

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION



LISBON  
ANDROSCOGGIN COUNTY  
ROUTE 196 DRAINAGE IMPROVEMENTS  
WIN 25389.00  
PROJECT LENGTH : 0.25 MILES

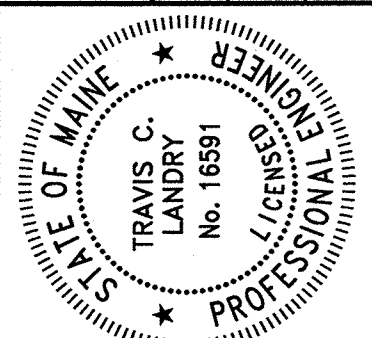
PLAN LEGEND

|                            |            |                             |          |          |
|----------------------------|------------|-----------------------------|----------|----------|
| Town, County, State        | _____      | Catch Basins                | Existing | Proposed |
| Property Lines             | -----      | Manholes                    | Existing | Proposed |
| R/W Lines-Existing         | -----      | Proposed Underdrain         | -----    |          |
| R/W Lines-Proposed         | -----      | Proposed Ditch              | -----    |          |
| Culvert-Existing           | -----      | Existing Ditch              | -----    |          |
| Culvert Proposed           | -----      | Utility Poles               | Existing | Proposed |
| Curbing                    | Existing   | Fire Hydrants               | Existing | Proposed |
| Type 1                     | -----      | Existing Water Line         | -----    |          |
| Type 3                     | -----      | Existing San. Sewer         | -----    |          |
| Type 5                     | -----      | Existing San. Sewer Manhole | -----    |          |
| Outline of Bodies of Water | =====      | Guardrail-Existing          | -----    |          |
| Exposed Bedrock            | =====      | Guardrail-Proposed          | -----    |          |
| Buildings                  | =====      | Guardrail-Cable, Other      | -----    |          |
| Trees                      | Conifer    | Centerline-Existing         | -----    |          |
| Tree Line                  | -----      | Centerline-Proposed         | -----    |          |
| Clearing Limit Line        | -----      | Travelway-Existing          | -----    |          |
| Railroad                   | -----      | Travelway-Proposed          | -----    |          |
| Boring                     | HB-XXX-### | Probe                       | P-#. #X  |          |
| Pavement Core              | PC-#       | #.# = Depth                 |          |          |
| Test Pit                   | TP-XXX-### | X = W (Weathered Rock)      |          |          |
|                            |            | R (Refusal)                 |          |          |
|                            |            | NR (No Refusal)             |          |          |

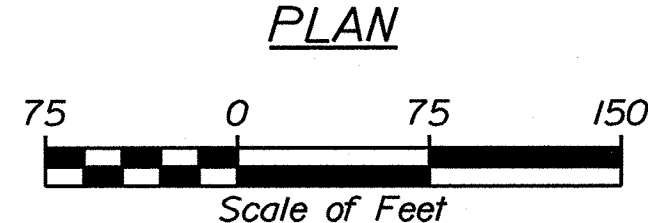
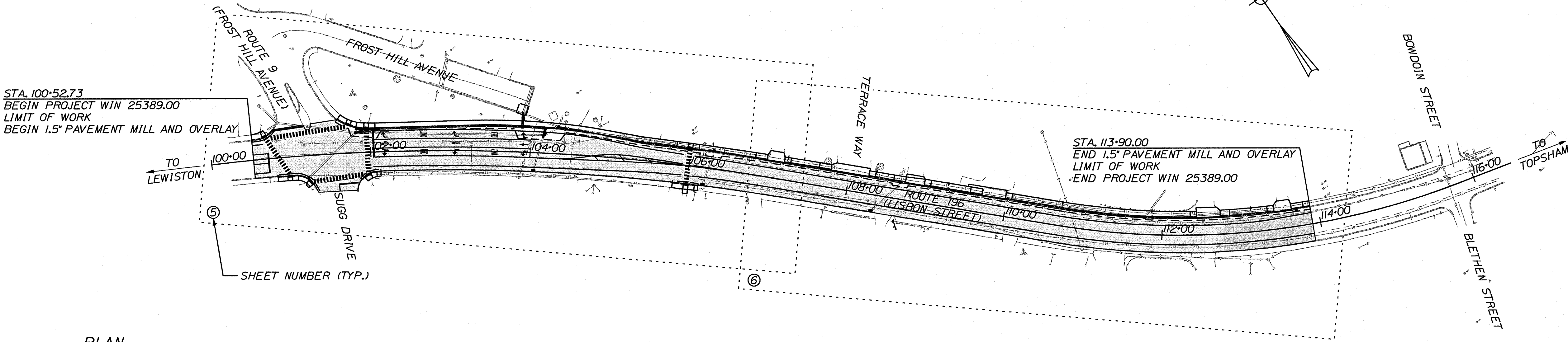
INDEX OF SHEETS

| Description               | Sheet No. |
|---------------------------|-----------|
| Title Sheet               | 1         |
| Typical Sections          | 2         |
| Construction Notes        | 3         |
| General Notes             | 4         |
| Plan/Profile              | 5-6       |
| Signal Plan               | 7         |
| Signal Notes              | 8         |
| Signing and Striping Plan | 9         |
| Curbing Plan              | 10-11     |
| Cross Sections            | 12-21     |

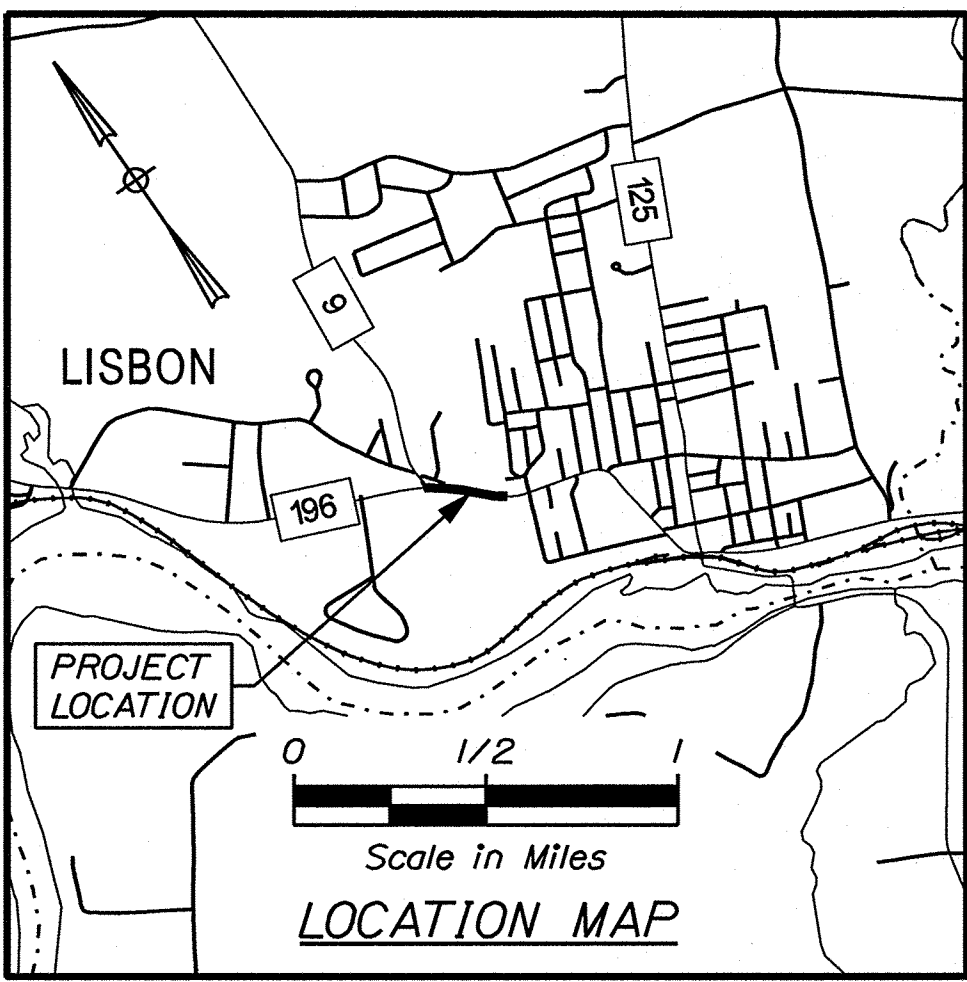
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| STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION | APPROVED | DATE    |
|                                                |          | 5-12-25 |
| COMMISSIONER                                   |          |         |
| CHIEF ENGINEER                                 |          |         |



|                  |                         |            |             |            |            |
|------------------|-------------------------|------------|-------------|------------|------------|
| Travis C. Landry | SIGNATURE               | 16591      | P.E. NUMBER | 03/27/2025 | DATE       |
|                  | PROJECT MANAGER         | R. HODGMAN | DESIGNER    | T. LANDRY  | CONSULTANT |
|                  | PROJECT RESIDENT        | LJB INC.   | CONTRACTOR  |            |            |
|                  | PROJECT COMPLETION DATE |            |             |            |            |



| TRAFFIC DATA                   |                           |
|--------------------------------|---------------------------|
|                                | ROUTE 160<br>(12/20 YEAR) |
| Current (2025) AADT            | 17770                     |
| Future (2037/45) AADT          | 18840/19550               |
| DHV - % of AADT                | 10%                       |
| Design Hourly Volume           | 1884/1955                 |
| % Heavy Trucks (AADT)          | 3%                        |
| % Heavy Trucks (DHV)           | 1%                        |
| Directional Distribution (DHV) | 58%                       |
| 18 kip Equivalent P 2.0        | 370/397                   |
| 18 kip Equivalent P 2.5        | 352/378                   |
| Design Speed (mph)             | 30 MPH                    |
| Functional Class               | Other Principal Arterial  |
| Corridor Priority              | 1                         |

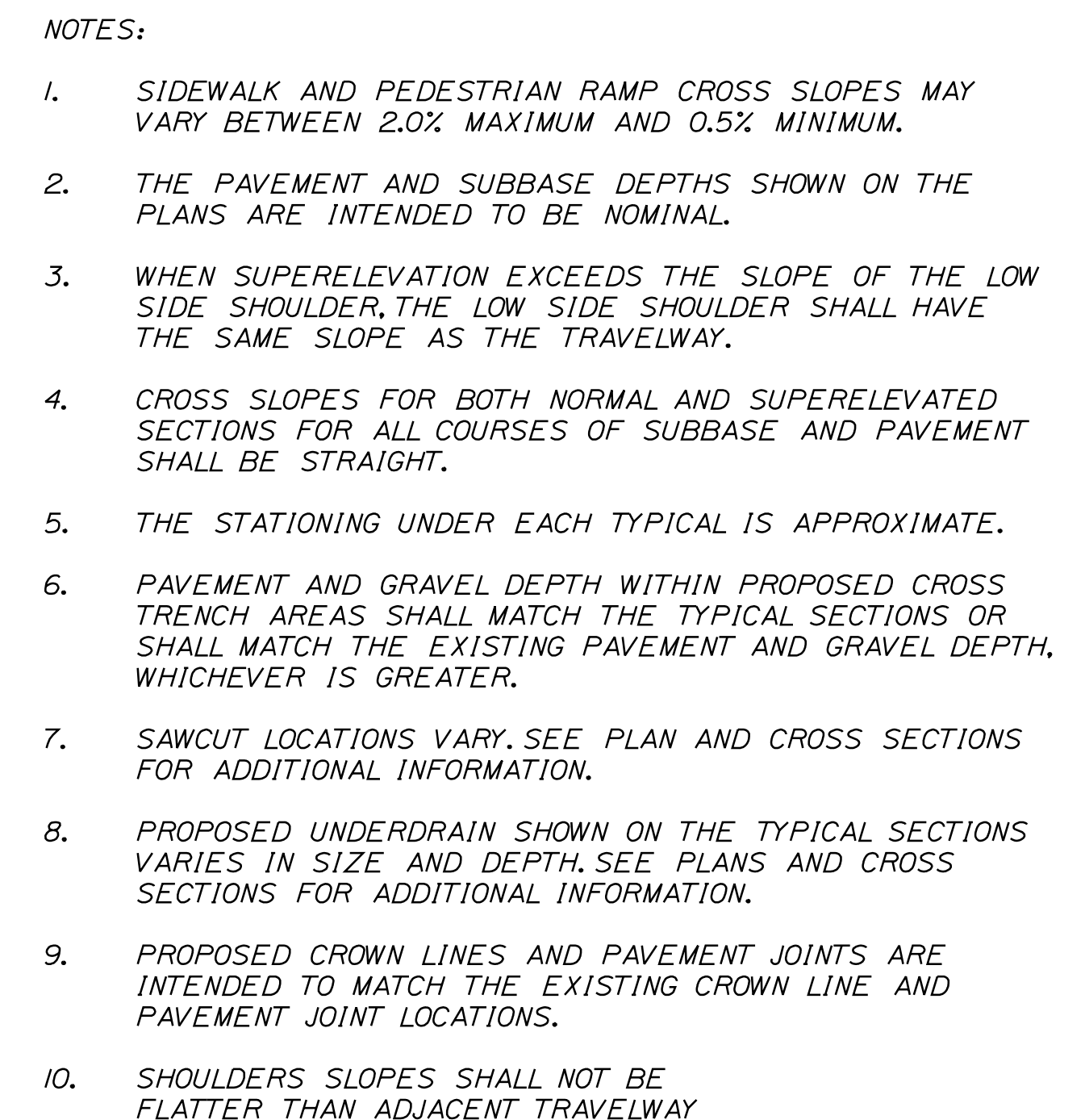
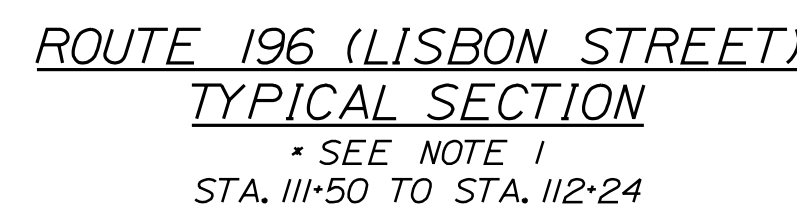


|                   |                                                                                                                                              |
|-------------------|----------------------------------------------------------------------------------------------------------------------------------------------|
| PROJECT LOCATION: | The project begins at Route 9 and extends easterly along Route 196 0.25 miles to approximately 200' west of the Bowdoin Street intersection. |
| PROGRAM AREA:     | Regional Program                                                                                                                             |
| SCOPE OF WORK:    | Drainage Improvements                                                                                                                        |



Gorrill Palmer, an LJB Engineering Company  
GorrillPalmer.com  
(207) 772-2515  
300 Southborough Drive - Suite 200  
South Portland, ME 04106

LISBON  
DRAINAGE IMPROVEMENTS  
TITLE SHEET



| DRIVEWAYS AND ENTRANCES                                 |                                 |                  |
|---------------------------------------------------------|---------------------------------|------------------|
| STATION                                                 | DESCRIPTION                     | OPENING          |
| 107+07                                                  | LT. RESIDENTIAL PAVED ENTRANCE  | 22 FT            |
| 108+05                                                  | LT. TERRACE WAY                 | 49 FT            |
| 108+82                                                  | LT. RESIDENTIAL GRAVEL ENTRANCE | 24 FT            |
| 109+83                                                  | LT. RESIDENTIAL GRAVEL ENTRANCE | 30 FT            |
| 112+56                                                  | LT. RESIDENTIAL PAVED ENTRANCE  | 30 FT            |
| 113+56                                                  | LT. RESIDENTIAL PAVED ENTRANCE  | 23 FT            |
| ITEM 202.15 - REMOVING EXISTING MANHOLE OR CATCH BASIN  |                                 |                  |
| LOCATION                                                |                                 |                  |
| STA. 104+15.86, 30.94' LT.                              |                                 |                  |
| STA. 104+16.03, 22.71' LT.                              |                                 |                  |
| STA. 108+65.10, 20.83' LT.                              |                                 |                  |
| ITEM 603.155 - 12" REINFORCED CONCRETE PIPE CLASS III   |                                 |                  |
| LOCATION                                                |                                 | LENGTH           |
| STA. 104+15.16 LT. TO CB5                               |                                 | 8.3 LF           |
| ITEM 603.159 - 12" CULVERT PIPE OPTION III              |                                 |                  |
| LOCATION                                                |                                 | LENGTH           |
| CB2 TO CB3                                              |                                 | 20.9 LF          |
| ITEM 603.199 - 24" CULVERT PIPE OPTION III              |                                 |                  |
| LOCATION                                                |                                 | LENGTH           |
| CB4 TO STA. 103+89.16 LT.                               |                                 | 13.1 LF          |
| ITEM 603.205 - 30" REINFORCED CULVERT PIPE CLASS II     |                                 |                  |
| LOCATION                                                |                                 | LENGTH           |
| MH1 TO CB3                                              |                                 | 22.2 LF          |
| ITEM 604.077 - 72" CATCH BASIN TYPE A1-C                |                                 |                  |
| STATION                                                 |                                 | EA               |
| 103+89.16, 31.23' LT. (CB4)                             |                                 | 1.375            |
| 104+17.82, 30.62' LT. (CB5)                             |                                 | 1.375            |
| 108+65.10, 20.88' LT. (CB6)                             |                                 | 1.000 (FLAT TOP) |
| ITEM 604.076 - 60" CATCH BASIN TYPE A1-C                |                                 |                  |
| STATION                                                 |                                 | EA               |
| 102+08.33, 28.28' LT. (CB3)                             |                                 | 1.500            |
| ITEM 604.161 - ALTERING CATCH BASIN                     |                                 |                  |
| STATION                                                 |                                 | EA               |
| 101+83.38, 30.68' LT. (CB2)                             |                                 | 1                |
| ITEM 604.166 - REBUILDING MANHOLE                       |                                 |                  |
| STATION                                                 |                                 | EA               |
| 106+28.94, 22.78' LT. (MH3)                             |                                 | 1 (FLAT TOP)     |
| ITEM 604.18 - ADJUSTING MANHOLE OR CATCH BASIN TO GRADE |                                 |                  |
| STATION                                                 |                                 | EA               |
| 101+20.98, 28.00' RT. (CB1)                             |                                 | 1                |
| 101+82.08, 25.18' LT. (MH1)                             |                                 | 1                |
| 104+04.75, 23.11' RT. (CB9)                             |                                 | 1                |
| 104+33.93, 33.88' LT. (MH2)                             |                                 | 1                |
| 106+19.62, 21.89' RT. (CB10)                            |                                 | 1                |
| 108+33.85, 20.83' RT. (CB11)                            |                                 | 1                |
| 111+77.34, 20.81' LT. (CB7)                             |                                 | 1                |
| 113+72.27, 20.96' LT. (CB8)                             |                                 | 1                |
| ITEM 605.11 - 12" UNDERDRAIN TYPE C                     |                                 |                  |
| LOCATION                                                |                                 | LENGTH           |
| CB7 TO CB8                                              |                                 | 186.8 LF         |
| ITEM 605.17 - 30" UNDERDRAIN TYPE C                     |                                 |                  |
| LOCATION                                                |                                 | LENGTH           |
| CB3 TO CB4                                              |                                 | 177.6 LF         |
| ITEM 605.18 36" UNDERDRAIN TYPE C                       |                                 |                  |
| LOCATION                                                |                                 | LENGTH           |
| CB4 TO CB5                                              |                                 | 23.0 LF          |
| CB5 TO MH2                                              |                                 | 11.6 LF          |
| MH2 TO MH3                                              |                                 | 193.8 LF         |
| MH3 TO CB6                                              |                                 | 232.3 LF         |
| CB6 TO CB7                                              |                                 | 305.3 LF         |
| ITEM 608.26 - CURB RAMP DETECTABLE WARNING FIELD        |                                 |                  |
| STATION                                                 |                                 | SF               |
| 100+67 LT.                                              |                                 | 12.0             |
| 100+97 RT.                                              |                                 | 12.0             |
| 101+23 RT.                                              |                                 | 14.0             |
| 101+73 LT.                                              |                                 | 12.0             |
| 101+95 RT.                                              |                                 | 18.0             |
| 101+96 LT.                                              |                                 | 12.0             |
| 105+99 RT.                                              |                                 | 12.0             |
| 105+99 LT.                                              |                                 | 12.0             |

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

WIN  
25389.00

HIGHWAY PLANS

LISBON  
DRAINAGE IMPROVEMENTS

CONSTRUCTION NOTES

SHEET NUMBER

3

OF 21

27. ANY NECESSARY CUTTING OF EXISTING CATCH BASINS TO ALLOW FOR PROPOSED PIPE CONNECTIONS WILL NOT BE PAID FOR SEPARATELY AND WILL BE CONSIDERED INCIDENTAL TO STANDARD SPECIFICATIONS SECTION 603, PIPE CULVERTS AND STORM DRAINS, OR STANDARD SPECIFICATIONS SECTION 605, UNDERDRAINS.
28. ALL UNDERDRAIN NOT SHOWN ON THE CROSS SECTIONS WILL HAVE A FLOW LINE OF 5.5 FEET BELOW FINISH GRADE DIRECTLY ABOVE THE UNDERDRAIN AND THE UNDERDRAIN SAND BACKFILL WILL BE PLACED TO AN ELEVATION EQUAL TO THE BOTTOM OF THE NEW GRAVEL LAYER. ALL UNDERDRAIN SHOWN ON THE CROSS SECTIONS WILL HAVE THE FLOW LINE SCALED FROM THE CROSS SECTIONS. ALL FLOW LINE ELEVATIONS ARE SUBJECT TO APPROVAL BY THE RESIDENT.
29. 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.
30. ALL TYPE A CATCH BASINS PLACED ON A TYPE I 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.
31. IN AREAS WHERE CURB TYPE I WILL BE RESET, THE EXISTING CURB SUITABLE FOR USE AS TERMINAL ENDS SHALL BE CUT, IF NECESSARY, AND UTILIZED AS SUCH AND WILL BE PAID FOR UNDER STANDARD SPECIFICATIONS ITEM 609.38. RESET CURB TYPE I, REQUIRED CUTTING WILL BE PAID UNDER FORCE ACCOUNT PROCURES.
32. BACKING UP BITUMINOUS OR CONCRETE SLIPFORM CURB IS INCIDENTAL TO THE CURB ITEMS. IN AREAS WHERE NEW BITUMINOUS OR CONCRETE SLIPFORM CURB IS DESIGNATED TO REPLACE EXISTING, THE REMOVAL OF THE OLD BITUMINOUS OR CONCRETE SLIPFORM CURB SHALL BE INCIDENTAL TO THE NEW CURB. IF CALLED FOR ON THE PLANS OR DIRECTED BY THE RESIDENT, LOAM OR DIRTY BORROW WILL BE PAID FOR SEPARATELY.
33. LOAM HAS BEEN ESTIMATED FOR DISTURBED LAWN AREAS. ACTUAL PLACEMENT OF THE LOAM SHALL BE AS NOTED ON THE PLANS OR DESIGNATED BY THE RESIDENT.
34. UNLESS OTHERWISE NOTED SEEDING METHOD NO. 1 SHALL BE UTILIZED ON ALL LAWN AND DEVELOPED AREAS; SEEDING METHOD NO. 2 SHALL BE UTILIZED ON ALL OTHER AREAS.
35. LOAM SHALL BE PLACED TO A NOMINAL DEPTH OF 4 INCHES IN LAWN AREAS AND 2 INCHES IN ALL OTHER AREAS UNLESS OTHERWISE NOTED OR DIRECTED.
36. 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.
37. 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.
38. 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.
39. THE CONTRACTOR IS RESPONSIBLE FOR THE CAREFUL SIDE STAKING OF EXISTING CENTERLINE AS PER STANDARD SPECIFICATION SECTION 105.6.2, CONTRACTOR PROVIDED SERVICES. SIDE STAKES SHALL BE PLACED SAFELY OUTSIDE OF THE CONSTRUCTION LIMITS AND THE EXISTING CENTERLINE GRADES SHALL BE TRANSFERRED TO THESE STAKES. ALL LAYOUT, STAKES, AND GRADES WILL BE CHECKED AND MUST BE ACCEPTABLE TO THE RESIDENT.
40. ANY DAMAGE TO THE SLOPES CAUSED BY THE CONTRACTOR'S EQUIPMENT, PERSONNEL, OR OPERATION SHALL BE REPAIRED TO THE SATISFACTION OF THE RESIDENT. ALL WORK, EQUIPMENT, AND MATERIALS REQUIRED TO MAKE REPAIRS SHALL BE AT THE CONTRACTOR'S EXPENSE.
41. AREAS ON THE PROJECT REQUIRING FILL WILL COME FROM SUITABLE SITES SUCH AS EXCAVATION, DITCH AND INSLOPE OR EQUIPMENT RENTAL AREAS.
42. 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.
43. "UNDETERMINED LOCATIONS" SHALL BE DETERMINED BY THE RESIDENT.
44. STATIONS REFERENCED ARE APPROXIMATE.
45. 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.

36. THE CONTRACTOR WILL PLACE A SIGNAGE 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.
47. ALL HMA FOR PATCHING AROUND ADJUSTED, ALTERED, OR REBUILT UTILITY STRUCTURES SHALL BE A 9.5 MM OR 12.5 MM MAINEDOT APPROVED MIX DESIGN, EXCLUDING WATER AND GAS GATE VALVES. THE CONTRACTOR SHALL SAW CUT THE EXISTING PAVEMENT FOR THE PATCH AT LEAST TWO FEET AWAY FROM THE NEAREST EDGE OF THE STRUCTURE. THE CONTRACTOR SHALL PLACE HMA IN LIFTS OF 2 INCHES OR LESS TO MATCH THE EXISTING PAVEMENT DEPTH OR A MAXIMUM OF 6 INCHES, AS DIRECTED BY THE RESIDENT, AND COMPACT THE HMA USING A MINIMUM OF A 150-POUND PLATE COMPACTOR. HMA FOR PATCHING AROUND ADJUSTED, ALTERED, OR REBUILT UTILITY STRUCTURES IS CONSIDERED INCIDENTAL TO THE RESPECTIVE PAY ITEM FOR ADJUST, ALTER, OR REBUILD UTILITY STRUCTURE.
48. CONTRACTOR SHALL CONSTRUCT ALL SIDEWALKS, RAMPS AND LANDINGS TO BE ADA COMPLIANT IN ACCORDANCE WITH THE MAINE DOT'S LATEST STANDARD DETAILS AND RELATED NOTES. THESE STANDARD DETAILS AND NOTES APPLY TO ALL SIDEWALK TYPES (BITUMINOUS, CONCRETE, BRICK, ETC.). CONTRACTOR SHALL VERIFY THAT ALL GRADES AND SLOPES ARE ADA COMPLIANT PRIOR TO PLACEMENT OF THE SURFACE MATERIAL AND SHALL COORDINATE WITH THE DEPARTMENT ON ANY NON-COMPLIANT LOCATIONS (PRIOR TO THE PLACEMENT OF SURFACE MATERIAL). CONTRACTOR SHALL ALSO VERIFY THAT ALL GRADES AND SLOPES ARE ADA COMPLIANT AFTER PLACEMENT OF THE SURFACE MATERIAL. FAILURE TO CONSTRUCT SIDEWALKS, RAMPS AND LANDINGS TO BE ADA COMPLIANT WITHOUT EXCEPTION DOCUMENTATION MAY RESULT IN REJECTION OF WORK BY THE DEPARTMENT. CONTRACTOR SHALL REBUILD ALL REJECTED WORK AREAS AT NO ADDITIONAL COST TO THE PROJECT. CONTRACTOR SHALL PLAN THE WORK ACCORDINGLY.
49. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS AND RELATED ADA ACCOMMODATIONS THROUGH THE JOB SITE DURING CONSTRUCTION AT ALL TIMES. PAYMENT SHALL BE INCIDENTAL TO ITEM 652.36 MAINTENANCE OF TRAFFIC CONTROL DEVICES.
50. DETECTABLE WARNING FIELDS SHALL BE 24 INCHES WIDE AND EXTEND THE FULL WIDTH OF THE RAMP OPENINGS. ACTUAL PAYMENT FOR ITEM 608.26 SHALL INCLUDE ANY CUTTING OF THE DETECTABLE WARNING FIELDS AND ALL CONCRETE WORK REQUIRED BY THE DETAILS.
51. DRIVEWAY ACCESS SHALL BE MAINTAINED AT ALL TIMES.
52. CONTRACTOR SHALL NOT PARK, IMPEDE ACCESS, OR STORE EQUIPMENT/MATERIAL ON ADJACENT TOWN OR PRIVATELY OWNED LAND WITHOUT WRITTEN CONSENT FROM THE TOWN OR LANDOWNER.
53. IT IS THE CONTRACTOR'S RESPONSIBILITY TO FAMILIARIZE THEMSELVES WITH THE EXISTING CONDITIONS BEFORE BIDDING.
54. THE CONTRACTOR SHALL COMPLETE THE WORK WITHIN THE RIGHT-OF-WAY AND WILL BE RESPONSIBLE IF THEY TRESPASS ON PRIVATE PROPERTY.
55. PROPERTY LINE AND R.O.W. MONUMENTS SHALL NOT BE DISTURBED BY CONSTRUCTION. IF DISTURBED, THEY SHALL BE RESET TO THEIR ORIGINAL LOCATIONS AT THE CONTRACTOR'S EXPENSE BY A MAINE PROFESSIONAL LAND SURVEYOR.
56. THE LOCATION OF EXISTING UTILITIES AND DRAINAGE SHOWN ON THE PLANS WERE COMPILED FROM FIELD SURVEY AND UTILITY RECORDS. LOCATIONS ARE APPROXIMATE AND NOT GUARANTEED TO BE ACCURATE, NOR IS IT GUARANTEED THAT ALL UTILITIES ARE SHOWN. NO SEPARATE PAYMENT OR ADDITIONAL COMPENSATION WILL BE ALLOWED TO THE CONTRACTOR DUE TO ANY VARIANCE BETWEEN THE DATA SHOWN ON THE PLANS AND THE ACTUAL FIELD CONDITIONS ENCOUNTERED.
57. PAYMENT FOR REMOVING AND RESETTING EXISTING SIGNS SHALL BE INCIDENTAL TO ITEM 203.20 COMMON EXCAVATION.



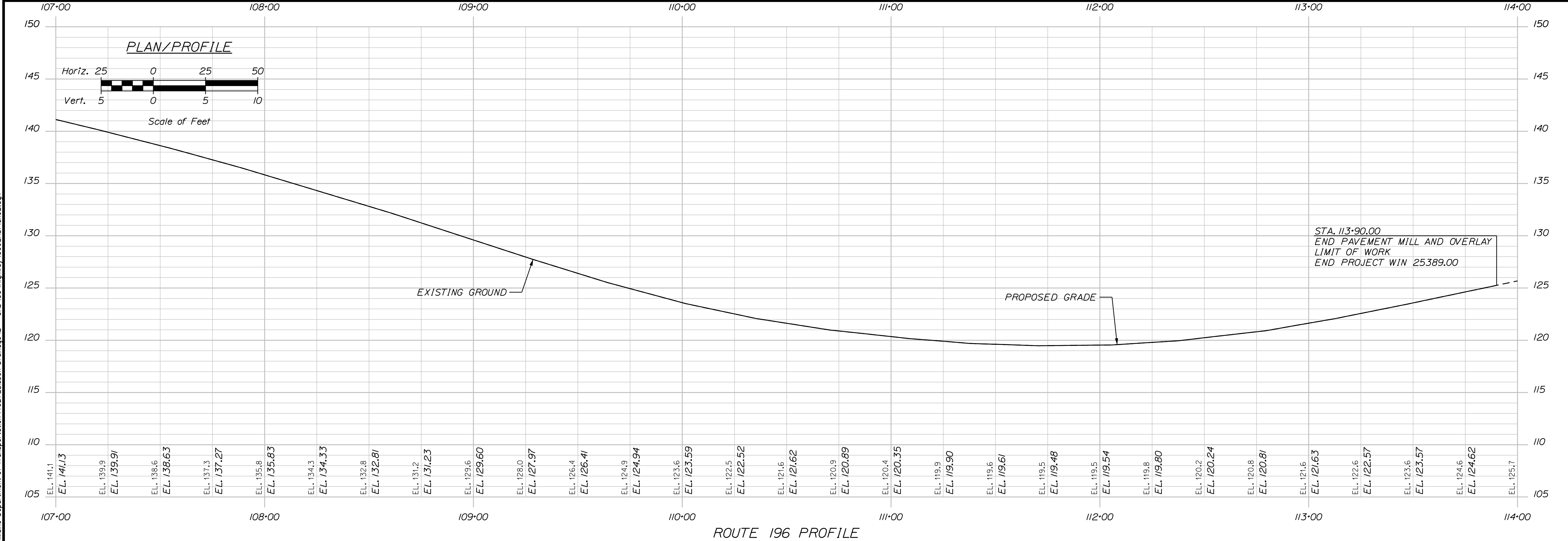
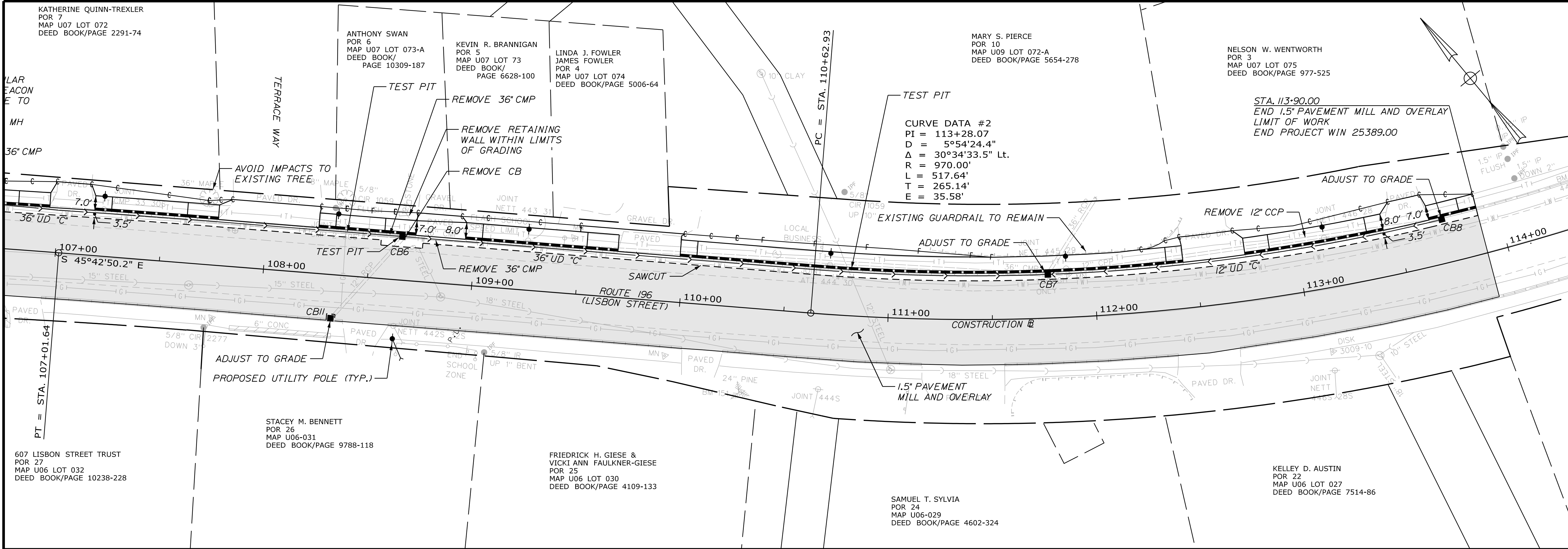
Date: 3/26/2025

Username: Mike.Cundiff

Division: HIGHWAY

Filename: ...\\000\\Highway\\006\_HDPlan02.dgn

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STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

PROJECT MANAGER  
R. HOODMAN

BY  
MPC  
DCE

DATE  
03/25  
03/25

DESIGN-DETAILED  
TCL

CHECKED-REVIEWED  
TCL

DESIGN-DETAILED  
TCL

DESIGN-DETAILED  
TCL

REVISIONS 1

REVISIONS 2

REVISIONS 3

REVISIONS 4

FIELD CHANGES

SIGNATURE

P.E. NUMBER

DATE

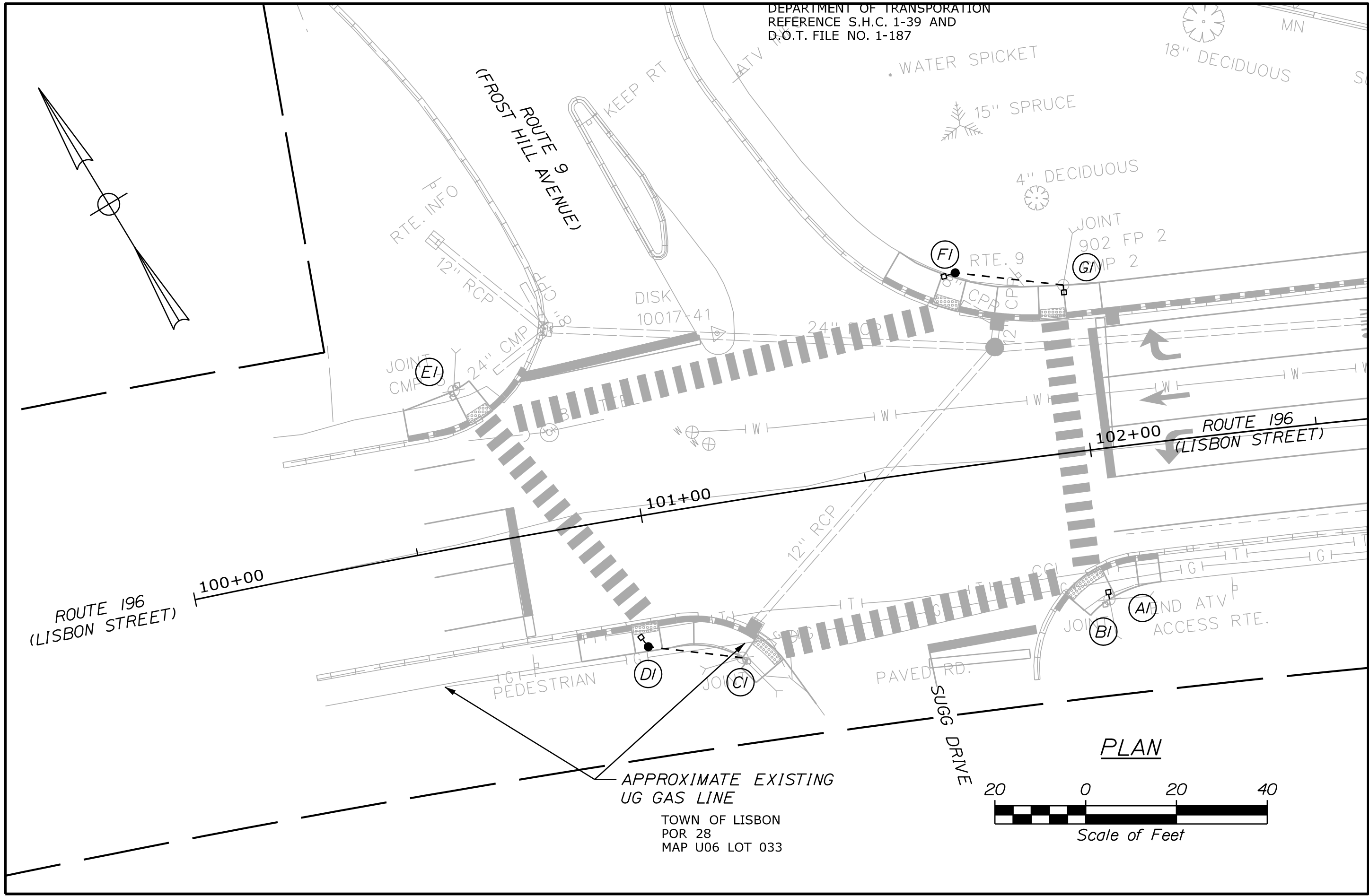
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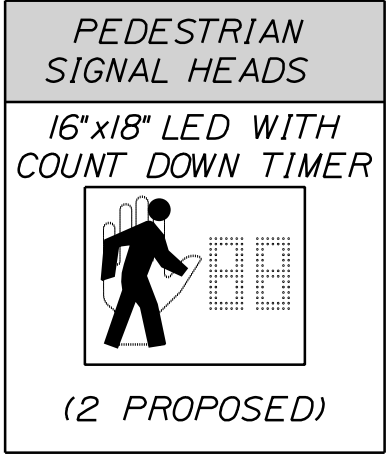
OF 21

WIN  
25389.00

HIGHWAY PLANS



| SIGNAL PLAN LEGEND |                                                            |          |
|--------------------|------------------------------------------------------------|----------|
| EXISTING           | SIGNAL NOTE                                                | PROPOSED |
|                    | SIGNAL CONDUIT<br>(3" PVC, SCH 80, UNLESS OTHERWISE NOTED) |          |
|                    | PEDESTRIAN SIGNAL HEAD                                     |          |
|                    | PEDESTAL POLE                                              |          |
|                    | WOOD SPAN POLE                                             |          |



| EQUIPMENT SCHEDULE |                                          |                                                                                                                                                                                                                                                      |                            |
|--------------------|------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|
| DESIGNATION        | ITEM                                     | DESCRIPTION                                                                                                                                                                                                                                          | LOCATION *                 |
| AI                 | EXISTING POLE MOUNTED CONTROLLER CABINET | TO REMAIN.                                                                                                                                                                                                                                           | STA. 102+00.04, 33.18' RT. |
| BI                 | EXISTING SPAN WIRE WOOD POLE             | EXISTING SPAN WIRE WOOD POLE TO REMAIN. EXISTING PEDESTRIAN SIGNAL HEAD, SIGN AND PUSH BUTTON FOR SUGG DRIVE CROSSING TO REMAIN. INSTALL NEW PEDESTRIAN COUNTDOWN HEAD, SIGN AND PUSH BUTTON FOR ROUTE 196 CROSSING ON EXISTING SPAN WIRE WOOD POLE. | STA. 102+00.04, 33.18' RT. |
| CI                 | EXISTING SPAN WIRE WOOD POLE             | EXISTING SPAN WIRE WOOD POLE TO REMAIN. EXISTING PEDESTRIAN SIGNAL HEAD, SIGN AND PUSH BUTTON FOR SUGG DRIVE CROSSING TO REMAIN. REMOVE EXISTING PEDESTRIAN SIGNAL HEAD, SIGN AND PUSH BUTTON AND RELOCATE TO POLE DI.                               | STA. 101+17.07, 34.48' RT. |
| DI                 | PEDESTAL POLE                            | INSTALL NEW 10' PEDESTAL POLE, ON NEW 24" FOUNDATION. INSTALL PEDESTRIAN SIGNAL HEAD, SIGN AND PUSH BUTTON RELOCATED FROM POLE CI.                                                                                                                   | STA. 100+96.73, 28.74' RT. |
| EI                 | EXISTING SPAN WIRE WOOD POLE             | EXISTING SPAN WIRE WOOD POLE TO REMAIN. EXISTING PEDESTRIAN SIGNAL HEADS, SIGNS AND PUSH BUTTONS TO REMAIN.                                                                                                                                          | STA. 100+64.28, 34.23' LT. |
| FI                 | PEDESTAL POLE                            | INSTALL NEW 10' PEDESTAL POLE, ON NEW 24" FOUNDATION. INSTALL PEDESTRIAN SIGNAL HEAD, SIGN AND PUSH BUTTON RELOCATED FROM POLE GI.                                                                                                                   | STA. 101+75.70, 42.57' LT. |
| GI                 | EXISTING SPAN WIRE WOOD POLE             | EXISTING SPAN WIRE WOOD POLE TO REMAIN. REMOVE EXISTING PEDESTRIAN SIGNAL HEAD, SIGN AND PUSH BUTTON AND RELOCATE TO POLE FI. INSTALL NEW PEDESTRIAN COUNTDOWN HEAD, SIGN AND PUSH BUTTON FOR ROUTE 196 CROSSING ON EXISTING SPAN WIRE WOOD POLE.    | STA. 101+98.59, 36.81' LT. |

- \* EQUIPMENT LOCATIONS TO BE ADJUSTED BY RESIDENT, MAINEDOT, OR TOWN AS DIRECTED
- \* STATION AND OFFSET INFORMATION IS APPROXIMATE

| MINIMUM PEDESTRIAN TIMES            |                     |                                |
|-------------------------------------|---------------------|--------------------------------|
| CROSSING                            | WALK TIME (SECONDS) | PEDESTRIAN CLEARANCE (SECONDS) |
| ROUTE 196 (LISBON STREET) WEST SIDE | 5                   | 20                             |
| ROUTE 196 (LISBON STREET) EAST SIDE | 5                   | 19                             |
| ROUTE 9 (FOREST HILL AVENUE)        | 5                   | 35                             |
| SUGG DRIVE                          | 5                   | 24                             |

| SIGNAL NOTES                                                                                                                                                                                                                                                                                                                                                                      |  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| 1. EXISTING CONDUIT NOT SHOWN.                                                                                                                                                                                                                                                                                                                                                    |  |
| 2. EXISTING PHASING AND TIMING WILL BE MAINTAINED PROVIDED THE "MINIMUM PEDESTRIAN TIMES" ARE PROVIDED AT A MINIMUM. IF NOT, PEDESTRIAN TIMES SHALL BE INCREASED TO AT LEAST THOSE PROVIDED IN THE TABLE. IF PEDESTRIAN TIMES ARE INCREASED, GREEN TIMES SHALL BE INCREASED AS NEEDED. THE YELLOW AND RED CLEARANCE INTERVALS MAY BE USED FOR THE COUNTDOWN PEDESTRIAN CLEARANCE. |  |
| 3. CONTRACTOR SHALL RECORD EXISTING TIMING AND PHASING FROM THE CONTROLLER AND PROVIDE THIS INFORMATION TO THE RESIDENT PRIOR TO THE COMMENCEMENT OF WORK AT THIS INTERSECTION.                                                                                                                                                                                                   |  |

3. ALL MATERIALS AND WORK SHALL CONFORM TO THE TOWN OF LISBON AND MAINE DOT STANDARD SPECIFICATIONS AND BE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", U.S.D.O.T., F.H.W.A., LATEST EDITION.
2. ALL SIGNAL AND SIGNAL RELATED EQUIPMENT SHALL MEET OR EXCEED MAINE DOT AND THE TOWN OF LISBON TRAFFIC SIGNAL STANDARDS.
3. IT IS THE INTENT OF THIS WORK TO HAVE A COMPLETE, OPERATIONAL, TESTED AND ACCEPTED TRAFFIC SIGNAL UPON COMPLETION OF THIS CONTRACT.
4. TRAFFIC SIGNAL WORK SHALL BE COMPLETED IN A MANNER AND ORDER THAT WILL CAUSE THE MINIMUM DISRUPTION TO TRAFFIC.
5. THE RESIDENT, TOWN AND MAINE DOT 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.
6. THE LOCATIONS OF SIGNAL EQUIPMENT AND POLES INCLUDING THE MOUNTED TRAFFIC DEVICES AND SIGNS ARE APPROXIMATE. FINAL LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE RESIDENT, MAINE DOT OR TOWN REPRESENTATIVE.
7. CONTRACTOR SHALL BE RESPONSIBLE FOR TEMPORARY TRAFFIC SIGNALS AND ASSOCIATED WORK IF REQUIRED. CONTRACTOR SHALL REMOVE THE TEMPORARY TRAFFIC SIGNAL ONCE THE NEW SIGNAL IS OPERATIONAL. ALL COSTS ASSOCIATED WITH TEMPORARY SIGNALS SHALL BE INCIDENTAL TO THE 643 ITEMS.
8. CONTRACTOR IS RESPONSIBLE FOR FIELD ADJUSTING TIMING UNDER THE DIRECTION OF THE RESIDENT AND MAINE DOT REPRESENTATIVE. PEDESTRIAN TIMING SHALL BE ADJUSTED AS NEEDED IMMEDIATELY UPON INSTALLATION OF PEDESTRIAN EQUIPMENT. SIGNAL TIMING SHALL BE ADJUSTED WITHIN TWO WEEKS OF INITIAL START UP.
9. TWO COPIES OF AS-BUILT PLANS, SIGNAL TIMING, WIRING DIAGRAMS, BOX PRINTS AND EQUIPMENT MANUALS SHALL BE LEFT IN THE CONTROLLER CABINET. ONE ELECTRONIC COPY OF EACH SHALL BE PROVIDED TO THE TOWN ENGINEER/PUBLIC WORKS DIRECTOR AS APPLICABLE.

10. THE CONTRACTOR SHALL PREPARE A MATERIAL SCHEDULE BASED UPON THEIR PLAN REVIEW. ALL SCHEDULES SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS OR PERFORMING WORK.
11. UTILITIES THAT HAVE FACILITIES IN THE GENERAL PROJECT ARE LISTED IN SPECIAL PROVISION 104.
12. UTILITY LOCATIONS SHOWN ARE APPROXIMATE ONLY AND THE CONTRACTOR IS RESPONSIBLE FOR FINDING EXACT LOCATIONS OF UTILITIES PRIOR TO CONSTRUCTION. CONTRACTOR SHALL CONTACT DIG SAFE AT 1-888-DIG-SAFE AND APPROPRIATE AUTHORITIES PRIOR TO ANY SUBSURFACE ACTIVITIES.
13. THE CONTRACTOR SHALL MEET ALL REQUIREMENTS OF THE UTILITY COMPANIES WHEN MODIFYING THE EXISTING SERVICE CONNECTIONS AND WHEN INSTALLING EQUIPMENT ON THEIR POLES OR NEAR THEIR WIRES.
14. ALL SPLICES WILL BE MADE IN THE CABINETS OR POLES MEETING MAINE DOT SPECIFICATIONS.
15. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY NECESSARY STREET/SIDEWALK OCCUPANCY OR OPENING PERMITS.
16. ALL CONFLICTING SIGNS AND PAVEMENT MARKINGS SHALL BE PERMANENTLY REMOVED, FOLLOWING MAINEDOT SPECIFICATIONS.
17. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUBMITTING RED-LINE AS-BUILT DRAWINGS OF THE FINAL WORK TO THE RESIDENT. THOSE DRAWINGS SHALL BE A CLEAN SET OF PLANS SHOWING ALL CHANGES, MODIFICATIONS, AND ELEVATIONS TO THE BID PLANS.
18. COUNTDOWN PEDESTRIAN HEADS SHALL HAVE AUDIBLE/TACTILE FEATURES AND SHALL BE INCIDENTAL TO ITEM 643.71. IF PUSH BUTTONS ARE LOCATED LESS THAN 10 FEET APART OR ON THE SAME POLE, EACH PUSH BUTTON SHALL PROVIDE THE FOLLOWING FEATURES; PUSH BUTTON LOCATOR TONE, TACTILE ARROW, SPEECH WALK MESSAGE FOR THE WALKING PERSON INDICATION, SPEECH PUSH BUTTON INFORMATION MESSAGE. IF FROM WHERE A PEDESTRIAN ENTERS THE CROSSWALK TO THE PEDESTRIAN HEAD ON THE OPPOSITE SIDE IS MORE THAN 100 FEET, THE NUMBERS SHALL BE AT LEAST 9 INCHES HIGH.

9. ALL PROPOSED PEDESTRIAN PUSH BUTTON LOCATIONS SHALL MEET THE AMERICANS WITH DISABILITIES ACT STANDARDS, LATEST EDITION.
20. ANY DAMAGE TO SLOPES, SIDEWALKS OR PAVEMENT RESULTING FROM INSTALLATION OF POLES AND FOUNDATIONS, SHALL BE REPAIRED BY THE CONTRACTOR AS DIRECTED BY THE RESIDENT. COSTS OF REPAIRS SHALL BE INCIDENTAL TO PAYMENT UNDER SECTION 643.
21. ALL PEDESTAL POLES SHALL BE GALVANIZED.
22. ALL EXISTING SIGNAL EQUIPMENT THAT IS REMOVED SHALL BE RETURNED TO MAINE DOT. CONTRACTOR SHALL COORDINATE WITH RESIDENT.
23. THE SIGNAL SYSTEM MUST BE FULLY FUNCTIONAL AND FREE OF COMMUNICATIONS OR EQUIPMENT FAILURES FOR A PERIOD OF SEVEN (7) DAYS. IF PROBLEMS OCCUR, THEY SHALL BE RECTIFIED BY THE CONTRACTOR AND THE START UP PERIOD RESTARTED FOR ANOTHER SEVEN (7) DAYS.
24. UPON DEMONSTRATING A SUCCESSFUL 7 DAY START UP TEST, THE TOWN AND MAINE DOT SHALL EVALUATE THE OPERATION OF THE SYSTEM FOR A PERIOD OF 30 DAYS. SHOULD THE SYSTEM MALFUNCTION DURING THIS PERIOD THE CONTRACTOR SHALL MAKE ANY REPAIRS OR CORRECTIONS AND THE ACCEPTANCE TEST PERIOD WILL START OVER AGAIN. ACCEPTANCE TESTING MUST DEMONSTRATE TO THE TOWN AND MAINE DOT THAT ALL HARDWARE AND EQUIPMENT FUNCTION IN ACCORDANCE WITH THESE SPECIFICATIONS, REQUIREMENTS, THROUGH-PUTS AND FUNCTIONALITY.
25. THE CONTRACTOR SHALL WARRANTY ALL WORK AND EQUIPMENT FOR A MINIMUM PERIOD OF ONE YEAR AFTER INSTALLATION AND ACCEPTANCE.
26. THE CONTRACTOR SHALL CONFIRM ALL EXISTING PEDESTRIAN PUSH BUTTONS MEET APS REQUIREMENTS. IF THEY DO NOT, THE CONTRACTOR SHALL REPLACE THE PUSH BUTTONS WITH APS PUSH BUTTONS. REPLACEMENT OF PUSH BUTTONS SHALL BE INCIDENTAL TO 643 ITEMS.

|              |  |              |  |                                 |  |                 |     |            |       |           |                                                |  |
|--------------|--|--------------|--|---------------------------------|--|-----------------|-----|------------|-------|-----------|------------------------------------------------|--|
| OF 21        |  | SHEET NUMBER |  | LISBON<br>DRAINAGE IMPROVEMENTS |  | PROJ. MANAGER   |     | R. HODGMAN | BY    | DATE      | STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION |  |
|              |  |              |  |                                 |  | CHECKED-REVISED | TCL | MPC        | 03/25 |           |                                                |  |
| SIGNAL NOTES |  |              |  | DESIGN-DETAILED                 |  | TCL             |     | RED        | 03/25 | SIGNATURE |                                                |  |
|              |  |              |  | DESIGN2-DETAILED2               |  | -               |     | -          |       |           |                                                |  |
|              |  |              |  | DESIGN3-DETAILED3               |  | -               |     | -          |       |           |                                                |  |
|              |  |              |  | REVISIONS 1                     |  | -               |     | -          |       |           |                                                |  |
|              |  |              |  | REVISIONS 2                     |  | -               |     | -          |       |           |                                                |  |
|              |  |              |  | REVISIONS 3                     |  | -               |     | -          |       | DATE      | WIN<br>25389.00                                |  |
|              |  |              |  | REVISIONS 4                     |  | -               |     | -          |       |           |                                                |  |
|              |  |              |  | FIELD CHANGES                   |  | -               |     | -          |       |           |                                                |  |

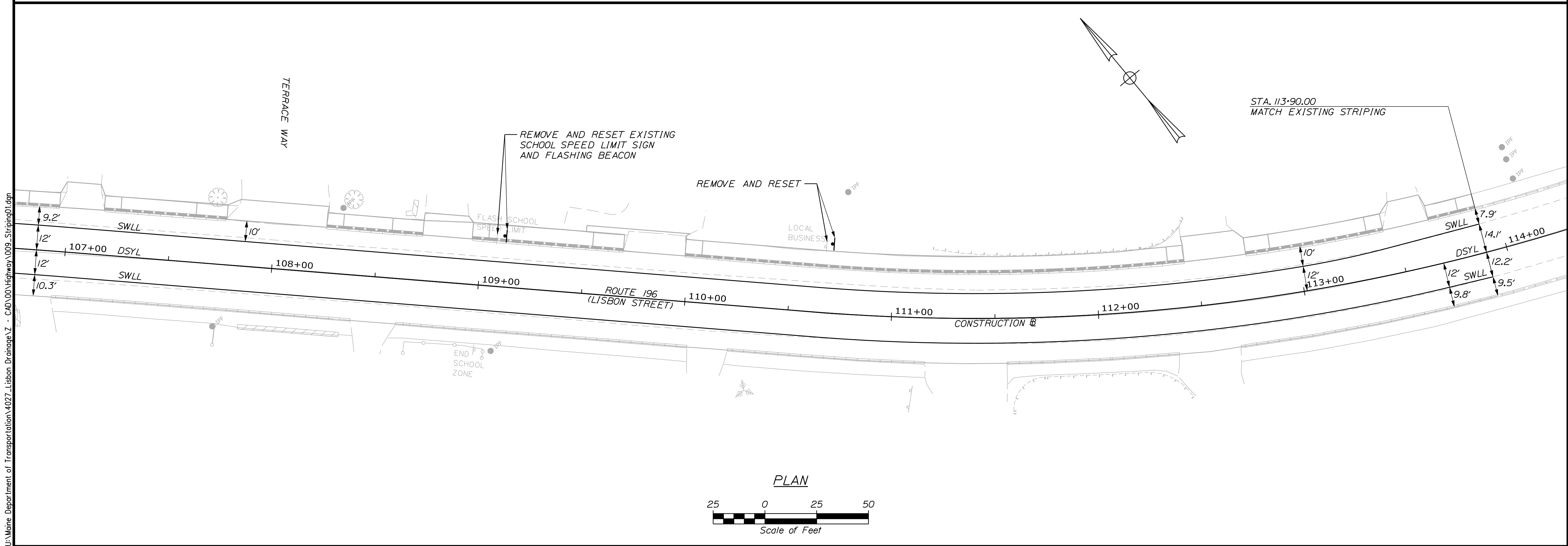
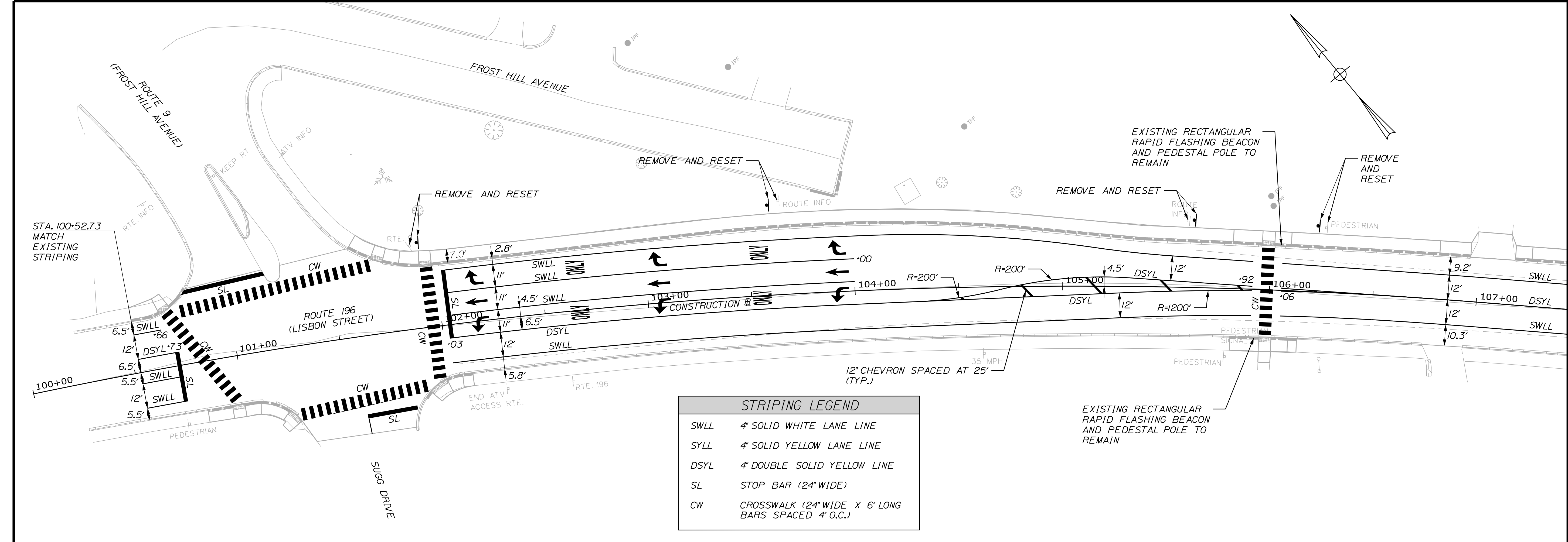
Date: 3/26/2025

Username: Mike.Cundiff

Division: HIGHWAY

Filename: ...\\000\\Highway\\009\_Striping01.dgn

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STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

WIN  
25389.00  
HIGHWAY PLANS

DATE  
03/25

BY  
MPC  
DCE

PROJ. MANAGER  
R. HODGMAN

DESIGNED-DETAILED  
TCL

CHECKED-REVIEWED  
TCL

DESIGNED-DETAILED  
-

REVISIONS 1  
-

REVISIONS 2  
-

REVISIONS 3  
-

REVISIONS 4  
-

FIELD CHANGES  
-

SIGNATURE

P.E. NUMBER

DATE

LISBON  
DRAINAGE IMPROVEMENTS

SIGNING AND STRIPING PLAN

SHEET NUMBER

9

OF 21

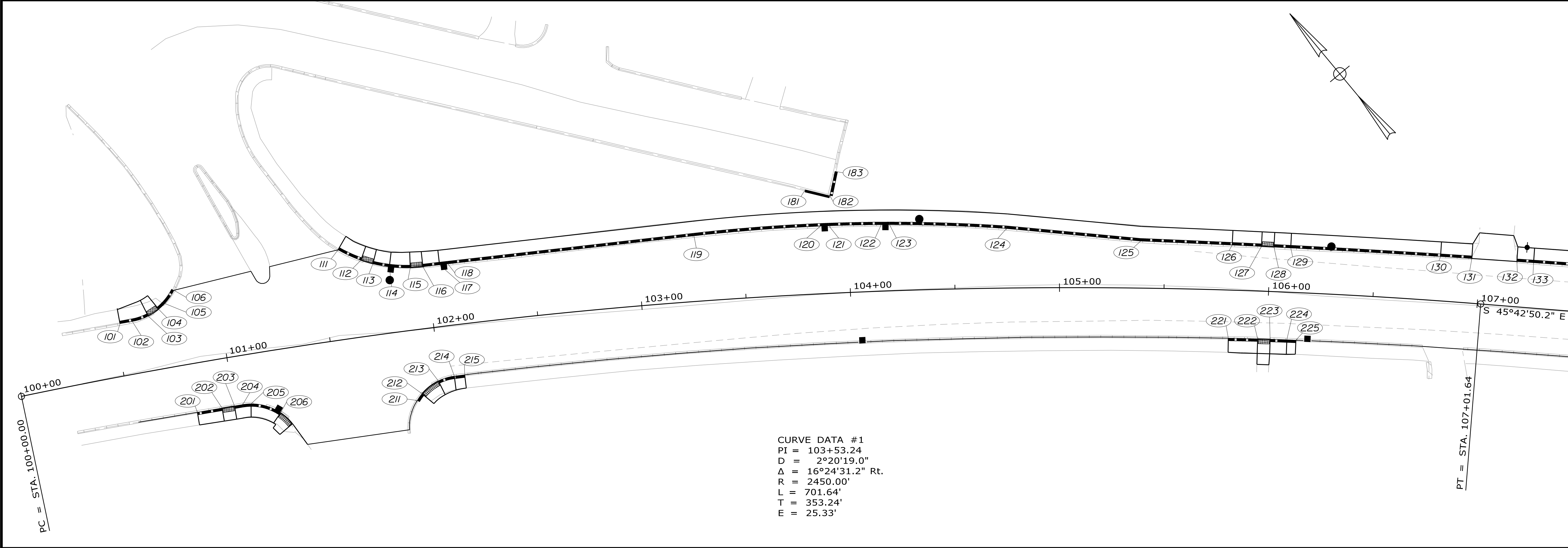
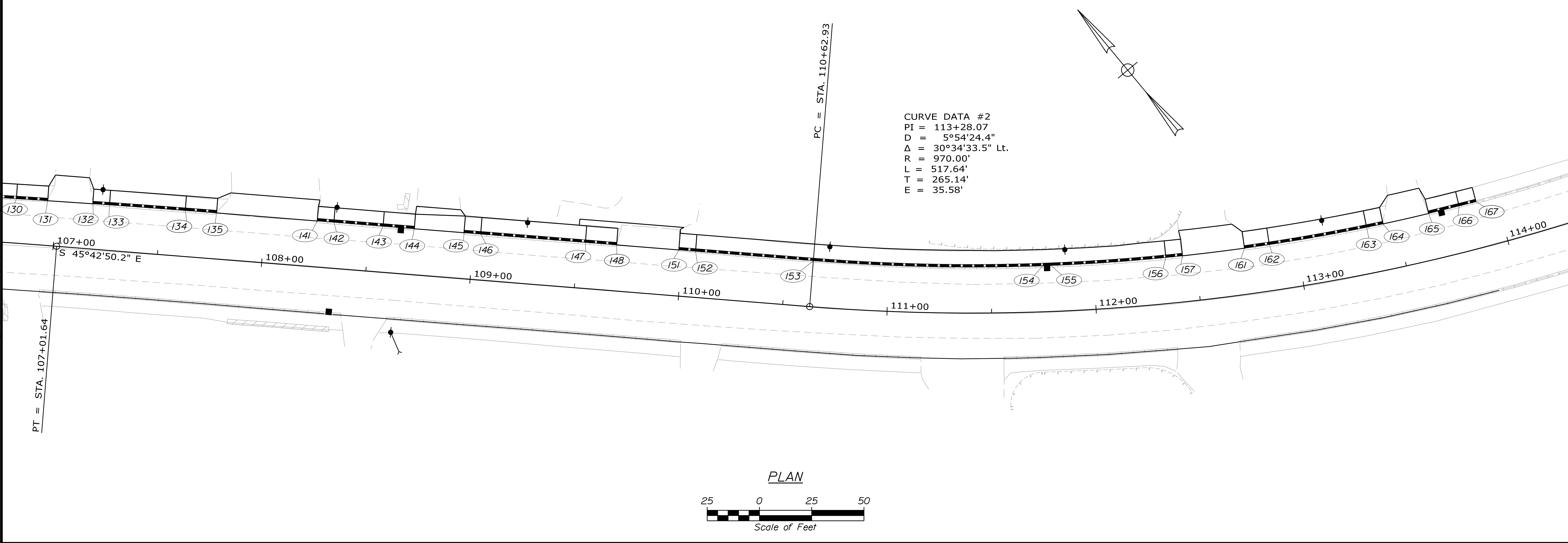
Date: 3/26/2025

Username: Mike.Cundiff

Division: HIGHWAY

Filename: ...\\00\\Highway\\010\_Curbing01.dgn

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|                                                |            |                                  |       |
|------------------------------------------------|------------|----------------------------------|-------|
| STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION |            | SHEET NUMBER<br>10<br>OF 21      |       |
| WIN<br>25389.00                                |            | HIGHWAY PLANS                    |       |
| LISBON<br>DRAINAGE IMPROVEMENTS                |            | CURBING PLAN                     |       |
| PROJ. MANAGER                                  | R. HODGMAN | BY                               | DATE  |
| DESIGN-DETAILED                                | TCL        | MPC                              | 03/25 |
| CHECKED-REVIEWED                               | TCL        | DCE                              | 03/25 |
| DESIGN-DETAILED                                | -          | -                                | -     |
| DESIGN-DETAILED                                | -          | -                                | -     |
| REVISIONS 1                                    | -          | -                                | -     |
| REVISIONS 2                                    | -          | -                                | -     |
| REVISIONS 3                                    | -          | -                                | -     |
| REVISIONS 4                                    | -          | -                                | -     |
| FIELD CHANGES                                  |            | SIGNATURE<br>P.E. NUMBER<br>DATE |       |

| CURB TABLE |                            |            |                            |                |                |              |
|------------|----------------------------|------------|----------------------------|----------------|----------------|--------------|
| PT.<br>NO. | STATION/OFFSET<br>FROM     | PT.<br>NO. | STATION/OFFSET<br>TO       | LENGTH<br>(FT) | RADIUS<br>(FT) | CURB<br>TYPE |
| 101        | STA. 100+52.74, 24.96' LT. | 102        | STA. 100+58.68, 24.96' LT. | 6.00'          | -              | ITD          |
| 102        | STA. 100+58.68, 24.96' LT. | 103        | STA. 100+66.48, 26.11' LT. | 8.00'          | 28.00'         | ITD          |
| 104        | STA. 100+71.94, 28.43' LT. | 105        | STA. 100+75.25, 30.61' LT. | 4.00'          | 28.00'         | ITD          |
| 105        | STA. 100+75.25, 30.61' LT. | 106        | STA. 100+80.61, 36.09' LT. | 7.75'          | 28.00'         | I            |
| III        | STA. 101+59.90, 42.91' LT. | 112        | STA. 101+69.85, 36.47' LT. | 12.00'         | 65.00'         | ITD          |
| 113        | STA. 101+75.23, 34.00' LT. | 114        | STA. 101+82.73, 31.51' LT. | 8.00'          | 65.00'         | ITD          |
| 114        | STA. 101+82.73, 31.51' LT. | 115        | STA. 101+92.45, 29.79' LT. | 10.00'         | 65.00'         | ITD          |
| 116        | STA. 101+98.46, 29.50' LT. | 117        | STA. 102+06.36, 29.42' LT. | 8.00'          | -              | ITD          |
| 117        | STA. 102+06.36, 29.42' LT. | 118        | STA. 102+10.31, 29.39' LT. | 4.00'          | -              | HS           |
| 118        | STA. 102+10.31, 29.39' LT. | 119        | STA. 103+27.31, 31.38' LT. | 118.45'        | -              | RI           |
| 119        | STA. 103+27.31, 31.38' LT. | 120        | STA. 103+87.20, 32.38' LT. | 60.69'         | 830.00'        | RI           |
| 120        | STA. 103+87.20, 32.38' LT. | 121        | STA. 103+91.15, 32.34' LT. | 4.00'          | 830.00'        | HS           |
| 121        | STA. 103+91.15, 32.34' LT. | 122        | STA. 104+15.88, 31.81' LT. | 25.06'         | 830.00'        | RI           |
| 122        | STA. 104+15.88, 31.81' LT. | 123        | STA. 104+19.83, 31.67' LT. | 4.00'          | 830.00'        | HS           |
| 123        | STA. 104+19.83, 31.67' LT. | 124        | STA. 104+75.03, 28.49' LT. | 55.99'         | 830.00'        | RI           |
| 124        | STA. 104+75.03, 28.49' LT. | 125        | STA. 105+38.53, 22.51' LT. | 64.43'         | -              | RI           |
| 125        | STA. 105+38.53, 22.51' LT. | 126        | STA. 105+81.95, 21.58' LT. | 43.82'         | 6250.00'       | RI           |
| 126        | STA. 105+81.95, 21.58' LT. | 127        | STA. 105+95.82, 21.38' LT. | 14.00'         | 6250.00'       | RITD         |
| 128        | STA. 106+01.77, 21.30' LT. | 129        | STA. 106+09.70, 21.22' LT. | 8.00'          | 6250.00'       | RITD         |
| 129        | STA. 106+09.70, 21.22' LT. | 130        | STA. 106+80.87, 21.20' LT. | 71.78'         | 6250.00'       | RI           |
| 130        | STA. 106+80.87, 21.20' LT. | 131        | STA. 106+95.74, 21.35' LT. | 15.00'         | 6250.00'       | RITD         |
| 132        | STA. 107+17.28, 21.62' LT. | 133        | STA. 107+25.28, 21.70' LT. | 8.00'          | 6250.00'       | RITD         |
| 133        | STA. 107+25.28, 21.70' LT. | 134        | STA. 107+61.62, 21.95' LT. | 36.34'         | 6250.00'       | RI           |
| 134        | STA. 107+61.62, 21.95' LT. | 135        | STA. 107+76.62, 21.99' LT. | 15.00'         | 6250.00'       | RITD         |
| 141        | STA. 108+24.91, 22.00' LT. | 142        | STA. 108+32.91, 22.00' LT. | 8.00'          | -              | RITD         |
| 142        | STA. 108+32.91, 22.00' LT. | 143        | STA. 108+56.49, 22.00' LT. | 23.58'         | -              | RI           |
| 143        | STA. 108+56.49, 22.00' LT. | 144        | STA. 108+71.49, 22.00' LT. | 15.00'         | -              | RITD         |
| 145        | STA. 108+95.33, 22.00' LT. | 146        | STA. 109+03.33, 22.00' LT. | 8.00'          | -              | RITD         |
| 146        | STA. 109+03.33, 22.00' LT. | 147        | STA. 109+53.55, 22.00' LT. | 50.22'         | -              | RI           |
| 147        | STA. 109+53.55, 22.00' LT. | 148        | STA. 109+68.55, 22.00' LT. | 15.00'         | -              | RITD         |
| 151        | STA. 109+98.40, 22.00' LT. | 152        | STA. 110+06.40, 22.00' LT. | 8.00'          | -              | RITD         |
| 152        | STA. 110+06.40, 22.00' LT. | 153        | STA. 110+62.93, 22.00' LT. | 56.52'         | -              | RI           |
| 153        | STA. 110+62.93, 22.00' LT. | 154        | STA. 111+75.29, 22.00' LT. | 109.82         | 948.00'        | RI           |
| 154        | STA. 111+75.29, 22.00' LT. | 155        | STA. 111+79.29, 22.00' LT. | 4.00'          | 948.00'        | HS           |
| 155        | STA. 111+79.39, 22.00' LT. | 156        | STA. 112+35.62, 22.00' LT. | 54.96          | 948.00'        | RI           |
| 156        | STA. 112+35.62, 22.00' LT. | 157        | STA. 112+43.81, 22.00' LT. | 8.00'          | 948.00'        | RITD         |
| 161        | STA. 112+74.38, 22.00' LT. | 162        | STA. 112+86.66, 22.00' LT. | 12.00'         | 948.00'        | RITD         |
| 162        | STA. 112+86.66, 22.00' LT. | 163        | STA. 113+35.05, 22.00' LT. | 47.30'         | 948.00'        | RI           |
| 163        | STA. 113+35.05, 22.00' LT. | 164        | STA. 113+43.24, 22.00' LT. | 8.00'          | 948.00'        | RITD         |
| 165        | STA. 113+66.12, 22.07' LT. | 166        | STA. 113+81.47, 22.09' LT. | 15.00'         | -              | RITD         |
| 166        | STA. 113+81.47, 22.09' LT. | 167        | STA. 113+90.00, 22.00' LT. | 8.34'          | -              | RI           |
| 181        | STA. 103+80.92, 50.16' LT. | 182        | STA. 103+92.31, 46.74' LT. | 12.10'         | -              | 3            |
| 182        | STA. 103+92.31, 46.74' LT. | 183        | STA. 103+95.21, 58.21' LT. | 11.85'         | -              | RI           |
| 201        | STA. 100+81.58, 23.34' RT. | 202        | STA. 100+93.70, 23.37' RT. | 12.00'         | -              | ITD          |
| 203        | STA. 100+99.75, 23.37' RT. | 204        | STA. 101+03.79, 23.35' RT. | 4.00'          | -              | ITD          |
| 204        | STA. 101+03.79, 23.35' RT. | 205        | STA. 101+07.82, 23.66' RT. | 4.00'          | 25.00'         | ITD          |
| 205        | STA. 101+07.82, 23.66' RT. | 206        | STA. 101+21.25, 30.12' RT. | 15.00'         | 25.00'         | ITD          |
| 211        | STA. 101+87.60, 33.68' RT. | 212        | STA. 101+90.34, 30.73' RT. | 4.00'          | 24.00'         | ITD          |
| 213        | STA. 101+98.94, 25.64' RT. | 214        | STA. 102+06.89, 24.31' RT. | 8.02'          | 24.00'         | ITD          |
| 214        | STA. 102+06.89, 24.31' RT. | 215        | STA. 102+11.92, 24.30' RT. | 4.98'          | -              | I            |
| 221        | STA. 105+81.46, 23.04' RT. | 222        | STA. 105+95.59, 22.87' RT. | 14.00'         | 1200.00'       | ITD          |
| 223        | STA. 106+01.65, 22.82' RT. | 224        | STA. 106+09.72, 22.78' RT. | 8.00'          | 1200.00'       | ITD          |
| 224        | STA. 106+09.72, 22.78' RT. | 225        | STA. 106+14.10, 22.77' RT. | 4.34'          | 1200.00'       | I            |

I = TYPE I GRANITE CURB  
ITD = TYPE I GRANITE CURB TIPDOWN  
RI = RESET TYPE I GRANITE CURB  
RITD = RESET TYPE I GRANITE CURB TIPDOWN  
3 = TYPE 3 MOLD 2  
HS = HEADSTONE

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

WIN  
25389.00

HIGHWAY PLANS

LISBON  
DRAINAGE IMPROVEMENTS

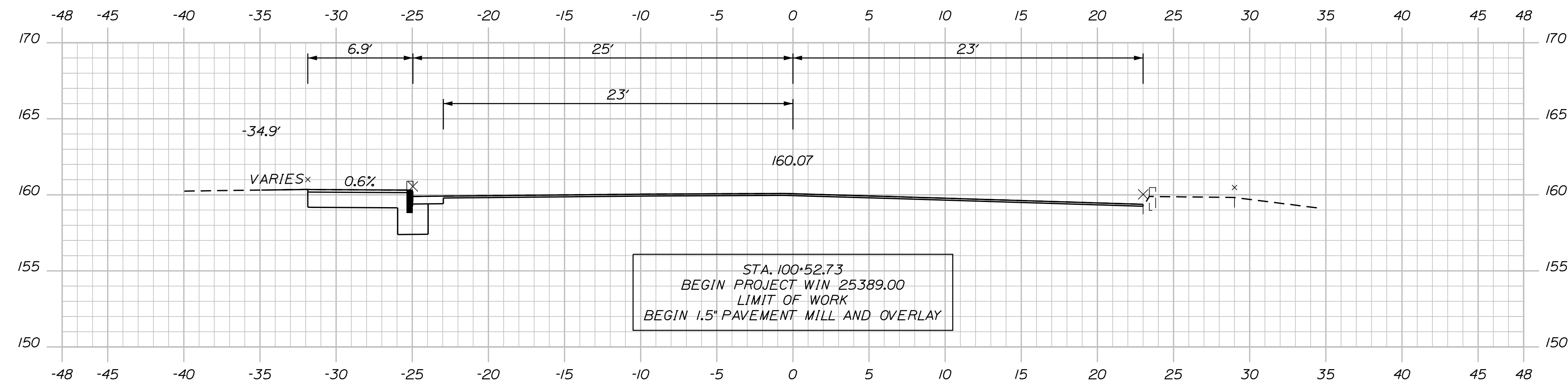
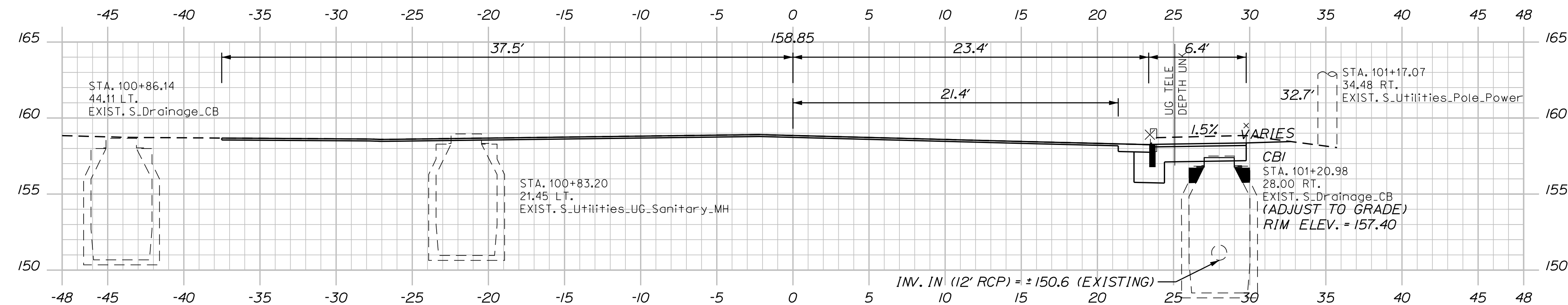
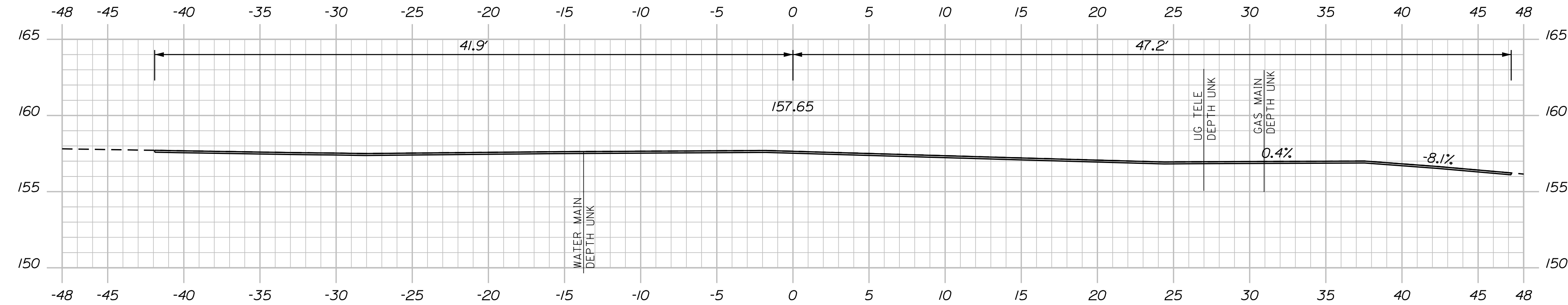
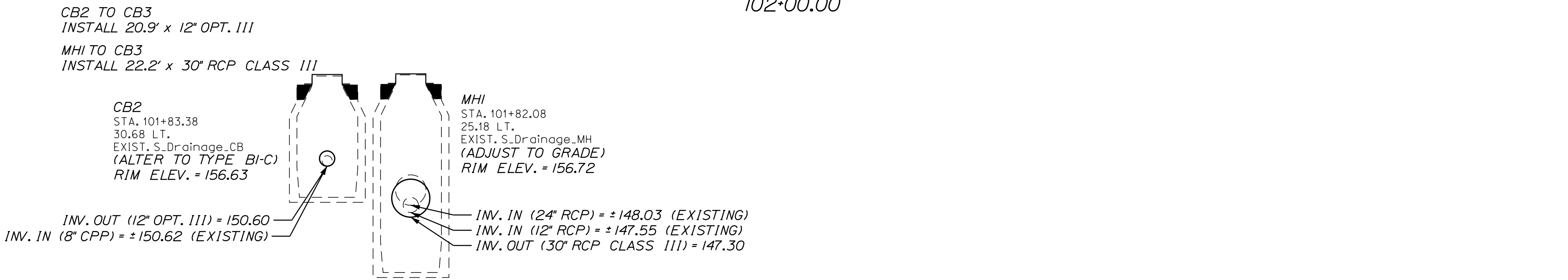
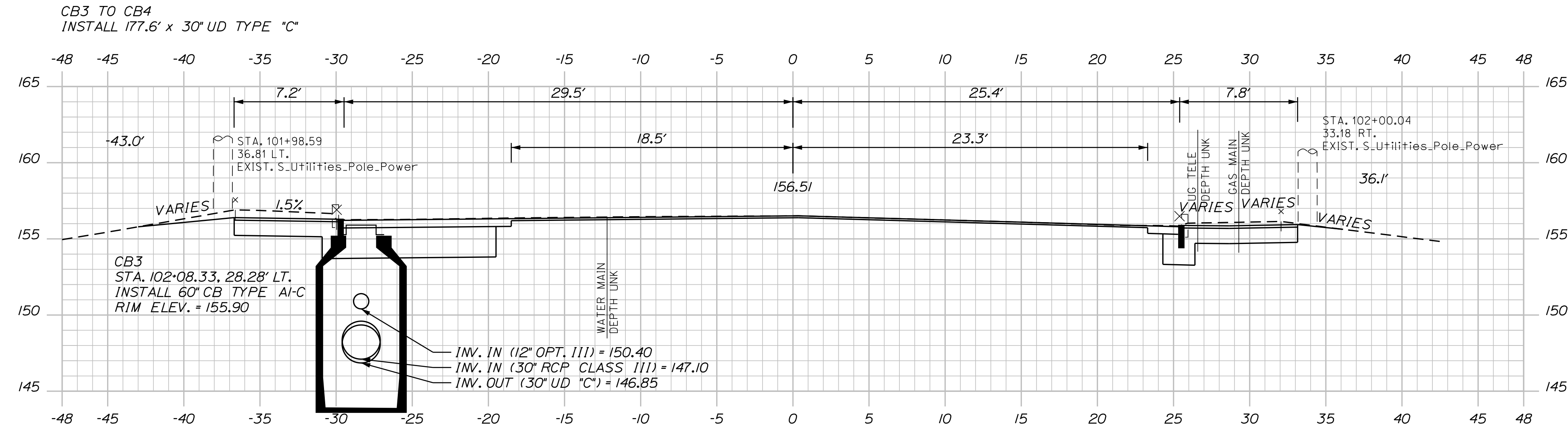
CURBING PLAN

SHEET NUMBER

11

OF 21

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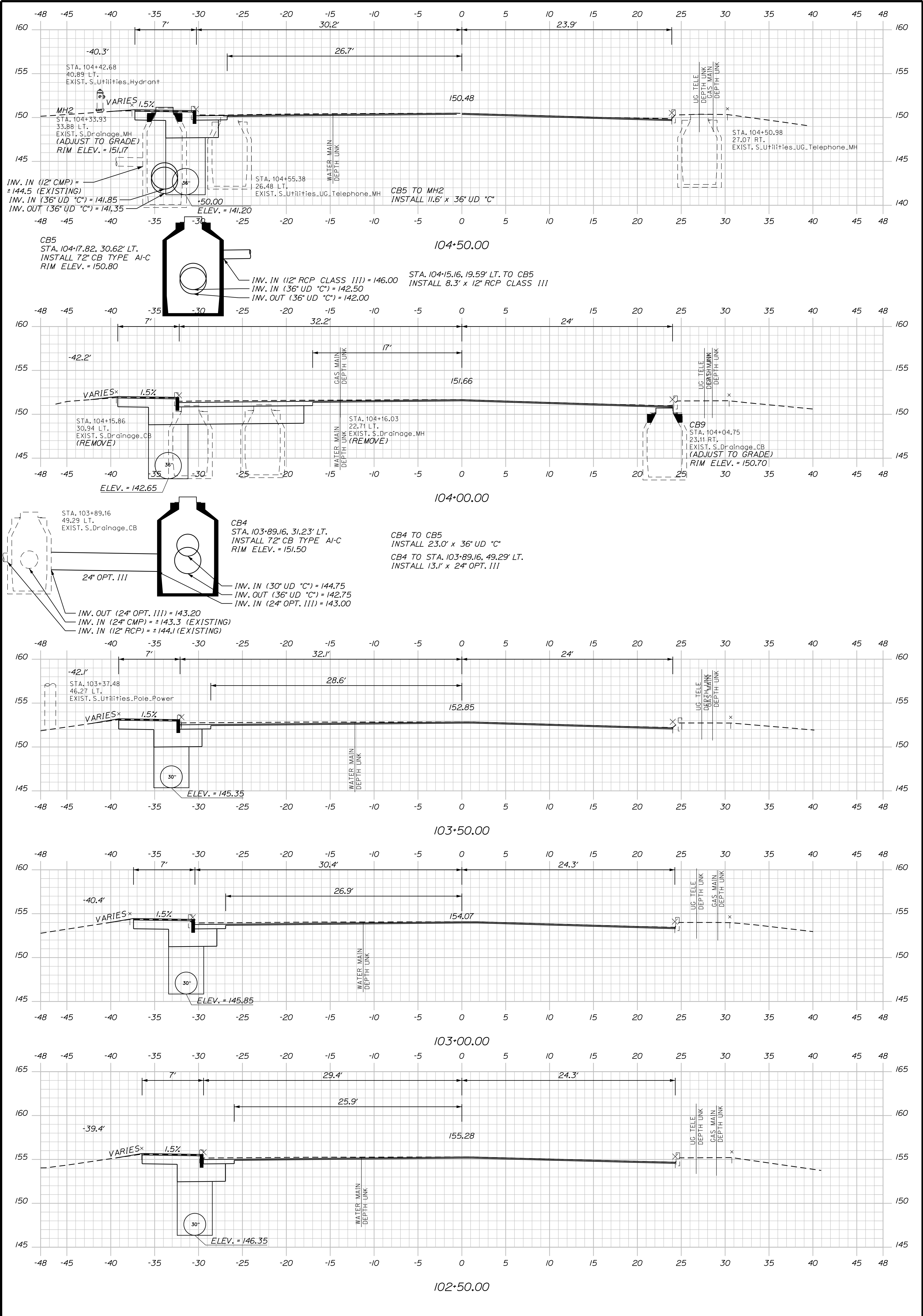


STA. 100+52.73  
BEGIN PROJECT WIN 25389.00  
LIMIT OF WORK  
BEGIN 1.5" PAVEMENT MILL AND OVERLAY

Sta. 100+52.73 to Sta. 102+00.00

|       |              |                         |                   |              |       |       |                            |                              |  |
|-------|--------------|-------------------------|-------------------|--------------|-------|-------|----------------------------|------------------------------|--|
| OF 21 | SHEET NUMBER | LISBON<br>LISBON STREET | PROJ. MANAGER     | RYAN HODGMAN | BY    | DATE  | SIGNATURE                  | STATE OF MAINE               |  |
|       |              |                         | DESIGN-DETAILED   | -----        | ----- | ----- |                            | DEPARTMENT OF TRANSPORTATION |  |
|       |              |                         | CHECKED-REVIEWED  | -----        | ----- | ----- |                            |                              |  |
|       |              |                         | DESIGN2-DETAILED2 | -----        | ----- | ----- |                            |                              |  |
|       |              |                         | DESIGN3-DETAILED3 | -----        | ----- | ----- |                            |                              |  |
|       |              | CROSS SECTIONS          | REVISIONS 1       | -----        | ----- | ----- | P.E. NUMBER                |                              |  |
|       |              |                         | REVISIONS 2       | -----        | ----- | ----- | DATE                       |                              |  |
|       |              |                         | REVISIONS 3       | -----        | ----- | ----- |                            |                              |  |
|       |              |                         | REVISIONS 4       | -----        | ----- | ----- |                            |                              |  |
|       |              |                         | FIELD CHANGES     | -----        | ----- | ----- |                            |                              |  |
|       |              |                         |                   |              |       |       | STATE PROJECT NO. 25389.00 |                              |  |
|       |              |                         |                   |              |       |       | WIN<br>25389.00            | HIGHWAY PLANS                |  |

\$FILES\$



Sta. 102+50.00 to Sta. 104+50.00

OF 21

13

SHEET NUMBER

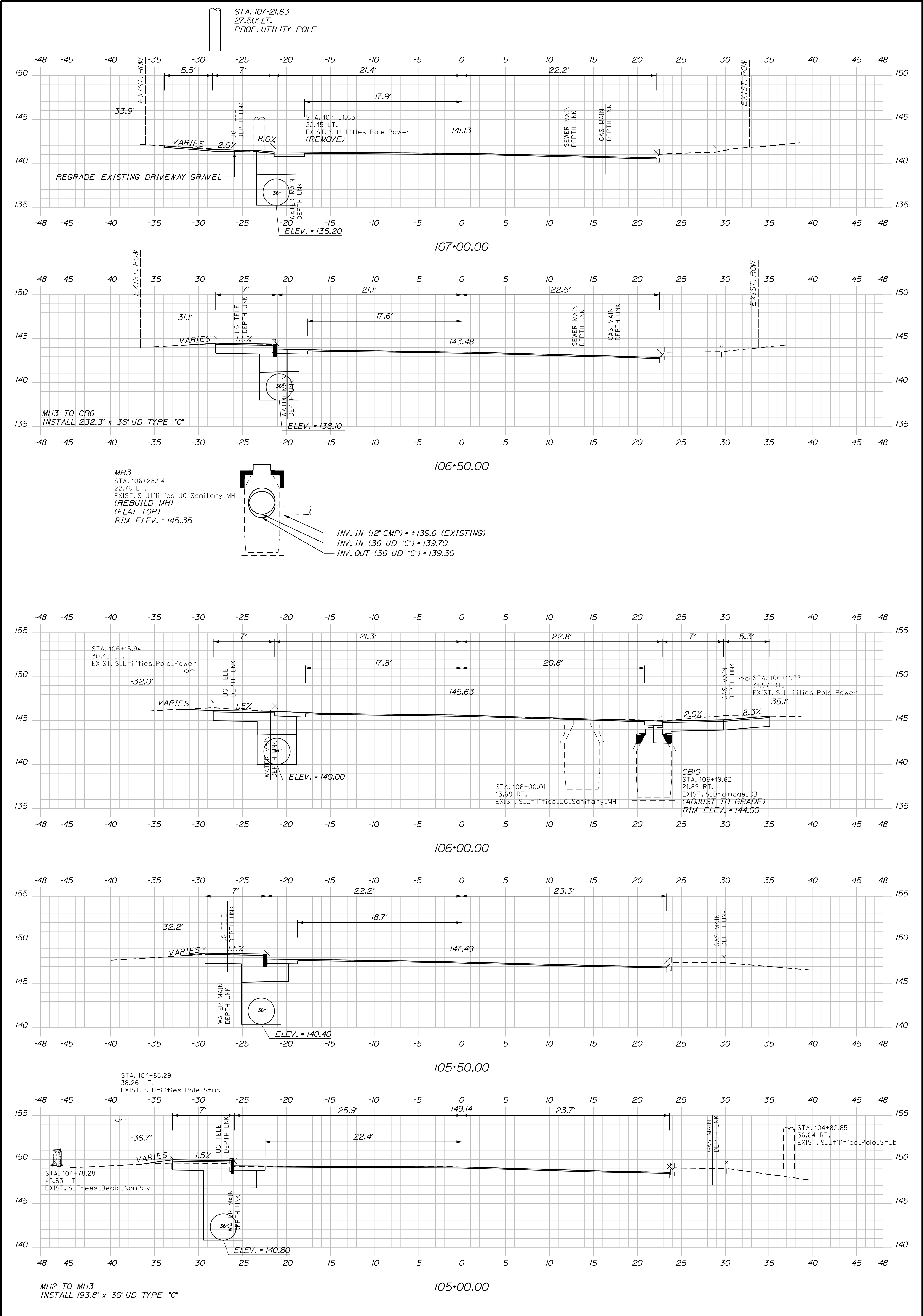
LISBON  
LISBON STREET  
CROSS SECTIONS

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

SIGNATURE  
P.E. NUMBER  
DATE

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
STATE PROJECT NO. 25389.00  
WIN  
25389.00  
HIGHWAY PLANS

\$FILES



Sta. 105+00.00 to Sta. 107+00.00

OF 21

14

SHEET NUMBER

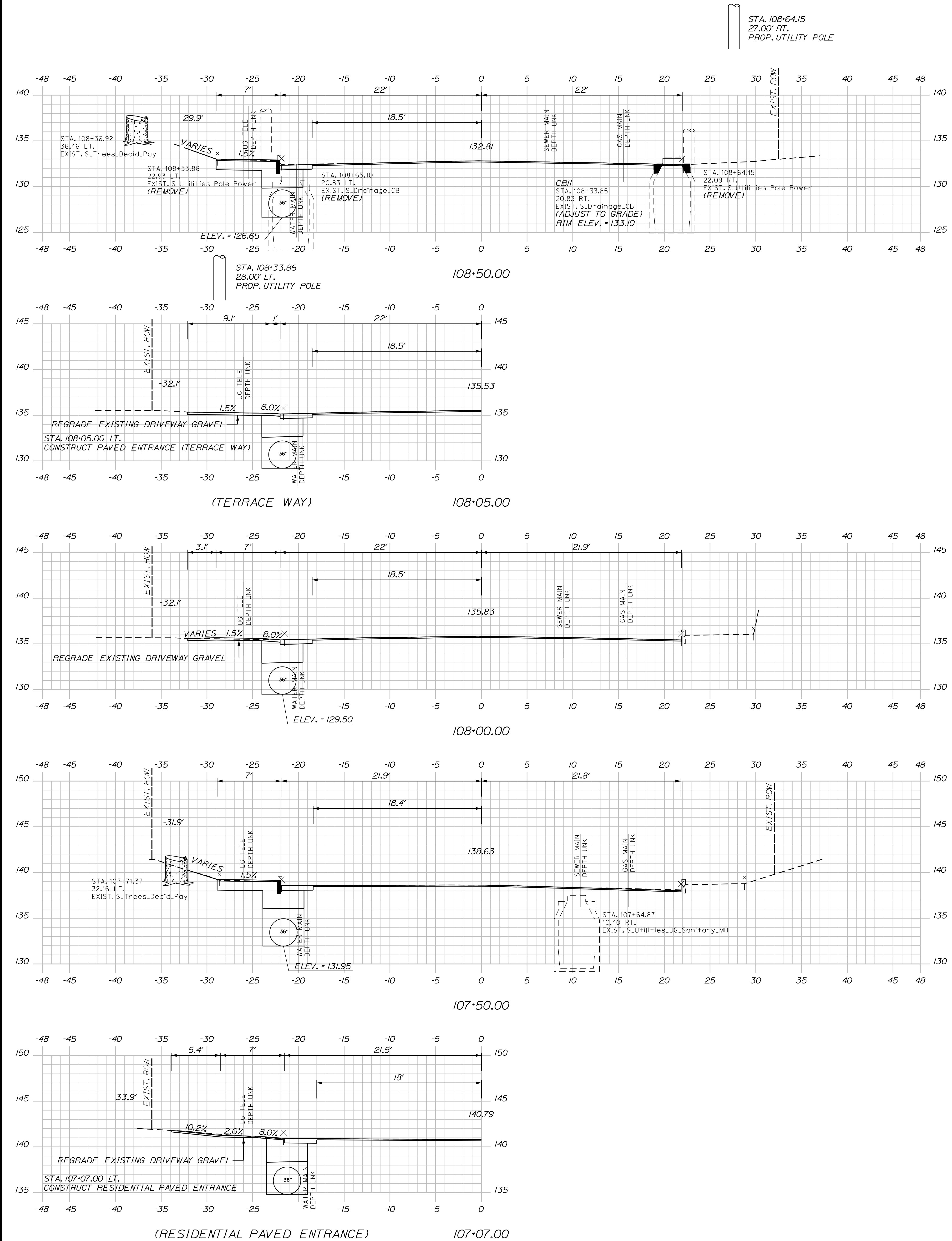
LISBON  
LISBON STREET  
CROSS SECTIONS

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

SIGNATURE  
P.E. NUMBER  
DATE

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
STATE PROJECT NO. 25389.00  
WIN  
25389.00  
HIGHWAY PLANS

\$FILES



Sta. 107+07.00 to Sta. 108+50.00

OF 21

15

SHEET NUMBER

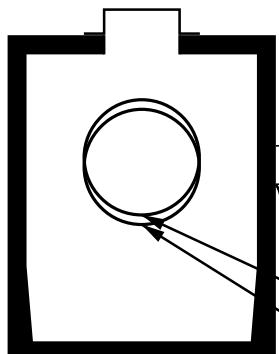
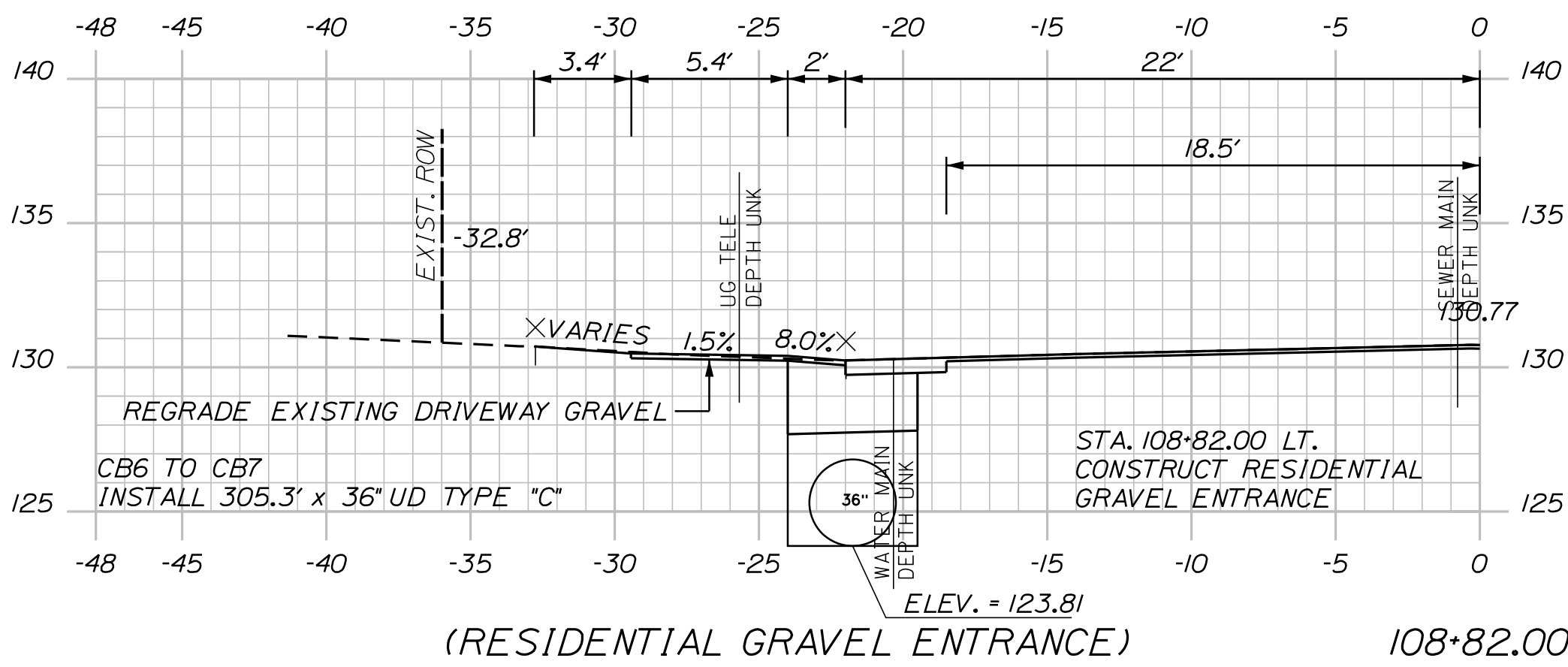
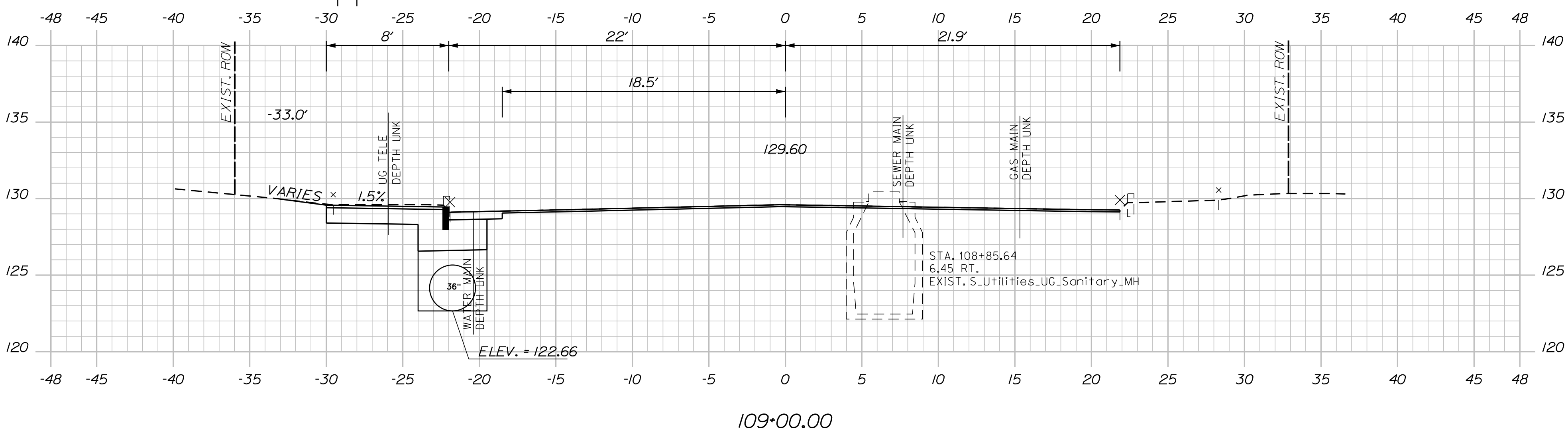
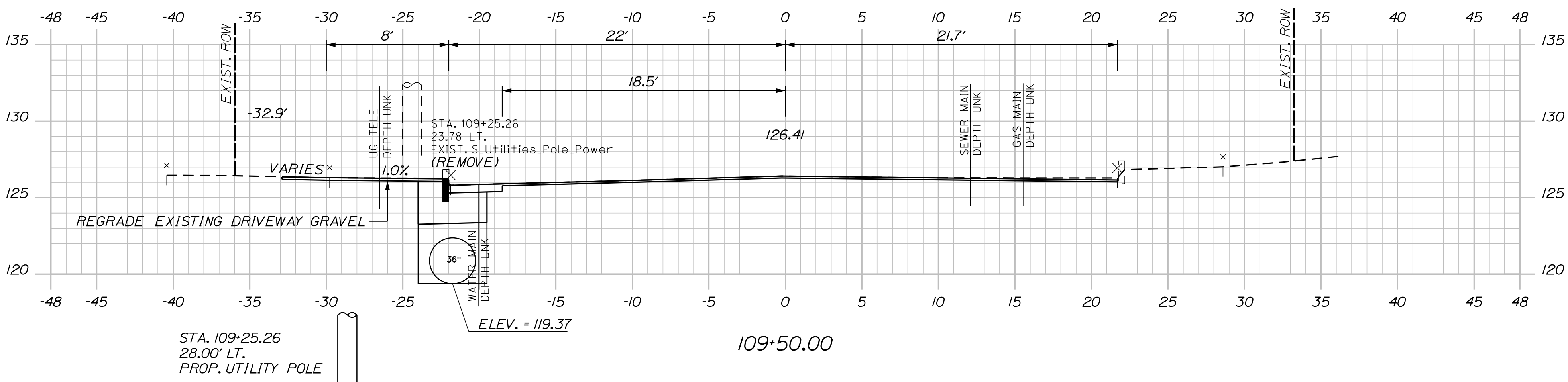
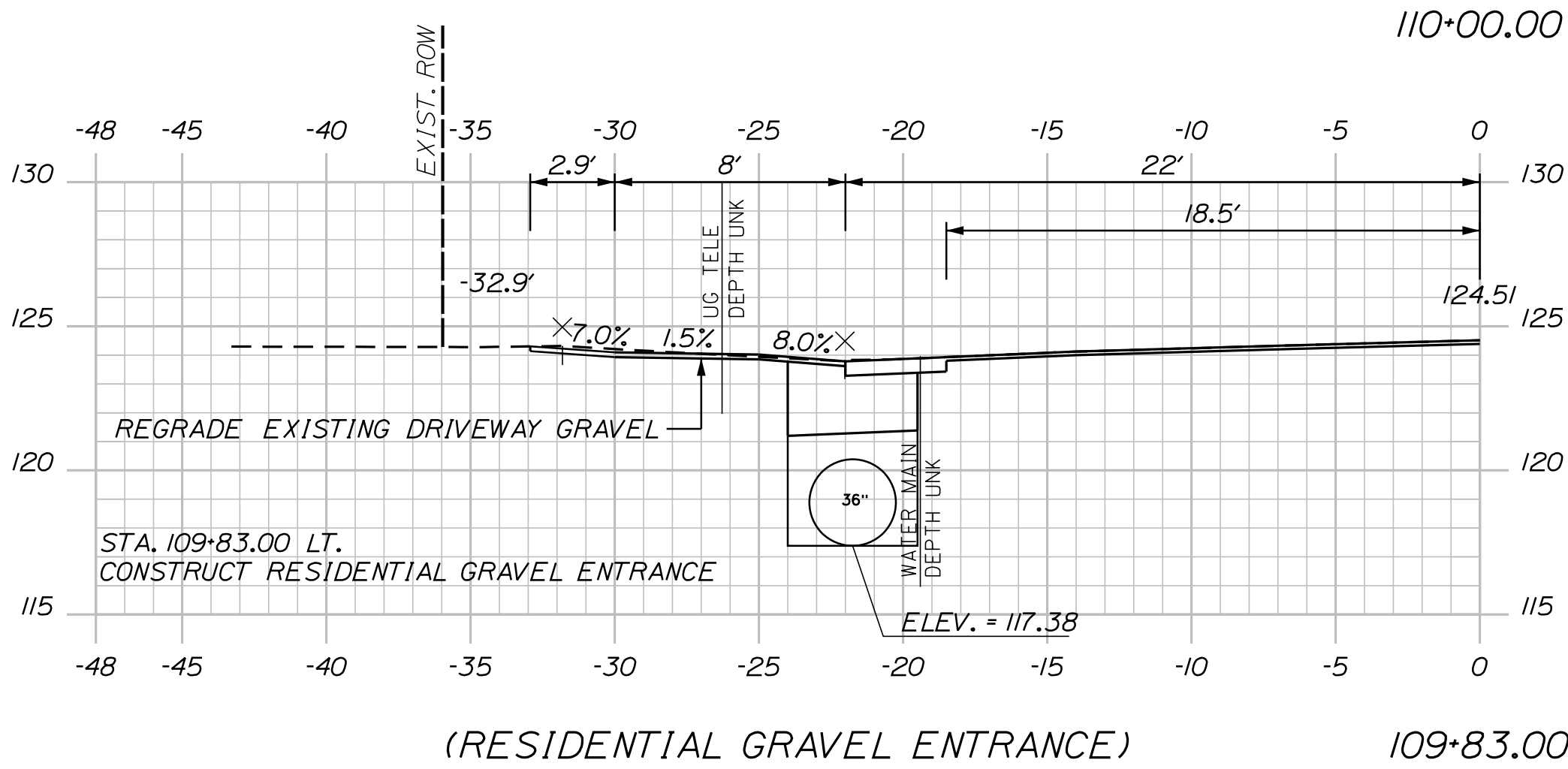
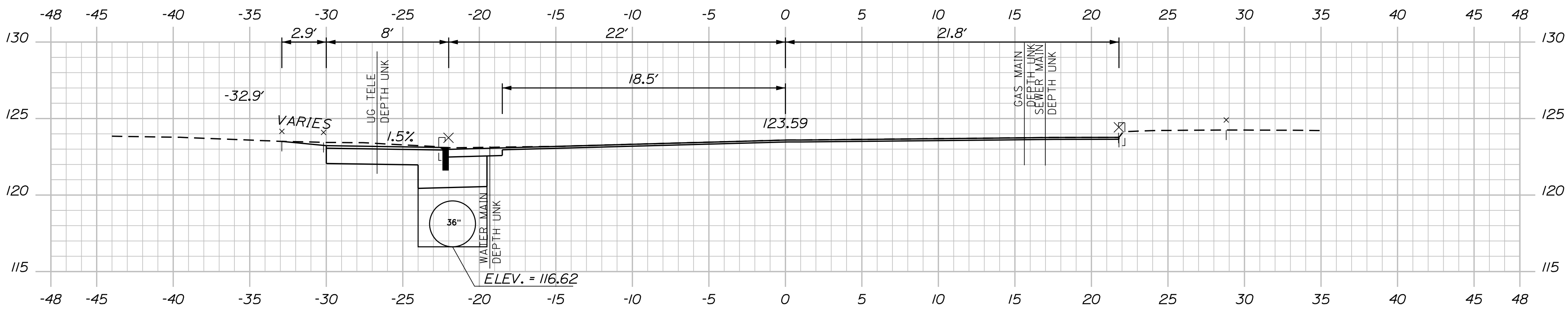
LISBON  
LISBON STREET  
CROSS SECTIONS

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

SIGNATURE  
P.E. NUMBER  
DATE

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
STATE PROJECT NO. 25389.00  
WIN  
25389.00  
HIGHWAY PLANS

\$FILES\$



CB6  
STA. 108+65.10, 20.88' LT.  
INSTALL 72" CB TYPE A1-C  
(FLAT TOP)  
RIM ELEV. = 131.25  
INV. IN (12" RCP) = ±126.6 (EXISTING)  
INV. IN (36" UD "C") = 125.80  
INV. OUT (36" UD "C") = 125.55

Sta. 108+82.00 to Sta. 110+00.00

OF 21

16

SHEET NUMBER

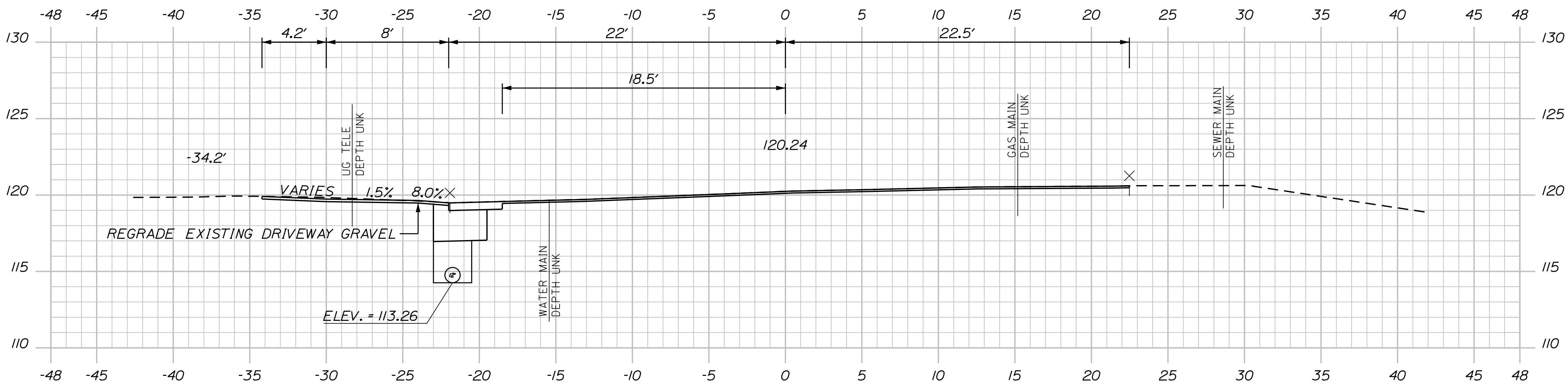
LISBON  
LISBON STREET  
CROSS SECTIONS

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

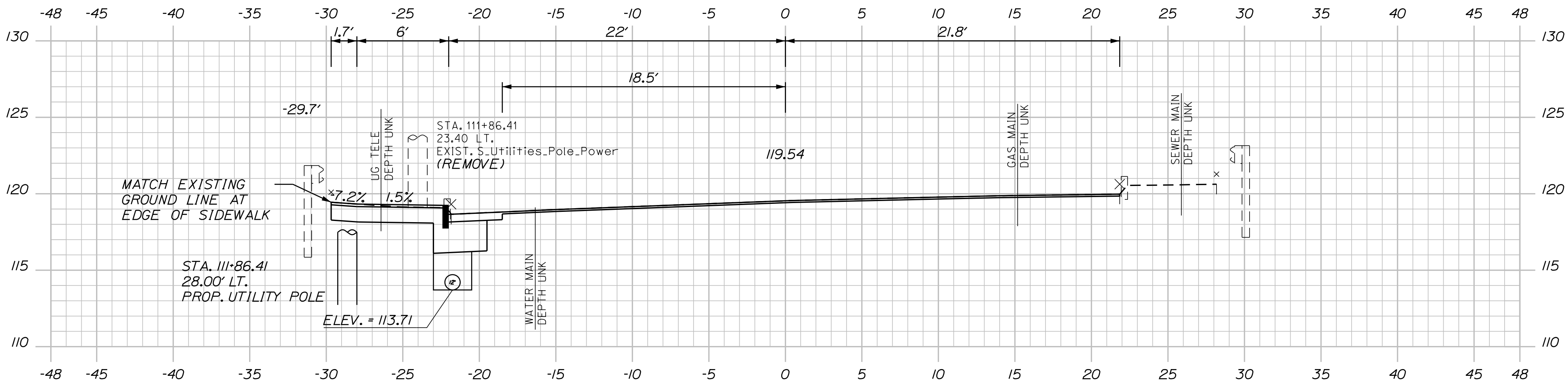
SIGNATURE  
P.E. NUMBER  
DATE

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
STATE PROJECT NO. 25389.00  
WIN  
25389.00  
HIGHWAY PLANS

\$FILES\$



112+50.00



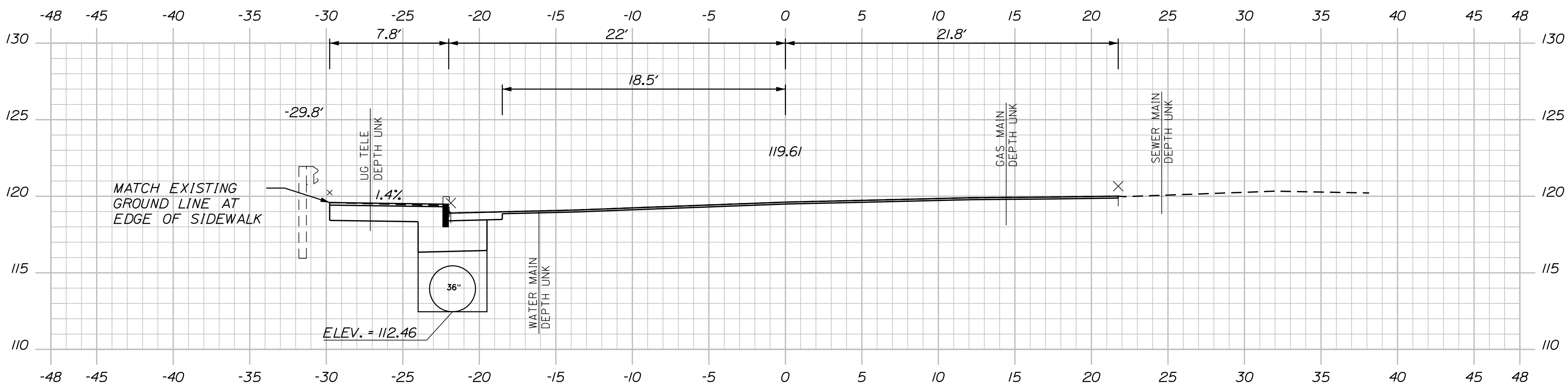
112+00.00

CB7 TO CB8  
INSTALL 186.8" x 12" UD TYPE "C"

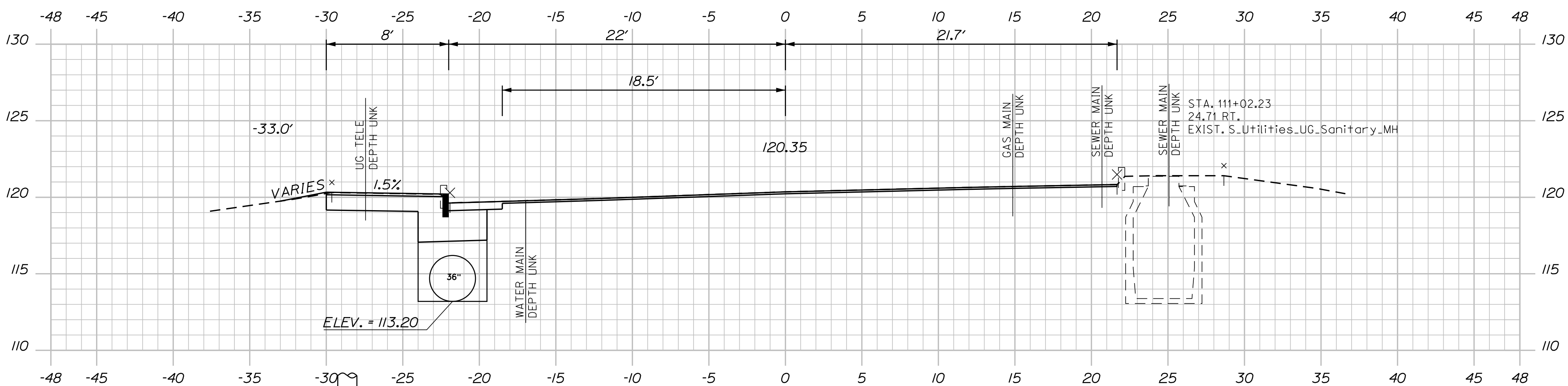
CB7  
STA. 111+77.34  
20.81 LT.  
EXIST. S.Drainage\_CB  
(ADJUST TO GRADE)  
RIM ELEV. = 118.60

INV. IN (12" UD "C") = 113.40  
INV. IN (36" UD "C") = 111.40

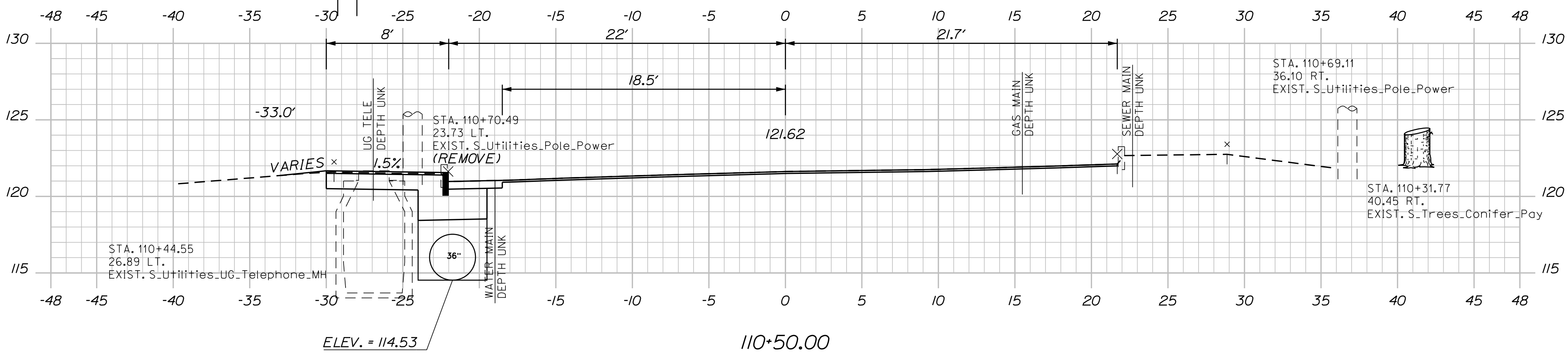
INV. OUT (36" RCP) = ± 110.9 (EXISTING)



111+50.00



111+00.00



110+50.00

Sta. 110+50.00 to Sta. 112+50.00

SHEET NUMBER

OF 21

17

LISBON  
LISBON STREET  
CROSS SECTIONS

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

SIGNATURE

P.E. NUMBER

DATE

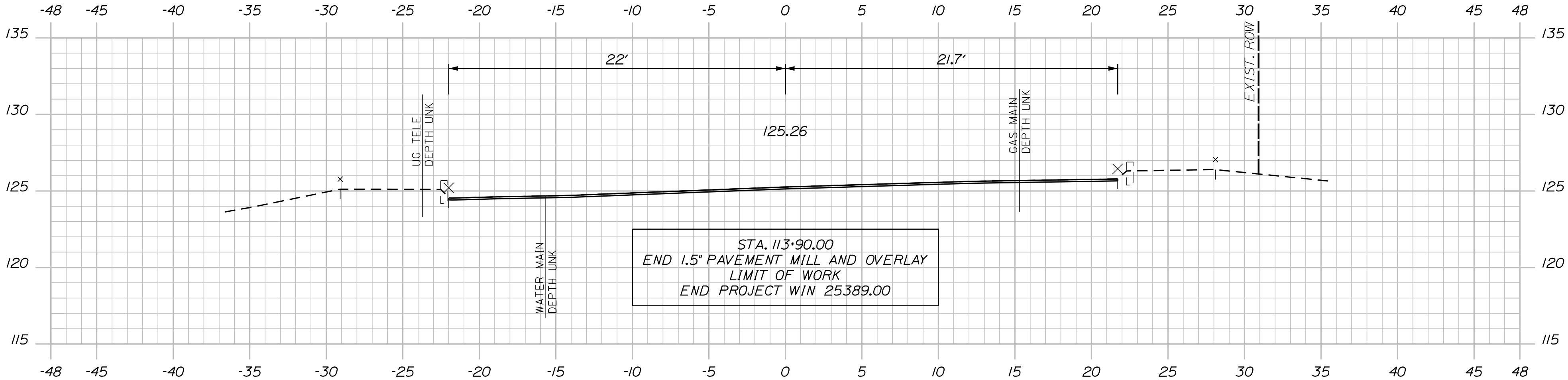
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

STATE PROJECT NO. 25389.00

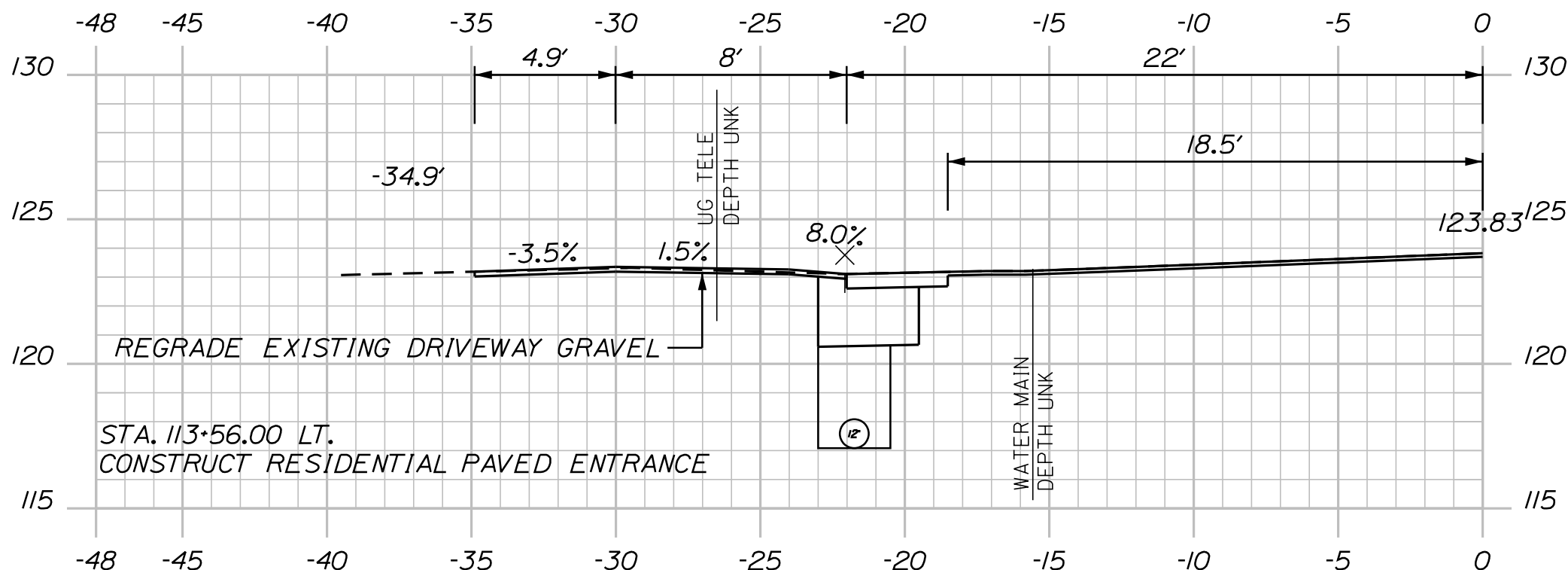
WIN  
25389.00

HIGHWAY PLANS

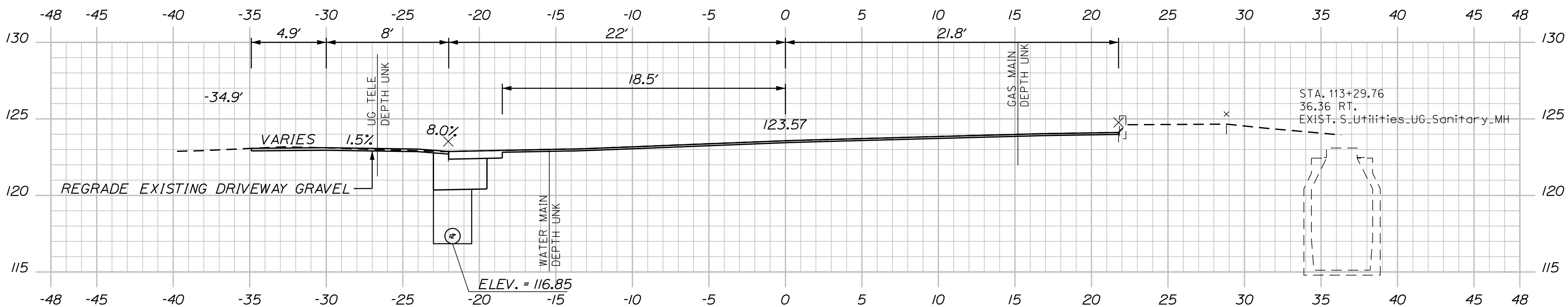
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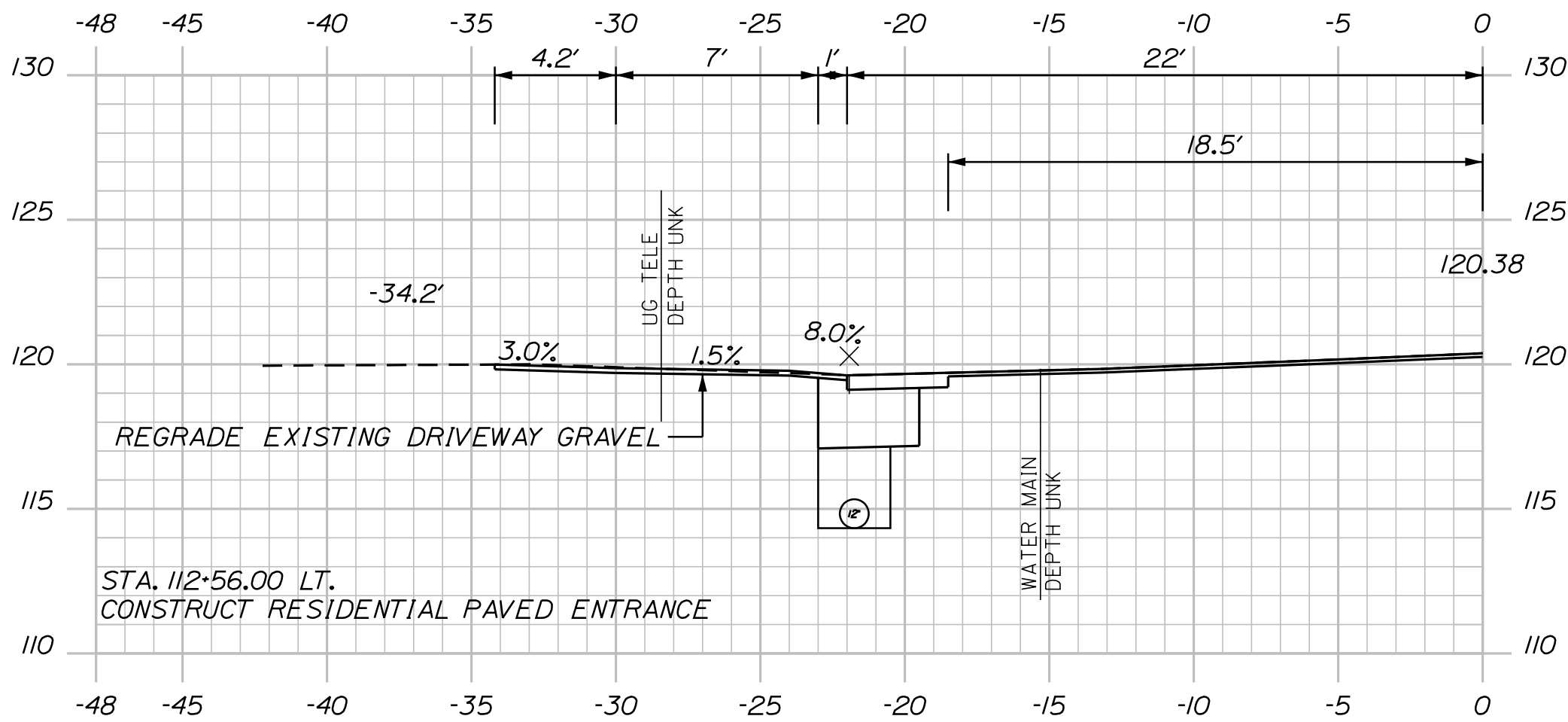
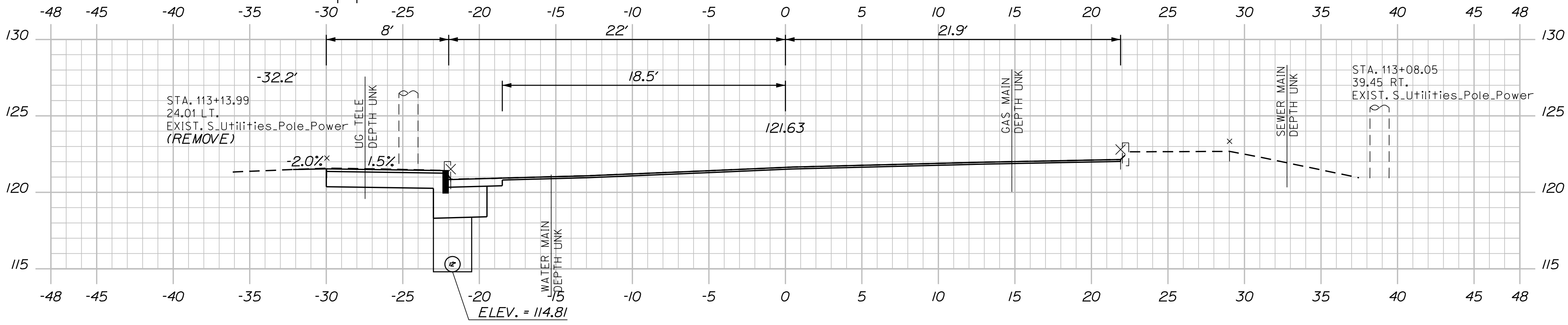
CB8  
 STA. 113+72.27  
 20.96 LT.  
 EXIST. S.Drainage.CB  
 (ADJUST TO GRADE)  
 RIM ELEV. = 123.60  
 INV. OUT (12' UD "C") = 118.70



(RESIDENTIAL PAVED ENTRANCE)



STA. 113+13.99  
 28.00' LT.  
 PROP. UTILITY POLE

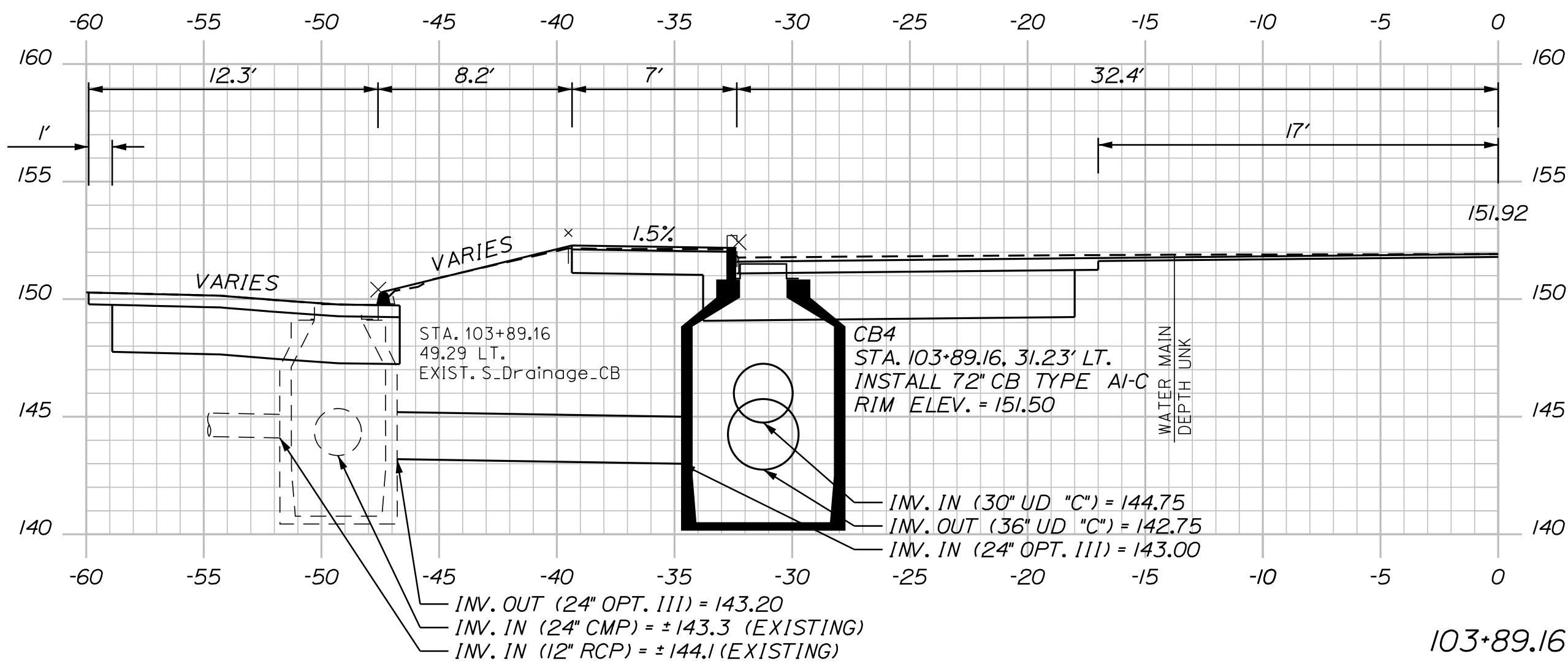


(RESIDENTIAL PAVED ENTRANCE)

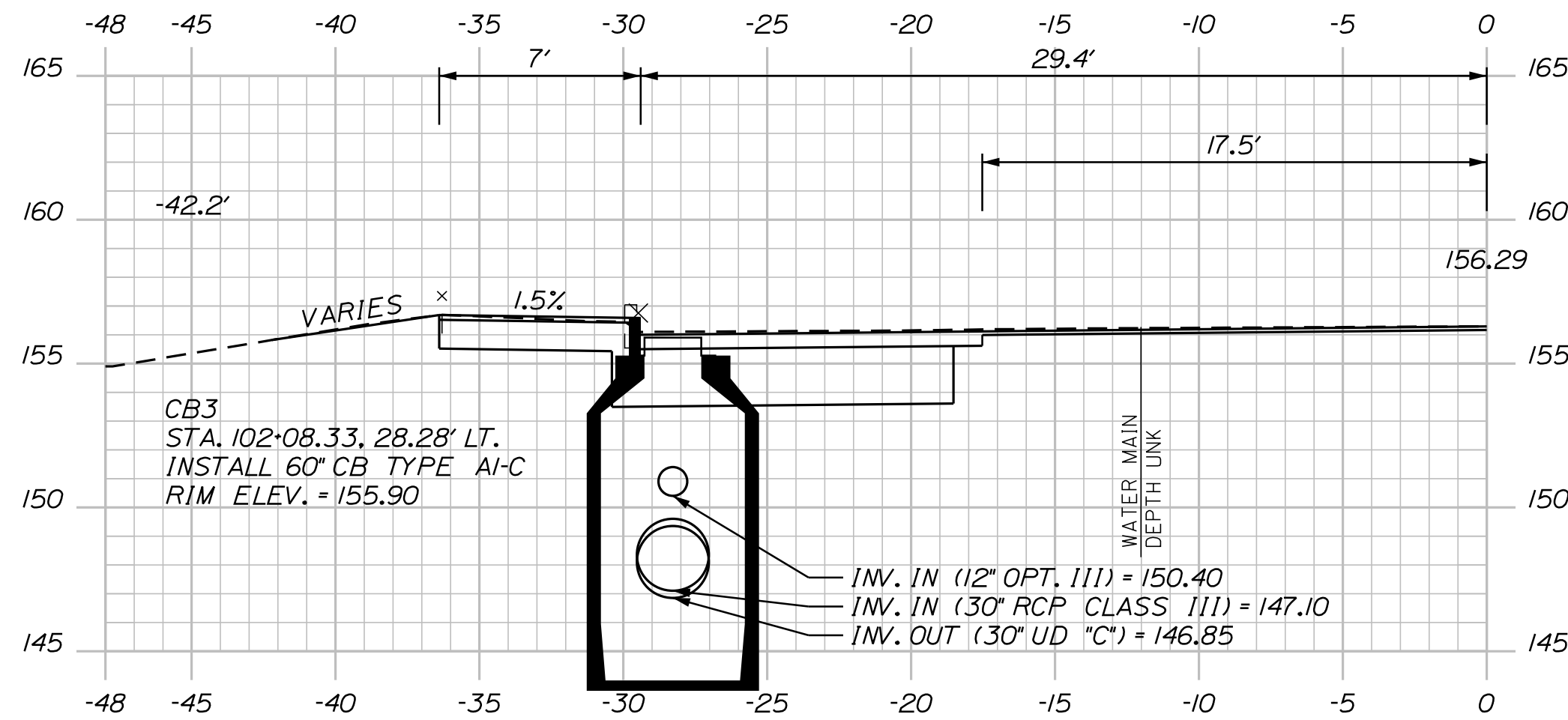
Sta. 112+56.00 to Sta. 113+90.00

|                |              |                         |                   |              |       |             |               |                              |  |
|----------------|--------------|-------------------------|-------------------|--------------|-------|-------------|---------------|------------------------------|--|
| 18             | SHEET NUMBER | LISBON<br>LISBON STREET | PROJ. MANAGER     | RYAN HODGMAN | BY    | DATE        | SIGNATURE     | STATE OF MAINE               |  |
|                |              |                         | DESIGN-DETAILED   | -----        | ----- | -----       |               | DEPARTMENT OF TRANSPORTATION |  |
|                |              |                         | CHECKED-REVIEWED  | -----        | ----- | -----       |               | STATE PROJECT NO. 25389.00   |  |
|                |              |                         | DESIGN2-DETAILED2 | -----        | ----- | -----       |               | WIN                          |  |
|                |              |                         | DESIGN3-DETAILED3 | -----        | ----- | -----       |               | 25389.00                     |  |
|                |              | REVISIONS 1             | -----             | -----        | ----- | P.E. NUMBER | HIGHWAY PLANS |                              |  |
|                |              | REVISIONS 2             | -----             | -----        | ----- |             |               |                              |  |
|                |              | REVISIONS 3             | -----             | -----        | ----- |             |               |                              |  |
|                |              | REVISIONS 4             | -----             | -----        | ----- |             |               |                              |  |
|                |              | FIELD CHANGES           | -----             | -----        | ----- |             |               |                              |  |
| CROSS SECTIONS |              |                         |                   |              |       |             |               |                              |  |

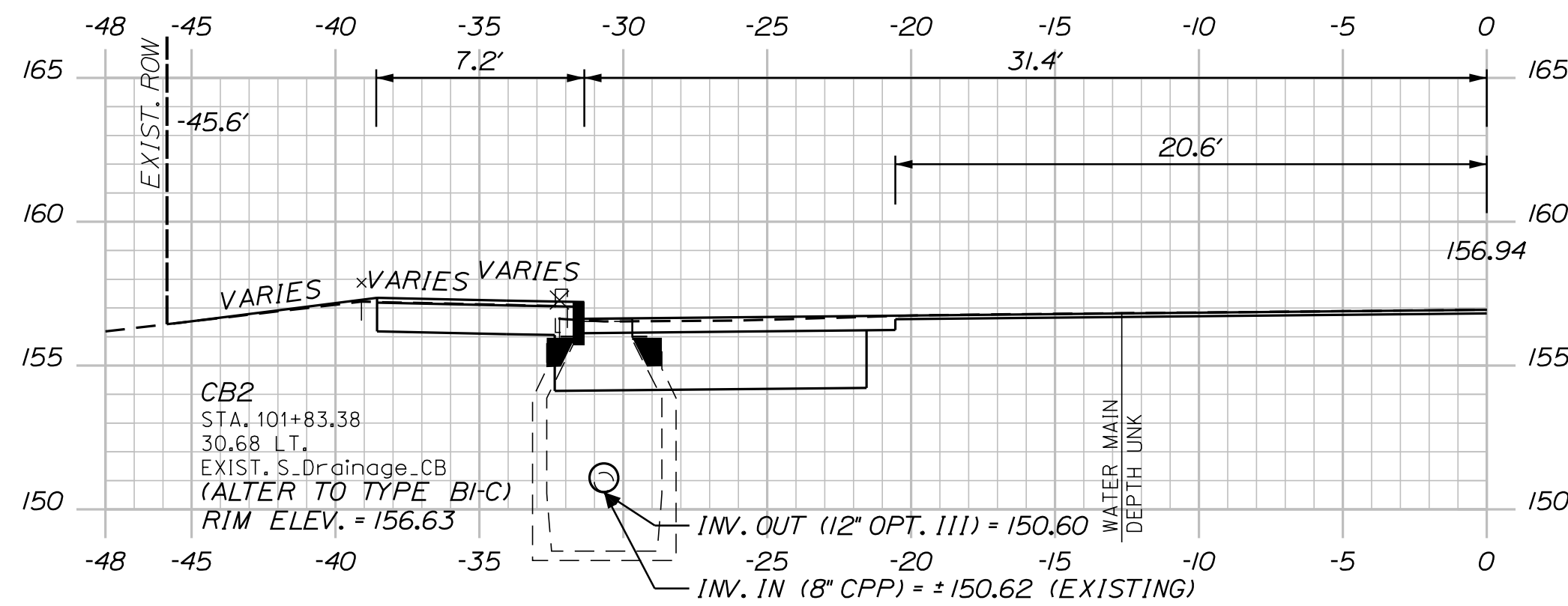
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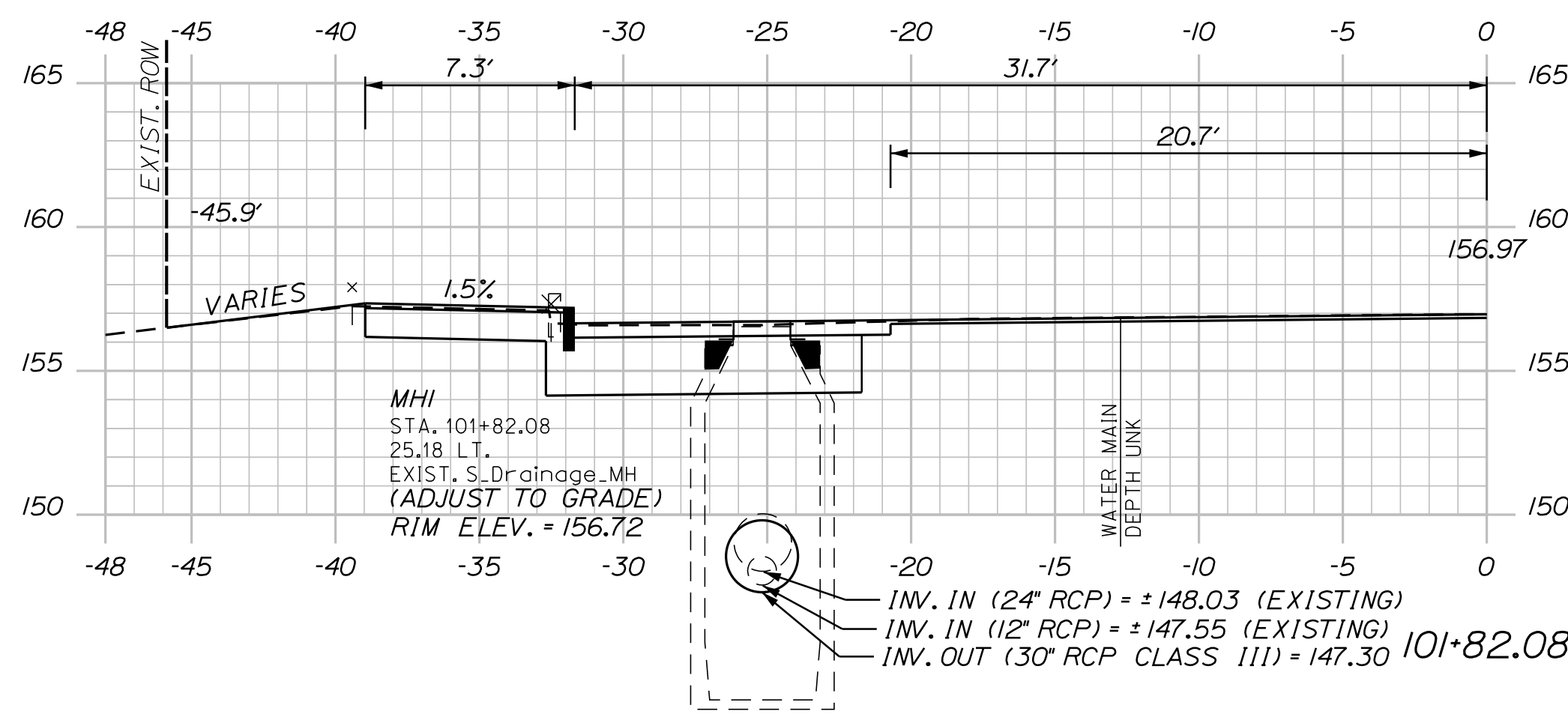
103+89.16



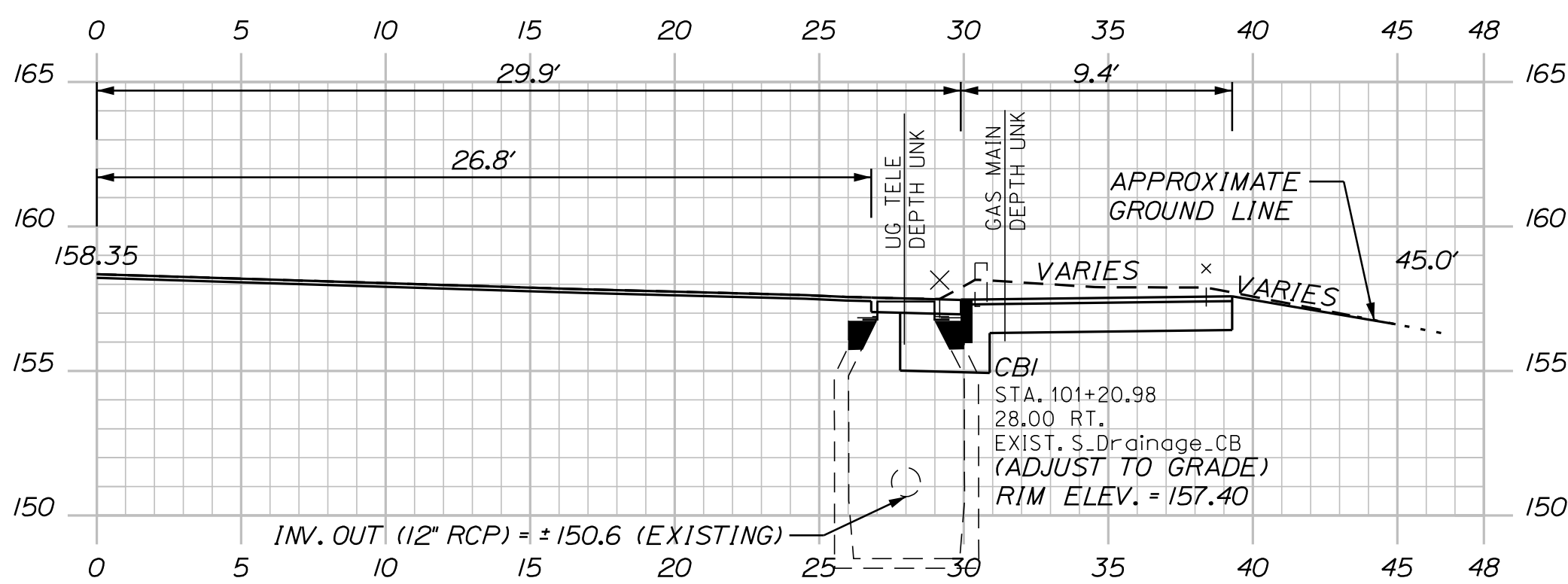
102+08.33



101+83.38



101+82.08

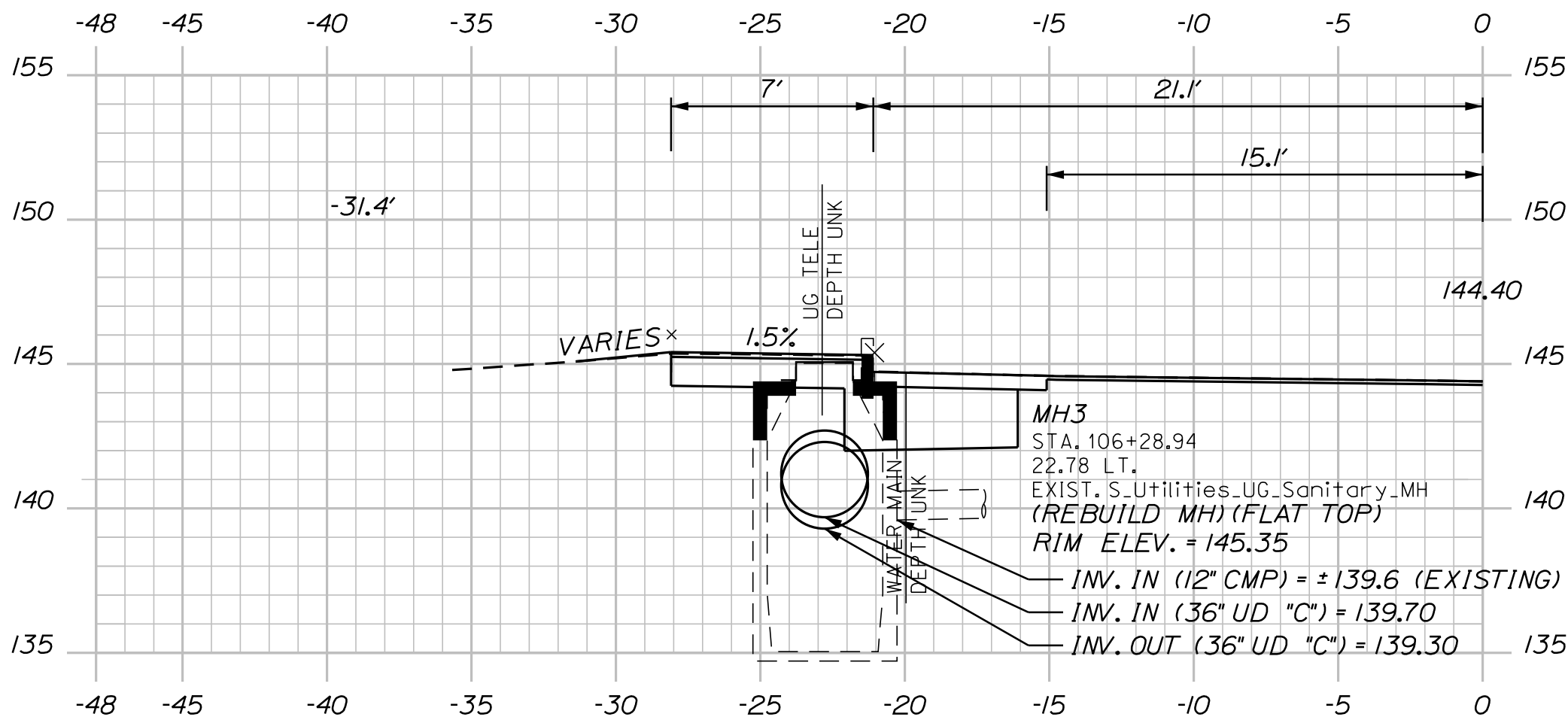


101+20.98

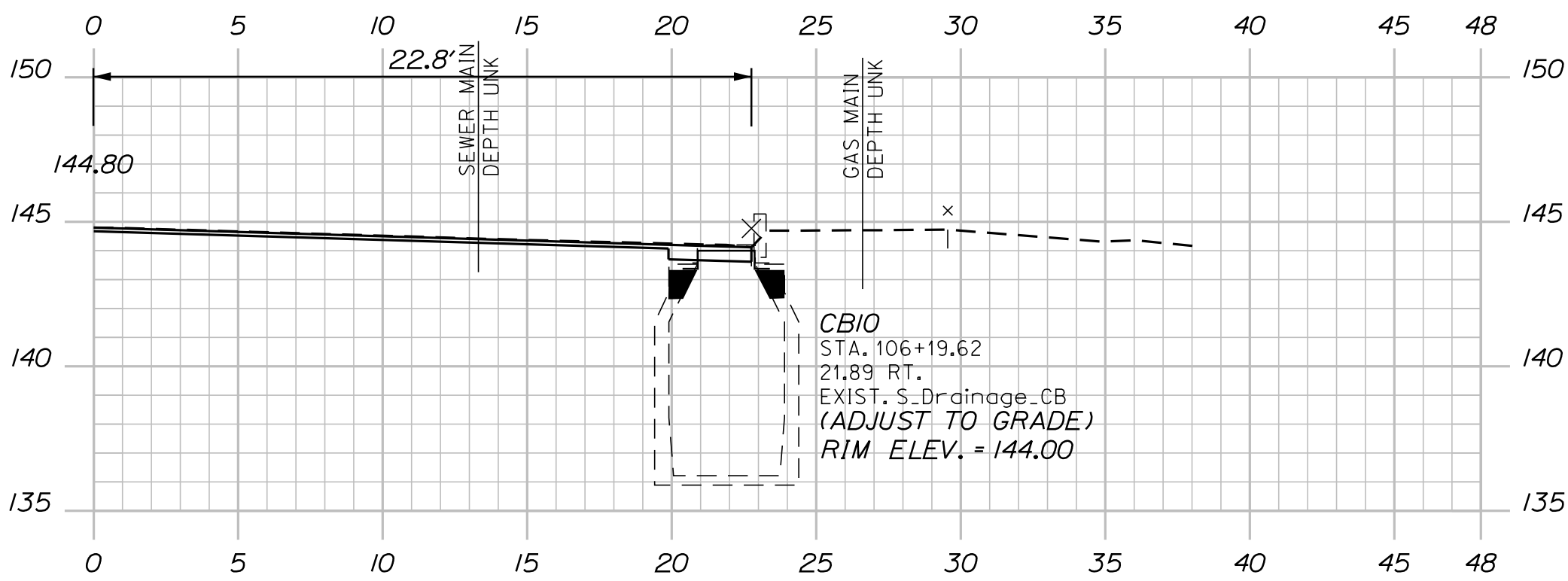
Sta. 101+20.98 to Sta. 103+89.16

|       |              |                         |                   |              |               |             |                            |                              |
|-------|--------------|-------------------------|-------------------|--------------|---------------|-------------|----------------------------|------------------------------|
| OF 21 | SHEET NUMBER | LISBON<br>LISBON STREET | PROJ. MANAGER     | RYAN HODGMAN | BY            | DATE        | SIGNATURE                  | STATE OF MAINE               |
|       |              |                         | DESIGN-DETAILED   |              |               |             |                            | DEPARTMENT OF TRANSPORTATION |
|       |              |                         | CHECKED-REVIEWED  |              |               |             |                            |                              |
|       |              |                         | DESIGN2-DETAILED2 |              |               |             |                            |                              |
|       |              |                         | DESIGN3-DETAILED3 |              |               |             |                            |                              |
|       |              | REVISIONS 1             |                   |              |               | P.E. NUMBER | STATE PROJECT NO. 25389.00 |                              |
|       |              | REVISIONS 2             |                   |              |               |             |                            |                              |
|       |              | REVISIONS 3             |                   |              |               |             |                            |                              |
|       |              | REVISIONS 4             |                   |              |               |             |                            |                              |
|       |              | FIELD CHANGES           |                   |              |               |             |                            | DATE                         |
|       |              |                         |                   |              | HIGHWAY PLANS |             |                            |                              |

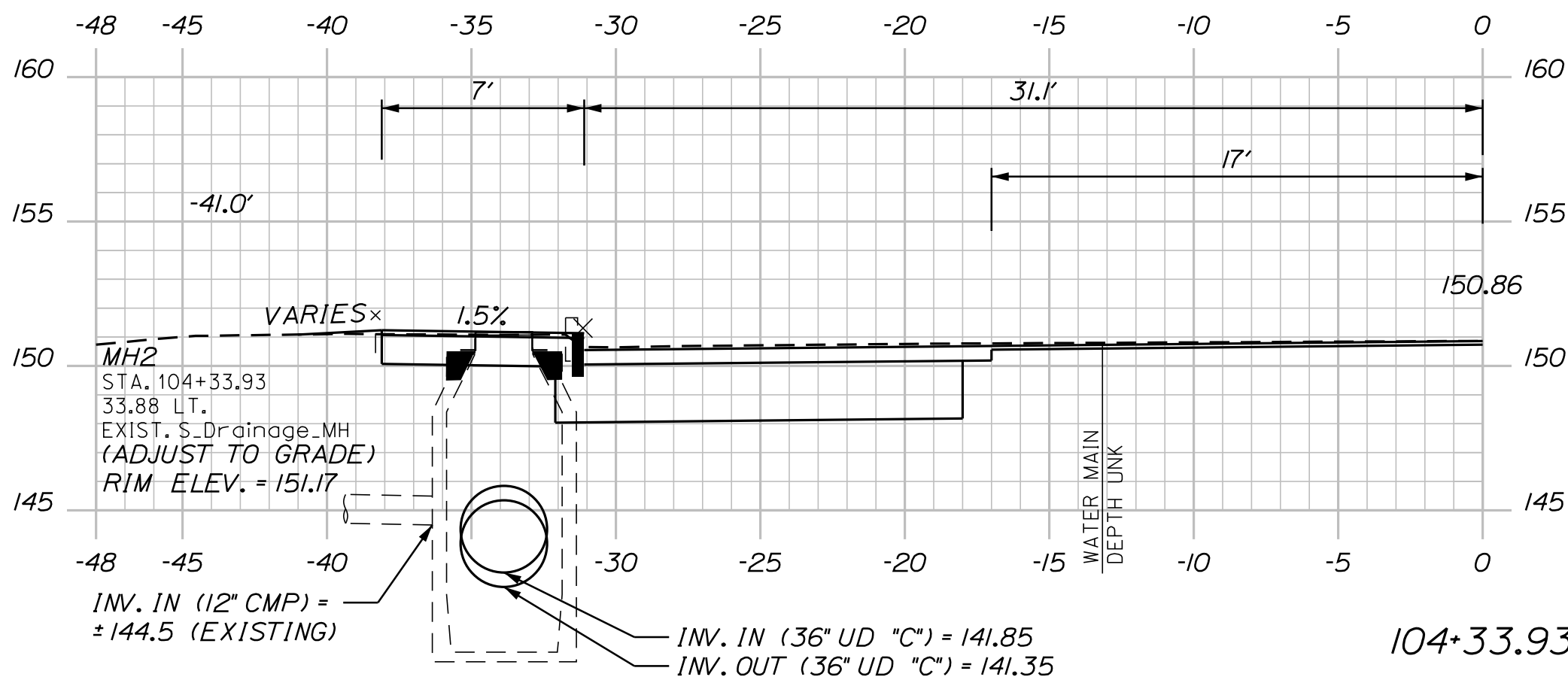
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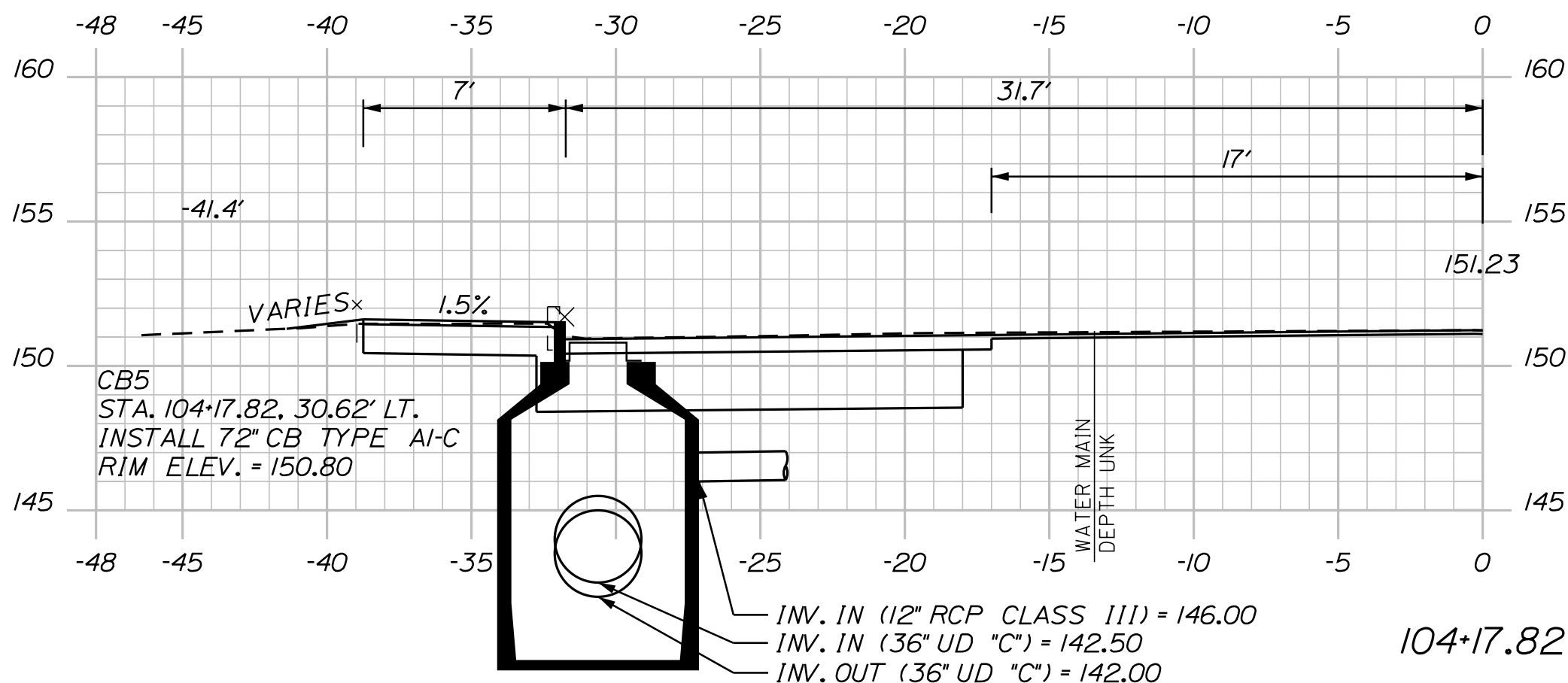
106+28.94



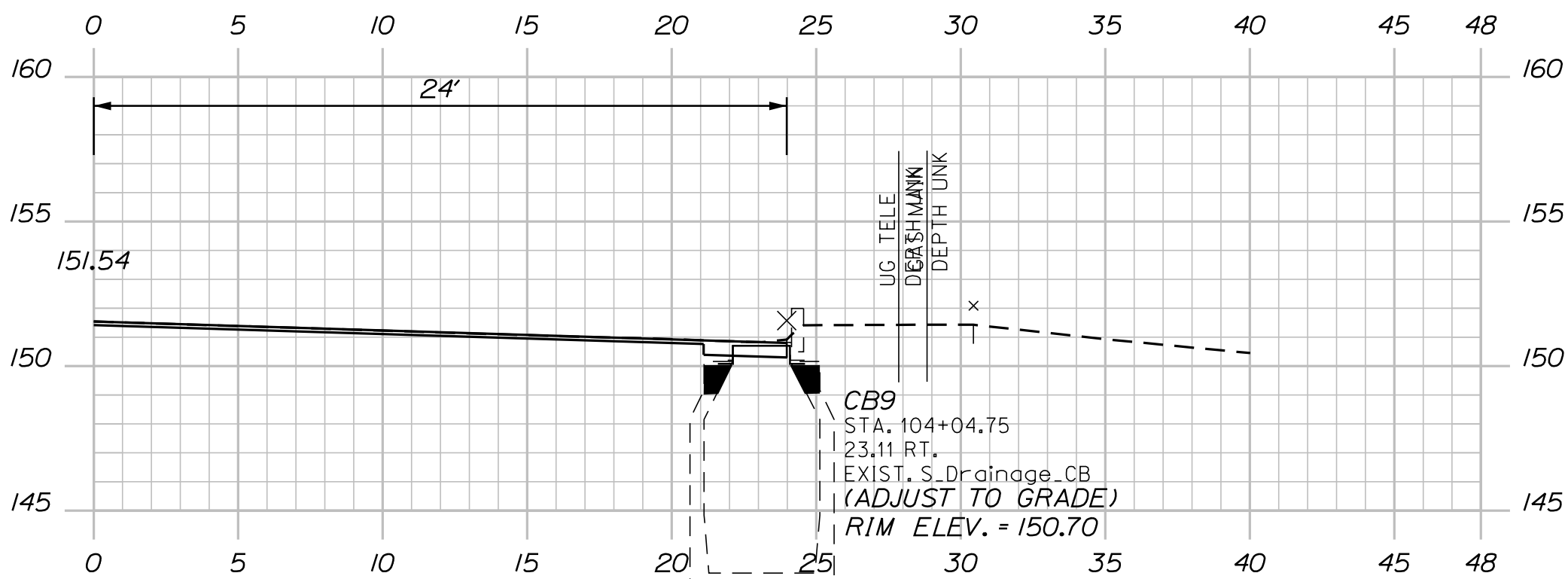
106+19.62



104+33.93



104+17.82

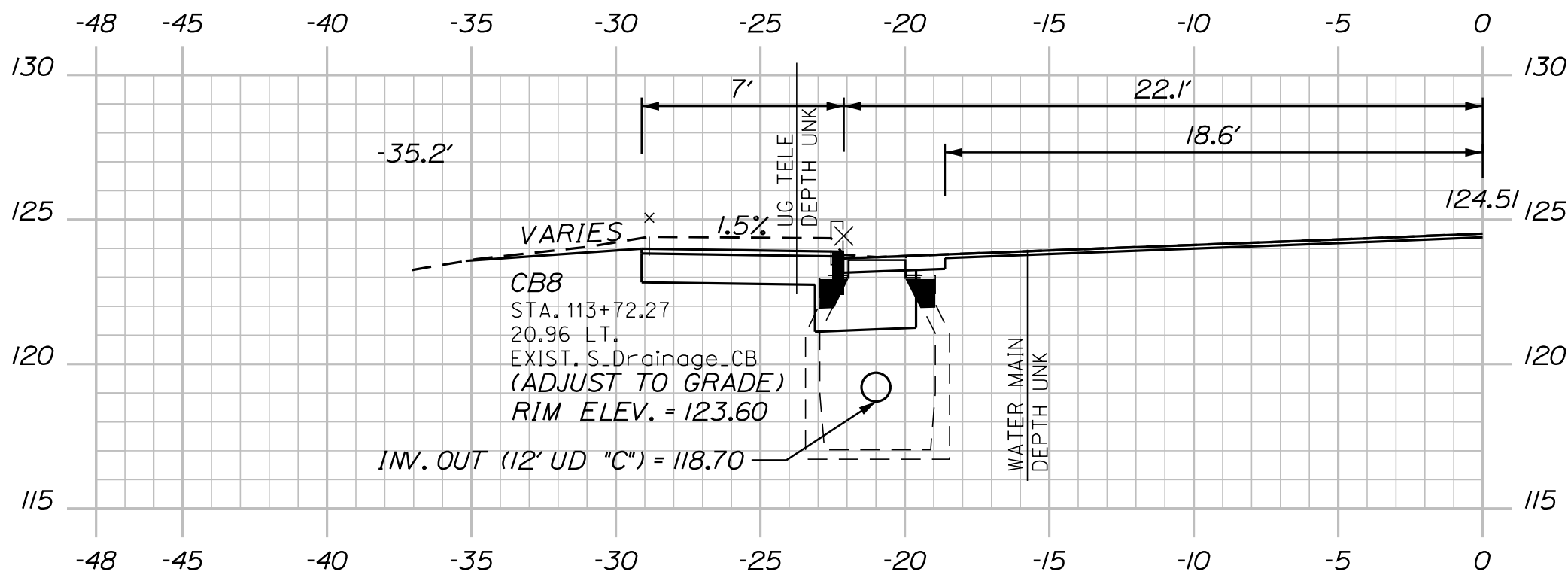


104+04.75

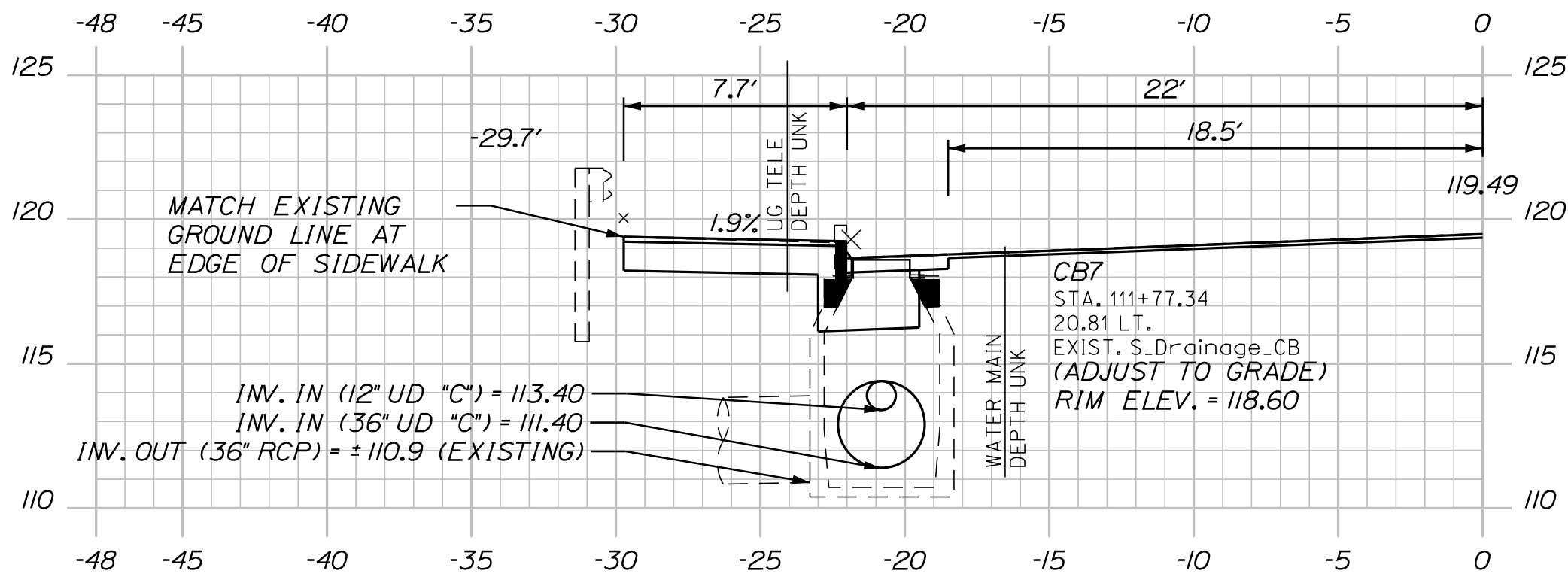
Sta. 104+04.75 to Sta. 106+28.94

|    |              |                         |                            |  |  |    |      |           |                |                              |                 |              |
|----|--------------|-------------------------|----------------------------|--|--|----|------|-----------|----------------|------------------------------|-----------------|--------------|
| 20 | SHEET NUMBER | LISBON<br>LISBON STREET | PROJ. MANAGER RYAN HODGMAN |  |  | BY | DATE | SIGNATURE | STATE OF MAINE |                              |                 |              |
|    |              |                         | DESIGN-DETAILED            |  |  |    |      |           | P.E. NUMBER    | DEPARTMENT OF TRANSPORTATION |                 |              |
|    |              |                         | CHECKED-REVIEWED           |  |  |    |      |           |                | STATE PROJECT NO. 25389.00   |                 |              |
|    |              |                         | DESIGN2-DETAILED2          |  |  |    |      |           |                |                              | WIN<br>25389.00 | HIGHWAY PLAN |
|    |              |                         | DESIGN3-DETAILED3          |  |  |    |      |           |                |                              |                 |              |
|    |              | CROSS SECTIONS          | REVISIONS 1                |  |  |    |      | DATE      |                |                              |                 |              |
|    |              |                         | REVISIONS 2                |  |  |    |      |           |                |                              |                 |              |
|    |              |                         | REVISIONS 3                |  |  |    |      |           |                |                              |                 |              |
|    |              |                         | REVISIONS 4                |  |  |    |      |           |                |                              |                 |              |
|    |              |                         | FIELD CHANGES              |  |  |    |      |           |                |                              |                 |              |

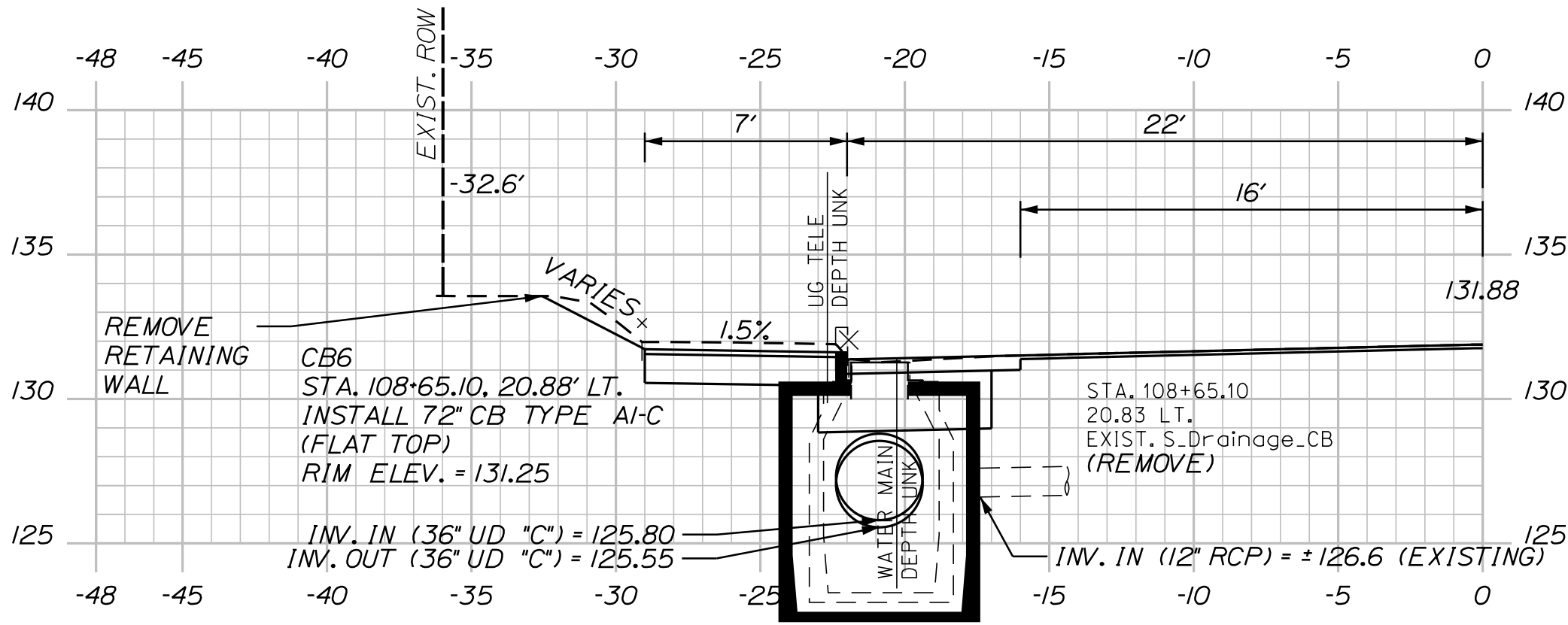
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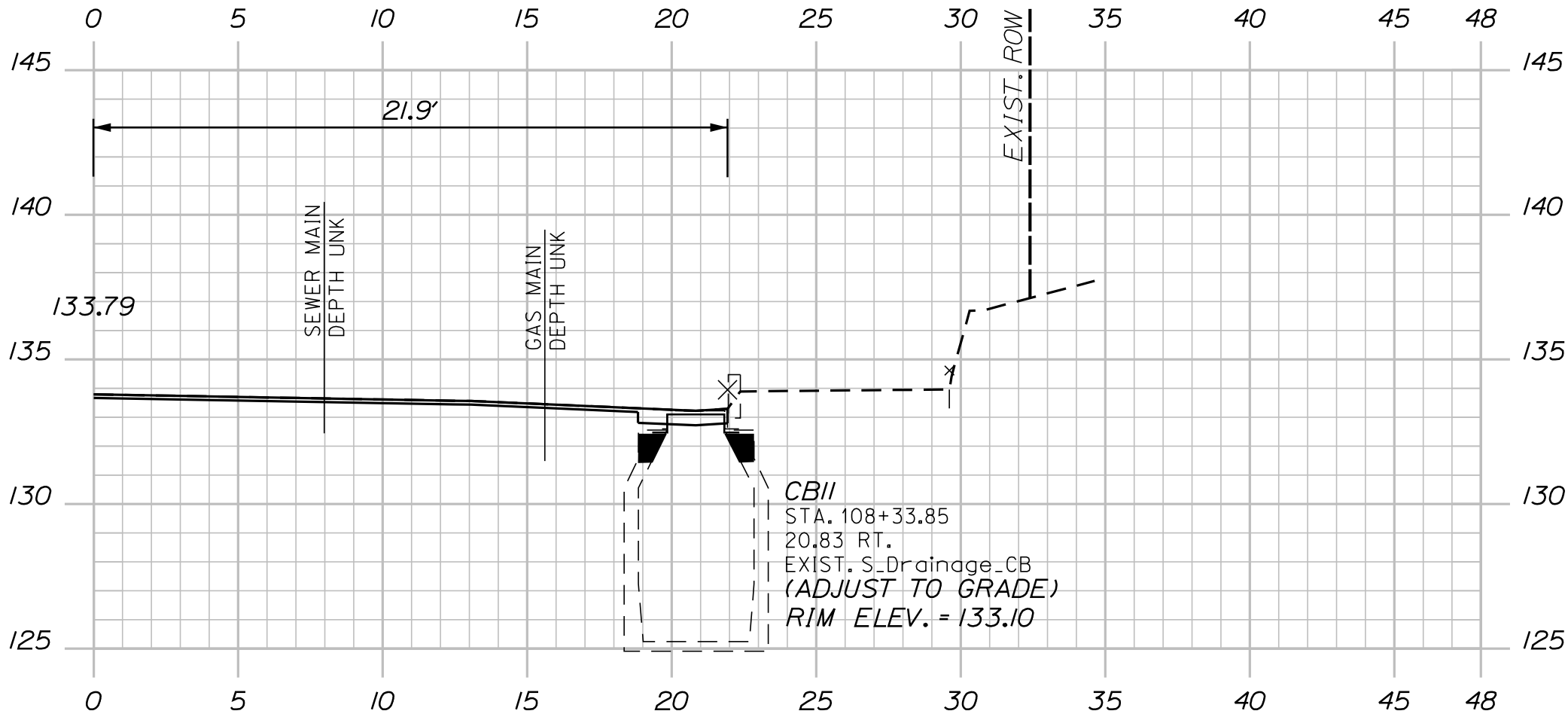
113+72.31



111+77.34



108+65.10



108+33.85

Sta. 108+33.85 to Sta. 113+72.31

OF 21

21

SHEET NUMBER

LISBON  
 LISBON STREET  
 CROSS SECTIONS

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

SIGNATURE

P.E. NUMBER

DATE

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

STATE PROJECT NO. 25389.00

WIN  
25389.00

HIGHWAY PLANS