# STATE OF MAINE
# DEPARTMENT OF TRANSPORTATION

# SANFORD

## YORK COUNTY

SANFORD RAISE GRANT

## WIN 22642.01

PROJECT LENGTH: 0.89 MILES

VOLUME 3 (RIVERSIDE AVE AND WILLIAM OSCAR EMERY DRIVE)

## PLAN LEGEND

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

Boring ⊕ HB-XXX-###

Pavement Core ● PC-#

Test Pit ■ TP-XXX-###

Probe ◔ P-#.#X

#.# = Depth

X = W (Weathered Rock)
R (Refusal)
NR (No Refusal)




LOCATION MAP

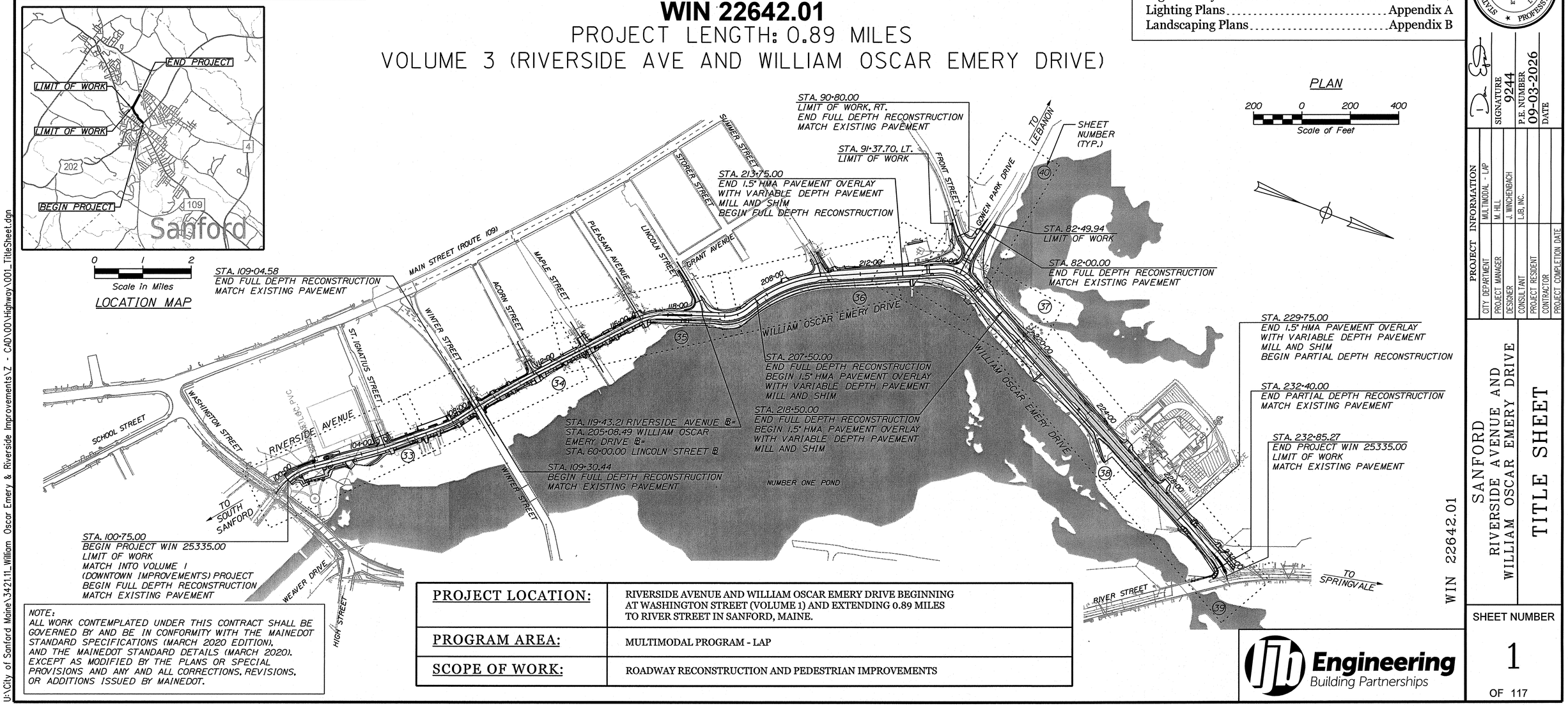
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PLAN

200 0 200 400

Scale of Feet




NOTE:
ALL WORK CONTEMPLATED UNDER THIS CONTRACT SHALL BE GOVERNED BY AND BE IN CONFORMITY WITH THE MAINEDOT STANDARD SPECIFICATIONS (MARCH 2020 EDITION), AND THE MAINEDOT STANDARD DETAILS (MARCH 2020). EXCEPT AS MODIFIED BY THE PLANS OR SPECIAL PROVISIONS AND ANY AND ALL CORRECTIONS, REVISIONS, OR ADDITIONS ISSUED BY MAINEDOT.

| | |
|---|---|
| PROJECT LOCATION: | RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE BEGINNING AT WASHINGTON STREET (VOLUME 1) AND EXTENDING 0.89 MILES TO RIVER STREET IN SANFORD, MAINE. |
| PROGRAM AREA: | MULTIMODAL PROGRAM - LAP |
| SCOPE OF WORK: | ROADWAY RECONSTRUCTION AND PEDESTRIAN IMPROVEMENTS |

Engineering
Building Partnerships

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

APPROVED — DATE 9/8/26

COMMISSIONER:

CHIEF ENGINEER: — 9-8-2026

STATE OF MAINE ★ DONALD G. REYNOLDS JR. No. 9244 LICENSED PROFESSIONAL ENGINEER ★

SIGNATURE 9244

P.E. NUMBER 09-03-2026

DATE

| PROJECT INFORMATION | |
|---|---|
| CITY DEPARTMENT | MULTIMODAL - LAP |
| PROJECT MANAGER | M. HILL |
| DESIGNER | J. WINCHENBACH |
| CONSULTANT | L.B. INC. |
| PROJECT RESIDENT | |
| CONTRACTOR | |
| PROJECT COMPLETION DATE | |

SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

TITLE SHEET

SHEET NUMBER

1

OF 117


Filename: ...\00\Highway\001_TitleSheet.dgn Division: HIGHWAY Username: Mike.Cundiff Date:9/8/2026
U:\City of Sanford Maine\3421.11_William Oscar Emery & Riverside Improvements\Z - CAD\00\Highway\001_TitleSheet.dgn

# ESTIMATED QUANTITIES - BASE BID

| ITEM NO. | DESCRIPTION | QUANTITY | UNIT |
|---|---|---|---|
| 107.51 | PROSECUTION OF WORK - INITIAL SCHEDULE | 0.25 | LS |
| 107.531 | PROSECUTION OF WORK - BI-WEEKLY UPDATES | 0.25 | LS |
| 201.11 | CLEARING | 0.24 | AC |
| 201.23 | REMOVING SINGLE TREE TOP ONLY | 36 | EA |
| 201.24 | REMOVING STUMP | 36 | EA |
| 202.15 | REMOVING EXISTING MANHOLE OR CATCH BASIN | 24 | EA |
| 202.2023 | REMOVING PAVEMENT SURFACE - MEDIUM CUT DRUM | 6540 | SY |
| 202.203 | PAVEMENT BUTT JOINTS | 110 | SY |
| 202.56 | REMOVE EXISTING FLASHING BEACON | 1 | LS |
| 203.20 | COMMON EXCAVATION | 11650 | CY |
| 203.21 | ROCK EXCAVATION | 10 | CY |
| 206.07 | STRUCTURAL ROCK EXCAVATION - DRAINAGE & MINOR STRUCTURES | 10 | CY |
| 304.10 | AGGREGATE SUBBASE COURSE - GRAVEL | 9730 | CY |
| 403.2081 | HOT MIX ASPHALT, 12.5 mm NOMINAL MAXIMUM SIZE (POLYMER MODIFIED) | 1620 | T |
| 403.209 | HOT MIX ASPHALT, 9.5 mm NOMINAL MAXIMUM SIZE (SIDEWALKS, DRIVES, ISLANDS & INCIDENTALS) | 950 | T |
| 403.2111 | HOT MIX ASPHALT, 9.5 mm NOMINAL MAXIMUM SIZE (SHIMMING, POLYMER MODIFIED) | 180 | T |
| 403.2131 | HOT MIX ASPHALT, 12.5 mm NOMINAL MAXIMUM SIZE (BASE AND INTERMEDIATE BASE COURSE, POLYMER MODIFIED) | 1950 | T |
| 409.15 | BITUMINOUS TACK COAT, APPLIED | 1150 | G |
| 502.461 | STRUCTURAL CONCRETE, REPLACE CONCRETE SLAB | 4 | CY |
| 515.202 | CLEAR PROTECTIVE COATING FOR CONCRETE SURFACES | 3055 | SY |
| 534.71 | PRECAST CONCRETE BOX CULVERT (6'X13'X114') | 1 | LS |
| 603.155 | 12 INCH REINFORCED CONC. PIPE CLASS III | 124 | LF |
| 603.1552 | 12 INCH REINFORCED CONC. PIPE CLASS IV | 228 | LF |
| 603.159 | 12 INCH CULVERT PIPE OPTION III | 285 | LF |
| 603.1652 | 15 INCH REINFORCED CONC. PIPE CLASS IV | 124 | LF |
| 603.169 | 15 INCH CULVERT PIPE OPTION III | 44 | LF |
| 603.179 | 18 INCH CULVERT PIPE OPTION III | 28 | LF |
| 603.195 | 24 INCH REINFORCED CONC. PIPE CLASS III | 248 | LF |
| 604.09 | CATCH BASIN TYPE B1 | 4 | EA |
| 604.092 | CATCH BASIN TYPE B1-C | 30 | EA |
| 604.096 | 60" CATCH BASIN TYPE B1-C | 2.125 | EA |
| 604.16 | ALTERING CATCH BASIN TO MANHOLE | 1 | EA |
| 604.164 | REBUILDING CATCH BASIN | 1 | EA |
| 604.18 | ADJUSTING MANHOLE OR CATCH BASIN TO GRADE | 11 | EA |
| 604.247 | CATCH BASIN TYPE F5-C | 3 | EA |
| 604.262 | CATCH BASIN TYPE B5-C | 19.125 | EA |
| 604.2621 | 60" CATCH BASIN TYPE B5-C | 2 | EA |
| 605.11 | 12 INCH UNDERDRAIN TYPE C | 2785 | LF |
| 605.12 | 15 INCH UNDERDRAIN TYPE C | 54 | LF |
| 606.47 | SINGLE WOOD POST | 2 | EA |
| 607.22 | CEDAR RAIL FENCE | 800 | LF |
| 607.24 | REMOVE AND RESET FENCE | 180 | LF |
| 607.25 | REMOVE AND RESET CHAIN LINK FENCE | 190 | LF |
| 608.08 | REINFORCED CONCRETE SIDEWALK | 1985 | SY |
| 608.26 | CURB RAMP DETECTABLE WARNING FIELD | 630 | SF |
| 608.261 | RESET CONCRETE PAVERS | 14 | SY |
| 608.272 | GRANITE COBBLES WITH BITUMINOUS BASE | 32 | SY |
| 609.11 | VERTICAL CURB TYPE 1 | 45 | LF |
| 609.12 | VERTICAL CURB TYPE 1 - CIRCULAR | 13 | LF |
| 609.21 | CONCRETE SLIPFORM CURB | 7430 | LF |
| 609.219 | CONCRETE SLIPFORM CURB - TERMINAL END | 1155 | LF |
| 609.221 | TERMINAL CURB TYPE 1 | 8 | LF |
| 609.222 | TERMINAL CURB TYPE 1 - CIRCULAR | 34 | LF |
| 609.34 | CURB TYPE 5 | 745 | LF |
| 609.3401 | TERMINAL CURB TYPE 5 | 82 | LF |
| 609.35 | CURB TYPE 5 - CIRCULAR | 106 | LF |
| 610.08 | PLAIN RIPRAP | 170 | CY |
| 613.319 | EROSION CONTROL BLANKET | 130 | SY |
| 615.07 | LOAM | 1300 | CY |
| 615.073 | LOAM (PLANTING BEDS) | 750 | CY |
| 618.13 | SEEDING METHOD NUMBER 1 | 110 | UN |
| 619.12 | MULCH | 110 | UN |
| 619.13 | BARK MULCH | 180 | CY |
| 620.58 | EROSION CONTROL GEOTEXTILE | 285 | SY |
| 621.2011 | MD DECID TR (2.5"-3" CAL) GP A | 54 | EA |
| 621.279 | LG DECID TR (2.5"-3" CAL) GP A | 83 | EA |
| 621.71 | HERBACEOUS PERENNIALS GP A | 4104 | EA |
| 621.80 | ESTABLISHMENT PERIOD | 0.75 | LS |
| 626.11 | PRECAST CONCRETE JUNCTION BOX | 7 | EA |
| 626.21 | METALLIC CONDUIT | 300 | LF |
| 626.22 | NON-METALLIC CONDUIT (1-INCH) | 20 | LF |
| 626.22 | NON-METALLIC CONDUIT (1 1/2-INCH) | 7800 | LF |
| 626.221 | NON-METALLIC CONDUIT, CONCRETE ENCASED | 255 | LF |
| 626.38 | GROUND MOUNTED CABINET FOUNDATION | 2 | EA |
| 626.421 | 24-INCH DIAMETER FOUNDATION | 539 | LF |
| 627.733 | 4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE | 13500 | LF |
| 627.75 | WHITE OR YELLOW PAVEMENT & CURB MARKING | 2750 | SF |
| 627.77 | REMOVING EXISTING PAVEMENT MARKING | 200 | SF |
| 627.78 | TEMPORARY 4" PAINTED PAVEMENT MARKING LINE, WHITE OR YELLOW | 13500 | LF |
| 629.05 | HAND LABOR, STRAIGHT TIME | 16 | HR |
| 631.12 | ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR) | 16 | HR |
| 631.172 | TRUCK - LARGE (INCLUDING OPERATOR) | 16 | HR |
| 631.18 | CHAIN SAW RENTAL (INLCUDING OPERATOR) | 8 | HR |
| 631.20 | STUMP CHIPPER RENTAL (INCLUDING OPERATOR) | 8 | HR |
| 631.32 | CULVERT CLEANER (INCLUDING OPERATORS) | 8 | HR |
| 634.16 | HIGHWAY LIGHTING (RIVERSIDE AVENUE & WILLIAM OSCAR EMERY DRIVE) | 1 | LS |
| 634.2041 | LUMINAIRES | 72 | EA |
| 634.210 | CONVENTIONAL LIGHT STANDARD (15-FOOT POLE) | 42 | EA |
| 634.210 | CONVENTIONAL LIGHT STANDARD (18-FOOT POLE) | 30 | EA |
| 634.2223 | REMOVE AND RESET LIGHT STANDARD WITH LUMINAIRE | 1 | EA |
| 641.12 | BENCH | 9 | EA |
| 641.34 | TRASH RECEPTACLE | 2 | EA |
| 642.12 | WOODEN STEPS | 2 | EA |
| 642.15 | PRECAST CONCRETE STEPS | 3 | EA |
| 642.17 | CAST-IN-PLACE CONCRETE STEPS | 4 | CY |
| 643.621 | RECTANGULAR RAPID FLASHING BEACON ASSEMBLY | 4 | EA |
| 645.106 | DEMOUNT REGULATORY, WARNING, CONFIRMATION AND ROUTE MARKER ASSEMBLY SIGN | 35 | EA |
| 645.116 | REINSTALL REGULATORY, WARNING, CONFIRMATION AND ROUTE MARKER ASSEMBLY SIGN | 6 | EA |

# ESTIMATED QUANTITIES - BASE BID

| ITEM NO. | DESCRIPTION | QUANTITY | UNIT |
|---|---|---|---|
| 645.292 | REGULATORY, WARNING, CONFIRMATION, AND ROUTE MARKER ASSEMBLY SIGNS TYPE II | 740 | SF |
| 645.516 | SPECIAL SIGNING | 2 | EA |
| 645.561 | 36" STOP SIGN - SOLAR POWERED | 4 | EA |
| 652.312 | TYPE III BARRICADES | 4 | EA |
| 652.33 | DRUM | 75 | EA |
| 652.34 | CONE | 158 | EA |
| 652.35 | CONSTRUCTION SIGNS | 1000 | EA |
| 652.36 | MAINTENANCE OF TRAFFIC CONTROL DEVICES | 270 | CD |
| 652.38 | FLAGGERS | 7500 | HR |
| 653.22 | 2 INCH POLYSTYRENE PLASTIC INSULATION | 150 | SY |
| 656.75 | TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL | 0.25 | LS |
| 658.20 | ACRYLIC LATEX COLOR FINISH | 35 | SY |
| 659.10 | MOBILIZATION | 0.25 | LS |
| 660.21 | ON-THE-JOB TRAINING | 400 | HR |
| 673.10 | WET CAST SMALL LANDSCAPE BLOCK WALL | 320 | SF |
| 801.03 | TEST PITS | 5 | EA |
| 801.141 | 4" PVC SANITARY SEWER (SDR-35) | 25 | LF |
| 801.16 | 6" PVC SANITARY SEWER (SDR-35) | 25 | LF |
| 890.07 | BIKE RACKS | 6 | EA |
| 890.08 | REMOVE AND RESET BIKE RACK | 1 | EA |

## EARTHWORK SUMMARY

COMMON EXCAVATION FOR ESTIMATE

| | | |
|---|---|---|
| COMMON EXCAVATION (FROM MODEL OR PLANS) | 10862 CY | |
| GRUBBING IN FILL | 221 CY | |
| PAVEMENT SALVAGE IN FILL | 567 CY | |
| TOTAL COMMON EXCAVATION (PAID UNDER 203.20) | | 11650 CY |
| COMMON EXCAVATION (PRECAST CONCRETE BOX CULVERT) | 764 CY | |
| MUCK EXCAVATION | 66 CY | |
| TOTAL (APPROXIMATE) EXCAVATION FOR PRECAST CONCRETE BOX CULVERT (INCLUDED IN ITEM 534.71) | | 830 CY |
| TOTAL COMMON EXCAVATION (ITEM 203.20, COMMON EXCAVATION) | | 11650 CY |
| TOTAL COMMON EXCAVATION | | 12480 CY |

FILL FOR BORROW CALCULATIONS

| | | |
|---|---|---|
| COMMON FILL (FROM MODEL OR PLANS) | 1460 CY | |
| GRUBBING IN FILL | 221 CY | |
| PAVEMENT SALVAGE IN FILL | 567 CY | |
| TOTAL FILL | | 2248 CY |

ROCK EXCAVATION FOR ESTIMATE

| | | |
|---|---|---|
| ROCK EXCAVATION (UNDETERMINED LOCATIONS) | 10 CY | |
| TOTAL ROCK EXCAVATION | | 10 CY |

AVAILABLE COMMON EXCAVATION FOR BORROW CALCULATIONS

| | | |
|---|---|---|
| ALL DEDUCTIONS: | | |
| GRUBBING IN CUT | 471 CY | |
| GRUBBING IN FILL | 221 CY | |
| PAVEMENT SALVAGE (CUT & FILL) | 3560 CY | |
| TOTAL DEDUCTIONS | | 4252 CY |
| TOTAL AVAILABLE COMMON EXCAVATION (-) TOTAL DEDUCTIONS | 8228 CY | |
| RIPRAP EXCAVATION | 84 CY | |
| TOTAL AVAILABLE NON-ROCK EXCAVATION | | 8312 CY |

COMPUTATION OF WASTE STORAGE & WASTE MATERIAL

| | | |
|---|---|---|
| TOTAL AVAILABLE WASTE STORAGE AREA (FROM CROSS SECTIONS) | 0 CY | |
| GRUBBING IN CUT | 471 CY | |
| GRUBBING IN FILL | 221 CY | |
| MUCK EXCAVATION | 66 CY | |
| TOTAL WASTE MATERIAL | 758 CY | |
| TOTAL WASTE MATERIAL TO BE UTILIZED* | | 0 CY |
| TOTAL WASTE MATERIAL TO BE WASTED | | 758 CY |

COMPUTATION FOR GRANULAR BORROW FOR ESTIMATE

| | | |
|---|---|---|
| GRANULAR BORROW (INCLUDED UNDER ITEM 534.71, PRECAST CONCRETE BOX CULVERT) | 180 CY | |
| TOTAL GRANULAR BORROW | | 180 CY |

COMPUTATION FOR SURPLUS MATERIAL OR COMMON BORROW FOR ESTIMATE

| | | |
|---|---|---|
| TOTAL AVAILABLE NON-ROCK EXCAVATION | 8312 CY x 0.90 = 7480.8 CY | |
| TOTAL AVAILABLE ROCK EXCAVATION | 10 CY x 1.30 = 13 CY | |
| TOTAL AVAILABLE STRUCTURAL ROCK EXCAVATION | 10 CY x 1.30 = 13 CY | |
| TOTAL WASTE MATERIAL TO BE UTILIZED | 0 CY x 0.90 = 0 CY | |
| TOTAL AVAILABLE EXCAVATION | | 7507 CY |
| BORROW NEEDED = TOTAL FILL (-) TOTAL AVAILABLE EXCAVATION | | 0 CY |
| IF NO BORROW IS NEEDED, SURPLUS MATERIAL = AVAILABLE EXCAVATION (-) TOTAL FILL, (+) | | |
| TOTAL WASTE MATERIAL TO BE WASTED | | 6017 CY |
| SURPLUS MATERIAL | | 6017 CY |
| COMMON BORROW | | 0 CY |

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01

| | M. HILL | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | M. HILL | BY | |
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 09\26 |
| CHECKED-REVIEWED | J.WHOREHEACH | D.ETTINGER | 09\26 |
| DESIGN2-DETAILED2 | - | - | - |
| DESIGN3-DETAILED3 | - | - | - |
| REVISIONS 1 | - | - | - |
| REVISIONS 2 | - | - | - |
| REVISIONS 3 | - | - | - |
| REVISIONS 4 | - | - | - |
| FIELD CHANGES | - | - | - |

SIGNATURE

P.E. NUMBER

DATE

SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

ESTIMATED QUANTITIES & EARTHWORK SUMMARY

SHEET NUMBER
2
OF 117

Filename: ...\00\Highway\002_Quantities.dgn Division: HIGHWAY Username: Mike.Cundiff Date:9/3/2026
U:\City of Sanford Maine\3421.11_William Oscar Emery & Riverside Improvements\Z - CAD\00\Highway\002_Quantities.dgn

| STATION | CULVERT PIPE | | | | | | | | | | | CATCH BASIN | | | | | BOX CULVERT | | | MH | UNDERDRAIN | | | | | | ELBOWS, TEES, WYES AND INLET GRATE UNITS | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | RCP | | | CMP | | OPTION I | | OPTION III | | | | | | | | | | | | | TYPE B | | TYPE C | | | | | |
| | | | | | | | | SMOOTHLINED | | CORRUGATED | | | | | | | | | | | TYPE B | OUTLET | SMOOTHLINED | | CORRUGATED | | DESCRIPTIONS | |
| | SIZE | LENGTH | CLASS | SIZE | LENGTH | SIZE | LENGTH | SIZE | LENGTH | SIZE | LENGTH | A1-C | B5-C | B1-C | B1 | F5-C | SPAN | RISE | LENGTH | | LENGTH | LENGTH | SIZE | LENGTH | SIZE | LENGTH | | |
| CATCH BASINS | | | | | | | | | | | | | | | | | | | | | | | | | | | | CATCH BASINS |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CBI, STA. 101+13.17, 11.88' LT. | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | |
| CB2, STA. 101+13.17, 11.88' RT. | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | FLAT TOP |
| CB3, STA. 101+28.17, 11.88' LT. | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | 60" DIA. WITH 2' OFFSET CONE |
| MHI, STA. 101+28.17, 5.40' LT. | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | 60" DIA. WITH SOLID COVER AND 2' OFFSET CONE |
| CB4, STA. 101+28.17, 11.88' RT. | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | FLAT TOP |
| CB5, STA. 101+43.17, 11.88' LT. | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | |
| CB6, STA. 101+43.17, 11.88' RT. | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | FLAT TOP |
| MH2, STA. 101+63.14, 15.50' LT. | | | | | | | | | | | | | | 1.125 | | | | | | | | | | | | | | 60" DIA. |
| CB7, STA. 102+72.44, 11.87' LT. | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | 2' OFFSET CONE |
| CB8, STA. 102+72.44, 11.87' RT. | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | |
| CB9, STA. 103+68.07, 11.87' RT. | | | | | | | | | | | | | | 1.375 | | | | | | | | | | | | | | |
| CBI0, STA. 103+90.24, 17.88" LT. | | | | | | | | | | | | | | 1.5 | | | | | | | | | | | | | | |
| CBII, STA. 107+25.00, 10.88' LT. | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | |
| CBI2, STA. 107+50.00, 10.87' RT. | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | FLAT TOP |
| CBI3, STA. 108+71.97, 10.87' RT. | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | FLAT TOP |
| CBI4, STA. 108+85.80, 10.88' LT. | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | 60" DIA. |
| CBI7, STA. 109+60.99, 10.88' RT. | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | FLAT TOP |
| CBI8, STA. 112+07.14, 10.87' RT. | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | |
| CBI9, STA. 114+06.37, 10.87' RT. | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | |
| CB20, STA. 114+27.46, 10.88' RT. | | | | | | | | | | | | | | 1.125 | | | | | | | | | | | | | | |
| CB22, STA. 116+75.36, 10.87' RT. | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | |
| CB23, STA. 117+17.25, 11.49' RT. | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | |
| CB24, STA. 118+96.49, 15.88' RT. | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | FLAT TOP |
| CB24A, STA. 118+96.49, 4.12' LT. | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | FLAT TOP |
| CB25, STA. 205+41.89, 15.17' RT. | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | FLAT TOP AND NEENAH FRAME R-3303 |
| CB26, STA. 205+98.65, 17.88' RT. | | | | | | | | | | | | | | | | 1 | | | | | | | | | | | | 6" FRAME |
| CB27, STA. 206+17.50, 17.88' RT. | | | | | | | | | | | | | | | | 1 | | | | | | | | | | | | 6" FRAME |
| CB28, STA. 206+37.50, 17.88' RT. | | | | | | | | | | | | | | | | 1 | | | | | | | | | | | | 6" FRAME |
| CB3I, STA. 211+18.58, 17.87' RT. | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | FLAT TOP |
| CB32, STA. 211+71.24, 17.88' RT. | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | FLAT TOP |
| CB33, STA. 214+56.82, 17.87' RT. | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | FLAT TOP |
| CB34, STA. 214+56.82, 17.87' LT. | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | FLAT TOP |
| MH7, STA. 215+45.65, 47.06' RT. | | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | SOLID COVER |
| CB36, STA. 217+40.23, 17.88' LT. | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | FLAT TOP |
| CB35, STA. 217+40.23, 17.88' RT. | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | FLAT TOP |
| CB38, STA. 217+80.00, 17.88' LT. | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | FLAT TOP |
| CB37, STA. 217+80.00, 17.88' RT. | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | FLAT TOP |
| MH8, STA. 220+02.78, 24.43' LT. | | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | SOLID COVER |
| CB40, STA. 220+34.40, 17.88' LT. | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | FLAT TOP |
| CB39, STA. 220+34.28, 17.87' RT. | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | FLAT TOP |
| CB42, STA. 222+20.50, 17.88' LT. | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | FLAT TOP |
| CB4I, STA. 222+20.50, 17.88' RT. | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | FLAT TOP |
| CB43, STA. 224+16.54, 17.87' RT. | | | | | | | | | | | | | 1.125 | | | | | | | | | | | | | | | 2' OFFSET CONE |
| CB44, STA. 224+16.85, 17.87' LT. | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | 2' OFFSET CONE |
| CB45, STA. 228+01.16, 17.93' LT. | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | 2' OFFSET CONE |
| CB46, STA. 227+88.51, 17.88' RT. | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | 2' OFFSET CONE |
| CB47, STA. 230+00.51, 17.88' LT. | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | 2' OFFSET CONE |
| CB48, STA. 230+00.51, 17.88' RT. | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | 2' OFFSET CONE |
| CB49, STA. 231+27.52, 18.73' LT. | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | 2' OFFSET CONE |
| CB50, STA. 231+75.65, 21.46' RT. | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | 2' OFFSET CONE |
| CB5I, STA. 232+51.36, 23.61' RT. | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | |
| CB55, STA. 90+68.78, 17.13' RT. | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | FLAT TOP |
| CB54, STA. 90+70.59, 11.88' LT. | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | FLAT TOP |
| MHI2, STA. 80+55.63, 67.67' RT. | | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | SOLID COVER |
| MHII, STA. 80+62.66, 65.45' LT. | | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | SOLID COVER |
| CB53, STA. 80+70.03, 15.96' RT. | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | |
| CB52, STA. 80+70.07, 16.29' LT. | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | 2' OFFSET CONE |
| CB57, STA. 81+95.86, 14.88' RT. | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | FLAT TOP |
| CB56, STA. 81+99.14, 14.88" LT. | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | FLAT TOP |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ROADWAY CULVERTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | ROADWAY CULVERTS |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STA. 100+08.03, 14.58' LT. TO MH 1 | 24" | 120' | III | | | | | | | | | | | | | | | | | | | | | | | | | |
| CB3 TO CB5 | 24" | 12' | III | | | | | | | | | | | | | | | | | | | | | | | | | |
| CB3 TO MHI | 24" | 4' | III | | | | | | | | | | | | | | | | | | | | | | | | | |
| MHI TO CB4 | 12" | 12' | III | | | | | | | | | | | | | | | | | | | | | | | | | |
| CB5 TO MH2 | 24" | 20' | III | | | | | | | | | | | | | | | | | | | | | | | | | |
| MH2 TO MH3 | 24" | 92' | III | | | | | | | | | | | | | | | | | | | | | | | | | |
| MH3 TO CB8 | | | | | | | | 12" | 51' | | | | | | | | | | | | | | | | | | | |
| CB7 TO CB8 | 12" | 20' | III | | | | | | | | | | | | | | | | | | | | | | | | | |
| CBI0 TO CB9 | 15" | 36' | IV | | | | | | | | | | | | | | | | | | | | | | | | | |
| CBI0 TO MH4 | 15" | 88' | IV | | | | | | | | | | | | | | | | | | | | | | | | | |
| STA. 108+67.67, 17.76' RT. TO CBI3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | 7' X 6" PVC |
| CBI3 TO CBI4 | 12" | 24' | IV | | | | | | | | | | | | | | | | | | | | | | | | | |
| CBI9 TO CB20 | 12" | 20' | III | | | | | | | | | | | | | | | | | | | | | | | | | |
| CB24A TO CB24 | 12" | 16' | IV | | | | | | | | | | | | | | | | | | | | | | | | | |
| CB25 TO STA. 205+36.46, 44.67' RT. | | | | | | | | 18" | 28' | | | | | | | | | | | | | | | | | | | RIPRAP OUTLET |

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01

| | BY | DATE |
|---|---|---|
| PROJ. MANAGER | M. HILL | |
| DESIGN-DETAILED | T. WARREN | 08\26 |
| CHECKED-REVIEWED | M.CUNDIFF | 08\26 |
| DESIGN2-DETAILED2 | K.WINCHENBACH | D. ETTINGER |
| DESIGN3-DETAILED3 | - | - |
| REVISIONS 1 | - | - |
| REVISIONS 2 | - | - |
| REVISIONS 3 | - | - |
| REVISIONS 4 | - | - |
| FIELD CHANGES | - | - |

SIGNATURE

P.E. NUMBER

DATE

SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

DRAINAGE SCHEDULE

SHEET NUMBER

3

OF 117

Filename: ...\Highway\003_DrainSummary1.dgn Division: HIGHWAY Username: Mike.Cundiff Date:8/12/2026
U:\City of Sanford Maine\3421.11_William Oscar Emery & Riverside Improvements\Z - CAD\00\Highway\003_DrainSummary1.dgn

| STATION | CULVERT PIPE | | | | | | | | | | | CATCH BASIN | | | | | BOX CULVERT | | | MH | UNDERDRAIN | | | | | | ELBOWS, TEES, WYES AND INLET GRATE UNITS | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | RCP | | | CMP | | OPTION I | | OPTION III | | | | | | | | | | | | | TYPE B | | TYPE C | | | | | |
| | | | | | | | | SMOOTHLINED | | CORRUGATED | | | | | | | | | | | TYPE B | OUTLET | SMOOTHLINED | | CORRUGATED | | DESCRIPTIONS | |
| | SIZE | LENGTH | CLASS | SIZE | LENGTH | SIZE | LENGTH | SIZE | LENGTH | SIZE | LENGTH | A1-C | A5-C | B1-C | F4-C | F5-C | SPAN | RISE | LENGTH | | LENGTH | LENGTH | SIZE | LENGTH | SIZE | LENGTH | | |
| CB34 TO CB33 | 12" | 32' | IV | | | | | | | | | | | | | | | | | | | | | | | | | |
| CB33 TO MH7 | | | | | | | | 12" | 85' | | | | | | | | | | | | | | | | | | | |
| CB36 TO STA. 217+40.23, LT. | | | | | | | | 15" | 24' | | | | | | | | | | | | | | | | | | | RIPRAP OUTLET |
| CB36 TO CB35 | 12" | 36' | IV | | | | | | | | | | | | | | | | | | | | | | | | | |
| MH8 TO STA. 220+03.14, LT. | | | | | | | | 15" | 20' | | | | | | | | | | | | | | | | | | | |
| MH8 TO CB40 | | | | | | | | 12" | 29' | | | | | | | | | | | | | | | | | | | |
| CB40 TO CB39 | 12" | 36' | IV | | | | | | | | | | | | | | | | | | | | | | | | | |
| CB43 TO CB44 | 12" | 36' | III | | | | | | | | | | | | | | | | | | | | | | | | | |
| CB43 TO STA. 224+16.50, 24.11' RT. | 12" | 4' | III | | | | | | | | | | | | | | | | | | | | | | | | | |
| MH11 TO CB52 | | | | | | | | 12" | 46' | | | | | | | | | | | | | | | | | | | |
| CB52 TO CB53 | 12" | 28' | IV | | | | | | | | | | | | | | | | | | | | | | | | | |
| CB53 TO MH12 | | | | | | | | 12" | 50' | | | | | | | | | | | | | | | | | | | |
| CB56 TO CB57 | 12" | 28' | IV | | | | | | | | | | | | | | | | | | | | | | | | | |
| CB57 TO STA. 81+96.09, 19.93' RT. | 12" | 4' | III | | | | | | | | | | | | | | | | | | | | | | | | | |
| MH13 TO CB54 | | | | | | | | 12" | 24' | | | | | | | | | | | | | | | | | | | |
| CB54 TO CB55 | 12" | 28' | IV | | | | | | | | | | | | | | | | | | | | | | | | | |
| CB51 TO CB51A | 12" | 28' | III | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| UNDERDRAIN | | | | | | | | | | | | | | | | | | | | | | | | | | | | UNDERDRAIN |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CB1 TO CB3 | | | | | | | | | | | | | | | | | | | | | | | 12" | 12' | | | | |
| CB2 TO CB4 | | | | | | | | | | | | | | | | | | | | | | | 12" | 11' | | | | |
| CB4 TO CB6 | | | | | | | | | | | | | | | | | | | | | | | 12" | 11' | | | | |
| CB11 TO CB14 | | | | | | | | | | | | | | | | | | | | | | | 12" | 155' | | | | |
| CB12 TO CB13 | | | | | | | | | | | | | | | | | | | | | | | 12" | 121' | | | | |
| CB17 TO CB18 | | | | | | | | | | | | | | | | | | | | | | | 12" | 242' | | | | |
| CB18 TO CB19 | | | | | | | | | | | | | | | | | | | | | | | 12" | 196' | | | | |
| CB22 TO CB23 | | | | | | | | | | | | | | | | | | | | | | | 12" | 37' | | | | |
| CB23 TO CB24 | | | | | | | | | | | | | | | | | | | | | | | 12" | 172' | | | | |
| CB24 TO CB25 | | | | | | | | | | | | | | | | | | | | | | | 12" | 77' | | | | |
| CB25 TO CB26 | | | | | | | | | | | | | | | | | | | | | | | 15" | 54' | | | | |
| CB26 TO CB27 | | | | | | | | | | | | | | | | | | | | | | | 12" | 20' | | | | |
| CB27 TO CB28 | | | | | | | | | | | | | | | | | | | | | | | 12" | 21' | | | | |
| CB31 TO CB32 | | | | | | | | | | | | | | | | | | | | | | | 12" | 49' | | | | |
| CB36 TO CB38 | | | | | | | | | | | | | | | | | | | | | | | 12" | 36' | | | | |
| CB35 TO CB37 | | | | | | | | | | | | | | | | | | | | | | | 12" | 36' | | | | |
| CB40 TO CB42 | | | | | | | | | | | | | | | | | | | | | | | 12" | 183' | | | | |
| CB39 TO CB41 | | | | | | | | | | | | | | | | | | | | | | | 12" | 183' | | | | |
| CB44 TO CB45 | | | | | | | | | | | | | | | | | | | | | | | 12" | 381' | | | | |
| CB43 TO CB46 | | | | | | | | | | | | | | | | | | | | | | | 12" | 368' | | | | |
| CB47 TO CB49 | | | | | | | | | | | | | | | | | | | | | | | 12" | 124' | | | | |
| CB48 TO CB50 | | | | | | | | | | | | | | | | | | | | | | | 12" | 172' | | | | |
| CB50 TO CB51 | | | | | | | | | | | | | | | | | | | | | | | 12" | 68' | | | | |
| CB49 TO MH9 | | | | | | | | | | | | | | | | | | | | | | | 12" | 108' | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BOX CULVERT | | | | | | | | | | | | | | | | | | | | | | | | | | | | BOX CULVERT |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STA. 217+18.02 | | | | | | | | | | | | | | | | | 13' | 6' | 114' | | | | | | | | | SEE SPECIAL DETAILS - PRECAST CONCRETE BOX CULVERT |

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01

| | BY | DATE |
|---|---|---|
| PROJ. MANAGER | M. HILL | |
| DESIGN-DETAILED | T. WARREN | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | 08\26 |
| DESIGN2-DETAILED2 | - | - |
| DESIGN3-DETAILED3 | - | - |
| REVISIONS 1 | - | - |
| REVISIONS 2 | - | - |
| REVISIONS 3 | - | - |
| REVISIONS 4 | - | - |
| FIELD CHANGES | | |

SIGNATURE

P.E. NUMBER

DATE

SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

DRAINAGE SCHEDULE

SHEET NUMBER

4

OF 117

U:\City of Sanford Maine\3421.11_William Oscar Emery & Riverside Improvements\Z - CAD\00\Highway\004_DrainSummary2.dgn
Filename: ...\Highway\004_DrainSummary2.dgn Division: HIGHWAY Username: Mike.Cundiff Date:8/12/2026

Filename: ...\00\Highway\005_GenNotes.dgn Division: HIGHWAY Username: Mike.Cundiff Date:8/12/2026
U:\City of Sanford Maine\3421.11_William Oscar Emery & Riverside Improvements\Z - CAD\00\Highway\005_GenNotes.dgn

## GENERAL NOTES:

1. ALL UTILITY FACILITIES SHALL BE ADJUSTED BY THE RESPECTIVE UTILITY UNLESS OTHERWISE NOTED.
2. PROPOSED UTILITY POLE LOCATIONS ARE APPROXIMATE AND SHOWN ON THE PLANS. FINAL POLE LOCATIONS WILL BE DETERMINED BY CMP IN THE FIELD.
3. THE LOCATION OF THE EXISTING UTILITIES AND DRAINAGE SHOWN ON THE PLANS WERE COMPILED FROM FIELD SURVEY. LOCATIONS ARE APPROXIMATE AND NOT GUARANTEED TO BE ACCURATE. NOR IS IT GUARANTEED THAT ALL UTILITIES ARE SHOWN. NO SEPARATE OR ADDITIONAL COMPENSATION WILL BE ALLOWED TO THE CONTRACTOR DUE TO ANY VARIANCE BETWEEN THE DATA SHOWN ON THE PLANS AND THE ACTUAL FIELD CONDITIONS ENCOUNTERED.
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 AND SELECTIVE CLEARING AND THINNING 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. STUMP REMOVAL HAS BEEN ESTIMATED UNDER STANDARD SPECIFICATIONS ITEM 201.24, REMOVE STUMP. HOWEVER, WHERE DIRECTED BY THE RESIDENT, STANDARD SPECIFICATIONS ITEM 631.20, STUMP CHIPPER RENTAL (INCLUDING OPERATOR) MAY BE USED TO REMOVE STUMPS.
7. ANY FINE GRADING AND/OR RECOMPACTION OF GRAVEL SHALL NOT BE PAID FOR DIRECTLY AND SHALL BE CONSIDERED INCIDENTAL TO THE 304 PAY ITEMS.
8. PAVEMENT CUT LINES SHALL BE NEAT, CLEAN AND STRAIGHT AS DIRECTED BY THE RESIDENT. PAYMENT FOR CUTTING OF EXISTING PAVEMENT SHALL BE INCIDENTAL TO 403 ITEMS.
9. REMOVAL OF EXISTING CURBING SHALL BE CONSIDERED INCIDENTAL TO ITEM 203.20 - COMMON EXCAVATION.
10. ALL GRANITE CURBING THAT IS REMOVED AND STACKED AND NOT REUSED ON THE PROJECT SHALL BE TURNED OVER TO THE CONTRACTOR. PAYMENT FOR WORK SHALL BE CONSIDERED INCIDENTAL TO ITEM 203.20, COMMON EXCAVATION.
11. LOAM HAS BEEN ESTIMATED FOR DISTURBED LAWN AREAS. ACTUAL PLACEMENT OF THE LOAM SHALL BE AS DIRECTED BY THE RESIDENT.
12. ALL DISTURBED SLOPE AREAS SHALL BE LOAMED AND SEEDED OR LANDSCAPED (SEE APPENDIX B).
13. ALL DITCH ELEVATIONS SHOWN ON THE CROSS SECTIONS ARE FOR THE FINISHED DITCH FLOW LINE.
14. MULCH SHALL BE APPLIED IN AREAS SEEDED.
15. AREAS NOT DESIGNATED TO RECEIVE SPECIAL SEEDING OR LANDSCAPING AS NOTED IN APPENDIX B - LANDSCAPING PLANS, SHALL UTILIZE SEEDING METHOD NO. 1.
16. AREAS NOT DESIGNATED AS PLANTING BEDS, AS NOTED IN APPENDIX B - LANDSCAPING PLANS, SHALL BE LOAMED TO A NOMINAL DEPTH OF 4 INCHES.
17. ANY DAMAGE TO EXISTING SLOPES AND PAVEMENT AREAS 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.
18. ALL INSLOPE AND DITCHES IN CUT AREAS SHALL BE GRADED AS SHOWN ON THE TYPICALS OR FLATTER, OR DIRECTED BY THE RESIDENT.
19. DO NOT EXCAVATE FOR AGGREGATE SUBBASE COURSE WHERE EXISTING MATERIAL IS SUITABLE AS DETERMINED BY THE RESIDENT.
20. IN AREAS WHERE THE RESIDENT DIRECTS THE CONTRACTOR NOT TO EXCAVATE TO THE 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.
21. GRUBBING IN FILL AREAS HAVE BEEN SHOWN ON THE CROSS SECTIONS. THESE LIMITS ARE APPROXIMATE AND HAVE BEEN USED FOR ESTIMATING PURPOSES ONLY. ACTUAL GRUBBING LIMITS MAY VARY BASED ON FIELD CONDITIONS AS DIRECTED BY THE RESIDENT.
22. AREAS REQUIRING FILL ON THE PROJECT WILL COME FROM SUITABLE EXCAVATION FROM EXCAVATION AREAS.
23. 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.
24. THE PRECAST CONCRETE BOX CULVERT AT STA. 217+18.02 HAS BEEN IDENTIFIED BY THE DEPARTMENT AS BRIDGE NO. 6725 "NUMBER ONE POND BRIDGE". THE DEPARTMENT WILL FURNISH THE CONTRACTOR WITH A PLAQUE READING "BRIDGE NO. 6725". THE CONTRACTOR SHALL INSTALL THIS PLAQUE ON A DELINEATOR POST AND LOCATE AS DIRECTED BY THE RESIDENT. PAYMENT SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
25. PRIOR TO SURFACE PAVING, EXISTING CULVERTS TO REMAIN SHALL BE CLEANED AS DIRECTED BY THE RESIDENT. PAYMENT WILL BE MADE UNDER STANDARD SPECIFICATIONS ITEM 631.32, CULVERT CLEANER (INCLUDING OPERATOR).
26. ALL EXCAVATION, BACKFILL, AGGREGATE SUBBASE COURSE GRAVEL, LABOR AND INCIDENTALS REQUIRED FOR REMOVAL OF EXISTING CULVERTS SHALL BE CONSIDERED INCIDENTAL TO 603 PAY ITEMS.
27. ALL MATERIALS, LABOR, AND INCIDENTALS REQUIRED FOR ABANDONING EXISTING CULVERTS/PIPES IN PLACE (INCLUDING FLOWABLE FILL) SHALL BE CONSIDERED INCIDENTAL TO 603 PAY ITEMS.
28. INLETS AND OUTLETS OF ALL CULVERTS SHALL BE RIPRAPPED UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE RESIDENT.
29. ANY NECESSARY CLEANING OF EXISTING PAVEMENT PRIOR TO PAVING (OR MILLING) SHALL BE INCIDENTAL TO THE RELATED PAVING (OR MILLING) ITEMS. THIS INCLUDES KILLING AND REMOVAL OF ALL VEGETATIVE MATTER.
30. NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE RESIDENT.
31. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE MAINE DEPARTMENT OF TRANSPORTATION'S BEST MANAGEMENT PRACTICES FOR EROSION CONTROL & SEDIMENT CONTROL, LATEST EDITION.
32. NO SEPARATE PAYMENT FOR SUPERINTENDENT OR FOREMAN WILL BE MADE FOR THE SUPERVISION OF EQUIPMENT BEING PAID FOR UNDER THE EQUIPMENT RENTAL ITEMS.
33. PAVEMENT THICKNESSESS SHOWN ON THE TYPICAL SECTIONS ARE INTENDED TO BE NOMINAL.
34. ALL WORK TO CONFORM TO CURRENT MAINE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS AND STANDARD DETAILS, AND CITY OF SANFORD TECHNICAL MANUAL.
35. "UNDETERMINED LOCATIONS" SHALL BE DETERMINED BY THE RESIDENT.
36. STATIONS REFERENCED ARE APPROXIMATE.
37. PROPOSED SAWCUT AND BOX GRAVEL LOCATIONS ARE SUBJECT TO CHANGE AT THE DIRECTION OF THE RESIDENT.
38. THE CULVERT SIZES SHOWN ON THE PLANS AND CROSS SECTIONS ARE FOR SMOOTHLINED PIPES.
39. CUTTING OF EXISTING CURB SHALL BE INCIDENTAL TO CURB PAY ITEMS OF THE CONTRACT.
40. 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.
41. DRIVEWAY ACCESS SHALL BE MAINTAINED AT ALL TIMES.
42. DRIVEWAY FILL SIDE SLOPES SHALL BE THE SAME AS THE FILL SIDE SLOPES WITHOUT GUARDRAIL UNLESS OTHERWISE NOTED ON THE PLANS.
43. PROPERTY LINE AND R.O.W. MONUMENTS SHALL NOT BE DISTURBED BY CONSTRUCTION. IF DISTURBED, THEY SHALL BE RESET TO THEIR ORIGINAL LOCATIONS AT THE CONTRACTOR'S EXPENSE, BY A MAINE PROFESSIONAL LAND SURVEYOR.
44. CATCH BASIN AND MANHOLE RIM ELEVATIONS (INCLUDING "BEHIND CURB STRUCTURES") NOTED ON THE CROSS SECTIONS ARE THE TOP OF GRATE ELEVATIONS AT THE CENTER OF GRATE. CATCH BASIN OFFSET LOCATIONS ARE MEASURED TO CENTER OF GRATE.
45. CATCH BASINS, MANHOLES, AND OTHER UTILITIES SHALL BE DROPPED AND PLATED PRIOR TO BASE PAVING, THEN ADJUSTED TO FINAL GRADE BEFORE FINAL WEARING COURSE PAVING. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE RESPECTIVE PAY ITEMS.
46. 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 STANDARD SPECIFICATIONS SECTION 604, MANHOLES, INLETS AND CATCH BASINS.
47. 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 STANDARD SPECIFICATIONS SECTION 603, PIPE CULVERTS AND STORM DRAINS OR STANDARD SPECIFICATIONS SECTION 605, UNDERDRAINS.
48. PLASTIC END CAPS SHALL BE PLACED ON THE INLET END OF THE ALL DEAD-END 4-INCH TYPE B UNDERDRAIN AND SHALL BE CONSIDERED INCIDENTAL TO THIS ITEM.
49. 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.
50. ALL UNDERDRAIN SHOWN ON THE CROSS SECTIONS WILL HAVE THE FLOW LINE SCALED FROM THE CROSS SECTIONS. ALL FLOW LINE ELEVATIONS ARE SUBJECT TO APPROVAL BY THE RESIDENT.
51. ALL PAVED SIDEWALKS TO BE CONSTRUCTED WITH 12" AGGREGATE SUBBASE COURSE-GRAVEL AND 2" HOT MIX ASPHALT UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.
52. RESIDENTIAL CONCRETE ENTRANCES SHALL BE CONSTRUCTED WITH 10" AGGREGATE SUBBASE COURSE - GRAVEL AND 6" REINFORCED CONCRETE WITH FIBER REINFORCEMENT ONLY.
53. RESIDENTIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH 2 INCHES OF HOT MIX ASPHALT AND 12 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL.
54. COMMERCIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH 3 INCHES OF HOT MIX ASPHALT AND 11 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL.
55. GRAVEL ENTRANCES SHALL BE CONSTRUCTED WITH 14 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.
56. A 3-FOOT PAVED LIP SHALL BE PLACED AT ALL UNPAVED ENTRANCES UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.
57. ALL SIDE ROADS (EXCEPT WINTER STREET) SHALL BE CONSTRUCTED WITH 18 INCHES OF AGGREGATE SUBBASE COURSE-GRAVEL AND 4 INCHES OF HOT MIX ASPHALT UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.
58. ALL CONCRETE SIDEWALKS/PATHWAYS TO BE CONSTRUCTED WITH 10" AGGREGATE SUBBASE COURSE - GRAVEL AND 4" REINFORCED CONCRETE WITH FIBER REINFORCEMENT ONLY.
59. PAYMENT FOR PAVEMENT AND CONCRETE REMOVAL WHERE SHOWN ON THE PLANS SHALL BE PAID FOR UNDER ITEM 203.20, COMMON EXCAVATION.
60. DETECTABLE WARNING FIELDS SHALL BE INSTALLED AT EACH CURB RAMP ADJACENT TO A MARKED CROSSWALK.
61. IT IS THE CONTRACTORS' RESPONSIBILITY TO FAMILIARIZE THEMSELVES WITH THE EXISTING CONDITIONS PRIOR TO BIDDING.
62. ALL MATERIAL SCHEDULES SHOWN ON THE PLANS ARE FOR GENERAL INFORMATION ONLY. THE CONTRACTOR SHALL PREPARE THEIR OWN MATERIAL SCHEDULES BASED UPON THEIR PLAN REVIEW. ALL SCHEDULES SHALL BE VERIFIED IN FIELD BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS, OR PERFORMING WORK.
63. THE CONTRACTOR SHALL RESTORE ALL AREAS DISTURBED OR DAMAGED BY CONSTRUCTION ACTIVITIES TO ORIGINAL FINISH SURFACE (ROADWAY, SIDEWALK, ETC.) UNLESS NOTED OTHERWISE ON PLANS. RESTORATION OF PAVED SURFACES, SIDEWALKS AND OTHER AREAS SHALL BE INCIDENTAL TO THE PROJECT. ALL CURB DAMAGED BY CONSTRUCTION ACTIVITIES SHALL BE REPLACED IN KIND AND SHALL CONFORM TO MAINEDOT/CITY STANDARDS. COST SHALL BE INCIDENTAL TO THE PROJECT.
64. CITY RETAINS THE RIGHT TO KEEP ANY AND ALL REMOVED FACILITIES AND STRUCTURES. CONTRACTOR SHALL DISPOSE OF UNWANTED/UNUSED FACILITIES/STRUCTURES OFF SITE IN CONFORMANCE WITH APPLICABLE FEDERAL, STATE, AND LOCATION REGULATIONS.
65. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PRESERVATION OF ALL TREES AND SHRUBS ON THE PROJECT WHICH ARE NOT TO BE REMOVED.
66. ALL PEDESTRIAN RAMPS SHALL BE 6 FT. WIDE MINIMUM OR AS SHOWN ON PLANS. ALL PEDESTRIAN RAMPS SHALL MEET THE AMERICANS WITH DISABILITIES ACT STANDARDS, LATEST EDITION.
67. DETECTABLE WARNING FIELDS SHALL BE 24 INCHES WIDE AND EXTEND THE FULL WIDTH OF THE RAMP OPENINGS. ACTUAL PAYMENT FOR ITEM 608.26 SHALL INCLUDE ANY CUTTING OF THE DETACTABLE WARNING FIELDS AND ALL CONCRETE WORK REQUIRED BY THE DETAILS.
68. CONTRACTOR SHALL CONSTRUCT ALL SIDEWALKS, RAMPS AND LANDINGS TO BE ADA COMPLIANT IN ACCORDANCE WITH THE MAINEDOT'S LATEST STANDARD DETAILS AND RELATED NOTES. THESE STANDARD DETAILS AND NOTES APPLY TO ALL SIDEWALK TYPES (BITUMINOUS, CONCRETE, BRICK, ETC). CONTRACTOR SHALL VERIFY THAT ALL GRADES AND SLOPES ARE ADA COMPLIANT PRIOR TO PLACEMENT OF THE SURFACE MATERIAL AND SHALL COORDINATE WITH THE RESIDENT ON ANY NON-COMPLIANT LOCATIONS (PRIOR TO PLACEMENT OF SURFACE MATERIAL). CONTRACTOR SHALL ALSO VERIFY THAT ALL GRADES AND SLOPES ARE ADA COMPLIANT AFTER PLACEMENT OF THE SURFACE MATERIAL. FAILURE TO CONSTRUCT SIDEWALKS, RAMPS AND LANDINGS TO BE ADA COMPLIANT WITHOUT EXCEPTION DOCUMENTATION MAY RESULT IN REJECTION OF WORK BY THE RESIDENT. CONTRACTOR SHALL REBUILD ALL REJECTED WORK AREAS AT NO ADDITIONAL COST TO THE PROJECT. CONTRACTOR SHALL PLAN THE WORK ACCORDINGLY.
69. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING OPERATIONAL BUSINESS DIRECTIONAL SIGNS (OBDS) TO ENSURE THAT THEY ARE VISIBLE TO THE TRAVELING PUBLIC. PAYMENT FOR THIS WORK WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
70. IF FOUNDATION MATERIAL IS REQUIRED UNDER CULVERTS, IT SHALL MEET THE REQUIREMENTS FOR GRANULAR BORROW MATERIAL FOR UNDERWATER BACKFILL AS SPECIFIED IN STANDARD SPECIFICATION 703.19 AND WILL BE CONSIDERED INCIDENTAL TO THE 603 AND 605 ITEMS.
71. 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 MATERIAL FOR UNDERWATER BACKFILL AS SPECIFIED IN STANDARD SPECIFICATIONS ITEM 703.19, GRANULAR BORROW.
72. FLAT TOPS FOR CATCH BASINS ARE NOT ALLOWED UNLESS NOTED ON THE PLANS OR DIRECTED BY THE RESIDENT.

Engineering
Building Partnerships

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01

| | | | |
|---|---|---|---|
| PROJ. MANAGER | M. HILL | | |
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WARREN | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | - | - | - |
| DESIGN3-DETAILED3 | - | - | - |
| REVISIONS 1 | - | - | - |
| REVISIONS 2 | - | - | - |
| REVISIONS 3 | - | - | - |
| REVISIONS 4 | - | - | - |
| FIELD CHANGES | - | - | - |

SIGNATURE

P.E. NUMBER

DATE

SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

GENERAL NOTES

SHEET NUMBER
5
OF 117

Filename: ...\00\Highway\006_GenNotes.dgn Division: HIGHWAY Username: Mike.Cundiff Date:8/12/2026
U:\City of Sanford Maine\3421.11_Willam Oscar Emery & Riverside Improvements\Z - CAD\00\Highway\006_GenNotes.dgn

## GENERAL NOTES:

73. PRIOR TO PLACEMENT OF SURFACE PAVEMENT, CONTRACTOR SHALL CHECK AND ENSURE POSITIVE DRAINAGE FLOW ALONG THE GUTTER LINES. COORDINATE WITH RESIDENT ON ANY AREAS OF CONCERN. THIS WORK SHALL BE CONSIDERED AS INCIDENTAL TO THE PROJECT.

74. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW-SIDE SHOULDER, THE LOW-SIDE SHOULDER WILL HAVE THE SAME SLOPE AS THE TRAVELWAY.

75. CROSS SLOPES FOR NORMAL AND SUPERELEVATED SECTIONS WILL BE STRAIGHT UNLESS OTHERWISE DIRECTED BY THE DEPARTMENT.

76. THE ALGEBRAIC DIFFERENCE BETWEEN TRAVELWAY AND SHOULDER CROSS SLOPE SHALL NOT EXCEED 8 PERCENT.

77. TEST PITS SHALL BE COMPLETED AT ALL LOCATIONS WHERE PROPOSED EQUIPMENT MAY CONFLICT WITH EXISTING UTILITIES. PAYMENT FOR TEST PITS SHALL BE UNDER ITEM 801.03, TEST PITS. COORDINATE WORK WITH RESIDENT.

78. PROPOSED TEST PITS SHALL BE COMPLETED, AND RESULTS SUBMITTED TO THE RESIDENT PRIOR TO ORDERING THE ASSOCIATED DRAINAGE STRUCTURES AND PIPES.

79. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING MAILBOXES TO ENSURE THAT THE MAIL WILL BE DELIVERABLE. PAYMENT FOR THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT.

80. REMOVAL OF EXISTING STAIRS SHALL BE CONSIDERED INCIDENTAL TO THE 642 ITEMS. NO SEPARATE PAYMENT SHALL BE MADE.

81. BACKING UP CONCRETE SLIPFORM CURB IS INCIDENTAL TO THE CURB ITEMS.

82. ACRYLIC LATEX COLOR FINISH GREEN (STANDARD SPECIFICATIONS ITEM 658.20, ACRYLIC LATEX COLOR FINISH GREEN) SHALL BE PLACED ON ALL PAVED ISLANDS.

83. FINAL STRIPING FOR THE PROJECT SHALL BE DONE BY THE CONTRACTOR PER THE STRIPING LAYOUT IN THE CONTRACT DOCUMENTS. PAYMENT SHALL BE MADE UNDER APPROPRIATE CONTRACT ITEMS.

84. THE CONTRACTOR SHALL REMOVE ALL EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH THE PROPOSED MARKINGS, BY MEANS APPROVED BY THE RESIDENT.

85. REMOVING AND RESETTING EXISTING CONCRETE PAVERS SHALL BE PAID FOR UNDER 608.261, RESET CONCRETE PAVERS.

86. REMOVAL OF EXISTING RETAINING WALL SHALL BE CONSIDERED INCIDENTAL TO ITEM 203.20, COMMON EXCAVATION. NO SEPARATE PAYMENT SHALL BE MADE.

87. ALL JOINTS BETWEEN EXISTING AND PROPOSED HOT BITUMINOUS PAVEMENT SHALL BE SAWCUT AND VERTICAL, AS NOTED OR DIRECTED.

88. FOR EASEMENTS, CONSTRUCTION LIMITS, AND RIGHT-OF-WAY LINES, REFER TO RIGHT OF WAY PLANS

89. PLANS OF PREVIOUSLY CONSTRUCTED PROJECTS ARE AVAILABLE ON REQUEST. THESE PROJECTS ARE:
- THE SANFORD RIVER STREET RECONSTRUCTION PROJECT (2023-24).
- THE SANFORD WATER DISTRICT - WILLIAM OSCAR EMERY DRIVE WATER MAIN PROJECT (2024).

90. REMOVING AND RESETTING EXISTING GATES IN ORDER TO PROPERLY CONSTRUCT DRIVEWAYS SHALL BE PAID FOR BY THE LINEAR FOOT UNDER ITEM 607.25, REMOVE AND RESET CHAIN LINK FENCE.

91. TRANSITIONS AND CURB TIPDOWNS FOR THE MULTI-USE PATH AT DRIVEWAYS AND SIDE ROADS SHALL BE TEN (10) TO TWELVE (12) FEET LONG TYPICALLY TO PROVIDE A MORE GRADUAL RUNNING SLOPE (SEE GEOMETRIC CURB LAYOUT).

92. THE PROJECT'S SUBSURFACE EXPLORATION SERVICES SUMMARY DATED AUGUST 26, 2019 SHALL BE MADE AVAILABLE BY THE MAINE DOT.

93. GEOTECHNICAL INFORMATION FURNISHED OR REFERRED TO IN THE BID DOCUMENTS IS FOR THE USE OF BIDDERS. NO ASSURANCE IS GIVEN THAT THE INFORMATION OR INTERPRETATIONS WILL BE REPRESENTATIVE OF THE ACTUAL SUBSURFACE CONDITIONS THROUGHOUT THE CONSTRUCTION SITE. MAINEDOT WILL NOT BE RESPONSIBLE FOR ANY INTERPRETATIONS OR CONCLUSIONS DRAWN FROM THE GEOTECHNICAL INFORMATION. THE BORING LOGS PROVIDED MAY NOT BE REPRESENTATIVE OF THE SUBSURFACE SONDITIONS BETWEEN BORING LOCATIONS.

94. ALL DITCH ELEVATIONS SHOWN ON THE CROSS SECTIONS ARE FOR THE FINISHED DITCH FLOW LINE.

95. THE CONTRACTOR SHALL PLAN AND CONDUCT WORK SO THAT UPON COMPLETION OF THE PROJECT THERE IS NO DROP-OFF FROM THE EDGE OF THE SHOULDER PAVEMENT.

96. 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 STANDARD SPECIFICATIONS ITEM 627.78, TEMPORARY PAVEMENT MARKING LINE, WHITE OR YELLOW.

97. THE CONTRACTOR SHOULD BE AWARE OF THE RECENTLY INSTALLED 14" WATER MAIN WITHIN CLOSE PROXIMITY OF THE PROPOSED INLET TO THE LARGE CULVERT (STUMP POND). EXTRA CARE SHALL BE TAKEN TO ENSURE THERE ARE NO IMPACTS TO THE WATERMAIN DURING THE INSTALLATION OF THE LARGE CULVERT.

98. THE CONTRACTOR SHALL REMOVE THE EXISTING FLASHING BEACON LOCATED AT THE INTERSECTION OF RIVERSIDE AVENUE AND WINTER STREET. WORK SHALL BE PAID FOR UNDER ITEM 202.561, REMOVE EXISTING FLASHING BEACON.

99. THE CONTRACTOR SHALL REMOVE EXISTING BENCHES AND ASSOCIATED CONCRETE FOUNDATIONS AS NOTED ON THE PLANS. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHOULD BE CONSIDERED INCIDENTAL TO ITEM 203.20, COMMON EXCAVATION.

100. THE CONTRACTOR SHALL REMOVE EXISTING PLAQUES FROM THE BENCHES PRIOR TO DISPOSING OF THEM AND DELIVER THEM TO THE CITY OF SANFORD. THIS WORK SHALL BE CONSIDERED AS INCIDENTAL TO THE PROJECT.

101. ITEM 607.24, REMOVE AND RESET FENCE, SHALL INCLUDE SECTIONS OF WOODEN/TIMBER FENCE LABELED ON THE PLANS AS WOODEN GUARDRAIL.

102. THE REMOVAL AND RESETTING OF EXISTING BOULDERS AND GARDEN STONES, AS NOTED ON THE PLANS, SHALL BE CONSIDERED INCIDENTAL TO ITEM 203.20, COMMON EXCAVATION.

103. CONCRETE FOUNDATIONS FOR STREET AMENITIES, INCLUDING BENCHES, TRASH RECEPTACLES, AND BIKE RACKS, SHALL BE PAID FOR UNDER ITEM 608.08, REINFORCED CONCRETE SIDEWALK. THIS SHALL INCLUDE A 4" CONCRETE PAD AT THE DIMENSIONS AND LOCATIONS NOTED IN APPENDIX B, LANDSCAPING PLANS. THIS PAD SHALL BE PLACED ON 10" AGGREGATE SUBBASE COURSE - GRAVEL TYPE "D", PAID FOR UNDER THE APPLICABLE 304 ITEMS.

104. THE CONTRACTOR SHALL PULL THE LID TO MH3, CONFIRM THE EXISTING INVERT INFORMATION, AND PROVIDE IT TO THE RESIDENT PRIOR TO ORDERING CB7 AND CB8.

105. THE CONTRACTOR SHALL CONFIRM THE LOCATION AND INVERTS OF CB51A (EXISTING) WHICH WAS CONSTRUCTED UNDER THE RIVER STREET RECONSTRUCTION PROJECT (2024). THIS INFORMATION SHALL BE PROVIDED TO THE RESIDENT PRIOR TO ORDERING DRAINAGE STRUCTURES AND PIPES.

106. THE PROPOSED CONCRETE STAIRS ASSOCIATED WITH THE WET CAST SMALL LANDSCAPE BLOCK WALL SHALL BE PAID FOR UNDER ITEM 642.17, CAST-IN-PLACE CONCRETE STEPS.

107. EXISTING LIGHT POLES WITH CONCRETE FOUNDATIONS, NOTED ON THE PLANS TO BE REMOVED, SHALL NOT BE PAID FOR SEPARATELY BUT BE CONSIDERED AS INCIDENTAL TO ITEM 203.20, CONCRETE FOUNDATIONS MAY QUALIFY FOR REMOVAL UNDER ITEM 203.21, ROCK EXCAVATION. COORDINATE WORK WITH THE RESIDENT.

108. A REVIEW OF THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION (MDEP) FILE ROOM DATABASES SPECIFIC TO SANFORD, ME INDICATES DOCUMENTED PETROLEUM PRODUCT STORAGE AND USE ASSOCIATED WITH A FORMER RETAIL GAS STATION (C.N. BROWN) PROPERTY ADJACENT TO THE PROJECT ALIGNMENT AT THE NORTH END OF THE PROJECT. SPECIFICALLY, THE C.N. BROWN RETAIL GASOLINE FACILITY WAS LOCATED AT 109 RIVER STREET ON THE EASTERN SIDE OF THE INTERSECTION WITH WILLIAM OSCAR EMERY DRIVE. THE SOUTH END OF THE PROJECT ALIGNMENT, AT THE INTERSECTION OF RIVER STREET AND WASHINGTON AVENUE, IS ADJACENT TO A FORMER AUTOMOBILE SERVICE STATION (CURRENTLY GATEWAY PARK). THIS AREA OF SANFORD ALSO HAS A LONG HISTORY OF VARIOUS MILL ACTIVITY. PRIOR INVESTIGATION BY OTHERS ADJACENT TO THIS PORTION OF THE SUBJECT PROJECT IDENTIFIED LOW CONCENTRATIONS OF PETROLEUM COMPOUNDS AND POLYCYCLIC AROMATIC HYDROCARBONS (PAHS).

109. SUBSEQUENT ON-SITE SUBSURFACE EXPLORATION BY THE MAINEDOT ENVIRONMENTAL OFFICE AT THE NORTH END (BETWEEN STATION 232+50 AND STATION 233+00 RIGHT AND LEFT OF CENTERLINE AND STATION 342+25 AND STATION 342+75 RIGHT AND LEFT OF CENTERLINE) AND SOUTH END (STATION 100+00 TO STATION 101+00 RIGHT OF CENTERLINE) OF THIS PROJECT DID NOT ENCOUNTER SOIL AND/OR GROUNDWATER IMPACTS AT THE LOCATIONS INVESTIGATED. HOWEVER, IN CONSIDERATION OF THE EXISTING ENVIRONMENTAL DATA, THE CONTRACTOR SHALL REMAIN ALERT FOR EVIDENCE OF PETROLEUM PRODUCT AND/OR HAZARDOUS MATERIAL IMPACTS IN THE AREAS IDENTIFIED, IN ADDITION TO ALL OTHER AREAS OF EXCAVATION WITHIN THE PROJECT LIMITS. IN THE EVENT THE CONTRACTOR ENCOUNTERS EVIDENCE OF SOIL AND/OR GROUNDWATER CONTAMINATION AT ANY LOCATION WITHIN THE PROJECT ALIGNMENT, THE CONTRACTOR SHALL IMMEDIATELY STOP WORK IN THE IMPACTED AREA, SECURE THE EXCAVATION, AND NOTIFY THE RESIDENT. IN ADDITION, THE CONTRACTOR SHALL EMPLOY APPROPRIATE HEALTH AND SAFETY MEASURES TO PROTECT ITS WORKERS AGAINST HAZARDS ASSOCIATED WITH WORKING NEAR PETROLEUM / HAZARDOUS MATERIALS IMPACTED SOIL AND/OR GROUNDWATER. THE RESIDENT SHALL CONTACT THE SENIOR GEOLOGIST IN MAINEDOT'S ENVIRONMENTAL OFFICE AT 207-624-3000, AND THE MDEP AT 800-482-0777. WORK MAY ONLY CONTINUE WITH AUTHORIZATION FROM THE RESIDENT.

110. THE CONTRACTOR SHALL INSTALL 2" RIGID INSULATION OVER PROPOSED DRAINAGE PIPES WITH SHALLOW COVER (OR AS DIRECTED BY THE RESIDENT) TO MINIMIZE POTENTIAL FROST HEAVES. PAYMENT SHALL BE MADE UNDER ITEM 653.22, 2 INCH POLYSTYRENE PLASTIC INSULATION.

111. THE EXISTING BRICK WALL LOCATED ON THE WEST SIDE OF RIVERSIDE AVENUE FROM STA. 110+90 TO ACORN STREET HAS A CONCRETE FOOTING THAT WAS DIRECT POUR IN TO THE GROUND. THE PROPOSED ROADWAY AND SIDEWALK WORK WILL DROP THE REVEAL ALONG THE FACE OF THE FOOTING. THE CONTRACTOR SHALL REFINISH THE EXPOSED SECTION OF THE FOOTING AS NECESSARY TO MAINTAIN A SMOOTH EXTERIOR FINISH. WORK SHALL BE PAID FOR UNDER HOURLY ITEMS.

112. PRIOR TO REMOVING ANY PAVEMENT OR PLACING ANY SHIM PAVEMENT, THE ROADWAY WILL BE INSPECTED FOR POSSIBLE SUBSURFACE BOULDERS, WHICH WILL BE REMOVED AS DIRECTED BY THE RESIDENT. PAYMENT WILL BE MADE UNDER APPROPRIATE CONTRACT RENTAL ITEMS. BACKFILL WILL BE PLACED TO SUBGRADE WITH MATERIAL CONSISTENT WITH THE SURROUNDING MATERIAL. AGGREGATE SUBBASE COURSE GRAVEL WILL BE PLACED FROM SUBGRADE TO FINISH GRADE AND WILL BE PAID UNDER THE APPROPRIATE ITEM.

## UTILITY NOTES:

1. THE UTILITIES INVOLVED IN THIS CONTRACT ARE NOTED IN SPECIAL PROVISION 104.

2. THE CONTRACTOR SHALL CALL THE APPROPRIATE UTILITY COMPANY AND DIG SAFE (888-344-7233) AT LEAST 72 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES.

3. ANY ADDITIONAL UTILITY WORK NOT SPECIFIED ON THE PLANS SHALL BE COMPLETED BY THE RESPECTIVE UTILITY COMPANY.

4. CONTRACTOR SHALL COORDINATE ANY DISRUPTION OF PRIVATE UTILITY SERVICES WITH LAND OWNERS AT LEAST 2 DAYS (48 HOURS) PRIOR TO SCHEDULED DISRUPTION.

5. TEST PITS, IF REQUIRED, SHALL BE COMPLETED AT LEAST TWO WEEKS PRIOR TO THE START OF CONSTRUCTION OR ORDERING OF MATERIALS. THE CONTRACTOR SHALL PROMPTLY PROVIDE TEST PIT INFORMATION TO THE RESIDENT FOR REVIEW, AND SHALL NOTIFY THE RESIDENT OF ANY POTENTIAL UTILITY CROSSING CONFLICTS.

6. IN AREAS WHERE PROPOSED DRAINAGE PIPES AND CATCH BASINS ARE INSTALLED IN CLOSE PROXIMITY TO WATER MAINS, INSTALL 2" RIGID INSULATION BETWEEN DRAINAGE AND WATER MAIN. PAYMENT SHALL BE MADE UNDER ITEM 653.22, 2 INCH POLYSTYRENE PLASTIC INSULATION.

7. FROM STA. 114+50 TO STA. 116+00 (INCLUDING ANY SERVICE LATERALS), THE CONTRACTOR SHALL INSTALL 2" RIGID INSULATION OVER THE EXISTING SHALLOW SEWER MAIN WITH LATERAL SERVICES. PAYMENT SHALL BE MADE UNDER ITEM 653.22 2 INCH POLYSTYRENE PLASTIC INSULATION.

8. THE LOCATION OF THE EXISTING UTILITIES (SPECIFICALLY THE WATER MAINS AND SERVICES) SHOWN ON THE PLANS IS COMPILED FROM FIELD SURVEY. LOCATIONS ARE APPROXIMATE AND NOT GUARANTEED TO BE ACCURATE, NOR IS IT GUARANTEED THAT ALL WATER MAINS AND SERVICES ARE SHOWN. IN AREAS WHERE PROPOSED DRAINAGE IS WITHIN 10' OF EXISTING WATER INFRASTRUCTURE, THE CONTRACTOR SHALL COORDINATE WORK WITH THE SANFORD WATER DISTRICT.

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | M. HILL | | |
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WAGNERBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | - | - | - |
| DESIGN3-DETAILED3 | - | - | - |
| REVISIONS 1 | - | - | - |
| REVISIONS 2 | - | - | - |
| REVISIONS 3 | - | - | - |
| REVISIONS 4 | - | - | - |
| FIELD CHANGES | - | - | - |

SIGNATURE

P.E. NUMBER

DATE

SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

GENERAL NOTES

SHEET NUMBER

6

OF 117

Engineering
Building Partnerships

DRIVES AND ENTRANCES

| LOCATION | DESCRIPTION | OPENING |
|---|---|---|
| 102+28.00 LT. | PAVED - COMMERCIAL | 36 FT. |
| 103+42.00 RT. | PAVED - RESIDENTIAL | 30 FT. |
| 105+24.00 RT. | PAVED - COMMERCIAL | 22 FT. |
| 106+45.00 RT. | PAVED - COMMERCIAL | 21 FT. |
| 106+71.00 RT. | PAVED - RESIDENTIAL | 20 FT. |
| 106+85.00 LT. | PAVED - COMMERCIAL | 26 FT. |
| 107+28.00 RT. | PAVED - RESIDENTIAL | 20 FT. |
| 107+45.00 LT. | PAVED - COMMERCIAL | 26 FT. |
| 107+94.00 LT. | PAVED - RESIDENTIAL | 18 FT. |
| 108+17.00 RT. | PAVED - RESIDENTIAL | 20 FT. |
| 108+40.00 LT. | PAVED - RESIDENTIAL | 18 FT. |
| 108+50.00 RT. | PAVED - COMMERCIAL | 24 FT. |
| 110+00.00 LT. | PAVED - RESIDENTIAL | 20 FT. |
| 110+24.00 LT. | PAVED - RESIDENTIAL | 17 FT. |
| 110+31.00 RT. | PAVED - RESIDENTIAL | 26 FT. |
| 110+80.00 LT. | PAVED - RESIDENTIAL | 20 FT. |
| 110+82.00 RT. | PAVED - RESIDENTIAL | 20 FT. |
| 111+91.00 RT. | GRAVEL - RESIDENTIAL | 22 FT. |
| 112+20.00 RT. | PAVED - RESIDENTIAL | 24 FT. |
| 112+50.00 LT. | PAVED - RESIDENTIAL | 49 FT. |
| 113+00.00 RT. | CONCRETE - RESIDENTIAL | 26 FT. |
| 113+08.00 LT. | PAVED - RESIDENTIAL | 22 FT. |
| 113+25.00 RT. | PAVED - RESIDENTIAL | 20 FT. |
| 113+50.00 LT. | PAVED - RESIDENTIAL | 60 FT. |
| 113+80.00 RT. | CONCRETE - RESIDENTIAL | 26 FT. |
| 115+21.00 RT. | PAVED - RESIDENTIAL | 22 FT. |
| 115+33.00 LT. | GRAVEL - RESIDENTIAL | 30 FT. |
| 115+64.00 RT. | PAVED - RESIDENTIAL | 20 FT. |
| 116+26.00 RT. | PAVED - RESIDENTIAL | 26 FT. |
| 117+00.00 RT. | PAVED - RESIDENTIAL | 26 FT. |
| 117+61.00 LT. | PAVED - RESIDENTIAL | 30 FT. |
| 206+92.00 LT. | PAVED - RESIDENTIAL | 38 FT. |
| 208+89.00 LT. | PAVED - RESIDENTIAL | 36 FT. |
| 210+98.00 LT. | PAVED - RESIDENTIAL | 20 FT. |
| 214+14.00 LT. | PAVED - COMMERCIAL | 30 FT. |
| 226+10.00 LT. | PAVED - COMMERCIAL | 48 FT. |
| 228+31.00 LT. | PAVED - COMMERCIAL | 60 FT. |
| 232+17.00 LT. | PAVED - RESIDENTIAL | 35 FT. |
| 81+86.00 LT. | PAVED - RESIDENTIAL | 30 FT. |

ITEM 201.11 - CLEARING

117+54 TO 117+76, RT.
211+30 TO 211+95, LT.
216+64 TO 217+71, LT.
218+78 TO 218+99, RT.
219+42 TO 219+70, RT.
219+55 TO 220+47, LT.
221+90 TO 222+30, RT.
224+01 TO 225+17, LT.
226+02 TO 229+03, RT.
230+09 TO 230+38, LT.
230+10 TO 230+54, RT.

ITEM 201.23 - REMOVING SINGLE TREE TOP ONLY

| STATION | DESCRIPTION |
|---|---|
| 103+71.05 RT. | 22" TREE |
| 112+11.77 LT. | 24" TREE |
| 115+53.04 LT. | 20" TREE |
| 118+87.99 RT. | 16" TREE |
| 205+08.82 RT. | 16" TREE |
| 205+76.05 RT. | 16" TREE |
| 206+14.12 RT. | 22" TREE |
| 206+38.43 RT. | 12" TREE |
| 208+38.56 RT. | 16" TREE |
| 208+80.99 RT. | 12" TREE |
| 210+36.77 RT. | 12" TREE |
| 210+48.17 RT. | 12" TREE |
| 212+03.16 RT. | 12" TREE |
| 212+41.94 RT. | 12" TREE |
| 212+83.10 RT. | 12" TREE |
| 214+41.82 RT. | 12" TREE |
| 214+83.34 RT. | 22" TREE |
| 218+51.33 RT. | 12" TREE |
| 219+86.62 RT. | UNK (PAYABLE) |
| 219+96.92 LT. | 14" OAK TWIN |
| 219+98.03 LT. | 13" MAPLE |
| 220+05.56 LT. | 14" OAK |
| 220+16.68 LT. | 16" MAPLE |
| 220+18.82 LT. | 14" MAPLE |
| 220+26.92 LT. | 13" OAK |
| 220+52.70 RT. | 12" TREE |
| 221+40.34 RT. | UNK (PAYABLE) |
| 221+58.79 RT. | UNK (PAYABLE) |
| 222+52.65 RT. | 16" TREE |
| 223+72.59 RT. | 12" TREE |
| 224+49.93 RT. | 12" TREE |
| 224+93.07 RT. | 12" TREE |
| 225+32.81 RT. | 12" TREE |
| 229+93.20 RT. | 12" TREE |
| 230+61.32 RT. | 36" OAK |
| 231+71.43 RT. | 24" OAK |

ITEM 201.24 - REMOVING STUMP

| STATION | DESCRIPTION |
|---|---|
| 103+71.05 RT. | 22" TREE |
| 112+11.77 LT. | 24" TREE |
| 115+53.04 LT. | 20" TREE |
| 118+87.99 RT. | 16" TREE |
| 205+08.82 RT. | 16" TREE |
| 205+76.05 RT. | 16" TREE |
| 206+14.12 RT. | 22" TREE |
| 206+38.43 RT. | 12" TREE |
| 208+38.56 RT. | 16" TREE |
| 208+80.99 RT. | 12" TREE |
| 210+36.77 RT. | 12" TREE |
| 210+48.17 RT. | 12" TREE |
| 212+03.16 RT. | 12" TREE |
| 212+41.94 RT. | 12" TREE |
| 212+83.10 RT. | 12" TREE |
| 214+41.82 RT. | 12" TREE |
| 214+83.34 RT. | 22" TREE |
| 218+51.33 RT. | 12" TREE |
| 219+86.62 RT. | UNK (PAYABLE) |
| 219+96.92 LT. | 14" OAK TWIN |
| 219+98.03 LT. | 13" MAPLE |
| 220+05.56 LT. | 14" OAK |
| 220+16.68 LT. | 16" MAPLE |
| 220+18.82 LT. | 14" MAPLE |
| 220+26.92 LT. | 13" OAK |
| 220+52.70 RT. | 12" TREE |
| 221+40.34 RT. | UNK (PAYABLE) |
| 221+58.79 RT. | UNK (PAYABLE) |
| 222+52.65 RT. | 16" TREE |
| 223+72.59 RT. | 12" TREE |
| 224+49.93 RT. | 12" TREE |
| 224+93.07 RT. | 12" TREE |
| 225+32.81 RT. | 12" TREE |
| 229+93.20 RT. | 12" TREE |
| 230+61.32 RT. | 36" OAK |
| 231+71.43 RT. | 24" OAK |

ITEM 202.15 - REMOVING EXISTING MANHOLE OR CATCH BASIN

101+23.38, 15' RT.
101+36.90, 39' RT.
101+63.14, 14' LT.
103+90.24, 16' LT.
108+68.24, 17' RT.
108+85.80, 11' LT.
110+70.90, 16' RT.
112+87.30, 14' RT.
116+76.07, 14' RT.
205+42.90, 10' RT.
211+71.24, 19' RT.
215+45.65, 47' RT.
216+33.42, 51' LT.
220+02.03, 22' RT.
220+02.78, 24' LT.
224+16.50, 23' RT.
224+16.91, 25' LT.
80+48.89, 24' RT.
80+55.63, 68' RT.
80+62.66, 65' LT.
81+94.36, 20' LT.
81+96.03, 19' RT.
90+68.84, 17' RT.
90+71.16, 24' LT.

ITEM 604.16 - ALTERING CATCH BASIN TO MANHOLE

MH9 STA. 232+33.02, 32.58' LT.

ITEM 604.164 - REBUILDING CATCH BASIN

CB30 STA. 209+72.92, 20.17' RT.

ITEM 604.18 - ADJUSTING MANHOLE OR CATCH BASIN TO GRADE

STA. 102+26.04, 32.37' LT.
CB15 STA. 109+04.06, 28.70' LT.
CB16 STA. 109+31.24, 29.91' LT.
CB21 STA. 114+24.15, 27.56' RT.
CB29 STA. 207+84.57, 17.79' RT.
MH3 STA. 102+32.79, 49.37' RT.
MH4 STA. 104+80.81, 14.47' LT.
MH5 STA. 45+50.81, 10.27' RT.
MH10 STA. 232+48.76, 31.15' RT.
MH13 STA. 90+75.03, 39.12' LT.
CB51A STA. 232+79.92, 45.05' RT.

ITEM 607.22 - CEDAR RAIL FENCE LF

224+00.00, 36.00' RT. TO 225+50.00, 70.51' RT. 158
225+10.38, 35.52' RT. TO 230+15.00, 30.00' RT. 505
230+29.35, 30.00' RT. TO 231+65.00, 35.00' RT. 136

ITEM 607.24 - REMOVE AND RESET FENCE LF

102+49.88, 39.13' RT. TO 102+94.45, 29.80' RT. 48.3
108+24.55, 17.16' LT. TO 108+33.39, 24.33' LT. 16.0
114+63.36, 24.43' RT. TO 114+77.74, 24.11' RT. 14.4
114+84.70, 24.19' RT. TO 114+92.65, 23.99' RT. 8.0
117+20.55, 25.39' RT. TO 117+43.49, 31.14' RT. 21.4
211+36.04, 37.36' LT. TO 212+00.00, 29.51' LT. 71.7

ITEM 607.25 - REMOVE AND RESET CHAIN LINK FENCE LF

105+28.70, 35.75' LT. TO 105+98.58, 27.16' LT. 93.0
106+04.53, 26.71' LT. TO 106+54.57, 21.71' LT. 62.4
107+85.84, 29.99' LT. TO 107+86.84, 18.82' LT. 11.2
115+68.91, 23.01' RT. TO 115+68.89, 28.29' RT. 5.3
230+17.89, 32.64' LT. TO 230+26.20, 32.97' LT. 8.3
230+32.45, 32.99' LT. TO 230+40.39, 32.64' LT. 8.0

ITEM 608.26 - CURB RAMP DETECTABLE WARNING FIELD SF

102+07, LT. 10
102+45, LT. 10
102+59, LT. 19
102+59, LT. 19
102+59, RT. 19
104+56, LT. 10
104+56, RT. 10
104+81, LT. 10
105+10, LT. 10
108+91, LT. 10
108+91, RT. 11
109+01, RT. 17
109+36, RT. 18
109+48, LT. 11
109+48, RT. 11
111+48, LT. 11
111+48, RT. 11
114+27, RT. 26
114+62, RT. 23
118+71, LT. 11
118+71, LT. 11
118+71, RT. 11
118+71, RT. 11
210+67, RT. 10
210+68, LT. 12
214+96, LT. 19
214+96, RT. 19
216+99, LT. 19
216+99, RT. 19
219+84, LT. 10
219+84, RT. 10
223+63, LT. 10
223+63, RT. 10
227+33, LT. 10
227+33, RT. 10
230+28, LT. 19
230+28, RT. 19
232+60, RT. 19
232+62, LT. 19
232+62, RT. 20
232+68, RT. 19
80+27, LT. 19
80+27, RT. 19

ITEM 610.08 - PLAIN RIPRAP

| LOCATION | DESCRIPTION | CY |
|---|---|---|
| 205+36.86, RT. | OUTLET PROTECTION | 3.0 |
| 217+40.23, LT. | OUTLET PROTECTION | 4.0 |
| 220+03.07, LT. | OUTLET PROTECTION | 4.0 |
| 226+50.00 TO 227+75.00, RT. | SLOPE PROTECTION | 159.0 |

ITEM 613.319 - EROSION CONTROL BLANKET SY

224+81 to 225+50, LT. 46
230+39 TO 231+54, LT. 80

ITEM 620.58 - EROSION CONTROL GEOTEXTILE SY

205+36.89, RT. 9
217+40.23, LT. 11
220+03.07, LT. 11
226+50.00 TO 227+75.00, RT. 252

ITEM 642.12 - WOODEN STEPS

110+54.00, RT.
114+04.00, RT.

ITEM 642.15 - PRECAST CONCRETE STEPS

111+00.00, RT.
113+50.00, RT.
114+80.00, RT.

ITEM 642.17 - CAST-IN-PLACE CONCRETE STEPS

115+76.00, LT.
116+00.00, LT.
116+44.00, LT.
116+62.00, LT.

ITEM 643.621 - RECTANGULAR RAPID FLASHING BEACON ASSEMBLY

230+21.12, 18.38' RT.
230+34.45, 18.34' LT.
21+08.92, 17.92' RT.
21+09.66, 17.33' LT.

ITEM 673.10 - WET CAST SMALL LANDSCAPE BLOCK WALL SF

STA. 115+79.23 (1+10.00) TO STA. 50+28.90 (2+09.75) 320

ITEM 634.210 - CONVENTIONAL LIGHT STANDARD (15-FOOT POLE)

104+56.00, 22.88' RT.
105+44.00, 22.00' RT.
106+18.69, 22.00' RT.
107+10.00, 22.00' RT.
107+95.00, 22.00' RT.
108+81.00, 22.00' RT.
109+47.35, 23.98' RT.
110+12.00, 22.00' RT.
110+92.00, 22.00' RT.
111+66.00, 22.00' RT.
112+41.00, 22.00' RT.
113+14.00, 22.00' RT.
114+00.00, 22.00' RT.
114+68.00, 22.00' RT.
115+42.00, 22.00' RT.
116+11.57, 22.00' RT.
116+87.74, 22.00' RT.
220+59.53, 36.00' RT.
221+35.06, 36.00' RT.
222+10.19, 36.00' RT.
222+85.72, 36.00' RT.
223+62.99, 26.00' LT.
223+62.99, 36.00' RT.
224+38.52, 36.00' RT.
225+07.97, 37.30' RT.
225+82.29, 29.00' RT.
226+57.79, 29.00' RT.
227+33.29, 26.00' LT.
227+33.29, 29.00' RT.
228+08.79, 29.00' RT.
228+82.99, 29.00' RT.
229+58.49, 29.00' RT.
230+21.79, 26.00' LT.
230+33.99, 29.00' RT.
231+07.33, 29.00' LT.
231+07.33, 29.00' RT.
231+76.98, 32.66' RT.
231+77.02, 30.00' LT.
232+49.92, 40.47' RT.
232+62.90, 41.45' LT.
341+12.00, 30.00' LT.
341+94.00, 32.00' LT.

ITEM 634.210 - CONVENTIONAL LIGHT STANDARD (18-FOOT POLE)

117+75.87, 31.47' RT.
118+70.34, 24.95' LT.
118+71.32, 32.00' RT.
205+26.80, 32.00' RT.
206+14.29, 36.00' RT.
206+88.83, 36.00' RT.
207+79.00, 36.00' RT.
208+74.99, 36.00' RT.
209+68.87, 36.00' RT.
210+66.99, 36.00' RT.
210+72.68, 18.00' LT.
211+39.00, 36.00' RT.
212+11.00, 36.00' RT.
212+83.00, 36.00' RT.
213+54.00, 36.00' RT.
214+06.89, 111.37' LT.
214+26.00, 36.00' RT.
214+61.81, 118.65' LT.
214+95.82, 33.00' LT.
214+95.82, 36.00' RT.
215+84.54, 45.52' LT.
215+97.86, 36.00' RT.
216+47.99, 42.61' LT.
216+98.69, 33.00' LT.
216+98.70, 36.00' RT.
217+70.72, 36.00' RT.
218+42.75, 36.00' RT.
219+14.78, 36.00' RT.
219+84.00, 26.00' LT.
219+84.00, 36.00' RT.

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

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22642.01

| | BY | DATE |
|---|---|---|
| PROJ. MANAGER | M. HILL | |
| DESIGN-DETAILED | T. WARREN | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | 08\26 |
| DESIGN2-DETAILED2 | D. ETTINGER | - |
| DESIGN3-DETAILED3 | - | - |
| REVISIONS 1 | - | - |
| REVISIONS 2 | - | - |
| REVISIONS 3 | - | - |
| REVISIONS 4 | - | - |
| FIELD CHANGES | - | - |

SIGNATURE

P.E. NUMBER

DATE

SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

CONSTRUCTION NOTES

Engineering
Building Partnerships

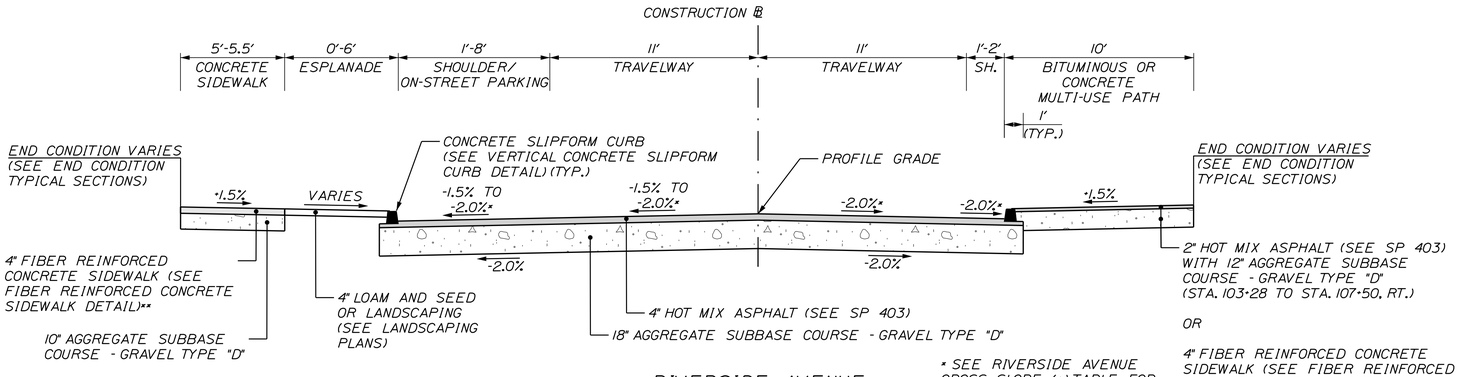
SHEET NUMBER
7
OF 117

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NOT TO SCALE

# ROADWAY TYPICAL SECTIONS

SH. = SHOULDER
ESP. = ESPLANADE
SP = SPECIAL PROVISION

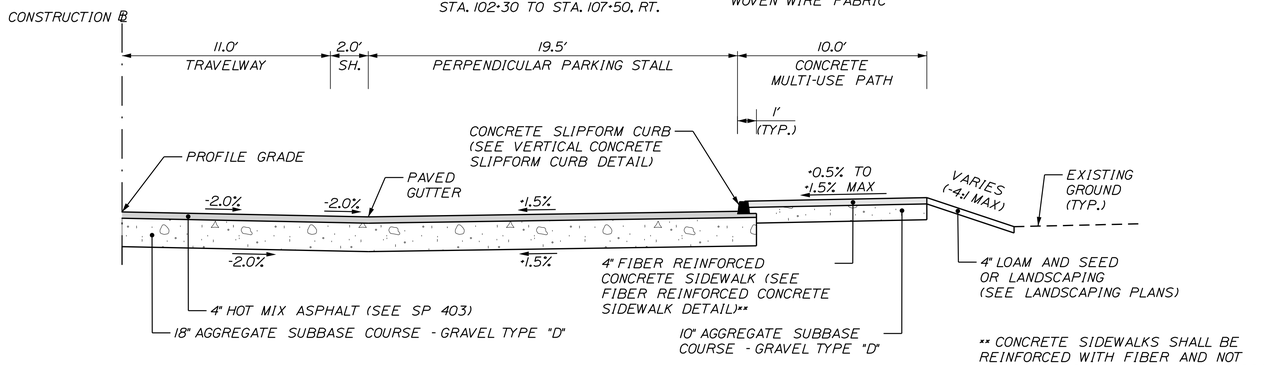



## RIVERSIDE AVENUE
## FULL DEPTH RECONSTRUCTION
## TYPICAL SECTION

STA. 100+75 TO STA. 107+50, LT.
STA. 100+75 TO STA. 101+35, RT.
STA. 102+30 TO STA. 107+50, RT.

* SEE RIVERSIDE AVENUE CROSS SLOPE (e) TABLE FOR ADDITIONAL INFORMATION

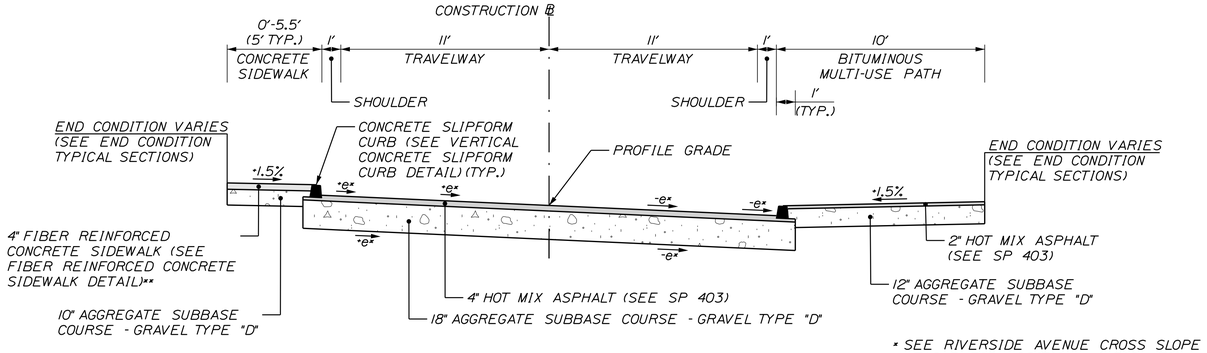
** CONCRETE SIDEWALKS SHALL BE REINFORCED WITH FIBER AND NOT STEEL REBAR OR WOVEN WIRE FABRIC




** CONCRETE SIDEWALKS SHALL BE REINFORCED WITH FIBER AND NOT STEEL REBAR OR WOVEN WIRE FABRIC

## RIVERSIDE AVENUE
## WITH PERPENDICULAR PARKING
## TYPICAL SECTION

STA. 101+35 TO STA. 102+30, RT.




## RIVERSIDE AVENUE
## FULL DEPTH RECONSTRUCTION
## SUPERELEVATED
## TYPICAL SECTION

STA. 107+50 TO STA. 109+05
STA. 109+30 TO STA. 117+01

* SEE RIVERSIDE AVENUE CROSS SLOPE (e) TABLE FOR ADDITIONAL INFORMATION

** CONCRETE SIDEWALKS SHALL BE REINFORCED WITH FIBER AND NOT STEEL REBAR OR WOVEN WIRE FABRIC

NOTES:

1. SAWCUT LOCATIONS SHALL BE, AT A MINIMUM, 2' INSIDE THE PROPOSED CURB OR EDGE OF EXISTING PAVEMENT, WHICHEVER IS CLOSEST TO THE CONSTRUCTION BASELINE, UNLESS OTHERWISE NOTED IN THE PLANS. (SEE CROSS SECTIONS FOR ADDITIONAL DETAILS)
2. PROPOSED SIDEWALK WIDTHS MAY VARY IN LOCATIONS WHERE EXISTING RETAINING WALLS AND STAIRS ARE SET TO REMAIN. (SEE CROSS SECTIONS FOR ADDITIONAL INFORMATION).
3. SLIPFORM CONCRETE CURB, MOLD I SHALL BE PLACED ON BASE PAVEMENT. THE SURFACE PAVEMENT SHALL BE PAVED UP TO THE FACE OF CURB.
4. THE PROPOSED CURB REVEAL MAY VARY IN AREAS OF SIDEWALK RAMPS AND LANDINGS. SEE GEOMETRIC CURB LAYOUT FOR ADDITIONAL DETAILS.
5. SIDEWALK AND ROADWAY CROSS SLOPES MAY VARY IN AREAS TO MINIMIZE PROPERTY IMPACTS. SEE CROSS SECTIONS FOR CROSS SLOPE REQUIREMENTS.

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

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| | BY | DATE |
|---|---|---|
| M. HILL | | |
| T. WARREN | M.CUNDIFF | 08\26 |
| WED J.WINCHENBACH | D. ETTINGER | 08\26 |
| ED2 | - | - |
| ED3 | - | - |
| - | - | - |
| - | - | - |
| - | - | - |
| - | - | - |

PROJ. MANAGER
DESIGN-DETAILED
CHECKED-REVIEWED
DESIGN2-DETAILED2
DESIGN3-DETAILED3
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

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DATE

SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

TYPICAL SECTIONS

SHEET NUMBER
8
OF 117

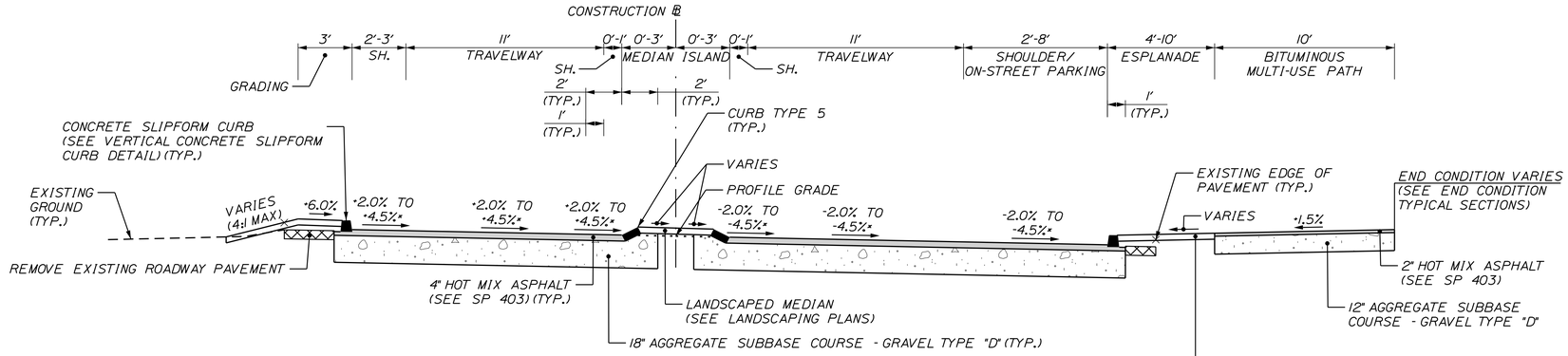
Engineering
Building Partnerships

Filename: ...\00\Highway\008_TypicalO1.dgn Division: HIGHWAY Username: Mike.Cundiff Date:8/12/2026
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# ROADWAY TYPICAL SECTIONS

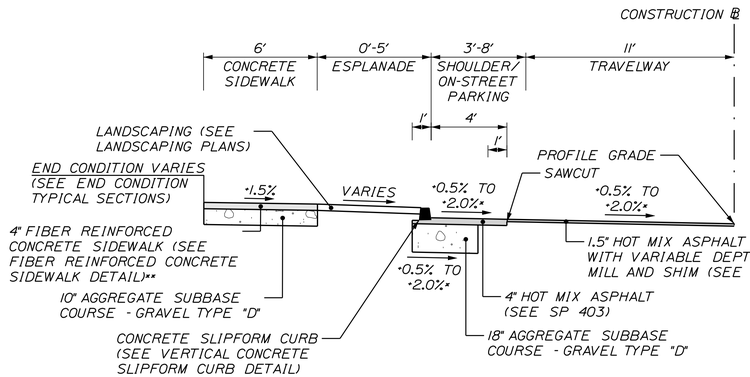
SH. = SHOULDER
ESP. = ESPLANADE
SP = SPECIAL PROVISION




* SEE RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE CROSS SLOPE (e) TABLE FOR ADDITIONAL INFORMATION

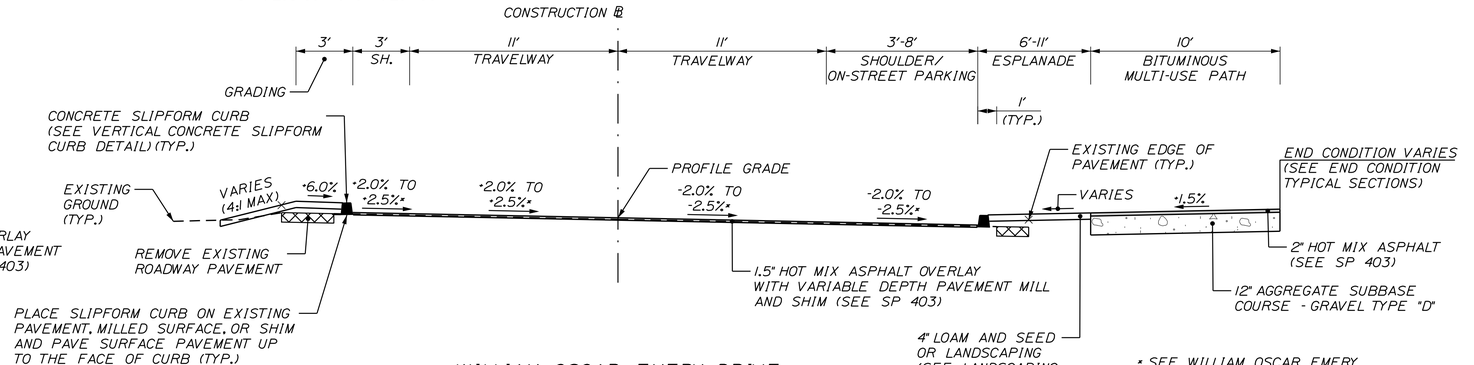
## RIVERSIDE AVENUE/WILLIAM OSCAR EMERY DRIVE
## FULL DEPTH RECONSTRUCTION
## SUPERELEVATED

STA. 117+01 TO STA. 119+43
STA. 205+08 TO STA. 207+50




## WILLIAM OSCAR EMERY DRIVE
## OVERLAY WITH WIDENING
## SUPERELEVATED

STA. 210+82 TO STA. 213+75. LT.

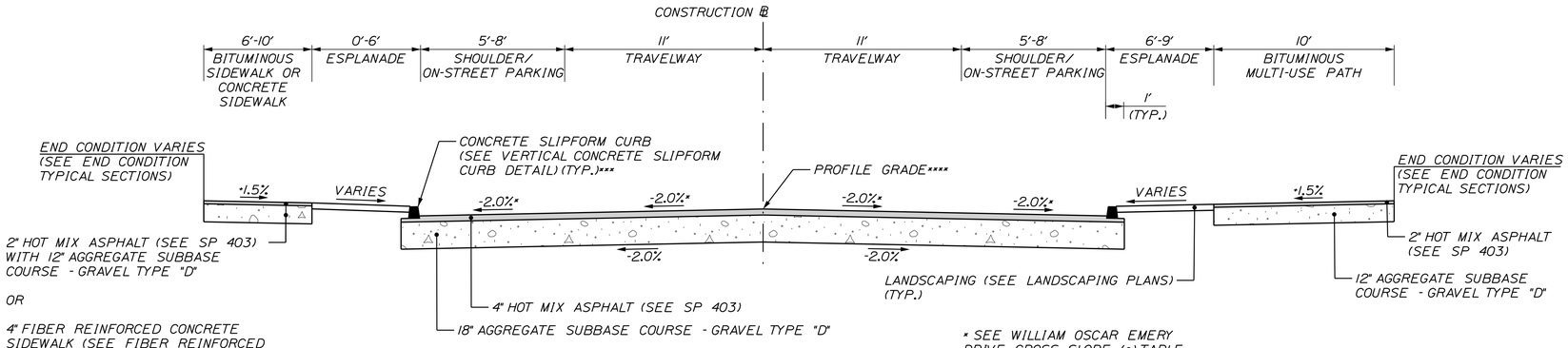



## WILLIAM OSCAR EMERY DRIVE
## OVERLAY
## SUPERELEVATED

STA. 207+50 TO STA. 210+82, LT.
STA. 207+50 TO STA 213+75, RT.

* SEE WILLIAM OSCAR EMERY DRIVE CROSS SLOPE (e) TABLE FOR ADDITIONAL INFORMATION

** CONCRETE SIDEWALKS SHALL BE REINFORCED WITH FIBER AND NOT STEEL REBAR OR WOVEN WIRE FABRIC




*** THIS TYPICAL SECTION INCLUDES BOTH CONCRETE SLIPFORM CURB AND CURB TYPE 5 (SEE GEOMETRIC CURB LAYOUT FOR ADDITIONAL INFORMATION).

**** THIS TYPICAL SECTION INCLUDES A RAISED INTERSECTION (SEE RAISED INTERSECTION DETAILS FOR ADDITIONAL INFORMATION).

* SEE WILLIAM OSCAR EMERY DRIVE CROSS SLOPE (e) TABLE FOR ADDITIONAL INFORMATION

** CONCRETE SIDEWALKS SHALL BE REINFORCED WITH FIBER AND NOT STEEL REBAR OR WOVEN WIRE FABRIC

## WILLIAM OSCAR EMERY DRIVE
## FULL DEPTH RECONSTRUCTION
## NORMAL CROWN

STA. 213+75 TO STA. 218+50

Engineering
Building Partnerships

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

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| PROJ. MANAGER | M. HILL | | |
|---|---|---|---|
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINDERBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | - | - | - |
| DESIGN3-DETAILED3 | - | - | - |
| REVISIONS 1 | - | - | - |
| REVISIONS 2 | - | - | - |
| REVISIONS 3 | - | - | - |
| REVISIONS 4 | - | - | - |
| FIELD CHANGES | - | - | - |

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P.E. NUMBER
DATE

SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

TYPICAL SECTIONS

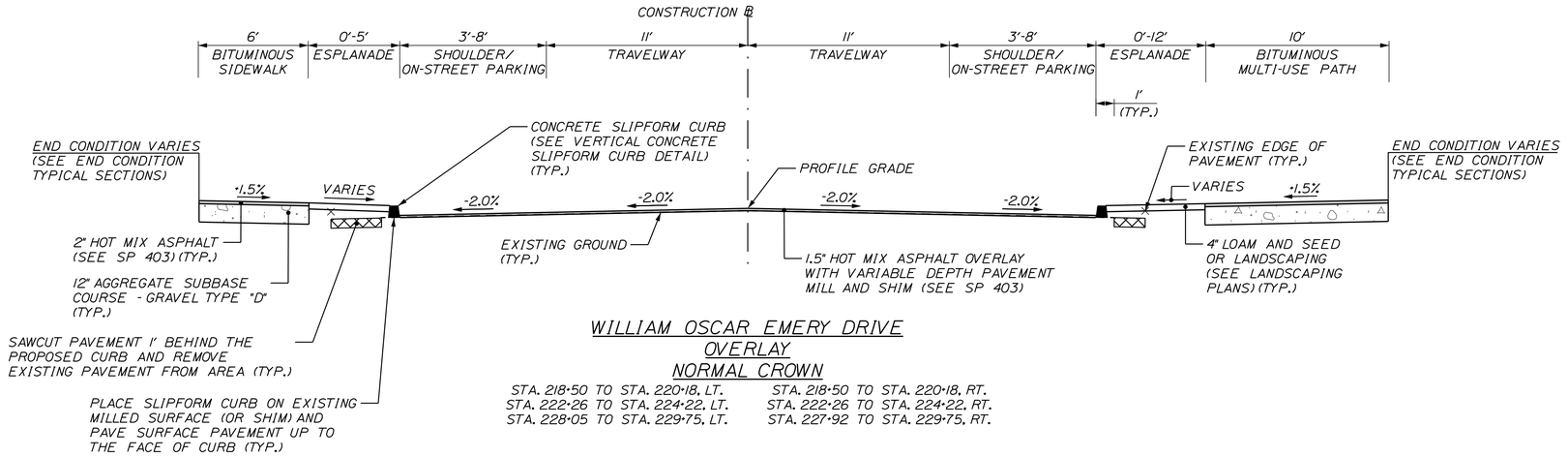
SHEET NUMBER
9
OF 117

Filename: ...\00\Highway\009_Typical02.dgn Division: HIGHWAY Username: Mike.Cundiff Date:8/12/2026
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NOT TO SCALE

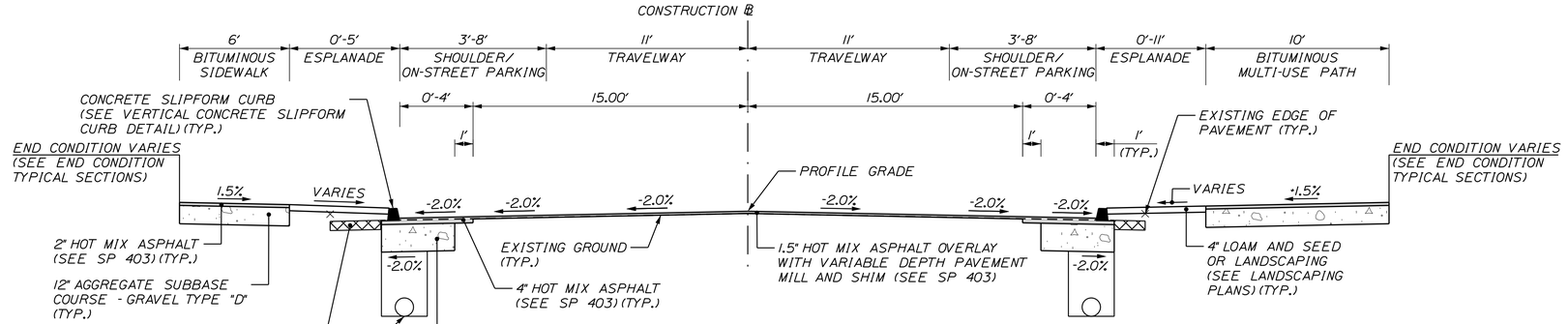
# ROADWAY TYPICAL SECTIONS

SH. = SHOULDER
ESP. = ESPLANADE
SP = SPECIAL PROVISION



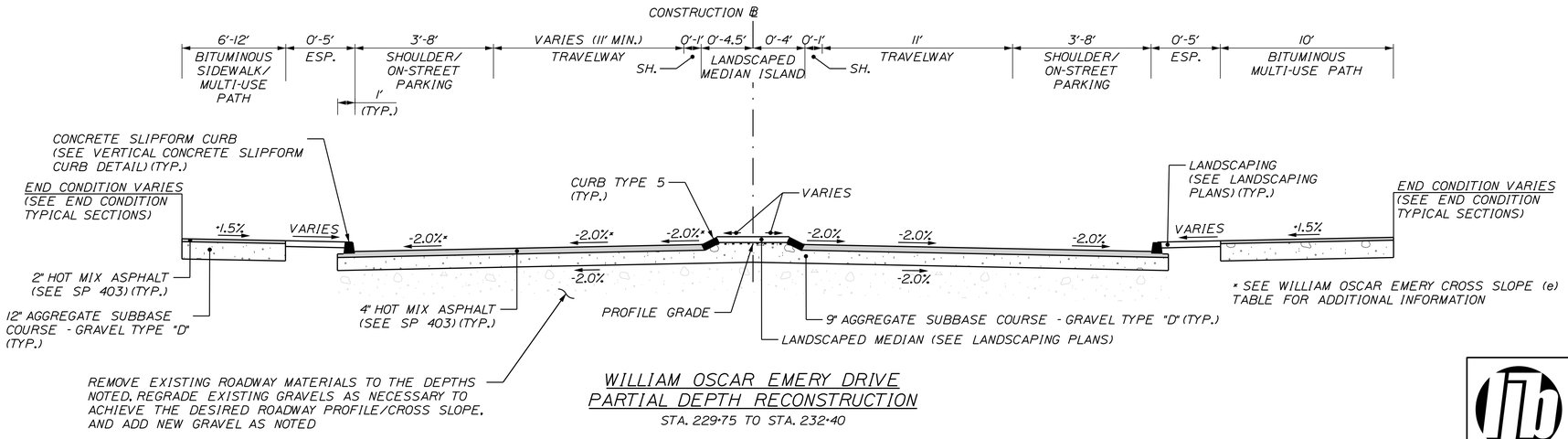

## WILLIAM OSCAR EMERY DRIVE
## OVERLAY
## NORMAL CROWN

STA. 218+50 TO STA. 220+18, LT. — STA. 218+50 TO STA. 220+18, RT.
STA. 222+26 TO STA. 224+22, LT. — STA. 222+26 TO STA. 224+22, RT.
STA. 228+05 TO STA. 229+75, LT. — STA. 227+92 TO STA. 229+75, RT.




## WILLIAM OSCAR EMERY DRIVE
## OVERLAY WITH UNDERDRAIN
## NORMAL CROWN

STA. 220+18 TO STA. 222+26, LT. — STA. 220+18 TO STA. 222+26, RT.
STA. 224+22 TO STA. 228+05, LT. — STA. 224+22 TO STA. 227+92, RT.




## WILLIAM OSCAR EMERY DRIVE
## PARTIAL DEPTH RECONSTRUCTION

STA. 229+75 TO STA. 232+40

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN 22642.01

| | BY | DATE |
|---|---|---|
| PROJ. MANAGER | M. HILL | |
| DESIGN-DETAILED | T. WARREN | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | 08\26 |
| DESIGN2-DETAILED2 | D. ETTINGER | - - |
| DESIGN3-DETAILED3 | | - - |
| REVISIONS 1 | | - - |
| REVISIONS 2 | | - - |
| REVISIONS 3 | | - - |
| REVISIONS 4 | | - - |
| FIELD CHANGES | | - - |

SIGNATURE

P.E. NUMBER

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SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

TYPICAL SECTIONS

Engineering
Building Partnerships

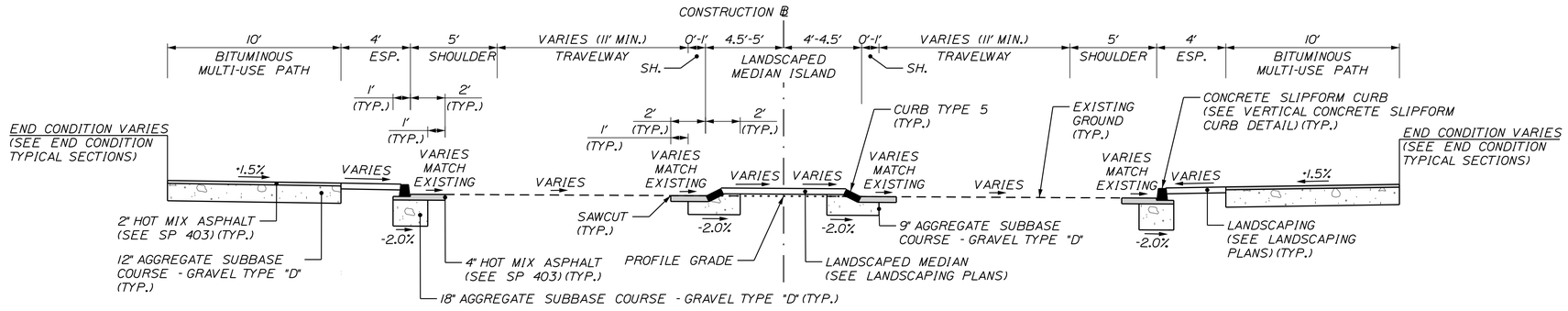
SHEET NUMBER
10
OF 117

Filename: ...\00\Highway\010_Typical03.dgn Division: HIGHWAY Username: Mike.Cundiff Date:8/12/2026
U:\City of Sanford Maine\3421.11_William Oscar Emery & Riverside Improvements\Z - CAD\00\Highway\010_Typical03.dgn

NOT TO SCALE

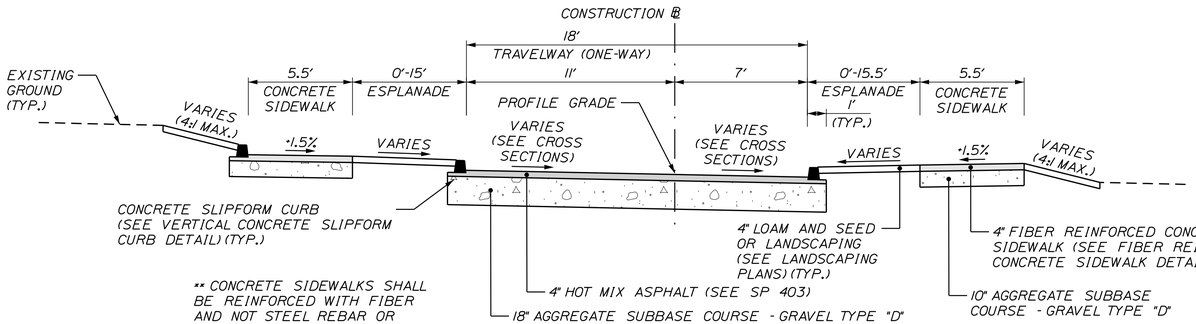
# ROADWAY TYPICAL SECTIONS

SH. = SHOULDER
ESP. = ESPLANADE
SP = SPECIAL PROVISION



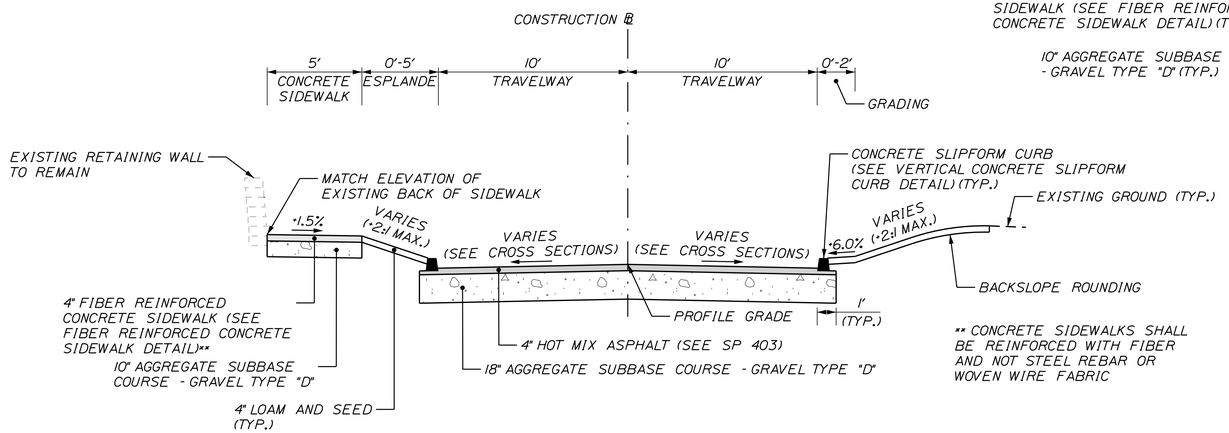

## WILLIAM OSCAR EMERY DRIVE
## RIVER STREET TRANSITION

STA. 232+40 TO STA. 232+85



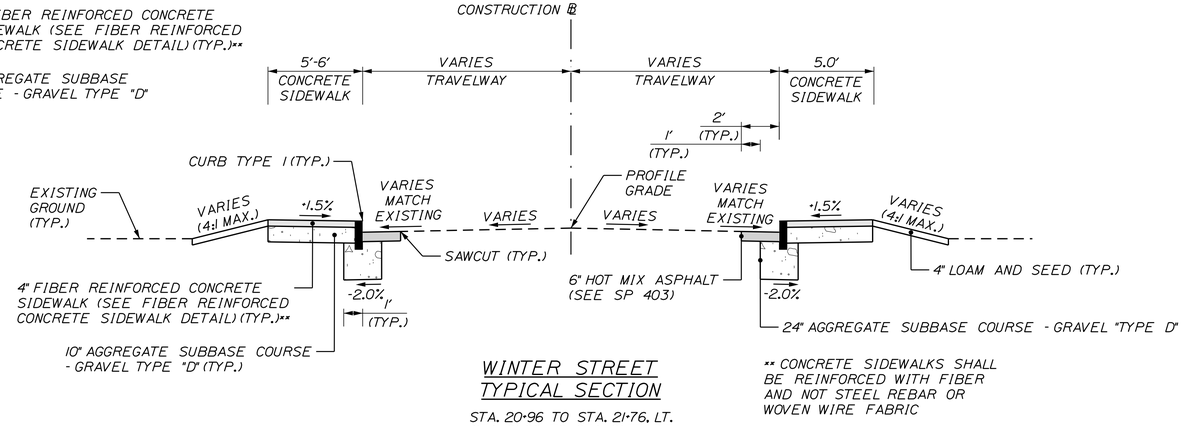

## ST. IGNATIUS STREET
## TYPICAL SECTION

STA. 10+12 TO STA. 10+50




## ACORN STREET
## WITH PROPOSED SIDEWALK
## TYPICAL SECTION

STA. 30+12 TO STA. 30+40, LT.
STA. 30+12 TO STA. 30+48, RT.




## WINTER STREET
## TYPICAL SECTION

STA. 20+96 TO STA. 21+76, LT.
STA. 21+00 TO STA. 21+77, RT.

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN 22642.01

| | BY | DATE |
|---|---|---|
| PROJ. MANAGER | M. HILL | |
| DESIGN-DETAILED | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | T. WARREN | 08\26 |
| DESIGN2-DETAILED2 | J.WINCHENBACH | - - |
| DESIGN3-DETAILED3 | D. ETTINGER | - - |
| REVISIONS 1 | | - - |
| REVISIONS 2 | | - - |
| REVISIONS 3 | | - - |
| REVISIONS 4 | | - - |
| FIELD CHANGES | | - - |

SIGNATURE

P.E. NUMBER

DATE

SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

TYPICAL SECTIONS

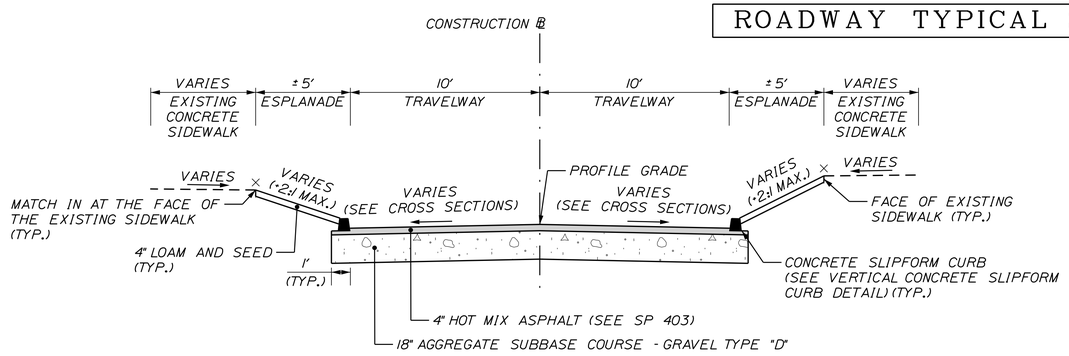
Engineering
Building Partnerships

SHEET NUMBER
11
OF 117

Filename: ...\00\Highway\011_Typical04.dgn Division: HIGHWAY Username: Mike.Cundiff Date:8/12/2026
U:\City of Sanford Maine\3421.11_William Oscar Emery & Riverside Improvements\Z - CAD\00\Highway\011_Typical04.dgn

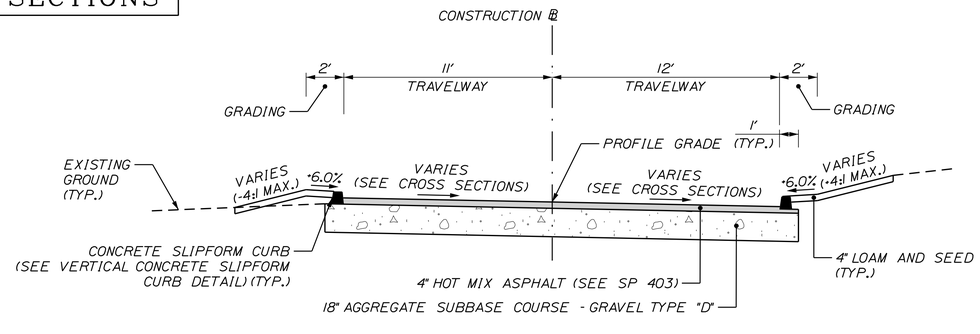
# ROADWAY TYPICAL SECTIONS

NOT TO SCALE



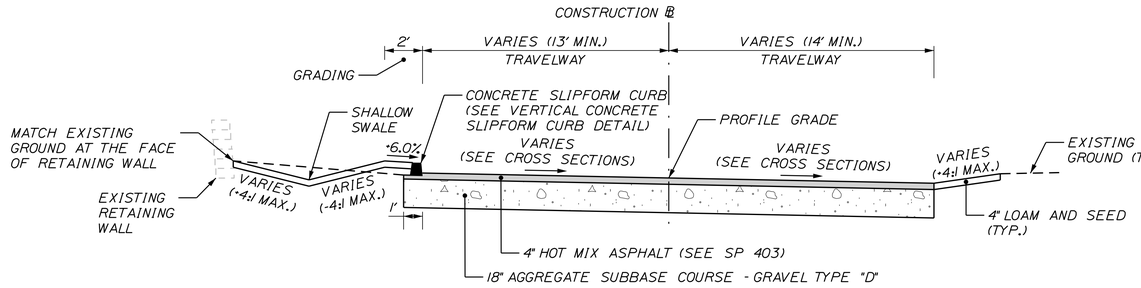

## ACORN STREET
## MAINTAIN EXISTING CONCRETE SIDEWALK
## TYPICAL SECTION

STA. 30+40 TO STA. 30+50, LT.
STA. 30+48 TO STA. 30+62, RT.



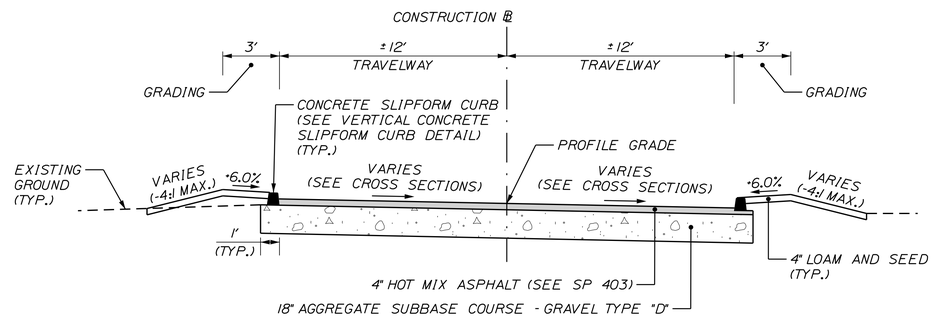

## PLEASANT STREET
## TYPICAL SECTION

STA. 50+14 TO STA. 50+35



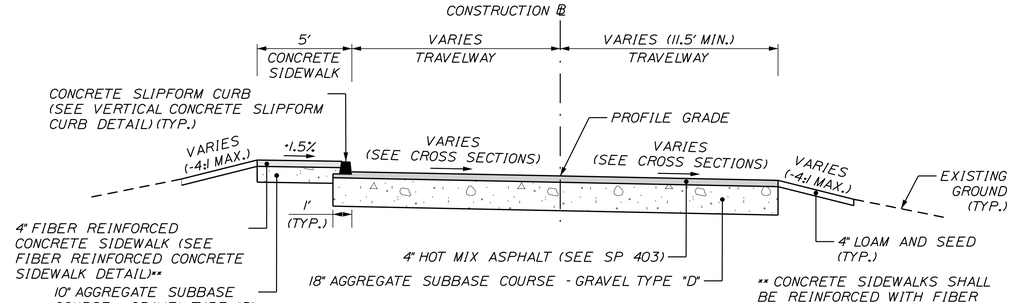

## MAPLE STREET (NORTH)
## TYPICAL SECTION

STA. 40+92 TO STA. 41+13



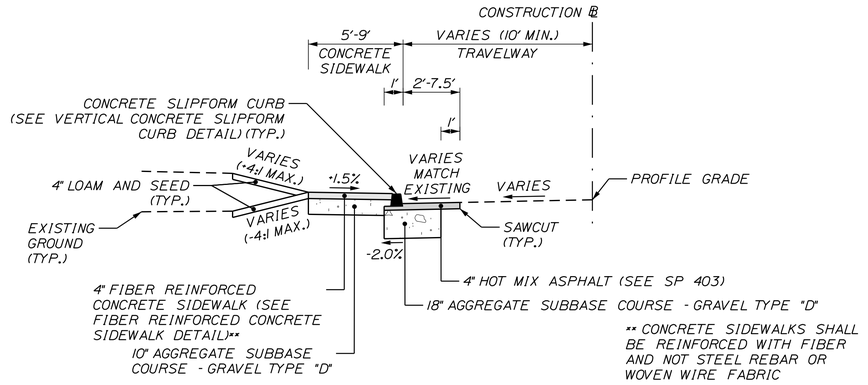

## MAPLE STREET (SOUTH)
## TYPICAL SECTION

STA. 45+13 TO STA. 45+50




## LINCOLN STREET
## TYPICAL SECTION

STA. 60+16 TO STA. 60+62




## LINCOLN STREET/SUMMER STREET
## SIDEWALK
## TYPICAL SECTION

STA. 60+62 TO STA. 62+15, LT.
STA. 70+55 TO STA. 70+96, RT.

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | M. HILL | | |
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | – | – | – |
| DESIGN3-DETAILED3 | – | – | – |
| REVISIONS 1 | – | – | – |
| REVISIONS 2 | – | – | – |
| REVISIONS 3 | – | – | – |
| REVISIONS 4 | – | – | – |
| FIELD CHANGES | – | – | – |

SIGNATURE

P.E. NUMBER

DATE

SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

TYPICAL SECTIONS

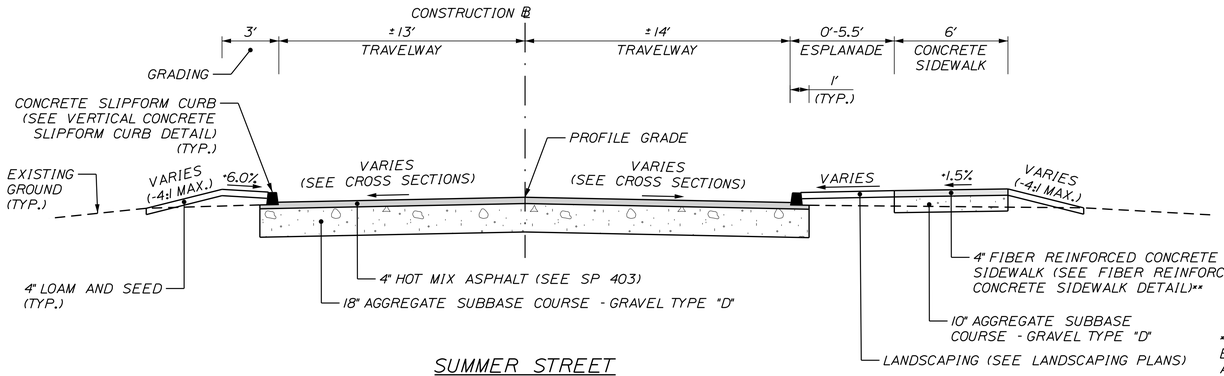
Engineering
Building Partnerships

SHEET NUMBER
12
OF 117

Filename: ...\00\Highway\012_Typical05.dgn Division: HIGHWAY Username: Mike.Cundiff Date:8/12/2026
U:\City of Sanford Maine\3421.11_William Oscar Emery & Riverside Improvements\Z - CAD\00\Highway\012_Typical05.dgn

NOT TO SCALE

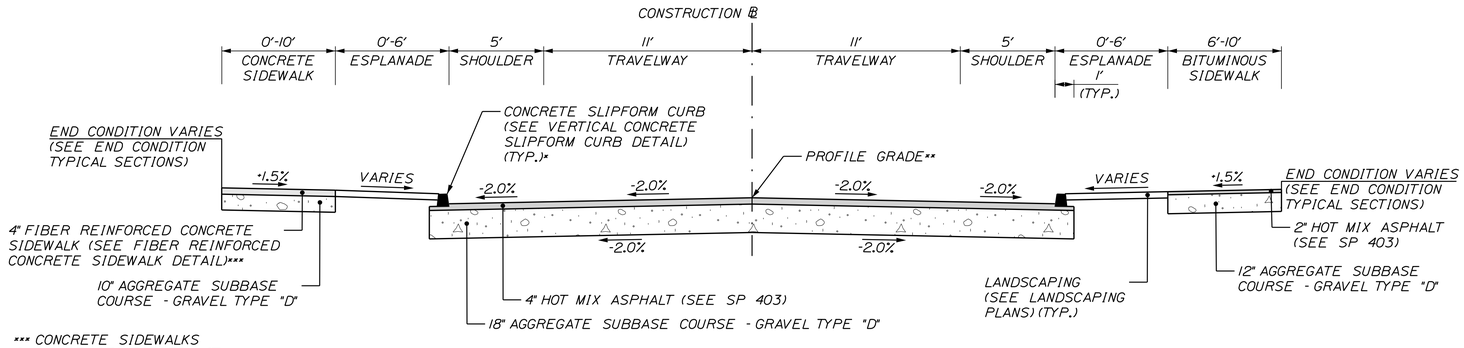
# ROADWAY TYPICAL SECTIONS




** CONCRETE SIDEWALKS SHALL BE REINFORCED WITH FIBER AND NOT STEEL REBAR OR WOVEN WIRE FABRIC

## SUMMER STREET
## TYPICAL SECTION

STA. 70+14 TO STA. 70+55



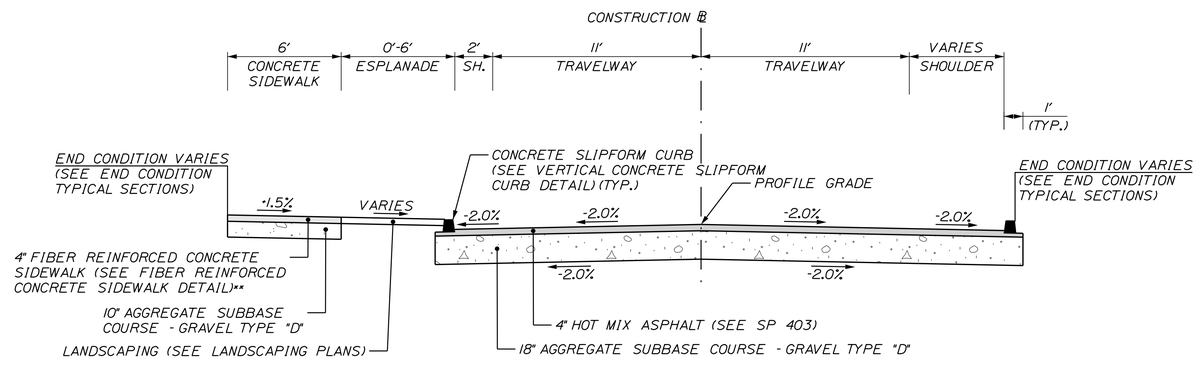

* THIS TYPICAL SECTION INCLUDES BOTH CONCRETE SLIPFORM CURB AND CURB TYPE 5 (SEE GEOMETRIC CURB LAYOUT FOR ADDITIONAL INFORMATION).

** THIS TYPICAL SECTION INCLUDES A RAISED INTERSECTION (SEE RAISED INTERSECTION DETAILS FOR ADDITIONAL INFORMATION).

*** CONCRETE SIDEWALKS SHALL BE REINFORCED WITH FIBER AND NOT STEEL REBAR OR WOVEN WIRE FABRIC

## GOWEN PARK DRIVE
## FULL DEPTH RECONSTRUCTION

STA. 80+16 TO STA. 82+00




** CONCRETE SIDEWALKS SHALL BE REINFORCED WITH FIBER AND NOT STEEL REBAR OR WOVEN WIRE FABRIC

## FRONT STREET
## FULL DEPTH RECONSTRUCTION

STA. 90+16 TO STA. 90+80

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN 22642.01

| | BY | DATE |
|---|---|---|
| M. HILL | | |
| T. WARREN | M.CUNDIFF | 08\26 |
| D. JWINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | - | - |
| DESIGN3-DETAILED3 | - | - |
| REVISIONS 1 | - | - |
| REVISIONS 2 | - | - |
| REVISIONS 3 | - | - |
| REVISIONS 4 | - | - |
| FIELD CHANGES | - | - |

PROJ. MANAGER
DESIGN-DETAILED
CHECKED-REVIEWED

SIGNATURE
P.E. NUMBER
DATE

SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

TYPICAL SECTIONS

SHEET NUMBER
13
OF 117

Engineering
Building Partnerships

Filename: ...\00\Highway\013_Typical06.dgn Division: HIGHWAY Username: Mike.Cundiff Date:8/12/2026

U:\City of Sanford Maine\3421.11_William Oscar Emery & Riverside Improvements\Z - CAD\00\Highway\013_Typical06.dgn

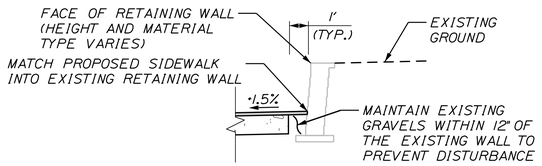
# END CONDITION TYPICAL SECTIONS

NOT TO SCALE

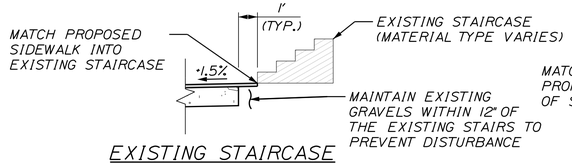
SH. = SHOULDER
ESP. = ESPLANADE
SP = SPECIAL PROVISION



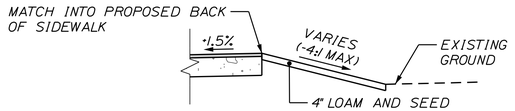

EXISTING BUILDING



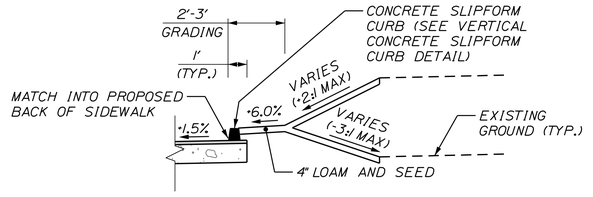

EXISTING RETAINING WALL



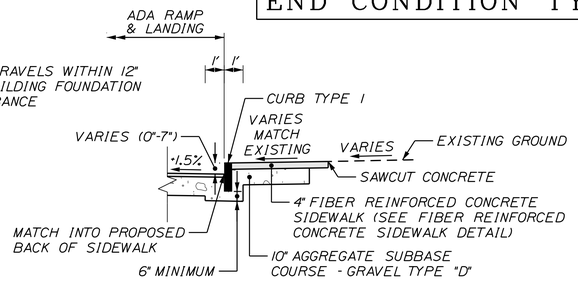

EXISTING STAIRCASE



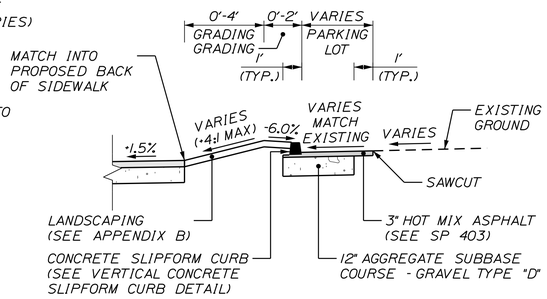

GRADING BEHIND SIDEWALK



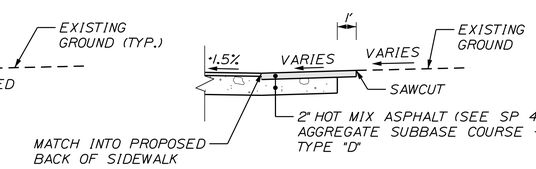

SIDEWALK BACKCURB WITH GRADING




SIDEWALK WITH GRANITE BACK CURB



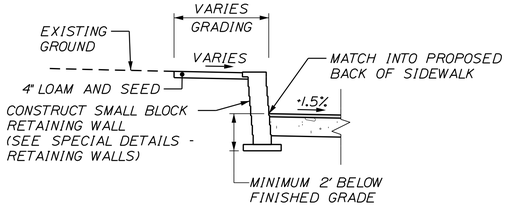

SIDEWALK WITH LANDSCAPING AND BACK CURB



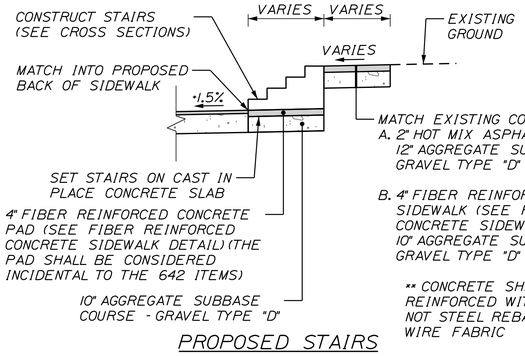

OR

4" FIBER REINFORCED CONCRETE SIDEWALK (SEE FIBER REINFORCED CONCRETE SIDEWALK DETAIL) WITH 10" AGGREGATE SUBBASE COURSE - GRAVEL TYPE "D"

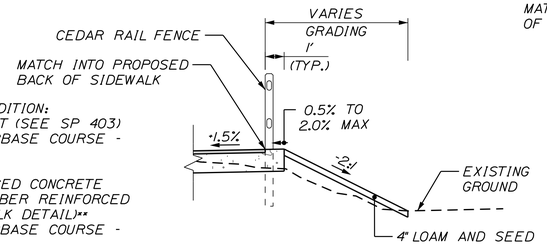
SIDEWALK MATCHING INTO EXISTING CONCRETE OR PAVEMENT



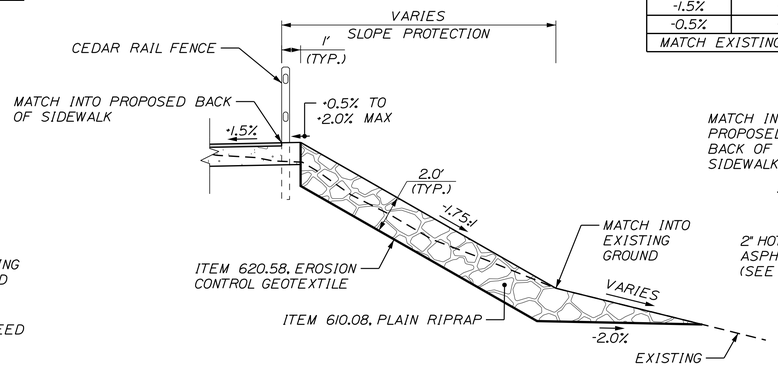

PROPOSED RETAINING WALL



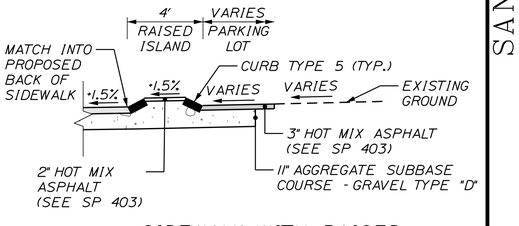

PROPOSED STAIRS




FENCE WITH -2:1 GRADING




FENCE WITH RIPRAP SLOPE PROTECTION




SIDEWALK WITH RAISED BACK CURB ISLAND

## RIVERSIDE AVENUE CROSS SLOPE (e) TABLE

| LEFT SHOULDER | LEFT TRAVELWAY | STATION | RIGHT TRAVELWAY | RIGHT SHOULDER |
|---|---|---|---|---|
| | | | | |
| MATCH INTO VOLUME I (DOWNTOWN IMPROVEMENTS PROJECT) | | | | |
| - | - | 100+00 | - | - |
| - | - | 100+50 | - | - |
| 0.5% | 0.5% | 101+00 | -2.0% | -2.0% |
| -1.0% | -1.0% | 101+50 | -2.0% | -2.0% |
| -2.0% | -2.0% | 102+00 | -2.0% | -2.0% |
| -2.0% | -2.0% | 102+50 | -2.0% | -2.0% |
| -2.0% | -2.0% | 103+00 | -2.0% | -2.0% |
| -2.0% | -2.0% | 103+50 | -2.0% | -2.0% |
| -2.0% | -2.0% | 104+00 | -2.0% | -2.0% |
| -2.0% | -2.0% | 104+50 | -2.0% | -2.0% |
| -2.0% | -2.0% | 105+00 | -2.0% | -2.0% |
| -1.5% | -1.5% | 105+50 | -2.0% | -2.0% |
| -1.5% | -1.5% | 106+00 | -2.0% | -2.0% |
| -1.5% | -1.5% | 106+50 | -2.0% | -2.0% |
| -1.5% | -1.5% | 107+00 | -2.0% | -2.0% |
| -1.5% | -1.5% | 107+50 | -2.0% | -2.0% |
| 0.5% | 0.5% | 108+00 | -2.0% | -2.0% |
| 2.5% | 2.5% | 108+50 | -2.5% | -2.5% |
| 4.5% | 4.5% | 109+00 | -4.5% | -4.5% |
| WINTER STREET (STA. 109+18) | | | | |
| 4.5% | 4.5% | 109+50 | -4.5% | -4.5% |
| 6.0% | 6.0% | 110+00 | -6.0% | -6.0% |
| 6.0% | 6.0% | 110+50 | -6.0% | -6.0% |
| 6.0% | 6.0% | 111+00 | -6.0% | -6.0% |
| 6.0% | 6.0% | 111+50 | -6.0% | -6.0% |
| 6.0% | 6.0% | 112+00 | -6.0% | -6.0% |
| 6.0% | 6.0% | 112+50 | -6.0% | -6.0% |
| 6.0% | 6.0% | 113+00 | -6.0% | -6.0% |
| 6.0% | 6.0% | 113+50 | -6.0% | -6.0% |
| 6.0% | 6.0% | 114+00 | -6.0% | -6.0% |
| 6.0% | 6.0% | 114+50 | -6.0% | -6.0% |
| 4.5% | 4.5% | 115+00 | -4.5% | -4.5% |
| 4.5% | 4.5% | 115+50 | -4.5% | -4.5% |
| 4.5% | 4.5% | 116+00 | -4.5% | -4.5% |
| 4.5% | 4.5% | 116+50 | -4.5% | -4.5% |
| 4.5% | 4.5% | 117+00 | -4.5% | -4.5% |
| 3.5% | 3.5% | 117+50 | -3.5% | -3.5% |
| 2.5% | 2.5% | 118+00 | -2.5% | -2.5% |
| 2.5% | 2.5% | 118+50 | -2.5% | -2.5% |
| 2.5% | 2.5% | 119+00 | -2.5% | -2.5% |
| 2.5% | 2.5% | 119+40 | -2.5% | -2.5% |
| STA. 119+43.21 RIVERSIDE AVENUE ℄ = STA. 205+08.49 WILLIAM OSCAR EMERY DRIVE ℄ | | | | |

## WILLIAM OSCAR EMERY DRIVE CROSS SLOPE (e) TABLE

| LEFT SHOULDER | LEFT TRAVELWAY | STATION | RIGHT TRAVELWAY | RIGHT SHOULDER |
|---|---|---|---|---|
| | | | | |
| 2.5% | 2.5% | 205+50 | -2.5% | -2.5% |
| 2.5% | 2.5% | 206+00 | -2.5% | -2.5% |
| 2.5% | 2.5% | 206+50 | -2.5% | -2.5% |
| 2.5% | 2.5% | 207+00 | -2.5% | -2.5% |
| 2.5% | 2.5% | 207+50 | -2.5% | -2.5% |
| 2.5% | 2.5% | 208+00 | -2.5% | -2.5% |
| 2.5% | 2.5% | 208+50 | -2.5% | -2.5% |
| 2.5% | 2.5% | 209+00 | -2.5% | -2.5% |
| 2.5% | 2.5% | 209+50 | -2.5% | -2.5% |
| 2.0% | 2.0% | 210+00 | -2.0% | -2.0% |
| 2.0% | 2.0% | 210+50 | -2.0% | -2.0% |
| 2.0% | 2.0% | 211+00 | -2.0% | -2.0% |
| 2.0% | 2.0% | 211+50 | -2.0% | -2.0% |
| 2.0% | 2.0% | 212+00 | -2.0% | -2.0% |
| 1.5% | 1.5% | 212+50 | -2.0% | -2.0% |
| 1.0% | 1.0% | 213+00 | -2.0% | -2.0% |
| 0.5% | 0.5% | 213+50 | -2.0% | -2.0% |
| -0.5% | -0.5% | 214+00 | -2.0% | -2.0% |
| -1.0% | -1.0% | 214+50 | -2.0% | -2.0% |
| -2.0% | -2.0% | 215+00 | -2.0% | -2.0% |
| -2.0% | -2.0% | 215+50 | -2.0% | -2.0% |
| -2.0% | -2.0% | 216+00 | -2.0% | -2.0% |
| -2.0% | -2.0% | 216+50 | -2.0% | -2.0% |
| -2.0% | -2.0% | 217+00 | -2.0% | -2.0% |
| -2.0% | -2.0% | 217+50 | -2.0% | -2.0% |
| -2.0% | -2.0% | 218+00 | -2.0% | -2.0% |
| -2.0% | -2.0% | 218+50 | -2.0% | -2.0% |
| -2.0% | -2.0% | 219+00 | -2.0% | -2.0% |
| -2.0% | -2.0% | 219+50 | -2.0% | -2.0% |
| -2.0% | -2.0% | 220+00 | -2.0% | -2.0% |
| -2.0% | -2.0% | 220+50 | -2.0% | -2.0% |
| -2.0% | -2.0% | 221+00 | -2.0% | -2.0% |
| -2.0% | -2.0% | 221+50 | -2.0% | -2.0% |
| -2.0% | -2.0% | 222+00 | -2.0% | -2.0% |
| -2.0% | -2.0% | 222+50 | -2.0% | -2.0% |
| -2.0% | -2.0% | 223+00 | -2.0% | -2.0% |
| -2.0% | -2.0% | 223+50 | -2.0% | -2.0% |
| -2.0% | -2.0% | 224+00 | -2.0% | -2.0% |
| -2.0% | -2.0% | 224+50 | -2.0% | -2.0% |
| -2.0% | -2.0% | 225+00 | -2.0% | -2.0% |
| -2.0% | -2.0% | 225+50 | -2.0% | -2.0% |
| -2.0% | -2.0% | 226+00 | -2.0% | -2.0% |
| -2.0% | -2.0% | 226+50 | -2.0% | -2.0% |
| -2.0% | -2.0% | 227+00 | -2.0% | -2.0% |
| -2.0% | -2.0% | 227+50 | -2.0% | -2.0% |
| -2.0% | -2.0% | 228+00 | -2.0% | -2.0% |
| -2.0% | -2.0% | 228+50 | -2.0% | -2.0% |
| -2.0% | -2.0% | 229+00 | -2.0% | -2.0% |
| -2.0% | -2.0% | 229+50 | -2.0% | -2.0% |
| -2.0% | -2.0% | 230+00 | -2.0% | -2.0% |
| -2.0% | -2.0% | 230+50 | -2.0% | -2.0% |
| -2.0% | -2.0% | 231+00 | -2.0% | -2.0% |
| -1.5% | -1.5% | 231+50 | -2.0% | -2.0% |
| -0.5% | -0.7% | 232+00 | -2.0% | -2.0% |
| MATCH EXISTING ROADWAY TRANSITION TO RIVER STREET (232+40) | | | | |

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

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22642.01

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| CHECKED-REVIEWED | M.CUNDIFF | 08\26 |
| DESIGN2-DETAILED2 | J.WAGNER&MACH | D. ETTINGER |
| DESIGN3-DETAILED3 | - | - |
| REVISIONS 1 | - | - |
| REVISIONS 2 | - | - |
| REVISIONS 3 | - | - |
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| FIELD CHANGES | - | - |

SIGNATURE

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SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

TYPICAL SECTIONS

SHEET NUMBER

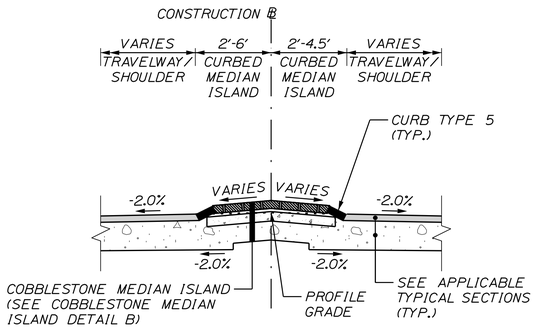
14

OF 117

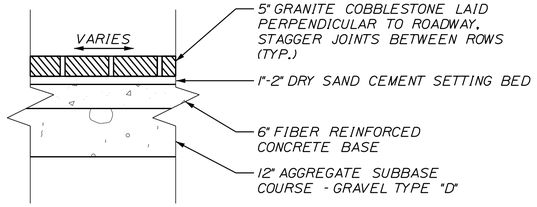
Engineering
Building Partnerships

Filename: ...\00\Highway\014_Typical07.dgn Division: HIGHWAY Username: Mike.Cundiff Date:8/12/2026

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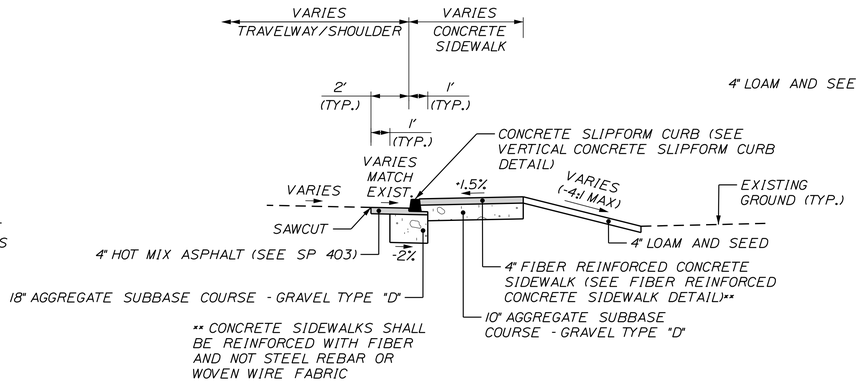

## COBBLESTONE MEDIAN ISLAND DETAIL A



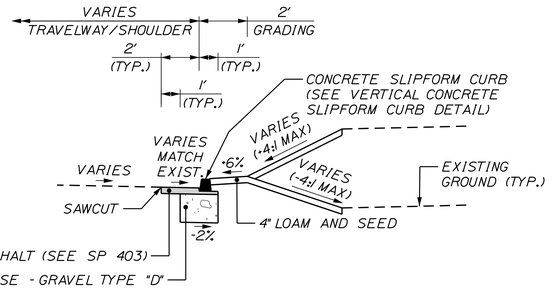

## COBBLESTONE MEDIAN ISLAND DETAIL B

NOTES:

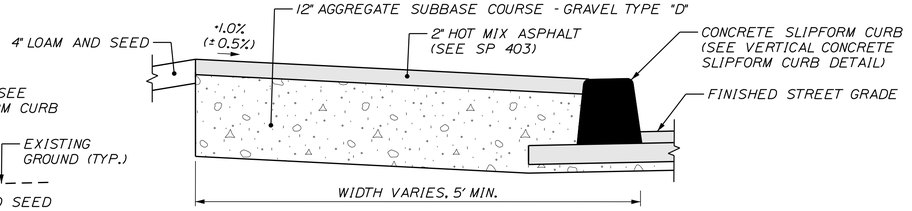
1. DRY SAND-CEMENT SHALL BE SIX (6) PARTS OF WASHED MORTAR SAND TO ONE (1) PART PORTLAND CEMENT.
2. DRY SAND-CEMENT SHALL BE PLACED AND SWEPT INTO THE JOINTS TO WITHIN ¼" TO ½" OF PAVER SURFACE.
3. ALL SURPLUS SHALL BE SWEPT FROM COBBLESTONE SURFACE.
4. A FINAL APPLICATION OF SAND ONLY SHALL BE SPREAD ON THE COBBLESTONE SURFACE.



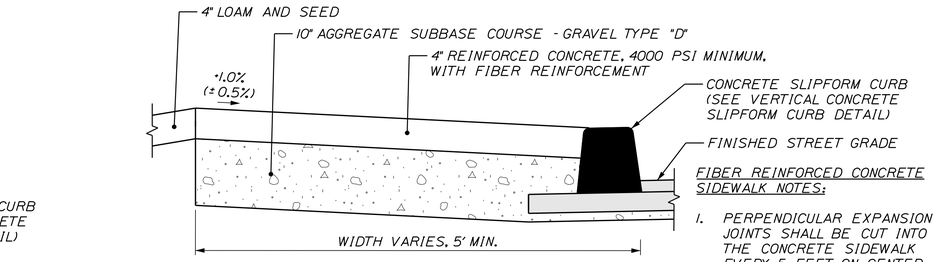

## CONCRETE SLIPFORM CURB WITH CONCRETE SIDEWALK DETAIL




## CONCRETE SLIPFORM CURB WITHOUT SIDEWALK DETAIL



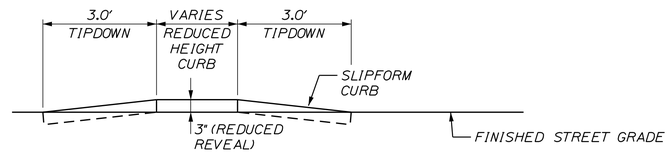

## BITUMINOUS SIDEWALK DETAIL



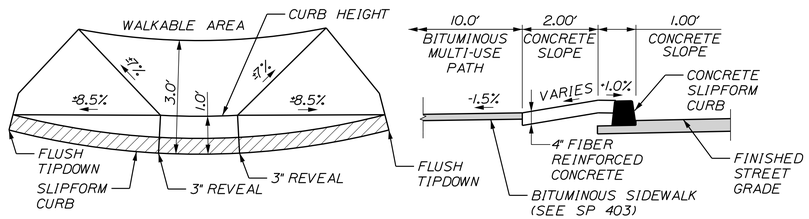

## FIBER REINFORCED CONCRETE SIDEWALK DETAIL

FIBER REINFORCED CONCRETE SIDEWALK NOTES:

1. PERPENDICULAR EXPANSION JOINTS SHALL BE CUT INTO THE CONCRETE SIDEWALK EVERY 5 FEET ON CENTER. EXPANSION BOARD JOINTS SHALL OCCUR EVERY 30 FEET.
2. CONCRETE SIDEWALKS SHALL BE REINFORCED WITH FIBER AND NOT STEEL REBAR OR WOVEN WIRE FABRIC.



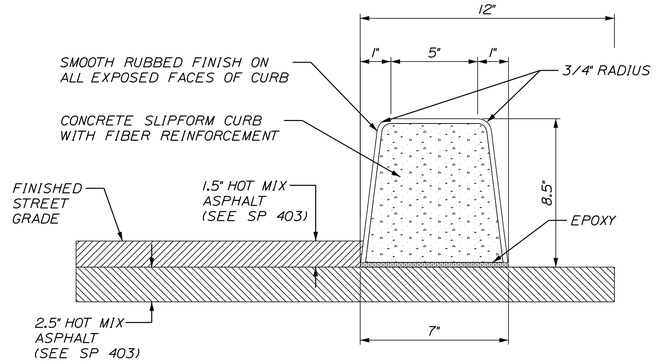

FRONT VIEW




PLAN VIEW PROFILE VIEW

## ADA RAMP DETAIL

STA. 109+39 TO STA. 109+45, RT.




## VERTICAL CONCRETE SLIPFORM CURB, 5" X 8.5"

NOTES:

1. SEE MAINE DOT STANDARD DETAIL 609(10) FOR TERMINAL SECTION EXCAVATION DETAIL REQUIREMENTS TO ANCHOR CURB TERMINAL.
2. TRANSITION LENGTHS FOR THE SIDEWALKS (6' WIDE OR LESS) ARE EIGHT (8) FEET LONG TYPICALLY. FOR ADDITIONAL INFORMATION REGARDING TIPDOWN LENGTHS SEE GEOMETRIC CURB LAYOUT.
3. TRANSITION LENGTHS FOR THE MULTI-USE PATH ARE TEN (10) TO TWELVE (12) FEET LONG TYPICALLY. FOR ADDITIONAL INFORMATION REGARDING TIPDOWN LENGTHS SEE GEOMETRIC CURB LAYOUT.

NOT TO SCALE

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| REVISIONS 1 | - | - - |
| REVISIONS 2 | - | - - |
| REVISIONS 3 | - | - - |
| REVISIONS 4 | - | - - |
| FIELD CHANGES | - | - - |

SIGNATURE

P.E. NUMBER

DATE

SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

DETAILS SHEET

SHEET NUMBER 15 OF 117

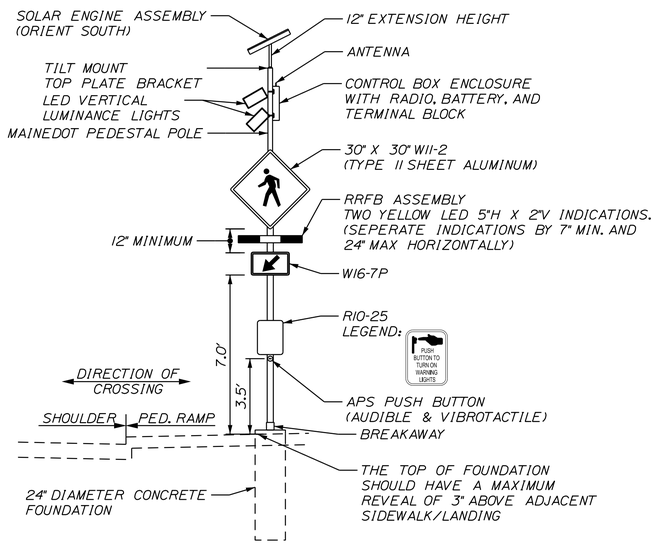
Engineering Building Partnerships

U:\City of Sanford Maine\3421.11_William Oscar Emery & Riverside Improvements\Z - CAD\00\Highway\015_Details.dgn
Filename: ...\00\Highway\015_Details.dgn Division: HIGHWAY Username: Mike.Cundiff Date:8/12/2026

SP = SPECIAL PROVISION

RECTANGULAR RAPID FLASHING BEACON NOTES:

1. RRFB ASSEMBLY PAIRS AT EACH CROSSWALK SHALL BE INTERCONNECTED WITH RADIO COMMUNICATIONS.
2. PEDESTRIAN PUSH BUTTONS SHALL BE INSTALLED AT 3.5 FEET ABOVE ADJACENT ACCESSIBLE SURFACE GRADE.
3. MAXIMUM ALLOWABLE REACH DISTANCE FOR PEDESTRIAN PUSH BUTTONS IS 10 INCHES. INSTALL EXTENSION BRACKETS IF REQUIRED. PAYMENT FOR EXTENSION BRACKETS WILL BE INCIDENTAL TO THE RRFB PAY ITEM.
4. ACCESSIBLE PEDESTRIAN PUSH BUTTONS ON RRFB PEDESTAL POLES SHALL BE PROVIDED WITH A PUSH BUTTON LOCATOR TONE AND A SPEECH MESSAGE. SPEECH MESSAGES SHALL BE "(STREET NAME), YELLOW LIGHTS ARE FLASHING FOR (STREET NAME)". SPEECH MESSAGES SHALL BE REPEATED AT LEAST TWICE FOR EACH PUSH BUTTON ACTIVATION.
5. LOCATIONS OF ANY EXISTING UNDERGROUND UTILITIES SHOWN ARE APPROXIMATE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE PRESENCE OF UNDERGROUND UTILITY FACILITIES PRIOR TO COMMENCING ANY EXCAVATION WORK OR INSTALLATION OF POLES, JUNCTION BOXES, CONDUIT, OR GROUND-MOUNTED SIGNAGE AND SHALL NOTIFY UTILITIES OF PROPOSED WORK IN ACCORDANCE WITH MRSA TITLE 23 SECTION 3360-A. MAINE "DIG SAFE" SYSTEM. CONTRACTOR SHALL CONTACT DIG SAFE AT LEAST THREE WORKING DAYS PRIOR TO THE BEGINNING OF EXCAVATION. ALL UTILITIES SHALL BE LOCATED BEFORE BEGINNING EXCAVATION.
6. THE CONTRACTOR SHALL NOTIFY UTILITY COMPANIES AT LEAST 48 HOURS BEFORE ANY OPERATIONS ARE CONDUCTED THAT POTENTIALLY COULD CONFLICT WITH AERIAL UTILITIES.
7. SPECIFIED RRFB ASSEMBLY LOCATIONS ARE MEASURED TO THE CENTER OF THE POSTS/FOUNDATIONS.
8. ALL FIELD WIRING SHALL BE NEATLY BUNDLED AND CLEARLY IDENTIFIED WITH PERMANENT, LEGIBLE, WEATHERPROOF TAGS SECURELY ATTACHED TO EACH CABLE.
9. THE MAINTENANCE OF RRFB ASSEMBLIES AND FLASHING SIGNAGE SHALL REMAIN THE RESPONSIBILTY OF THE CONTRACTOR UNTIL FINAL ACCEPTANCE BY MAINEDOT.
10. W11-2 (L & R) RRFB ASSEMBLY, AND W16-7P (L & R) ARE INTENDED TO BE VISIBLE TO BOTH DIRECTIONS OF APPROACHING TRAFFIC ON EACH POST. INSTALL TWO (ONE L & ONE R) OF EACH ON EACH POST.



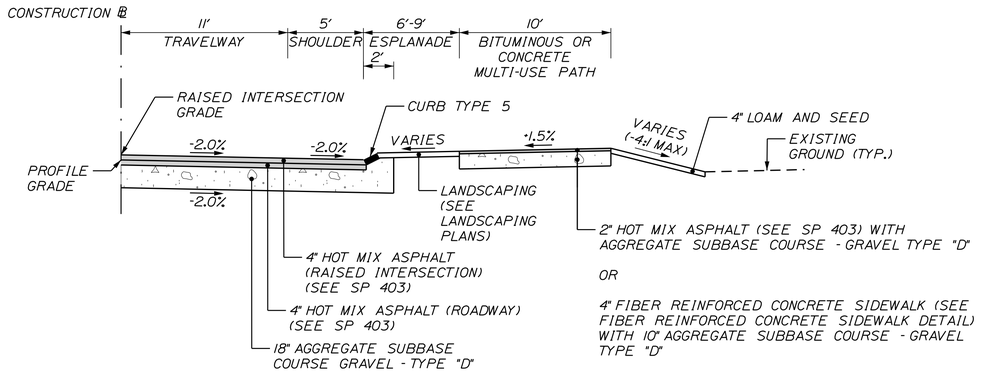

RECTANGULAR RAPID FLASHING BEACON DETAIL

(SOLAR POWERED, RADIO ACTIVATED)
STA. 230+21.12 RT. & STA. 230+34.45, LT.
STA. 21+08.92, RT. & STA. 21+09.66, LT.

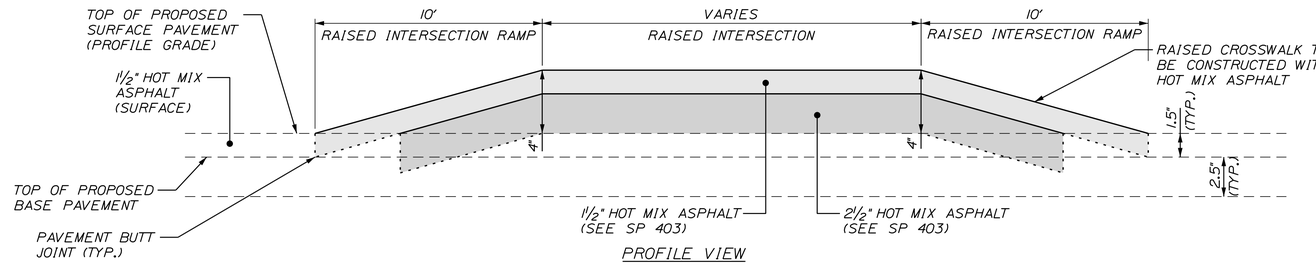
NOTES:

1. FLASH DURATION FOR THE WINTER STREET CROSSING SHALL BE 20 SECONDS.
2. FLASH DURATION FOR THE WILLIAM OSCAR EMERY DRIVE CROSSING SHALL BE 20 SECONDS.
3. INSTALL R10-25 SIGNAGE AND PUSH BUTTONS TO ALIGN TO DIRECTION OF CROSSING.
4. PUSH BUTTONS MUST BE LOCATED NO MORE THAN 10" FROM EDGE OF SIDEWALK.
5. ALIGN W11-2 (L & R) RRFB ASSEMBLY AND W16-7p (L & R) TO FACE TRAFFIC.

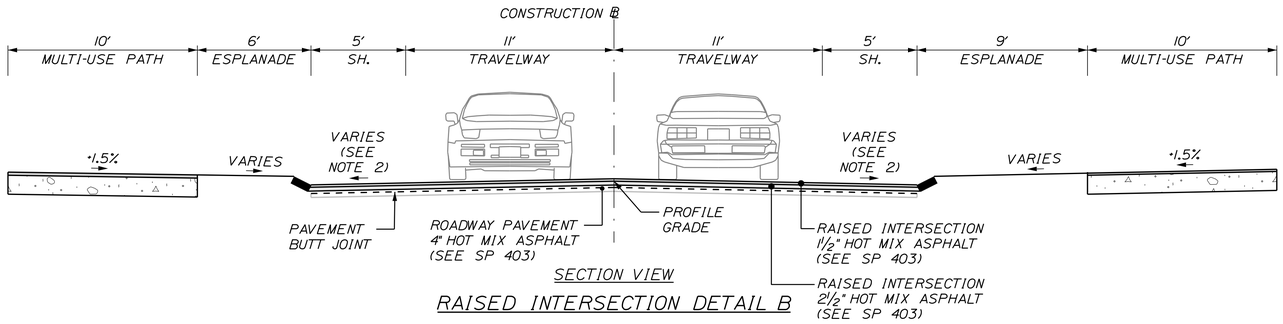
NOT TO SCALE




RAISED INTERSECTION DETAIL A




PROFILE VIEW




SECTION VIEW

RAISED INTERSECTION DETAIL B

NOTES:

1. GRIND/MILL EXISTING PAVEMENT 1.5" DEEP ON ALL SIDES OF THE RAISED INTERSECTION TO PROVIDE FOR A FLUSH TRANSITION.
2. RAISED INTERSECTION CROSS SLOPES TO MATCH PROPOSED ROADWAY CROSS SLOPES.

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919 MAIN STREET
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| CHECKED-REVIEWED | J.WINCHENBACH | 08\26 |
| DESIGN2-DETAILED2 | D. ETTINGER | - |
| DESIGN3-DETAILED3 | | - |
| REVISIONS 1 | | - |
| REVISIONS 2 | | - |
| REVISIONS 3 | | - |
| REVISIONS 4 | | - |
| FIELD CHANGES | | - |

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SANFORD
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WILLIAM OSCAR EMERY DRIVE

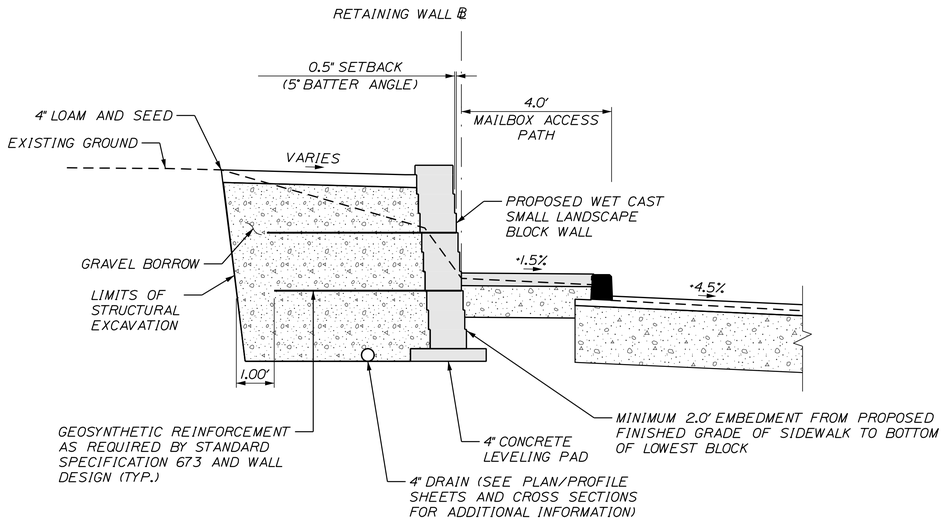
DETAILS SHEET

SHEET NUMBER
16
OF 117

Engineering
Building Partnerships

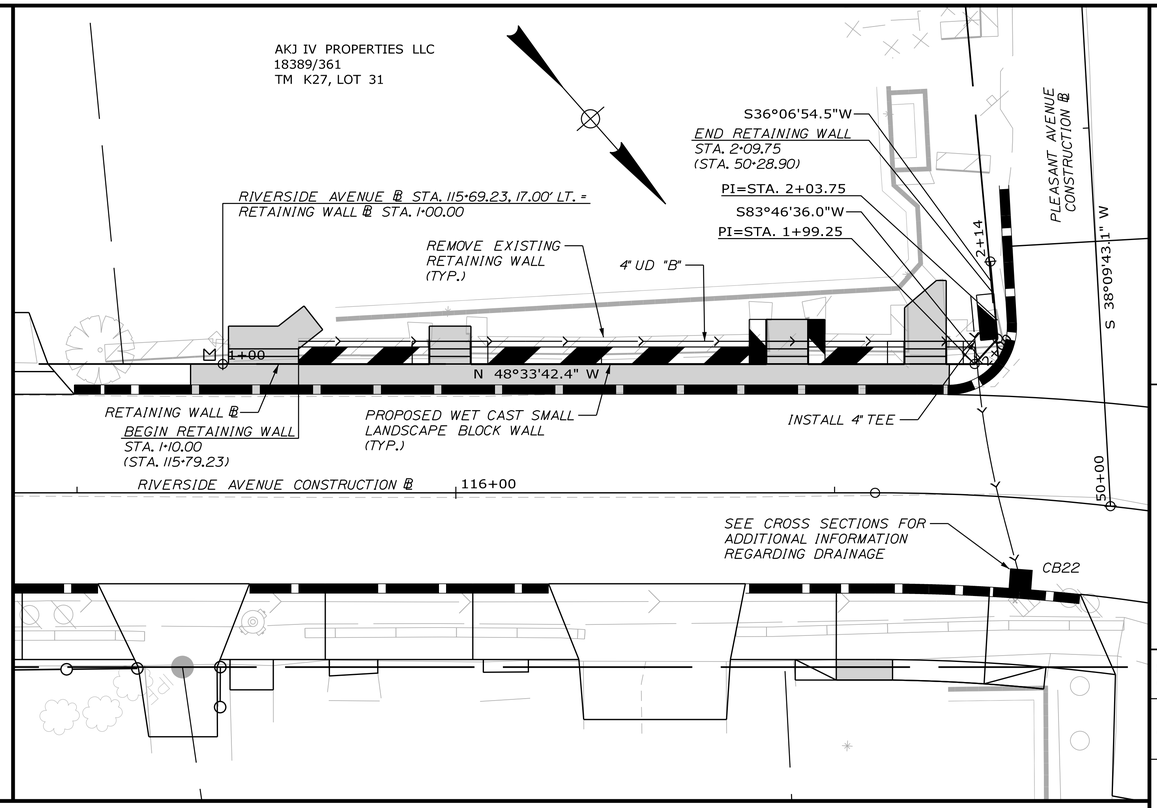
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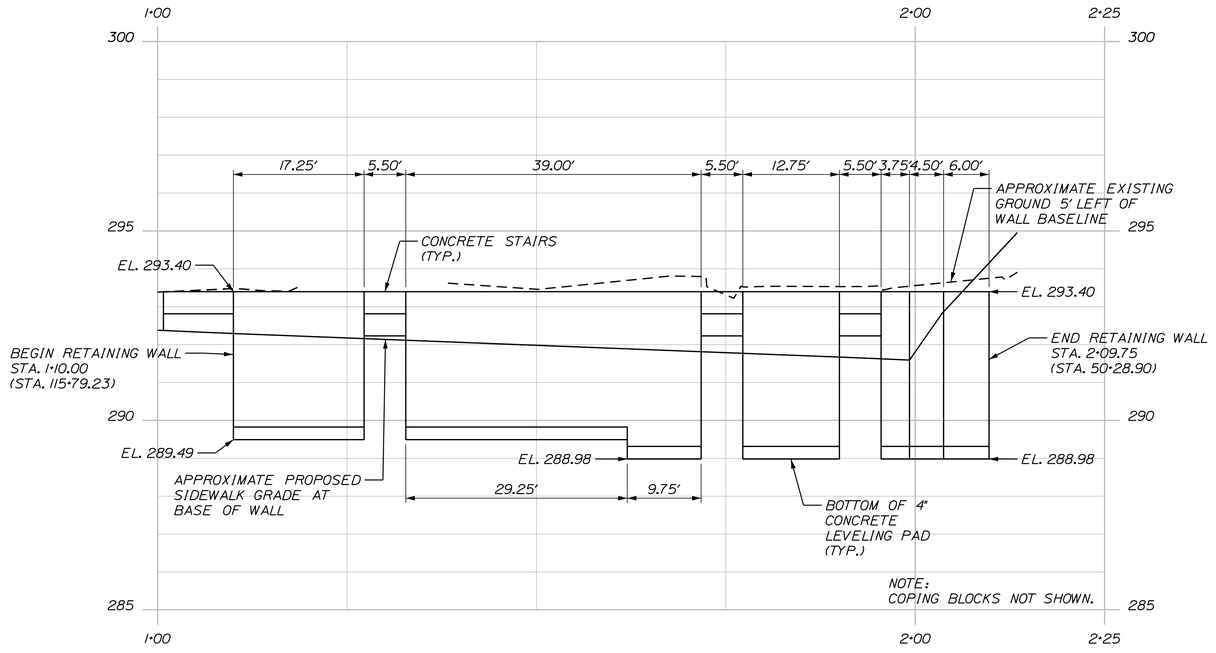
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TYPICAL RETAINING WALL SECTION
STA. 115+79 TO STA. 50+29, LT.
(STA. 1+10 TO STA. 2+10)

NOT TO SCALE




RETAINING WALL ELEVATION

PLAN/PROFILE

Horiz. 10 0 10 20
Vert. 2 0 2 4
Scale of Feet

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| REVISIONS 3 | - | - |
| REVISIONS 4 | - | - |
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SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE
SPECIAL DETAILS -
RETAINING WALL

SHEET NUMBER
17
OF 117

Engineering
Building Partnerships

Filename: ...\Highway\017_RetainWall01.dgn Division: HIGHWAY Username: Mike.Cundiff Date:8/12/2026
U:\City of Sanford Maine\3421.11_William Oscar Emery & Riverside Improvements\Z - CAD\00\Highway\017_RetainWall01.dgn

## RETAINING WALL NOTES:

1. THE CONTRACTOR SHALL DESIGN AND FURNISH A WET CAST SMALL LANDSCAPE BLOCK WALL IN ACCORDANCE WITH MAINEDOT STANDARD SPECIFICATION 673 AND MANUFACTURER SPECIFICATIONS. THE WET CAST SMALL LANDSCAPE BLOCK WALL SHALL BE DESIGNED AND SEALED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF MAINE AND SUBMITTED TO THE RESIDENT FOR REVIEW. PLAN DETAILS ARE SHOWN FOR ESTIMATING PURPOSES ONLY.

2. THE WET CAST SMALL LANDSCAPE BLOCK WALL SHALL BE AN APPROVED SYSTEM FROM THE MAINEDOT QUALIFIED PRODUCTS LIST THAT MEETS THE REQUIREMENTS OF STANDARD SPECIFICATION 673.

3. BACKFILL AND FOUNDATION SOIL PARAMETERS FOR USE IN THE SUBMITTED DESIGN SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATION 673.

4. ALL EXPOSED BLOCK FACES SHALL BE FINISHED TO MATCH THE WALL FACE.

5. WEEP HOLES, FOOTER DRAINS, PIPED DRAINAGE, AND ANY ADDITIONAL DRAINAGE INFRASTRUCTURE SHALL BE INCLUDED IN THE DESIGN OF THE WALLS AND OUTLETS TIED INTO THE PROPOSED DRAINAGE SYSTEM. THE WALL DRAINAGE AND CONNECTIONS TO THE PROPOSED DRAINAGE WILL BE INCIDENTAL TO THE CONSTRUCTION OF THE WALLS.

6. WALL EMBEDMENT SHALL BE A MINIMUM OF 2 FEET BELOW PROPOSED FINISHED GRADE.

7. END OF COPING NOT SHOWN ON PLAN AND ELEVATION VIEWS.

8. PLAN VIEW WALL BATTER NOT SHOWN.

9. ACTUAL WALL ALIGNMENT AND LIMITS TO BE DETERMINED IN THE FIELD.

10. EXISTNG RETAINING WALL TO BE EXCAVATED DOWN TO A MINIMUM OF 2.5 FEET BELOW FINISHED SIDEWALK GRADE. A MINIMUM 4 INCH THICK LEVELING PAD SHALL BE PLACED ON THE EXISTING RETAINING WALL PORTION TO REMAIN (IF ANY) IN AREAS WHERE THE EXISTING AND PROPOSED WALLS COINCIDE.

11. THE FACE QUANTITY OF WET CAST SMALL LANDSCAPE BLOCK WALL WILL BE APPROVED BY APPROVAL OF THE SHOP DRAWINGS.

12. UTILITY POLES, FENCES, PLANTINGS, AND/OR OTHER FACILITIES REQUIRED WITHIN THE WALL LIMITS SHALL NOT BE DRIVEN OR AUGURED THROUGH GEOSYNTHETIC REINFORCEMENT. THE IMPACT OF UTILITY POLES AND/OR OTHER FACILITIES ON WALL REINFORCEMENT SHALL BE ADDRESSED IN THE WALL DESIGN SUBMITTAL.

13. LOCATION OF EXISTING AND PROPOSED UTILITIES ARE APPROXIMATE. SEE CROSS SECTIONS FOR ADDITIONAL INFORMATION.

14. PROPOSED ELEVATIONS ARE ASSUMED. ACTUAL ELEVATIONS WILL VARY DEPENDING UPON PROPOSED BLOCK DIMENSIONS.

15. COMMON EXCAVATION INCLUDED IN THE ESTIMATE IS FOR NECESSARY EXCAVATION OF THE SIDEWALK ONLY. EXCAVATION REQUIRED BEHIND THE PROPOSED WALL LOCATION WILL BE CONSIDERED INCIDENTAL TO ITEM 673.10 - WET CAST SMALL LANDSCAPE BLOCK WALL.

16. ANY DAMAGE TO THE EXISTING TRAVELWAY OR SHOULDER CAUSED BY THE CONTRACTOR'S WORK OR EQUIPMENT SHALL BE REPAIRED TO THE SATISFACTION OF THE RESIDENT AT THE CONTRACTOR'S EXPENSE.

17. NO TRAFFIC LOADING WILL BE REQUIRED IN THE WALL DESIGN.

18. NO PLANTINGS PERMITTED WITHIN THE EXTENT OF THE GEOSYNTHETIC REINFORCEMENT BEHIND THE WALL FACE.

19. FENCE POSTS SHALL NOT BE DRIVEN THROUGH THE WALL REINFORCING. IF FENCE POSTS IMPACT THE REINFORCEMENT THEN THE INSTALLATION OF THE FENCE SHALL BE ADDRESSED IN THE WALL DESIGN SUBMITTAL.

20. DRAINAGE SHALL BE CONSTRUCTED IN STRAIGHT RUNS WHENEVER POSSIBLE. ANY ANGLES OR TURNS DEPICTED ON THE PLANS (AND NOT LABELED) ARE PORTRAYED FOR PLAN CLARITY PURPOSES ONLY.

21. THE PROPOSED CONCRETE STAIRS ASSOCIATED WITH THE WET CAST SMALL LANDSCAPE BLOCK WALL SHALL BE PAID FOR UNDER ITEM 642.17, CAST-IN-PLACE CONCRETE STEPS.

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| FIELD CHANGES | | | |

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SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

SPECIAL DETAILS -
RETAINING WALL

Engineering
Building Partnerships

SHEET NUMBER

18

OF 117

Filename: ...\Highway\018_RetWallNotes.dgn Division: HIGHWAY Username: Mike.Cundiff Date:8/12/2026
U:\City of Sanford Maine\3421.11_William Oscar Emery & Riverside Improvements\Z - CAD\00\Highway\018_RetWallNotes.dgn

Filename: ...\019_ExistPlan001.dgn Division: HIGHWAY Username: Mike.Cundiff Date:8/12/2026
U:\City of Sanford Maine\3421.11_William Oscar Emery & Riverside Improvements\Z - CAD\00\Highway\WOE Culvert\019_ExistPlan001.dgn

PLAN

10 0 10 20

Scale of Feet

THE CONTRACTOR SHOULD BE AWARE OF THE RECENTLY INSTALLED 14" WATER MAIN WITHIN CLOSE PROXIMITY OF THE PROPOSED INLET TO THE LARGE CULVERT (STUMP POND)

STUMP POND

EXISTING INVERT = 280.82

EXISTING INVERT = 280.37

NUMBER ONE POND

EXISTING 60" MULTI-PLATE CMP TO BE REMOVED

WILLIAM OSCAR EMERY DRIVE
CONSTRUCTION ℄

217+00

GOWEN PARK DRIVE
CONSTRUCTION ℄

80+00

216+00

STA. 216+15.98 WILLIAM OSCAR EMERY DRIVE ℄
STA. 80+00.00 GOWEN PARK DRIVE ℄

60" MULTI-PLATE CMP

12" RCP

12" DI

8" W

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RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

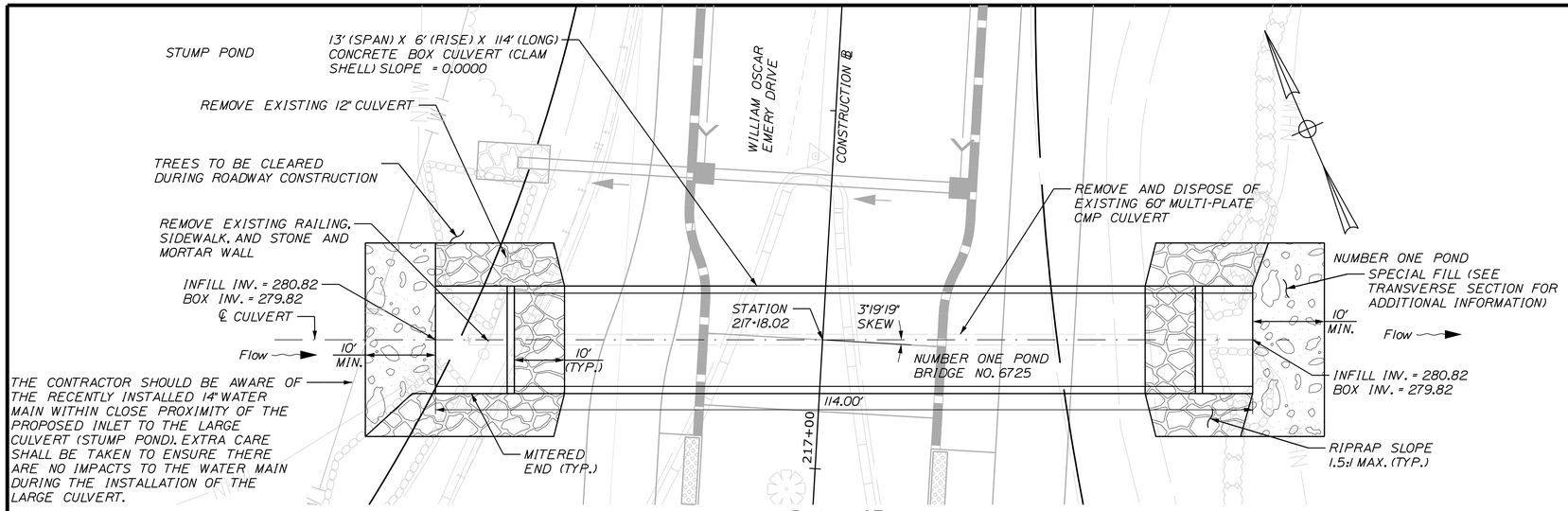
SPECIAL DETAILS - PRECAST CONCRETE BOX CULVERT

Engineering
Building Partnerships

SHEET NUMBER

19

OF 117



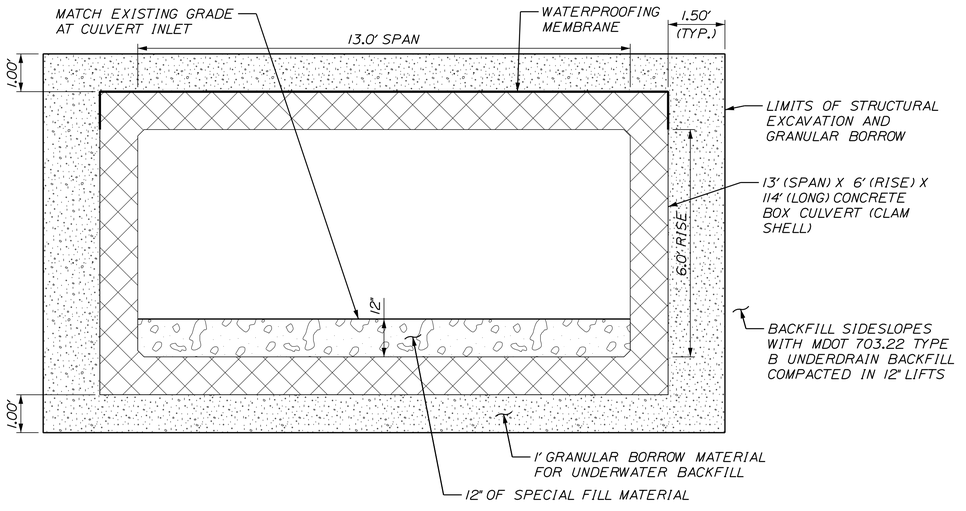

PLAN VIEW

## PLAN VIEW NOTES:

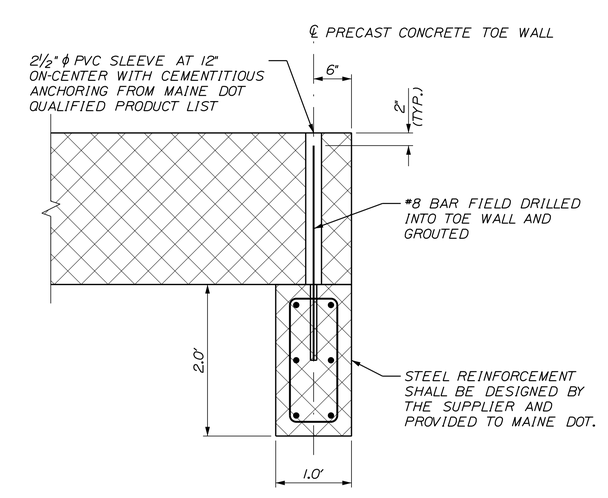
1. TEMPORARY STOCKPILES SHALL NOT BE LOCATED WITHIN 100 FEET OF THE POND.
2. CONTRACTOR SHALL SUBMIT DEWATERING AND CHANNEL BYPASS PLAN TO RESIDENT FOR REVIEW AND APPROVAL PRIOR TO START OF CONSTRUCTION.
3. ALL INSTREAM WORK SHALL BE COMPLETED BETWEEN JULY 1 AND SEPTEMBER 30.

## PRECAST CONCRETE BOX CULVERT NOTES

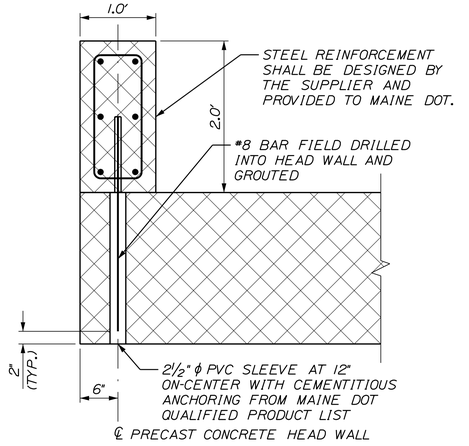
1. PRECAST UNITS SHALL BE DESIGNED TO CARRY CONSTRUCTION LOADINGS WITH A MINIMUM FILL COVER OF 12 INCHES OVER THE TOP OF THE UNITS.
2. THE PRECAST CONCRETE BOX CULVERT SHALL BE BEDDED ON A 1 FOOT LAYER OF COMPACTED GRANULAR BORROW MATERIAL FOR UNDERWATER BACKFILL.
3. A "CLAMSHELL" PRECAST CONCRETE BOX CULVERT WILL BE USED. HORIZONTAL SEAM WILL BE AT THE TOP OF THE BOX.
4. CONSTRUCTION, HANDLING, AND ASSEMBLY OF THE PRECAST UNITS SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATION 534 AND THE MANUFACTURER'S SPECIFICATIONS AS APPLICABLE.
5. INSTALL SHEET MEMBRANE WATERPROOFING OVER THE TOP AND 12 INCHES DOWN THE EXTERIOR SIDES OF THE PRECAST UNITS WITHIN THE LIMITS OF THE BACKFILL OVER THE TOP OF THE STRUCTURE.
6. RIPRAP SHALL BE USED TO INSLOPE AROUND THE PRECAST CONCRETE BOX CULVERT ENDS AT BOTH THE INLET AND OUTLET. SEE PLAN FOR LOCATIONS.
7. RIPRAP SHALL BE PLACED SO AS TO NOT DAMAGE THE NEW PRECAST CONCRETE BOX CULVERT STRUCTURE.
8. REMOVAL OF THE EXISTING CULVERT SHALL BE CONSIDERED INCIDENTAL TO ITEM NO. 534.71. THE EXISTING PIPE SHALL BECOME PROPERTY OF THE CONTRACTOR.
9. ALL REBAR IS INCIDENTAL TO ITEM NO. 534.71 PRECAST CONCRETE BOX CULVERT.



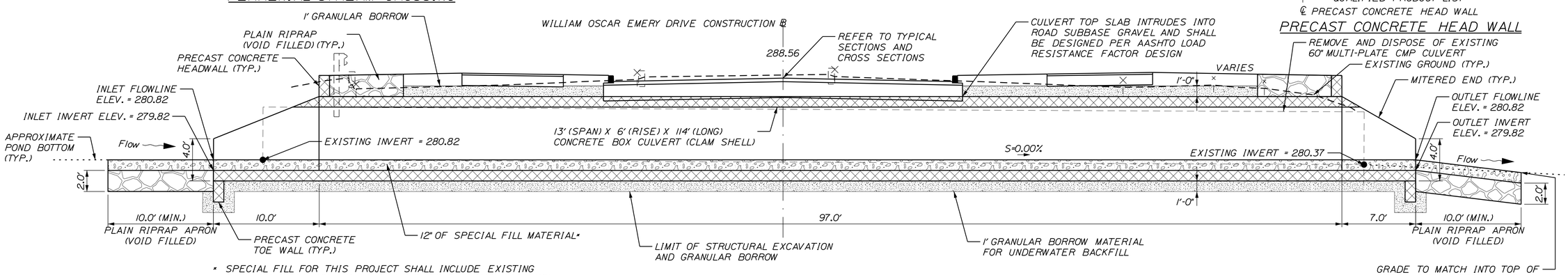

BOX CULVERT SECTION
PERRENIAL STREAM CROSSING




PRECAST CONCRETE TOE WALL




PRECAST CONCRETE HEAD WALL




* SPECIAL FILL FOR THIS PROJECT SHALL INCLUDE EXISTING STREAMBED/DREDGE MATERIAL. EXISTING STREAMBED/DREDGE MATERIAL CAN BE SUPPLEMENTED WITH GRANULAR BORROW AS REQUIRED TO ACHIEVE THE REQUIRED QUANTITY.

TRANSVERSE SECTION (ALONG CULVERT CENTERLINE)

NOT TO SCALE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01

| | BY | DATE |
|---|---|---|
| PROJ. MANAGER | M. HILL | |
| DESIGN-DETAILED | B. SHAW | 08\26 |
| CHECKED-REVIEWED | J. WINCHENBACH | 08\26 |
| DESIGN2-DETAILED2 | - | - |
| DESIGN3-DETAILED3 | - | - |
| REVISIONS 1 | - | - |
| REVISIONS 2 | - | - |
| REVISIONS 3 | - | - |
| REVISIONS 4 | - | - |
| FIELD CHANGES | - | - |

SIGNATURE

P.E. NUMBER

DATE

SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE
SPECIAL DETAILS - PRECAST
CONCRETE BOX CULVERT

SHEET NUMBER
20
OF 117

Filename: ...\020_LAYOUT-GRADING-ECP001.dgn Division: HIGHWAY Username: Mike.Cundiff Date:8/12/2026

U:\City of Sanford Maine\3421.11_William Oscar Emery & Riverside Improvements\Z - CAD\00\Highway\WOE Culvert\020_LAYOUT-GRADING-ECP001.dgn

GENERAL NOTES:

1. ALL WORK SHALL CONFORM WITH THE MAINE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS AND STANDARD DETAILS. LATEST VERSION.
2. ALL WORK SHALL CONFORM WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" AND "STANDARD HIGHWAY SIGNS", U.S.D.O.T., F.H.W.A. LATEST EDITION.

STRIPING NOTES:

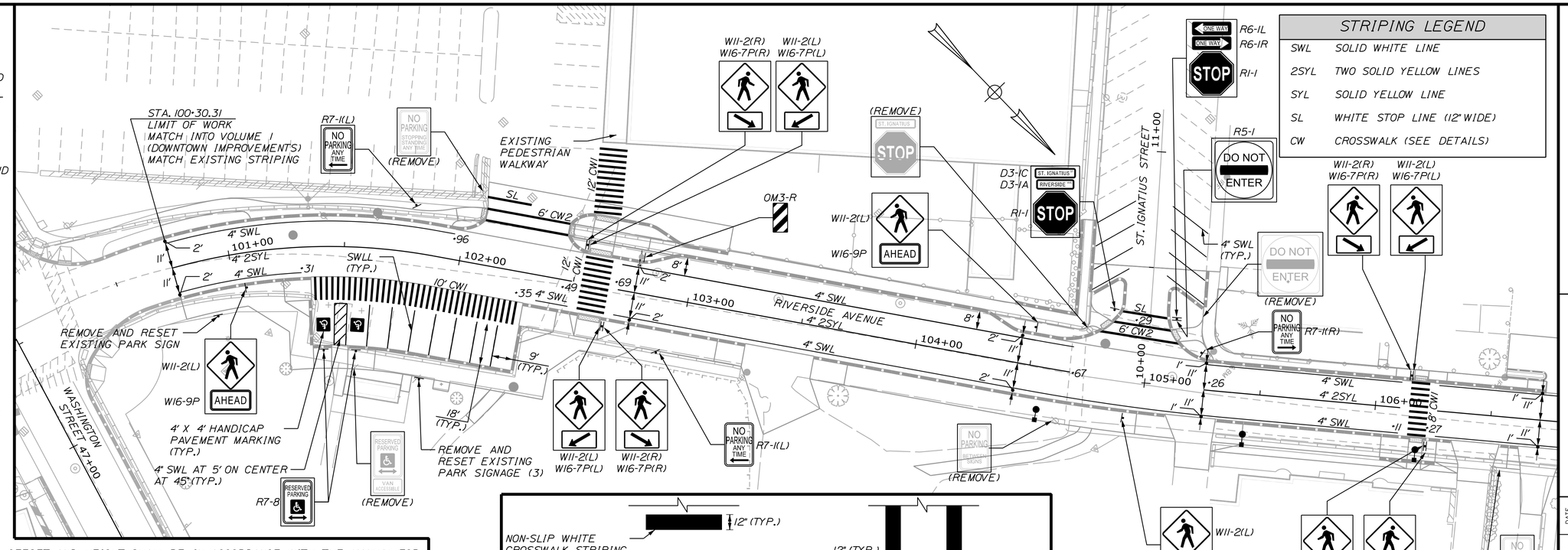
1. FINAL STRIPING FOR THE PROJECT SHALL BE DONE BY THE CONTRACTOR PER THE STRIPING LAYOUT IN THE CONTRACT DOCUMENTS OR AS PROVIDED BY THE DEPARTMENT. PAYMENT SHALL BE MADE UNDER APPROPRIATE CONTRACT ITEMS.
2. THE CONTRACTOR SHALL REMOVE ALL EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH PROPOSED MARKINGS. BY MEANS APPROVED BY THE RESIDENT. PAYMENT SHALL BE MADE UNDER ITEM 627.77, REMOVING EXISTING PAVEMENT MARKING.

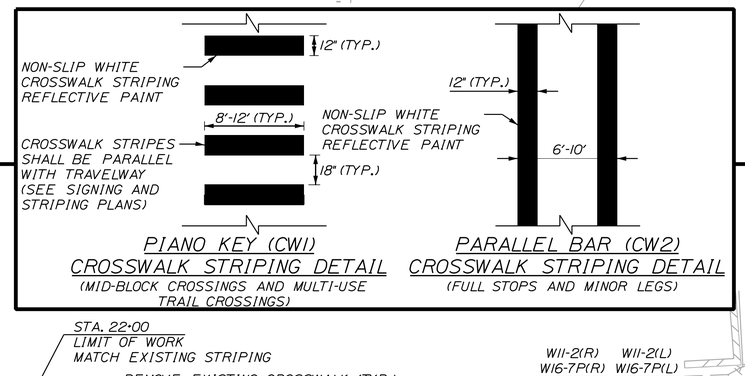
SIGNING NOTES:

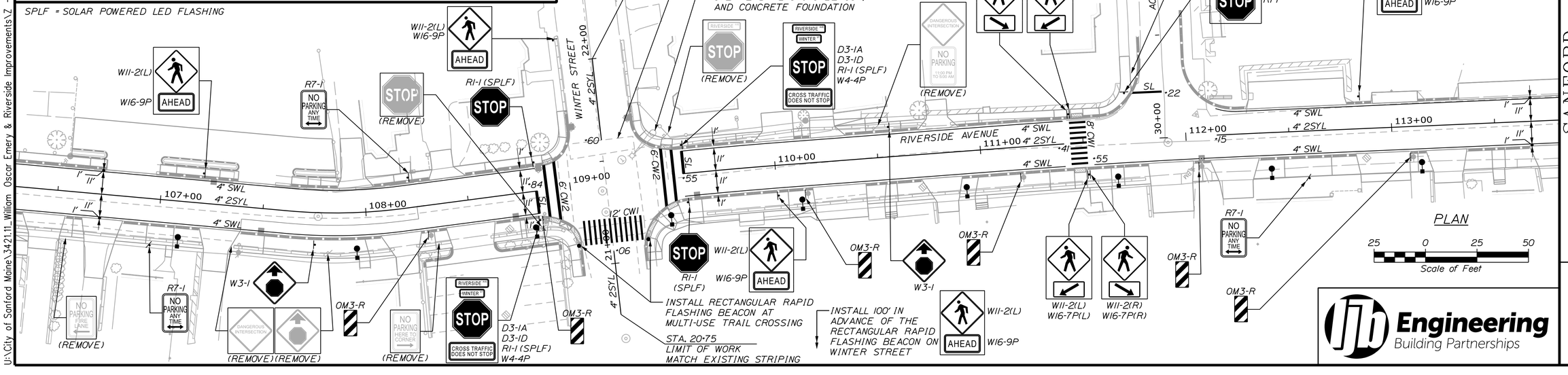
1. PROPOSED SIGN LOCATIONS, OFFSET AND HEIGHT SHALL BE IN ACCORDANCE WITH THE MANUAL FOR UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (MUTCD), LATEST EDITION.
2. FOR SIGNS DESIGNATED TO BE INSTALLED ON WOOD POSTS REFER TO STANDARD SPECIFICATIONS TO DETERMINE THE SIZE OF THE WOOD POSTS.
3. PROPOSED SIGN LOCATIONS ARE APPROXIMATE. THE FINAL LOCATION AND DISPOSITION OF PROPOSED AND EXISTING SIGNAGE SHALL BE AS DIRECTED BY RESIDENT OR REGIONAL TRAFFIC ENGINEER.
4. SIGN PANELS FOR ITEM 642.292 SHALL BE SHEET ALUMINUM.
5. SIGNS W11-2, W16-7P, AND W16-9P SHOULD BE FLOURESCENT GREEN-YELLOW IN COLOR.
6. REMOVAL OF EXISTING SIGNS AND POSTS WILL BE PAID UNDER ITEM 645.106. THIS ITEM SHALL ALSO INCLUDE DISPOSAL OF SIGN MATERIALS NOT IDENTIFIED FOR REUSE AND DELIVERY OF PRIVATE SIGNS (AND ALL RELATED PROPERTY FEATURES) TO ABUTTING PROPERTY OWNERS. RESETTING EXISTING SIGNS AND POSTS WILL BE PAID UNDER ITEM 645.116, REPLACEMENT OF ANY POSTS NOT CONSIDERED SUITABLE FOR REUSE (AND ADDITION OF POLES/POSTS IF NECESSARY) SHALL BE INCIDENTAL TO THIS ITEM PER THE DISCRETION OF THE RESIDENT. WHERE MULTIPLE SIGNS ARE MOUNTED TO THE SAME POLE(S)/POST(S), THE ENTIRE SIGN ASSEMBLY WILL BE MEASURED AS A SINGLE UNIT UNDER EACH APPLICABLE PAY ITEM.

SPLF = SOLAR POWERED LED FLASHING

| STRIPING LEGEND | |
|---|---|
| SWL | SOLID WHITE LINE |
| 2SYL | TWO SOLID YELLOW LINES |
| SYL | SOLID YELLOW LINE |
| SL | WHITE STOP LINE (12" WIDE) |
| CW | CROSSWALK (SEE DETAILS) |




PLAN

25 0 25 50
Scale of Feet

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN 22642.01

| | BY | DATE |
|---|---|---|
| PROJ. MANAGER | M. HILL | |
| DESIGN-DETAILED | T. WARREN | 08/26 |
| CHECKED-REVIEWED | J. WINCHENBACH | D. ETTINGER 08/26 |
| DESIGN2-DETAILED2 | - | - |
| DESIGN3-DETAILED3 | - | - |
| REVISIONS 1 | - | - |
| REVISIONS 2 | - | - |
| REVISIONS 3 | - | - |
| REVISIONS 4 | - | - |
| FIELD CHANGES | - | - |

SIGNATURE

P.E. NUMBER

DATE

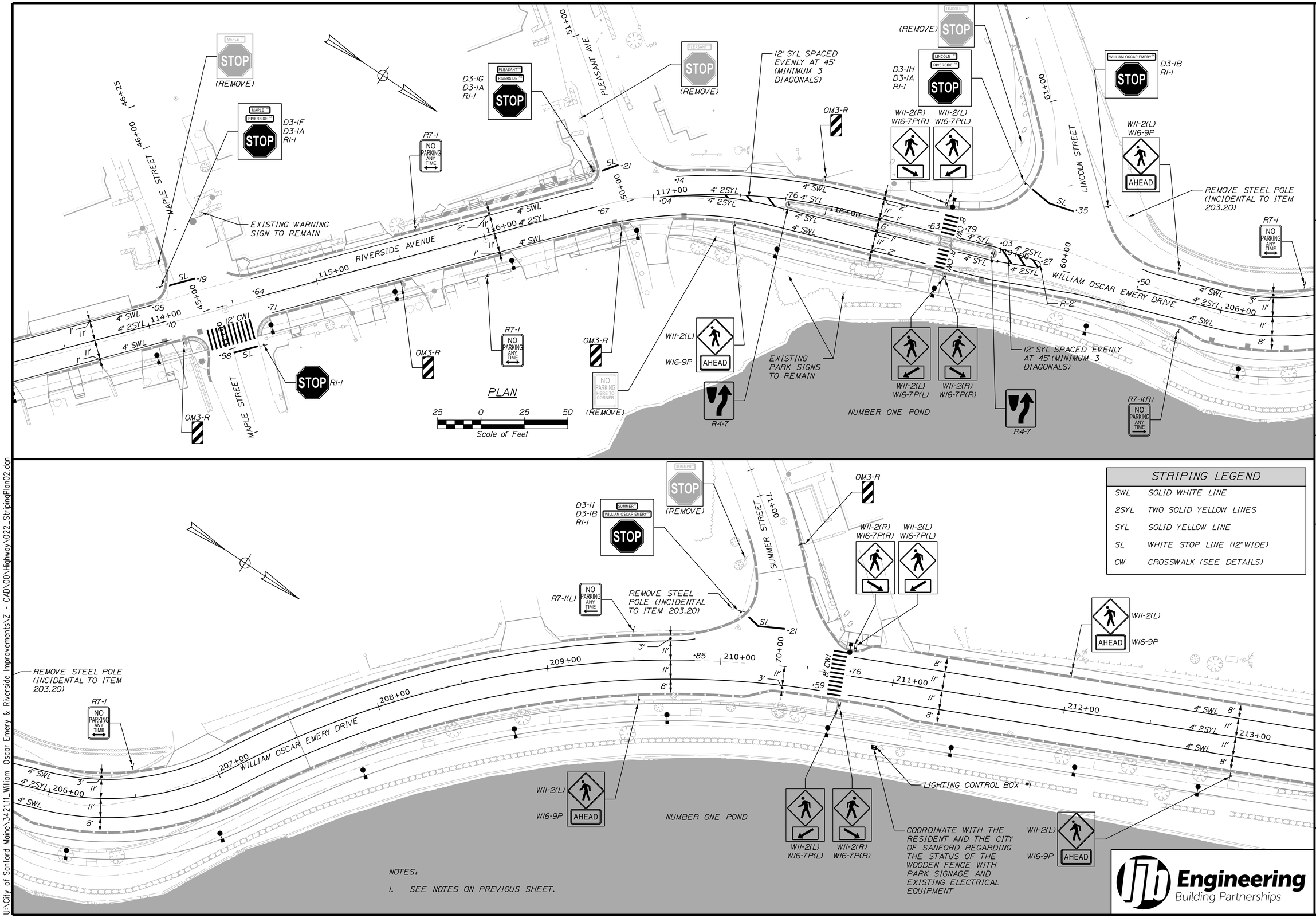
SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

SIGNING & STRIPING PLANS

SHEET NUMBER
21
OF 117

Engineering
Building Partnerships

Filename: ...\Highway\021_StripingPlan01.dgn Division: HIGHWAY Username: Mike.Cundiff Date:8/12/2026
U:\City of Sanford Maine\3421.11_William Oscar Emery & Riverside Improvements\Z - CAD\00\Highway\021_StripingPlan01.dgn




## STRIPING LEGEND

| | |
|---|---|
| SWL | SOLID WHITE LINE |
| 2SYL | TWO SOLID YELLOW LINES |
| SYL | SOLID YELLOW LINE |
| SL | WHITE STOP LINE (12" WIDE) |
| CW | CROSSWALK (SEE DETAILS) |

NOTES:

1. SEE NOTES ON PREVIOUS SHEET.

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN 22642.01

| PROJ. MANAGER | BY | DATE |
|---|---|---|
| DESIGN-DETAILED | M. HILL | |
| CHECKED-REVIEWED | T. WARREN | 08\26 |
| DESIGN2-DETAILED2 | M. CUNDIFF | 08\26 |
| DESIGN3-DETAILED3 | J. WINCHENBACH | |
| REVISIONS 1 | D. ETTINGER | |
| REVISIONS 2 | | |
| REVISIONS 3 | | |
| REVISIONS 4 | | |
| FIELD CHANGES | | |

SIGNATURE

P.E. NUMBER

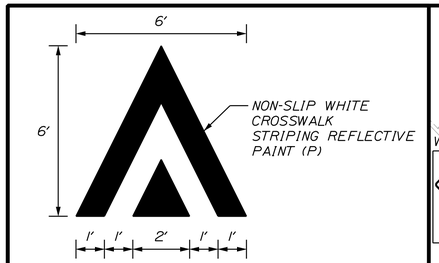
DATE

SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE
SIGNING & STRIPING PLANS

SHEET NUMBER
22
OF 117

Engineering
Building Partnerships

U:\City of Sanford Maine\3421.11_William Oscar Emery & Riverside Improvements\Z - CAD\00\Highway\022_StripingPlan02.dgn
Filename: ...\Highway\022_StripingPlan02.dgn Division: HIGHWAY Username: Mike.Cundiff Date:8/12/2026




RAISED CROSSWALK WARNING MARKER DETAIL

NOTES:

1. SEE NOTES ON PREVIOUS SHEET.

PLAN

25 0 25 50

Scale of Feet

EXISTING PARK AND TRAIL SIGNS WITHIN THE PARK AREAS WILL REMAIN UNLESS OTHERWISE NOTED

STRIPING LEGEND

| | |
|---|---|
| SWL | SOLID WHITE LINE |
| 2SYL | TWO SOLID YELLOW LINES |
| SYL | SOLID YELLOW LINE |
| SL | WHITE STOP LINE (12" WIDE) |
| CW | CROSSWALK (SEE DETAILS) |

Engineering
Building Partnerships

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01

| | BY | DATE |
|---|---|---|
| DESIGNED - DETAILED | M. HILL | - |
| CHECKED - REVIEWED | T. WARREN | 08\26 |
| DESIGN2 - DETAILED2 | J. WAGNER | 08\26 |
| DESIGN3 - DETAILED3 | M. CUNDIFF | - |
| REVISIONS 1 | D. ETTINGER | - |
| REVISIONS 2 | - | - |
| REVISIONS 3 | - | - |
| REVISIONS 4 | - | - |
| FIELD CHANGES | - | - |

PROJ. MANAGER

SIGNATURE

P.E. NUMBER

DATE

SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

SIGNING & STRIPING PLANS

SHEET NUMBER

23

OF 117

Filename: ...\Highway\023_StripingPlan03.dgn Division: HIGHWAY Username: Mike.Cundiff Date:8/12/2026
U:\City of Sanford Maine\3421.11_William Oscar Emery & Riverside Improvements\Z - CAD\00\Highway\023_StripingPlan03.dgn

W11-2(R) W16-7P(R)
W11-2(L) W16-7P(L)
(REMOVE)
SHARE THE ROAD
W11-2(L) W16-7P(L)
W11-2(R) W16-7P(R)
REMOVE AND RESET SANFORD DOG PARK SIGNAGE AS REQUIRED TO CONSTRUCT THE PATH
LIGHTING CONTROL BOX #2
R2-1 SPEED LIMIT 25
SPEED LIMIT 25 (REMOVE)
W11-2(L) AHEAD W16-9P
12" SYL SPACED EVENLY AT 45° (MINIMUM 3 DIAGONALS)
STA. 232+70.51 LIMIT OF WORK MATCH EXISTING STRIPING
WILLIAM OSCAR EMERY DRIVE
227+00
228+00
229+00
230+00
231+00
232+00
233+00
343+00
342+00
341+00
RIVER STREET
INSTALL RECTANGULAR RAPID FLASHING BEACON AT MULTI-USE TRAIL CROSSING
12" SYL SPACED EVENLY AT 45° (MINIMUM 3 DIAGONALS)
R4-7
(REMOVE)
STOP
WILLIAM OSCAR EMERY
RIVER
D3-1B D3-1K R1-1
NUMBER ONE POND
STRIPING LEGEND
SWL SOLID WHITE LINE
2SYL TWO SOLID YELLOW LINES
SYL SOLID YELLOW LINE
SL WHITE STOP LINE (12" WIDE)
CW CROSSWALK (SEE DETAILS)
STA. 91+50.00 LIMIT OF WORK MATCH EXISTING STRIPING
(REMOVE) STOP
91+00
FRONT STREET
FRONT GOWEN PARK
D3-1L D3-1J R1-1
GOWEN PARK STOP
(REMOVE)
RAISED INTERSECTION AHEAD W17-1a
(REMOVE)
GOWEN PARK DRIVE
80+00
81+00
82+00
82+50
90+00
VARIES
RAISED CROSSWALK WARNING MARKER DETAIL (TYP.)
RAISED INTERSECTION
STA. 82+50.00 LIMIT OF WORK MATCH EXISTING STRIPING
NUMBER ONE POND
STUMP POND
PLAN
25 0 25 50
Scale of Feet
NOTES:
1. SEE NOTES ON PREVIOUS SHEET.

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073
WIN 22642.01

| | BY | DATE |
|---|---|---|
| PROJ. MANAGER | M. HILL | |
| DESIGN-DETAILED | T. WARREN | 08\26 |
| CHECKED-REVIEWED | J. WINCHENBACH | 08\26 |
| DESIGN2-DETAILED2 | - | - |
| DESIGN3-DETAILED3 | - | - |
| REVISIONS 1 | - | - |
| REVISIONS 2 | - | - |
| REVISIONS 3 | - | - |
| REVISIONS 4 | - | - |
| FIELD CHANGES | - | - |

SIGNATURE
P.E. NUMBER
DATE

SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE
SIGNING & STRIPING PLANS

SHEET NUMBER
24
OF 117

Engineering Building Partnerships

Filename: ...\Highway\024_StripingPlan04.dgn Division: HIGHWAY Username: Mike.Cundiff Date:8/12/2026
U:\City of Sanford Maine\3421.11_William Oscar Emery & Riverside Improvements\Z - CAD\00\Highway\024_StripingPlan04.dgn

## PROPOSED SIGN SUMMARY

| ITEM NUMBER | ID NUMBER | DESCRIPTION | QUANTITY | SIGN SIZE | | | POST |
|---|---|---|---|---|---|---|---|
| | | | | WIDTH (IN.) | HEIGHT (IN.) | AREA (SQ. FT.) | |
| 645.561 | RI-1 (SOLAR POWERED LED FLASHING) | STOP | 4 | 36 | 36 | 9.00 (36.00) | 6"X6" WOOD POST (A) |
| 645.292 | RI-1 | STOP | 1 | 30 | 30 | 6.25 (6.25) | 4"X4" WOOD POST (P) |
| | | | 10 | | | 6.25 (62.50) | 4"X6" WOOD POST (B) |
| | | | 1 | | | 6.25 (6.25) | 6"X6" WOOD POST (O) |
| 645.292 | W3-1 | | 2 | 30 | 30 | 6.25 (12.50) | 4"X4" WOOD POST (P) |
| 645.292 | W4-4P | CROSS TRAFFIC DOES NOT STOP | 2 | 24 | 12 | 2.00 (4.00) | 6"X6" WOOD POST (C) |
| 645.292 | W11-2(L) | | 34 | 30 | 30 | 6.25 (212.50) | 4"X4" WOOD POST (D) |
| 645.292 | W11-2(R) | | 20 | 30 | 30 | 6.25 (125.00) | 4"X4" WOOD POST (E) |
| 645.292 | W16-7P(L) | | 20 | 21 | 15 | 2.19 (43.80) | 4"X4" WOOD POST (F) |
| 645.292 | W16-7P(R) | | 20 | 21 | 15 | 2.19 (43.80) | 4"X4" WOOD POST (F) |
| 645.292 | W16-9P | AHEAD | 14 | 24 | 12 | 2.00 (28.00) | 4"X4" WOOD POST (F) |
| 645.292 | R5-1 | DO NOT ENTER | 1 | 30 | 30 | 6.25 (6.25) | 6"X6" WOOD POST (G) |
| 645.292 | R7-1 | NO PARKING ANY TIME | 6 | 12 | 18 | 1.50 (9.00) | U-CHANNEL POST (P) |
| 645.292 | R7-1(L) | NO PARKING ANY TIME | 3 | 12 | 18 | 1.50 (4.50) | U-CHANNEL POST (P) |
| 645.292 | R7-1(R) | NO PARKING ANY TIME | 2 | 12 | 18 | 1.50 (3.00) | U-CHANNEL POST (P) |
| 645.292 | R4-7 | | 4 | 24 | 30 | 5.00 (20.00) | U-CHANNEL POST (P) |

## PROPOSED SIGN SUMMARY

| ITEM NUMBER | ID NUMBER | DESCRIPTION | QUANTITY | SIGN SIZE | | | POST |
|---|---|---|---|---|---|---|---|
| | | | | WIDTH (IN.) | HEIGHT (IN.) | AREA (SQ. FT.) | |
| 645.292 | OM3-R | | 11 | 12 | 36 | 3.00 (33.00) | UTILITY POLES (P) |
| 645.292 | W17-1a | RAISED INTERSECTION AHEAD | 3 | 30 | 30 | 6.25 (18.75) | 4"X4" WOOD POST (P) |
| 645.292 | R6-1(L) | ONE WAY | 1 | 36 | 12 | 3.00 (3.00) | 6"X6" WOOD POST (H) |
| 645.292 | R6-1(R) | ONE WAY | 1 | 36 | 12 | 3.00 (3.00) | 6"X6" WOOD POST (H) |
| 645.292 | R7-8 | RESERVED PARKING | 2 | 12 | 18 | 1.50 (3.00) | U-CHANNEL POST (P) |
| 645.292 | D3-1A | RIVERSIDE AVE | 3 | 48 | 12 | 4.00 (12.00) | 6"X6" WOOD POST (L) (J) |
| | | | 4 | | | 4.00 (16.00) | 4"X6" WOOD POST (J) |
| 645.292 | D3-1B | WILLIAM OSCAR EMERY ST | 4 | 48 | 12 | 4.00 (16.00) | 4"X6" WOOD POST (K) |
| 645.292 | D3-1C | ST. IGNATIUS ST | 1 | 48 | 12 | 4.00 (4.00) | 6"X6" WOOD POST (L) |
| 645.292 | D3-1D | WINTER ST | 2 | 42 | 12 | 3.50 (7.00) | 6"X6" WOOD POST (M) |
| 645.292 | D3-1E | ACORN ST | 1 | 36 | 12 | 3.00 (3.00) | 4"X6" WOOD POST (N) |
| 645.292 | D3-1F | MAPLE ST | 1 | 36 | 12 | 3.00 (3.00) | 4"X6" WOOD POST (N) |
| 645.292 | D3-1G | PLEASANT ST | 1 | 42 | 12 | 3.50 (3.50) | 4"X6" WOOD POST (N) |
| 645.292 | D3-1H | LINCOLN ST | 1 | 42 | 12 | 3.50 (3.50) | 4"X6" WOOD POST (N) |
| 645.292 | D3-1I | SUMMER ST | 1 | 42 | 12 | 3.50 (3.50) | 4"X6" WOOD POST (N) |

## PROPOSED SIGN SUMMARY

| ITEM NUMBER | ID NUMBER | DESCRIPTION | QUANTITY | SIGN SIZE | | | POST |
|---|---|---|---|---|---|---|---|
| | | | | WIDTH (IN.) | HEIGHT (IN.) | AREA (SQ. FT.) | |
| 645.292 | D3-1J | GOWEN PARK DR | 2 | 48 | 12 | 4.00 (8.00) | 4"X6" WOOD POST (N) |
| 645.292 | D3-1K | RIVER ST | 1 | 36 | 12 | 3.00 (3.00) | 4"X6" WOOD POST (N) |
| 645.292 | D3-1L | FRONT ST | 1 | 36 | 12 | 3.00 (3.00) | 4"X6" WOOD POST (N) |
| 645.292 | R2-1 | SPEED LIMIT 25 | 1 | 24 | 30 | 5.00 (5.00) | U-CHANNEL POST (P) |

(A) ALONE OR SHARED WITH W4-4P, D3-1A AND D3-1D
(B) SHARED WITH D3-1 (VARIES)
(C) SHARED WITH RI-1 (SPLF), D3-1A AND D3-1D
(D) SHARED WITH W16-7P(L) OR W16-9P
(E) SHARED WITH W16-7P(R)
(F) SHARED WITH W11-2 (L OR R)
(G) SHARED WITH RI-1, R5-1 AND R6-1 (L & R)
(H) SHARED WITH RI-1 AND R5-1
(I) SHARED WITH RI-1 (SPLF), W4-4P AND D3-1D
(J) SHARED WITH RI-1 AND D3-1 (VARIES)
(K) SHARED WITH RI-1, AND/OR D3-1 (VARIES)
(L) SHARED WITH R5-1, R6-1 (L & R) AND D3-1 (VARIES)
(M) SHARED WITH RI-1 (SPLF), W4-4P AND D3-1A
(N) SHARED WITH RI-1 AND D3-1 (VARIES)
(O) SHARED WITH R5-1 AND R6-1 (L & R)
(P) NO OTHER SIGNS

Engineering
Building Partnerships

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01

| | | | |
|---|---|---|---|
| PROJ. MANAGER | M. HILL | | |
| DESIGN-DETAILED | T. WARREN | BY | DATE |
| CHECKED-REVIEWED | J.WAGNERBACH | M.CUNDIFF | 08\26 |
| DESIGN2-DETAILED2 | - | D. ETTINGER | 08\26 |
| DESIGN3-DETAILED3 | - | - | - |
| REVISIONS 1 | - | - | - |
| REVISIONS 2 | - | - | - |
| REVISIONS 3 | - | - | - |
| REVISIONS 4 | - | - | - |
| FIELD CHANGES | - | SIGNATURE | DATE |

P.E. NUMBER

SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

SIGN SUMMARY

SHEET NUMBER
25
OF 117

Filename: ...\00\Highway\025_SignSummary.dgn Division: HIGHWAY Username: Mike.Cundiff Date:8/12/2026
U:\City of Sanford Maine\3421.11_William Oscar Emery & Riverside Improvements\Z - CAD\00\Highway\025_SignSummary.dgn

CURBING NOTES:

1. FROM POINT 595 TO 598 THE TOP OF THE GRANITE BACK CURB SHALL MAINTAIN THE ELEVATION OF THE CONCRETE WALKING AREA BEHIND IT WHILE THE MULTI-USE PATH (IN FRONT) DESCENDS TO THE LANDING. THEREBY CREATING REVEAL ALONG THE FACE OF THE BACK CURB.

2. FROM POINT 616 TO 618, SEE THE ADA RAMP DETAIL ON THE DETAILS SHEET.

CURVE DATA A1
PI = 100+99.10
D = 22°55'05.9"
Δ = 43°14'50.2" Rt.
R = 250.00'
L = 188.70'
T = 99.10'
E = 18.93'

CURVE DATA A2
PI = 104+94.32
D = 6°01'52.1"
Δ = 5°15'29.2" Lt.
R = 950.00'
L = 87.18'
T = 43.62'
E = 1.00'

CURVE DATA A3
PI = 107+90.36
D = 22°49'37.2"
Δ = 12°35'10.7" Lt.
R = 251.00'
L = 55.14'
T = 27.68'
E = 1.52'

CURVE DATA A4
PI = 109+49.75
D = 2°51'58.4"
Δ = 3°08'43.0" Rt.
R = 1999.00'
L = 109.74'
T = 54.88'
E = 0.75'

CURVE DATA A5
PI = 111+71.37
D = 1°25'57.9"
Δ = 1°49'47.6" Rt.
R = 3999.00'
L = 127.72'
T = 63.87'
E = 0.51'

PLAN

Scale of Feet: 25 0 25 50

# CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN 22642.01

# SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

# GEOMETRIC CURB LAYOUT

SHEET NUMBER
26
OF 117

Engineering Building Partnerships

| | BY | DATE |
|---|---|---|
| M. HILL | | |
| PROJ. MANAGER | | |
| DESIGN-DETAILED | T. WARREN | 08\26 |
| CHECKED-REVIEWED | J.WAGNERBACH | 08\26 |
| DESIGN2-DETAILED2 | - | - |
| DESIGN3-DETAILED3 | - | - |
| REVISIONS 1 | - | - |
| REVISIONS 2 | - | - |
| REVISIONS 3 | - | - |
| REVISIONS 4 | - | - |
| FIELD CHANGES | - | - |

SIGNATURE

P.E. NUMBER

DATE

Filename: ...\Highway\026_CurbingPlan1.dgn Division: HIGHWAY Username: Mike.Cundiff Date:8/12/2026

U:\City of Sanford Maine\3421.11_William Oscar Emery & Riverside Improvements\Z - CAD\00\Highway\026_CurbingPlan1.dgn

Filename: ...\Highway\027_CurbingPlan2.dgn Division: HIGHWAY Username: Mike.Cundiff Date:8/12/2026

CURVE DATA A6
PI = 117+26.19
D = 20°50'05.4"
Δ = 28°53'38.4" Rt.
R = 275.00'
L = 138.68'
T = 70.85'
E = 8.98'

CURVE DATA D3
PI = 61+66.82
D = 5°43'46.5"
Δ = 3°09'47.8" Lt.
R = 1000.00'
L = 55.21'
T = 27.61'
E = 0.38'

CURVE DATA B1
PI = A 206+55.21
D = 37°12'18.2"
Δ = 41°29'44.2" Lt.
R = 154.00'
L = 111.53'
T = 58.34'
E = 10.68'

CURVE DATA D1
PI = 60+35.21
D = 37°12'18.2"
Δ = 25°45'37.9" Lt.
R = 154.00'
L = 69.24'
T = 35.21'
E = 3.97'

CURVE DATA D2
PI = 60+91.63
D = 8°11'06.4"
Δ = 3°39'48.8" Lt.
R = 700.00'
L = 44.76'
T = 22.39'
E = 0.36'

MAPLE STREET
S36°01'31.3"W CONSTRUCTION ℄
STA. 114+34.41 RIVERSIDE AVENUE ℄=
STA. 45+00.00 MAPLE STREET SOUTH ℄
STA. 114+42.04 RIVERSIDE AVENUE ℄=
STA. 41+25.00 MAPLE STREET NORTH ℄
PLEASANT AVENUE
S38°09'43.1"W CONSTRUCTION ℄
STA. 116+86.49 RIVERSIDE AVENUE ℄=
STA 50+00.00 PLEASANT AVENUE ℄
MATCH LINE SEE INSET
PT=STA. 61+14.00
S39°46'36.3"W CONSTRUCTION ℄
LINCOLN STREET
PC=STA. 61+39.20
PCC=STA. 60+69.24
PC=STA. 205+96.87
WILLIAM OSCAR EMERY DRIVE
RIVERSIDE AVENUE
N48°33'42.4"W
CONSTRUCTION ℄
N19°40'04.0"W
PC = STA. 116+55.34
PT = STA. 117+94.02
STA. 119+43.21 RIVERSIDE AVENUE ℄=
STA. 205+08.49 WILLIAM OSCAR EMERY DRIVE ℄=
STA. 60+00.00 LINCOLN STREET ℄
NUMBER ONE POND
PLAN
25 0 25 50
Scale of Feet

CURVE DATA D1
PI = 60+35.21
D = 37°12'18.2"
Δ = 25°45'37.9" Lt.
R = 154.00'
L = 69.24'
T = 35.21'
E = 3.97'

CURVE DATA D2
PI = 60+91.63
D = 8°11'06.4"
Δ = 3°39'48.8" Lt.
R = 700.00'
L = 44.76'
T = 22.39'
E = 0.36'

CURVE DATA B1
PI = A 206+55.21
D = 37°12'18.2"
Δ = 41°29'44.2" Lt.
R = 154.00'
L = 111.53'
T = 58.34'
E = 10.68'

CURVE DATA B2
PI = A 208+90.12
D = 10°25'02.7"
Δ = 36°34'02.5" Rt.
R = 550.00'
L = 351.02'
T = 181.72'
E = 29.24'

CURVE DATA E1
PI = 70+48.24
D = 26°38'57.1"
Δ = 25°17'29.7" Lt.
R = 215.00'
L = 94.91'
T = 48.24'
E = 5.35'

S38°41'40.2"W
PT = STA. 70+94.91
SUMMER STREET
CONSTRUCTION ℄
MATCH EXISTING CURB REVEAL
STA. 210+36.02 WILLIAM OSCAR EMERY DRIVE ℄=
STA. 70+00.00 SUMMER STREET ℄
155°31'22"
PC=STA. 205+96.87
PRC=STA. 207+08.40
PT = STA. 210+59.42
N24°35'45.7"W
S36°36'48.6"W
MATCH LINE SEE ABOVE
NUMBER ONE POND

NOTES:
1. SEE NOTES ON PREVIOUS SHEET.

Engineering
Building Partnerships

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01

| | BY | DATE |
|---|---|---|
| M. HILL | | |
| T. WARREN | M.CUNDIFF | 08\26 |
| J.WINCHENBACH | D. ETTINGER | 08\26 |

SIGNATURE

P.E. NUMBER

DATE

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

SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

GEOMETRIC CURB LAYOUT

SHEET NUMBER
27
OF 117

U:\City of Sanford Maine\3421.11_William Oscar Emery & Riverside Improvements\Z - CAD\00\Highway\027_CurbingPlan2.dgn

CURVE DATA B3
PI = 216+02.28
D = 37°12'18.2"
Δ = 51°20'48.5" Rt.
R = 154.00'
L = 138.01'
T = 74.03'
E = 16.87'

CURVE DATA F1
PI = 81+25.29
D = 3°49'11.0"
Δ = 9°32'57.5" Rt.
R = 1500.00'
L = 250.00'
T = 125.29'
E = 5.22'

CURVE DATA B4
PI = 220+54.93
D = 0°03'32.6"
Δ = 0°27'33.0" Rt.
R = 97000.00'
L = 777.34'
T = 388.67'
E = 0.78'

PC=STA. 215+28.25

PC=STA. 216+66.26

GOWEN PARK DRIVE ℄ CONSTRUCTION

WILLIAM OSCAR EMERY DRIVE CONSTRUCTION ℄

RAISED INTERSECTION

STA. 216+15.98 WILLIAM OSCAR EMERY DRIVE ℄ =
STA. 80+00.00 GOWEN PARK DRIVE ℄

STUMP POND

NUMBER ONE POND

N24°35'45.7"W

CURVE DATA B4
PI = 220+54.93
D = 0°03'32.6"
Δ = 0°27'33.0" Rt.
R = 97000.00'
L = 777.34'
T = 388.67'
E = 0.78'

NOTES:

1. SEE NOTES ON PREVIOUS SHEET.

PT = STA. 224+43.61

123°57'54"

110°15'18"

114°43'45"

N27°12'35.7"E

WILLIAM OSCAR EMERY DRIVE

CONSTRUCTION ℄

NUMBER ONE POND

PLAN

25 0 25 50
Scale of Feet

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01

| | BY | DATE |
|---|---|---|
| PROJ. MANAGER | M. HILL | |
| DESIGN-DETAILED | T. WARREN | 08\26 |
| CHECKED-REVIEWED | J.WACHENBACH | 08\26 |
| DESIGN2-DETAILED2 | - | - |
| DESIGN3-DETAILED3 | - | - |
| REVISIONS 1 | - | - |
| REVISIONS 2 | - | - |
| REVISIONS 3 | - | - |
| REVISIONS 4 | - | - |
| FIELD CHANGES | - | - |

SIGNATURE

P.E. NUMBER

DATE

SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

GEOMETRIC CURB LAYOUT

SHEET NUMBER
28
OF 117

Engineering
Building Partnerships

Filename: ...\Highway\028_CurbingPlan3.dgn Division: HIGHWAY Username: Mike.Cundiff Date:8/12/2026

U:\City of Sanford Maine\3421.11_William Oscar Emery & Riverside Improvements\Z - CAD\00\Highway\028_CurbingPlan3.dgn

Filename: ...\Highway\029_CurbingPlan4.dgn Division: HIGHWAY Username: Mike.Cundiff Date:8/12/2026
U:\City of Sanford Maine\3421.11_William Oscar Emery & Riverside Improvements\Z - CAD\00\Highway\029_CurbingPlan4.dgn

CURVE DATA B5
PI = 231+29.10
D = 1°08'45.3"
Δ = 1°40'47.4" Rt.
R = 5000.00'
L = 146.59'
T = 73.30'
E = 0.54'

CURVE DATA B6
PI = 232+54.67
D = 28°38'52.4"
Δ = 29°18'04.7" Rt.
R = 200.00'
L = 102.28'
T = 52.28'
E = 6.72'

FROM STA. 230+64 TO STA. 230+90 THE CURB SHALL BE MOLD 2 INSTEAD OF MOLD I. TRANSITION BETWEEN MOLDS OVER AN 8-FOOT LENGTH

PC = STA. 230+55.79

PCC=STA. 232+02.39

MATCH EXISTING CURB REVEAL

227+00 228+00 229+00 230+00 231+00 232+00 233+00

•31.00 CONSTRUCTION ℄ N27°12'35.7"E

•23.00

•17.00

WILLIAM OSCAR EMERY DRIVE

128°45'33"

RIVER STREET 343+00

STA. 342+55.05 RIVER STREET ℄= STA. 233+04.67 WILLIAM OSCAR EMERY DRIVE ℄

PCC = STA. 343+10.91

MATCH EXISTING LANDING

342+00 CONSTRUCTION ℄

341+00

PC = STA. 341+90.51

CURVE DATA C8
PI = 342+50.76
D = 4°46'28.7"
Δ = 5°44'56.7" Rt.
R = 1200.00'
L = 120.41'
T = 60.25'
E = 1.51'

NUMBER ONE POND

PC=STA. 219+28.25

MATCH EXISTING CURB REVEAL

FRONT STREET 91+00 M. 9+15.01

PT = STA. 91+03.23

MATCH EXISTING CURB REVEAL

PT = STA. 82+50.00

STA. 216+15.98 WILLIAM OSCAR EMERY DRIVE ℄= STA. 80+00.00 GOWEN PARK DRIVE ℄

WILLIAM OSCAR EMERY DRIVE 216+00 215+00

GOWEN PARK DRIVE

80+00 81+00 82+00 82+50

CONSTRUCTION ℄

90+00 CONSTRUCTION ℄

•16.72

RAISED INTERSECTION

PCC=STA. 216+66.26

STA. 81+09.37 GOWEN PARK DRIVE ℄= STA 90+00.00 FRONT STREET ℄

MATCH EXISTING CURB REVEAL

CURVE DATA F1
PI = 81+25.29
D = 3°49'11.0"
Δ = 9°32'57.5" Rt.
R = 1500.00'
L = 250.00'
T = 125.29'
E = 5.22'

CURVE DATA G1
PI = 90+54.42
D = 35°48'35.5"
Δ = 37°34'07.0" Rt.
R = 160.00'
L = 104.91'
T = 54.42'
E = 9.00'

PLAN

25 0 25 50
Scale of Feet

CURVE DATA B3
PI = 216+02.28
D = 37°12'18.2"
Δ = 51°20'48.5" Rt.
R = 154.00'
L = 138.01'
T = 74.03'
E = 16.87'

STUMP POND

NOTES:
1. SEE NOTES ON PREVIOUS SHEET.

NUMBER ONE POND

Engineering Building Partnerships

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN 22642.01

| | BY | DATE |
|---|---|---|
| M. HILL | | |
| T. WARREN | M.CUNDIFF | 08\26 |
| REVIEWED | J.WHOREBACH | |
| DESIGN2-DETAILED2 | D. ETTINGER | 08\26 |
| DESIGN3-DETAILED3 | | |
| REVISIONS 1 | | |
| REVISIONS 2 | | |
| REVISIONS 3 | | |
| REVISIONS 4 | | |
| FIELD CHANGES | | |

SIGNATURE

P.E. NUMBER

DATE

PROJ. MANAGER
DESIGN-DETAILED
CHECKED-REVIEWED

SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

GEOMETRIC CURB LAYOUT

SHEET NUMBER
29
OF 117

Filename: ...\Highway\030_CurbingPlan5.dgn Division: HIGHWAY Username: Mike.Cundiff Date:8/12/2026
U:\City of Sanford Maine\3421.11_William Oscar Emery & Riverside Improvements\Z - CAD\00\Highway\030_CurbingPlan5.dgn

## CURB TABLE

| PT. NO. | STATION/OFFSET FROM | PT. NO. | STATION/OFFSET TO | LENGTH (FT) | RADIUS (FT) | CURB TYPE |
|---|---|---|---|---|---|---|
| 101 | STA. 100+75.00, 13.00' LT. | 102 | STA. 101+88.70, 13.00' LT. | 119.62' | 263.00' | CSC |
| 102 | STA. 101+88.70, 13.00' LT. | 103 | STA. 101+96.12, 13.00' LT. | 7.41' | - | CSC |
| 103 | STA. 101+96.12, 13.00' LT. | 104 | STA. 102+01.87, 14.15' LT. | 5.91' | 15.00' | CSC |
| 104 | STA. 102+01.87, 14.15' LT. | 105 | STA. 102+08.12, 19.00' LT. | 8.00' | 15.00' | CSCTD |
| | | | | | | |
| 111 | STA. 102+44.12, 19.00' LT. | 112 | STA. 102+46.65, 15.93' LT. | 4.00' | 12.00' | CSCTD |
| 112 | STA. 102+46.65, 15.93' LT. | 113 | STA. 102+50.42, 13.72' LT. | 4.40' | 12.00' | CSC |
| 113 | STA. 102+50.42, 13.72' LT. | 114 | STA. 102+54.34, 13.00' LT. | 4.00' | 12.00' | CSCTD |
| | | | | | | |
| 115 | STA. 102+64.44, 13.00' LT. | 116 | STA. 102+68.44, 13.00' LT. | 4.00' | - | CSCTD |
| 116 | STA. 102+68.44, 13.00' LT. | 117 | STA. 102+76.64, 13.00' LT. | 8.20' | - | CSC |
| 117 | STA. 102+76.64, 13.00' LT. | 118 | STA. 102+82.64, 14.25' LT. | 6.18' | 15.00' | CSC |
| 118 | STA. 102+82.64, 14.25' LT. | 119 | STA. 102+90.63, 17.75' LT. | 8.72' | - | CSC |
| 119 | STA. 102+90.63, 17.75' LT. | 120 | STA. 102+96.64, 19.00' LT. | 6.18' | 15.00' | CSC |
| 120 | STA. 102+96.64, 19.00' LT. | 121 | STA. 104+24.64, 19.00' LT. | 128.00' | - | CSC |
| 121 | STA. 104+24.64, 19.00' LT. | 122 | STA. 104+30.64, 17.75' LT. | 6.18' | 15.00' | CSC |
| 122 | STA. 104+30.64, 17.75' LT. | 123 | STA. 104+38.63, 14.26' LT. | 8.72' | - | CSC |
| 123 | STA. 104+38.63, 14.26' LT. | 124 | STA. 104+44.64, 13.00' LT. | 6.18' | 15.00' | CSC |
| 124 | STA. 104+44.64, 13.00' LT. | 125 | STA. 104+58.88, 13.00' LT. | 14.14' | - | CSC |
| 125 | STA. 104+58.88, 13.00' LT. | 126 | STA. 104+71.85, 15.76' LT. | 13.17' | 30.00' | CSC |
| 126 | STA. 104+71.85, 15.76' LT. | 127 | STA. 104+78.76, 19.96' LT. | 8.00' | 30.00' | CSCTD |
| | | | | | | |
| 131 | STA. 10+25.37, 15.55' LT. | 132 | STA. 10+28.42, 12.96' LT. | 4.00' | 30.00' | CSCTD |
| 132 | STA. 10+28.42, 12.96' LT. | 133 | STA. 10+34.37, 11.00' LT. | 6.37' | 10.00' | CSC |
| 133 | STA. 10+34.37, 11.00' LT. | 134 | STA. 10+41.70, 11.00' LT. | 7.33' | - | CSC |
| 134 | STA. 10+41.70, 11.00' LT. | 135 | STA. 10+44.21, 15.64' LT. | 6.45' | 3.00' | CSC |
| 135 | STA. 10+44.21, 15.64' LT. | 136 | STA. 10+37.55, 25.86' LT. | 12.20' | - | CSC |
| 136 | STA. 10+37.55, 25.86' LT. | 137 | STA. 10+68.68, 25.81' LT. | 31.13' | - | CSC |
| | | | | | | |
| 141 | STA. 102+44.12, 24.50' LT. | 142 | STA. 102+46.65, 27.57' LT. | 4.00' | 12.00' | CSCTD |
| 142 | STA. 102+46.65, 27.57' LT. | 143 | STA. 102+50.42, 29.78' LT. | 4.40' | 12.00' | CSC |
| 143 | STA. 102+50.42, 29.78' LT. | 144 | STA. 102+54.34, 30.50' LT. | 4.00' | 12.00' | CSCTD |
| | | | | | | |
| 145 | STA. 102+64.44, 30.50' LT. | 146 | STA. 102+68.44, 30.50' LT. | 4.00' | - | CSCTD |
| 146 | STA. 102+68.44, 30.50' LT. | 147 | STA. 102+76.64, 30.50' LT. | 8.20' | - | CSC |
| 147 | STA. 102+76.64, 30.50' LT. | 148 | STA. 102+82.64, 29.25' LT. | 6.18' | 15.00' | CSC |
| 148 | STA. 102+82.64, 29.25' LT. | 149 | STA. 102+90.63, 25.75' LT. | 8.72' | - | CSC |
| 149 | STA. 102+90.63, 25.75' LT. | 150 | STA. 102+96.64, 24.50' LT. | 6.18' | 15.00' | CSC |
| 150 | STA. 102+96.64, 24.50' LT. | 151 | STA. 103+13.51, 24.50' LT. | 16.88' | - | CSC |
| | | | | | | |
| 161 | STA. 104+39.03, 25.02' LT. | 162 | STA. 104+44.29, 24.69' LT. | 5.27' | - | CSC |
| 162 | STA. 104+44.29, 24.69' LT. | 163 | STA. 104+50.48, 24.50' LT. | 6.20' | 100.00' | CSC |
| 163 | STA. 104+50.48, 24.50' LT. | 164 | STA. 104+66.80, 24.37' LT. | 15.90' | - | CSC |
| 164 | STA. 104+66.80, 24.37' LT. | 165 | STA. 10+63.69, 31.32' LT. | 36.44' | - | CSC |
| 165 | STA. 10+63.69, 31.32' LT. | 166 | STA. 10+66.00, 31.38' LT. | 2.60' | 50.00' | CSC |
| 166 | STA. 10+66.00, 31.38' LT. | 167 | STA. 10+68.69, 31.52' LT. | 2.70' | - | CSC |
| | | | | | | |
| 171 | STA. 10+50.00, 22.76' RT. | 172 | STA. 10+34.35, 22.67' RT. | 15.65' | - | CSC |
| 172 | STA. 10+34.35, 22.67' RT. | 173 | STA. 10+41.78, 11.68' RT. | 13.26' | - | CSC |
| 173 | STA. 10+41.78, 11.68' RT. | 174 | STA. 10+39.30, 7.00' RT. | 6.50' | 3.00' | CSC |
| 174 | STA. 10+39.30, 7.00' RT. | 175 | STA. 10+32.66, 7.00' RT. | 6.64' | - | CSC |
| 175 | STA. 10+32.66, 7.00' RT. | 176 | STA. 10+27.53, 7.61' RT. | 5.18' | 22.00' | CSC |
| 176 | STA. 10+27.53, 7.61' RT. | 177 | STA. 10+23.75, 8.89' RT. | 4.00' | 22.00' | CSCTD |
| | | | | | | |
| 181 | STA. 105+11.74, 19.31' LT. | 182 | STA. 105+18.17, 14.48' LT. | 8.00' | 22.00' | CSCTD |
| 182 | STA. 105+18.17, 14.48' LT. | 183 | STA. 105+28.58, 12.00' LT. | 10.66' | 22.00' | CSC |
| 183 | STA. 105+28.58, 12.00' LT. | 184 | STA. 105+37.88, 12.00' LT. | 9.18' | 938.00' | CSC |
| 184 | STA. 105+37.88, 12.00' LT. | 185 | STA. 106+07.75, 12.00' LT. | 69.87' | - | CSC |
| 185 | STA. 106+07.75, 12.00' LT. | 186 | STA. 106+15.75, 12.00' LT. | 8.00' | - | CSCTD |
| | | | | | | |
| 187 | STA. 106+21.75, 12.00' LT. | 188 | STA. 106+29.75, 12.00' LT. | 8.00' | - | CSCTD |
| 188 | STA. 106+29.75, 12.00' LT. | 189 | STA. 106+64.55, 12.00' LT. | 34.80' | - | CSC |
| 189 | STA. 106+64.55, 12.00' LT. | 190 | STA. 106+72.55, 12.00' LT. | 8.00' | - | CSCTD |
| | | | | | | |
| 191 | STA. 106+98.55, 12.00' LT. | 192 | STA. 107+06.55, 12.00' LT. | 8.00' | - | CSCTD |
| 192 | STA. 107+06.55, 12.00' LT. | 193 | STA. 107+28.68, 12.00' LT. | 22.13' | - | CSC |
| 193 | STA. 107+28.68, 12.00' LT. | 194 | STA. 107+36.68, 12.00' LT. | 8.00' | - | CSCTD |
| | | | | | | |
| 201 | STA. 107+62.68, 12.00' LT. | 202 | STA. 107+71.08, 12.00' LT. | 8.00' | 239.00' | CSCTD |
| 202 | STA. 107+71.08, 12.00' LT. | 203 | STA. 107+77.66, 12.00' LT. | 6.27' | 239.00' | CSC |
| 203 | STA. 107+77.66, 12.00' LT. | 204 | STA. 107+86.06, 12.00' LT. | 8.00' | 239.00' | CSCTD |
| | | | | | | |
| 205 | STA. 108+04.97, 12.00' LT. | 206 | STA. 108+15.47, 12.00' LT. | 10.00' | 239.00' | CSCTD |
| 206 | STA. 108+15.47, 12.00' LT. | 207 | STA. 108+17.82, 12.00' LT. | 2.24' | 239.00' | CSC |
| 207 | STA. 108+17.82, 12.00' LT. | 208 | STA. 108+24.26, 12.00' LT. | 6.44' | - | CSC |
| 208 | STA. 108+24.26, 12.00' LT. | 209 | STA. 108+32.26, 12.00' LT. | 8.00' | - | CSCTD |
| | | | | | | |
| 211 | STA. 108+50.26, 12.00' LT. | 212 | STA. 108+60.26, 12.00' LT. | 10.00' | - | CSCTD |
| 212 | STA. 108+60.26, 12.00' LT. | 213 | STA. 108+80.08, 12.00' LT. | 19.81' | - | CSC |
| 213 | STA. 108+80.08, 12.00' LT. | 214 | STA. 108+88.08, 12.00' LT. | 8.00' | - | CSCTD |
| | | | | | | |
| 215 | STA. 108+93.92, 13.18' LT. | 216 | STA. 109+02.56, 23.49' LT. | 14.00' | 15.00' | ITD |
| 216 | STA. 109+02.56, 23.49' LT. | 217 | STA. 109+02.96, 26.74' LT. | 3.29' | 15.00' | I |
| 217 | STA. 109+02.96, 26.74' LT. | 218 | STA. 109+03.02, 30.74' LT. | 4.00' | - | HS |
| 218 | STA. 109+03.02, 30.74' LT. | 219 | STA. 109+03.11, 36.86' LT. | 6.12' | - | I |
| | | | | | | |
| 221 | STA. 106+55.15, 17.00' LT. | 222 | STA. 106+59.15, 17.00' LT. | 4.00' | - | 5TD |
| 222 | STA. 106+59.15, 17.00' LT. | 223 | STA. 106+70.55, 17.00' LT. | 11.40' | - | 5 |
| 223 | STA. 106+70.55, 17.00' LT. | 224 | STA. 106+70.55, 21.00' LT. | 6.28' | 2.00' | 5 |
| 224 | STA. 106+70.55, 21.00' LT. | 225 | STA. 106+59.15, 21.00' LT. | 11.40' | - | 5 |
| 225 | STA. 106+59.15, 21.00' LT. | 226 | STA. 106+55.15, 21.00' LT. | 4.00' | - | 5TD |
| | | | | | | |
| 227 | STA. 107+00.55, 17.00' LT. | 228 | STA. 107+34.68, 17.00' LT. | 34.13' | - | 5 |
| 228 | STA. 107+34.68, 17.00' LT. | 229 | STA. 107+34.68, 21.00' LT. | 6.28' | 2.00' | 5 |
| 229 | STA. 107+34.68, 21.00' LT. | 230 | STA. 107+00.55, 21.00' LT. | 34.13' | - | 5 |
| 230 | STA. 107+00.55, 21.00' LT. | 227 | STA. 107+00.55, 17.00' LT. | 6.28' | 2.00' | 5 |

## CURB TABLE

| PT. NO. | STATION/OFFSET FROM | PT. NO. | STATION/OFFSET TO | LENGTH (FT) | RADIUS (FT) | CURB TYPE |
|---|---|---|---|---|---|---|
| 231 | STA. 107+85.20, 21.00' LT. | 232 | STA. 107+80.83, 21.00' LT. | 4.00' | 230.00' | 5TD |
| 232 | STA. 107+80.83, 21.00' LT. | 233 | STA. 107+64.84, 21.00' LT. | 14.65' | 230.00' | 5 |
| 233 | STA. 107+64.84, 21.00' LT. | 234 | STA. 107+64.84, 17.00' LT. | 6.28' | 2.00' | 5 |
| 234 | STA. 107+64.84, 17.00' LT. | 235 | STA. 107+81.36, 17.00' LT. | 15.40' | 234.00' | 5 |
| 235 | STA. 107+81.36, 17.00' LT. | 236 | STA. 107+85.65, 17.00' LT. | 4.00' | 234.00' | 5TD |
| | | | | | | |
| 241 | STA. 109+32.31, 36.76' LT. | 242 | STA. 109+32.35, 31.92' LT. | 4.84' | - | I |
| 242 | STA. 109+32.35, 31.92' LT. | 243 | STA. 109+32.38, 27.92' LT. | 4.00' | - | HS |
| 243 | STA. 109+32.38, 27.92' LT. | 244 | STA. 109+35.22, 19.56' LT. | 8.99' | 14.00' | I |
| 244 | STA. 109+35.22, 19.56' LT. | 245 | STA. 109+38.86, 16.22' LT. | 5.00' | 14.00' | ITD |
| 245 | STA. 109+38.86, 16.22' LT. | 246 | STA. 109+45.15, 13.29' LT. | 7.00' | 28.00' | ITD |
| | | | | | | |
| 247 | STA. 109+50.95, 12.11' LT. | 248 | STA. 109+53.43, 12.00' LT. | 2.50' | 28.00' | CSCTD |
| 248 | STA. 109+53.43, 12.00' LT. | 249 | STA. 109+58.90, 12.00' LT. | 5.50' | 2011.00' | CSCTD |
| 249 | STA. 109+58.90, 12.00' LT. | 250 | STA. 109+82.30, 12.00' LT. | 23.54' | 2011.00' | CSC |
| 250 | STA. 109+82.30, 12.00' LT. | 251 | STA. 109+90.25, 12.00' LT. | 8.00' | 2011.00' | CSCTD |
| | | | | | | |
| 252 | STA. 110+10.16, 12.00' LT. | 253 | STA. 110+14.16, 12.00' LT. | 4.00' | - | CSCTD |
| 253 | STA. 110+14.16, 12.00' LT. | 254 | STA. 110+18.16, 12.00' LT. | 4.00' | - | CSCTD |
| | | | | | | |
| 255 | STA. 110+35.16, 12.00' LT. | 256 | STA. 110+45.16, 12.00' LT. | 10.00' | - | CSCTD |
| 256 | STA. 110+45.16, 12.00' LT. | 257 | STA. 110+62.22, 12.00' LT. | 17.06' | - | CSC |
| 257 | STA. 110+62.22, 12.00' LT. | 258 | STA. 110+70.22, 12.00' LT. | 8.00' | - | CSCTD |
| | | | | | | |
| 259 | STA. 110+90.22, 12.00' LT. | 260 | STA. 111+00.22, 12.00' LT. | 10.00' | - | CSCTD |
| 260 | STA. 111+00.22, 12.00' LT. | 261 | STA. 111+07.51, 12.00' LT. | 7.29' | - | CSC |
| 261 | STA. 111+07.51, 12.00' LT. | 262 | STA. 111+36.83, 12.00' LT. | 29.41' | 4011.00' | CSC |
| 262 | STA. 111+36.83, 12.00' LT. | 263 | STA. 111+44.81, 12.00' LT. | 8.00' | 4011.00' | CSCTD |
| | | | | | | |
| 264 | STA. 111+50.79, 12.00' LT. | 265 | STA. 111+58.77, 12.00' LT. | 8.00' | 4011.00' | CSCTD |
| 265 | STA. 111+58.77, 12.00' LT. | 266 | STA. 111+66.53, 14.22' LT. | 8.20' | 15.00' | CSC |
| 266 | STA. 111+66.53, 14.22' LT. | 267 | STA. 30+37.46, 10.00' LT. | 28.04' | 28.00' | CSC |
| 267 | STA. 30+37.46, 10.00' LT. | 268 | STA. 30+46.00, 10.00' LT. | 8.54' | - | CSC |
| 268 | STA. 30+46.00, 10.00' LT. | 269 | STA. 30+50.00, 10.00' LT. | 4.00' | - | CSCTD |
| | | | | | | |
| 271 | STA. 30+61.70, 10.00' RT. | 272 | STA. 30+57.70, 10.00' RT. | 4.00' | - | CSCTD |
| 272 | STA. 30+57.70, 10.00' RT. | 273 | STA. 30+37.42, 10.00' RT. | 20.28' | - | CSC |
| 273 | STA. 30+37.42, 10.00' RT. | 274 | STA. 112+18.28, 12.9' LT. | 33.24' | 25.00' | CSC |
| 274 | STA. 112+18.28, 12.9' LT. | 275 | STA. 112+25.51, 12.00' LT. | 7.33' | 30.00' | CSC |
| 275 | STA. 112+25.51, 12.00' LT. | 276 | STA. 112+29.50, 12.00' LT. | 4.00' | 4011.00' | CSCTD |
| | | | | | | |
| 281 | STA. 112+78.81, 12.00' LT. | 282 | STA. 112+82.81, 12.00' LT. | 4.00' | - | CSCTD |
| 282 | STA. 112+82.81, 12.00' LT. | 283 | STA. 112+87.14, 12.00' LT. | 4.33' | - | CSC |
| 283 | STA. 112+87.14, 12.00' LT. | 284 | STA. 112+91.14, 12.00' LT. | 4.00' | - | CSCTD |
| | | | | | | |
| 285 | STA. 113+13.14, 12.00' LT. | 286 | STA. 113+17.14, 12.00' LT. | 4.00' | - | CSCTD |
| 286 | STA. 113+17.14, 12.00' LT. | 287 | STA. 113+29.14, 12.00' LT. | 12.00' | - | CSC |
| 287 | STA. 113+29.14, 12.00' LT. | 288 | STA. 113+33.14, 12.00' LT. | 4.00' | - | CSCTD |
| | | | | | | |
| 289 | STA. 113+93.14, 12.00' LT. | 290 | STA. 113+97.14, 12.00' LT. | 4.00' | - | CSCTD |
| 290 | STA. 113+97.14, 12.00' LT. | 291 | STA. 114+04.55, 12.00' LT. | 7.42' | - | CSC |
| 291 | STA. 114+04.55, 12.00' LT. | 292 | STA. 114+14.92, 17.96' LT. | 12.52' | 12.00' | CSC |
| 292 | STA. 114+14.92, 17.96' LT. | 293 | STA. 45+37.20, 12.08' LT. | 18.66' | 30.00' | CSC |
| 293 | STA. 45+37.20, 12.08' LT. | 294 | STA. 45+46.00, 12.08' LT. | 8.80' | - | CSC |
| 294 | STA. 45+46.00, 12.08' LT. | 295 | STA. 45+50.00, 12.08' LT. | 4.00' | - | CSCTD |
| | | | | | | |
| 301 | STA. 114+50.87, 17.67' LT. | 302 | STA. 114+54.18, 15.42' LT. | 4.00' | 20.00' | CSCTD |
| 302 | STA. 114+54.18, 15.42' LT. | 303 | STA. 114+63.71, 13.00' LT. | 9.94' | 20.00' | CSC |
| 303 | STA. 114+63.71, 13.00' LT. | 304 | STA. 115+15.63, 13.00' LT. | 51.92' | - | CSC |
| 304 | STA. 115+15.63, 13.00' LT. | 305 | STA. 115+19.63, 13.00' LT. | 4.00' | - | CSCTD |
| | | | | | | |
| 306 | STA. 115+49.63, 13.00' LT. | 307 | STA. 115+53.63, 13.00' LT. | 4.00' | - | CSCTD |
| 307 | STA. 115+53.63, 13.00' LT. | 308 | STA. 116+60.64, 13.05' LT. | 107.26' | - | CSC |
| 308 | STA. 116+60.64, 13.05' LT. | 309 | STA. 116+64.47, 13.13' LT. | 4.01' | 275.00' | CSC |
| 309 | STA. 116+64.47, 13.13' LT. | 310 | STA. 50+24.92, 11.00' LT. | 14.78' | 9.00' | CSC |
| 310 | STA. 50+24.92, 11.00' LT. | 311 | STA. 50+39.09, 11.00' LT. | 14.17' | - | CSC |
| 311 | STA. 50+39.09, 11.00' LT. | 312 | STA. 50+43.09, 11.00' LT. | 4.00' | - | CSCTD |
| | | | | | | |
| 313 | STA. 117+01.04, 20.26' LT. | 314 | STA. 117+04.11, 17.99' LT. | 4.00' | 32.00' | CSCTD |
| 314 | STA. 117+04.11, 17.99' LT. | 315 | STA. 117+18.38, 13.91' LT. | 15.79' | 32.00' | CSC |
| 315 | STA. 117+18.38, 13.91' LT. | 316 | STA. 117+32.23, 14.02' LT. | 14.56' | 275.00' | CSC |
| 316 | STA. 117+32.23, 14.02' LT. | 317 | STA. 117+47.38, 14.24' LT. | 15.93' | 400.00' | CSC |
| 317 | STA. 117+47.38, 14.24' LT. | 318 | STA. 117+51.18, 14.34' LT. | 4.00' | 400.00' | CSCTD |
| | | | | | | |
| 319 | STA. 117+79.62, 15.52' LT. | 320 | STA. 117+83.40, 15.74' LT. | 4.00' | 343.00' | CSCTD |
| 320 | STA. 117+83.40, 15.74' LT. | 321 | STA. 118+14.62, 17.00' LT. | 31.87' | 343.00' | CSC |
| 321 | STA. 118+14.62, 17.00' LT. | 322 | STA. 118+46.70, 17.00' LT. | 32.09' | - | CSC |
| 322 | STA. 118+46.70, 17.00' LT. | 323 | STA. 118+64.36, 18.04' LT. | 17.69' | 150.00' | CSC |
| 323 | STA. 118+64.36, 18.04' LT. | 324 | STA. 118+68.32, 18.57' LT. | 4.00' | 150.00' | CSCTD |
| | | | | | | |
| 325 | STA. 118+74.32, 19.56' LT. | 326 | STA. 118+84.08, 21.73' LT. | 10.00' | 150.00' | CSCTD |
| 326 | STA. 118+84.08, 21.73' LT. | 327 | STA. 118+86.02, 22.24' LT. | 2.00' | 150.00' | CSCTD |
| 327 | STA. 118+86.02, 22.24' LT. | 328 | STA. 118+89.62, 23.27' LT. | 3.74' | 150.00' | CSC |
| 328 | STA. 118+89.62, 23.27' LT. | 329 | STA. 60+81.64, 11.23' LT. | 60.95' | 35.00' | CSC |
| 329 | STA. 60+81.64, 11.23' LT. | 330 | STA. 61+36.45, 10.00' LT. | 54.32' | 750.00' | CSC |
| 330 | STA. 61+36.45, 10.00' LT. | 331 | STA. 61+39.20, 10.00' LT. | 2.75' | - | CSC |
| 331 | STA. 61+39.20, 10.00' LT. | 332 | STA. 62+02.62, 10.03' LT. | 62.86' | 990.00' | CSC |
| 332 | STA. 62+02.62, 10.03' LT. | 333 | STA. 62+14.65, 10.13' LT. | 12.04' | - | CSC |
| | | | | | | |
| 341 | STA. 205+24.32, 34.28' LT. | 342 | STA. 205+26.48, 30.92' LT. | 4.00' | 40.00' | CSCTD |
| 342 | STA. 205+26.48, 30.92' LT. | 343 | STA. 205+58.22, 14.20' LT. | 37.20' | 40.00' | CSC |
| 343 | STA. 205+58.22, 14.20' LT. | 344 | STA. 205+78.08, 14.00' LT. | 19.85' | 1000.00' | CSC |
| 344 | STA. 205+78.08, 14.00' LT. | 345 | STA. 205+96.87, 14.00' LT. | 18.79' | - | CSC |
| 345 | STA. 205+96.87, 14.00' LT. | 346 | STA. 206+66.60, 14.00' LT. | 63.39' | 140.00' | CSC |
| 346 | STA. 206+66.60, 14.00' LT. | 347 | STA. 206+71.00, 14.00' LT. | 4.00' | 140.00' | CSCTD |

## CURB TABLE

| PT. NO. | STATION/OFFSET FROM | PT. NO. | STATION/OFFSET TO | LENGTH (FT) | RADIUS (FT) | CURB TYPE |
|---|---|---|---|---|---|---|
| 351 | STA. 207+12.30, 14.00' LT. | 352 | STA. 207+16.20, 14.00' LT. | 4.00' | 564.00' | CSCTD |
| 352 | STA. 207+16.20, 14.00' LT. | 353 | STA. 208+70.90, 14.00' LT. | 158.63' | 564.00' | CSC |
| 353 | STA. 208+70.90, 14.00' LT. | 354 | STA. 208+74.80, 14.00' LT. | 4.00' | 564.00' | CSCTD |
| | | | | | | |
| 355 | STA. 209+09.90, 14.00' LT. | 356 | STA. 209+13.80, 14.00' LT. | 4.00' | 564.00' | CSCTD |
| 356 | STA. 209+13.80, 14.00' LT. | 357 | STA. 209+72.93, 14.00' LT. | 60.63' | 564.00' | CSC |
| 357 | STA. 209+72.93, 14.00' LT. | 358 | STA. 210+06.49, 22.57' LT. | 35.98' | 85.00' | CSC |
| 358 | STA. 210+06.49, 22.57' LT. | 359 | STA. 70+47.03, 14.05' LT. | 25.54' | 23.00' | CSC |
| 359 | STA. 70+47.03, 14.05' LT. | 360 | STA. 70+79.61, 12.77' LT. | 30.74' | 80.00' | CSC |
| 360 | STA. 70+79.61, 12.77' LT. | 361 | STA. 70+83.86, 13.03' LT. | 4.00' | - | CSCTD |
| | | | | | | |
| 371 | STA. 70+95.89, 14.50' RT. | 372 | STA. 70+92.08, 14.54' RT. | 4.00' | - | CSC |
| 372 | STA. 70+92.08, 14.54' RT. | 373 | STA. 70+80.09, 14.32' RT | 12.81' | 100.00' | CSC |
| 373 | STA. 70+80.09, 14.32' RT | 374 | STA. 70+68.65, 14.00' RT. | 12.19' | - | CSC |
| 374 | STA. 70+68.65, 14.00' RT. | 375 | STA. 70+43.96, 15.52' RT. | 26.41' | - | CSC |
| 375 | STA. 70+43.96, 15.52' RT. | 376 | STA. 70+22.89, 23.30' RT. | 24.35' | 75.00' | CSC |
| 376 | STA. 70+22.89, 23.30' RT. | 377 | STA. 70+14.33, 30.43' RT. | 12.00' | 75.00' | CSCTD |
| | | | | | | |
| 381 | STA. 210+70.68, 14.53' LT. | 382 | STA. 210+74.63, 14.00' LT. | 4.00' | 15.00' | CSCTD |
| 382 | STA. 210+74.63, 14.00' LT. | 383 | STA. 210+82.13, 16.50' LT. | 8.04' | 12.50' | CSC |
| 383 | STA. 210+82.13, 16.50' LT. | 384 | STA. 210+89.59, 19.00' LT. | 8.00' | 12.50' | CSCTD |
| | | | | | | |
| 385 | STA. 211+09.63, 19.00' LT. | 386 | STA. 211+17.63, 19.00' LT. | 8.00' | - | CSCTD |
| 386 | STA. 211+17.63, 19.00' LT. | 387 | STA. 213+92.89, 19.00' LT. | 275.26' | - | CSC |
| 387 | STA. 213+92.89, 19.00' LT. | 388 | STA. 214+00.89, 19.00' LT. | 8.00' | - | CSCTD |
| | | | | | | |
| 389 | STA. 214+30.89, 19.00' LT. | 390 | STA. 214+40.89, 19.00' LT. | 10.00' | - | CSCTD |
| 390 | STA. 214+40.89, 19.00' LT. | 391 | STA. 214+58.82, 19.00' LT. | 17.92' | - | CSC |
| 391 | STA. 214+58.82, 19.00' LT. | 392 | STA. 214+65.35, 17.50' LT. | 6.77' | 15.00' | CSC |
| 392 | STA. 214+65.35, 17.50' LT. | 393 | STA. 214+71.89, 16.00' LT. | 6.77' | 15.00' | CSC |
| 393 | STA. 214+71.89, 16.00' LT. | 394 | STA. 214+86.82, 16.00' LT. | 14.92' | - | CSC |
| 394 | STA. 214+86.82, 16.00' LT. | 395 | STA. 214+90.82, 16.00' LT. | 4.00' | - | CSCTD |
| | | | | | | |
| 401 | STA. 215+00.82, 16.00' LT. | 402 | STA. 215+11.82, 16.00' LT. | 11.00' | - | 5TD |
| 402 | STA. 215+11.82, 16.00' LT. | 403 | STA. 215+28.25, 16.00' LT. | 16.43' | - | 5 |
| 403 | STA. 215+28.25, 16.00' LT. | 404 | STA. 215+55.41, 16.00' LT. | 29.98' | 170.00' | 5 |
| 404 | STA. 215+55.41, 16.00' LT. | 405 | STA. 215+81.95, 23.36' LT. | 30.90' | 100.00' | 5 |
| 405 | STA. 215+81.95, 23.36' LT. | 406 | STA. 215+89.89, 29.22' LT. | 11.00' | 100.00' | 5TD |
| | | | | | | |
| 407 | STA. 80+34.91, 22.94' LT. | 408 | STA. 80+38.09, 20.58' LT. | 4.00' | 30.00' | CSCTD |
| 408 | STA. 80+38.09, 20.58' LT. | 409 | STA. 80+53.67, 16.00' LT. | 16.64' | 30.00' | CSC |
| 409 | STA. 80+53.67, 16.00' LT. | 410 | STA. 80+58.80, 16.00' LT. | 5.18' | 1516.00' | CSC |
| 410 | STA. 80+58.80, 16.00' LT. | 411 | STA. 80+63.23, 16.29' LT. | 4.49' | 35.00' | CSC |
| 411 | STA. 80+63.23, 16.29' LT. | 412 | STA. 80+75.61, 18.72' LT. | 12.77' | 114.33' | CSC |
| 412 | STA. 80+75.61, 18.72' LT. | 413 | STA. 90+44.35, 13.00' LT. | 45.66' | 50.00' | CSC |
| 413 | STA. 90+44.35, 13.00' LT. | 414 | STA. 91+15.15, 12.59' LT. | 75.60' | 173.00' | CSC |
| 414 | STA. 91+15.15, 12.59' LT. | 415 | STA. 91+37.70, 11.67' LT. | 22.57' | 400.00' | CSC |
| | | | | | | |
| 421 | STA. 90+79.44, 16.36' RT. | 422 | STA. 90+43.80, 29.02' RT. | 33.80' | 45.00' | CSC |
| 422 | STA. 90+43.80, 29.02' RT. | 423 | STA. 81+67.48, 16.00' LT. | 28.92' | 23.00' | CSC |
| 423 | STA. 81+67.48, 16.00' LT. | 424 | STA. 81+71.44, 16.00' LT. | 4.00' | 1516.00' | CSCTD |
| | | | | | | |
| 431 | STA. 80+36.00, 24.52' RT. | 432 | STA. 80+39.87, 23.30' RT. | 4.00' | 150.00' | CSCTD |
| 432 | STA. 80+39.87, 23.30' RT. | 433 | STA. 80+89.27, 16.00' RT. | 49.52' | 150.00' | CSC |
| 433 | STA. 80+89.27, 16.00' RT. | 434 | STA. 82+25.92, 16.00' RT. | 135.19' | 1484.00' | CSC |
| 434 | STA. 82+25.92, 16.00' RT. | 435 | STA. 82+49.94, 14.85' RT. | 23.81' | 295.00' | CSC |
| | | | | | | |
| 441 | STA. 216+38.56, 29.38' LT. | 442 | STA. 216+45.15, 21.57' LT. | 11.00' | 35.00' | 5TD |
| 442 | STA. 216+45.15, 21.57' LT. | 443 | STA. 216+59.12, 16.18' LT. | 16.74' | 35.00' | 5 |
| 443 | STA. 216+59.12, 16.18' LT. | 444 | STA. 216+82.70, 16.00' LT. | 24.32' | 97016.00' | 5 |
| 444 | STA. 216+82.70, 16.00' LT. | 445 | STA. 216+93.70, 16.00' LT. | 11.00' | 97016.00' | 5TD |
| | | | | | | |
| 446 | STA. 217+03.69, 16.00' LT. | 447 | STA. 217+07.69, 16.00' LT. | 4.00' | 97016.00' | CSCTD |
| 447 | STA. 217+07.69, 16.00' LT. | 448 | STA. 217+22.61, 16.00' LT. | 14.92' | 97016.00' | CSC |
| 448 | STA. 217+22.61, 16.00' LT. | 449 | STA. 217+29.15, 17.50' LT. | 6.76' | 15.00' | CSC |
| 449 | STA. 217+29.15, 17.50' LT. | 450 | STA. 217+35.69, 19.00' LT. | 6.77' | 15.00' | CSC |
| 450 | STA. 217+35.69, 19.00' LT. | 451 | STA. 219+35.22, 19.00' LT. | 199.57' | 97019.00' | CSC |
| 451 | STA. 219+35.22, 19.00' LT. | 452 | STA. 219+39.91, 18.25' LT. | 4.77' | 15.00' | CSC |
| 452 | STA. 219+39.91, 18.25' LT. | 453 | STA. 219+50.53, 14.75' LT. | 11.18' | - | CSC |
| 453 | STA. 219+50.53, 14.75' LT. | 454 | STA. 219+55.22, 14.00' LT. | 4.77' | 15.00' | CSC |
| 454 | STA. 219+55.22, 14.00' LT. | 455 | STA. 219+76.92, 14.00' LT. | 21.71' | 97014.00' | CSC |
| 455 | STA. 219+76.92, 14.00' LT. | 456 | STA. 219+80.92, 14.00' LT. | 4.00' | 97014.00' | CSCTD |
| | | | | | | |
| 461 | STA. 219+86.92, 14.00' LT. | 462 | STA. 219+90.92, 14.00' LT. | 4.00' | 97014.00' | CSCTD |
| 462 | STA. 219+90.92, 14.00' LT. | 463 | STA. 220+12.40, 14.00' LT. | 21.49' | 97014.00' | CSC |
| 463 | STA. 220+12.40, 14.00' LT. | 464 | STA. 220+17.09, 14.75' LT. | 4.77' | 15.00' | CSC |
| 464 | STA. 220+17.09, 14.75' LT. | 465 | STA. 220+27.71, 18.25' LT. | 11.18' | - | CSC |
| 465 | STA. 220+27.71, 18.25' LT. | 466 | STA. 220+32.40, 19.00' LT. | 4.77' | 15.00' | CSC |
| 466 | STA. 220+32.40, 19.00' LT. | 467 | STA. 223+14.35, 19.00' LT. | 282.00' | 97019.00' | CSC |
| 467 | STA. 223+14.35, 19.00' LT. | 468 | STA. 223+19.04, 18.25' LT. | 4.77' | 15.00' | CSC |
| 468 | STA. 223+19.04, 18.25' LT. | 469 | STA. 223+29.65, 14.75' LT. | 11.18' | - | CSC |
| 469 | STA. 223+29.65, 14.75' LT. | 470 | STA. 223+34.34, 14.00' LT. | 4.77' | 15.00' | CSC |
| 470 | STA. 223+34.34, 14.00' LT. | 471 | STA. 223+55.87, 14.00' LT. | 21.53' | 97014.00' | CSC |
| 471 | STA. 223+55.87, 14.00' LT. | 472 | STA. 223+59.87, 14.00' LT. | 4.00' | 97014.00' | CSCTD |

CB = NEENAH FRAME R-3303
CSC = CONCRETE SLIPFORM CURB
CSCTD = CONCRETE SLIPFORM CURB TIPDOWN
HS = GRANITE HEADSTONE
5 = TYPE 5 GRANITE CURB
5TD = TYPE 5 GRANITE CURB TIPDOWN
I = TYPE I GRANITE CURB
ITD = TYPE I GRANITE CURB TIPDOWN

Engineering
Building Partnerships

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | M. HILL | | |
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WARDENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | - | - | - |
| DESIGN3-DETAILED3 | - | - | - |
| REVISIONS 1 | - | - | - |
| REVISIONS 2 | - | - | - |
| REVISIONS 3 | - | - | - |
| REVISIONS 4 | - | - | - |
| FIELD CHANGES | - | - | - |

SIGNATURE

P.E. NUMBER

DATE

SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

GEOMETRIC CURB LAYOUT

SHEET NUMBER
30
OF 117

Filename: ...\Highway\031_CurbingPlan6.dgn Division: HIGHWAY Username: Mike.Cundiff Date:8/12/2026
U:\City of Sanford Maine\3421.11_William Oscar Emery & Riverside Improvements\Z - CAD\00\Highway\031_CurbingPlan6.dgn

## CURB TABLE

| PT. NO. | STATION/OFFSET FROM | PT. NO. | STATION/OFFSET TO | LENGTH (FT) | RADIUS (FT) | CURB TYPE |
|---|---|---|---|---|---|---|
| 473 | STA. 223+65.87, 14.00' LT. | 474 | STA. 223+69.87, 14.00' LT. | 4.00' | 97014.00' | CSCTD |
| 474 | STA. 223+69.87, 14.00' LT. | 475 | STA. 223+96.55, 14.00' LT. | 26.68' | 97014.00' | CSC |
| 475 | STA. 223+96.55, 14.00' LT. | 476 | STA. 224+01.23, 14.75' LT. | 4.77' | 15.00' | CSC |
| 476 | STA. 224+01.23, 14.75' LT. | 477 | STA. 224+11.85, 18.25' LT. | 11.18' | - | CSC |
| 477 | STA. 224+11.85, 18.25' LT. | 478 | STA. 224+16.54, 19.00' LT. | 4.77' | 15.00' | CSC |
| 478 | STA. 224+16.54, 19.00' LT. | 479 | STA. 224+43.61, 19.00' LT. | 27.07' | 97019.00' | CSC |
| 479 | STA. 224+43.61, 19.00' LT. | 480 | STA. 225+73.25, 19.00' LT. | 129.65' | - | CSC |
| 480 | STA. 225+73.25, 19.00' LT. | 481 | STA. 225+81.04, 20.58' LT. | 8.00' | 20.00' | CSCTD |
| | | | | | | |
| 491 | STA. 226+29.46, 20.58' LT. | 492 | STA. 226+37.25, 19.00' LT. | 8.00' | 20.00' | CSCTD |
| 492 | STA. 226+37.25, 19.00' LT. | 493 | STA. 226+39.25, 19.00' LT. | 2.00' | - | CSCTD |
| 493 | STA. 226+39.25, 19.00' LT. | 494 | STA. 227+01.25, 19.00' LT. | 62.00' | - | CSC |
| 494 | STA. 227+01.25, 19.00' LT. | 495 | STA. 227+05.94, 18.25' LT. | 4.77' | 15.00' | CSC |
| 495 | STA. 227+05.94, 18.25' LT. | 496 | STA. 227+16.56, 14.75' LT. | 11.18' | - | CSC |
| 496 | STA. 227+16.56, 14.75' LT. | 497 | STA. 227+21.25, 14.00' LT. | 4.77' | 15.00' | CSC |
| 497 | STA. 227+21.25, 14.00' LT. | 498 | STA. 227+26.29, 14.00' LT. | 5.03' | - | CSC |
| 498 | STA. 227+26.29, 14.00' LT. | 499 | STA. 227+30.29, 14.00' LT. | 4.00' | - | CSCTD |
| | | | | | | |
| 501 | STA. 227+36.29, 14.00' LT. | 502 | STA. 227+40.29, 14.00' LT. | 4.00' | - | CSCTD |
| 502 | STA. 227+40.29, 14.00' LT. | 503 | STA. 227+74.83, 14.00' LT. | 34.54' | - | CSC |
| 503 | STA. 227+74.83, 14.00' LT. | 504 | STA. 227+96.99, 17.60' LT. | 22.55' | 70.00' | CSC |
| 504 | STA. 227+96.99, 17.60' LT. | 505 | STA. 228+04.42, 20.56' LT. | 8.00' | 70.00' | CSCTD |
| | | | | | | |
| 511 | STA. 228+64.80, 20.65' LT. | 512 | STA. 228+74.62, 19.00' LT. | 10.00' | 30.00' | CSCTD |
| 512 | STA. 228+74.62, 19.00' LT. | 513 | STA. 228+76.62, 19.00' LT. | 2.00' | - | CSCTD |
| 513 | STA. 228+76.62, 19.00' LT. | 514 | STA. 230+02.79, 19.00' LT. | 126.17' | - | CSC |
| 514 | STA. 230+02.79, 19.00' LT. | 515 | STA. 230+07.48, 18.25' LT. | 4.77' | 15.00' | CSC |
| 515 | STA. 230+07.48, 18.25' LT. | 516 | STA. 230+18.10, 14.75' LT. | 11.18' | - | CSC |
| 516 | STA. 230+18.10, 14.75' LT. | 517 | STA. 230+18.83, 14.53' LT. | 0.77' | 15.00' | CSC |
| 517 | STA. 230+18.83, 14.53' LT. | 518 | STA. 230+22.79, 14.00' LT. | 4.00' | 15.00' | CSCTD |
| | | | | | | |
| 519 | STA. 230+32.79, 14.00' LT. | 520 | STA. 230+36.79, 14.00' LT. | 4.00' | - | CSCTD |
| 520 | STA. 230+36.79, 14.00' LT. | 521 | STA. 230+39.76, 14.00' LT. | 2.98' | - | CSC |
| 521 | STA. 230+39.76, 14.00' LT. | 522 | STA. 230+44.46, 14.75' LT. | 4.77' | 15.00' | CSC |
| 522 | STA. 230+44.46, 14.75' LT. | 523 | STA. 230+55.06, 18.25' LT. | 11.16' | - | CSC |
| 523 | STA. 230+55.06, 18.25' LT. | 524 | STA. 230+59.75, 19.00' LT. | 4.79' | 15.00' | CSC |
| 524 | STA. 230+59.75, 19.00' LT. | 525 | STA. 231+09.56, 19.00' LT. | 50.00' | 5019.00' | CSC |
| 525 | STA. 231+09.56, 19.00' LT. | 526 | STA. 231+29.46, 19.95' LT. | 20.00' | - | CSC |
| 526 | STA. 231+29.46, 19.95' LT. | 527 | STA. 231+36.04, 18.78' LT. | 6.77' | 15.00' | CSC |
| 527 | STA. 231+36.04, 18.78' LT. | 528 | STA. 231+42.62, 17.62' LT. | 6.77' | 15.00' | CSC |
| 528 | STA. 231+42.62, 17.62' LT. | 529 | STA. 231+80.96, 19.78' LT. | 38.54' | - | CSC |
| 529 | STA. 231+80.96, 19.78' LT. | 530 | STA. 231+82.65, 19.87' LT. | 1.70' | 117.00' | CSC |
| 530 | STA. 231+82.65, 19.87' LT. | 531 | STA. 231+88.11, 20.00' LT. | 5.48' | 117.00' | CSCTD |
| 531 | STA. 231+88.11, 20.00' LT. | 532 | STA. 231+94.60, 20.00' LT. | 6.52' | 5020.00' | CSCTD |
| | | | | | | |
| 541 | STA. 232+26.99, 21.60' LT. | 542 | STA. 232+37.67, 23.31' LT. | 12.00' | 5020.00' | CSCTD |
| 542 | STA. 232+37.67, 23.31' LT. | 543 | STA. 232+51.74, 26.56' LT. | 16.15' | 5020.00' | CSC |
| 543 | STA. 232+51.74, 26.56' LT. | 544 | STA. 232+61.91, 29.64' LT. | 12.00' | 5020.00' | CSCTD |
| | | | | | | |
| 545 | STA. 232+70.07, 32.92' LT. | 546 | STA. 232+73.13, 34.71' LT. | 4.00' | 60.00' | CSCTD |
| | | | | | | |
| 551 | STA. 100+75.00, 13.00' RT. | 552 | STA. 101+22.50, 13.00' RT. | 45.03' | 237.00' | CSC |
| 552 | STA. 101+22.50, 13.00' RT. | 553 | STA. 101+35.15, 13.00' RT. | 12.00' | 237.00' | CSCTD |
| | | | | | | |
| 554 | STA. 101+35.15, 23.00' RT. | 555 | STA. 101+35.15, 31.00' RT. | 8.00' | - | CSCTD |
| 555 | STA. 101+35.15, 31.00' RT. | 556 | STA. 101+35.15, 42.50' RT. | 11.50' | - | CSC |
| 556 | STA. 101+35.15, 42.50' RT. | 557 | STA. 101+44.79, 42.50' RT. | 8.00' | 207.50' | CSCTD |
| | | | | | | |
| 558 | STA. 101+53.23, 42.50' RT. | 559 | STA. 101+67.68, 42.50' RT. | 12.00' | 207.50' | CSCTD |
| 559 | STA. 101+67.68, 42.50' RT. | 560 | STA. 101+88.70, 42.50' RT. | 17.44' | 207.50' | CSC |
| 560 | STA. 101+88.70, 42.50' RT. | 561 | STA. 102+30.25, 42.50' RT. | 41.55' | - | CSC |
| 561 | STA. 102+30.25, 42.50' RT. | 562 | STA. 102+30.25, 31.00' RT. | 11.50' | - | CSC |
| 562 | STA. 102+30.25, 31.00' RT. | 563 | STA. 102+30.25, 23.00' RT. | 8.00' | - | CSCTD |
| | | | | | | |
| 564 | STA. 102+30.26, 13.00' RT. | 565 | STA. 102+45.26, 13.00' RT. | 15.00' | - | CSCTD |
| 565 | STA. 102+45.26, 13.00' RT. | 566 | STA. 102+50.34, 13.00' RT. | 5.08' | - | CSC |
| 566 | STA. 102+50.34, 13.00' RT. | 567 | STA. 102+54.34, 13.00' RT. | 4.00' | - | CSCTD |
| | | | | | | |
| 571 | STA. 102+64.44, 13.00' RT. | 572 | STA. 102+79.44, 13.00' RT. | 15.00' | - | CSCTD |
| 572 | STA. 102+79.44, 13.00' RT. | 573 | STA. 103+15.68, 13.00' RT. | 36.24' | - | CSC |
| 573 | STA. 103+15.68, 13.00' RT. | 574 | STA. 103+27.68, 13.00' RT. | 12.00' | - | CSCTD |
| | | | | | | |
| 575 | STA. 103+57.68, 13.00' RT. | 576 | STA. 103+72.68, 13.00' RT. | 15.00' | - | CSCTD |
| 576 | STA. 103+72.68, 13.00' RT. | 577 | STA. 104+39.92, 13.00' RT. | 67.25' | - | CSC |
| 577 | STA. 104+39.92, 13.00' RT. | 578 | STA. 104+98.39, 12.39' RT. | 59.10' | 960.00' | CSC |
| 578 | STA. 104+98.39, 12.39' RT. | 579 | STA. 105+10.23, 12.26' RT. | 12.00' | 960.00' | CSCTD |
| | | | | | | |
| 581 | STA. 105+31.96, 12.02' RT. | 582 | STA. 105+43.88, 12.00' RT. | 12.00' | - | CSCTD |
| 582 | STA. 105+43.88, 12.00' RT. | 583 | STA. 106+03.69, 12.00' RT. | 59.80' | - | CSC |
| 583 | STA. 106+03.69, 12.00' RT. | 584 | STA. 106+15.69, 12.00' RT. | 12.00' | - | CSCTD |
| | | | | | | |
| 585 | STA. 106+21.69, 12.00' RT. | 586 | STA. 106+27.69, 12.00' RT. | 6.00' | - | CSCTD |
| 586 | STA. 106+27.69, 12.00' RT. | 587 | STA. 106+33.69, 12.00' RT. | 6.00' | - | CSCTD |
| | | | | | | |
| 588 | STA. 106+54.69, 12.00' RT. | 589 | STA. 106+58.69, 12.00' RT. | 4.00' | - | CSCTD |
| 589 | STA. 106+58.69, 12.00' RT. | 590 | STA. 106+62.69, 12.00' RT. | 4.00' | - | CSCTD |
| | | | | | | |
| 591 | STA. 106+82.69, 12.00' RT. | 592 | STA. 106+94.69, 12.00' RT. | 12.00' | - | CSCTD |
| 592 | STA. 106+94.69, 12.00' RT. | 593 | STA. 107+07.86, 12.00' RT. | 13.17' | - | CSC |
| 593 | STA. 107+07.86, 12.00' RT. | 594 | STA. 107+19.86, 12.00' RT. | 12.00' | - | CSCTD |
| | | | | | | |
| 595 | STA. 106+03.69, 22.00' RT. | 596 | STA. 106+17.69, 22.00' RT. | 14.00' | - | I |
| | | | | | | |
| 597 | STA. 106+19.69, 22.00' RT. | 598 | STA. 106+27.69, 22.00' RT. | 8.00' | - | I |

* FROM STA. 230+64 TO STA. 230+90 THE CURB SHALL BE MOLD 2 INSTEAD OF MOLD 1. TRANSITION BETWEEN MOLDS OVER AN 8-FOOT LENGTH.

## CURB TABLE

| PT. NO. | STATION/OFFSET FROM | PT. NO. | STATION/OFFSET TO | LENGTH (FT) | RADIUS (FT) | CURB TYPE |
|---|---|---|---|---|---|---|
| 601 | STA. 107+39.86, 12.00' RT. | 602 | STA. 107+51.86, 12.00' RT. | 12.00' | - | CSCTD |
| 602 | STA. 107+51.86, 12.00' RT. | 603 | STA. 107+62.68, 12.00' RT. | 10.82' | - | CSC |
| 603 | STA. 107+62.68, 12.00' RT. | 604 | STA. 107+98.61, 12.00' RT. | 37.65' | 263.00' | CSC |
| 604 | STA. 107+98.61, 12.00' RT. | 605 | STA. 108+06.24, 12.00' RT. | 8.00' | 263.00' | CSCTD |
| | | | | | | |
| 606 | STA. 108+25.69, 12.00' RT. | 607 | STA. 108+31.69, 12.00' RT. | 6.00' | - | CSCTD |
| 607 | STA. 108+31.69, 12.00' RT. | 608 | STA. 108+37.69, 12.00' RT. | 6.00' | - | CSCTD |
| | | | | | | |
| 611 | STA. 108+61.69, 12.00' RT. | 612 | STA. 108+73.69, 12.00' RT. | 12.00' | - | CSCTD |
| 612 | STA. 108+73.69, 12.00' RT. | 613 | STA. 108+76.07, 12.00' RT. | 2.38' | - | CSC |
| 613 | STA. 108+76.07, 12.00' RT. | 614 | STA. 108+80.07, 12.00' RT. | 4.00' | - | CSCTD |
| 614 | STA. 108+80.07, 12.00' RT. | 615 | STA. 108+87.97, 13.06' RT. | 8.00' | 30.00' | CSCTD |
| | | | | | | |
| 616 | STA. 108+93.78, 15.32' RT. | 617 | STA. 108+96.39, 16.82' RT. | 3.00' | 30.00' | CSCTD |
| 617 | STA. 108+96.39, 16.82' RT. | 618 | STA. 108+98.71, 18.73' RT. | 3.00' | 12.50' | CSCTD |
| | | | | | | |
| 619 | STA. 109+02.17, 27.84' RT. | 620 | STA. 109+02.05, 35.84' RT. | 8.00' | - | ITD |
| 620 | STA. 109+02.05, 35.84' RT. | 621 | STA. 109+01.97, 43.85' RT. | 8.01' | - | I |
| | | | | | | |
| 631 | STA. 109+32.54, 40.22' RT. | 632 | STA. 109+32.52, 36.22' RT. | 4.00' | - | I |
| 632 | STA. 109+32.52, 36.22' RT. | 633 | STA. 109+33.84, 28.37' RT. | 8.00' | 24.00' | ITD |
| | | | | | | |
| 634 | STA. 109+38.98, 19.83' RT. | 635 | STA. 109+41.94, 17.13' RT. | 4.00' | 24.00' | CSCTD |
| 635 | STA. 109+41.94, 17.13' RT. | 636 | STA. 109+45.31, 14.94' RT. | 4.00' | 24.00' | CSCTD |
| | | | | | | |
| 637 | STA. 109+50.99, 12.74' RT. | 638 | STA. 109+56.96, 12.00' RT. | 6.00' | 24.00' | CSCTD |
| 638 | STA. 109+56.96, 12.00' RT. | 639 | STA. 109+63.00, 12.00' RT. | 6.00' | 1987.00' | CSCTD |
| 639 | STA. 109+63.00, 12.00' RT. | 640 | STA. 110+04.60, 12.00' RT. | 41.35' | 1987.00' | CSC |
| 640 | STA. 110+04.60, 12.00' RT. | 641 | STA. 110+05.39, 12.00' RT. | 0.79' | - | CSC |
| 641 | STA. 110+05.39, 12.00' RT. | 642 | STA. 110+17.39, 12.00' RT. | 12.00' | - | CSCTD |
| | | | | | | |
| 643 | STA. 110+43.39, 12.00' RT. | 644 | STA. 110+53.39, 12.00' RT. | 10.00' | - | CSCTD |
| 644 | STA. 110+53.39, 12.00' RT. | 645 | STA. 110+58.37, 12.00' RT. | 4.98' | - | CSC |
| 645 | STA. 110+58.37, 12.00' RT. | 646 | STA. 110+70.37, 12.00' RT. | 12.00' | - | CSCTD |
| | | | | | | |
| 651 | STA. 110+90.37, 12.00' RT. | 652 | STA. 110+98.37, 12.00' RT. | 8.00' | - | CSCTD |
| 652 | STA. 110+98.37, 12.00' RT. | 653 | STA. 111+07.51, 12.00' RT. | 9.14' | - | CSC |
| 653 | STA. 111+07.51, 12.00' RT. | 654 | STA. 111+32.75, 12.00' RT. | 25.17' | 3987.00' | CSC |
| 654 | STA. 111+32.75, 12.00' RT. | 655 | STA. 111+44.79, 12.00' RT. | 12.00' | 3987.00' | CSCTD |
| | | | | | | |
| 656 | STA. 111+50.81, 12.00' RT. | 657 | STA. 111+62.84, 12.00' RT. | 12.00' | 3987.00' | CSCTD |
| 657 | STA. 111+62.84, 12.00' RT. | 658 | STA. 111+69.03, 12.00' RT. | 6.17' | 3987.00' | CSC |
| 658 | STA. 111+69.03, 12.00' RT. | 659 | STA. 111+81.07, 12.00' RT. | 12.00' | 3987.00' | CSCTD |
| | | | | | | |
| 660 | STA. 112+03.13, 12.00' RT. | 661 | STA. 112+07.14, 12.00' RT. | 4.00' | 3987.00' | CSCTD |
| 661 | STA. 112+07.14, 12.00' RT. | 662 | STA. 112+11.16, 12.00' RT. | 4.00' | 3987.00' | CSCTD |
| | | | | | | |
| 663 | STA. 112+35.23, 12.00' RT. | 664 | STA. 112+47.23, 12.00' RT. | 12.00' | - | CSCTD |
| 664 | STA. 112+47.23, 12.00' RT. | 665 | STA. 112+70.15, 12.00' RT. | 22.92' | - | CSC |
| 665 | STA. 112+70.15, 12.00' RT. | 666 | STA. 112+82.15, 12.00' RT. | 12.00' | - | CSCTD |
| | | | | | | |
| 667 | STA. 113+08.15, 12.00' RT. | 668 | STA. 113+12.15, 12.00' RT. | 4.00' | - | CSCTD |
| 668 | STA. 113+12.15, 12.00' RT. | 669 | STA. 113+16.15, 12.00' RT. | 4.00' | - | CSCTD |
| | | | | | | |
| 671 | STA. 113+36.15, 12.00' RT. | 672 | STA. 113+48.15, 12.00' RT. | 12.00' | - | CSCTD |
| 672 | STA. 113+48.15, 12.00' RT. | 673 | STA. 113+54.39, 12.00' RT. | 6.23' | - | CSC |
| 673 | STA. 113+54.39, 12.00' RT. | 674 | STA. 113+66.39, 12.00' RT. | 12.00' | - | CSCTD |
| | | | | | | |
| 675 | STA. 113+92.39, 12.00' RT. | 676 | STA. 114+02.39, 12.00' RT. | 10.00' | - | CSCTD |
| 676 | STA. 114+02.39, 12.00' RT. | 677 | STA. 114+09.85, 12.00' RT. | 7.47' | - | CSC |
| 677 | STA. 114+09.85, 12.00' RT. | 678 | STA. 114+19.85, 12.00' RT. | 10.00' | - | CSCTD |
| | | | | | | |
| 679 | STA. 41+03.47, 13.01' LT. | 680 | STA. 40+99.52, 13.55' LT. | 4.00' | 20.00' | CSCTD |
| 680 | STA. 40+99.52, 13.55' LT. | 681 | STA. 40+95.64, 14.93' LT. | 4.12' | 20.00' | CSC |
| 681 | STA. 40+95.64, 14.93' LT. | 682 | STA. 40+89.30, 16.74' LT. | 6.63' | 20.00' | CSC |
| 682 | STA. 40+89.30, 16.74' LT. | 683 | STA. 40+85.31, 16.79' LT. | 4.00' | 20.00' | CSCTD |
| | | | | | | |
| 691 | STA. 114+68.53, 12.17' RT. | 692 | STA. 114+70.52, 12.00' RT. | 2.00' | 12.00' | CSCTD |
| 692 | STA. 114+70.52, 12.00' RT. | 693 | STA. 114+78.52, 12.00' RT. | 8.00' | - | CSCTD |
| 693 | STA. 114+78.52, 12.00' RT. | 694 | STA. 114+98.76, 12.00' RT. | 20.24' | - | CSC |
| 694 | STA. 114+98.76, 12.00' RT. | 695 | STA. 115+10.76, 12.00' RT. | 12.00' | - | CSCTD |
| | | | | | | |
| 696 | STA. 115+32.76, 12.00' RT. | 697 | STA. 115+42.76, 12.00' RT. | 10.00' | - | CSCTD |
| 697 | STA. 115+42.76, 12.00' RT. | 698 | STA. 115+52.76, 12.00' RT. | 10.00' | - | CSCTD |
| | | | | | | |
| 701 | STA. 115+72.76, 12.00' RT. | 702 | STA. 115+82.76, 12.00' RT. | 10.00' | - | CSCTD |
| 702 | STA. 115+82.76, 12.00' RT. | 703 | STA. 116+02.24, 12.00' RT. | 19.47' | - | CSC |
| 703 | STA. 116+02.24, 12.00' RT. | 704 | STA. 116+12.24, 12.00' RT. | 10.00' | - | CSCTD |
| | | | | | | |
| 705 | STA. 116+38.24, 12.00' RT. | 706 | STA. 116+50.24, 12.00' RT. | 12.00' | - | CSCTD |
| 706 | STA. 116+50.24, 12.00' RT. | 707 | STA. 116+55.34, 12.00' RT. | 5.11' | - | CSC |
| 707 | STA. 116+55.34, 12.00' RT. | 708 | STA. 116+71.18, 12.00' RT. | 15.14' | 263.00' | CSC |
| 708 | STA. 116+71.18, 12.00' RT. | 709 | STA. 116+83.72, 12.00' RT. | 12.00' | 263.00' | CSCTD |
| | | | | | | |
| 711 | STA. 117+10.92, 12.4' RT. | 712 | STA. 117+23.49, 12.86' RT. | 12.00' | 200.00' | CSCTD |
| 712 | STA. 117+23.49, 12.86' RT. | 713 | STA. 117+67.89, 15.83' RT. | 42.22' | 200.00' | CSC |
| 713 | STA. 117+67.89, 15.83' RT. | 714 | STA. 118+56.32, 17.00' RT. | 86.89' | - | CSC |
| 714 | STA. 118+56.32, 17.00' RT. | 715 | STA. 118+68.32, 17.00' RT. | 12.00' | - | CSCTD |

CB = NEENAH FRAME R-3303
CSC = CONCRETE SLIPFORM CURB
CSCTD = CONCRETE SLIPFORM CURB TIPDOWN
HS = GRANITE HEADSTONE
5 = TYPE 5 GRANITE CURB
5TD = TYPE 5 GRANITE CURB TIPDOWN
I = TYPE I GRANITE CURB
ITD = TYPE I GRANITE CURB TIPDOWN

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01

| | | | |
|---|---|---|---|
| PROJ. MANAGER | M. HILL | BY | DATE |
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WARREN | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | - | - | - |
| DESIGN3-DETAILED3 | - | - | - |
| REVISIONS 1 | - | - | - |
| REVISIONS 2 | - | - | - |
| REVISIONS 3 | - | - | - |
| REVISIONS 4 | - | - | - |
| FIELD CHANGES | - | - | - |

SIGNATURE

P.E. NUMBER

DATE

SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

GEOMETRIC CURB LAYOUT

Engineering
Building Partnerships

SHEET NUMBER

31

OF 117

Filename: ...\Highway\032_CurbingPlan7.dgn Division: HIGHWAY Username: Mike.Cundiff Date:8/12/2026
U:\City of Sanford Maine\3421.11_William Oscar Emery & Riverside Improvements\Z - CAD\00\Highway\032_CurbingPlan7.dgn

## CURB TABLE

| PT. NO. | STATION/OFFSET FROM | PT. NO. | STATION/OFFSET TO | LENGTH (FT) | RADIUS (FT) | CURB TYPE |
|---|---|---|---|---|---|---|
| 716 | STA. 118+74.32, 17.00' RT. | 717 | STA. 118+86.32, 17.00' RT. | 12.00' | - | CSCTD |
| 717 | STA. 118+86.32, 17.00' RT. | 718 | STA. 118+98.49, 17.00' RT. | 12.16' | - | CSC |
| 718 | STA. 118+98.49, 17.00' RT. | 719 | STA. 119+02.12, 16.9' RT. | 3.63' | 63.00' | CSC |
| 719 | STA. 119+02.12, 16.9' RT. | 720 | STA. 205+15.82, 14.10' RT. | 48.50' | - | CSC |
| 720 | STA. 205+15.82, 14.10' RT. | 721 | STA. 205+19.28, 14.00' RT. | 3.46' | 60.00' | CSC |
| 721 | STA. 205+19.28, 14.00' RT. | 721A | STA. 205+40.93, 14.00' RT. | 21.65' | - | CSC |
| 721A | STA. 205+40.93, 14.00' RT. | 721B | STA. 205+42.85, 14.00' RT. | 1.92' | - | CB |
| 721B | STA. 205+42.85, 14.00' RT. | 722 | STA. 205+76.60, 14.00' RT. | 33.74' | - | CSC |
| 722 | STA. 205+76.60, 14.00' RT. | 723 | STA. 205+81.18, 14.72' RT. | 4.66' | 15.00' | CSC |
| 723 | STA. 205+81.18, 14.72' RT. | 724 | STA. 205+92.28, 18.28' RT. | 11.66' | - | CSC |
| 724 | STA. 205+92.28, 18.28' RT. | 725 | STA. 205+96.87, 19.00' RT. | 4.66' | 15.00' | CSC |
| 725 | STA. 205+96.87, 19.00' RT. | 726 | STA. 207+08.40, 19.00' RT. | 125.29' | 173.00' | CSC |
| 726 | STA. 207+08.40, 19.00' RT. | 727 | STA. 209+71.93, 19.00' RT. | 254.42' | 531.00' | CSC |
| 727 | STA. 209+71.93, 19.00' RT. | 728 | STA. 209+73.91, 19.00' RT. | 1.92' | 531.00' | CB |
| 728 | STA. 209+73.91, 19.00' RT. | 729 | STA. 210+12.51, 19.00' RT. | 37.26' | 531.00' | CSC |
| 729 | STA. 210+12.51, 19.00' RT. | 730 | STA. 210+17.13, 18.30' RT. | 4.54' | 15.00' | CSC |
| 730 | STA. 210+17.13, 18.30' RT. | 731 | STA. 210+27.89, 14.83' RT. | 11.00' | - | CSC |
| 731 | STA. 210+27.89, 14.83' RT. | 732 | STA. 210+33.03, 14.00' RT. | 5.10' | 15.00' | CSC |
| 732 | STA. 210+33.03, 14.00' RT. | 733 | STA. 210+59.42, 14.00' RT. | 25.72' | 536.00' | CSC |
| 733 | STA. 210+59.42, 14.00' RT. | 734 | STA. 210+60.42, 14.00' RT. | 1.00' | - | CSC |
| 734 | STA. 210+60.42, 14.00' RT. | 735 | STA. 210+64.42, 14.00' RT. | 4.00' | - | CSCTD |
| | | | | | | |
| 741 | STA. 210+70.42, 14.00' RT. | 742 | STA. 210+74.42, 14.00' RT. | 4.00' | - | CSCTD |
| 742 | STA. 210+74.42, 14.00' RT. | 743 | STA. 210+96.58, 14.00' RT. | 22.16' | - | CSC |
| 743 | STA. 210+96.58, 14.00' RT. | 744 | STA. 211+01.27, 14.75' RT. | 4.77' | 15.00' | CSC |
| 744 | STA. 211+01.27, 14.75' RT. | 745 | STA. 211+11.89, 18.25' RT. | 11.18' | - | CSC |
| 745 | STA. 211+11.89, 18.25' RT. | 746 | STA. 211+16.58, 19.00' RT. | 4.77' | 15.00' | CSC |
| 746 | STA. 211+16.58, 19.00' RT. | 747 | STA. 214+58.82, 19.00' RT. | 342.23' | - | CSC |
| 747 | STA. 214+58.82, 19.00' RT. | 748 | STA. 214+65.35, 17.50' RT. | 6.77' | 15.00' | CSC |
| 748 | STA. 214+65.35, 17.50' RT. | 749 | STA. 214+71.89, 16.00' RT. | 6.77' | 15.00' | CSC |
| 749 | STA. 214+71.89, 16.00' RT. | 750 | STA. 214+86.82, 16.00' RT. | 14.92' | - | CSC |
| 750 | STA. 214+86.82, 16.00' RT. | 751 | STA. 214+90.82, 16.00' RT. | 4.00' | - | CSCTD |
| | | | | | | |
| 761 | STA. 215+00.82, 16.00' RT. | 762 | STA. 215+11.82, 16.00' RT. | 11.00' | - | 5TD |
| 762 | STA. 215+11.82, 16.00' RT. | 763 | STA. 215+28.25, 16.00' RT. | 16.43' | - | 5 |
| 763 | STA. 215+28.25, 16.00' RT. | 764 | STA. 216+66.26, 16.00' RT. | 123.67' | 138.00' | 5 |
| 764 | STA. 216+66.26, 16.00' RT. | 765 | STA. 216+82.69, 16.00' RT. | 16.43' | 96984.00' | 5 |
| 765 | STA. 216+82.69, 16.00' RT. | 766 | STA. 216+93.70, 16.00' RT. | 11.00' | 96984.00' | 5TD |
| | | | | | | |
| 771 | STA. 217+03.70, 16.00' RT. | 772 | STA. 217+07.70, 16.00' RT. | 4.00' | 96984.00' | CSCTD |
| 772 | STA. 217+07.70, 16.00' RT. | 773 | STA. 217+22.62, 16.00' RT. | 14.92' | 96984.00' | CSC |
| 773 | STA. 217+22.62, 16.00' RT. | 774 | STA. 217+29.16, 17.50' RT. | 6.77' | 15.00' | CSC |
| 774 | STA. 217+29.16, 17.50' RT. | 775 | STA. 217+35.70, 19.00' RT. | 6.77' | 15.00' | CSC |
| 775 | STA. 217+35.70, 19.00' RT. | 776 | STA. 219+35.31, 19.00' RT. | 199.57' | 96981.00' | CSC |
| 776 | STA. 219+35.31, 19.00' RT. | 777 | STA. 219+40.04, 18.24' RT. | 4.81' | 15.00' | CSC |
| 777 | STA. 219+40.04, 18.24' RT. | 778 | STA. 219+50.48, 14.77' RT. | 11.00' | - | CSC |
| 778 | STA. 219+50.48, 14.77' RT. | 779 | STA. 219+55.22, 14.00' RT. | 4.81' | 15.00' | CSC |
| 779 | STA. 219+55.22, 14.00' RT. | 780 | STA. 219+76.80, 14.00' RT. | 21.58' | 96986.00' | CSC |
| 780 | STA. 219+76.80, 14.00' RT. | 781 | STA. 219+80.80, 14.00' RT. | 4.00' | 96986.00' | CSCTD |
| | | | | | | |
| 791 | STA. 219+86.80, 14.00' RT. | 792 | STA. 219+90.80, 14.00' RT. | 4.00' | 96986.00' | CSCTD |
| 792 | STA. 219+90.80, 14.00' RT. | 793 | STA. 220+12.42, 14.00' RT. | 21.62' | 96986.00' | CSC |
| 793 | STA. 220+12.42, 14.00' RT. | 794 | STA. 220+17.17, 14.77' RT. | 4.83' | 15.00' | CSC |
| 794 | STA. 220+17.17, 14.77' RT. | 795 | STA. 220+27.54, 18.23' RT. | 10.93' | - | CSC |
| 795 | STA. 220+27.54, 18.23' RT. | 796 | STA. 220+32.28, 19.00' RT. | 4.83' | 15.00' | CSC |
| 796 | STA. 220+32.28, 19.00' RT. | 797 | STA. 223+14.34, 19.00' RT. | 282.00' | 96981.00' | CSC |
| 797 | STA. 223+14.34, 19.00' RT. | 798 | STA. 223+19.03, 18.25' RT. | 4.77' | 15.00' | CSC |
| 798 | STA. 223+19.03, 18.25' RT. | 799 | STA. 223+29.65, 14.75' RT. | 11.18' | - | CSC |
| 799 | STA. 223+29.65, 14.75' RT. | 800 | STA. 223+34.34, 14.00' RT. | 4.77' | 15.00' | CSC |
| 800 | STA. 223+34.34, 14.00' RT. | 801 | STA. 223+55.84, 14.00' RT. | 21.50' | 96986.00' | CSC |
| 801 | STA. 223+55.84, 14.00' RT. | 802 | STA. 223+59.84, 14.00' RT. | 4.00' | 96986.00' | CSCTD |
| | | | | | | |
| 811 | STA. 223+65.85, 14.00' RT. | 812 | STA. 223+69.85, 14.00' RT. | 4.00' | 96986.00' | CSCTD |
| 812 | STA. 223+69.85, 14.00' RT. | 813 | STA. 223+96.54, 14.00' RT. | 26.70' | 96986.00' | CSC |
| 813 | STA. 223+96.54, 14.00' RT. | 814 | STA. 224+01.24, 14.75' RT. | 4.77' | 15.00' | CSC |
| 814 | STA. 224+01.24, 14.75' RT. | 815 | STA. 224+11.85, 18.25' RT. | 11.17' | - | CSC |
| 815 | STA. 224+11.85, 18.25' RT. | 816 | STA. 224+16.54, 19.00' RT. | 4.77' | 15.00' | CSC |
| 816 | STA. 224+16.54, 19.00' RT. | 817 | STA. 224+43.61, 19.00' RT. | 27.06' | 96981.00' | CSC |
| 817 | STA. 224+43.61, 19.00' RT. | 818 | STA. 226+98.55, 19.00' RT. | 254.94' | - | CSC |
| 818 | STA. 226+98.55, 19.00' RT. | 819 | STA. 227+03.24, 18.25' RT. | 4.77' | 15.00' | CSC |
| 819 | STA. 227+03.24, 18.25' RT. | 820 | STA. 227+13.86, 14.75' RT. | 11.18' | - | CSC |
| 820 | STA. 227+13.86, 14.75' RT. | 821 | STA. 227+18.55, 14.00' RT. | 4.77' | 15.00' | CSC |
| 821 | STA. 227+18.55, 14.00' RT. | 822 | STA. 227+22.29, 14.00' RT. | 3.74' | - | CSC |
| 822 | STA. 227+22.29, 14.00' RT. | 823 | STA. 227+26.29, 14.00' RT. | 4.00' | - | CSC |
| 823 | STA. 227+26.29, 14.00' RT. | 824 | STA. 227+30.29, 14.00' RT. | 4.00' | - | CSCTD |
| | | | | | | |
| 831 | STA. 227+36.29, 14.00' RT. | 831A | STA. 227+40.29, 14.00' RT. | 4.00' | - | CSCTD |
| 831A | STA. 227+40.29, 14.00' RT. | 832 | STA. 227+44.29, 14.00' RT. | 4.00' | - | CSC |
| 832 | STA. 227+44.29, 14.00' RT. | 833 | STA. 227+66.51, 14.00' RT. | 22.23' | - | CSC |
| 833 | STA. 227+66.51, 14.00' RT. | 834 | STA. 227+71.20, 14.75' RT. | 4.77' | 15.00' | CSC |
| 834 | STA. 227+71.20, 14.75' RT. | 835 | STA. 227+81.82, 18.25' RT. | 11.18' | - | CSC |
| 835 | STA. 227+81.82, 18.25' RT. | 836 | STA. 227+86.51, 19.00' RT. | 4.77' | 15.00' | CSC |
| 836 | STA. 227+86.51, 19.00' RT. | 837 | STA. 230+02.79, 19.00' RT. | 216.27' | - | CSC |
| 837 | STA. 230+02.79, 19.00' RT. | 838 | STA. 230+07.48, 18.25' RT. | 4.77' | 15.00' | CSC |
| 838 | STA. 230+07.48, 18.25' RT. | 839 | STA. 230+18.10, 14.75' RT. | 11.18' | - | CSC |
| 839 | STA. 230+18.10, 14.75' RT. | 840 | STA. 230+18.83, 14.53' RT. | 0.77' | 15.00' | CSC |
| 840 | STA. 230+18.83, 14.53' RT. | 841 | STA. 230+22.79, 14.00' RT. | 4.00' | 15.00' | CSCTD |

## CURB TABLE

| PT. NO. | STATION/OFFSET FROM | PT. NO. | STATION/OFFSET TO | LENGTH (FT) | RADIUS (FT) | CURB TYPE |
|---|---|---|---|---|---|---|
| 851 | STA. 230+32.79, 14.00' RT. | 852 | STA. 230+36.79, 14.00' RT. | 4.00' | - | CSCTD |
| 852 | STA. 230+36.79, 14.00' RT. | 853 | STA. 230+47.22, 14.00' RT. | 10.43' | - | CSC |
| 853 | STA. 230+47.22, 14.00' RT. | 854 | STA. 230+51.91, 14.75' RT. | 4.78' | 15.00' | CSC |
| 854 | STA. 230+51.91, 14.75' RT. | 855 | STA. 230+62.57, 18.25' RT. | 11.20' | - | CSC |
| 855 | STA. 230+62.57, 18.25' RT. | 856 | STA. 230+67.25, 19.00' RT. | 4.74' | 15.00' | CSC |
| 856 | STA. 230+67.25, 19.00' RT. | 857 | STA. 231+09.41, 19.00' RT. | 42.00' | 4981.00' | CSC |
| 857 | STA. 231+09.41, 19.00' RT. | 858 | STA. 231+77.60, 22.68' RT. | 68.00' | - | CSC |
| 858 | STA. 231+77.60, 22.68' RT. | 859 | STA. 231+84.51, 21.36' RT. | 7.07' | 15.00' | CSC |
| 859 | STA. 231+84.51, 21.36' RT. | 860 | STA. 231+90.97, 20.02' RT. | 6.62' | 15.00' | CSC |
| 860 | STA. 231+90.97, 20.02' RT. | 861 | STA. 232+39.82, 23.20' RT. | 44.83' | 175.00' | CSC |
| 861 | STA. 232+39.82, 23.20' RT. | 862 | STA. 232+43.12, 23.43' RT. | 2.93' | 175.00' | CSCTD |
| 862 | STA. 232+43.12, 23.43' RT. | 863 | STA. 232+53.19, 25.30' RT. | 9.07' | 30.00' | CSCTD |
| | | | | | | |
| 871 | STA. 232+63.46, 29.84' RT. | 872 | STA. 232+73.58, 38.32' RT. | 12.00' | 30.00' | CSCTD |
| 872 | STA. 232+73.58, 38.32' RT. | 873 | STA. 232+78.56, 45.45' RT. | 8.17' | 36.00' | CSC |
| 873 | STA. 232+78.56, 45.45' RT. | 874 | STA. 232+82.49, 57.03' RT. | 12.00' | 36.00' | CSCTD |
| | | | | | | |
| 881 | STA. 117+78.35, 2.56' RT. | 882 | STA. 118+66.32, 3.00' RT. | 87.82' | - | 5 |
| 882 | STA. 118+66.32, 3.00' RT. | 883 | STA. 118+68.32, 1.00' RT. | 3.14' | 2.00' | 5 |
| 883 | STA. 118+68.32, 1.00' RT. | 884 | STA. 118+68.32, 1.00' LT. | 2.00' | - | 5 |
| 884 | STA. 118+68.32, 1.00' LT. | 885 | STA. 118+66.32, 3.00' LT. | 3.14' | 2.00' | 5 |
| 885 | STA. 118+66.32, 3.00' LT. | 886 | STA. 118+14.62, 3.00' LT. | 51.71' | - | 5 |
| 886 | STA. 118+14.62, 3.00' LT. | 887 | STA. 117+78.36, 1.44' LT. | 36.41' | 329.00' | 5 |
| 887 | STA. 117+78.36, 1.44' LT. | 881 | STA. 117+78.35, 2.56' RT. | 6.06' | 2.00' | 5 |
| | | | | | | |
| 891 | STA. 118+76.32, 3.00' RT. | 892 | STA. 118+98.49, 3.00' RT. | 22.16' | - | 5 |
| 892 | STA. 118+98.49, 3.00' RT. | 893 | STA. 118+98.49, 3.00' LT. | 9.42' | 3.00' | 5 |
| 893 | STA. 118+98.49, 3.00' LT. | 894 | STA. 118+76.32, 3.00' LT. | 22.16' | - | 5 |
| 894 | STA. 118+76.32, 3.00' LT. | 895 | STA. 118+74.32, 1.00' LT. | 3.14' | 2.00' | 5 |
| 895 | STA. 118+74.32, 1.00' LT. | 896 | STA. 118+74.32, 1.00' RT. | 2.00' | - | 5 |
| 896 | STA. 118+74.32, 1.00' RT. | 891 | STA. 118+76.32, 3.00' RT. | 3.14' | 2.00' | 5 |
| | | | | | | |
| 901 | STA. 231+66.23, 2.10' RT. | 902 | STA. 231+82.74, 2.90' RT. | 16.52' | - | 5 |
| 902 | STA. 231+82.74, 2.90' RT. | 903 | STA. 231+87.27, 3.00' RT. | 4.53' | 100.00' | 5 |
| 903 | STA. 231+87.27, 3.00' RT. | 904 | STA. 231+97.00, 3.00' RT. | 9.72' | 4997.00' | 5 |
| 904 | STA. 231+97.00, 3.00' RT. | 905 | STA. 231+97.00, 3.00' LT. | 9.42' | 3.00' | 5 |
| 905 | STA. 231+97.00, 3.00' LT. | 906 | STA. 231+88.11, 3.00' LT. | 8.90' | 5003.00' | 5 |
| 906 | STA. 231+88.11, 3.00' LT. | 907 | STA. 231+81.98, 2.82' LT. | 6.14' | 100.00' | 5 |
| 907 | STA. 231+81.98, 2.82' LT. | 908 | STA. 231+66.21, 1.89' LT. | 15.80' | - | 5 |
| 908 | STA. 231+66.21, 1.89' LT. | 901 | STA. 231+66.23, 2.10' RT. | 6.07' | 2.00' | 5 |
| | | | | | | |
| 911 | STA. 232+33.40, 3.75' RT. | 912 | STA. 232+55.08, 4.49' RT. | 21.25' | 181.00' | 5 |
| 912 | STA. 232+55.08, 4.49' RT. | 913 | STA. 232+57.16, 2.82' RT. | 2.88' | 2.00' | 5 |
| 913 | STA. 232+57.16, 2.82' RT. | 914 | STA. 232+58.05, 2.82' LT. | 5.70' | - | 5 |
| 914 | STA. 232+58.05, 2.82' LT. | 915 | STA. 232+56.02, 5.13' LT. | 3.55' | 2.00' | 5 |
| 915 | STA. 232+56.02, 5.13' LT. | 916 | STA. 232+33.35, 4.18' LT. | 23.22' | 199.00' | 5 |
| 916 | STA. 232+33.35, 4.18' LT. | 911 | STA. 232+33.40, 3.75' RT. | 12.18' | 3.97' | 5 |
| | | | | | | |
| 921 | STA. 232+70.04, 3.23' RT. | 922 | STA. 232+74.47, 2.01' RT. | 4.54' | 70.00' | 5 |
| 922 | STA. 232+74.47, 2.01' RT. | 923 | STA. 232+73.10, 5.79' LT. | 11.48' | 4.00' | 5 |
| 923 | STA. 232+73.10, 5.79' LT. | 924 | STA. 232+69.98, 5.67' LT. | 3.21' | 199.00' | 5 |
| 924 | STA. 232+69.98, 5.67' LT. | 925 | STA. 232+68.10, 3.87' LT. | 2.88' | 2.00' | 5 |
| 925 | STA. 232+68.10, 3.87' LT. | 926 | STA. 232+67.58, 1.08' RT. | 4.98' | - | 5 |
| 926 | STA. 232+67.58, 1.08' RT. | 921 | STA. 232+70.04, 3.23' RT. | 3.78' | 2.00' | 5 |
| | | | | | | |
| 931 | STA. 108+25.62, 29.83' RT. | 932 | STA. 108+25.74, 27.23' RT. | 2.60' | - | CSC |
| 932 | STA. 108+25.74, 27.23' RT. | 933 | STA. 108+35.69, 27.23' RT. | 9.95' | - | CSC |
| 933 | STA. 108+35.69, 27.23' RT. | 934 | STA. 108+38.77, 25.78' RT. | 3.51' | 4.00' | CSC |
| 934 | STA. 108+38.77, 25.78' RT. | 935 | STA. 108+39.69, 23.23' RT. | 2.77' | 4.00' | CSCTD |
| 935 | STA. 108+39.69, 23.23' RT. | 936 | STA. 108+39.69, 22.00' RT. | 1.23' | - | CSCTD |
| | | | | | | |
| 937 | STA. 108+59.69, 22.00' RT. | 938 | STA. 108+59.69, 23.21' RT. | 1.21' | - | CSCTD |
| 938 | STA. 108+59.69, 23.21' RT. | 939 | STA. 108+60.63, 25.78' RT. | 2.79' | 4.00' | CSCTD |
| 939 | STA. 108+60.63, 25.78' RT. | 940 | STA. 108+63.69, 27.21' RT. | 3.49' | 4.00' | CSC |
| 940 | STA. 108+63.69, 27.21' RT. | 941 | STA. 108+90.97, 27.21' RT. | 27.28' | - | CSC |
| 941 | STA. 108+90.97, 27.21' RT. | 942 | STA. 108+90.91, 29.83' RT. | 2.62' | - | CSC |

CB = NEENAH FRAME R-3303
CSC = CONCRETE SLIPFORM CURB
CSCTD = CONCRETE SLIPFORM CURB TIPDOWN
HS = GRANITE HEADSTONE
5 = TYPE 5 GRANITE CURB
5TD = TYPE 5 GRANITE CURB TIPDOWN
I = TYPE I GRANITE CURB
ITD = TYPE I GRANITE CURB TIPDOWN

Engineering
Building Partnerships

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01

| | M. HILL | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | | | |
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WARREN&RASH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | - | - | - |
| DESIGN3-DETAILED3 | - | - | - |
| REVISIONS 1 | - | - | - |
| REVISIONS 2 | - | - | - |
| REVISIONS 3 | - | - | - |
| REVISIONS 4 | - | - | - |
| FIELD CHANGES | - | - | - |

SIGNATURE

P.E. NUMBER

DATE

SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

GEOMETRIC CURB LAYOUT

SHEET NUMBER

32

OF 117

NOTES:
1. SHADING WITHIN THE PROPOSED SIDEWALK AREA DENOTES LIMITS OF CONCRETE SIDEWALK OR CONCRETE PATH. ALL NON-SHADED SECTIONS OF SIDEWALK SHALL BE BITUMINOUS.
2. SHADING WITHIN THE PROPOSED ROADWAY AREA DENOTES LIMITS OF HMA PAVEMENT OVERLAY.
3. EXISTING RETAINING WALLS, FENCES, AND STAIRS SHALL REMAIN UNLESS OTHERWISE NOTED.

DRAINAGE NOTES:
1. HYDRANT RELOCATIONS SHALL BE COMPLETED BY OTHERS. FINAL HYDRANT LOCATIONS SHALL BE DETERMINED BY THE SANFORD WATER DISTRICT (SEE SP 104).
2. DRAINAGE SHALL BE CONSTRUCTED IN STRAIGHT RUNS WHENEVER POSSIBLE. ANY ANGLES OR TURNS DEPICTED ON THE PLANS (AND NOT LABELED) ARE PORTRAYED FOR PLAN CLARITY PURPOSES ONLY.

CURVE DATA A1
PI = 100+99.10
D = 22°55'05.9"
Δ = 43°14'50.2" Rt.
R = 250.00'
L = 188.70'
T = 99.10'
E = 18.93'

CURVE DATA A2
PI = 104+94.32
D = 6°01'52.1"
Δ = 5°15'29.2" Lt.
R = 950.00'
L = 87.18'
T = 43.62'
E = 1.00'

STA. 100+75.00
BEGIN PROJECT WIN 25335.00
LIMIT OF WORK
MATCH INTO VOLUME I (DOWNTOWN IMPROVEMENTS) PROJECT
BEGIN FULL DEPTH RECONSTRUCTION
MATCH EXISTING PAVEMENT

TOWN OF SANFORD
1923/161
TM K29, LOT 66

AJ'S PROPERTIES LLC
16856/149
TM J29, LOT 06

MEGGS PROPERTIES LLC
18945/312
TM K29, LOT 64

JONATHAN B. MAPES & LESA A. MAPES
6658/122
TM K28, LOT 51A

JONATHAN B. MAPES & LESA A. MAPES
8120/254
TM J 29, LOT 28

CITY OF SANFORD
16940/869
TM J29, LOT 27

NUMBER ONE POND

PC = STA. 104+50.70
PT = STA. 105+37.88

STA. 46+47.02
WASHINGTON STREET ℄=
STA. 100+00.72
RIVERSIDE AVENUE ℄

STA. 105+00.66 RIVERSIDE AVENUE ℄=
STA. 10+00.00 ST. IGNATIUS STREET ℄

PIONEER AVENUE
WASHINGTON STREET
ST. IGNATIUS STREET
RIVERSIDE AVENUE
CONSTRUCTION ℄
ONE WAY

REMOVE CB
REMOVE PIPE
REMOVE MH
REMOVE TREE
REMOVE AND RESET WOODEN GUARDRAIL
REMOVE AND RESET BIKE RACK ON NEW CONCRETE FOUNDATION
REMOVE AND RESET LIGHT POLE ON NEW FOUNDATION
REMOVE EXISTING PAVEMENT. LOAM AND SEED (TYP.)
REMOVE AND RESET FENCE AS REQUIRED TO CONSTRUCT SIDEWALK

ADJUST CB TO GRADE. ADJUST RIM ORIENTATION AS NECESSARY TO BEST RECIEVE SURFACE DRAINAGE
ADJUST SMH TO GRADE (BY OTHERS) (TYP.)
ADJUST MH CITY OF SANFORD 16940/869 TM J29, LOT 27 TO GRADE
ADJUST MH TO GRADE
APPROXIMATE LOCATION OF PAVED OVER SMH TO BE ADJUSTED TO GRADE (BY OTHERS)

EXISTING CONCRETE RETAINING WALL TO REMAIN
EXISTING BOLLARDS TO REMAIN. (TYP.)

RELOCATE COMCAST UNDERGROUND TO NEW UTILITY POLE (SEE SP 104)
RELOCATE GAS LINE (BY OTHERS) TO AVOID PROPOSED DRAINAGE (SEE SP 104)
RELOCATE HYDRANT (BY OTHERS)

SANFORD SEWERAGE DISTRICT TO SLIPLINE THIS PIPE BETWEEN SMH'S

MATCH INTO EXISTING CONCRETE PATH
MATCH INTO EXISTING CONCRETE PATH

PRECAST CONCRETE JUNCTION BOX FOR FUTURE USE BY THE CITY OF SANFORD (SEE APPENDIX A)

TEST PIT FOR WATER LINE
TEST PIT TO CONFIRM ELEVATION OF THE EXISTING 15" RCP

CONSTRUCT 5' WIDE BITUMINOUS PATH FROM PARKING LOT TO THE SIDEWALK (1.5% MAX. CROSS SLOPE)

CLOSE EXISTING SECOND ENTRANCE

SAWCUT CONCRETE. MATCH INTO EXISTING CONCRETE PAD

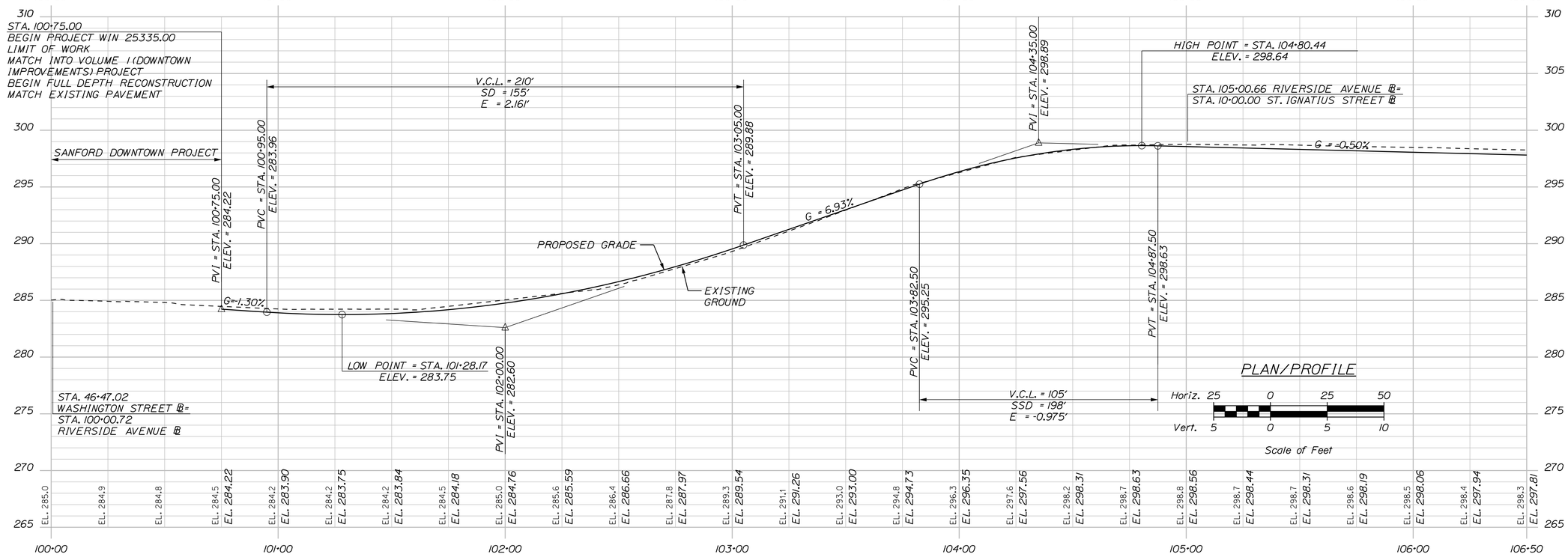
THE CONTRACTOR SHALL PULL THE LID. CONFIRM THE EXISTING INVERT ELEVATIONS. AND PROVIDE THE INFORMATION TO THE RESIDENT PRIOR TO ORDERING MATERIALS

24" RCP CLASS III
REMOVE CB
12" UD "C"
CB1
CB3 CB5 MH1
MH2
A1
12" RCP CLASS III
CB2 CB4
CB6
12" UD "C"
CB7
CB8
15" RCP CLASS IV
CB10
CB9
MH3
MH4
A2
12" OPT. III
24" RCP CLASS III
12" RCP CLASS III
12" RCP CLASS III
15" RCP CLASS IV

45+00
46+00
47+00
00+00
101+00
102+00
103+00
104+00
105+00
106+00
10+00

N35°41'33.2"W
N40°57'02.4"W
S47°44'35.1"W

PAVED OVER SMH




CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN 22642.01

| | M. HILL | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | T. WARREN | M.CUNDIFF | 08\26 |
| DESIGN-DETAILED | J.WARREN | D. ETTINGER | 08\26 |
| CHECKED-REVIEWED | - | - | - |
| DESIGN2-DETAILED2 | - | - | - |
| DESIGN3-DETAILED3 | - | - | - |
| REVISIONS 1 | - | - | - |
| REVISIONS 2 | - | - | - |
| REVISIONS 3 | - | - | - |
| REVISIONS 4 | - | - | - |
| FIELD CHANGES | - | - | - |

SIGNATURE

P.E. NUMBER

DATE

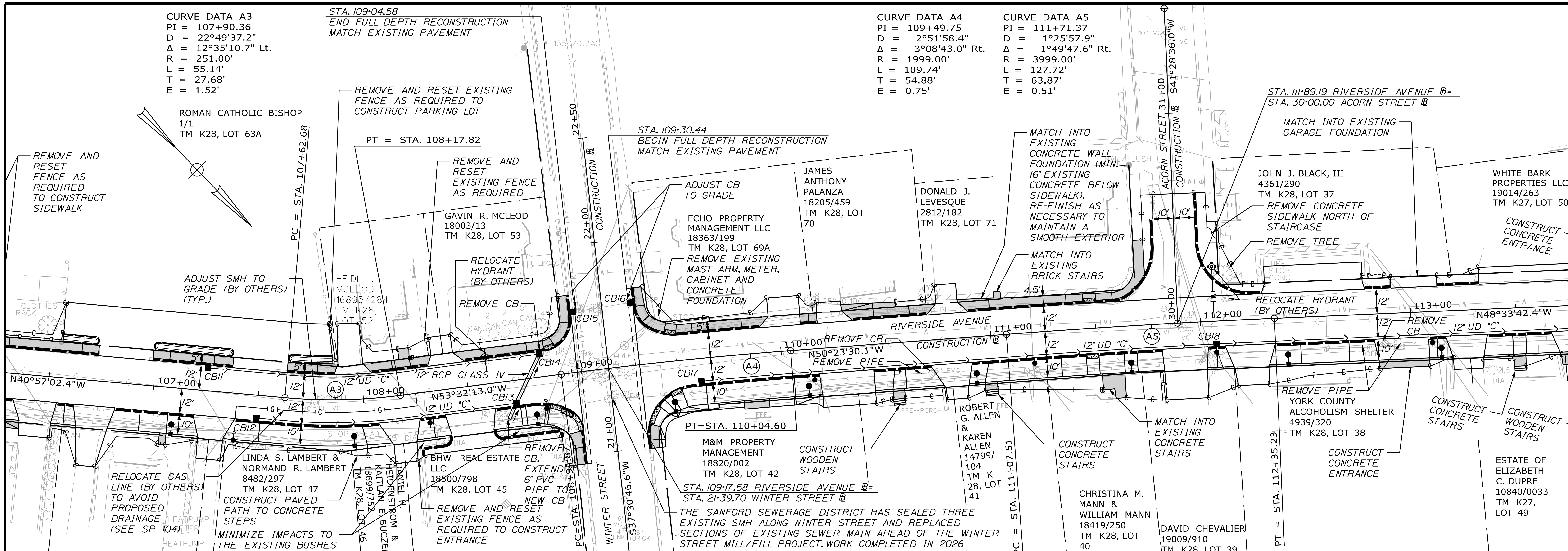
SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

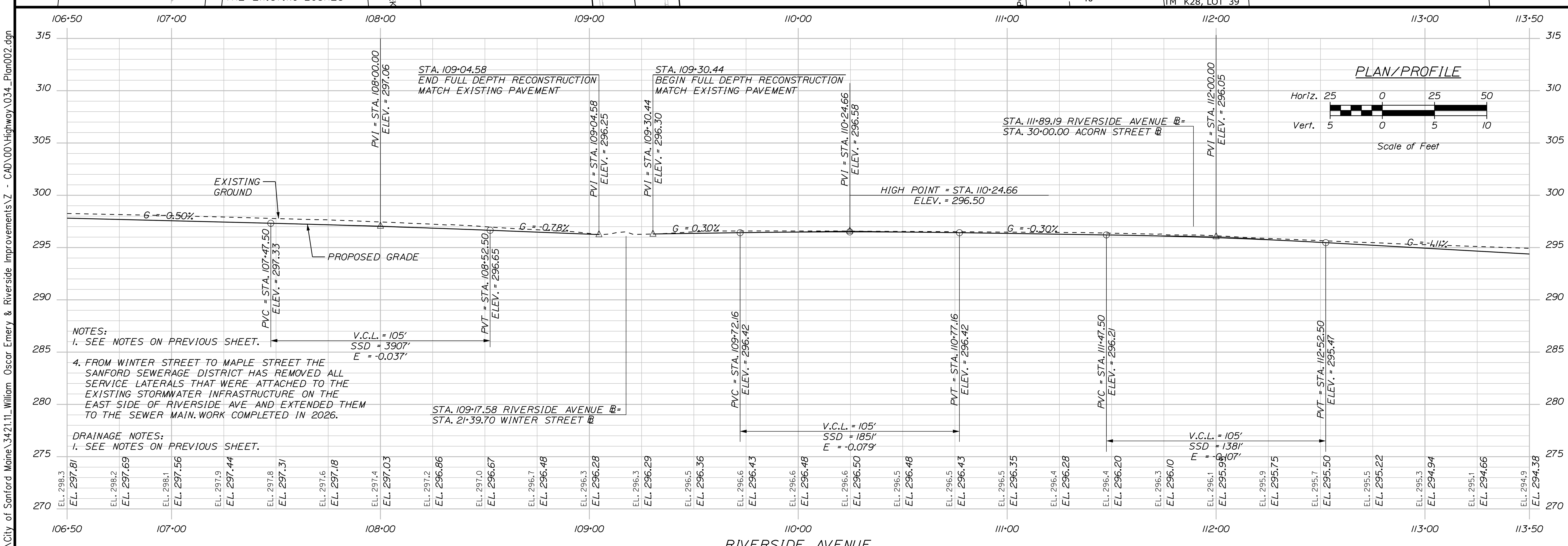
PLAN/PROFILE SHEETS

SHEET NUMBER
33
OF 117

Usermame: Mike.Cundiff Date:8/12/2026
Division: HIGHWAY
Filename: ...\00\Highway\033_Plan001.dgn
U:\City of Sanford Maine\3421.11_William Oscar Emery & Riverside Improvements\Z - CAD\00\Highway\033_Plan001.dgn

Date:8/12/2026 Username: Mike.Cundiff Division: HIGHWAY Filename: ...\00\Highway\034_Plan002.dgn
U:\City of Sanford Maine\3421.11_William Oscar Emery & Riverside Improvements\Z - CAD\00\Highway\034_Plan002.dgn




CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | M. HILL | | |
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | - | - | - |
| DESIGN3-DETAILED3 | - | - | - |
| REVISIONS 1 | - | | - |
| REVISIONS 2 | - | | - |
| REVISIONS 3 | - | | - |
| REVISIONS 4 | - | | - |
| FIELD CHANGES | | | - |

SIGNATURE

P.E. NUMBER

DATE

SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

PLAN/PROFILE SHEETS

SHEET NUMBER
34
OF 117

Usernname: Mike.Cundiff Date:8/12/2026
Division: HIGHWAY
Filename: ...\00\Highway\035_Plan003.dgn
U:\City of Sanford Maine\3421.11_William Oscar Emery & Riverside Improvements\Z - CAD\00\Highway\035_Plan003.dgn

CURVE DATA A6
PI = 117+26.19
D = 20°50'05.4"
Δ = 28°53'38.4" Rt.
R = 275.00'
L = 138.68'
T = 70.85'
E = 8.98'

CURVE DATA D3
PI = 61+66.82
D = 5°43'46.5"
Δ = 3°09'47.8" Lt.
R = 1000.00'
L = 55.21'
T = 27.61'
E = 0.38'

CURVE DATA B1
PI = A 206+55.21
D = 37°12'18.2"
Δ = 41°29'44.2" Lt.
R = 154.00'
L = 111.53'
T = 58.34'
E = 10.68'

CURVE DATA D1
PI = 60+35.21
D = 37°12'18.2"
Δ = 25°45'37.9" Lt.
R = 154.00'
L = 69.24'
T = 35.21'
E = 3.97'

CURVE DATA D2
PI = 60+91.63
D = 8°11'06.4"
Δ = 3°39'48.8" Lt.
R = 700.00'
L = 44.76'
T = 22.39'
E = 0.36'

MATCH LINE SEE INSET

PT=STA. 61+14.00

PC=STA. 61+39.20

PCC=STA. 60+69.24

S39°46'36.3"W

S36°01'31.3"W CONSTRUCTION

N19°40'04.0"W

S33°47'10.7"W

ADJUST MH TO GRADE

PAVE AREA

STA. 114+34.41 RIVERSIDE AVENUE ℄=
STA. 45+00.00 MAPLE STREET SOUTH ℄

STA. 114+42.04 RIVERSIDE AVENUE ℄=
STA. 41+25.00 MAPLE STREET NORTH ℄

STA. 116+86.49 RIVERSIDE AVENUE ℄=
STA 50+00.00 PLEASANT AVENUE ℄

PROPOSED RETAINING WALL (SEE SPECIAL DETAILS - RETAINING WALL)

CONSTRUCT CONCRETE STAIRS

REMOVE AND RESET MAILBOX

REMOVE EXISTING RETAINING WALL

REMOVE EXISTING RETAINING WALL

REMOVE CONCRETE SIDEWALK UP TO EXISTING CONCRETE STAIRS

REMOVE TREE

ADJUST SMH TO GRADE (BY OTHERS) (TYP.)

REMOVE CONCRETE ENTRANCE

REMOVE PIPE

REMOVE OUTLET PIPE UP TO EXISTING ROW AND PLUG

REMOVE CB

MATCH INTO THE BASE OF THE BRICK PORCH

MATCH INTO EXISTING CONCRETE STAIRS

MATCH INTO EXISTING WOODEN STAIRS

REMOVE BUSHES (2)

CONSTRUCT CONCRETE STAIRS

REMOVE AND RESET FENCE AS NECESSARY TO CONSTRUCT SIDEWALK

RELOCATE HYDRANT (BY OTHERS)

REMOVE AND RESET FENCE AS NECESSARY TO CONSTRUCT ENTRANCE

CONSTRUCT CONCRETE STAIRS

CONSTRUCT WOODEN STAIRS

ADJUST CB TO GRADE

REMOVE BUSHES

REMOVE TREE

EXISTING HEDGELINE TO REMAIN (TYP.)

STA. 119+43.21 RIVERSIDE AVE ℄=
STA. 205+08.49 WILLIAM OSCAR EMERY DRIVE ℄=
STA. 60+00.00 LINCOLN STREET ℄

REMOVE AND RESET FENCE AS NECESSARY TO CONSTRUCT MULTI-USE PATH

REMOVE TREE

18" OPTION III

REPLACE EXISTING OUTLET

REMOVE PIPE

REMOVE EXISTING HEDGELINE AS REQUIRED TO CONSTRUCT DRAINAGE OUTLET

REMOVE TREE

REMOVE TREE

REMOVE BENCH AND CONCRETE FOUNDATION

NUMBER ONE POND

PRECAST CONCRETE JUNCTION BOX FOR FUTURE USE BY THE CITY OF SANFORD (SEE APPENDIX A)

REMOVE CB

CB25 (WITH IN CURB FRAME)

WHITE BARK PROPERTIES LLC
19014/263
TM K27, LOT 50

WHITE BARK PROPERTIES LLC
19014/263
TM K27, LOT 42

AKJ IV PROPERTIES LLC
18389/361
TM K27, LOT 31

ROSE ROSEMARIE
TM I20, LOT 04

TYLER L. MYERS
18200/672
TM K27, LOT 29

DANIEL P. DAVIS, JR
8680/342
TM K27, LOT 20

AYN M. HANSELMANN & JEFFREY O. HANSELMANN
18499/560
TM K27, LOT 19

CITY OF SANFORD
TM K25, LOT 11

ERIC MEAS & RONGXIA XU
17363/332
TM K27, LOT 43

EVAN GRAY & KATELYN HEGARTY
16270/379
TM K27, LOT 48

CHRISTOPHER B. RICHARDSON & DANIELLE R. ANGERS
17818/833
TM K27, LOT 46

HOLT BRENT S & MARTHA B
TM I20, LOT 04

MAPLE STREET

LINCOLN STREET CONSTRUCTION ℄

WILLIAM OSCAR EMERY DRIVE

RIVERSIDE AVENUE

MH5

CB19

CB20

CB21

CB22

CB23

CB24

CB24A

CB26

CB27

CB28

12" RCP CLASS III

12" RCP CLASS IV

12" UD "C"

4" UD "B"

PC = STA. 116+55.34

PT = STA. 117+94.02

NOTES:
1. SEE NOTES ON PREVIOUS SHEET.

5. FOR ADDITIONAL INFORMATION REGARDING PARK AMENITIES SEE APPENDIX B.

6. THE SANFORD SEWERAGE DISTRICT IS SET TO REPLACE THE EXISTING 8" SEWER MAIN BEGINNING AT THE SMH LOCATED AT STA. 114+45 AND EXTENDING 153' NORTH TO THE SMH AT STA. 116+00. WORK WILL ALSO INCLUDE REPLACING THE SMH AT STA. 116+00 AS WELL AS THE SEWER LATERALS THAT CONNECT INTO THE STRUCTURE.

DRAINAGE NOTES:
1. SEE NOTES ON PREVIOUS SHEET.

PVI = STA. 114+25.00
ELEV. = 293.55

PVC = STA. 113+72.50
ELEV. = 294.13

PVRC = STA. 114+77.50
ELEV. = 292.50

V.C.L. = 105'
SD = 389'
E = 0.16'

PVI = STA. 115+30.00
ELEV. = 291.45

PVT = STA. 115+82.50
ELEV. = 291.04

PVC = STA. 116+57.68
ELEV. = 290.46

V.C.L. = 105'
SD = 1268'
E = -0.116'

PVI = STA. 117+10.18
ELEV. = 290.05

PVT = STA. 117+62.68
ELEV. = 288.90

V.C.L. = 105'
SD = 811'
E = -0.187'

PVC = STA. 117+91.02
ELEV. = 288.27

V.C.L. = 300'
SD = 745'
E = 0.948'

PVI = STA. 119+41.02
ELEV. = 284.97

6=1.11%
G=2.00%
G=2.00%
6=0.78%
G=2.20%
G=0.33%

EXISTING GROUND

PROPOSED GRADE

STA. 119+43.21 RIVERSIDE AVENUE ℄ =
STA. 205+08.49 WILLIAM OSCAR EMERY DRIVE ℄ =
STA. 60+00.00 LINCOLN STREET ℄

PLAN/PROFILE
Horiz. 25 0 25 50
Vert. 5 0 5 10
Scale of Feet

S36°36'48.6"W
62+50
62+00
PT = STA. 61+94.41
MATCH LINE SEE ABOVE

EL. 294.9 EL. 294.38
EL. 294.7 EL. 294.11
EL. 294.5 EL. 293.80
EL. 294.2 EL. 293.43
EL. 293.7 EL. 293.02
EL. 293.2 EL. 292.55
EL. 292.8 EL. 292.08
EL. 292.3 EL. 291.68
EL. 292.0 EL. 291.36
EL. 291.8 EL. 291.10
EL. 291.5 EL. 290.91
EL. 291.3 EL. 290.71
EL. 291.1 EL. 290.52
EL. 290.8 EL. 290.30
EL. 290.5 EL. 290.01
EL. 290.0 EL. 289.63
EL. 289.5 EL. 289.16
EL. 288.9 EL. 288.62
EL. 288.2 EL. 288.08
EL. 287.5 EL. 287.57
EL. 286.9 EL. 287.12
EL. 286.3 EL. 286.72
EL. 285.9 EL. 286.37
EL. 285.6 EL. 286.08
EL. 285.5 EL. 285.90
EL. 285.4 EL. 285.76
EL. 285.4 EL. 285.59
EL. 285.5 EL. 285.48
EL. 285.6 EL. 285.41

RIVERSIDE AVENUE / WILLIAM OSCAR EMERY DRIVE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN 22642.01

| | BY | DATE |
|---|---|---|
| M. HILL | | |
| T. WARREN | M.CUNDIFF | 08\26 |
| J.WINCHENBACH | D. ETTINGER | 08\26 |

SIGNATURE

P.E. NUMBER

DATE

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

SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

PLAN/PROFILE SHEETS

SHEET NUMBER
35
OF 117

CURVE DATA D1
PI = 60+35.21
D = 37°12'18.2"
Δ = 25°45'37.9" Lt.
R = 154.00'
L = 69.24'
T = 35.21'
E = 3.97'

CURVE DATA D2
PI = 60+91.63
D = 8°11'06.4"
Δ = 3°39'48.8" Lt.
R = 700.00'
L = 44.76'
T = 22.39'
E = 0.36'

CURVE DATA B1
PI = A 206+55.21
D = 37°12'18.2"
Δ = 41°29'44.2" Lt.
R = 154.00'
L = 111.53'
T = 58.34'
E = 10.68'

CURVE DATA B2
PI = A 208+90.12
D = 10°25'02.7"
Δ = 36°34'02.5" Rt.
R = 550.00'
L = 351.02'
T = 181.72'
E = 29.24'

CURVE DATA E1
PI = 70+48.24
D = 26°38'57.1"
Δ = 25°17'29.7" Lt.
R = 215.00'
L = 94.91'
T = 48.24'
E = 5.35'

PT = STA. 70+94.91

AMY R.
GODFREY-WENTWORTH
18475/604
TM K27, LOT 08

AYN M.
HANSELMANN &
JEFFREY O.
HANSELMANN
18499/560
TM K27, LOT 19

SUSAN WILLIAMS &
GARETH WILLIAMS
17590/176
TM K26, LOT 4A

MICHAEL O. DEROCHERS
16903/434
TM K26, LOT 01

SUSAN N. LOMBARD
15966/508
TM K26, LOT 17

TOWN OF SANFORD
1262/276
TM K26, LOT 18A

PC=STA. 205+96.87

PRC=STA. 207+08.40

STA. 207+50.00
END FULL DEPTH RECONSTRUCTION
BEGIN 1.5" HMA PAVEMENT OVERLAY WITH VARIABLE DEPTH PAVEMENT MILL AND SHIM

WILLIAM OSCAR EMERY DRIVE

CONSTRUCTION ℄

SUMMER STREET

SAWCUT (TYP.)

NO IMPACTS TO EXISTING HYDRANT

RE-GUY EXISTING UTILITY POLE WITH SIDEWALK GUY (BY OTHERS)

STA. 210+36.02 WILLIAM OSCAR EMERY DRIVE ℄=
STA. 70+00.00 SUMMER STREET ℄

REMOVE BUSH AND HEDGELINE AS NECESSARY TO CONSTRUCT THE SIDEWALK

REMOVE AND RESET EXISTING BOULDERS (2)

REMOVE AND RESET WOODEN GUARDRAIL

REMOVE CB

CB26 CB27 CB28 CB29 CB30 CB31 CB32

6" 12" UD "C" 12" UD "C"

REMOVE TREE

REMOVE LIGHT POLE

REMOVE BENCH AND CONCRETE FOUNDATION

ADJUST CB TO GRADE

MAINTAIN EXISTING OUTLET

EXISTING HEDGELINE TO REMAIN (TYP.)

PRESERVE TREE

REBUILD CATCH BASIN (WITH IN CURB FRAME)

PRECAST CONCRETE JUNCTION BOX FOR FUTURE USE BY THE CITY OF SANFORD (SEE APPENDIX A)

PT = STA. 210+59.42

TRENCH FOR LIGHTING CONDUIT

LIGHTING CONTROLLER CABINET #1

REMOVE TREES (4)

REMOVE TREES (2)

12" UD "C"

N24°35'45.7"W

S36°41'40.2"W

NUMBER ONE POND

NOTES:
1. SEE NOTES ON PREVIOUS SHEET.

DRAINAGE NOTES:
1. SEE NOTES ON PREVIOUS SHEET.

206+00 207+00 208+00 209+00 210+00 211+00 212+00 213+00

310 305 300 295 290 285 280 275 270 265

V.C.L. = 300'
SD = 745'
E = 0.948'

PVT = STA. A 206+56.31
ELEV. = 285.46

LOW POINT = STA. A 206+17.42
ELEV. = 285.40

PVI = STA. A 207+50.00
ELEV. = 285.77

PVI = STA. A 208+00.00
ELEV. = 285.93

PVI = STA. A 208+50.00
ELEV. = 286.09

PVI = STA. A 209+00.00
ELEV. = 286.23

PVI = STA. A 209+50.00
ELEV. = 286.36

PVI = STA. A 210+00.00
ELEV. = 286.48

PVI = STA. A 210+50.00
ELEV. = 286.61

PVI = STA. A 211+00.00
ELEV. = 286.73

PVI = STA. A 211+50.00
ELEV. = 286.86

PVI = STA. A 212+00.00
ELEV. = 286.98

PVI = STA. A 212+50.00
ELEV. = 287.11

PVI = STA. A 213+00.00
ELEV. = 287.23

STA. 207+50.00
END FULL DEPTH RECONSTRUCTION
BEGIN 1.5" HMA PAVEMENT OVERLAY WITH VARIABLE DEPTH PAVEMENT MILL AND SHIM

STA. 210+36.02 WILLIAM OSCAR EMERY DRIVE ℄=
STA. 70+00.00 SUMMER STREET ℄

EXISTING GROUND

G=0.33%

PROPOSED GRADE

EL. 285.6 EL. 285.41
EL. 285.7 EL. 285.40
EL. 285.7 EL. 285.44
EL. 285.7 EL. 285.52
EL. 285.7 EL. 285.61
EL. 285.7 EL. 285.69
EL. 285.8 EL. 285.77
EL. 285.8 EL. 285.85
EL. 285.9 EL. 285.93
EL. 286.0 EL. 286.01
EL. 286.1 EL. 286.09
EL. 286.2 EL. 286.16
EL. 286.2 EL. 286.23
EL. 286.2 EL. 286.29
EL. 286.3 EL. 286.36
EL. 286.5 EL. 286.42
EL. 286.5 EL. 286.48
EL. 286.6 EL. 286.55
EL. 286.6 EL. 286.61
EL. 286.6 EL. 286.67
EL. 286.7 EL. 286.73
EL. 286.7 EL. 286.80
EL. 286.8 EL. 286.86
EL. 286.8 EL. 286.92
EL. 286.9 EL. 286.98
EL. 286.9 EL. 287.05
EL. 287.0 EL. 287.11
EL. 287.0 EL. 287.17
EL. 287.0 EL. 287.23

PLAN/PROFILE
Horiz. 25 0 25 50
Vert. 5 0 5 10
Scale of Feet

WILLIAM OSCAR EMERY DRIVE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01

| | BY | DATE |
|---|---|---|
| M. HILL | | |
| T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | - | - | - |
| DESIGN3-DETAILED3 | - | - | - |
| REVISIONS 1 | - | - | - |
| REVISIONS 2 | - | - | - |
| REVISIONS 3 | - | - | - |
| REVISIONS 4 | - | - | - |
| FIELD CHANGES | - | - | - |

SIGNATURE

P.E. NUMBER

DATE

SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

PLAN/PROFILE SHEETS

SHEET NUMBER
36
OF 117

Filename: ...\00\Highway\036_Plan004.dgn Division: HIGHWAY Username: Mike.Cundiff Date:8/12/2026

U:\City of Sanford Maine\3421.11_William Oscar Emery & Riverside Improvements\Z - CAD\00\Highway\036_Plan004.dgn

CURVE DATA B3
PI = 216+02.28
D = 37°12'18.2"
Δ = 51°20'48.5" Rt.
R = 154.00'
L = 138.01'
T = 74.03'
E = 16.87'

NOTES:
1. SEE NOTES ON PREVIOUS SHEET.

DRAINAGE NOTES:
1. SEE NOTES ON PREVIOUS SHEET.

CURVE DATA F1
PI = 81+25.29
D = 3°49'11.0"
Δ = 9°32'57.5" Rt.
R = 1500.00'
L = 250.00'
T = 125.29'
E = 5.22'

CURVE DATA B4
PI = 220+54.93
D = 0°03'32.6"
Δ = 0°27'33.0" Rt.
R = 97000.00'
L = 777.34'
T = 388.67'
E = 0.78'

STUMP POND

LIGHT POLES SHALL BE PLACED BEHIND THE EXISTING PARKING SIGNS. 3' BEHIND THE WOODEN FENCE

REMOVE AND RESET WOODEN GUARDRAIL

PRECAST CONCRETE JUNCTION BOX FOR FUTURE USE BY THE CITY OF SANFORD (SEE APPENDIX A) (TYP.)

GRADE AROUND TREES

TRENCH FOR LIGHTING CONDUIT

STA. 213+75.00
END 1.5" HMA PAVEMENT OVERLAY WITH VARIABLE DEPTH PAVEMENT MILL AND SHIM BEGIN FULL DEPTH RECONSTRUCTION

SAWCUT (TYP.)

WILLIAM OSCAR EMERY DRIVE

GOWEN PARK DRIVE

CONSTRUCTION ℄

REMOVE

MHII

12" OPTION III

CB52

CB53

12" RCP CLASS IV

12" OPTION III

REMOVE

MAINTAIN EXISTING OUTLET

MHI2

REMOVE

PC=STA. 215+28.25

PC=STA. 216+80.26

REMOVE EXISTING TREES (3)

REMOVE EXISTING SIDEWALK LOAM AND SEED

STA. 218+50.00
END FULL DEPTH RECONSTRUCTION BEGIN 1.5" HMA PAVEMENT OVERLAY WITH VARIABLE DEPTH PAVEMENT MILL AND SHIM

15" OPTION III

CB36 12" UD "C"

CB38

12" RCP CLASS IV

CB35

CB37

12" UD "C"

TRENCH FOR LIGHTING CONDUIT

REMOVE TREE (3)

15" OPTION III

REMOVE CB

12" OPTION III

REMOVE TREE (3)

CB34

CB33

12" RCP CLASS IV

12" OPTION III

REMOVE CB

MH7

REMOVE CULVERT

RAISED INTERSECTION

MAINTAIN EXISTING FOLIAGE ALONG THE WATERS EDGE

13' (SPAN) X 6' (RISE) X 114' (LONG) CONCRETE BOX CULVERT (CLAM SHELL)

REMOVE EXISTING HEDGELINE AS REQUIRED TO CONSTRUCT THE CULVERT

REMOVE TREES (2)

REMOVE BENCH AND CONCRETE FOUNDATION

MAINTAIN EXISTING OUTLET

STA. 216+15.98 WILLIAM OSCAR EMERY DRIVE ℄=
STA. 80+00.00 GOWEN PARK DRIVE ℄

REMOVE TREE

MINIMIZE IMPACTS TO EXISTING HEDGELINE DURING CONSTRUCTION OF PATH

MATCH INTO EXISTING DOCK

NUMBER ONE POND

EXISTING HEDGELINE TO REMAIN (TYP.)

REMOVE BENCH AND CONCRETE FOUNDATION (2)

REMOVE TREE

PRESERVE TREE

REMOVE BENCH AND CONCRETE FOUNDATION

REMOVE TREE

EXISTING FOLIAGE ALONG THE WATERS EDGE NORTH OF THE PROPOSED CULVERT TO REMAIN (TYP.)

REMOVE BENCH AND CONCRETE FOUNDATION

REMOVE BENCH AND CONCRETE FOUNDATION

REMOVE TREE

MHB

CB40

CB39

12" RCP CLASS IV

12" UD "C"

12" UD "C"

REMOVE

N24°35'45.7"W

213+00

214+00

215+00

216+00

217+00

218+00

219+00

220+00

STA. 213+75.00
END 1.5" HMA PAVEMENT OVERLAY WITH VARIABLE DEPTH PAVEMENT MILL AND SHIM BEGIN FULL DEPTH RECONSTRUCTION

STA. 218+50.00
END FULL DEPTH RECONSTRUCTION BEGIN 1.5" HMA PAVEMENT OVERLAY WITH VARIABLE DEPTH PAVEMENT MILL AND SHIM

PVI = STA. 213+00.00 ELEV. = 287.23
PVI = STA. 213+50.00 ELEV. = 287.36
PVI = STA. 213+75.00 ELEV. = 287.47
PVC = STA. A 214+52.50 ELEV. = 287.91
PVI = STA. A 215+00.00 ELEV. = 288.17
PVC = STA. 215+47.50 ELEV. = 288.62
PVI = STA. 216+00.00 ELEV. = 289.12
HIGH POINT = STA. 216+16.11 ELEV. = 288.95
PVT = STA. 216+52.50 ELEV. = 288.85
PVC = STA. 216+92.50 ELEV. = 288.65
LOW POINT = STA. 217+40.23 ELEV. = 288.54
PVI = STA. 217+45.00 ELEV. = 288.39
PVT = STA. 217+97.50 ELEV. = 288.71
PVI = STA. 218+50.00 ELEV. = 289.02
PVI = STA. 219+00.00 ELEV. = 289.34
PVI = STA. 219+50.00 ELEV. = 289.58
PVI = STA. 220+00.00 ELEV. = 289.83

V.C.L. = 95'
SD = 980'
E = 0.045'

V.C.L. = 105'
SD = 424'
E = 0.144'

V.C.L. = 105'
SD = 801'
E = -0.189'

PROPOSED GRADE

G=0.56%
G=0.94%
G=0.94%
G=0.50%
G=0.60%

RAISED INTERSECTION

EXISTING GROUND

6' RAMP
RAISED INTERSECTION (4" ABOVE PROFILE)
6' RAMP

PLAN/PROFILE
Horiz. 25 0 25 50
Vert. 5 0 5 10
Scale of Feet

EL. 287.0 EL. 287.23
EL. 287.1 EL. 287.30
EL. 287.2 EL. 287.36
EL. 287.3 EL. 287.47
EL. 287.4 EL. 287.61
EL. 287.5 EL. 287.75
EL. 287.7 EL. 287.89
EL. 287.8 EL. 288.04
EL. 288.0 EL. 288.22
EL. 288.3 EL. 288.42
EL. 288.5 EL. 288.65
EL. 288.3 EL. 288.83
EL. 288.3 EL. 288.93
EL. 287.9 EL. 288.94
EL. 288.0 EL. 288.87
EL. 288.7 EL. 288.74
EL. 288.8 EL. 288.62
EL. 288.9 EL. 288.55
EL. 288.8 EL. 288.54
EL. 288.8 EL. 288.60
EL. 288.9 EL. 288.72
EL. 288.9 EL. 288.87
EL. 289.0 EL. 289.02
EL. 289.1 EL. 289.18
EL. 289.2 EL. 289.34
EL. 289.3 EL. 289.46
EL. 289.5 EL. 289.58
EL. 289.6 EL. 289.70
EL. 289.7 EL. 289.83

WILLIAM OSCAR EMERY DRIVE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01

| | BY | DATE |
|---|---|---|
| PROJ. MANAGER | M. HILL | |
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF 08\26 |
| CHECKED-REVIEWED | J.WHORRALL | D. ETTINGER 08\26 |
| DESIGN2-DETAILED2 | - | - - |
| DESIGN3-DETAILED3 | - | - - |
| REVISIONS 1 | - | - - |
| REVISIONS 2 | - | - - |
| REVISIONS 3 | - | - - |
| REVISIONS 4 | - | - - |
| FIELD CHANGES | - | - - |

SIGNATURE

P.E. NUMBER

DATE

SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

PLAN/PROFILE SHEETS

SHEET NUMBER
37
OF 117

U:\City of Sanford Maine\3421.11_William Oscar Emery & Riverside Improvements\Z - CAD\00\Highway\037_Plan005.dgn Filename: ...\00\Highway\037_Plan005.dgn Username: Mike.Cundiff Date:8/12/2026 Division: HIGHWAY

CURVE DATA B4
PI = 220+54.93
D = 0°03'32.6"
Δ = 0°27'33.0" Rt.
R = 97000.00'
L = 777.34'
T = 388.67'
E = 0.78'

TOWN OF SANFORD
1269/04
TM K25, LOT 09

NOTES:
1. SEE NOTES ON PREVIOUS SHEET.

DRAINAGE NOTES:
1. SEE NOTES ON PREVIOUS SHEET.

PT = STA. 224+43.61

STATE OF MAINE
TM J24, LOT 1C

THE EXISTING HYDRANT (AS SHOWN ON THE PLANS) WAS RELOCATED APPROXIMATELY NINE FEET TO THE SOUTH IN 2024 BY THE SANFORD WATER DISTRICT

REMOVE TREE (3)
15" OPTION III
REMOVE CB
12" OPTION III
REMOVE TREE (3)
REMOVE EXISTING SIDEWALK
TRENCH FOR LIGHTING CONDUIT
PRESERVE TREE
ABANDONED 8 INCH WATER MAIN
TEST PIT FOR WATER SERVICE
MH8
CB40
CB42
CB44
REMOVE CB (2)
TEST PIT FOR HYDRANT SERVICE
12" UD "C"
B4
CONSTRUCTION ℄
WILLIAM OSCAR EMERY DRIVE
12" RCP CLASS IV
12" RCP CLASS III
REMOVE PIPE
EXTEND 12" RCP CLASS III TO PROPOSED CB
SAWCUT (TYP.)
CB41
CB43
CB39
REMOVE TREE
REMOVE TREES (2)
REMOVE TREE
REMOVE TREES
REMOVE TREE
REMOVE TREES (3)
INSTALL CEDAR RAIL FENCE
RIPRAP SLOPE PROTECTION
REMOVE BENCH AND CONCRETE FOUNDATION
REMOVE PAVEMENT, LOAM AND SEED
REMOVE BENCH AND CONCRETE FOUNDATION
MAINTAIN EXISTING OUTLET
EXISTING HEDGELINE TO REMAIN (TYP.)
REMOVE BENCH AND CONCRETE FOUNDATION
MATCH INTO EXISTING GROUND AT THE BOTTOM OF THE KAYAK/CANOE ACCESS RAMP
NUMBER ONE POND
N27°12'35.7"E

PVI = STA. 220+00.00 ELEV. = 289.83
PVI = STA. 220+50.00 ELEV. = 290.19
PVI = STA. 221+00.00 ELEV. = 290.41
PVI = STA. 221+50.00 ELEV. = 290.71
PVI = STA. 222+00.00 ELEV. = 290.95
PVI = STA. 222+50.00 ELEV. = 291.22
PVI = STA. 223+00.00 ELEV. = 291.49
PVI = STA. 223+50.00 ELEV. = 291.76
PVI = STA. 224+00.00 ELEV. = 292.12
PVI = STA. 224+50.00 ELEV. = 292.49
PVI = STA. 225+00.00 ELEV. = 292.92
PVI = STA. 225+50.00 ELEV. = 293.32
PVI = STA. 226+00.00 ELEV. = 293.79
PVI = STA. 226+50.00 ELEV. = 294.25
PVI = STA. 227+00.00 ELEV. = 294.70
PROPOSED GRADE
EXISTING GROUND

PLAN/PROFILE
Horiz. 25 0 25 50
Vert. 5 0 5 10
Scale of Feet

EL. 289.7 EL. 289.83
EL. 289.8 EL. 290.01
EL. 289.9 EL. 290.19
EL. 290.1 EL. 290.30
EL. 290.2 EL. 290.41
EL. 290.4 EL. 290.56
EL. 290.5 EL. 290.71
EL. 290.6 EL. 290.83
EL. 290.7 EL. 290.95
EL. 290.8 EL. 291.09
EL. 291.0 EL. 291.22
EL. 291.1 EL. 291.36
EL. 291.3 EL. 291.49
EL. 291.5 EL. 291.63
EL. 291.6 EL. 291.76
EL. 291.8 EL. 291.94
EL. 292.0 EL. 292.12
EL. 292.1 EL. 292.31
EL. 292.3 EL. 292.49
EL. 292.5 EL. 292.71
EL. 292.8 EL. 292.92
EL. 293.0 EL. 293.12
EL. 293.2 EL. 293.32
EL. 293.4 EL. 293.56
EL. 293.6 EL. 293.79
EL. 293.8 EL. 294.02
EL. 294.1 EL. 294.25
EL. 294.3 EL. 294.48
EL. 294.5 EL. 294.70

WILLIAM OSCAR EMERY DRIVE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN 22642.01

SIGNATURE
P.E. NUMBER
DATE

| | BY | DATE |
|---|---|---|
| PROJ. MANAGER | M. HILL | |
| DESIGN-DETAILED | T. WARREN | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | 08\26 |
| DESIGN2-DETAILED2 | D. ETTINGER | - |
| DESIGN3-DETAILED3 | - | - |
| REVISIONS 1 | - | - |
| REVISIONS 2 | - | - |
| REVISIONS 3 | - | - |
| REVISIONS 4 | - | - |
| FIELD CHANGES | - | - |

SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

PLAN/PROFILE SHEETS

SHEET NUMBER
38
OF 117

Filename: ...\00\Highway\038_Plan006.dgn Division: HIGHWAY Username: Mike.Cundiff Date:8/12/2026
U:\City of Sanford Maine\3421.11_William Oscar Emery & Riverside Improvements\Z - CAD\00\Highway\038_Plan006.dgn

STATE OF MAINE
TM J24, LOT 1C

NOTES:
1. SEE NOTES ON PREVIOUS SHEET.

7. THE CONTRACTOR SHALL TEST PIT THE PROPOSED LIGHT POLE LOCATION TO LOCATE AN EXISTING DRAINAGE PIPE CONSTRUCTED BY THE CITY OF SANFORD IN 2024. ADJUST THE PROPOSED LIGHT POLE LOCATION ACCORDINGLY.

TOWN OF SANFORD
1088/138
TM J24, LOT 01

CURVE DATA B5
PI = 231+29.10
D = 1°08'45.3"
Δ = 1°40'47.4" Rt.
R = 5000.00'
L = 146.59'
T = 73.30'
E = 0.54'

CURVE DATA B6
PI = 232+54.67
D = 28°38'52.4"
Δ = 29°18'04.7" Rt.
R = 200.00'
L = 102.28'
T = 52.28'
E = 6.72'

REMOVE AND RESET BOULDERS AS NECESSARY TO CONSTRUCT PATH
PC = STA. 230+55.79

STA. 232+40.00
END PARTIAL DEPTH RECONSTRUCTION
MATCH EXISTING PAVEMENT

JAMES W. GUY, II &
SABRINA M. TRAVERS
17872/273
TM J24, LOT 02

PCC=STA. 232+02.39

ABANDONED 8 INCH WATER MAIN

MATCH INTO EXISTING GRAVEL TRAIL

ALTER CB TO MH

TEST PIT (SEE NOTE 5)

TEST PIT FOR WATER SERVICE

ABANDONED 8 INCH WATER MAIN

REMOVE AND RESET FENCE

LIGHTING CONTROLLER CABINET #2

TRENCH FOR LIGHTING CONDUIT

CONSTRUCTION ℄ N27°12'35.7"E

WILLIAM OSCAR EMERY DRIVE

SAWCUT (TYP.)

CONSTRUCTION ℄ RIVER STREET

STA. 342+55.05 RIVER STREET ℄
STA. 233+04.67 WILLIAM OSCAR EMERY DRIVE ℄

PCC = STA. 343+10.91

TOWN OF SANFORD
6674/331
TM J24, LOT 12A

INSTALL CEDAR RAIL FENCE

STA. 229+75.00
END 1.5" HMA PAVEMENT OVERLAY WITH VARIABLE DEPTH PAVEMENT MILL AND SHIM
BEGIN PARTIAL DEPTH RECONSTRUCTION

REMOVE TREE

REMOVE TREE

EXISTING CB REMOVED DURING THE RIVER STREET RECONSTRUCTION PROJECT (2024)
12" RCP CLASS III

STA. 232+85.27
END PROJECT WIN 25335.00
LIMIT OF WORK
MATCH EXISTING PAVEMENT

THE CONTRACTOR SHALL COORDINATE THE LOCATION OF THE PROPOSED LIGHT POLE WITH THE SANFORD SEWER DISTRICT TO ENSURE ADEQUATE SEPARATION FROM THE SEWER SERVICE

ADJUST SMH TO GRADE (BY OTHERS) (TYP.)

APPROX. TIE-IN LOCATION

APPROXIMATE LOCATION OF CATCH BASIN INSTALLED UNDER THE RIVER STREET RECONSTRUCTION PROJECT IN 2024. THE CONTRACTOR SHALL CONFIRM THE EXISTING OUTLET ELEVATION PRIOR TO BEGINNING CONSTRUCTION

ADJUST CB TO GRADE

CURVE DATA C8
PI = 342+50.76
D = 4°46'28.7"
Δ = 5°44'56.7" Rt.
R = 1200.00'
L = 120.41'
T = 60.25'
E = 1.51'

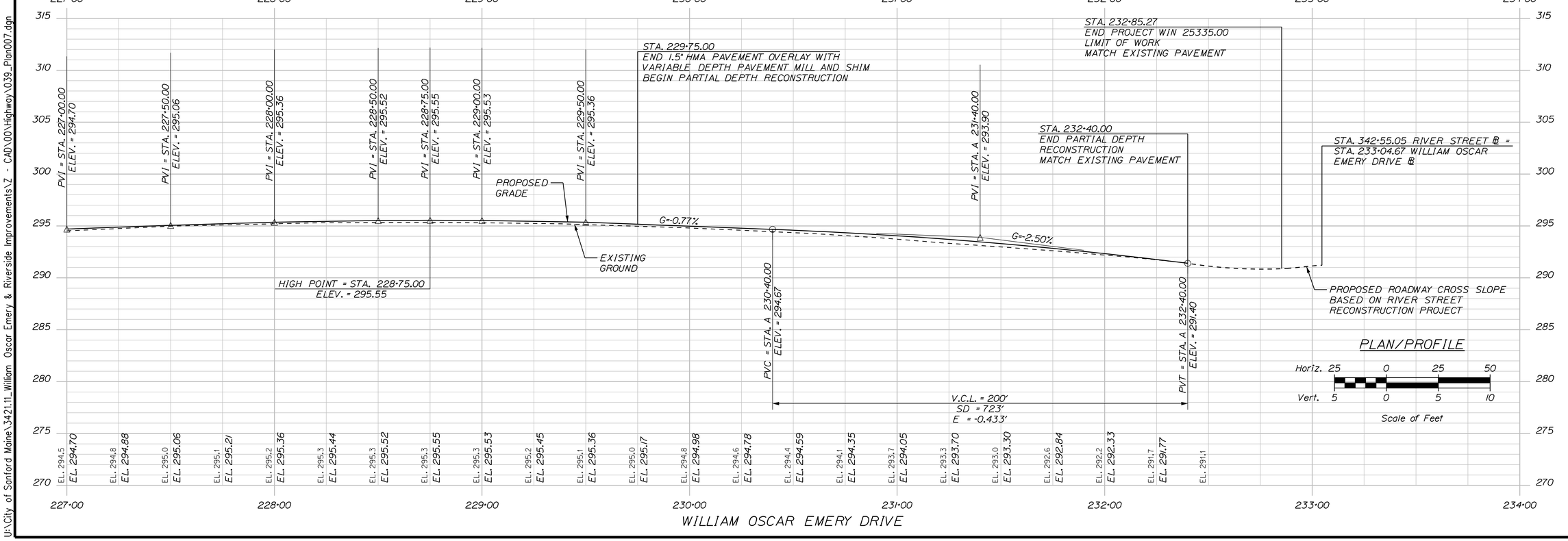
RIPRAP SLOPE PROTECTION

NUMBER ONE POND

MAINTAIN EXISTING OUTLET

PC = STA. 341+90.51

DRAINAGE NOTES:
1. SEE NOTES ON PREVIOUS SHEET.




CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01

| | BY | DATE | SIGNATURE |
|---|---|---|---|
| M. HILL | | | |
| T. WARREN | M.CUNDIFF | 08\26 | |
| CHECKED-REVIEWED | J.WAGNER/MACH | 08\26 | |
| DESIGN2-DETAILED2 | D. ETTINGER | | |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

P.E. NUMBER

DATE

SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

PLAN/PROFILE SHEETS

SHEET NUMBER
39
OF 117

Filename: ...\00\Highway\039_Plan007.dgn Division: HIGHWAY Username: Mike.Cundiff Date:8/12/2026

U:\City of Sanford Maine\3421.11_William Oscar Emery & Riverside Improvements\Z - CAD\00\Highway\039_Plan007.dgn

Username: Mike.Cundiff Date:8/12/2026
Division: HIGHWAY
Filename: ...\00\Highway\040_Plan008.dgn
U:\City of Sanford Maine\3421.11_William Oscar Emery & Riverside Improvements\Z - CAD\00\Highway\040_Plan008.dgn

STA. 91+37.70, LT.
LIMIT OF WORK

APPROXIMATE LOCATION OF 2" HDPE PIPE INTENDED FOR A FUTURE BATH/RESTROOM FACILITY BY THE SANFORD SEWERAGE DISTRICT

REMOVE AND RESET WOODEN RAIL

ADJUST MH TO GRADE

MHI3

12" RCP CLASS IV

PAULETTE R. BURBANK & WAYNE BURBANK 19026/1810 TM K25, LOT 5A

FRONT STREET

M. 9°10'51"E

PT = STA. 91+03.23

PT = STA. 82+50.00

CB54 CB55

STA. 90+80.00
LIMIT OF WORK, RT.
END FULL DEPTH RECONSTRUCTION
MATCH EXISTING PAVEMENT

REMOVE CB

VARIES

REMOVE

REMOVE PAVEMENT, LOAM AND SEED

CB56

12" RCP CLASS IV

SAWCUT (TYP.)

CB57

REMOVE CB

STA. 82+49.94
LIMIT OF WORK

STA. 82+00.00
END FULL DEPTH RECONSTRUCTION
MATCH EXISTING PAVEMENT

EXTEND 12" RCP CLASS IV TO PROPOSED CB

REMOVE CB

MAINTAIN EXISTING OUTLET

CITY OF SANFORD
748/171
TM L24, LOT 11

STA. 81+09.37 GOWEN PARK DRIVE ℄=
STA 90+00.00 FRONT STREET ℄

CURVE DATA B3
PI = 216+02.28
D = 37°12'18.2"
Δ = 51°20'48.5" Rt.
R = 154.00'
L = 138.01'
T = 74.03' STUMP POND
E = 16.87'

CURVE DATA F1
PI = 81+25.29
D = 3°49'11.0"
Δ = 9°32'57.5" Rt.
R = 1500.00'
L = 250.00'
T = 125.29'
E = 5.22'

CURVE DATA G1
PI = 90+54.42
D = 35°48'35.5"
Δ = 37°34'07.0" Rt.
R = 160.00'
L = 104.91'
T = 54.42'
E = 9.00'

MHI1
STA. 80+62.66, 65.45' LT.
INSTALL CB TYPE BI WITH SOLID COVER
RIM ELEV. = 288.25
INV. IN (EXIST. 12"PVC) = 284.05
INV. IN (EXIST. 12" PVC) = 284.45
INV. OUT (12" OPT. III) = 284.00

MHI2
STA. 80+55.63, 67.67' RT.
INSTALL CB TYPE BI WITH SOLID COVER
RIM ELEV. = 287.50
INV. IN (12" OPT. III)= 283.15
INV. OUT (EXIST. 12" RCP) = 283.12±

MHI3
STA. 90+75.03, 39.12' LT.
(ADJUST MH TO GRADE)
RIM ELEV. = 288.45
INV. IN (12" OPT. III) = 285.55
INV. IN (EXIST. 12" PVC) = 285.55
INV. OUT (EXIST. 12" PVC) = 285.45

STA. 216+15.98 WILLIAM OSCAR EMERY DRIVE ℄=
STA. 80+00.00 GOWEN PARK DRIVE ℄

REMOVE TREES (2)

REMOVE BENCH AND CONCRETE FOUNDATION

MAINTAIN EXISTING OUTLET

REMOVE CB

12" OPTION III

MH1

WILLIAM OSCAR EMERY DRIVE

216+00

CB33

PC=STA. 215+28.29

12" OPTION III

MHII

REMOVE

CB52

GOWEN PARK DRIVE

80+00 CONSTRUCTION ℄

CB53

F1

ABANDONED 8 INCH WATER MAIN

81+00

90+00 CONSTRUCTION ℄

MAINTAIN EXISTING FOLIAGE ALONG THE WATERS EDGE

13' (SPAN) X 6' (RISE) X 114' (LONG) CONCRETE BOX CULVERT (CLAM SHELL)

RAISED INTERSECTION

REMOVE CULVERT

REMOVE EXISTING HEDGELINE AS REQUIRED TO CONSTRUCT THE CULVERT

PCC=STA. 216+66.26

12" RCP CLASS IV
12" OPTION III

REMOVE MHI2

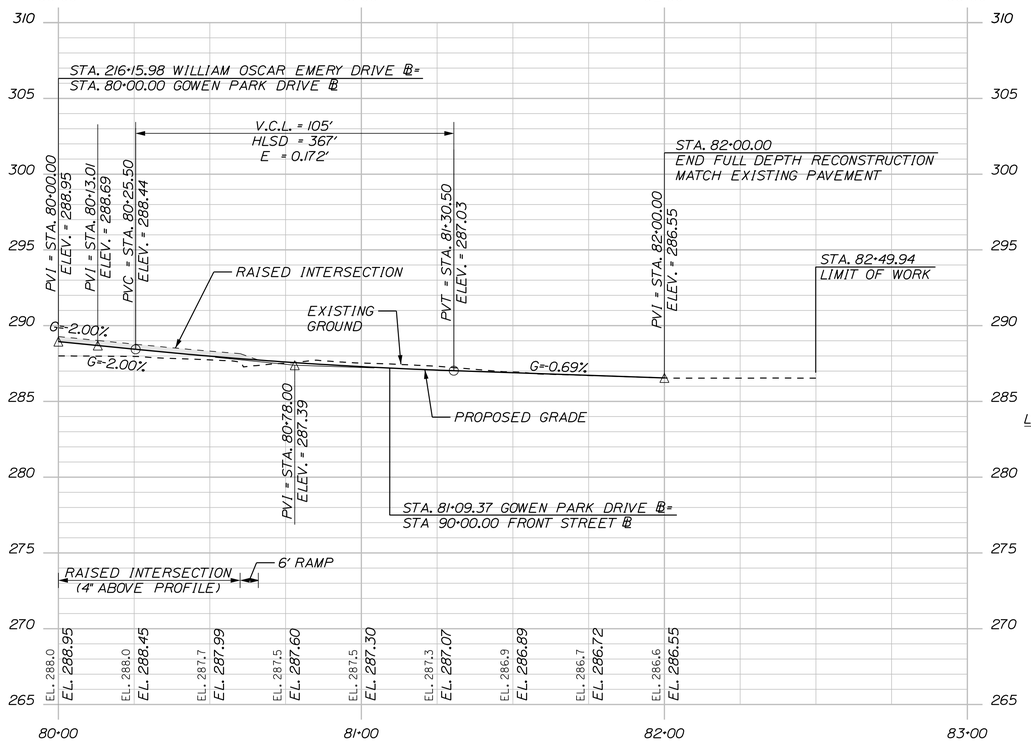
REMOVE EXISTING TREES (3)

MAINTAIN EXISTING OUTLET

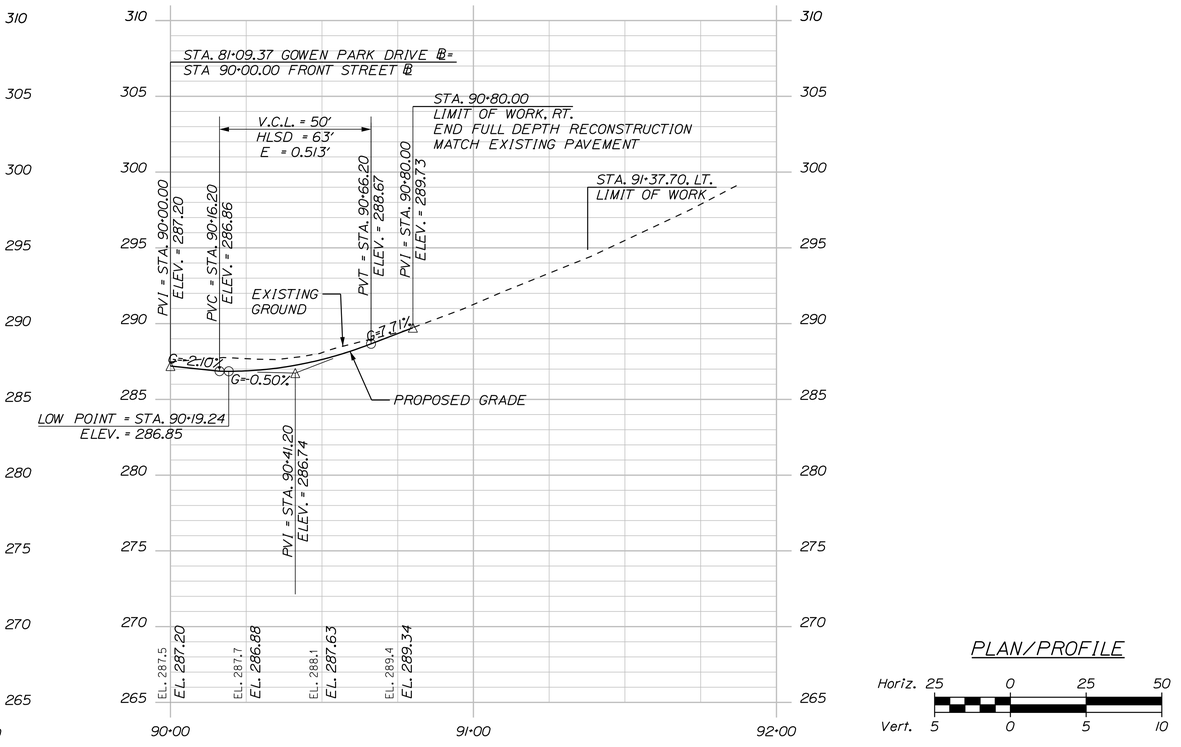
CB35

NOTES:
1. SEE NOTES ON PREVIOUS SHEET.

DRAINAGE NOTES:
1. SEE NOTES ON PREVIOUS SHEET.




GOWEN PARK DRIVE




FRONT STREET

PLAN/PROFILE
Horiz. 25 0 25 50
Vert. 5 0 5 10
Scale of Feet

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01

| | BY | DATE |
|---|---|---|
| PROJ. MANAGER | M. HILL | |
| DESIGN-DETAILED | T. WARREN | 08\26 |
| CHECKED-REVIEWED | J.WARDWARCH | D. ETTINGER 08\26 |
| DESIGN2-DETAILED2 | - | - - |
| DESIGN3-DETAILED3 | - | - - |
| REVISIONS 1 | - | - - |
| REVISIONS 2 | - | - - |
| REVISIONS 3 | - | - - |
| REVISIONS 4 | - | - - |
| FIELD CHANGES | - | - - |

SIGNATURE

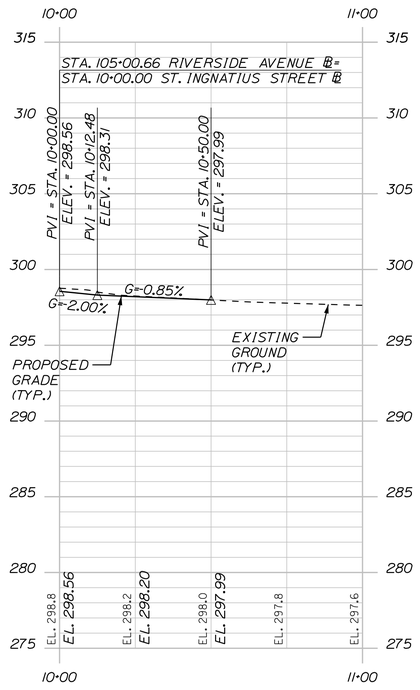
P.E. NUMBER

DATE

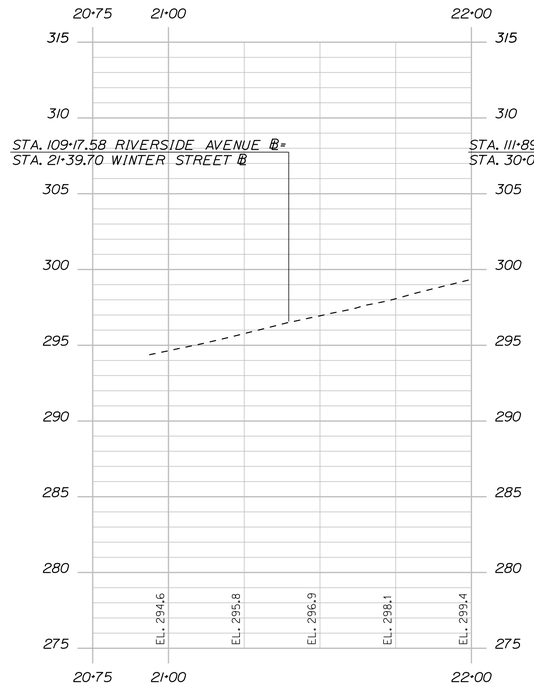
SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

PLAN/PROFILE SHEETS

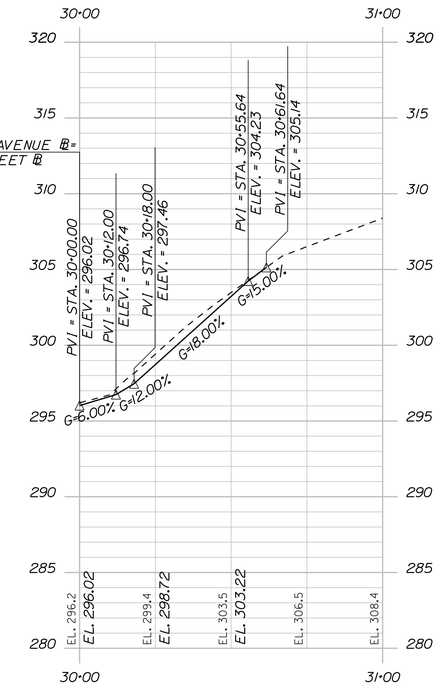
SHEET NUMBER
40
OF 117



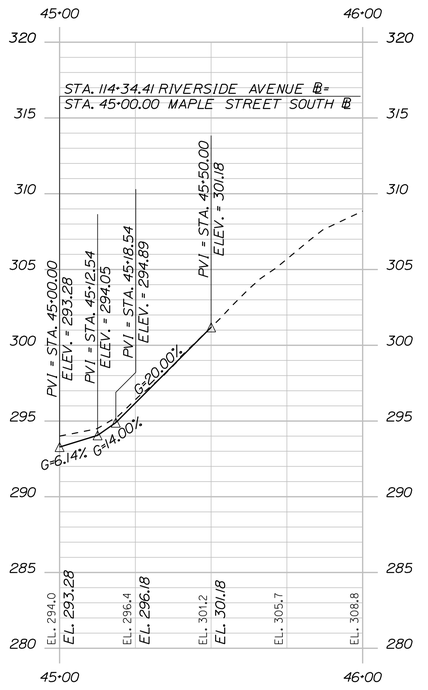

ST. IGNATIUS STREET PROFILE



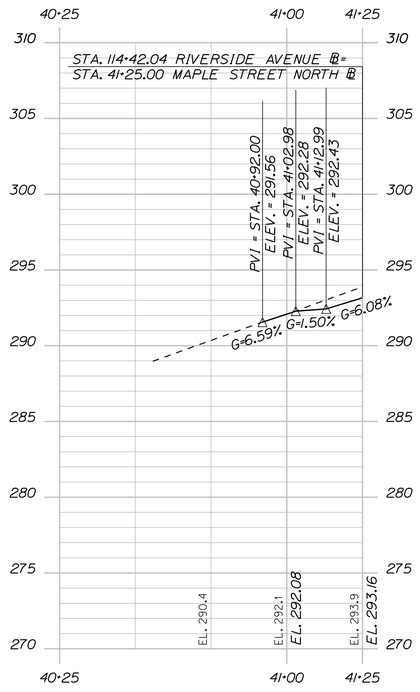

WINTER STREET PROFILE



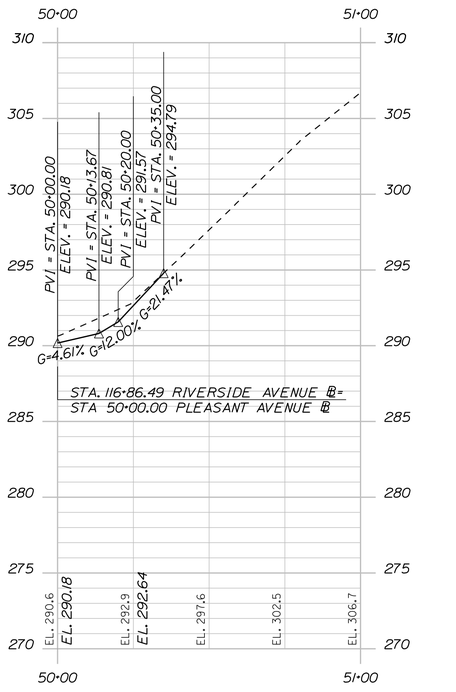

ACORN STREET PROFILE



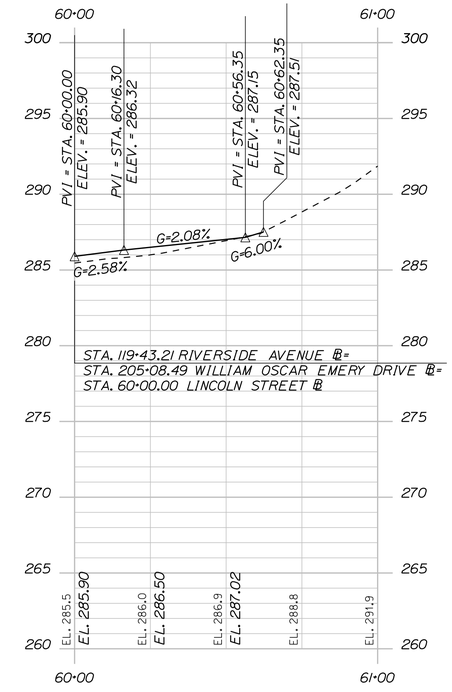

MAPLE STREET SOUTH PROFILE



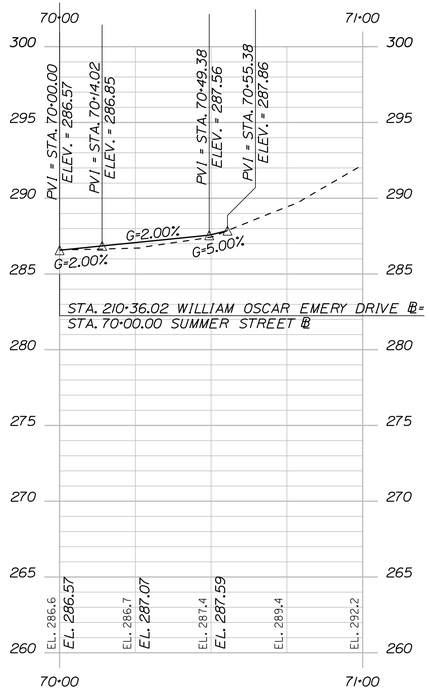

MAPLE STREET NORTH PROFILE




PLEASANT AVENUE PROFILE




LINCOLN STREET PROFILE




SUMMER STREET PROFILE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01

| | BY | DATE |
|---|---|---|
| M. HILL | | |
| PROJ. MANAGER | | |
| DESIGN-DETAILED | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | T. WARREN | 08\26 |
| DESIGN2-DETAILED2 | J.WAGNER/MACH | - |
| DESIGN3-DETAILED3 | D. ETTINGER | - |
| REVISIONS 1 | - | - |
| REVISIONS 2 | - | - |
| REVISIONS 3 | - | - |
| REVISIONS 4 | - | - |
| FIELD CHANGES | - | - |

SIGNATURE

P.E. NUMBER

DATE

SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

SIDE ROAD PROFILES

SHEET NUMBER

41

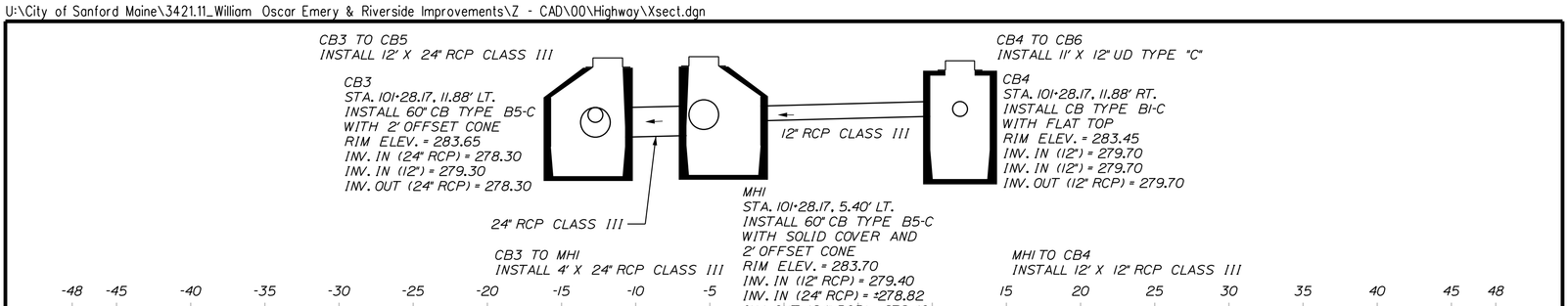
OF 117

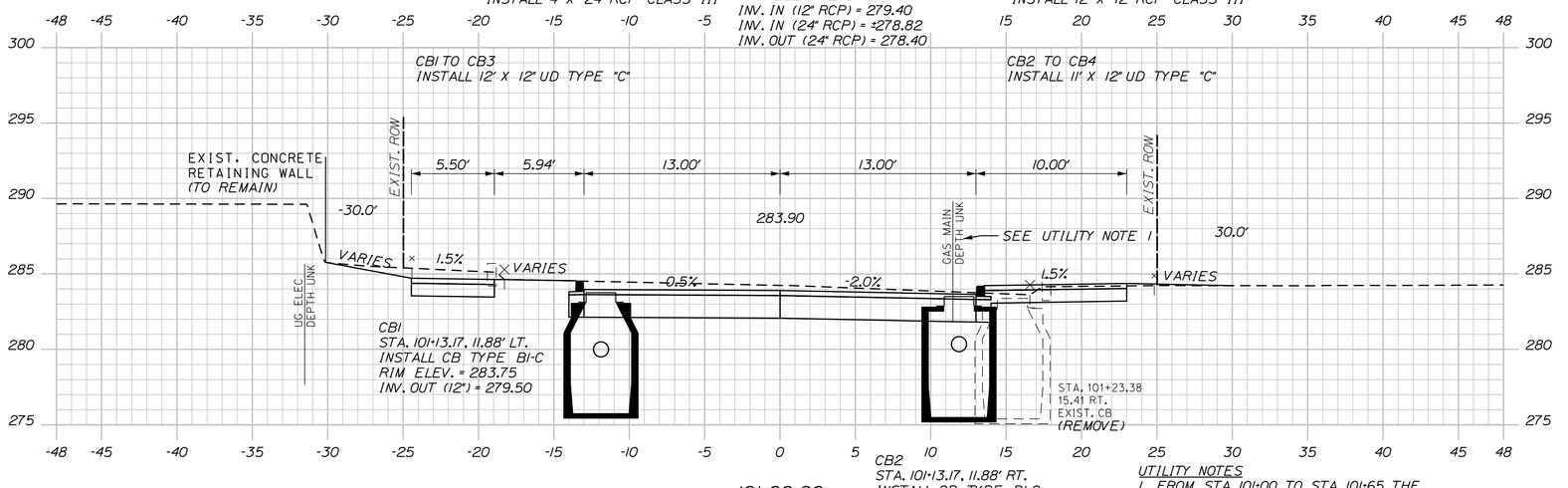
Username: Mike.Cundiff Date:8/12/2026

Division: HIGHWAY

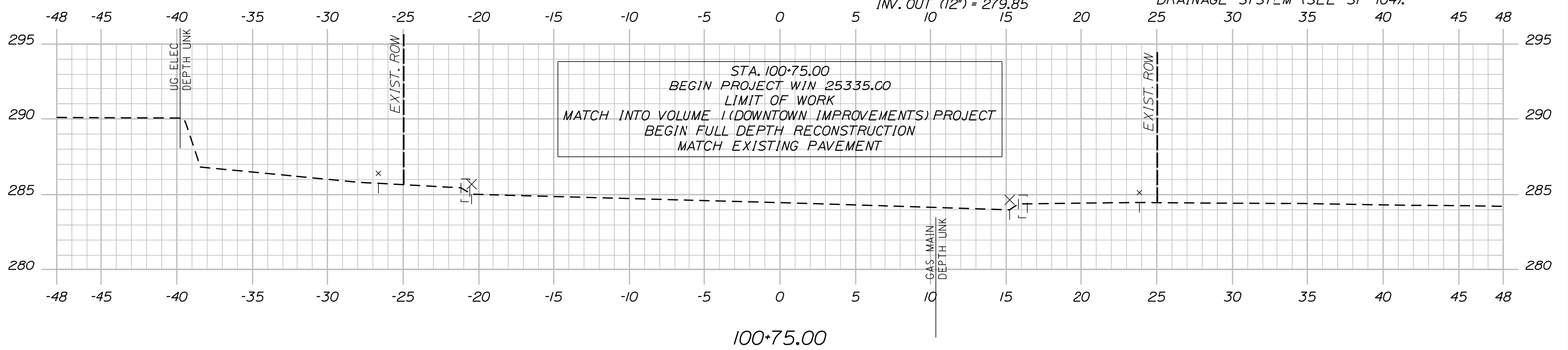
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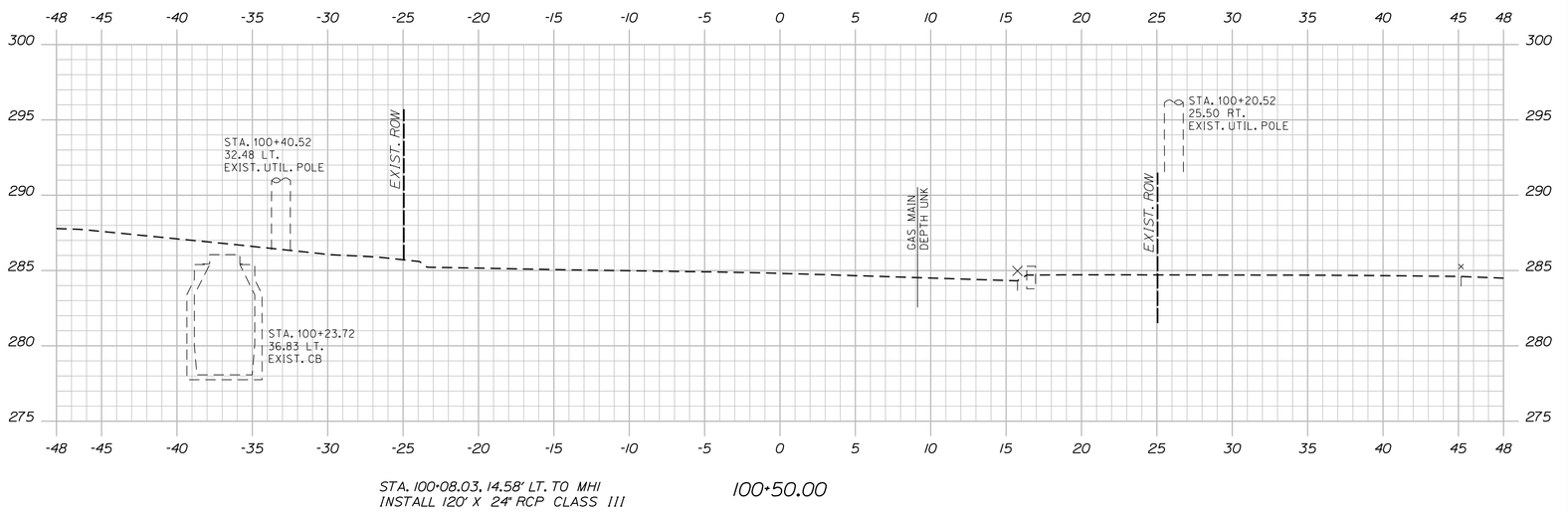
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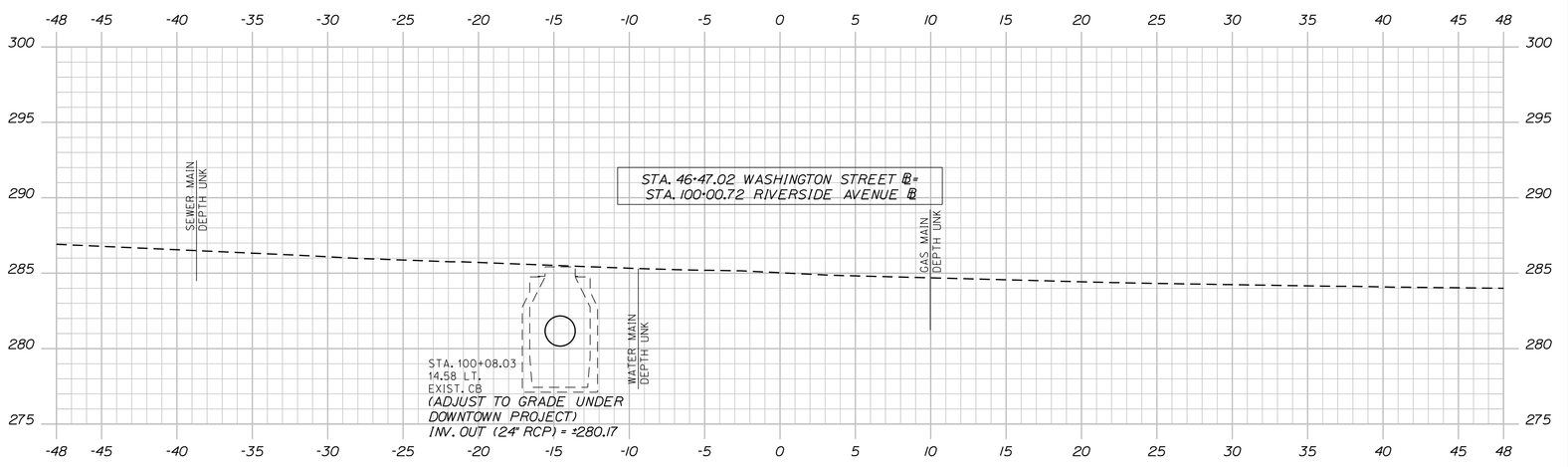



UTILITY NOTES
1. FROM STA. 101+00 TO STA. 101+65, THE EXISTING GAS LINE SHALL BE RELOCATED TO THE EAST TO AVOID THE PROPOSED DRAINAGE SYSTEM (SEE SP 104).




Sta. 100+00.00 to Sta. 101+00.00

SHEET NUMBER 42 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
## CROSS SECTIONS

| PROJ. MANAGER | M. HILL | BY | DATE |
|---|---|---|---|
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

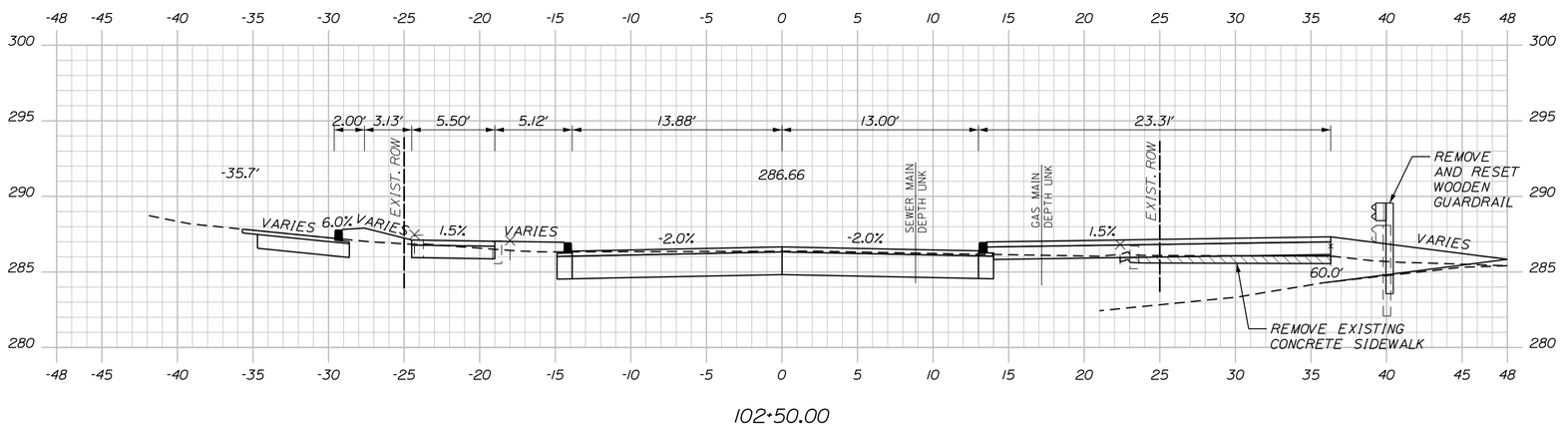
SIGNATURE

P.E. NUMBER

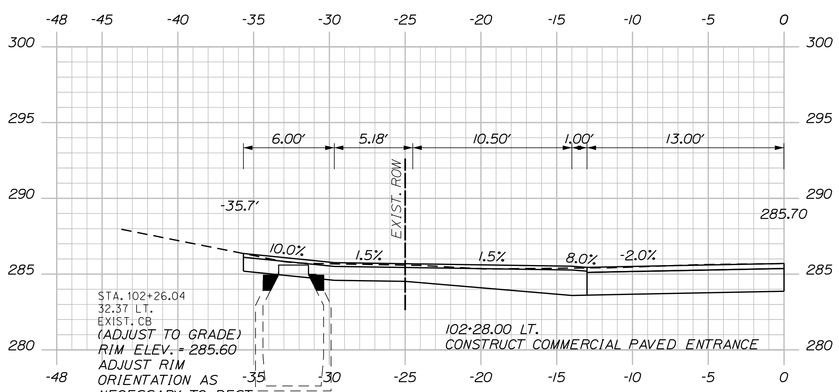
DATE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN 22642.01

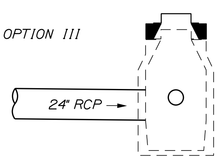



102+50.00

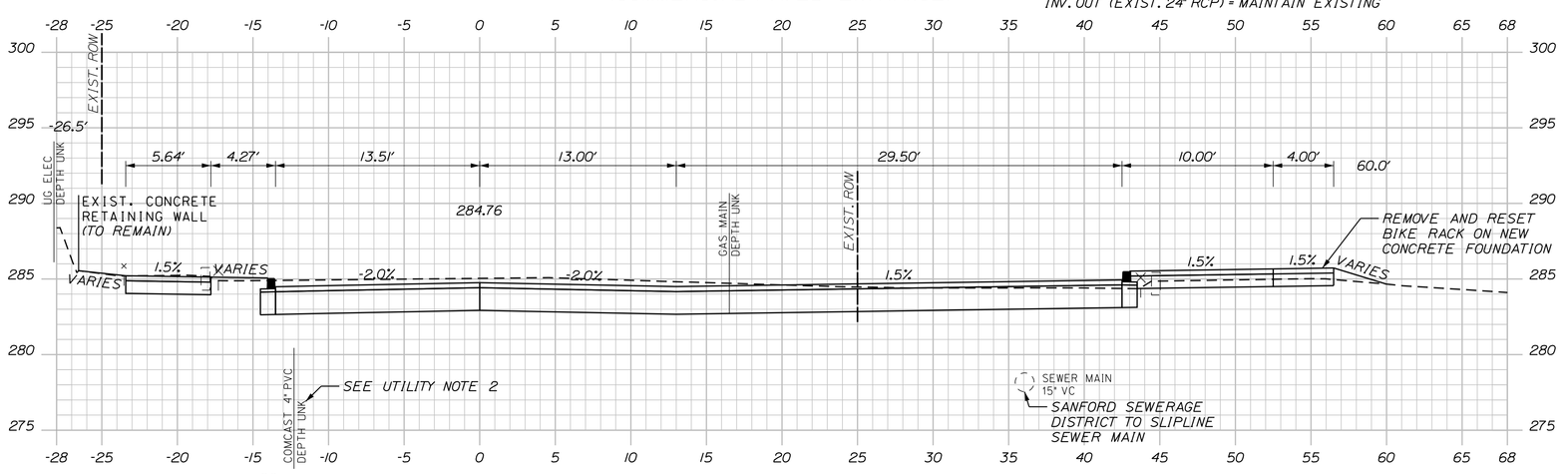



102+28.00
(COMMERCIAL PAVED ENTRANCE)

MH3 TO CB8
INSTALL 51' X 12" OPTION III



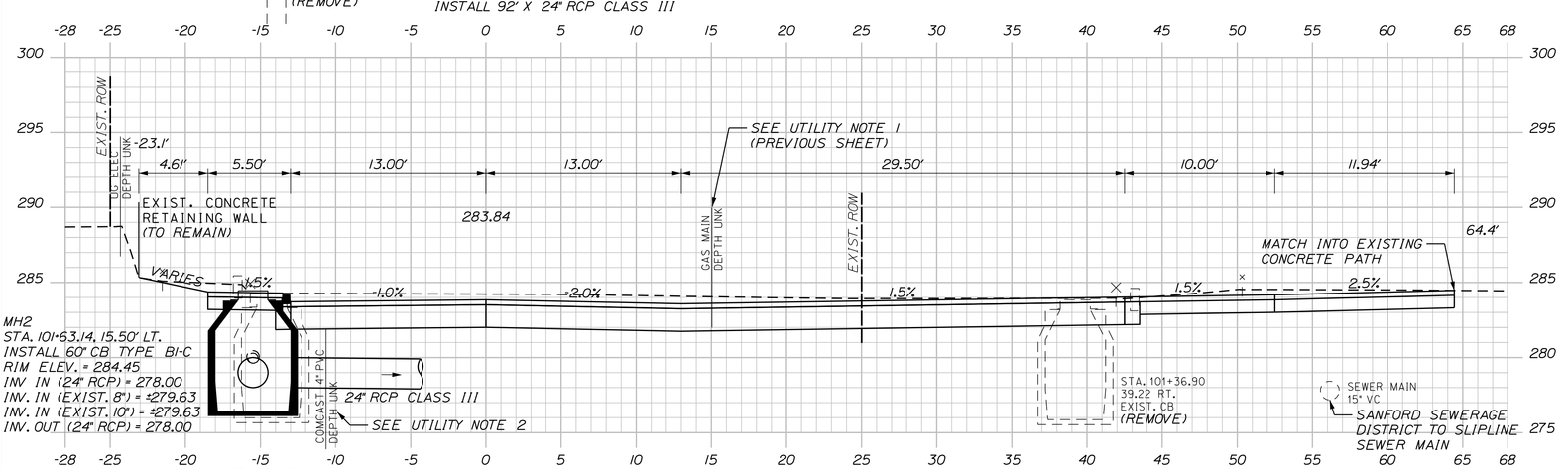

MH3
STA. 102+32.79
49.37 RT.
EXIST. MH
(ADJUST MH TO GRADE)
RIM ELEV. = 286.35
INV. IN (24" RCP) = MATCH EXISTING INLET
INV. IN (12" OPT. III) = TBD IN FIELD (MIN. 12" ABOVE EXISTING OUTLET)
INV. OUT (EXIST. 24" RCP) = MAINTAIN EXISTING




102+00.00

STA. 101+41.18
13.32 LT.
EXIST. UTIL. POLE
(REMOVE)

MH2 TO MH3
INSTALL 92' X 24" RCP CLASS III




MH2
STA. 101+63.14, 15.50' LT.
INSTALL 60" CB TYPE BI-C
RIM ELEV. = 284.45
INV IN (24" RCP) = 278.00
INV. IN (EXIST. 8") = ±279.63
INV. IN (EXIST. 10") = ±279.63
INV. OUT (24" RCP) = 278.00

STA. 101+63.14
14.25 LT.
EXIST. CB
(REMOVE)

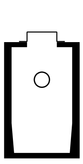
CB5 TO MH2
INSTALL 20' X 24" RCP CLASS III

101+50.00

STA. 101+35.00.
19.50' LT.
PROP UTIL POLE

CB5
STA. 101+43.17, 11.88' LT.
INSTALL CB TYPE BI-C
RIM ELEV. = 283.65
INV. IN (24" RCP) = 278.15
INV. OUT (24" RCP) = 278.15





CB6
STA. 101+43.17, 11.88' RT.
INSTALL CB TYPE BI-C WITH FLAT TOP
RIM ELEV. = 283.50
INV. OUT (12") = 279.85

UTILITY NOTES

2. EXISTING COMCAST AND CMP UTILITIES RUNNING TO THE EXISTING UTILITY POLE AT STA. 101+41.18 (SET TO BE REPLACED) SHALL BE EXTENDED TO THE NEW POLE LOCATED AT STA. 101+35.00 (SEE SP 104).

3. THE SANFORD SEWERAGE DISTRICT IS SET TO SLIPLINE THEIR SEWER MAIN BETWEEN SMH'S LOCATED AT STA. 101+50, RT. AND STA. 102+84, LT.

Sta. 101+50.00 to Sta. 102+50.00

SHEET NUMBER 43 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
## CROSS SECTIONS

| PROJ. MANAGER | M. HILL | BY | DATE |
|---|---|---|---|
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

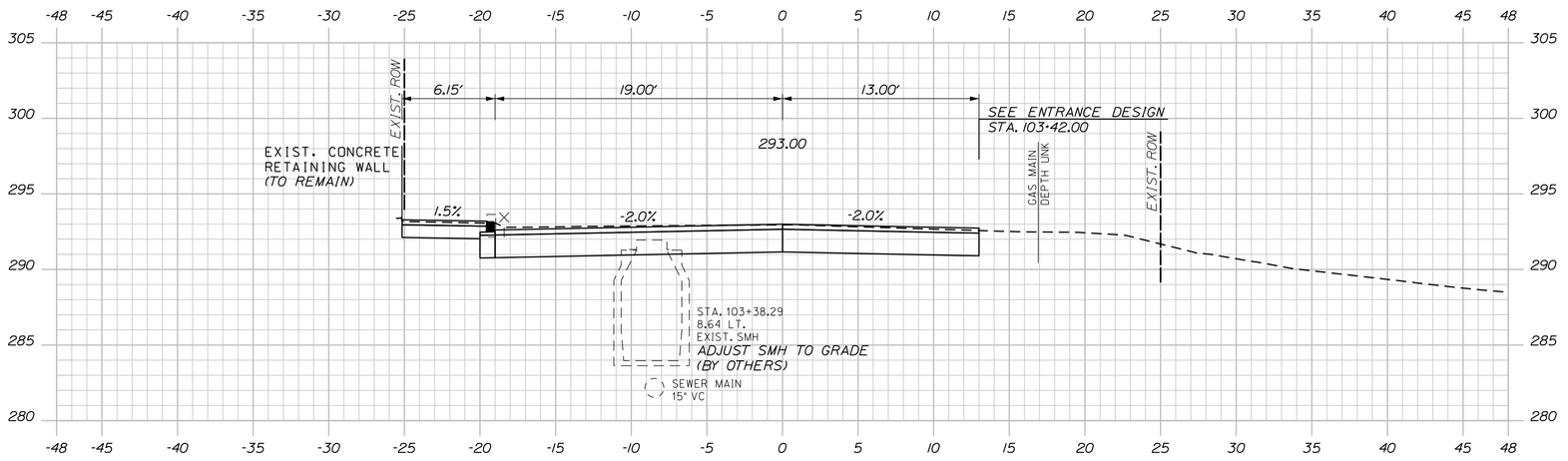
SIGNATURE

P.E. NUMBER

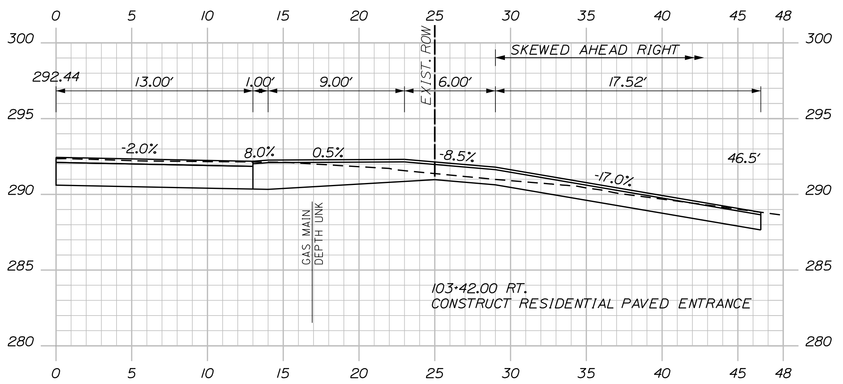
DATE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

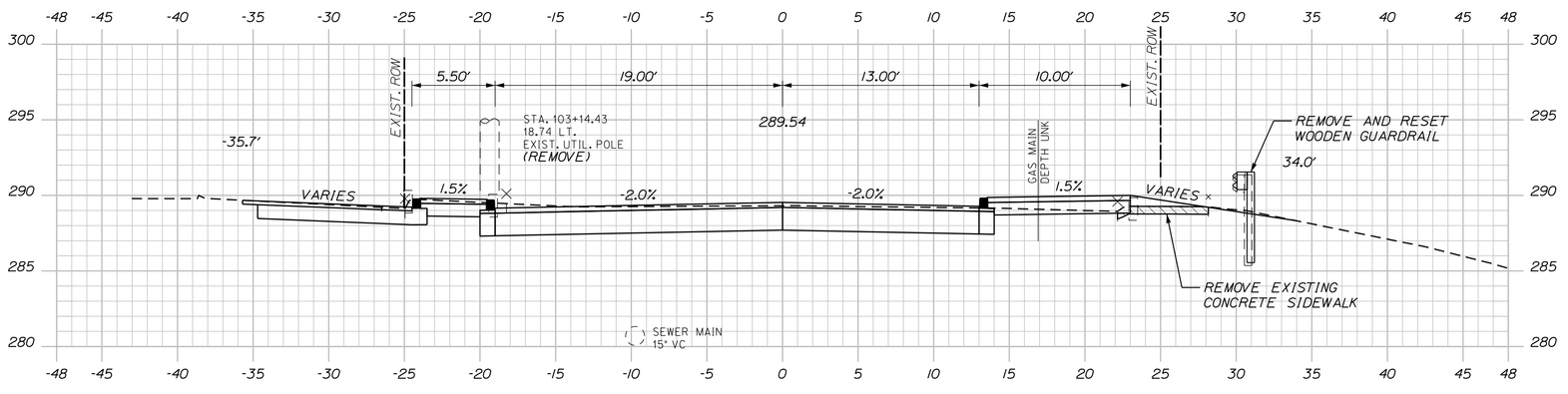
WIN
22642.01



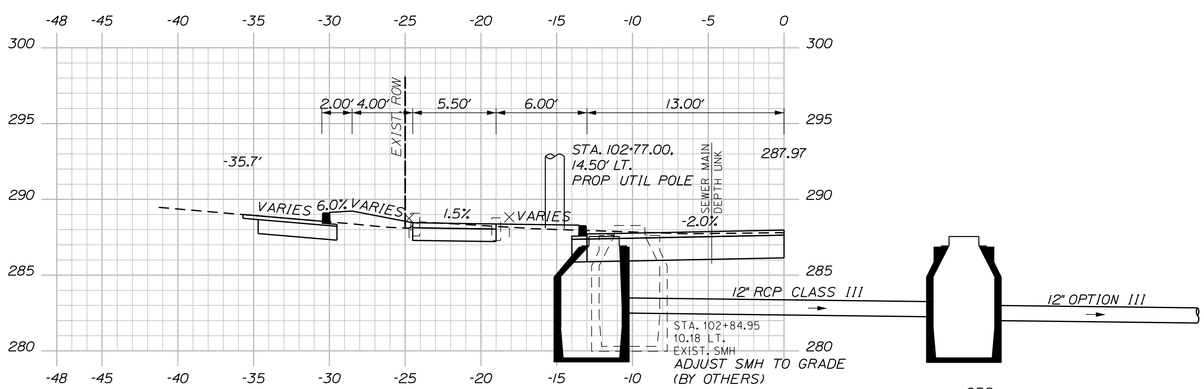

103+50.00




103+42.00
(RESIDENTIAL PAVED ENTRANCE)




103+00.00




CB7
STA. 102+72.44, 11.87' LT.
INSTALL CB TYPE B5-C
WITH 2' OFFSET CONE
RIM ELEV. = 287.55
INV. OUT (12" RCP) = 282.50

102+75.00

CB7 TO CB8
INSTALL 20' X 12" RCP CLASS III

CB8
STA. 102+72.44, 11.87' RT.
INSTALL CB TYPE BI-C
RIM ELEV. = 287.55
INV. IN (12" RCP) = 282.25
INV. OUT (12" OPT. III) = 282.00

Sta. 102+75.00 to Sta. 103+50.00

SHEET NUMBER 44 OF 117

SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

CROSS SECTIONS

| PROJ. MANAGER | M. HILL | BY | DATE |
|---|---|---|---|
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

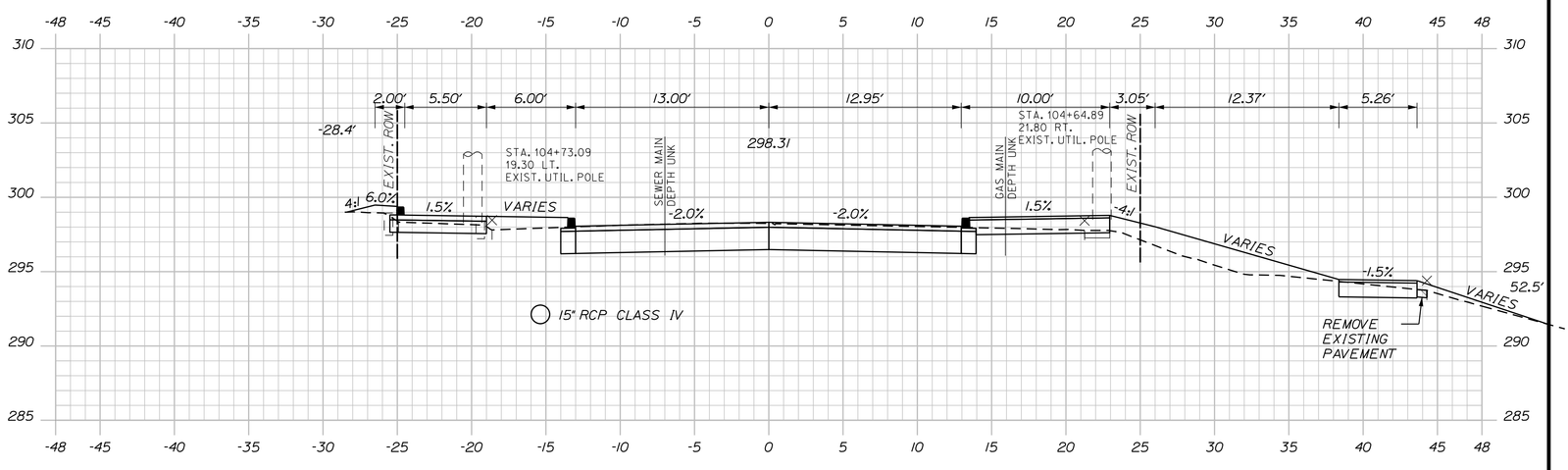
SIGNATURE

P.E. NUMBER

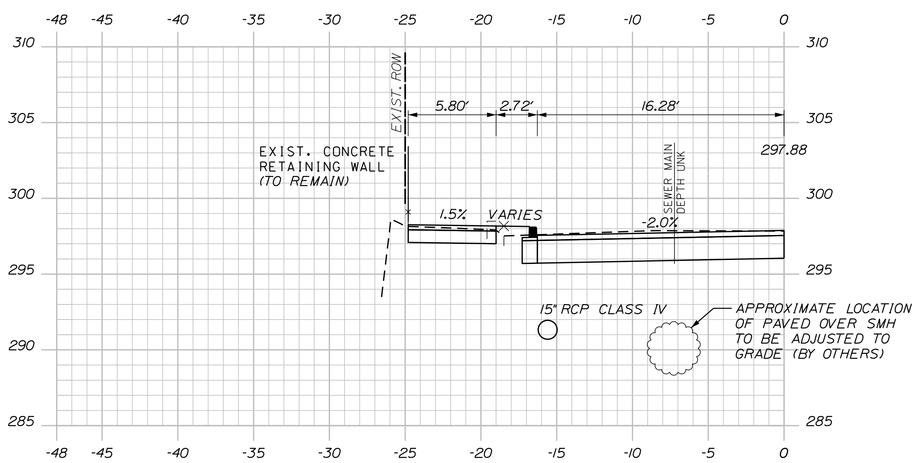
DATE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

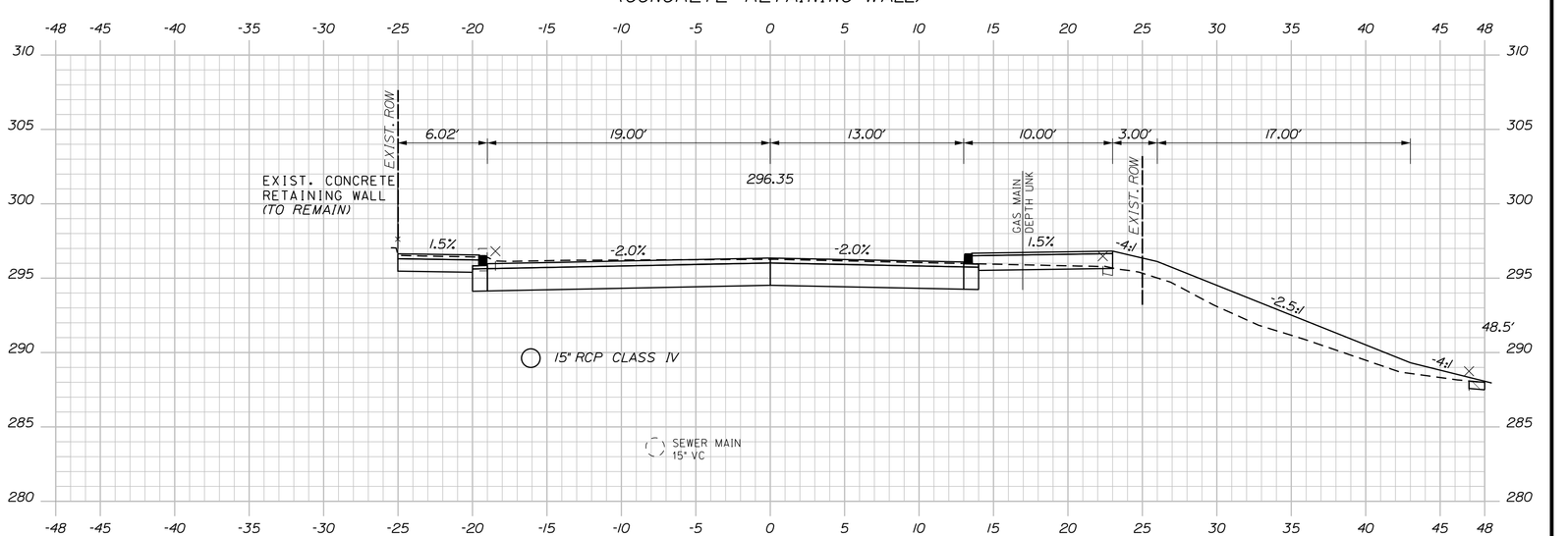
WIN
22642.01



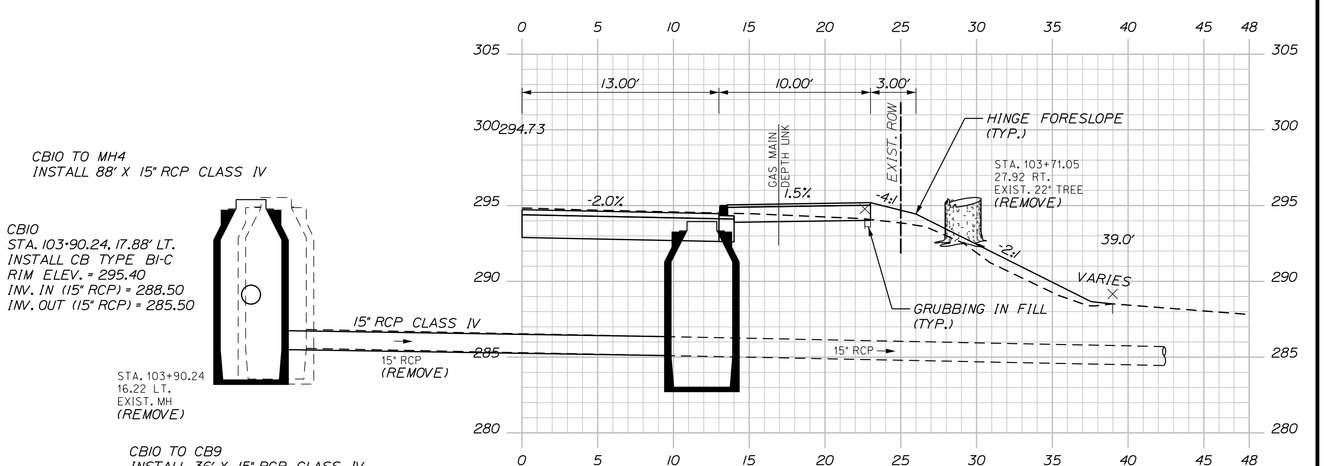

104+50.00




104+34.00
(CONCRETE RETAINING WALL)




104+00.00




103+75.00

CB9
STA. 103+68.07, 11.87' RT.
INSTALL CB TYPE BI-C
RIM ELEV. = 293.95
INV. IN (15" RCP) = ±285.10
INV. OUT (EXIST. 15" RCP) = ±285.10

Sta. 103+75.00 to Sta. 104+50.00

SHEET NUMBER 45 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
## CROSS SECTIONS

| | | | |
|---|---|---|---|
| PROJ. MANAGER | M. HILL | BY | DATE |
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

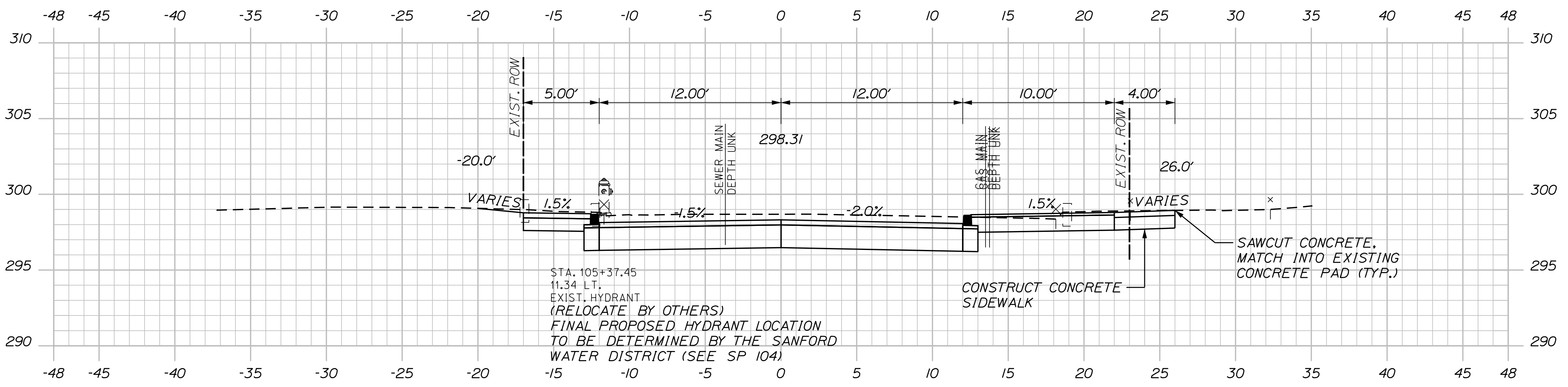
SIGNATURE

P.E. NUMBER

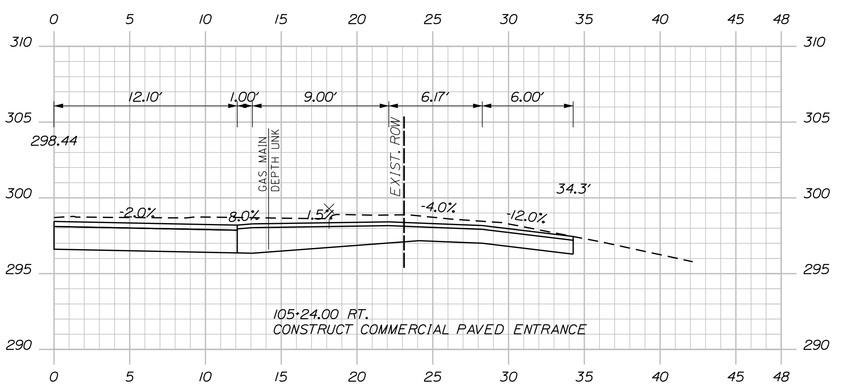
DATE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

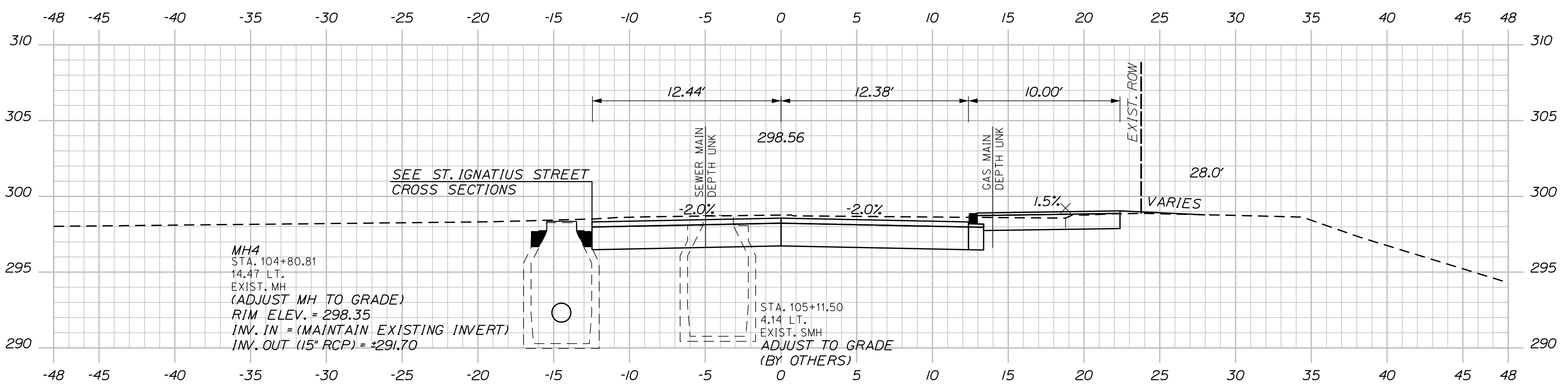
WIN
22642.01




105+50.00

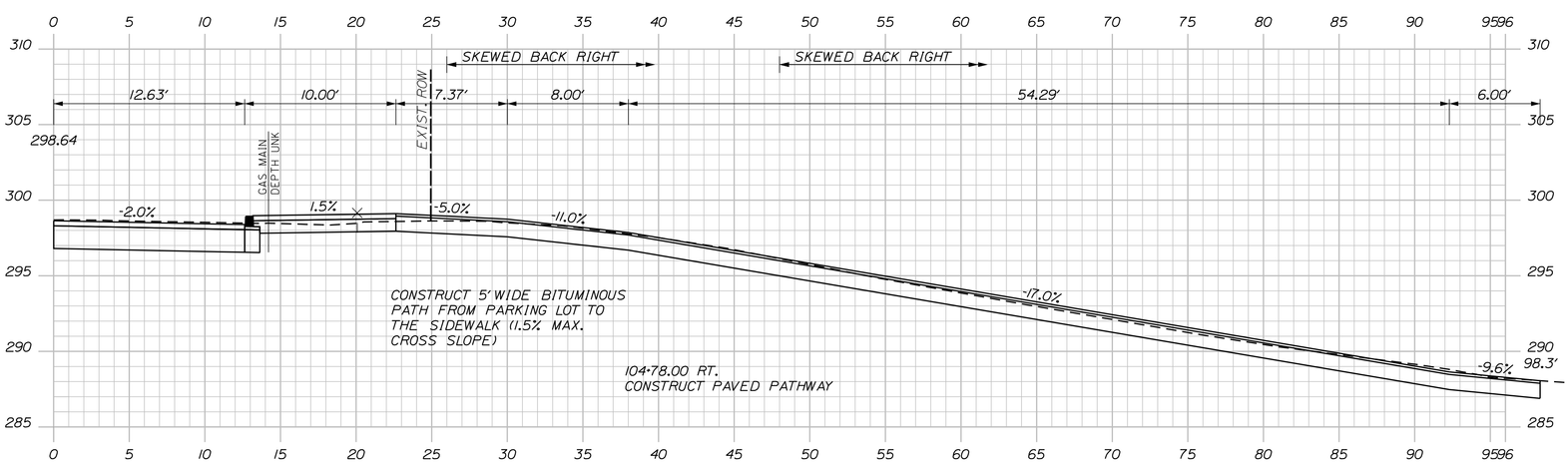



105+24.00
(COMMERCIAL PAVED ENTRANCE)




(ST. IGNATIUS STREET) 105+00.00

STA. 105+00.66 RIVERSIDE AVENUE ℄ =
STA. 10+00.00 ST. IGNATIUS STREET ℄




104+78.00
(RESIDENTIAL PAVED ENTRANCE, CLOSED)
(NEW BITUMINOUS PATHWAY TO BUILDINGS)

Sta. 104+78.00 to Sta. 105+50.00

SHEET NUMBER 46 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
## CROSS SECTIONS

| PROJ. MANAGER | M. HILL | BY | DATE |
|---|---|---|---|
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

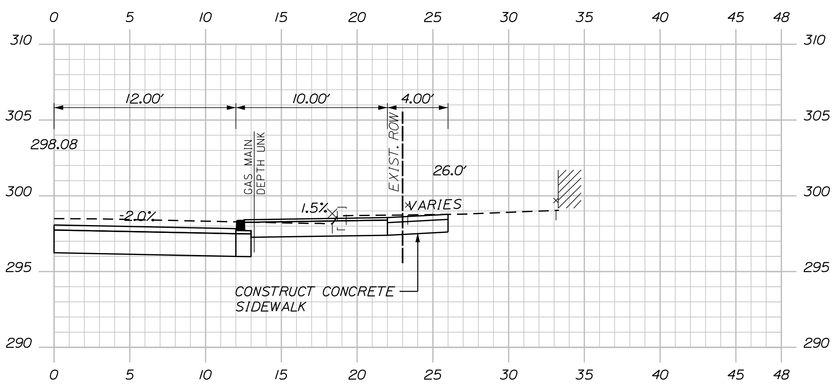
SIGNATURE

P.E. NUMBER

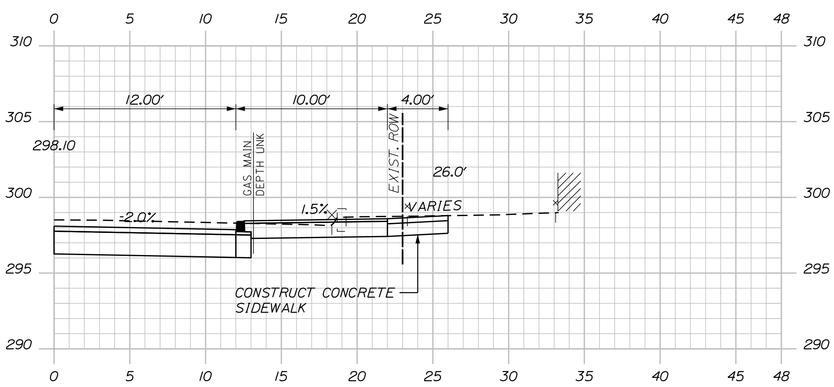
DATE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

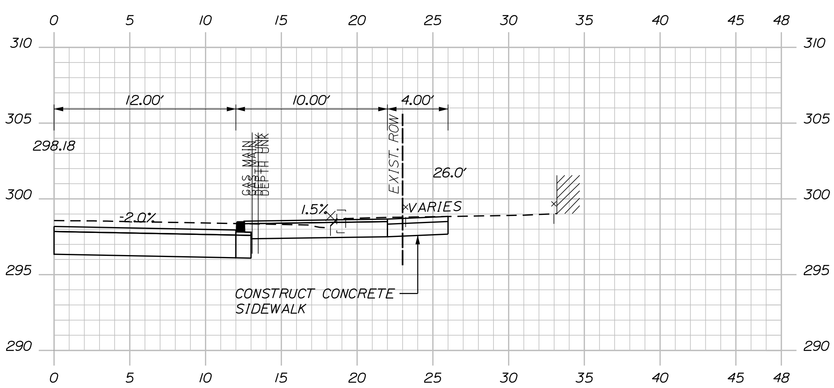
WIN
22642.01



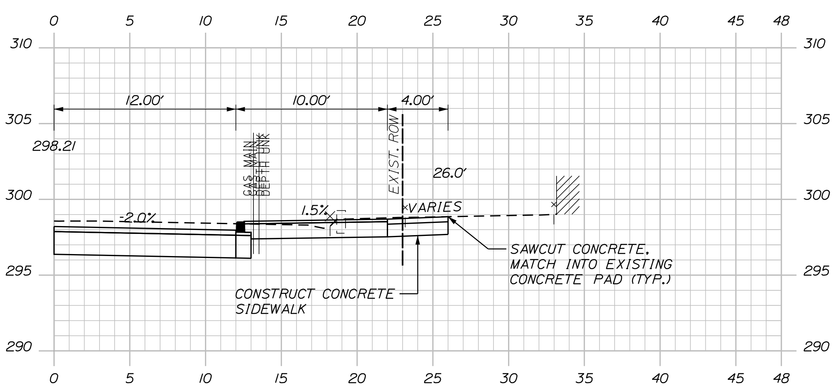

105+97.00
(DOOR)




105+92.00
(DOOR)




105+76.00
(DOOR)




105+71.00

Sta. 105+71.00 to Sta. 105+97.00



SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

CROSS SECTIONS

| PROJ. MANAGER | M. HILL | BY | DATE |
|---|---|---|---|
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

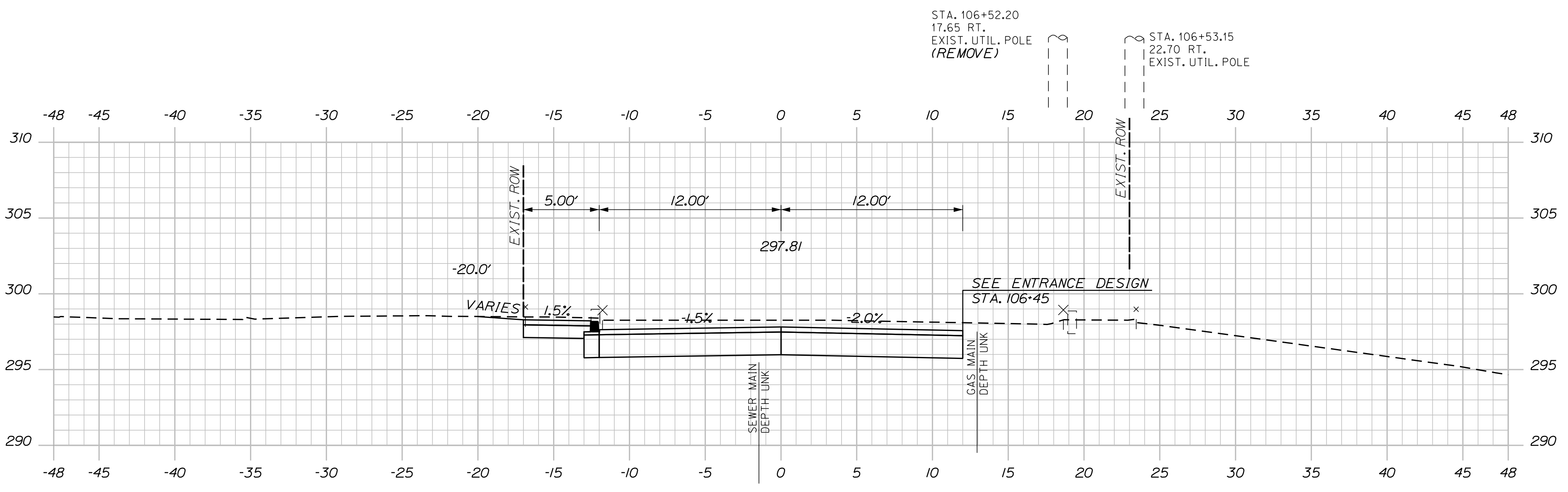
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P.E. NUMBER

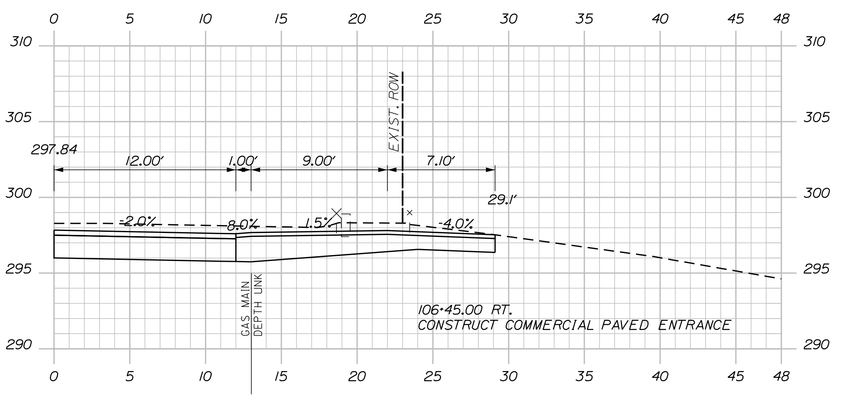
DATE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

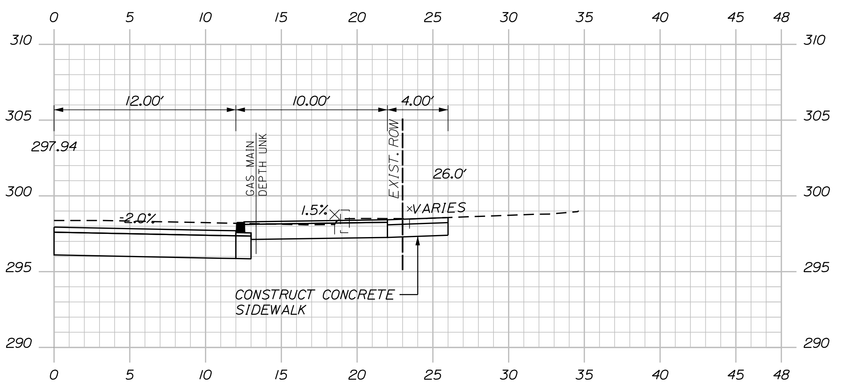
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22642.01



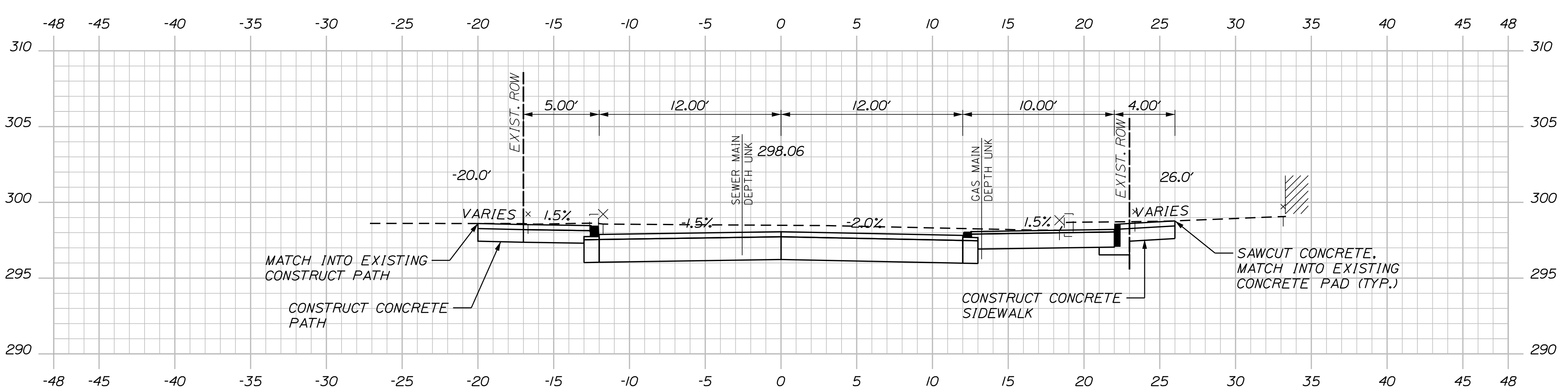

106+50.00




106+45.00
(COMMERCIAL PAVED ENTRANCE)




106+25.00




106+00.00

Sta. 106+00.00 to Sta. 106+50.00

SHEET NUMBER 48 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
## CROSS SECTIONS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | M. HILL | | |
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

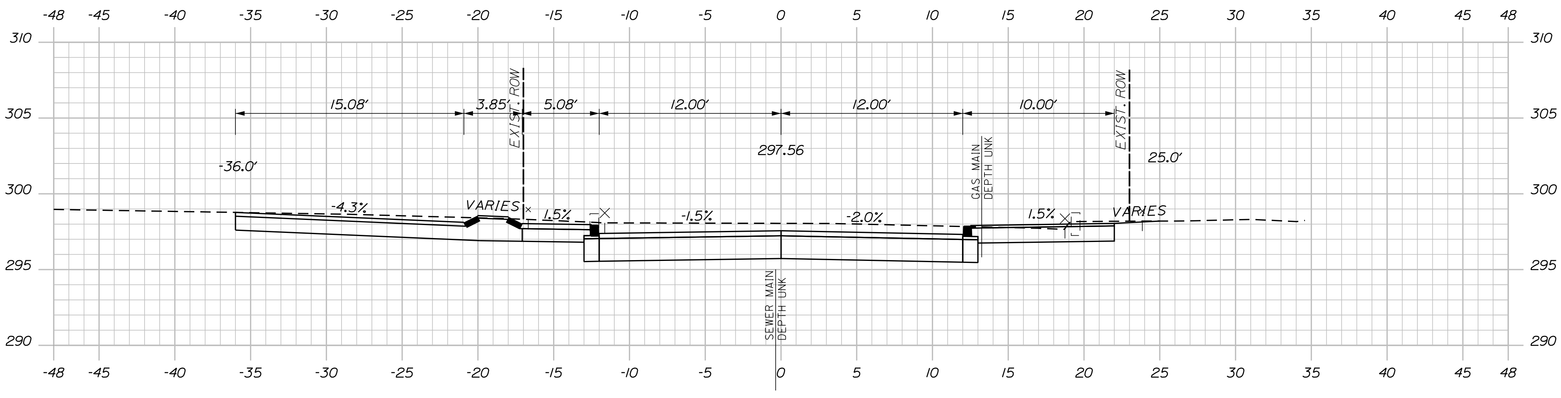
SIGNATURE

P.E. NUMBER

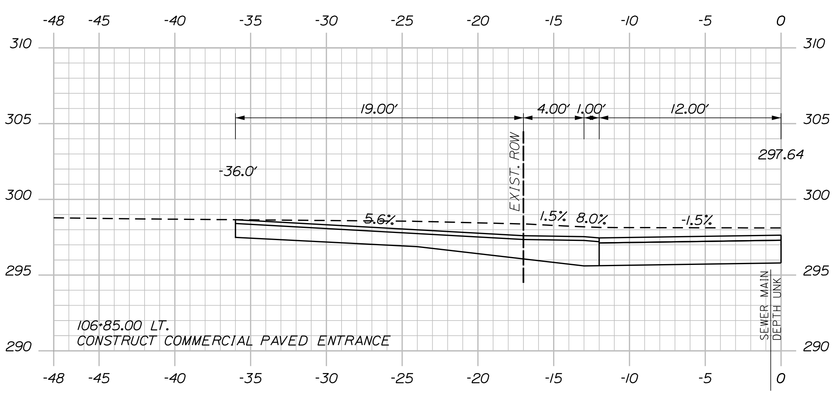
DATE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

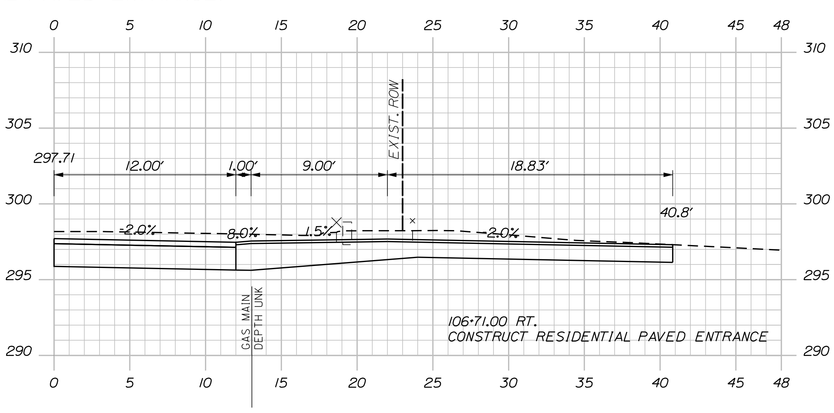
WIN
22642.01



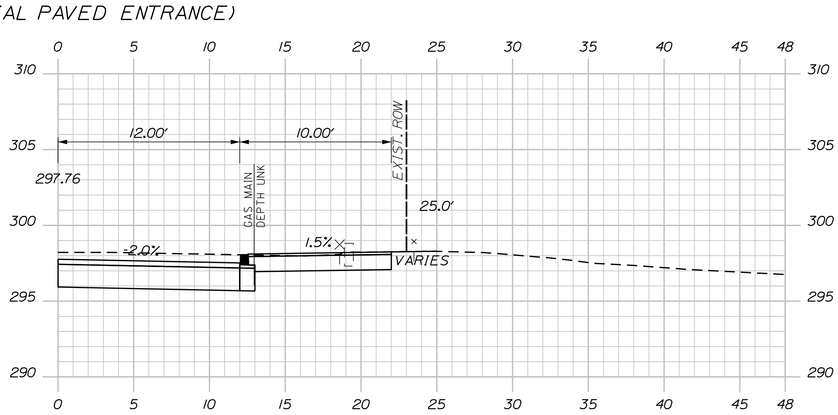

107+00.00




106+85.00
(COMMERCIAL PAVED ENTRANCE)




106+71.00
(RESIDENTIAL PAVED ENTRANCE)




106+60.00

Sta. 106+60.00 to Sta. 107+00.00

SHEET NUMBER 49 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
## CROSS SECTIONS

| PROJ. MANAGER | M. HILL | BY | DATE |
|---|---|---|---|
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

SIGNATURE

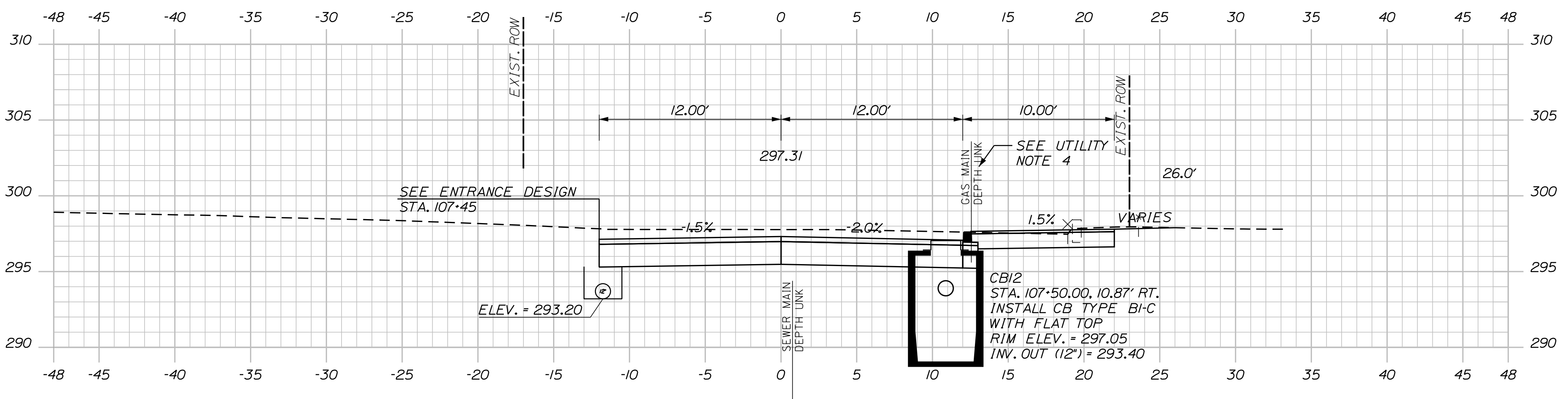
P.E. NUMBER

DATE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

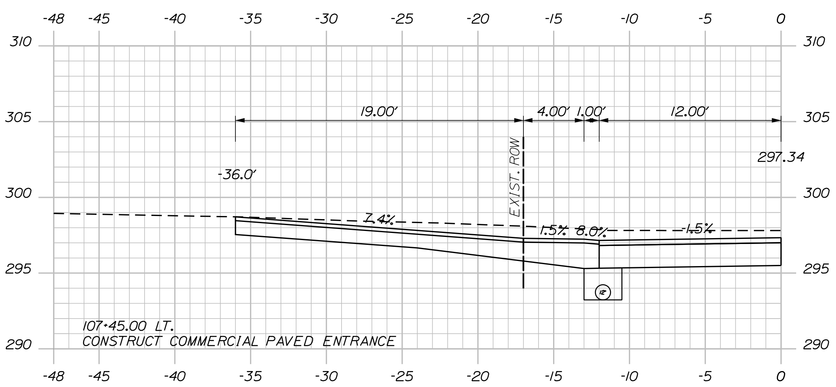
WIN
22642.01

CBI2 TO CBI3
INSTALL 121' X 12" UD TYPE "C"




107+50.00

UTILITY NOTES
4. FROM STA. 107+40 TO STA. 108+25, THE EXISTING GAS LINE SHALL BE RELOCATED TO THE EAST TO AVOID THE PROPOSED DRAINAGE SYSTEM (SEE SP 104).

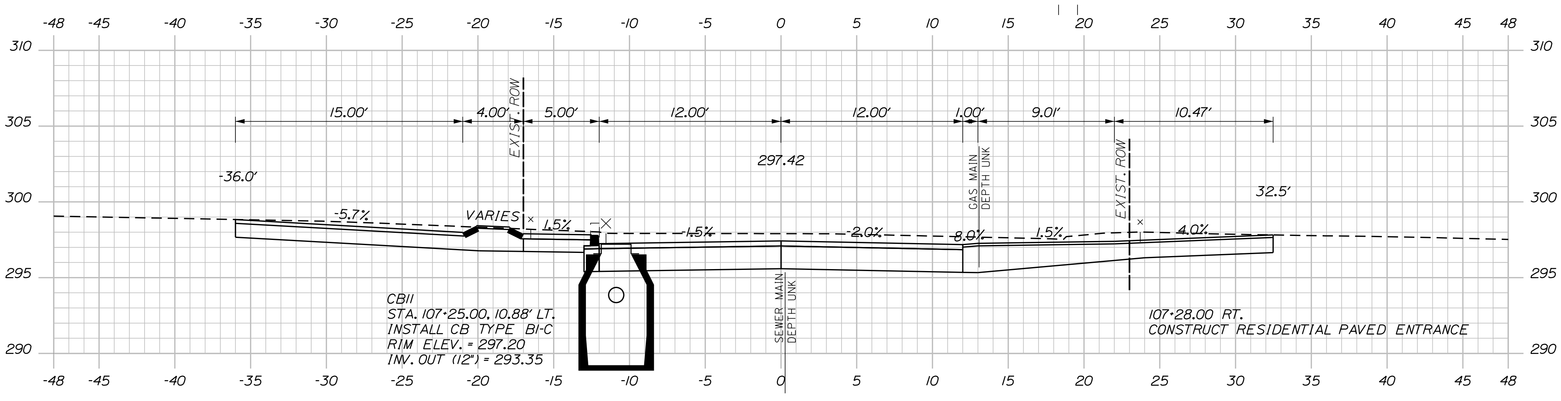



STA. 107+40.00,
21.00' RT.
PROP UTIL POLE

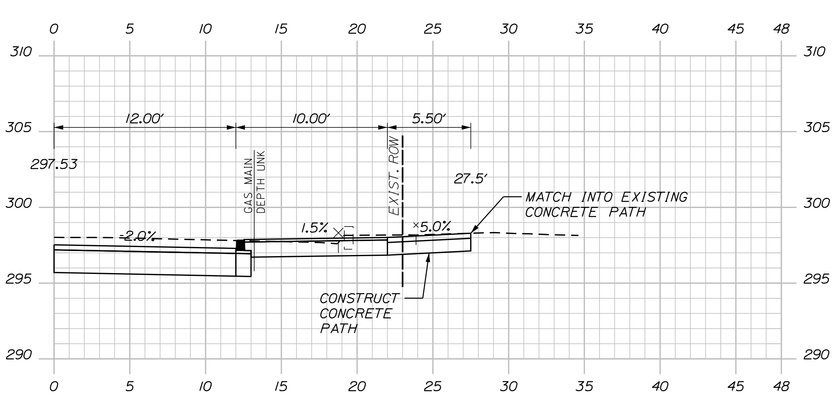
107+45.00
(COMMERCIAL PAVED ENTRANCE)

CBI1 TO CBI4
INSTALL 155' X 12" UD TYPE "C"

STA. 107+36.32
18.32 RT.
EXIST. UTIL. POLE
(REMOVE)




107+28.00 (RESIDENTIAL PAVED ENTRANCE)




107+06.00
(CONCRETE PATH)

Sta. 107+06.00 to Sta. 107+50.00

SHEET NUMBER 50 OF 117

# SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

## CROSS SECTIONS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | M. HILL | | |
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

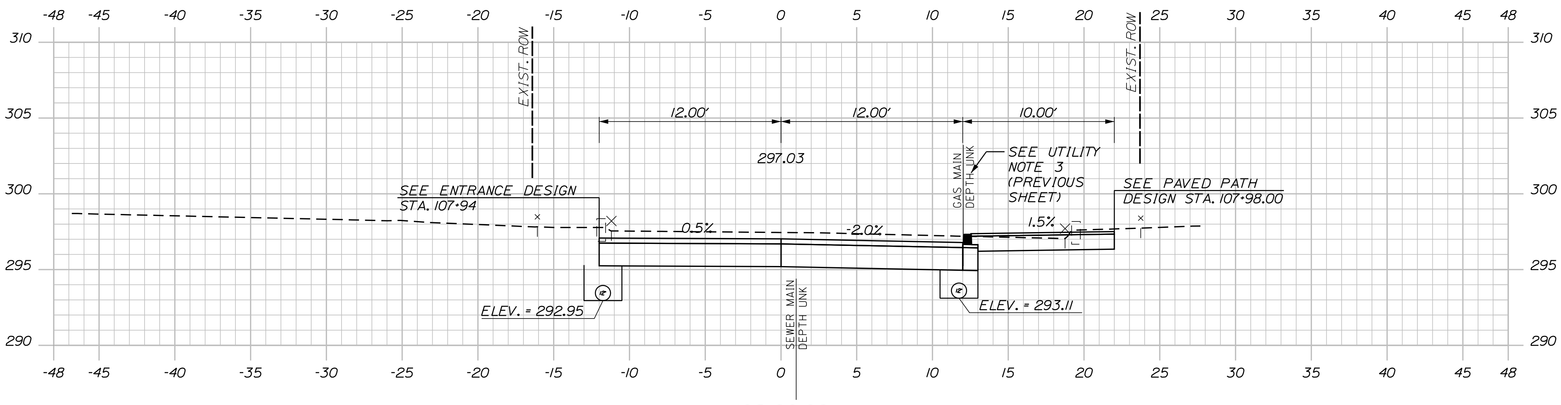
SIGNATURE

P.E. NUMBER

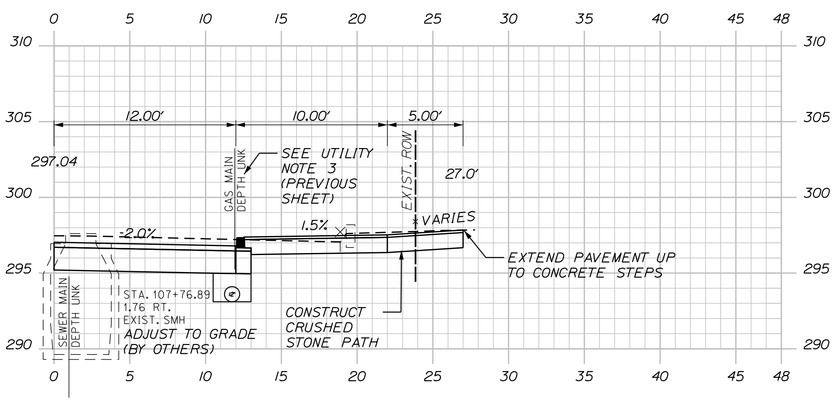
DATE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

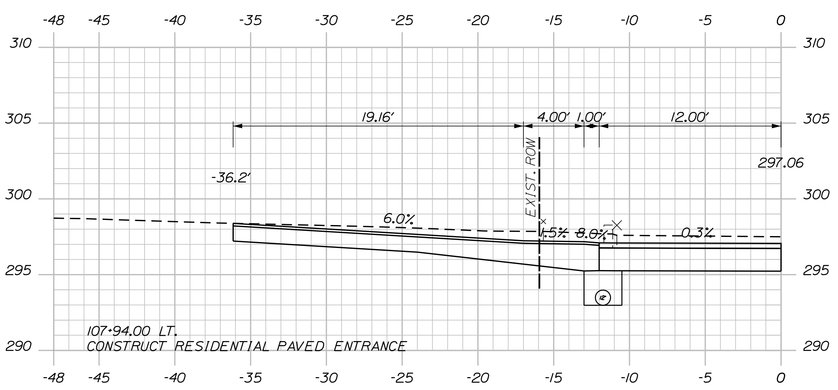
WIN
22642.01



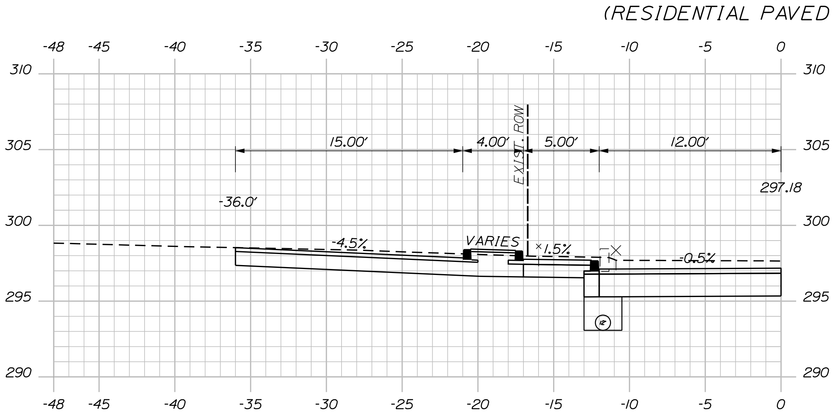

108+00.00




107+98.00
(PAVED PATH)




107+94.00
(RESIDENTIAL PAVED ENTRANCE)




107+75.00

Sta. 107+75.00 to Sta. 108+00.00

SHEET NUMBER 51 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
## CROSS SECTIONS

| PROJ. MANAGER | M. HILL | BY | DATE |
|---|---|---|---|
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

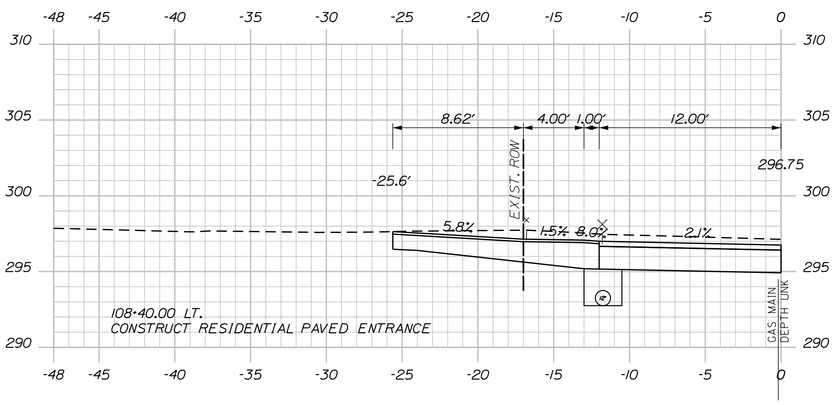
SIGNATURE

P.E. NUMBER

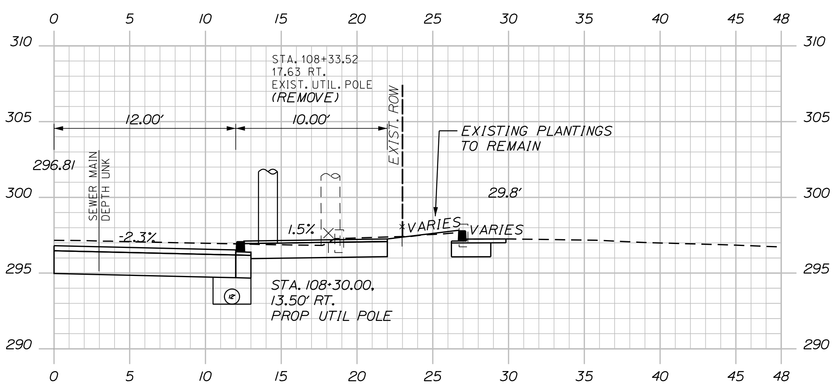
DATE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

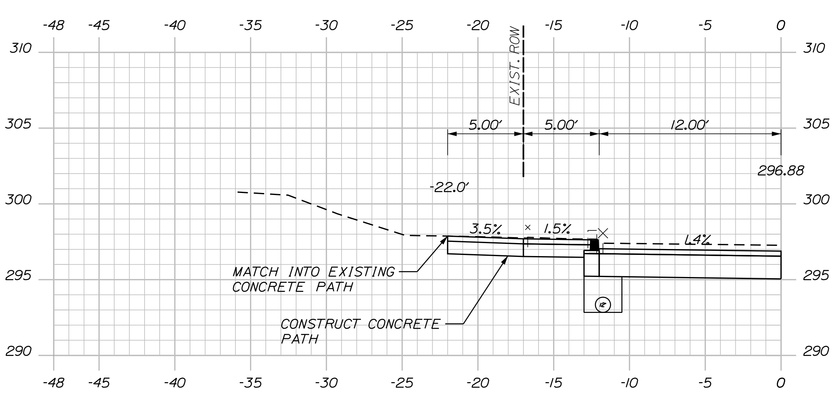
WIN
22642.01



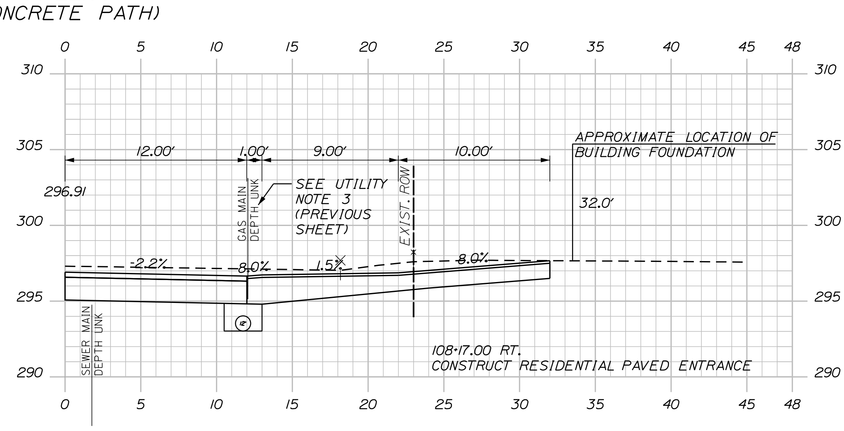

108+40.00
(RESIDENTIAL PAVED ENTRANCE)




108+32.00




108+22.00
(CONCRETE PATH)




108+17.00
(RESIDENTIAL PAVED ENTRANCE)

Sta. 108+17.00 to Sta. 108+40.00



# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
## CROSS SECTIONS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | M. HILL | | |
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

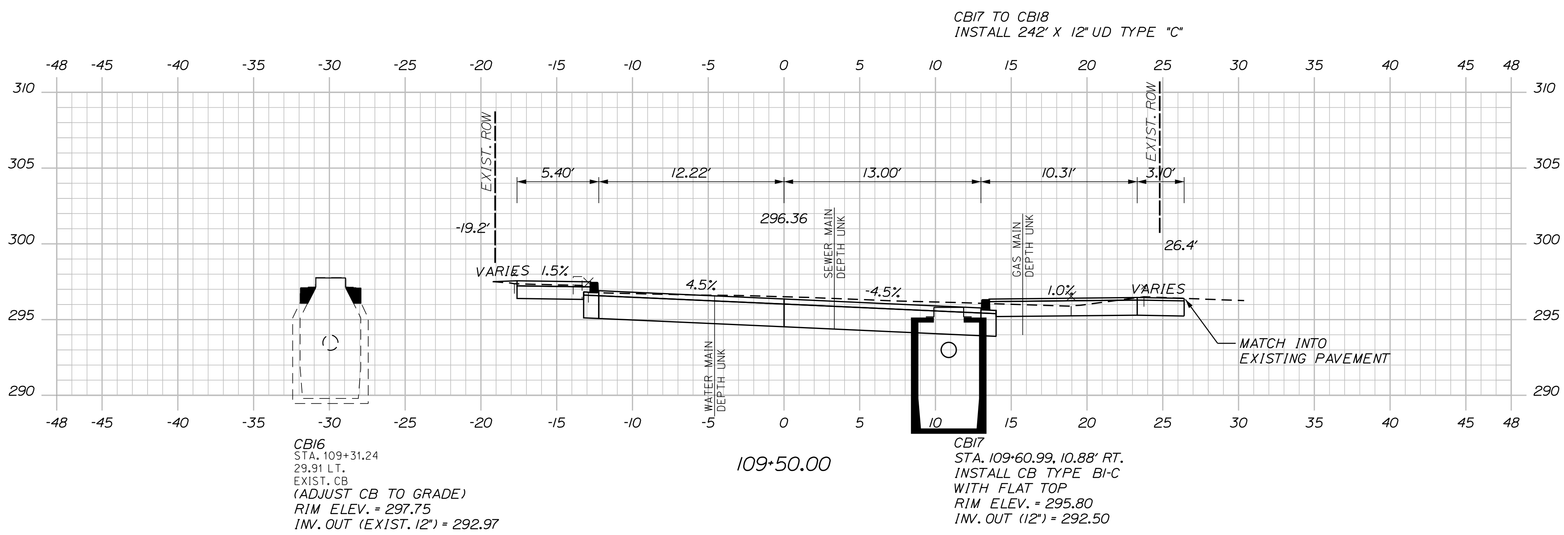
SIGNATURE

P.E. NUMBER

DATE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

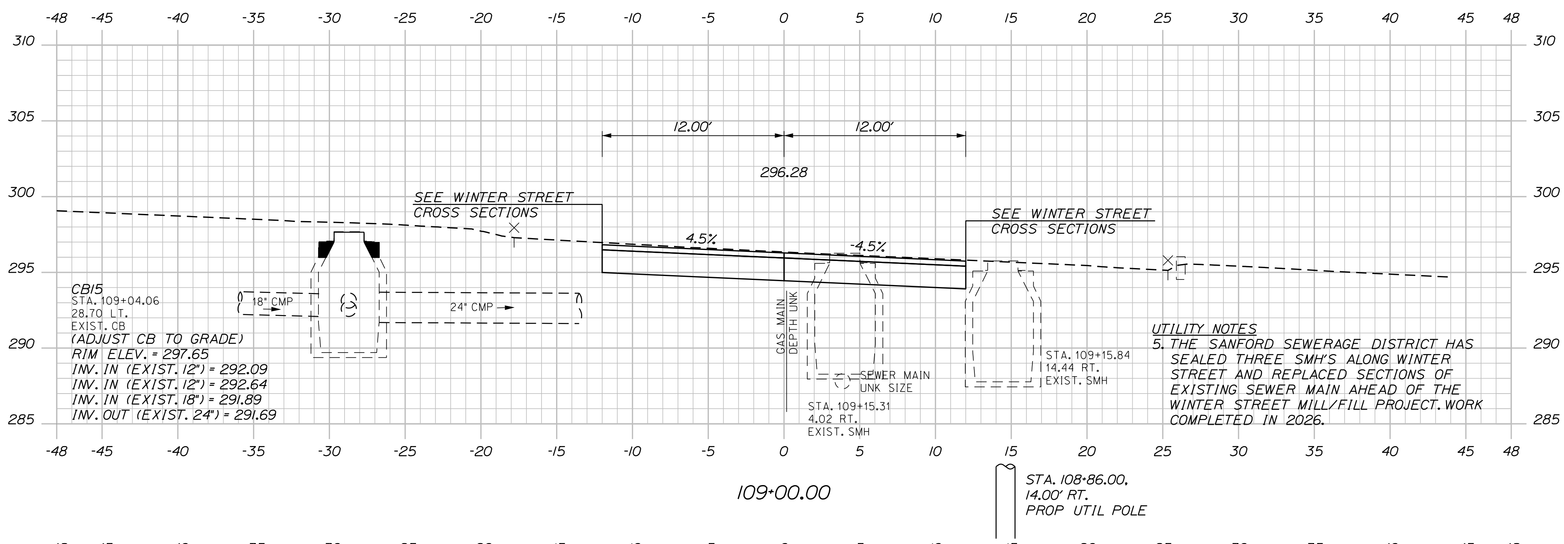
WIN
22642.01

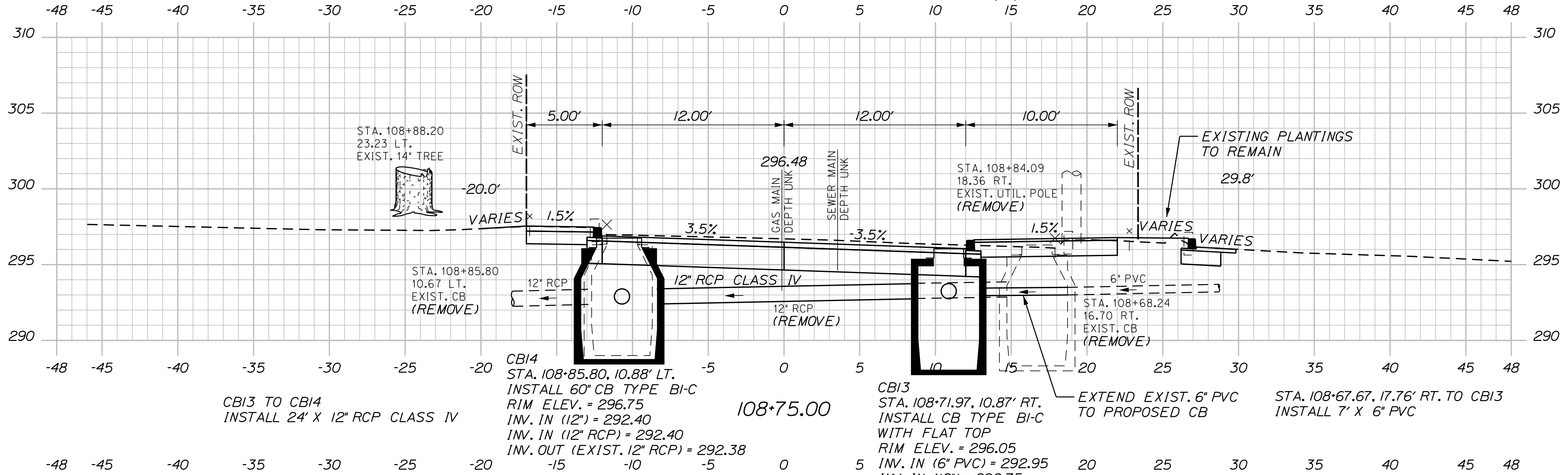


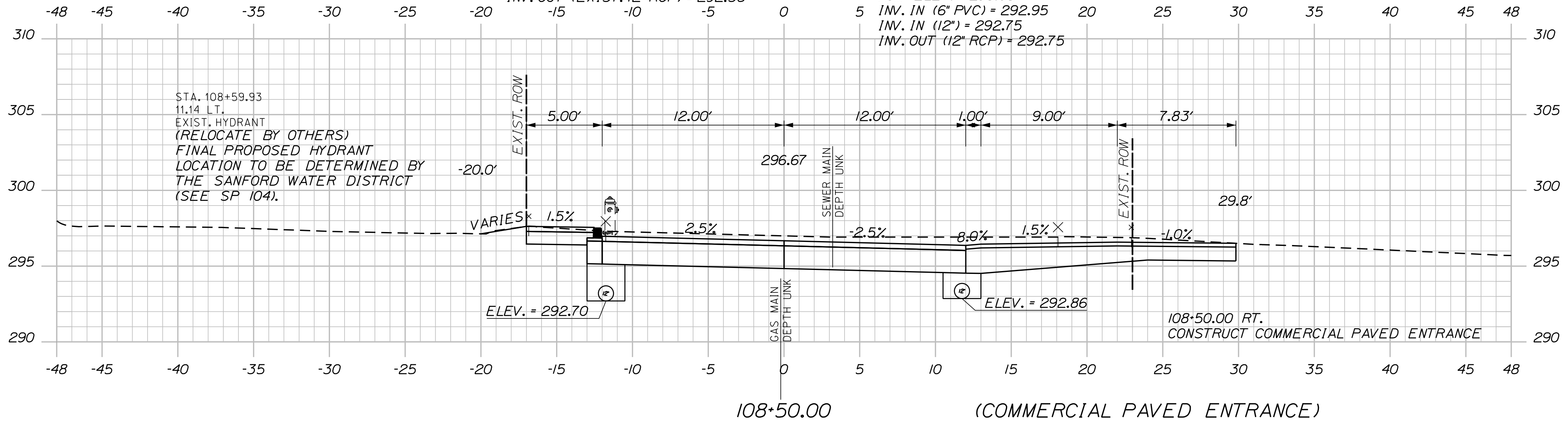

STA. 109+30.44
BEGIN FULL DEPTH RECONSTRUCTION
MATCH EXISTING PAVEMENT

STA. 109+17.58 RIVERSIDE AVENUE ℄ =
STA. 21+39.70 WINTER STREET ℄

STA. 109+04.58
END FULL DEPTH RECONSTRUCTION
MATCH EXISTING PAVEMENT




Sta. 108+50.00 to Sta. 109+50.00

SHEET NUMBER 53 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
## CROSS SECTIONS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | M. HILL | | |
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

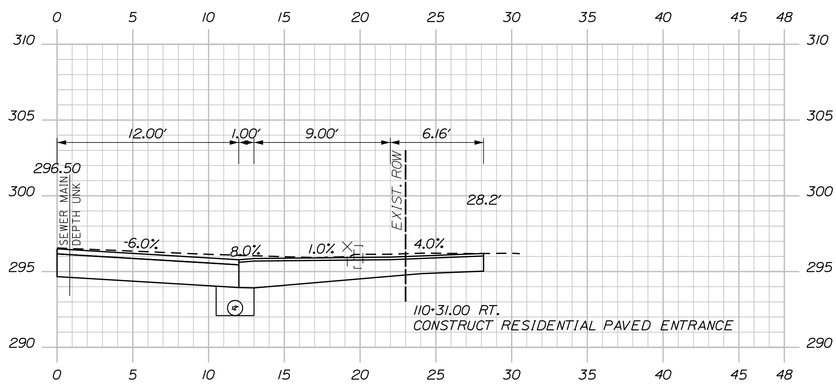
SIGNATURE

P.E. NUMBER

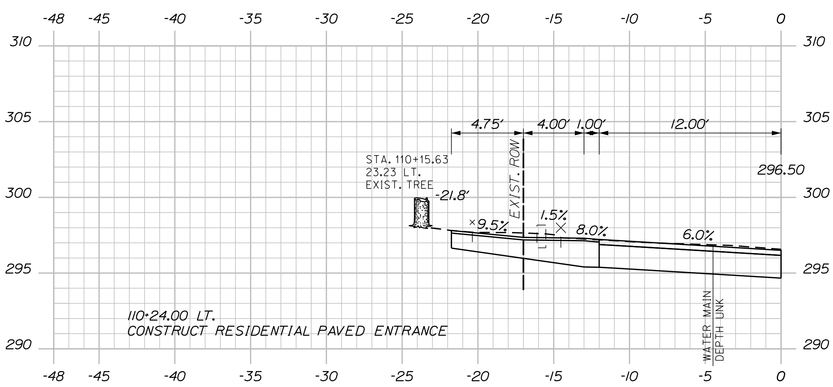
DATE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01




110+31.00
(RESIDENTIAL PAVED ENTRANCE)

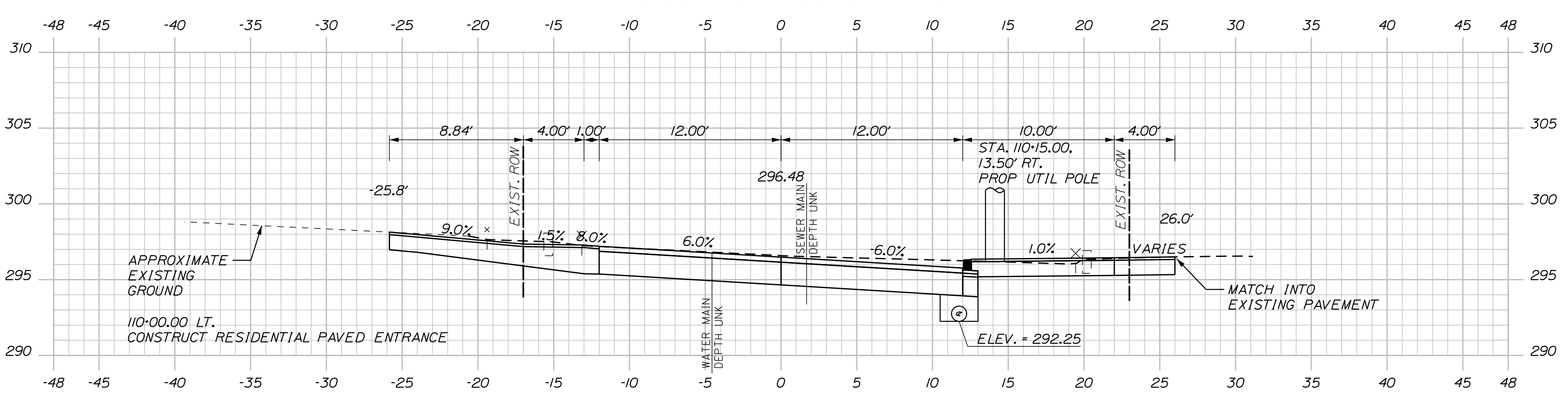



110+24.00
(RESIDENTIAL PAVED ENTRANCE)

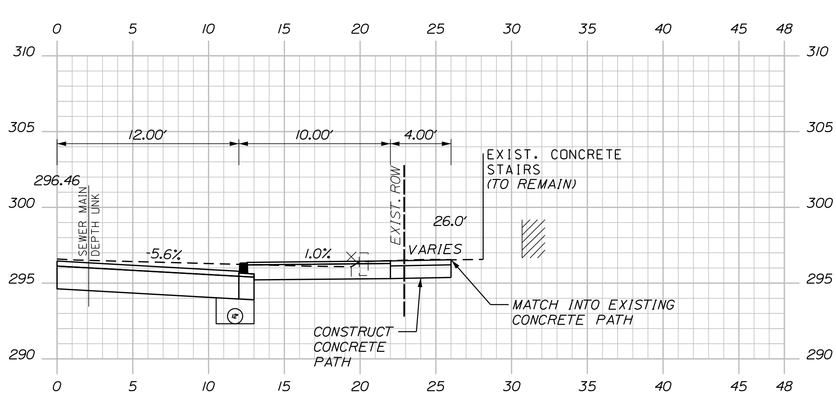
*UTILITY NOTES*

6. FROM WINTER STREET TO MAPLE STREET THE SANFORD SEWERAGE DISTRICT HAS REMOVED ALL SERVICE LATERALS THAT WERE ATTACHED TO THE EXISTING STORMWATER INFRASTRUCTURE ON THE EAST SIDE OF RIVERSIDE AVENUE AND EXTENDED THEM TO THE SEWER MAIN. WORK COMPLETED IN 2026.

STA. 110+17.57
18.39 RT.
EXIST. UTIL. POLE
(REMOVE)




(RESIDENTIAL PAVED ENTRANCE) 110+00.00




109+86.00
(CONCRETE STAIRS)

Sta. 109+86.00 to Sta. 110+31.00

SHEET NUMBER 54 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
## CROSS SECTIONS

| | | | |
|---|---|---|---|
| PROJ. MANAGER | M. HILL | BY | DATE |
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

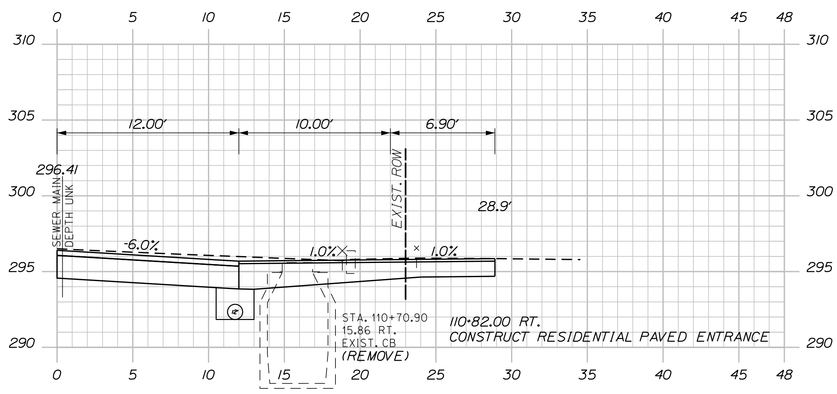
SIGNATURE

P.E. NUMBER

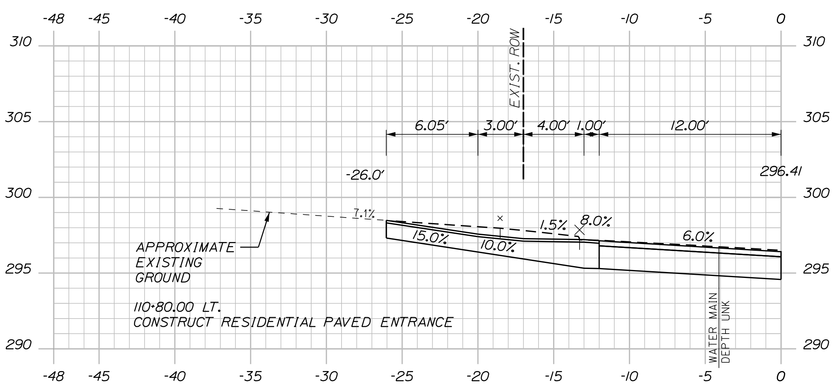
DATE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01

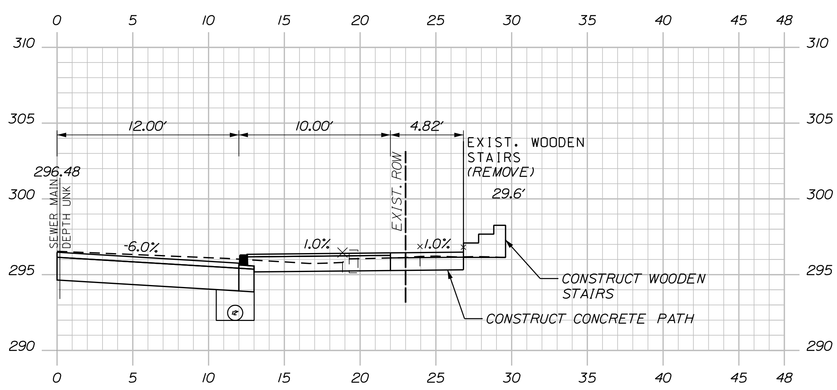



110+82.00
(RESIDENTIAL PAVED ENTRANCE)




110+80.00
(RESIDENTIAL PAVED ENTRANCE)

STA. 110+71.80
21.45 LT.
EXIST. TREE




110+54.00
(WOODEN STAIRS)




110+50.00

Sta. 110+50.00 to Sta. 110+82.00

SHEET NUMBER 55 OF 117

SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

CROSS SECTIONS

| | | | |
|---|---|---|---|
| PROJ. MANAGER | M. HILL | BY | DATE |
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

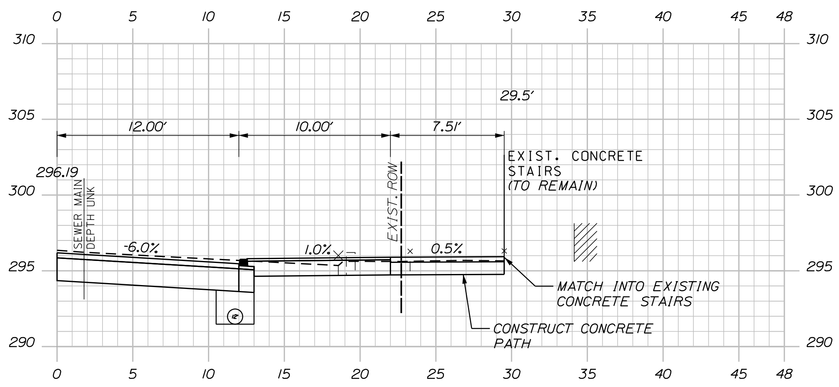
SIGNATURE

P.E. NUMBER

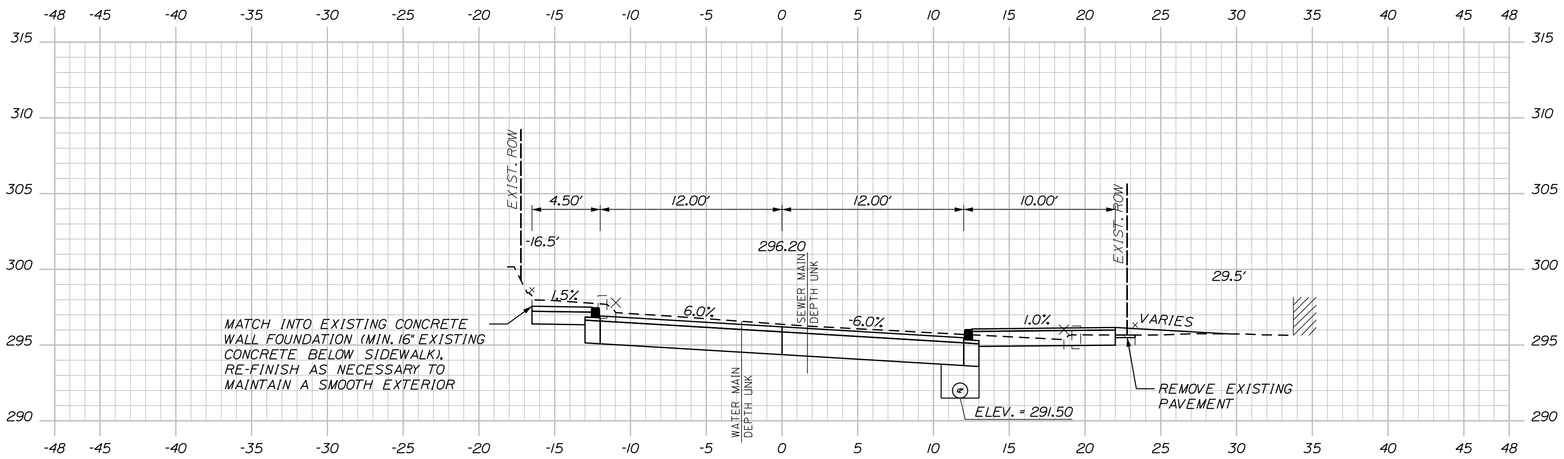
DATE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

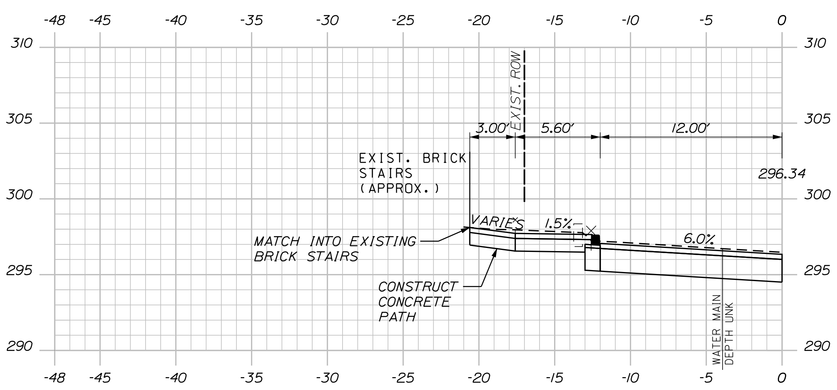
WIN
22642.01




111+55.00
(CONCRETE STAIRS)



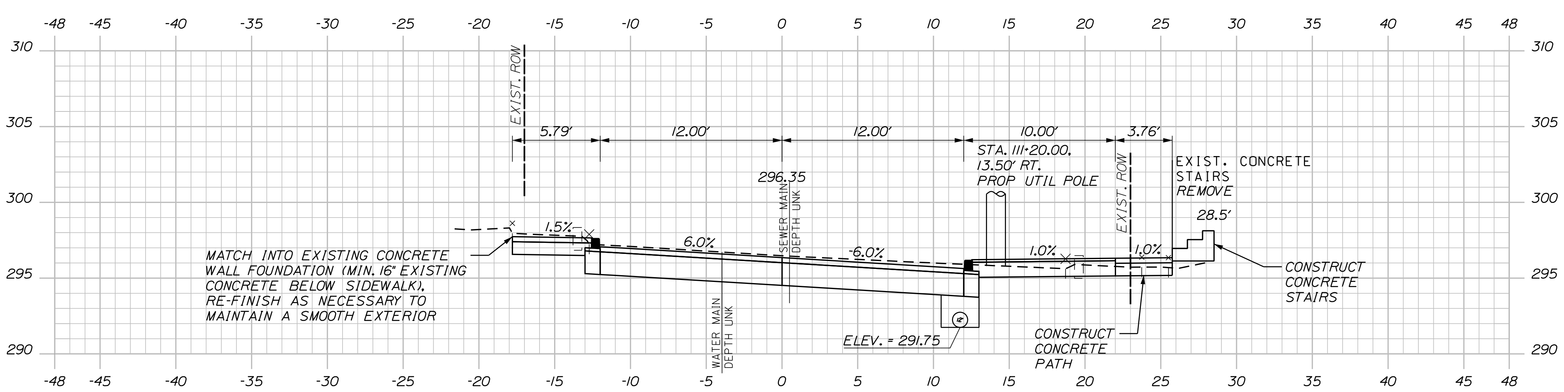

111+50.00




STA. 111+20.90
17.99 RT.
EXIST. UTIL. POLE
(REMOVE)

STA. 111+15.98
17.99 RT.
EXIST. UTIL. POLE
(REMOVE)

111+04.00
(BRICK STAIRS)




111+00.00 (CONCRETE STAIRS)

Sta. 111+00.00 to Sta. 111+55.00

SHEET NUMBER 56 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
## CROSS SECTIONS

| | | | |
|---|---|---|---|
| PROJ. MANAGER | M. HILL | BY | DATE |
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

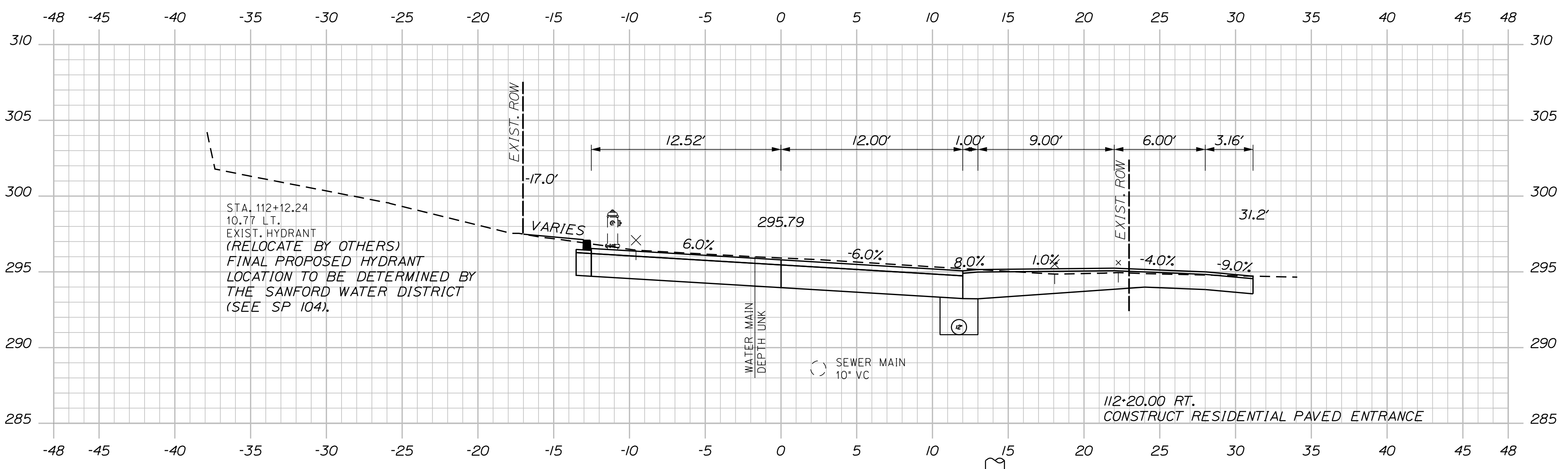
SIGNATURE

P.E. NUMBER

DATE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01





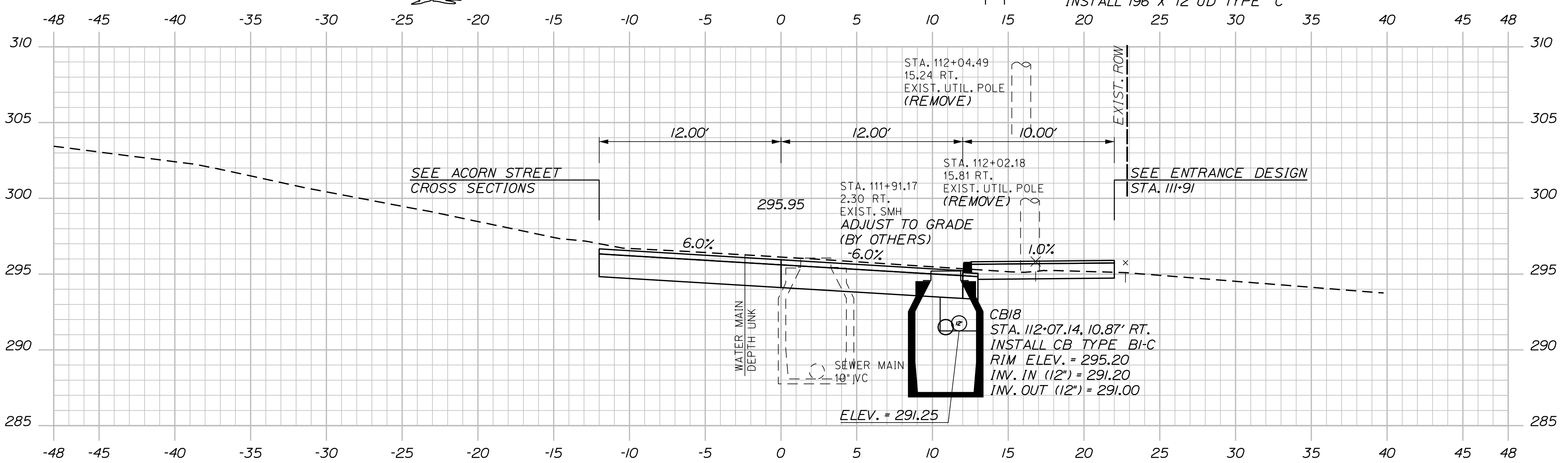


112+20.00

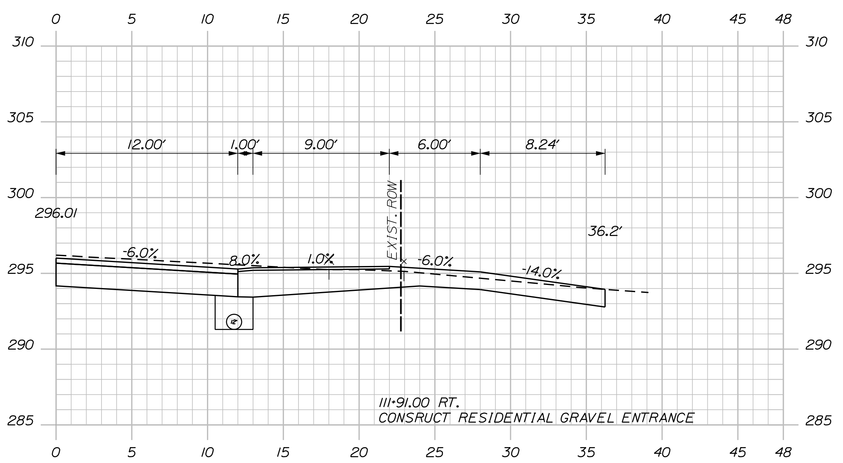
STA. 112+07.00.
13.50' RT.
PROP UTIL POLE

(RESIDENTIAL PAVED ENTRANCE)

CBI8 TO CBI9
INSTALL 196' X 12" UD TYPE "C"

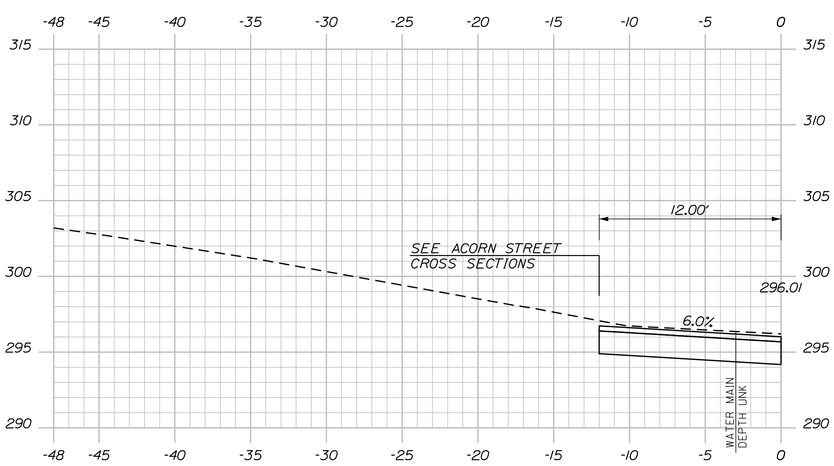



112+00.00




111+91.00
(RESIDENTIAL GRAVEL ENTRANCE)

STA. 111+89.19 RIVERSIDE AVENUE ℄=
STA. 30+00.00 ACORN STREET ℄




111+90.00
(ACORN STREET)

Sta. 111+90.00 to Sta. 112+20.00

SHEET NUMBER 57 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
## CROSS SECTIONS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | M. HILL | | |
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

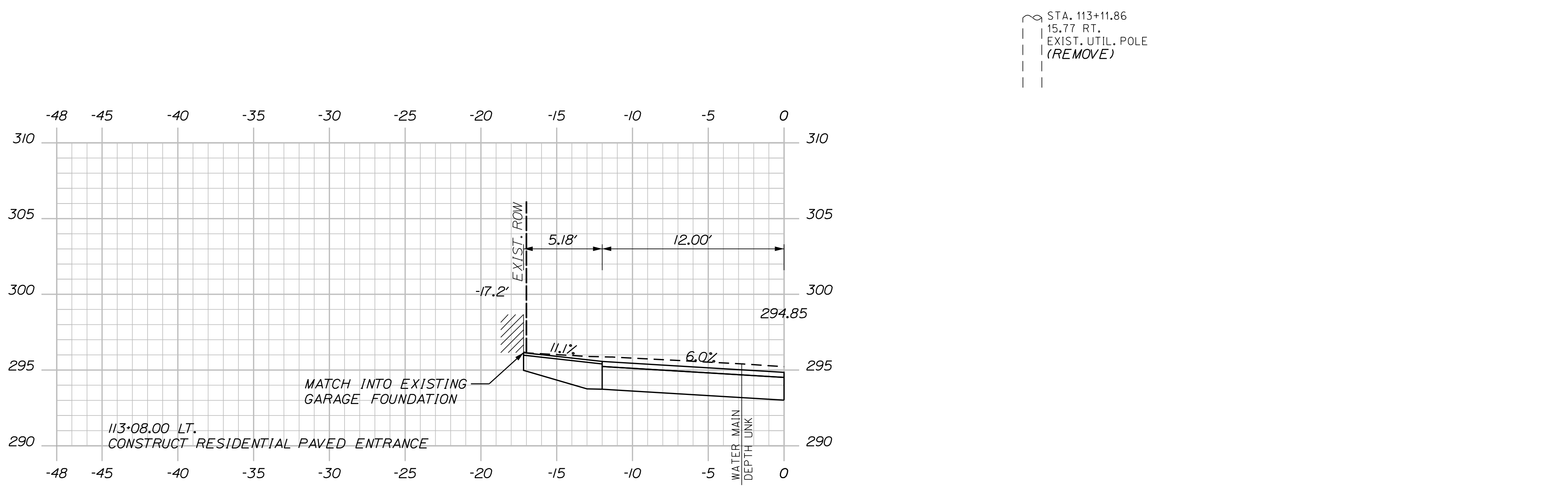
SIGNATURE

P.E. NUMBER

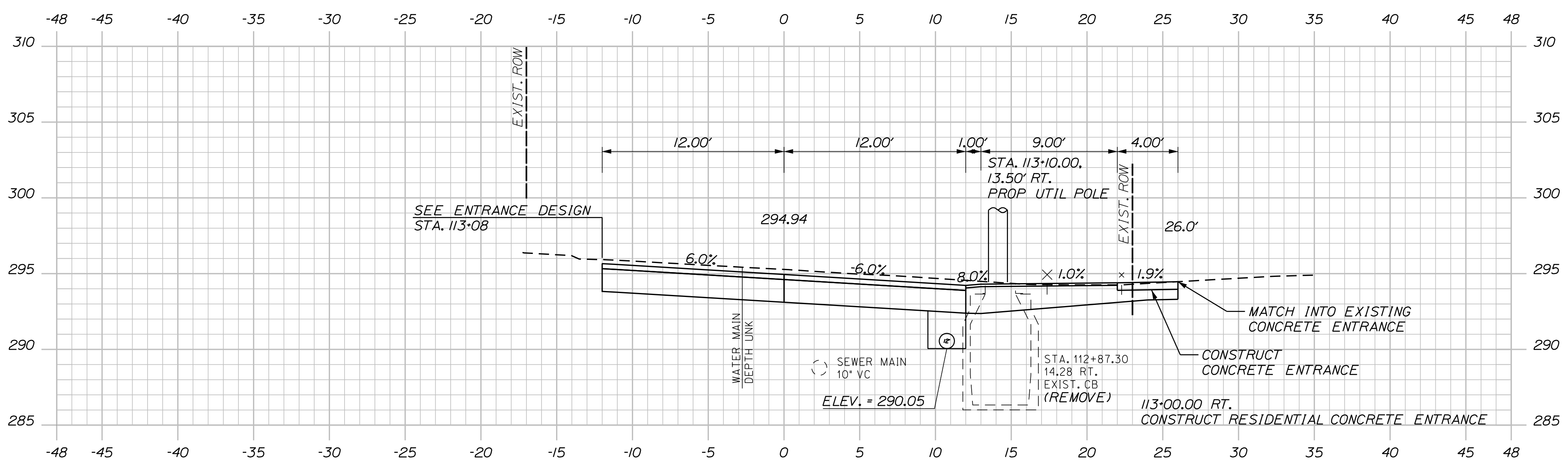
DATE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

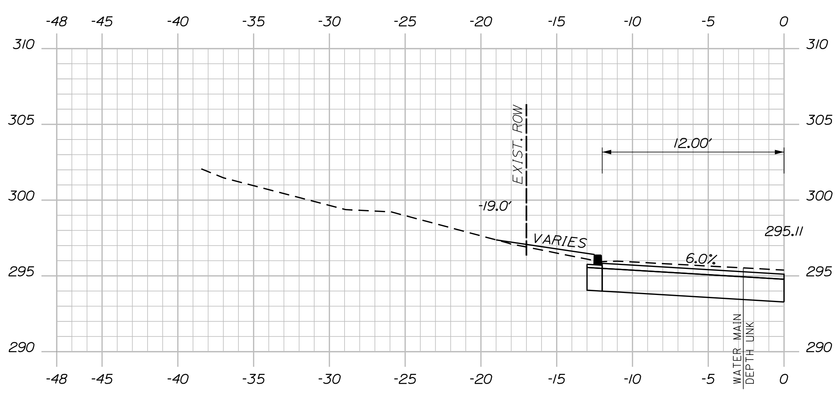
WIN
22642.01



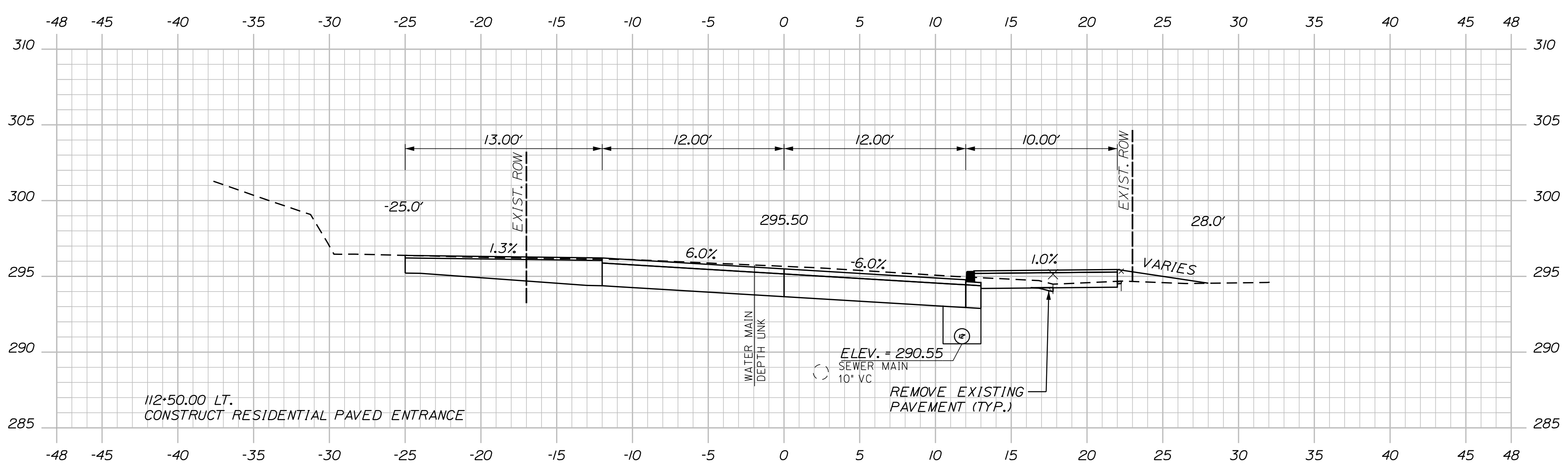

113+08.00
(RESIDENTIAL PAVED ENTRANCE)




113+00.00 (RESIDENTIAL CONCRETE ENTRANCE)




112+85.00




(RESIDENTIAL PAVED ENTRANCE) 112+50.00

Sta. 112+50.00 to Sta. 113+08.00

SHEET NUMBER 58 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
## CROSS SECTIONS

| PROJ. MANAGER | M. HILL | BY | DATE |
|---|---|---|---|
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

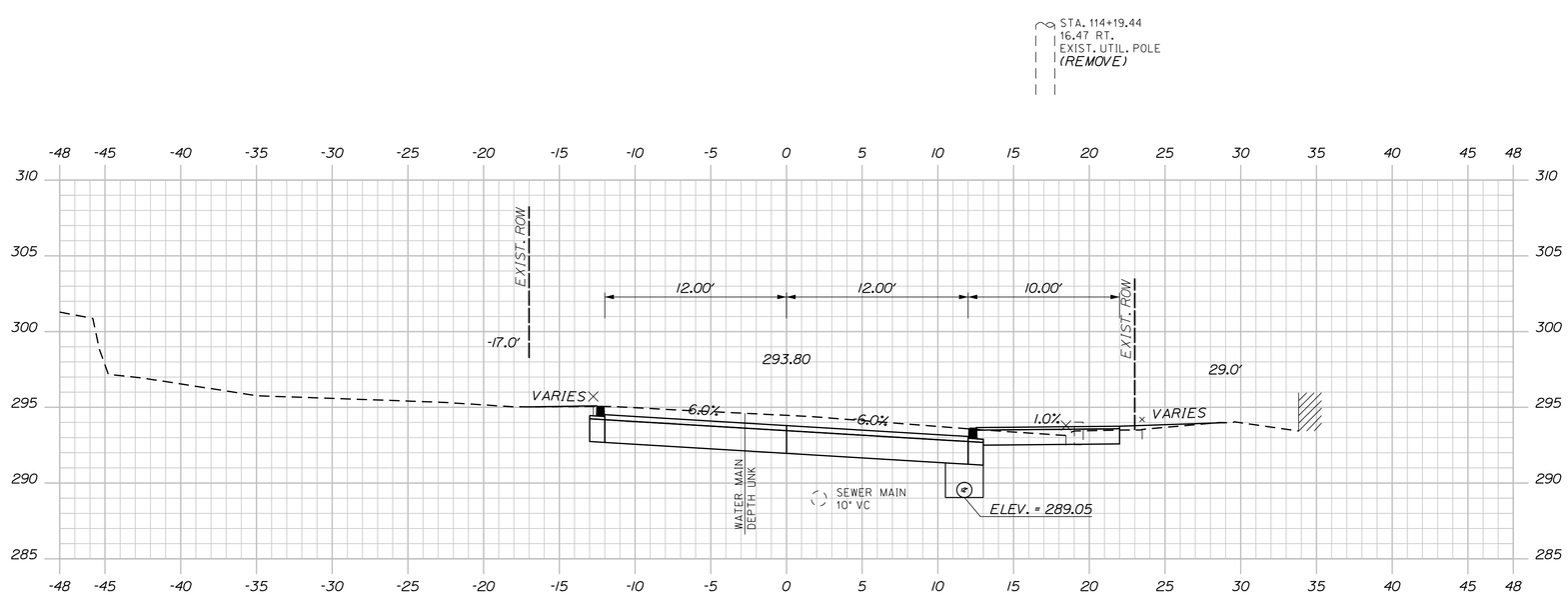
SIGNATURE

P.E. NUMBER

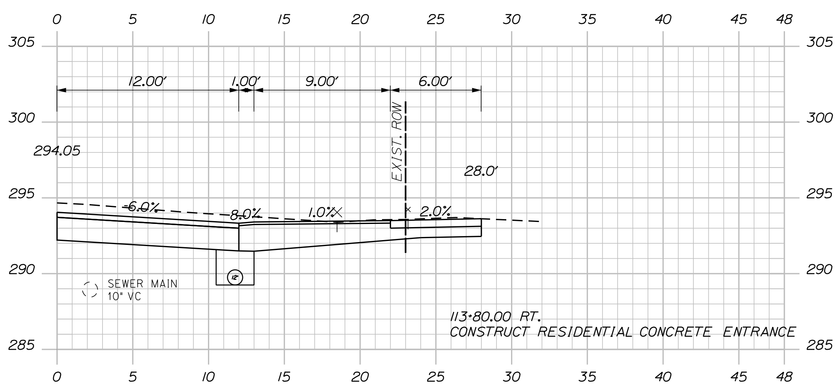
DATE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

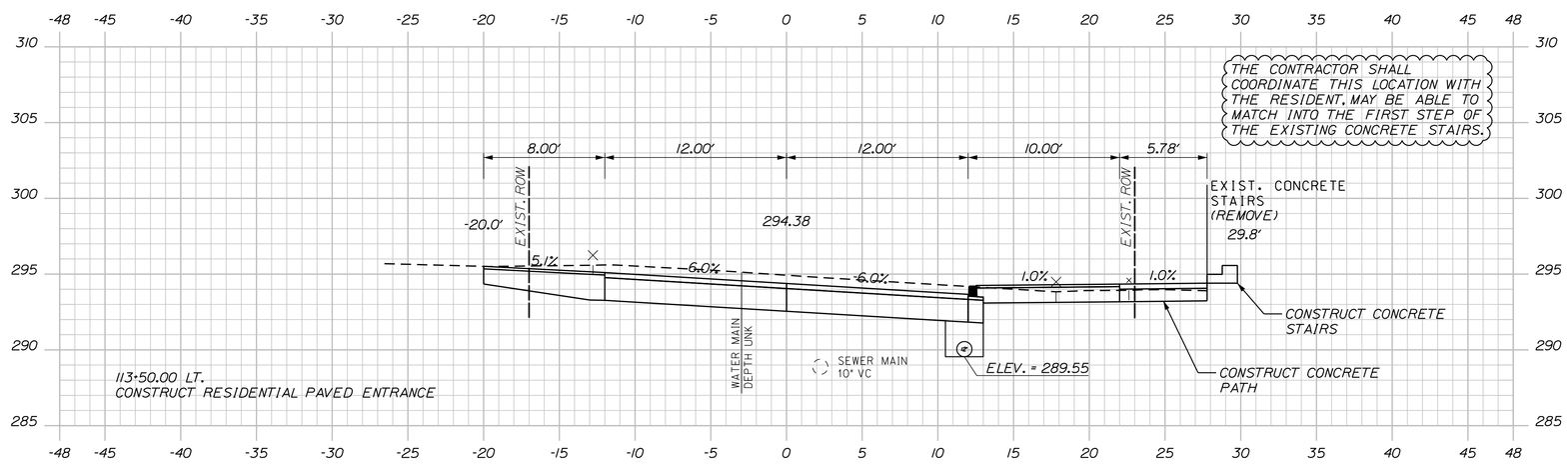
WIN
22642.01



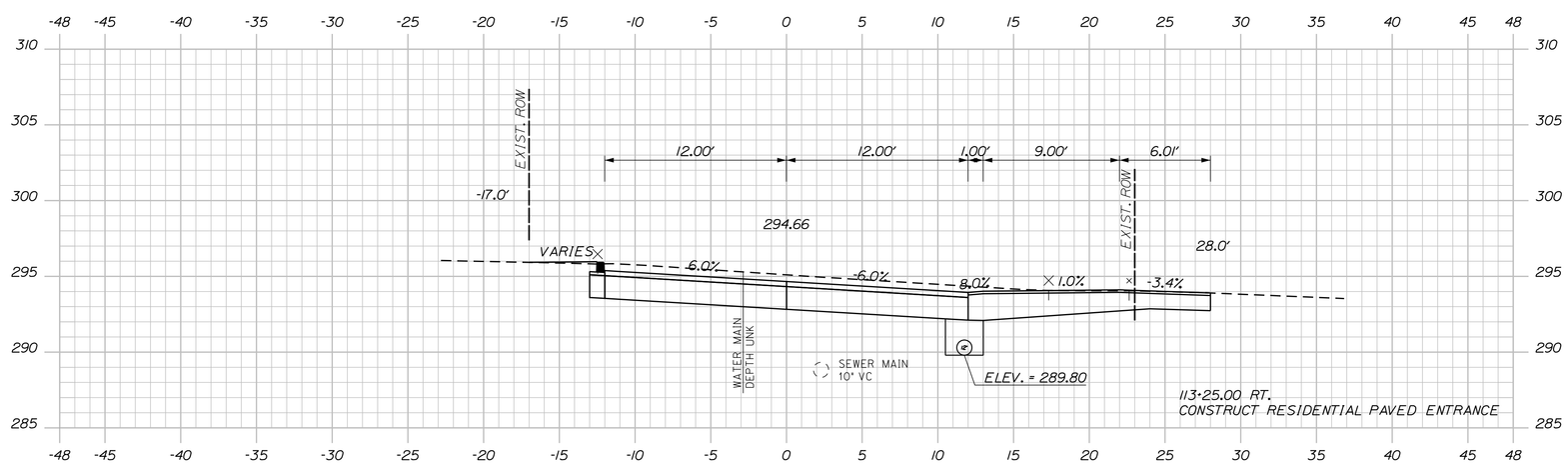

114+00.00




113+80.00
(RESIDENTIAL CONCRETE ENTRANCE)




(RESIDENTIAL PAVED ENTRANCE) 113+50.00 (CONCRETE STAIRS)




113+25.00 (RESIDENTIAL PAVED ENTRANCE)

STA. 113+16.82
15.81 RT.
EXIST. UTIL. POLE
(REMOVE)

Sta. 113+25.00 to Sta. 114+00.00

SHEET NUMBER 59 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
## CROSS SECTIONS

| PROJ. MANAGER | M. HILL | BY | DATE |
|---|---|---|---|
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

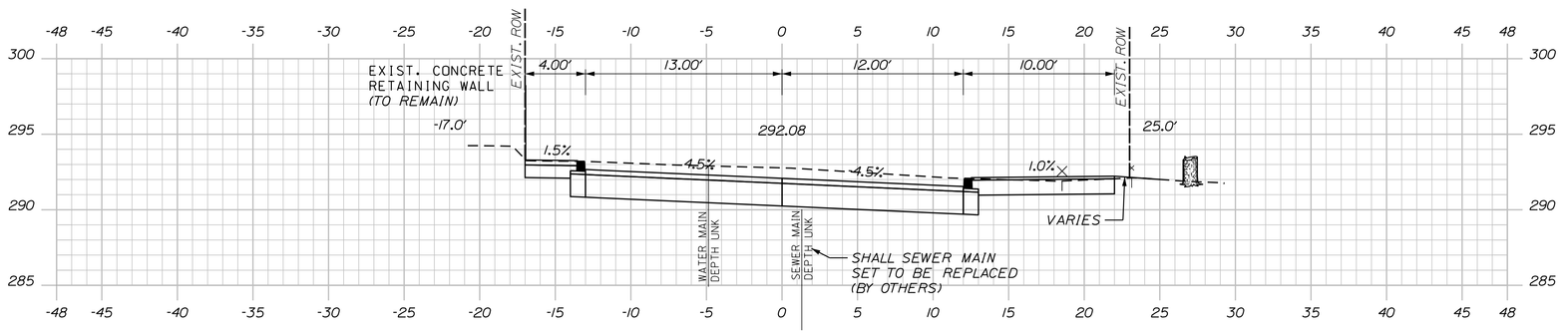
SIGNATURE

P.E. NUMBER

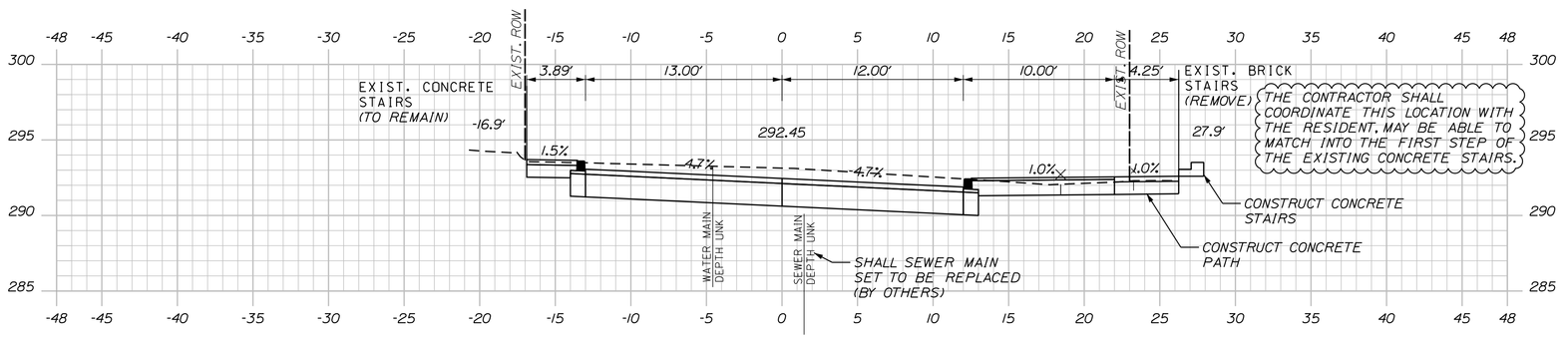
DATE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

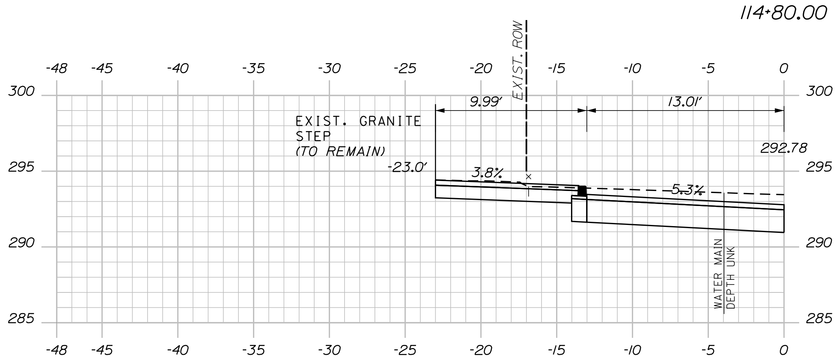
WIN
22642.01



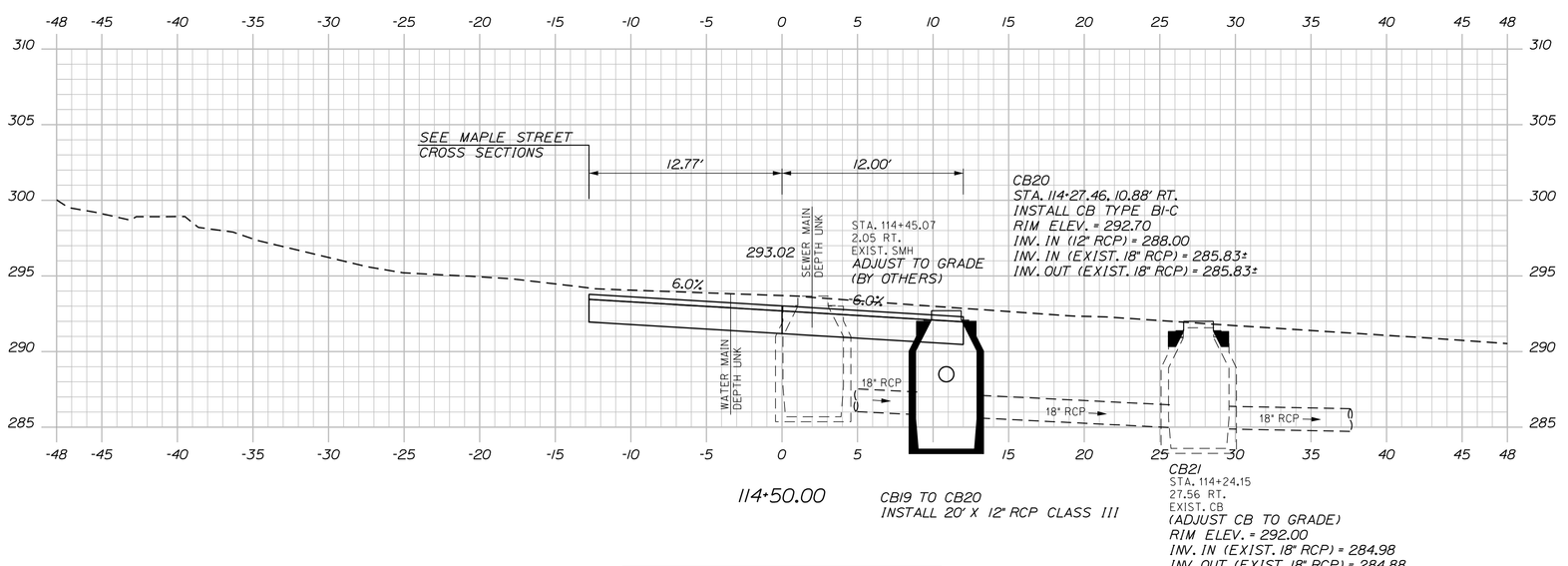

115+00.00




114+80.00 (CONCRETE STAIRS)




114+63.00
(CONCRETE STEPS)



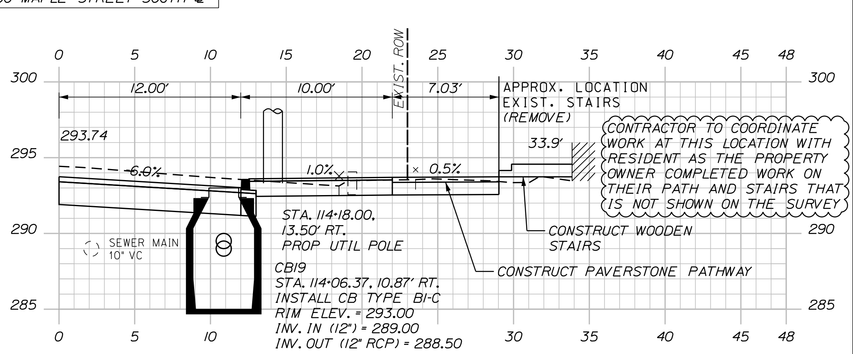

114+50.00

CB19 TO CB20
INSTALL 20' X 12" RCP CLASS III

STA. 114+42.04 RIVERSIDE AVENUE ℄=
STA 41+25.00 MAPLE STREET NORTH ℄

STA. 114+34.41 RIVERSIDE AVENUE ℄=
STA 45+00.00 MAPLE STREET SOUTH ℄

UTILITY NOTES
7. THE SANFORD SEWERAGE DISTRICT IS SET TO REPLACE THE EXISTING 8" SEWER MAIN BEGINNING AT THE SMH LOCATED AT STA. 114+45 AND EXTENDING 153' NORTH TO THE SMH AT STA. 116+00. WORK WILL ALSO INCLUDE REPLACING THE SMH AT STA. 116+00 AS WELL AS THE SEWER LATERALS THAT CONNECT INTO THE STRUCTURE.




114+04.00
(CONCRETE PAVERS WITH WOODEN STAIRS)

Sta. 114+04.00 to Sta. 115+00.00

SHEET NUMBER 60 OF 117

# SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

# CROSS SECTIONS

| PROJ. MANAGER | M. HILL | BY | DATE |
|---|---|---|---|
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

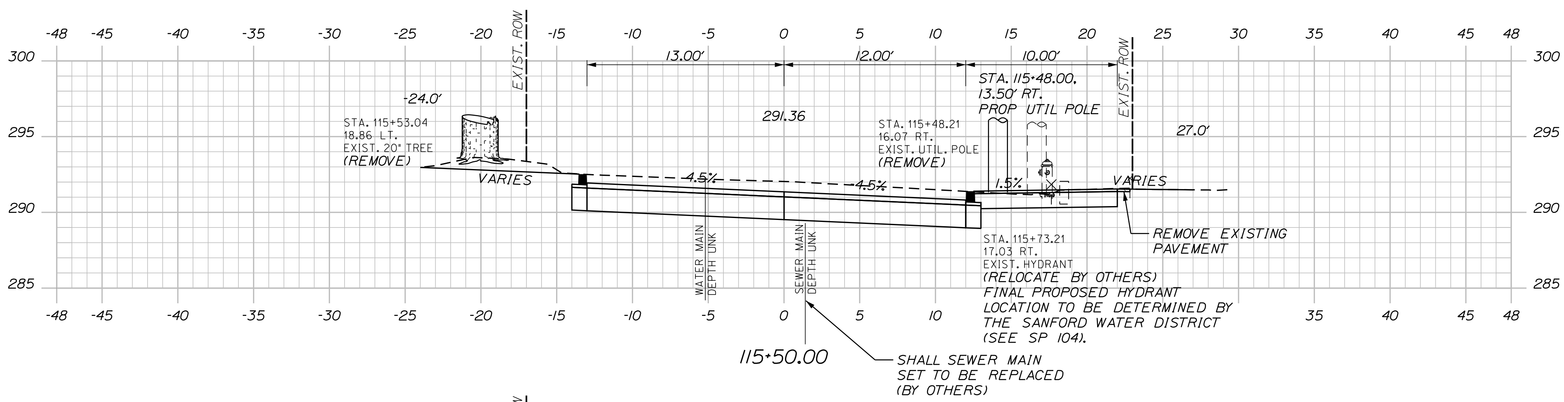
SIGNATURE

P.E. NUMBER

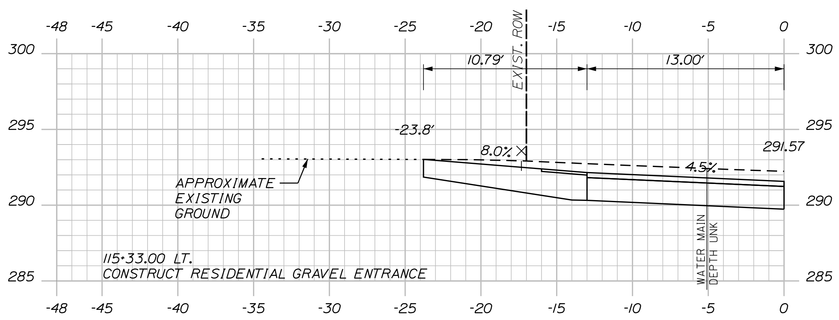
DATE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01

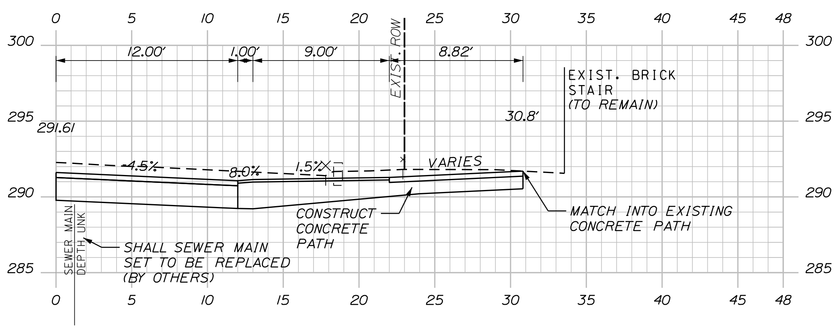



115+50.00

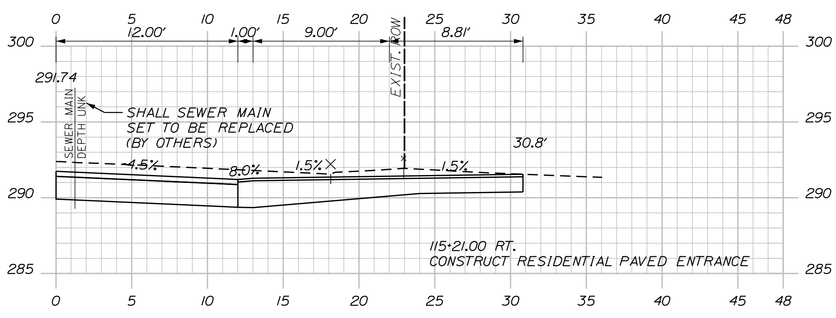



STA. 115+43.71
16.11 RT.
EXIST. UTIL POLE
(REMOVE)

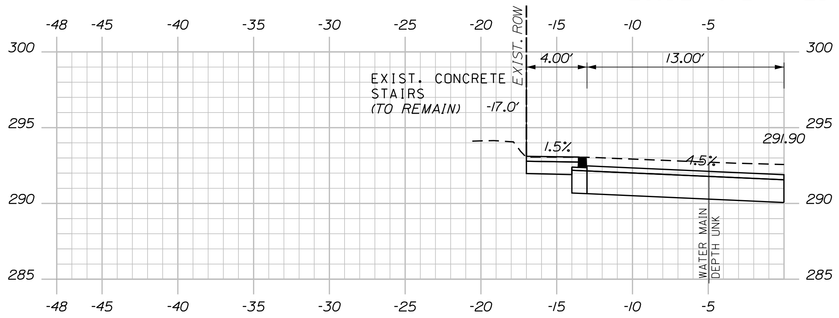
115+33.00
(RESIDENTIAL GRAVEL ENTRANCE)




115+30.00
(BRICK STAIRS)




115+21.00
(RESIDENTIAL PAVED ENTRANCE)




115+11.00
(CONCRETE STAIRS)

Sta. 115+11.00 to Sta. 115+50.00

SHEET NUMBER 61 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
## CROSS SECTIONS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | M. HILL | | |
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

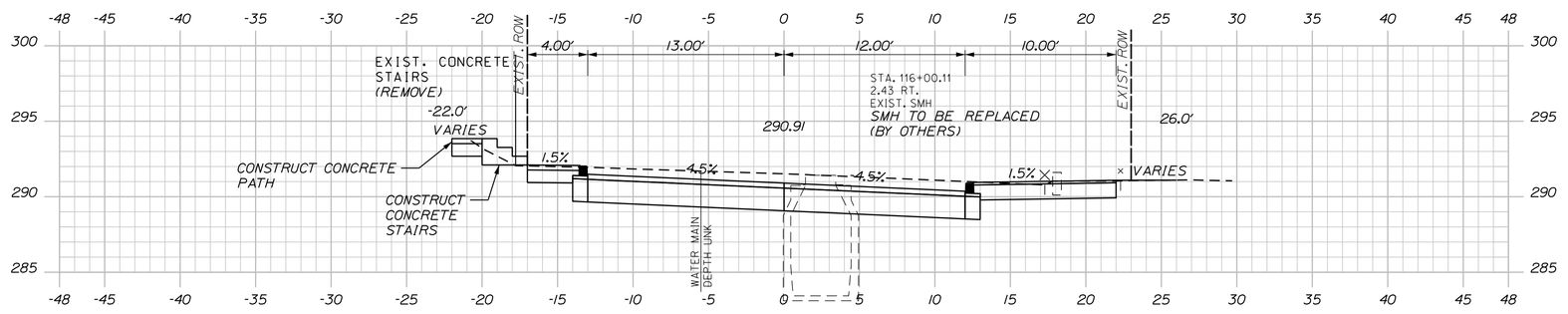
SIGNATURE

P.E. NUMBER

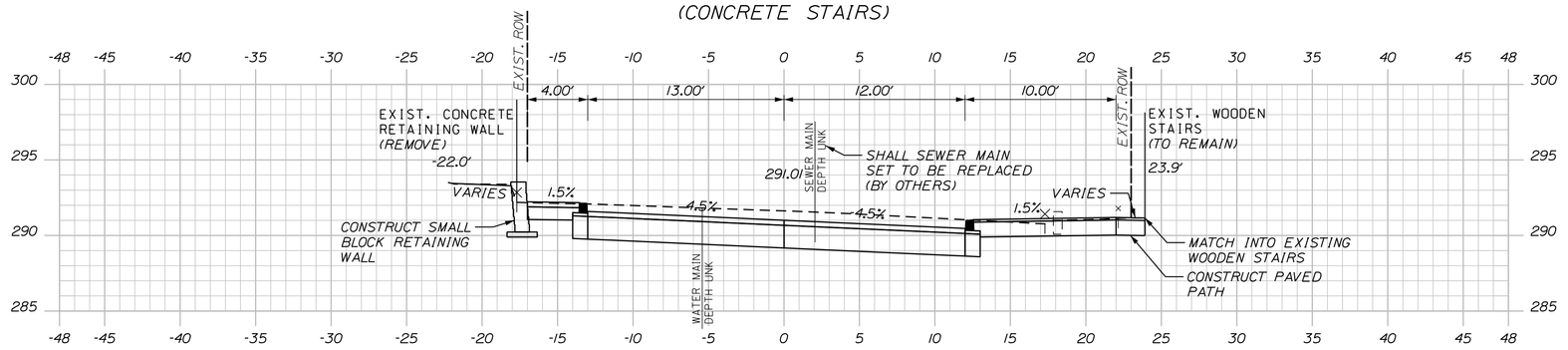
DATE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

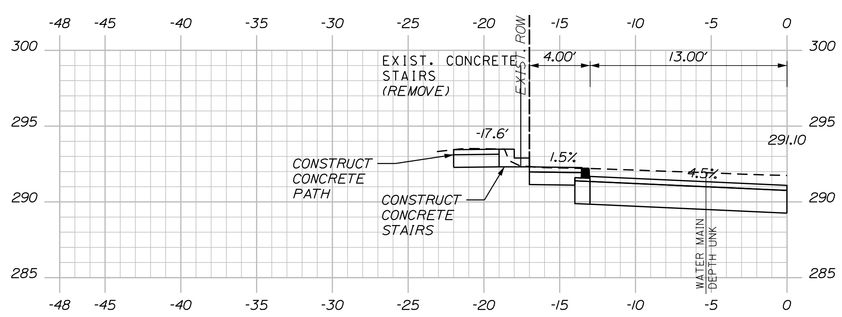
WIN
22642.01



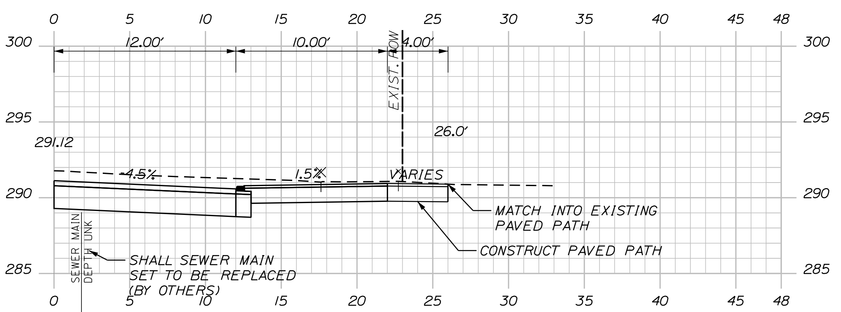

116+00.00
(CONCRETE STAIRS)



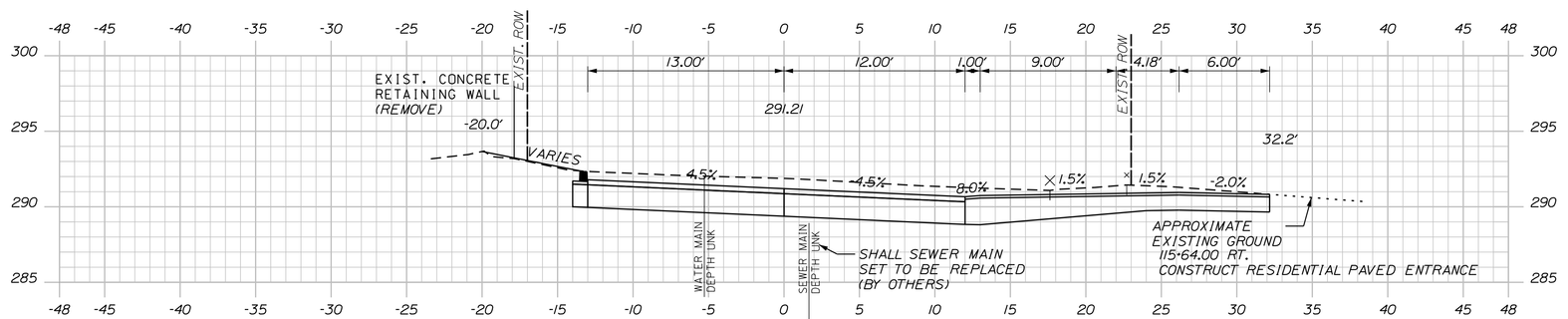

(CONCRETE RETAINING WALL) 115+87.00 (WOODEN STAIRS)




115+76.00
(CONCRETE STAIRS)




115+73.00
(PAVED PATH)




(CONCRETE RETAINING WALL) 115+64.00 (RESIDENTIAL PAVED ENTRANCE)

Sta. 115+64.00 to Sta. 116+00.00

SHEET NUMBER 69 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
## CROSS SECTIONS

| PROJ. MANAGER | M. HILL | BY | DATE |
|---|---|---|---|
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

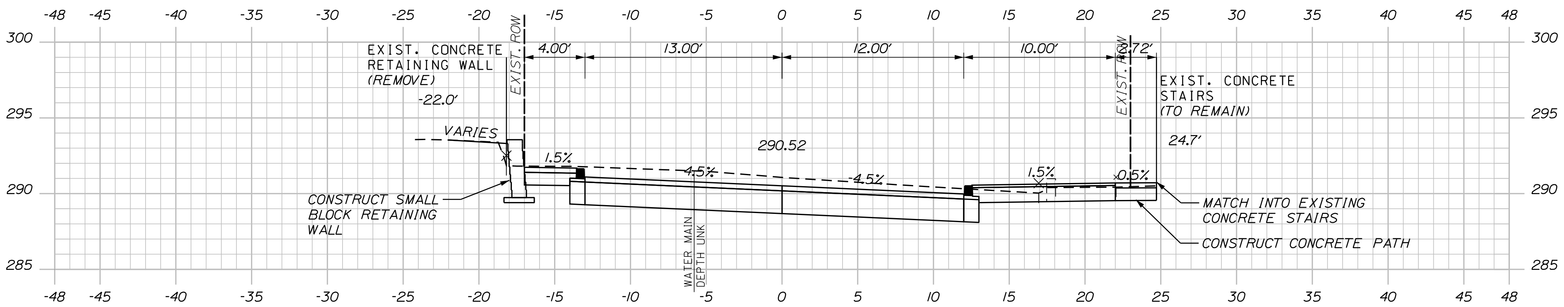
SIGNATURE

P.E. NUMBER

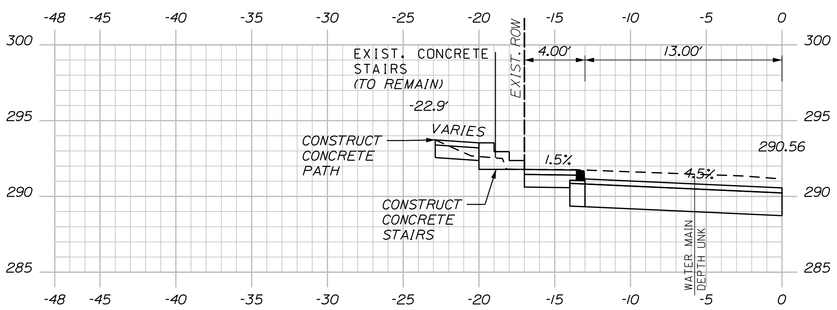
DATE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

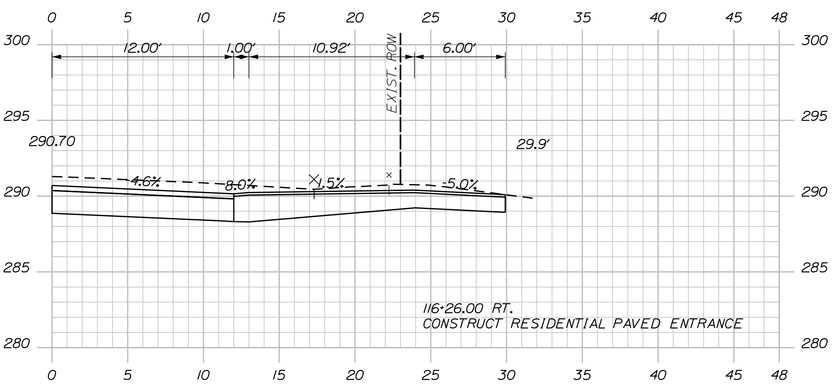
WIN
22642.01



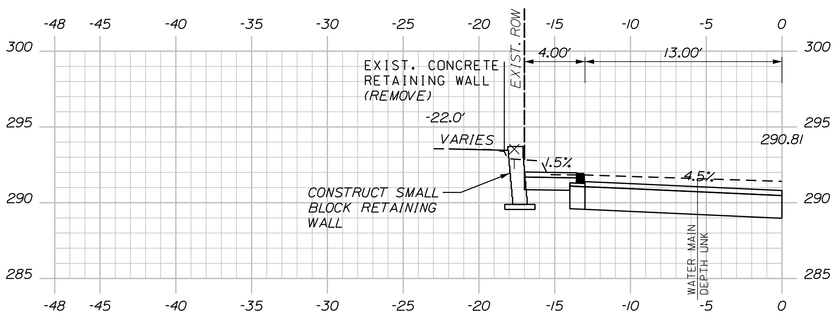

(CONCRETE RETAINING WALL) 116+50.00 (CONCRETE STAIRS)



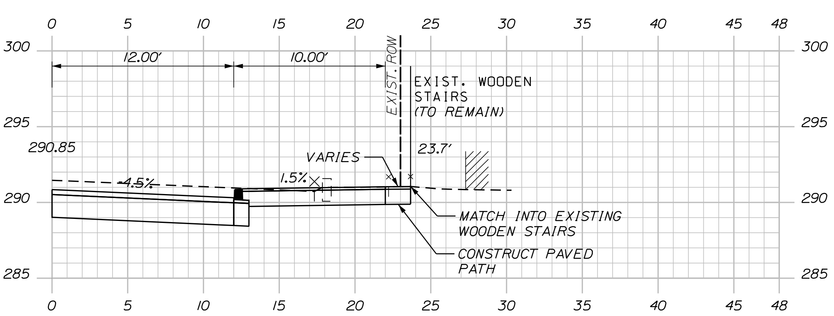

(CONCRETE STAIRS) 116+44.00




116+26.00
(RESIDENTIAL PAVED ENTRANCE)




(CONCRETE RETAINING WALL) 116+13.00




116+07.00
(WOODEN STAIRS)

Sta. 116+07.00 to Sta. 116+50.00

SHEET NUMBER 63 OF 117

SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

CROSS SECTIONS

| | | | |
|---|---|---|---|
| PROJ. MANAGER | M. HILL | BY | DATE |
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

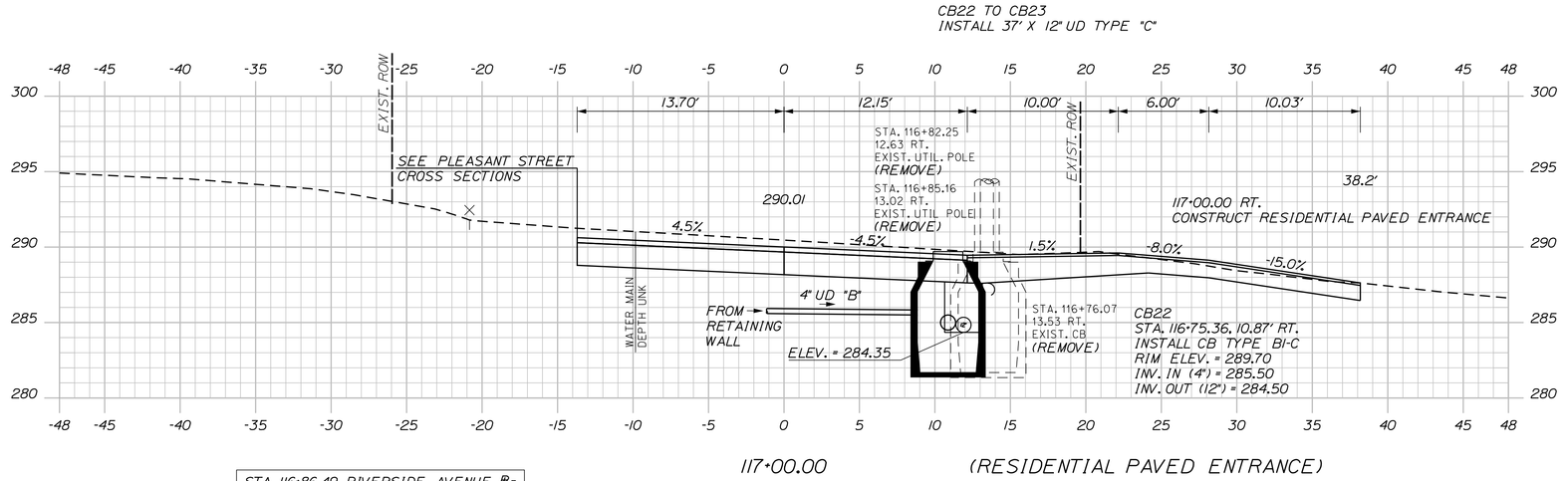
SIGNATURE

P.E. NUMBER

DATE

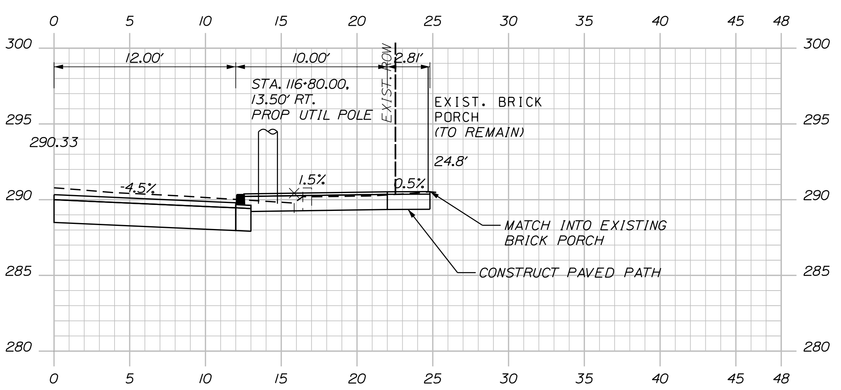
CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01

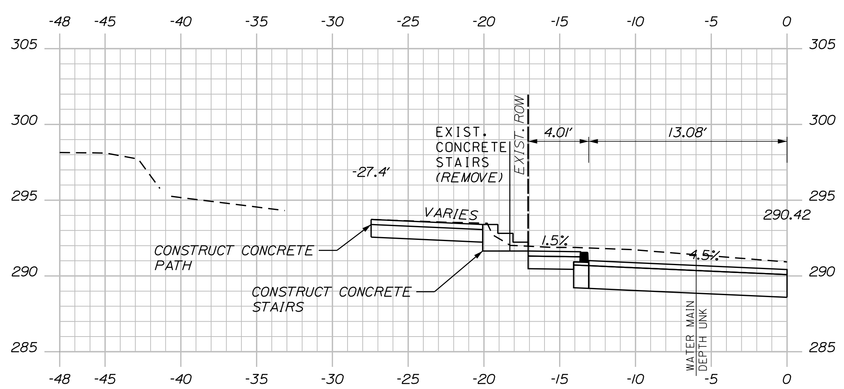



117+00.00 (RESIDENTIAL PAVED ENTRANCE)

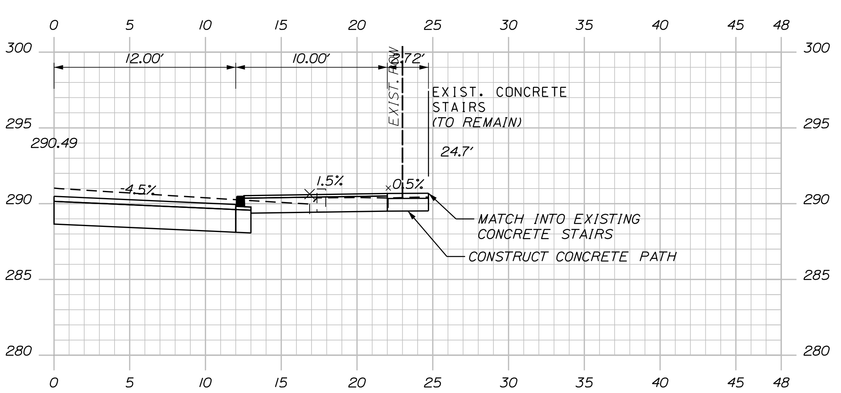
STA. 116+86.49 RIVERSIDE AVENUE ℄
STA 50+00.00 PLEASANT AVENUE ℄




116+72.00
(BRICK PORCH)




116+62.00
(CONCRETE STAIRS)




116+54.00
(CONCRETE STAIRS)

Sta. 116+54.00 to Sta. 117+00.00

SHEET NUMBER 64 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
## CROSS SECTIONS

| PROJ. MANAGER | M. HILL | BY | DATE |
|---|---|---|---|
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

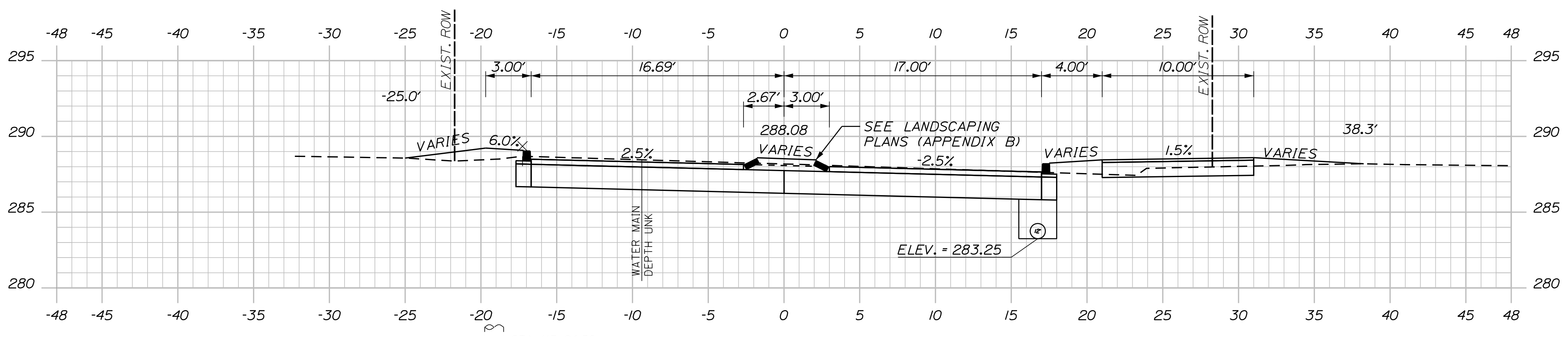
SIGNATURE

P.E. NUMBER

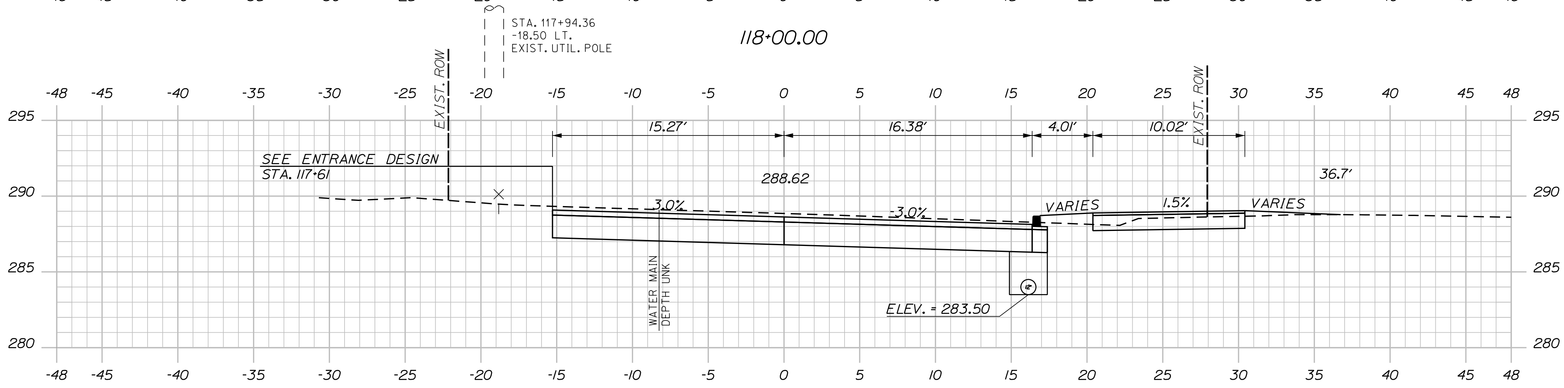
DATE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

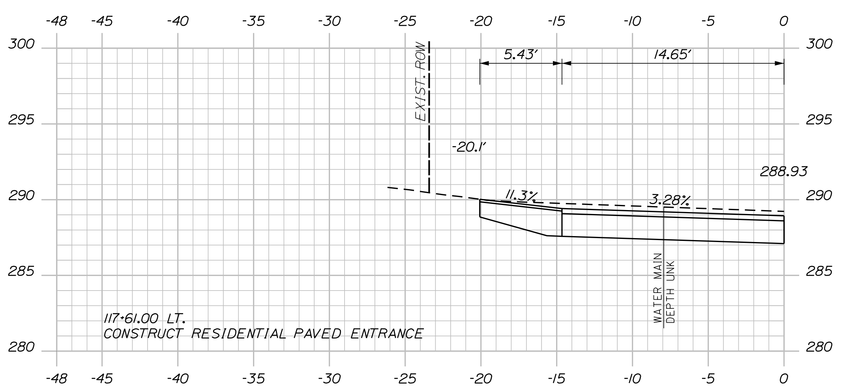
WIN
22642.01



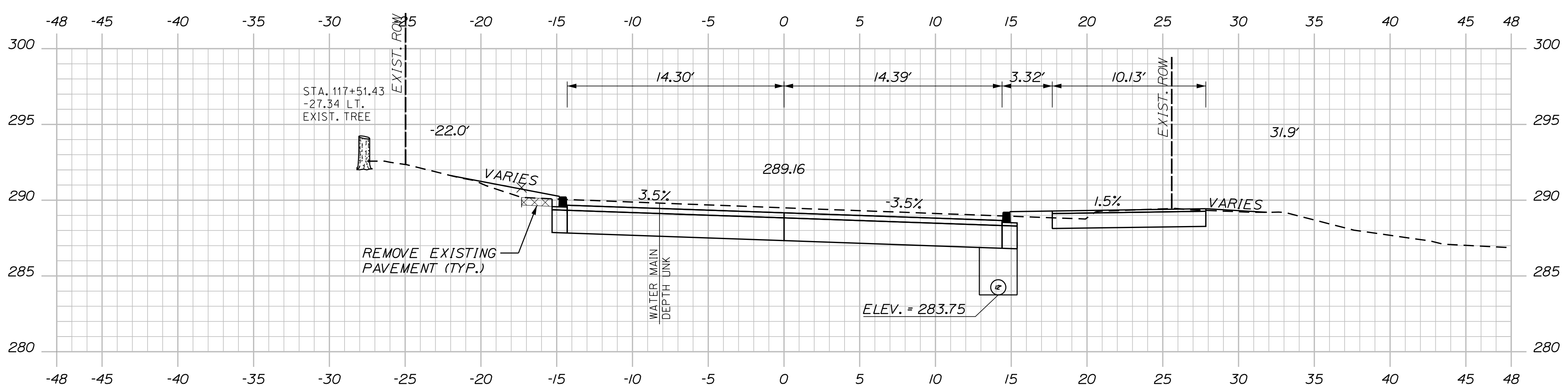

118+00.00




117+75.00




117+61.00
(RESIDENTIAL PAVED ENTRANCE)




117+50.00

CB23 TO CB24
INSTALL 172' X 12" UD TYPE "C"

STA. 117+38.06
20.63 RT.
EXIST. LIGHT POLE
(REMOVE)

STA. 117+25.86
29.67 RT.
EXIST. TREE

STA. 117+41.70
33.09 RT.
EXIST. TREE



CB23
STA. 117+17.25, 11.49' RT.
INSTALL CB TYPE BI-C
RIM ELEV. = 289.20
INV. IN (12") = 284.25
INV. OUT (12") = 284.00

Sta. 117+50.00 to Sta. 118+00.00

SHEET NUMBER 65 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
## CROSS SECTIONS

| PROJ. MANAGER | M. HILL | BY | DATE |
|---|---|---|---|
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

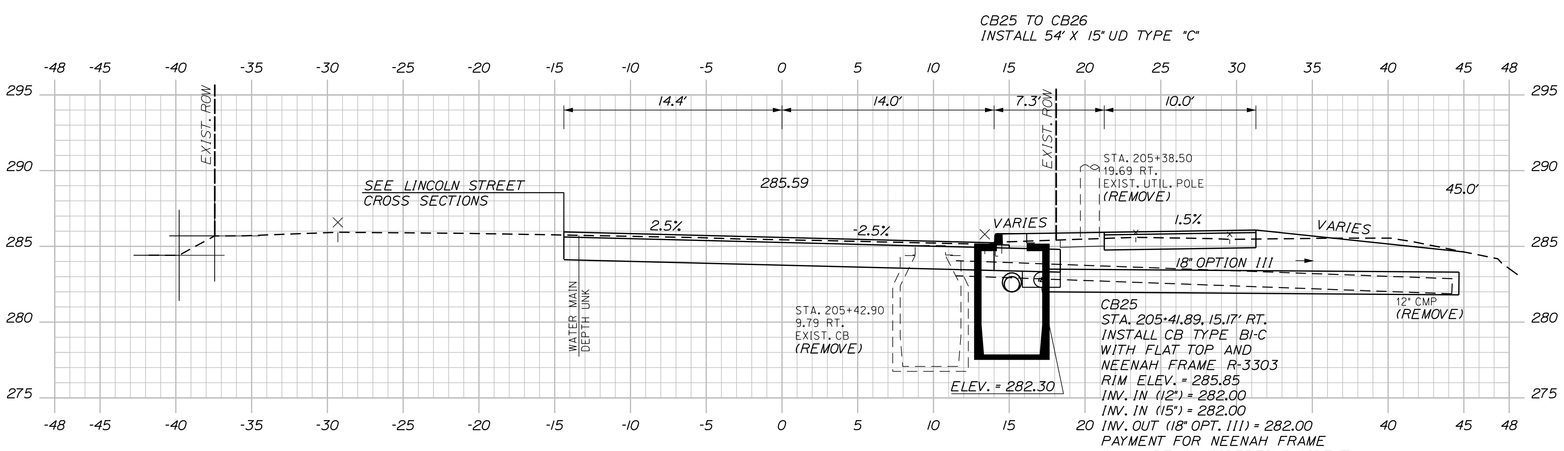
SIGNATURE

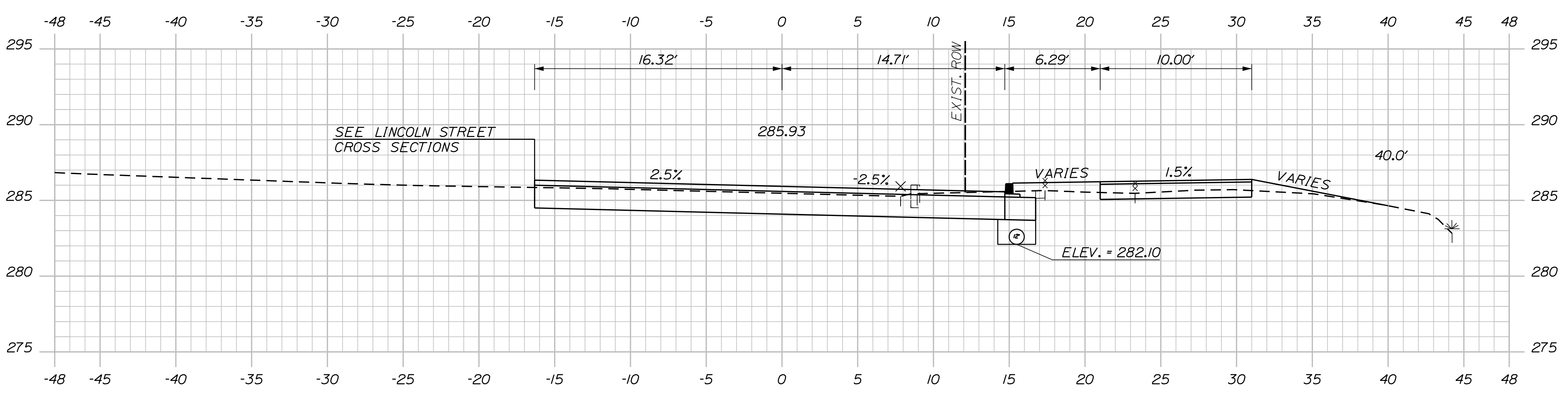
P.E. NUMBER

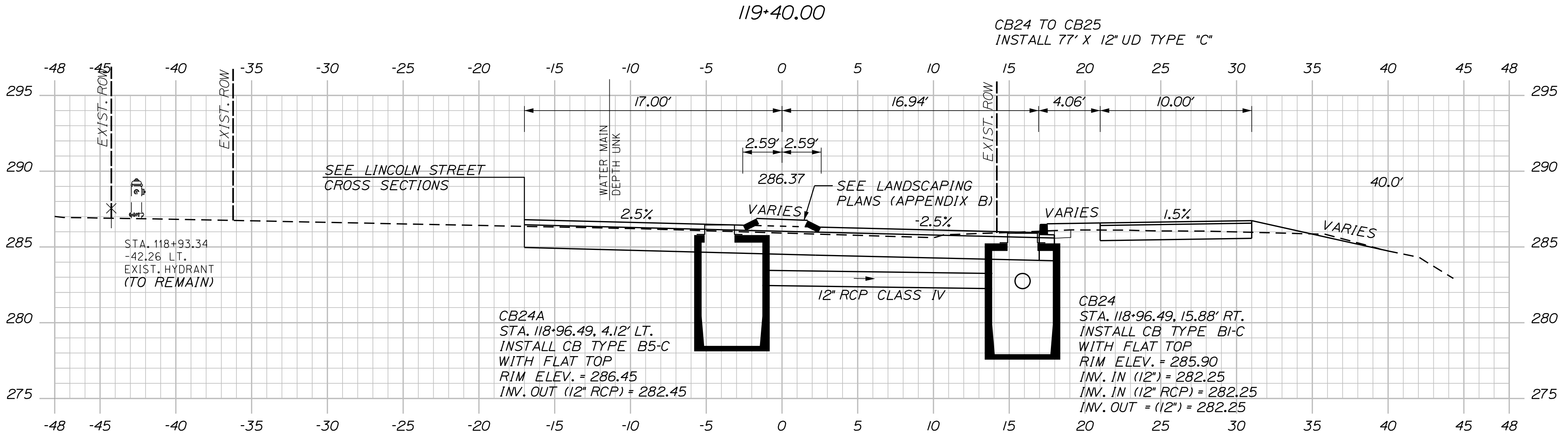
DATE

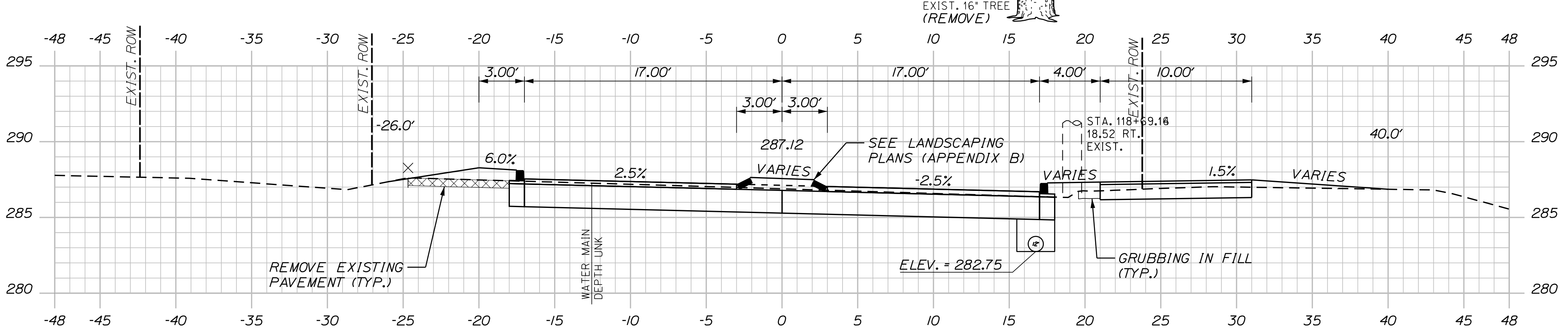
CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01




Sta. 118+50.00 to STA. 205+50.00

SHEET NUMBER 66 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
## CROSS SECTIONS

| | | | |
|---|---|---|---|
| PROJ. MANAGER | M. HILL | BY | DATE |
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

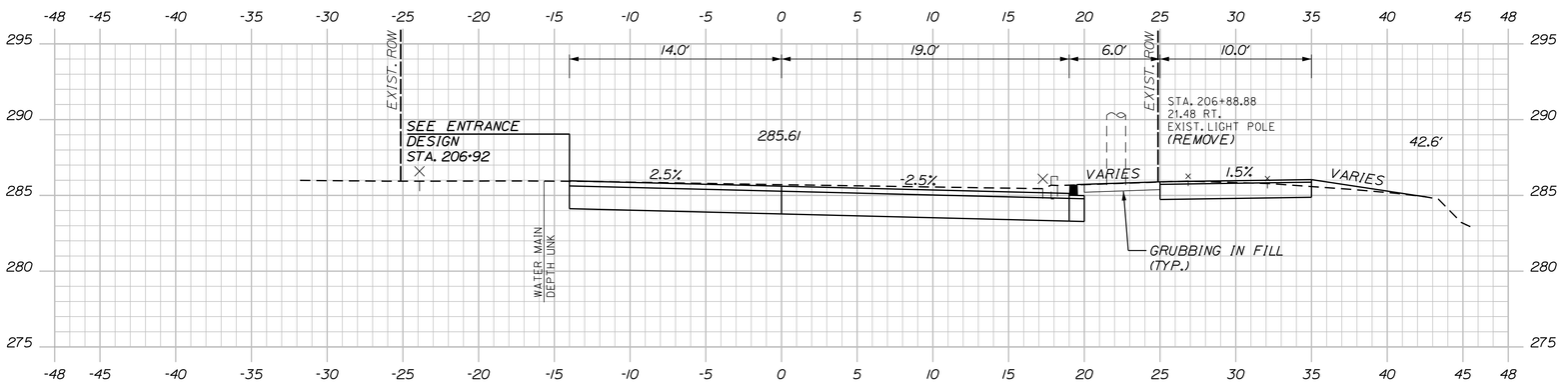
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P.E. NUMBER

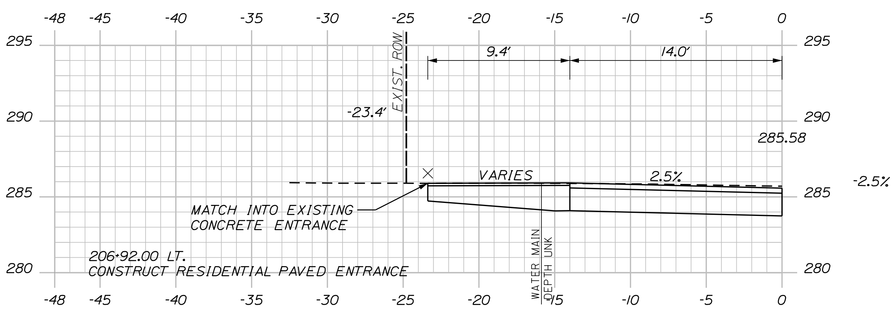
DATE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

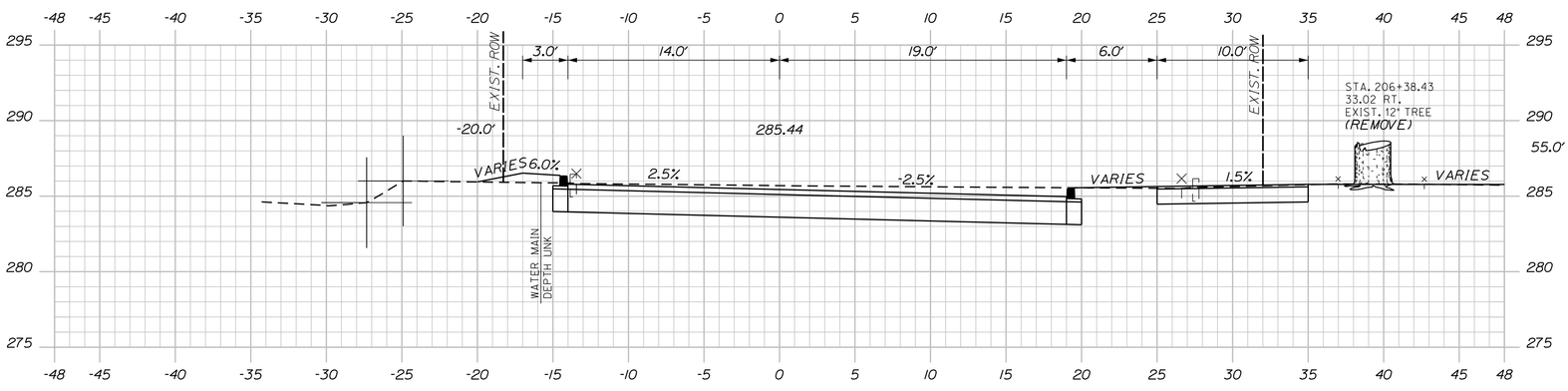
WIN
22642.01




207+00.00




(RESIDENTIAL PAVED ENTRANCE) 206+92.00

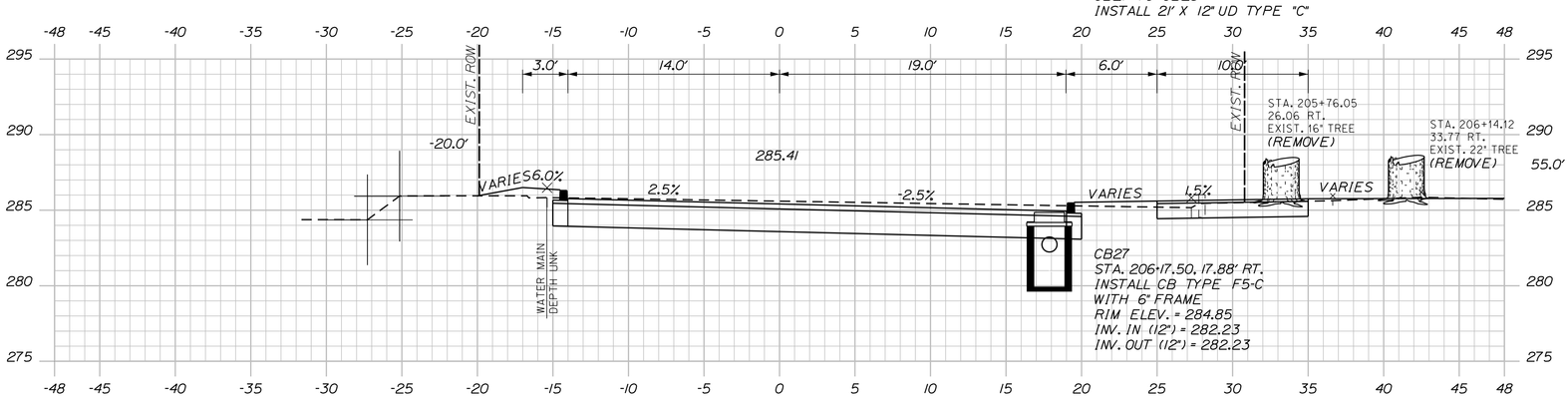



206+50.00



CB28
STA. 206+37.50, 17.88' RT.
INSTALL CB TYPE F5-C
WITH 6" FRAME
RIM ELEV. = 284.90
INV. OUT (12") = 282.29

CB27 TO CB28
INSTALL 21' X 12" UD TYPE "C"




CB27
STA. 206+17.50, 17.88' RT.
INSTALL CB TYPE F5-C
WITH 6" FRAME
RIM ELEV. = 284.85
INV. IN (12") = 282.23
INV. OUT (12") = 282.23

206+00.00

CB26 TO CB27
INSTALL 20' X 12" UD TYPE "C"



CB26
STA. 205+98.65, 17.88' RT.
INSTALL CB TYPE F5-C
WITH 6" FRAME
RIM ELEV. = 284.90
INV. IN (12") = 282.17
INV. OUT (15") = 282.17

STA. 206+00.00 to STA. 207+00.00

SHEET NUMBER 67 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
## CROSS SECTIONS

| PROJ. MANAGER | M. HILL | BY | DATE |
|---|---|---|---|
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

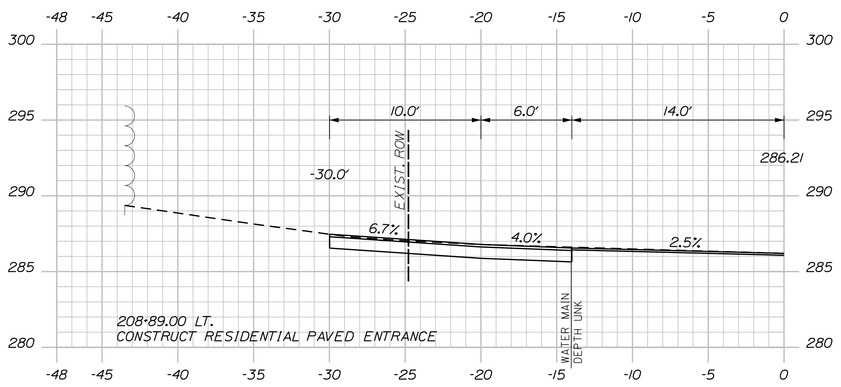
SIGNATURE

P.E. NUMBER

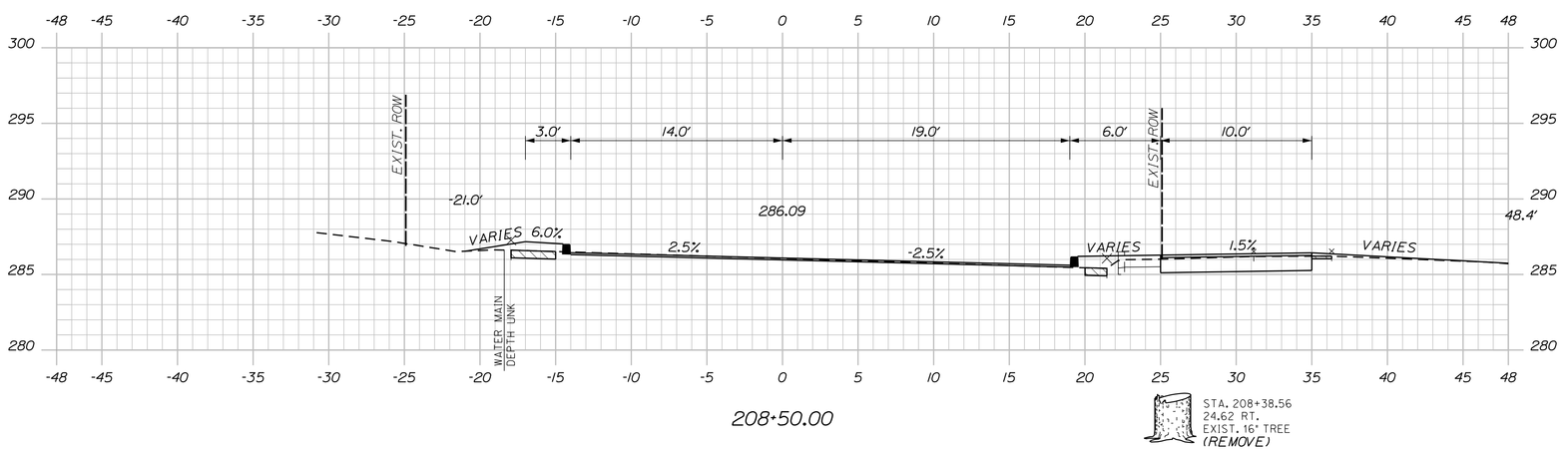
DATE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01

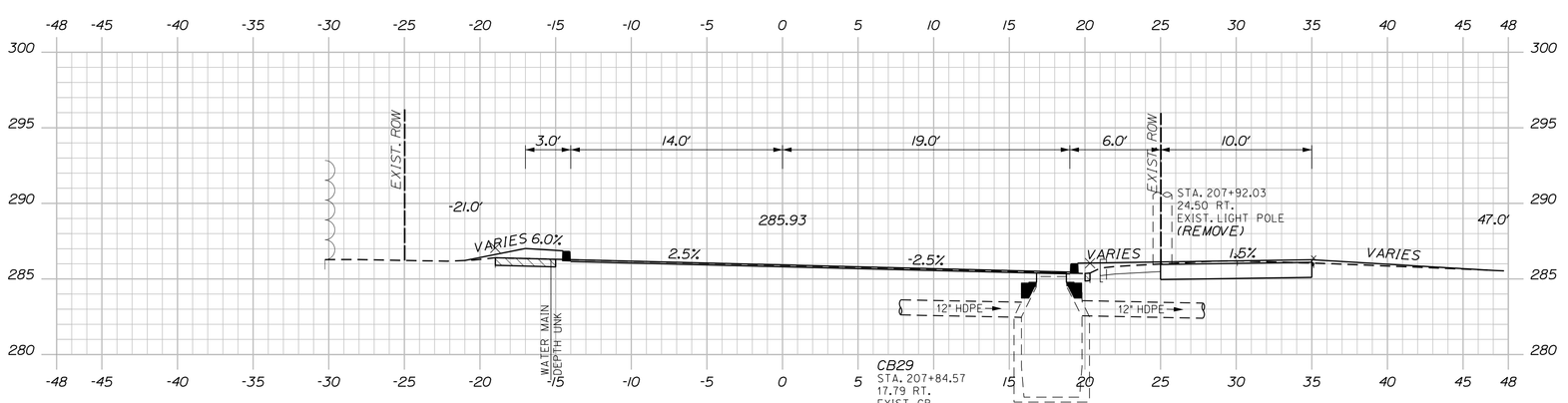



208+89.00
(RESIDENTIAL PAVED ENTRANCE)



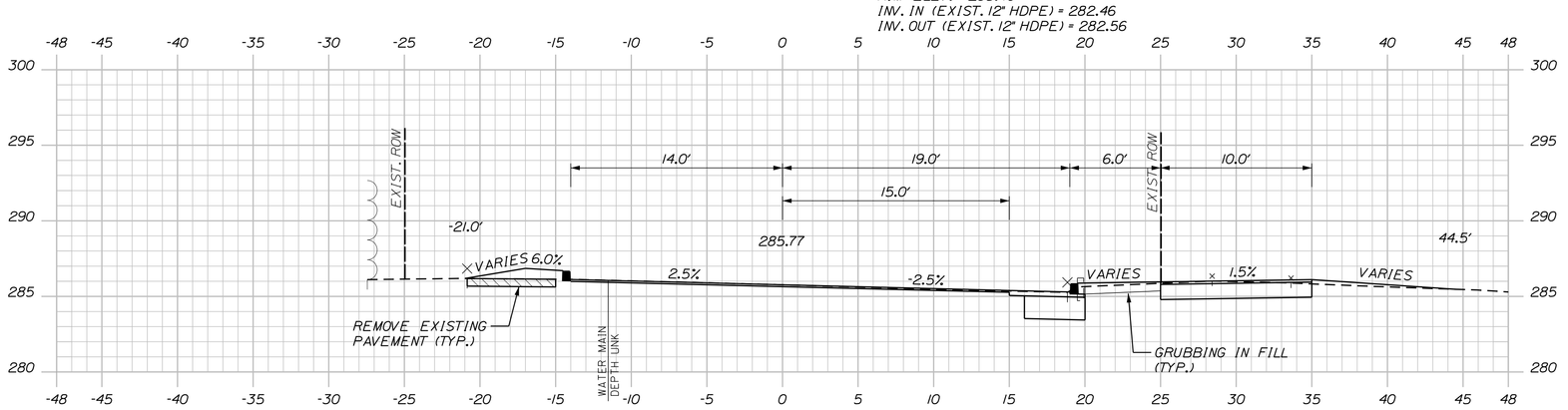

208+50.00




208+00.00

CB29
STA. 207+84.57
17.79 RT.
EXIST. CB
(ADJUST CB TO GRADE)
RIM ELEV. = 285.40
INV. IN (EXIST. 12" HDPE) = 282.46
INV. OUT (EXIST. 12" HDPE) = 282.56




207+50.00

STA. 207+50.00
END FULL DEPTH RECONSTRUCTION
BEGIN 1.5" HMA PAVEMENT OVERLAY WITH
VARIABLE DEPTH PAVEMENT MILL AND SHIM

Sta. 207+50.00 to Sta. 208+89.00

SHEET NUMBER 68 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
## CROSS SECTIONS

| | | | |
|---|---|---|---|
| PROJ. MANAGER | M. HILL | BY | DATE |
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

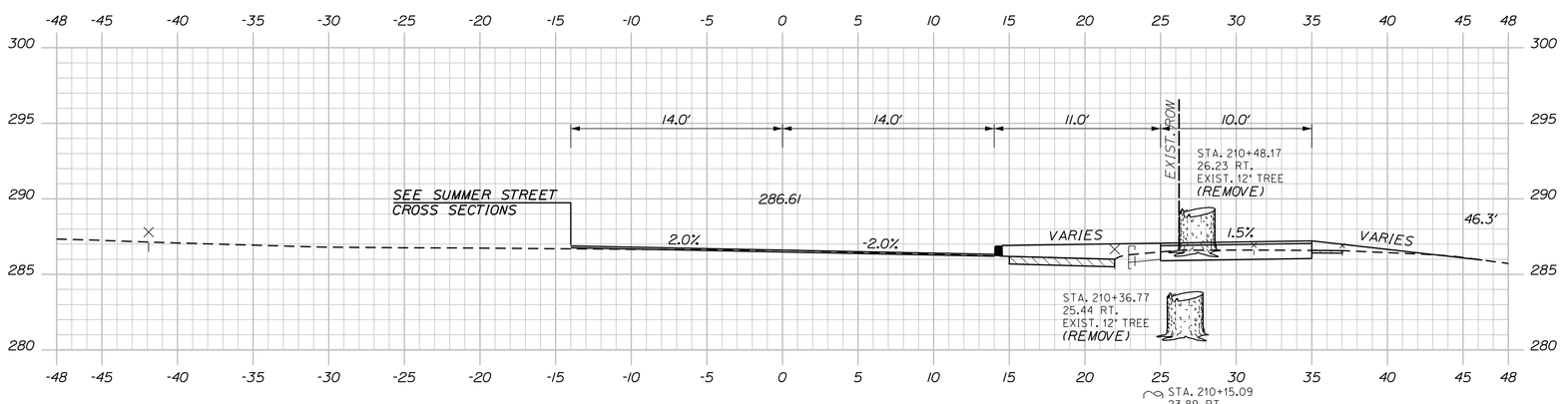
SIGNATURE

P.E. NUMBER

DATE

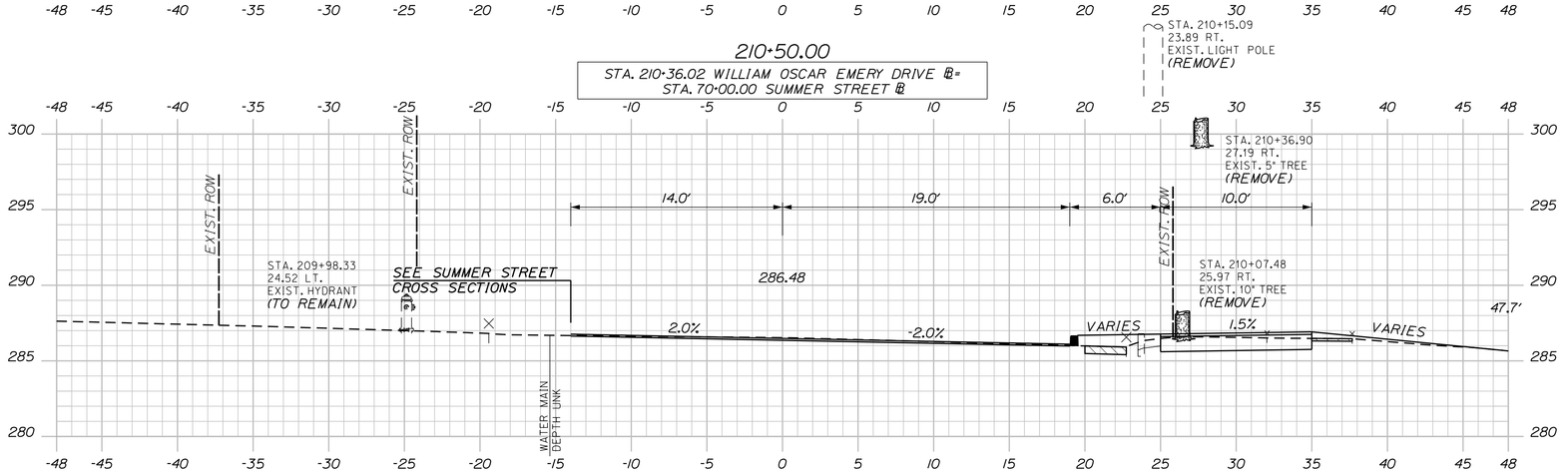
CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01

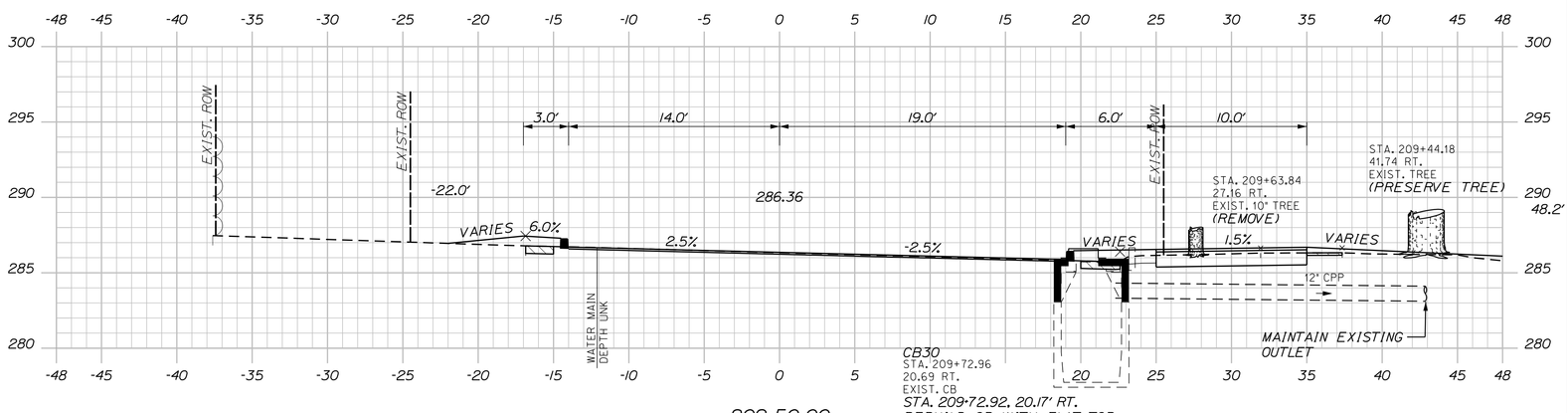



210+50.00

STA. 210+36.02 WILLIAM OSCAR EMERY DRIVE ℄ =
STA. 70+00.00 SUMMER STREET ℄



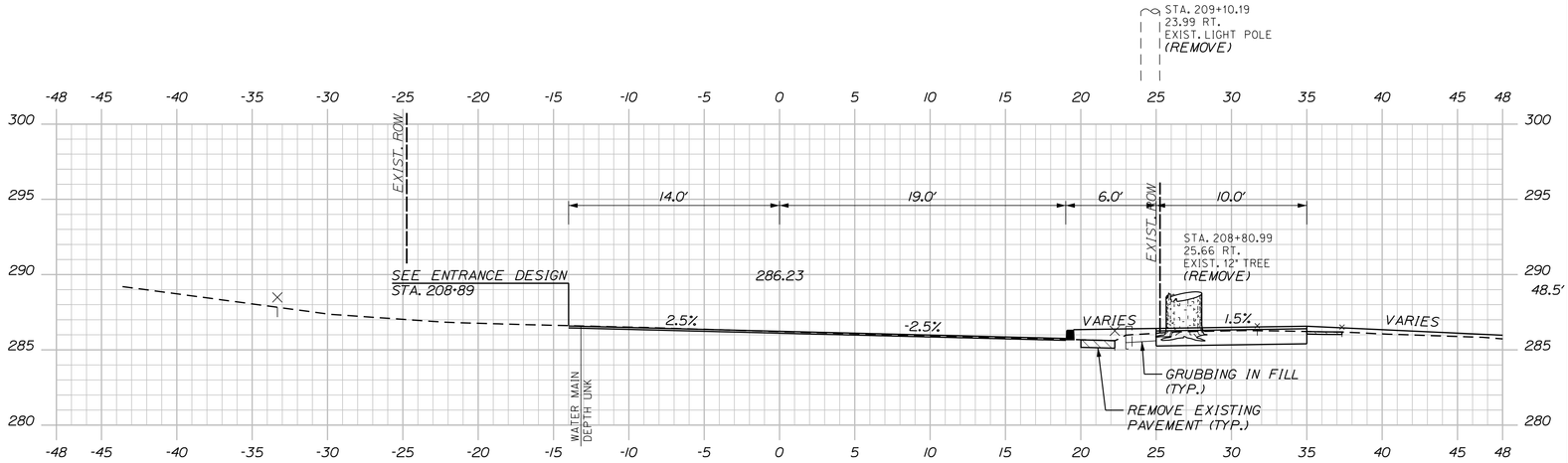

210+00.00




209+50.00

CB30
STA. 209+72.96
20.69 RT.
EXIST. CB

STA. 209+72.92, 20.17' RT.
REBUILD CB WITH FLAT TOP.
OFFSET CONE AND
NEENAH FRAME R-3303
RIM ELEV. = 286.60
PAYMENT FOR NEENAH FRAME CONSIDERED
INCIDENTAL TO PAY ITEM 604.164
INV. OUT (EXIST. CPP) = ± 283.32




209+00.00

Sta. 209+00.00 to Sta. 210+50.00

| | | | |
|---|---|---|---|
| PROJ. MANAGER | M. HILL | BY | DATE |
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

SIGNATURE

P.E. NUMBER

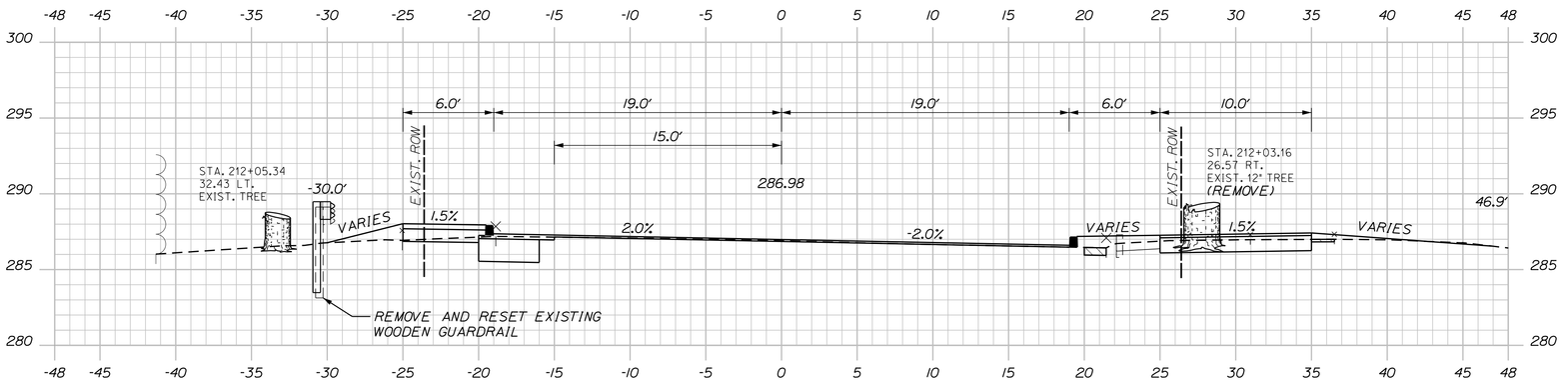
DATE

SHEET NUMBER 69 OF 117

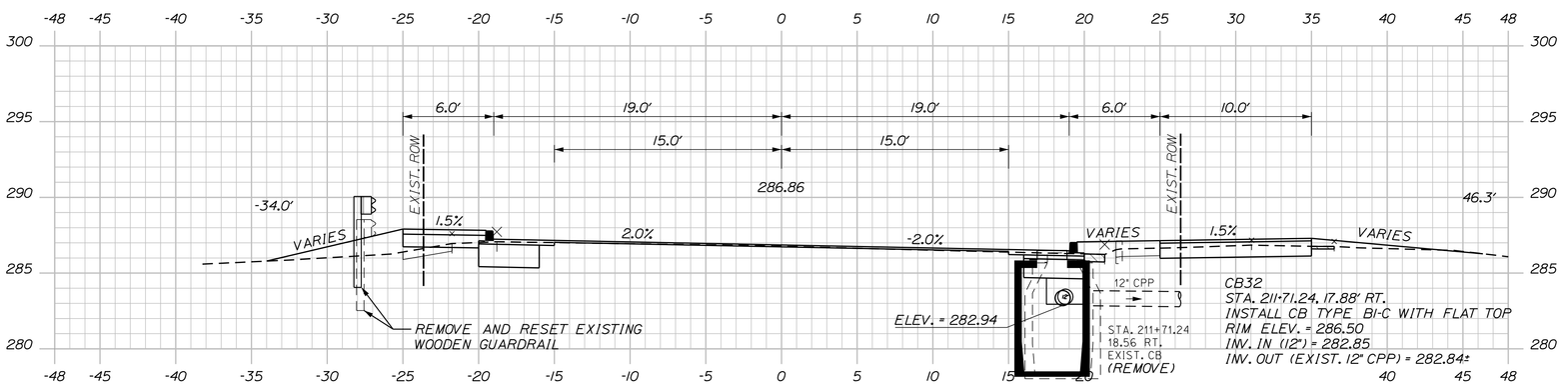
# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
## CROSS SECTIONS

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01




212+00.00

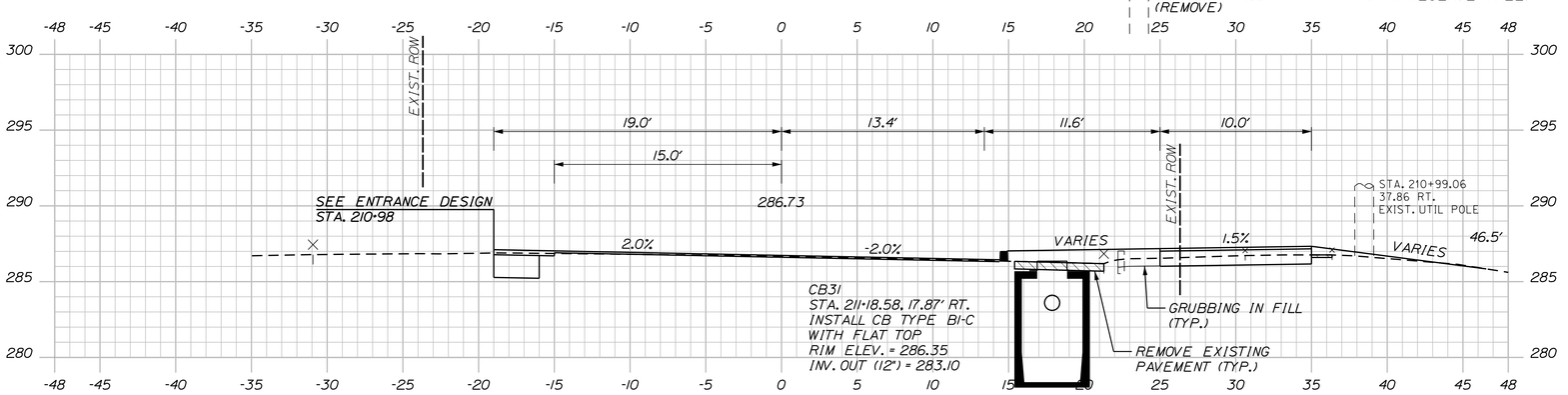



211+50.00

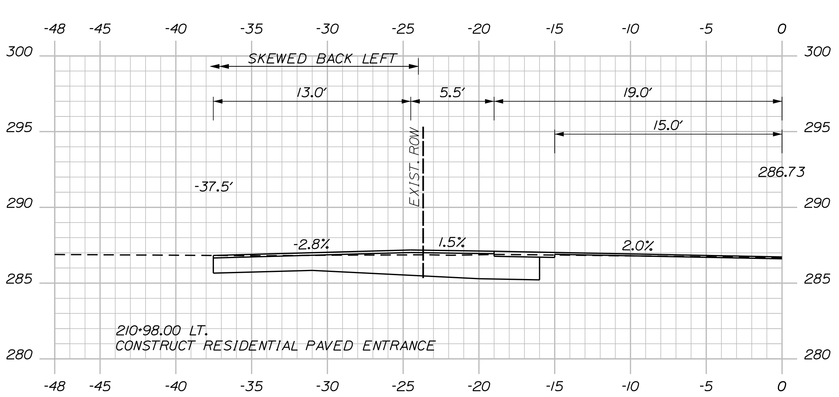
CB31 TO CB32
INSTALL 49' X 12" UD TYPE "C"

STA. 211+37.08
22.99 RT.
EXIST. LIGHT POLE
(REMOVE)

STA. 211+10.52
38.64 RT.
EXIST. TREE
(PRESERVE TREE)




211+00.00




210+98.00
(RESIDENTIAL PAVED ENTRANCE)

Sta. 210+98.00 to Sta. 212+00.00

SHEET NUMBER 70 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
## CROSS SECTIONS

| PROJ. MANAGER | M. HILL | BY | DATE |
|---|---|---|---|
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

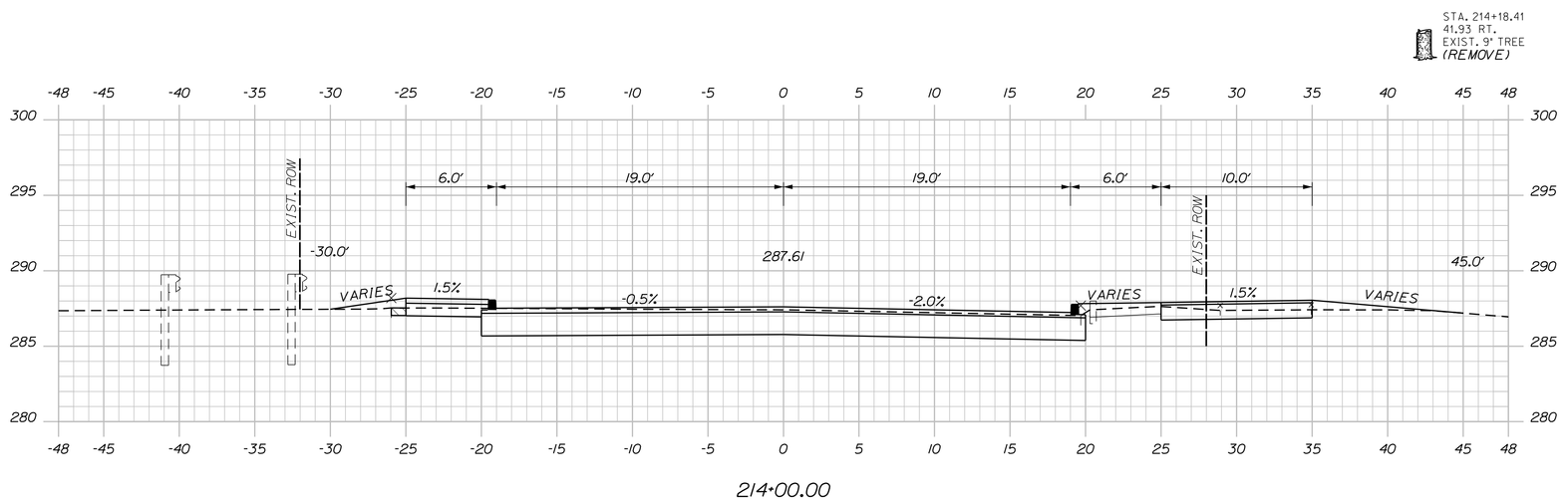
SIGNATURE

P.E. NUMBER

DATE

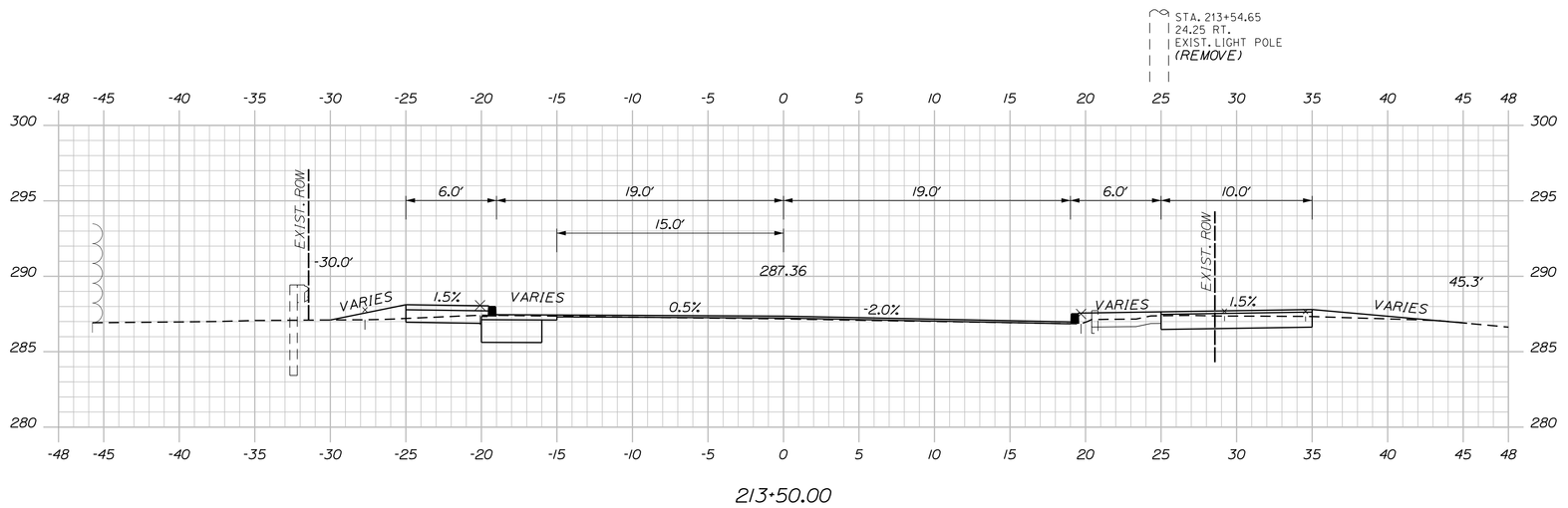
CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01

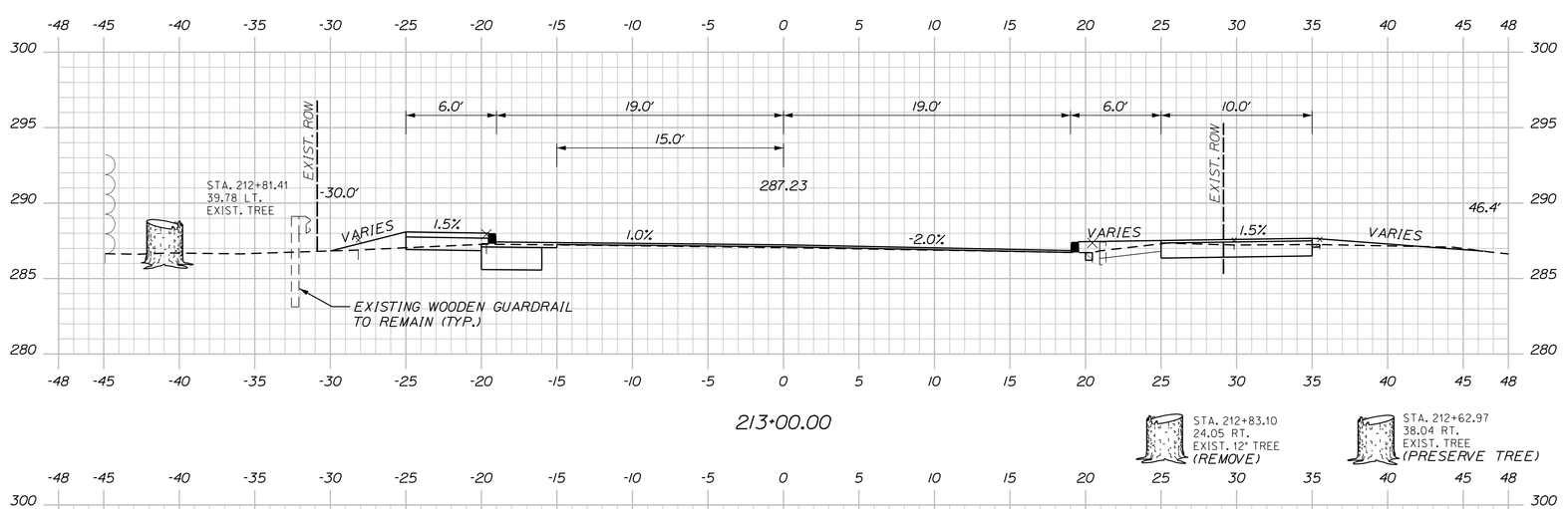



214+00.00

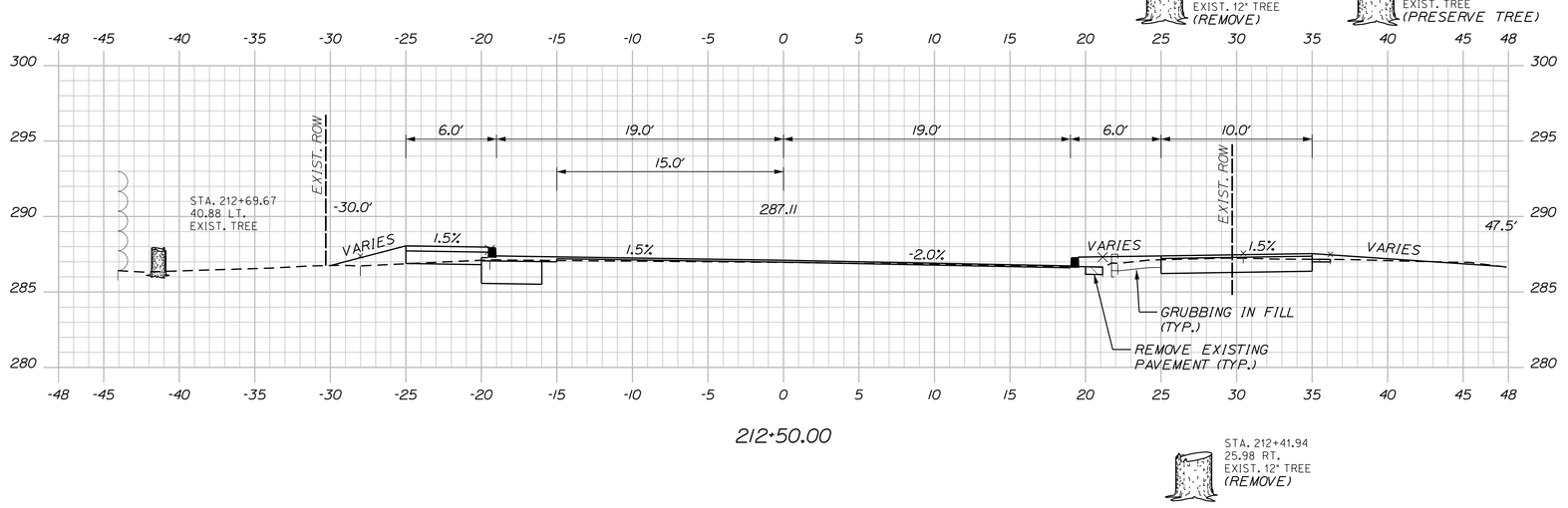
STA. 213+75.00
END 1.5" HMA PAVEMENT OVERLAY
WITH VARIABLE DEPTH PAVEMENT
MILL AND SHIM
BEGIN FULL DEPTH RECONSTRUCTION




213+50.00




213+00.00




212+50.00




Sta. 212+50.00 to Sta. 214+00.00

SHEET NUMBER 21 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
## CROSS SECTIONS

| PROJ. MANAGER | M. HILL | BY | DATE |
|---|---|---|---|
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

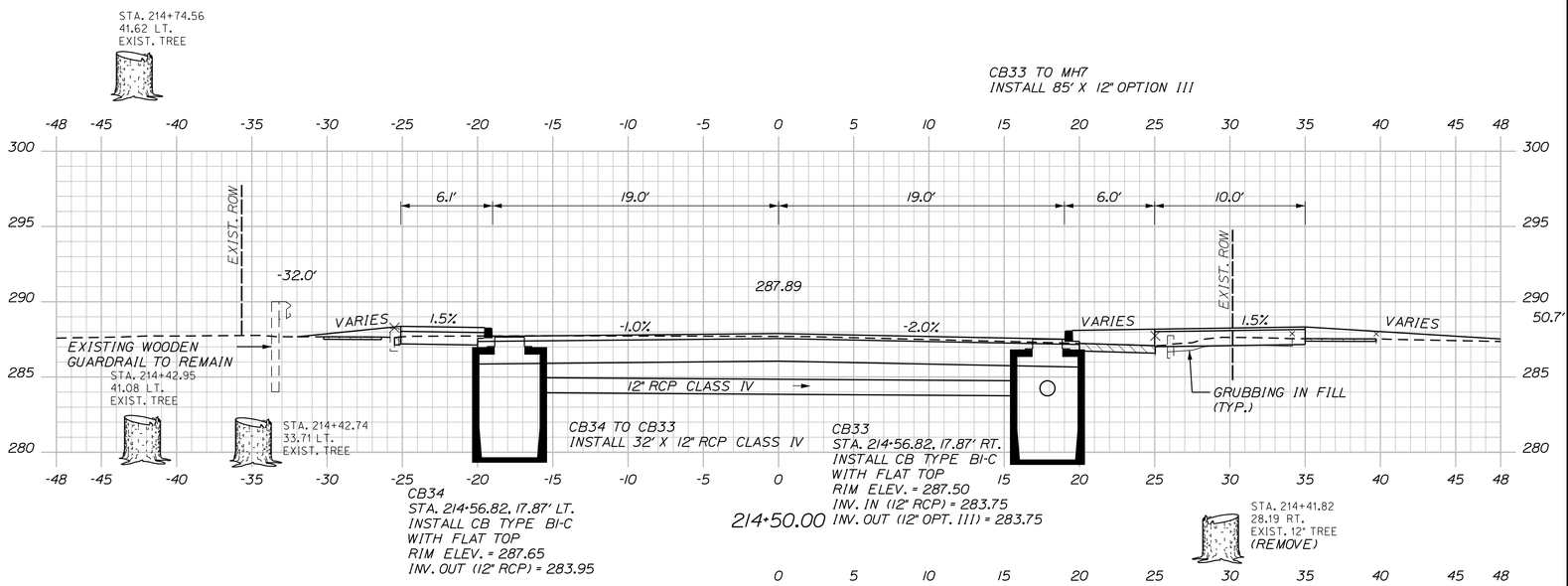
SIGNATURE

P.E. NUMBER

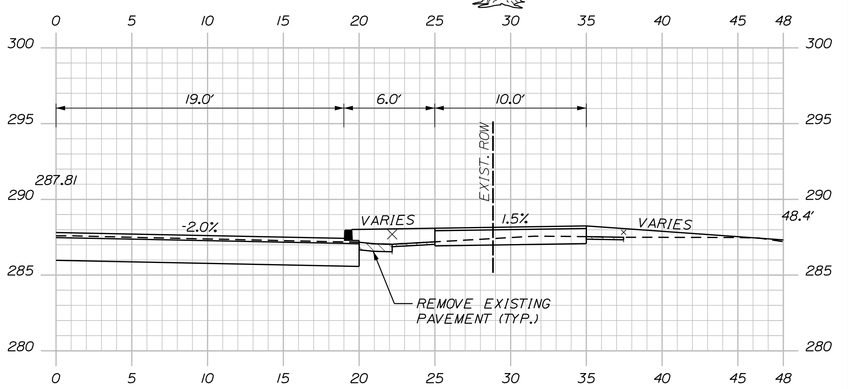
DATE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

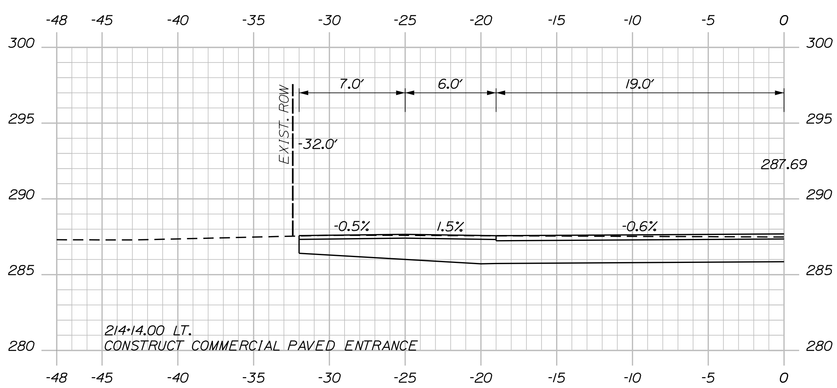
WIN
22642.01



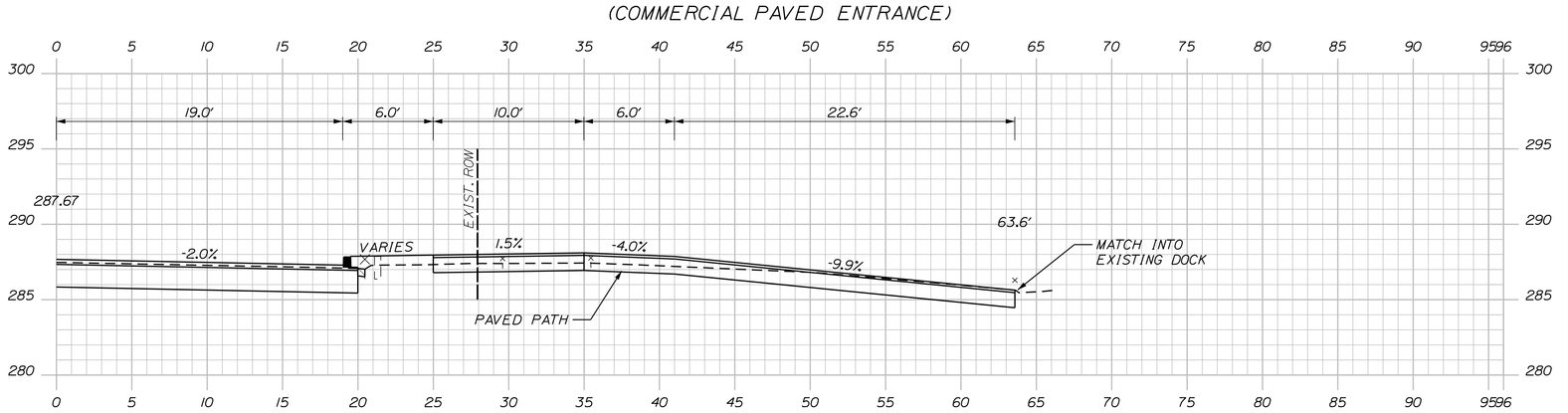

214+50.00




214+35.00




214+14.00
(COMMERCIAL PAVED ENTRANCE)




214+11.00

Sta. 214+11.00 to Sta. 214+50.00

| | | | |
|---|---|---|---|
| PROJ. MANAGER | M. HILL | BY | DATE |
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

SIGNATURE

P.E. NUMBER

DATE

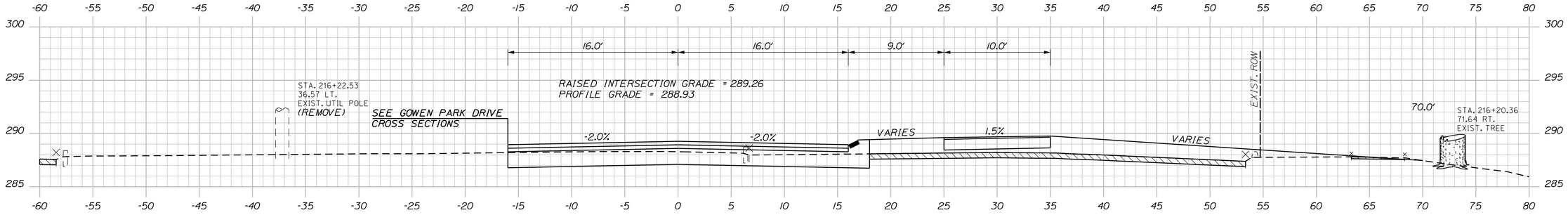
SHEET NUMBER 27 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
## CROSS SECTIONS

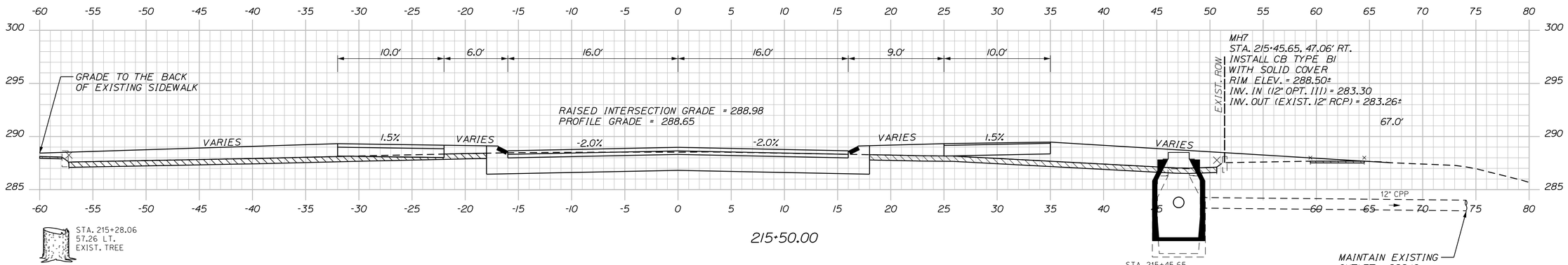
CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01

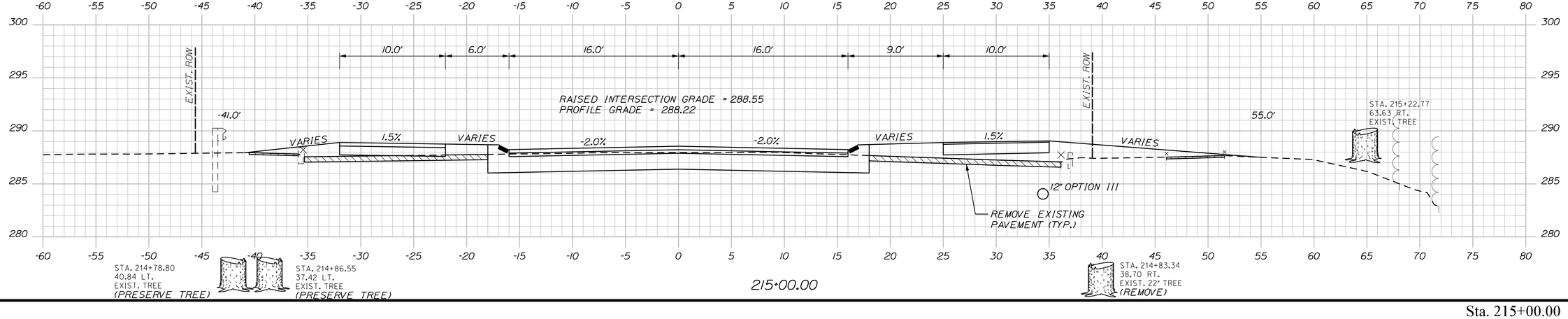
STA. 216+15.98 WILLIAM OSCAR EMERY DRIVE ℄ =
STA. 80+00.00 GOWEN PARK DRIVE ℄




216+00.00




215+50.00




215+00.00

Sta. 215+00.00 to Sta. 216+00.00

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01

| | BY | DATE |
|---|---|---|
| M. HILL | M.CUNDIFF | 08\26 |
| T. WARREN | D. ETTINGER | 08\26 |
| J.WAGNENBACH | - | - |
| - | - | - |
| - | - | - |
| - | - | - |
| - | - | - |

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

SIGNATURE

P.E. NUMBER

DATE

SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

CROSS SECTIONS

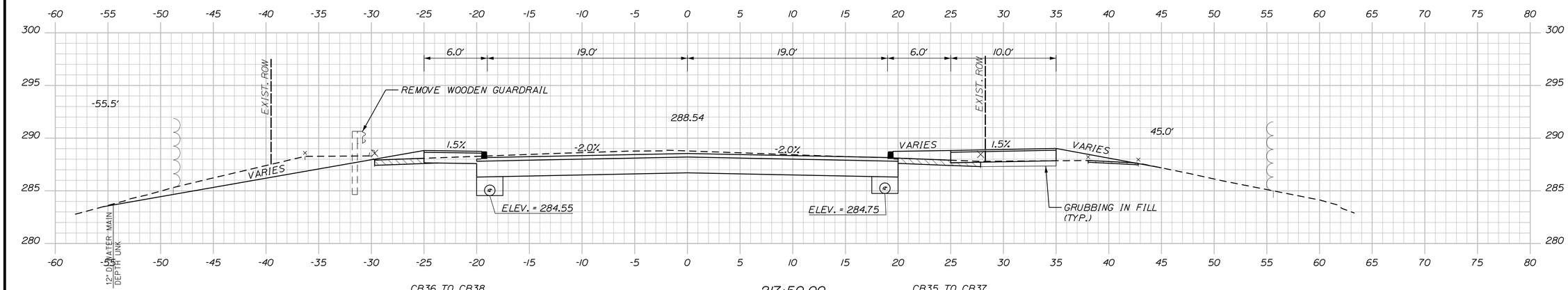
SHEET NUMBER

73

OF 117

Filename: ...\Z - CAD\00\Highway\Xsect.dgn Division: HIGHWAY Username: Mike.Cundiff Date:8/12/2026

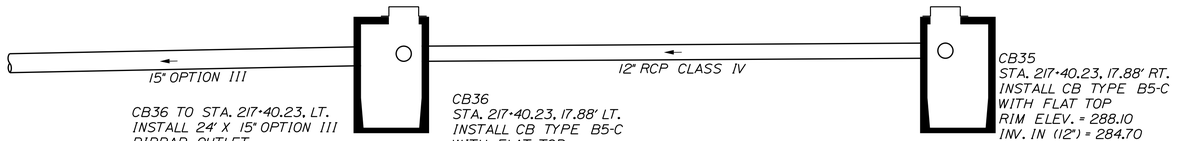
U:\City of Sanford Maine\3421.11_William Oscar Emery & Riverside Improvements\Z - CAD\00\Highway\Xsect.dgn




CB36 TO CB38
INSTALL 36' X 12" UD TYPE "C"

217+50.00

CB35 TO CB37
INSTALL 36' X 12" UD TYPE "C"

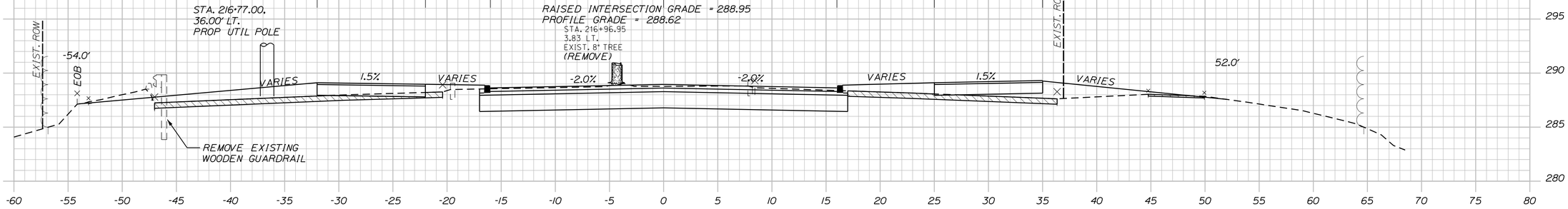



CB36 TO STA. 217+40.23, LT.
INSTALL 24' X 15" OPTION III
RIPRAP OUTLET

CB36
STA. 217+40.23, 17.88' LT.
INSTALL CB TYPE B5-C
WITH FLAT TOP
RIM ELEV. = 288.10
INV. IN (12" RCP) = 284.50
INV. IN (12") = 284.50
INV. OUT (15" OPT. III) = 284.20

CB36 TO CB35
INSTALL 36' X 12" RCP CLASS IV

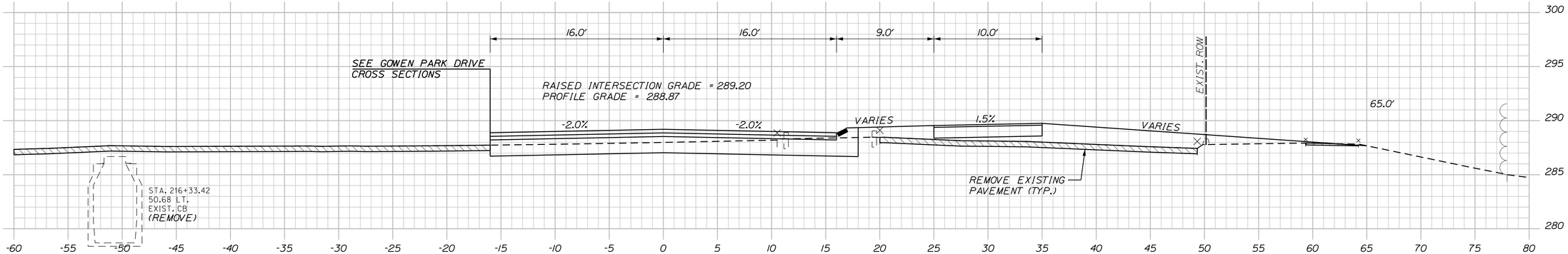
CB35
STA. 217+40.23, 17.88' RT.
INSTALL CB TYPE B5-C
WITH FLAT TOP
RIM ELEV. = 288.10
INV. IN (12") = 284.70
INV. OUT (12" RCP) = 284.70




STA. 216+81.28
14.73 LT.
EXIST. 8" TREE
(REMOVE)

STA. 216+77.67
0.37 RT.
EXIST. 8" TREE
(REMOVE)

217+00.00




216+50.00

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01

| | BY | DATE |
|---|---|---|
| PROJ. MANAGER | M. HILL | |
| DESIGN-DETAILED | T. WARREN | 08\26 |
| CHECKED-REVIEWED | J.WHOHENBACH | 08\26 |
| DESIGN2-DETAILED2 | - | - |
| DESIGN3-DETAILED3 | - | - |
| REVISIONS 1 | - | - |
| REVISIONS 2 | - | - |
| REVISIONS 3 | - | - |
| REVISIONS 4 | - | - |
| FIELD CHANGES | - | - |

SIGNATURE

P.E. NUMBER

DATE

SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

CROSS SECTIONS

SHEET NUMBER

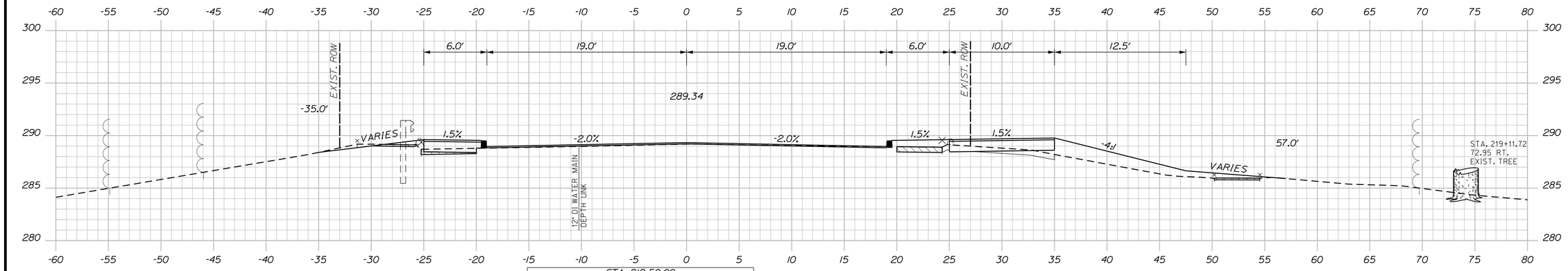
74

OF 117

Sta. 216+50.00 to Sta. 217+50.00

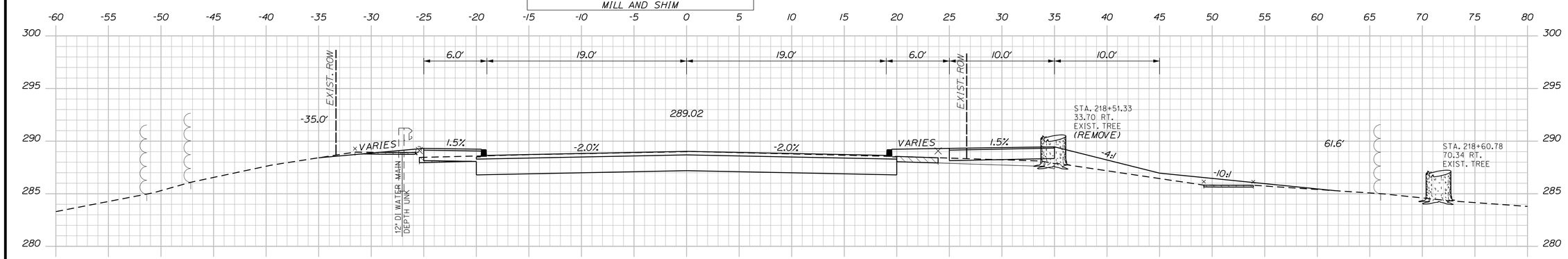
Filename: ...\Z - CAD\00\Highway\Xsect.dgn Division: HIGHWAY Username: Mike.Cundiff Date:8/12/2026

U:\City of Sanford Maine\3421.11_William Oscar Emery & Riverside Improvements\Z - CAD\00\Highway\Xsect.dgn



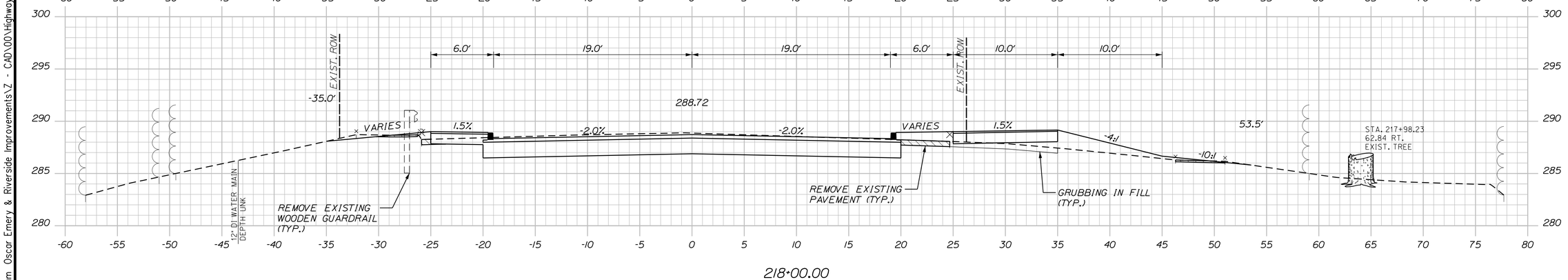

STA. 218+50.00
END FULL DEPTH RECONSTRUCTION
BEGIN 1.5" HMA PAVEMENT OVERLAY
WITH VARIABLE DEPTH PAVEMENT
MILL AND SHIM

219+00.00

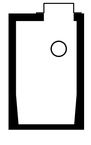



STA. 218+08.93
27.43 LT.
EXIST. UTIL POLE

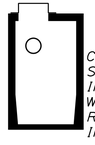
218+50.00




218+00.00



CB38
STA. 217+80.00, 17.88' LT.
INSTALL CB TYPE B5-C
WITH FLAT TOP
RIM ELEV. = 288.20
INV. OUT (12") = 284.70



CB37
STA. 217+80.00, 17.88' RT.
INSTALL CB TYPE B5-C
WITH FLAT TOP
RIM ELEV. = 288.20
INV. OUT (12") = 284.90

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01

| | | | | |
|---|---|---|---|---|
| PROJ. MANAGER | M. HILL | BY | DATE | |
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 | SIGNATURE |
| CHECKED-REVIEWED | J.WAGNERBACH | D. ETTINGER | 08\26 | |
| DESIGN2-DETAILED2 | - | - | - | P.E. NUMBER |
| DESIGN3-DETAILED3 | - | - | - | |
| REVISIONS 1 | - | - | - | DATE |
| REVISIONS 2 | - | - | - | |
| REVISIONS 3 | - | - | - | |
| REVISIONS 4 | - | - | - | |
| FIELD CHANGES | - | - | - | |

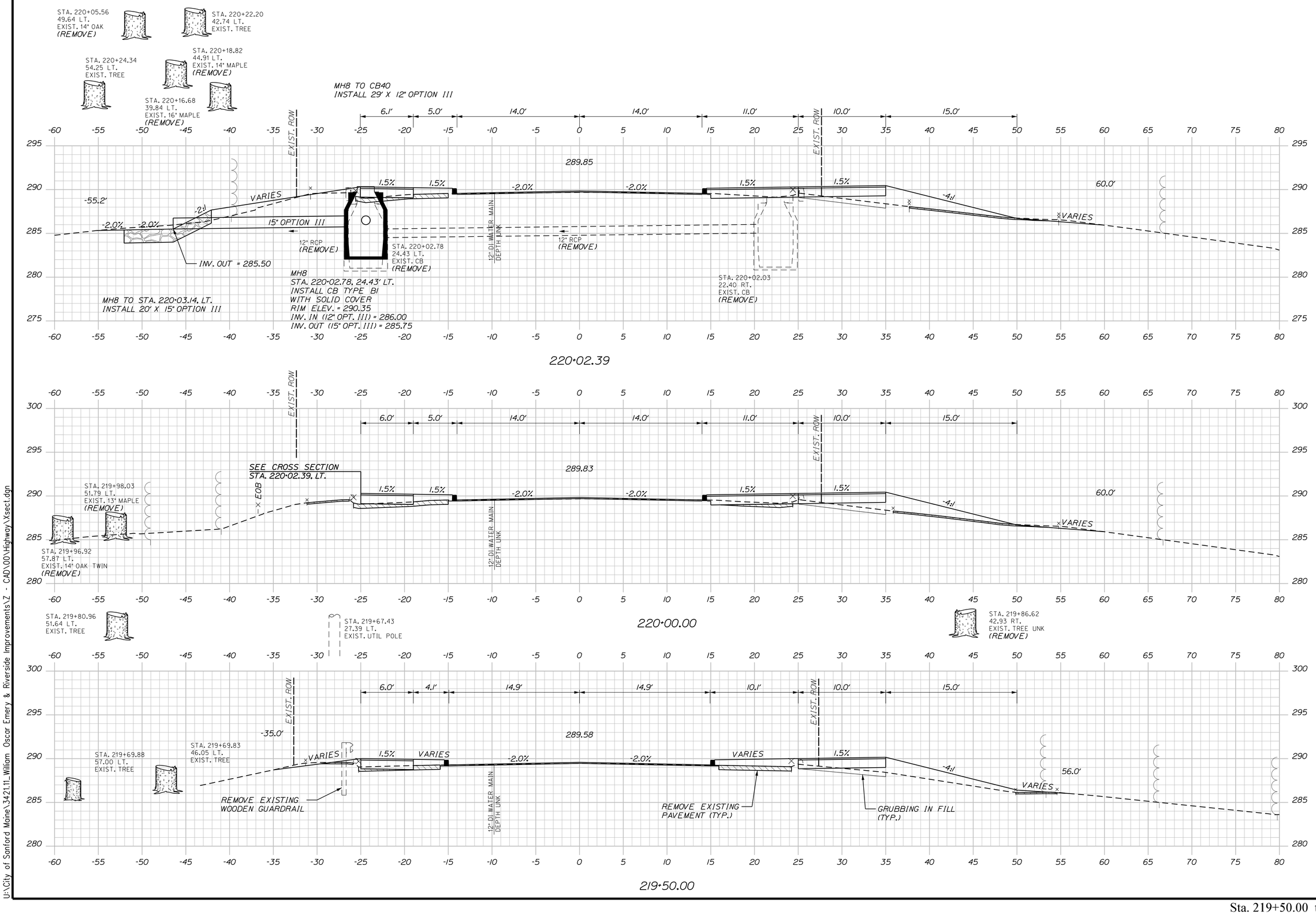
SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

CROSS SECTIONS

SHEET NUMBER
75
OF 117

Sta. 218+00.00 to Sta. 219+00.00

Filename: ...\Z - CAD\00\Highway\Xsect.dgn Division: HIGHWAY Username: Mike.Cundiff Date:8/12/2026
U:\City of Sanford Maine\3421.11_William Oscar Emery & Riverside Improvements\Z - CAD\00\Highway\Xsect.dgn




CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01

| | | | |
|---|---|---|---|
| PROJ. MANAGER | M. HILL | BY | DATE |
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WARDENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | - | - | - |
| DESIGN3-DETAILED3 | - | - | - |
| REVISIONS 1 | - | - | - |
| REVISIONS 2 | - | - | - |
| REVISIONS 3 | - | - | - |
| REVISIONS 4 | - | - | - |
| FIELD CHANGES | - | - | - |

SIGNATURE

P.E. NUMBER

DATE

SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

CROSS SECTIONS

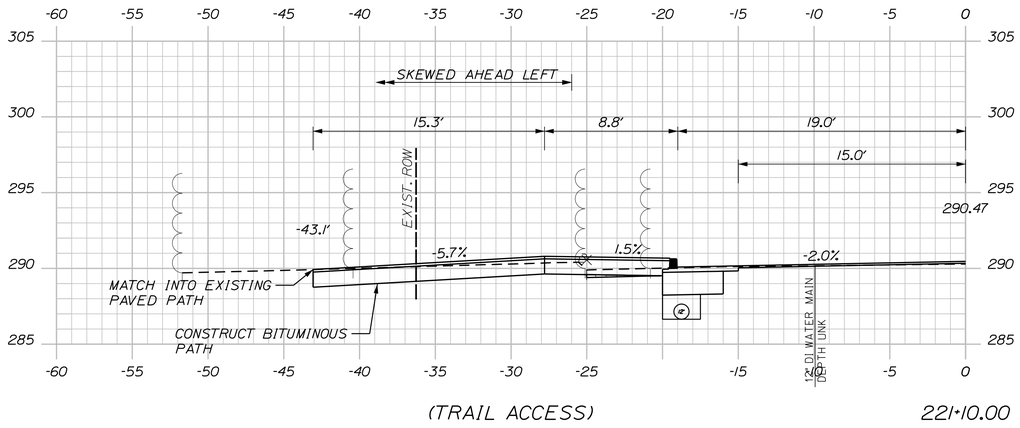
SHEET NUMBER

76

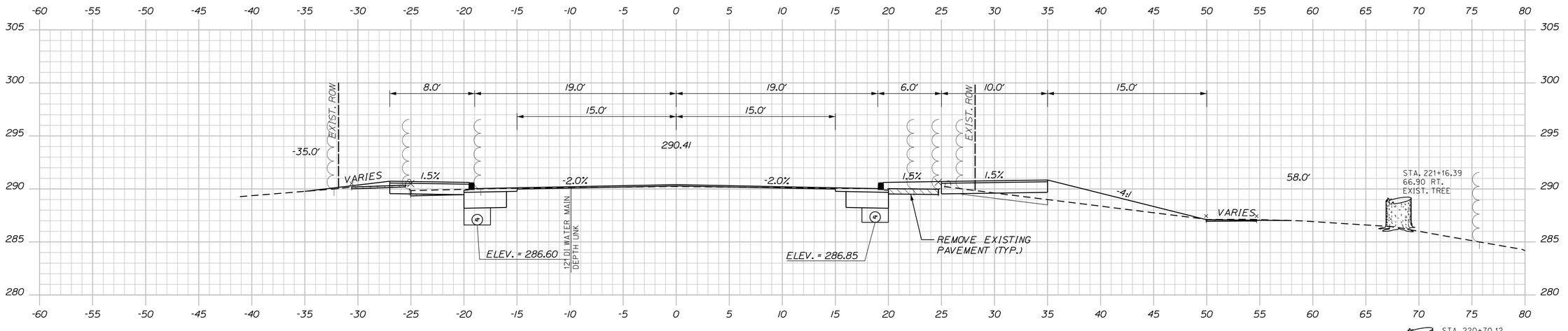
OF 117

Sta. 219+50.00 to Sta. 220+02.39

U:\City of Sanford Maine\3421.11_William Oscar Emery & Riverside Improvements\Z - CAD\00\Highway\Xsect.dgn Username: Mike.Cundiff Date:8/12/2026
Filename: ...\Z - CAD\00\Highway\Xsect.dgn Division: HIGHWAY




(TRAIL ACCESS) 221+10.00

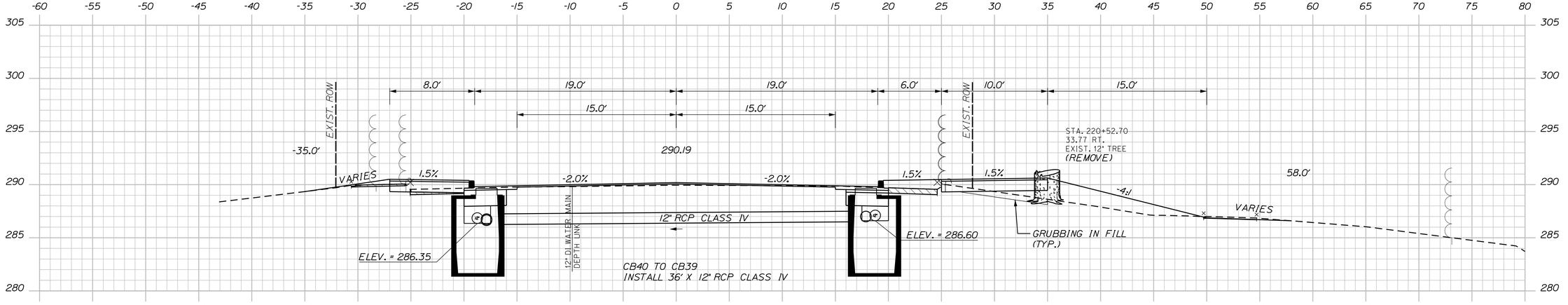



CB40 TO CB42
INSTALL 183' X 12" UD TYPE "C"

221+00.00

CB39 TO CB41
INSTALL 183' X 12" UD TYPE "C"

STA. 220+70.12
68.92 RT.
EXIST. TREE




CB40 TO CB39
INSTALL 36' X 12" RCP CLASS IV

CB40
STA. 220+34.40, 17.88' LT.
INSTALL CB TYPE B5-C
WITH FLAT TOP
RIM ELEV. = 289.65
INV. IN (12") = 286.25
INV. IN (12" RCP) = 286.25
INV. OUT (12" OPT. III) = 286.15

220+50.00

CB39
STA. 220+34.28, 17.87' RT.
INSTALL CB TYPE B5-C
WITH FLAT TOP
RIM ELEV. = 289.65
INV. IN (12") = 286.50
INV. OUT (12" RCP) = 286.50

STA. 220+26.92
44.57 LT.
EXIST. 13" OAK
(REMOVE)

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01

| | BY | DATE |
|---|---|---|
| PROJ. MANAGER | M. HILL | |
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF 08\26 |
| CHECKED-REVIEWED | J.WARDEBACH | D. ETTINGER 08\26 |
| DESIGN2-DETAILED2 | - | - - |
| DESIGN3-DETAILED3 | - | - - |
| REVISIONS 1 | - | - - |
| REVISIONS 2 | - | - - |
| REVISIONS 3 | - | - - |
| REVISIONS 4 | - | - - |
| FIELD CHANGES | - | - - |

SIGNATURE

P.E. NUMBER

DATE

SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

CROSS SECTIONS

SHEET NUMBER
77
OF 117

Filename: ...\Z - CAD\00\Highway\Xsect.dgn Division: HIGHWAY Username: Mike.Cundiff Date:8/12/2026

U:\City of Sanford Maine\3421.11_William Oscar Emery & Riverside Improvements\Z - CAD\00\Highway\Xsect.dgn

Sta. 220+50.00 to Sta. 221+10.00

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01

| | BY | DATE |
|---|---|---|
| PROJ. MANAGER | M. HILL | |
| DESIGN-DETAILED | T. WARREN | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | 08\26 |
| DESIGN2-DETAILED2 | D. ETTINGER | - - |
| DESIGN3-DETAILED3 | | - - |
| REVISIONS 1 | | - - |
| REVISIONS 2 | | - - |
| REVISIONS 3 | | - - |
| REVISIONS 4 | | - - |
| FIELD CHANGES | | - - |

SIGNATURE

P.E. NUMBER

DATE

SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

# CROSS SECTIONS

SHEET NUMBER

78

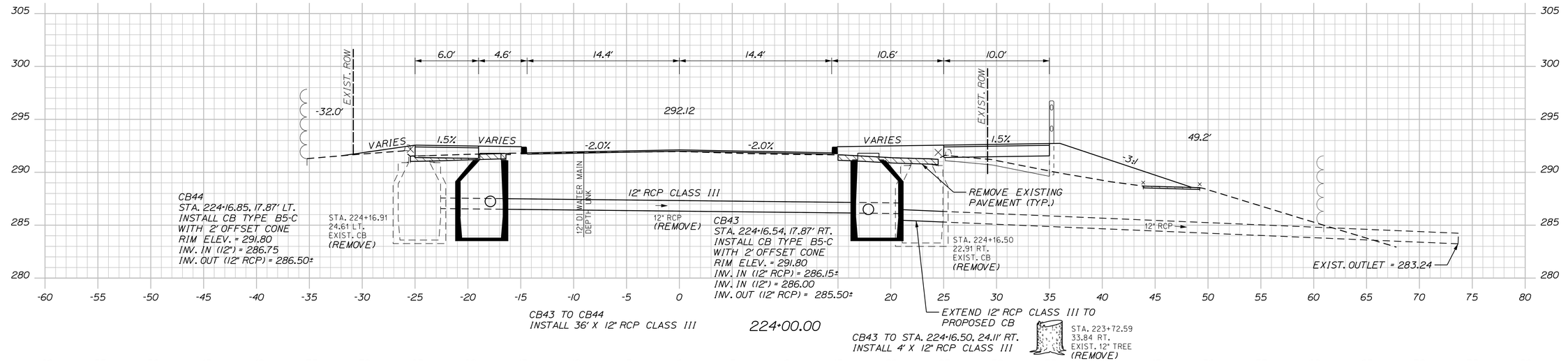
OF 117

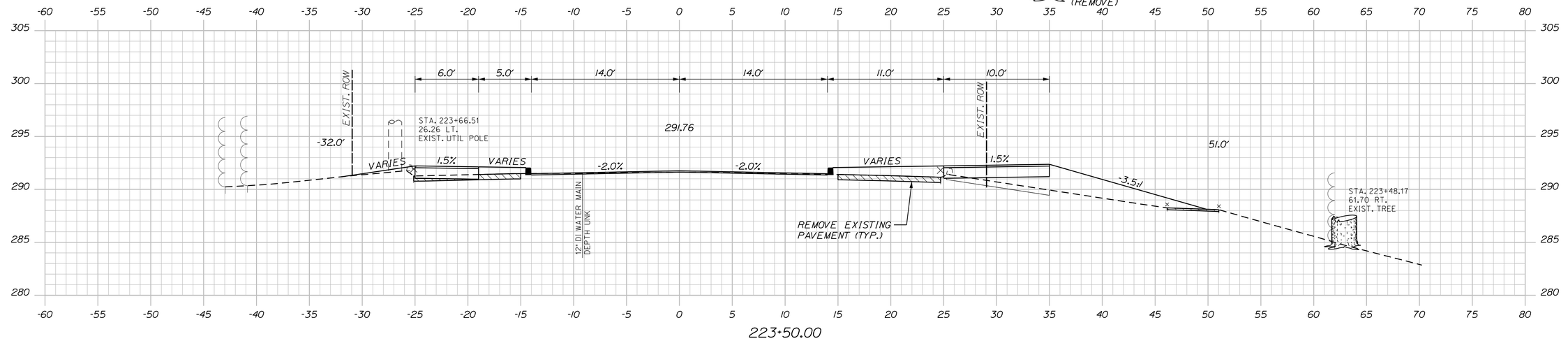
Sta. 221+50.00 to Sta. 222+50.00

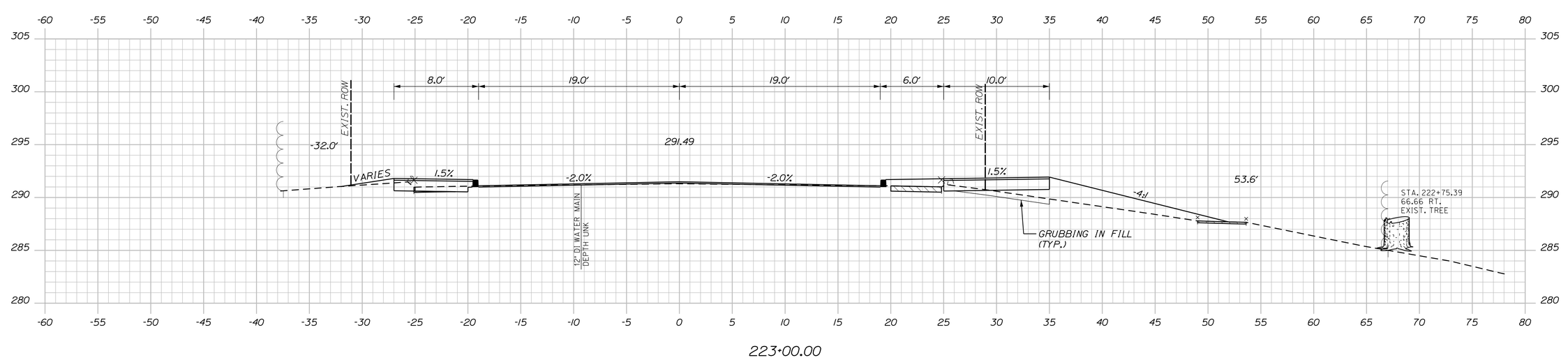
Filename: ...\Z - CAD\00\Highway\Xsect.dgn Division: HIGHWAY Username: Mike.Cundiff Date:8/12/2026
U:\City of Sanford Maine\3421.11_William Oscar Emery & Riverside Improvements\Z - CAD\00\Highway\Xsect.dgn

CB44 TO CB45
INSTALL 381' X 12" UD TYPE "C"

CB43 TO CB46
INSTALL 368' X 12" UD TYPE "C"




CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01

| | BY | DATE |
|---|---|---|
| PROJ. MANAGER | M. HILL | |
| DESIGN-DETAILED | T. WARREN | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | 08\26 |
| DESIGN2-DETAILED2 | - | - |
| DESIGN3-DETAILED3 | - | - |
| REVISIONS 1 | - | - |
| REVISIONS 2 | - | - |
| REVISIONS 3 | - | - |
| REVISIONS 4 | - | - |
| FIELD CHANGES | - | - |

SIGNATURE

P.E. NUMBER

DATE

SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

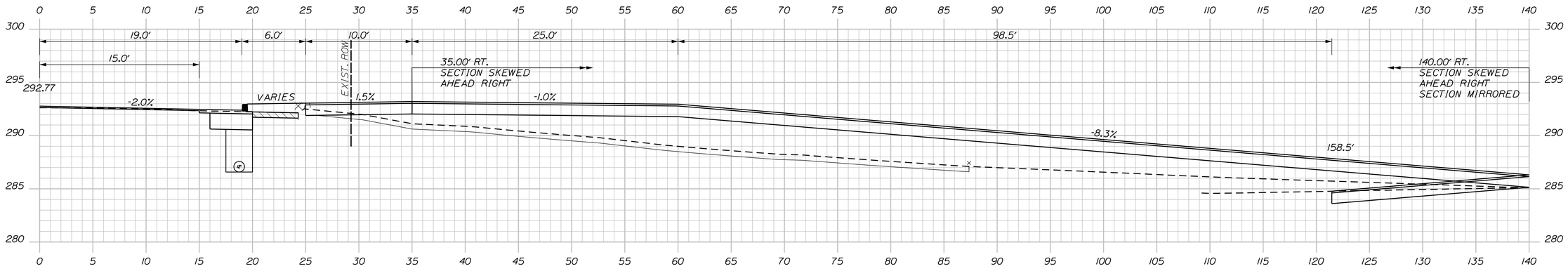
CROSS SECTIONS

SHEET NUMBER
79
OF 117

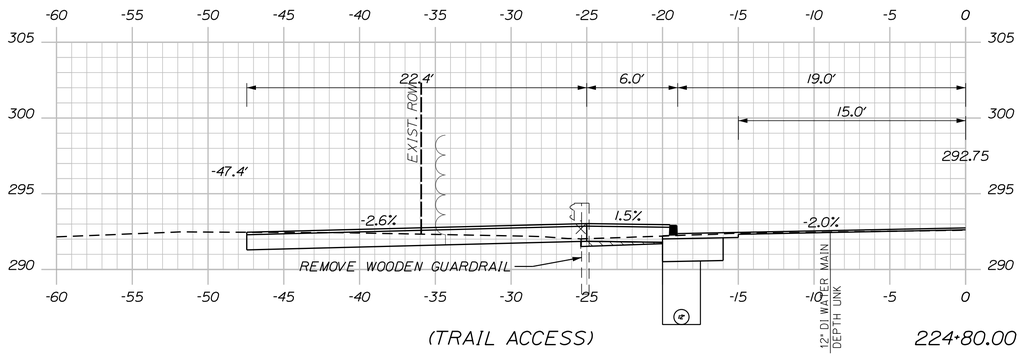
Sta. 223+00.00 to Sta. 224+00.00

Filename: ...\Z - CAD\00\Highway\Xsect.dgn Division: HIGHWAY Username: Mike.Cundiff Date:8/12/2026

U:\City of Sanford Maine\3421.11_William Oscar Emery & Riverside Improvements\Z - CAD\00\Highway\Xsect.dgn

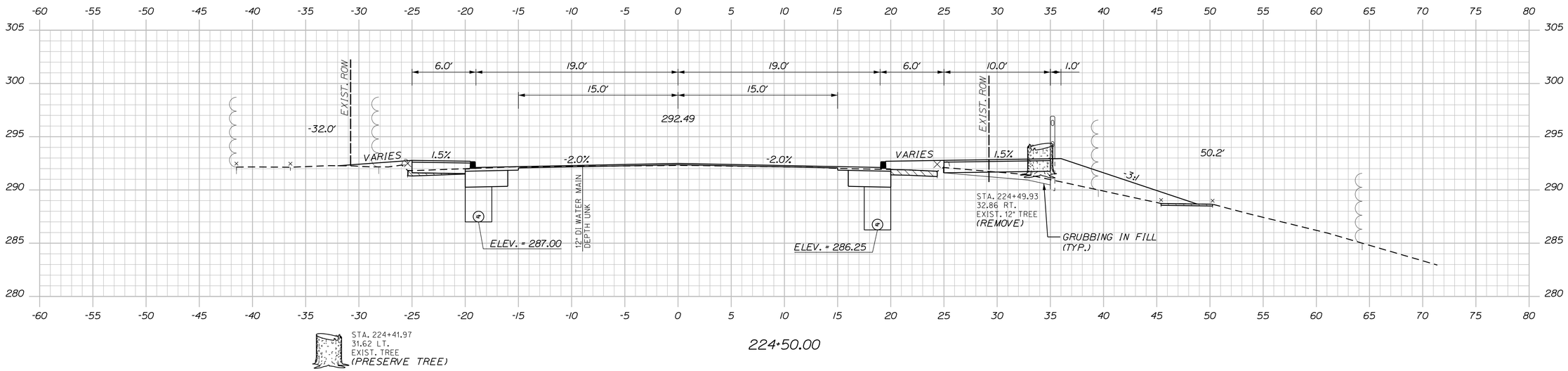



224+83.00 (SKEWED DOWN TRAIL)




(TRAIL ACCESS) 224+80.00




STA. 224+41.97
31.62 LT.
EXIST. TREE
(PRESERVE TREE)

224+50.00

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | M. HILL | | |
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WARDENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | - | - | - |
| DESIGN3-DETAILED3 | - | - | - |
| REVISIONS 1 | - | - | - |
| REVISIONS 2 | - | - | - |
| REVISIONS 3 | - | - | - |
| REVISIONS 4 | - | - | - |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

DATE

SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

CROSS SECTIONS

SHEET NUMBER

80

OF 117

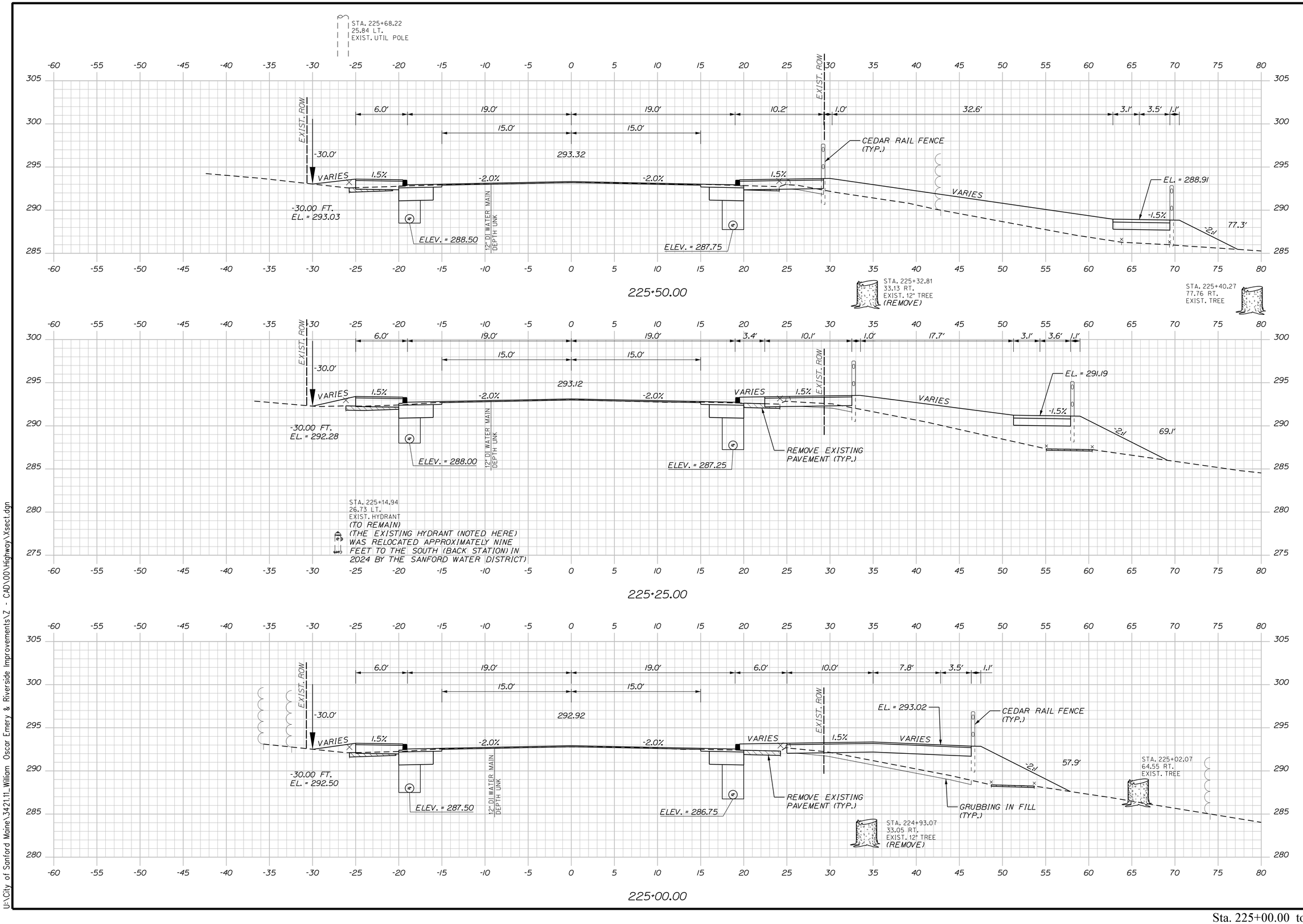
Sta. 224+50.00 to Sta. 224+83.00

Username: Mike.Cundiff Date:8/12/2026

Division: HIGHWAY

Filename: ...\Z - CAD\00\Highway\Xsect.dgn

U:\City of Sanford Maine\3421.11_William Oscar Emery & Riverside Improvements\Z - CAD\00\Highway\Xsect.dgn




CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | M. HILL | | |
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WARDENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | - | - | - |
| DESIGN3-DETAILED3 | - | - | - |
| REVISIONS 1 | - | - | - |
| REVISIONS 2 | - | - | - |
| REVISIONS 3 | - | - | - |
| REVISIONS 4 | - | - | - |
| FIELD CHANGES | - | - | - |

SIGNATURE

P.E. NUMBER

DATE

SANFORD
RIVERSIDE AVENUE AND
WILLIAM OSCAR EMERY DRIVE

CROSS SECTIONS

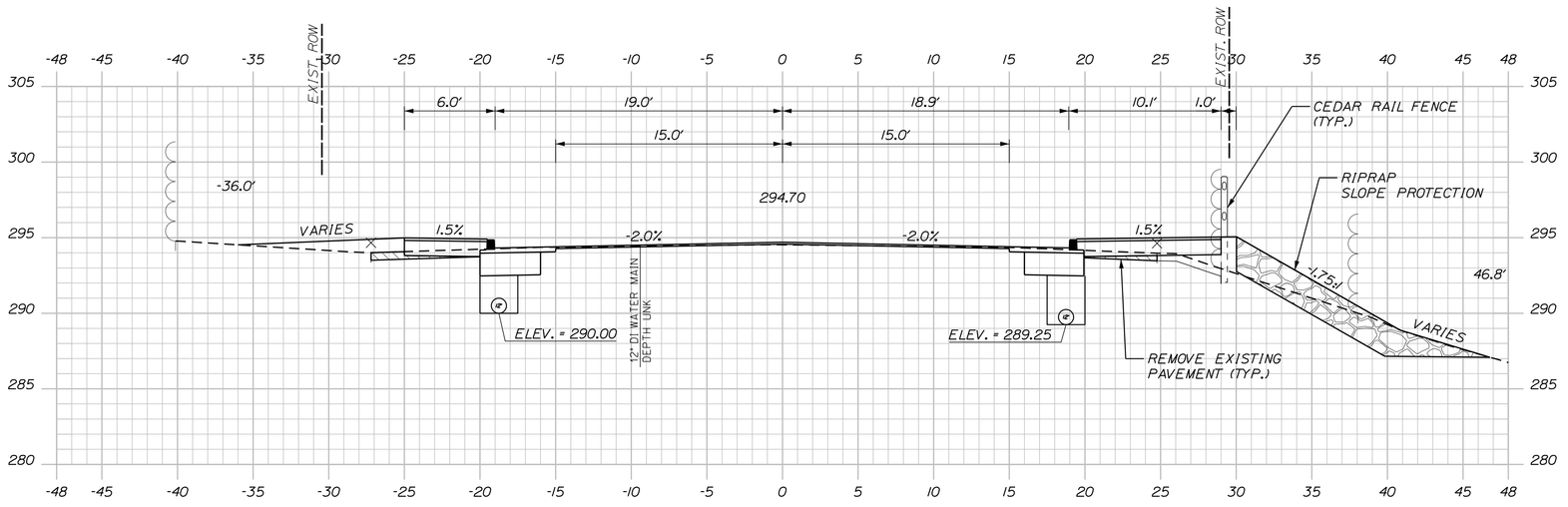
SHEET NUMBER

81

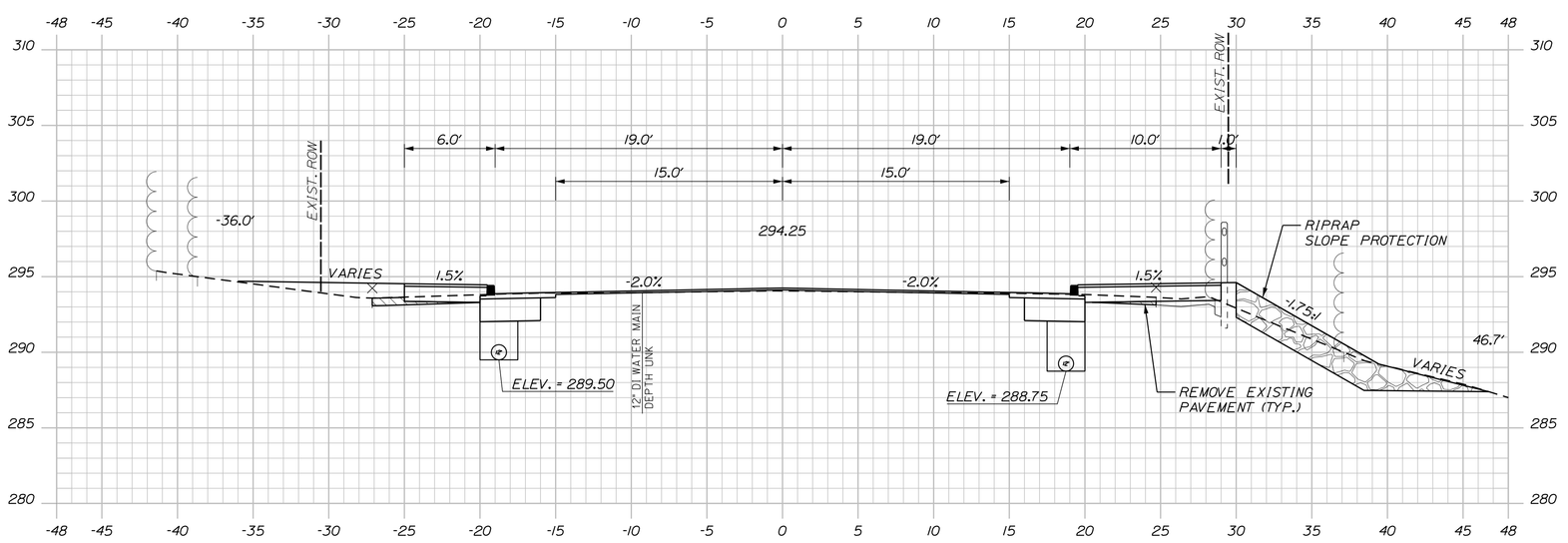
OF 117

Sta. 225+00.00 to Sta. 225+50.00

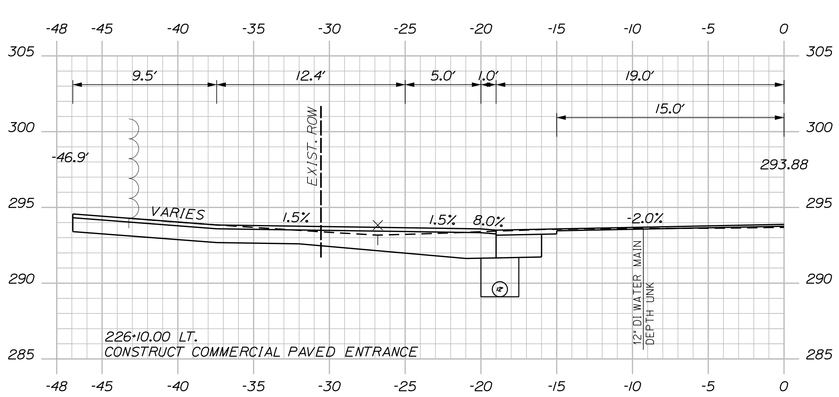
U:\City of Sanford Maine\3421.11_William Oscar Emery & Riverside Improvements\Z - CAD\00\Highway\Xsect.dgn Filename: ...\Z - CAD\00\Highway\Xsect.dgn Username: Mike.Cundiff Date:8/12/2026 Division: HIGHWAY



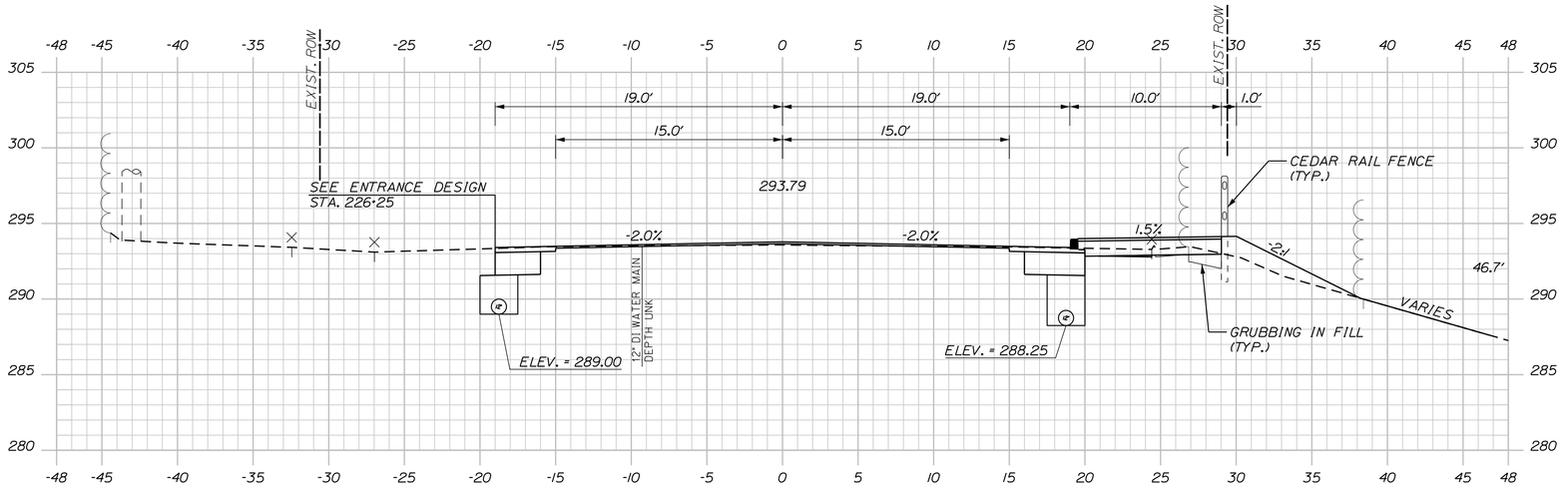

227+00.00




226+50.00




(COMMERCIAL PAVED ENTRANCE) 226+10.00




226+00.00

Sta. 226+00.00 to Sta. 227+00.00

SHEET NUMBER 28 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
## CROSS SECTIONS

| | | | |
|---|---|---|---|
| PROJ. MANAGER | M. HILL | BY | DATE |
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

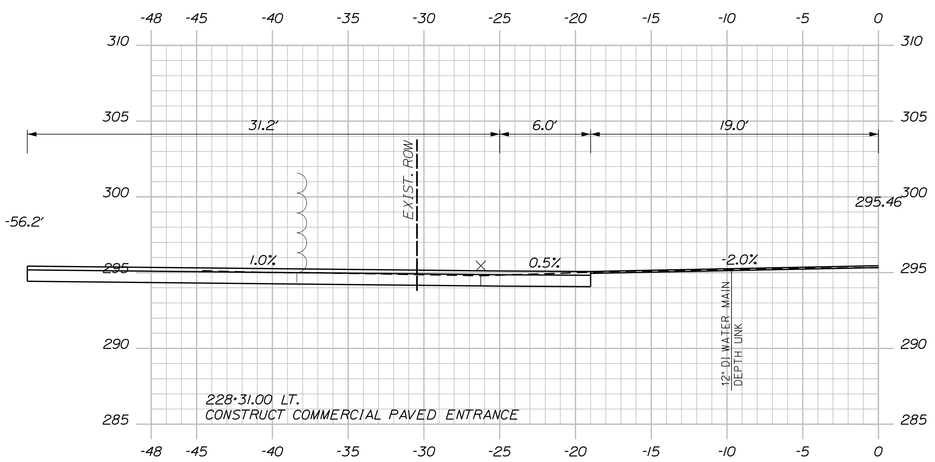
SIGNATURE

P.E. NUMBER

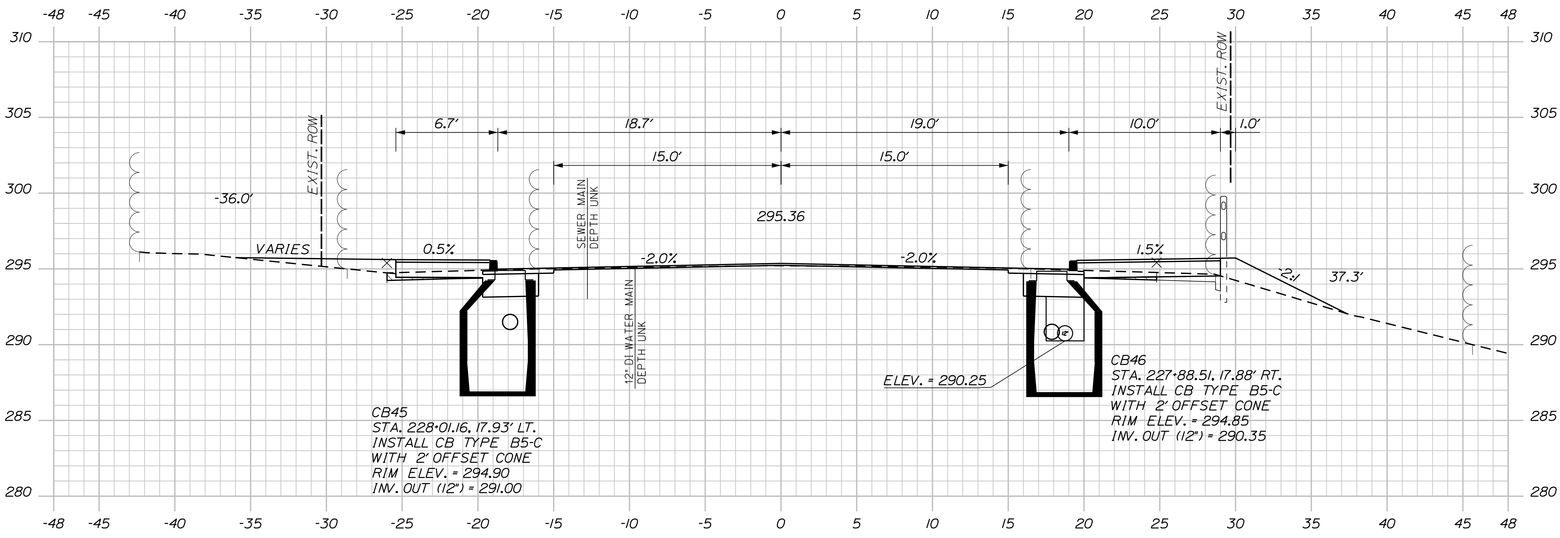
DATE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

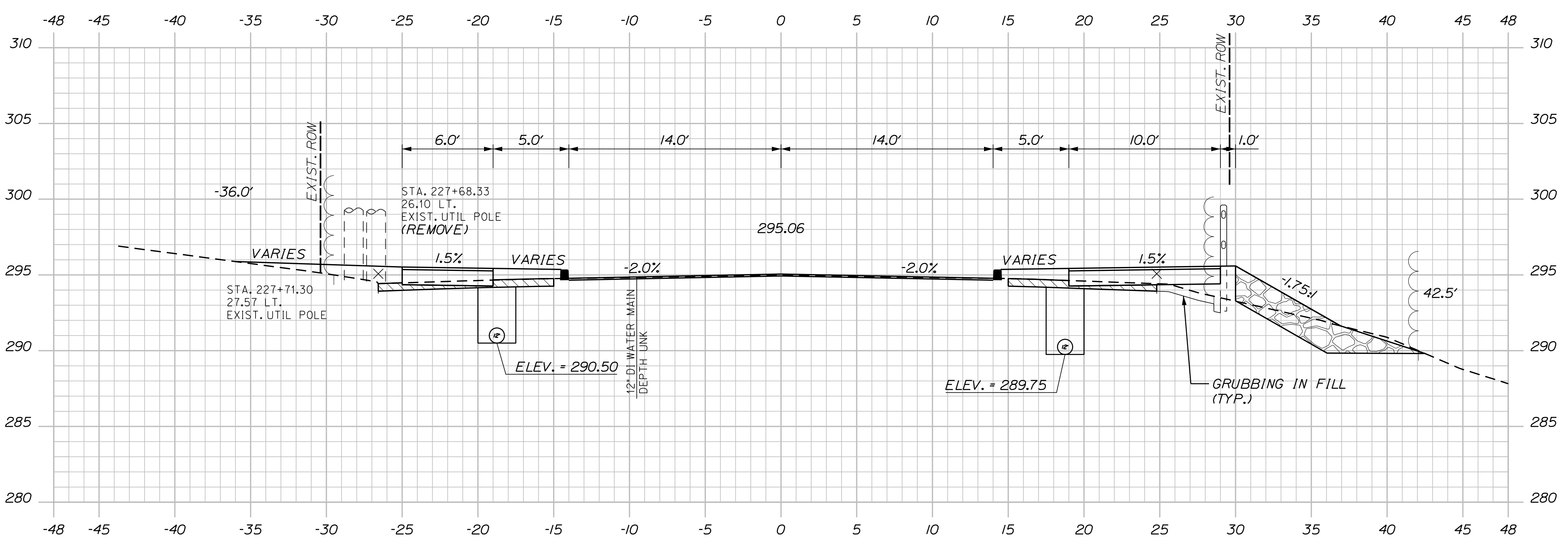
WIN 22642.01




(COMMERCIAL PAVED ENTRANCE) 228+31.00




228+00.00




227+50.00

Sta. 227+50.00 to Sta. 228+31.00

SHEET NUMBER 83 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
## CROSS SECTIONS

| PROJ. MANAGER | M. HILL | BY | DATE |
|---|---|---|---|
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

SIGNATURE

P.E. NUMBER

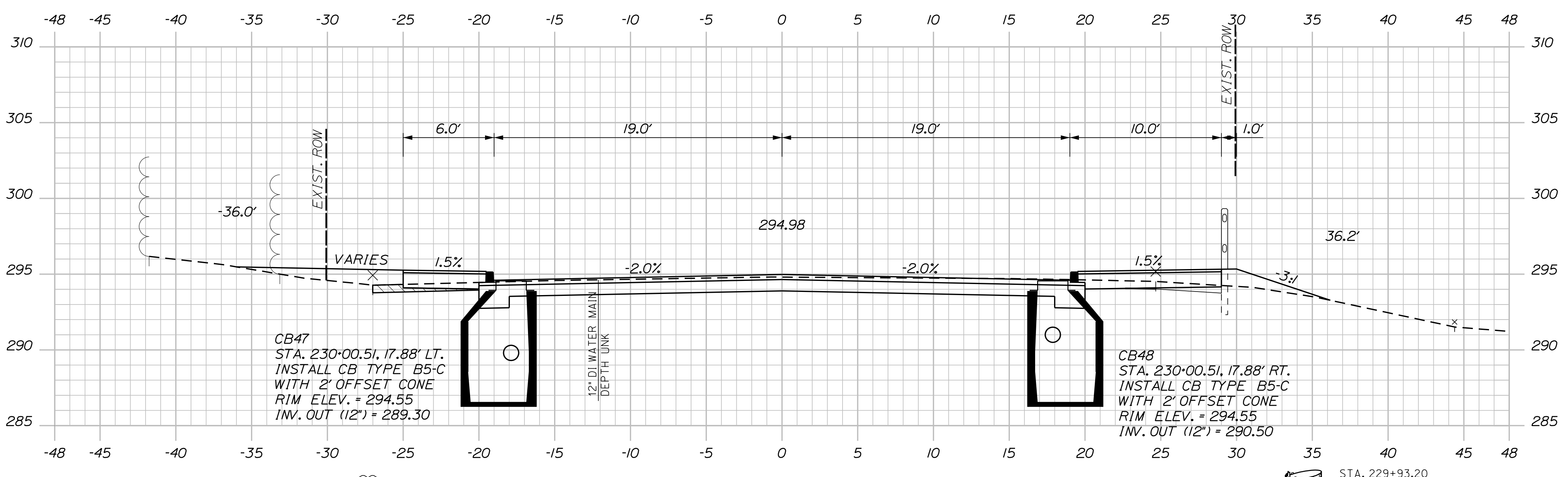
DATE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01

CB47 TO CB49
INSTALL 124' X 12" UD TYPE "C"

CB48 TO CB50
INSTALL 172' X 12" UD TYPE "C"

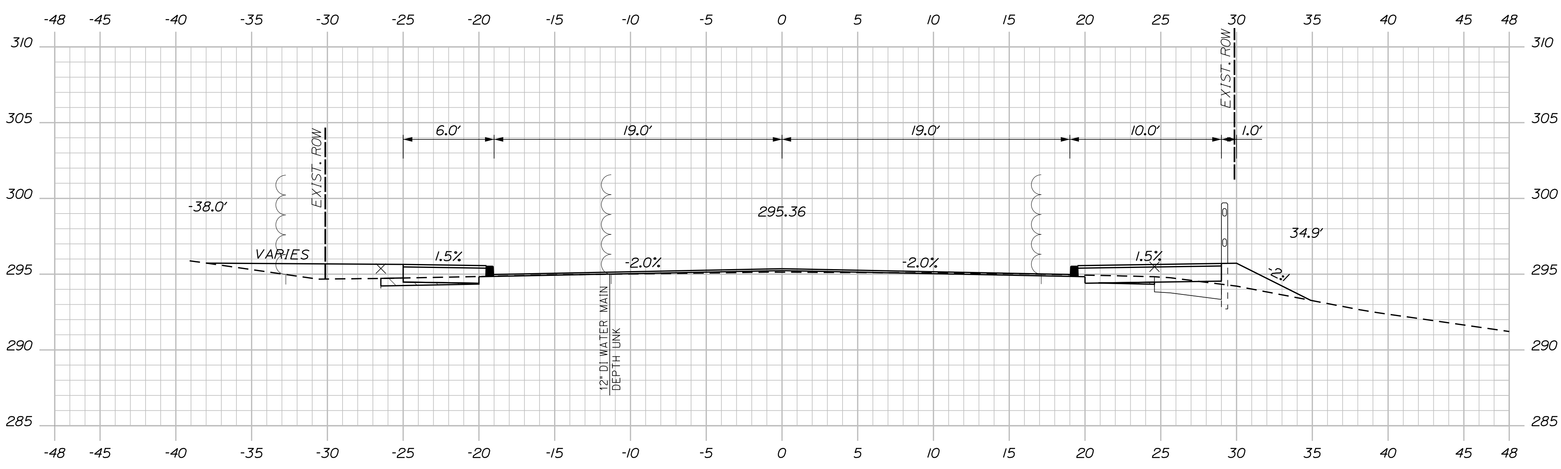



STA. 229+68.07
26.70 LT.
EXIST. UTIL POLE

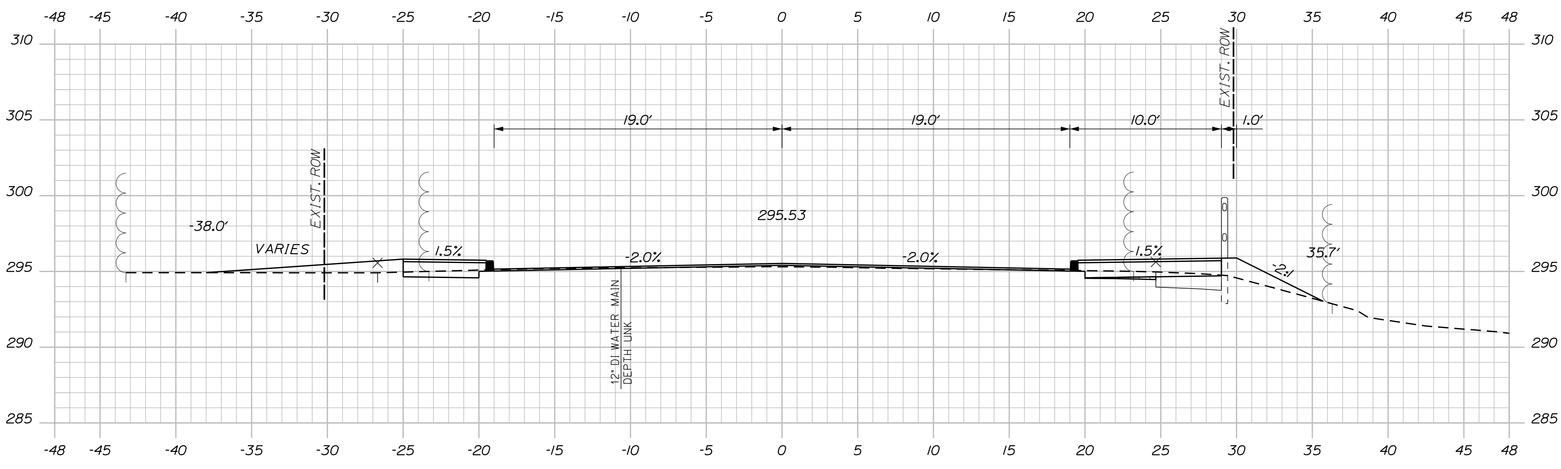
230+00.00

STA. 229+93.20
33.22 RT.
EXIST. 12" TREE
(REMOVE)

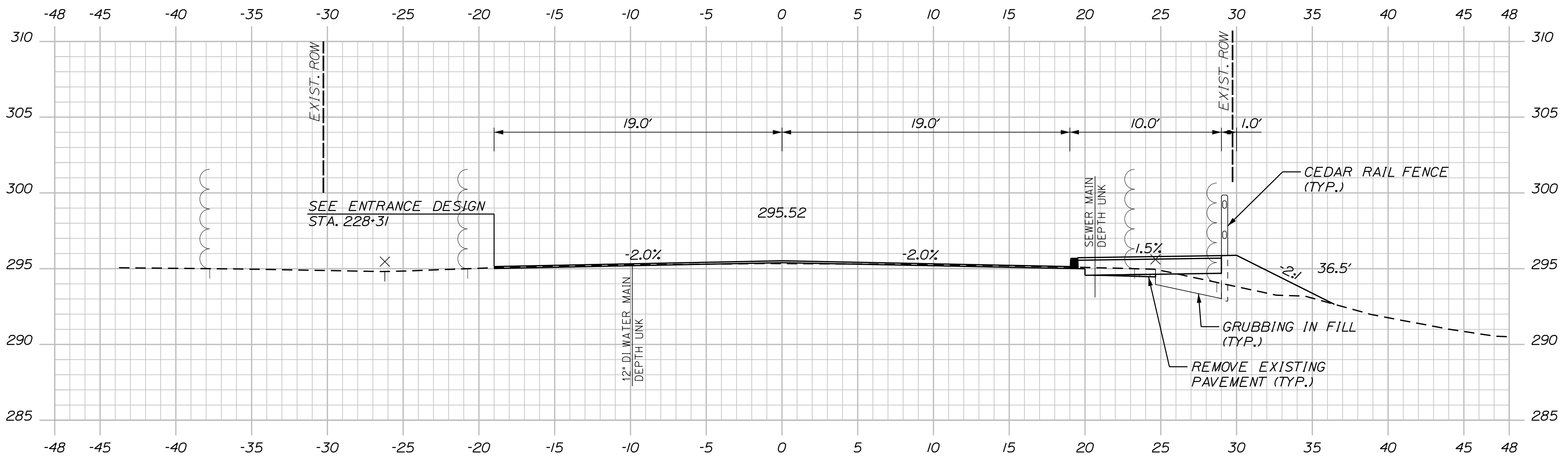
STA. 229+75.00
END 1.5" HMA PAVEMENT OVERLAY
WITH VARIABLE DEPTH PAVEMENT
MILL AND SHIM
BEGIN PARTIAL DEPTH RECONSTRUCTION




229+50.00




229+00.00




228+50.00

Sta. 228+50.00 to Sta. 230+00.00

SHEET NUMBER 84 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
## CROSS SECTIONS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | M. HILL | | |
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

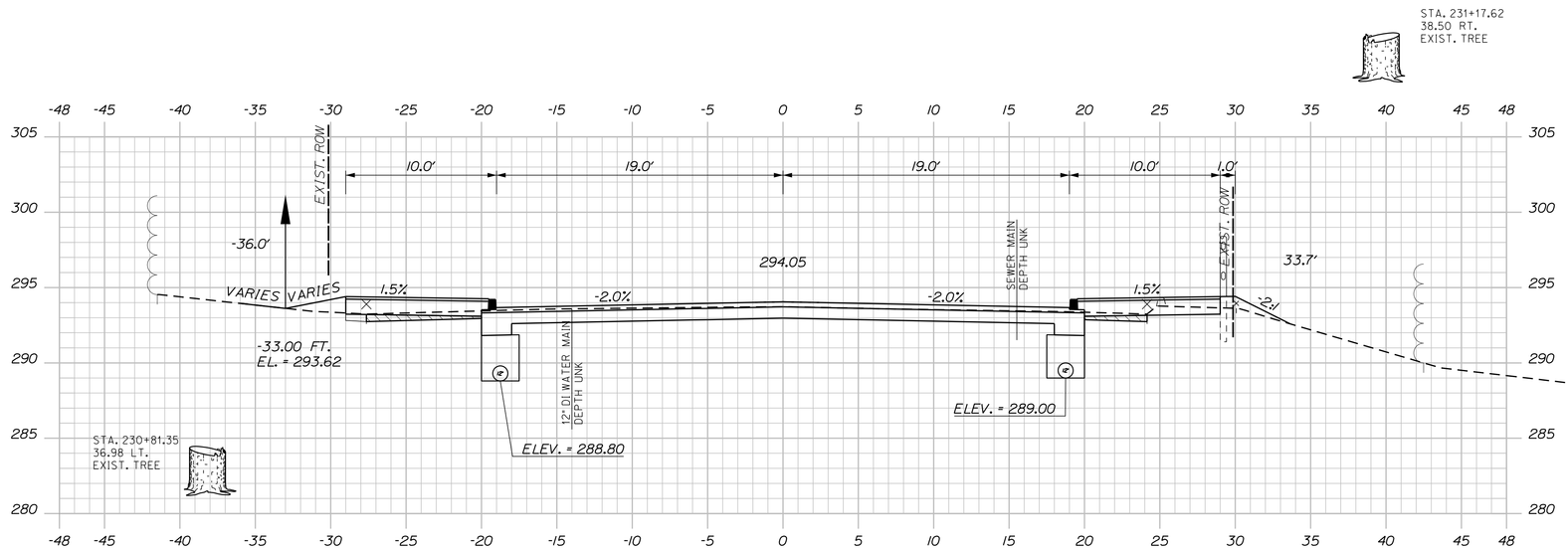
SIGNATURE

P.E. NUMBER

DATE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01

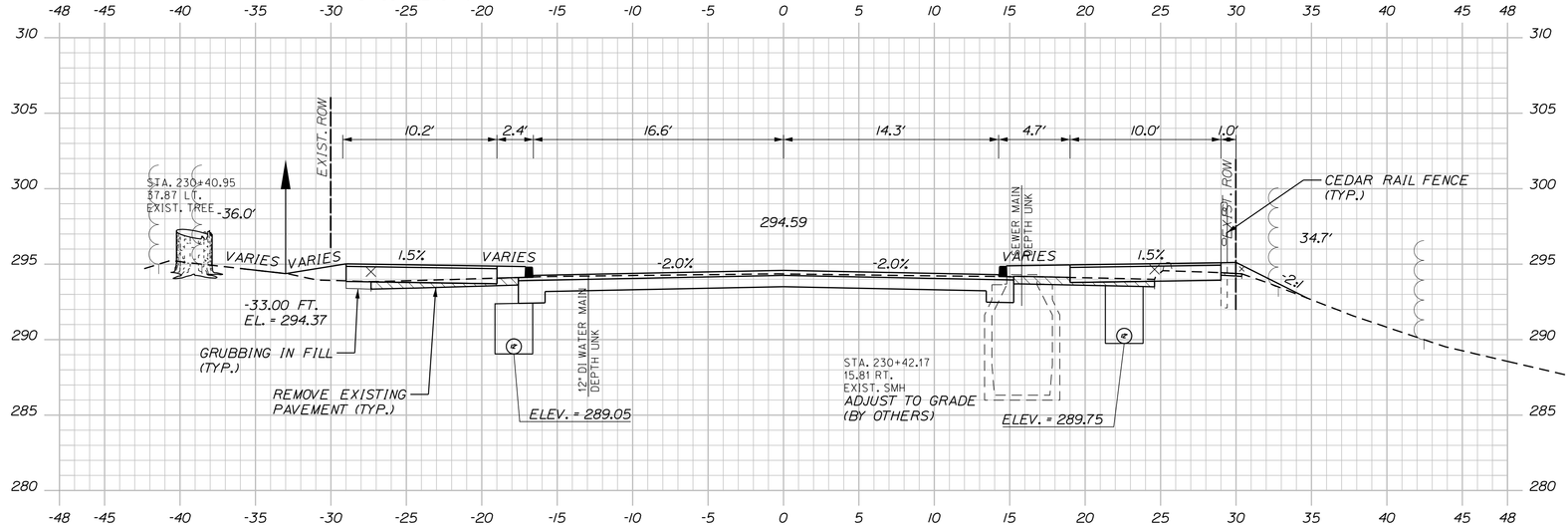



CURBING NOTE
1. FROM STA. 230+64. LT. TO STA. 230+90. LT. THE CURB SHALL BE MOLD 2 INSTEAD OF MOLD 1. TRANSITION BETWEEN MOLDS OVER AN 8-FOOT LENGTH.

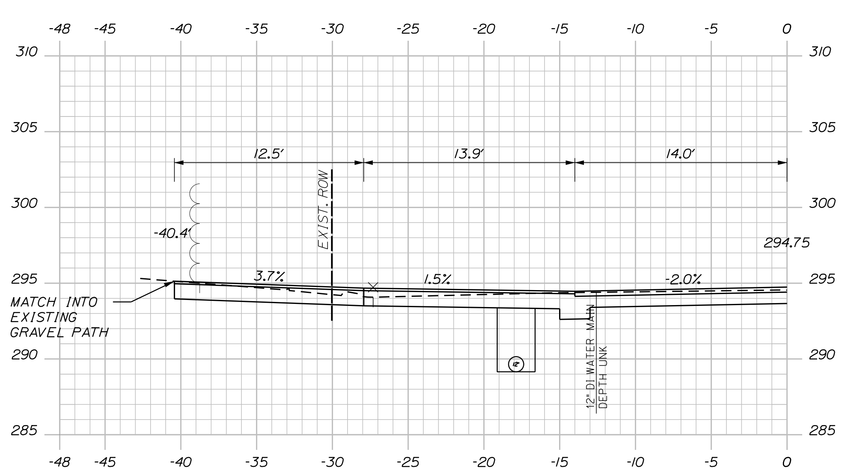
231+00.00

STA. 230+64.89
36.35 LT.
EXIST. TREE

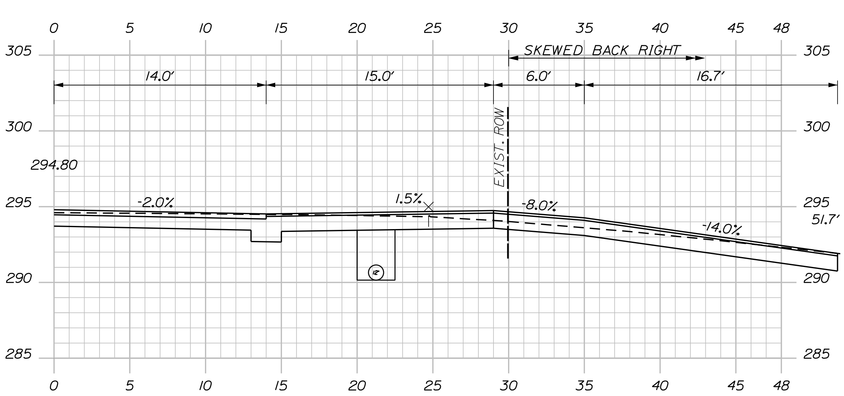
STA. 230+61.32
31.86 RT.
EXIST. 36" OAK
(REMOVE)




230+50.00




230+30.00
(DOG PARK PATHWAY)




230+23.00

Sta. 230+23.00 to Sta. 231+00.00

SHEET NUMBER 85 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
## CROSS SECTIONS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | M. HILL | | |
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

SIGNATURE

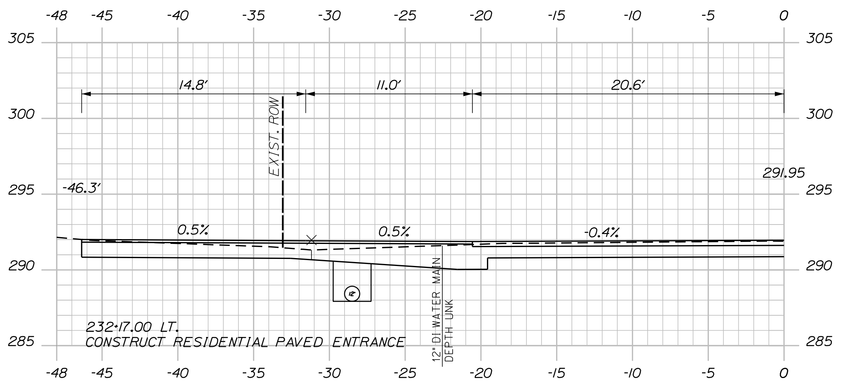
P.E. NUMBER

DATE

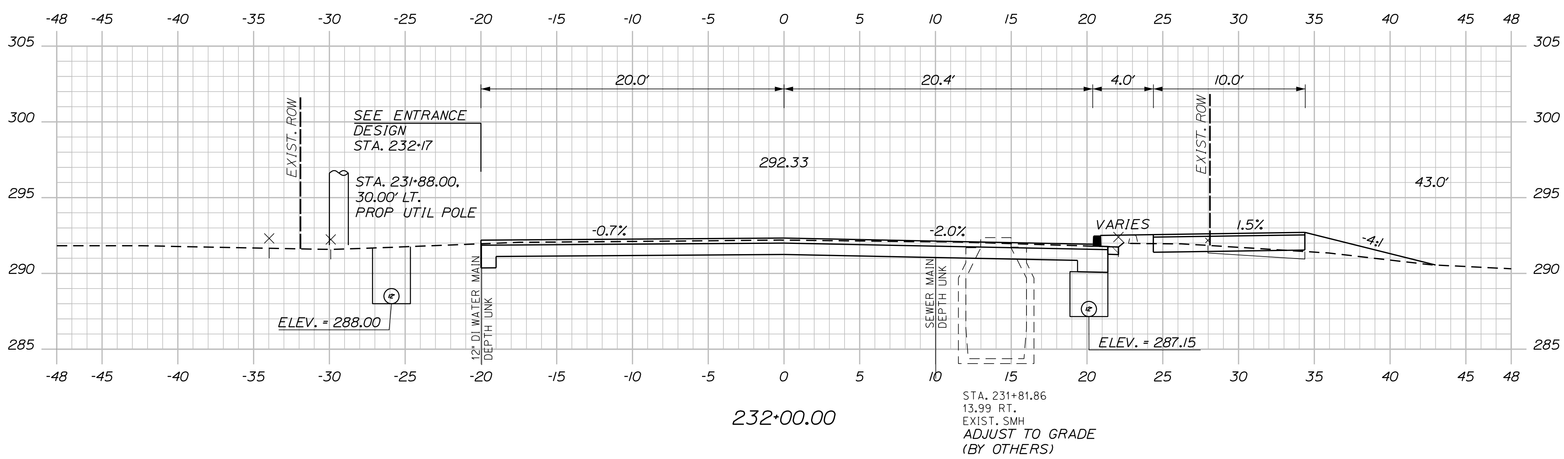
CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01

STA. 232+40.00
END PARTIAL DEPTH RECONSTRUCTION
MATCH EXISTING PAVEMENT



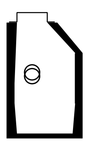

232+17.00
(RESIDENTIAL PAVED ENTRANCE)



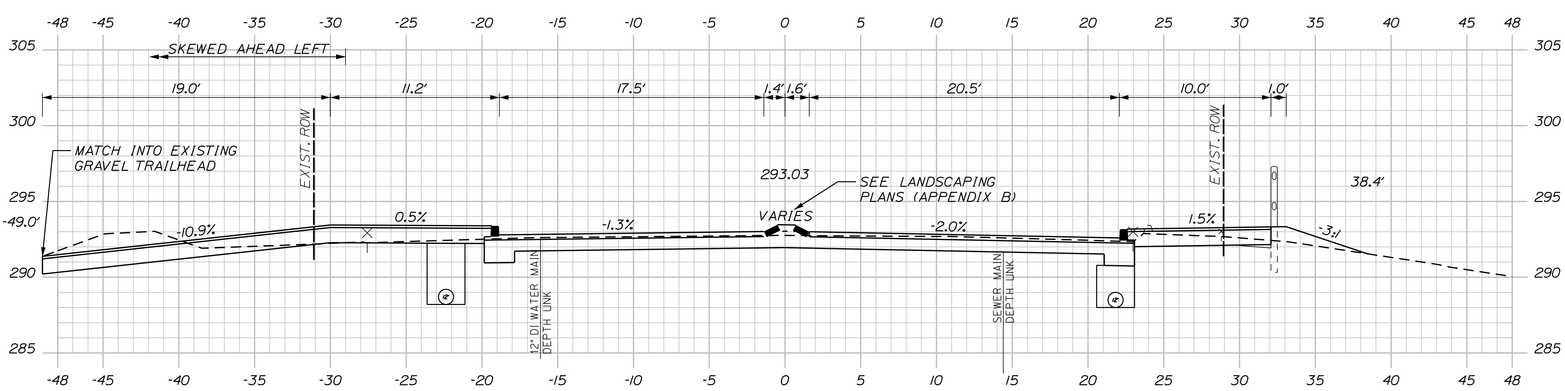

232+00.00

STA. 231+81.86
13.99 RT.
EXIST. SMH
ADJUST TO GRADE
(BY OTHERS)

CB50 TO CB51
INSTALL 68' X 12" UD TYPE "C"



CB50
STA. 231+75.65, 21.46' RT.
INSTALL CB TYPE B5-C
WITH 2' OFFSET CONE
RIM ELEV. = 292.30
INV. IN (12") = 287.85
INV. OUT (12") = 287.60

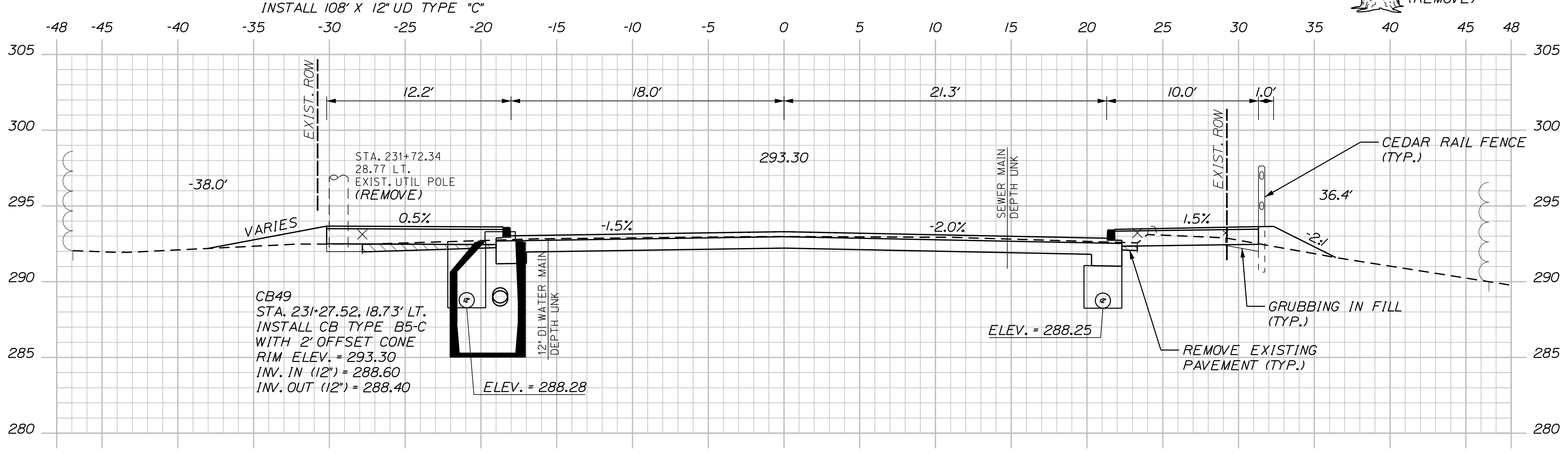



(TRAILHEAD)

231+65.00

STA. 231+71.43
38.14 RT.
EXIST. 24" OAK
(REMOVE)

CB49 TO MH9
INSTALL 108' X 12" UD TYPE "C"




231+50.00

Sta. 231+50.00 to Sta. 232+17.00

SHEET NUMBER 86 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
## CROSS SECTIONS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | M. HILL | | |
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

SIGNATURE

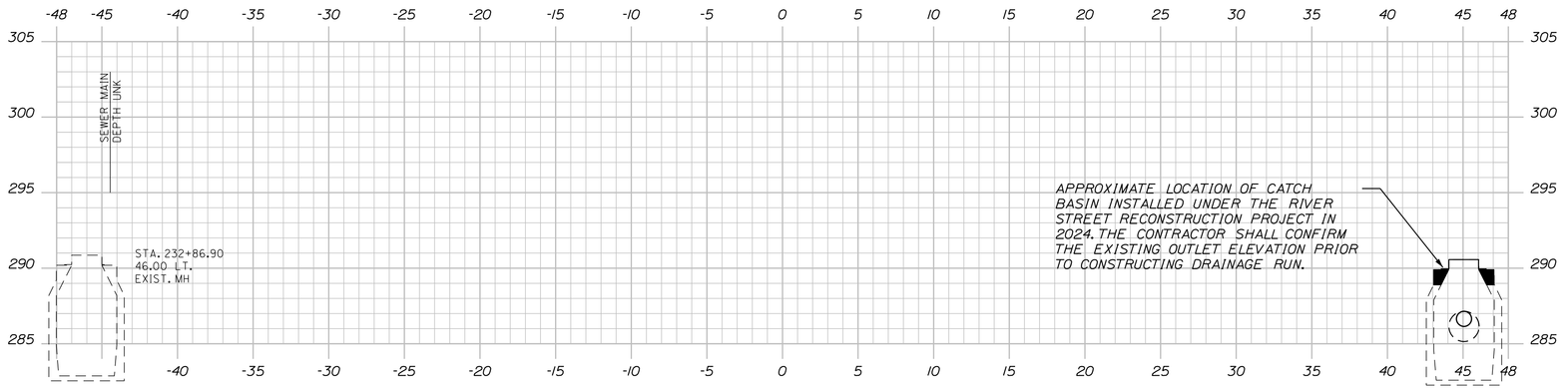
P.E. NUMBER

DATE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01

STA. 342+55.05 RIVER STREET ℄ =
STA. 233+04.67 WILLIAM OSCAR EMERY DRIVE ℄

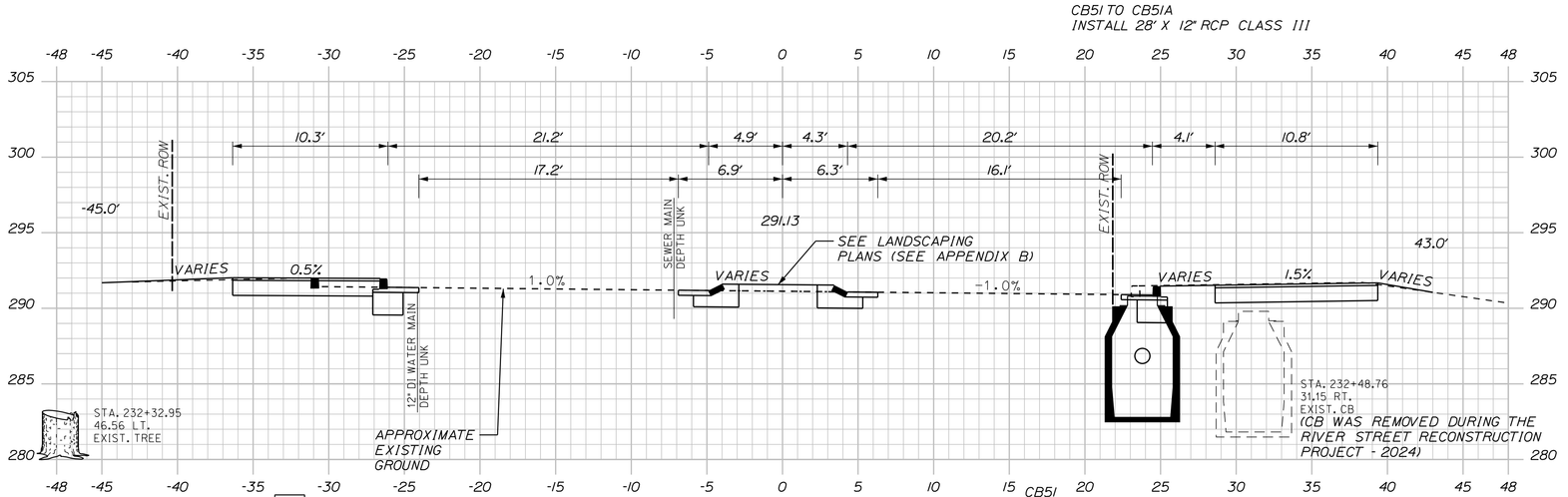



233+00.00

CB5IA
STA. 232+79.92
45.05 RT.
EXIST. MH
(ADJUST TO GRADE)
RIM ELEV. = MAINTAIN EXISTING
INV. IN (12" RCP) = 286.15
INV. OUT (EXIST. 24" RCP) = 285.15±

STA. 232+85.27
END PROJECT WIN 25335.00
LIMIT OF WORK
MATCH EXISTING PAVEMENT

CB5I TO CB5IA
INSTALL 28" X 12" RCP CLASS III




232+50.00

MH9
STA. 232+33.02
32.58 LT.
EXIST. CB
(ALTER CB TO MH)
RIM ELEV. = 292.25
INV. IN (12" OPT. III) = 287.80
INV. OUT (EXIST. 12") = 287.65

CB5I
STA. 232+51.36, 23.61' RT.
INSTALL CB TYPE BI-C
RIM ELEV. = 290.80
INV. IN (12") = 286.35
INV. OUT (12" RCP) = 286.35

Sta. 232+50.00 to Sta. 233+00.00

SHEET NUMBER 87 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
## CROSS SECTIONS

| PROJ. MANAGER | M. HILL | BY | DATE |
|---|---|---|---|
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

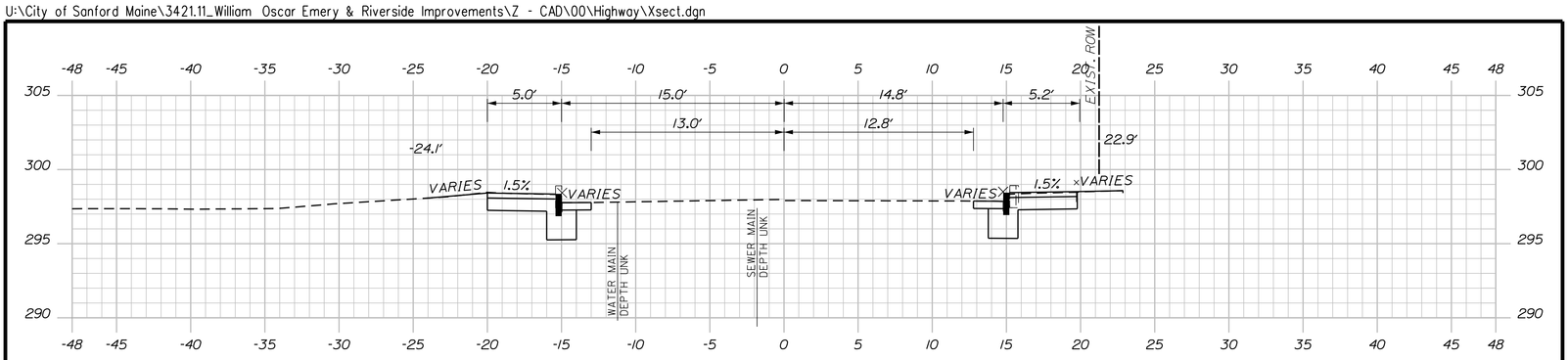
SIGNATURE

P.E. NUMBER

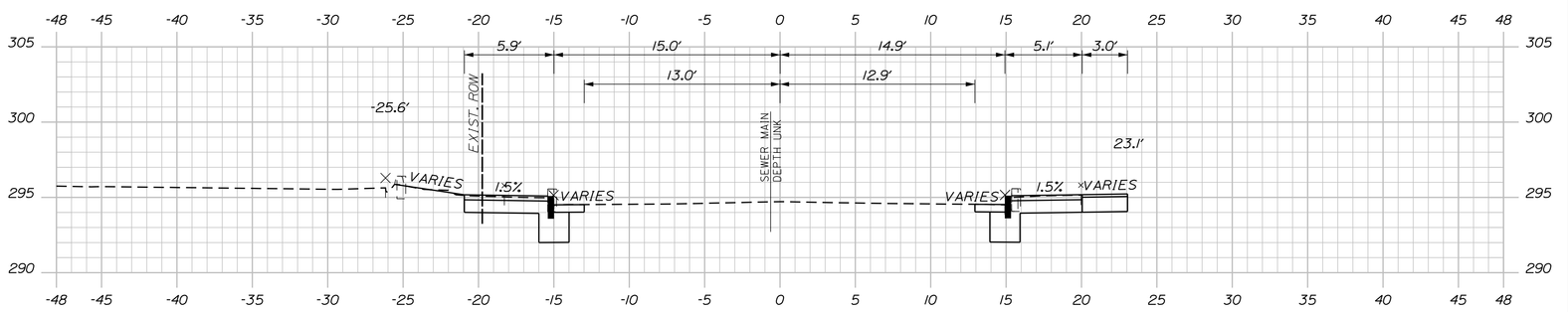
DATE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01

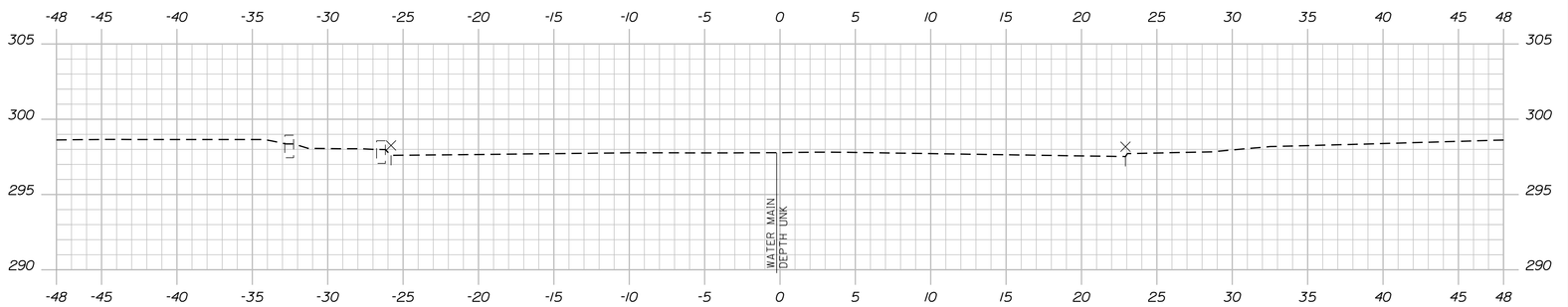



21+72.00

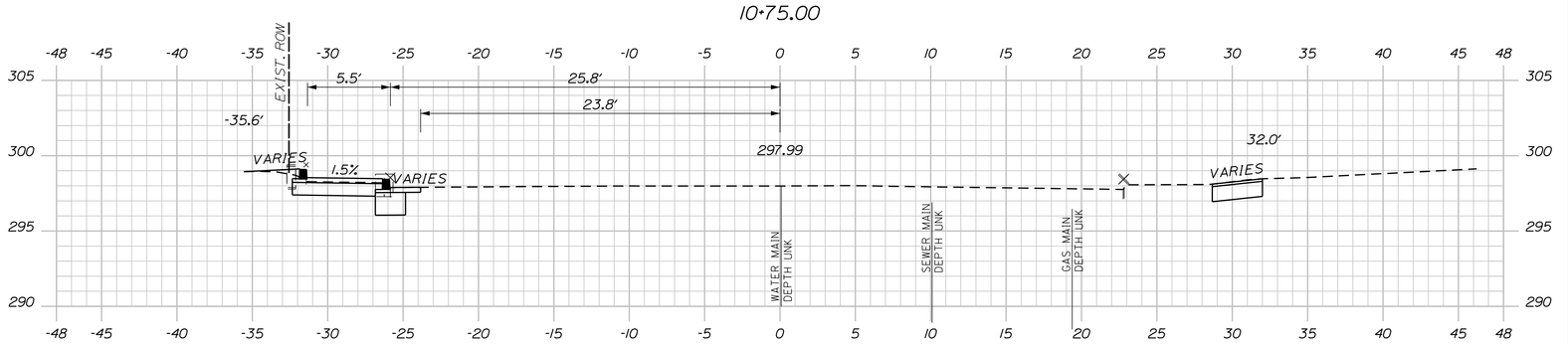



21+02.00
WINTER STREET

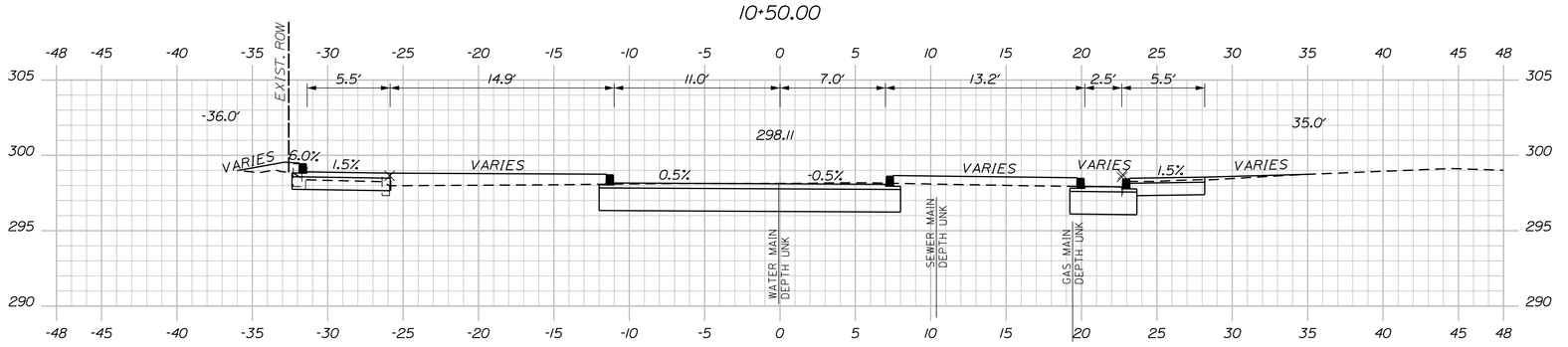
STA. 109+17.58 RIVERSIDE AVENUE ℄ =
STA. 21+39.70 WINTER STREET ℄



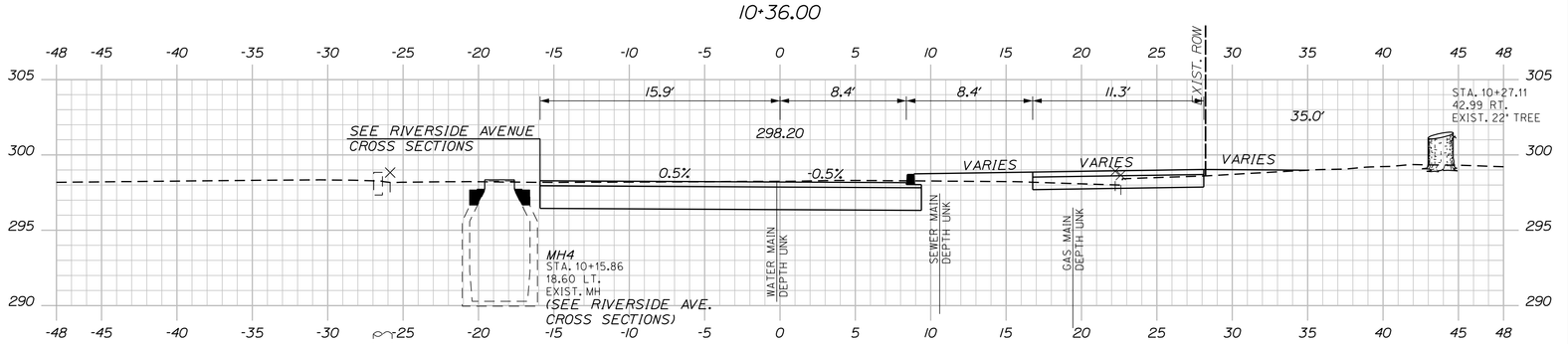

10+75.00




10+50.00




10+36.00




10+25.00
ST. IGNATIUS STREET

STA. 105+00.66 RIVERSIDE AVENUE ℄ =
STA. 10+00.00 ST. IGNATIUS STREET ℄

Sta. 10+25.00 to Sta. 21+72.00

SHEET NUMBER 88 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
## SIDE ROAD CROSS SECTIONS

| | | | |
|---|---|---|---|
| PROJ. MANAGER | M. HILL | BY | DATE |
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

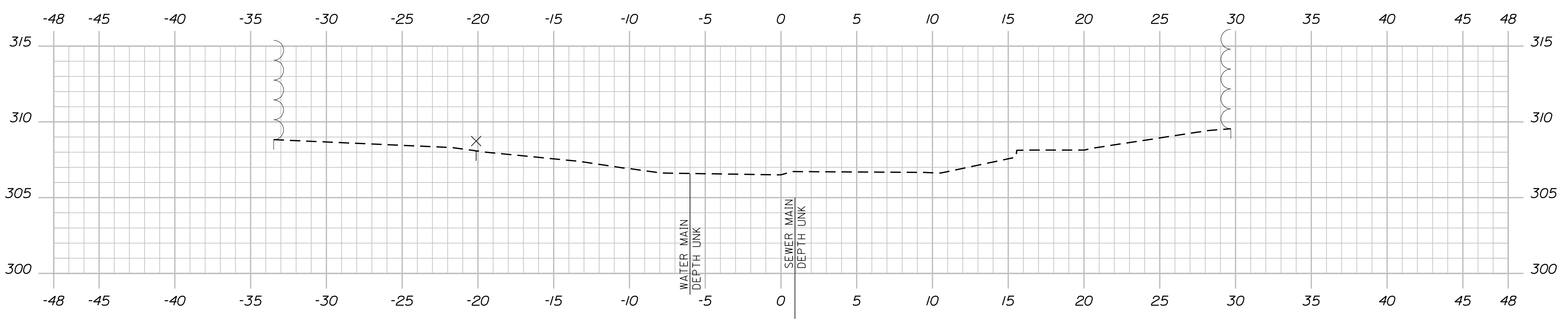
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P.E. NUMBER

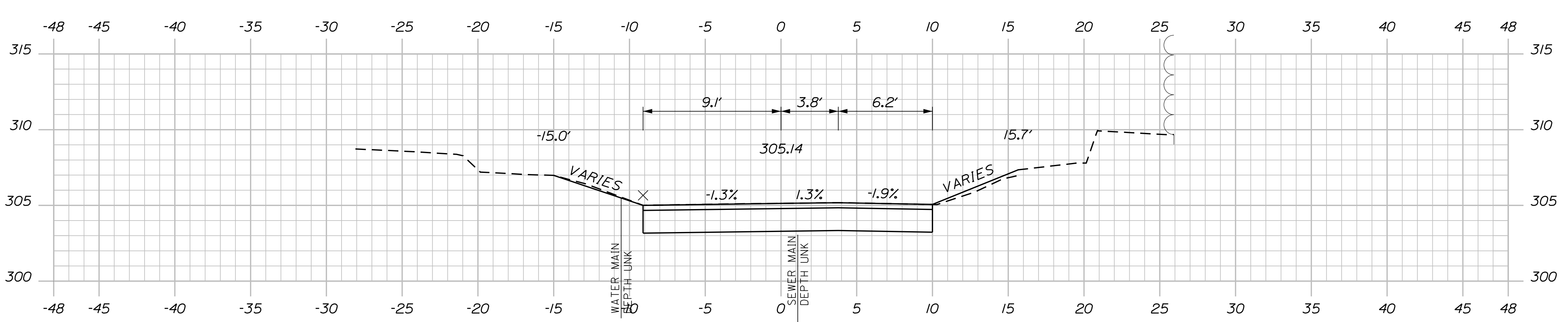
DATE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

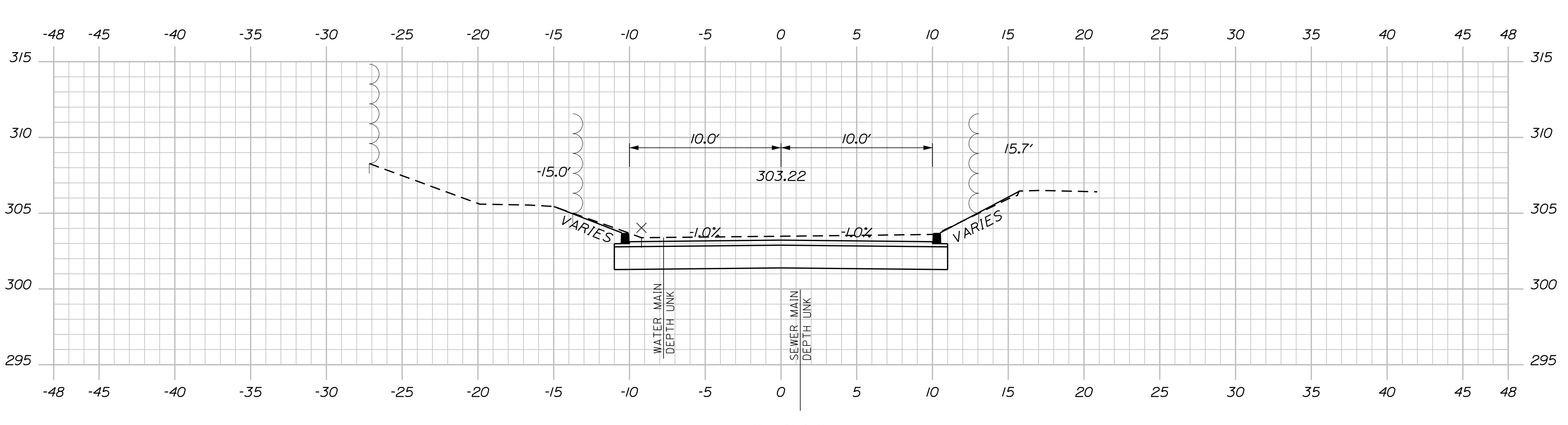
WIN
22642.01



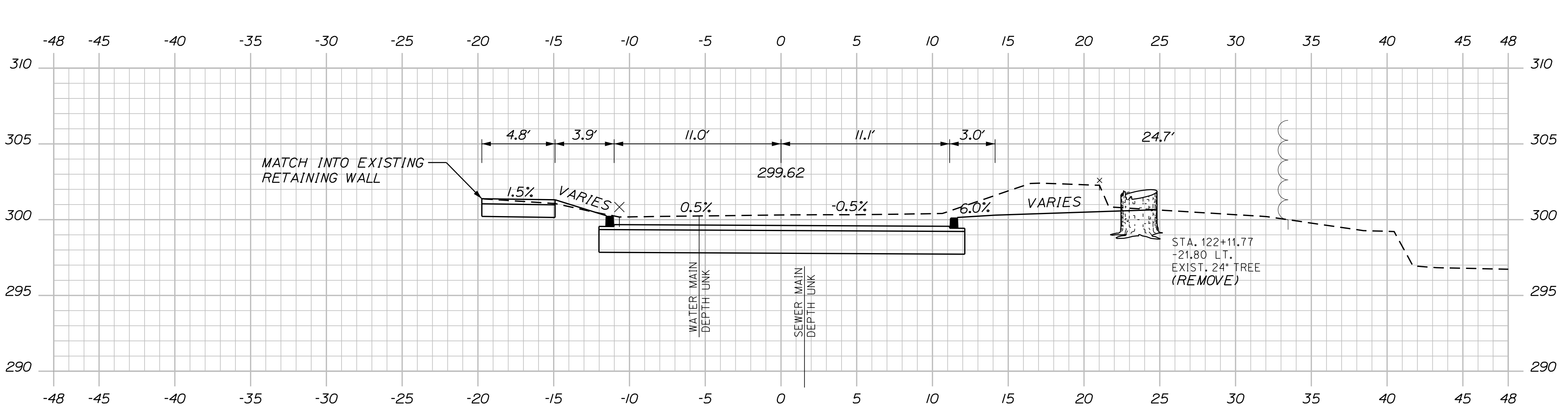

30+75.00




30+61.64




30+50.00




30+30.00

STA. 111+89.19 RIVERSIDE AVENUE @=
STA. 30+00.00 ACORN STREET @

ACORN STREET

Sta. 30+30.00 to Sta. 30+75.00

SHEET NUMBER 89 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
## SIDE ROAD CROSS SECTIONS

| | | | |
|---|---|---|---|
| PROJ. MANAGER | M. HILL | BY | DATE |
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

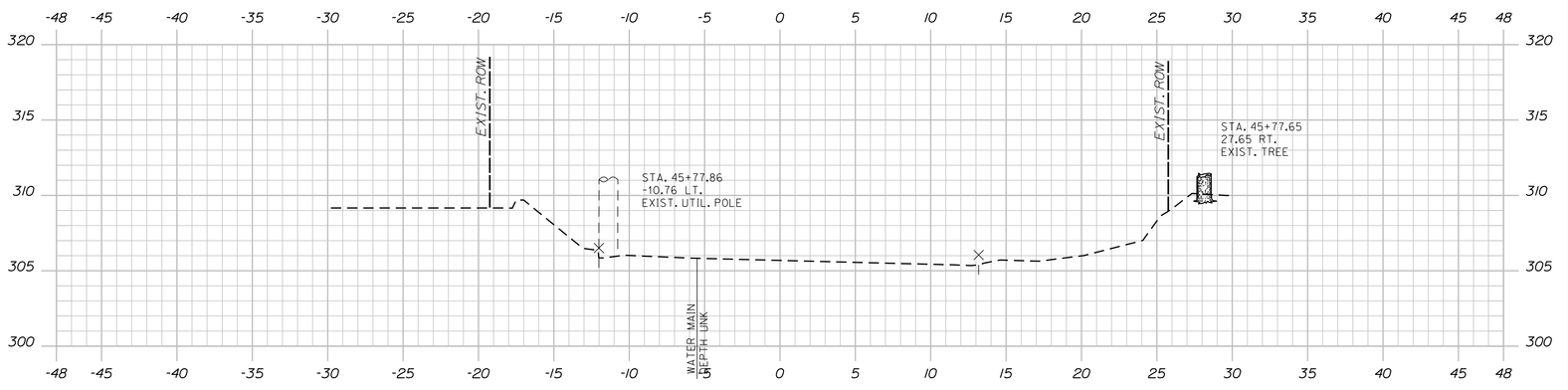
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P.E. NUMBER

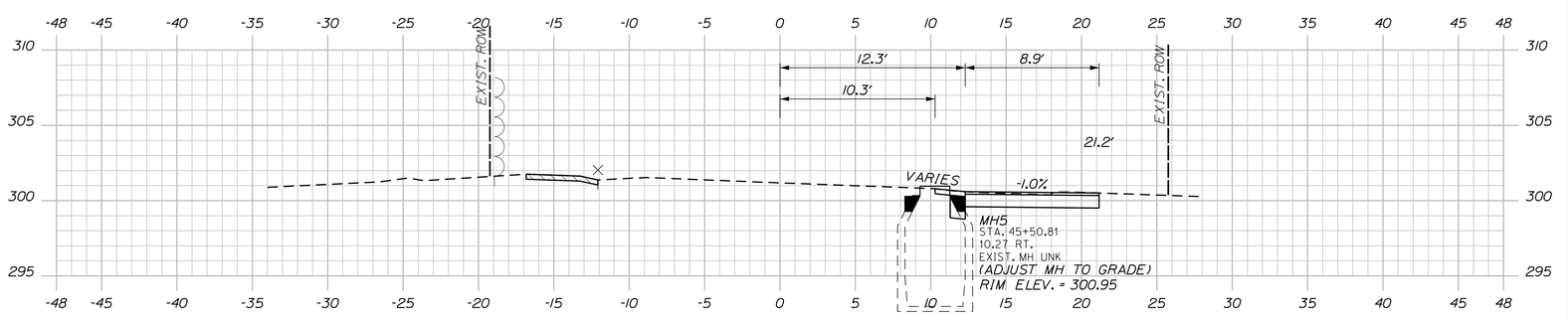
DATE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

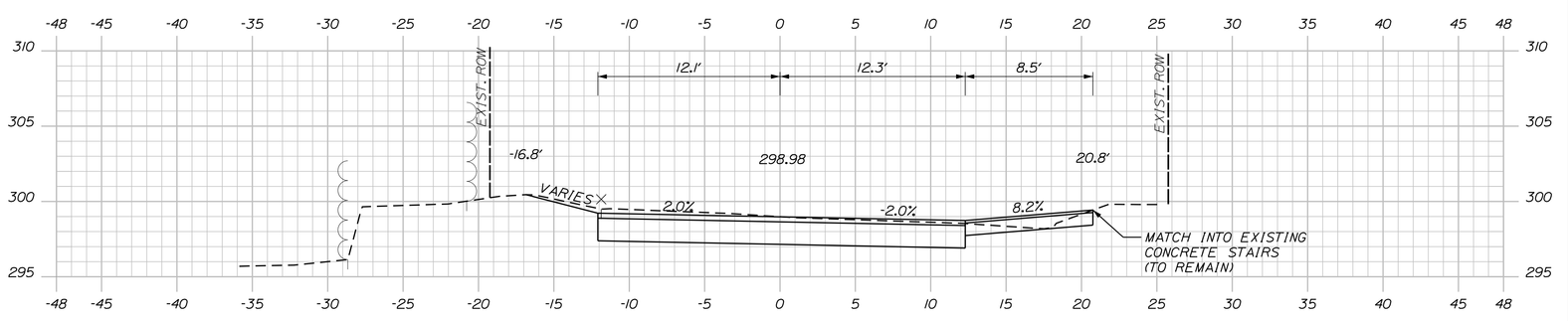
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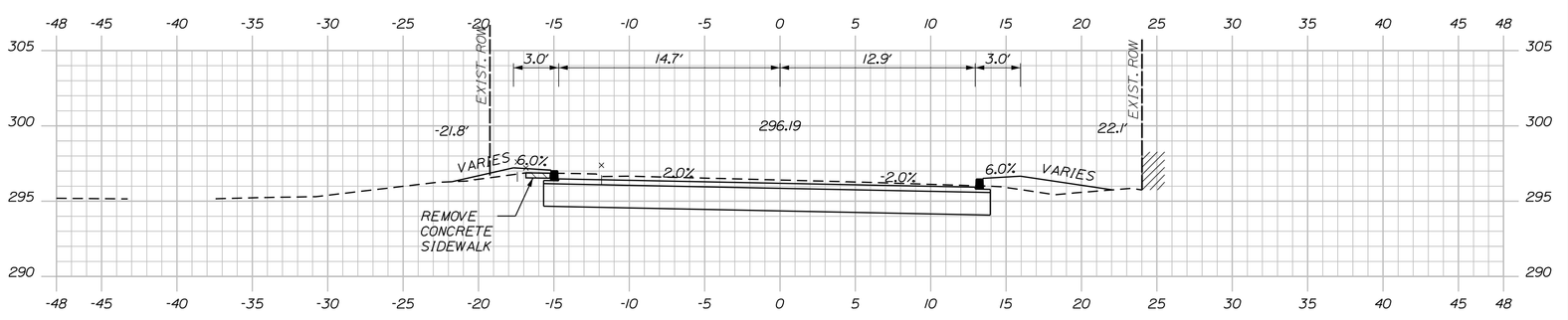

45+75.00




45+50.00




45+39.00




45+25.00

STA. 114+34.41 RIVERSIDE AVENUE ℄ =
STA 45+00.00 MAPLE STREET SOUTH ℄

MAPLE STREET SOUTH

Sta. 45+25.00 to Sta. 45+75.00

SHEET NUMBER 90 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
## SIDE ROAD CROSS SECTIONS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | M. HILL | | |
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

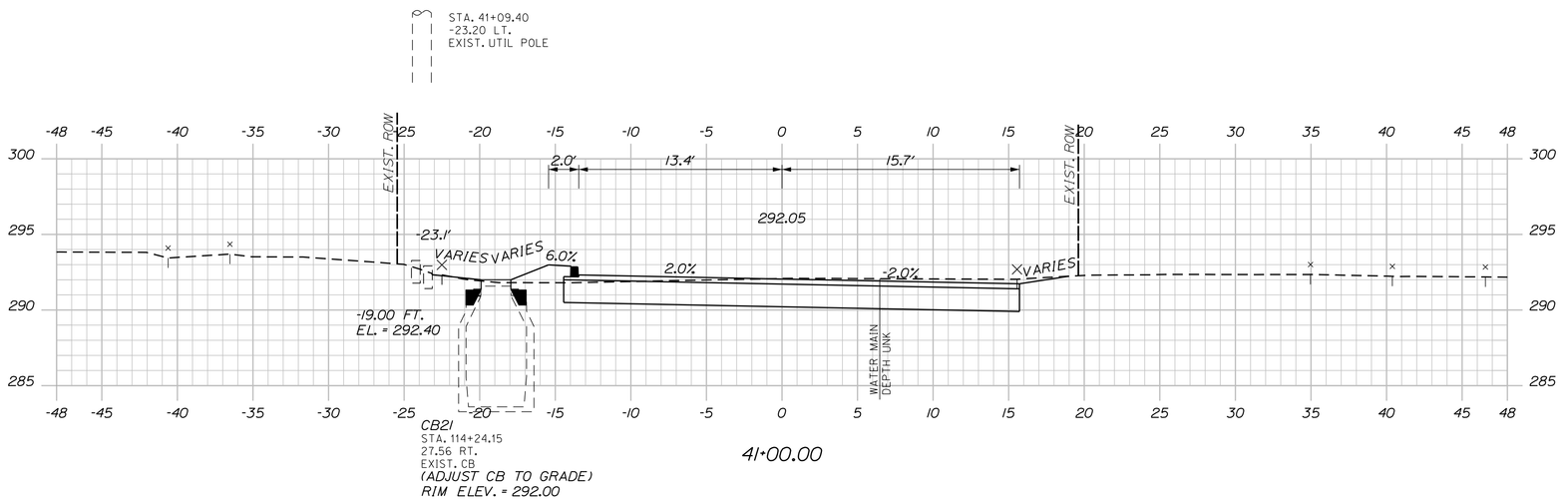
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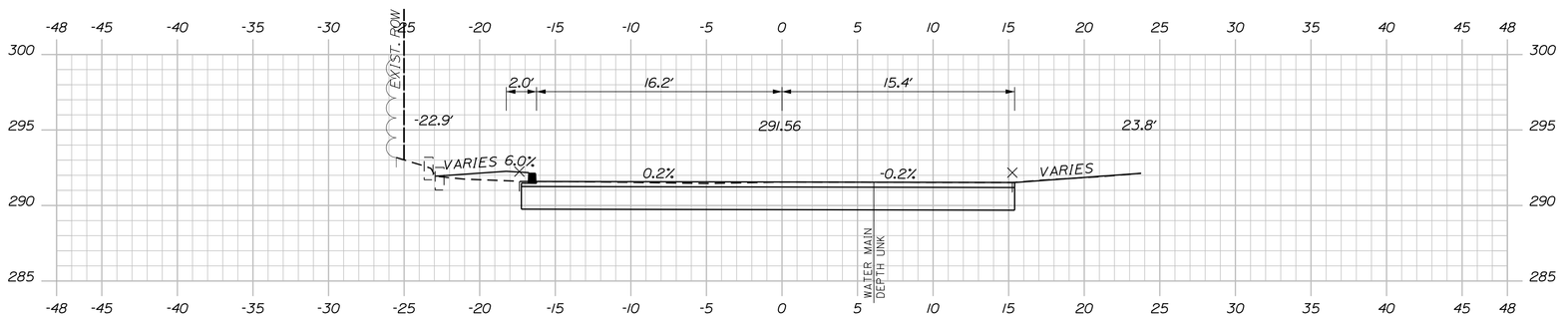
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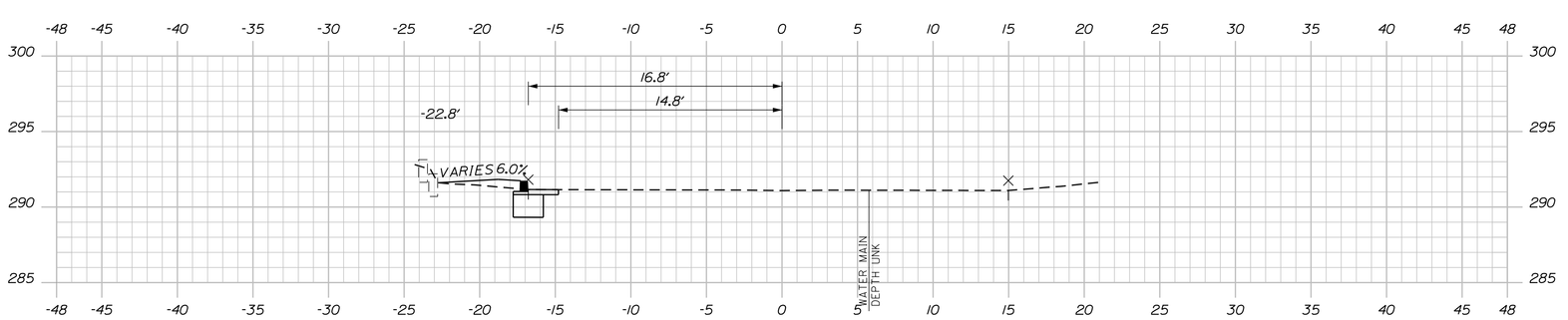
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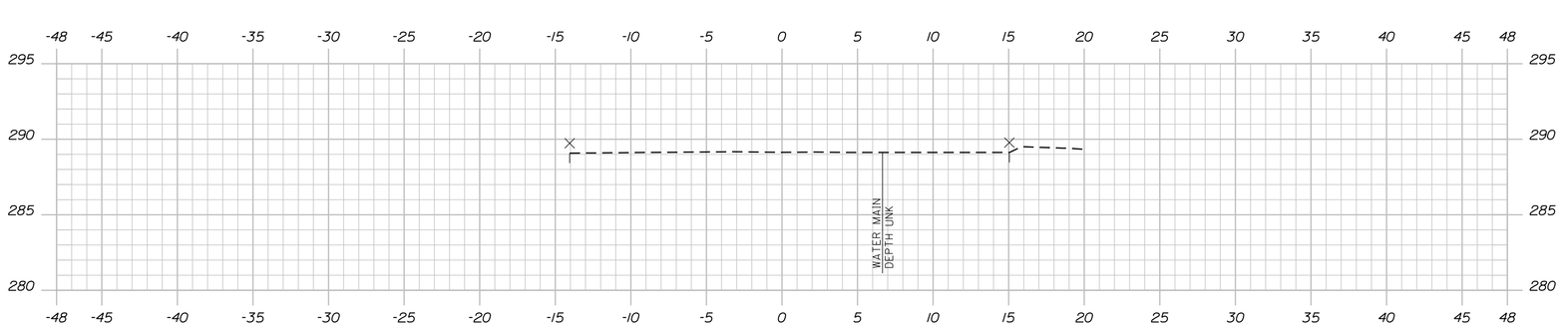
CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01




STA. 114+42.04 RIVERSIDE AVENUE ℄=
STA 41+25.00 MAPLE STREET NORTH ℄

MAPLE STREET NORTH

Sta. 40+58.00 to Sta. 41+00.00

SHEET NUMBER 91 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
## SIDE ROAD CROSS SECTIONS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | M. HILL | | |
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

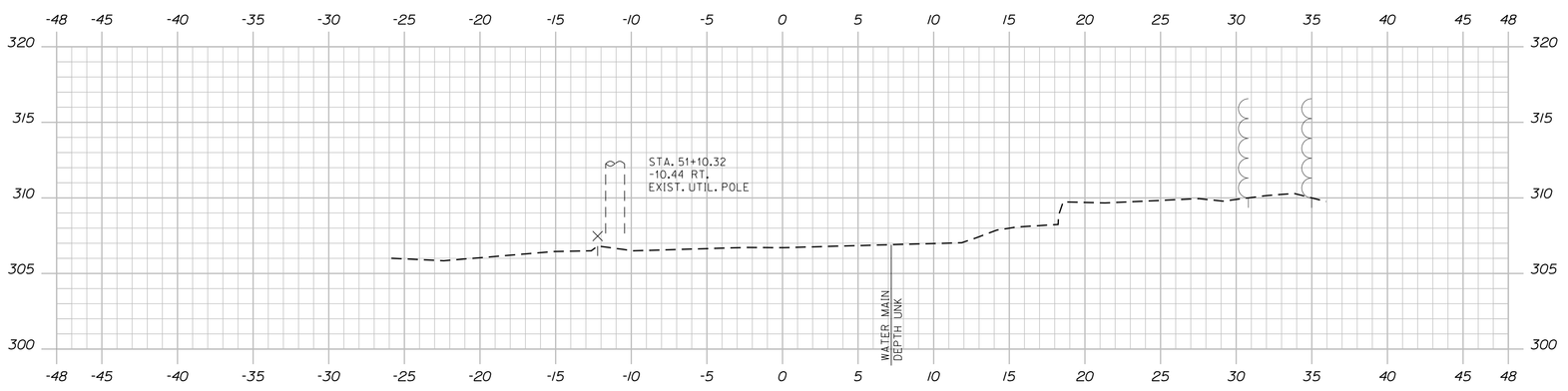
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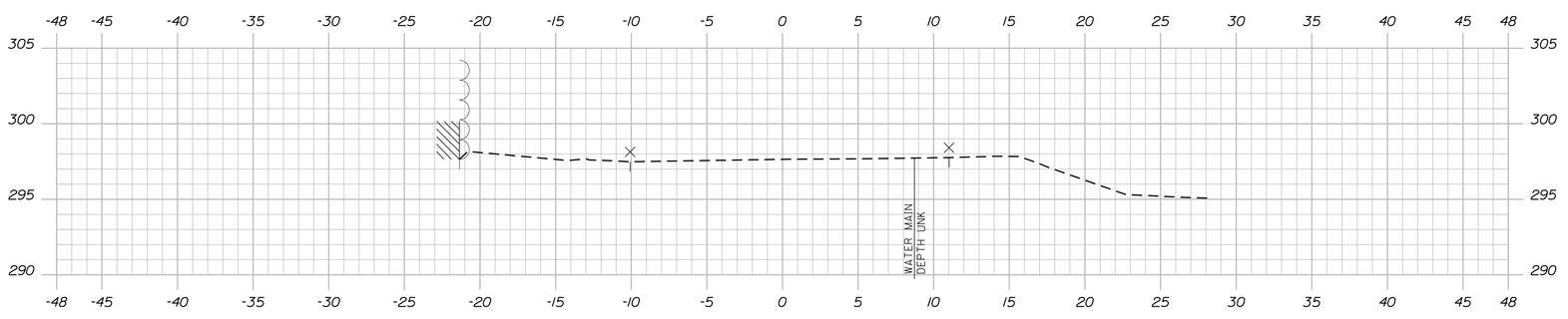
DATE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

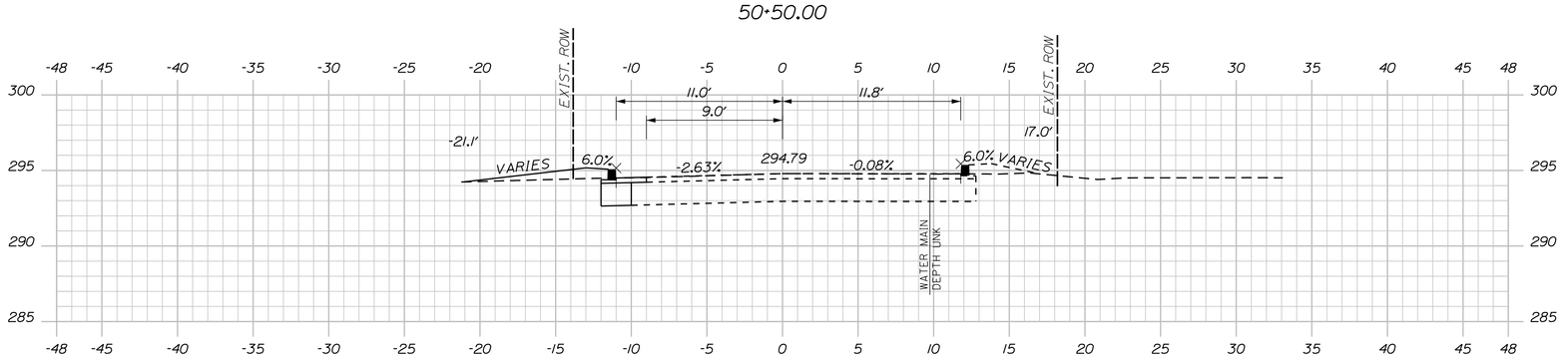
WIN
22642.01



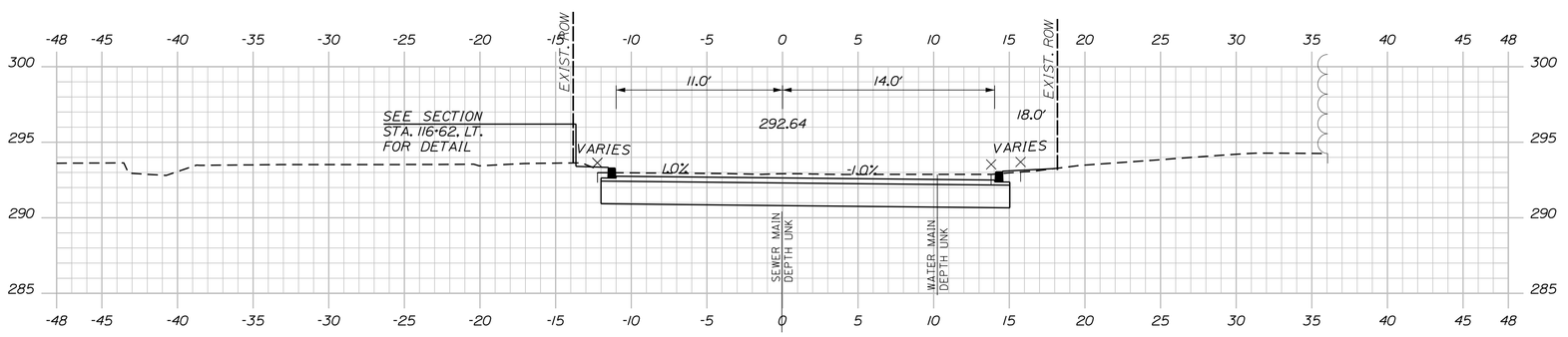

51+00.00




50+50.00




50+35.00




50+25.00

STA. 116+86.49 RIVERSIDE AVENUE ℄ =
STA 50+00.00 PLEASANT AVENUE ℄

PLEASANT AVENUE

Sta. 50+25.00 to Sta. 51+00.00

SHEET NUMBER 92 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
## SIDE ROAD CROSS SECTIONS

| PROJ. MANAGER | M. HILL | BY | DATE |
|---|---|---|---|
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

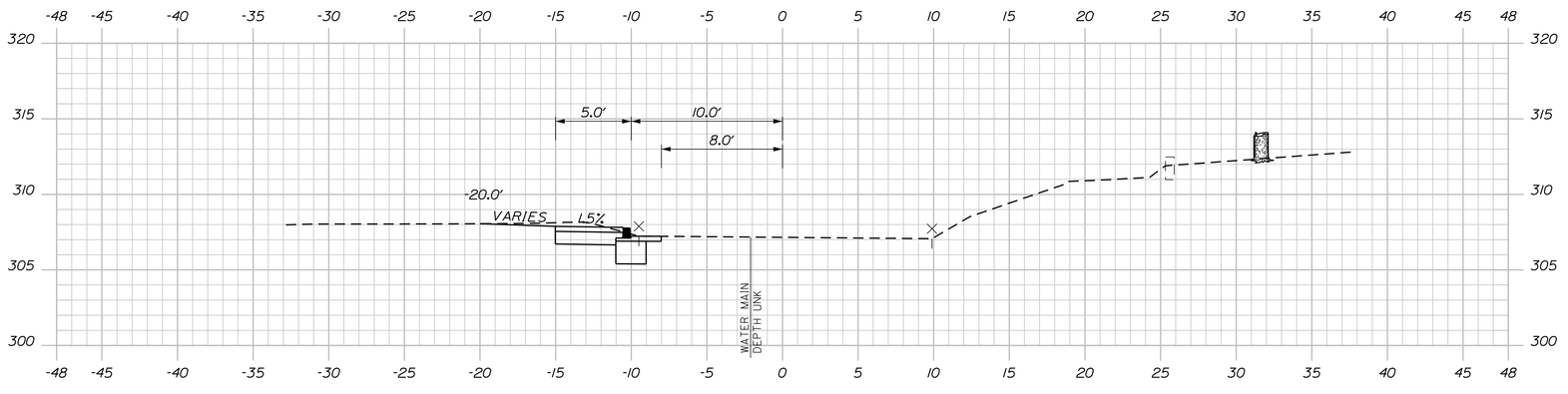
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P.E. NUMBER

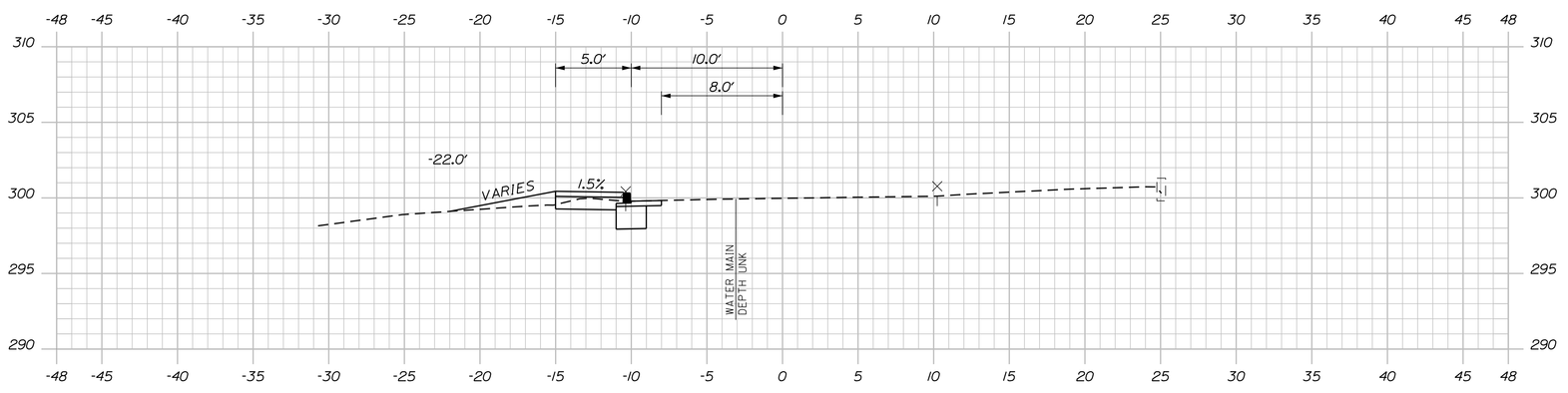
DATE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

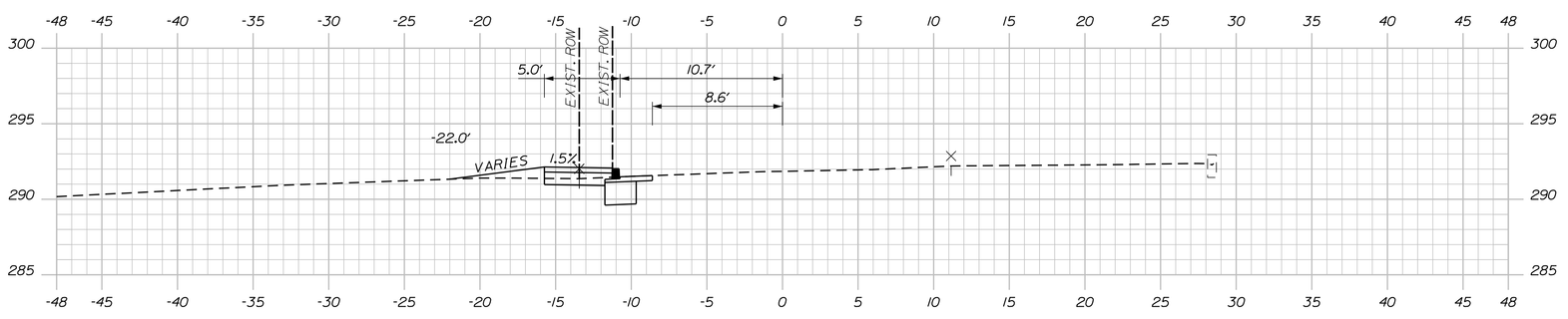
WIN
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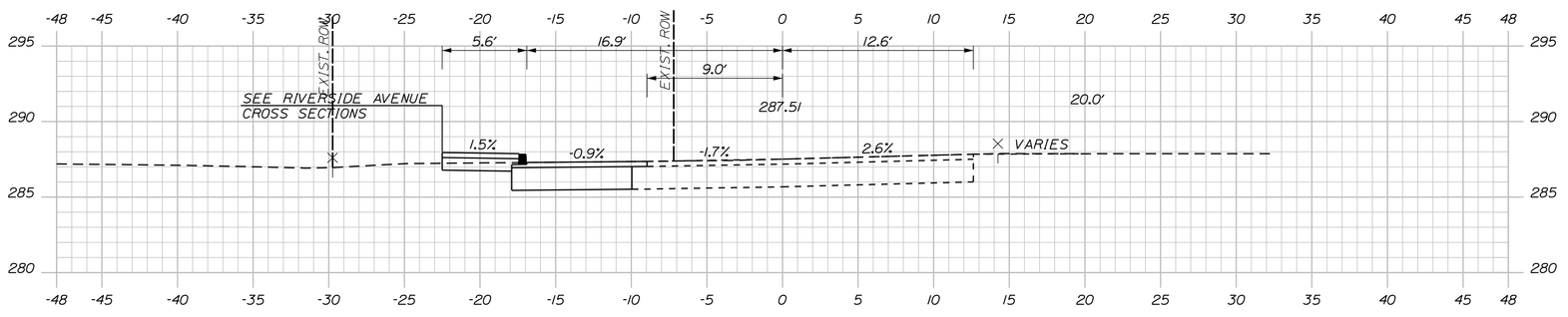

62+00.00



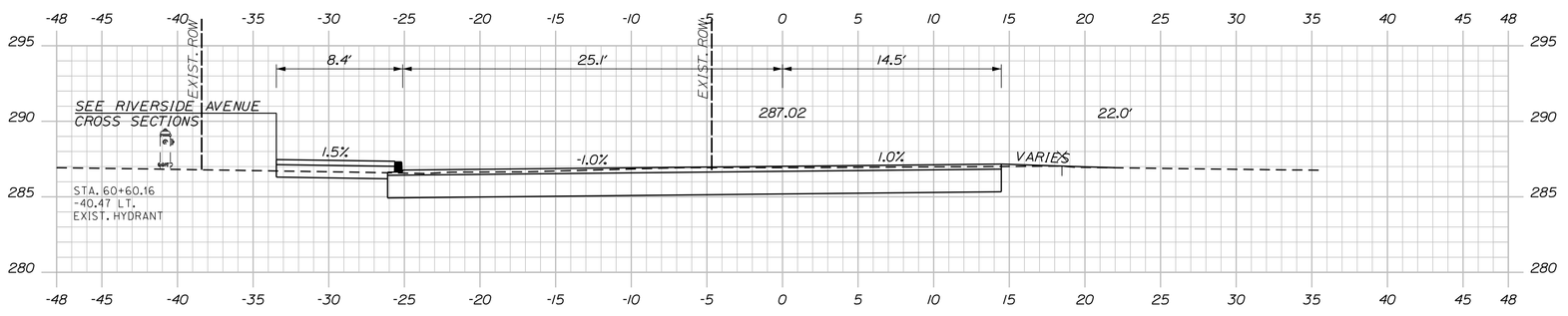

61+50.00




61+00.00




60+62.35




60+50.00

LINCOLN STREET

STA. 119+43.21 RIVERSIDE AVENUE ℄=
STA. 205+08.49 WILLIAM OSCAR EMERY DRIVE ℄=
STA. 60+00.00 LINCOLN STREET ℄

Sta. 60+50.00 to Sta. 62+00.00

SHEET NUMBER 93 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
## SIDE ROAD CROSS SECTIONS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | M. HILL | | |
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

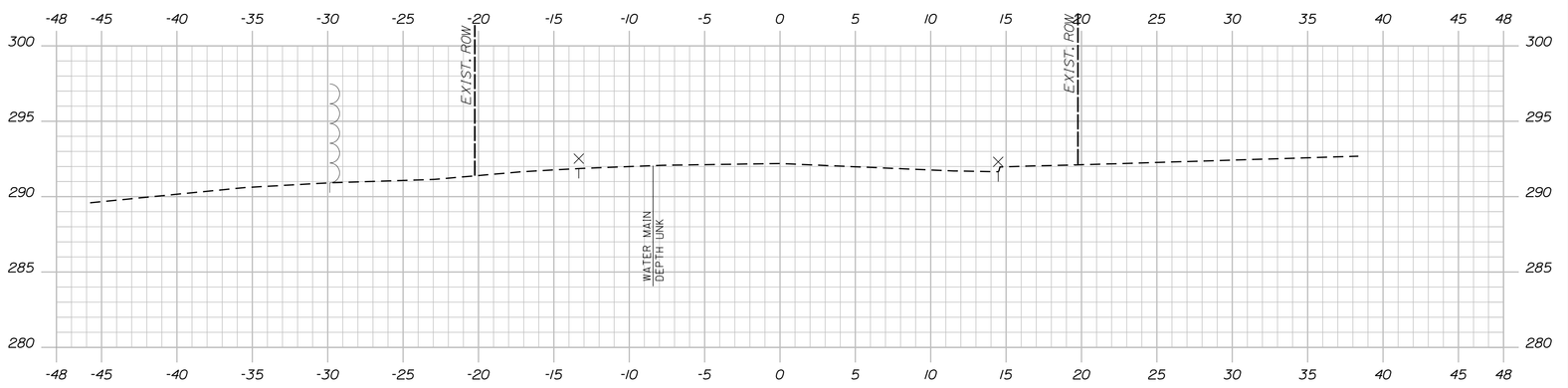
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P.E. NUMBER

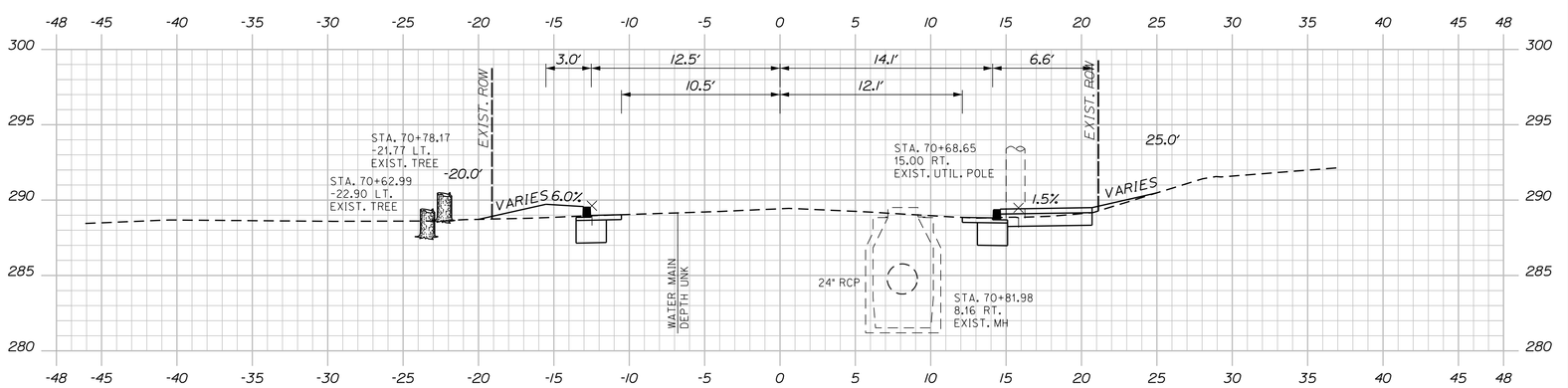
DATE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

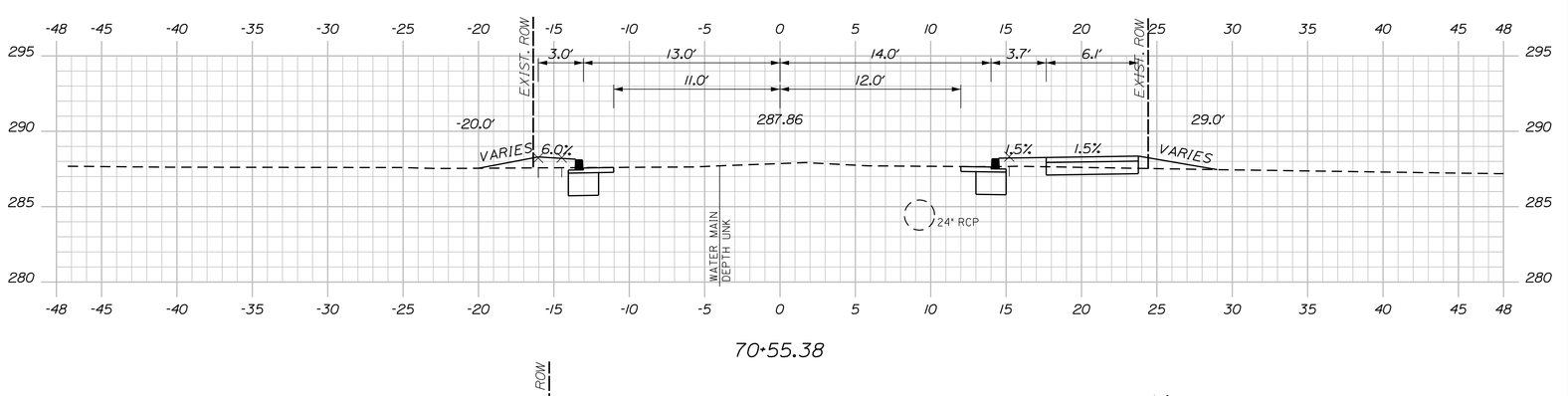
WIN
22642.01



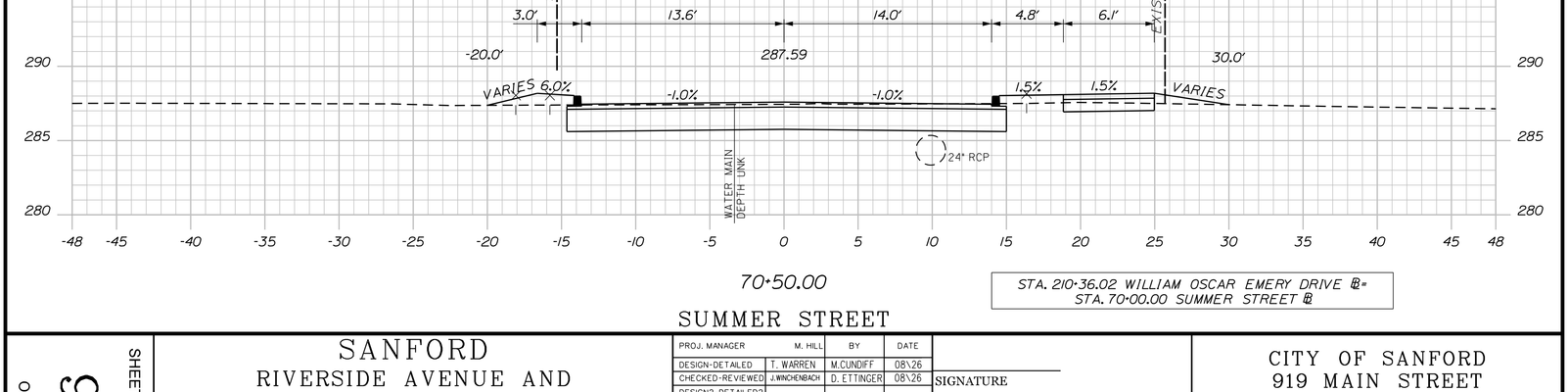

71+00.00




70+75.00




70+55.38




70+50.00

STA. 210+36.02 WILLIAM OSCAR EMERY DRIVE ℄=
STA. 70+00.00 SUMMER STREET ℄

SUMMER STREET

Sta. 70+50.00 to Sta. 71+00.00

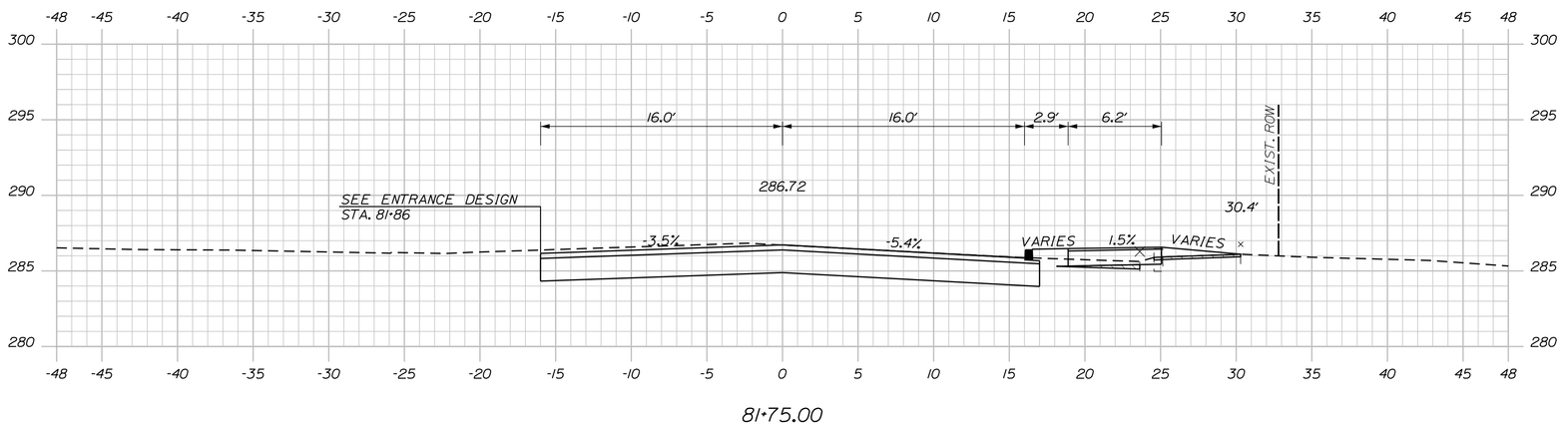
SHEET NUMBER 94 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
## SIDE ROAD CROSS SECTIONS

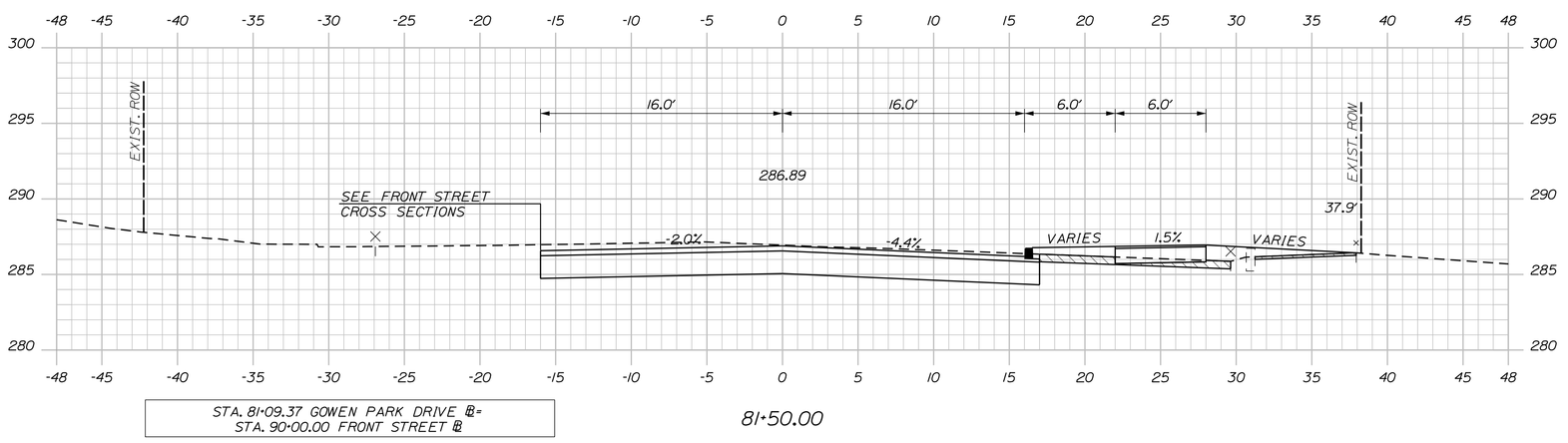
| | | | | |
|---|---|---|---|---|
| PROJ. MANAGER | M. HILL | BY | DATE | |
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 | |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 | SIGNATURE |
| DESIGN2-DETAILED2 | _ | _ | _ | |
| DESIGN3-DETAILED3 | _ | _ | _ | P.E. NUMBER |
| REVISIONS 1 | _ | | _ | |
| REVISIONS 2 | _ | | _ | |
| REVISIONS 3 | _ | | _ | DATE |
| REVISIONS 4 | _ | | _ | |
| FIELD CHANGES | | | _ | |

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01

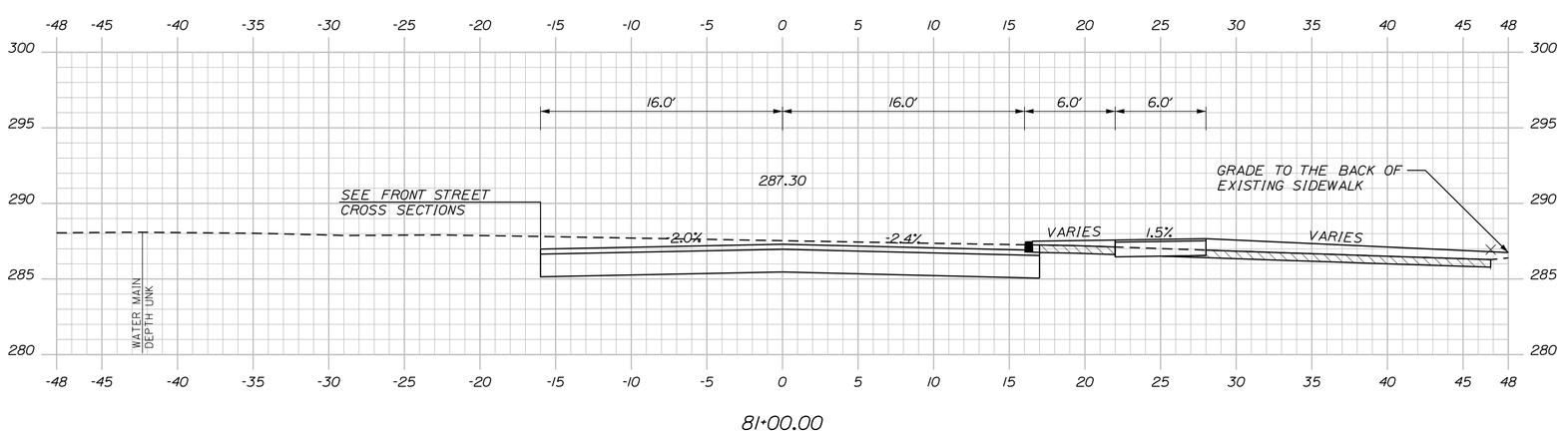



81+75.00

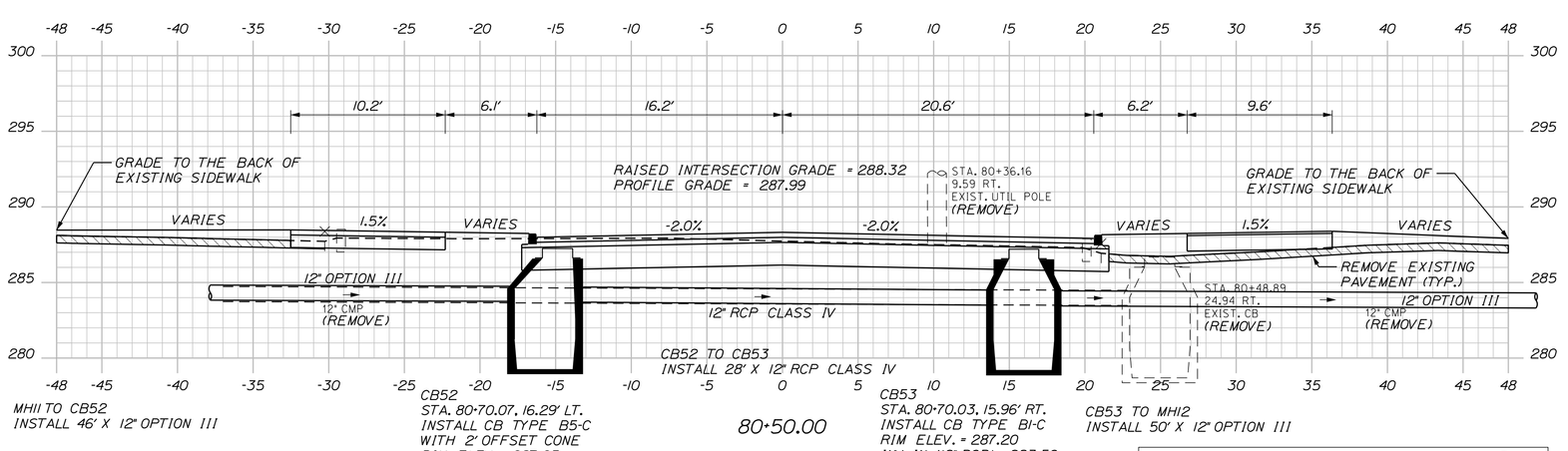



STA. 81+09.37 GOWEN PARK DRIVE ℄=
STA. 90+00.00 FRONT STREET ℄

81+50.00




81+00.00




MH11 TO CB52
INSTALL 46' X 12" OPTION III

CB52
STA. 80+70.07, 16.29' LT.
INSTALL CB TYPE B5-C
WITH 2' OFFSET CONE
RIM ELEV. = 287.25
INV. IN (12" OPT. III) = 283.75
INV. OUT (12" RCP) = 283.70

CB52 TO CB53
INSTALL 28' X 12" RCP CLASS IV

80+50.00

CB53
STA. 80+70.03, 15.96' RT.
INSTALL CB TYPE B1-C
RIM ELEV. = 287.20
INV. IN (12" RCP) = 283.50
INV. OUT (12" OPT. III) = 283.45

CB53 TO MH12
INSTALL 50' X 12" OPTION III

STA. 216+15.98 WILLIAM OSCAR EMERY DRIVE ℄=
STA. 80+00.00 GOWEN PARK DRIVE ℄

GOWEN PARK DRIVE

Sta. 80+50.00 to Sta. 81+75.00

SHEET NUMBER 95 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
## SIDE ROAD CROSS SECTIONS

| PROJ. MANAGER | M. HILL | BY | DATE |
|---|---|---|---|
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

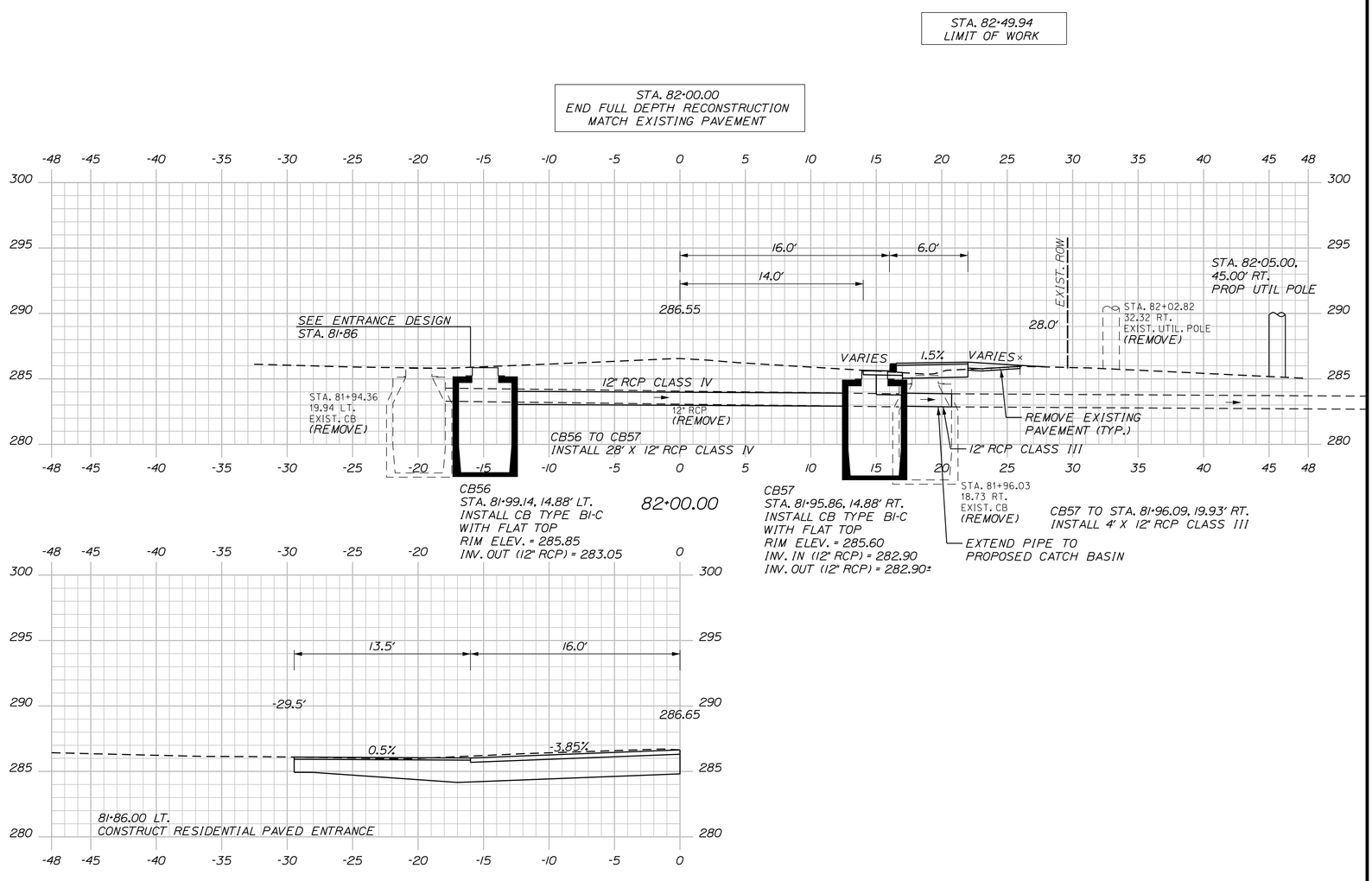
SIGNATURE

P.E. NUMBER

DATE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01




SHEET NUMBER 96 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
## SIDE ROAD CROSS SECTIONS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | M. HILL | | |
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

SIGNATURE

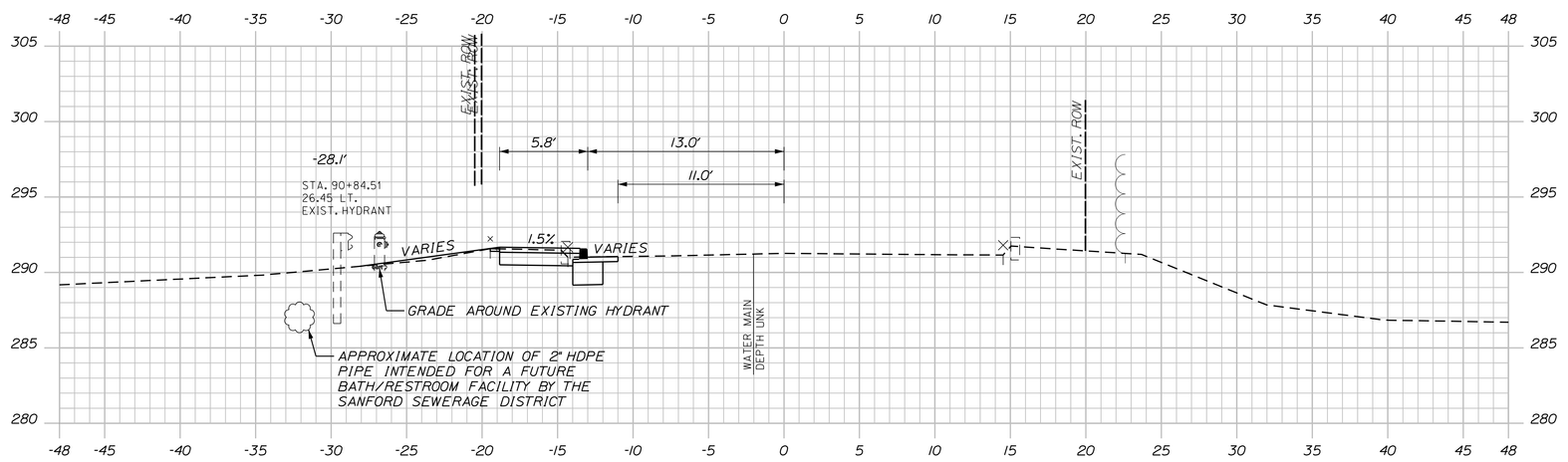
P.E. NUMBER

DATE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

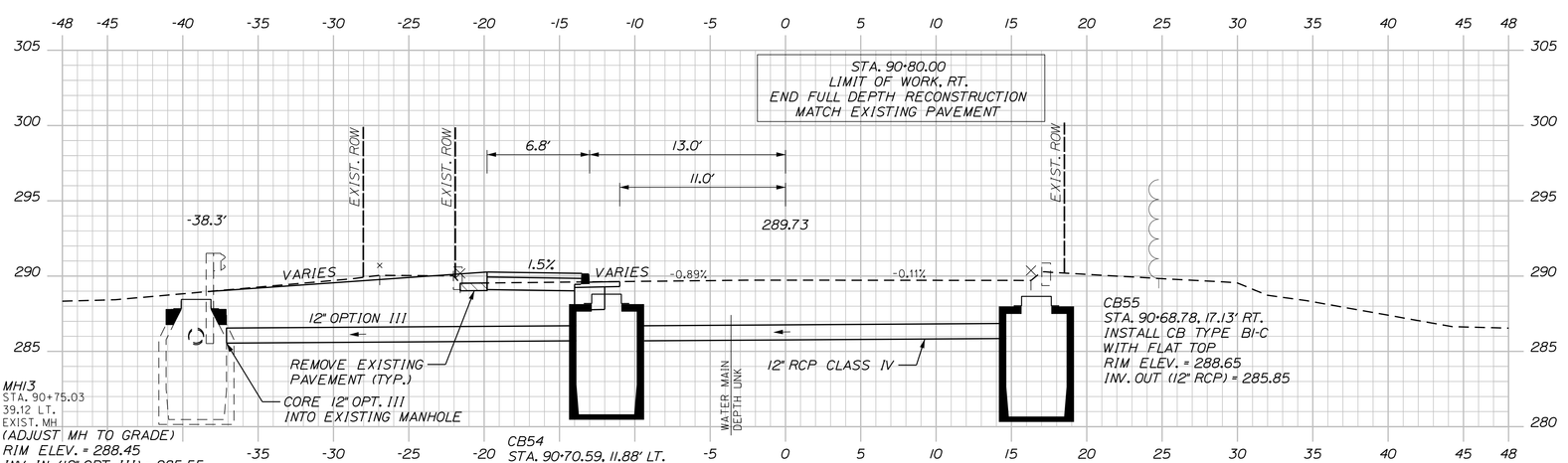
WIN
22642.01

STA. 91+37.70, LT.
LIMIT OF WORK

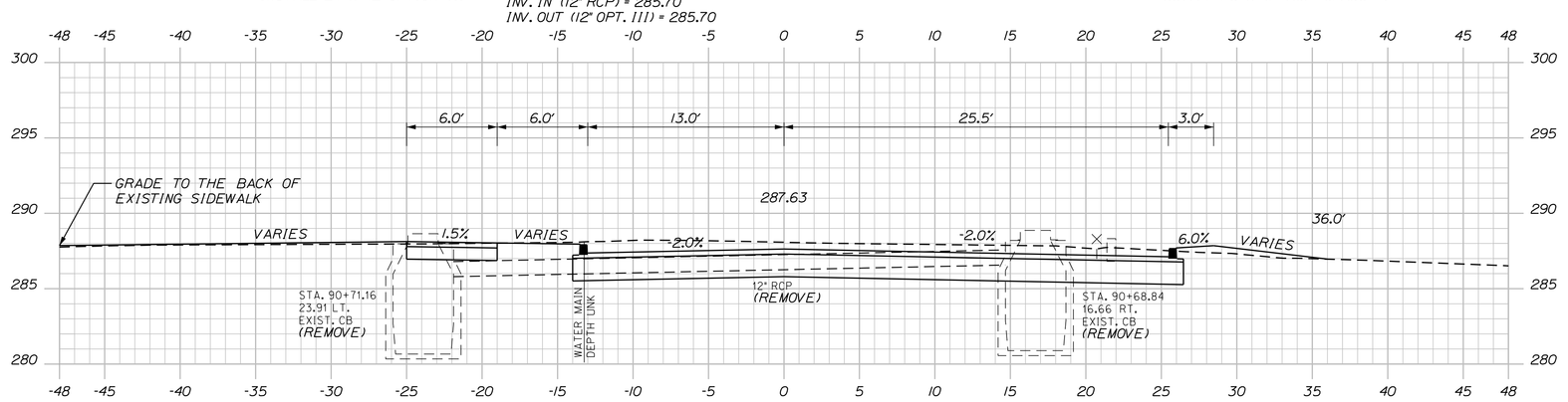



91+00.00

STA. 90+80.00
LIMIT OF WORK, RT.
END FULL DEPTH RECONSTRUCTION
MATCH EXISTING PAVEMENT




90+80.00




90+50.00

STA. 81+09.37 GOWEN PARK DRIVE ℄ =
STA. 90+00.00 FRONT STREET ℄

FRONT STREET

Sta. 90+50.00 to Sta. 91+00.00

SHEET NUMBER 97 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
## SIDE ROAD CROSS SECTIONS

| PROJ. MANAGER | M. HILL | BY | DATE |
|---|---|---|---|
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

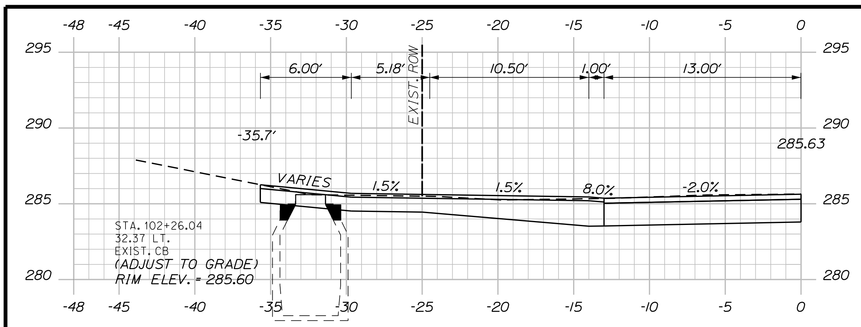
SIGNATURE

P.E. NUMBER

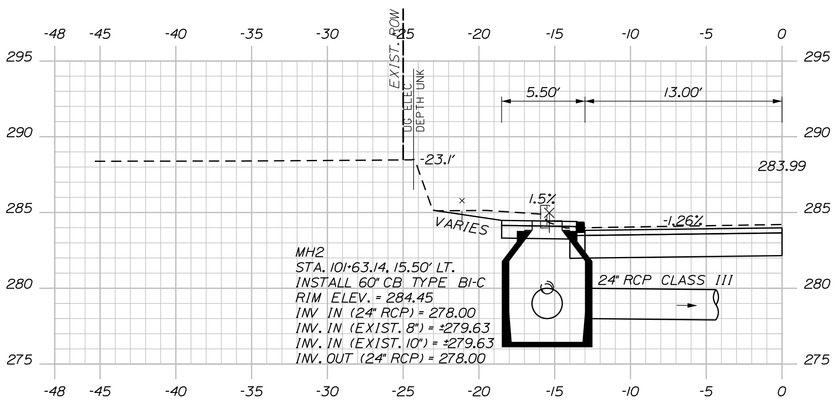
DATE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

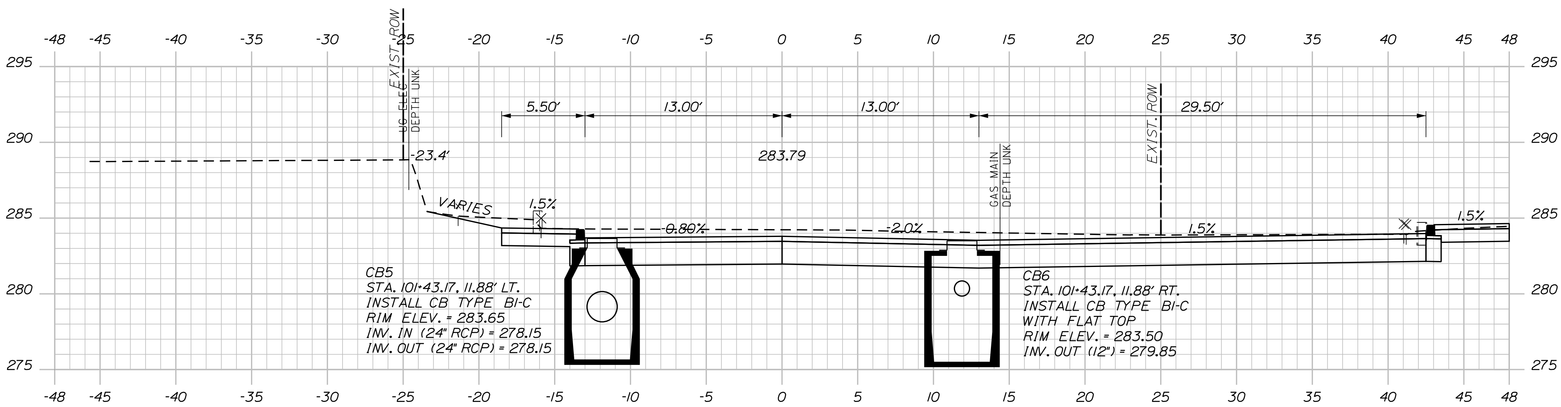
WIN
22642.01



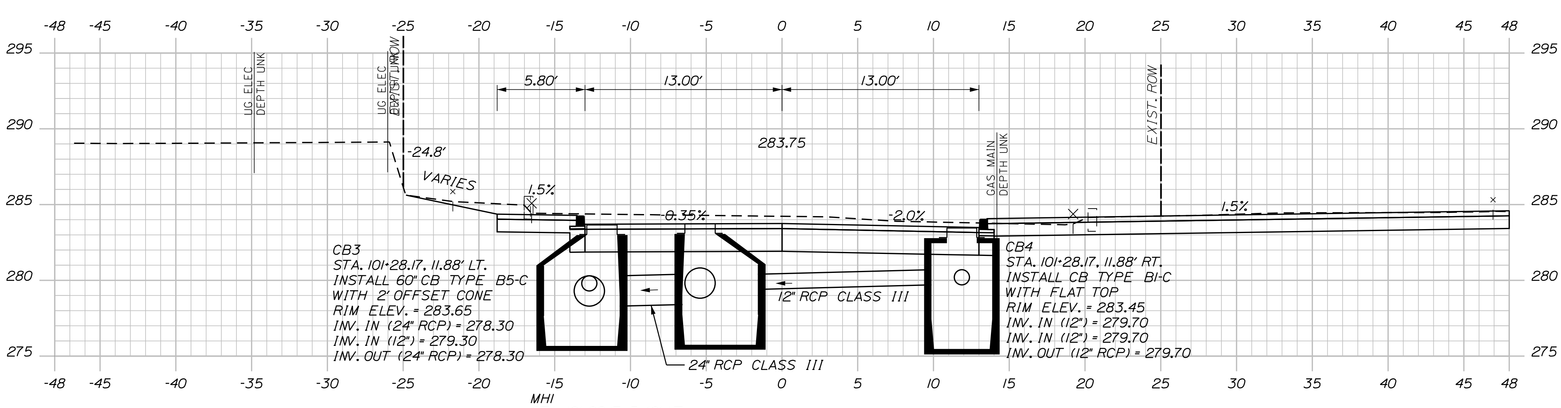

102+26.04



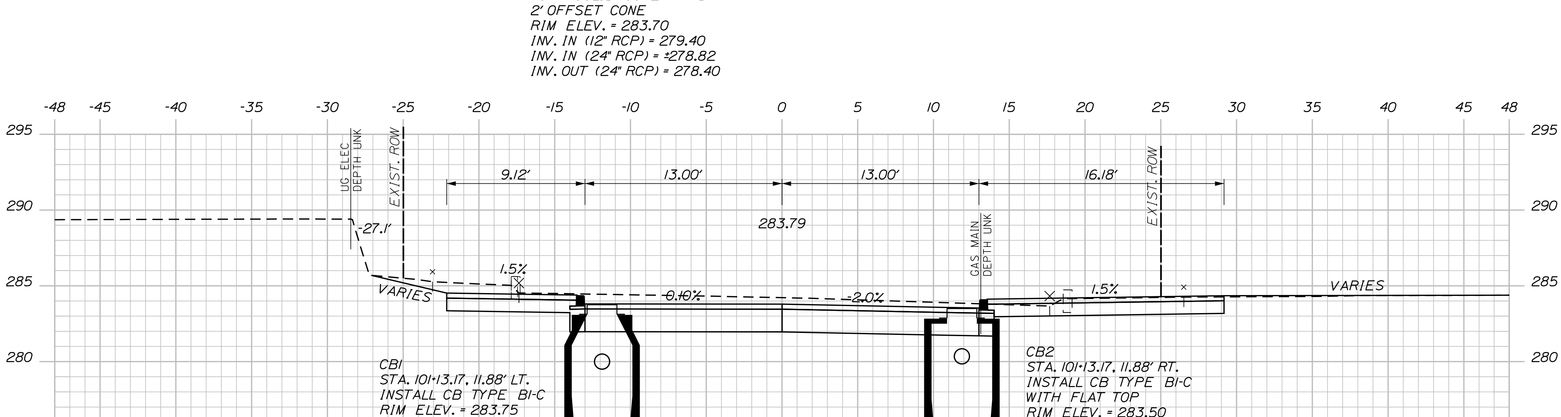

101+63.14




101+43.17




101+28.17




101+13.17

Sta. 101+13.17 to Sta. 102+26.04

SHEET NUMBER 98 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
## CATCH BASIN CROSS SECTIONS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | M. HILL | | |
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

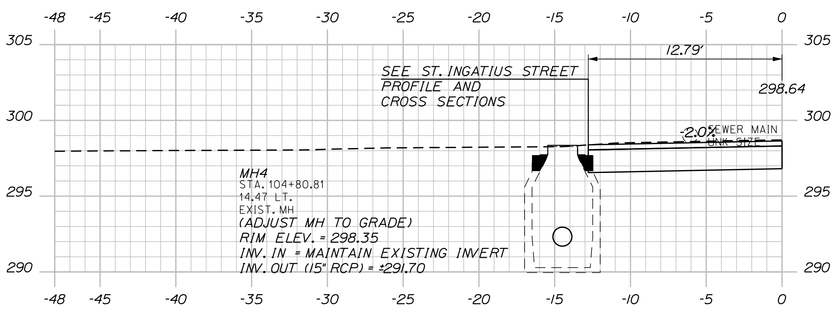
SIGNATURE

P.E. NUMBER

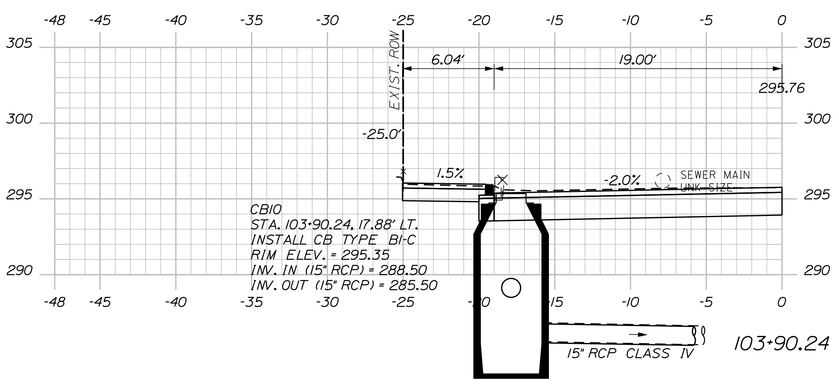
DATE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

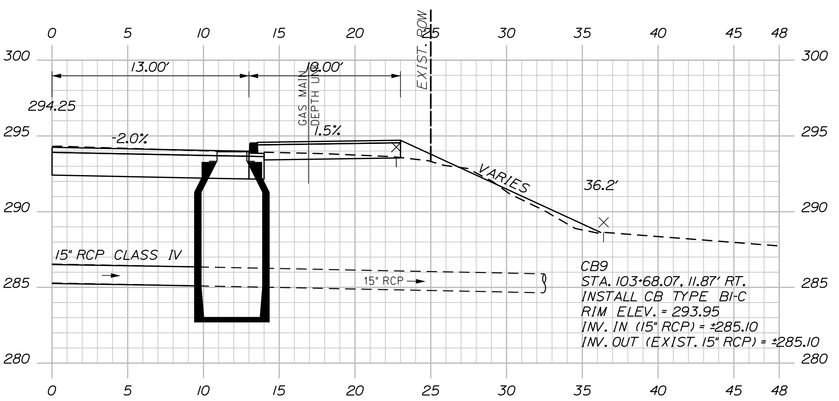
WIN
22642.01



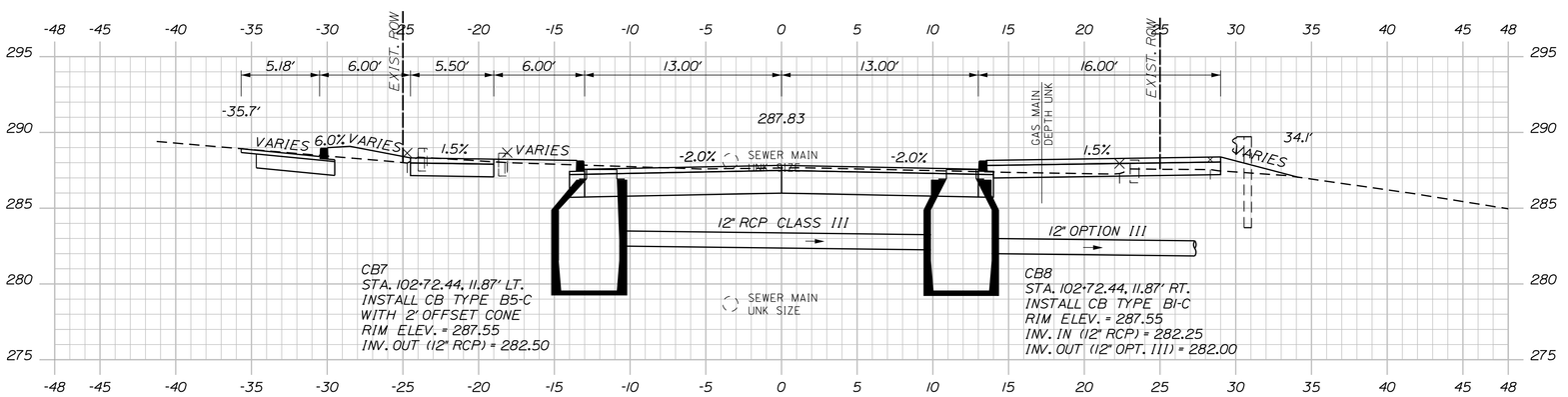

104+80.81



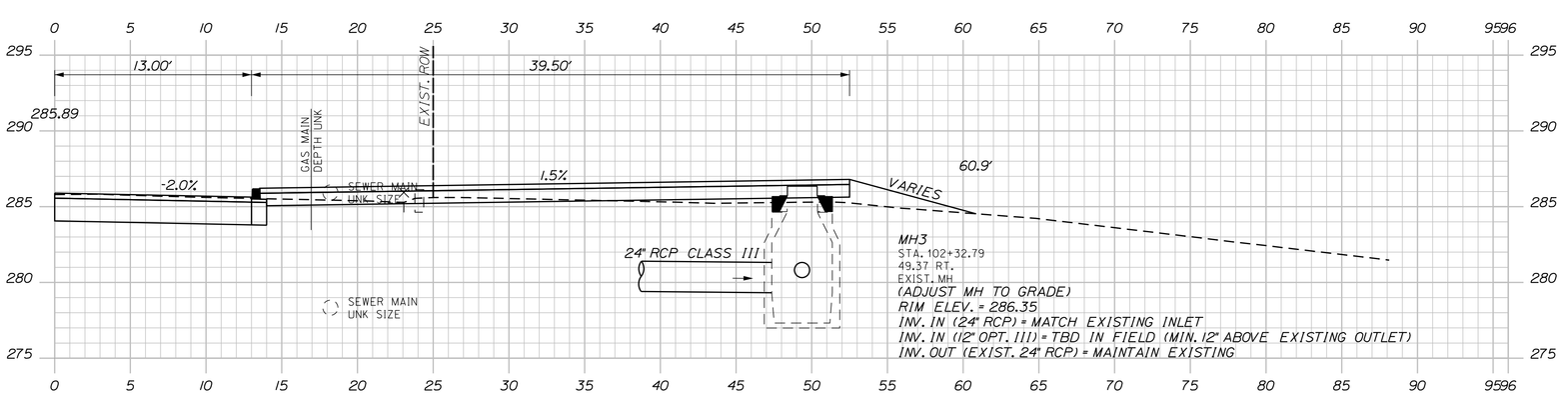

103+90.24




103+68.07




102+72.44




102+32.79

Sta. 102+32.79 to Sta. 104+80.81

SHEET NUMBER 99 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
# CATCH BASIN CROSS SECTIONS

| | | | |
|---|---|---|---|
| PROJ. MANAGER | M. HILL | BY | DATE |
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

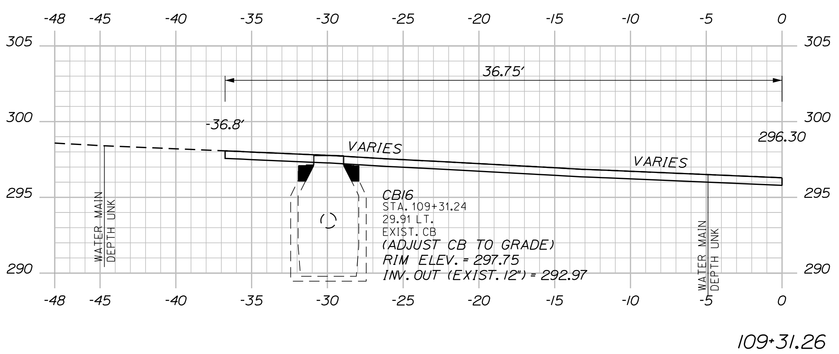
SIGNATURE

P.E. NUMBER

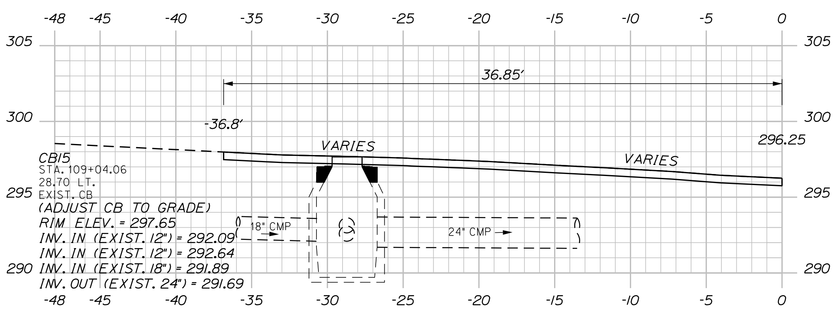
DATE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

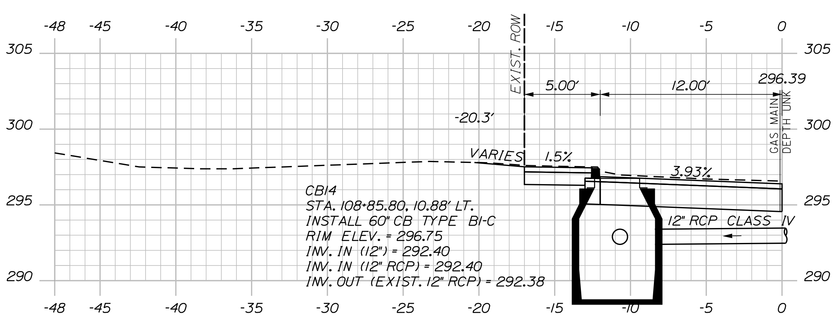
WIN
22642.01



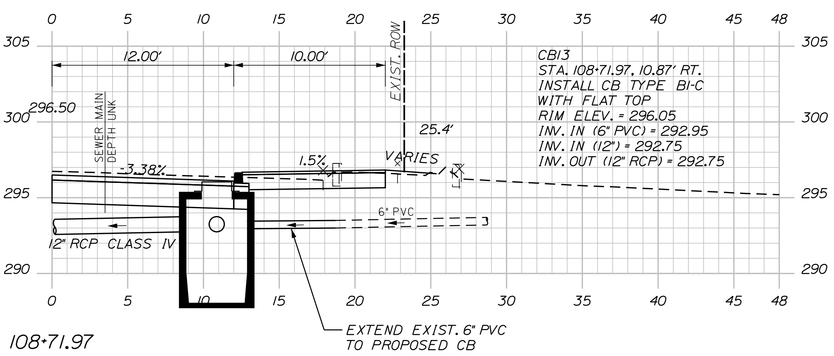

109+31.26



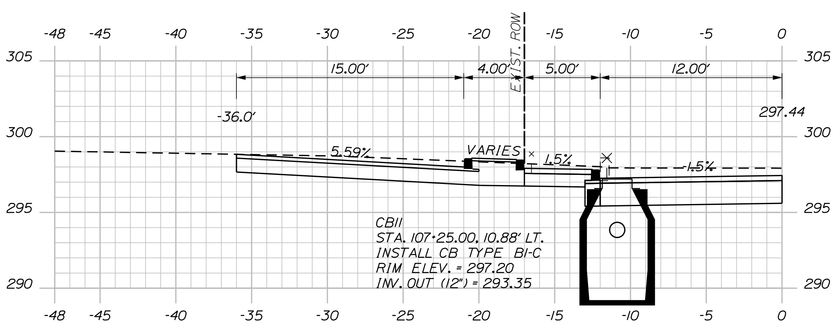

109+04.06




108+85.80




108+71.97




107+25.00

Sta. 107+25.00 to Sta. 109+31.26

SHEET NUMBER 100 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
# CATCH BASIN CROSS SECTIONS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | M. HILL | | |
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

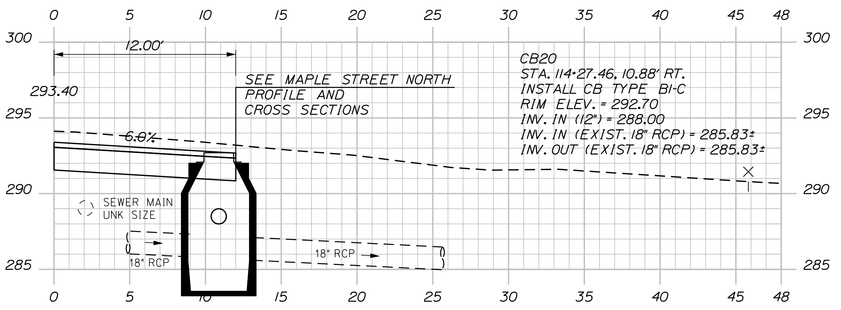
SIGNATURE

P.E. NUMBER

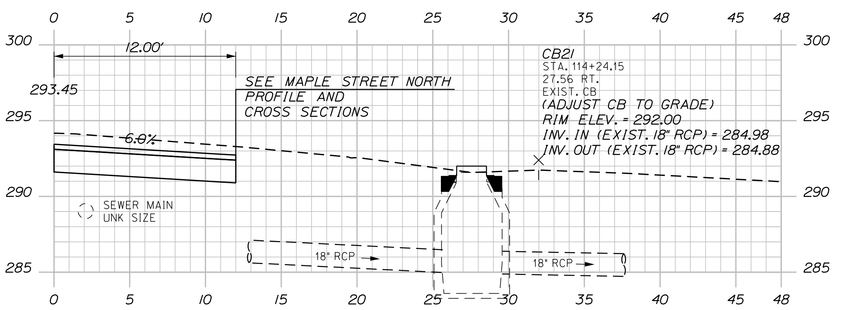
DATE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

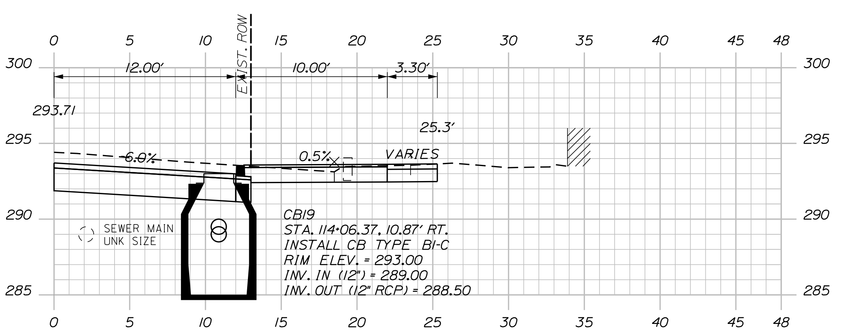
WIN
22642.01



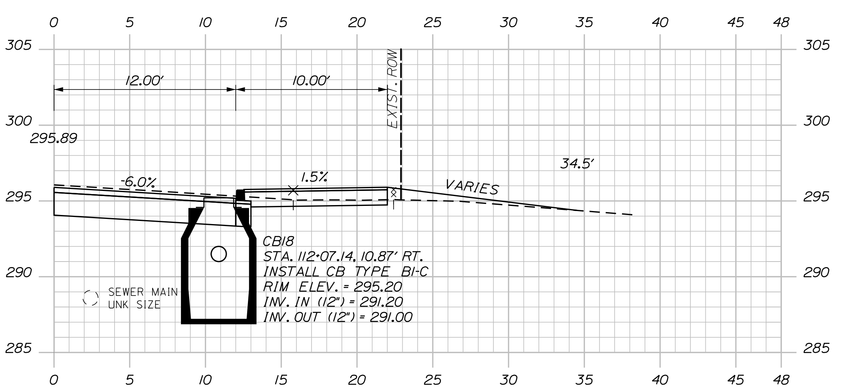

114+27.46



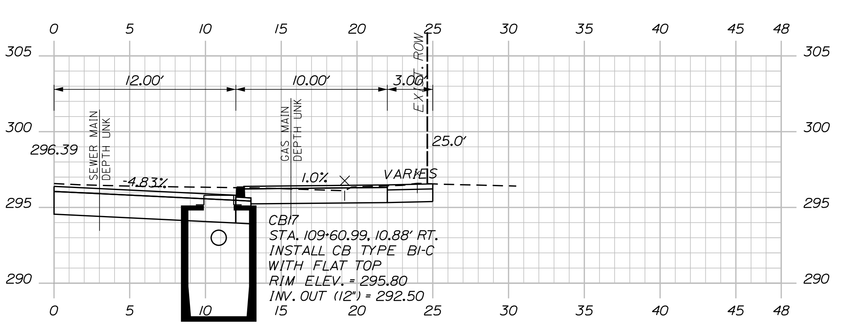

114+24.14




114+06.37




112+07.14




109+60.99

Sta. 109+60.99 to Sta. 114+27.46

SHEET NUMBER 101 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
# CATCH BASIN CROSS SECTIONS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | M. HILL | | |
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

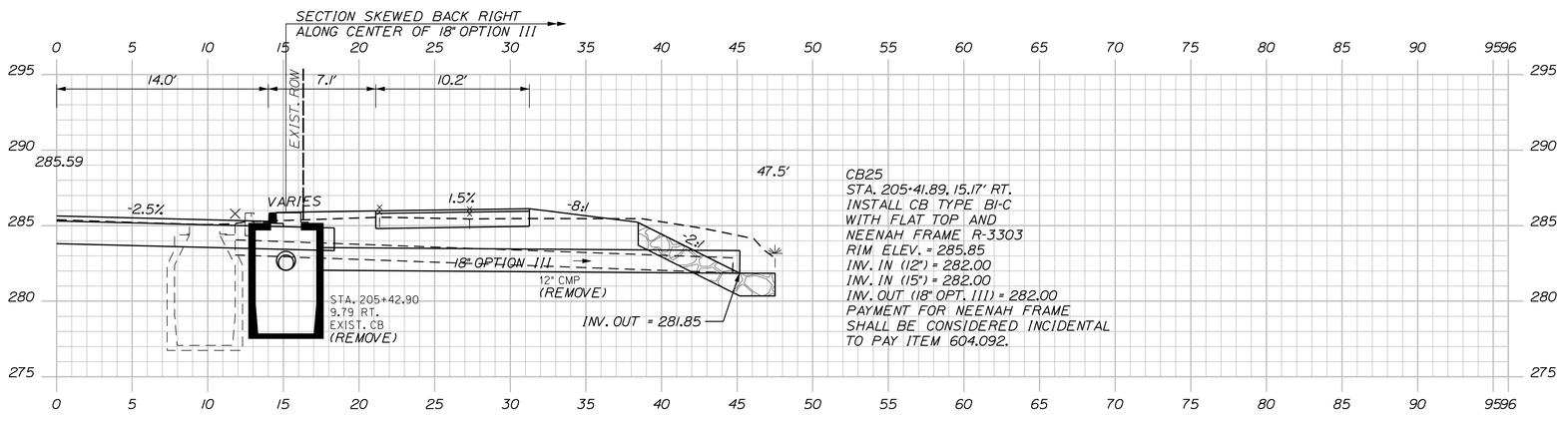
SIGNATURE

P.E. NUMBER

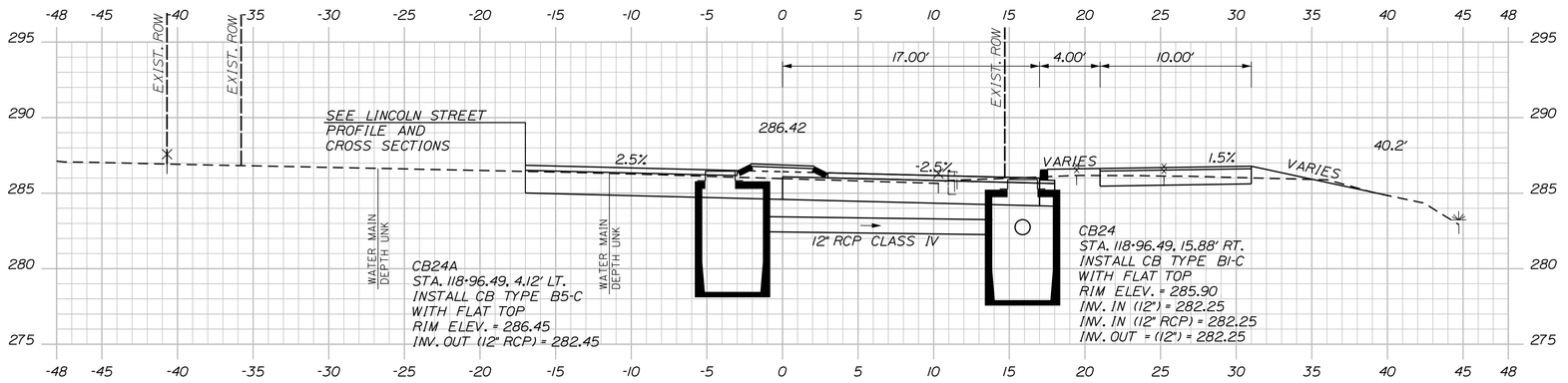
DATE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

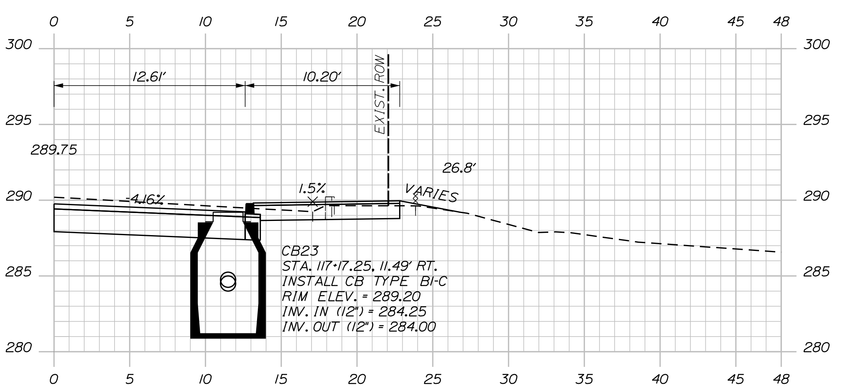
WIN
22642.01



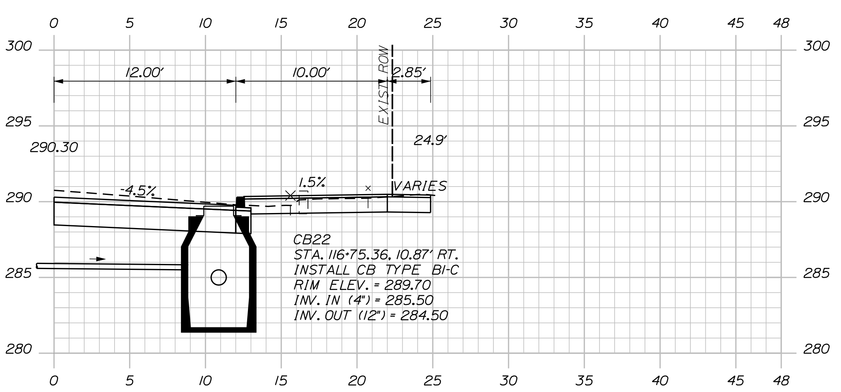

205+41.89




118+96.49




117+17.25




116+75.36

Sta. 116+75.36 to Sta. 205+41.89

SHEET NUMBER 102 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
## CATCH BASIN CROSS SECTIONS

| PROJ. MANAGER | M. HILL | BY | DATE |
|---|---|---|---|
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

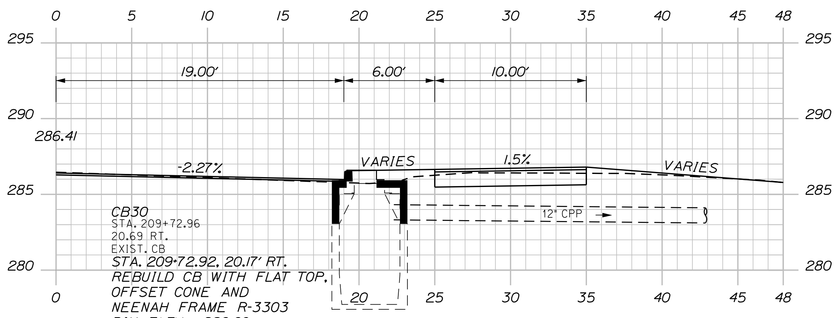
SIGNATURE

P.E. NUMBER

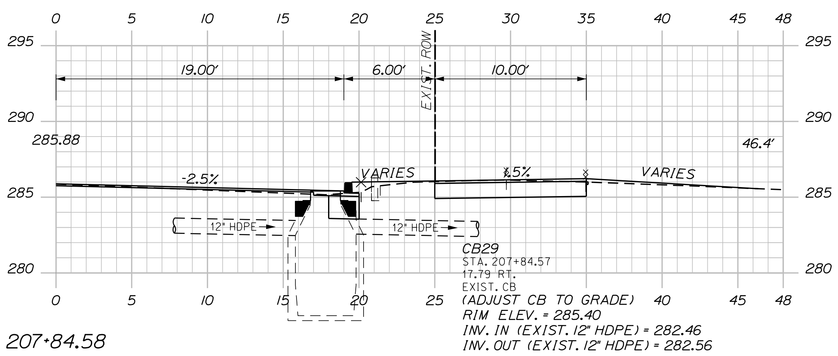
DATE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

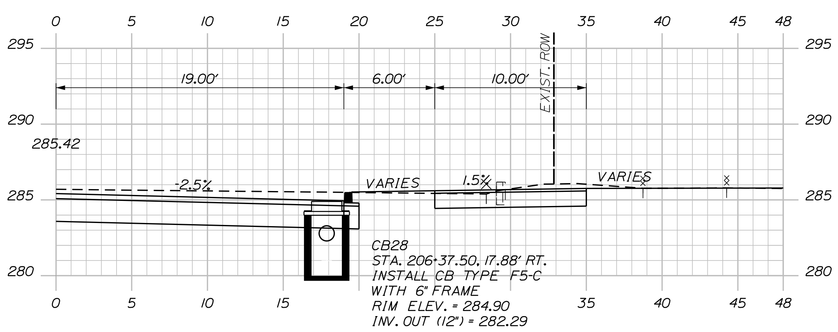
WIN
22642.01



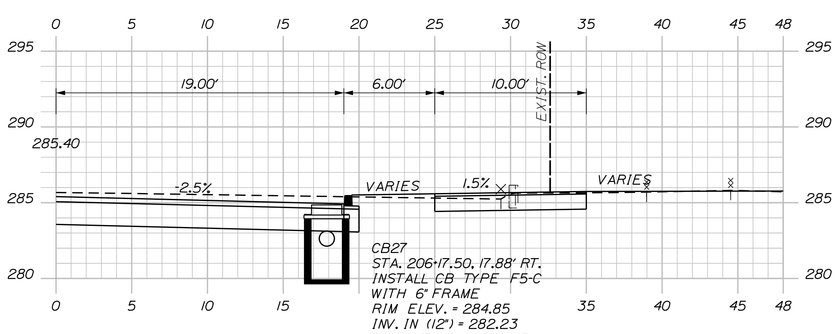

209+72.96



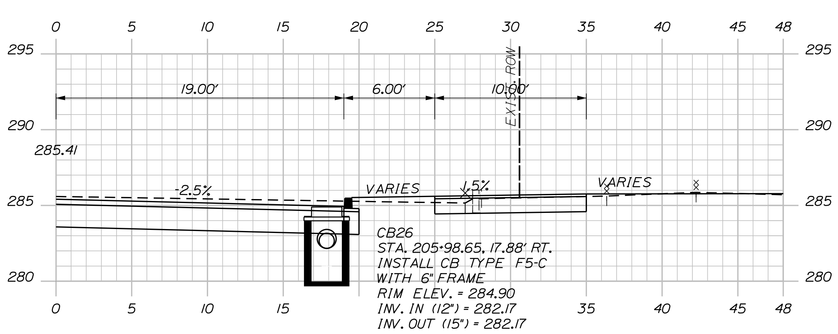

207+84.58




206+37.50




206+17.50




205+98.65

Sta. 205+98.65 to Sta. 209+72.96

SHEET NUMBER 103 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
## CATCH BASIN CROSS SECTIONS

| | | | |
|---|---|---|---|
| PROJ. MANAGER | M. HILL | BY | DATE |
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

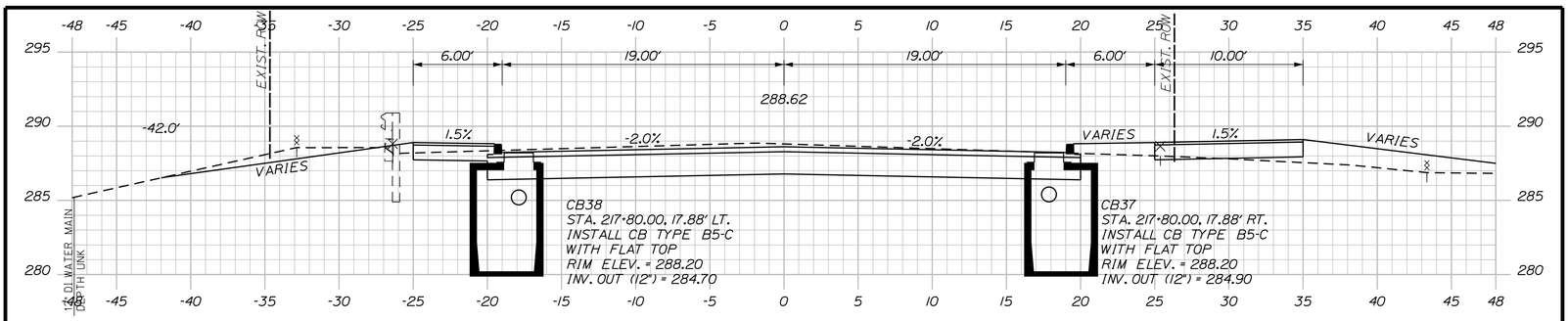
SIGNATURE

P.E. NUMBER

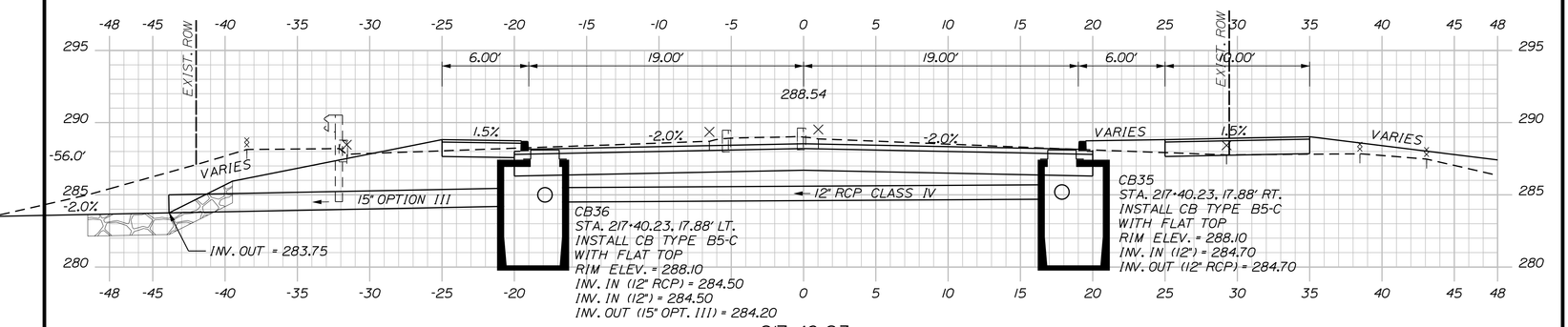
DATE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

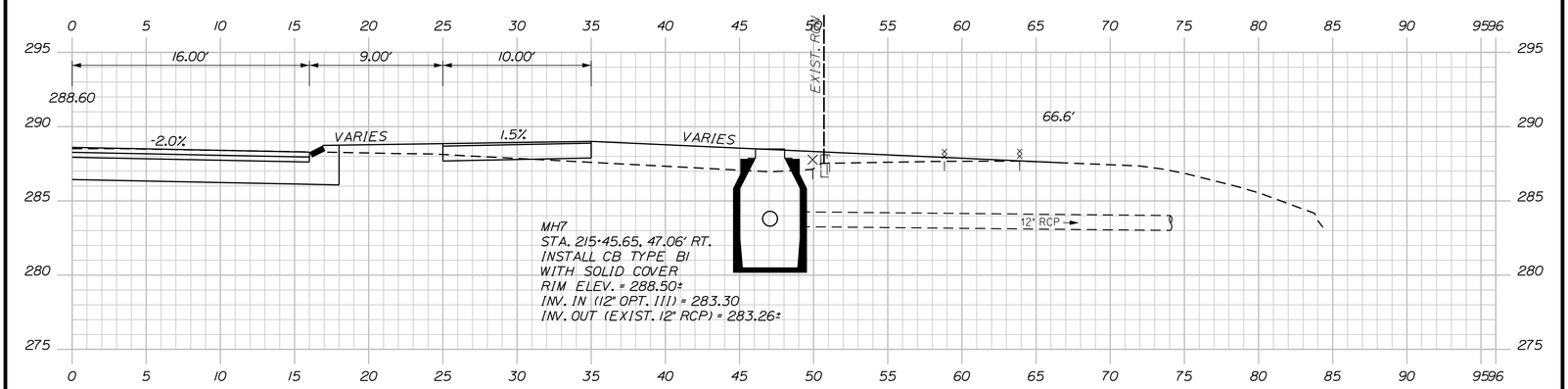
WIN
22642.01



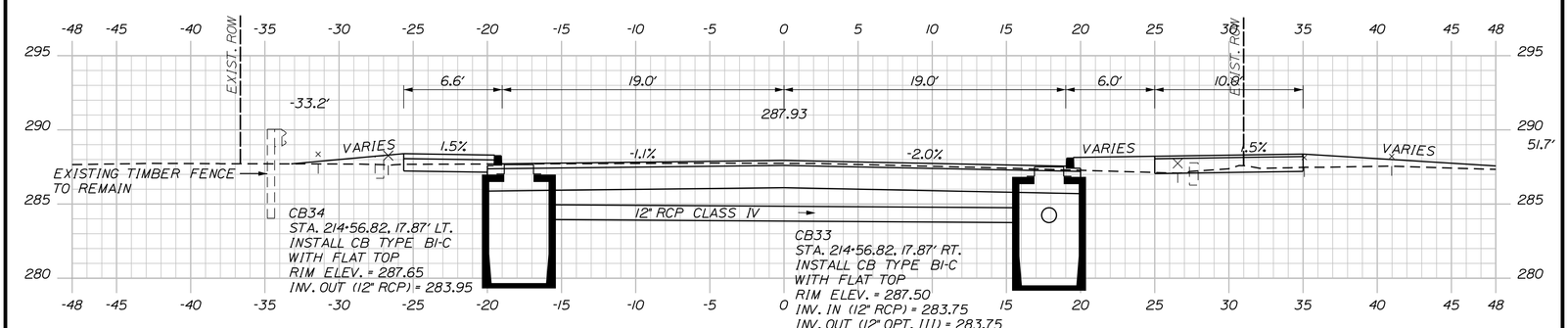

217+80.00



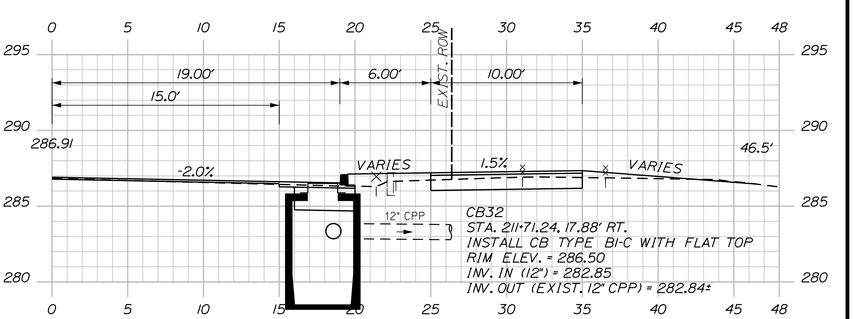

217+40.23



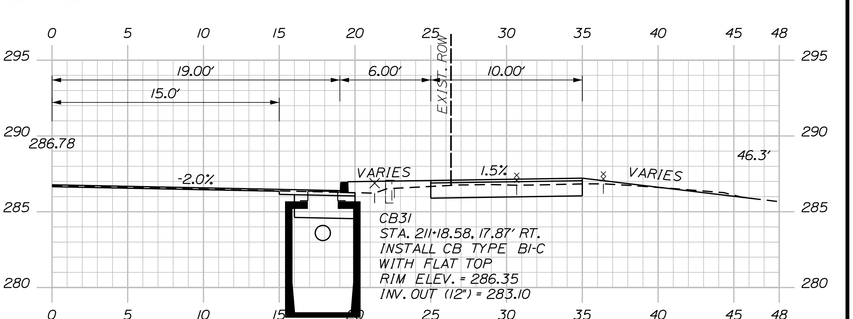

215+45.65




214+56.82




211+71.24




211+18.58

STA. 211+18.58 to STA. 217+80.00

SHEET NUMBER 104 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
# CATCH BASIN CROSS SECTIONS

| | | | |
|---|---|---|---|
| PROJ. MANAGER | M. HILL | BY | DATE |
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

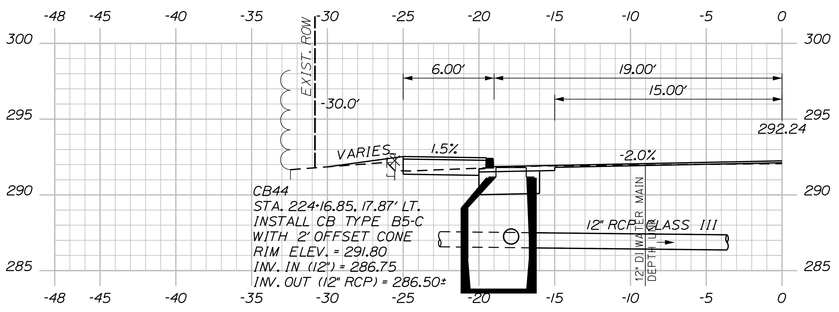
SIGNATURE

P.E. NUMBER

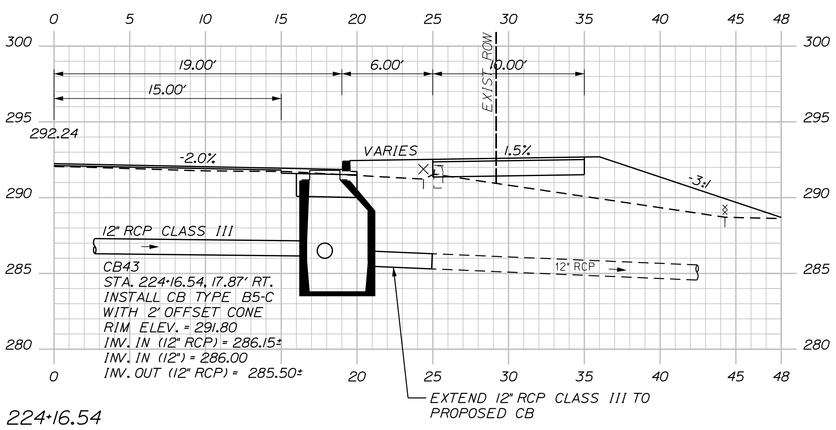
DATE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

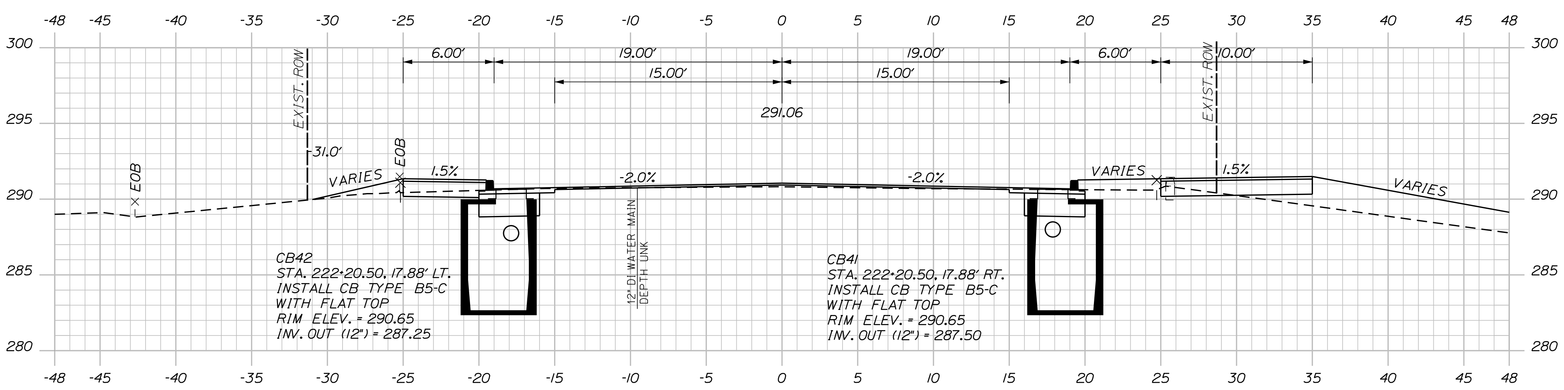
WIN
22642.01



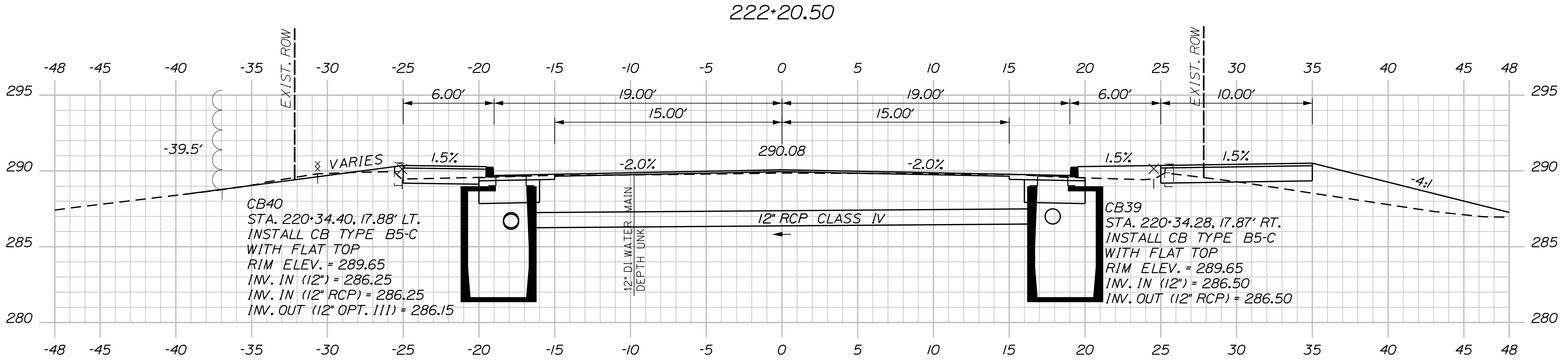

224+16.85



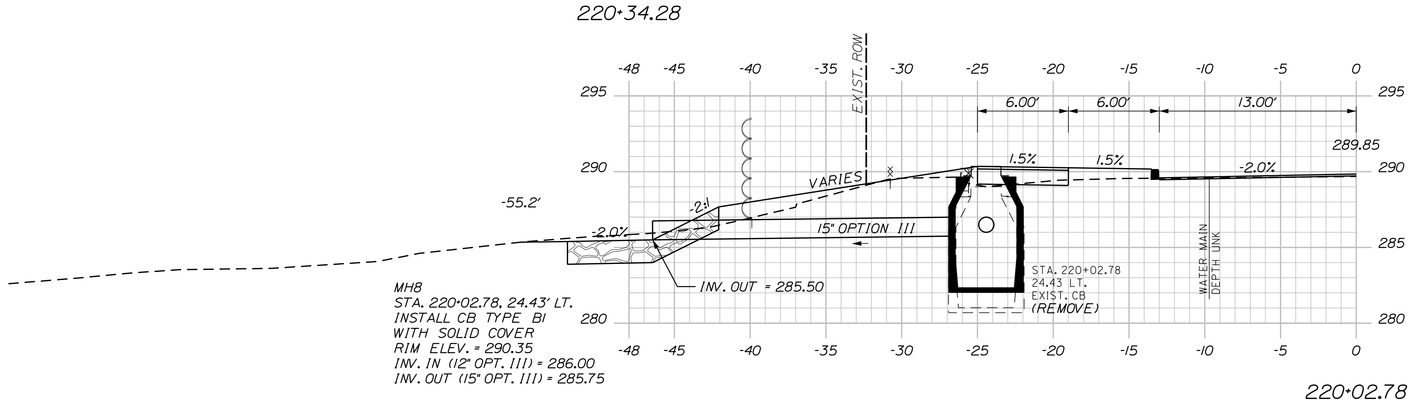

224+16.54




222+20.50




220+34.28




220+02.78

STA. 220+02.78 to STA. 224+16.85

SHEET NUMBER 105 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
# CATCH BASIN CROSS SECTIONS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | M. HILL | | |
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

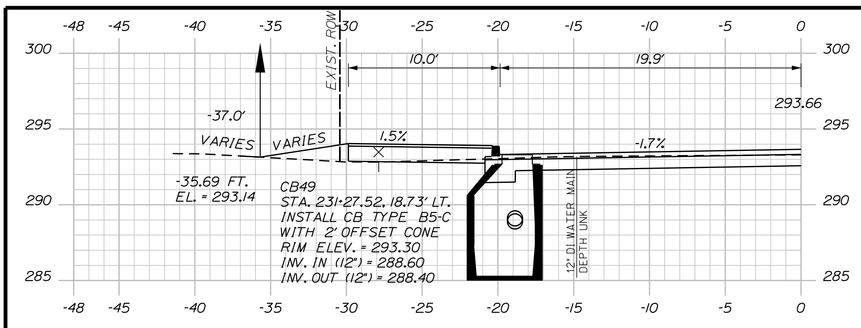
SIGNATURE

P.E. NUMBER

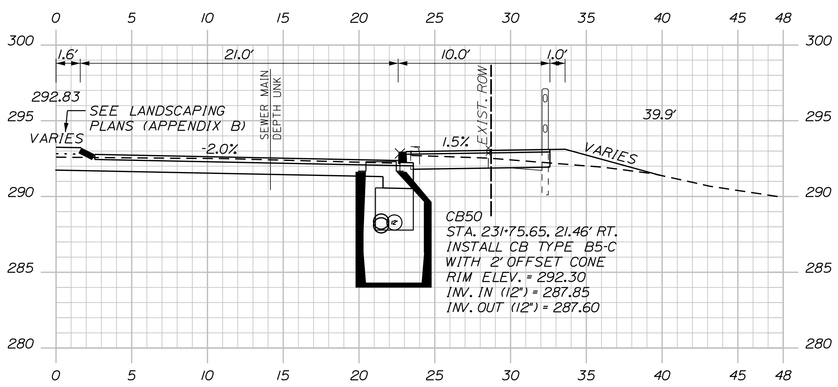
DATE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

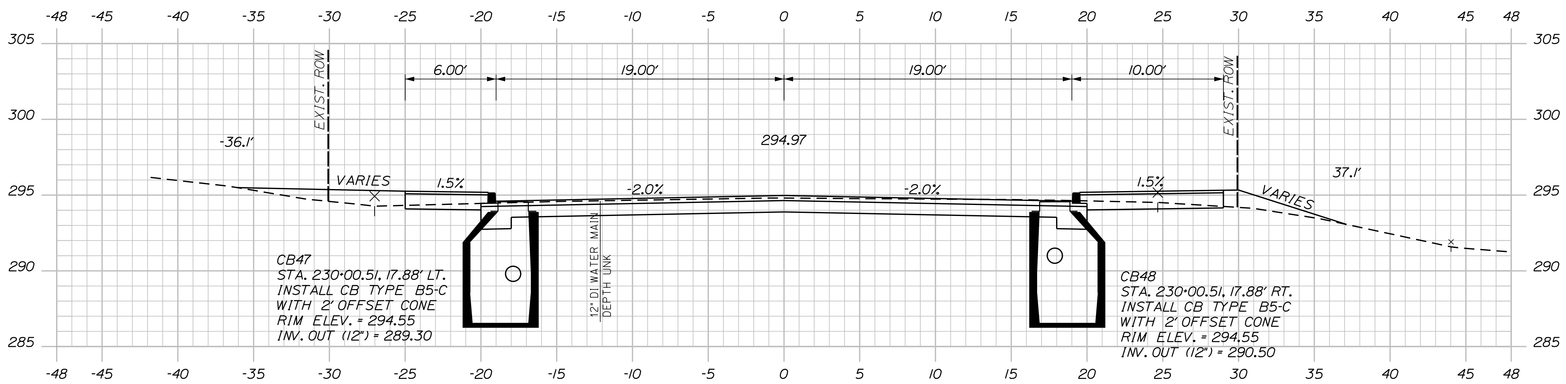
WIN
22642.01



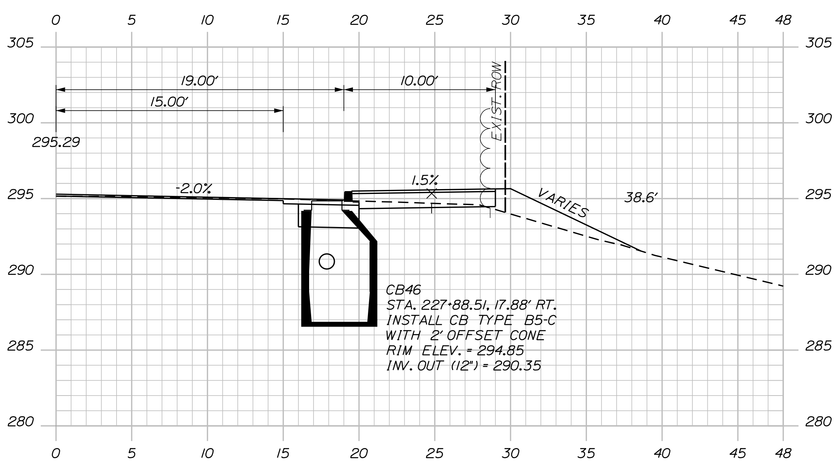

231+27.52



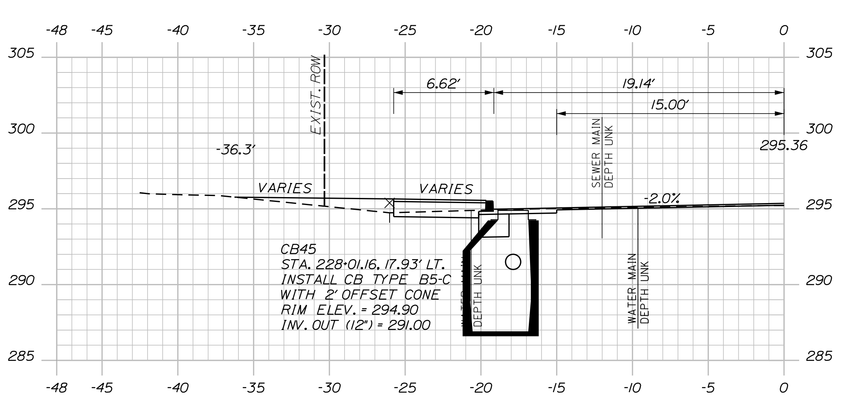

231+75.65




230+00.51




227+88.51




228+01.16

STA. 228+01.16 to STA. 231+27.52

SHEET NUMBER 106 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
# CATCH BASIN CROSS SECTIONS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | M. HILL | | |
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

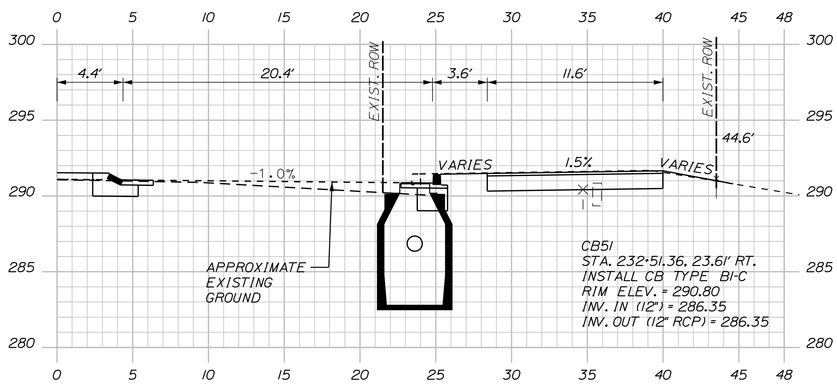
SIGNATURE

P.E. NUMBER

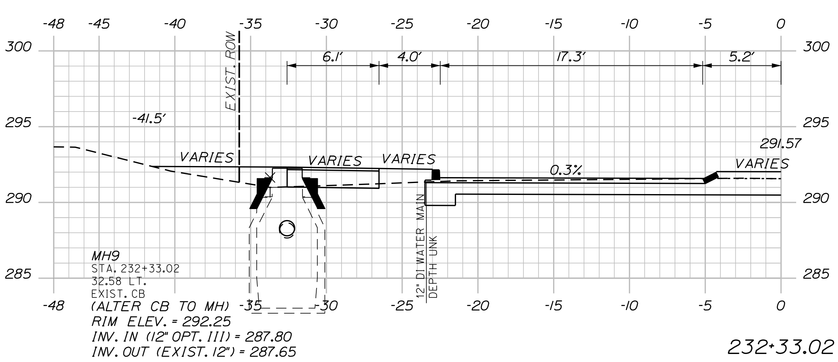
DATE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01




232+51.36




232+33.02

STA. 232+33.02 to STA. 232+51.36

SHEET NUMBER 107 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
## CATCH BASIN CROSS SECTIONS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | M. HILL | | |
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| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

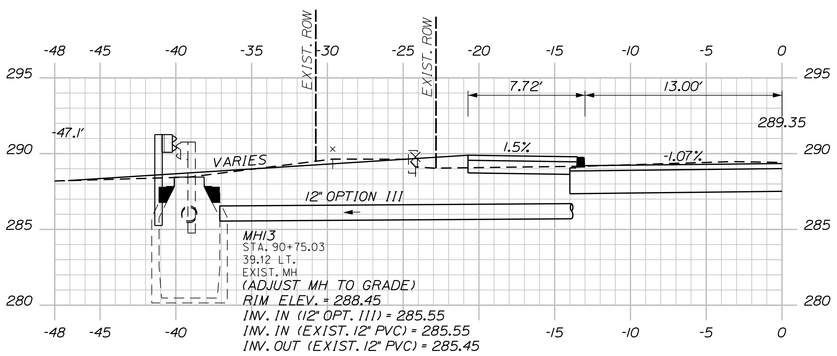
SIGNATURE

P.E. NUMBER

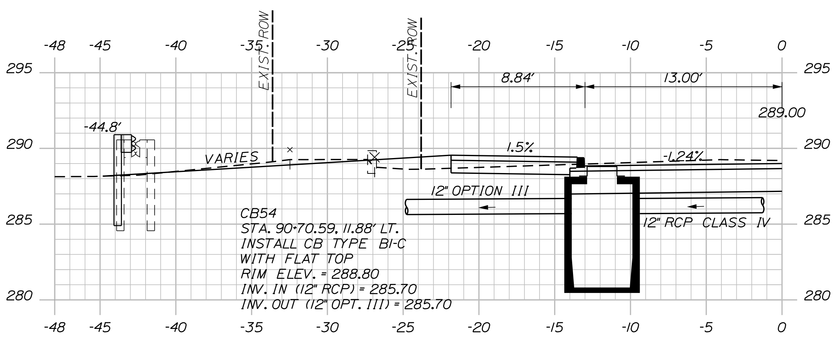
DATE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

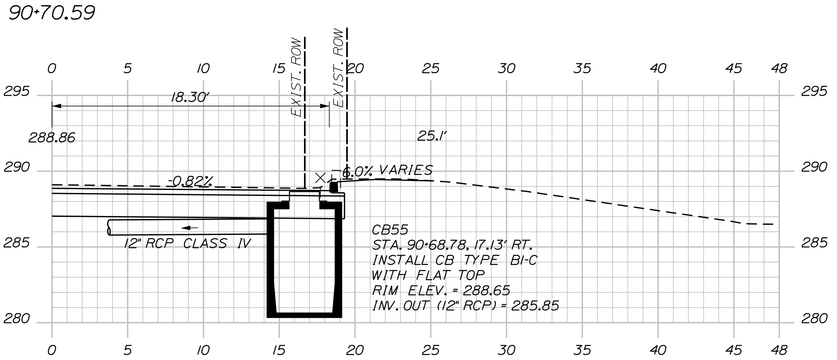
WIN
22642.01



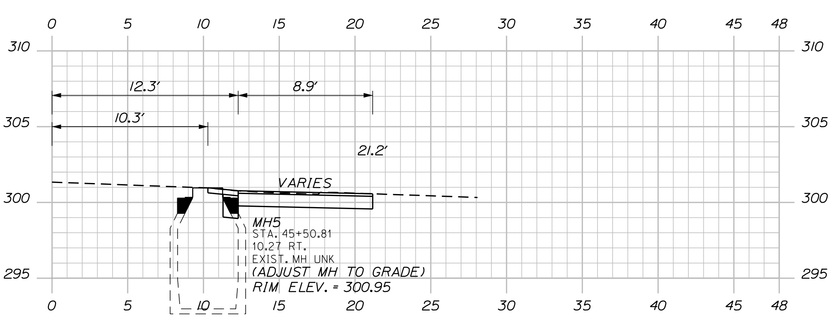

90+75.03




90+70.59




90+68.78
(FRONT STREET)




45+50.81
(MAPLE STREET - SOUTH)

Sta. 45+50.81 to Sta. 90+75.03

SHEET NUMBER 108 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
## CATCH BASIN CROSS SECTIONS

| PROJ. MANAGER | M. HILL | BY | DATE |
|---|---|---|---|
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

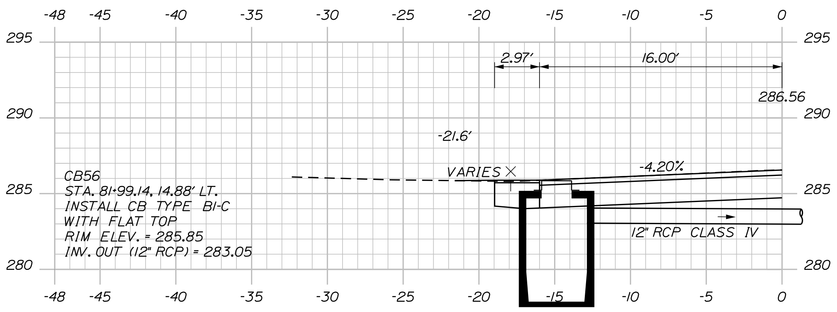
SIGNATURE

P.E. NUMBER

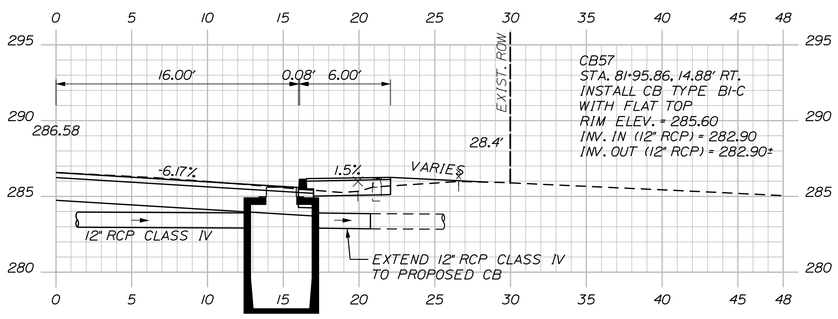
DATE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

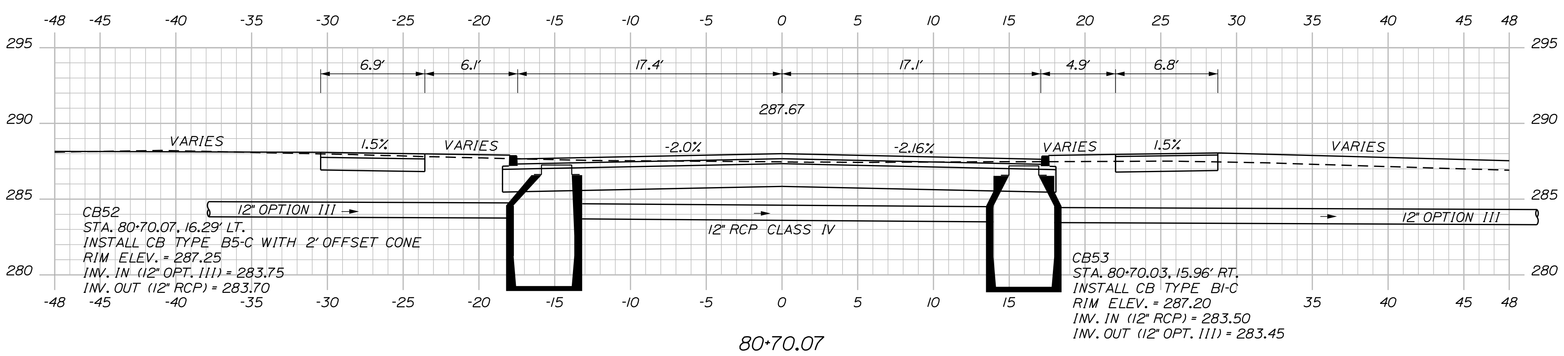
WIN
22642.01



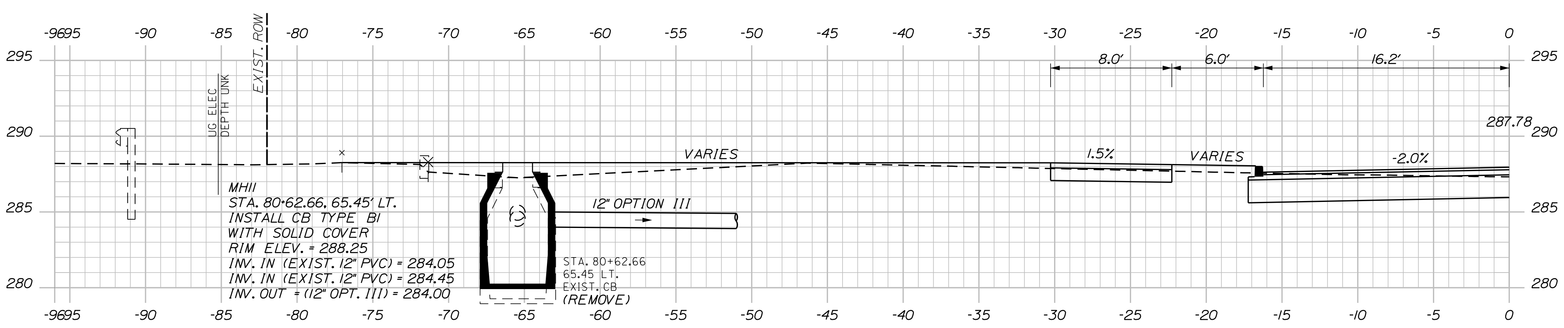

81+99.14



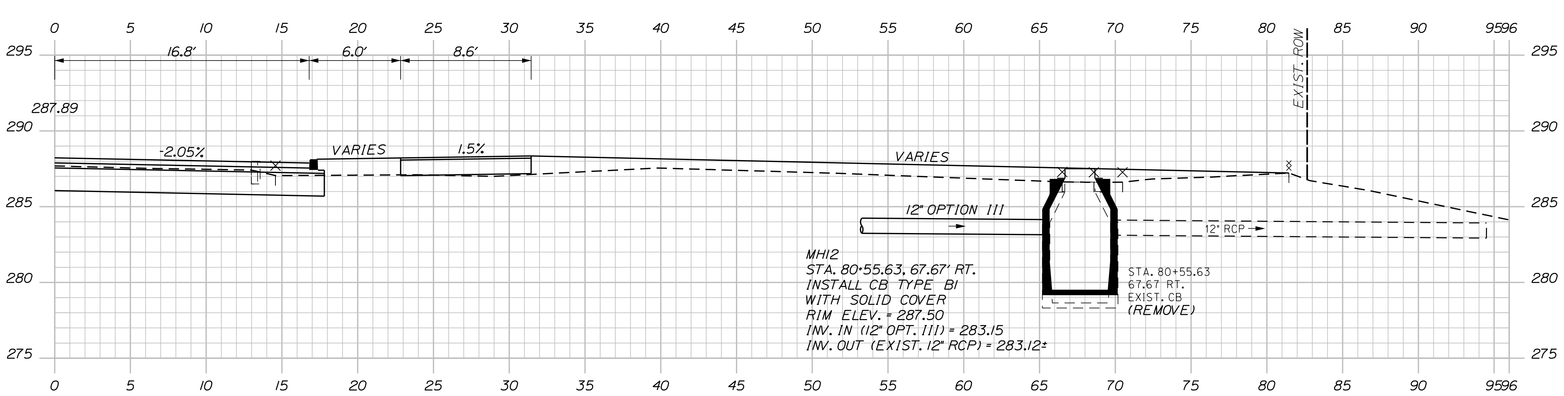

81+95.86




80+70.07




80+62.66




80+55.63
(GOWEN PARK DRIVE)

Sta. 80+55.63 to Sta. 81+99.14

SHEET NUMBER 109 OF 117

# SANFORD
## RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE
## CATCH BASIN CROSS SECTIONS

| PROJ. MANAGER | M. HILL | BY | DATE |
|---|---|---|---|
| DESIGN-DETAILED | T. WARREN | M.CUNDIFF | 08\26 |
| CHECKED-REVIEWED | J.WINCHENBACH | D. ETTINGER | 08\26 |
| DESIGN2-DETAILED2 | _ | _ | _ |
| DESIGN3-DETAILED3 | _ | _ | _ |
| REVISIONS 1 | _ | | _ |
| REVISIONS 2 | _ | | _ |
| REVISIONS 3 | _ | | _ |
| REVISIONS 4 | _ | | _ |
| FIELD CHANGES | | | _ |

SIGNATURE

P.E. NUMBER

DATE

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01

Filename: ...\00\ROW\MSTA\001_RWPlan1.dgn Division: HIGHWAY Usernname: tlloyd Date:7/17/2026

## PLAN LEGEND

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Town, County, State | | New R/W Along Existing R/W | | Existing | Proposed | Existing | Proposed |
| Approx. Property Lines | P.L. | Building | Clearing Limit Line | Sanitary Sewer | | Traveled Way | |
| Existing Right of Way | | Trees Conifer | Deciduous | Telephone Line | | Ditch | |
| Limits of Wrought Portion | L.O.W.P. | Tree Line | Bush Line | Electric Line | E | Catch Basin | |
| Control Of Access | C.O.A. | Water Edge | | Water Line | W | Manhole | |
| New Right of Way | | Ledge | Rock/Boulder | Underdrain Line | | Sewer Manhole | |
| New Easement | | Fence CHAIN LINK | BARB WIRE STOCKADE | Gas Line | | Utility Pole | |
| New Temporary Rights | | Sign | Well WELL | Guardrail | | Fire Hydrant | |
| New R/W Within Existing R/W | | | Mailbox | Culvert | | Curbing | |

| | | | |
|---|---|---|---|
| Cut Line C C C | Fill Line F F F | | |
| Stonewall | Retaining Wall | | |
| Baseline 10+00 | 11+00 | 12+00 | |
| Monument | Traverse Point | | |
| Iron Rod Found IRF | Pipe Found IPF | | |
| Replacement Pin Set | | | |

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.

25 0 25 50 75 100
Scale of Feet

STATE OF MAINE
REGISTRY OF DEEDS

COUNTY _____
RECEIVED _____, _____
at _____h _____m _____M and
recorded in Plan Bk _____, Pg. _____
Attest: _____
REGISTER

CONTROL INFORMATION
HORIZONTAL DATUM - US STATE PLANE NAD83(2011)
MAINE 2000 WEST ZONE
VERTICAL DATUM - NAVD88
COMBINED SCALE FACTOR: 0.99998675

GRID NORTH 1983
MAINE2000WEST ZONE

SEE PLAN SHOWING A LOT DIVISION FOR ROMAN CATHOLIC DIOCESE OF PORTLAND BY CORNER POST SURVEYING DATED JAN 5, 2023 Y.C.R.D. BOOK 429 PAGE 27

CITY OF SANFORD
PARCEL NO. (1)
CONST. & MAINT. EASE. = 623± S.F. (1)
TEMP. CONST. RIGHTS = 0.05± AC. (3)
TOTAL AREA = 3.49± AC. (CITY)

MEGGS PROPERTIES, LLC

BEGIN B.L. STA. 100.00
N=221508.38
E=878261.40

STATE AID HIGHWAY NO. 24 / WASHINGTON STREET

TO SANFORD MAIN STREET

PIONEER AVENUE (TOWNWAY)

TEMP. CONST. LIMITS 316± S.F.

TEMP. 1245± S.F.

CONST. & MAINT. EASE LIMITS 623± S.F.

TEMP. CONST. LIMITS 504± S.F.

CURVE #1
188.70'

RIVERSIDE AVENUE (TOWN WAY)

N35°41'33.2"W 262.00'

CURVE #2
87.18'

S47°00'06.5"W 100.00'

N40°57'02.4"W 224.80'

1847± S.F. CONST. & MAINT. EASE LIMITS

0.10± AC. CONST. & MAINT. EASE

TEMP. CONST. LIMITS 1640± S.F.

880± S.F. CONST.

0.07± AC. CONST.

986± S.F. TEMP. CONST. LIMITS

OUTLET DRAINAGE STRUCTURE
STA. 102+33± TO STA. 102+59±

P.C. = STA. 104+50.70
N=221820.66
E=877953.46

P.T. = STA. 105+37.88
N=221889.03
E=877899.42

P.T. = STA. 101+88.70
N=221607.88
E=878106.32

N=221737.72
E=878043.82

N=221965.97
E=877810.14

N=221870.80
E=877892.73

N=221602.98
E=878314.13

P.C. = STA. 302+80.43
N=221621.29
E=878292.20

END B.L.
N=221793.26
E=877849.31

CURVE DATA #2
PI = 104+94.32
D = 6°01'52"
Δ = 5°15'29.2" Lt.
R = 950.00'
L = 87.18'
T = 43.62'
E = 1.00'

DETAIL-A
NTS

63± S.F.
37'±
29'±
1'±
11'±
10'±
L.O.W.P.

CALVARY BAPTIST CHURCH OF SANFORD
PARCEL NO. (7)
EASE. FOR HIGHWAY PURPOSES = (1) (EXISTING L.O.W.P.)
EASE. FOR HIGHWAY PURPOSES = 63± S.F.
TEMP. CONST. RIGHTS = 0.10± AC. (1)
TOTAL AREA = 0.75± AC. (CITY)

STA. 105+01.96 RIVERSIDE AVENUE =
STA. 10+00 SAINT IGNATIUS STREET
N=221861.46
E=877922.45

SAINT IGNATIUS STREET (TOWN WAY)

(PARCEL NO. 4 OMITTED)

CITY OF SANFORD
PARCEL NO. (2)
DRAINAGE EASE. = (1)
CONST. & MAINT. EASE. = 0.10± AC. (1)
TEMP. CONST. RIGHTS = 0.07± AC. (2)
TOTAL AREA = 0.87± AC. (CITY)

JONATHAN B. MAPES
LESA A. MAPES
PARCEL NO. (3)
TEMP. CONST. RIGHTS = 0.07± AC. (1)
TOTAL AREA = 0.32± AC. (CITY)

JONATHAN B. MAPES
LESA A. MAPES
PARCEL NO. (5)
TEMP. CONST. RIGHTS = 986± S.F. (1)
TOTAL AREA = 0.13± AC. (CITY)

CALVARY BAPTIST CHURCH OF SANFORD
PARCEL NO. (6)
TEMP. CONST. RIGHTS = 1,640± S.F. (1)
TOTAL AREA = 0.72± AC. (CITY)

MATTHEW BLACKMON
REBEKAH TIBBITTS
PARCEL NO. (8)
TEMP. CONST. RIGHTS = 880± S.F. (1)
TOTAL AREA = 0.30± AC. (CITY)

CURVE DATA #1
PI = 100+99.10
D = 22°55'06"
Δ = 43°14'50.2" Rt.
R = 250.00'
L = 188.70'
T = 99.10'
E = 18.93'

NUMBER ONE POND
AKA MOUSAM RIVER
Flow

NOTE: PRESCRIPTIVE EASEMENT FOR HIGHWAY PURPOSES WITHIN LIMITS OF WROUGHT PORTION (L.O.W.P.)

RIGHT OF WAY REFERENCES

WASHINGTON STREET
YORK COUNTY
VOL. 22, PAGE 461
3 RODS WIDE

RIVERSIDE AVENUE
(WENTWORTH TO WASHINGTON)
ACCEPTED 10/2/1957
SANFORD LAYOUT BOOK PG. 152
50 FEET WIDE

ST. IGNATIUS STREET
F/K/A WENTWORTH ST.
ACCEPTED 2/27/1897
SANFORD LAYOUT BOOK PG. 81
WIDTH VARIES

| TECH | CHECKED |
|---|---|
| NSE | PNS |
| NSE | PNS |
| NSE | PNS |

| ITEM |
|---|
| EXISTING CONDITION PLAN |
| FINAL RIGHT OF WAY |
| AREAS |

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016 - 207-624-0460
SANFORD
RIGHT OF WAY MAP

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

PLAN FILED IN PLAN BOOK PAGE COUNTY RECORD

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

DALE F. DOUGHTY
COMMISSIONER
WILLIAM A. PULVER
CHIEF ENGINEER
DATE

RIVERSIDE AVENUE
(TOWN WAY)

SANFORD YORK COUNTY
WORK IDENTIFICATION NO. (W.I.N.) 2533500

| | | |
|---|---|---|
| FEBRUARY 2026 | RIGHT-OF-WAY MAP | D.O.T. FILE NO. 16-560 |
| SCALE 1" = 25' | SHEET 1 OF 8 | |

SHEET NUMBER
110
OF 117

Filename: ...\00\ROW\MSTA\002_RWPlan2.dgn Division: HIGHWAY Username: tlloyd Date:7/17/2026

## PLAN LEGEND

| | Existing | Proposed |
|---|---|---|
| Town, County, State | | |
| Approx. Property Lines | P.L. | |
| Existing Right of Way | | |
| Limits of Wrought Portion | L.O.W.P. | |
| Control Of Access | C.O.A. | |
| New Right of Way | | |
| New Easement | | |
| New Temporary Rights | | |
| New R/W Within Existing R/W | | |
| New R/W Along Existing R/W | | |
| Building | | |
| Clearing Limit Line | | |
| Trees: Conifer / Deciduous | | |
| Tree Line / Bush Line | | |
| Water Edge | | |
| Ledge / Rock/Boulder / Flag Pole | | |
| Fence: Chain Link / Barb Wire / Stockade | | |
| Sign / Well / Mailbox | | |
| Sanitary Sewer | | |
| Telephone Line | | |
| Electric Line | | |
| Water Line | | |
| Underdrain Line | | |
| Gas Line | | |
| Guardrail | | |
| Culvert | | |
| Traveled Way | | |
| Ditch | | |
| Catch Basin | | |
| Manhole | | |
| Sewer Manhole | | |
| Utility Pole | | |
| Fire Hydrant | | |
| Curbing | | |
| Cut Line C—C—C / Fill Line F—F—F | | |
| Stonewall / Retaining Wall | | |
| Baseline 10+00 11+00 12+00 | | |
| Monument / Traverse Point | | |
| Iron Rod Found ● IRF / Pipe Found ● IPF | | |
| Replacement Pin Set ○ | | |

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.

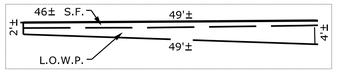
25 0 25 50 75 100
Scale of Feet

STATE OF MAINE
REGISTRY OF DEEDS
COUNTY _____
RECEIVED _____, _____
at _____h_____m_____M and
recorded in Plan Bk _____, Pg._____
Attest: _____
REGISTER

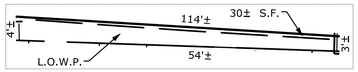
CURVE DATA #3
PI = 107+90.36
D = 22°49'37"
Δ = 12°35'10.6" Lt.
R = 251.00'
L = 55.14'
T = 27.68'
E = 1.52'

CURVE DATA #4
PI = 109+49.75
D = 2°51'58"
Δ = 3°08'43" Rt.
R = 1999.00'
L = 109.73'
T = 54.88'
E = 0.75'

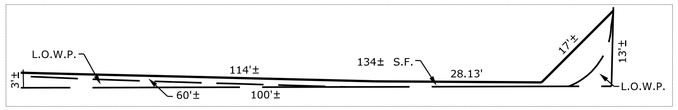
CURVE DATA #5
PI = 111+71.37
D = 1°25'58"
Δ = 1°49'48" Rt.
R = 3999.00'
L = 127.72'
T = 63.87'
E = 0.51'



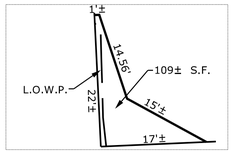
DETAIL-C
NTS



DETAIL-D
NTS



DETAIL-E
NTS



DETAIL-F
NTS

CONTROL INFORMATION
HORIZONTAL DATUM - US STATE PLANE NAD83(2011)
MAINE 2000 WEST ZONE
VERTICAL DATUM - NAVD88
COMBINED SCALE FACTOR: 0.99998675

GRID NORTH 1983
MAINE2000WEST ZONE

SEE PLAN SHOWING A LOT DIVISION FOR ROMAN CATHOLIC DIOCESE OF PORTLAND BY CORNER POST SURVEYING DATED JAN 5, 2023 Y.C.R.D. BOOK 429 PAGE 27

N=222017.78
E=877554.67

STA. 109+17.58 RIVERSIDE AVENUE =
STA. 21+39.70 WINTER STREET
N=222155.57
E=877631.52

END B.L.
N=222068.07
E=877564.35

END B.L.
N=222252.97
E=877355.39

N=222257.51
E=877386.15

ANTHONY JAMES PALANZA
KAITLIN L. KENNEDY
PARCEL NO. (16)
EASE. FOR HIGHWAY PURPOSES = (1) (EXISTING L.O.W.P.)
EASE. FOR HIGHWAY PURPOSES = 30± S.F.
TEMP. CONST. RIGHTS = 219± S.F. (1)
TOTAL AREA = 0.09± AC. (CITY)

JOHN J. BLACK, III
PARCEL NO. (22)
EASE. FOR HIGHWAY PURPOSES = (1) (EXISTING L.O.W.P.)
EASE. FOR HIGHWAY PURPOSES = 109± S.F.
TEMP. CONST. RIGHTS = 987± S.F. (1)
TOTAL AREA = 0.15± AC. (CITY)

CALVARY BAPTIST CHURCH OF SANFORD
PARCEL NO. (7)
EASE. FOR HIGHWAY PURPOSES = (1) (EXISTING L.O.W.P.)
EASE. FOR HIGHWAY PURPOSES = 63± S.F.
TEMP. CONST. RIGHTS = 0.10± AC. (1)
TOTAL AREA = 0.75± AC. (CITY)

HEIDI L. JACKSON
JASON JACKSON
PARCEL NO. (10)
TEMP. CONST. RIGHTS = 784± S.F. (1)
TOTAL AREA = 0.08± AC. (CITY)

ECHO PROPERTY MANAGEMENT, LLC
PARCEL NO. (14)
EASE. FOR HIGHWAY PURPOSES = (1) (EXISTING L.O.W.P.)
EASE. FOR HIGHWAY PURPOSES = 46± S.F.
TEMP. CONST. RIGHTS = 624± S.F. (1)
TOTAL AREA = 0.12± AC. (CITY)

BRETT JURDEN
JAMES JURDEN
PARCEL NO. (13)
TEMP. CONST. RIGHTS = 473± S.F. (1)
TOTAL AREA = 0.09± AC. (CITY)

DONALD J. LEVESQUE
PARCEL NO. (18)
EASE. FOR HIGHWAY PURPOSES = (2) (EXISTING L.O.W.P.)
EASE. FOR HIGHWAY PURPOSES = 134± S.F.
TEMP. CONST. RIGHTS = 541± S.F. (2)
TOTAL AREA = 0.13± AC. (CITY)

WHITE BARK PROPERTIES, LLC
PARCEL NO. (23)
EASE. FOR HIGHWAY PURPOSES = 30± S.F.
TEMP. CONST. RIGHTS = 702± S.F. (1)
TOTAL AREA = 0.12± AC. (CITY)
REM. AREA = 0.11± AC.

STA. 111+89.19 RIVERSIDE AVENUE =
STA. 30+00 ACORN STREET
N=222327.89
E=877421.62

P.C. = STA. 107+62.68
N=222058.82
E=877752.08

P.T. = STA. 108+17.82
N=222096.17
E=877711.68

22+50

22+00

250.00' STATE HIGHWAY "8"/ U.S. ROUTE 202 / WINTER STREET

31+00

100.00' ACORN STREET (TOWN WAY)

TEMP. CONST. LIMITS 784± S.F.

TEMP. CONST. LIMITS 219± S.F.

TEMP. CONST. LIMITS 91± S.F.

TEMP. CONST. LTS. 450± S.F.

TEMP. CONST. LIMITS 987± S.F.

TEMP. CONST. LIMITS 702± S.F.

TEMP. CONST. LIMITS 624± S.F.

TEMP. CONST. LIMITS 473± S.F.

TEMP. CONST. LIMITS 0.10± AC.

TEMP. CONST. LIMITS 880± S.F.

TEMP. CONST. LIMITS 593± S.F.

TEMP. CONST. LIMITS 1061± S.F.

TEMP. CONST. LIMITS 238± S.F.

TEMP. CONST. LIMITS 1015± S.F.

TEMP. CONST. LIMITS 455± S.F.

TEMP. CONST. LIMITS 89± S.F.

TEMP. CONST. LIMITS 335± S.F.

TEMP. CONST. LIMITS 350± S.F.

TEMP. CONST. LIMITS 1206± S.F.

CONST. & MAINT. EASE. 406± S.F.

PROTECT EXIST. RAMP

DO NOT REMOVE

EXISTING SIGNAL SYSTEM EASE. D.O.T. FILE NO. 16-425

EXISTING SIGHT LINE EASE. TO CUT TREE (NO. 16-425)

EXISTING 8' ACCESS EASEMENT

EXISTING ACCESS EASEMENT

BUILDING

DET. B

DET. C

DET. D

DET. E

DET. F

CURVE #3
55.14' N53°32'13.0"W 77.05'
107+00 108+00

CURVE #4
109.73' N50°23'30.1"W 102.91'
109+00 110+00

CURVE #5
127.72' N48°33'42.4"W 420.11'
111+00 112+00 113+00

N40°57'02.4"W 224.80'

RIVERSIDE AVENUE (TOWN WAY)

S41°28'36.6"W

S37°30'46.6"W

STATE HIGHWAY "8" / U.S. ROUTE "202" / WINTER STREET

N=221965.97
E=877810.14

N=222201.19
E=877541.09

N=222141.97
E=877649.71

N=222209.57
E=877563.29

P.T. = STA. 112+35.23
N=222358.16
E=877386.93

P.C. = STA. 110+04.60
P.C. = STA. 111+02.51
N=222273.18
E=877484.01

MATTHEW BLACKMON
REBEKAH TIBBITTS
PARCEL NO. (8)
TEMP. CONST. RIGHTS = 880± S.F. (1)
TOTAL AREA = 0.30± AC. (CITY)

NORMAND R. LAMBERT
LINDA S. LAMBERT
PARCEL NO. (9)
TEMP. CONST. RIGHTS = 593± S.F. (1)
TOTAL AREA = 0.11± AC. (CITY)

29 WINTER, LLC
PARCEL NO. (12)
EASE. FOR HIGHWAY PURPOSES = (1) (EXISTING L.O.W.P.)
EASE. FOR HIGHWAY PURPOSES = 15± S.F.
TEMP. CONST. RIGHTS = 1061± S.F. (1)
TOTAL AREA = 0.11± AC. (CITY)

DANIEL H. HEIDENSTROM
KAITLAN E. BUCZEK
PARCEL NO. (11)
TEMP. CONST. RIGHTS = 238± S.F. (1)
TOTAL AREA = 1600± S.F. (CITY)

M&M REAL ESTATE AND PROPERTY MANAGEMENT LLC
PARCEL NO. (15)
CONST. & MAINT. EASE. = 406± S.F. (1)
TEMP. CONST. RIGHTS = 89± S.F. (1)
TOTAL AREA = 0.11± AC. (CITY)

ROBERT G. ALLEN
KAREN A. ALLEN
PARCEL NO. (17)
TEMP. CONST. RIGHTS = 335± S.F. (1)
TOTAL AREA = 0.21± AC. (CITY)

JOHN PAUL KAY
PARCEL NO. (19)
TEMP. CONST. RIGHTS = 350± S.F. (1)
TOTAL AREA = 0.18± AC. (CITY)

DAVID CHEVALIER
ALICE CHEVALIER
PARCEL NO. (20)
TEMP. CONST. RIGHTS = 1,206± S.F. (1)
TOTAL AREA = 0.35± AC. (CITY)

YORK COUNTY SHELTER PROGRAMS, INC.
F/K/A YORK COUNTY ALCOHOLISM SHELTER, INC.
PARCEL NO. (21)
TEMP. CONST. RIGHTS = 1,015± S.F. (1)
TOTAL AREA = 0.36± AC. (CITY)

ANNE MARIE DRAGO, PERSONAL REPRESENTATIVE
ESTATE OF ELIZABETH C. DUPRE
PARCEL NO. (24)
TEMP. CONST. RIGHTS = 455± S.F. (1)
TOTAL AREA = 0.17± AC. (CITY)

BEGIN B.L.
N=222266.38
E=877716.59

15± S.F.
6'±
1'±
10'±
15'±
2±
L.O.W.P.
DETAIL-B
NTS

NOTE: PRESCRIPTIVE EASEMENT FOR HIGHWAY PURPOSES WITHIN LIMITS OF WROUGHT PORTION (L.O.W.P.)

PLAN OF SMITH FIELD IN SANFORD, MAINE DATED JULY 27, 1891 Y.C.R.D. PB. 4, PG. 32

NUMBER ONE POND
AKA MOUSAM RIVER
Flow

RIGHT OF WAY REFERENCES

RIVERSIDE AVENUE
A) (WENTWORTH TO WINTER
ACCEPTED 1912
SANFORD LAYOUT BOOK PG. 18
40 FEET WIDE

B) (WINTER TO MAPLE)
ACCEPTED 1903
SANFORD LAYOUT BOOK PG. 74
40 FEET WIDE

WINTER STREET
A) STATE OF MAINE DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY MAP - STATE HIGHWAY "8"
FEDERAL AID PROJECT NO. U-08-I(5)
DATED FEBRUARY 1975
D.O.T. FILE NO. 16-215
Y.C.R.D. PLAN BOOK 100, PAGE 2

B) (NORTHERLY OF RIVERSIDE AVE.)
ACCEPTED 2/27/1897
SANFORD LAYOUT BOOK PG. 81
40 FEET WIDE

C) (SOUTHERLY OF RIVERSIDE AVE.)
ACCEPTED 3/5/1892
SANFORD LAYOUT BOOK PG. 87
42 FEET WIDE

RIGHT OF WAY REFERENCES (CONT'D)

ACORN STREET
(F/K/A OAK STREET)
ACCEPTED 7/9/1892
SANFORD STREET LAYOUT BOOK PG. 86
40 FEET WIDE

| ITEM | CHECKED | TECH | CHECKED |
|---|---|---|---|
| EXISTING CONDITION PLAN | NSE | NSE | PNS |
| FINAL RIGHT OF WAY | NSE | NSE | PNS |
| AREAS | NSE | NSE | PNS |

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016 - 207-624-3460
SANFORD
RIGHT OF WAY MAP

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

DALE F. DOUGHTY
COMMISSIONER
WILLIAM A. PULVER
CHIEF ENGINEER
DATE

RIVERSIDE AVENUE
(TOWN WAY)
SANFORD YORK COUNTY
WORK IDENTIFICATION NO. (W.I.N.) 2533500

| FEBRUARY 2026 | RIGHT-OF-WAY MAP | D.O.T. FILE NO. 16-560 |
|---|---|---|
| SCALE 1"= 25' | SHEET 2 OF 8 | |

SHEET NUMBER
111
OF 117

## PLAN LEGEND

| | | | Existing | Proposed | | Existing | Proposed |
|---|---|---|---|---|---|---|---|
| Town, County, State | | New R/W Along Existing R/W | Sanitary Sewer | | Traveled Way | | |
| Approx. Property Lines P.L. | | Building | Telephone Line | | Ditch | | |
| Existing Right of Way | | Clearing Limit Line | Electric Line | | Catch Basin | | |
| Limits of Wrought Portion L.O.W.P. | | Trees Conifer / Deciduous | Water Line | | Manhole | | |
| Control Of Access C.O.A. | | Tree Line / Bush Line | Underdrain Line | | Sewer Manhole | | |
| New Right of Way | | Water Edge | Gas Line | | Utility Pole | | |
| New Easement | | Ledge / Rock/Boulder / Flag Pole | Guardrail | | Fire Hydrant | | |
| New Temporary Rights | | Fence CHAIN LINK / BARB WIRE / STOCKADE | Culvert | | Curbing | | |
| New R/W Within Existing R/W | | Sign / Well / Mailbox | | | | | |

| | | | |
|---|---|---|---|
| Cut Line C—C—C | Fill Line F—F—F | Monument | Traverse Point |
| Stonewall | Retaining Wall | Iron Rod Found IRF | Pipe Found IPF |
| Baseline 10+00 / 11+00 / 12+00 | | Replacement Pin Set | |

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.

25 0 25 50 75 100
Scale of Feet

## STATE OF MAINE REGISTRY OF DEEDS

COUNTY _____
RECEIVED _____, _____
at _____h _____m _____M and
recorded in Plan Bk _____, Pg. _____
Attest: _____
REGISTER

CONTROL INFORMATION
HORIZONTAL DATUM - US STATE PLANE NAD83(2011)
MAINE 2000 WEST ZONE
VERTICAL DATUM - NAVD88
COMBINED SCALE FACTOR: 0.99998675

GRID NORTH 1983 MAINE2000WEST ZONE

DETAIL-G NTS

END B.L. N=222388.88 E=877164.10
STA. 114+34.41 RIVERSIDE AVENUE = STA. 45+00 MAPLE STREET N=222489.98 E=877237.62
MAPLE STREET (TOWN WAY) 125.00'
S36°01'31.3"W
N48°33'42.4"W 420.11'
N=222407.50 E=877145.78
N=222516.71 E=876962.71
PLEASANT AVENUE (TOWN WAY) 100.00'
S38°09'43.1"W
END B.L. N=222579.46 E=876988.06
STA. 116+72.58 RIVERSIDE AVENUE = STA. 50+00 PLEASANT AVENUE N=222658.09 E=877049.85
RIVERSIDE AVENUE (TOWN WAY)
END B.L. N=222711.37 E=876774.55
S36°36'48.6"W 55.59'
CURVE #3 55.21'
CURVE #2 44.76'
S39°46'36.3"W 25.20'
LINCOLN STREET (TOWN WAY)
CURVE #6 138.68'
N19°40'04.0"W 149.19'
CURVE #7 88.38'
N19°40'04.0"W

CURVE DATA #7
PI = A 206+55.21
D = 37°12'18"
Δ = 41°29'44" Lt.
R = 154.00'
L = 111.53'
T = 58.34'
E = 10.68'

AKJ IV PROPERTIES, LLC
PARCEL NO. (29)
TEMP. CONST. RIGHTS = 1135± S.F. (1)
TOTAL AREA = 0.22± AC. (CITY)

ROSEMARIE ROSE
PARCEL NO. (32)
TEMP. CONST. RIGHTS = 87± S.F. (1)
TOTAL AREA = 0.14± AC. (CITY)

MICHAEL S. CUMMINGS
PARCEL NO. (34)
TEMP. CONST. RIGHTS = 403± S.F. (1)
TOTAL AREA = 0.49± AC. (CITY)

DANIEL P. DAVIS, JR.
PARCEL NO. (36)
EASE. FOR HIGHWAY PURPOSES = (1) (EXISTING L.O.W.P.)
EASE. FOR HIGHWAY PURPOSES = 274± S.F.
CONST. & MAINT. EASE. = 382± S.F. (1)
TEMP. CONST. RIGHTS = 1,027± S.F. (1)
TOTAL AREA = 0.41± AC. (CITY)

CITY OF SANFORD
PARCEL NO. (35)
EASE. FOR HIGHWAY PURPOSES = (1) (EXISTING L.O.W.P.)
EASE. FOR HIGHWAY PURPOSES = 94± S.F.
TEMP. CONST. RIGHTS = 368± S.F. (1)
TOTAL AREA = 1487± S.F. (CALC.)

WHITE BARK PROPERTIES, LLC
PARCEL NO. (23)
EASE. FOR HIGHWAY PURPOSES = 30± S.F.
TEMP. CONST. RIGHTS = 702± S.F. (1)
TOTAL AREA = 0.12± AC. (CITY)
REM. AREA = 0.11± AC.

WHITE BARK PROPERTIES, LLC
PARCEL NO. (26)
TEMP. CONST. RIGHTS = 715± S.F. (1)
TOTAL AREA = 0.10± AC. (CITY)

CAMERON EISENHAUER
PARCEL NO. (30)
TEMP. CONST. RIGHTS = 471± S.F. (2)
TOTAL AREA = 0.18± AC. (CITY)

NANCY ELIZABETH BISSON
EMILY R. BISSON
PARCEL NO. (31)
EASE. FOR HIGHWAY PURPOSES = (1) (EXISTING L.O.W.P.)
EASE. FOR HIGHWAY PURPOSES = 98± S.F.
CONST. & MAINT. EASE. = 82± S.F. (1)
TEMP. CONST. RIGHTS = 584± S.F. (2)
TOTAL AREA = 0.15± AC. (CITY)

CITY OF SANFORD
PARCEL NO. (33)
EASE. FOR HIGHWAY PURPOSES = (1) (EXISTING L.O.W.P.)
EASE. FOR HIGHWAY PURPOSES = 402± S.F.
SLOPE EASE. = 0.09± AC. (1)
DRAINAGE EASE. = 563± S.F. (1)
CONST. & MAINT. EASE. = 0.36± AC. (3)
TEMP. CONST. RIGHTS = 1.31± AC. (4)
TOTAL AREA = 3.80± AC. (CITY)

EVAN GRAY
KATELYN GRAY
PARCEL NO. (25)
TEMP. CONST. RIGHTS = 579± S.F. (1)
TOTAL AREA = 0.17± AC. (CITY)

ANNE MARIE DRAGO, PERSONAL REPRESENTATIVE ESTATE OF ELIZABETH C. DURRE
PARCEL NO. (24)
TEMP. CONST. RIGHTS = 455± S.F. (1)
TOTAL AREA = 0.17± AC. (CITY)

CHRISTOPHER B. RICHARDSON
DANIELLE K. ROGERS
PARCEL NO. (27)
TEMP. CONST. RIGHTS = 319± S.F. (1)
TOTAL AREA = 0.09± AC. (CITY)

MARTHA B. HOLT, TRUSTEE
BRENT S. HOLT, TRUSTEE
MARTHA B. AND BRENT S. HOLT LIVING TRUST
PARCEL NO. (28)
TEMP. CONST. RIGHTS = 543± S.F. (1)
TOTAL AREA = 0.09± AC. (CITY)

CONST. & MAINT. EASE 82± S.F.
TEMP. CONST. LIMITS 715± S.F.
TEMP. CONST. LIMITS 1135± S.F.
TEMP. CONST. LIMITS 87± S.F.
TEMP. CONST. LIMITS 403± S.F.
TEMP. CONST. LIMITS 368± S.F.
TEMP. CONST. LIMITS 702± S.F.
TEMP. CONST. LIMITS 455± S.F.
TEMP. CONST. LIMITS 579± S.F.
TEMP. CONST. LIMITS 319± S.F.
TEMP. CONST. LIMITS 543± S.F.
TEMP. CONST. LIMITS 122± S.F.
TEMP. CONST. LIMITS 35± S.F.
TEMP. CONST. LIMITS 349± S.F.
TEMP. CONST. 549± S.F.
TEMP. CONST. 404± S.F.
CONST. 1022± S.F.
30± S.F.
PROTECT EXIST. RAMP
BUILDING
L.O.W.P. 274± S.F.
DRAIN EASE LIMITS 563± S.F.
0.12± AC.
0.63± AC.

P.C. = STA. 116+55.34 N=222636.20 E=877071.99
P.T. = STA. 117+94.02 N=222749.80 E=876995.03
P.C. = STA. 205+96.87 N=222973.50 E=876911.07
P.T. = STA. 61+94.41 N=222755.99 E=876807.71
P.C. = STA. 61+39.20 N=222799.37 E=876841.84
P.T. = STA. 61+14.00 N=222818.75 E=876857.97
P.C.C. = STA. 60+69.24 N=222852.21 E=876887.68
N=222779.22 E=876957.50
STA. 119+43.21 RIVERSIDE AVENUE = STA. 60+00 LINCOLN STREET N=222890.28 E=876944.82

CONST. & MAINT. EASE 382± S.F.

NUMBER ONE POND
AKA MOUSAM RIVER
Flow

EQUATION STATION
RIVERSIDE AVENUE 119+43.21 (BACK) = WILLIAM OSCAR EMERY DR. 205+08.49 (AHEAD)
= LINCOLN ST. STA. 60+00

OUTLET DRAINAGE STRUCTURE STA. 119+29 TO STA. 119+50 RT.

N/F AYN M. HANSELMANN
JEFFREY O. HANSELMANN

CITY OF SANFORD
PARCEL NO. (37)
TEMP. CONST. RIGHTS = 404± S.F. (1)
TOTAL AREA = 1,939± S.F. (CALC.)

### LINCOLN STREET CURVE DATA

| CURVE #1 | CURVE #2 | CURVE #3 | CURVE DATA #6 |
|---|---|---|---|
| PI = 60+35.21 | PI = 60+91.63 | PI = 61+66.82 | PI = 117+26.19 |
| D = 37°12'18.2" | D = 8°11'06.4" | D = 5°43'46.5" | D = 20°50'05" |
| Δ = 25°45'37.9" Lt. | Δ = 3°39'48.8" Lt. | Δ = 3°09'47.7" Lt. | Δ = 28°53'38.4" Rt. |
| R = 154.00' | R = 700.00' | R = 1000.00' | R = 275.00' |
| L = 69.24' | L = 44.76' | L = 55.21' | L = 138.68' |
| T = 35.21' | T = 22.39' | T = 27.61' | T = 70.85' |
| E = 3.97' | E = 0.36' | E = 0.38' | E = 8.98' |

RIGHT OF WAY REFERENCES

RIVERSIDE AVENUE
A) (WINTER TO MAPLE)
ACCEPTED 1903
SANFORD LAYOUT BOOK PG. 74
40 FEET WIDE

B) (MAPLE TO PLEASENT)
ACCEPTED 3/8/1926
SANFORD LAYOUT BOOK PG. 24
40 FEET WIDE

RIGHT OF WAY REFERENCES CONT'D

MAPLE STREET
ACCEPTED 3/3/1894
SANFORD LAYOUT BOOK PG. 84
45 FEET WIDE

LINCOLN STREET
ACCEPTED 2/28/1903
SANFORD ROAD BOOK PG. 73
40 FEET WIDE

PLAN OF MOULTON FIELD
SANFORD
DATED JUNE 19, 1891
Y.C.R.D. PB. 4 PG. 11

NOTE: PRESCRIPTIVE EASEMENT FOR HIGHWAY PURPOSES WITHIN LIMITS OF WROUGHT PORTION (L.O.W.P.)

PLAN OF STORER PROPERTY
BY GEO. P. CHASE.
DATED MAY 10TH, 1899
Y.C.R.D. PB. 5 PG. 41

| ITEM | TECH | CHECKED |
|---|---|---|
| EXISTING CONDITION PLAN | NSE | PNS |
| FINAL RIGHT OF WAY | NSE | PNS |
| AREAS | NSE | |

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016 - 207-624-3460
SANFORD
RIGHT OF WAY MAP

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

PLAN FILED IN PLAN BOOK PAGE COUNTY RECORD

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

DALE F. DOUGHTY
COMMISSIONER
WILLIAM A. PULVER
CHIEF ENGINEER
DATE

RIVERSIDE AVENUE
WILLIAM OSCAR EMERY DRIVE
(TOWN WAYS)
SANFORD YORK COUNTY
WORK IDENTIFICATION NO. (W.I.N.) 2533500

| FEBRUARY 2026 | RIGHT-OF-WAY MAP | D.O.T. FILE NO. 16-560 |
|---|---|---|
| SCALE 1" = 25' | SHEET 3 OF 8 | |

SHEET NUMBER
112
OF 117

Filename: ...\00\ROW\MSTA\003_RWPlan3.dgn Division: HIGHWAY Username: tlloyd Date:7/17/2026

## PLAN LEGEND

| | | | Existing | Proposed | | Existing | Proposed | | |
|---|---|---|---|---|---|---|---|---|---|
| Town, County, State | | New R/W Along Existing R/W | Sanitary Sewer | | Traveled Way | | | Cut Line C C C | Fill Line F F F |
| Approx. Property Lines | P.L. | Building | Telephone Line | | Ditch | | | Stonewall | Retaining Wall |
| Existing Right of Way | | Clearing Limit Line | Electric Line | E | Catch Basin | | | Baseline 10+00 | 11+00 12+00 |
| Limits of Wrought Portion | L.O.W.P. | Trees Conifer / Deciduous | Water Line | W | Manhole | | | Monument | Traverse Point |
| Control Of Access | C.O.A. | Tree Line / Bush Line | Gas Line | | Sewer Manhole | | | Iron Rod Found IRF | Pipe Found IPF |
| New Right of Way | | Water Edge | Underdrain Line | | Utility Pole | | | Replacement Pin Set | |
| New Easement | | Ledge / Rock/Boulder / Flag Pole | Guardrail | | Fire Hydrant | | | | |
| New Temporary Rights | | Fence CHAIN LINK / BARB WIRE / STOCKADE | Culvert | | Curbing | | | | |
| New R/W Within Existing R/W | | Sign / Well WELL / Mailbox | | | | | | | |

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.

25 0 25 50 75 100
Scale of Feet

STATE OF MAINE
REGISTRY OF DEEDS

COUNTY _____
RECEIVED _____, _____
at _____h _____m _____M and
recorded in Plan Bk _____, Pg. _____
Attest: _____
REGISTER

CONTROL INFORMATION
HORIZONTAL DATUM - US STATE PLANE NAD83(2011)
MAINE 2000 WEST ZONE
VERTICAL DATUM - NAVD88
COMBINED SCALE FACTOR: 0.99998675

GRID NORTH 1983
MAINE2000WEST ZONE

CURVE DATA #7
PI = A 206+55.21
D = 37°12'18"
Δ = 41°29'44" Lt.
R = 154.00'
L = 111.53'
T = 58.34'
E = 10.68'

SUMMER STREET
CURVE DATA
PI = 70+48.24
D = 26°38'57.1"
Δ = 25°17'29.7" Lt.
R = 215.00'
L = 94.91'
T = 48.24'
E = 5.35'

END B.L. STA. 71+15.77
N=223210.32
E=876535.82

P.T. = STA. 70+94.91
N=223210.32
E=876535.82

MICHAEL O. DESROCHERS
PARCEL NO. (40)
EASE. FOR HIGHWAY PURPOSES = (1) (EXISTING L.O.W.P.)
EASE. FOR HIGHWAY PURPOSES = 42± S.F.
TEMP. CONST. RIGHTS = 146± S.F. (1)
TOTAL AREA = 0.47± AC. (CITY)

SUSAN N. LOMBARD
PARCEL NO. (42)
TEMP. CONST. RIGHTS = 830± S.F. (2)
TOTAL AREA = 0.20± AC. (CITY)

CITY OF SANFORD
PARCEL NO. (43)
EASE. FOR HIGHWAY PURPOSES = (1) (EXISTING L.O.W.P.)
EASE. FOR HIGHWAY PURPOSES = 297± S.F.
DRAIN. EASE. = 627± S.F. (1)
TEMP. CONST. RIGHTS = 0.21± AC. (4)
TOTAL AREA = 2.24± AC. (CITY)

STA. 210+36.02 WILLIAM OSCAR EMERY DRIVE =
STA. 70+00 SUMMER STREET
N=223288.38
E=876619.70

CITY OF SANFORD
PARCEL NO. (41)
TEMP. CONST. RIGHTS = 1291± S.F. (1)
TOTAL AREA = 1,385± S.F. (CALC.)

CITY OF SANFORD
PARCEL NO. (39)
EASE. FOR HIGHWAY PURPOSES = (1) (EXISTING L.O.W.P.)
EASE. FOR HIGHWAY PURPOSES = 106± S.F.
TOTAL AREA = 1,345± S.F. (CALC.)

CITY OF SANFORD
PARCEL NO. (38)
TEMP. CONST. RIGHTS = 338± S.F. (1)
TOTAL AREA = 1,662± S.F. (CALC.)

CITY OF SANFORD
PARCEL NO. (37)
TEMP. CONST. RIGHTS = 404± S.F. (1)
TOTAL AREA = 1,939± S.F. (CALC.)

N/F AYN M. HANSELMANN
JEFFREY O. HANSELMANN

N/F MORIAH FUCHAN GREENO
WILLIAM THOMAS ROUKES

N/F SUSAN WILLIAMS
GARETH WILLIAMS

P.C. = STA. 205+96.87
N=222973.50
E=876915.07

P.R.C. = STA. 207+08.40
N=223055.57
E=876944.33

CURVE DATA #8
PI = 208+90.12
D = 10°25'03"
Δ = 36°34'02" Rt.
R = 550.00'
L = 351.02'
T = 181.72'
E = 29.24'

CITY OF SANFORD
PARCEL NO. (33)
EASE. FOR HIGHWAY PURPOSES = (1) (EXISTING L.O.W.P.)
EASE. FOR HIGHWAY PURPOSES = 402± S.F.
SLOPE EASE. = 0.09± AC. (1)
DRAINAGE EASE. = 563± S.F. (1)
CONST. & MAINT. EASE. = 0.36± AC. (3)
TEMP. CONST. RIGHTS = 1.31± AC. (4)
TOTAL AREA = 3.80± AC. (CITY)

P.T. = STA. 210+59.42
N=223309.45
E=876609.51

NUMBER ONE POND
AKA MOUSAM RIVER
Flow

DRAIN EASE
LIMITS
563± S.F.

OUTLET DRAINAGE STRUCTURE
STA. 119+29 TO STA. 119+50 RT.

NOTE: PRESCRIPTIVE EASEMENT FOR HIGHWAY PURPOSES WITHIN LIMITS OF WROUGHT PORTION (L.O.W.P.)

PLAN OF STORER PROPERTY
BY GEO. P. CHASE.
DATED MAY 10TH, 1899
Y.C.R.D. PB. 5 PG. 41

RIGHT OF WAY REFERENCES

WILLIAM OSCAR EMERY DRIVE
ACCEPTED 11/27/1937
SANFORD ROAD BOOK PG. 134
50 FEET WIDE

LINCOLN STREET
ACCEPTED 2/28/1903
SANFORD ROAD BOOK PG. 73
40 FEET WIDE

SUMMER STREET
ACCEPTED 3/7/1904
SANFORD ROAD BOOK PG. 72
40 FEET WIDE

| TECH | CHECKED |
|---|---|
| NSE | PNS |
| NSE | PNS |
| NSE | PNS |

| ITEM |
|---|
| EXISTING CONDITION PLAN |
| FINAL RIGHT OF WAY |
| AREAS |

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016 - 207-624-3460
SANFORD
RIGHT OF WAY MAP

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

PLAN FILED IN PLAN BOOK PAGE COUNTY RECORD

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

DALE F. DOUGHTY
COMMISSIONER
WILLIAM A. PULVER
CHIEF ENGINEER
DATE

WILLIAM OSCAR EMERY DRIVE
(TOWN WAY)

SANFORD YORK COUNTY
WORK IDENTIFICATION NO. (W.I.N.) 2533500

| FEBRUARY 2026 | RIGHT-OF-WAY MAP | D.O.T. FILE NO. 16-560 |
|---|---|---|
| SCALE 1" = 25' | SHEET 4 OF 8 | |

SHEET NUMBER
113
OF 117

Filename: ...\00\ROW\MSTA\004_RWPlan4.dgn Division: HIGHWAY Username: tlloyd Date:7/17/2026

## PLAN LEGEND

| | | | | | |
|---|---|---|---|---|---|
| Town, County, State | New R/W Along Existing R/W | Sanitary Sewer | Traveled Way | Cut Line | Fill Line |
| Approx. Property Lines P.L. | Building | Telephone Line | Ditch | Stonewall | Retaining Wall |
| Existing Right of Way | Clearing Limit Line | Electric Line | Catch Basin | Baseline 10+00 11+00 12+00 | |
| Limits of Wrought Portion L.O.W.P. | Trees Conifer Deciduous | Water Line | Manhole | Monument | Traverse Point |
| Control Of Access C.O.A. | Tree Line Bush Line | Underdrain Line | Sewer Manhole | Iron Rod Found IRF | Pipe Found IPF |
| New Right of Way | Water Edge | Gas Line | Utility Pole | Replacement Pin Set | |
| New Easement | Ledge Rock/Boulder Flag Pole | Guardrail | Fire Hydrant | | |
| New Temporary Rights | Fence CHAIN LINK BARB WIRE STOCKADE | Culvert | Curbing | | |
| New R/W Within Existing R/W | Sign Well WELL Mailbox | | | | |

Existing / Proposed

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.

25 0 25 50 75 100
Scale of Feet

STATE OF MAINE
REGISTRY OF DEEDS
COUNTY _____
RECEIVED _____, _____
at _____h_____m_____M and
recorded in Plan Bk _____, Pg._____
Attest: _____
REGISTER

CONTROL INFORMATION
HORIZONTAL DATUM - US STATE PLANE NAD83(2011)
MAINE 2000 WEST ZONE
VERTICAL DATUM - NAVD88
COMBINED SCALE FACTOR: 0.99998675

GRID NORTH 1983
MAINE2000WEST ZONE

CURVE DATA #9
PI = 216+02.28
D = 37°12'18"
Δ = 51°20'48.5" Rt.
R = 154.00'
L = 138.01'
T = 74.03'
E = 16.87'

FRONT STREET
CURVE DATA #1
PI = 90+53.48
D = 35°48'35.5"
Δ = 36°57'55.7" Rt.
R = 160.00'
L = 103.23'
T = 53.48'
E = 8.70'

GOWAN PARK DRIVE
CURVE DATA #1
PI = 81+25.29
D = 3°49'11.0"
Δ = 9°32'57.5" Rt.
R = 1500.00'
L = 250.00'
T = 125.29'
E = 5.22'

DETAIL-H
NTS

CITY OF SANFORD
PARCEL NO. (43)
EASE. FOR HIGHWAY PURPOSES = (1) (EXISTING L.O.W.P.)
EASE. FOR HIGHWAY PURPOSES = 297± S.F.
DRAIN. EASE. = 627± S.F. (1)
TEMP. CONST. RIGHTS = 0.21± AC. (4)
TOTAL AREA = 2.24± AC. (CITY)

CITY OF SANFORD
PARCEL NO. (33)
EASE. FOR HIGHWAY PURPOSES = (1) (EXISTING L.O.W.P.)
EASE. FOR HIGHWAY PURPOSES = 402± S.F.
SLOPE EASE. = 0.09± AC. (1)
DRAINAGE EASE. = 563± S.F. (1)
CONST. & MAINT. EASE. = 0.36± AC. (3)
TEMP. CONST. RIGHTS = 1.31± AC. (4)
TOTAL AREA = 3.80± AC. (CITY)

PAULETTE R. BURBANK
WAYNE BURBANK
PARCEL NO. (44)
EASE. FOR HIGHWAY PURPOSES = (1) (EXISTING L.O.W.P.)
EASE. FOR HIGHWAY PURPOSES = 145± S.F.
TEMP. CONST. RIGHTS = 73± S.F. (1)
TOTAL AREA = 0.31± AC. (CITY)

CITY OF SANFORD
PARCEL NO. (45)
TEMP. CONST. RIGHTS = 332± S.F. (2)
TOTAL AREA = 7.00± AC. (CITY)

CITY OF SANFORD
PARCEL NO. (46)
CONST. & MAINT. EASE. = 1484± (1)
DRAINAGE EASE. = 784± S.F. (2)
TEMP. CONST. RIGHTS = 0.19± AC. (3)
TOTAL AREA = 9.27± AC. (CITY)

RIGHT OF WAY REFERENCES

WILLIAM OSCAR EMERY DRIVE
A) ACCEPTED 11/27/1937
SANFORD STREET BOOK PG. 134
50 FEET WIDE

B) ACCEPTED 11/24/1934
SANFORD STREET BOOK PG. 126
60 FEET WIDE

GOWAN PARK DRIVE
ACCEPTED 8/15/1933
SANFORD STREET BOOK PG. 123
40 FEET WIDE

FRONT STREET
ACCEPTED 11/6/1954, ART. 58
STREET LAYOUT BOOK PG. 194
40 FEET WIDE

NOTE: PRESCRIPTIVE EASEMENT FOR HIGHWAY PURPOSES WITHIN LIMITS OF WROUGHT PORTION (L.O.W.P.)

NUMBER ONE POND
AKA MOUSAM RIVER
Flow

END B.L. STA 92+00.00
N=223691.30
E=876160.51

END B.L. STA. 82+75
N=223870.05
E=876131.63

P.T. = STA. 91+03.23
N=223750.54
E=876237.03

P.C. = STA. 215+28.25
N=223735.74
E=876414.38

P.C.C. = STA. 216+66.26
N=223869.16
E=876416.88

P.T. = STA. 82+50.00
N=223863.77
E=876155.83

STA. 81+09.37 GOWAN PARK DRIVE =
STA. 90+00 FRONT STREET
N=223834.87
E=876293.41

STA. 216+15.98 WILLIAM OSCAR EMERY DRIVE =
STA. 80+00 GOWAN PARK DRIVE
P.C. = STA. 80+00.00
N=223821.38
E=876401.92

OUTLET DRAINAGE STRUCTURE
STA. 90+66 TO STA. 90+91 LT.

OUTLET DRAINAGE STRUCTURE
STA. 217+41± LT.

| ITEM | TECH | CHECKED |
|---|---|---|
| EXISTING CONDITION PLAN | NSE | PNS |
| FINAL RIGHT OF WAY | NSE | PNS |
| AREAS | NSE | PNS |

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016 - 207-624-3460
SANFORD
RIGHT OF WAY MAP

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

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

DALE F. DOUGHTY
COMMISSIONER
WILLIAM A. PULVER
CHIEF ENGINEER
DATE

WILLIAM OSCAR EMERY DRIVE
(TOWN WAY)
SANFORD YORK COUNTY
WORK IDENTIFICATION NO. (W.I.N.) 2533500
FEBRUARY 2026 | RIGHT-OF-WAY MAP | D.O.T. FILE NO. 16-560
SCALE 1" = 25' | SHEET 5 OF 8

SHEET NUMBER
114
OF 117

Filename: ...\00\ROW\MSTA\005_RWPlan5.dgn Division: HIGHWAY Username: tlloyd Date:7/17/2026

## PLAN LEGEND

| | | | Existing | Proposed | | Existing | Proposed |
|---|---|---|---|---|---|---|---|
| Town, County, State | | New R/W Along Existing R/W | Sanitary Sewer | | Traveled Way | | |
| Approx. Property Lines P.L. | | Building | Telephone Line | | Ditch | | |
| Existing Right of Way | | Trees Conifer / Deciduous | Electric Line | E | Catch Basin | | |
| Limits of Wrought Portion L.O.W.P. | | Tree Line / Bush Line | Water Line | W | Manhole | | |
| Control Of Access C.O.A. | | Water Edge | Underdrain Line | | Sewer Manhole | | |
| New Right of Way | | Ledge / Rock/Boulder / Flag Pole | Gas Line | | Utility Pole | | |
| New Easement | | Fence CHAIN LINK / BARB WIRE / STOCKADE | Guardrail | | Fire Hydrant | | |
| New Temporary Rights | | Sign / Well / Mailbox | Culvert | | Curbing | | |

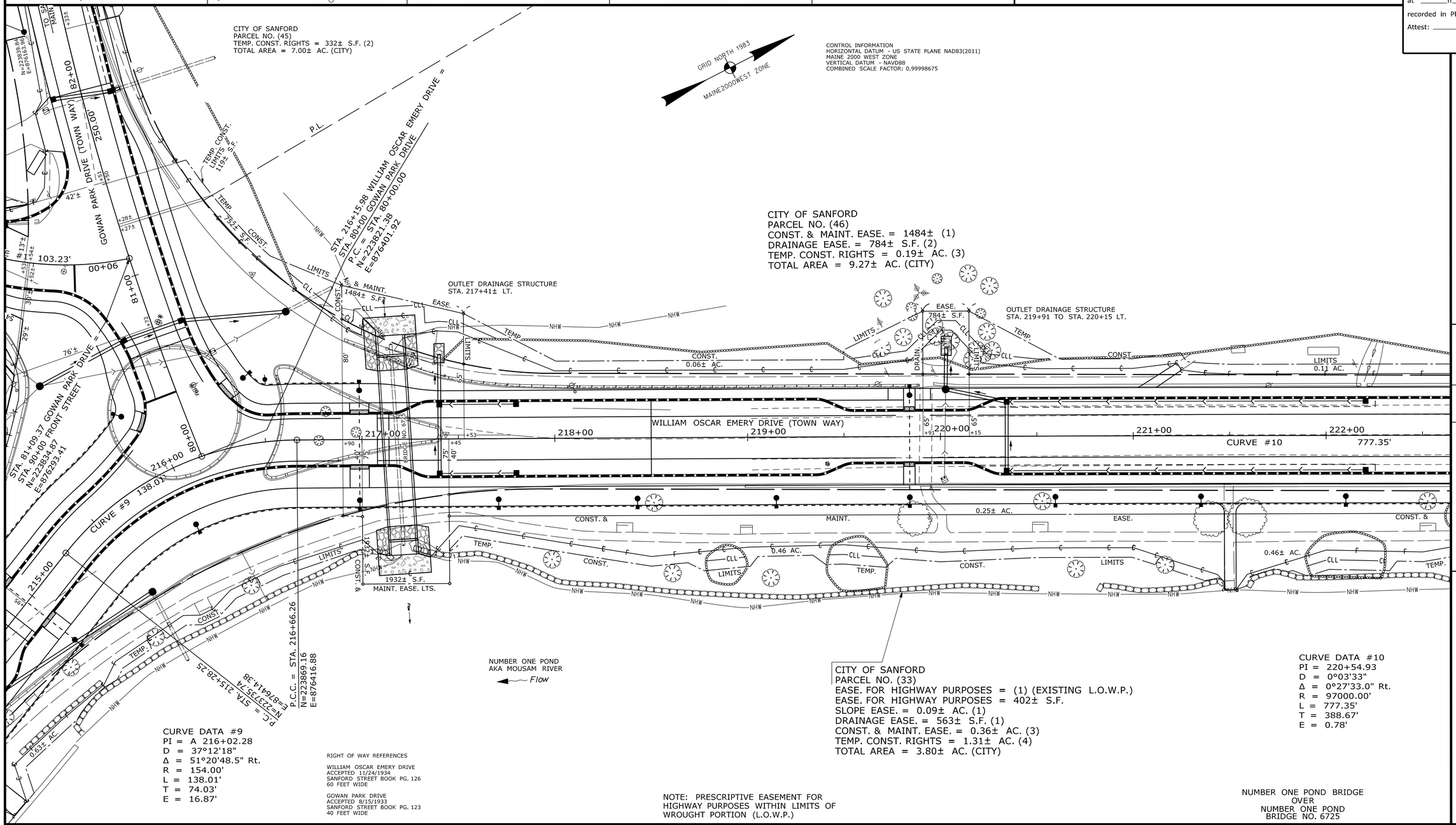
| | |
|---|---|
| Cut Line C C C | Fill Line F F F |
| Stonewall | Retaining Wall |
| Baseline 10+00 11+00 12+00 | |
| Monument | Traverse Point |
| Iron Rod Found ● IRF | Pipe Found ● IPF |
| Replacement Pin Set | |

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.

25 0 25 50 75 100
Scale of Feet

STATE OF MAINE
REGISTRY OF DEEDS

COUNTY _____
RECEIVED _____, _____
at _____h_____m_____M and
recorded in Plan Bk _____, Pg._____
Attest: _____
REGISTER




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

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

DALE F. DOUGHTY
COMMISSIONER
WILLIAM A. PULVER
CHIEF ENGINEER
DATE

| ITEM | CHECKED | | |
|---|---|---|---|
| EXISTING CONDITION PLAN | NSE | NSE | PNS |
| FINAL RIGHT OF WAY | NSE | NSE | PNS |
| AREAS | | | |

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016 - 207-624-3460
SANFORD
RIGHT OF WAY MAP

WILLIAM OSCAR EMERY DRIVE
(TOWN WAY)

SANFORD YORK COUNTY
WORK IDENTIFICATION NO. (W.I.N.) 2533500

| FEBRUARY 2026 | RIGHT-OF-WAY MAP | D.O.T. FILE NO. 16-560 |
|---|---|---|
| SCALE 1" = 25' | SHEET 6 OF 8 | |

SHEET NUMBER
115
OF 117

Filename: ...\00\ROW\MSTA\006_RWPlan6.dgn Division: HIGHWAY Username: tlloyd Date:7/17/2026

Filename: ...\00\ROW\MSTA\007_RWPlan7.dgn Division: HIGHWAY Username: tlloyd Date:7/17/2026

## PLAN LEGEND

| | | | |
|---|---|---|---|
| Town, County, State | New R/W Along Existing R/W | Existing / Proposed | Existing / Proposed |
| Approx. Property Lines P.L. | Building / Clearing Limit Line | Sanitary Sewer | Traveled Way |
| Existing Right of Way | Trees Conifer / Deciduous | Telephone Line | Ditch |
| Limits of Wrought Portion L.O.W.P. | Tree Line / Bush Line | Electric Line | Catch Basin |
| Control Of Access C.O.A. | Water Edge | Water Line | Manhole |
| New Right of Way | Ledge / Rock/Boulder / Flag Pole | Underdrain Line | Sewer Manhole |
| New Easement | Fence CHAIN LINK / BARB WIRE / STOCKADE | Gas Line | Utility Pole |
| New Temporary Rights | Sign / Well / Mailbox | Guardrail | Fire Hydrant |
| New R/W Within Existing R/W | | Culvert | Curbing |

| | |
|---|---|
| Cut Line C—C—C | Fill Line F—F—F |
| Stonewall | Retaining Wall |
| Baseline 10+00 11+00 12+00 | |
| Monument | Traverse Point |
| Iron Rod Found ● IRF | Pipe Found ● IPF |
| Replacement Pin Set | |

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.

25 0 25 50 75 100
Scale of Feet

## STATE OF MAINE REGISTRY OF DEEDS

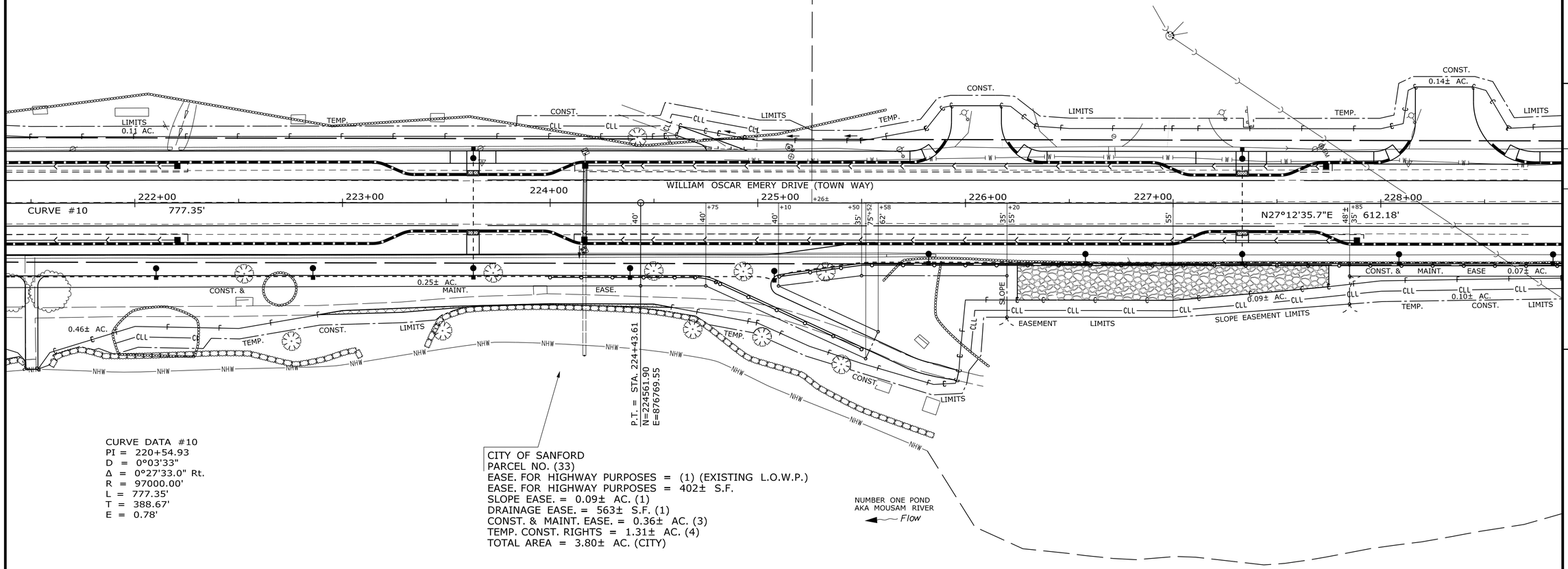
COUNTY _____
RECEIVED _____, _____
at _____h_____m_____M and
recorded in Plan Bk _____, Pg._____
Attest: _____
REGISTER

GRID NORTH 1983
MAINE2000WEST ZONE

CONTROL INFORMATION
HORIZONTAL DATUM - US STATE PLANE NAD83(2011)
MAINE 2000 WEST ZONE
VERTICAL DATUM - NAVD88
COMBINED SCALE FACTOR: 0.99998675

CITY OF SANFORD
PARCEL NO. (46)
CONST. & MAINT. EASE. = 1484± (1)
DRAINAGE EASE. = 784± AC. (2)
TEMP. CONST. RIGHTS = 0.19± AC. (3)
TOTAL AREA = 9.27± AC. (CITY)

STATE OF MAINE
DEPARTMENT OF DEFENSE, VETERANS AND EMERGENCY MANAGEMENT
PARCEL NO. (47)
TEMP. CONST. RIGHTS = 0.14± AC. (1)
TOTAL AREA = 3.93± AC. (CITY)




CURVE DATA #10
PI = 220+54.93
D = 0°03'33"
Δ = 0°27'33.0" Rt.
R = 97000.00'
L = 777.35'
T = 388.67'
E = 0.78'

CITY OF SANFORD
PARCEL NO. (33)
EASE. FOR HIGHWAY PURPOSES = (1) (EXISTING L.O.W.P.)
EASE. FOR HIGHWAY PURPOSES = 402± S.F.
SLOPE EASE. = 0.09± AC. (1)
DRAINAGE EASE. = 563± S.F. (1)
CONST. & MAINT. EASE. = 0.36± AC. (3)
TEMP. CONST. RIGHTS = 1.31± AC. (4)
TOTAL AREA = 3.80± AC. (CITY)

NUMBER ONE POND
AKA MOUSAM RIVER
Flow

RIGHT OF WAY REFERENCES

WILLIAM OSCAR EMERY DRIVE
ACCEPTED 11/24/1934
SANFORD STREET BOOK PG. 126
60 FEET WIDE

NOTE: PRESCRIPTIVE EASEMENT FOR HIGHWAY PURPOSES WITHIN LIMITS OF WROUGHT PORTION (L.O.W.P.)

| TECH | CHECKED |
|---|---|
| NSE | PNS |
| NSE | PNS |
| NSE | PNS |

| ITEM |
|---|
| EXISTING CONDITION PLAN |
| FINAL RIGHT OF WAY |
| AREAS |

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016 - 207-624-3460

SANFORD
RIGHT OF WAY MAP

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

PLAN FILED IN PLAN BOOK PAGE COUNTY RECORD

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

DALE F. DOUGHTY
COMMISSIONER
WILLIAM A. PULVER
CHIEF ENGINEER
DATE

WILLIAM OSCAR EMERY DRIVE
(TOWN WAY)

SANFORD YORK COUNTY
WORK IDENTIFICATION NO. (W.I.N.) 2533500

| | | |
|---|---|---|
| FEBRUARY 2026 | RIGHT-OF-WAY MAP | D.O.T. FILE NO. 16-560 |
| SCALE 1" = 25' | SHEET 7 OF 8 | |

SHEET NUMBER
116
OF 117

Filename: ...\00\ROW\MSTA\008_RWPlan8.dgn Division: HIGHWAY Username: tlloyd Date:7/17/2026

## PLAN LEGEND

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Town, County, State | | New R/W Along Existing R/W | | Existing | Proposed | Existing | Proposed |
| Approx. Property Lines P.L. | | Building | Clearing Limit Line | Sanitary Sewer | | Traveled Way | |
| Existing Right of Way | | Trees Conifer | Deciduous | Telephone Line | | Ditch | |
| Limits of Wrought Portion L.O.W.P. | | Tree Line | Bush Line | Electric Line | | Catch Basin | |
| Control Of Access C.O.A. | | Water Edge | | Water Line | | Manhole | |
| New Right of Way | | Ledge | Rock/Boulder Flag Pole | Underdrain Line | | Sewer Manhole | |
| New Easement | | Fence CHAIN LINK | BARB WIRE STOCKADE | Gas Line | | Utility Pole | |
| New Temporary Rights | | Sign | Well Mailbox | Guardrail | | Fire Hydrant | |
| New R/W Within Existing R/W | | | | Culvert | | Curbing | |

| | | | |
|---|---|---|---|
| Cut Line C C C | Fill Line F F F | 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. | STATE OF MAINE REGISTRY OF DEEDS |
| Stonewall | Retaining Wall | | COUNTY _____ |
| Baseline 10+00 11+00 12+00 | | 25 0 25 50 75 100 | RECEIVED _____, _____ |
| Monument | Traverse Point | Scale of Feet | at _____h_____m_____M and |
| Iron Rod Found IRF | Pipe Found IPF | | recorded in Plan Bk _____, Pg._____ |
| Replacement Pin Set | | | Attest: _____ REGISTER |

CONTROL INFORMATION
HORIZONTAL DATUM - US STATE PLANE NAD83(2011)
MAINE 2000 WEST ZONE
VERTICAL DATUM - NAVD88
COMBINED SCALE FACTOR: 0.99998675

GRID NORTH 1983
MAINE2000WEST ZONE

PLAN OF SUBDIVISION ON RIVER STREET OF CONANT LOT
BY GOODALL-SANFORD, INC.
DATED JANUARY 1948
Y.C.R.D. PB. 19, PG. 46

STATE OF MAINE
DEPARTMENT OF DEFENSE, VETERANS AND EMERGENCY MANAGEMENT
PARCEL NO. (47)
TEMP. CONST. RIGHTS = 0.14± AC. (1)
TOTAL AREA = 3.93± AC. (CITY)

CITY OF SANFORD
PARCEL NO. (48)
TEMP. CONST. RIGHTS = 0.07± AC. (1)
TOTAL AREA = 1.03± AC. (CITY)

N/F MONIQUE A. COTE

MARK A. CURTIS
NATHAN RODRIGUE
PARCEL NO. (49)
TEMP. CONST. RIGHTS = 955± S.F. (1)
TOTAL AREA = 0.52± AC. (CITY)

P.L.

CONST. 0.14± AC.
TEMP.
LIMITS
CLL
CONST. 0.07± AC.
TEMP. 955± S.F.
CONST. LIMITS

WILLIAM OSCAR EMERY DRIVE (TOWN WAY)

228+00 229+00 230+00 231+00 232+00 233+00 234+00 235+00 236+00 237+00 238+00 239+00 240+00 241+00 242+00 243+00 244+00 245+00

N27°12'35.7"E 612.18'

CURVE #11 = 146.60'
CURVE #12
CURVE #8

CONST. & MAINT. EASE 0.07± AC.
0.09± AC.
0.10± AC.
CONST.
MAINT. EASE
SLOPE EASEMENT LIMITS

TO SPRINGVALLE

END B.L. STA. 233+04.67
N=225309.04
E=877188.10

P.C.C. = STA. 343+10.91
N=225357.08
E=877159.61

P.C. = STA. 230+55.79
N=225106.34
E=877049.48

P.C.C. = STA. 232+02.39
N=225235.71
E=877118.41

P.C. = STA. 341+90.51
N=225255.25
E=877223.77

P.T. = STA. 233+04.67

STATE AID HIGHWAY NO. 022 / RIVER STREET

L.O.W.P.
402± S.F.
549±
419±
55±
102.28'
120.40'

NUMBER ONE POND
AKA MOUSAM RIVER
Flow

CITY OF SANFORD
PARCEL NO. (33)
EASE. FOR HIGHWAY PURPOSES = (1) (EXISTING L.O.W.P.)
EASE. FOR HIGHWAY PURPOSES = 402± S.F.
SLOPE EASE. = 0.09± AC. (1)
DRAINAGE EASE. = 563± S.F. (1)
CONST. & MAINT. EASE. = 0.36± AC. (3)
TEMP. CONST. RIGHTS = 1.31± AC. (4)
TOTAL AREA = 3.80± AC. (CITY)

NOTE: PRESCRIPTIVE EASEMENT FOR HIGHWAY PURPOSES WITHIN LIMITS OF WROUGHT PORTION (L.O.W.P.)

RIGHT OF WAY REFERENCES

WILLIAM OSCAR EMERY DRIVE
ACCEPTED 11/24/1934
SANFORD STREET BOOK PG. 126
60 FEET WIDE

RIVER STREET
ACCEPTED 1873
YORK COUNTY COMMISSIONERS
VOL. 22, PAGE 461
49.5 FEET WIDE

CURVE DATA #11
PI = 231+29.10
D = 1°08'45"
Δ = 1°40'47" Rt.
R = 5000.00'
L = 146.60'
T = 73.30'
E = 0.54'

CURVE DATA #12
PI = 232+54.67
D = 28°38'52"
Δ = 29°18'05" Rt.
R = 200.00'
L = 102.28'
T = 52.28'
E = 6.72'

CURVE DATA S.A.H. NO. 22
PI = 342+50.76
D = 4°46'28.7"
Δ = 5°44'56.7" Rt.
R = 1200.00'
L = 120.40'
T = 60.25'
E = 1.51'

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

DALE F. DOUGHTY
COMMISSIONER
WILLIAM A. PULVER
CHIEF ENGINEER
DATE

WILLIAM OSCAR EMERY DRIVE
(TOWN WAY)

SANFORD YORK COUNTY
WORK IDENTIFICATION NO. (W.I.N.) 2533500

| | | |
|---|---|---|
| FEBRUARY 2026 | RIGHT-OF-WAY MAP | D.O.T. FILE NO. 16-560 |
| SCALE 1" = 25' | SHEET 8 OF 8 | |

| ITEM | CHECKED |
|---|---|
| EXISTING CONDITION PLAN | NSE |
| FINAL RIGHT OF WAY | NSE |
| AREAS | NSE |
| | PNS |
| | PNS |

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016 - 207-624-3460

SANFORD
RIGHT OF WAY MAP

SHEET NUMBER
117
OF 117

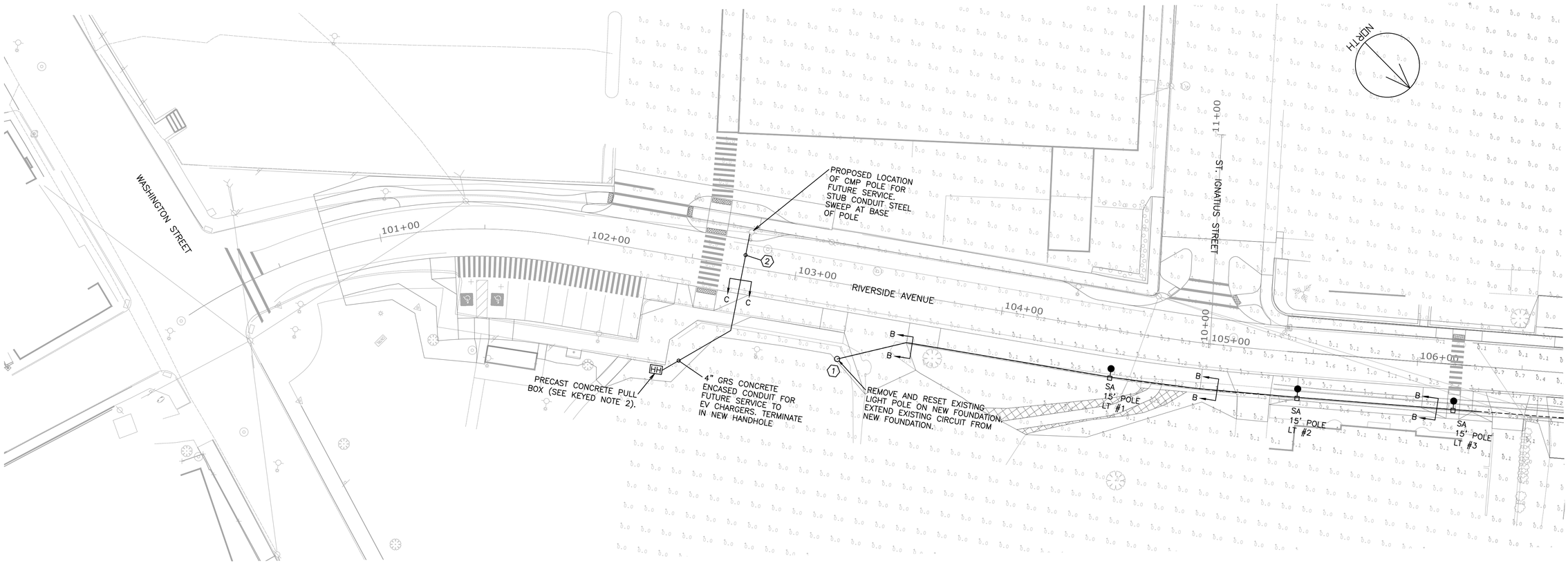
## GENERAL NOTES:

1. ALL WORK SHALL BE IN COMPLIANCE WITH NFPA 70 – NATIONAL ELECTRICAL CODE.
2. SEE DRAWING A3 FOR DUCT BANK DETAILS.

## KEYED NOTES:

(1) INTENT IS TO REPLACE THE EXISTING POLE BASE IN THIS LOCATION WITH NEW BASE THAT HAS 1–1/2" CONDUIT IN AND 1–1/2" CONDUIT OUT TO CONTINUE PARK LIGHTING CIRCUIT DOWN RIVERSIDE AVENUE.

(2) UNDER BID ALT #2: INSTALL 1–4" CONCRETE ENCASED CONDUIT BETWEEN THE UTILITY POLE AND THE PRECAST CONCRETE PULL BOX (FOR FUTURE EV CAR CHARGING STATIONS). INSTALL PULL STRING FOR FUTURE USE BY CITY OF SANFORD.




1 ELECTRICAL PLAN – PARTIAL
SCALE: 1" = 25'

### LIGHTING SCHEDULE

| TYPE | DESCRIPTION | MANFACTURER | LAMPS | MOUNTING | NOTES |
|---|---|---|---|---|---|
| SA | DECORATIVE LED FULL CUT–OFF STREET LIGHT. TYPE 2 DISTRIBUTION. BLACK FINISH. 240V | KIM LIGHTING | 42.2W LED 3000K 4650 LUMENS | 15' POLE | MODEL #: RA172–36L–350–3K7–2–CLR B–U–G RATING: 1–0–1 KIM LIGHTING ERA STEPPED ALUMINUM SMOOTH POLE WITH POST TOP SWEPT CAST ARM. BLACK FINISH. WITH RECEPTACLE MOUNTED 10'–0" AFG |
| SA–HSS | DECORATIVE LED FULL CUT–OFF STREET LIGHT. TYPE 2 DISTRIBUTION WITH HOUSE SIDE SHIELD. BLACK FINISH. 240V | KIM LIGHTING | 42.2W LED 3000K 2063 LUMENS | 15' POLE | MODEL #: RA172–36L–350–3K7–2–CLR–BC B–U–G RATING: 0–0–0 KIM LIGHTING ERA STEPPED ALUMINUM SMOOTH POLE WITH POST TOP SWEPT CAST ARM. BLACK FINISH. WITH RECEPTACLE MOUNTED 10'–0" AFG |
| SC | DECORATIVE LED FULL CUT–OFF STREET LIGHT. TYPE 4W DISTRIBUTION. BLACK FINISH. 240V | KIM LIGHTING | 42.2W LED 3000K 4645 LUMENS | 15' POLE | MODEL #: RA172–36L–350–4W–CLR B–U–G RATING: 1–0–2 KIM LIGHTING ERA STEPPED ALUMINUM SMOOTH POLE WITH POST TOP SWEPT CAST ARM. BLACK FINISH. WITH RECEPTACLE MOUNTED 10'–0" AFG |

### LIGHTING SCHEDULE

| TYPE | DESCRIPTION | MANFACTURER | LAMPS | MOUNTING | NOTES |
|---|---|---|---|---|---|
| SD–HSS | DECORATIVE LED FULL CUT–OFF STREET LIGHT. TYPE 3 DISTRIBUTION WITH HOUSE SIDE SHIELD. BLACK FINISH. 240V | KIM LIGHTING | 42.2W LED 3000K 2052 LUMENS | 15' POLE | MODEL #: RA172–36L–350–3K7–3–CLR–BC B–U–G RATING: 0–0–1 KIM LIGHTING ERA STEPPED ALUMINUM SMOOTH POLE WITH POST TOP SWEPT CAST ARM. BLACK FINISH. WITH RECEPTACLE MOUNTED 10'–0" AFG |
| SE | DECORATIVE LED FULL CUT–OFF STREET LIGHT. TYPE 4W DISTRIBUTION. BLACK FINISH. 240V | KIM LIGHTING | 42.2W LED 3000K 4645 LUMENS | 18' POLE | MODEL #: RA172–36L–350–3K7–4W–CLR B–U–G RATING: 1–0–2 KIM LIGHTING ERA STEPPED ALUMINUM SMOOTH POLE WITH POST TOP SWEPT CAST ARM. BLACK FINISH. ____" BANNER ARM. WITH RECEPTACLE MOUNTED 10'–0" AFG |
| SF | DECORATIVE LED FULL CUT–OFF STREET LIGHT. TYPE 2 DISTRIBUTION. BLACK FINISH. 240V | KIM LIGHTING | 42.2W LED 3000K 4650 LUMENS | 18' POLE | MODEL #: RA172–36L–350–3K7–2–CLR B–U–G RATING: 1–0–1 KIM LIGHTING ERA STEPPED ALUMINUM SMOOTH POLE WITH POST TOP SWEPT CAST ARM. BLACK FINISH. ____" BANNER ARM. WITH RECEPTACLE MOUNTED 10'–0" AFG |

2 LIGHTING SCHEDULE
SCALE: NOT TO SCALE

SCALE OF FEET
–25' 0' 25' 50'

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01

STATE OF MAINE
TIMOTHY D. MATTHEWS
No. 9199
LICENSED PROFESSIONAL ENGINEER

| | M. HILL | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | | | – |
| DESIGN–DETAILED | T. MATTHEWS | T. MATTHEWS | – |
| CHECKED–REVIEWED | T. MATTHEWS | T. MATTHEWS | – |
| DESIGN2–DETAILED2 | – | – | – |
| DESIGN3–DETAILED3 | – | – | – |
| REVISIONS 1 | – | – | – |
| REVISIONS 2 | – | – | – |
| REVISIONS 3 | – | – | – |
| REVISIONS 4 | – | – | – |
| FIELD CHANGES | – | – | – |

SIGNATURE

P.E. NUMBER
9199

DATE
7/24/26

RIVERSIDE AVE. & WILLIAM OSCAR EMERY DR. LIGHTING

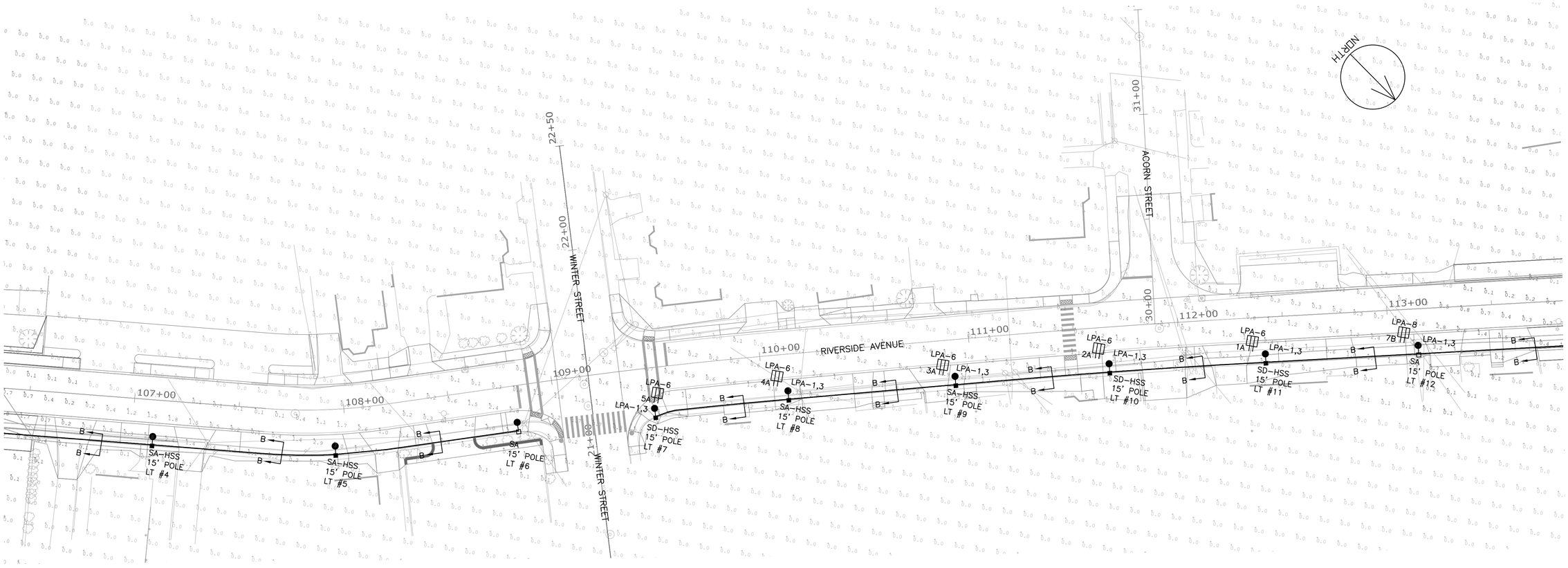
LIGHTING PLANS

SHEET NUMBER
A1

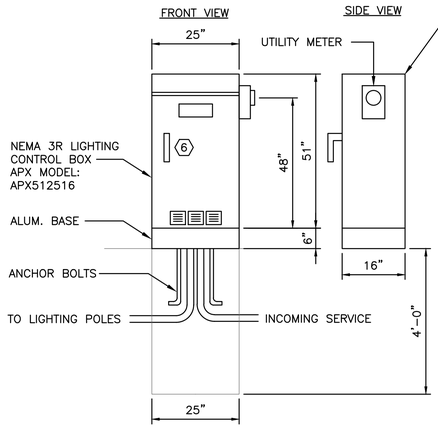
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## NOTES:

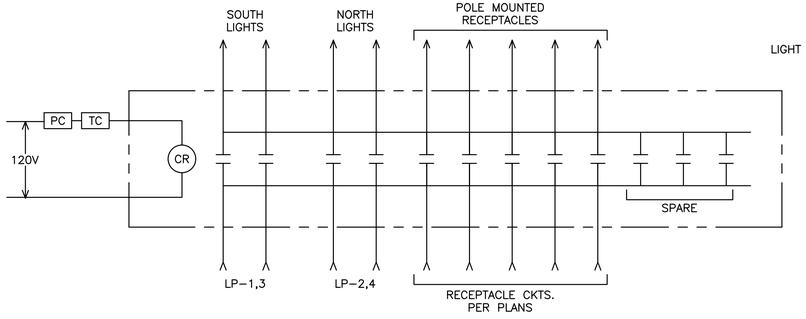
1. SEE DRAWING A1 FOR GENERAL NOTES.
2. SEE DRAWING A3 FOR DUCT BANK DETAILS.



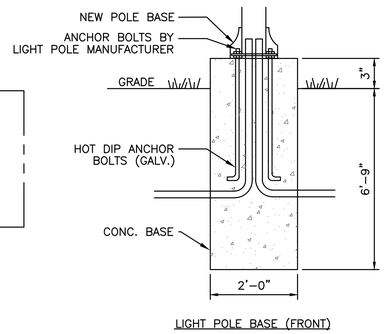

1 ELECTRICAL PLAN – PARTIAL
SCALE: 1" = 25'




2 LIGHTING CONTROL BOX DETAIL
SCALE: NOT TO SCALE

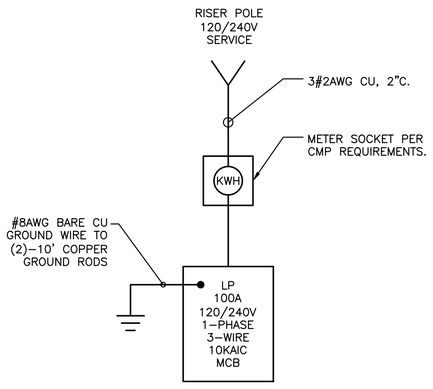



2 LIGHTING CONTROL DIAGRAM
SCALE: NOT TO SCALE




LIGHT POLE BASE (FRONT)

5 LIGHTING POLE BASE DETAIL
SCALE: NOT TO SCALE




6 ONE-LINE DIAGRAM
SCALE: NOT TO SCALE

SCALE OF FEET
-25' 0' 25' 50'

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01

STATE OF MAINE
TIMOTHY D. MATTHEWS
No. 9199
LICENSED PROFESSIONAL ENGINEER

SIGNATURE

P.E. NUMBER
9199

DATE
7/24/26

| | BY | DATE |
|---|---|---|
| PROJ. MANAGER | M. HILL | - |
| DESIGN-DETAILED | T. MATTHEWS | - |
| CHECKED-REVIEWED | T. MATTHEWS | - |
| DESIGN2-DETAILED2 | - | - |
| DESIGN3-DETAILED3 | - | - |
| REVISIONS 1 | - | - |
| REVISIONS 2 | - | - |
| REVISIONS 3 | - | - |
| REVISIONS 4 | - | - |
| FIELD CHANGES | - | - |

RIVERSIDE AVE. & WILLIAM OSCAR EMERY DR. LIGHTING

LIGHTING PLANS

SHEET NUMBER
A2

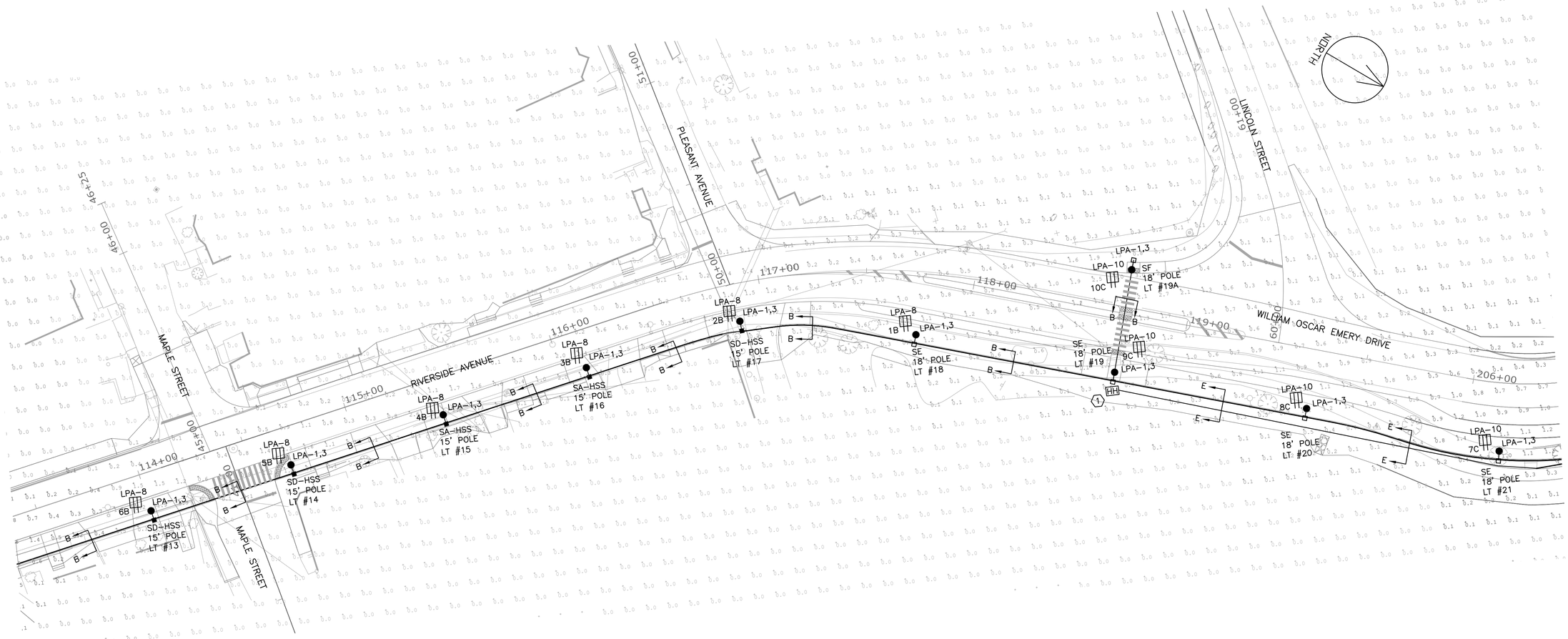
$FILE$

## KEYED NOTE:

(1) FUTURE SPEAKER CONDUIT – UNDER BID ALT #2: INSTALL HANDHOLE AT BASE OF POLE #19 AND CONNECT TO HAND HOLE AT THE BASE OF POLE #26 (SHEET A4) INSTALL PULL STRING FOR FUTURE USE BY CITY OF SANFORD. STUB 1" CONDUIT FROM HAND HOLE TO POLE.

## NOTES:

1. SEE DRAWING A1 FOR GENERAL NOTES.




## 1 ELECTRICAL PLAN – PARTIAL

SCALE: 1" = 25'

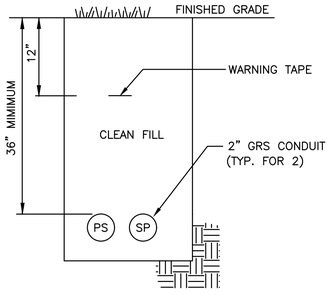
## DUCT BANK KEY:

LC = LIGHTING CIRCUIT

PS = SECONDARY SERVICE POWER

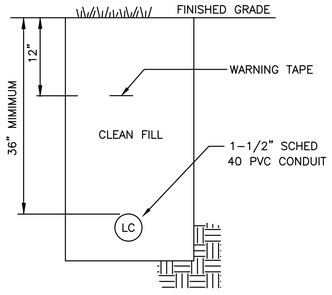
SK = SPEAKER CONDUIT (FUTURE USE)

SP = SPARE



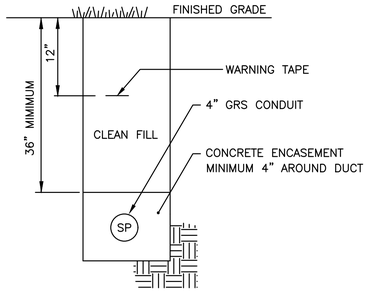

## 2 DUCT BANK A–A

SCALE: NOT TO SCALE



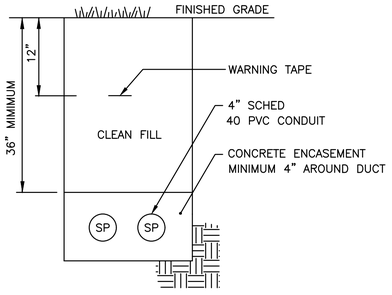

## 3 DUCT BANK B–B

SCALE: NOT TO SCALE



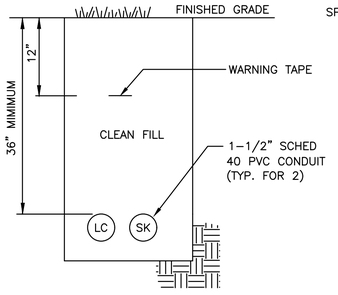

## 4 DUCT BANK C–C

SCALE: NOT TO SCALE




## 5 DUCT BANK D–D

SCALE: NOT TO SCALE




## 6 DUCT BANK E–E

SCALE: NOT TO SCALE

SCALE OF FEET

–25' 0' 25' 50'

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01

STATE OF MAINE
TIMOTHY D. MATTHEWS
No. 9199
LICENSED PROFESSIONAL ENGINEER

| | BY | DATE |
|---|---|---|
| PROJ. MANAGER | M. HILL | – |
| DESIGN–DETAILED | T. MATTHEWS | – |
| CHECKED–REVIEWED | T. MATTHEWS | – |
| DESIGN2–DETAILED2 | – | – |
| DESIGN3–DETAILED3 | – | – |
| REVISIONS 1 | – | – |
| REVISIONS 2 | – | – |
| REVISIONS 3 | – | – |
| REVISIONS 4 | – | – |
| FIELD CHANGES | – | – |

SIGNATURE

P.E. NUMBER
9199

DATE
7/24/26

RIVERSIDE AVE. & WILLIAM OSCAR EMERY DR. LIGHTING

LIGHTING PLANS

SHEET NUMBER

A3

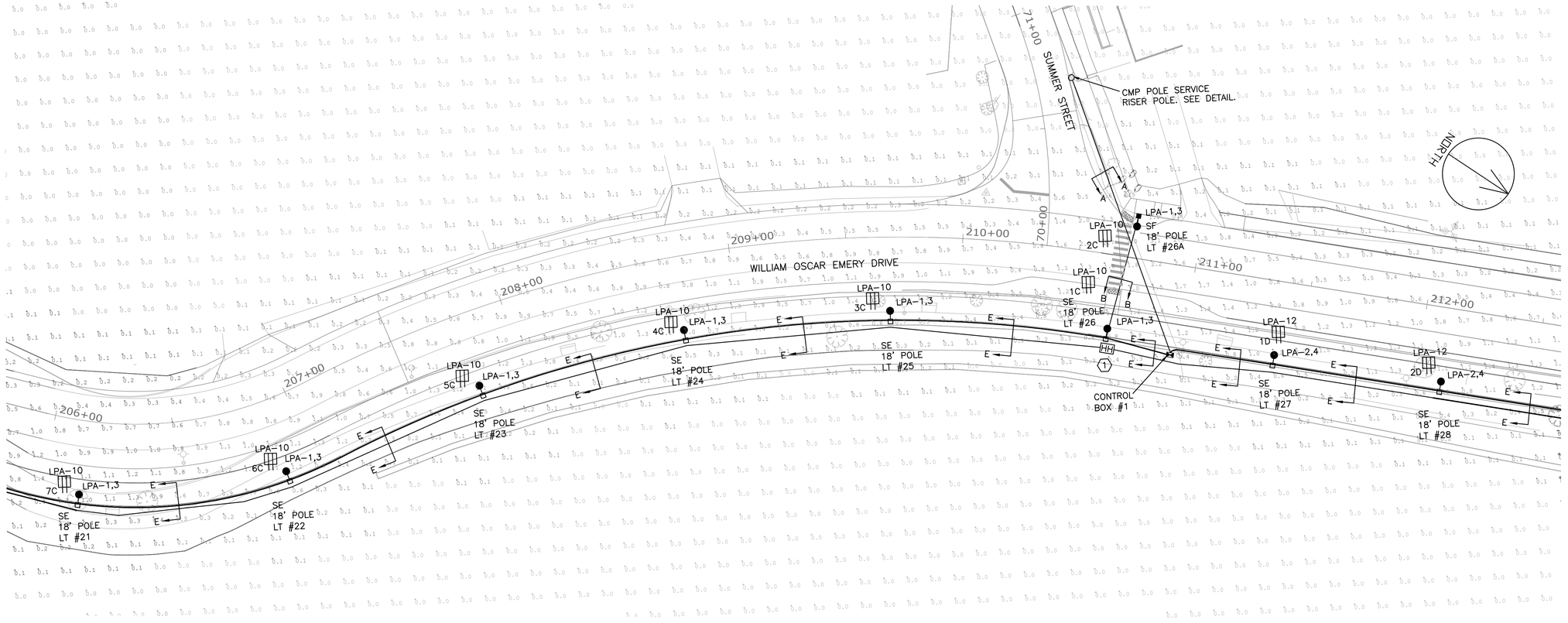
$FILEL$

## KEYED NOTE:

(1) FUTURE SPEAKER CONDUIT – UNDER BID ALT #2: INSTALL HANDHOLE AT BASE OF POLE #26 AND CONNECT TO HAND HOLE NEAR POLE #33 (SHEET A5) INSTALL PULL STRING FOR FUTURE USE BY CITY OF SANFORD. STUB 1" CONDUIT FROM HAND HOLE TO POLE.

## NOTES:

1. SEE DRAWING A1 FOR GENERAL NOTES.
2. SEE DRAWING A2 FOR CONTROL BOX DETAIL AND CONTROL WIRING DETAIL.
3. SEE DRAWING A3 FOR DUCT BANK DETAILS.




## 1 ELECTRICAL PLAN – PARTIAL

SCALE: 1" = 25'

| DIRECTORY | KVA LOAD A | KVA LOAD B | CKT # | BKR AMPS | PHASE | BKR AMPS | CKT # | KVA LOAD A | KVA LOAD B | DIRECTORY |
|---|---|---|---|---|---|---|---|---|---|---|
| NORTH CKT | 0.4 | | 1 | 20 | A | 20 | 2 | 0.4 | | SOUTH CKT. |
| | | 0.4 | 3 | | B | | 4 | | 0.4 | |
| SPARE | * | | 5 | 20 | A | 20 | 6 | 0.9 | | RECEPTACLE CIRCUIT "A" |
| | | * | 7 | | B | 20 | 8 | | 1.3 | RECEPTACLE CIRCUIT "B" |
| CONTROLS | 0.5 | | 9 | 20 | A | 20 | 10 | 1.8 | | RECEPTACLE CIRCUIT "C" |
| RECEPTACLE | | 0.2 | 11 | 20 | B | 20 | 12 | | 2.0 | RECEPTACLE CIRCUIT "D" |
| SPARE | * | | 13 | 20 | A | 20 | 14 | 1.4 | | RECEPTACLE CIRCUIT "E" |
| SPARE | | * | 15 | 20 | B | 20 | 16 | | * | SPARE |
| SUBTOTAL | 0.9 | 0.6 | | | | | | 4.5 | 3.7 | SUBTOTAL |
| VOLTAGE: 120Y/240V PHASE: 1 POLES: 3 | | | | | TOTAL KVA A–PHASE | | | 5.4 | | PANEL: LPA |
| MAIN BREAKER: 100A BUS AMPS: 100A | | | | | TOTAL KVA B–PHASE | | | 4.3 | | |
| MOUNTING: SURFACE | | | | | | | | | | LOCATION: CONTROL BOX #1 |
| SHORT CIRCUIT RATING: 10KAIC | | | | | TOTAL KVA | | | 9.7 | | |
| NOTES: | | | | | | | | | | |

| DIRECTORY | KVA LOAD A | KVA LOAD B | CKT # | BKR AMPS | PHASE | BKR AMPS | CKT # | KVA LOAD A | KVA LOAD B | DIRECTORY |
|---|---|---|---|---|---|---|---|---|---|---|
| NORTH CKT | 0.4 | | 1 | 20 | A | 20 | 2 | 0.4 | | SOUTH CKT. |
| | | 0.4 | 3 | | B | | 4 | | 0.4 | |
| SPARE | * | | 5 | 20 | A | 20 | 6 | * | | SPARE |
| | | * | 7 | | B | | 8 | | * | |
| CONTROLS | 0.5 | | 9 | 20 | A | 20 | 10 | 1.1 | | RECEPTACLE CIRCUIT "F" |
| RECEPTACLE | | 0.2 | 11 | 20 | B | 20 | 12 | | 1.6 | RECEPTACLE CIRCUIT "G" |
| | * | | 13 | 20 | A | 20 | 14 | 1.8 | | RECEPTACLE CIRCUIT "H" |
| | | * | 15 | 20 | B | 20 | 16 | | * | SPARE |
| SUBTOTAL | 0.9 | 0.6 | | | | | | 3.3 | 2.0 | SUBTOTAL |
| VOLTAGE: 120Y/240V PHASE: 1 POLES: 3 | | | | | TOTAL KVA A–PHASE | | | 4.2 | | PANEL: LPB |
| MAIN BREAKER: 100A BUS AMPS: 100A | | | | | TOTAL KVA B–PHASE | | | 2.6 | | |
| MOUNTING: SURFACE | | | | | | | | | | LOCATION: CONTROL BOX #2 |
| SHORT CIRCUIT RATING: 10KAIC | | | | | TOTAL KVA | | | 6.8 | | |
| NOTES: | | | | | | | | | | |

## 2 PANEL SCHEDULES

SCALE: NOT TO SCALE

## GRS CONDUIT RISER NOTES:

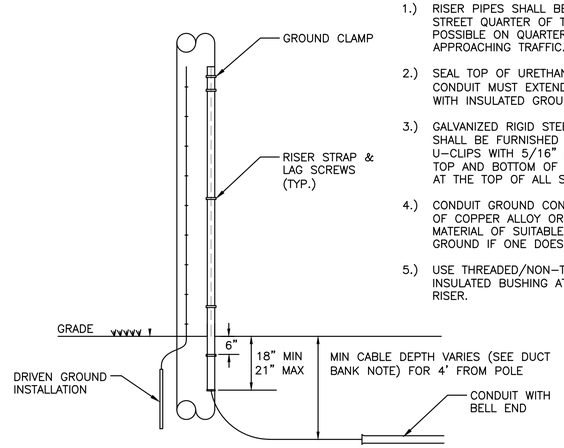
1.) RISER PIPES SHALL BE LOCATED ON THE STREET QUARTER OF THE POLE, AND, WHEN POSSIBLE ON QUARTER AWAY FROM APPROACHING TRAFFIC.

2.) SEAL TOP OF URETHANE SEALER. TOP OF CONDUIT MUST EXTEND 4" ABOVE NEUTRAL, WITH INSULATED GROUNDING BUSHING.

3.) GALVANIZED RIGID STEEL RISER CONDUIT SHALL BE FURNISHED WITH TWO–HOLE U–CLIPS WITH 5/16" INCH HOLES AT THE TOP AND BOTTOM OF THE FIRST SECTION, AND AT THE TOP OF ALL SUBSEQUENT SECTIONS.

4.) CONDUIT GROUND CONNECTOR SHALL BE MADE OF COPPER ALLOY OR GALVANIZED STEEL MATERIAL OF SUITABLE DESIGN. FURNISH POLE GROUND IF ONE DOES NOT EXIST.

5.) USE THREADED/NON–THREADED COUPLING OR INSULATED BUSHING AT THE BOTTOM OF RISER.




## 3 CMP SECONDARY SERVICE RISER

SCALE: NOT TO SCALE

SCALE OF FEET

–25' 0' 25' 50'

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01

STATE OF MAINE
TIMOTHY D. MATTHEWS
No. 9199
LICENSED PROFESSIONAL ENGINEER

| | | | |
|---|---|---|---|
| SIGNATURE | | | |
| P.E. NUMBER | 9199 | | |
| DATE | 7/24/26 | | |

| | | | |
|---|---|---|---|
| PROJ. MANAGER | M. HILL | | |
| DESIGN–DETAILED | T. MATTHEWS | – | – |
| CHECKED–REVIEWED | T. MATTHEWS | – | – |
| DESIGN2–DETAILED2 | – | – | – |
| DESIGN3–DETAILED3 | – | – | – |
| REVISIONS 1 | – | – | – |
| REVISIONS 2 | – | – | – |
| REVISIONS 3 | – | – | – |
| REVISIONS 4 | – | – | – |
| FIELD CHANGES | – | – | – |

RIVERSIDE AVE. & WILLIAM OSCAR EMERY DR. LIGHTING

LIGHTING PLANS

SHEET NUMBER

A4

$FILE$

## NOTES:

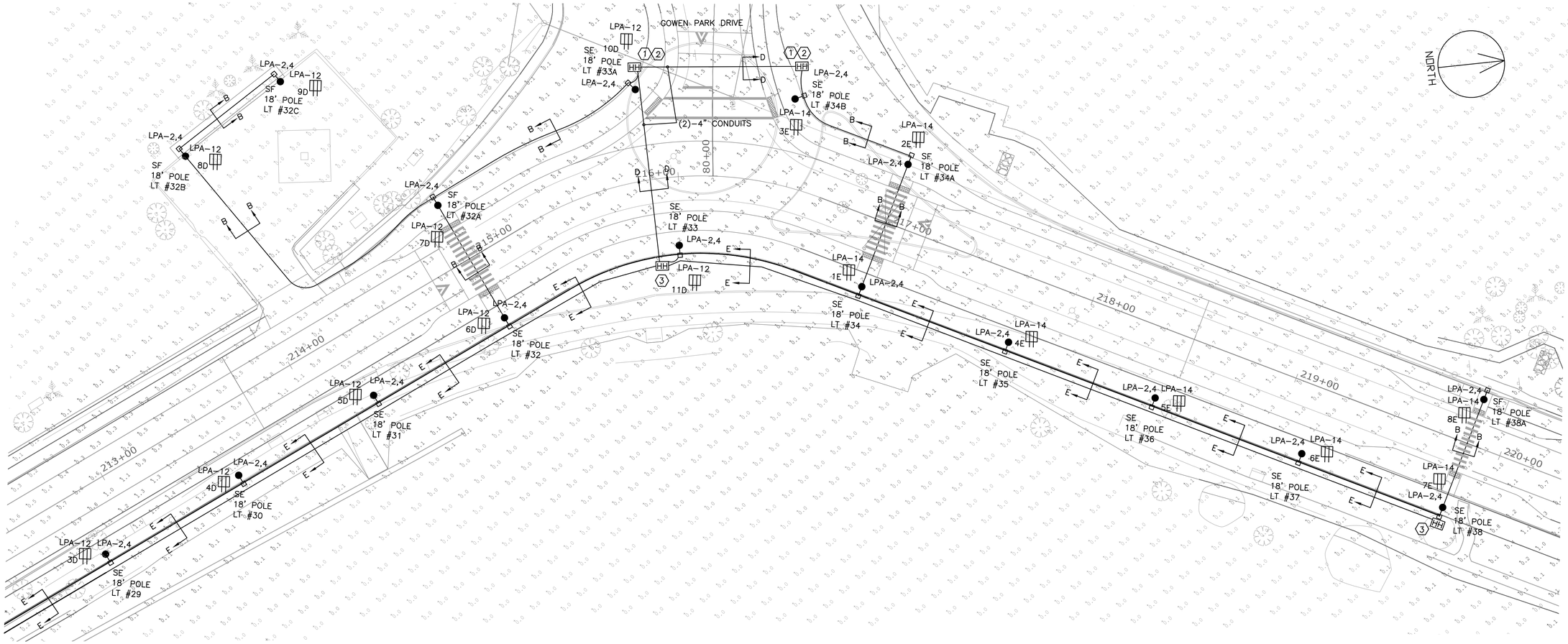
1. SEE DRAWING A1 FOR GENERAL NOTES.
2. SEE DRAWING A3 FOR DUCT BANK DETAILS.

## KEYED NOTES:

(1) FUTURE USE CONDUIT – UNDER BID ALT #2: INSTALL HAND HOLES AS NOTED ON PLANS TO CAP (2)–4" CONCRETE ENCASED SCH. 40 PVC CONDUITS WITH PULL STRINGS, FOR FUTURE USE BY CITY OF SANFORD.

(2) FUTURE LIGHT POLES ON GOWEN PARK DRIVE – UNDER BID ALT #2: STUB 1–1/2" CONDUIT FROM LIGHT INTO HAND HOLE WITH PULL STRING. FOR FUTURE USE BY CITY OF SANFORD.

(3) FUTURE SPEAKER CONDUIT – UNDER BID ALT #2: INSTALL HAND HOLE NEAR POLE #33 AND CONNECT TO HAND HOLE AT THE BASE OF POLE #38 INSTALL PULL STRING FOR FUTURE USE BY CITY OF SANFORD. STUB 1" CONDUIT FROM HAND HOLE TO POLE AT EACH HAND HOLE.




1 ELECTRICAL PLAN – PARTIAL
SCALE: 1" = 25'

SCALE OF FEET
–25' 0' 25' 50'

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01

STATE OF MAINE
TIMOTHY D. MATTHEWS
No. 9199
LICENSED PROFESSIONAL ENGINEER

SIGNATURE

P.E. NUMBER
9199

DATE
7/24/26

| | | | |
|---|---|---|---|
| PROJ. MANAGER | M. HILL | BY | DATE |
| DESIGN–DETAILED | T. MATTHEWS | T. MATTHEWS | – |
| CHECKED–REVIEWED | T. MATTHEWS | T. MATTHEWS | – |
| DESIGN2–DETAILED2 | – | – | – |
| DESIGN3–DETAILED3 | – | – | – |
| REVISIONS 1 | – | – | – |
| REVISIONS 2 | – | – | – |
| REVISIONS 3 | – | – | – |
| REVISIONS 4 | – | – | – |
| FIELD CHANGES | – | – | – |

RIVERSIDE AVE. & WILLIAM
OSCAR EMERY DR. LIGHTING

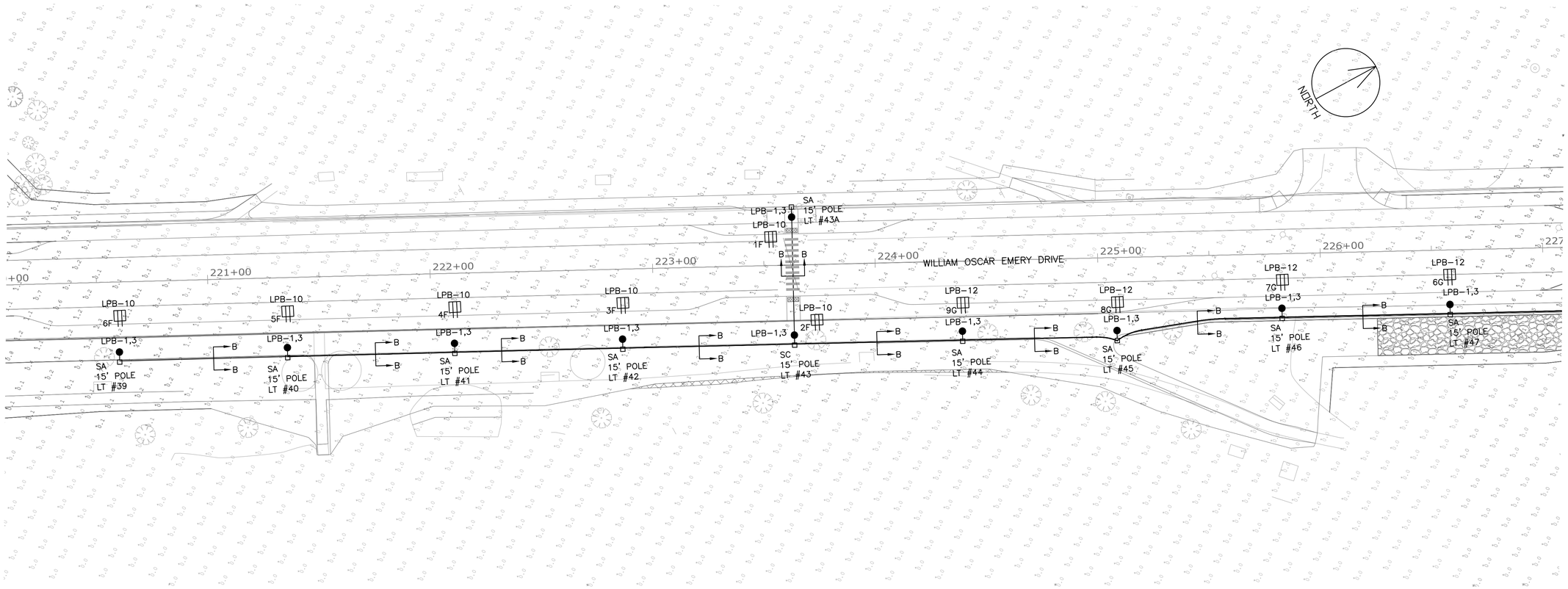
LIGHTING PLANS

SHEET NUMBER
A5

$FILE$

## NOTES:

1. SEE DRAWING A1 FOR GENERAL NOTES.
2. SEE DRAWING A3 FOR DUCT BANK DETAILS.




1 ELECTRICAL PLAN – PARTIAL

SCALE: 1" = 25'

SCALE OF FEET

–25' 0' 25' 50'

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01

STATE OF MAINE
TIMOTHY D. MATTHEWS
No. 9199
LICENSED
PROFESSIONAL ENGINEER

| | | | |
|---|---|---|---|
| SIGNATURE | | | |
| P.E. NUMBER | 9199 | | |
| DATE | 7/24/26 | | |

| | | | |
|---|---|---|---|
| PROJ. MANAGER | M. HILL | | |
| DESIGN–DETAILED | T. MATTHEWS | – | – |
| CHECKED–REVIEWED | T. MATTHEWS | – | – |
| DESIGN2–DETAILED2 | – | – | – |
| DESIGN3–DETAILED3 | – | – | – |
| REVISIONS 1 | – | – | – |
| REVISIONS 2 | – | – | – |
| REVISIONS 3 | – | – | – |
| REVISIONS 4 | – | – | – |
| FIELD CHANGES | – | – | – |

RIVERSIDE AVE. & WILLIAM
OSCAR EMERY DR. LIGHTING

LIGHTING PLANS

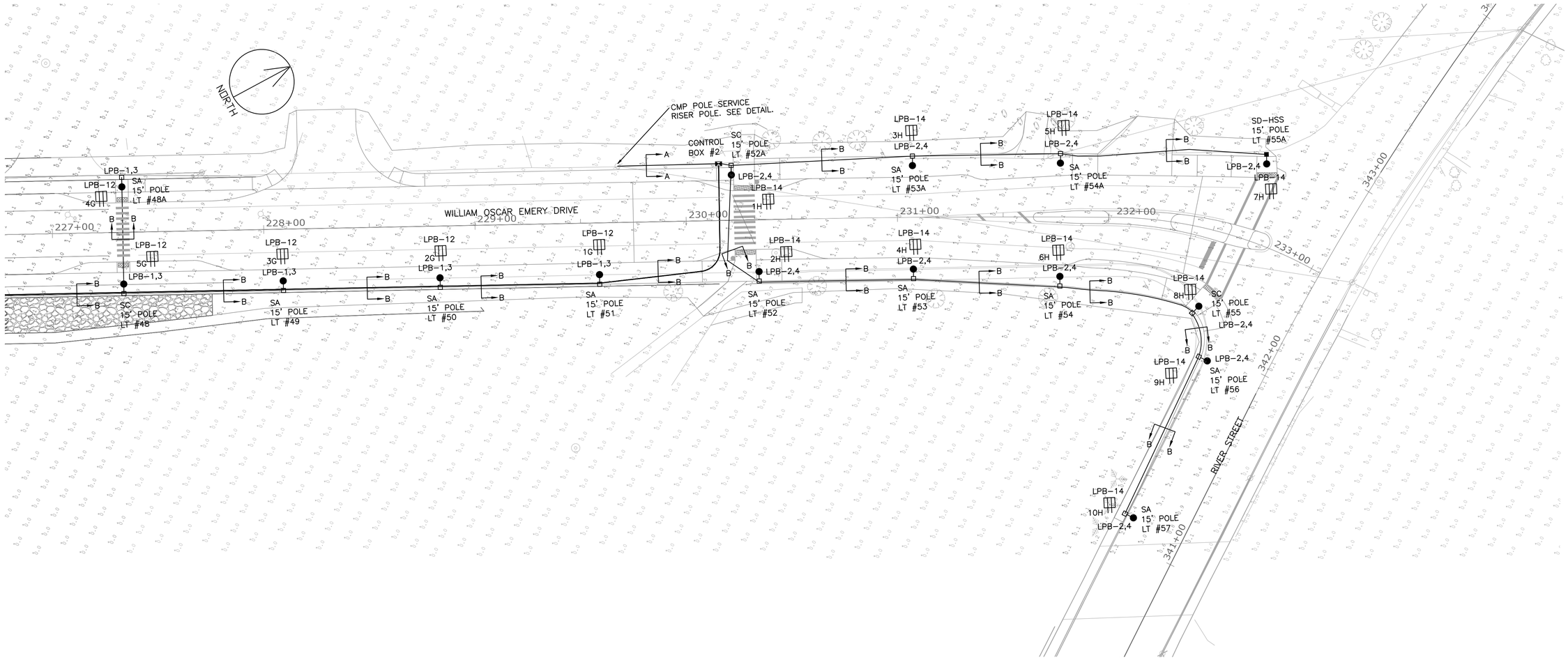
SHEET NUMBER

A6

$FILE$

## NOTES:

1. SEE DRAWING A1 FOR GENERAL NOTES.
2. SEE DRAWING A2 FOR CONTROL BOX DETAIL AND CONTROL WIRING DETAIL.
3. SEE DRAWING A3 FOR DUCT BANK DETAILS.
4. SEE DRAWING A4 FOR SECONDARY SERVICE RISER DIAGRAM AND PANEL SCHEDULE.




1 ELECTRICAL PLAN – PARTIAL
SCALE: 1" = 25'

SCALE OF FEET
–25' 0' 25' 50'

CITY OF SANFORD
919 MAIN STREET
SANFORD, MAINE 04073

WIN
22642.01

STATE OF MAINE
TIMOTHY D. MATTHEWS
No. 9199
LICENSED PROFESSIONAL ENGINEER

| | BY | DATE |
|---|---|---|
| PROJ. MANAGER | M. HILL | – |
| DESIGN-DETAILED | T. MATTHEWS | – |
| CHECKED-REVIEWED | T. MATTHEWS | – |
| DESIGN2-DETAILED2 | – | – |
| DESIGN3-DETAILED3 | – | – |
| REVISIONS 1 | – | – |
| REVISIONS 2 | – | – |
| REVISIONS 3 | – | – |
| REVISIONS 4 | – | – |
| FIELD CHANGES | – | – |

SIGNATURE

P.E. NUMBER
9199

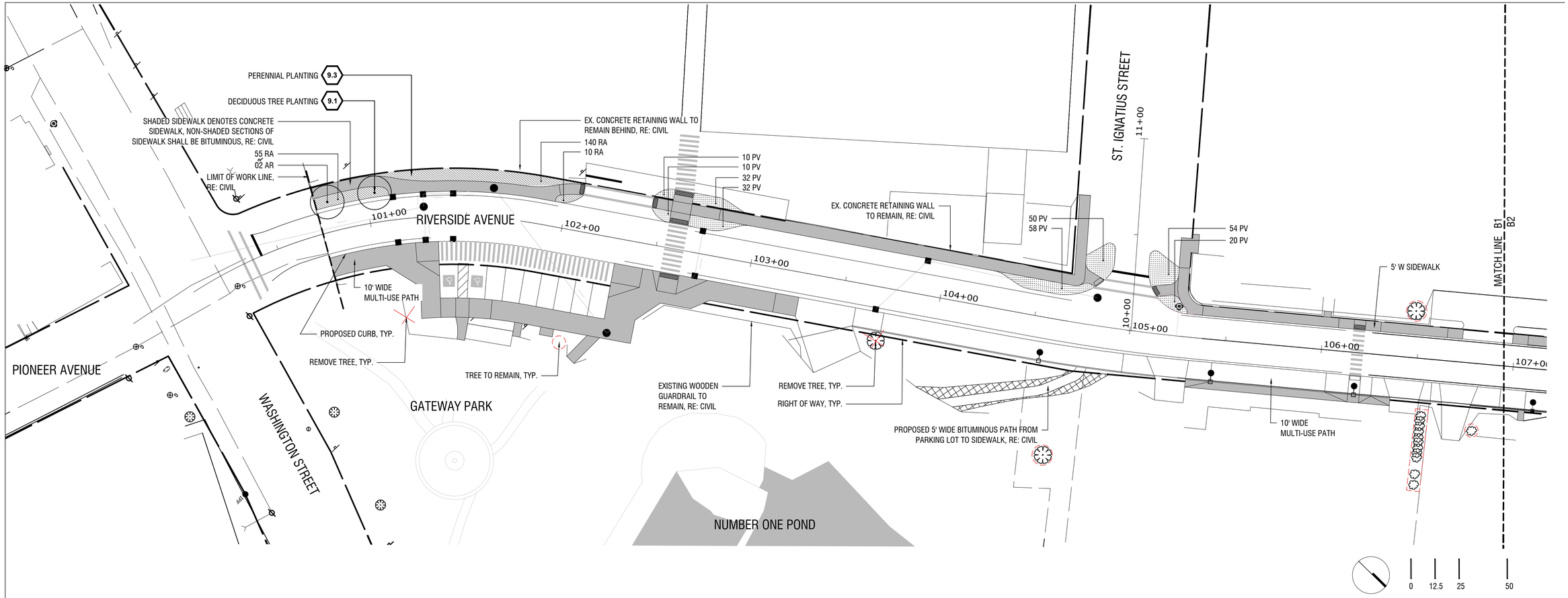
DATE
7/24/26

RIVERSIDE AVE. & WILLIAM OSCAR EMERY DR. LIGHTING

LIGHTING PLANS

SHEET NUMBER
A7

$FILEL$




## PLANT LIST*

| SYMB. | BOTANICAL NAME | COMMON NAME | QTY. | SIZE | SPACING |
|---|---|---|---|---|---|
| **TREES** | | | | | |
| AR | ACER RUBRUM | RED MAPLE | 15 | 3" CAL | PER PLAN |
| CV | CRATAEGUS VIRIDIS 'WINTER KING' | WINTER KING HAWTHORN | 54 | 3" CAL | PER PLAN |
| GT | GLEDITSIA TRIACANTHOS 'DRAVES' | STREET KEEPER HONEYLOCUST | 07 | 3" CAL | PER PLAN |
| UA | ULMUS AMERICANA 'PRINCETON' | AMERICAN ELM | 61 | 3" CAL | PER PLAN |
| **PERENNIALS AND ORNAMENTAL GRASSES** | | | | | |
| PV | PANICUM VIRGATUM 'PURPLE TEARS' | SWITCHGRASS | 2,090 | #1 | 24" O.C. |
| RA | RHUS AROMATICA 'GRO-LOW' | FRAGRANT SUMAC | 413 | #3 | 24" O.C. |
| SS | SCHIZACHYRIUM SCOPARIUM 'PRAIRIE BLUES' | LITTLE BLUESTEM | 1,601 | #1 | 18" O.C. |

*TOTALS FOR ALL SHEETS

SITE KEYNOTES:

| | | | |
|---|---|---|---|
| 1.0 | PAVEMENTS, RAMPS, CURBS | | DETAIL / SHEET |
| | X.X | NOT USED AT THIS TIME | X/LX-XX |
| 2.0 | JOINTING | | |
| | X.X | NOT USED AT THIS TIME | X/LX-XX |
| 3.0 | STEPS | | |
| | X.X | NOT USED AT THIS TIME | X/XX-XX |
| 4.0 | SITE WALLS/ EMBANKMENTS | | |
| | X.X | NOT USED AT THIS TIME | X/LX-XX |
| 5.0 | SITE FURNITURE | | |
| | 5.1 | BENCH - STREETLIFE DRIFTER BENCH | 4/B9 |
| 6.0 | RAILINGS, BARRIERS, FENCING | | DETAIL / SHEET |
| | X.X | NOT USED AT THIS TIME | X/XX-XX |
| 7.0 | SITE LIGHTING | | |
| | X.X | NOT USED AT THIS TIME | X/XX-XX |
| 8.0 | DRAINAGE | | |
| | X.X | NOT USED AT THIS TIME | X/XX-XX |
| 9.0 | PLANTING AND LANDSCAPE | | |
| | 9.1 | DECIDUOUS TREE PLANTING | 1/B10 |
| | 9.2 | PERENNIAL PLANTING | 2/B10 |
| 10.0 | MISCELLANEOUS ELEMENTS | | |
| | 10.1 | TRASH RECEPTACLE: STREETLIFE BOX BIN TRASH CAN | 5/B9 |
| | 10.2 | GATEWAY SIGNAGE | 3/B9 |
| | 10.3 | BIKE RACK: STREET LIFE | 2/B9 |


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SEAL

LICENSED LANDSCAPE ARCHITECT
CAITLIN ACETO
No. 4398
STATE OF MAINE

PROJECT TITLE

# RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE

SANFORD, ME

PREPARED FOR

CITY OF SANFORD

919 MAIN STREET
SANFORD, MAINE 04073

| REVISIONS | DATE |
|---|---|
| DRAFT PSE SUBMITTAL | 06/29/2026 |
| CONSTRUCTION PLANS | 07/24/2026 |

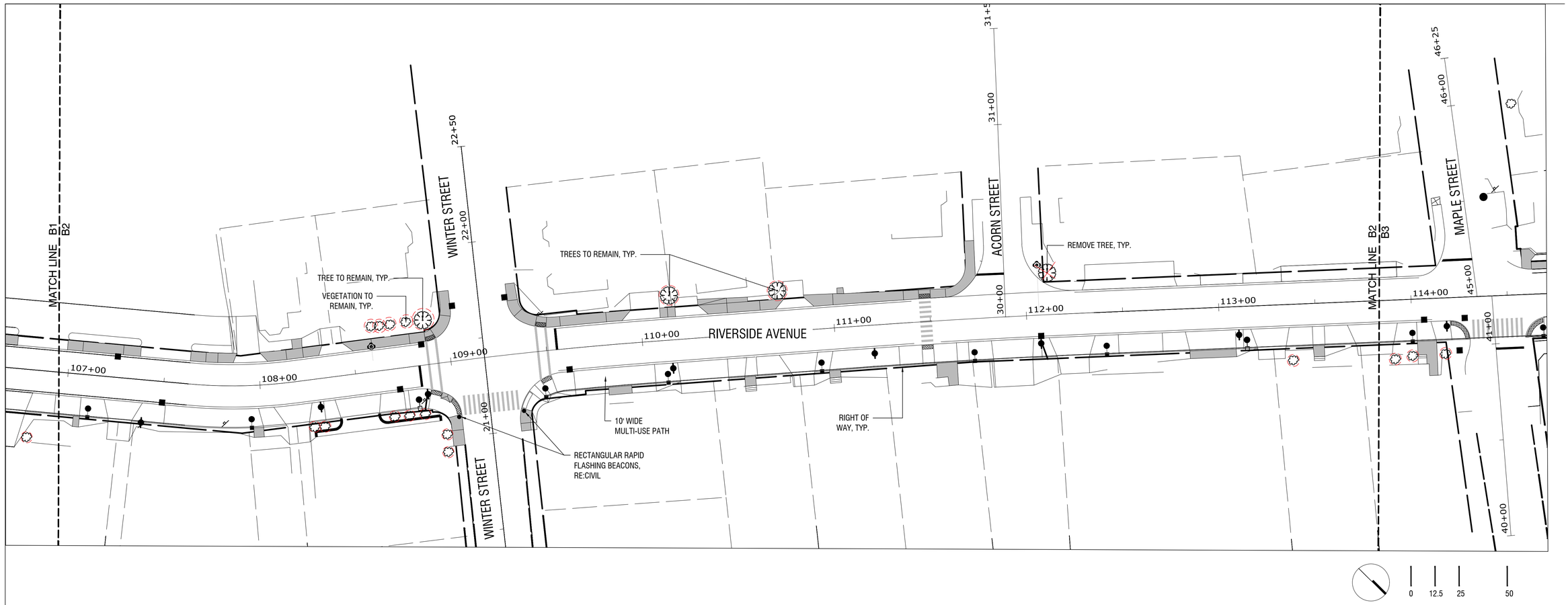
ISSUE DATE

CONSTRUCTION PLANS
JULY 21, 2026

SHEET TITLE

SHEET INFORMATION

B1




SITE KEYNOTES:

| | | | |
|---|---|---|---|
| 1.0 | PAVEMENTS, RAMPS, CURBS | | DETAIL / SHEET |
| | X.X | NOT USED AT THIS TIME | X/LX-XX |
| 2.0 | JOINTING | | |
| | X.X | NOT USED AT THIS TIME | X/LX-XX |
| 3.0 | STEPS | | |
| | X.X | NOT USED AT THIS TIME | X/XX-XX |
| 4.0 | SITE WALLS/ EMBANKMENTS | | |
| | X.X | NOT USED AT THIS TIME | X/LX-XX |
| 5.0 | SITE FURNITURE | | |
| | 5.1 | BENCH - STREETLIFE DRIFTER BENCH | 4/B9 |
| 6.0 | RAILINGS, BARRIERS, FENCING | | DETAIL / SHEET |
| | X.X | NOT USED AT THIS TIME | X/XX-XX |
| 7.0 | SITE LIGHTING | | |
| | X.X | NOT USED AT THIS TIME | X/XX-XX |
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| | X.X | NOT USED AT THIS TIME | X/XX-XX |
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| | 10.1 | TRASH RECEPTACLE: STREETLIFE BOX BIN TRASH CAN | 5/B9 |
| | 10.2 | GATEWAY SIGNAGE | 3/B9 |
| | 10.3 | BIKE RACK: STREET LIFE | 2/B9 |


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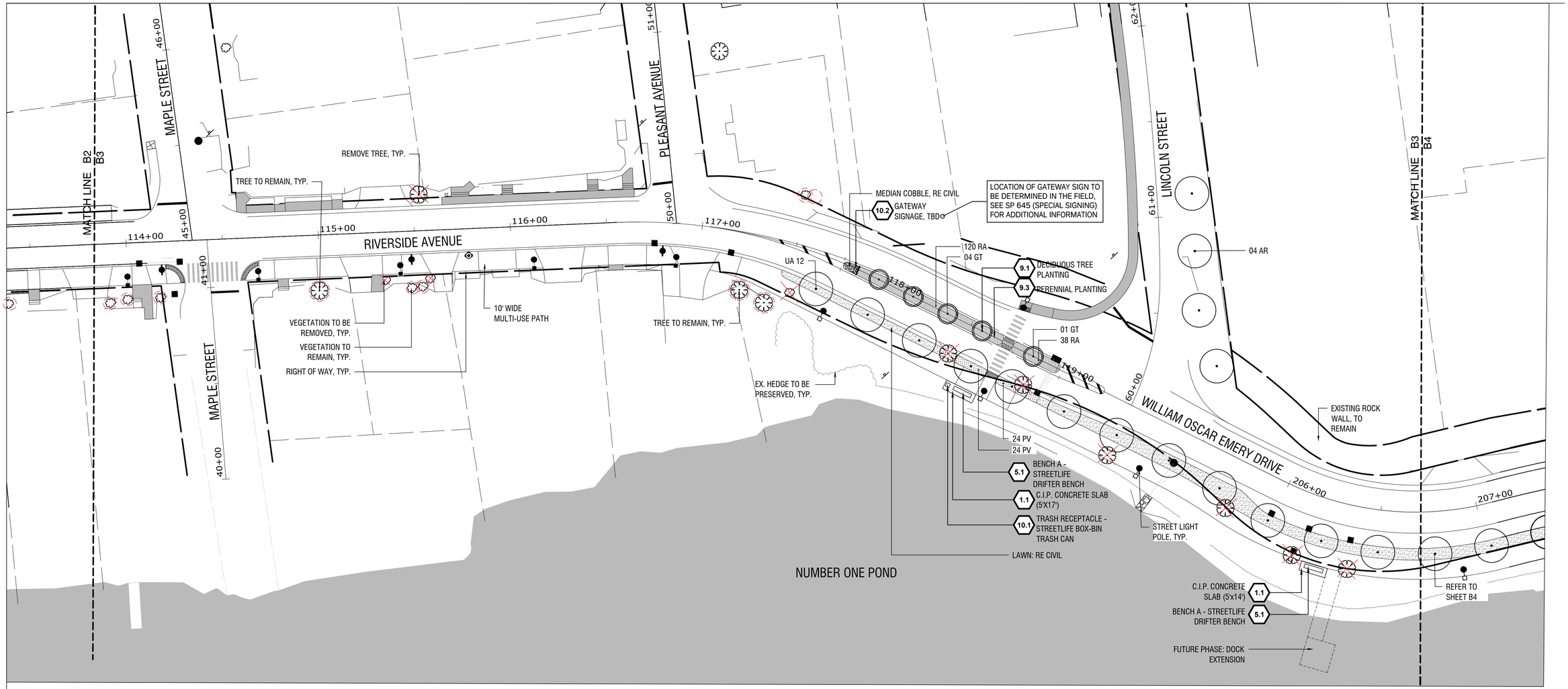
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CONSTRUCTION PLANS
JULY 21, 2026

SHEET TITLE

SHEET INFORMATION

B2




SITE KEYNOTES:

| | | | |
|---|---|---|---|
| 1.0 | PAVEMENTS, RAMPS, CURBS | | DETAIL / SHEET |
| | X.X | NOT USED AT THIS TIME | X/LX-XX |
| 2.0 | JOINTING | | |
| | X.X | NOT USED AT THIS TIME | X/LX-XX |
| 3.0 | STEPS | | |
| | X.X | NOT USED AT THIS TIME | X/XX-XX |
| 4.0 | SITE WALLS/ EMBANKMENTS | | |
| | X.X | NOT USED AT THIS TIME | X/LX-XX |
| 5.0 | SITE FURNITURE | | |
| | 5.1 | BENCH - STREETLIFE DRIFTER BENCH | 4/B9 |
| 6.0 | RAILINGS, BARRIERS, FENCING | | DETAIL / SHEET |
| | X.X | NOT USED AT THIS TIME | X/XX-XX |
| 7.0 | SITE LIGHTING | | |
| | X.X | NOT USED AT THIS TIME | X/XX-XX |
| 8.0 | DRAINAGE | | |
| | X.X | NOT USED AT THIS TIME | X/XX-XX |
| 9.0 | PLANTING AND LANDSCAPE | | |
| | 9.1 | DECIDUOUS TREE PLANTING | 1/B10 |
| | 9.2 | PERENNIAL PLANTING | 2/B10 |
| 10.0 | MISCELLANEOUS ELEMENTS | | |
| | 10.1 | TRASH RECEPTACLE: STREETLIFE BOX BIN TRASH CAN | 5/B9 |
| | 10.2 | GATEWAY SIGNAGE | 3/B9 |
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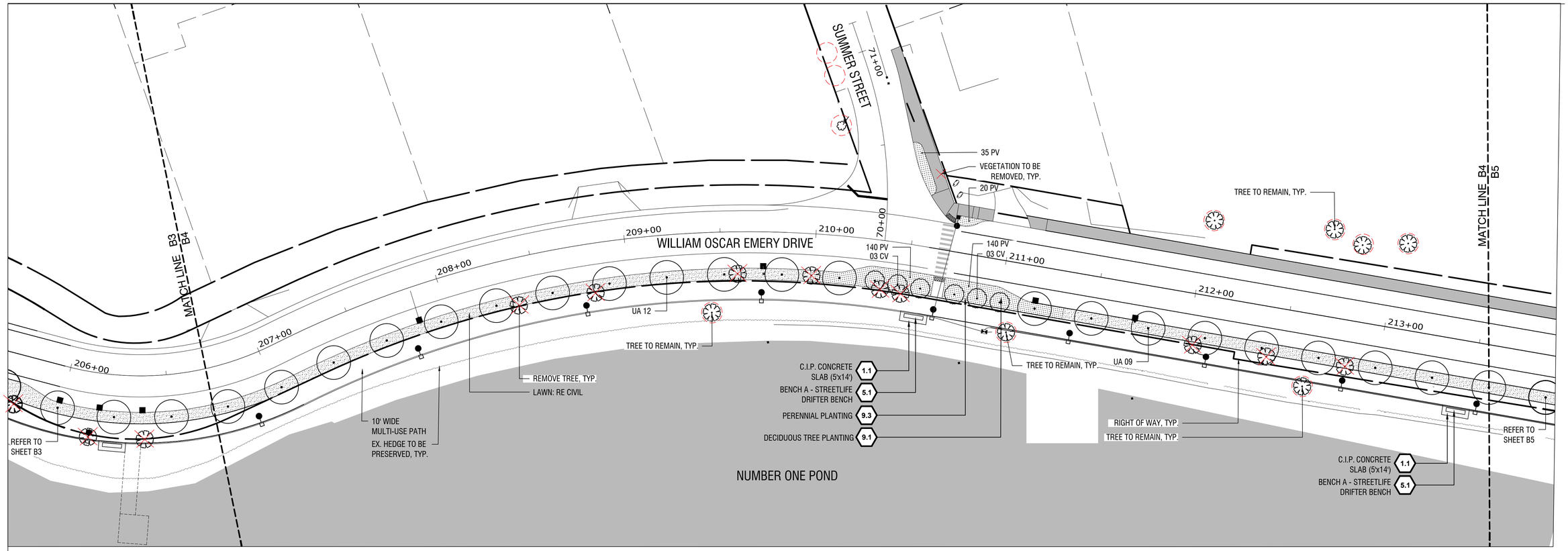
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CONSTRUCTION PLANS
JULY 21, 2026

SHEET TITLE

SHEET INFORMATION

B3




SITE KEYNOTES:

**1.0 PAVEMENTS, RAMPS, CURBS**

| | | DETAIL / SHEET |
|---|---|---|
| X.X | NOT USED AT THIS TIME | X/LX-XX |

**2.0 JOINTING**

| | | DETAIL / SHEET |
|---|---|---|
| X.X | NOT USED AT THIS TIME | X/LX-XX |

**3.0 STEPS**

| | | DETAIL / SHEET |
|---|---|---|
| X.X | NOT USED AT THIS TIME | X/XX-XX |

**4.0 SITE WALLS/ EMBANKMENTS**

| | | DETAIL / SHEET |
|---|---|---|
| X.X | NOT USED AT THIS TIME | X/LX-XX |

**5.0 SITE FURNITURE**

| | | DETAIL / SHEET |
|---|---|---|
| 5.1 | BENCH - STREETLIFE DRIFTER BENCH | 4/B9 |

**6.0 RAILINGS, BARRIERS, FENCING**

| | | DETAIL / SHEET |
|---|---|---|
| X.X | NOT USED AT THIS TIME | X/XX-XX |

**7.0 SITE LIGHTING**

| | | DETAIL / SHEET |
|---|---|---|
| X.X | NOT USED AT THIS TIME | X/XX-XX |

**8.0 DRAINAGE**

| | | DETAIL / SHEET |
|---|---|---|
| X.X | NOT USED AT THIS TIME | X/XX-XX |

**9.0 PLANTING AND LANDSCAPE**

| | | DETAIL / SHEET |
|---|---|---|
| 9.1 | DECIDUOUS TREE PLANTING | 1/B10 |
| 9.2 | PERENNIAL PLANTING | 2/B10 |

**10.0 MISCELLANEOUS ELEMENTS**

| | | DETAIL / SHEET |
|---|---|---|
| 10.1 | TRASH RECEPTACLE: STREETLIFE BOX BIN TRASH CAN | 5/B9 |
| 10.2 | GATEWAY SIGNAGE | 3/B9 |
| 10.3 | BIKE RACK: STREET LIFE | 2/B9 |


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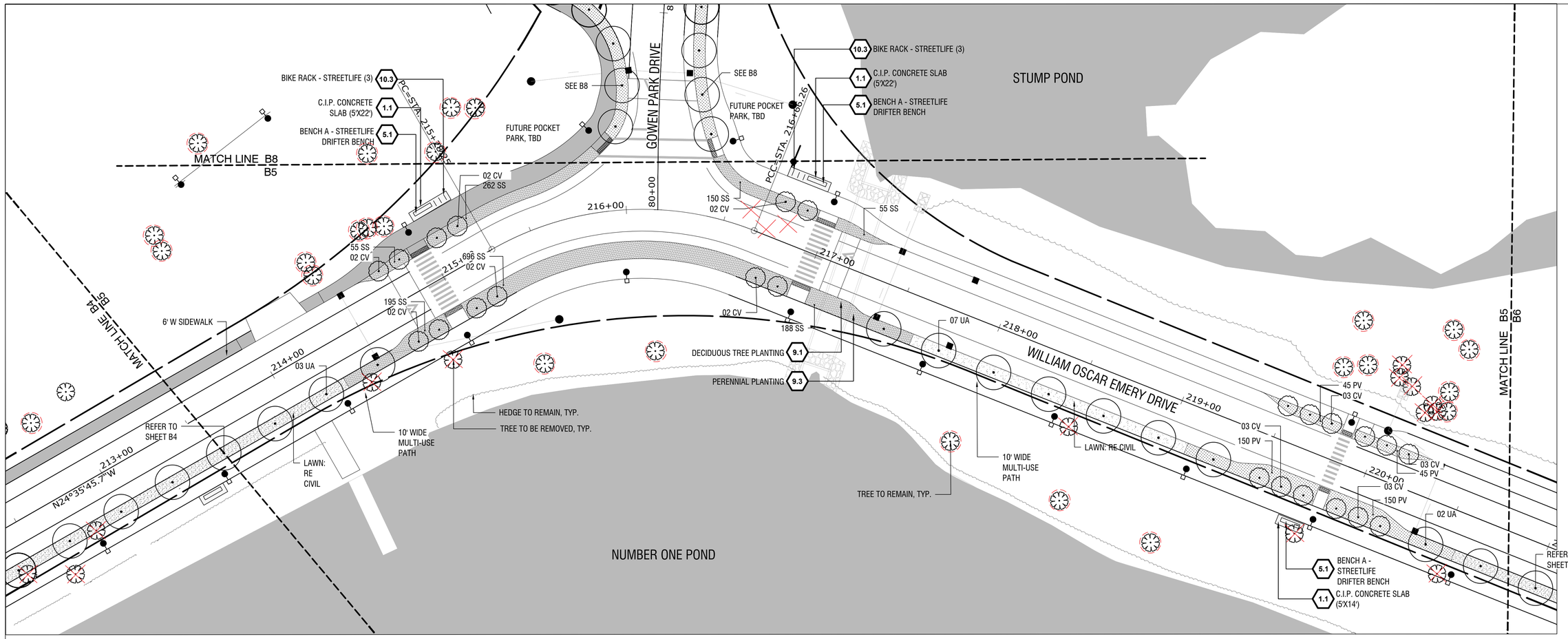
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CONSTRUCTION PLANS
JULY 21, 2026

SHEET TITLE

SHEET INFORMATION

B4




SITE KEYNOTES:

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| 2.0 | JOINTING | | |
| | X.X | NOT USED AT THIS TIME | X/LX-XX |
| 3.0 | STEPS | | |
| | X.X | NOT USED AT THIS TIME | X/XX-XX |
| 4.0 | SITE WALLS/ EMBANKMENTS | | |
| | X.X | NOT USED AT THIS TIME | X/LX-XX |
| 5.0 | SITE FURNITURE | | |
| | 5.1 | BENCH - STREETLIFE DRIFTER BENCH | 4/B9 |
| 6.0 | RAILINGS, BARRIERS, FENCING | | DETAIL / SHEET |
| | X.X | NOT USED AT THIS TIME | X/XX-XX |
| 7.0 | SITE LIGHTING | | |
| | X.X | NOT USED AT THIS TIME | X/XX-XX |
| 8.0 | DRAINAGE | | |
| | X.X | NOT USED AT THIS TIME | X/XX-XX |
| 9.0 | PLANTING AND LANDSCAPE | | |
| | 9.1 | DECIDUOUS TREE PLANTING | 1/B10 |
| | 9.2 | PERENNIAL PLANTING | 2/B10 |
| 10.0 | MISCELLANEOUS ELEMENTS | | |
| | 10.1 | TRASH RECEPTACLE: STREETLIFE BOX BIN TRASH CAN | 5/B9 |
| | 10.2 | GATEWAY SIGNAGE | 3/B9 |
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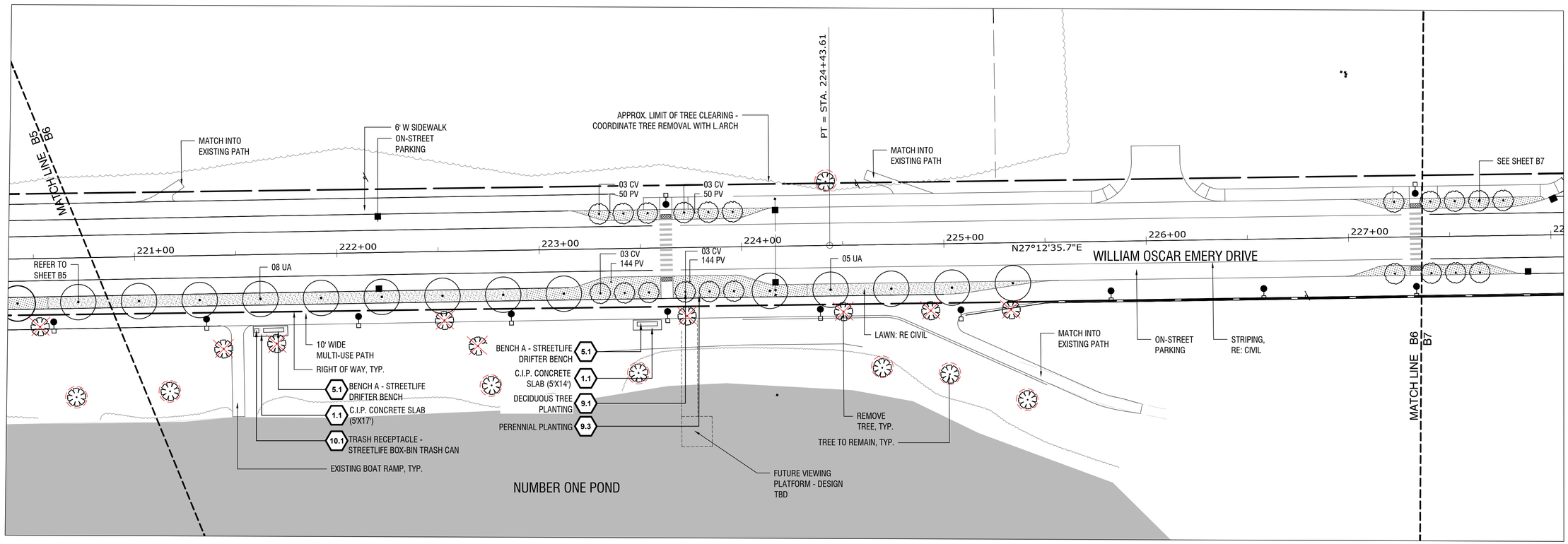
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CONSTRUCTION PLANS
JULY 21, 2026

SHEET TITLE

SHEET INFORMATION

B5




SITE KEYNOTES:

| | | | | | |
|---|---|---|---|---|---|
| 1.0 | PAVEMENTS, RAMPS, CURBS | DETAIL / SHEET | 6.0 | RAILINGS, BARRIERS, FENCING | DETAIL / SHEET |
| | X.X NOT USED AT THIS TIME | X/LX-XX | | X.X NOT USED AT THIS TIME | X/XX-XX |
| 2.0 | JOINTING | | 7.0 | SITE LIGHTING | |
| | X.X NOT USED AT THIS TIME | X/LX-XX | | X.X NOT USED AT THIS TIME | X/XX-XX |
| 3.0 | STEPS | | 8.0 | DRAINAGE | |
| | X.X NOT USED AT THIS TIME | X/XX-XX | | X.X NOT USED AT THIS TIME | X/XX-XX |
| 4.0 | SITE WALLS/ EMBANKMENTS | | 9.0 | PLANTING AND LANDSCAPE | |
| | X.X NOT USED AT THIS TIME | X/LX-XX | | 9.1 DECIDUOUS TREE PLANTING | 1/B10 |
| 5.0 | SITE FURNITURE | | | 9.2 PERENNIAL PLANTING | 2/B10 |
| | 5.1 BENCH - STREETLIFE DRIFTER BENCH | 4/B9 | 10.0 | MISCELLANEOUS ELEMENTS | |
| | | | | 10.1 TRASH RECEPTACLE: STREETLIFE BOX BIN TRASH CAN | 5/B9 |
| | | | | 10.2 GATEWAY SIGNAGE | 3/B9 |
| | | | | 10.3 BIKE RACK: STREET LIFE | 2/B9 |


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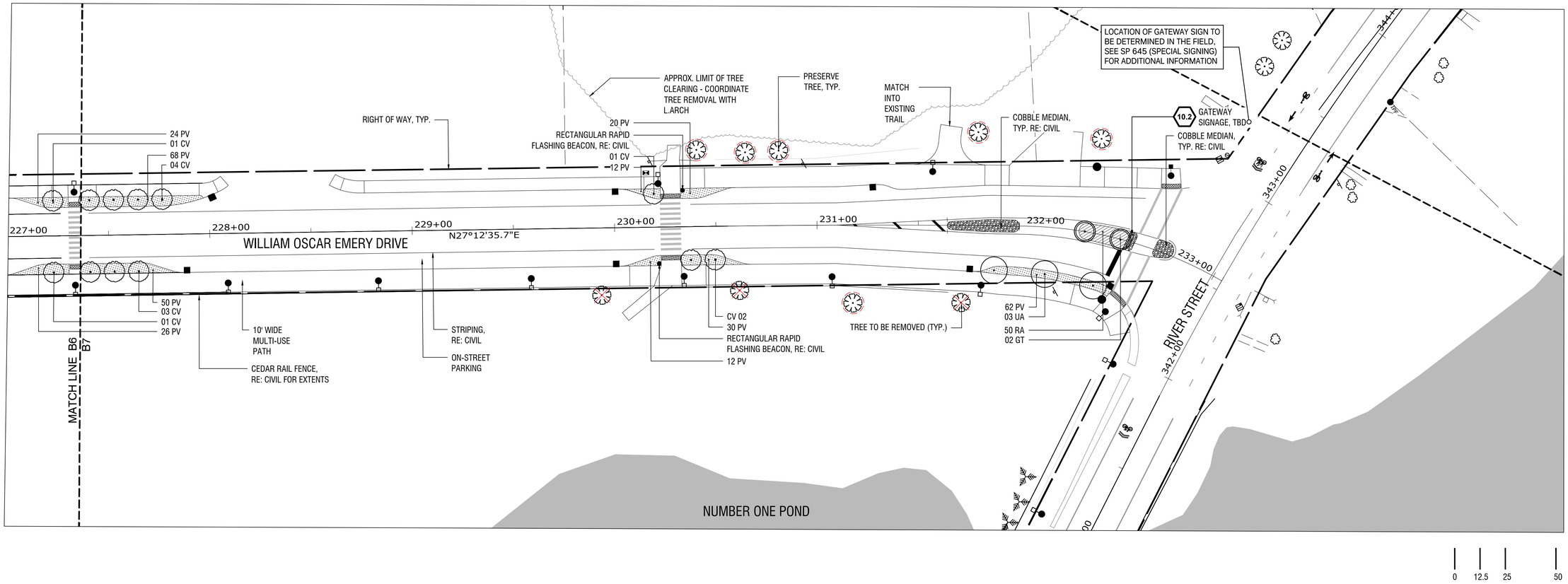
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CONSTRUCTION PLANS
JULY 21, 2026

SHEET TITLE

SHEET INFORMATION

B6




SITE KEYNOTES:

| | | | | | |
|---|---|---|---|---|---|
| 1.0 | PAVEMENTS, RAMPS, CURBS | DETAIL / SHEET | 6.0 | RAILINGS, BARRIERS, FENCING | DETAIL / SHEET |
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| 2.0 | JOINTING | | 7.0 | SITE LIGHTING | |
| | X.X NOT USED AT THIS TIME | X/LX-XX | | X.X NOT USED AT THIS TIME | X/XX-XX |
| 3.0 | STEPS | | 8.0 | DRAINAGE | |
| | X.X NOT USED AT THIS TIME | X/XX-XX | | X.X NOT USED AT THIS TIME | X/XX-XX |
| 4.0 | SITE WALLS/ EMBANKMENTS | | 9.0 | PLANTING AND LANDSCAPE | |
| | X.X NOT USED AT THIS TIME | X/LX-XX | | 9.1 DECIDUOUS TREE PLANTING | 1/B10 |
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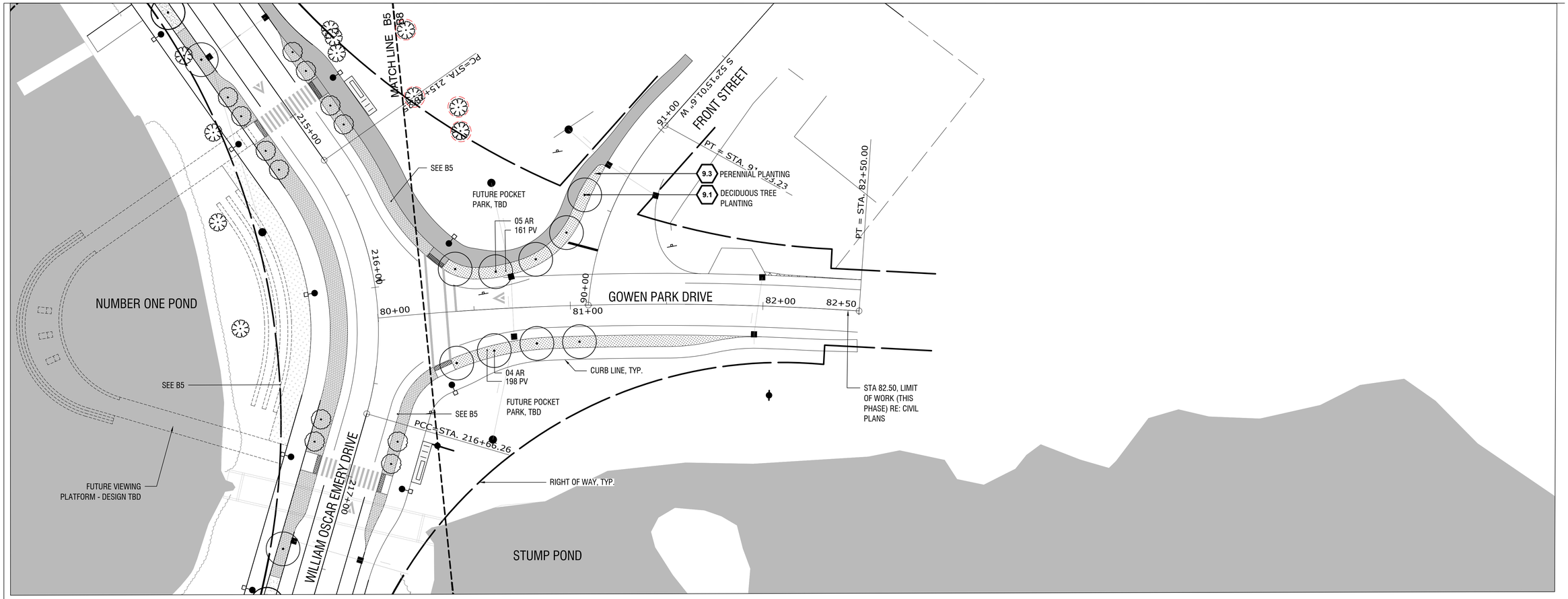
ISSUE DATE

CONSTRUCTION PLANS
JULY 21, 2026

SHEET TITLE

SHEET INFORMATION

B7




SITE KEYNOTES:

| | | | |
|---|---|---|---|
| 1.0 | PAVEMENTS, RAMPS, CURBS | | DETAIL / SHEET |
| | X.X | NOT USED AT THIS TIME | X/LX-XX |
| 2.0 | JOINTING | | |
| | X.X | NOT USED AT THIS TIME | X/LX-XX |
| 3.0 | STEPS | | |
| | X.X | NOT USED AT THIS TIME | X/XX-XX |
| 4.0 | SITE WALLS/ EMBANKMENTS | | |
| | X.X | NOT USED AT THIS TIME | X/LX-XX |
| 5.0 | SITE FURNITURE | | |
| | 5.1 | BENCH - STREETLIFE DRIFTER BENCH | 4/B9 |
| 6.0 | RAILINGS, BARRIERS, FENCING | | DETAIL / SHEET |
| | X.X | NOT USED AT THIS TIME | X/XX-XX |
| 7.0 | SITE LIGHTING | | |
| | X.X | NOT USED AT THIS TIME | X/XX-XX |
| 8.0 | DRAINAGE | | |
| | X.X | NOT USED AT THIS TIME | X/XX-XX |
| 9.0 | PLANTING AND LANDSCAPE | | |
| | 9.1 | DECIDUOUS TREE PLANTING | 1/B10 |
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| 10.0 | MISCELLANEOUS ELEMENTS | | |
| | 10.1 | TRASH RECEPTACLE: STREETLIFE BOX BIN TRASH CAN | 5/B9 |
| | 10.2 | GATEWAY SIGNAGE | 3/B9 |
| | 10.3 | BIKE RACK: STREET LIFE | 2/B9 |


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Landscape Architecture
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SEAL

LICENSED LANDSCAPE ARCHITECT
CAITLIN ACETO
No. 4398
STATE OF MAINE

PROJECT TITLE

# RIVERSIDE AVENUE AND WILLIAM OSCAR EMERY DRIVE

SANFORD, ME

PREPARED FOR

CITY OF SANFORD

919 MAIN STREET
SANFORD, MAINE 04073

| REVISIONS | DATE |
|---|---|
| DRAFT PSE SUBMITTAL | 06/29/2026 |
| CONSTRUCTION PLANS | 07/24/2026 |

ISSUE DATE

CONSTRUCTION PLANS
JULY 21, 2026

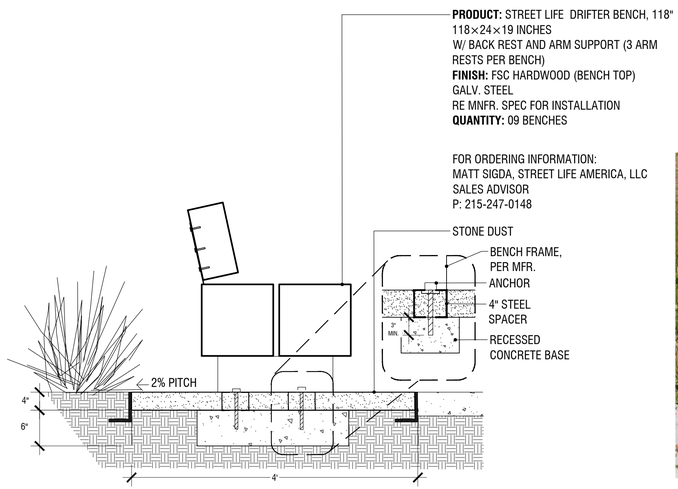
SHEET TITLE

SHEET INFORMATION

B8

SITE KEYNOTES:

| | | | |
|---|---|---|---|
| 1.0 | PAVEMENTS, RAMPS, CURBS | | DETAIL / SHEET |
| | X.X | NOT USED AT THIS TIME | X/LX-XX |
| 2.0 | JOINTING | | |
| | X.X | NOT USED AT THIS TIME | X/LX-XX |
| 3.0 | STEPS | | |
| | X.X | NOT USED AT THIS TIME | X/XX-XX |
| 4.0 | SITE WALLS/ EMBANKMENTS | | |
| | X.X | NOT USED AT THIS TIME | X/LX-XX |
| 5.0 | SITE FURNITURE | | |
| | 5.1 | BENCH - STREETLIFE DRIFTER BENCH | 4/B9 |
| 6.0 | RAILINGS, BARRIERS, FENCING | | DETAIL / SHEET |
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| 7.0 | SITE LIGHTING | | |
| | X.X | NOT USED AT THIS TIME | X/XX-XX |
| 8.0 | DRAINAGE | | |
| | X.X | NOT USED AT THIS TIME | X/XX-XX |
| 9.0 | PLANTING AND LANDSCAPE | | |
| | 9.1 | DECIDUOUS TREE PLANTING | 1/B10 |
| | 9.2 | PERENNIAL PLANTING | 2/B10 |
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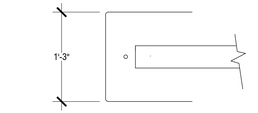



**NOTE:** ALL DIMENISONS INDICATED FOR CONCEPTUAL PURPOSES ONLY, REFER TO MANUFACTURER SPECIFICATIONS FOR FINAL MEASUREMENTS. CONTRACTOR TO VERIFY THAT PRODUCT IS SEALED TO AVOID LEACHING.

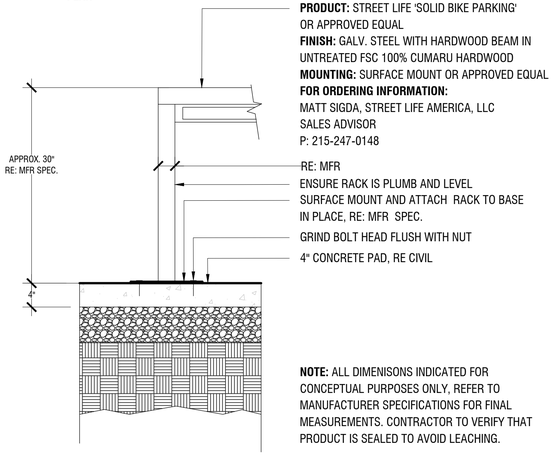


## 1 STREETLIFE DRIFTER BENCH
N.T.S.

5.1



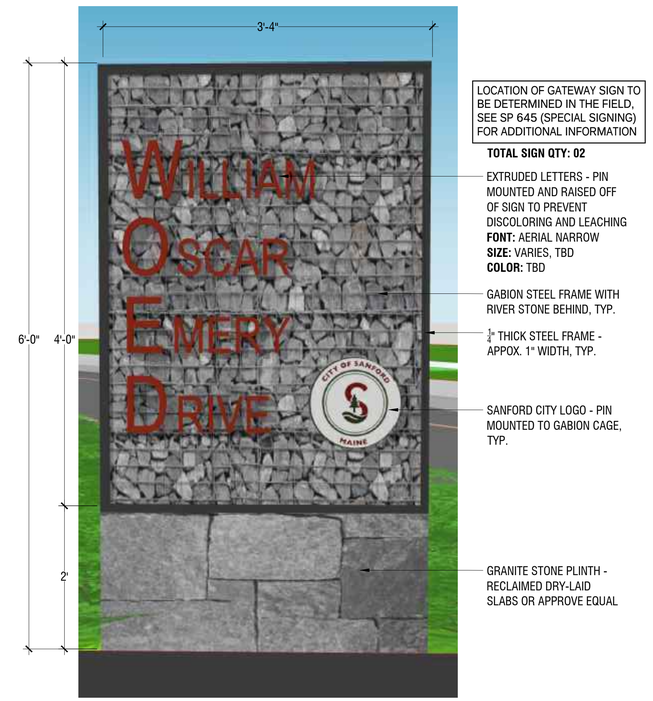

**PLAN**

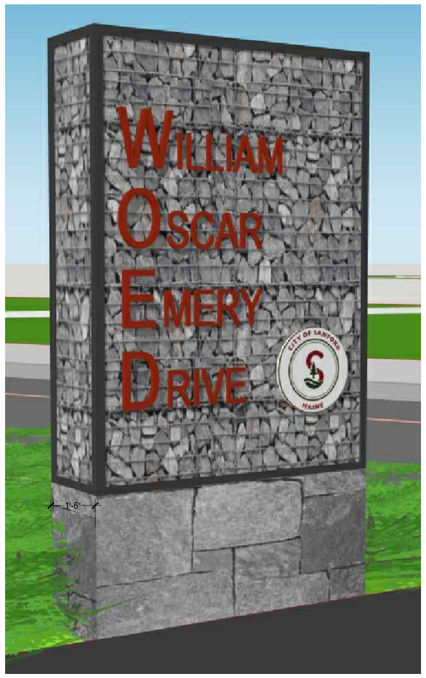



**SECTION**

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## 2 STREETLIFE BIKE RACK
1"=1'-0"



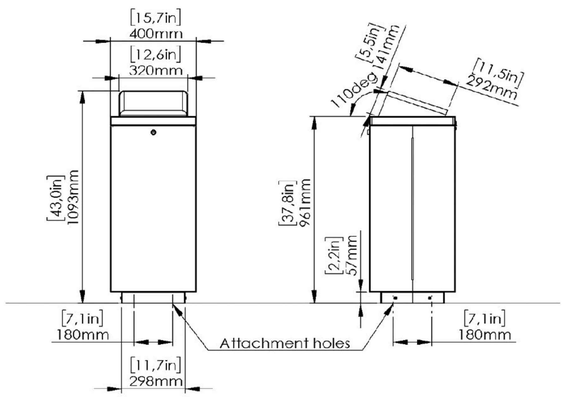

## 3 GATEWAY SIGNAGE
1":1'-0"

10.2

STREETLIFE®

Installation

The product can be surface mounted with 4 bolts from the inside to pavement on a concrete foundation block




*Metric units are leading

Design: Streetlife
Protected by int. Modeldepots & Patents



**PRODUCT:** STREET LIFE BOX BINS EXTRA SLIM
PRODUCT #: BB-S40-CT
16×16×38 INCHES
**FINISH:** WEATHERING STEEL
RAIN COVER (STAINLESS STEEL)
RE MNFR. SPEC FOR INSTALLATION
**QUANTITY:** 02 BINS

FOR ORDERING INFORMATION:
MATT SIGDA, STREET LIFE AMERICA, LLC
SALES ADVISOR
P: 215-247-0148

## 4 STREETLIFE BIKE RACK
N.T.S.

10.1


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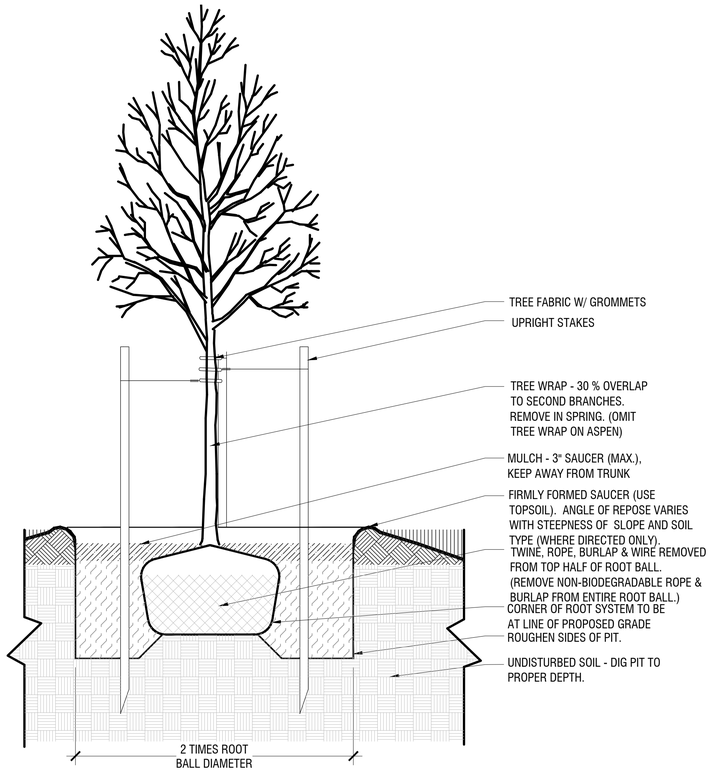
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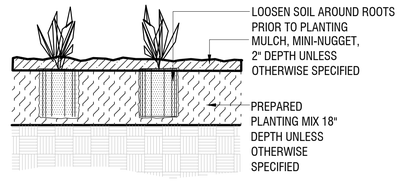
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**1** DECIDUOUS TREE PLANTING 9.1

1":1'-0"




**2** PERENNIAL AND ORNAMENTAL GRASS PLANTING 9.2

1":1'-0"


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