# STATE OF MAINE
# DEPARTMENT OF TRANSPORTATION

# LEWISTON
## ANDROSCOGGIN COUNTY
ROUTE 202\11\100
## STP 1731(600)X
PROJECT LENGTH : 0.573 MILES *(PROJECT LENGTH INCLUDES 17874.00)*

INDEX OF SHEETS


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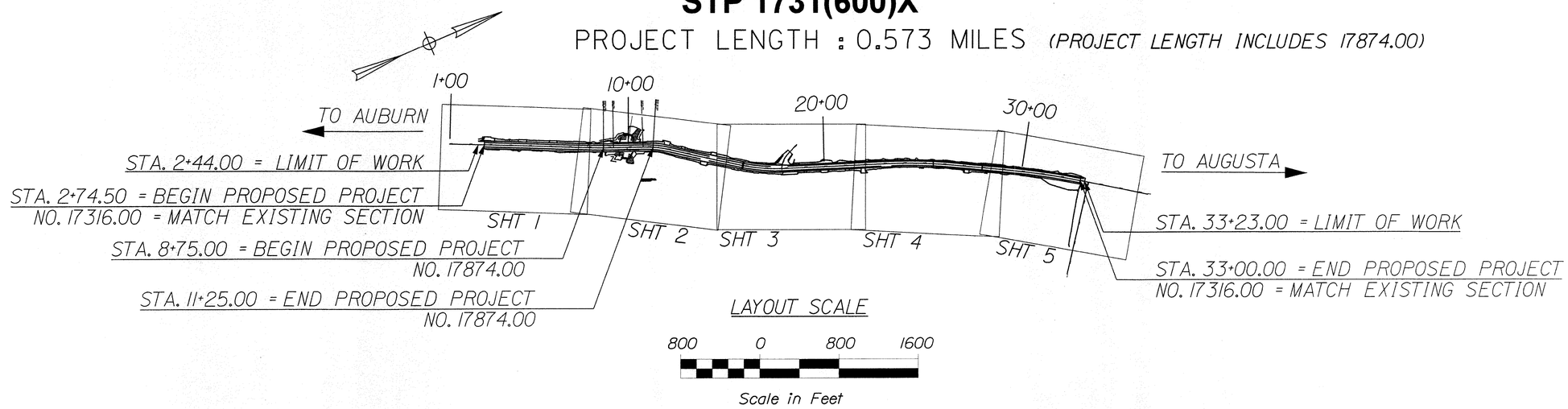



PLAN LEGEND

Town, County, State
Property Lines
R/W Lines-Existing
R/W Lines-Proposed
Culvert-Existing
Culvert Proposed
Curbing — Existing — Proposed
Type 1
Type 3
Type 5
Outline of Bodies of Water
Ledge
Buildings
Trees — Conifer — Deciduous
Tree Line
Clearing Limit Line — CLL
Centerline-Existing
Centerline-Proposed — 10+00
Travelway-Existing
Travelway-Proposed
Railroad
Catch Basins — Existing ■ Proposed
Manholes — Existing ● Proposed
Proposed Underdrain
Proposed Ditch
Existing Ditch
Utility Poles — Existing ♦ Proposed
Fire Hydrants — Existing ⊕ Proposed
Existing Water Line — W
Existing San. Sewer
Existing San. Sewer Manhole
Guardrail-Existing
Guardrail-Proposed
Guardrail-Cable, Other

TRAFFIC DATA

| | |
|---|---|
| Current (2014) AADT | 12950 |
| Future (2034) AADT | 16470 |
| DHV - % of AADT | 10% |
| Design Hour Volume | 1647 |
| % Heavy Trucks (AADT) | 6% |
| % Heavy Trucks (DHV) | 4% |
| Directional Distribution (DHV) | 55% |
| 18 kip Equivalent P 2.0 | 395 |
| 18 kip Equivalent P 2.5 | 377 |
| Design Speed (mph) | 35 |
| Functional Class: | MINOR ARTERIAL |

| | |
|---|---|
| **PROJECT LOCATION:** | *BEGINNING AT MEMORIAL DRIVE AND EXTENDING 0.57 MILES TO STETSON ROAD ON ROUTE 202/11/100* |
| **PROGRAM AREA:** | *HIGHWAY PROGRAM* |
| **OUTLINE OF WORK:** | *REHABILITATE EXISTING PAVEMENT, RESET CURB, NEW SIDEWALK AND DRAINAGE IMPROVEMENTS.* |

WIN 17316.00

Stantec

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
APPROVED
COMMISSIONER: DATE 2/17/14
CHIEF ENGINEER: DATE 4-17-14

STATE OF MAINE GARY A. SANTY No. 9419 PROFESSIONAL ENGINEER

SIGNATURE 9419
P.E. NUMBER
DATE Feb 19, 2014

PROJECT INFORMATION

| | |
|---|---|
| PROGRAM | HIGHWAY |
| PROJECT MANAGER | P. MCDONALD |
| DESIGNER | G. SANTY |
| CONSULTANT | STANTEC |
| PROJECT RESIDENT | |
| CONTRACTOR | |
| PROJECT COMPLETION DATE | |

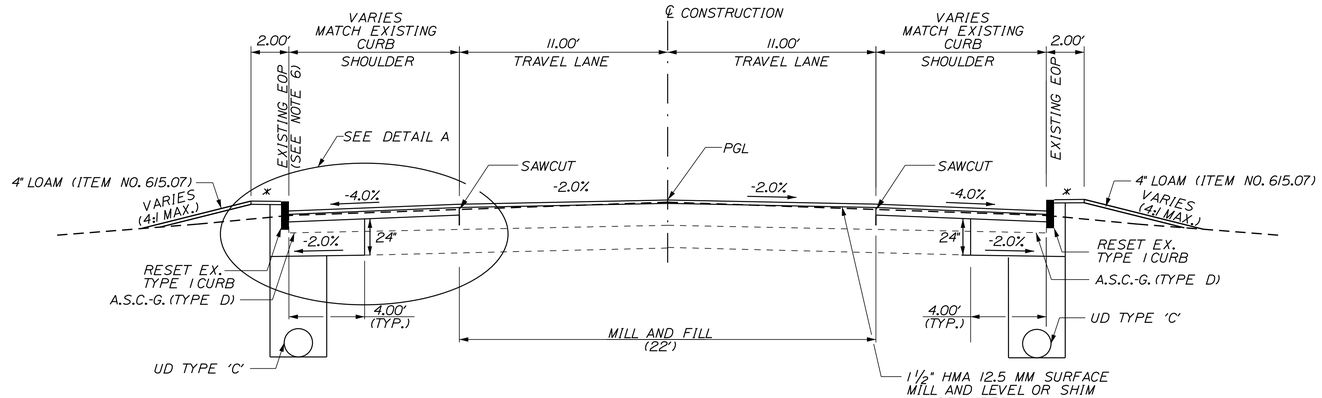
LEWISTON
ROUTE 202\11\100

TITLE SHEET

SHEET NUMBER
1
OF 59

Filename: ...\00\HIGHWAY\MSTA\001_Title.dgn Division: HIGHWAY Username: common Date:2/19/2014

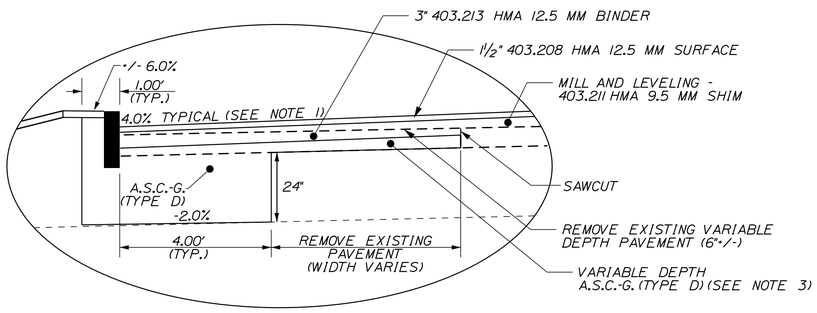
## NORMAL




## TYPICAL

(NOT TO SCALE)

* +/- 6.0% MAX. (SEE SECTIONS)

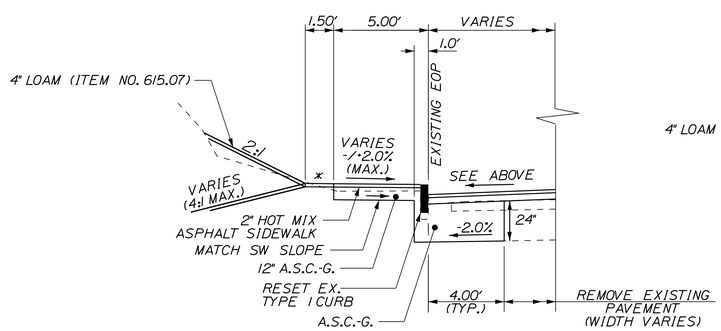



## DETAIL A

(NOT TO SCALE)

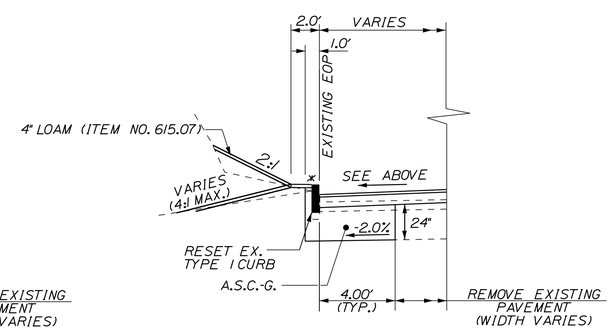
NOTES:

1. LEFT SHOULDER IS SLOPED AT -4.0% WITH THE EXCEPTION OF STATIONS 19+50 TO 21+50 AND 24+00 TO 33+00 WHERE THE SLOPE IS -2.0%.
2. UNDERDRAIN PLACED WHERE INDICATED IN PLANS. CONSTRUCT PER MAINEDOT STANDARD DETAIL UNDERDRAIN 605(01).
3. A.S.C.-G.= AGGREGATE SUBBASE COURSE - GRAVEL - ITEM#304.10 (TYPE D). AGGREGATE SUBBASE COURSE-GRAVEL USED IN ALL VARIABLE DEPTH GRAVEL LOCATIONS SHALL MEET ALL THE REQUIREMENTS OF ITEM 304.10 - AGGREGATE SUBBASE COURSE - GRAVEL AND SHALL NOT CONTAIN PARTICLES OF ROCK WHICH WILL NOT PASS THE 2" SQUARE MESH SIEVE.
4. MILLING SHALL REMOVE EXISTING PAVEMENT AT A CROSS SLOPE THAT MATCHES THE PROPOSED FINISHED GRADE SLOPE.
5. DEPTH OF MILL WILL VARY AS NECESSARY TO ALLOW TOP OF SURFACE COURSE TO MATCH PROPOSED GRADE LINE (PGL) ELEVATIONS.
6. RESET EXIST. TYPE I CURB TO BE SET AT EXISTING CURB LOCATION OR AS DIRECTED BY THE RESIDENT ENGINEER. FULL DEPTH CONSTRUCTION SHALL BEGIN 4 FEET INSIDE EXISTING FACE OF CURB. ELEVATIONS OF CURB SHALL BE BASED ON PGL AND ROADWAY CROSS SLOPE.




## CURB W/SIDEWALK DETAIL

(NOT TO SCALE)




## CURB DETAIL

(NOT TO SCALE)

* +/- 6.0% MAX. (SEE SECTIONS)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN 17316.00

HIGHWAY PLANS

| | BY | DATE |
|---|---|---|
| PROJ. MANAGER | P. MCDONALD | |
| DESIGN-DETAILED | T. LUTHER | 11\15\13 |
| CHECKED-REVIEWED | G. SANTY | 11\15\13 |
| DESIGN2-DETAILED2 | P. ARMATA | 11\15\13 |
| DESIGN3-DETAILED3 | | |
| REVISIONS 1 | | |
| REVISIONS 2 | | |
| REVISIONS 3 | | |
| REVISIONS 4 | | |
| FIELD CHANGES | | |

SIGNATURE

P.E. NUMBER

DATE

LEWISTON
ROUTE 202\11\100

TYPICAL SHEET 1

SHEET NUMBER

2

OF 59

Filename: ...\HIGHWAY\MSTA\002_Typical.dgn Division: HIGHWAY Username: common Date:2/20/2014

# ESTIMATED QUANTITIES

| ESTIMATED QUANTITIES | | | |
|---|---|---|---|
| ITEM NO. | DESCRIPTION | ROUNDED QUANTITY | UNIT |
| 201.23 | REMOVING SINGLE TREE TOP ONLY | 1 | EA |
| 201.24 | REMOVING STUMP | 1 | EA |
| 202.15 | REMOVING MANHOLE OR CATCH BASIN | 11 | EA |
| 202.202 | REMOVING PAVEMENT SURFACE | 6800 | SY |
| 203.20 | COMMON EXCAVATION | 3100 | CY |
| 203.25 | GRANULAR BORROW FOR UNDERWATER BACKFILL | 100 | CY |
| 206.061 | STR EARTH EX - BELOW GRADE STR | 100 | CY |
| 304.10 | AGGREGATE SUBBASE COURSE-GRAVEL | 2500 | CY |
| 403.208 | HOT MIX ASPHALT 12.5 MM HMA SURFACE | 1000 | T |
| 403.209 | HOT MIX ASPHALT 9.5 MM (INCIDENTALS) | 330 | T |
| 403.211 | HOT MIX ASPHALT SHIM | 400 | T |
| 403.213 | HOT MIX ASPHALT 12.5 MM BASE | 800 | T |
| 409.15 | BITUMINOUS TACK COAT - APPLIED | 500 | G |
| 602.30 | FLOWABLE CONCRETE FILL | 55 | CY |
| 603.159 | 12" CULV PIPE OPTION III | 28 | LF |
| 603.169 | 15" CULV PIPE OPTION III | 220 | LF |
| 603.179 | 18" CULV PIPE OPTION III | 130 | LF |
| 604.072 | CATCH BASIN TYPE A1-C | 22 | EA |
| 604.18 | ADJUST MANHOLE OR CB TO GRADE | 9 | EA |
| 604.23 | STEP | 4 | EA |
| 604.24 | CATCH BASIN TYPE F | 2 | EA |
| 604.247 | CATCH BASIN TYPE F5-C | 2 | EA |
| 605.09 | 6" UNDERDRAIN TYPE B | 1250 | LF |
| 605.10 | 6" UNDERDRAIN OUTLET | 250 | LF |
| 605.12 | 15" UNDERDRAIN TYPE C | 1730 | LF |
| 605.13 | 18" UNDERDRAIN TYPE C | 2450 | LF |
| 606.356 | UNDERDRAIN DELINEATOR POST | 4 | EA |
| 606.363 | GR REMOVE AND DISPOSE | 375 | LF |
| 608.26 | CURB RAMP DETECTABLE WARNING FIELD | 90 | SF |
| 609.11 | VERTICAL CURB TYPE 1 | 100 | LF |
| 609.12 | VERT CURB TYPE 1- CIRCULAR | 87 | LF |
| 609.237 | TERMINAL CURB TYPE 1 - 7 FOOT | 90 | EA |
| 609.2371 | TERMINAL CURB TYPE 1- 7 FT - CIRCULAR | 3 | EA |
| 609.38 | RESET CURB TYPE 1 | 3105 | LF |
| 609.441 | CURBING REMOVED AND STACKED | 750 | LF |
| 610.08 | PLAIN RIPRAP | 10 | CY |
| 615.07 | LOAM | 340 | CY |
| 618.1301 | SEEDING METHOD NUMBER 1 | 30 | UN |
| 619.1201 | MULCH | 30 | UN |
| 620.58 | EROSION CONTROL GEOTEXTILE | 25 | SY |
| 627.733 | 4" WHITE OR YELLOW PAINTED PAVE MRK LINE | 11680 | LF |
| 627.75 | WHITE OR YELLOW PAVEMENT & CURB MARKING | 200 | SF |
| 627.76 | TEMPORARY PVMT. MARK LINE, W OR YELLOW | 1 | LS |
| 629.05 | HAND LABOR, STRAIGHT TIME | 40 | HR |
| 631.12 | ALL-PURPOSE EXC (INC OPERATOR) | 40 | HR |
| 631.172 | TRUCK-LARGE (INC OPERATOR) | 100 | HR |
| 631.22 | FRONT END LOADER (INC OPER) | 40 | HR |
| 639.18 | FIELD OFFICE TYPE A | 0.6 | EA |
| 652.33 | DRUM | 50 | EA |
| 652.34 | CONE | 50 | EA |
| 652.35 | CONSTRUCTION SIGNS | 1000 | SF |
| 652.36 | MAINTENANCE OF TRAFFIC CONTROL DEVICES | 120 | CD |
| 652.38 | FLAGGER | 4200 | HR |
| 652.381 | TRAFFIC OFFICER | 1100 | HR |
| 652.41 | PORTABLE CHANGEABLE MESSAGE SIGN | 2 | EA |
| 656.75 | TEMP SOIL EROSION & WATER POLLUTION CTRL | 1 | LS |
| 659.10 | MOBILIZATION | 1 | LS |
| 660.21 | ON-THE-JOB TRAINING (BID) | 1000 | HR |
| 801.16 | 6" PVC SANITARY SEWER (SDR-35) | 625 | LF |
| 823.332 | VALVE BOX, ADJUST TO GRADE | 34 | EA |

# EARTHWORK SUMMARY

**COMMON EXCAVATION**

| | | |
|---|---|---|
| COMMON EXCAVATION (FROM CROSS SECTIONS) | 3,008 | |
| EARTH FROM DRIVES, OLD ROAD, ETC. | 0 | |
| GRUBBING IN FILL | 0 | |
| UNDERCUT | 0 | |
| MUCK EXCAVATION | 0 | |
| PAVEMENT SALVAGE IN FILL | 0 | |
| TOTAL COMMON EXCAVATION | | 3,008 |
| Rounding | | 92 |
| Total | | 3,100 |

**FILL FOR BORROW CALCULATIONS**

| | | |
|---|---|---|
| COMMON FILL (FROM CROSS SECTIONS) | 366 | |
| FILL FOR DRIVES | 0 | |
| GRUBBING IN FILL | 0 | |
| UNDERCUT | 0 | |
| MUCK EXCAVATION | 0 | |
| PAVEMENT SALVAGE IN FILL | 0 | |
| TOTAL FILL | | 366 |

**ROCK EXCAVATION FOR ESTIMATE**

| | | |
|---|---|---|
| ROCK EXCAVATION (FROM CROSS SECTIONS) | 0 | |
| TOTAL ROCK EXCAVATION | | 0 |

**AVAILABLE COMMON EXCAVATION BORROW CALCULATIONS**

| | | |
|---|---|---|
| (1) TOTAL COMMON EXCAVATION | | 3,008 |
| DEDUCTIONS: | | |
| GRUBBING IN CUT | 0 | |
| GRUBBING IN FILL | 0 | |
| UNDERCUT | 0 | |
| MUCK EXCAVATION | 0 | |
| PAVEMENT SALVAGE (CUT & FILL) | 0 | |
| (2) TOTAL DEDUCTIONS | | 0 |
| TOTAL AVAILABLE COMMON EXCAVATION | | 3,008 |
| TOTAL AVAILABLE STRUCT. EXCAVATIONS (UNDERDRAIN ONLY) | | 2,100 |
| TOTAL AVAILABLE NON-ROCK EXCAVATION | | 5,108 |

**COMPUTATION OF WASTE STORAGE & WAST MATERIAL**

| | | |
|---|---|---|
| TOTAL AVAIL. WASTE STORAGE AREA (FROM CROSS SECTIONS) | | 0 |
| GRUBBING IN CUT | 0 | |
| GRUBBING IN FILL | 0 | |
| UNDERCUT | 0 | |
| MUCK EXCAVATION | 0 | |
| TOTAL WASTE MATERIAL TO BE UTILIZED | | 0 |
| TOTAL WASTE MATERIAL TO BE WASTED | | 0 |

**COMPUTATION FOR COMMON BORROW FOR ESTIMATE**

| | | | | | |
|---|---|---|---|---|---|
| (3) TOTAL FILL | | | | | 366 |
| TOTAL AVAIL. NON-ROCK EXCAV. | 5,108 | x 0.85 = | 4,342 | | |
| TOTAL AVAIL. ROCK EXCAV. | 0 | x 1.33 = | 0 | | |
| TOTAL AVAIL. STR. ROCK EXCAV. | 0 | x 1.33 = | 0 | | |
| TOTAL WASTE MATERIAL TO BE UTILIZED | 0 | x 1 = | 0 | | |
| (4) TOTAL AVAILABLE EXCAVATION | | | | = | 4,342 |
| EXCESS EXCAVATION = TOT. AVAILABLE EXCAVATION MINUS TOT. FILL | | | | | 3,976 |

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN 17316.00

HIGHWAY PLANS

| | | | |
|---|---|---|---|
| PROJ. MANAGER | P.MACDONALD | BY | DATE |
| DESIGN-DETAILED | T.LUTHER | $detailer$ | 11/15/13 |
| CHECKED-REVIEWED | G.SMITY | ----- | 11/15/13 |
| DESIGN2-DETAILED2 | | | SIGNATURE |
| DESIGN3-DETAILED3 | $designer3$ | $detailer3$ | $projdate3$ | P.E. NUMBER |
| REVISIONS 1 | ----- | ----- | $revdate1$ |
| REVISIONS 2 | ----- | ----- | $revdate2$ |
| REVISIONS 3 | $revision3$ | ----- | $revdate3$ |
| REVISIONS 4 | $revision4$ | $revdate4$ | DATE |
| FIELD CHANGES | $fieldchange$ | $fielddate$ | |

LEWISTON
ROUTE 202/11/100

ESTIMATED QUANTITIES

SHEET NUMBER
3
OF 59

Filename: ...\HIGHWAY\MSTA\003_Estimate.dgn Division: HIGHWAY Username: Rhobe.Moulton Date:3/14/2014

| STATION | CULVERT PIPE | | | | | | | | | | | CATCH BASIN | | | | | PIPE ARCH | | | MH | UNDERDRAIN | | | | | | ELBOWS, TEES, WYES AND INLET GRATE UNITS | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | RCP | | | CMP | | OPTION I | | OPTION III | | | | | | | | | | | | | TYPE B | | TYPE C | | | | | |
| | | | | | | | | SMOOTHLINED | | CORRUGATED | | | | | | | | | | GAGE OR WALL THICKNESS | TYPE B | OUTLET | SMOOTHLINED | | CORRUGATED | | DESCRIPTIONS | |
| | SIZE | LENGTH | CLASS | SIZE | LENGTH | SIZE | LENGTH | SIZE | LENGTH | SIZE | LENGTH | A1-C | B1-C | | E | F | SPAN | RISE | LENGTH | | LENGTH | LENGTH | SIZE | LENGTH | SIZE | LENGTH | | |
| STA. 2+48, 18.7 LT. - STA. 3+36, 18.7 LT. | | | | | | | | 15" | 88' | | | | | | | | | | | | | | | | | | | |
| STA. 3+36, 18.7 LT - STA. 4+00, 18.2 LT | | | | | | | | | | | | | | | | | | | | | | | 18" | 65' | | | | |
| STA. 4+00, 18.2 LT - STA. 4+00, 27.8 LT | | | | | | | | 15" | 8' | | | | | | | | | | | | | | | | | | | |
| STA. 4+00, 18.4 LT - STA. 7+25, 19.3 LT | | | | | | | | | | | | | | | | | | | | | | | 18" | 325' | | | | |
| STA. 2+80, 19.0 RT. - STA. 4+50, 18.3 RT. | | | | | | | | | | | | | | | | | | | | | 168' | | | | | | | |
| STA. 4+50, 18.3 RT. - STA. 4+50, 26.0 RT. | | | | | | | | 15" | 8' | | | | | | | | | | | | | | | | | | | |
| STA. 4+50, 18.3 RT. - STA. 7+50, 18.6 RT. | | | | | | | | | | | | | | | | | | | | | | | 18" | 296' | | | | |
| STA. 7+25, 19.3 LT. - STA. 9+55, 19.0 LT. | | | | | | | | | | | | | | | | | | | | | | | 18" | 225' | | | | |
| STA. 7+50, 18.6 RT. - STA. 9+55, 19.0 RT. | | | | | | | | | | | | | | | | | | | | | | | 18" | 202' | | | | |
| STA. 9+55, 19.0 RT. - STA. 9+55, 34.0 RT. | | | | | | | | 18" | 16' | | | | | | | | | | | | | | | | | | | |
| STA. 9+55, 19.0 LT. - STA. 9+63, 42.4 LT. | | | | | | | | 18" | 24' | | | | | | | | | | | | | | | | | | | |
| STA. 10+08, 48.5 RT. - STA. 10+25, 19.0 RT. | | | | | | | | 18" | 34' | | | | | | | | | | | | | | | | | | | |
| STA. 10+25, 19.0 LT. - STA. 10+25, 45.5 LT. | | | | | | | | 18" | 26' | | | | | | | | | | | | | | | | | | | |
| STA. 10+25, 19.0 LT. - STA. 12+12, 18.0 LT. | | | | | | | | | | | | | | | | | | | | | | | 18" | 190' | | | | |
| STA. 10+25, 19.0 RT. - STA. 13+50, 19.8 RT. | | | | | | | | | | | | | | | | | | | | | | | 18" | 325' | | | | |
| STA. 13+50, 19.8 RT. - STA. 17+44, 17.1 RT. | | | | | | | | | | | | | | | | | | | | | | | 18" | 395' | | | | |
| STA. 12+12, 18.0 LT. - STA. 14+60, 18.6 LT. | | | | | | | | | | | | | | | | | | | | | | | 18" | 248' | | | | |
| STA. 14+60, 18.6 LT. - STA. 16+00, 19.8 LT. | | | | | | | | | | | | | | | | | | | | | | | 18" | 134' | | | | |
| STA. 16+00, 19.8 LT. - STA. 18+44, 15.5 LT. | | | | | | | | | | | | | | | | | | | | | | | 15" | 240' | | | | |
| STA. 17+44, 17.1 RT. - STA. 20+50, 16.0 RT. | | | | | | | | | | | | | | | | | | | | | | | 15" | 302' | | | | |
| STA. 18+44, 15.5 LT. - STA. 18+52, 43.2 LT. | | | | | | | | 12" | 28' | | | | | | | | | | | | | | | | | | | |
| STA. 18+44, 15.5 LT. - STA. 20+70, 15.8 LT. | | | | | | | | | | | | | | | | | | | | | | | 15" | 226' | | | | |
| STA. 20+50, 16.0 RT. - STA. 22+89, 15.7 RT. | | | | | | | | | | | | | | | | | | | | | | | 15" | 236' | | | | |
| STA. 20+70, 15.8 LT. - STA. 23+02, 16.0 LT. | | | | | | | | | | | | | | | | | | | | | | | 15" | 227' | | | | |
| STA. 22+89, 15.7 RT. - STA. 23+50, 16.3 RT. | | | | | | | | 15" | 60' | | | | | | | | | | | | | | | | | | | |
| STA. 23+02, 16.0 LT. - STA. 25+50, 16.0 LT. | | | | | | | | | | | | | | | | | | | | | | | 15" | 246' | | | | |
| STA. 23+50, 16.3 RT. - STA. 25+53, 16.0 RT. | | | | | | | | | | | | | | | | | | | | | 199' | | | | | | | |
| STA. 25+50, 15.0 LT. - STA. 25+53 16.0 RT. | | | | | | | | 15" | 28' | | | | | | | | | | | | | | | | | | | |
| STA. 25+50, 15.0 LT. - STA. 28+00 16.0 LT. | | | | | | | | | | | | | | | | | | | | | | | 15" | 246' | | | | |
| STA. 25+53, 16.0 RT. - STA. 28+00, 16.0 RT. | | | | | | | | | | | | | | | | | | | | | 243' | | | | | | | |
| STA. 28+00, 16.0 RT. - STA. 31+00, 16.0 RT. | | | | | | | | | | | | | | | | | | | | | 298' | | | | | | | |
| STA. 28+00, 16.0 LT. - STA. 28+00, 16.0 RT. | | | | | | | | 15" | 28' | | | | | | | | | | | | | | | | | | | |
| STA. 28+00, 16.0 LT. - STA. 31+00, 16.0 LT. | | | | | | | | | | | | | | | | | | | | | 298' | | | | | | | |
| STA. 80+20, 34.2 RT. - STA. 80+50, 39.6 RT. | | | | | | | | 18" | 30' | | | | | | | | | | | | | | | | | | | |
| STA. 3+36, 18.7 LT. | | | | | | | | | | | | / | | | | | | | | | | | | | | | | |
| STA. 4+00, 18.2 LT. | | | | | | | | | | | | / | | | | | | | | | | | | | | | | |
| STA. 4+00, 27.8 LT. | | | | | | | | | | | | | | | | / | | | | | | | | | | | | |
| STA. 4+50, 18.3 RT. | | | | | | | | | | | | / | | | | | | | | | | | | | | | | |
| STA. 4+50, 26.0 RT. | | | | | | | | | | | | | | | | / | | | | | | | | | | | | |
| STA. 7+25, 19.3 LT. | | | | | | | | | | | | / | | | | | | | | | | | | | | | | |
| STA. 7+50, 18.6 RT. | | | | | | | | | | | | / | | | | | | | | | | | | | | | | |
| STA. 9+55, 19.0 RT. | | | | | | | | | | | | / | | | | | | | | | | | | | | | | |
| STA. 9+55, 19.0 LT. | | | | | | | | | | | | / | | | | | | | | | | | | | | | | |
| STA. 10+25, 19.0 LT. | | | | | | | | | | | | / | | | | | | | | | | | | | | | | |
| STA. 10+25, 19.0 RT. | | | | | | | | | | | | / | | | | | | | | | | | | | | | | |
| STA. 12+12, 18.0 LT. | | | | | | | | | | | | / | | | | | | | | | | | | | | | | |
| STA. 13+50, 19.8 RT. | | | | | | | | | | | | / | | | | | | | | | | | | | | | | |
| STA. 14+60, 18.6 LT. | | | | | | | | | | | | / | | | | | | | | | | | | | | | | |
| STA. 16+00, 19.8 LT. | | | | | | | | | | | | / | | | | | | | | | | | | | | | | |
| STA. 17+44, 17.1 RT. | | | | | | | | | | | | / | | | | | | | | | | | | | | | | |
| STA. 18+44, 15.5 LT. | | | | | | | | | | | | / | | | | | | | | | | | | | | | | |
| STA. 20+50, 16.0 RT. | | | | | | | | | | | | / | | | | | | | | | | | | | | | | |
| STA. 20+70, 15.8 LT. | | | | | | | | | | | | / | | | | | | | | | | | | | | | | |
| STA. 22+89, 15.7 RT. | | | | | | | | | | | | / | | | | | | | | | | | | | | | | |
| STA. 23+02, 16.0 LT. | | | | | | | | | | | | / | | | | | | | | | | | | | | | | |
| STA. 23+50, 16.3 RT. | | | | | | | | | | | | / | | | | | | | | | | | | | | | | |
| STA. 25+50, 15.0 LT. | | | | | | | | | | | | / | | | | | | | | | | | | | | | | |
| STA. 25+53, 16.0 RT. | | | | | | | | | | | | | | | | / | | | | | | | | | | | | |
| STA. 28+00, 16.0 LT. | | | | | | | | | | | | / | | | | | | | | | | | | | | | | |
| STA. 28+00, 16.0 RT. | | | | | | | | | | | | | | | | / | | | | | | | | | | | | |

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN 17316.00

HIGHWAY PLANS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | P.MCDONALD | | |
| DESIGN-DETAILED | T.LUTHER | | |
| CHECKED-REVIEWED | G.SANTY | | |
| DESIGN2-DETAILED2 | | | |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

DATE

LEWISTON
ROUTE 202\11\100

DRAINAGE SUMMARY

SHEET NUMBER

4

OF 59

Filename: ...\MSTA\004_DrainageSummary.dgn Division: HIGHWAY Username: common Date:2/20/2014

1. THE UTILITIES INVOLVED IN THIS CONTRACT ARE AS FOLLOWS:
   CMP
   CITY OF LEWISTON
   NORTHERN NEW ENGLAND TELEPHONE OPERATIONS, LLC
   OXFORD NETWORKS
   REVOLUTION NETWORKS
   TIME WARNER CABLE
   UNITIL CORP.

2. ALL UTILITY FACILITIES SHALL BE ADJUSTED BY THE RESPECTIVE UTILITIES, UNLESS OTHERWISE NOTED.

3. TRIM ALL TREE BRANCHES TO 20 FEET ABOVE THE PAVEMENT AND 21 FEET FROM CENTERLINE, AS WELL AS ANY BRANCHES DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION. PAYMENT SHALL BE MADE UNDER THE APPROPRIATE RENTAL ITEMS. IF A TREE SPECIALIST IS SUBCONTRACTED FOR THIS WORK, PAYMENT WILL BE MADE BY INVOICE PLUS 5%.

4. CLEARING LIMITS SHALL BE 5 FEET BEYOND AND PARALLEL TO THE CONSTRUCTION SLOPE LINES OR AS SHOWN ON THE PLANS UNLESS OTHERWISE AUTHORIZED BY THE RESIDENT.

5. THE CLEARING LINES SHOWN ON THE PLANS ARE FOR ESTIMATING PURPOSES ONLY. THE ACTUAL LINES FOR CLEARING AND THINNING SHALL BE ESTABLISHED IN THE FIELD BY THE CONTRACTOR AND APPROVED BY THE RESIDENT.

6. DRIVEWAY FILL SIDE SLOPES SHALL BE THE SAME AS THE NON-GUARDRAIL FILL SLOPES UNLESS OTHERWISE NOTED ON THE PLANS.

7. ALL WASTE MATERIAL NOT USED ON THE PROJECT SHALL BE DISPOSED OF OFF THE PROJECT IN ACCEPTABLE WASTE AREAS REVIEWED BY THE RESIDENT. GRADING, SEEDING, AND MULCHING OF WASTE AREAS SHALL BE CONSIDERED INCIDENTAL.

8. REQUIRED DITCH PROTECTION SHOWN ON THE PLANS OR IN THE CONSTRUCTION NOTES IS FOR ESTIMATING PURPOSES ONLY. THE ACTUAL TYPE AND LOCATION OF DITCH PROTECTION MAY BE ALTERED BY THE RESIDENT.

9. IF FOUNDATION MATERIAL IS REQUIRED UNDER CULVERTS, IT SHALL MEET THE REQUIREMENTS FOR GRANULAR BORROW - UNDERWATER BACKFILL AND WILL BE PAID FOR AS GRANULAR BORROW (ITEM NO. 203.25).

10. GRANULAR BORROW USED TO BACKFILL MUCK EXCAVATION OR IN LOW WET AREAS TO 1 FOOT ABOVE WATER LEVEL OR OLD GROUND SHALL MEET REQUIREMENTS FOR GRANULAR BORROW UNDERWATER BACKFILL AND WILL BE PAID FOR AS GRANULAR BORROW (ITEM NO. 203.25).

11. RESIDENTIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH: 2" HOT MIX ASPHALT AND 12" AGGREGATE SUBBASE COURSE-GRAVEL (ITEM NO. 304.10).

12. COMMERCIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH: 3" HOT MIX ASPHALT (ITEM NO. 403.209) AND 11" AGGREGATE SUBBASE COURSE-GRAVEL (ITEM NO. 304.10).

13. UNPAVED ENTRANCES SHALL BE CONSTRUCTED WITH 14" AGGREGATE BASE COURSE GRAVEL OR 11" AGGREGATE SUBBASE COURSE GRAVEL AND 3" UNTREATED AGGREGATE SURFACE COURSE UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.

14. A 3" PAVED LIP (ITEM NO. 403.209) SHALL BE PLACED AT ALL GRAVEL ENTRANCES UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.

15. ALL PAVED WALKS TO BE CONSTRUCTED WITH 12" AGGREGATE SUBBASE COURSE-GRAVEL (ITEM NO. 304.10) AND 2" HOT MIX ASPHALT (ITEM NO. 403.209) UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.

16. ANY NECESSARY CLEANING OF EXISTING PAVEMENT PRIOR TO PAVING SHALL BE INCIDENTAL TO THE RELATED PAVING ITEMS.

17. THE FOLLOWING SHALL BE INCIDENTAL TO THE 603 ITEM(S):

    ANY CUTTING OF EXISTING CULVERTS AND OR CONNECTORS NECESSARY TO INSTALL NEW CULVERT REPLACEMENTS OR EXTENSIONS

    ALL PIPE EXCAVATION INCLUDING ANY CUTTING AND REMOVAL OF PAVEMENT

    ALL DITCHING AT PIPE ENDS

    FURNISHING, PLACING, GRADING, AND COMPACTING OF ANY NEW GRAVEL AND/OR FILL MATERIAL INCLUDING GRANULAR

    BORROW USED UNDER PIPES AND FOR TEMPORARY DETOURS TO MAINTAIN TRAFFIC DURING PIPE INSTALLATION (EXCAVATION IS ALSO INCIDENTAL).

    GRANULAR BORROW UNDER THE PIPE SHALL MEET THE REQUIREMENTS FOR UNDERWATER BACKFILL

    ALL WORK NECESSARY TO CONNECT TO EXISTING PIPES AND DRAINAGE STRUCTURES

    ANY NECESSARY CLEARING OF BRUSH AND NON-PAY TREES AT CULVERT ENDS

18. NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE RESIDENT.

19. INLETS AND OUTLETS OF ALL CULVERTS SHALL BE RIPRAPPED UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE RESIDENT.

20. ANY NECESSARY CUTTING OF EXISTING PIPES TO FIT IN AREAS OF PROPOSED CATCH BASINS WILL NOT BE PAID FOR SEPARATELY AND WILL BE CONSIDERED INCIDENTAL TO ITEM 604.

21. ANY NECESSARY CUTTING OF EXISTING CATCH BASINS TO ALLOW FOR PROPOSED PIPE CONNECTIONS WILL NOT BE PAID FOR SEPARATELY AND WILL BE CONSIDERED INCIDENTAL TO ITEM 603 OR 605.

22. AS DIRECTED BY THE RESIDENT, ALL EXISTING UNDERDRAIN OUTLETS SHALL BE LOCATED, CLEANED OUT AND DITCHED AS REQUIRED OR REPLACED AS NECESSARY. PAYMENT WILL BE MADE UNDER APPROPRIATE CONTRACT ITEMS.

23. ALL CONNECTIONS FOR UNDERDRAIN (U.D.) TO ROADWAY CULVERTS WILL BE INCIDENTAL TO U.D. PIPE ITEMS.

24. A 3 FT. X 3 FT. SQUARE RIPRAP PAD SHALL BE CONSTRUCTED AT U.D. OUTLETS.

25. EXISTING ABANDONED WATER MAINS BROKEN BY THE CONTRACTOR DURING CONSTRUCTION SHALL HAVE THE ENDS PLUGGED WITH BRICK AND MORTAR. COST FOR ALL LABOR AND MATERIAL WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO DIRECT PAYMENT WILL BE MADE.

26. HOLES CREATED BY GUARDRAIL REMOVAL WILL BE FILLED AND COMPACTED WITH APPROVED MATERIALS AS DIRECTED BY THE RESIDENT. PAYMENT TO BE CONSIDERED INCIDENTAL TO THE GUARDRAIL ITEMS.

27. ALL EXISTING GUARDRAIL SHALL BE REMOVED AND BECOME THE PROPERTY OF THE CONTRACTOR. REMOVAL AND DISPOSAL SHALL BE CONSIDERED INCIDENTAL TO THE GUARDRAIL ITEMS.

28. ALL CATCH BASINS TYPE A PLACED ON CIRCULAR CURB TYPE 1 SHALL HAVE THE CURB INLET CUT THE SAME RADIUS AS ADJACENT CIRCULAR CURB. PAYMENT SHALL BE INCIDENTAL TO 604 ITEMS.

29. IN AREAS WHERE CURB TYPE 1 WILL BE RESET, THE EXISTING CURB SUITABLE FOR USE AS TERMINAL ENDS SHALL BE CUT IF NECESSARY AND UTILIZED AS SUCH AND PAID FOR UNDER ITEM NO. 609.38 (RESET CURB TYPE 1).

30. LOAM HAS BEEN ESTIMATED FOR DISTURBED LAWN AREAS. ACTUAL PLACEMENT OF THE LOAM SHALL BE AS NOTED ON THE PLANS OR DESIGNATED BY THE RESIDENT.

31. UNLESS OTHERWISE NOTED SEEDING METHOD NO. 1 SHALL BE UTILIZED ON ALL LAWNS AND DEVELOPED AREAS; SEEDING METHOD NO. 2 SHALL BE UTILIZED ON ALL NON-GUARDRAIL SLOPES. SEEDING METHOD NO. 3 SHALL BE UTILIZED ON ALL GUARDRAIL FILL SLOPES. ON LONG NON-GUARDRAIL BACKSLOPES, SEEDING METHOD NO. 3 MAY BE USED INSTEAD OF METHOD NO. 2 IF NOTED OR DIRECTED BY THE RESIDENT.

32. LOAM SHALL BE PLACED TO A NOMINAL DEPTH OF 4 INCHES IN LAWN AREAS AND 2 INCHES IN ALL OTHER AREAS UNLESS OTHERWISE NOTED OR DIRECTED.

33. ANY BASE PAVEMENT NOT SURFACED BEFORE WINTER WILL REQUIRE TEMPORARY PAVEMENT MARKINGS OF PAINT, BOTH YELLOW CENTERLINE AND WHITE EDGE LINES AND WILL BE CONSIDERED PART OF ITEM 627.76

34. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING MAILBOXES TO ENSURE THAT THE MAIL WILL BE DELIVERABLE. NO SEPARATE PAYMENT WILL BE MADE FOR THIS WORK; IT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

35. THE CONTRACTOR IS RESPONSIBLE FOR THE CAREFUL SIDE STAKING OF EXISTING CENTERLINE AS PER STANDARD SPECIFICATION 105.6.2. SIDE STAKES SHALL BE PLACED SAFELY OUTSIDE OF THE CONSTRUCTION LIMITS AND THE EXISTING CENTERLINE GRADES SHALL BE TRANSFERRED TO THESE STAKES. THESE STAKES AND GRADES WILL BE USED TO LAYOUT CENTERLINE AND DETERMINE NEW CONSTRUCTION FINISH GRADES FROM DIFFERENTIAL ELEVATION SHEETS FURNISHED BY MAINEDOT. ALL LAYOUT, STAKES, AND GRADES WILL BE CHECKED AND MUST BE ACCEPTABLE TO THE RESIDENT.

36. ANY DAMAGE TO THE SLOPES CAUSED BY THE CONTRACTOR'S EQUIPMENT, PERSONNEL, OR OPERATION SHALL BE REPAIRED TO THE SATISFACTION OF THE RESIDENT. ALL WORK, EQUIPMENT, AND MATERIALS REQUIRED TO MAKE REPAIRS SHALL BE AT THE CONTRACTOR'S EXPENSE.

37. AREAS REQUIRING FILL ON THE PROJECT WILL COME FROM SUITABLE EXCAVATION FROM EXCAVATION AREAS.

38. ESTIMATED QUANTITIES FOR REQUIRED STRUCTURAL EARTH EXCAVATION, DRAINAGE AND MINOR STRUCTURES ARE INFORMATIONAL ONLY AND REPRESENT THE APPROXIMATE MINIMUM QUANTITY REQUIRED TO INSTALL DRAINAGE STRUCTURES. ADDITIONAL EXCAVATION FOR THE CONTRACTOR'S CONVENIENCE OR TO COMPLY WITH BACKSLOPING REQUIREMENTS WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO THE RELATED DRAINAGE ITEMS.

39. BACKSLOPING OF TRENCHES REQUIRED TO INSTALL DRAINAGE PIPES SHALL NOT BE ALLOWED IF BACKSLOPE EXTENDS BEYOND CONSTRUCTION LIMITS.

40. NO SEPARATE PAYMENT FOR SUPERINTENDENT OR FOREMAN WILL BE MADE FOR THE SUPERVISION OF EQUIPMENT BEING PAID FOR UNDER THE EQUIPMENT RENTAL ITEMS.

41. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE MAINE DEPARTMENT OF TRANSPORTATION'S BEST MANAGEMENT PRACTICES FOR EROSION CONTROL & SEDIMENT CONTROL, FEBRUARY, 2008.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN
17316.00

HIGHWAY PLANS

| | BY | DATE |
|---|---|---|
| PROJ. MANAGER | P.McDONALD | |
| DESIGN-DETAILED | T.LUTHER | 11\15\13 |
| CHECKED-REVIEWED | G.SMITY | 11\15\13 |
| DESIGN2-DETAILED2 | | |
| DESIGN3-DETAILED3 | | |
| REVISIONS 1 | | |
| REVISIONS 2 | | |
| REVISIONS 3 | | |
| REVISIONS 4 | | |
| FIELD CHANGES | | |

SIGNATURE

P.E. NUMBER

DATE

LEWISTON
ROUTE 202\11\100

GENERAL NOTES

SHEET NUMBER
5
OF 59

Filename: ...\MSTA\005_Notes_General.dgn Division: HIGHWAY Username: common Date:2/20/2014

### ITEM NO. 201.23
### REMOVING SINGLE TREE TOP ONLY

| STATION | OFFSET | DESCRIPTION |
|---|---|---|
| 32+72 | RT | 24" MAPLE |

### ITEM NO. 201.24
### REMOVING STUMP

| STATION | OFFSET | DESCRIPTION |
|---|---|---|
| 32+72 | RT | 24" DECIDUOUS |

### NON PAY TREES TO BE REMOVED

| STATION | OFFSET | DESCRIPTION |
|---|---|---|
| 30+50 | LT | 6" ELM |

### CONSTRUCT THE FOLLOWING DRIVES AND ENTRANCES

| STATION | OFFSET | DESCRIPTION |
|---|---|---|
| 3+80 | RT | Paved |
| 4+66 | LT | Paved |
| 4+87 | RT | Paved |
| 5+85 | RT | Paved |
| 6+20 | LT | Paved |
| 8+00 | RT | Paved |
| 8+02 | LT | Paved |
| 8+44 | LT | Paved |
| 8+65 | RT | Paved |
| 10+70 | LT | Paved |
| 11+05 | RT | Paved |
| 11+91 | LT | Paved |
| 12+14 | RT | Paved |
| 12+75 | LT | Paved |
| 12+92 | RT | Paved |
| 15+28 | LT | Paved |
| 15+58 | RT | Paved |
| 16+27 | RT | Paved |
| 16+37 | LT | Paved |
| 16+89 | RT | Paved |
| 17+07 | LT | Paved |
| 18+22 | RT | Paved |
| 19+01 | LT | Paved |
| 20+00 | RT | Paved |
| 20+51 | LT | Gravel |
| 21+16 | RT | Paved |
| 21+27 | LT | Paved |
| 21+91 | LT | Paved |
| 21+96 | RT | Paved |
| 22+18 | LT | Paved |
| 22+78 | LT | Paved |
| 24+48 | LT | Paved |
| 24+62 | RT | Gravel |
| 25+01 | LT | Paved |
| 25+23 | RT | Gravel |
| 25+68 | LT | Paved |
| 26+21 | RT | Gravel |
| 26+70 | LT | Paved |
| 27+23 | RT | Paved |
| 27+70 | LT | Paved |
| 29+34 | LT | Paved |
| 29+65 | RT | Paved |
| 32+07 | LT | Paved |

### ITEM NO. 202.15
### REMOVING MANHOLE OR CATCH BASIN

| STATION | OFFSET | DESCRIPTION |
|---|---|---|
| 9+62 | LT | CATCH BASIN |
| 12+36 | RT | CATCH BASIN |
| 14+20 | LT | CATCH BASIN |
| 14+57 | RT | CATCH BASIN |
| 14+62 | LT | CATCH BASIN |
| 17+44 | RT | CATCH BASIN |
| 20+61 | LT | CATCH BASIN |
| 22+88 | RT | CATCH BASIN |
| 22+89 | LT | CATCH BASIN |
| 25+88 | LT | CATCH BASIN |
| 27+47 | RT | CATCH BASIN |

### ITEM NO. 202.202
### REMOVING PAVEMENT SURFACE

| STATION | OFFSET |
|---|---|
| 2+44.0 - 8+75.0 | CL |
| 11+25.0 - 33+23.0 | CL |

### ITEM NO. 403.209 - HOT MIX
### ASPHALT, 9.5 MM (INCIDENTALS SIDEWALK)

| STATION | STATION | OFFSET |
|---|---|---|
| 2+44 | 2+70 | LT |
| 3+26 | 8+75 | LT |
| 11+25 | 14+19 | LT |
| 12+31 | 13+75 | RT |
| 14+11 | 22+91 | RT |
| 14+47 | 16+16 | LT |

### ITEM NO. 604.18 ADJUST
### MANHOLE OR CB TO GRADE

| STATION | OFFSET |
|---|---|
| 07+93 | LT |
| 11+84 | LT |
| 12+04 | LT |
| 14+35 | LT |
| 17+39 | RT |
| 22+73 | RT |
| 29+80 | RT |
| 33+05 | LT |
| 33+05 | RT |

### ITEM NO. 606.363 GR
### REMOVE AND DISPOSE

| STATION | STATION | OFFSET |
|---|---|---|
| 32+53.0 | 83+35.0 | RT |

### ITEM NO. 608.26
### CURB RAMP DETECTABLE WARNING FIELD

| STATION | OFFSET |
|---|---|
| 2+62 | LT |
| 3+26 | LT |
| 13+73 | RT |
| 14+13 | RT |
| 14+17 | LT |
| 14+50 | LT |
| 15+88 | LT |
| 15+88 | RT |
| 22+91 | RT |

### ITEM NO. 609.12 VERT
### CURB TYPE 1 CIRCULAR

| STATION | STATION | OFFSET |
|---|---|---|
| 2+64 | 2+70 | LT |
| 8+85 | 8+95 | RT |
| 18+18 | 18+32 | LT |
| 18+73 | 18+73 | LT |
| 19+29 | 19+29 | LT |
| 19+82 | 19+86 | RT |
| 20+14 | 20+18 | RT |

### ITEM NO. 610.08
### PLAIN RIPRAP

| STATION | OFFSET |
|---|---|
| 9+62 | LT |
| 9+53 | RT |
| 10+10 | RT |
| 10+25 | LT |
| 32+99 | RT |

### ITEM NO. 620.58
### EROSION CONTROL GEOTEXTILE

| STATION | OFFSET |
|---|---|
| 9+62 | LT |
| 9+53 | RT |
| 10+10 | RT |
| 10+25 | LT |
| 32+99 | RT |

### ITEM NO. 609.237 TERM
### CURB TYPE 1-7 FOOT

| STATION | STATION | OFFSET |
|---|---|---|
| 3+26 | 3+33 | LT |
| 3+48 | 3+55 | RT |
| 4+05 | 4+12 | RT |
| 4+37 | 4+44 | LT |
| 4+55 | 4+62 | RT |
| 4+88 | 4+95 | LT |
| 5+12 | 5+19 | RT |
| 5+62 | 5+69 | RT |
| 5+92 | 5+99 | LT |
| 6+00 | 6+07 | RT |
| 6+41 | 6+48 | LT |
| 7+71 | 7+78 | RT |
| 7+86 | 7+93 | LT |
| 8+13 | 8+20 | LT |
| 8+17 | 8+24 | RT |
| 8+26 | 8+33 | LT |
| 8+30 | 8+37 | RT |
| 8+53 | 8+60 | LT |
| 8+75 | 11+25 | CL |
| 11+31 | 11+38 | RT |
| 11+71 | 11+78 | LT |
| 11+89 | 11+96 | RT |
| 12+04 | 12+11 | LT |
| 12+31 | 12+38 | RT |
| 12+58 | 12+65 | LT |
| 12+73 | 12+80 | RT |
| 12+86 | 12+93 | LT |
| 13+04 | 13+11 | RT |
| 13+67 | 13+74 | RT |
| 14+07 | 14+14 | LT |
| 14+14 | 14+21 | RT |
| 14+52 | 14+59 | LT |
| 15+12 | 15+19 | LT |
| 15+39 | 15+46 | LT |
| 15+41 | 15+48 | RT |
| 15+68 | 15+75 | RT |
| 15+79 | 15+86 | LT |
| 15+91 | 15+98 | LT |
| 15+79 | 15+86 | RT |
| 15+91 | 15+98 | RT |
| 16+05 | 16+12 | RT |
| 16+09 | 16+16 | LT |
| 16+44 | 16+51 | RT |
| 16+68 | 16+75 | RT |
| 17+03 | 17+10 | RT |
| 17+83 | 17+90 | RT |
| 18+66 | 18+73 | LT |
| 19+64 | 19+71 | RT |
| 20+30 | 20+37 | RT |
| 20+33 | 20+40 | LT |
| 20+61 | 20+68 | LT |
| 20+95 | 21+02 | RT |
| 21+10 | 21+17 | LT |
| 21+28 | 21+35 | RT |
| 21+37 | 21+44 | LT |
| 21+77 | 21+84 | LT |
| 21+79 | 21+86 | RT |
| 22+06 | 22+13 | RT |
| 22+27 | 22+34 | LT |
| 22+52 | 22+59 | LT |
| 22+86 | 22+93 | LT |
| 22+84 | 22+91 | RT |
| 23+39 | 23+46 | RT |
| 24+29 | 24+36 | LT |
| 24+35 | 24+42 | RT |
| 24+59 | 24+66 | LT |
| 24+70 | 24+77 | LT |
| 24+85 | 24+92 | RT |
| 24+85 | 24+92 | RT |
| 24+95 | 25+02 | RT |
| 24+95 | 25+02 | RT |
| 25+26 | 25+33 | LT |
| 25+44 | 25+51 | RT |
| 25+51 | 25+58 | LT |
| 25+79 | 25+86 | LT |
| 26+01 | 26+08 | RT |
| 26+34 | 26+41 | RT |
| 20+50 | 26+57 | LT |
| 26+82 | 26+89 | LT |
| 27+02 | 27+09 | RT |
| 27+35 | 27+42 | RT |
| 27+50 | 27+57 | LT |
| 27+80 | 27+87 | LT |
| 29+08 | 29+15 | LT |
| 29+36 | 29+43 | RT |
| 29+46 | 29+53 | LT |
| 29+88 | 29+95 | RT |
| 31+92 | 31+99 | LT |
| 32+14 | 32+21 | LT |
| 33+08 | 33+15 | LT |

### ITEM NO. 609.2371 TERM
### CURB TYPE 1-7 FOOT CIRCULAR

| STATION | STATION | OFFSET |
|---|---|---|
| 2+67 | 2+70 | LT |
| 19+82 | 19+86 | RT |
| 20+14 | 20+18 | RT |

### ITEM NO. 823.332
### VALVE BOX, ADJUST TO GRADE

| STATION | OFFSET |
|---|---|
| 03+00 | LT |
| 03+45 | RT |
| 03+57 | RT |
| 04+78 | LT |
| 06+23 | RT |
| 07+10 | RT |
| 07+32 | RT |
| 07+32 | LT |
| 07+64 | LT |
| 07+74 | RT |
| 11+49 | RT |
| 11+98 | LT |
| 13+13 | LT |
| 13+56 | RT |
| 13+73 | RT |
| 14+05 | RT |
| 14+37 | LT |
| 14+61 | RT |
| 14+96 | LT |
| 15+08 | RT |
| 15+58 | LT |
| 17+10 | RT |
| 17+91 | RT |
| 17+96 | RT |
| 17+96 | LT |
| 18+87 | RT |
| 19+52 | RT |
| 21+48 | RT |
| 22+69 | RT |
| 23+26 | RT |
| 23+45 | RT |
| 24+44 | LT |
| 26+79 | LT |
| 32+29 | RT |

### ITEM NO. 606.356
### UNDERDRAIN DELINEATOR POST

| STATION | OFFSET |
|---|---|
| 09+55 | RT |
| 09+63 | LT |
| 10+25 | LT |
| 10+08 | RT |

EXISTING USABLE CURB TO BE REMOVED AND RESET. CONTRACTOR RESPONSIBLE FOR DOCUMENTING EXISTING CURB'S LOCATION BEFORE REMOVAL. PROPOSED CURB SHOWN ON PLANS FOR INTENT ONLY AND MINOR ADJUSTMENTS MAY BE MADE IN THE FIELD AS APPROVED BY RESIDENT.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN 17316.00

HIGHWAY PLANS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | P.MCDONALD | | |
| DESIGN-DETAILED | T.LUTHER | | 11\15\13 |
| CHECKED-REVIEWED | G.SANTY | | 11\15\13 |
| DESIGN2-DETAILED2 | P.ARMATA | | 11\15\13 |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

DATE

LEWISTON
ROUTE 202\11\100

CONSTRUCTION NOTES

SHEET NUMBER

6

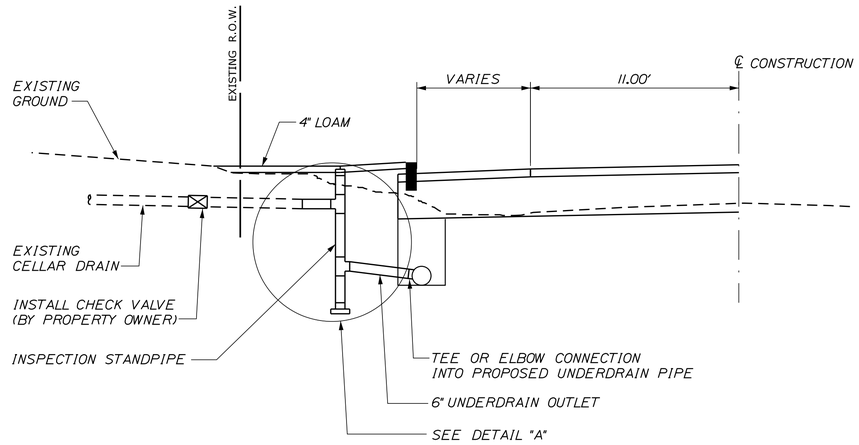
OF 59

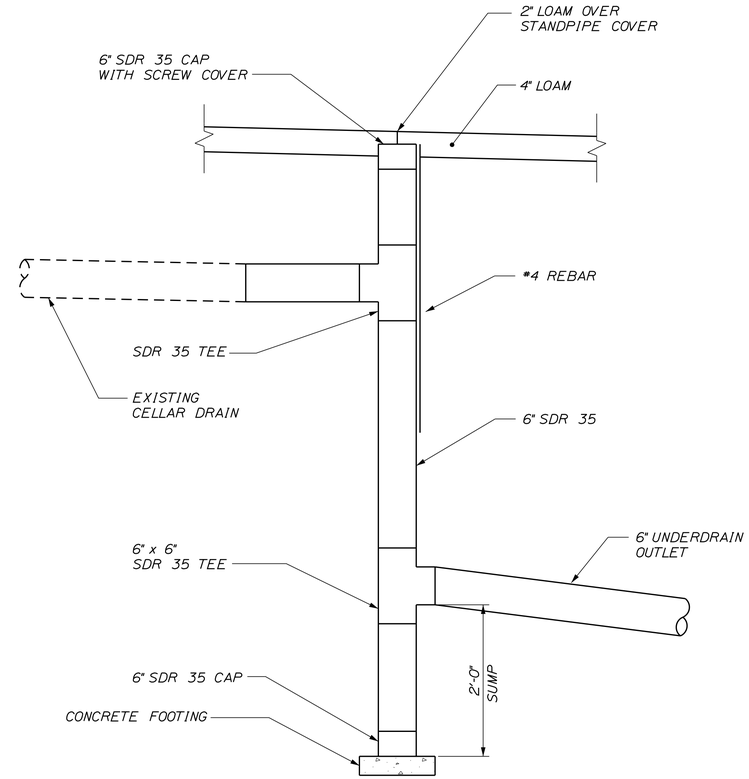
Filename: ...\HIGHWAY\MSTA\006_Notes_Qty.dgn Division: HIGHWAY Username: common Date:2/20/2014

## UNDERDRAIN SECTION NOTES:

1. PAYMENT FOR CONNECTION FROM THE INSPECTION STANDPIPE TO THE PROPOSED UNDERDRAIN SYSTEM SHALL BE UNDER ITEM NO. 605.10. 6" UNDERDRAIN OUTLET OR AS DIRECTED BY THE RESIDENT.
2. INSPECTION STANDPIPE SHALL HAVE A SOLID COVER AND BE INSTALLED WITHIN THE STATE'S RIGHT-OF-WAY.
3. A CHECK VALVE TO PREVENT BACK FLOW TO PROPERTY MAY BE INSTALLED. CHECK VALVE SHOULD BE INSTALLED AT THE UPSTREAM SIDE OF THE INSPECTION STANDPIPE AND OUTSIDE OF THE STATE'S RIGHT-OF-WAY. INSTALLATION OF THE CHECK VALVE SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER.
4. PAYMENT FOR THE CONNECTION OF THE EXISTING CELLAR DRAIN TO THE INSPECTION STANDPIPE SHALL BE INCIDENTAL TO ITEM NO. 801.141 OR 801.16. PAYMENT FOR CONNECTION FROM EXISTING CELLAR DRAIN TO THE DRAINAGE DITCH SHALL BE UNDER ITEM NO. 605.10. 6" UNDERDRAIN OUTLET OR AS DIRECTED BY THE RESIDENT.
5. THE STATION LOCATIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS, AS DIRECTED BY THE RESIDENT.
6. A 3 FOOT LENGTH OF #4 REBAR SHALL BE PLACED ADJACENT TO STANDPIPE AND FLUSH WITH CAP. INSTALLATION OF THE REBAR, CAP AND CONCRETE FOOTING SHALL BE INCIDENTAL TO ITEM NO. 801.16.
7. PAYMENT FOR SEWER/WATER SERVICE BREAKAGE RESPONSIBLITY OF CONTRACTOR. NO PAYMENT MADE.

## UNDERDRAIN SECTION




## DETAIL "A" INSPECTION STANDPIPE

## KNOWN CELLAR DRAIN CONNECTIONS:

| STATION | OFFSET | EXISTING CELLAR DRAIN | PROPOSED UNDERDRAIN DIAMETER |
|---|---|---|---|
| 26+95 | 20' LT | 4" PVC | 6" |

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN 17316.00

HIGHWAY PLANS

| | | | |
|---|---|---|---|
| PROJ. MANAGER | P.McDONALD | BY | DATE |
| DESIGN-DETAILED | T.LUTHER | | 11\15\13 |
| CHECKED-REVIEWED | G.SANTY | | 11\15\13 |
| DESIGN2-DETAILED2 | P.ARMATA | | 11\15\13 |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

DATE

LEWISTON
ROUTE 202\11\100

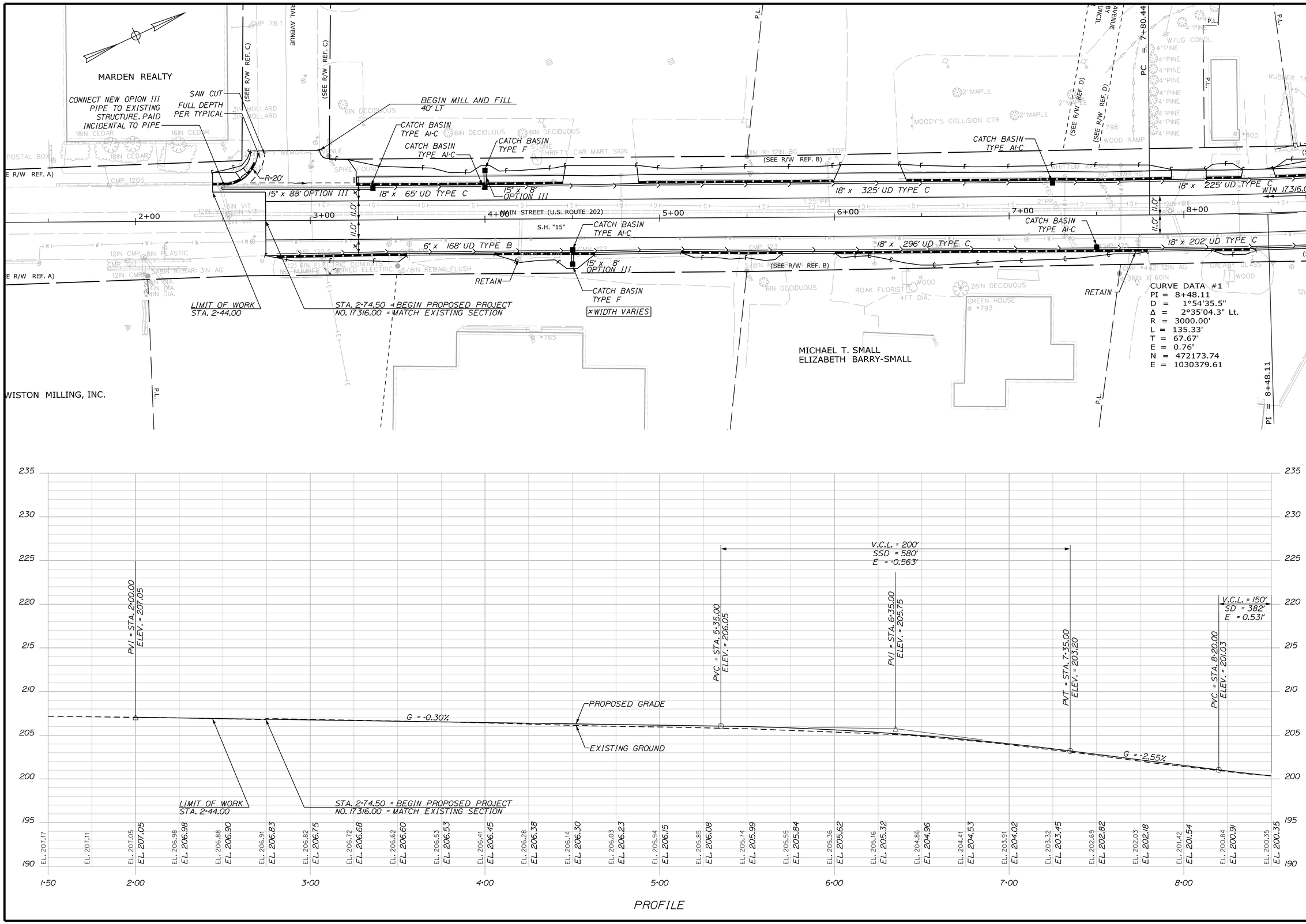
CELLAR DRAIN DETAIL

SHEET NUMBER

7

OF 59

Filename: ...\MSTA\007_cellar drain.dgn Division: HIGHWAY Username: common Date:2/20/2014




STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN 17316.00

HIGHWAY PLANS

| | BY | DATE |
|---|---|---|
| PROJ. MANAGER | P.MCDONALD | |
| DESIGN-DETAILED | T.LUTHER | 11\15\13 |
| CHECKED-REVIEWED | G.SANTY | 11\15\13 |
| DESIGN2-DETAILED2 | P.ARMATA | 11\15\13 |
| DESIGN3-DETAILED3 | | |
| REVISIONS 1 | | |
| REVISIONS 2 | | |
| REVISIONS 3 | | |
| REVISIONS 4 | | |
| FIELD CHANGES | | |

SIGNATURE

P.E. NUMBER

DATE

LEWISTON
ROUTE 202\11\100

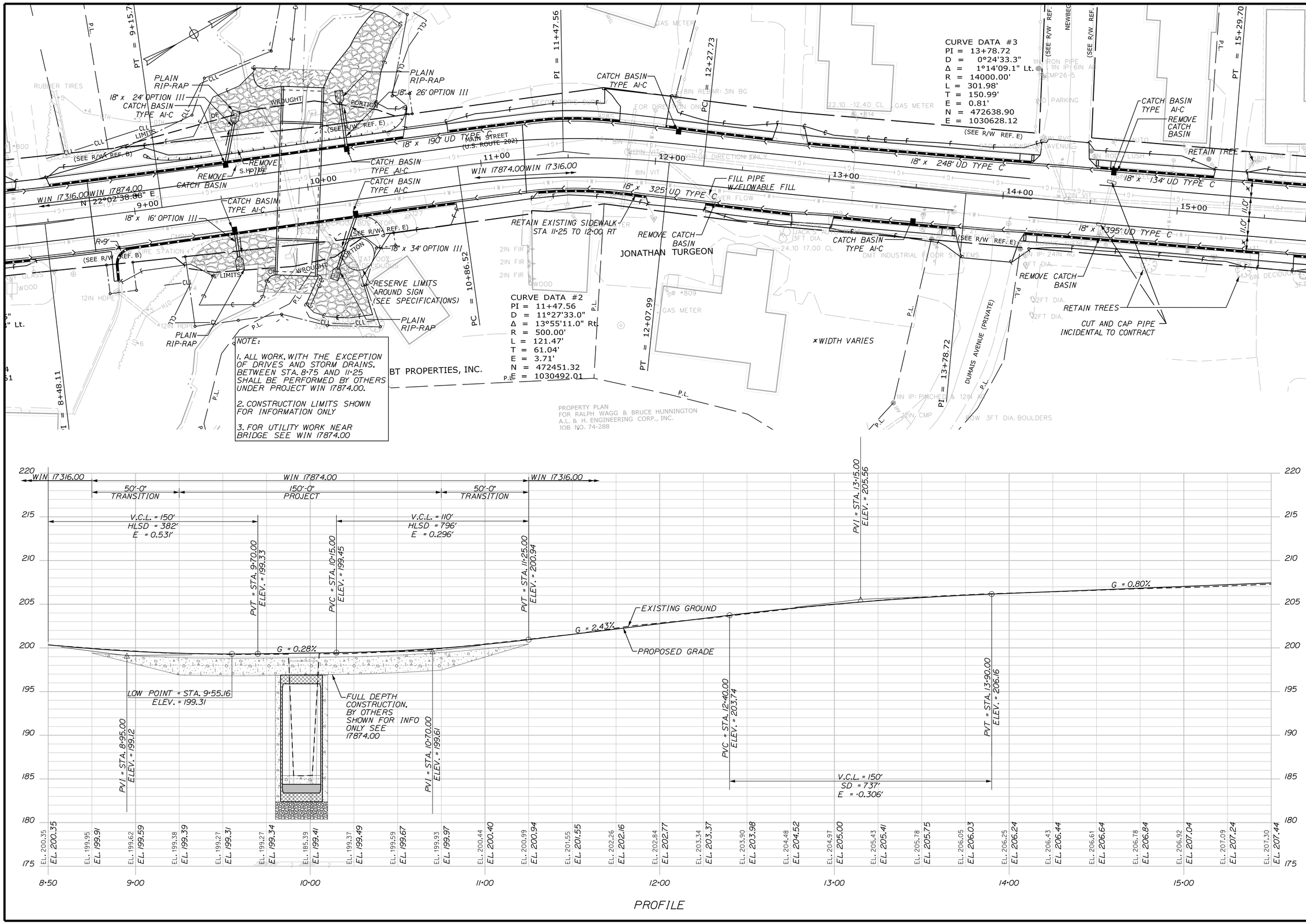
PLANS

SHEET NUMBER

8

OF 59

Filename: ...\MSTA\008_HDPlan_Sht1.dgn Division: HIGHWAY Username: common Date:2/20/2014




STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN 17316.00

HIGHWAY PLANS

| PROJ. MANAGER | P.McDONALD | BY | DATE |
|---|---|---|---|
| DESIGN-DETAILED | T.LUTHER | | 11\15\13 |
| CHECKED-REVIEWED | G.SANTY | | 11\15\13 |
| DESIGN2-DETAILED2 | P.ARMATA | | 11\15\13 |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

DATE

LEWISTON
ROUTE 202\11\100

PLANS

SHEET NUMBER

9

OF 59

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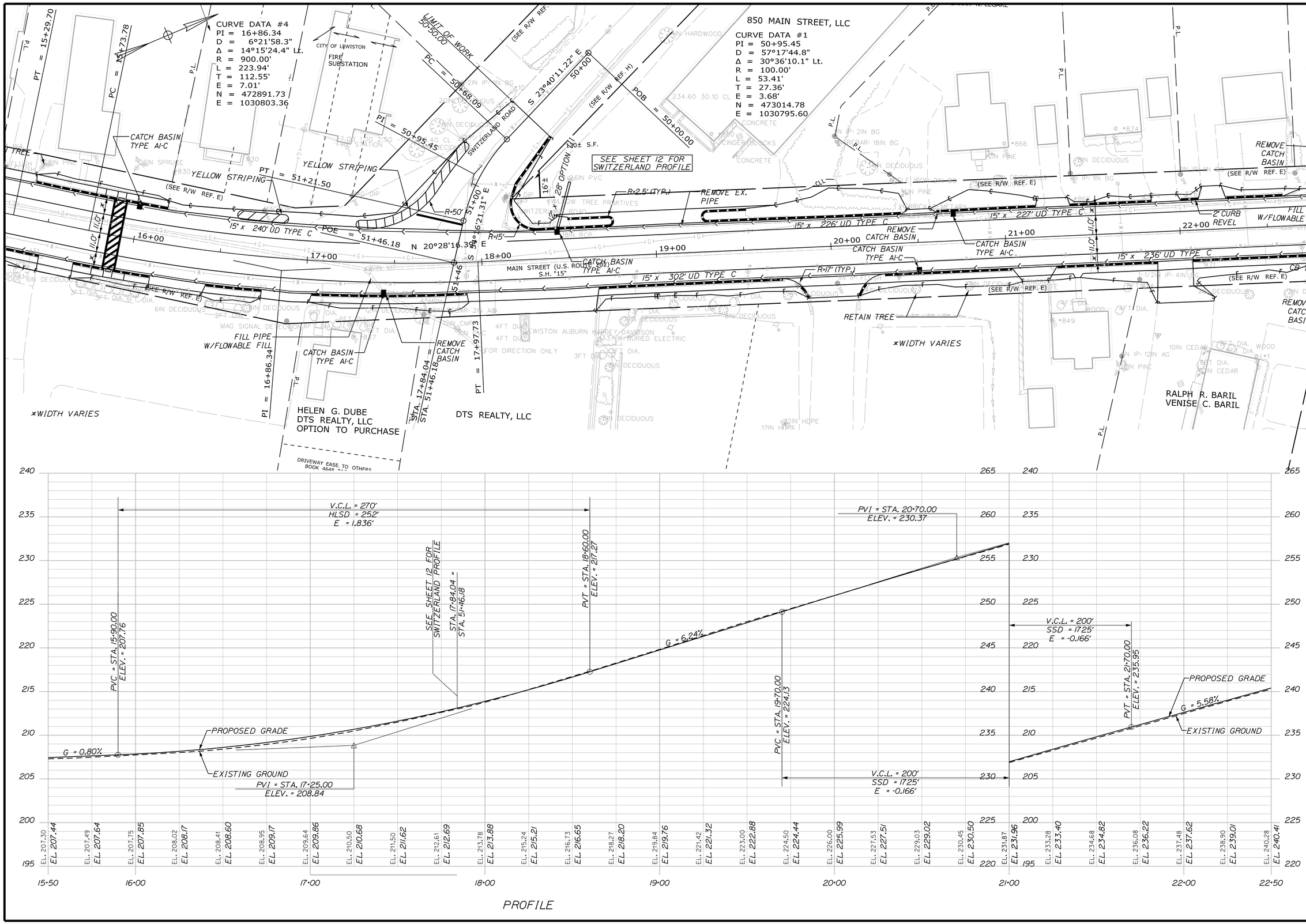



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN 17316.00

HIGHWAY PLANS

| | BY | DATE |
|---|---|---|
| PROJ. MANAGER | P.McDONALD | |
| DESIGN-DETAILED | T.LUTHER | 11\15\13 |
| CHECKED-REVIEWED | G.SANTY | 11\15\13 |
| DESIGN2-DETAILED2 | P.ARMATA | 11\15\13 |
| DESIGN3-DETAILED3 | | |
| REVISIONS 1 | | |
| REVISIONS 2 | | |
| REVISIONS 3 | | |
| REVISIONS 4 | | |
| FIELD CHANGES | | |

P.E. NUMBER

SIGNATURE

DATE

LEWISTON
ROUTE 202\11\100

PLANS

SHEET NUMBER

10

OF 59

Filename: ...\MSTA\010_HDPlan_Sht3.dgn Division: HIGHWAY Username: common Date:2/20/2014

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN 17316.00

HIGHWAY PLANS

| | | | |
|---|---|---|---|
| PROJ. MANAGER | P.McDONALD | | |
| DESIGN-DETAILED | T.LUTHER | BY | DATE |
| CHECKED-REVIEWED | G.SANTY | TN/SJ/13 | |
| DESIGN2-DETAILED2 | P.ARMATA | TN/SJ/13 | |
| DESIGN3-DETAILED3 | | TN/SJ/13 | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

DATE

LEWISTON
ROUTE 202\11\100

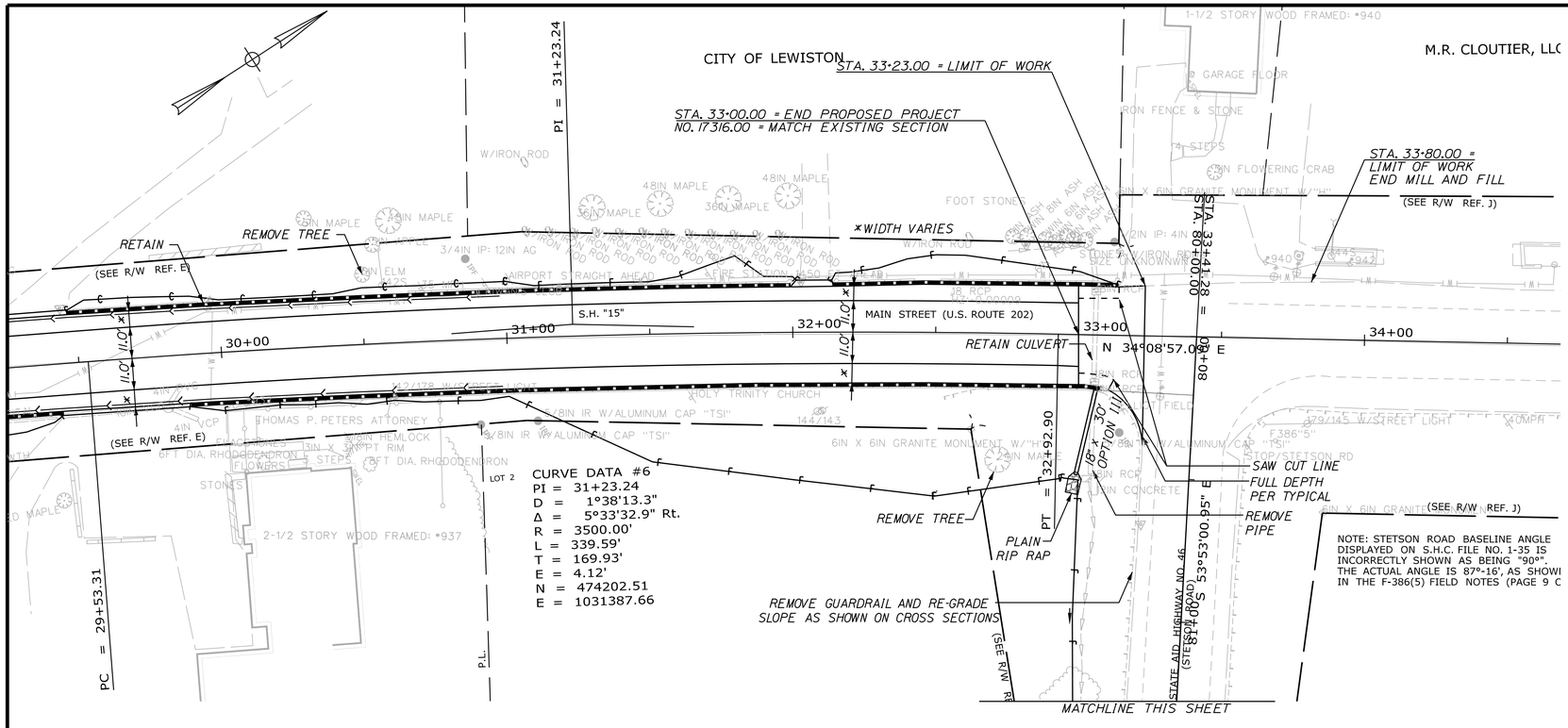
PLANS

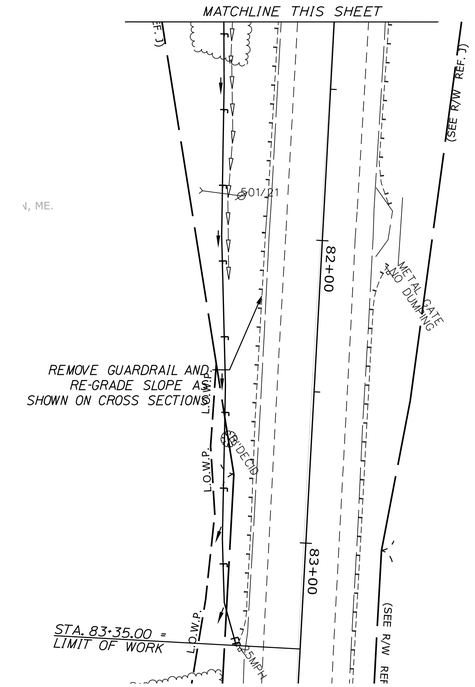
SHEET NUMBER

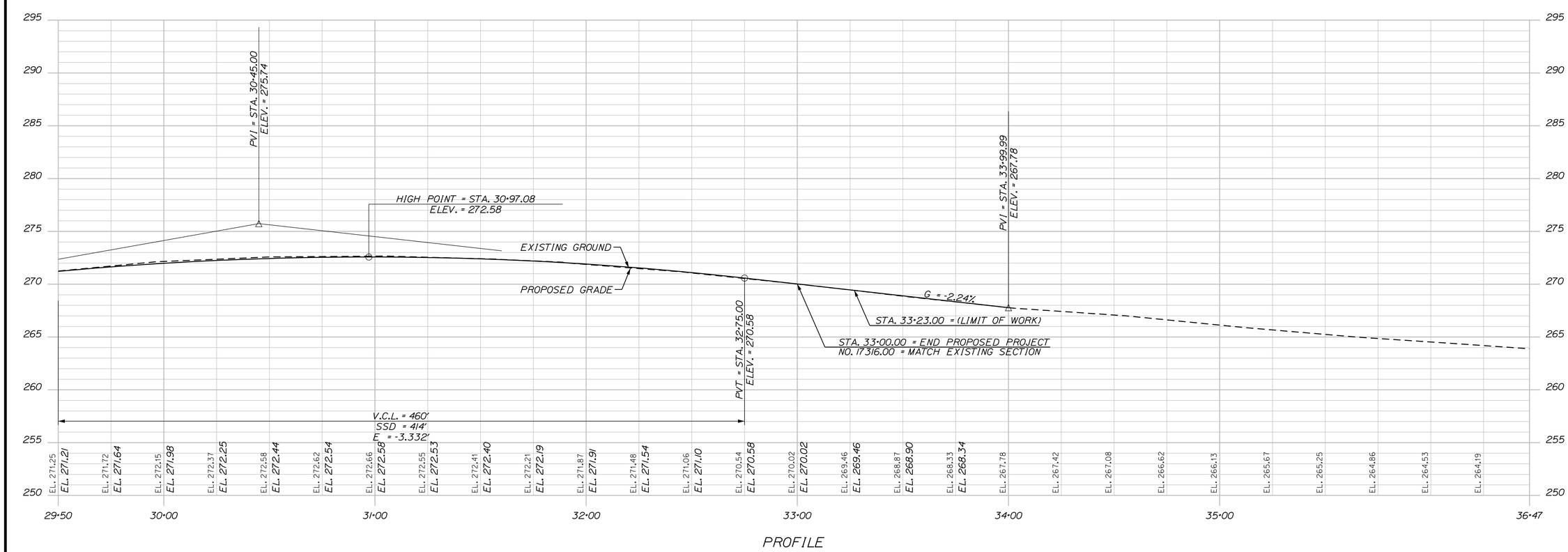
11

OF 59

Filename: ...\MSTA\011_HDPlan_Sht4.dgn Division: HIGHWAY Username: common Date:2/20/2014




STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN 17316.00

HIGHWAY PLANS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | P.MCDONALD | | |
| DESIGN-DETAILED | T.LUTHER | | 11\15\13 |
| CHECKED-REVIEWED | G.SANTY | | 11\15\13 |
| DESIGN2-DETAILED2 | P.ARMATA | | 11\15\13 |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

DATE

LEWISTON
ROUTE 202\11\100

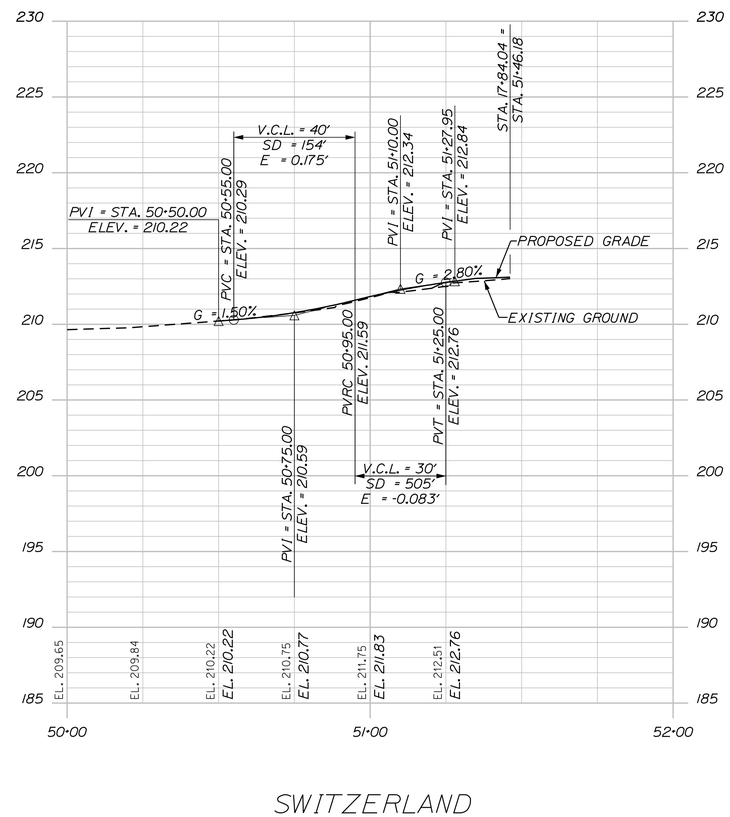
PLANS

SHEET NUMBER

12

OF 59

Filename: ...\MSTA\012_HDPlan_Sht15.dgn Division: HIGHWAY Username: common Date:2/20/2014




SWITZERLAND

Filename: ...\MSTA\013_HDPlan_Sht16.dgn Division: HIGHWAY Username: common Date:2/20/2014

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN
17316.00

HIGHWAY PLANS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | P.MCDONALD | | |
| DESIGN-DETAILED | T.LUTHER | | 11\15\13 |
| CHECKED-REVIEWED | G.SANTY | | 11\15\13 |
| DESIGN2-DETAILED2 | P.ARMATA | | 11\15\13 |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

DATE

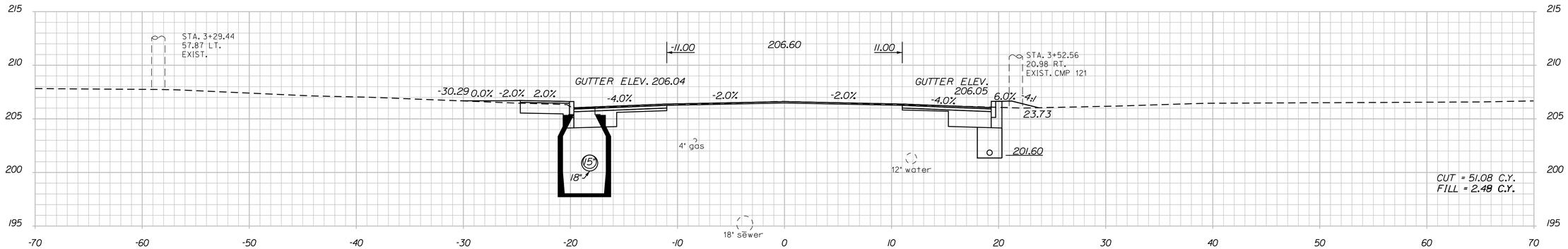
LEWISTON
ROUTE 202\11\100

PLANS

SHEET NUMBER

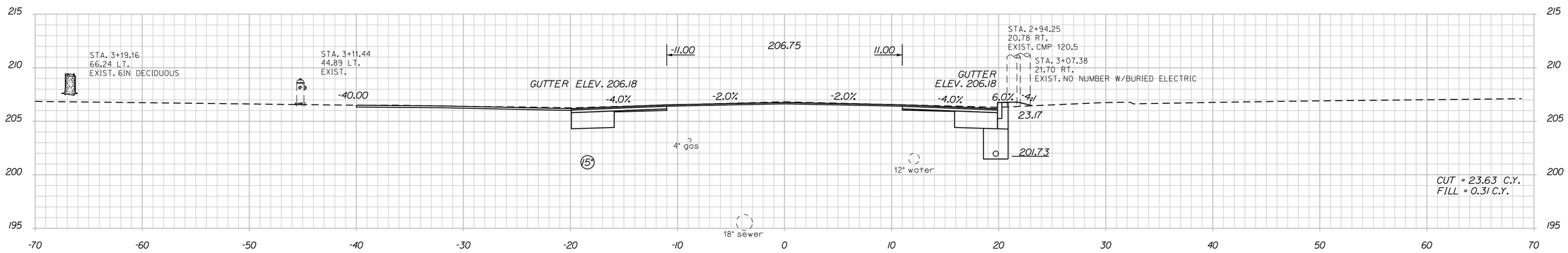
13

OF 59



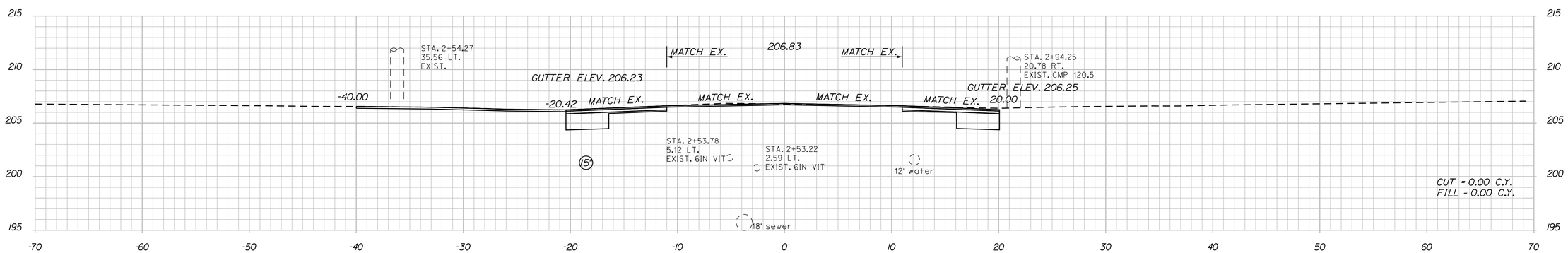

STA. 3-36.00. 18.7' LT.
INSTALL CB TYPE AI-C
RIM = 206.14
INVERT IN = 200.13
INVERT OUT = 200.11

3+50.00




STA. 2+48. 18.7' LT. TO
STA. 3+36. 18.7' LT.
INSTALL 88' X 15' OPTION III

3+00.00




2+74.50

STA. 2+44.00 = LIMIT OF WORK
STA. 2+74.50 = BEGIN PROPOSED PROJECT
NO. 17316.00 = MATCH EXISTING SECTION

NOTE:
1. PROPOSED CURB OFFSET TO MATCH EXISTING CURB OFFSET.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN
17316.00

HIGHWAY PLANS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | P.McDONALD | | |
| DESIGN-DETAILED | T.LUTHER | TN | 11\15\13 |
| CHECKED-REVIEWED | G.SANTY | TN | 11\15\13 |
| DESIGN2-DETAILED2 | P.ARMATA | TN | 11\15\13 |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

DATE

LEWISTON
ROUTE 202\11\100

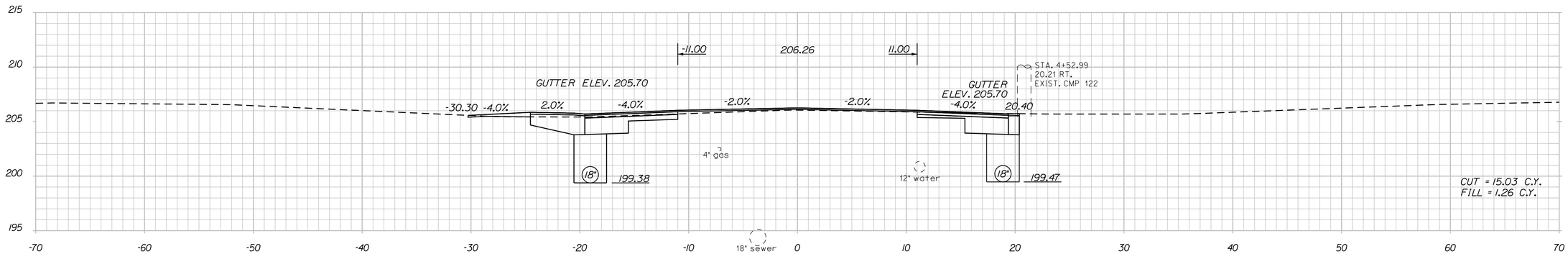
CROSS SECTIONS

SHEET NUMBER

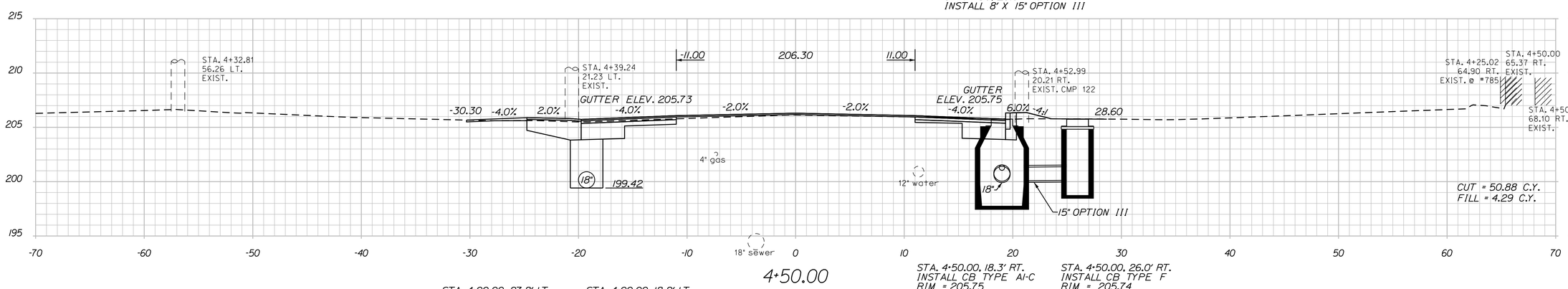
14

OF 59

Filename: ...\17316\00\HIGHWAY\MSTA\xs.dgn Division: HIGHWAY Username: common Date:2/20/2014




STA. 4+50. 18.3' RT. TO
STA. 4+50. 26.0' RT.
INSTALL 8' X 15' OPTION III

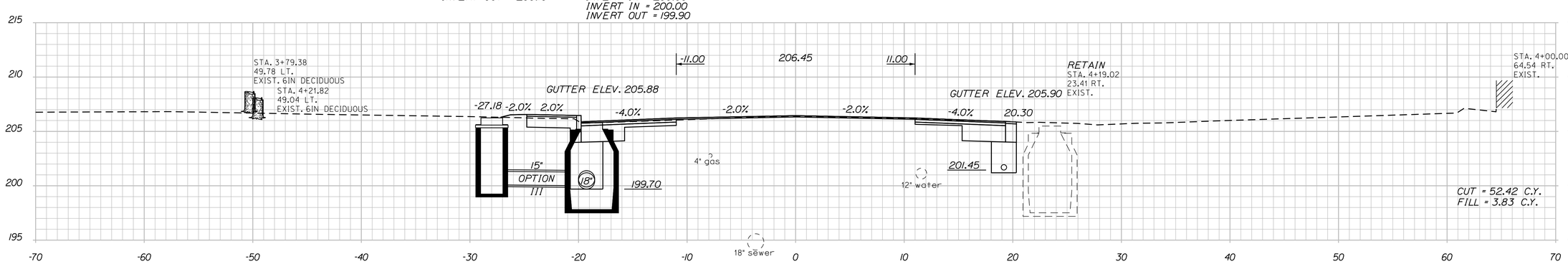



STA. 4+00.00, 27.8' LT.
INSTALL CB TYPE F
RIM = 206.00
INVERT OUT = 200.10

STA. 4+00.00, 18.2' LT.
INSTALL CB TYPE AI-C
RIM = 205.88
INVERT IN = 200.00
INVERT IN = 200.00
INVERT OUT = 199.90

STA. 4+50.00, 18.3' RT.
INSTALL CB TYPE AI-C
RIM = 205.75
INVERT IN = 201.05
INVERT IN = 200.08
INVERT OUT = 199.91

STA. 4+50.00, 26.0' RT.
INSTALL CB TYPE F
RIM = 205.74
INVERT OUT = 200.16




STA. 3+36, 18.7' LT. TO
STA. 4+00, 18.2' LT.
INSTALL 65' X 18" UD TYPE C

STA. 4+00, 18.2' LT. TO
STA. 4+00, 27.8' LT.
INSTALL 8' X 15' OPTION III

STA. 2+80, 19.0' RT. TO
STA. 4+50, 18.3' RT.
INSTALL 168' UD TYPE B

NOTE:
1. PROPOSED CURB OFFSET TO MATCH EXISTING CURB OFFSET.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN
17316.00

HIGHWAY PLANS

| | BY | DATE |
|---|---|---|
| PROJ. MANAGER | P.McDONALD | |
| DESIGN-DETAILED | T.LUTHER | 11\15\13 |
| CHECKED-REVIEWED | G.SANTY | 11\15\13 |
| DESIGN2-DETAILED2 | P.ARMATA | 11\15\13 |
| DESIGN3-DETAILED3 | | |
| REVISIONS 1 | | |
| REVISIONS 2 | | |
| REVISIONS 3 | | |
| REVISIONS 4 | | |
| FIELD CHANGES | | |

SIGNATURE

P.E. NUMBER

DATE

LEWISTON
ROUTE 202\11\100

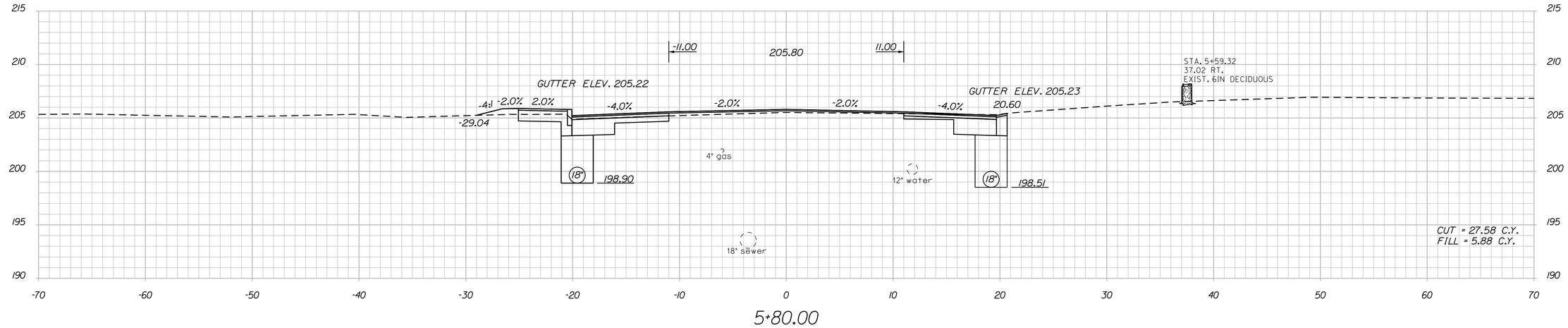
CROSS SECTIONS

SHEET NUMBER

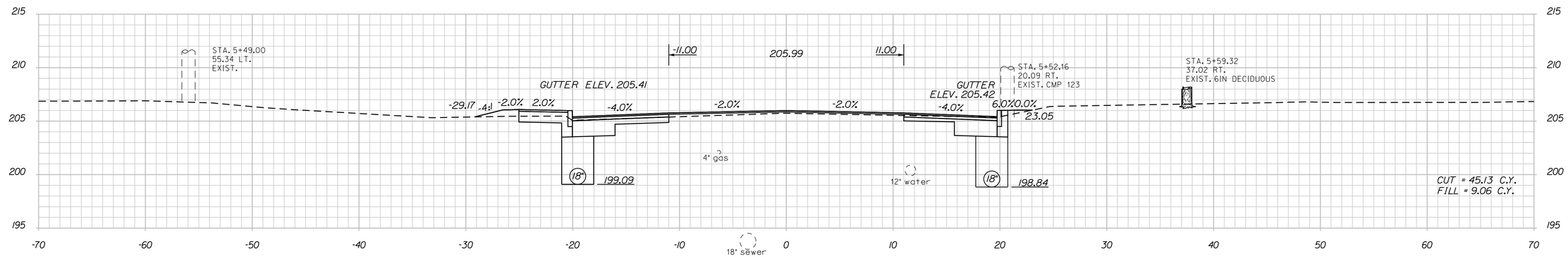
15

OF 59

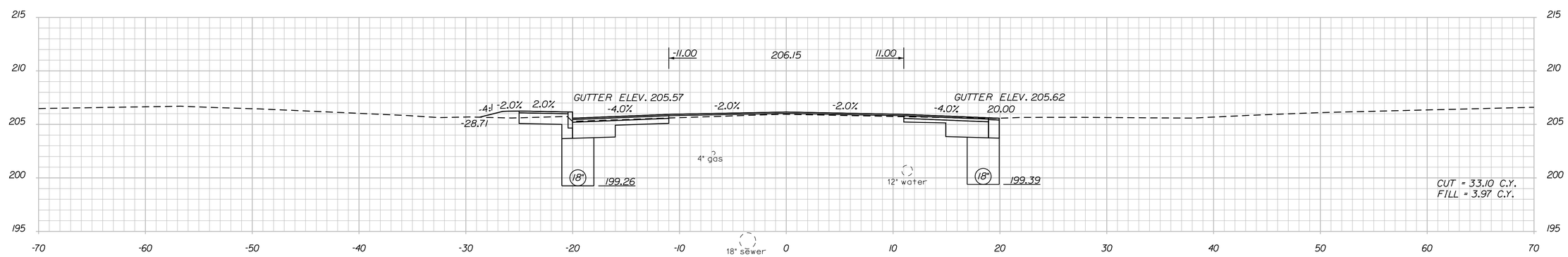
Filename: ...\17316\00\HIGHWAY\MSTA\xs.dgn Division: HIGHWAY Username: common Date:2/20/2014




5+80.00




5+50.00




5+00.00

NOTE:
1. PROPOSED CURB OFFSET TO MATCH EXISTING CURB OFFSET.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN 17316.00

HIGHWAY PLANS

| | BY | DATE |
|---|---|---|
| PROJ. MANAGER | P.McDONALD | |
| DESIGN-DETAILED | T.LUTHER | 11\15\13 |
| CHECKED-REVIEWED | G.SANTY | 11\15\13 |
| DESIGN2-DETAILED2 | P.ARMATA | 11\15\13 |
| DESIGN3-DETAILED3 | | |
| REVISIONS 1 | | |
| REVISIONS 2 | | |
| REVISIONS 3 | | |
| REVISIONS 4 | | |
| FIELD CHANGES | | |

SIGNATURE

P.E. NUMBER

DATE

LEWISTON
ROUTE 202\11\100

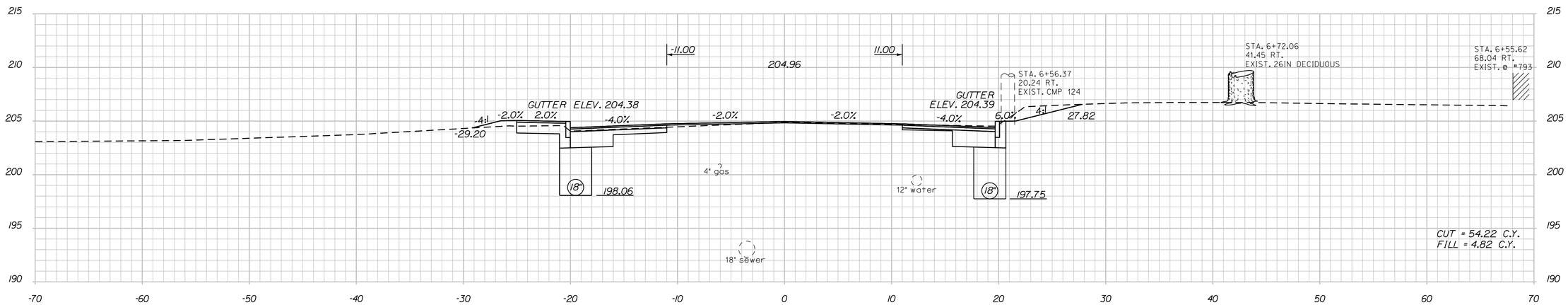
CROSS SECTIONS

SHEET NUMBER

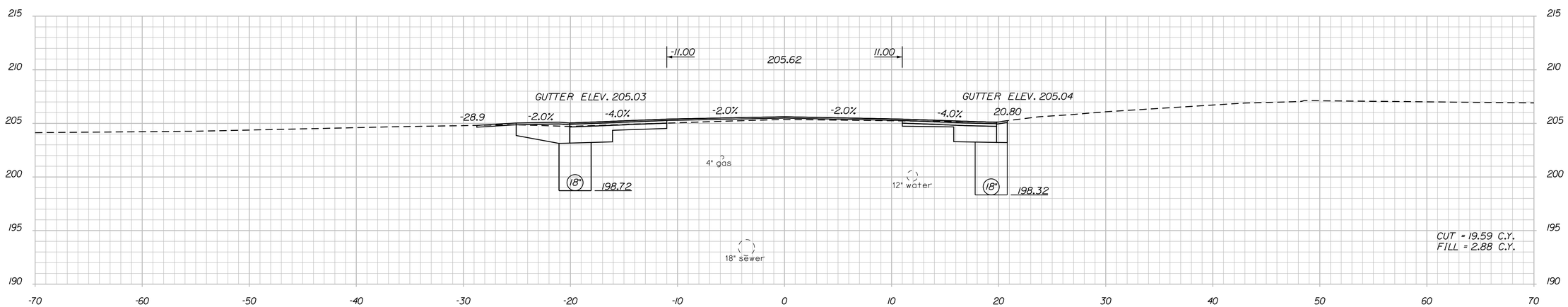
16

OF 59

Filename: ...\17316\00\HIGHWAY\MSTA\xs.dgn Division: HIGHWAY Username: common Date:2/20/2014




6+50.00




6+00.00

NOTE:
1. PROPOSED CURB OFFSET TO MATCH EXISTING CURB OFFSET.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN
17316.00

HIGHWAY PLANS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | P.McDONALD | | |
| DESIGN-DETAILED | T.LUTHER | | 11\15\13 |
| CHECKED-REVIEWED | G.SANTY | | 11\15\13 |
| DESIGN2-DETAILED2 | P.ARMATA | | 11\15\13 |
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| FIELD CHANGES | | | |

SIGNATURE

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DATE

LEWISTON
ROUTE 202\11\100

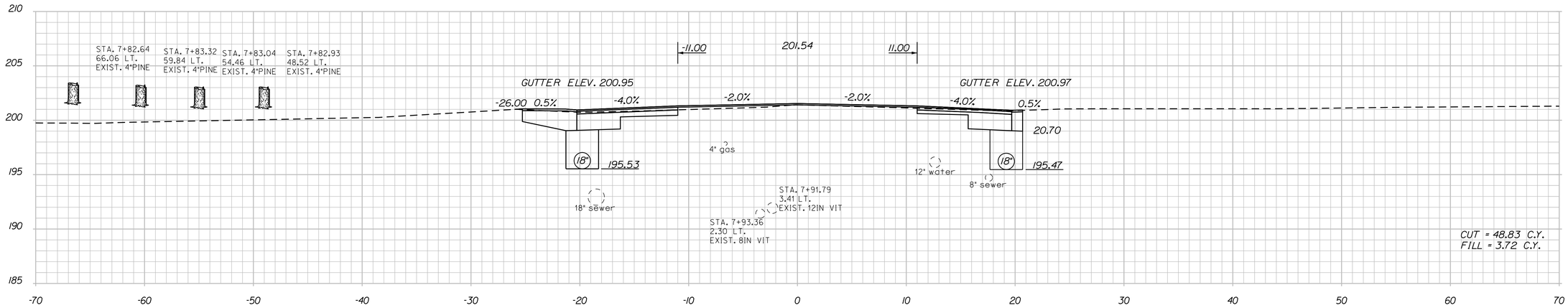
CROSS SECTIONS

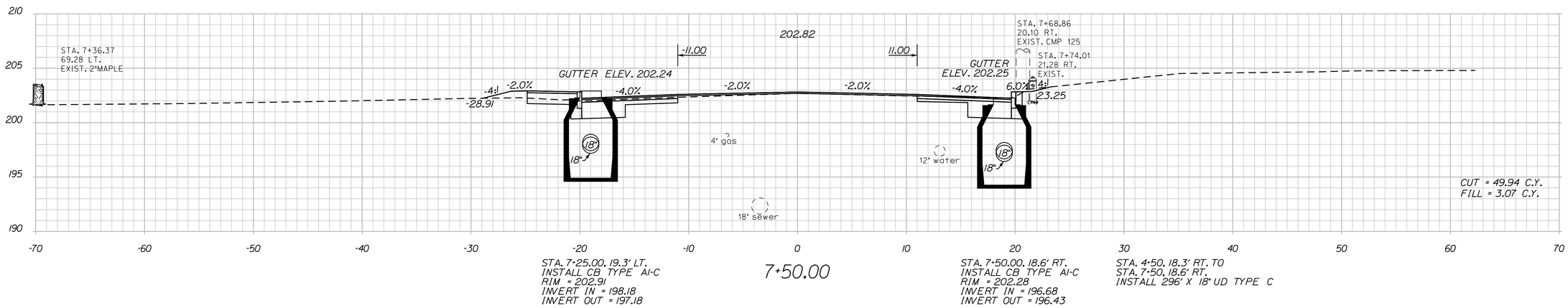
SHEET NUMBER

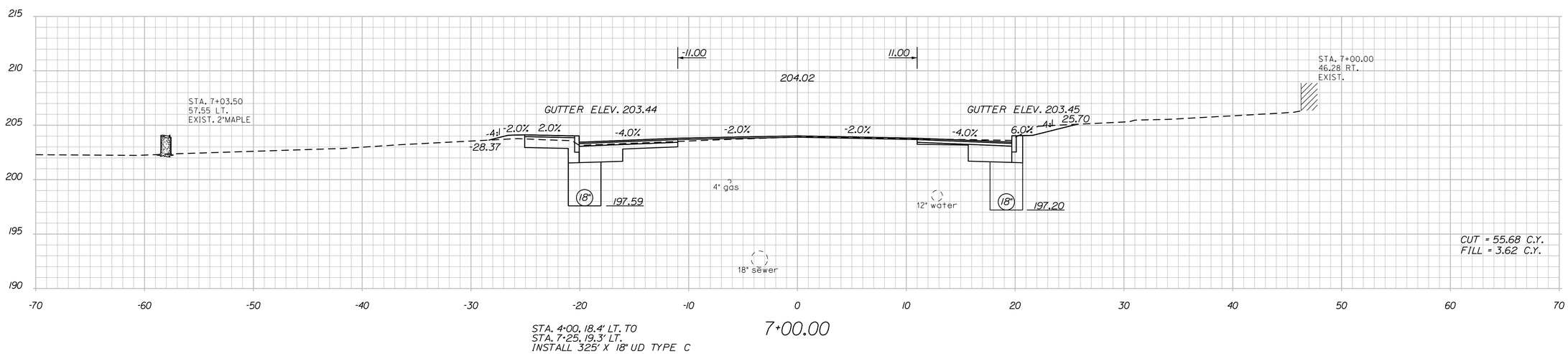
17

OF 59

Filename: ...\17316\00\HIGHWAY\MSTA\xs.dgn Division: HIGHWAY Username: common Date:2/20/2014




NOTE:
1. PROPOSED CURB OFFSET TO MATCH EXISTING CURB OFFSET.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN 17316.00

HIGHWAY PLANS

| | BY | DATE |
|---|---|---|
| PROJ. MANAGER | P.McDONALD | |
| DESIGN-DETAILED | T.LUTHER | 11\15\13 |
| CHECKED-REVIEWED | G.SANTY | 11\15\13 |
| DESIGN2-DETAILED2 | P.ARMATA | 11\15\13 |
| DESIGN3-DETAILED3 | | |
| REVISIONS 1 | | |
| REVISIONS 2 | | |
| REVISIONS 3 | | |
| REVISIONS 4 | | |
| FIELD CHANGES | | |

SIGNATURE

P.E. NUMBER

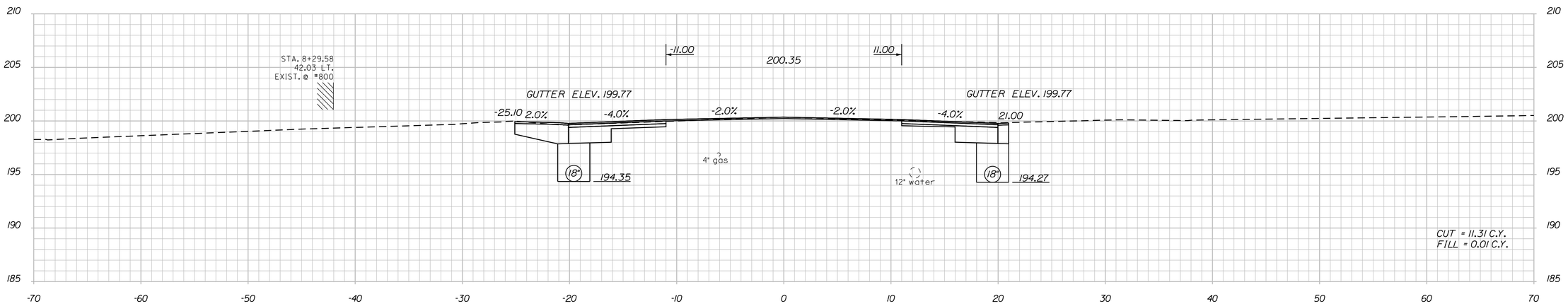
DATE

LEWISTON
ROUTE 202\11\100

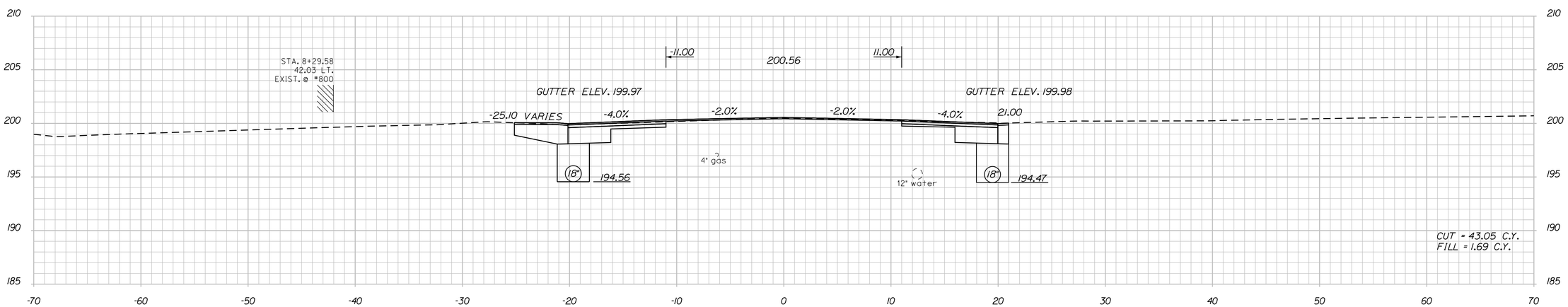
CROSS SECTIONS

SHEET NUMBER
18
OF 59

Filename: ...\17316\00\HIGHWAY\MSTA\xs.dgn Division: HIGHWAY Username: common Date:2/20/2014




8+50.00




8+40.00

NOTE:
1. PROPOSED CURB OFFSET TO MATCH EXISTING CURB OFFSET.

STATE OF MAINE
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STP 1731(600)X

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17316.00

HIGHWAY PLANS

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| PROJ. MANAGER | P.McDONALD | | |
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| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
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ROUTE 202\11\100

CROSS SECTIONS

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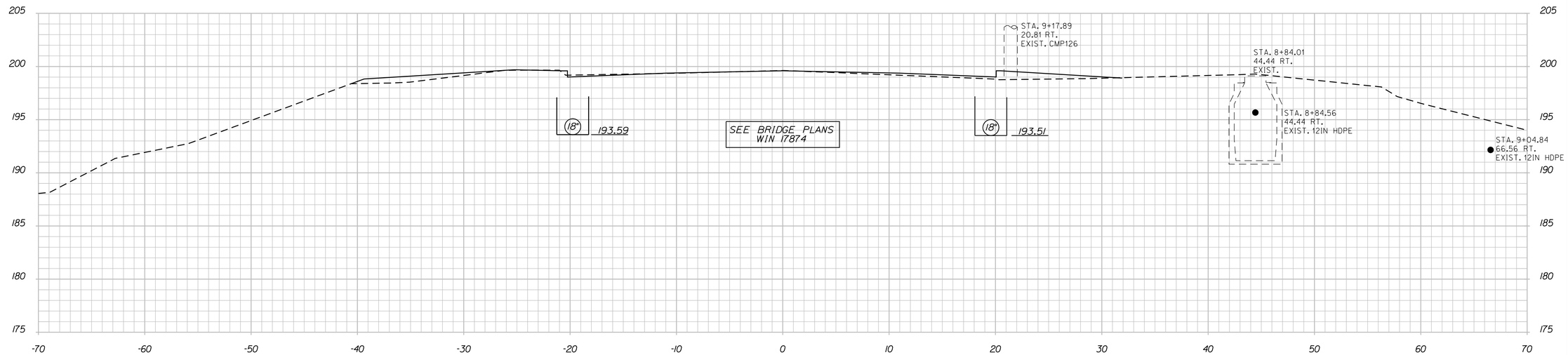
19

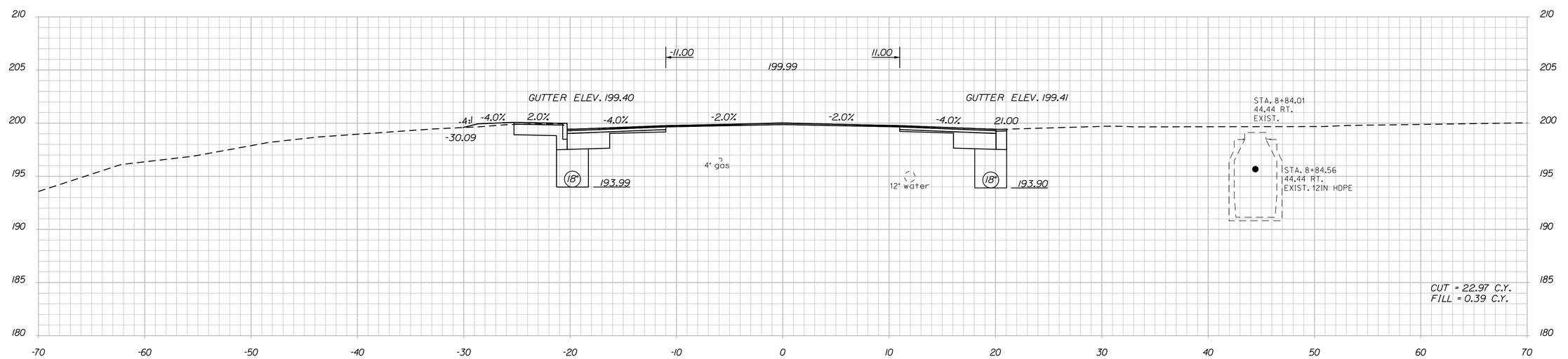
OF 59

Filename: ...\17316\00\HIGHWAY\MSTA\xs.dgn Division: HIGHWAY Username: common Date:2/20/2014




9+00.00

STATION 8+75.00 BEGIN WIN 17874




8+70.00

NOTE:
1. PROPOSED CURB OFFSET TO MATCH EXISTING CURB OFFSET.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN
17316.00

HIGHWAY PLANS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | P.McDONALD | | |
| DESIGN-DETAILED | T.LUTHER | | 11\15\13 |
| CHECKED-REVIEWED | G.SANTY | | 11\15\13 |
| DESIGN2-DETAILED2 | P.ARMATA | | 11\15\13 |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

DATE

LEWISTON
ROUTE 202\11\100

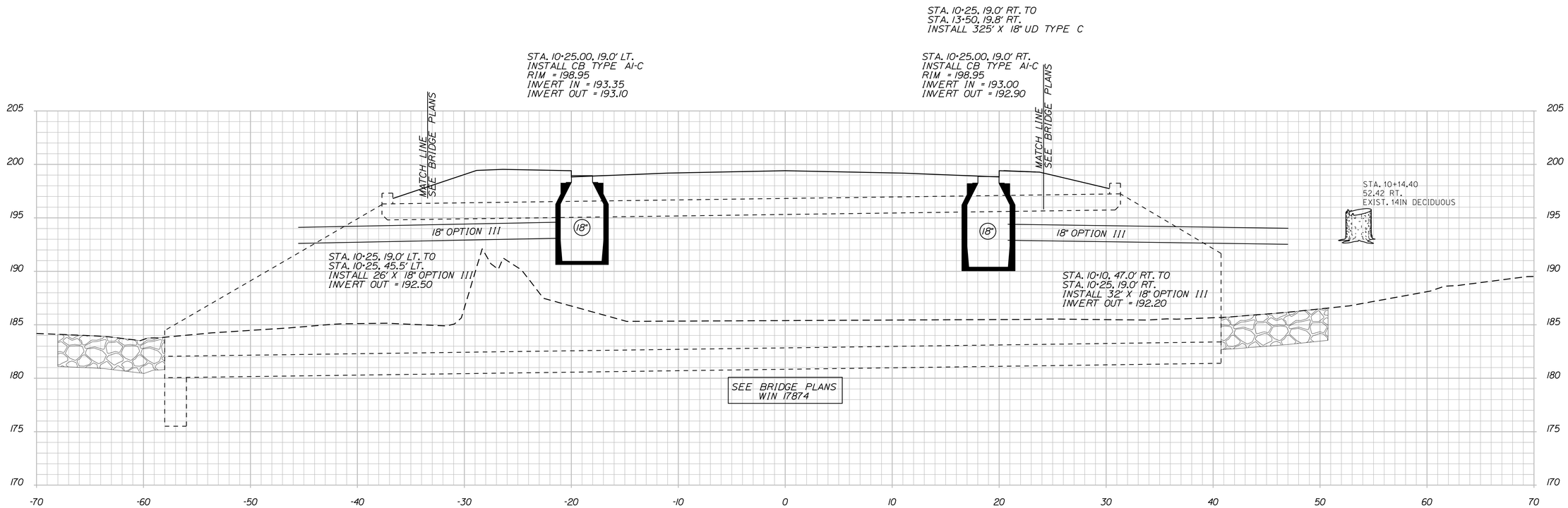
CROSS SECTIONS

SHEET NUMBER

20

OF 59

Filename: ...\17316\00\HIGHWAY\MSTA\xs.dgn Division: HIGHWAY Username: common Date:2/20/2014

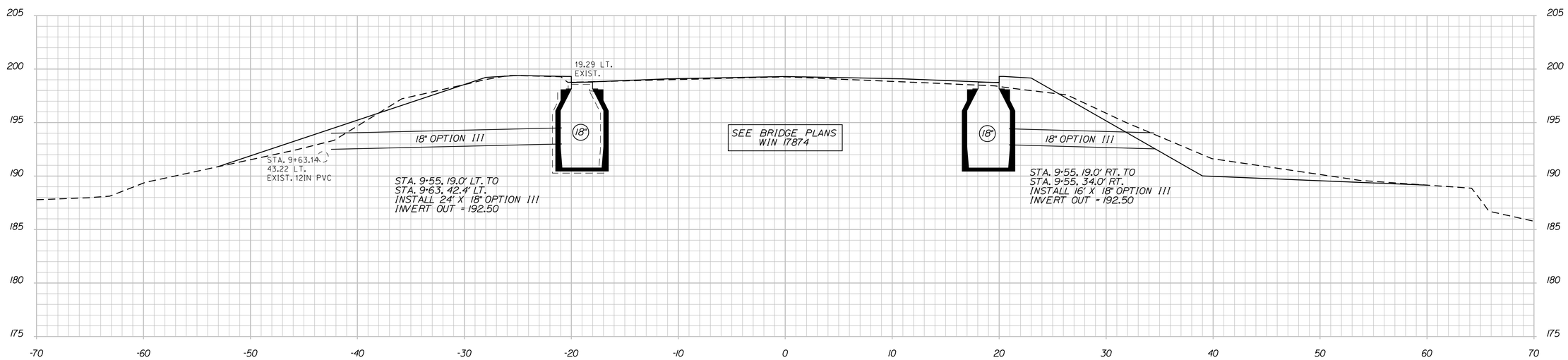



STA. 10+25, 19.0' LT. TO
STA. 12+12, 18.0' LT.
INSTALL 190' X 18" UD TYPE C

STA. 9+55.00, 19.0' LT.
INSTALL CB TYPE AI-C
RIM = 198.77
INVERT IN = 193.29
INVERT OUT = 193.00

10+00.00

STA. 9+55.00, 19.0' RT.
INSTALL CB TYPE AI-C
RIM = 198.77
INVERT IN = 193.17
INVERT OUT = 192.92




STA. 7+25, 19.3' LT. TO
STA. 9+55, 19.0' LT.
INSTALL 225' X 18" UD TYPE C

9+50.00

STA. 7+50, 18.6' RT. TO
STA. 9+55, 19.0' RT.
INSTALL 202' X 18" UD TYPE C

NOTE:
1. PROPOSED CURB OFFSET TO MATCH EXISTING CURB OFFSET.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN 17316.00

HIGHWAY PLANS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | P.McDONALD | | |
| DESIGN-DETAILED | T.LUTHER | | 11\15\13 |
| CHECKED-REVIEWED | G.SANTY | | 11\15\13 |
| DESIGN2-DETAILED2 | P.ARMATA | | 11\15\13 |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

DATE

LEWISTON
ROUTE 202\11\100

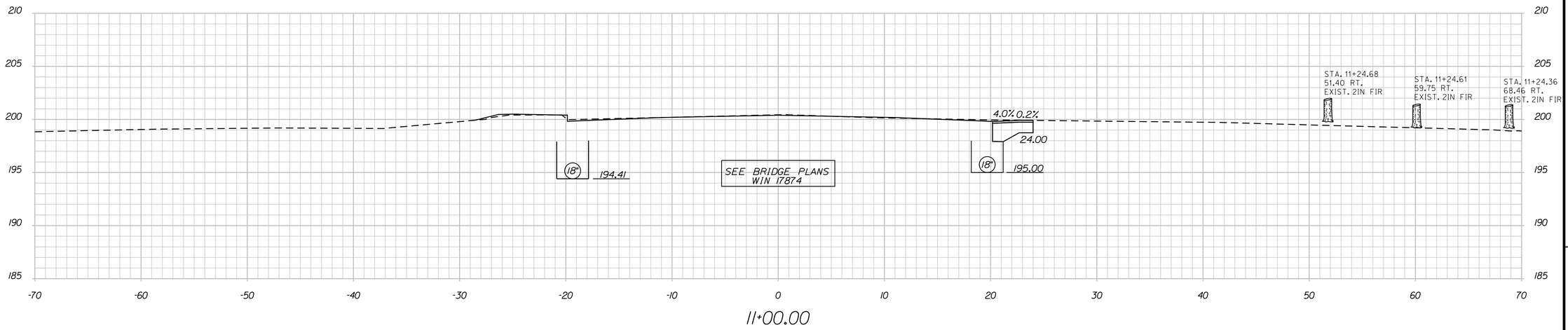
CROSS SECTIONS

SHEET NUMBER

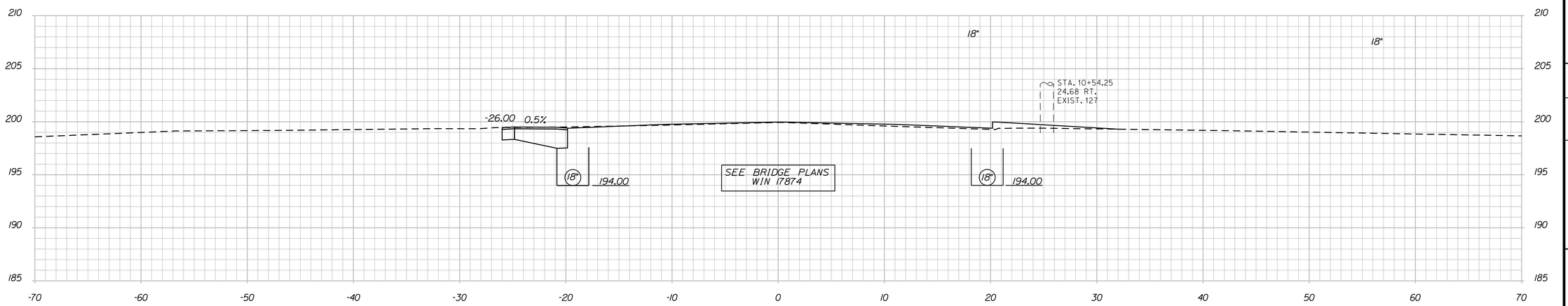
21

OF 59

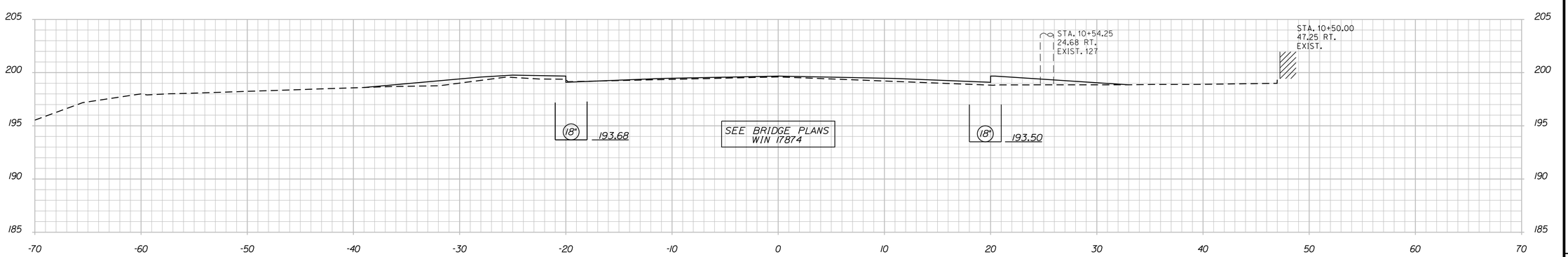
Filename: ...\17316\00\HIGHWAY\MSTA\xs.dgn Division: HIGHWAY Username: common Date:2/20/2014




11+00.00




10+75.00




10+50.00

NOTE:
1. PROPOSED CURB OFFSET TO MATCH EXISTING CURB OFFSET.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN 17316.00

HIGHWAY PLANS

| | | | |
|---|---|---|---|
| PROJ. MANAGER | P.MCDONALD | BY | DATE |
| DESIGN-DETAILED | T.LUTHER | | 11\15\13 |
| CHECKED-REVIEWED | G.SANTY | | 11\15\13 |
| DESIGN2-DETAILED2 | P.ARMATA | | 11\15\13 |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

DATE

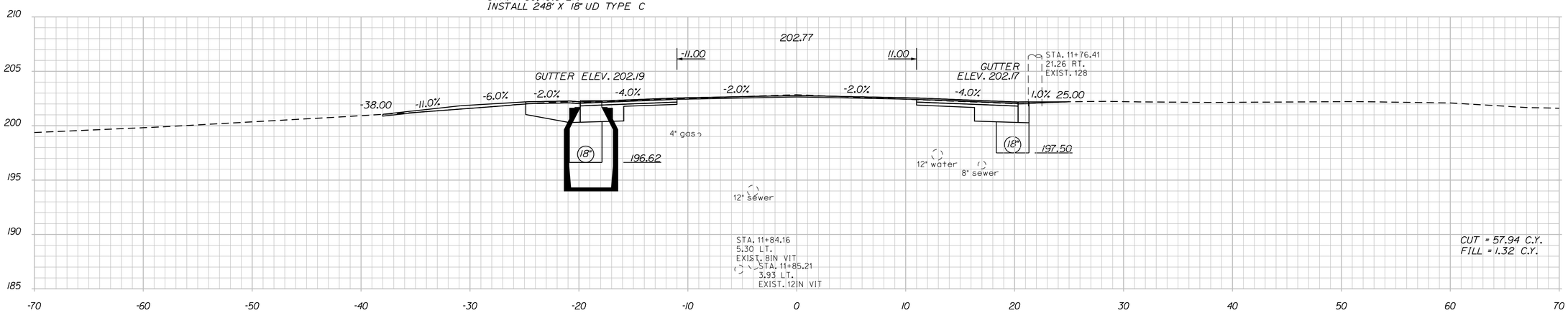
LEWISTON
ROUTE 202\11\100

CROSS SECTIONS

SHEET NUMBER
22
OF 59

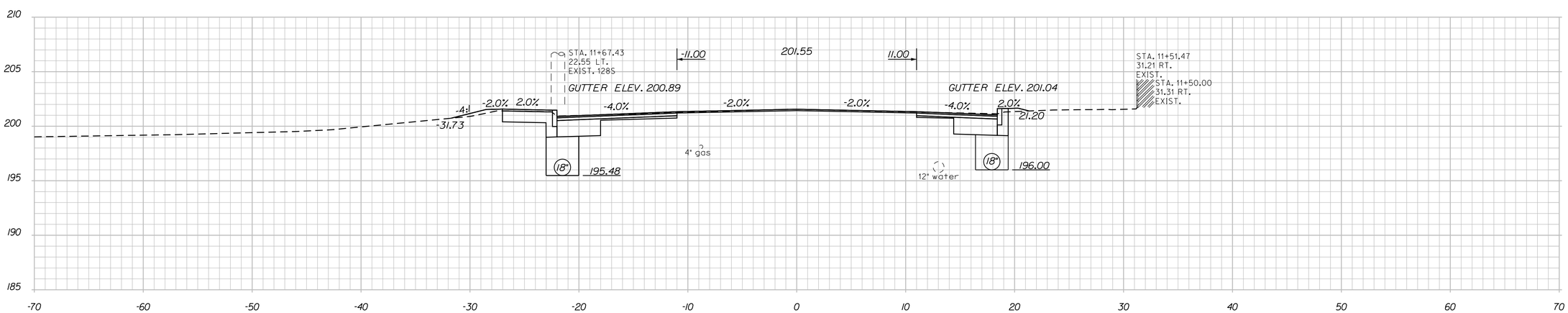
Filename: ...\17316\00\HIGHWAY\MSTA\xs.dgn Division: HIGHWAY Username: common Date:2/20/2014

STA. 12+12, 18.0' LT. TO
STA. 14+60, 18.6' LT.
INSTALL 248' X 18" UD TYPE C




STA. 12+11.50, 18.0' LT.
INSTALL CB TYPE AI-C
RIM = 202.45
INVERT IN = 197.03
INVERT OUT = 196.93

12+00.00




11+50.00

STATION 11+25.00 END WIN 17874

NOTE:
1. PROPOSED CURB OFFSET TO MATCH EXISTING CURB OFFSET.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN
17316.00

HIGHWAY PLANS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | P.McDONALD | | |
| DESIGN-DETAILED | T.LUTHER | TN/SJ/13 | |
| CHECKED-REVIEWED | G.SANTY | TN/SJ/13 | |
| DESIGN2-DETAILED2 | P.ARMATA | TN/SJ/13 | |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

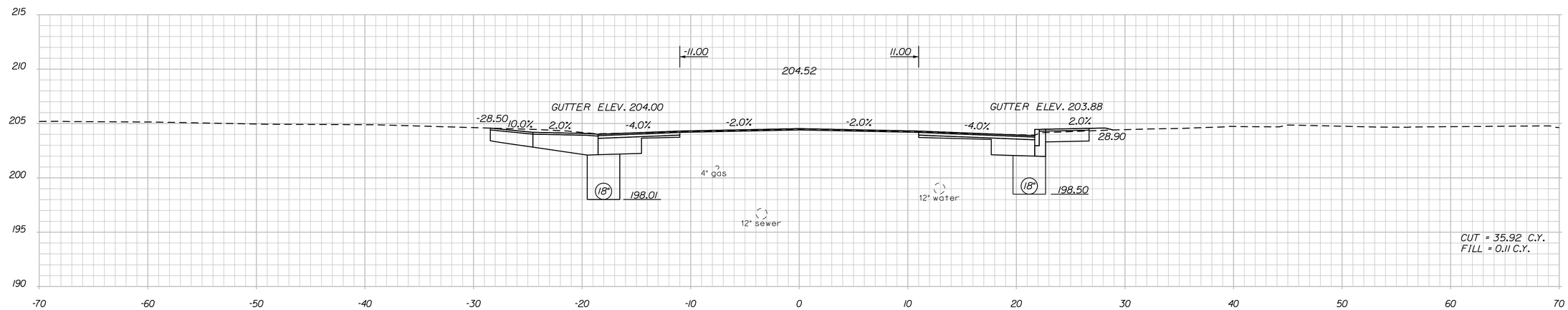
DATE

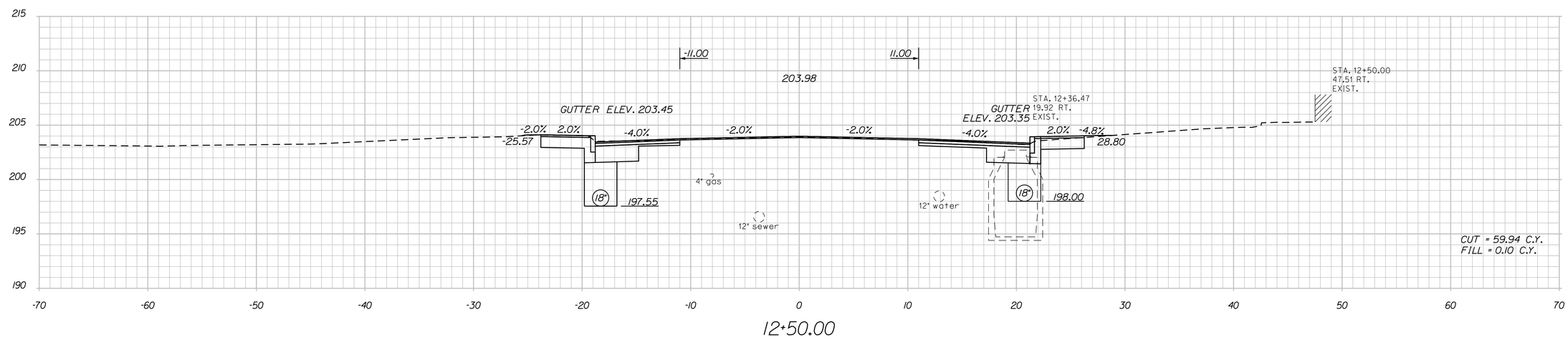
LEWISTON
ROUTE 202\11\100

CROSS SECTIONS

SHEET NUMBER
23
OF 59

Filename: ...\17316\00\HIGHWAY\MSTA\xs.dgn Division: HIGHWAY Username: common Date:2/20/2014




NOTE:
1. PROPOSED CURB OFFSET TO MATCH EXISTING CURB OFFSET.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN
17316.00

HIGHWAY PLANS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | P.McDONALD | | |
| DESIGN-DETAILED | T.LUTHER | | 11\15\13 |
| CHECKED-REVIEWED | G.SANTY | | 11\15\13 |
| DESIGN2-DETAILED2 | P.ARMATA | | 11\15\13 |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

DATE

LEWISTON
ROUTE 202\11\100

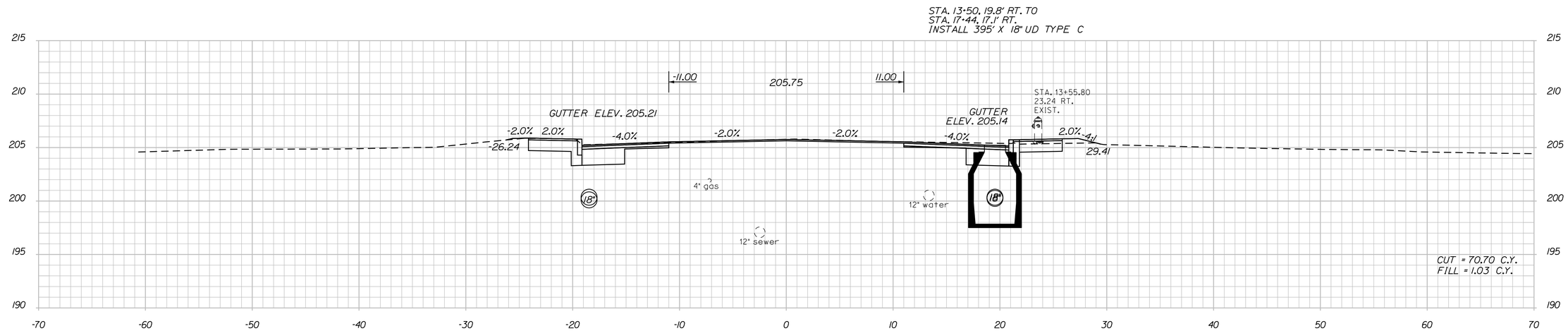
CROSS SECTIONS

SHEET NUMBER

24

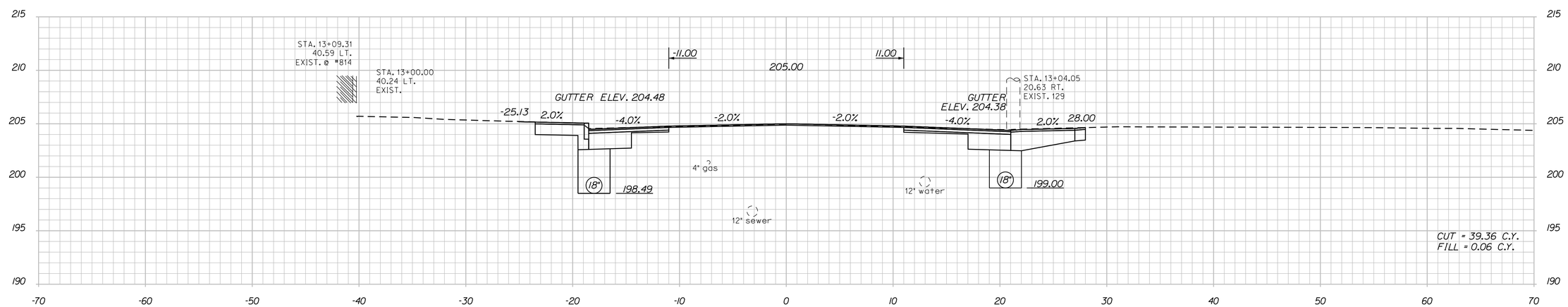
OF 59

Filename: ...\17316\00\HIGHWAY\MSTA\xs.dgn Division: HIGHWAY Username: common Date:2/20/2014




13+50.00

STA. 13+50.00. 19.8' RT.
INSTALL CB TYPE AI-C
RIM = 205.21
INVERT IN = 199.61
INVERT OUT = 199.50




13+00.00

NOTE:
1. PROPOSED CURB OFFSET TO MATCH EXISTING CURB OFFSET.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN
17316.00

HIGHWAY PLANS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | P.McDONALD | | |
| DESIGN-DETAILED | T.LUTHER | | 11\15\13 |
| CHECKED-REVIEWED | G.SANTY | | 11\15\13 |
| DESIGN2-DETAILED2 | P.ARMATA | | 11\15\13 |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

DATE

LEWISTON
ROUTE 202\11\100

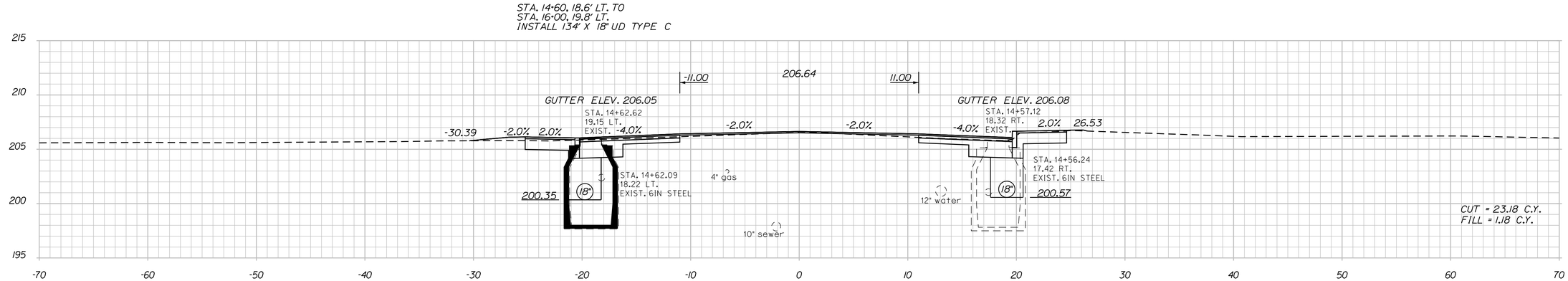
CROSS SECTIONS

SHEET NUMBER

25

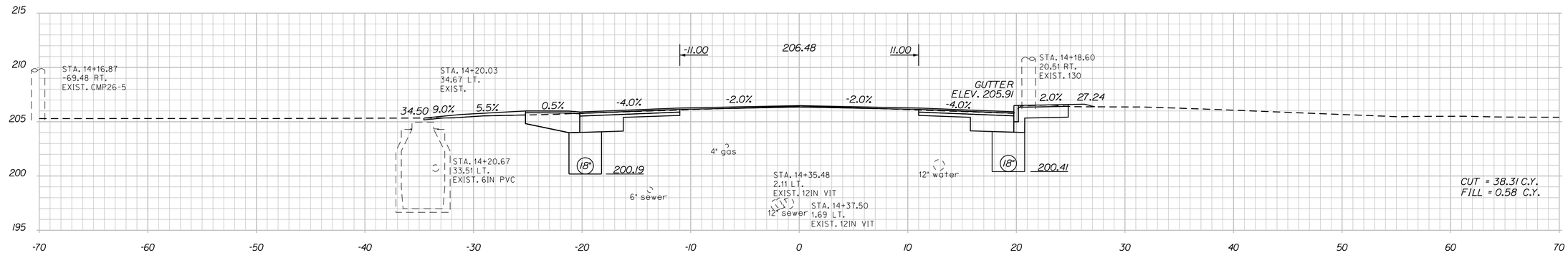
OF 59

Filename: ...\17316\00\HIGHWAY\MSTA\xs.dgn Division: HIGHWAY Username: common Date:2/20/2014

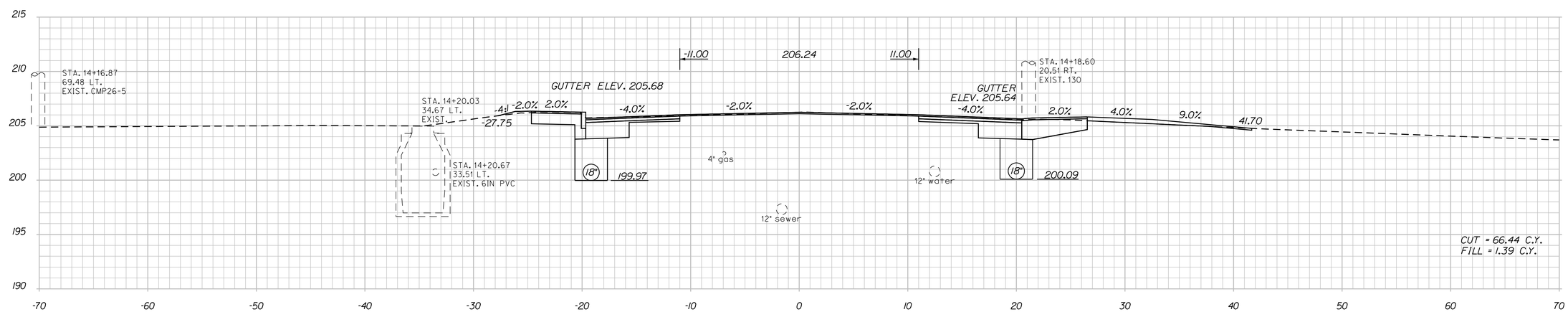



STA. 14+62, 18.6' LT.
INSTALL CB TYPE AI-C
RIM = 206.14
INVERT IN = 200.67
INVERT OUT = 200.57

14+50.00




14+30.00




14+00.00

NOTE:
1. PROPOSED CURB OFFSET TO MATCH EXISTING CURB OFFSET.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN
17316.00

HIGHWAY PLANS

| | BY | DATE |
|---|---|---|
| PROJ. MANAGER | P.McDONALD | |
| DESIGN-DETAILED | T.LUTHER | 11\15\13 |
| CHECKED-REVIEWED | G.SANTY | 11\15\13 |
| DESIGN2-DETAILED2 | P.ARMATA | 11\15\13 |
| DESIGN3-DETAILED3 | | |
| REVISIONS 1 | | |
| REVISIONS 2 | | |
| REVISIONS 3 | | |
| REVISIONS 4 | | |
| FIELD CHANGES | | |

SIGNATURE

P.E. NUMBER

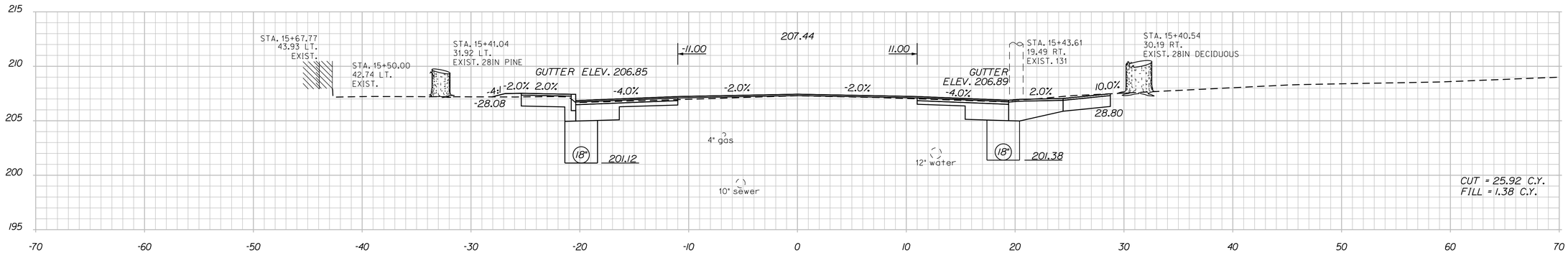
DATE

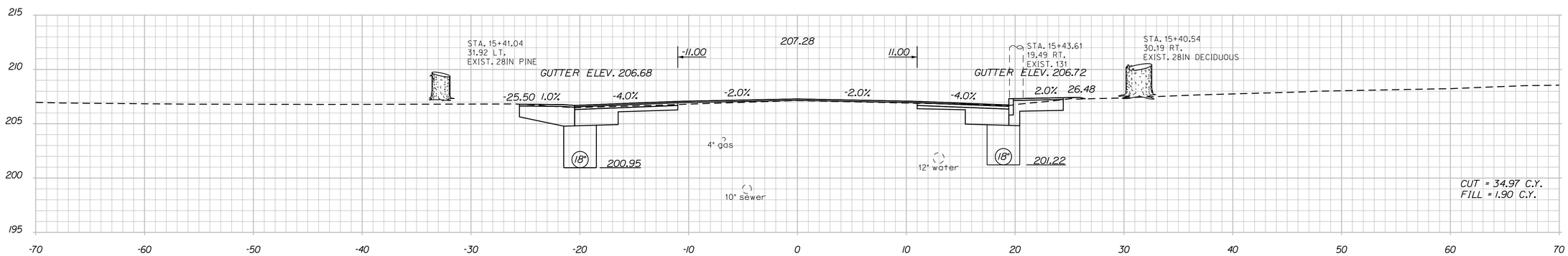
LEWISTON
ROUTE 202\11\100

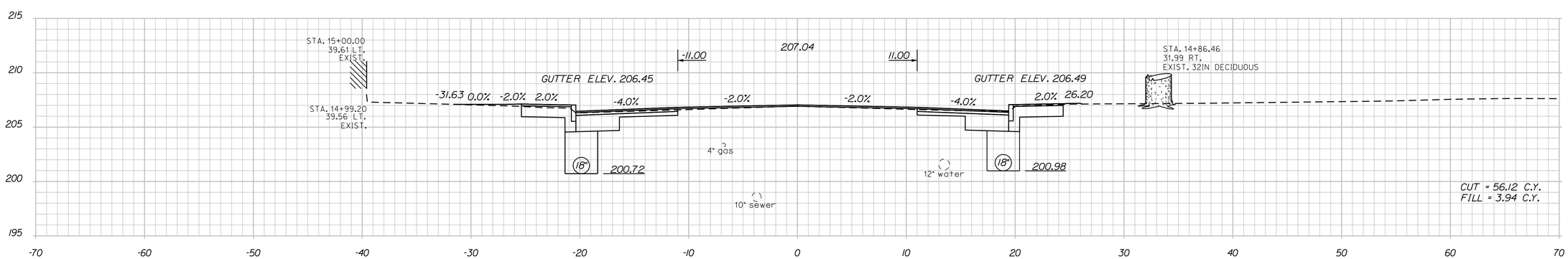
CROSS SECTIONS

SHEET NUMBER
26
OF 59

Filename: ...\17316\00\HIGHWAY\MSTA\xs.dgn Division: HIGHWAY Username: common Date:2/20/2014




NOTE:
1. PROPOSED CURB OFFSET TO MATCH EXISTING CURB OFFSET.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN 17316.00

HIGHWAY PLANS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | P.McDONALD | | |
| DESIGN-DETAILED | T.LUTHER | | 11\15\13 |
| CHECKED-REVIEWED | G.SANTY | | 11\15\13 |
| DESIGN2-DETAILED2 | P.ARMATA | | 11\15\13 |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

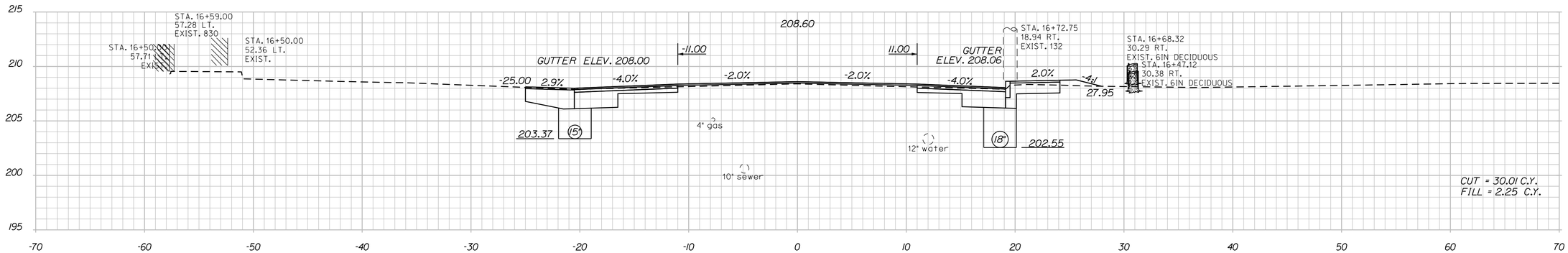
DATE

LEWISTON
ROUTE 202\11\100

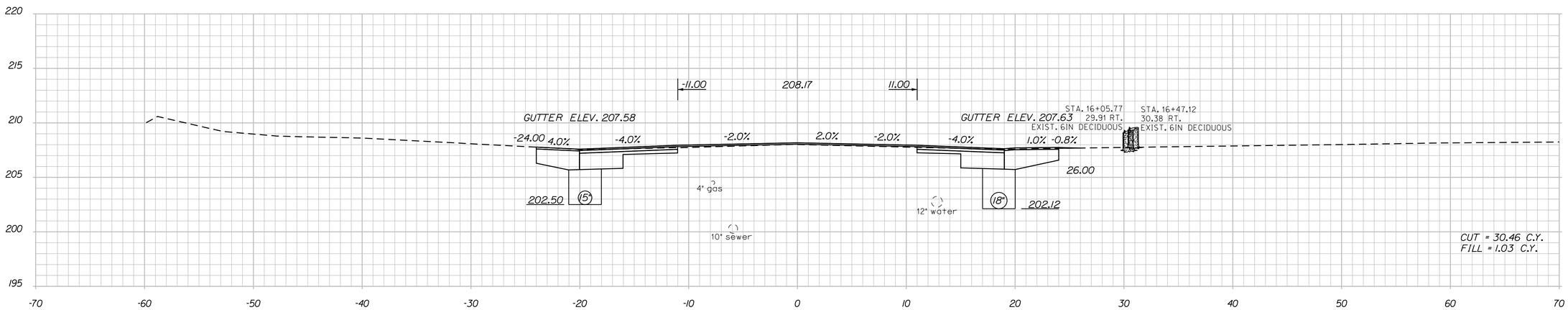
CROSS SECTIONS

SHEET NUMBER
27
OF 59

Filename: ...\17316\00\HIGHWAY\MSTA\xs.dgn Division: HIGHWAY Username: common Date:2/20/2014

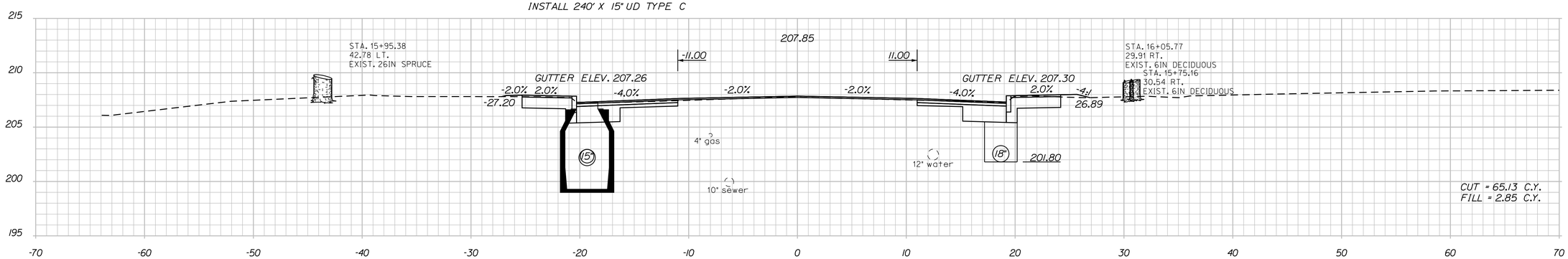



16+50.00




16+25.00

STA. 16+00. 19.8' LT. TO
STA. 18+44. 15.5' LT.
INSTALL 240' X 15" UD TYPE C




STA. 16+00.00. 19.8' LT.
INSTALL CB TYPE AI-C
RIM = 207.30
INVERT IN = 201.7
INVERT OUT = 201.45

16+00.00

NOTE:
1. PROPOSED CURB OFFSET TO MATCH EXISTING CURB OFFSET.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN
17316.00

HIGHWAY PLANS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | P.McDONALD | | |
| DESIGN-DETAILED | T.LUTHER | TN/SJ/13 | TN/SJ/13 |
| CHECKED-REVIEWED | G.SANTY | TN/SJ/13 | TN/SJ/13 |
| DESIGN2-DETAILED2 | P.ARMATA | TN/SJ/13 | TN/SJ/13 |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

DATE

LEWISTON
ROUTE 202\11\100

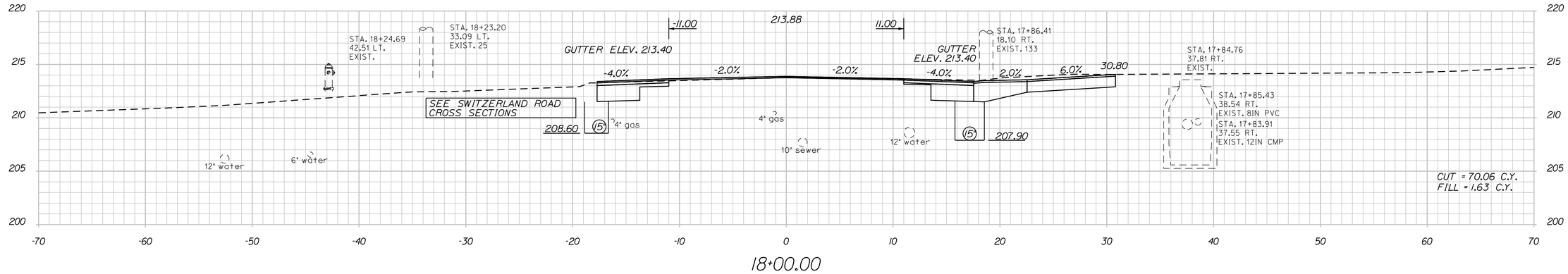
CROSS SECTIONS

SHEET NUMBER

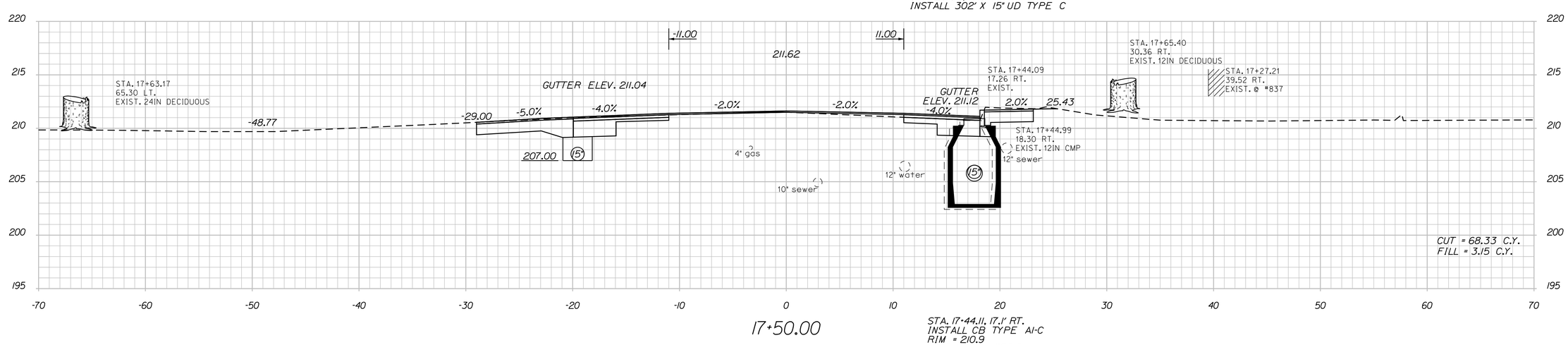
28

OF 59

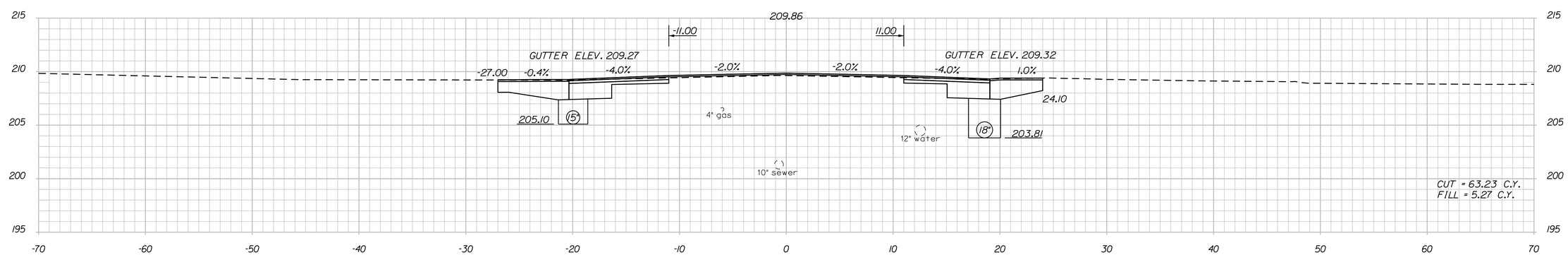
Filename: ...\17316\00\HIGHWAY\MSTA\xs.dgn Division: HIGHWAY Username: common Date:2/20/2014




STA. 17+44. 17.1' RT. TO
STA. 20+50. 16.0' RT.
INSTALL 302' X 15" UD TYPE C




STA. 17+44.11. 17.1' RT.
INSTALL CB TYPE A1-C
RIM = 210.9
INVERT IN = 205.3
INVERT OUT = 205.05




STA. 13+50. 19.8' RT. TO
STA. 17+44. 17.1' RT.
INSTALL 395' X 18" UD TYPE C

NOTE:
1. PROPOSED CURB OFFSET TO MATCH EXISTING CURB OFFSET.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN
17316.00

HIGHWAY PLANS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | P.MCDONALD | | |
| DESIGN-DETAILED | T.LUTHER | | 11\15\13 |
| CHECKED-REVIEWED | G.SANTY | | 11\15\13 |
| DESIGN2-DETAILED2 | P.ARMATA | | 11\15\13 |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

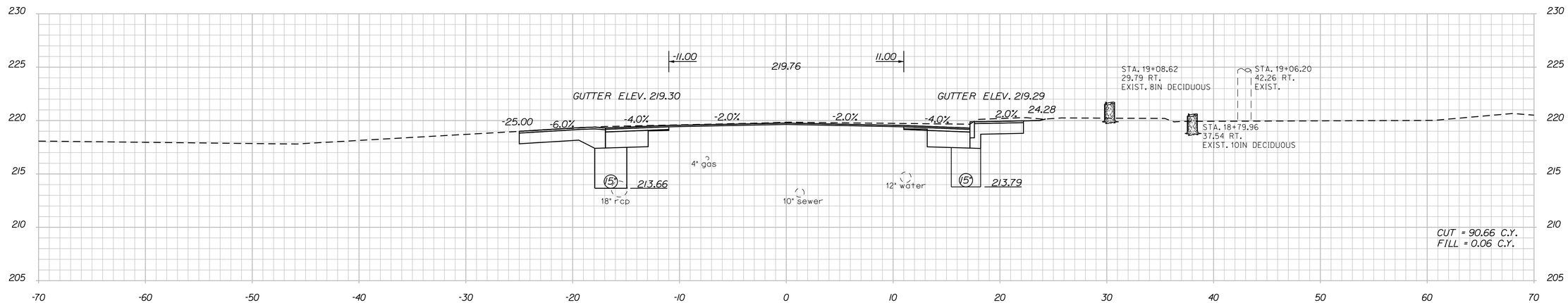
DATE

LEWISTON
ROUTE 202\11\100

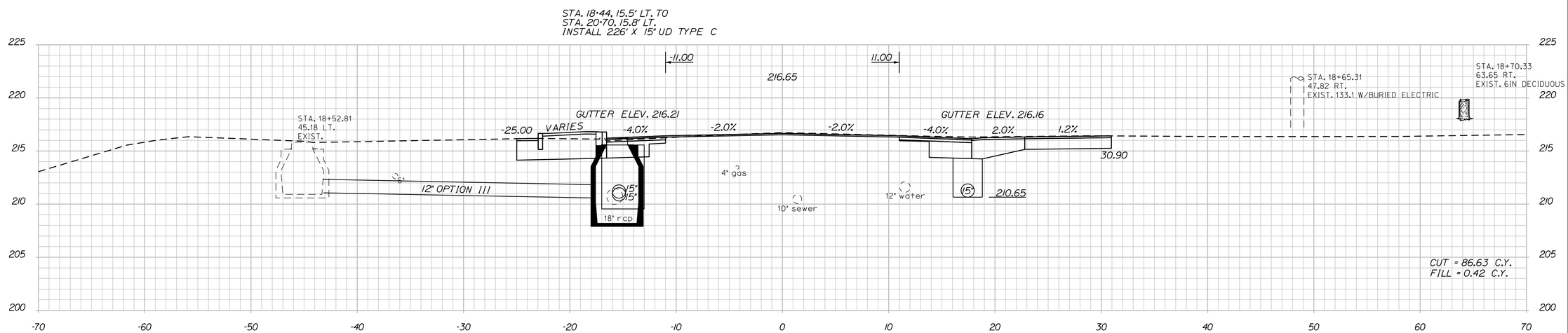
CROSS SECTIONS

SHEET NUMBER
29
OF 59

Filename: ...\17316\00\HIGHWAY\MSTA\xs.dgn Division: HIGHWAY Username: common Date:2/20/2014




19+00.00




STA. 18+44, 15.5' LT. TO
STA. 18+52, 43.2' LT.
INSTALL 28' X 12" OPTION III
INVERT OUT = 211.00

STA. 18+44, 15.5' LT.
INSTALL CB TYPE AI-C
RIM = 215.9
INVERT IN = 210.3
INVERT IN = 210.50
INVERT OUT = 210.05

18+50.00

NOTE:
1. PROPOSED CURB OFFSET TO MATCH EXISTING CURB OFFSET.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN
17316.00

HIGHWAY PLANS

| | | | |
|---|---|---|---|
| PROJ. MANAGER | P.McDONALD | BY | DATE |
| DESIGN-DETAILED | T.LUTHER | | 11\15\13 |
| CHECKED-REVIEWED | G.SANTY | | 11\15\13 |
| DESIGN2-DETAILED2 | P.ARMATA | | 11\15\13 |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

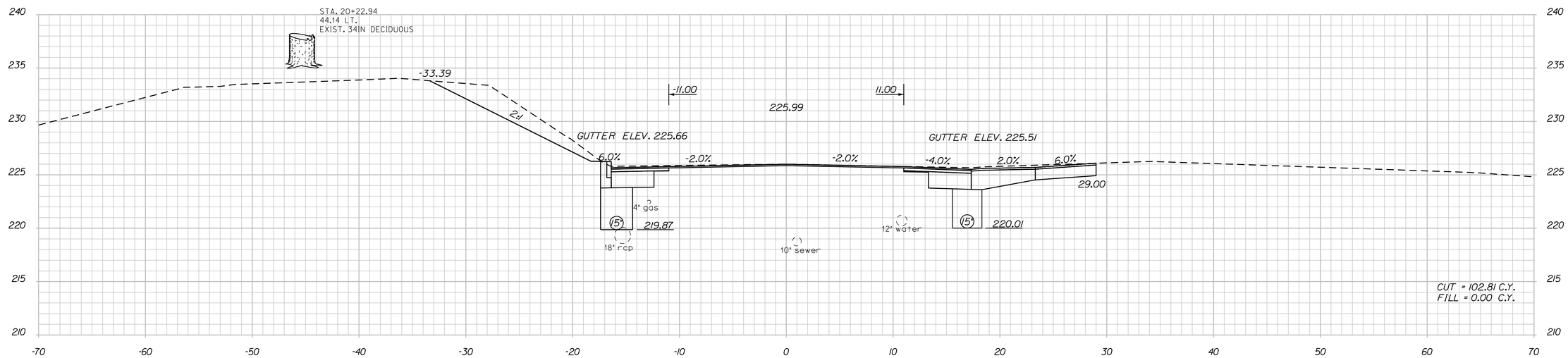
DATE

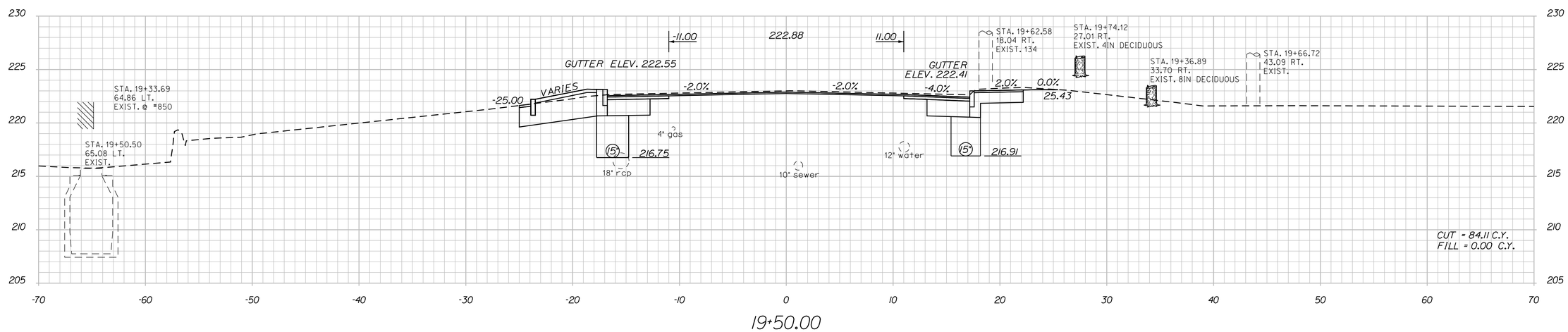
LEWISTON
ROUTE 202\11\100

CROSS SECTIONS

SHEET NUMBER
30
OF 59

Filename: ...\17316\00\HIGHWAY\MSTA\xs.dgn Division: HIGHWAY Username: common Date:2/20/2014




NOTE:
1. PROPOSED CURB OFFSET TO MATCH EXISTING CURB OFFSET.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN 17316.00

HIGHWAY PLANS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | P.McDONALD | | |
| DESIGN-DETAILED | T.LUTHER | | 11\15\13 |
| CHECKED-REVIEWED | G.SANTY | | 11\15\13 |
| DESIGN2-DETAILED2 | P.ARMATA | | 11\15\13 |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

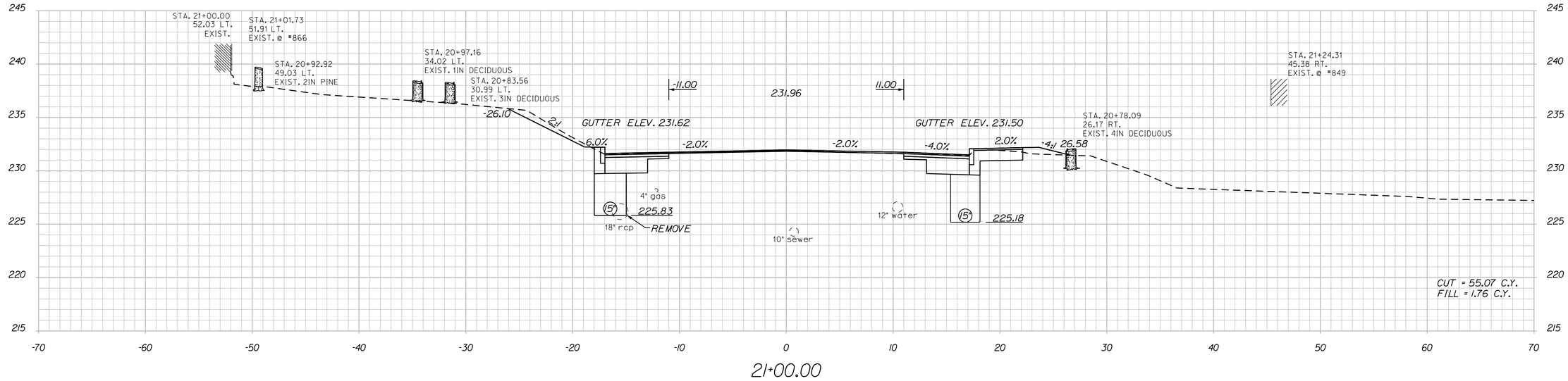
DATE

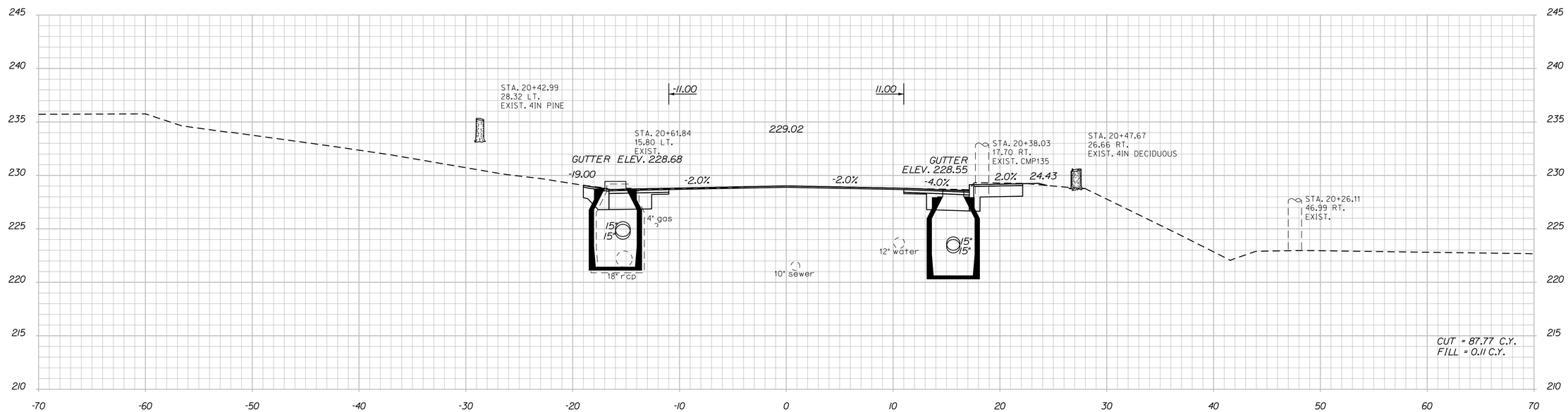
LEWISTON
ROUTE 202\11\100

CROSS SECTIONS

SHEET NUMBER
31
OF 59

Filename: ...\17316\00\HIGHWAY\MSTA\xs.dgn Division: HIGHWAY Username: common Date:2/20/2014




STA. 20+70, 15.8' LT. TO
STA. 23.02, 16.0' LT.
INSTALL 227' X 15" UD TYPE C

STA. 20+70, 15.8' LT.
INSTALL CB TYPE AI-C
RIM = 229.95
INVERT IN = 224.35
INVERT OUT = 224.10

STA. 20+50, 16.0' RT.
INSTALL CB TYPE AI-C
RIM = 228.63
INVERT IN = 223.00
INVERT OUT = 222.75

STA. 20+50, 16.0' RT. TO
STA. 22+89, 15.7' RT.
INSTALL 236' X 15" UD TYPE C

NOTE:
1. PROPOSED CURB OFFSET TO MATCH EXISTING CURB OFFSET.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN
17316.00

HIGHWAY PLANS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | P.McDONALD | | |
| DESIGN-DETAILED | T.LUTHER | | 11\15\13 |
| CHECKED-REVIEWED | G.SANTY | | 11\15\13 |
| DESIGN2-DETAILED2 | P.ARMATA | | 11\15\13 |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

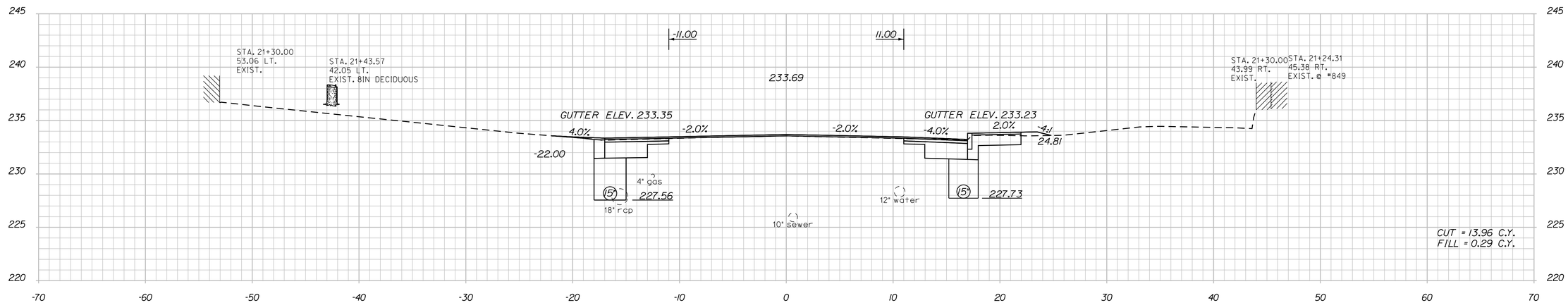
DATE

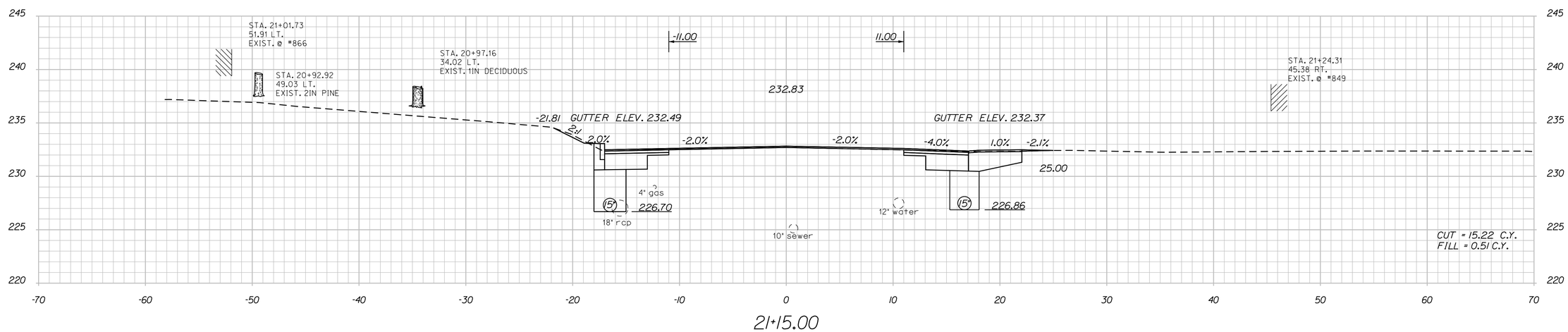
LEWISTON
ROUTE 202\11\100

CROSS SECTIONS

SHEET NUMBER
32
OF 59

Filename: ...\17316\00\HIGHWAY\MSTA\xs.dgn Division: HIGHWAY Username: common Date:2/20/2014




NOTE:
1. PROPOSED CURB OFFSET TO MATCH EXISTING CURB OFFSET.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN 17316.00

HIGHWAY PLANS

| | BY | DATE |
|---|---|---|
| PROJ. MANAGER | P.McDONALD | |
| DESIGN-DETAILED | T.LUTHER | 11\15\13 |
| CHECKED-REVIEWED | G.SANTY | 11\15\13 |
| DESIGN2-DETAILED2 | P.ARMATA | 11\15\13 |
| DESIGN3-DETAILED3 | | |
| REVISIONS 1 | | |
| REVISIONS 2 | | |
| REVISIONS 3 | | |
| REVISIONS 4 | | |
| FIELD CHANGES | | |

SIGNATURE

P.E. NUMBER

DATE

LEWISTON
ROUTE 202\11\100

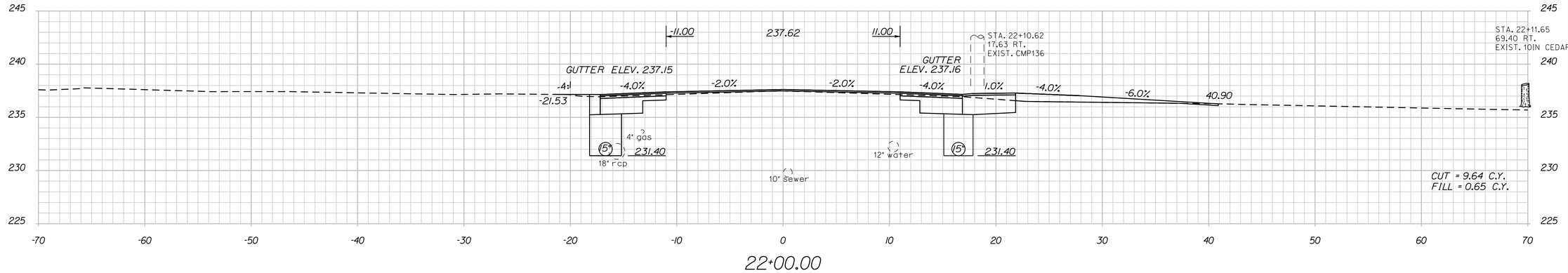
CROSS SECTIONS

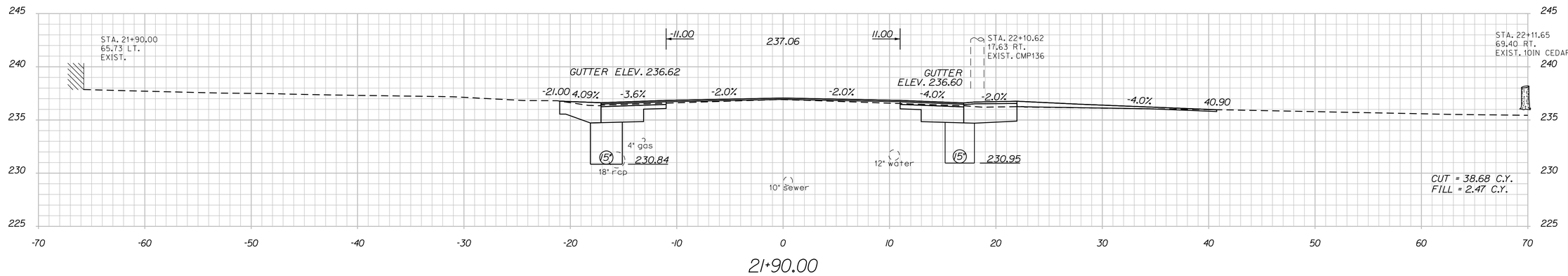
SHEET NUMBER

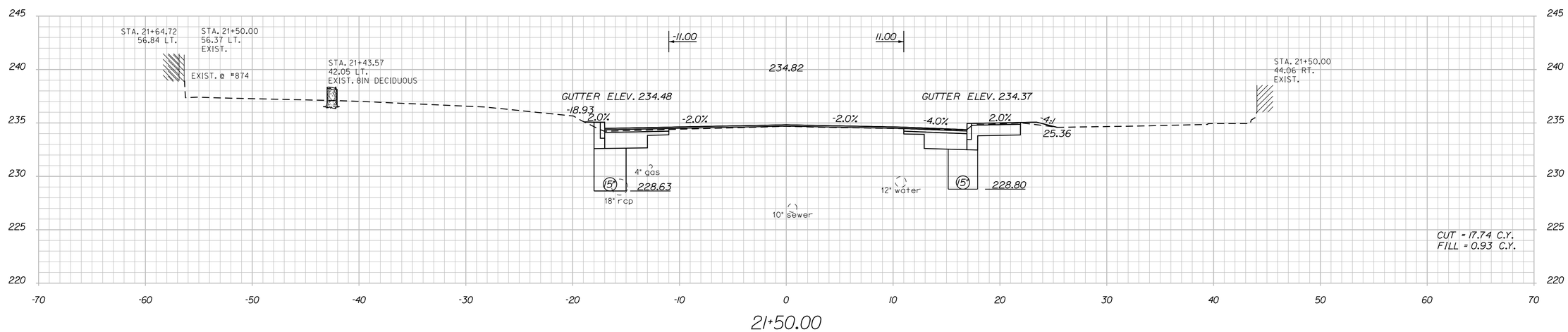
33

OF 59

Filename: ...\17316\00\HIGHWAY\MSTA\xs.dgn Division: HIGHWAY Username: common Date:2/20/2014




NOTE:
1. PROPOSED CURB OFFSET TO MATCH EXISTING CURB OFFSET.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN
17316.00

HIGHWAY PLANS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | P.McDONALD | | |
| DESIGN-DETAILED | T.LUTHER | | 11\15\13 |
| CHECKED-REVIEWED | G.SANTY | | 11\15\13 |
| DESIGN2-DETAILED2 | P.ARMATA | | 11\15\13 |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

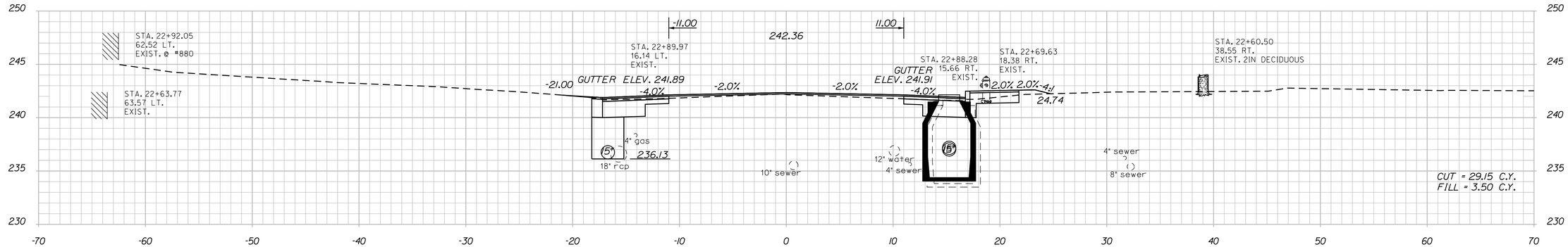
DATE

LEWISTON
ROUTE 202\11\100

CROSS SECTIONS

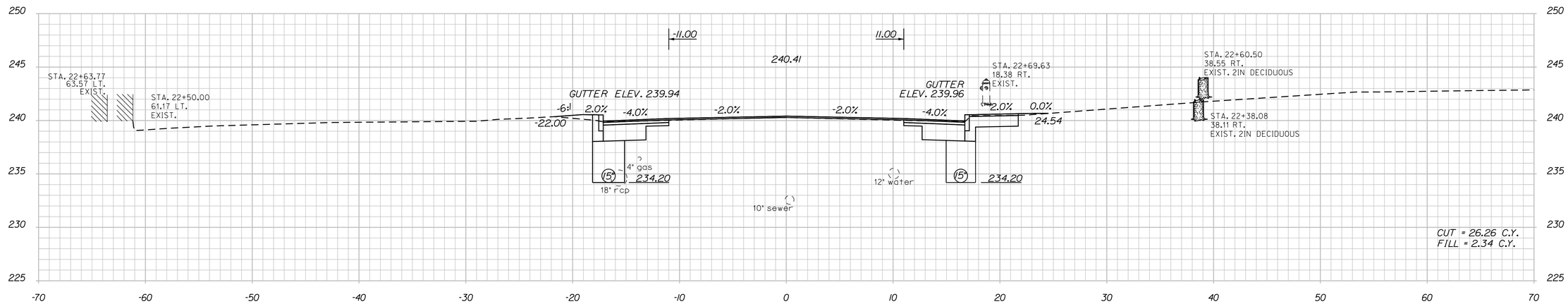
SHEET NUMBER
34
OF 59

Filename: ...\17316\00\HIGHWAY\MSTA\xs.dgn Division: HIGHWAY Username: common Date:2/20/2014

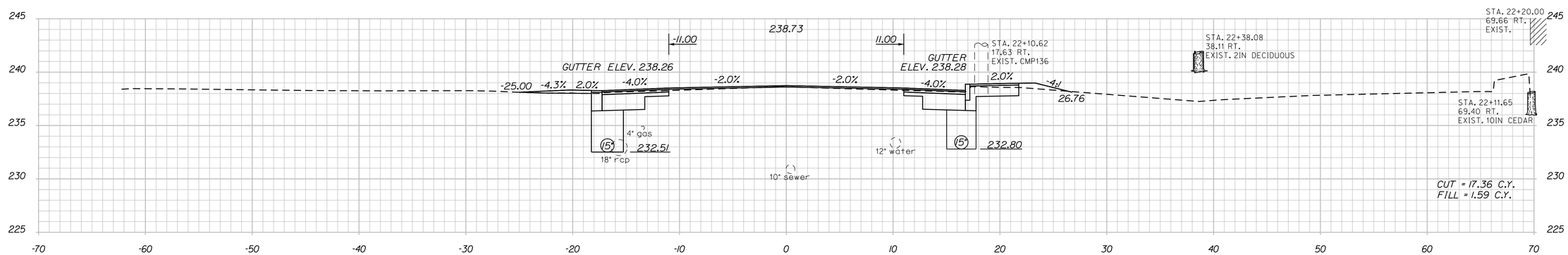



22+85.00

STA. 22+89.89, 26.0' RT.
INSTALL CB TYPE AI-C
RIM = 241.72
INVERT IN = 236.51
INVERT OUT = 236.40




22+50.00




22+20.00

NOTE:
1. PROPOSED CURB OFFSET TO MATCH EXISTING CURB OFFSET.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN
17316.00

HIGHWAY PLANS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | P.McDONALD | | |
| DESIGN-DETAILED | T.LUTHER | | 11\15\13 |
| CHECKED-REVIEWED | G.SANTY | | 11\15\13 |
| DESIGN2-DETAILED2 | P.ARMATA | | 11\15\13 |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

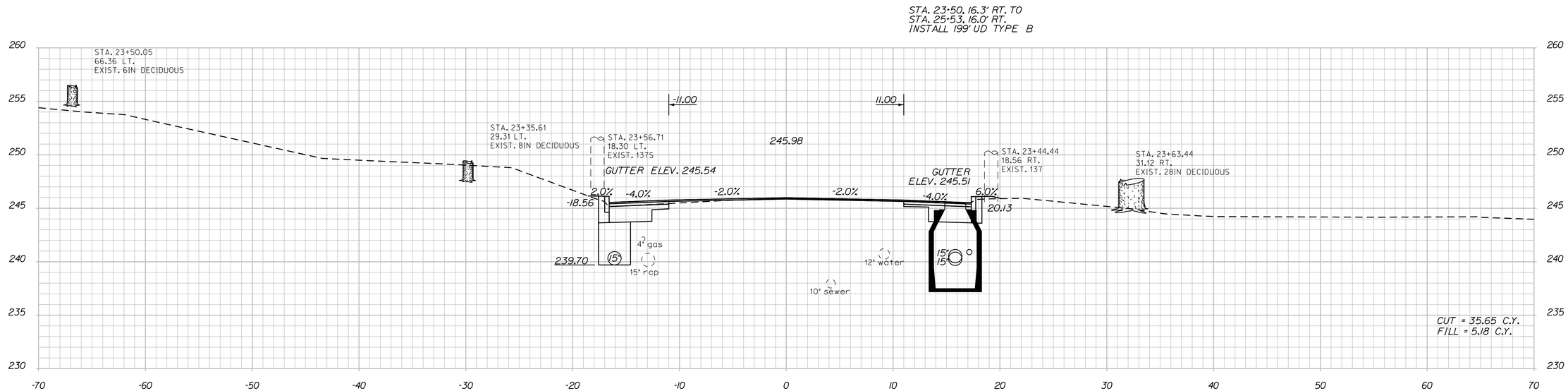
DATE

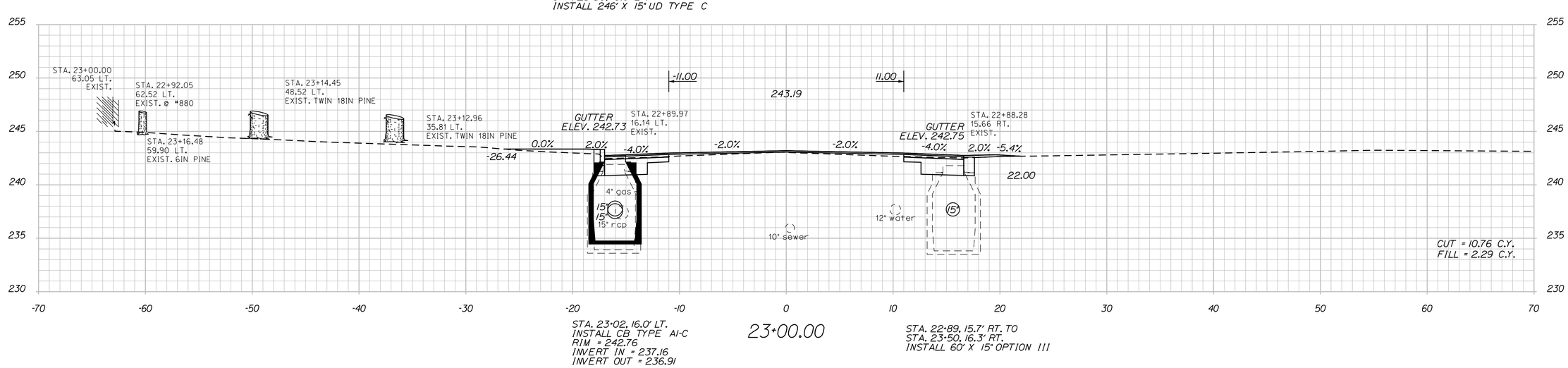
LEWISTON
ROUTE 202\11\100

CROSS SECTIONS

SHEET NUMBER
35
OF 59

Filename: ...\17316\00\HIGHWAY\MSTA\xs.dgn Division: HIGHWAY Username: common Date:2/20/2014




NOTE:
1. PROPOSED CURB OFFSET TO MATCH EXISTING CURB OFFSET.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN 17316.00

HIGHWAY PLANS

| | BY | DATE |
|---|---|---|
| PROJ. MANAGER | P.McDONALD | |
| DESIGN-DETAILED | T.LUTHER | 11\15\13 |
| CHECKED-REVIEWED | G.SANTY | 11\15\13 |
| DESIGN2-DETAILED2 | P.ARMATA | 11\15\13 |
| DESIGN3-DETAILED3 | | |
| REVISIONS 1 | | |
| REVISIONS 2 | | |
| REVISIONS 3 | | |
| REVISIONS 4 | | |
| FIELD CHANGES | | |

SIGNATURE

P.E. NUMBER

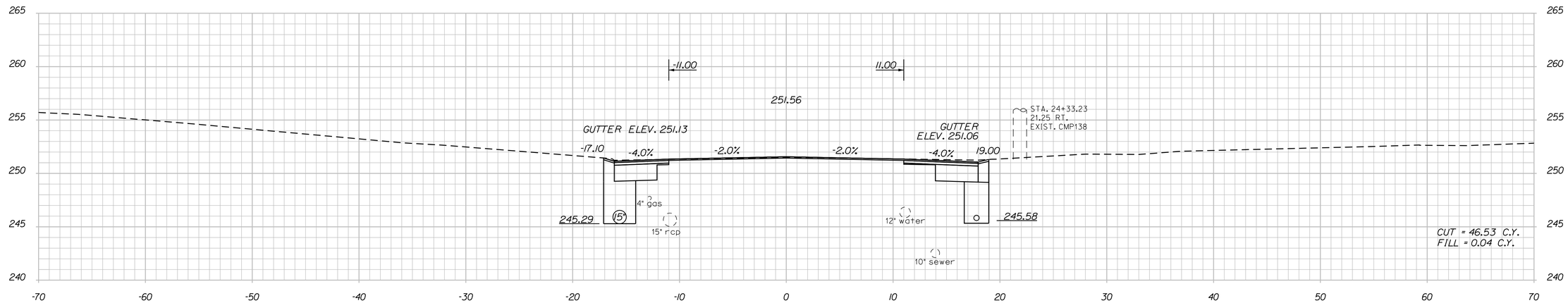
DATE

LEWISTON
ROUTE 202\11\100

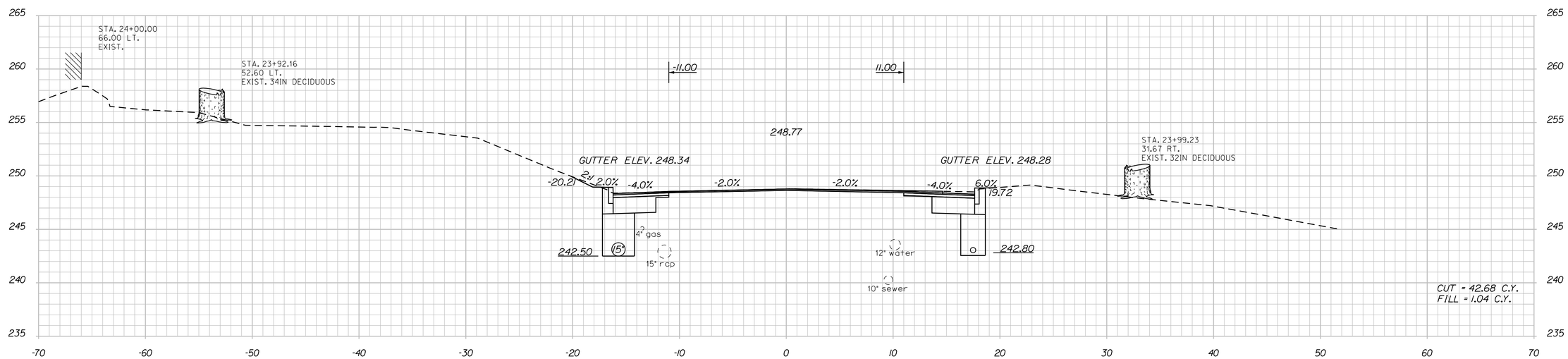
CROSS SECTIONS

SHEET NUMBER
36
OF 59

Filename: ...\17316\00\HIGHWAY\MSTA\xs.dgn Division: HIGHWAY Username: common Date:2/20/2014




24+50.00




24+00.00

NOTE:
1. PROPOSED CURB OFFSET TO MATCH EXISTING CURB OFFSET.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN
17316.00

HIGHWAY PLANS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | P.MCDONALD | | |
| DESIGN-DETAILED | T.LUTHER | | 11\15\13 |
| CHECKED-REVIEWED | G.SANTY | | 11\15\13 |
| DESIGN2-DETAILED2 | P.ARMATA | | 11\15\13 |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

DATE

LEWISTON
ROUTE 202\11\100

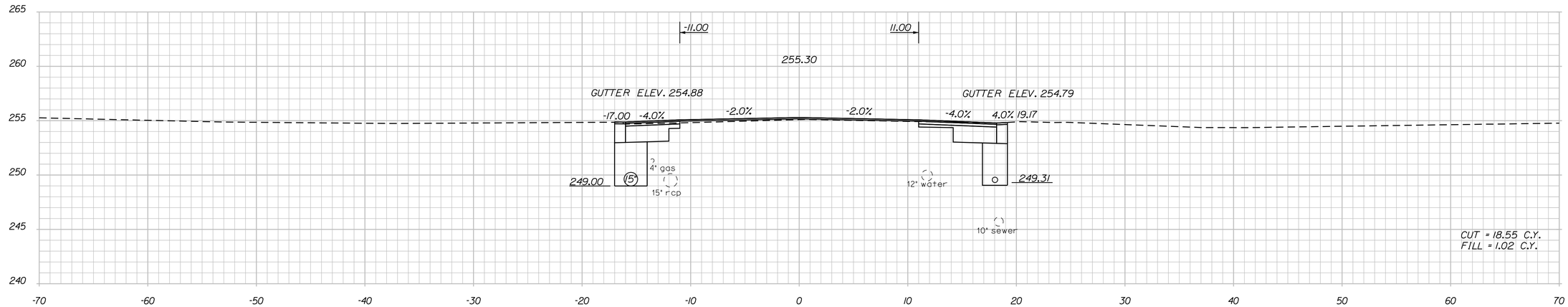
CROSS SECTIONS

SHEET NUMBER

37

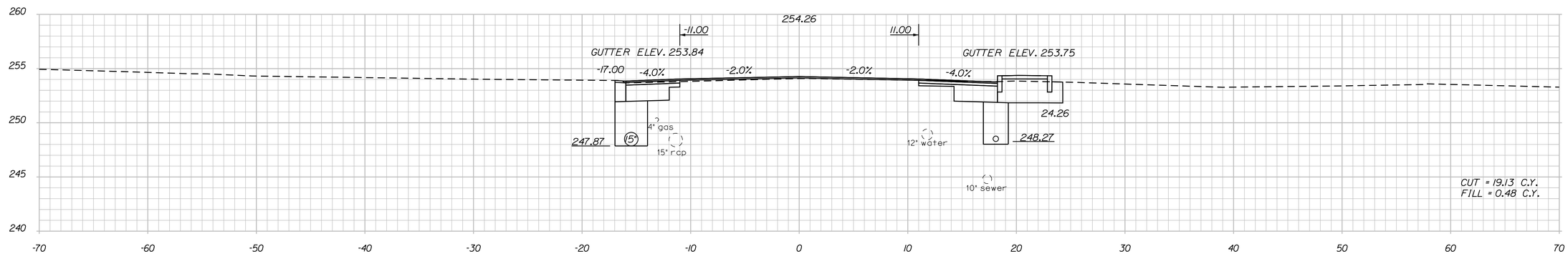
OF 59

Filename: ...\17316\00\HIGHWAY\MSTA\xs.dgn Division: HIGHWAY Username: common Date:2/20/2014

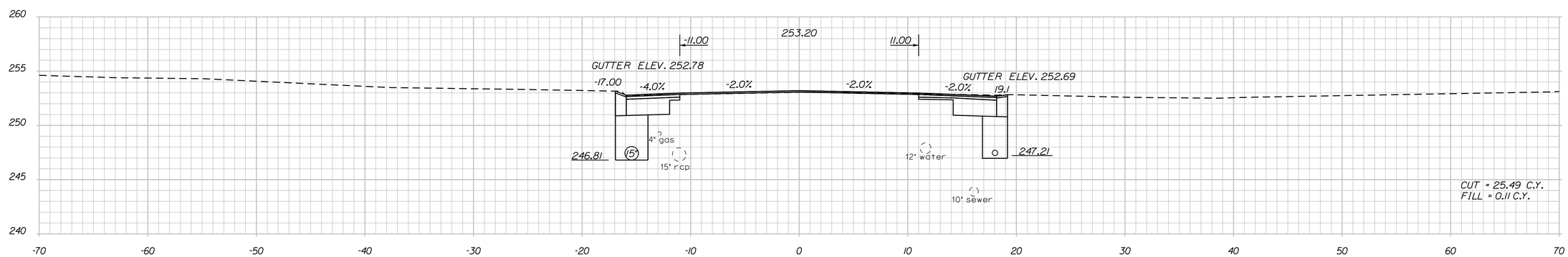



25+20.00

STA. 25+53. 16.0' RT. TO
STA. 28+00. 16.0' RT.
INSTALL 243' UD TYPE B




25+00.00




24+80.00

NOTE:
1. PROPOSED CURB OFFSET TO MATCH EXISTING CURB OFFSET.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN 17316.00

HIGHWAY PLANS

| | BY | DATE |
|---|---|---|
| PROJ. MANAGER | P.McDONALD | |
| DESIGN-DETAILED | T.LUTHER | 11\15\13 |
| CHECKED-REVIEWED | G.SANTY | 11\15\13 |
| DESIGN2-DETAILED2 | P.ARMATA | 11\15\13 |
| DESIGN3-DETAILED3 | | |
| REVISIONS 1 | | |
| REVISIONS 2 | | |
| REVISIONS 3 | | |
| REVISIONS 4 | | |
| FIELD CHANGES | | |

SIGNATURE

P.E. NUMBER

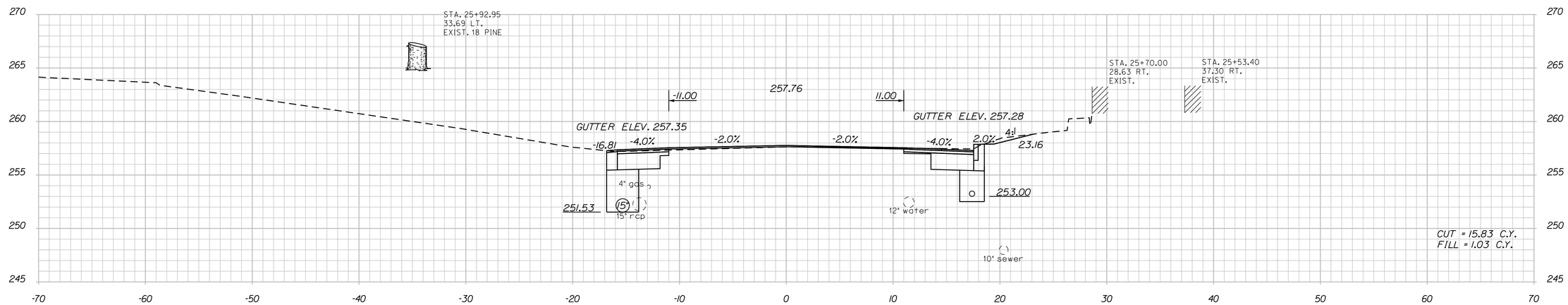
DATE

LEWISTON
ROUTE 202\11\100

CROSS SECTIONS

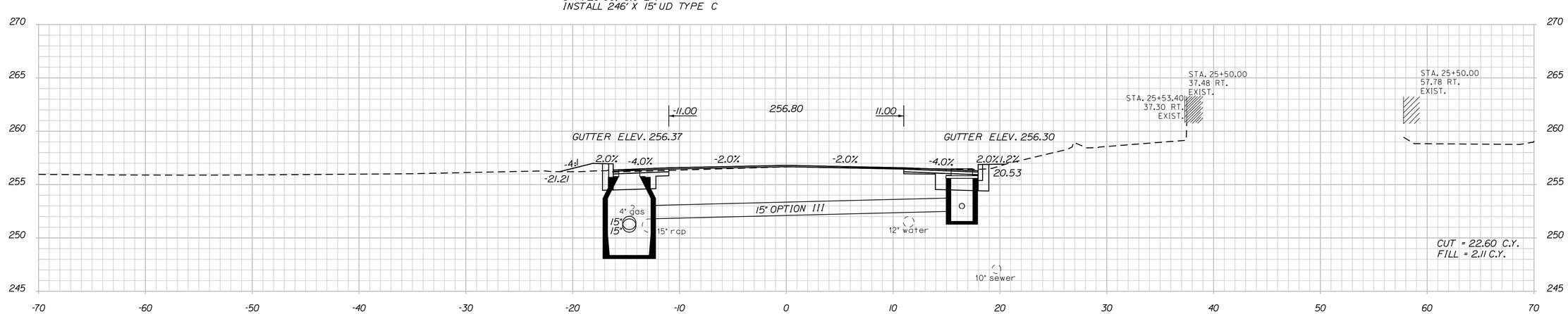
SHEET NUMBER
38
OF 59

Filename: ...\17316\00\HIGHWAY\MSTA\xs.dgn Division: HIGHWAY Username: common Date:2/20/2014




25+70.00

STA. 25+50, 15.0' LT. TO
STA. 28+00, 16.0' LT.
INSTALL 246' X 15" UD TYPE C




STA. 25+50, 15.0' LT.
INSTALL CB TYPE AI-C
RIM = 256.38
INVERT IN = 250.78
INVET IN = 251.90
INVERT OUT = 250.53

25+50.00

STA. 25+50, 15.0' LT. TO
STA. 25+53, 16.0' RT.
INSTALL 28' X 15" OPTION III

STA. 25+53.68, 16.0' RT.
INSTALL CB TYPE F
RIM = 256.30
INVERT IN = 252.80
INVERT OUT = 252.49

NOTE:
1. PROPOSED CURB OFFSET TO MATCH EXISTING CURB OFFSET.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN
17316.00

HIGHWAY PLANS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | P.McDONALD | | |
| DESIGN-DETAILED | T.LUTHER | | 11\15\13 |
| CHECKED-REVIEWED | G.SANTY | | 11\15\13 |
| DESIGN2-DETAILED2 | P.ARMATA | | 11\15\13 |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

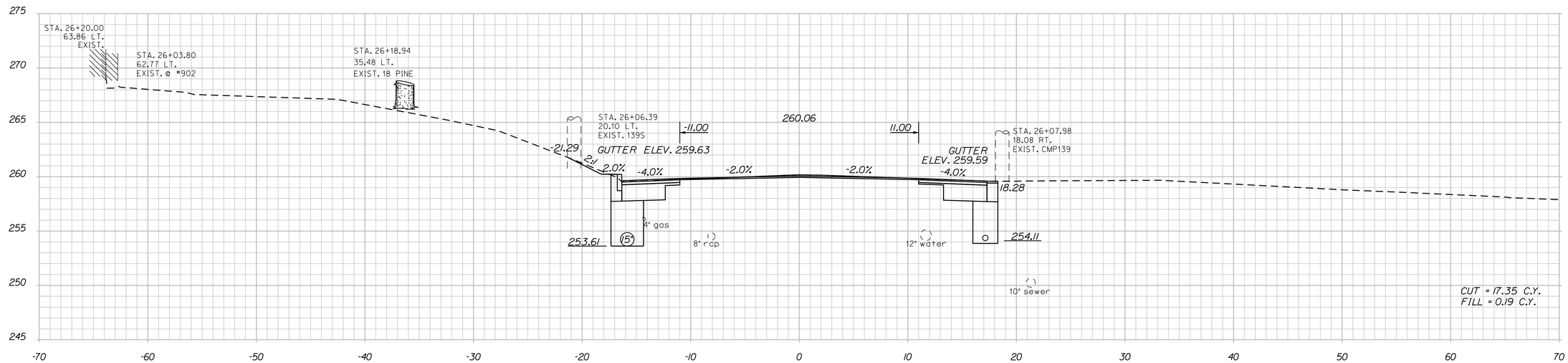
DATE

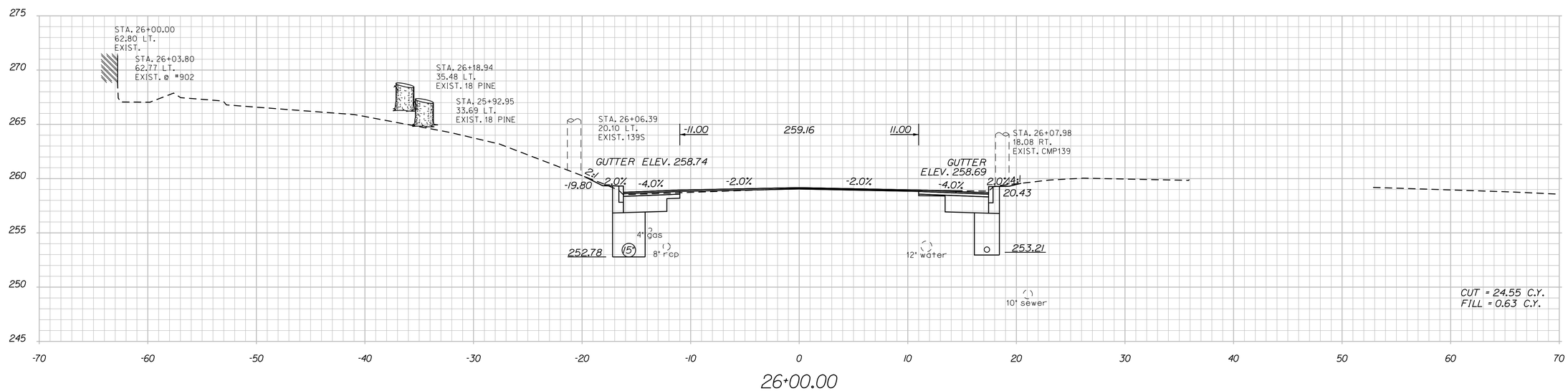
LEWISTON
ROUTE 202\11\100

CROSS SECTIONS

SHEET NUMBER
39
OF 59

Filename: ...\17316\00\HIGHWAY\MSTA\xs.dgn Division: HIGHWAY Username: common Date:2/20/2014




NOTE:
1. PROPOSED CURB OFFSET TO MATCH EXISTING CURB OFFSET.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN
17316.00

HIGHWAY PLANS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | P.McDONALD | | |
| DESIGN-DETAILED | T.LUTHER | | 11\15\13 |
| CHECKED-REVIEWED | G.SANTY | | 11\15\13 |
| DESIGN2-DETAILED2 | P.ARMATA | | 11\15\13 |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

DATE

LEWISTON
ROUTE 202\11\100

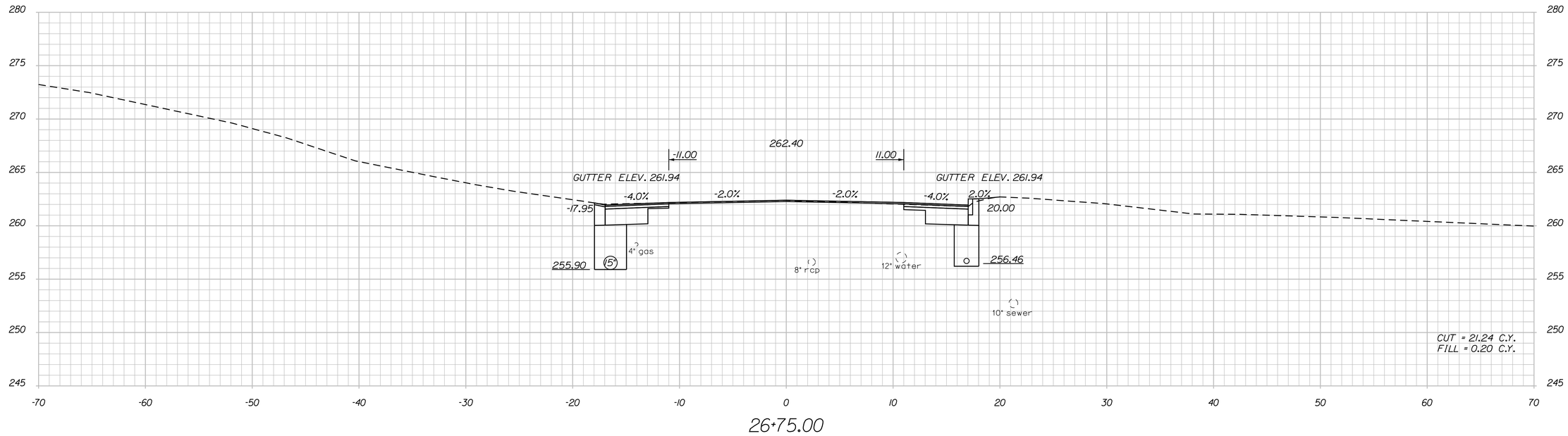
CROSS SECTIONS

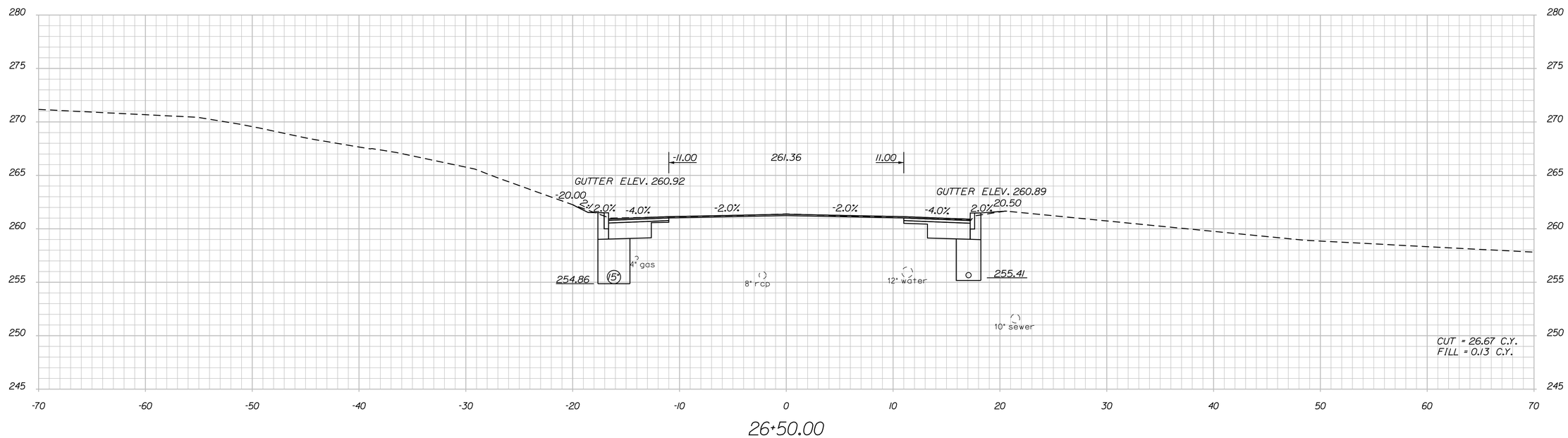
SHEET NUMBER

40

OF 59

Filename: ...\17316\00\HIGHWAY\MSTA\xs.dgn Division: HIGHWAY Username: common Date:2/20/2014




NOTE:
1. PROPOSED CURB OFFSET TO MATCH EXISTING CURB OFFSET.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN
17316.00

HIGHWAY PLANS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | P.McDONALD | | |
| DESIGN-DETAILED | T.LUTHER | | 11\15\13 |
| CHECKED-REVIEWED | G.SANTY | | 11\15\13 |
| DESIGN2-DETAILED2 | P.ARMATA | | 11\15\13 |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

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LEWISTON
ROUTE 202\11\100

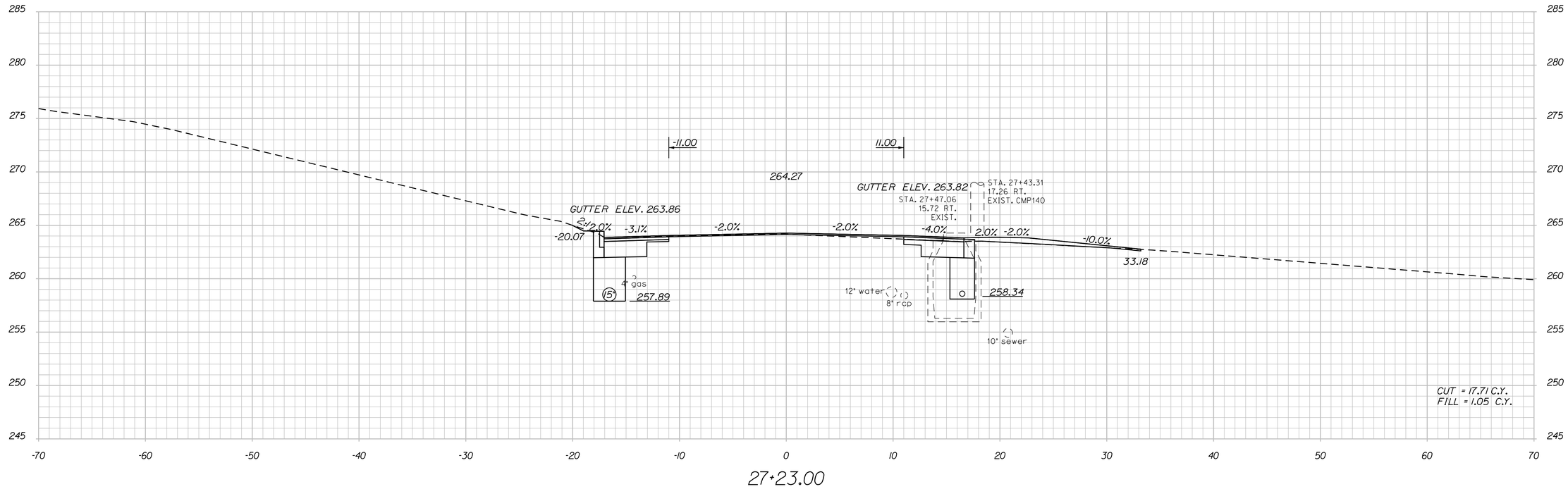
CROSS SECTIONS

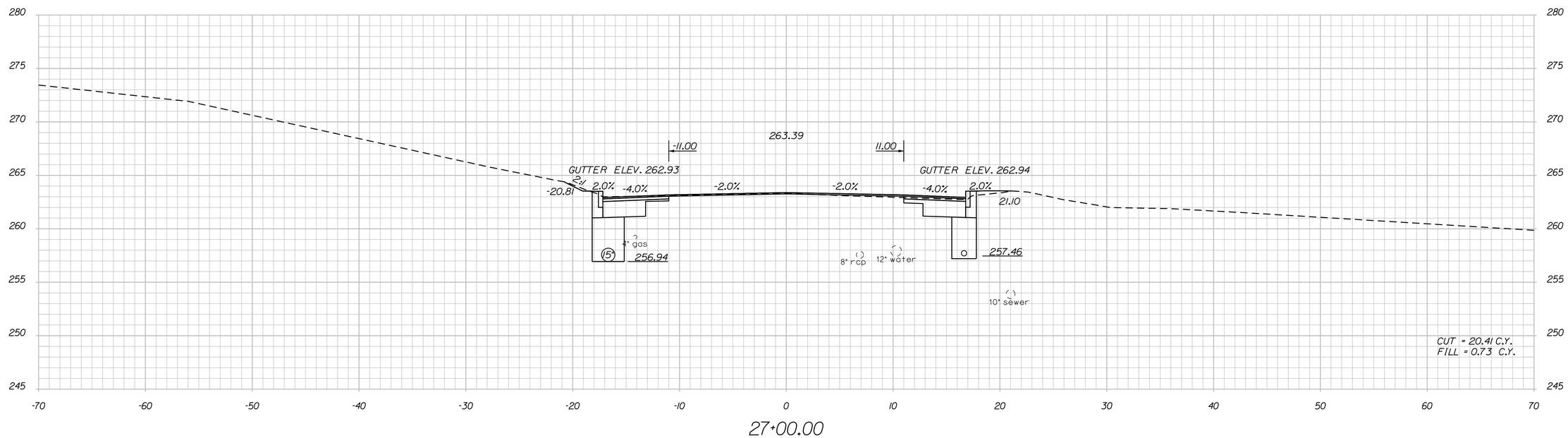
SHEET NUMBER

41

OF 59

Filename: ...\17316\00\HIGHWAY\MSTA\xs.dgn Division: HIGHWAY Username: common Date:2/20/2014




NOTE:
1. PROPOSED CURB OFFSET TO MATCH EXISTING CURB OFFSET.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN 17316.00

HIGHWAY PLANS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | P.McDONALD | | |
| DESIGN-DETAILED | T.LUTHER | | 11\15\13 |
| CHECKED-REVIEWED | G.SANTY | | 11\15\13 |
| DESIGN2-DETAILED2 | P.ARMATA | | 11\15\13 |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

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LEWISTON
ROUTE 202\11\100

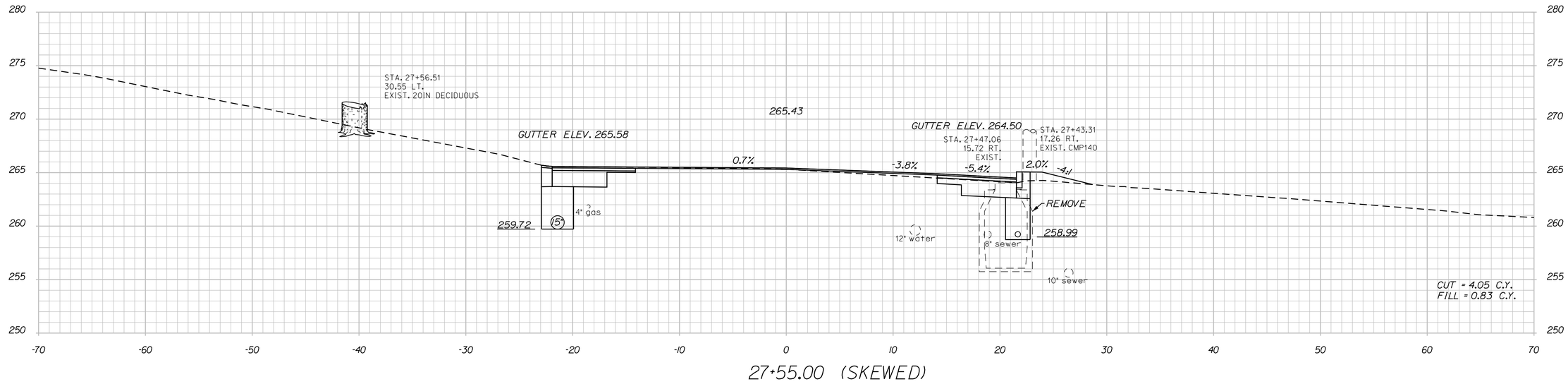
CROSS SECTIONS

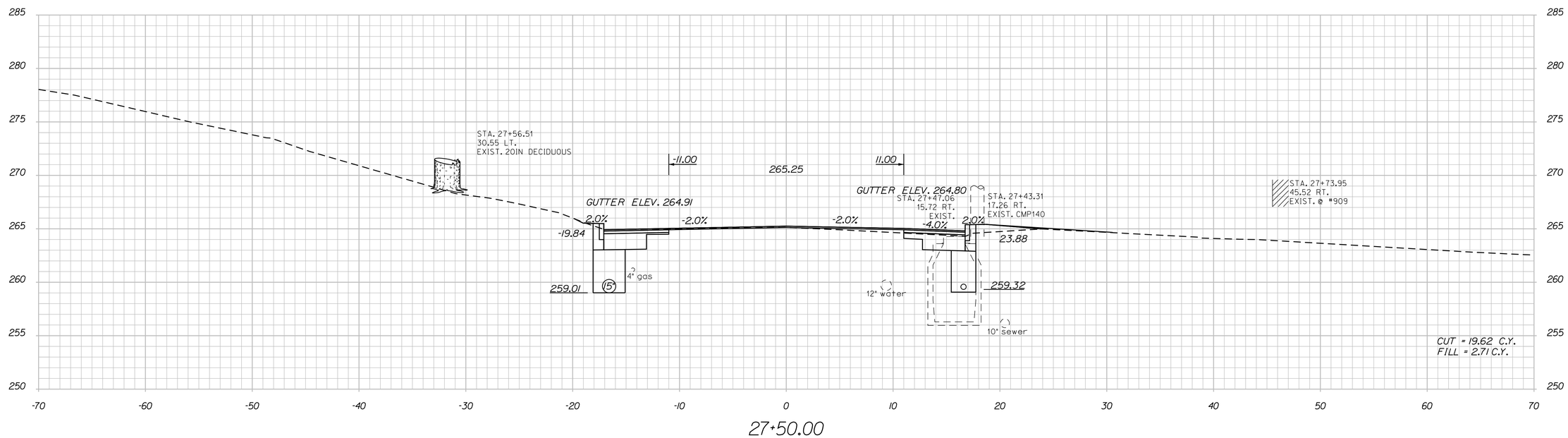
SHEET NUMBER

42

OF 59

Filename: ...\17316\00\HIGHWAY\MSTA\xs.dgn Division: HIGHWAY Username: common Date:2/20/2014




NOTE:
1. PROPOSED CURB OFFSET TO MATCH EXISTING CURB OFFSET.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN 17316.00

HIGHWAY PLANS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | P.MCDONALD | | |
| DESIGN-DETAILED | T.LUTHER | | 11\15\13 |
| CHECKED-REVIEWED | G.SANTY | | 11\15\13 |
| DESIGN2-DETAILED2 | P.ARMATA | | 11\15\13 |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

DATE

LEWISTON
ROUTE 202\11\100

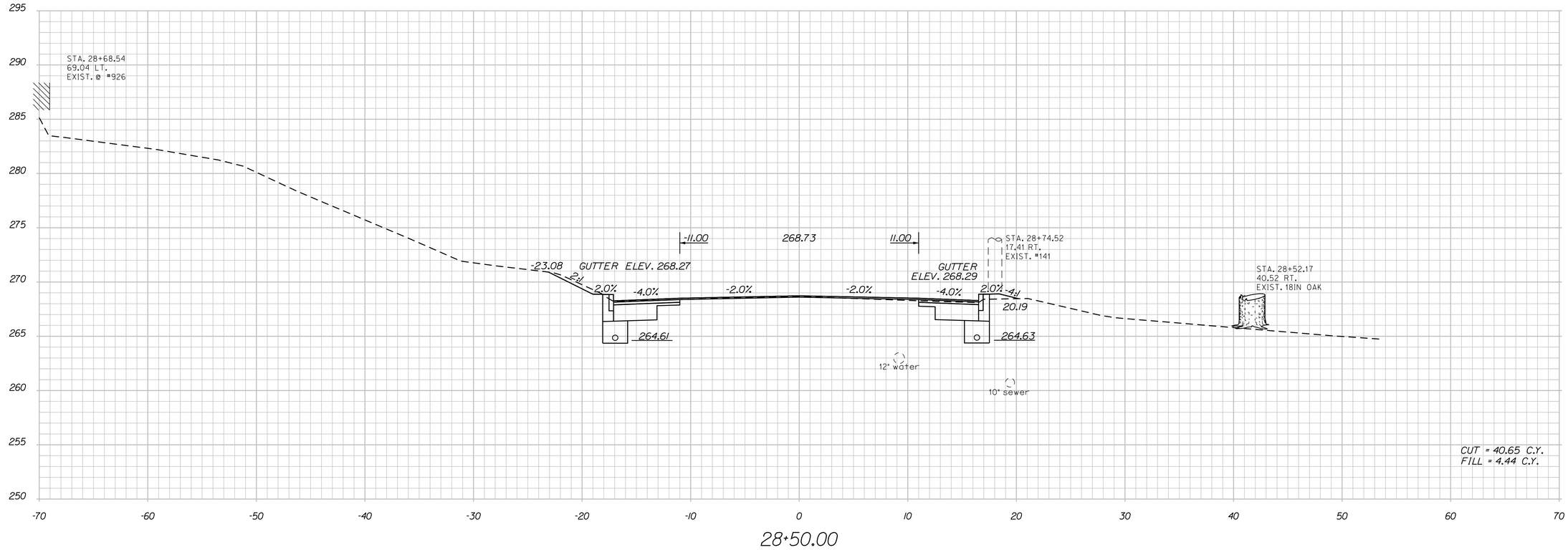
CROSS SECTIONS

SHEET NUMBER

43

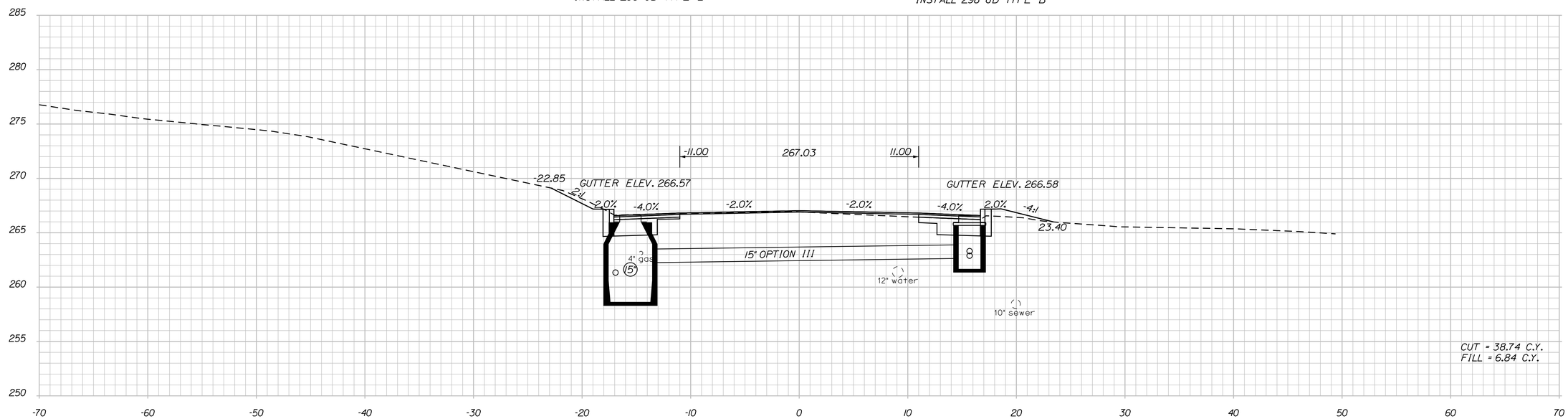
OF 59

Filename: ...\17316\00\HIGHWAY\MSTA\xs.dgn Division: HIGHWAY Username: common Date:2/20/2014




STA. 28+00. 16.0' LT. TO
STA. 31+00. 16.0' LT.
INSTALL 298' UD TYPE B

STA. 28+00. 16.0' RT. TO
STA. 31+00. 16.0' RT.
INSTALL 298' UD TYPE B




STA. 28+00.00. 16.0' LT.
INSTALL CB TYPE A1-C
RIM = 266.62
INVERT IN = 262.25
INVERT OUT = 261.00

STA. 28+00.00. 16.0' RT.
INSTALL CB TYPE F
RIM = 266.58
INVERT IN = 263.00
INVERT OUT = 262.64

STA. 28+00. 16.0' LT. TO
STA. 28+00. 16.0' RT.
INSTALL 28' X 15' OPTION III

NOTE:
1. PROPOSED CURB OFFSET TO MATCH EXISTING CURB OFFSET.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN
17316.00

HIGHWAY PLANS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | P.McDONALD | | |
| DESIGN-DETAILED | T.LUTHER | | 11\15\13 |
| CHECKED-REVIEWED | G.SANTY | | 11\15\13 |
| DESIGN2-DETAILED2 | P.ARMATA | | 11\15\13 |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

DATE

LEWISTON
ROUTE 202\11\100

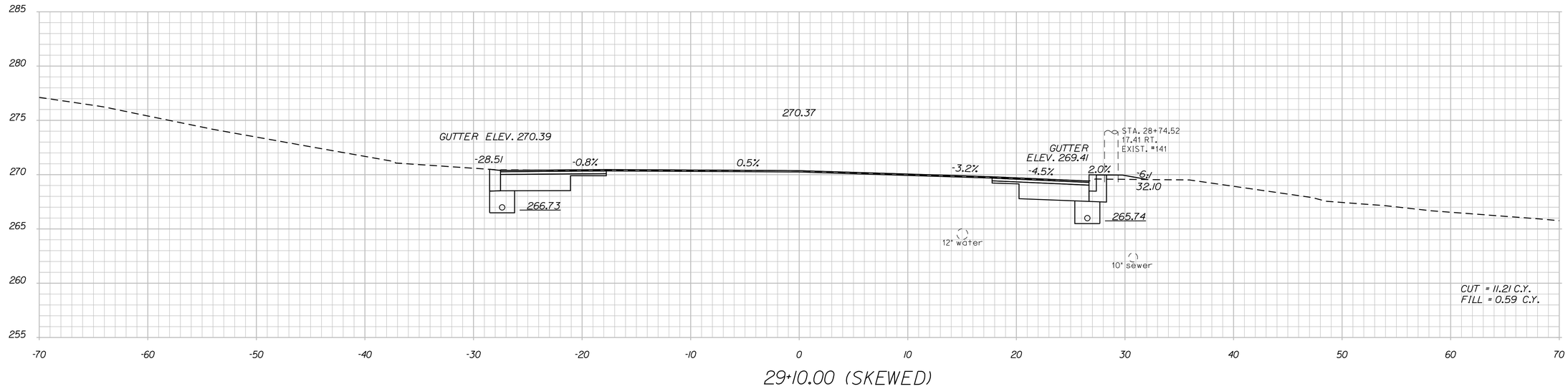
CROSS SECTIONS

SHEET NUMBER

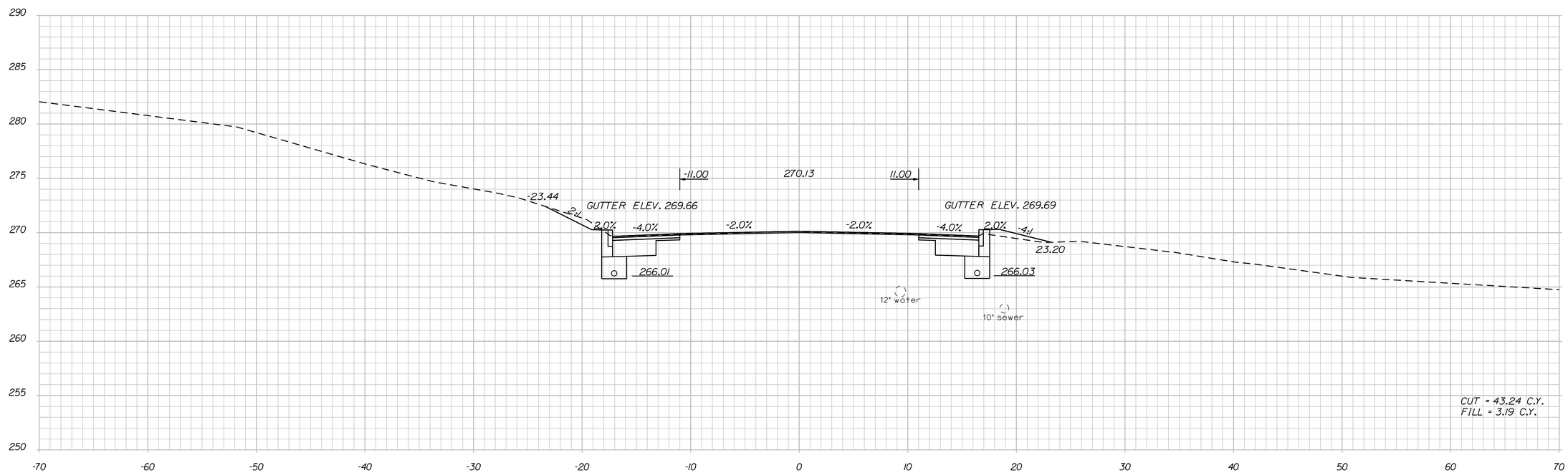
44

OF 59

Filename: ...\17316\00\HIGHWAY\MSTA\xs.dgn Division: HIGHWAY Username: common Date:2/20/2014




29+10.00 (SKEWED)




29+00.00

NOTE:
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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN
17316.00

HIGHWAY PLANS

| | | | |
|---|---|---|---|
| PROJ. MANAGER | P.McDONALD | BY | DATE |
| DESIGN-DETAILED | T.LUTHER | | 11\15\13 |
| CHECKED-REVIEWED | G.SANTY | | 11\15\13 |
| DESIGN2-DETAILED2 | P.ARMATA | | 11\15\13 |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

DATE

LEWISTON
ROUTE 202\11\100

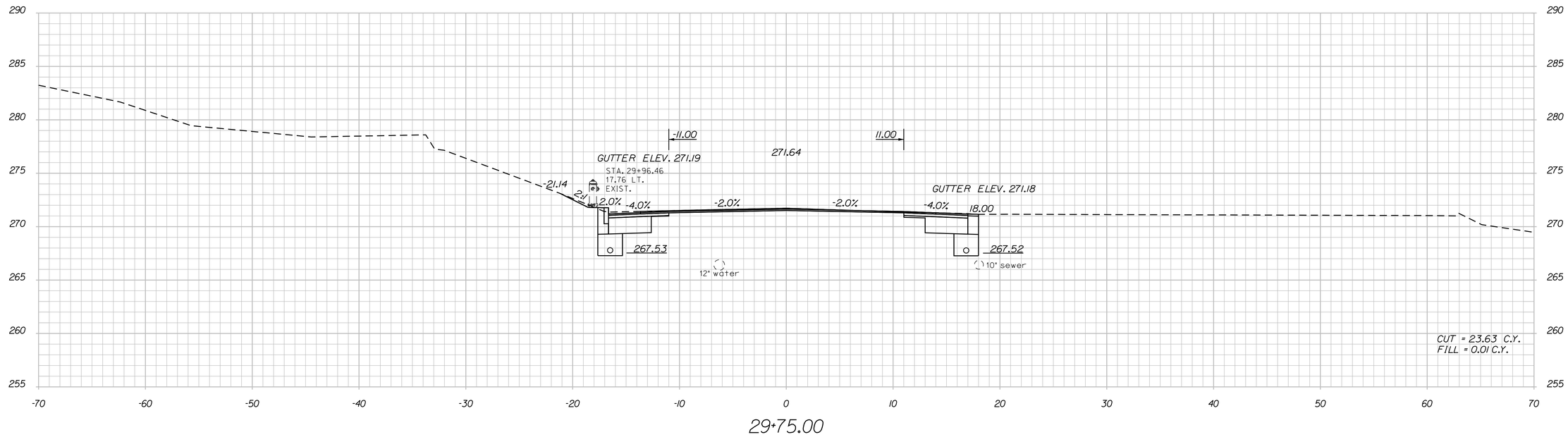
CROSS SECTIONS

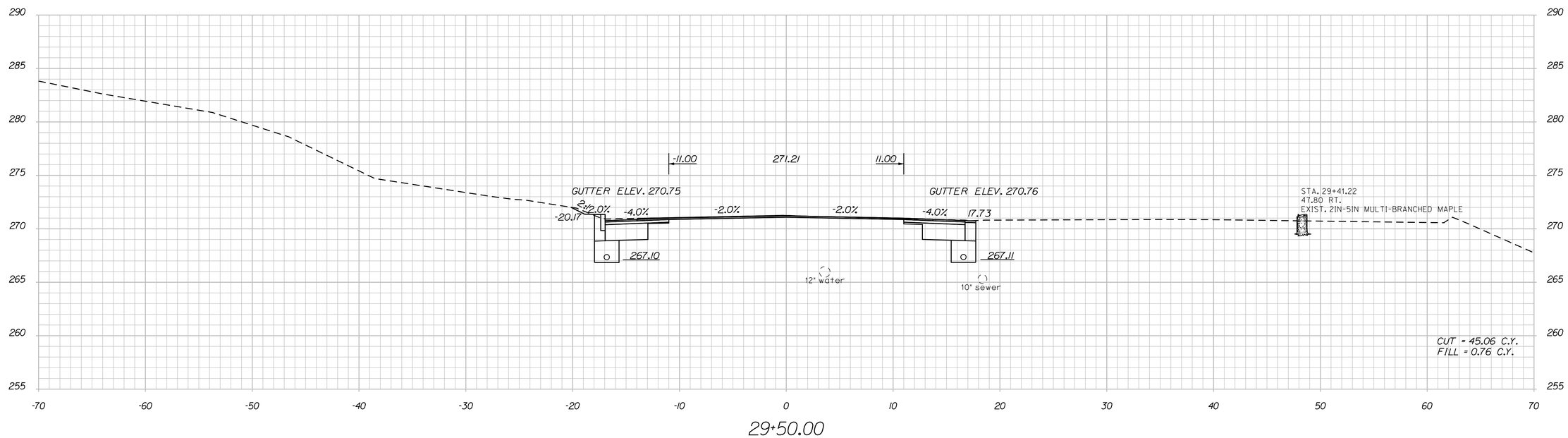
SHEET NUMBER

45

OF 59

Filename: ...\17316\00\HIGHWAY\MSTA\xs.dgn Division: HIGHWAY Username: common Date:2/20/2014




NOTE:
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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN
17316.00

HIGHWAY PLANS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | P.McDONALD | | |
| DESIGN-DETAILED | T.LUTHER | | 11\15\13 |
| CHECKED-REVIEWED | G.SANTY | | 11\15\13 |
| DESIGN2-DETAILED2 | P.ARMATA | | 11\15\13 |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

DATE

LEWISTON
ROUTE 202\11\100

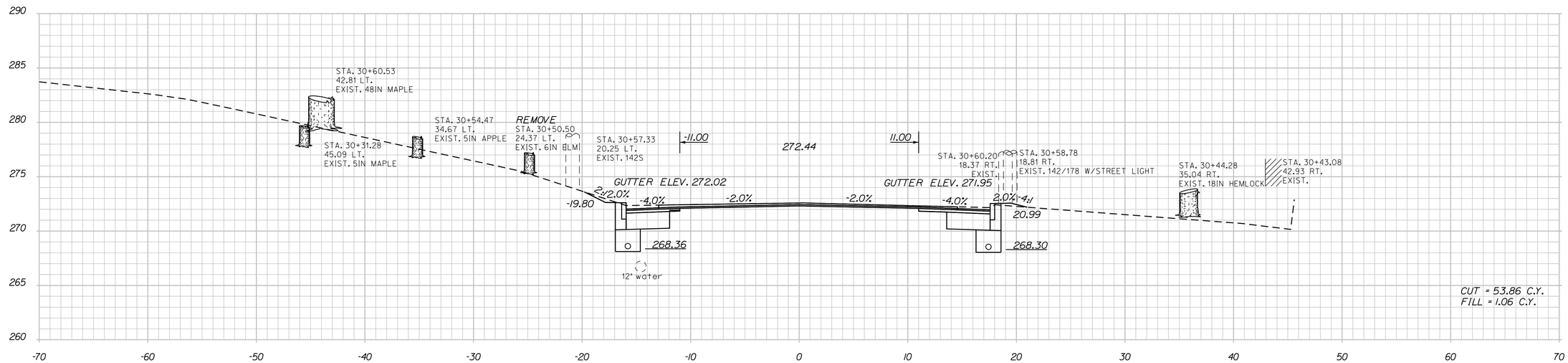
CROSS SECTIONS

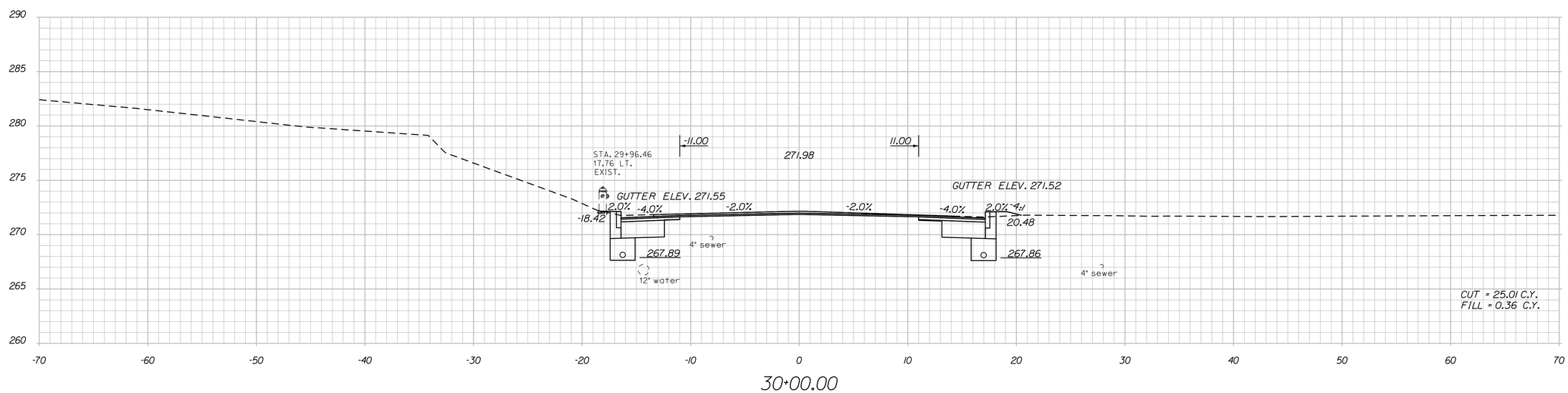
SHEET NUMBER

46

OF 59

Filename: ...\17316\00\HIGHWAY\MSTA\xs.dgn Division: HIGHWAY Username: common Date:2/20/2014




NOTE:
1. PROPOSED CURB OFFSET TO MATCH EXISTING CURB OFFSET.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN
17316.00

HIGHWAY PLANS

| PROJ. MANAGER | P.McDONALD | BY | DATE |
|---|---|---|---|
| DESIGN-DETAILED | T.LUTHER | | 11\15\13 |
| CHECKED-REVIEWED | G.SANTY | | 11\15\13 |
| DESIGN2-DETAILED2 | P.ARMATA | | 11\15\13 |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

DATE

LEWISTON
ROUTE 202\11\100

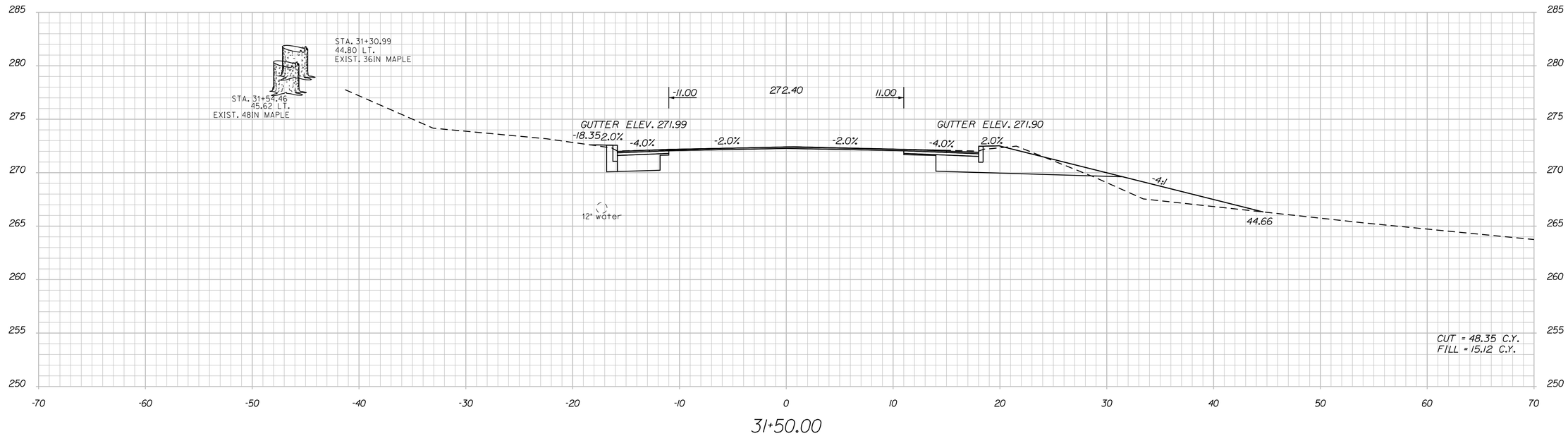
CROSS SECTIONS

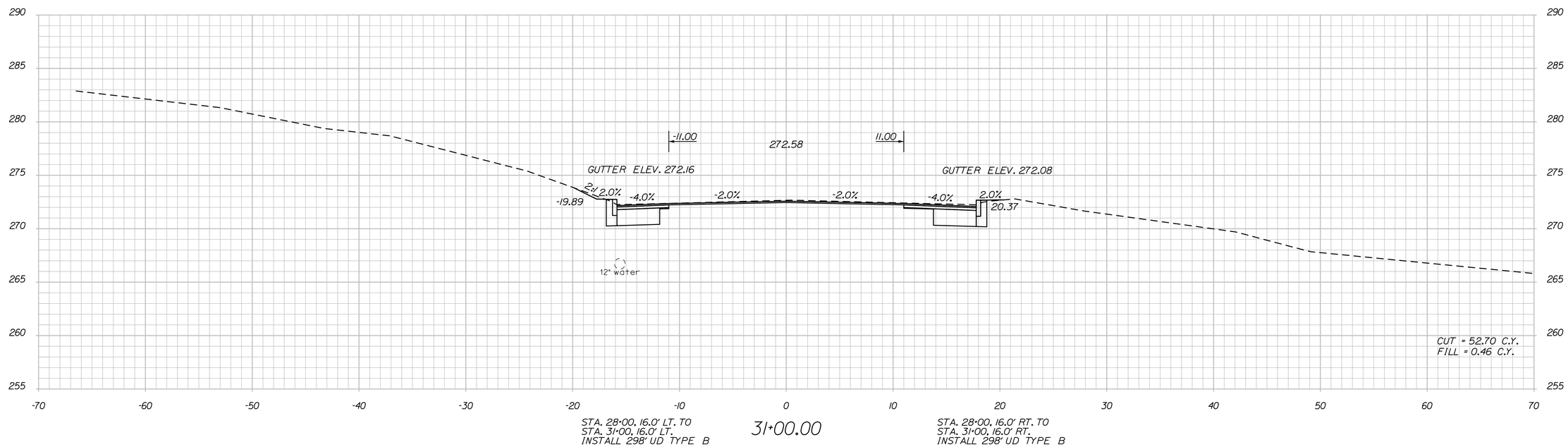
SHEET NUMBER

47

OF 59

Filename: ...\17316\00\HIGHWAY\MSTA\xs.dgn Division: HIGHWAY Username: common Date:2/20/2014




NOTE:
1. PROPOSED CURB OFFSET TO MATCH EXISTING CURB OFFSET.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN
17316.00

HIGHWAY PLANS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | P.McDONALD | | |
| DESIGN-DETAILED | T.LUTHER | | 11\15\13 |
| CHECKED-REVIEWED | G.SANTY | | 11\15\13 |
| DESIGN2-DETAILED2 | P.ARMATA | | 11\15\13 |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
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| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

DATE

LEWISTON
ROUTE 202\11\100

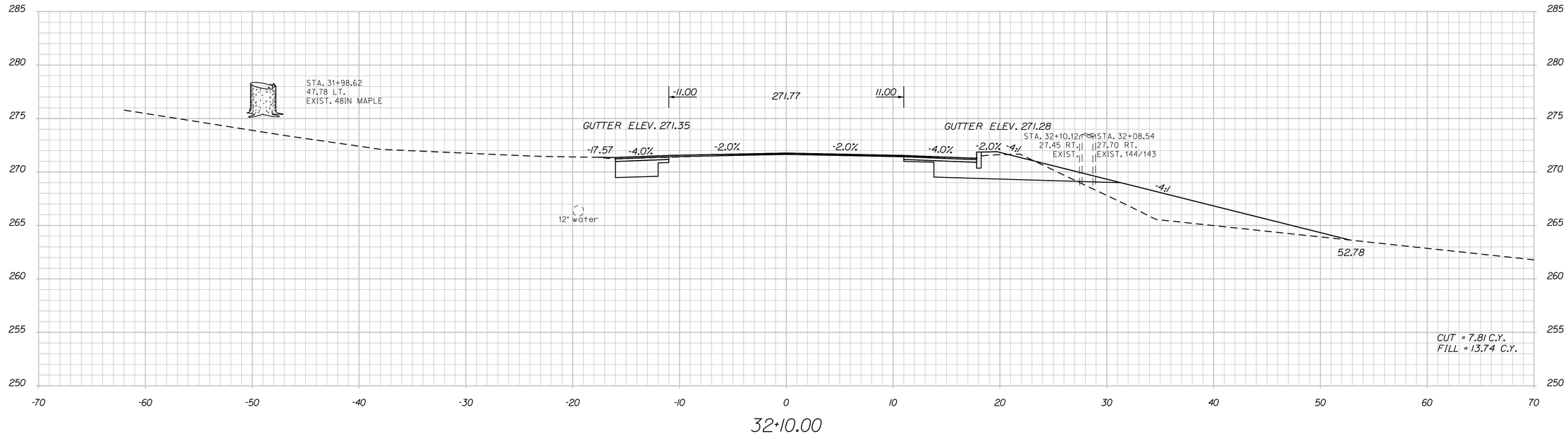
CROSS SECTIONS

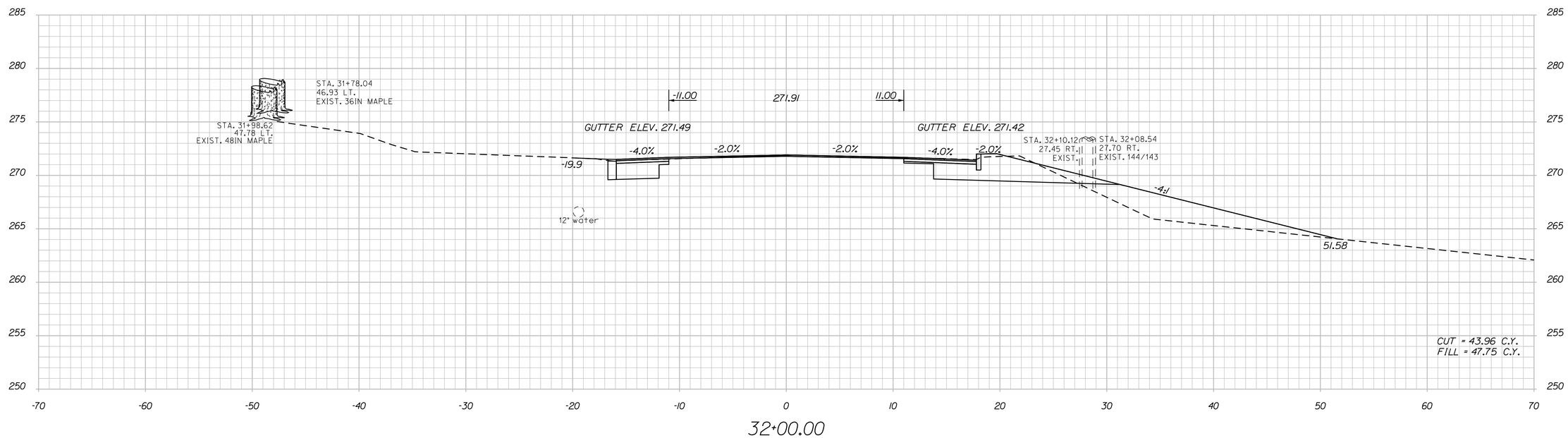
SHEET NUMBER

48

OF 59

Filename: ...\17316\00\HIGHWAY\MSTA\xs.dgn Division: HIGHWAY Username: common Date:2/20/2014




NOTE:
1. PROPOSED CURB OFFSET TO MATCH EXISTING CURB OFFSET.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN 17316.00

HIGHWAY PLANS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | P.McDONALD | | |
| DESIGN-DETAILED | T.LUTHER | | 11\15\13 |
| CHECKED-REVIEWED | G.SANTY | | 11\15\13 |
| DESIGN2-DETAILED2 | P.ARMATA | | 11\15\13 |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

DATE

LEWISTON
ROUTE 202\11\100

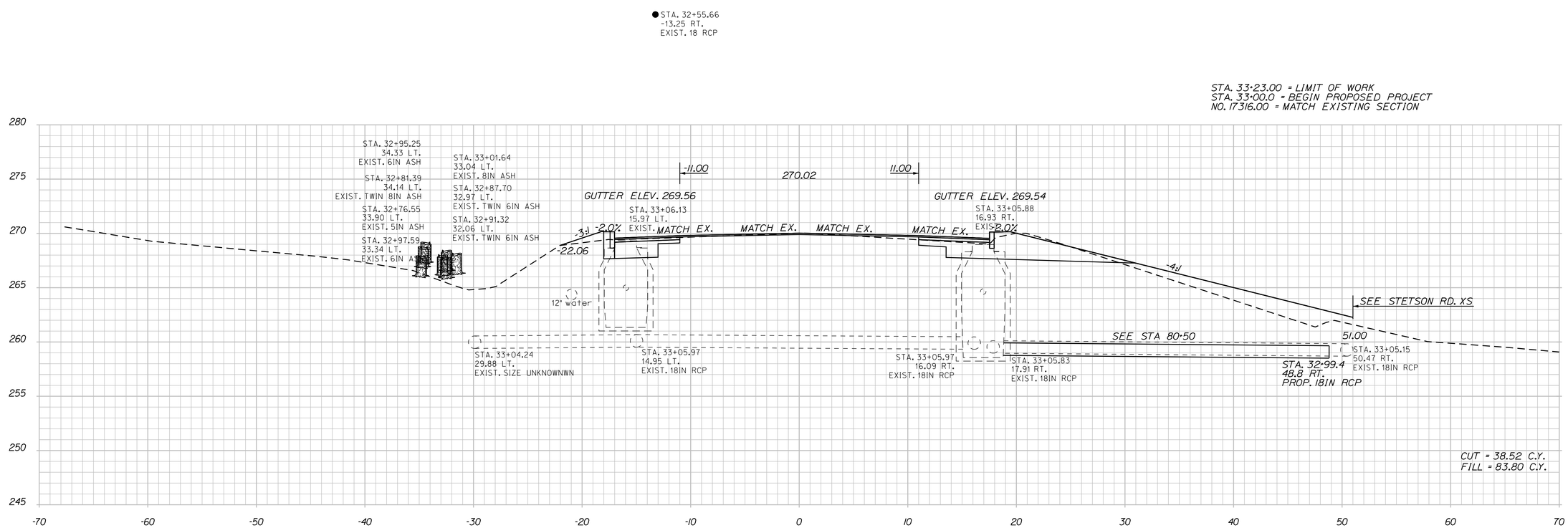
CROSS SECTIONS

SHEET NUMBER

49

OF 59

Filename: ...\17316\00\HIGHWAY\MSTA\xs.dgn Division: HIGHWAY Username: common Date:2/20/2014

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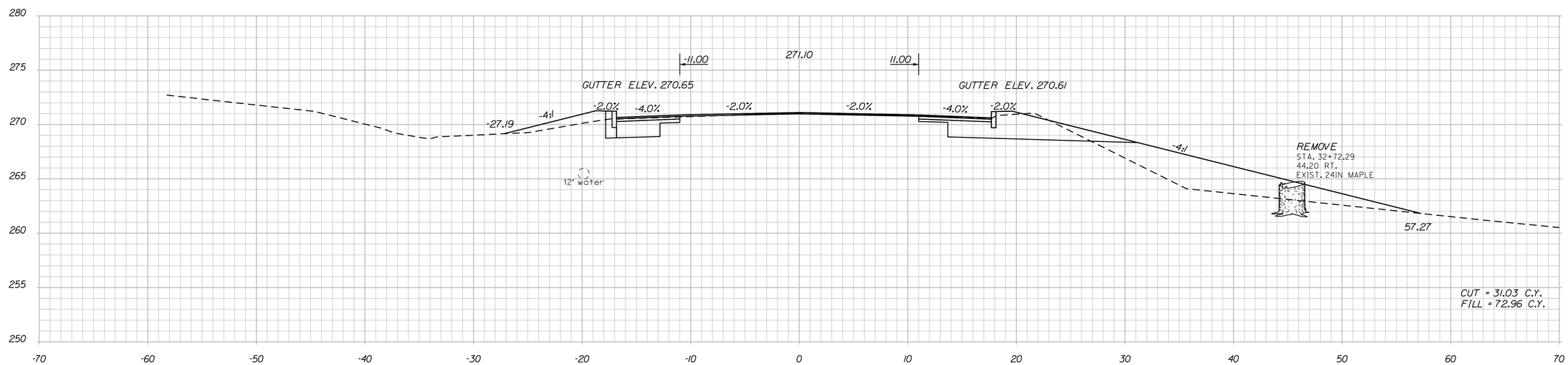


32+50.00

NOTE:
1. PROPOSED CURB OFFSET TO MATCH EXISTING CURB OFFSET.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN 17316.00

HIGHWAY PLANS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | P.McDONALD | | |
| DESIGN-DETAILED | T.LUTHER | | 11\15\13 |
| CHECKED-REVIEWED | G.SANTY | | 11\15\13 |
| DESIGN2-DETAILED2 | P.ARMATA | | 11\15\13 |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
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| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

DATE

LEWISTON
ROUTE 202\11\100

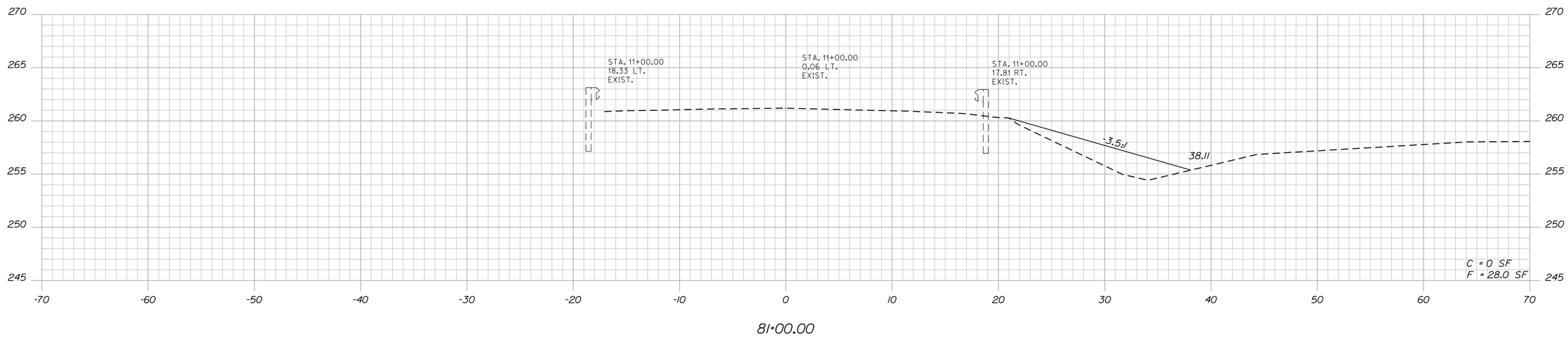
CROSS SECTIONS

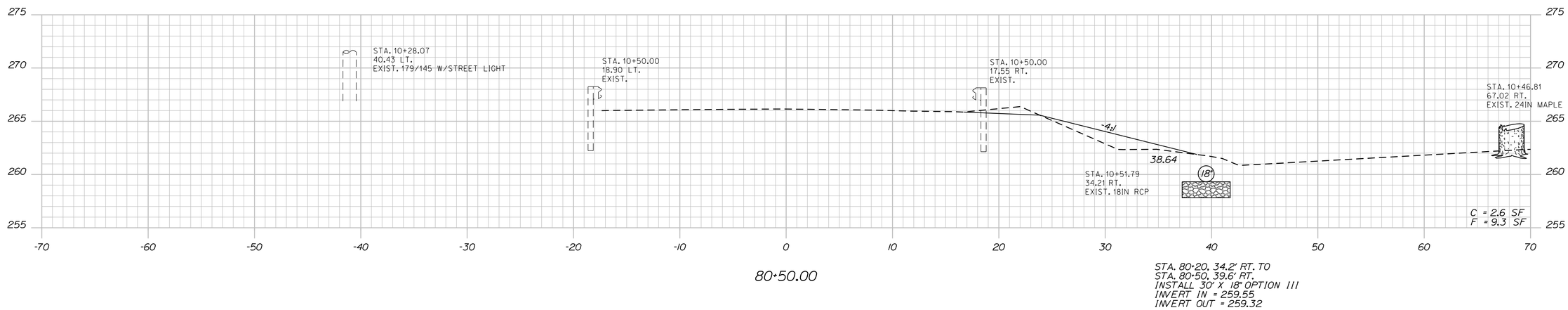
SHEET NUMBER

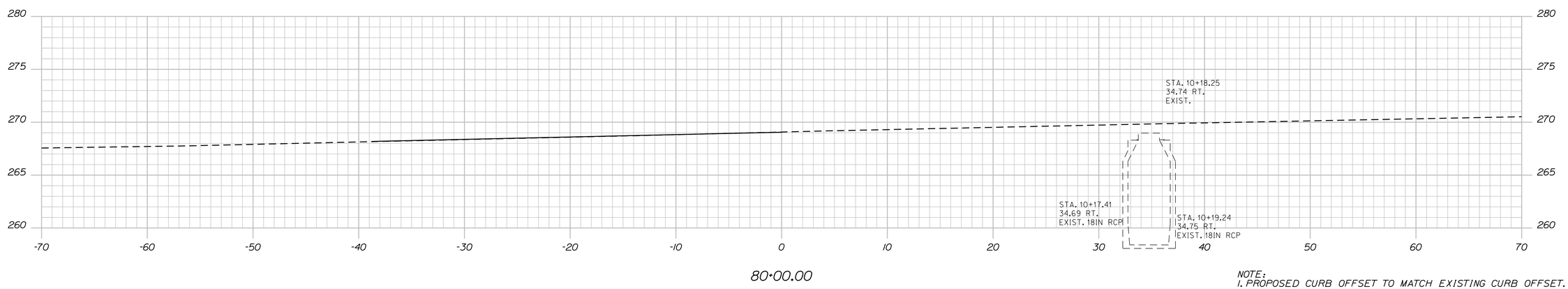
50

OF 59

Filename: ...\17316\00\HIGHWAY\MSTA\xs.dgn Division: HIGHWAY Username: common Date:2/20/2014




NOTE:
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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN
17316.00

HIGHWAY PLANS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | P.McDONALD | | |
| DESIGN-DETAILED | T.LUTHER | | TN/5/13 |
| CHECKED-REVIEWED | G.SANTY | | TN/5/13 |
| DESIGN2-DETAILED2 | P.ARMATA | | TN/5/13 |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

DATE

LEWISTON
ROUTE 202\11\100

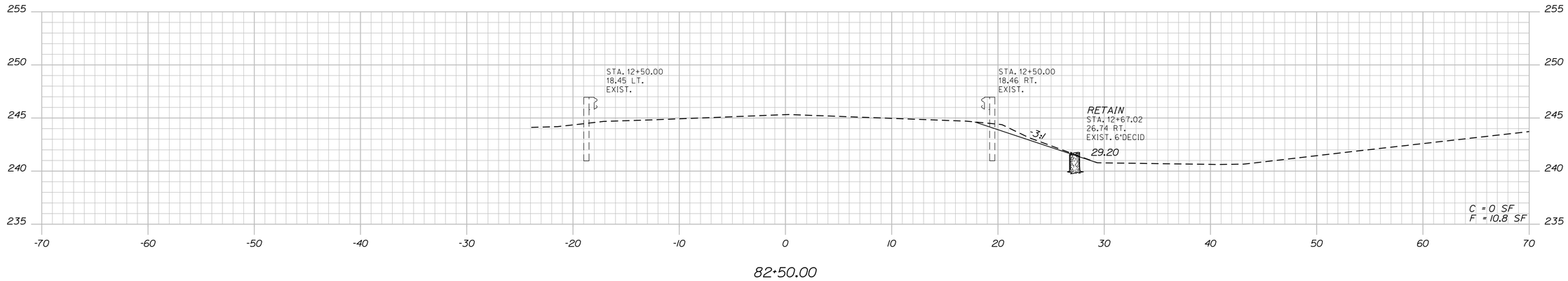
CROSS SECTIONS

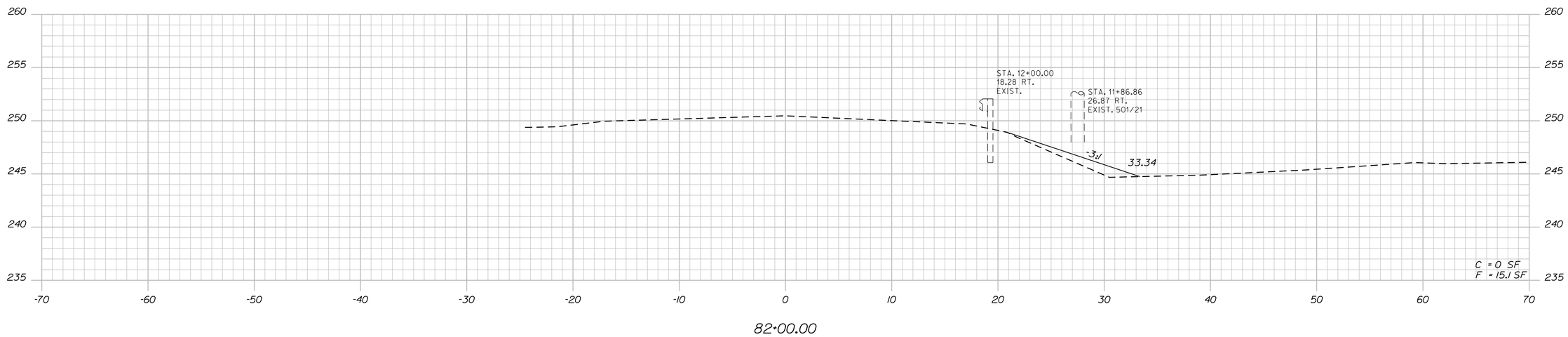
SHEET NUMBER

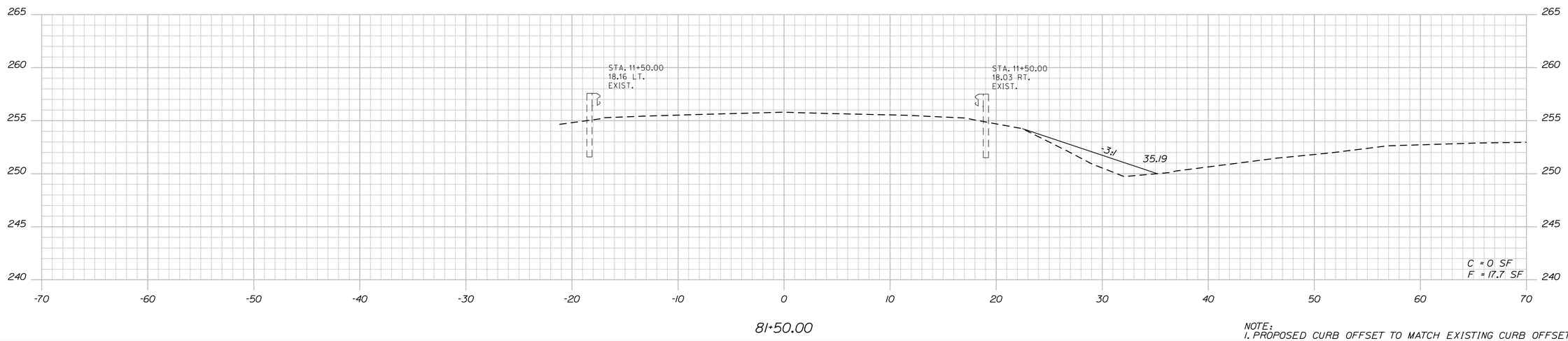
51

OF 59

Filename: ...\17316\00\HIGHWAY\MSTA\xs.dgn Division: HIGHWAY Username: common Date:2/20/2014




NOTE:
1. PROPOSED CURB OFFSET TO MATCH EXISTING CURB OFFSET.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN
17316.00

HIGHWAY PLANS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | P.McDONALD | | |
| DESIGN-DETAILED | T.LUTHER | | 11\15\13 |
| CHECKED-REVIEWED | G.SANTY | | 11\15\13 |
| DESIGN2-DETAILED2 | P.ARMATA | | 11\15\13 |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

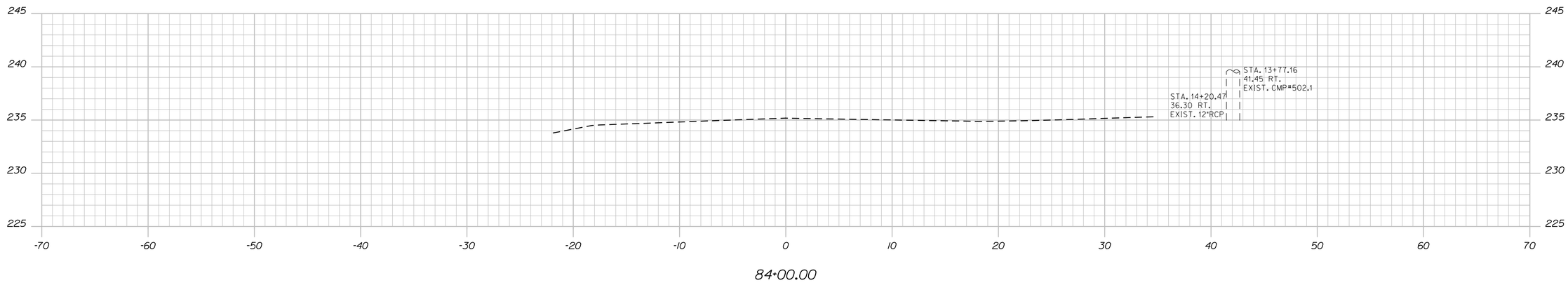
DATE

LEWISTON
ROUTE 202\11\100

CROSS SECTIONS

SHEET NUMBER
52
OF 59

Filename: ...\17316\00\HIGHWAY\MSTA\xs.dgn Division: HIGHWAY Username: common Date:2/20/2014

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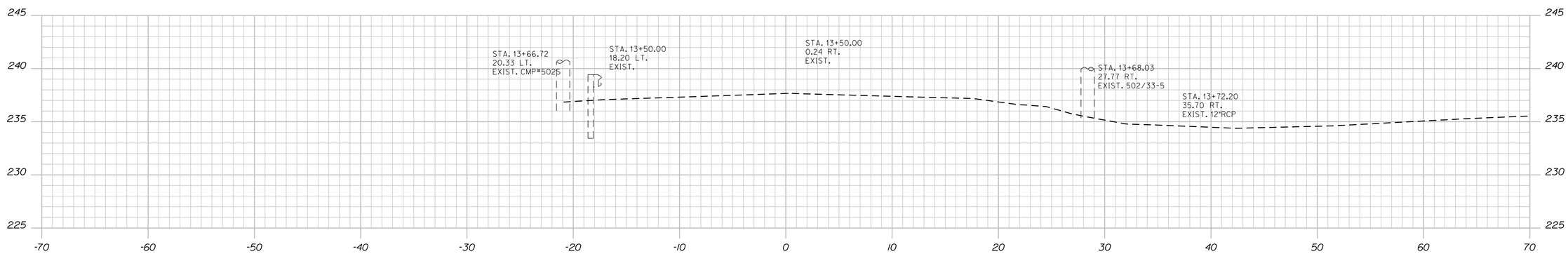
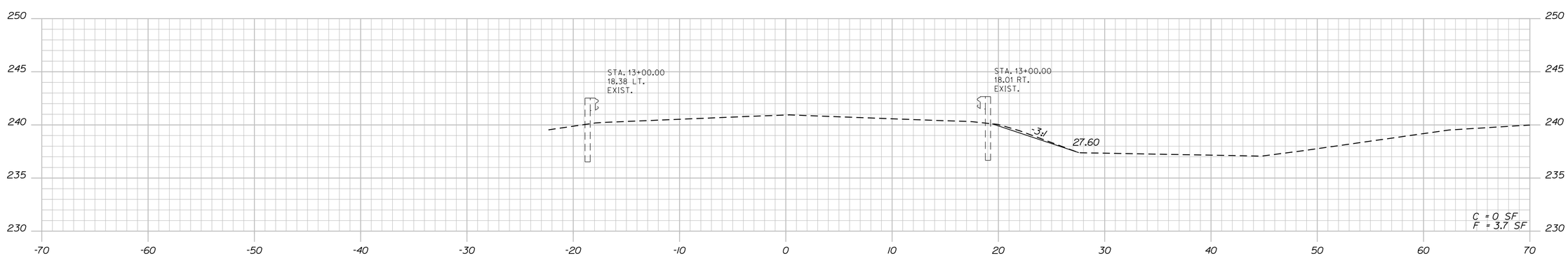



83+50.00




83+00.00

NOTE:
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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN
17316.00

HIGHWAY PLANS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | P.McDONALD | | |
| DESIGN-DETAILED | T.LUTHER | TN/SN/13 | |
| CHECKED-REVIEWED | G.SANTY | TN/SN/13 | |
| DESIGN2-DETAILED2 | P.ARMATA | TN/SN/13 | |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
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| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

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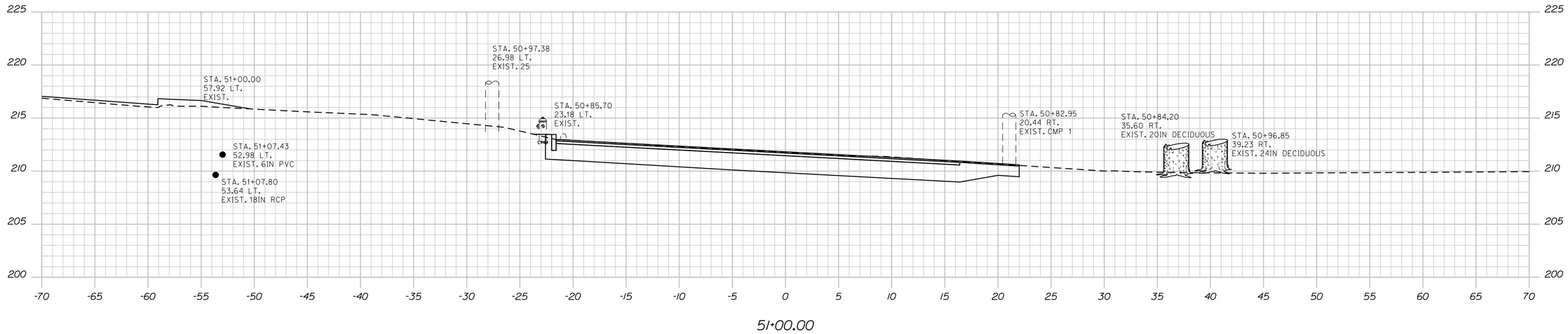
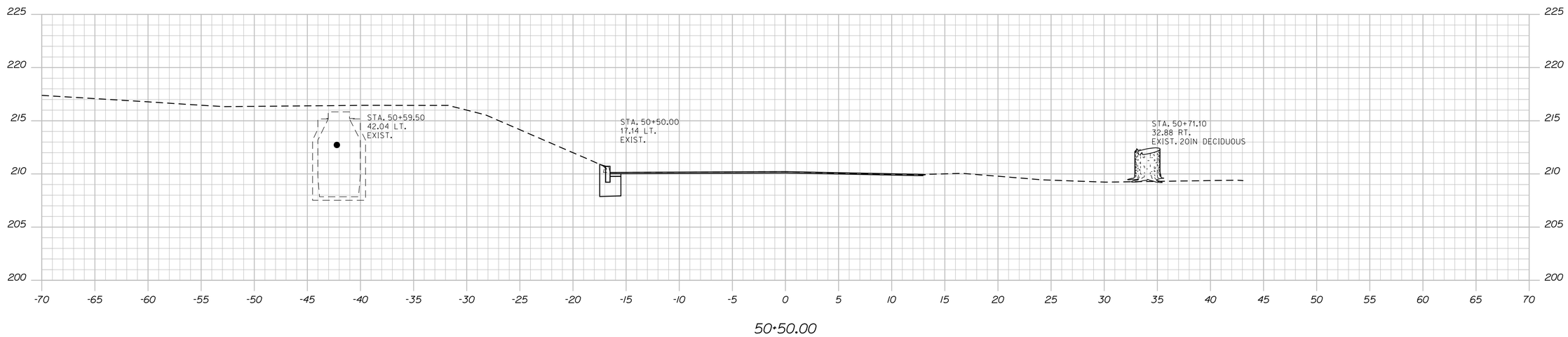
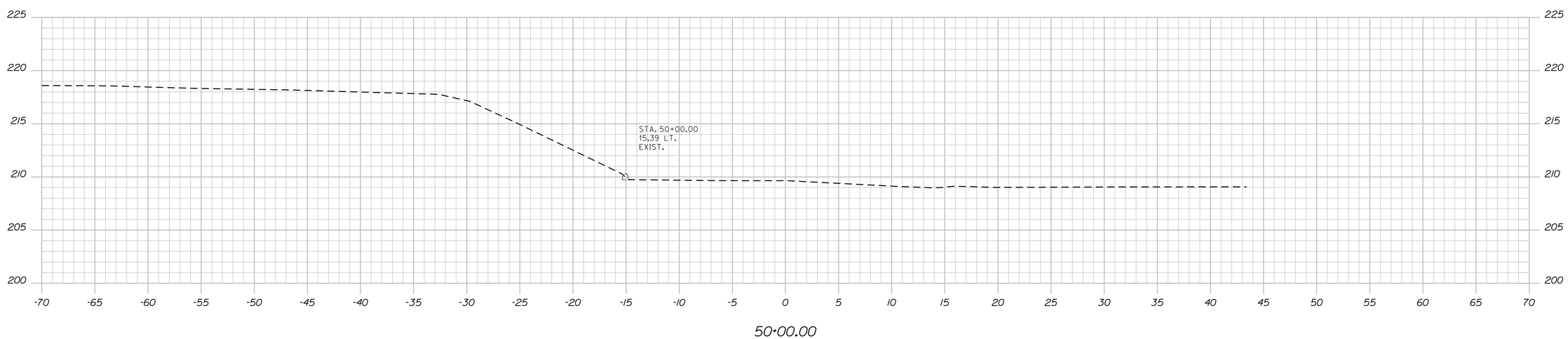
CROSS SECTIONS

SHEET NUMBER
53
OF 59

Filename: ...\17316\00\HIGHWAY\MSTA\xs.dgn Division: HIGHWAY Username: common Date:2/20/2014




STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP 1731(600)X

WIN 17316.00

HIGHWAY PLANS

SIGNATURE

P.E. NUMBER

DATE

| PROJ. MANAGER | P.MCDONALD | BY | DATE |
|---|---|---|---|
| DESIGN-DETAILED | T.LUTHER | | 11\15\13 |
| CHECKED-REVIEWED | G.SANTY | | 11\15\13 |
| DESIGN2-DETAILED2 | P.ARMATA | | 11\15\13 |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

LEWISTON
ROUTE 202\11\100

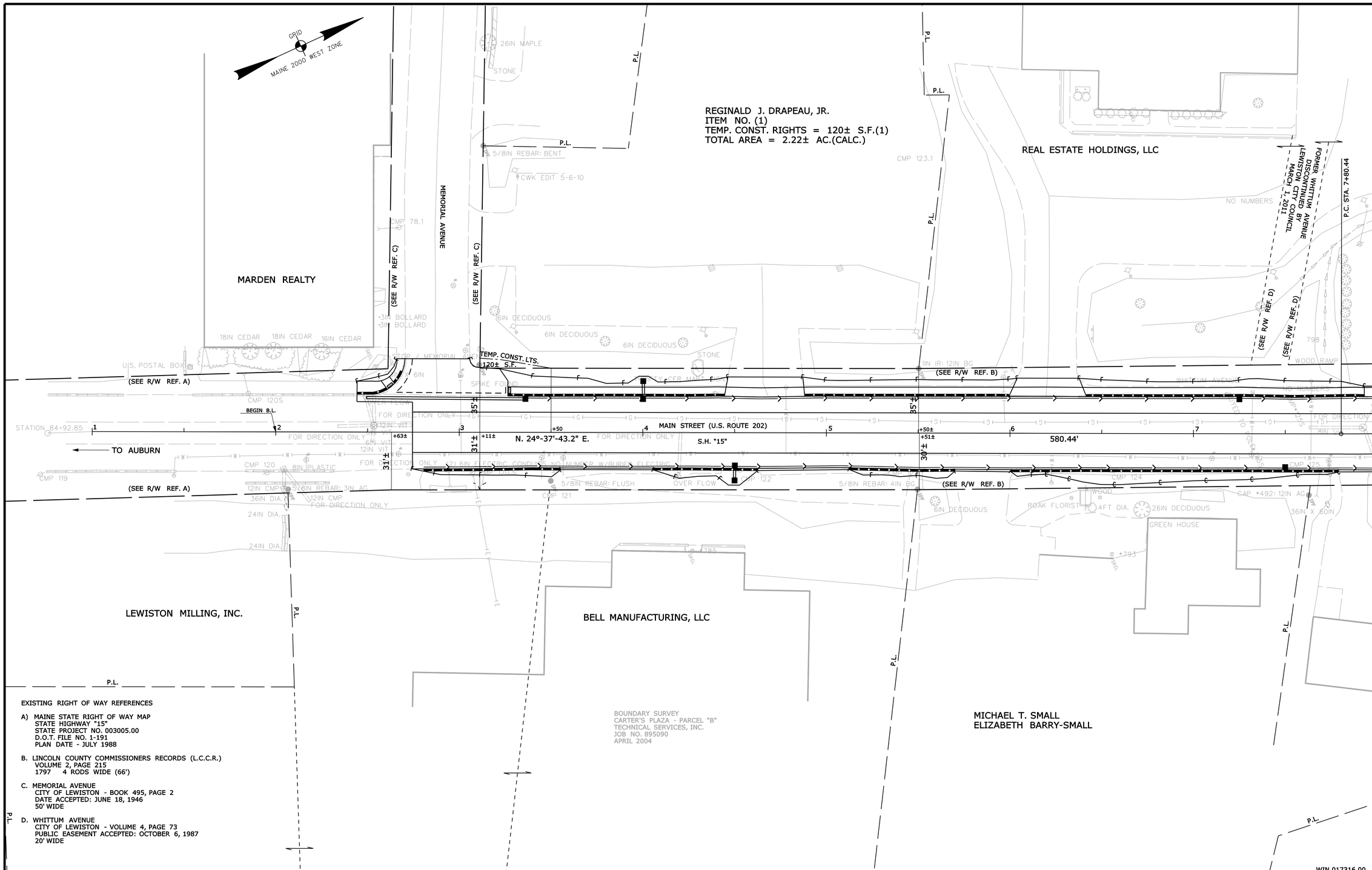
CROSS SECTIONS

SHEET NUMBER

54

OF 59

Filename: ...\17316\00\HIGHWAY\MSTA\xs.dgn Division: HIGHWAY Username: common Date:2/20/2014




EXISTING RIGHT OF WAY REFERENCES

A) MAINE STATE RIGHT OF WAY MAP
STATE HIGHWAY "15"
STATE PROJECT NO. 003005.00
D.O.T. FILE NO. 1-191
PLAN DATE - JULY 1988

B. LINCOLN COUNTY COMMISSIONERS RECORDS (L.C.C.R.)
VOLUME 2, PAGE 215
1797 4 RODS WIDE (66')

C. MEMORIAL AVENUE
CITY OF LEWISTON - BOOK 495, PAGE 2
DATE ACCEPTED: JUNE 18, 1946
50' WIDE

D. WHITTUM AVENUE
CITY OF LEWISTON - VOLUME 4, PAGE 73
PUBLIC EASEMENT ACCEPTED: OCTOBER 6, 1987
20' WIDE

THIS PLAN WAS PREPARED IN CONNECTION WITH THE DEPARTMENT'S ACQUISITION OF REAL PROPERTY FOR TRANSPORTATION PURPOSES. IT CANNOT BE USED TO ESTABLISH LEGAL BOUNDARIES BETWEEN ABUTTING PROPERTY OWNERS.

SYMBOLS

- IP or IPF (IRON PIPE or PIN FOUND)
- ST. (SEPTIC TANK)
- (ROW MONUMENT)
- (TRAVERSE POINT)
- WELL
- GROUNDING UNIT LINE
- CONSTRUCTION UNIT LINE
- PROPERTY LINE
- PL
- LIMITS OF "ROW" (RIT To RITION (L.O.W.P.)
- EXISTING RIGHT OF WAY
- NEW RIGHT OF WAY
- NEW ROW WITHIN EXIST. ROW
- CONTROL OF ACCESS
- WATER LINE
- GAS LINE
- ELECTRIC LINE
- TELEPHONE LINE
- SEWER LINE

| ITEM | TECH | CHECKED |
|---|---|---|
| BASE MAP | | |
| EXIST. R/W | N.B.D. | C.W.K. |
| PROP. LINES | N.B.D. | C.W.K. |
| AREAS | T.L.B. | D.S.G. |

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016

LEWISTON
RIGHT OF WAY MAP

**REVISIONS**

| NO. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

| PLAN FILED IN PLAN BOOK | | PAGE | COUNTY RECORD | | |
|---|---|---|---|---|---|
| NO. | GRANTOR | INSTRUMENT | DATE | BOOK | PAGE |
| | | | | | |

DAVID BERNHARDT
COMMISSIONER
JOYCE NOEL TAYLOR
CHIEF ENGINEER

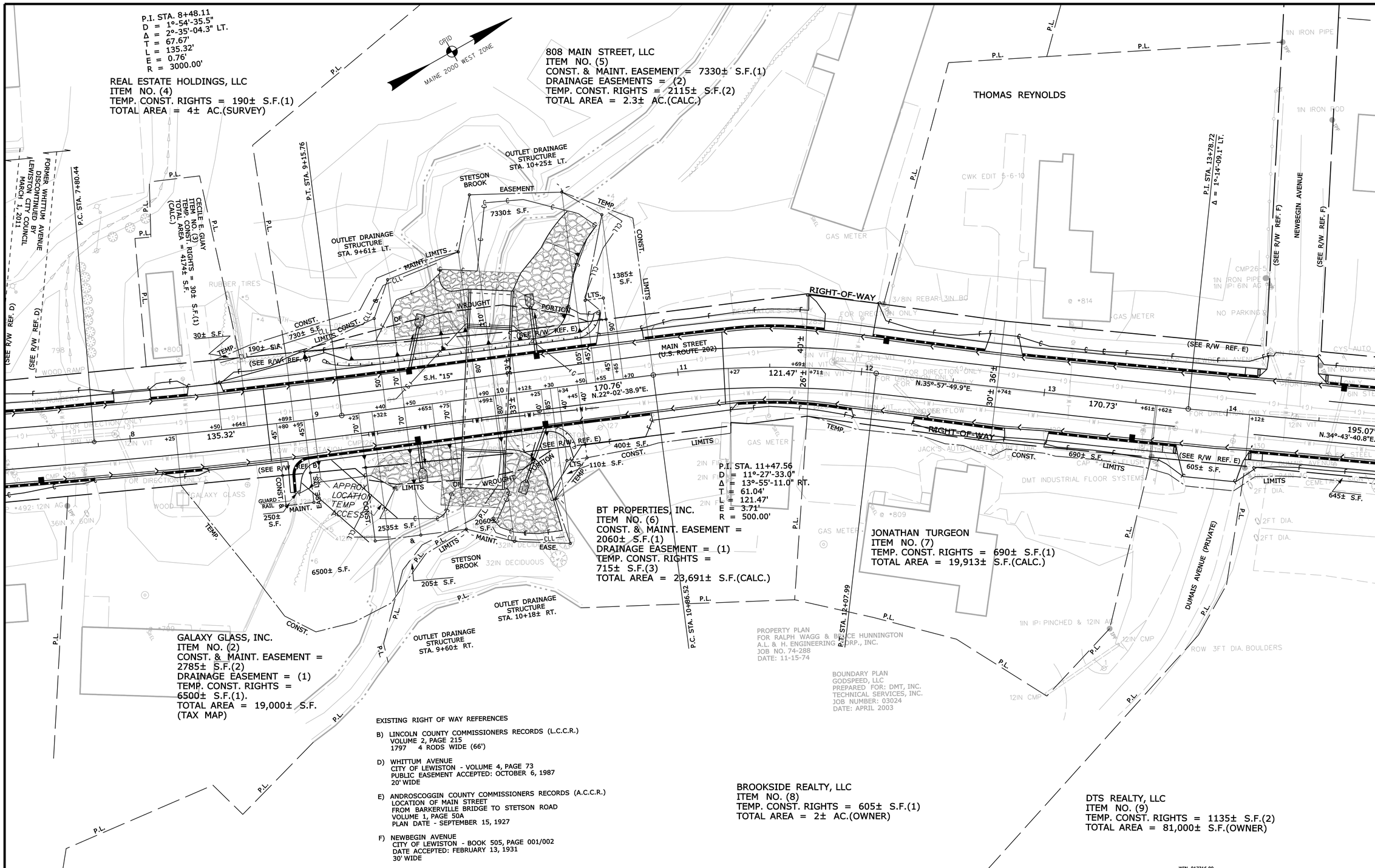
DATE

STATE HIGHWAY "15"
U.S. ROUTE 202/MAIN STREET
LEWISTON ANDROSCOGGIN COUNTY
FEDERAL AID PROJECT NO. STP-1731(600)X

| NOVEMBER 2013 | RIGHT-OF-WAY MAP | D.O.T. FILE NO. 1-316 |
|---|---|---|
| SCALE 1" = 25' | SHEET 1 OF 5 | |

SHEET NUMBER
55
OF 59

Filename: ...\00\row\msta\001_RWPLAN1.dgn Division: HIGHWAY Username: Rhobe.Moulton Date:2/12/2014




EXISTING RIGHT OF WAY REFERENCES

B) LINCOLN COUNTY COMMISSIONERS RECORDS (L.C.C.R.)
VOLUME 2, PAGE 215
1797 4 RODS WIDE (66')

D) WHITTUM AVENUE
CITY OF LEWISTON - VOLUME 4, PAGE 73
PUBLIC EASEMENT ACCEPTED: OCTOBER 6, 1987
20' WIDE

E) ANDROSCOGGIN COUNTY COMMISSIONERS RECORDS (A.C.C.R.)
LOCATION OF MAIN STREET
FROM BARKERVILLE BRIDGE TO STETSON ROAD
VOLUME 1, PAGE 50A
PLAN DATE - SEPTEMBER 15, 1927

F) NEWBEGIN AVENUE
CITY OF LEWISTON - BOOK 505, PAGE 001/002
DATE ACCEPTED: FEBRUARY 13, 1931
30' WIDE

THIS PLAN WAS PREPARED IN CONNECTION WITH THE DEPARTMENT'S ACQUISITION OF REAL PROPERTY FOR TRANSPORTATION PURPOSES. IT CANNOT BE USED TO ESTABLISH LEGAL BOUNDARIES BETWEEN ABUTTING PROPERTY OWNERS.

SYMBOLS
WELL — GRADING LIMIT LINE — CONSTRUCTION LIMIT LINE — PROPERTY LINE — LIMITS OF "RIGHT" PORTION (L.O.W.P.) — EXISTING RIGHT OF WAY — NEW RIGHT OF WAY — NEW ROW WITHIN EXIST. ROW — CONTROL OF ACCESS
IP or PIPE (IRON PIPE or PIN FOUND) — S.T. (SEPTIC TANK) — (ROW MONUMENT) — (TRAVERSE POINT) — WATER LINE — GAS LINE — ELECTRIC LINE — TELEPHONE LINE — SEWER LINE

| ITEM | TECH | CHECKED |
|---|---|---|
| BASE MAP | | |
| EXIST. R/W | N.B.D. | C.W.K. |
| PROP. LINES | N.B.D. | |
| AREAS | T.L.B. | D.S.G. |

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016
LEWISTON
RIGHT OF WAY MAP

| REVISIONS | | | |
|---|---|---|---|
| NO. | DATE | DESCRIPTION | BY |

| PLAN FILED IN PLAN BOOK | | PAGE | COUNTY RECORD | | | |
|---|---|---|---|---|---|---|
| NO. | GRANTOR | INSTRUMENT | DATE | BOOK | PAGE |

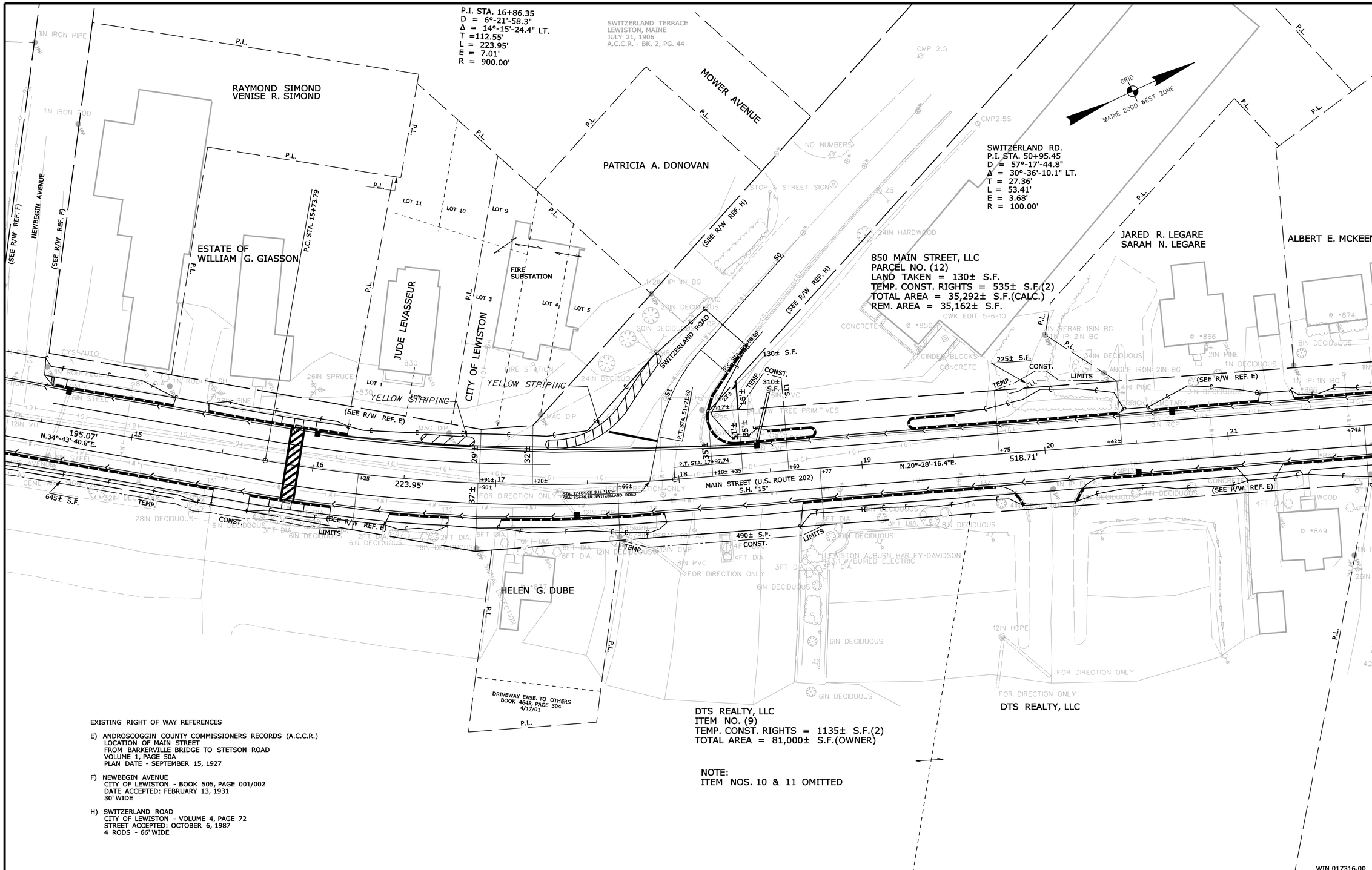
DAVID BERNHARDT
COMMISSIONER
JOYCE NOEL TAYLOR
CHIEF ENGINEER
DATE

STATE HIGHWAY "15"
U.S. ROUTE 202/MAIN STREET
LEWISTON ANDROSCOGGIN COUNTY
FEDERAL AID PROJECT NO. STP-1731(600)X
FEDERAL AID PROJECT NO. STP-1787(400)X

NOVEMBER 2013 | RIGHT-OF-WAY MAP | D.O.T. FILE NO. 1-316
SCALE 1" = 25' | SHEET 2 OF 5

SHEET NUMBER
56
OF 59

Filename: ...\00\row\msta\002_RWPLAN2.dgn Division: HIGHWAY Username: Rhobe.Moulton Date:2/12/2014

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FROM BARKERVILLE BRIDGE TO STETSON ROAD
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PLAN DATE - SEPTEMBER 15, 1927

F) NEWBEGIN AVENUE
CITY OF LEWISTON - BOOK 505, PAGE 001/002
DATE ACCEPTED: FEBRUARY 13, 1931
30' WIDE

H) SWITZERLAND ROAD
CITY OF LEWISTON - VOLUME 4, PAGE 72
STREET ACCEPTED: OCTOBER 6, 1987
4 RODS - 66' WIDE

NOTE:
ITEM NOS. 10 & 11 OMITTED

WIN 017316.00

THIS PLAN WAS PREPARED IN CONNECTION WITH THE DEPARTMENT'S ACQUISITION OF REAL PROPERTY FOR TRANSPORTATION PURPOSES. IT CANNOT BE USED TO ESTABLISH LEGAL BOUNDARIES BETWEEN ABUTTING PROPERTY OWNERS.

SYMBOLS

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- ST. (SEPTIC TANK)
- &RM (TRAVERSE POINT)
- (WELL)
- GRADING LIMIT LINE
- CONSTRUCTION LIMIT LINE
- PROPERTY LINE - P.L.
- LIMITS OF "ROW" RIGHT PORTION (L.O.W.P.)
- EXISTING RIGHT OF WAY
- NEW RIGHT OF WAY
- NEW ROW WITHIN EXIST. ROW
- CONTROL OF ACCESS
- WATER LINE
- GAS LINE
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- TELEPHONE LINE
- SEWER LINE

| ITEM | TECH | CHECKED |
|---|---|---|
| BASE MAP | | |
| EXIST. R/W | N.B.D. | C.W.K. |
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| AREAS | T.L.B. | D.S.G. |

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016

LEWISTON
RIGHT OF WAY MAP

REVISIONS

| NO. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

| PLAN NO. | FILED IN PLAN BOOK GRANTOR | PAGE INSTRUMENT | COUNTY RECORD DATE | BOOK | PAGE |
|---|---|---|---|---|---|
| | | | | | |

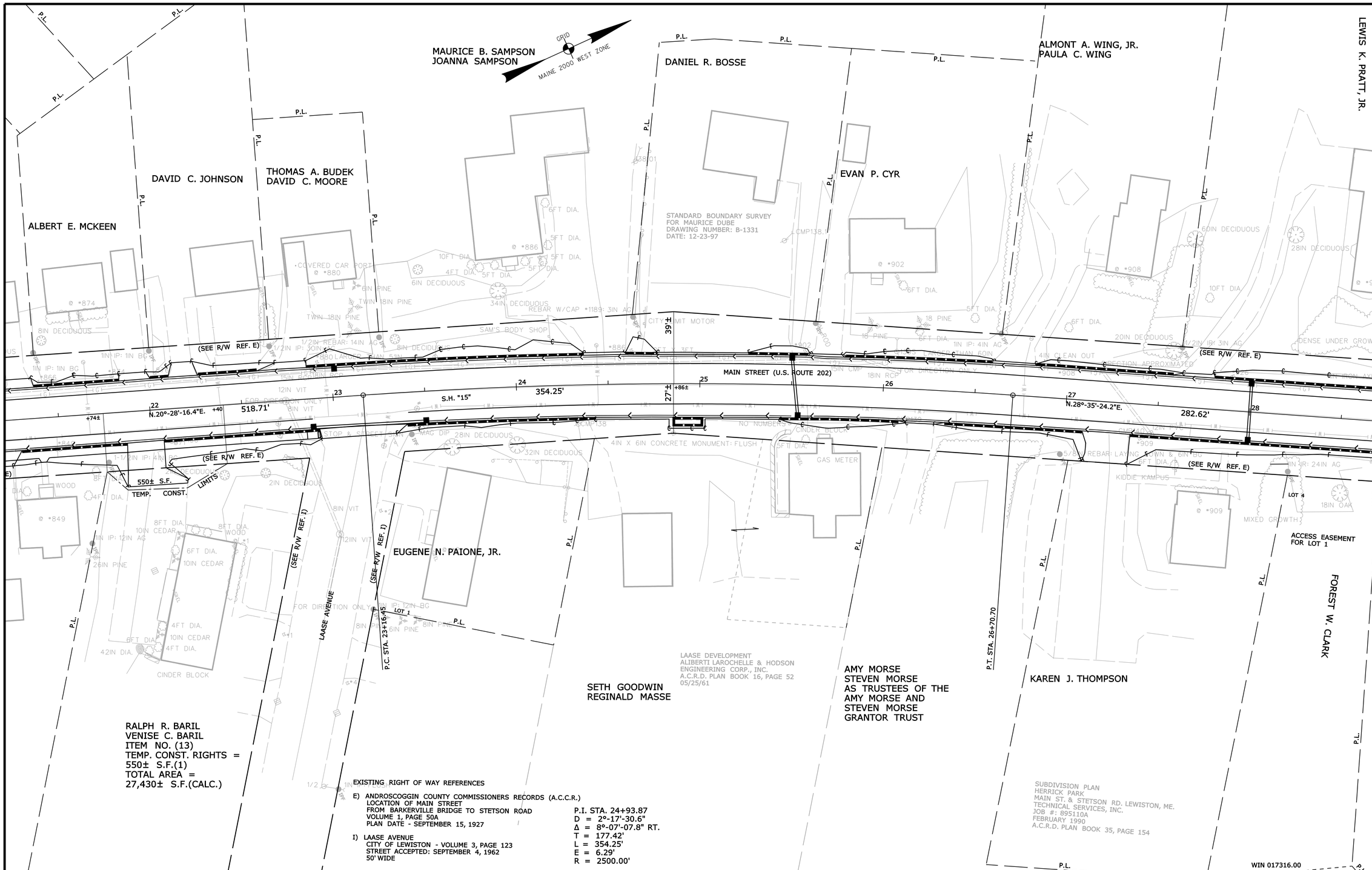
DAVID BERNHARDT
COMMISSIONER
JOYCE NOEL TAYLOR
CHIEF ENGINEER
DATE

STATE HIGHWAY "15"
U.S. ROUTE 202/MAIN STREET
LEWISTON ANDROSCOGGIN COUNTY
FEDERAL AID PROJECT NO. STP-1731(600)X

NOVEMBER 2013 | RIGHT-OF-WAY MAP | D.O.T. FILE NO. 1-316
SCALE 1" = 25' | SHEET 3 OF 5

SHEET NUMBER
57
OF 59

Filename: ...\00\row\mnsta\003_RWPLAN3.dgn Division: HIGHWAY Username: Rhobe.Moulton Date:2/12/2014




EXISTING RIGHT OF WAY REFERENCES

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LOCATION OF MAIN STREET
FROM BARKERVILLE BRIDGE TO STETSON ROAD
VOLUME 1, PAGE 50A
PLAN DATE - SEPTEMBER 15, 1927

I) LAASE AVENUE
CITY OF LEWISTON - VOLUME 3, PAGE 123
STREET ACCEPTED: SEPTEMBER 4, 1962
50' WIDE

P.I. STA. 24+93.87
D = 2°-17'-30.6"
Δ = 8°-07'-07.8" RT.
T = 177.42'
L = 354.25'
E = 6.29'
R = 2500.00'

**REVISIONS**

| NO. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

PLAN FILED IN PLAN BOOK PAGE COUNTY RECORD

| NO. | GRANTOR | INSTRUMENT | DATE | BOOK | PAGE |
|---|---|---|---|---|---|
| | | | | | |

DAVID BERNHARDT
COMMISSIONER
JOYCE NOEL TAYLOR
CHIEF ENGINEER
DATE

STATE HIGHWAY "15"
U.S. ROUTE 202/MAIN STREET
LEWISTON ANDROSCOGGIN COUNTY
FEDERAL AID PROJECT NO. STP-1731(600)X

NOVEMBER 2013 | RIGHT-OF-WAY MAP | D.O.T. FILE NO. 1-316
SCALE 1" = 25' | SHEET 4 OF 5

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- ▣ (ROW MONUMENT)
- &BM (TRAVERSE POINT)
- (WELL)
- GRADING LIMIT LINE
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|---|---|---|
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| PROP. LINES | N.B.D. | C.W.K. |
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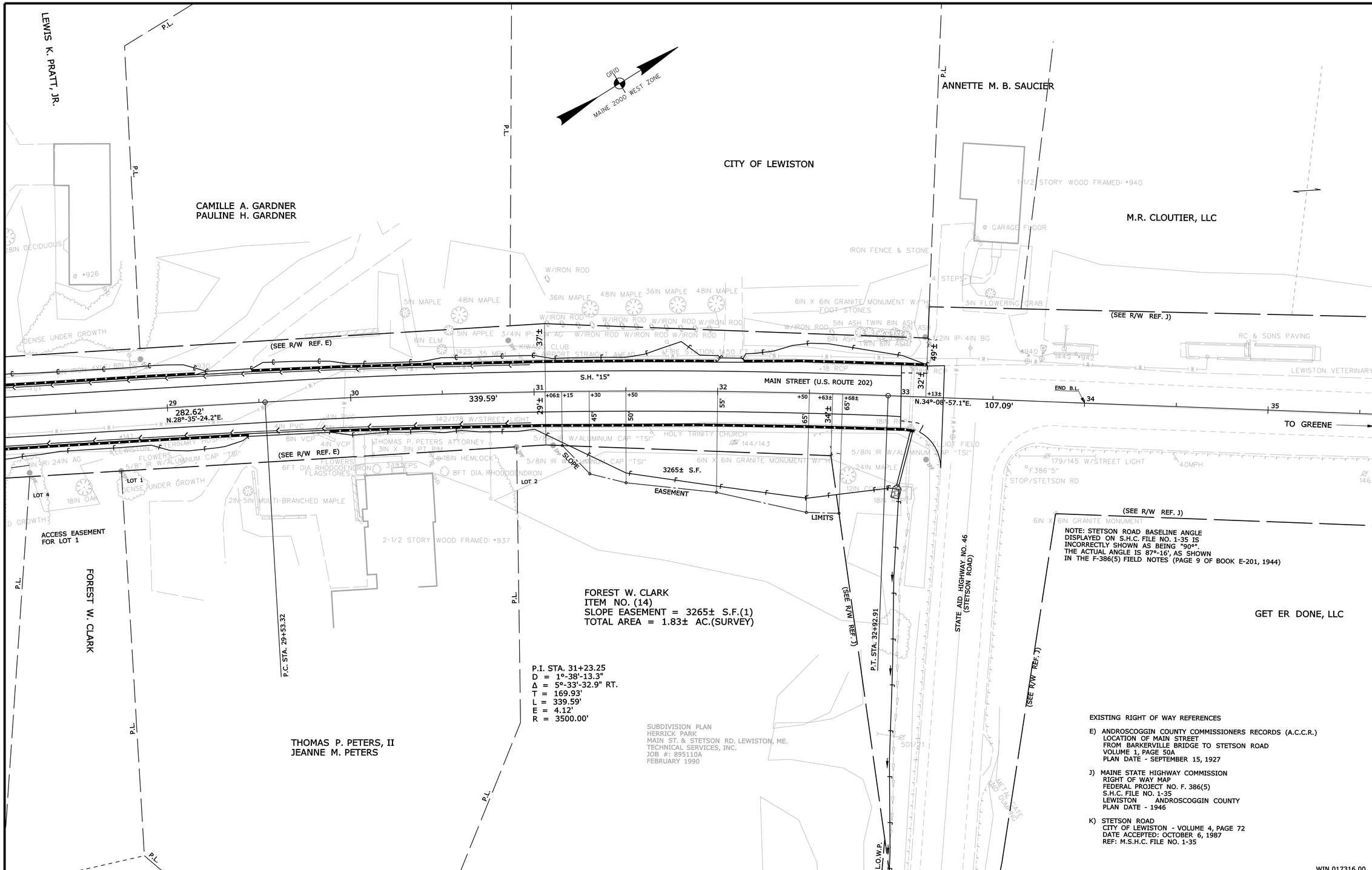
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016
LEWISTON
RIGHT OF WAY MAP

SHEET NUMBER
58
OF 59

Filename: ...\00\row\msto\004_RWPLAN4.dgn Division: HIGHWAY Username: Rhobe.Moulton Date:2/12/2014

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E) ANDROSCOGGIN COUNTY COMMISSIONERS RECORDS (A.C.C.R.)
LOCATION OF MAIN STREET
FROM BARKERVILLE BRIDGE TO STETSON ROAD
VOLUME 1, PAGE 50A
PLAN DATE - SEPTEMBER 15, 1927

J) MAINE STATE HIGHWAY COMMISSION
RIGHT OF WAY MAP
FEDERAL PROJECT NO. F. 386(5)
S.H.C. FILE NO. 1-35
LEWISTON ANDROSCOGGIN COUNTY
PLAN DATE - 1946

K) STETSON ROAD
CITY OF LEWISTON - VOLUME 4, PAGE 72
DATE ACCEPTED: OCTOBER 6, 1987
REF: M.S.H.C. FILE NO. 1-35

WIN 017316.00

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- WELL
- GRADING LIMIT LINE
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| BASE MAP | | |
| EXIST. R/W | N.B.D. | C.W.K. |
| PROP. LINES | N.B.D. | C.W.K. |
| AREAS | T.L.B. | D.S.G. |

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016
LEWISTON
RIGHT OF WAY MAP

**REVISIONS**

| NO. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

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| NO. | GRANTOR | INSTRUMENT | DATE | BOOK | PAGE | |
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DAVID BERNHARDT
COMMISSIONER
JOYCE NOEL TAYLOR
CHIEF ENGINEER
DATE

STATE HIGHWAY "15"
U.S. ROUTE 202/MAIN STREET
LEWISTON ANDROSCOGGIN COUNTY
FEDERAL AID PROJECT NO. STP-1731(600)X

| NOVEMBER 2013 | RIGHT-OF-WAY MAP | D.O.T. FILE NO. 1-316 |
|---|---|---|
| SCALE 1" = 25' | SHEET 5 OF 5 | |

SHEET NUMBER
59
OF 59

Filename: ...\00\row\msta\005_RWPLAN5.dgn Division: HIGHWAY Username: Rhobe.Moulton Date:2/12/2014

# STATE OF MAINE
# DEPARTMENT OF TRANSPORTATION

## SPECIFICATIONS

Design: Load and Resistance Factor Design per AASHTO LRFD Bridge Design Specifications, Sixth Edition 2012, with Interim Specifications through 2013.

## DESIGN LOADING

Live Load ..... HL - 93 Modified for Strength I

## TRAFFIC DATA

| | |
|---|---|
| Current (2014) AADT | 12950 |
| Future (2034) AADT | 16470 |
| DHV - % of AADT | 10% |
| Design Hour Volume | 1647 |
| Heavy Trucks (% of AADT) | 6% |
| Heavy Trucks (% of DHV) | 4% |
| Directional Distribution (% of DHV) | 55% |
| 18 kip Equivalent P 2.0 | 395 |
| 18 kip Equivalent P 2.5 | 377 |
| Design Speed (mph) | 35 mph |

## HYDROLOGIC DATA

| | |
|---|---|
| Drainage Area | 14.9 sq mi |
| Design Discharge (Q50) | 1276 cfs |
| Check Discharge (Q100) | 1477 cfs |
| Headwater Elevation (Q50) | 192.8 ft |
| Headwater Elevation (Q100) | 193.3 ft |
| Discharge Velocity (Q50) | 7.8 fps |
| Discharge Velocity (Q100) | 8.5 fps |
| Headwater Elevation (Q1.1) | 188.8 ft |
| Discharge Velocity (Q1.1) | 2.7 fps |
| Headwater Elevation (Q25) | 192.2 ft |

## MATERIALS

| | |
|---|---|
| Concrete: | |
| Precast | Class "P" |
| All Other | Class "A" |
| Reinforcing Steel | ASTM A 615/A 615M, Grade 60 |
| Welded Wire Reinforcement | ASTM A185/A185M or ASTM A497/A497M |

## BASIC DESIGN STRESSES

| | |
|---|---|
| Precast Concrete | f 'c = 5,000 psi |
| Reinforcing Steel | f y = 60,000 psi |
| Welded Wire Reinforcement | f y = 65,000 psi min. |

# LEWISTON
# ANDROSCOGGIN COUNTY
# STETSON BRIDGE
## OVER
# STETSON BROOK
## ROUTE 202
## FEDERAL AID PROJECT NO. STP-1787(400)X
## PROJECT LENGTH 0.047 mi.
## BRIDGE NO. 2803

## LIST OF DRAWINGS


| | |
|---|---|
| Title Sheet | 1 |
| Estimated Quantities & General Construction Notes | 2 |
| General Plan | 3 |
| Profile | 4 |
| Boring Location Plan and Interpretive Subsurface Profile | 5 |
| Boring Logs | 6 |
| Cross Sections | 7-10 |
| Precast Concrete Box Details | 11-12 |
| Conceptual Staged Construction Sequence | 13 |
| Right-of-Way Map | 14 |
| Unitil Plans | G1-G4 |
| City of Lewiston Plans | W1 |


## UTILITIES

Central Maine Power Company
Fairpoint Communications
Unitil
Time Warner Cable
City of Lewiston Water/Sewer

## MAINTENANCE OF TRAFFIC

Maintain one 12'-0" wide lane of alternating one-way traffic using temporary traffic signals on Route 202.

| | |
|---|---|
| PROJECT LOCATION: | Within the City of Lewiston 1.33 miles North of Russell Street carrying Main Street (Route 202) over Stetson Brook. Lat.: 44°7'43.26" N, Long.: 70°11'56.82" W |
| PROGRAM AREA: | Highway Program |
| OUTLINE OF WORK: | Bridge Replacement |

Stantec

WIN 17874.00

STP-1787(400)X

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

| | | DATE |
|---|---|---|
| APPROVED | | |
| COMMISSIONER: | | 4/17/14 |
| CHIEF ENGINEER: | | 4-17-14 |

STATE OF MAINE AARON M. LACHANCE No. 13294 LICENSED PROFESSIONAL ENGINEER

| PROJECT INFORMATION | | |
|---|---|---|
| PROGRAM | BRIDGE PROGRAM | |
| PROJECT MANAGER | R. MOULTON | |
| DESIGNER | A. LACHANCE | SIGNATURE 13294 |
| CONSULTANT | STANTEC | P.E. NUMBER |
| PROJECT RESIDENT | | 2-20-14 |
| CONTRACTOR | | DATE |
| PROJECT COMPLETION DATE | | |

LEWISTON
STETSON BRIDGE

TITLE SHEET

SHEET NUMBER
1
OF 14

Filename:\00\BRIDGE\MSTA\001_Title.dgn Division: BRIDGE Username: common Date:3/26/2014

## ESTIMATED QUANTITIES

| ITEM NO. | DESCRIPTION | QUANTITY | UNIT |
|---|---|---|---|
| 203.20 | COMMON EXCAVATION | 1060 | CY |
| 203.24 | COMMON BORROW | 50 | CY |
| 203.25 | GRANULAR BORROW FOR UNDERWATER BACKFILL | 360 | CY |
| 203.33 | SPECIAL FILL | 225 | CY |
| 203.35 | CRUSHED STONE FILL | 270 | CY |
| 206.082 | STR EA EXC-MAJOR STRUCTURES | 750 | CY |
| | | | |
| 304.10 | AGGR SUBB COURSE - GRAVEL | 770 | CY |
| | | | |
| 403.208 | HOT MIX ASPHALT 12.5 MM HMA SURFACE | 100 | T |
| 403.209 | HOT MIX ASPHALT 9.5 MM (INCIDENTALS) | 20 | T |
| 403.213 | HOT MIX ASPHALT 12.5 MM BASE | 220 | T |
| 409.15 | BITUMINOUS TACK COAT - APPLIED | 125 | G |
| | | | |
| 502.21 | STR CONC ABUT & RET WALL | 20 | CY |
| 503.12 | REINF STEEL, FAB & DEL | 1600 | LB |
| 503.13 | REINF STEEL, PLACING | 1600 | LB |
| 508.13 | MEMBRANE WATERPROOFING (195 SY) | 1 | LS |
| 511.07 | COFFERDAM: UPSTREAM | 1 | LS |
| 511.07 | COFFERDAM: DOWNSTREAM | 1 | LS |
| 514.06 | CURING BOX FOR CONC CYL | 1 | EA |
| 524.301 | TEMPORARY STRUCTURAL SUPPORT | 1 | LS |
| 526.301 | TEMPORARY CONC BARRIER TYPE I (300 LF) | 1 | LS |
| 527.34 | WORK ZONE CRASH CUSHIONS | 2 | UN |
| 534.71 | PRECAST CONCRETE BOX CULVERT (375 CY) | 1 | LS |
| | | | |
| 606.23 | GR TY 3C - SINGLE RAIL | 125 | LF |
| 606.231 | GR TY 3C - 15 FOOT RADIUS AND LESS | 60 | LF |
| 606.259 | ANCHORAGE ASSEMBLY | 3 | EA |
| 606.265 | TERM END- SGL RAIL- GALV STEEL | 3 | EA |
| 606.353 | REFLECTORIZED FLEXIBLE GUARDRAIL MARKER | 10 | EA |
| 606.363 | GR REMOVE AND DISPOSE | 240 | LF |
| 606.551 | GR TP 3 - SINGLE RAIL W RUB RAIL | 100 | LF |
| 606.79 | GUARDRAIL 350 FLARED TERMINAL | 1 | EA |
| 609.11 | VERT CURB TYPE 1 | 200 | LF |
| 609.12 | VERT CURB TYPE 1- CIRCULAR | 16 | LF |
| 609.38 | RESET CURB TYPE 1 | 230 | LF |
| 609.441 | CURBING REMOVED AND STACKED | 170 | LF |
| | | | |
| 610.08 | PLAIN RIPRAP | 650 | CY |
| 613.319 | EROSION CONTROL BLANKET | 50 | SY |
| 615.07 | LOAM | 50 | CY |
| 618.1401 | SEEDING METHOD NUMBER 2 - PLAN QUANTITY | 4 | UN |
| 619.1201 | MULCH - PLAN QUANTITY | 4 | UN |
| 620.54 | STABILIZATION GEOTEXTILE | 360 | SY |
| 620.58 | EROSION CONTROL GEOTEXTILE | 680 | SY |
| 627.733 | 4" WHITE OR YELLOW PAINTED PAVE MRK LINE | 1000 | LF |
| 627.76 | TEMPORARY PVMT. MARK LINE, W OR YELLOW | 1 | LS |
| 627.77 | REMOVING PAVEMENT MARKINGS | 700 | SF |
| 629.05 | HAND LABOR, STRAIGHT TIME | 20 | HR |
| 631.12 | ALL-PURPOSE EXC (INC OPERATOR) | 20 | HR |
| 631.14 | GRADER (INCLUDING OPERATOR) | 10 | HR |
| 631.172 | TRUCK-LARGE (INC OPERATOR) | 10 | HR |
| 639.18 | FIELD OFFICE TYPE A | 0.4 | EA |
| 643.72 | TEMPORARY TRAFFIC SIGNAL | 1 | LS |
| 645.106 | DEMOUNT REG, WRNG, CONF & RTE MARKER SGN | 3 | EA |
| 645.116 | REINST REG, WRN, CONF, & RTE MARKER SIGN | 3 | EA |
| 645.280 | WOOD POST | 1 | EA |
| 652.312 | TYPE III BARRICADE | 4 | EA |
| 652.33 | DRUM | 20 | EA |
| 652.34 | CONE | 30 | EA |
| 652.35 | CONSTRUCTION SIGNS | 200 | SF |
| 652.36 | MAINTENANCE OF TRAFFIC CONTROL DEVICES | 120 | CD |
| 652.38 | FLAGGER | 350 | HR |
| 656.75 | TEMP SOIL EROSION & WATER POLLUTION CTRL | 1 | LS |
| 659.10 | MOBILIZATION | 1 | LS |
| **CATEGORY 2 - UNITIL GAS MAIN** | | | |
| 629.05 | HAND LABOR, STRAIGHT TIME | 8 | HR |
| 631.12 | ALL-PURPOSE EXC (INC OPERATOR) | 8 | HR |
| 652.38 | FLAGGER | 32 | HR |
| 827.3611 | TEMPORARY GAS MAIN TRENCHING | 250 | LF |
| 827.362 | GAS MAIN TRENCHING | 100 | LF |
| 830.16 | GAS MAIN MOUNTED ON BRIDGE | 1 | LS |
| **CATEGORY 3 - CITY OF LEWISTON WATER MAIN** | | | |
| 629.05 | HAND LABOR, STRAIGHT TIME | 8 | HR |
| 631.12 | ALL PURPOSE EXCAVATOR (INC OPERATOR) | 8 | HR |
| 631.172 | TRUCK - LARGE (INC OPERATOR) | 8 | HR |
| 652.38 | FLAGGER | 16 | HR |
| 822.3612 | 12" DUCTILE IRON PIPE (PUSH-ON JOINT) | 100 | FT |

## GENERAL CONSTRUCTION NOTES

1. The existing bridge and wingwalls shall be removed completely in conjunction with construction of the new bridge.

2. For easements, construction limits and right of way lines, refer to Right of Way Map.

3. The clearing limits as shown on plans are approximate. The exact limits will be established in the field by the Resident. Payment for clearing will be considered incidental to Contract Items.

4. All utility facilities shall be adjusted by the respective utilities unless otherwise noted.

5. Do not excavate for Aggregate Subbase Course Gravel where existing material is suitable as determined by the Resident.

6. In areas where the Resident directs the contractor not to excavate to subgrade line shown on the plans, payment for removing existing pavement, grubbing, shaping, ditching, and compacting the existing subbase and layers of new subbase 6 inches or less thick will be made under appropriate equipment rental items.

7. All embankment material, except as otherwise shown, placed below EL. 197.00 shall be Granular Borrow meeting the requirements of Subsection 703.19, Material for Underwater Backfill.

8. Place riprap on side slopes steeper than 2H:1V, up to edge of berm or as directed by the Resident.

9. Place loam 4 inches deep on all new or reconstructed side slopes or as directed by the Resident.

10. Erosion Control Mix may be substituted in those areas normally receiving loam as directed by the Resident. Placement shall be in accordance with Standard Specifications Section 619, Mulch. Payment will be made under Loam pay item.

11. Place a 24 inch wide strip of Temporary Erosion Control Blanket on the side slopes along the top of the riprap.

12. Extended-use Erosion Control Blanket, seeded gutters riprap downspouts, and other gutters lined with the Stone Ditch Protection shall be constructed after paving and shoulder work is completed, where it is apparent that the runoff will cause continual erosion. Payment will be made under the appropriate Contract items.

13. Stones which cannot be rolled or compacted into the surface of the shoulder shall be removed by hand raking. Payment for hand raking will be considered incidental to Item 304.10, Aggregate Subbase Course - Gravel.

14. Project information referred to in these notes may be accessed at the following MaineDot web address:
http://www.maine.gov/mdot/comprehensive-list-projects/project-information.php

15. The hydrologic report of the bridge site may be accessed at the MaineDOT web address. The hydrologic report is based on MaineDOT's interpretation of the information obtained for the subject site. No assurance is given that the information or the conclusions of the report will be representative of actual conditions at the time of construction.

16. Bidders and Contractors may obtain a copy of the project geotechnical report, "Geotechnical Design Report for the Replacement of Stetson Bridge Over Stetson Brook," Report No. 2012-23, October 1, 2012, which may be accessed at the MaineDOT web address.

17. Quantities included for pay items measured and paid for by Lump Sum are estimated quantities and are provided by MaineDOT for informational purposes only. Lump Sum pay items will be paid for at the Contract Bid amount, with no addition or reduction in payment to the Contractor if the actual final quantities are different from MaineDOT provided estimated quantities, except as follows:

    a. If a Lump Sum pay item is eliminated, the requirements of Standard Specifications Section 109.2, Elimination of Items, will take precedence.

    b. If other Contract Documents specifically allow a change in payment for a Lump Sum pay item, those requirements will be followed.

    c. If a design change results in changes to estimated quantities for Lump Sum pay items, price adjustments will be made in accordance with Standard Specifications Section 109.7, Equitable Adjustments to Compensation.

18. Bidders and Contractors may obtain a copy of the existing bridge plans which may be accessed at the MaineDOT web address. The plans are reproductions of the original drawings as prepared for the construction of the bridge. It is very unlikely that the plans will show any construction field changes or any alterations, which may have been made to the bridge during its life span.

19. The Contractor shall submit a Bridge Demolition Plan to the Resident at least 10 business days prior to the start of demolition work. The plan shall outline the methods and equipment to be used to remove and dispose of all materials included in the existing bridge. No work related to the removal of the bridge shall be undertaken by the Contractor until MaineDOT has reviewed the Bridge Demolition Plan for appropriateness and completeness. Payment for all work necessary for developing, submitting and finalizing the Demolition Plan will be considered incidental to the bridge removal pay item.

20. Any damage to the slopes caused by the Contractor's equipment, personnel, or operation shall be repaired to the satisfaction of the resident. All work, equipment and materials required to make repairs shall be at the Contractor's expense.

21. All work shall be done in accordance with the Maine Department of Transportation's Best Management Practices for Erosion Control & Sediment Control, February, 2008.

22. Any necessary cleaning of existing pavement prior to paving shall be incidental to the related paving items.

23. No existing drainage shall be abandoned, removed or plugged without approval from the Resident.

24. Removal of existing bridge, including existing rails, shall be incidental to Item 534.71 Precast Concrete Box Culvert.

Stantec

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1787(400)X

WIN
BRIDGE NO. 2803 PIN 17874.00 BRIDGE PLANS

| PROJ. MANAGER $PROJMANAGER$ | BY | DATE |
|---|---|---|
| DESIGN-DETAILED AML | JTS | FEB 2014 |
| CHECKED-REVIEWED DDT | TPL/TWM | FEB 2014 |
| DESIGN2-DETAILED2 TPL | PZA | FEB 2014 |
| DESIGN3-DETAILED3 $designer3$ | $detailer3$ | $proj date3$ |
| REVISIONS: 1 | | $revdate2$ |
| REVISIONS: 2 ------ | | |
| REVISIONS: 3 $revision3$ | | $revdate3$ |
| REVISIONS: 4 $revision4$ | | $revdate4$ |
| FIELD CHANGES $fieldchange$ | | $fielddate$ |

SIGNATURE

P.E. NUMBER

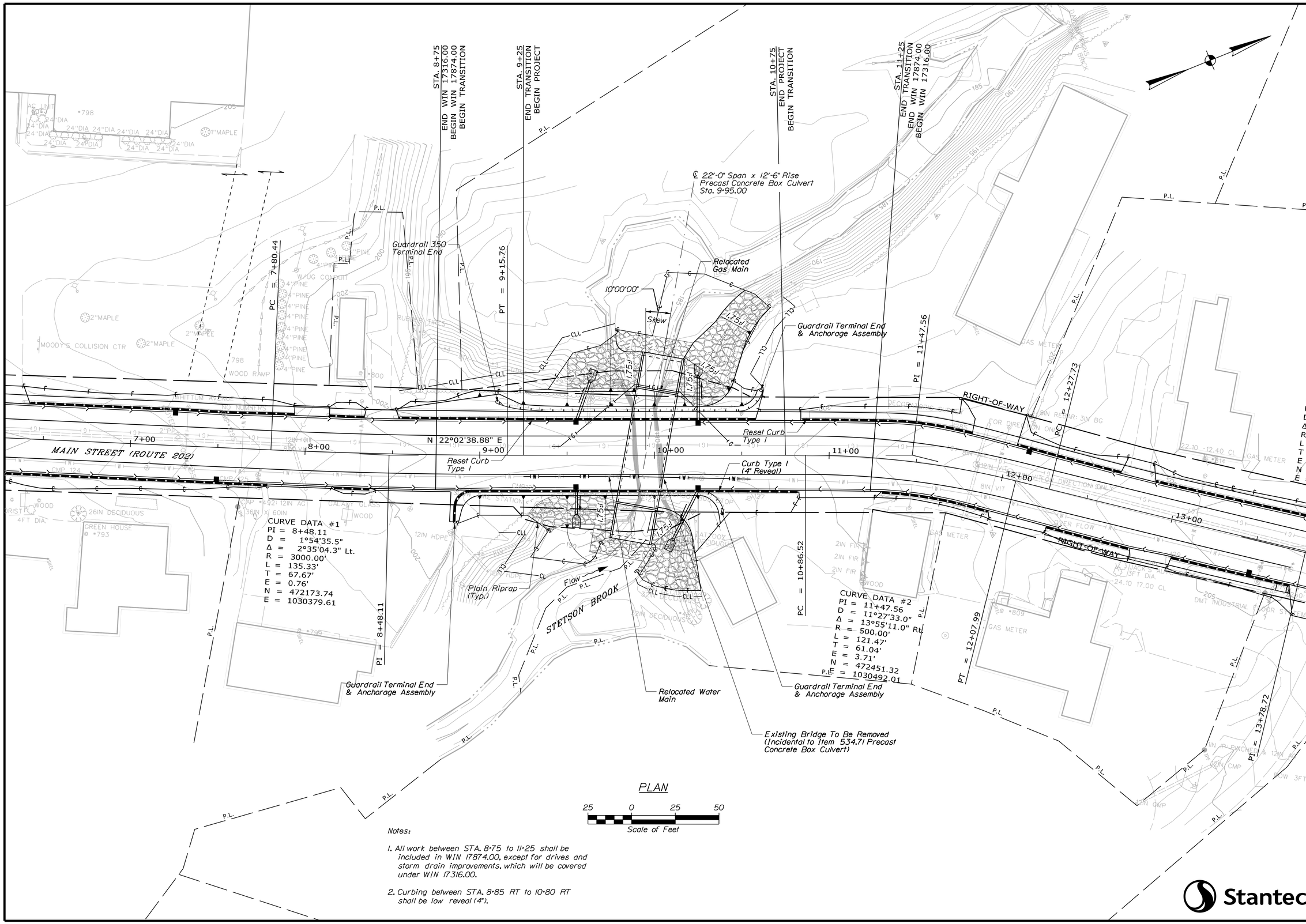
DATE

STETSON BRIDGE
STETSON BROOK
LEWISTON ANDROSCOGGIN COUNTY

ESTIMATED QUANTITIES AND
GENERAL CONSTRUCTION NOTES

SHEET NUMBER
2
OF 13

Filename: ...\00\HIGHWAY\MSTA\002_Qtys.dgn Division: HIGHWAY Username: Rhobe.Moulton Date:4/8/2014




PLAN

25 0 25 50

Scale of Feet

Notes:

1. All work between STA. 8+75 to 11+25 shall be included in WIN 17874.00, except for drives and storm drain improvements, which will be covered under WIN 17316.00.

2. Curbing between STA. 8+85 RT to 10+80 RT shall be low reveal (4").

Stantec

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1787(400)X

WIN 17874.00

BRIDGE NO. 2803

BRIDGE PLANS

| PROJ. MANAGER | R. MOULTON | BY | DATE |
|---|---|---|---|
| DESIGN-DETAILED | AML | JJS | FEB 2014 |
| CHECKED-REVIEWED | DOT | TPL\TWM | FEB 2014 |
| DESIGN2-DETAILED2 | TPL | PZA | FEB 2014 |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

DATE

STETSON BRIDGE
STETSON BROOK
LEWISTON ANDROSCOGGIN COUNTY

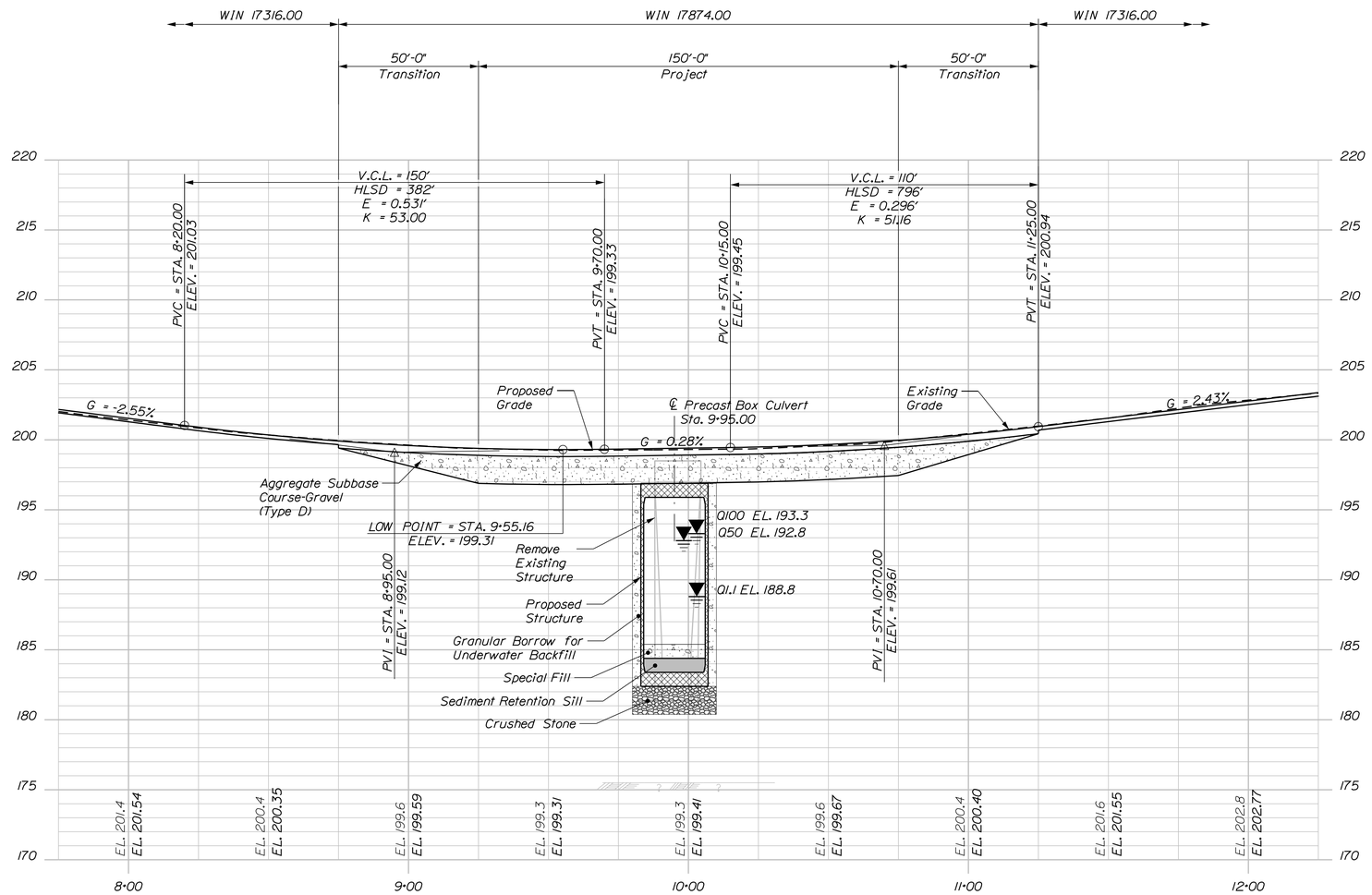
GENERAL PLAN

SHEET NUMBER

3

OF 14

Filename: ...\MSTA\003_GeneralPlan.dgn Division: BRIDGE Username: common Date:3/26/2014




## PROFILE

(Along ℄ Construction)

Horiz. 25 0 25 50

Vert. 5 0 5 10

**Note:** See Profile Information on Utility Drawings (Gas, Water) for Utility Relocation Work.

Stantec

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

**STP-1787(400)X**

**WIN 17874.00**

BRIDGE NO. 2803

BRIDGE PLANS

| PROJ. MANAGER | R. MOULTON | BY | DATE |
|---|---|---|---|
| DESIGN-DETAILED | AML | JJS | FEB 2014 |
| CHECKED-REVIEWED | DDT | TPL\TWM | FEB 2014 |
| DESIGN2-DETAILED2 | TPL | PZA | FEB 2014 |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

DATE

STETSON BRIDGE
STETSON BROOK
LEWISTON ANDROSCOGGIN COUNTY

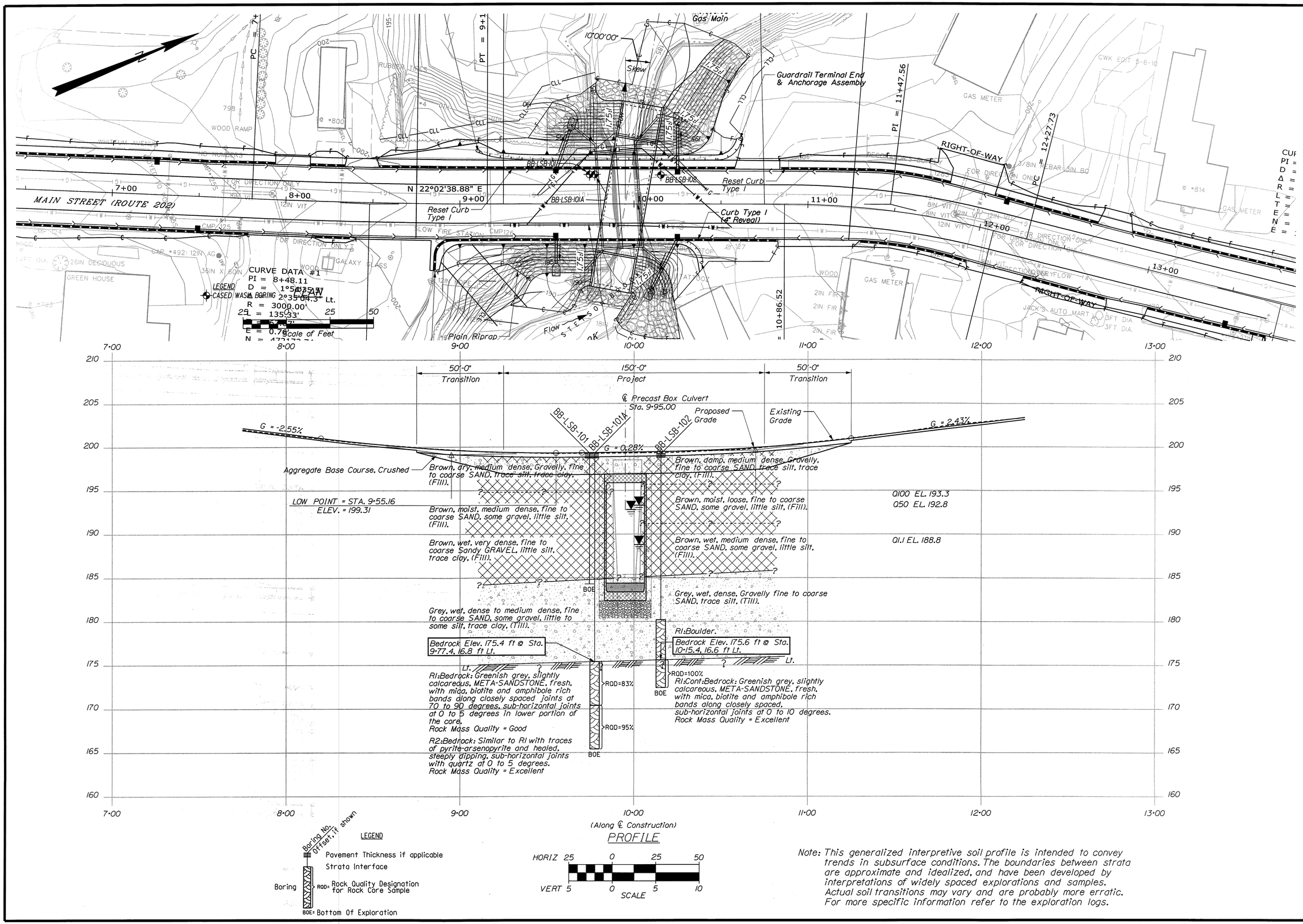
# PROFILE

SHEET NUMBER

4

OF 14

Filename: ...\00\BRIDGE\MSTA\004_Profile.dgn Division: BRIDGE Username: common Date:3/26/2014




Note: This generalized interpretive soil profile is intended to convey trends in subsurface conditions. The boundaries between strata are approximate and idealized, and have been developed by interpretations of widely spaced explorations and samples. Actual soil transitions may vary and are probably more erratic. For more specific information refer to the exploration logs.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1787(400)X

PIN 17874.00

BRIDGE NO. 2803

BRIDGE PLANS

STATE OF MAINE
Kathleen Maguire
7120
PROFESSIONAL ENGINEER

| | | |
|---|---|---|
| SIGNATURE | | |
| P.E. NUMBER | | |
| DATE | | |

| | | |
|---|---|---|
| PROJ. MANAGER | | |
| DESIGN-DETAILED | K.MAGUIRE | MAY 2013 |
| CHECKED-REVIEWED | | |
| DESIGN2-DETAILED2 | | |
| DESIGN3-DETAILED3 | | |
| REVISIONS 1 | | |
| REVISIONS 2 | | |
| REVISIONS 3 | | |
| REVISIONS 4 | | |
| FIELD CHANGES | | |

STETSON BRIDGE
STETSON BROOK
LEWISTON ANDROSCOGGIN COUNTY

BORING LOCATION PLAN & INTERPRETIVE SUBSURFACE PROFILE

SHEET NUMBER
5
OF 14

Filename: ...\HIGHWAY\MSTA\004_BLP&ISP1.dgn Division: HIGHWAY Username: Rhobe.Moulton Date:2/12/2014

Filename: ...\MSTA\005_BORING LOGS1.dgn Division: HIGHWAY Username: Rhobe.Moulton Date:2/12/2014

# Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Stetson Bridge #2803 carries Routes 202/100/11
Location: Lewiston, Maine

Boring No.: BB-LSB-101
WIN: 17874.00

| | | | |
|---|---|---|---|
| Driller: MaineDOT | Elevation (ft.) 199.3 | Auger ID/OD: | 5" Dia. Solid Stem |
| Operator: Giguere/Giles | Datum: NAVD88 | Sampler: | Standard Split Spoon |
| Logged By: B. Wilder | Rig Type: CME 45C | Hammer Wt./Fall: | 140#/30" |
| Date Start/Finish: 4/26/11-4/27/11 | Drilling Method: Cased Wash Boring | Core Barrel: | NQ-2" |
| Boring Location: 9+74.4, 16.8 ft Lt. | Casing ID/OD: NW | Water Level*: | None Observed |
| Hammer Efficiency Factor: 0.84 | Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐ | | |

Definitions:
D = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample attempt
V = Insitu Vane Shear Test, PP = Pocket Penetrometer
MV = Unsuccessful Insitu Vane Shear Test attempt.
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = weight of 140lb. hammer
WOR/C = weight of rods or casing
WO1P = Weight of one person.
$S_u$ = Insitu Field Vane Shear Strength (psf)
$T_v$ = Pocket Torvane Shear Strength (psf)
$q_p$ = Unconfined Compressive Strength (ksf)
N-uncorrected = Raw field SPT N-value
Hammer Efficiency Factor = Annual Calibration Value
$N_{60}$ = SPT N-uncorrected corrected for hammer efficiency
$N_{60}$ = (Hammer Efficiency Factor/60%)*N-uncorrected
$S_{u(lab)}$ = Lab Vane Shear Strength (psf)
WC = water content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

| Depth (ft.) | Sample No. | Pen./Rec. (in.) | Sample Depth (ft.) | Blows (/6 in.) Shear Strength (psf) or RQD (%) | N-uncorrected | $N_{60}$ | Casing Blows | Elevation (ft.) | Visual Description and Remarks | Laboratory Testing Results/ AASHTO and Unified Class |
|---|---|---|---|---|---|---|---|---|---|---|
| 0 | | | | | | | SSA | 198.72 | 7" Pavement (0.58) | |
| | 10 | 24/17 | 1.50 - 3.50 | 8/10/9/7 | 19 | 27 | | | Brown, dry, medium dense, Gravelly, fine to coarse SAND, trace silt, trace clay. (Fill). | GM245134 A-1-b, SW-SC WC=2.6% |
| 5 | 20 | 24/16 | 5.00 - 7.00 | 3/3/5/7 | 8 | 11 | | 194.80 (4.50) | Brown, moist, medium dense, fine to coarse SAND, some gravel, little silt. (Fill). | GM245135 A-1-b, SM WC=9.7% |
| 10 | 30 | 18/14 | 10.00 - 11.50 | 5/7/50 | 57 | 80 | 7 / 22 / 23 / 76 / 86 | | Brown, wet, very dense, fine to coarse Sandy GRAVEL, little silt, trace clay. (Fill). Cobble from 11.5-12.2 ft bgs. | GM245136 A-1-b, GC-GM WC=10.8% |
| 15 | | | | | | | | 184.30 (15.00) | Bottom of Exploration at 15.00 feet below ground surface. Casing broke. Moved to BB-LSB-101A. | |
| 20 | | | | | | | | | | |
| 24 | | | | | | | | | | |

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1
Boring No.: BB-LSB-101

# Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Stetson Bridge #2803 carries Routes 202/100/11
Location: Lewiston, Maine

Boring No.: BB-LSB-101A
WIN: 17874.00

| | | | |
|---|---|---|---|
| Driller: MaineDOT | Elevation (ft.) 199.3 | Auger ID/OD: | 5" Dia. Solid Stem |
| Operator: Giguere/Giles | Datum: NAVD88 | Sampler: | Standard Split Spoon |
| Logged By: B. Wilder | Rig Type: CME 45C | Hammer Wt./Fall: | 140#/30" |
| Date Start/Finish: 4/27/11 08:00-09:30 | Drilling Method: Cased Wash Boring | Core Barrel: | NQ-2" |
| Boring Location: 9+77.4, 16.8 ft Lt. | Casing ID/OD: NW & NW | Water Level*: | 14.0 ft bgs. |
| Hammer Efficiency Factor: 0.84 | Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐ | | |

Definitions:
D = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample attempt
V = Insitu Vane Shear Test, PP = Pocket Penetrometer
MV = Unsuccessful Insitu Vane Shear Test attempt.
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = weight of 140lb. hammer
WOR/C = weight of rods or casing
WO1P = Weight of one person.
$S_u$ = Insitu Field Vane Shear Strength (psf)
$T_v$ = Pocket Torvane Shear Strength (psf)
$q_p$ = Unconfined Compressive Strength (ksf)
N-uncorrected = Raw field SPT N-value
Hammer Efficiency Factor = Annual Calibration Value
$N_{60}$ = SPT N-uncorrected corrected for hammer efficiency
$N_{60}$ = (Hammer Efficiency Factor/60%)*N-uncorrected
$S_{u(lab)}$ = Lab Vane Shear Strength (psf)
WC = water content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

| Depth (ft.) | Sample No. | Pen./Rec. (in.) | Sample Depth (ft.) | Blows (/6 in.) Shear Strength (psf) or RQD (%) | N-uncorrected | $N_{60}$ | Casing Blows | Elevation (ft.) | Visual Description and Remarks | Laboratory Testing Results/ AASHTO and Unified Class |
|---|---|---|---|---|---|---|---|---|---|---|
| 0 | | | | | | | SSA | 198.72 | 7" Pavement (0.58) See BB-LSB-101 for soil descriptions in upper 14.5 feet of site. | |
| 5 | | | | | | | | | | |
| 10 | | | | | | | | | | |
| 15 | 10 | 24/16 | 15.00 - 17.00 | 35/14/14/22 | 28 | 39 | 5 / 14 / 45 / 49 / 62 | 184.80 (14.50) | Grey, wet, dense, fine to coarse SAND, some gravel, little silt, trace clay. (Till). | GM245137 A-1-b, SC-SM WC=6.7% |
| 20 | 20 | 24/12 | 20.00 - 22.00 | 9/4/4/4 | 8 | 11 | 35 / 31 / 87 / Q100 NQ-2 | 175.40 (23.90) | Grey, wet, medium dense, fine to coarse SAND, some gravel, some silt, trace clay. Changed to NW Casing at 20.0 ft bgs. Q100 blows for 0.9 ft. | GM245138 A-2-4, SC-SM WC=11.1% |
| 25 | R1 | 60/57 | 23.90 - 28.90 | RQD = 83% | | | | | Top of Bedrock at Elev. 175.4 ft. R1:Bedrock: Greenish grey, slightly calcareous META-SANDSTONE, fresh, with mica, biotite and amphibole rich bands along closely spaced joints at 70 to 90 degrees; sub-horizontal joints at 0 to 5 degrees in the lower portion of the core. Rock Mass Quality = Good. R1:Core Times (minsec) 23.9-24.9 ft (2:30) 24.9-25.9 ft (2:30) 25.9-26.9 ft (2:40) 26.9-27.9 ft (2:35) 27.9-28.9 ft (2:40) 95% Recovery. R2:Bedrock: Similar to above with traces of pyrite-arsenopyrite and healed, steeply dipping, sub-horizontal joints with quartz at 0 to 5 degrees. Rock Mass Quality = Excellent. R2:Core Times (minsec) 28.9-29.9 ft (2:45) 29.9-30.9 ft (3:10) 30.9-31.9 ft (3:05) 31.9-32.9 ft (3:00) 32.9-33.9 ft (3:10) 100% Recovery | |
| 30 | R2 | 60/60 | 28.90 - 33.90 | RQD = 95% | | | | 165.40 (33.90) | Bottom of Exploration at 33.90 feet below ground surface. | |
| 35 | | | | | | | | | | |
| 40 | | | | | | | | | | |
| 45 | | | | | | | | | | |
| 50 | | | | | | | | | | |

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1
Boring No.: BB-LSB-101A

# Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Stetson Bridge #2803 carries Routes 202/100/11
Location: Lewiston, Maine

Boring No.: BB-LSB-102
WIN: 17874.00

| | | | |
|---|---|---|---|
| Driller: MaineDOT | Elevation (ft.) 199.2 | Auger ID/OD: | 5" Dia. Solid Stem |
| Operator: Giguere/Giles | Datum: NAVD88 | Sampler: | Standard Split Spoon |
| Logged By: B. Wilder | Rig Type: CME 45C | Hammer Wt./Fall: | 140#/30" |
| Date Start/Finish: 4/27/11 09:30-14:30 | Drilling Method: Cased Wash Boring | Core Barrel: | NQ-2" |
| Boring Location: 10+15.4, 16.6 ft Lt. | Casing ID/OD: NW | Water Level*: | 14.5 ft bgs. |
| Hammer Efficiency Factor: 0.84 | Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐ | | |

Definitions:
D = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample attempt
V = Insitu Vane Shear Test, PP = Pocket Penetrometer
MV = Unsuccessful Insitu Vane Shear Test attempt.
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = weight of 140lb. hammer
WOR/C = weight of rods or casing
WO1P = Weight of one person.
$S_u$ = Insitu Field Vane Shear Strength (psf)
$T_v$ = Pocket Torvane Shear Strength (psf)
$q_p$ = Unconfined Compressive Strength (ksf)
N-uncorrected = Raw field SPT N-value
Hammer Efficiency Factor = Annual Calibration Value
$N_{60}$ = SPT N-uncorrected corrected for hammer efficiency
$N_{60}$ = (Hammer Efficiency Factor/60%)*N-uncorrected
$S_{u(lab)}$ = Lab Vane Shear Strength (psf)
WC = water content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

| Depth (ft.) | Sample No. | Pen./Rec. (in.) | Sample Depth (ft.) | Blows (/6 in.) Shear Strength (psf) or RQD (%) | N-uncorrected | $N_{60}$ | Casing Blows | Elevation (ft.) | Visual Description and Remarks | Laboratory Testing Results/ AASHTO and Unified Class |
|---|---|---|---|---|---|---|---|---|---|---|
| 0 | | | | | | | SSA | 198.78 | 5" Pavement (0.42) | |
| | | | | | | | | 195.70 (3.50) | Brown, damp, medium dense, Gravelly, fine to coarse SAND, trace silt, trace clay. (Fill). | |
| 5 | 10 | 24/14 | 5.00 - 7.00 | 2/2/2/2 | 4 | 6 | | 191.20 (8.00) | Brown, moist, loose, fine to coarse SAND, some gravel, little silt. (Fill). | GM245139 A-1-b, SM WC=9.2% |
| 10 | 20 | 24/15 | 10.00 - 12.00 | 5/4/4/5 | 8 | 11 | | 185.20 (14.00) | Brown, wet, medium dense, fine to coarse SAND, some gravel, little silt. (Fill). | GM245140 A-1-b, SM WC=24.4% |
| 15 | 30 | 24/14 | 15.00 - 17.00 | 12/13/13/8 | 26 | 36 | 65 / 67 / 44 / 44 | 180.20 (19.00) | Grey, wet, dense, Gravelly, fine to coarse SAND, trace silt. (Till). | GM245141 A-1-b, SM-SM WC=10.0% |
| 20 | R1 | 81.6/60 | 19.00 - 25.80 | | | | 100 NQ-2 | | R1:BOULDER. R1:Core Times (minsec) 20.0-21.0 ft (3:00) 21.0-22.0 ft (1:00) 22.0-23.0 ft (0:30) 75% Recovery | |
| 25 | | | | RQD = 100% | | | | 175.60 (23.60) | Top of Bedrock at Elev. 175.6 ft. R1:Bedrock: Greenish grey, slightly calcareous META-SANDSTONE, fresh, with mica, biotite and amphibole rich bands along closely spaced, sub-horizontal joints at 0 to 10 degrees. Rock Mass Quality = Excellent. 23.0-24.0 ft (2:00) 24.0-25.0 ft (3:15) 25.0-26.0 ft (3:00) 26.0-26.8 ft (3:00) 100% Recovery | |
| 30 | | | | | | | | 172.40 (26.80) | Bottom of Exploration at 26.80 feet below ground surface. | |
| 35 | | | | | | | | | | |
| 40 | | | | | | | | | | |
| 45 | | | | | | | | | | |
| 50 | | | | | | | | | | |

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1
Boring No.: BB-LSB-102

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1787(400)X

PIN 17874.00

BRIDGE NO. 2803

BRIDGE PLANS

STATE OF MAINE
Kathleen Maguire
7120
LICENSED PROFESSIONAL ENGINEER

| | BY | DATE |
|---|---|---|
| PROJ. MANAGER | | |
| DESIGN DETAILED | K.MAGUIRE | MAY 2011 |
| CHECKED/REVIEWED | T. WHITE | |
| DESIGN DETAILED2 | | |
| REVISIONS1 | | |
| REVISIONS 2 | | |
| REVISIONS 3 | | |
| REVISIONS 4 | | |
| FIELD CHANGES | | |

Kathleen Maguire 7/20
SIGNATURE

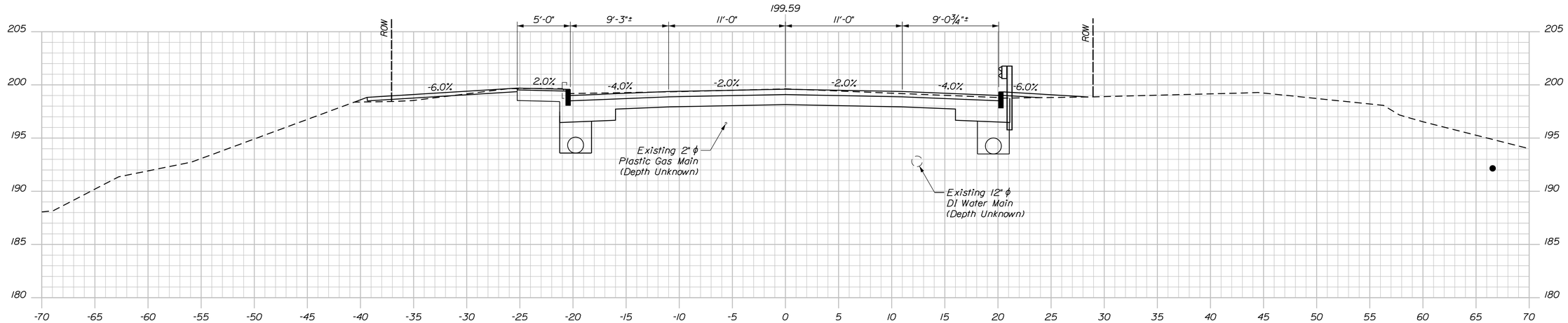
7/20
P.E. NUMBER

2/12/14
DATE

STETSON BRIDGE
STETSON BROOK
LEWISTON ANDROSCOGGIN COUNTY

BORING LOGS

SHEET NUMBER
6
OF 14




9+00.00
Transitioning

Sta. 8+84.9± to 8+86.5±
Install 6.25 L.F. Type 3c Guardrail
with Terminal End

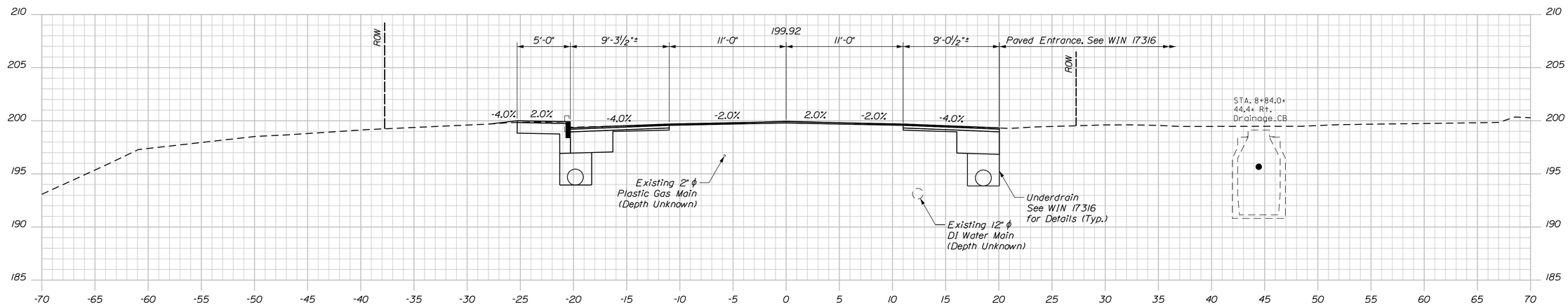
Install 20.0 L.F. Type 3c Guardrail @ 15' R.

Sta. 9+01.2± to 10+26.2±
Install 125 L.F. Type 3c Guardrail

Sta. 8+84.7± to 8+85.1±
Install 8.5 L.F. Type 1 Curb

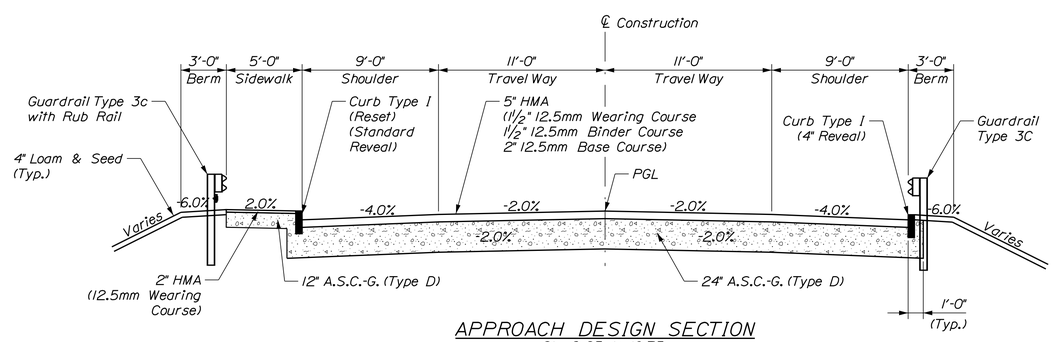
Sta. 8+85.1± to 8+95.1±
Install 15.5 L.F. Type 1 Curb @ 10' R.

Sta. 8+95.1± to 10+82.0±
Install 188 L.F. Type 1 Curb




Sta. 8+75.00 to 10+58.0±
Reset 183.2 L.F. Type 1 Curb

8+75.00
Match WIN 17316 - Begin Transition




APPROACH DESIGN SECTION
Sta. 9+25 to 10+75

Stantec

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1787(400)X

WIN 17874.00

BRIDGE NO. 2803

BRIDGE PLANS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | R. MOULTON | | |
| DESIGN-DETAILED | AML | JJS | FEB 2014 |
| CHECKED-REVIEWED | DDT | TPL\TWM | FEB 2014 |
| DESIGN2-DETAILED2 | TPL | PZA | FEB 2014 |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

DATE

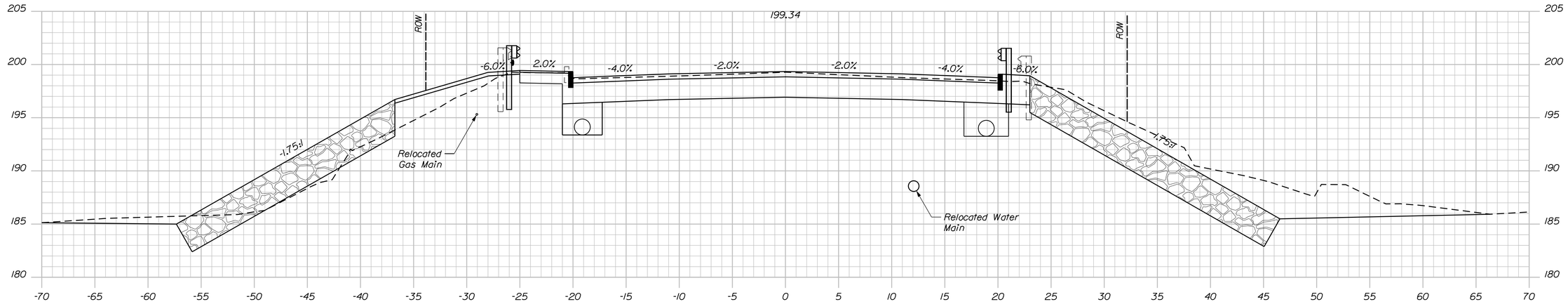
STETSON BRIDGE
STETSON BROOK
LEWISTON ANDROSCOGGIN COUNTY

CROSS SECTIONS

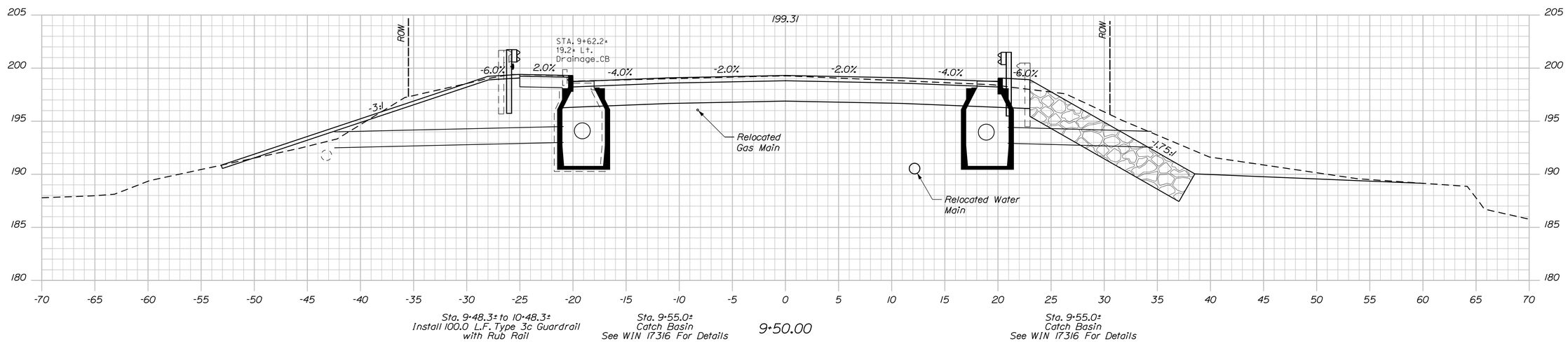
SHEET NUMBER
7
OF 14

Sta. 8+75.00 to Sta. 9+00.00

Filename: ...\00\BRIDGE\MSTA\007_xs_01.dgn Division: BRIDGE Username: common Date:3/26/2014




9+75.00

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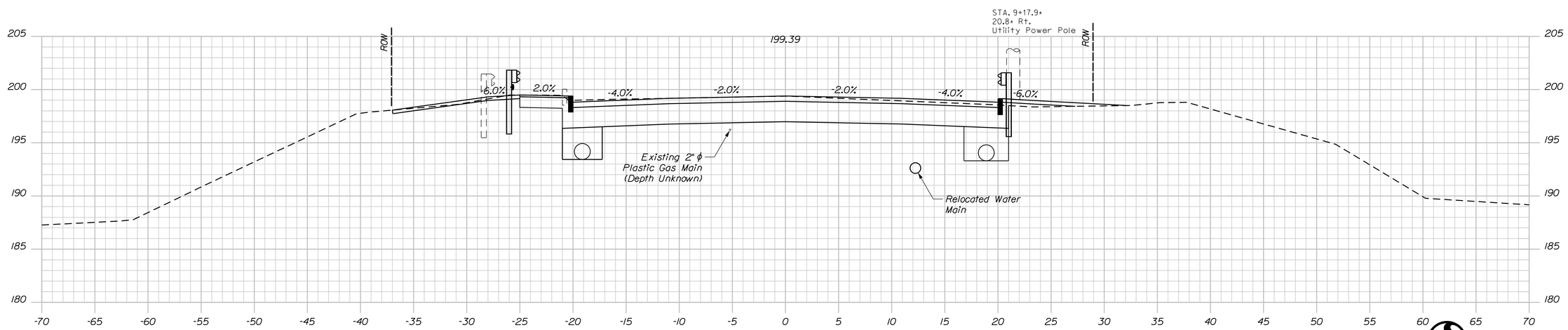


9+25.00
End Transition - Begin Project

Stantec

Sta. 9+25.00 to Sta. 9+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1787(400)X

WIN 17874.00

BRIDGE NO. 2803

BRIDGE PLANS

| | | | DATE |
|---|---|---|---|
| PROJ. MANAGER | R. MOULTON | BY | |
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| CHECKED-REVIEWED | DDT | TPL\TWM | FEB 2014 |
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SIGNATURE

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DATE

STETSON BRIDGE
STETSON BROOK
LEWISTON ANDROSCOGGIN COUNTY

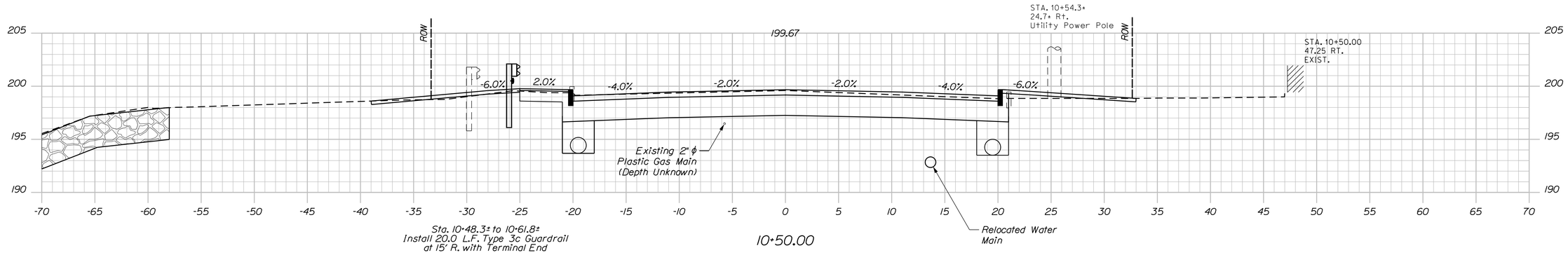
# CROSS SECTIONS

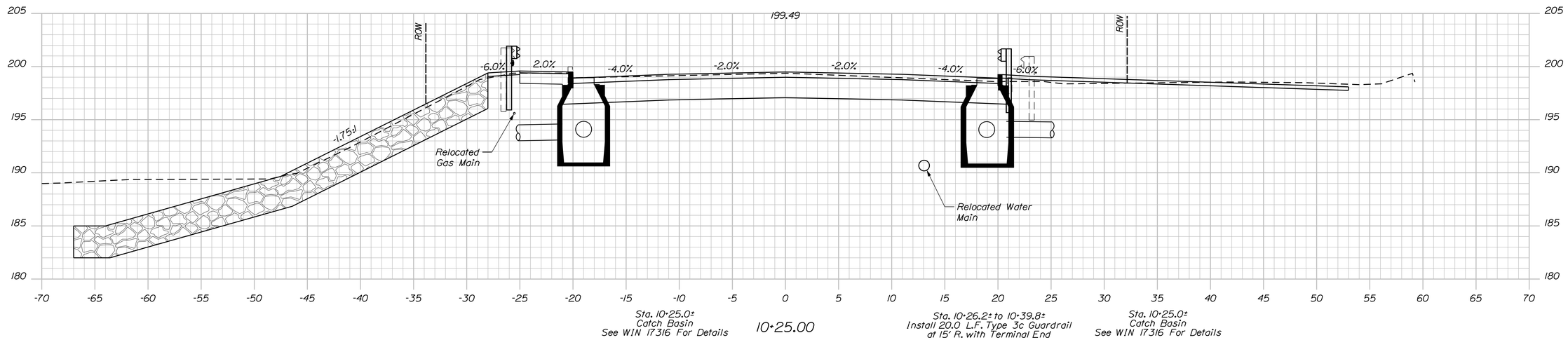
SHEET NUMBER

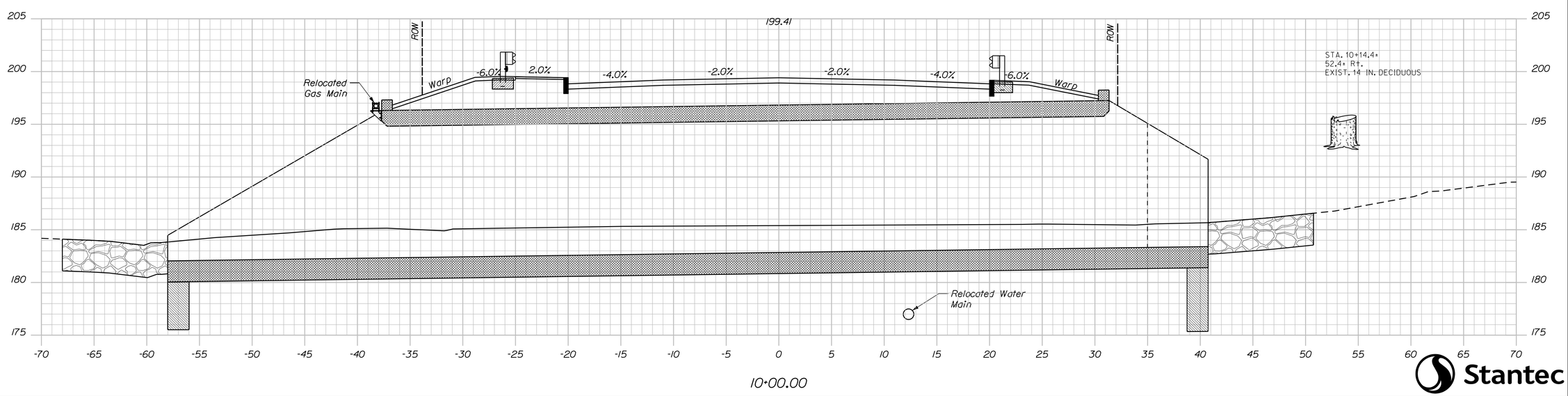
8

OF 14

Filename: ...\00\BRIDGE\MSTA\008_xs_02.dgn Division: BRIDGE Username: common Date:3/26/2014




Stantec

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1787(400)X

WIN 17874.00

BRIDGE NO. 2803

BRIDGE PLANS

| | | BY | DATE |
|---|---|---|---|
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| DESIGN-DETAILED | AML | JJS | FEB 2014 |
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| DESIGN2-DETAILED2 | TPL | PZA | FEB 2014 |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

DATE

STETSON BRIDGE
STETSON BROOK
LEWISTON ANDROSCOGGIN COUNTY

# CROSS SECTIONS

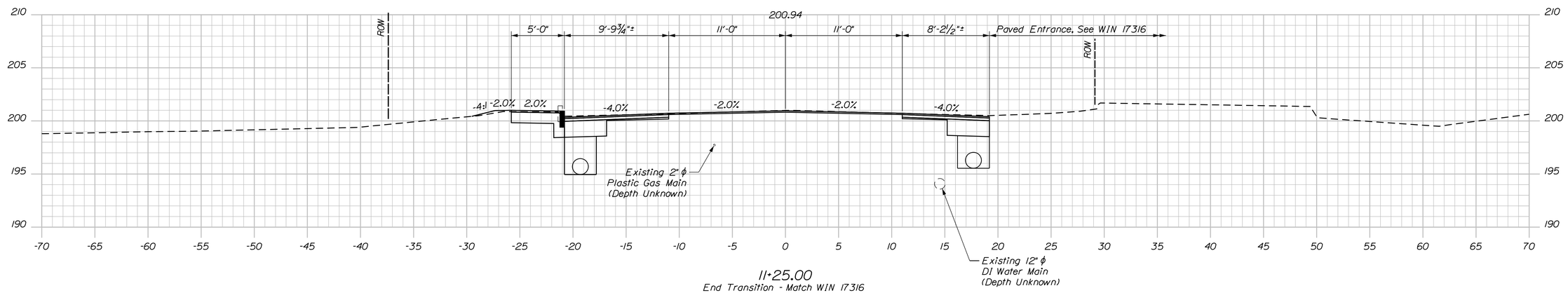
SHEET NUMBER

9

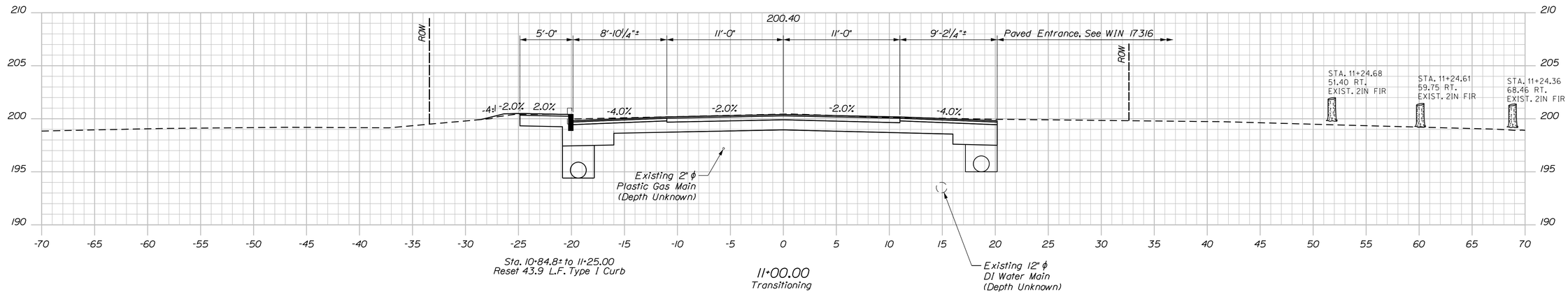
OF 14

Sta. 10+00.00 to Sta. 10+50.00

Filename: ...\00\BRIDGE\MSTA\009_xs_03.dgn Division: BRIDGE Username: common Date:3/26/2014

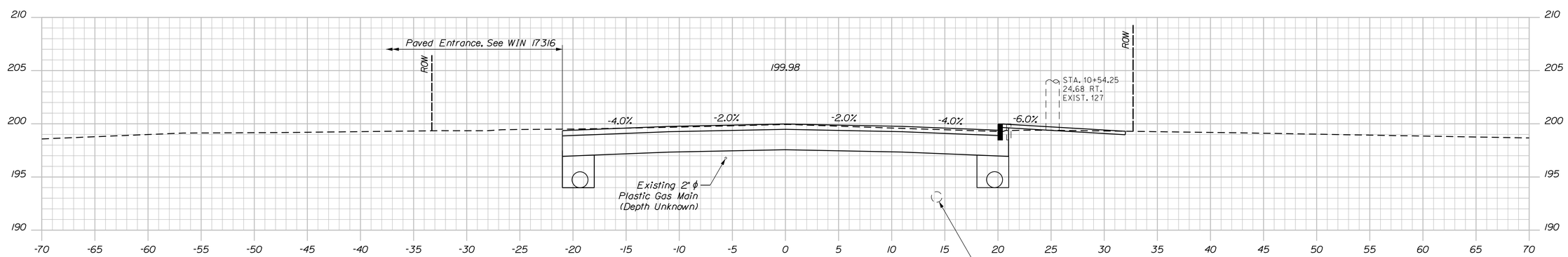



11+25.00
End Transition - Match WIN 17316




Sta. 10+84.8± to 11+25.00
Reset 43.9 L.F. Type I Curb

11+00.00
Transitioning




10+75.00
End Project - Begin Transition

Stantec

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1787(400)X

WIN 17874.00

BRIDGE NO. 2803

BRIDGE PLANS

| PROJ. MANAGER | R. MOULTON | BY | DATE |
|---|---|---|---|
| DESIGN-DETAILED | AML | JJS | FEB 2014 |
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| DESIGN2-DETAILED2 | TPL | PZA | FEB 2014 |
| DESIGN3-DETAILED3 | | | |
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SIGNATURE

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DATE

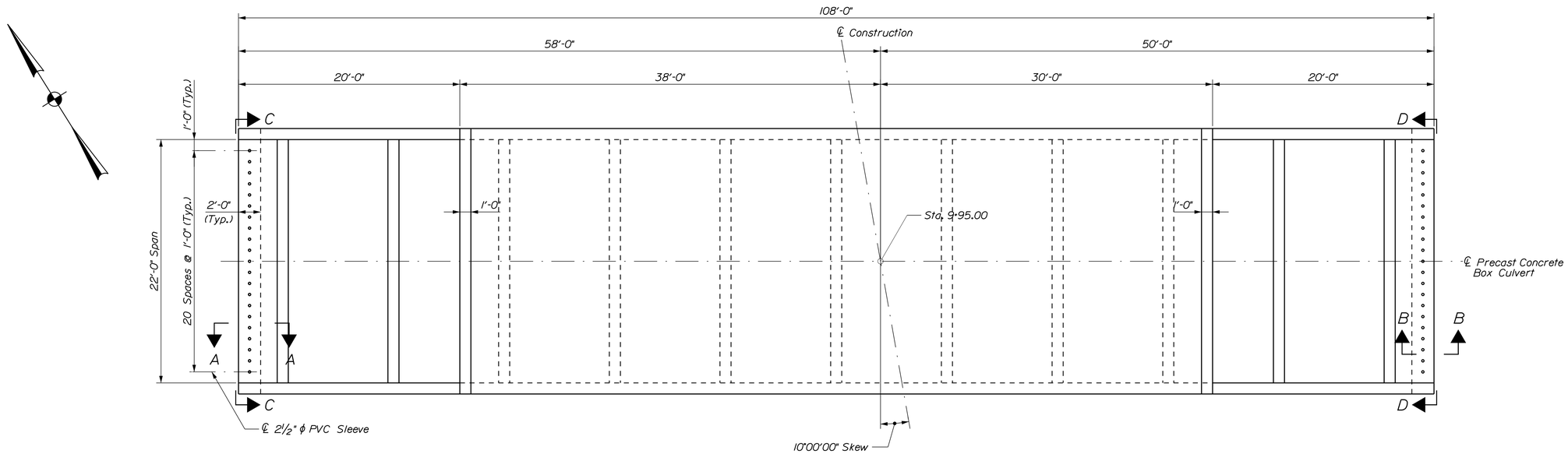
STETSON BRIDGE
STETSON BROOK
LEWISTON ANDROSCOGGIN COUNTY

# CROSS SECTIONS

SHEET NUMBER
10
OF 14

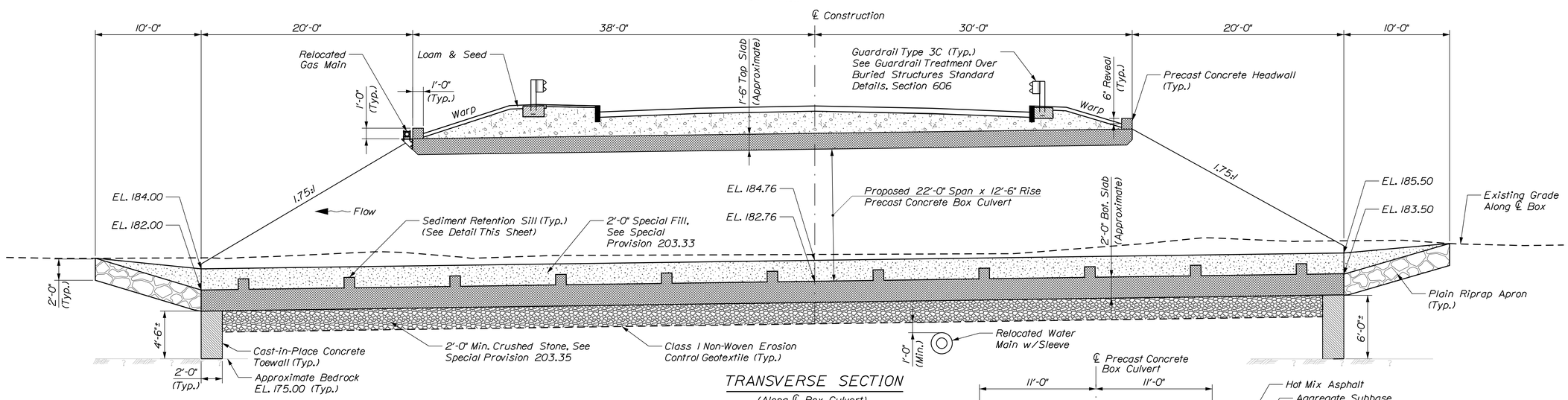
Sta. 10+75.00 to Sta. 11+25.00

Filename: ...\00\BRIDGE\MSTA\010_xs_04.dgn Division: BRIDGE Username: common Date:3/26/2014




## PRECAST CONCRETE BOX CULVERT PLAN

Flow




## TRANSVERSE SECTION

(Along ℄ Box Culvert)

## PRECAST CONCRETE BOX NOTES

1. The precast units shall be designed to carry construction loadings with a minimum fill cover of 12 inches over the top of the units.

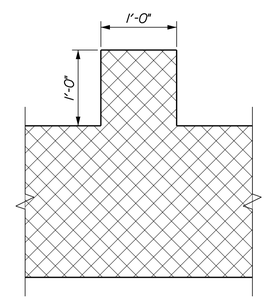
2. The construction, handling, and assembly of the precast units shall be in accordance with Special Provisions Section 534, Precast Structural Concrete, and with the manufacturer's specifications as applicable.

3. Install standard membrane waterproofing over the top and to 12 inches down the exterior sides of the precast units.

4. Install 12" wide strips of membrane at joints. Place over the top and all the way down the sides.

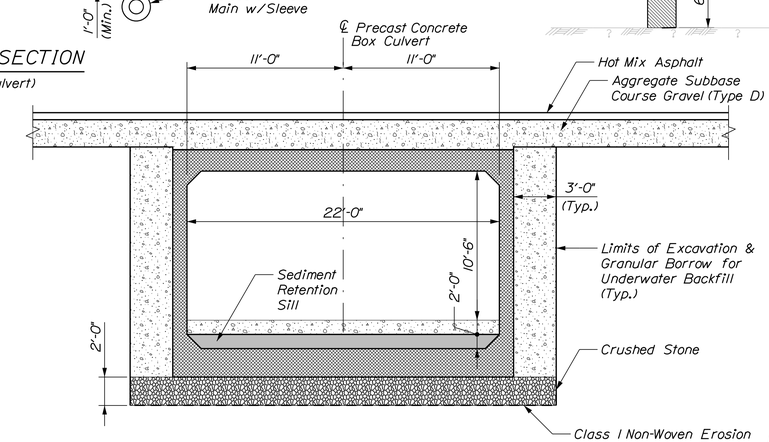
5. For Sections A-A, B-B, C-C, and D-D, see sheet 12.

6. The maximum spacing of the sediment retention sills shall be 15'-0" along the centerline of the box.




## SEDIMENT RETENTION SILL DETAIL

(Typical)




## BRIDGE CULVERT SECTION

Stantec

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1787(400)X

WIN 17874.00

BRIDGE NO. 2803

BRIDGE PLANS

| | | | DATE |
|---|---|---|---|
| PROJ. MANAGER | R. MOULTON | BY | DATE |
| DESIGN-DETAILED | AML | JJS | FEB 2014 |
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| DESIGN2-DETAILED2 | TPL | PZA | FEB 2014 |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

DATE

STETSON BRIDGE
STETSON BROOK
LEWISTON ANDROSCOGGIN COUNTY

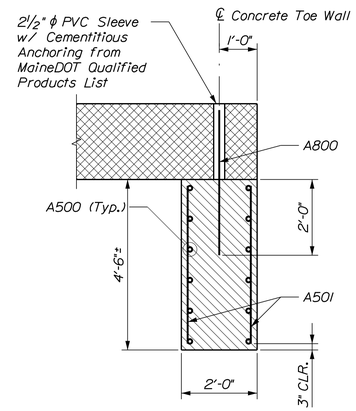
PRECAST CONC. BOX DETAILS 1

SHEET NUMBER

11

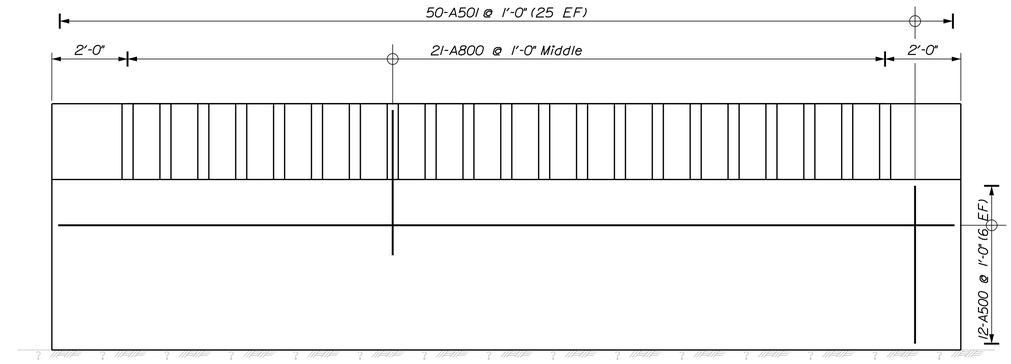
OF 14

Filename: ...\BRIDGE\MSTA\011_Details_01.dgn Division: BRIDGE Username: common Date:3/26/2014




SECTION A-A

West Toe Wall



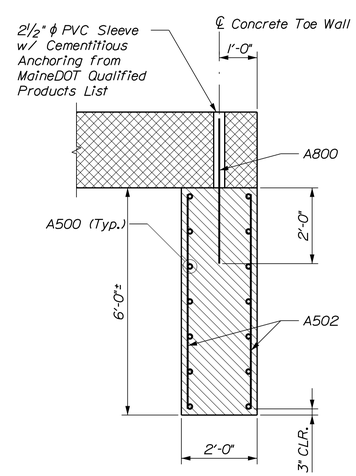

SECTION C-C

West Toe Wall Elevation

| CAST-IN-PLACE TOE WALLS REINFORCING STEEL | | | |
|---|---|---|---|
| STRAIGHT BARS | | | |
| MARK | QTY. | LENGTH | LOCATION |
| A500 | 26 | 23'-8" | Horizontal - East/West Toe Wall |
| A501 | 50 | 4'-1" | Vertical - West Toe Wall |
| A502 | 50 | 5'-7" | Vertical - East Toe Wall |
| | | | |
| A800 | 42 | 3'-10" | Vertical - East/West Toe Wall |
| | | | |
| | | | |

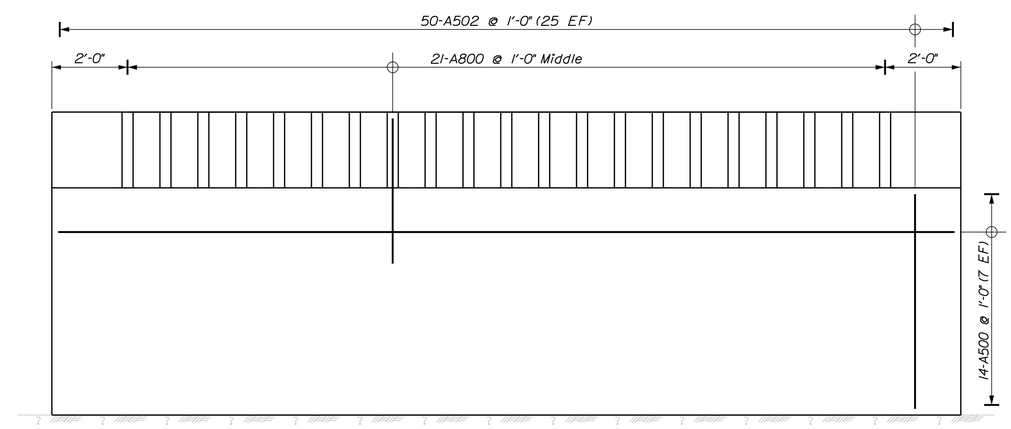
Notes:

1. Reinforcing steel shall have a minimum cover of 2 inches unless otherwise noted or shown.
2. All dimensions are out-to-out of bar.
3. Reinforcing Bar: ASTM A615/A615M, Grade 60.
4. The first digit following the letter of the mark indicate the size of the bar:
   Mark "A501" = bar size #5
   Mark "A800" = bar size #8
5. All reinforcing dimensions are approximate. Contractor shall verify all dimensions in field prior to ordering steel.
6. Cast-in-place concrete for toe walls shall be paid for with Item 502.21 Structural Concrete (Abutments & Retaining Walls). Reinforcing steel shall be paid for with Item 503.12 Reinforcing Steel (Fabrication & Delivery) and Item 503.13 Reinforcing Steel (Placing).




SECTION B-B

East Toe Wall




SECTION D-D

East Toe Wall Elevation

LEGEND

EF = Each Face

Stantec

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1787(400)X

WIN 17874.00

BRIDGE NO. 2803

BRIDGE PLANS

| PROJ. MANAGER | R. MOULTON | BY | DATE |
|---|---|---|---|
| DESIGN-DETAILED | AML | JJS | FEB 2014 |
| CHECKED-REVIEWED | DDT | TPL\TWM | FEB 2014 |
| DESIGN2-DETAILED2 | TPL | PZA | FEB 2014 |
| DESIGN3-DETAILED3 | | | |
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| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

DATE

STETSON BRIDGE
STETSON BROOK
LEWISTON ANDROSCOGGIN COUNTY

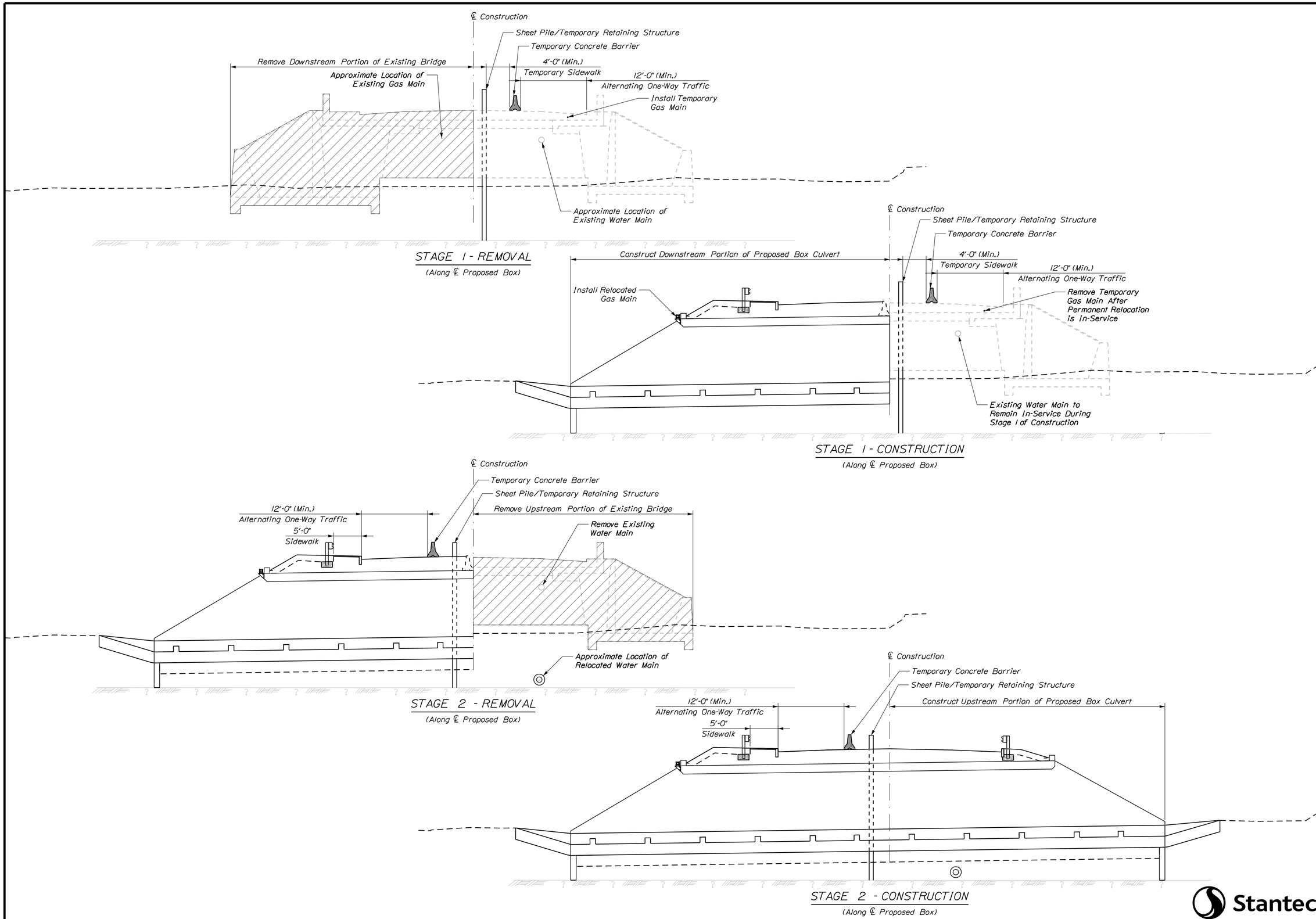
PRECAST CONC. BOX DETAILS 2

SHEET NUMBER

12

OF 14

Filename: ...\BRIDGE\MSTA\012_Details_02.dgn Division: BRIDGE Username: common Date:3/26/2014




Stantec

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1787(400)X

WIN 17874.00

BRIDGE NO. 2803

BRIDGE PLANS

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SIGNATURE

P.E. NUMBER

DATE

STETSON BRIDGE
STETSON BROOK
LEWISTON ANDROSCOGGIN COUNTY

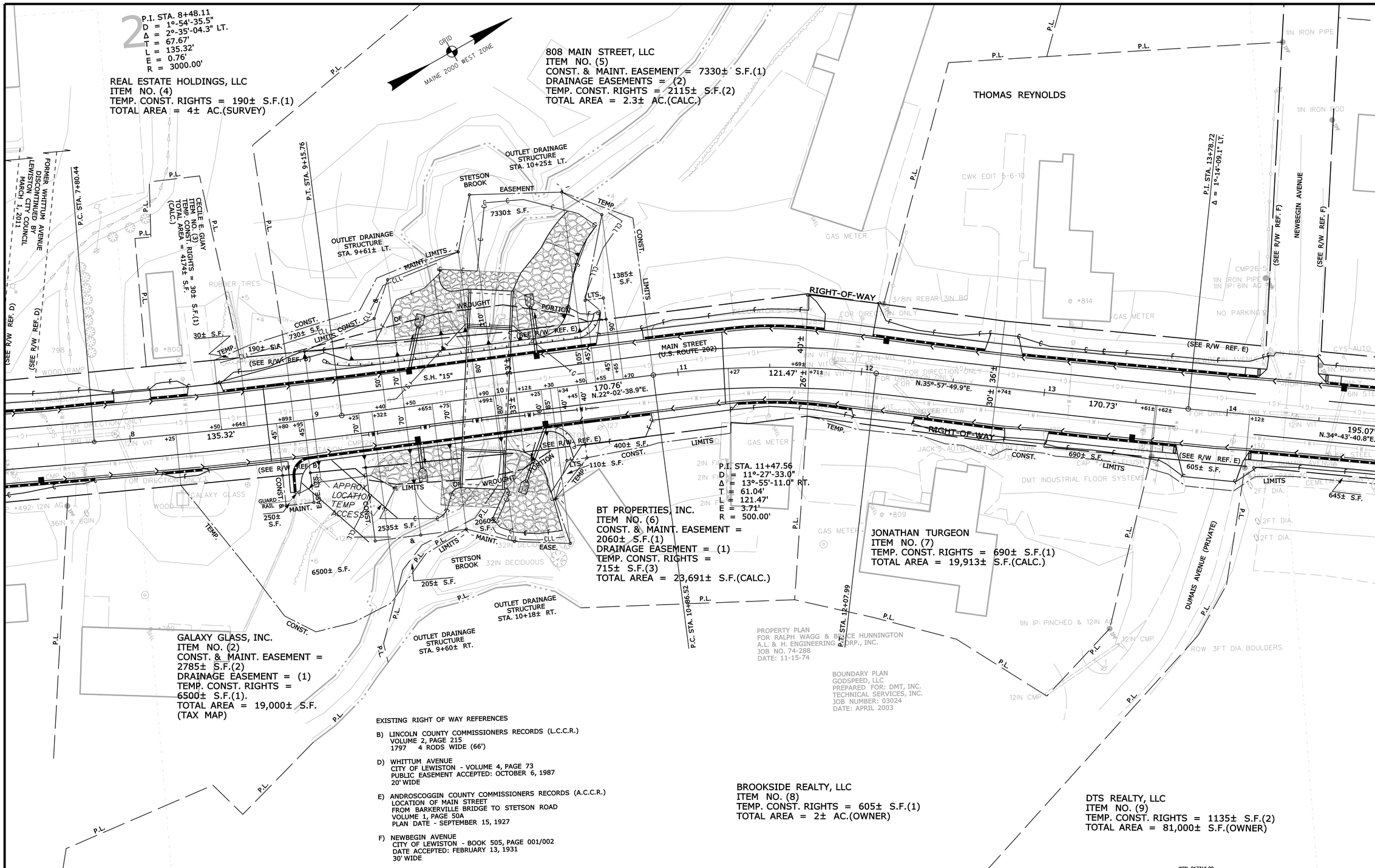
CONCEPTUAL STAGED
CONSTRUCTION SEQUENCE

SHEET NUMBER

13

OF 14

Filename: ...\MSTA\013_StageConstr.dgn Division: BRIDGE Username: common Date:3/26/2014




EXISTING RIGHT OF WAY REFERENCES

B) LINCOLN COUNTY COMMISSIONERS RECORDS (L.C.C.R.)
VOLUME 2, PAGE 215
1797 4 RODS WIDE (66')

D) WHITTUM AVENUE
CITY OF LEWISTON - VOLUME 4, PAGE 73
PUBLIC EASEMENT ACCEPTED: OCTOBER 6, 1987
20' WIDE

E) ANDROSCOGGIN COUNTY COMMISSIONERS RECORDS (A.C.C.R.)
LOCATION OF MAIN STREET
FROM BARKERVILLE BRIDGE TO STETSON ROAD
VOLUME 1, PAGE 50A
PLAN DATE - SEPTEMBER 15, 1927

F) NEWBEGIN AVENUE
CITY OF LEWISTON - BOOK 505, PAGE 001/002
DATE ACCEPTED: FEBRUARY 13, 1931
30' WIDE

THIS PLAN WAS PREPARED IN CONNECTION WITH THE DEPARTMENT'S ACQUISITION OF REAL PROPERTY FOR TRANSPORTATION PURPOSES. IT CANNOT BE USED TO ESTABLISH LEGAL BOUNDARIES BETWEEN ABUTTING PROPERTY OWNERS.

SYMBOLS
WELL
GRADING LIMIT LINE
CONSTRUCTION LIMIT LINE
PROPERTY LINE
LIMITS OF "RIGHT" PORTION (L.O.W.P.)
NEW RIGHT OF WAY
NEW ROW WITHIN EXIST. ROW
CONTROL OF ACCESS
IP or ●IPF (IRON PIPE or PIN FOUND)
ST. (SEPTIC TANK)
(ROW MONUMENT)
&TM (TRAVERSE POINT)
WATER LINE
GAS LINE
ELECTRIC LINE
TELEPHONE LINE
SEWER LINE

| ITEM | TECH | CHECKED |
|---|---|---|
| BASE MAP | | C.W.K. |
| EXIST. R/W | N.B.D. | |
| PROP. LINES | N.B.D. | D.S.G. |
| AREAS | T.L.B. | |

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016
LEWISTON
RIGHT OF WAY MAP

| REVISIONS | | | |
|---|---|---|---|
| NO. | DATE | DESCRIPTION | BY |

| PLAN FILED IN PLAN BOOK | | PAGE | COUNTY RECORD | | | |
|---|---|---|---|---|---|---|
| NO. | GRANTOR | INSTRUMENT | DATE | BOOK | PAGE |

DAVID BERNHARDT
COMMISSIONER
JOYCE NOEL TAYLOR
CHIEF ENGINEER
DATE

STATE HIGHWAY "15"
U.S. ROUTE 202/MAIN STREET
LEWISTON ANDROSCOGGIN COUNTY
FEDERAL AID PROJECT NO. STP-1731(600)X
FEDERAL AID PROJECT NO. STP-1787(400)X

NOVEMBER 2013 | RIGHT-OF-WAY MAP | D.O.T. FILE NO. 1-316
SCALE 1" = 25' | SHEET 2 OF 5

SHEET NUMBER
14
OF 14

Filename: ...\00\ROW\MSTA\002_RWPLAN2.dgn Division: HIGHWAY Username: Rhobe.Moulton Date:2/12/2014

Filename: ...\MSTA\001_Cover_Sheet.dgn Division: BRIDGE Username: common Date:3/26/2014

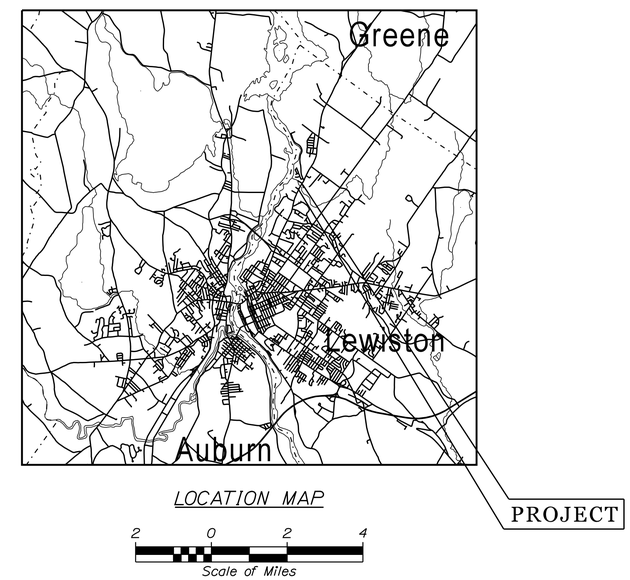
Unitil

Northern Utilities, Inc.

| INDEX OF SHEETS | | |
|---|---|---|
| NUMBER | NAME | TITLE |
| 1 | G1 | COVER SHEET |
| 2 | G2 | SITE MAP |
| 3 | G3 | PROFILE |
| 4 | G4 | DETAILS SHEET |

# STETSON BRIDGE CROSSING

## STETSON BRIDGE
## OVER STETSON BROOK
## LEWISTON, MAINE




LOCATION MAP

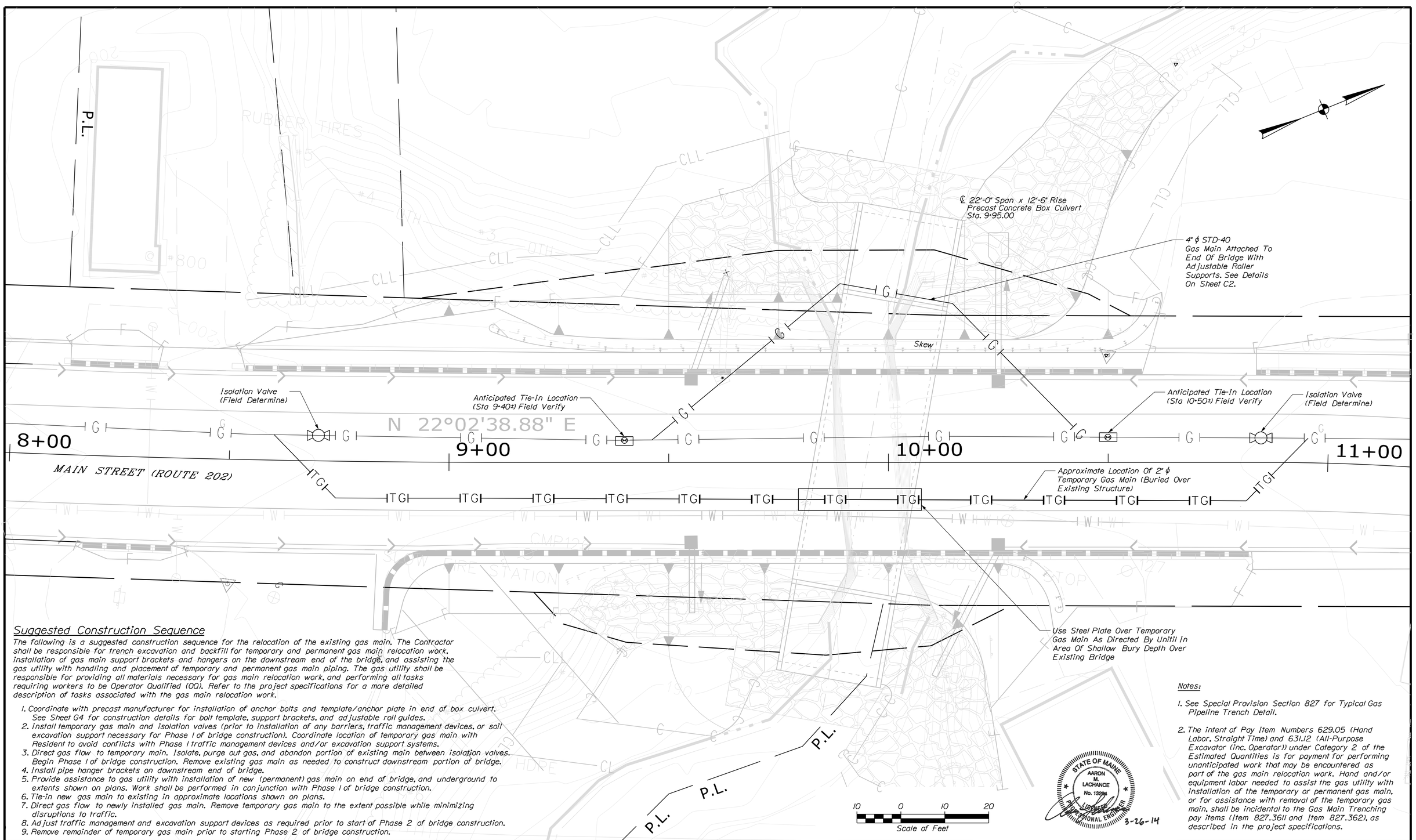
STATE OF MAINE
AARON M. LACHANCE
No. 13294
Licensed
PROFESSIONAL ENGINEER
3-26-14

Stantec

SHEET NUMBER

G1

1 OF 4




## Suggested Construction Sequence

The following is a suggested construction sequence for the relocation of the existing gas main. The Contractor shall be responsible for trench excavation and backfill for temporary and permanent gas main relocation work, installation of gas main support brackets and hangers on the downstream end of the bridge, and assisting the gas utility with handling and placement of temporary and permanent gas main piping. The gas utility shall be responsible for providing all materials necessary for gas main relocation work, and performing all tasks requiring workers to be Operator Qualified (OQ). Refer to the project specifications for a more detailed description of tasks associated with the gas main relocation work.

1. Coordinate with precast manufacturer for installation of anchor bolts and template/anchor plate in end of box culvert. See Sheet G4 for construction details for bolt template, support brackets, and adjustable roll guides.
2. Install temporary gas main and isolation valves (prior to installation of any barriers, traffic management devices, or soil excavation support necessary for Phase I of bridge construction). Coordinate location of temporary gas main with Resident to avoid conflicts with Phase I traffic management devices and/or excavation support systems.
3. Direct gas flow to temporary main. Isolate, purge out gas, and abandon portion of existing main between isolation valves. Begin Phase I of bridge construction. Remove existing gas main as needed to construct downstream portion of bridge.
4. Install pipe hanger brackets on downstream end of bridge.
5. Provide assistance to gas utility with installation of new (permanent) gas main on end of bridge, and underground to extents shown on plans. Work shall be performed in conjunction with Phase I of bridge construction.
6. Tie-in new gas main to existing in approximate locations shown on plans.
7. Direct gas flow to newly installed gas main. Remove temporary gas main to the extent possible while minimizing disruptions to traffic.
8. Adjust traffic management and excavation support devices as required prior to start of Phase 2 of bridge construction.
9. Remove remainder of temporary gas main prior to starting Phase 2 of bridge construction.

STATE OF MAINE
AARON M. LACHANCE
No. 13294
LICENSED
PROFESSIONAL ENGINEER
3-26-14

## Notes:

1. See Special Provision Section 827 for Typical Gas Pipeline Trench Detail.
2. The intent of Pay Item Numbers 629.05 (Hand Labor, Straight Time) and 631.12 (All-Purpose Excavator (inc. Operator)) under Category 2 of the Estimated Quantities is for payment for performing unanticipated work that may be encountered as part of the gas main relocation work. Hand and/or equipment labor needed to assist the gas utility with installation of the temporary or permanent gas main, or for assistance with removal of the temporary gas main, shall be incidental to the Gas Main Trenching pay items (Item 827.361l and Item 827.362), as described in the project specifications.

| REV | BY | DATE | DESCRIPTION | DWG NO. | REFERENCE DRAWINGS |
|---|---|---|---|---|---|

SEAL AND SIGNATURE

| | |
|---|---|
| PRJ MANAGER: | A. LACHANCE |
| PRJ ENGINEER: | A. LACHANCE |
| PRJ NAME: | UNITIL STETSON BRIDGE |
| PRJ MILESTONE: | ISSUED FOR CONSTRUCTION |
| PRJ PHASE: | ISSUED FOR CONSTRUCTION |
| DESIGNED BY: | A. LACHANCE |
| DRAFTED BY: | J. SOTER |
| CHECKED BY: | J. MANZER |
| APPROVED BY | A. LACHANCE |

Unitil
Northern Utilities, Inc.

| | |
|---|---|
| DESIGN MANAGER: | REVIEWED BY: |
| DESIGN ENGINEER: | CHECKED BY: |
| ACTIVATION ORDER: | APPROVED BY: |

SHEET TITLE
**SITE MAP**

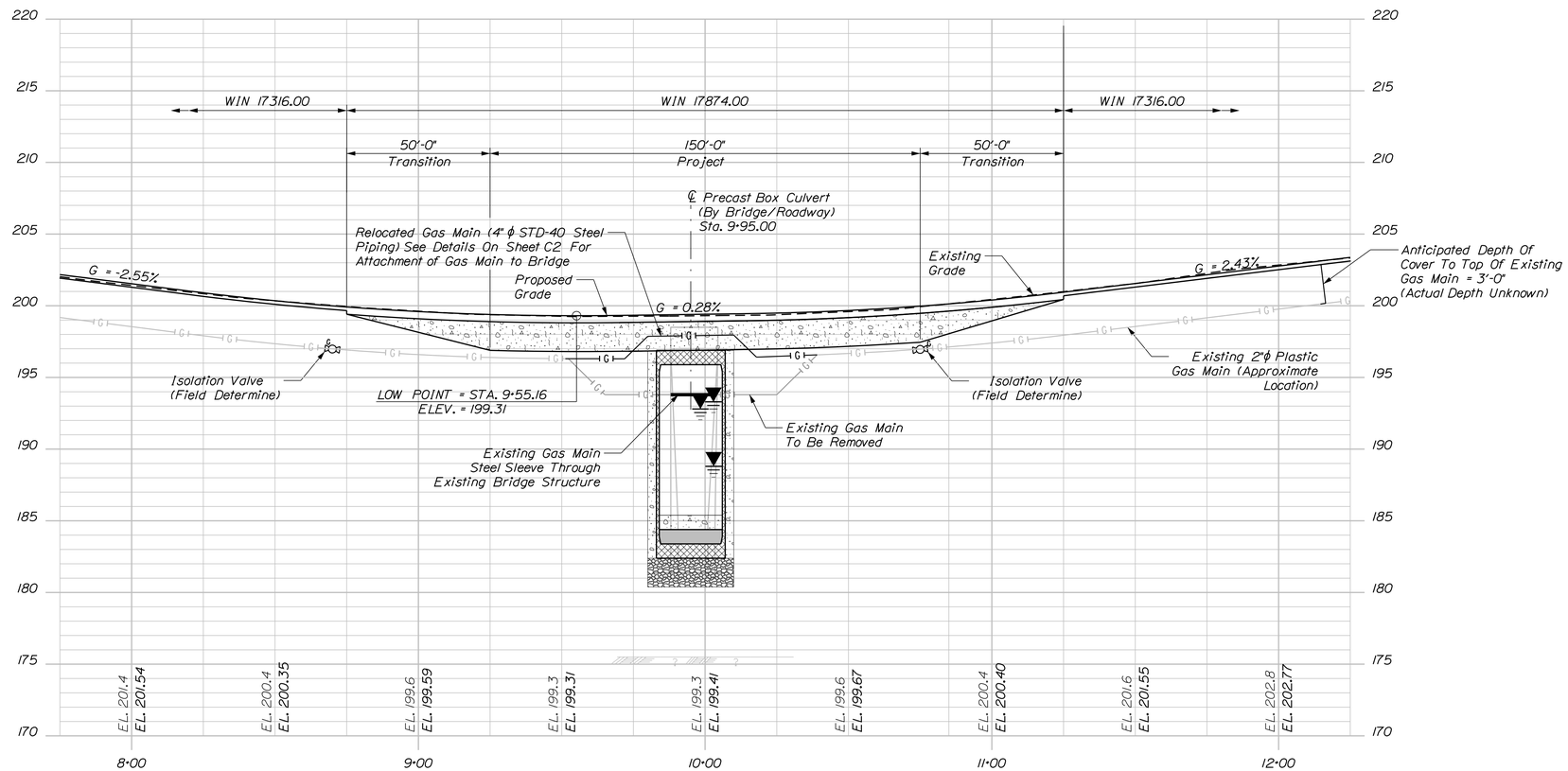
PROJECT NAME
**STETSON BRIDGE**

PROJECT LOCATION
STETSON BRIDGE
OVER STETSON BROOK
LEWISTON, MAINE

Stantec

SHEET NUMBER
G2
2 of 4

Filename: ...\MSTA\002_Site_Map.dgn
Division: BRIDGE
Username: common
Date:3/26/2014




## PROFILE

(Along ℄ Construction)

Horiz. 25 0 25 50

Vert. 5 0 5 10

STATE OF MAINE
AARON M. LACHANCE
No. 13294
LICENSED
PROFESSIONAL ENGINEER
3-26-14

Note: Temporary Gas Main Not Shown For Clarity

| REV | BY | DATE | DESCRIPTION | DWG NO. | REFERENCE DRAWINGS | SEAL AND SIGNATURE |
|---|---|---|---|---|---|---|

| | |
|---|---|
| PRJ MANAGER: | A. LACHANCE |
| PRJ ENGINEER: | A. LACHANCE |
| PRJ NAME: | UNITIL STETSON BRIDGE |
| PRJ MILESTONE: | ISSUED FOR CONSTRUCTION |
| PRJ PHASE: | ISSUED FOR CONSTRUCTION |
| DESIGNED BY: | A. LACHANCE |
| DRAFTED BY: | J. SOTER |
| CHECKED BY: | J. MANZER |
| APPROVED BY | A. LACHANCE |

Unitil
Northern Utilities, Inc.

| | |
|---|---|
| DESIGN MANAGER: | REVIEWED BY: |
| DESIGN ENGINEER: | CHECKED BY: |
| ACTIVATION ORDER: | APPROVED BY: |

SHEET TITLE: PROFILE

PROJECT NAME: STETSON BRIDGE

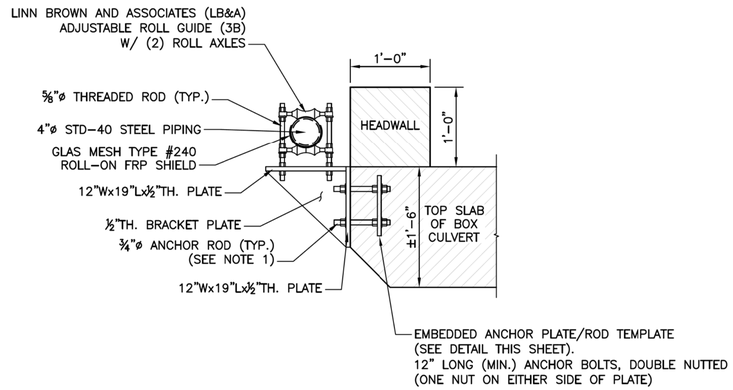
PROJECT LOCATION: STETSON BRIDGE OVER STETSON BROOK LEWISTON, MAINE

Stantec

SHEET NUMBER G3

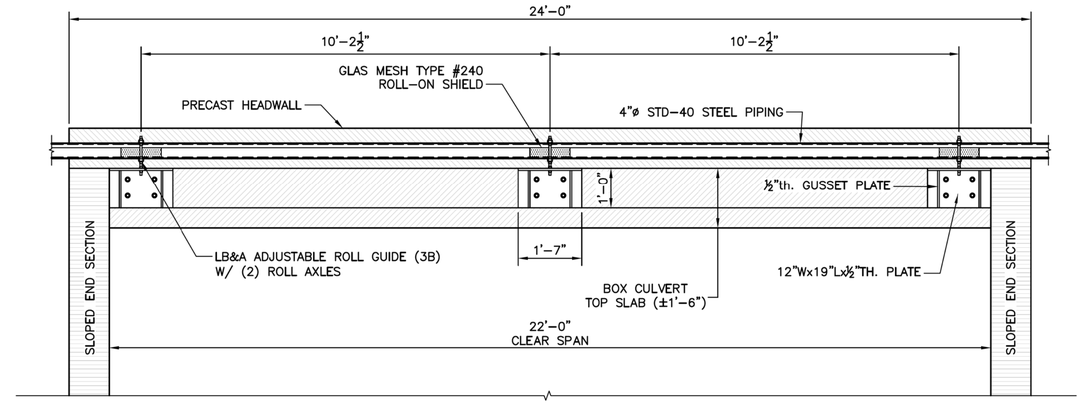
3 of 4

Filename: ...\UTILITIES\MSTA\003_Profile.dgn Division: BRIDGE Username: common Date:3/26/2014

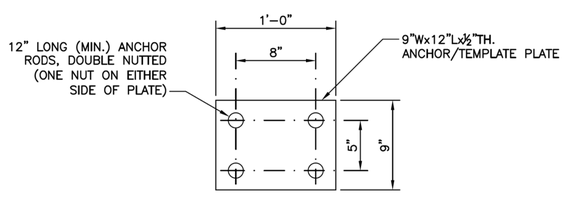



NOTE:
1. ANCHOR RODS AND TEMPLATE PLATE TO BE INTEGRALLY CAST IN END OF BOX CULVERT. ANCHOR RODS SHALL EXTENT 3" MIN. OUT OF END OF BOX.

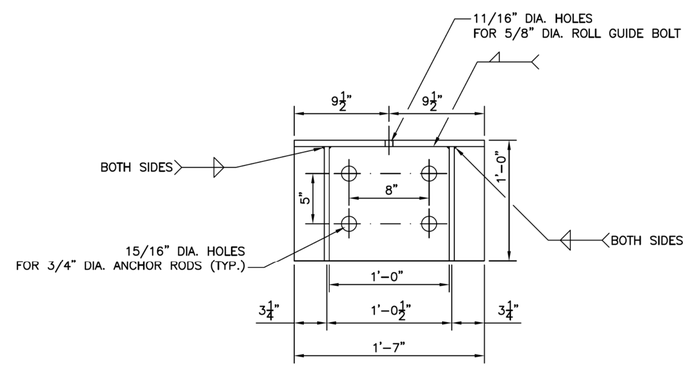
BOX CULVERT – SECTION THROUGH END OF BOX
PERPENDICULAR TO BOX SPAN – N.T.S.



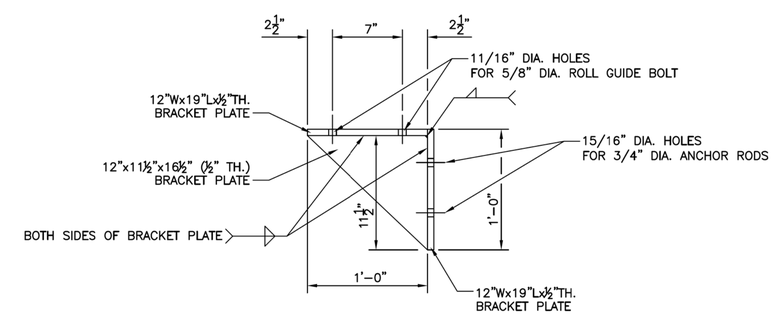

BOX CULVERT – DOWNSTREAM ELEVATION
LOOKING UPSTREAM – N.T.S.




ANCHOR/TEMPLATE PLATE DETAIL
ELEVATION VIEW
N.T.S.




SUPPORT BRACKET DETAIL
ELEVATION VIEW
N.T.S.




SUPPORT BRACKET DETAIL
SECTION VIEW
N.T.S.

STATE OF MAINE
AARON M. LACHANCE
No. 13294
LICENSED
PROFESSIONAL ENGINEER
3-26-14

NOTE:
STEEL PLATES SHALL CONFORM TO ASTM A-36. STANDARD BOLTS AND NUTS SHALL CONFORM TO ASTM A325. ANCHOR RODS SHALL CONFORM TO ASTM F1554 GR. 36.

STEEL PLATES SHALL BE HOT DIP GALVANIZED IN ACCORDANCE WITH AASHTO M 111/ASTM A 123, STANDARD SPECIFICATIONS FOR ZINC (HOT-DIP GALVANIZED) COATINGS ON IRON AND STEEL (A 123).

MOUNTING HARDWARE SHALL BE HOT DIP GALVANIZED IN CONFORMANCE WITH AASHTO M232 (ASTM A153).

| REV | BY | DATE | DESCRIPTION | DWG NO. | REFERENCE DRAWINGS | SEAL AND SIGNATURE |
|---|---|---|---|---|---|---|

| | |
|---|---|
| PRJ MANAGER: | A. LACHANCE |
| PRJ ENGINEER: | A. LACHANCE |
| PRJ NAME: | UNITIL STETSON BRIDGE |
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| DESIGNED BY: | A. LACHANCE |
| DRAFTED BY: | J. SOTER |
| CHECKED BY: | J. MANZER |
| APPROVED BY | A. LACHANCE |

Unitil
Northern Utilities, Inc.

| | |
|---|---|
| DESIGN MANAGER: | REVIEWED BY: |
| DESIGN ENGINEER: | CHECKED BY: |
| ACTIVATION ORDER: | APPROVED BY: |

SHEET TITLE
DETAIL SHEET

PROJECT NAME
STETSON BRIDGE

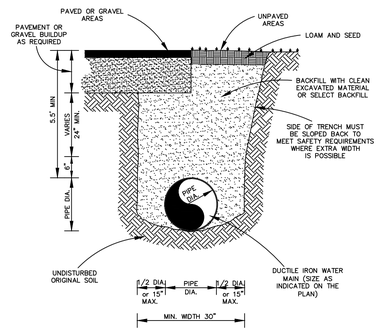
PROJECT LOCATION
STETSON BRIDGE
OVER STETSON BROOK
LEWISTON, MAINE

Stantec

SHEET NUMBER
G4

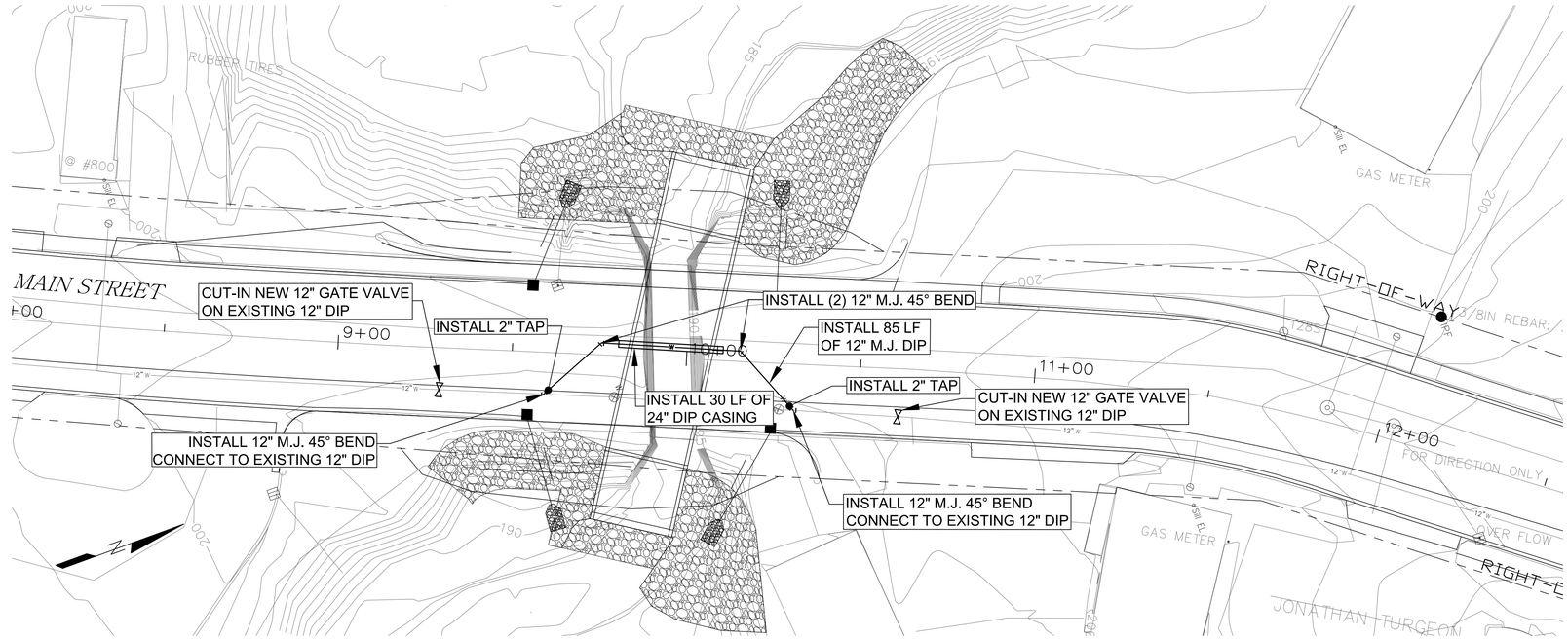


Filename: ...\MSTA\004_Detail_Sheet.dgn Division: BRIDGE Username: common Date:3/26/2014




WATER MAIN TRENCH DETAIL

NOT TO SCALE



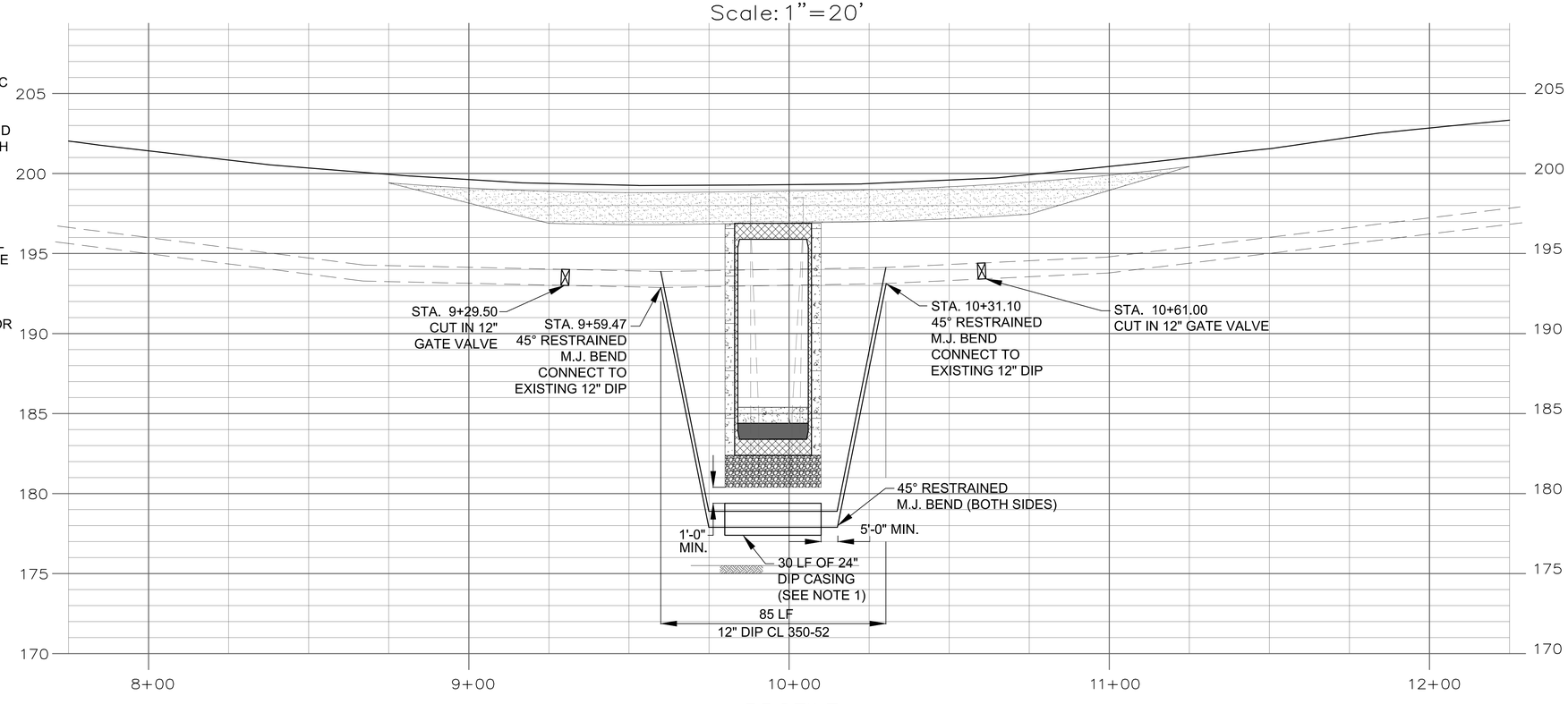

RELOCATION OF EXISTING 12" DIP WATERLINE

PLAN

Scale: 1"=20'

NOTES:

1. CASING PIPE SHALL BE 24" DIP CC 350-52.
2. SPACER SHALL BE PROVIDED AND INSTALLED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS AS PROVIDED BY CASCADE WATERWORKS MFG.
3. THE ENDS OF THE CASING SHALL BE SEALED WITH LINK-SEAL, TYPE C, OR APPROVED EQUAL.
4. 12" MECHANICAL JOINT PIPE SHALL BE GRIFFIN SNAP-LOCK, OR APROVED EQUAL.




PROFILE

Scale: Horiz. 1"=20'
Vert. 1"=5'

| Rev. | Desc. | Drwn | Date |
|---|---|---|---|
| | | | |

Field Book/Data Collector Files

**STETSON BRIDGE OVER STETSON BROOK**
**12" WATERLINE RELOCATION**
PLAN AND PROFILE
DOT PROJECT STP1787 (400) X

Drwn JJE | Survey | Design JJE | Chk'd

City of LEWISTON Maine
DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION
103 Adams Avenue P.O. Box 479
Lewiston, Maine 04243-0479
Tel 207-513-3003 • Fax 207-784-5647

Scale
Plan 1"=20'
Profile 1"=20' Horz. 1"=5' Vert.

File No.

Date 10/15/13

Sheet 1 OF 1