

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



KITTERY
YORK COUNTY
ROUTE 103
NHPP-1865(300)

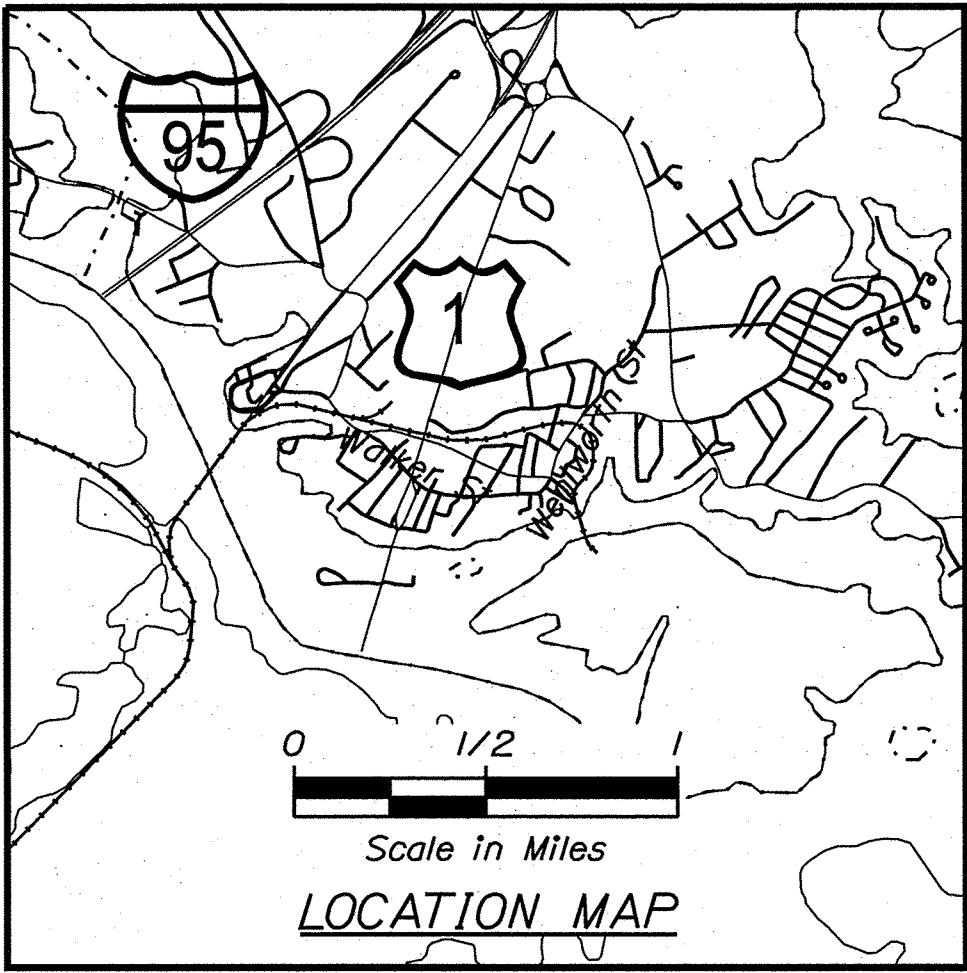
PROJECT LENGTH : 0.47 MILES

PLAN LEGEND

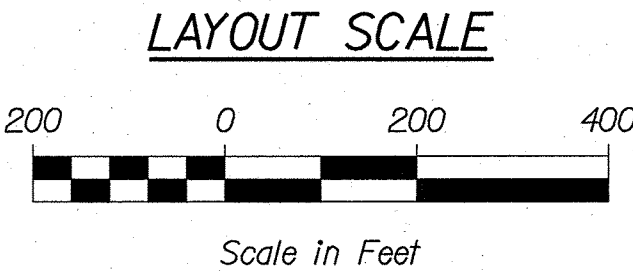
Town, County, State	Centerline-Existing	
Property Lines	Centerline-Proposed	
R/W Lines-Existing	Travelway-Existing	
R/W Lines-Proposed	Travelway-Proposed	
Culvert-Existing	Railroad	
Culvert Proposed	Catch Basins	Existing Proposed
Curbing	Manholes	Existing Proposed
Type 1	Proposed Underdrain	
Type 3	Proposed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

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Cross Sections - Wentworth Street	43-58
Right of Way Plans	59-62



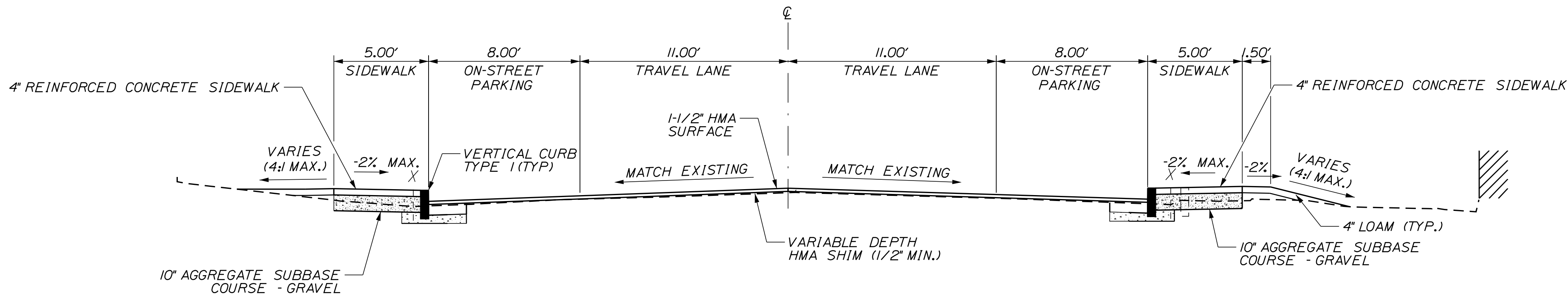
TRAFFIC DATA	Route 103 Walker Street	Route 103 Wentworth Street
Current (2018) AADT	9,240	5,680
Future (2038) AADT	11,090	6,820
DHV - % of AADT	13%	7%
Design Hour Volume	1,461	490
% Heavy Trucks (AADT)	3%	3%
% Heavy Trucks (DHV)	1%	1%
Directional Distribution (DHV)	92%	58%
18 kip Equivalent P 2.0	152	91
18 kip Equivalent P 2.5	145	87
Design Speed (mph)	25	25
Functional Class:	Other Principal Arterial	Other Principal Arterial



PROJECT LOCATION:	ROUTE 103 BEGINNING APPROXIMATELY 365' SOUTHEASTERLY OF ROUTE 1 / STATE ROAD AND EXTENDING SOUTHEASTERLY 0.27 MILES ALONG WALKER STREET TO WENTWORTH STREET, THEN 0.20 MILES NORTHEASTERLY TO WHIPPLE STREET.
PROGRAM AREA:	MULTIMODAL PROGRAM
SCOPE OF WORK:	SIDEWALK RECONSTRUCTION WITH GRADING, BASE AND PAVEMENT, AND ROADWAY OVERLAY. ALSO, INCLUDES REPLACEMENT OF TRAFFIC SIGNAL.

WIN 018653.00 NHPP-1865(300)

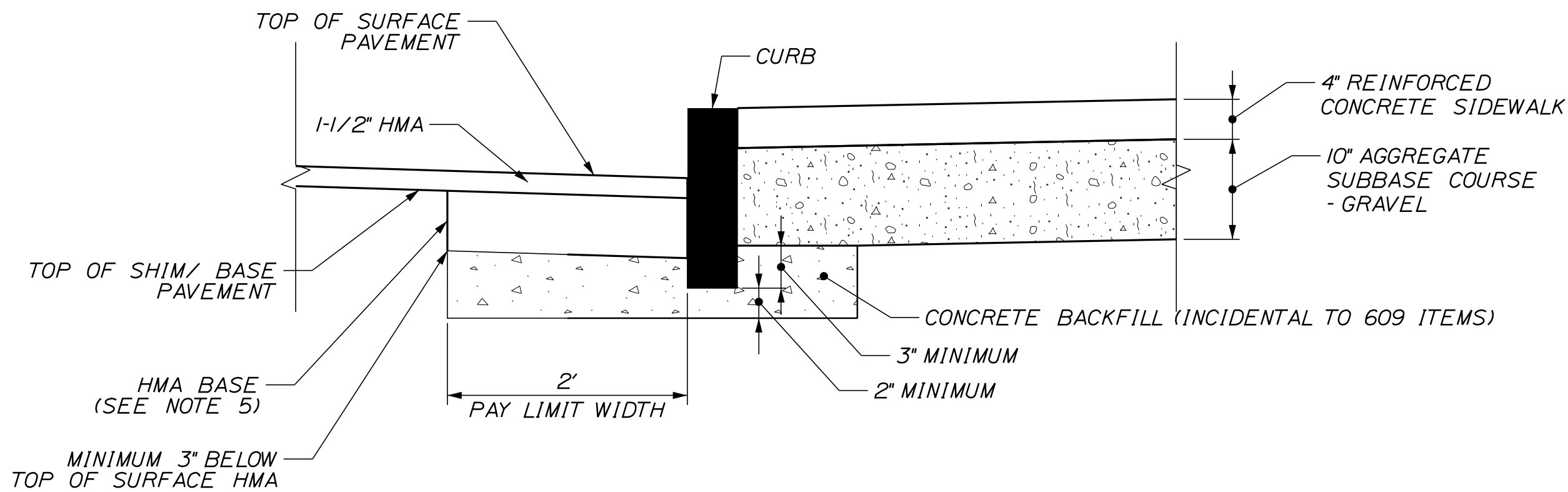
STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
	COMMISSIONER: <i>[Signature]</i>	11-9-23
PROJECT INFORMATION	SIGNATURE	P.E. NUMBER
	DATE	DATE
PROJECT INFORMATION	PROGRAM	PROJECT MANAGER
	DESIGNER	CONSULTANT
PROJECT INFORMATION	PROJECT RESIDENT	CONTRACTOR
	PROJECT COMPLETION DATE	



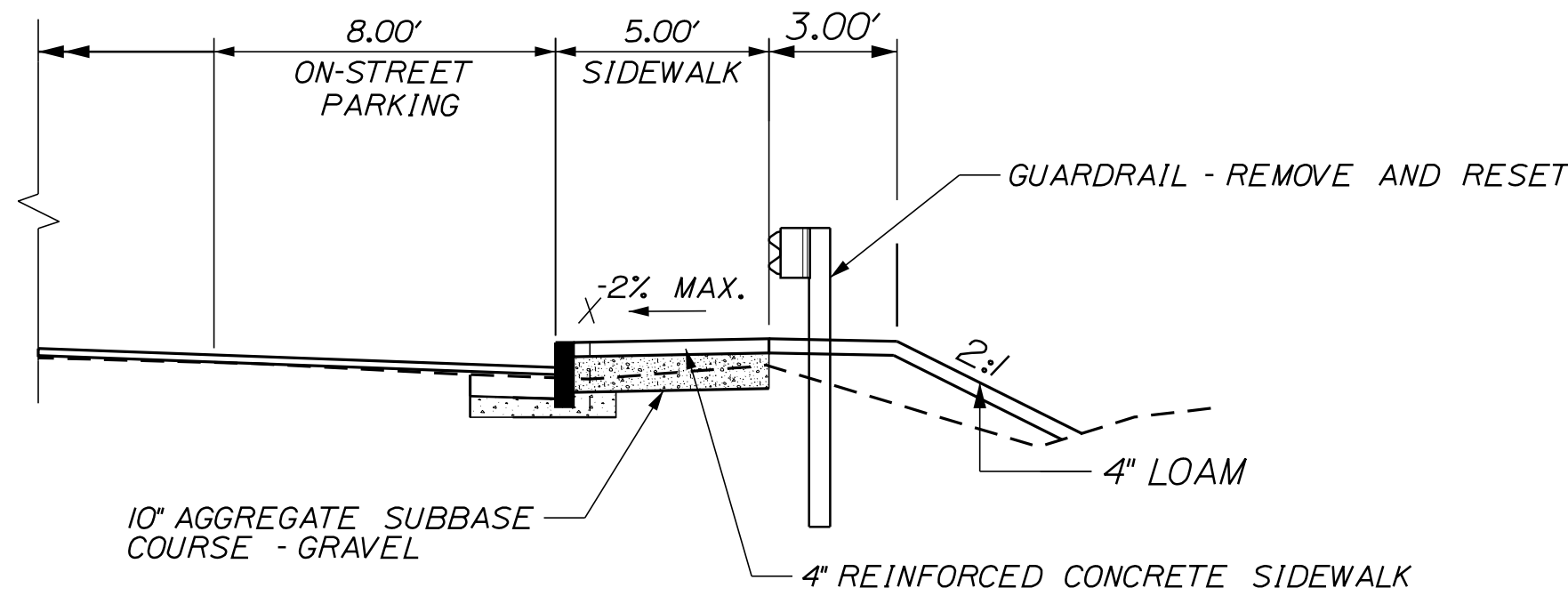
WALKER TYPICAL SECTION

NOTE: 4'-6" SIDEWALK FROM STA. 72+42 TO 73+57 LT.

ON-STREET PARKING LT.	11' TRAVEL LANE LT.	11' TRAVEL LANE RT.	ON-STREET PARKING RT.
STATION TO STATION	STATION TO STATION	STATION TO STATION	STATION TO STATION
61+07.00 TO 73+56.00	61+07.00 TO 73+56.00	61+55.00 TO 74+17.00	59+75.00 TO 72+90.00

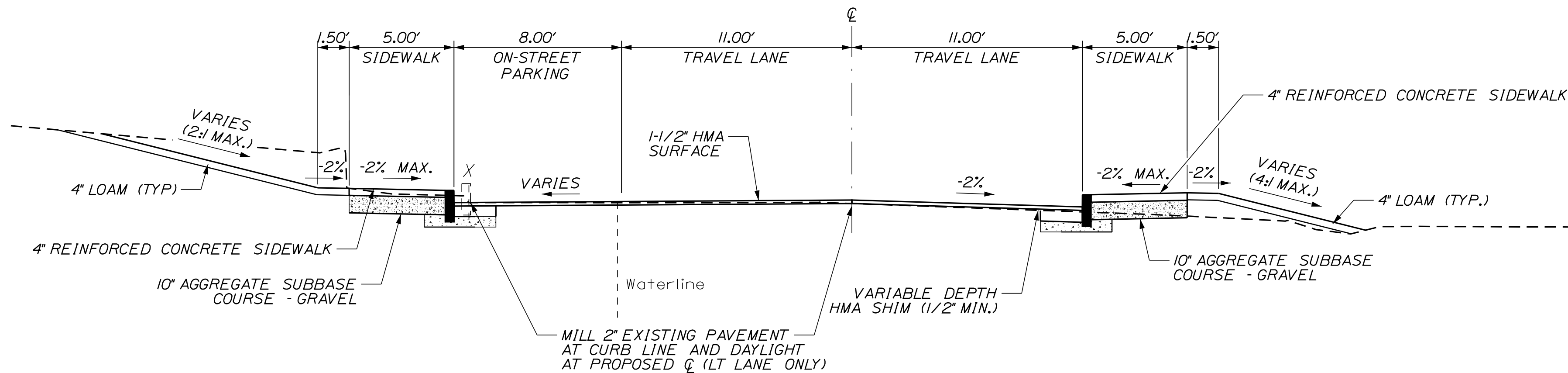


CURB BACKFILL WITH CONCRETE



GUARDRAIL SIDE CONDITION - REMOVE AND RESET

FROM STA. 60+75.65 RT. TO 63+27.34 RT.



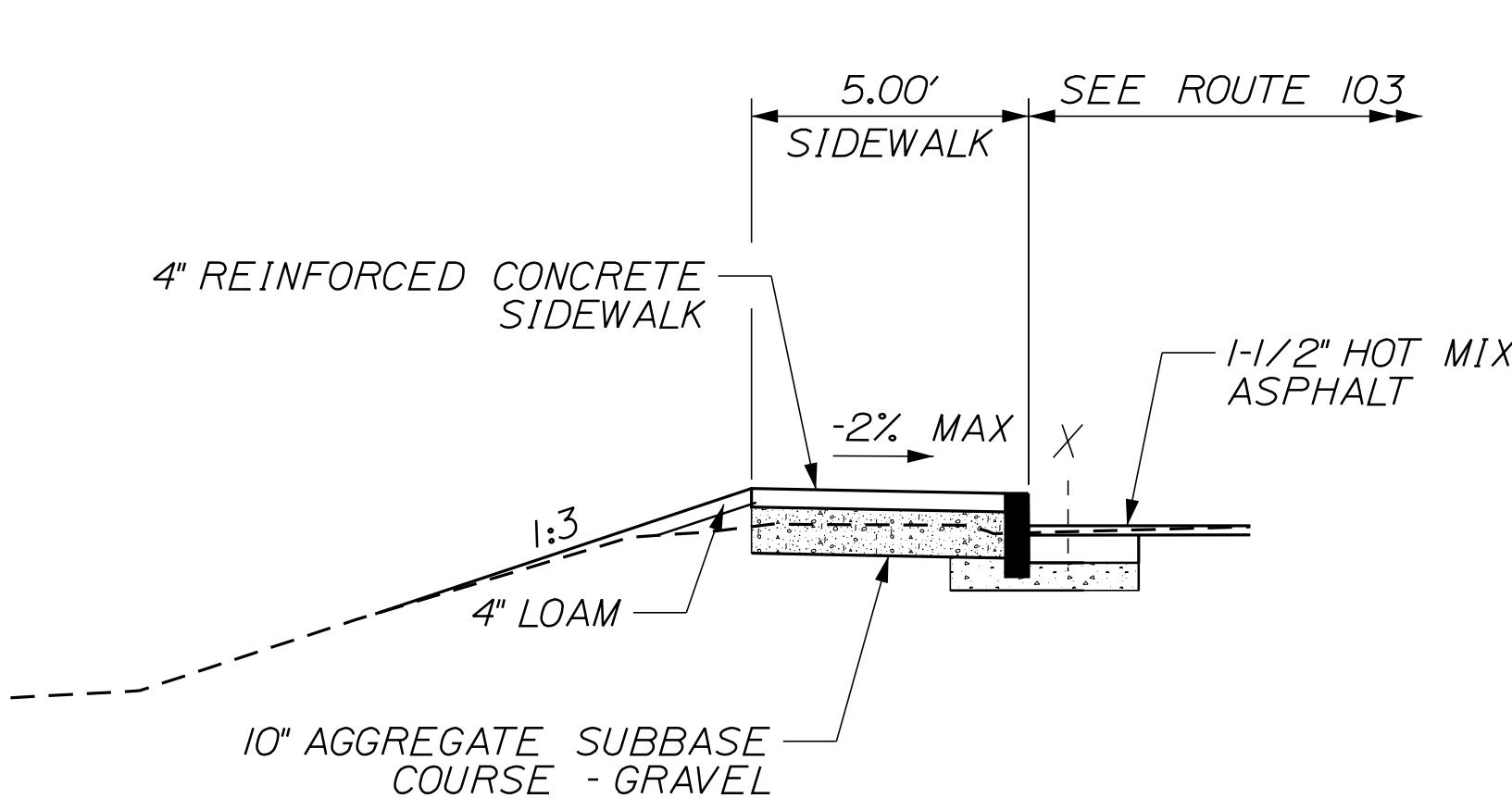
WENTWORTH TYPICAL SECTION

NOTE: 4'-6" SIDEWALK FROM STA. 14+22 TO 15+50 LT.

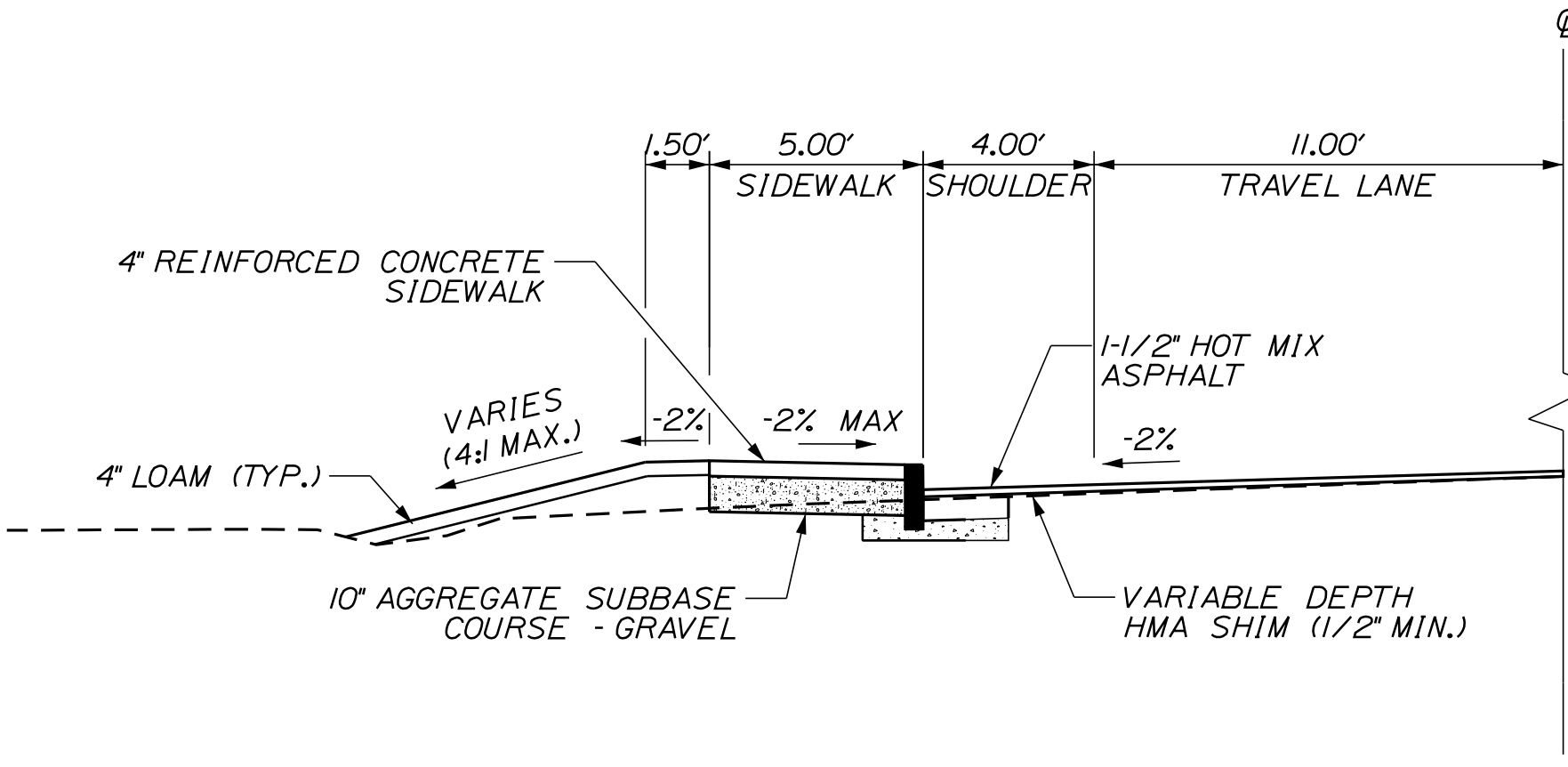
ON-STREET PARKING LT.	11' TRAVEL LANE LT.	11' TRAVEL LANE RT.
STATION TO STATION	STATION TO STATION	STATION TO STATION
10+94.00 TO 17+79.00	10+94.00 TO 17+79.00	10+94.00 TO 11+63.00
		11+82.00 TO 12+50.00
		13+25.00 TO 18+56.00

NOTES:

1. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.
2. CONCRETE BACKFILL MUST BE MINIMUM 3000 PSI CONCRETE. NOT FLOWABLE FILL.
3. CONCRETE MUST ENCASE CURBING (FRONT/ BOTTOM/ BACK) AND BE NO HIGHER THAN 3" FROM TOP OF FINISHED PAVEMENT SURFACE.
4. WOODEN SHIMS MAY BE USED TO SET CURB.
5. BASE HMA TO MATCH EXISTING DEPTH UP TO A MAXIMUM OF 6".
6. REMOVAL OF EXISTING CONCRETE SIDEWALK TO BE PAID AS 203.20, COMMON EXCAVATION.



SIDEWALK
 STA. 64+00 TO STA. 64+50



WENTWORTH SHIM OVERLAY
 STA. 18+33 TO STA. 21+00

NOTES:

1. CONCRETE BACKFILL MUST BE MINIMUM 3000 PSI CONCRETE. NOT FLOWABLE FILL.
2. CONCRETE MUST ENCASE CURBING (FRONT/ BOTTOM/ BACK) AND BE NO HIGHER THAN 3' FROM TOP OF FINISHED PAVEMENT SURFACE.
3. BASE HMA TO MATCH EXISTING DEPTH UP TO A MAXIMUM OF 6".

KITTERY ROUTE 103	STATE OF MAINE DEPARTMENT OF TRANSPORTATION		DATE 11/2018		BY S. Davis		SIGNATURE			
	NHPP-1865(300)X		DATE		P.E. NUMBER		DATE			
	TYPICAL SECTIONS 2		REVISIONS 1		REVISIONS 2		REVISIONS 3			
SHEET NUMBER 3			REVISIONS 4		FIELD CHANGES		PROGRAM WIN			
OF 62			MULTIMODAL 18653.00		WIN 18653.00		PROGRAM 18653.00			

GENERAL NOTES:

1. PAVEMENT THICKNESSES SHOWN ON THE TYPICAL SECTIONS ARE INTENDED TO BE NOMINAL.

2. TRIM ALL TREE BRANCHES TO 20 FEET ABOVE THE PAVEMENT AND 8 FEET ABOVE SIDEWALKS.THE TOWN OF KITTERY WILL PROVIDE A TREE SPECIALIST FOR THIS WORK. ANY TREE BRANCHES DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION WILL BE TRIMMED AT THE CONTRACTOR'S EXPENSE.

3. ALL CLEARING SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO SEPARATE PAYMENT WILL BE MADE.THE ACTUAL LINES FOR CLEARING SHALL BE ESTABLISHED IN THE FIELD BY THE CONTRACTOR AS INDICATED ON THE PLANS AND APPROVED BY THE RESIDENT.

4. 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.

5. ALL INSLOPE AND DITCHES IN CUT AREAS SHALL BE GRADED AS SHOWN ON THE TYPICALS OR FLATTER,OR AS DIRECTED BY THE RESIDENT.

6. DRIVEWAY FILL SIDE SLOPES SHALL BE THE SAME AS THE FILL SIDE SLOPES WITHOUT GUARDRAIL UNLESS OTHERWISE NOTED ON THE PLANS.

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

8. RESIDENTIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH 2 INCHES OF HOT MIX ASPHALT AND 12 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL.

9. COMMERCIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH 3 INCHES OF HOT MIX ASPHALT AND 11 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL.

10. A 3-FOOT PAVED LIP SHALL BE PLACED AT ALL UNPAVED ENTRANCES UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.

11. 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.

12. ALL CONCRETE WALKS SHALL BE CONSTRUCTED WITH 10 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL AND 4 INCHES OF REINFORCED CONCRETE SIDEWALK.

13. ANY EXISTING BRICK WHICH IS BROKEN OR OTHERWISE DAMAGED BY THE CONTRACTOR FOR WALKS NOTED AS BRICK SIDEWALK (REMOVE AND REBUILT) SHALL BE REPLACED AS PART OF ITEM 608.10.

14. ANY NECESSARY CLEANING OF EXISTING PAVEMENT PRIOR TO PAVING (OR MILLING) SHALL BE INCIDENTAL TO THE RELATED PAVING (OR MILLING) ITEMS.THIS INCLUDES KILLING AND REMOVAL OF ALL VEGETATIVE MATTER.

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

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.

18. AFTER INSPECTION BY THE RESIDENT,CATCH BASINS NOTED AS NEW MAY BE INSTEAD BE REBUILT IF THE CONDITION IS FOUND TO BE ACCEPTABLE FOR REBUILDING.

19. THE CULVERT SIZES SHOWN ON THE PLANS AND CROSS SECTIONS ARE FOR SMOOTH-LINED PIPES. FOR COMPARABLE CORRUGATED SIZES,SEE THE DRAINAGE TABULATION.

20. 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.

21. GUARDRAIL END TREATMENTS SHALL BE INSTALLED CONCURRENTLY WITH THE PLACEMENT OF EACH SECTION OF BEAM GUARDRAIL.

22. CONNECTIONS FOR PROPOSED GUARDRAIL TO EXISTING GUARDRAIL WILL BE CONSIDERED INCIDENTAL TO STANDARD SPECIFICATIONS SECTION 606, GUARDRAIL.

23. 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.

24. UNLESS OTHERWISE NOTED SEEDING METHOD NO.1 SHALL BE UTILIZED ON ALL LAWNS AND DEVELOPED AREAS;SEEDING METHOD NO.2 SHALL BE UTILIZED ON ALL OTHER AREAS.
25. 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.

26. 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

27. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING OPERATIONAL BUSINESS DIRECTIONAL SIGNS (OBDS) TO ENSURE THAT THEY ARE VISIBLE TO THE TRAVELING PUBLIC.IF OBDS SIGNS NEED TO BE REMOVED FOR CONSTRUCTION ACTIVITIES,THEY SHOULD BE INSTALLED BY THE END OF THE DAY.PAYMENT FOR THIS WORK WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT,INCLUDING REPLACEMENT OF THE SIGNS IF LOST OR DAMAGED WHEN REMOVED BY THE CONTRACTOR.

28. 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.

29. GEOTECHNICAL INFORMATION FURNISHED OR REFERRED TO IN THE BID DOCUMENTS IS FOR THE USE OF THE BIDDERS.NO ASSURANCE IS GIVEN THAT THE INFORMATION OR INTERPRETATIONS WILL BE REPRESENTATIVE OF THE ACTUAL SUBSURFACE CONDITIONS THROUGHOUT THE CONSTRUCTION SITE.MAINEDOT WILL NOT BE RESPONSIBLE FOR ANY INTERPRETATIONS OR CONCLUSIONS DRAWN FROM THE GEOTECHNICAL INFORMATION.THE BORING LOGS PROVIDED IN THE BID DOCUMENTS (IF ANY) PRESENT FACTUAL AND INTERPRETIVE SUBSURFACE INFORMATION COLLECTED AT DISCRETE LOCATIONS.DATA PROVIDED MAY NOT BE REPRESENTATIVE OF THE SUBSURFACE CONDITIONS BETWEEN BORING LOCATIONS.

30. 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.

31. "UNDETERMINED LOCATIONS" SHALL BE DETERMINED BY THE RESIDENT.

32. 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.

33. UNLESS OTHERWISE NOTED ON THE PLANS,ALL GUIDE SIGNS IMPACTED BY CONSTRUCTION SHALL BE DEMOUNTED AND REINSTALLED IN THEIR EXISTING LOCATIONS,OR AS DIRECTED BY THE RESIDENT. PAYMENT SHALL BE UNDER ITEMS 645.103 DEMOUNT GUIDE SIGN AND 645.113 REINSTALL GUIDE SIGN.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	NHPP-1865(300)X		WIN 18653.00	PROGRAM
	MULTIMODAL			
KITTERY ROUTE 103 GENERAL NOTES	PROJ. MANAGER	D. Byron	BY	DATE
	DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-DETAILED	SIGNATURE
	DESIGN-DETAILED	DESIGN-DETAILED	DESIGN-DETAILED	P.E. NUMBER
	REVISIONS 1	REVISIONS 2	REVISIONS 3	DATE
	REVISIONS 4			
	FIELD CHANGES			
SHEET NUMBER		4		
		OF 62		

Username:

Date:11/16/2023

Division: HIGHWAY

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CONSTRUCT ENTRANCES

STATION	TYPE	WIDTH
59+90.50, LT	BIT. PAVEMENT	38.1'
60+27.66, LT	BIT. PAVEMENT	39.3'

ITEM 201.23 - REMOVING SINGLE TREE TOP ONLY

STATION	OFFSET	TYPE
61+92.22	21.54' LT	OAK
62+28.89	21.85' LT	OAK
62+66.97	21.85' LT	OAK
63+05.57	21.67' LT	OAK

ITEM 201.24 - REMOVE STUMP

STATION	OFFSET	TYPE
61+92.22	21.54' LT	OAK
62+2		

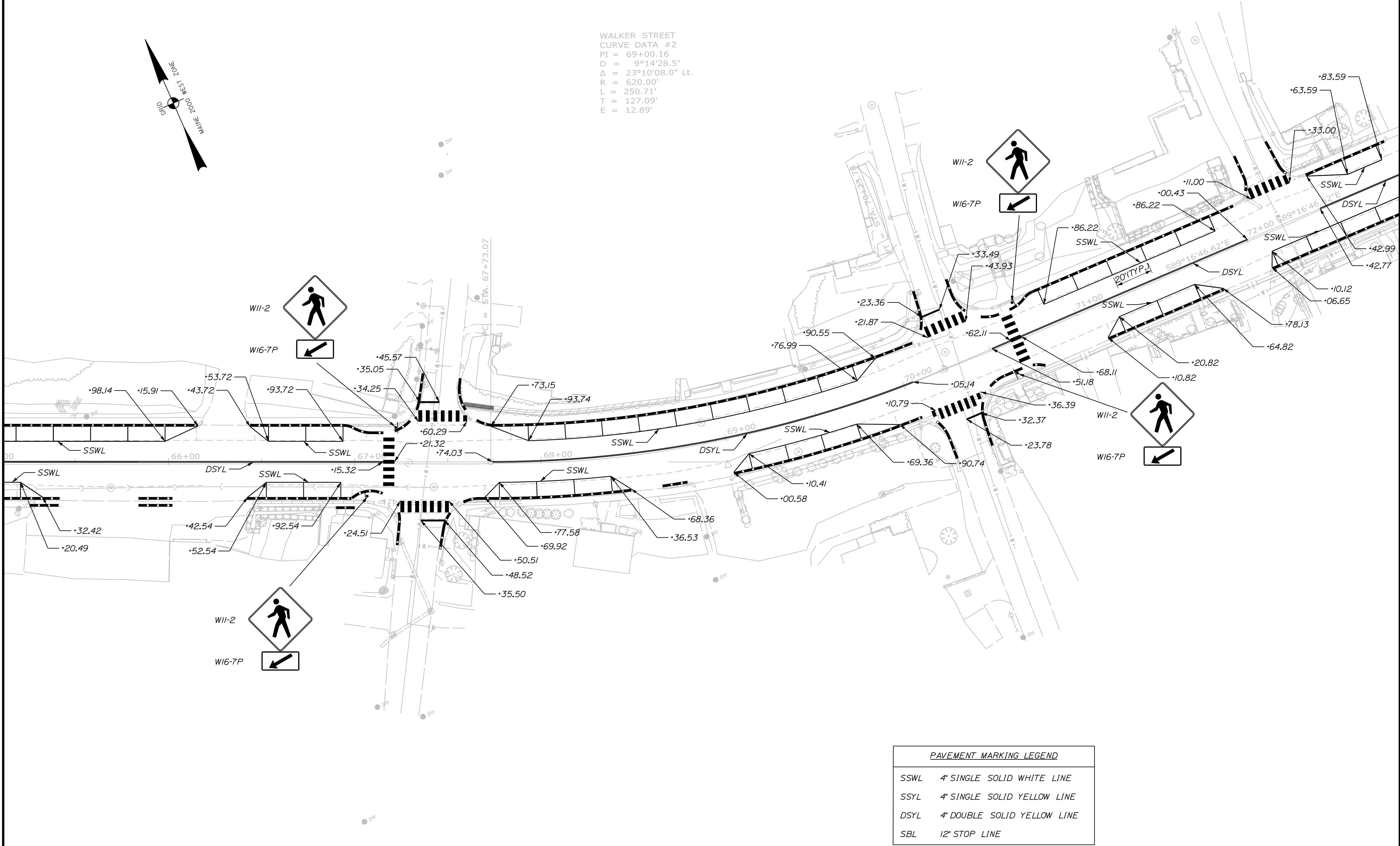
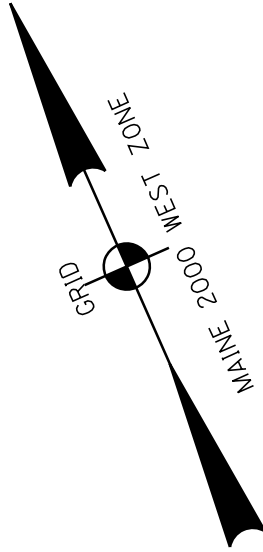
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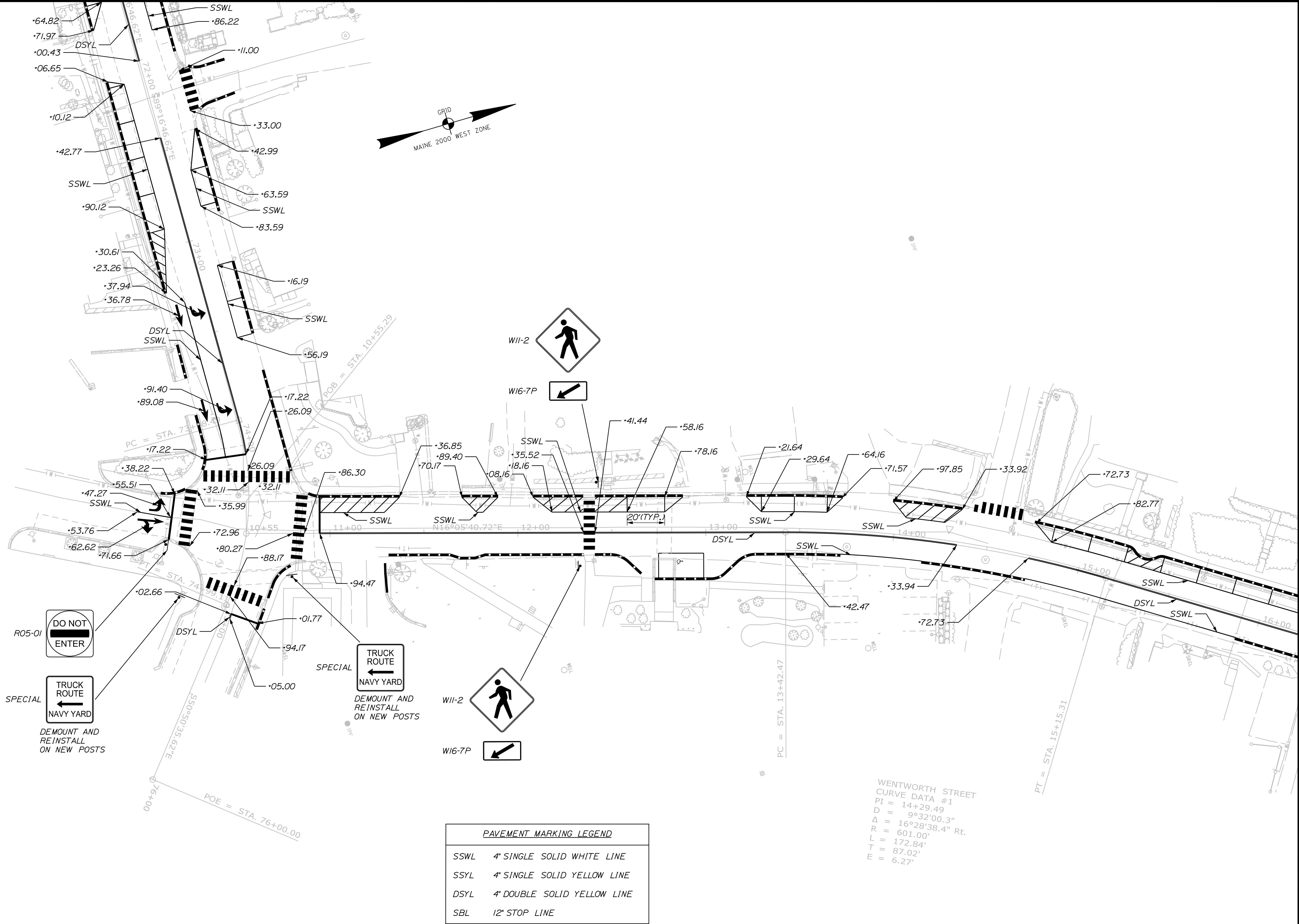
Division: HIGHWAY

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WALKER STREET
CURVE DATA #2
PI = 69+00.16
D = 9°14'28.5"
Δ = 23°10'08.0" Lt.
R = 620.00'
L = 250.71'
T = 127.09'
E = 12.89'



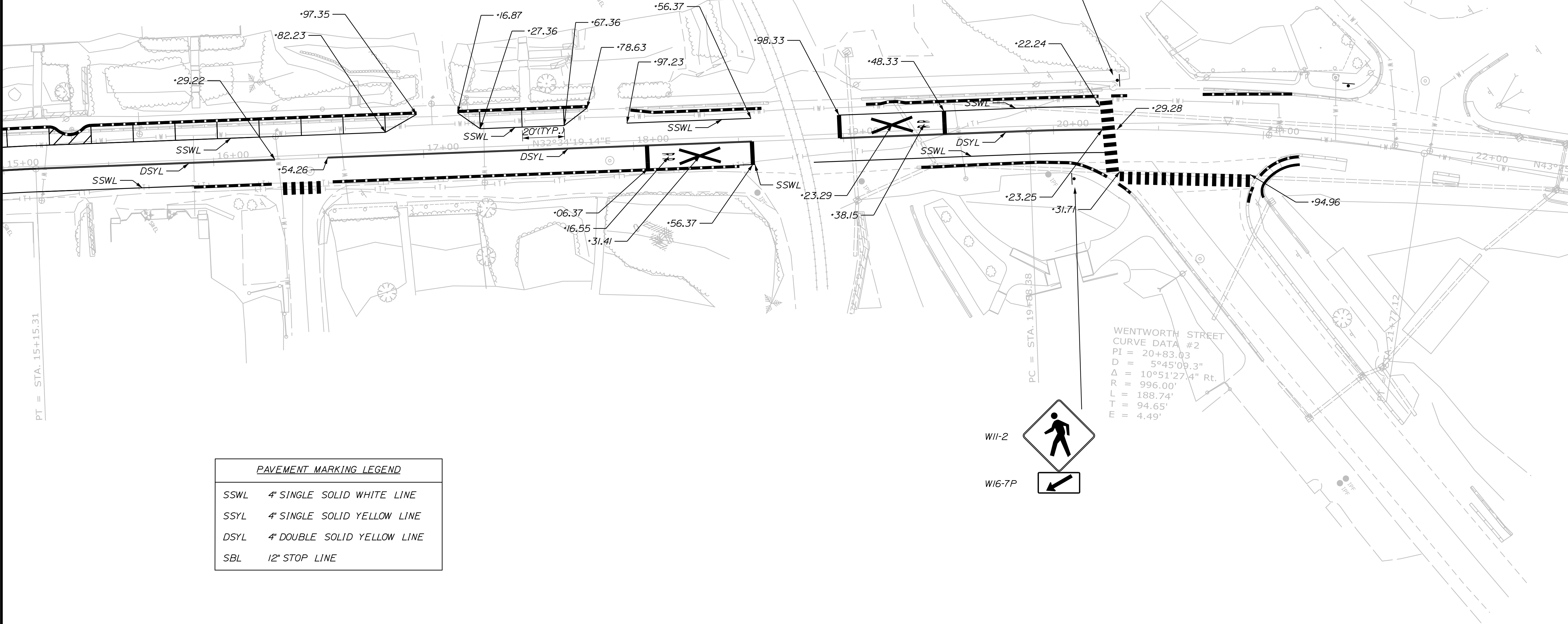
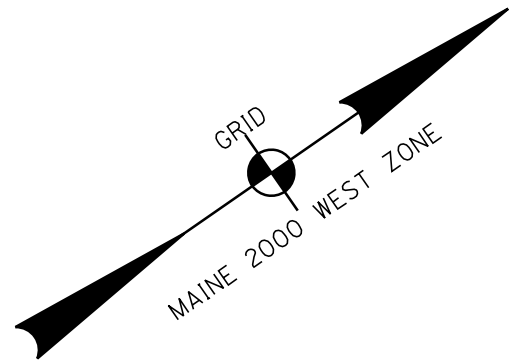
PAVEMENT MARKING LEGEND	
SSWL	4" SINGLE SOLID WHITE LINE
SSYL	4" SINGLE SOLID YELLOW LINE
DSYL	



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Division: HIGHWAY

Userame: Date:11/6/2023



PAVEMENT MARKING LEGEND	
SSWL	4" SINGLE SOLID WHITE LINE
SSYL	4" SINGLE SOLID YELLOW LINE
DSYL	4" DOUBLE SOLID YELLOW LINE
SBL	12" STOP LINE

WENTWORTH STREET
CURVE DATA #2
PI = 20+83.03
D = 5°45'09.3"
Δ = 10°51'27.4" Rt.
R = 996.00'
L = 188.74'
T = 94.65'
E = 4.49'

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Date:11/6/2023

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Division: HIGHWAY

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TYPE I TERMINAL CURB END POINTS	
POINT	LENGTH
1	7.00
4	7.00
5	8.60
8	7.00
11	4.00
14	4.00
15	4.00
19	7.14
256	7.00
258	7.00
269	4.00
270	4.00
273	7.00

TYPE I TERMINAL CURB CIRCULAR - END POINTS	
POINT	LENGTH
12	4.00
18	4.00
266	7.70
267	4.00
272	4.00

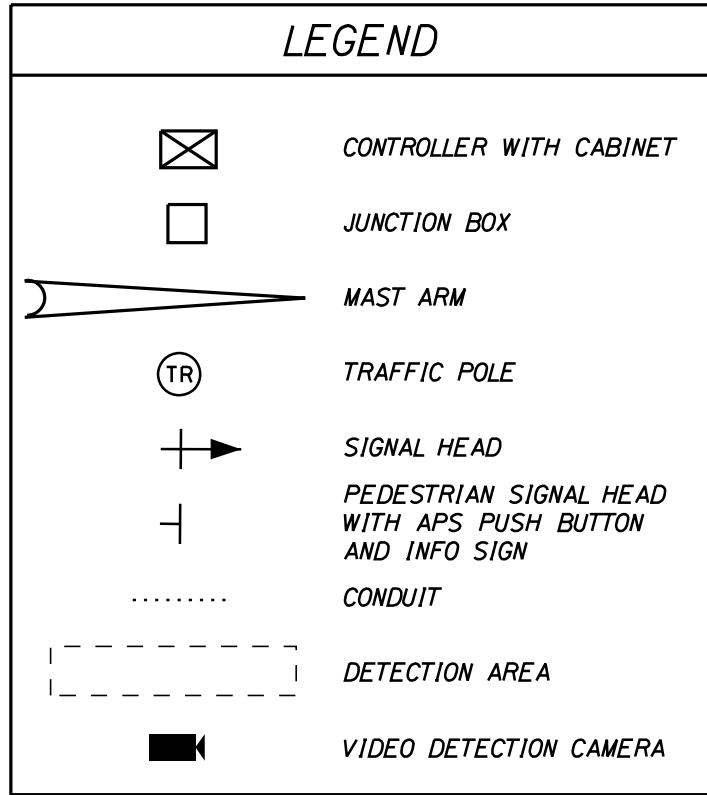
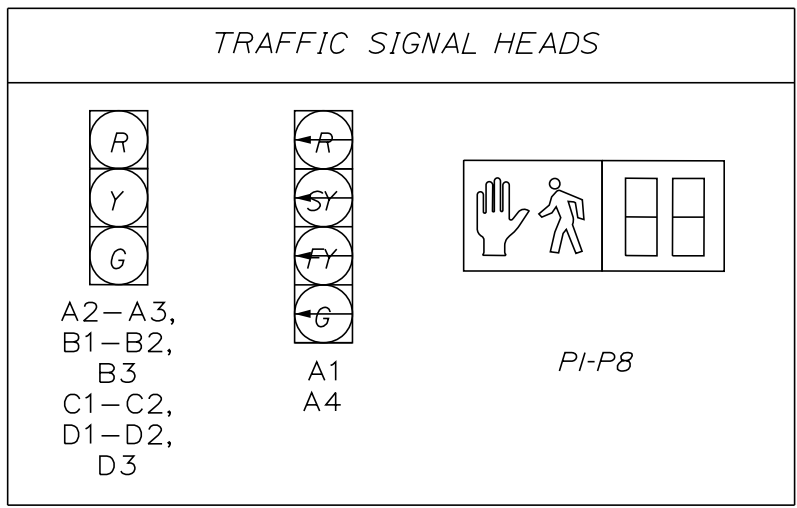
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Date:11/16/2023

Username:

Filename: ...\\MSTA\\x-Geometric\\Layout-04.dgn Division: HIGHWAY

PT TO PT	RADIUS	LENGTH	STATION	OFFSET	X COORD	Y COORD
CONTROL POINTS FOR WENTLO6						
103-104A	620.00	51.56	13+42.47	601.00 RT	886585.7845	92498.6065
104A-105		6.92				
105-106	5.00	3.74	15+22.23	14.00 LT	886071.2403	92835.5295
106-107	10.00	7.48	15+32.42	25.00 LT	886067.4606	92850.0455
107-108	10.00	7.48	15+31.93	24.99 LT	886067.2474	92849.7117
108-109						

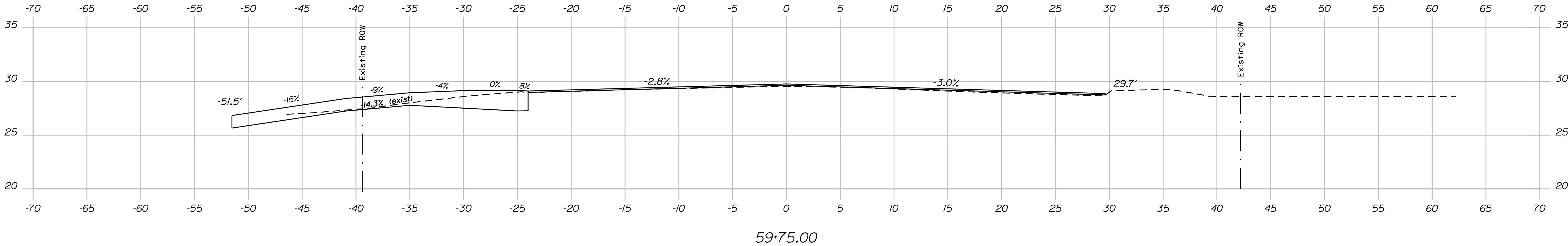
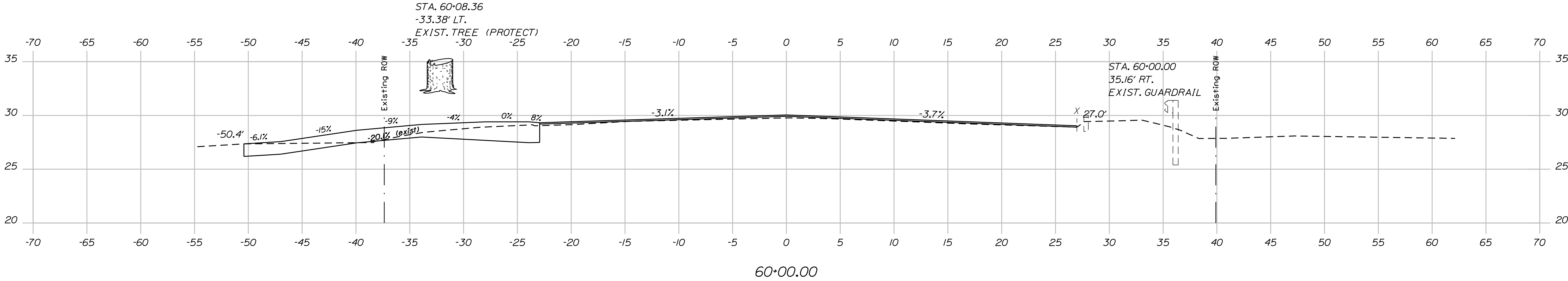


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Division: HIGHWAY

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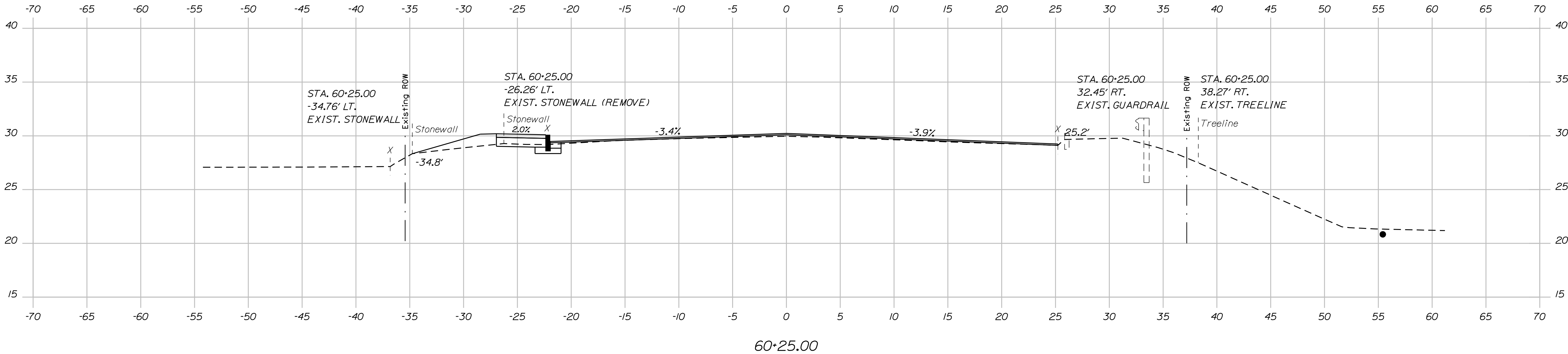
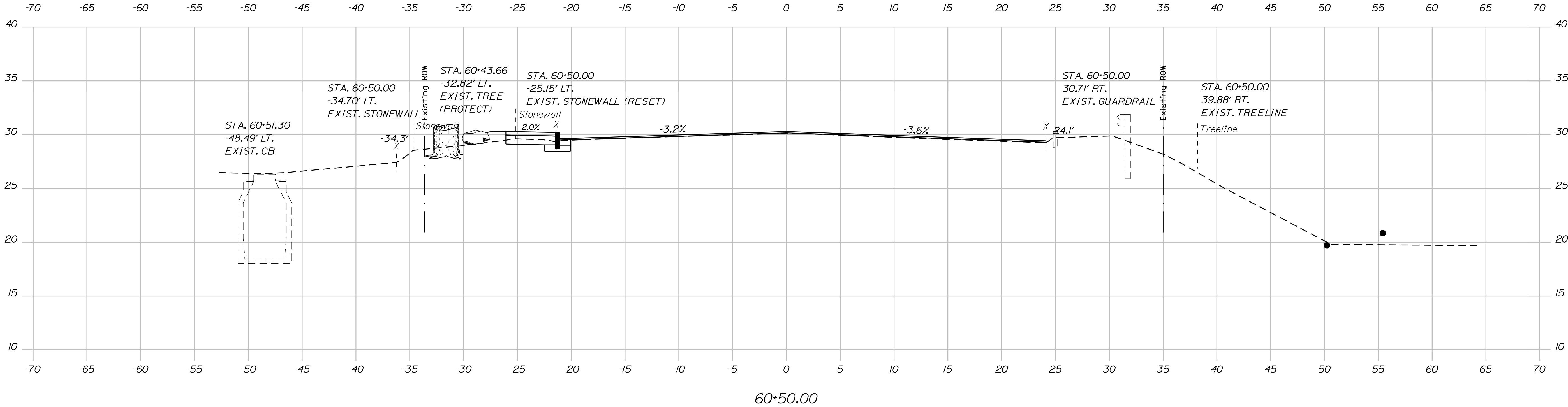


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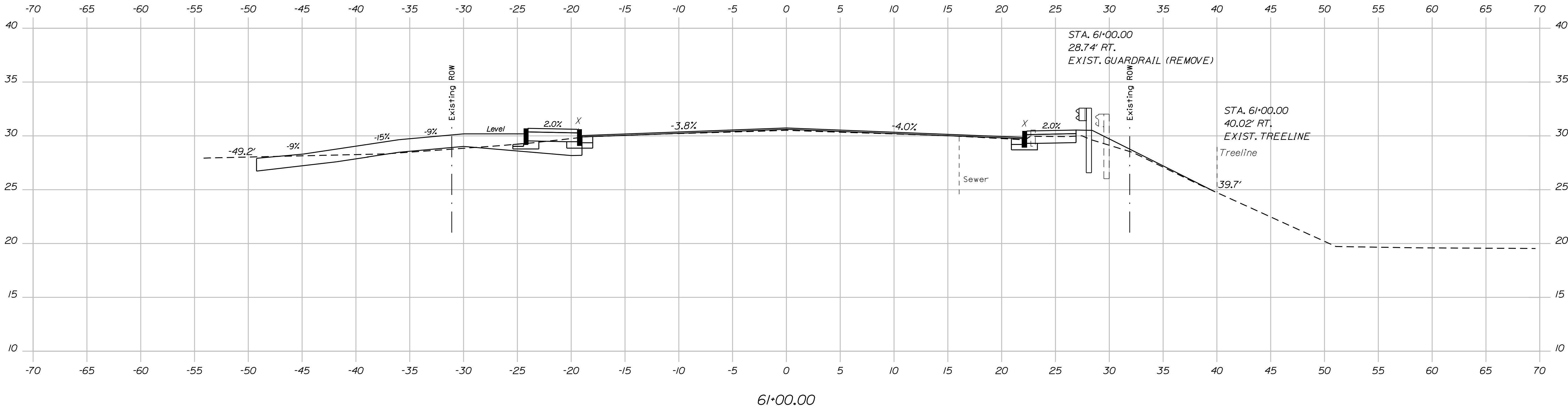


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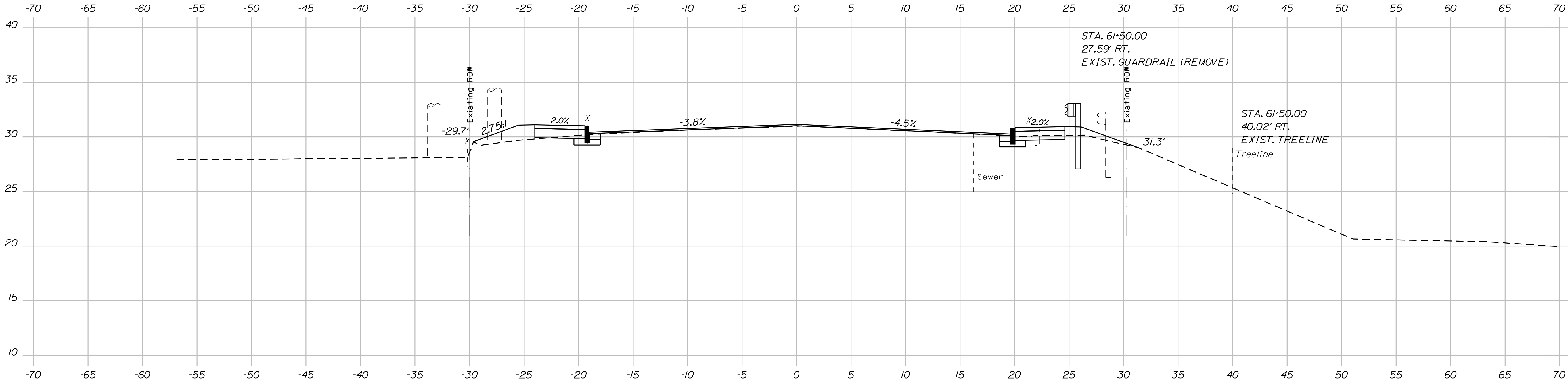


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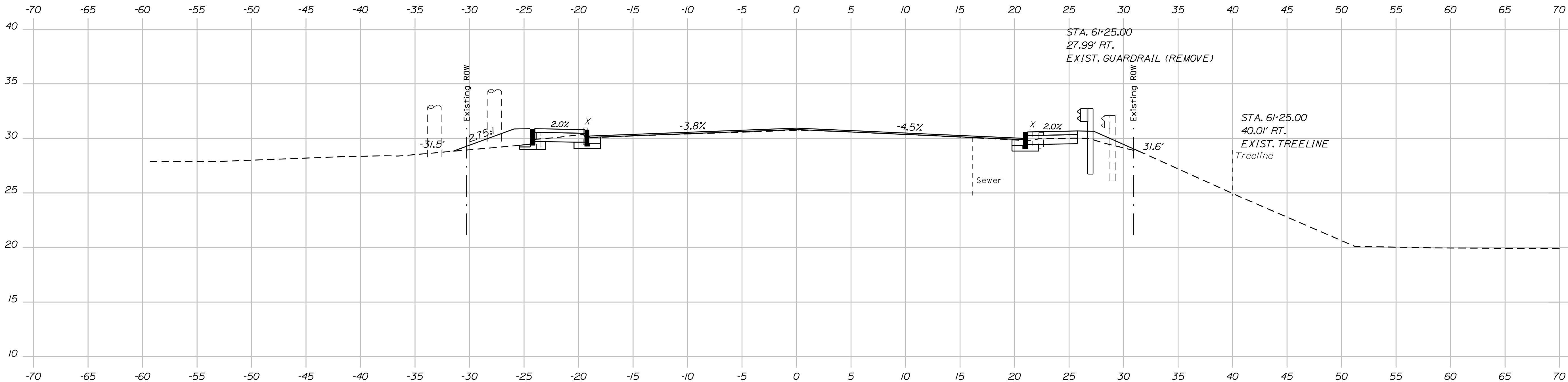
Division: HIGHWAY

Date:11/16/2023

Username:



61+50.00

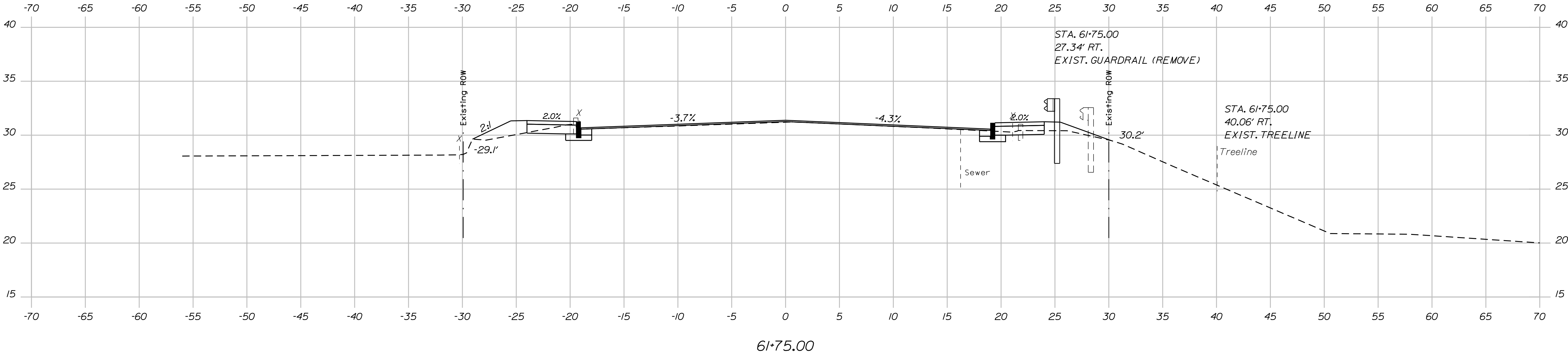
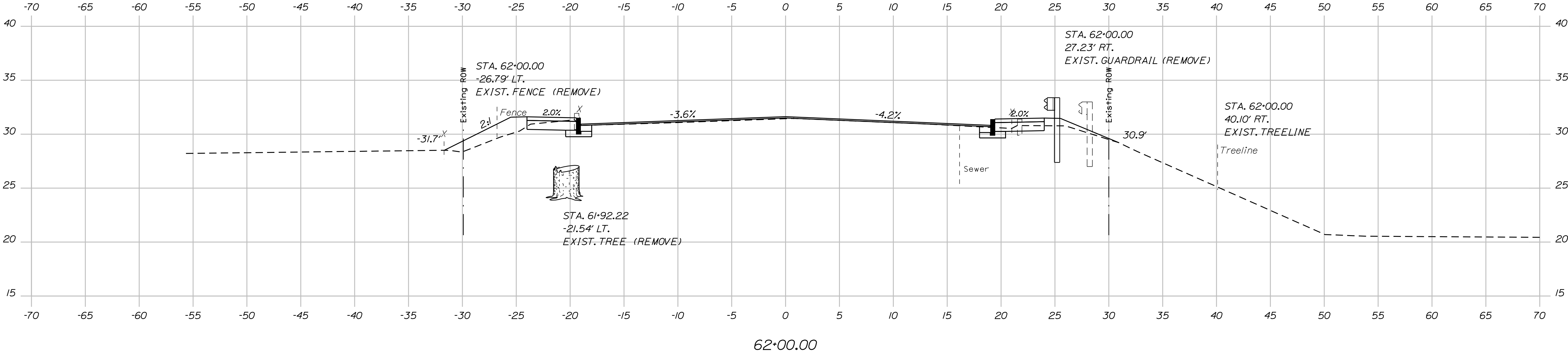


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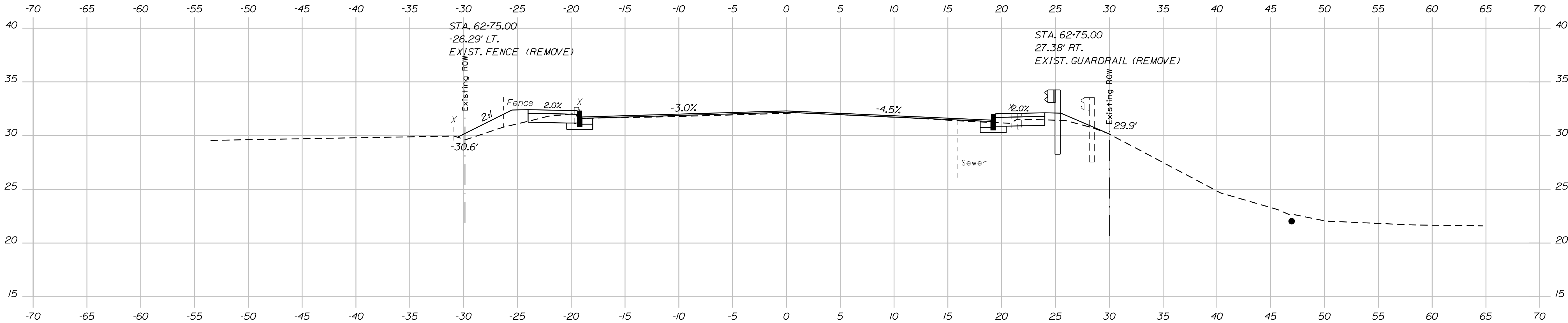


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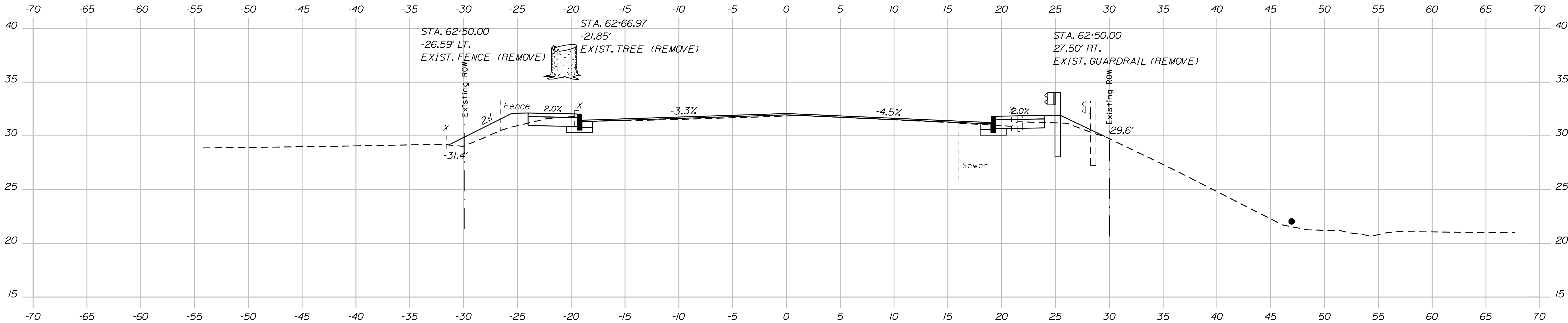
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62+75.00

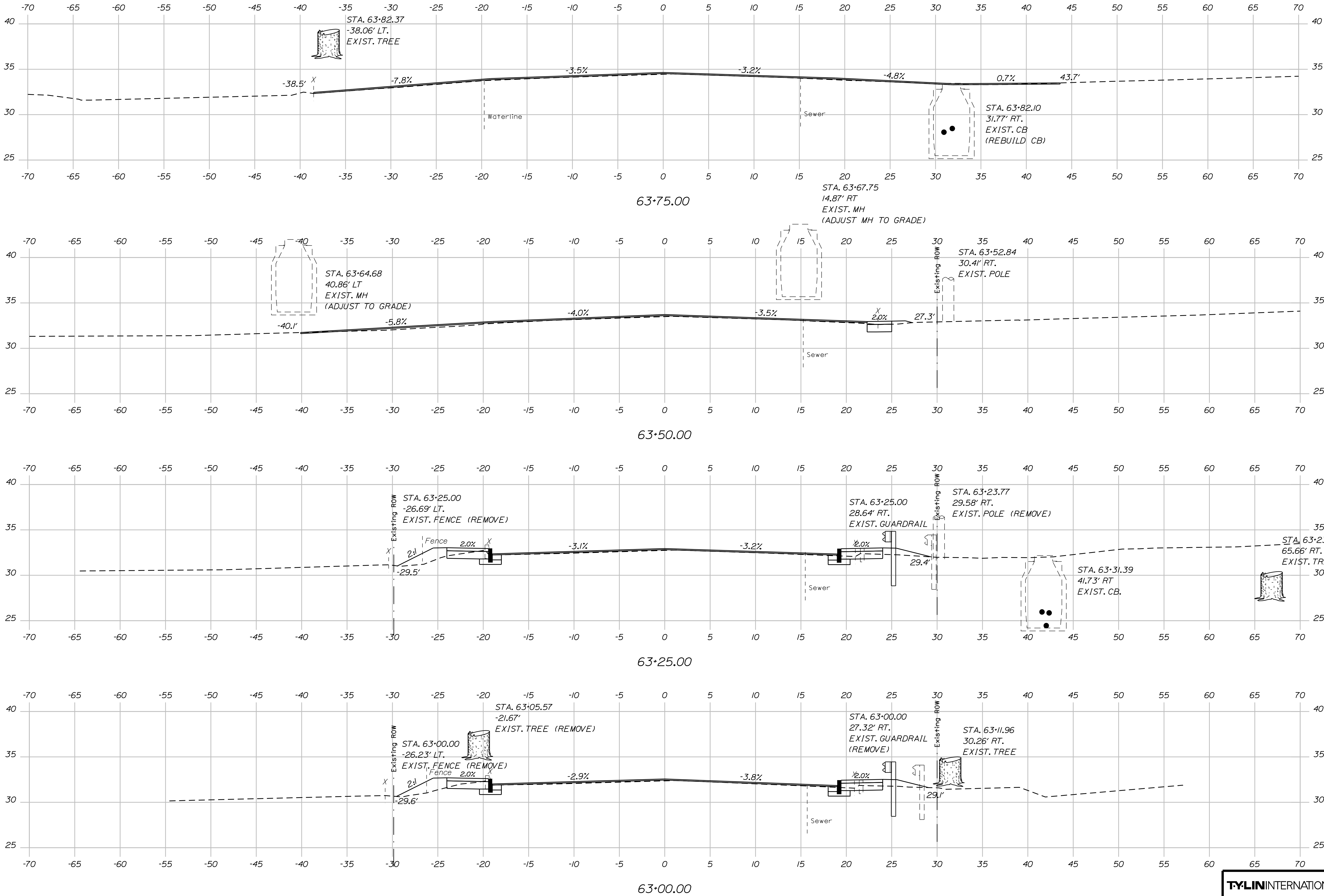


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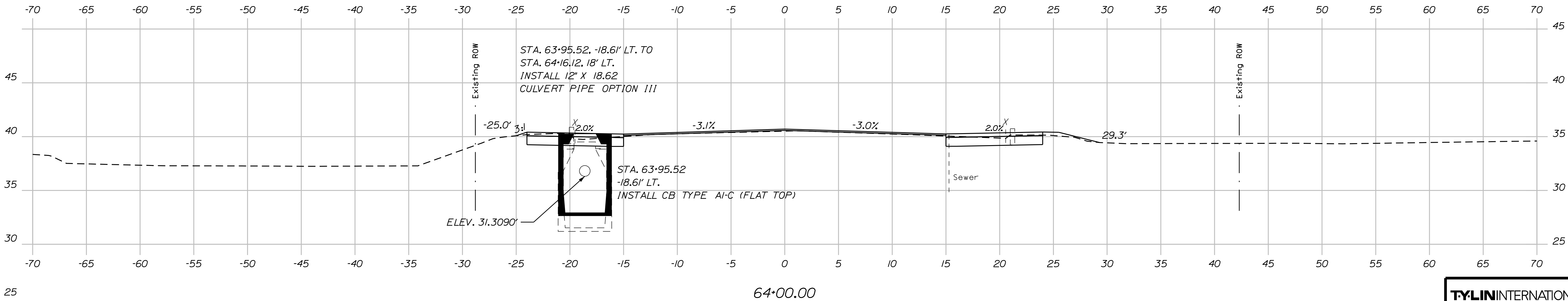
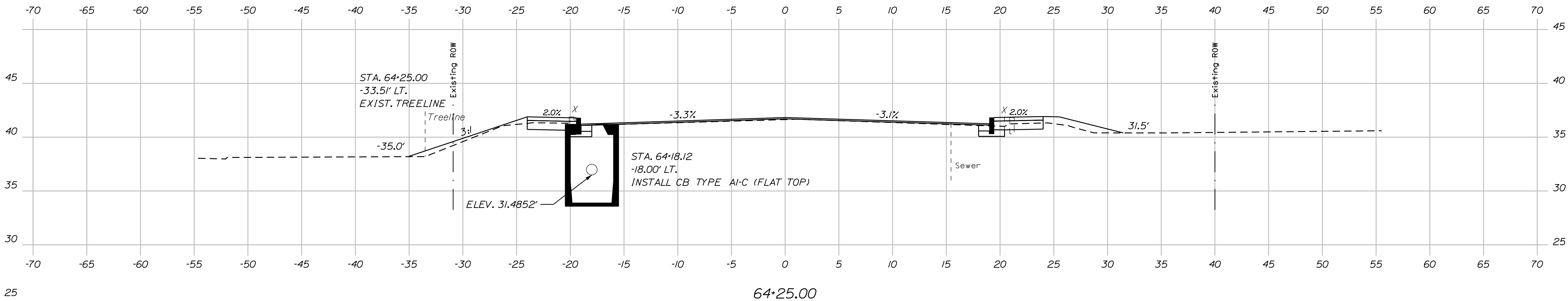
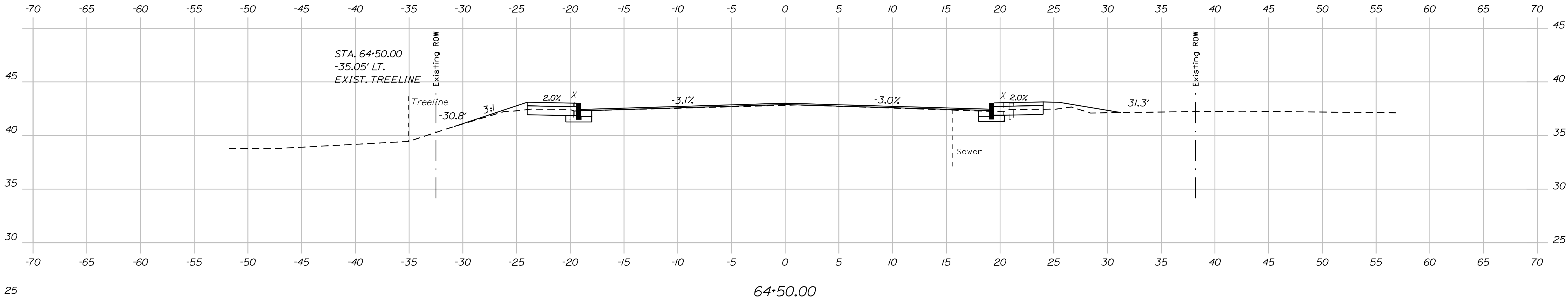


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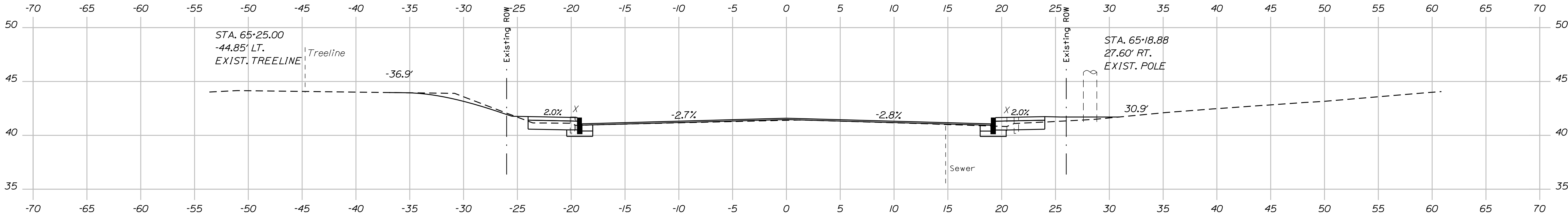
TYLIN INTERNATIONAL

Date:11/6/2023

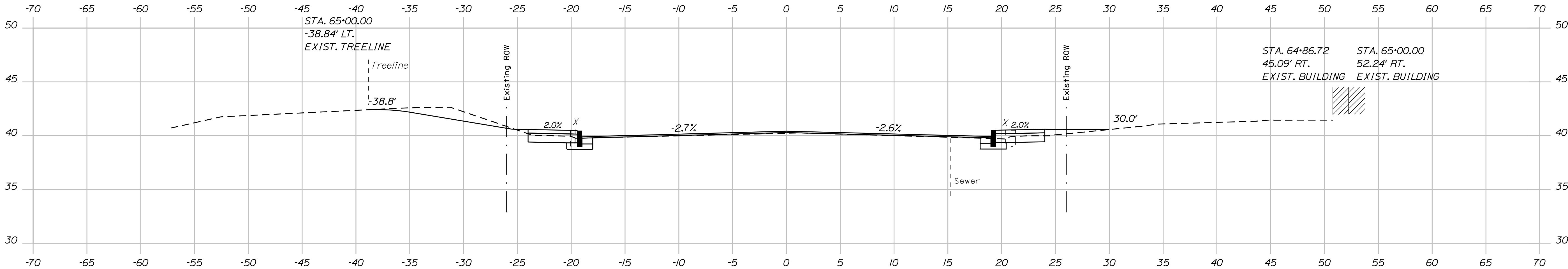
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Division: HIGHWAY

Filename: ...\\XSections_Walker-Overlay.dgn



65+25.00

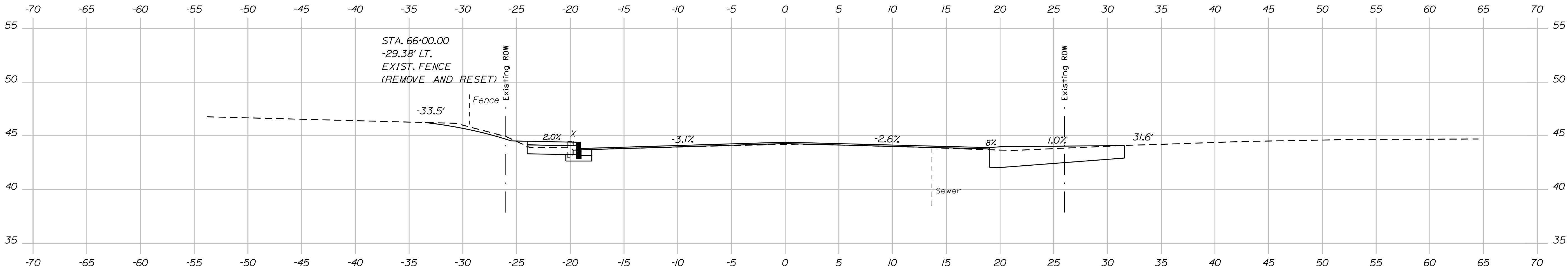


Date:11/6/2023

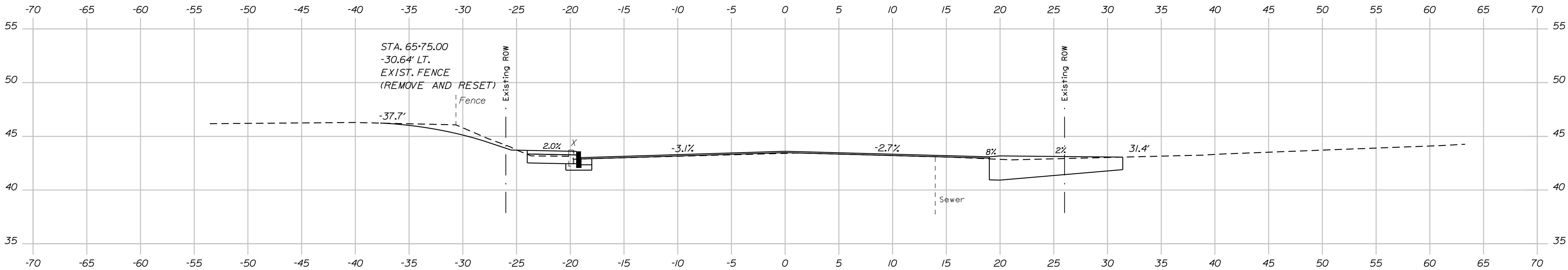
Username:

Division: HIGHWAY

Filename: ...\\XSections_Walker-Overlay.dgn



66+00.00

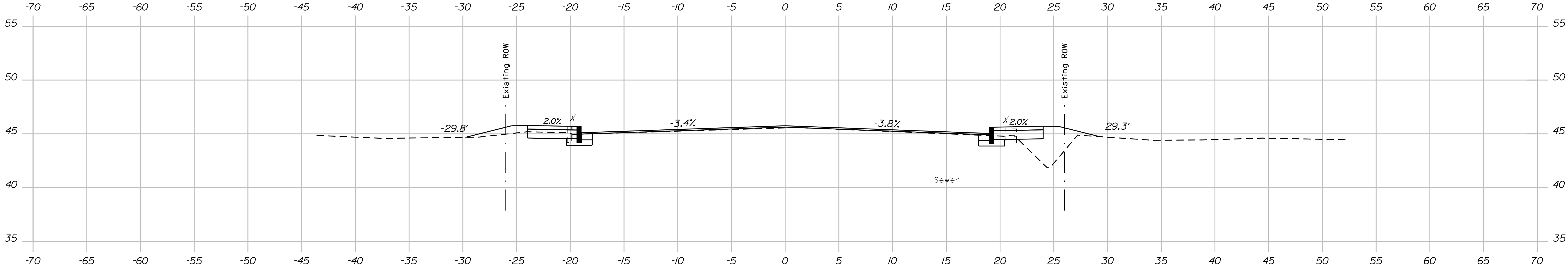


Date:11/6/2023

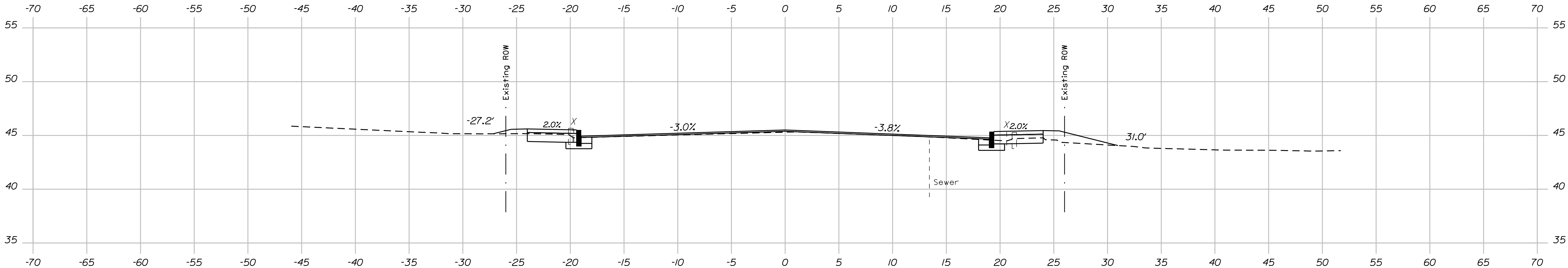
Username:

Division: HIGHWAY

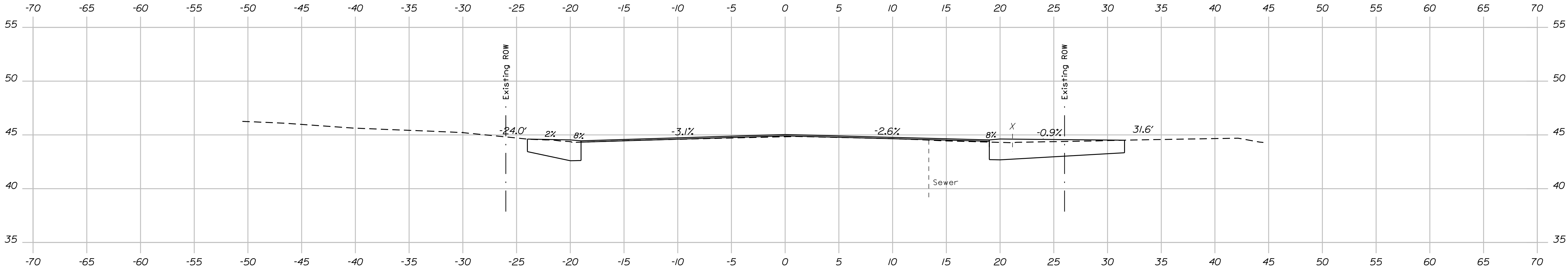
Filename: ...\\XSections_Walker-Overlay.dgn



66+75.00



66+50.00

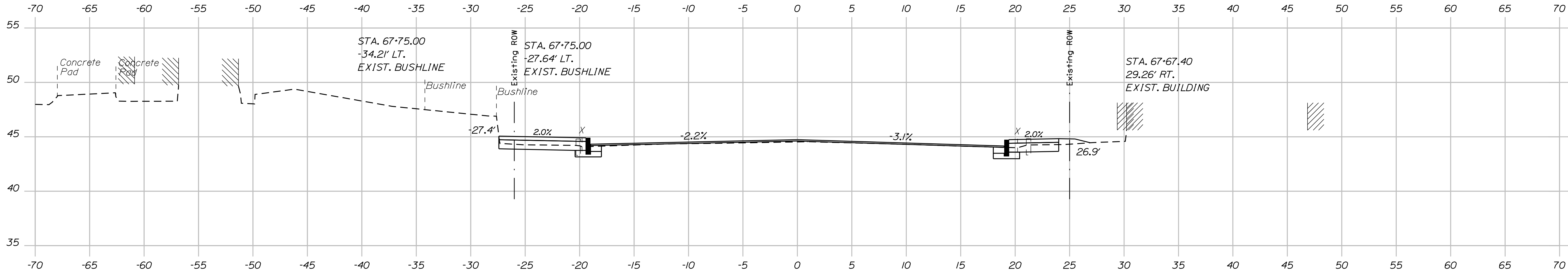


Date:11/6/2023

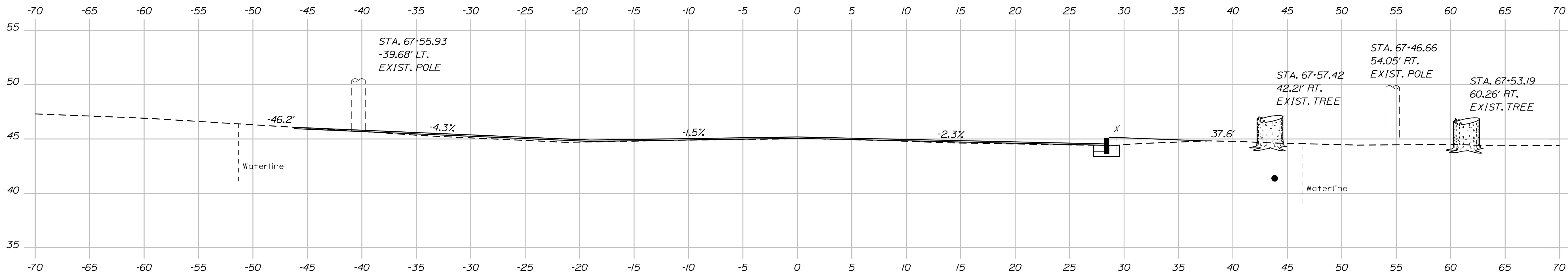
Username:

Division: HIGHWAY

Filename: ...\\XSections_Walker-Overlay.dgn



67+75.00



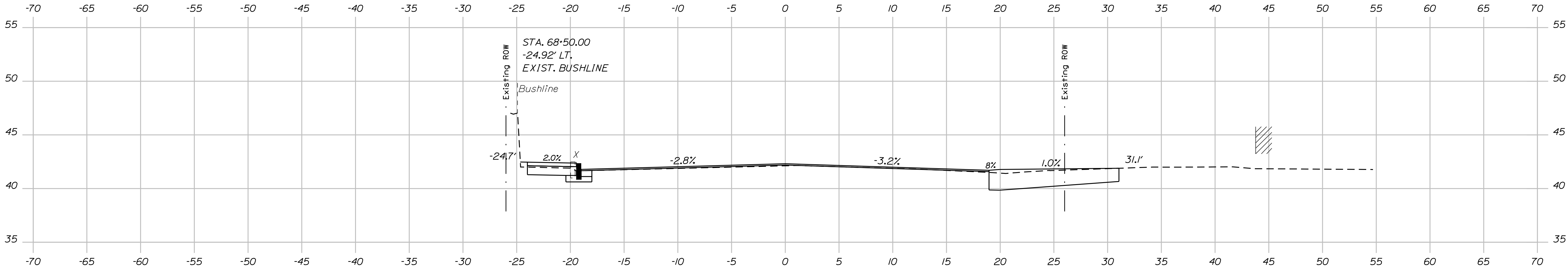
67+5

Date:11/6/2023

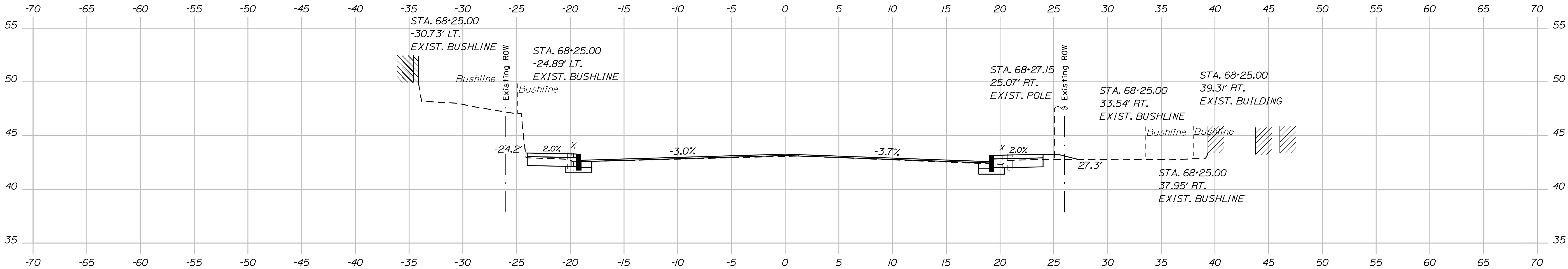
Username:

Division: HIGHWAY

Filename: ... \XSections_Walker-Overlay.dgn



68+50.00

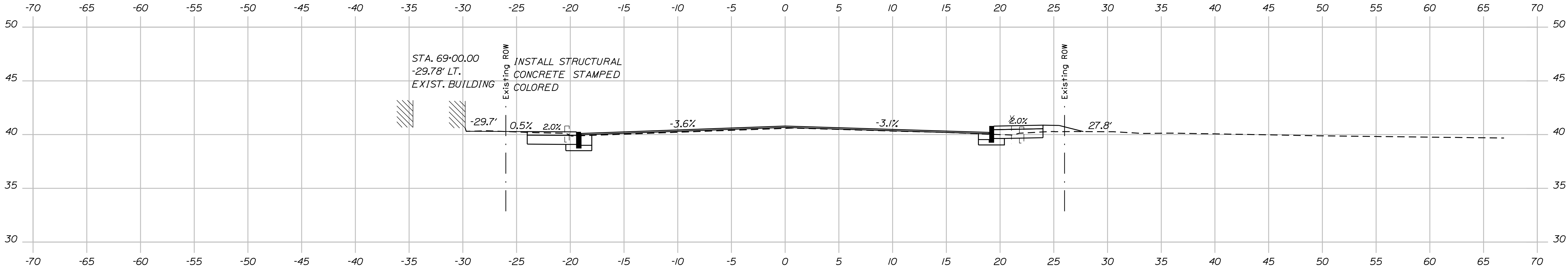


Date:11/6/2023

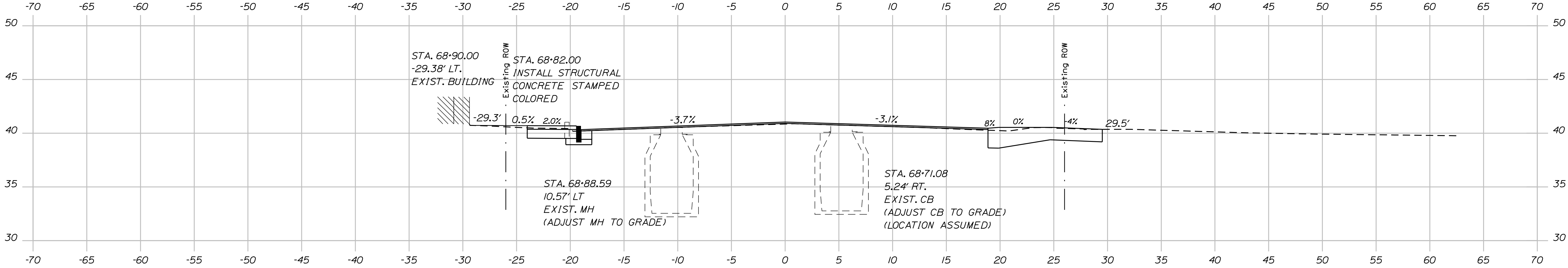
Username:

Division: HIGHWAY

Filename: ...\\XSections_Walker-Overlay.dgn



69+00.00

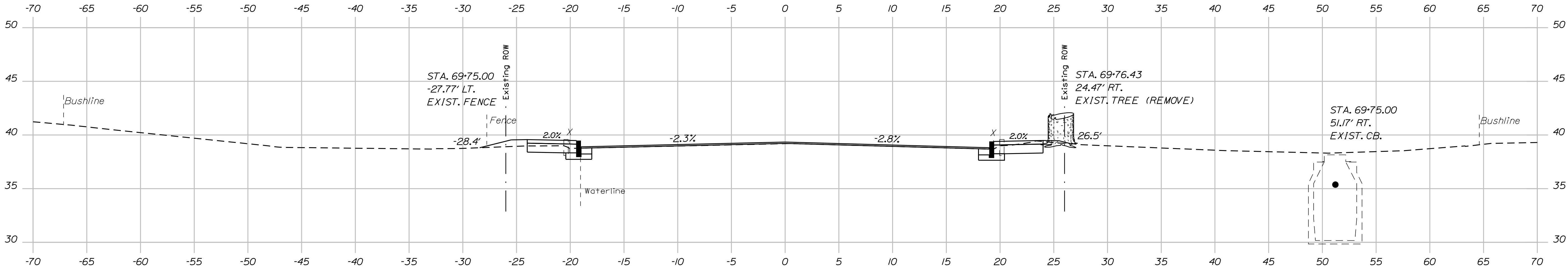


Date:11/6/2023

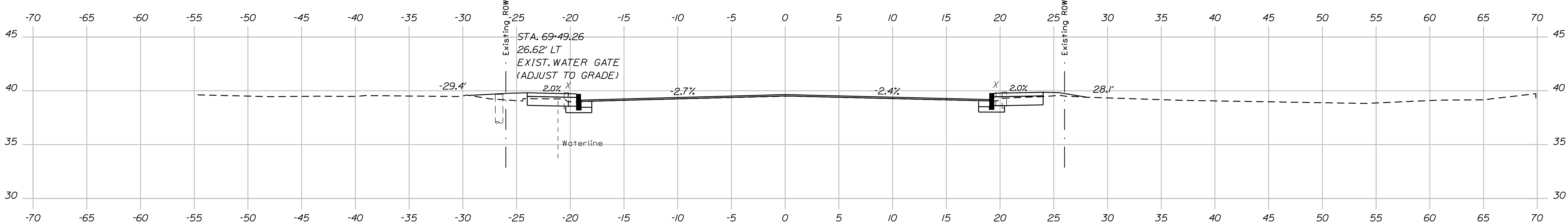
Username:

Division: HIGHWAY

Filename: ... \XSections_Walker-Overlay.dgn



69+75.00

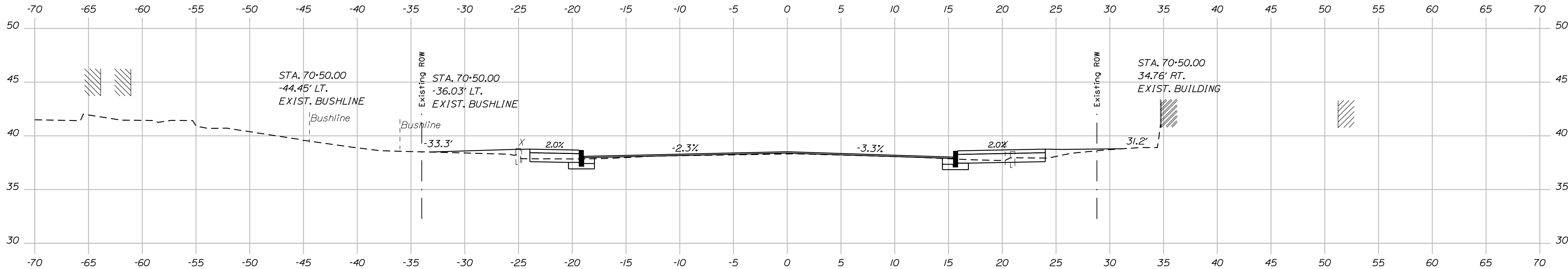


Date:11/6/2023

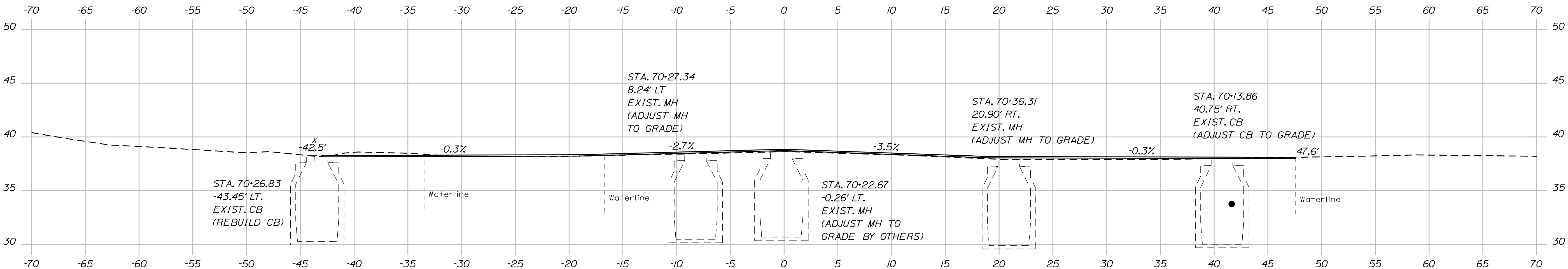
Username:

Division: HIGHWAY

Filename: ...\\XSections_Walker-Overlay.dgn



70+50.00

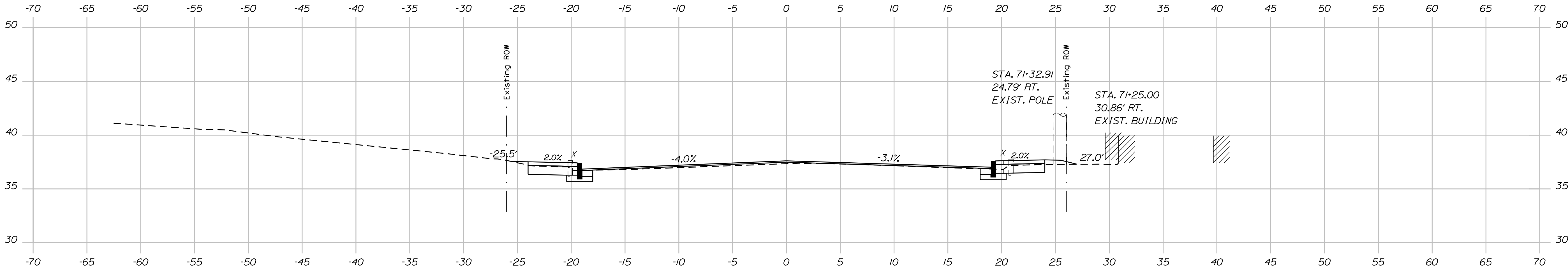


Date:11/6/2023

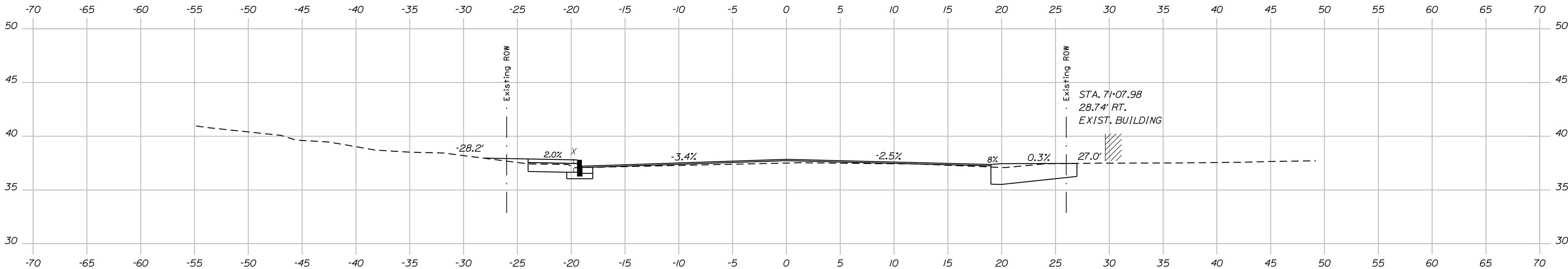
Username:

Division: HIGHWAY

Filename: ...\\XSections_Walker-Overlay.dgn



71+25.00

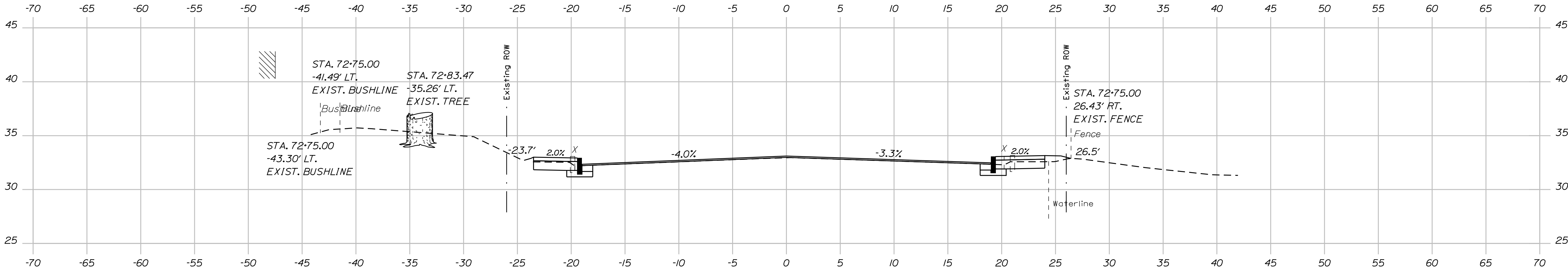


Filename: ...\\XSections_Walker-Overlay.dgn

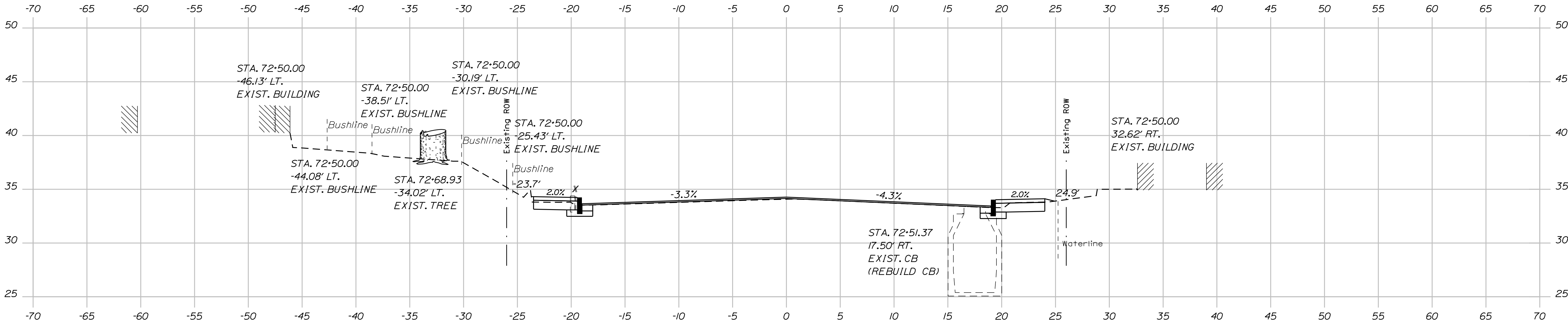
Division: HIGHWAY

Username: D. Bryant

Date:11/6/2023



72+75.00

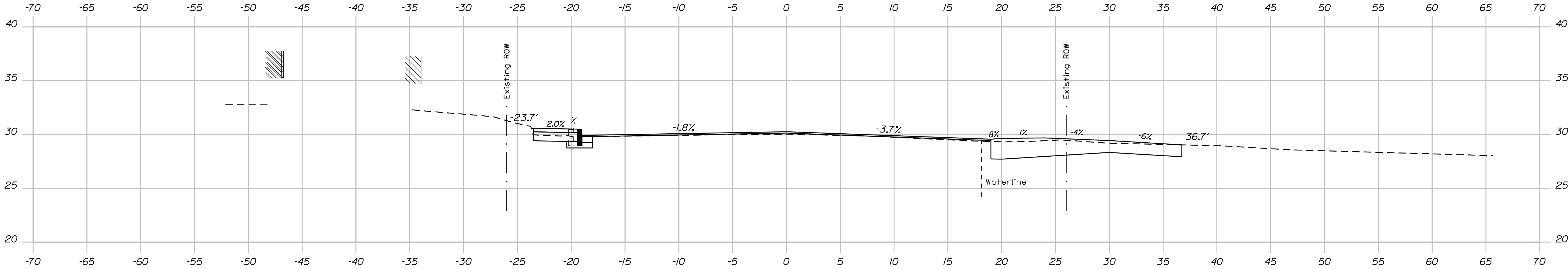


Date:11/6/2023

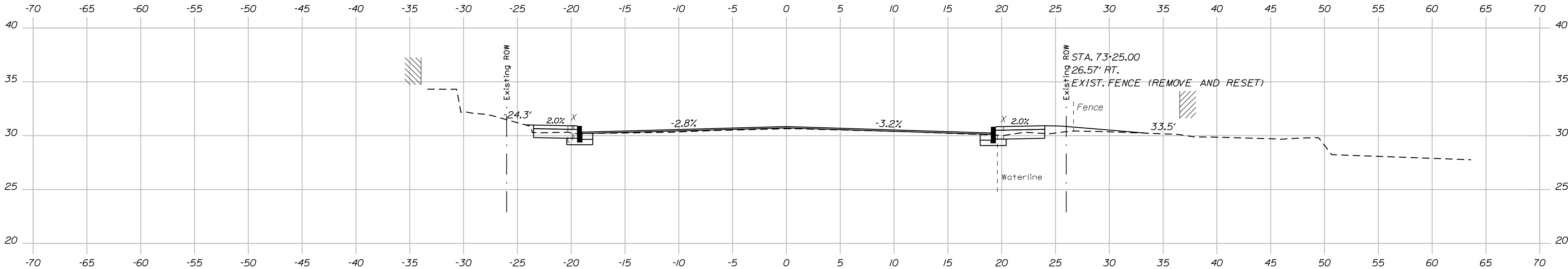
Username:

Division: HIGHWAY

Filename: ...\\XSections_Walker-Overlay.dgn



73+40.00

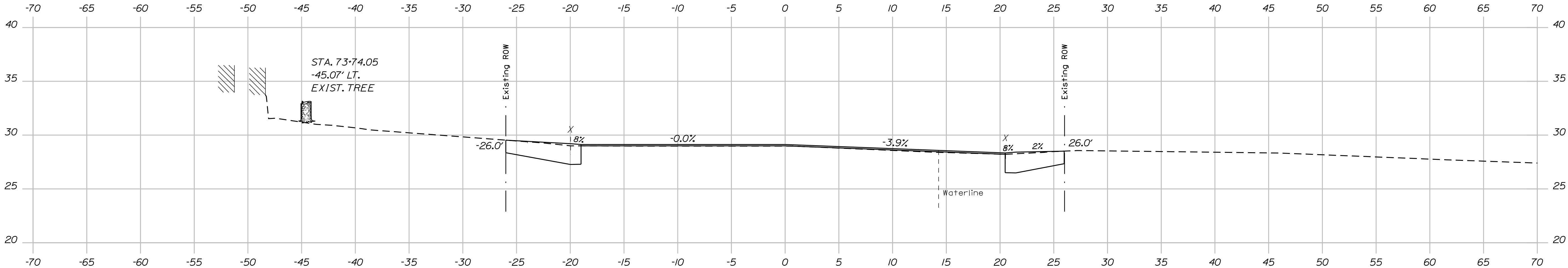


Date:11/6/2023

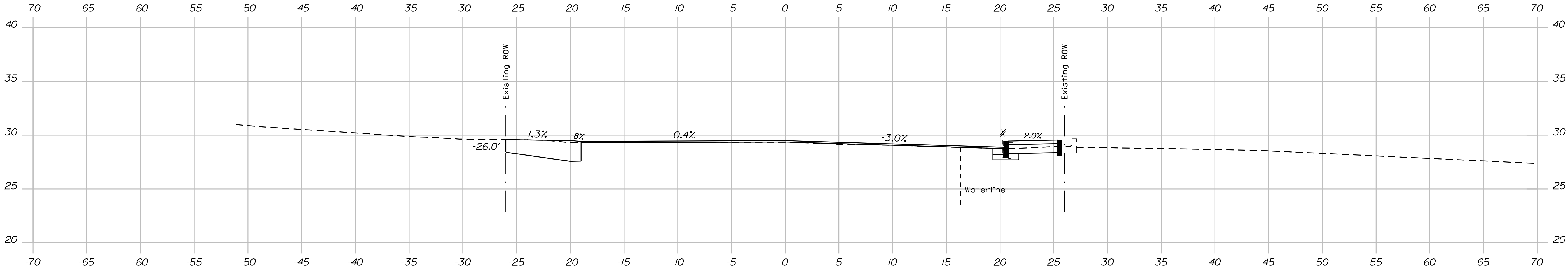
Username:

Division: HIGHWAY

Filename: ...\\XSections_Walker-Overlay.dgn



73+75.00



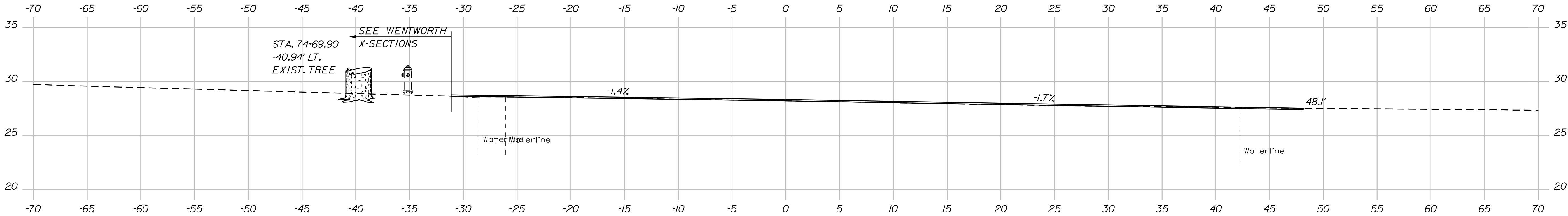
73+60.00

Date:11/6/2023

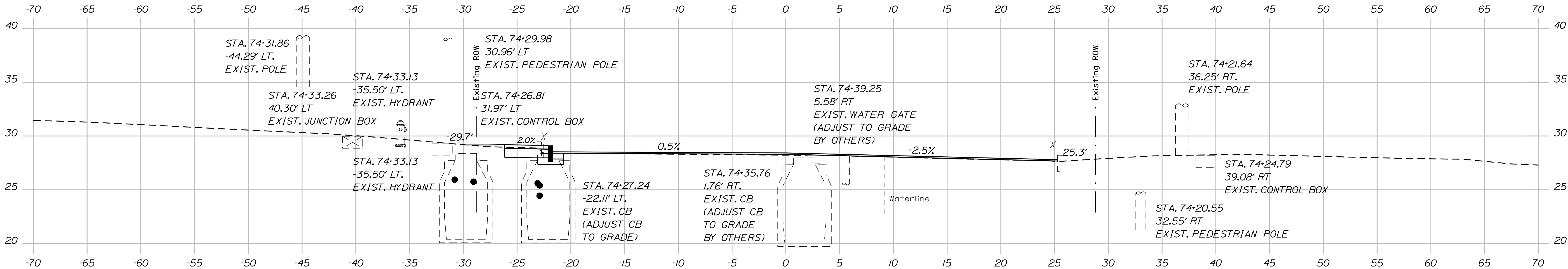
Username:

Division: HIGHWAY

Filename: ... \XSections_Walker-Overlay.dgn



74+50.00

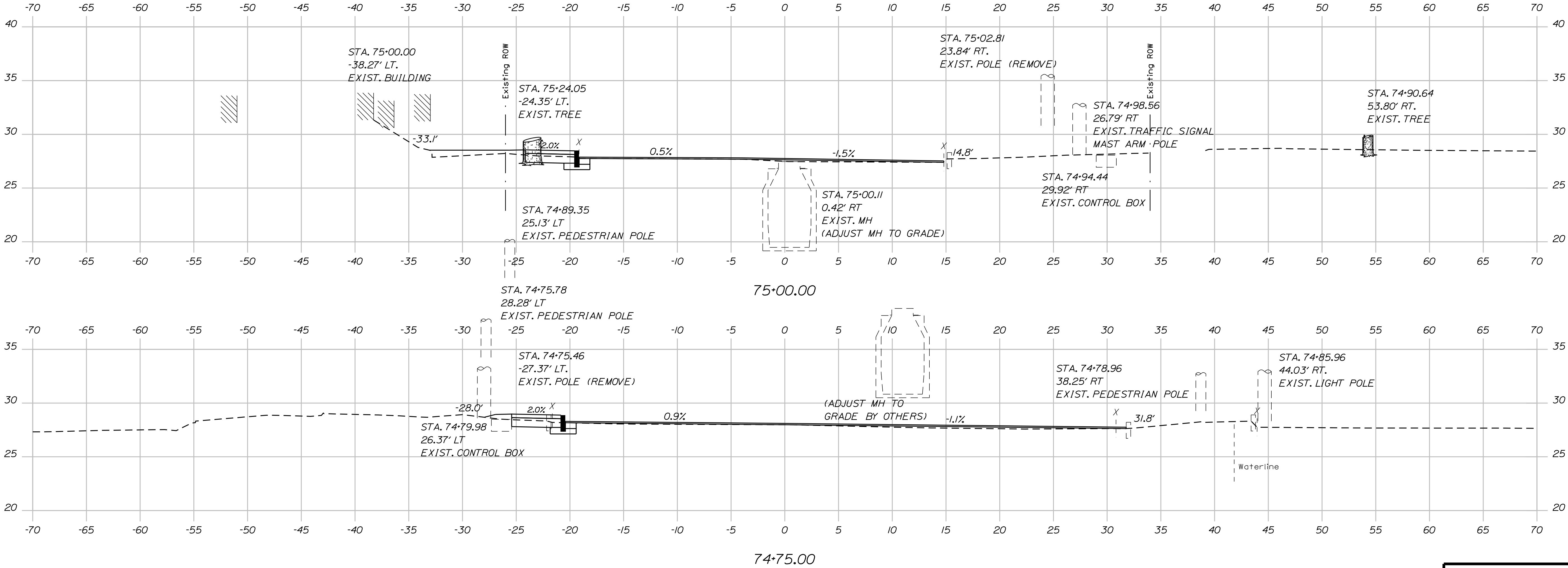


Date:11/6/2023

Username:

Division: HIGHWAY

Filename: ...\\XSections_Walker-Overlay.dgn

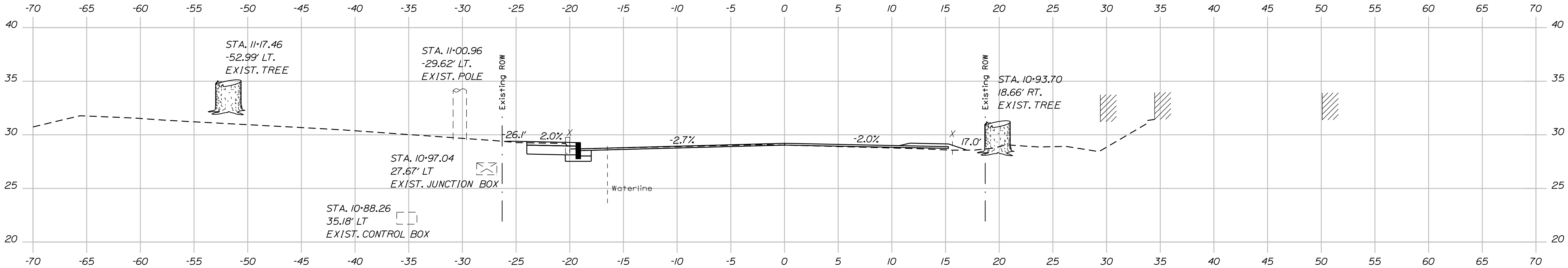


Date:11/6/2023

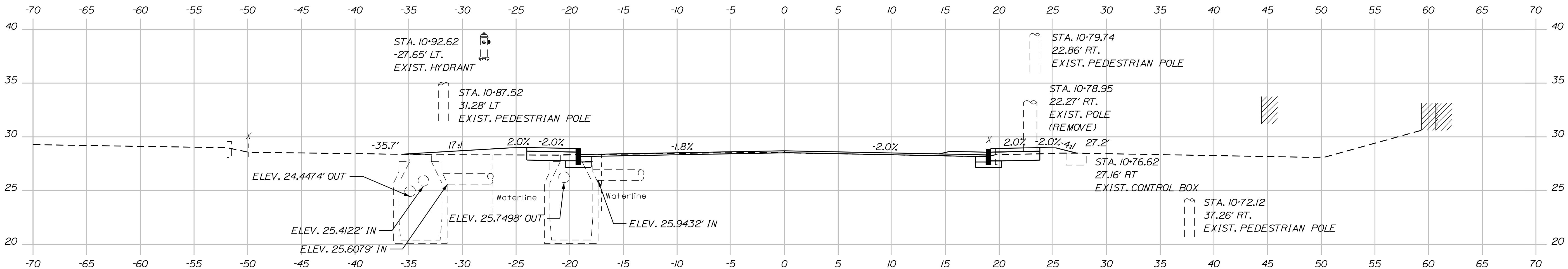
Username:

Division: HIGHWAY

Filename: ...\\XSections_Wentworth-Overlay.dgn



11+00.00



Date:11/6/2023

Username:

Division: HIGHWAY

Filename: ...\\XSections_Wentworth-Overlay.dgn

