STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLANS PREPARED BY:
vhb
600 Southborough Drive, Suite 100
South Portland, Maine 04106

PLAN LEGEND

Town, County, State
Property Lines
R/W Lines-Existing
R/W Lines-Proposed
Culvert-Existing
Culvert Proposed
Curbing — Existing — Proposed
Type 1
Type 3
Type 5
Outline of Bodies of Water
Exposed Bedrock
Buildings
Trees — Conifer — Deciduous
Tree Line
Clearing Limit Line
Railroad

Catch Basins — Existing ■ Proposed
Manholes — Existing ● Proposed
Proposed Underdrain
Proposed Ditch
Existing Ditch
Utility Poles — Existing ♦ Proposed
Fire Hydrants — Existing ◉ Proposed
Existing Water Line
Existing San. Sewer
Existing San. Sewer Manhole
Guardrail-Existing
Guardrail-Proposed
Guardrail-Cable, Other
Centerline-Existing
Centerline-Proposed 10+00
Travelway-Existing
Travelway-Proposed

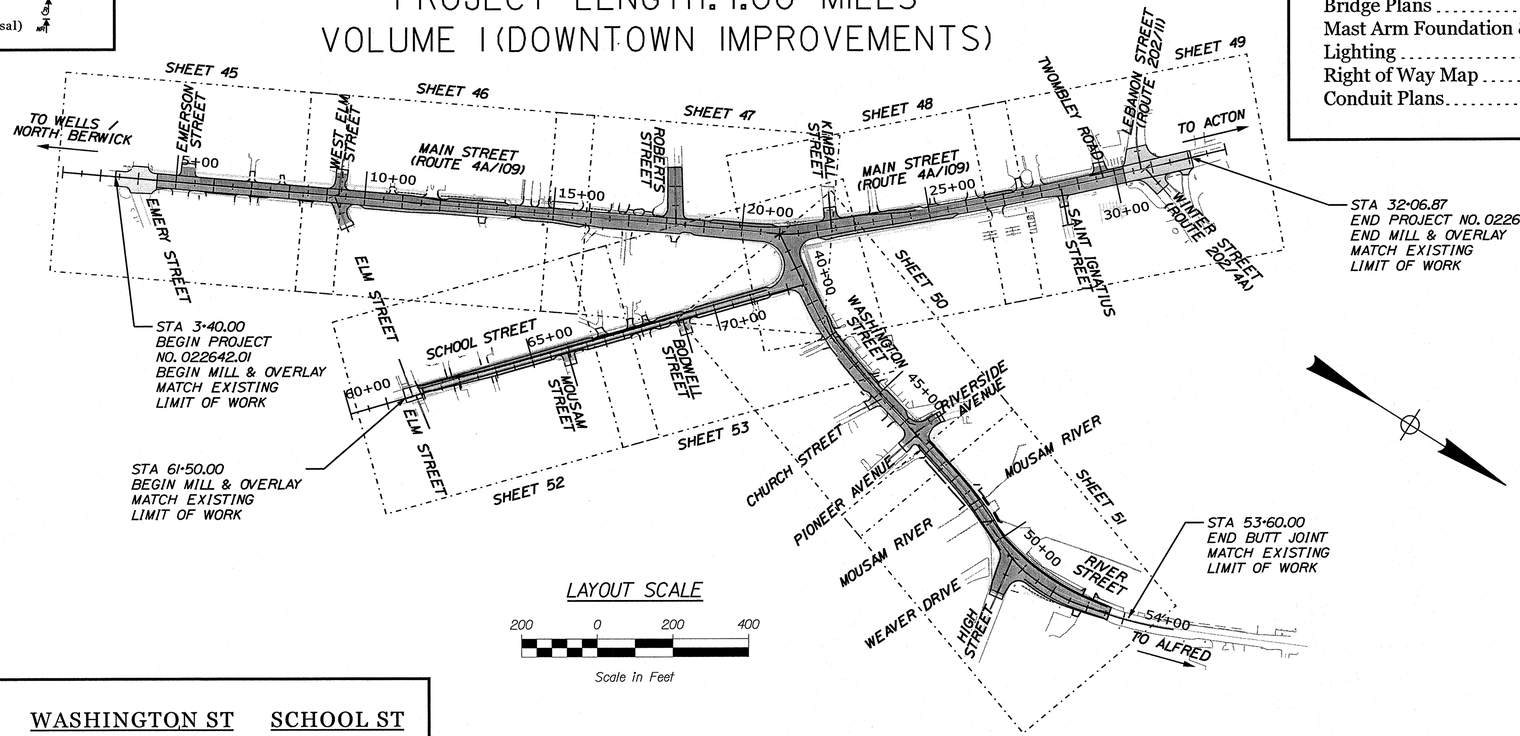
Boring HB-XXX-###
Pavement Core PC-#
Test Pit TP-XXX-###

Probe P-#.#X
#.# = Depth
X = W (Weathered Rock)
R (Refusal)
NR (No Refusal)

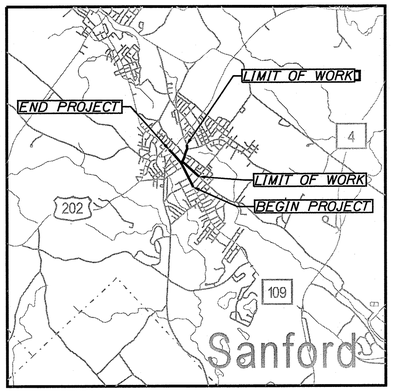
SANFORD
YORK COUNTY
SANFORD RAISE GRANT
WIN 022642.01
PROJECT LENGTH: 1.00 MILES
VOLUME I (DOWNTOWN IMPROVEMENTS)

INDEX OF SHEETS

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LAYOUT SCALE
200 0 200 400
Scale in Feet



0 1 2
Scale in Miles
LOCATION MAP

TRAFFIC DATA	ROUTE 4A/109 MAIN ST	WASHINGTON ST	SCHOOL ST
Current (2026) AADT	15,810	10,010	2,090
Future (2046) AADT	17,390	11,010	2,300
DHV - % of AADT	9%	9%	12%
Design Hour Volume	1,565	991	276
% Heavy Trucks (AADT)	5%	8%	9%
Directional Distribution (DHV)	54%	55%	100%
Design Speed (mph)	25	25	30
Functional Class:	Principal Arterial	Major Collector	Local
Corridor Priority	1	4	5

PROJECT LOCATION:	ROUTE 4A/109 (MAIN STREET) FROM THE EMERY STREET INTERSECTION TO THE LEBANON STREET / WINTER STREET INTERSECTION, INCLUDING IMPROVEMENTS TO WASHINGTON STREET / RIVER STREET AND SCHOOL STREET.
PROGRAM AREA:	HIGHWAY PROGRAM
SCOPE OF WORK:	DOWNTOWN IMPROVEMENTS ALONG ROUTE 4A/109 (MAIN STREET), WASHINGTON STREET, RIVER STREET AND SCHOOL STREET, INCLUDING SIGNAL, DRAINAGE, SAFETY, PARKING AND PEDESTRIAN IMPROVEMENTS.

WIN 022642.01

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

APPROVED	DATE
COMMISSIONER:	7-8-26
CHIEF ENGINEER:	7-8-2026

STATE OF MAINE — ETHAN C. FLYNN 13436 — REGISTERED PROFESSIONAL ENGINEER

Ethan C. Flynn
SIGNATURE | P.E. NUMBER 13436 | DATE 8/27/2026

PROJECT INFORMATION	
PROGRAM	HIGHWAY
PROJECT MANAGER	E. MARTIN
DESIGNER	E. FLYNN
CONSULTANT	VHB
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

SANFORD
DOWNTOWN IMPROVEMENTS

TITLE SHEET

SHEET NUMBER
1
OF 195

Filename: ...\MSTA\Plansets\C_001_Title.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026

ESTIMATED QUANTITIES

ITEM NO.	ITEM DESCRIPTION		UNIT	TOTAL QUANTITY
107.51	PROSECUTION OF WORK - INITIAL SCHEDULE		LS	0.40
107.531	PROSECUTION OF WORK - BI-WEEKLY UPDATES		LS	0.40
201.23	REMOVING SINGLE TREE TOP ONLY		EA	2
201.24	REMOVING STUMP		EA	2
202.12	REMOVING EXISTING STRUCTURAL CONCRETE		CY	15
202.15	REMOVE MANHOLE OR CATCH BASIN		EA	68
202.17	REMOVING EXISTING STRUCTURAL CONCRETE (RETAINING WALL)	(11 CY)	LS	1
202.2023	REMOVING PAVEMENT SURFACE - MEDIUM CUT DRUM		SY	2,900
202.203	PAVEMENT BUTT JOINTS		SY	420
203.20	COMMON EXCAVATION		CY	25,044
203.25	GRANULAR BORROW		CY	291
206.061	STRUCTURAL EARTH EXCAVATION - DRAINAGE & MINOR STRUCTURES BELOW GRADE		CY	107
206.082	STRUCTURAL EARTH EXCAVATION - MAJOR STRUCTURES, PLAN QUANITITY		CY	21
206.092	STRUCTURAL ROCK EXCAVATION - MAJOR STRUCTURES		CY	3
304.10	AGGR SUBB COURSE - GRAVEL		CY	19,000
403.2081	12.5 MM POLYMER MODIFIED HMA		T	2,100
403.209	HOT MIX ASPHALT 9.5 MM HMA (INCID.)		T	470
403.2111	HOT MIX ASPHALT, 9.5 MM (SHIMMING, POLYMER MODIFIED)		T	97
403.2131	HOT MIX ASPHALT, 12.5 MM (BASE AND INTERMEDIATE BASE COURSE, POLYMER MODIFIED)		T	4,100
409.15	BITUMINOUS TACK COAT APPLIED		G	2,200
502.219	STRUCTURAL CONCRETE, ABUTMENTS & RETAINING WALLS	(16 CY)	LS	1
502.261	STRUCTURAL CONCRETE ROADWAY AND SIDEWALK SLAB ON CONCRETE BRIDGES	(25 CY)	LS	1
502.461	STRUCT CONC REPLACE CONC SLAB		CY	11
503.12	REINFORCING STEEL, FABRICATED/DELIVERED		LB	6,000
503.13	REINFORCING STEEL, PLACING		LB	6,000
507.80511	STEEL HAND RAIL - REMOVE AND RESET		LF	190
508.141	HIGH PERFORMANCE WATERPROOFING MEMBRANE		SF	1,900
511.07	COFFERDAM - ABUTMENT EXTENSION		LS	1
512.081	FRENCH DRAIN	(10 LF)	LS	1
515.202	CLEAR PROTECTIVE COATING FOR CONCRETE SURFACES		SY	7,900
515.21	PROTECTIVE COATING FOR CONCRETE SURFACES	(177 SY)	LS	1
518.50	REPAIR OF UPWARD FACING SURFACES - TO REINFORCING STEEL < 8 IN.		SF	10
518.60	REPAIR OF VERTICAL SURFACES < 8 IN.		SF	10
523.52	BEARING INSTALLATION		EA	4
523.5403	PLAIN ELASTOMERIC BEARINGS		EA	4
524.301	TEMPORARY STRUCTURAL SUPPORT		LS	1
526.323	TEXAS CLASSIC RAIL	(64 LF)	LS	1
535.60	PRESTRESSED STRUCTURAL CONCRETE SLAB		LS	1
603.05	6" PVC PIPE		LF	11
603.1311	8" PVC PIPE		LF	8
603.147	10" PVC PIPE		LF	12
603.155	12" RCP CLASS III		LF	580
603.157	12" PVC PIPE		LF	26
603.159	12" CULV PIPE OPTION III		LF	80
603.165	15" RCP CLASS III		LF	430
603.169	15" CULV PIPE OPTION III		LF	26
603.179	18" CULV PIPE OPTION III		LF	17
603.195	24" RCP CLASS III		LF	40
604.072	CATCH BASIN TYPE A1-C		EA	15.250
604.077	72" CATCH BASIN TYPE A1-C		EA	1.125
604.09	CATCH BASIN TYPE B1		EA	13.125
604.092	CATCH BASIN TYPE B1-C		EA	7.250
604.093	60" CATCH BASIN TYPE B1		EA	2.125
604.094	72" CATCH BASIN TYPE B1		EA	1
604.161	ALTERING CATCH BASIN		EA	1
604.18	ADJUST MANHOLE OR CB TO GRADE		EA	4
604.247	CATCH BASIN TYPE F5-C		EA	11
604.249	CATCH BASIN TYPE F6-C		EA	2
604.252	CATCH BASIN TYPE A5-C		EA	26
604.2521	60" CATCH BASIN A5-C		EA	1
604.26	CATCH BASIN TYPE B5		EA	1
604.262	CATCH BASIN TYPE B5-C		EA	8
605.09	6" UNDERDRAIN TYPE B		LF	1,800
605.11	12" UNDERDRAIN TYPE C		LF	3,000
605.12	15" UNDERDRAIN TYPE C		LF	1,100
605.13	18" UNDERDRAIN TYPE C		LF	350
605.15	24" UNDERDRAIN TYPE C		LF	1,100
606.47	SINGLE WOOD POST		EA	1
607.16	CHAIN LINK FENCE - 4'		LF	49
607.24	REMOVE AND RESET FENCE		LF	240
607.291	REMOVE AND RESET STONE WALL		LF	37
608.08	REINFORCED CONCRETE SIDEWALK		SY	7,734
608.09	BRICK SIDEWALK		SY	12
608.10	BRICK SIDEWALK(REM & REBUILD)		SY	120

ESTIMATED QUANTITIES

ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY
608.26	CURB RAMP DETECTABLE WARNING FIELD	SF	840
609.11	VERT CURB TYPE 1	LF	7,624
609.1101	SPECIAL GRANITE CURB	LF	24
609.12	VERT CURB TYPE 1- CIRCULAR	LF	1,100
609.13	VERTICAL BRIDGE CURB TYPE 1	LF	51
609.21	CURB CONCRETE SLIPFORM	LF	950
609.219	CONCRETE SLIPFORM TERMINAL CURB	LF	100
609.221	TERMINAL CURB TYPE 1	LF	560
609.222	TERMINAL CURB TYPE 1 - CIRCULAR	LF	590
609.312	SPECIAL CURB - WHEEL STOP	LF	160
615.07	LOAM	CY	520
615.073	LOAM (PLANTING BEDS)	CY	39
618.13	SEEDING METHOD NUMBER 1	UN	42
619.12	MULCH	UN	42
626.11	PRECAST CONCRETE JUNCTION BOX	EA	23
626.21	METALLIC CONDUIT	LF	20
626.22	NON-METALLIC (3-INCH) CONDUIT	LF	480
626.22	NON-METALLIC CONDUIT (1 1/2-INCH)	LF	5,510
626.22	NON-METALLIC CONDUIT (3-INCH, EMPTY LIGHTING)	LF	170
626.221	NON-METALLIC CONDUIT, CONCRETE ENCASED	LF	40
626.251	NON-METALLIC UNDER PAVEMENT CONDUIT, (SCHEDULE 80 OR GREATER RATING)	LF	295
626.35	CONTROLLER CABINET FOUNDATION	EA	1
626.36	REMOVE OR MODIFY CONCRETE FOUNDATION	EA	6
626.38	GROUND MOUNTED CABINET FOUNDATION	EA	2
626.421	24-INCH FOUNDATION	LF	651
626.44	36-INCH FOUNDATION	LF	45
627.733	4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	LF	13,275
627.75	WHITE PAVEMENT & CURB MARKING	SF	8,900
629.05	HAND LABOR, STRAIGHT TIME	HR	80
631.12	ALL-PURPOSE EXC (INC OPERATOR)	HR	160
631.172	TRUCK-LARGE (INC OPERATOR)	HR	160
631.20	STUMP CHIPPER (INC OPERATOR)	HR	8
631.32	CULVERT CLEANER (INC OPERATOR)	HR	16
634.16	HIGHWAY LIGHTING (DOWNTOWN IMPROVEMENTS)	LS	1
634.2041	LUMINARES	EA	82
634.21	CONVENTIONAL LIGHT STANDARD (15-FOOT POLE)	EA	82
639.18	FIELD OFFICE TYPE A	EA	1
643.21	NON-INVASIVE STOP BAR VEHICLE DETECTION SYSTEM: WASHINGTON ST/RIVER ST & HIGH S	LS	1
643.631	RECTANGULAR RAPID FLASHING BEACON - REMOVE AND RESET	EA	2
643.71	TRAFFIC SIGNAL: MAIN ST & EMERY ST	LS	1
643.71	TRAFFIC SIGNAL: MAIN ST & WASHINGTON ST	LS	1
643.71	TRAFFIC SIGNAL: WASHINGTON ST/RIVER ST & HIGH ST	LS	1
643.81	TRAFFIC SIGNAL CONTROL SYSTEM	LS	1
643.91	MAST ARM POLE W/30' ARM	EA	1
643.91	MAST ARM POLE W/22' ARM AND 50' ARM	EA	1
643.91	MAST ARM POLE W/30' ARM AND 45' ARM	EA	1
643.92	PEDESTAL POLE	EA	9
643.922	REMOVE AND RESET PEDESTAL POLE	EA	1
645.106	DEMOUNT REGUALTORY, WARNING CONFIRMATION, RTE ASSEMBLY SIGNS	EA	133
645.108	DEMOUNT POLE	EA	5
645.116	REINSTALL REGULATORY, WARNING, CONFIRMATION, RTE ASSEMBLY SIGN	EA	28
645.271	REG WARN CONF RTE SIGNS TYPE I	SF	1,300
645.292	REGULATORY, WARNING, CONFIRMATION, AND RTE ASSEMBLY SIGN, TYPE 2	SF	560
652.312	TYPE I BARRICADE	EA	6
652.33	DRUM	EA	120
652.34	CONE	EA	252
652.35	CONSTRUCTION SIGNS	SF	1,600
652.361	MAINT OF TRAFF CONTROL DEV	CD	550
652.38	FLAGGER	HR	20,000
652.381	TRAFFIC OFFICERS	HR	1,600
652.41	PORTABLE - CHANGE MESSAGE SIGN	EA	4
654.351	CONNECTED ROADSIDE UNIT (RSU)	EA	1
656.75	TEMP. SOIL EROS. AND WATER POLL. CONTROL	LS	0.40
659.10	MOBILIZATION	LS	0.40
660.21	ON-THE-JOB TRAINING (BID)	HR	1,300
673.10	WET CAST SMALL LANDSCAPE BLOCK WALL	SF	64
801.03	TEST PITS	EA	20
801.141	4" PVC SANITARY SEWER (SDR-35)	LF	50
801.16	6" PVC SANITARY SEWER (SDR-35)	LF	180

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
022642.01

HIGHWAY PLANS

vhb

	E. MARTIN	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	JBD	BMD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SANFORD
DOWNTOWN IMPROVEMENTS

ESTIMATED QUANTITIES

SHEET NUMBER

2

OF 195

Filename: ...\G_002_Estimated_Quantities.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026

EARTHWORK SUMMARY

COMMON EXCAVATION FOR ESTIMATE

COMMON EXCAVATION (FROM MODEL OR PLANS)	21,262	
DRIVES	1,398	
GRUBBING IN FILL	-	
UNDERCUT (UNDETERMINED LOCATIONS)	200	
EXISTING CONCRETE SIDEWALK & CURB IN FILL	878	
EXISTING DRAINAGE REMOVAL	882	
BRIDGE	44	
TOTAL COMMON EXCAVATION		24,664

FILL FOR BORROW CALCULATIONS

COMMON FILL (FROM MODEL OR PLANS)	132	
GRUBBING IN FILL	-	
EXISTING CONCRETE SIDEWALK & CURB IN FILL	878	
EXISTING DRAINAGE REMOVAL	441	
TOTAL FILL		1,452

ROCK EXCAVATION FOR ESTIMATE

ROCK EXCAVATION (UNDETERMINED LOCATIONS)	20	
TOTAL ROCK EXCAVATION		20

AVAILABLE COMMON EXCAVATION FOR BORROW CALCULATIONS

ALL DEDUCTIONS:		
GRUBBING IN CUT	33	
GRUBBING IN FILL	-	
UNDERCUT (UNDETERMINED LOCATIONS)	200	
PAVEMENT SALVAGE (CUT & FILL)	4,206	
EXISTING CONCRETE SIDEWALK & CURB IN FILL	878	
EXISTING DRAINAGE REMOVAL	441	
TOTAL DEDUCTIONS		5,758
TOTAL AVAILABLE COMMON EXCAVATION (-) TOTAL DEDUCTIONS	18,907	
TOTAL AVAILABLE STRUCTURAL EXCAVATION (UNDERDRAIN ONLY)	2,164	
STRUCTURAL EXCAVATION (BRIDGE)	28	
TOTAL AVAILABLE NON-ROCK EXCAVATION		21,099

COMPUTATION OF WASTE STORAGE & WASTE MATERIAL

TOTAL AVAILABLE WASTE STORAGE AREA (FROM CROSS SECTIONS)	-	
GRUBBING IN CUT	33	
GRUBBING IN FILL	-	
UNDERCUT	200	
TOTAL WASTE MATERIAL	233	
TOTAL WASTE MATERIAL TO BE UTILIZED*		-
TOTAL WASTE MATERIAL TO BE WASTED		233

COMPUTATION FOR GRANULAR BORROW FOR ESTIMATE

GRANULAR BORROW FOR UNDERCUTTING	200	
GRANULAR BORROW FOR CULVERT BEDDING	50	
GRANULAR BORROW FOR BRIDGE	41	
TOTAL GRANULAR BORROW		291

COMPUTATION FOR SURPLUS MATERIAL OR COMMON BORROW FOR ESTIMATE

TOTAL AVAILABLE NON-ROCK EXCAVATION	21,099	x 0.90	=	18,989
TOTAL AVAILABLE ROCK EXCAVATION (UNDETERMINED LOCATIONS)	20	x 1.30	=	26
TOTAL AVAILABLE STRUCTURAL ROCK EXCAVATION	3	x 1.30	=	4
TOTAL WASTE MATERIAL TO BE UTILIZED	0	x 0.90	=	0
TOTAL AVAILABLE EXCAVATION				19,019
BORROW NEEDED = TOTAL FILL (-) TOTAL AVAILABLE EXCAVATION				0
IF NO BORROW IS NEEDED, SURPLUS MATERIAL = AVAILABLE EXCAVATION (-) TOTAL FILL, (+)				
TOTAL WASTE MATERIAL TO BE WASTED				17,800
SURPLUS MATERIAL				**17,800 CY**

GRANULAR BORROW IN LOW WET AREAS	0
GRANULAR BORROW TO MAINTAIN TRAFFIC	0
BORROW NEEDED (-) REQUIRED GRANULAR BORROW WITHIN FILL	0

COMMON BORROW **0 CY**

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN 022642.01

HIGHWAY PLANS

vhb

PROJ. MANAGER	E. MARTIN		
DESIGN- DETAILED	JBD	BMD	8/27/2026
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DESIGN2- DETAILED2			
DESIGN3- DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SANFORD
DOWNTOWN IMPROVEMENTS

EARTHWORK SUMMARY

SHEET NUMBER

3

OF 195

Filename: ...\Planset\G_003_Earthwork.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026

STRUCTURE NUMBER	STATION				GRND.	RIM	CULVERT PIPE										CATCH BASIN								UNDERDRAIN						REMARKS
							RCP			CMP		PVC		OPTION III												TYPE B		TYPE C				
														SMOOTHLINED		CORRUGATED										TYPE B	OUTLET	SMOOTHLINED		CORRUGATED		
							SIZE	LENGTH	CLASS	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	A1-C	A5-C	B1	B1-C	B5	B5-C	F4-C	F5-C	F6-C	LENGTH	LENGTH	SIZE	LENGTH	SIZE	LENGTH	
CB-1	3+82.61	20.83	RT			297.53														1											FLAT TOP
CB-2	4+50.00	17.00	LT			297.98												1													FLAT TOP
CB-3	4+62.59	21.12	RT			297.92												1													FLAT TOP
CB-4	5+79.58	20.00	RT			298.86																1									FLAT TOP
CB-5	6+00.00	17.00	LT			299.11												1													FLAT TOP
CB-6	6+96.71	20.00	RT			299.35																		1							
CB-7	7+25.00	17.00	LT			299.62												1													FLAT TOP
CB-8	7+36.70	20.00	RT			299.56												1													FLAT TOP
CB-9	8+28.39	17.00	LT			300.02												1													FLAT TOP
CB-10	8+28.39	20.00	RT			299.94																	1								FLAT TOP
CB-11	9+20.11	39.14	LT			299.92											1														
CB-12	9+28.46	49.57	RT			300.21												1													FLAT TOP
CB-13	9+45.00	17.00	LT			300.12													1.125												SOLID COVER, 60" DIA
CB-14	9+48.37	51.65	LT			299.74											1.125														72" DIA
CB-15	9+57.84	49.07	RT			300.28												1													
CB-16	10+50.00	17.00	LT			300.09											1.125														
CB-17	11+25.00	23.95	LT			299.53																		1							
CB-18	11+25.00	16.90	LT			299.88												1													FLAT TOP
CB-19	12+50.00	20.00	LT			299.38												1													FLAT TOP
CB-20	12+50.00	20.00	RT			299.39																		1							
CB-21	12+50.00	27.00	LT			299.37																		1							
CB-22	12+81.00	20.00	LT			299.36												1													FLAT TOP
CB-23	12+81.00	20.00	RT			299.37												1													FLAT TOP
CB-24	14+22.30	20.00	RT			299.77												1													FLAT TOP
CB-25	14+60.34	15.00	LT			300.06																1									FLAT TOP, SOLID COVER
CB-26	14+60.34	23.00	LT			299.91																		1							
CB-27	15+87.16	26.33	RT			300.74												1													FLAT TOP
CB-28	16+20.00	15.00	LT			301.36												1													FLAT TOP
CB-29	18+40.00	37.40	LT			302.35											1.125														
CB-30	18+75.00	15.00	LT			302.83												1													FLAT TOP
CB-31	18+75.00	21.90	RT			302.66												1													FLAT TOP
CB-32	19+25.00	20.00	LT			302.76												1													FLAT TOP
CB-33	19+75.00	23.00	RT			303.05												1													FLAT TOP
CB-34	20+75.00	25.50	RT			303.82											1														
CB-35	21+40.00	22.33	LT			304.08											1														
CB-36	21+40.00	16.00	LT			304.26													1												SOLID COVER
CB-37	22+22.29	25.26	RT			304.85												1													
CB-38	22+22.29	16.00	LT			304.76													1												SOLID COVER
CB-39	22+64.15	25.57	LT			304.78																	1								
CB-40	22+64.15	16.00	LT			305.02													1												SOLID COVER
CB-41	23+75.00	23.54	LT			305.38																	1								FLAT TOP
CB-42	25+57.51	22.00	RT			305.76												1													FLAT TOP
CB-43	26+44.50	15.00	RT			305.79																		1							
CB-44	27+16.63	20.00	LT			305.37																		1							
CB-45	28+00.00	15.10	RT			305.32											1														FLAT TOP
CB-46	28+75.00	23.00	RT			305.01																	1								FLAT TOP
CB-47	29+42.85	15.26	LT			304.93																	1								FLAT TOP
CB-48	30+00.00	23.00	RT			304.64																	1								FLAT TOP
CB-49	30+14.24	20.00	LT			305.19													1												BEHIND CURB
CB-50	30+22.13	23.00	RT			304.61											1														
CB-51	30+93.95	21.34	LT			305.00													1												SOLID COVER
CB-52	40+75.00	24.16	LT			305.16											1.375														
CB-53	40+75.00	18.21	RT			304.80											1.25														
CB-54	42+50.00	15.00	RT			304.50											1														
CB-55	42+57.59	23.95	LT			304.25											1.375														
CB-56	43+02.44	18.32	RT			303.82													1.125												FLAT TOP, SOLID COVER
CB-57	43+20.00	15.30	LT			303.33														1.13											
CB-58	44+33.64	15.00	LT			297.32											1														
CB-59	44+64.17	22.00	RT			294.93											1														
CB-60	45+67.37	22.00	LT			288.19											1														
CB-61	46+08.64	16.63	LT			286.02												1													FLAT TOP, 60" DIA
CB-62	45+78.83	20.00	RT			287.42																	1								FLAT TOP
CB-63	46+31.98	6.53	LT			285.42													1												SOLID COVER
CB-64	49+65.19	15.28	LT			281.19														1.13											
CB-65	49+65.19	15.00	RT			281.28														1											
CB-66	50+75.00	26.21	LT			282.01														1											
CB-67	50+76.35	43.65	LT			282.52																			1						
CB-68	51+25.00	28.00	LT			282.89														1											
CB-69	51+25.00	21.00	RT			283.00														1											
CB-70	51+30.62	34.50	RT			281.64																		1							
CB-71	61+85.93	7.58	RT			301.76													1												SOLID COVER
CB-72	62+43.00	13.80	LT			301.28												1													FLAT TOP
CB-73	62+43.00	7.00	RT			301.47												1													FLAT TOP
CB-74	62+60.20	14.30	LT			301.39												1													FLAT TOP

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
022642.01

HIGHWAY PLANS

vhb

			DATE
PROJ. MANAGER	E. MARTIN		
DESIGN-DETAILED	JBD	BMD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SANFORD
DOWNTOWN IMPROVEMENTS

DRAINAGE SCHEDULE
(1 OF 3)

SHEET NUMBER

4

OF 195

Filename: ...\G_004_Drainage_Schedule.dgn Username: jamesdavis Division: HIGHWAY Date:8/27/2026

STRUCTURE NUMBER	STATION	GRND.	RIM	CULVERT PIPE											CATCH BASIN									UNDERDRAIN						REMARKS
				RCP			CMP		PVC		OPTION III														TYPE B		TYPE C				
											SMOOTHLINED		CORRUGATED												TYPE B	OUTLET	SMOOTHLINED		CORRUGATED		
				SIZE	LENGTH	CLASS	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	A1-C	A5-C	B1	B1-C	B5	B5-C	F4-C	F5-C	F6-C	LENGTH	LENGTH	SIZE	LENGTH	SIZE	LENGTH	
CB-75	64+00.00 21.97 LT		302.30														1													BEHIND CURB, FLAT TOP
CB-76	64+00.00 0.00 RT		302.13														1													FLAT TOP, SOLID COVER
CB-77	65+75.00 22.00 LT		302.80														1													BEHIND CURB, FLAT TOP
CB-78	65+86.00 0.00 RT		302.65														1													FLAT TOP, SOLID COVER, 72" DIA
CB-79	66+28.00 0.00 RT		302.78														1													FLAT TOP, SOLID COVER
CB-80	68+50.80 20.00 LT		302.97																			1								
CB-81	68+96.92 26.06 RT		303.52																				1							
CB-82	69+00.00 0.00 RT		303.60														1													FLAT TOP, SOLID COVER, 60" DIA
CB-83	69+08.82 20.00 LT		303.15													1														FLAT TOP
CB-84	69+26.88 26.04 RT		303.58																			1								
CB-85	69+54.15 19.80 LT		303.29													1														FLAT TOP
CB-86	70+81.28 20.00 LT		303.71																			1								
CB-87	70+81.28 0.00 RT		304.20														1													FLAT TOP, SOLID COVER
	CB-4 TO 6+88.00 RT	5+79.58 RT TO 6+88.00	RT																					107						
	CB-5 TO 7+15.23 LT	6+00.00 LT TO 7+15.23	LT																					114						
	CB-10 TO 9+12.79 RT	8+28.39 RT TO 9+12.79	RT																					83						
	10+02.70 RT TO CB-20	10+02.70 RT TO 12+50.00	RT																					246						
	CB-27 TO 18+07.31 RT	15+87.16 RT TO 18+07.31	RT																					222						
	CB-32 TO 20+72.11 LT	19+25.00 LT TO 20+72.11	LT																					146						
	CB-33 TO 20+61.51 RT	19+75.00 RT TO 20+61.51	RT																					85						
	CB-35 TO 22+08.64 LT	21+40.00 LT TO 22+08.64	LT																					65						
	CB-41 TO 25+02.96 LT	23+75.00 LT TO 25+02.96	LT																					127						
	25+25.00 LT TO CB-44	25+25.00 LT TO 27+16.63	LT																					197						
	25+73.16 RT TO CB-43	25+73.16 RT TO 26+44.50	RT																					70						
	41+74.00 RT TO CB-54	41+74.00 RT TO 42+50.00	RT																					76						
	CB-87 TO 71+75.00 RT	70+81.28 RT TO 71+75.00	RT																					92						
	CB-65 TO 250+79.28 RT	49+65.19 RT TO 250+79.28	RT																					147						
	CB-2 TO CB-5	4+50.00 LT TO 6+00.00	LT																							12	146			
	CB-3 TO CB-4	4+62.59 RT TO 5+79.58	RT																							12	113			
	CB-6 TO CB-8	6+96.71 RT TO 7+36.70	RT																							12	36			
	CB-7 TO CB-9	7+25.00 LT TO 8+28.39	LT																							12	100			
	CB-8 TO CB-10	7+36.70 RT TO 8+28.39	RT																							12	88			
	CB-20 TO CB-23	12+50.00 RT TO 12+81.00	RT																							12	27			
	CB-24 TO CB-27	14+22.30 RT TO 15+87.16	RT																							12	165			
	CB-28 TO CB-30	16+20.00 LT TO 18+75.00	LT																							12	251			
	CB-30 TO CB-32	18+75.00 LT TO 19+25.00	LT																							12	51			
	CB-31 TO CB-33	18+75.00 RT TO 19+75.00	RT																							12	96			
	CB-34 TO CB-53	20+75.00 RT TO 40+75.00	RT																							12	67			
	CB-37 TO CB-42	22+22.29 RT TO 25+57.51	RT																							12	333			
	CB-39 TO CB-41	22+64.15 LT TO 23+75.00	LT																							12	107			
	CB-43 TO CB-45	26+44.50 RT TO 28+00.00	RT																							12	152			
	CB-44 TO CB-47	27+16.63 LT TO 29+42.85	LT																							12	222			
	CB-45 TO CB-46	28+00.00 RT TO 28+75.00	RT																							12	71			
	CB-46 TO CB-48	28+75.00 RT TO 30+00.00	RT																							12	123			
	CB-47 TO CB-49	29+42.85 LT TO 30+14.24	LT																							12	68			
	CB-48 TO CB-50	30+00.00 RT TO 30+22.13	RT																							12	19			
	CB-54 TO CB-56	42+50.00 RT TO 43+02.44	RT																							12	51			
	CB-56 TO CB-59	43+02.44 RT TO 44+64.17	RT																							12	159			
	CB-59 TO CB-62	44+64.17 RT TO 45+78.83	RT																							12	112			
	CB-68 TO 53+25.00 LT	51+25.00 LT TO 53+25.00	LT																							12	189			
	CB-69 TO 52+44.56 RT	51+25.00 RT TO 52+44.56	RT																							12	120			
	CB-80 TO CB-83	68+50.80 LT TO 69+08.82	LT																							12	54			
	CB-9 TO CB-13	8+28.39 LT TO 9+45.00	LT																							15	113			
	CB-23 TO CB-24	12+81.00 RT TO 14+22.30	RT																							15	138			
	CB-25 TO CB-28	14+60.34 LT TO 16+20.00	LT																							15	166			
	CB-52 TO CB-55	40+75.00 LT TO 42+57.59	LT																							15	174			
	CB-55 TO CB-57	42+57.59 LT TO 43+20.00	LT																							15	57			
	CB-57 TO CB-58	43+20.00 LT TO 44+33.64	LT																							15	110			
	CB-58 TO CB-60	44+33.64 LT TO 45+67.37	LT																							15	131			
	CB-60 TO CB-61	45+67.37 LT TO 46+08.64	LT																							15	45			
	CB-64 TO CB-66	49+65.19 LT TO 50+75.00	LT																							15	103			
	CB-66 TO CB-68	50+75.00 LT TO 51+25.00	LT																							15	41			
	CB-22 TO CB-25	12+81.00 LT TO 14+60.34	LT																							18	171			
	CB-82 TO CB-87	69+00.00 RT TO 70+81.28	RT																							18	178			
	CB-13 TO CB-16	9+45.00 LT TO 10+50.00	LT																							24	101			
	CB-16 TO CB-18	10+50.00 LT TO 11+25.00	LT																							24	72			
	CB-18 TO CB-19	11+25.00 LT TO 12+50.00	LT																							24	121			
	CB-19 TO CB-22	12+50.00 LT TO 12+81.00	LT																							24	27			
	CB-71 TO CB-73	61+85.93 RT TO 62+43.00	RT																							24	53			
	CB-73 TO CB-76	62+43.00 RT TO 64+00.00	RT																							24	153			
	CB-76 TO CB-78	64+00.00 RT TO 65+86.00	RT																							24	182			
	CB-78 TO CB-79	65+86.00 RT TO 66+28.00	RT																							24	38			
	CB-79 TO CB-82	66+28.00 RT TO 69+00.00	RT																							24	268			

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BMD	8/27/2026
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SANFORD
DOWNTOWN IMPROVEMENTS

DRAINAGE SCHEDULE
(2 OF 3)

SHEET NUMBER

5

OF 195

Filename: ...\G_004_Drainage_Schedule.dgn Division: HIGHWAY Username: jomesdavis Date:8/27/2026

STRUCTURE NUMBER	STATION								CULVERT PIPE										CATCH BASIN									UNDERDRAIN						REMARKS
							GRND.	RIM	RCP			CMP		PVC		OPTION III													TYPE B		TYPE C				
																SMOOTHLINED		CORRUGATED															
									SIZE	LENGTH	CLASS	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	A1-C	A5-C	B1	B1-C	B5	B5-C	F4-C	F5-C	F6-C	TYPE B LENGTH	OUTLET LENGTH	SMOOTHLINED SIZE	SMOOTHLINED LENGTH	CORRUGATED SIZE	CORRUGATED LENGTH	
	43+20.00	LT	TO	CB-57	43+20.00	LT	TO	43+20.00	LT	10	4	III																						PAID FOR AS ITEM 603.155
	45+68.00	LT	TO	CB-60	45+68.00	LT	TO	45+67.37	LT	10	4	III																						PAID FOR AS ITEM 603.155
	CB-1		TO	CB-3	3+82.61	RT	TO	4+62.59	RT	12	76	III																						
	CB-2		TO	CB-3	4+50.00	LT	TO	4+62.59	RT	12	38	III																						
	CB-9		TO	CB-10	8+28.39	LT	TO	8+28.39	RT	12	35	III																						
	CB-11		TO	CB-14	9+20.11	LT	TO	9+48.37	LT	12	27	III																						
	CB-12		TO	CB-15	9+28.46	RT	TO	9+57.84	RT	12	27	III																						
	CB-30		TO	CB-31	18+75.00	LT	TO	18+75.00	RT	12	35	III																						
	CB-35		TO	CB-36	21+40.00	LT	TO	21+40.00	LT	12	4	III																						
	CB-37		TO	CB-38	22+22.29	RT	TO	22+22.29	LT	12	38	III																						
	CB-38		TO	CB-40	22+22.29	LT	TO	22+64.15	LT	12	38	III																						
	CB-39		TO	CB-40	22+64.15	LT	TO	22+64.15	LT	12	7	III																						
	CB-49		TO	CB-51	30+14.24	LT	TO	30+93.95	LT	12	76	III																						
	CB-64		TO	CB-65	49+65.19	LT	TO	49+65.19	RT	12	27	III																						
	CB-75		TO	CB-76	64+00.00	LT	TO	64+00.00	RT	12	19	III																						
	CB-77		TO	CB-78	65+75.00	LT	TO	65+86.00	RT	12	22	III																						
	CB-81		TO	CB-82	68+96.92	RT	TO	69+00.00	RT	12	24	III																						
	CB-81		TO	CB-84	68+96.92	RT	TO	69+26.88	RT	12	28	III																						
	CB-82		TO	CB-83	69+00.00	RT	TO	69+08.82	LT	12	18	III																						
	CB-86		TO	CB-87	70+81.28	LT	TO	70+81.28	RT	12	17	III																						
	CB-50		TO	30+20.24	RT	30+22.13	RT	TO	30+20.24	RT	12	4	III																						
	30+92.00	LT	TO	CB-51	30+92.00	LT	TO	30+93.95	LT	12	4	III																						
	CB-51		TO	30+95.00	LT	30+93.95	LT	TO	30+95.00	LT	12	4	III																						
	CB-13		TO	CB-15	9+45.00	LT	TO	9+57.84	RT	15	65	III																						
	9+60.30	RT	TO	CB-15	9+60.30	RT	TO	9+57.84	RT	15	4	III																						
	CB-22		TO	CB-23	12+81.00	LT	TO	12+81.00	RT	15	38	III																						
	CB-36		TO	CB-52	21+40.00	LT	TO	40+75.00	LT	15	74	III																						
	CB-36		TO	CB-38	21+40.00	LT	TO	22+22.29	LT	15	78	III																						
	CB-52		TO	CB-53	40+75.00	LT	TO	40+75.00	RT	15	39	III																						
	CB-62		TO	CB-61	45+78.83	RT	TO	46+08.64	LT	15	44	III																						
	CB-61		TO	46+31.98	LT	46+08.64	LT	TO	46+31.98	LT	15	21	III																						
	CB-68		TO	CB-69	51+25.00	LT	TO	51+25.00	RT	15	45	III																						
	CB-72		TO	CB-73	62+43.00	LT	TO	62+43.00	RT	15	19	III																						
	CB-13		TO	CB-14	9+45.00	LT	TO	9+48.37	LT	24	30	III																						
	CB-14		TO	9+48.00	LT	9+48.37	LT	TO	9+48.00	LT	24	4	III																						
	61+79.93	RT	TO	CB-71	61+79.93	RT	TO	61+85.93	RT	24	4	III																						
	43+02.10	RT	TO	CB-56	43+02.10	RT	TO	43+02.44	RT						6	4																		
	69+08.05	LT	TO	CB-83	69+08.05	LT	TO	69+08.82	LT						6	7																		
	CB-8		TO	7+39.24	RT	7+36.70	RT	TO	7+39.24	RT						8	4																		
	CB-87		TO	70+90.53	RT	70+81.28	RT	TO	70+90.53	RT						8	4																		
	CB-79		TO	66+30.79	RT	66+28.00	RT	TO	66+30.79	RT						10	12																		
	CB-71		TO	61+86.74	RT	61+85.93	RT	TO	61+86.74	RT						12	4																		
	65+85.97	RT	TO	CB-78	65+85.97	RT	TO	65+86.00	RT						12	22																		
	CB-17		TO	CB-18	11+25.00	LT	TO	11+25.00	LT								12	4																	
	CB-19		TO	CB-21	12+50.00	LT	TO	12+50.00	LT								12	4																	
	CB-25		TO	CB-26	14+60.34	LT	TO	14+60.34	LT								12	5																	
	CB-66		TO	CB-67	50+75.00	LT	TO	50+76.35	LT								12	15																	
	CB-69		TO	CB-70	51+25.00	RT	TO	51+30.62	RT								12	10																	
	CB-83		TO	CB-85	69+08.82	LT	TO	69+54.15	LT								12	42																	
	CB-64		TO	49+60.00	LT	49+65.19	LT	TO	49+60.00	LT								15	12																	
	CB-72		TO	CB-74	62+43.00	LT	TO	62+60.20	LT								15	14																	
	18+32.50	LT	TO	CB-29	18+32.50	LT	TO	18+40.00	LT								18	4																	
	18+37.22	LT	TO	CB-29	18+37.22	LT	TO	18+40.00	LT								18	13																	

Filename: ...\G_004_Drainage_Schedule.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026

STATE OF MAINE
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CAPITAL PROJECTS

WIN 022642.01

HIGHWAY PLANS

vhb

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REVISIONS 4			
FIELD CHANGES			

SANFORD
DOWNTOWN IMPROVEMENTS

DRAINAGE SCHEDULE
(3 OF 3)

SHEET NUMBER

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OF 195

Filename: ...\Planset\G_005_GeneralNotes.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026

GENERAL HIGHWAY NOTES:

1. 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.
2. ALL INSLOPE AND DITCHES IN CUT AREAS SHALL BE GRADED AS SHOWN ON THE TYPICALS OR FLATTER, OR AS DIRECTED BY THE RESIDENT.
3. 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.
4. DRIVEWAY FILL SIDE SLOPES SHALL BE THE SAME AS THE FILL SIDE SLOPES WITHOUT GUARDRAIL UNLESS OTHERWISE NOTED ON THE PLANS.
5. 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.
6. IF FOUNDATION MATERIAL IS REQUIRED UNDER CULVERTS, IT SHALL MEET THE REQUIREMENTS FOR GRANULAR BORROW - UNDERWATER BACKFILL AND WILL BE PAID FOR AS GRANULAR BORROW.
7. RESIDENTIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH 2 INCHES OF HOT MIX ASPHALT AND 12 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL.
8. COMMERCIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH 3 INCHES OF HOT MIX ASPHALT AND 11 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL.
9. GRAVEL ENTRANCES SHALL BE CONSTRUCTED WITH 14 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL OR 11 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL AND 3 INCHES OF UNTREATED AGGREGATE SURFACE COURSE UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.
10. RESIDENTIAL CONCRETE ENTRANCES SHALL BE CONSTRUCTED WITH 10" AGGREGATE SUBBASE COURSE - GRAVEL AND 6" REINFORCED CONCRETE WITH FIBER REINFORCEMENT ONLY
11. FIBER REINFORCEMENT MAY BE USED IN CONCRETE SIDEWALK AREAS ONLY WITH PRIOR RESIDENT ENGINEER APPROVAL. SUBMIT FIBER PRODUCT DATA, DOSAGE, AND CONCRETE MIX DESIGN FOR REVIEW. FIBER REINFORCEMENT IS NOT AN AUTOMATIC SUBSTITUTE FOR REINFORCEMENT REQUIRED BY THE STANDARD SPECIFICATIONS UNLESS SPECIFICALLY APPROVED.
12. A 3-FOOT PAVED APRON SHALL BE PLACED AT ALL UNPAVED ENTRANCES UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.
13. ALL PAVED WALKS SHALL BE CONSTRUCTED WITH 12 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL AND 2 INCHES OF HOT MIX ASPHALT UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.
14. ALL CONCRETE WALKS SHALL BE CONSTRUCTED WITH 10 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL AND 4 INCHES OF CONCRETE UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.
15. ANY NECESSARY CLEANING OF EXISTING PAVEMENT PRIOR TO PAVING SHALL BE INCIDENTAL TO THE RELATED PAVING ITEMS. THIS INCLUDES KILLING AND REMOVAL OF ALL VEGETATIVE MATTER.
16. EXISTING CULVERTS AND CATCH BASINS WILL BE CLEANED AS DIRECTED BY THE RESIDENT UNDER THE APPROPRIATE PAY ITEMS.
17. NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE RESIDENT. ALL EXISTING DRAINAGE PIPES REMOVED WILL BE PAID FOR UNDER ITEM 203.20
18. INLETS AND OUTLETS OF ALL CULVERTS SHALL BE RIPRAPPED UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE RESIDENT.
19. THE CULVERT SIZES SHOWN ON THE PLANS AND CROSS SECTIONS ARE FOR SMOOTH-LINED PIPES.
20. FLAT TOPS FOR CATCH BASINS ARE NOT ALLOWED UNLESS NOTED ON THE PLANS OR DIRECTED BY THE RESIDENT.
21. CATCH BASINS SHALL HAVE 2 FOOT CONES UNLESS OTHERWISE NOTED ON THE PLANS.
22. PLASTIC END CAPS SHALL BE PLACED ON THE INLET END OF ALL DEAD-END 6-INCH TYPE B UNDERDRAIN AND SHALL BE CONSIDERED INCIDENTAL TO THIS ITEM.
23. 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.
24. 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.
25. ALL EXISTING GUARDRAIL REMOVED AND NOT REUSED ON THE PROJECT WILL BECOME THE PROPERTY OF THE CONTRACTOR. REMOVAL AND DISPOSAL SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
26. ALL TYPE A CATCH BASINS PLACED ON A TYPE 1 CIRCULAR CURB SHALL HAVE THE CURB INLET CUT AT THE SAME RADIUS AS ADJACENT CIRCULAR CURB. PAYMENT SHALL BE INCIDENTAL TO STANDARD SPECIFICATIONS SECTION 604, MANHOLES, INLETS AND CATCH BASINS.
27. UNLESS OTHERWISE NOTED SEEDING METHOD NO. 1 SHALL BE UTILIZED ON ALL DISTURBED AREAS.
28. AS DIRECTED BY THE RESIDENT, HIGH PERFORMANCE WATERPROOF MEMBRANE SHALL BE INSTALLED ON PORTIONS OF FOUNDATIONS THAT ARE EXPOSED DURING CONSTRUCTION. PAYMENT WILL BE MADE UNDER ITEM 508.141 - HIGH PERFORMANCE WATERPROOFING MEMBRANE.
29. LOAM SHALL BE PLACED TO A NOMINAL DEPTH OF 4 INCHES IN ALL AREAS UNLESS OTHERWISE NOTED ON THE PLANS.
30. 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.
31. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING MAILBOXES TO ENSURE THAT THE MAIL WILL BE DELIVERABLE. PAYMENT FOR THIS WORK WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT
32. 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.
33. AREAS ON THE PROJECT REQUIRING FILL WILL COME FROM SUITABLE SITES SUCH AS EXCAVATION, DITCH AND INSLOPE OR EQUIPMENT RENTAL AREAS.
34. ESTIMATED QUANTITIES FOR REQUIRED STRUCTURAL EARTH EXCAVATION, DRAINAGE AND MINOR STRUCTURES ARE INFORMATIONAL ONLY AND REPRESENT THE APPROXIMATE MINIMUM QUANTITY REQUIRED TO INSTALL DRAINAGE STRUCTURES. ADDITIONAL EXCAVATION FOR THE CONTRACTOR'S CONVENIENCE OR TO COMPLY WITH BACKSLOPING REQUIREMENTS WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO THE RELATED DRAINAGE ITEMS.
35. QUANTITIES INCLUDED FOR PAY ITEMS MEASURED AND PAID FOR BY LUMP SUM ARE ESTIMATED QUANTITIES AND ARE PROVIDED BY MAINEDOT FOR INFORMATIONAL PURPOSES ONLY. LUMP SUM PAY ITEMS WILL BE PAID FOR AT THE CONTRACT BID AMOUNT, WITH NO ADDITION OR REDUCTION IN PAYMENT TO THE CONTRACTOR IF THE ACTUAL FINAL QUANTITIES ARE DIFFERENT FROM THE MAINEDOT PROVIDED ESTIMATED QUANTITIES, EXCEPT AS FOLLOWS:

    A. IF A LUMP SUM PAY ITEM IS ELIMINATED, THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS SECTION 109.2, ELIMINATION OF ITEMS, WILL TAKE PRECEDENCE.

    B. IF OTHER CONTRACT DOCUMENTS SPECIFICALLY ALLOW A CHANGE IN PAYMENT FOR A LUMP SUM PAY ITEM, THOSE REQUIREMENTS WILL BE FOLLOWED.

    C. IF A DESIGN CHANGE RESULTS IN CHANGES TO ESTIMATED QUANTITIES FOR LUMP SUM PAY ITEMS, PRICE ADJUSTMENTS WILL BE MADE IN ACCORDANCE WITH STANDARD SPECIFICATIONS SECTION 109.7, EQUITABLE ADJUSTMENTS TO COMPENSATION AND TIME.
36. NO SEPARATE PAYMENT FOR SUPERINTENDENT OR FOREMAN WILL BE MADE FOR THE SUPERVISION OF EQUIPMENT AND LAYOUT OF WORK BEING PAID FOR UNDER THE EQUIPMENT RENTAL ITEMS.
37. "UNDETERMINED LOCATIONS" SHALL BE DETERMINED BY THE RESIDENT.
38. 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.
39. THE CONTRACTOR WILL PLACE APPROPRIATELY-MARKED STAKES AT THE FOLLOWING LOCATIONS ON THE PROJECT: STRIPING PATTERN CHANGES, CROSS-SLOPE CHANGES, AND EVERY 500 FEET FOR STATIONING. THE CONTRACTOR WILL PAINT EVERY FULL STATION (100 FEET) ON THE EXISTING ROADWAY AND WILL TRANSFER THE PAINTED STATIONING THROUGH ALL INTERMEDIATE LIFTS (NOT SURFACE). APPROPRIATELY-SIZED STRIPING PATTERN CHANGES WILL BE PAINTED ON SURFACE. STATIONING CONTROL MUST BE PLACED BEFORE WORK CAN COMMENCE. CROSS-SLOPE AND STRIPING CHANGE CONTROLS MUST BE PLACED BEFORE PAVING CAN COMMENCE.
40. ROOF DRAIN CONNECTIONS IN THIS CONTRACT WILL BE CONSIDERED THE SAME AS CELLAR DRAIN CONNECTIONS AND BE PAID AS ITEM 801.16.
41. INSPECTION STANDPIPE COVERS FOR CELLAR AND ROOF DRAIN CONNECTIONS SHALL BE NICKEL BRONZE, THREADED FLOOR CLEANOUT COVERS SIZED TO FIT THE INSPECTION STANDPIPES. COVER SHALL BE MANUFACTURED BY ZURN INDUSTRIES OR AN APPROVED EQUAL. PAYMENT FOR COVERS WILL BE INCIDENTAL TO ITEM 801.16.
42. THE INSPECTION STANDPIPE FOR CELLAR AND ROOF DRAIN CONNECTIONS, END CAPS, CONCRETE, REBAR, STANDPIPE FITTINGS, AND CONNECTION OF THE STANDPIPE TO THE EXISTING CELLAR AND ROOF DRAINS AND NEW OUTLET PIPE WILL BE INCIDENTAL TO ITEM 801.16.
43. PROPOSED CELLAR DRAIN CONNECTIONS SHALL BE CAPPED UNLESS THE RESIDENT HAS DETERMINED THAT THE CONNECTION PERMIT HAS BEEN OBTAINED BY THE CONNECTING PROPERTY OWNER.
44. PLANTING AREAS SHOWN PLAN SHALL RECEIVE 18" OF ITEM 615.073 - LOAM (PLANTING BEDS) UNLESS OTHERWISE NOTED OR DIRECTED BY THE RESIDENT. THE CITY OF SANFORD WILL BE RESPONSIBLE FOR PLANTINGS AND THE CONTRACTOR SHALL COORDINATE THIS WORK WITH THE CITY.
45. PROTECTIVE COATING FOR CONCRETE SURFACES SHALL BE APPLIED TO ALL EXPOSED SURFACES OF NEW CONCRETE CURBS AND NEW SIDEWALKS. SEE BRIDGE GENERAL CONSTRUCTION NOTES FOR ADDITIONAL REQUIREMENTS.
46. PAYMENT FOR PAVEMENT AND CONCRETE REMOVAL WHERE SHOWN ON THE PLANS SHALL BE PAID FOR UNDER ITEM 203.20, COMMON EXCAVATION UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.
47. EXISTING WET CAST LANDSCAPE WALL BLOCKS MAY BE REUSED UNDER ITEM 673.10, WET CAST SMALL LANDSCAPE BLOCK WALL, SUBJECT TO APPROVAL BY THE RESIDENT. REUSED BLOCKS SHALL BE SOUND, FREE OF CRACKS, BREAKS, SPALLS, AND OTHER DEFECTS THAT COULD IMPAIR STRENGTH, DURABILITY, APPEARANCE, OR FIT. ANY BLOCKS DETERMINED BY THE RESIDENT TO BE UNACCEPTABLE SHALL BE REPLACED WITH NEW UNITS CONFORMING TO SECTION 673. ALL LABOR, EQUIPMENT, SALVAGE, CLEANING, HANDLING, STORAGE, AND INSTALLATION REQUIRED FOR REUSE OF EXISTING BLOCKS SHALL BE INCIDENTAL TO ITEM 673.10.
48. A REVIEW OF THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION (MDEP) FILE ROOM DATABASES SPECIFIC TO SANFORD, ME WAS CONDUCTED TO IDENTIFY KNOWN/DOCUMENTED SOURCES OF PETROLEUM PRODUCT AND/OR HAZARDOUS MATERIAL USE, STORAGE, AND RELEASES WITHIN OR ADJACENT TO THE PROPOSED PROJECT ALIGNMENT. MDEP RECORDS REVIEWED IDENTIFIED SEVERAL PROPERTIES/LOCATIONS OF CONCERN. PROPERTIES INCLUDE FORMER AND CURRENT RETAIL GASOLINE FACILITIES AND FORMER MILL/MANUFACTURING FACILITIES. SUBSEQUENT ON-SITE SUBSURFACE EXPLORATION AT STRATEGIC LOCATIONS RELATIVE TO IDENTIFIED AREAS OF CONCERN DID NOT ENCOUNTER ANY SPECIFIC SUBSURFACE CONTAMINATION IMPACTS. HOWEVER, GIVEN BOTH ONGOING OPERATIONS AND THE HISTORIC NATURE OF THE IDENTIFIED PROPERTIES, ENCOUNTERING UNIDENTIFIED AND UNANTICIPATED CONTAMINATION IS POSSIBLE. IN ADDITION, AS THE PROJECT ALIGNMENT IS IN AN URBAN SETTING WITH DIVERSE UNKNOWN HISTORIC USES, ENCOUNTERING SUBSURFACE IMPACTS ASSOCIATED WITH UNIDENTIFIED HISTORIC STORAGE AND/OR RELEASES OF PETROLEUM PRODUCTS AND/OR HAZARDOUS SUBSTANCES, IS ALSO POSSIBLE. FINALLY, GIVEN THE URBAN SETTING, URBAN FILL MAY BE ENCOUNTERED AT RANDOM LOCATIONS. URBAN FILL IS DEFINED AS SOIL MATRIX WITH ANTHROPOGENIC MATERIALS SUCH AS BRICK, CONCRETE, WOOD, WOOD-ASH, COAL, COAL ASH, BOILER ASH, CLINKER, ASPHALT, GLASS, PLASTIC, METAL, AND DEMOLITION DEBRIS. URBAN FILL IS CONSIDERED AS A SPECIAL WASTE, AND IF ENCOUNTERED, CONSIDERATIONS SHOULD BE MADE FOR PROPER HANDLING AND MANAGEMENT. THE CONTRACTOR SHALL REMAIN ALERT FOR EVIDENCE OF PETROLEUM PRODUCT AND/OR HAZARDOUS MATERIAL IMPACTS. IN THE EVENT THE CONTRACTOR ENCOUNTERS EVIDENCE OF SOIL OR GROUNDWATER CONTAMINATION, 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 MATERIAL 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.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
022642.01

HIGHWAY PLANS

vhb

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	JBD	BMD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SANFORD
DOWNTOWN IMPROVEMENTS

GENERAL NOTES

SHEET NUMBER

7

OF 195

Filename: ...\G_006_ConstructionNotes.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026

CONSTRUCT THE FOLLOWING DRIVES AND ENTRANCES

STATION	OFFSET	TYPE	OPENING WIDTH
RESIDENTIAL			
7+00.00	LT	PAVED	32.4
7+75.00	LT	PAVED	30.3
10+75.00	LT	PAVED	34.5
11+75.00	LT	PAVED	60.8
13+13.00	RT	PAVED	21.8
16+00.00	RT	PAVED	44.6
17+00.00	RT	PAVED/CONCRETE	26.0
18+25.00	RT	PAVED	26.0
52+75.00	RT	PAVED	21.5
62+75.00	LT	PAVED	12.8
62+90.00	RT	PAVED	14.0
63+75.00	LT	PAVED	19.5
63+90.00	RT	PAVED	10.4
66+92.00	LT	PAVED	40.5
67+75.00	LT	PAVED	34.5
68+16.00	LT	PAVED	33.1
COMMERCIAL			
5+00.00	RT	PAVED	62.1
6+25.00	RT	PAVED	96.0
7+10.00	RT	PAVED	35.8
8+50.00	RT	PAVED	50.7
14+25.00	LT	PAVED	46.3
14+75.00	LT	PAVED	50.9
15+87.00	LT	PAVED	47.0
16+62.00	LT	PAVED	45.7
17+00.00	LT	PAVED	38.1
17+50.00	LT	PAVED	42.4
23+50.00	LT	PAVED	42.1
25+12.00	LT	PAVED	42.3
26+25.00	LT	PAVED	51.1
26+75.00	RT	PAVED	59.2
27+50.00	LT	PAVED	38.5
28+00.00	LT	PAVED	51.4
29+75.00	RT	PAVED	48.6
43+00.00	LT	PAVED	61.4
44+75.00	LT	PAVED	54.6
45+68.00	RT	PAVED	41.5
46+90.00	RT	PAVED	20.8
48+58.00	LT	CONCRETE	31.7
53+00.00	LT	PAVED	30.0
68+00.00	RT	PAVED	49.0
71+00.00	RT	PAVED	20.0

ITEM 201.23 - REMOVING SINGLE TREE TOP ONLY

STATION	OFFSET		QUANTITY (EA)
23+78.59	29.45	RT	1.0
28+71.02	24.11	RT	1.0

ITEM 201.24 - REMOVING STUMP

STATION	OFFSET	QUANTITY (EA)
ALL 201.23 ITEMS (SEE ABOVE)		2.0

ITEM 202.15 - REMOVE MANHOLE OR CB

STATION	OFFSET		QUANTITY (EA)
MAIN STREET			
3+82.61	20.83	RT	1.0
4+51.35	21.39	RT	1.0
5+74.83	13.64	LT	1.0
5+74.95	9.78	LT	1.0
7+36.26	19.07	RT	1.0
8+76.32	19.41	RT	1.0
9+22.83	35.26	LT	1.0
9+30.60	43.21	RT	1.0
9+47.21	10.60	LT	1.0
9+58.34	49.02	RT	1.0
9+63.67	49.29	RT	1.0
12+44.17	16.76	LT	1.0
12+60.34	19.06	RT	1.0
14+23.48	19.53	RT	1.0
15+05.69	16.35	LT	1.0
16+33.47	20.75	RT	1.0
17+74.01	20.21	RT	1.0
18+37.57	36.99	LT	1.0
18+38.22	10.05	LT	1.0
18+50.77	20.74	RT	1.0
18+83.91	14.11	LT	1.0
20+39.25	12.06	LT	1.0
20+57.86	19.70	LT	1.0
20+77.97	27.61	RT	1.0
21+79.43	27.92	LT	1.0
22+54.37	29.03	RT	1.0
22+88.86	25.09	LT	1.0
23+75.25	23.26	LT	1.0
24+53.07	24.08	RT	1.0
25+04.10	20.89	LT	1.0
25+96.87	20.68	LT	1.0
26+54.54	21.04	RT	1.0
28+35.25	22.19	RT	1.0
29+89.14	23.26	RT	1.0
WASHINGTON STREET			
40+77.87	17.89	LT	1.0
40+88.10	16.86	LT	1.0
43+02.44	18.32	RT	1.0
43+19.98	12.06	LT	1.0
44+44.02	19.50	LT	1.0
44+48.64	9.01	LT	1.0
44+93.04	19.45	RT	1.0
45+69.88	8.69	LT	1.0
46+09.53	23.38	LT	1.0
46+17.18	19.09	RT	1.0
46+31.98	6.53	LT	1.0
49+50.33	17.19	RT	1.0
49+65.19	15.64	LT	1.0
51+23.34	32.85	LT	1.0
51+53.47	32.53	RT	1.0
53+25.98	27.44	LT	1.0
SCHOOL STREET			
61+85.93	7.58	RT	1.0
62+24.12	13.86	LT	1.0
63+09.07	12.13	RT	1.0
64+82.14	9.27	RT	1.0
65+09.98	21.57	LT	1.0
65+72.54	22.99	LT	1.0
65+85.94	0.25	RT	1.0
66+29.44	7.76	RT	1.0
67+49.57	0.30	LT	1.0
68+90.38	8.34	RT	1.0
68+99.64	24.95	RT	1.0
69+08.59	20.36	LT	1.0
69+14.08	0.86	RT	1.0
69+24.28	27.43	RT	1.0
69+38.32	9.07	RT	1.0
70+81.03	21.45	LT	1.0
70+81.28	0.99	LT	1.0

ITEM 202.202 - REMOVE PAVEMENT SURFACE

STATION TO STATION			QUANTITY (SY)
3+40.00	TO	4+50.00	599.7
30+25.00	TO	32+06.87	1,488.3
48+82.23	TO	49+42.68	239.7
61+50.00	TO	61+91.61	167.1
110+75.00	TO	111+50.00	319.9

ITEM 202.203 - PAVEMENT BUTT JOINT

STATION TO STATION				QUANTITY (SY)
5+31.00	TO	5+31.00	EMERSON ST	40.5
5+50.00	TO	5+60.00	RIVER ST	38.7
100+61.18	TO	100+71.18	WEST ELM ST	33.8
90+79.39	TO	90+89.39	ELM ST	39.2
120+47.00	TO	120+57.00	KIMBALL ST	35.7
130+41.48	TO	130+51.48	ST IGNATIUS ST	24.1
140+32.82	TO	140+42.82	TWOMBLEY RD	33.4
170+35.05	TO	170+45.05	CHURCH ST	28.1
190+39.64	TO	190+49.64	PIONEER AVE	35.6
180+75.00	TO	180+85.00	RIVERSIDE AVE	30.7
151+00.00	TO	151+10.00	HIGH ST	40.8
230+30.39	TO	230+40.39	BODWELL ST	35.5
220+24.69	TO	220+34.69	MOUSAM ST	35.1

ITEM 507.0854 - STEEL HAND RAIL - REMOVE AND RESET

STATION TO STATION			OFFSET	LENGTH (LF)
47+12.00	TO	48+70.00	RT	182.0

ITEM 508.141 - HIGH PERFORMANCE WATERPROOFING MEMBRANE

STATION TO STATION	OFFSET	QUANTITY (SF)
INSTALL AT CONTRACTOR'S DISCRETION		1900.0

ITEM 604.161 - ALTERING CATCH BASIN

STATION	OFFSET		QUANTITY (EA)
WASHINGTON STREET			
52+44.45	16.51	RT	1.0

ITEM 604.18 - ADJUST MANHOLE OR CB TO GRADE

STATION	OFFSET		QUANTITY (EA)
MAIN STREET			
8+28.39	16.50	LT	1.0
18+01.45	35.13	LT	1.0
WASHINGTON STREET			
46+31.98	6.53	LT	1.0
53+26.94	20.73	LT	1.0

ITEM 606.47 - SINGLE WOOD POST

STATION	OFFSET		QUANTITY (EA)
66+35.00	7.00	RT	1.0

ITEM 607.16 - CHAIN LINK FENCE - 4'

STATION TO STATION			OFFSET	LENGTH (LF)
62+54.85	TO	62+82.21	RT	27.2
62+98.29	TO	63+18.12	RT	21.3

ITEM 607.24 - REMOVE AND RESET FENCE

STATION TO STATION			OFFSET	LENGTH (LF)
24+24.92	TO	24+55.97	LT	30.9
24+67.82	TO	25+06.39	LT	45.8
51+58.33	TO	52+02.01	RT	51.1
61+97.11	TO	62+44.32	LT	54.6
62+02.28	TO	62+47.62	RT	51.6

ITEM 607.291 - REMOVE AND RESET STONE WALL

STATION TO STATION			OFFSET	LENGTH (LF)
WASHINGTON STREET				
44+66.00	TO	44+75.00	RT	9.4
48+63.00	TO	48+76.00	LT	27.2

ITEM 608.08 - REINFORCED CONCRETE SIDEWALK

STATION TO STATION			OFFSET	AREA (SY)
MAIN STREET				
3+63.83	TO	30+25.00	LT & RT	4110.0
WASHINGTON STREET				
40+21.32	TO	48+85.00	LT & RT	1718.5
SCHOOL STREET				
61+87.44	TO	72+22.00	LT & RT	1767.9
HIGH STREET				
250+00.00	TO	251+00.00	RT	94.6

ITEM 608.10 - BRICK SIDEWALK (REM & REBUILD)

STATION TO STATION			OFFSET	QUANTITY (SY)
MAIN STREET				
10+22.00	TO	10+22.00	RT	7.3
11+25.00	TO	11+25.00	RT	5.7
27+50.00	TO	28+50.00	LT	98.7
SCHOOL STREET				
62+50.00	TO	62+50.00	RT	1.4

ITEM 608.26 - CURB RAMP DETECTABLE WARNING FIELD

STATION TO STATION	OFFSET	QUANTITY (SF)
MAIN STREET		
3+79.04	LT	16.0
4+27.29	LT	12.0
4+37.77	LT	12.0
5+09.96	LT	12.0
5+48.70	LT	12.0
9+14.95	LT	12.0
9+46.59	LT	12.0
9+68.55	LT	12.0
13+96.93	LT	12.0
17+90.94	LT	20.0
18+42.98	LT	16.0
18+57.34	LT	16.0
21+69.06	LT	12.0
22+20.40	LT	20.0
22+58.39	LT	16.0
25+83.07	LT	12.0
28+18.04	LT	12.0
29+43.92	LT	16.0
29+84.11	LT	16.0
3+71.82	RT	20.0
4+43.30	RT	20.0
9+17.33	RT	16.0
9+56.72	RT	16.0
9+75.62	RT	16.0
13+96.93	RT	12.0
18+57.11	RT	16.0
21+00.84	RT	16.0
21+48.89	RT	16.0
21+67.67	RT	16.0
25+83.07	RT	12.0
28+18.04	RT	12.0
28+42.72	RT	16.0
28+63.81	RT	16.0
WASHINGTON STREET		
42+78.16	LT	16.0
46+17.25	LT	12.0
46+27.49	LT	12.0
46+64.44	LT	12.0
46+71.36	LT	16.0
51+04.50	LT	16.0
42+78.33	RT	12.0
44+93.31	RT	16.0
45+19.83	RT	12.0
46+17.65	RT	20.0
46+61.08	RT	20.0
50+48.99	RT	16.0
51+07.25	RT	16.0
SCHOOL STREET		
61+87.44	LT	12.0
61+97.38	LT	12.0
69+28.32	LT	12.0
71+72.11	LT	12.0
61+94.66	RT	16.0
61+98.15	RT	16.0
65+78.98	RT	12.0
66+11.82	RT	12.0
68+95.03	RT	12.0
69+28.17	RT	12.0
69+28.70	RT	12.0
71+84.28	RT	12.0

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
022642.01

HIGHWAY PLANS

vhb

	BY	DATE
PROJ. MANAGER	E. MARTIN	
DESIGN-DETAILED	JBD	8/27/2026
CHECKED-REVIEWED	ECF	8/27/2026
DESIGN2-DETAILED2	AG	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		12/1/2023

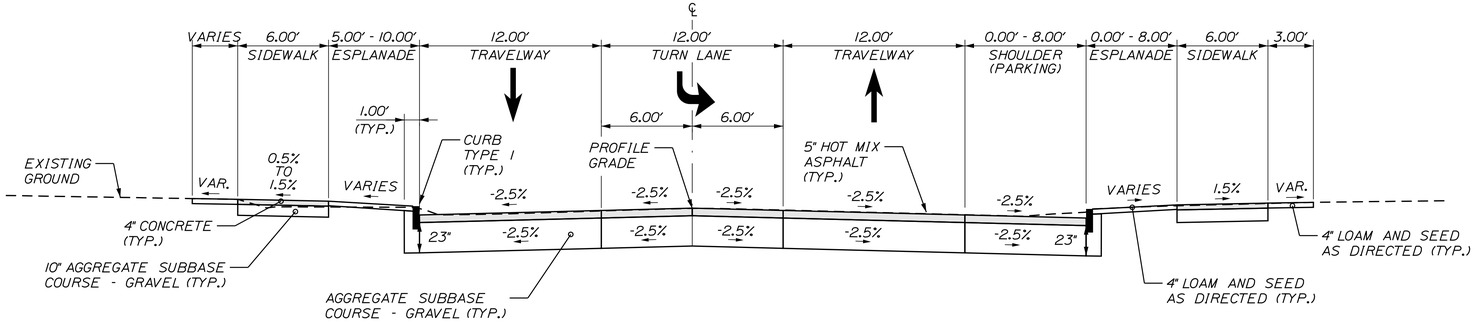
SANFORD
DOWNTOWN IMPROVEMENTS

CONSTRUCTION NOTES

SHEET NUMBER

8

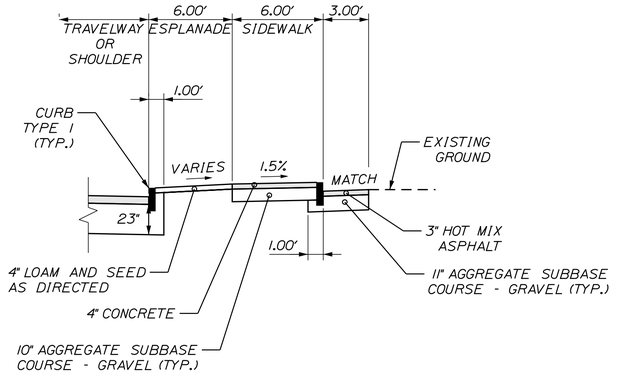
OF 195



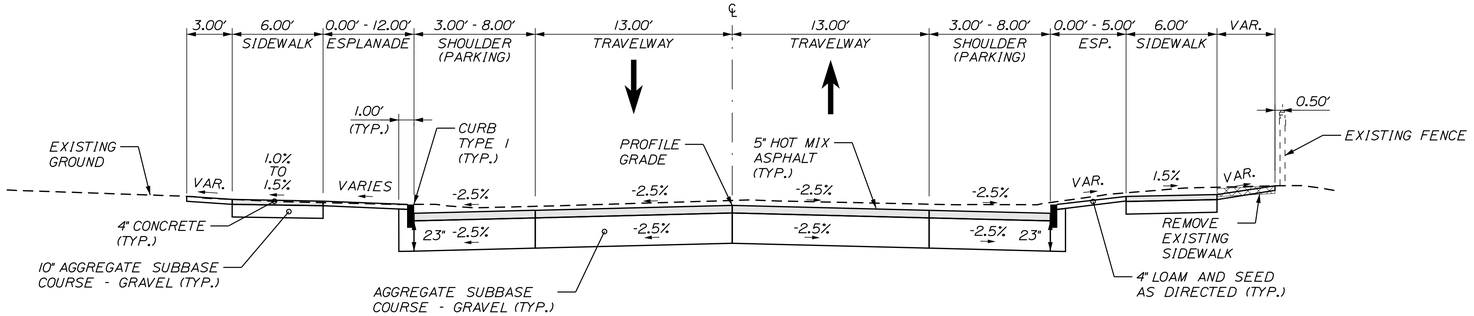
LEFT SHOULDER SIDEWALK WITH ESPLANADE
STA. 5+00.00 TO 10+80.00

MAIN STREET FULL RECONSTRUCTION
STA. 5+00.00 TO 11+24.00

RIGHT SHOULDER SIDEWALK WITH ESPLANADE
STA. 5+00.00 TO 7+25.00
STA. 9+70.00 TO 11+24.00



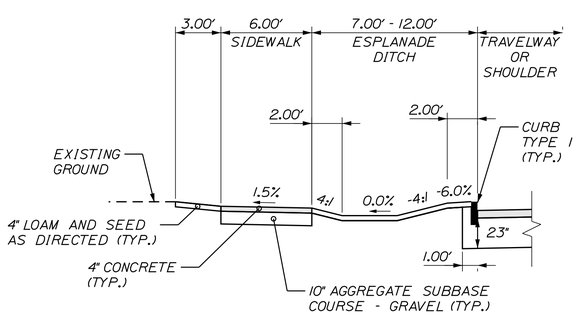
RIGHT SHOULDER SIDEWALK WITH ESPLANADE & BACK CURB
STA. 7+25.00 TO 9+10.00



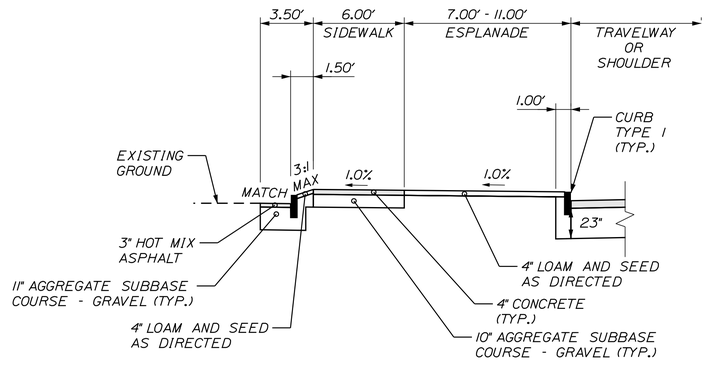
LEFT SHOULDER SIDEWALK WITH ESPLANADE
STA. 13+10.00 TO 16+00.00
STA 16+90.00 TO 18+00.00

MAIN STREET FULL RECONSTRUCTION
STA. 12+00.00 TO 15+00.00

RIGHT SHOULDER SIDEWALK WITH ESPLANADE & (REMOVE EXISTING SIDEWALK)
STA. 11+30.00 TO 15+30.00



LEFT SHOULDER SIDEWALK WITH ESPLANADE & DITCH
STA. 10+80.00 TO 13+10.00
STA. 16+00.00 TO 16+50.00



LEFT SHOULDER SIDEWALK WITH ESPLANADE, BACK CURB & FENCE
STA. 14+90.00 TO 15+70.00

MAIN STREET CROSS SLOPE TABLE					
LT SHLDR % SHOULDER	LT TW % TRAVELWAY	STATION	RT TW % TRAVELWAY	RT TW % TURN LANE	RT SHLDR % SHOULDER
		START			
MATCH	MATCH	3+40.00	MATCH	-	MATCH
-2.0%	-2.0%	3+50.00	0.6%	-	0.6%
-2.0%	-2.0%	3+75.00	-1.0%	-	-1.0%
-2.0%	-2.0%	4+00.00	-2.5%	-	-2.5%
-2.2%	-2.2%	4+25.00	-2.5%	-	-2.5%
-2.5%	-2.5%	4+50.00	-2.5%	-	-2.5%
		TO			
-2.5%	-2.5%	20+25.00	-2.5%	-2.5%	-2.5%
-2.5%	-2.5%	20+50.00	-1.5%	-2.5%	-2.5%
-2.5%	-2.5%	20+75.00	-0.5%	-2.5%	-2.5%
-2.5%	-2.5%	21+00.00	0.5%	-2.5%	-
-2.5%	-2.5%	21+25.00	1.5%	-1.4%	-
-2.5%	-2.5%	21+50.00	2.5%	-0.5%	-
-2.5%	-2.5%	21+75.00	1.4%	1.4%	1.4%
-2.5%	-2.5%	22+00.00	0.3%	-	0.3%
-2.5%	-2.5%	22+25.00	-0.9%	-	-0.9%
-2.5%	-2.5%	22+50.00	-2.0%	-	-2.0%
		TO			
-2.5%	-2.5%	24+75.00	-2.0%	-	-2.0%
-2.5%	-2.5%	24+25.00	-2.5%	-	-2.5%
		TO			
-2.5%	-2.5%	28+25.00	-2.5%	-	-2.5%
-2.5%	-2.5%	28+50.00	-2.0%	-	-2.0%
		TO			
-2.5%	-2.5%	30+00.00	-2.0%	-	-2.0%
-3.1%	-3.1%	30+25.00	-2.0%	-	-2.0%
-2.5%	-2.5%	30+50.00	-1.0%	-	-1.0%
-2.0%	-2.0%	30+75.00	-1.2%	-	-1.2%
-2.0%	-2.0%	31+00.00	-2.0%	-	-2.0%
		TO			
-2.0%	-2.0%	32+00.00	-2.0%	-	-2.0%
MATCH	MATCH	32+06.87	MATCH	-	MATCH
		END			

NOTES:

1. *THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.*
2. *WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE OF THE SHOULDER, THE LOW SIDE SHOULDER SHALL HAVE THE SAME SLOPE AS THE TRAVELWAY.*
3. *CROWN FOR BOTH THE NORMAL AND SUPERELEVATED SECTIONS FOR ALL COARSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.*
4. *THE ALGEBRAIC DIFFERENCE BETWEEN THE SHOULDER AND TRAVELWAY CROSS SLOPES "ROLLOVER" SHALL NOT EXCEED 8%.*
5. *THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.*
6. *SEE PLANS FOR SHOULDER, SIDEWALK AND LANE TRANSITION STATIONING.*
- *SEE SUPERELEVATION TABLE FOR CROSS SLOPES.*

NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN 022642.01

HIGHWAY PLANS

vhb

		DATE
PROJ. MANAGER	E. MARTIN	
DESIGN-DETAILED	JBD	8/27/2026
CHECKED-REVIEWED	ECF	
DESIGN2-DETAILED2	AG	8/27/2026
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SANFORD
DOWNTOWN IMPROVEMENTS

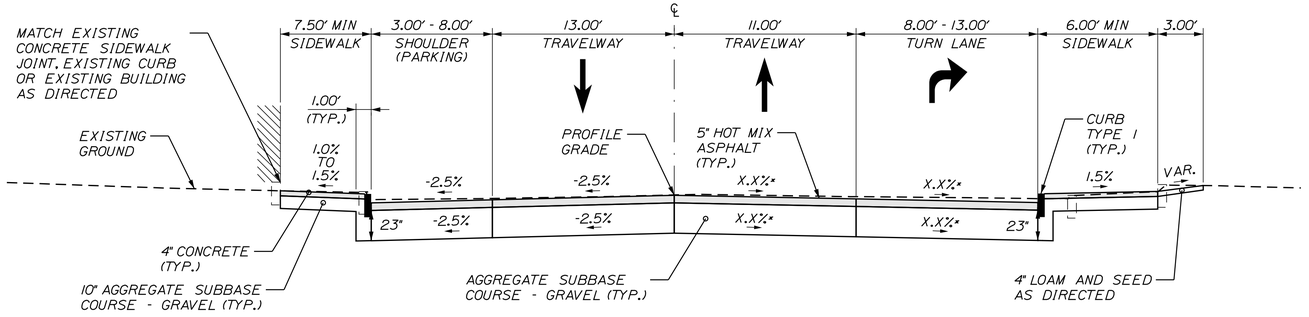
TYPICALS

SHEET NUMBER

9

OF 195

Filename: ...\Planset\G_007_Typicals.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026



LEFT SHOULDER SIDEWALK
STA. 18+50.00 TO 19+29.00
STA. 20+10.00 TO 20+72.00

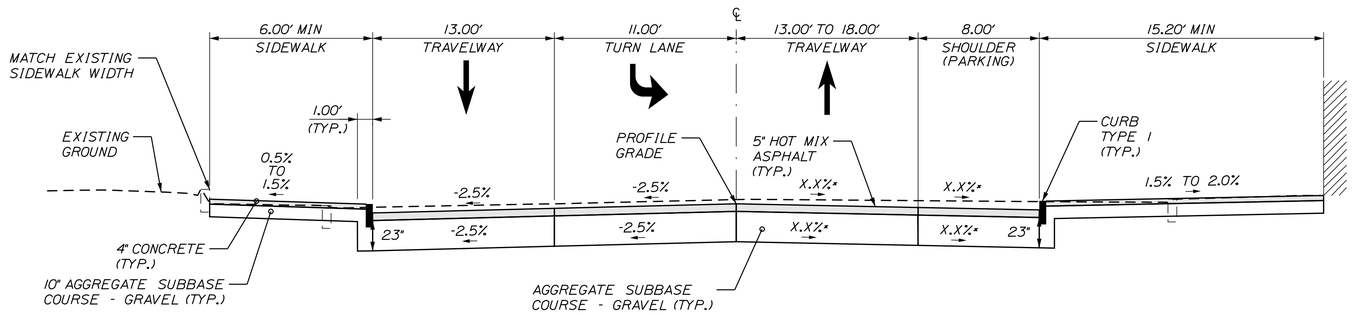
MAIN STREET
FULL RECONSTRUCTION
STA. 16+25.00 TO 20+72.00

RIGHT SHOULDER SIDEWALK
STA. 15+30.00 TO 20+72.00

NOTES:

1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE OF THE SHOULDER, THE LOW SIDE SHOULDER SHALL HAVE THE SAME SLOPE AS THE TRAVELWAY.
3. CROWN FOR BOTH THE NORMAL AND SUPERELEVATED SECTIONS FOR ALL COARSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.
4. THE ALGEBRAIC DIFFERENCE BETWEEN THE SHOULDER AND TRAVELWAY CROSS SLOPES "ROLLOVER" SHALL NOT EXCEED 8%.
5. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.
6. SEE PLANS FOR SHOULDER, SIDEWALK AND LANE TRANSITION STATIONING.

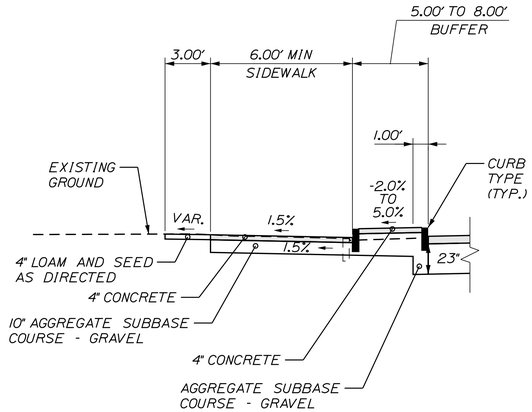
* SEE SUPERELEVATION TABLE FOR CROSS SLOPES.



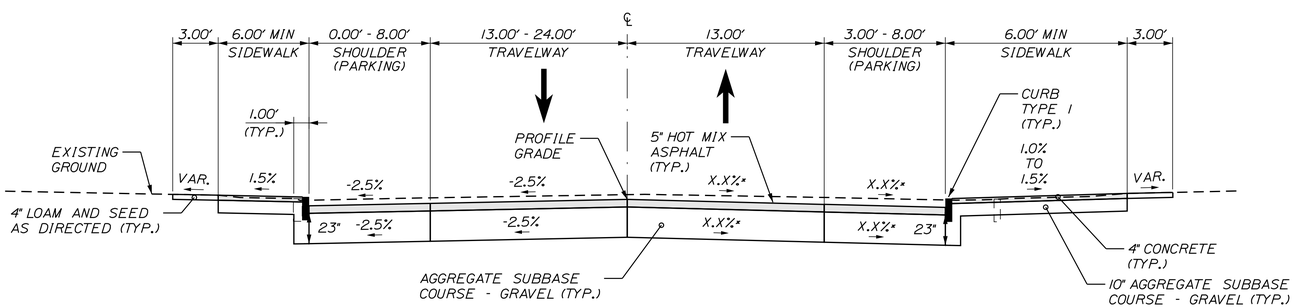
LEFT SHOULDER SIDEWALK
(MATCH EXISTING SIDEWALK WIDTH)
STA. 22+60.00 TO 24+60.00

MAIN STREET
FULL RECONSTRUCTION
STA. 21+80.00 TO 23+21.00

RIGHT SHOULDER SIDEWALK
(MATCH EXISTING BUILDINGS)
STA. 22+22.00 TO 25+00.00



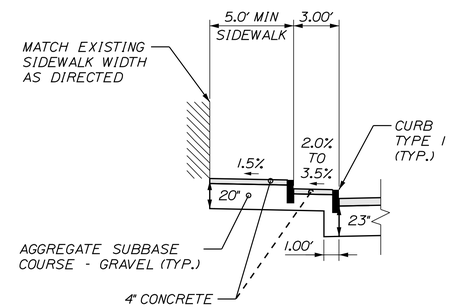
SIDEWALK
WITH RAISED BUFFER
STA. 21+50.00 TO 22+20.00 LT.
STA. 24+60.00 TO 25+90.00 LT.
STA. 25+95.00 TO 26+05.00 LT.



LEFT SHOULDER SIDEWALK
STA. 26+30.00 TO 27+35.00

MAIN STREET
FULL RECONSTRUCTION
STA. 23+21.00 TO 27+70.00

RIGHT SHOULDER SIDEWALK
STA. 25+00.00 TO 27+70.00



SIDEWALK
WITH STEPPED CURB
STA. 19+29.00 TO 20+10.00 LT.

NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
022642.01

HIGHWAY PLANS

vhb

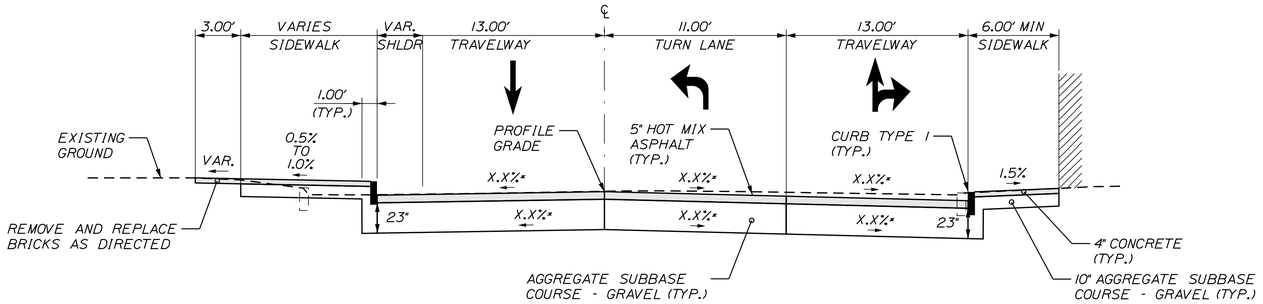
	E. MARTIN	DATE
PROJ. MANAGER		
DESIGN-DETAILED	JBD	8/27/2026
CHECKED-REVIEWED	ECF	8/27/2026
DESIGN2-DETAILED2	AG	
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REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SANFORD
DOWNTOWN IMPROVEMENTS

TYPICALS

SHEET NUMBER
10
OF 195

Filename: ...\Planset\TC_007_Typicals.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026

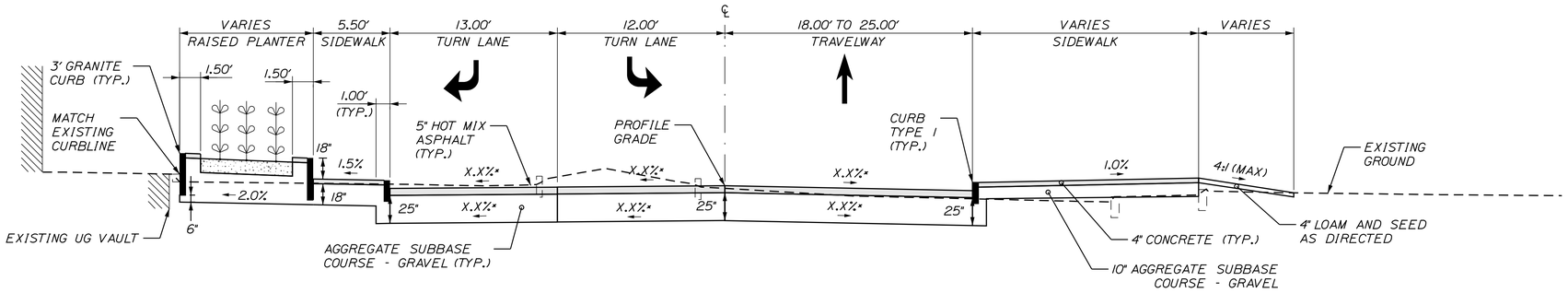


LEFT SHOULDER SIDEWALK
(REMOVE AND REPLACE BRICKS)
STA. 28+05.00 TO 29+45.00

MAIN STREET
FULL RECONSTRUCTION
STA. 28+75.00 TO 30+25.00

RIGHT SHOULDER SIDEWALK
(MATCH EXISTING BUILDINGS)
STA. 28+70.00 TO 29+28.00

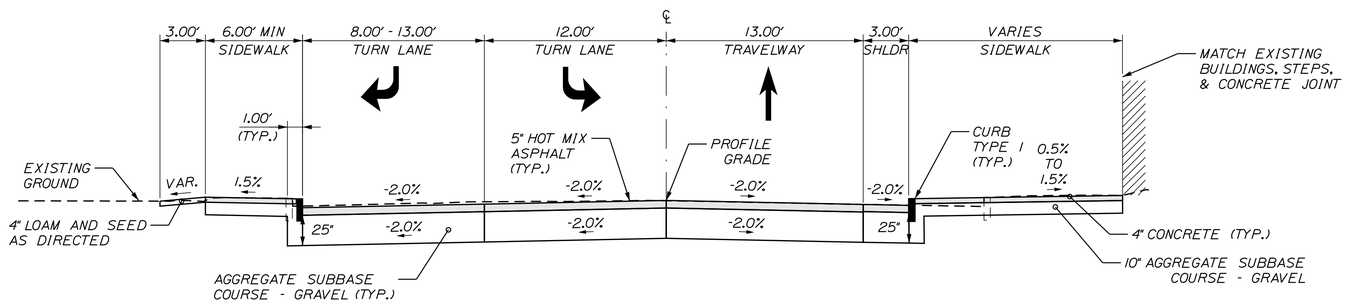
WASHINGTON STREET CROSS SLOPE TABLE					
LT SHLDR % SHOULDER	LT TW % TRAVELWAY	LT TW% TURN LANE	STATION	RT TW % TRAVELWAY	RT SHLDR % SHOULDER
		MATCH MAIN STREET			
MATCH MAIN STREET			40+30.87	-1.7%	-1.7%
0.7%	0.7%	0.7%	40+50.00	-2.0%	-2.0%
-0.2%	-0.2%	-0.2%	40+75.00	-2.0%	-2.0%
-1.1%	-1.1%	-1.1%	41+00.00	-2.0%	-2.0%
-1.5%	-1.5%	-1.5%	41+25.00	-2.0%	-2.0%
-1.5%	-1.5%	-1.5%	41+50.00	-2.0%	-2.0%
-2.0%	-2.0%	-2.0%	41+75.00	-2.0%	-2.0%
			TO		
-2.0%	-2.0%	-	44+75.00	-2.0%	-2.0%
-1.0%	-1.0%	-	45+00.00	-2.0%	-2.0%
			TO		
-1.0%	-1.0%	-	45+75.00	-2.0%	-2.0%
-2.0%	-2.0%	-	46+00.00	-2.0%	-2.0%
			TO		
-2.0%	-2.0%	-	53+25.00	-2.0%	-2.0%
MATCH	MATCH	-	53+50.00	MATCH	MATCH
MATCH	MATCH	-	53+60.00	MATCH	MATCH
		MATCH RIVER STREET			



LEFT SHOULDER SIDEWALK
(MATCH EXISTING CURBLINE)
STA. 40+50.00 TO 41+55.00

WASHINGTON STREET
FULL RECONSTRUCTION
STA. 40+50.00 TO 41+50.00

RIGHT SIDE SIDEWALK
STA. 40+50.00 TO 40+60.00



LEFT SHOULDER SIDEWALK
STA. 41+55.00 TO 42+53.00

WASHINGTON STREET
FULL RECONSTRUCTION
STA. 41+50.00 TO 42+85.00

RIGHT SHOULDER SIDEWALK
STA. 41+60.00 TO 42+85.00

NOTES:

1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE OF THE SHOULDER, THE LOW SIDE SHOULDER SHALL HAVE THE SAME SLOPE AS THE TRAVELWAY.
3. CROWN FOR BOTH THE NORMAL AND SUPERELEVATED SECTIONS FOR ALL COARSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.
4. THE ALGEBRAIC DIFFERENCE BETWEEN THE SHOULDER AND TRAVELWAY CROSS SLOPES "ROLLOVER" SHALL NOT EXCEED 8%.
5. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.
6. SEE PLANS FOR SHOULDER, SIDEWALK AND LANE TRANSITION STATIONING.

* SEE SUPERELEVATION TABLE FOR CROSS SLOPES.

NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
022642.01

HIGHWAY PLANS

vhb

	E. MARTIN	DATE
PROJ. MANAGER		
DESIGN-DETAILED	JBD	8/27/2026
CHECKED-REVIEWED	ECF	
DESIGN2-DETAILED2	AG	8/27/2026
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SANFORD
DOWNTOWN IMPROVEMENTS

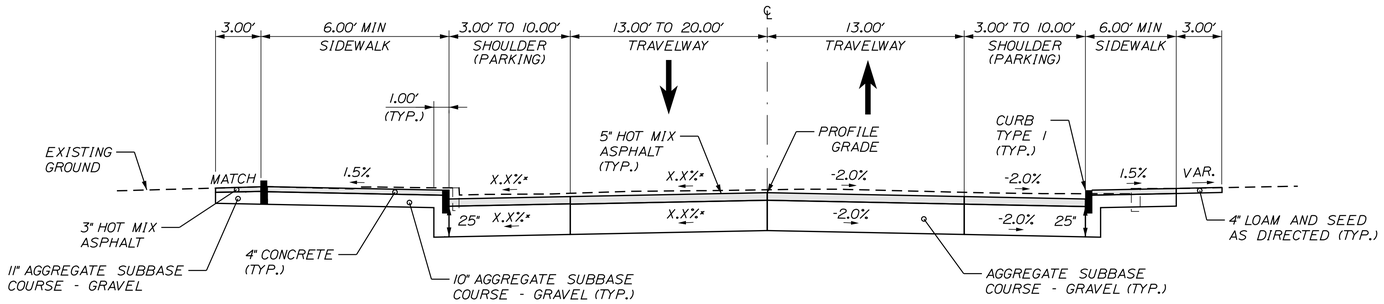
TYPICALS

SHEET NUMBER

11

OF 195

Filename: ...\Planset\G_007_Typicals.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026



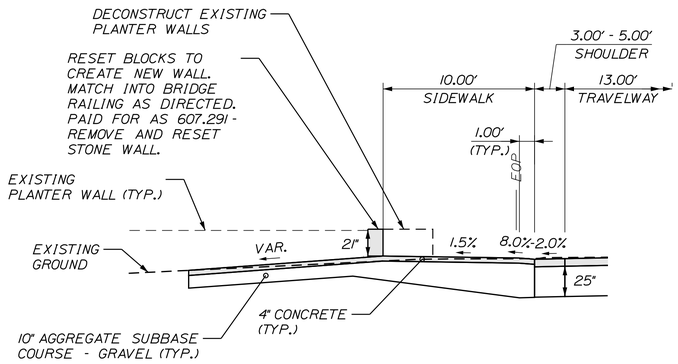
LEFT SHOULDER SIDEWALK WITH BACK CURB
STA. 42+53.00 TO 44+45.00

WASHINGTON STREET FULL RECONSTRUCTION
STA. 42+85.00 TO 46+50.00

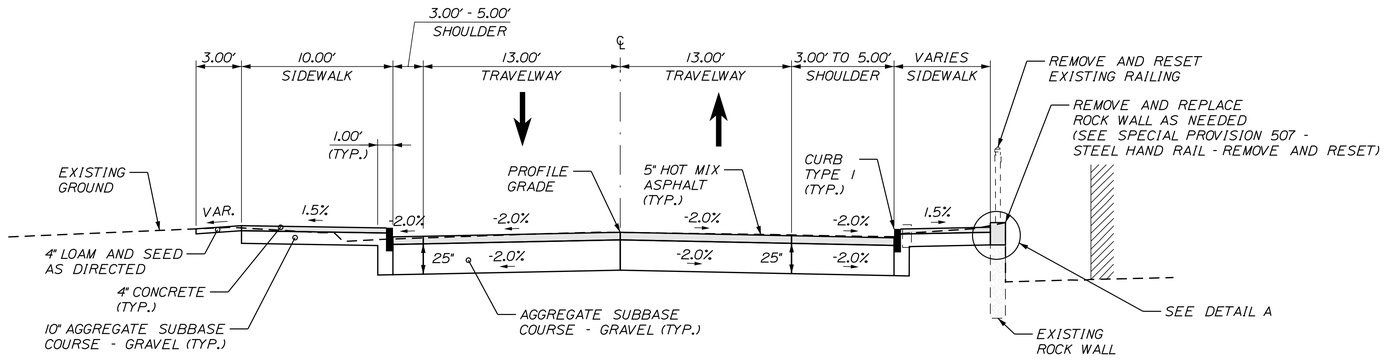
RIGHT SHOULDER SIDEWALK
STA. 43+25.00 TO 44+70.00

LEFT SHOULDER SIDEWALK (MATCH EXISTING WALL)
STA. 45+10.00 TO 45+80.00

RIGHT SHOULDER SIDEWALK (MATCH EXISTING SIDEWALK JOINT)
STA. 45+20.00 TO 46+75.00



PLANTER WALL DETAIL
STA. 46+63.00 TO 48+80.00 LT.

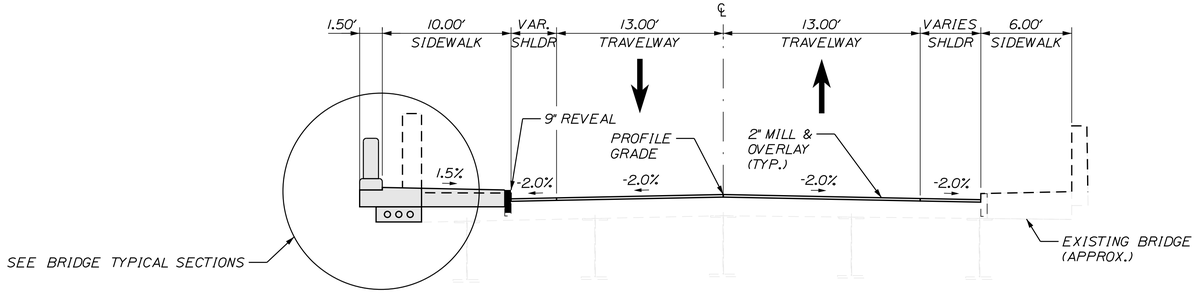


LEFT SHOULDER SIDEWALK
STA. 47+00.00 TO 48+80.00
STA. 49+60.00 TO 50+70.00

WASHINGTON STREET FULL RECONSTRUCTION
STA. 46+50.00 TO 48+82.23
STA. 49+42.68 TO 50+25.00

RIGHT SHOULDER SIDEWALK WITH WALL RECONSTRUCTION
STA. 47+15.00 TO 48+75.00

DETAIL A



LEFT SHOULDER WIDEN SIDEWALK OVER BRIDGE STA. 48+84.00 TO 49+60.00

WASHINGTON STREET MILL AND OVERLAY ON BRIDGE OVER MOUSAM RIVER
STA. 48+82.23 TO 49+42.68

MAINTAIN RIGHT SIDEWALK
STA. 48+80.00 TO 49+30.00

NOTES:

1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE OF THE SHOULDER, THE LOW SIDE SHOULDER SHALL HAVE THE SAME SLOPE AS THE TRAVELWAY.
3. CROWN FOR BOTH THE NORMAL AND SUPERELEVATED SECTIONS FOR ALL COARSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.
4. THE ALGEBRAIC DIFFERENCE BETWEEN THE SHOULDER AND TRAVELWAY CROSS SLOPES "ROLLOVER" SHALL NOT EXCEED 8%.
5. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.
6. SEE PLANS FOR SHOULDER, SIDEWALK AND LANE TRANSITION STATIONING.
7. REINFORCE CONCRETE BASE WITH #4 BAR AT 6" IN EACH DIRECTION. GEOMETRY AND REINFORCEMENT DETAILS SHALL BE SUBMITTED TO THE RESIDENT FOR APPROVAL. A 14 DAY REVIEW PERIOD SHALL BE ALLOWED PRIOR TO FABRICATION AND/OR CONSTRUCTION.

* SEE SUPERELEVATION TABLE FOR CROSS SLOPES.

NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
CAPITAL PROJECTS
WIN 022642.01
HIGHWAY PLANS

vhb

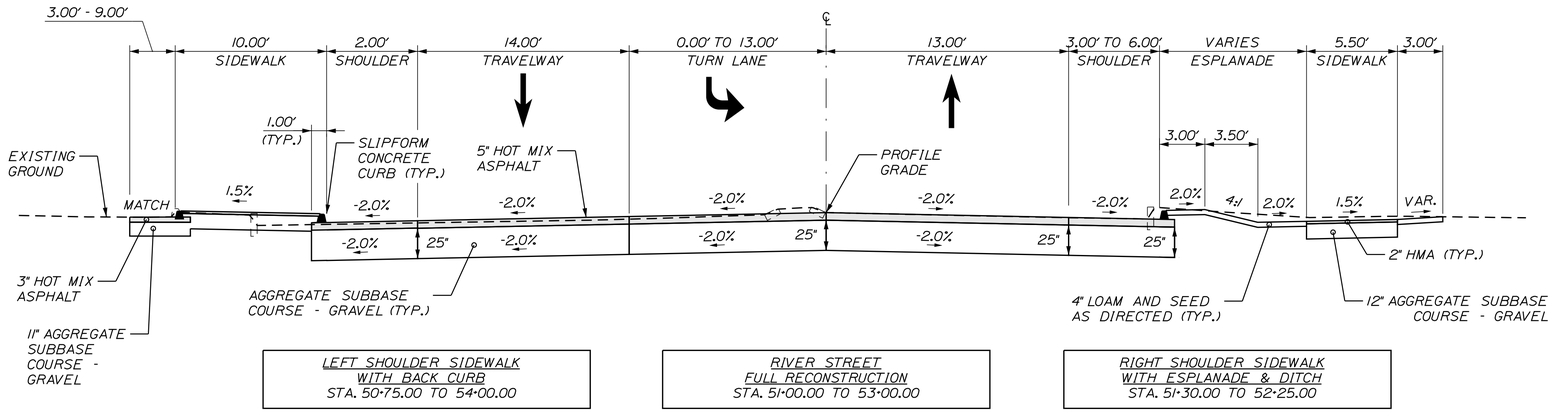
	E. MARTIN	DATE
PROJ. MANAGER		
DESIGN-DETAILED	JBD	8/27/2026
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DESIGN2-DETAILED2		
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REVISIONS 1	BMD	8/27/2026
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REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SANFORD
DOWNTOWN IMPROVEMENTS

TYPICALS

SHEET NUMBER
12
OF 195

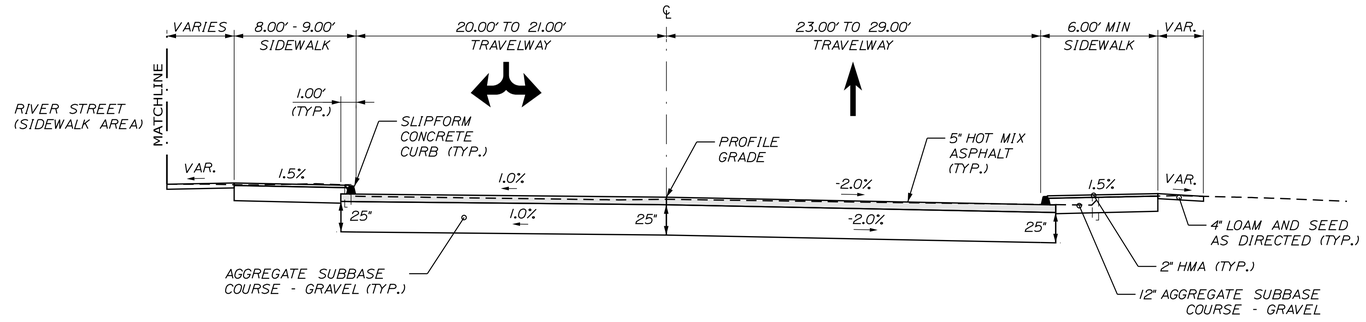
Filename: ...\Planset\G_007_Typicals.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026



LEFT SHOULDER SIDEWALK WITH BACK CURB
STA. 50+75.00 TO 54+00.00

RIVER STREET
FULL RECONSTRUCTION
STA. 51+00.00 TO 53+00.00

RIGHT SHOULDER SIDEWALK WITH ESPLANADE & DITCH
STA. 51+30.00 TO 52+25.00



LEFT SHOULDER SIDEWALK
STA. 250+45.00 TO 251+00.00

HIGH STREET
FULL RECONSTRUCTION
STA. 250+50.00 TO 250+75.00

RIGHT SHOULDER SIDEWALK
STA. 250+20.00 TO 251+00.00

HIGH STREET
CROSS SLOPE TABLE

LT SHLDR %	LT TW %		RT TW %	RT SHLDR %
SHOULDER	TRAVELWAY	STATION	TRAVELWAY	SHOULDER
		MATCH WASHINGTON ST / RIVER ST		
MATCH	MATCH	250+24.90	-2.0%	-2.0%
1.0%	1.0%	250+50.00	-2.0%	-2.0%
		TO		
1.0%	1.0%	250+75.00	-2.0%	-2.0%
MATCH	MATCH	251+00.00	MATCH	MATCH
		END		

NOTES:

1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE OF THE SHOULDER, THE LOW SIDE SHOULDER SHALL HAVE THE SAME SLOPE AS THE TRAVELWAY.
3. CROWN FOR BOTH THE NORMAL AND SUPERELEVATED SECTIONS FOR ALL COARSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.
4. THE ALGEBRAIC DIFFERENCE BETWEEN THE SHOULDER AND TRAVELWAY CROSS SLOPES "ROLLOVER" SHALL NOT EXCEED 8%.
5. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.
6. SEE PLANS FOR SHOULDER, SIDEWALK AND LANE TRANSITION STATIONING.
- SEE SUPERELEVATION TABLE FOR CROSS SLOPES.

NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
022642.01

HIGHWAY PLANS

vhb

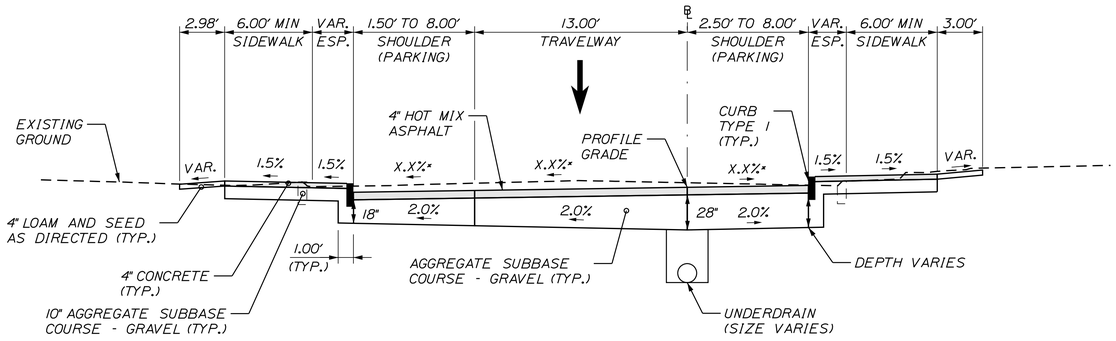
PROJ. MANAGER	E. MARTIN		
DESIGN-DETAILED	JBD	BMD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
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REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SANFORD
DOWNTOWN IMPROVEMENTS

TYPICALS

SHEET NUMBER
13
OF 195

Filename: ...\Planset\G_007_Typicals.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026



LEFT SHOULDER SIDEWALK
STA. 61+90.00 TO 71+90.00

SCHOOL STREET
FULL RECONSTRUCTION
STA. 61+91.61 TO 72+10.00

RIGHT SHOULDER SIDEWALK
STA. 61+92.00 TO 67+80.00
STA. 69+30.00 TO 70+90.00

RIGHT SHOULDER SIDEWALK
(MATCH EXISTING SIDEWALK JOINT OR BUILDING)
STA. 68+30.00 TO 68+80.00
STA. 71+20.00 TO 72+10.00

SCHOOL STREET CROSS SLOPE TABLE			
LT SHLDR % SHOULDER	LT TW % TRAVELWAY	STATION	RT SHLDR % SHOULDER
		START	
MATCH	MATCH	61+50.00	MATCH
-1.7%	-1.7%	61+75.00	-2.2%
-2.0%	-2.0%	61+91.61	-2.0%
-2.0%	-2.0%	62+00.00	-2.0%
-2.0%	-2.0%	62+25.00	-2.0%
-2.0%	-2.0%	62+50.00	-1.0%
-2.0%	-2.0%	62+75.00	0.0%
-2.0%	-2.0%	63+00.00	1.0%
-2.0%	-2.0%	63+25.00	2.0%
		TO	
-2.0%	-2.0%	71+50.00	2.0%
-1.4%	-1.4%	71+75.00	1.0%
-0.8%	-0.8%	72+00.00	0.0%
MATCH	MATCH	72+22.10	-0.8%
	MATCH WASHINGTON STREET		

NOTES:

1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE OF THE SHOULDER, THE LOW SIDE SHOULDER SHALL HAVE THE SAME SLOPE AS THE TRAVELWAY.
3. CROWN FOR BOTH THE NORMAL AND SUPERELEVATED SECTIONS FOR ALL COARSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.
4. THE ALGEBRAIC DIFFERENCE BETWEEN THE SHOULDER AND TRAVELWAY CROSS SLOPES "ROLLOVER" SHALL NOT EXCEED 8%.
5. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.
6. SEE PLANS FOR SHOULDER, SIDEWALK AND LANE TRANSITION STATIONING.

* SEE SUPERELEVATION TABLE FOR CROSS SLOPES.

NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN 022642.01

HIGHWAY PLANS

vhb

PROJ. MANAGER	E. MARTIN		
DESIGN-DETAILED	JBD	BMD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SANFORD
DOWNTOWN IMPROVEMENTS

TYPICALS

SHEET NUMBER

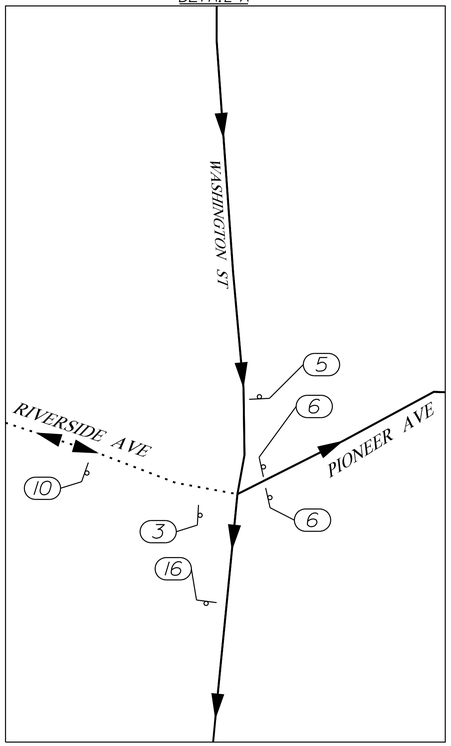
14

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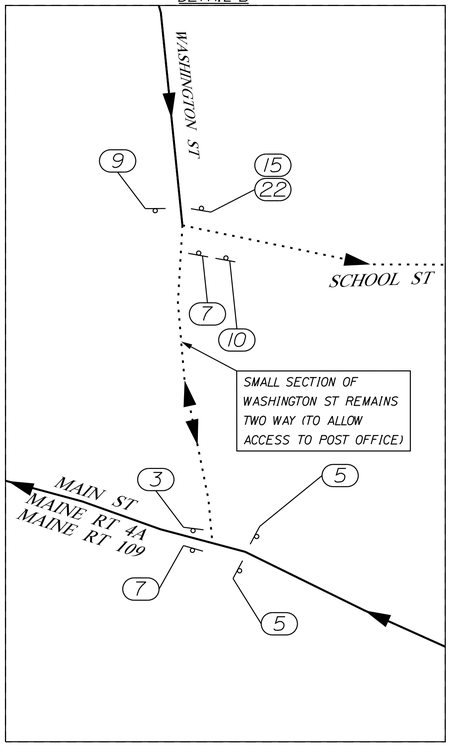
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Filename: ...\Plonset\T_011_Detour_02.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026

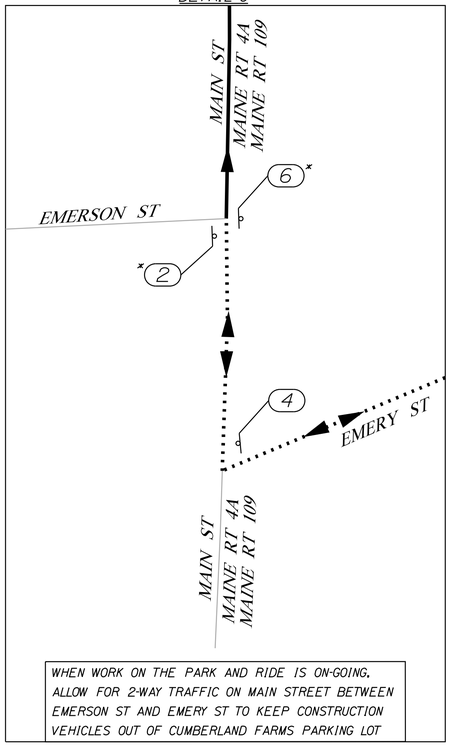
DETAIL A



DETAIL B



DETAIL C

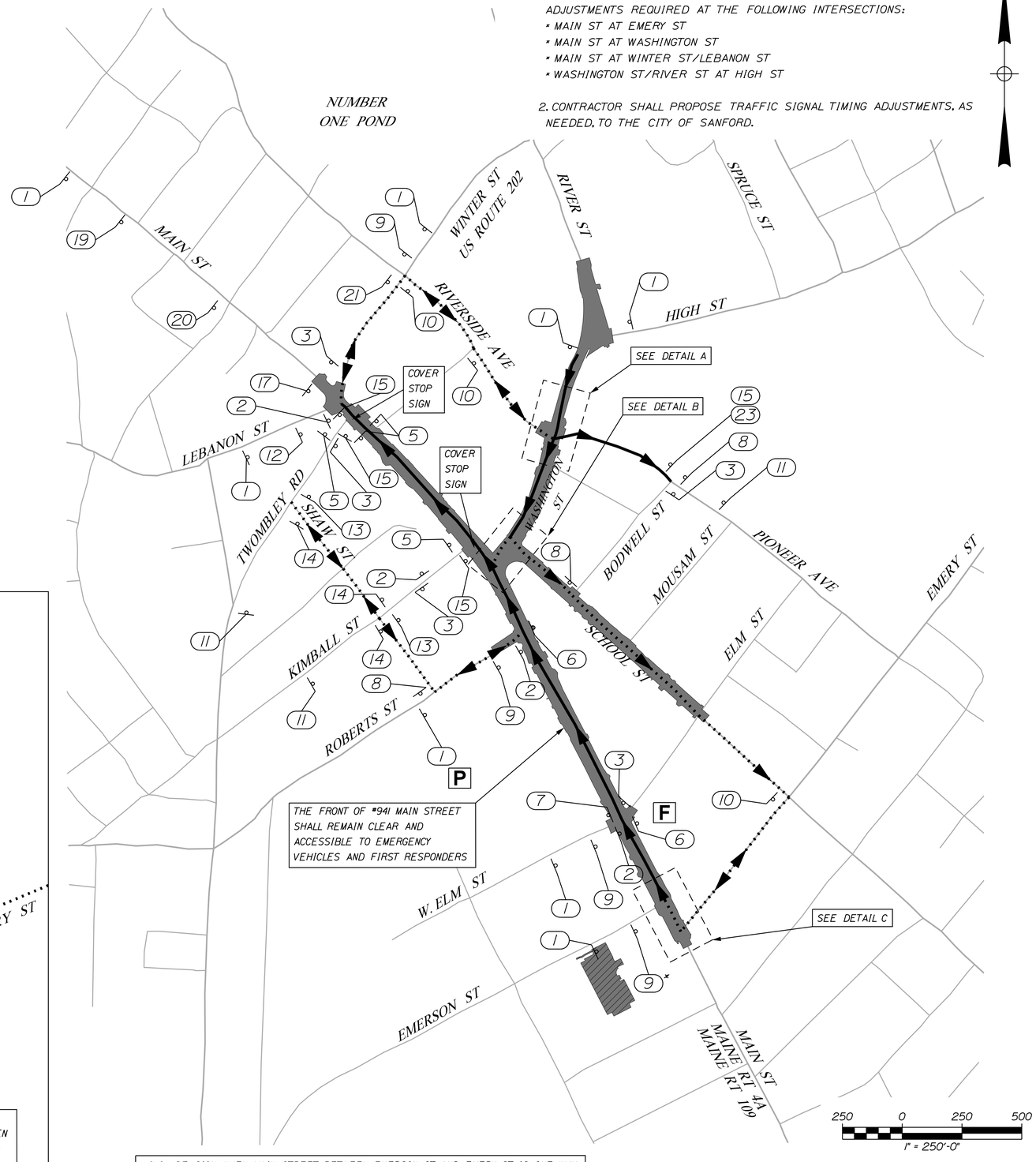


LEGEND

- TEMPORARY ONE-WAY TRAVEL PATTERN
- DETOUR ROUTE
- DOWNTOWN SANFORD PROJECT WORK ZONE
- PARK & ROUTE PROJECT WORK ZONE
- P — POLICE STATION
- F — FIRE STATION

TCP NOTES:

1. CONTRACTOR SHALL BE REPONSIBLE FOR ANY TRAFFIC SIGNAL TIMING ADJUSTMENTS REQUIRED AT THE FOLLOWING INTERSECTIONS:
   - MAIN ST AT EMERY ST
   - MAIN ST AT WASHINGTON ST
   - MAIN ST AT WINTER ST/LEBANON ST
   - WASHINGTON ST/RIVER ST AT HIGH ST
2. CONTRACTOR SHALL PROPOSE TRAFFIC SIGNAL TIMING ADJUSTMENTS, AS NEEDED, TO THE CITY OF SANFORD.



* INCLUDE SIGN WHEN MAIN STREET BETWEEN EMERSON ST AND EMERY ST IS ONE WAY.

STATE OF MAINE
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HIGHWAY PLANS

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DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SANFORD DOWNTOWN IMPROVEMENTS

DETOUR AND SIGNAGE PLANS

SHEET NUMBER

15

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DETOUR SIGNS

(1)



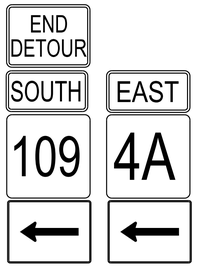
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(3)



(4)



(5)



(6)



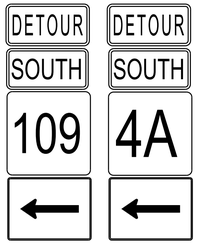
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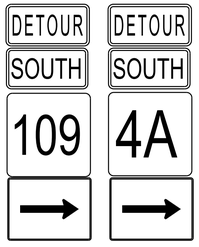
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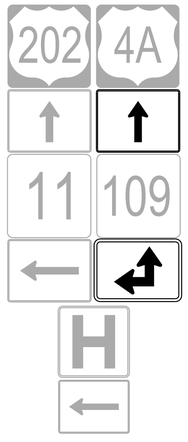
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(12)



ARROWS WITH 4A AND 109 TEMPORARILY MODIFIED FOR DETOUR ON EXISTING SIGN ASSEMBLY

(13)



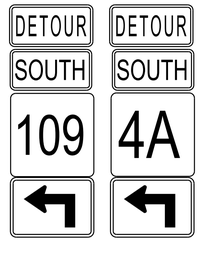
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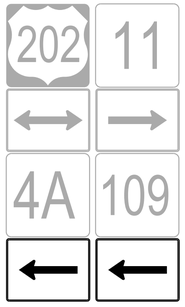
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ARROWS WITH 4A AND 109 TEMPORARILY MODIFIED FOR DETOUR ON EXISTING SIGN ASSEMBLY

(18)



BACK TO BACK SIGNS

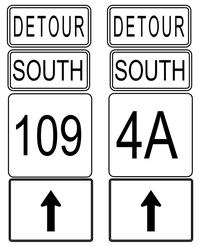
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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN 022642.01

HIGHWAY PLANS

vhb

	E. MARTIN	BY	DATE
PROJ. MANAGER			
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REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SANFORD
DOWNTOWN IMPROVEMENTS

DETOUR AND SIGNAGE PLANS

SHEET NUMBER

16

OF 195

Filename: ...\Planset\T_012_Detour_03.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026

Filename: ...\Planset\T_001_SignalNotes.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026

SIGNAL PLAN NOTES:

1. ALL WORK SHALL BE COMPLETED IN CONFORMANCE WITH THE 2020 EDITION OF THE STATE OF MAINE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGES. MAINEDOT STANDARD DETAILS, SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS FOR THIS CONTRACT. THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, THE NATIONAL ELECTRIC CODE AND ANY REQUIREMENTS OF THE POWER COMPANY.

2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY NECESSARY OPENING PERMITS.

3. THE CONTRACTOR SHALL MEET ALL REQUIREMENTS OF THE UTILITY COMPANIES WHEN INSTALLING EQUIPMENT ON THEIR POLES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE UTILITY COMPANIES TO DETERMINE THEIR REQUIREMENTS.

4. THE LOCATIONS OF ALL EQUIPMENT SHOWN ARE APPROXIMATE. FINAL LOCATIONS SHALL BE DETERMINED IN THE FIELD BY THE RESIDENT.

5. THE COST OF POLE RISERS SHALL BE INCIDENTAL TO ITEM 643.71. THE COST OF OVERHEAD SIGNS ON THE MAST ARMS SHALL BE INCIDENTAL TO ITEM 643.71.

6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FINAL STRUCTURAL DESIGN OF THE MAST ARMS AND THE CONNECTION OF THE MAST ARMS TO THEIR FOUNDATIONS. ALL DESIGNS SHALL BE PREPARED AND STAMPED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF MAINE. DESIGN COMPUTATIONS, INCLUDING DESIGN LOADS (OVERTURNING MOMENT, TORSION, SHEAR FORCE AND AXIAL LOAD) AT THE TOP OF THE FOUNDATIONS, AND SHOP DRAWINGS SHALL BE SUBMITTED FOR APPROVAL BY THE DEPARTMENT. NO MATERIALS SHALL BE ORDERED OR FABRICATED UNTIL THE DESIGN HAS BEEN APPROVED.

7. ALL NEW SIGNAL HEADS SHALL BE FIX MOUNTED TO MAST ARMS WITH ASTROBRACKETS, MOUNTED TO MAST ARM POLE WITH BRACKET ARMS OR MOUNTED TO TOP OF POLES WITH BRACKETS.

8. THE BOTTOM OF THE HOUSING OF NEW SIGNAL FACES SHALL BE AT LEAST 17 FEET BUT NOT MORE THAN 19 FEET ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY. FOR POLE MOUNTED SIGNAL HEADS, THE BOTTOM OF THE HOUSING SHALL BE MOUNTED AT LEAST 8 FEET BUT NOT MORE THAN 19 FEET ABOVE THE SIDEWALK, OR IF THERE IS NO SIDEWALK, ABOVE THE PAVEMENT GRADE AT THE HIGH POINT OF THE ROAD.

9. WHERE NOTED ON THE PLANS, ALL NEW VEHICULAR SIGNAL HEADS SHALL BE EQUIPPED WITH NEW LED LENSES 12 INCHES IN DIAMETER AND EQUIPPED WITH NEW 5-INCH LOUVERED BACK PLATES, INCLUDING RETROREFLECTIVITY.

10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUBMITTING RED-LINE AS-BUILT DRAWINGS OF THE FINAL WORK TO THE ENGINEER. THOSE DRAWINGS SHALL BE ON A CLEAN SET OF PLANS SHOWING ALL CHANGES OR MODIFICATIONS TO THE BID PLANS.

11. TWO COPIES OF AS-BUILT PLANS, WIRING DIAGRAMS, BOX PRINTS, AND EQUIPMENT MANUALS SHALL BE LEFT IN EACH OF THE CONTROLLER CABINETS.

12. TRAFFIC SIGNAL WORK SHALL BE COMPLETED IN A MANNER AND ORDER THAT WILL CAUSE THE MINIMUM DISRUPTION TO TRAFFIC.

13. ALL MATERIAL SCHEDULES SHOWN ON THE PLANS ARE FOR GENERAL INFORMATION ONLY. THE CONTRACTOR SHALL PREPARE HIS OWN MATERIAL SCHEDULES BASED UPON HIS PLAN REVIEW. ALL SCHEDULES SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS OR PERFORMING WORK.

14. ALL NON-PAVED AREAS DISTURBED DURING SIGNAL CONSTRUCTION SHALL BE LOAMED AND SEEDED, UNLESS OTHERWISE DIRECTED BY THE OWNER. ALL PAVED AREAS DISTURBED DURING SIGNAL CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR. COSTS FOR REPAIR OF DISTURBED AREAS SHALL BE INCIDENTAL TO OTHER CONTRACT ITEMS.

15. CONTRACTOR FURNISHED EQUIPMENT

THE TRAFFIC SIGNAL CONTROLLERS AND VARIOUS OTHER EQUIPMENT ITEMS SHOWN ON THE PLANS SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR. THE TRAFFIC SIGNAL CONTROLLERS SUPPLIED UNDER THIS CONTRACT SHALL BE ECONOLITE ETHERNET EQUIPPED ADVANCED TRANSPORTATION CONTROLLERS AS DETAILED IN MAINEDOT STANDARD SPECIFICATION 718.07. ALL CONTROL CABINETS SUPPLIED UNDER THIS CONTRACT SHALL BE ADVANCED TRANSPORTATION CONTROL CABINETS AS DESCRIBED IN MAINEDOT STANDARD SPECIFICATION 718.08.

THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR PROVIDING THE PROJECT WITH WORKING AND FULLY CONFIGURED CONTROLLERS FOR EACH INTERSECTION. INTEGRATION INTO THE EXISTING CLOUD-BASED CENTRAL MANAGEMENT SYSTEM,AND COORDINATION WITH MAINEDOT OFFICE OF INFORMATION TECHNOLOGY. THE CONTRACTOR IS FURTHER RESPONSIBLE FOR SYSTEM LOADING AND ACCEPTANCE TESTING.

16. VIDEO DETECTION INSTALLATION

THE ENGINEER RESERVES THE RIGHT TO DIRECT THE CONTRACTOR TO FIELD ADJUST THE VIDEO DETECTOR MOUNTING HEIGHT FOR LOCAL CONDITIONS IDENTIFIED DURING OR AFTER INSTALLATION. NO ADDITIONAL COST WILL BE ALLOWED FOR FIELD ADJUSTING THE PIPE EXTENSIONS OR REWIRING AS NECESSARY. THIS WORK WILL BE INCIDENTAL TO THE 643.21 NON-INVASIVE DETECTION - STOP BAR ITEMS OR THE 643.71 ITEMS DEPENDING ON THE INTERSECTION.

17. FOUNDATIONS

NEW TRAFFIC SIGNAL CONTROL CABINET, MAST ARM POLE, STRAIN POLE, OR PEDESTAL POLE FOUNDATIONS SHALL BE CONSTRUCTED IN LOCATIONS SHOWN ON THE PLANS. THE PROPOSED FOUNDATIONS AS SHOWN ARE TO BE WITHIN EXISTING RIGHT-OF-WAY OR PROPOSED EASEMENTS TO AVOID UNDERGROUND CONFLICTS BASED ON AVAILABLE INFORMATION PROVIDED DURING DESIGN. HOWEVER, THE CONTRACTOR MAY UPON CONSULTATION AND APPROVAL FROM THE RESIDENT ENGINEER, RELOCATE CABINET AND TRAFFIC SIGNAL POLE FOUNDATIONS AS NEEDED TO AVOID UNANTICIPATED CONFLICTS AS LONG AS THE FINAL LOCATION MEETS THE GUIDELINES IN SECTION 4E.08 OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES. (MUTCD) DOES NOT VIOLATE ADA, AND THE STRUCTURE IS INSTALLED COMPLETELY WITHIN THE EXISTING ROW OR AVAILABLE EASEMENTS.

WHERE NEW CONTROL CABINET FOUNDATIONS ARE CALLED FOR IN THE PLANS, EACH FOUNDATION SHALL PROVIDE SUFFICIENT CONDUIT SWEEPS TO SERVICE THE SIGNALIZED INTERSECTION WHILE MEETING THE NATIONAL ELECTRICAL CODE CHAPTER 9 TABLE 1 REQUIREMENTS FOR CONDUIT FILL.

18. START-UP AND SYSTEM LOADING

THE SYSTEM OPERATION SHALL INCLUDE ATC, ATCC, STOP LINE VEHICLE DETECTION SYSTEMS, INTEGRATION INTO THE CLOUD-BASED EXISTING SYSTEM, FMU, THE COMMUNICATION SYSTEM AND REMOTE MONITORING AS SHOWN ON THE PLANS AND/OR DIRECTED BY MAINEDOT AND THE ENGINEER. AFTER THE SUPPLIER HAS INITIATED SYSTEM OPERATIONS, THE SYSTEMS SHALL BE RUN FOR A CONTINUOUS 7-DAY INITIAL OPERATIONAL TESTING PERIOD. IF ANY MAJOR FUNCTION OF THE SYSTEM FAIL TO OPERATE DURING THIS TESTING PERIOD, AS DETERMINED BY MAINEDOT AND/OR THE ENGINEER, THE SUPPLIER SHALL CORRECT OR REPAIR THE SYSTEM AND THE CONTINUOUS 7-DAY TESTING PERIOD SHALL BE RESTARTED. AT THE COMPLETION OF A SUCCESSFUL 7-DAY TESTING PERIOD, THE SUPPLIER SHALL ADVISE MAINEDOT AND/OR THE ENGINEER THAT THE SYSTEM IS READY FOR THE START-UP PHASE. ANY MAJOR SYSTEM MALFUNCTIONS ENCOUNTERED DURING THIS TESTING PERIOD SHALL BE CORRECTED BY THE SUPPLIER, AND THE TEST RESTARTED. DURING THIS PERIOD MAINEDOT AND/OR ENGINEER MAY MAKE MODIFICATIONS TO THE SYSTEM TIMING PARAMETERS BUT THIS WILL NOT CAUSE RESTARTING OF THE TESTING PERIOD. AT THE COMPLETION OF THE TESTING PERIOD, THE SYSTEM WILL BE DEEMED READY FOR FINAL ACCEPTANCE TESTING AS DESCRIBED IN ACCEPTANCE TESTING.

19. ACCEPTANCE TESTING

UPON COMPLETION OF THE 7-DAY TESTING PERIOD, MAINEDOT AND/OR THE ENGINEER SHALL EVALUATE SYSTEM OPERATIONS. IT IS EXPECTED THAT THE COMPLETE SYSTEM SHALL OPERATE FULLY FUNCTIONING FOR A PERIOD OF 30 CONSECUTIVE DAYS WITHOUT MALFUNCTION. MINOR MALFUNCTION OR INOPERABILITY NOT THE FAULT OF THE CONTRACTOR, AS JUDGED BY MAINEDOT AND/OR THE ENGINEER, ARE NOT INCLUDED IN THE 30-DAY PERIOD. IF THE SYSTEM FAILS TO OPERATE AS INTENDED BY THIS SPECIFICATION THE MALFUNCTION SHALL BE CORRECTED BY THE CONTRACTOR AT ITS COST AND A NEW 30-DAY TESTING PERIOD SHALL BEGIN. THIS PROCESS SHALL CONTINUE UNTIL A COMPLETELY OPERABLE SYSTEM IS DEMONSTRATED FOR A CONSECUTIVE 30-DAY PERIOD.

ACCEPTANCE TESTING MUST DEMONSTRATE TO MAINEDOT AND/OR THE ENGINEER REASONABLE SATISFACTION THAT THE HARDWARE AND LICENSED SOFTWARE FUNCTIONS IN ACCORDANCE WITH THE SPECIFICATIONS, REQUIREMENTS, FUNCTIONALITIES, PERFORMANCE CRITERIA OR OTHER BENEFITS STATED IN DOCUMENTATION, PROPOSALS AND/OR DEMONSTRATIONS GIVEN TO MAINEDOT.

20. THE CONTRACTOR IS DIRECTED TO PROJECT SPECIAL PROVISION 718 FOR ADDITIONAL INFORMATION RELATED TO THE FOLLOWING:

- 718.13 TRAFFIC CONTROL SYSTEM
- 718.14 FIELD MONITORING UNIT
- 718.15 EMERGENCY VEHICLE PREEMPTION SYSTEM
- 718.16 PEDESTRIAN CROSSING SYSTEM

SPECIAL PROVISION 718 EXPANDS UPON THE INFORMATION FOUND IN THESE SIGNAL NOTES. AS SUCH, THE MORE RESTRICTIVE LANGUAGE BETWEEN THESE NOTES AND SPECIAL PROVISION 718 SHALL GOVERN THE WORK TO BE PERFORMED UNDER THIS PROJECT.

21. THE SYSTEM SHALL SUPPORT COMMUNICATIONS TO ADVANCED TRANSPORTATION CONTROLLER, ASSOCIATED EQUIPMENT AND VEHICLE DETECTION AS SHOWN IN THE PLANS. INTERSECTION CONTROLLERS SHALL BE CAPABLE OF COMMUNICATING WITH THE SYSTEM AT A RATE OF ONCE-PER-SECOND. COMMUNICATIONS FROM THE CLOUD-BASED SYSTEM TO THE ON-STREET TRAFFIC SIGNAL CONTROLLERS SHALL BE MADE THROUGH THE FIELD MONITORING UNIT.

22. MAINEDOT SHALL HAVE FIRST RIGHTS TO ALL EQUIPMENT REMOVED OR REPLACED BY THE PROJECT (CONTACT BROOKE GLIDDEN AT BROOKE.GLIDDEN@MAINE.GOV) SANFORD SHALL HAVE SECOND SALVAGE RIGHTS TO ALL EQUIPMENT NOT CLAIMED BY MAINEDOT. THE CONTRACTOR SHALL CAREFULLY REMOVE AND STORE ALL EQUIPMENT CLAIMED BY EITHER MAINEDOT OR SANFORD AT A CENTRAL LOCATION ON SITE FOR RETRIEVAL BY MAINEDOT OR SANFORD. THE STORAGE AREA SHALL BE SECURE AND ALL CONTROL EQUIPMENT REMOVED THAT HAS COMPUTER CHIP TECHNOLOGY SHALL BE STORED IN AN INTERIOR HEATED ENVIRONMENT.

23. THE ENGINEER AND MAINEDOT SHALL HAVE THE RIGHT AND AUTHORITY TO DETERMINE THE ACCEPTABILITY OF WORK AND MATERIALS IN PROGRESS OR COMPLETED AND SHALL HAVE THE RIGHT TO REJECT ANY WORK OR MATERIALS WHICH DO NOT CONFORM, IN ITS SOLE OPINION, TO THE PLANS OR SPECIFICATIONS.

24. THE MAINTENANCE OF TRAFFIC SIGNALS SHALL REMAIN THE RESPONSIBILITY OF THE CONTRACTOR UNTIL FINAL ACCEPTANCE BY MAINEDOT.

STATE OF MAINE
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CAPITAL PROJECTS

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HIGHWAY PLANS

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REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SANFORD
DOWNTOWN IMPROVEMENTS

TRAFFIC SIGNAL NOTES

SHEET NUMBER

17

OF 195

Filename: ...\Planset\T_002_Signal_01.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026

LIST OF WORK ITEMS

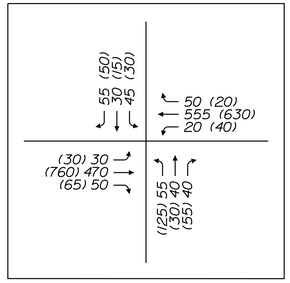
EQUIPMENT AND WORK ITEMS 643.71	QUANTITY
FURNISH AND INSTALL OVERHEAD MOUNTED SIGNS	1
RESET SIGNAL HEADS	3
RESET COUNTDOWN PEDESTRIAN SIGNAL HEAD	1
RESET (APS) PUSHBUTTON WITH R10-3E SIGN	2
RESET LIGHT-BASED PREEMPTION RECEIVER	1
RESET PREEMPTION CONFIRMATION STROBE	1
RESET OVERHEAD MOUNTED SIGN	2
RESET VIDEO DETECTION CAMERA	1
RESET VIDEO DETECTION ZONES (INCIDENTAL TO 643.71)	8
RESET RSU	1
FURNISH AND INSTALL NEW SIGNAL CABLE	-
REMOVE AND SALVAGE EXISTING SIGNAL EQUIPMENT	-
IMPLEMENT LOCAL AND SYSTEM SIGNAL TIMINGS	-
INSTALL PEDESTRIAN BUTTON BRACKET	1

THE LISTED QUANTITIES ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATION ONLY.

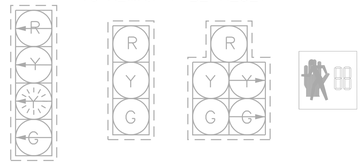
STRUCTURE LIST

STRUCTURE	DESCRIPTION	FOUNDATION
C-M1	30' MAST ARM	36" DIAMETER
C-P1	10' PEDESTAL POLE	24" DIAMETER

SYSTEM DESIGN VOLUMES AM (PM)



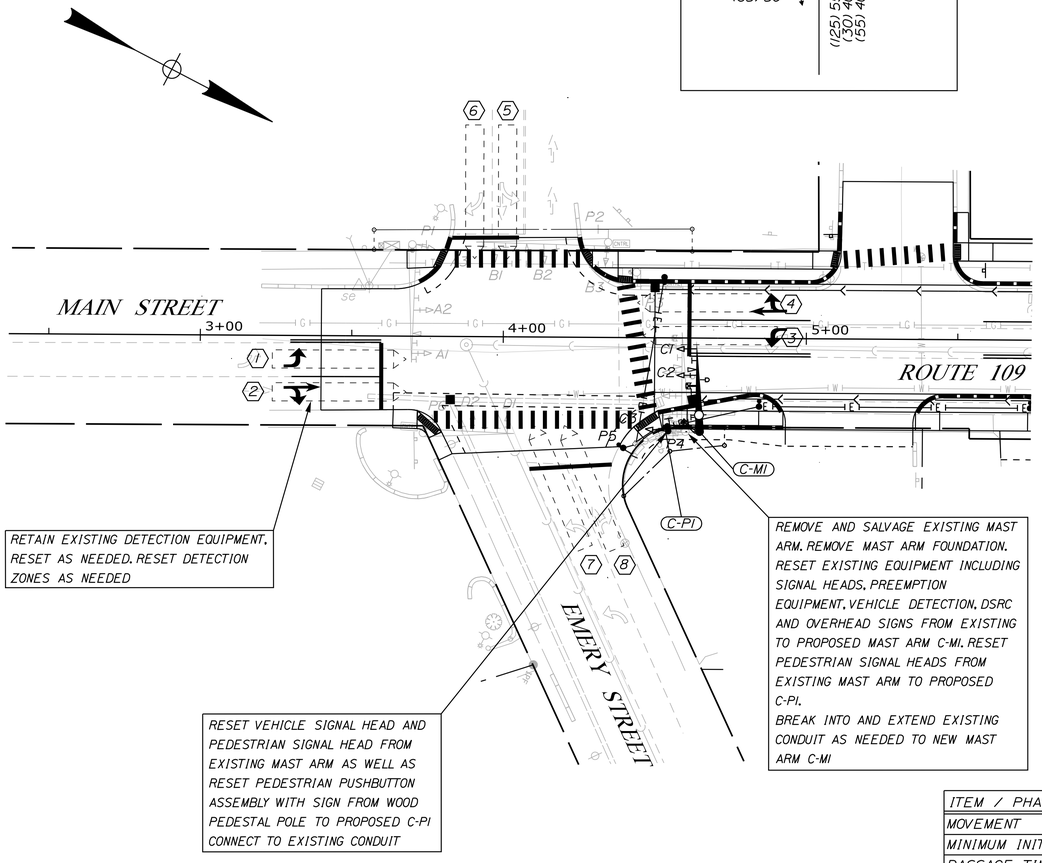
EXISTING INDICATIONS
TO REMAIN / BE RESET



A1,B1,C1 | A2,A3,B2,B3 C2,C3,D1 | D2 | P1-P6

NOTE:
1. ALL INDICATIONS SHALL BE 12" LIGHT EMITTING DIODES (LED'S) WITH 5" LOUVERED RETROREFLECTIVE BACKPLATES.

2. SIGNAL HEADS C1, C2 C3, P4 AND P5 SHALL BE RESET.



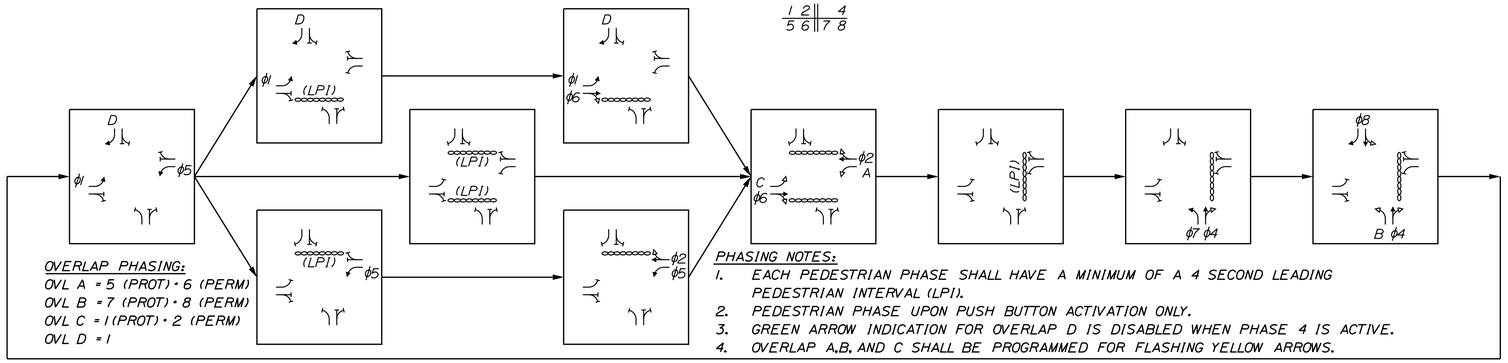
DETECTOR SCHEDULE

DETECTOR ZONE NO.	LOCATION	φ CALLED	φ EXT.	MODE A=ADVANCE B=STOPLINE	DELAY TIME	EXT. TIME
1	MAIN ST WB LEFT	1	1	B	-	-
2	MAIN ST WB THRU-RIGHT	6	6	B	-	-
3	MAIN ST EB LEFT	5	5	B	-	-
4	MAIN ST EB THRU-RIGHT	2	2	B	-	-
5	DRIVEWAY NB LEFT-THRU	8	8	B	-	-
6	DRIVEWAY NB RIGHT	8	8	B	5	-
7	EMERY ST WB LEFT	7	7	B	-	-
8	EMERY ST WB THRU-RIGHT	4	4	B	-	-

PREFERENTIAL PHASE SEQUENCE

NEMA RING AND BARRIER DIAGRAM

1 2 | 4
5 6 | 7 8



OVERLAP PHASING:
OVL A = 5 (PROT) + 6 (PERM)
OVL B = 7 (PROT) + 8 (PERM)
OVL C = 1 (PROT) + 2 (PERM)
OVL D = 1

PHASING NOTES:
1. EACH PEDESTRIAN PHASE SHALL HAVE A MINIMUM OF A 4 SECOND LEADING PEDESTRIAN INTERVAL (LPI).
2. PEDESTRIAN PHASE UPON PUSH BUTTON ACTIVATION ONLY.
3. GREEN ARROW INDICATION FOR OVERLAP D IS DISABLED WHEN PHASE 4 IS ACTIVE.
4. OVERLAP A,B, AND C SHALL BE PROGRAMMED FOR FLASHING YELLOW ARROWS.

SIGNAL TIMING SCHEDULE

ITEM / PHASE	φ 1	φ 2	φ 3	φ 4	φ 5	φ 6	φ 7	φ 8
MOVEMENT	C (LT)	A	-	B	A (LT)	C	B (LT)	D
MINIMUM INITIAL	5	7	-	7	5	7	5	5
PASSAGE TIME	2.5	3.0	-	2.5	2.5	3.0	2.5	2.5
MAXIMUM 1	10	45	-	35	10	45	20	35
MAXIMUM 2	15	60	-	35	15	60	20	35
YELLOW	3.5	3.5	-	3.5	3.5	3.5	3.5	3.5
ALL RED	2.5	2.5	-	2.5	2.5	2.5	2.5	2.5
PED WALK	-	7	-	7	-	7	-	-
PED CLEAR	-	12	-	12	-	16	-	-
DYN MAX LIMIT	-	-	-	-	-	-	-	-
DYN MAX STEP	-	-	-	-	-	-	-	-
RECALL	OFF	SOFT	-	OFF	OFF	SOFT	OFF	OFF
DETECTOR	PR	PR	-	PR	PR	PR	PR	PR
PRE-EMPT PRIORITY	3	4	-	5	4	3	5	-
FLASH	R	Y	-	R	R	Y	R	R
DUAL ENTRY	OFF	ON	-	ON	OFF	ON	OFF	ON

NOTES: PR = PRESENCE Y = YELLOW
D = DARK R = RED
IF APPLICABLE, COORDINATION PATTERNS AND TIME-OF-DAY PLANS SHALL BE PROVIDED AFTER CONTRACT AWARD.

25 0 25 50
1" = 25'-0"

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
CAPITAL PROJECTS
WIN 022642.01
HIGHWAY PLANS

vhb

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	JBD	BMD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SANFORD
DOWNTOWN IMPROVEMENTS

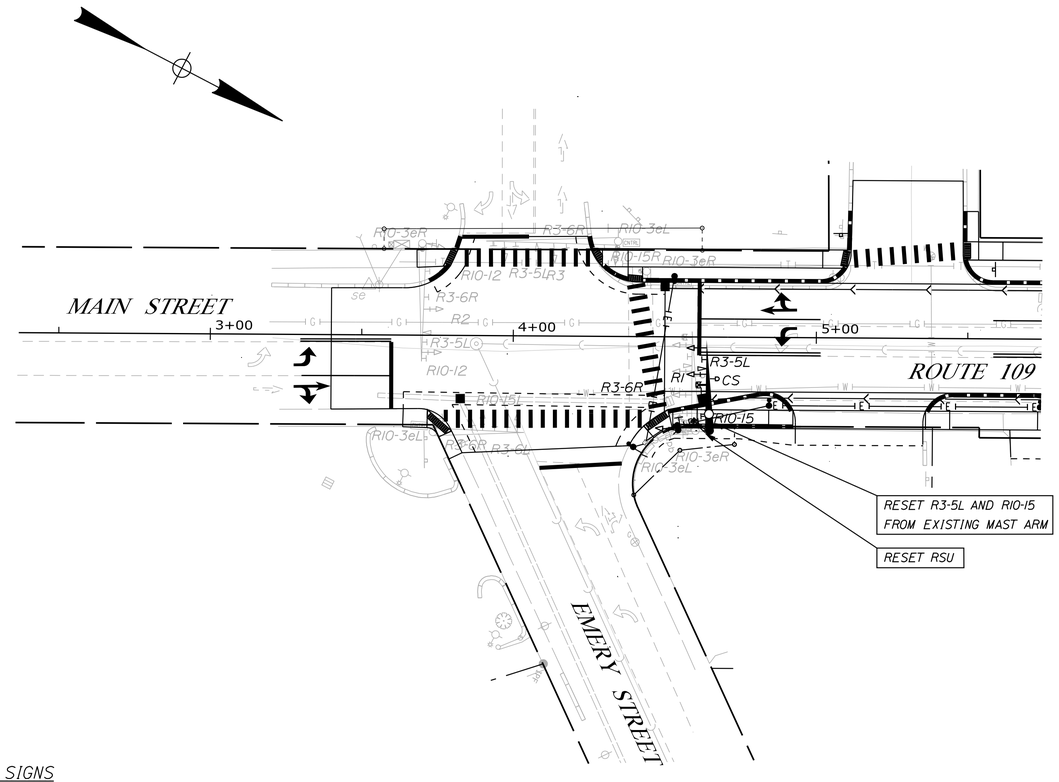
TRAFFIC SIGNAL PLAN

SHEET NUMBER
18
OF 195

LIST OF WORK ITEMS

EQUIPMENT AND WORK ITEMS XXX.YYZ	QUANTITY
FURNISH AND INSTALL (3-INCH) NON-METALLIC CONDUIT (ITEM 626.22)	15 LF
REMOVE OR MODIFY CONCRETE FOUNDATION (ITEM 626.36)	1 EA
FURNISH AND INSTALL 24-INCH DIAMETER FOUNDATION (ITEM 626.421)	7 LF
FURNISH AND INSTALL 36-INCH DIAMETER FOUNDATION (ITEM 626.44)	15 LF
FURNISH AND INSTALL 10-FOOT PEDESTAL POLE (ITEM 643.92)	1 EA
FURNISH AND INSTALL DUAL PURPOSE POLE W/30' ARM W/LUMINAIRE (ITEM 643.94)	1 EA

THE LISTED QUANTITIES ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATION ONLY.

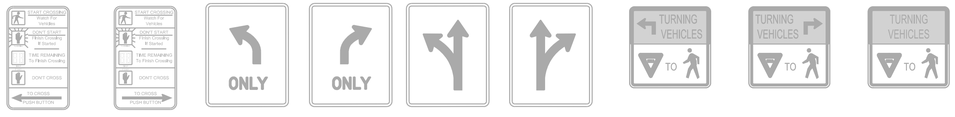


PROPOSED SIGNS



R3-6R
30"x36"
1-PROPOSED

EXISTING POST AND MAST ARM MOUNTED SIGNS



R10-3eL
2-RETAINED
1-RESET

R10-3eR
2-RETAINED
1-RESET

R3-5L
2-RETAINED
1-RESET

R3-5R
1-RETAINED

R3-6L
1-RETAINED

R3-6R
2-RETAINED

R10-15L
1-RETAINED

R10-15R
2-RETAINED

R10-15
1-RESET

EMERGENCY VEHICLE PREEMPTION OPERATION

ID	PREEMPT ASSIGNMENT	RECEIVER PRIORITY	ACTIVE PHASE
	1	NOT USE/RESERVED	
	2	NOT USE/RESERVED	
R1	3	1	ϕ1&ϕ6
R2	4	2	ϕ2&ϕ5
R3	5	3	ϕ4&ϕ7
	6	NOT USED	

PRE-EMPTION NOTES:

1. EMERGENCY VEHICLE PRE-EMPTION SIGNALS SHALL BE TRANSMITTED BY OPTICAL EMITTERS AND/OR BY A DUAL MODE DSRC/C-V2X ON-BOARD UNIT (OBU) MOUNTED IN EMERGENCY VEHICLES COMMUNICATING WITH THE PROPOSED DUAL MODE DSRC/C-V2X ROAD SIDE UNIT (RSU) AND/OR RECEIVED BY OPTICAL DETECTORS LOCATED AT THE INTERSECTION.

2. PRE-EMPTION SIGNALS SHALL BE SERVICED ON A PRIORITY BASIS WITH RECEIVERS ASSIGNED DESCENDING PRIORITIES (1 = HIGHEST, 3 = LOWEST)

3. IN RESPONSE TO A PRE-EMPTION SIGNAL RECEIVED AT AN INTERSECTION BY AN OPTICAL DETECTOR AND/OR RSU , THE CONTROLLER SHALL HOLD OR ADVANCE TO AND HOLD THE EMERGENCY ACTIVE PHASE GREEN FOR A MINIMUM OF 10 SECONDS OR UNTIL THE PRE-EMPTION SIGNAL CEASES. THE CONTROLLER SHALL THEN TIME PRE-EMPTION PHASE CLEARANCE (3.5 SECONDS YELLOW AND 2.5 SECONDS ALL RED) AND SERVICE SUBSEQUENT EMERGENCY ACTIVE PHASES AS NECESSARY. AT THE COMPLETION OF THE PRE-EMPTION CYCLE, THE CONTROLLER SHALL TIME THE PRE-EMPTION CLEARANCE AND RESUME NORMAL SIGNAL OPERATION.

4. MINIMUM GREEN AND NORMAL VEHICLE CLEARANCE SHALL BE PROVIDED ON PHASES THAT ARE TO BE TERMINATED BY PRE-EMPTION DEMAND.

5. CONFIRMATION STROBES SHALL BE ILLUMINATED WHENEVER ANY PREEMPTION GREEN IS ON.

6. OVERLAPS SHALL NOT BE ACTIVATED DURING EMERGENCY PREEMPTION CALLS.

25 0 25 50
1" = 25'-0"

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
CAPITAL PROJECTS
WIN 022642.01
HIGHWAY PLANS

vhb

PROJ. MANAGER	E. MARTIN		
DESIGN-DETAILED	JBD	BMD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SANFORD
DOWNTOWN IMPROVEMENTS

TRAFFIC SIGNAL PLAN

SHEET NUMBER
19
OF 195

Filename: ...\Planset\T_003_Signal_01a.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026

LIST OF WORK ITEMS

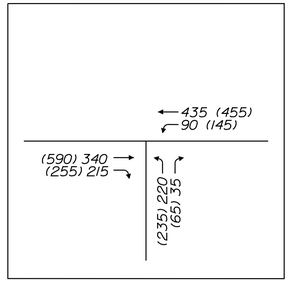
EQUIPMENT AND WORK ITEMS 643.71	QUANTITY
FURNISH AND INSTALL OVERHEAD MOUNTED SIGN	8
RESET SIGNAL HEADS	8
RESET COUNTDOWN PEDESTRIAN SIGNAL HEAD	4
RESET (APS) PUSHBUTTON WITH R10-3E SIGN	4
RESET LIGHT-BASED PREEMPTION RECEIVER	3
RESET PREEMPTION CONFIRMATION STROBE	1
RESET OVERHEAD MOUNTED SIGNS	1
RESET VIDEO DETECTION CAMERA	3
RESET VIDEO DETECTION ZONES (INCIDENTAL TO 643.71)	6
RESET RSU	1
RESET WIRELESS DEVICE	1
FURNISH AND INSTALL NEW SIGNAL CABLE	-
REMOVE AND SALVAGE EXISTING SIGNAL EQUIPMENT	-
IMPLEMENT LOCAL AND SYSTEM SIGNAL TIMINGS	-

THE LISTED QUANTITIES ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATION ONLY.

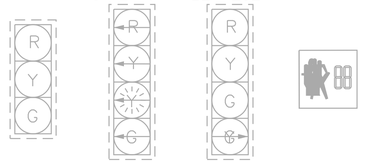
STRUCTURE LIST

STRUCTURE	DESCRIPTION	FOUNDATION
A-C	CONTROLLER CABINET	L48"xW36xH48" (EXISTING)
A-MI	22' MAST ARM/50' MAST ARM	36" DIAMETER
A-PI	8' PEDESTAL POLE	24" DIAMETER
B-PI	8' PEDESTAL POLE	24" DIAMETER
B-P2	10' PEDESTAL POLE	24" DIAMETER
C-PI	8' PEDESTAL POLE (RESET)	24" DIAMETER

SYSTEM DESIGN VOLUMES AM (PM)

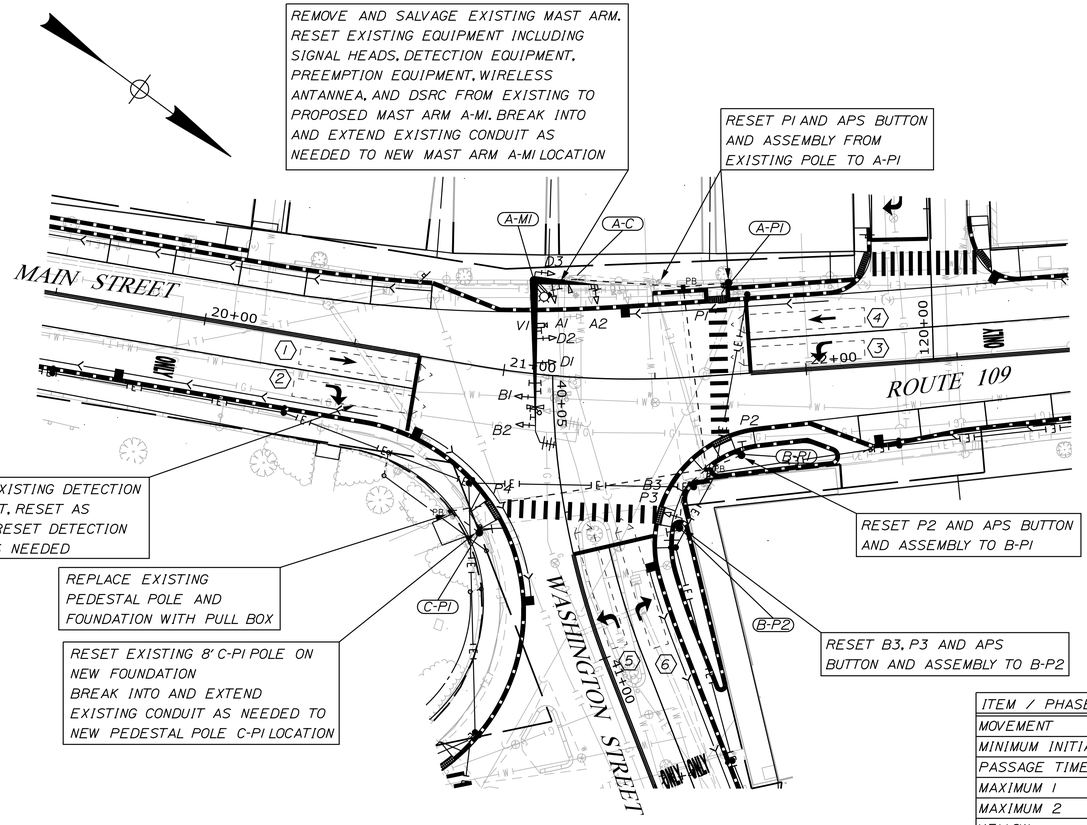


EXISTING INDICATIONS TO REMAIN / BE RESET



A1,B1 B2,D2,D3 | D1 | A2,B3 | P1-P4

NOTE:
1. ALL INDICATIONS SHALL BE 12" LIGHT EMITTING DIODES (LED'S) WITH 5" LOUVERED RETROREFLECTIVE BACKPLATES.
2. ALL VEHICLE AND PEDESTRIAN SIGNAL HEADS SHALL BE RESET.



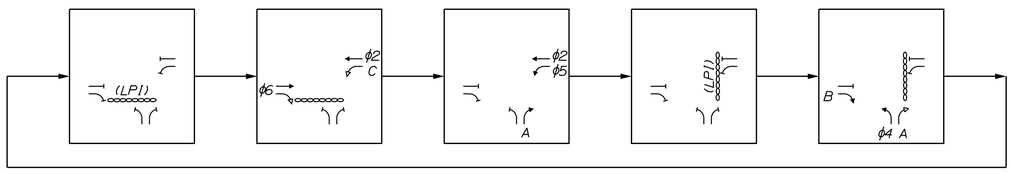
DETECTOR SCHEDULE

DETECTOR ZONE NO.	LOCATION	φ CALLED	φ EXT.	MODE A=ADVANCE B=STOPLINE	DELAY TIME	EXT. TIME
1	MAIN ST WB THROUGH	6	6	B	-	-
2	MAIN ST WB RIGHT	6	6	B	5	-
3	MAIN ST EB LEFT	5	5	B	-	-
4	MAIN ST EB THROUGH	2	2	B	-	-
5	WASHINGTON ST SB LEFT	4	4	B	-	-
6	WASHINGTON ST SB RIGHT	4	4	B	5	-

PREFERENTIAL PHASE SEQUENCE

NEMA RING AND BARRIER DIAGRAM

2 | 4
6 5



OVERLAP PHASING:
OVL A = 4-5
OVL B = 4
OVL C = 5 (PROT) - 6 (PERM)

PHASING NOTES:
1. EACH PEDESTRIAN PHASE SHALL HAVE A MINIMUM OF A 4 SECOND LEADING PEDESTRIAN INTERVAL (LPI).
2. PEDESTRIAN PHASE UPON PUSH BUTTON ACTIVATION ONLY.
3. GREEN ARROW INDICATION FOR OVERLAP A IS DISABLED WHEN THE PHASE 4 PEDESTRIAN PHASE IS ACTIVE.
4. OVERLAP C SHALL BE PROGRAMMED FOR FLASHING YELLOW ARROW.

SIGNAL TIMING SCHEDULE

ITEM / PHASE	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8
MOVEMENT	-	D	-	A	D (LT)	B	-	-
MINIMUM INITIAL	-	7	-	7	5	7	-	-
PASSAGE TIME	-	3.0	-	2.5	2.5	3.0	-	-
MAXIMUM 1	-	45	-	35	15	45	-	-
MAXIMUM 2	-	60	-	35	15	60	-	-
YELLOW	-	3.5	-	3.5	3.5	3.5	-	-
ALL RED	-	2.5	-	2.5	2.5	2.5	-	-
PED WALK	-	-	-	7	-	7	-	-
PED CLEAR	-	-	-	18	-	18	-	-
DYN MAX LIMIT	-	-	-	-	-	-	-	-
DYN MAX STEP	-	-	-	-	-	-	-	-
RECALL	-	SOFT	-	OFF	OFF	SOFT	-	-
DETECTOR	-	PR	-	PR	PR	PR	-	-
PRE-EMPT PRIORITY	-	4	-	5	4	3	-	-
FLASH	-	Y	-	R	R	Y	-	-
DUAL ENTRY	-	ON	-	OFF	OFF	ON	-	-

NOTES: PR = PRESENCE Y = YELLOW
D = DARK R = RED
IF APPLICABLE, COORDINATION PATTERNS AND TIME-OF-DAY PLANS SHALL BE PROVIDED AFTER CONTRACT AWARD.

25 0 25 50
1" = 25'-0"

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
CAPITAL PROJECTS
WIN 022642.01
HIGHWAY PLANS

vhb

PROJ. MANAGER	E. MARTIN		
DESIGN-DETAILED	JBD	BMD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SANFORD
DOWNTOWN IMPROVEMENTS

TRAFFIC SIGNAL PLAN

SHEET NUMBER
20
OF 195

Filename: ...\Planset\T_004_Signal_02.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026

LIST OF WORK ITEMS

EQUIPMENT AND WORK ITEMS XXX.YYZ	QUANTITY
FURNISH AND INSTALL 14-INCH PRECAST CONCRETE JUNCTION BOX (ITEM 626.11)	3 EA
FURNISH AND INSTALL (3-INCH) NON-METALLIC CONDUIT (ITEM 626.22)	110 LF
FURNISH AND INSTALL NON-METALLIC UNDER PAVEMENT CONDUIT (SCHEDULE 80 OR GREATER) (ITEM 626.251)	150 LF
REMOVE OR MODIFY CONCRETE FOUNDATION (ITEM 626.36)	5 EA
FURNISH AND INSTALL 24-INCH DIAMETER FOUNDATION (ITEM 626.421)	28 LF
FURNISH AND INSTALL 36-INCH DIAMETER FOUNDATION (ITEM 626.44)	15 LF
FURNISH AND INSTALL 8-FOOT PEDESTAL POLE (ITEM 643.92)	2 EA
FURNISH AND INSTALL 10-FOOT PEDESTAL POLE (ITEM 643.92)	1 EA
REMOVE AND RESET PEDESTAL POLE (ITEM 643.922)	1 EA
FURNISH AND INSTALL DUAL PURPOSE POLE W/22' ARM AND 50' ARM W/LUMINAIRE (ITEM 643.94)	1 EA
DEMOUNT POLE (ITEM 645.108)	5 EA

THE LISTED QUANTITIES ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATION ONLY.

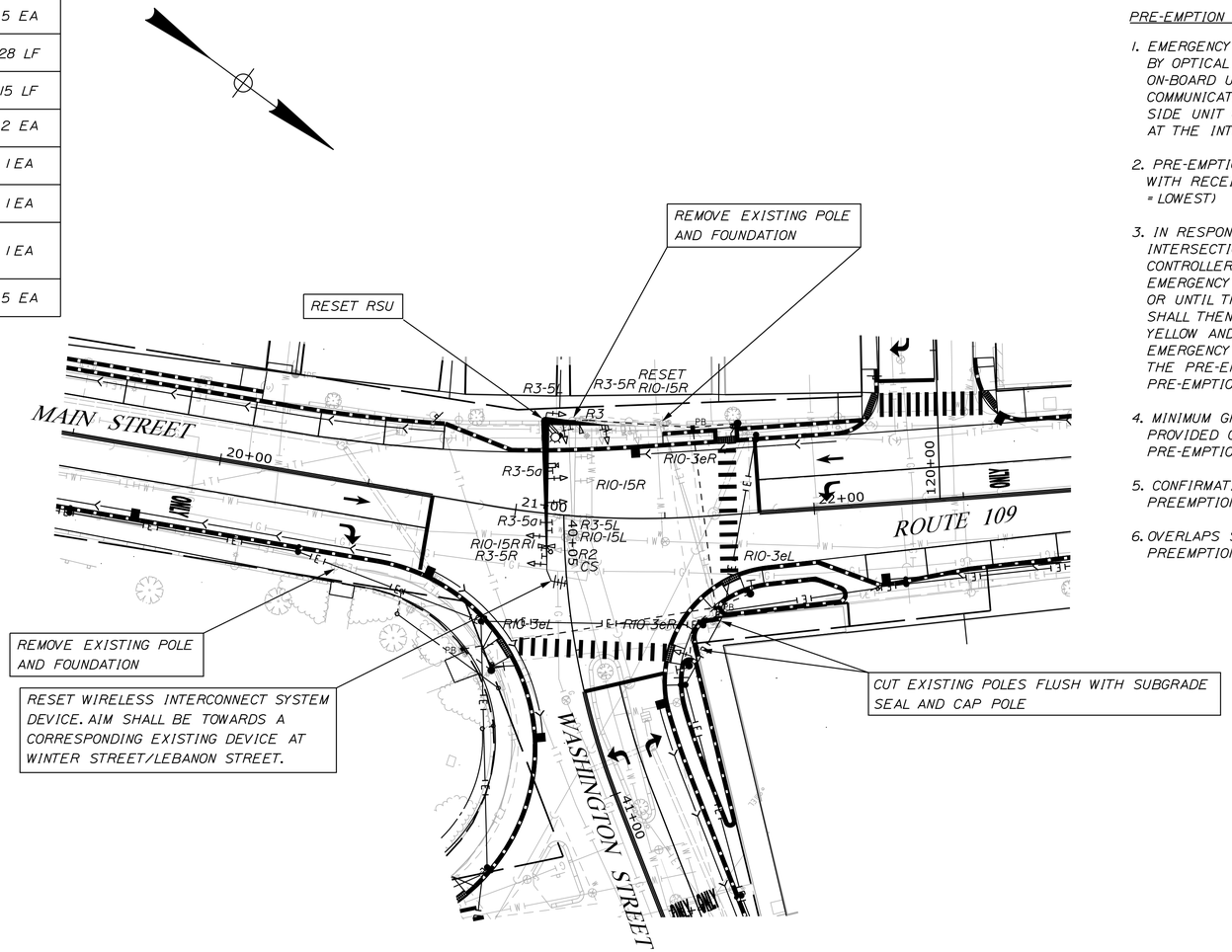
PROPOSED SIGNS



R3-5L 30"x36" 2-PROPOSED | R3-5a 30"x36" 2-PROPOSED | R3-5R 30"x36" 2-PROPOSED



RIO-15L 30"x30" 1-PROPOSED | RIO-15R 30"x30" 1-PROPOSED



EXISTING POST AND MAST ARM MOUNTED SIGNS



RIO-15 2 - REMOVED | RIO-3eL 2 - RESET | RIO-3eR 2 - RESET | RIO-15R 1 - RESET TO A-MI

EMERGENCY VEHICLE PREEMPTION OPERATION

ID	PREEMPT ASSIGNMENT	RECEIVER PRIORITY	ACTIVE PHASE
	1	NOT USE/RESERVED	
	2	NOT USE/RESERVED	
R1	3	1	ϕ6
R2	4	2	ϕ2&ϕ5
R3	5	3	ϕ4
	6	NOT USED	

PRE-EMPTION NOTES:

1. EMERGENCY VEHICLE PRE-EMPTION SIGNALS SHALL BE TRANSMITTED BY OPTICAL EMITTERS AND/OR BY A DUAL MODE DSRC/C-V2X ON-BOARD UNIT (OBU) MOUNTED IN EMERGENCY VEHICLES COMMUNICATING WITH THE PROPOSED DUAL MODE DSRC/C-V2X ROAD SIDE UNIT (RSU) AND/OR RECEIVED BY OPTICAL DETECTORS LOCATED AT THE INTERSECTION.

2. PRE-EMPTION SIGNALS SHALL BE SERVICED ON A PRIORITY BASIS WITH RECEIVERS ASSIGNED DESCENDING PRIORITIES (1 = HIGHEST, 3 = LOWEST)

3. IN RESPONSE TO A PRE-EMPTION SIGNAL RECEIVED AT AN INTERSECTION BY AN OPTICAL DETECTOR AND/OR RSU , THE CONTROLLER SHALL HOLD OR ADVANCE TO AND HOLD THE EMERGENCY ACTIVE PHASE GREEN FOR A MINIMUM OF 10 SECONDS OR UNTIL THE PRE-EMPTION SIGNAL CEASES. THE CONTROLLER SHALL THEN TIME PRE-EMPTION PHASE CLEARANCE (3.5 SECONDS YELLOW AND 2.5 SECONDS ALL RED) AND SERVICE SUBSEQUENT EMERGENCY ACTIVE PHASES AS NECESSARY. AT THE COMPLETION OF THE PRE-EMPTION CYCLE, THE CONTROLLER SHALL TIME THE PRE-EMPTION CLEARANCE AND RESUME NORMAL SIGNAL OPERATION.

4. MINIMUM GREEN AND NORMAL VEHICLE CLEARANCE SHALL BE PROVIDED ON PHASES THAT ARE TO BE TERMINATED BY PRE-EMPTION DEMAND.

5. CONFIRMATION STROBES SHALL BE ILLUMINATED WHENEVER ANY PREEMPTION GREEN IS ON.

6. OVERLAPS SHALL NOT BE ACTIVATED DURING EMERGENCY PREEMPTION CALLS.

25 0 25 50
1" = 25'-0"

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
CAPITAL PROJECTS
WIN 022642.01
HIGHWAY PLANS

vhb

PROJ. MANAGER	E. MARTIN		
DESIGN-DETAILED	JBD	BMD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SANFORD
DOWNTOWN IMPROVEMENTS

TRAFFIC SIGNAL PLAN

SHEET NUMBER
21
OF 195

Filename: ...\Planset\T_005_Signal_02a.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026

LIST OF WORK ITEMS

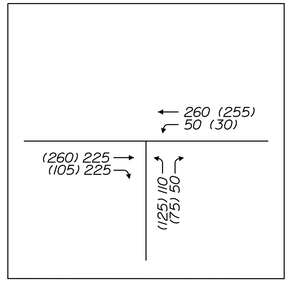
EQUIPMENT AND WORK ITEMS 643.71	QUANTITY
FURNISH AND INSTALL NEW ATCC MAINEDOT SPEC GROUND MOUNT CABINET AND ATC CONTROLLER COMPLETE WITH ALL ANCILLARY EQUIPMENT AND WIRING INCLUDING CELL MODEM / FIELD MONITORING UNIT WITH INTEGRATION INTO EXISTING CLOUD BASED MAINEDOT CENTRACS MOBILITY MANAGEMENT SYSTEM	1
FURNISH AND INSTALL FIELD MONITORING UNIT WITH ETHERNET SWITCH CONNECTIVITY	1
FURNISH AND INSTALL ONE-WAY 3-SECTION, 12-INCH TRAFFIC SIGNAL HEADS, WITH LED MODULES, TUNNEL VISORS, AND 5-INCH LOUVERED BACK PLATE WITH 3-INCH RETROREFLECTIVITY MOUNTED ON MAST ARMS WITH ASTRO-BRACKETS	6
FURNISH AND INSTALL ONE-WAY 4-SECTION, 12-INCH TRAFFIC SIGNAL HEADS, WITH LED MODULES, TUNNEL VISORS, AND 5-INCH LOUVERED BACK PLATE WITH 3-INCH RETROREFLECTIVITY MOUNTED ON MAST ARMS WITH ASTRO-BRACKETS	1
FURNISH AND INSTALL COUNTDOWN PEDESTRIAN SIGNAL HEAD (L.E.D)	4
FURNISH AND INSTALL PEDESTRIAN PUSHBUTTONS WITH RIO-3E SIGN WITH TONE LOCATOR	4
FURNISH AND INSTALL EMERGENCY VEHICLE PREEMPTION SYSTEM CHASSIS	1
FURNISH AND INSTALL EMERGENCY VEHICLE PREEMPTION FOUR CHANNEL PHASE SELECTOR	1
FURNISH AND INSTALL EMERGENCY VEHICLE PREEMPTION OPTICAL DETECTORS AND DETECTOR CABLE	3
FURNISH AND INSTALL PREEMPTION CONFIRMATION STROBE	1
FURNISH AND INSTALL OVERHEAD MOUNTED SIGNS	5
FURNISH AND INSTALL POLE RISER	1
FURNISH AND INSTALL NEW SIGNAL CABLE	1
REMOVE AND SALVAGE EXISTING SIGNAL EQUIPMENT	1
IMPLEMENT LOCAL AND SYSTEM SIGNAL TIMINGS	1
FURNISH AND INSTALL NON-INVASIVE STOP BAR VEHICLE DETECTION SYSTEM FOR 3 APPROACHES, COMPLETE (ITEM 643.21)	1

THE LISTED QUANTITIES ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATION ONLY.

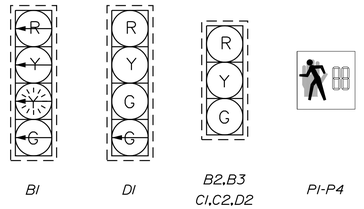
STRUCTURE LIST

STRUCTURE	DESCRIPTION	FOUNDATION
A-C	CONTROLLER CABINET	L48"xW36"xH48"
A-PI	8' PEDESTAL POLE	24" DIAMETER
B-PI	8' PEDESTAL POLE	24" DIAMETER
B-MI	30' MAST ARM/45' MAST ARM	36" DIAMETER
C-PI	10' PEDESTAL POLE	24" DIAMETER
C-P2	8' PEDESTAL POLE	24" DIAMETER

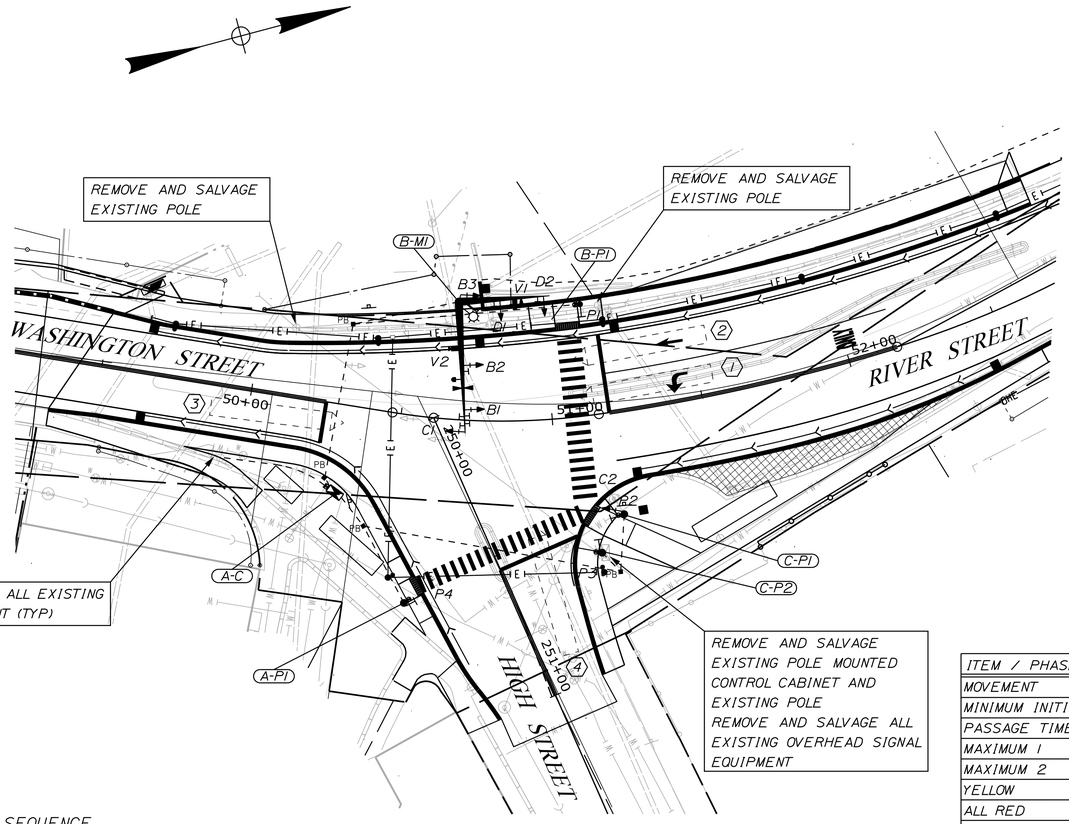
SYSTEM DESIGN VOLUMES AM (PM)



PROPOSED INDICATIONS



NOTE:
ALL INDICATIONS SHALL BE 12" LIGHT EMITTING DIODES (LED'S) WITH 5" LOUVERED RETROREFLECTIVE BACKPLATES



DETECTOR SCHEDULE

DETECTOR ZONE NO.	LOCATION	φ CALLED	φ EXT.	MODE A=ADVANCE B=STOPLINE	DELAY TIME	EXT. TIME
1	RIVER ST SB LEFT	1	1	B	-	-
2	RIVER ST SB THRU	6	6	B	-	-
3	WASHINGTON ST NB THRU-RIGHT	2	2	B	-	-
4	HIGH ST WB LEFT-RIGHT	4	4	B	-	-

SIGNAL TIMING SCHEDULE

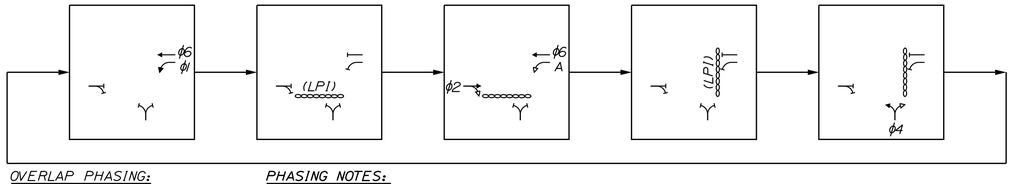
ITEM / PHASE	φ 1	φ 2	φ 3	φ 4	φ 5	φ 6	φ 7	φ 8
MOVEMENT	B (LT)	C	-	D	-	B	-	-
MINIMUM INITIAL	5	7	-	7	-	7	-	-
PASSAGE TIME	3.0	3.0	-	3.0	-	3.0	-	-
MAXIMUM 1	10	50	-	30	-	50	-	-
MAXIMUM 2	15	60	-	40	-	60	-	-
YELLOW	3.5	3.5	-	3.5	-	3.5	-	-
ALL RED	2.5	2.5	-	2.5	-	2.5	-	-
PED WALK	-	7	-	7	-	-	-	-
PED CLEAR	-	11	-	11	-	-	-	-
DYN MAX LIMIT	-	-	-	-	-	-	-	-
DYN MAX STEP	-	-	-	-	-	-	-	-
RECALL	OFF	MIN	-	OFF	-	MIN	-	-
DETECTOR	PR	PR	-	PR	-	PR	-	-
PRE-EMPT PRIORITY	3	4	-	5	-	3	-	-
FLASH	R	Y	-	R	-	Y	-	-
DUAL ENTRY	OFF	ON	-	OFF	-	ON	-	-

NOTES: PR = PRESENCE Y = YELLOW
D = DARK R = RED
IF APPLICABLE, COORDINATION PATTERNS AND TIME-OF-DAY PLANS SHALL BE PROVIDED AFTER CONTRACT AWARD.

PREFERENTIAL PHASE SEQUENCE

NEMA RING AND BARRIER DIAGRAM

1 2 | 4
6 | 5



OVERLAP PHASING:
OVL A = 1(PROT) · 2 (PERM)

PHASING NOTES:
1. EACH PEDESTRIAN PHASE SHALL HAVE A MINIMUM OF A 4 SECOND LEADING PEDESTRIAN INTERVAL (LPI).
2. PEDESTRIAN PHASE UPON PUSH BUTTON ACTIVATION ONLY.
3. OVERLAP A SHALL BE PROGRAMMED FOR FLASHING YELLOW ARROW.

25 0 25 50
1" = 25'-0"

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
CAPITAL PROJECTS
WIN 022642.01
HIGHWAY PLANS

vhb

	E. MARTIN	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	JBD	BMD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SANFORD
DOWNTOWN IMPROVEMENTS

TRAFFIC SIGNAL PLAN

SHEET NUMBER
22
OF 195

Filename: ...\Planset\T_006_Signal_03.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026

LIST OF WORK ITEMS

EQUIPMENT AND WORK ITEMS XXX.YYZ	QUANTITY
FURNISH AND INSTALL 14-INCH PRECAST CONCRETE JUNCTION BOX (ITEM 626.11)	4 EA
FURNISH AND INSTALL (3-INCH) NON-METALLIC CONDUIT (ITEM 626.22)	210 LF
FURNISH AND INSTALL NON-METALLIC CONDUIT, CONCRETE ENCASED (ITEM 626.221)	40 LF
FURNISH AND INSTALL NON-METALLIC UNDER PAVEMENT CONDUIT (SCHEDULE 80 OR GREATER) (ITEM 626.251)	145 LF
FURNISH AND INSTALL GROUND MOUNTED CONTROLLER CABINET FOUNDATION (ITEM 626.35)	1 EA
FURNISH AND INSTALL 24-INCH DIAMETER FOUNDATION (ITEM 626.421)	28 LF
FURNISH AND INSTALL 36-INCH DIAMETER FOUNDATION (ITEM 626.44)	15 LF
FURNISH AND INSTALL 8-FOOT PEDESTAL POLE (ITEM 643.92)	3 EA
FURNISH AND INSTALL 10-FOOT PEDESTAL POLE (ITEM 643.92)	1 EA
FURNISH AND INSTALL DUAL PURPOSE POLE W/30' ARM AND 45' ARM W/LUMINAIRE (ITEM 643.94)	1 EA
FURNISH AND INSTALL ROADSIDE UNIT (RSU) (ITEM 654.351)	1 EA

THE LISTED QUANTITIES ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATION ONLY.

PROPOSED SIGNS



R10-3eL
9"x15"
2-PROPOSED



R10-3eR
9"x15"
2-PROPOSED



R10-15L
30"x30"
1-PROPOSED



R3-5L
30"x36"
1-PROPOSED



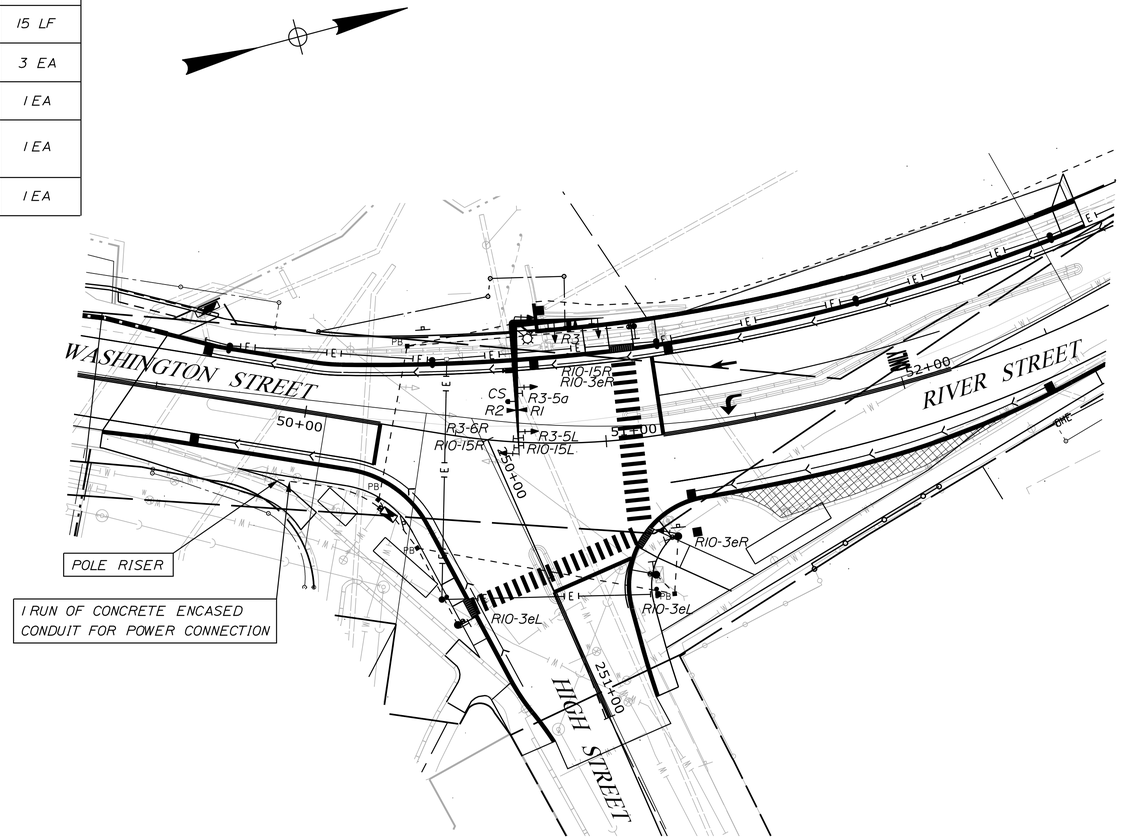
R3-5a
30"x36"
1-PROPOSED



R3-6R
30"x36"
1-PROPOSED



R10-15R
30"x30"
2-PROPOSED



EMERGENCY VEHICLE PREEMPTION OPERATION

ID	PREEMPT ASSIGNMENT	RECEIVER PRIORITY	ACTIVE PHASE
	1	NOT USE/RESERVED	
	2	NOT USE/RESERVED	
R1	3	1	ϕ1&ϕ6
R2	4	2	ϕ2
R3	5	3	ϕ4
	6	NOT USED	

PRE-EMPTION NOTES:

1. EMERGENCY VEHICLE PREEMPTION SIGNALS SHALL BE TRANSMITTED BY OPTICAL EMITTERS MOUNTED IN EMERGENCY VEHICLES AND RECEIVED BY OPTICAL DETECTORS LOCATED AT THE INTERSECTION.
2. PRE-EMPTION SIGNALS SHALL BE SERVICED ON A PRIORITY BASIS WITH RECEIVERS ASSIGNED DESCENDING PRIORITIES (1 = HIGHEST, 3 = LOWEST)
3. IN RESPONSE TO A PRE-EMPTION SIGNAL RECEIVED AT AN INTERSECTION BY AN OPTICAL DETECTOR AND/OR RSU , THE CONTROLLER SHALL HOLD OR ADVANCE TO AND HOLD THE EMERGENCY ACTIVE PHASE GREEN FOR A MINIMUM OF 10 SECONDS OR UNTIL THE PRE-EMPTION SIGNAL CEASES. THE CONTROLLER SHALL THEN TIME PRE-EMPTION PHASE CLEARANCE (3.5 SECONDS YELLOW AND 2.5 SECONDS ALL RED) AND SERVICE SUBSEQUENT EMERGENCY ACTIVE PHASES AS NECESSARY. AT THE COMPLETION OF THE PRE-EMPTION CYCLE, THE CONTROLLER SHALL TIME THE PRE-EMPTION CLEARANCE AND RESUME NORMAL SIGNAL OPERATION.
4. MINIMUM GREEN AND NORMAL VEHICLE CLEARANCE SHALL BE PROVIDED ON PHASES THAT ARE TO BE TERMINATED BY PRE-EMPTION DEMAND.
5. CONFIRMATION STROBES SHALL BE ILLUMINATED WHENEVER ANY PREEMPTION GREEN IS ON.
6. OVERLAPS SHALL NOT BE ACTIVATED DURING EMERGENCY PREEMPTION CALLS.

25 0 50
1" = 25'-0"

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
CAPITAL PROJECTS
WIN 022642.01
HIGHWAY PLANS

vhb

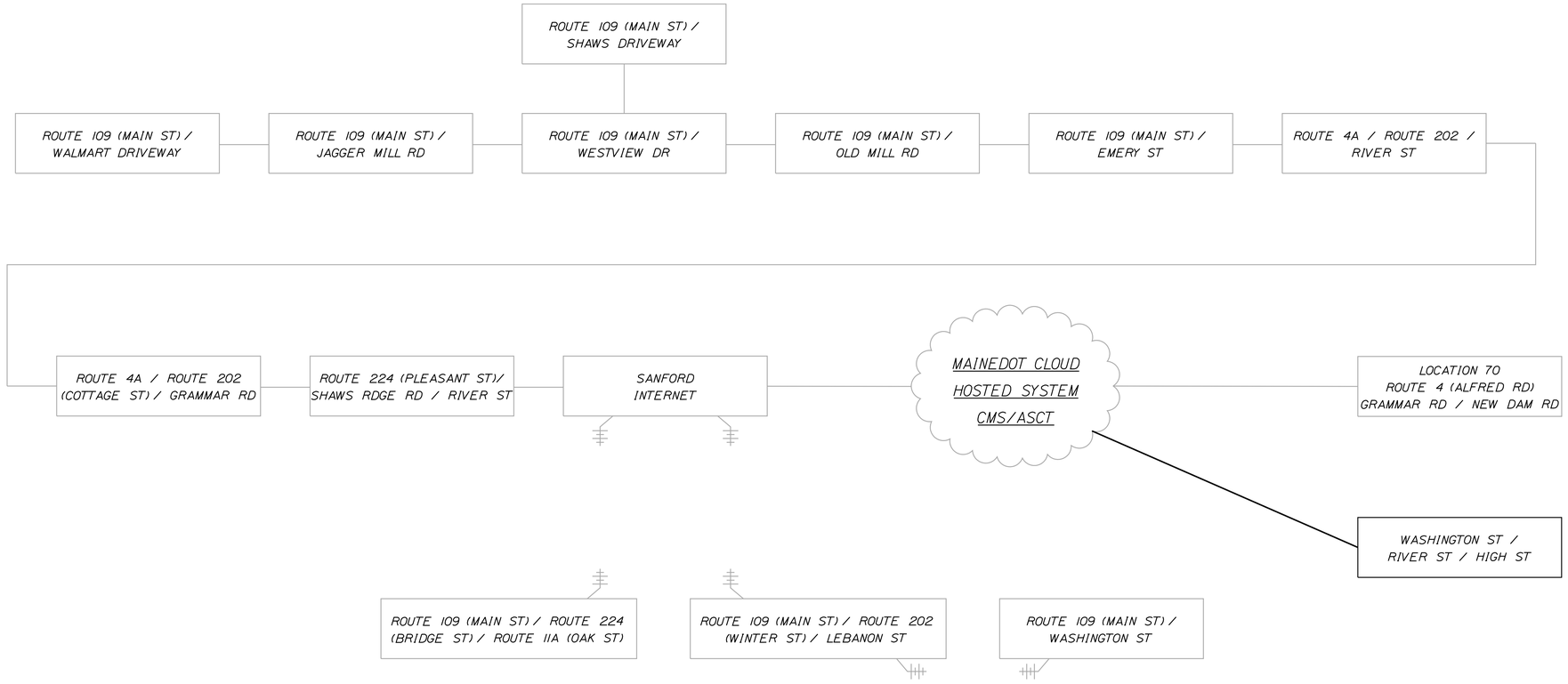
PROJ. MANAGER	E. MARTIN		
DESIGN-DETAILED	JBD	BMD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SANFORD
DOWNTOWN IMPROVEMENTS

TRAFFIC SIGNAL PLAN

SHEET NUMBER
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OF 195

Filename: ...\Planset\T_007_Signal_03a.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026



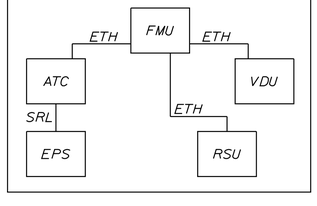
LEGEND

- EXISTING INTERSECTION
- WIRELESS RADIO CONNECTION
- CELLULAR CONNECTION
- EXISTING CELLULAR CONNECTION
- EXISTING FIBER CONNECTION

ATC	- ADVANCED TRANSPORTATION CONTROLLER
DSRC	- DEDICATED SHORT RANGE COMMUNICATIONS
EPS	- EMERGENCY PREEMPTION SYSTEM
ETC	- ETHERNET CABLE
FMU	- FIELD MONITORING UNIT
RSU	- ROADSIDE UNIT
SRL	- SERIAL TWISTED PAIR CONNECTION
VDU	- NON-INVASIVE VIDEO DETECTION UNIT

WASHINGTON ST / RIVER ST / HIGH ST

CABINET



COMMUNICATION NOTES:

1. MAINTAIN EXISTING ROUTE 109/EMERY ST INTERSECTION COMMUNICATION CONNECTIONS AT ALL TIMES.
2. RESET ROUTE 9/WASHINGTON ST INTERSECTION COMMUNICATION CONNECTION AFTER RESETTING WIRELESS ANTENNA ON NEW MAST ARM.
3. CONNECT WASHINGTON ST/RIVER ST/HIGH ST INTERSECTION INTO MAINEDOT CLOUD HOSTED ASCT SYSTEM

STATE OF MAINE
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HIGHWAY PLANS

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PROJ. MANAGER	E. MARTIN		
DESIGN-DETAILED	MLG	JAR	8/27/2026
CHECKED-REVIEWED	CMB	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
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FIELD CHANGES			

SANFORD
DOWNTOWN IMPROVEMENTS

MAINEDOT CLOUD HOSTED NETWORK

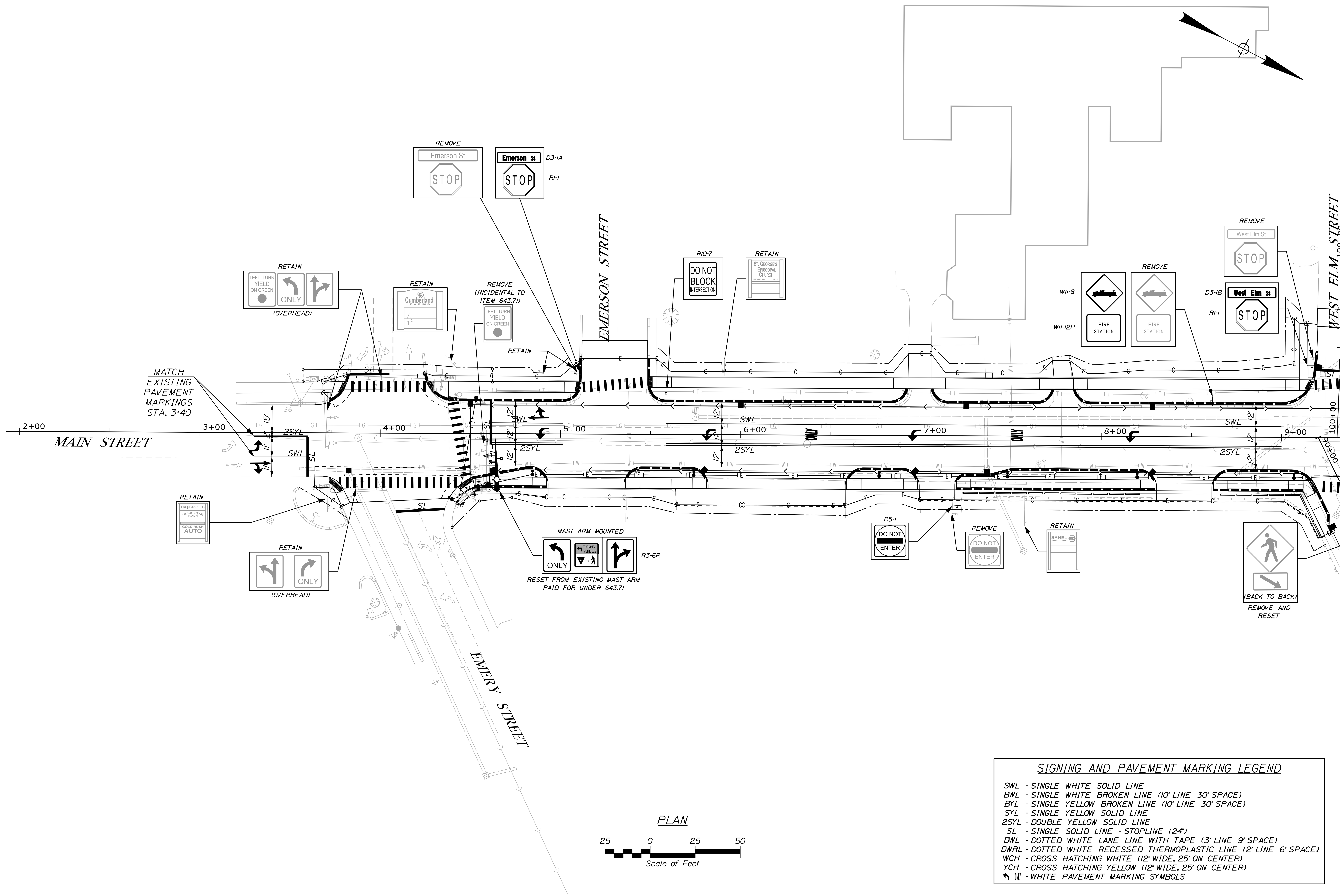
SHEET NUMBER

24

OF 195

Filename: ...\MSTA\Planset\T_008_Comm.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026

Filename: ...\T_009_SignStripePlans.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026



SIGNING AND PAVEMENT MARKING LEGEND

SWL - SINGLE WHITE SOLID LINE
BWL - SINGLE WHITE BROKEN LINE (10' LINE 30' SPACE)
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↰ ONLY - WHITE PAVEMENT MARKING SYMBOLS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN 022642.01

HIGHWAY PLANS

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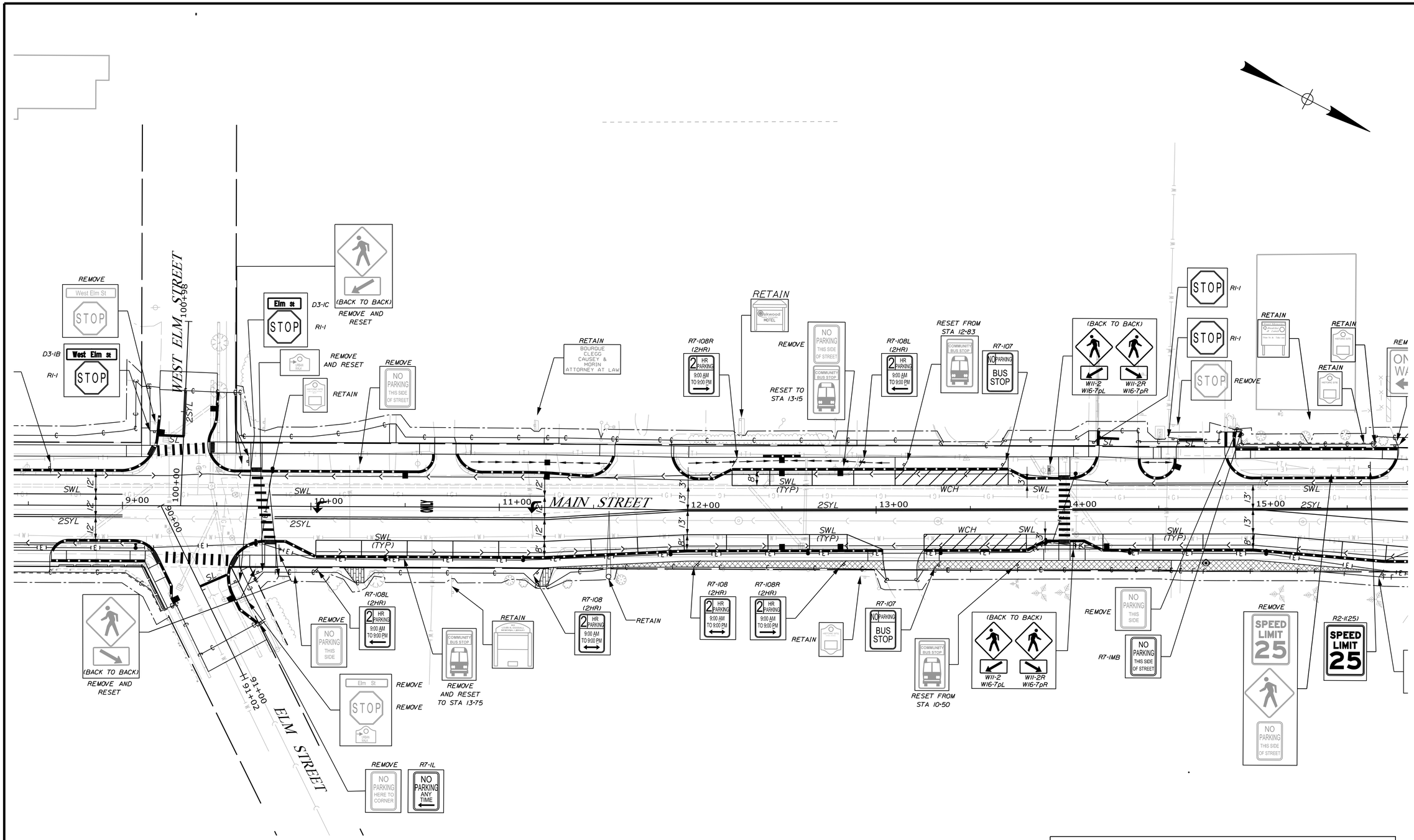
		BY	DATE
PROJ. MANAGER	E. MARTIN		
DESIGN-DETAILED	JBD	BMD	8/27/2026
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FIELD CHANGES			

SANFORD
DOWNTOWN IMPROVEMENTS

SIGNING AND STRIPING
(1 OF 9)

SHEET NUMBER
25
OF 195

Filename: ...\T_009_SignStripePlans.dgn Division: HIGHWAY
Username: jamesdavis Date:8/27/2026



PLAN

25 0 25 50

Scale of Feet

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STATE OF MAINE
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HIGHWAY PLANS

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	BY	DATE
PROJ. MANAGER	E. MARTIN	
DESIGN-DETAILED	JBD	8/27/2026
CHECKED-REVIEWED	ECF	8/27/2026
DESIGN2-DETAILED2	AG	
DESIGN3-DETAILED3		
REVISIONS 1		
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REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SANFORD
DOWNTOWN IMPROVEMENTS
SIGNING AND STRIPING (2 OF 9)

SHEET NUMBER

26

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Filename: ...\T_009_SignStripePlans.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026

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↰ W - WHITE PAVEMENT MARKING SYMBOLS

ROBERTS STREET
MATCH EXISTING PAVEMENT MARKINGS STA. 111+50
MATCH EXISTING PAVEMENT MARKINGS STA. 121+00
KIMBALL STREET
MAIN STREET
WASHINGTON STREET
RESET WITH RRFB RELOCATION
RELOCATE EXISTING ASSEMBLY ON THIS SIDE OF STREET. RESET EXISTING BUTTON LOCATION ON EXISTING POST TO OPPOSITE SIDE OF POST AND FILL ORIGINAL HOLE TO PUT BUTTON IN REACH OF RELOCATED LANDING (ITEM # 643.631)
RESET UNDER R7-108L (1 HR)
RESET TO NEW MAST ARM PAID FOR UNDER 643.71
PAID FOR UNDER 643.71
TO BE REMOVED BY OTHERS
PLAN
25 0 25 50
Scale of Feet

STATE OF MAINE	HIGHWAY PLANS
DEPARTMENT OF TRANSPORTATION	WIN 022642.01
CAPITAL PROJECTS	

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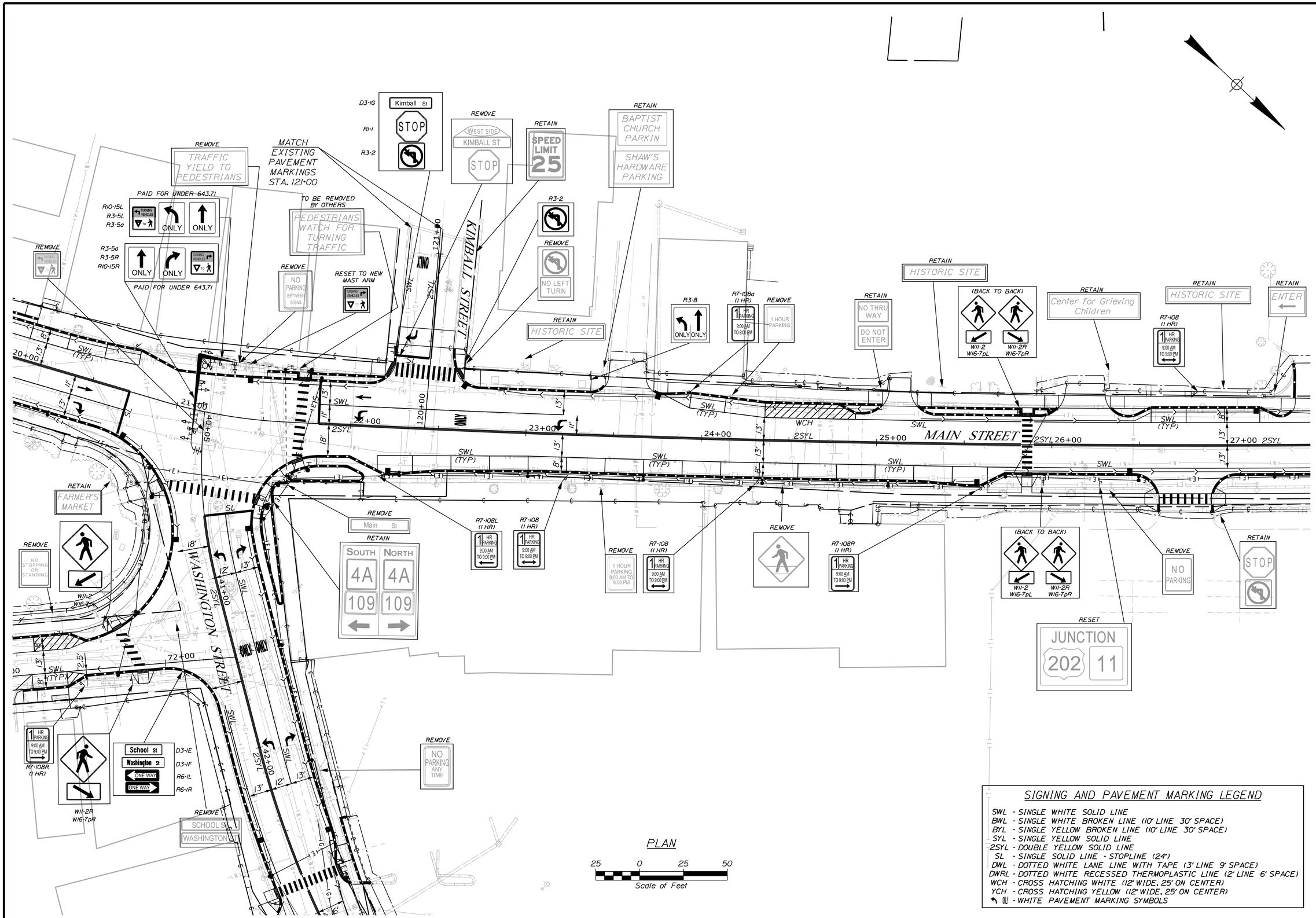
PROJ. MANAGER	E. MARTIN
DESIGN-DETAILED	JBD
CHECKED-REVIEWED	CCF
DESIGN2-DETAILED2	
DESIGN3-DETAILED3	

	BY	DATE
REVISIONS 1	BMD	8/27/2026
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REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SANFORD DOWNTOWN IMPROVEMENTS
SIGNING AND STRIPING (3 OF 9)

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

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HIGHWAY PLANS

vhb

PROJ. MANAGER	E. MARTIN	DATE
DESIGN-DETAILED	JBD	BMD	8/27/2026
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DESIGN2-DETAILED2			
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FIELD CHANGES			

SANFORD
DOWNTOWN IMPROVEMENTS

SIGNING AND STRIPING
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SHEET NUMBER

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Filename: ...\T_009_SignStripePlans.dgn Username: jamesdavis Division: HIGHWAY Date:8/27/2026

MATCH EXISTING PAVEMENT MARKINGS STA. 140+50

RETAIN SPEED LIMIT 25 / NO PARKING THIS SIDE

REMOVE WEST SIDE TWOMBLEY RD / PICKUPS AND HOME DELIVERY ONLY

RETAIN

TWOMBLEY ROAD

141+31

141+00

D3-1J RI-1 R3-2 Twombley Rd STOP

R5-2

MATCH EXISTING PAVEMENT MARKINGS STA. 150+61

LEBANON STREET

152+00

152+31

151+00

RETAIN HISTORIC SITE

REMOVE Lebanon St

D3-1M Lebanon St

RETAIN 202 11 4A 109

D9-2 M6-1L

REMOVE Main St

D9-2 M6-1R

MATCH EXISTING PAVEMENT MARKINGS STA. 32+07

Main St D3-1L

RETAIN NORTH 11 109

RESET EXIT DO NOT ENTER

RETAIN HISTORIC SITE

RETAIN ENTER

R7-10B (1 HR) 1 HR PARKING 8:00 AM TO 6:00 PM

REMOVE

REMOVE STOP

EXT. SIGNAL HEAD REMOVE & RELOCATE TO FAR SIDE OF INTERSECTION FILE NO. 1

SWL 2SYL SL

27+00 28+00 29+00 30+00 31+00 32+00 33+00 33+04

140+00 150+00 160+00

SWL (TYP)

MAIN STREET

ONE WAY

130+00

131+00 131+01

ST IGNATIUS STREET

ST. IGNATIUS ST ONE WAY ONE WAY RESET REMOVE

RETAIN NO PARKING FIRE LANE

St. Ignatius St ONE WAY ONE WAY R6-1R R6-1L RESET (BACK TO BACK)

RETAIN UNITARIAN UNIVERSALIST CHURCH

RETAIN RESERVED PARKING

RETAIN RESERVED PARKING

REMOVE NO PARKING

RETAIN STOP

RETAIN 202 109 11 4A H

MATCH EXISTING PAVEMENT MARKINGS STA. 160+70

161+00

WINTER STREET

162+00

R7-1 NO PARKING ANY TIME

REMOVE NO PARKING ANY TIME

RETAIN EAST NORTH 202 4A

RETAIN ↑ Lebanon 8 ← Wells 13 Springvale 2 →

RETAIN ATLANTIC FEDERAL CREDIT UNION

REMOVE YIELD

RETAIN NO PARKING ANY TIME

RI-2 R3-2

REMOVE ONE WAY DO NOT ENTER (BACK TO BACK)

DO NOT ENTER R5-1

RETAIN SOUTH 4A WEST 202 NORTH 11 SOUTH 109 SOUTH 11 NORTH 109

RETAIN NORTH 11 109

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PLAN

25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN 022642.01

HIGHWAY PLANS

vhb

PROJ. MANAGER	E. MARTIN	
DESIGN-DETAILED	JBD	BMD
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FIELD CHANGES		

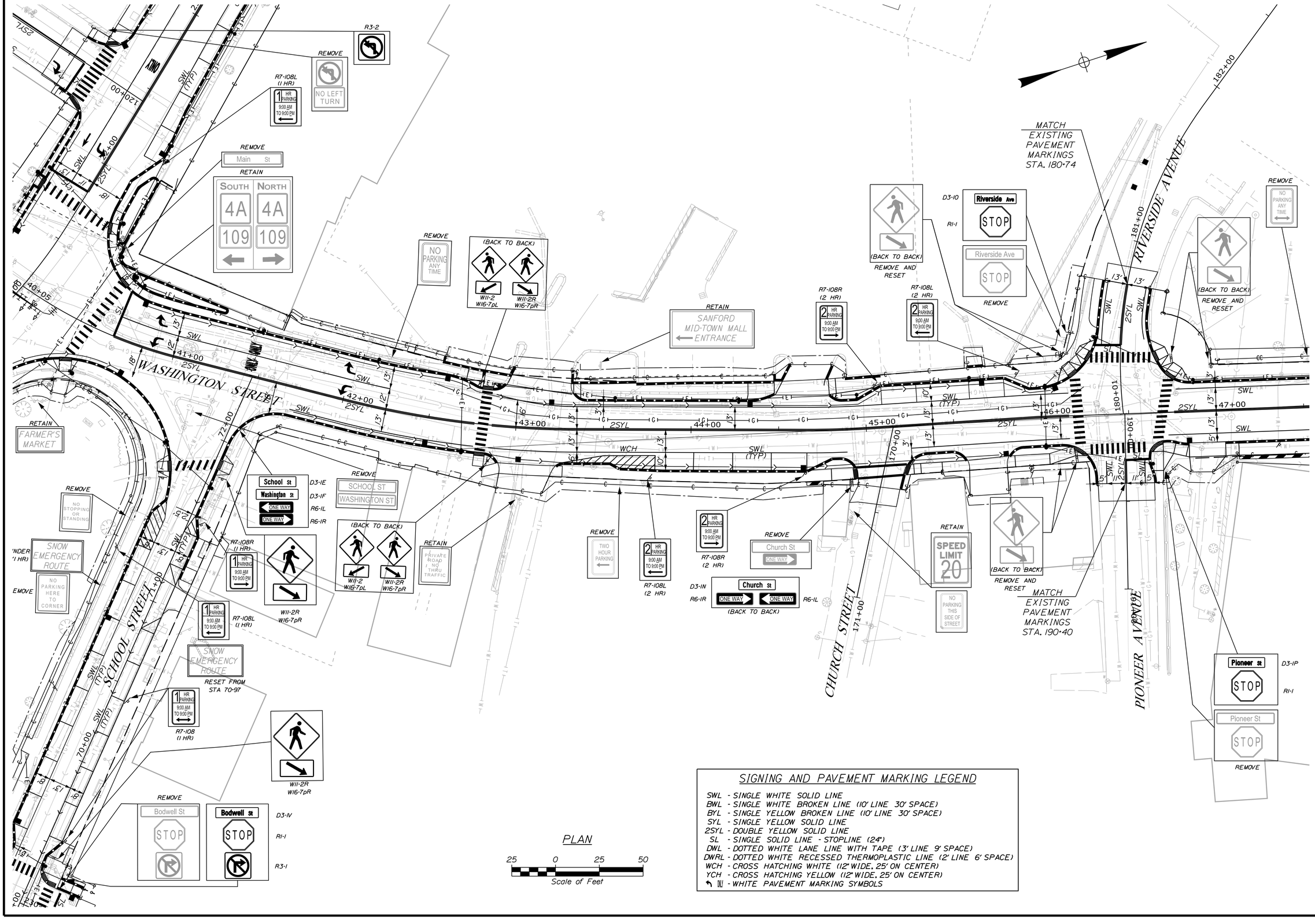
DATE: 8/27/2026 8/27/2026

SANFORD
DOWNTOWN IMPROVEMENTS

SIGNING AND STRIPING
(5 OF 9)

SHEET NUMBER
29
OF 195

Filename: ...\T_009_SignStripePlans.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026



PLAN

25 0 25 50

Scale of Feet

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

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HIGHWAY PLANS

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DESIGN-DETAILED	JBD	BMD	8/27/2026
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SANFORD DOWNTOWN IMPROVEMENTS

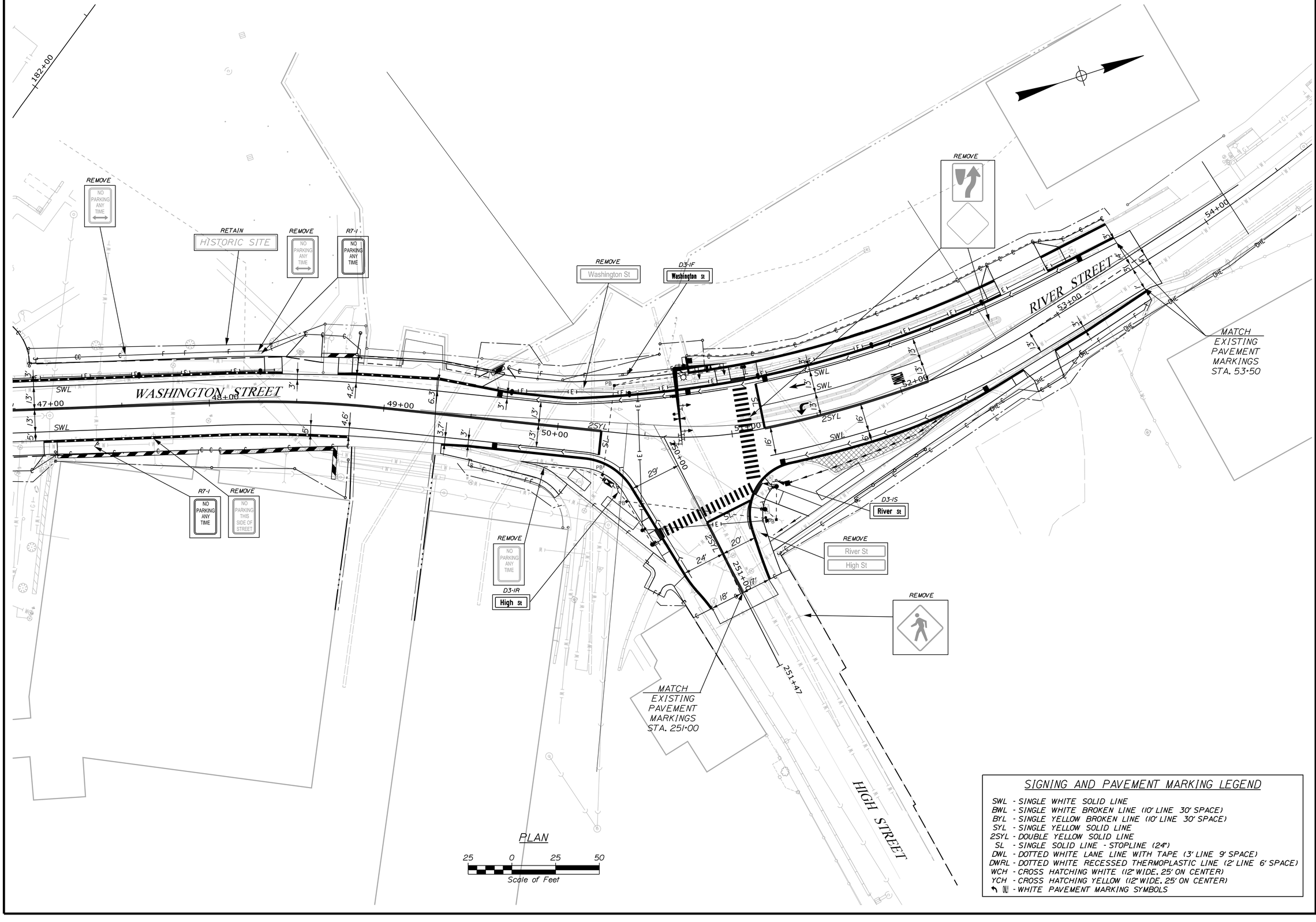
SIGNING AND STRIPING (6 OF 9)

SHEET NUMBER

30

OF 195

Filename: ...\T_009_SignStripePlans.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026



PLAN

25 0 25 50

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STATE OF MAINE
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CAPITAL PROJECTS

WIN 022642.01

HIGHWAY PLANS

vhb

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DESIGN2-DETAILED2			
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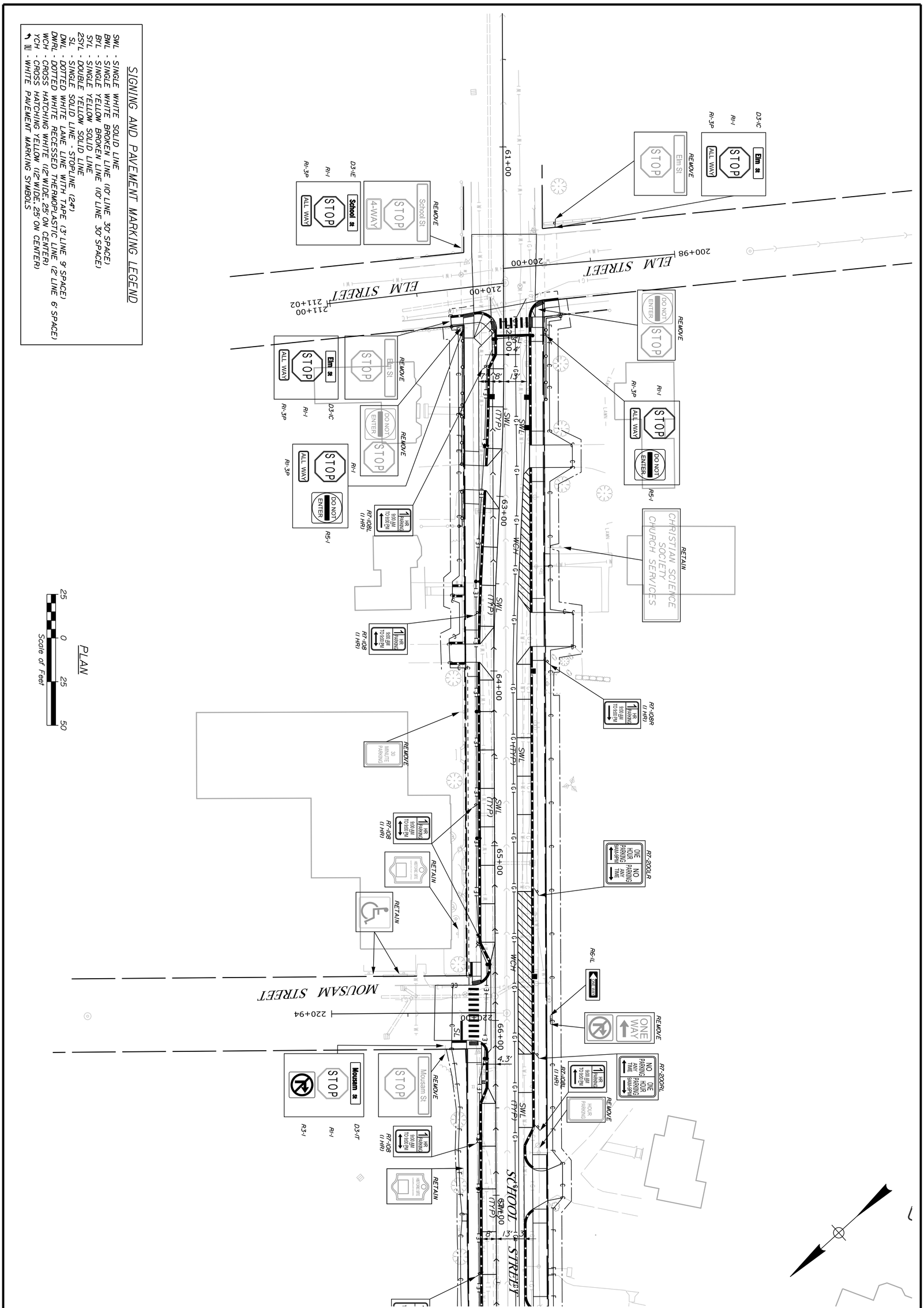
SANFORD
DOWNTOWN IMPROVEMENTS

SIGNING AND STRIPING
(7 OF 9)

SHEET NUMBER

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PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	JBD	BMD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
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SANFORD DOWNTOWN IMPROVEMENTS

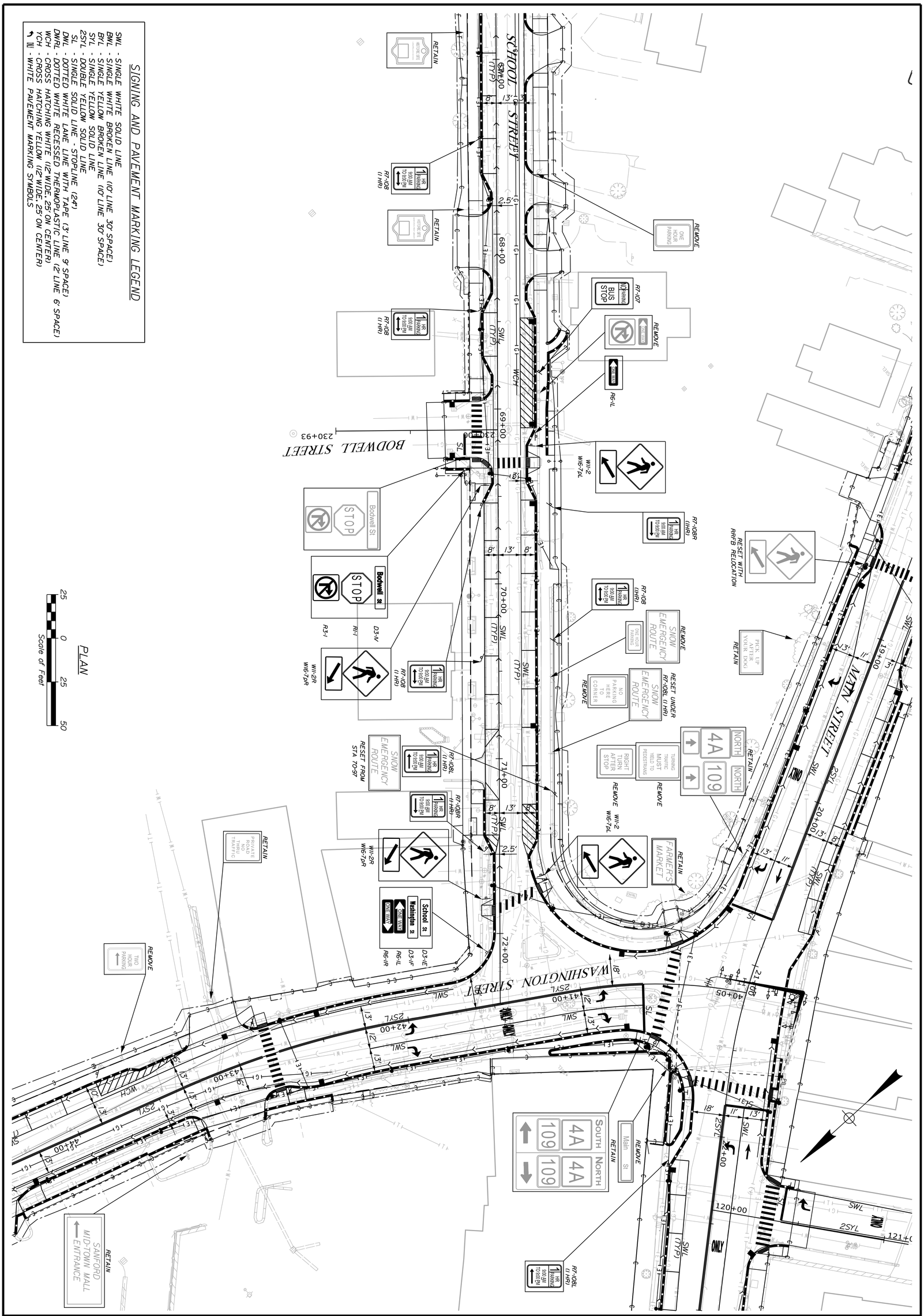
SIGNING AND STRIPING (8 OF 9)

SHEET NUMBER 32 OF 195

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN 022642.01 HIGHWAY PLANS



PROJ. MANAGER	E. MARTIN	BY	DATE
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DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
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FIELD CHANGES			

SANFORD DOWNTOWN IMPROVEMENTS

SIGNING AND STRIPING (9 OF 9)

SHEET NUMBER 33 OF 195

STATE OF MAINE
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CAPITAL PROJECTS
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HIGHWAY PLANS

Identification Number	Size of Sign		Text	Text Dimensions (Inches)			Number of Signs Required	Color		Border Radius	Area in Square Feet	Post
	Width	Height		Letter Height	Vertical Spacing	Arrow RTE.MKR.		Background	Legend Border			
M6-1L	21"	15"		SHSB	SHSB	SHSB	1	BLUE	WHITE	SHSB	2.19 (2.19)	MOUNT BELOW D9-13AP
M6-1R	21"	15"					1	BLUE	WHITE		2.19 (2.19)	MOUNT BELOW D9-13AP
R1-1	30"	30"					1 16	RED	WHITE		6.25 (106.25)	MOUNT ON 4"x4" WOOD POST MOUNT ON 4"x6" WOOD POST
R1-2	36" x 36" x 36"						1	RED	WHITE		3.90 (3.90)	U-CHANNEL POST
R1-3P	18"	6"					5	RED	WHITE		0.75 (3.75)	MOUNT BELOW R1-1
R2-1(25)	24"	30"					1	WHITE	BLACK		5.00 (5.00)	U-CHANNEL POST
R3-1	24"	24"					2	WHITE	RED/ BLACK		4.00 (8.00)	MOUNT BELOW R1-1
R3-2	24"	24"					2 2 1	WHITE	RED/ BLACK		4.00 (20.00)	U-CHANNEL POST MOUNT BELOW R1-1 MOUNT BACK TO BACK WITH R5-1
R3-5a	30"	36"					3	WHITE	BLACK		7.50 (22.50)	MOUNT TO MAST ARM
R3-5L	30"	36"					3	WHITE	BLACK		7.50 (22.50)	MOUNT TO MAST ARM
R3-5R	30"	36"					2	WHITE	BLACK		7.50 (15.00)	MOUNT TO MAST ARM
R3-6R	30"	36"					2	WHITE	BLACK		7.50 (15.00)	MOUNT TO MAST ARM
R3-8	36"	30"					1	WHITE	BLACK		7.50 (7.50)	MOUNT ON TWO U-CHANNEL POSTS
R5-1	30"	30"					2 2 1	RED	WHITE		6.25 (31.25)	MOUNT BACK TO BACK WITH R1-1 MOUNT ON 4"x4" WOOD POST MOUNT ON 4"x6" WOOD POST
R5-2	24"	24"					1	WHITE	RED/ BLACK		4.00 (4.00)	MOUNT ON 4"x4" WOOD POST
R6-1L	36"	12"					1 1 1 2	BLACK	WHITE		3.00 (15.00)	U-CHANNEL POST MOUNT BELOW D3-1N MOUNT ON 4"x4" WOOD POST MOUNT ABOVE R3-1
R6-1R	36"	12"					3	WHITE	BLACK		3.00 (9.00)	MOUNT BACK TO BACK WITH R6-1L

SHSB - Text Dimensions Shall Conform to "Standard Highway Signs Book" - 2012 Edition.

Identification Number	Size of Sign		Text	Text Dimensions (Inches)			Number of Signs Required	Color		Border Radius	Area in Square Feet	Post
	Width	Height		Letter Height	Vertical Spacing	Arrow RTE.MKR.		Background	Legend Border			
R6-2L	30"	24"		SHSB	SHSB	SHSB	2	WHITE	BLACK	SHSB	5.00 (10.00)	U-CHANNEL POST
R6-2R	30"	24"					1 1	WHITE	RED		5.00 (10.00)	U-CHANNEL POST MOUNT BELOW R5-1
R7-1MB	12"	18"					1	RED	WHITE		1.50 (1.50)	U-CHANNEL POST
R7-1	12"	18"					3	WHITE	RED		1.50 (4.50)	U-CHANNEL POST
R7-1L	12"	18"					1	WHITE	RED		1.50 (1.50)	U-CHANNEL POST
R7-107	12"	18"					3	RED	WHITE		1.50 (4.50)	U-CHANNEL POST
R7-108 (1HR)	12"	18"					11	WHITE	GREEN		1.50 (16.50)	U-CHANNEL POST
R7-108 (2HR)	12"	18"					2	WHITE	GREEN		1.50 (3.00)	U-CHANNEL POST
R7-108a	12"	18"					1	WHITE	GREEN		1.50 (1.50)	U-CHANNEL POST
R7-108L (1HR)	12"	18"					4	WHITE	GREEN		1.50 (6.00)	U-CHANNEL POST
R7-108R (1HR)	12"	18"					4	WHITE	GREEN		1.50 (6.00)	U-CHANNEL POST
R7-108L (2HR)	12"	18"					5	WHITE	GREEN		1.50 (7.50)	U-CHANNEL POST
R7-108R (2HR)	12"	18"					6	WHITE	GREEN		1.50 (9.00)	U-CHANNEL POST
R7-200RL	24"	18"					1	WHITE	RED/ GREEN		3.00 (3.00)	U-CHANNEL POST
R7-200LR	24"	18"					1	WHITE	RED/ GREEN		3.00 (3.00)	MOUNT ON 4"x4" WOOD POST
R10-7	24"	30"					1	WHITE	BLACK		5.00 (5.00)	U-CHANNEL POST

SHSB - Text Dimensions Shall Conform to "Standard Highway Signs Book" - 2012 Edition.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN 022642.01

HIGHWAY PLANS

vhb

	BY	DATE
PROJ. MANAGER	E. MARTIN	
DESIGN-DETAILED	MLG	8/27/2026
CHECKED-REVIEWED	CMB	
DESIGN2-DETAILED2	JAR	8/27/2026
DESIGN3-DETAILED3	AG	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SANFORD
DOWNTOWN IMPROVEMENTS

SIGN SUMMARY SHEET
(1 OF 2)

SHEET NUMBER
34
OF 195

Filename: ...\Planset\T_010_SignSummary.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026

Identification Number	Size of Sign		Text	Text Dimensions (Inches)			Number of Signs Required	Color		Border Radius	Area in Square Feet	Post
	Width	Height		Letter Height	Vertical Spacing	Arrow RTE.MKR.		Background	Legend Border			
R10-15L	30"	30"	TURNING VEHICLES TO		SHSB	SHSB	2	WHITE/ RED/ YELLOW	BLACK	SHSB	6.25 (12.50)	MOUNT TO MAST ARM
R10-15R	30"	30"	TURNING VEHICLES TO				2	WHITE/ RED/ YELLOW	BLACK		6.25 (12.50)	MOUNT TO MAST ARM
D3-1A	42"	12"	Emerson St	6C/4C			1	GREEN	WHITE		3.50 (3.50)	MOUNT ABOVE R1-1
D3-1B	42"	12"	West Elm St	6B/4B			1	GREEN	WHITE		3.50 (3.50)	MOUNT ABOVE R1-1
D3-1C	30"	12"	Elm St	6C/4C			3	GREEN	WHITE		2.50 (7.50)	MOUNT ABOVE R1-1
D3-1D	42"	12"	Roberts St	6C/4C			1	GREEN	WHITE		3.50 (3.50)	MOUNT ABOVE R1-1
D3-1E	36"	12"	School St	6C/4C			1	GREEN	WHITE		3.00 (6.00)	MOUNT ABOVE R6-1
							1					MOUNT ABOVE R1-1
D3-1F	42"	12"	Washington St	6B/4B			1	GREEN	WHITE		3.50 (7.00)	MOUNT ABOVE R6-1
							1					U-CHANNEL POST
D3-1G	36"	12"	Kimball St	6C/4C			1	GREEN	WHITE		3.00 (3.00)	MOUNT ABOVE R1-1
D3-1J	48"	12"	Twombley Rd	6B/4B			1	GREEN	WHITE		3.50 (3.50)	MOUNT ABOVE R1-1
D3-1K	48"	12"	Winter St	6C/4C			1	GREEN	WHITE		3.50 (3.50)	MOUNT ON 4"x4" WOOD POST
D3-1L	36"	12"	Main St	6C/4C			1	GREEN	WHITE		3.00 (3.00)	MOUNT ABOVE D3-1K
D3-1M	42"	12"	Lebanon St	6C/4C			1	GREEN	WHITE		3.50 (3.50)	U-CHANNEL POST
D3-1N	42"	12"	Church St	6C/4C			1	GREEN	WHITE		3.50 (3.50)	MOUNT ON 4"x4" WOOD POST
D3-1O	48"	12"	Riverside Ave	6C/4C			1	GREEN	WHITE		4.00 (4.00)	MOUNT ABOVE R1-1

SHSB - Text Dimensions Shall Conform to "Standard Highway Signs Book" - 2012 Edition.

Identification Number	Size of Sign		Text	Text Dimensions (Inches)			Number of Signs Required	Color		Border Radius	Area in Square Feet	Post
	Width	Height		Letter Height	Vertical Spacing	Arrow RTE.MKR.		Background	Legend Border			
D3-1P	42"	12"	Pioneer St	6C/4C	SHSB	SHSB	1	GREEN	WHITE	SHSB	3.50 (3.50)	MOUNT ABOVE R1-1
D3-1R	30"	12"	High St	6C/4C			1	GREEN	WHITE		2.50 (2.50)	U-CHANNEL POST
D3-1S	36"	12"	River St	6C/4C			1	GREEN	WHITE		3.00 (3.00)	U-CHANNEL POST
D3-1T	42"	12"	Mousam St	6C/4C			1	GREEN	WHITE		3.50 (3.50)	MOUNT ABOVE R1-1
D3-1V	42"	12"	Bodwell St	6C/4C			1	GREEN	WHITE		3.50 (3.50)	MOUNT ABOVE R1-1
D9-2	24"	24"	H	SHSB			2	BLUE	WHITE		4.00 (8.00)	MOUNT ON 4"X4" WOOD POST
W11-2	36"	36"					8	FLUORESCENT YELLOW-GREEN	BLACK		9.00 (72.00)	MOUNT ON 4"x6" WOOD POST
W11-2R	36"	36"					8	FLUORESCENT YELLOW-GREEN	BLACK		9.00 (72.00)	MOUNT ON BACK SIDE OF W11-2
W11-8	36"	36"					1	YELLOW	BLACK		9.00 (9.00)	MOUNT ON 6"x6" WOOD POST
W11-12P	36"	30"	FIRE STATION				1	YELLOW	BLACK		7.50 (7.50)	MOUNT BELOW W11-8
W16-7PL	21"	15"					8	FLUORESCENT YELLOW-GREEN	BLACK		2.19 (17.52)	MOUNT BELOW W11-2
W16-7PR	21"	15"					8	FLUORESCENT YELLOW-GREEN	BLACK		2.19 (17.52)	MOUNT BELOW W11-2

SHSB - Text Dimensions Shall Conform to "Standard Highway Signs Book" - 2012 Edition.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
CAPITAL PROJECTS
WIN 022642.01
HIGHWAY PLANS

vhb

	BY	DATE
PROJ. MANAGER	E. MARTIN	
DESIGN-DETAILED	MLG	8/27/2026
CHECKED-REVIEWED	CMB	8/27/2026
DESIGN2-DETAILED2		
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REVISIONS 1		
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REVISIONS 4		
FIELD CHANGES		

SANFORD
DOWNTOWN IMPROVEMENTS

SIGN SUMMARY SHEET
(2 OF 2)

SHEET NUMBER
35
OF 195

Filename: ...\Planset\T_010_SignSummary.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026

CONTROL POINTS				
POINT	STATION	OFFSET	X CORD.	Y CORD.
1	3+72.42	17.52 LT.	878780.69	219376.28
1A	3+76.30	20.04 LT.	878776.66	219378.58
2	3+79.05	22.91 LT.	878772.86	219379.71
3	3+81.74	28.76 LT.	878766.43	219379.43
4	3+82.97	32.56 LT.	878762.48	219378.78
5	4+24.40	32.99 LT.	878743.14	219415.42
6	4+25.38	29.00 LT.	878746.24	219418.11
7	4+29.24	23.00 LT.	878749.81	219424.30
8	4+33.14	20.08 LT.	878750.62	219429.09
9	4+37.78	18.37 LT.	878750.02	219434.01
10	4+42.53	18.00 LT.	878748.17	219438.40
11	4+48.00	18.00 LT.	878745.61	219443.37
12	4+52.00	18.00 LT.	878743.84	219446.82
13	5+01.35	18.01 LT.	878721.25	219490.70
14	5+09.97	23.00 LT.	878712.87	219496.07
14A	5+07.33	20.02 LT.	878716.72	219495.09
15	5+11.34	29.00 LT.	878706.91	219494.54
16	5+11.43	33.00 LT.	878703.30	219492.80
17	5+11.64	41.98 LT.	878695.23	219488.88
18	5+48.24	41.98 LT.	878678.48	219521.42
20	5+48.27	32.00 LT.	878687.34	219526.01
21	5+48.48	26.00 LT.	878692.58	219528.94
21A	5+50.10	22.26 LT.	878695.16	219532.09
22	5+58.27	18.00 LT.	878695.21	219541.31
23	5+98.00	18.00 LT.	878677.03	219576.64
24	6+02.00	18.00 LT.	878675.20	219580.19
25A	6+91.10	22.33 LT.	878630.57	219657.43
25	6+82.87	18.01 LT.	878638.18	219652.09
26	6+92.67	26.00 LT.	878626.59	219657.15
27	7+05.44	26.00 LT.	878620.74	219668.51
27A	7+07.00	22.32 LT.	878623.30	219671.58
28	7+15.22	18.01 LT.	878623.37	219680.86
29	7+23.00	18.00 LT.	878619.82	219687.78
30	7+26.96	18.01 LT.	878618.00	219691.30
31	7+63.90	18.01 LT.	878601.10	219724.14
31A	7+71.87	21.97 LT.	878593.93	219729.42
32	7+73.70	26.00 LT.	878589.51	219729.20
33	7+84.39	26.00 LT.	878584.62	219738.70
33A	7+85.96	22.32 LT.	878587.17	219741.78
34	7+94.18	18.01 LT.	878587.24	219751.06
35	8+26.39	18.00 LT.	878572.51	219779.71
36	8+30.39	18.00 LT.	878570.68	219783.27

CONTROL POINTS				
POINT	STATION	OFFSET	X CORD.	Y CORD.
258	4+51.22	24.00 RT.	878781.54	219465.35
259	4+60.81	22.15 RT.	878775.51	219473.03
260	4+64.77	21.38 RT.	878773.01	219476.20
261	4+81.37	18.18 RT.	878762.57	219489.49
262	4+90.12	20.72 RT.	878760.82	219498.44
263	4+92.44	24.00 RT.	878762.68	219501.99
264	4+52.81	30.00 RT.	878786.15	219469.51
265	4+60.81	30.00 RT.	878782.49	219476.62
266	4+84.44	30.00 RT.	878771.67	219497.63
267	4+92.44	30.00 RT.	878768.01	219504.74
268	5+36.18	24.00 RT.	878742.66	219540.89
269	5+38.47	20.74 RT.	878738.71	219541.43
270	5+45.35	18.00 RT.	878733.13	219546.29
271	5+72.03	18.00 RT.	878720.92	219570.02
272	5+78.90	20.74 RT.	878720.21	219577.38
273	5+81.19	24.00 RT.	878722.06	219580.91
274	6+58.91	24.00 RT.	878686.50	219650.01
275	6+61.17	20.76 RT.	878682.58	219650.54
276	6+68.07	18.00 RT.	878676.97	219655.41
277	6+89.16	18.00 RT.	878667.32	219674.17
278	6+96.02	20.72 RT.	878666.60	219681.50
279	6+98.33	24.00 RT.	878668.46	219685.06
280	7+19.75	24.00 RT.	878658.65	219704.11
281	7+25.00	21.00 RT.	878653.58	219707.40
282	7+34.70	21.00 RT.	878649.14	219716.03
283	7+38.71	21.00 RT.	878647.31	219719.59
284	7+50.00	18.00 RT.	878639.48	219728.26
285	8+20.84	18.00 RT.	878607.06	219791.25
286	8+27.67	20.69 RT.	878606.33	219798.55
287	8+30.01	24.00 RT.	878608.20	219802.14
288	7+19.75	30.00 RT.	878663.99	219706.85
289	7+27.75	30.00 RT.	878660.33	219713.97
290	8+22.01	30.00 RT.	878617.19	219797.78
291	8+30.01	30.00 RT.	878613.53	219804.89
292	8+62.36	24.00 RT.	878593.39	219830.91
293	8+64.66	20.73 RT.	878589.43	219831.46
294	8+71.53	18.00 RT.	878583.86	219836.31
676	8+62.36	30.00 RT.	878598.73	219833.66
677	8+70.36	30.00 RT.	878595.07	219840.77

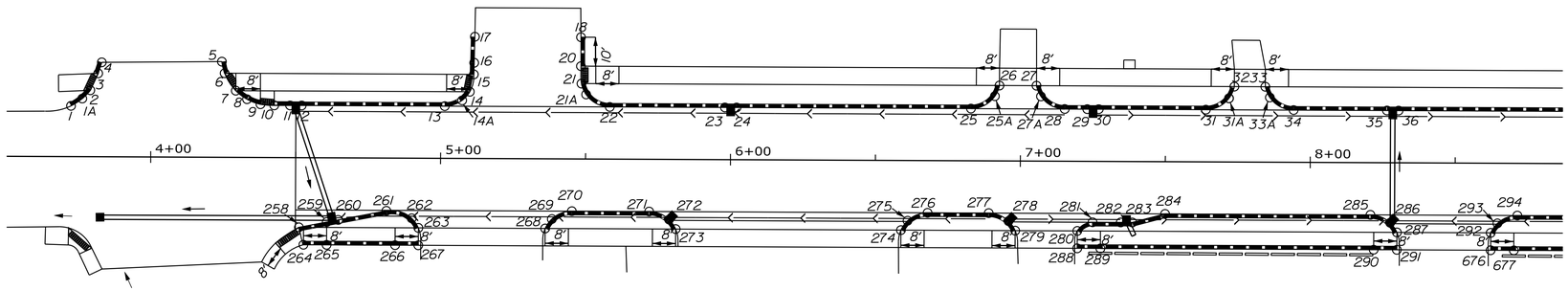
ITEM 609.11 - VERTICAL CURB TYPE 1		
PT. TO PT.	RADIUS	LENGTH
12 TO 13	-	49.3'
16 TO 17	-	9.0'
22 TO 23	-	39.7'
24 TO 25	-	80.9'
28 TO 29	-	7.8'
30 TO 31	-	36.9'
34 TO 35	-	32.2'
36 TO 37	-	68.6'
260 TO 261	-	16.9'
265 TO 266	-	23.6'
270 TO 271	-	26.7'
276 TO 277	-	21.1'
281 TO 282	-	9.7'
283 TO 284	-	11.7'
284 TO 285	-	70.8'
289 TO 290	-	94.3'
677 TO 678A	-	33.8'
294 TO 295	-	33.8'

ITEM 609.12 - VERTICAL CURB TYPE 1 - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
1 TO 1A	19.5'	4.8'
13 TO 14A	10.0'	6.5'
21A TO 22	10.0'	9.6'
25 TO 25A	10.0'	9.7'
27A TO 28	10.0'	9.7'
31 TO 31A	10.0'	9.2'
33A TO 34	10.0'	9.6'
261 TO 262	10.0'	9.5'
269 TO 270	10.0'	7.6'
271 TO 272	10.0'	7.6'
275 TO 276	10.0'	7.6'
277 TO 278	10.0'	7.6'
285 TO 286	10.0'	7.5'
293 TO 294	10.0'	7.6'

CURB INLET		
PT. TO PT.	RADIUS	LENGTH
11 TO 12	-	4.0'
23 TO 24	-	4.0'
29 TO 30	-	4.0'
35 TO 36	-	4.0'
259 TO 260	-	4.0'
282 TO 283	-	4.0'

ITEM 609.221 - TERMINAL CURB TYPE 1		
PT. TO PT.	RADIUS	LENGTH
3 TO 4	-	4.0'
10 TO 11	-	5.5'
15 TO 16	-	4.0'
18 TO 20	-	10.0'
258 TO 259		9.8'
264 TO 265		8.0'
266 TO 267		8.0'
288 TO 289		8.0'
290 TO 291		8.0'
676 TO 677		8.0'

ITEM 609.222 - TERMINAL CURB TYPE 1 - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
1A TO 2	18.7'	4.0'
5 TO 6	17.0'	4.1'
7 TO 8	17.0'	4.9'
8 TO 9	17.0'	4.9'
14 TO 14A	10.0'	4.0'
21 TO 21A	10.0'	4.0'
25A TO 26	10.0'	4.0'
27 TO 27A	10.0'	4.0'
31A TO 32	10.0'	4.0'
33 TO 33A	10.0'	4.0'
262 TO 263	10.0'	4.0'
268 TO 269	10.0'	4.0'
272 TO 273	10.0'	4.0'
274 TO 275	10.0'	4.0'
278 TO 279	10.0'	4.0'
280 TO 281	6.1'	6.3'
286 TO 287	10.0'	4.0'
292 TO 293	10.0'	4.0'



PLAN

25 0 25 50

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
022642.01

HIGHWAY PLANS

vhb

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

BY	DATE
BMD	8/27/2026
AG	8/27/2026

SANFORD
DOWNTOWN IMPROVEMENTS

GEOMETRIC CURB LAYOUT

SHEET NUMBER

36

OF 195

Filename: ...\H_001_Curb_Geometrics.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026

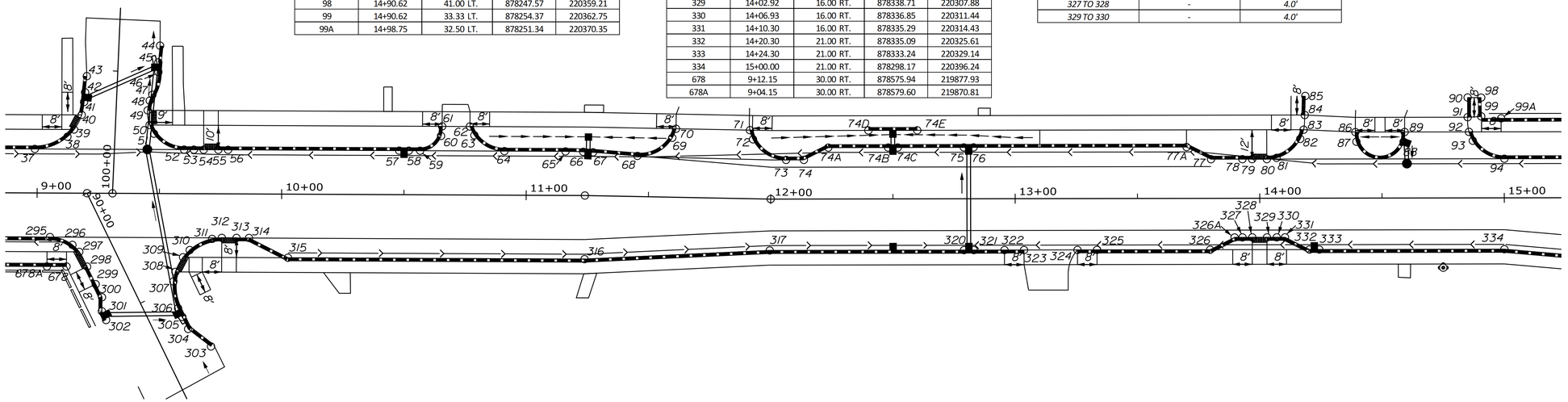
CONTROL POINTS				
POINT	STATION	OFFSET	X CORD.	Y CORD.
37	8+99.00	18.00 LT.	878539.28	219844.27
38	9+12.29	23.06 LT.	878528.70	219853.77
39	9+15.00	26.00 LT.	878524.85	219854.83
40	9+18.08	32.00 LT.	878518.10	219854.82
41	9+19.02	37.26 LT.	878512.99	219853.26
42	9+19.43	41.25 LT.	878509.26	219851.79
43	9+20.10	47.85 LT.	878503.08	219849.36
44	9+50.00	60.46 LT.	878478.19	219870.18
45	9+49.32	53.63 LT.	878484.57	219872.70
46	9+49.35	49.64 LT.	878488.11	219874.56
47	9+46.96	40.38 LT.	878497.43	219876.67
48	9+45.87	37.97 LT.	878500.07	219876.80
49	9+45.06	34.00 LT.	878503.98	219877.90
50	9+45.88	28.00 LT.	878508.93	219881.38
51	9+47.70	24.45 LT.	878511.26	219884.62
52	9+60.02	18.00 LT.	878511.35	219898.53
53	9+64.02	18.00 LT.	878509.53	219902.08
54	9+68.02	18.00 LT.	878507.70	219905.63
55	9+74.02	18.00 LT.	878504.95	219910.97
56	9+78.01	18.00 LT.	878503.12	219914.52
57	10+48.00	18.00 LT.	878471.09	219976.75
58	10+51.92	18.00 LT.	878469.30	219980.24
59	10+56.55	18.00 LT.	878467.18	219984.35
60	10+65.06	24.07 LT.	878457.89	219989.14
61	10+65.49	28.00 LT.	878454.20	219987.73
62	10+76.88	28.00 LT.	878448.98	219997.86
63	10+78.72	24.43 LT.	878451.32	220001.12
64	10+91.03	18.00 LT.	878451.40	220015.01
65	11+16.02	18.00 LT.	878439.96	220037.23
66	11+23.27	17.87 LT.	878436.76	220043.74
67	11+27.00	17.73 LT.	878435.11	220047.36

CONTROL POINTS				
POINT	STATION	OFFSET	X CORD.	Y CORD.
68	11+45.18	16.59 LT.	878428.04	220064.15
69	11+59.27	24.28 LT.	878414.89	220073.36
70	11+60.73	28.00 LT.	878410.91	220073.01
71	11+90.99	28.00 LT.	878397.45	220100.11
72	11+92.32	24.27 LT.	878400.20	220102.96
73	12+06.31	16.00 LT.	878401.42	220118.82
74	12+13.59	16.00 LT.	878398.05	220125.27
74A	12+23.59	21.00 LT.	878388.99	220131.81
74B	12+48.07	21.00 LT.	878377.65	220153.51
74C	12+52.01	21.00 LT.	878375.82	220157.00
74D	12+40.00	28.00 LT.	878375.18	220143.11
74E	12+60.00	28.00 LT.	878365.92	220160.84
75	12+79.00	21.00 LT.	878363.32	220180.92
76	12+83.01	21.00 LT.	878361.46	220184.47
77	13+80.09	16.00 LT.	878320.92	220272.83
77A	13+70.09	21.00 LT.	220261.65	878321.12
78	13+92.93	16.00 LT.	878314.98	220284.21
79	13+96.92	16.00 LT.	878313.13	220287.75
80	14+02.93	16.00 LT.	878310.34	220293.07
81	14+06.92	16.53 LT.	878308.03	220296.36
82	14+16.59	24.23 LT.	878296.72	220301.36
83	14+17.99	28.00 LT.	878292.73	220300.86
84	14+18.46	34.00 LT.	878287.20	220298.50
85	14+18.70	41.80 LT.	878280.17	220295.09
86	14+39.15	27.00 LT.	878283.82	220320.08
87	14+39.58	23.05 LT.	878287.12	220322.28
88	14+58.86	23.01 LT.	878278.23	220339.39
89	14+59.30	27.00 LT.	878274.48	220337.93
90	14+85.08	41.06 LT.	878250.09	220354.27
91	14+85.08	33.00 LT.	878257.22	220358.00
92	14+85.62	27.00 LT.	878262.29	220361.26
93	14+87.17	23.37 LT.	878264.79	220364.31
94	15+00.08	16.00 LT.	878265.34	220379.17
98	14+90.62	41.00 LT.	878247.57	220359.21
99	14+90.62	33.33 LT.	878254.37	220362.75
99A	14+98.75	32.50 LT.	878251.34	220370.35

CONTROL POINTS				
POINT	STATION	OFFSET	X CORD.	Y CORD.
295	9+05.33	18.00 RT.	878568.39	219866.37
296	9+14.53	21.15 RT.	878566.98	219875.99
297	9+17.33	24.00 RT.	878568.23	219879.79
298	9+20.58	30.01 RT.	878572.09	219885.43
299	9+24.11	37.18 RT.	878576.85	219891.85
300	9+26.74	42.50 RT.	878580.38	219896.61
301	9+26.70	48.22 RT.	878585.49	219899.20
302	9+28.45	51.80 RT.	878587.87	219902.39
303	9+71.40	62.41 RT.	878577.64	219945.44
304	9+62.02	55.28 RT.	878575.60	219933.83
305	9+59.62	50.43 RT.	878572.38	219929.48
306	9+57.86	46.84 RT.	878570.00	219926.27
307	9+55.91	35.91 RT.	878561.17	219919.54
308	9+56.72	31.99 RT.	878557.31	219918.47
309	9+59.80	26.00 RT.	878550.58	219918.46
310	9+62.51	23.05 RT.	878546.71	219919.52
311	9+71.64	18.44 RT.	878538.43	219925.53
312	9+75.61	18.00 RT.	878536.23	219928.86
313	9+81.61	18.00 RT.	878533.48	219934.19
314	9+86.72	18.00 RT.	878531.14	219938.74
315	10+02.70	26.00 RT.	878530.95	219956.61
316	11+24.38	26.00 RT.	878475.44	220064.46
317	12+00.01	21.01 RT.	878437.34	220129.98
320	12+79.00	21.00 RT.	878400.54	220200.38
321	12+83.01	21.00 RT.	878398.69	220203.93
322	12+95.58	21.00 RT.	878392.86	220215.07
323	13+03.58	21.00 RT.	878389.16	220222.16
324	13+25.42	21.00 RT.	878379.04	220241.51
325	13+33.42	21.00 RT.	878375.33	220248.60
326	13+79.70	21.00 RT.	878353.90	220289.62
326A	13+89.70	16.00 RT.	878344.83	220296.16
327	13+92.94	16.00 RT.	878343.33	220299.04
328	13+96.92	16.00 RT.	878341.49	220302.57
329	14+02.92	16.00 RT.	878338.71	220307.88
330	14+06.93	16.00 RT.	878336.85	220311.44
331	14+10.30	16.00 RT.	878335.29	220314.43
332	14+20.30	21.00 RT.	878335.09	220325.61
333	14+24.30	21.00 RT.	878333.24	220329.14
334	15+00.00	21.00 RT.	878298.17	220396.24
678	9+12.15	30.00 RT.	878575.94	219877.93
678A	9+04.15	30.00 RT.	878579.60	219870.81

ITEM 609.222 - TERMINAL CURB TYPE 1 - CIRCULAR		
PT. TO PT.	*RADIUS*	*LENGTH*
38 TO 39	*20.0'*	*4.0'*
40 TO 41	*22.8'*	*5.4'*
48 TO 49	*15.0'*	*4.0'*
50 TO 51	*15.0'*	*4.0'*
60 TO 61	*9.0'*	*4.0'*
62 TO 63	*15.0'*	*4.0'*
69 TO 70	15.0'	*4.0'*
71 TO 72	*15.0'*	*4.0'*
80 TO 81	*15.5'*	*4.0'*
82 TO 83	15.5'	*4.0'*
86 TO 87	10.1'	*4.0'*
88 TO 89	*10.1'*	*4.0'*
92 TO 93	*15.0'*	*4.0'*
296 TO 297	*15.0'*	*4.0'*
307 TO 308	*20.0'*	*4.0'*
309 TO 310	*20.0'*	*4.0'*
311 TO 312	*20.1'*	*4.0'*

ITEM 609.221 - TERMINAL CURB TYPE 1		
PT. TO PT.	*RADIUS*	*LENGTH*
42 TO 43	-	*6.6'*
53 TO 54	-	*4.0'*
55 TO 56	-	*4.0'*
78 TO 79	-	*4.0'*
84 TO 85	-	*7.8'*
90 TO 91	-	*8.0'*
98 TO 99	-	*7.7'*
99 TO 99A	-	*8.0'*
678A TO 678	-	*8.0'*
298 TO 299	-	*8.0'*
313 TO 314	-	*5.0'*
322 TO 323	-	*8.0'*
324 TO 325	-	*8.0'*
327 TO 328	-	*4.0'*
329 TO 330	-	*4.0'*



ITEM 609.11 - VERTICAL CURB TYPE 1		
PT. TO PT.	*RADIUS*	*LENGTH*
44 TO 45	-	*6.9'*
52 TO 53	-	*4.0'*
56 TO 57	-	*70.0'*
58 TO 59	-	*4.6'*
64 TO 65	-	*25.2'*
65 TO 66	*200'*	*7.3'*
67 TO 68	-	*18.2'*
73 TO 74	-	*7.3'*
74 TO 74A	-	*11.2'*
74A TO 74B	-	*24.5'*
74C TO 75	-	*27.0'*
74D TO 74E	-	*20.0'*
76 TO 77A	-	*87.1'*
77A TO 77	-	*11.2'*
77 TO 78	-	*12.8'*
94 TO 95	-	*62.3'*
99A TO 100A	-	*70.1'*

ITEM 609.11 - VERTICAL CURB TYPE 1		
PT. TO PT.	*RADIUS*	*LENGTH*
299 TO 300	-	*5.9'*
300 TO 301	-	*5.7'*
303 TO 304	-	*11.8'*
304 TO 305	-	*5.4'*
314 TO 315	-	*17.9'*
315 TO 316	-	*121.3'*
316 TO 317	-	*75.8'*
317 TO 320	-	*80.0'*
321 TO 322	-	*12.6'*
325 TO 326	-	*46.3'*
326 TO 326A	-	*11.0'*
326A TO 327	-	*3.2'*
330 TO 331	-	*3.3'*
331 TO 332	-	*11.0'*
333 TO 334	-	*75.7'*
334 TO 336	-	*70.5'*

ITEM 609.12 - VERTICAL CURB TYPE 1 - CIRCULAR		
PT. TO PT.	*RADIUS*	*LENGTH*
37 TO 38	*20.0'*	*14.5'*
46 TO 47	*18.5'*	*9.7'*
47 TO 48	*15.0'*	*2.6'*
51 TO 52	*15.0'*	*14.5'*
59 TO 60	*9.0'*	*11.2'*
63 TO 64	*15.0'*	*14.4'*
68 TO 69	*15.0'*	*16.9'*
72 TO 73	*15.0'*	*16.8'*
81 TO 82	*15.5'*	*12.7'*
87 TO 88	*10.1'*	*25.6'*
93 TO 94	*15.0'*	*15.6'*
295 TO 296	*15.0'*	*9.9'*
306 TO 307	*20.0'*	*11.2'*
310 TO 311	*20.0'*	*10.5'*

CURB INLET		
PT. TO PT.	*RADIUS*	*LENGTH*
41 TO 42		*4.0'*
45 TO 46		*4.0'*
57 TO 58		*4.0'*
66 TO 67		*4.0'*
74B TO 74C		*4.0'*
75 TO 76		*4.0'*
301 TO 302		*4.0'*
305 TO 306		*4.0'*
320 TO 321		*4.0'*
332 TO 333		*4.0'*

PLAN

25 0 25 50

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
022642.01

HIGHWAY PLANS

vhb

		DATE
E. MARTIN	BY:	
PROJ. MANAGER		
DESIGN-DETAILED	JBD	8/27/2026
CHECKED-REVIEWED	ECF	8/27/2026
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SANFORD
DOWNTOWN IMPROVEMENTS

GEOMETRIC CURB LAYOUT

SHEET NUMBER

37

OF 195

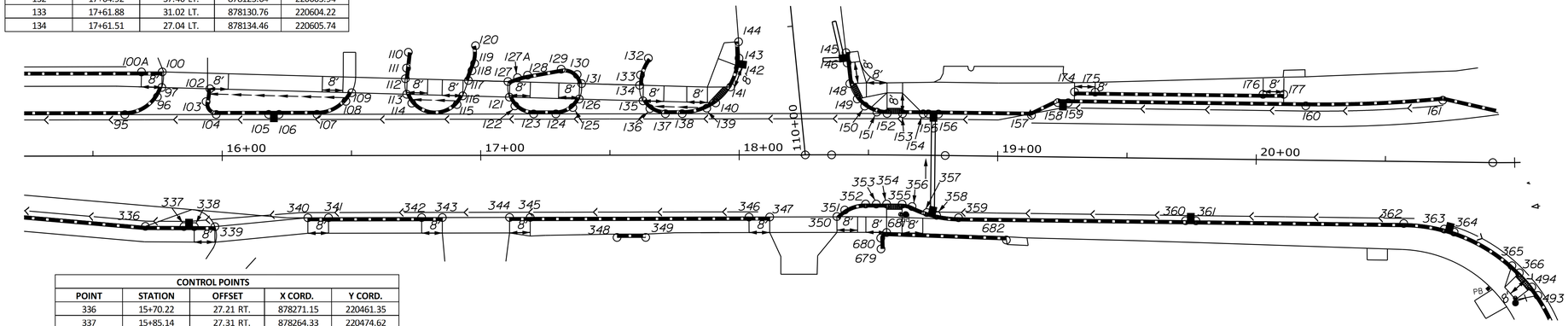
Filename: ...\H_001_Curb_Geometrics.dgn Division: HIGHWAY Username: jomesdavis Date:8/27/2026

CONTROL POINTS				
POINT	STATION	OFFSET	X CORD.	Y CORD.
95	15+62.37	16.00 LT.	878236.49	220434.37
96	15+74.96	22.85 LT.	878224.59	220442.36
97	15+76.67	26.49 LT.	878220.57	220442.19
100A	15+68.85	32.50 LT.	878218.87	220432.47
100	15+76.85	32.48 LT.	878215.17	220439.57
102	15+95.28	25.94 LT.	878212.44	220458.93
103	15+93.82	20.97 LT.	878217.51	220459.94
104	15+97.70	16.00 LT.	878220.12	220465.68
105	16+18.00	16.00 LT.	878210.72	220483.68
106	16+22.00	16.00 LT.	878208.86	220487.22
107	16+36.71	16.00 LT.	878202.05	220500.25
108	16+47.90	21.01 LT.	878192.43	220507.85
109	16+50.14	24.32 LT.	878188.46	220508.30
110	16+72.06	39.93 LT.	878164.47	220520.50
111	16+71.36	33.81 LT.	878170.21	220522.71
112	16+70.89	29.71 LT.	878174.07	220524.20
113	16+71.42	23.69 LT.	878179.16	220527.46
114	16+73.37	20.26 LT.	878181.30	220530.78
115	16+90.89	19.70 LT.	878173.67	220546.56
116	16+93.08	23.06 LT.	878169.69	220546.94
117	16+95.28	28.99 LT.	878163.41	220546.14
118	16+96.67	32.75 LT.	878159.44	220545.64
119	16+97.70	35.52 LT.	878156.50	220545.27
120	16+98.07	42.44 LT.	878150.20	220542.39
121	17+11.14	22.52 LT.	878161.80	220563.19
122	17+13.25	19.13 LT.	878163.83	220566.64
123	17+20.51	16.00 LT.	878163.23	220574.53
124	17+29.09	16.00 LT.	878159.26	220582.13
125	17+35.66	18.46 LT.	878154.04	220586.81
126	17+38.13	21.73 LT.	878150.00	220587.49
127	17+10.58	28.54 LT.	878156.72	220559.91
127A	17+14.31	30.03 LT.	878153.68	220562.53
128	17+18.18	30.98 LT.	878151.04	220565.51
129	17+31.18	33.28 LT.	878142.97	220575.98
130	17+37.37	31.21 LT.	878141.95	220582.42
131	17+39.09	27.70 LT.	878144.26	220585.57
132	17+64.92	37.46 LT.	878123.64	220603.94
133	17+61.88	31.02 LT.	878130.76	220604.22
134	17+61.51	27.04 LT.	878134.46	220605.74

CONTROL POINTS				
POINT	STATION	OFFSET	X CORD.	Y CORD.
135	17+62.82	21.00 LT.	878139.20	220609.71
136	17+65.48	18.00 LT.	878140.63	220613.45
137	17+71.47	16.00 LT.	878139.63	220619.68
138	17+77.99	16.00 LT.	878136.61	220625.46
139	17+87.47	18.13 LT.	878130.33	220632.88
140	17+90.94	20.17 LT.	878126.91	220635.01
141	17+96.72	26.29 LT.	878118.82	220637.29
142	17+99.70	33.60 LT.	878110.95	220636.55
143	18+00.00	37.45 LT.	878107.40	220635.03
144	17+99.83	43.78 LT.	878101.87	220631.95
145	18+41.31	39.50 LT.	878086.42	220670.76
146	18+41.76	35.53 LT.	878089.74	220673.00
148	18+42.77	27.53 LT.	878096.36	220677.59
149	18+45.62	21.61 LT.	878100.29	220682.87
150	18+48.49	18.86 LT.	878101.41	220686.70
151	18+53.18	16.56 LT.	878101.28	220691.95
152	18+57.11	16.00 LT.	878099.97	220695.72
153	18+63.08	16.00 LT.	878097.24	220701.06
154	18+71.04	16.00 LT.	878093.61	220708.19
155	18+73.02	16.00 LT.	878092.71	220709.96
156	18+76.89	16.00 LT.	878090.95	220713.44
157	19+12.86	16.00 LT.	878074.75	220745.57
158	19+23.00	21.00 LT.	878065.72	220752.37
159	19+27.00	21.00 LT.	878063.92	220755.95
160	20+18.90	21.00 LT.	878022.54	220838.00
161	20+71.89	23.86 LT.	877996.13	220884.03
174	19+29.36	25.25 LT.	878059.06	220756.14
175	19+37.36	25.25 LT.	878055.46	220763.29
176	20+02.32	25.25 LT.	878026.21	220821.29
177	20+10.32	25.35 LT.	878022.52	220828.39

ITEM 609.11 - VERTICAL CURB TYPE 1		
PT. TO PT.	RADIUS	LENGTH
104 TO 105	-	20.3'
106 TO 107	-	14.7'
110 TO 111	-	6.3'
118 TO 119	-	3.0'
123 TO 124	-	8.6'
128 TO 129	-	13.2'
137 TO 138	-	6.5'
142 TO 143	-	3.9'
143 TO 144	-	6.3'
154 TO 155	-	2.0'
156 TO 157	-	36.0'
157 TO 158	-	11.2'
159 TO 160	-	91.9'
175 TO 176	-	65.0'
160 TO 161	492.0'	53.1'
161 TO 162	-	23.9'
336 TO 337	-	14.9'
341 TO 342	-	36.0'
345 TO 346	-	84.6'
348 TO 349	-	11.1'
352 TO 353	-	4.0'
359 TO 360	-	87.8'
361 TO 362	-	80.4'
679 TO 680	-	4.0'
681 TO 682	-	46.2'

ITEM 609.222 - TERMINAL CURB TYPE 1 - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
96 TO 97	15.0'	4.0'
102 TO 103	19.4'	5.0'
108 TO 109	15.0'	4.0'
113 TO 114	11.6'	4.0'
115 TO 116	11.6'	4.0'
121 TO 122	10.0'	4.0'
125 TO 126	10.0'	4.0'
127 TO 127A	29.4'	4.0'
130 TO 131	6.8'	4.0'
133 TO 134	16.0'	4.0'
135 TO 136	10.0'	4.0'
139 TO 140	22.2'	4.0'
141 TO 142	22.2'	8.0'
149 TO 150	15.0'	4.0'
151 TO 152	15.0'	4.0'
350 TO 351	15.0'	4.0'
355 TO 356	8.9'	4.0'
365 TO 366	63.9'	4.0'
493 TO 494	63.9'	4.0'



CONTROL POINTS				
POINT	STATION	OFFSET	X CORD.	Y CORD.
336	15+70.22	27.21 RT.	878271.15	220461.35
337	15+85.14	27.31 RT.	878264.33	220474.62
338	15+89.14	27.34 RT.	878262.50	220478.17
339	15+97.14	27.38 RT.	878258.83	220485.28
340	16+33.10	24.00 RT.	878239.18	220515.58
341	16+41.10	24.00 RT.	878235.47	220522.67
342	16+77.12	24.00 RT.	878218.79	220554.59
343	16+85.12	24.00 RT.	878215.08	220561.68
344	17+11.12	24.00 RT.	878203.04	220584.73
345	17+19.12	24.00 RT.	878199.33	220591.82
346	18+03.76	24.00 RT.	878160.12	220666.83
347	18+11.76	24.00 RT.	878156.42	220673.92
348	17+52.68	31.80 RT.	878190.70	220625.18
349	17+63.78	31.80 RT.	878185.55	220635.01
350	18+37.78	23.87 RT.	878144.26	220696.91
351	18+40.81	21.35 RT.	878140.63	220698.41
352	18+48.95	19.00 RT.	878134.82	220704.50
353	18+53.09	19.00 RT.	878132.94	220708.16
354	18+57.12	19.00 RT.	878131.10	220711.72
355	18+63.16	19.00 RT.	878128.37	220717.06
356	18+67.05	19.89 RT.	878127.40	220720.91
357	18+72.87	22.16 RT.	878126.81	220727.08
358	18+76.65	23.18 RT.	878126.03	220730.90
359	18+85.16	24.00 RT.	878122.93	220738.85
360	19+73.00	24.00 RT.	878083.39	220817.28
361	19+77.00	24.00 RT.	878081.59	220820.85
362	20+57.40	24.00 RT.	878045.39	220892.65
363	20+73.09	25.95 RT.	878040.07	220907.53
364	20+76.93	27.06 RT.	878039.33	220911.46
365	20+98.53	39.87 RT.	878040.55	220937.30
366	21+01.03	42.67 RT.	878041.66	220941.14
493	40+51.64	19.82 RT.	878046.08	220951.53
494	40+48.09	21.02 RT.	878044.31	220947.95
679	18+55.03	36.36 RT.	878147.49	220717.81
680	18+54.90	32.15 RT.	878143.81	220715.78
681	18+57.18	30.00 RT.	878140.86	220716.80
682	19+03.78	32.37 RT.	878122.03	220759.24

ITEM 609.12 - VERTICAL CURB TYPE 1 - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
95 TO 96	15.0'	14.9'
103 TO 104	4.0'	7.3'
107 TO 108	15.0'	12.6'
114 TO 115	11.6'	19.8'
119 TO 120	11.7'	7.1'
122 TO 123	10.0'	8.1'
124 TO 125	10.0'	7.2'
127A TO 128	29.4'	4.0'
129 TO 130	6.8'	6.8'
132 TO 133	16.0'	7.2'
136 TO 137	10.0'	6.4'
138 TO 139	22.2'	9.8'
150 TO 151	15.0'	5.3'
351 TO 352	15.0'	8.5'
356 TO 357	41.8'	6.2'
358 TO 359	41.8'	8.5'
362 TO 363	63.9'	15.8'
364 TO 365	63.9'	26.0'
680 TO 681	2.2'	3.8'

CURB INLET		
PT. TO PT.	RADIUS	LENGTH
105 TO 106		4.0'
145 TO 146		4.0'
155 TO 156		4.0'
158 TO 159		4.0'
337 TO 338		4.0'
357 TO 358		4.0'
360 TO 361		4.0'
363 TO 364	63.6'	4.0'

ITEM 609.221 - TERMINAL CURB TYPE 1		
PT. TO PT.	RADIUS	LENGTH
100 TO 100A	-	8.0'
111 TO 112	-	4.0'
117 TO 118	-	4.0'
146 TO 148	-	8.0'
153 TO 154	-	8.0'
174 TO 175	-	8.0'
176 TO 177	-	8.0'
338 TO 339	-	8.0'
340 TO 341	-	8.0'
342 TO 343	-	8.0'
344 TO 345	-	8.0'
346 TO 347	-	8.0'
353 TO 354	-	4.0'

PLAN

25 0 25 50

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
022642.01

HIGHWAY PLANS

vhb

PROJ. MANAGER	E. MARTIN	
DESIGN-DETAILED	JBD	BMD
CHECKED-REVIEWED	ECF	AG
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

DATE
8/27/2026
8/27/2026

SANFORD
DOWNTOWN IMPROVEMENTS

GEOMETRIC CURB LAYOUT

SHEET NUMBER

38

OF 195

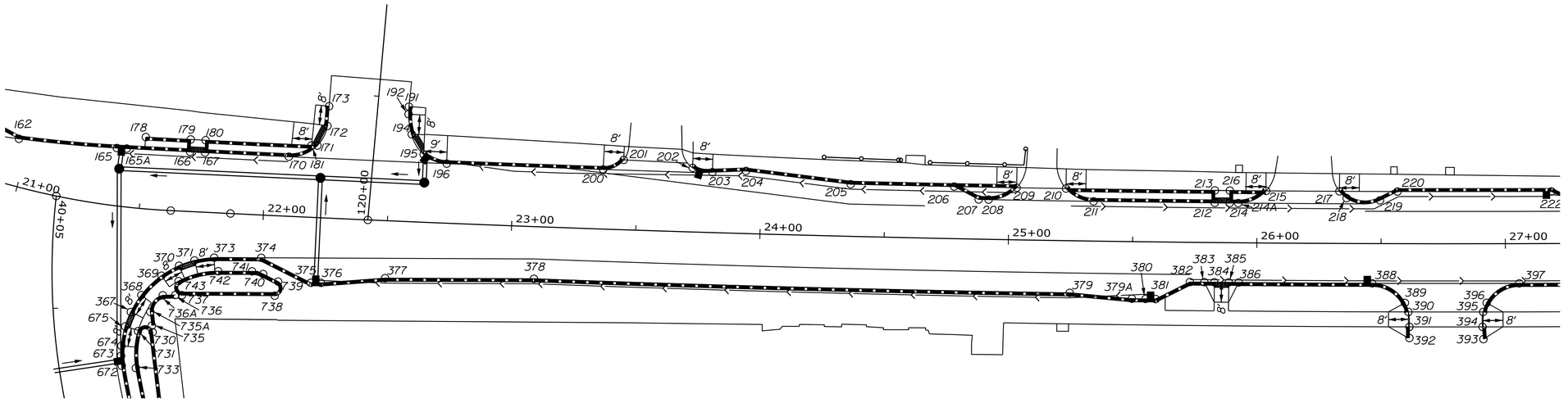
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CONTROL POINTS				
POINT	STATION	OFFSET	X CORD.	Y CORD.
162	20+95.52	18.84 LT.	877990.07	220907.16
165	21+37.84	23.16 LT.	877965.82	220938.41
165A	21+41.84	23.16 LT.	877963.24	220941.47
166	21+69.32	24.02 LT.	877946.77	220960.98
167	21+75.32	24.01 LT.	877942.89	220965.56
170	22+09.16	24.00 LT.	877921.00	220991.30
171	22+20.43	29.00 LT.	877909.90	220996.60
172	22+24.14	37.07 LT.	877901.36	220994.17
173	22+24.47	45.06 LT.	877895.08	220989.21
178	21+50.00	28.82 LT.	877954.64	220943.92
179	21+69.32	29.02 LT.	877942.95	220957.75
180	21+75.32	29.00 LT.	877939.08	220962.33
181	22+18.12	29.00 LT.	877911.40	220994.85
191	22+56.71	46.28 LT.	877873.24	221012.77
192	22+56.69	43.25 LT.	877875.55	221014.73
194	22+58.30	35.24 LT.	877880.58	221021.17
195	22+63.44	27.31 LT.	877883.23	221030.23
196	22+72.91	24.00 LT.	877879.56	221039.55

CONTROL POINTS				
POINT	STATION	OFFSET	X CORD.	Y CORD.
200	23+36.05	24.03 LT.	877838.20	221087.05
201	23+44.21	28.15 LT.	877829.74	221090.46
202	23+72.12	25.82 LT.	877813.11	221112.90
203	23+80.14	24.34 LT.	877808.93	221119.87
204	23+93.68	25.22 LT.	877799.32	221129.41
205	24+36.03	21.00 LT.	877774.39	221163.78
206	24+77.77	21.00 LT.	877746.58	221194.79
207	24+87.74	16.00 LT.	877743.63	221205.53
208	24+91.74	16.00 LT.	877740.95	221208.50
209	25+02.95	21.00 LT.	877729.73	221213.44
210	25+22.87	21.00 LT.	877716.37	221228.16
211	25+34.08	16.00 LT.	877712.54	221239.80
212	25+82.91	16.00 LT.	877679.62	221275.76
213	25+82.89	21.00 LT.	877675.96	221272.36
214	25+88.93	16.00 LT.	877675.55	221280.18
214A	25+92.34	16.00 LT.	877673.24	221282.69
215	26+03.56	21.00 LT.	877661.97	221287.52
216	25+88.95	21.00 LT.	877671.86	221276.80
217	26+33.12	21.00 LT.	877641.92	221309.16
218	26+36.05	18.29 LT.	877641.92	221313.15
219	26+49.49	17.43 LT.	877633.41	221323.55
220	26+56.55	21.00 LT.	877625.99	221326.27
222	27+18.63	21.00 LT.	877583.57	221371.42

CONTROL POINTS				
POINT	STATION	OFFSET	X CORD.	Y CORD.
367	21+50.40	41.88 RT.	878010.13	220987.73
368	21+53.62	34.73 RT.	878002.27	220986.16
369	21+60.47	26.40 RT.	877991.04	220986.73
370	21+67.12	22.03 RT.	877983.29	220989.12
371	21+73.24	19.60 RT.	877977.47	220992.21
373	21+81.10	18.08 RT.	877971.23	220997.21
374	22+00.00	17.22 RT.	877958.31	221011.07
375	22+20.34	26.34 RT.	877952.02	221032.50
376	22+24.40	26.17 RT.	877949.24	221035.48
377	22+50.03	23.14 RT.	877930.21	221053.01
378	23+09.80	21.00 RT.	877889.38	221096.90
379	25+25.00	21.00 RT.	877746.02	221257.99
379A	25+50.00	23.00 RT.	877730.62	221277.85
380	25+55.51	23.00 RT.	877726.89	221281.93
381	25+59.57	23.02 RT.	877724.16	221284.94
382	25+73.23	16.00 RT.	877709.74	221290.28
383	25+79.04	16.00 RT.	877705.79	221294.57
384	25+83.04	16.00 RT.	877703.09	221297.52
385	25+88.85	16.00 RT.	877699.14	221301.80
386	25+92.86	16.00 RT.	877696.42	221304.75
388	26+46.49	16.00 RT.	877659.91	221344.15

CURB INLET		
PT. TO PT.	*RADIUS*	*LENGTH*
165 TO 165A		*4.0'*
672 TO 673	*39.0'*	*4.0'*
375 TO 376		*4.0'*
380 TO 381		*4.0'*



CONTROL POINTS				
POINT	STATION	OFFSET	X CORD.	Y CORD.
389	26+59.63	23.83 RT.	877656.65	221359.12
390	26+61.03	27.50 RT.	877658.37	221362.65
391	26+61.45	33.50 RT.	877662.47	221367.06
392	26+61.47	38.00 RT.	877665.74	221370.14
393	26+91.15	38.44 RT.	877645.68	221392.18
394	26+90.78	33.50 RT.	877642.34	221388.52
395	26+91.04	27.50 RT.	877637.79	221384.61
396	26+92.46	23.81 RT.	877634.13	221383.11
397	27+05.59	16.00 RT.	877619.42	221387.34
672	40+77.16	25.04 LT.	878028.43	220999.85
673	40+72.76	25.37 LT.	878025.70	220996.93
674	40+68.41	26.05 LT.	878022.69	220994.31
675	40+59.90	28.41 LT.	878015.93	220990.04
730	40+63.84	39.16 LT.	878010.08	220999.69
731	40+62.63	33.37 LT.	878013.79	220995.12
733	40+79.24	30.50 LT.	878025.24	221004.66
735	40+60.74	39.11 LT.	878008.38	220997.67
735A	40+54.22	38.97 LT.	878004.77	220993.44
736	40+46.75	49.42 LT.	877992.89	220996.10
736A	40+46.64	44.36 LT.	877996.45	220992.50
737	40+46.98	52.11 LT.	877991.09	220998.11
738	40+49.82	89.34 LT.	877965.74	221025.46
739	40+41.35	90.94 LT.	877960.66	221022.58
740	40+36.69	84.97 LT.	877962.56	221016.11
741	40+35.11	80.50 LT.	877964.83	221012.11
742	40+35.02	66.92 LT.	877974.08	221002.17
743	40+39.94	50.89 LT.	877987.93	220993.23

ITEM 609.11 - VERTICAL CURB TYPE 1		
PT. TO PT.	*RADIUS*	*LENGTH*
162 TO 165	*500.0'*	*39.6'*
165A TO 166	-	*25.5'*
166 TO 179	-	*5.0'*
178 TO 179	-	*18.1'*
167 TO 170	-	*33.8'*
167 TO 180	-	*5.0'*
180 TO 181	-	*42.7'*
191 TO 192	-	*3.1'*
196 TO 200	-	*63.0'*
203 TO 204	-	*13.5'*
204 TO 205	-	*42.5'*
205 TO 206	-	*41.6'*
206 TO 207	-	*11.2'*
206 TO 209	-	*25.1'*
207 TO 208	-	*4.0'*
210 TO 213	-	*58.1'*
211 TO 212	-	*48.7'*
212 TO 213	-	*2.5'*
214 TO 216	-	*2.5'*
214 TO 214A	-	*3.4'*
215 TO 216	-	*14.5'*
219 TO 220	-	*7.9'*
220 TO 222	-	*61.9'*
222 TO 223	-	*9.2'*
671A TO 672	*242.7'*	*23.4'*

ITEM 609.11 - VERTICAL CURB TYPE 1		
PT. TO PT.	*RADIUS*	*LENGTH*
729 TO 730	-	*53.3'*
733 TO 734	*237.2'*	*21.1'*
735 TO 735A	-	*5.5'*
736A TO 736	-	*5.1'*
737 TO 738	-	*37.3'*
739 TO 740	-	*6.7'*
741 TO 742	-	*13.6'*
373 TO 374	-	*18.9'*
374 TO 375	-	*22.3'*
376 TO 377	-	*25.3'*
377 TO 378	-	*60.1'*
378 TO 379	-	*215.7'*
379 TO 379A	-	*25.1'*
379A TO 380	-	*5.5'*
381 TO 382	-	*15.4'*
382 TO 383	-	*5.9'*
386 TO 388	-	*53.7'*

ITEM 609.12 - VERTICAL CURB TYPE 1 - CIRCULAR		
PT. TO PT.	*RADIUS*	*LENGTH*
170 TO 171	*15.0'*	*12.6'*
208 TO 209	*15.0'*	*12.6'*
210 TO 211	*15.0'*	*12.6'*
214A TO 215	*15.0'*	*12.6'*
218 TO 219	*13.2'*	*14.2'*
673 TO 674	*39.0'*	*4.0'*
368 TO 369	*39.0'*	*11.3'*
731 TO 733	*33.5'*	*15.1'*
730 TO 731	*3.0'*	*8.2'*
735A TO 736A	*6.5'*	*9.1'*
737 TO 743	*3.0'*	*7.9'*
738 TO 739	*3.0'*	*8.0'*
740 TO 741	*10.0'*	*4.6'*
742 TO 743	*33.5'*	*16.7'*
388 TO 389	*15.0'*	*16.1'*
396 TO 397	*15.0'*	*16.1'*

ITEM 609.221 - TERMINAL CURB TYPE 1		
PT. TO PT.	*RADIUS*	*LENGTH*
172 TO 173	-	*8.0'*
192 TO 194	-	*8.0'*
383 TO 384	-	*4.0'*
385 TO 386	-	*4.0'*
391 TO 392	-	*4.5'*
393 TO 394	-	*5.0'*

ITEM 609.222 - TERMINAL CURB TYPE 1 - CIRCULAR		
PT. TO PT.	*RADIUS*	*LENGTH*
195 TO 196	*15.0'*	*10.2'*
200 TO 201	*10.0'*	*9.5'*
202 TO 203	*10.0'*	*8.3'*
217 TO 218	*13.2'*	*4.0'*
674 TO 675	*39.0'*	*8.0'*
367 TO 368	*39.0'*	*8.0'*
369 TO 370	*39.0'*	*8.0'*
371 TO 373	*39.0'*	*8.0'*
389 TO 390	*15.0'*	*4.0'*
395 TO 396	*14.6'*	*4.0'*

PLAN

25 0 25 50

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
022642.01

HIGHWAY PLANS

vhb

PROJ. MANAGER	E. MARTIN	DATE
DESIGN-DETAILED1	BD	BMD 8/27/2026
CHECKED-REVIEWED	JBD	AG 8/27/2026
DESIGN2-DETAILED2	ECF	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SANFORD
DOWNTOWN IMPROVEMENTS

GEOMETRIC CURB LAYOUT

SHEET NUMBER

39

OF 195

Filename: ...\H_001_Curb_Geometrics.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026

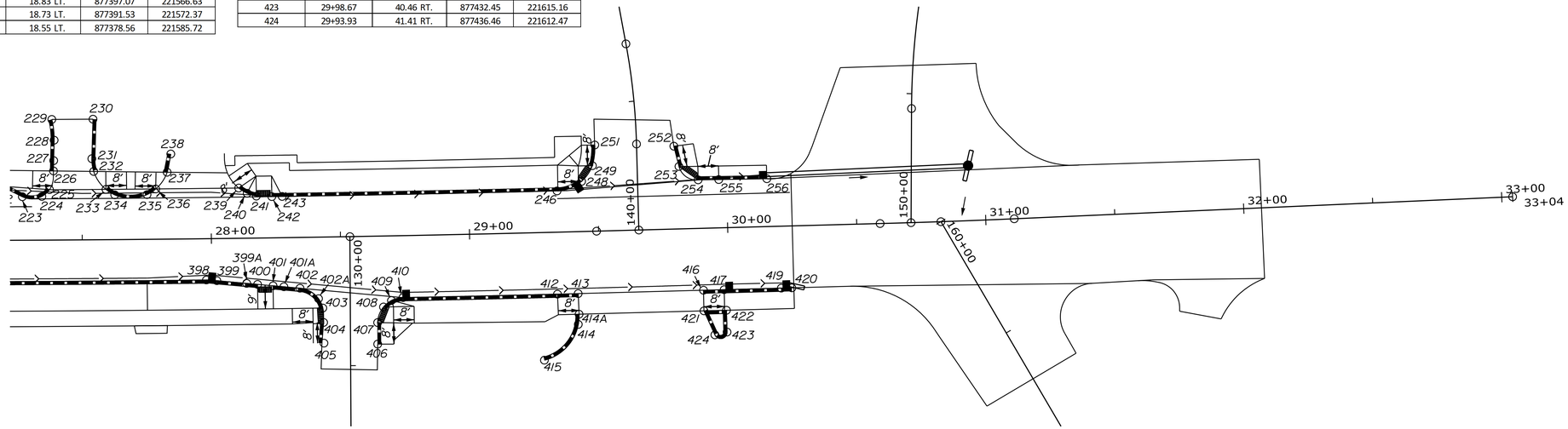
CONTROL POINTS				
POINT	STATION	OFFSET	X CORD.	Y CORD.
223	27+26.88	16.87 LT.	877580.91	221380.24
224	27+34.46	16.95 LT.	877575.65	221385.68
225	27+37.44	19.56 LT.	877571.70	221386.03
226	27+39.01	26.80 LT.	877565.37	221382.19
227	27+39.12	30.79 LT.	877562.40	221379.52
228	27+39.34	38.72 LT.	877556.51	221374.22
229	27+38.48	46.77 LT.	877551.26	221368.06
230	27+54.52	46.76 LT.	877540.27	221379.63
231	27+53.95	31.45 LT.	877551.75	221389.78
232	27+54.64	26.50 LT.	877554.85	221393.68
233	27+59.33	19.50 LT.	877556.69	221401.91
234	27+62.72	17.36 LT.	877555.90	221405.83
235	27+75.25	17.36 LT.	877547.27	221414.88
236	27+78.64	19.50 LT.	877543.38	221415.85
237	27+83.15	25.94 LT.	877535.62	221414.64
238	27+84.64	33.00 LT.	877529.49	221410.83
239	28+10.85	19.50 LT.	877521.12	221439.03
240	28+14.08	17.44 LT.	877520.37	221442.79
241	28+17.64	16.27 LT.	877518.74	221446.16
242	28+23.65	16.00 LT.	877514.77	221450.66
243	28+27.66	16.00 LT.	877511.99	221453.54
246	29+34.31	16.00 LT.	877437.59	221529.72
248	29+43.93	19.47 LT.	877428.37	221534.11
249	29+48.28	25.43 LT.	877421.08	221533.00
251	29+49.42	33.42 LT.	877414.60	221528.18
252	29+80.02	32.13 LT.	877393.99	221550.83
253	29+81.79	24.22 LT.	877398.37	221557.66
254	29+89.08	18.83 LT.	877397.07	221566.63
255	29+97.05	18.73 LT.	877391.53	221572.37
256	30+15.67	18.55 LT.	877378.56	221585.72

CONTROL POINTS				
POINT	STATION	OFFSET	X CORD.	Y CORD.
398	27+97.90	16.00 RT.	877555.68	221454.31
399	28+01.92	16.31 RT.	877553.11	221457.43
399A	28+13.47	17.51 RT.	877545.96	221466.60
400	28+17.65	17.95 RT.	877543.37	221469.92
401	28+23.64	18.58 RT.	877539.66	221474.67
401A	28+27.81	19.02 RT.	877537.07	221477.99
402	28+34.04	19.69 RT.	877533.21	221482.93
402A	28+41.12	23.85 RT.	877531.26	221490.93
403	28+42.73	27.50 RT.	877532.76	221494.63
404	28+42.94	33.10 RT.	877536.64	221498.68
405	28+42.95	41.12 RT.	877542.39	221504.26
406	28+63.66	41.85 RT.	877528.42	221519.69
407	28+63.79	33.50 RT.	877522.35	221513.96
408	28+66.17	27.50 RT.	877516.39	221511.48
409	28+69.29	25.05 RT.	877512.45	221512.02
410	28+73.74	24.01 RT.	877508.58	221514.49
412	29+33.46	24.00 RT.	877466.65	221557.21
413	29+41.46	24.00 RT.	877461.02	221562.91
414	29+41.20	35.93 RT.	877469.69	221571.12
414A	29+41.59	32.00 RT.	877466.62	221568.64
415	29+27.78	49.46 RT.	877488.79	221571.04
416	29+90.00	24.00 RT.	877426.86	221597.42
417	29+98.00	24.00 RT.	877421.23	221603.11
419	30+20.14	24.00 RT.	877405.65	221618.84
420	30+24.22	24.00 RT.	877402.78	221621.74
421	29+89.96	32.00 RT.	877432.57	221603.02
422	29+98.67	32.00 RT.	877426.44	221609.21
423	29+98.67	40.46 RT.	877432.45	221615.16
424	29+93.93	41.41 RT.	877436.46	221612.47

ITEM 609.11 - VERTICAL CURB TYPE 1		
PT. TO PT.	RADIUS	LENGTH
227 TO 228	-	7.9'
230 TO 231	-	15.3'
243 TO 246	-	106.8'
255 TO 256	-	18.6'
397 TO 398	-	92.5'
399 TO 399A	-	11.6'
401A TO 402	-	6.3'
410 TO 412	-	59.9'
417 TO 419	-	22.1'
421 TO 422	-	6.1'
422 TO 423	-	8.5'
421 TO 424	-	10.0'

CURB INLET		
PT. TO PT.	RADIUS	LENGTH
398 TO 399		4.0'
419 TO 420		4.0'

ITEM 609.12 - VERTICAL CURB TYPE 1 - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
223 TO 224	8.3'	8.0'
228 TO 229	30.5'	8.1'
234 TO 235	15.0'	12.9'
402 TO 402A	10.0'	8.5'
409 TO 410	10.0'	4.7'
414 TO 415	17.7'	20.2'
423 TO 424	2.5'	6.8'



ITEM 609.221 - TERMINAL CURB TYPE 1		
PT. TO PT.	RADIUS	LENGTH
226 TO 227	-	4.0'
237 TO 238	-	7.2'
242 TO 243	-	4.0'
252 TO 253	-	8.0'
254 TO 255	-	8.0'
399A TO 400	-	4.0'
401 TO 401A	-	4.0'
404 TO 405	-	8.0'
406 TO 407	-	8.0'
412 TO 413	-	8.0'
416 TO 417	-	8.0'

ITEM 609.222 - TERMINAL CURB TYPE 1 - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
224 TO 225	8.3'	4.0'
231 TO 232	15.0'	5.0'
233 TO 234	15.0'	4.0'
235 TO 236	15.0'	4.0'
239 TO 240	15.0'	3.8'
240 TO 241	15.0'	3.6'
246 TO 248	15.0'	10.0'
249 TO 251	25.0'	8.0'
402A TO 403	10.0'	4.0'
408 TO 409	10.0'	4.0'
414 TO 414A	17.7'	4.0'

PLAN

25 0 25 50

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
022642.01

HIGHWAY PLANS

vhb

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

DATE	BY
8/27/2026	BMD
8/27/2026	AG

SANFORD
DOWNTOWN IMPROVEMENTS

GEOMETRIC CURB LAYOUT

SHEET NUMBER

40

OF 195

Filename: ...\H_001_Curb_Geometrics.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026

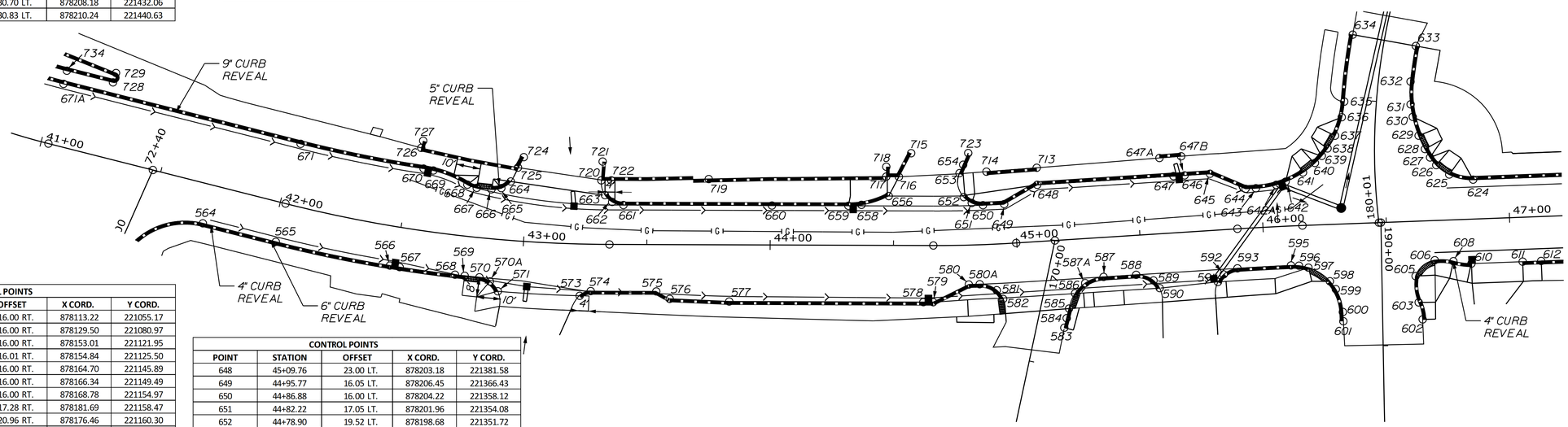
CONTROL POINTS				
POINT	STATION	OFFSET	X CORD.	Y CORD.
624	46+85.85	16.00 LT.	878255.94	221550.24
625	46+76.26	18.45 LT.	878250.96	221541.68
626	46+71.13	22.45 LT.	878245.71	221537.85
627	46+68.74	25.64 LT.	878241.98	221536.42
628	46+66.80	29.15 LT.	878238.08	221535.52
629	46+64.44	34.66 LT.	878232.13	221534.77
630	46+62.36	42.37 LT.	878224.14	221534.87
631	46+61.67	47.48 LT.	878219.04	221535.62
632	46+61.99	56.70 LT.	878210.26	221538.45
633	46+64.67	71.06 LT.	878197.19	221544.96
634	46+39.28	76.62 LT.	878184.88	221522.06
635	46+34.82	49.61 LT.	878209.64	221510.37
636	46+33.57	43.32 LT.	878215.35	221507.45
637	46+30.57	35.92 LT.	878221.64	221502.53
638	46+27.34	30.87 LT.	878225.61	221498.04
639	46+24.90	27.94 LT.	878227.76	221494.90
640	46+22.02	25.18 LT.	878229.63	221491.36
641	46+17.04	21.51 LT.	878231.79	221485.57
642	46+09.95	18.06 LT.	878233.15	221477.70
642A	46+06.18	16.95 LT.	878233.20	221473.70
643	45+98.03	16.00 LT.	878231.96	221465.46
644	45+93.88	16.00 LT.	878230.89	221461.38
645	45+79.93	23.00 LT.	878220.61	221449.55
646	45+69.62	23.00 LT.	878218.05	221439.56
647	45+65.12	23.00 LT.	878216.93	221435.20
647A	45+59.90	30.70 LT.	878208.18	221432.06
647B	45+68.72	30.83 LT.	878210.24	221440.63

ITEM 609.11 - VERTICAL CURB TYPE 1		
PT. TO PT.	RADIUS	LENGTH
564 TO 565	-	30.5'
565 TO 566	558.3'	47.2'
567 TO 568	558.3'	22.6'
574 TO 575	-	26.6'
575 TO 576	-	6.2'
576 TO 577	-	24.1'
577 TO 578	-	78.7'
579 TO 580	-	16.1'
580 TO 580A	-	4.4'
583 TO 584	-	4.0'
587 TO 588	-	13.3'
593 TO 595	-	21.3'
600 TO 601	-	3.7'
612 TO 613A	-	94.2'

CURB INLET		
PT. TO PT.	RADIUS	LENGTH
566 TO 567		4.0'
578 TO 579		4.0'
642 TO 642A	38.0'	4.0'
646 TO 647		4.0'
658 TO 659	34.8'	4.0'
669 TO 670	47.0'	4.0'

ITEM 609.11 - VERTICAL CURB TYPE 1		
PT. TO PT.	RADIUS	LENGTH
623 TO 624	-	39.1'
632 TO 633	237.0'	14.5'
634 TO 635	263.0'	27.5'
643 TO 644	-	4.2'
644 TO 645	-	15.7'
645 TO 646	-	9.4'
647 TO 648	-	55.8'
647A TO 647B	-	8.8'
648 TO 649	-	15.6'
649 TO 650	484.0'	8.5'
713 TO 714	-	20.4'
654 TO 723	-	5.2'
715 TO 716	-	10.7'
716 TO 717	-	3.8'
717 TO 718	-	4.0'
719 TO 722	-	39.5'
659 TO 660	-	31.1'
660 TO 661	-	60.2'
717 TO 719	-	72.0'
670 TO 671	517.3'	50.9'
671 TO 671A	-	99.1'
724 TO 725	-	4.9'
725 TO 726	-	40.0'
726 TO 727	-	3.0'
728 TO 734	-	19.3'

ITEM 609.12 - VERTICAL CURB TYPE 1 - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
580A TO 581	10.0'	7.6'
587A TO 587	15.0'	8.1'
588 TO 589	10.0'	7.7'
592 TO 593	10.0'	6.2'
595 TO 596	20.2'	3.2'
599 TO 600	20.0'	9.8'
602 TO 603	17.9'	7.1'
630 TO 631	50.0'	5.2'
631 TO 632	40.0'	9.4'
635 TO 636	38.0'	6.4'
642A TO 643	38.0'	8.4'
650 TO 651	10.0'	4.7'
661 TO 662	9.0'	4.8'
668 TO 669	47.0'	15.0'
728 TO 729	2.0'	6.0'



CONTROL POINTS				
POINT	STATION	OFFSET	X CORD.	Y CORD.
564	41+71.66	16.00 RT.	878113.22	221055.17
565	42+02.16	16.00 RT.	878129.50	221080.97
566	42+48.06	16.00 RT.	878153.01	221121.95
567	42+51.95	16.01 RT.	878154.84	221125.50
568	42+73.94	16.00 RT.	878164.70	221145.89
569	42+77.79	16.00 RT.	878166.34	221149.49
570	42+83.61	16.00 RT.	878168.78	221154.97
570A	42+87.86	17.28 RT.	878181.69	221158.47
571	42+91.28	20.96 RT.	878176.46	221160.30
573	43+23.30	21.00 RT.	878188.50	221191.29
574	43+27.57	19.00 RT.	878188.07	221196.13
575	43+53.89	19.00 RT.	878196.44	221221.36
576	43+59.36	22.01 RT.	878201.01	221225.61
577	43+83.48	23.00 RT.	878209.50	221248.21
578	44+62.17	23.00 RT.	878234.13	221322.95
579	44+66.17	23.00 RT.	878235.38	221326.75
580	44+80.13	16.00 RT.	878233.05	221342.68
580A	44+84.42	16.00 RT.	8787234.30	221346.93
581	44+90.98	18.71 RT.	878238.76	221352.72
582	44+93.31	22.36 RT.	878242.91	221354.10
583	45+17.03	35.56 RT.	878261.71	221374.07
584	45+18.24	31.75 RT.	878258.31	221376.18
585	45+19.44	27.93 RT.	878254.92	221378.30
586	45+22.25	21.94 RT.	878249.81	221382.51
587	45+34.21	16.00 RT.	878247.03	221395.57
587A	45+26.66	18.04 RT.	878247.13	221387.75
588	45+47.46	16.00 RT.	878250.32	221408.41
589	45+54.33	18.73 RT.	878254.68	221414.38
590	45+56.63	22.00 RT.	878258.41	221415.79
591	45+80.35	21.00 RT.	878263.34	221439.02
592	45+82.88	18.10 RT.	878261.16	221442.19
593	45+88.59	16.01 RT.	878260.55	221448.24
595	46+10.67	16.00 RT.	878266.16	221469.25
596	46+13.95	16.23 RT.	878267.25	221472.29
597	46+17.79	17.18 RT.	878269.21	221475.70
598	46+26.28	23.03 RT.	878277.16	221482.25
599	46+28.55	26.31 RT.	878280.94	221483.54
600	46+31.06	35.66 RT.	878290.61	221483.39
601	46+31.12	39.42 RT.	878294.24	221482.42
602	46+63.28	39.89 RT.	878303.51	221513.22
603	46+61.93	32.94 RT.	878296.46	221513.82
605	46+61.08	22.22 RT.	878285.92	221515.95
606	46+69.07	16.08 RT.	878282.20	221525.31
608	46+76.61	16.76 RT.	878284.92	221532.37
610	46+83.89	18.00 RT.	878288.10	221539.04
611	47+04.67	18.00 RT.	878293.80	221559.03
612	47+12.19	18.00 RT.	878295.86	221566.25

CONTROL POINTS				
POINT	STATION	OFFSET	X CORD.	Y CORD.
648	45+09.76	23.00 LT.	878203.18	221381.58
649	44+95.77	16.05 LT.	878206.45	221366.43
650	44+86.88	16.00 LT.	878204.22	221358.12
651	44+82.22	17.05 LT.	878201.96	221354.08
652	44+78.90	19.52 LT.	878198.68	221351.72
653	44+77.32	29.27 LT.	878188.91	221353.11
654	44+78.98	32.65 LT.	878186.13	221355.58
656	44+48.00	20.00 LT.	878188.85	221322.94
658	44+36.96	16.41 LT.	878188.81	221311.34
659	44+31.65	16.00 LT.	878187.54	221306.16
660	44+00.67	16.00 LT.	878177.84	221276.75
661	43+40.47	16.00 LT.	878159.00	221219.57
662	43+35.90	17.25 LT.	878156.38	221215.61
663	43+32.92	20.00 LT.	878152.85	221213.71
664	42+92.87	23.86 LT.	878135.75	221179.09
665	42+89.13	20.86 LT.	878137.12	221174.63
666	42+85.04	19.99 LT.	878136.36	221170.67
667	42+78.81	20.00 LT.	878133.93	221165.19
668	42+74.76	20.87 LT.	878131.52	221161.99
669	42+59.71	24.81 LT.	878121.79	221150.66
670	42+55.49	25.00 LT.	878119.83	221147.14
671	42+02.16	25.00 LT.	878094.83	221102.85
671A	41+03.02	25.00 LT.	878041.91	221019.02
709	44+75.14	29.12 RT.	878244.09	221333.87
710	44+93.98	28.35 RT.	878248.88	221353.22
713	45+10.00	29.92 LT.	878196.54	221383.53
714	44+88.95	29.53 LT.	878191.73	221363.69
715	44+57.04	37.41 LT.	878175.15	221336.98
716	44+52.09	27.82 LT.	878182.71	221329.28
717	44+46.96	27.87 LT.	878181.05	221324.43
718	44+46.97	31.87 LT.	878177.26	221325.69
719	43+75.00	26.65 LT.	878159.69	221255.70
720	43+31.32	25.99 LT.	878146.69	221214.17
721	43+31.80	33.60 LT.	878139.61	221217.02
722	43+35.49	26.00 LT.	878147.94	221217.96
723	44+81.31	37.33 LT.	878182.27	221358.99
724	42+97.63	34.10 LT.	878128.00	221187.17
725	42+95.48	29.70 LT.	878131.31	221183.63
726	42+53.15	33.15 LT.	878111.55	221148.83
727	42+53.52	36.10 LT.	878109.08	221150.47
728	41+22.29	30.50 LT.	878047.55	221038.25
729	41+22.55	34.48 LT.	878044.32	221040.60
734	41+03.01	30.50 LT.	878037.26	221021.95

ITEM 609.221 - TERMINAL CURB TYPE 1		
PT. TO PT.	RADIUS	LENGTH
568 TO 569	-	4.0'
584 TO 585	-	4.0'
611 TO 612	-	7.5'
653 TO 654	-	4.0'
720 TO 721	-	6.4'
720 TO 722	-	4.0'

ITEM 609.222 - TERMINAL CURB TYPE 1 - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
570 TO 570A	9.6'	4.6'
570A TO 571	9.6'	5.2'
573 TO 574	6.5'	5.2'
581 TO 582	10.0'	4.0'
586 TO 587A	15.0'	6.0'
589 TO 590	10.0'	4.0'
591 TO 592	10.0'	4.0'
596 TO 597	20.0'	4.0'
598 TO 599	20.0'	4.0'
603 TO 605	17.5'	11.0'
606 TO 608	17.5'	7.6'
608 TO 610	30.4'	7.4'
624 TO 625	20.0'	10.0'
626 TO 627	20.0'	4.0'
627 TO 628	50.0'	4.0'
629 TO 630	50.0'	8.0'
636 TO 637	38.0'	8.0'
638 TO 639	38.0'	4.0'
639 TO 640	38.0'	4.0'
641 TO 642	38.0'	8.0'
651 TO 652	10.0'	4.0'
656 TO 658	34.8'	11.5'
662 TO 663	9.0'	4.0'
664 TO 665	7.7'	4.0'
665 TO 666	9.0'	4.0'
667 TO 668	9.0'	4.0'

PLAN

25 0 25 50

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
022642.01

HIGHWAY PLANS

vhb

	BY	DATE
PROJ. MANAGER	E. MARTIN	
DESIGN-DETAILED	JBD	8/27/2026
CHECKED-REVIEWED	BMD	8/27/2026
DESIGN2-DETAILED2	ECF	
DESIGN3-DETAILED3	AG	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SANFORD
DOWNTOWN IMPROVEMENTS

GEOMETRIC CURB LAYOUT

SHEET NUMBER

41

OF 195

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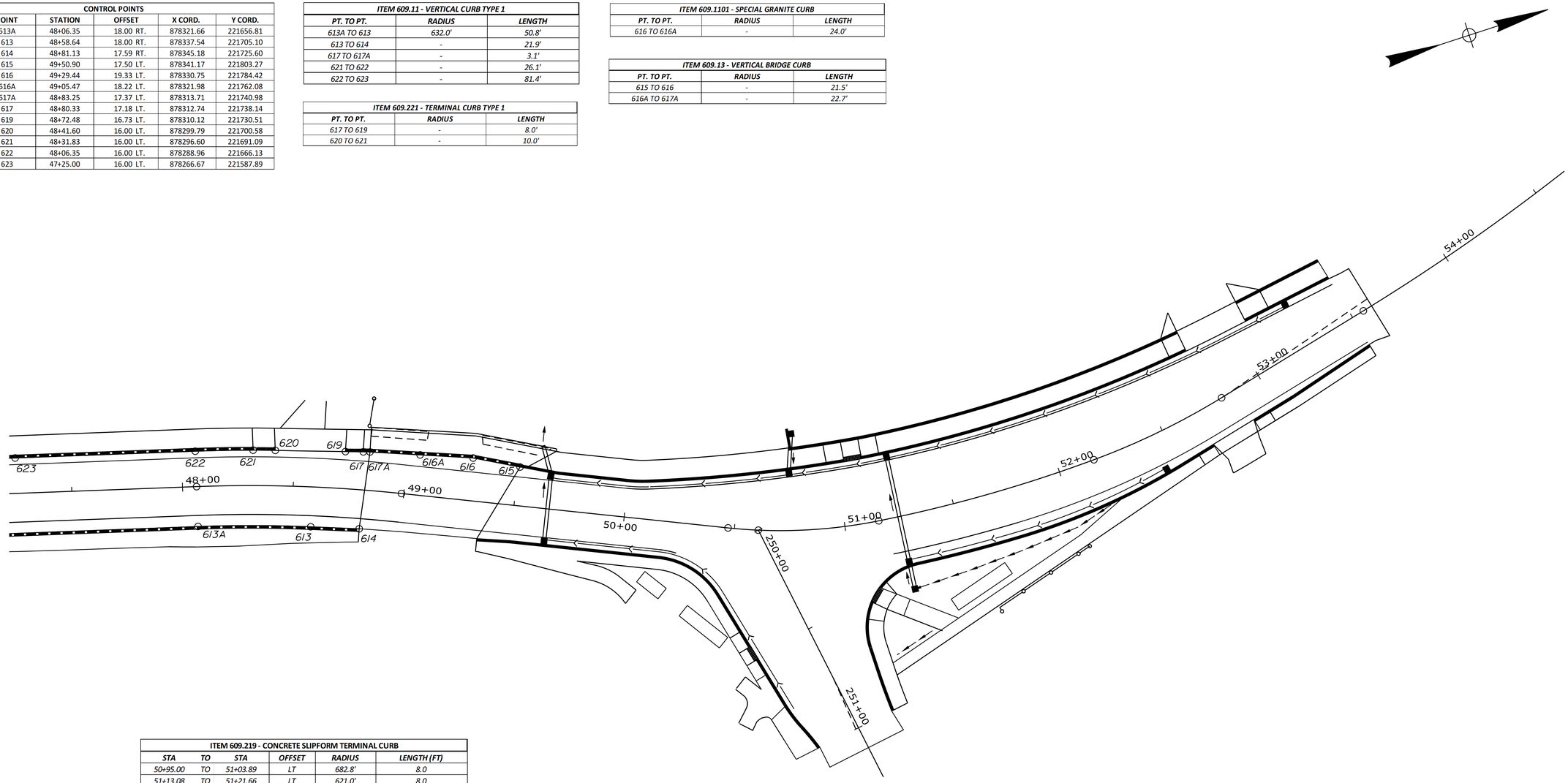
CONTROL POINTS				
POINT	STATION	OFFSET	X CORD.	Y CORD.
613A	48+06.35	18.00 RT.	878321.66	221656.81
613	48+58.64	18.00 RT.	878337.54	221705.10
614	48+81.13	17.59 RT.	878345.18	221725.60
615	49+50.90	17.50 LT.	878341.17	221803.27
616	49+29.44	19.33 LT.	878330.75	221784.42
616A	49+05.47	18.22 LT.	878321.98	221762.08
617A	48+83.25	17.37 LT.	878313.71	221740.98
617	48+80.33	17.18 LT.	878312.74	221738.14
619	48+72.48	16.73 LT.	878310.12	221730.51
620	48+41.60	16.00 LT.	878299.79	221700.58
621	48+31.83	16.00 LT.	878296.60	221691.09
622	48+06.35	16.00 LT.	878288.96	221666.13
623	47+25.00	16.00 LT.	878266.67	221587.89

ITEM 609.11 - VERTICAL CURB TYPE 1		
PT. TO PT.	RADIUS	LENGTH
613A TO 613	632.0'	50.8'
613 TO 614	-	21.9'
617 TO 617A	-	3.1'
621 TO 622	-	26.1'
622 TO 623	-	81.4'

ITEM 609.221 - TERMINAL CURB TYPE 1		
PT. TO PT.	RADIUS	LENGTH
617 TO 619	-	8.0'
620 TO 621	-	10.0'

ITEM 609.1101 - SPECIAL GRANITE CURB		
PT. TO PT.	RADIUS	LENGTH
616 TO 616A	-	24.0'

ITEM 609.13 - VERTICAL BRIDGE CURB		
PT. TO PT.	RADIUS	LENGTH
615 TO 616	-	21.5'
616A TO 617A	-	22.7'



ITEM 609.219 - CONCRETE SLIPFORM TERMINAL CURB					
STA	TO	STA	OFFSET	RADIUS	LENGTH (FT)
50+95.00	TO	51+03.89	LT	682.8'	8.0
51+13.08	TO	51+21.66	LT	621.0'	8.0
52+69.08	TO	52+77.73	LT	621.0'	8.0
52+69.99	TO	52+78.81	LT	611.0'	8.0
53+07.85	TO	53+19.85	LT	-	12.0
53+08.59	TO	53+20.59	LT	-	12.0
250+46.14	TO	250+47.74	LT	30.0'	4.0
250+51.76	TO	250+57.85	LT	30.0'	8.0

ITEM 609.219 - CONCRETE SLIPFORM TERMINAL CURB					
STA	TO	STA	OFFSET	RADIUS	LENGTH (FT)
52+59.55	TO	52+67.15	RT	-	8.0
52+87.97	TO	52+95.97	RT	-	8.0
250+37.21	TO	250+45.21	RT	-	8.0
250+51.81	TO	250+59.81	RT	-	8.0

ITEM 609.21 - CONCRETE SLIPFORM CURB					
STA.	TO	STA.	OFFSET	RADIUS	LENGTH (FT)
51+21.66	TO	52+68.08	LT	621.0'	138.7'
49+50.90	TO	49+67.27	LT	-	16.4'
49+67.28	TO	49+69.67	LT	28.1'	2.4'
49+69.67	TO	50+00.00	LT	-	30.3'
50+00.00	TO	50+09.38	LT	64.9'	9.4'
50+09.38	TO	50+95.00	LT	682.8'	80.7'
50+73.45	TO	50+75.15	LT	-	8.7'
50+75.15	TO	51+13.08	LT	672.8'	31.5'
51+13.08	TO	52+69.99	LT	611.0'	144.2'
53+19.85	TO	53+50.00	LT	-	30.3'
53+20.59	TO	53+50.00	LT	-	29.5'
250+57.85	TO	250+70.18	LT	30.0'	13.3'
250+70.18	TO	250+82.39	LT	-	12.4'
250+82.39	TO	251+00.00	LT	290.0'	17.7'

ITEM 609.21 - CONCRETE SLIPFORM CURB					
STA.	TO	STA.	OFFSET	RADIUS	LENGTH (FT)
51+13.25	TO	51+28.72	RT	30.0'	17.3'
49+34.85	TO	49+50.00	RT	-	15.1'
49+50.00	TO	50+17.36	RT	-	67.4'
50+17.36	TO	50+46.54	RT	36.2'	33.9'
51+28.72	TO	51+75.66	RT	672.0'	48.5'
51+75.66	TO	52+51.33	RT	306.4'	79.2'
52+51.33	TO	52+59.55	RT	-	8.7'
52+95.97	TO	53+08.67	RT	-	12.7'
53+08.67	TO	53+50.00	RT	-	41.4'
250+18.36	TO	250+37.21	RT	-	18.9'
250+59.81	TO	250+75.55	RT	-	15.8'
250+75.55	TO	250+88.07	RT	65.5'	12.7'
250+88.07	TO	251+00.00	RT	115.0'	12.2'

PLAN

25 0 25 50

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
022642.01

HIGHWAY PLANS

vhb

PROJ. MANAGER	E. MARTIN		
DESIGN-DETAILED	JBD	BMD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SANFORD
DOWNTOWN IMPROVEMENTS

GEOMETRIC CURB LAYOUT

SHEET NUMBER

42

OF 195

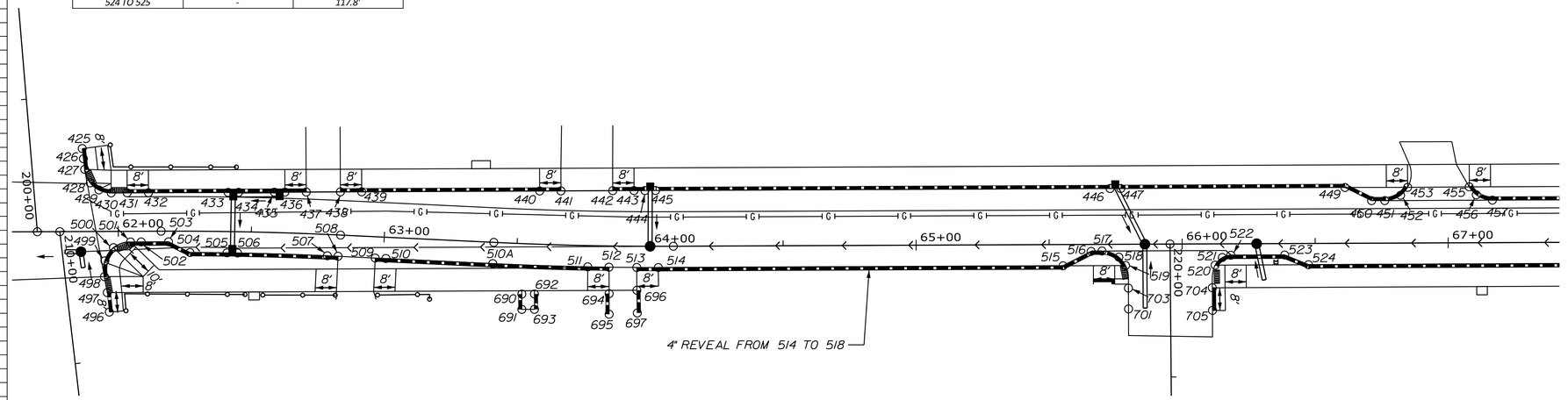
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CONTROL POINTS				
POINT	STATION	OFFSET	X CORD.	Y CORD.
425	61+86.56	31.22 LT.	878845.36	220310.80
426	61+86.99	27.42 LT.	878847.58	220313.91
427	61+87.44	23.39 LT.	878849.94	220317.21
428	61+89.53	18.31 LT.	878851.78	220322.39
429	61+92.76	15.64 LT.	878851.16	220326.53
430	61+97.38	14.50 LT.	878848.48	220330.46
431	62+03.38	14.50 LT.	878844.01	220334.47
432	62+11.38	14.50 LT.	878838.06	220339.82
433	62+41.02	14.75 LT.	878815.79	220359.80
434	62+44.98	14.83 LT.	878812.81	220362.47
435	62+58.23	15.20 LT.	878802.83	220371.43
436	62+62.16	15.33 LT.	878799.87	220374.09
437	62+70.06	15.64 LT.	878793.91	220379.43
438	62+82.73	16.24 LT.	878784.36	220388.01
439	62+90.71	16.65 LT.	878778.40	220393.35
440	63+57.79	20.02 LT.	878728.60	220438.04
441	63+65.91	20.31 LT.	878722.65	220443.38
442	63+85.67	20.80 LT.	878708.17	220456.38
443	63+93.82	20.92 LT.	878702.20	220461.73
444	63+97.97	20.96 LT.	878699.16	220464.46
445	64+02.03	20.99 LT.	878696.19	220467.13
446	65+73.00	21.00 LT.	878569.02	220581.24
447	65+77.00	21.00 LT.	878566.05	220583.92
449	66+61.28	21.00 LT.	878503.32	220640.21
450	66+71.28	16.00 LT.	878499.22	220650.61
451	66+76.22	16.00 LT.	878495.54	220653.91
452	66+82.17	17.96 LT.	878489.81	220656.42
453	66+84.84	20.94 LT.	878485.82	220655.99
455	67+08.01	21.05 LT.	878468.51	220671.38
456	67+10.65	18.03 LT.	878468.56	220675.39
457	67+16.69	16.00 LT.	878465.42	220680.94
496	61+96.47	30.34 RT.	878879.11	220363.22
497	61+95.74	23.00 RT.	878874.75	220357.28
498	61+94.69	17.00 RT.	878871.52	220352.11
499	61+94.89	11.04 RT.	878867.39	220347.81
500	61+98.14	6.11 RT.	878861.68	220346.31
501	62+04.56	4.00 RT.	878855.49	220349.03
502	62+08.56	4.01 RT.	878852.52	220351.71
503	62+18.86	4.00 RT.	878844.86	220358.58
504	62+26.95	8.00 RT.	878841.59	220366.95
505	62+40.96	8.00 RT.	878831.34	220376.39
506	62+44.94	8.00 RT.	878828.46	220379.09
507	62+78.94	8.00 RT.	878804.13	220402.53
508	62+82.98	8.00 RT.	878801.27	220405.36
509	62+96.98	8.00 RT.	878791.35	220415.24
510	63+00.99	8.00 RT.	878788.51	220418.07
510A	63+41.22	8.00 RT.	878760.01	220446.45
511	63+76.72	8.00 RT.	878734.36	220471.31
512	63+84.65	8.00 RT.	878728.53	220476.77
513	63+95.04	8.00 RT.	878720.86	220483.86
514	64+03.09	8.00 RT.	878714.87	220489.32
515	65+55.17	8.00 RT.	878601.67	220590.92
516	65+65.78	2.63 RT.	878590.19	220594.01
517	65+69.85	2.50 RT.	878587.07	220596.63
518	65+76.18	4.85 RT.	878583.92	220602.61
519	65+78.67	8.00 RT.	878584.17	220606.61
520	66+12.35	8.00 RT.	878559.11	220629.11
521	66+15.09	5.15 RT.	878555.16	220628.82
522	66+18.28	4.30 RT.	878552.23	220630.32
523	66+38.52	4.30 RT.	878537.16	220643.84
524	66+47.43	8.00 RT.	878532.99	220652.54
690	63+52.50	18.98 RT.	878759.61	220462.28
691	63+52.73	24.73 RT.	878763.47	220466.55
692	63+57.17	18.79 RT.	878756.08	220465.45
693	63+57.38	24.53 RT.	878759.94	220469.72
694	63+84.84	17.97 RT.	878735.19	220484.19
695	63+84.96	25.69 RT.	878740.36	220489.92
696	63+95.12	16.57 RT.	878726.59	220490.24
697	63+95.34	25.11 RT.	878732.19	220496.68
701	65+79.74	24.34 RT.	878594.29	220619.50
703	65+79.73	16.50 RT.	878589.06	220613.65
704	66+11.28	16.50 RT.	878565.58	220634.72
705	66+11.29	25.03 RT.	878571.27	220641.08

ITEM 609.11 - VERTICAL CURB TYPE 1		
PT. TO PT.	RADIUS	LENGTH
425 TO 426	-	3.8'
432 TO 433	-	29.9'
434 TO 435	-	13.4'
439 TO 440	-	66.9'
443 TO 444	-	4.1'
445 TO 446	-	170.9'
447 TO 449	-	84.3'
449 TO 450	-	11.2'
450 TO 451	-	4.9'
457 TO 458	-	40.7'
502 TO 503	-	10.3'
503 TO 504	-	9.0'
504 TO 505	-	13.9'
506 TO 507	-	33.8'
510 TO 510A	-	40.2'
510A TO 511	-	35.7'
514 TO 515	-	152.1'
515 TO 516	-	11.9'
516 TO 517	-	4.0'
690 TO 691	-	5.8'
692 TO 693	-	5.8'
694 TO 695	-	7.7'
696 TO 697	-	8.5'
522 TO 523	-	20.1'
523 TO 524	-	9.7'
524 TO 525	-	117.8'

ITEM 609.12 - VERTICAL CURB TYPE 1 - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
451 TO 452	10.0'	6.4'
456 TO 457	10.0'	6.5'
517 TO 518	10.0'	7.0'
521 TO 522	6.7'	3.5'

CURB INLET		
PT. TO PT.	RADIUS	LENGTH
433 TO 434		4.0'
435 TO 436		4.0'
505 TO 506		4.0'



TERMINAL CURB TYPE 1		
PT. TO PT.	RADIUS	LENGTH
426 TO 427	-	4.0'
431 TO 432	-	8.0'
436 TO 437	-	8.0'
438 TO 439	-	8.0'
440 TO 441	-	8.0'
442 TO 443	-	8.0'
496 TO 497	-	7.4'
501 TO 502	-	4.0'
507 TO 508	-	4.0'
509 TO 510	-	4.0'
511 TO 512	-	8.0'
513 TO 514	-	8.0'
701 TO 703	-	7.8'
704 TO 705	-	8.5'

ITEM 609.222 - TERMINAL CURB TYPE 1 - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
428 TO 429	10.0'	4.2'
429 TO 430	10.0'	4.8'
452 TO 453	10.0'	4.0'
455 TO 456	10.0'	4.0'
498 TO 499	11.1'	6.0'
499 TO 500	11.1'	6.0'
518 TO 519	10.0'	4.0'
520 TO 521	6.7'	4.0'

PLAN

25 0 25 50

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
022642.01

HIGHWAY PLANS

vhb

	BY	DATE
PROJ. MANAGER	E. MARTIN	
DESIGN-DETAILED	BMD	8/27/2026
CHECKED-REVIEWED	AG	8/27/2026
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SANFORD
DOWNTOWN IMPROVEMENTS

GEOMETRIC CURB LAYOUT

SHEET NUMBER

43

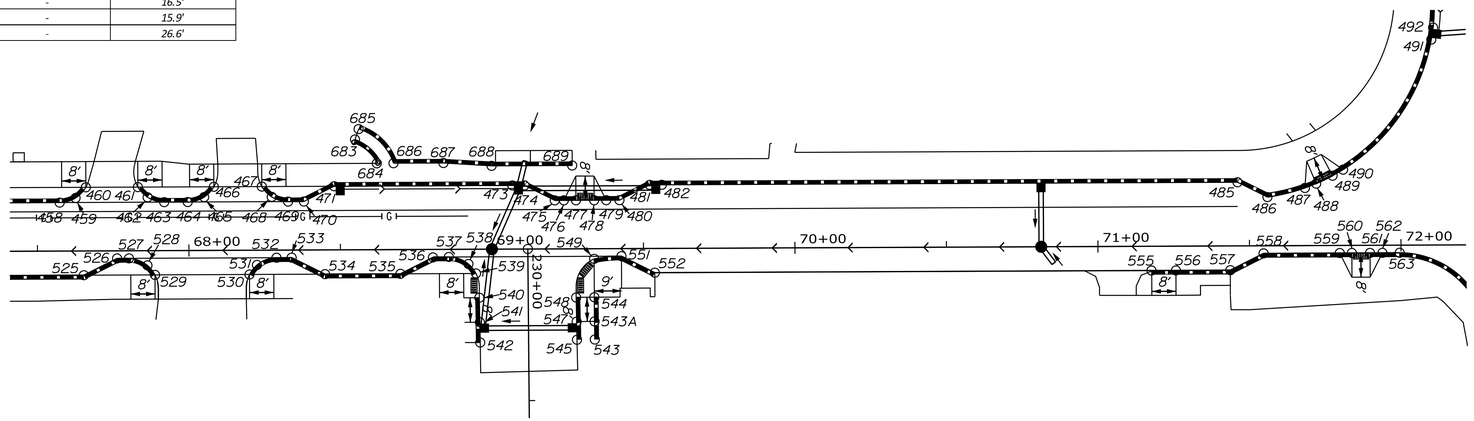
OF 195

Filename: ...\H_001_Curb_Geometrics.dgn Division: HIGHWAY Username: jomesdavis Date:8/27/2026

ITEM 609.11 - VERTICAL CURB TYPE 1		
PT. TO PT.	RADIUS	LENGTH
463 TO 464	-	7.8'
469 TO 470	-	5.2'
470 TO 471	-	11.2'
471 TO 473	-	58.8'
474 TO 475	-	11.5'
475 TO 476	-	2.7'
479 TO 480	-	4.4'
480 TO 481	-	11.2'
482 TO 485	-	190.0'
485 TO 486	-	11.0'
525 TO 526	-	12.3'
526 TO 527	-	3.9'
532 TO 533	-	5.0'
533 TO 534	-	12.3'
534 TO 535	-	24.9'
535 TO 536	-	12.0'
536 TO 537	-	5.3'
541 TO 542	-	6.7'
543 TO 543A	-	6.0'
545 TO 547	-	6.0'
551 TO 552	-	12.3'
556 TO 557	-	17.9'
557 TO 558	-	12.3'
558 TO 559	-	25.1'
562 TO 563	-	5.5'
686 TO 687	-	16.5'
687 TO 688	-	15.9'
688 TO 689	-	26.6'

ITEM 609.12 - VERTICAL CURB TYPE 1 - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
458 TO 459	10.0'	5.5'
462 TO 463	10.0'	5.8'
464 TO 465	10.0'	5.8'
468 TO 469	10.0'	5.7'
486 TO 487	63.9'	12.7'
490 TO 491	63.9'	53.4'
492 TO 493	63.9'	23.1'
527 TO 528	10.0'	6.6'
531 TO 532	10.0'	7.0'
537 TO 538	10.0'	7.0'
563 TO 564	29.8'	41.8'
683 TO 684	14.9'	10.9'
685 TO 686	17.7'	16.7'

CURB INLET		
PT. TO PT.	RADIUS	LENGTH
473 TO 474		4.0'
481 TO 482		4.0'
491 TO 492	63.92	4.0'



ITEM 609.221 - TERMINAL CURB TYPE 1		
PT. TO PT.	RADIUS	LENGTH
476 TO 477	-	4.0'
478 TO 479	-	4.0'
540 TO 541	-	8.0'
543A TO 544	-	9.2'
547 TO 548	-	8.0'
555 TO 556	-	8.0'
559 TO 560	-	4.0'
561 TO 562	-	4.0'

ITEM 609.222 - TERMINAL CURB TYPE 1 - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
459 TO 460	10.0'	4.0'
461 TO 462	10.0'	4.0'
465 TO 466	10.0'	4.0'
467 TO 468	10.0'	4.0'
487 TO 488	63.9'	4.0'
489 TO 490	63.9'	4.0'
528 TO 529	10.0'	4.0'
530 TO 531	10.0'	4.0'
538 TO 539	10.0'	4.0'
549 TO 551	48.9'	9.0'

PLAN

25 0 25 50

Scale of Feet

CONTROL POINTS				
POINT	STATION	OFFSET	X CORD.	Y CORD.
458	67+57.41	16.00 LT.	878435.12	220708.13
459	67+62.66	17.49 LT.	878430.21	220710.53
460	67+66.07	21.00 LT.	878425.33	220710.20
461	67+83.24	21.00 LT.	878412.55	220721.66
462	67+86.44	17.62 LT.	878412.43	220726.31
463	67+91.90	16.00 LT.	878409.45	220731.17
464	67+99.65	16.00 LT.	878403.68	220736.35
465	68+05.09	17.61 LT.	878398.55	220738.78
466	68+08.31	21.00 LT.	878393.89	220738.41
467	68+24.13	21.00 LT.	878382.12	220748.98
468	68+27.39	17.59 LT.	878381.97	220753.69
469	68+32.80	16.00 LT.	878379.01	220758.48
470	68+38.00	16.00 LT.	878375.14	220761.96
471	68+48.00	21.00 LT.	878364.35	220764.92
473	69+06.83	21.00 LT.	878320.57	220804.21
474	69+10.82	21.00 LT.	878317.60	220806.87
475	69+20.79	16.02 LT.	878313.51	220817.24
476	69+23.79	16.01 LT.	878311.28	220819.25
477	69+27.79	16.00 LT.	878308.31	220821.93
478	69+33.79	16.00 LT.	878303.84	220825.94
479	69+37.80	16.00 LT.	878300.86	220828.61
480	69+42.15	16.00 LT.	878297.62	220831.52
481	69+52.14	21.00 LT.	878286.85	220834.47
482	69+56.15	21.00 LT.	878283.87	220837.15
485	71+46.15	21.00 LT.	878142.45	220964.05
486	71+56.00	16.08 LT.	878138.41	220974.29
487	71+68.38	19.03 LT.	878127.23	220980.36
488	71+72.11	20.45 LT.	878123.50	220981.79
489	71+77.53	23.03 LT.	878117.74	220983.50
490	71+81.00	25.02 LT.	878113.83	220984.33
491	72+10.30	67.81 LT.	878063.45	220972.06
492	72+10.90	71.76 LT.	878060.36	220969.52
525	67+65.28	8.00 RT.	878445.29	220731.25
526	67+76.28	2.50 RT.	878433.43	220734.50
527	67+80.19	2.51 RT.	878430.52	220737.13
528	67+86.28	4.85 RT.	878427.56	220742.93
529	67+88.77	8.00 RT.	878427.81	220746.94
530	68+19.95	8.00 RT.	878404.60	220767.77
531	68+22.43	4.86 RT.	878400.65	220767.08
532	68+28.88	2.50 RT.	878394.28	220769.64
533	68+33.89	2.50 RT.	878390.55	220772.98
534	68+44.89	8.00 RT.	878386.04	220784.42
535	68+69.78	8.00 RT.	878367.51	220801.05
536	68+80.52	2.63 RT.	878355.94	220804.22
537	68+85.77	2.50 RT.	878351.94	220807.63
538	68+92.23	4.86 RT.	878348.71	220813.70
539	68+94.70	8.00 RT.	878348.96	220817.69
540	68+95.77	16.00 RT.	878353.52	220824.36
541	68+95.90	24.08 RT.	878358.82	220830.46
542	68+95.99	30.77 RT.	878363.22	220835.50
543	69+33.81	29.95 RT.	878334.52	220860.15
543A	69+33.76	23.98 RT.	878330.57	220855.67
544	69+33.72	16.00 RT.	878325.27	220849.70
545	69+27.93	30.00 RT.	878338.93	220856.25
547	69+27.85	24.03 RT.	878335.00	220851.76
548	69+27.72	16.07 RT.	878329.79	220845.75
549	69+33.72	3.34 RT.	878316.81	220840.28
551	69+42.73	2.50 RT.	878309.55	220845.67
552	69+53.73	8.00 RT.	878305.03	220857.11
555	71+17.63	8.00 RT.	878183.05	220966.58
556	71+25.70	8.00 RT.	878177.05	220971.97
557	71+43.64	8.00 RT.	878163.69	220983.95
558	71+54.64	2.50 RT.	878151.83	220987.21
559	71+79.78	2.50 RT.	878133.12	221004.00
560	71+83.78	2.50 RT.	878130.14	221006.67
561	71+89.78	2.50 RT.	878125.68	221010.68
562	71+93.86	2.50 RT.	878122.64	221013.40
563	71+99.55	2.50 RT.	878118.40	221017.21
683	68+54.96	36.41 LT.	878348.88	220758.10
684	68+62.13	28.50 LT.	878348.83	220768.77
685	68+56.18	39.84 LT.	878345.68	220756.36
686	68+67.62	28.50 LT.	878344.74	220772.44
687	68+84.11	28.50 LT.	878332.47	220783.45
688	69+00.00	27.50 LT.	878321.31	220794.81
689	69+26.60	27.50 LT.	878301.52	220812.57

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
022642.01

HIGHWAY PLANS

vhb

	BY	DATE
PROJ. MANAGER	E. MARTIN	
DESIGN-DETAILED	JBD	8/27/2026
CHECKED-REVIEWED	EOF	8/27/2026
DESIGN2-DETAILED2	AG	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SANFORD
DOWNTOWN IMPROVEMENTS

GEOMETRIC CURB LAYOUT

SHEET NUMBER

44

OF 195

Filename: ...\H_001_Curb_Geometrics.dgn Division: HIGHWAY Username: jomesdavis Date:8/27/2026

Filename: ...\MSTA\Plonset\H_002_Plans.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026

STA. 3+40.00
BEGIN PROJECT NO. 022642.01
BEGIN MILL & OVERLAY
MATCH EXISTING
LIMIT OF WORK

END MILL & OVERLAY
MATCH EXISTING
LIMIT OF WORK

STA. 4+50.00
END MILL & OVERLAY
BEGIN APPROACH

CB-2
INSTALL CB
TYPE A5-C,
WITH FLAT TOP

STA. 5+00.00
END APPROACH
BEGIN FULL CONSTRUCTION

RELOCATE
POLE (BY OTHERS)

STA. 5+31.00, 52.00 LT.
END BUT JOINT
MATCH EXISTING
LIMIT OF WORK

STA. 5+31.00, 42.00 LT.
END APPROACH
BEGIN BUTT JOINT

EMERSON STREET

MAIN STREET
(Route 4A/109)

2+00 3+00 4+00 5+00 6+00 7+00 8+00 9+00 10+00

SAWCUT (TYP.)
REMOVE CB
REMOVE DMH
12" UD
6" UD
15" UD
N27°14'03.07"W
HB-SM65-101

CB-5
INSTALL CB
TYPE A5-C,
WITH FLAT TOP

RELOCATE
POLE (BY OTHERS)

CB-7
INSTALL CB
TYPE A5-C,
WITH FLAT TOP

CB-9
INSTALL CB
TYPE A5-C
WITH FLAT TOP

ADJUST TELE MH
TO GRADE

INSTALL
12" x 35'
RCP

REMOVE

REMOVE CB
12" UD

STA. 100+71.18
END BUTT JOINT
MATCH EXISTING
LIMIT OF WORK

STA. 100+61.18
END APPROACH
BEGIN BUTT JOINT

REMOVE

INSTALL
12" x 27' RCP

CB-11
INSTALL CB
TYPE A1-C

REMOVE CB

REMOVE
PIPE

RELOCATE
POLE (BY
OTHERS)

WEST FIM STREET

CB-1
INSTALL CB
TYPE B1-C
WITH FLAT TOP

REMOVE CB

RETAIN SIGN

REMOVE
POLE

INSTALL 12" x 76' RCP

END MILL & OVERLAY
MATCH EXISTING
LIMIT OF WORK

REPLACE
POLE (BY OTHERS)

EMERY STREET

CB-3
INSTALL CB
TYPE A5-C,
WITH FLAT TOP

INSTALL
12" x 38'
RCP

CB-4
INSTALL CB
TYPE B5-C,
WITH FLAT TOP

CB-6
INSTALL CB
TYPE F5-C

INSTALL
8" x 4'
PVC SDR-35

INSTALL CURB
STOPS (TYP.)

CB-8
INSTALL CB
TYPE A5-C,
WITH FLAT TOP

CB-10
INSTALL CB
TYPE B5-C,
WITH FLAT TOP

SAWCUT (TYP.)

REMOVE
SIGN TO REMAIN

REMOVE
CB

REMOVE

REMOVE

REMOVE CB

APPROXIMATELY 40 FT
OF GUARDRAIL TO
REMAIN

CB-12
INSTALL CB
TYPE A5-C
WITH FLAT TOP

INSTALL
12" x 27'
RCP

PLAN

25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
022642.01

HIGHWAY PLANS

vhb

	BY	DATE
PROJ. MANAGER	E. MARTIN	
DESIGN-DETAILED	JBD	8/27/2026
CHECKED-REVIEWED	ECF	
DESIGN2-DETAILED2	BMD	8/27/2026
DESIGN3-DETAILED3	AG	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SANFORD
DOWNTOWN IMPROVEMENTS

GENERAL PLANS

SHEET NUMBER

45

OF 195

STA. 100+71.18
END BUTT JOINT
MATCH EXISTING
LIMIT OF WORK

STA. 100+61.18
END APPROACH
BEGIN BUTT JOINT

REMOVE

INSTALL
12" x 27' RCP

CB-11
INSTALL CB
TYPE A1-C

REMOVE CB

REMOVE
PIPE

RELOCATE
POLE (BY
OTHERS)

WEST ELM STREET

100+98

S64°59'44.73"W

INSTALL 24" x 4' RCP

CB-14
INSTALL CB
TYPE A1-C, 1-1/8 EA.
72" DIA

RELOCATE POLE (BY OTHERS)
INSTALL 24' x 30' RCP

CB-16
INSTALL CB
TYPE A1-C, 1-1/8 EA.

CB-13
INSTALL CB
TYPE B1, 1-1/8 EA.
60" DIA
WITH SOLID COVER

RELOCATE POLE (BY OTHERS)

CB-17
INSTALL CB
TYPE F5-C

CB-18
INSTALL CB
TYPE A5-C
WITH FLAT TOP

INSTALL
12" x 4'
OPT-III

RELOCATE
POLE (BY
OTHERS)

CURVE DATA #2
PI = 12+00.01
Δ = 1°11'37.5" Lt.

PI = STA. 12+00.01

CB-19
INSTALL CB
TYPE A5-C
WITH FLAT TOP

REMOVE CB
& PIPE

REMOVE
BUSHES

CB-21
INSTALL CB
TYPE F5-C

INSTALL 12" x 4' OPT-III

CB-22
INSTALL CB
TYPE A5-C
WITH FLAT TOP

INSTALL 15" x 38' RCP

CB-25
INSTALL CB
TYPE B5
WITH SOLID COVER
WITH FLAT TOP

INSTALL 12" x 5' OPT-III

CB-26
INSTALL CB
TYPE F5-C

MATCH
EXISTING
WALL

933 MAIN ST
GOODALL PLACE

NO PARKING

BUS STOP

TP-CCI-II

REMOVE
EXIST. UD

REMOVE CB
AND OUTLET PIPE

MAIN STREET
(Route 4A/109)

9+00
10+00
11+00
12+00
13+00
14+00
15+00

N26°24'04.29"W

N27°35'41.74"W

15" UD
24" UD
18" UD
6" UD
12" UD

REMOVE

REMOVE CB

REMOVE
CB

REMOVE

REMOVE

REMOVE

REMOVE CB

APPROXIMATELY 40 FT
OF GUARDRAIL TO
REMAIN

CB-12
INSTALL CB
TYPE A5-C
WITH FLAT TOP

INSTALL
12" x 27'
RCP

N36°16'01.28"E

91+00
91+02

ELM STREET

REMOVE AND RESET BRICK

REMOVE DMH
& CONNECTING PIPES

INSTALL 15" x 65' RCP

REMOVE CB
REMOVE PIPE

CB-15
INSTALL CB
TYPE A5-C

INSTALL 15" x 4' RCP

STA. 90+79.39
END APPROACH
BEGIN BUTT JOINT

STA. 90+89.39
MATCH EXISTING
END BUTT JOINT
LIMIT OF WORK

PI = STA. 11+24.00

REMOVE
AND RESET
BRICK

CURVE DATA #1
PI = 11+24.00
Δ = 0°49'58.8" Rt.

RETAIN
EXISTING
FENCE

CB-20
INSTALL CB
TYPE F5-C

REMOVE CB

CB-23
INSTALL CB
TYPE A5-C
WITH FLAT TOP

REMOVE EXISTING
CONC. SIDEWALK

REMOVE
CB-24
INSTALL CB
TYPE A5-C
WITH FLAT TOP

INSTALL HYDRANT
(BY OTHERS)

HISTORICAL SITE

NO PARKING

RESERVED PARKING

3X4 BOOTH

BOTTOM OF STONE WALL

OAKWOOD MOTEL

10" WIDE CONCRETE

PLAN

25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
022642.01

HIGHWAY PLANS

vhb

	BY	DATE
E. MARTIN		
PROJ. MANAGER		
DESIGN-DETAILED	BMD	8/27/2026
CHECKED-REVIEWED	EOF	8/27/2026
DESIGN2-DETAILED2	AG	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SANFORD
DOWNTOWN IMPROVEMENTS

GENERAL PLANS

SHEET NUMBER
46
OF 195

Filename: ...\MSTA\Plonset\H_002_Plans.dgn Division: HIGHWAY Username: jomesdavis Date:8/27/2026

Filename: ...\MSTA\Planset\VH_002_Plans.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026

CURVE DATA #3
PI = 18+57.71
D = 1°54'35.5"
Δ = 0°50'19.8" Rt.
R = 3000.00'
L = 43.92'
T = 21.96'
E = 0.08'

CURVE DATA #4
PI = 21+27.29
D = 19°05'54.9"
Δ = 13°35'23.4" Lt.
R = 300.00'
L = 71.16'
T = 35.75'
E = 2.12'

ROBERTS STREET
KIMBALL STREET
MAIN STREET (Route 4A/109)
SCHOOL STREET

STA. 111+50.00
END MILL & OVERLAY
MATCH EXISTING
LIMIT OF WORK

STA. 110+75.00
END RECONSTRUCTION
BEGIN MILL & OVERLAY

MAINTAIN RRFB & LIGHT
RELOCATE PUSH BUTTON

CB-30
INSTALL CB
TYPE A5-C
WITH FLAT TOP

INSTALL
18" x 13"
OPT-III

CB-29
INSTALL CB
TYPE AI-C, I-1/8 EA.

REMOVE CB

INSTALL
18" x 4'
OPT-III

ADJUST CB
REMOVE

CB-28
INSTALL CB
TYPE A5-C
WITH FLAT TOP

EXISTING CLOCK TO REMAIN
REMOVE CB
& PIPE
MATCH EXISTING
CONCRETE SIDEWALK

RELOCATE
LIGHT

STA. 19+30.00 TO 22+20.00 LT.
MATCH EXISTING BUILDINGS
AND ENTRANCES

REMOVE
DMH

CB-32
INSTALL CB
TYPE A5-C,
WITH FLAT TOP

REMOVE

PC = STA. 20+91.54

PT = STA. 21+62.70

PC = STA. 21+86.77

PT = STA. 22+20.02

REMOVE CB
AND OUTLET PIPE

REMOVE
EXIST. UD

REMOVE

REMOVE CB

REMOVE
DMH

REMOVE
CB

REMOVE

MATCHLINE

SAWCUT (TYP.)

MATCH
EXISTING
WALL

REMOVE

REMOVE CB

MATCH
EXISTING
CONCRETE

RELOCATE
RRFB

PC = STA. 18+35.75

PT = STA. 18+79.67

REMOVE CB

INSTALL RCP
12" x 35'

CB-31
INSTALL CB
TYPE A5-C,
WITH FLAT TOP

CB-33
INSTALL CB
TYPE A5-C,
WITH FLAT TOP

REMOVE
METAL POLE
REMOVE CB

TRIM BUSHES
AS DIRECTED

APPROX. LOCATION
OF OLD STATUE
FOUNDATION

CB-27
INSTALL CB
TYPE A5-C
WITH FLAT TOP

PLAN

25 0 25 50
Scale of Feet

POB = STA. 72+40.36
STA. 41+46.69

933 MAIN ST
GOODALL PLACE

HOUSE 2.5 STORY #930

HOUSE 2 STORY #21

SANFORD HOUSING #17

BUSINESS 2 STORY

TRUST BUILDING

CITY HALL

BARN

PORCH

12" MAPLE CLUMP

22" LOCUST TWIN

HANDICAP PARKING

NO TRESPASS
TENANT PARKING ONLY

CONC PAD OVER
DRAINAGE INLET
CENTRAL PARK
RESIDENCE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
022642.01

HIGHWAY PLANS

vhb

	BY	DATE
PROJ. MANAGER	E. MARTIN	
DESIGN-DETAILED	JBD	8/27/2026
CHECKED-REVIEWED	ECF	8/27/2026
DESIGN2-DETAILED2	AG	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SANFORD
DOWNTOWN IMPROVEMENTS

GENERAL PLANS

SHEET NUMBER
47
OF 195

Filename: ...\MSTA\Planset\H_002_Plans.dgn Division: HIGHWAY Username: jomesdavis Date:8/27/2026

CURVE DATA #4
PI = 21+27.29
D = 19°05'54.9"
Δ = 13°35'23.4" Lt.
R = 300.00'
L = 71.16'
T = 35.75'
E = 2.12'

CURVE DATA #5
PI = 25+68.18
D = 0°34'22.9"
Δ = 4°22'08.3" Lt.
R = 9999.00'
L = 762.45'
T = 381.41'
E = 7.27'

KIMBALL STREET

MAIN STREET (Route 4A/109)

CB-34 INSTALL CB TYPE AI-C
REMOVE MAST ARM
CB-35 INSTALL CB TYPE AI-C
INSTALL 12" x 4' RCP
CB-36 INSTALL CB TYPE BI, WITH SOLID COVER
REMOVE
REMOVE CB AND PIPE
PLANTER AREAS
INSTALL 15" x 78' RCP
CB-38 INSTALL CB TYPE BI WITH SOLID COVER
STA. 120+57.00 END BUTT JOINT MATCH EXISTING LIMIT OF WORK
STA. 120+47.00 END APPROACH BEGIN BUTT JOINT
CB-39 INSTALL CB TYPE B5-C
INSTALL 12" x 7' RCP
CB-40 INSTALL CB TYPE BI WITH SOLID COVER
MATCH EXISTING WALL
REMOVE AND RESET FENCE
CB-41 INSTALL CB TYPE B5-C WITH FLAT TOP
MATCH EXISTING BUILDING
MATCH EXISTING SIDEWALK WIDTH
PLANTER AREAS
MATCH EXISTING WALL
CB-44 INSTALL CB TYPE F5-C
PC = STA. 20+91.54
PT = STA. 21+62.70
PC = STA. 21+86.77
MATCHLINE
REMOVE CB
12" UD
6" UD
REMOVE TREES (2)
INSTALL 12" x 38' RCP
INSTALL 15" x 74' RCP
CB-37 INSTALL CB TYPE A5-C
PT = STA. 41+03.01
PC = STA. 42+02.16
PT = STA. 43+34.85
POE = STA. 72+40.36
STA. 41+46.69
PC = STA. 40+04.63
STA. 21+60.00 TO 24+80.00 RT. MATCH EXISTING BUILDINGS AND ENTRANCES
SAWCUT POLES FLUSH
CB-42 INSTALL CB TYPE A5-C WITH FLAT TOP
CB-43 INSTALL CB TYPE F5-C
N40°20'45.40"W
N32°15'39.67"W
S11°05'33.36"W
20+00
21+00
22+00
23+00
24+00
25+00
26+00
27+00
72+00
72+40

PLAN
25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
CAPITAL PROJECTS
WIN 022642.01
HIGHWAY PLANS

vhb

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

DATE	BY
8/27/2026	BMD
8/27/2026	AG

SANFORD
DOWNTOWN IMPROVEMENTS
GENERAL PLANS

SHEET NUMBER
48
OF 195

Filename: ...\MSTA\Planset\H_002_Plans.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026

CURVE DATA #1
PI = 140+52.94
D = 22°55'05.9"
Δ = 8°57'29.0" Lt.
R = 250.00'
L = 39.09'
T = 19.58'
E = 0.77'

CURVE DATA #1
PI = 150+92.31
D = 19°05'54.9"
Δ = 18°12'20.1" Rt.
R = 300.00'
L = 95.32'
T = 48.07'
E = 3.83'

CURVE DATA #6
PI = 30+85.05
D = 1°54'35.5"
Δ = 0°59'33.7" Lt.
R = 3000.00'
L = 51.98'
T = 25.99'
E = 0.11'

CURVE DATA #1
PI = 162+25.83
D = 8°11'06.4"
Δ = 20°23'05.7" Rt.
R = 700.00'
L = 249.05'
T = 125.85'
E = 11.22'

CB-44
INSTALL CB
TYPE F5-C

REMOVE EXISTING CURB
AND REPLACE BRICKS

REMOVE TREE

REMOVE

REMOVE AND REPLACE 3'
EXISTING BRICK SIDEWALK
REMOVE
TREES (3)

STA. 140+42.82
END BUTT JOINT
MATCH EXISTING
LIMIT OF WORK

STA. 140+32.82
END APPROACH
BEGIN BUTT JOINTWORK

CB-47
INSTALL CB
TYPE B5-C
WITH FLAT TOP

PT = STA. 29+49.22

TWOMBLEY ROAD

S36°19'07.34"W

SAWCUT
(TYP.)

BOLLARDS

STA. 150+60.99
END MILL & OVERLAY
MATCH EXISTING
LIMIT OF WORK

PC = STA. 30+59.06

LEBANON STREET

PT = STA. 31+11.04

INSTALL 12" x 76' RCP

INSTALL 12" x 4' RCP

CB-51
INSTALL CB TYPE BI
WITH SOLID COVER

INSTALL 12" x 4' RCP

S65°16'19.93"W

(Route 202/11)

POE = STA. 33+04.23

N45°42'27.42"W

MAIN STREET
(Route 11/109)

S47°03'38.85"W

S45°11'35.37"W

N44°42'53.67"W

CB-46
INSTALL CB
TYPE B5-C
WITH FLAT TOP

CB-45
INSTALL CB
TYPE AI-C
WITH FLAT TOP

REMOVE TREE

STA. 27+83.00
TO 28+39.00 RT.
MATCH EXISTING
BUILDING

RELOCATE LIGHT

REMOVE CB

STA. 130+41.48
END APPROACH
BEGIN BUTT JOINT

STA. 130+51.48
END BUTT JOINT
MATCH EXISTING
LIMIT OF WORK

SAINT IGNATIUS STREET

N46°29'38.27"E

REMOVE CB

CB-48
INSTALL CB
TYPE B5-C
WITH FLAT
TOP

CB-50
INSTALL CB
TYPE AI-C

STA. 29+75.00
END FULL CONSTRUCTION
BEGIN APPROACH

STA. 28+70.00 TO 29+28.00 RT.
MATCH EXISTING BUILDINGS
AND ENTRANCES

STA. 30+25.00
END APPROACH
BEGIN MILL & OVERLAY
MATCH EXISTING

CB-49
INSTALL CB
TYPE BI
BEHIND
CURB

INSTALL
12" x 4'
RCP

WINTER STREET
(Route 202/4A)

S16°26'37.20"E

STA. 160+70.57
END MILL & OVERLAY
MATCH EXISTING
LIMIT OF WORK

STA. 32+06.87
END PROJECT NO. 022642.01
END MILL & OVERLAY
MATCH EXISTING
LIMIT OF WORK

PLAN

25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
022642.01

HIGHWAY PLANS

vhb

	E. MARTIN	DATE
PROJ. MANAGER		
DESIGN-DETAILED	JBD	8/27/2026
CHECKED-REVIEWED	ECF	8/27/2026
DESIGN2-DETAILED2	AG	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SANFORD
DOWNTOWN IMPROVEMENTS

GENERAL PLANS

SHEET NUMBER
49
OF 195

CURVE DATA #1
PI = 40+54.38
D = 21°24'13.3"
Δ = 21°03'30.2" Lt.
R = 267.69'
L = 98.39'
T = 49.75'
E = 4.58'

CURVE DATA #2
PI = 42+68.84
D = 10°33'58.1"
Δ = 14°01'14.9" Lt.
R = 542.26'
L = 132.70'
T = 66.68'
E = 4.08'

CURVE DATA #3
PI = 44+82.95
D = 11°27'33.0"
Δ = 3°51'04.3" Lt.
R = 500.00'
L = 33.61'
T = 16.81'
E = 0.28'

CURVE DATA #1
PI = 180+99.41
D = 22°55'05.9"
Δ = 43°04'57.2" Rt.
R = 250.00'
L = 187.98'
T = 98.69'
E = 18.77'

CURVE DATA #4
PI = 46+02.82
D = 5°43'46.5"
Δ = 1°30'44.8" Rt.
R = 1000.00'
L = 26.40'
T = 13.20'
E = 0.09'

PLAN

25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
022642.01

HIGHWAY PLANS

vhb

	BY	DATE
PROJ. MANAGER	E. MARTIN	
DESIGN-DETAILED	JBD	8/27/2026
CHECKED-REVIEWED	BMD	8/27/2026
DESIGN2-DETAILED2	ECF	
DESIGN3-DETAILED3	AG	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SANFORD
DOWNTOWN IMPROVEMENTS

GENERAL PLANS

SHEET NUMBER
50
OF 195

Filename: ...\MSTA\Planset\H_002_Plans.dgn Division: HIGHWAY Username: jomesdavis Date:8/27/2026

Filename: ...\MSTA\Plonset\H_002_Plons.dgn Username: jamesdavis Division: HIGHWAY Date:8/27/2026

CURVE DATA #6
PI = 50+81.55
D = 25°27'53.2"
Δ = 17°24'23.9" Lt.
R = 225.00'
L = 68.36'
T = 34.44'
E = 2.62'

CURVE DATA #7
PI = 51+66.07
D = 8°48'53.0"
Δ = 8°54'15.0" Lt.
R = 650.00'
L = 101.01'
T = 50.61'
E = 1.97'

CURVE DATA #8
PI = 52+48.67
D = 17°28'15.9"
Δ = 11°12'46.1" Lt.
R = 327.95'
L = 64.18'
T = 32.19'
E = 1.58'

CURVE DATA #9
PI = 54+45.98
D = 5°58'05.9"
Δ = 10°44'46.3" Lt.
R = 960.00'
L = 180.05'
T = 90.29'
E = 4.24'

CURVE DATA #5
PI = 48+52.73
D = 8°48'53.0"
Δ = 8°09'45.6" Rt.
R = 650.00'
L = 92.60'
T = 46.38'
E = 1.65'

WASHINGTON STREET
RIVER STREET
HIGH STREET
WEAVER DRIVE
MOUSAM RIVER
N15°54'05.46"E
N24°03'51.02"E
N13°27'54.00"W
N81°11'20.41"E
PT = STA. 181+88.70
PC = STA. 48+06.35
PT = STA. 48+98.95
PC = STA. 50+47.11
POB = STA. 250+00.00
STA. 50+60.82
PCC = STA. 51+45.46
PCC = STA. 52+69.48
PT = STA. 52+80.65
PC = STA. 53+55.69
MATCHLINE
CROWN LINE
REMOVE TREE
REMOVE & RESET FENCE
DECONSTRUCT EXISTING WALL AT PLANTER SEPARATION AND INSTALL NEW PLANTER WALL
EXISTING BRIDGE SIDEWALK TO REMAIN
EXISTING SIDEWALK TO REMAIN
PLANTER AREAS
REMOVE MH
REGRADE EXISTING RAMP
MAINTAIN EXISTING GUARDRAIL
REMOVE CURB
REMOVE CB
REMOVE 12.5' EXISTING TIMBER RAIL (PAID UNDER APPROPRIATE RENTAL ITEMS)
REBUILD PORTION OF WALL SEE BRIDGE SHEETS
INSTALL 15" x 12" OPT-III
INSTALL 12" x 27" RCP
FILL TO EXIST. CURB
REMOVE EXISTING PAVEMENT AND CURB
ALTER CB
INSTALL RCP 15" x 45'
9" CURB REVEAL
ADJUST CB TO GRADE
ADJUST MH
STA. 47+15.00 TO 48+70 RT. SEE WALL DETAIL
STA. 49+42.68 END MILL & OVERLAY BEGIN FULL CONSTRUCTION
STA. 48+82.23 BEGIN MILL & OVERLAY END FULL CONSTRUCTION
STA. 250+24.00 MATCH LINE
STA. 250+75.00 END FULL CONSTRUCTION BEGIN APPROACH
STA. 251+00.00 END APPROACH BEGIN BUTT JOINT
STA. 251+10.00 END BUTT JOINT MATCH HIGH STREET PROJECT (BY OTHERS) LIMIT OF WORK
STA. 53+50.00 END APPROACH BEGIN BUTT JOINT
STA. 53+60.00 END BUTT JOINT MATCH EXISTING LIMIT OF WORK
STA. 53+00.00 END FULL CONSTRUCTION BEGIN APPROACH
CB-64 INSTALL CB TYPE BI-C, I-1/8 EA.
CB-65 INSTALL CB TYPE BI-C
CB-66 INSTALL CB TYPE BI-C
CB-67 INSTALL CB TYPE F6-C
CB-68 INSTALL CB TYPE BI-C
CB-69 INSTALL CB TYPE BI-C
CB-70 INSTALL CB TYPE F5-C
INSTALL 12" x 15' OPT-III
INSTALL OPT-III 12" x 10'
REMOVE
REMOVE CB
REMOVE AND RESET FENCE
PLANTER AREA
REMOVE TREE
12" UD
15" UD
6" UD
HB-SAN-01
PLAN
25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
CAPITAL PROJECTS
WIN 022642.01
HIGHWAY PLANS

vhb

	BY	DATE
PROJ. MANAGER	E. MARTIN	
DESIGN-DETAILED	JBD	8/27/2026
CHECKED-REVIEWED	ECF	8/27/2026
DESIGN2-DETAILED2	AG	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SANFORD
DOWNTOWN IMPROVEMENTS

GENERAL PLANS

SHEET NUMBER
51
OF 195

Filename: ...\MSTA\Planset\VH_002_Plans.dgn Username: jamesdavis Date:8/27/2026 Division: HIGHWAY

CURVE DATA #2
PI = 63+74.98
D = 4°24'26.5"
Δ = 2°58'32.3" Lt.
R = 1300.00'
L = 67.52'
T = 33.77'
E = 0.44'

CURVE DATA #1
PI = 62+49.83
D = 4°24'26.5"
Δ = 2°58'27.1" Rt.
R = 1300.00'
L = 67.48'
T = 33.75'
E = 0.44'

PLAN

25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
CAPITAL PROJECTS
WIN 022642.01
HIGHWAY PLANS

vhb

PROJ. MANAGER E. MARTIN
DESIGN-DETAILED JBD
CHECKED-REVIEWED ECF
DESIGN2-DETAILED2 AG
DESIGN3-DETAILED3
REVISIONS 1 BMD
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES
DATE 8/27/2026 8/27/2026
BY

SANFORD
DOWNTOWN IMPROVEMENTS

GENERAL PLANS

Filename: ...\MSTA\Planset\VH_002_Plans.dgn Division: HIGHWAY Username: jomesdavis Date:8/27/2026

MAIN STREET (Route 4A/109)

SCHOOL STREET

BOWELL STREET

KIMBALL STREET

WASHINGTON STREET

S.B. EMERY COURT

CB-80 INSTALL CB TYPE F5-C

INSTALL 6" x 7' PVC CELLAR DRAIN

CB-83 INSTALL CB TYPE A5-C WITH FLAT TOP

REMOVE CB

INSTALL 12" x 18' RCP

INSTALL 12" x 42' OPT-III

CB-85 INSTALL CB TYPE A5-C WITH FLAT TOP

PROPOSED GAS LINE (BY OTHERS)

RELOCATE POLE (BY OTHERS)

RELOCATE POLE (BY OTHERS)

REMOVE BUSH

REMOVE EXISTING CURB

TRIM BUSHES AS DIRECTED

REMOVE & RESET LIGHT

CB-86 INSTALL CB TYPE F5-C

REMOVE CB

INSTALL 12" x 17' RCP

REMOVE MH

SAWCUT AND MATCH EXISTING CONCRETE

CB-82 INSTALL CB TYPE BI, 60" DIA WITH SOLID COVER WITH FLAT TOP

REMOVE CB'S & OUTLET PIPES

INSTALL 12" x 24' RCP

CB-81 INSTALL CB TYPE F6-C

CB-78 INSTALL CB TYPE BI, 72" DIA WITH SOLID COVER WITH FLAT TOP

REMOVE CB & CONNECTING PIPES

REMOVE MH

CB-84 INSTALL CB TYPE F5-C

REMOVE CB

STA. 230+30.39 END APPROACH BEGIN BUTT JOINT

STA. 230+40.39 END BUTT JOINT MATCH EXISTING LIMIT OF WORK

INSTALL 12" x 28' RCP

STA. 69+54 TO 71+00 RT. MATCH CURB

CB-87 INSTALL CB TYPE BI, FLAT TOP WITH SOLID COVER

INSTALL 8" x 4' PVC

LIGHT TO REMAIN

REMOVE CB

REMOVE MH

REMOVE

MATCHLINE

STA. 72+22.10 MATCH LINE

POE = STA. 72+40.36
STA. 41+46.69

PC = STA. 18+35.75

PT = STA. 18+79.67

PC = STA. 40+04.63

PT = STA. 41+03.01

PC = STA. 42+02.16

PT = STA. 43+34.85

PC = STA.

N48°05'43.46"W

N26°45'21.98"W

N31°55'13.36"W

N40°20'45.40"W

N41°40'13.34"E

N32°15'39.67"E

N18°14'24.89"E



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN 022642.01

HIGHWAY PLANS

vhb

PROJ. MANAGER	E. MARTIN		
DESIGN-DETAILED	JBD	BMD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

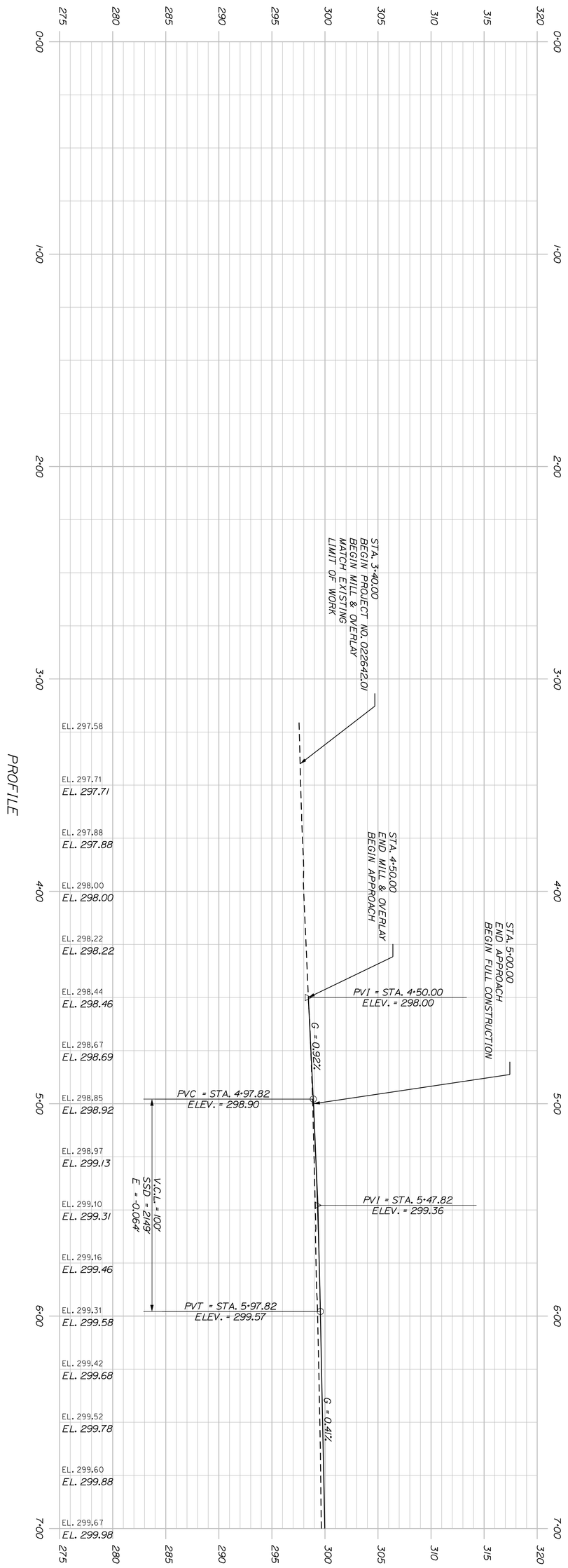
SANFORD
DOWNTOWN IMPROVEMENTS

GENERAL PLANS

SHEET NUMBER

53

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SHEET NUMBER 54 OF 195

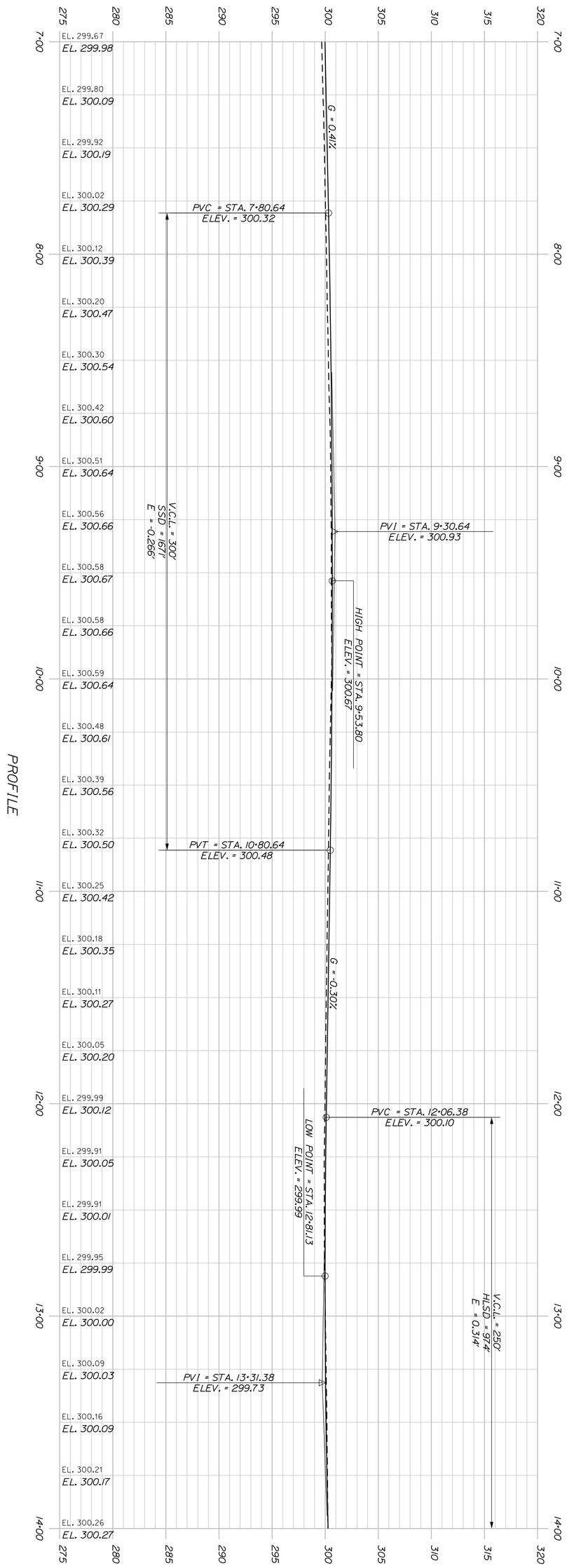
SANFORD
MAIN STREET

PROFILE (1 OF 5)

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	JBD	BMD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

vhb

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
CAPITAL PROJECTS
WIN 022642.01 HIGHWAY PLANS



SHEET NUMBER 55 OF 195

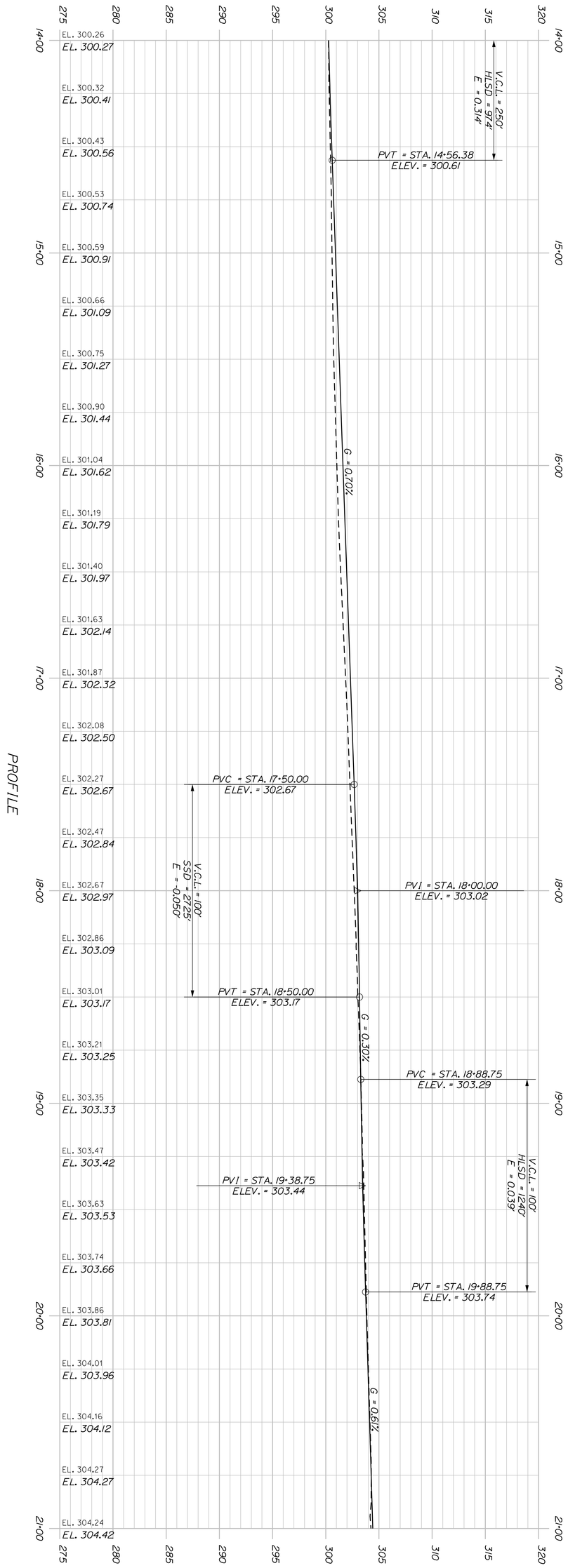
SANFORD
MAIN STREET

PROFILE (2 OF 5)

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	JBD	BMD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

vhb

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
CAPITAL PROJECTS
WIN 022642.01 HIGHWAY PLANS



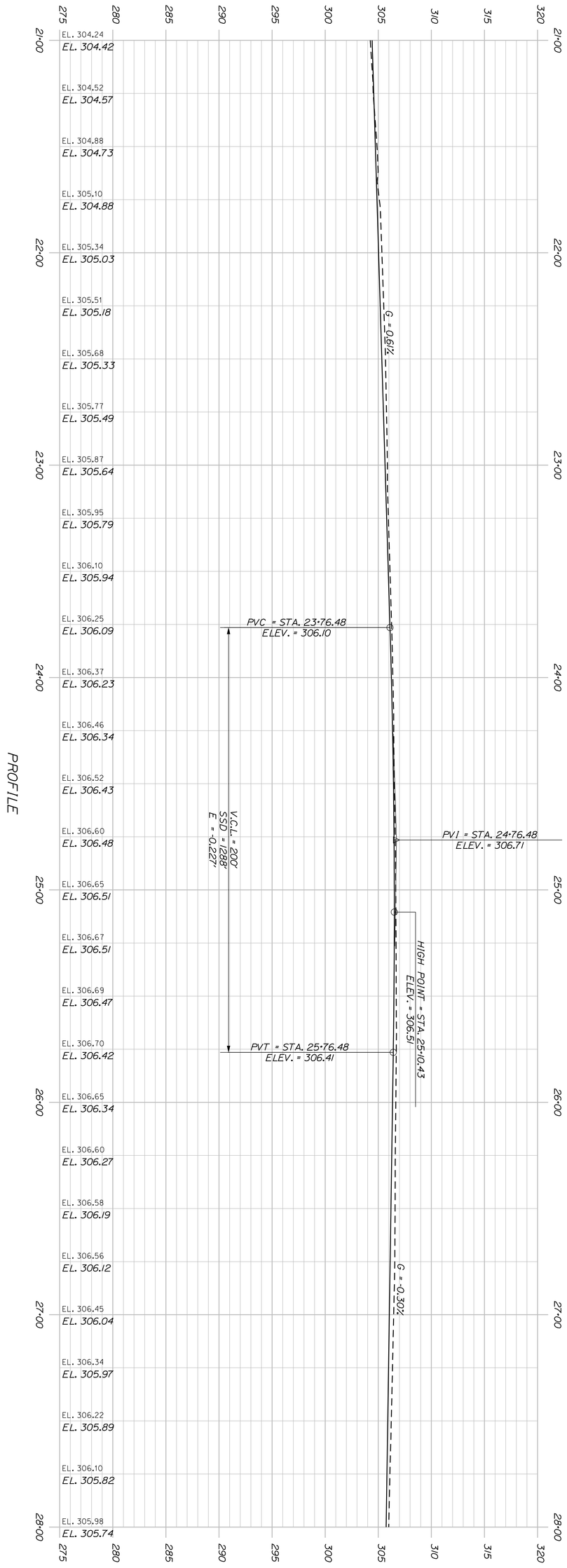
SHEET NUMBER 56 OF 195

SANFORD
MAIN STREET

PROFILE (3 OF 5)

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	JBD	BMD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
CAPITAL PROJECTS
WIN 022642.01 HIGHWAY PLANS



SHEET NUMBER 57 OF 195

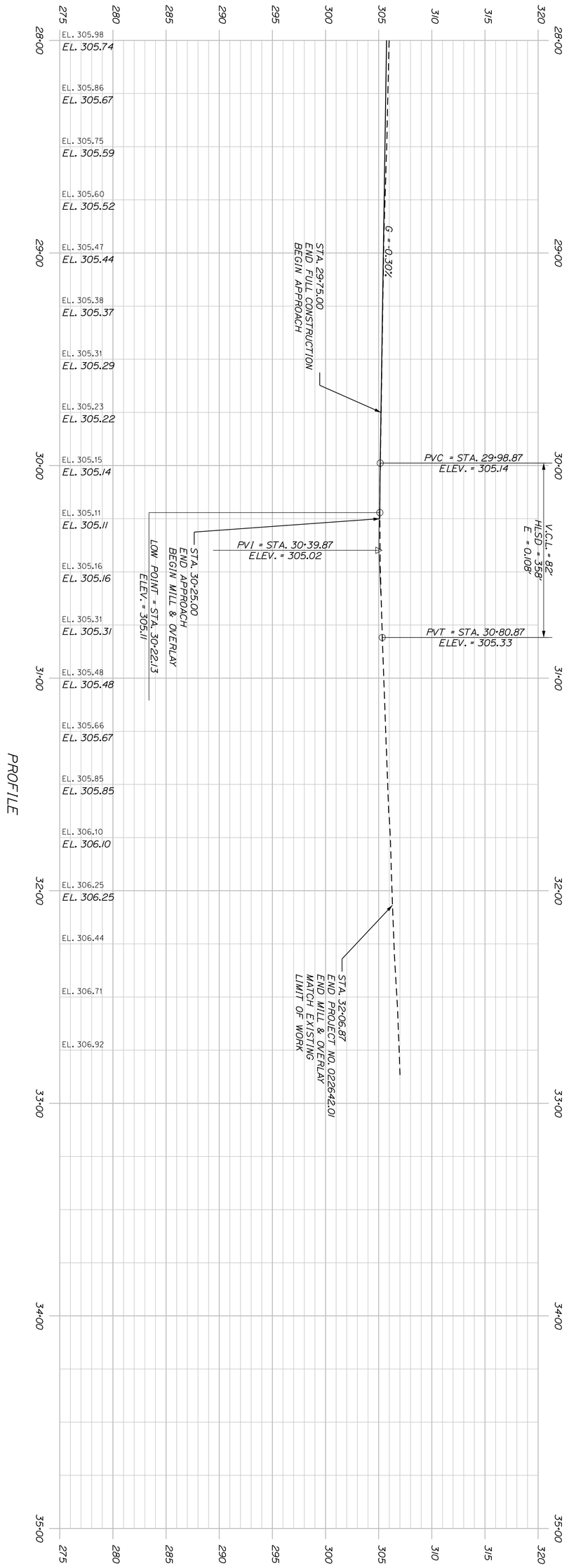
SANFORD
MAIN STREET

PROFILE (4 OF 5)

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	JBD	BMD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

vhb

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
CAPITAL PROJECTS
WIN 022642.01 HIGHWAY PLANS



SHEET NUMBER 58 OF 195

SANFORD
MAIN STREET

PROFILE (5 OF 5)

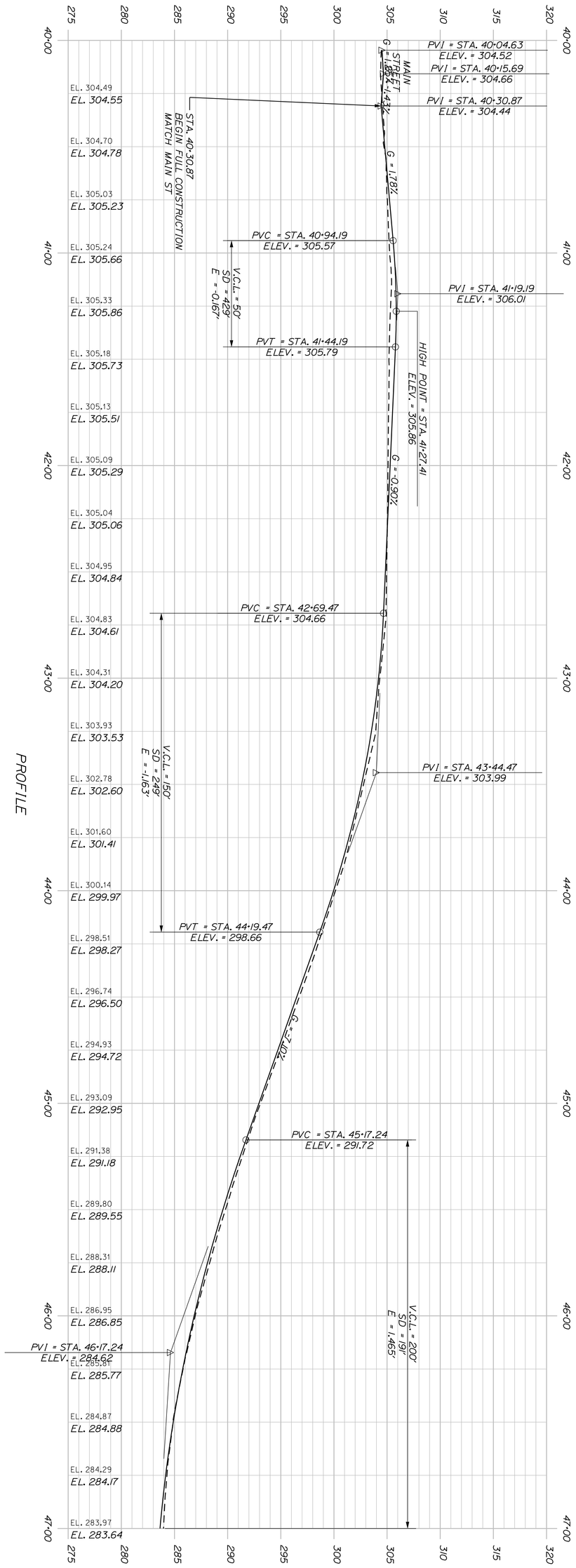
PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	JBD	BMD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

vhb

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
022642.01 HIGHWAY PLANS



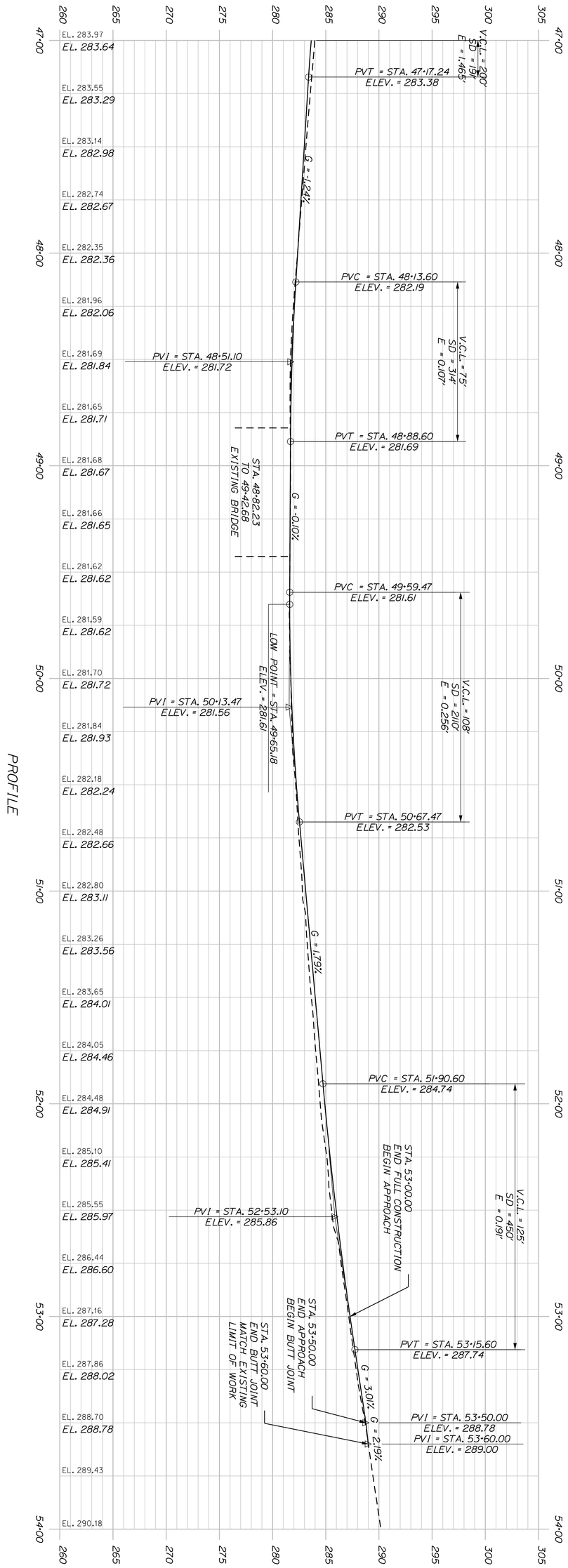
SHEET NUMBER 59 OF 195

SANFORD
WASHINGTON STREET

PROFILE (1 OF 2)

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	JBD	BMD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
CAPITAL PROJECTS
WIN 022642.01 HIGHWAY PLANS



SHEET NUMBER 60 OF 195

SANFORD
WASHINGTON STREET

PROFILE (2 OF 2)

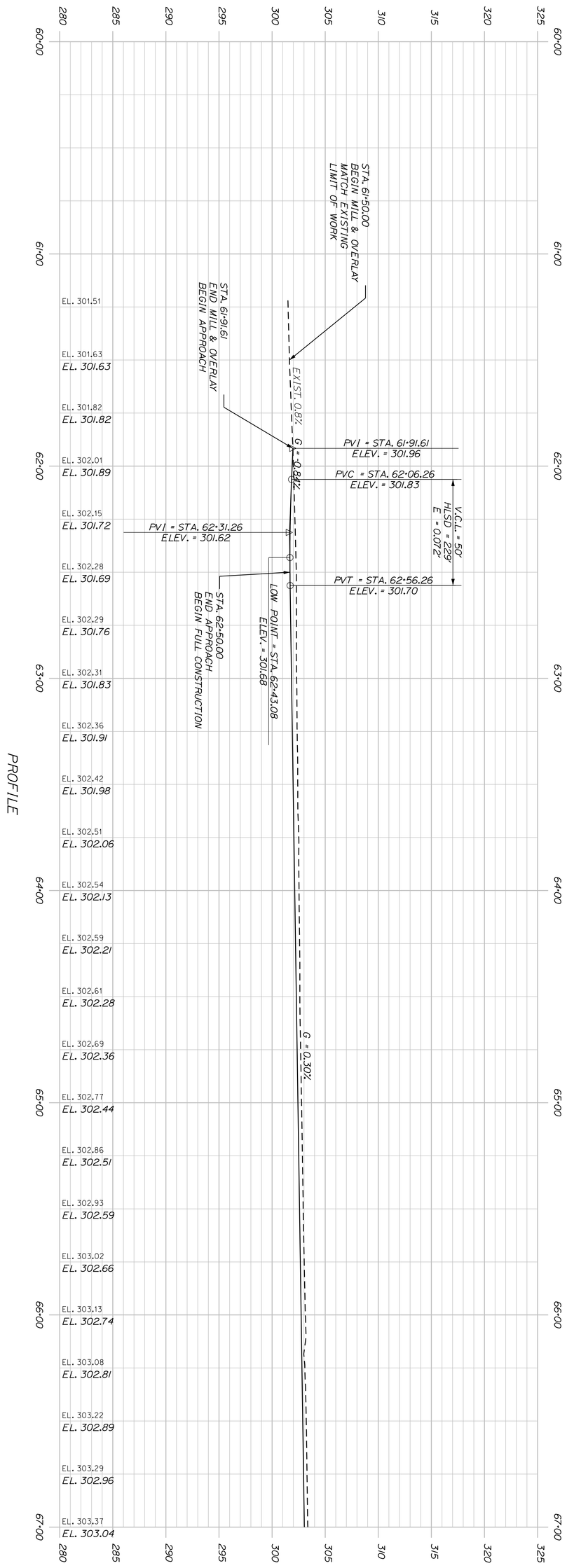
PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	JBD	BMD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

vhb

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CAPITAL PROJECTS

WIN 022642.01 HIGHWAY PLANS



PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	JBD	BMD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SHEET NUMBER 61 OF 195

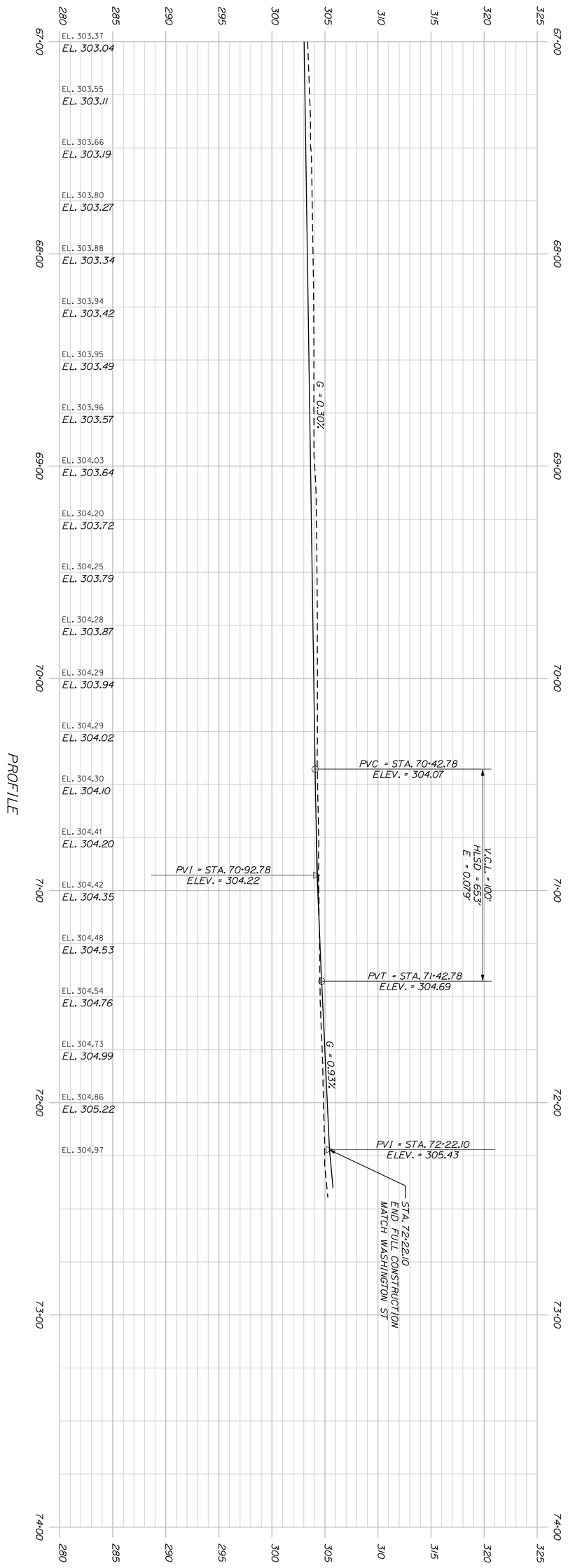
SANFORD
SCHOOL STREET

PROFILE (1 OF 2)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
022642.01 HIGHWAY PLANS



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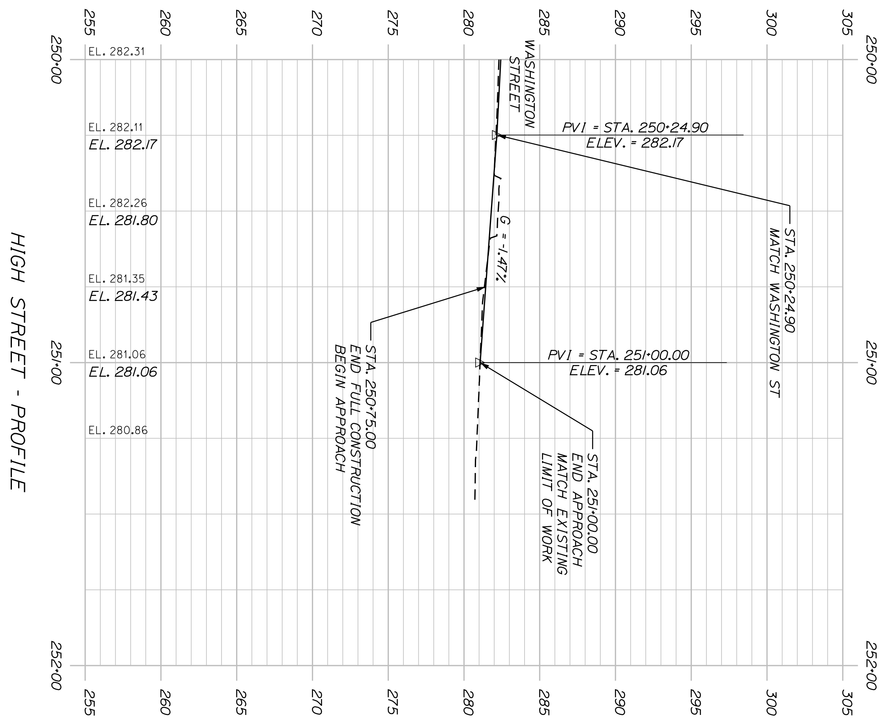
SANFORD
SCHOOL STREET

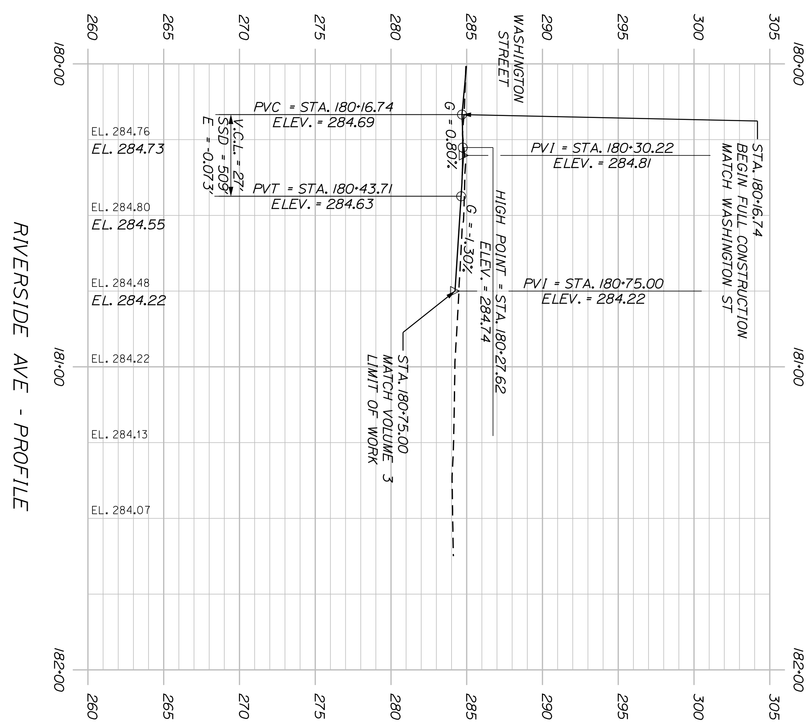
PROFILE (2 OF 2)

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	JBD	BMD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

vhb

STATE OF MAINE
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SANFORD
HIGH STREET

PROFILE

PROJ. MANAGER	E. MARTIN	BY	DATE
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DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STATE OF MAINE
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WIN 022642.01 HIGHWAY PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
24395.01

HIGHWAY PLANS

PROJ. MANAGER	E. MARTIN		
DESIGN-DETAILED	BMD	JBD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

SANFORD
MAIN STREET

CROSS SECTIONS

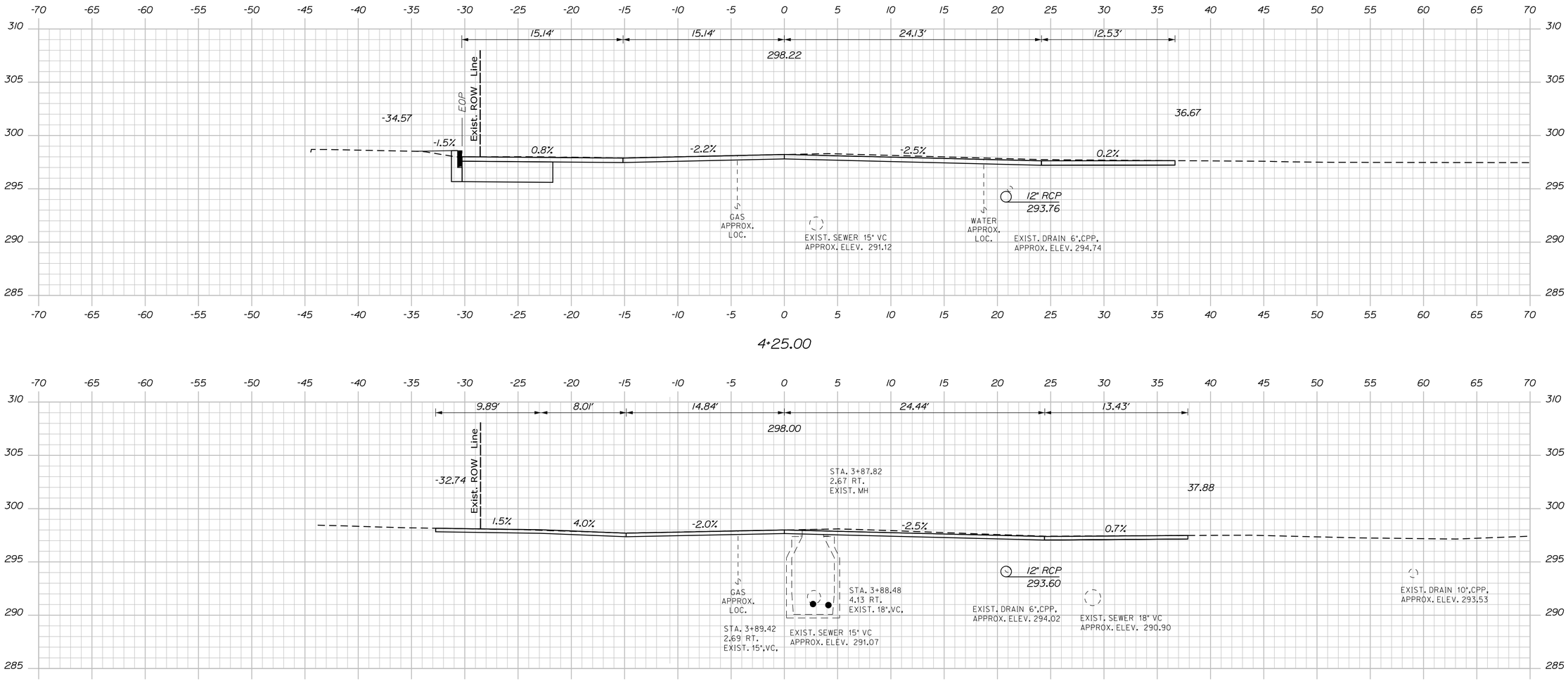
SHEET NUMBER

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Filename: ...\MSTA\Planset\H_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026

Sta. 3+25.00 to Sta. 3+75.00



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HIGHWAY PLANS

	BY	DATE
E. MARTIN PROJ. MANAGER		
DESIGN-DETAILED	BMD	8/27/2026
CHECKED-REVIEWED	ECF	8/27/2026
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1	JBD	
REVISIONS 2	AG	
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

SANFORD
MAIN STREET

CROSS SECTIONS

SHEET NUMBER

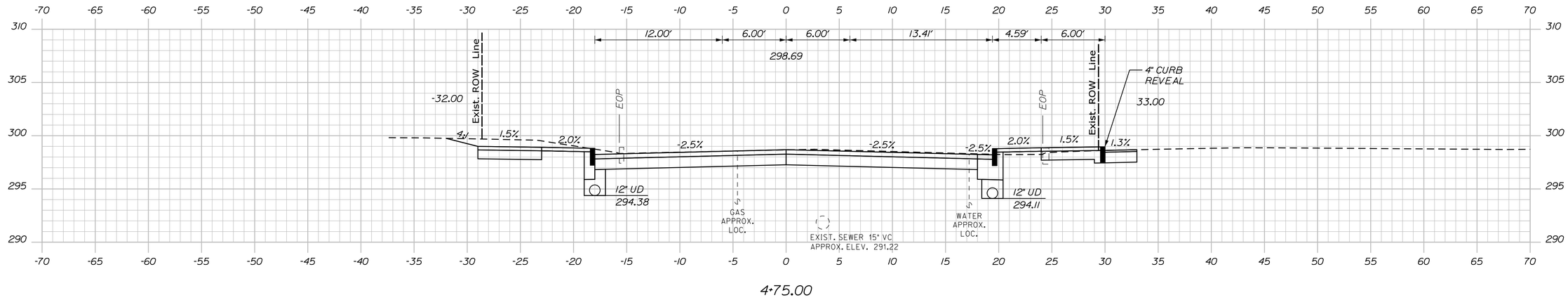
65

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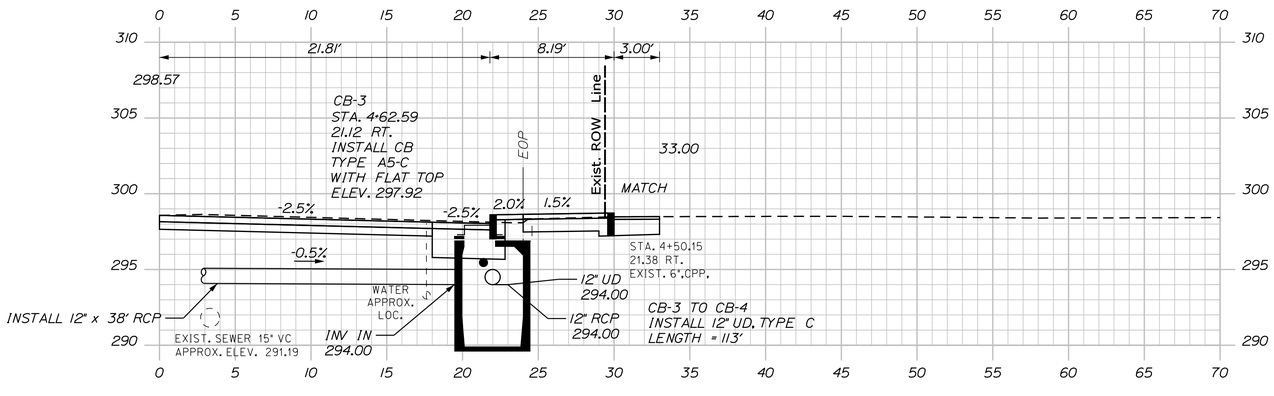
Filename: ...\MSTA\Planset\H_004_Xsects.dgn Username: jamesdavis Division: HIGHWAY Date:8/27/2026

Sta. 3+82.61 to Sta. 4+25.00

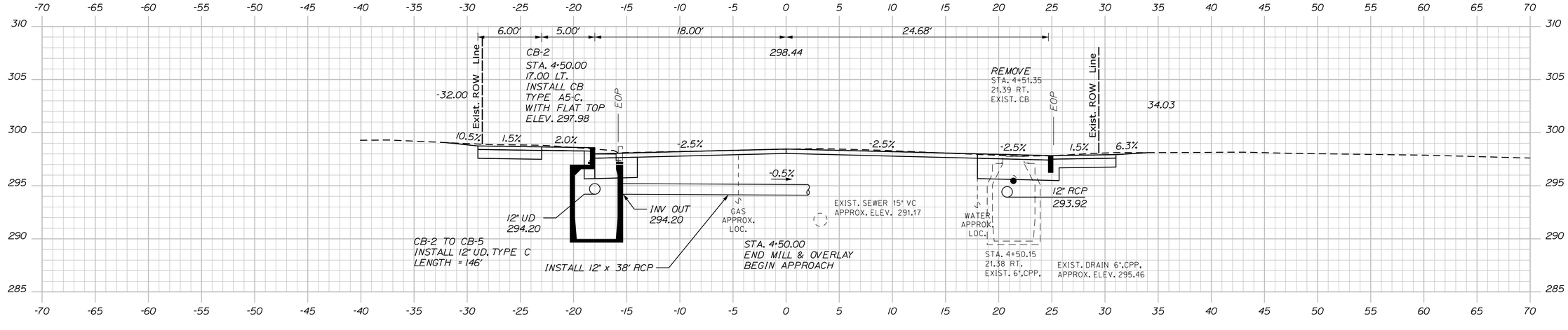
Filename: ...\MSTA\Planset\H_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026



4+75.00



4+62.59



4+50.00

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HIGHWAY PLANS

PROJ. MANAGER	E. MARTIN	BY	DATE
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DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
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REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

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MAIN STREET

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Sta. 4+50.00 to Sta. 4+75.00

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HIGHWAY PLANS

P.E. NUMBER

DATE

SIGNATURE

	BY	DATE
E. MARTIN		
PROJ. MANAGER	BMD	8/27/2026
DESIGN-DETAILED	JGD	8/27/2026
CHECKED-REVIEWED	EDF	
DESIGN2-DETAILED2	AG	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SANFORD
MAIN STREET

CROSS SECTIONS

SHEET NUMBER

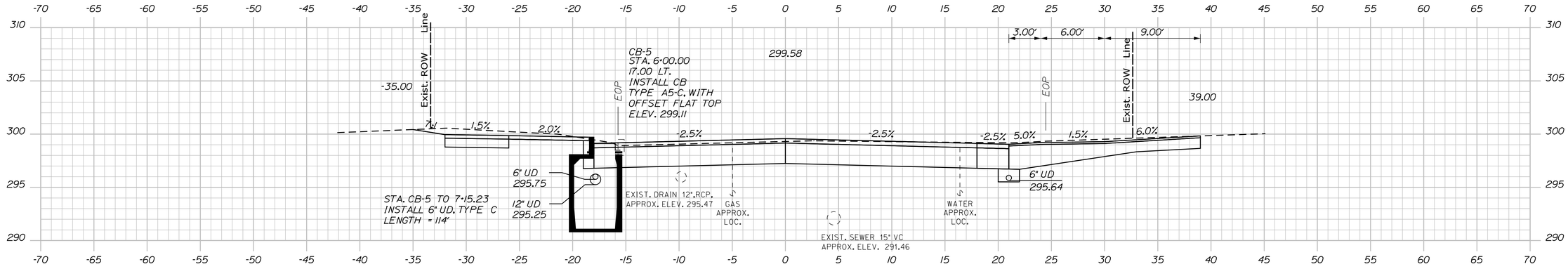
67

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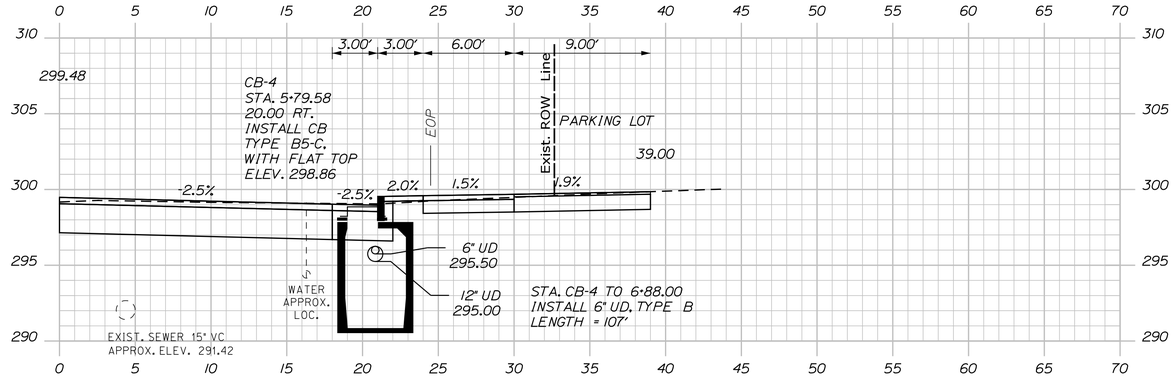
Sta. 5+00.00 to Sta. 5+50.00

Filename: ...\MSTA\Planset\H_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026

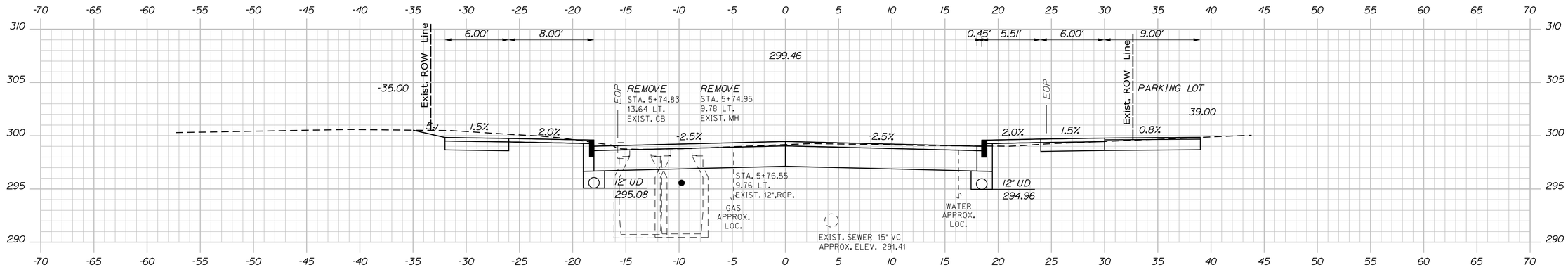
Filename: ...\MSTA\Planset\H_004_Xsects.dgn Username: jamesdavis Division: HIGHWAY Date:8/27/2026



6+00.00



5+79.58



5+75.00

STATE OF MAINE
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HIGHWAY PLANS

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	BMD	JBD	8/27/2026
CHECKED-REVIEWED	EDF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

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SANFORD
MAIN STREET

CROSS SECTIONS

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Sta. 5+75.00 to Sta. 6+00.00

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CAPITAL PROJECTS

WIN 24395.01

HIGHWAY PLANS

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	BMD	JGD	8/27/2026
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DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

SANFORD
MAIN STREET

CROSS SECTIONS

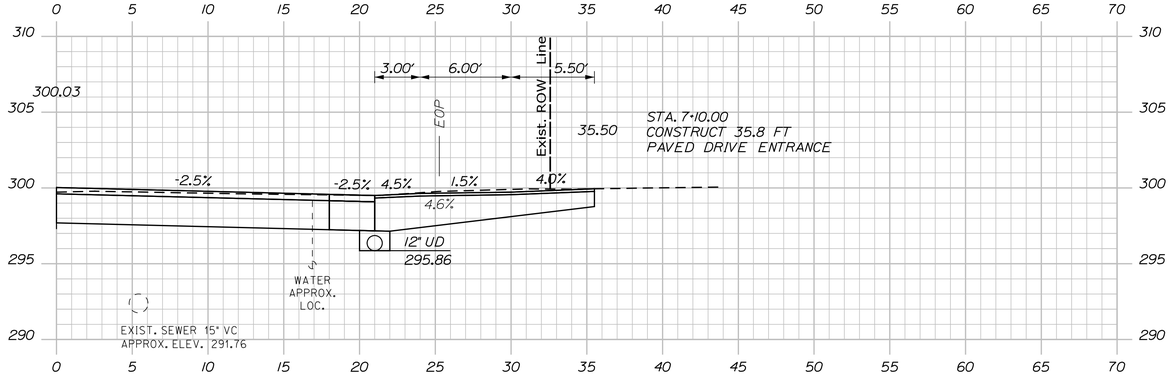
SHEET NUMBER

69

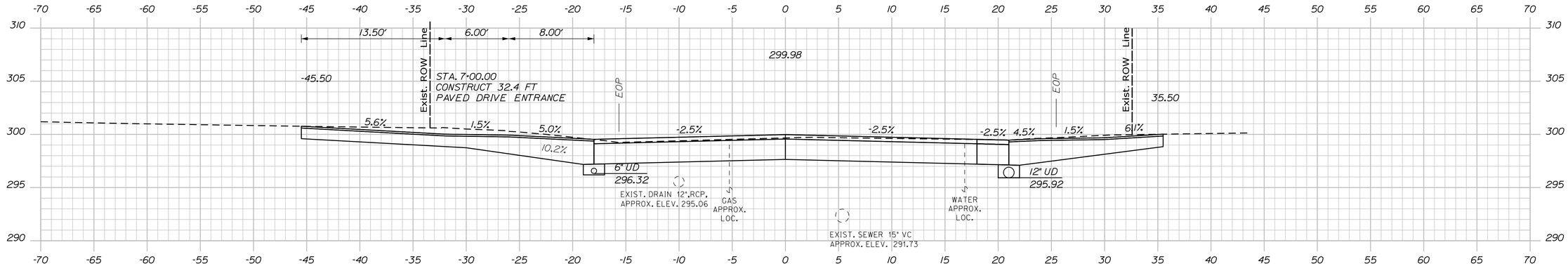
OF 195

Sta. 6+25.00 to Sta. 6+75.00

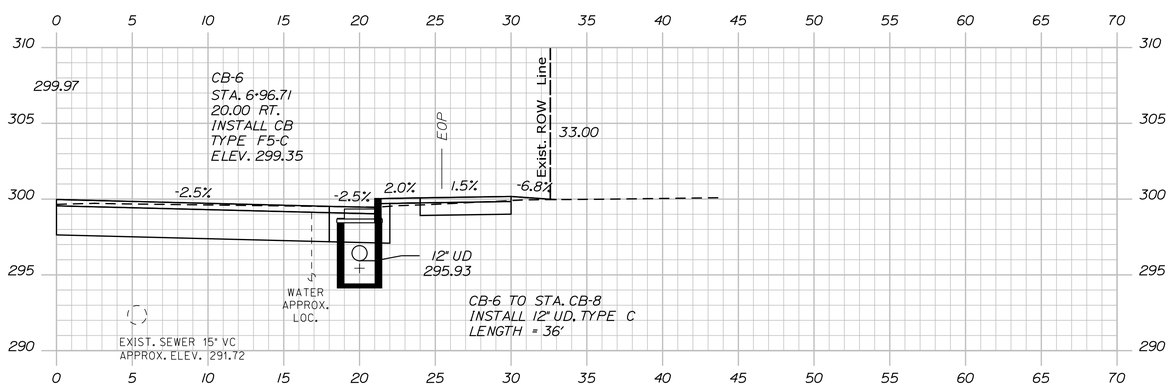
Filename: ...\MSTA\Planset\H_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026



7+10.00



7+00.00



6+96.71

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN 24395.01

HIGHWAY PLANS

PROJ. MANAGER	E. MARTIN		
DESIGN-DETAILED	BMD	JBD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

P.E. NUMBER

SIGNATURE

DATE

SANFORD
MAIN STREET

CROSS SECTIONS

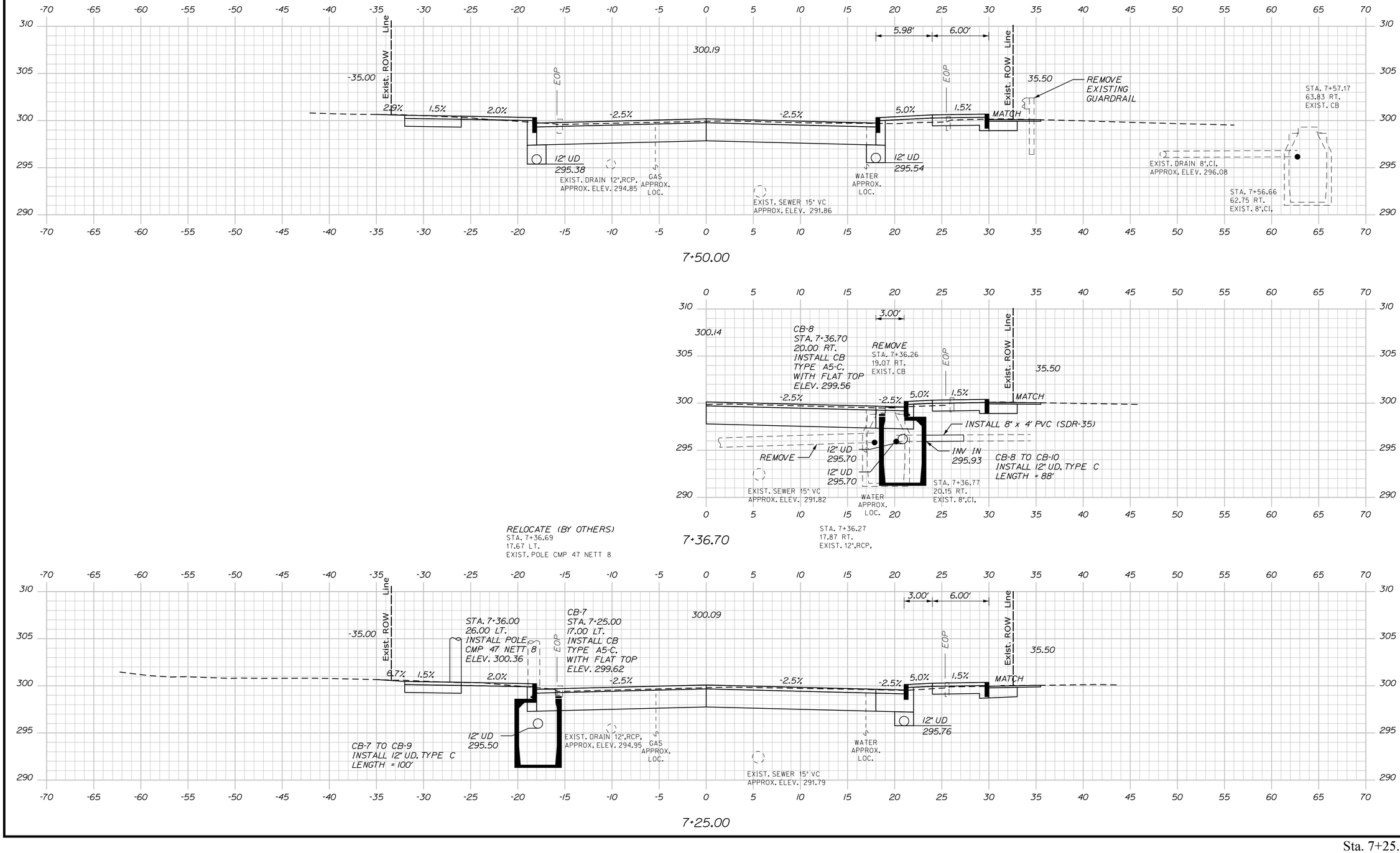
SHEET NUMBER

70

OF 195

Filename: ...\MSTA\Planset\H_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026

Sta. 6+96.71 to Sta. 7+10.00



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DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
24395.01

HIGHWAY PLANS

P.E. NUMBER

DATE

SIGNATURE

PROJ. MANAGER	E. MARTIN	DATE
DESIGN-DETAILED	BMD	8/27/2026
CHECKED-REVIEWED	ECF	8/27/2026
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SANFORD
MAIN STREET

CROSS SECTIONS

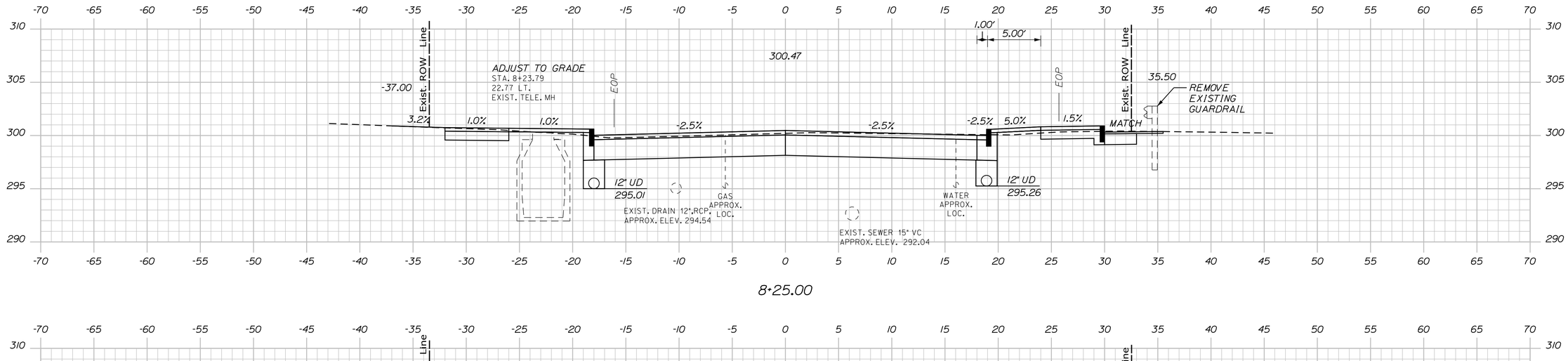
SHEET NUMBER

71

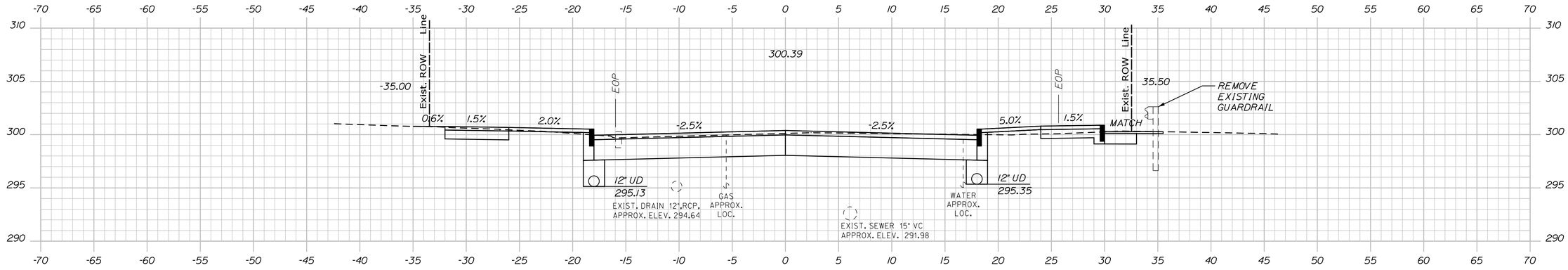
OF 195

Sta. 7+25.00 to Sta. 7+50.00

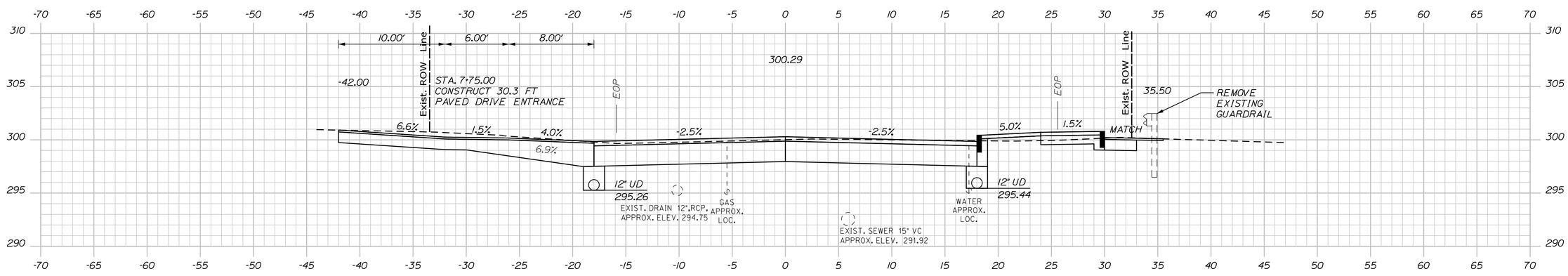
Filename: ...\MSTA\Planset\H_004_Xsects.dgn Username: jamesdavis Division: HIGHWAY Date:8/27/2026



8+25.00



8+00.00



7+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
24395.01

HIGHWAY PLANS

P.E. NUMBER

DATE

SIGNATURE

	E. MARTIN	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	BMD	JBD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SANFORD
MAIN STREET

CROSS SECTIONS

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72

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Sta. 7+75.00 to Sta. 8+25.00

Filename: ...\MSTA\Planset\H_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026

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CAPITAL PROJECTS

WIN
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HIGHWAY PLANS

P.E. NUMBER

DATE

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	BMD	JBD	8/27/2026
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DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
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REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

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SANFORD
MAIN STREET

CROSS SECTIONS

SHEET NUMBER

73

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Sta. 8+28.39 to Sta. 8+75.00

Filename: ...\MSTA\Planset\VH_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026

Filename: ...\MSTA\Planset\VH_004_Xsects.dgn Username: jamesdavis Division: HIGHWAY Date:8/27/2026

RELOCATE (BY OTHERS)
STA. 9+51.23
19.62 LT.
EXIST. POLE
CMP 49 W/LIGHT

STA. 9+50.88
61.32 LT.
EXIST. 24",MAPLE,, -60.46

CB-14
STA. 9+48.37
51.65 LT.
INSTALL CB
TYPE AI-C, I-1/8 EA.
72" DIA
ELEV. 299.74

STA. 9+50.00
26.00 LT.
INSTALL POLE
CMP 49 W/LIGHT
ELEV. 300.92

CB-13
STA. 9+45.00
17.00 LT.
INSTALL BI, I-1/8 EA.
60" DIA
WITH SOLID COVER
ELEV. 300.12

REMOVE
STA. 9+47.21
10.60 LT.
EXIST. MH

ELM STREET

CB-15
STA. 9+57.84
49.07 RT.
INSTALL CB
TYPE A5-C
ELEV. 300.28

REMOVE
STA. 9+58.34
49.02 RT.
EXIST. MH

STA. 90+79.39
MATCH EXISTING
LIMIT OF WORK
70.00

6.00' 6.16' 3.82' 18.00' 300.67 52.00'

-3.6% 1.0% 1.0% -2.5% -2.5% -2.5% -0.4% -0.4% 0.3%

12" RCP
294.75

INSTALL 24" x 4' RCP

INSTALL 24" x 30' RCP

-1.2%

INV OUT
293.28

INV IN
293.32

15" UD
294.44

INV OUT
293.69

24" UD
293.69

GAS
APPROX.
LOC.

INV IN
294.44

STA. 9+45.65
10.54 LT.
EXIST. 12",RCP,

EXIST. DRAIN 24",RCP,
APPROX. ELEV. 293.94

STA. 9+47.49
9.06 LT.
EXIST. 12",RCP,

EXIST. DRAIN 12",RCP,
APPROX. ELEV. 294.45

EXIST. SEWER 12" VC
APPROX. ELEV. 292.39

WATER
APPROX.
LOC.

INSTALL
15" x 65'
RCP

INV OUT
294.72

STA. 9+58.05
47.48 RT.
EXIST. 12",RCP,

INV IN
295.12

12" RCP
295.12

INSTALL
15" x 4'
RCP

EXIST. SEWER 12" VC
APPROX. ELEV. 292.66

CB-13 TO CB-16
INSTALL 24" UD, TYPE C
LENGTH = 101'

STA. 9+47.21
12.16 LT.
EXIST. 24",RCP,

STA. 9+48.77
10.60 LT.
EXIST. 24",RCP,

9+50.00

STA. 9+59.90
49.10 RT.
EXIST. 12",RCP,

STA. 9+62.45
49.23 RT.
EXIST. 12",RCP,

STA. 9+59.01
50.43 RT.
EXIST. 15",RCP,

22.51' 20.95' 300.66 21.00' 14.50'

STA. 100+61.18
MATCH EXISTING
LIMIT OF WORK
-61.47

WEST ELM STREET

0.9%

CB-11
STA. 9+20.11
39.14 LT.
INSTALL CB
TYPE AI-C
ELEV. 299.92

-38.95

REMOVE
STA. 9+22.83
35.26 LT.
EXIST. CB

-1.0%

12" RCP
295.00

STA. 9+23.83
36.00 LT.
EXIST. 8",VC,

STA. CB-11 TO CB-14
INSTALL 12" RCP
LENGTH = 27'

EXIST. DRAIN 8",VC,
APPROX. ELEV. 297.58

15" UD
294.49

GAS
APPROX.
LOC.

REMOVE

EXIST. DRAIN 12",RCP,
APPROX. ELEV. 294.13

STA. 9+27.51
7.03 RT.
EXIST. MH

STA. 9+29.07
7.03 RT.
EXIST. 12",VC,

STA. 9+25.94
7.02 RT.
EXIST. 15",VC,

STA. 9+28.20
8.43 RT.
EXIST. 10",VCP,

WATER
APPROX.
LOC.

EXIST. SEWER 15" VC
APPROX. ELEV. 292.29

ELM STREET

STA. 9+12.99
32.63 RT.
EXIST. HYDRANT

REMOVE
STA. 9+30.61
43.21 RT.
EXIST. CB

REMOVE

CB-12
STA. 9+28.46
49.57 RT.
INSTALL CB 53.50
TYPE A5-C,
WITH FLAT TOP
ELEV. 300.21

Exist. ROW Line

12" RCP
296.39

STA. CB-12 TO CB-15
INSTALL 12" RCP
LENGTH = 27'

STA. 9+31.07
42.07 RT.
EXIST. 12",RCP,

9+25.00

-39.50

Exist. ROW Line

300.64

1.1% 1.0% 1.0% -2.5% -2.5% 4.0% 2.0%

EOP

EOP

15" UD
294.56

GAS
APPROX.
LOC.

EXIST. DRAIN 12",RCP,
APPROX. ELEV. 294.23

EXIST. DRAIN 12",RCP,
APPROX. ELEV. 294.88

6" UD
296.37

WATER
APPROX.
LOC.

EXIST. SEWER 15" VC
APPROX. ELEV. 292.23

35.50

REMOVE
EXISTING
GUARDRAIL

9+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
24395.01

HIGHWAY PLANS

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	BMD	JBD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
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REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

SANFORD
MAIN STREET

CROSS SECTIONS

SHEET NUMBER
74
OF 195

Sta. 9+00.00 to Sta. 9+50.00

Filename: ...\MSTA\Planset\H_004_Xsects.dgn Username: jamesdavis Division: HIGHWAY Date:8/27/2026

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
24395.01

HIGHWAY PLANS

P.E. NUMBER

DATE

SIGNATURE

PROJ. MANAGER	E. MARTIN	DATE
DESIGN-DETAILED	BMD	JBD 8/27/2026
CHECKED-REVIEWED	ECF	AG 8/27/2026
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SANFORD
MAIN STREET

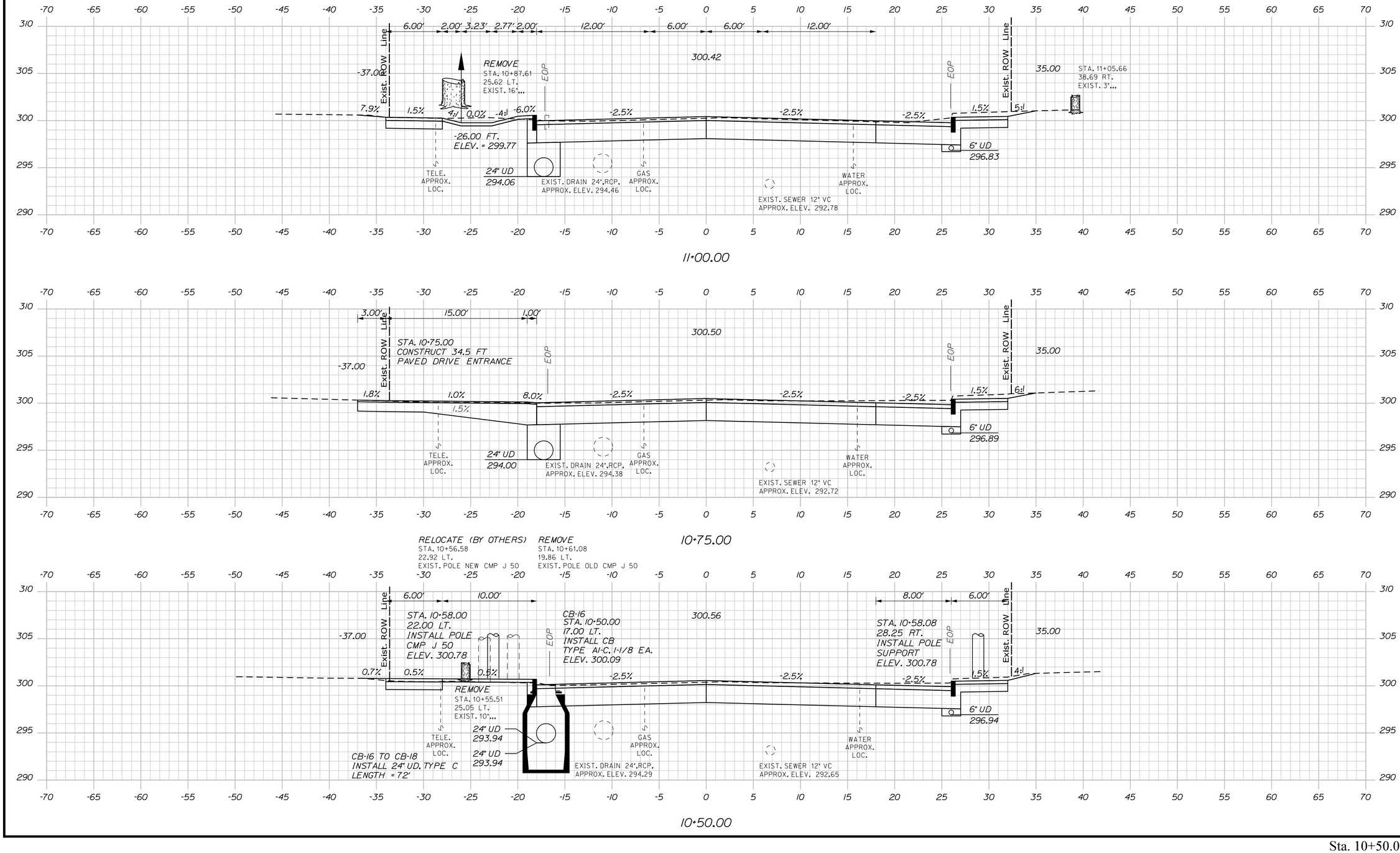
CROSS SECTIONS

SHEET NUMBER

75

OF 195

Sta. 9+75.00 to Sta. 10+25.00



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
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HIGHWAY PLANS

P.E. NUMBER

DATE

SIGNATURE

	BY	DATE
E. MARTIN		
PROJ. MANAGER		
DESIGN-DETAILED	BMD	8/27/2026
CHECKED-REVIEWED	ECF	8/27/2026
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SANFORD
MAIN STREET

CROSS SECTIONS

SHEET NUMBER

76

OF 195

Sta. 10+50.00 to Sta. 11+00.00

Filename: ...\MSTA\Planset\H_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026

Sta. 11+25.00 to Sta. 11+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
24395.01

HIGHWAY PLANS

	BY	DATE
E. MARTIN		
PROJ. MANAGER	JBD	8/27/2026
DESIGN-DETAILED	BMD	
CHECKED-REVIEWED	ECF	
DESIGN2-DETAILED2	AG	8/27/2026
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

SANFORD
MAIN STREET

CROSS SECTIONS

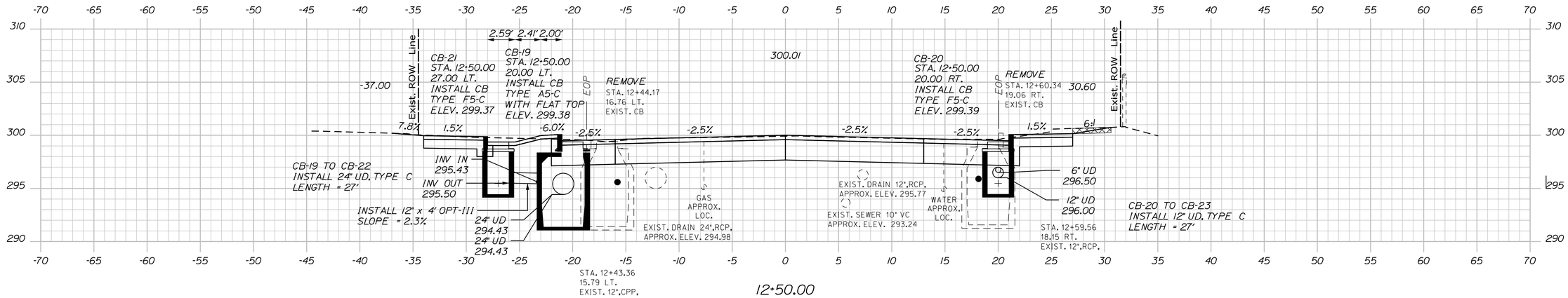
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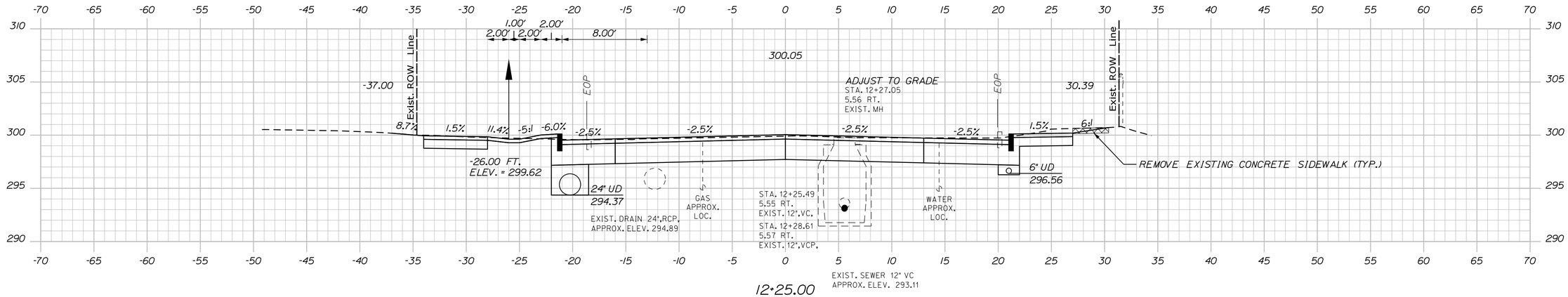
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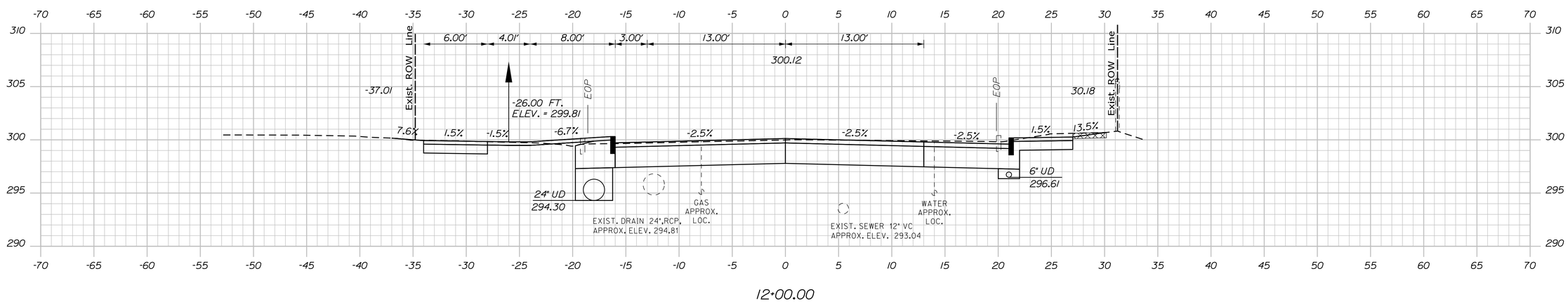
OF 195

Filename: ...\MSTA\Planset\VH_004_Xsects.dgn Username: jamesdavis Division: HIGHWAY Date:8/27/2026

Filename: ...\MSTA\Planset\H_004_Xsects.dgn Username: jamesdavis Division: HIGHWAY Date:8/27/2026







STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

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HIGHWAY PLANS

PROJ. MANAGER	E. MARTIN			
DESIGN-DETAILED	BMD	JBD	8/27/2026	REVISIONS 1
CHECKED-REVIEWED	ECF	AG	8/27/2026	REVISIONS 2
DESIGN2-DETAILED2				REVISIONS 3
DESIGN3-DETAILED3				REVISIONS 4
				FIELD CHANGES

P.E. NUMBER

SIGNATURE

DATE

SANFORD
MAIN STREET

CROSS SECTIONS

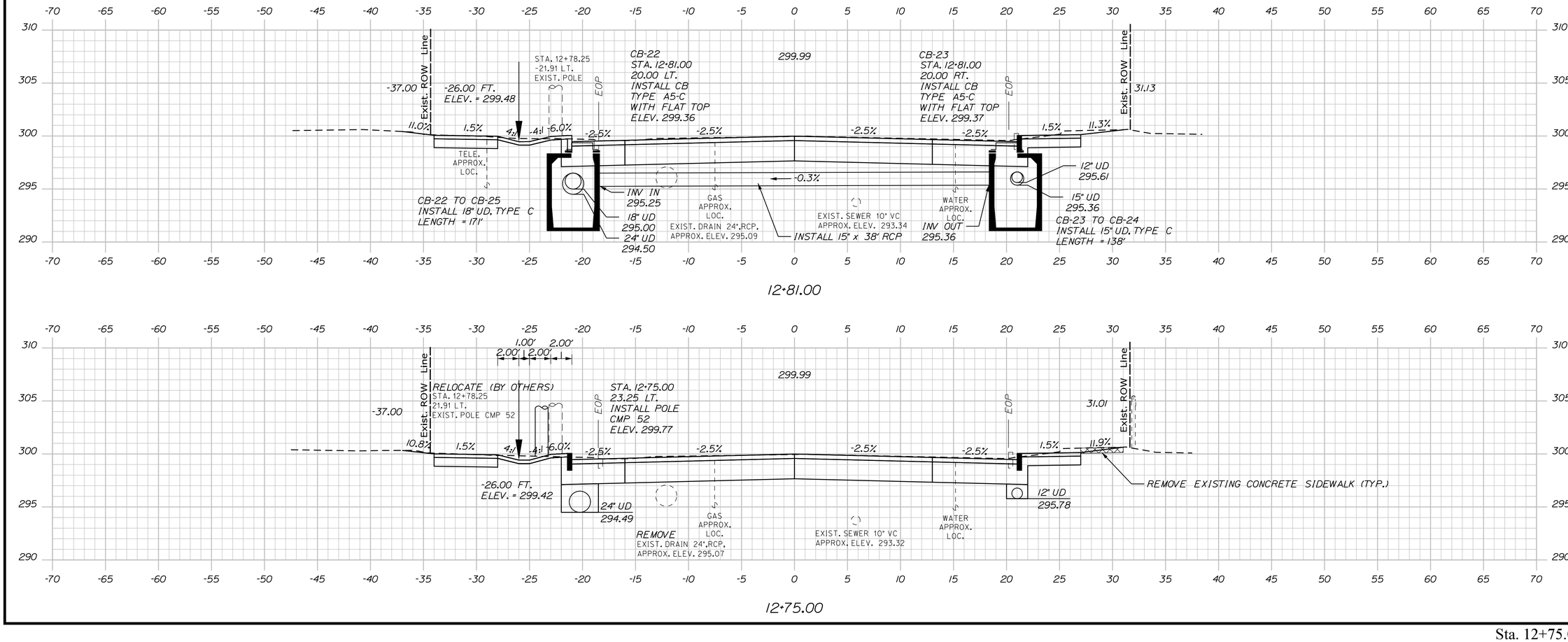
SHEET NUMBER

78

OF 195

Sta. 12+00.00 to Sta. 12+50.00

Filename: ...\MSTA\Planset\H_004_Xsects.dgn Username: jamesdavis Division: HIGHWAY Date:8/27/2026



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
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HIGHWAY PLANS

	BY	DATE
E. MARTIN		
PROJ. MANAGER	JBD	8/27/2026
DESIGN-DETAILED	AG	8/27/2026
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

SANFORD
MAIN STREET

CROSS SECTIONS

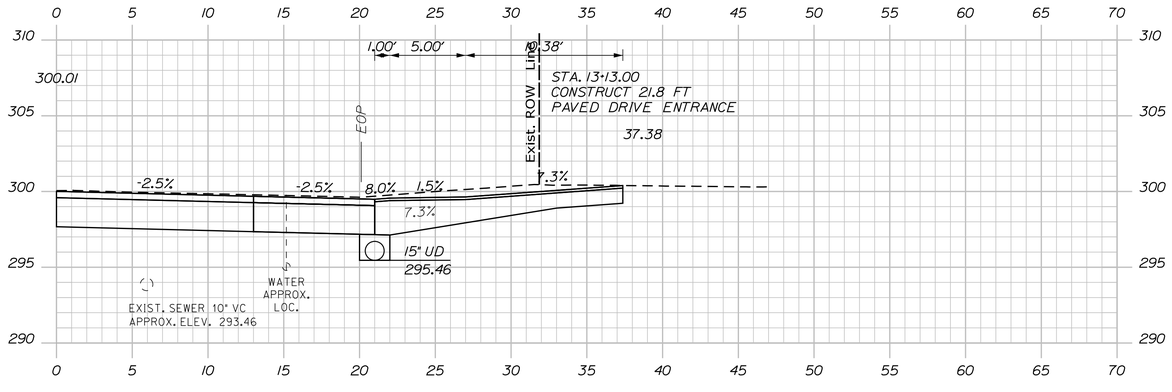
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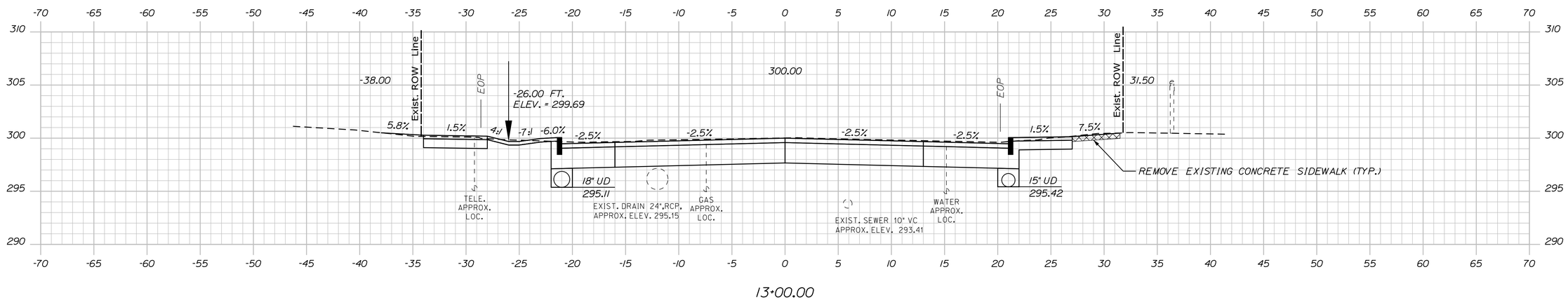
OF 195

Sta. 12+75.00 to Sta. 12+81.00

Filename: ...\MSTA\Plonset\H_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026



13+13.00



13+00.00

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	BMD	JBD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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CAPITAL PROJECTS

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HIGHWAY PLANS

SANFORD
MAIN STREET

CROSS SECTIONS

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80

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Sta. 13+00.00 to Sta. 13+13.00

STATE OF MAINE
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CAPITAL PROJECTS

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HIGHWAY PLANS

P.E. NUMBER

DATE

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	BMD	JBD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
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FIELD CHANGES			

SIGNATURE

SANFORD
MAIN STREET

CROSS SECTIONS

SHEET NUMBER

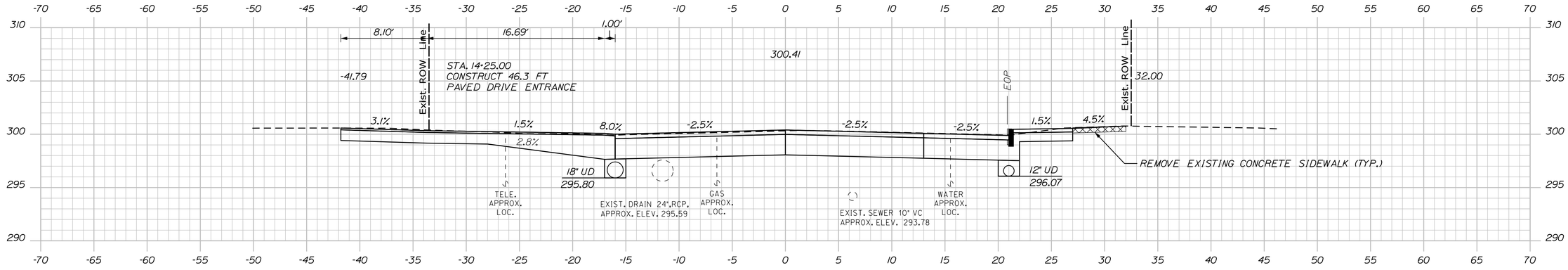
81

OF 195

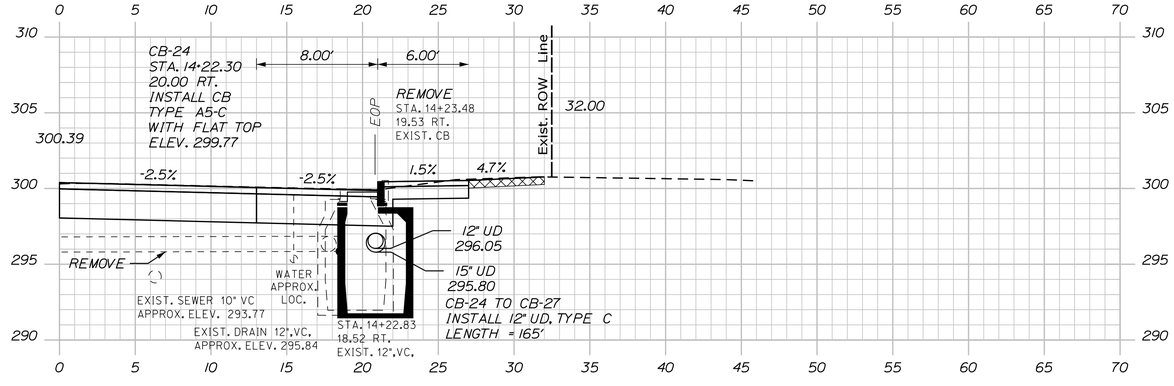
Sta. 13+25.00 to Sta. 13+75.00

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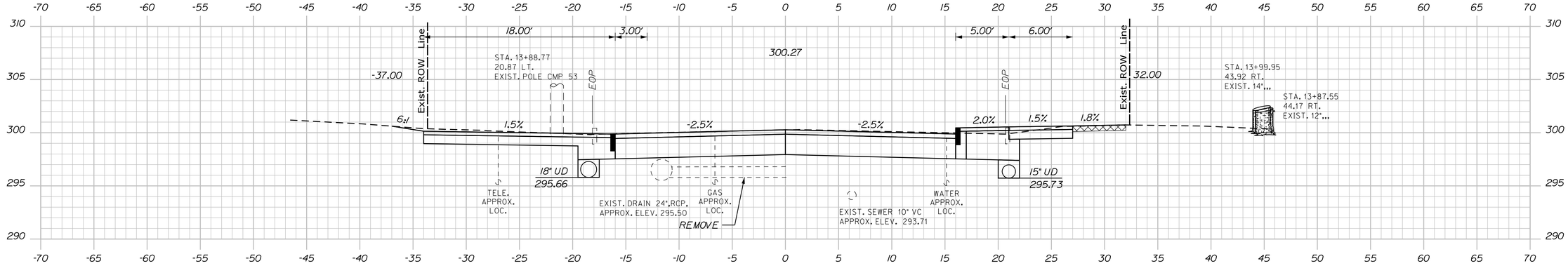
Filename: ...\MSTA\Planset\H_004_Xsects.dgn Username: jamesdavis Division: HIGHWAY Date:8/27/2026



14+25.00



14+22.30



14+00.00

STATE OF MAINE
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CAPITAL PROJECTS

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HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	E. MARTIN	
DESIGN-DETAILED	BMD	8/27/2026
CHECKED-REVIEWED	ECF	8/27/2026
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

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DATE

SANFORD
MAIN STREET

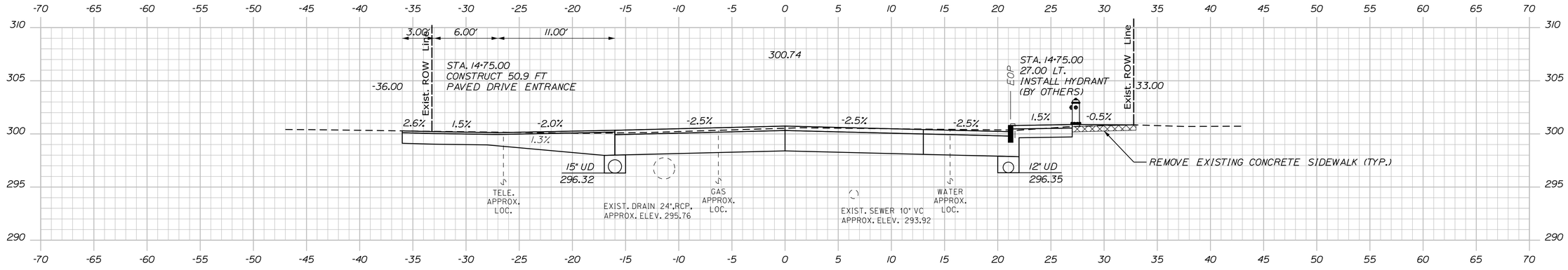
CROSS SECTIONS

SHEET NUMBER

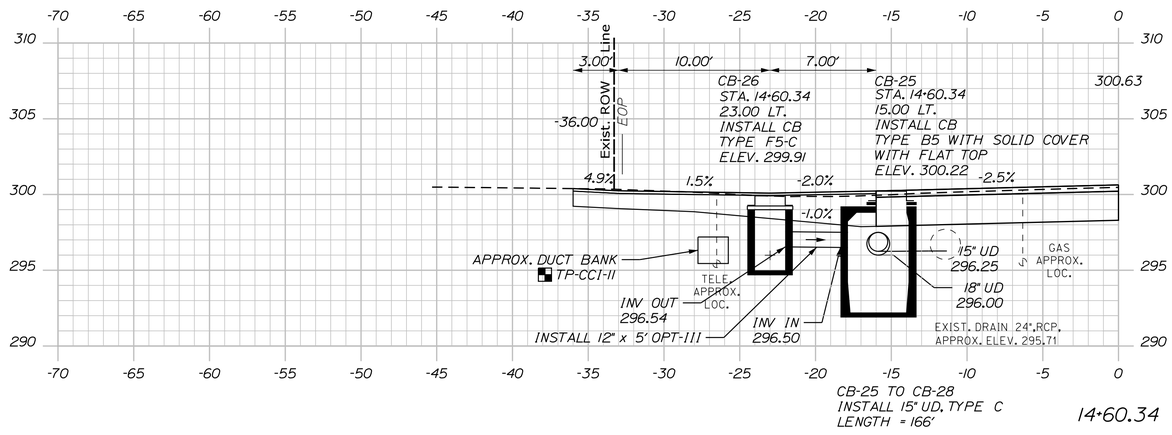
82

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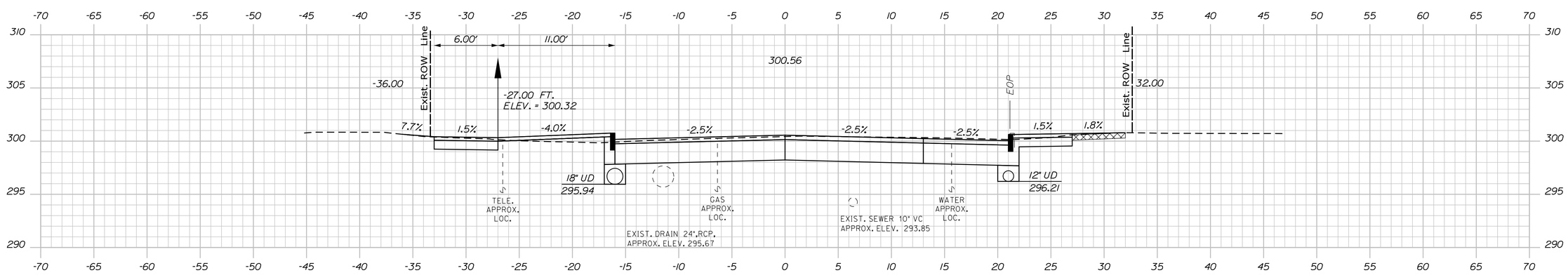
Sta. 14+00.00 to Sta. 14+25.00



14+75.00



14+60.34



14+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
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HIGHWAY PLANS

P.E. NUMBER

DATE

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	BMD	JBD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
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REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

SANFORD
MAIN STREET

CROSS SECTIONS

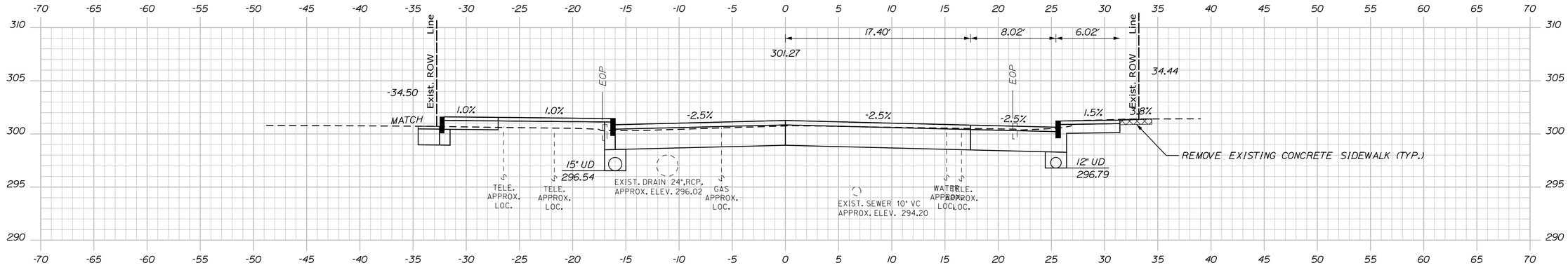
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83

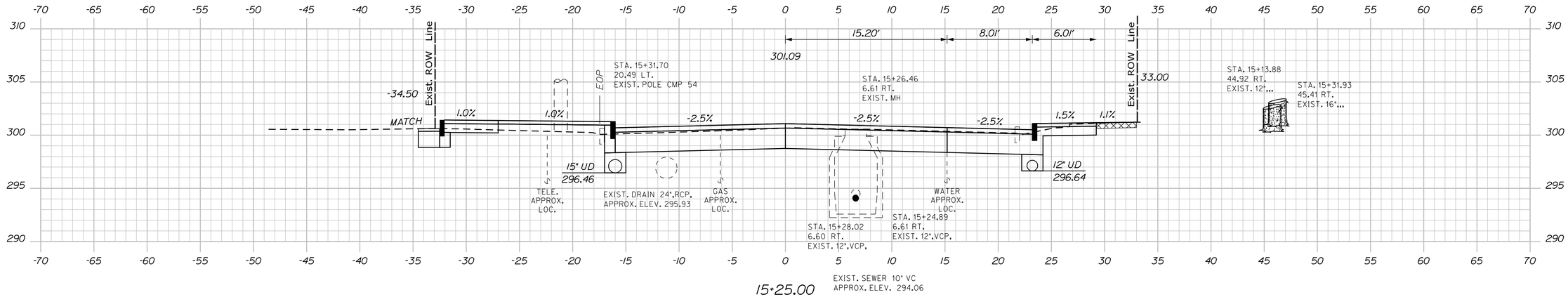
OF 195

Sta. 14+50.00 to Sta. 14+75.00

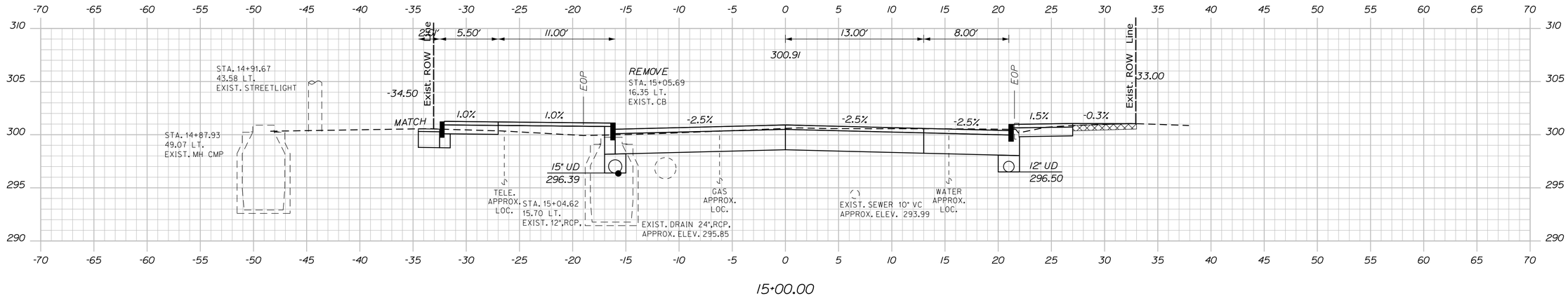
Filename: ...\MSTA\Planset\VH_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026



15+50.00



15+25.00



15+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
24395.01

HIGHWAY PLANS

P.E. NUMBER

DATE

SIGNATURE

	BY	DATE
E. MARTIN		
PROJ. MANAGER	BMD	8/27/2026
DESIGN-DETAILED	JBD	8/27/2026
CHECKED-REVIEWED	ECF	
DESIGN2-DETAILED2	AG	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SANFORD
MAIN STREET

CROSS SECTIONS

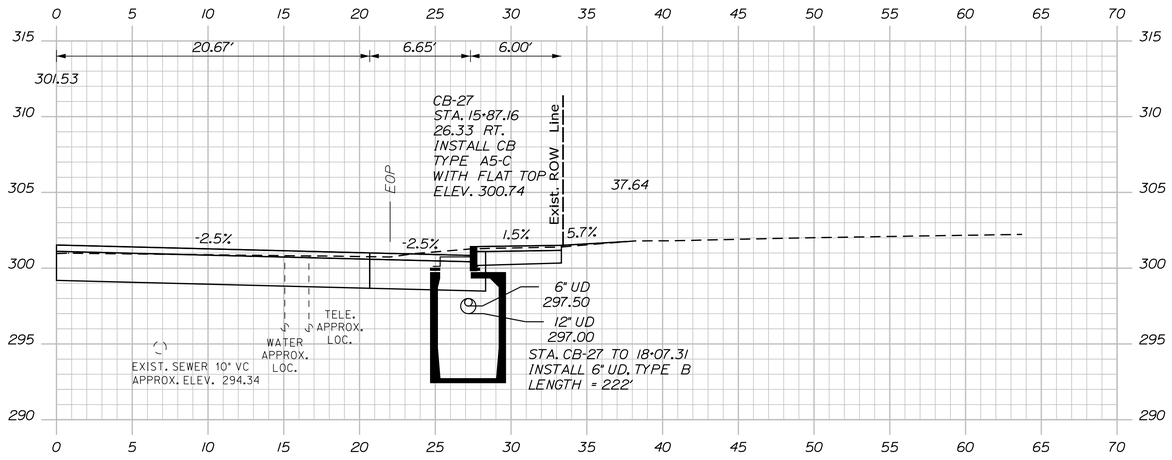
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84

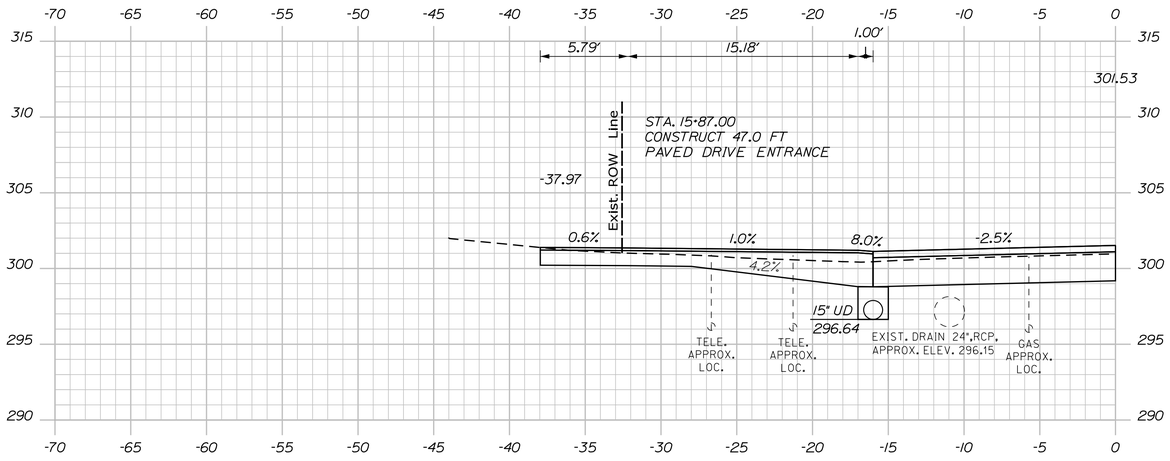
OF 195

Sta. 15+00.00 to Sta. 15+50.00

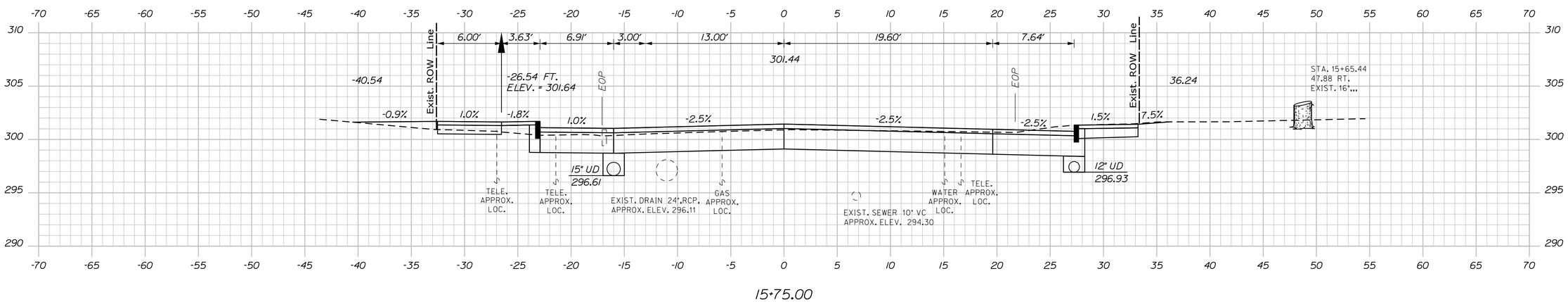
Filename: ...\MSTA\Planset\H_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026



15+87.16



15+87.00



15+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

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HIGHWAY PLANS

	E. MARTIN	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	BMD	JBD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

SANFORD
MAIN STREET

CROSS SECTIONS

SHEET NUMBER

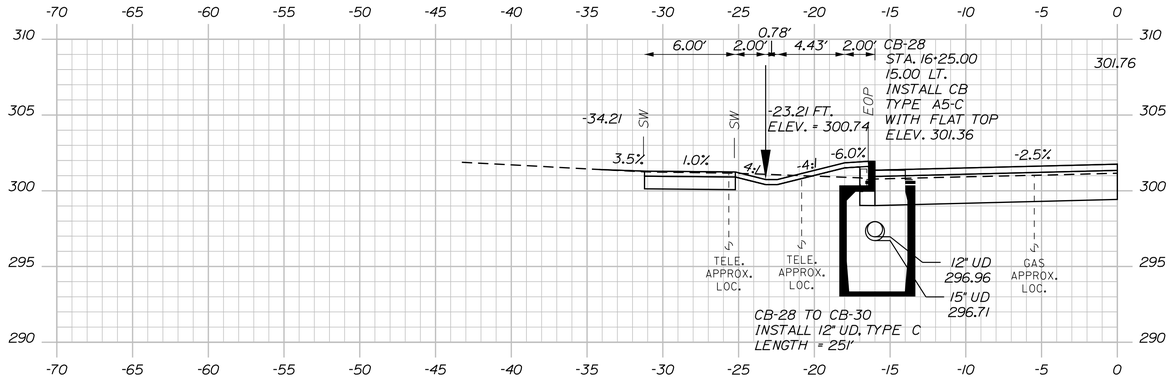
85

OF 195

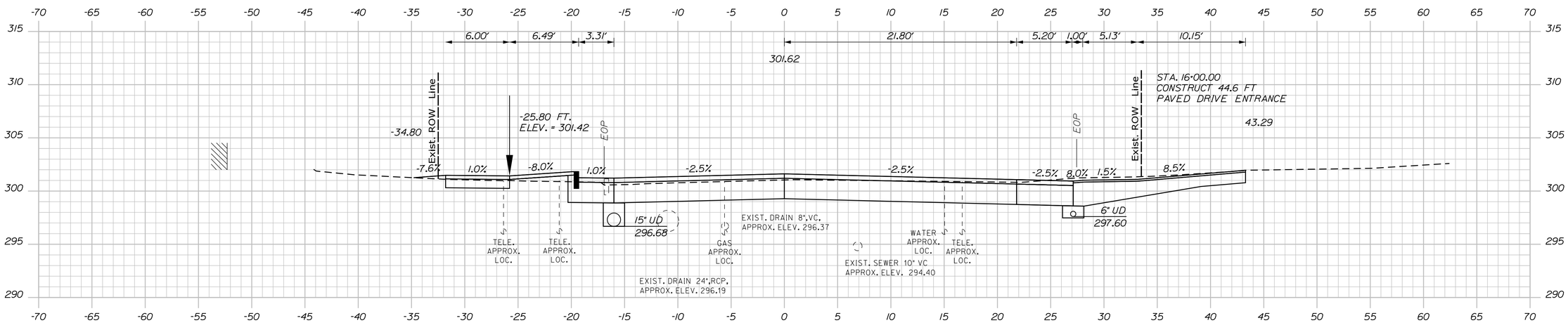
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Sta. 15+75.00 to Sta. 15+87.16

Filename: ...\MSTA\Plonset\H_004_Xsects.dgn Username: jamesdavis Division: HIGHWAY Date:8/27/2026



16+20.00



16+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

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HIGHWAY PLANS

	E. MARTIN	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	BMD	JBD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
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REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

SANFORD
MAIN STREET

CROSS SECTIONS

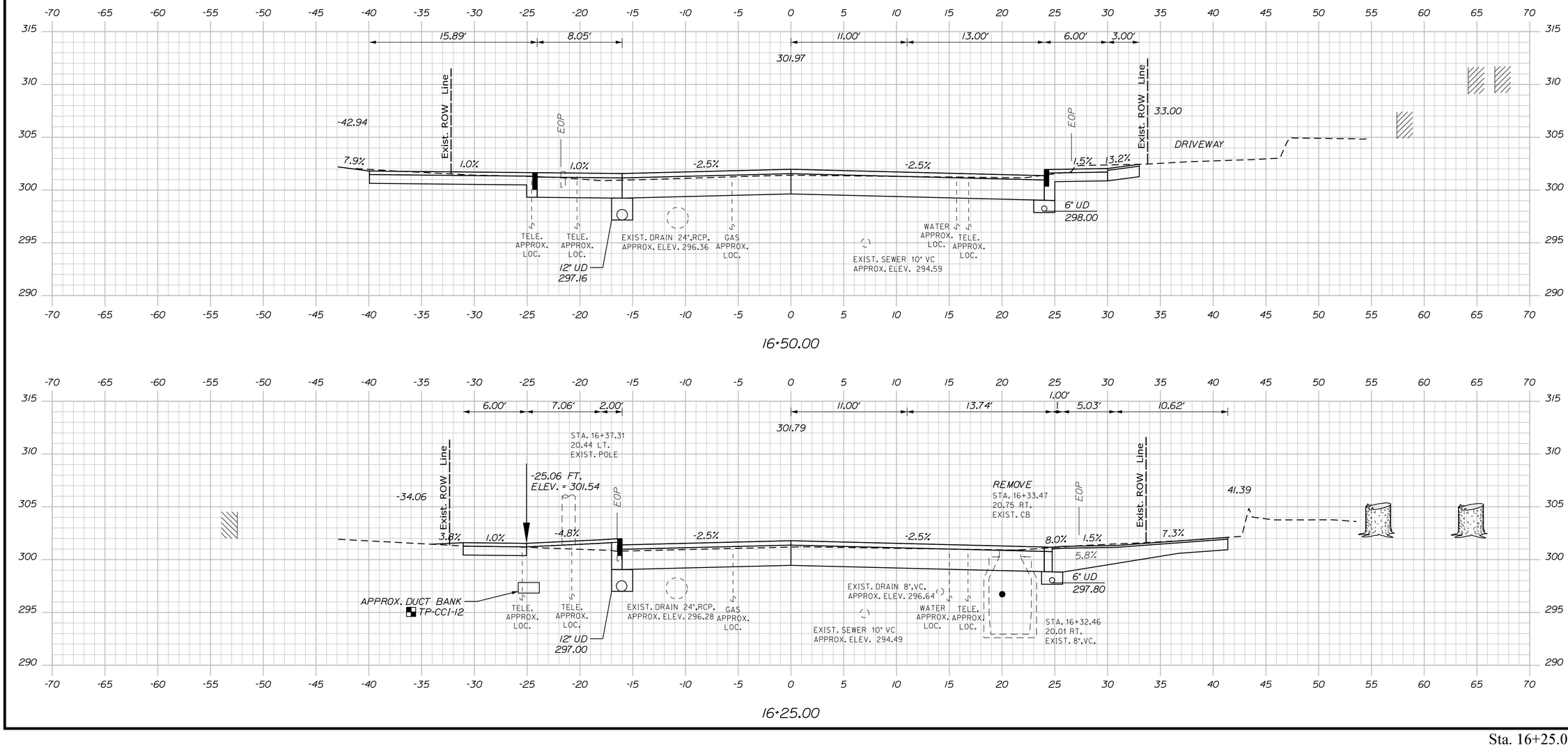
SHEET NUMBER

86

OF 195

Sta. 16+00.00 to Sta. 16+20.00

Filename: ...\MSTA\Planset\H_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

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HIGHWAY PLANS

PROJ. MANAGER	E. MARTIN		
DESIGN-DETAILED	BMD	JBD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

SANFORD
MAIN STREET

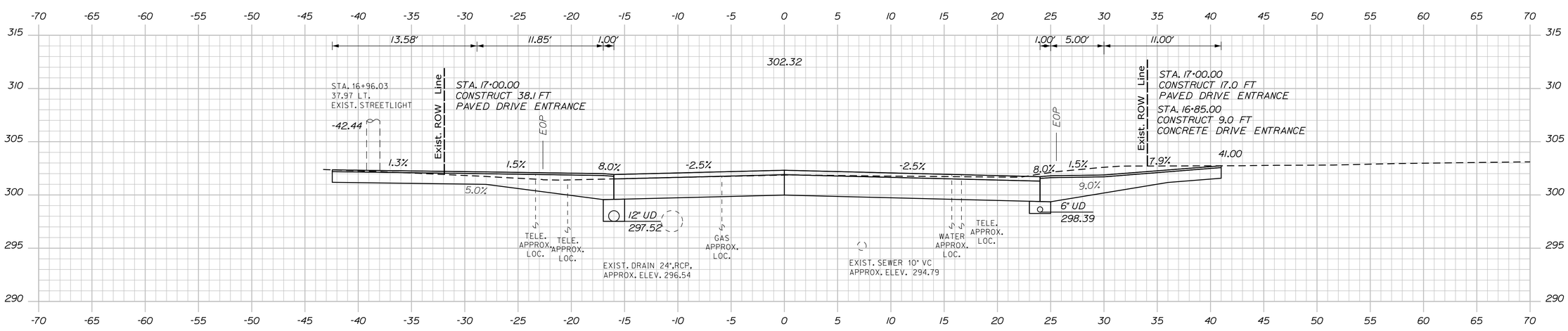
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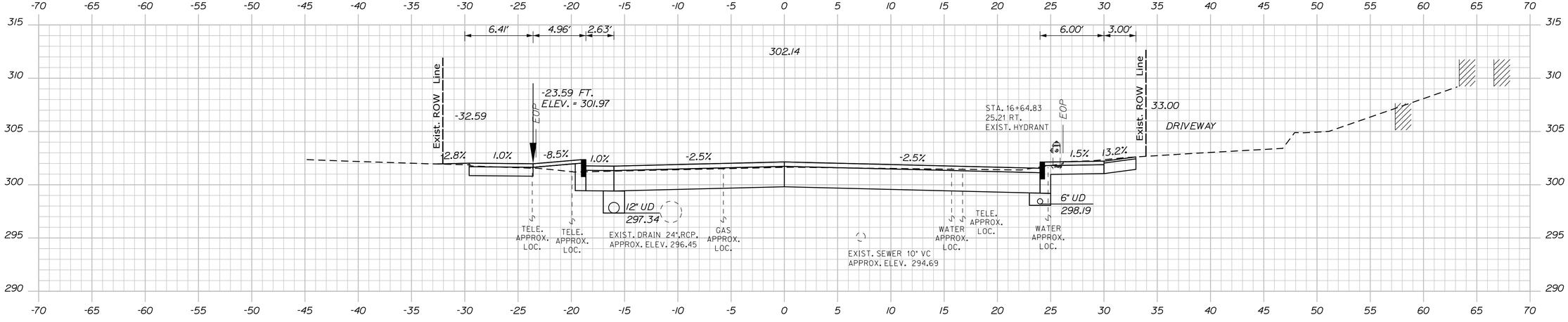
87

OF 195

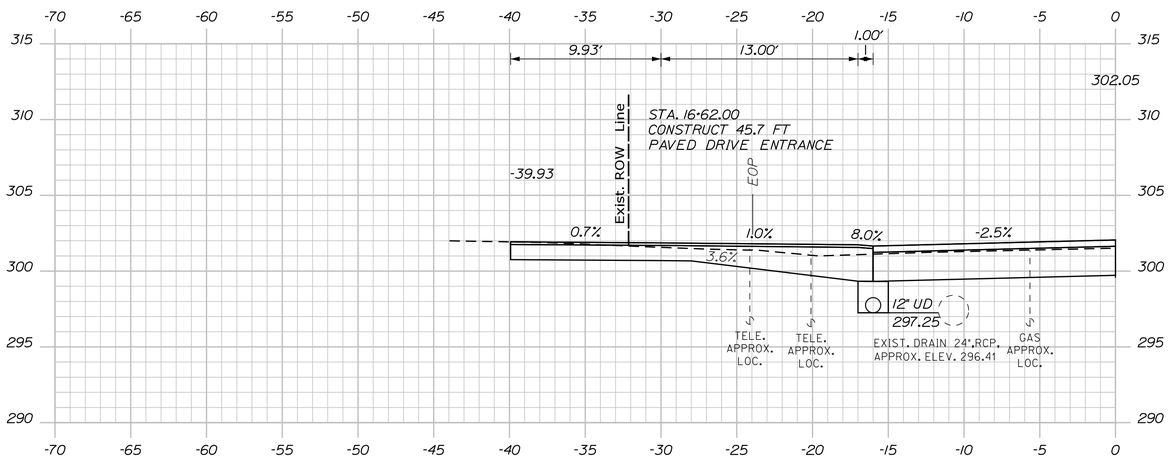
Sta. 16+25.00 to Sta. 16+50.00



17+00.00



16+75.00



16+62.00

STATE OF MAINE
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CAPITAL PROJECTS

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HIGHWAY PLANS

	BY	DATE
E. MARTIN PROJ. MANAGER		
DESIGN-DETAILED	BMD	8/27/2026
CHECKED-REVIEWED	ECF	8/27/2026
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1	JBD	
REVISIONS 2	AG	
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

SANFORD
MAIN STREET

CROSS SECTIONS

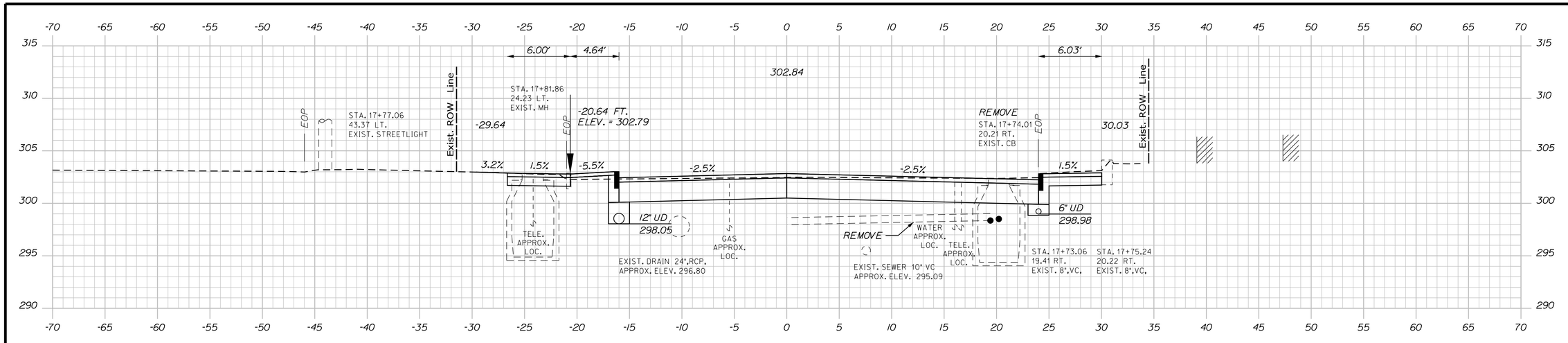
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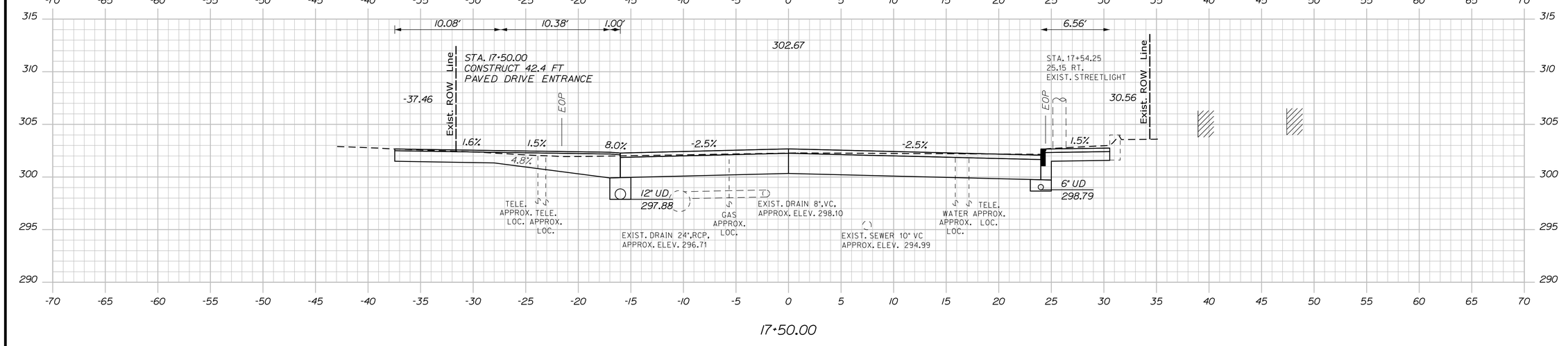
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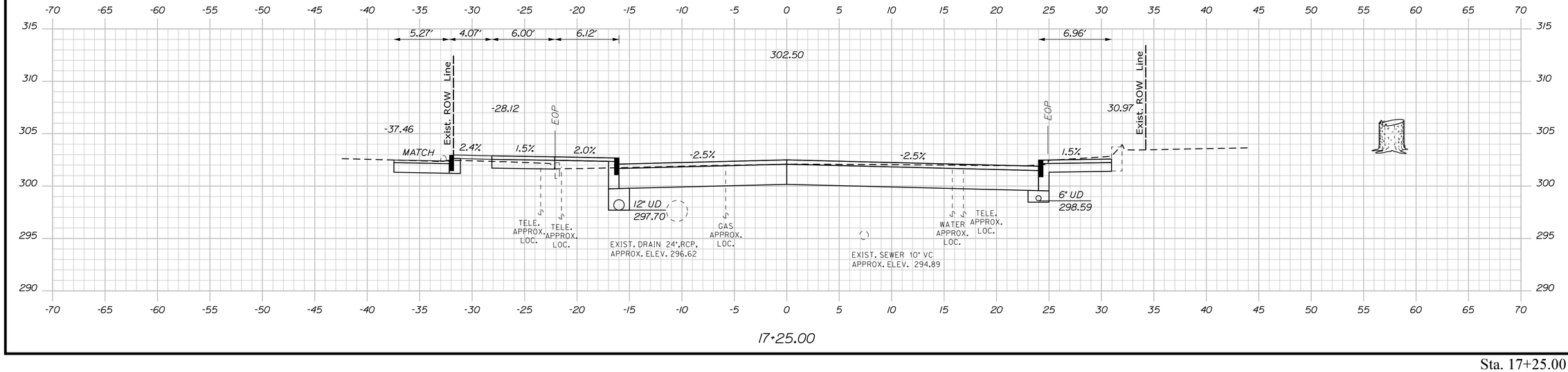
OF 195

Sta. 16+62.00 to Sta. 17+00.00

Filename: ...\MSTA\Planset\H_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026







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DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

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HIGHWAY PLANS

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PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	BMD	JBD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2	ECF		
DESIGN3-DETAILED3			
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REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SANFORD
MAIN STREET

CROSS SECTIONS

SHEET NUMBER

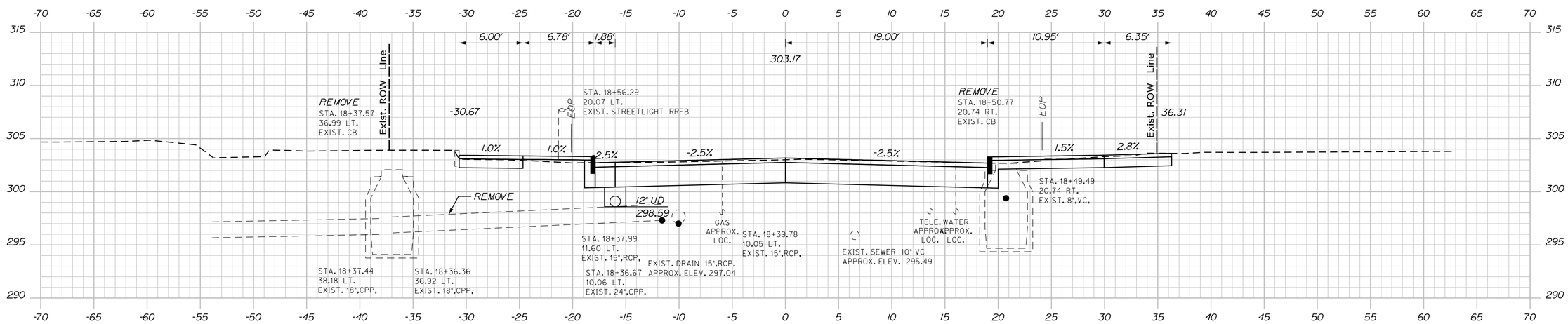
89

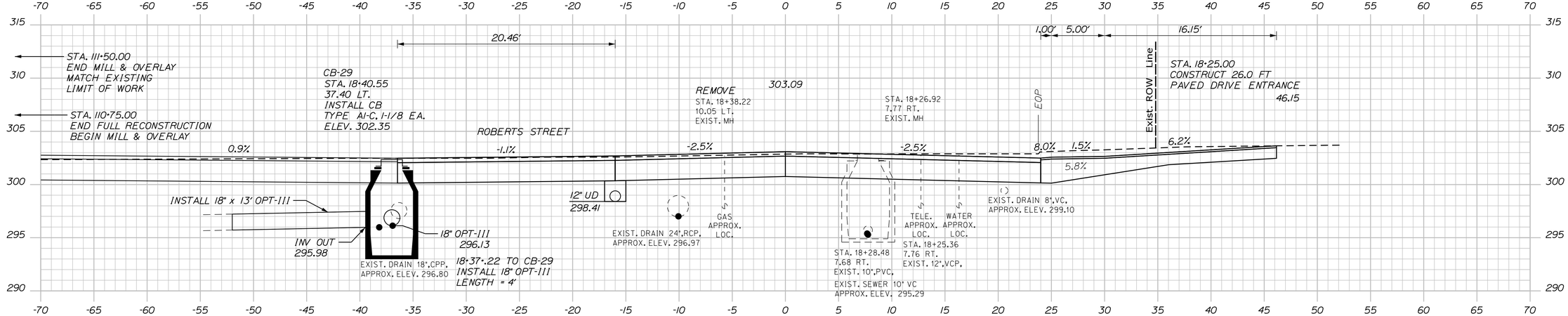
OF 195

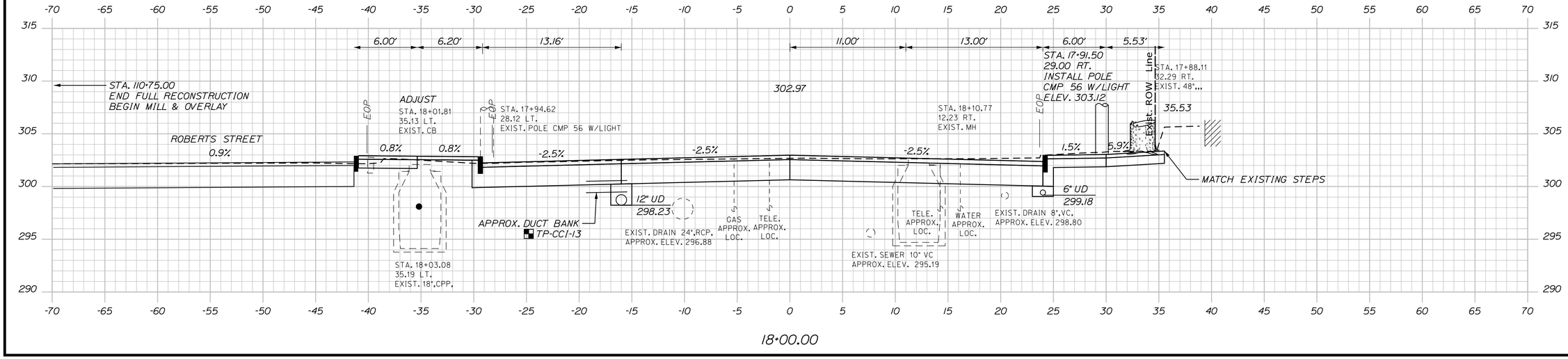
Sta. 17+25.00 to Sta. 17+75.00

Filename: ...\MSTA\Planset\H_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026

Filename: ...\MSTA\Planset\VH_004_Xsects.dgn Username: jamesdavis Division: HIGHWAY Date:8/27/2026







STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
24395.01

HIGHWAY PLANS

	BY	DATE
E. MARTIN		
PROJ. MANAGER		
DESIGN-DETAILED	JBD	8/27/2026
CHECKED-REVIEWED	AG	8/27/2026
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

SANFORD
MAIN STREET

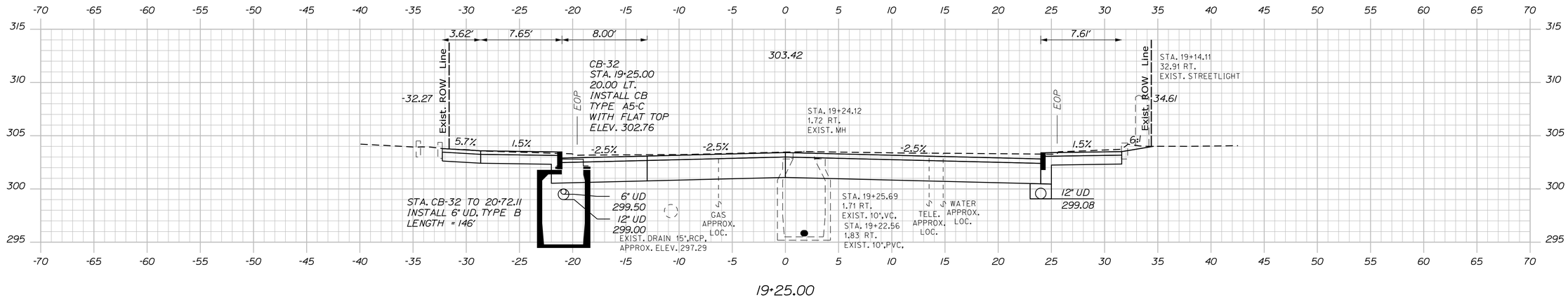
CROSS SECTIONS

SHEET NUMBER

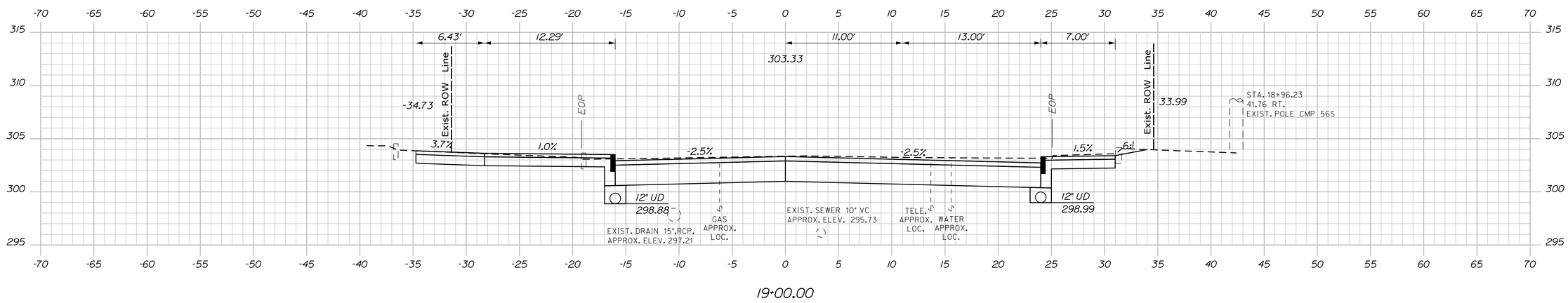
90

OF 195

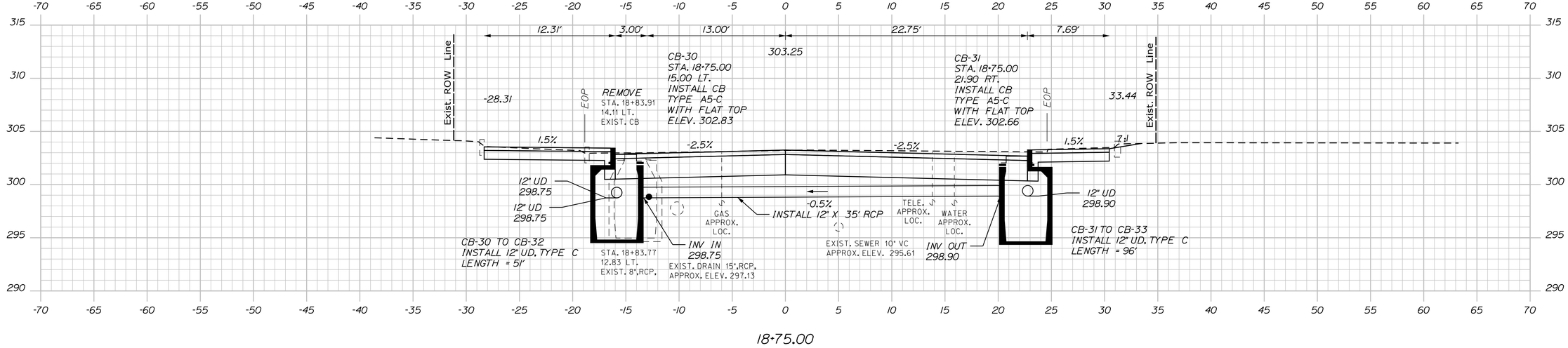
Sta. 18+00.00 to Sta. 18+50.00



19+25.00



19+00.00



18+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
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HIGHWAY PLANS

	E. MARTIN	DATE
PROJ. MANAGER		
DESIGN-DETAILED	BMD	8/27/2026
CHECKED-REVIEWED	ECF	8/27/2026
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BY: JBD, AG

SIGNATURE

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DATE

SANFORD
MAIN STREET

CROSS SECTIONS

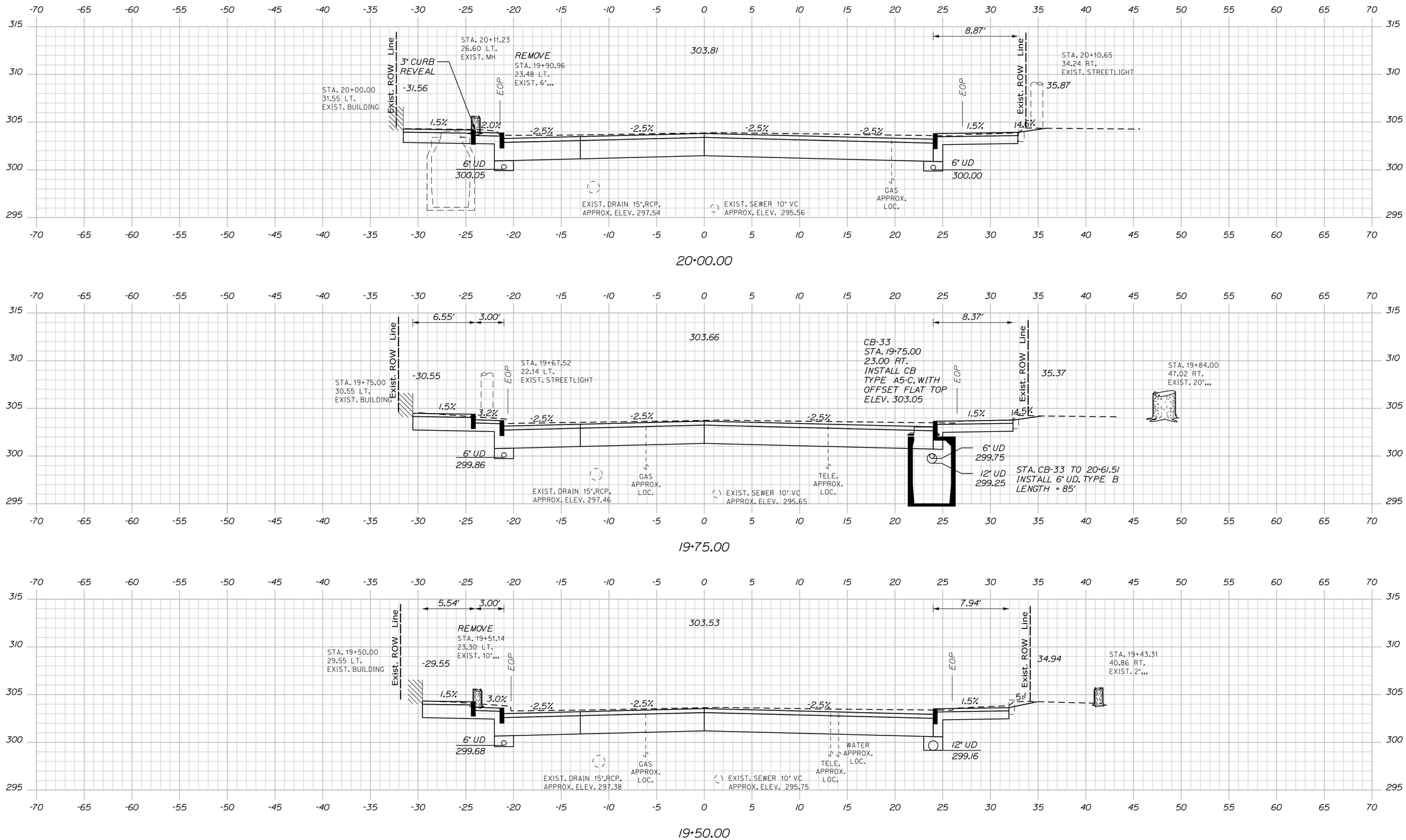
SHEET NUMBER

91

OF 195

Sta. 18+75.00 to Sta. 19+25.00

Filename: ...\MSTA\Planset\H_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026



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CAPITAL PROJECTS

WIN
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HIGHWAY PLANS

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	BMD	JBD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

P.E. NUMBER

SIGNATURE

DATE

SANFORD
MAIN STREET

CROSS SECTIONS

SHEET NUMBER

92

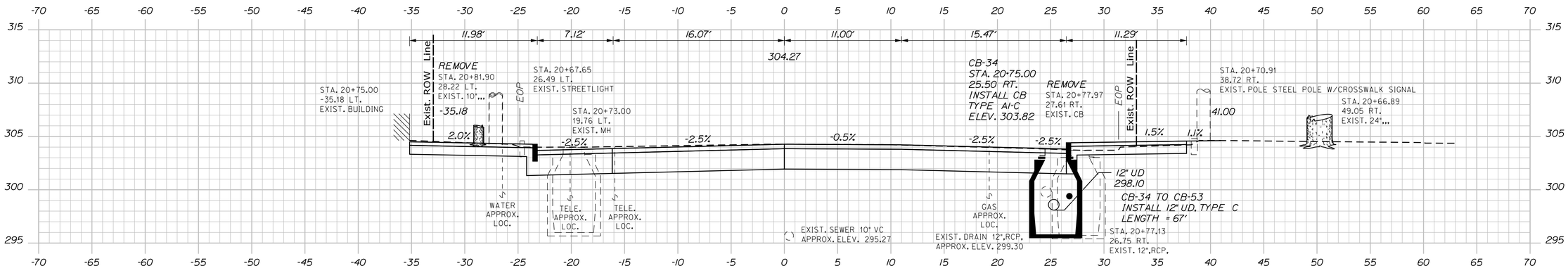
OF 195

Sta. 19+50.00 to Sta. 20+00.00

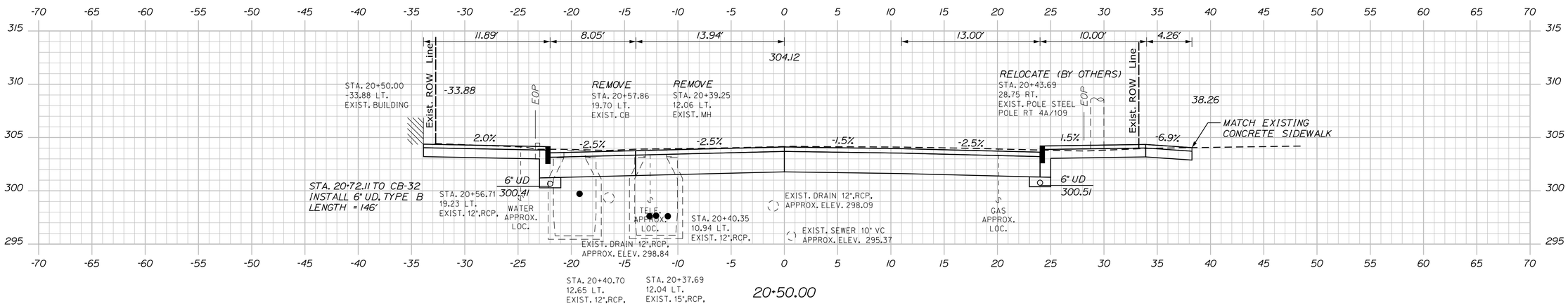
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Filename: ...\MSTA\Planset\H_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026

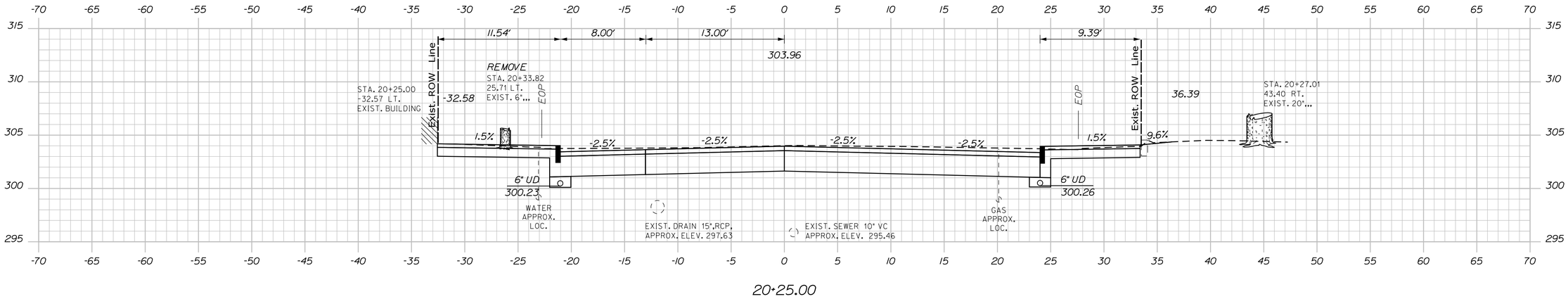
STA. 20+76.25
26.46 LT.
EXIST. POLE STEEL POLE



20+75.00



20+50.00



20+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

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HIGHWAY PLANS

	BY	DATE
E. MARTIN		
PROJ. MANAGER		
DESIGN-DETAILED	BMD	8/27/2026
CHECKED-REVIEWED	ECF	
DESIGN2-DETAILED2	AG	8/27/2026
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

SANFORD
MAIN STREET

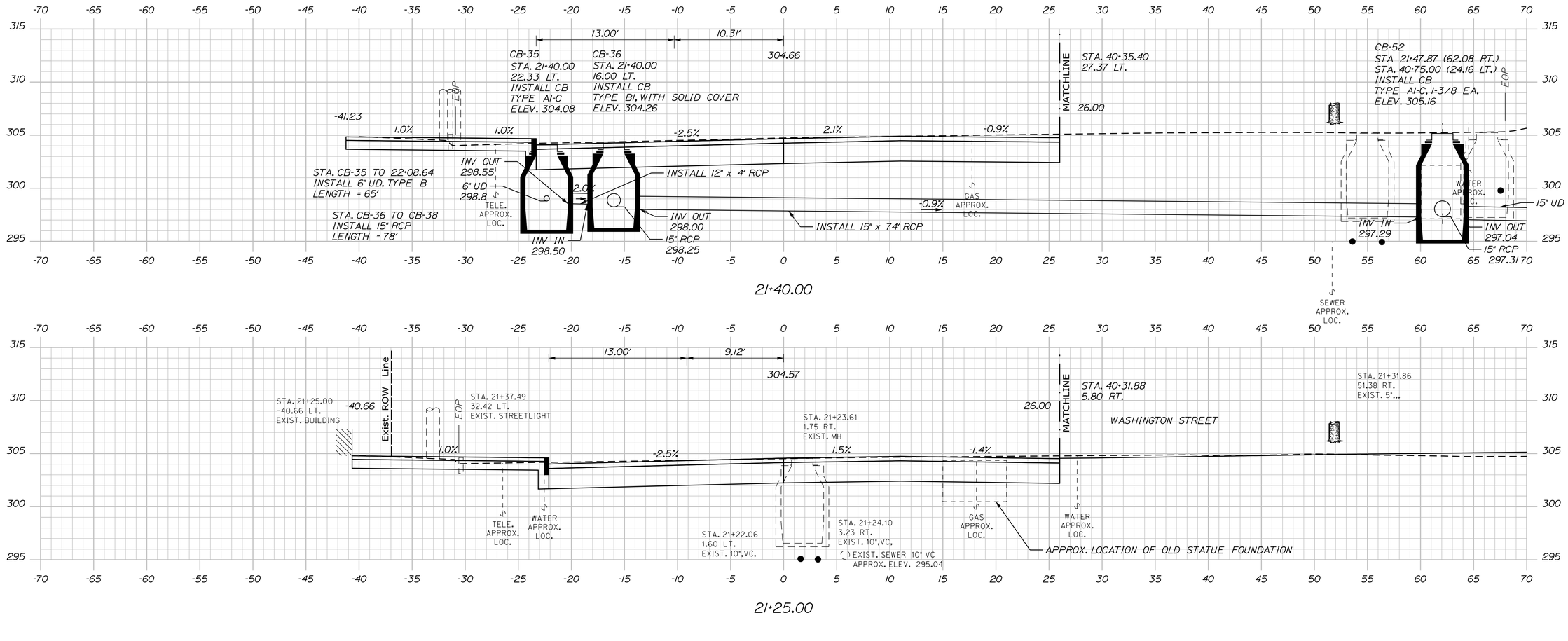
CROSS SECTIONS

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Sta. 20+25.00 to Sta. 20+75.00



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HIGHWAY PLANS

PROJ. MANAGER	E. MARTIN		
DESIGN-DETAILED	BMD	JBD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

P.E. NUMBER

SIGNATURE

DATE

SANFORD
MAIN STREET

CROSS SECTIONS

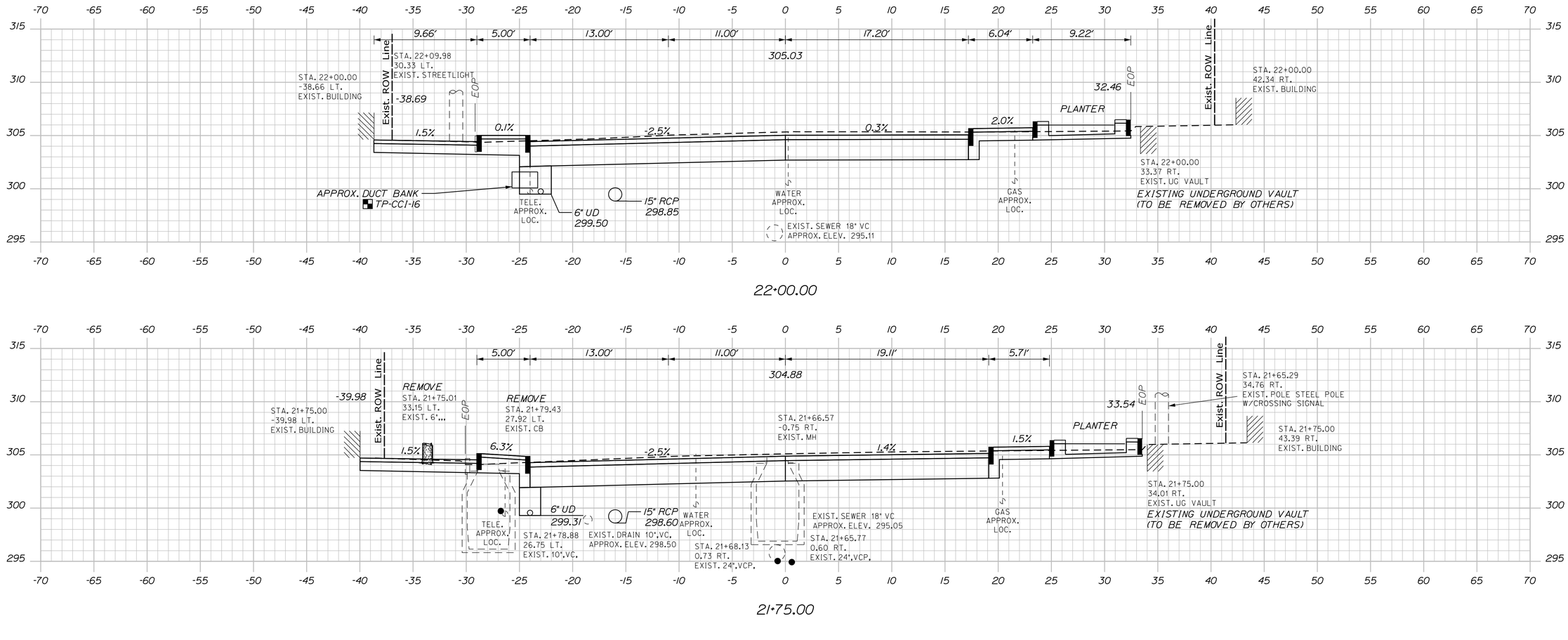
SHEET NUMBER

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Sta. 21+00.00 to Sta. 21+40.00

Filename: ...\MSTA\Planset\H_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026



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CAPITAL PROJECTS

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HIGHWAY PLANS

P.E. NUMBER

DATE

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PROJ. MANAGER	E. MARTIN		
DESIGN-DETAILED	BMD	JBD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SANFORD
MAIN STREET

CROSS SECTIONS

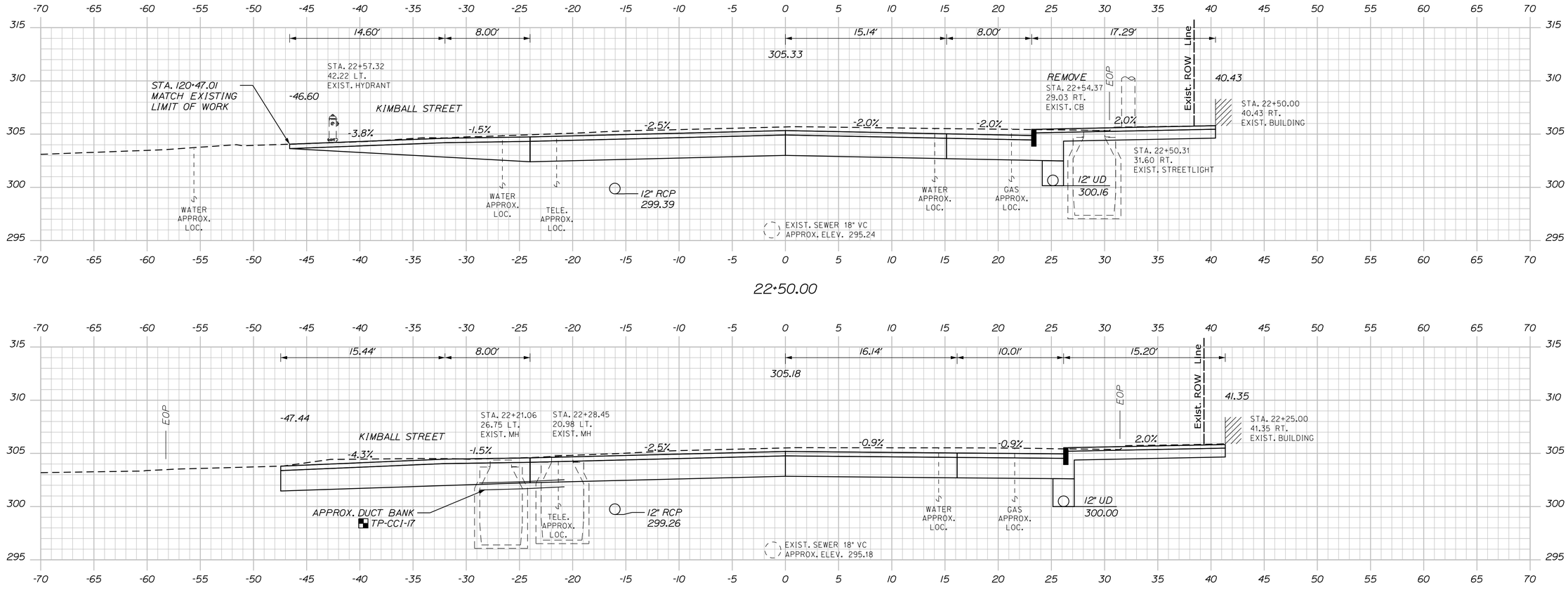
SHEET NUMBER

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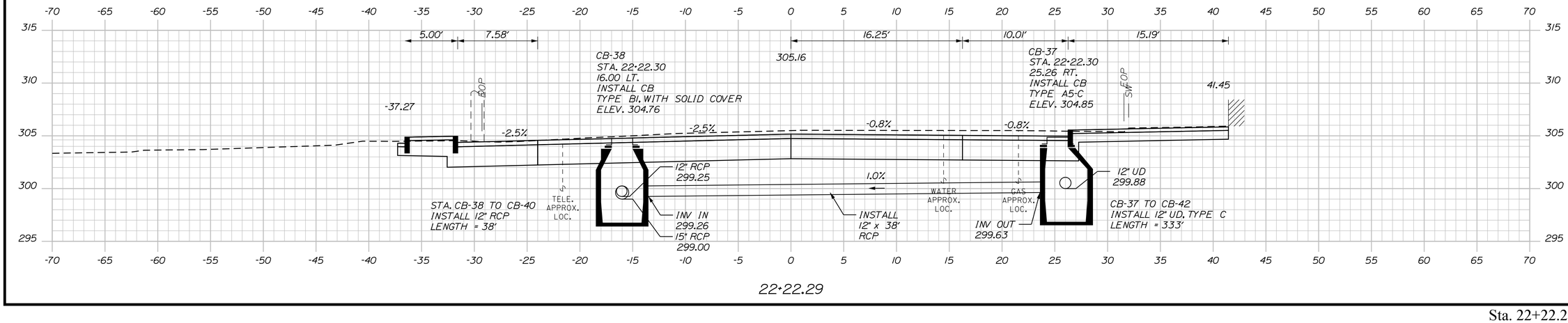
Sta. 21+50.00 to Sta. 22+00.00

Filename: ...\MSTA\Planset\H_004_Xsects.dgn Username: jamesdavis Division: HIGHWAY Date:8/27/2026



22+50.00

22+25.00



22+22.29

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

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HIGHWAY PLANS

P.E. NUMBER

DATE

SIGNATURE

	BY	DATE
E. MARTIN		
PROJ. MANAGER	BMD	8/27/2026
DESIGN-DETAILED	JBD	8/27/2026
CHECKED-REVIEWED	EOF	
DESIGN2-DETAILED2	AG	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SANFORD
MAIN STREET

CROSS SECTIONS

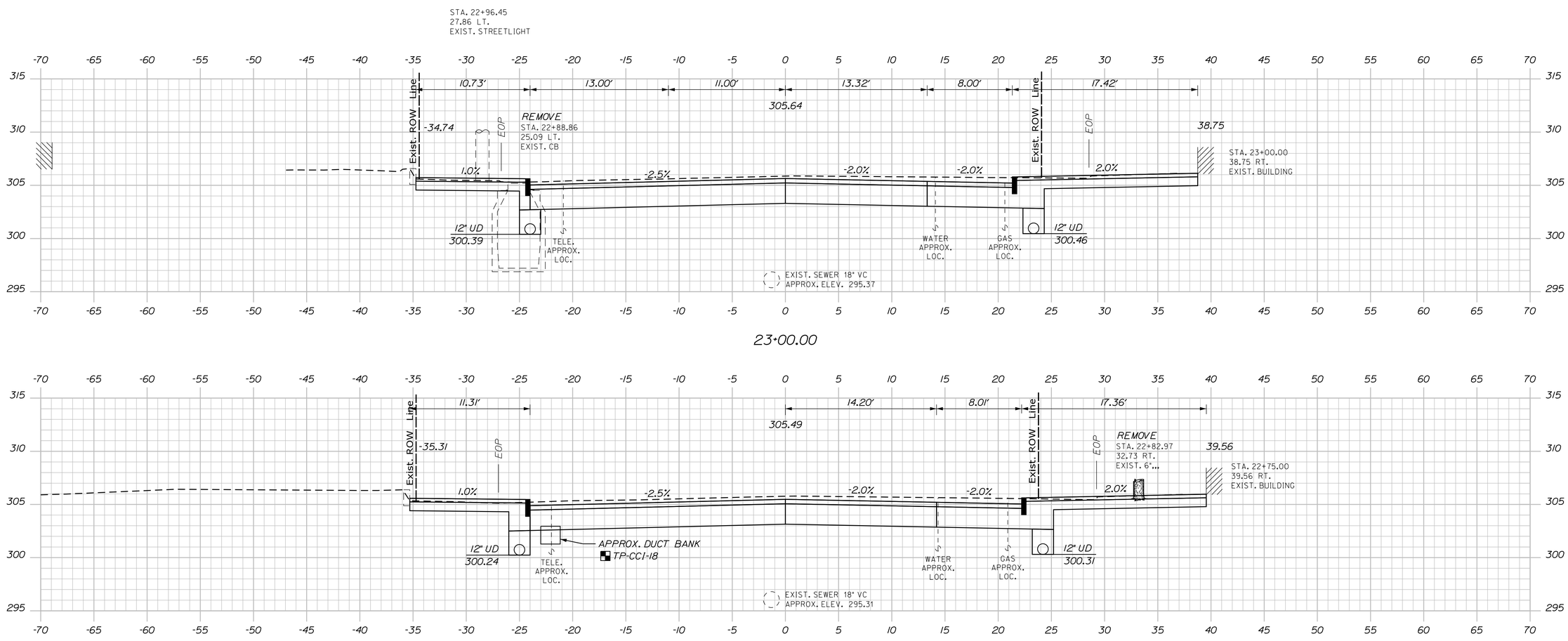
SHEET NUMBER

96

OF 195

Sta. 22+22.29 to Sta. 22+50.00

Filename: ...\MSTA\Planset\H_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026



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CAPITAL PROJECTS

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HIGHWAY PLANS

P.E. NUMBER

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SIGNATURE

PROJ. MANAGER	E. MARTIN		
DESIGN-DETAILED	BMD	JGD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2	ECF		
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SANFORD
MAIN STREET

CROSS SECTIONS

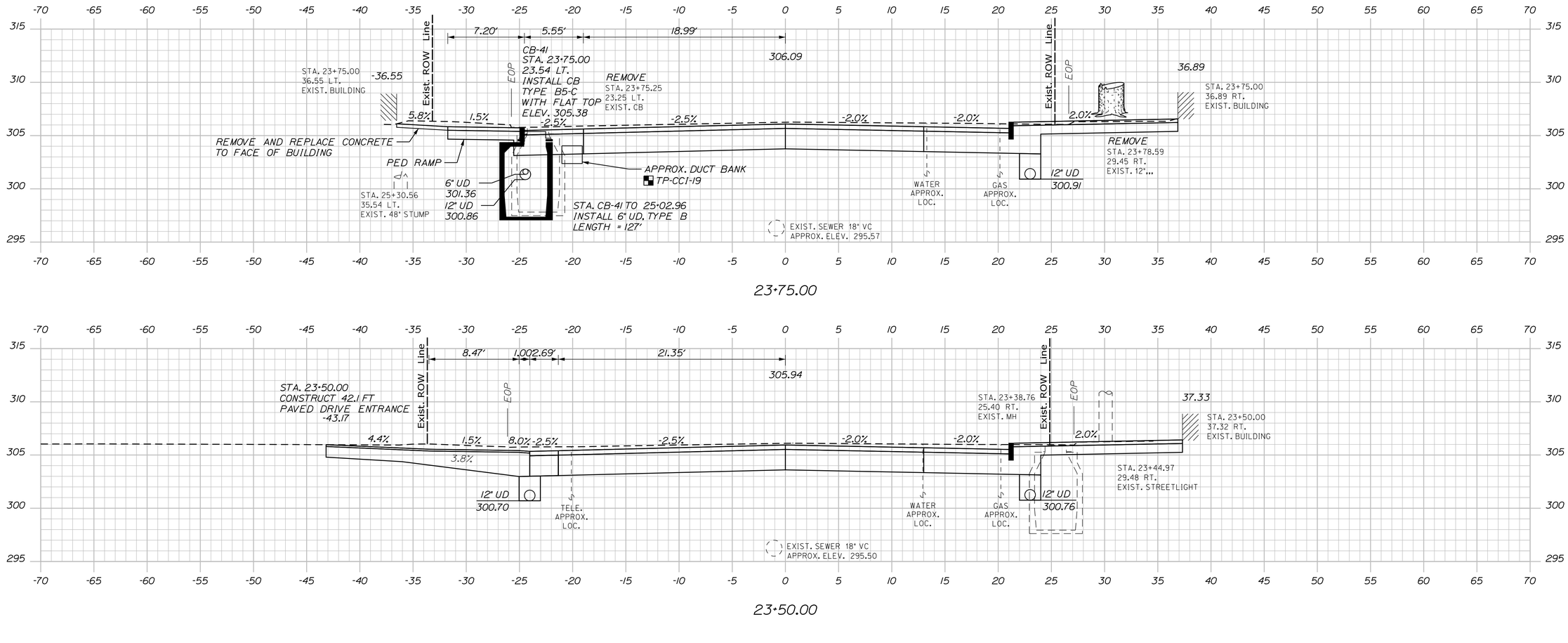
SHEET NUMBER

97

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Sta. 22+64.15 to Sta. 23+00.00

Filename: ...\MSTA\Planset\H_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026



Filename: ...\MSTA\Planset\H_004_Xsects.dgn Username: jamesdavis Division: HIGHWAY Date:8/27/2026

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

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HIGHWAY PLANS

PROJ. MANAGER	E. MARTIN		
DESIGN-DETAILED	BMD	JBD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BY | DATE

P.E. NUMBER

SIGNATURE

DATE

SANFORD
MAIN STREET

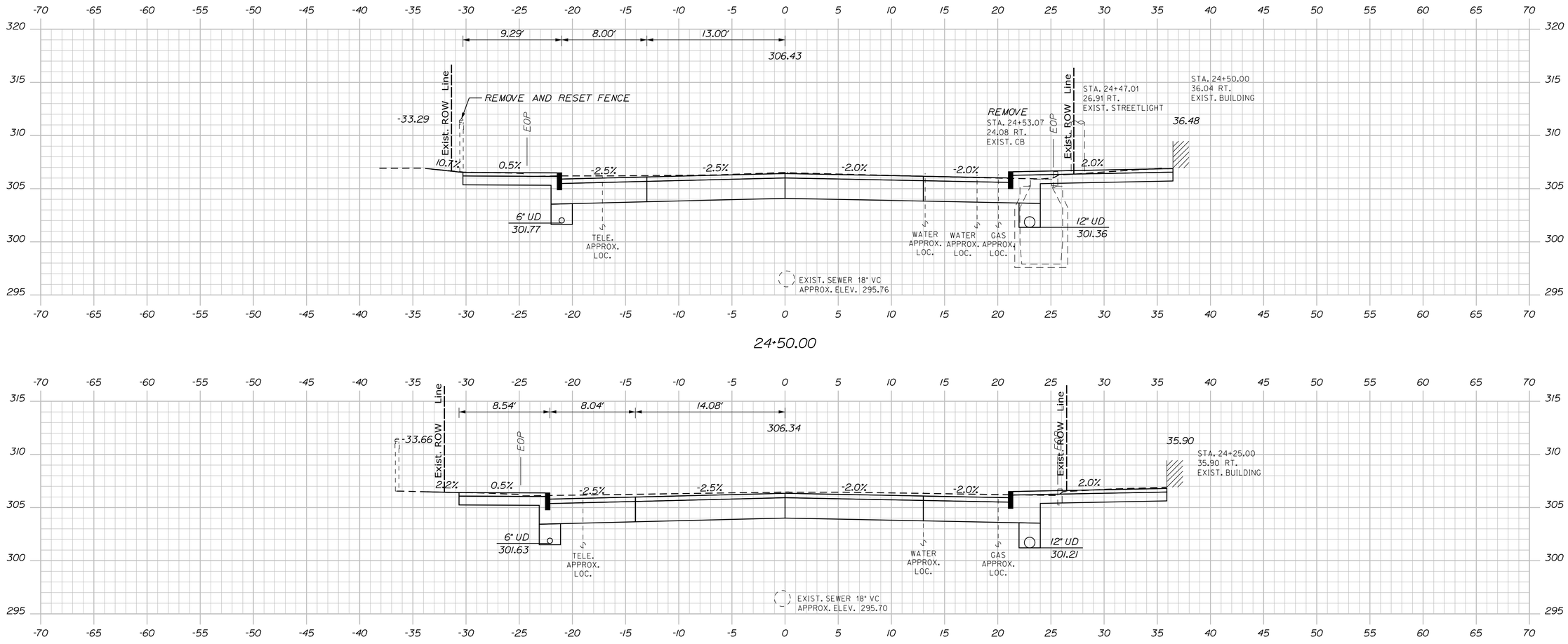
CROSS SECTIONS

SHEET NUMBER

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Sta. 23+25.00 to Sta. 23+75.00



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DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

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HIGHWAY PLANS

P.E. NUMBER

DATE

PROJ. MANAGER	E. MARTIN		
DESIGN-DETAILED	BMD	JBD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2	ECF		
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

SANFORD
MAIN STREET

CROSS SECTIONS

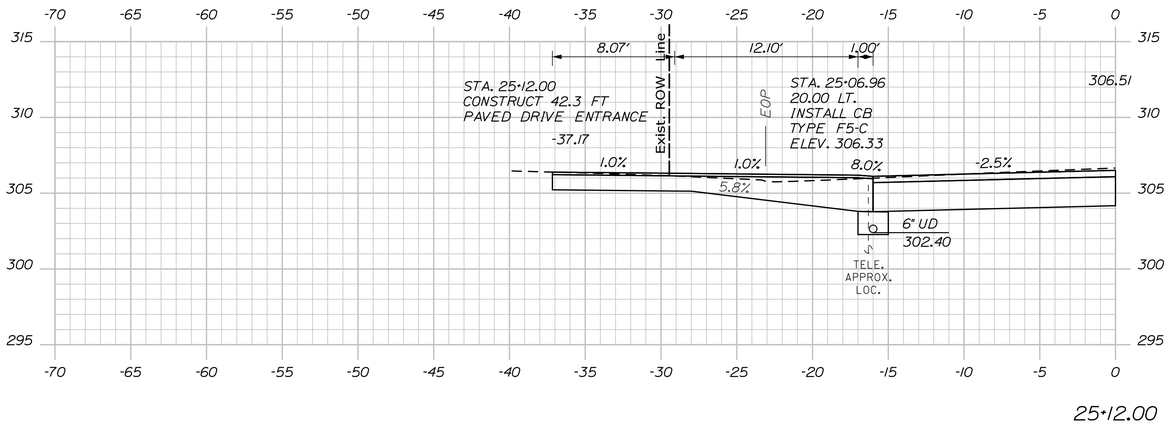
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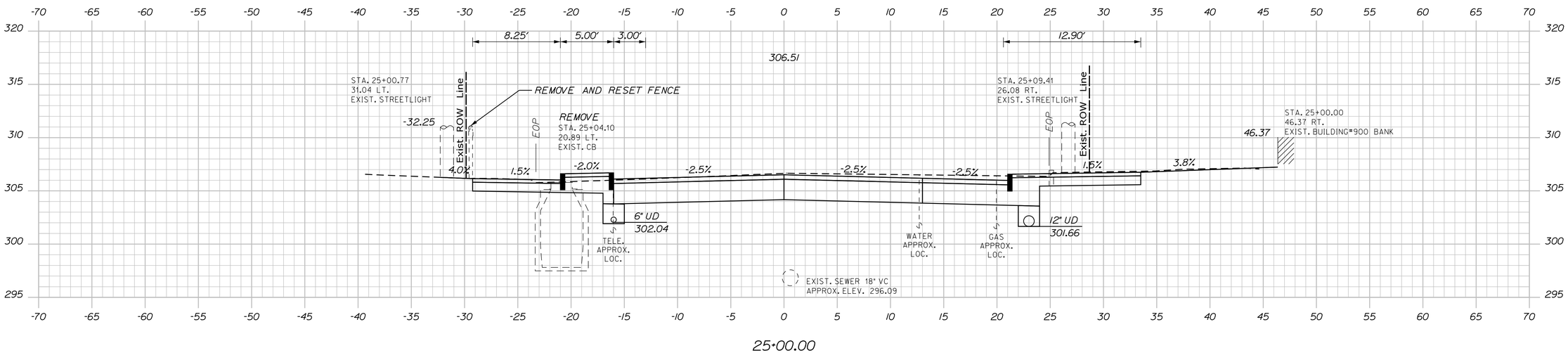
OF 195

Sta. 24+00.00 to Sta. 24+50.00

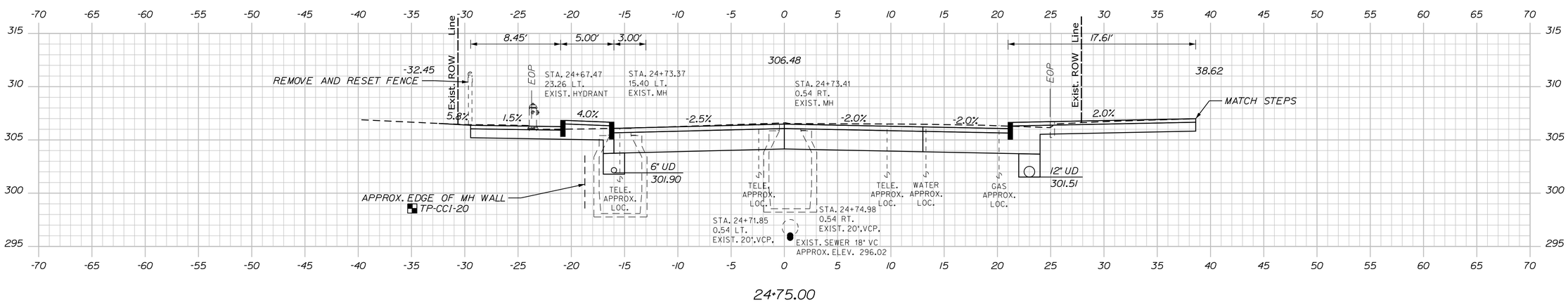
Filename: ...\MSTA\Planset\H_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026



25+12.00



25+00.00



24+75.00

STATE OF MAINE
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CAPITAL PROJECTS

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HIGHWAY PLANS

	BY	DATE
E. MARTIN	JBD	8/27/2026
	AG	8/27/2026

SIGNATURE

P.E. NUMBER

DATE

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

SANFORD
MAIN STREET

CROSS SECTIONS

SHEET NUMBER

100

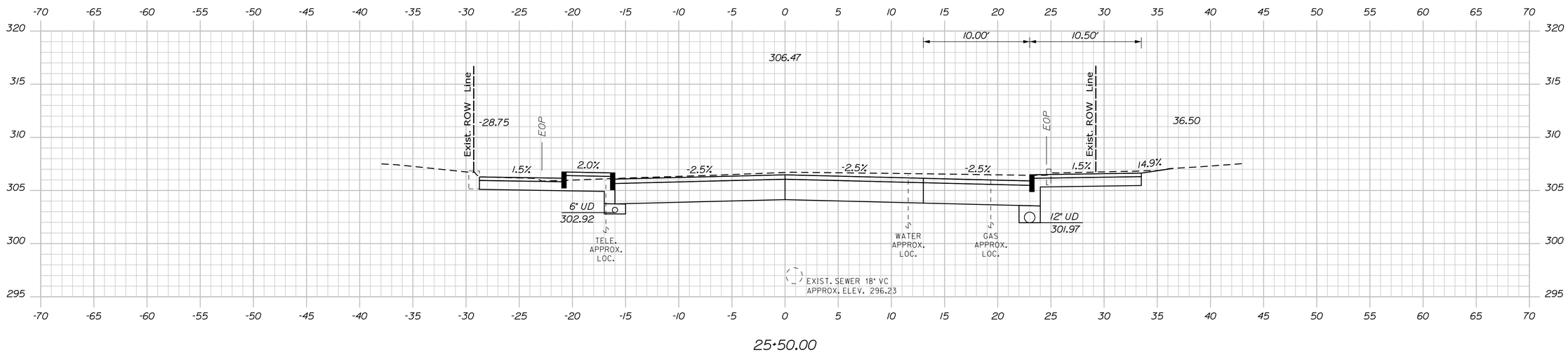
OF 195

Filename: ...\MSTA\Planset\H_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026

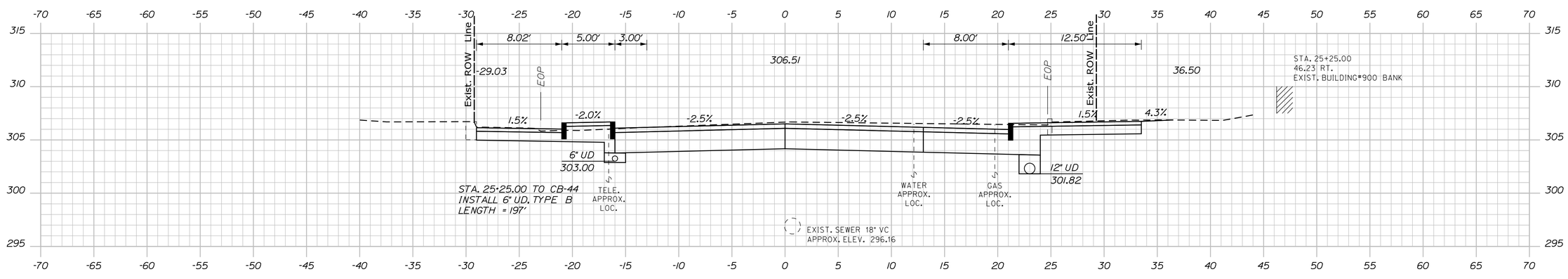
Sta. 24+75.00 to Sta. 25+12.00



25+57.51



25+50.00



25+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

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HIGHWAY PLANS

	BY	DATE
E. MARTIN		
PROJ. MANAGER	JBD	8/27/2026
DESIGN-DETAILED	BMD	
CHECKED-REVIEWED	ECF	
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1	AG	8/27/2026
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

SANFORD
MAIN STREET

CROSS SECTIONS

SHEET NUMBER

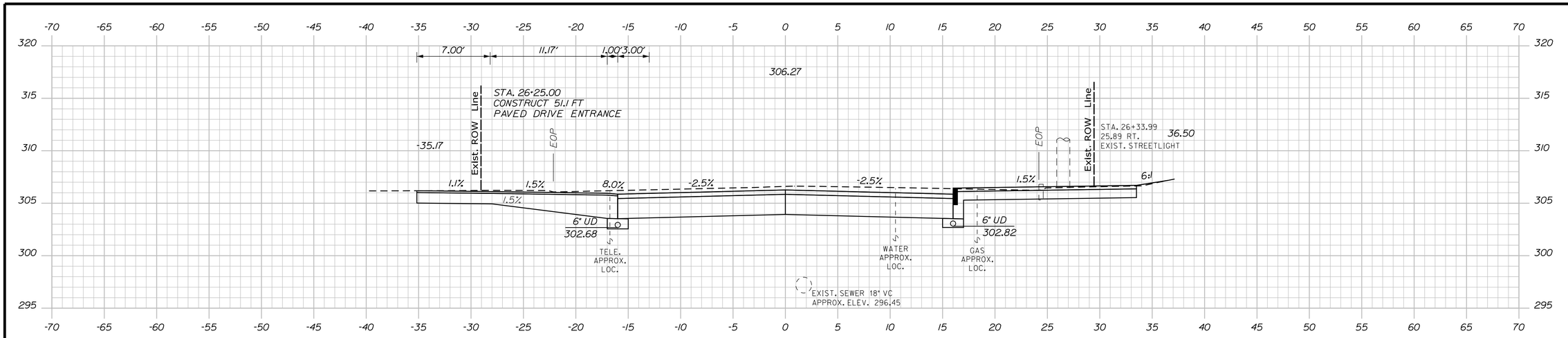
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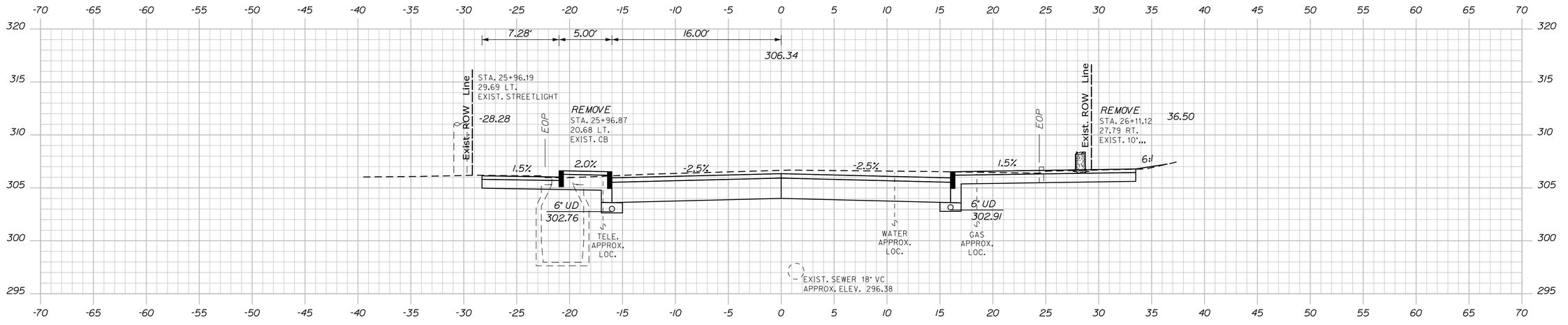
OF 195

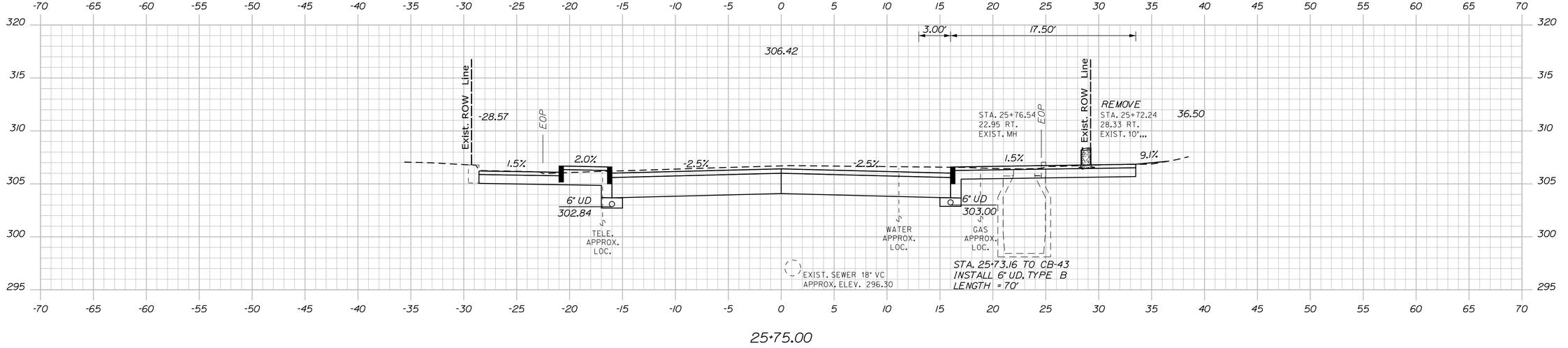
Filename: ...\MSTA\Planset\H_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026

Sta. 25+25.00 to Sta. 25+57.51

Filename: ...\MSTA\Planset\VH_004_Xsects.dgn Username: jamesdavis Division: HIGHWAY Date:8/27/2026







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CAPITAL PROJECTS

HIGHWAY PLANS

WIN 24395.01

	BY	DATE
E. MARTIN		
PROJ. MANAGER	JBD	8/27/2026
DESIGN-DETAILED	BMD	
CHECKED-REVIEWED	ECF	
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1	AG	8/27/2026
REVISIONS 2		
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REVISIONS 4		
FIELD CHANGES		

P.E. NUMBER

SIGNATURE

DATE

SANFORD
MAIN STREET

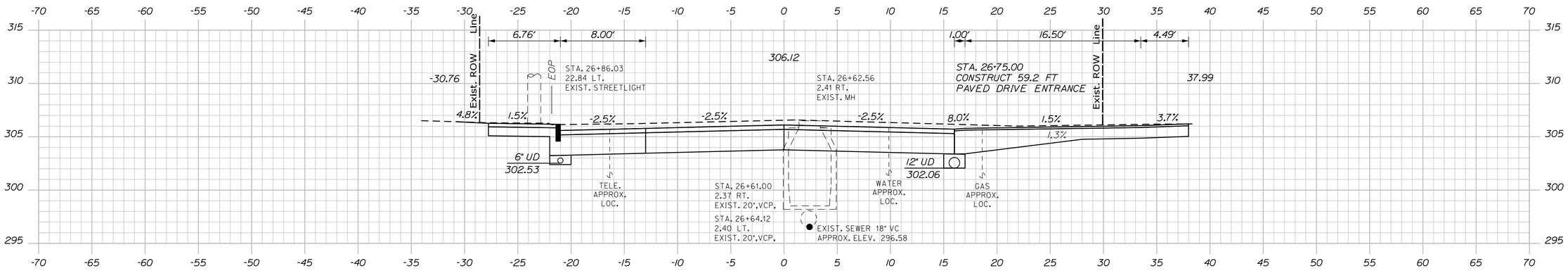
CROSS SECTIONS

SHEET NUMBER

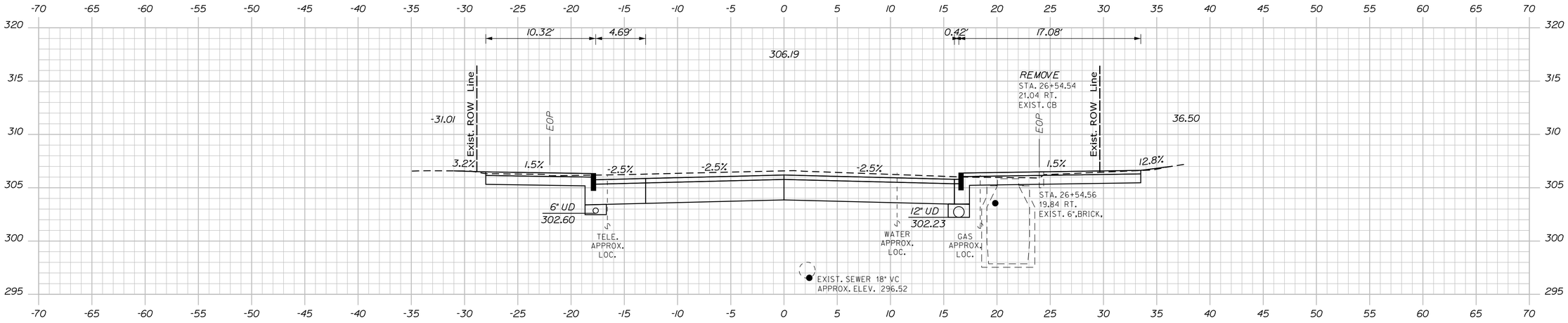
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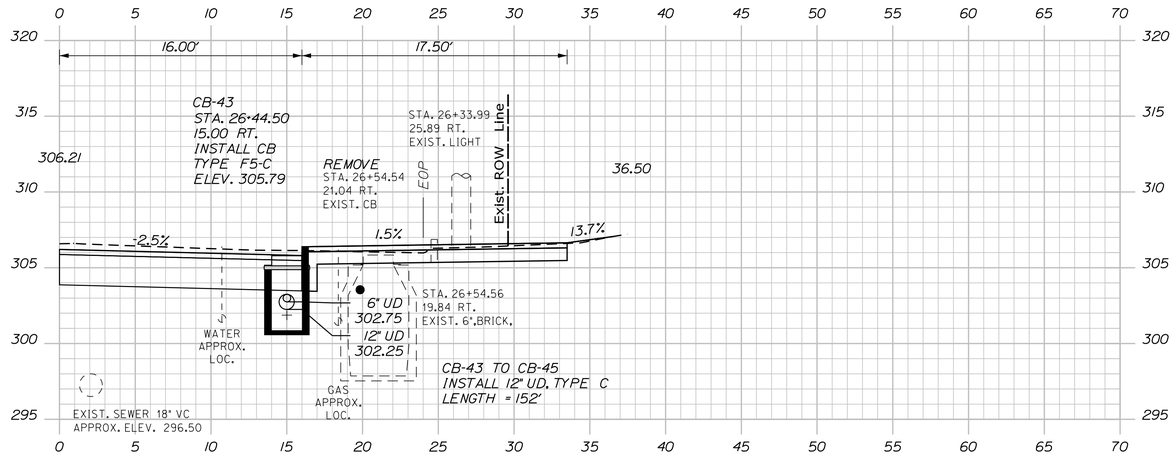
Sta. 25+75.00 to Sta. 26+25.00



26+75.00



26+50.00



26+44.50

STATE OF MAINE
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HIGHWAY PLANS

	BY	DATE
E. MARTIN	JBD	8/27/2026
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P.E. NUMBER

DATE

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

SANFORD
MAIN STREET

CROSS SECTIONS

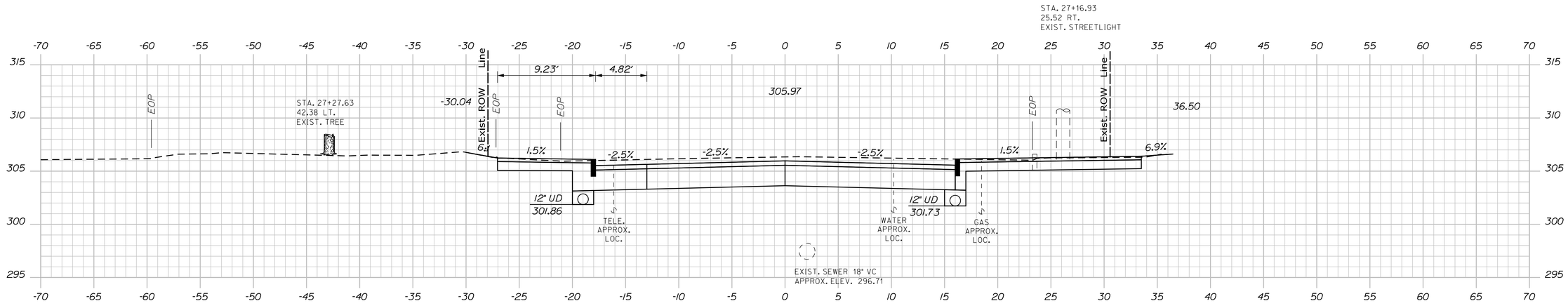
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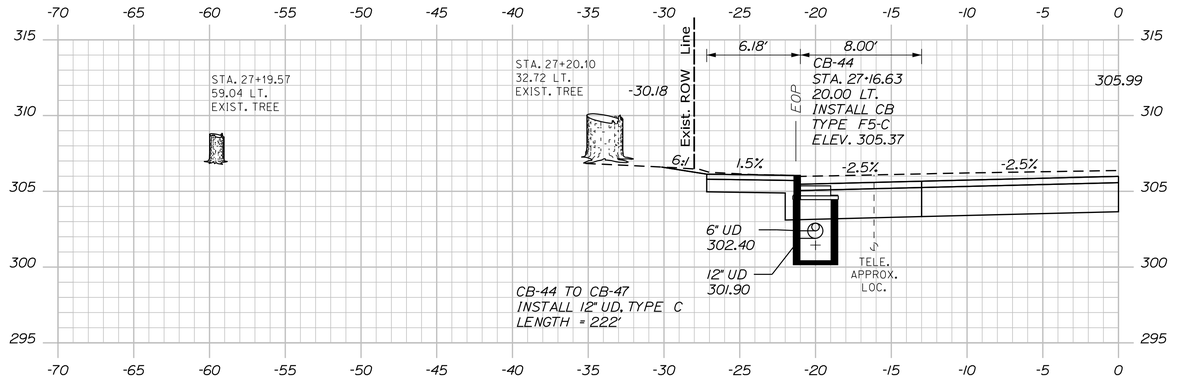
103

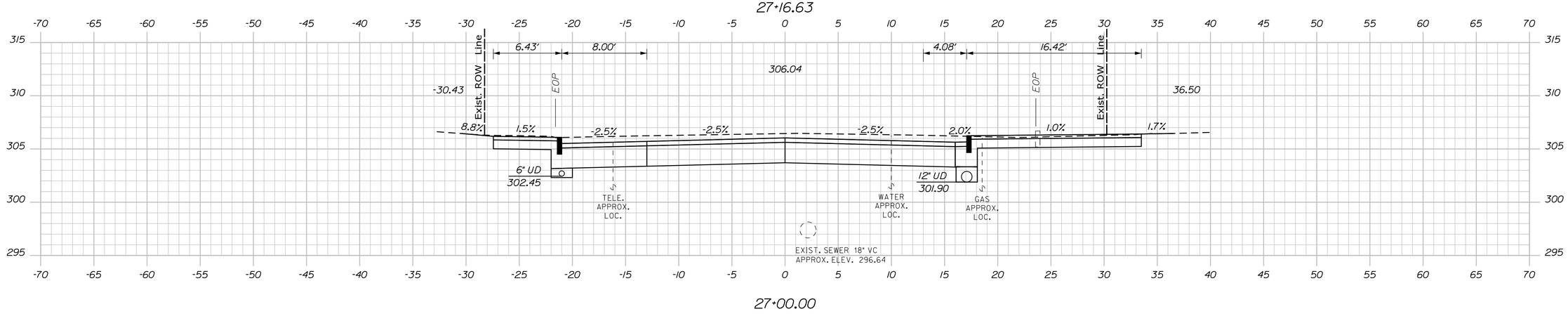
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Filename: ...\MSTA\Planset\VH_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026

Sta. 26+44.50 to Sta. 26+75.00







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WIN
24395.01

HIGHWAY PLANS

P.E. NUMBER

DATE

SIGNATURE

	BY	DATE
E. MARTIN		
PROJ. MANAGER		
DESIGN-DETAILED	JBD	8/27/2026
CHECKED-REVIEWED	AG	8/27/2026
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SANFORD
MAIN STREET

CROSS SECTIONS

SHEET NUMBER

104

OF 195

Sta. 27+00.00 to Sta. 27+25.00

Filename: ...\MSTA\Planset\H_004_Xsects.dgn Username: jamesdavis Division: HIGHWAY Date:8/27/2026

Filename: ...\MSTA\Planset\H_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026

Sta. 27+50.00 to Sta. 28+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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HIGHWAY PLANS

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DATE

PROJ. MANAGER	E. MARTIN		
DESIGN-DETAILED	BMD	JBD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

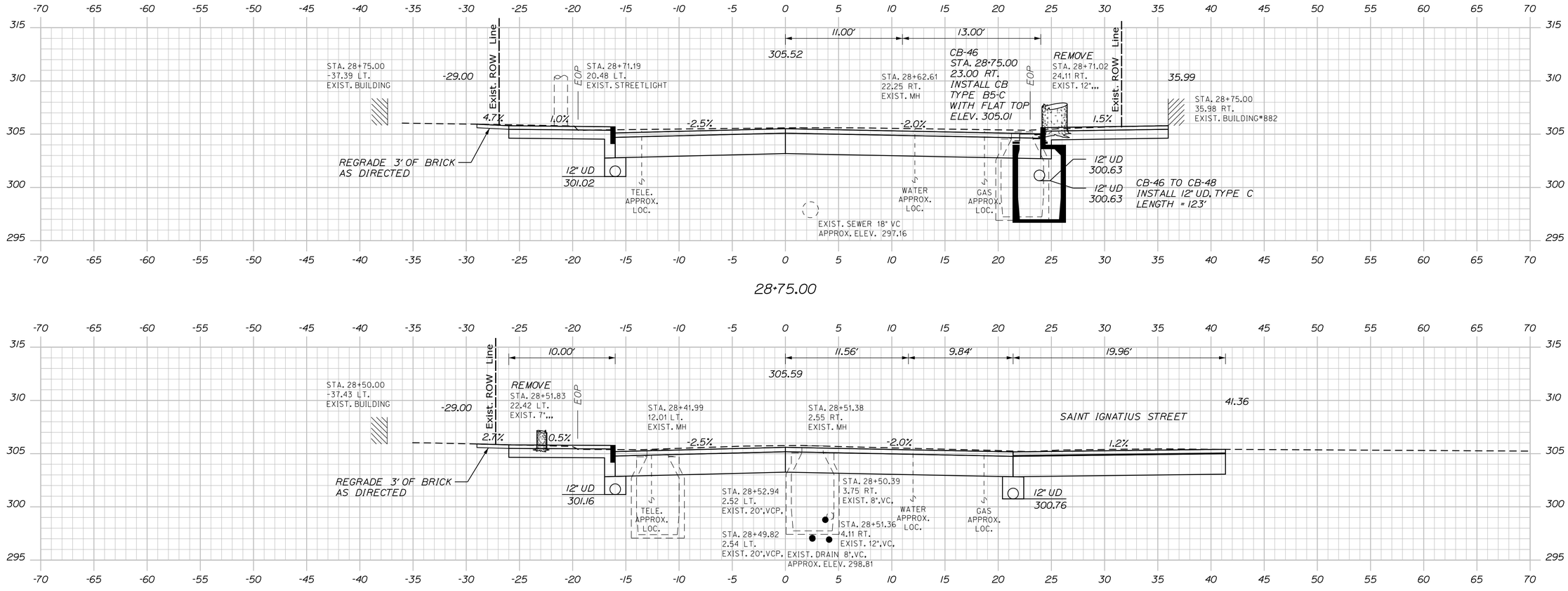
SANFORD
MAIN STREET

CROSS SECTIONS

SHEET NUMBER

105

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
24395.01

HIGHWAY PLANS

P.E. NUMBER

DATE

SIGNATURE

PROJ. MANAGER	E. MARTIN		
DESIGN-DETAILED	BMD	JGD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2	ECF		
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SANFORD
MAIN STREET

CROSS SECTIONS

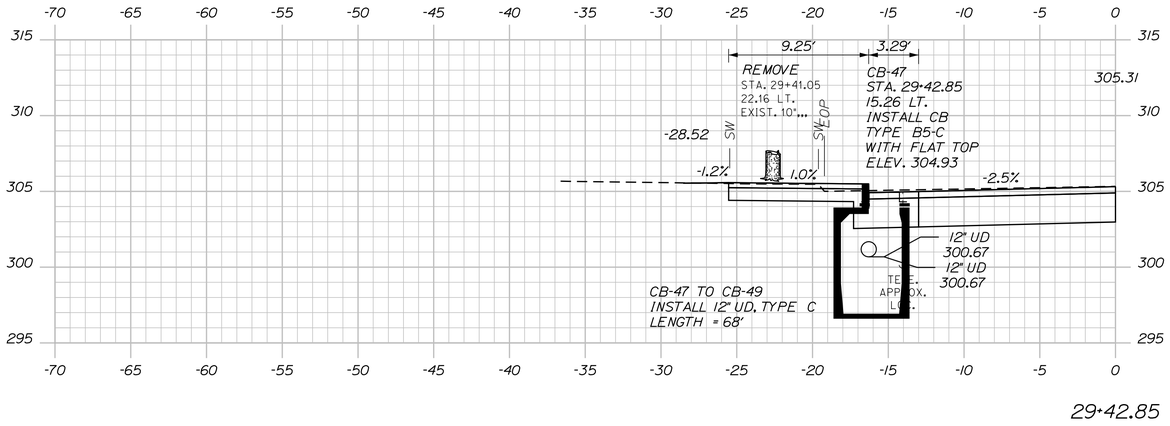
SHEET NUMBER

106

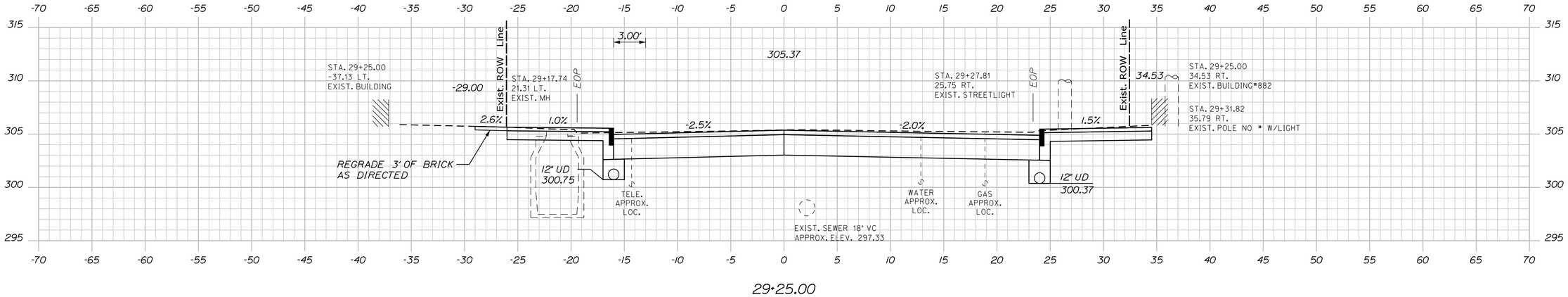
OF 195

Sta. 28+25.00 to Sta. 28+75.00

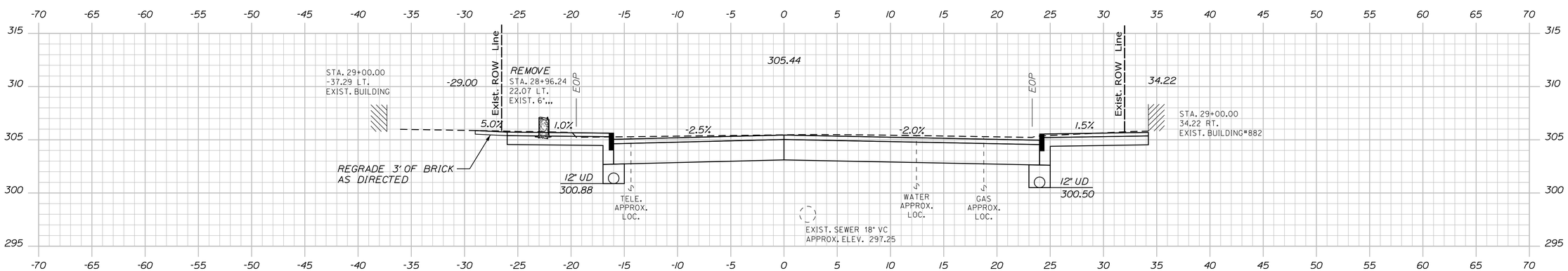
Filename: ...\MSTA\Planset\H_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026



29+42.85



29+25.00



29+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

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HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	E. MARTIN	
DESIGN-DETAILED	BMD	8/27/2026
CHECKED-REVIEWED	ECF	8/27/2026
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

SANFORD
MAIN STREET

CROSS SECTIONS

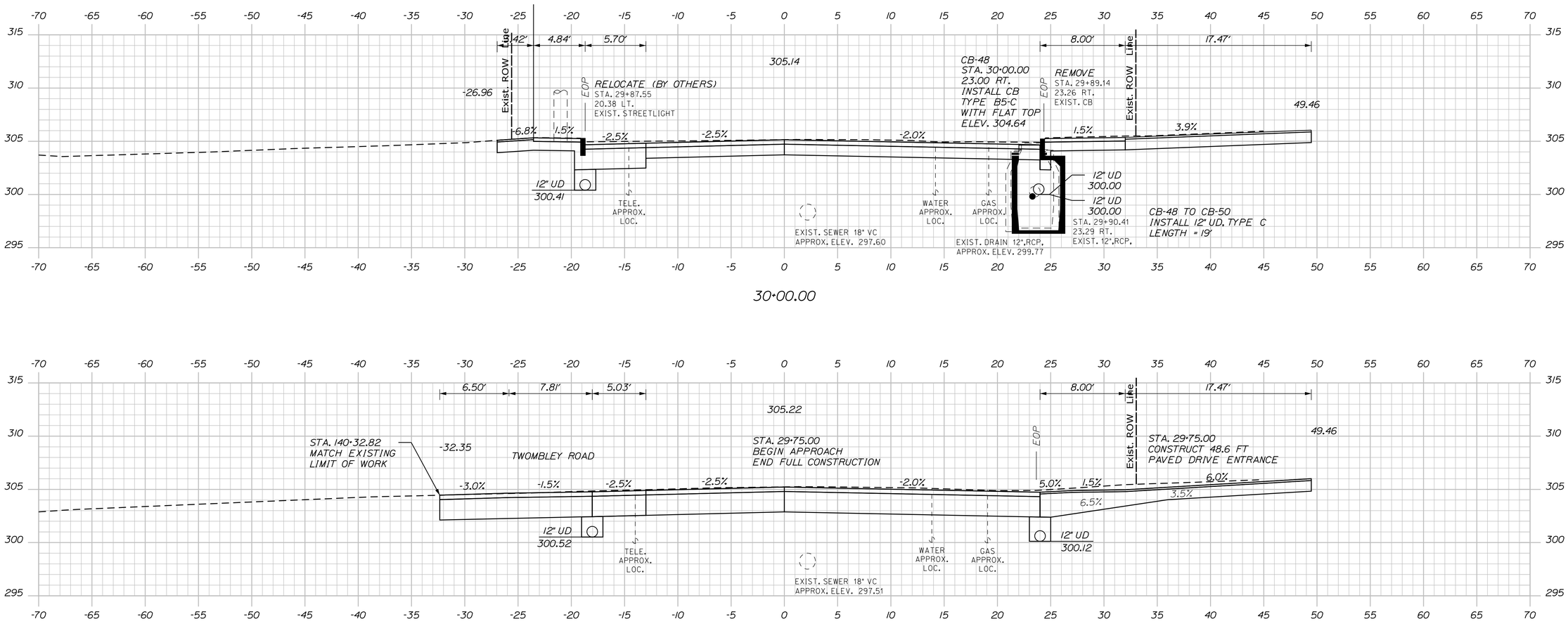
SHEET NUMBER

107

OF 195

Sta. 29+00.00 to Sta. 29+42.85

Filename: ...\MSTA\Planset\H_004_Xsects.dgn Username: jamesdavis Division: HIGHWAY Date:8/27/2026



30+00.00

29+75.00

29+50.00

STATE OF MAINE
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CAPITAL PROJECTS

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DATE

SIGNATURE

	BY	DATE
E. MARTIN		
PROJ. MANAGER	BMD	8/27/2026
DESIGN-DETAILED	JBD	8/27/2026
CHECKED-REVIEWED	ECF	
DESIGN2-DETAILED2	AG	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SANFORD
MAIN STREET

CROSS SECTIONS

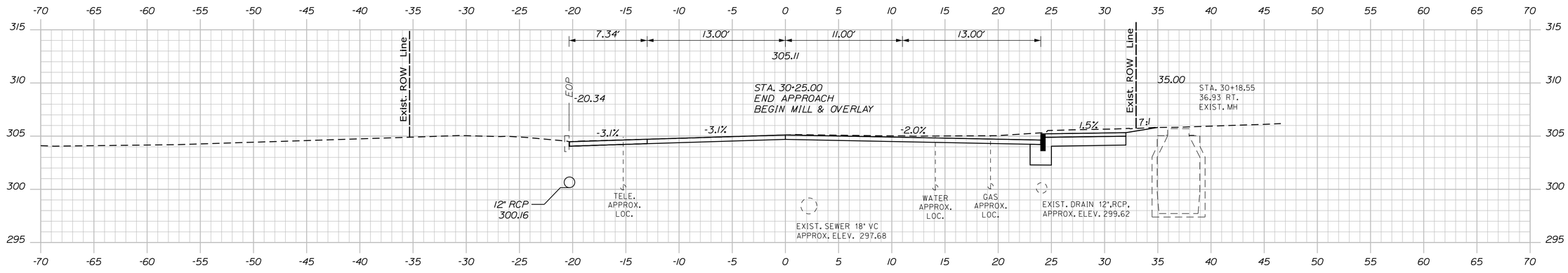
SHEET NUMBER

108

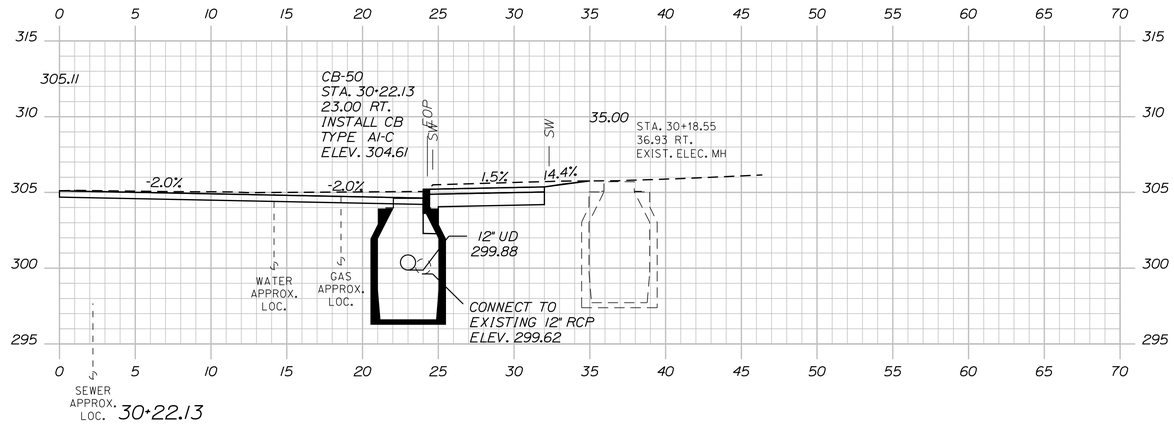
OF 195

Sta. 29+50.00 to Sta. 30+00.00

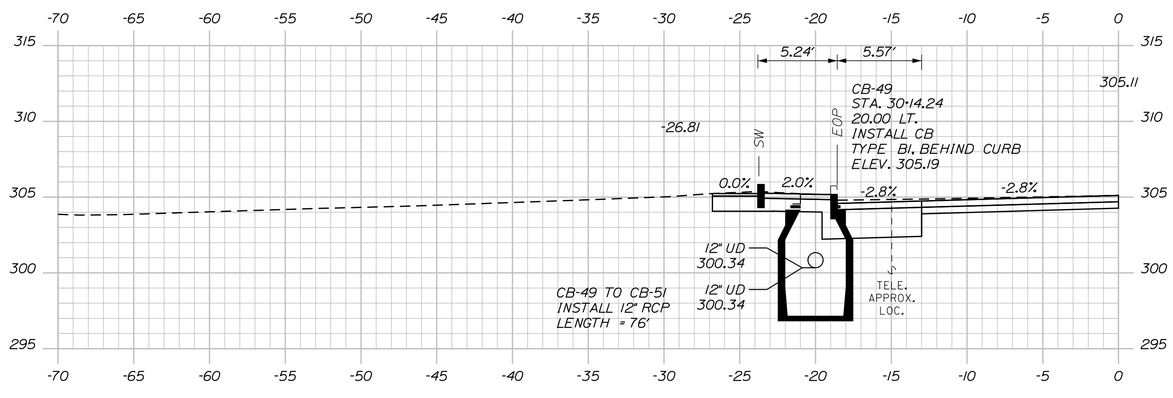
Filename: ...\MSTA\Planset\H_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026



30+25.00



30+22.13



30+14.24

STATE OF MAINE
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HIGHWAY PLANS

	BY	DATE
E. MARTIN		
PROJ. MANAGER	JBD	8/27/2026
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DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

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DATE

SANFORD
MAIN STREET

CROSS SECTIONS

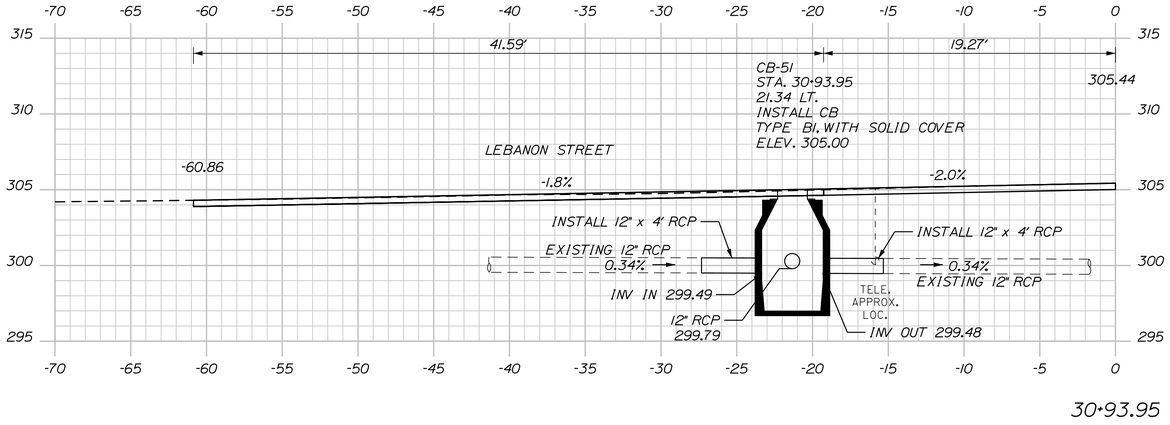
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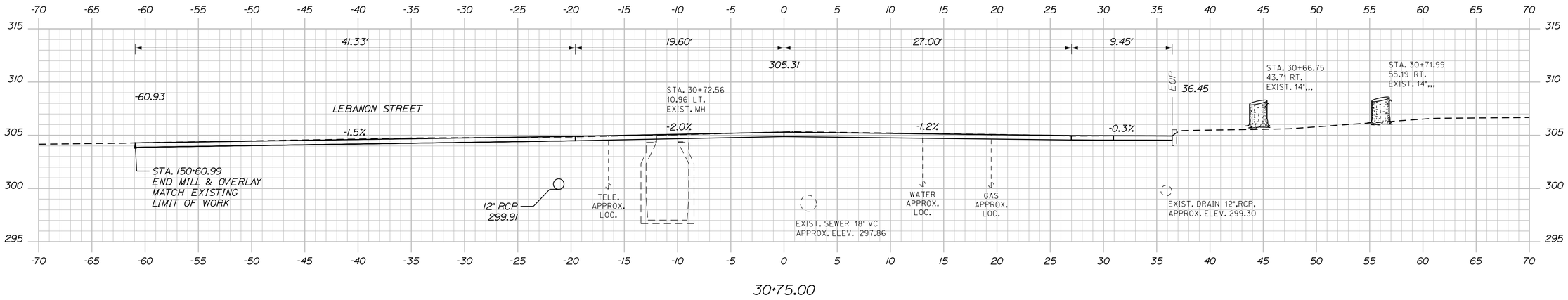
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Filename: ...\MSTA\Planset\H_004_Xsects.dgn Username: jamesdavis Division: HIGHWAY

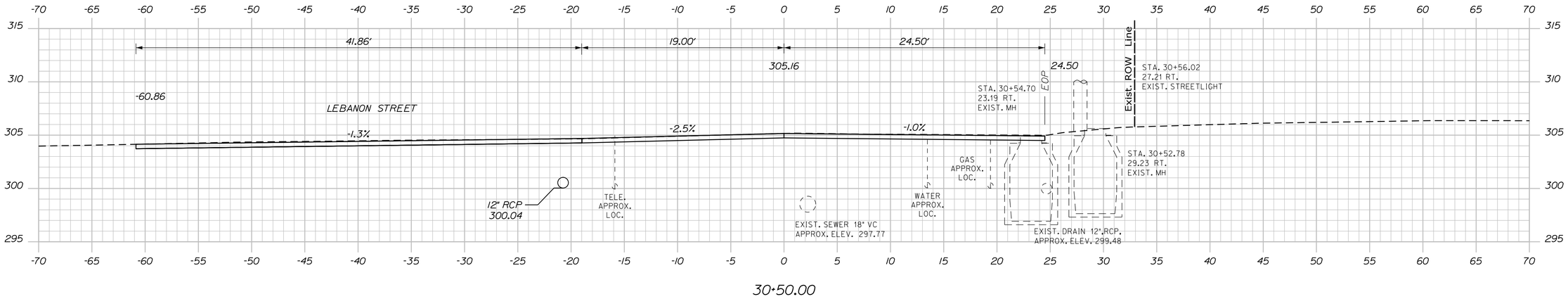
Sta. 30+14.24 to Sta. 30+25.00



30+93.95



30+75.00



30+50.00

STATE OF MAINE
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HIGHWAY PLANS

	BY	DATE
E. MARTIN		
PROJ. MANAGER	BMD	8/27/2026
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CHECKED-REVIEWED	EOF	
DESIGN2-DETAILED2	AG	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
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REVISIONS 4		
FIELD CHANGES		

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SANFORD
MAIN STREET

CROSS SECTIONS

SHEET NUMBER

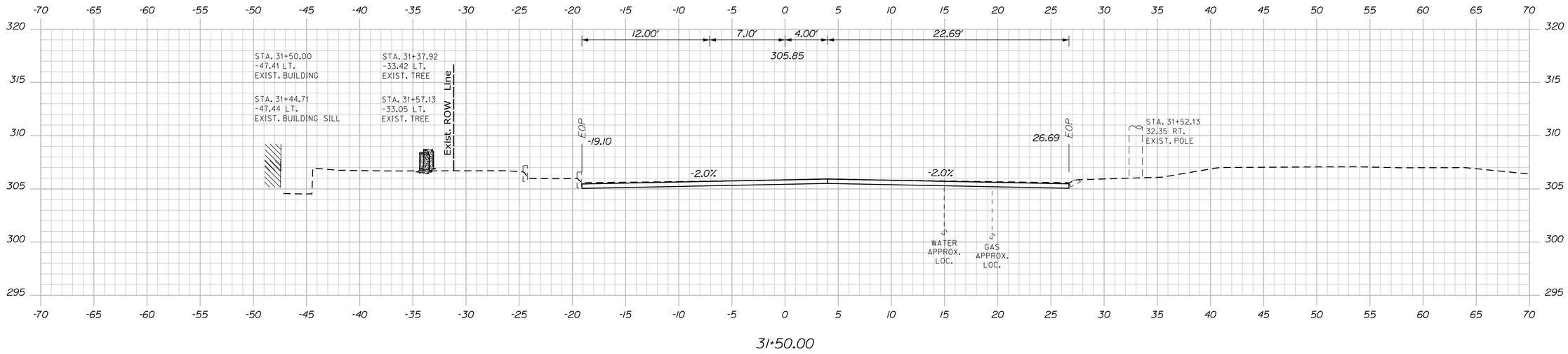
110

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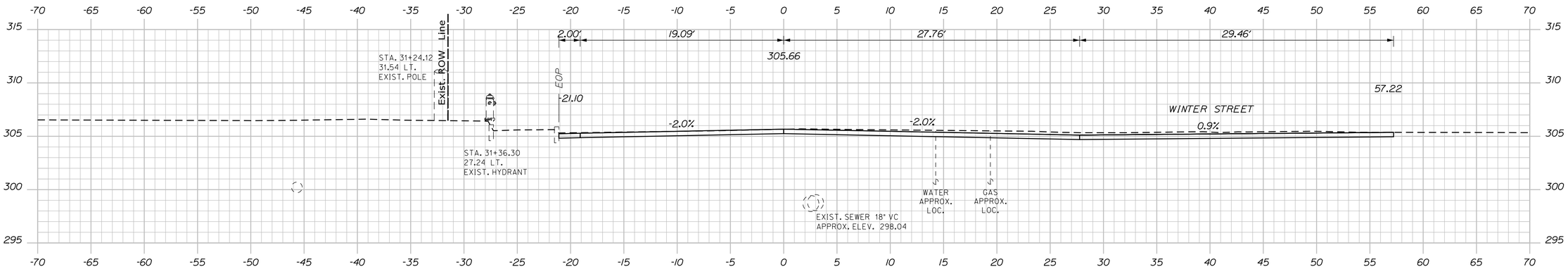
Sta. 30+50.00 to Sta. 30+93.95

Filename: ...\MSTA\Planset\H_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026 Date:8/27/2026

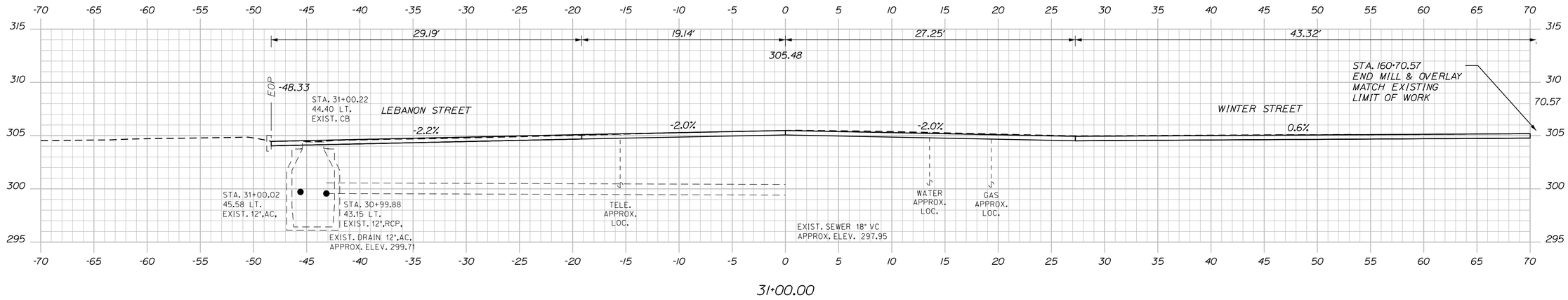
Filename: ...\MSTA\Planset\VH_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026



31+50.00



31+25.00



31+00.00

STATE OF MAINE
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HIGHWAY PLANS

PROJ. MANAGER	E. MARTIN		
DESIGN-DETAILED	BMD	JBD	8/27/2026
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DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

P.E. NUMBER

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DATE

SANFORD
MAIN STREET

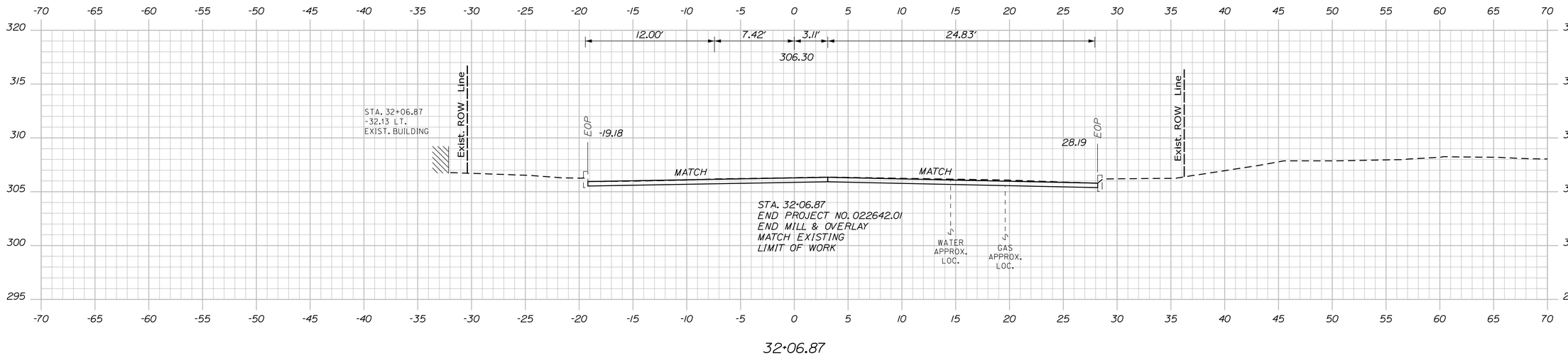
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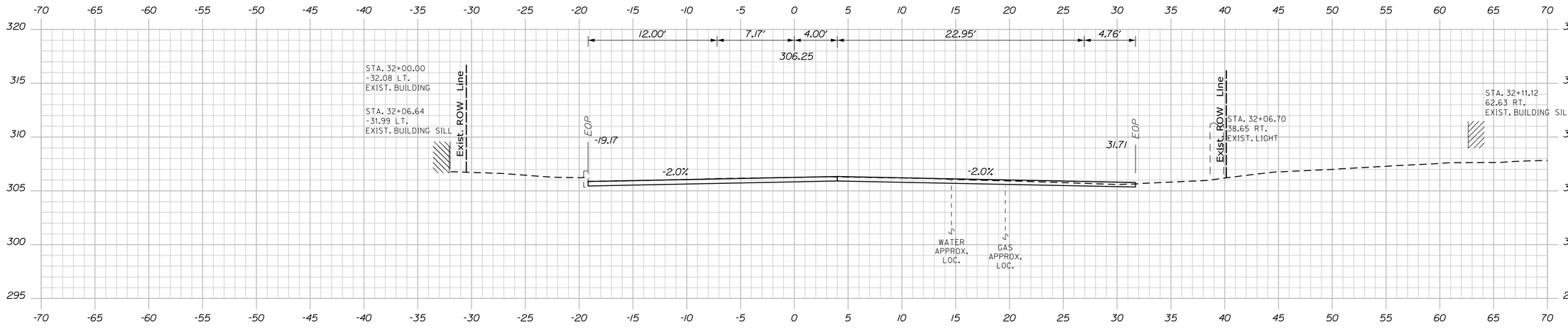
111

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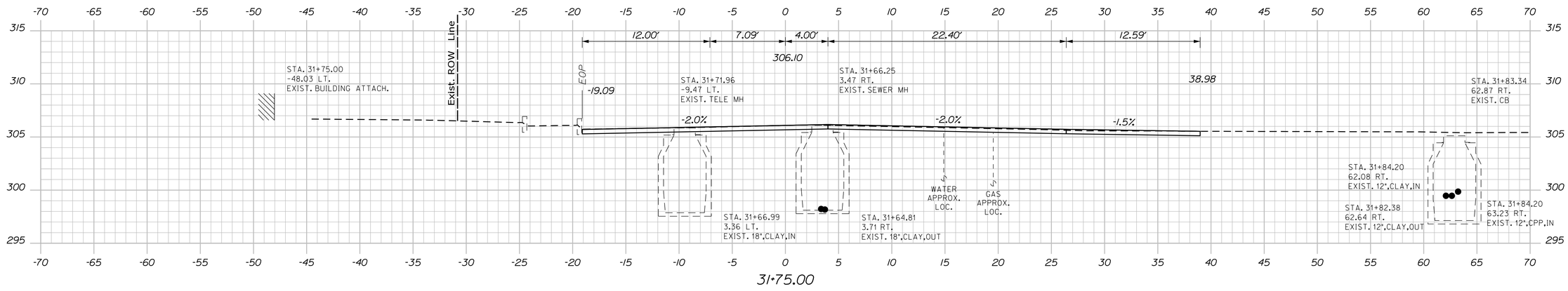
Sta. 31+00.00 to Sta. 31+50.00



32+06.87



32+00.00



31+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN 24395.01

HIGHWAY PLANS

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	BMD	JBD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

SANFORD
MAIN STREET

CROSS SECTIONS

SHEET NUMBER

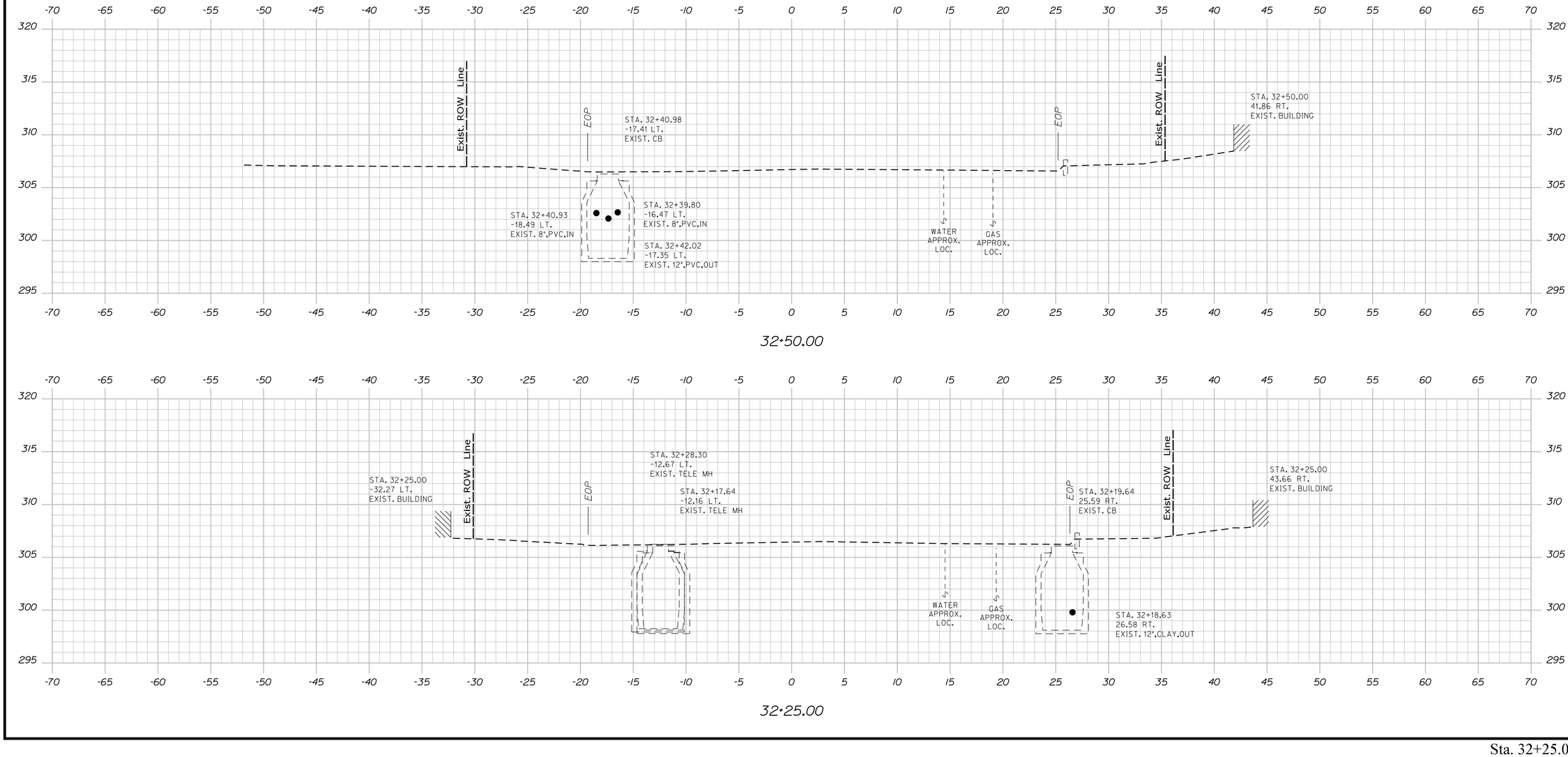
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Sta. 31+75.00 to Sta. 32+06.87

Filename: ...\MSTA\Planset\VH_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026

Filename: ...\MSTA\Planset\H_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026



STATE OF MAINE
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CAPITAL PROJECTS

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HIGHWAY PLANS

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	BMD	JBD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

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SANFORD
MAIN STREET

CROSS SECTIONS

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Sta. 32+25.00 to Sta. 32+50.00

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CAPITAL PROJECTS

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HIGHWAY PLANS

	E. MARTIN	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	BMD	JBD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

P.E. NUMBER

SIGNATURE

DATE

SANFORD
WASHINGTON STREET

CROSS SECTIONS

SHEET NUMBER

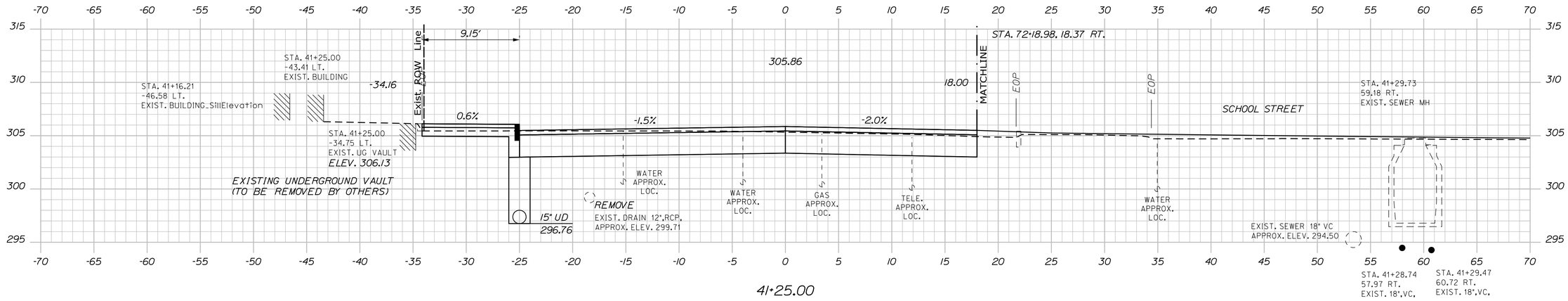
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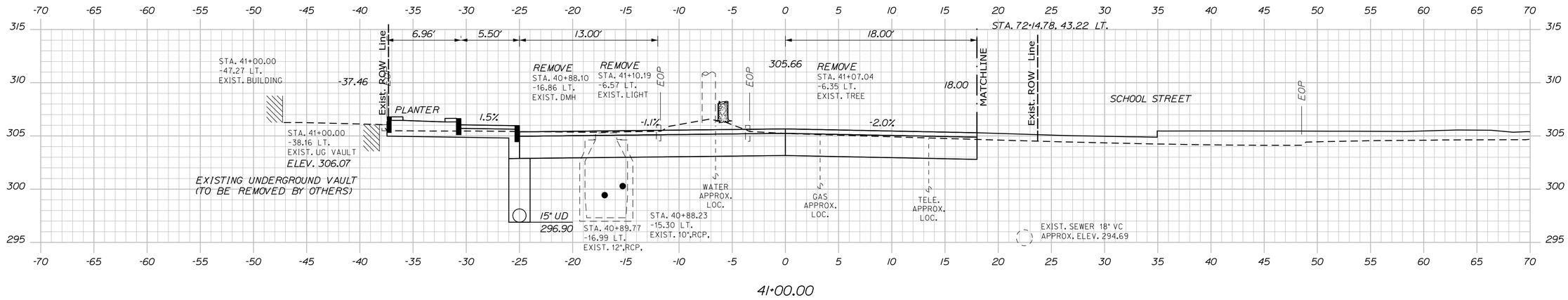
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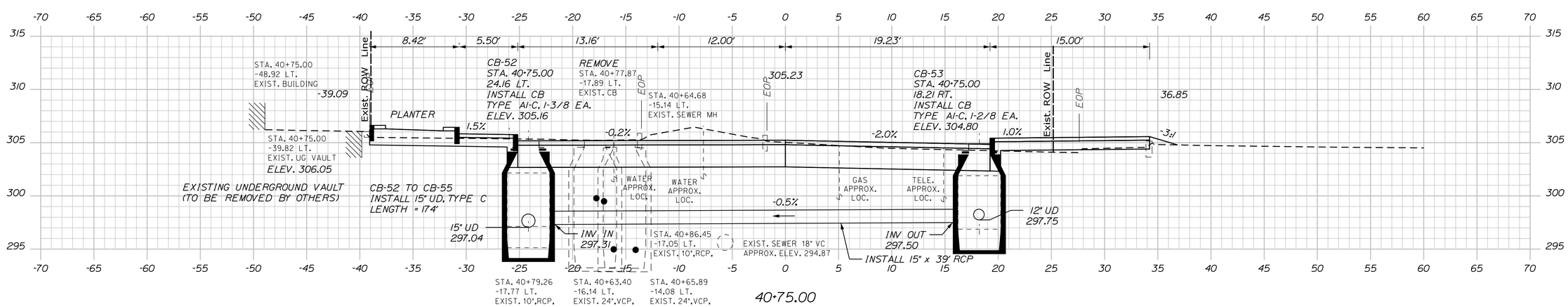
Sta. 40+04.63 to Sta. 40+50.00

Filename: ...\MSTA\Planset\H_004_Xsects.dgn Username: jamesdavis Division: HIGHWAY Date:8/27/2026

Filename: ...\MSTA\Planset\VH_004_Xsects.dgn Username: jamesdavis Division: HIGHWAY Date:8/27/2026







STATE OF MAINE
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CAPITAL PROJECTS

WIN
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HIGHWAY PLANS

	E. MARTIN	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	BMD	JBD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

SANFORD
WASHINGTON STREET

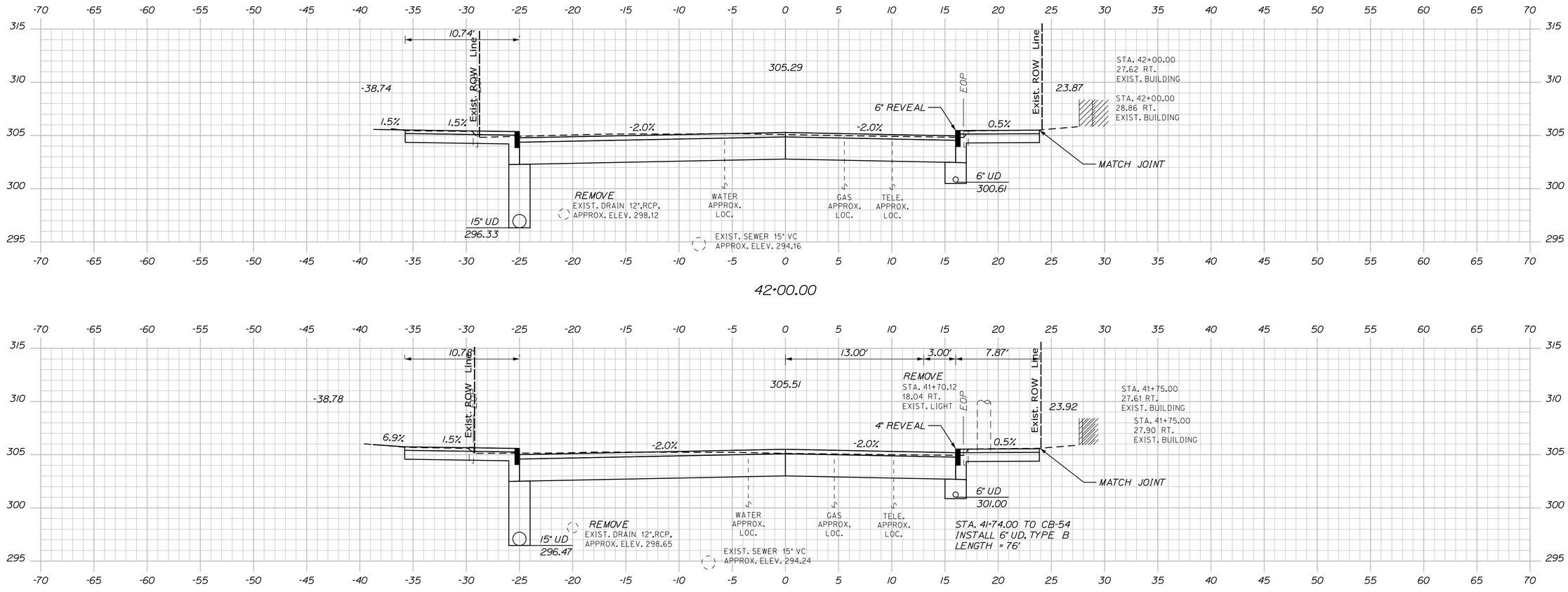
CROSS SECTIONS

SHEET NUMBER

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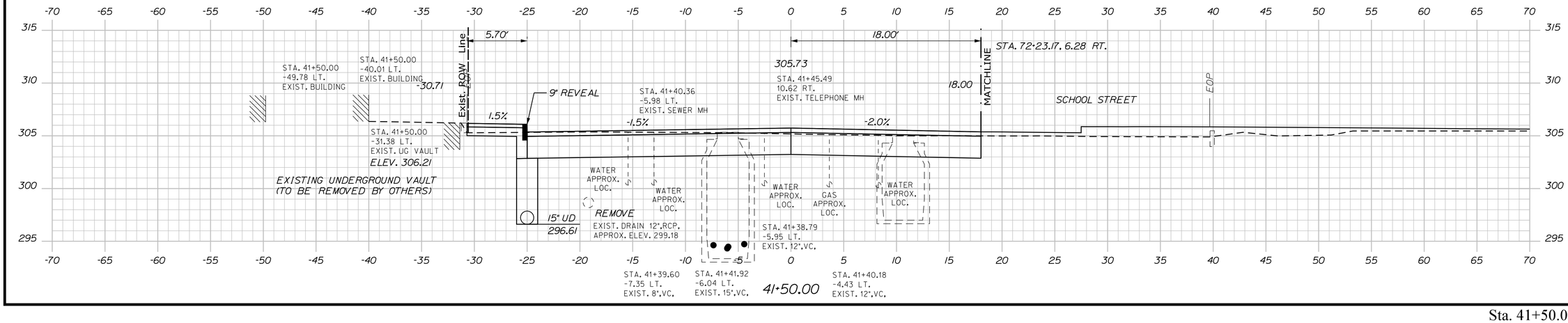
OF 195

Sta. 40+75.00 to Sta. 41+25.00



42+00.00

41+75.00



41+50.00

STATE OF MAINE
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HIGHWAY PLANS

	BY	DATE
E. MARTIN		
PROJ. MANAGER	BMD	8/27/2026
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CHECKED-REVIEWED	EOF	
DESIGN2-DETAILED2	AG	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
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REVISIONS 4		
FIELD CHANGES		

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DATE

SANFORD
WASHINGTON STREET

CROSS SECTIONS

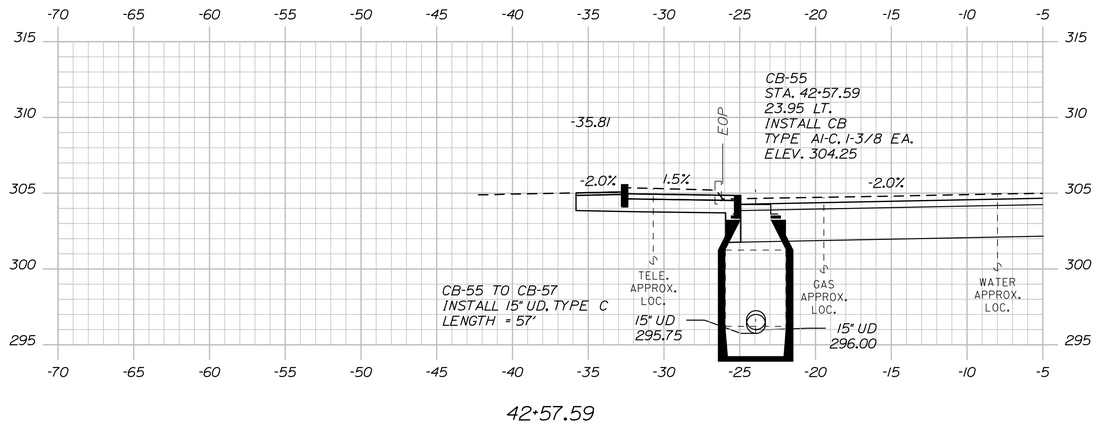
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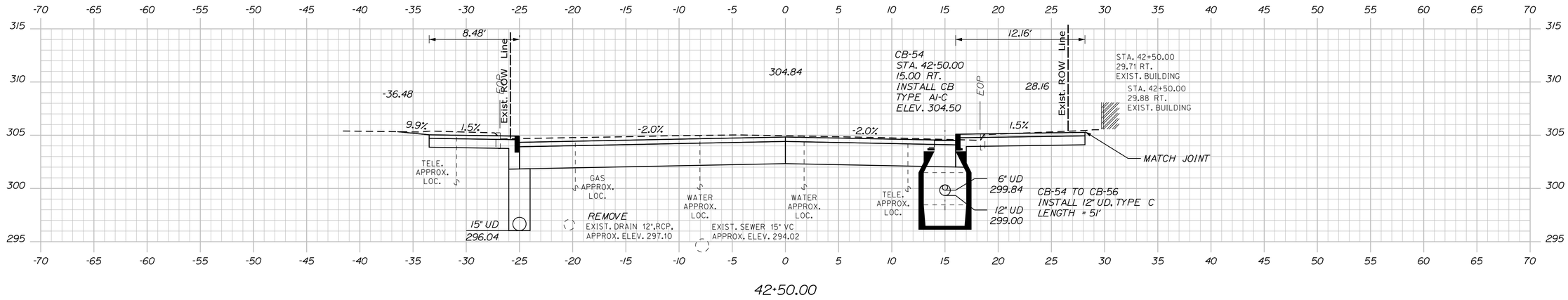
OF 195

Sta. 41+50.00 to Sta. 42+00.00

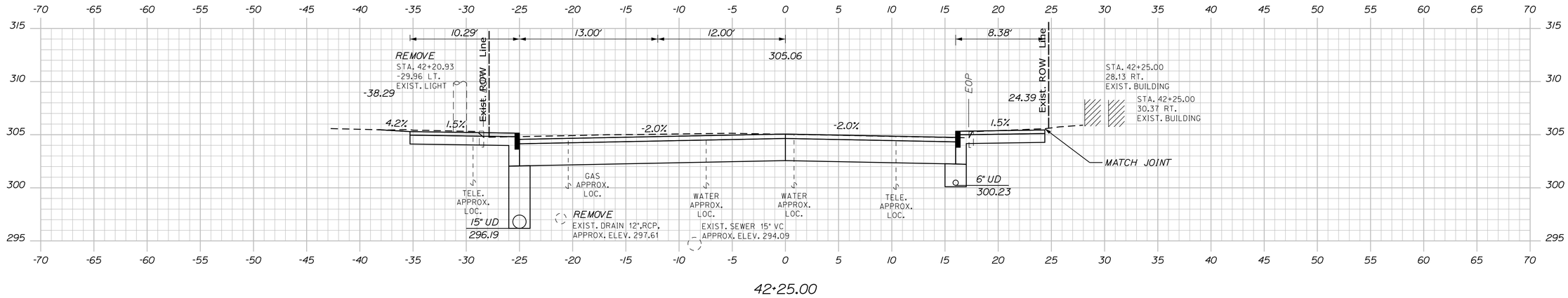
Filename: ...\MSTA\Planset\H_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026



42+57.59



42+50.00



42+25.00

STATE OF MAINE
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	BY	DATE
E. MARTIN PROJ. MANAGER		
DESIGN-DETAILED	BMD	8/27/2026
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DESIGN2-DETAILED2		
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SANFORD
WASHINGTON STREET

CROSS SECTIONS

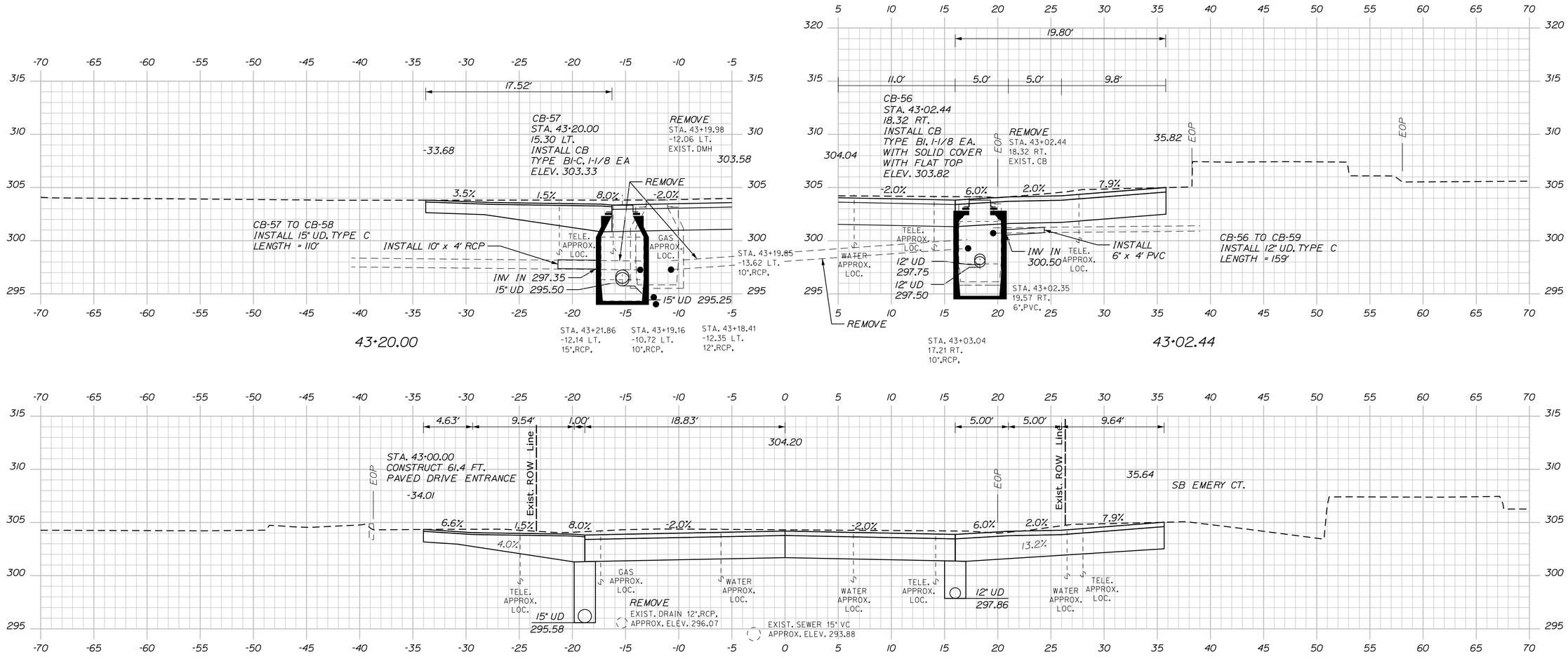
SHEET NUMBER

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Sta. 42+25.00 to Sta. 42+75.00

Filename: ...\MSTA\Planset\H_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026



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HIGHWAY PLANS

	BY	DATE
E. MARTIN		
PROJ. MANAGER		
DESIGN-DETAILED	BMD	8/27/2026
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DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
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REVISIONS 4		
FIELD CHANGES		

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WASHINGTON STREET

CROSS SECTIONS

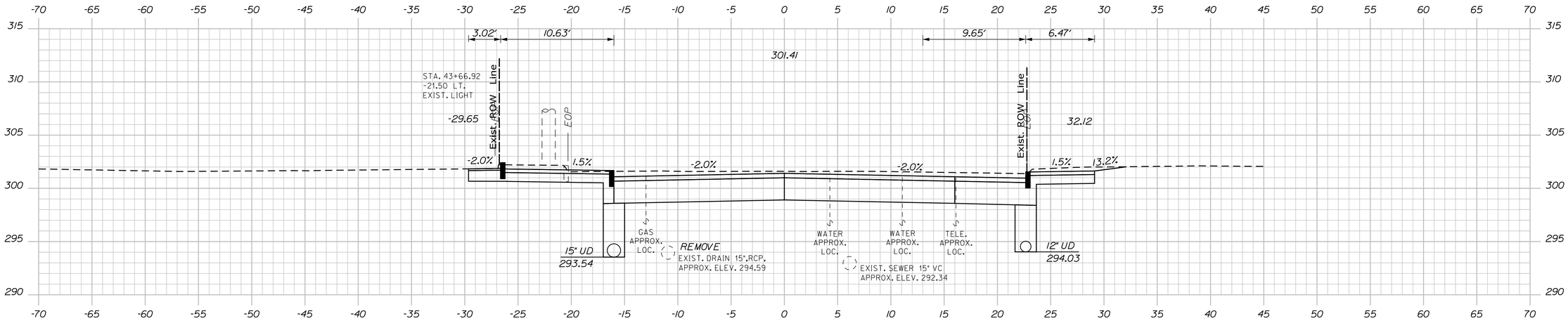
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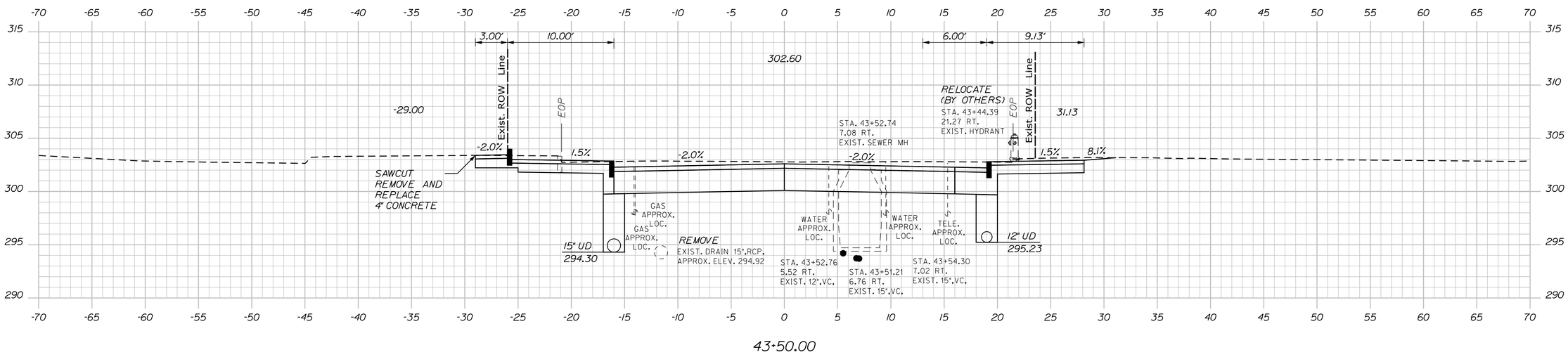
OF 195

Sta. 43+00.00 to Sta. 43+50.00

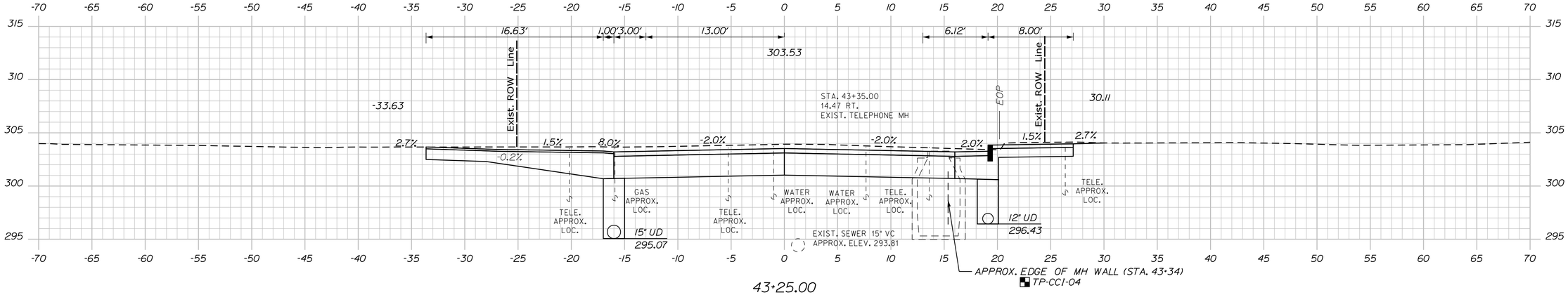
Filename: ...\MSTA\Planset\H_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026



43+75.00



43+50.00



43+25.00

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HIGHWAY PLANS

	BY	DATE
E. MARTIN		
PROJ. MANAGER	JBD	8/27/2026
DESIGN-DETAILED	BMD	
CHECKED-REVIEWED	ECF	
DESIGN2-DETAILED2	AG	8/27/2026
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

SANFORD
WASHINGTON STREET

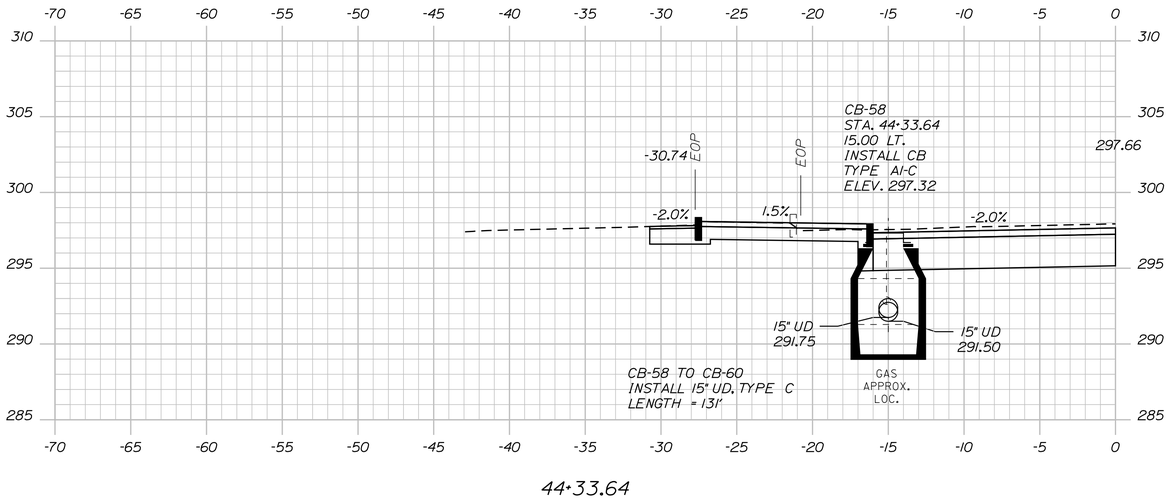
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SHEET NUMBER

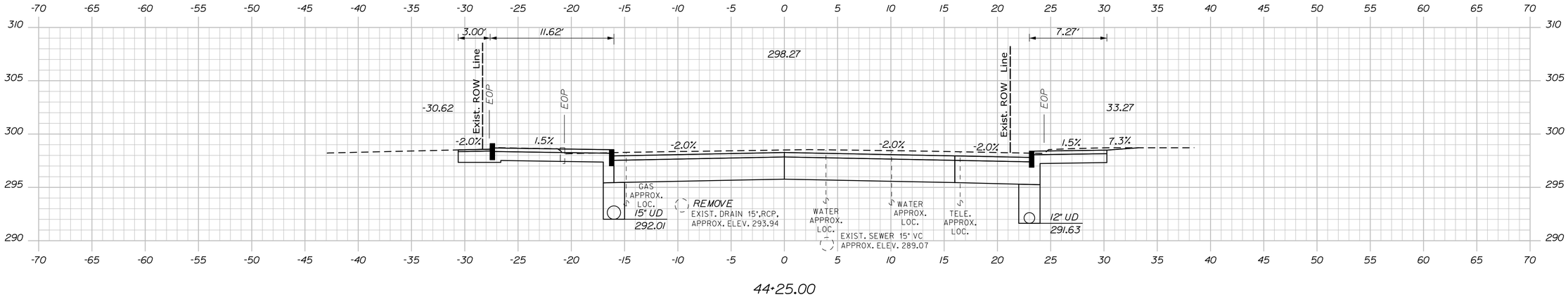
119

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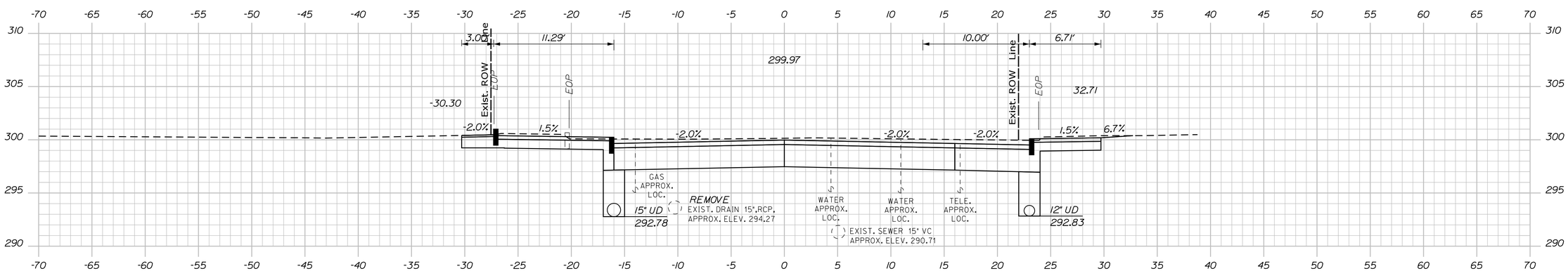
Filename: ...\MSTA\Planset\VH_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026



44+33.64



44+25.00



44+00.00

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	E. MARTIN	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	BMD	JBD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SANFORD
WASHINGTON STREET

CROSS SECTIONS

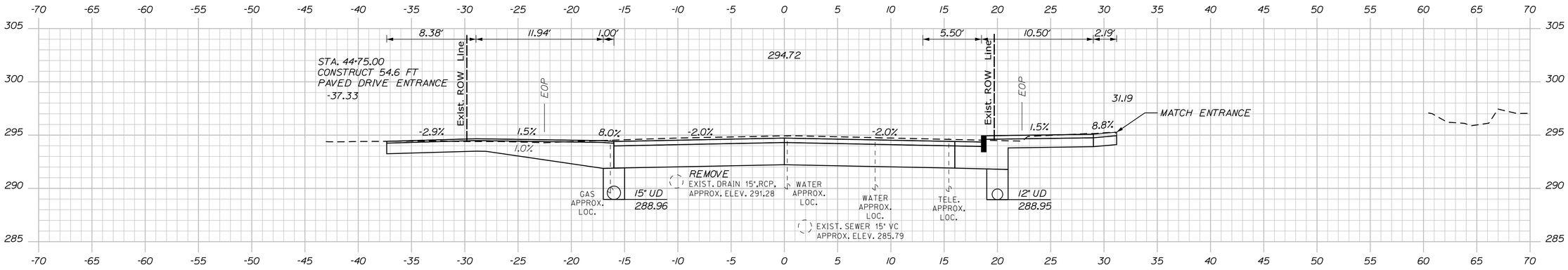
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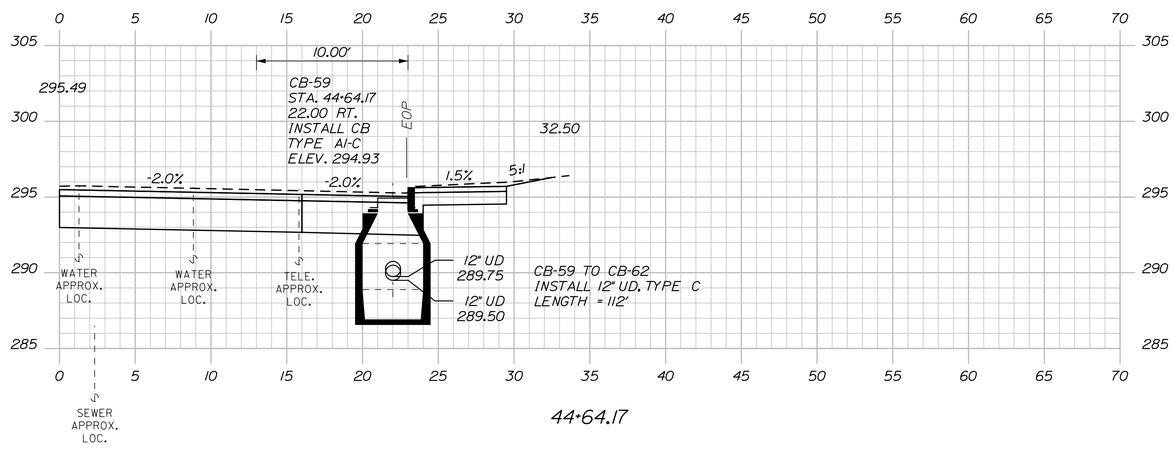
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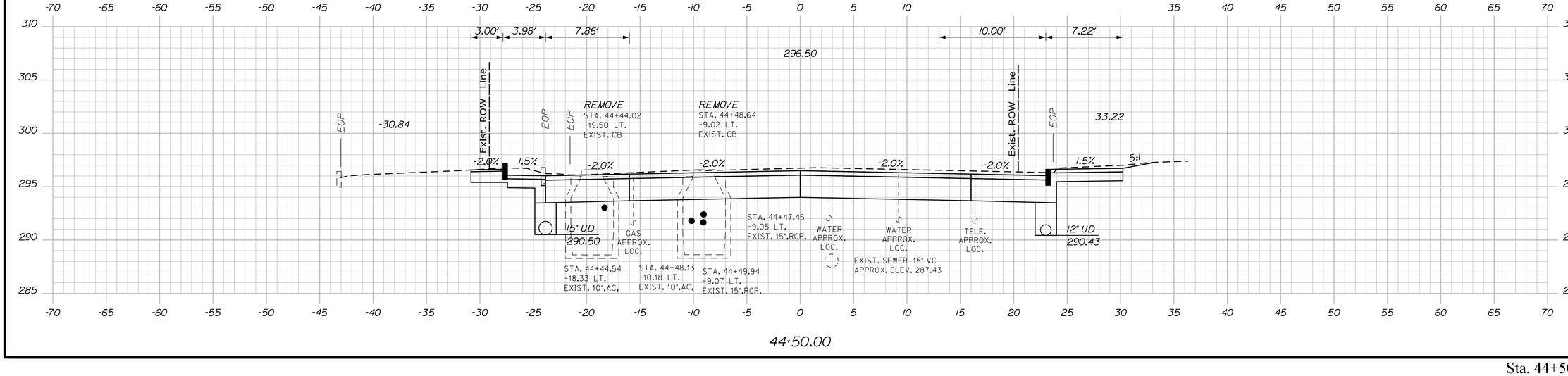
OF 195

Sta. 43+75.00 to Sta. 44+25.00

Filename: ...\MSTA\Planset\H_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026







Sta. 44+50.00 to Sta. 45+00.00

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PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	BMD	JBD	8/27/2026
CHECKED-REVIEWED	EOF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

P.E. NUMBER

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DATE

SANFORD
WASHINGTON STREET

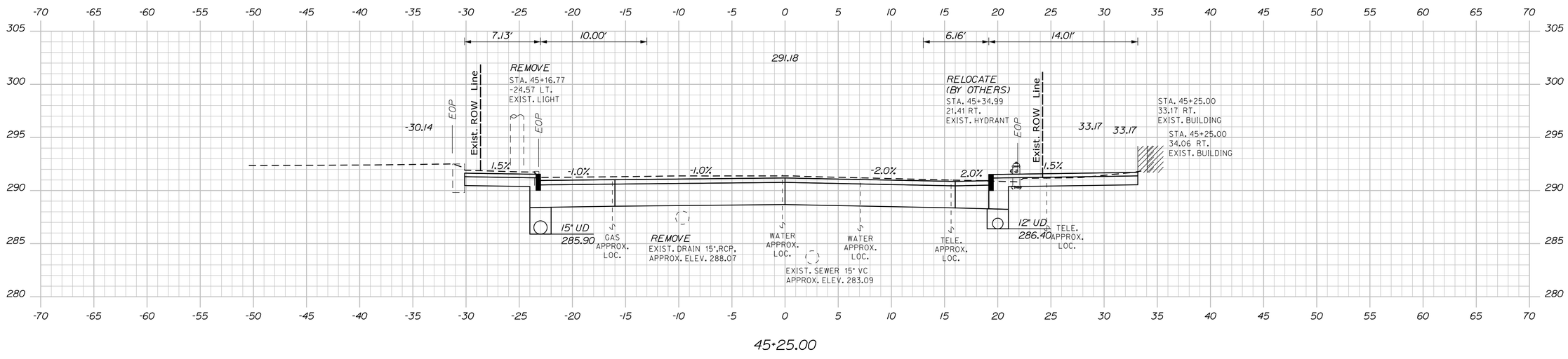
CROSS SECTIONS

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Filename: ...\MSTA\Planset\H_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026



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HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	E. MARTIN	
DESIGN-DETAILED	BMD	8/27/2026
CHECKED-REVIEWED	ECF	8/27/2026
DESIGN2-DETAILED2	AG	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

SANFORD
WASHINGTON STREET

CROSS SECTIONS

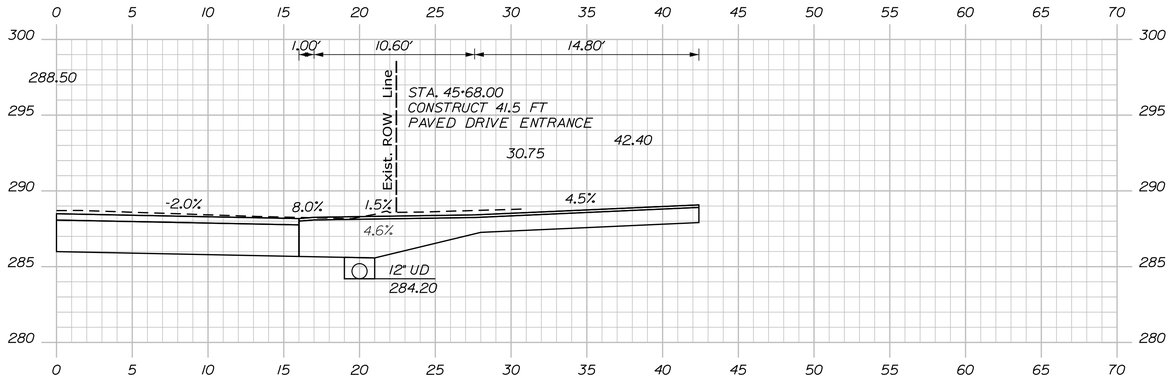
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122

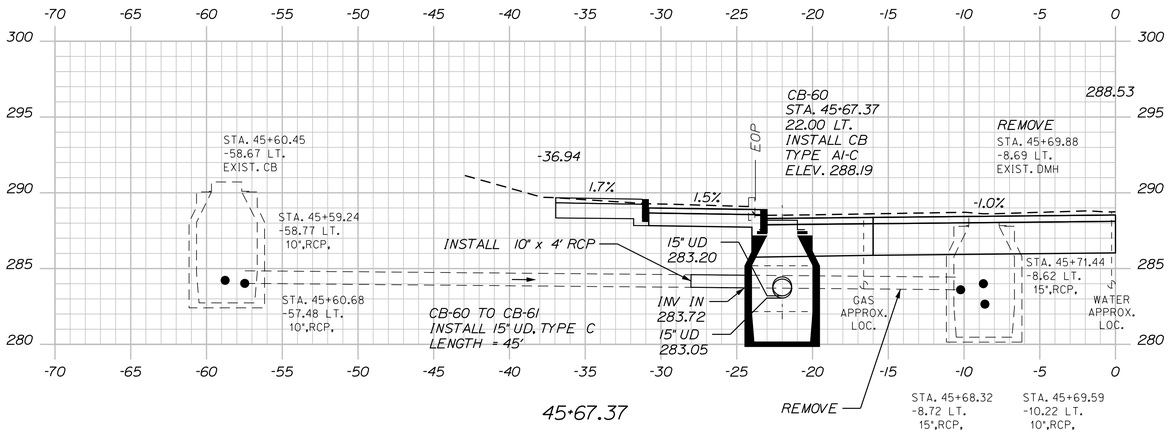
OF 195

Filename: ...\MSTA\Planset\H_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026

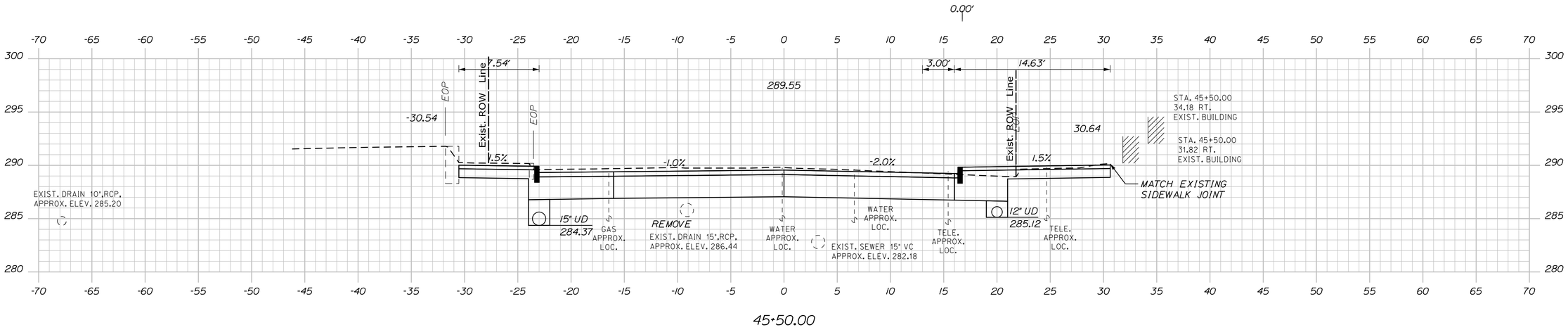
Filename: ...\MSTA\Planset\VH_004_Xsects.dgn Username: jamesdavis Division: HIGHWAY Date:8/27/2026



45+68.00



45+67.37



45+50.00

STATE OF MAINE
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	E. MARTIN	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	BMD	JBD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

P.E. NUMBER

SIGNATURE

DATE

SANFORD
WASHINGTON STREET

CROSS SECTIONS

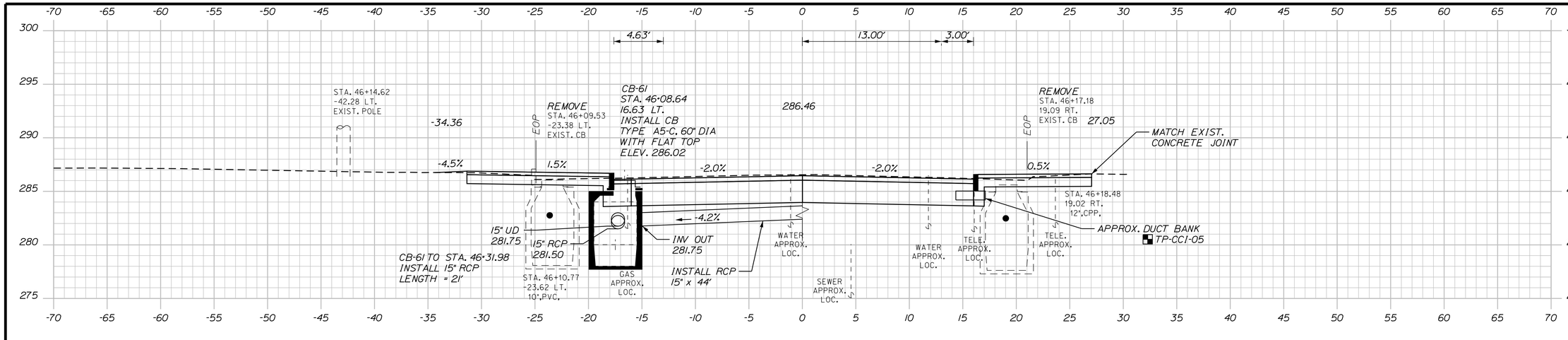
SHEET NUMBER

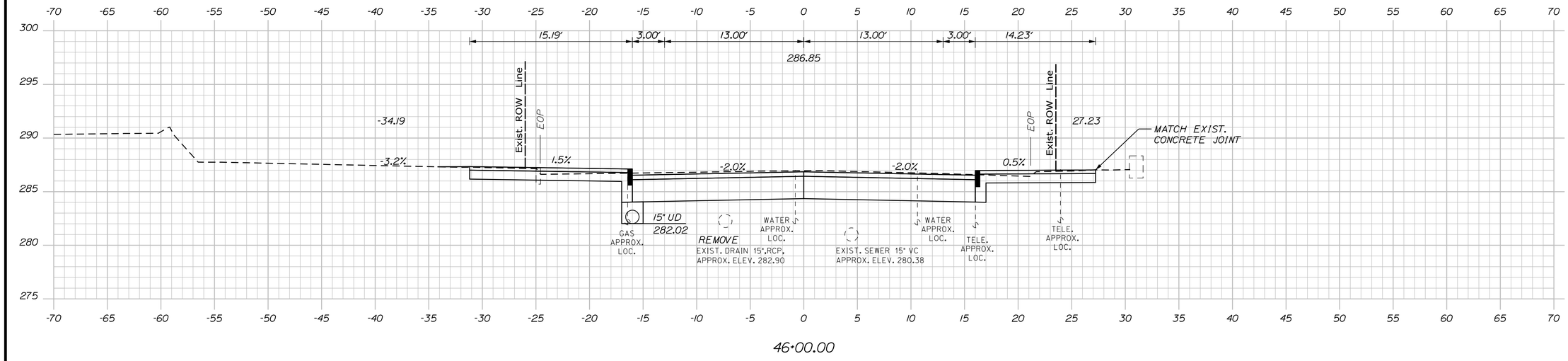
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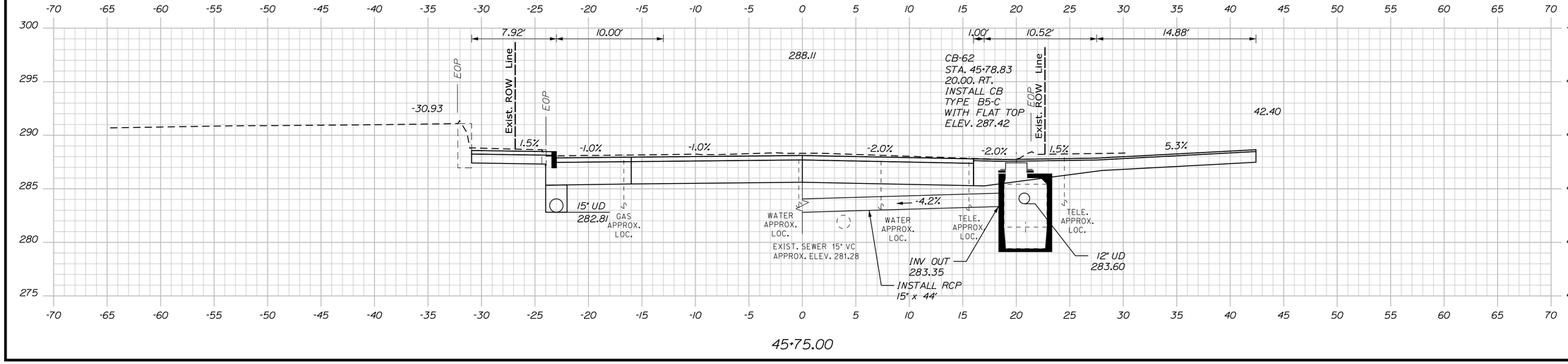
OF 195

Sta. 45+25.00 to Sta. 45+68.00

Filename: ...\MSTA\Planset\H_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026







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HIGHWAY PLANS

	BY	DATE
E. MARTIN	JBD	8/27/2026
	AG	8/27/2026
PROJ. MANAGER		
DESIGN-DETAILED	BMD	
CHECKED-REVIEWED	ECF	
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

SANFORD
WASHINGTON STREET

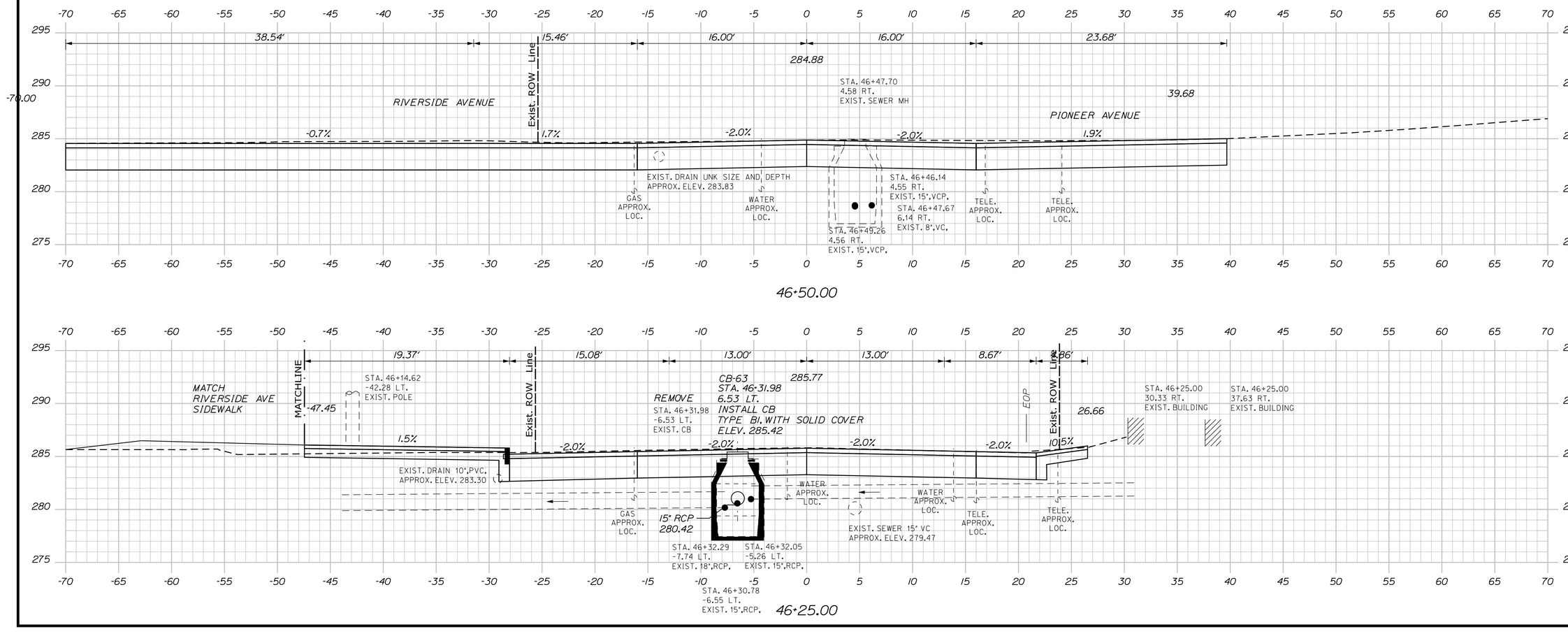
CROSS SECTIONS

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Sta. 45+75.00 to Sta. 46+25.00



Filename: ...\MSTA\Planset\H_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026

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HIGHWAY PLANS

	BY	DATE
E. MARTIN		
BMD	JBD	8/27/2026
ECF	AG	8/27/2026

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

SANFORD
WASHINGTON STREET

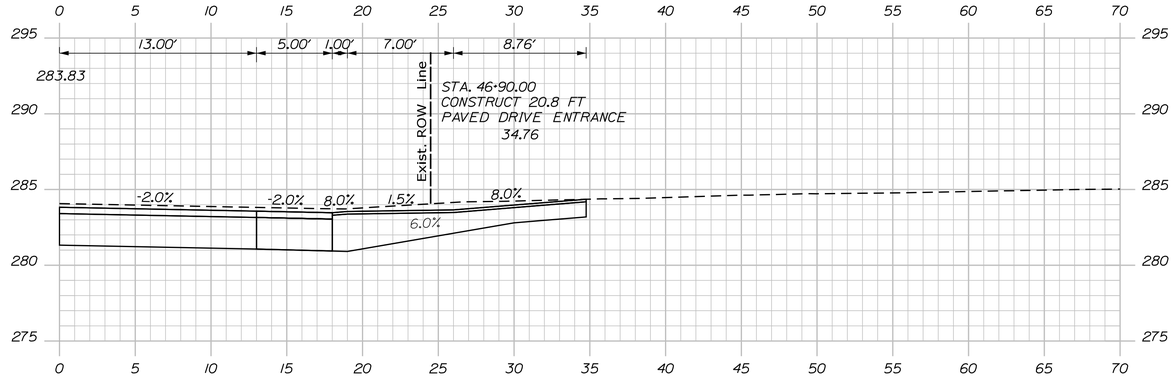
CROSS SECTIONS

SHEET NUMBER

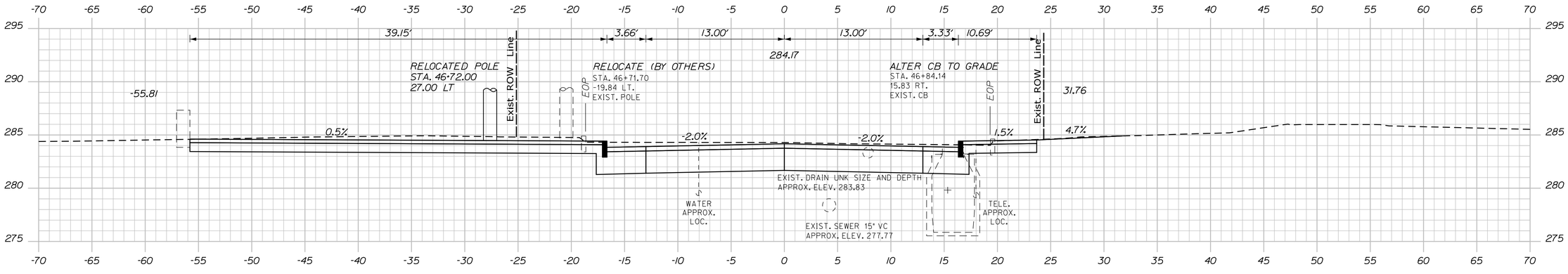
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Filename: ...\MSTA\Planset\H_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026



46+90.00



46+75.00

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	BMD	JBD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

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CAPITAL PROJECTS

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DATE

SANFORD
WASHINGTON STREET

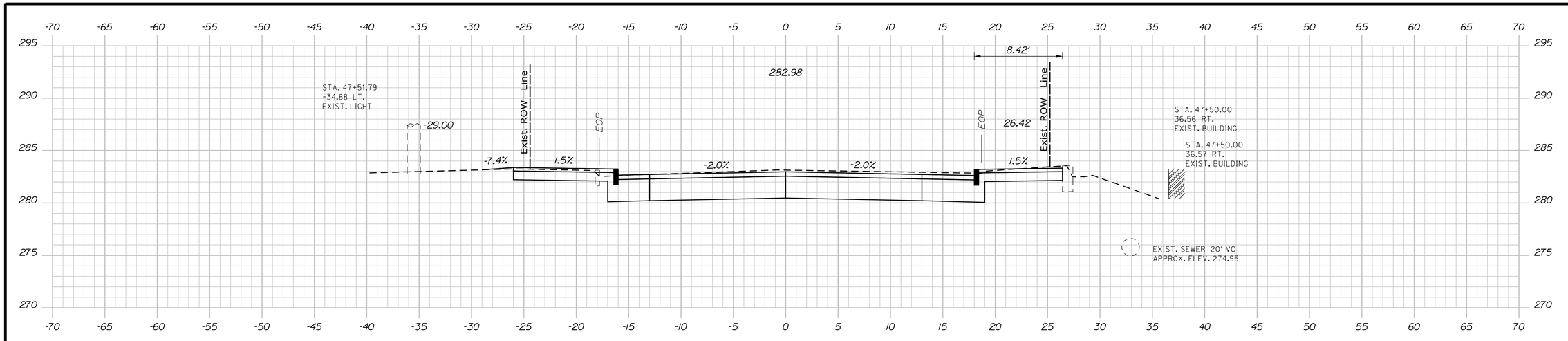
CROSS SECTIONS

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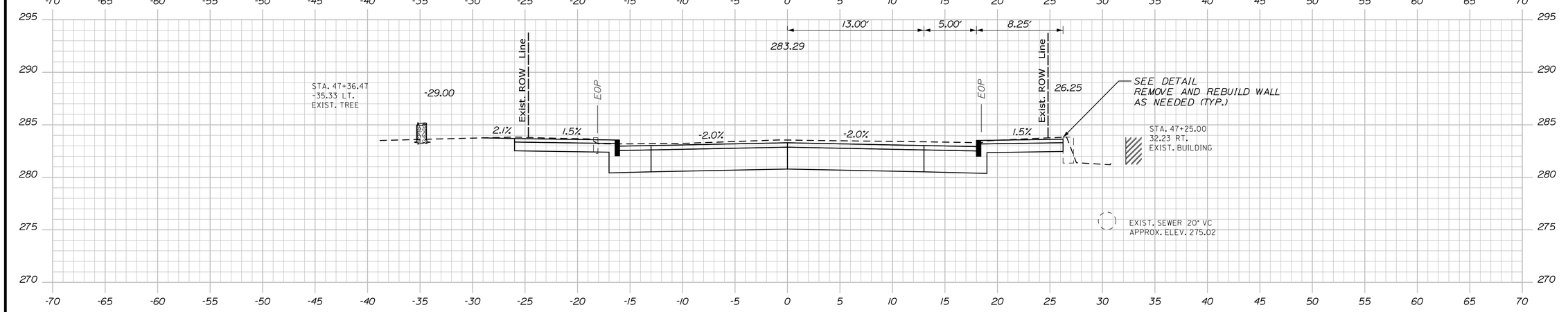
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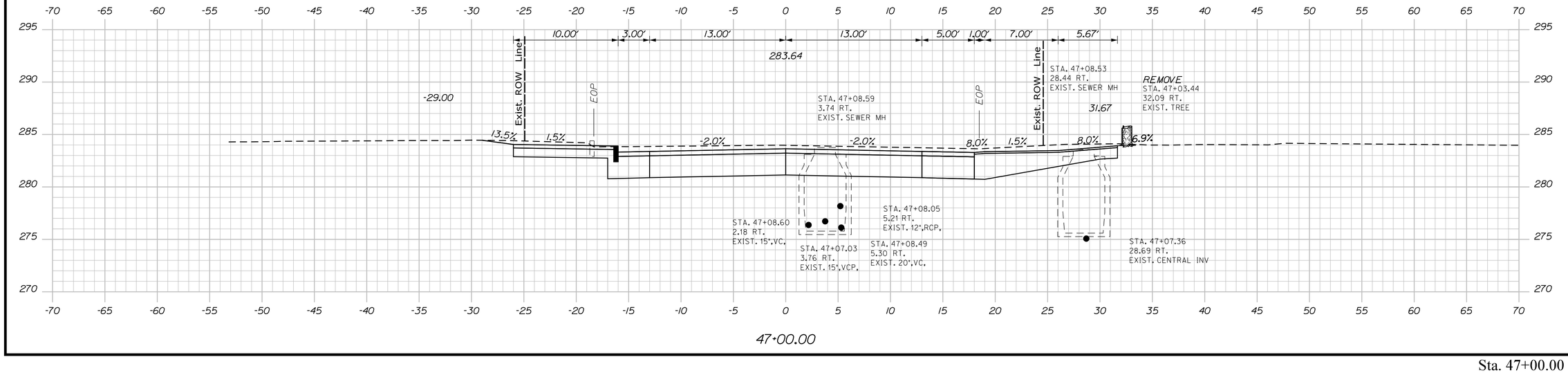
Sta. 46+50.00 to Sta. 46+90.00



47+50.00



47+25.00



47+00.00

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HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	E. MARTIN	
DESIGN-DETAILED	BMD	8/27/2026
CHECKED-REVIEWED	ECF	8/27/2026
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

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DATE

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WASHINGTON STREET

CROSS SECTIONS

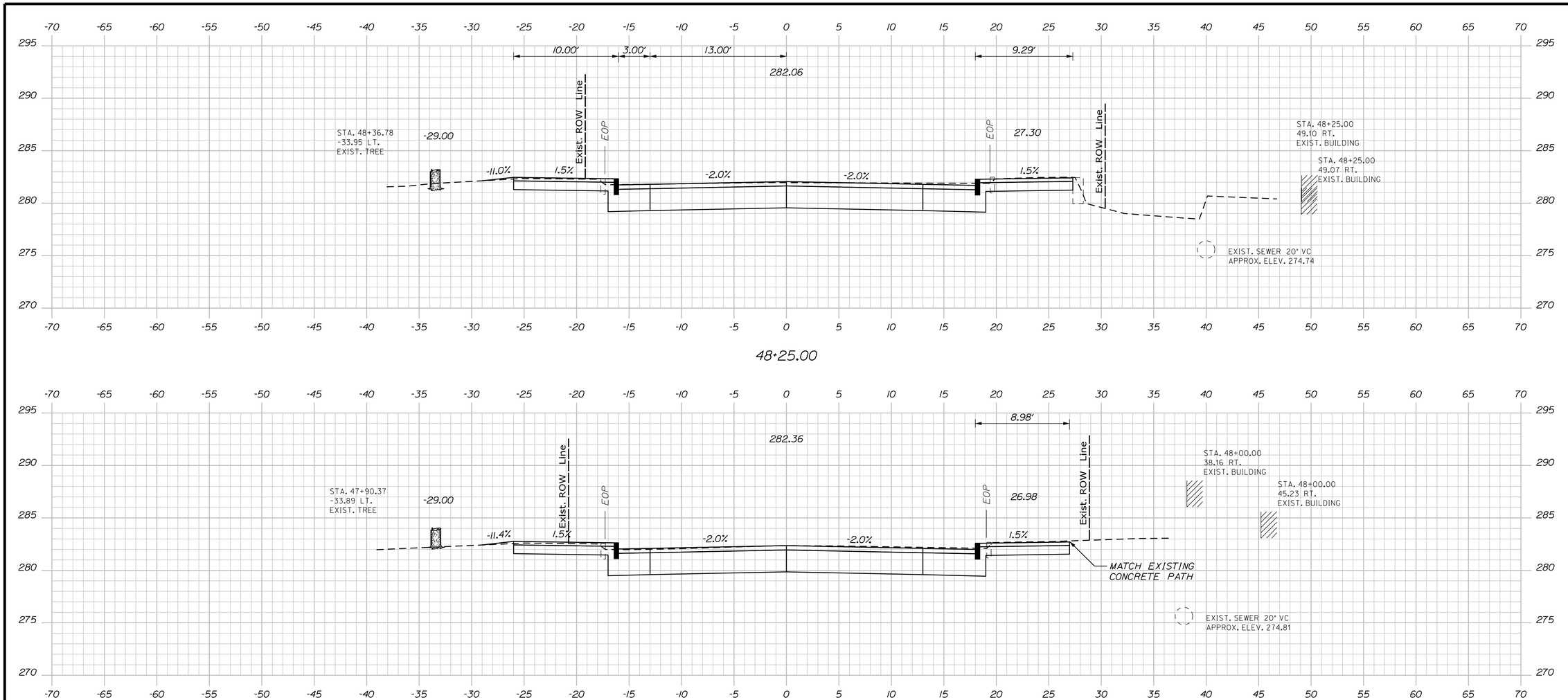
SHEET NUMBER

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Sta. 47+00.00 to Sta. 47+50.00

Filename: ...\MSTA\Planset\H_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026



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HIGHWAY PLANS

PROJ. MANAGER	E. MARTIN		
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DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

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DATE

SANFORD
WASHINGTON STREET

CROSS SECTIONS

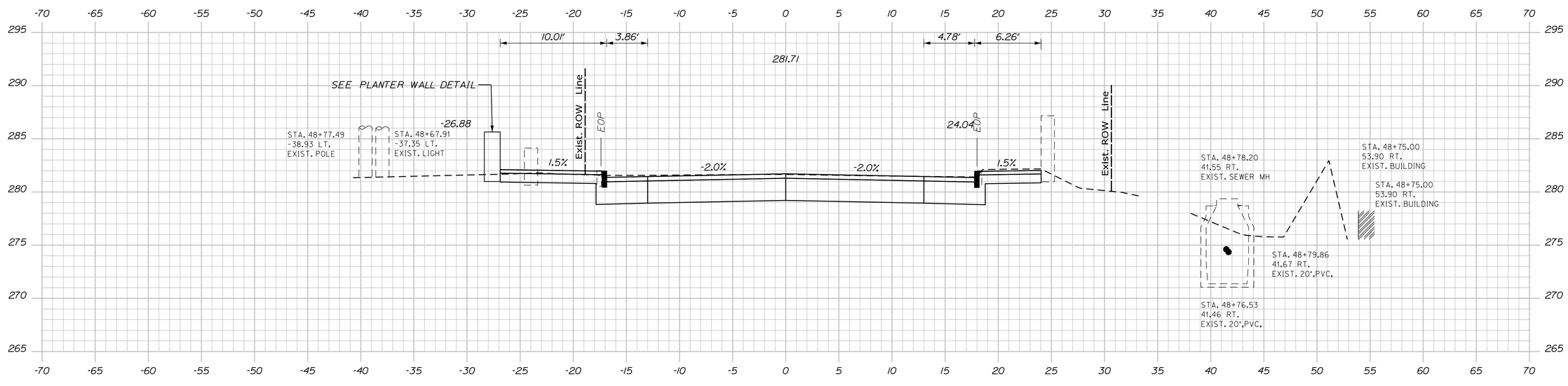
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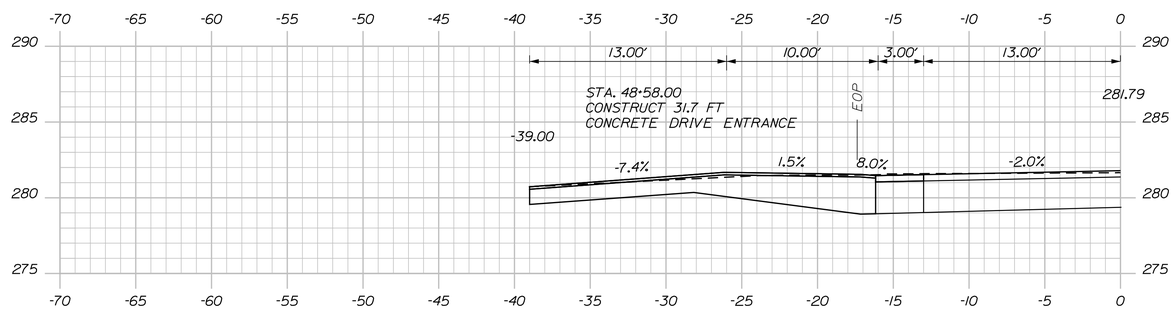
OF 195

Sta. 47+75.00 to Sta. 48+25.00

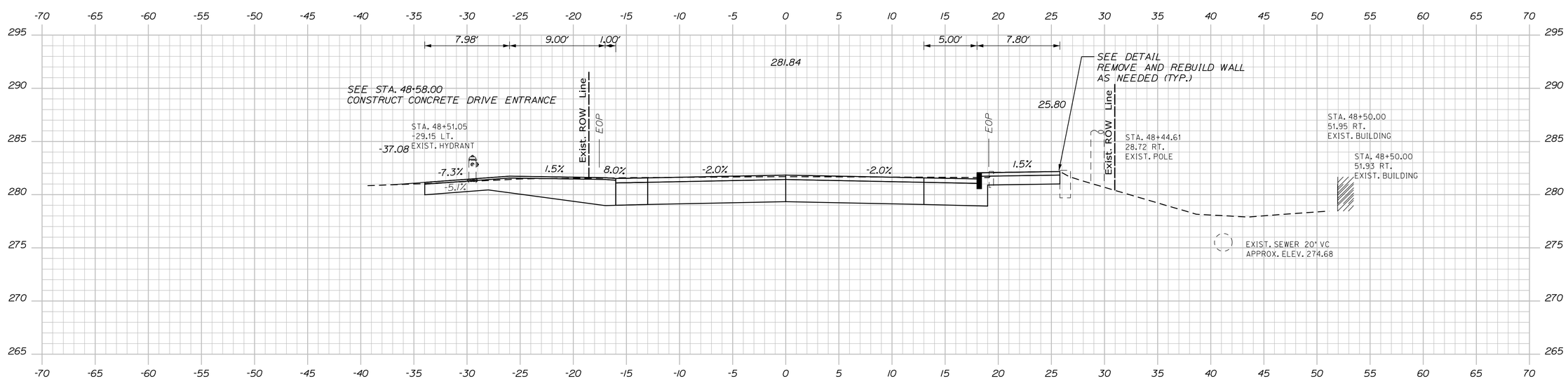
Filename: ...\MSTA\Planset\H_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026



48+75.00



48+58.00



48+50.00

Sta. 48+50.00 to Sta. 48+75.00

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HIGHWAY PLANS

PROJ. MANAGER	E. MARTIN		
DESIGN-DETAILED	BMD	JBD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

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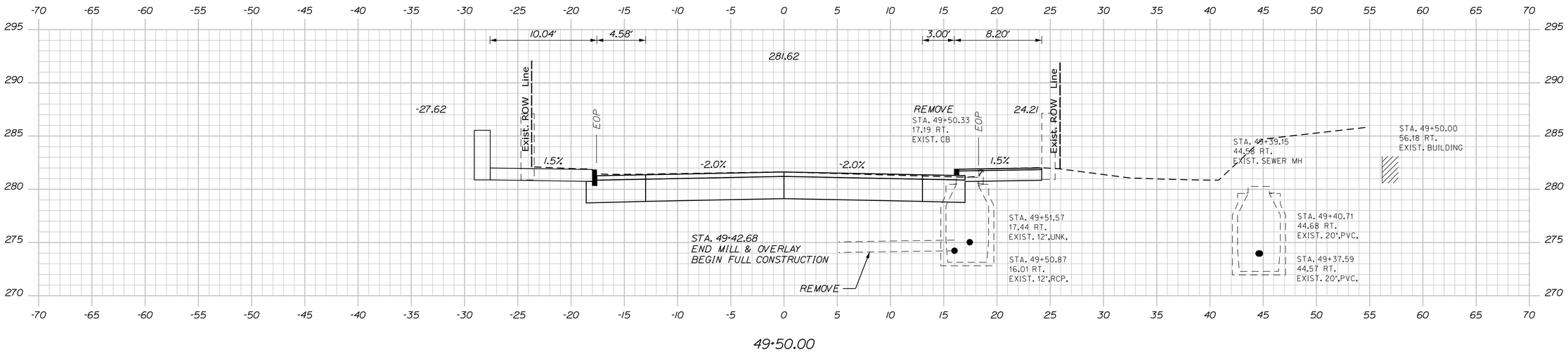
CROSS SECTIONS

SHEET NUMBER

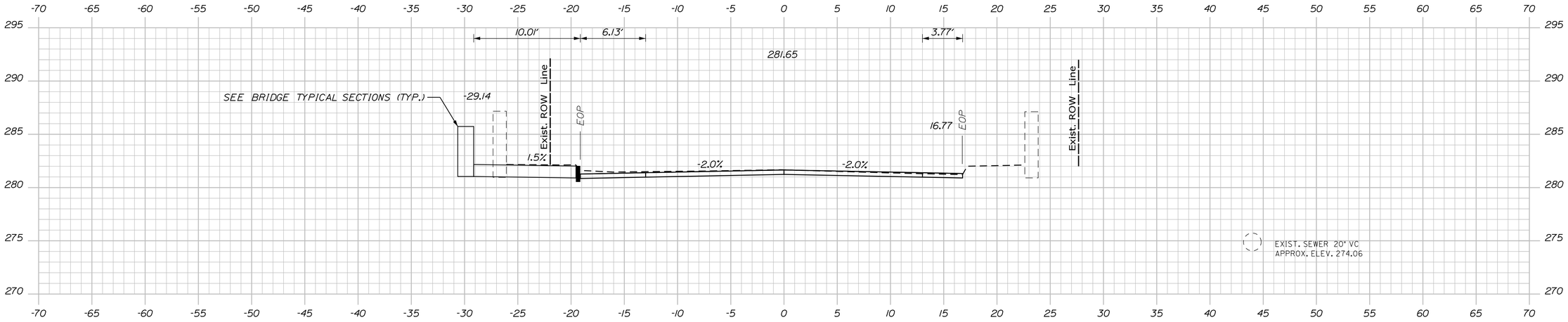
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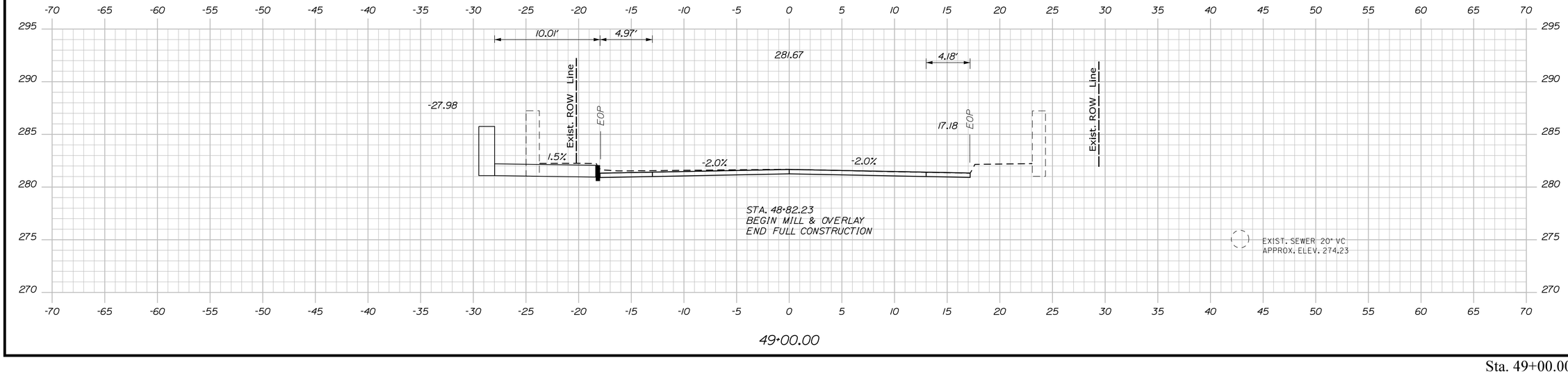
Filename: ...\MSTA\Planset\H_004_Xsects.dgn Username: jamesdavis Division: HIGHWAY Date:8/27/2026



49+50.00



49+25.00



49+00.00

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PROJ. MANAGER	E. MARTIN		
DESIGN-DETAILED	BMD	JBD	8/27/2026
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DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BY | DATE | SIGNATURE

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DATE

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WASHINGTON STREET

CROSS SECTIONS

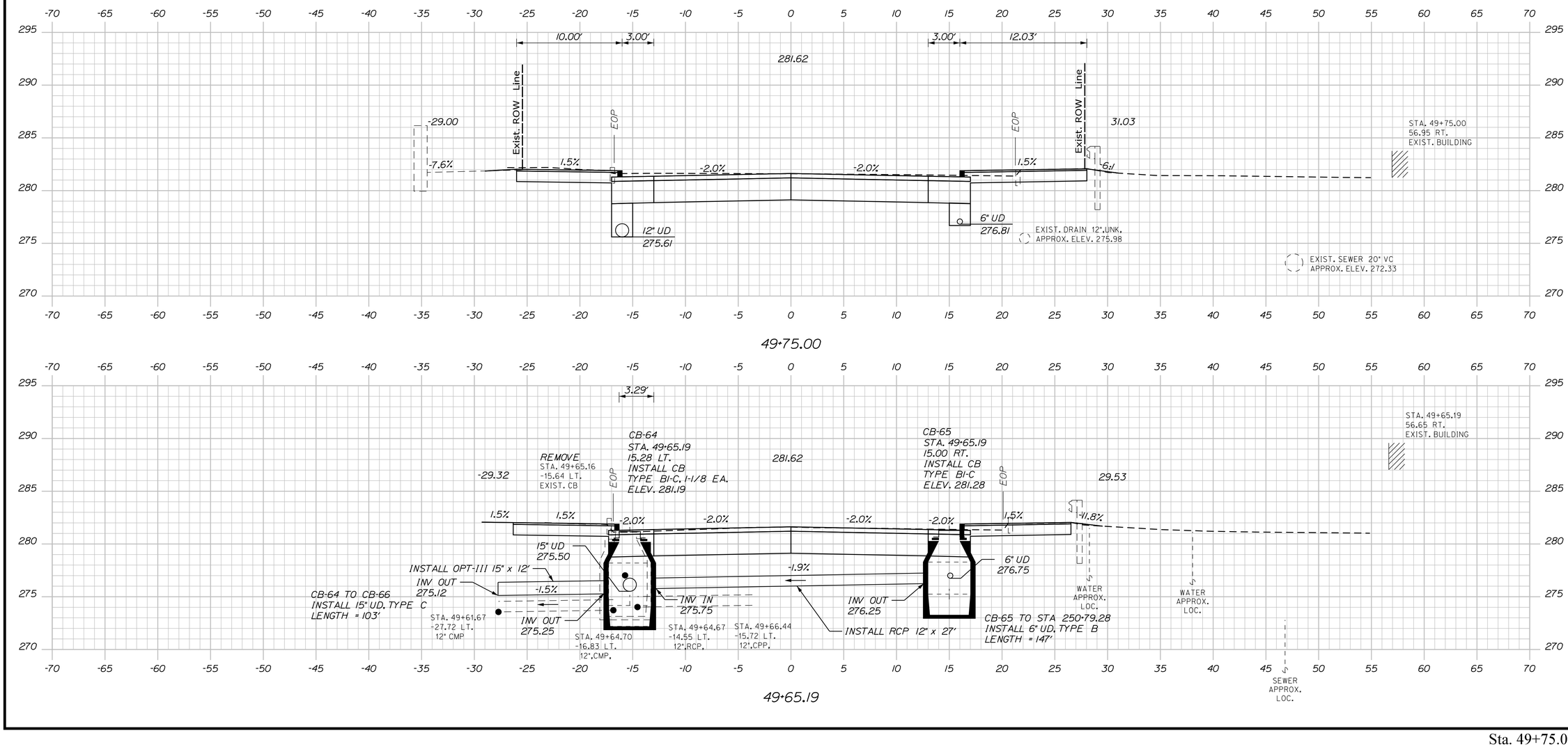
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Sta. 49+00.00 to Sta. 49+50.00

Filename: ...\MSTA\Planset\H_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026



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HIGHWAY PLANS

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

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CROSS SECTIONS

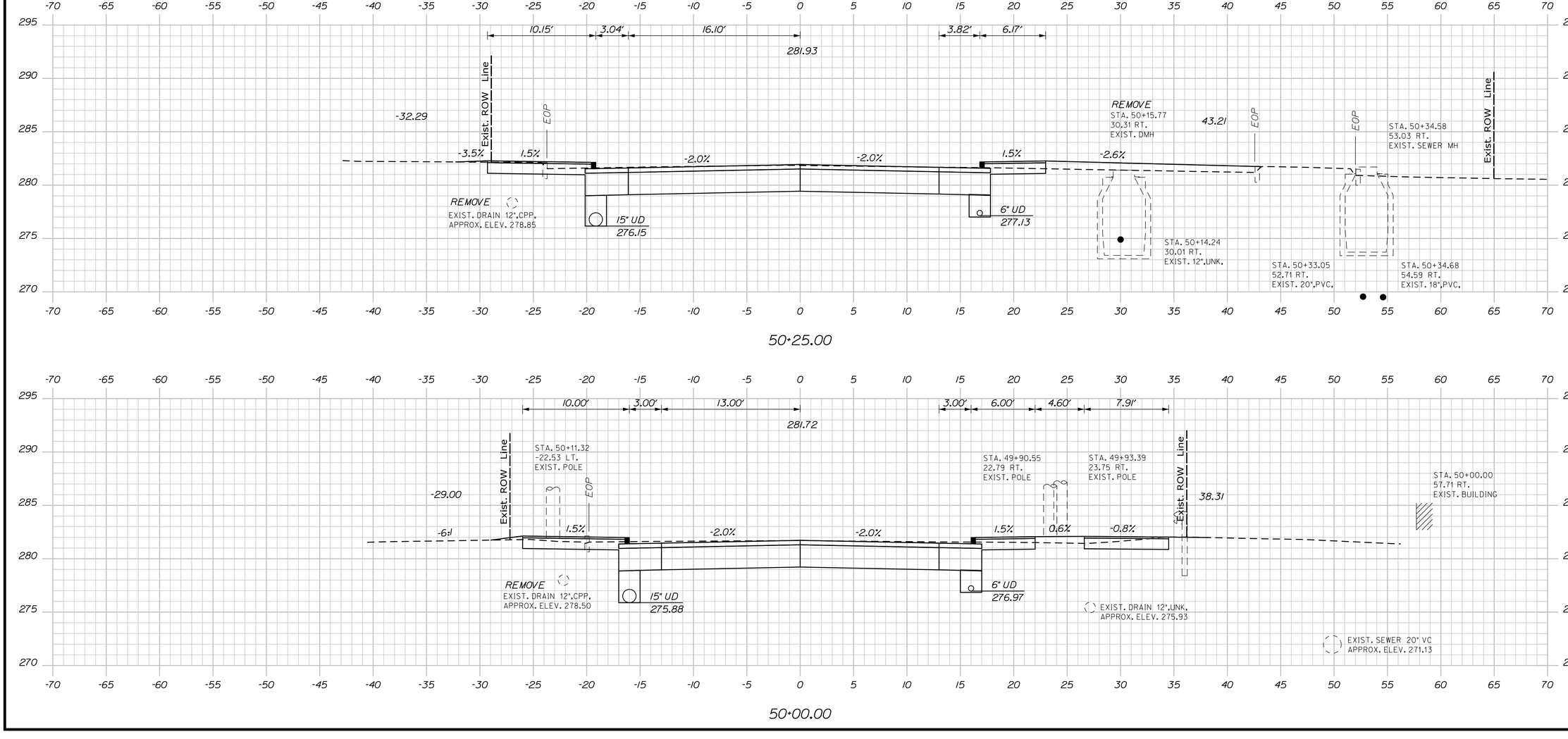
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Sta. 49+75.00 to Sta. 50+25.00

Filename: ...\MSTA\Planset\H_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026



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HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	E. MARTIN		
DESIGN-DETAILED	BMD	JBD	8/27/2026
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DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

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SANFORD
WASHINGTON STREET

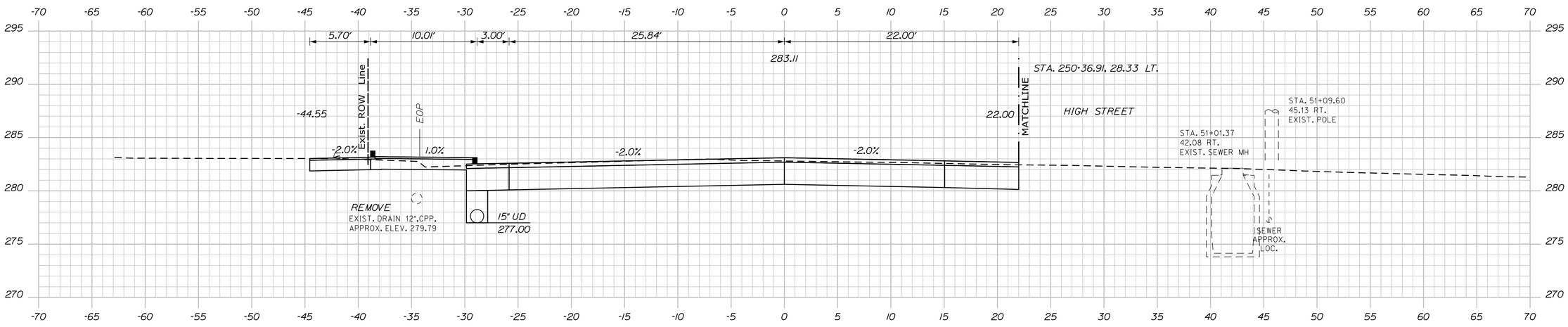
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SHEET NUMBER

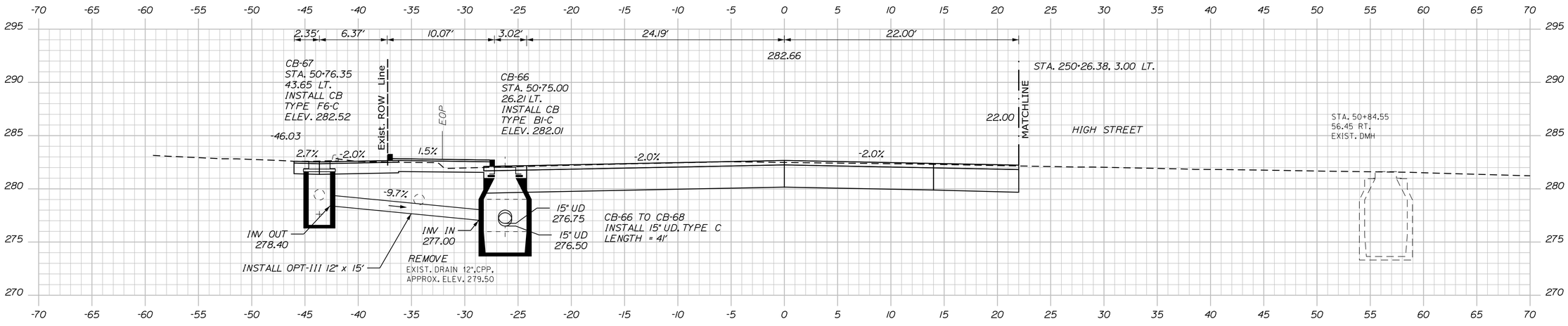
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OF 195

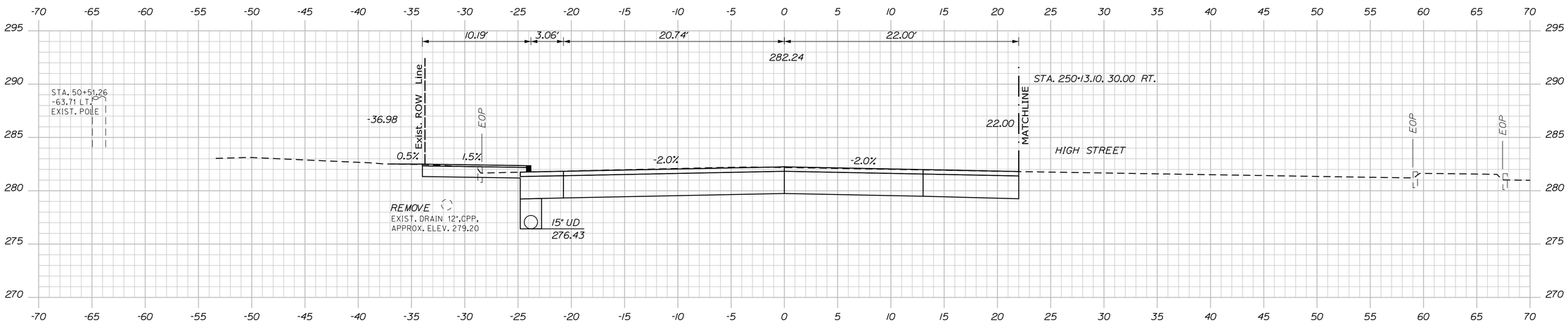
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51+00.00



50+75.00



50+50.00

Sta. 50+50.00 to Sta. 51+00.00

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HIGHWAY PLANS

	DATE	BY
	8/27/2026	JBD
	8/27/2026	AG

SIGNATURE

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DATE

E. MARTIN

PROJ. MANAGER	
DESIGN-DETAILED	BMD
CHECKED-REVIEWED	ECF
DESIGN2-DETAILED2	
DESIGN3-DETAILED3	
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Filename: ...\MSTA\Planset\H_004_Xsects.dgn Username: jamesdavis Division: HIGHWAY Date:8/27/2026

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HIGHWAY PLANS

PROJ. MANAGER	E. MARTIN			
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DESIGN2-DETAILED2				
DESIGN3-DETAILED3				
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				

BY | DATE | SIGNATURE

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SANFORD
WASHINGTON STREET

CROSS SECTIONS

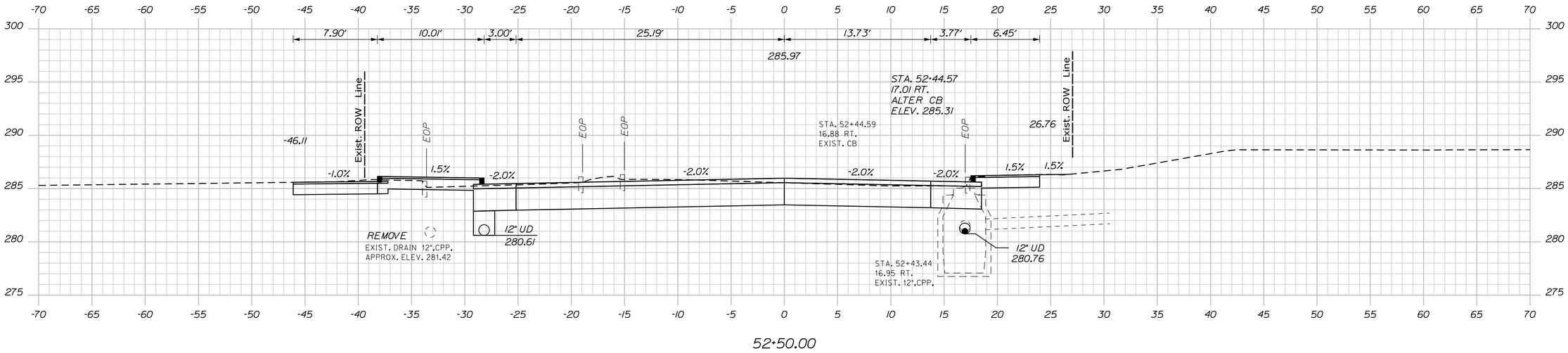
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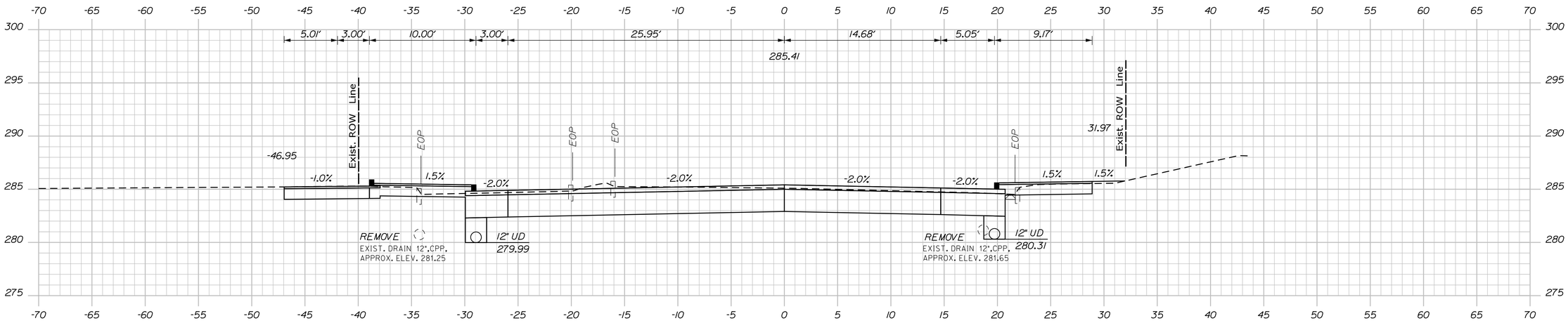
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Sta. 51+25.00 to Sta. 51+75.00

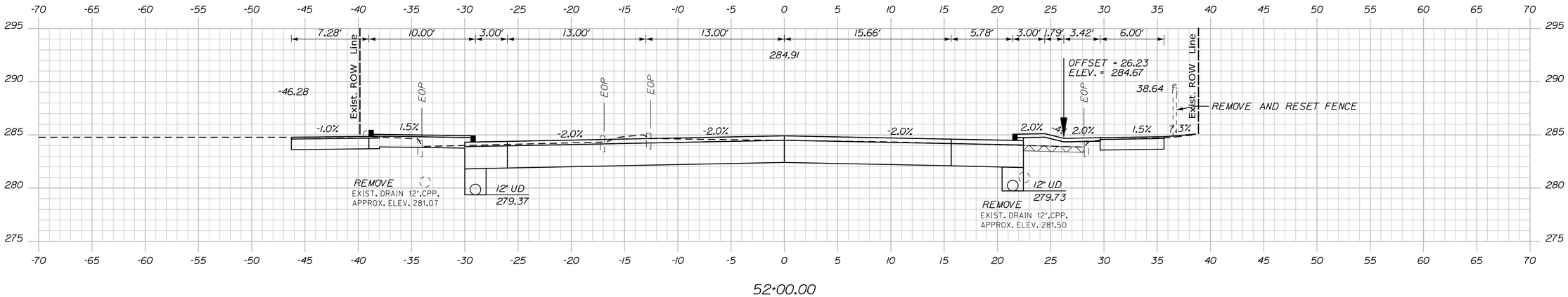
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52+50.00



52+25.00



52+00.00

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DESIGN3-DETAILED3			
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REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
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CROSS SECTIONS

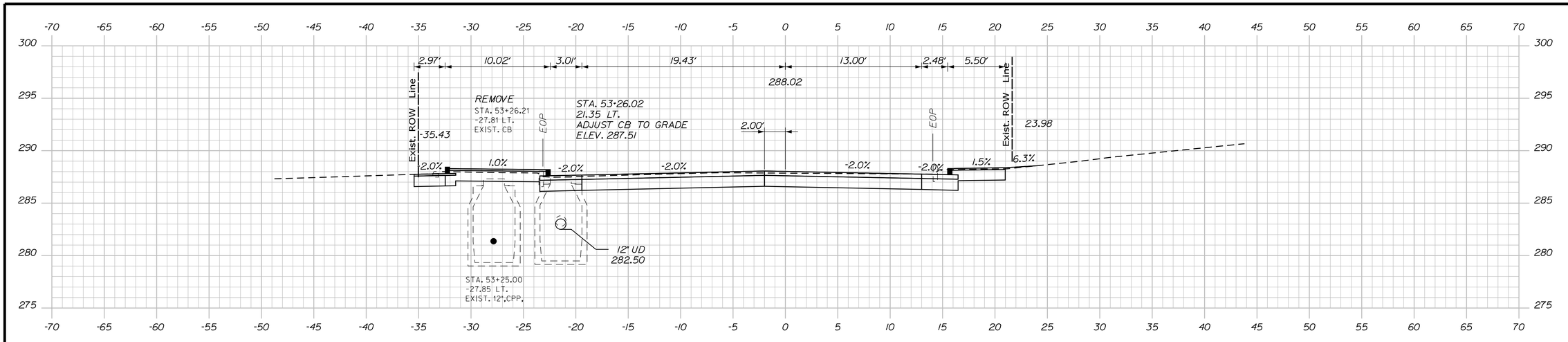
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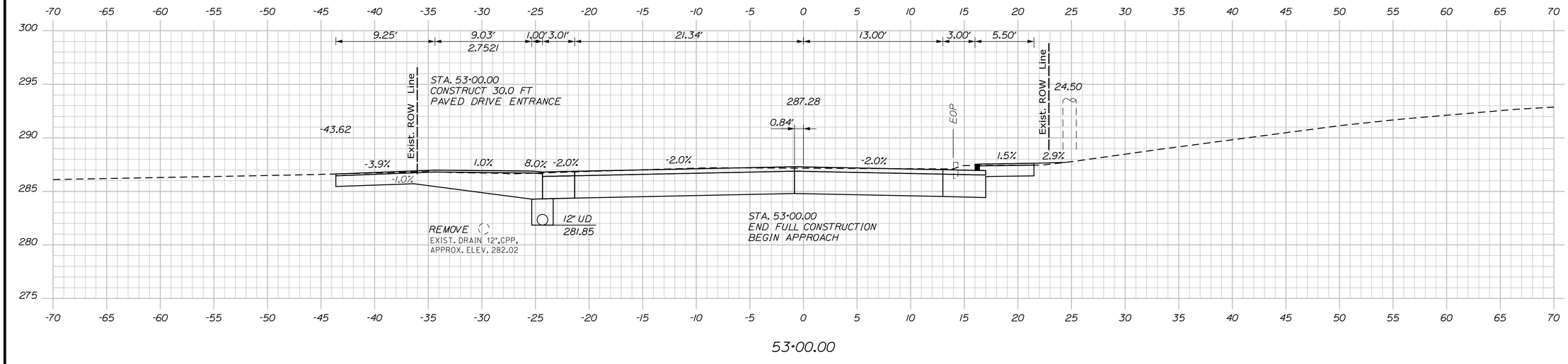
OF 195

Sta. 52+00.00 to Sta. 52+50.00

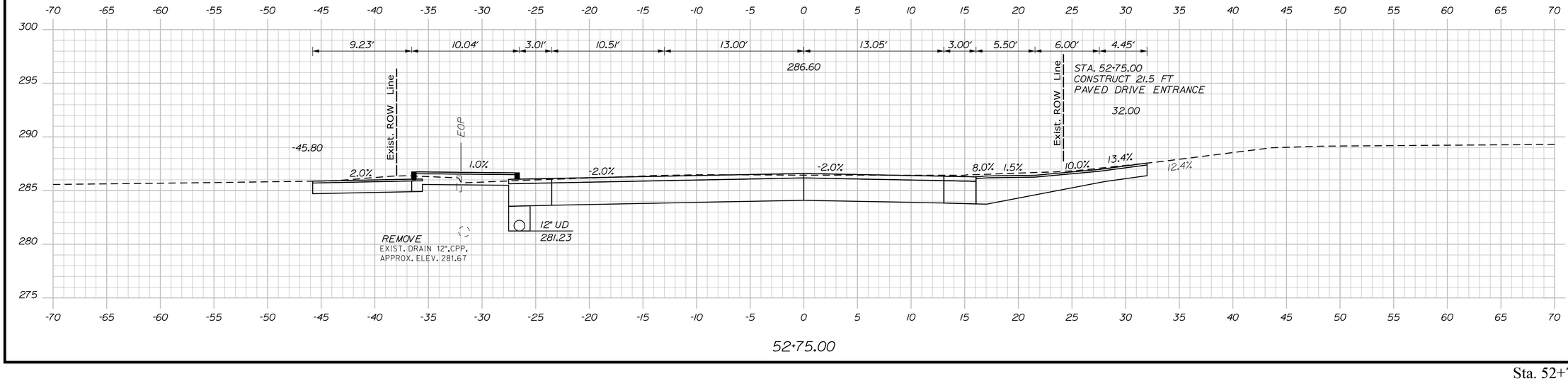
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53+25.00



53+00.00



52+75.00

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REVISIONS 4			
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SANFORD
WASHINGTON STREET

CROSS SECTIONS

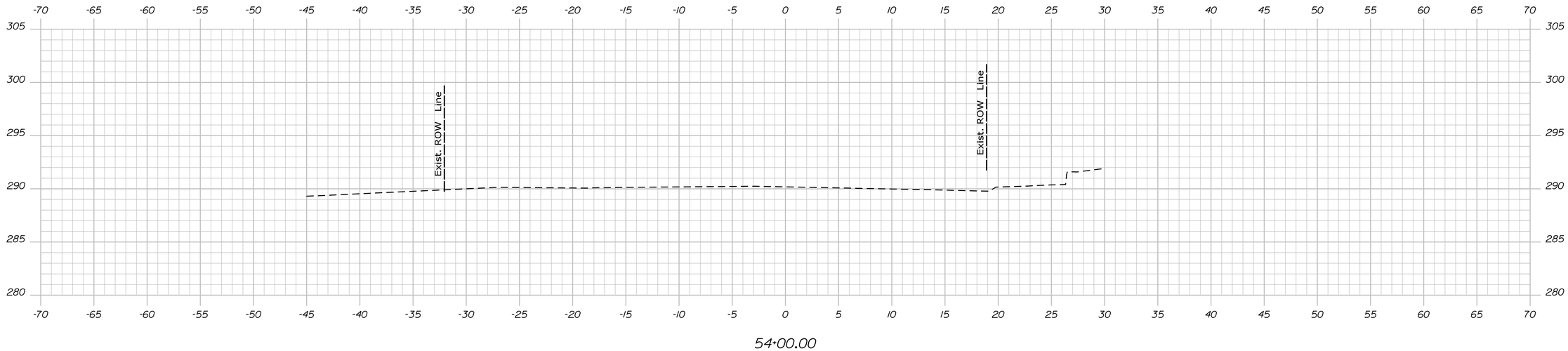
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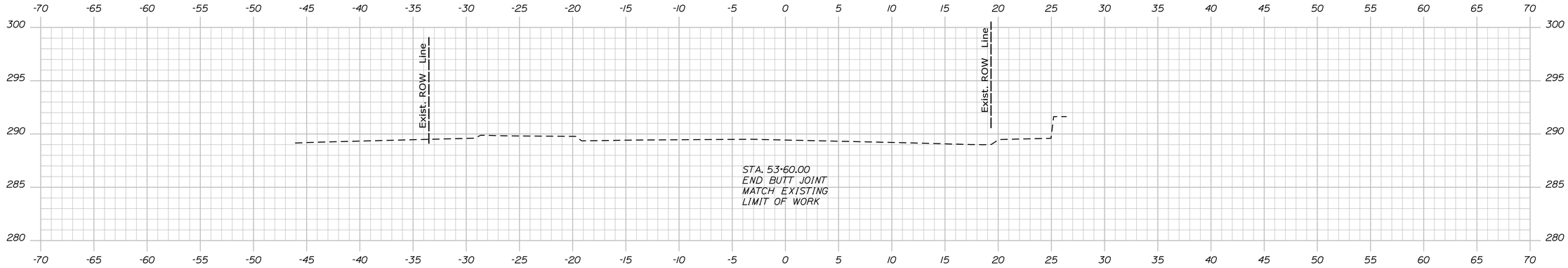
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Sta. 52+75.00 to Sta. 53+25.00

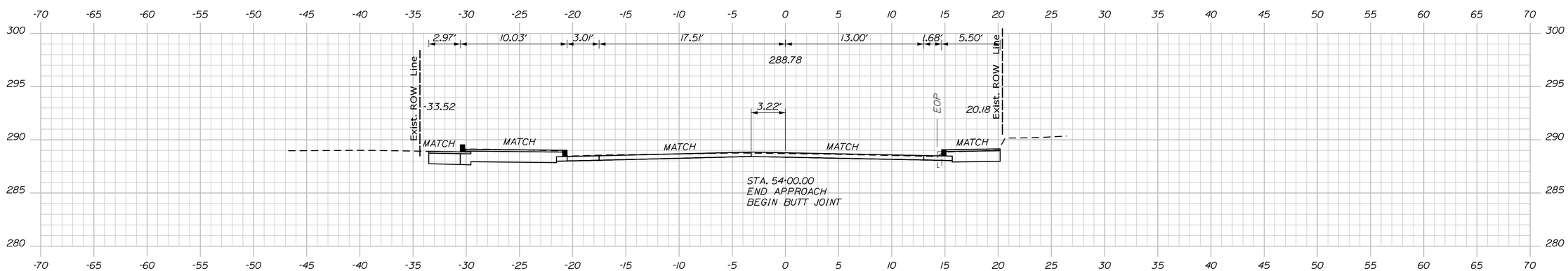
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54+00.00



53+75.00



53+50.00

Sta. 53+50.00 to Sta. 54+00.00

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HIGHWAY PLANS

	E. MARTIN	BY	DATE
PROJ. MANAGER			
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DESIGN2-DETAILED2			
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REVISIONS 3			
REVISIONS 4			
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SANFORD
WASHINGTON STREET

CROSS SECTIONS

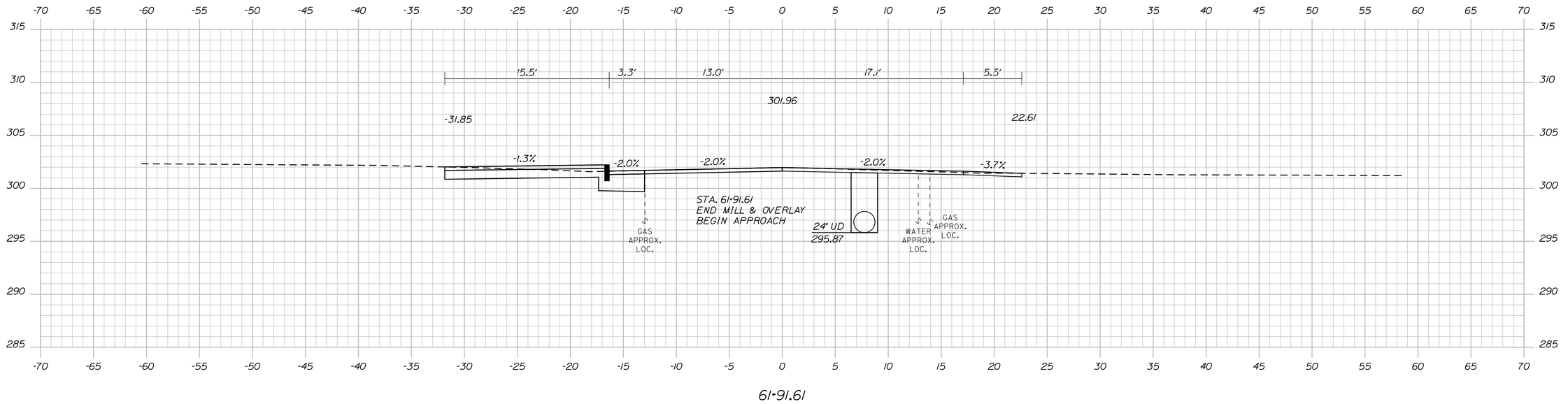
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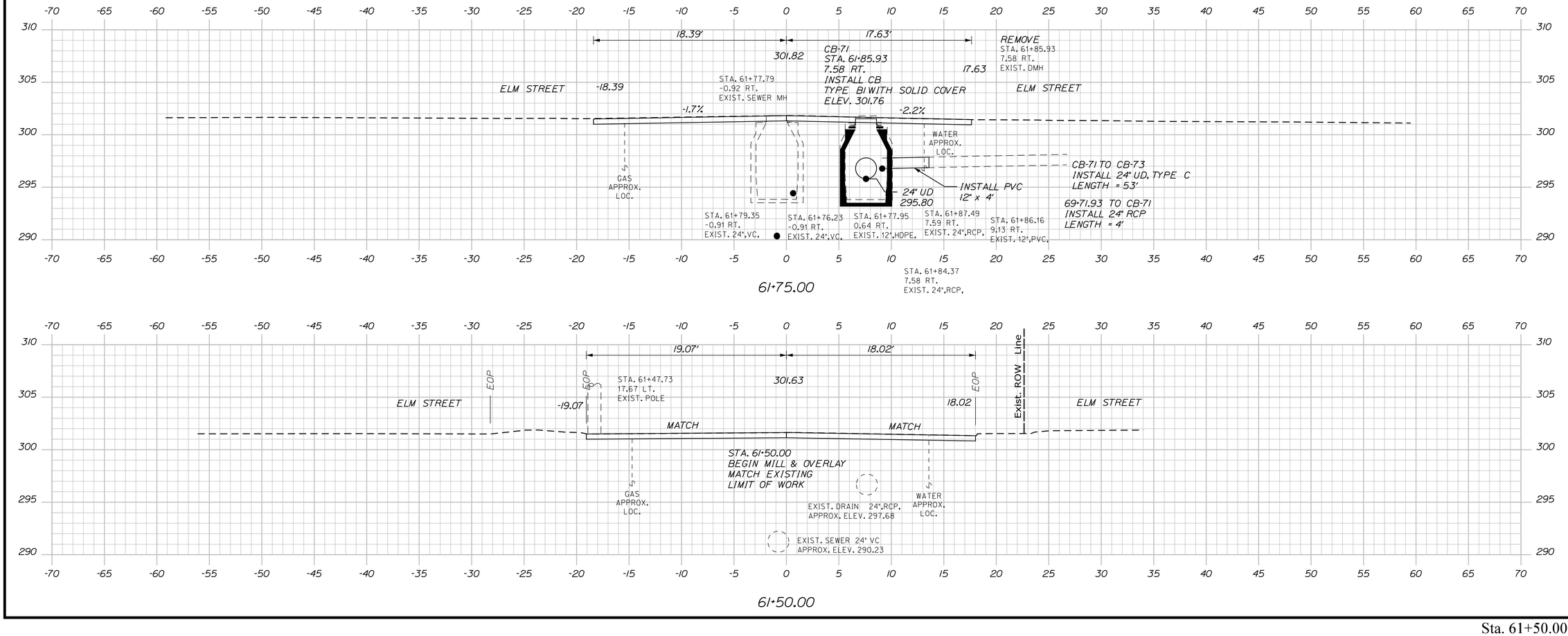
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Filename: ...\MSTA\Planset\H_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026

Filename: ...\MSTA\Planset\VH_004_Xsects.dgn Username: jamesdavis Division: HIGHWAY Date:8/27/2026





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DESIGN3-DETAILED3	

	BY	DATE
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REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

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SANFORD
SCHOOL STREET

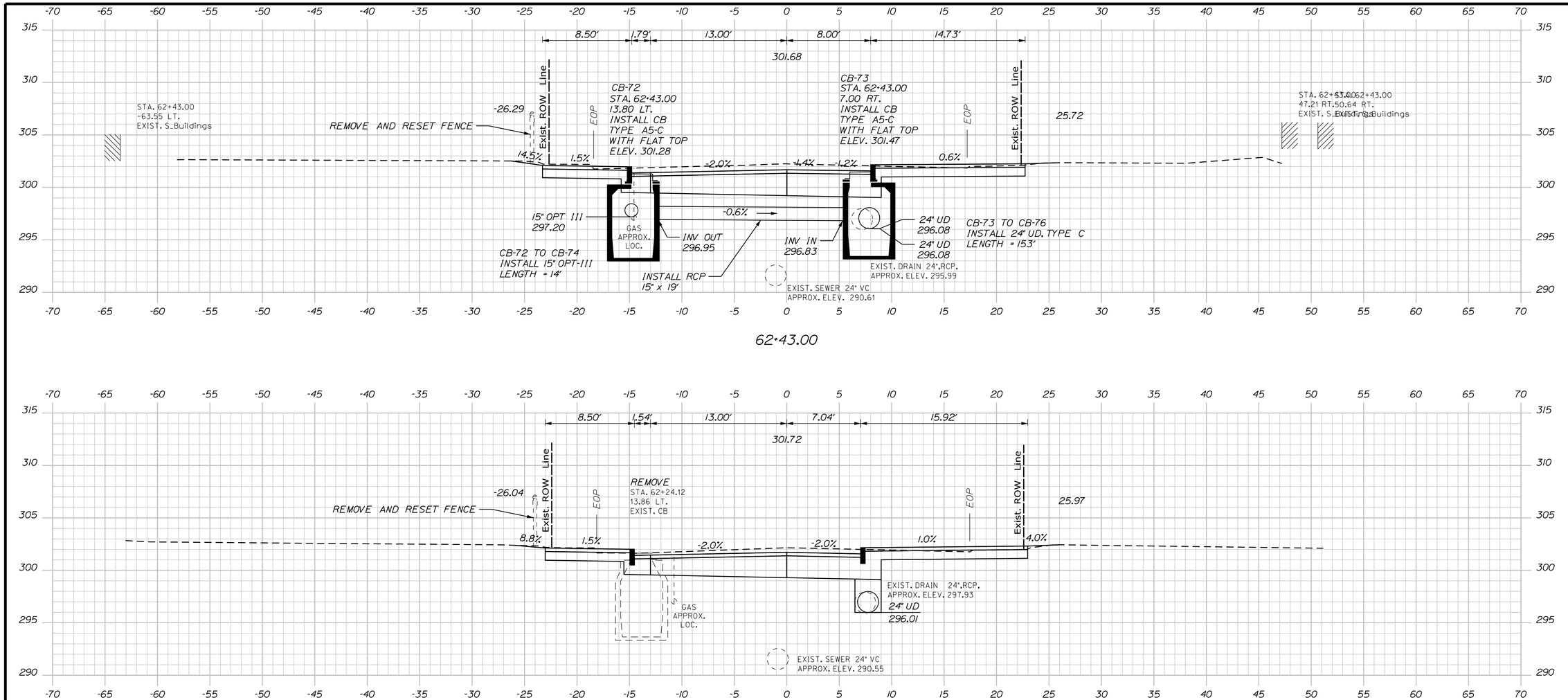
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Sta. 61+50.00 to Sta. 61+91.61



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REVISIONS 3			
REVISIONS 4			
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SANFORD
SCHOOL STREET

CROSS SECTIONS

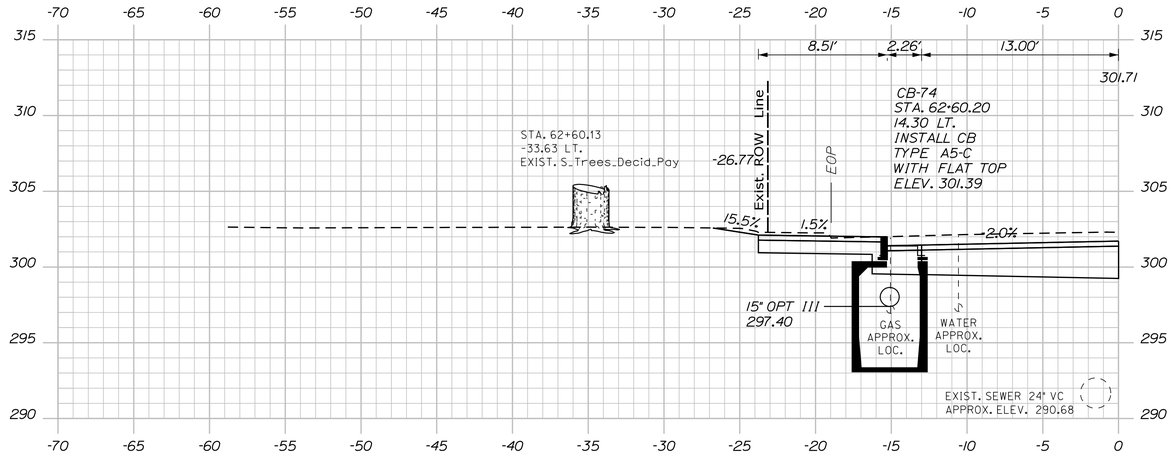
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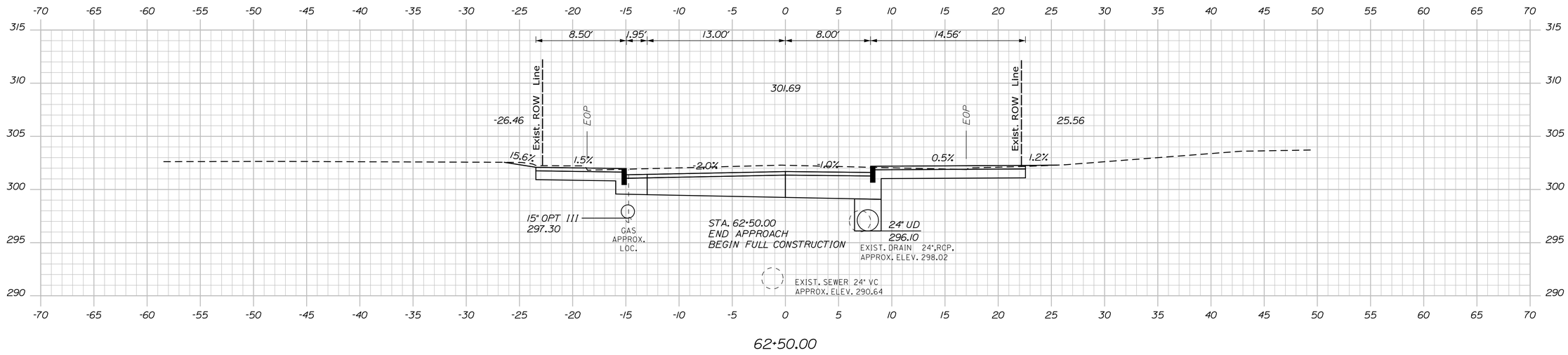
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Filename: ...\MSTA\Planset\H_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026

Sta. 62+00.00 to Sta. 62+50.00



62+60.20



62+50.00

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PROJ. MANAGER	E. MARTIN		
DESIGN-DETAILED	BMD	JBD	8/27/2026
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REVISIONS 4			
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SCHOOL STREET

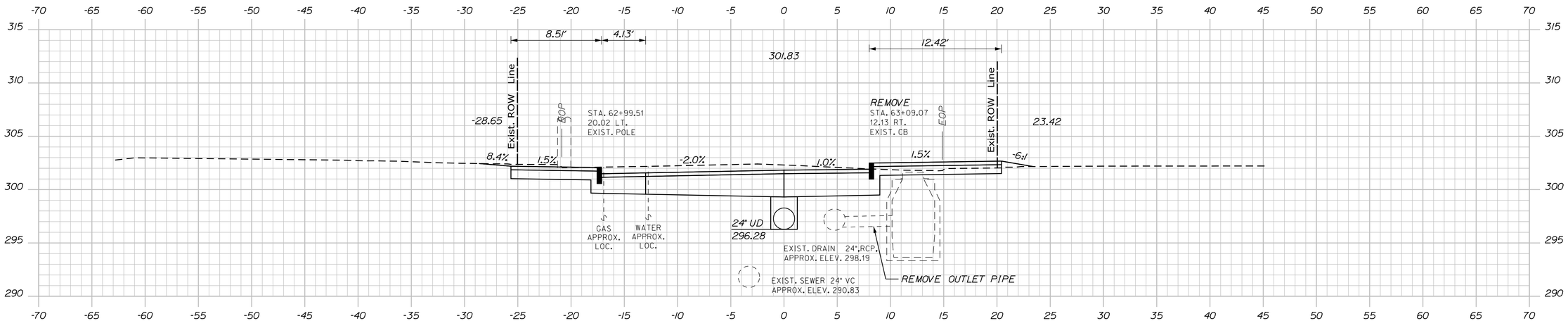
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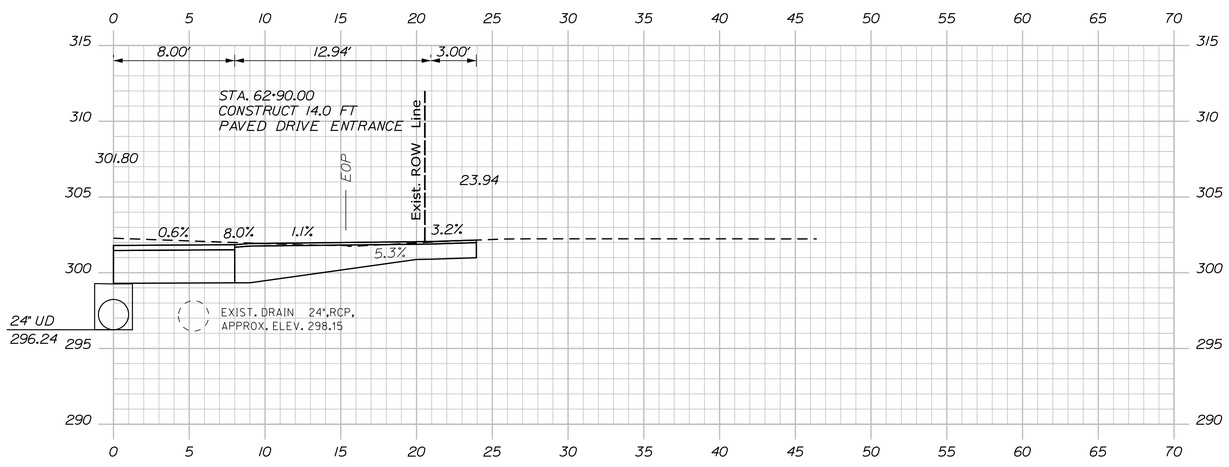
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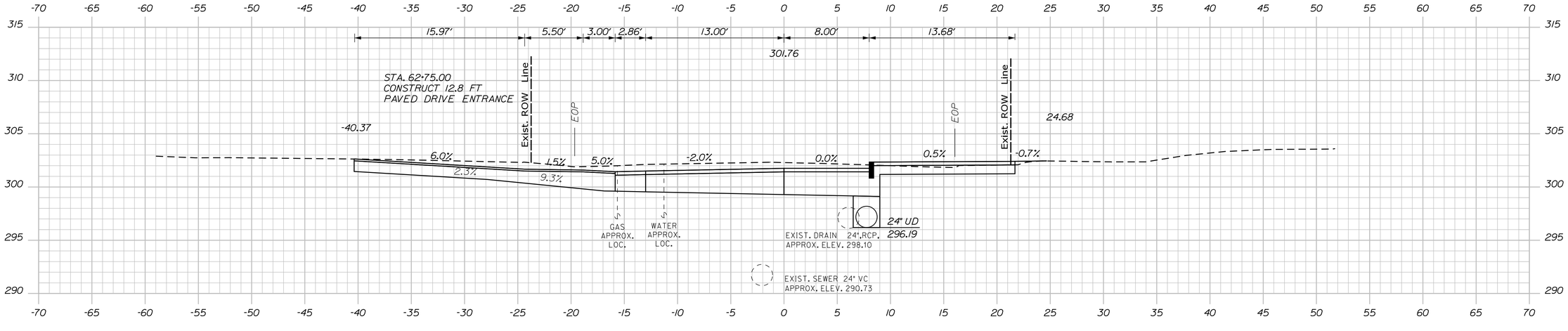
Sta. 62+50.00 to Sta. 62+60.20



63+00.00



62+90.00



62+75.00

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PROJ. MANAGER	E. MARTIN		
DESIGN-DETAILED	BMD	JGD	8/27/2026
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REVISIONS 3			
REVISIONS 4			
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SCHOOL STREET

CROSS SECTIONS

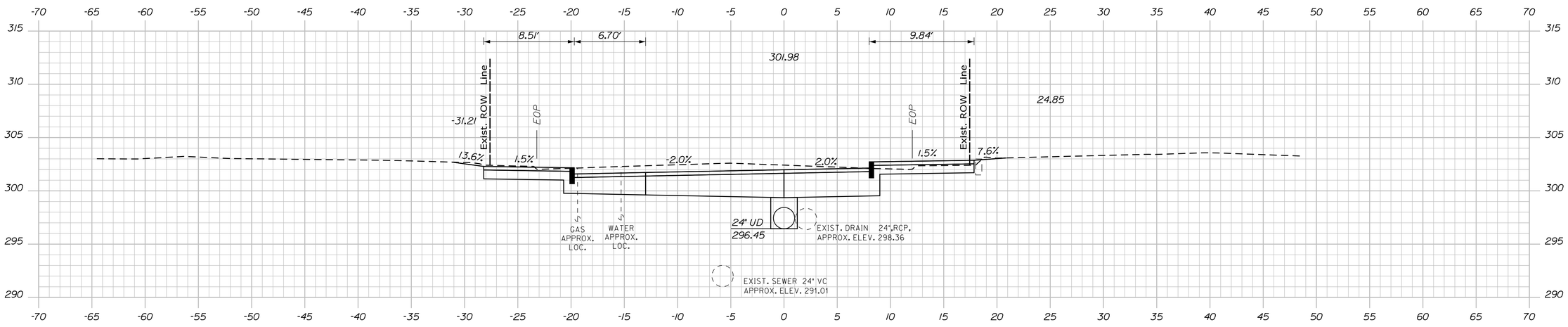
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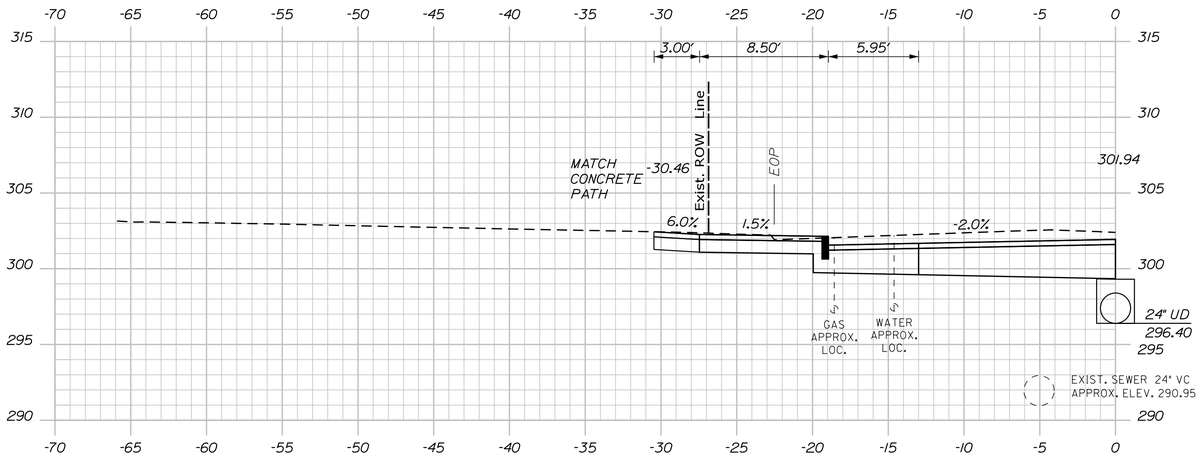
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Sta. 62+75.00 to Sta. 63+00.00

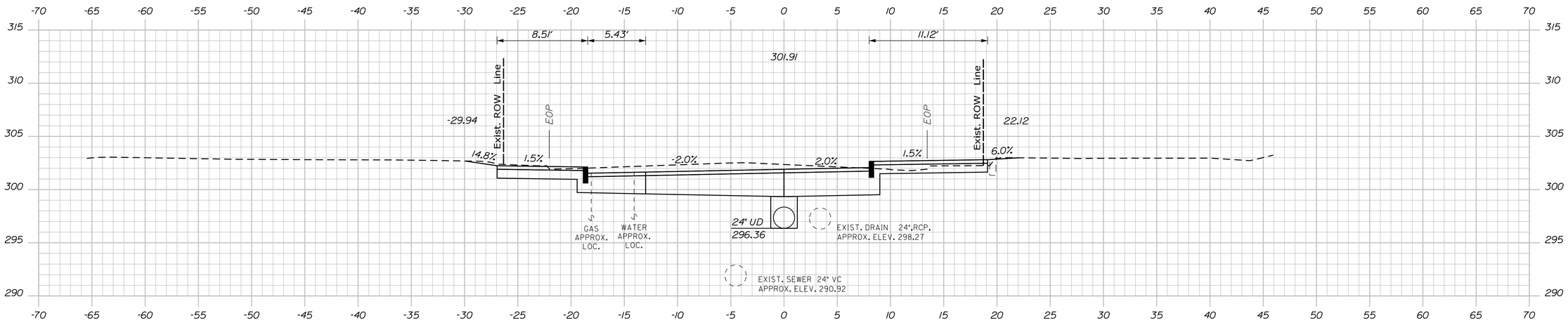
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63+50.00



63+35.00



63+25.00

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REVISIONS 4		
FIELD CHANGES		

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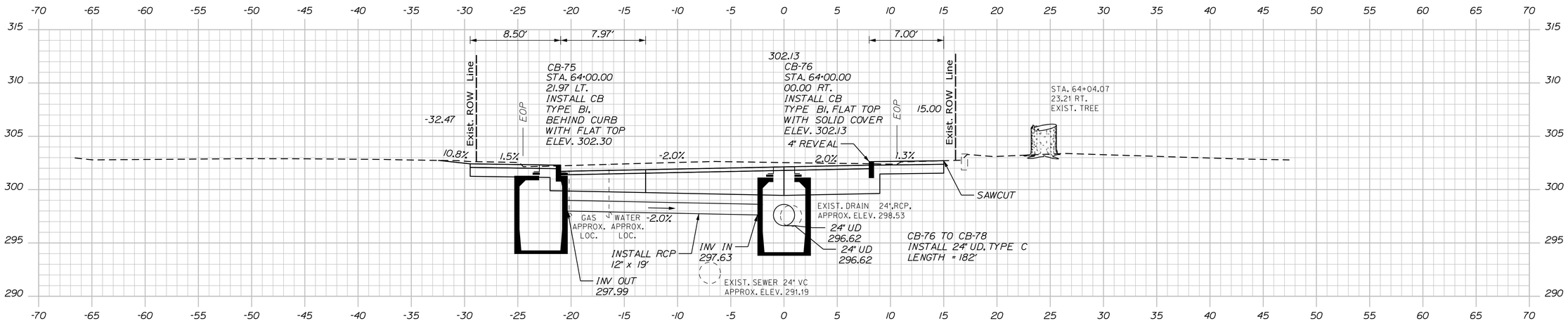
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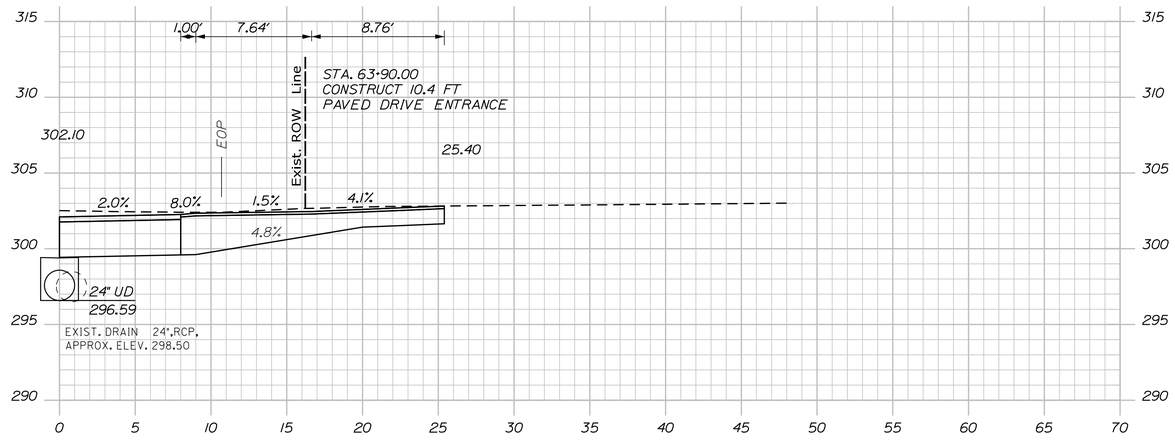
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Sta. 63+25.00 to Sta. 63+50.00

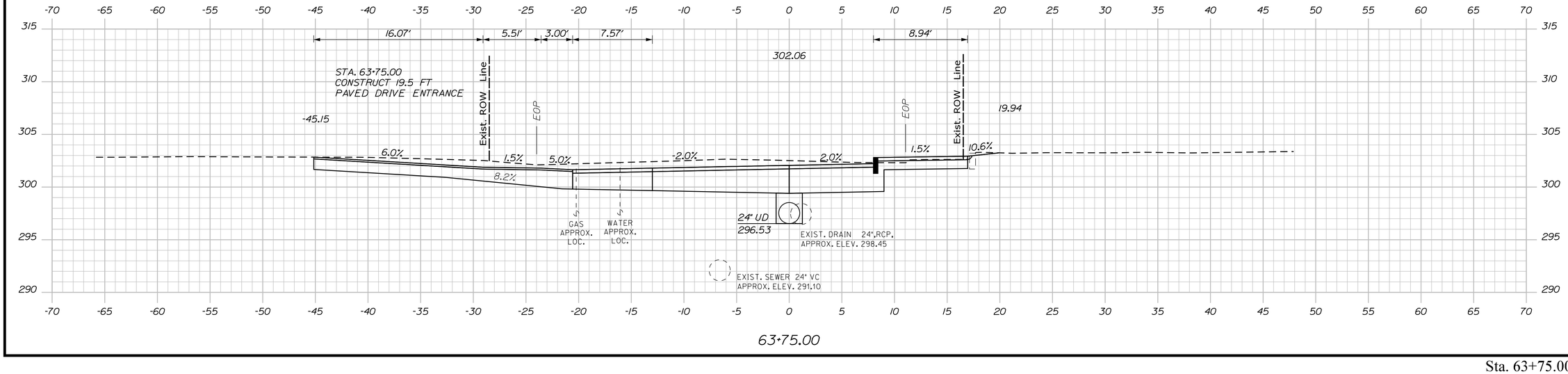
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64+00.00



63+90.00



63+75.00

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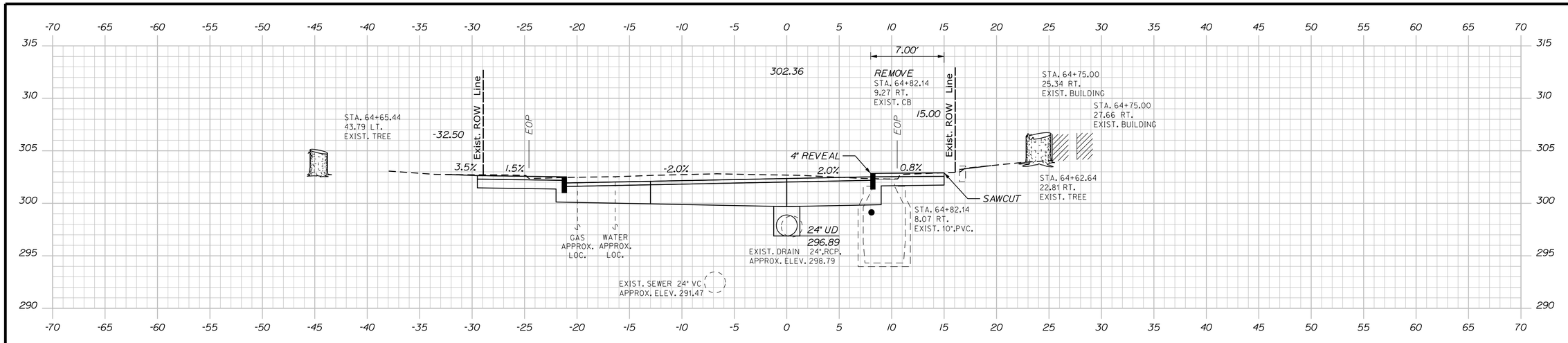
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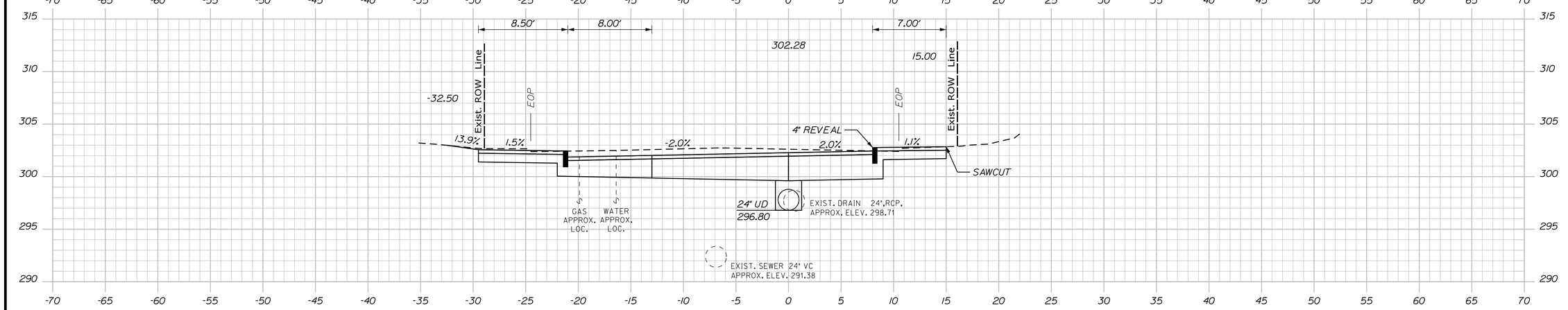
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Sta. 63+75.00 to Sta. 64+00.00

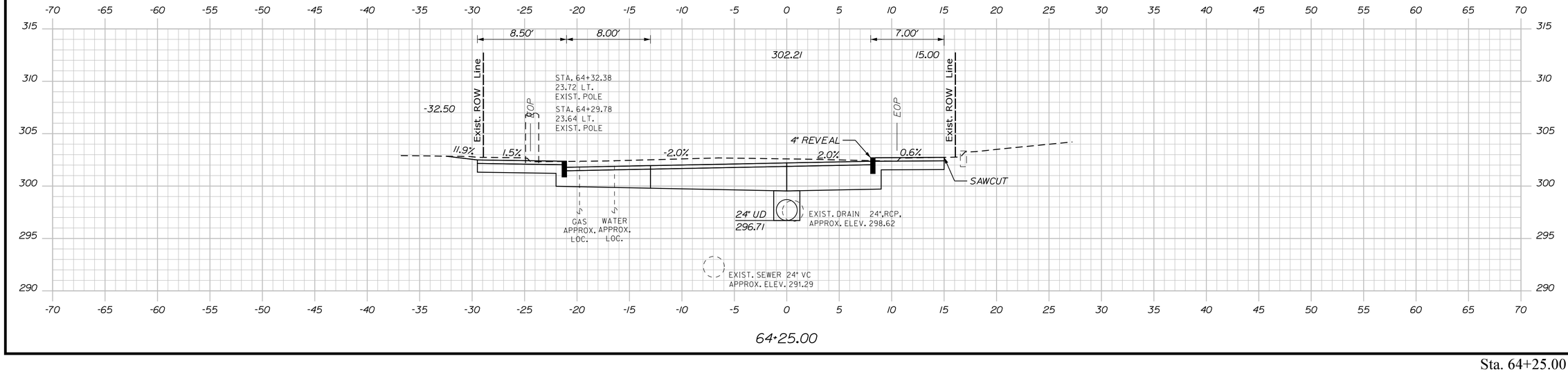
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64+75.00



64+50.00



64+25.00

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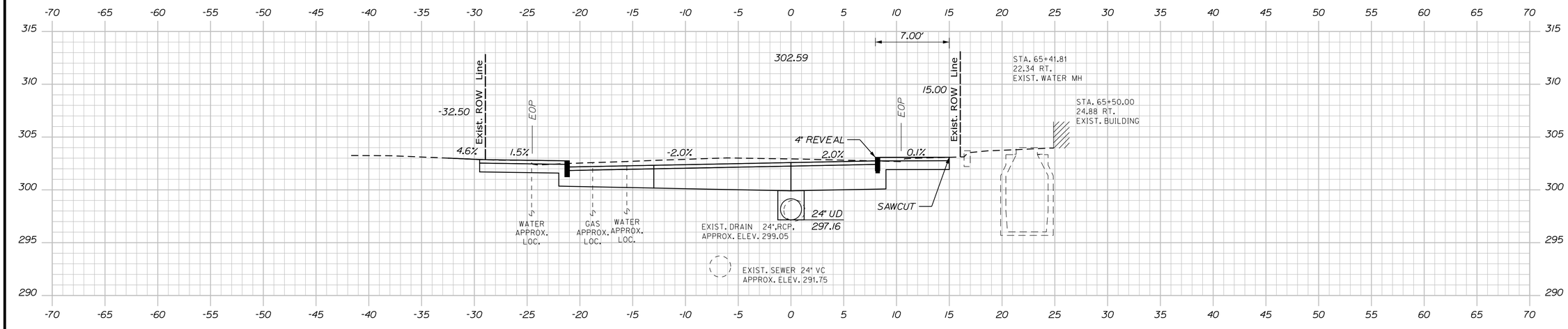
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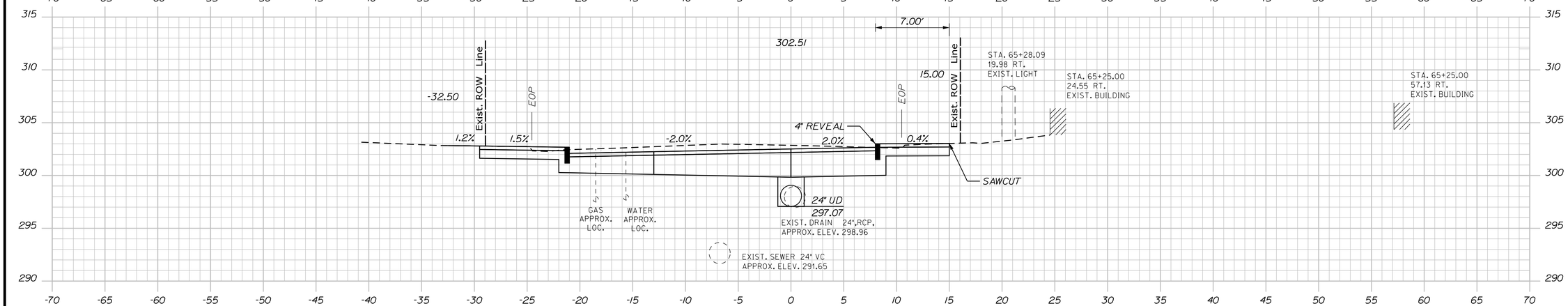
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Sta. 64+25.00 to Sta. 64+75.00

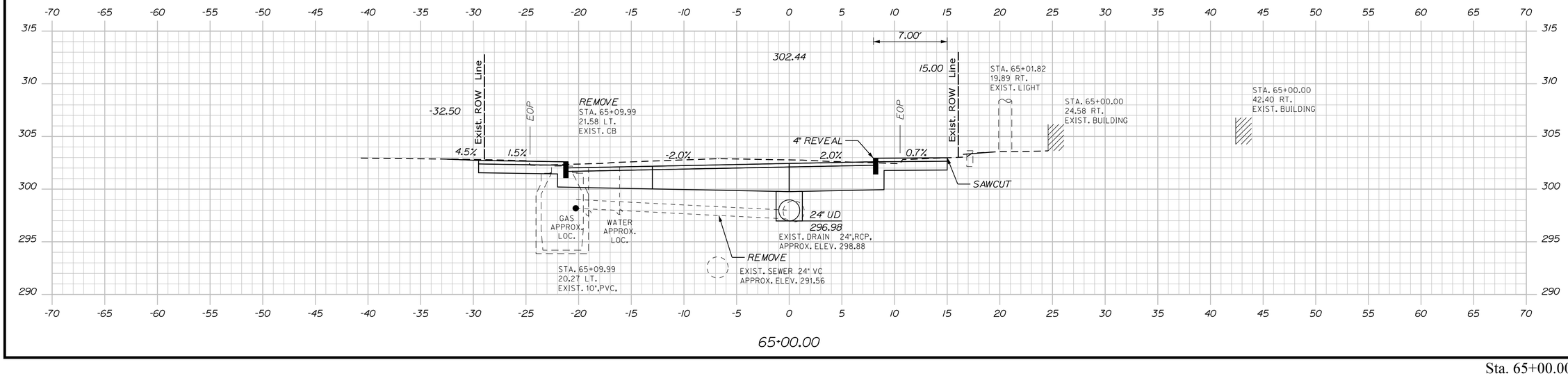
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65+50.00



65+25.00



65+00.00

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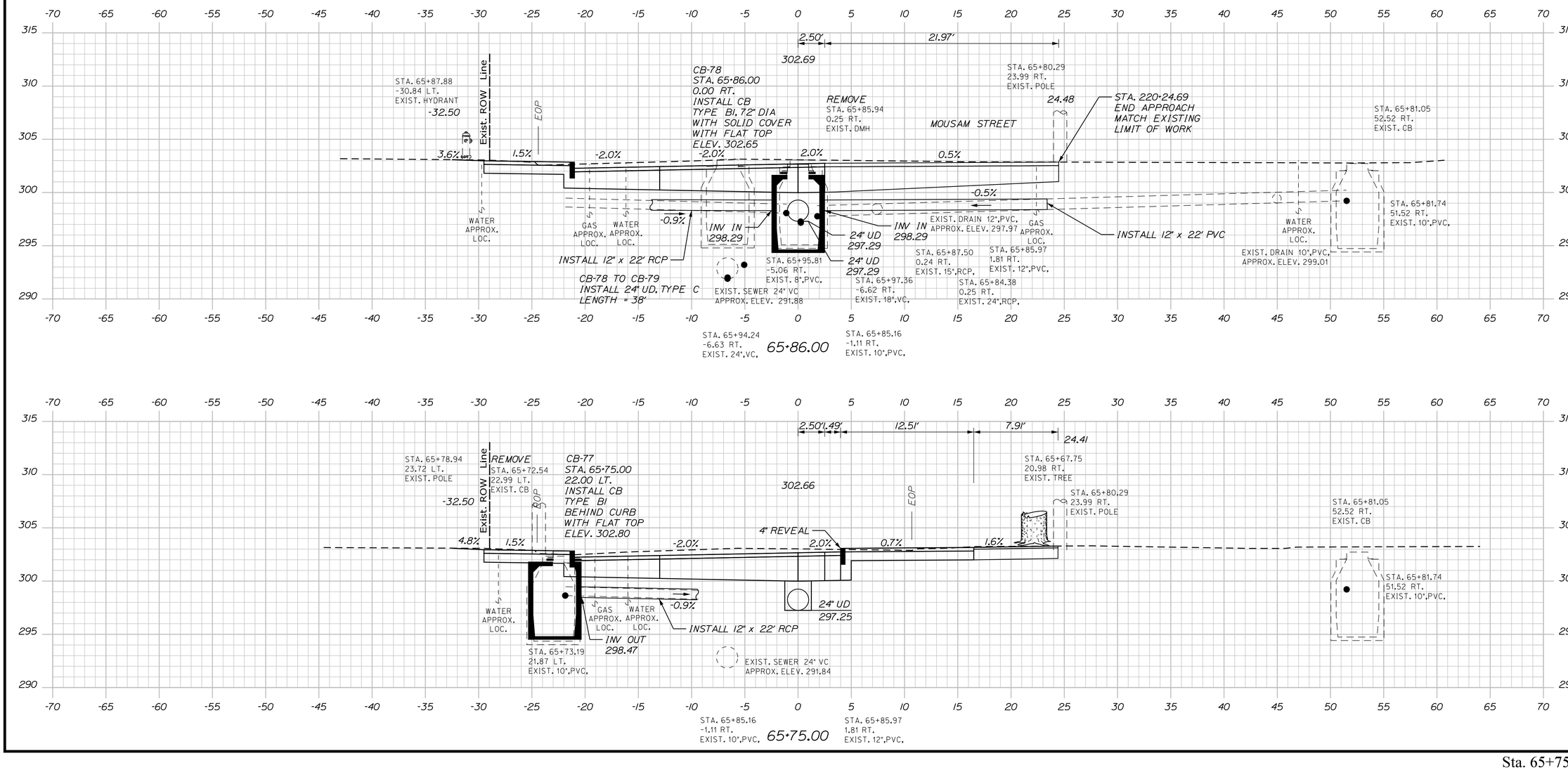
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Sta. 65+00.00 to Sta. 65+50.00

Filename: ...\MSTA\Planset\H_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026

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DESIGN3-DETAILED3		
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SANFORD
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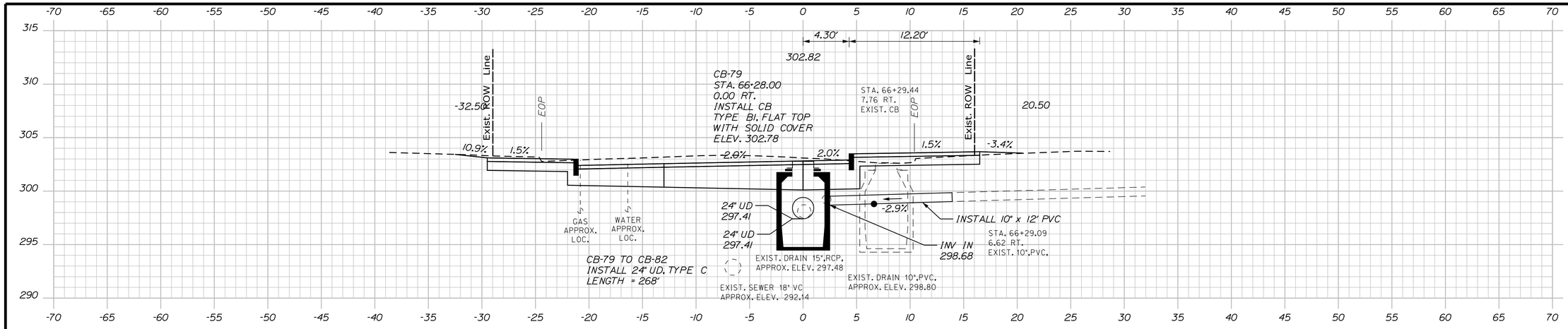
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SHEET NUMBER

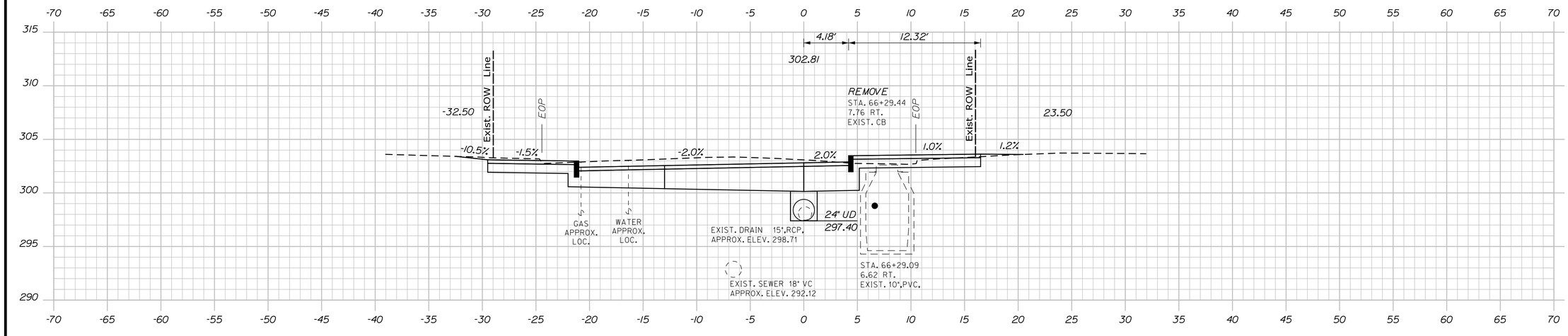
146

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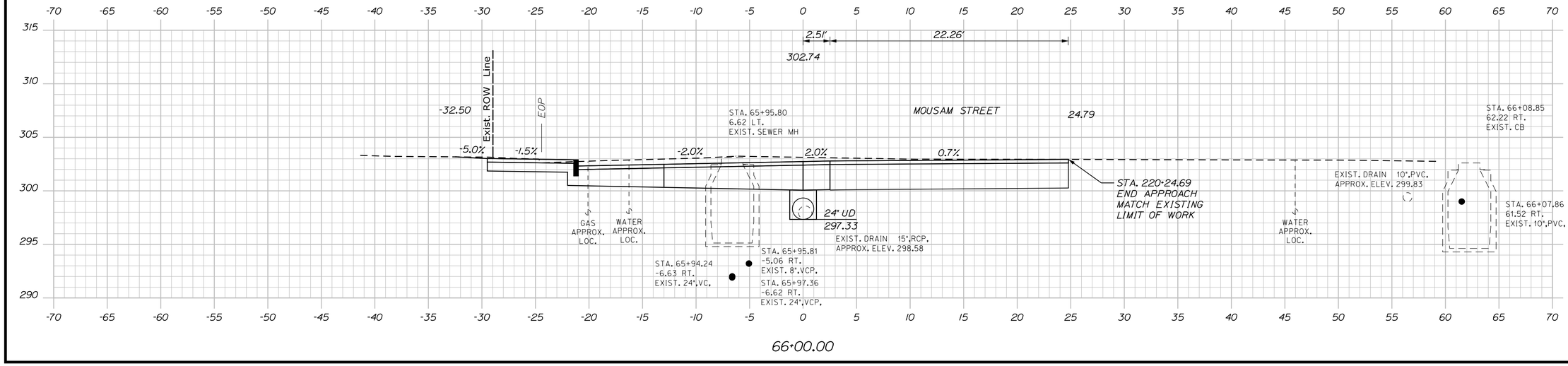
Sta. 65+75.00 to Sta. 66+25.00



66+28.00



66+25.00



66+00.00

STATE OF MAINE
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CAPITAL PROJECTS

WIN
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HIGHWAY PLANS

PROJ. MANAGER	E. MARTIN			
DESIGN-DETAILED	BMD	JBD	8/27/2026	
CHECKED-REVIEWED	ECF	AG	8/27/2026	
DESIGN2-DETAILED2	EDZ			
DESIGN3-DETAILED3	EDS			
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				

P.E. NUMBER

SIGNATURE

DATE

SANFORD
SCHOOL STREET

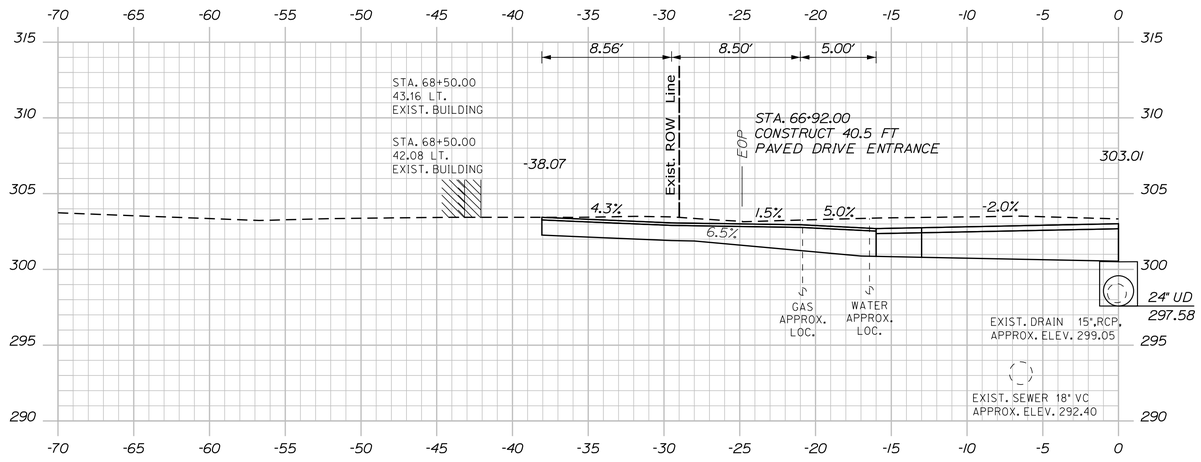
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SHEET NUMBER

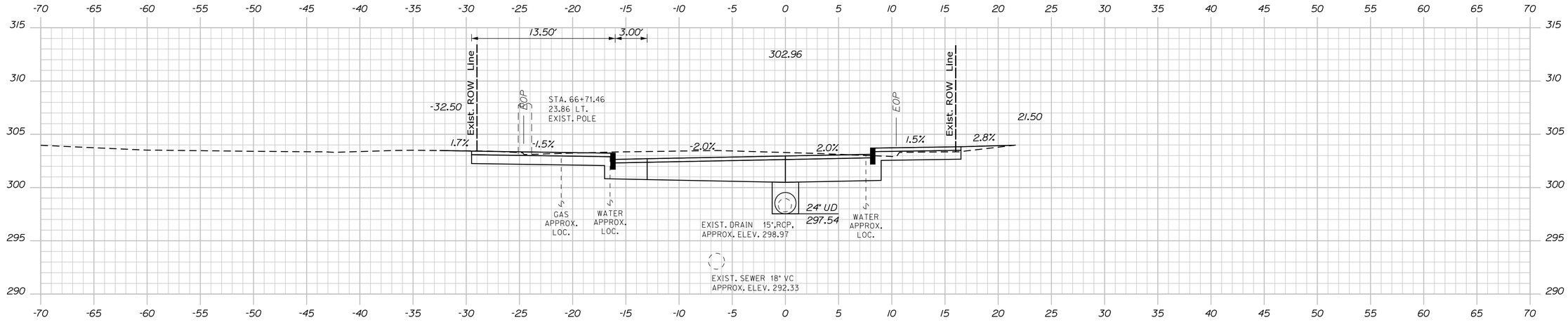
147

OF 195

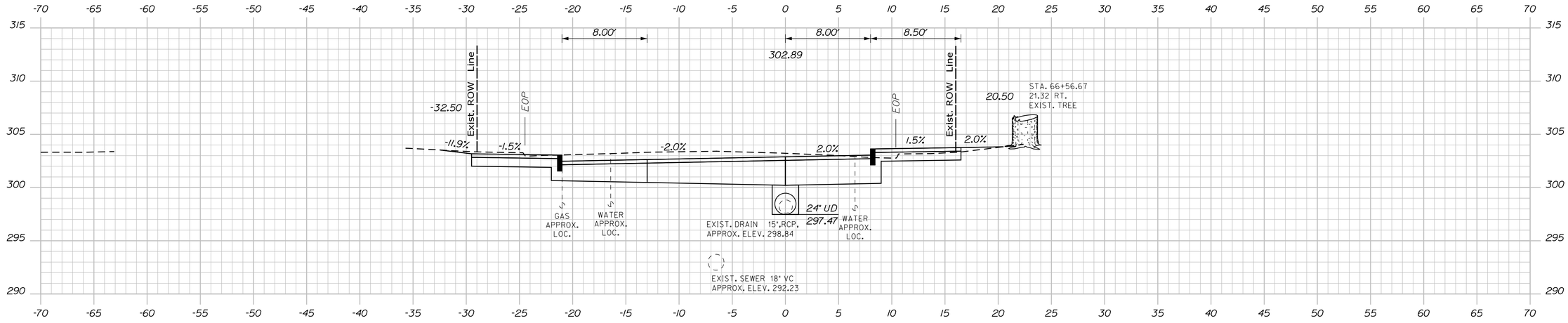
Sta. 66+00.00 to Sta. 66+28.00



66+92.00



66+75.00



66+50.00

STATE OF MAINE
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CAPITAL PROJECTS

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HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	E. MARTIN		
DESIGN-DETAILED	BMD	JBD	8/27/2026
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DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

SANFORD
SCHOOL STREET

CROSS SECTIONS

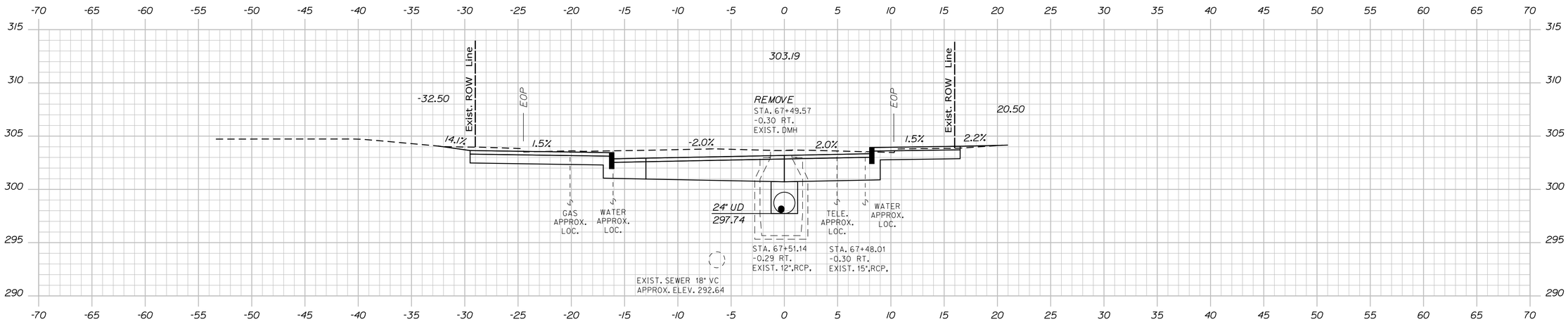
SHEET NUMBER

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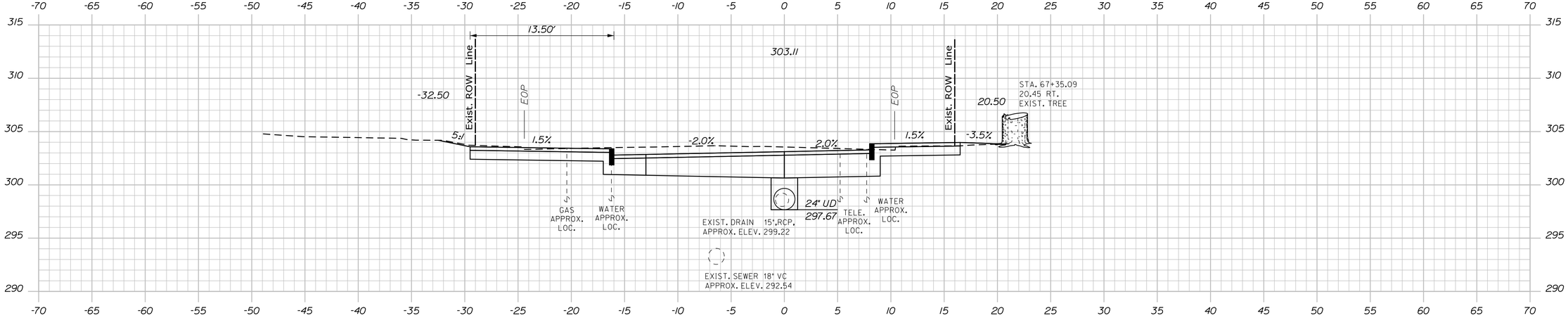
OF 195

Sta. 66+50.00 to Sta. 66+92.00

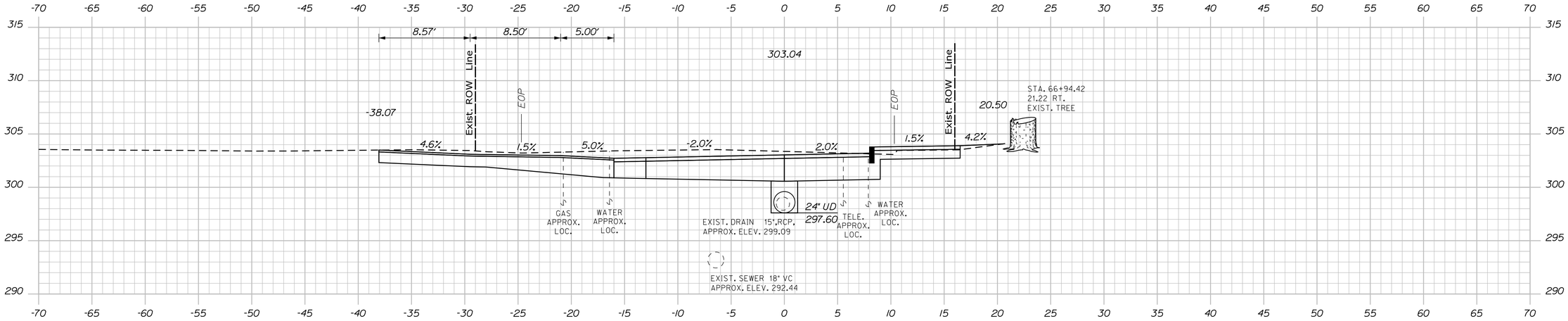
Filename: ...\MSTA\Planset\H_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026



67+50.00



67+25.00



67+00.00

STATE OF MAINE
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HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	E. MARTIN		
DESIGN-DETAILED	BMD	JBD	8/27/2026
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DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

SANFORD
SCHOOL STREET

CROSS SECTIONS

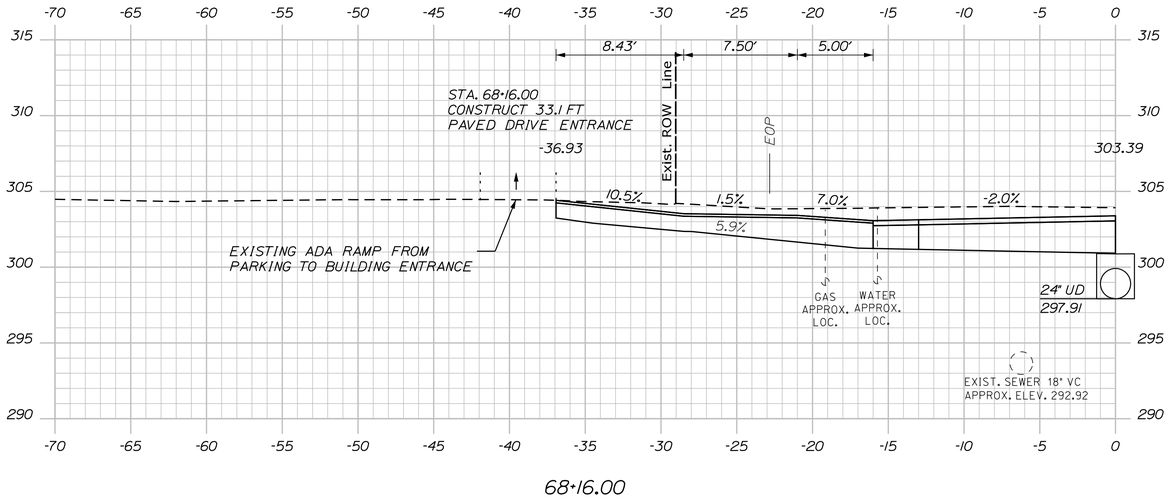
SHEET NUMBER

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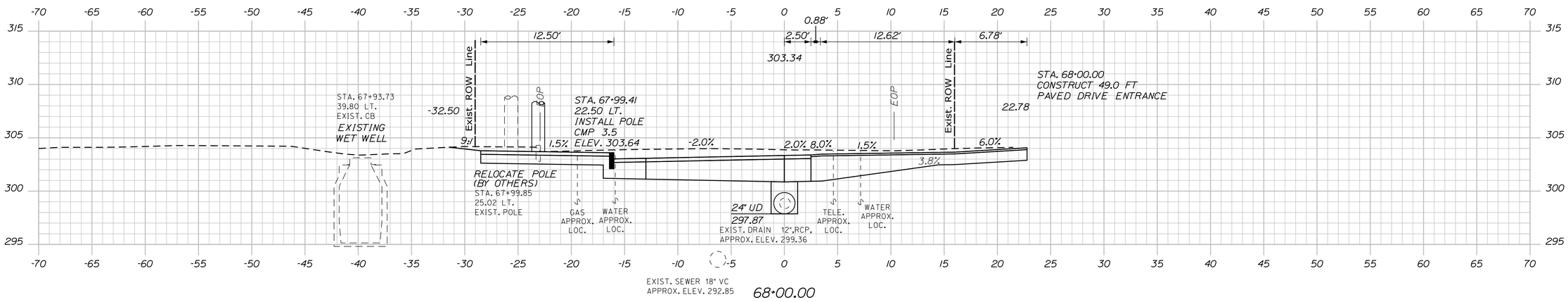
OF 195

Sta. 67+00.00 to Sta. 67+50.00

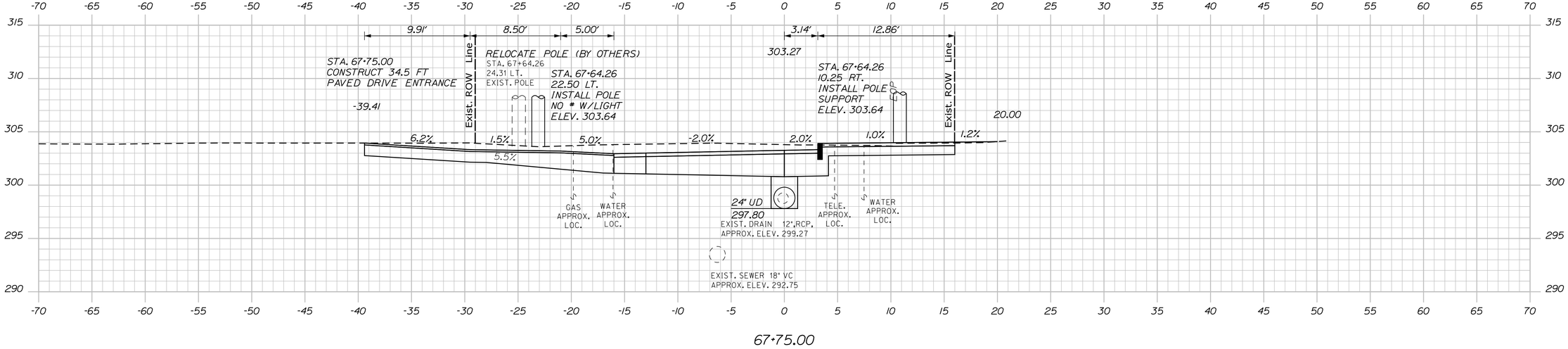
Filename: ...\MSTA\Planset\H_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026



68+16.00



68+00.00



67+75.00

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HIGHWAY PLANS

	E. MARTIN	DATE
PROJ. MANAGER		
DESIGN-DETAILED	BMD	8/27/2026
CHECKED-REVIEWED	ECF	8/27/2026
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BY | DATE | SIGNATURE

P.E. NUMBER

DATE

SANFORD
SCHOOL STREET

CROSS SECTIONS

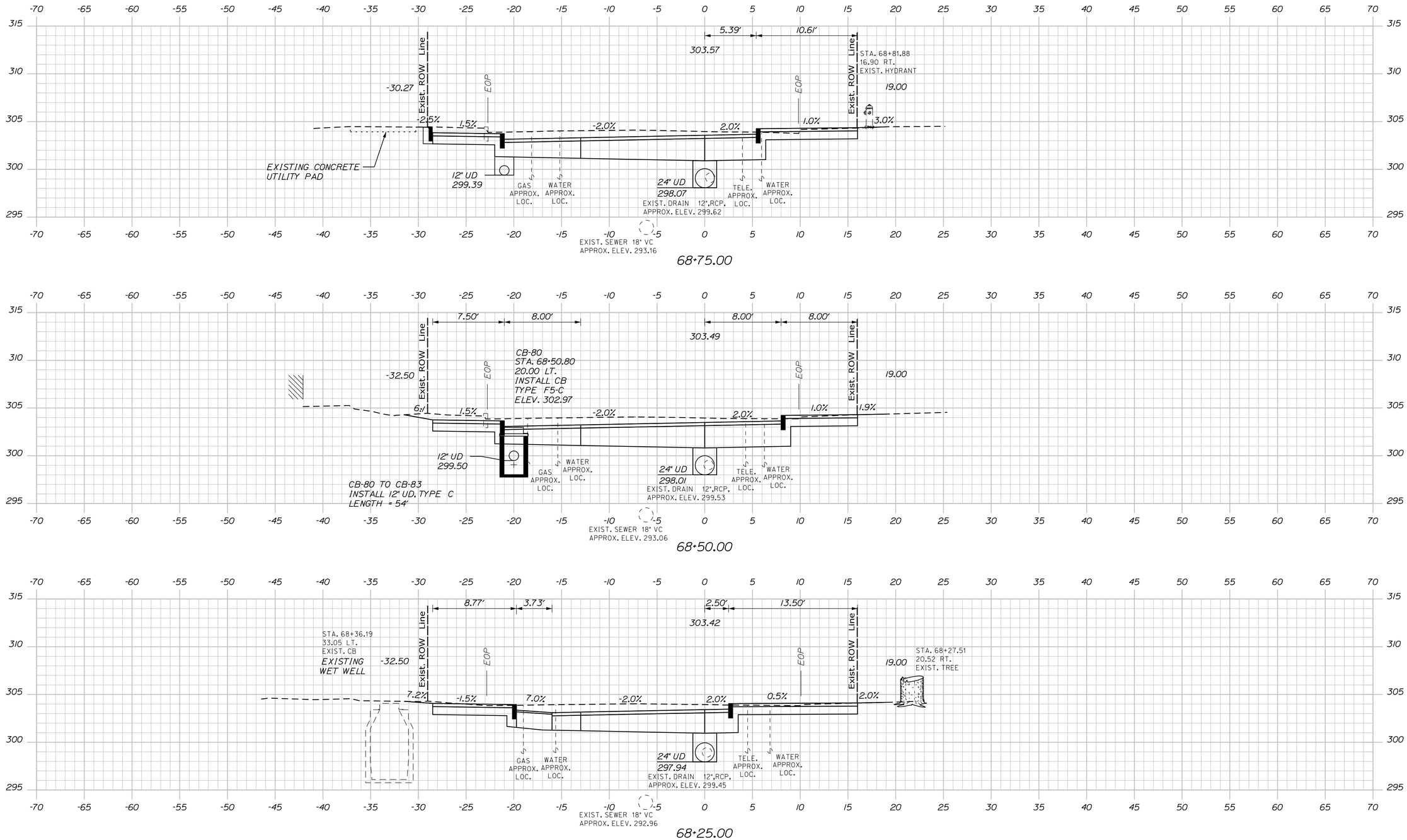
SHEET NUMBER

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OF 195

Sta. 67+75.00 to Sta. 68+16.00

Filename: ...\MSTA\Planset\H_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026



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CAPITAL PROJECTS

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HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	E. MARTIN	
DESIGN-DETAILED	BMD	8/27/2026
CHECKED-REVIEWED	ECF	
DESIGN2-DETAILED2	AG	8/27/2026
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

P.E. NUMBER

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DATE

SANFORD
SCHOOL STREET

CROSS SECTIONS

SHEET NUMBER

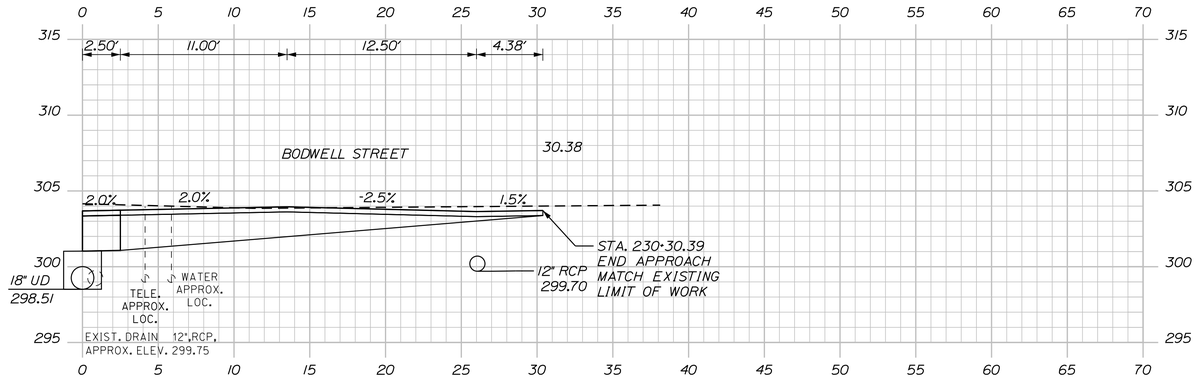
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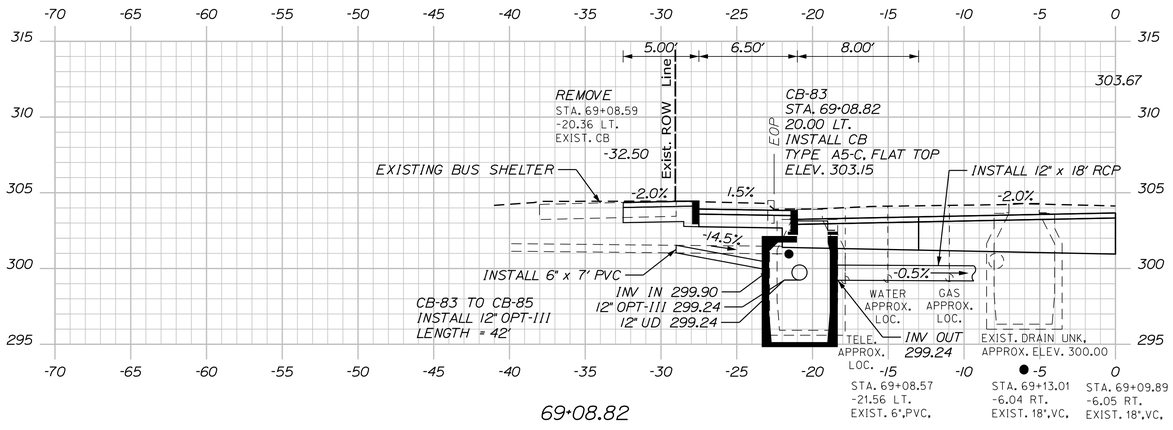
Sta. 68+25.00 to Sta. 68+75.00

Filename: ...\MSTA\Planset\VH_004_Xsects.dgn Username: jamesdavis Division: HIGHWAY Date:8/27/2026

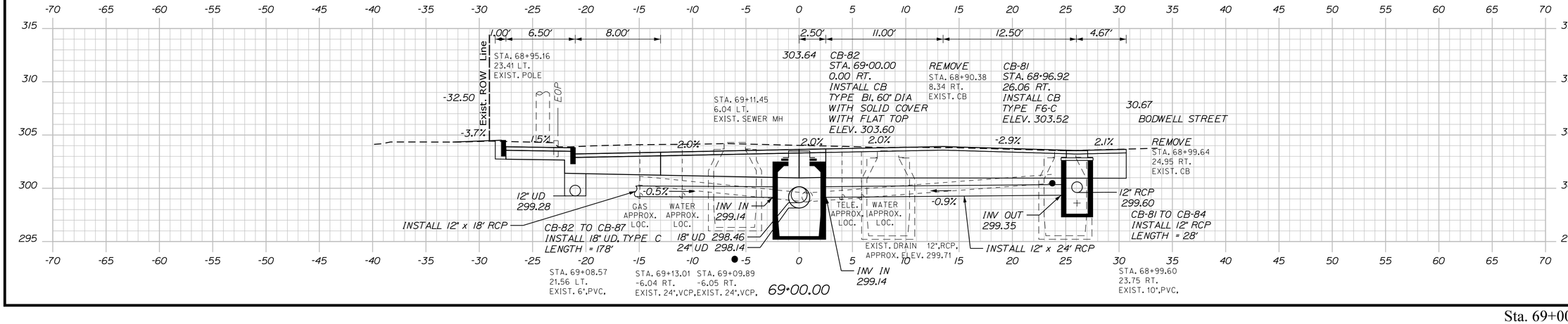
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69+12.00



69+08.82



69+00.00

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HIGHWAY PLANS

PROJ. MANAGER	E. MARTIN		
DESIGN-DETAILED	BMD	JBD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
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REVISIONS 4			
FIELD CHANGES			

P.E. NUMBER

SIGNATURE

DATE

SANFORD
SCHOOL STREET

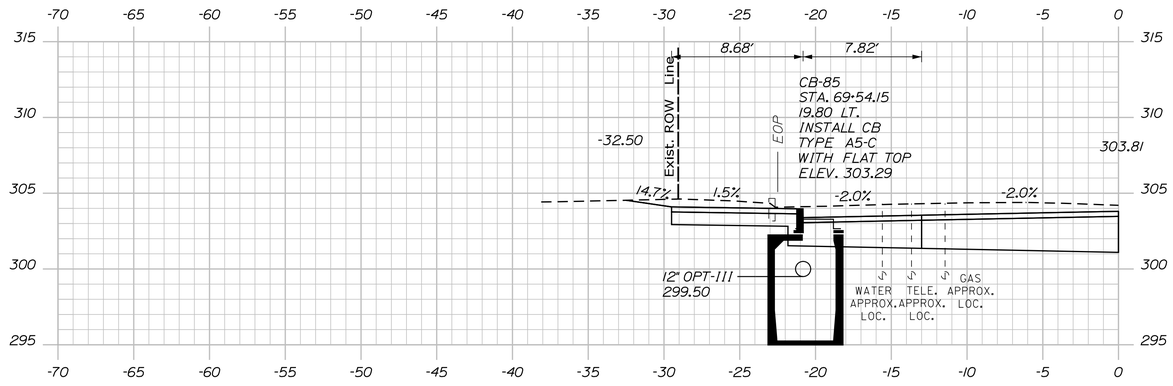
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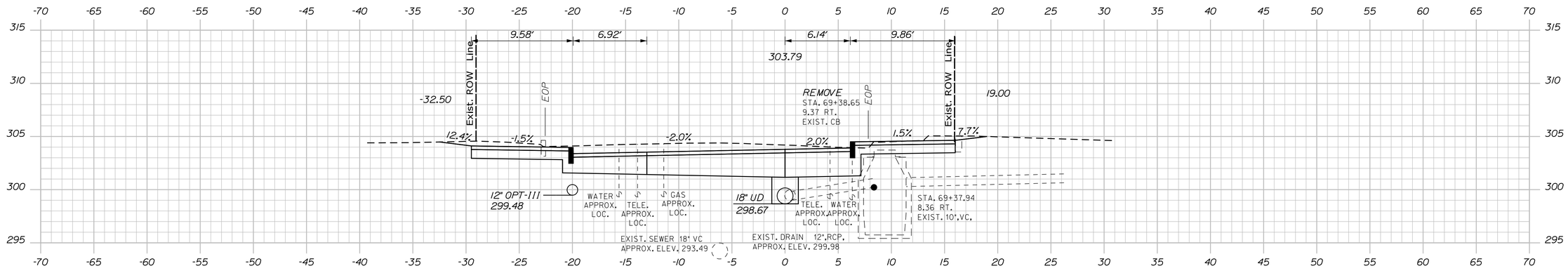
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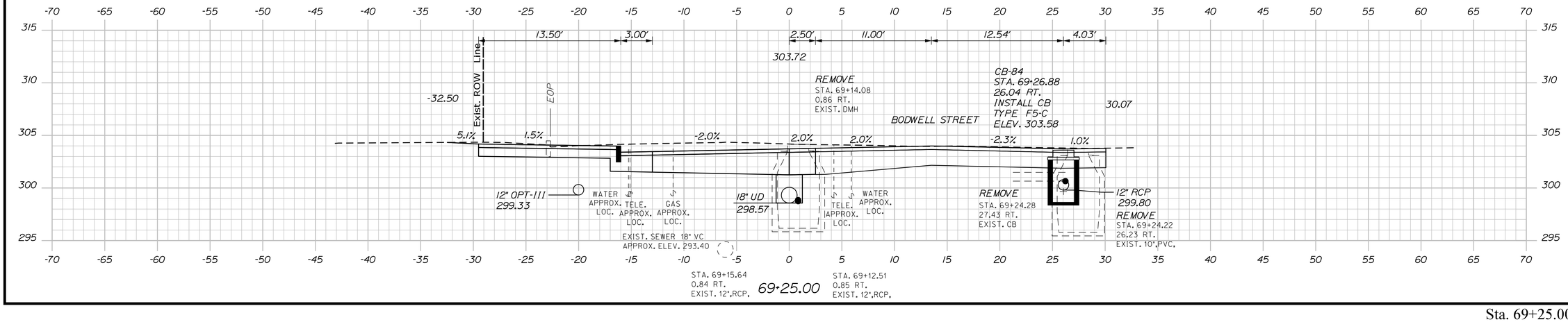
Sta. 69+00.00 to Sta. 69+25.00



69+54.15



69+50.00



69+25.00

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HIGHWAY PLANS

	E. MARTIN	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	BMD	JBD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

P.E. NUMBER

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SANFORD
SCHOOL STREET

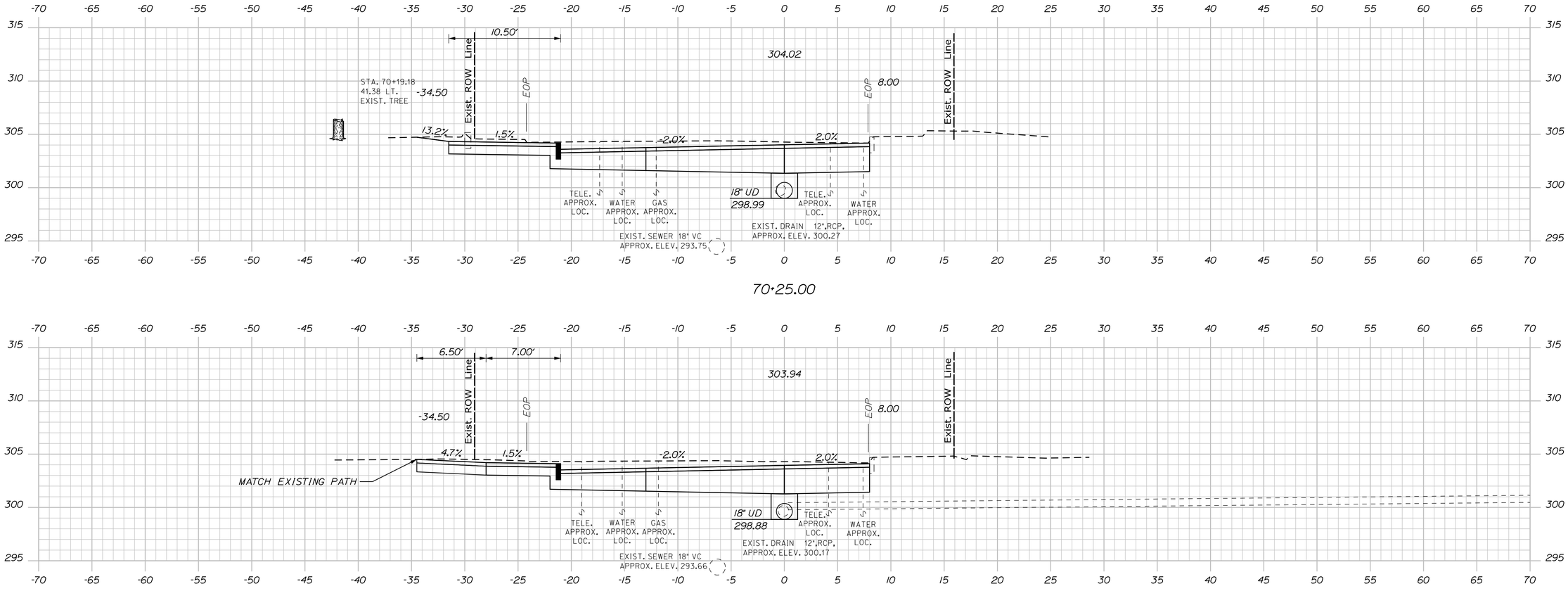
CROSS SECTIONS

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Sta. 69+25.00 to Sta. 69+54.15



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DATE

	E. MARTIN	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	BMD	JBD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2	ECF		
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

SANFORD
SCHOOL STREET

CROSS SECTIONS

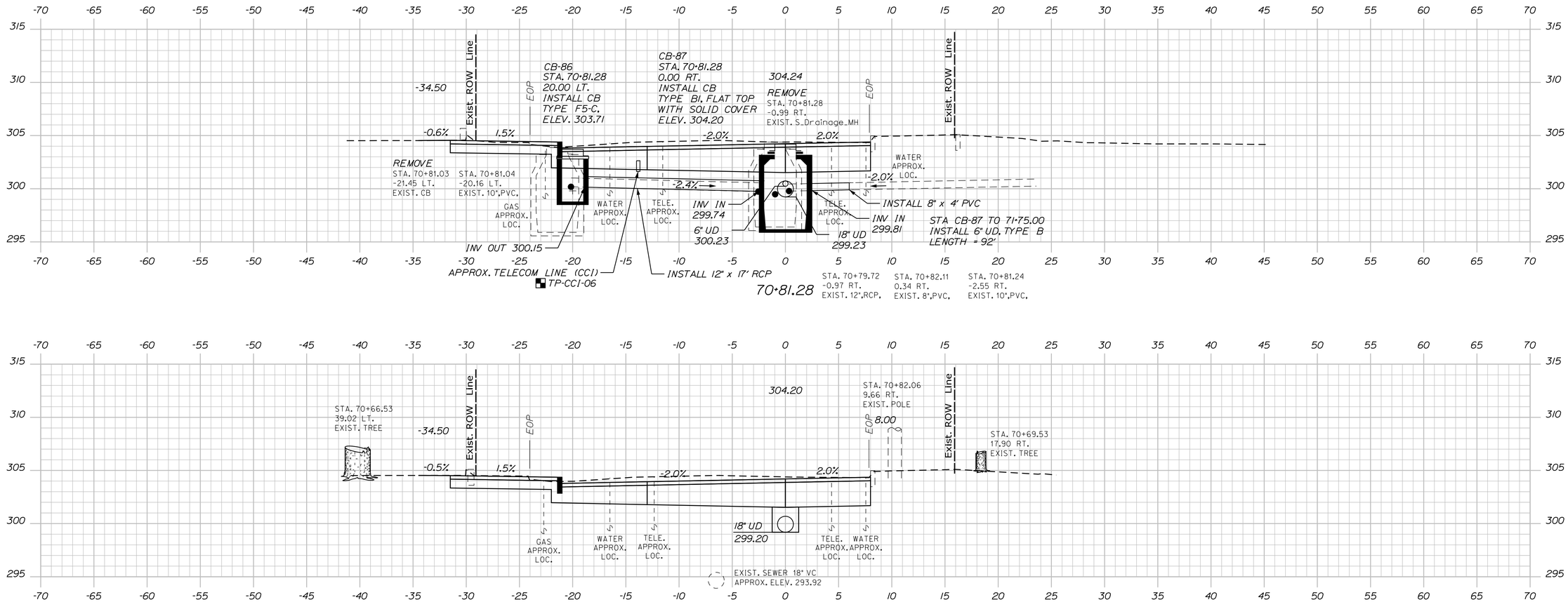
SHEET NUMBER

154

OF 195

Sta. 69+50.00 to Sta. 70+00.00

Filename: ...\MSTA\Planset\H_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026



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DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
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HIGHWAY PLANS

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	BMD	JBD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

P.E. NUMBER

SIGNATURE

DATE

SANFORD
SCHOOL STREET

CROSS SECTIONS

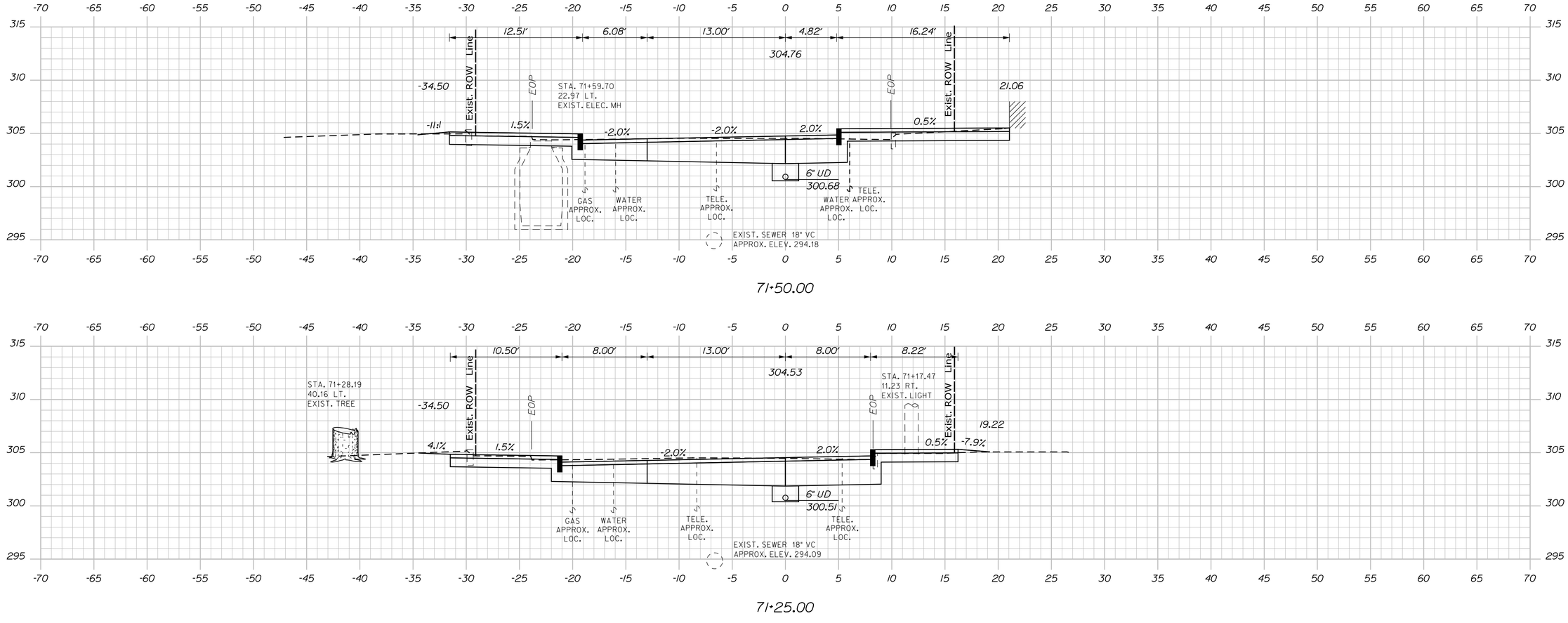
SHEET NUMBER

155

OF 195

Sta. 70+25.00 to Sta. 70+75.00

Filename: ...\MSTA\Planset\H_004_Xsects.dgn Username: jamesdavis Division: HIGHWAY Date:8/27/2026



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CAPITAL PROJECTS

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HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	E. MARTIN		
DESIGN-DETAILED	BMD	JBD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

SANFORD
SCHOOL STREET

CROSS SECTIONS

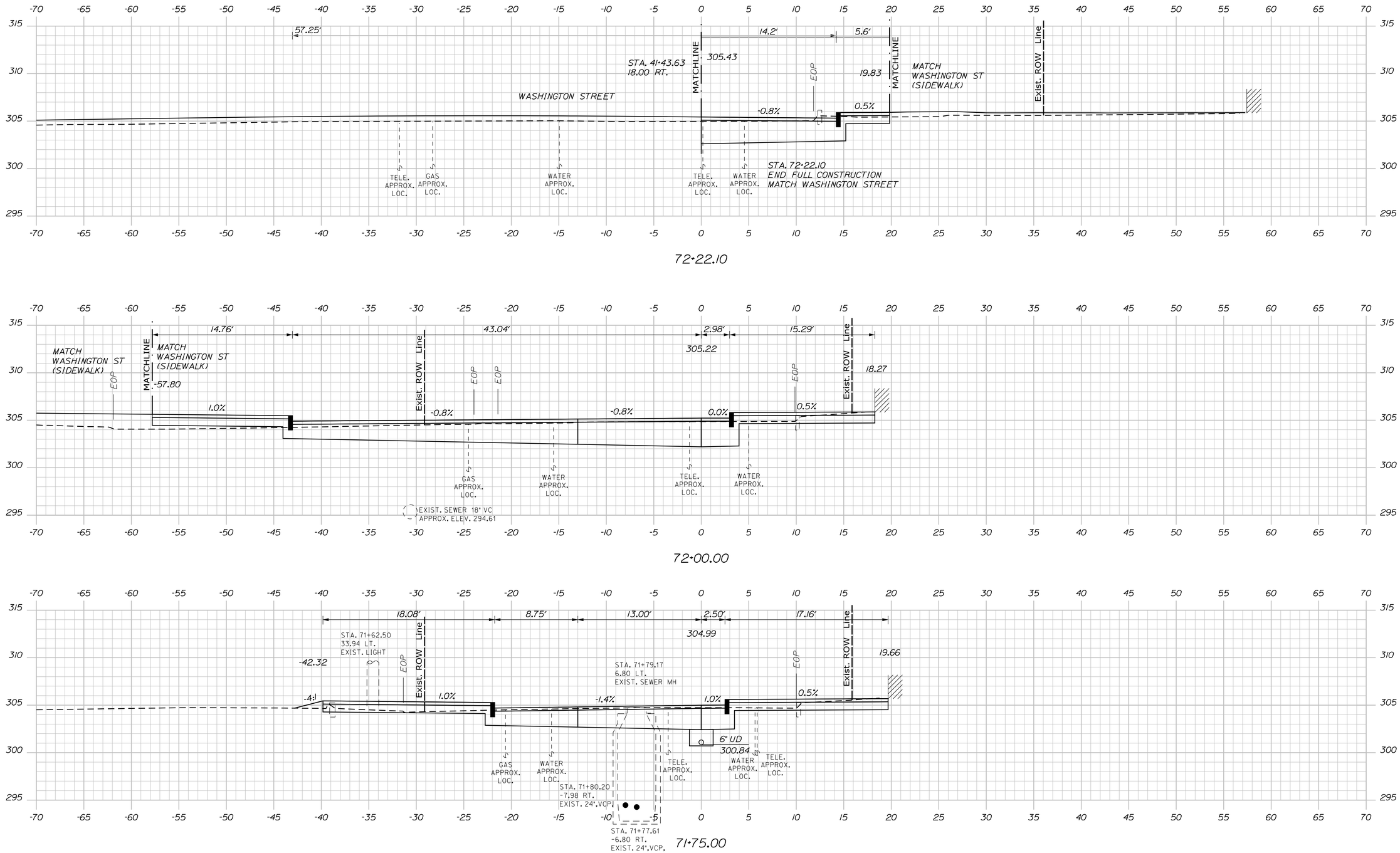
SHEET NUMBER

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OF 195

Sta. 71+00.00 to Sta. 71+50.00

Filename: ...\MSTA\Planset\H_004_Xsects.dgn Username: jamesdavis Division: HIGHWAY Date:8/27/2026



Filename: ...\MSTA\Planset\VH_004_Xsects.dgn Username: jamesdavis Division: HIGHWAY Date:8/27/2026

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HIGHWAY PLANS

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DATE

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	BMD	JBD	8/27/2026
CHECKED-REVIEWED	ECF	AG	8/27/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

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SANFORD
SCHOOL STREET

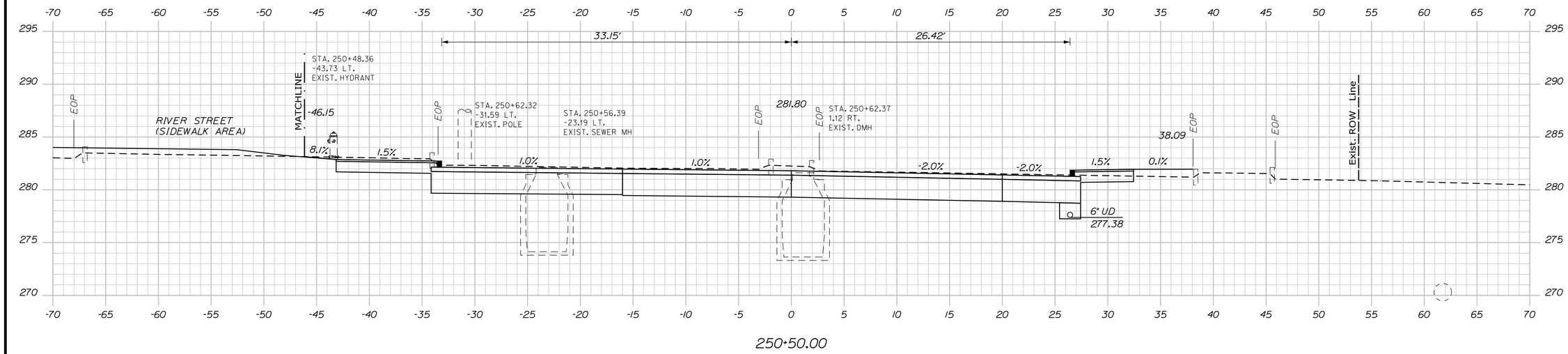
CROSS SECTIONS

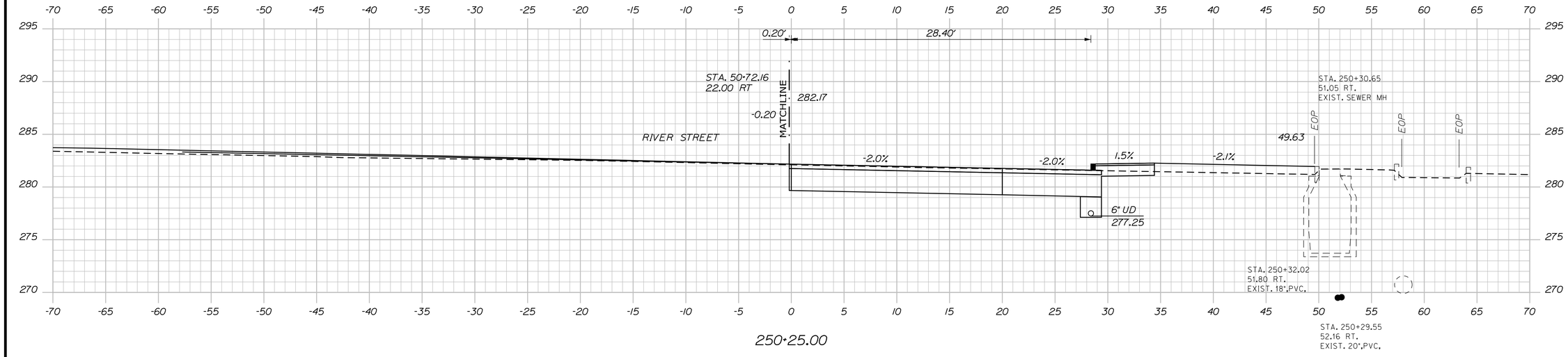
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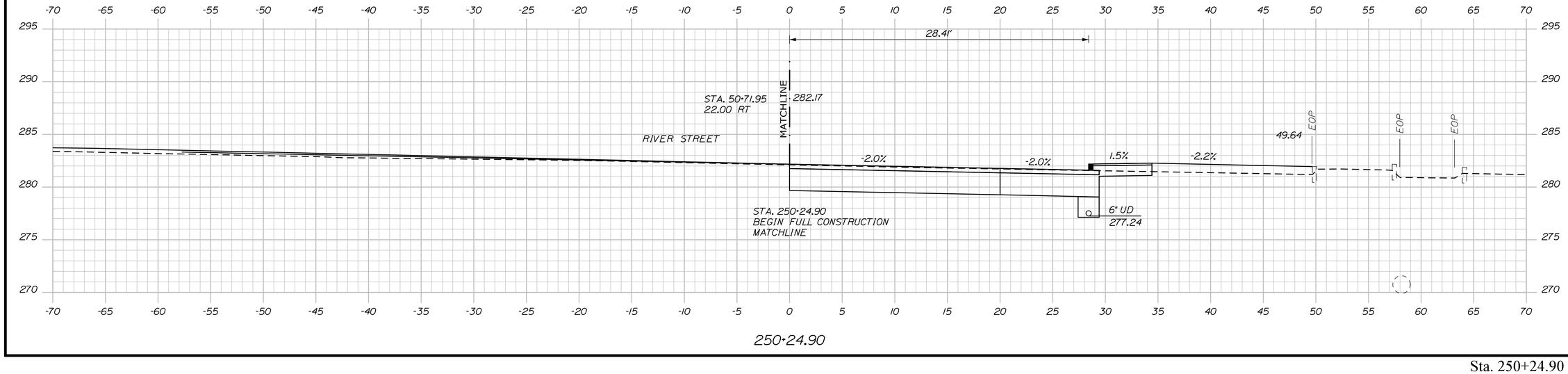
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Sta. 71+75.00 to Sta. 72+10.00







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HIGHWAY PLANS

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DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
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FIELD CHANGES			

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SANFORD
HIGH STREET

CROSS SECTIONS

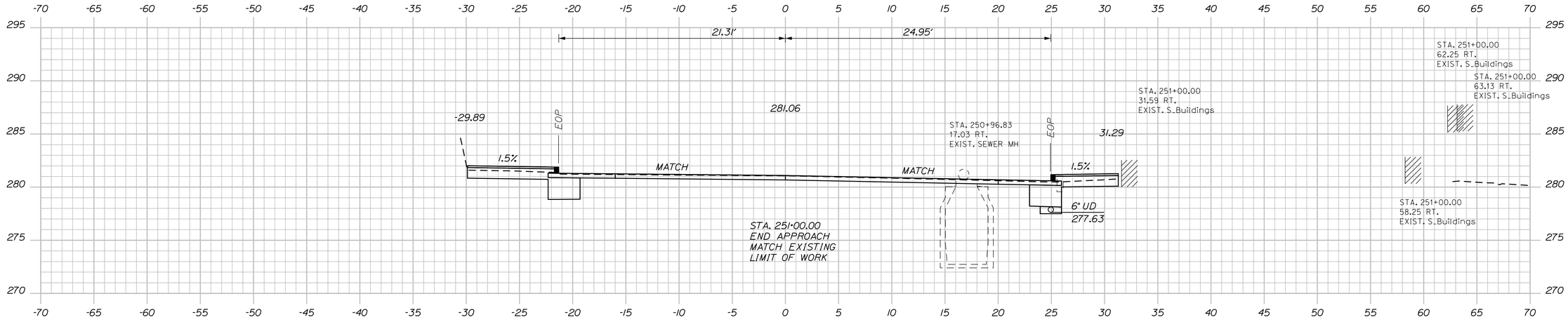
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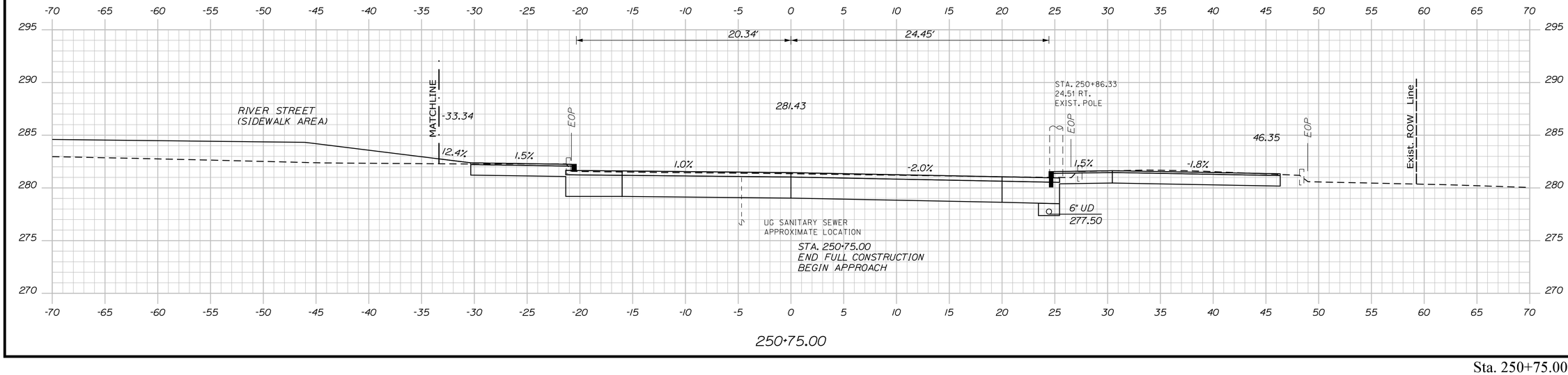
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Sta. 250+24.90 to Sta. 250+50.00

Filename: ...\MSTA\Planset\H_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026





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CAPITAL PROJECTS

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HIGHWAY PLANS

PROJ. MANAGER	E. MARTIN		
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DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

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Sta. 250+75.00 to Sta. 251+00.00

Filename: ...\MSTA\Planset\H_004_Xsects.dgn Division: HIGHWAY Username: jamesdavis Date:8/27/2026