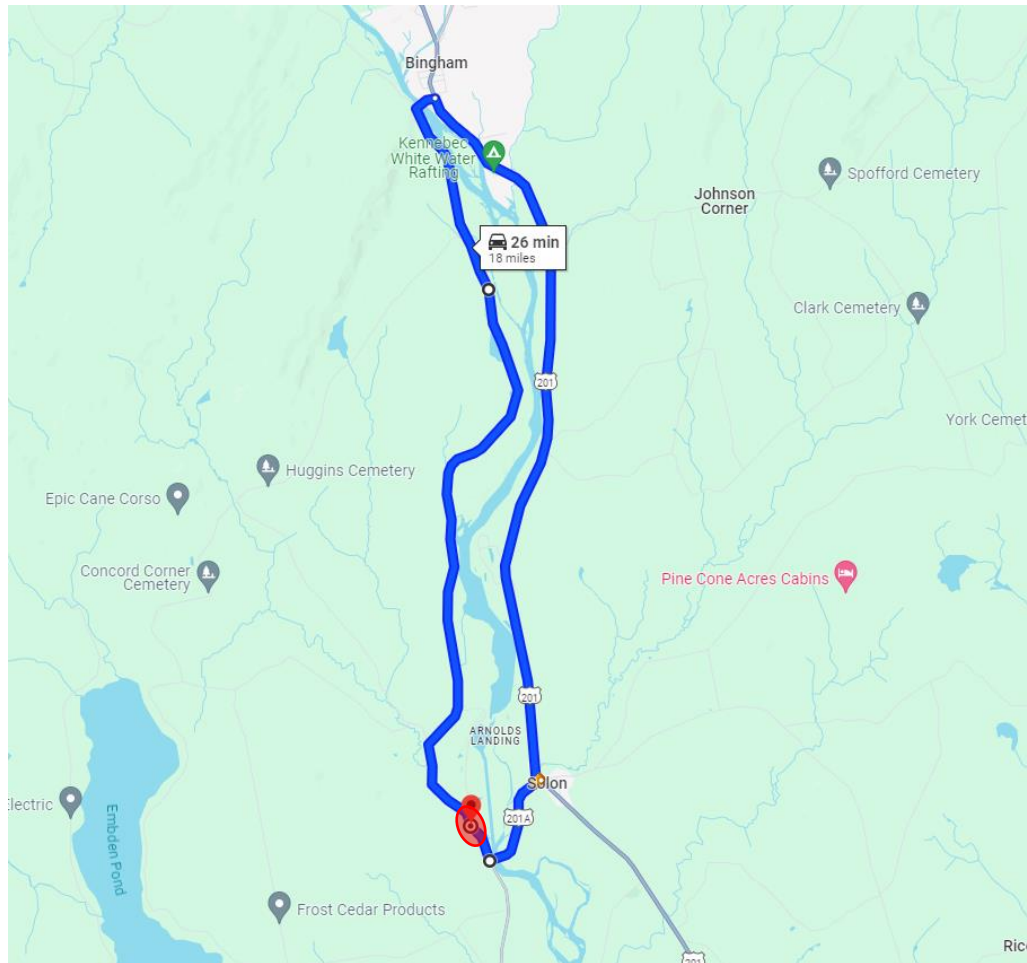


Figure 5 - #2090 Abutment to Abutment Detour Route (Red circle notes bridge location)

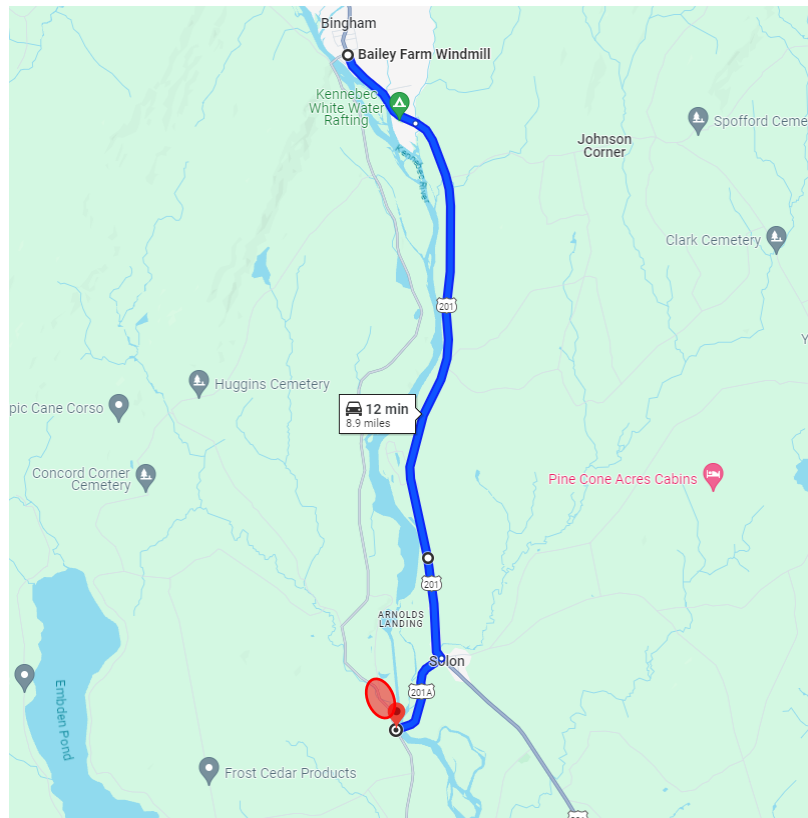


Figure 6 - #2090 Bypass Detour Route (Red circle notes bridge location)

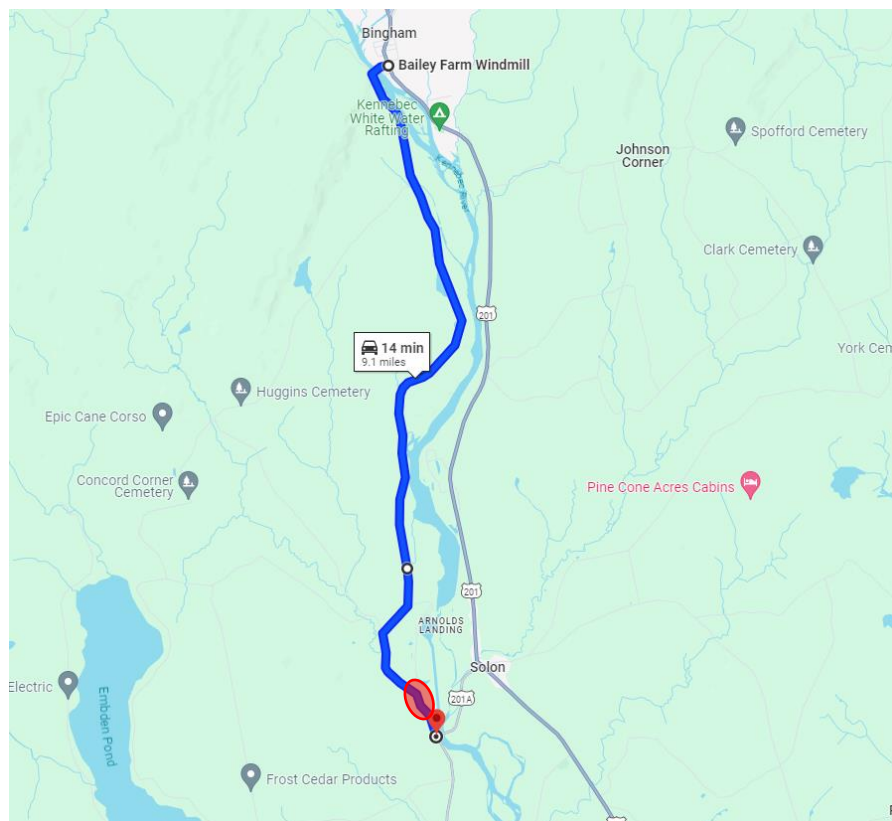


Figure 7 - #2090 Normal Route (Red circle notes bridge location)

Bowdoin, Cobbs Bridge #2159 (Burrough Road over Little River)

NBI Detour = 100.0 miles

No available detour for this bridge location, numerous houses on the dead-end road after the bridge.

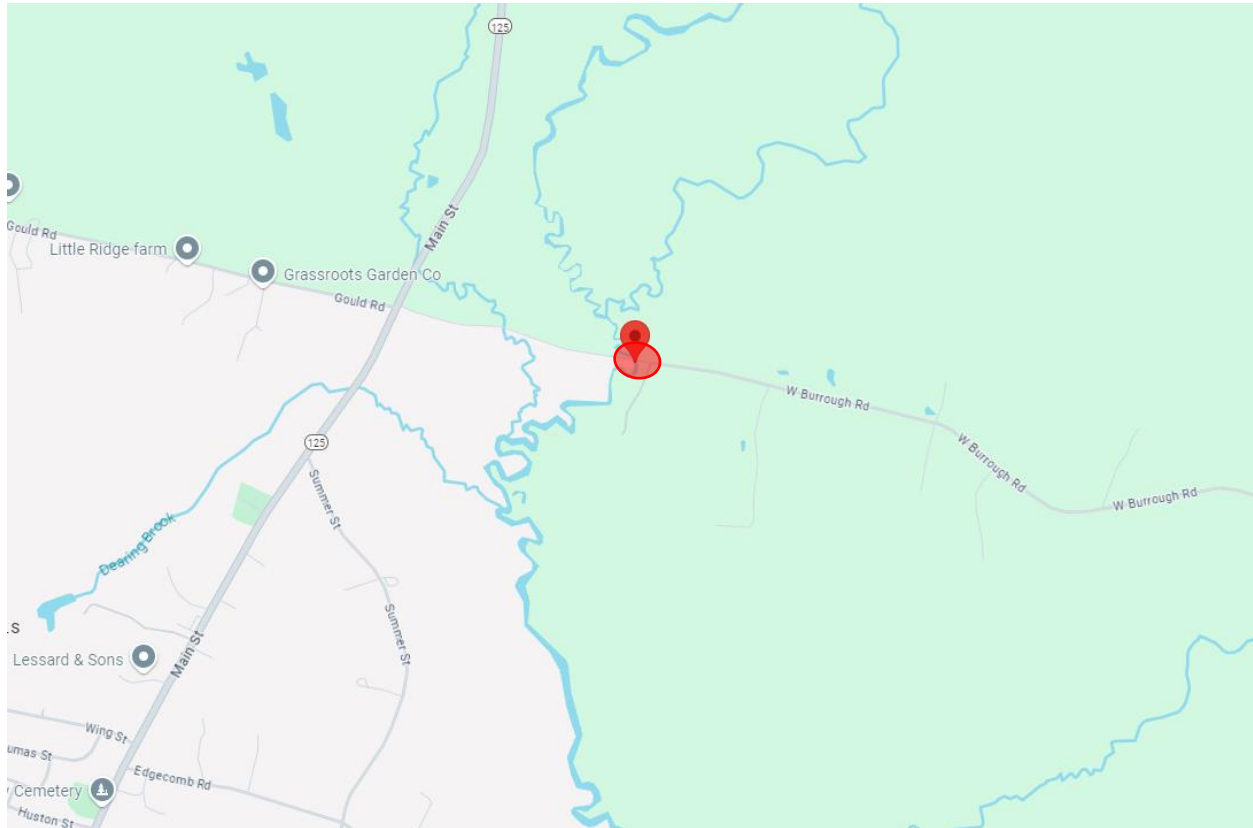


Figure 8 - #2159 Bridge Location (Red circle notes bridge location)

Caratunk, Pleasant Pond Bridge #2672 (Main Street over Pleasant Pond Stream)

NBI Detour = 0.0 miles

Net Detour Calculation: *Figure 10* shows 1.1 miles (1 min), the original route (*Figure 11*) from point A to B is 1.2 miles (3 min), therefore net detour is approximately -0.1 miles. Similar to NBI, use NBI value.

Average Detour Travel Speed: 55 mph = (1.1 miles / (1 min / 60))

Note: Abutment to abutment detour (*Figure 9*) is considered due to the remote locations of the bridges and the primarily residential use of these crossings.

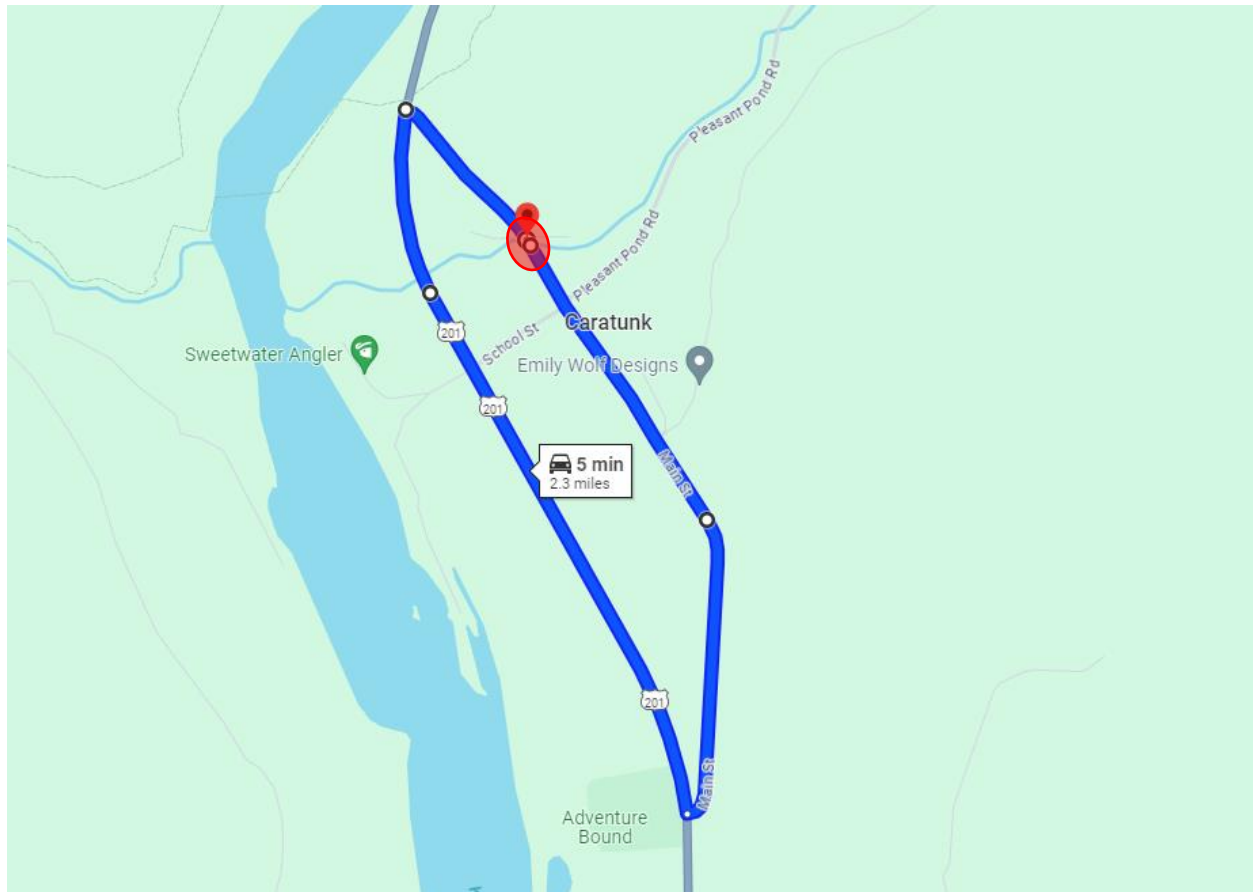


Figure 9 - #2672 Abutment to Abutment Detour Route (Red circle notes bridge location)



Figure 10 - #2672 Bypass Detour Route (Red circle notes bridge location)

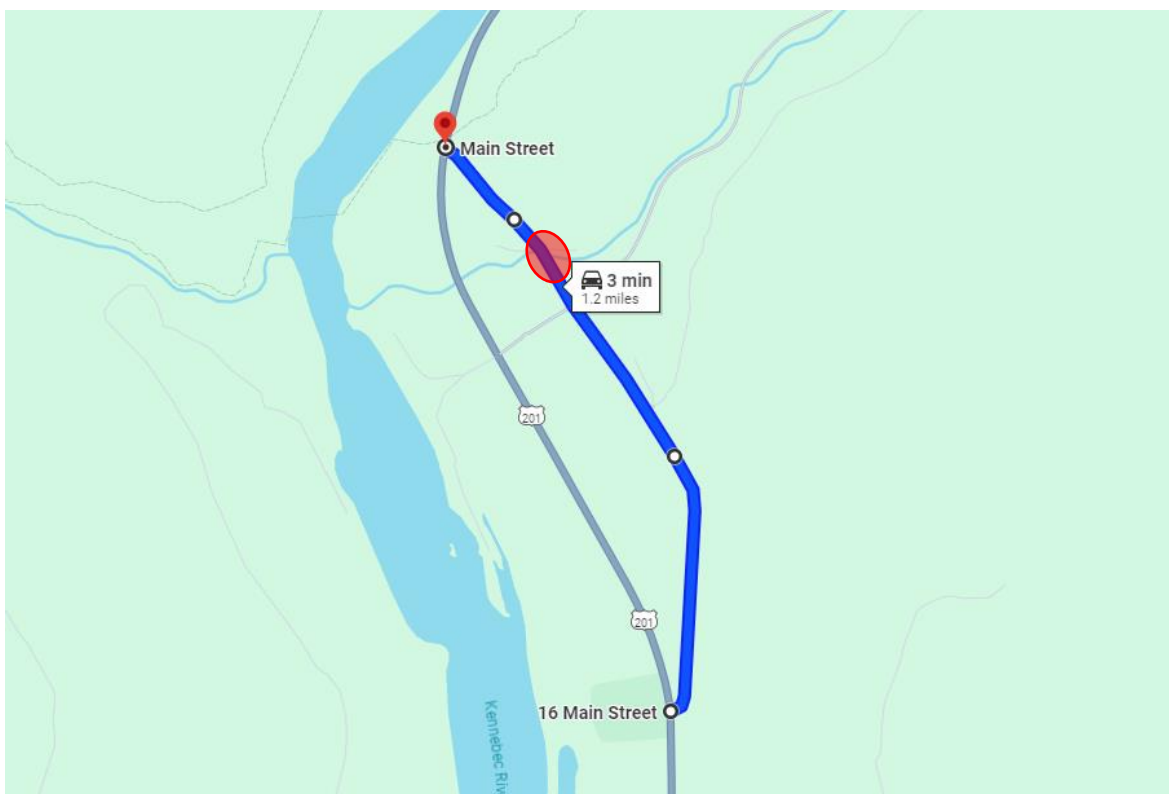


Figure 11 - #2672 Normal Route (Red circle notes bridge location)

Caratunk, Pleasant Pond #2 Bridge #3921 (Pleasant Pond Road over Pleasant Pond Stream)

NBI Detour = 100.0 miles

No available detour for this bridge location, numerous houses on the dead-end road after the bridge.

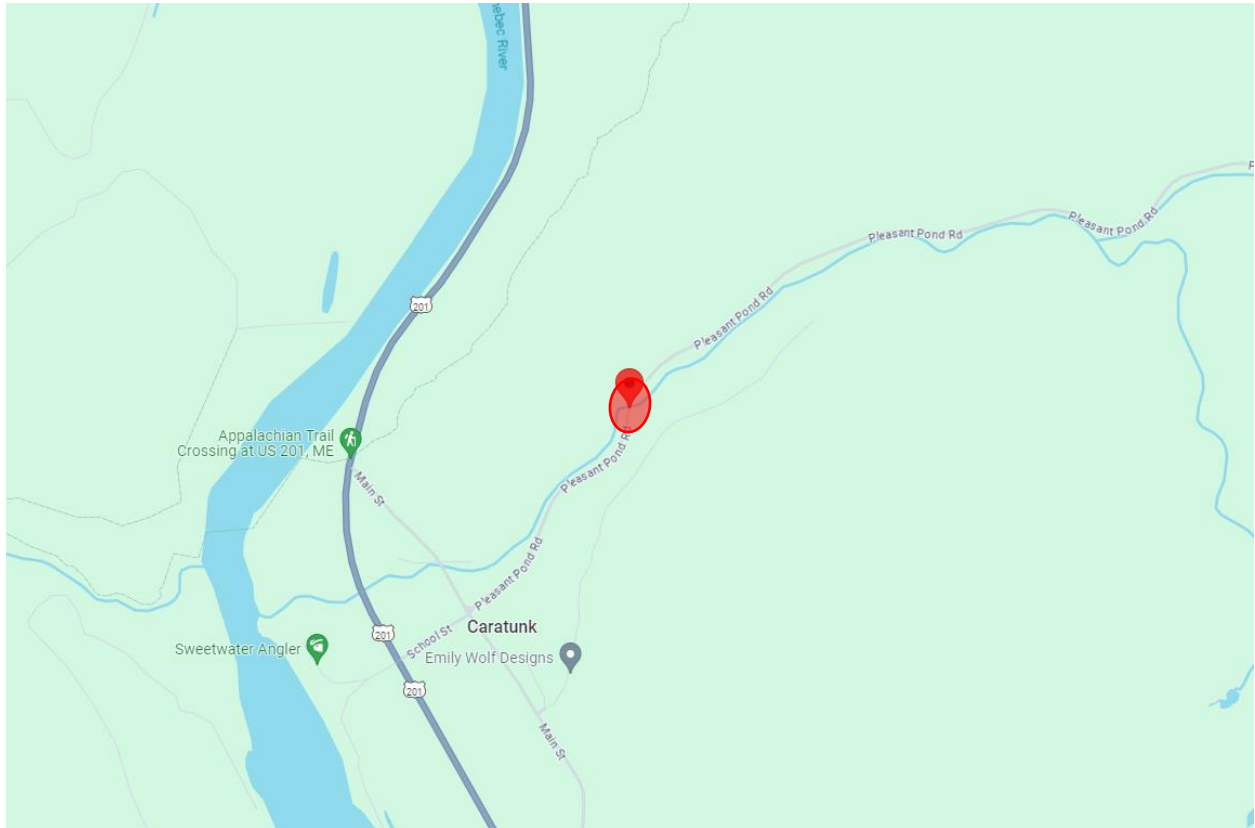


Figure 12 - #3921 Bridge Location (Red circle notes bridge location)

Orland, Moosehorn Creek Bridge #5494 (Bald Mountain Road over Moosehorn Creek)

NBI Detour = 7.0 miles

Net Detour Calculation: *Figure 14* shows 5.5 miles (7 min), the original route (*Figure 15*) from point A to B is 10.2 miles (16 min), therefore net detour is approximately -4.7 miles. Assume appropriate detour length is 0.0 miles.

Average Detour Travel Speed: 45 mph = (5.5 miles / (7 min / 60))

Note: Abutment to abutment detour (*Figure 13*) is considered due to the remote locations of the bridges and the primarily residential use of these crossings.

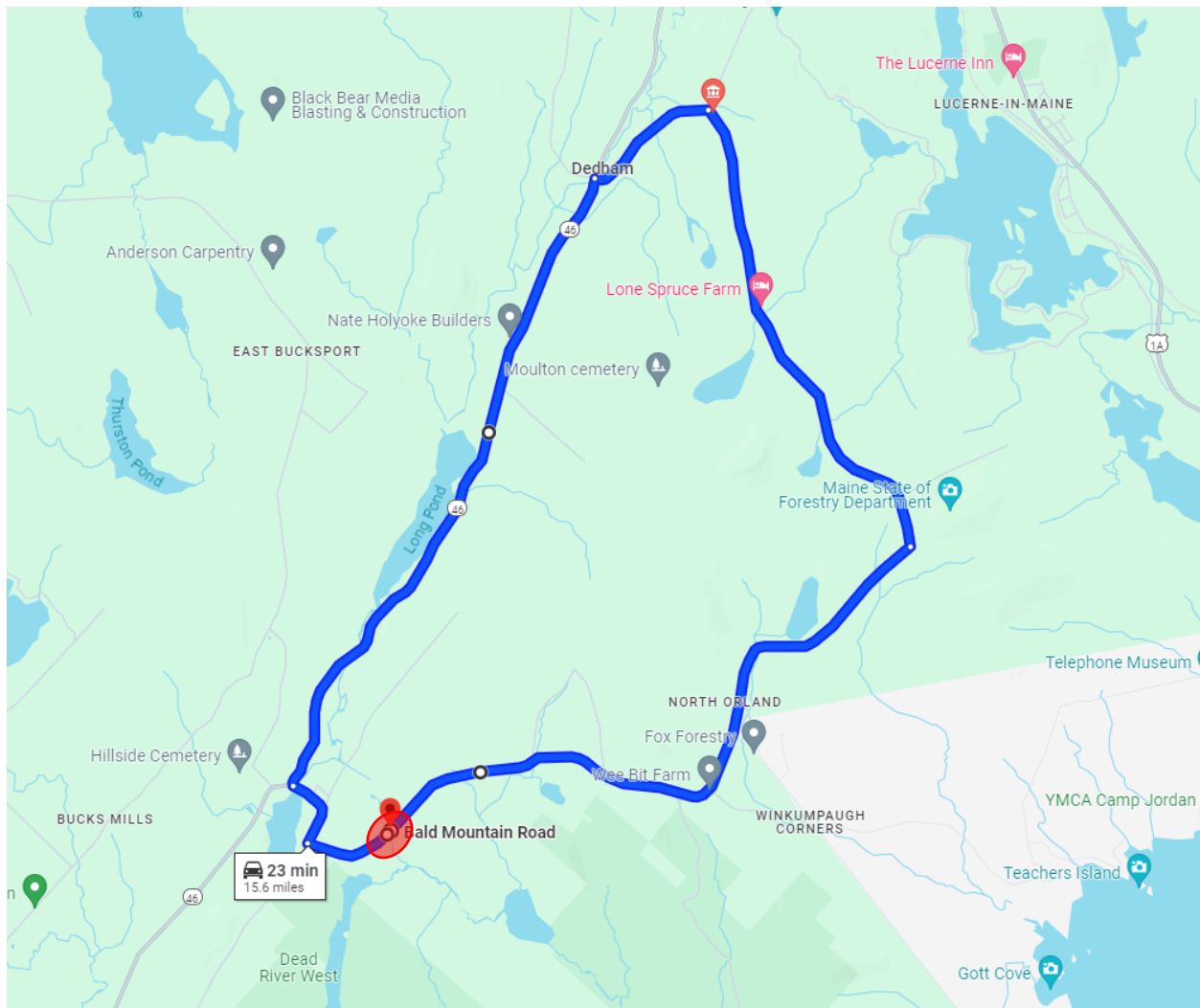


Figure 13 - #5494 Abutment to Abutment Detour Route (Red circle notes bridge location)

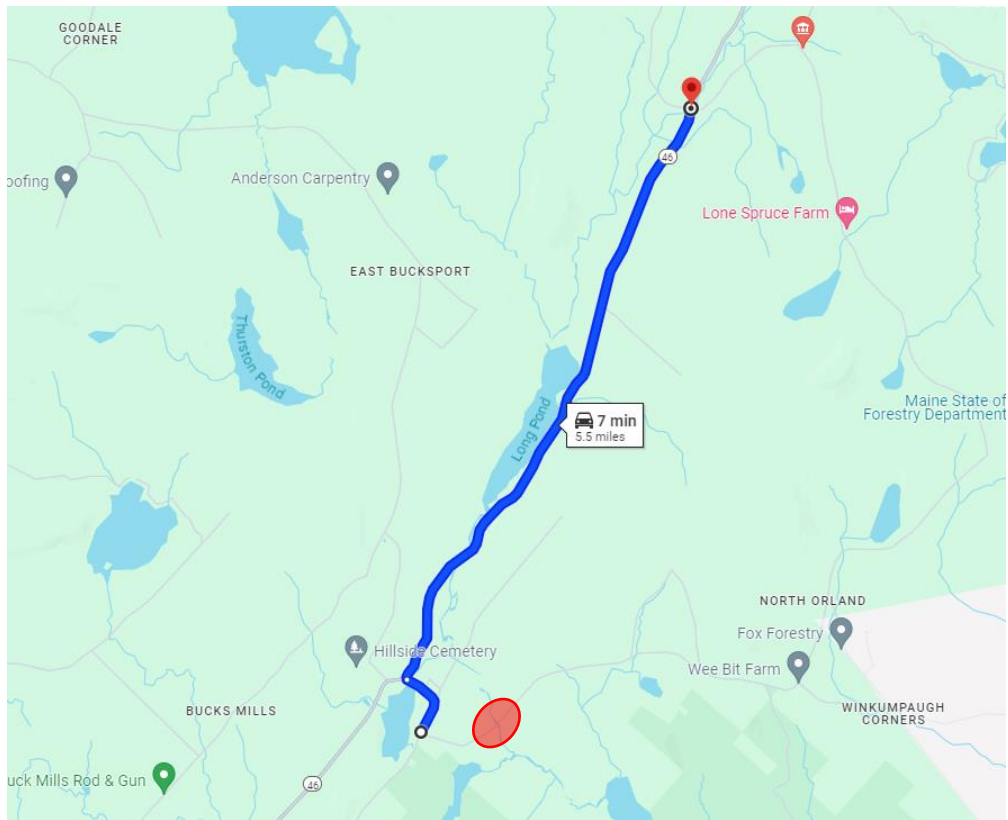


Figure 14 - #5494 Bypass Detour Route (Red circle notes bridge location)

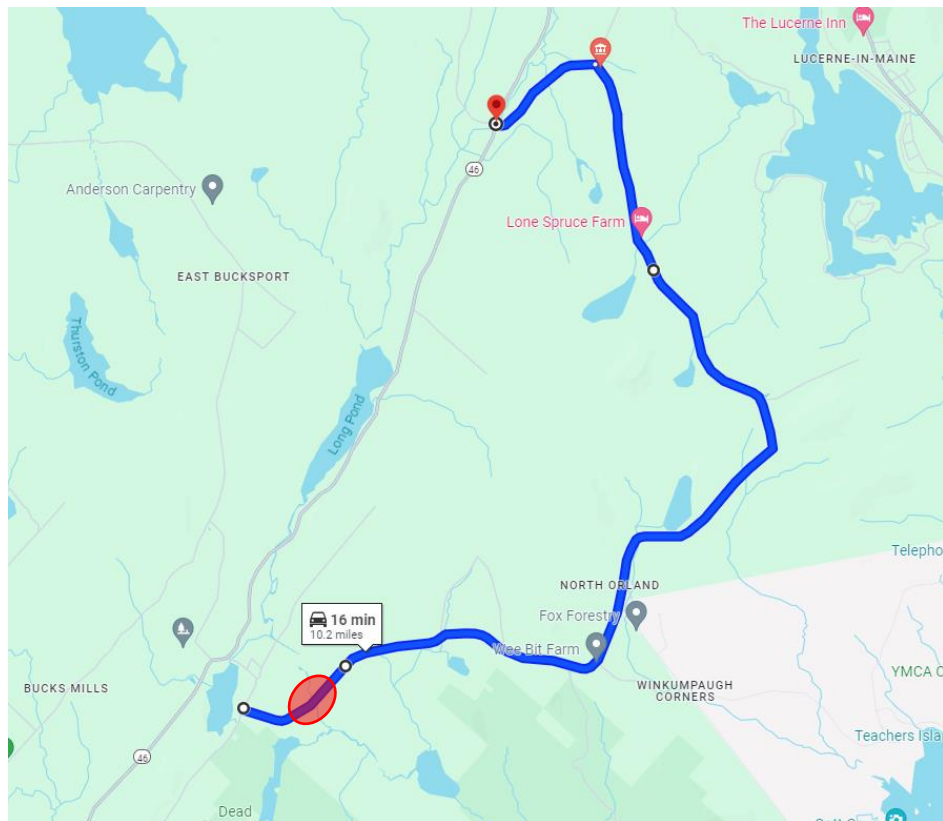


Figure 15 - #5494 Normal Route (Red circle notes bridge location)

Carmel, Philbrook Bridge #5505 (Fuller Road over Harvey Brook)

NBI Detour = 3.0 miles

Net Detour Calculation: *Figure 17* shows 4.9 miles (8 min), the original route (*Figure 18*) from point A to B is 2.1 miles (3 min), therefore net detour is approximately 2.8 miles. Similar to NBI, use NBI value.

Average Detour Travel Speed: 35 mph = (4.9 miles / (8 min / 60))

Note: Abutment to abutment detour (*Figure 16*) is considered due to the remote locations of the bridges and the primarily residential use of these crossings.



Figure 16 - #5505 Abutment to Abutment Detour Route (Red circle notes bridge location)

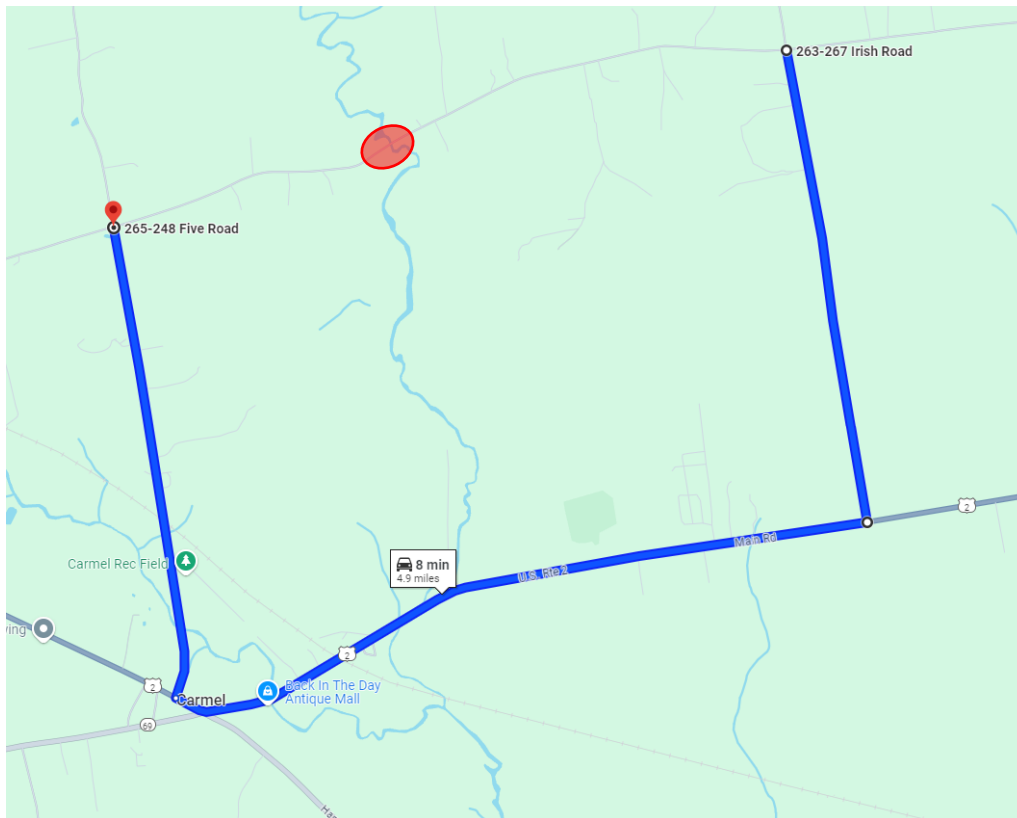


Figure 17 - #5505 Bypass Detour Route (Red circle notes bridge location)

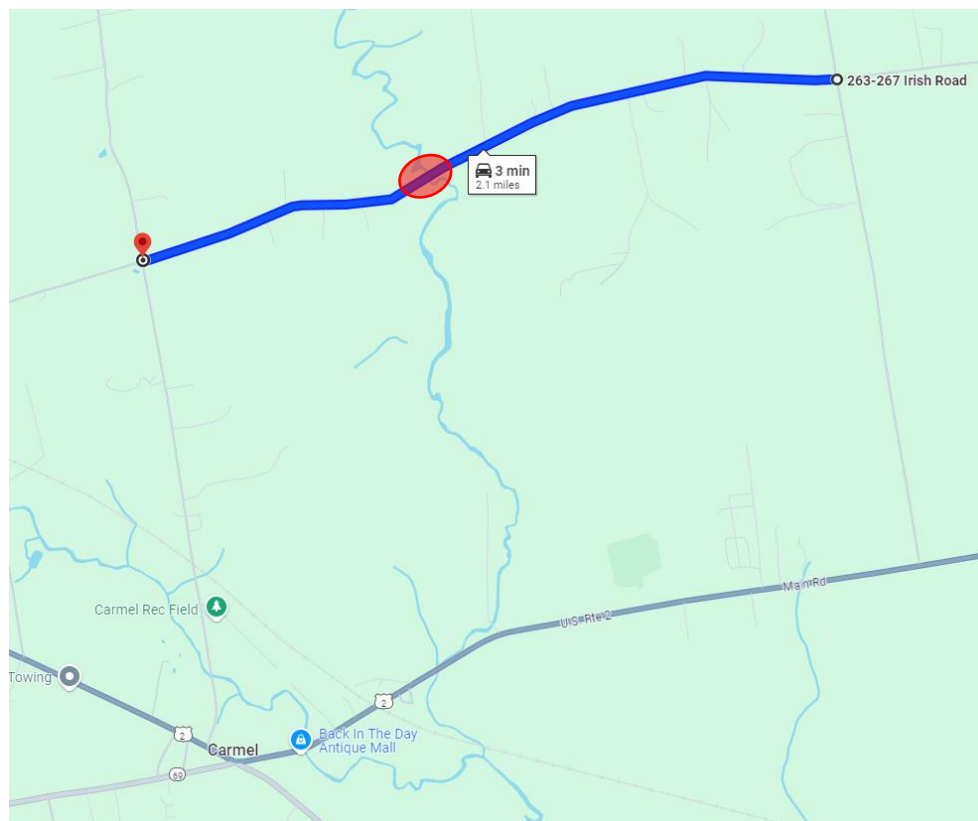


Figure 18 - #5505 Normal Route (Red circle notes bridge location)

Sangerville, Brockways Mill Bridge #5559 (Sillers Mills Road over French Mills Brook)

NBI Detour = 3.0 miles

Net Detour Calculation: *Figure 20* shows 7.0 miles (10 min), the original route (*Figure 21*) from point A to B is 4.5 miles (7 min), therefore net detour is approximately 2.5 miles. Similar to NBI, use NBI value.

Average Detour Travel Speed: 42 mph = (7.0 miles / (10 min / 60))

Note: Abutment to abutment detour (*Figure 19*) is considered due to the remote locations of the bridges and the primarily residential use of these crossings.

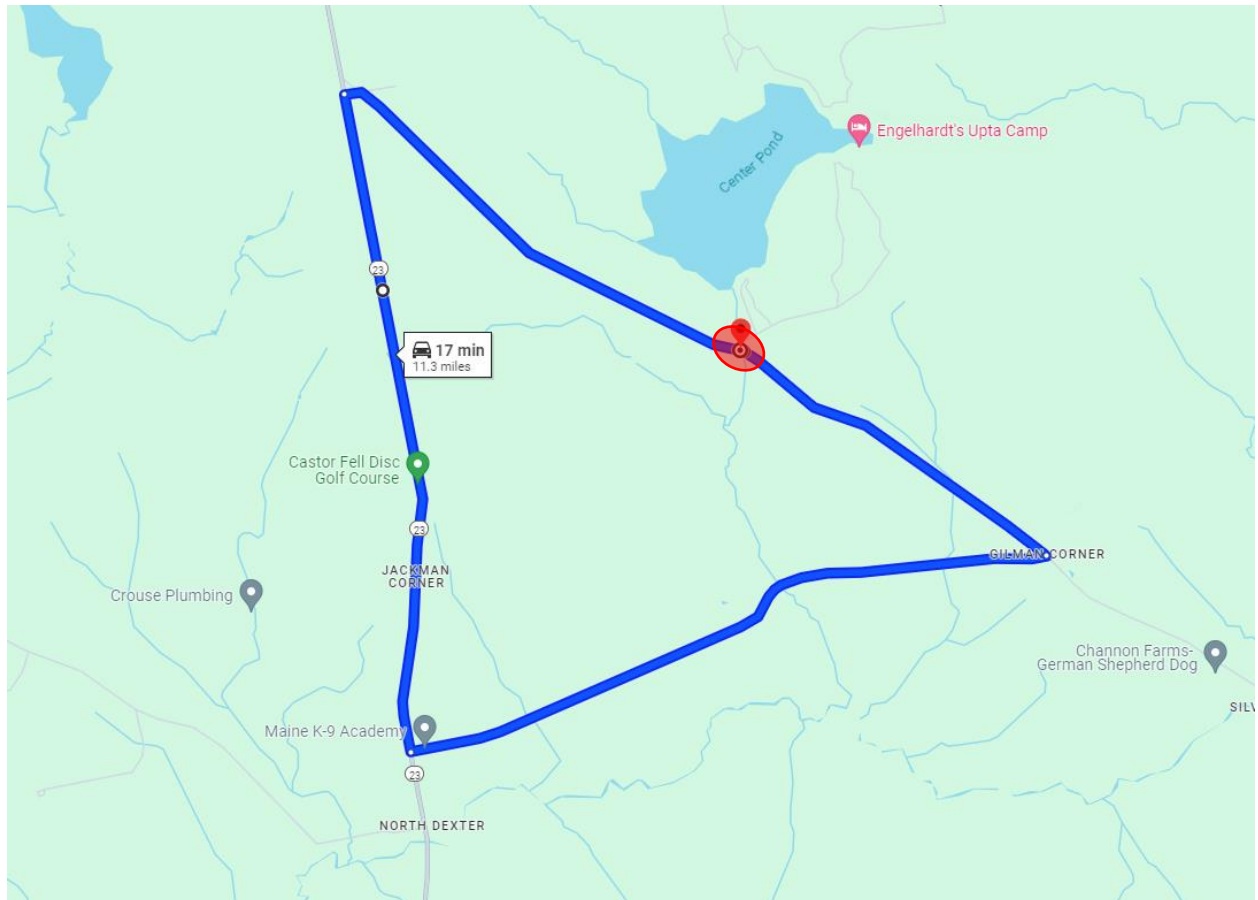


Figure 19 - #5559 Abutment to Abutment Detour Route (Red circle notes bridge location)

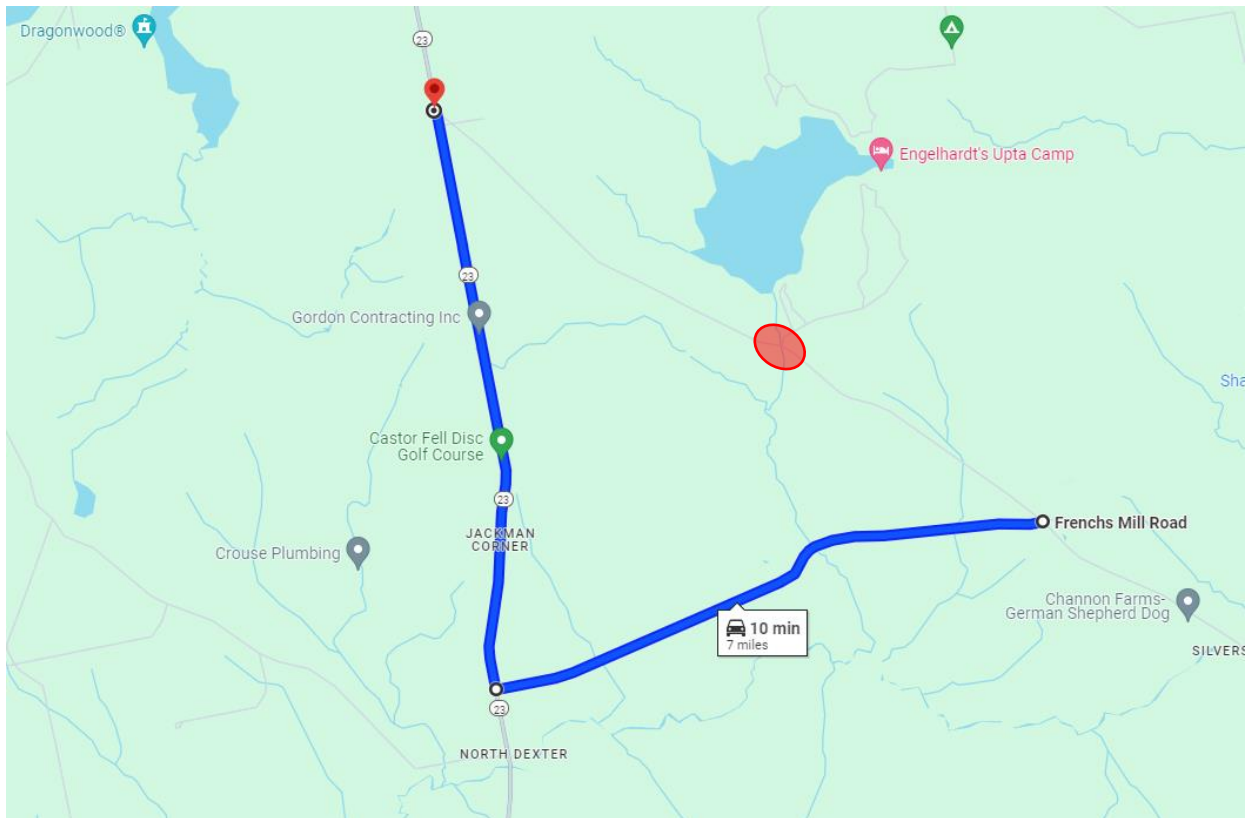


Figure 20 - #5559 Bypass Detour Route (Red circle notes bridge location)

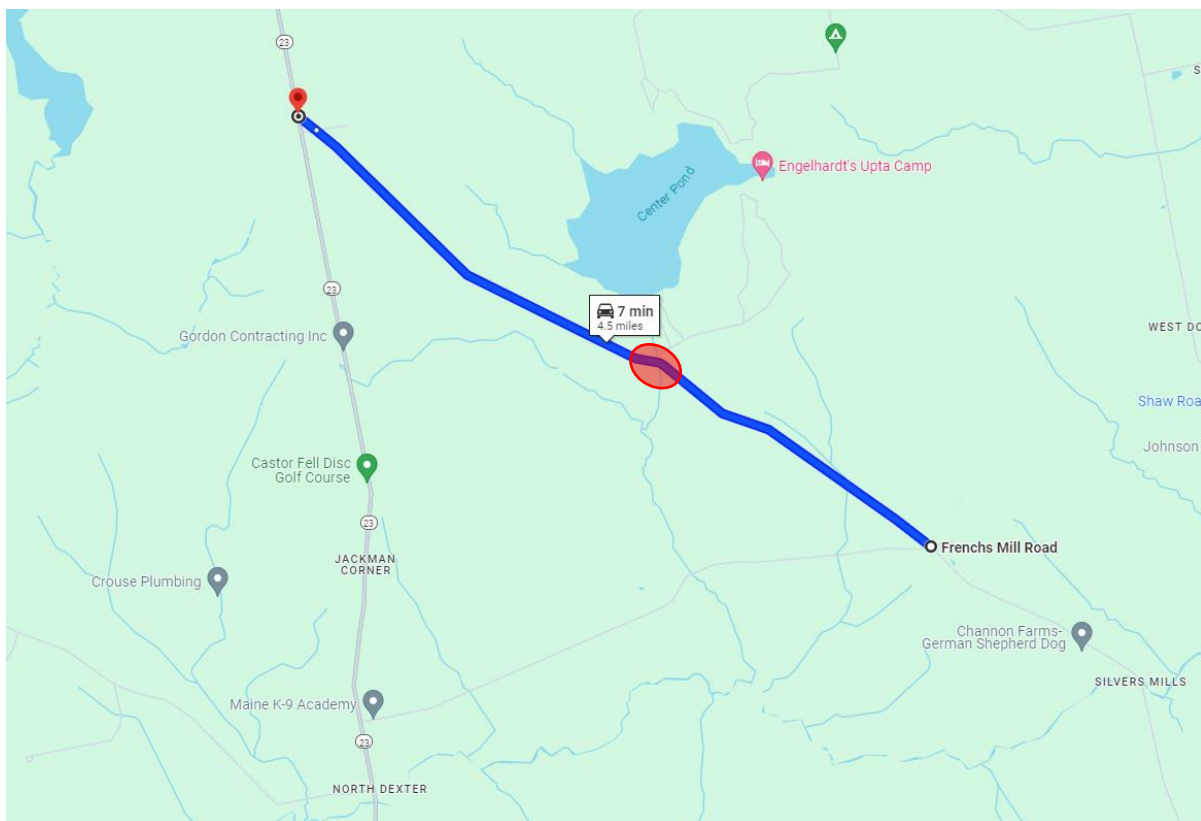


Figure 21 - #5559 Normal Route (Red circle notes bridge location)