STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

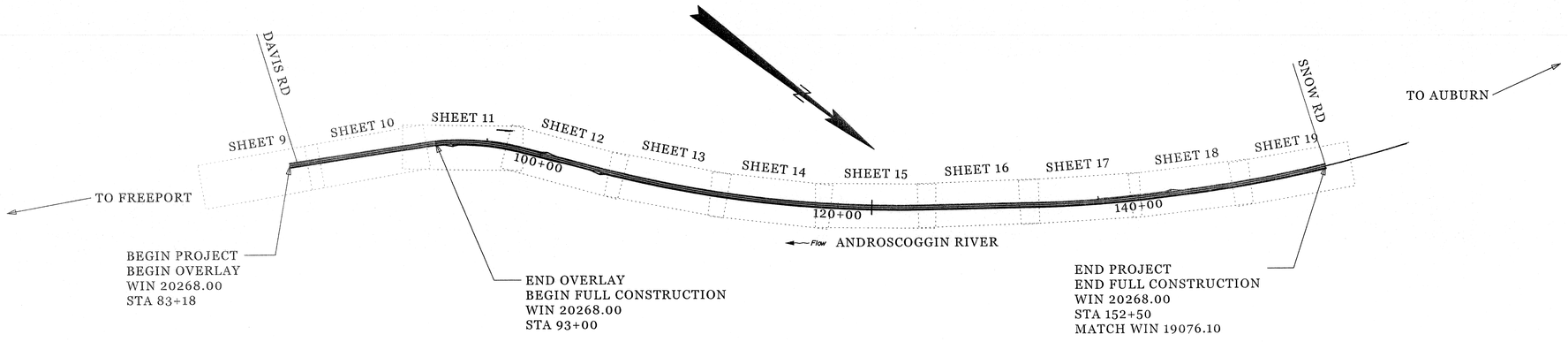
PLAN LEGEND

Town, County, State		Centerline-Existing	
Property Lines		Centerline-Proposed	10+00
R/W Lines-Existing		Travelway-Existing	
R/W Lines-Proposed		Travelway-Proposed	
Culvert-Existing		Railroad	
Culvert Proposed		Catch Basins	Existing ■ Proposed
Curbing	Existing / Proposed	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	Conifer / Deciduous	Existing San. Sewer	
Tree Line		Existing San. Sewer Manhole	
Clearing Limit Line	CLL	Guardrail-Existing	
		Guardrail-Proposed	
		Guardrail-Cable, Other	

DURHAM
ANDROSCOGGIN COUNTY
ROUTE 136
PROJECT NO. STP-2026(800)
PROJECT LENGTH : 1.31 MILES

INDEX OF SHEETS

Description	Sheet No.
Title Sheet	1
Typical Sections	2-3
Estimated Quantities	4
Drainage Sheet	5
General Notes	6
Boring Logs	7-8
Plan / Profile	9-19
Cross - Sections	19-140
Right of Way Map	141-150



TRAFFIC DATA

Current (2012) AADT	4550
Future (2032) AADT	5460
DHV - % of AADT	12%
Design Hour Volume	655
% Heavy Trucks (AADT)	7%
% Heavy Trucks (DHV)	5%
Directional Distribution (DHV)	55%
18 kip Equivalent P 2.0	194
18 kip Equivalent P 2.5	185
Design Speed (mph)	55
Functional Class:	Urban Collector
Corridor Priority	3

LAYOUT SCALE

400 0 400 800

Scale in Feet

PROJECT LOCATION:	Beginning at the intersection with Davis Rd and extending 1.32 mi north to the intersection with Snow Rd
PROGRAM AREA:	Highway Reconstruction
SCOPE OF WORK:	Highway Reconstruction and Slope Stabilization

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

APPROVED — DATE 10/24/13

COMMISSIONER:

CHIEF ENGINEER: Jay Todd Reynolds — DATE 10-23-13

STATE OF MAINE — Robert K. Betz — 13022 — LICENSED PROFESSIONAL ENGINEER

PROJECT INFORMATION

PROGRAM	HIGHWAY
PROJECT MANAGER	D. LOVELY
DESIGNER	R. BETZ
CONSULTANT	
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	6/12/2015

SIGNATURE

P.E. NUMBER

DATE

DURHAM
ROUTE 136

TITLE SHEET

WIN 20268.00 STP-2026(800)

SHEET NUMBER

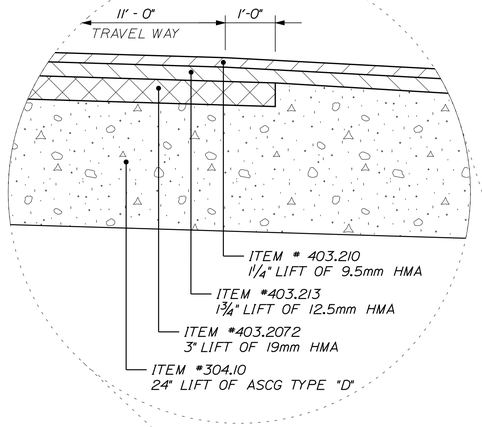
1

OF ~~150~~ 149

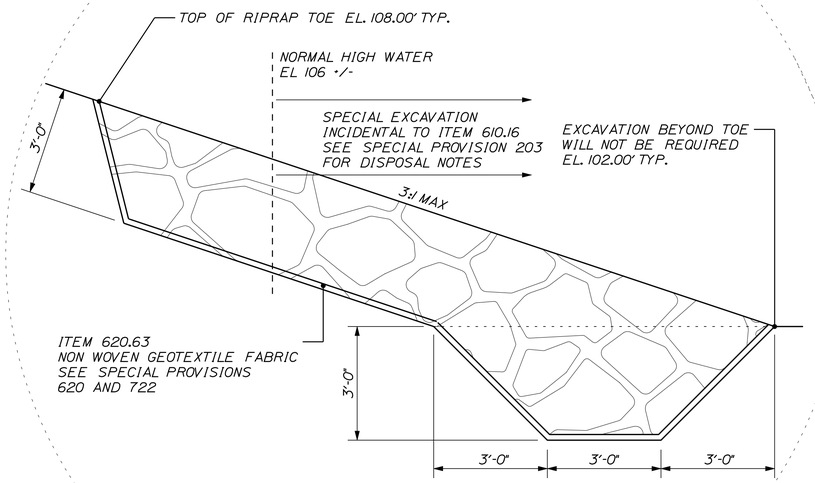
Filename: ...\20\HIGHWAY\MSTA\001_Title.dgn Division: HIGHWAY Username: robert.k.betz Date:10/8/2013

Filename: ...\highway\rnsto\002_typicol.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013

DETAIL "A"
PAVEMENT STRUCTURE



DETAIL "B"
RIPRAP TOE



NOTE:

1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.

2. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE SHOULDER, THE LOW SIDE SHOULDER SHALL HAVE THE SAME SLOPE AS THE TRAVELWAY.

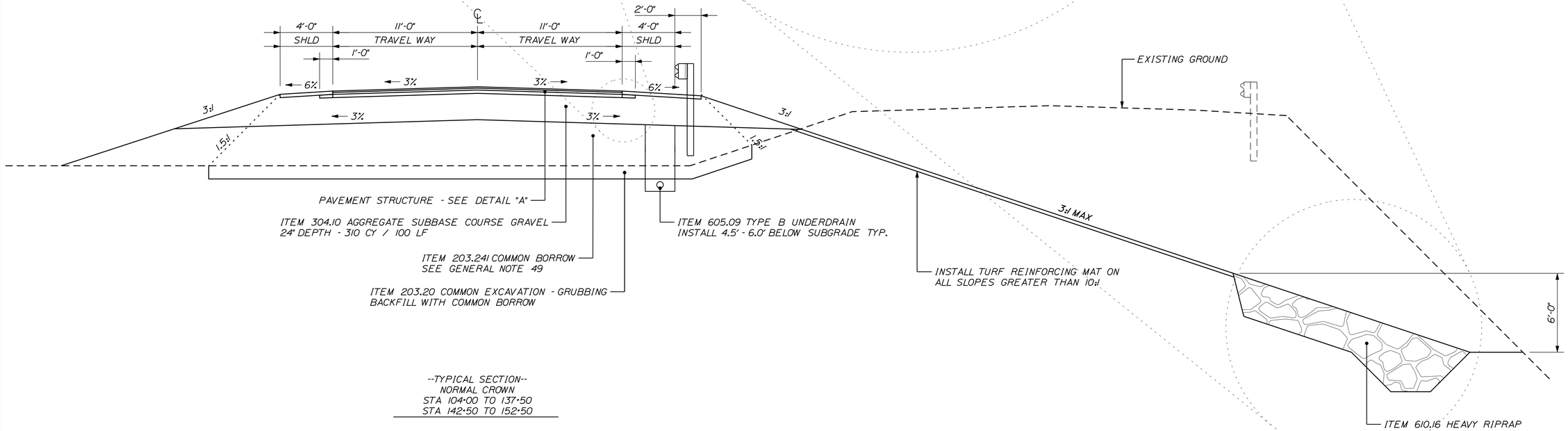
3. CROWNS FOR BOTH NORMAL AND SUPERELEVATION SECTIONS FOR ALL COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.

4. THE GRAVEL QUANTITY CALCULATION IS BASED ON A 2" LOAM OR DIRTY BORROW DEPTH. THE ACTUAL DEPTH MAY VARY. SEE THE GENERAL NOTES.

5. THE ALGEBRAIC DIFFERENCE BETWEEN THE SHOULDER AND TRAVEWAY CROSS SLOPES "ROLLOVER" SHALL NOT EXCEED 8%.

6. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.

7. BACKSLOPES WILL BE ROUNDED TO ACHEIVE STABBILIZATION AT THE DIRECTION OF THE RESIDENT



--TYPICAL SECTION--
NORMAL CROWN
STA 104+00 TO 137+50
STA 142+50 TO 152+50

NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
20268.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	D. LOVELY	11/26/2012
DESIGN-DETAILED	R. BETZ	1/10/2013
CHECKED-REVIEWED	M. BURNHAM	5/23/2013
DESIGN2-DETAILED2	K. BRESKIN	T. WHITE
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

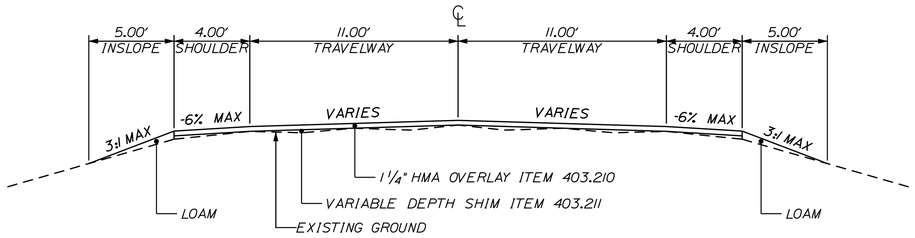
DURHAM
ROUTE 136

TYPICAL SECTIONS

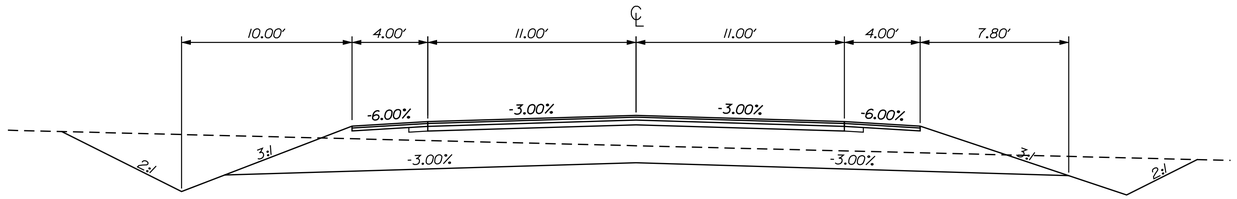
SHEET NUMBER

2

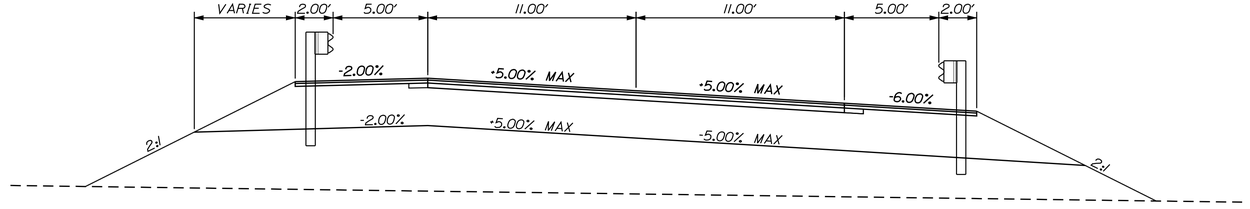
OF 149



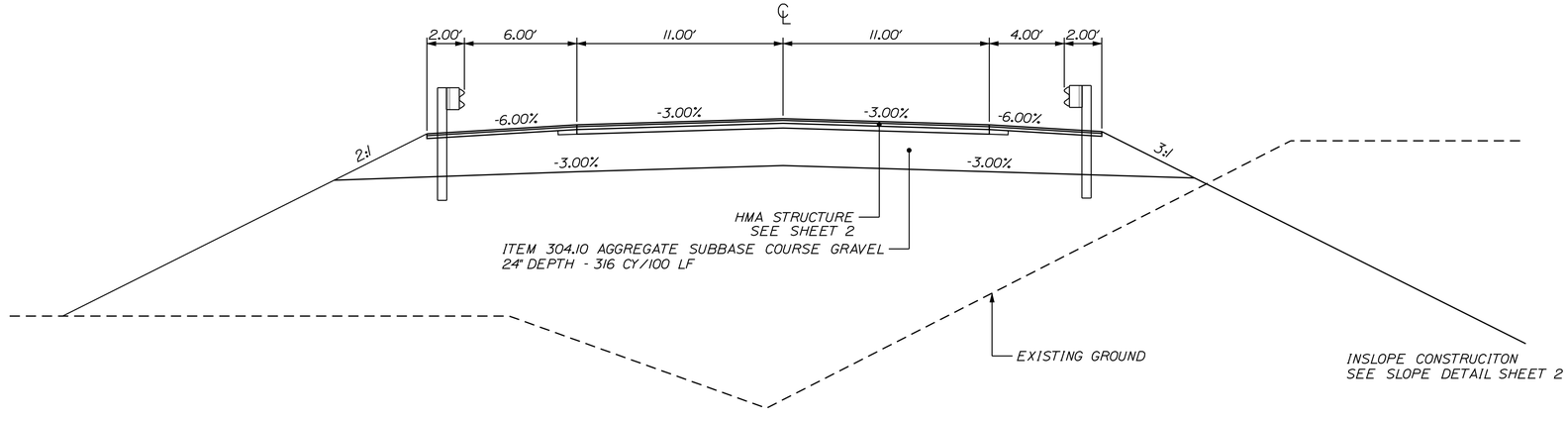
--TYPICAL OVERLAY--
STA 83+18 TO 93+00



--TYPICAL DITCH--
STA 100+00 TO 104+00



--TYPICAL SUPER ELEVATION--
--TYPICAL GUARDRAIL--
STA 100+00 TO 104+00



--TYPICAL OFFSET GUARDRAIL--
STA 137+50 TO 142+50

NOTE:

1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.

2. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE SHOULDER, THE LOW SIDE SHOULDER SHALL HAVE THE SAME SLOPE AS THE TRAVELWAY.

3. CROWNS FOR BOTH NORMAL AND SUPERELEVATION SECTIONS FOR ALL COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.

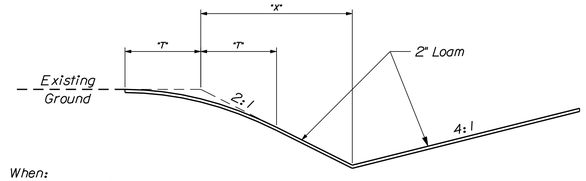
4. THE GRAVEL QUANTITY CALCULATION IS BASED ON A 2" LOAM OR DIRTY BORROW DEPTH. THE ACTUAL DEPTH MAY VARY. SEE THE GENERAL NOTES.

5. THE ALGEBRAIC DIFFERENCE BETWEEN THE SHOULDER AND TRAVEWAY CROSS SLOPES "ROLLOVER" SHALL NOT EXCEED 8%.

6. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.

7. BACKSLOPES WILL BE ROUNDED TO ACHEIVE STABILIZATION AT THE DIRECTION OF THE RESIDENT.

SUPERELEVATION TABLE				
LT SHLD	LT TW	STATION	RT TW	RT SHLD
Match	Existing	93+00	Match	Existing
-2.00%	5.00%	93+50	-5.00%	-6.00%
-2.00%	5.00%	98+00	-5.00%	-6.00%
-2.00%	3.00%	98+50	-3.00%	-6.00%
-6.00%	1.00%	99+00	-1.00%	-6.00%
-6.00%	-1.00%	99+50	-3.00%	-6.00%
-6.00%	-3.00%	100+00	-3.00%	-6.00%
-6.00%	-3.00%	152+00	-3.00%	-6.00%
Match	Existing	152+50	Match	Existing



When:
"X" > 5', then "T" = 5'
"X" ≤ 5', then "T" = "X"
This formula may be modified in the field by the Resident to avoid property damage.

BACKSLOPE ROUNDING DETAIL

NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
20268.00

HIGHWAY PLANS

PROJ. MANAGER	D. LOVELY
DESIGN-DETAILED	R. BETZ
CHECKED-REVIEWED	M. BURNHAM
DESIGN2-DETAILED2	K. BRESKIN
DESIGN3-DETAILED3	T. WHITE

	BY	DATE
REVISIONS 1		11/26/2012
REVISIONS 2		1/10/2013
REVISIONS 3	T. WHITE	5/23/2013
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

DURHAM
ROUTE 136

TYPICAL SECTIONS

SHEET NUMBER
3
OF 149

Filename: ...\highway\msto\003_TypicalL.dgn Username: robert.k.betz Division: HIGHWAY Date:12/6/2013

Filename: ...\highway\msto\004_Estimate.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
201.11	CLEARING	6.1	AC
201.23	REMOVING SINGLE TREE TOP ONLY	10	EA
201.24	REMOVING STUMP	10	EA
202.08	REMOVING BUILDING NO.:	1	LS
202.08	REMOVING BUILDING NO.:	1	LS
202.08	REMOVING BUILDING NO.:	1	LS
202.08	REMOVING BUILDING NO.:	1	LS
202.15	REMOVING MANHOLE OR CATCH BASIN	1	EA
202.203	PAVEMENT BUTT JOINTS	150	SY
203.20	COMMON EXCAVATION	51500	CY
203.21	ROCK EXCAVATION	200	CY
203.2318	DISPOSAL OF SPECIAL WASTE	100	T
203.241	BORROW - STATE SOURCE	21400	CY
203.242	DIRTY BORROW	900	CY
203.25	GRANULAR BORROW	3000	CY
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	17400	CY
403.2072	19 MM ASPHALT RICH BASE MIXTURE	2650	T
403.209	HOT MIX ASPHALT 9.5 MM (SIDEWALKS, DRIVES, INCIDENTALS) INCIDENTALS	225	T
403.210	HOT MIX ASPHALT 9.5 MM	1725	T
403.211	HOT MIX ASPHALT (SHIMMING)	100	T
403.213	HOT MIX ASPHALT 12.5 MM BASE	2100	T
409.15	BITUMINOUS TACK COAT - APPLIED	1025	G
527.303	ENERGY ABSORBING SYSTEM (ET-PLUS)	2	EA
603.16	15 INCH CULVERT PIPE OPTION I	220	LF
603.17	18 INCH CULVERT PIPE OPTION I	80	LF
603.179	18 INCH CULVERT PIPE OPTION III	530	LF
603.199	24 INCH CULVERT PIPE OPTION III	70	LF
603.2391	48" POLYPROPYLENE PIPE	150	LF
605.09	6 INCH UNDERDRAIN TYPE B	4750	LF
605.10	6 INCH UNDERDRAIN OUTLET	60	LF
605.105	8" UNDERDRAIN OUTLET	265	LF
606.232	GUARDRAIL TYPE 3C - OVER 15 FOOT RADIUS	75	LF
606.234	GR TP 3C - SGL RAIL, 7' POSTS	5900	LF
606.353	REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	20	EA
606.356	UNDERDRAIN DELINEATOR POST	10	EA
606.36	GUARDRAIL REMOVED AND RESET	300	LF
606.47	SINGLE WOOD POST	3	EA
606.79	GUARDRAIL 350 FLARED TERMINAL	4	EA
610.08	PLAIN RIPRAP	100	CY
610.16	HEAVY RIPRAP	12500	CY
613.319	EROSION CONTROL BLANKET	1500	SY
613.40	TURF REINFORCEMENT MAT - (TRM)	13200	SY
615.07	LOAM	125	CY
618.1301	SEEDING METHOD NUMBER 1 - PLAN QUANTITY	10	UN
618.1401	SEEDING METHOD NUMBER 2 - PLAN QUANTITY	110	UN
618.1411	SEEDING METHOD NUMBER 3 - PLAN QUANTITY	30	UN
618.143	SPECIAL SEED MIX:	110	UN
619.1201	MULCH - PLAN QUANTITY	260	UN
620.63	NON-WOVEN GEOTEXTILE	31000	SY
621.025	EVERGREEN TREES (3 FOOT - 4 FOOT) GROUP A	20	EA
621.031	EVERGREEN TREES (4 FOOT - 5 FOOT) GROUP A	20	EA
621.11	SMALL DECIDUOUS TREES (3 FOOT - 4 FOOT) GROUP A	40	EA
621.178	MEDIUM DECIDUOUS TREES (6 FOOT - 8 FOOT) GROUP A	40	EA
621.54	DECIDUOUS SHRUBS (18 INCH - 24 INCH) GROUP A	40	EA
621.80	ESTABLISHMENT PERIOD	1	LS
626.033	POLYVINYL CONDUIT	120	LF
627.733	4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	20700	LF
627.76	TEMPORARY PAVEMENT MARKING LINE, WHITE OR YELLOW	1	LS
629.05	HAND LABOR, STRAIGHT TIME	100	HR
631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	100	HR
631.13	BULLDOZER (INCLUDING OPERATOR)	50	HR
631.172	TRUCK - LARGE (INCLUDING OPERATOR)	100	HR
631.18	CHAIN SAW RENTAL (INCLUDING OPERATOR)	25	HR
631.22	FRONT END LOADER (INCLUDING OPERATOR)	50	HR
631.32	CULVERT CLEANER (INCLUDING OPERATOR)	5	HR
639.18	FIELD OFFICE TYPE A	1	EA
643.72	TEMPORARY TRAFFIC SIGNAL	1	LS
652.33	DRUM	200	EA
652.34	CONE	150	EA
652.35	CONSTRUCTION SIGNS	600	SF
652.36	MAINTENANCE OF TRAFFIC CONTROL DEVICES	475	CD
652.38	FLAGGER	14000	HR
656.75	TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	1	LS
659.10	MOBILIZATION	1	LS

COMMON EXCAVATION FOR ESTIMATE

EXCAVATION (FROM CROSS SECTIONS)	57,080	
EARTH FROM DRIVES, OLD ROAD, ETC.	150	
GRUBBING IN FILL	4,473	
LOAM SALVAGE IN FILL	0	
UNDERCUT	0	
MUCK EXCAVATION	1,000	
RIPRAP EXCAVATION (INCL. IN SECTION VOLUMES)	-12,244	
PAVEMENT SALVAGE IN FILL	0	
TOTAL COMMON EXCAVATION		50,459

FILL FOR BORROW CALCULATIONS

COMMON FILL (FROM CROSS SECTIONS)	20,752	
FILL FOR DRIVES	200	
GRUBBING IN FILL	4,473	
LOAM SALVAGE IN FILL	0	
UNDERCUT	0	
MUCK EXCAVATION	1,000	
PAVEMENT SALVAGE IN FILL	0	
TOTAL FILL		26,425

ROCK EXCAVATION FOR ESTIMATE

ROCK EXCAVATION (FROM CROSS SECTIONS)		
ROCK EXCAVATION (BOULDERS)	500	
TOTAL ROCK EXCAVATION		500

UNCLASSIFIED EXCAVATION FOR ESTIMATE

TOTAL COMMON EXCAVATION	50,459	
TOTAL ROCK EXCAVATION	500	
RIPRAP EXCAVATION	12,244	
TOTAL UNCLASSIFIED EXCAVATION		63,203

AVAILABLE COMMON EXCAVATION FOR BORROW CALCULATIONS

(1) TOTAL UNCLASSIFIED EXCAVATION		63,203
DEDUCTIONS:		
GRUBBING IN CUT		
GRUBBING IN FILL	4,473	
LOAM SALVAGE IN CUT		
LOAM SALVAGE IN FILL	0	
UNDERCUT	0	
MUCK EXCAVATION	1,000	
PAVEMENT SALVAGE (CUT & FILL)	2,700	
(2) TOTAL DEDUCTIONS		8,173
TOTAL AVAILABLE COMMON EXCAVATION (1) MINUS (2)		55,030
TOTAL AVAILABLE STRUCT. EXCAVATIONS (USUALLY UNDERDRAIN ONLY)		
TOTAL AVAILABLE NON-ROCK EXCAVATION		55,030

COMPUTATION OF WASTE STORAGE & WASTE MATERIAL

TOTAL AVAIL. WASTE STORAGE AREA (FROM CROSS SECTIONS)		
GRUBBING IN CUT		
GRUBBING IN FILL	4,473	
UNDERCUT		
MUCK EXCAVATION	1,000	
TOTAL WASTE MATERIAL TO BE UTILIZED (LOWER OF TOTAL AVAILABLE WASTE STORAGE AREA OR TOTAL WASTE MATERIAL)		5,473
TOTAL WASTE MATERIAL TO BE WASTED (TOTAL WASTE MATERIAL MINUS TOTAL WASTE MATERIAL TO BE UTILIZED)		5,473

COMPUTATION OF GRANULAR BORROW FOR ESTIMATE

GRANULAR BORROW TO REPLACE MUCK			
GRANULAR BORROW IN LOW WET AREAS	1,000		
GRANULAR BORROW TO UPGRADE EXCAVATION			
GRANULAR BORROW TO MAINTAIN TRAFFIC	500		
GRANULAR BORROW FOR UNDERCUTTING			
GRANULAR BORROW =	1,500	x 1.15=	1,725

COMPUTATION FOR COMMON BORROW FOR ESTIMATE

(3)TOTAL FILL				26,425
TOTAL AVAIL. NON-ROCK EXCAV.	55,030	x 0.85 =	46,776	
TOTAL AVAIL. ROCK EXCAV.	500	x 1.33 =	665	
TOTAL AVAIL. STR. ROCK EXCAV.	0	x 1.33 =	0	
TOTAL WASTE MATERIAL TO BE UTILIZED	0	x 1 =	0	
(4)TOTAL AVAILABLE EXCAVATION			=	47,441
TOTAL AVAILABLE BORROW FROM WIN 19076.10			21,400	
PIT MEASURE TO IN PLACE CONVERSION AT 87% (1/1.15)				18,600
GRANULAR BORROW LEFT IN PLACE FOR TRAFFIC				3,000
SURPLUS MATERIAL = AVAILABLE EXCAVATION MINUS TOTAL FILL, PLUS TOTAL WASTE MATERIAL, PLUS AVAILABLE BORROW FROM WIN 19076.10				48,089

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
20268.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	D. LOVELY	11/26/2012
DESIGN-DETAILED	R. BETZ	1/10/2013
CHECKED-REVIEWED	M. BURNHAM	5/23/2013
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REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

DURHAM
ROUTE 136

ESTIMATED QUANTITIES

SHEET NUMBER

4

OF 149

STATION	CULVERT PIPE											CATCH BASIN					PIPE ARCH			MH	UNDERDRAIN						ELBOWS, TEES, WYES AND INLET GRATE UNITS	REMARKS
	RCP			CMP		OPTION I		OPTION III SMOOTHLINED		OPTION III CORRUGATED											TYPE B		TYPE C SMOOTHLINED		TYPE C CORRUGATED			
	SIZE	LENGTH	CLASS	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	A1-C	B1-C	MH	E	F	SPAN	RISE	LENGTH	GAGE OR WALL THICKNESS	TYPE B LENGTH	OUTLET	SIZE	LENGTH	SIZE	LENGTH	DESCRIPTIONS	
CROSS CULVERTS																												
105+50.00										18	75																	
109+92.06										18	65																	
114+25.00										18	65																	
118+39.90										18	60																	
124+25.00										24	70																	
129+75.00										18	55																	
134+39.50										18	65																	
138+55.98										48	150																	48" POLYPROPYLENE PIPE
144+85.57										18	60																	
150+44.25										18	60																	
UNDERDRAIN																												
104+00 TO 124+20 RT																					2040							
124+30 TO 152+00 RT																					2750							
104+00 RT																						40						6" OUTLET WITH 90° ELBOW
107+75 RT																						35						8" OUTLET WITH TEE
113+25 RT																						30						8" OUTLET WITH TEE
118+50 RT																						30						8" OUTLET WITH TEE
124+20 RT																						30						6" OUTLET WITH 90° ELBOW
124+30 RT																						30						6" OUTLET WITH 90° ELBOW
129+75 RT																						30						8" OUTLET WITH TEE
135+25 RT																						30						8" OUTLET WITH TEE
141+75 RT																						30						8" OUTLET WITH TEE
146+25 RT																						25						8" OUTLET WITH TEE
151+50 RT																						30						8" OUTLET WITH TEE
																												6" OUTLET WITH 45° ELBOW
																												6" OUTLET WITH 45° ELBOW
ENTRANCE CULVERTS																												
101+50 to 102+00 RT						15	50																					
122+30 to 123+10 LT						15	70																					
133+00 to 134+00 LT						15	100																					
136+70 to 137+50 LT						18	80																					

Filename: ...\highway\rnsto\005_Drainage.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
20268.00

HIGHWAY PLANS

PROJ. MANAGER	D. LOVELY
DESIGN-DETAILED	R. BETZ
CHECKED-REVIEWED	M. BURNHAM
DESIGN2-DETAILED2	K. BRESKIN
DESIGN3-DETAILED3	T. WHITE

	DATE	BY
REVISIONS 1	11/26/2012	
REVISIONS 2	1/10/2013	
REVISIONS 3	5/23/2013	
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

DURHAM
ROUTE 136

DRAINAGE SHEET

SHEET NUMBER

5

OF 149

1. All joints between existing and proposed hot bituminous pavement, including driveways, shall be saw cut along a straight line to a neat, clean, even, vertical joint. Broken or raveled edges will not be permitted. Work shall be considered incidental to paving items.

2. Clearing limits shall be 10' beyond and parallel to the construction slope lines or as shown on the plans unless otherwise authorized by the Resident.

3. The clearing and selective clearing and thinning lines shown on the plans are for estimating purposes only. The actual lines for clearing and thinning shall be established in the field by the contractor and approved by the Resident.

4. Grubbing in fill areas has been shown on the typicals and the quantities noted. These limits are approximate and have been used for estimating purposes only. Actual grubbing limits may vary based on field conditions as directed by the Resident. Estimated grubbing depths are 6 inches in field areas and 6 inches in wooded areas.

5. Driveway fill side slopes shall be the same as the non-guardrail fill slopes unless otherwise noted on the plans.

6. All waste material not used on the project shall be disposed of in acceptable waste areas. Grading, seeding, and mulching of waste areas to be considered incidental to 656 Items.

7. Required ditch protection shown on the plans or in the Construction Notes is for estimating purposes only. The actual type and location of ditch protection may be altered by the Resident.

8. If foundation material is required under culverts, it shall meet the requirements for granular borrow - underwater backfill and will be paid for as granular borrow.

9. Granular borrow used to backfill muck excavation or in low wet areas to 1' above water level or old ground shall meet requirements for granular borrow underwater backfill.

10. Existing inslopes steeper than 2:1 in proposed fill areas shall be benched as directed by the Resident.

11. Residential paved entrances shall be constructed with: 2" hot mix asphalt and 12" aggregate subbase course gravel.

12. Unpaved entrances shall be constructed with 14" aggregate subbase course gravel or 11" aggregate subbase course gravel and 3" untreated aggregate surface course unless otherwise noted in the plans or directed by the Resident. Payment will be made under Item #304.10.

13. Crushed stone entrances shall be constructed with 12" aggregate subbase course gravel and 2" crushed stone surface unless otherwise noted in the plans or directed by the Resident.

14. Grassed entrances shall be constructed with 12" aggregate subbase course gravel and 2" loam, seed & mulch unless otherwise noted in the plans or directed by the Resident.

15. A 3' paved lip shall be placed at all gravel entrances unless otherwise noted in the plans or directed by the Resident.

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

17. When super elevation exceeds the slope of the low side shoulder, the shoulder pavement will have same slope as traveled way.

18. The following shall be incidental to the 603 Item(s):
- Any cutting of existing culverts and or connectors necessary to install new culvert replacements or extensions
- Any temporary connections needed between existing and proposed drainage.
- All pipe excavation including any cutting and removal of pavement
- All ditching at pipe ends.
- Furnishing, placing, grading, and compacting of any new gravel and/or fill material. This also includes Granular Borrow used under pipes and for temporary detours to maintain traffic during pipe installation. Excavation of maintenance of traffic material is also incidental.
- Granular Borrow under the pipe shall meet the requirements for Underwater Backfill.
- All work necessary to connect to existing pipes and drainage structures.
- Any necessary clearing of brush and non-pay trees at culvert ends

19. No existing drainage shall be abandoned, removed or plugged without prior approval of the Resident.

20. Inlets and outlets of culverts and underdrain outlets shall be riprapped unless otherwise directed by the Resident.

21. All underdrain not shown on the cross sections will have a minimum grade of 0.5% and underdrain sand backfill 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 calculated to a constant gradient between labeled locations. All flow line elevations are subject to approval by the Resident.

22. All connections for underdrain to roadway culverts will be incidental to the related items.

23. Guardrail end treatments shall be installed concurrently with the placement of each section of beam guardrail.

24. Any guardrail removed and not reused shall become the property of the Contractor. Removal and disposal shall be considered incidental to the guardrail items.

25. Item *606.356 Underdrain Delineator Post will be installed at each underdrain outlet.

26. Item *606.356 Underdrain Delineator Post will be installed at the end of each section of bituminous curb.

27. Connections for proposed guardrail to existing guardrail will be considered incidental to Item 606.

28. 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.

29. Dirty borrow has been estimated for all disturbed slope areas other than lawn and riprap areas. Actual placement of the dirty borrow shall be as noted on the plans or designated by the Resident.

30. Unless otherwise noted Seeding Method No. 1 shall be utilized on all lawns and developed areas; Seeding Method No. 2 shall be utilized on all non-guardrail slopes. Seeding Method No. 3 shall be utilized on all guardrail fill slopes and erosion control mix. On long non-guardrail backslopes, Seeding Method No. 3 may be used instead of Method No. 2 if noted or directed by the Resident.

31. Loam shall be placed to a nominal depth of 4 inches in lawn areas.

32. Dirty borrow shall be placed to a nominal depth of 2 inches unless otherwise noted or directed.

33. Any base pavement not surfaced before winter will require temporary pavement markings of paint, both yellow centerline and white edge lines, and will be considered incidental to Item 627.76

34. The contractor will be responsible for maintaining all existing mailboxes to ensure that the mail will be deliverable. Payment will be incidental to the contract.

35. 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.

36. Plans of previously constructed projects are available on request. These projects are: STP-9186(00)X.

37. All computation methods and quantities used for the Engineer's Estimate for plan quantity items only are available by contacting Region 1 Project Manager Denis Lovely at 207-885-7000.

38. The fill quantity shown on the cross sections includes the waste storage.

39. Areas requiring fill on the project will come from a suitable source of common borrow.

40. Additional excavation for the contractor's convenience or to comply with backsloping requirements will not be paid for directly but will be considered incidental to the related drainage items.

41. No separate payment for superintendent or foreman will be made for the supervision of equipment being paid for under the equipment rental items.

42. "Undetermined Locations" shall be determined by the Resident.

43. Stations referenced are approximate.

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

45. The Contractor will final stripe the project. The Department is responsible for determining the new striping pattern.

46. Bidders and Contractors may obtain a copy of the project geotechnical report entitled, "Geotechnical Design Report for the Reconstruction of Route 136 in Durham, Maine," MaineDOT Soils Report Number 2012-14, dated JULY 31, 2012 by visiting the WIN 19076.10 project details section of the MaineDOT contractor information website.

47. Geotechnical Information furnished or referenced in this plan set is for the Bidders' and Contractor's use. No assurance is given that the information or interpretations will be representative of actual subsurface conditions at the time of construction. The Department shall not be responsible for the Bidders' and Contractor's interpretations of, or conclusions drawn from, the Geotechnical Information. The boring logs contained in the referenced geotechnical report present interpretive subsurface information collected at discrete locations. Data provided may not be representative of the subsurface conditions between widely-spaced boring locations.

48. The structure at Sta. 133+50 Rt will be secured by The Department and available to utilize as a field office. The Contractor shall be responsible for all furnishings and utilities as stated in Standard Specification 639. Payment will be made under Item 639.18.

49. Item 203.241 - Common Borrow State Source is payment for hauling, grading, and compacting needed fill from a stockpile located on State property adjacent to Snow Road and Route 136. The Department has surveyed the stock pile and found approximately 21,400 CY of material available for use. This quantitiy has been condensed 87% in the Earthwork Summary, as a reflection of borrow to in-place measurement. A survey after the pile is depleted will determine the actual amount of material used under this item. The Contractor shall be responsible for phasing work such that any additional material needed will be acquired through excavation on the project.

50. Item 643.72 - Temporary Traffic Signal is payment for overnight traffic control during utility relocation. It is anticipated that maintaining two-way traffic overnight will not be possible due to the existing and proposed pole locations between Sta. 118+00 and 152+00. Actual positions of need will be determined in the field by the Resident.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
20268.00

HIGHWAY PLANS

PROJ. MANAGER	D. LOVELY	BY	DATE
DESIGN-DETAILED	R. BETZ		11/26/2012
CHECKED-REVIEWED	M. BURNHAM		1/10/2013
DESIGN2-DETAILED2	K. BRESKIN	T. WHITE	5/23/2013
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

DURHAM
ROUTE 136

GENERAL NOTES

SHEET NUMBER

6

OF 149

Filename: ...\msta\006_GeneralNotes.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013

Usernome: robert.k.betz Date:12/6/2013
Filenome: ...\highway\mst0\007_Geometry.dgn Division: HIGHWAY

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Route 136 Slope Stabilization
Location: Durham, Maine

Boring No.: HB-DUR-113
WIN: 20268.00

Driller: MaineDOT	**Elevation (ft.)** 116.7	**Auger ID/OD:** 5" Solid Stem	
Operator: Giguere/Giles/Daggett	**Datum:** NAVD88	**Sampler:** Standard Split Spoon	
Logged By: B. Schoenwald	**Rig Type:** CME 45C	**Hammer Wt./Fall:** 140#/30"	
Date Start/Finish: 7/10/12; 12:40-15:55	**Drilling Method:** Cased Wash Boring	**Core Barrel:** N/A	
Boring Location: 109+22, 49.8 ft Rt.	**Casing ID/OD:** HW	**Water Level*:** 12.0 ft bgs.	
Hammer Efficiency Factor: 0.84	**Hammer Type:** Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

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

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) in Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	1D	24/15	0.50 - 2.50	3/3/3/2	6	8	SSA				
								115.10		1D: Brown, damp, fine to coarse SAND, little gravel, trace silt.	
										1.60	
										Brown, fine to medium SAND, little silt.	
5	2D	24/14	5.00 - 7.00	1/2/0.5/0.5	2.5	4					
										Greyish-brown, moist, very loose, fine SAND, little to some silt, with minor organic material.	
10	3D	24/20	10.00 - 12.00	1/1/2/3	3	4					
										Greyish-brown, moist to wet, very sandy SILT, with minor organic material.	G#175444 A-4, ML WC=29.6%
15	4D	24/22	15.00 - 17.00	WOH/WOH/WOH1	---		18				
							17				
							14				
							15				
							16				
20	5D	24/24	20.00 - 22.00	---			OPEN				
	V1		20.63 - 21.00	Sur=580/89 psf			HOLE	96.70		Olive-brown with minor mottling grading to grey, wet, very soft, clayey SILT grading to CLAY and SILT. (No silt-clay observed on augers at 15.0 ft bgs.	
	V2		21.63 - 22.00	Sur=513/22 psf							
										20.00	
										Grey, silty CLAY. 55x110 mm vane raw torque readings: V1: 13.0/2.0 ft-lbs V2: 11.5/0.5 ft-lbs	

Remarks:

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

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

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Route 136 Slope Stabilization
Location: Durham, Maine

Boring No.: HB-DUR-113
WIN: 20268.00

Driller: MaineDOT	**Elevation (ft.)** 116.7	**Auger ID/OD:** 5" Solid Stem	
Operator: Giguere/Giles/Daggett	**Datum:** NAVD88	**Sampler:** Standard Split Spoon	
Logged By: B. Schoenwald	**Rig Type:** CME 45C	**Hammer Wt./Fall:** 140#/30"	
Date Start/Finish: 7/10/12; 12:40-15:55	**Drilling Method:** Cased Wash Boring	**Core Barrel:** N/A	
Boring Location: 109+22, 49.8 ft Rt.	**Casing ID/OD:** HW	**Water Level*:** 12.0 ft bgs.	
Hammer Efficiency Factor: 0.84	**Hammer Type:** Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

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

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) in Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
25	6D	24/24	25.00 - 27.00	---						Grey, silty CLAY. 65x130 mm vane raw torque readings: V3: 24.0/1.5 ft-lbs V4: 19.0/1.0 ft-lbs	
	V3		25.57 - 26.00	Sur=659/41 psf							
	V4		26.57 - 27.00	Sur=522/27 psf							
30	7D	24/24	30.00 - 32.00	---						Grey, silty CLAY. 65x130 mm vane raw torque readings: V5: 12.0/1.5 ft-lbs V6: 21.0/1.0 ft-lbs	
	V5		30.57 - 31.00	Sur=330/41 psf							
	V6		31.57 - 32.00	Sur=577/27 psf							
35	8D	24/24	35.00 - 37.00	---						Grey, silty CLAY. 65x130 mm vane raw torque readings: V7: 16.0/1.0 ft-lbs V8: 18.5/0.5 ft-lbs	
	V7		35.57 - 36.00	Sur=440/27 psf							
	V8		36.57 - 37.00	Sur=508/14 psf							
40	9D	24/24	40.00 - 42.00	---						Grey, silty CLAY. 65x130 mm vane raw torque readings: V9: 9.0/1.0 ft-lbs V10: 13.0/1.0 ft-lbs	
	V9		40.57 - 41.00	Sur=247/22 psf							
	V10		41.57 - 42.00	Sur=357/27 psf							
45	10D	24/24	45.00 - 47.00	---						Grey, silty CLAY. 65x130 mm vane raw torque readings: V11: 32.0/2.0 ft-lbs V12: 34.0/1.0 ft-lbs	
	V11		45.57 - 46.00	Sur=870/55 psf							
	V12		46.57 - 47.00	Sur=934/27 psf							
50											

Remarks:

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

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Route 136 Slope Stabilization
Location: Durham, Maine

Boring No.: HB-DUR-112
WIN: 20268.00

Driller: MaineDOT	**Elevation (ft.)** 116.7	**Auger ID/OD:** 5" Solid Stem	
Operator: Giguere/Giles/Daggett	**Datum:** NAVD88	**Sampler:** Standard Split Spoon	
Logged By: K. Breskin	**Rig Type:** CME 45C	**Hammer Wt./Fall:** 140#/30"	
Date Start/Finish: 7/11/12; 07:00-10:00	**Drilling Method:** Cased Wash Boring	**Core Barrel:** N/A	
Boring Location: 120+71.9, 29.3 ft Lt.	**Casing ID/OD:** HW	**Water Level*:** None Observed	
Hammer Efficiency Factor: 0.84	**Hammer Type:** Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

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

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) in Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	1D	24/15	0.00 - 2.00	5/4/3/4	7	10	SSA				
										Brown, moist, loose, fine SAND, some silt.	
5	2D	24/20	5.00 - 7.00	1/1/3/3	4	6					
										Brown, moist, loose, fine SAND, some silt.	
10	3D	24/24	10.00 - 12.00	5/5/4/5	9	13	38	106.50			G#175443 A-3, SP WC=14.4%
							35			10.40	
							29			Brown, moist, loose, coarse SAND, trace silt, trace gravel.	
							33				
15	4D	24/12	14.00 - 16.00	4/4/5/7	9	13	7			Brown, wet, loose, fine to medium SAND, trace silt.	
							24				
							43				
							64				
20							58				
	MV		19.00 - 19.00				OPEN			Failed 65x130 mm vane attempt Change of color of wash water at 19.0 to 20.0 ft bgs. Failed spoon sample.	
	MD	24/0	20.00 - 22.00	3/3/4/6	7	10	HOLE				

Remarks:

Consistency based on vanes, those were all very soft by field guidelines.

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

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

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Route 136 Slope Stabilization
Location: Durham, Maine

Boring No.: HB-DUR-112
WIN: 20268.00

Driller: MaineDOT	**Elevation (ft.)** 116.9	**Auger ID/OD:** 5" Solid Stem	
Operator: Giguere/Giles/Daggett	**Datum:** NAVD88	**Sampler:** Standard Split Spoon	
Logged By: K. Breskin	**Rig Type:** CME 45C	**Hammer Wt./Fall:** 140#/30"	
Date Start/Finish: 7/11/12; 07:00-10:00	**Drilling Method:** Cased Wash Boring	**Core Barrel:** N/A	
Boring Location: 120+71.9, 29.3 ft Lt.	**Casing ID/OD:** HW	**Water Level*:** None Observed	
Hammer Efficiency Factor: 0.84	**Hammer Type:** Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

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SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = weight of 140lb. hammer
WOR/C = weight of rods or casing
WOR = Weight of one person
S_u = Insitu Field Vane Shear Strength (psf)
T_v = Pocket Torvane Shear Strength (psf)
q_u = Unconfined Compressive Strength (ksf)
N-uncorrected = Raw field SPT N-value
Hammer Efficiency Factor = Annual Calibration Value
N_{60} = SPT N-uncorrected corrected for hammer efficiency
N_{60} = Hammer Efficiency Factor/60%;*N-uncorrected
$S_{u(lab)}$ = Lab Vane Shear Strength (psf)
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LL = Liquid Limit
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Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) in Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
25	5D/MV	24/24	25.00 - 27.00	WOR/1/WOR/WOR	1	1				Failed 65x130 mm vane attempt. Grey, wet, medium stiff, sandy SILT.	
30	6D	24/24	30.00 - 32.00	Vane Sample	---					Grey, wet, medium stiff, clayey SILT, trace fine sand. 65x130 mm vane raw torque reading: V1: 27.0/7.5 ft-lbs	
	V1		30.57 - 31.00	Sur=742/206 psf							
	V2		32.57 - 33.00	Sur=714/220 psf						V2: 26.0/8.0 ft-lbs	
35	7D	24/24	35.00 - 37.00	Vane Sample	---					Grey, wet, medium stiff, clayey SILT, trace fine sand. 65x130 mm vane raw torque reading: V3: 28.0/6.5 ft-lbs	
	V3		35.57 - 36.00	Sur=760/179 psf							
	V4		37.57 - 38.00	Sur=714/220 psf						V4: 26.0/8.0 ft-lbs	
40	8D/MV	24/24	40.00 - 42.00	WOH/WOH/WOH/ WOH	---					Similar to 7D, except very soft, (sample not kept). Failed 65x130 mm vane attempt. 65x130 mm vane raw torque reading: V5: 28.0/7.0 ft-lbs	
	V5		40.57 - 41.00	Sur=709/192 psf							
	V6		42.57 - 43.00	Sur=879/179 psf				73.90		V6: 32.0/6.5 ft-lbs	
										43.00 **Bottom of Exploration at 43.00 feet below ground surface.** NO REFUSAL	

Remarks:

Consistency based on vanes, those were all very soft by field guidelines.

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Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Route 136 Slope Stabilization
Location: Durham, Maine

Boring No.: HB-DUR-111
WIN: 20268.00

Driller: MaineDOT	**Elevation (ft.)** 117.0	**Auger ID/OD:** 5" Solid Stem	
Operator: Giguere/Giles/Daggett	**Datum:** NAVD88	**Sampler:** Standard Split Spoon	
Logged By: K. Breskin	**Rig Type:** CME 45C	**Hammer Wt./Fall:** 140#/30"	
Date Start/Finish: 7/11/12; 10:30-	**Drilling Method:** Cased Wash Boring	**Core Barrel:** N/A	
Boring Location: 127+01.5, 16.1 ft Lt.	**Casing ID/OD:** HW	**Water Level*:** None Observed	
Hammer Efficiency Factor: 0.84	**Hammer Type:** Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

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HSA = Hollow Stem Auger
RC = Roller Cone
WOH = weight of 140lb. hammer
WOR/C = weight of rods or casing
WOR = Weight of one person
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T_v = Pocket Torvane Shear Strength (psf)
q_u = Unconfined Compressive Strength (ksf)
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N_{60} = SPT N-uncorrected corrected for hammer efficiency
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Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) in Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	1D	24/24	0.00 - 2.00	3/3/2/2	5	7	SSA				
										Brown, damp, loose, fine SAND, little silt.	
5	2D	24/24	5.00 - 7.00	1/2/3/3	5	7					
										Brown, moist, loose, fine SAND, some silt.	
10	3D	24/16	10.00 - 12.00	7/7/6/7	13	18	39				G#175442 A-1-b, SP WC=9.3%
							59				
							58				
							27				
							13			Brown, moist, medium dense, fine to medium SAND, red-brown strata, trace silt, trace gravel.	
15	4D	24/10	15.00 - 17.00	4/4/3/3	7	10	31				
							41				
							32				
							27				
							16			Brown, wet, loose, fine silty SAND.	
20	5D/AB	24/24	20.00 - 22.00	1/WOH/WOH/WOH	---		21				
							26			5D/A (20.0-21.0 ft) Grey, wet, loose, fine silty SAND.	
							27				
							24			5D/B (21.0-22.0 ft) Grey, wet, soft, sandy SILT.	
25							OPEN				

Remarks:

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

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Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Route 136 Slope Stabilization
Location: Durham, Maine

Boring No.: HB-DUR-111
WIN: 20268.00

Driller: MaineDOT	**Elevation (ft.)** 117.0	**Auger ID/OD:** 5" Solid Stem	
Operator: Giguere/Giles/Daggett	**Datum:** NAVD88	**Sampler:** Standard Split Spoon	
Logged By: K. Breskin	**Rig Type:** CME 45C	**Hammer Wt./Fall:** 140#/30"	
Date Start/Finish: 7/11/12; 10:30-	**Drilling Method:** Cased Wash Boring	**Core Barrel:** N/A	
Boring Location: 127+01.5, 16.1 ft Lt.	**Casing ID/OD:** HW	**Water Level*:** None Observed	
Hammer Efficiency Factor: 0.84	**Hammer Type:** Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

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

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) in Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
25	6D	24/13	25.00 - 27.00	WOH/WOH/WOH/ WOH	---		HOLE			Grey, wet, medium stiff, CLAY SILT, with sand seams and layers. 65x130 mm vane raw torque reading: V1: 31.0/6.0 ft-lbs	
	V1		25.57 - 26.00	Sur=851/165 psf							
	V2		27.57 - 28.00	Sur=687/110 psf						V2: 25.0/4.0 ft-lbs	
30	7D	24/24	30.00 - 32.00	WOR/WOR/WOR/ WOR	---					Grey, wet, medium stiff, CLAY SILT, with layers of grey, fine sand. 65x130 mm vane raw torque reading: V3: 21.0/5.0 ft-lbs	
	V3		30.57 - 31.00	Sur=597/137 psf							
	V4		32.57 - 33.00	Sur=742/192 psf						V4: 27.0/7.0 ft-lbs	
35	8D	24/24	35.00 - 37.00	WOR/WOR/WOR/ WOR	---					Grey, wet, medium stiff, CLAY SILT, with layers of grey, fine sand. 65x130 mm vane raw torque reading: V5: 326.0/7.0 ft-lbs	
	V5		35.57 - 36.00	Sur=744/192 psf							
	V6		37.57 - 38.00	Sur=659/165 psf						V6: 24.0/6.0 ft-lbs	
40	V7		40.57 - 41.00	Sur=769/192 psf						65x130 mm vane raw torque reading: V7: 28.0/7.0 ft-lbs	
	V8		42.57 - 43.00	Sur=851/179 psf				74.00		V8: 31.0/6.5 ft-lbs	
										43.00 **Bottom of Exploration at 43.00 feet below ground surface.** NO REFUSAL	
45											
50											

Remarks:

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Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Route 136 Slope Stabilization
Location: Durham, Maine

Boring No.: HB-DUR-110
WIN: 20268.00

Driller: Northern Test Boring	**Elevation (ft.)** 111.6	**Auger ID/OD:** 5" Solid Stem	
Operator: Mike/Alan	**Datum:** NAVD88	**Sampler:** Standard Split Spoon	
Logged By: B. Wilder	**Rig Type:** Diedrich D50 Track	**Hammer Wt./Fall:** 140#/30"	
Date Start/Finish: 7/11/12; 07:30-12:00	**Drilling Method:** Cased Wash Boring	**Core Barrel:** N/A	
Boring Location: 141+34.7, 8.1 ft Lt.	**Casing ID/OD:** HW	**Water Level*:** None Observed	
Hammer Efficiency Factor: 0.768	**Hammer Type:** Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

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

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) in Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	1D	24/20	0.00 - 2.00	1/1/1/2	2	3	SSA	111.30		1.6" SOD, Grass.	
										0.30 Brown, moist, very loose, silty fine to medium SAND.	
5	2D	24/24	5.00 - 7.00	1/1/1/1	2	3					
										Similar to above.	
10	3D	24/20	10.00 - 12.00	1/1/2/8	3	4	10	102.60		9.00	G#175441 A-2-4, SM WC=40.6%
							12			Grey, wet, loose, fine to coarse SAND, some silt, trace gravel.	
							36				
							52				
15	4D	24/24	15.00 - 17.00	WOH/WOH/WOH/3	---		66	97.10		14.50 Grey, wet, very soft, clayey SILT.	
							OPEN HOLE				
										Similar to above. 65x130 mm vane raw torque reading: V1: 236.0/6.5 ft-lbs V2: 31.0/6.0 ft-lbs	
20	5D	24/24	20.00 - 22.00	WOR/WOR/WOR/ WOR	---						
	V1		20.57 - 21.00	Sur=989/179 psf							
	V2		21.57 - 22.00	Sur=851/165 psf							
25											

Remarks:

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Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Route 136 Slope Stabilization
Location: Durham, Maine

Boring No.: HB-DUR-110
WIN: 20268.00

Driller: Northern Test Boring	**Elevation (ft.)** 111.6	**Auger ID/OD:** 5" Solid Stem	
Operator: Mike/Alan	**Datum:** NAVD88	**Sampler:** Standard Split Spoon	
Logged By: B. Wilder	**Rig Type:** Diedrich D50 Track	**Hammer Wt./Fall:** 140#/30"	
Date Start/Finish: 7/11/12; 07:30-12:00	**Drilling Method:** Cased Wash Boring	**Core Barrel:** N/A	
Boring Location: 141+34.7, 8.1 ft Lt.	**Casing ID/OD:** HW	**Water Level*:** None Observed	
Hammer Efficiency Factor: 0.768	**Hammer Type:** Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

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R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = weight of 140lb. hammer
WOR/C = weight of rods or casing
WOR = Weight of one person
S_u = Insitu Field Vane Shear Strength (psf)
T_v = Pocket Torvane Shear Strength (psf)
q_u = Unconfined Compressive Strength (ksf)
N-uncorrected = Raw field SPT N-value
Hammer Efficiency Factor = Annual Calibration Value
N_{60} = SPT N-uncorrected corrected for hammer efficiency
N_{60} = Hammer Efficiency Factor/60%;*N-uncorrected
$S_{u(lab)}$ = Lab Vane Shear Strength (psf)
WC = water content, percent
LL = Liquid Limit
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C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) in Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
25	6D	24/24	25.00 - 27.00	WOR/WOR/WOR/ WOR	---					Similar to above. 65x130 mm vane raw torque reading: V3: 35.0/8.0 ft-lbs V4: 41.0/7.0 ft-lbs	
	V3		25.57 - 26.00	Sur=961/220 psf							
	V4		26.57 - 27.00	Sur=1126/192 psf							
30										29.50	
	7D	24/17	30.00 - 32.00	5/6/6/6	12	15		82.10		Grey, wet, medium dense, fine to medium SAND, little silt. Failed 65x130 mm vane attempt.	
	MV		30.57 - 30.87	Would not push							
35											
40	8D	24/13	40.00 - 42.00	6/8/11/12	19	24				Similar to above.	
								69.60	

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Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Route 136 Slope Stabilization
Location: Durham, Maine

Boring No.: HB-DUR-101
WIN: 19076.10

Driller: MaineDOT	Elevation (ft.): 119.4	Auger ID/OD: 5" Solid Stem	
Operator: Giguere/Giles/Daggett	Datum: NAVD88	Sampler: Standard Split Spoon	
Logged By: B. Wilder/B. Schonewald	Rig Type: CME 45C	Hammer Wt./Fall: 140#/30"	
Date Start/Finish: 6/27/12-6/28/12, 7/9/12	Drilling Method: Cased Wash Boring	Core Barrel: N/A	
Boring Location: 153+72.5, 41.8 ft Rt.	Casing ID/OD: HW	Water Level*: None Observed	
Hammer Efficiency Factor: 0.84	Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

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

Sample Information

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) in. / Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0								119.07		4" PAVEMENT. 0.33	
										Brown, damp, gravelly, fine to coarse SAND, trace silt, (Fill). Material description from auger flight.	
								115.90		3.50	
5	1D	24/18	5.00 - 7.00	2/2/2	4	6				Brown, moist, very loose, SILT, little fine to medium sand.	G#175428 A-4, ML WC=40.7%
10	2D	24/20	10.00 - 12.00	2/2/1/1	3	4	19			Brown, wet, very loose, SILT, some fine sand.	G#175429 A-4, ML WC=N/A
							17				
							15				
							19				
15	3D	24/18	15.00 - 17.00	2/2/1/3	3	4	15			Brown, wet SAND, little silt, trace gravel.	G#175430 A-3/4, SM WC=23.6%
							28				
							14				
							20			Grey, wet, fine to medium SAND, little silt.	
							34				
20	4D	24/22	20.00 - 22.00	WOR/WOR/WOR/ WOR	---		29	99.40		20.00	
							24			Grey, wet, very soft, SILT, some clay trace sand. Washed ahead to 22.0 ft bgs.	G#175431 A-4, CL-ML WC=27.8% LL=22 PL=18 PI=4
							13				
	V1		22.00 - 22.43	Su=522/165 psf			17			65x130 mm vane raw torque readings: V1: 19.0/6.0 ft-lbs	
	V2		23.00 - 23.43	Su=494/165 psf			19			V2: 18.0/6.0 ft-lbs	
25							23				

Remarks:
DS = Direct Shear Test

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Maine Department of Transportation
Soil/Rock Exploration Log
US CUSTOMARY UNITS
Project: Route 136 Slope Stabilization
Location: Durham, Maine
Boring No.: HB-DUR-101
WIN: 19076.10
Driller: MaineDOT | Elevation (ft.): 119.4 | Auger ID/OD: 5" Solid Stem
Operator: Giguere/Giles/Daggett | Datum: NAVD88 | Sampler: Standard Split Spoon
Logged By: B. Wilder/B. Schonewald | Rig Type: CME 45C | Hammer Wt./Fall: 140#/30"
Date Start/Finish: 6/27/12-6/28/12, 7/9/12 | Drilling Method: Cased Wash Boring | Core Barrel: N/A
Boring Location: 153+72.5, 41.8 ft Rt. | Casing ID/OD: HW | Water Level*: None Observed
Hammer Efficiency Factor: 0.84 | Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐
Definitions
D = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample attempt
V = Insitu Vane Shear Test, PP = Pocket Penetrometer
MV = Unsuccessful Insitu Vane Shear Test attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = weight of 140lb. hammer
WOR/C = weight of rods or casing
WOR = Weight of one person
S_u = Insitu Field Vane Shear Strength (psf)
T_v = Pocket Torvane Shear Strength (psf)
q_u = Unconfined Compressive Strength (ksf)
N-uncorrected = Raw field SPT N-value
Hammer Efficiency Factor = Annual Calibration Value
N_{60} = SPT N-uncorrected corrected for hammer efficiency
N_{60} = Hammer Efficiency Factor/60%*N-uncorrected
$S_{u(lab)}$ = Lab Vane Shear Strength (psf)
WC = water content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test
Sample Information

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) in. / Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
25	MU5D	24/20	25.00 - 27.00	WOR/WOR/WOR/ WOR	---		OPEN HOLE			Failed thin wall tube sample attempt. Grey, wet, medium stiff, clayey-SILT.	G#175432 A-4, CL WC=32.1% LL=28 PL=20 PI=8
	V3		27.00 - 27.43	Su=563/137 psf						65x130 mm vane raw torque readings: V3: 20.5/5.0 ft-lbs V4: 26.5/7.0 ft-lbs	
	V4		28.00 - 28.43	Su=728/192 psf							
30	1U	24/24	30.00 - 32.00	Hydraulic Push						Similar to above.	
	V5		32.00 - 32.43	Su=742/206 psf						65x130 mm vane raw torque readings: V5: 27.0/7.5 ft-lbs V6: 24.0/6.5 ft-lbs	
	V6		33.00 - 33.43	Su=659/179 psf							
35	6D V7 V8	24/24	35.00 - 37.00 35.57 - 36.00 36.57 - 37.00	WOR/WOR/WOR/ WOR Su=426/179 psf Su=769/247 psf	---					Similar to above. 65x130 mm vane raw torque readings: V7: 15.5/6.5 ft-lbs V8: 28.0/9.0 ft-lbs	G#175433 A-4, CL WC=30.4% LL=28 PL=20 PI=8
40	2U	24/24	40.00 - 42.00	Hydraulic Push						Similar to above.	
	V9		42.00 - 42.43	Su=755/165 psf						65x130 mm vane raw torque readings: V9: 27.5/6.0 ft-lbs V10: 26.0/6.5 ft-lbs	
	V10		43.00 - 43.43	Su=714/179 psf							
45	7D V11 V12	24/24	45.00 - 47.00 45.57 - 46.00 46.57 - 47.00	WOR/WOR/WOR/ WOR Su=522/165 psf Su=714/179 psf	---					Similar top above. 65x130 mm vane raw torque readings: V11: 19.0/6.0 ft-lbs V12: 26.0/6.5 ft-lbs	

Remarks:
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Stratification lines represent approximate boundaries between soil types; transitions may be gradual.
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Maine Department of Transportation
Soil/Rock Exploration Log
US CUSTOMARY UNITS
Project: Route 136 Slope Stabilization
Location: Durham, Maine
Boring No.: HB-DUR-101
WIN: 19076.10
Driller: MaineDOT | Elevation (ft.): 119.4 | Auger ID/OD: 5" Solid Stem
Operator: Giguere/Giles/Daggett | Datum: NAVD88 | Sampler: Standard Split Spoon
Logged By: B. Wilder/B. Schonewald | Rig Type: CME 45C | Hammer Wt./Fall: 140#/30"
Date Start/Finish: 6/27/12-6/28/12, 7/9/12 | Drilling Method: Cased Wash Boring | Core Barrel: N/A
Boring Location: 153+72.5, 41.8 ft Rt. | Casing ID/OD: HW | Water Level*: None Observed
Hammer Efficiency Factor: 0.84 | Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐
Definitions
D = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample attempt
V = Insitu Vane Shear Test, PP = Pocket Penetrometer
MV = Unsuccessful Insitu Vane Shear Test attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = weight of 140lb. hammer
WOR/C = weight of rods or casing
WOR = Weight of one person
S_u = Insitu Field Vane Shear Strength (psf)
T_v = Pocket Torvane Shear Strength (psf)
q_u = Unconfined Compressive Strength (ksf)
N-uncorrected = Raw field SPT N-value
Hammer Efficiency Factor = Annual Calibration Value
N_{60} = SPT N-uncorrected corrected for hammer efficiency
N_{60} = Hammer Efficiency Factor/60%*N-uncorrected
$S_{u(lab)}$ = Lab Vane Shear Strength (psf)
WC = water content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test
Sample Information

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) in. / Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
50	3U	24/24	50.00 - 52.00	Hydraulic Push						Grey, wet, medium stiff, clayey-SILT.	
	V13		52.00 - 52.43	Su=467/165 psf						65x130 mm vane raw torque readings: V13: 17.0/6.0 ft-lbs V14: 28.0/8.0 ft-lbs	
	V14		53.00 - 53.43	Su=769/220 psf							
55	8D V15 MV	24/24	55.00 - 57.00 55.57 - 56.00 56.57 - 56.57	WOR/WOR/Hyd-Push Su=796/165 psf would not push	---					Similar to above. 65x130 mm vane raw torque readings: V15: 29.0/6.0 ft-lbs Failed 65x130 mm vane attempt.	
60	4U	24/24	60.00 - 62.00	Hydraulic Push						Similar to above.	
	V17		62.00 - 62.37	Su=580/223 psf						55x110 mm vane raw torque readings: V17: 13.0/5.0 ft-lbs V18: 11.5/4.0 ft-lbs	
	V18		63.00 - 63.37	Su=513/179 psf							
65	9D V19 V20	24/24	65.00 - 67.00 65.63 - 66.00 66.63 - 67.00	WOR/WOR/WOR/ WOR Su=536/223 psf Su=580/223 psf	---					Similar to above. 55x110 mm vane raw torque readings: V19: 12.0/5.0 ft-lbs V20: 13.0/5.0 ft-lbs	
70	5U	24/24	70.00 - 72.00	Hydraulic Push						Similar to above.	
	V21		72.00 - 72.37	Su=536/179 psf						55x110 mm vane raw torque readings: V21: 12.0/4.0 ft-lbs V22: 16.0/4.0 ft-lbs	
	V22		73.00 - 73.37	Su=714/179 psf							

Remarks:
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Maine Department of Transportation
Soil/Rock Exploration Log
US CUSTOMARY UNITS
Project: Route 136 Slope Stabilization
Location: Durham, Maine
Boring No.: HB-DUR-101
WIN: 19076.10
Driller: MaineDOT | Elevation (ft.): 119.4 | Auger ID/OD: 5" Solid Stem
Operator: Giguere/Giles/Daggett | Datum: NAVD88 | Sampler: Standard Split Spoon
Logged By: B. Wilder/B. Schonewald | Rig Type: CME 45C | Hammer Wt./Fall: 140#/30"
Date Start/Finish: 6/27/12-6/28/12, 7/9/12 | Drilling Method: Cased Wash Boring | Core Barrel: N/A
Boring Location: 153+72.5, 41.8 ft Rt. | Casing ID/OD: HW | Water Level*: None Observed
Hammer Efficiency Factor: 0.84 | Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐
Definitions
D = Split Spoon Sample
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R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = weight of 140lb. hammer
WOR/C = weight of rods or casing
WOR = Weight of one person
S_u = Insitu Field Vane Shear Strength (psf)
T_v = Pocket Torvane Shear Strength (psf)
q_u = Unconfined Compressive Strength (ksf)
N-uncorrected = Raw field SPT N-value
Hammer Efficiency Factor = Annual Calibration Value
N_{60} = SPT N-uncorrected corrected for hammer efficiency
N_{60} = Hammer Efficiency Factor/60%*N-uncorrected
$S_{u(lab)}$ = Lab Vane Shear Strength (psf)
WC = water content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test
Sample Information

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) in. / Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
75	10D V23 V24	24/24	75.00 - 77.00 75.63 - 76.00 76.63 - 77.00	WOR/WOR/WOR/ WOR Su=580/223 psf Su=759/179 psf	---					Grey, wet, medium stiff, clayey-SILT. 55x110 mm vane raw torque readings: V23: 13.0/5.0 ft-lbs V24: 17.0/5.0 ft-lbs	
80	6U	24/24	80.00 - 82.00	WOR/WOR						Similar to above.	
	V25		82.00 - 82.37	Su=536/246 psf						55x110 mm vane raw torque readings: V25: 12.0/5.5 ft-lbs V26: 13.0/5.0 ft-lbs	
	V26		83.00 - 83.37	Su=580/223 psf							
85	11D V27 V28	24/24	85.00 - 87.00 85.63 - 86.00 86.63 - 87.00	WOR/WOR/WOR/ WOR Su=580/223 Fpsf Su=603/223 psf	---					Similar to above. 55x110 mm vane raw torque readings: V27: 13.0/5.0 ft-lbs V28: 13.5/5.0 ft-lbs	
90	7U	24/24	90.00 - 92.00	WOR/WOR						Similar to above.	
	V29		92.00 - 92.37	Su=670/134 psf						55x110 mm vane raw torque readings: V29: 15.0/3.0 ft-lbs V30: 36.0/6.0 ft-lbs	
	V30		93.00 - 93.37	Su=1607/268 psf							
95	12D V31 V32	24/24	95.00 - 97.00 95.63 - 96.00 96.63 - 97.00	WOR/WOR/WOR/ WOR Su=1071/223 psf Su=2009/134 psf	---					Dark grey, wet, stiff, clayey-SILT. 55x110 mm vane raw torque readings: V31: 24.0/5.0 ft-lbs V32: 45.0/3.0 ft-lbs	

Remarks:
DS = Direct Shear Test
Stratification lines represent approximate boundaries between soil types; transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Maine Department of Transportation
Soil/Rock Exploration Log
US CUSTOMARY UNITS
Project: Route 136 Slope Stabilization
Location: Durham, Maine
Boring No.: HB-DUR-101
WIN: 19076.10
Driller: MaineDOT | Elevation (ft.): 119.4 | Auger ID/OD: 5" Solid Stem
Operator: Giguere/Giles/Daggett | Datum: NAVD88 | Sampler: Standard Split Spoon
Logged By: B. Wilder/B. Schonewald | Rig Type: CME 45C | Hammer Wt./Fall: 140#/30"
Date Start/Finish: 6/27/12-6/28/12, 7/9/12 | Drilling Method: Cased Wash Boring | Core Barrel: N/A
Boring Location: 153+72.5, 41.8 ft Rt. | Casing ID/OD: HW | Water Level*: None Observed
Hammer Efficiency Factor: 0.84 | Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐
Definitions
D = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample attempt
V = Insitu Vane Shear Test, PP = Pocket Penetrometer
MV = Unsuccessful Insitu Vane Shear Test attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = weight of 140lb. hammer
WOR/C = weight of rods or casing
WOR = Weight of one person
S_u = Insitu Field Vane Shear Strength (psf)
T_v = Pocket Torvane Shear Strength (psf)
q_u = Unconfined Compressive Strength (ksf)
N-uncorrected = Raw field SPT N-value
Hammer Efficiency Factor = Annual Calibration Value
N_{60} = SPT N-uncorrected corrected for hammer efficiency
N_{60} = Hammer Efficiency Factor/60%*N-uncorrected
$S_{u(lab)}$ = Lab Vane Shear Strength (psf)
WC = water content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test
Sample Information

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) in. / Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
100	8U	24/24	100.00 - 102.00	WOR/WOR						Similar to above.	
	V33		102.00 - 102.37	Su=1696/134 psf						55x110 mm vane raw torque readings: V33: 38.0/3.0 ft-lbs V34: 37.0/3.0 ft-lbs Dense layer at 103.1 ft likely sand seam.	
	V34		103.00 - 103.37	Su=1652/134 psf							
105	13D V35	24/24	105.00 - 107.00 105.63 - 106.00	WOR/WOR/WOR/ WOR Su= >1980 psf	---					Dark grey, wet, silty CLAY. 55x110 mm vane raw torque readings: V35: >45.0 ft-lbs	
110	9U	24/24	110.00 - 112.00	Hydraulic Push						Dark grey, wet, silty CLAY, with occasional shell fragments.	
	V36		112.63 - 113.00	Su= >1980 psf						55x110 mm vane raw torque readings: V36: >45.0 ft-lbs	
115	MV37		115.63 - 115.63	Would not push						Failed 55x110 mm vane attempt, sand lenses throughout limited push.	

Remarks:
DS = Direct Shear Test
Stratification lines represent approximate boundaries between soil types; transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Maine Department of Transportation
Soil/Rock Exploration Log
US CUSTOMARY UNITS
Project: Route 136 Slope Stabilization
Location: Durham, Maine
Boring No.: HB-DUR-101
WIN: 19076.10
Driller: MaineDOT | Elevation (ft.): 119.4 | Auger ID/OD: 5" Solid Stem
Operator: Giguere/Giles/Daggett | Datum: NAVD88 | Sampler: Standard Split Spoon
Logged By: B. Wilder/B. Schonewald | Rig Type: CME 45C | Hammer Wt./Fall: 140#/30"
Date Start/Finish: 6/27/12-6/28/12, 7/9/12 | Drilling Method: Cased Wash Boring | Core Barrel: N/A
Boring Location: 153+72.5, 41.8 ft Rt. | Casing ID/OD: HW | Water Level*: None Observed
Hammer Efficiency Factor: 0.84 | Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐
Definitions
D = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample attempt
V = Insitu Vane Shear Test, PP = Pocket Penetrometer
MV = Unsuccessful Insitu Vane Shear Test attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = weight of 140lb. hammer
WOR/C = weight of rods or casing
WOR = Weight of one person
S_u = Insitu Field Vane Shear Strength (psf)
T_v = Pocket Torvane Shear Strength (psf)
q_u = Unconfined Compressive Strength (ksf)
N-uncorrected = Raw field SPT N-value
Hammer Efficiency Factor = Annual Calibration Value
N_{60} = SPT N-uncorrected corrected for hammer efficiency
N_{60} = Hammer Efficiency Factor/60%*N-uncorrected
$S_{u(lab)}$ = Lab Vane Shear Strength (psf)
WC = water content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test
Sample Information

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) in. / Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
125								-7.30		126.70 Roller cone to denser material. Fine sand encountered at approximately 126.7 ft bgs.	
130											
135											
140								-22.90		142.30 **Bottom of Exploration at 142.30 feet below ground surface.** Roller cone REFUSAL, dense Till or Rock encountered.	
145											
150											

Remarks:
DS = Direct Shear Test
Stratification lines represent approximate boundaries between soil types; transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	BY	DATE	SIGNATURE
DESIGN-DETAILED	R. BETZ	11/26/2012	
CHECKED-REVIEWED	M. BURNHAM	1/10/2013	
DESIGN2-DETAILED2	K. BRESKIN	5/23/2013	
DESIGN3-DETAILED3	T. WHITE		
REVISIONS 1	D. LOVEL		
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

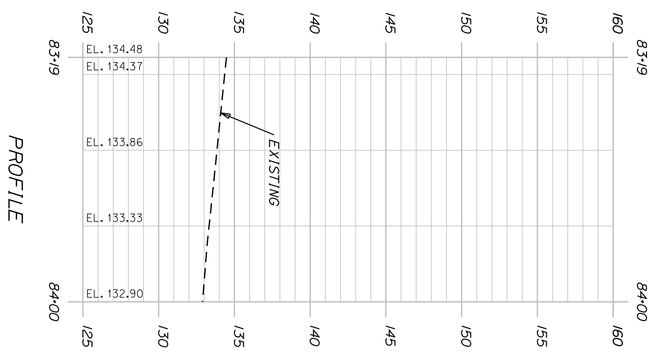
P.E. NUMBER

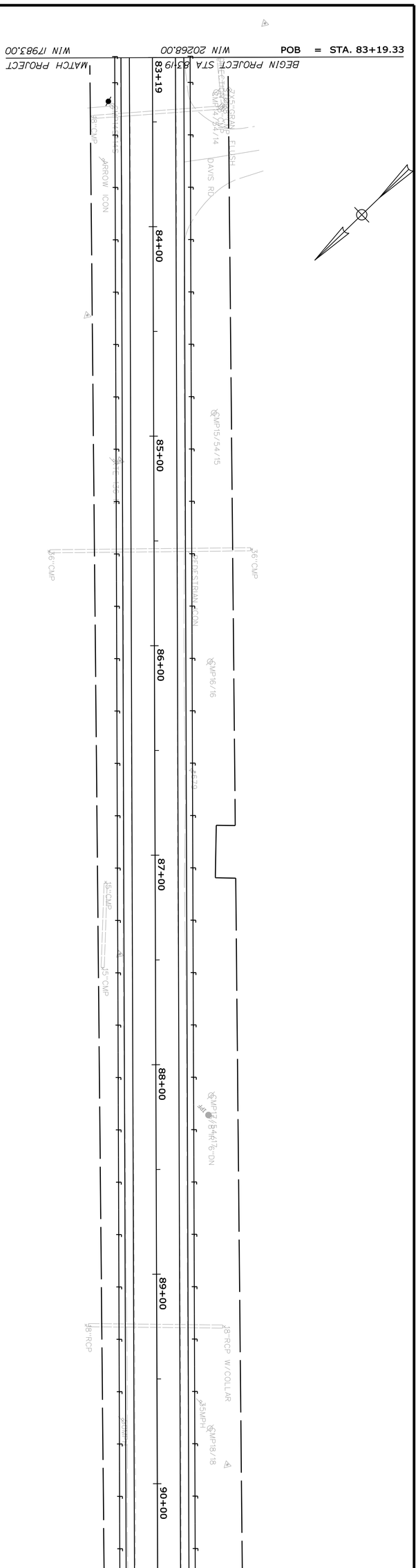
DATE

DURHAM
ROUTE 136

PLANS

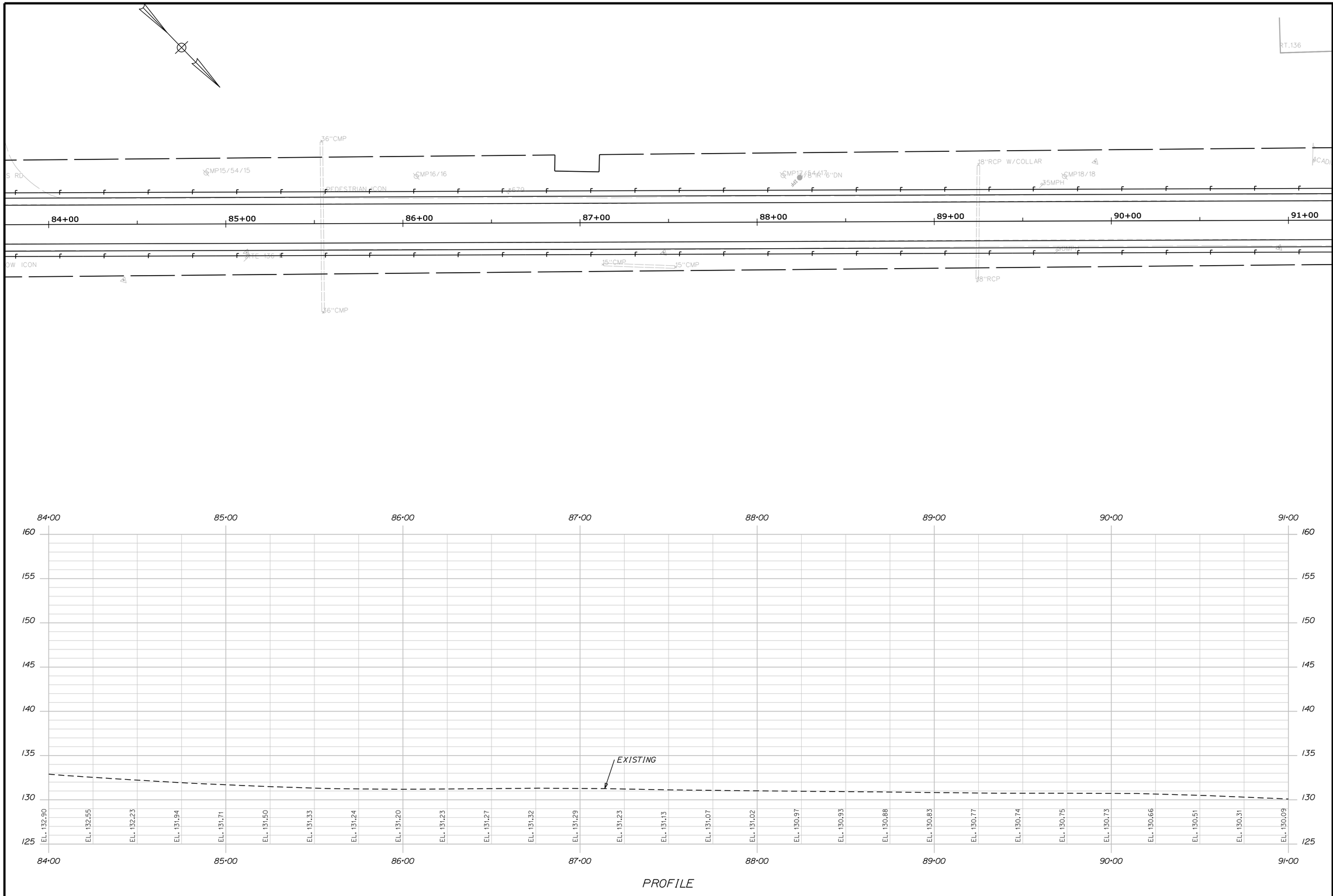
SHEET NUMBER
8
OF 149





STA. 83+19.33 TO STA. 84+00.00

SHEET NUMBER						
9 OF 149	DURHAM ROUTE 136 PLANS	PROJ. MANAGER	D. LOVELY	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION
		DESIGN-DETAILED	R. BETZ		11/26/2012	
		CHECKED-REVIEWED	M. BURNHAM		1/10/2013	STP-2026(800)
		DESIGN2-DETAILED2	K. BRESKIN	T.WHITE	5/23/2013	
		DESIGN3-DETAILED3				SIGNATURE
		REVISIONS 1				P.E. NUMBER
		REVISIONS 2				
		REVISIONS 3				DATE
		REVISIONS 4				WIN 20268.00 HIGHWAY PLANS
		FIELD CHANGES				



PROFILE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
20268.00

HIGHWAY PLANS

PROJ. MANAGER	D. LOVELY	BY	DATE
DESIGN-DETAILED	R. BETZ		11/26/2012
CHECKED-REVIEWED	M. BURNHAM		1/10/2013
DESIGN2-DETAILED2	K. BRESKIN	T. WHITE	5/23/2013
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

DURHAM
ROUTE 136

PLANS

SHEET NUMBER

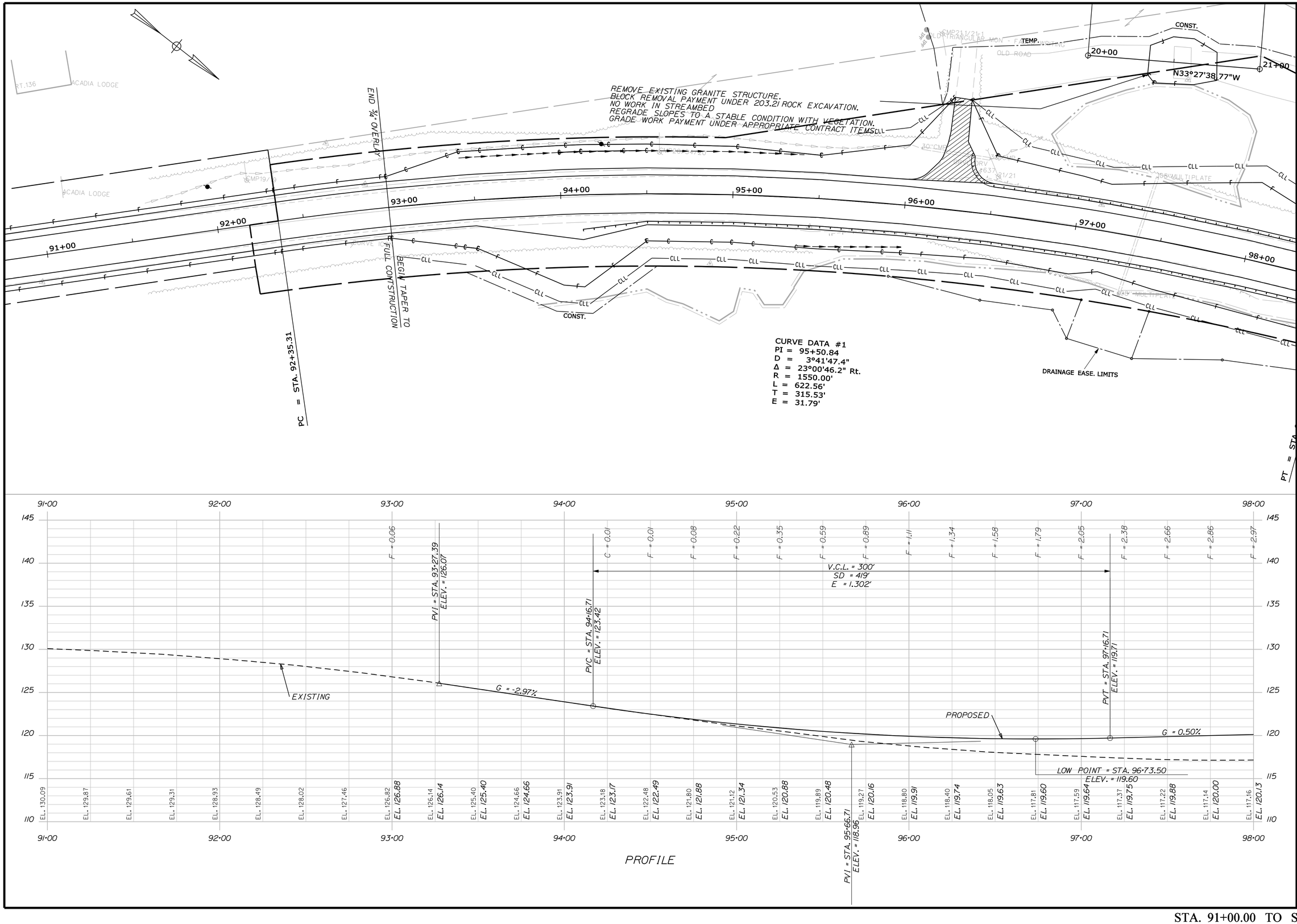
10

OF 149

STA. 84+00.00 TO STA. 91+00.00

Filename: ...\highway\rnsto\010_HDPLAN2.DGN Division: HIGHWAY Username: robert.k.betz Date:12/6/2013

Filename: ...\highway\mslo\011_HDPLAN3.DGN Username: robert.k.betz Division: HIGHWAY Date:12/6/2013



STA. 91+00.00 TO STA. 98+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN 20268.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	D. LOVELY	
DESIGN-DETAILED	R. BETZ	11/26/2012
CHECKED-REVIEWED	M. BURNHAM	1/10/2013
DESIGN2-DETAILED2	K. BRESKIN	T. WHITE 5/23/2013
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

DURHAM
ROUTE 136

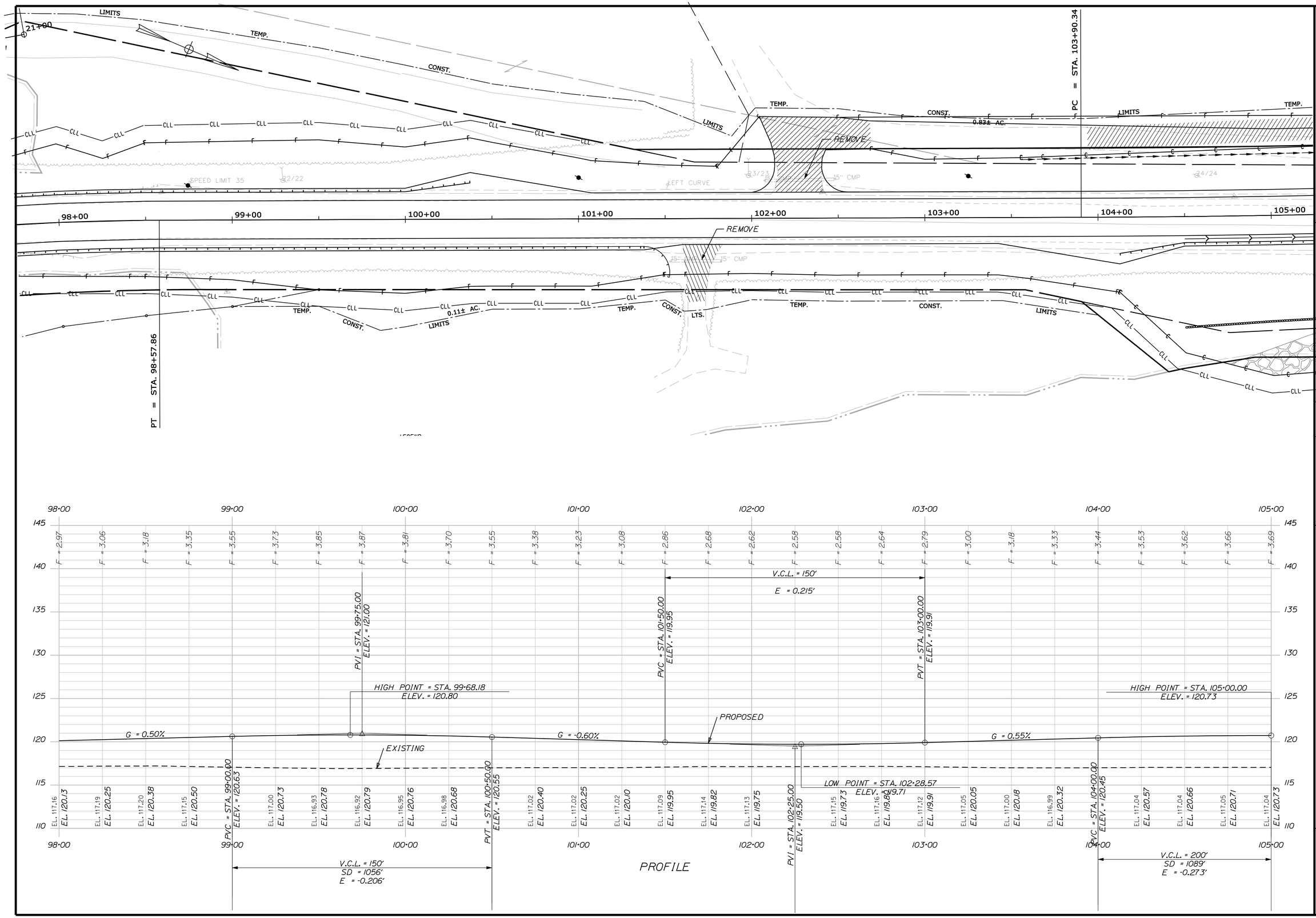
PLANS

SHEET NUMBER

11

OF 149

Usermame: robert.k.betz Date:12/6/2013
Filename: ...\highway\rnsto\012_HDPLAN4.DGN Division: HIGHWAY



STA. 98+00.00 TO STA. 105+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	D. LOVELY	BY	DATE
DESIGN-DETAILED	R. BETZ		11/26/2012
CHECKED-REVIEWED	M. BURNHAM		1/10/2013
DESIGN2-DETAILED2	K. BRESKIN	T. WHITE	5/23/2013
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

DURHAM
ROUTE 136

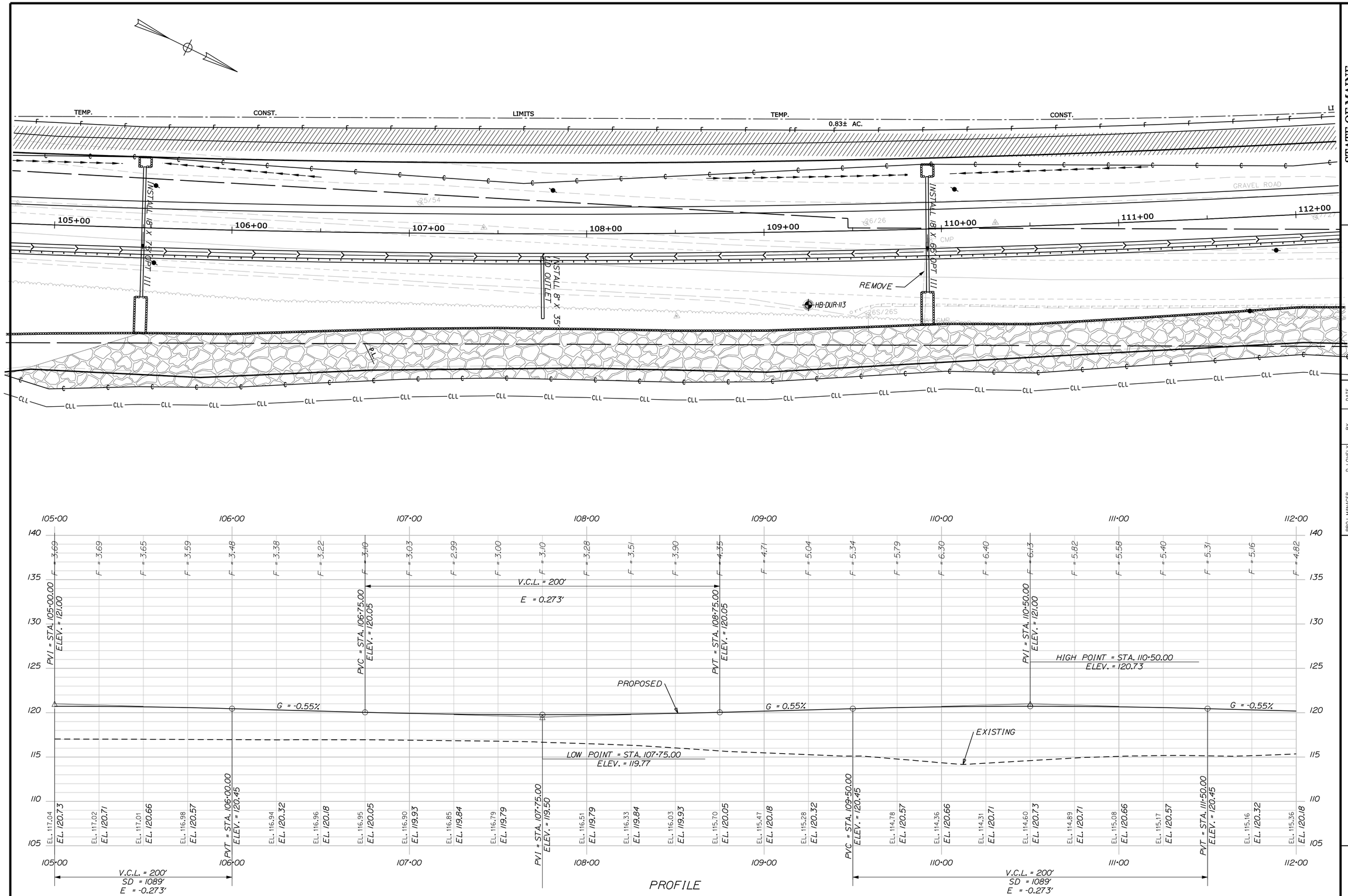
PLANS

SHEET NUMBER

12

OF 149

Filename: ...\highway\rnsto\013_HDPLAN5.DGN Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	D. LOVELY	BY	DATE
DESIGN-DETAILED	R. BETZ		11/26/2012
CHECKED-REVIEWED	M. BURNHAM		1/10/2013
DESIGN2-DETAILED2	K. BRESKIN	T. WHITE	5/23/2013
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

DURHAM
ROUTE 136

PLANS

SHEET NUMBER

13

OF 149

STA.105+00.00 TO STA. 112+00.00

Filename: ...\highway\rnsto\014_HDPLAN6.DGN Division: HIGHWAY Username: robert.k.betz Date:12/6/2013

CURVE DATA #2
PI = 114+91.57
D = 0°42'58.3"
Δ = 15°40'31.6" Lt.
R = 8000.00'
L = 2188.70'
T = 1101.23'
E = 75.44'

POTATO FIELD

LIMITS | TEMP. | REALIGN FIELD ROAD | CONST. 0.83± AC. | LIMITS | TEMP.

INSTALL 8" X 65' OPT III

INSTALL 8" X 30' OUTLET

INSTALL 8" X 65' OPT III

INSTALL 8" X 30' OUTLET

REMOVE

112+00 113+00 114+00 115+00 116+00 117+00 118+00 119+00

CLL

PVC = STA. 112+25.00
ELEV. = 120.05

V.C.L. = 200'
E = 0.273'

PVT = STA. 114+25.00
ELEV. = 120.05

PVI = STA. 116+00.00
ELEV. = 121.00

PVC = STA. 117+75.00
ELEV. = 120.05

V.C.L. = 200'
E = 0.273'

HIGH POINT = STA. 116+00.00
ELEV. = 120.73

PROPOSED

EXISTING

G = -0.55%

G = 0.55%

G = -0.55%

LOW POINT = STA. 113+25.00
ELEV. = 119.77

LOW POINT = STA. 118+75.00
ELEV. = 119.77

	112+00	113+00	114+00	115+00	116+00	117+00	118+00	119+00
F =	4.82	4.54	4.43	4.34	4.28	4.25	4.18	4.10
	4.07	4.12	4.13	4.12	4.12	4.18	4.24	4.26
	4.25	4.13	3.96	3.74	3.49	3.28	3.10	3.05
	3.12	3.27	3.32	3.25	3.17			
ELL.	115.36	115.51	115.50	115.50	115.51	115.61	115.74	115.86
	115.93	116.05	116.20	116.39	116.42	116.45	116.48	116.58
	116.70	116.83	117.04	117.08	117.00	116.81	116.57	116.47
	116.62							
EL.	120.18	120.05	119.93	119.84	119.79	119.79	119.84	119.93
	120.05	120.18	120.32	120.57	120.66	120.71	120.73	120.71
	120.66	120.57	120.32	120.18	120.05	119.93	119.84	119.79
	119.79							

PVI = STA. 113+25.00
ELEV. = 119.50

PVC = STA. 115+00.00
ELEV. = 120.45

PVT = STA. 117+00.00
ELEV. = 120.45

PVI = STA. 118+75.00
ELEV. = 119.50

PROFILE

V.C.L. = 200'
SD = 1089'
E = -0.273'

112+00 113+00 114+00 115+00 116+00 117+00 118+00 119+00

145 140 135 130 125 120 115 110

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
20268.00

HIGHWAY PLANS

	NAME	SIGNATURE	P.E. NUMBER	DATE
PROJ. MANAGER	D. LOVELY			
DESIGN-DETAILED	R. BETZ	11/26/2012		
CHECKED-REVIEWED	M. BURNHAM	1/10/2013		
DESIGN2-DETAILED2	K. BRESKIN	5/23/2013		
DESIGN3-DETAILED3	T. WHITE			
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				

DURHAM
ROUTE 136

PLANS

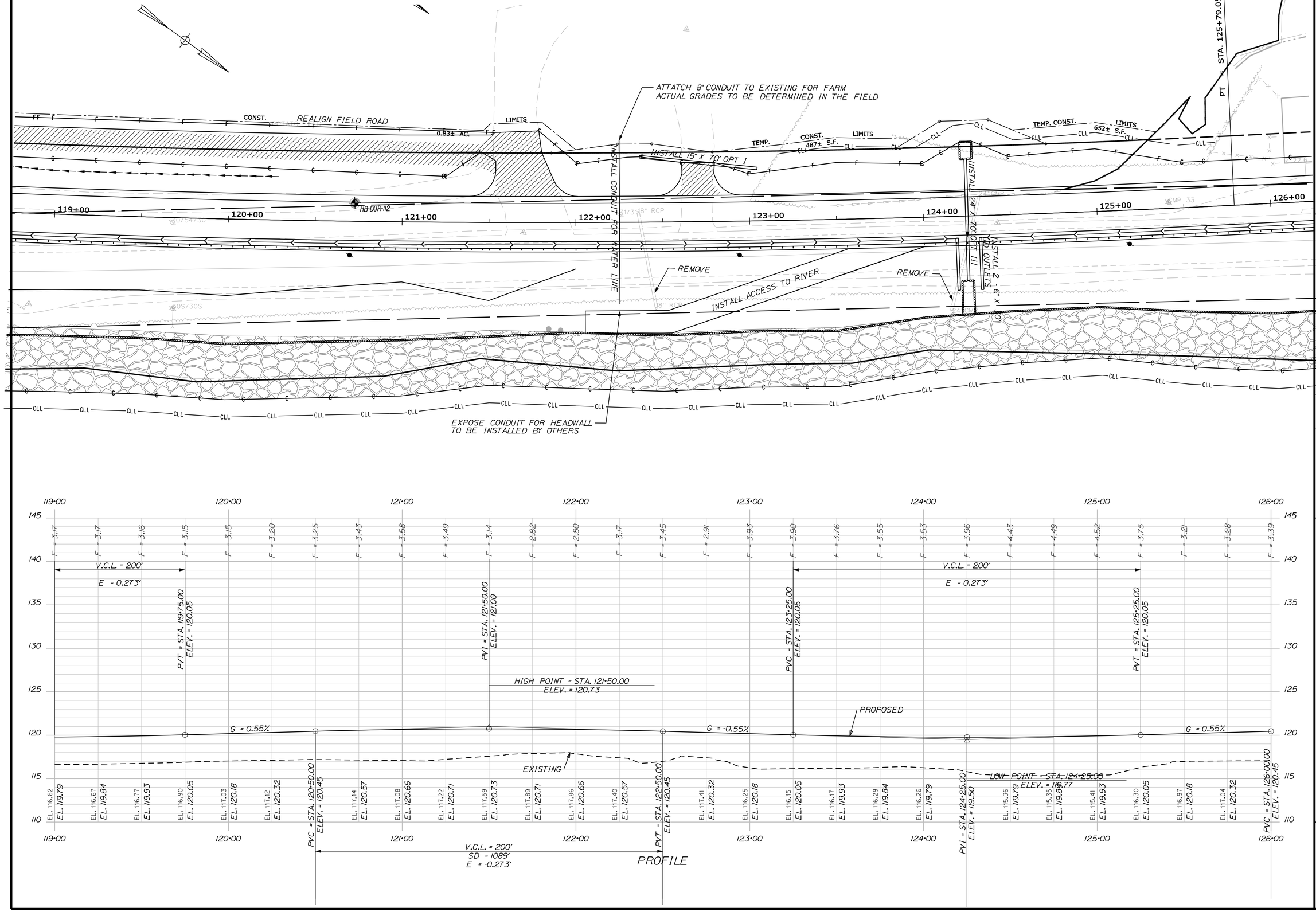
SHEET NUMBER

14

OF 149

STA.112+00.00 TO STA. 119+00.00

Filename: ...\highway\rnsto\015_HDPLAN7.DGN Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN 20268.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	D. LOVELY		
DESIGN-DETAILED	R. BETZ		11/26/2012
CHECKED-REVIEWED	M. BURNHAM		1/10/2013
DESIGN2-DETAILED2	K. BRESKIN	T. WHITE	5/23/2013
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

DURHAM
ROUTE 136

PLANS

SHEET NUMBER

15

OF 149

STA.119+00.00 TO STA. 126+00.00

Filename: ...\highway\rnsto\016_HDPLAN8.DGN Division: HIGHWAY Username: robert.k.betz Date:12/6/2013

STA. 123+76.09

REMOVE BUILDING NO. 1

REMOVE BUILDING NO. 2

REMOVE BUILDING NO. 3

REMOVE BUILDING NO. 4

WOOD SHED

1 STY WD FRM GARARGE

POSSIBLE LEACHFIELD LF PER OWNER

2 STEPS

36"DECID

36"SPRUCE

36"BIRCH

36"DECID

HB DUR III

REMOVE TREE

REMOVE TREE

REMOVE TREE

REMOVE

26"PINE

BRICK

MBLOCK

TIMBER

TIMBER

TIMBER

POSSIBLE LEACHFIELD

SEPTIC TANK

1 STY

PC = STA. 132+99.40

IN

12"DECID

12"LILAC

12"LILAC

12"LILAC

Filename: ...\highway\rnsto\017_HDPLAN9.DGN Division: HIGHWAY Date:12/6/2013 Username: robert.k.betz

CURVE DATA #3
PI = 137+10.33
D = 0°42'58.3"
Δ = 5°52'51.4" Lt.
R = 8000.00'
L = 821.14'
T = 410.93'
E = 10.55'

PC = STA. 132+99.40

REMOVE TREE
REMOVE
INSTALL 15" X 100' OPT 1
INSTALL 18" X 78' OPT III
INSTALL 8' X 20' HD OUTLET
INSTALL 16" X 80' OPT 1
INSTALL 48" X 150' POLYPROPELYNE PIPE
TEMP. CONST.
LIMITS
0.11± AC.
DELINEATOR
CMP 37/37
CMP 38/38

133+00 134+00 135+00 136+00 137+00 138+00 139+00 140+00

E = 0.273'

PVC = STA. 134+25.00 ELEV. = 120.05
PVT = STA. 133+50.00 ELEV. = 120.45
PVI = STA. 135+25.00 ELEV. = 119.50
PVT = STA. 136+25.00 ELEV. = 120.05
PVC = STA. 137+00.00 ELEV. = 120.45
PVI = STA. 138+00.00 ELEV. = 121.00
PVT = STA. 139+00.00 ELEV. = 120.45
PVC = STA. 139+75.00 ELEV. = 120.05

HIGH POINT = STA. 138+00.00
ELEV. = 120.73
LOW POINT = STA. 135+25.00
ELEV. = 119.77

PROPOSED
EXISTING

G = -0.55%
G = 0.55%
G = -0.55%

V.C.L. = 200'
SD = 1089'
E = -0.273'

V.C.L. = 200'
SD = 1089'
E = -0.273'

PROFILE

STA.133+00.00 TO STA. 140+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
20268.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	D. LOVELY	
DESIGN-DETAILED	R. BETZ	11/26/2012
CHECKED-REVIEWED	M. BURNHAM	1/10/2013
DESIGN2-DETAILED2	K. BRESKIN	5/23/2013
DESIGN3-DETAILED3	T. WHITE	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

DURHAM
ROUTE 136

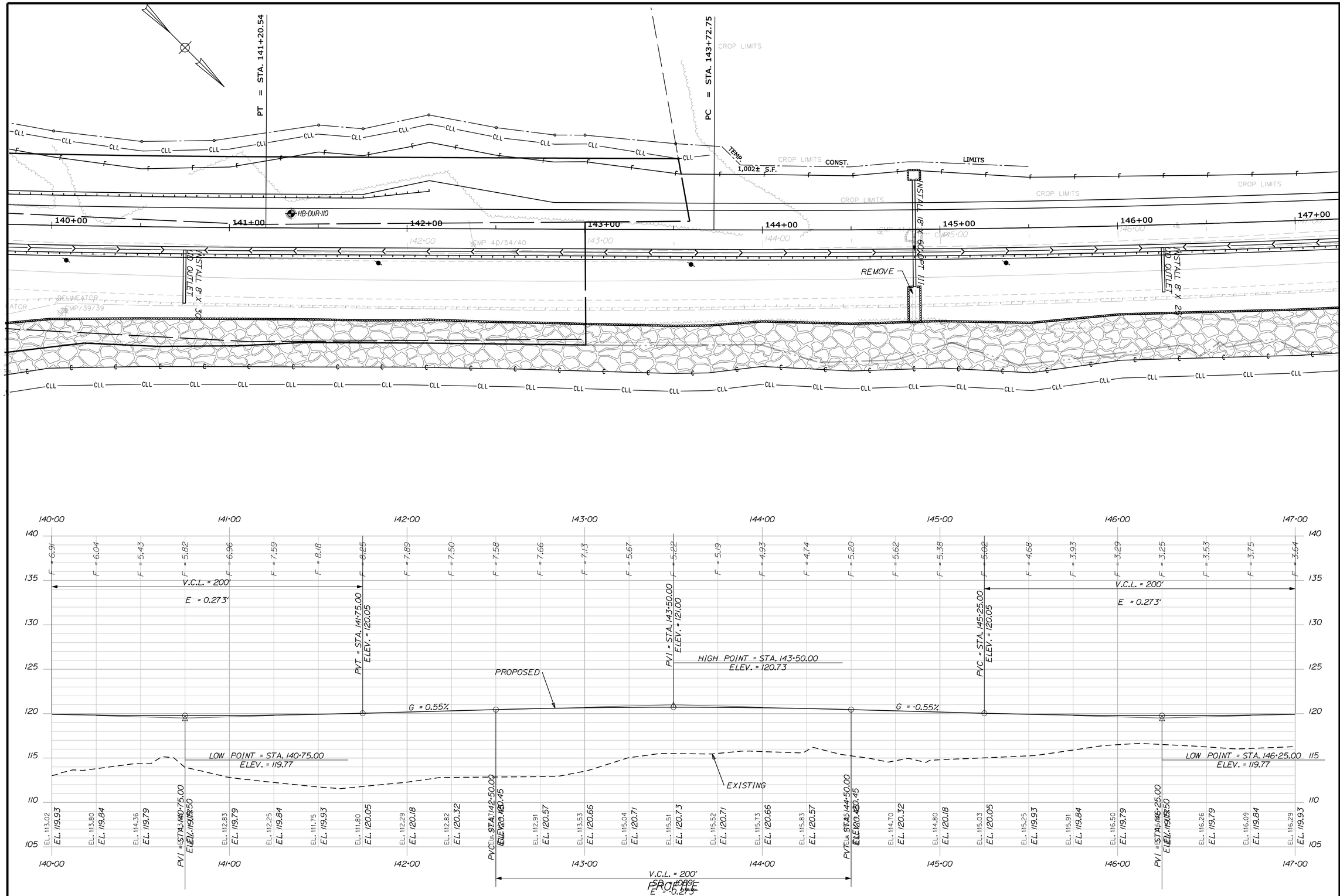
PLANS

SHEET NUMBER

17

OF 149

Filename: ...\highway\rnsto\018_HDPLAN10.DGN Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	D. LOVELY	BY	DATE
DESIGN-DETAILED	R. BETZ		11/26/2012
CHECKED-REVIEWED	M. BURNHAM		1/10/2013
DESIGN2-DETAILED2	K. BRESKIN	T. WHITE	5/23/2013
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

DURHAM
ROUTE 136

PLANS

SHEET NUMBER

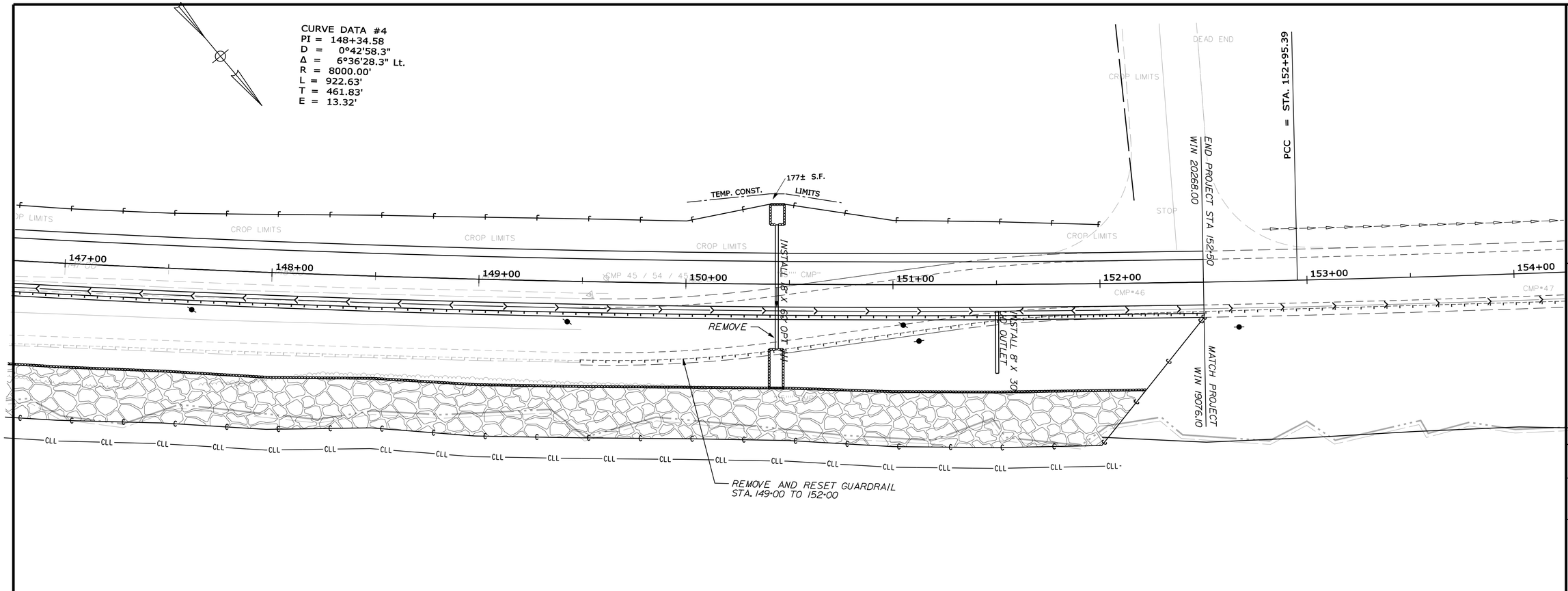
18

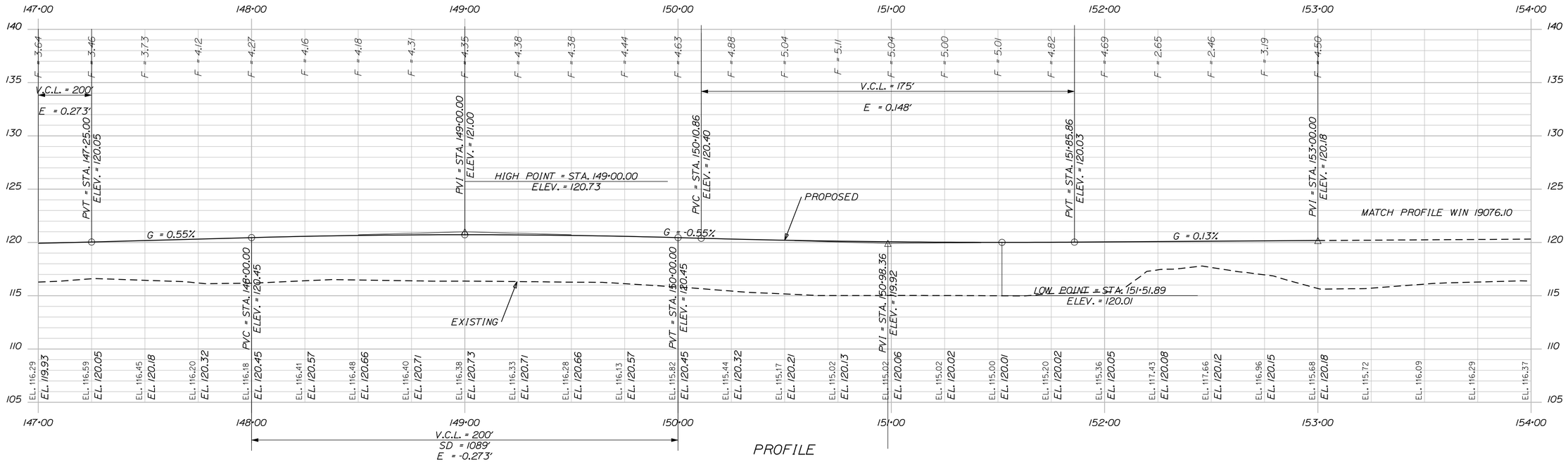
OF 149

STA.140+00.00 TO STA. 147+00.00

Filename: ...\highway\rnsto\019_HDPLAN11.DGN Division: HIGHWAY Username: robert.k.betz Date:12/6/2013

CURVE DATA #4
PI = 148+34.58
D = 0°42'58.3"
Δ = 6°36'28.3" Lt.
R = 8000.00'
L = 922.63'
T = 461.83'
E = 13.32'





PROFILE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	D. LOVELY	BY	DATE
DESIGN-DETAILED	R. BETZ		11/26/2012
CHECKED-REVIEWED	M. BURNHAM		1/10/2013
DESIGN2-DETAILED2	K. BRESKIN	T. WHITE	5/23/2013
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

DURHAM
ROUTE 136

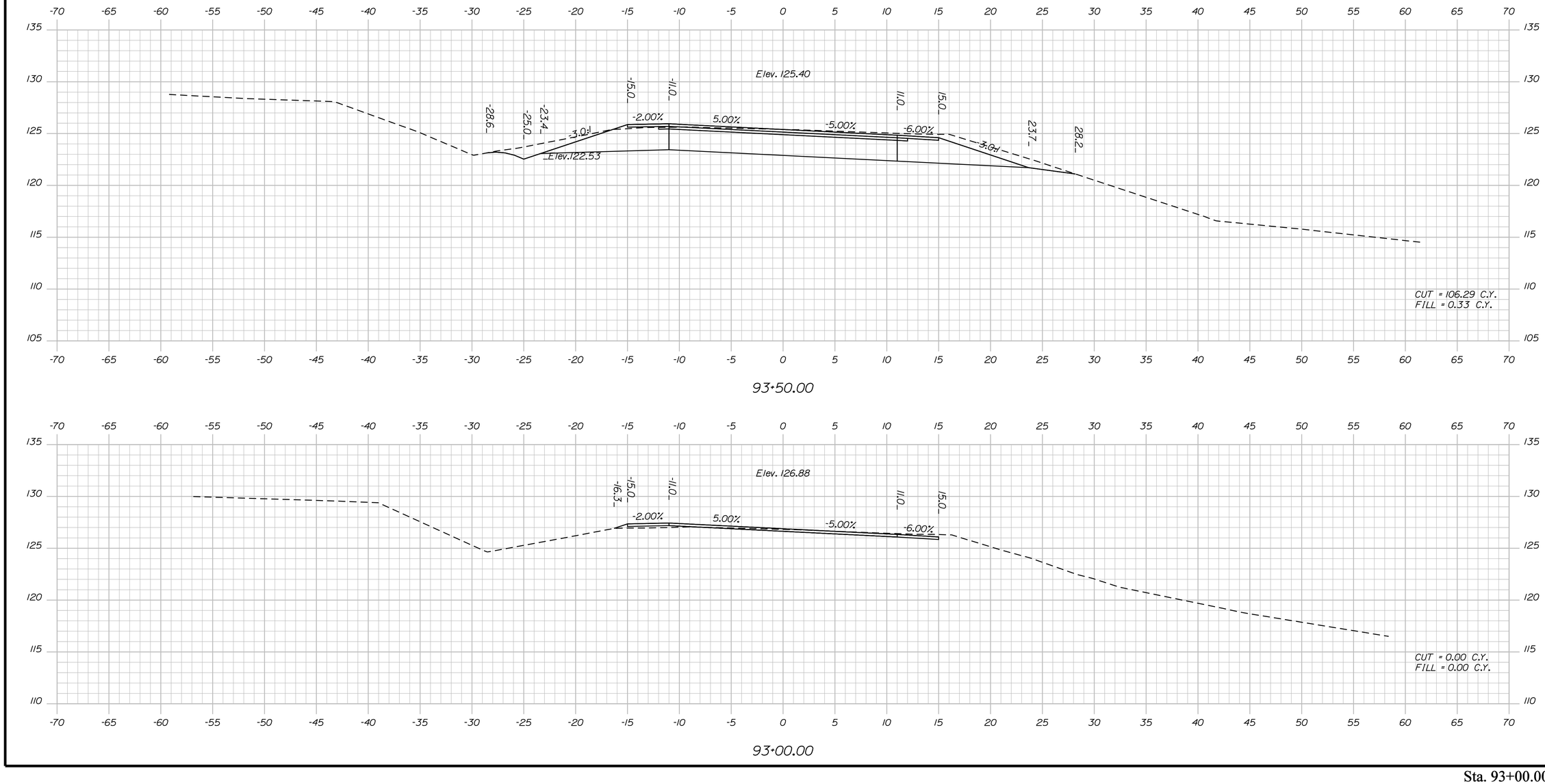
PLANS

SHEET NUMBER

19

OF 149

STA.147+00.00 TO STA. 154+00.00



Sta. 93+00.00 to Sta. 93+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$proj date1$
CHECKED-REVIEWED	$designer2$	$detailer2$	$proj date2$
DESIGN2-DETAILED2	$designer2$	$detailer2$	$proj date2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$proj date3$
REVISIONS 1	------		$revdate1$
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

SIGNATURE

P.E. NUMBER

DATE

DURHAM
ROUTE 136

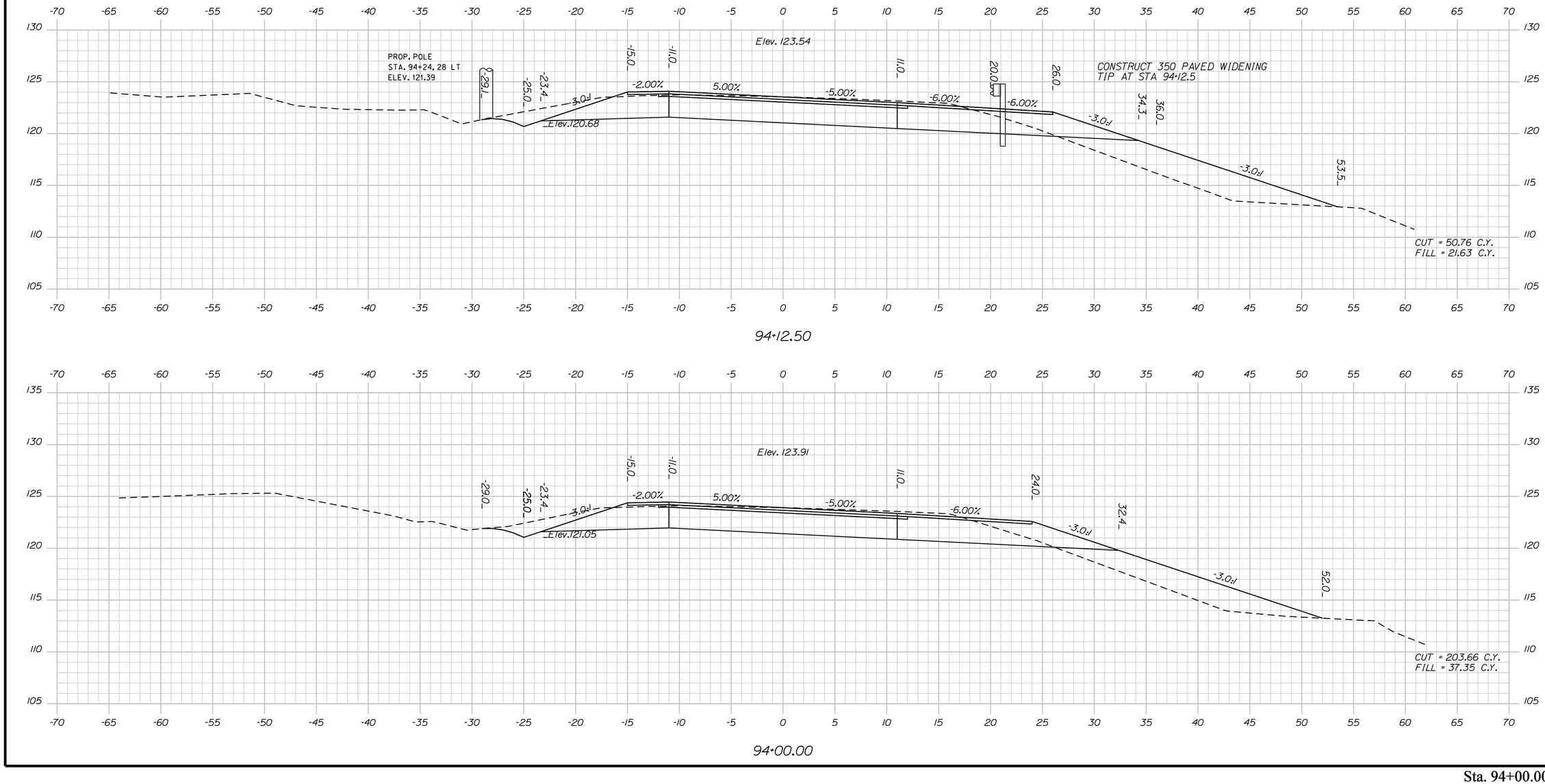
CROSS SECTIONS

SHEET NUMBER

20

OF 149

Filename: ...\msta\020_Xsect2_93+00_001.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



Sta. 94+00.00 to Sta. 94+12.50

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$		
DESIGN-DETAILED	$designer1$	$detailer1$	$proj date1$
CHECKED-REVIEWED	$designer2$	$detailer2$	$proj date2$
DESIGN2-DETAILED2	$designer2$	$detailer2$	$proj date2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$proj date3$
REVISIONS 1	------	$revision1$	$revdate1$
REVISIONS 2	------	$revision2$	$revdate2$
REVISIONS 3	$revision3$	$revdate3$	
REVISIONS 4	$revision4$	$revdate4$	
FIELD CHANGES	$fieldchange$	$fielddate$	

SIGNATURE

P.E. NUMBER

DATE

DURHAM
ROUTE 136

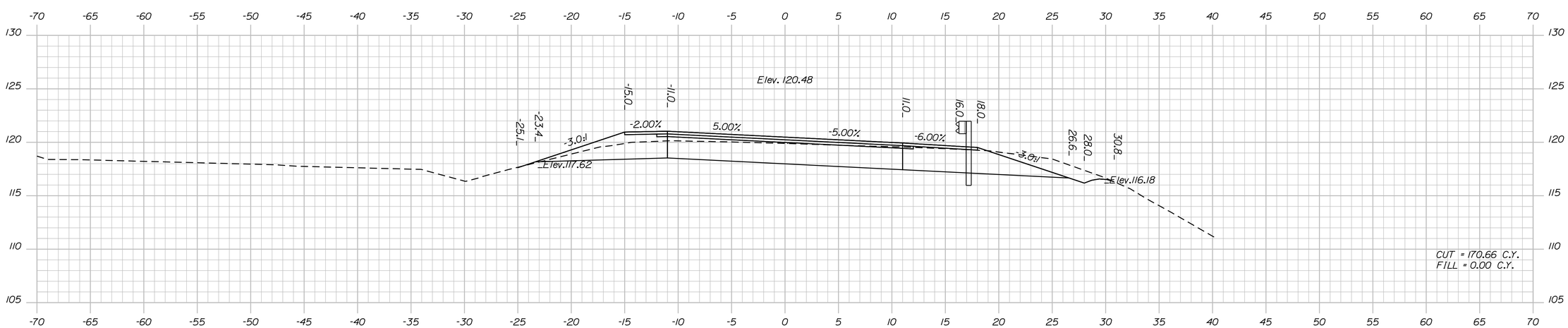
CROSS SECTIONS

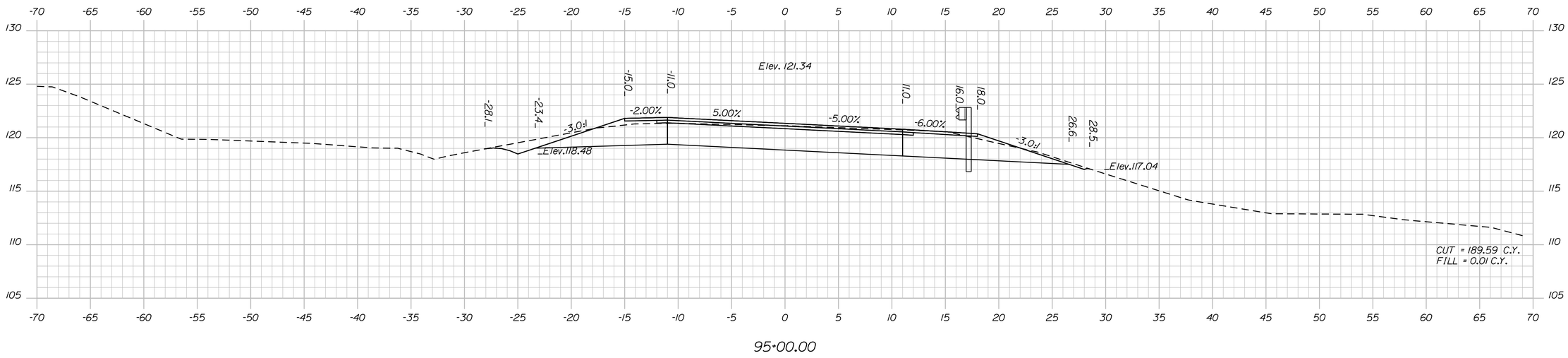
SHEET NUMBER

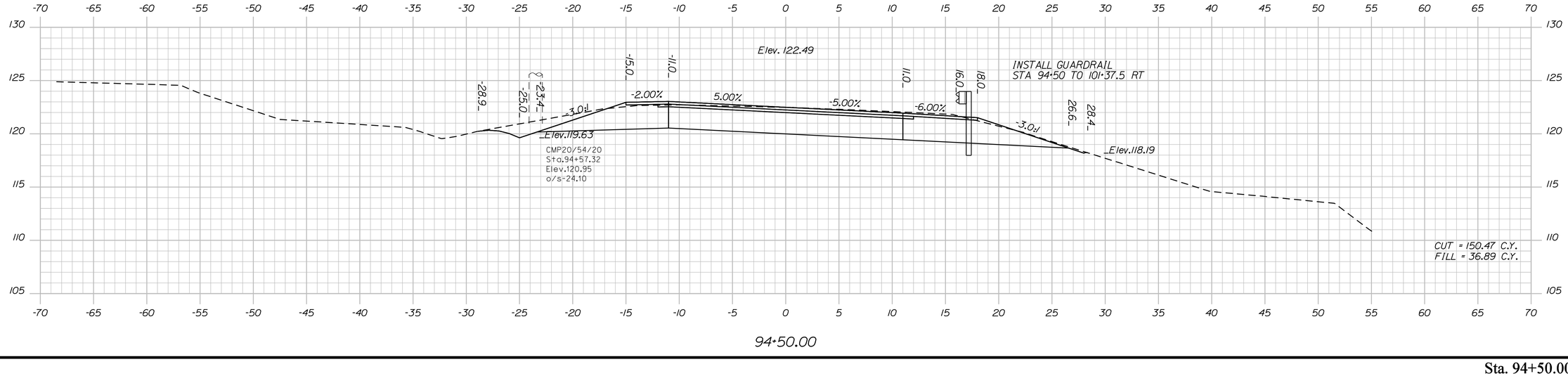
21

OF 149

Filename: ...\mslo\021_Xsect2_94+00_002.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013







STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$		
DESIGN-DETAILED	$designer1$	$detailer1$	$proj date1$
CHECKED-REVIEWED			
DESIGN2-DETAILED2	$designer2$	$detailer2$	$proj date2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$proj date3$
REVISIONS 1	------		$revdate1$
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

SIGNATURE

P.E. NUMBER

DATE

DURHAM
ROUTE 136

CROSS SECTIONS

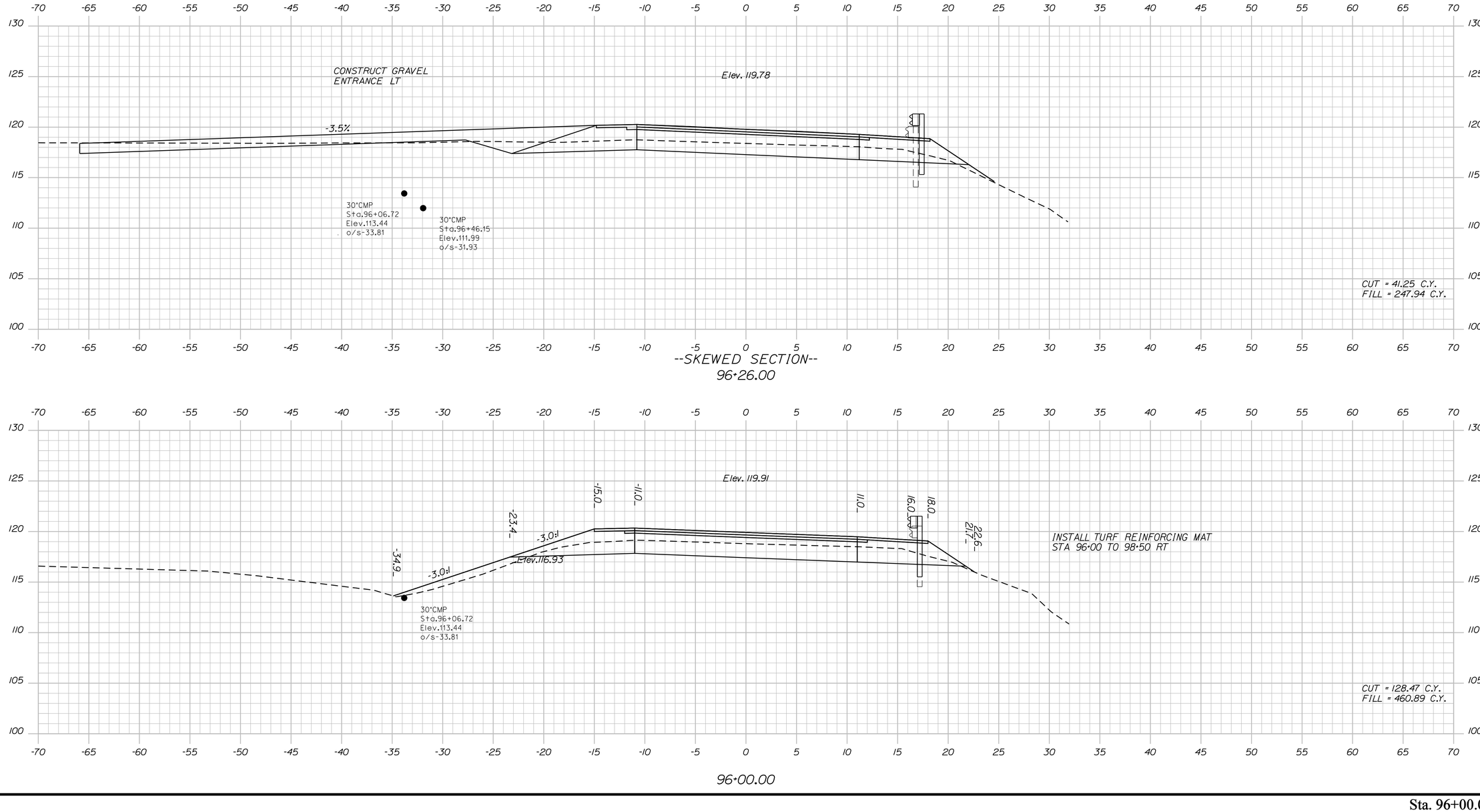
SHEET NUMBER

22

OF 149

Sta. 94+50.00 to Sta. 95+50.00

Filename: ...\msta\022_Xsect2_94+50_003.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	$PROJMANAGER$		
DESIGN-DETAILED	$designer1$	$detailer1$	$proj date1$
CHECKED-REVIEWED			SIGNATURE
DESIGN2-DETAILED2	$designer2$	$detailer2$	$proj date2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$proj date3$
REVISIONS 1	------		P.E. NUMBER
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fieldchdate$

DURHAM
ROUTE 136

CROSS SECTIONS

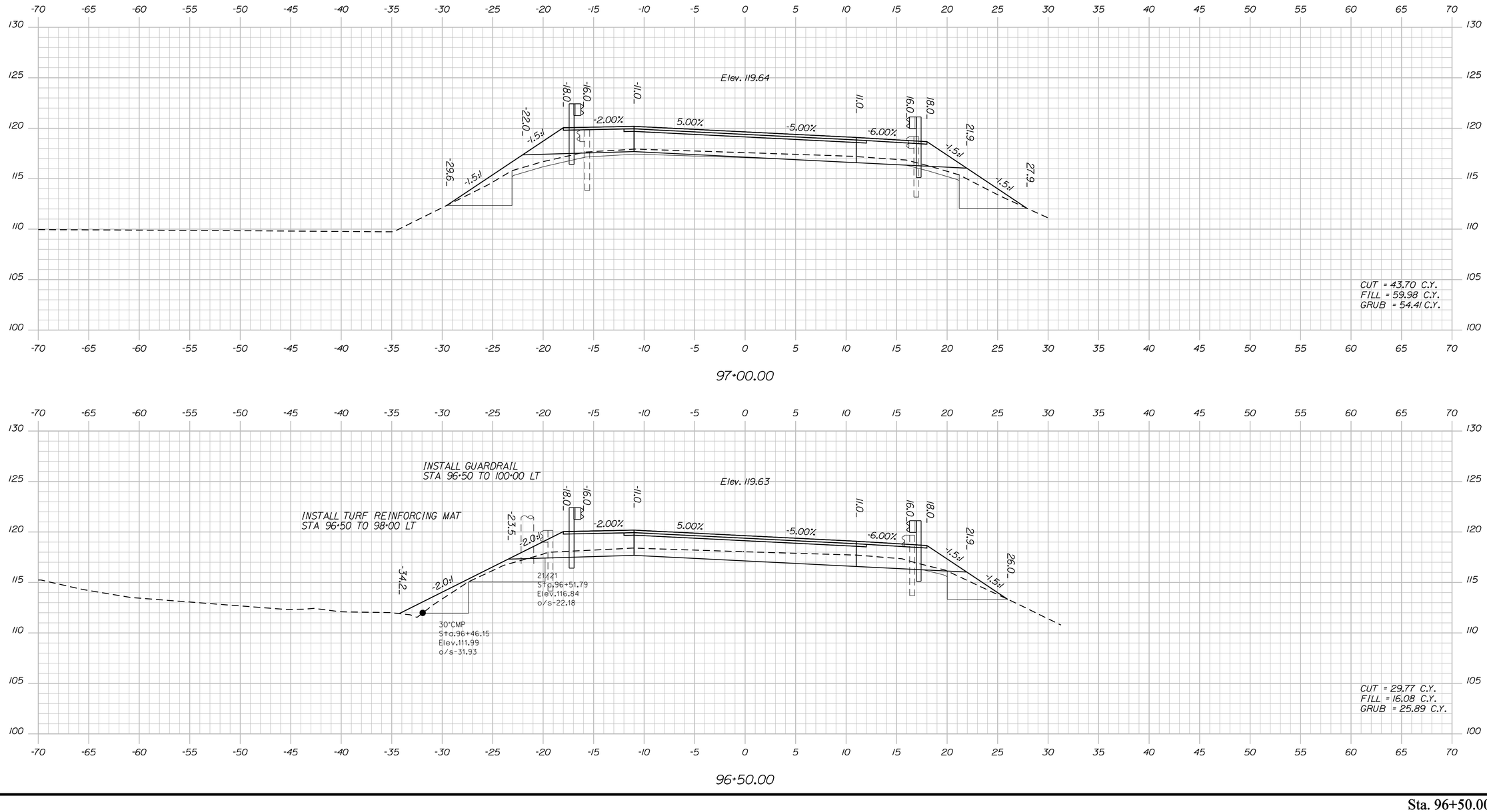
SHEET NUMBER

23

OF 149

Sta. 96+00.00 to Sta. 96+26.00

Filename: ...\mslo\023_Xsect2_96+00_004.dgn Division: HIGHWAY Username: robert.k.beltz Date:12/6/2013



PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$proj date1$
CHECKED-REVIEWED	$designer2$	$detailer2$	$proj date2$
DESIGN2-DETAILED2	$designer2$	$detailer2$	$proj date2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$proj date3$
REVISIONS 1	------		$revdate1$
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

SIGNATURE

P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

CROSS SECTIONS

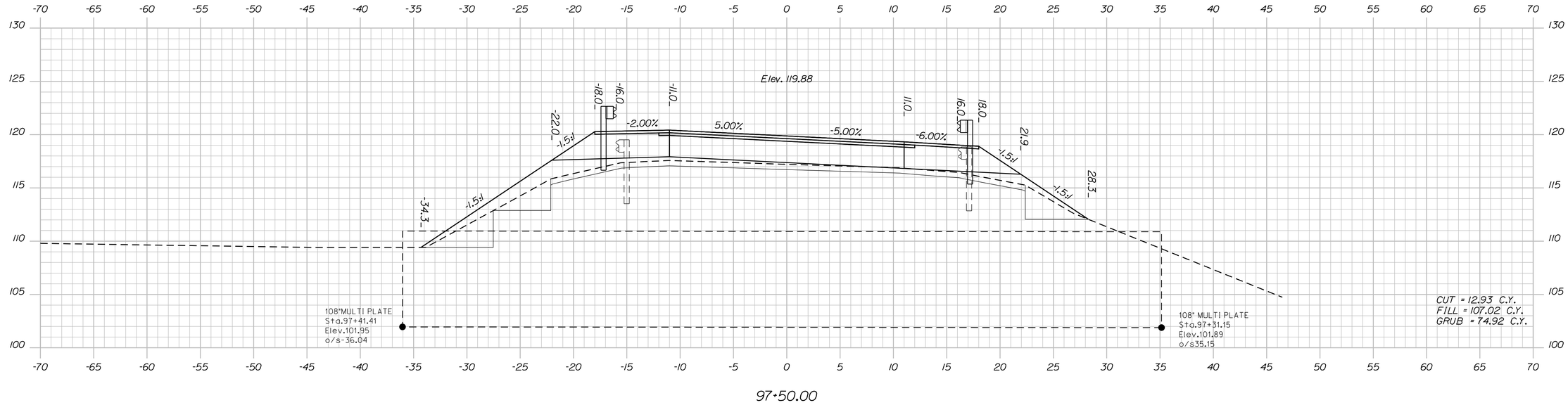
SHEET NUMBER

24

OF 149

Sta. 96+50.00 to Sta. 97+00.00

Filename: ...\mslo\024_Xsect2_96+50_005.dgn Division: HIGHWAY Username: robert.k.belz Date:12/6/2013



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER #PROJMANAGER#			
DESIGN-DETAILED	$designer1$	$detailer1$	$proj date1$
CHECKED-REVIEWED	$designer2$	$detailer2$	$proj date2$
DESIGN2-DETAILED2	$designer2$	$detailer2$	$proj date2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$proj date3$
REVISIONS 1	-----	-----	$revdate1$
REVISIONS 2	-----	-----	$revdate2$
REVISIONS 3	$revision3$	-----	$revdate3$
REVISIONS 4	$revision4$	-----	$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

SIGNATURE

P.E. NUMBER

DATE

DURHAM
ROUTE 136

CROSS SECTIONS

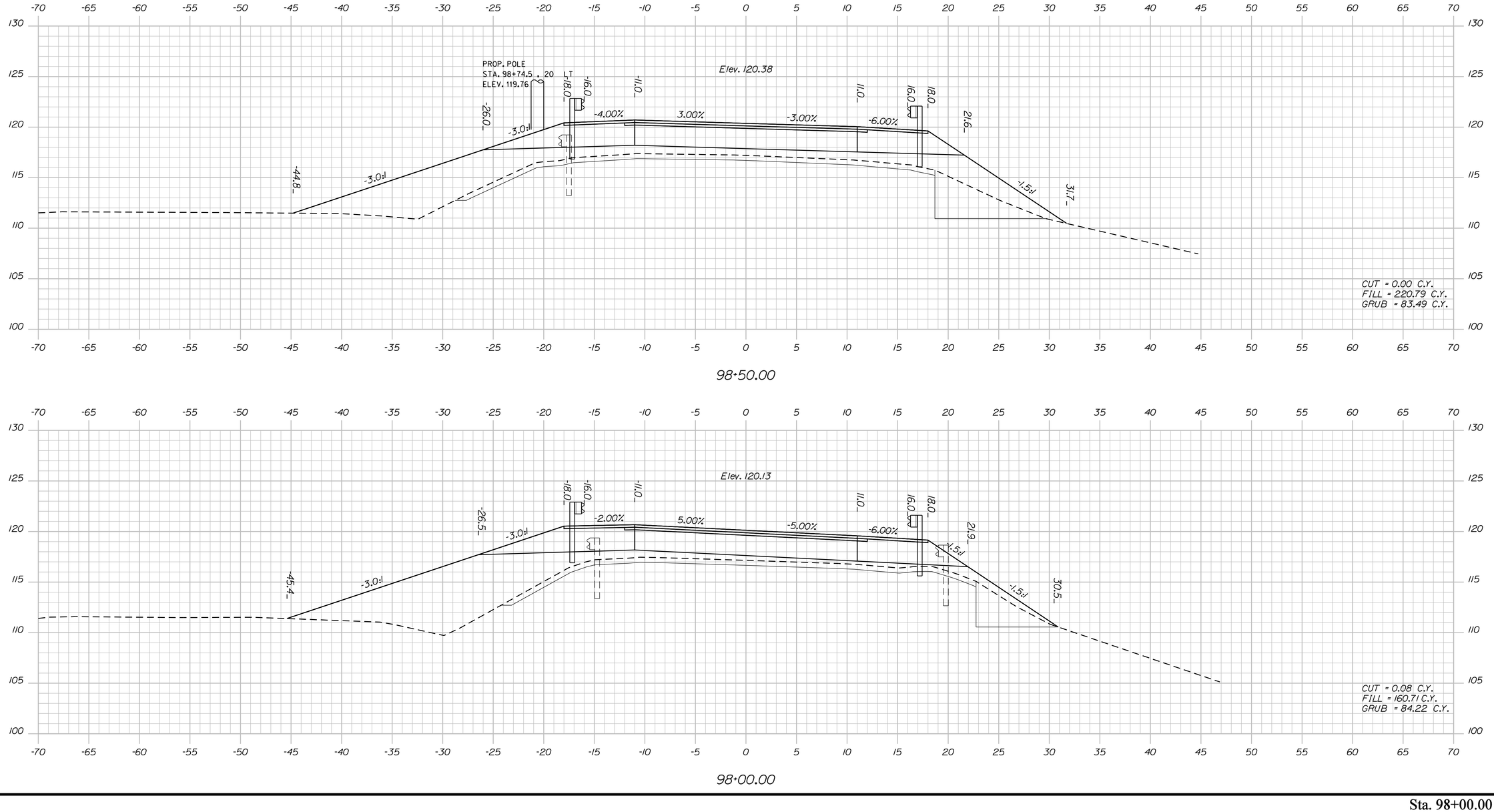
SHEET NUMBER

25

OF 149

Sta. 97+35.77 to Sta. 97+50.00

Filename: ...\msto\025_Xsect2_97+35_006.dgn Division: HIGHWAY Username: robert.k.beltz Date:12/6/2013



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$		
DESIGN-DETAILED	$designer1$	$detailer1$	$proj date1$
CHECKED-REVIEWED	$designer2$	$detailer2$	$proj date2$
DESIGN2-DETAILED2	$designer2$	$detailer2$	$proj date2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$proj date3$
REVISIONS 1	------		$revdate1$
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

SIGNATURE

P.E. NUMBER

DATE

DURHAM
ROUTE 136

CROSS SECTIONS

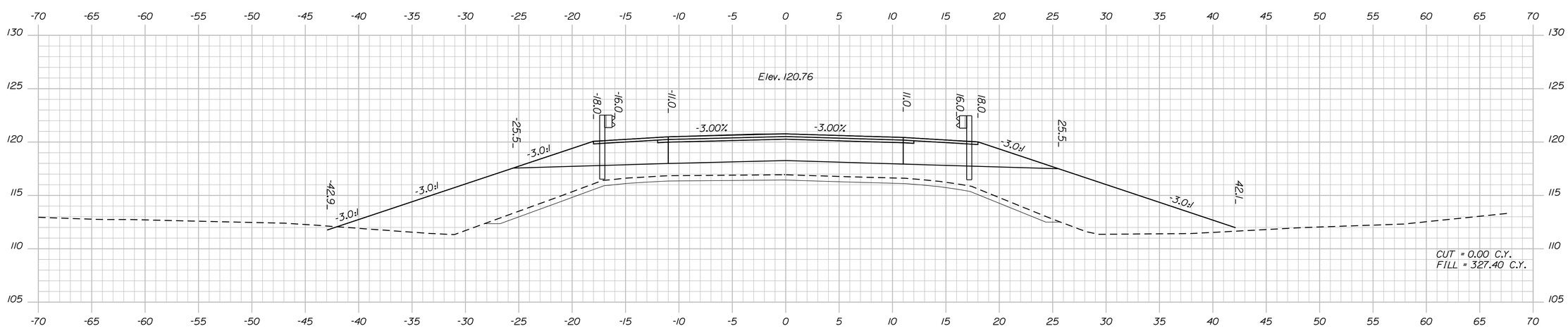
SHEET NUMBER

26

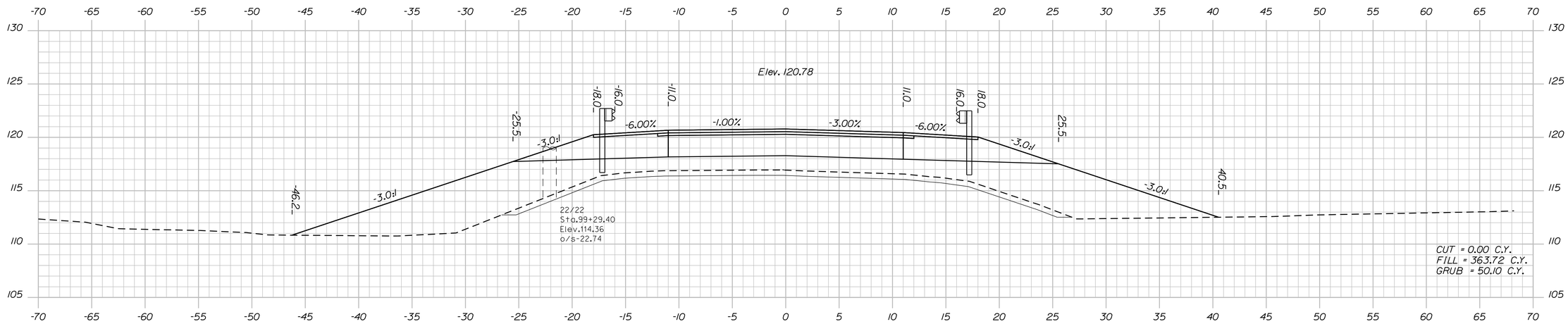
OF 149

Sta. 98+00.00 to Sta. 98+50.00

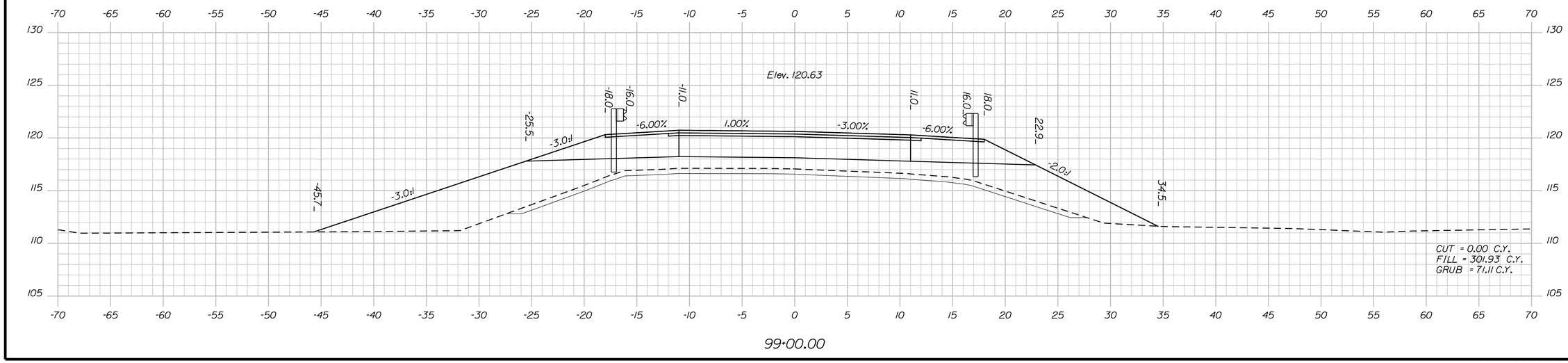
Filename: ...\msta\026_Xsect2_98+00_007.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



99+87.50



99+50.00



99+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$proj.manager$		
DESIGN-DETAILED	$designer1$	$detailer1$	$proj.date$
CHECKED-REVIEWED	$designer2$	$detailer2$	$proj.date2$
DESIGN2-DETAILED2	$designer2$	$detailer2$	$proj.date2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$proj.date3$
REVISIONS 1	------	-----	$revdate1$
REVISIONS 2	------	-----	$revdate2$
REVISIONS 3	$revision3$		$revdate3$
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

SIGNATURE

P.E. NUMBER

DATE

DURHAM
ROUTE 136

CROSS SECTIONS

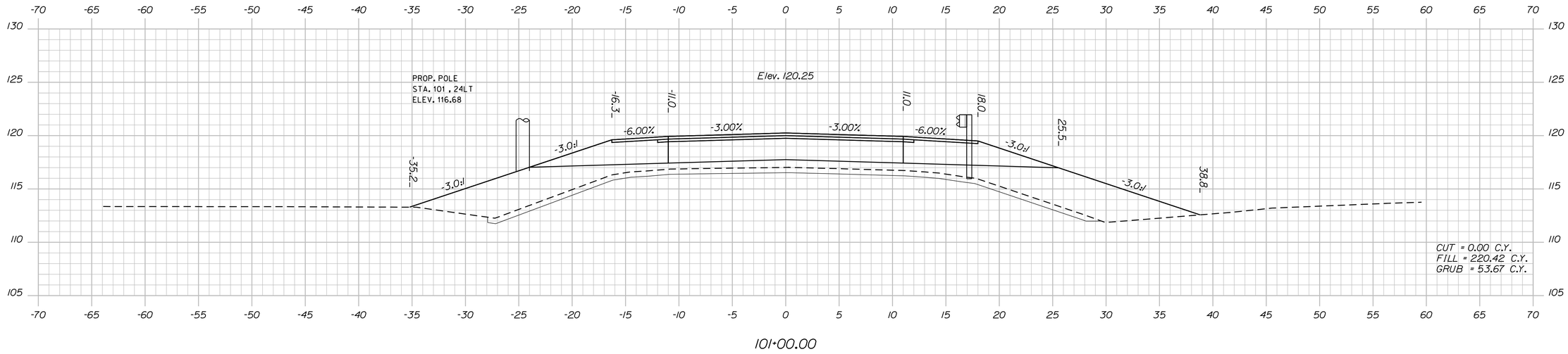
SHEET NUMBER

27

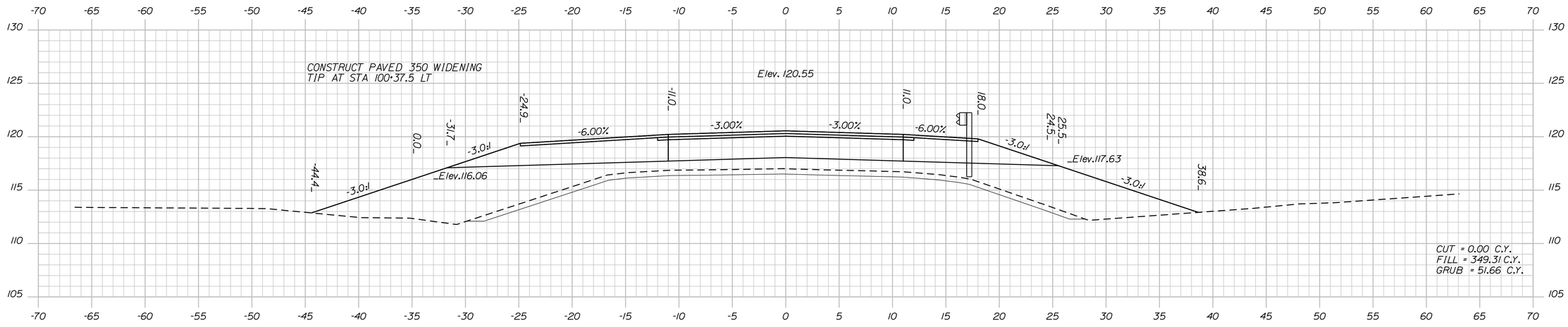
OF 149

Sta. 99+00.00 to Sta. 99+87.50

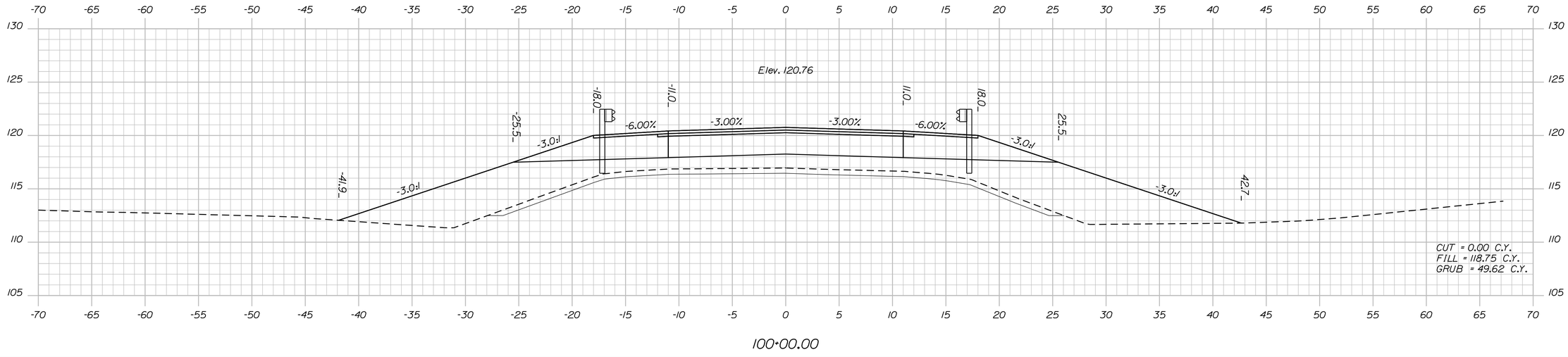
Filename: ...\msta\027_Xsect2_99+00_008.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



101+00.00



100+50.00



100+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	$proj_manager$	$proj_date$
DESIGN-DETAILED	$designer1$	$proj_date1$
CHECKED-REVIEWED	-----	$proj_date2$
DESIGN2-DETAILED	$designer2$	$proj_date2$
DESIGN3-DETAILED	$designer3$	$proj_date3$
REVISIONS 1	------	$revdate1$
REVISIONS 2	------	$revdate2$
REVISIONS 3	$revision3$	$revdate3$
REVISIONS 4	$revision4$	$revdate4$
FIELD CHANGES	$fieldchange$	$fielddate$

SIGNATURE

P.E. NUMBER

DATE

DURHAM
ROUTE 136

CROSS SECTIONS

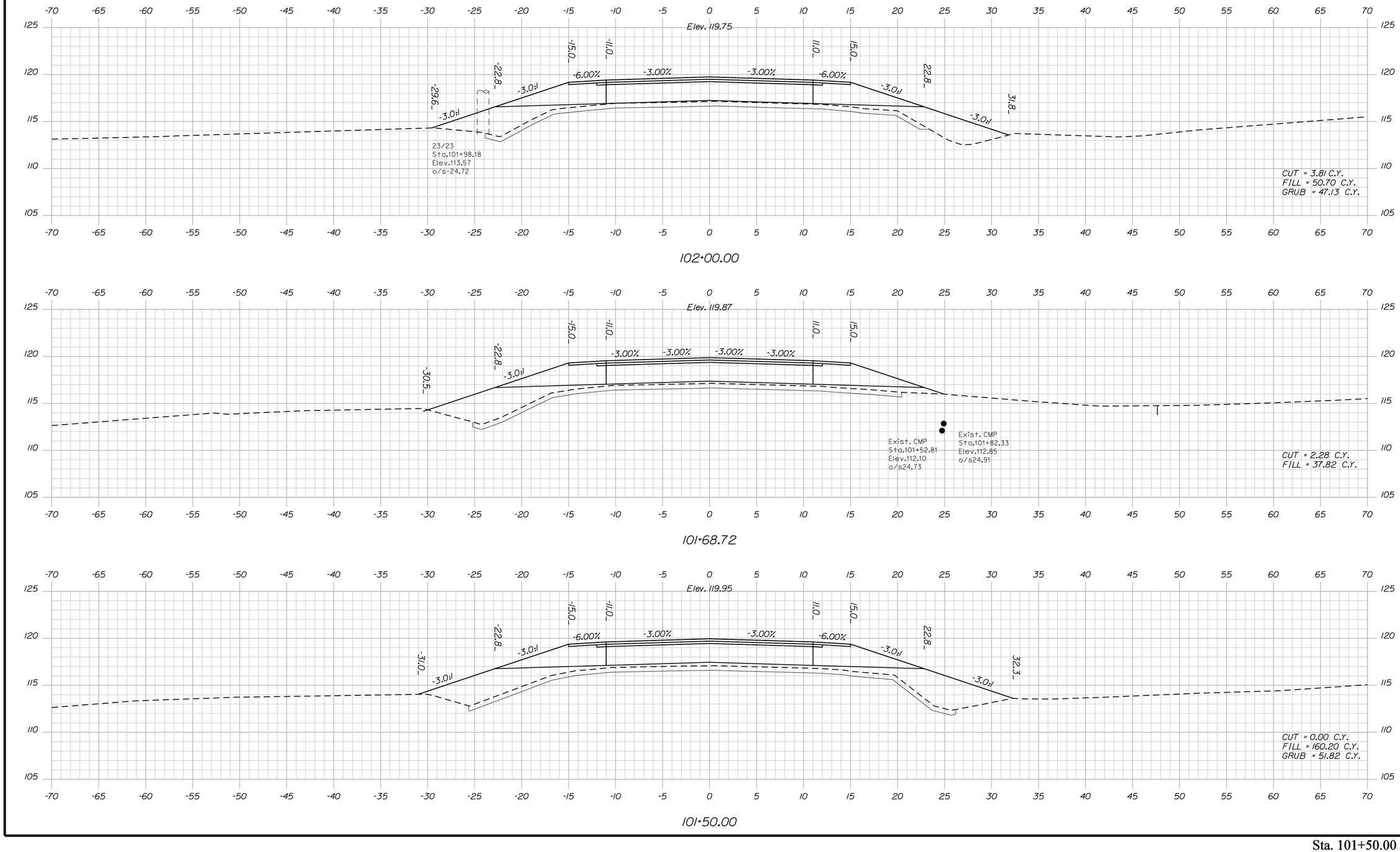
SHEET NUMBER

28

OF 149

Sta. 100+00.00 to Sta. 101+00.00

Filename: ...\msta\V028_Xsect2_100+00_009.dgn Division: HIGHWAY Username: robert.k.beltz Date:12/6/2013



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$proj date1$
CHECKED-REVIEWED			
DESIGN2-DETAILED2	$designer2$	$detailer2$	$proj date2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$proj date3$
REVISIONS 1	------	-----	$revdate1$
REVISIONS 2	$revision3$		$revdate2$
REVISIONS 3	$revision3$		$revdate3$
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

SIGNATURE

P.E. NUMBER

DATE

DURHAM
ROUTE 136

CROSS SECTIONS

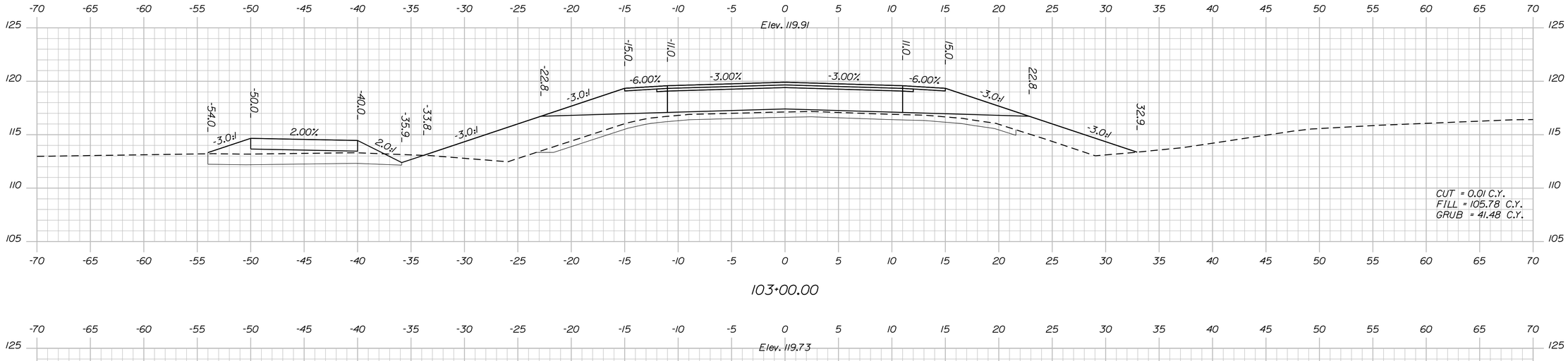
SHEET NUMBER

29

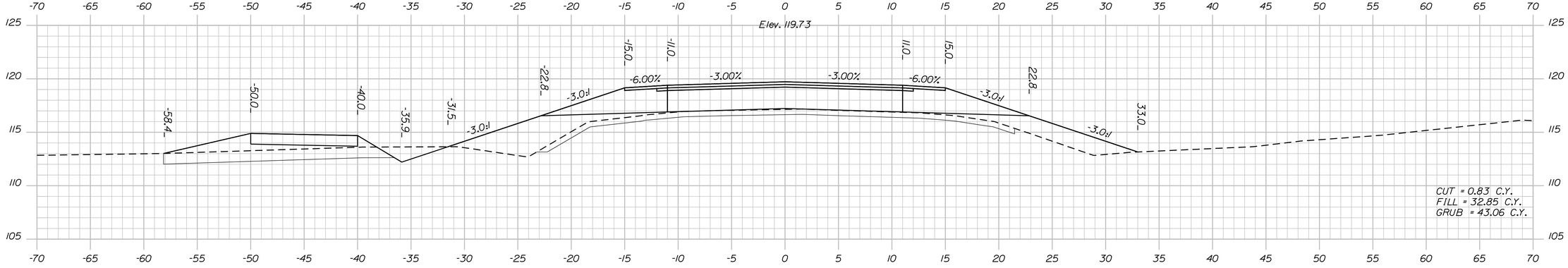
OF 149

Sta. 101+50.00 to Sta. 102+00.00

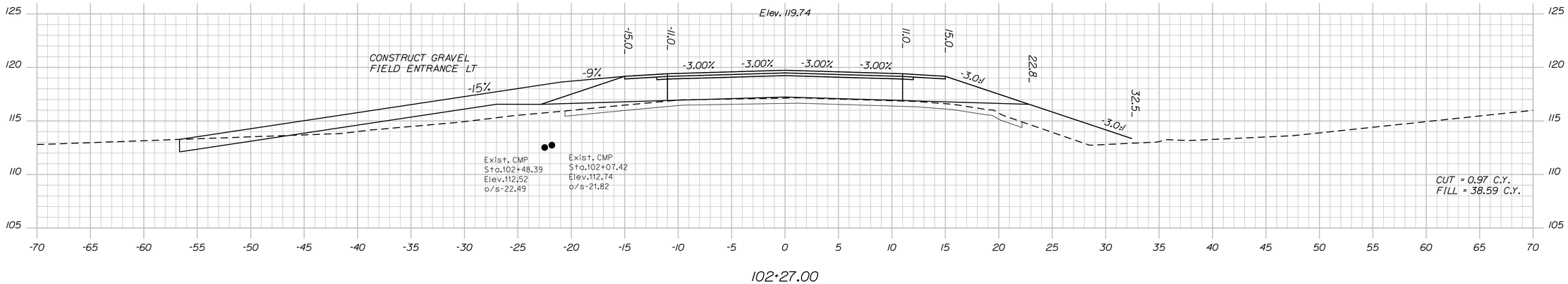
Filename: ...\mslo\029_Xsect2_101+50_010.dgn Username: robert.k.betz Division: HIGHWAY Date:12/6/2013



103+00.00



102+50.00



102+27.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$proj.date1$
CHECKED-REVIEWED		-----	-----
DESIGN2-DETAILED2	$designer2$	$detailer2$	$proj.date2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$proj.date3$
REVISIONS 1	-----	-----	$revdate1$
REVISIONS 2	$revision3$	-----	$revdate2$
REVISIONS 3	$revision3$	-----	$revdate3$
REVISIONS 4	$revision4$	-----	$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

SIGNATURE

P.E. NUMBER

DATE

DURHAM
ROUTE 136

CROSS SECTIONS

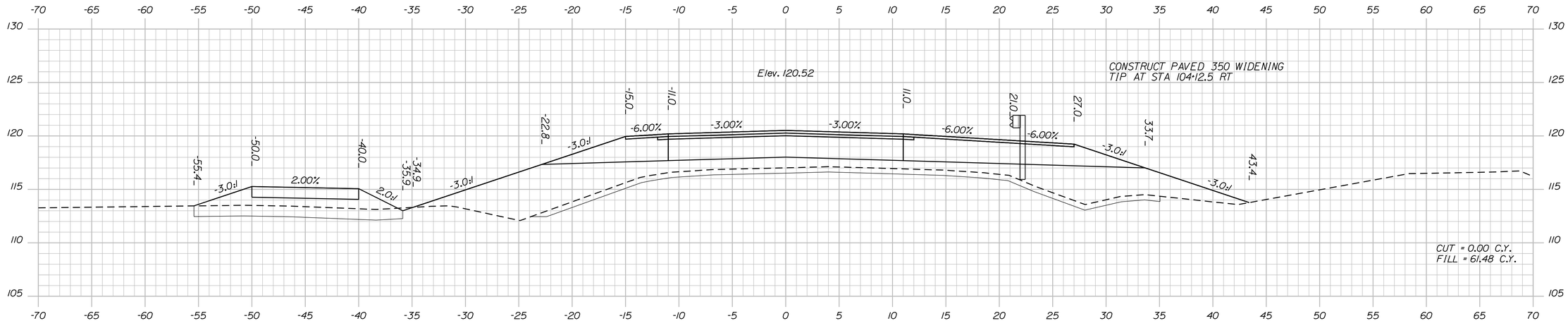
SHEET NUMBER

30

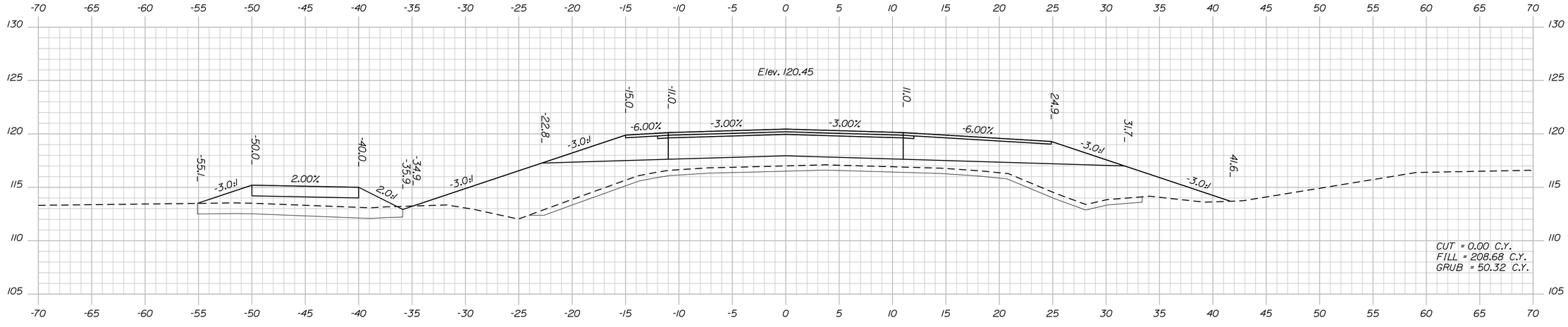
OF 149

Sta. 102+27.00 to Sta. 103+00.00

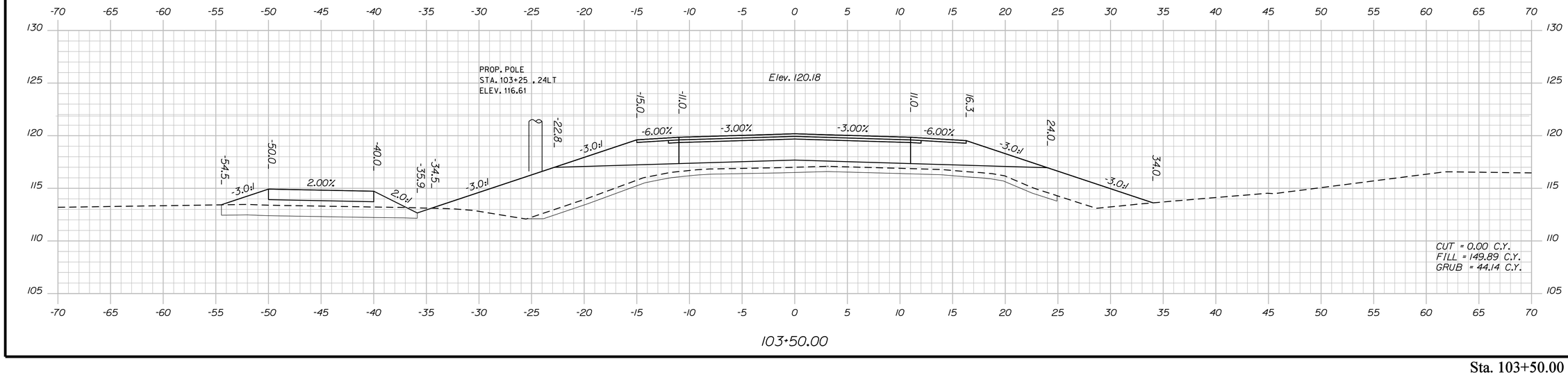
Filename: ...\mslo\030_Xsect2_102+27_011.dgn Division: HIGHWAY Username: robert.k.belz Date:12/6/2013



104+12.50



104+00.00



103+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	#PROJMANAGER#	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$prodate1$
CHECKED-REVIEWED		-----	SIGNATURE
DESIGN2-DETAILED2	$designer2$	$detailer2$	$prodate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$prodate3$
REVISIONS 1	------	$revdate1$	P.E. NUMBER
REVISIONS 2	------	$revdate2$	
REVISIONS 3	$revision3$	$revdate3$	DATE
REVISIONS 4	$revision4$	$revdate4$	
FIELD CHANGES	$fieldchange$	$fielddate$	

DURHAM
ROUTE 136

CROSS SECTIONS

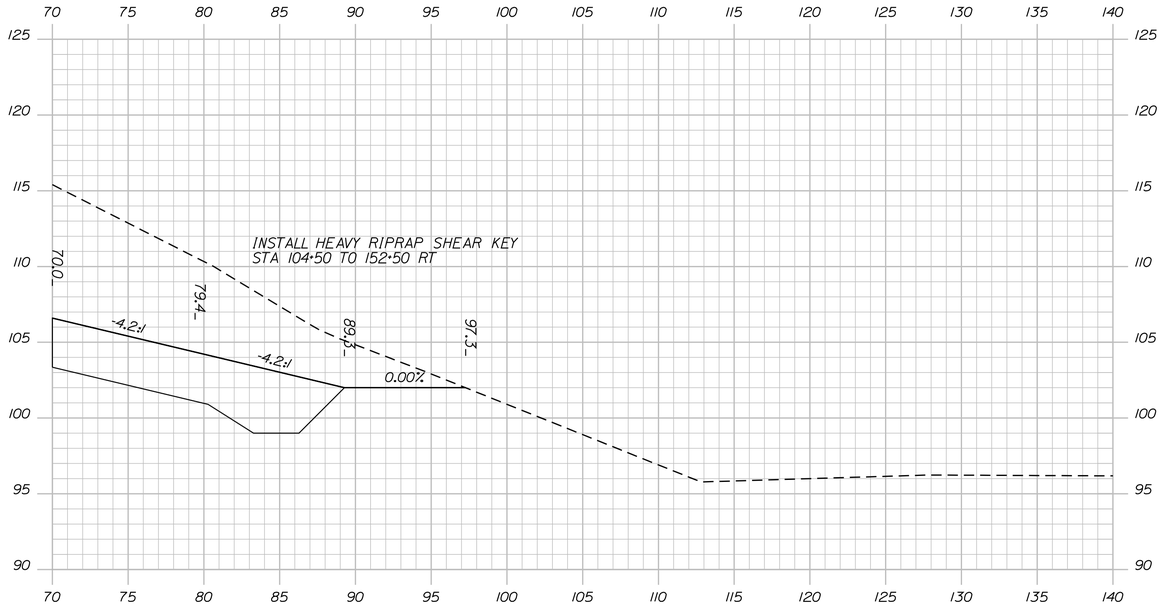
SHEET NUMBER

31

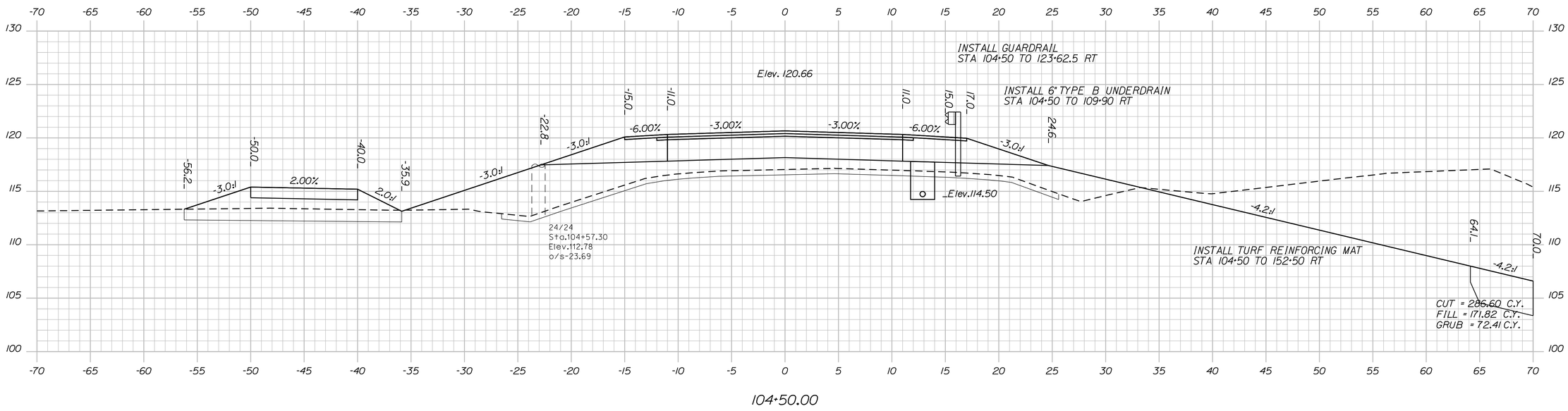
OF 149

Sta. 103+50.00 to Sta. 104+12.50

Filename: ...\mstoV031_Xsect2_103+50_012.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



104+50.00 (+1)



104+50.00

Sta. 104+50.00 to Sta. 104+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$proj date1$
CHECKED-REVIEWED		-----	-----
DESIGN2-DETAILED2	$designer2$	$detailer2$	$proj date2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$proj date3$
REVISIONS 1	------	$revdate1$	P.E. NUMBER
REVISIONS 2	------	$revdate2$	
REVISIONS 3	$revision3$	$revdate3$	SIGNATURE
REVISIONS 4	$revision4$	$revdate4$	DATE
FIELD CHANGES	$fieldchange$	$fielddate$	

DURHAM
ROUTE 136

CROSS SECTIONS

SHEET NUMBER

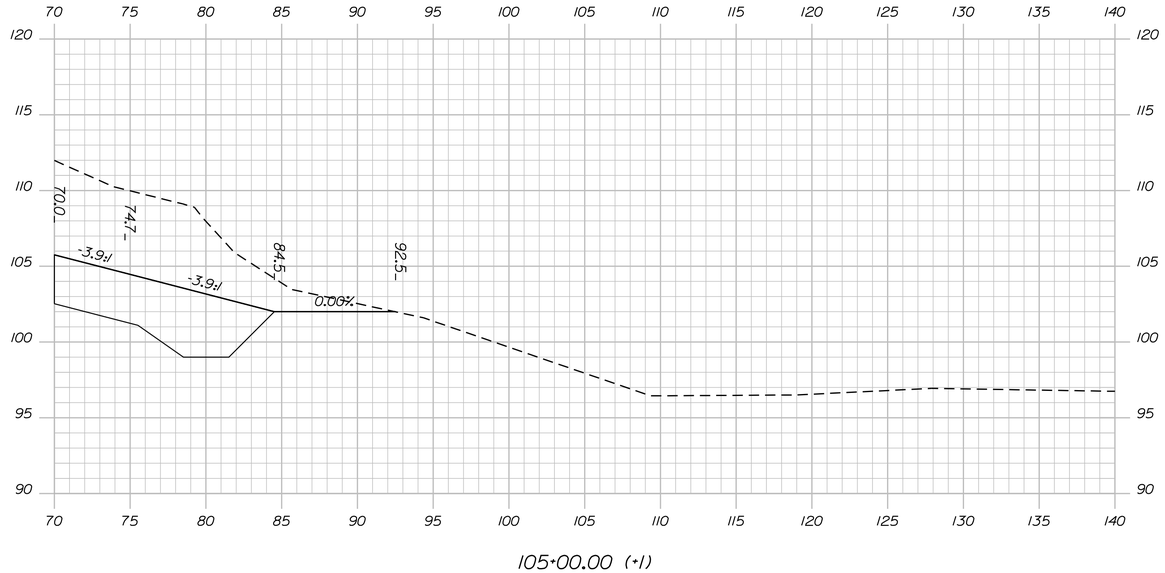
32

OF 149

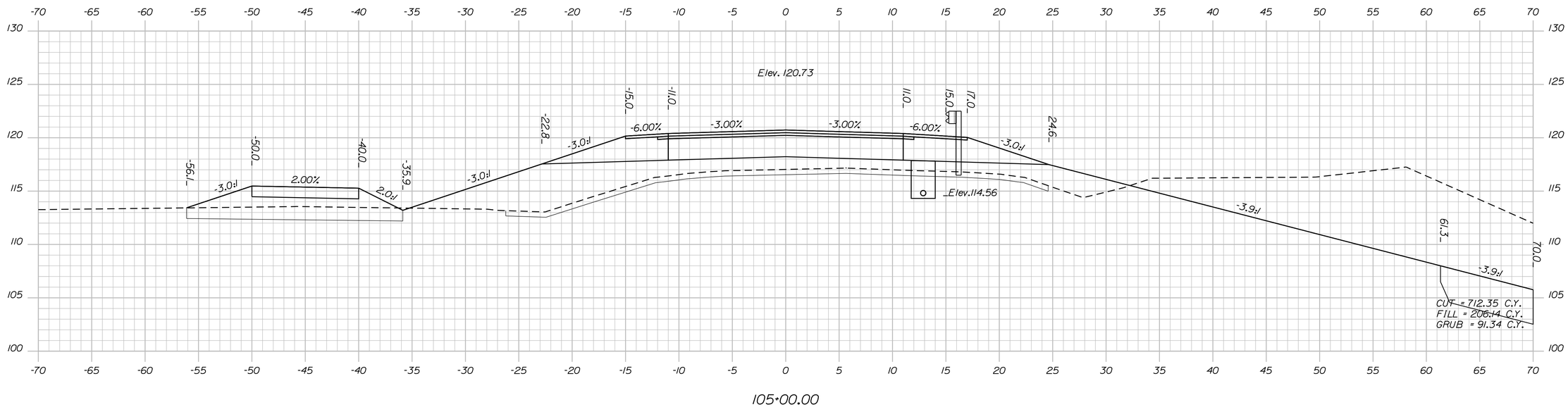
Username: robert.k.beltz Date:12/6/2013

Division: HIGHWAY

Filename: ...\mstov032_Xsect2_104+50_013.dgn



105+00.00 (+1)



105+00.00

Sta. 105+00.00 to Sta. 105+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$prodate1$
CHECKED-REVIEWED		-----	-----
DESIGN2-DETAILED2	$designer2$	$detailer2$	$prodate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$prodate3$
REVISIONS 1	------	$revdate1$	P.E. NUMBER
REVISIONS 2	------	$revdate2$	
REVISIONS 3	$revision3$	$revdate3$	
REVISIONS 4	$revision4$	$revdate4$	DATE
FIELD CHANGES	$fieldchange$	$fieldate$	

SIGNATURE

DURHAM
ROUTE 136

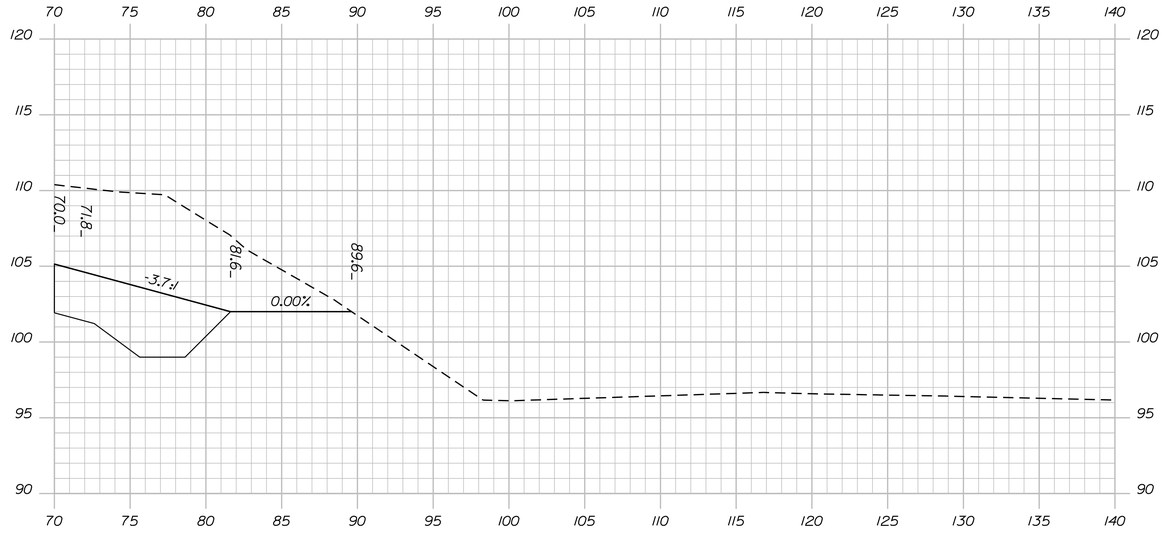
CROSS SECTIONS

SHEET NUMBER

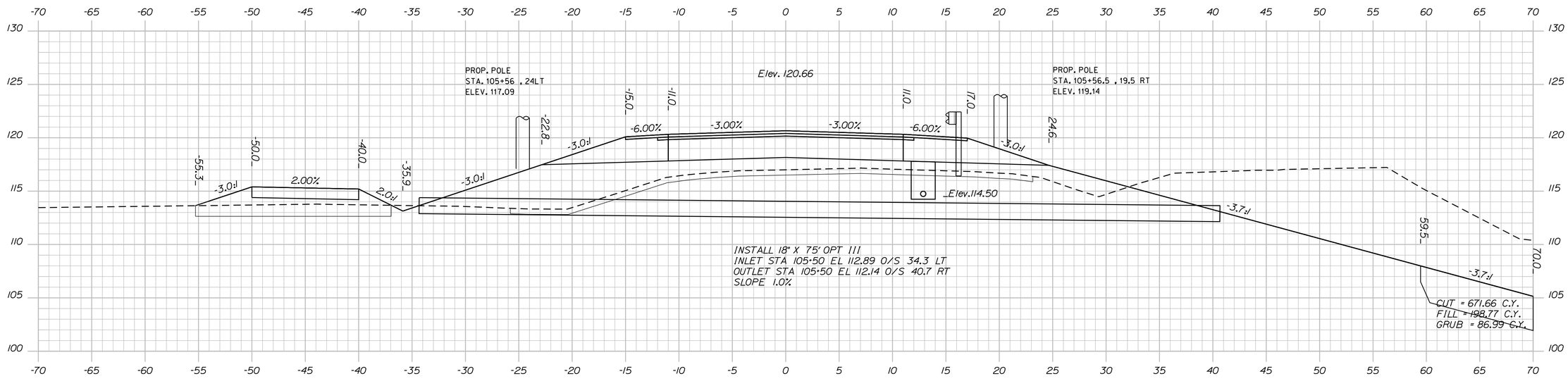
33

OF 149

Filename: ...\mstoV033_Xsect2_105+00_014.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



105+50.00 (+1)



105+50.00

Sta. 105+50.00 to Sta. 105+50.00

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$proj date1$
CHECKED-REVIEWED	$designer2$	$detailer2$	$proj date2$
DESIGN2-DETAILED2	$designer2$	$detailer2$	$proj date2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$proj date3$
REVISIONS 1	$revision1$	$revdate1$	$revdate1$
REVISIONS 2	$revision2$	$revdate2$	$revdate2$
REVISIONS 3	$revision3$	$revdate3$	$revdate3$
REVISIONS 4	$revision4$	$revdate4$	$revdate4$
FIELD CHANGES	$fieldchange$	$fielddate$	$fielddate$

SIGNATURE

P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

CROSS SECTIONS

SHEET NUMBER

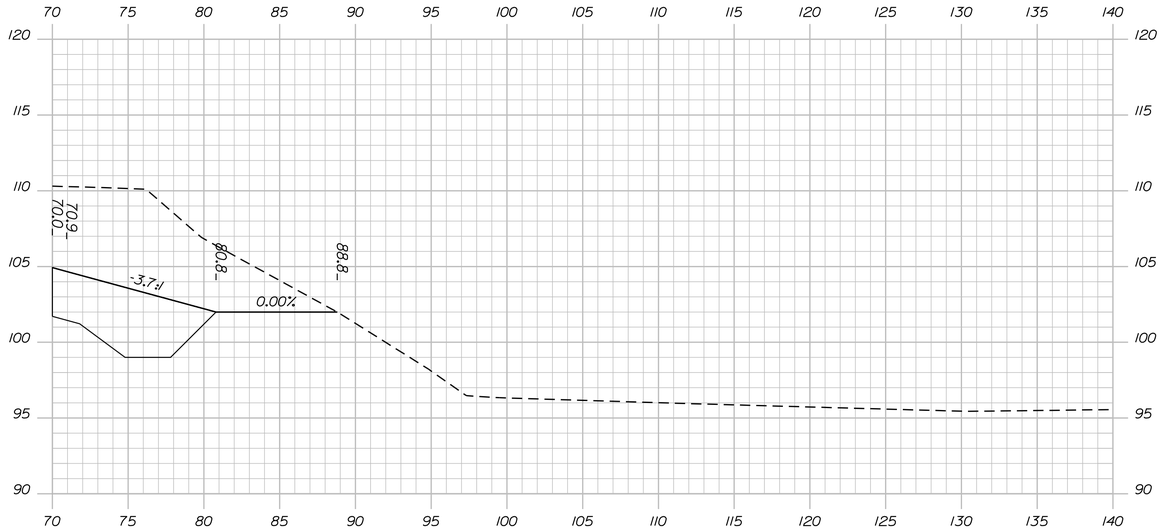
34

OF 149

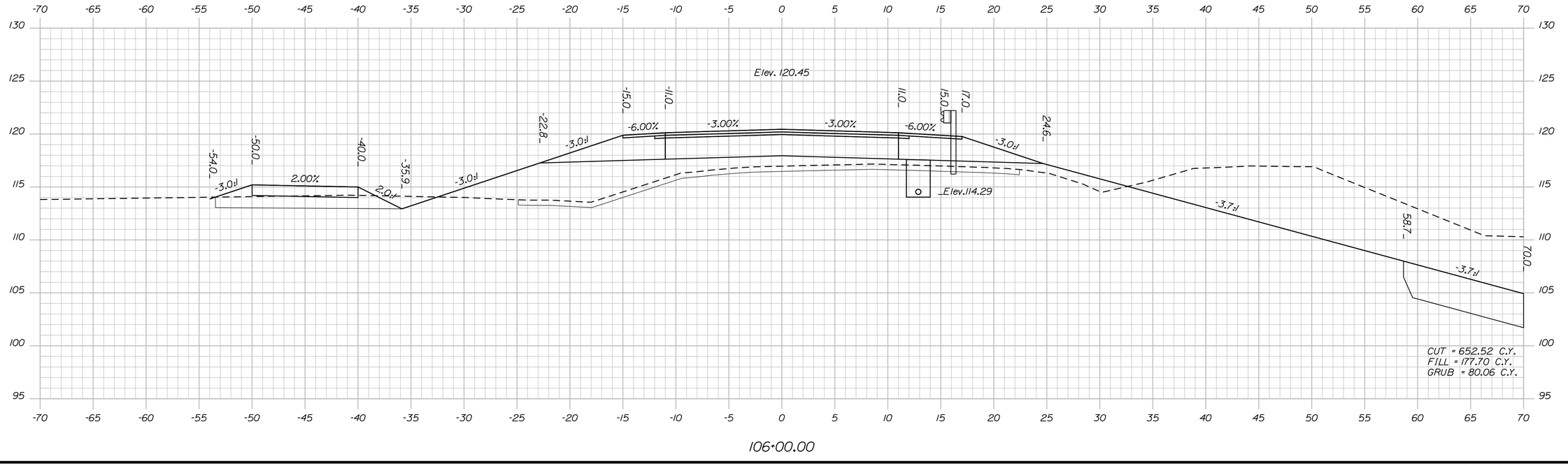
Username: robert.k.betz Date:12/6/2013

Division: HIGHWAY

Filename: ...\msto\034_Xsect2_105+50_015.dgn



106+00.00 (+1)



106+00.00

Sta. 106+00.00 to Sta. 106+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE	
DESIGN-DETAILED	$designer1$	$detailer1$	$proj date1$	
CHECKED-REVIEWED		-----		SIGNATURE
DESIGN2-DETAILED2	$designer2$	$detailer2$	$proj date2$	
DESIGN3-DETAILED3	$designer3$	$detailer3$	$proj date3$	P.E. NUMBER
REVISIONS 1	------		$revdate1$	
REVISIONS 2	------		$revdate2$	
REVISIONS 3	$revision3$		$revdate3$	DATE
REVISIONS 4	$revision4$		$revdate4$	
FIELD CHANGES	$fieldchange$		$fielddate$	

DURHAM
ROUTE 136

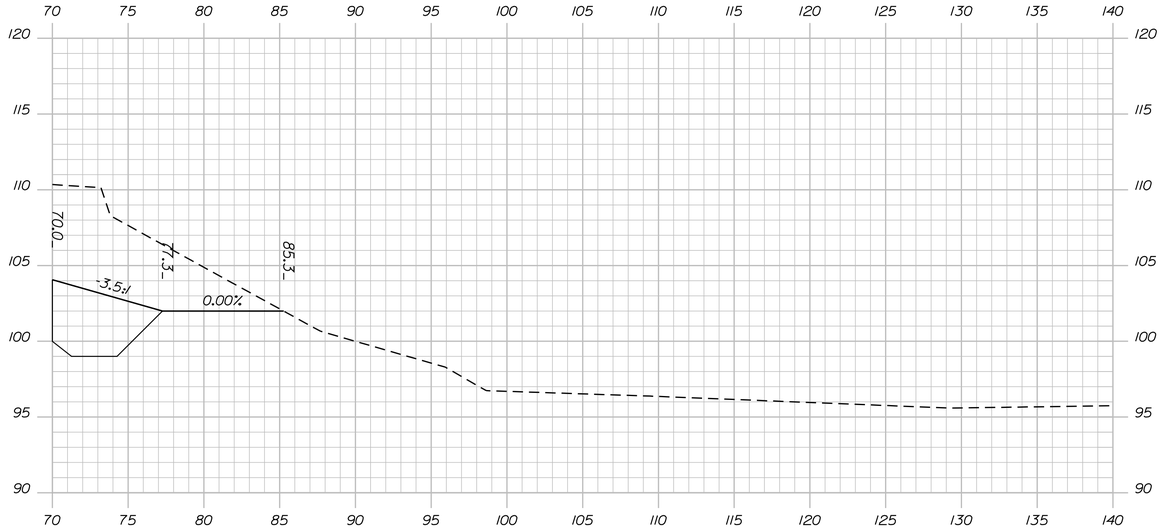
CROSS SECTIONS

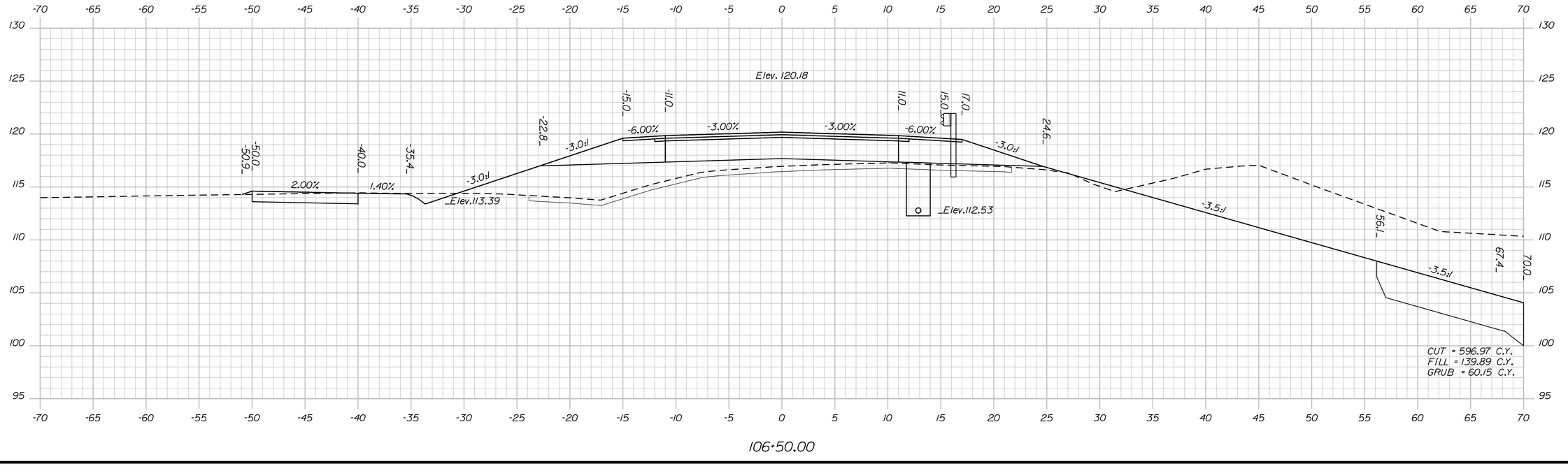
SHEET NUMBER

35

OF 149

Filename: ...\mslo\035_Xsect2_106+00_016.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013





PROJ. MANAGER	$PROJMANAGER$		
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED		-----	$projdate2$
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$
REVISIONS 1	------		$revdate1$
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

SIGNATURE

P.E. NUMBER

DATE

DURHAM
ROUTE 136

CROSS SECTIONS

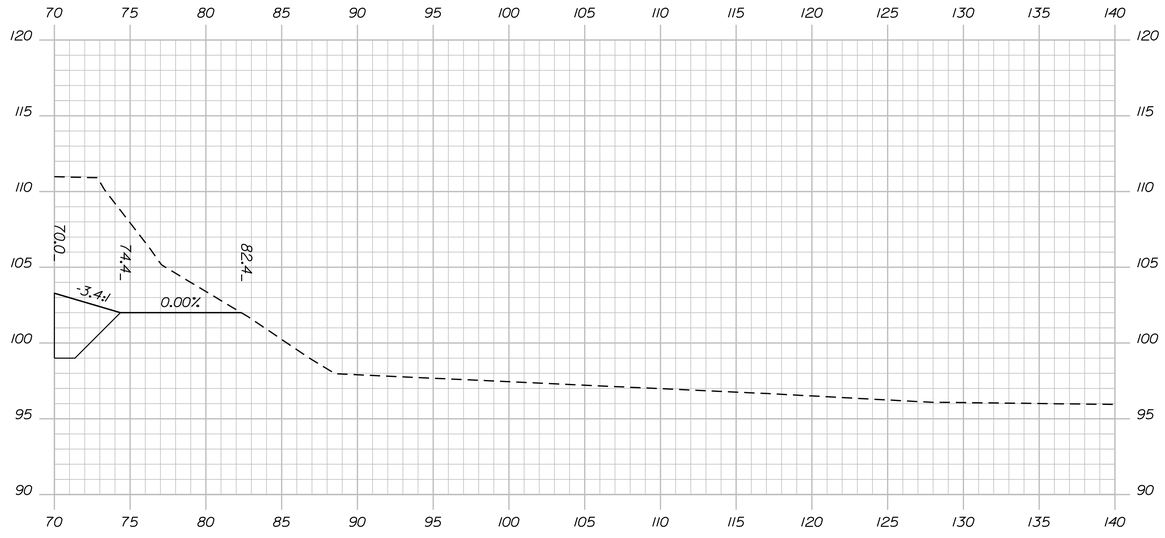
SHEET NUMBER

36

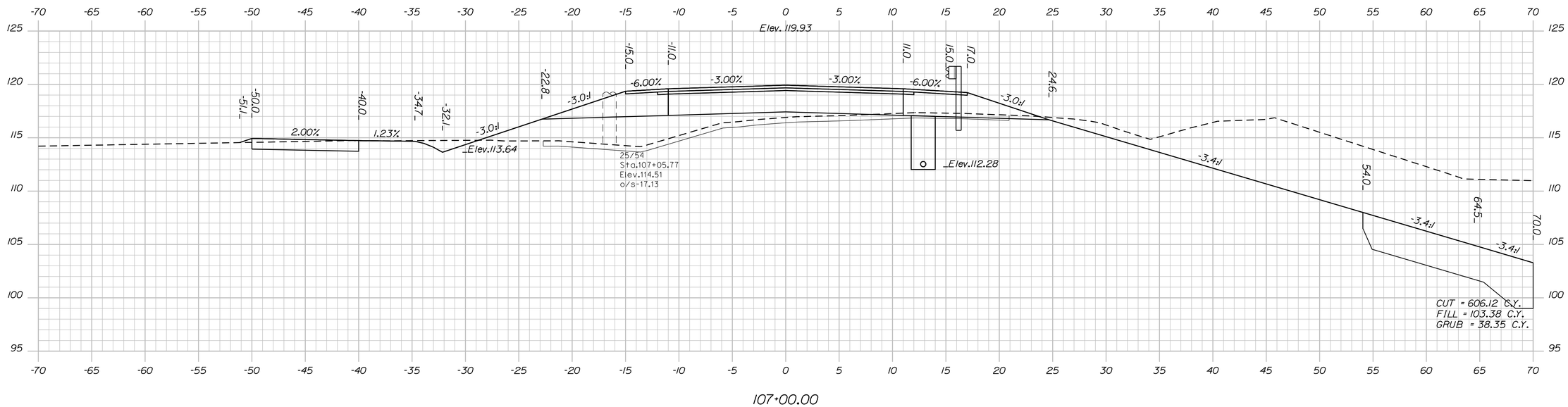
OF 149

Sta. 106+50.00 to Sta. 106+50.00

Filename: ...\mst01\036_Xsect2_106+50_017.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



107+00.00 (+1)



107+00.00

Sta. 107+00.00 to Sta. 107+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$prodate1$
CHECKED-REVIEWED		-----	SIGNATURE
DESIGN2-DETAILED2	$designer2$	$detailer2$	$prodate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$prodate3$
REVISIONS 1	------		$revdate1$ P.E. NUMBER
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$ DATE
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fieldate$

DURHAM
ROUTE 136

CROSS SECTIONS

SHEET NUMBER

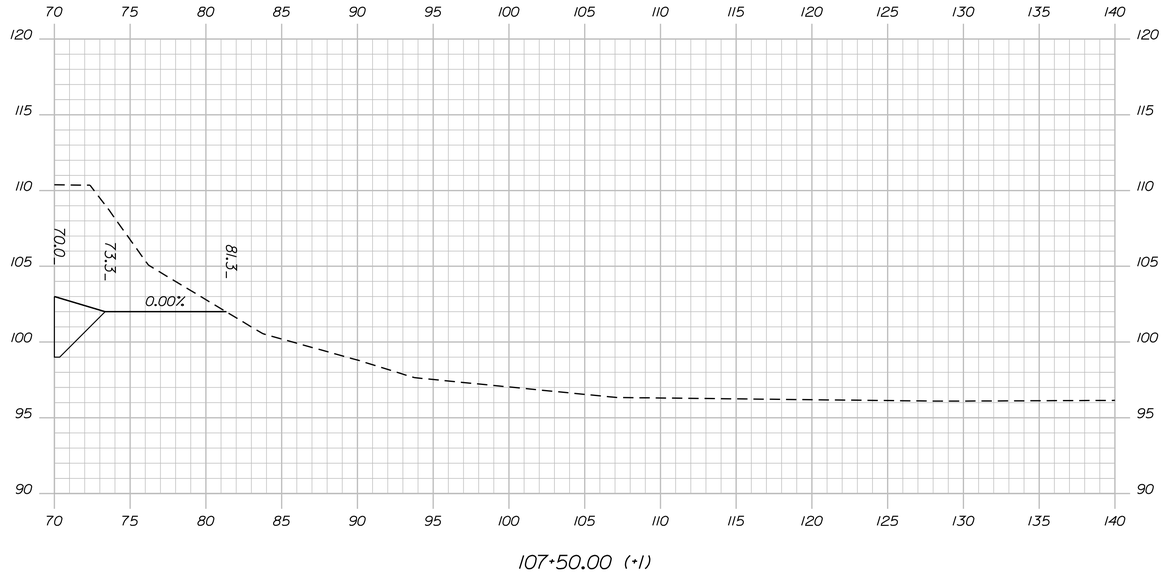
37

OF 149

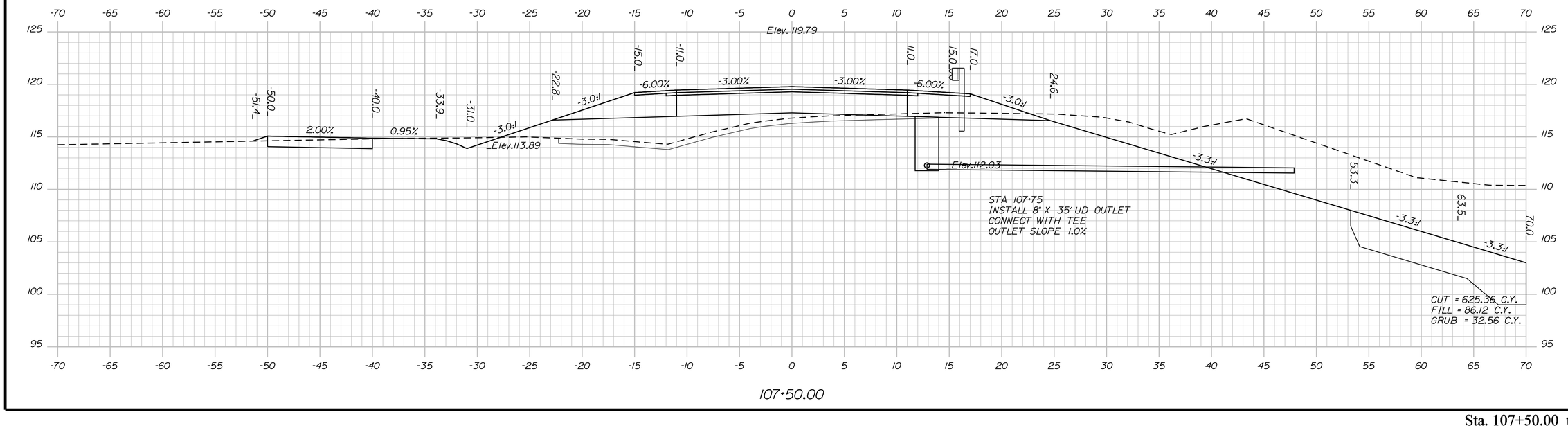
Username: robert.k.betz Date:12/6/2013

Division: HIGHWAY

Filename: ...\mstoV037_Xsect2_107+00_018.dgn



107+50.00 (+1)



107+50.00

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$proj date1$
CHECKED-REVIEWED		-----	-----
DESIGN2-DETAILED2	$designer2$	$detailer2$	$proj date2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$proj date3$
REVISIONS 1	------	$revdate1$	P.E. NUMBER
REVISIONS 2	------	$revdate2$	
REVISIONS 3	$revision3$	$revdate3$	DATE
REVISIONS 4	$revision4$	$revdate4$	SIGNATURE
FIELD CHANGES	$fieldchange$	$fielddate$	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

CROSS SECTIONS

SHEET NUMBER

38

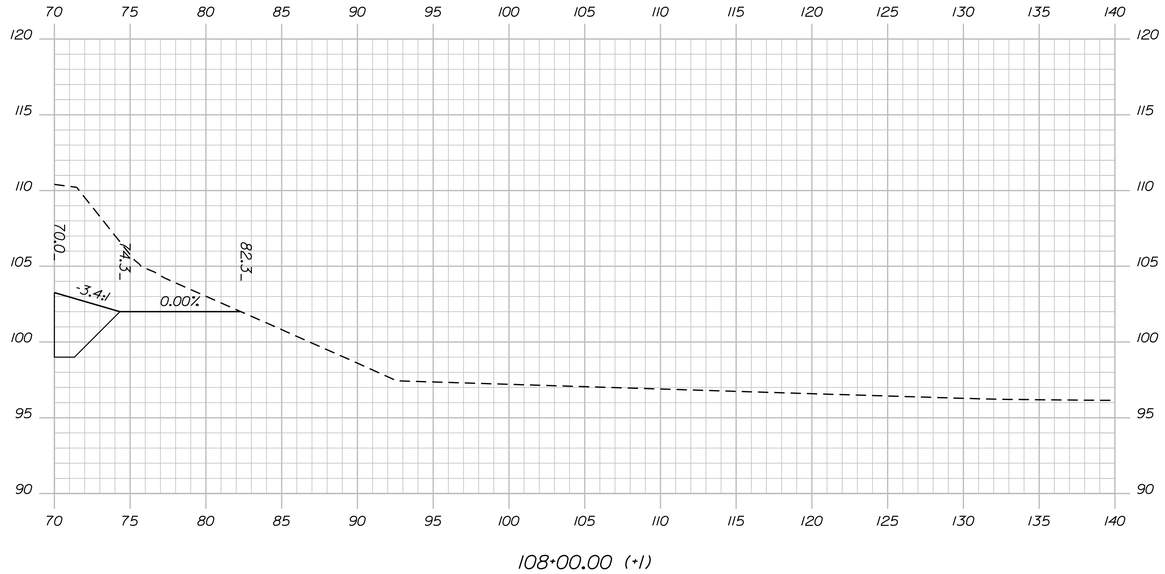
OF 149

Sta. 107+50.00 to Sta. 107+50.00

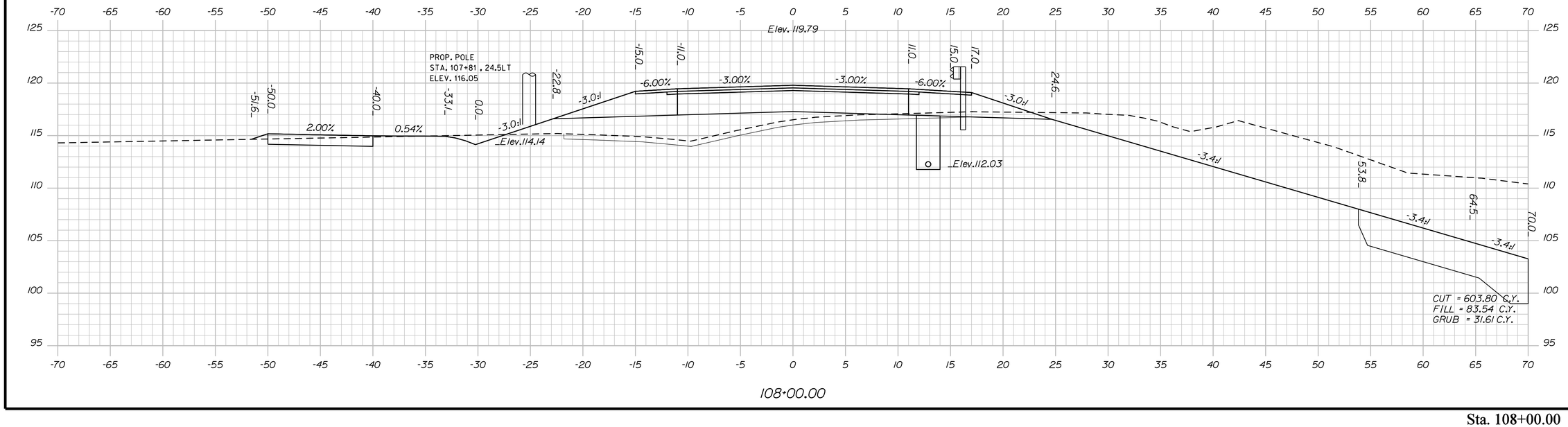
Username: robert.k.betz Date:12/6/2013

Division: HIGHWAY

Filename: ...\mstol\038_Xsect2_107+50_019.dgn



108+00.00 (+1)



108+00.00

Sta. 108+00.00 to Sta. 108+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$prodate1$
CHECKED-REVIEWED		-----	SIGNATURE
DESIGN2-DETAILED2	$designer2$	$detailer2$	$prodate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$prodate3$ P.E. NUMBER
REVISIONS 1	------		$revdate1$
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$ DATE
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fieldate$

DURHAM
ROUTE 136

CROSS SECTIONS

SHEET NUMBER

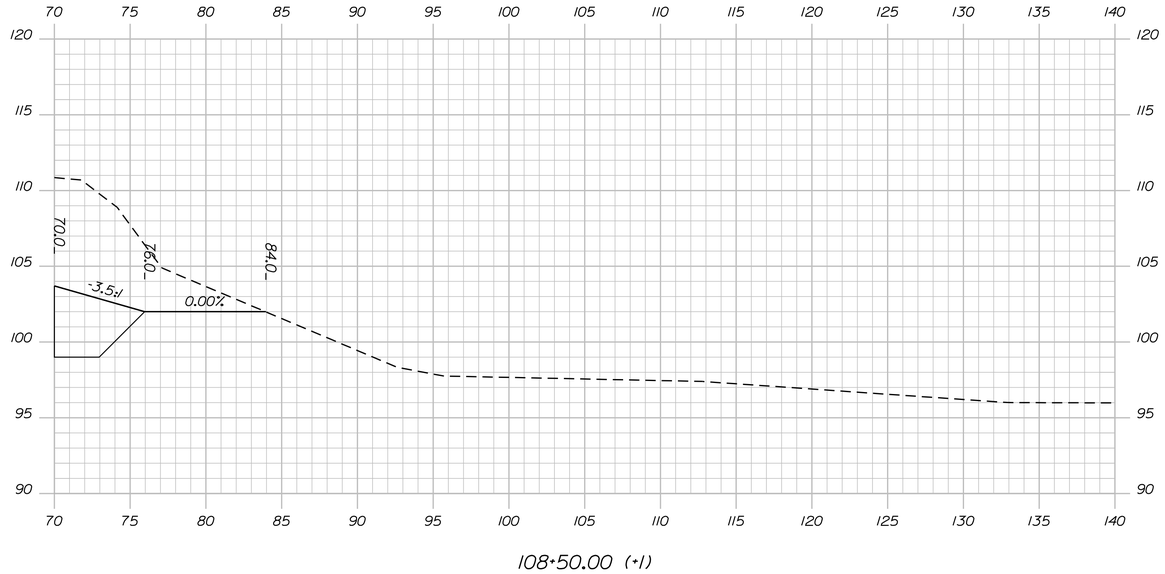
39

OF 149

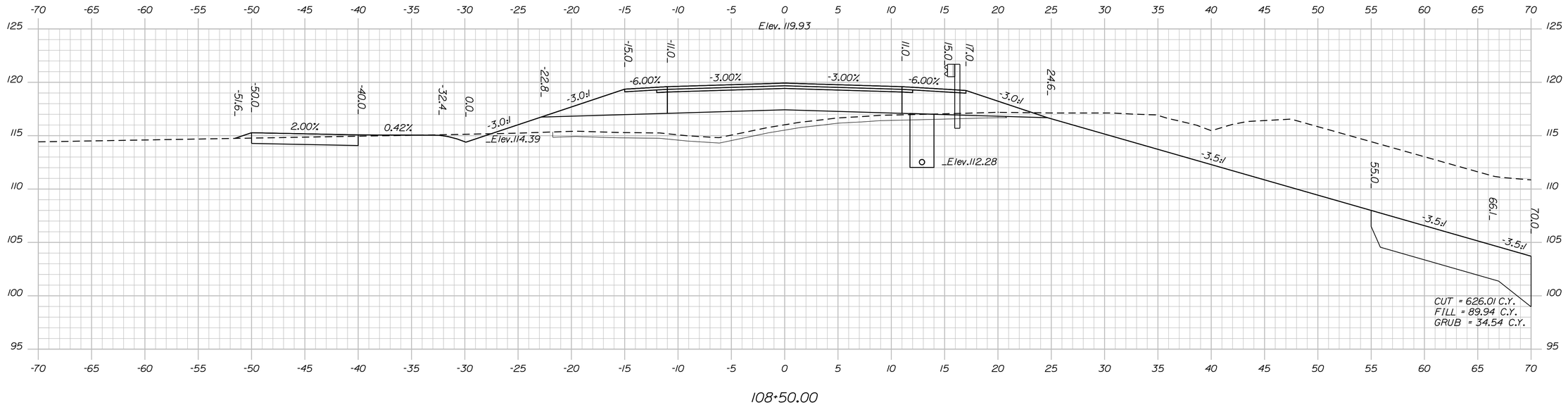
Username: robert.k.betz Date:12/6/2013

Filename: ...\mstoV039_Xsect2_108+00_020.dgn Division: HIGHWAY

Filename: ...\mst\V040_Xsect2_108+50_021.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



108+50.00 (+1)



108+50.00

Sta. 108+50.00 to Sta. 108+50.00

PROJ. MANAGER	$PROJMANAGER		
DESIGN-DETAILED	$designer1$	$detailer1$	$prodate1$
CHECKED-REVIEWED	$designer2$	$detailer2$	$prodate2$
DESIGN2-DETAILED2	$designer2$	$detailer2$	$prodate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$prodate3$
REVISIONS 1	------		$revdate1$
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fieldate$

BY | DATE

SIGNATURE

P.E. NUMBER

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

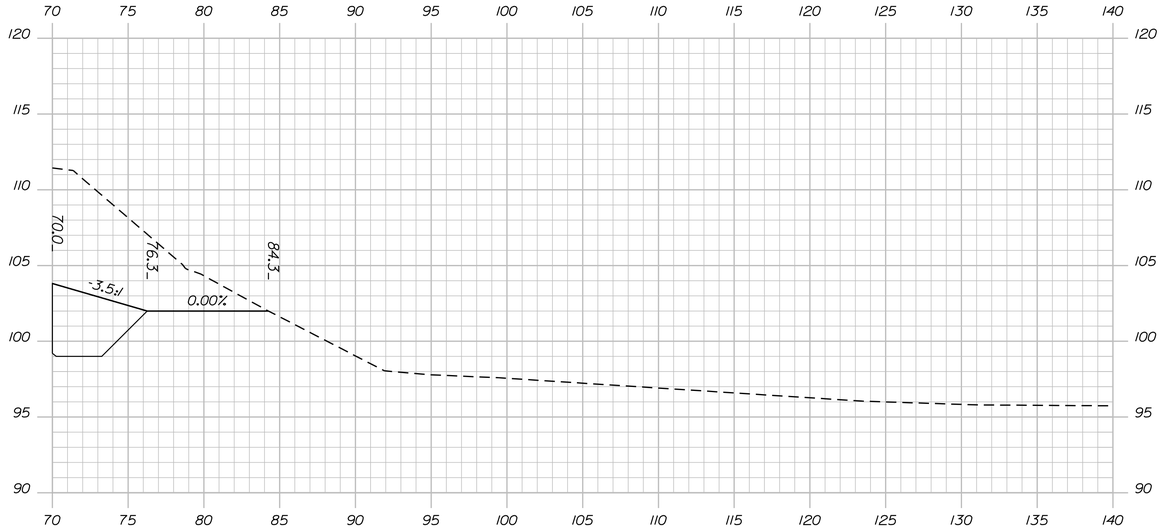
DURHAM
ROUTE 136

CROSS SECTIONS

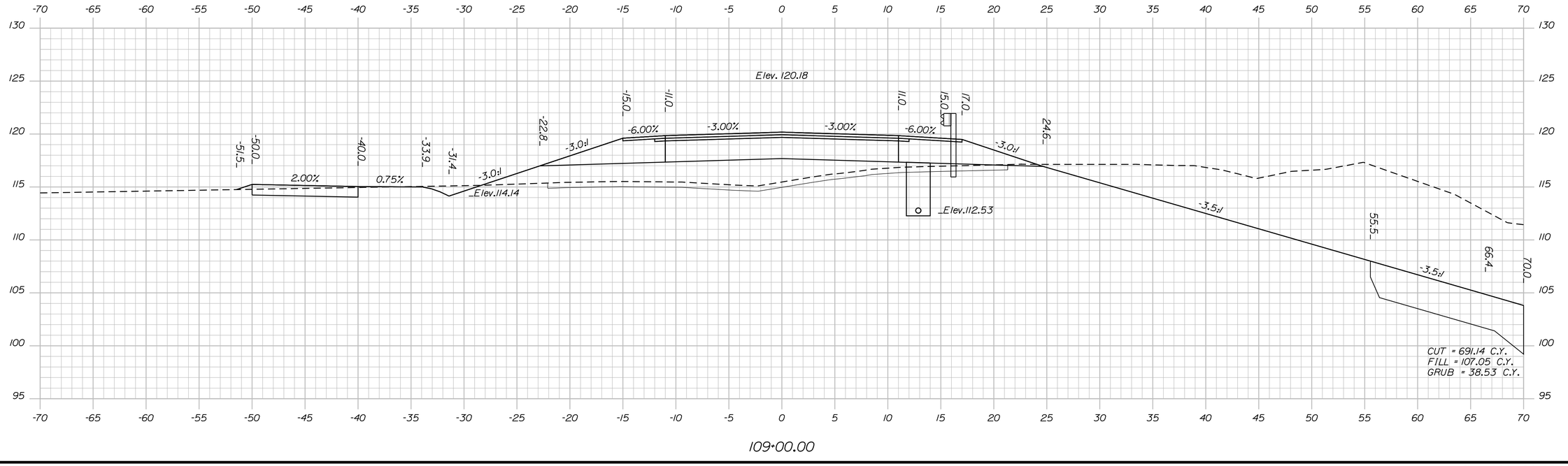
SHEET NUMBER

40

OF 149



109+00.00 (+1)



109+00.00

Sta. 109+00.00 to Sta. 109+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED		-----	SIGNATURE
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$
REVISIONS 1	------		$revdate1$ P.E. NUMBER
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$ DATE
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

DURHAM
ROUTE 136

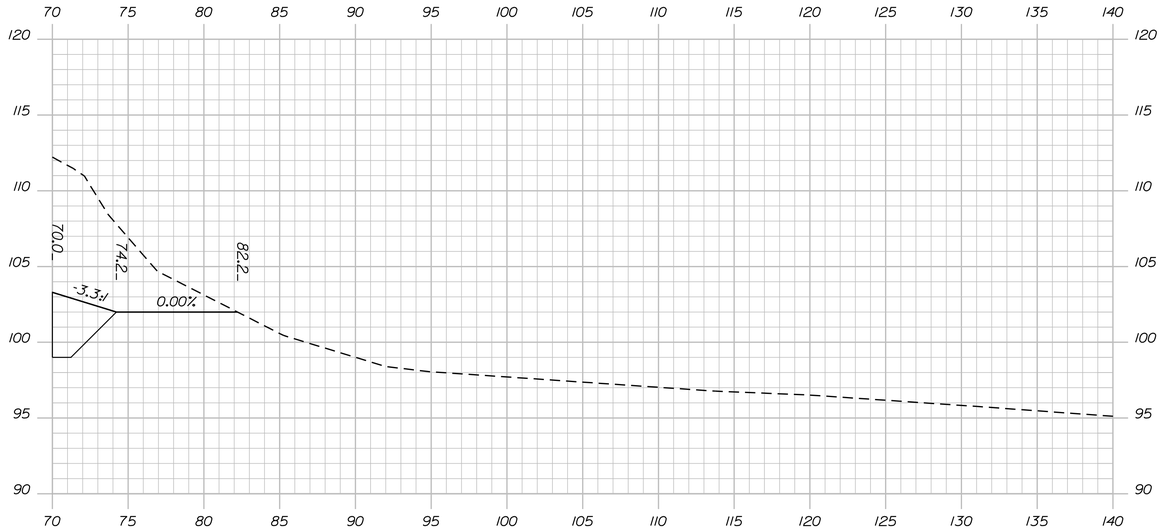
CROSS SECTIONS

SHEET NUMBER

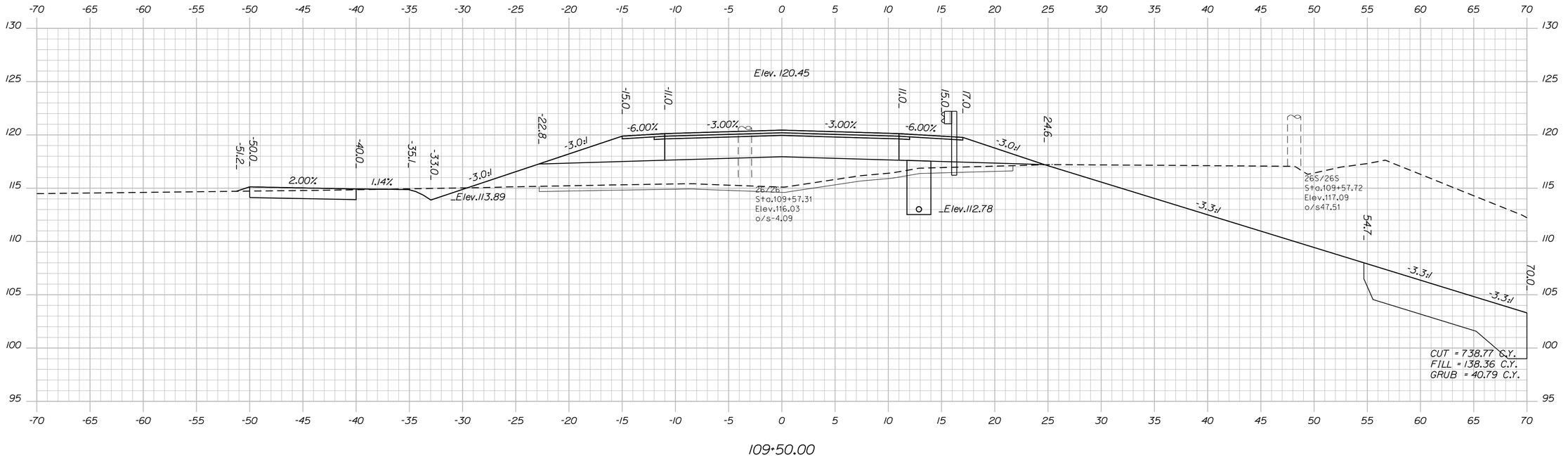
41

OF 149

Filename: ...\mslo\041_Xsect2_109+00_022.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



109+50.00 (+1)



109+50.00

Sta. 109+50.00 to Sta. 109+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$prodate1$
CHECKED-REVIEWED	-----	-----	SIGNATURE
DESIGN2-DETAILED2	$designer2$	$detailer2$	$prodate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$prodate3$ P.E. NUMBER
REVISIONS 1	------	-----	$revdate1$
REVISIONS 2	------	-----	$revdate2$
REVISIONS 3	$revision3$	-----	$revdate3$ DATE
REVISIONS 4	$revision4$	-----	$revdate4$
FIELD CHANGES	$fieldchange$	-----	$fielddate$

DURHAM
ROUTE 136

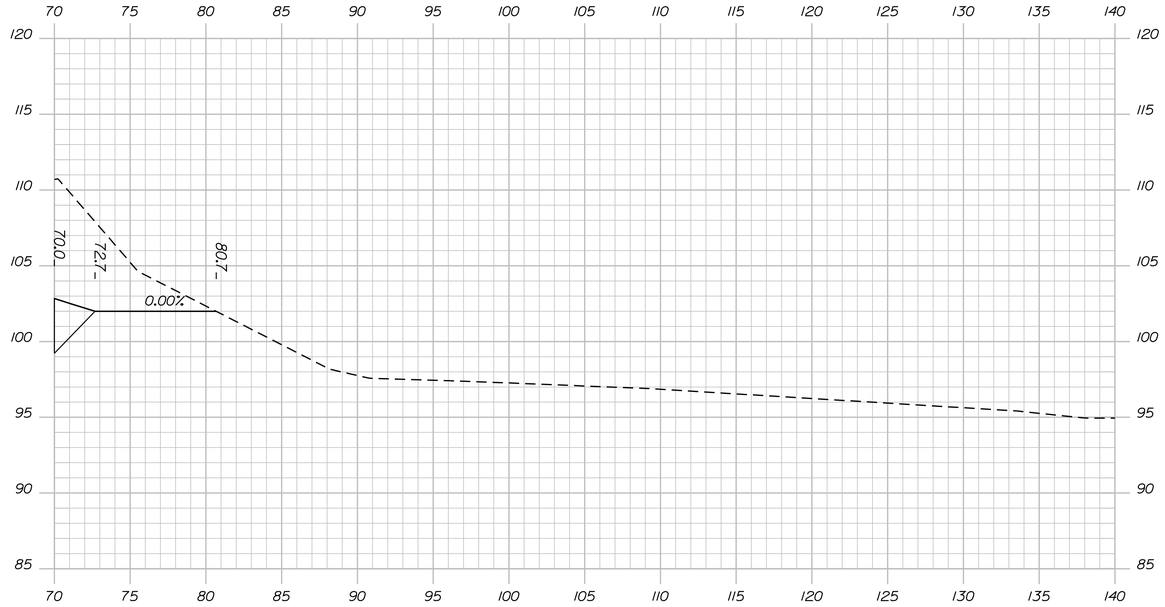
CROSS SECTIONS

SHEET NUMBER

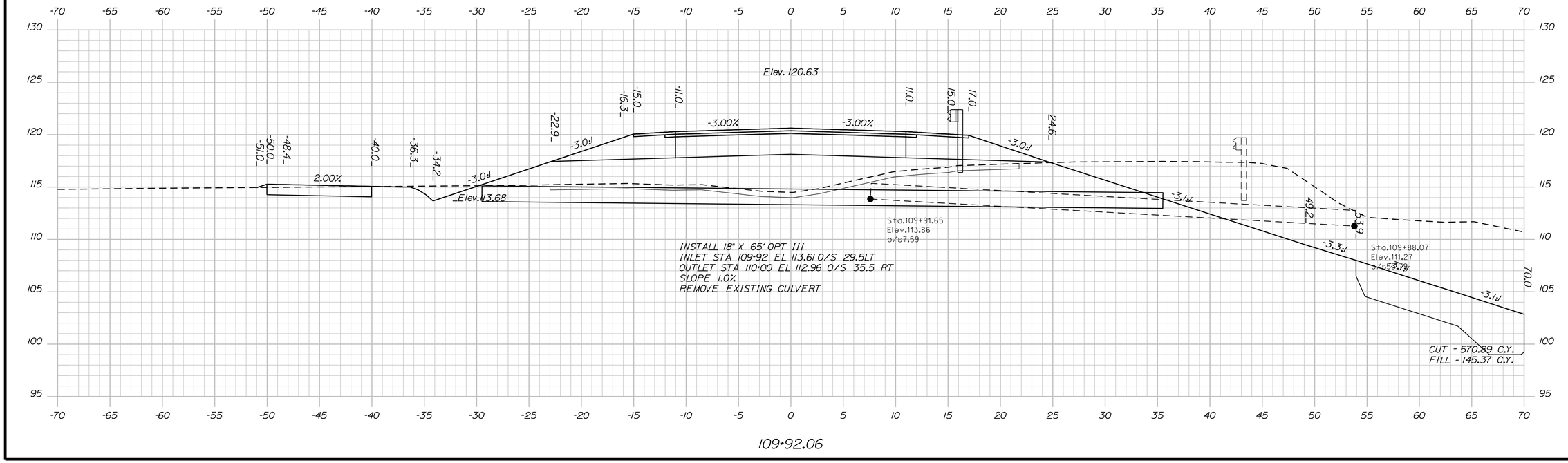
42

OF 149

Filename: ...\mslo\042_Xsect2_109+50_023.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



109+92.06 (+1)



109+92.06

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$
REVISIONS 1	------		$revdate1$
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

SIGNATURE

P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

CROSS SECTIONS

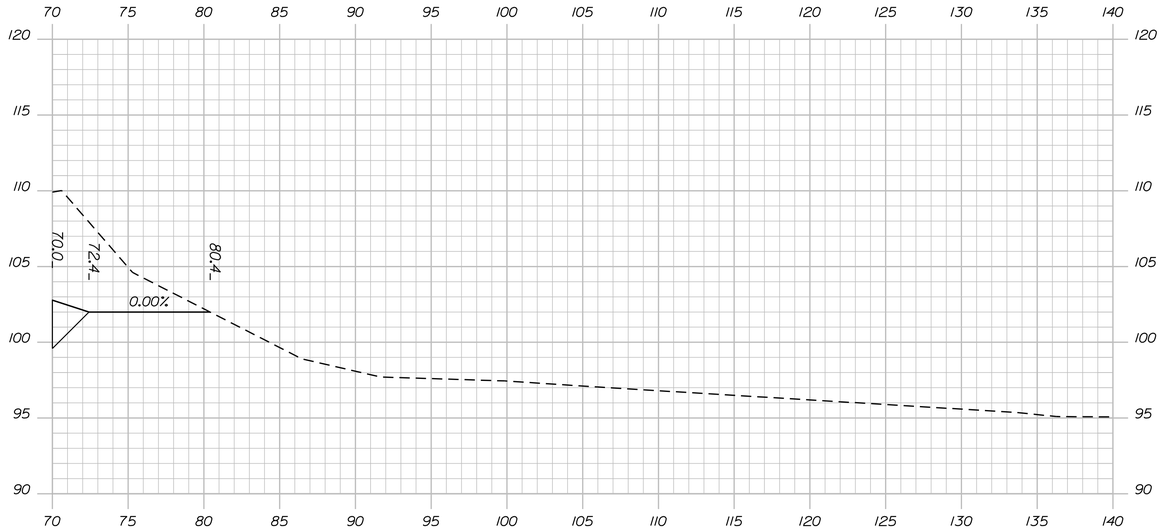
SHEET NUMBER

43

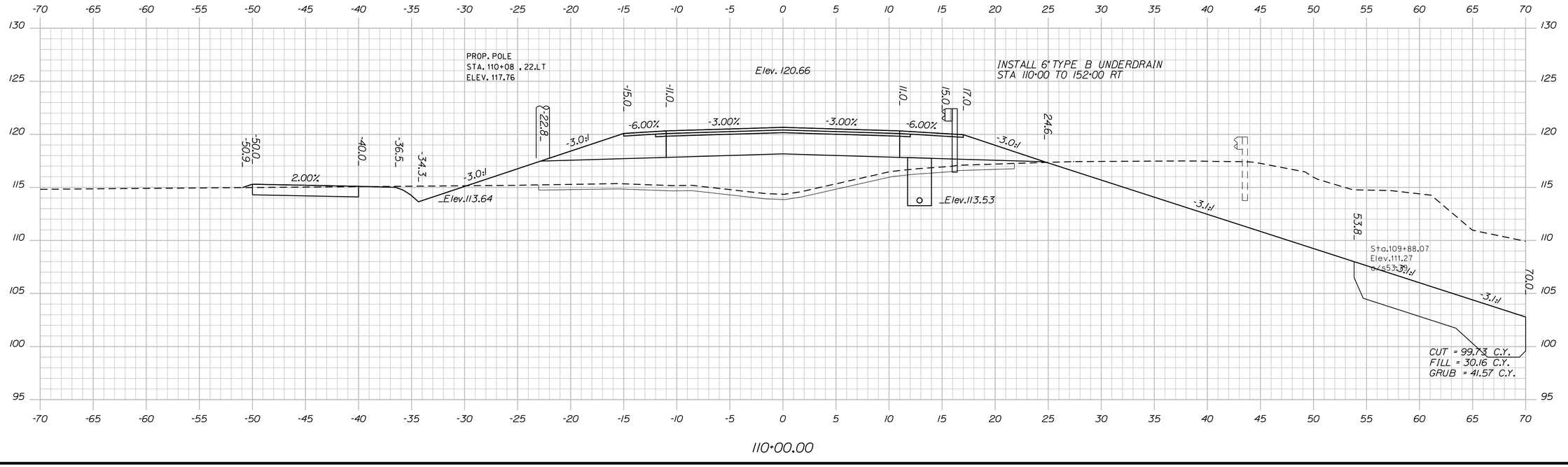
OF 149

Sta. 109+92.06 to Sta. 109+92.06

Filename: ...\msta\043_Xsect2_109-92_024.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



110+00.00 (+1)



110+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$prodate1$
CHECKED-REVIEWED		-----	
DESIGN2-DETAILED2	$designer2$	$detailer2$	$prodate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$prodate3$
REVISIONS 1	------	$revdate1$	P.E. NUMBER
REVISIONS 2	------	$revdate2$	
REVISIONS 3	$revision3$	$revdate3$	SIGNATURE
REVISIONS 4	$revision4$	$revdate4$	DATE
FIELD CHANGES	$fieldchange$	$fielddate$	

DURHAM
ROUTE 136

CROSS SECTIONS

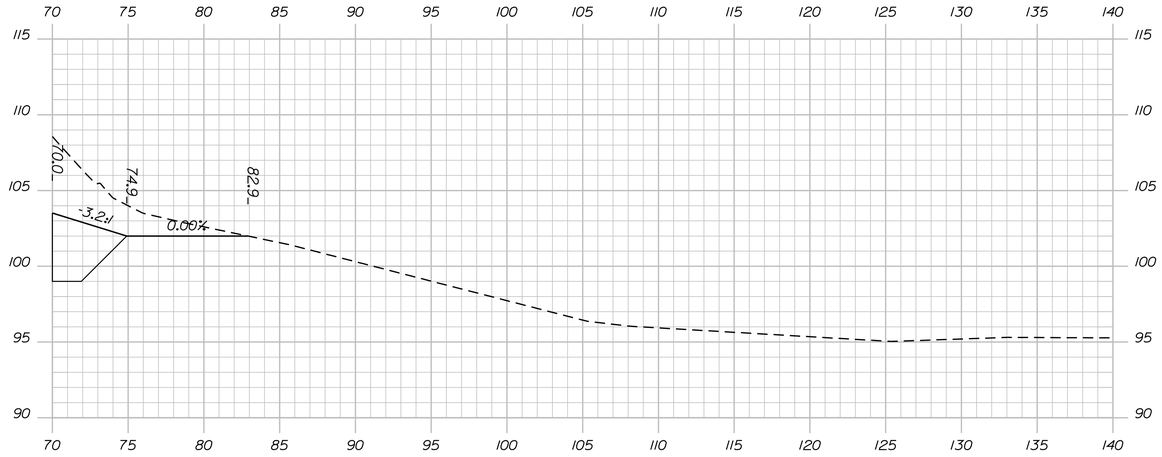
SHEET NUMBER

44

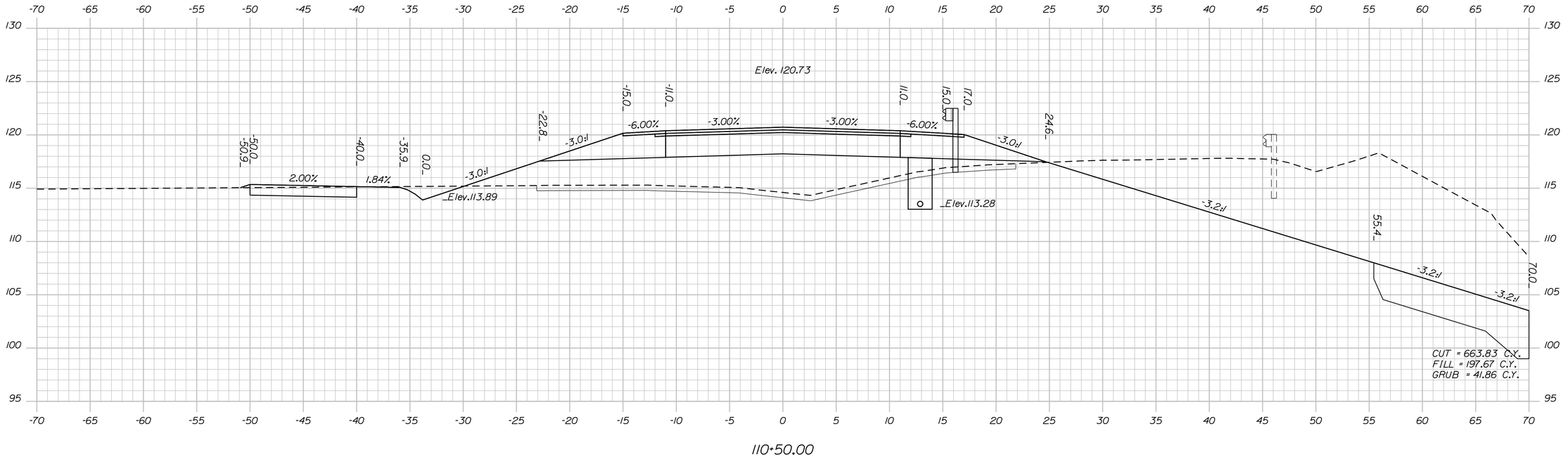
OF 149

Sta. 110+00.00 to Sta. 110+00.00

Filename: ...\mslo\044_Xsect2_110+00_025.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



110+50.00 (+1)



110+50.00

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$proj date1$
CHECKED-REVIEWED	-----	-----	----- SIGNATURE
DESIGN2-DETAILED2	$designer2$	$detailer2$	$proj date2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$proj date3$ P.E. NUMBER
REVISIONS 1	------	------	$revdate1$
REVISIONS 2	------	------	$revdate2$
REVISIONS 3	$revision3$	$revdate3$	DATE
REVISIONS 4	$revision4$	$revdate4$	
FIELD CHANGES	$fieldchange$	$fielddate$	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

CROSS SECTIONS

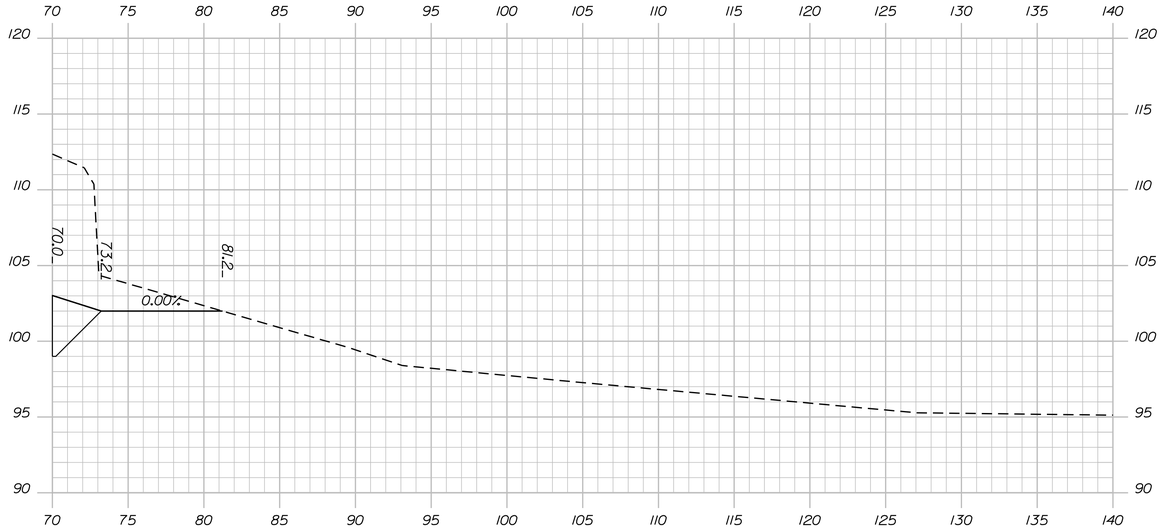
SHEET NUMBER

45

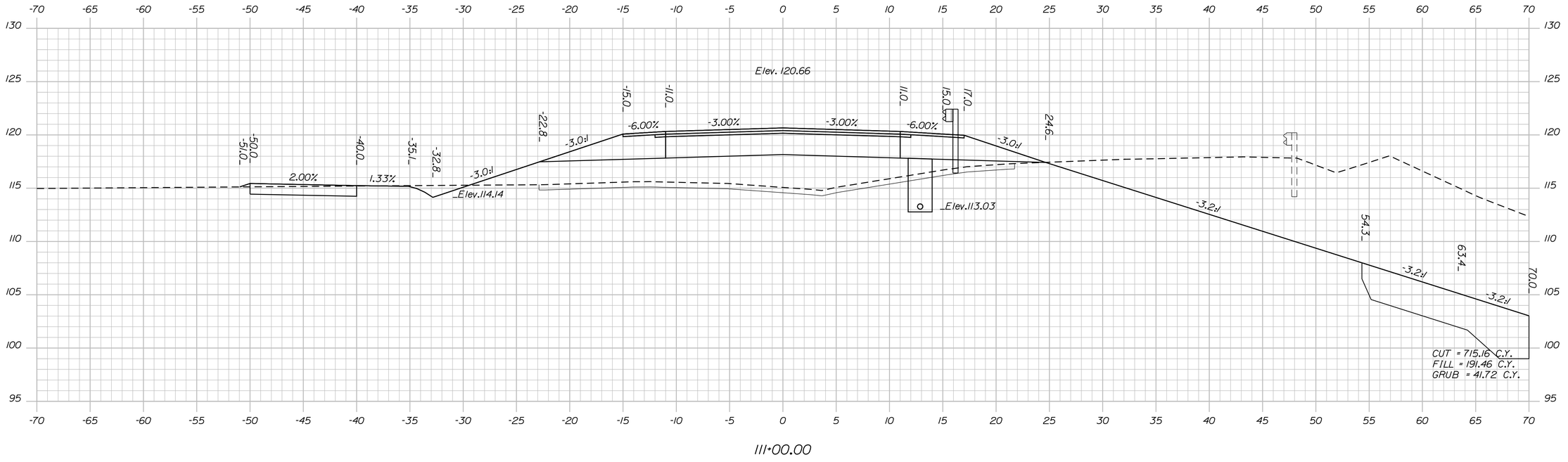
OF 149

Sta. 110+50.00 to Sta. 110+50.00

Filename: ...\mslo\045_Xsect2_110+50_026.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



111+00.00 (+1)



111+00.00

Sta. 111+00.00 to Sta. 111+00.00

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$prodate1$
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	$designer2$	$detailer2$	$prodate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$prodate3$
REVISIONS 1	------	------	$revdate1$
REVISIONS 2	------	------	$revdate2$
REVISIONS 3	$revision3$	------	$revdate3$
REVISIONS 4	$revision4$	------	$revdate4$
FIELD CHANGES	$fieldchange$	------	$fielddate$

SIGNATURE

P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

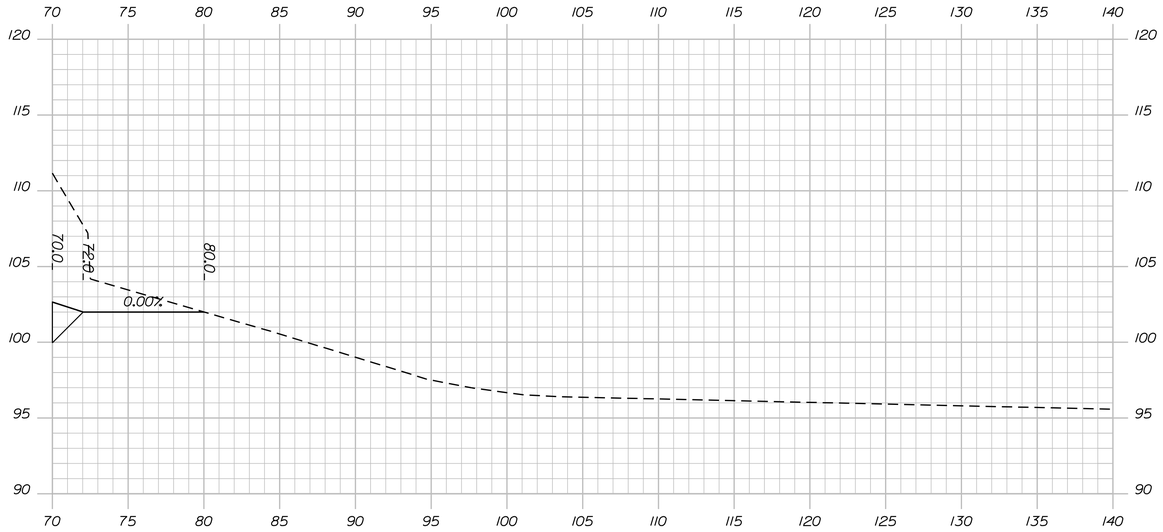
CROSS SECTIONS

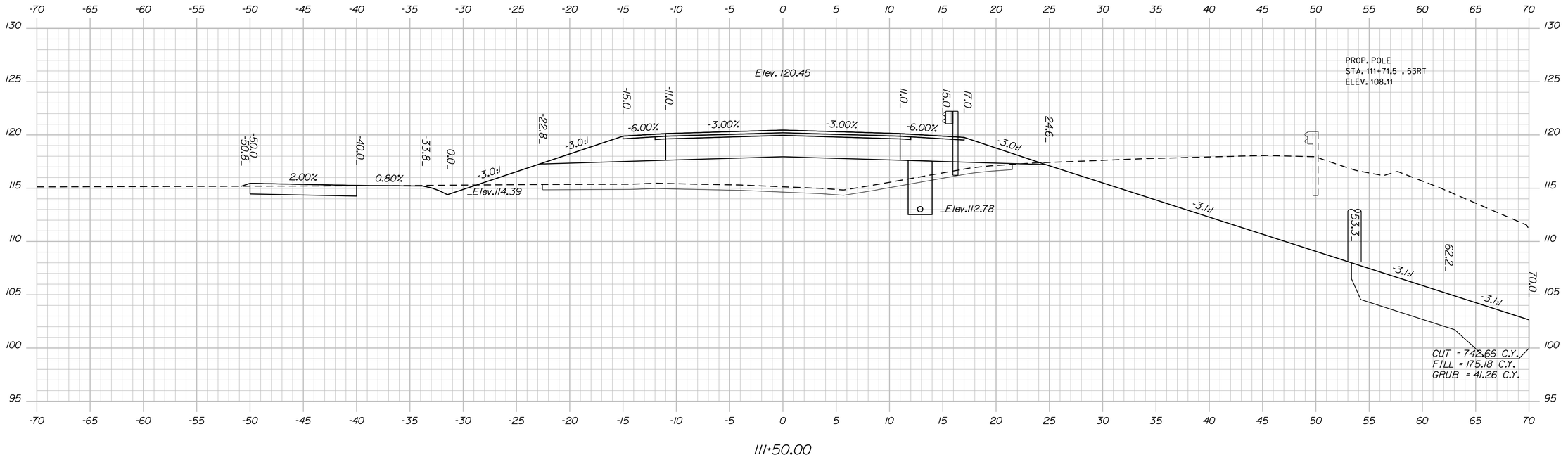
SHEET NUMBER

46

OF 149

Filename: ...\mslo\046_Xsect2_111+00_027.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$
REVISIONS 1	------		$revdate1$
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

SIGNATURE

P.E. NUMBER

DATE

DURHAM
ROUTE 136

CROSS SECTIONS

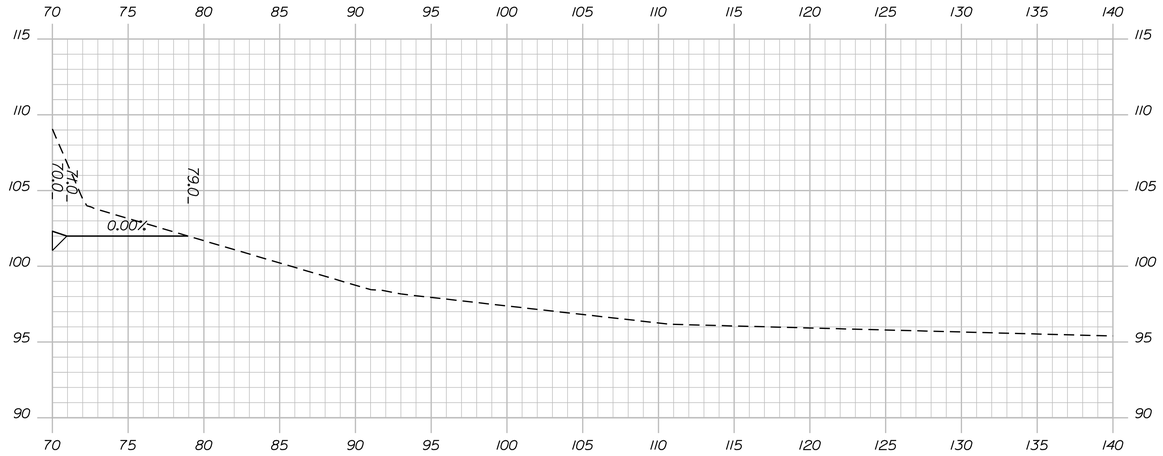
SHEET NUMBER

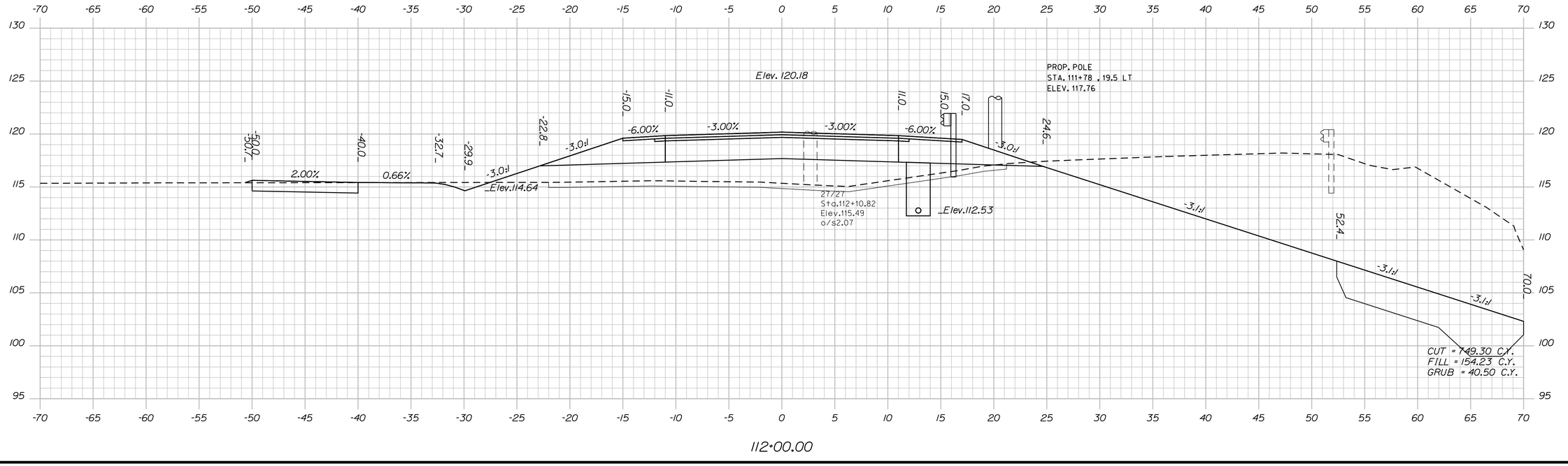
47

OF 149

Sta. 111+50.00 to Sta. 111+50.00

Filename: ...\msto\047_Xsect2_111+50_028.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED	-----	-----	SIGNATURE
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$
REVISIONS 1	-----	-----	$revdate1$ P.E. NUMBER
REVISIONS 2	-----	-----	$revdate2$
REVISIONS 3	$revision3$	$revdate3$	DATE
REVISIONS 4	$revision4$	$revdate4$	
FIELD CHANGES	$fieldchange$	$fielddate$	

DURHAM
ROUTE 136

CROSS SECTIONS

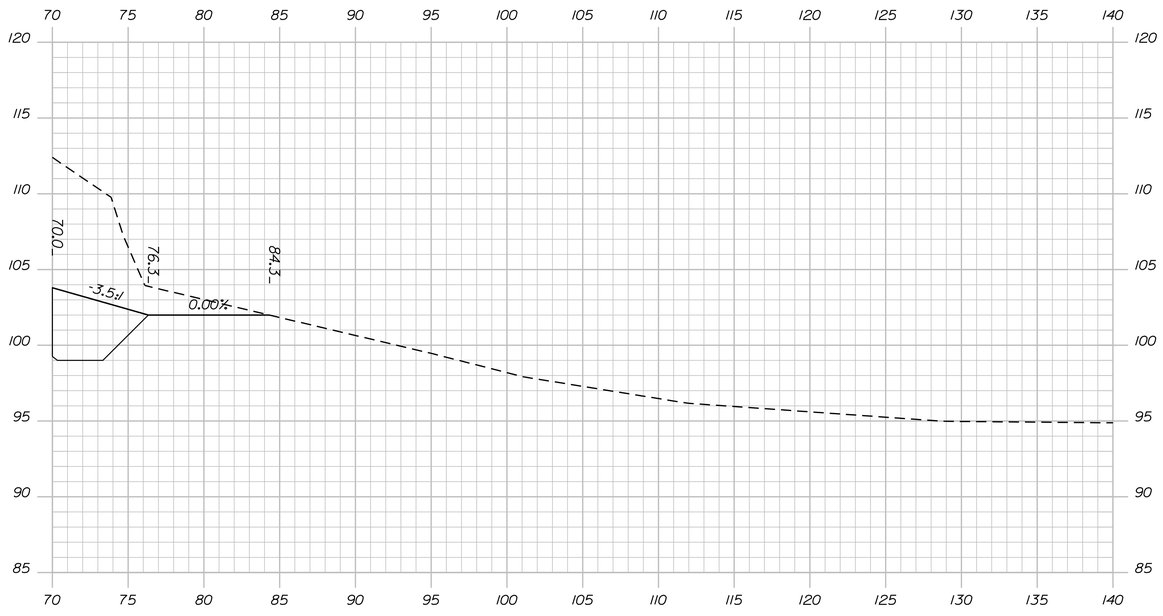
SHEET NUMBER

48

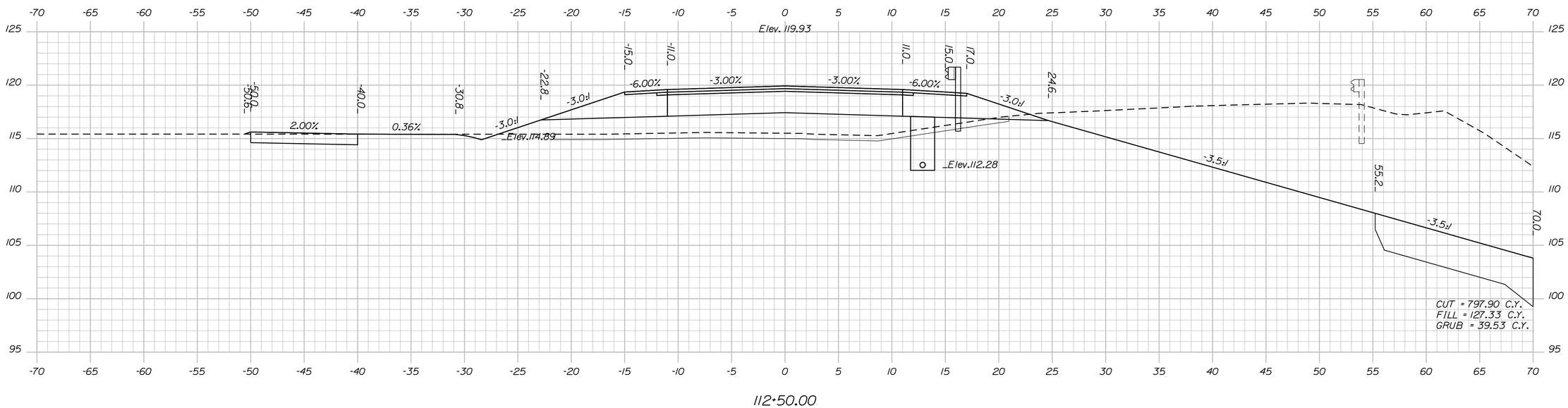
OF 149

Sta. 112+00.00 to Sta. 112+00.00

Filename: ...\mslo\048_Xsect2_112+00_029.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



112+50.00 (+1)



112+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED		-----	
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$
REVISIONS 1	------		$revdate1$
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

SIGNATURE

P.E. NUMBER

DATE

DURHAM
ROUTE 136

CROSS SECTIONS

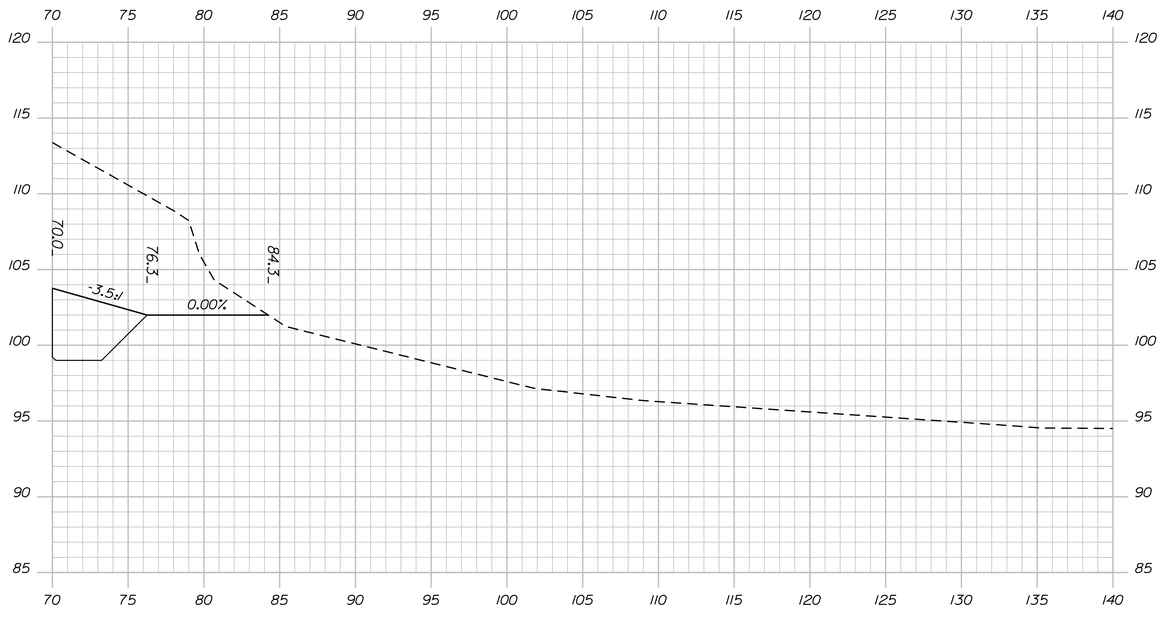
SHEET NUMBER

49

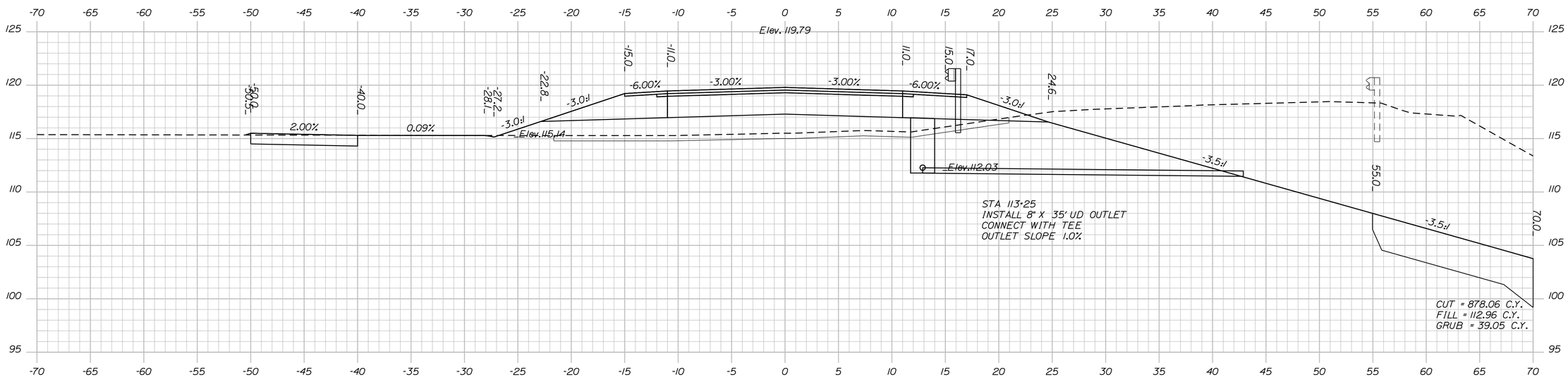
OF 149

Sta. 112+50.00 to Sta. 112+50.00

Filename: ...\mstoV049_Xsect2_112+50_030.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



113+00.00 (+1)



113+00.00

Sta. 113+00.00 to Sta. 113+00.00

Username: robert.k.betz Date:12/6/2013

Division: HIGHWAY

Filename: ...\mstoV050_Xsect2_113+00_031.dgn

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$proj date1$
CHECKED-REVIEWED	$designer2$	$detailer2$	$proj date2$
DESIGN2-DETAILED2	$designer2$	$detailer2$	$proj date2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$proj date3$
REVISIONS 1	$revision1$	$revdate1$	P.E. NUMBER
REVISIONS 2	$revision2$	$revdate2$	
REVISIONS 3	$revision3$	$revdate3$	SIGNATURE
REVISIONS 4	$revision4$	$revdate4$	DATE
FIELD CHANGES	$fieldchange$	$fielddate$	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

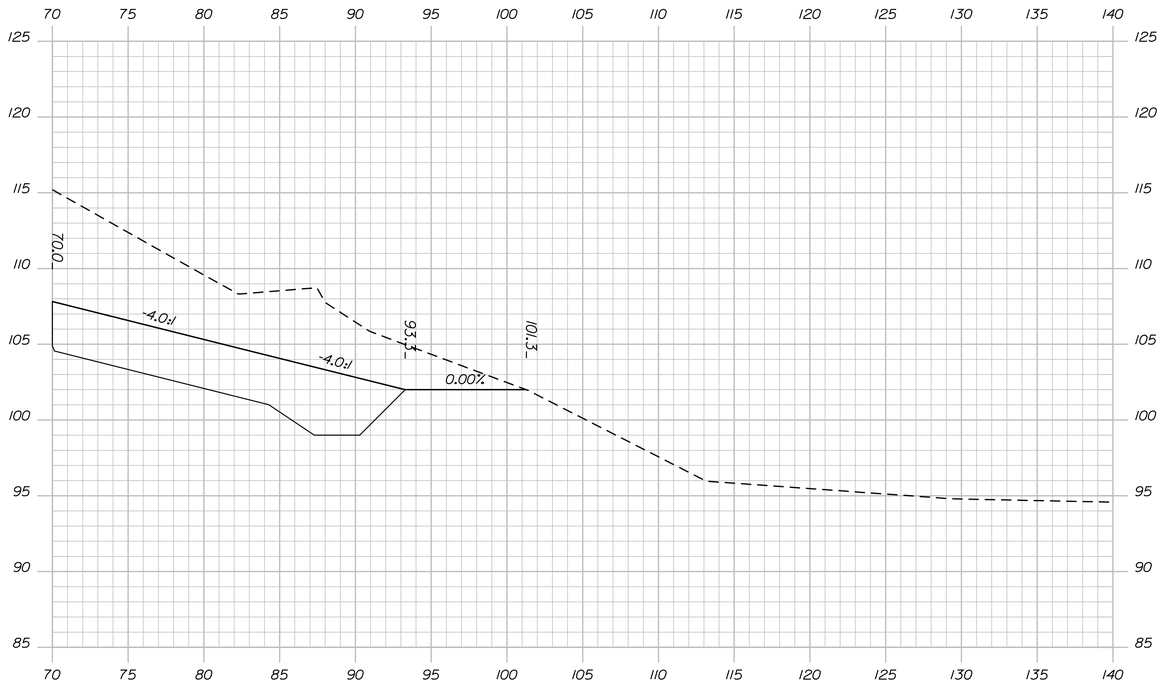
DURHAM
ROUTE 136

CROSS SECTIONS

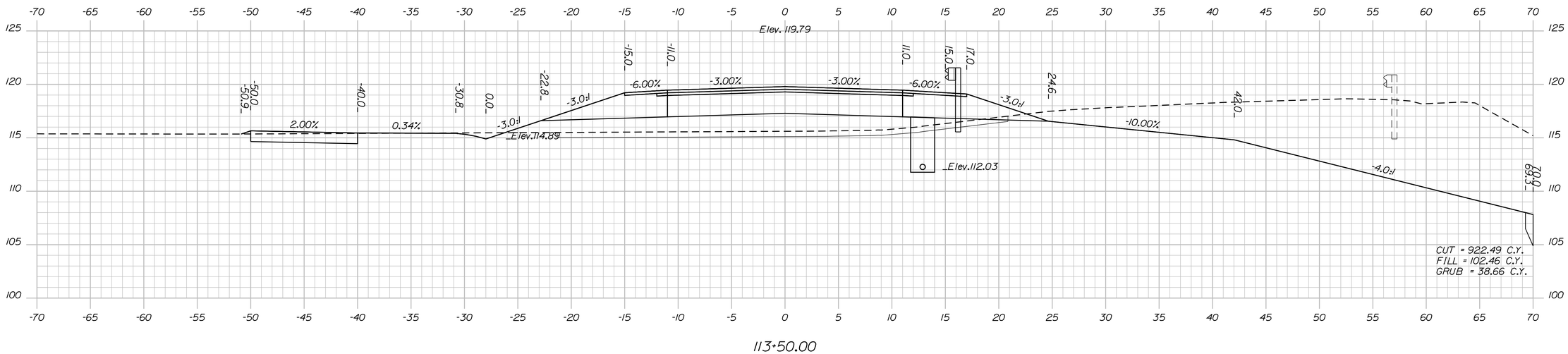
SHEET NUMBER

50

OF 149



113+50.00 (+1)



113+50.00

Sta. 113+50.00 to Sta. 113+50.00

PROJ. MANAGER	$PROJMANAGER		
DESIGN-DETAILED	$designer1$	$detailer1$	$proj.date1$
CHECKED-REVIEWED	$designer2$	$detailer2$	$proj.date2$
DESIGN2-DETAILED2	$designer3$	$detailer3$	$proj.date3$
DESIGN3-DETAILED3	$designer4$	$detailer4$	$proj.date4$
REVISIONS 1	$revision1$	$revdate1$	$revdate1$
REVISIONS 2	$revision2$	$revdate2$	$revdate2$
REVISIONS 3	$revision3$	$revdate3$	$revdate3$
REVISIONS 4	$revision4$	$revdate4$	$revdate4$
FIELD CHANGES	$fieldchange$	$fielddate$	$fielddate$

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

SIGNATURE

P.E. NUMBER

DATE

DURHAM
ROUTE 136

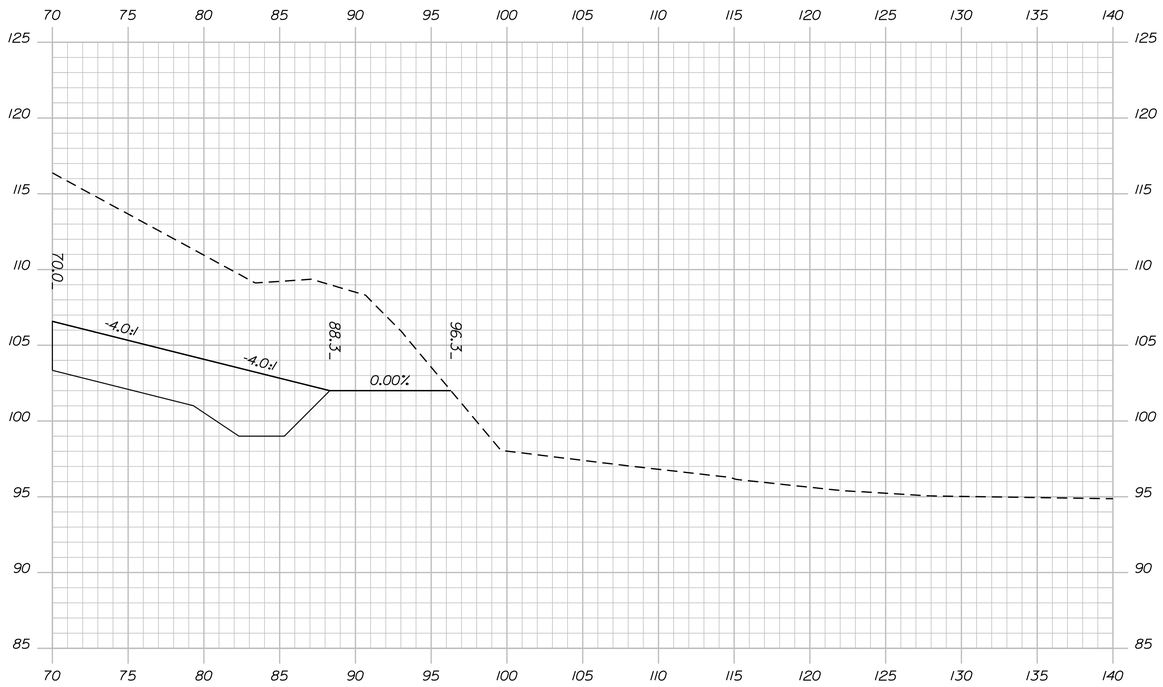
CROSS SECTIONS

SHEET NUMBER

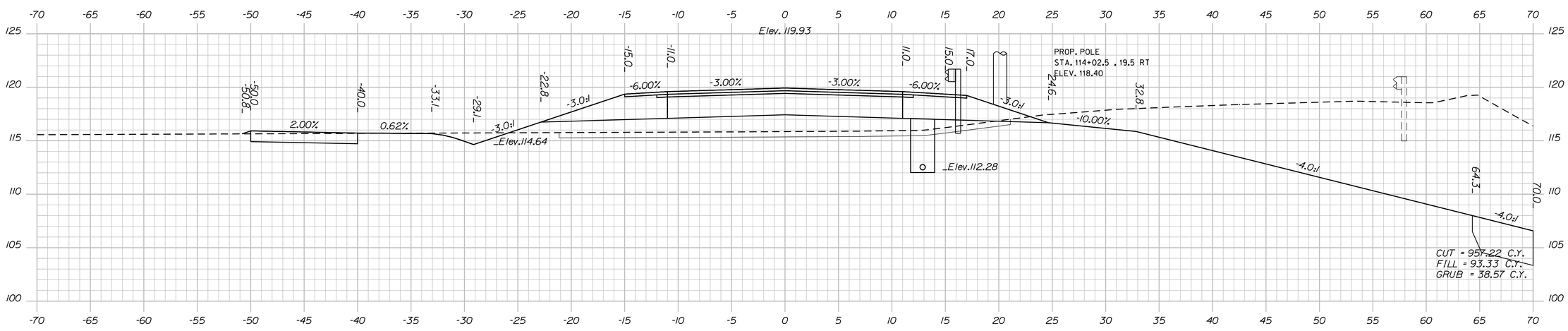
51

OF 149

Filename: ...\mslo\051_Xsect2_113+50_032.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



114+00.00 (+1)



114+00.00

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$proj.date1$
CHECKED-REVIEWED	$designer2$	$detailer2$	$proj.date2$
DESIGN2-DETAILED2	$designer2$	$detailer2$	$proj.date2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$proj.date3$
REVISIONS 1	------		$revdate1$
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

SIGNATURE

P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

CROSS SECTIONS

SHEET NUMBER

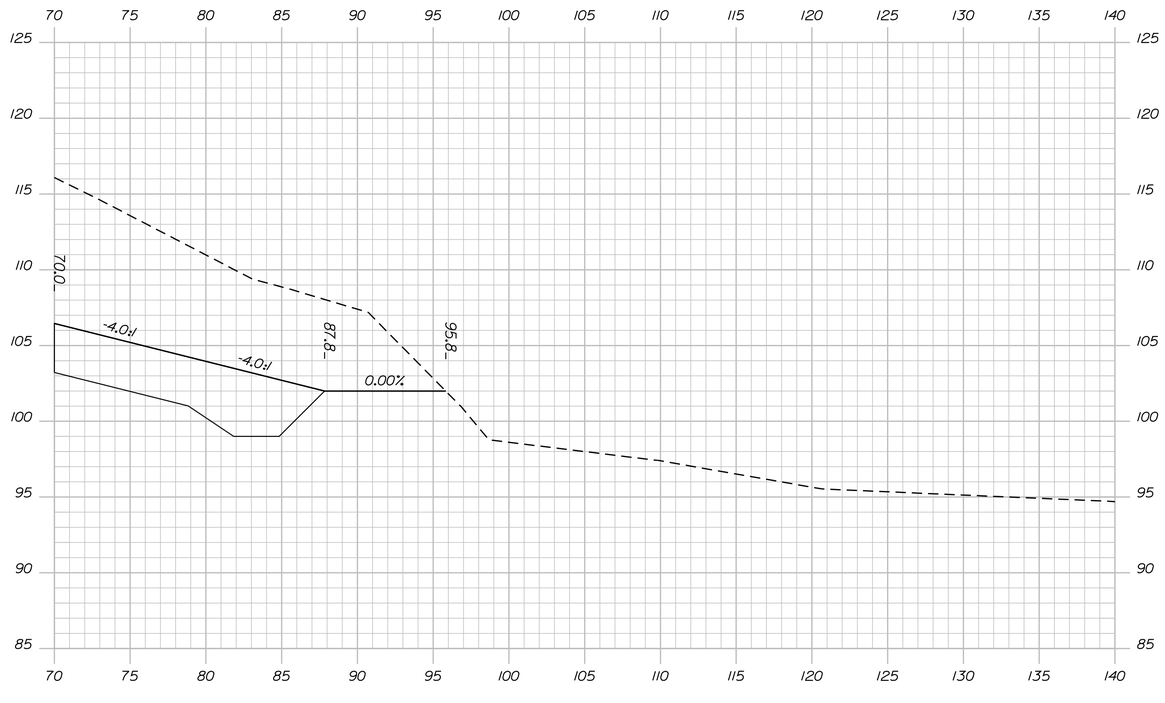
52

OF 149

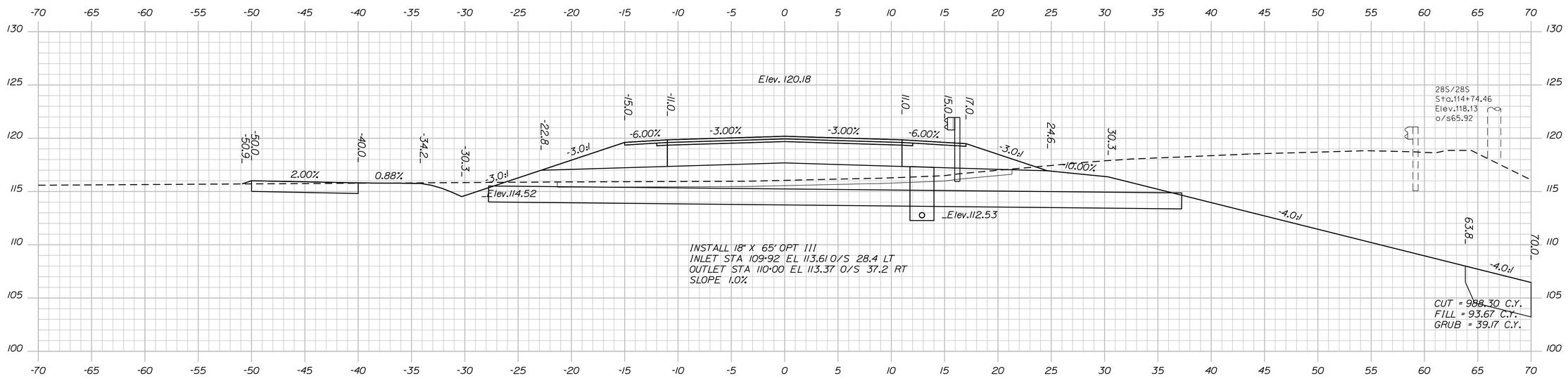
Sta. 114+00.00 to Sta. 114+00.00

Username: robert.k.betz Date:12/6/2013

Filename: ...\mstoV052_Xsect2_114+00_033.dgn Division: HIGHWAY



114+50.00 (+1)



114+50.00

Sta. 114+50.00 to Sta. 114+50.00

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$proj.date1$
CHECKED-REVIEWED	$designer2$	$detailer2$	$proj.date2$
DESIGN2-DETAILED2	$designer2$	$detailer2$	$proj.date2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$proj.date3$
REVISIONS 1	------		$revdate1$
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

SIGNATURE

P.E. NUMBER

DATE

DURHAM
ROUTE 136

CROSS SECTIONS

SHEET NUMBER

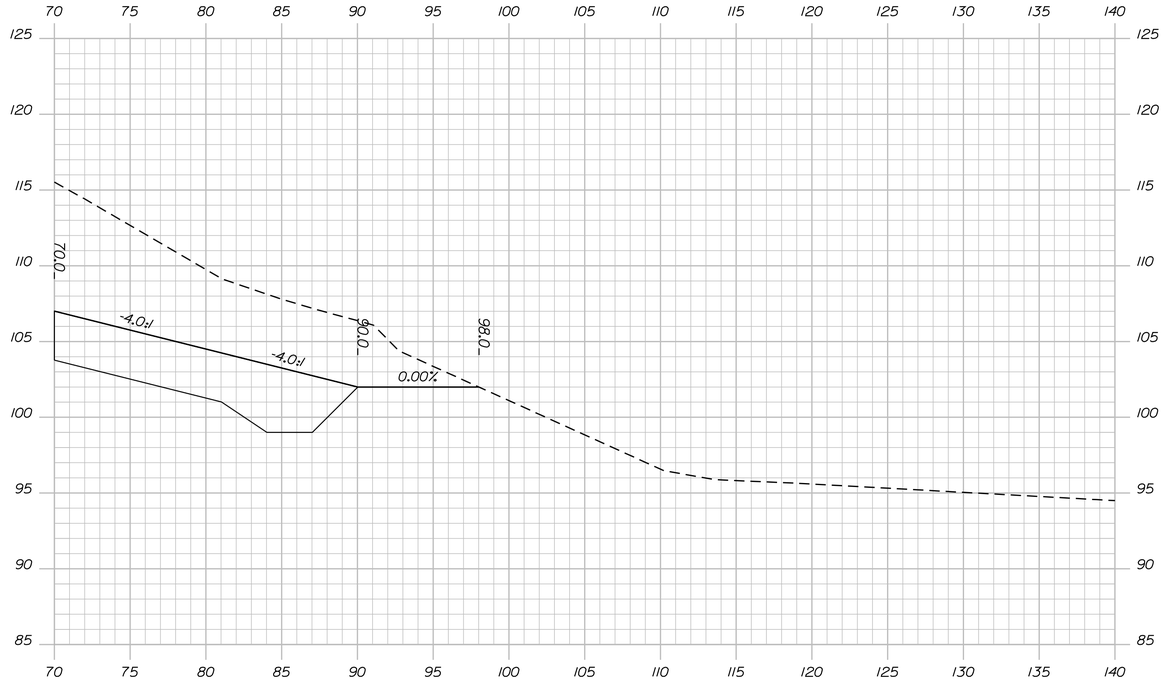
53

OF 149

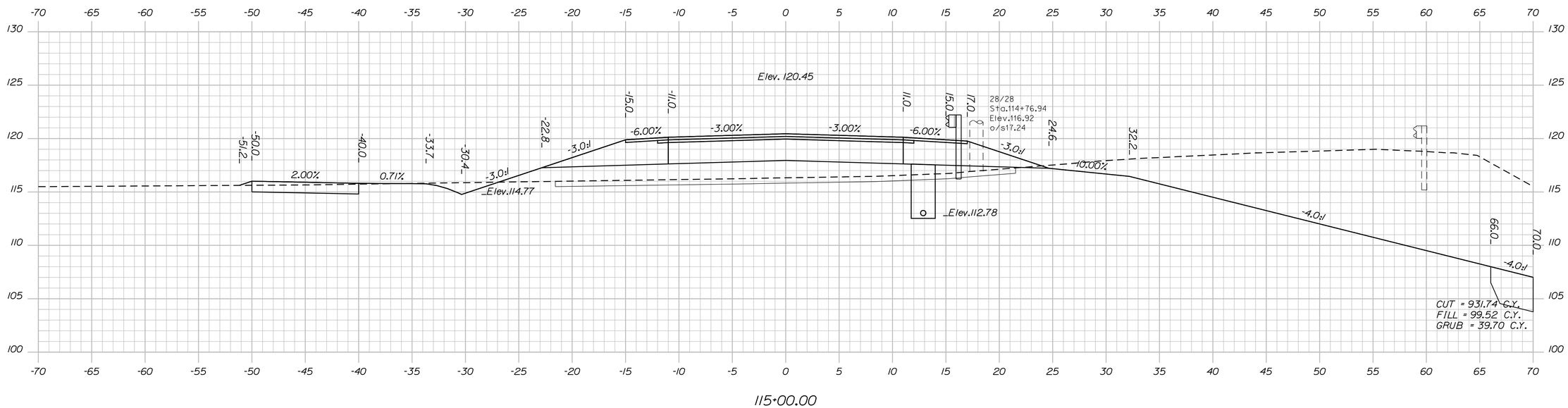
Username: robert.k.betz Date:12/6/2013

Division: HIGHWAY

Filename: ...\mstoV053_Xsect2_114+50_034.dgn



115+00.00 (+1)



115+00.00

Sta. 115+00.00 to Sta. 115+00.00

PROJ. MANAGER	$PROJMANAGER	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED	$designer2$	$detailer2$	$projdate2$
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$
REVISIONS 1	------		$revdate1$
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

SIGNATURE

P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

CROSS SECTIONS

SHEET NUMBER

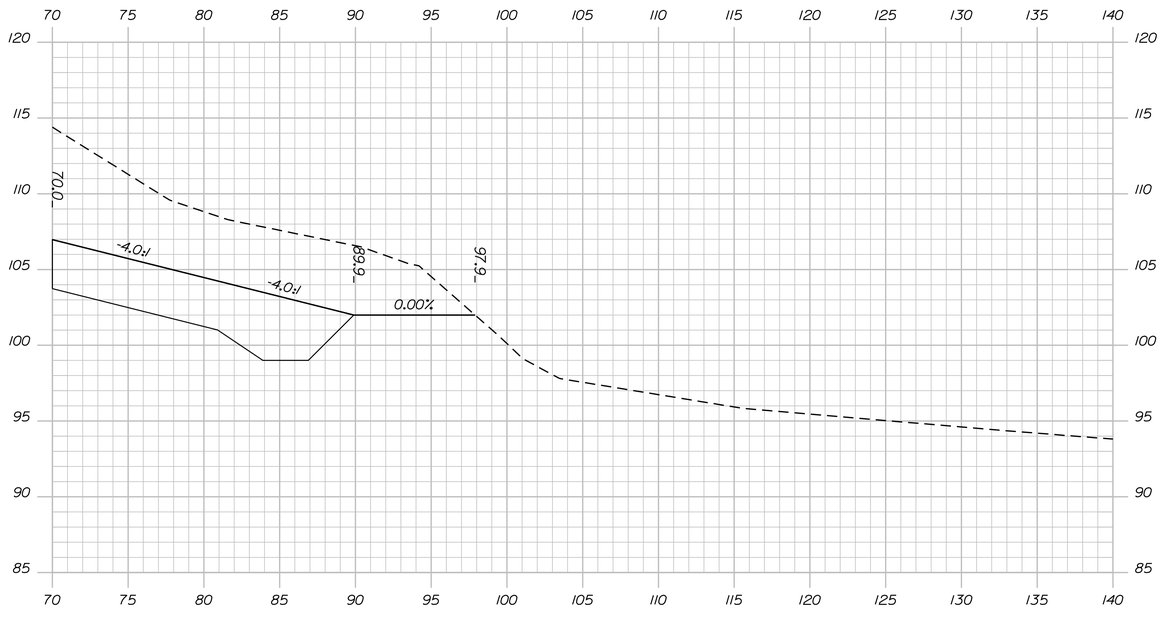
54

OF 149

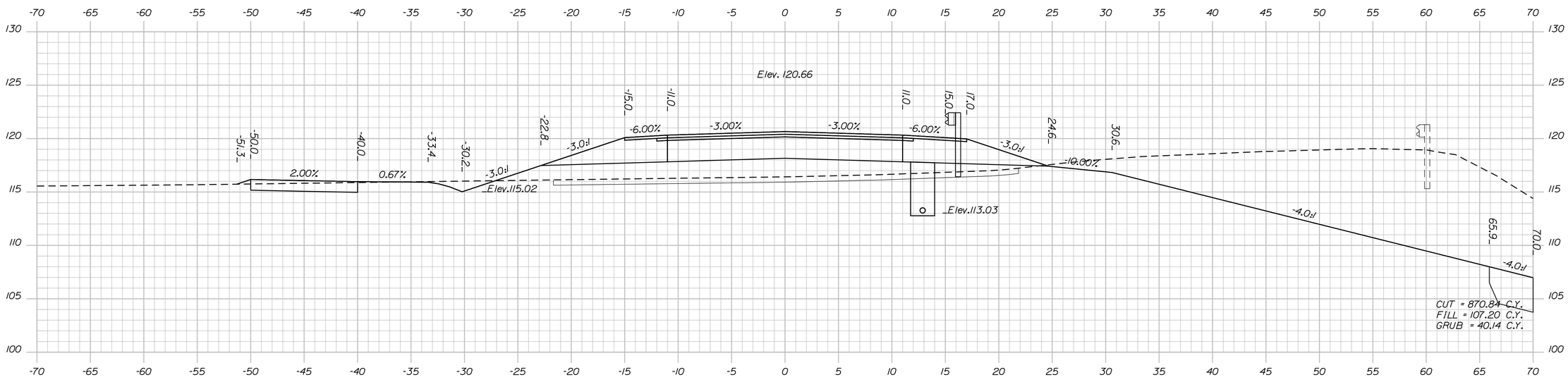
Username: robert.k.betz Date:12/6/2013

Division: HIGHWAY

Filename: ...\mstoV054_Xsec12_115+00_035.dgn



115+50.00 (+1)



115+50.00

Sta. 115+50.00 to Sta. 115+50.00

Username: robert.k.betz Date:12/6/2013

Division: HIGHWAY

Filename: ...\mst\v055_Xsect2_115+50_036.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$prodate1$
CHECKED-REVIEWED		-----	
DESIGN2-DETAILED2	$designer2$	$detailer2$	$prodate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$prodate3$
REVISIONS 1	------		$revdate1$
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fieldate$

SIGNATURE

P.E. NUMBER

DATE

DURHAM
ROUTE 136

CROSS SECTIONS

SHEET NUMBER

55

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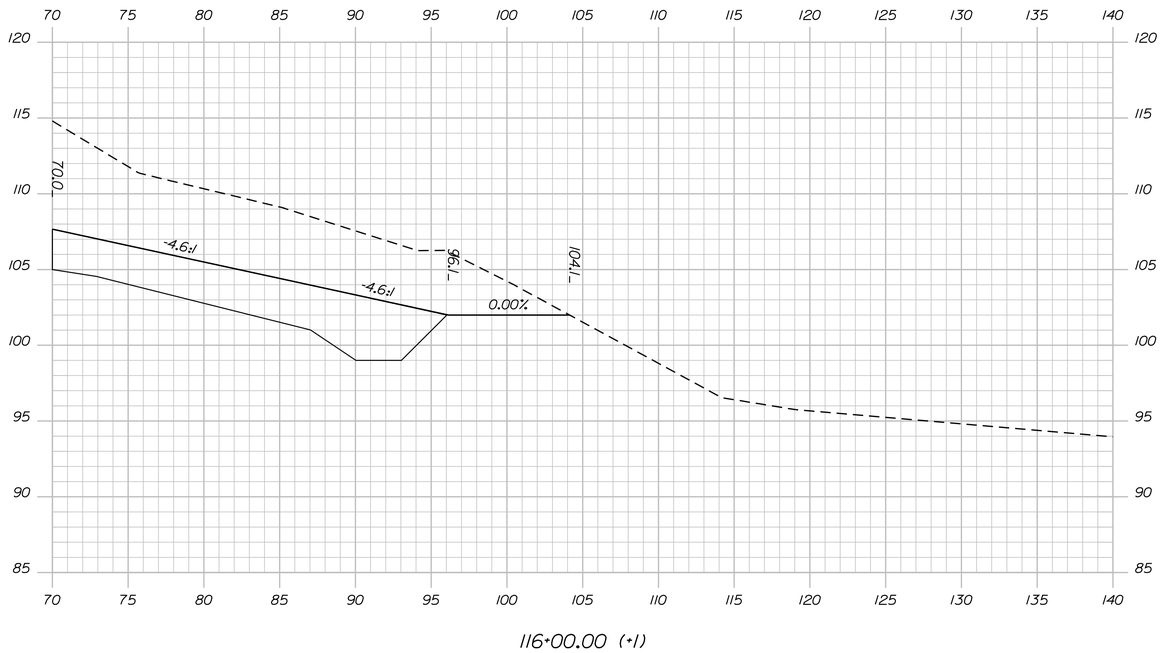
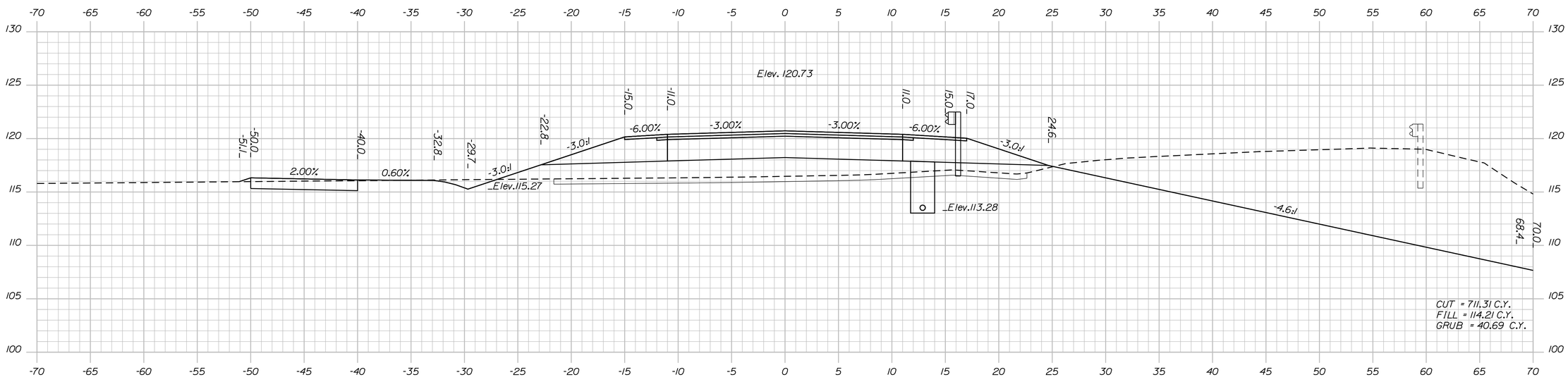


116+00.00 (+1)



116+00.00

Sta. 116+00.00 to Sta. 116+00.00

PROJ. MANAGER	$PROJMANAGER4	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED		-----	
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$
REVISIONS 1	------	$revdate1$	P.E. NUMBER
REVISIONS 2	------	$revdate2$	
REVISIONS 3	$revision3$	$revdate3$	SIGNATURE
REVISIONS 4	$revision4$	$revdate4$	DATE
FIELD CHANGES	$fieldchange$	$fielddate$	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

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PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

CROSS SECTIONS

SHEET NUMBER

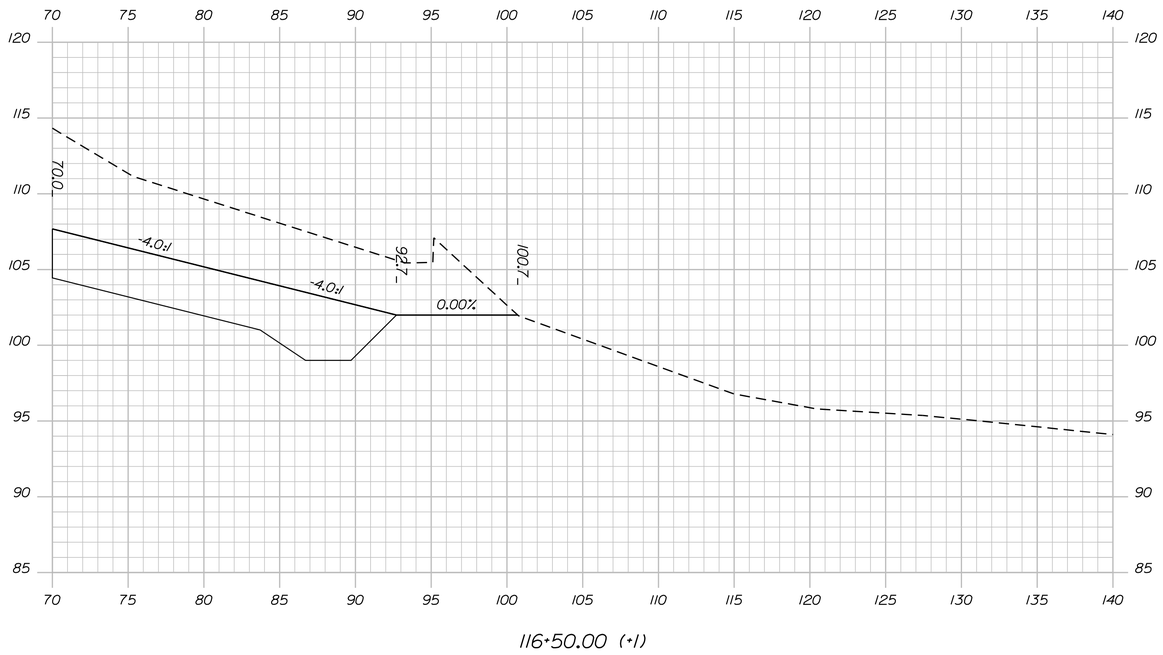
56

OF 149

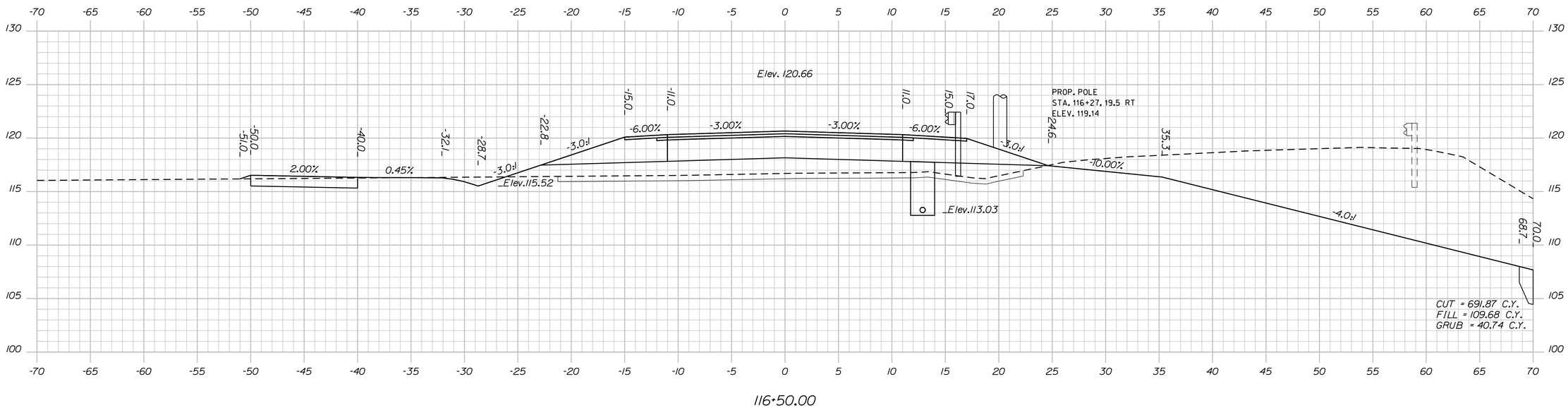
Username: robert.k.betz Date:12/6/2013

Division: HIGHWAY

Filename: ...\mstar\056_Xsect2_116+00_037.dgn



116+50.00 (+1)



116+50.00

PROJ. MANAGER	$PROJMANAGER4	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED	$designer2$	$detailer2$	$projdate2$
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$
REVISIONS 1	------		$revdate1$
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

SIGNATURE

P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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PIN 20268.00

HIGHWAY PLANS

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ROUTE 136

CROSS SECTIONS

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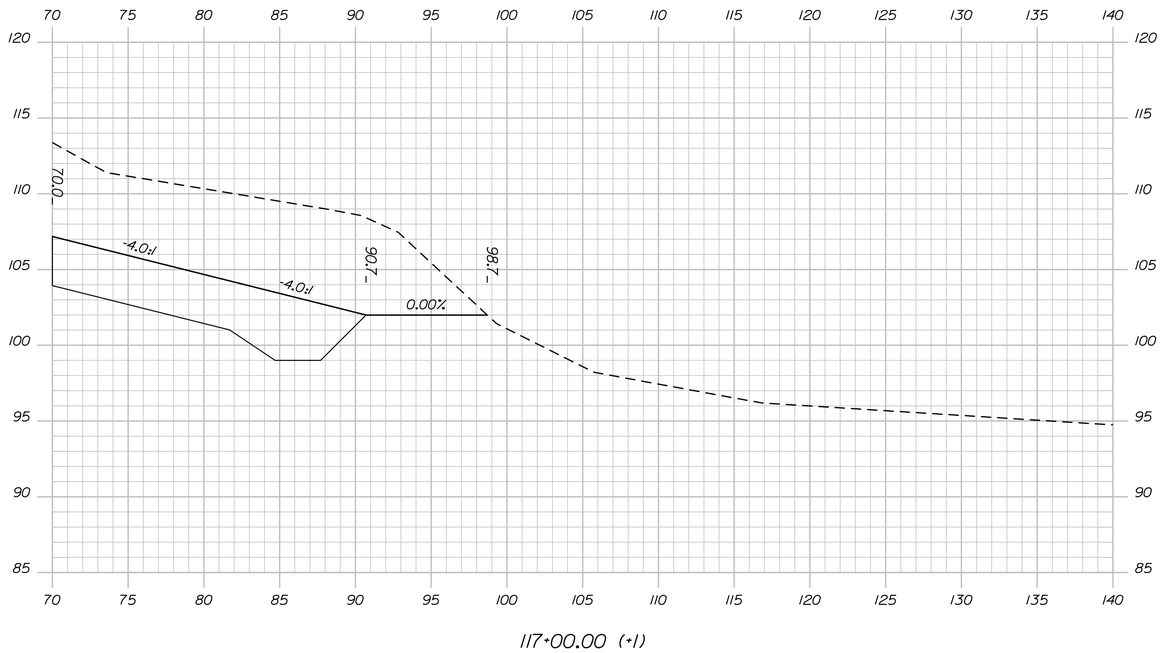
57

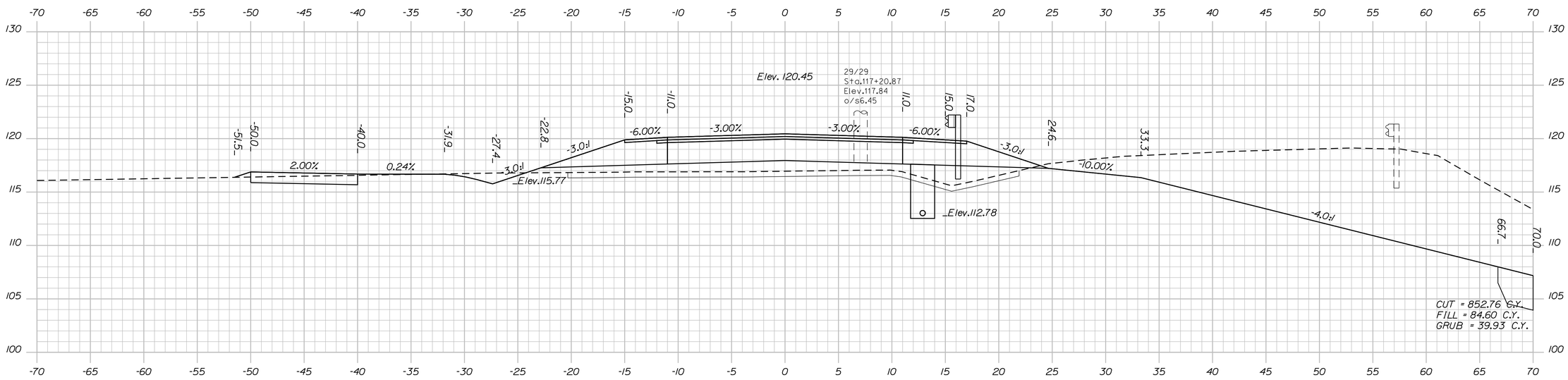
OF 149

Sta. 116+50.00 to Sta. 116+50.00

Filename: ...\mstol\057_Xsect2_116+50_038.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



117+00.00 (+1)



117+00.00

Sta. 117+00.00 to Sta. 117+00.00

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$proj date1$
CHECKED-REVIEWED	$designer2$	$detailer2$	$proj date2$
DESIGN2-DETAILED2	$designer2$	$detailer2$	$proj date2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$proj date3$
REVISIONS 1	------	------	$revdate1$
REVISIONS 2	------	------	$revdate2$
REVISIONS 3	$revision3$	------	$revdate3$
REVISIONS 4	$revision4$	$revdate4$	
FIELD CHANGES	$fieldchange$	$fieldchange$	$fieldchange$

SIGNATURE

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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WIN
PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

CROSS SECTIONS

SHEET NUMBER

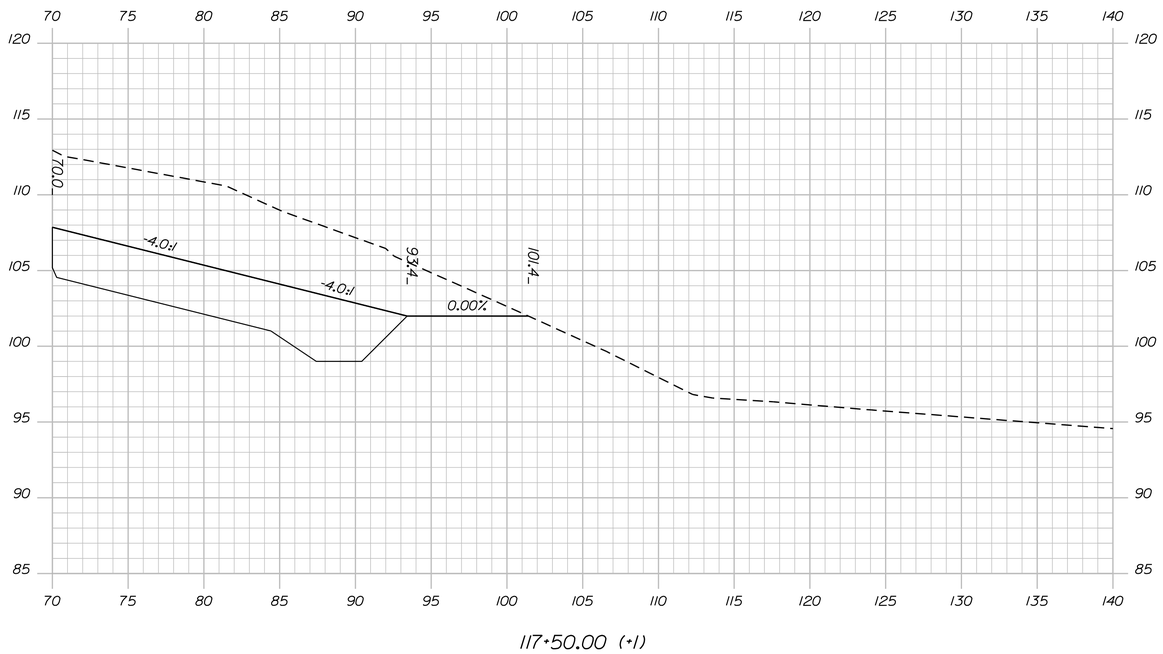
58

OF 149

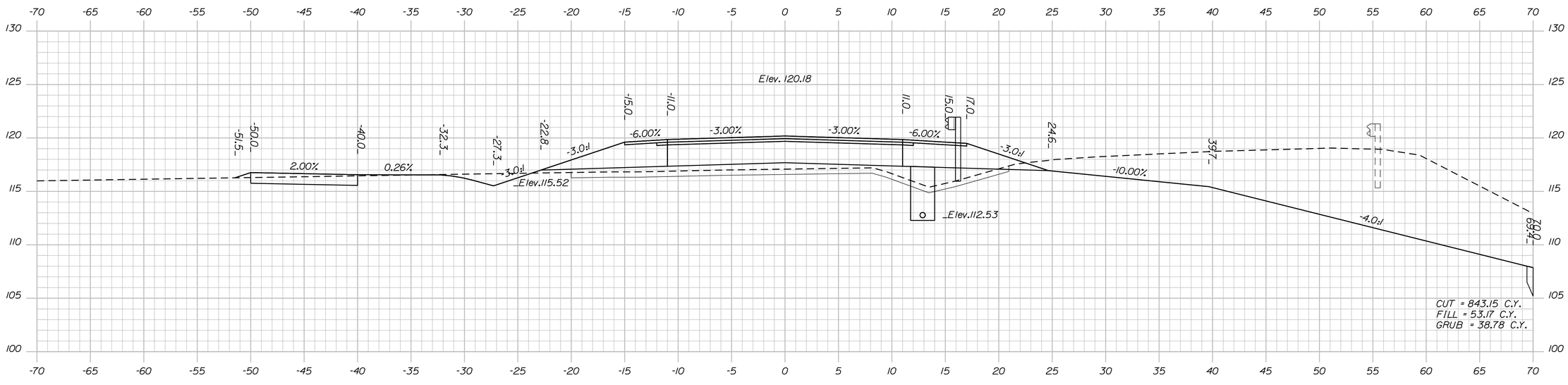
Username: robert.k.betz Date:12/6/2013

Division: HIGHWAY

Filename: ...\mstoV058_Xsect2_117+00_039.dgn



117+50.00 (+1)



117+50.00

Sta. 117+50.00 to Sta. 117+50.00

PROJ. MANAGER	$PROJMANAGER4	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$proj date1$
CHECKED-REVIEWED		-----	
DESIGN2-DETAILED2	$designer2$	$detailer2$	$proj date2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$proj date3$
REVISIONS 1	------	$revdate1$	P.E. NUMBER
REVISIONS 2	------	$revdate2$	
REVISIONS 3	$revision3$	$revdate3$	DATE
REVISIONS 4	$revision4$	$revdate4$	
FIELD CHANGES	$fieldchange$	$fielddate$	

STATE OF MAINE
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PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

CROSS SECTIONS

SHEET NUMBER

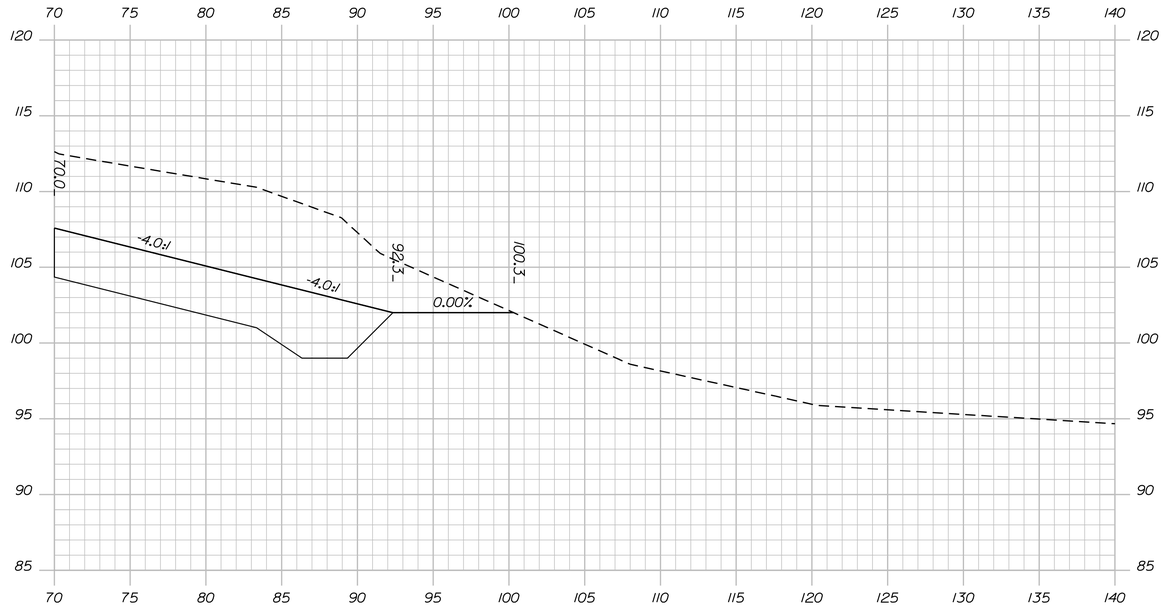
59

OF 149

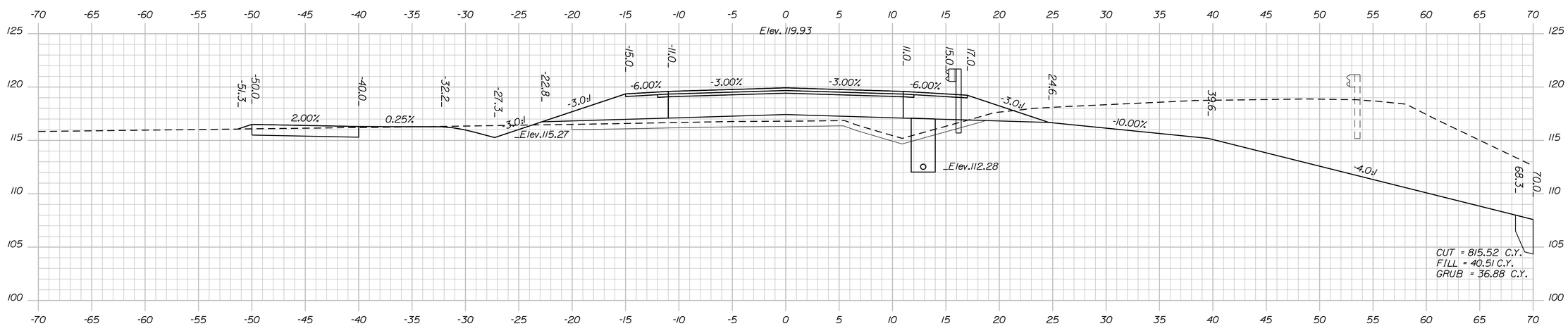
Username: robert.k.betz Date:12/6/2013

Division: HIGHWAY

Filename: ...\mstoV059_Xsect2_117+50_040.dgn



118+00.00 (+1)



118+00.00

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$proj date1$
CHECKED-REVIEWED	$designer2$	$detailer2$	$proj date2$
DESIGN2-DETAILED2	$designer2$	$detailer2$	$proj date2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$proj date3$
REVISIONS 1	------		$revdate1$
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

SIGNATURE

P.E. NUMBER

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HIGHWAY PLANS

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60

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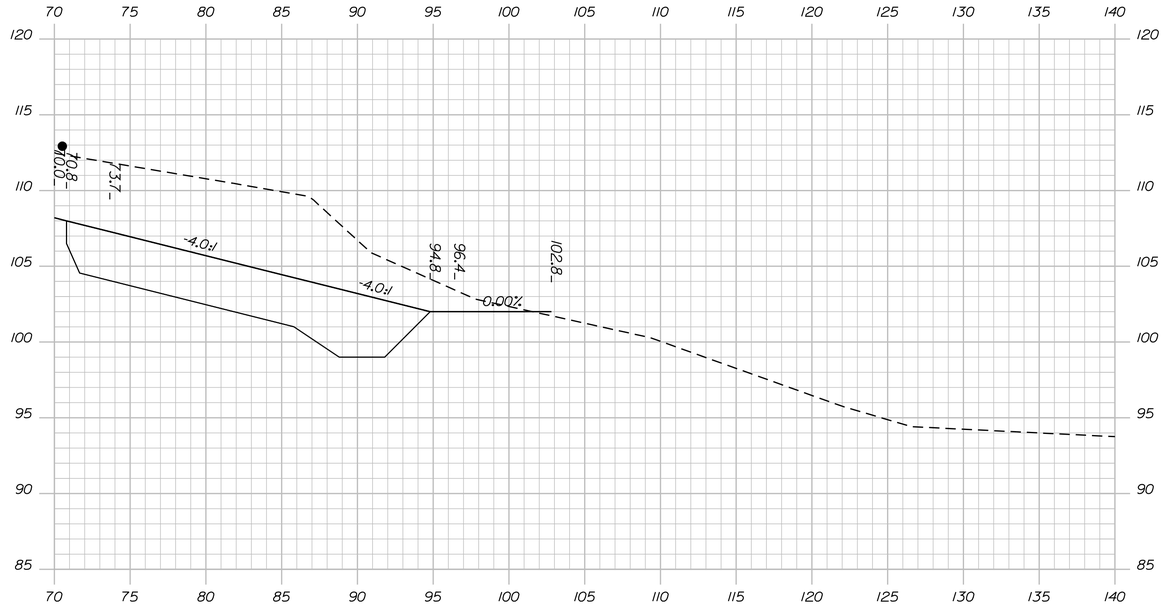
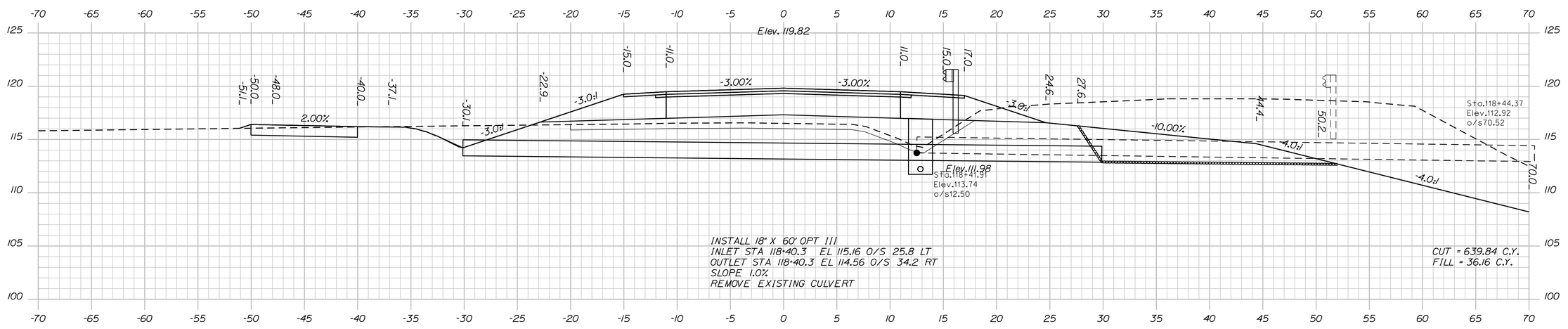
Sta. 118+00.00 to Sta. 118+00.00

Filename: ...\msto\060_Xsect2_118+00_041.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013

Filename: ...\mstoV061_Xsect2_118-39_042.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



118+39.90 (+1)



118+39.90

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$proj.date1$
CHECKED-REVIEWED	$designer2$	$detailer2$	$proj.date2$
DESIGN2-DETAILED2	$designer2$	$detailer2$	$proj.date2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$proj.date3$
REVISIONS 1	$revision1$	$revdate1$	$revdate1$
REVISIONS 2	$revision2$	$revdate2$	$revdate2$
REVISIONS 3	$revision3$	$revdate3$	$revdate3$
REVISIONS 4	$revision4$	$revdate4$	$revdate4$
FIELD CHANGES	$fieldchange$	$fieldchange$	$fieldchange$

SIGNATURE

P.E. NUMBER

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HIGHWAY PLANS

DURHAM
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CROSS SECTIONS

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61

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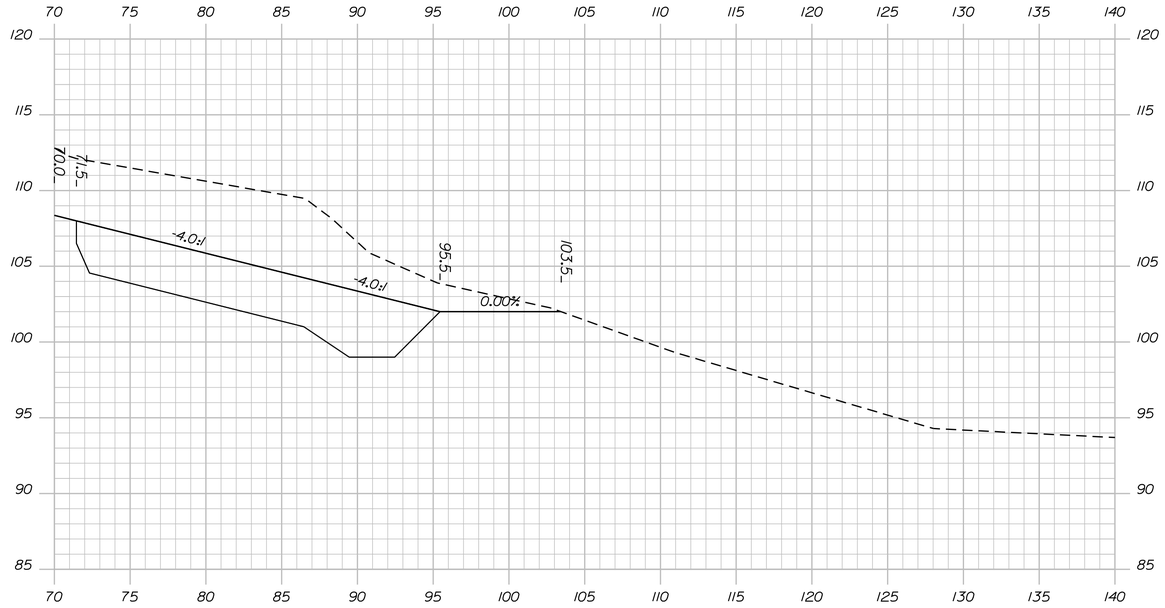
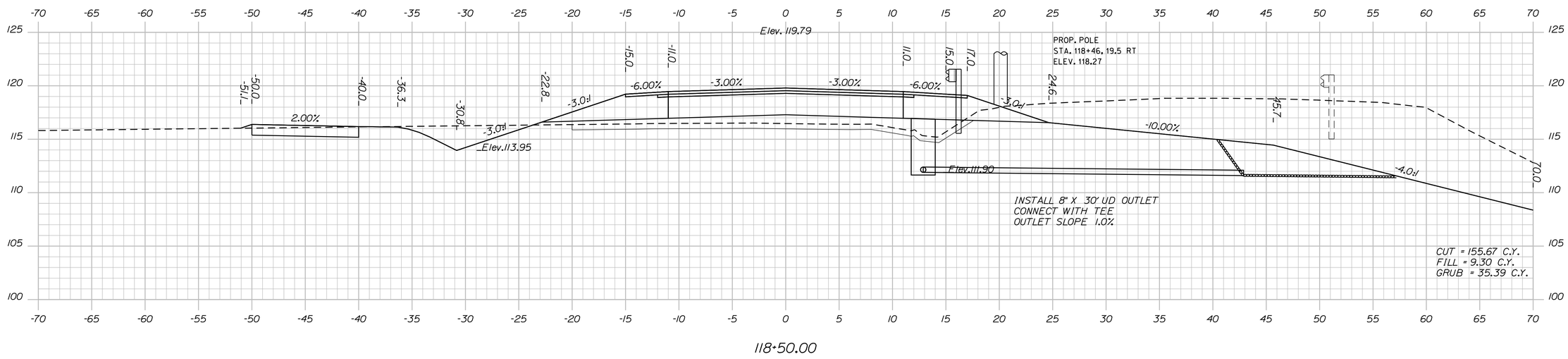
Sta. 118+39.90 to Sta. 118+39.90

Filename: ...\mstol\062_Xsect2_118+50_043.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013





PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$prodate1$
CHECKED-REVIEWED	$designer2$	$detailer2$	$prodate2$
DESIGN2-DETAILED2	$designer2$	$detailer2$	$prodate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$prodate3$
REVISIONS 1	------	$revdate1$	P.E. NUMBER
REVISIONS 2	------	$revdate2$	
REVISIONS 3	$revision3$	$revdate3$	DATE
REVISIONS 4	$revision4$	$revdate4$	
FIELD CHANGES	$fieldchange$	$fielddate$	

STATE OF MAINE
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HIGHWAY PLANS

DURHAM
ROUTE 136

CROSS SECTIONS

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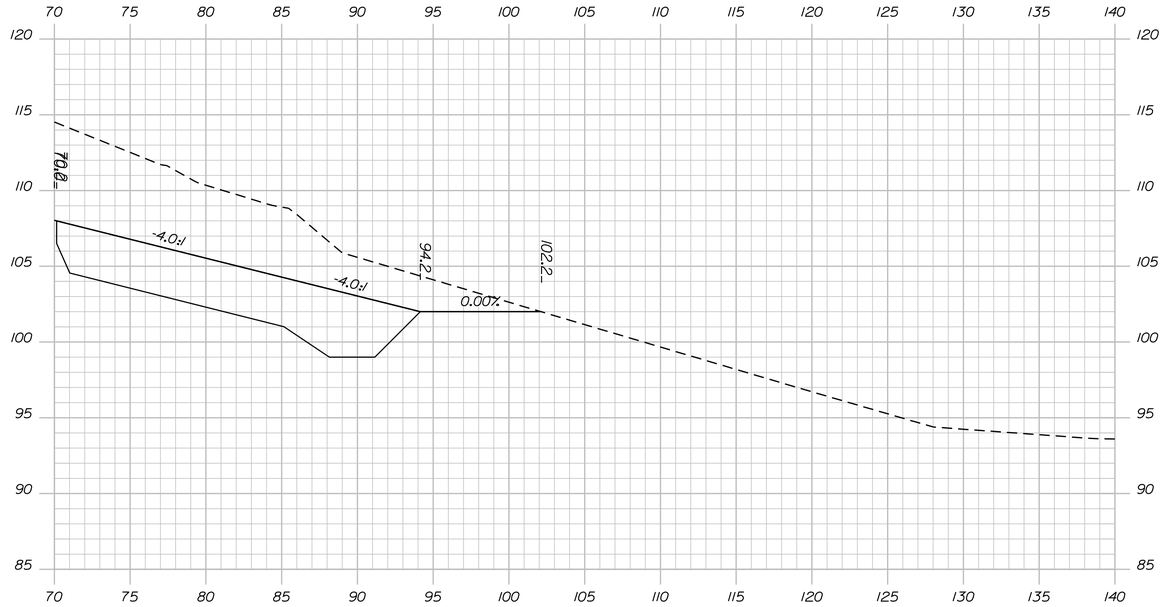
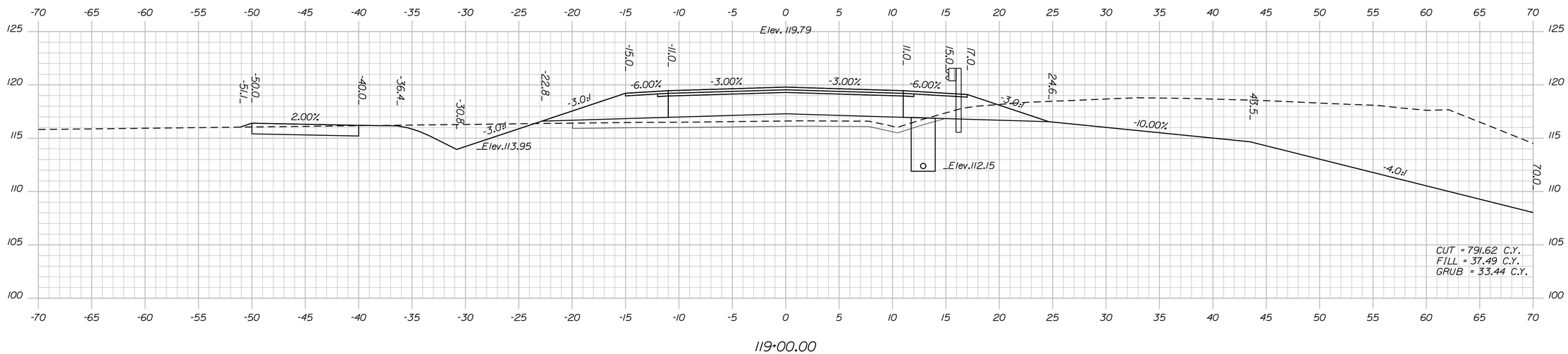
62

OF 149

Sta. 118+50.00 to Sta. 118+50.00



119+00.00 (+1)



119+00.00

Sta. 119+00.00 to Sta. 119+00.00

PROJ. MANAGER	#PROJMANAGER#	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$proj date1$
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	$designer2$	$detailer2$	$proj date2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$proj date3$
REVISIONS 1	-----	-----	$revdate1$
REVISIONS 2	-----	-----	$revdate2$
REVISIONS 3	$revision3$	$revdate3$	
REVISIONS 4	$revision4$	$revdate4$	
FIELD CHANGES	$fieldchange$	$fielddate$	

SIGNATURE

P.E. NUMBER

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

CROSS SECTIONS

SHEET NUMBER

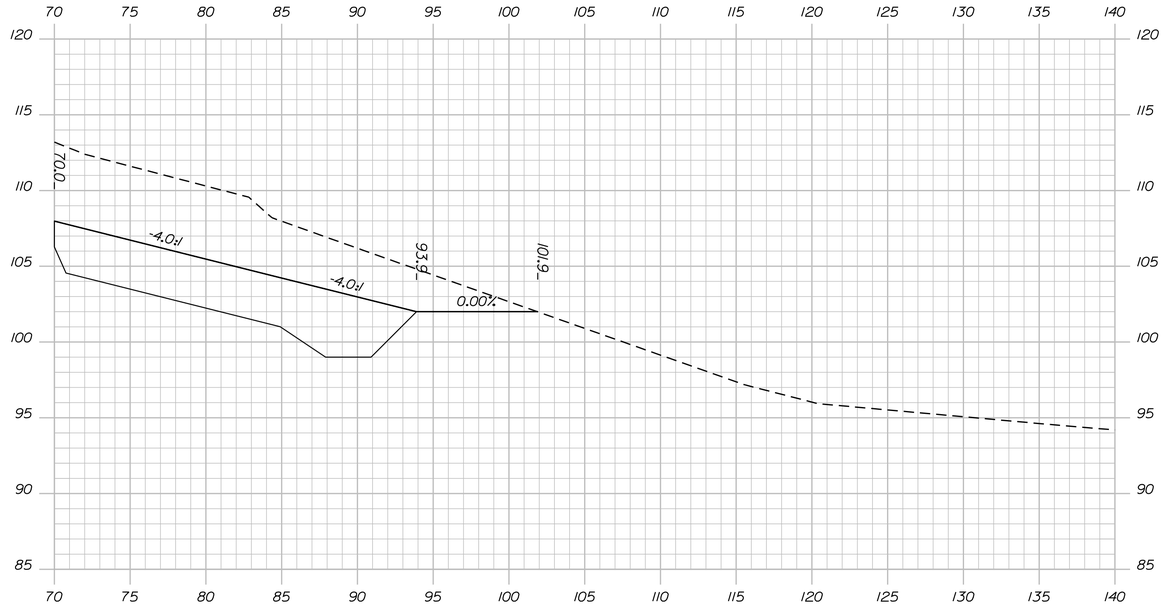
63

OF 149

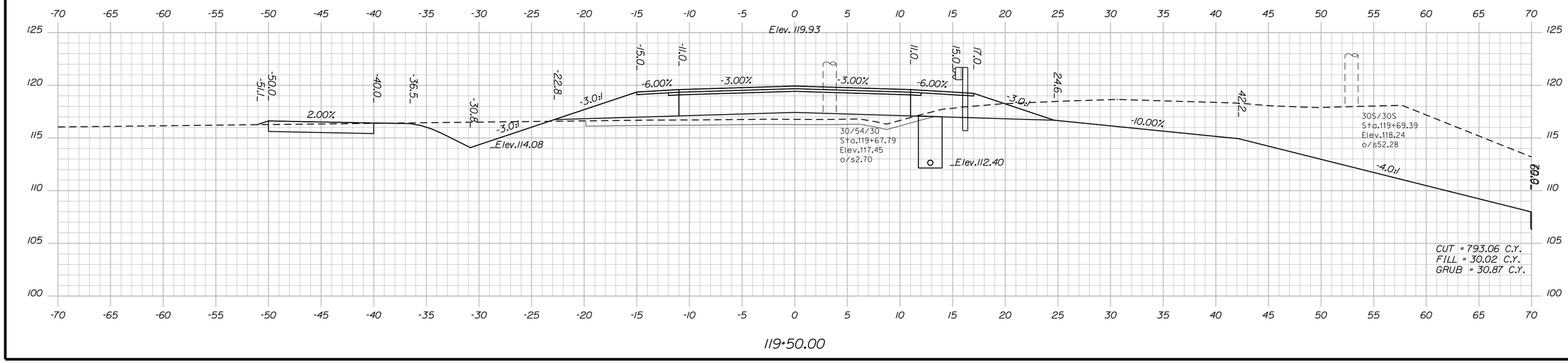
Username: robert.k.betz Date:12/6/2013

Division: HIGHWAY

Filename: ...\msto\063_Xsect2_119+00_044.dgn



119+50.00 (+1)



119+50.00

Sta. 119+50.00 to Sta. 119+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$
REVISIONS 1	------	$revdate1$	$revdate5$
REVISIONS 2	------	$revdate2$	$revdate6$
REVISIONS 3	$revision3$	$revdate3$	$revdate7$
REVISIONS 4	$revision4$	$revdate4$	$revdate8$
FIELD CHANGES	$fieldchange$	$fielddate$	

SIGNATURE

P.E. NUMBER

DATE

DURHAM
ROUTE 136

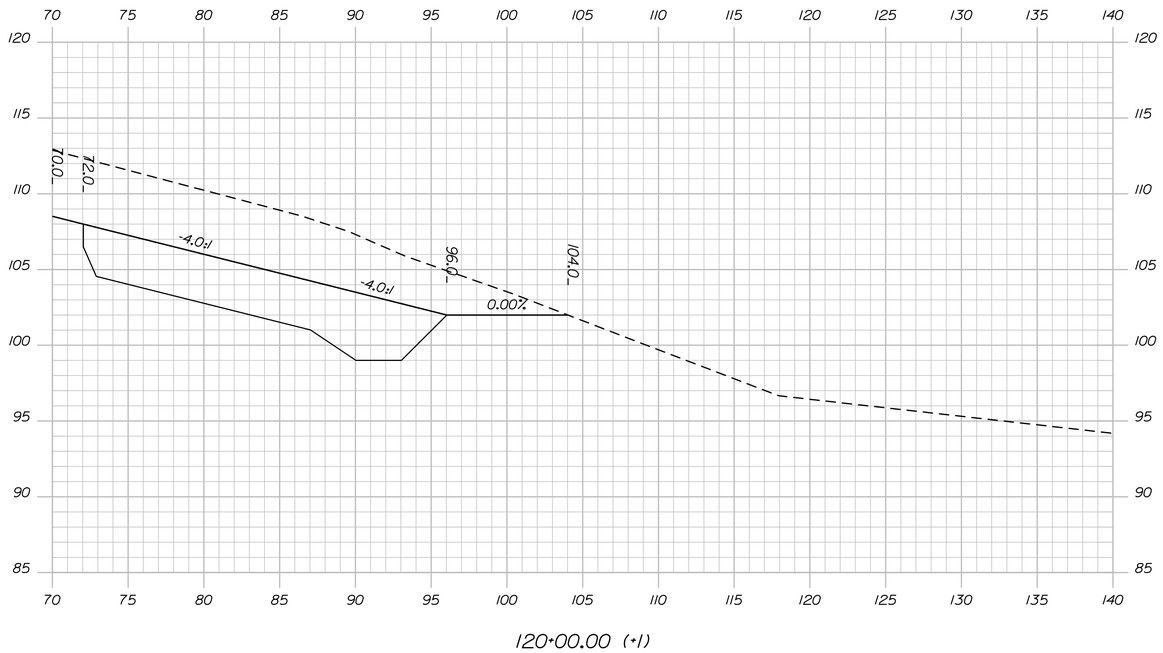
CROSS SECTIONS

SHEET NUMBER

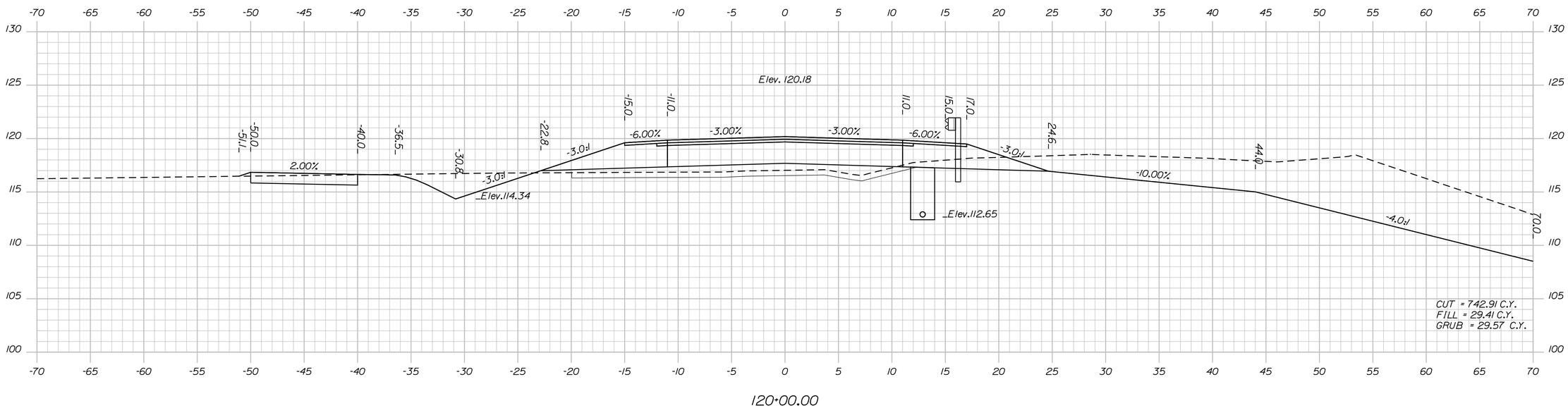
64

OF 149

Filename: ...\mslo\064_Xsect2_119+50_045.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



120+00.00 (+1)



120+00.00

Sta. 120+00.00 to Sta. 120+00.00

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$proj date1$
CHECKED-REVIEWED	$designer2$	$detailer2$	$proj date2$
DESIGN2-DETAILED2	$designer2$	$detailer2$	$proj date2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$proj date3$
REVISIONS 1	------		$revdate1$
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fieldchange$

SIGNATURE

P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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WIN
PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

CROSS SECTIONS

SHEET NUMBER

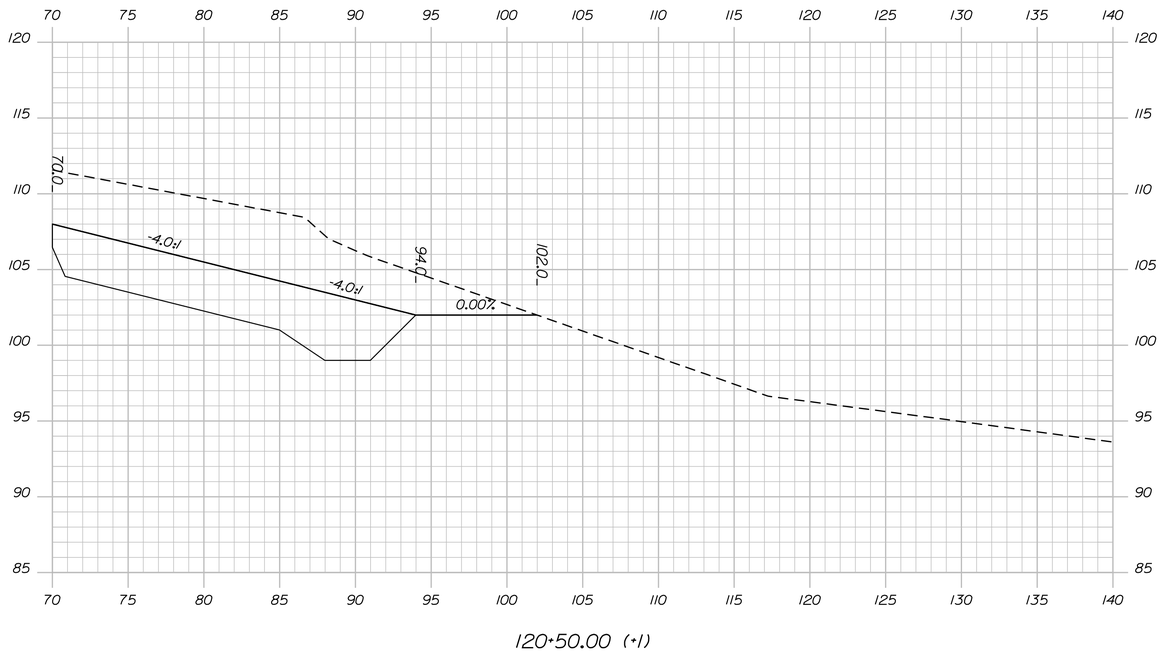
65

OF 149

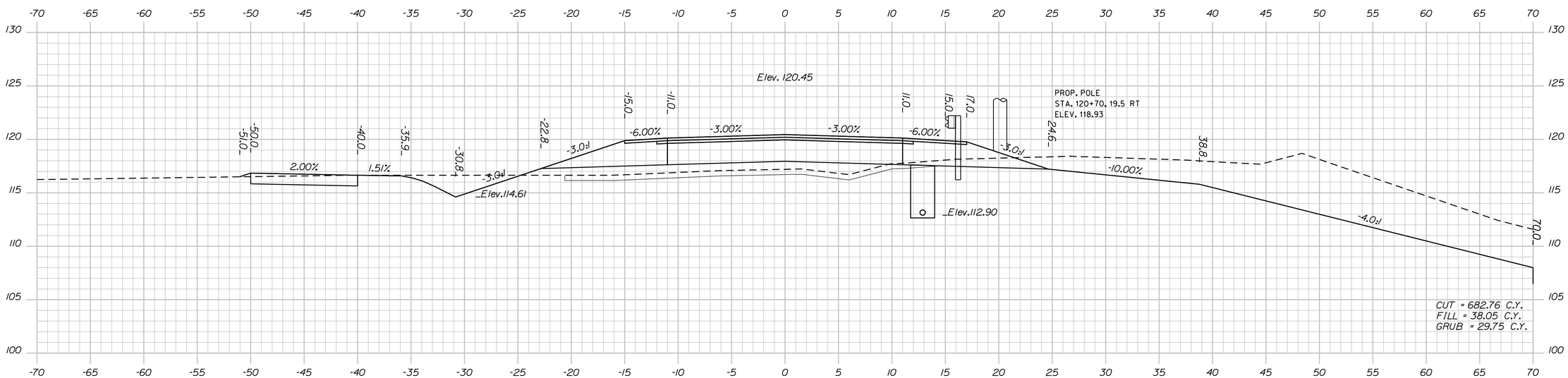
Username: robert.k.betz Date:12/6/2013

Division: HIGHWAY

Filename: ...\mstoV065_Xsect2_120+00_046.dgn



120+50.00 (+1)



120+50.00

Sta. 120+50.00 to Sta. 120+50.00

STATE OF MAINE
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STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED		-----	
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$
REVISIONS 1	------		$revdate1$
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

SIGNATURE

P.E. NUMBER

DATE

DURHAM
ROUTE 136

CROSS SECTIONS

SHEET NUMBER

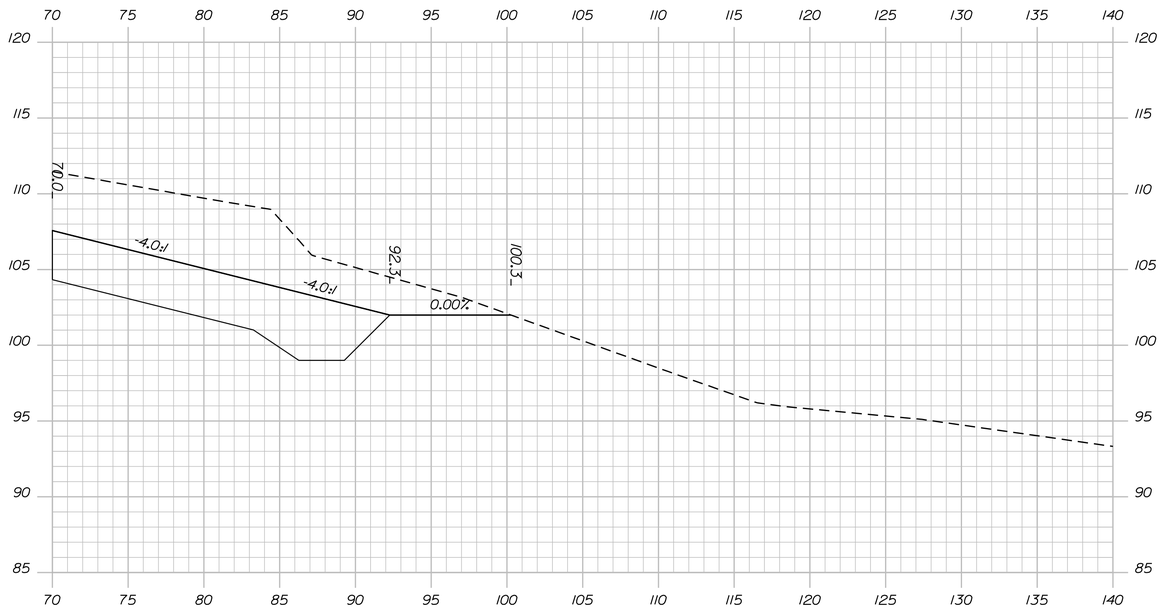
66

OF 149

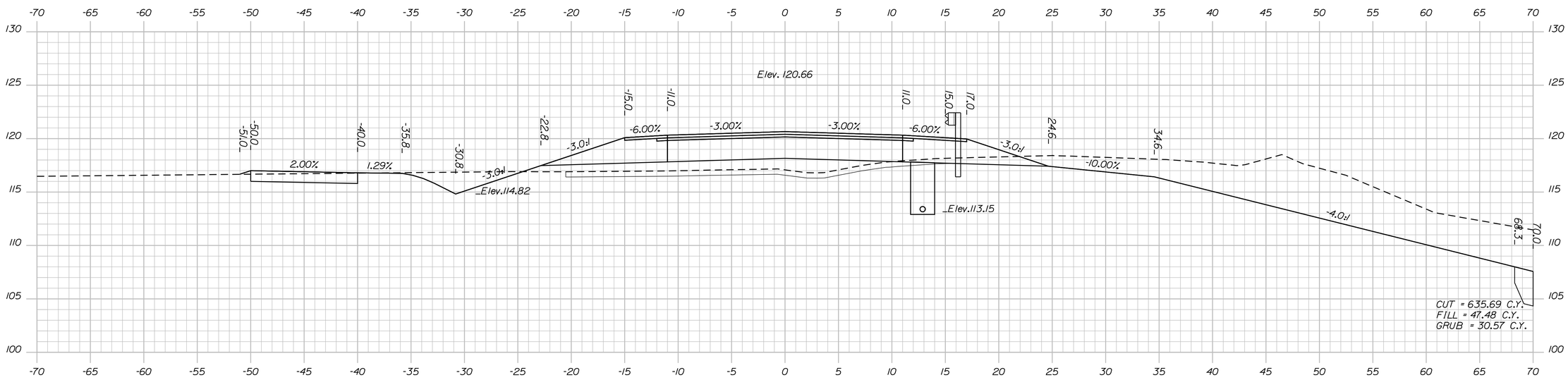
Username: robert.k.betz Date:12/6/2013

Division: HIGHWAY

Filename: ...\mstoV066_Xsect2_120+50_047.dgn



121+00.00 (+1)



121+00.00

Sta. 121+00.00 to Sta. 121+00.00

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED	$designer2$	$detailer2$	$projdate2$ SIGNATURE
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$ P.E. NUMBER
REVISIONS 1	------		$revdate1$
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$ DATE
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

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DEPARTMENT OF TRANSPORTATION

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PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

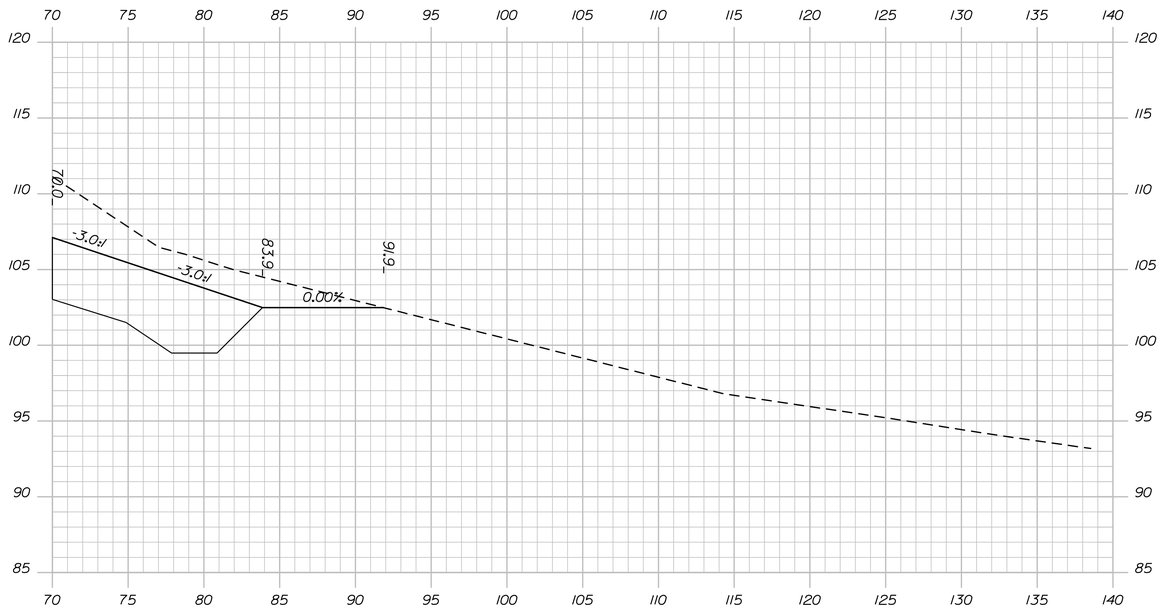
CROSS SECTIONS

SHEET NUMBER

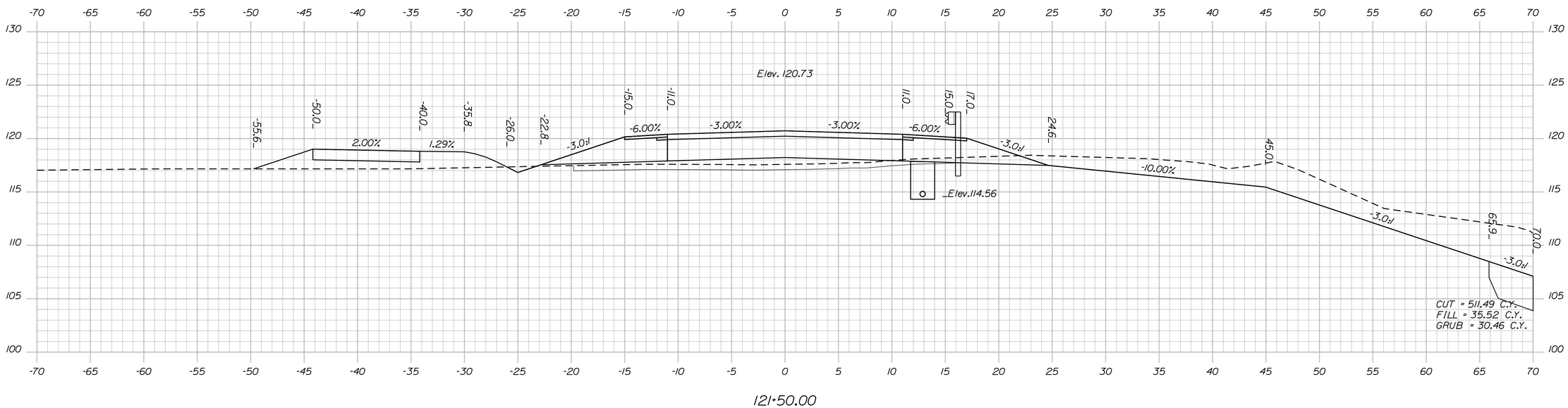
67

OF 149

Filename: ...\mst\v067_Xsect2_121+00_048.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



121+50.00 (+1)



121+50.00

Sta. 121+50.00 to Sta. 121+50.00

PROJ. MANAGER	$PROJMANAGER4	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED	$designer2$	$detailer2$	$projdate2$
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$
REVISIONS 1	------	$revdate1$	P.E. NUMBER
REVISIONS 2	------	$revdate2$	
REVISIONS 3	$revision3$	$revdate3$	DATE
REVISIONS 4	$revision4$	$revdate4$	
FIELD CHANGES	$fieldchange$	$fielddate$	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

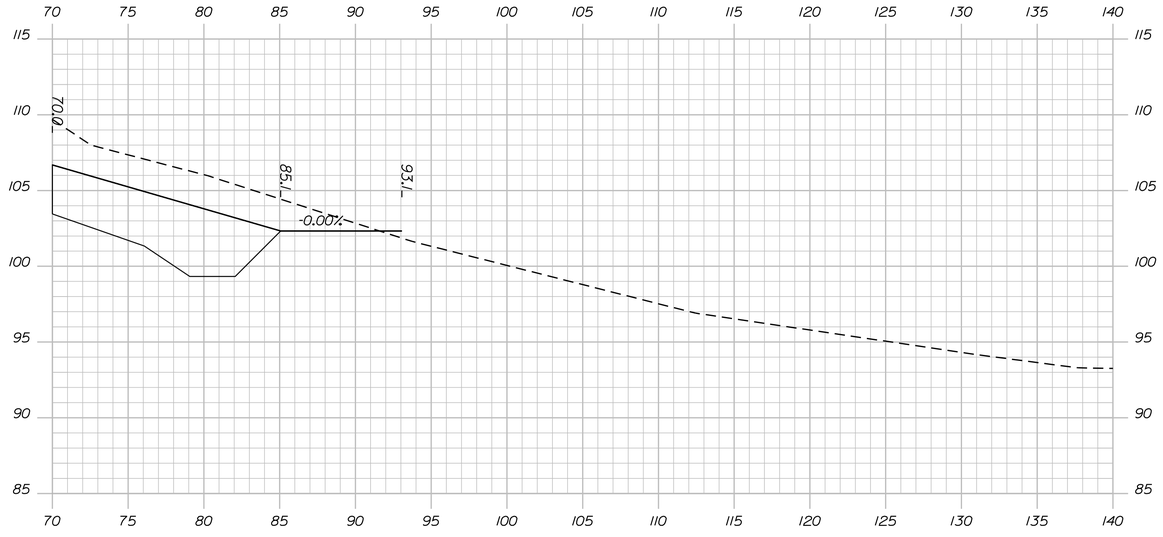
CROSS SECTIONS

SHEET NUMBER

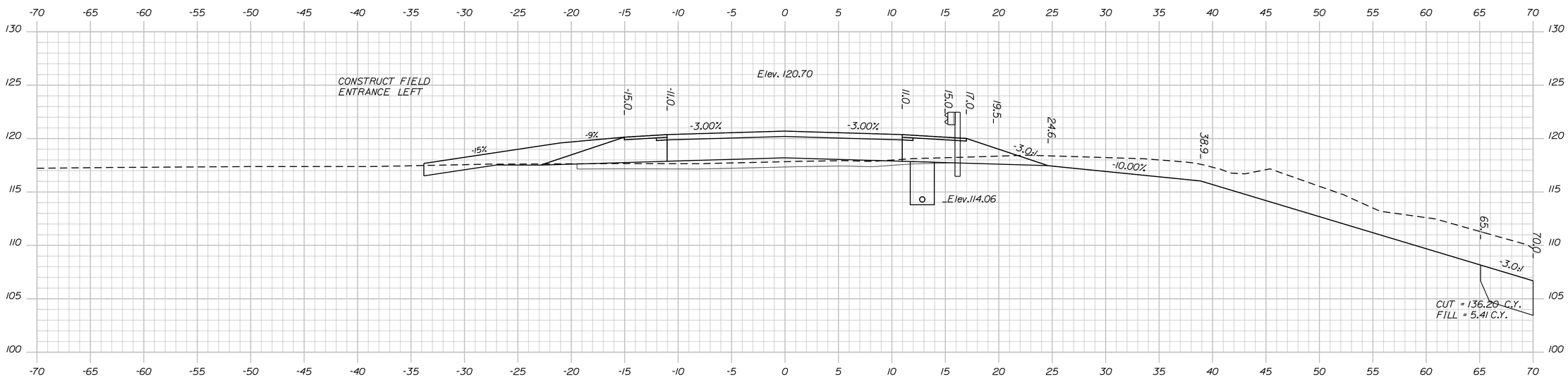
68

OF 149

Username: robert.k.betz Date:12/6/2013 Division: HIGHWAY Filename: ...\mstoV068_Xsect2_121+50_049.dgn



121+66.58 (+1)



121+66.58

Sta. 121+66.58 to Sta. 121+66.58

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$prodate1$
CHECKED-REVIEWED		-----	
DESIGN2-DETAILED2	$designer2$	$detailer2$	$prodate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$prodate3$
REVISIONS 1	------	$revdate1$	P.E. NUMBER
REVISIONS 2	------	$revdate2$	
REVISIONS 3	$revision3$	$revdate3$	DATE
REVISIONS 4	$revision4$	$revdate4$	
FIELD CHANGES	$fieldchange$	$fielddate$	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

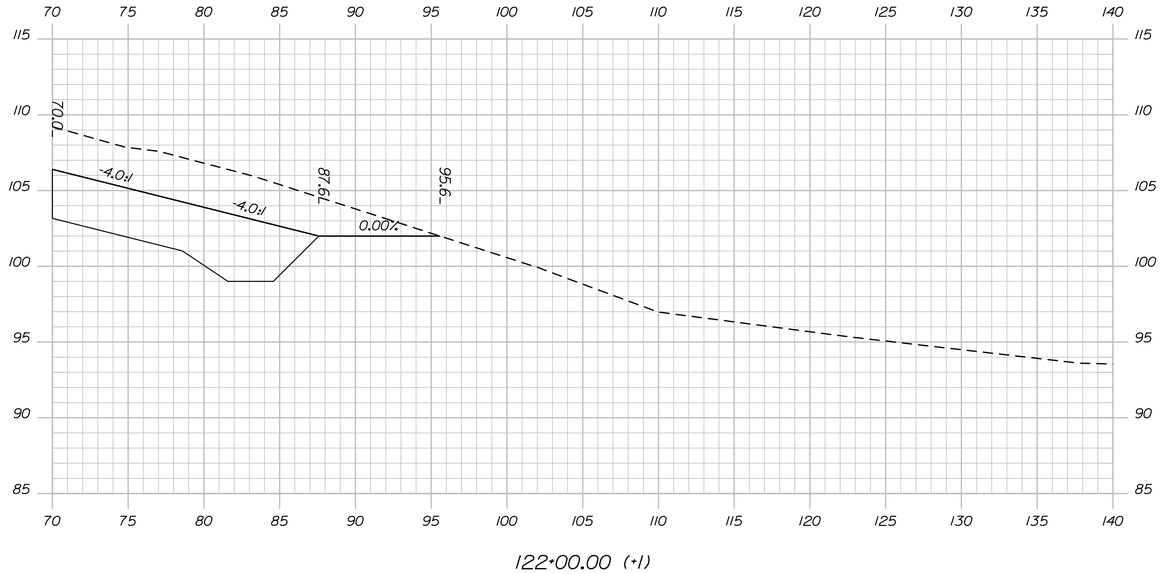
CROSS SECTIONS

SHEET NUMBER

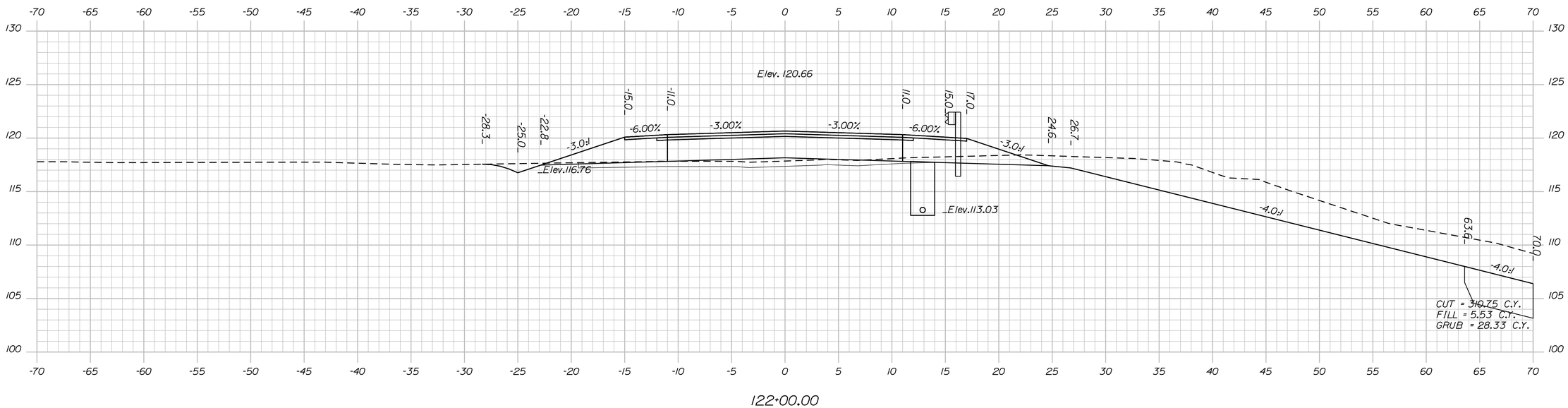
69

OF 149

Filename: ...\mstoV069_Xsect2_121+66_050.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



122+00.00 (+1)



122+00.00

Sta. 122+00.00 to Sta. 122+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER	BY	DATE
DESIGN-DETAILED	$designer1	$detailer1	$proj date1
CHECKED-REVIEWED			
DESIGN2-DETAILED2	$designer2	$detailer2	$proj date2
DESIGN3-DETAILED3	$designer3	$detailer3	$proj date3
REVISIONS 1			$revdate1
REVISIONS 2			$revdate2
REVISIONS 3	$revision3		$revdate3
REVISIONS 4	$revision4		$revdate4
FIELD CHANGES	$fieldchange		$fielddate

SIGNATURE

P.E. NUMBER

DATE

DURHAM
ROUTE 136

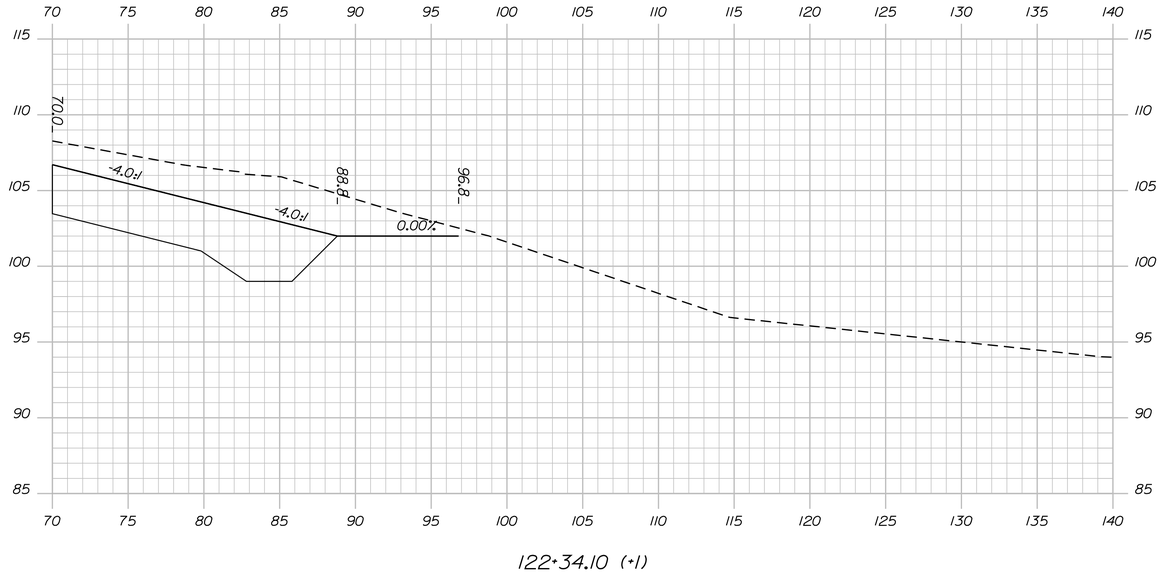
CROSS SECTIONS

SHEET NUMBER

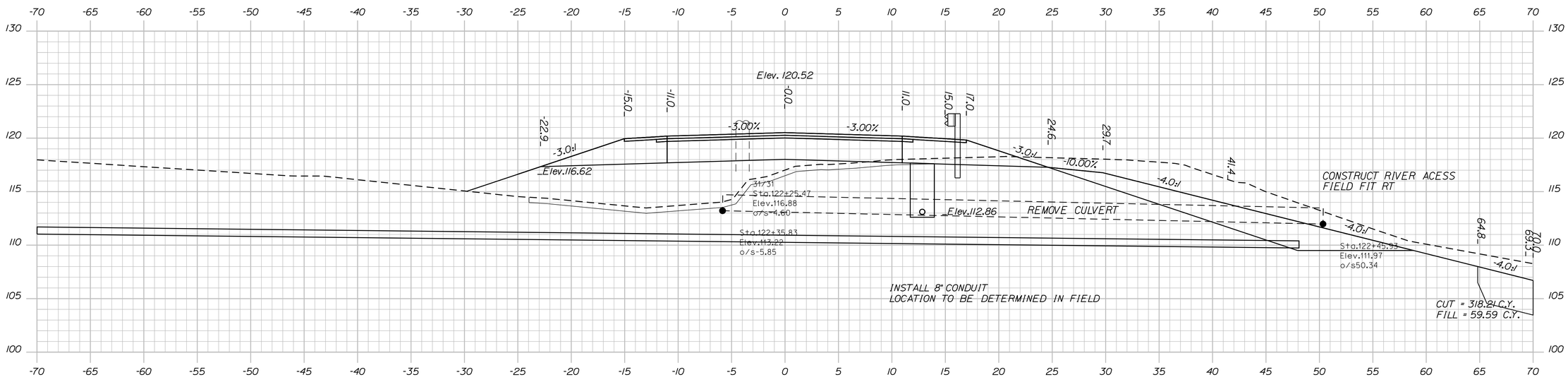
70

OF 149

Filename: ...\mstoV070_Xsect2_122+00_051.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



122+34.10 (+1)



122+34.10

Sta. 122+34.10 to Sta. 122+34.10

PROJ. MANAGER	$PROJMANAGER	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED	$designer2$	$detailer2$	$projdate2$ SIGNATURE
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$ P.E. NUMBER
REVISIONS 1	------		$revdate1$
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$ DATE
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fieldate$

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

CROSS SECTIONS

SHEET NUMBER

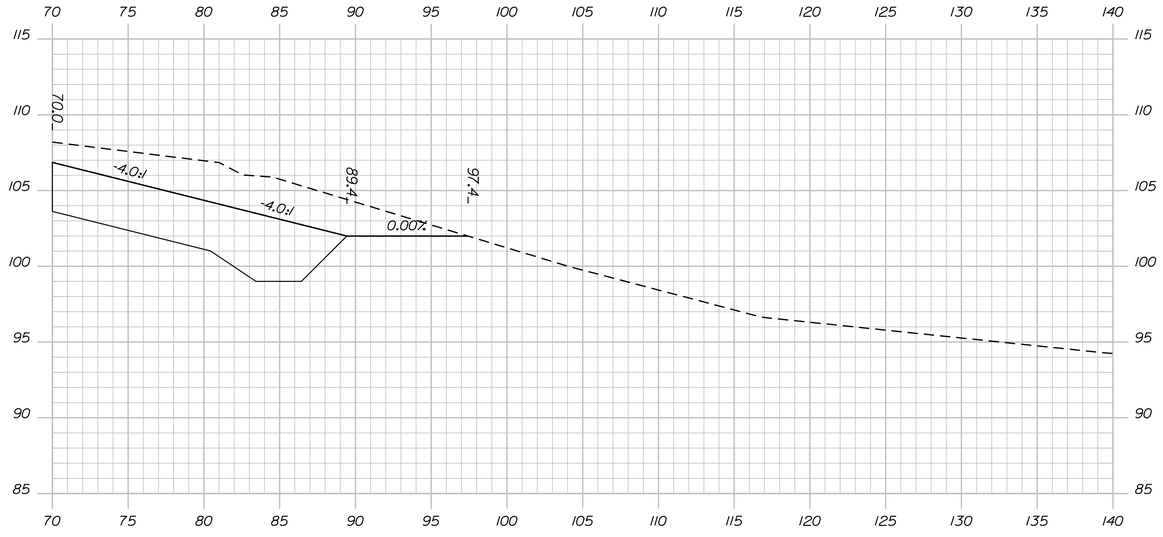
71

OF 149

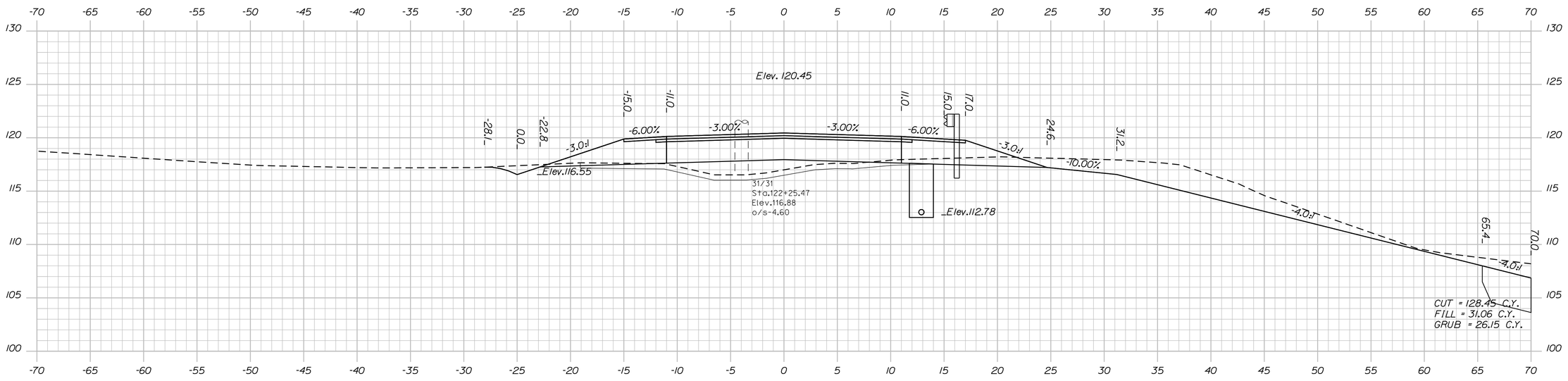
Username: robert.k.betz Date:12/6/2013

Division: HIGHWAY

Filename: ...\mstoV071_Xsect2_122+34_052.dgn



122+50.00 (+1)



122+50.00

Sta. 122+50.00 to Sta. 122+50.00

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED		-----	
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$
REVISIONS 1	------	$revision1$	$revdate1$
REVISIONS 2	------	$revision2$	$revdate2$
REVISIONS 3	$revision3$	$revision3$	$revdate3$
REVISIONS 4	$revision4$	$revision4$	$revdate4$
FIELD CHANGES	$fieldchange$	$fielddate$	$fielddate$

SIGNATURE

P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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WIN
PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

CROSS SECTIONS

SHEET NUMBER

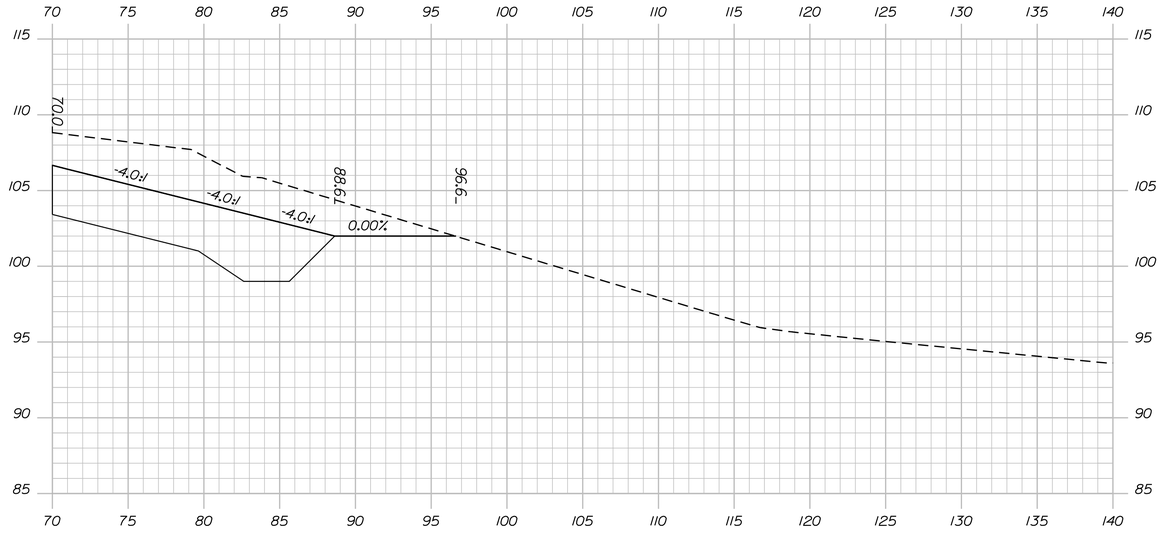
72

OF 149

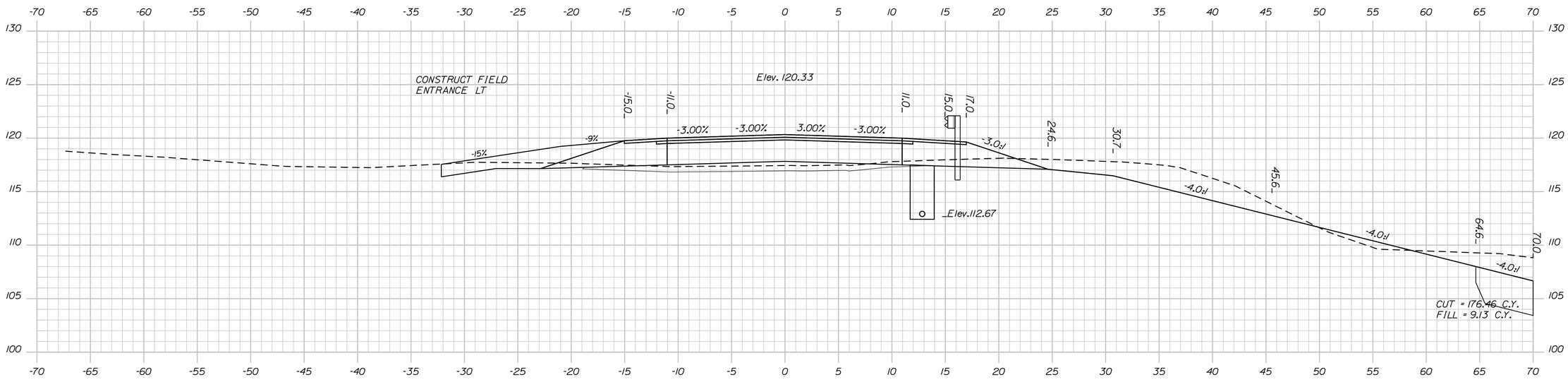
Username: robert.k.betz Date:12/6/2013

Division: HIGHWAY

Filename: ...\mstoV072_Xsect2_122+50_053.dgn



122+72.20 (+1)



122+72.20

Sta. 122+72.20 to Sta. 122+72.20

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$proj date1$
CHECKED-REVIEWED	$designer2$	$detailer2$	$proj date2$ SIGNATURE
DESIGN2-DETAILED2	$designer2$	$detailer2$	$proj date2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$proj date3$ P.E. NUMBER
REVISIONS 1	------		$revdate1$
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$ DATE
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

STATE OF MAINE
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WIN
PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

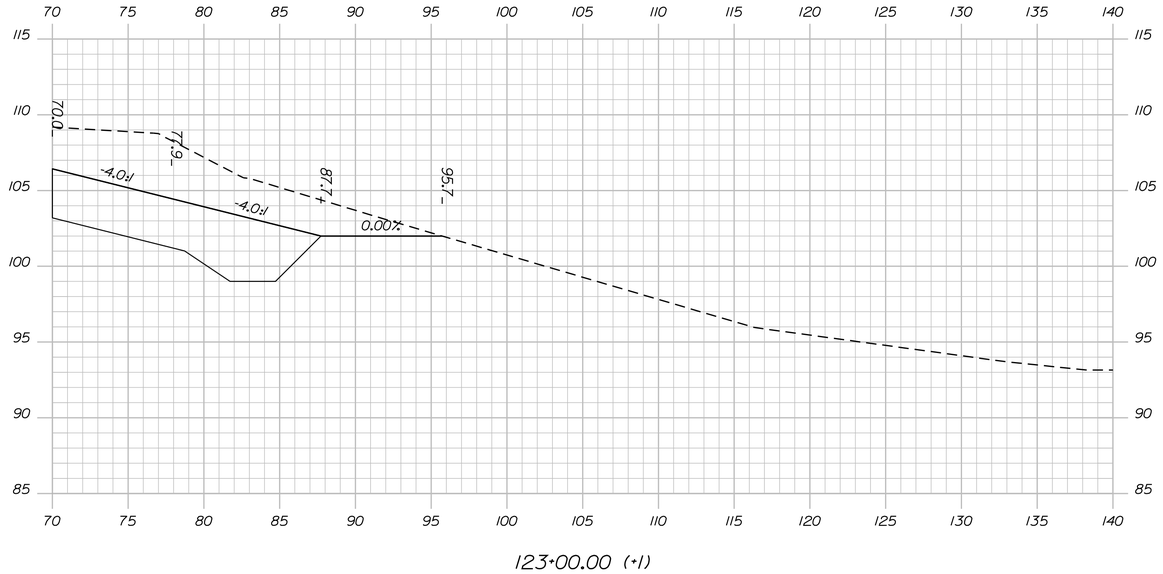
CROSS SECTIONS

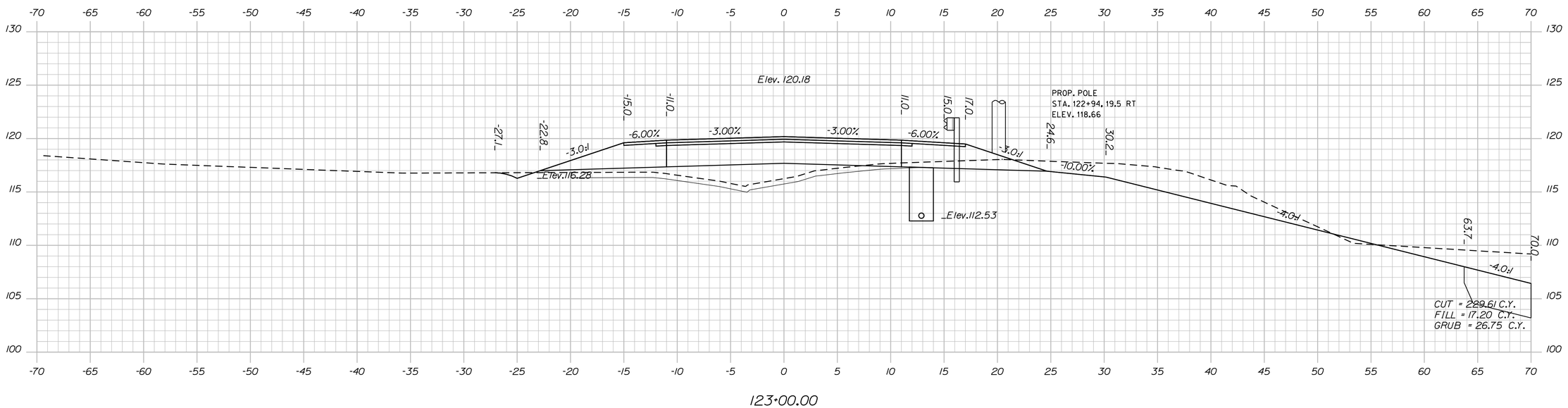
SHEET NUMBER

73

OF 149

Filename: ...\mstoV073_Xsect2_122+72_054.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013





Sta. 123+00.00 to Sta. 123+00.00

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED	$designer2$	$detailer2$	$projdate2$ SIGNATURE
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$ P.E. NUMBER
REVISIONS 1	------		$revdate1$
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$ DATE
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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WIN
PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

CROSS SECTIONS

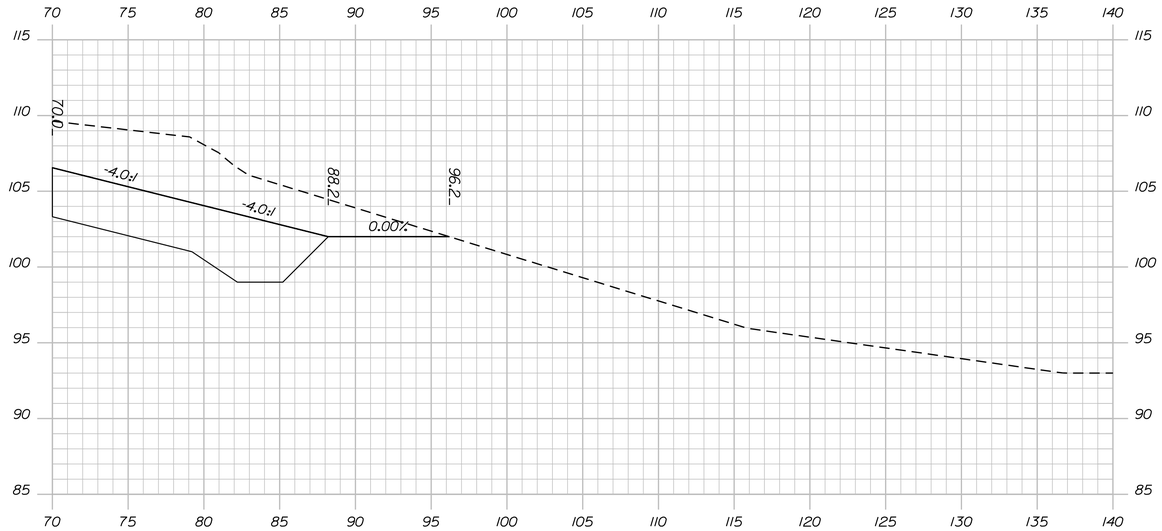
SHEET NUMBER

74

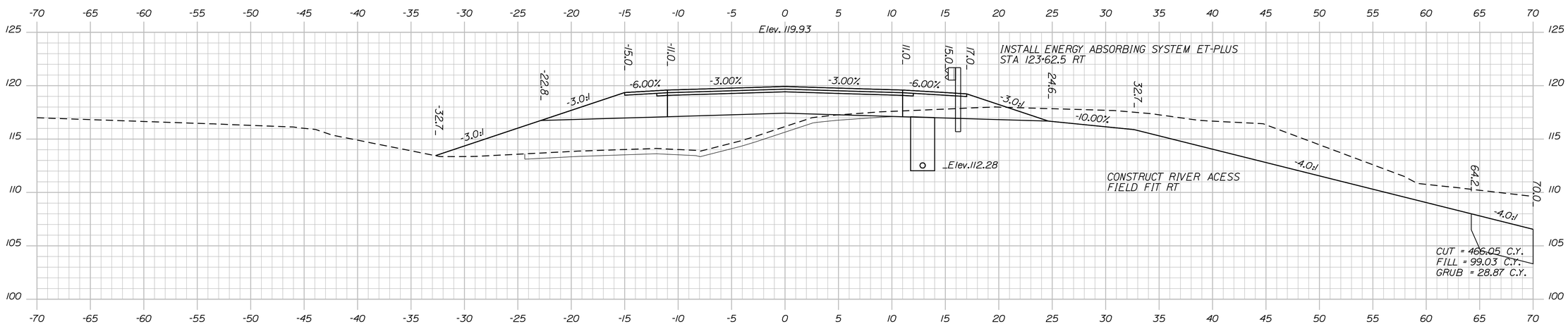
OF 149

Username: robert.k.betz Date:12/6/2013

Filename: ...\mstoV074_Xsect2_123+00_055.dgn Division: HIGHWAY



123+50.00 (+1)



123+50.00

Sta. 123+50.00 to Sta. 123+50.00

Filename: ...\msta\V075_Xsect2_123+50_056.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED	$designer2$	$detailer2$	$projdate2$
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$
REVISIONS 1	------		$revdate1$
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

SIGNATURE

P.E. NUMBER

DATE

DURHAM
ROUTE 136

CROSS SECTIONS

SHEET NUMBER

75

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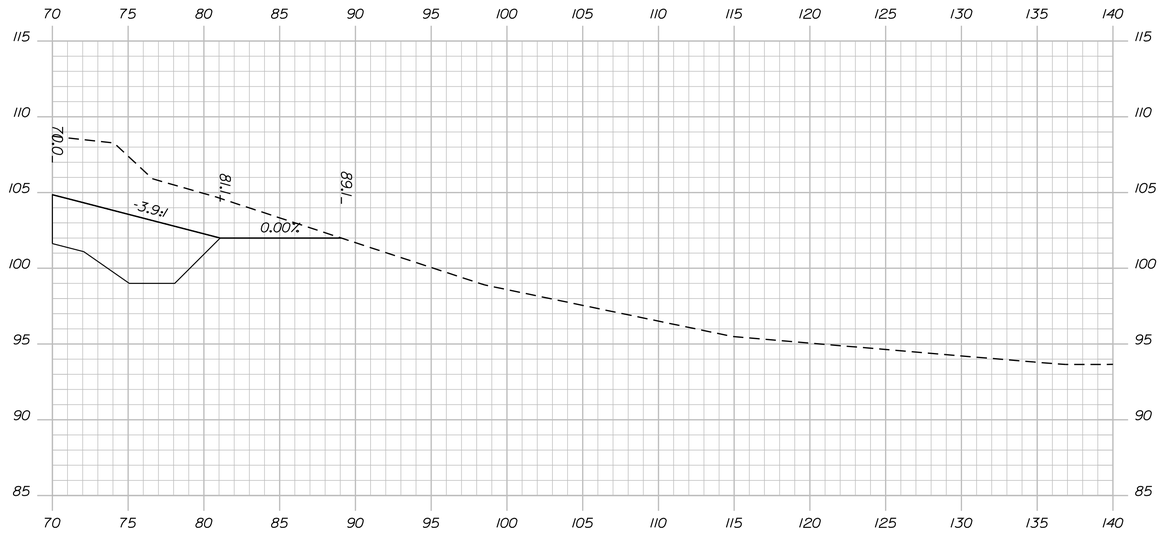
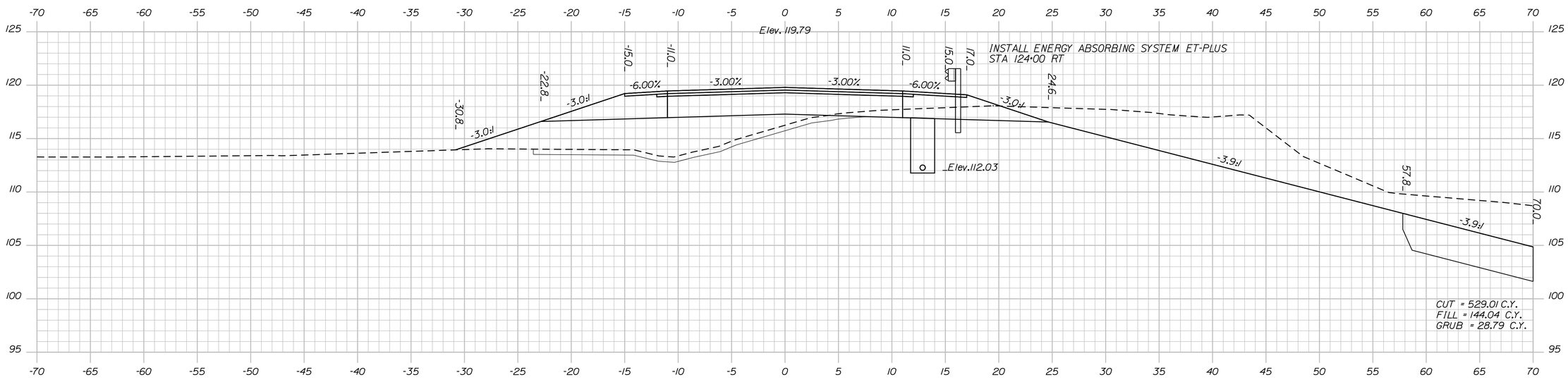


124+00.00 (+1)



124+00.00

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$prodate1$
CHECKED-REVIEWED	$designer2$	$detailer2$	$prodate2$
DESIGN2-DETAILED2	$designer3$	$detailer3$	$prodate3$
DESIGN3-DETAILED3	$designer4$	$detailer4$	$prodate4$
REVISIONS 1	$revision1$	$revdate1$	$revdate1$
REVISIONS 2	$revision2$	$revdate2$	$revdate2$
REVISIONS 3	$revision3$	$revdate3$	$revdate3$
REVISIONS 4	$revision4$	$revdate4$	$revdate4$
FIELD CHANGES	$fieldchange$	$fielddate$	$fielddate$

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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WIN
PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

CROSS SECTIONS

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76

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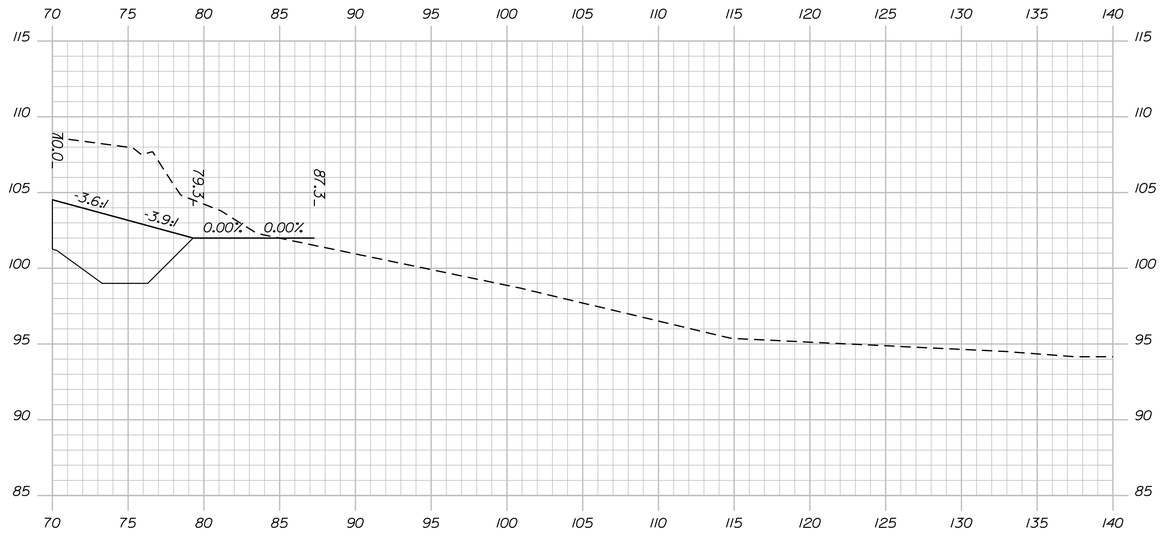
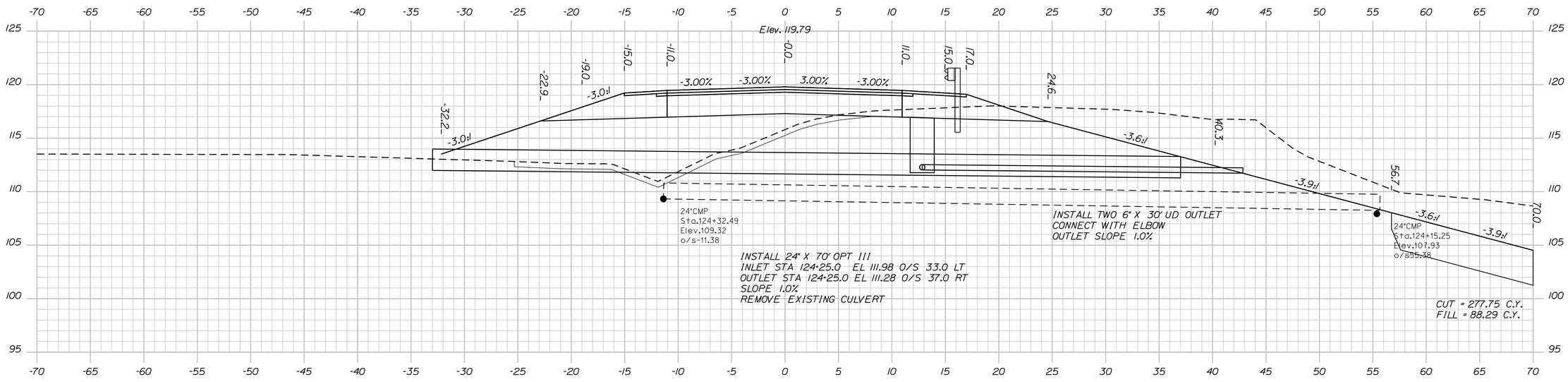
Sta. 124+00.00 to Sta. 124+00.00

Filename: ...\mstoV076_Xsect2_124+00_057.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



124+25.18 (+1)



124+25.18

Sta. 124+25.18 to Sta. 124+25.18

STATE OF MAINE
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STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$proj date1$
CHECKED-REVIEWED	$designer2$	$detailer2$	$proj date2$
DESIGN2-DETAILED2	$designer2$	$detailer2$	$proj date2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$proj date3$
REVISIONS 1	$revision1$	$revdate1$	$revdate1$
REVISIONS 2	$revision2$	$revdate2$	$revdate2$
REVISIONS 3	$revision3$	$revdate3$	$revdate3$
REVISIONS 4	$revision4$	$revdate4$	$revdate4$
FIELD CHANGES	$fieldchange$	$fielddate$	$fielddate$

SIGNATURE

P.E. NUMBER

DATE

DURHAM
ROUTE 136

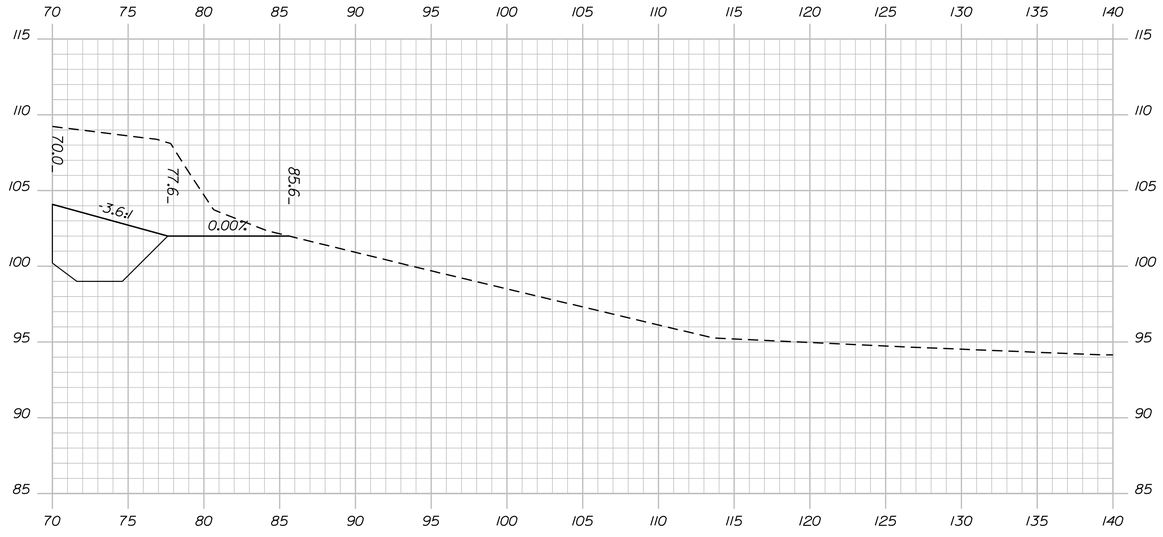
CROSS SECTIONS

SHEET NUMBER

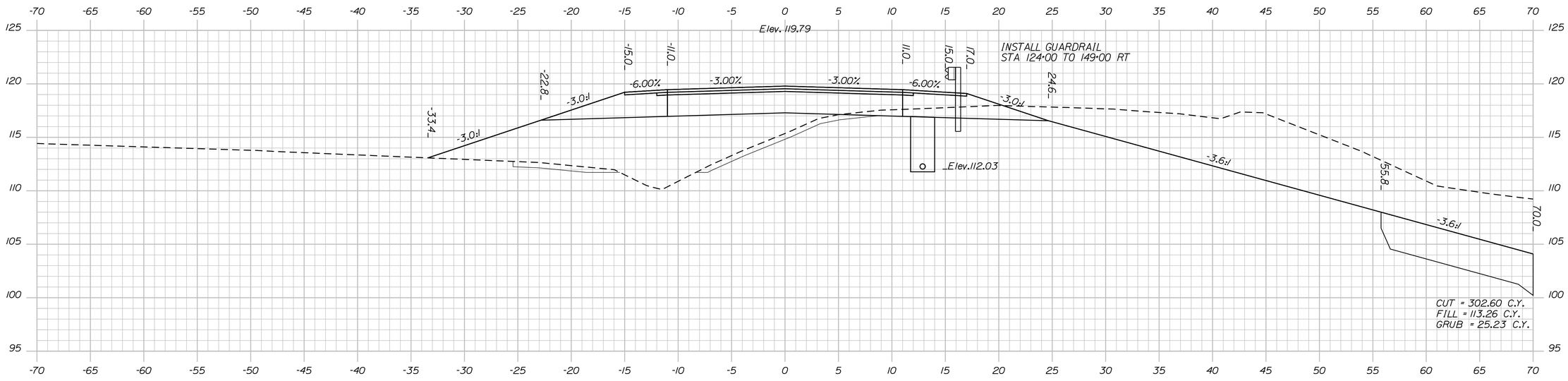
77

OF 149

Filename: ...\mst\v077_Xsect2_124+25_058.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



124+50.00 (+1)



124+50.00

Sta. 124+50.00 to Sta. 124+50.00

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$proj date1$
CHECKED-REVIEWED	$designer2$	$detailer2$	$proj date2$
DESIGN2-DETAILED2	$designer3$	$detailer3$	$proj date3$
DESIGN3-DETAILED3	$designer4$	$detailer4$	$proj date4$
REVISIONS 1	------		$revdate1$
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

STATE OF MAINE
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PIN 20268.00

HIGHWAY PLANS

SIGNATURE

P.E. NUMBER

DATE

DURHAM
ROUTE 136

CROSS SECTIONS

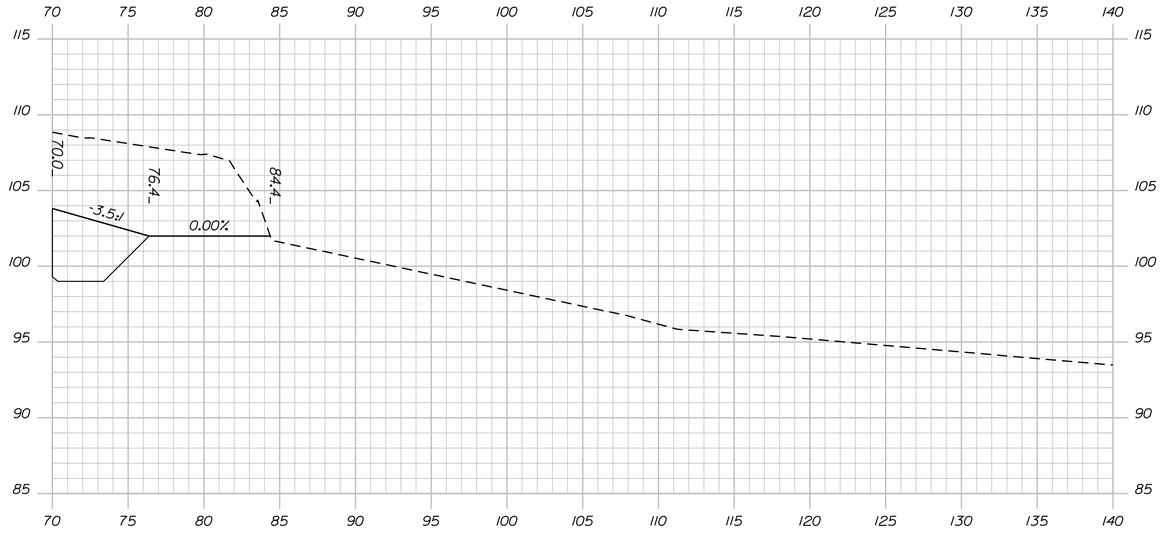
SHEET NUMBER

78

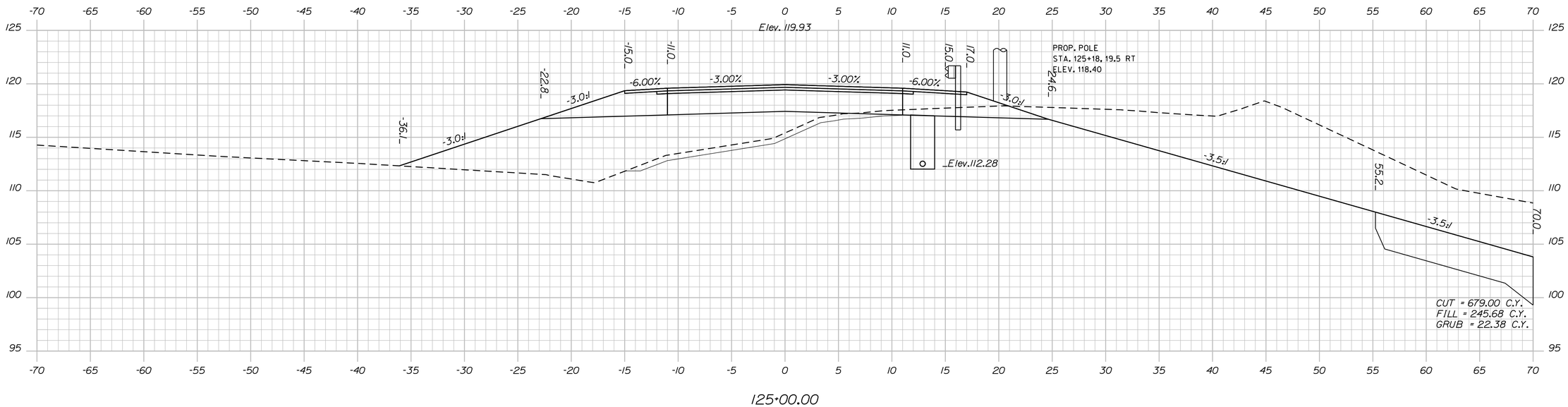
OF 149

Username: robert.k.betz Date:12/6/2013

Filename: ...\mstoV078_Xsect2_124+50_059.dgn Division: HIGHWAY



125+00.00 (+1)



125+00.00

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$prodate1$
CHECKED-REVIEWED	$designer2$	$detailer2$	$prodate2$ SIGNATURE
DESIGN2-DETAILED2	$designer2$	$detailer2$	$prodate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$prodate3$ P.E. NUMBER
REVISIONS 1	------		$revdate1$
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$ DATE
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fieldate$

STATE OF MAINE
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PIN 20268.00

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CROSS SECTIONS

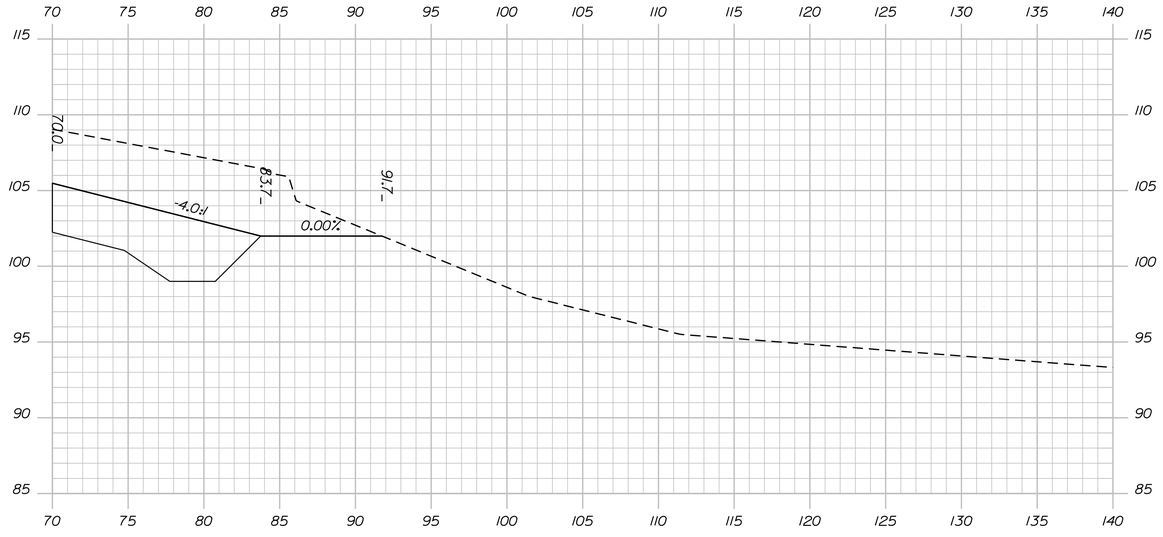
SHEET NUMBER

79

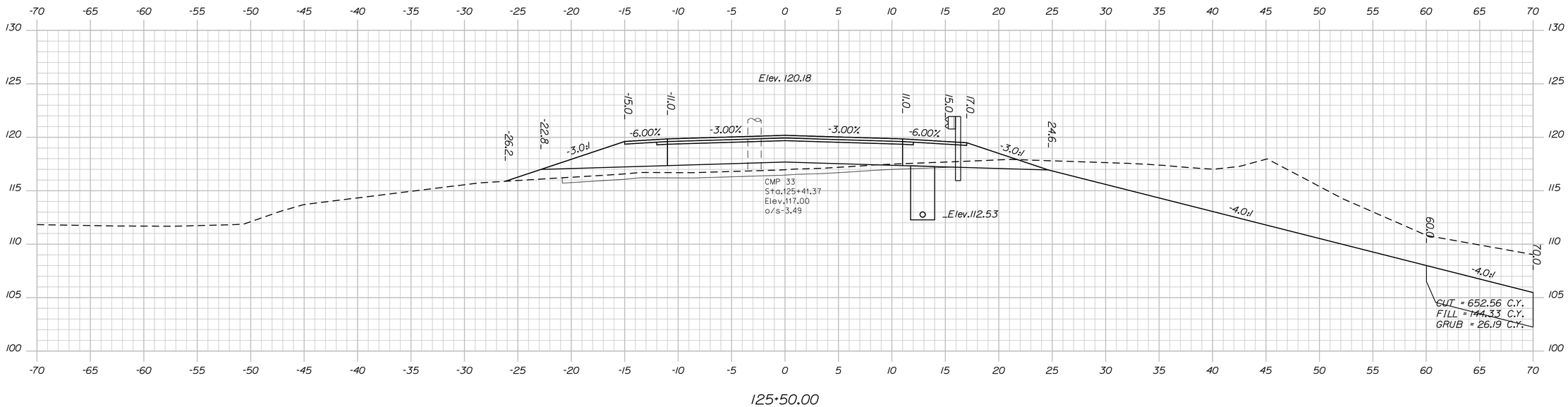
OF 149

Sta. 125+00.00 to Sta. 125+00.00

Username: robert.k.betz Date:12/6/2013
Division: HIGHWAY
Filename: ...\msto\079_Xsect2_125+00_060.dgn



125+50.00 (+1)



125+50.00

Sta. 125+50.00 to Sta. 125+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED	$designer2$	$detailer2$	$projdate2$
DESIGN2-DETAILED2	$designer3$	$detailer3$	$projdate3$
DESIGN3-DETAILED3	$designer4$	$detailer4$	$projdate4$
REVISIONS 1	$revision1$	$revdate1$	$revdate1$
REVISIONS 2	$revision2$	$revdate2$	$revdate2$
REVISIONS 3	$revision3$	$revdate3$	$revdate3$
REVISIONS 4	$revision4$	$revdate4$	$revdate4$
FIELD CHANGES	$fieldchange$	$fielddate$	$fielddate$

SIGNATURE

P.E. NUMBER

DATE

DURHAM
ROUTE 136

CROSS SECTIONS

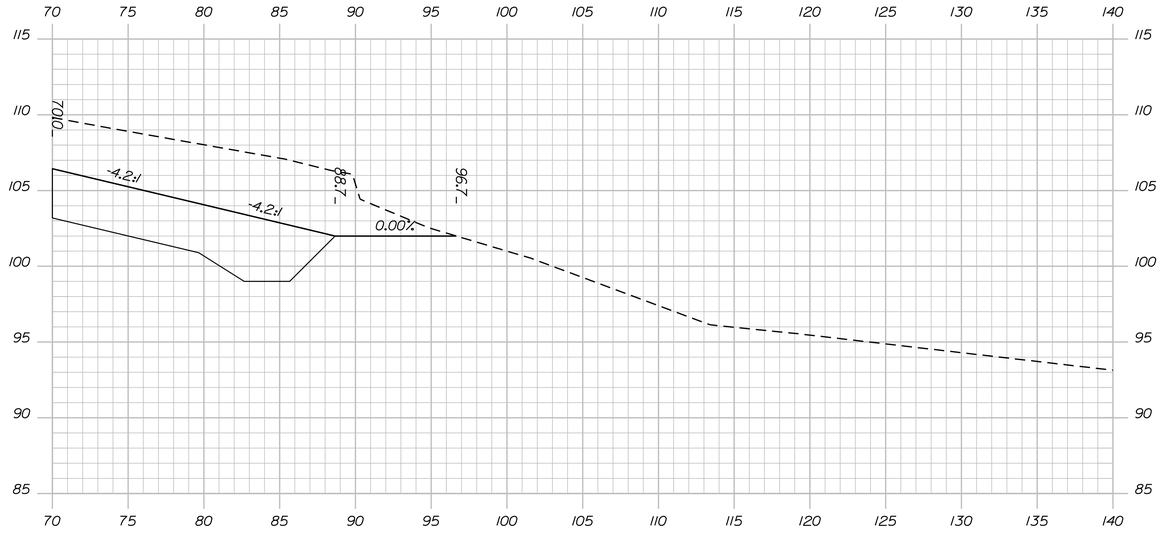
SHEET NUMBER

80

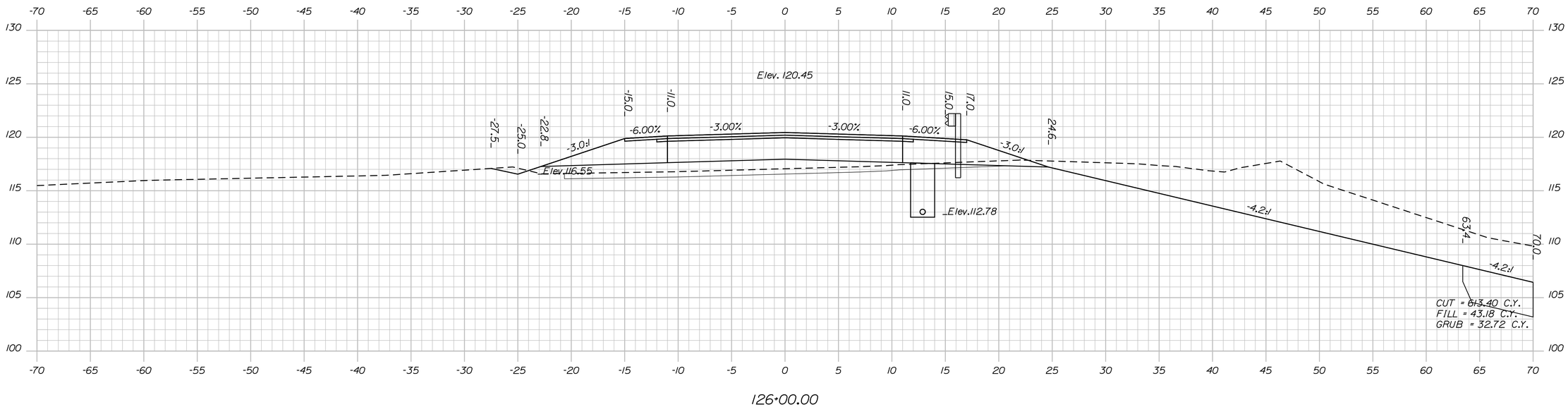
OF 149

Username: robert.k.betz Date:12/6/2013

Filename: ...\mstoV080_Xsect2_125+50_061.dgn Division: HIGHWAY



126+00.00 (+1)



126+00.00

Sta. 126+00.00 to Sta. 126+00.00

PROJ. MANAGER	$PROJMANAGER4	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$proj date1$
CHECKED-REVIEWED	$designer2$	$detailer2$	$proj date2$
DESIGN2-DETAILED2	$designer2$	$detailer2$	$proj date2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$proj date3$
REVISIONS 1	------	$revdate1$	P.E. NUMBER
REVISIONS 2	------	$revdate2$	
REVISIONS 3	$revision3$	$revdate3$	DATE
REVISIONS 4	$revision4$	$revdate4$	
FIELD CHANGES	$fieldchange$	$fielddate$	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

CROSS SECTIONS

SHEET NUMBER

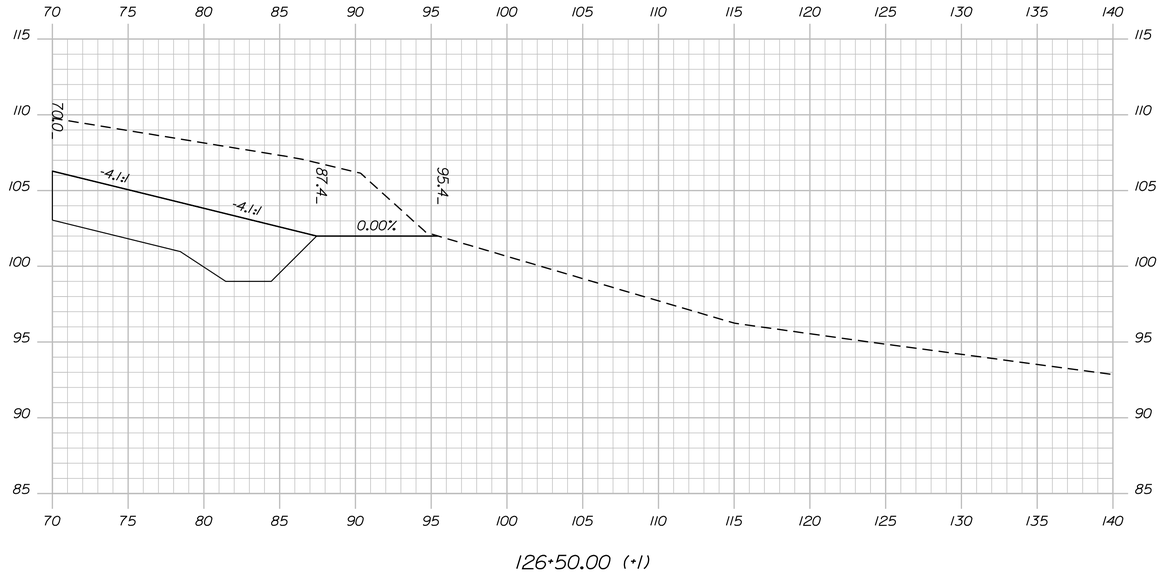
81

OF 149

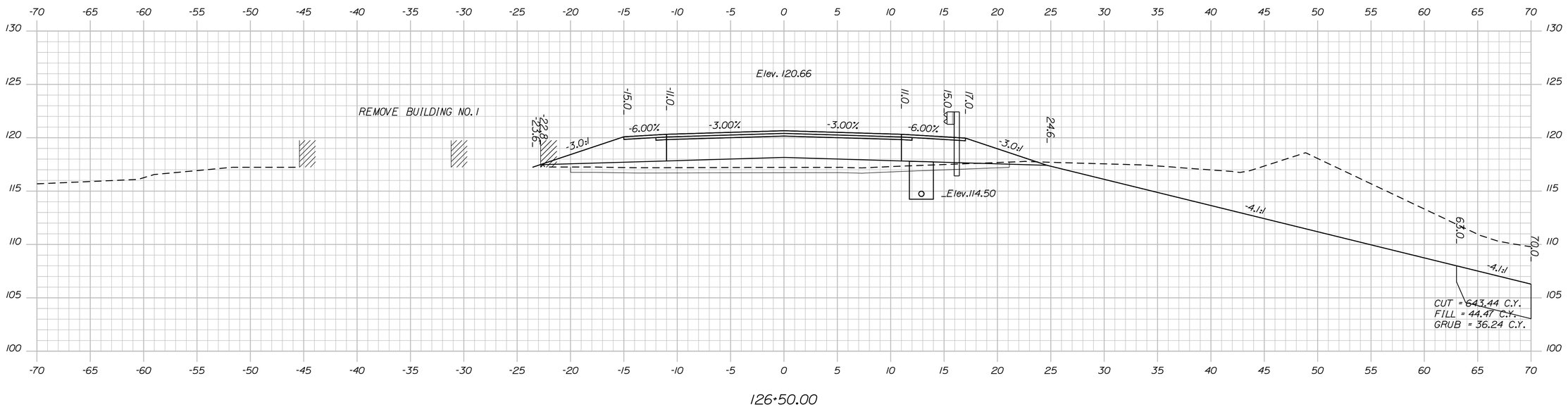
Username: robert.k.betz Date:12/6/2013

Division: HIGHWAY

Filename: ...\mstar\081_Xsect2_126+00_062.dgn



126+50.00 (+1)



126+50.00

Sta. 126+50.00 to Sta. 126+50.00

PROJ. MANAGER	$PROJMANAGER	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED	$designer2$	$detailer2$	$projdate2$
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$
REVISIONS 1	------	------	$revdate1$
REVISIONS 2	------	------	$revdate2$
REVISIONS 3	$revision3$	------	$revdate3$
REVISIONS 4	$revision4$	$revdate4$	$revdate4$
FIELD CHANGES	$fieldchange$	$fielddate$	$fielddate$

SIGNATURE

P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

CROSS SECTIONS

SHEET NUMBER

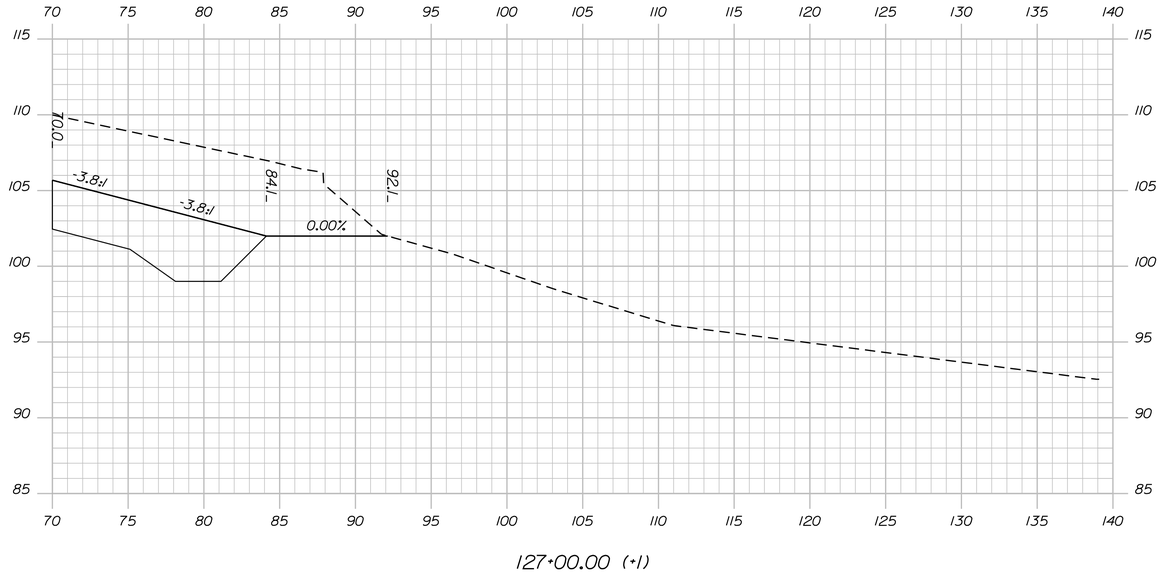
82

OF 149

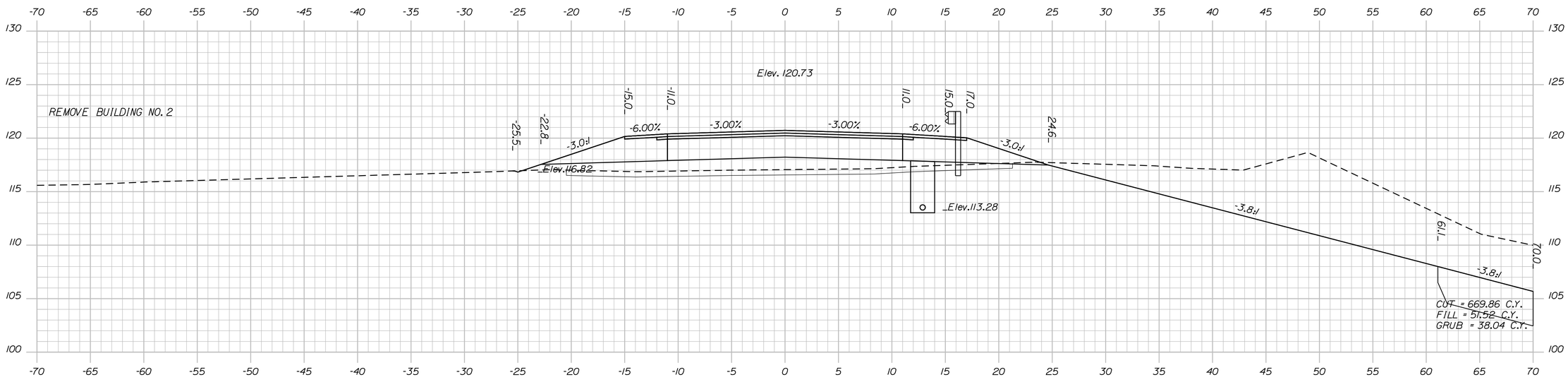
Username: robert.k.betz Date:12/6/2013

Division: HIGHWAY

Filename: ...\mstoV082_Xsect2_126+50_063.dgn



127+00.00 (+1)



127+00.00

Sta. 127+00.00 to Sta. 127+00.00

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$prodate1$
CHECKED-REVIEWED		-----	
DESIGN2-DETAILED2	$designer2$	$detailer2$	$prodate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$prodate3$
REVISIONS 1	------	$revdate1$	P.E. NUMBER
REVISIONS 2	------	$revdate2$	
REVISIONS 3	$revision3$	$revdate3$	DATE
REVISIONS 4	$revision4$	$revdate4$	
FIELD CHANGES	$fieldchange$	$fielddate$	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

CROSS SECTIONS

SHEET NUMBER

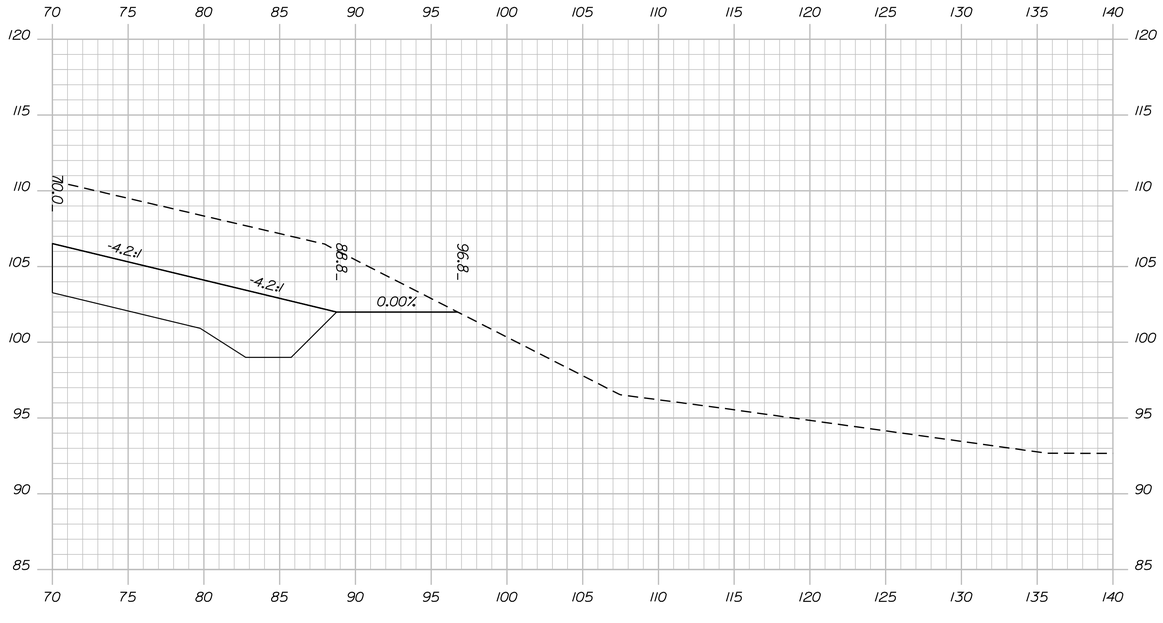
83

OF 149

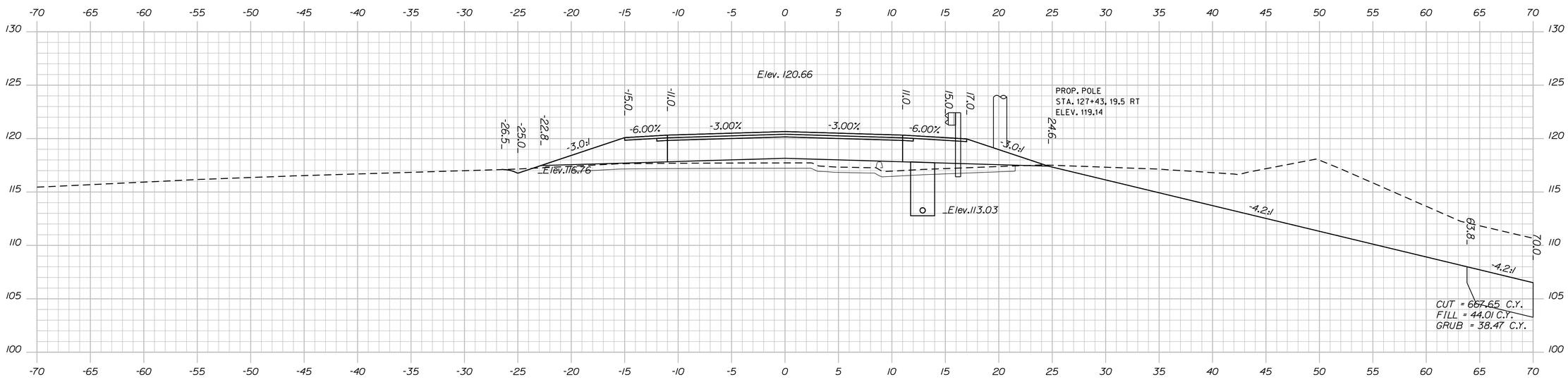
Username: robert.k.betz Date:12/6/2013

Division: HIGHWAY

Filename: ...\mstoV083_Xsect2_127+00_064.dgn



127+50.00 (+1)



127+50.00

Sta. 127+50.00 to Sta. 127+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED	$designer2$	$detailer2$	$projdate2$
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$
REVISIONS 1	------		$revdate1$
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

SIGNATURE

P.E. NUMBER

DATE

DURHAM
ROUTE 136

CROSS SECTIONS

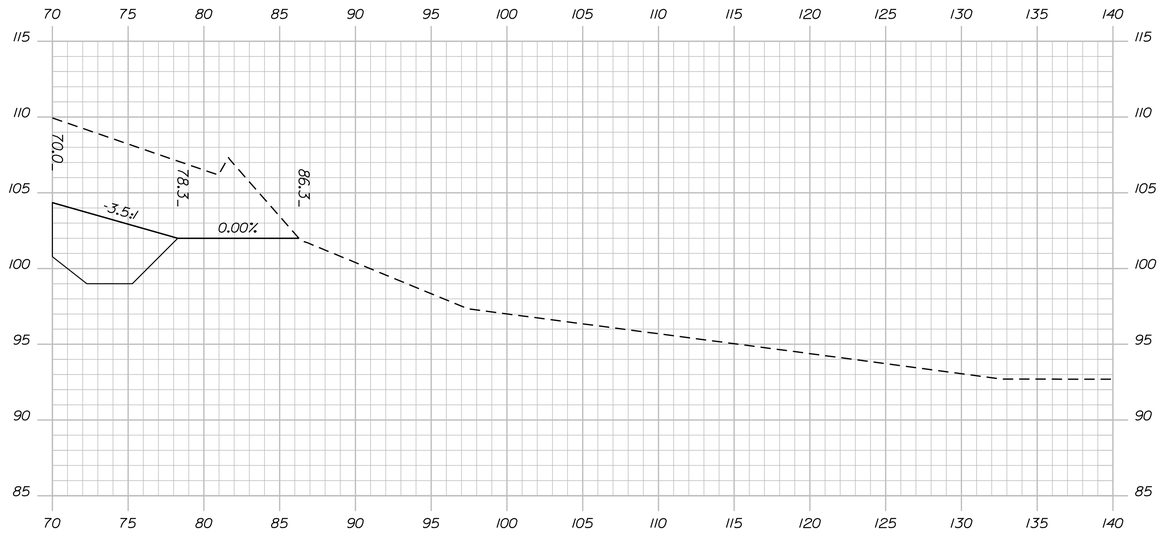
SHEET NUMBER

84

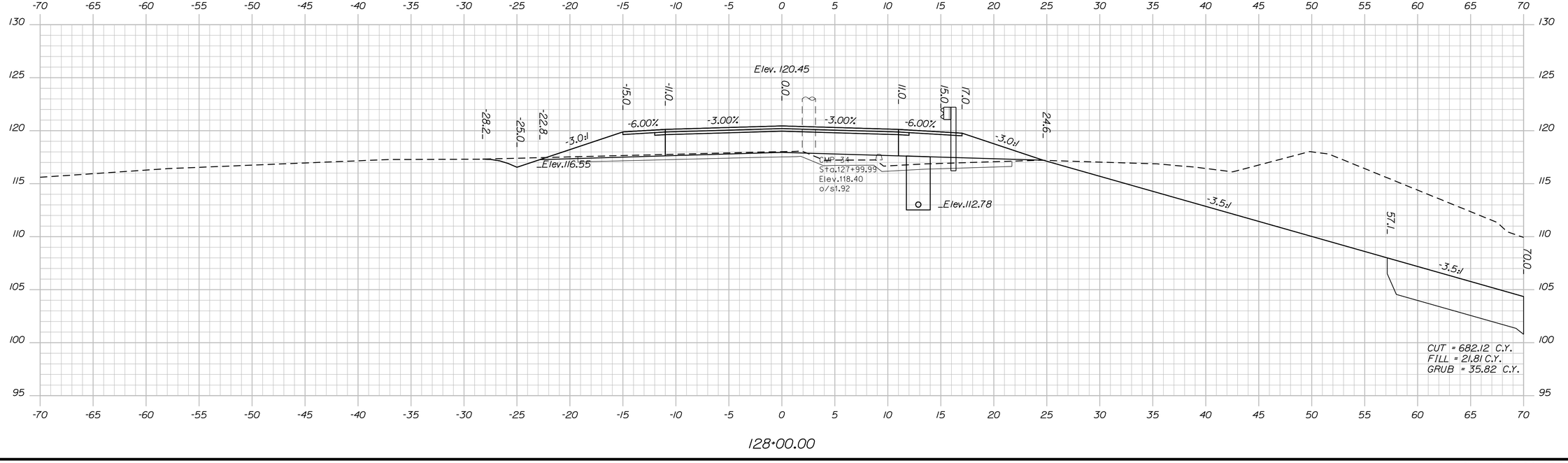
OF 149

Username: robert.k.betz Date:12/6/2013

Filename: ...\mstoV084_Xsec12_127+50_065.dgn Division: HIGHWAY



128+00.00 (+1)



128+00.00

Filename: ...\msta\085_Xsect2_128+00_066.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$prodate1$
CHECKED-REVIEWED		-----	
DESIGN2-DETAILED2	$designer2$	$detailer2$	$prodate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$prodate3$
REVISIONS 1	------	$revdate1$	P.E. NUMBER
REVISIONS 2	------	$revdate2$	
REVISIONS 3	$revision3$	$revdate3$	SIGNATURE
REVISIONS 4	$revision4$	$revdate4$	DATE
FIELD CHANGES	$fieldchange$	$fieldate$	

DURHAM
ROUTE 136

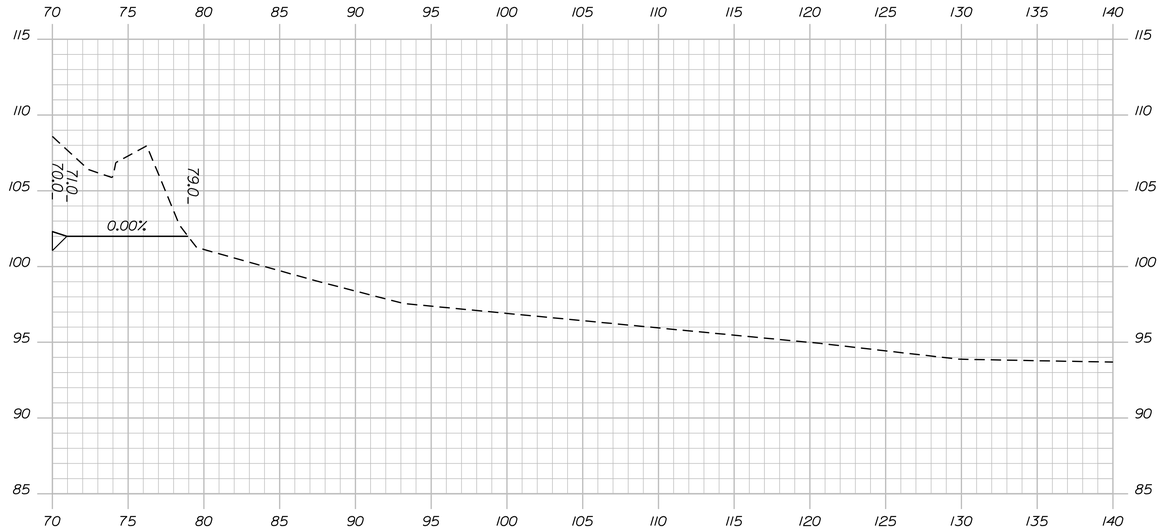
CROSS SECTIONS

SHEET NUMBER

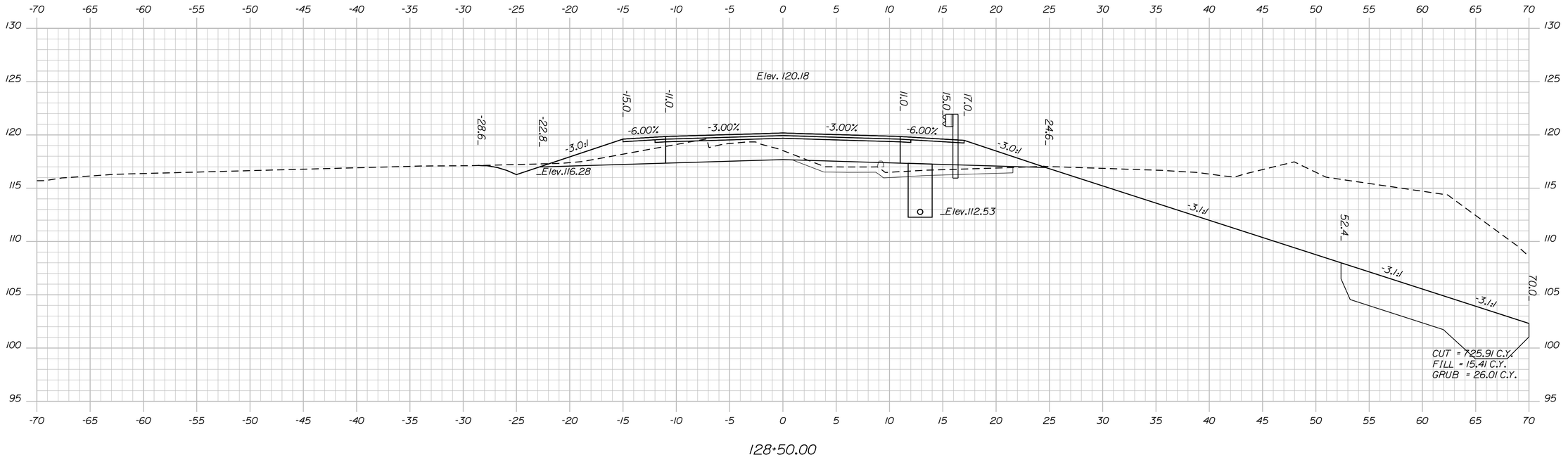
85

OF 149

Sta. 128+00.00 to Sta. 128+00.00



128+50.00 (+1)



128+50.00

Sta. 128+50.00 to Sta. 128+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED		-----	
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$
REVISIONS 1	------		$revdate1$
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

SIGNATURE

P.E. NUMBER

DATE

DURHAM
ROUTE 136

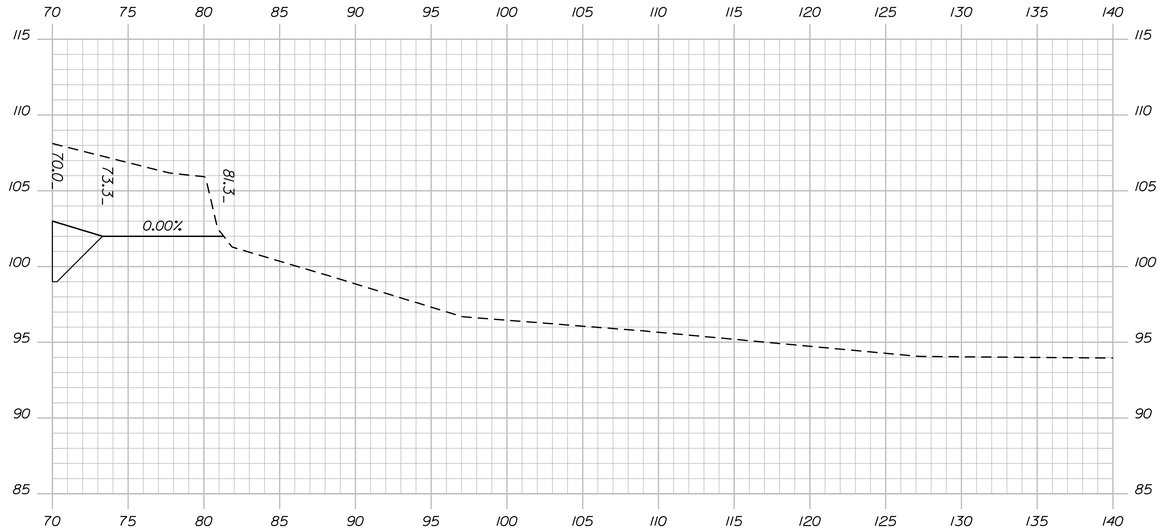
CROSS SECTIONS

SHEET NUMBER

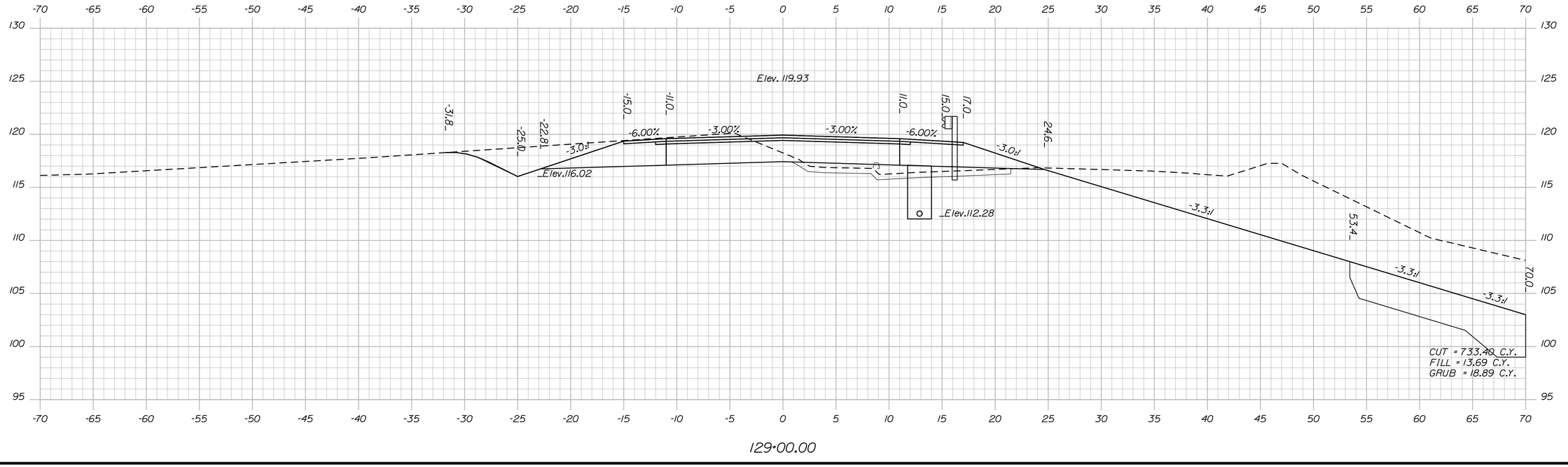
86

OF 149

Filename: ...\msto\086_Xsect2_128+50_067.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



129+00.00 (+1)



129+00.00

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$prodate1$
CHECKED-REVIEWED		-----	
DESIGN2-DETAILED2	$designer2$	$detailer2$	$prodate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$prodate3$
REVISIONS 1	------		$revdate1$
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

SIGNATURE

P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

CROSS SECTIONS

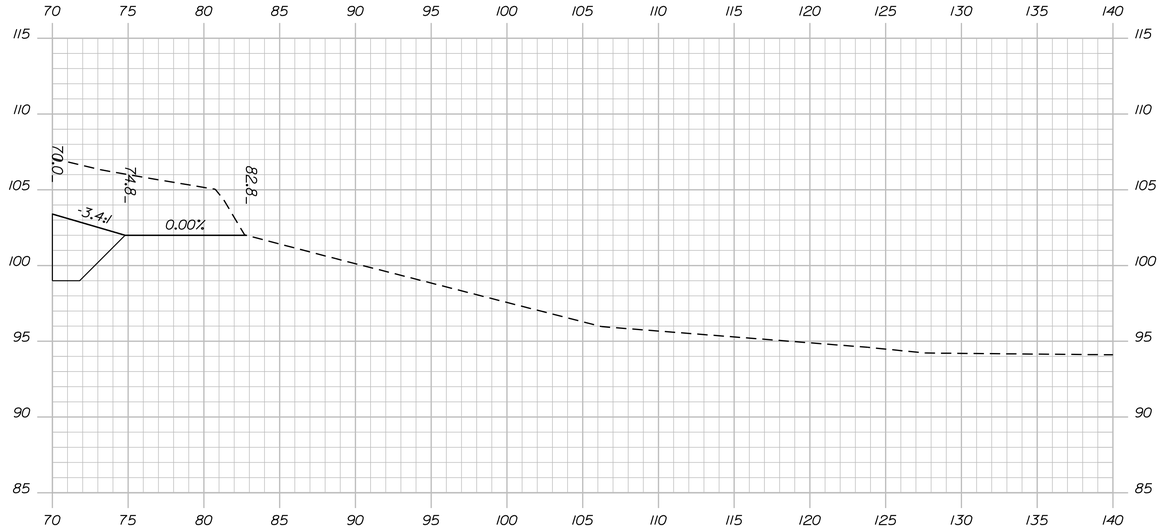
SHEET NUMBER

87

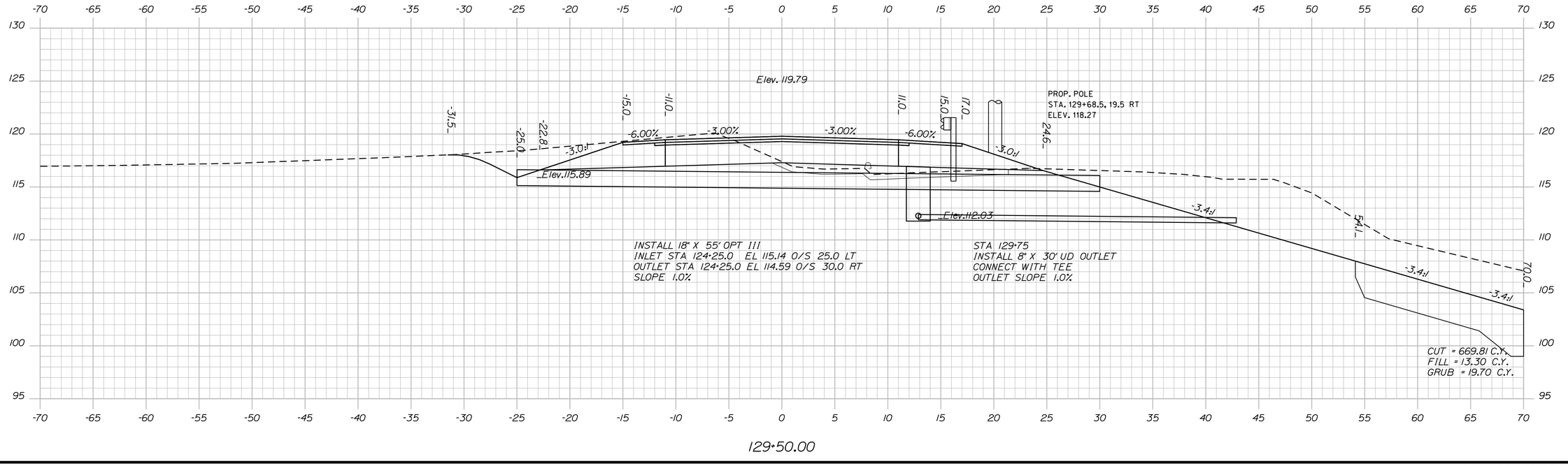
OF 149

Sta. 129+00.00 to Sta. 129+00.00

Filename: ...\mst0\087_Xsect2_129+00_068.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



129+50.00 (+1)



129+50.00

Sta. 129+50.00 to Sta. 129+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED		-----	SIGNATURE
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$ P.E. NUMBER
REVISIONS 1	------		$revdate1$
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$ DATE
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

DURHAM
ROUTE 136

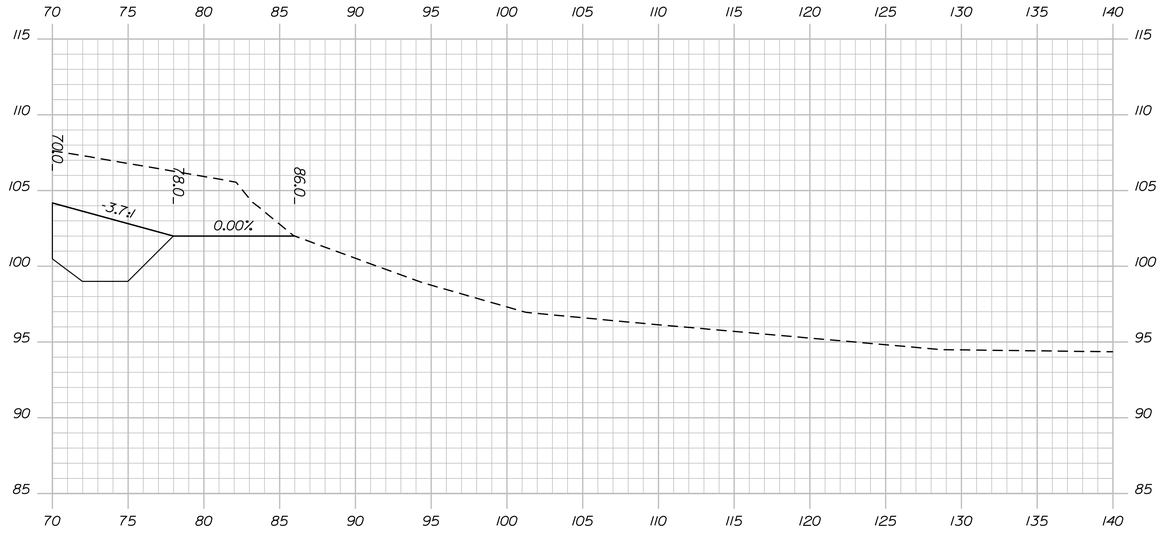
CROSS SECTIONS

SHEET NUMBER

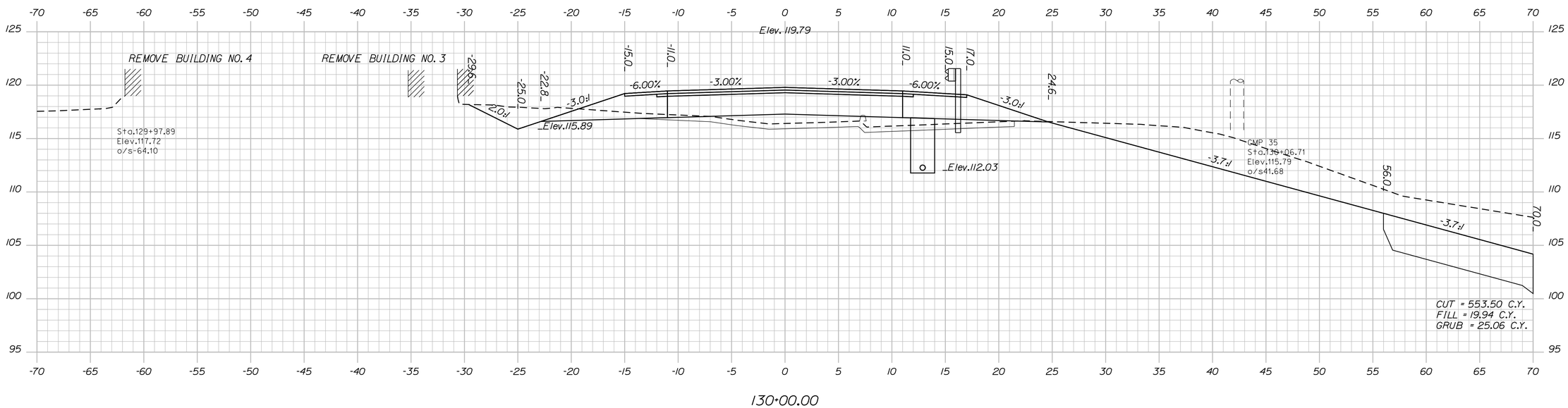
88

OF 149

Filename: ...\mslo\088_Xsect2_129+50_069.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



130+00.00 (+1)



130+00.00

Sta. 130+00.00 to Sta. 130+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$prodate1$
CHECKED-REVIEWED		-----	-----
DESIGN2-DETAILED2	$designer2$	$detailer2$	$prodate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$prodate3$
REVISIONS 1	------	$revdate1$	P.E. NUMBER
REVISIONS 2	------	$revdate2$	
REVISIONS 3	$revision3$	$revdate3$	SIGNATURE
REVISIONS 4	$revision4$	$revdate4$	DATE
FIELD CHANGES	$fieldchange$	$fieldate$	

DURHAM
ROUTE 136

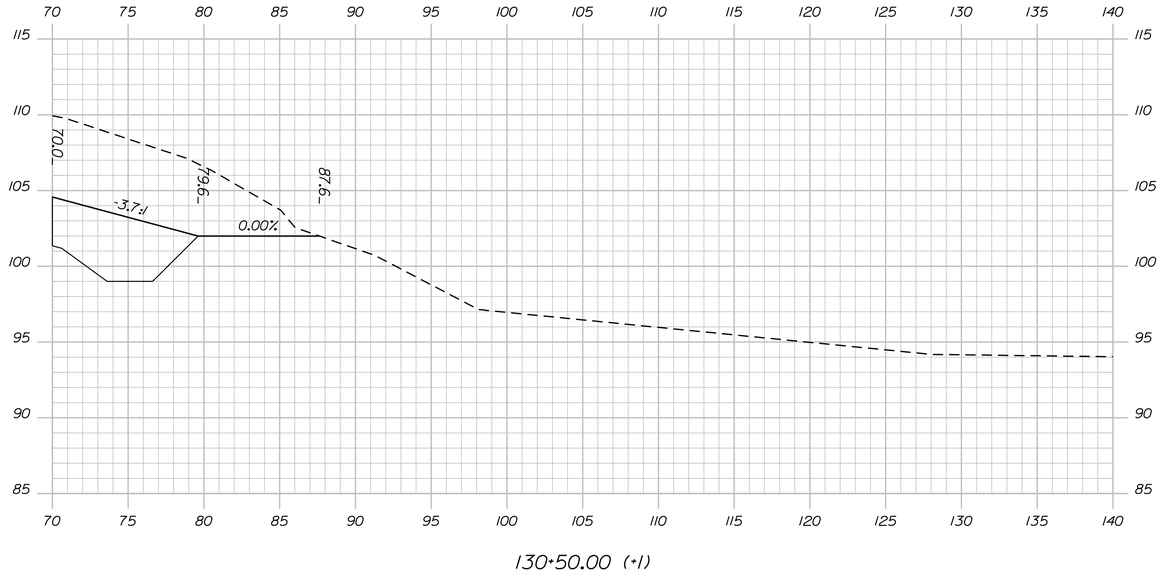
CROSS SECTIONS

SHEET NUMBER

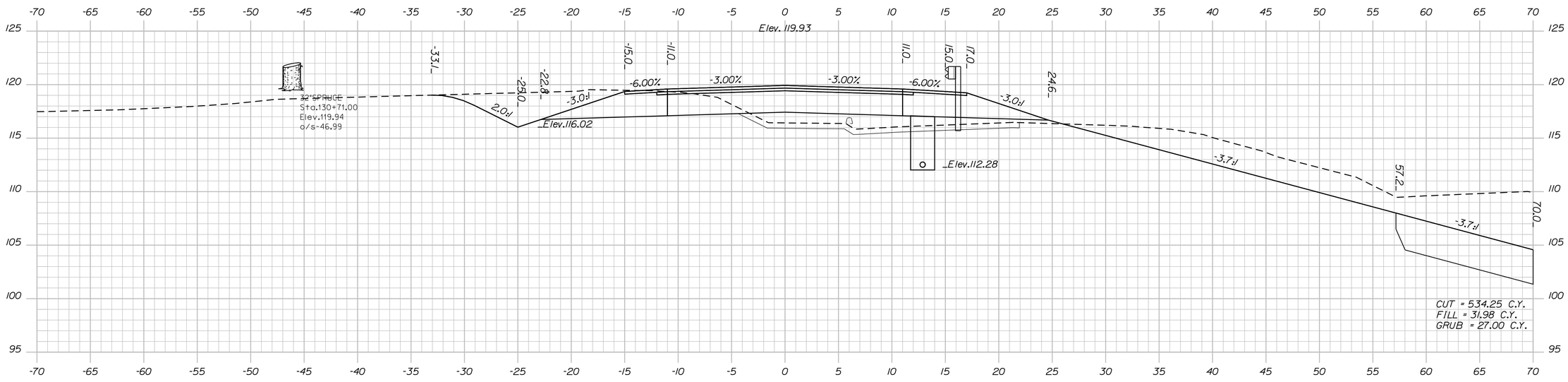
89

OF 149

Filename: ...\mstol\089_Xsect2_130+00_070.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



130+50.00 (+1)



130+50.00

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$prodate1$
CHECKED-REVIEWED	$designer2$	$detailer2$	$prodate2$
DESIGN2-DETAILED2	$designer3$	$detailer3$	$prodate3$
DESIGN3-DETAILED3	$designer4$	$detailer4$	$prodate4$
REVISIONS 1	------	$revdate1$	P.E. NUMBER
REVISIONS 2	------	$revdate2$	
REVISIONS 3	$revision3$	$revdate3$	DATE
REVISIONS 4	$revision4$	$revdate4$	
FIELD CHANGES	$fieldchange$	$fieldate$	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

CROSS SECTIONS

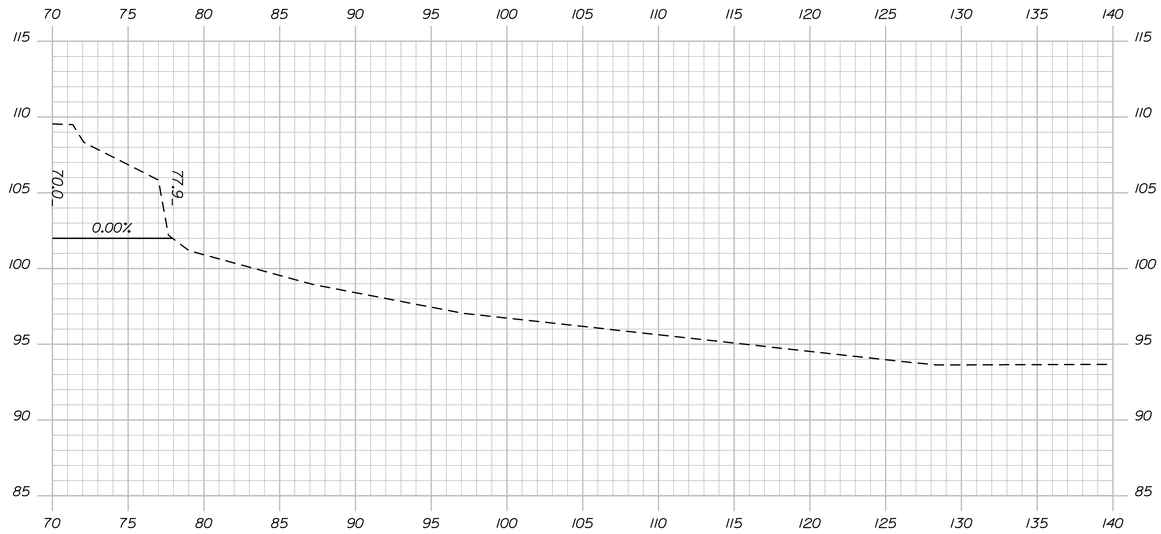
SHEET NUMBER

90

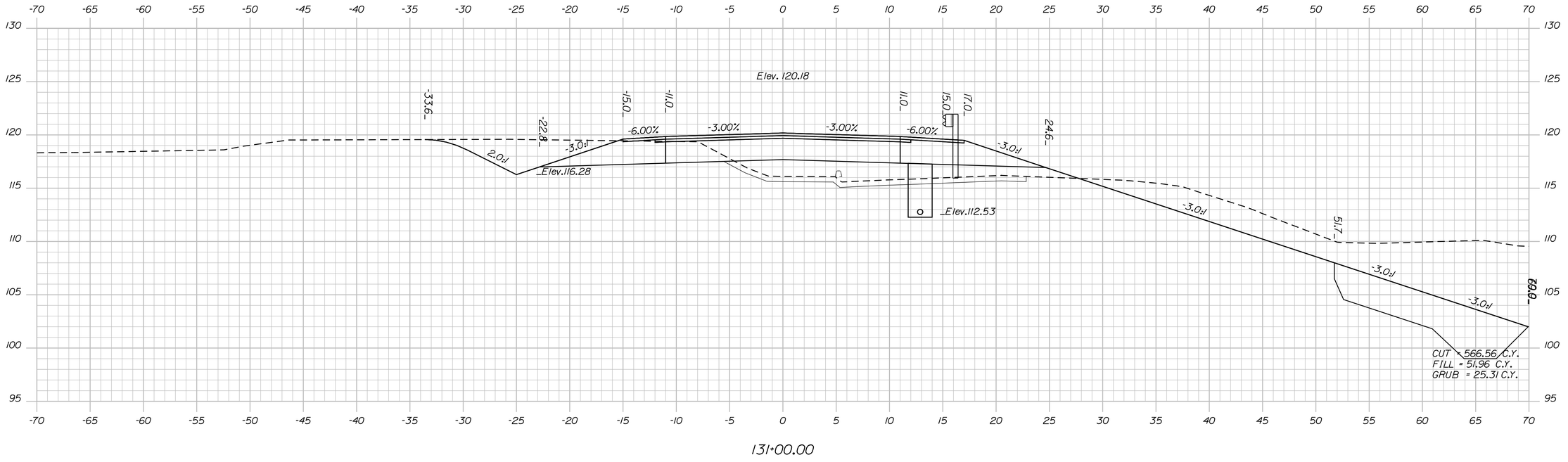
OF 149

Sta. 130+50.00 to Sta. 130+50.00

Filename: ...\mstoV090_Xsect2_130+50_071.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



131+00.00 (+1)



131+00.00

Sta. 131+00.00 to Sta. 131+00.00

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$
REVISIONS 1	------	------	$revdate1$
REVISIONS 2	------	------	$revdate2$
REVISIONS 3	$revision3$	------	$revdate3$
REVISIONS 4	$revision4$	------	$revdate4$
FIELD CHANGES	$fieldchange$	------	$fielddate$

SIGNATURE

P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

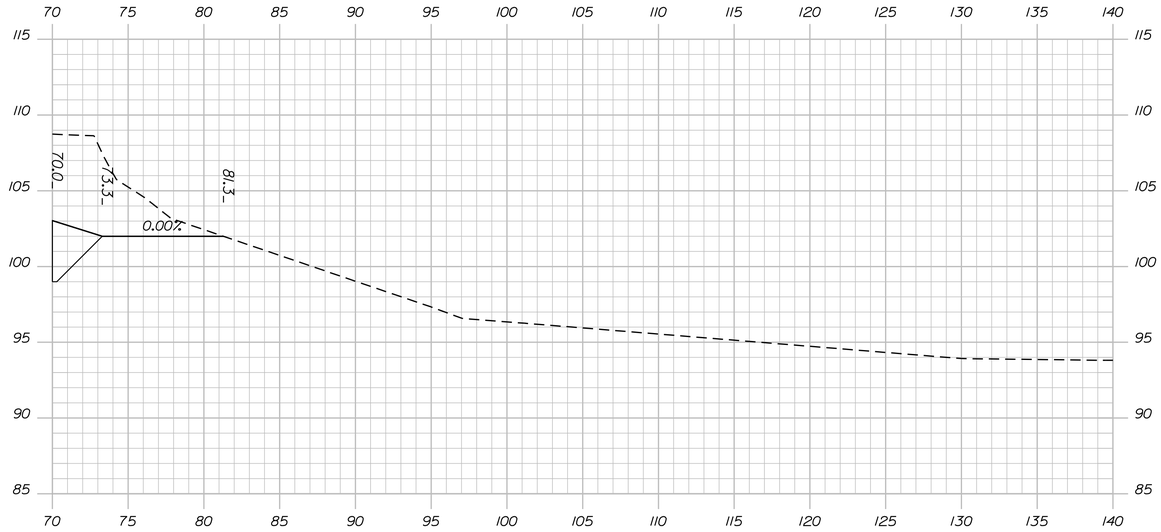
CROSS SECTIONS

SHEET NUMBER

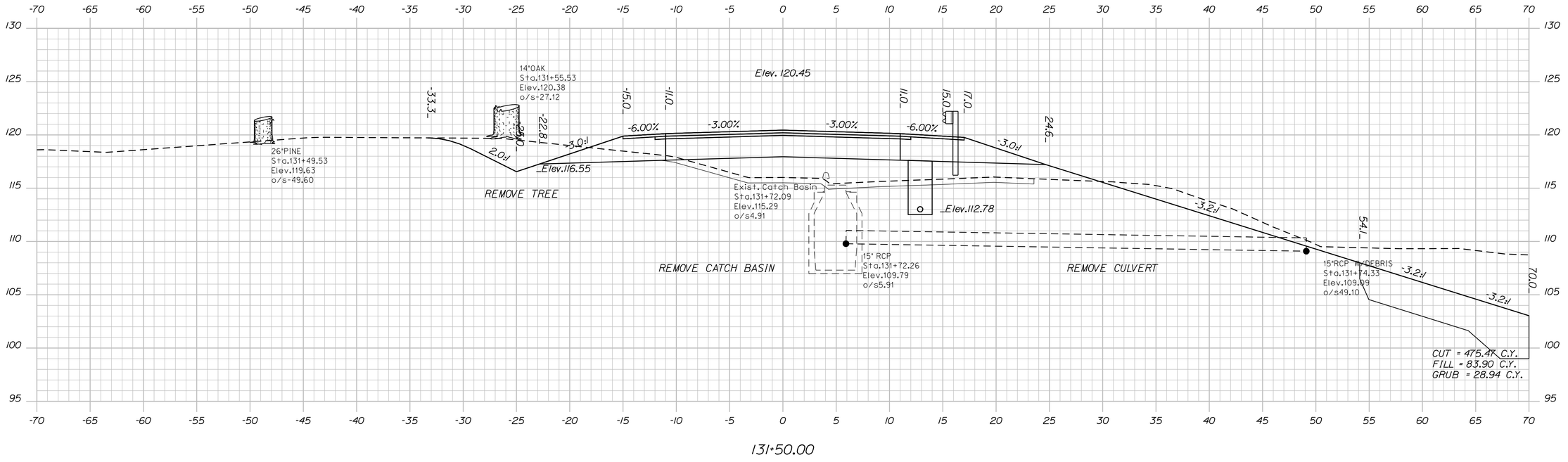
91

OF 149

Filename: ...\mslo\091_Xsect2_131+00_072.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



131+50.00 (+1)



131+50.00

Sta. 131+50.00 to Sta. 131+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$proj date1$
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	$designer2$	$detailer2$	$proj date2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$proj date3$
REVISIONS 1	------	------	$revdate1$
REVISIONS 2	------	------	$revdate2$
REVISIONS 3	$revision3$	------	$revdate3$
REVISIONS 4	$revision4$	------	$revdate4$
FIELD CHANGES	$fieldchange$	------	$fielddate$

SIGNATURE

P.E. NUMBER

DATE

DURHAM
ROUTE 136

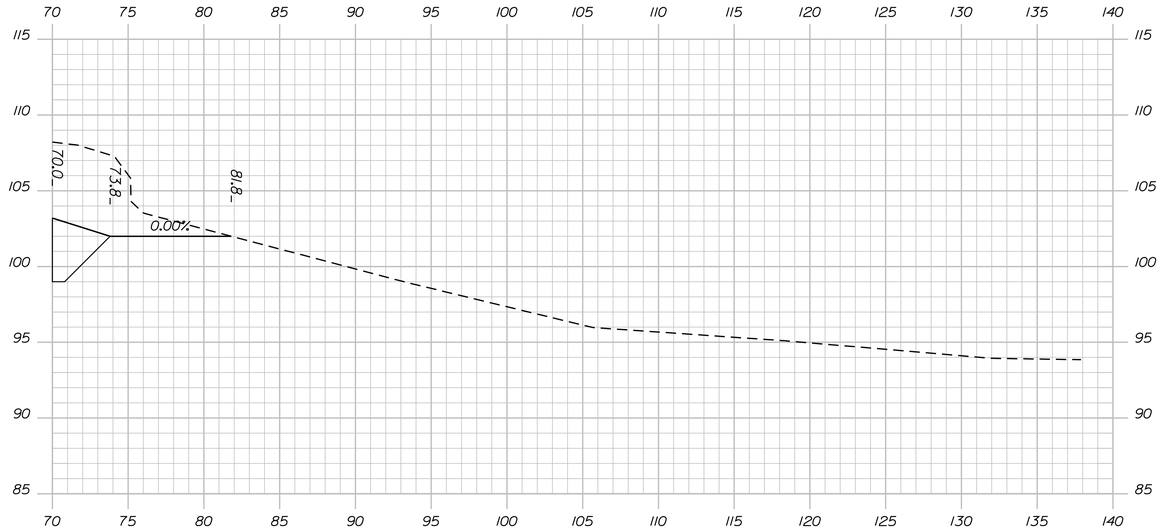
CROSS SECTIONS

SHEET NUMBER

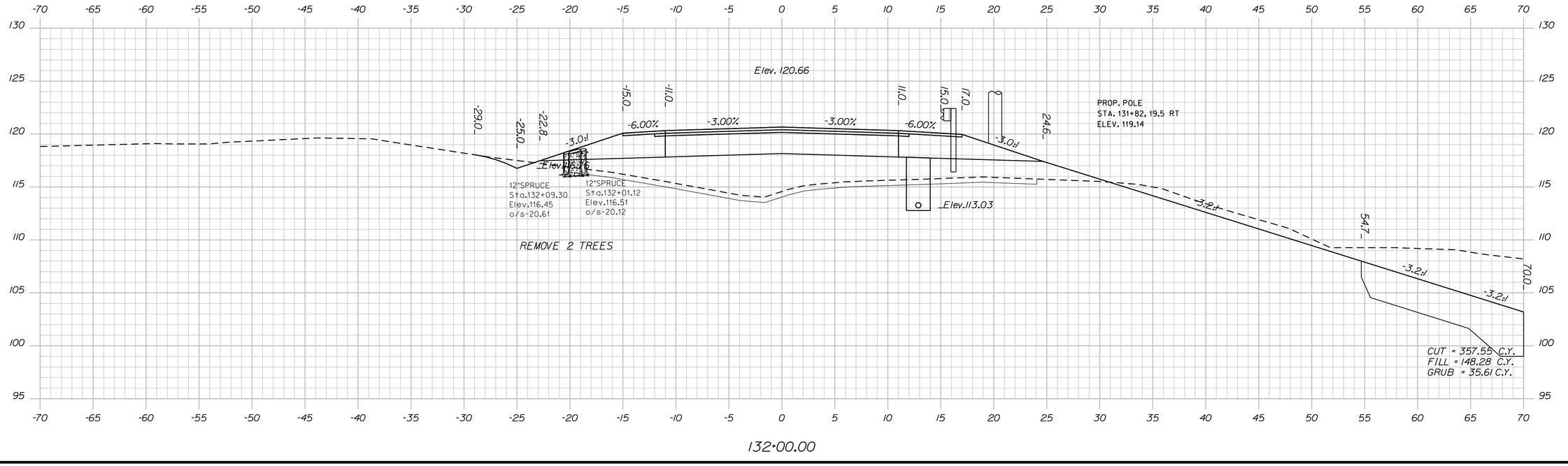
92

OF 149

Filename: ...\mslo\092_Xsect2_131+50_073.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



132+00.00 (+1)



132+00.00

Sta. 132+00.00 to Sta. 132+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE	
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$	
CHECKED-REVIEWED		-----		SIGNATURE
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$	
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$	P.E. NUMBER
REVISIONS 1	------		$revdate1$	
REVISIONS 2	------		$revdate2$	
REVISIONS 3	$revision3$		$revdate3$	DATE
REVISIONS 4	$revision4$		$revdate4$	
FIELD CHANGES	$fieldchange$		$fielddate$	

DURHAM
ROUTE 136

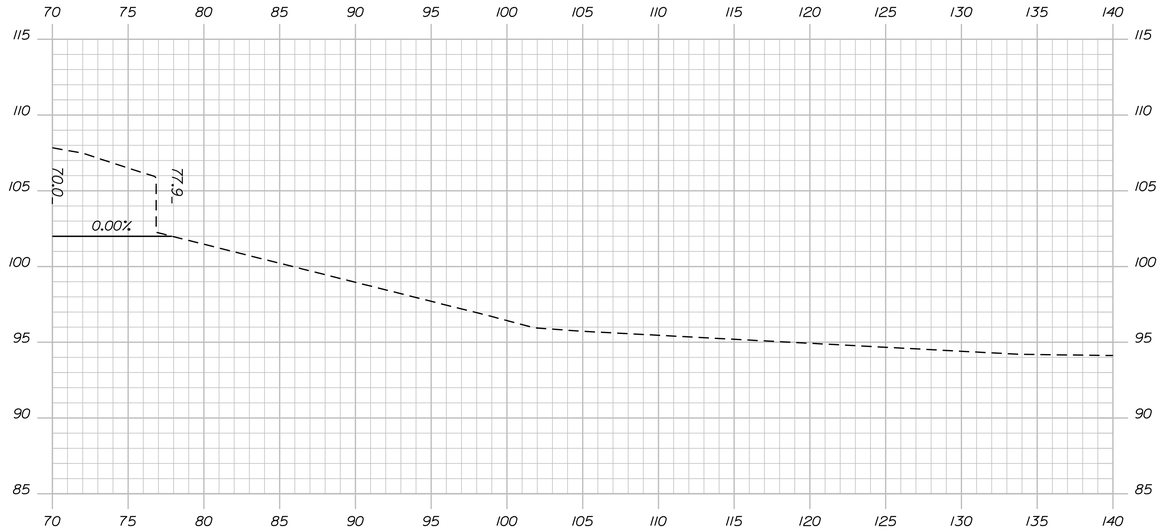
CROSS SECTIONS

SHEET NUMBER

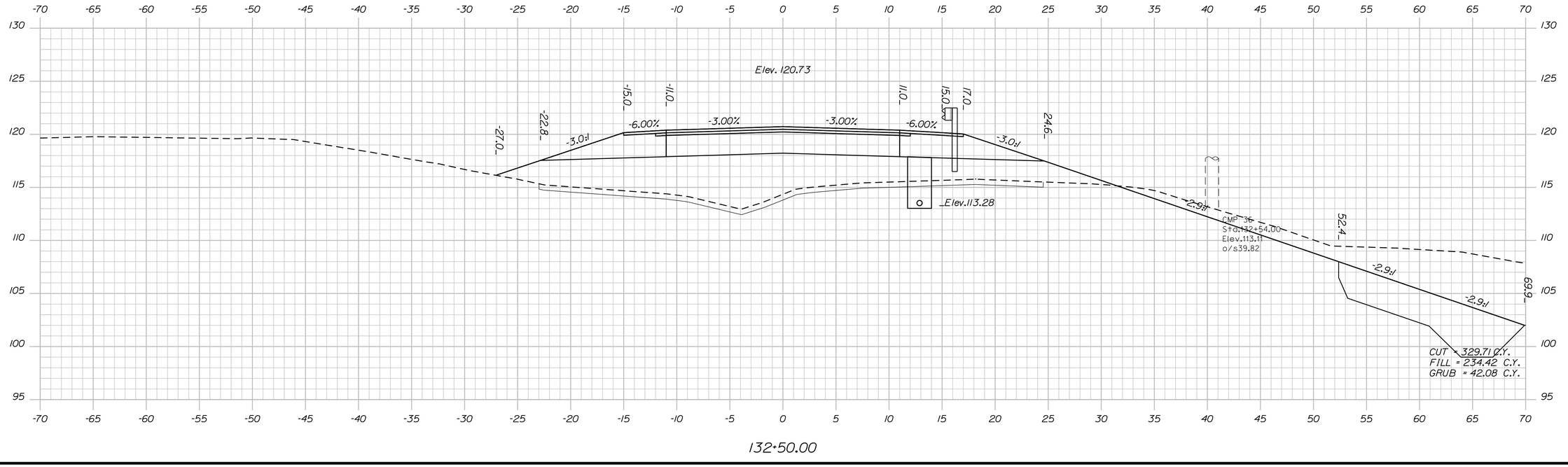
93

OF 149

Filename: ...\msta\093_Xsect2_132+00_074.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



132+50.00 (+1)



132+50.00

Sta. 132+50.00 to Sta. 132+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED		-----	
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$
REVISIONS 1	------		$revdate1$
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

SIGNATURE

P.E. NUMBER

DATE

DURHAM
ROUTE 136

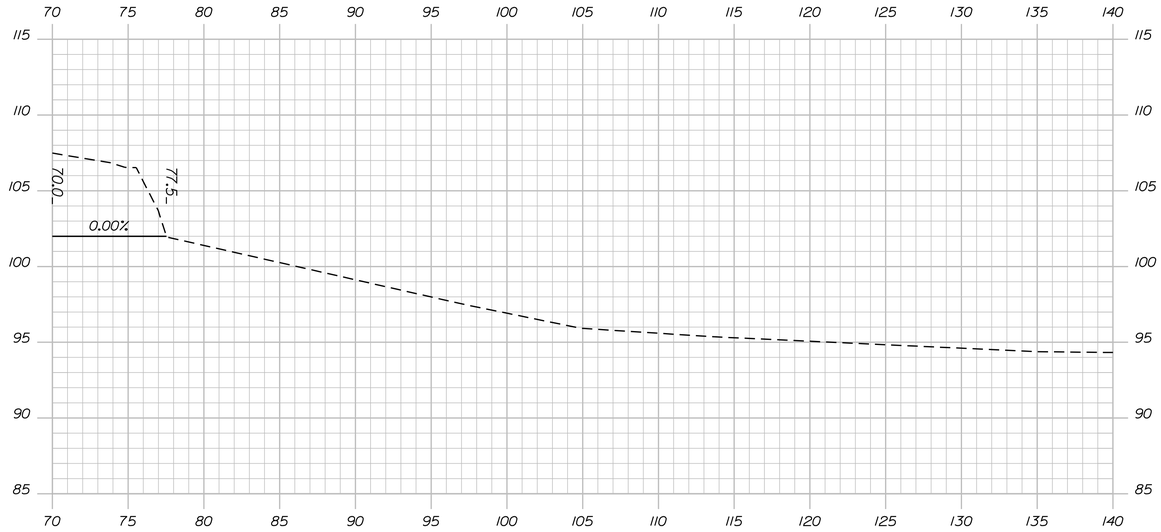
CROSS SECTIONS

SHEET NUMBER

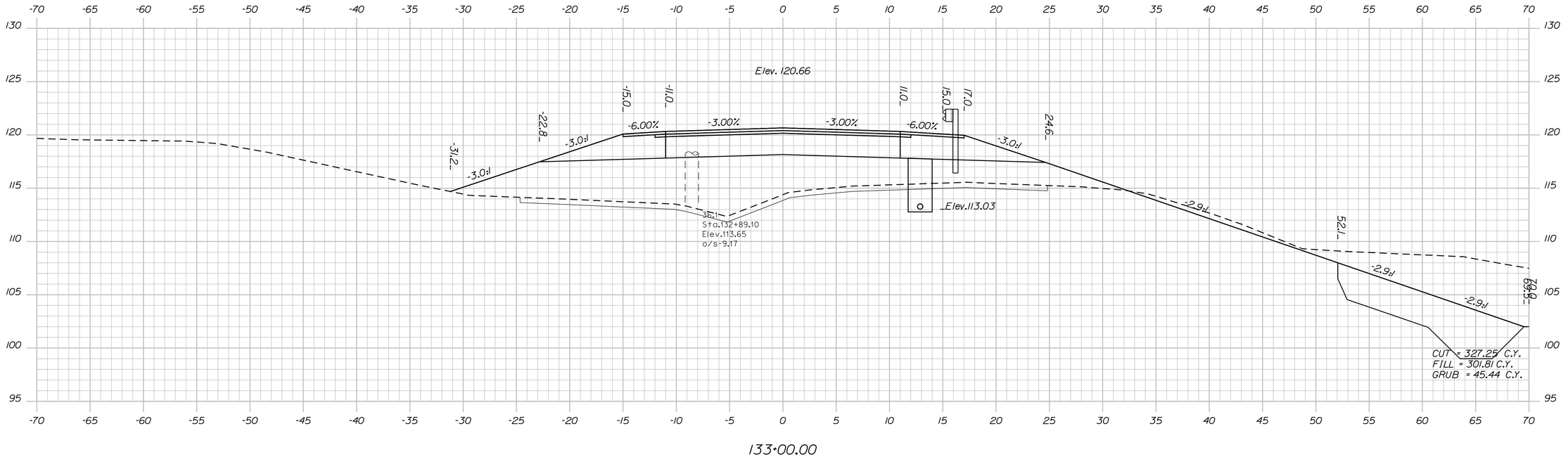
94

OF 149

Filename: ...\msta\094_Xsect2_132+50_075.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



133+00.00 (+1)



133+00.00

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$proj date1$
CHECKED-REVIEWED	$designer2$	$detailer2$	$proj date2$
DESIGN2-DETAILED2	$designer3$	$detailer3$	$proj date3$
DESIGN3-DETAILED3	$designer4$	$detailer4$	$proj date4$
REVISIONS 1	------	-----	$revdate1$
REVISIONS 2	------	-----	$revdate2$
REVISIONS 3	$revision3$	$detailer3$	$revdate3$
REVISIONS 4	$revision4$	$detailer4$	$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

SIGNATURE

P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

CROSS SECTIONS

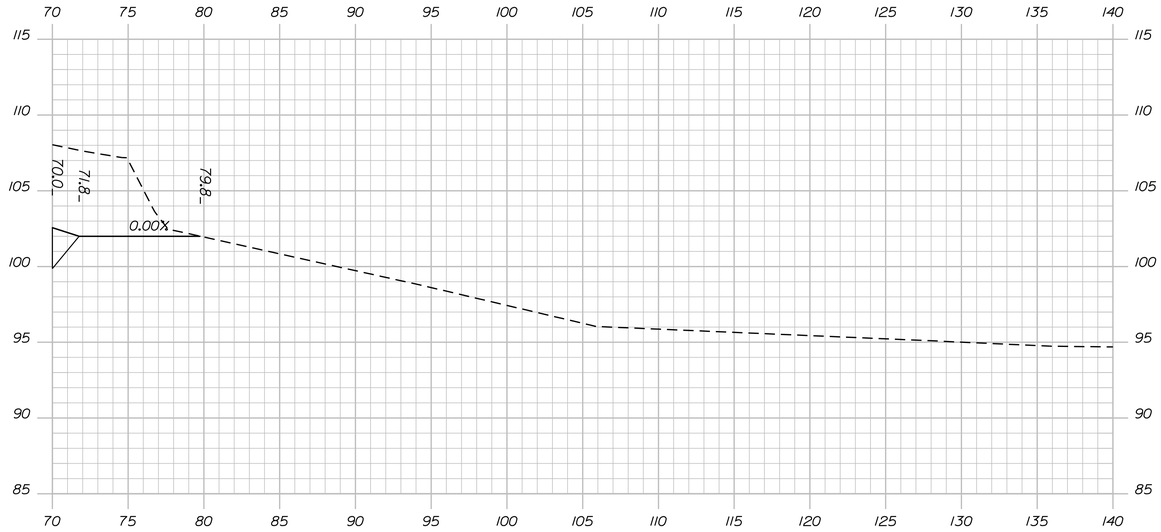
SHEET NUMBER

95

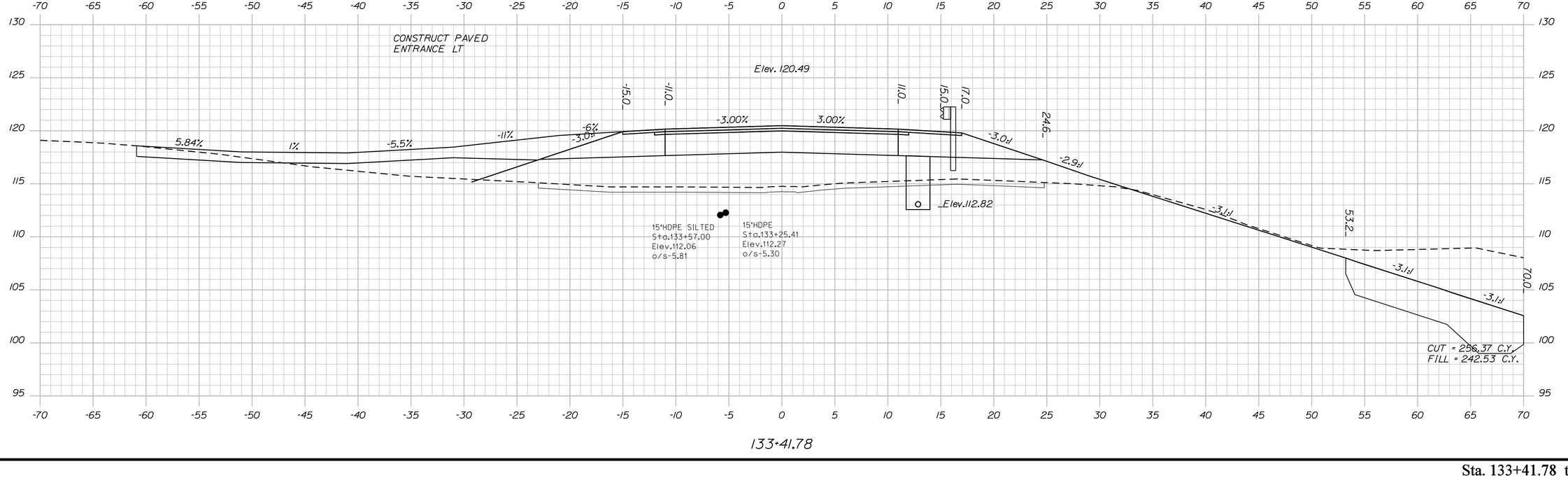
OF 149

Sta. 133+00.00 to Sta. 133+00.00

Filename: ...\msta\095_Xsect2_133+00_076.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



133+41.78 (+1)



133+41.78

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$proj date1$
CHECKED-REVIEWED		-----	
DESIGN2-DETAILED2	$designer2$	$detailer2$	$proj date2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$proj date3$
REVISIONS 1	------		$revdate1$
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

SIGNATURE

P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

CROSS SECTIONS

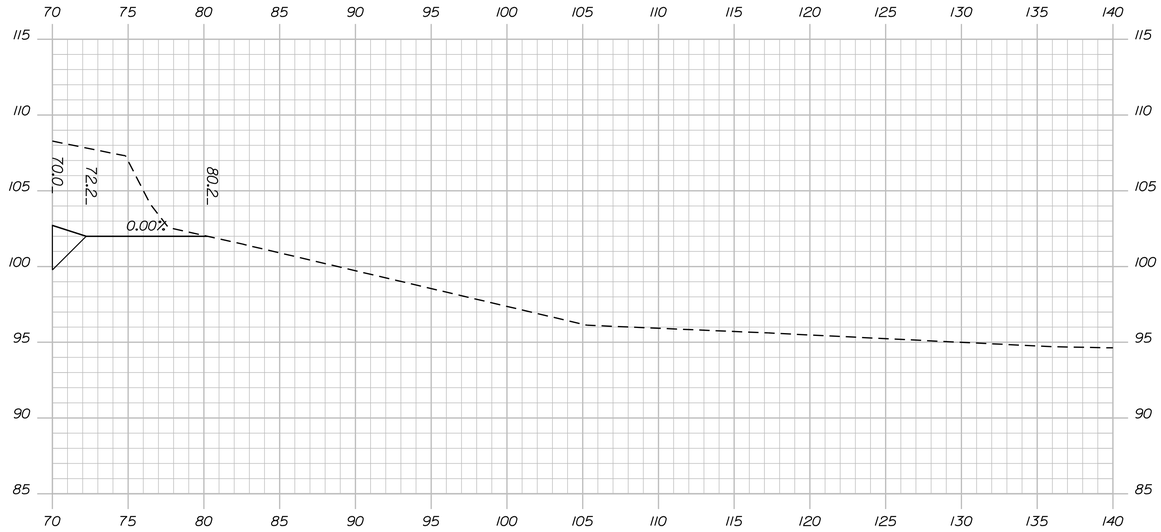
SHEET NUMBER

96

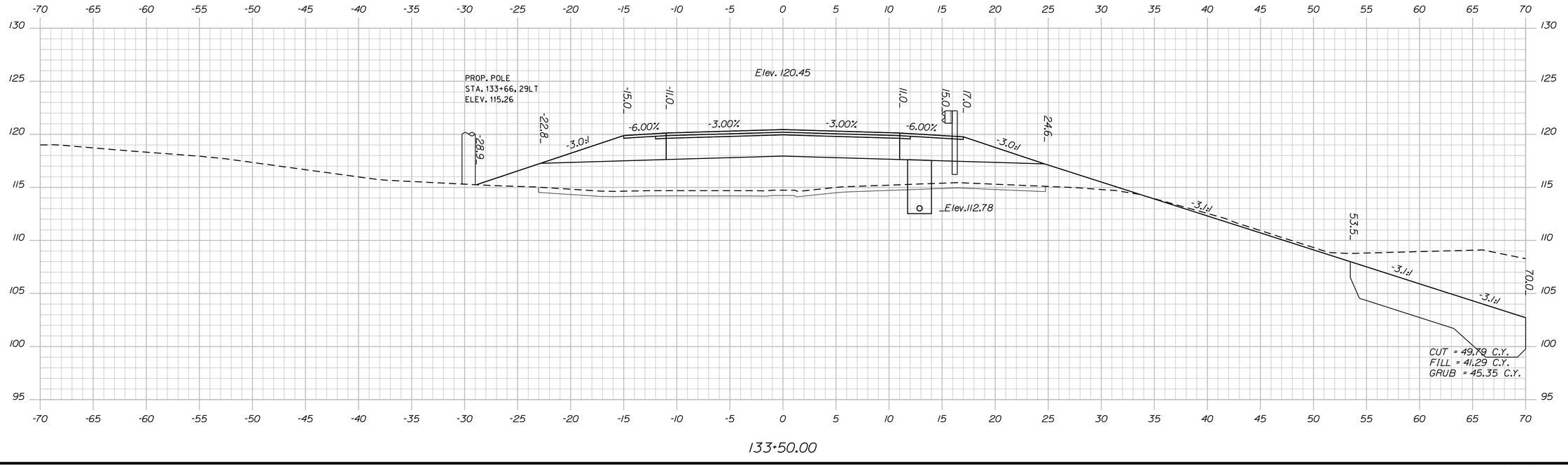
OF 149

Sta. 133+41.78 to Sta. 133+41.78

Filename: ...\mslo\096_Xsect2_133+41_077.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



133+50.00 (+1)



133+50.00

Sta. 133+50.00 to Sta. 133+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$
REVISIONS 1	------		$revdate1$
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

SIGNATURE

P.E. NUMBER

DATE

DURHAM
ROUTE 136

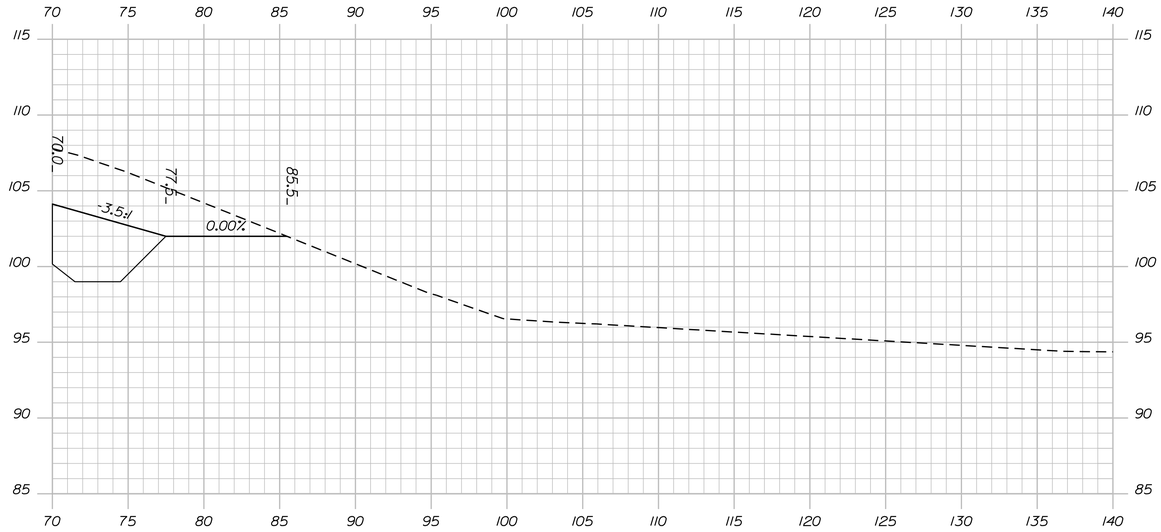
CROSS SECTIONS

SHEET NUMBER

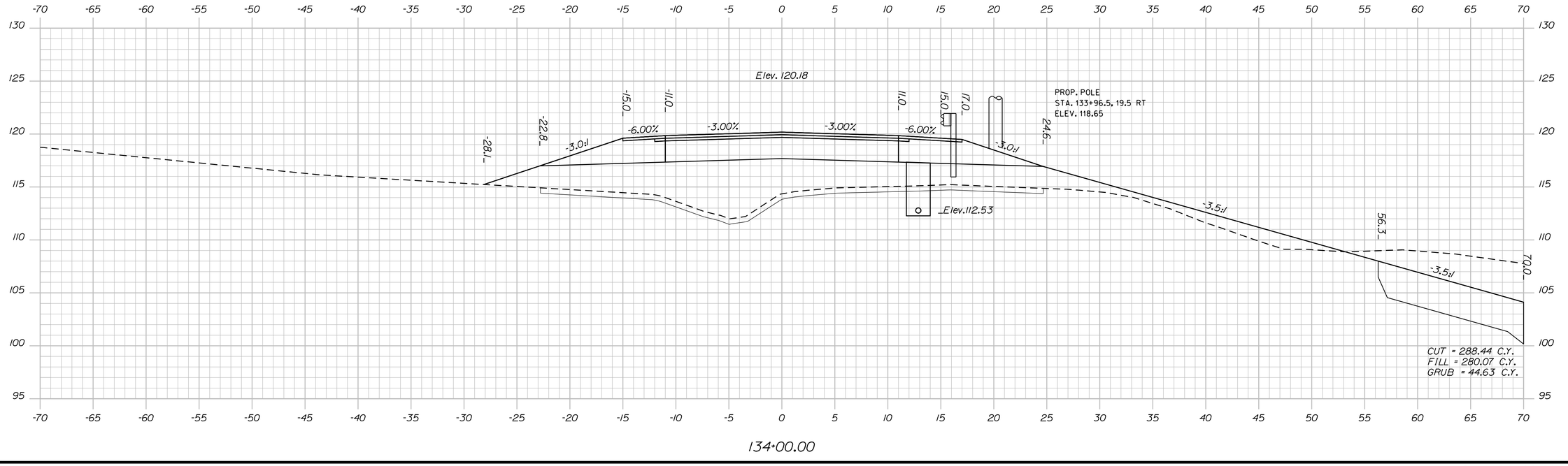
97

OF 149

Filename: ...\msto\097_Xsect2_133+50_078.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



134+00.00 (+1)



134+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

	PROJ. MANAGER	#PROJ.MANAGER#	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$proj.date1$	
CHECKED-REVIEWED			-----	SIGNATURE
DESIGN2-DETAILED2	$designer2$	$detailer2$	$proj.date2$	
DESIGN3-DETAILED3	$designer3$	$detailer3$	$proj.date3$	
REVISIONS 1	------		$revdate1$	P.E. NUMBER
REVISIONS 2	------		$revdate2$	
REVISIONS 3	$revision3$		$revdate3$	
REVISIONS 4	$revision4$		$revdate4$	DATE
FIELD CHANGES	$fieldchange$		$fielddate$	

DURHAM
ROUTE 136

CROSS SECTIONS

SHEET NUMBER

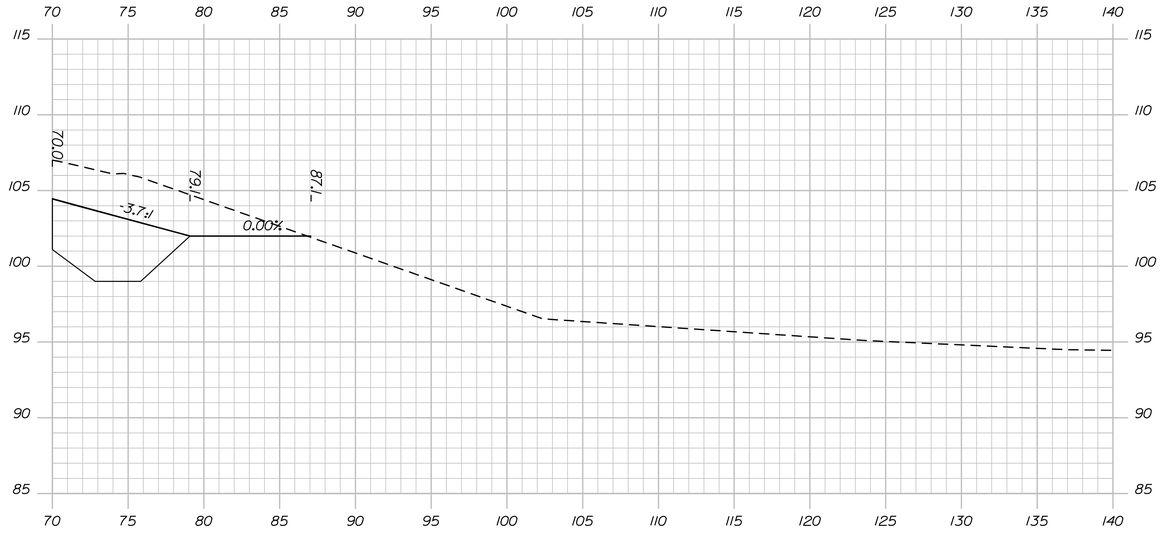
98

OF 149

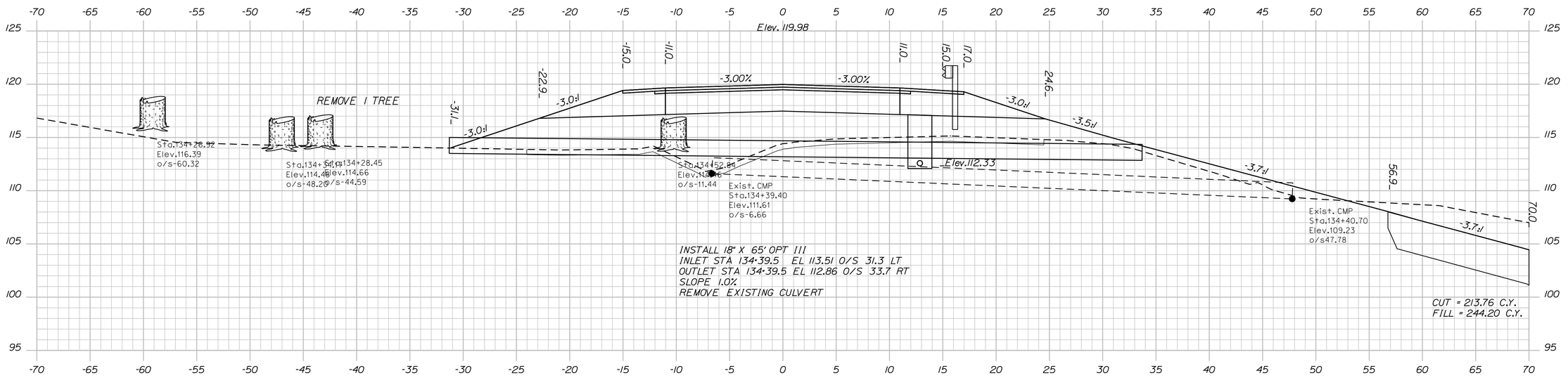
Sta. 134+00.00 to Sta. 134+00.00

Filename: ...\msta\098_Xsect2_134+00_079.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013

Filename: ...\mst\V099_Xsect2_134+39_080.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



134+39.50 (+1)



134+39.50

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$proj date1$
CHECKED-REVIEWED	$designer2$	$detailer2$	$proj date2$
DESIGN2-DETAILED2	$designer2$	$detailer2$	$proj date2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$proj date3$
REVISIONS 1	$revision1$	$revdate1$	$revdate1$
REVISIONS 2	$revision2$	$revdate2$	$revdate2$
REVISIONS 3	$revision3$	$revdate3$	$revdate3$
REVISIONS 4	$revision4$	$revdate4$	$revdate4$
FIELD CHANGES	$fieldchange$	$fielddate$	$fielddate$

SIGNATURE

P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

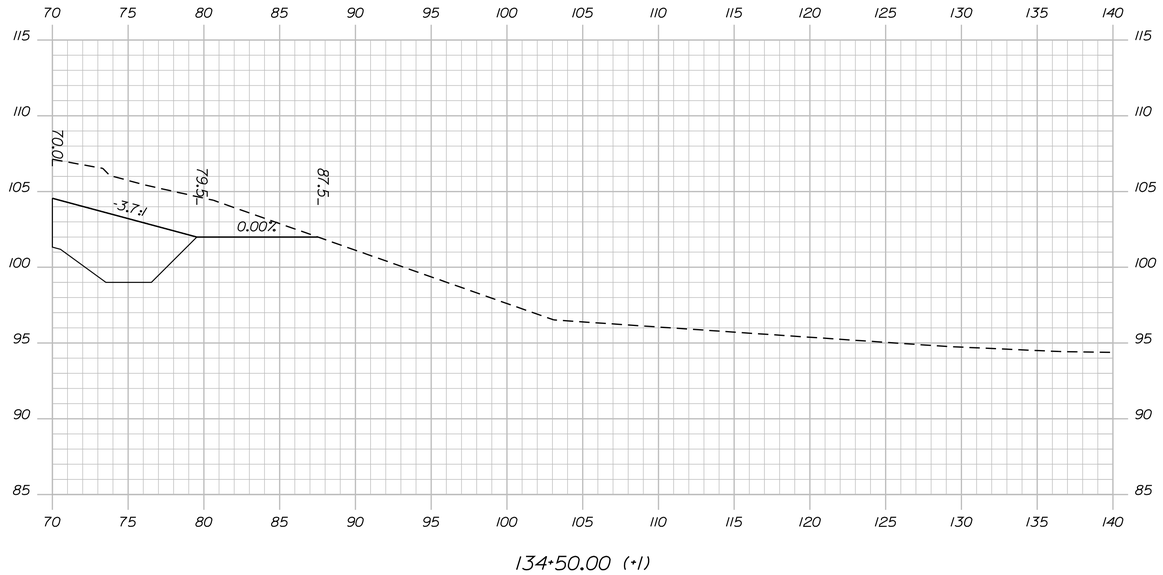
CROSS SECTIONS

SHEET NUMBER

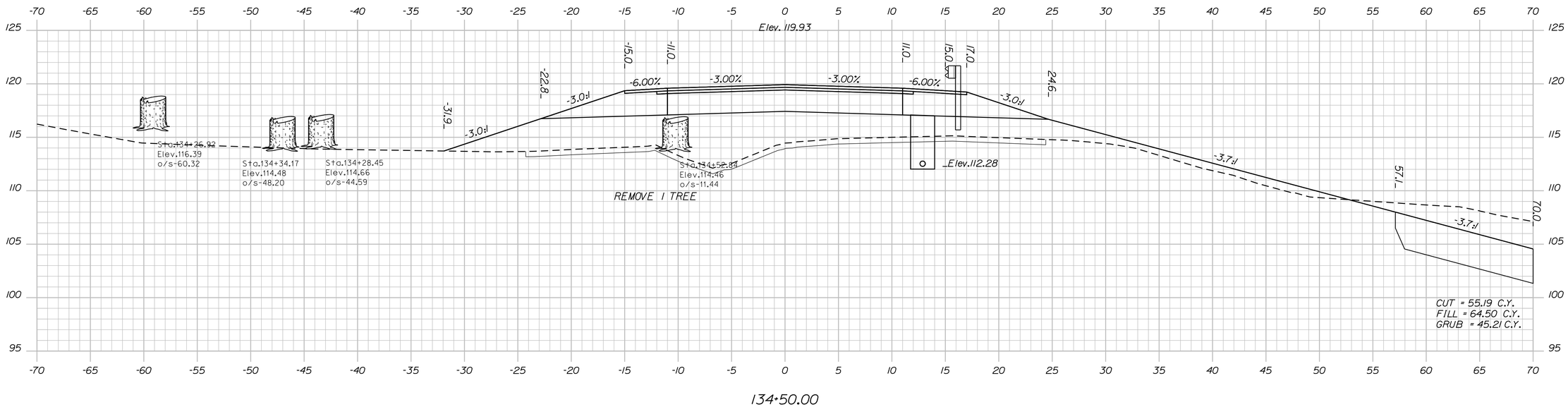
99

OF 149

Sta. 134+39.50 to Sta. 134+39.50



134+50.00 (+1)



134+50.00

Sta. 134+50.00 to Sta. 134+50.00

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$proj date1$
CHECKED-REVIEWED	$designer2$	$detailer2$	$proj date2$
DESIGN2-DETAILED2	$designer3$	$detailer3$	$proj date3$
DESIGN3-DETAILED3	$designer4$	$detailer4$	$proj date4$
REVISIONS 1	$revision1$	$revdate1$	$revdate1$
REVISIONS 2	$revision2$	$revdate2$	$revdate2$
REVISIONS 3	$revision3$	$revdate3$	$revdate3$
REVISIONS 4	$revision4$	$revdate4$	$revdate4$
FIELD CHANGES	$fieldchange$	$fielddate$	$fielddate$

SIGNATURE

P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

CROSS SECTIONS

SHEET NUMBER

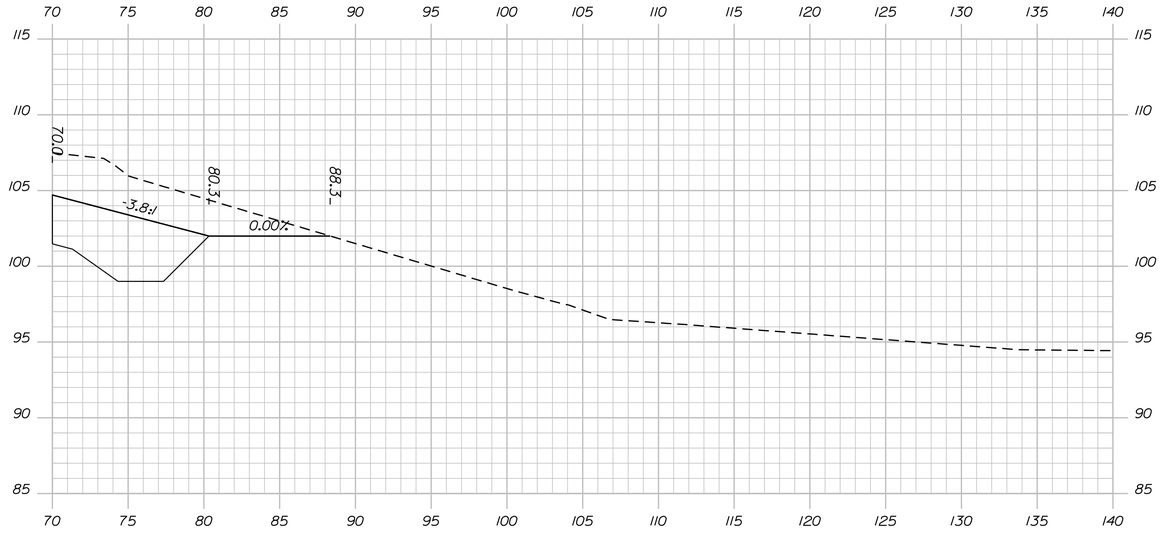
100

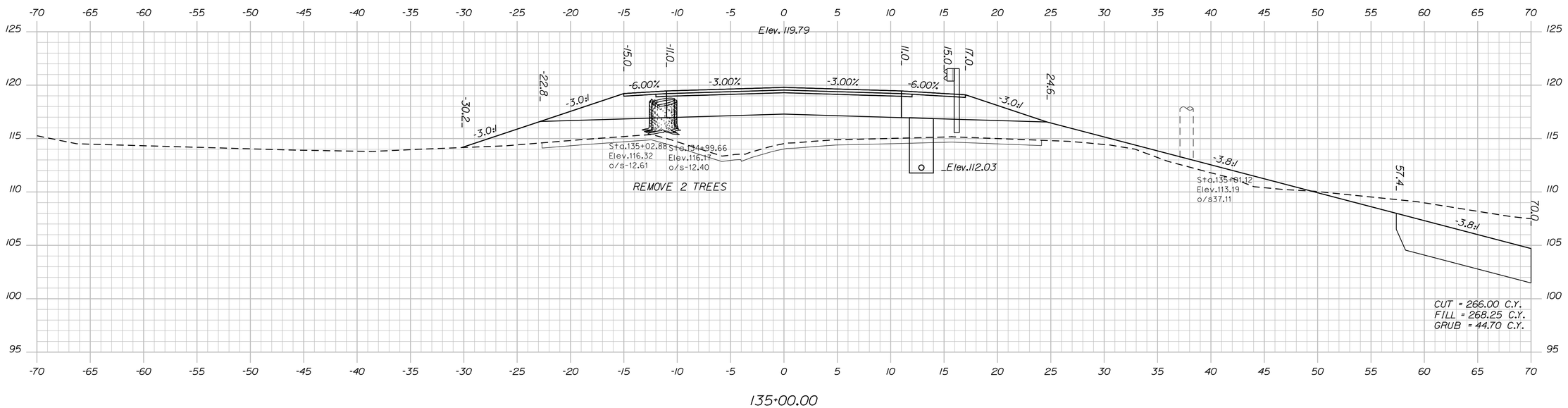
OF 149

Username: robert.k.betz Date:12/6/2013

Division: HIGHWAY

Filename: ...\mst01\100_Xsect2_134+50_081.dgn





Sta. 135+00.00 to Sta. 135+00.00

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$prodate1$
CHECKED-REVIEWED		-----	
DESIGN2-DETAILED2	$designer2$	$detailer2$	$prodate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$prodate3$
REVISIONS 1	------	$revdate1$	P.E. NUMBER
REVISIONS 2	------	$revdate2$	
REVISIONS 3	$revision3$	$revdate3$	DATE
REVISIONS 4	$revision4$	$revdate4$	
FIELD CHANGES	$fieldchange$	$fielddate$	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

CROSS SECTIONS

SHEET NUMBER

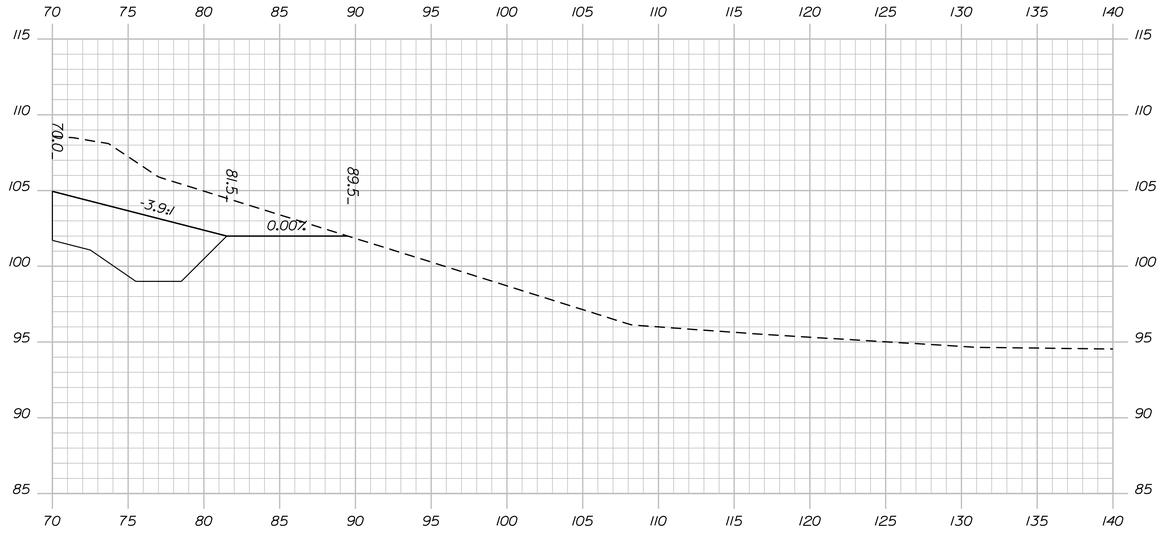
101

OF 149

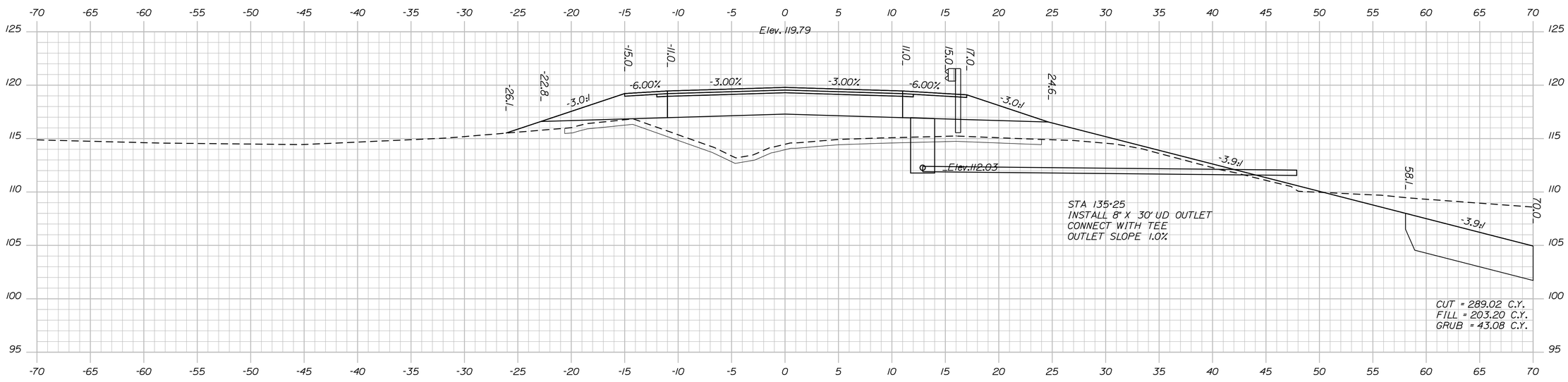
Username: robert.k.betz Date:12/6/2013

Division: HIGHWAY

Filename: ...\mst01\101_Xsect2_135+00_082.dgn



135+50.00 (+1)



135+50.00

Sta. 135+50.00 to Sta. 135+50.00

PROJ. MANAGER	$PROJMANAGER	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$prodate1$
CHECKED-REVIEWED	$designer2$	$detailer2$	$prodate2$
DESIGN2-DETAILED2	$designer2$	$detailer2$	$prodate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$prodate3$
REVISIONS 1	------	-----	$revdate1$
REVISIONS 2	------	-----	$revdate2$
REVISIONS 3	$revision3$	$revdate3$	
REVISIONS 4	$revision4$	$revdate4$	
FIELD CHANGES	$fieldchange$	$fieldate$	

SIGNATURE

P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

CROSS SECTIONS

SHEET NUMBER

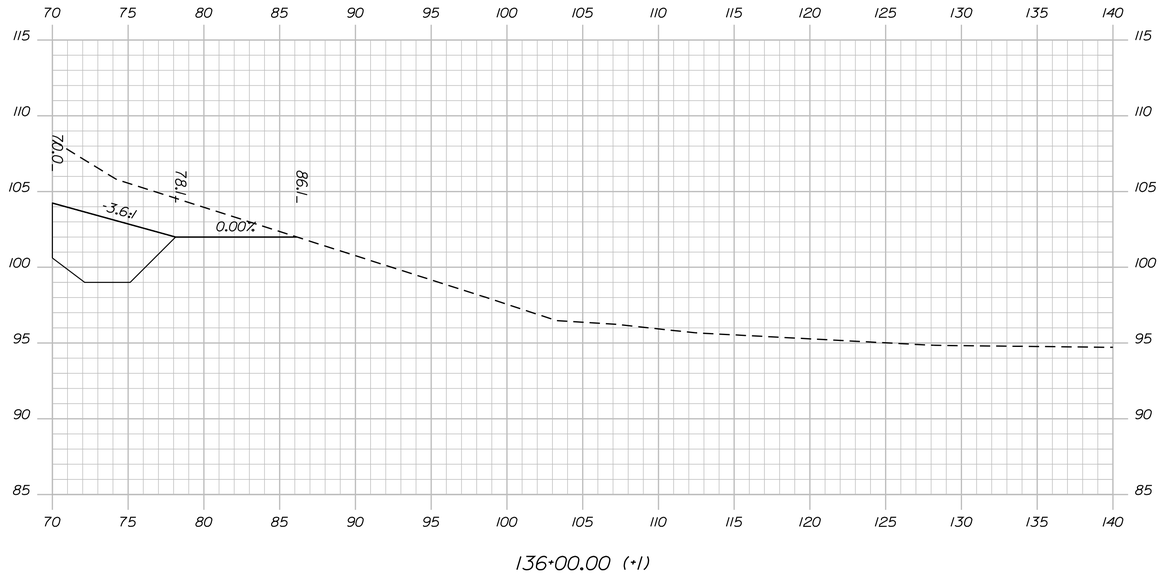
102

OF 149

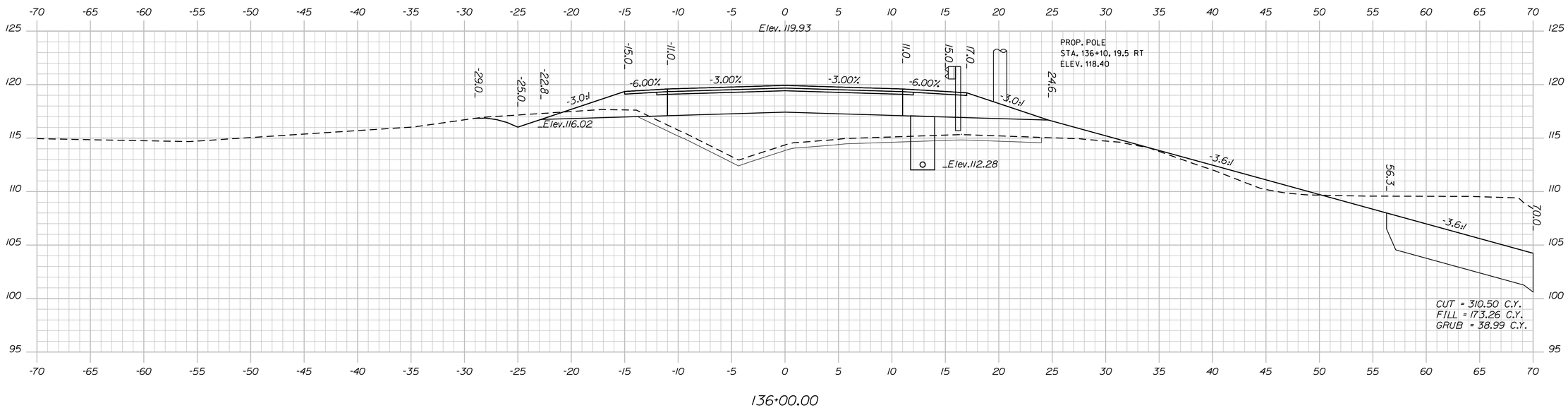
Username: robert.k.betz Date:12/6/2013

Division: HIGHWAY

Filename: ...\mst01\102_Xsect2_135+50_083.dgn



136+00.00 (+1)



136+00.00

Sta. 136+00.00 to Sta. 136+00.00

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$prodate1$
CHECKED-REVIEWED		-----	
DESIGN2-DETAILED2	$designer2$	$detailer2$	$prodate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$prodate3$
REVISIONS 1	------	$revdate1$	P.E. NUMBER
REVISIONS 2	------	$revdate2$	
REVISIONS 3	$revision3$	$revdate3$	DATE
REVISIONS 4	$revision4$	$revdate4$	
FIELD CHANGES	$fieldchange$	$fielddate$	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

CROSS SECTIONS

SHEET NUMBER

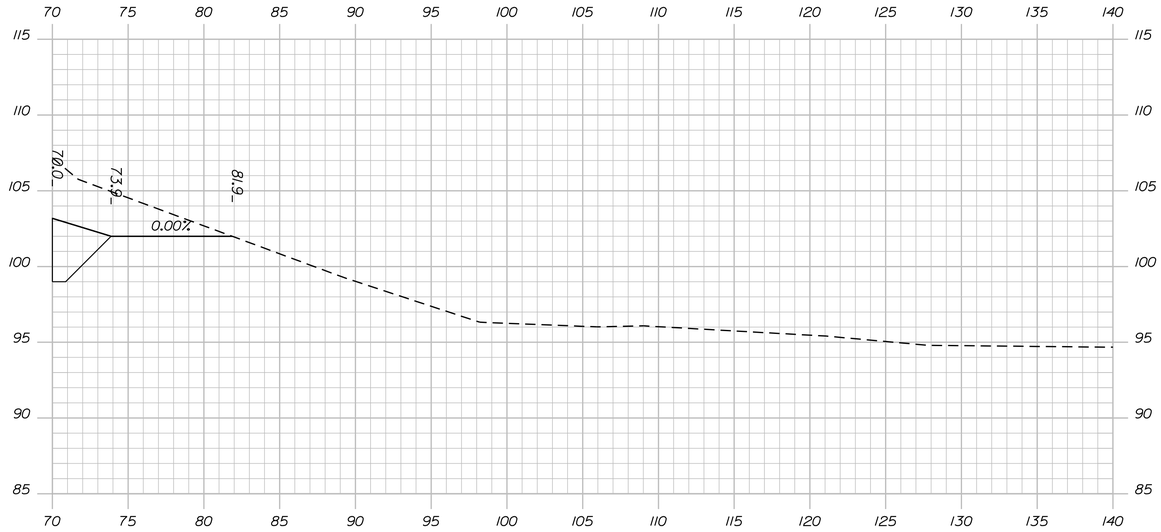
103

OF 149

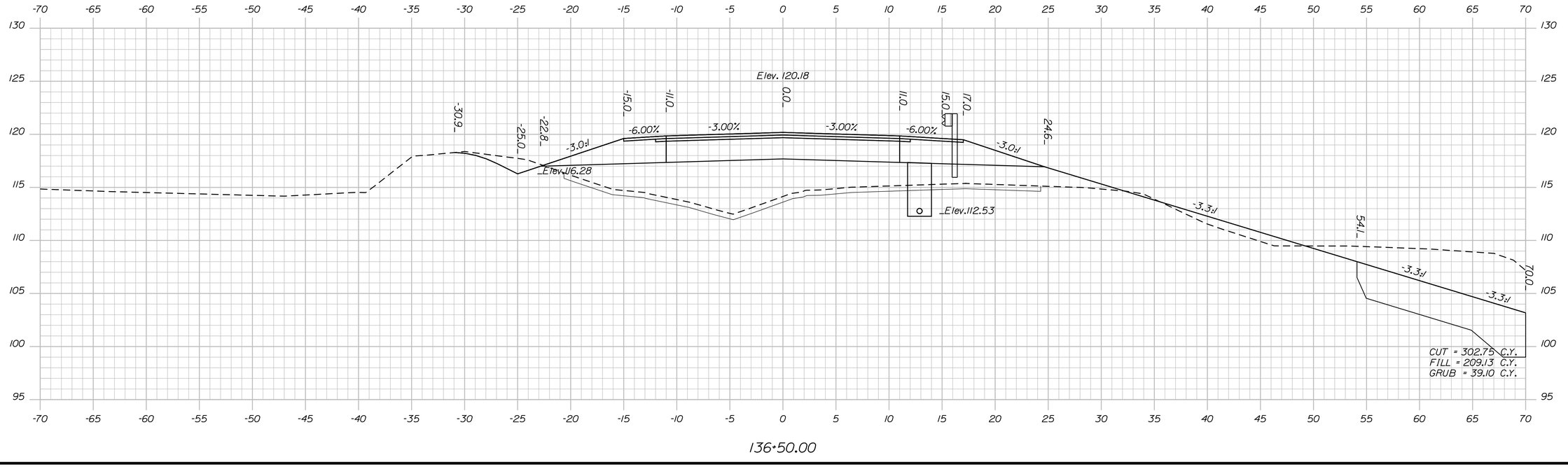
Username: robert.k.betz Date:12/6/2013

Division: HIGHWAY

Filename: ...\mst01\103_Xsect2_136+00_084.dgn



136+50.00 (+1)



136+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED		-----	
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$
REVISIONS 1	------		$revdate1$
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

SIGNATURE

P.E. NUMBER

DATE

DURHAM
ROUTE 136

CROSS SECTIONS

SHEET NUMBER

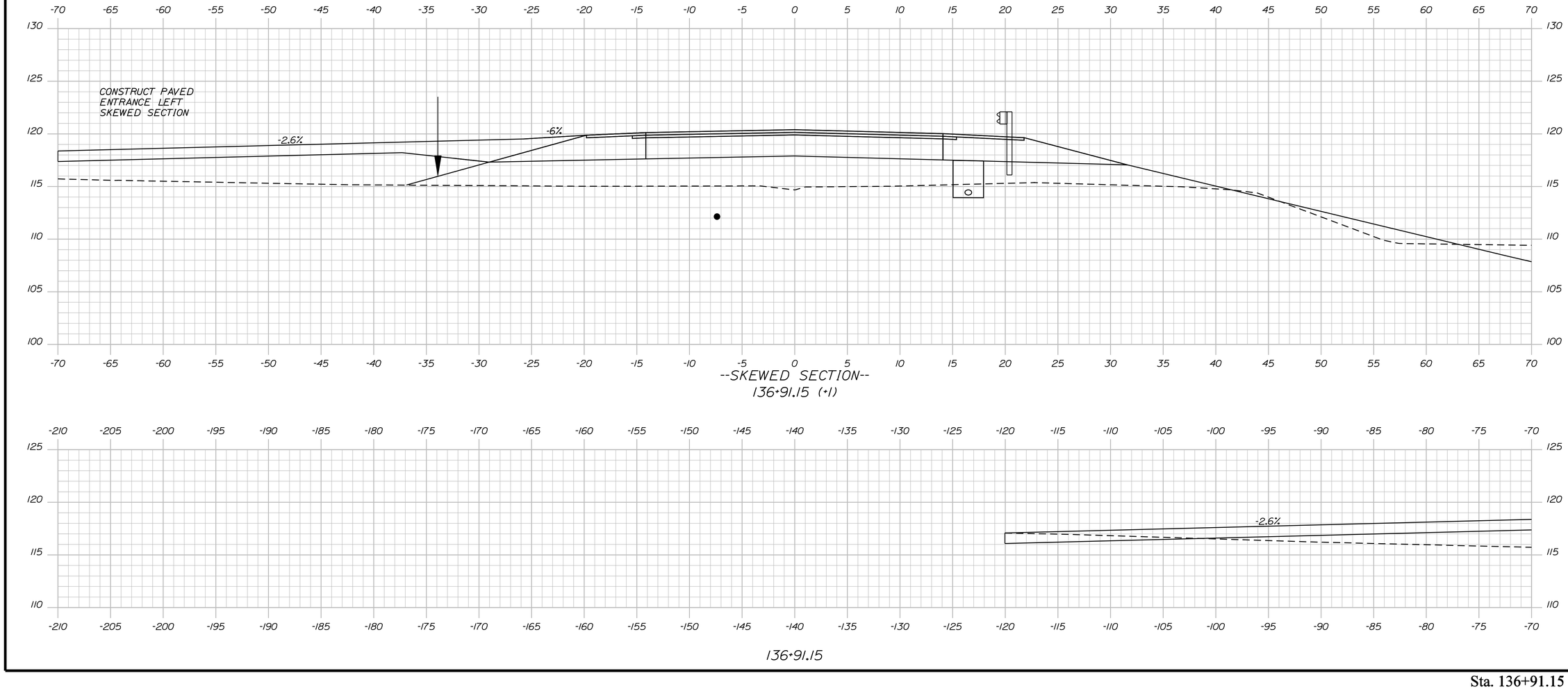
104

OF 149

Sta. 136+50.00 to Sta. 136+50.00

Filename: ...\mslo\104_Xsect2_136+50_085.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013

Filename: ...\msto\105_Xsec12_136+91_086.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	$PROJMANAGER$	
DESIGN-DETAILED	$designer1$	$detailer1$	$proj date1$
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	$designer2$	$detailer2$	$proj date2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$proj date3$
REVISIONS 1	-----	-----	$revdate1$
REVISIONS 2	-----	-----	$revdate2$
REVISIONS 3	$revision3$	$revdate3$
REVISIONS 4	$revision4$	$revdate4$
FIELD CHANGES	$fieldchange$	$fielddate$

SIGNATURE

P.E. NUMBER

DATE

DURHAM
ROUTE 136

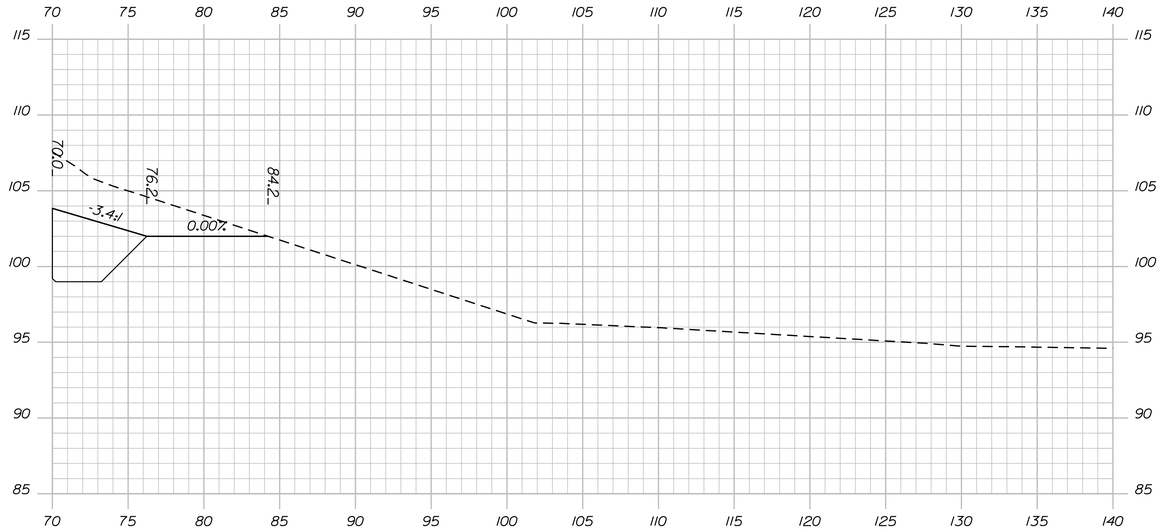
CROSS SECTIONS

SHEET NUMBER

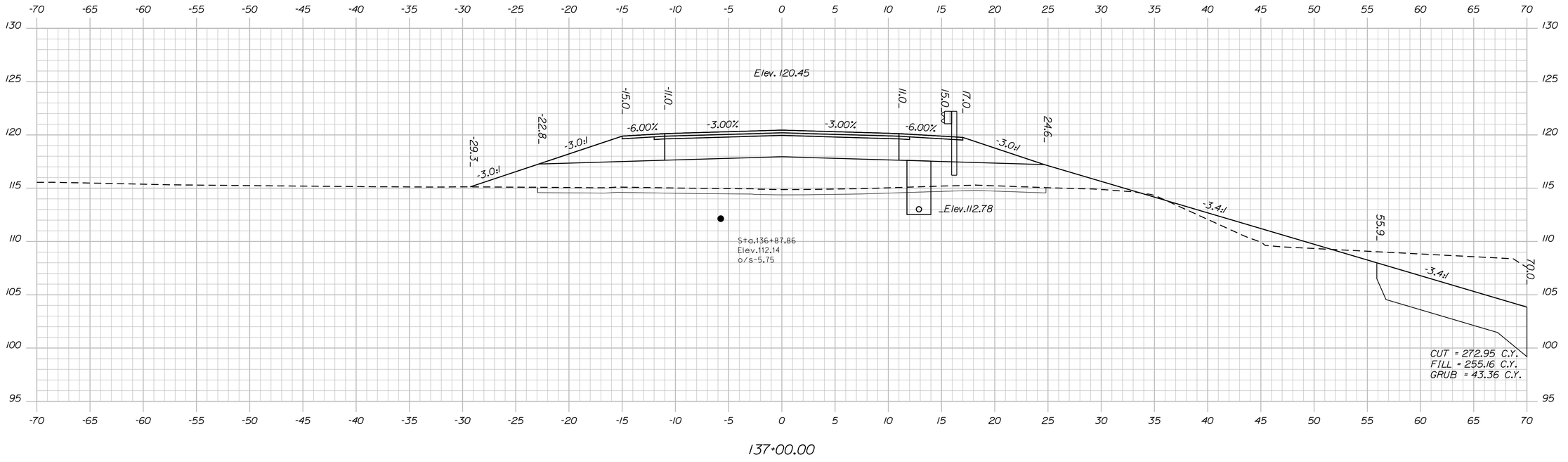
105

OF 149

Sta. 136+91.15 to Sta. 136+91.15



137+00.00 (+1)



137+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$
REVISIONS 1	------		$revdate1$
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

SIGNATURE

P.E. NUMBER

DATE

DURHAM
ROUTE 136

CROSS SECTIONS

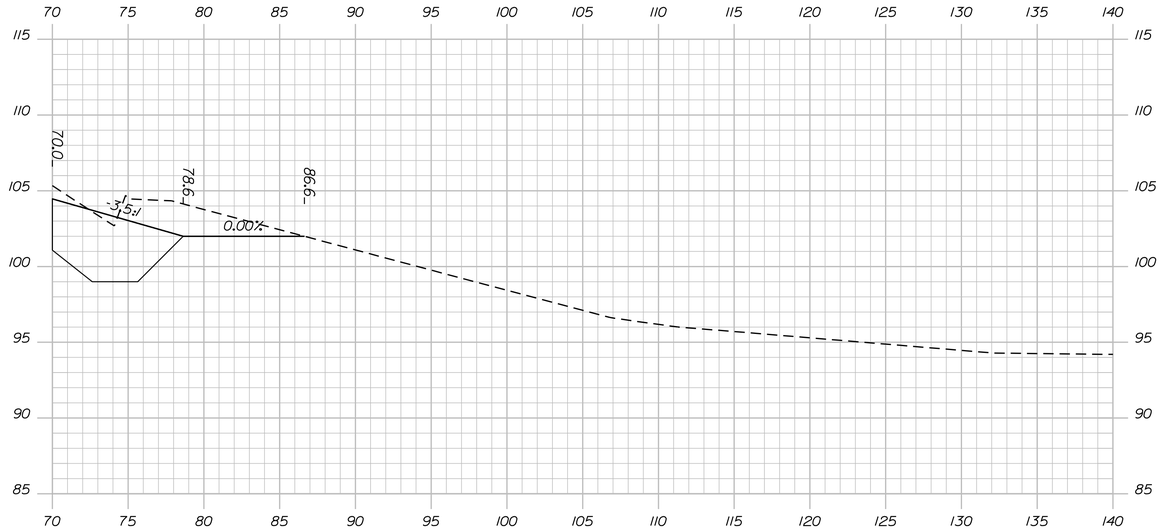
SHEET NUMBER

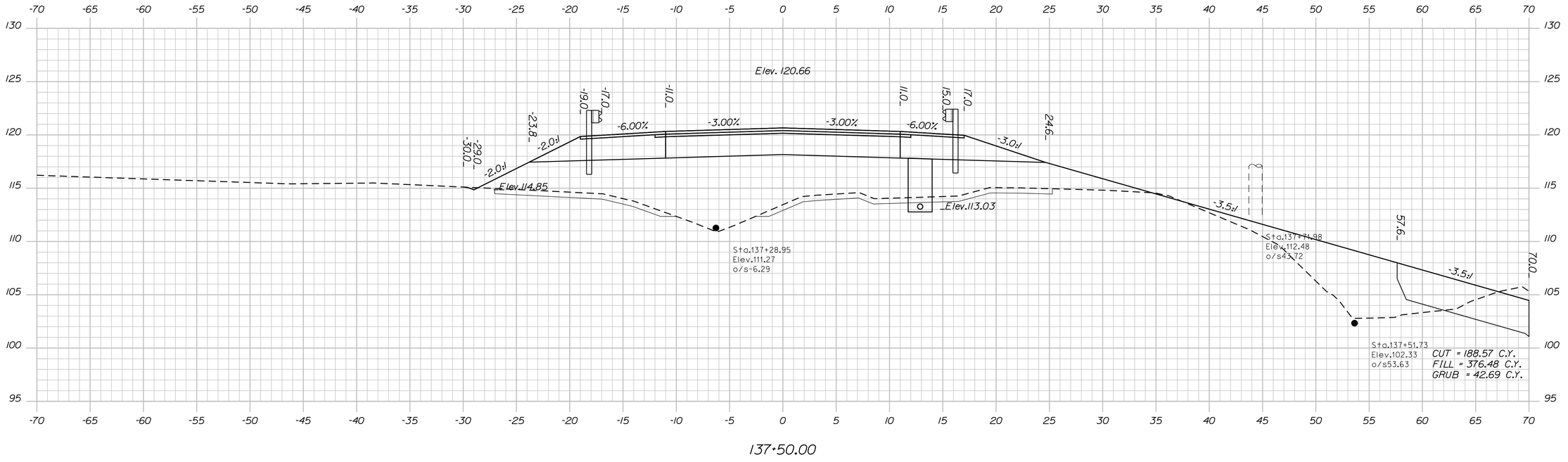
106

OF 149

Sta. 137+00.00 to Sta. 137+00.00

Filename: ...\mst01\106_Xsect2_137+00_087.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013





PROJ. MANAGER	$PROJMANAGER$		
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED		-----	
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$
REVISIONS 1	------		$revdate1$
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

SIGNATURE

P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

CROSS SECTIONS

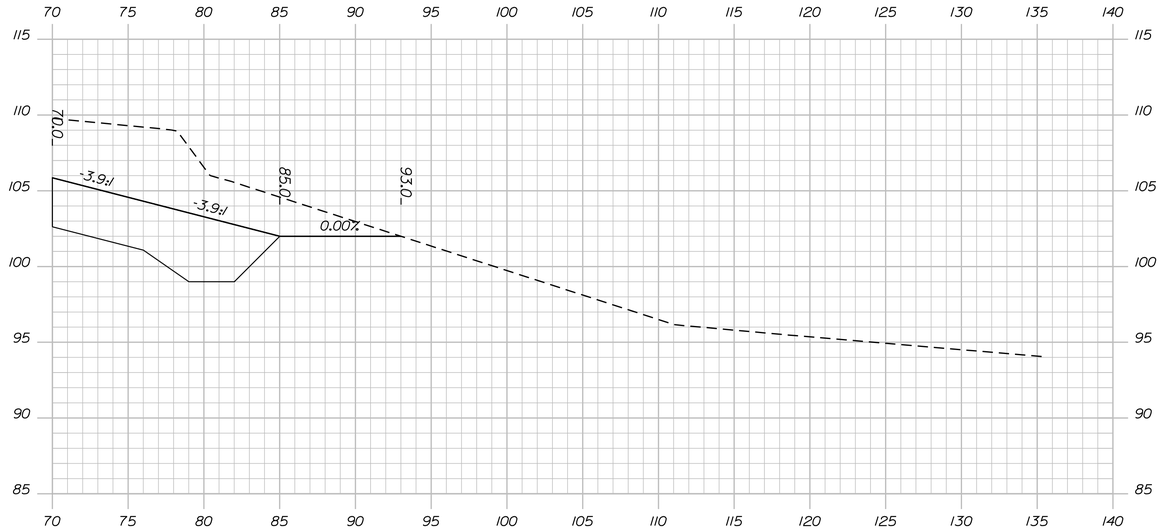
SHEET NUMBER

107

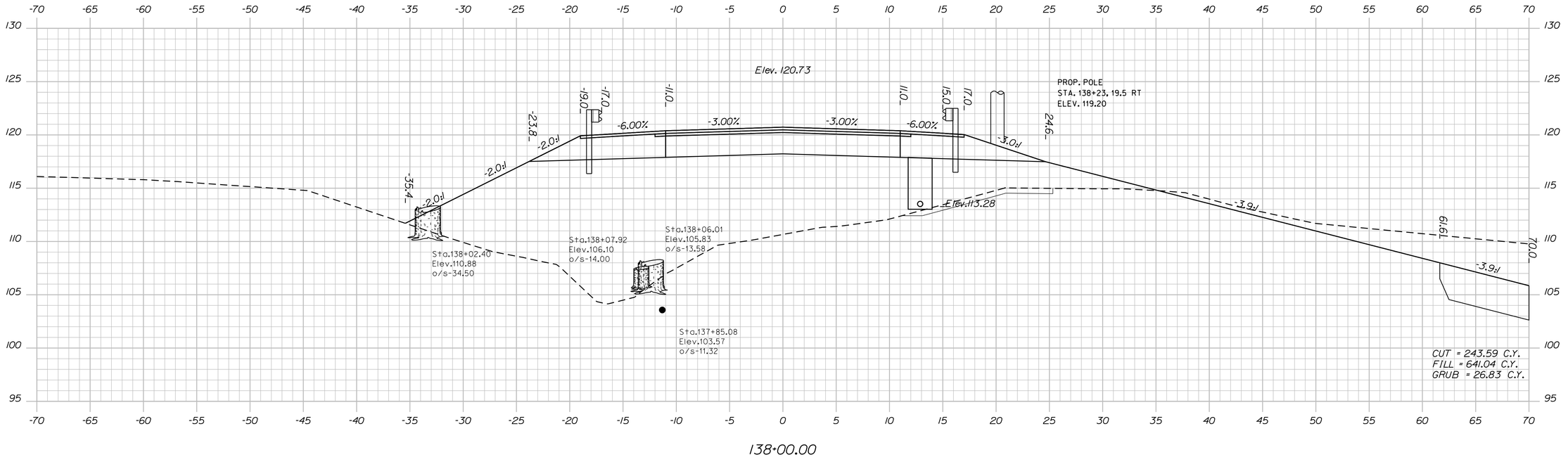
OF 149

Sta. 137+50.00 to Sta. 137+50.00

Filename: ...\mst01\107_Xsect2_137+50_088.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



138+00.00 (+1)



138+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$proj date1$
CHECKED-REVIEWED		-----	SIGNATURE
DESIGN2-DETAILED2	$designer2$	$detailer2$	$proj date2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$proj date3$
REVISIONS 1	------		$revdate1$ P.E. NUMBER
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$ DATE
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

DURHAM
ROUTE 136

CROSS SECTIONS

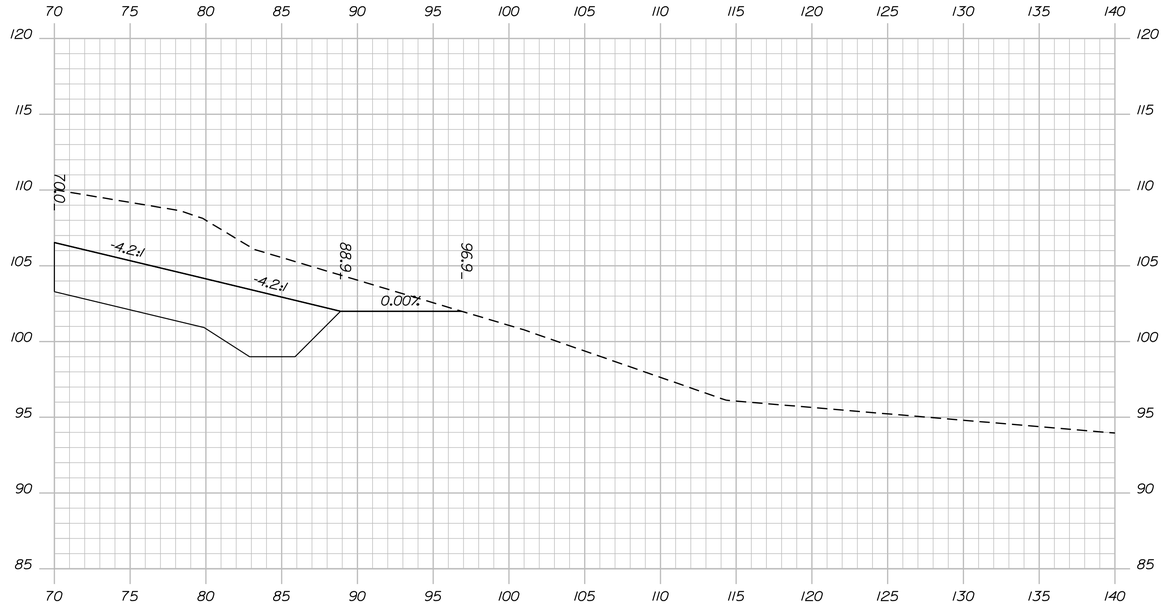
SHEET NUMBER

108

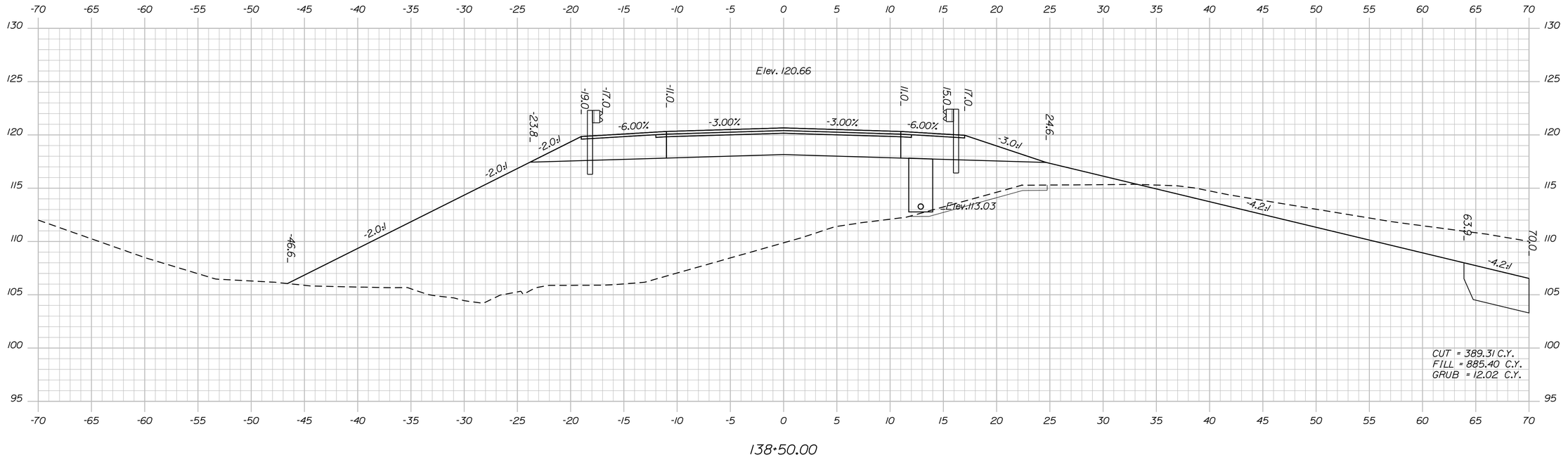
OF 149

Sta. 138+00.00 to Sta. 138+00.00

Filename: ...\mslo\108_Xsec12_138+00_089.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



138+50.00 (+1)



138+50.00

Sta. 138+50.00 to Sta. 138+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED		-----	SIGNATURE
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$
REVISIONS 1	------		$revdate1$ P.E. NUMBER
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$ DATE
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

DURHAM
ROUTE 136

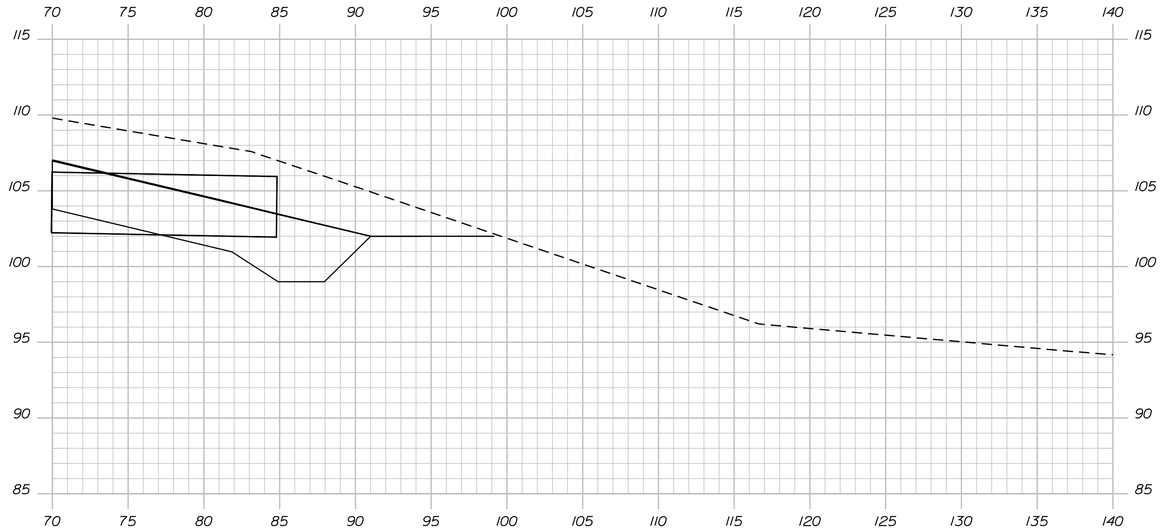
CROSS SECTIONS

SHEET NUMBER

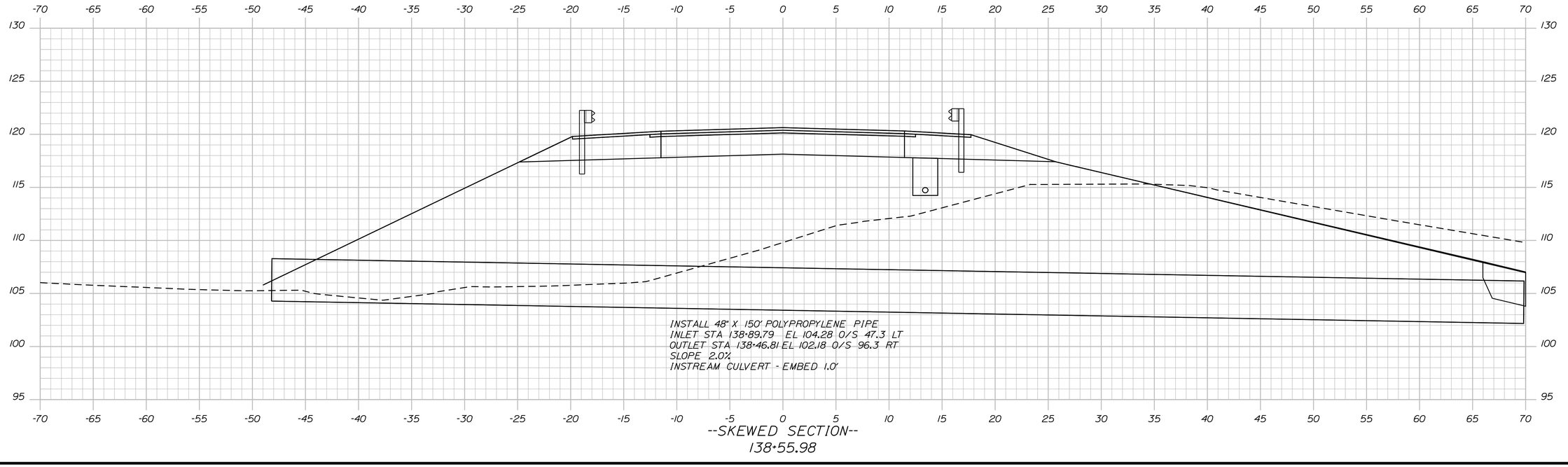
109

OF 149

Filename: ...\mst01\109_Xsect2_138+50_090.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



138+55.98 (+1)



--SKEWED SECTION--
138+55.98

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$		
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED	$designer2$	$detailer2$	$projdate2$
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$
REVISIONS 1	------	-----	$revdate1$
REVISIONS 2	------	-----	$revdate2$
REVISIONS 3	$revision3$	$revdate3$	
REVISIONS 4	$revision4$	$revdate4$	
FIELD CHANGES	$fieldchange$		$fielddate$

SIGNATURE

P.E. NUMBER

DATE

DURHAM
ROUTE 136

CROSS SECTIONS

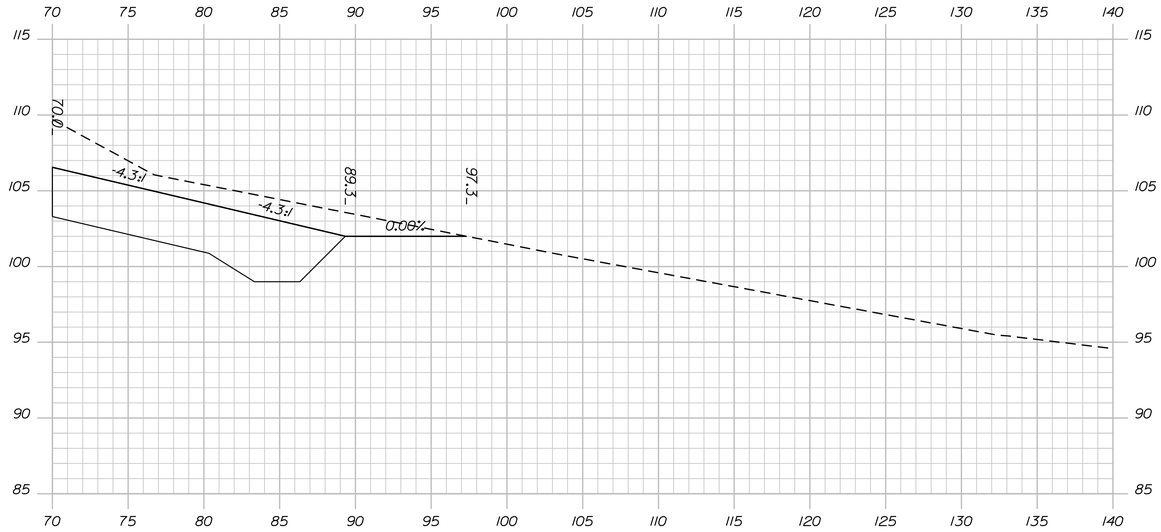
SHEET NUMBER

110

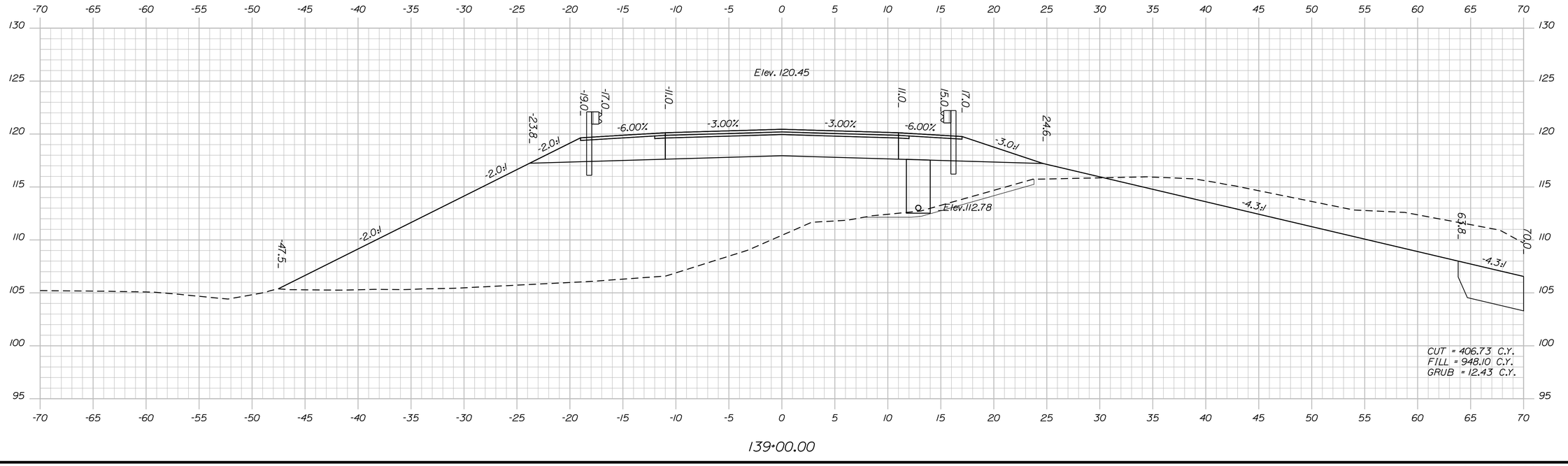
OF 149

Sta. 138+55.98 to Sta. 138+55.98

Filename: ...\mst01\110_Xsect2_138+55_091.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



139+00.00 (+1)



139+00.00

Sta. 139+00.00 to Sta. 139+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$
REVISIONS 1	------		$revdate1$
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

SIGNATURE

P.E. NUMBER

DATE

DURHAM
ROUTE 136

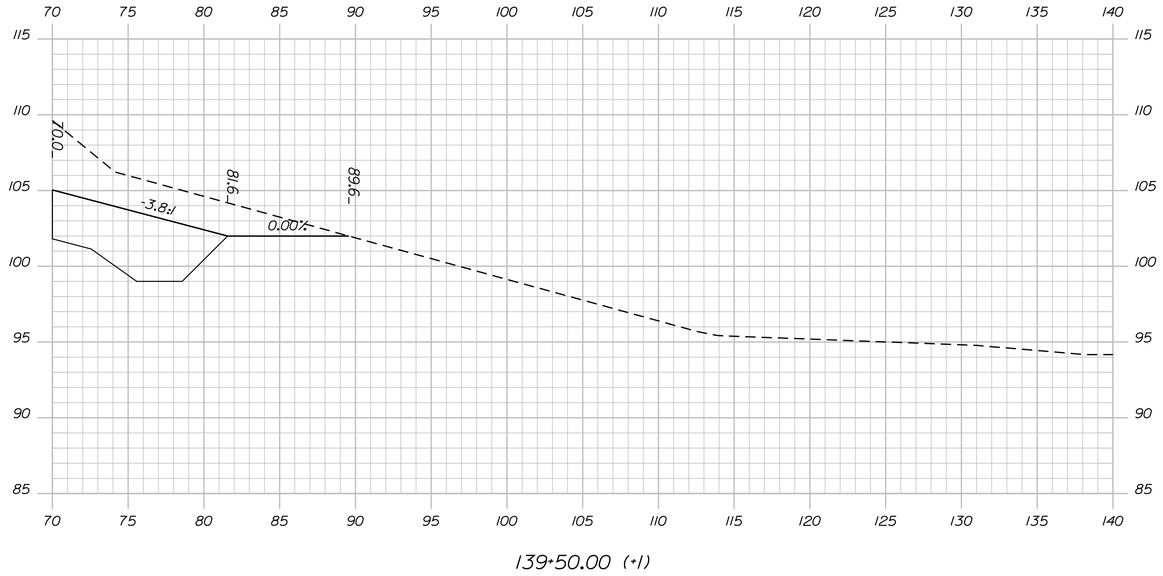
CROSS SECTIONS

SHEET NUMBER

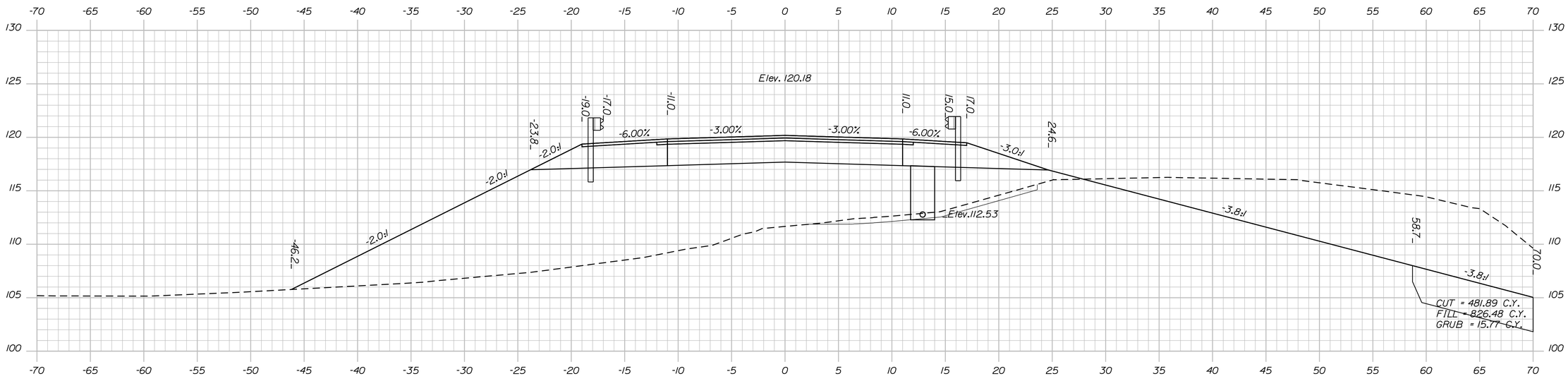
111

OF 149

Filename: ...\mst01\111_Xsect2_139+00_092.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



139+50.00 (+1)



139+50.00

Sta. 139+50.00 to Sta. 139+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$proj date1$
CHECKED-REVIEWED	$designer2$	$detailer2$	$proj date2$
DESIGN2-DETAILED2	$designer2$	$detailer2$	$proj date2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$proj date3$
REVISIONS 1	$revision1$	$revdate1$	P.E. NUMBER
REVISIONS 2	$revision2$	$revdate2$	
REVISIONS 3	$revision3$	$revdate3$	SIGNATURE
REVISIONS 4	$revision4$	$revdate4$	DATE
FIELD CHANGES	$fieldchange$	$fielddate$	

DURHAM
ROUTE 136

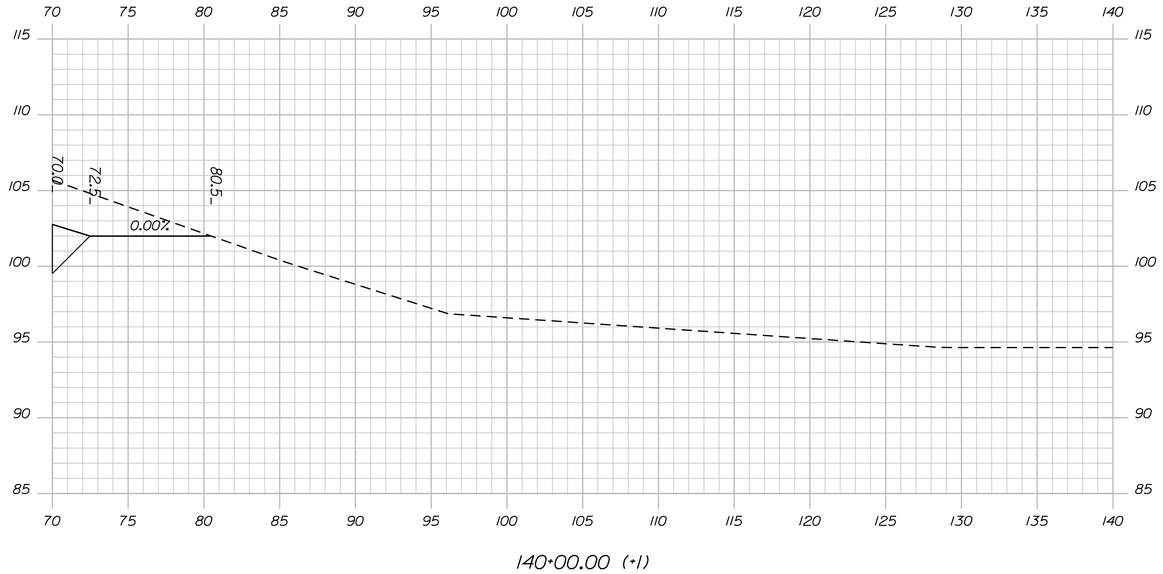
CROSS SECTIONS

SHEET NUMBER

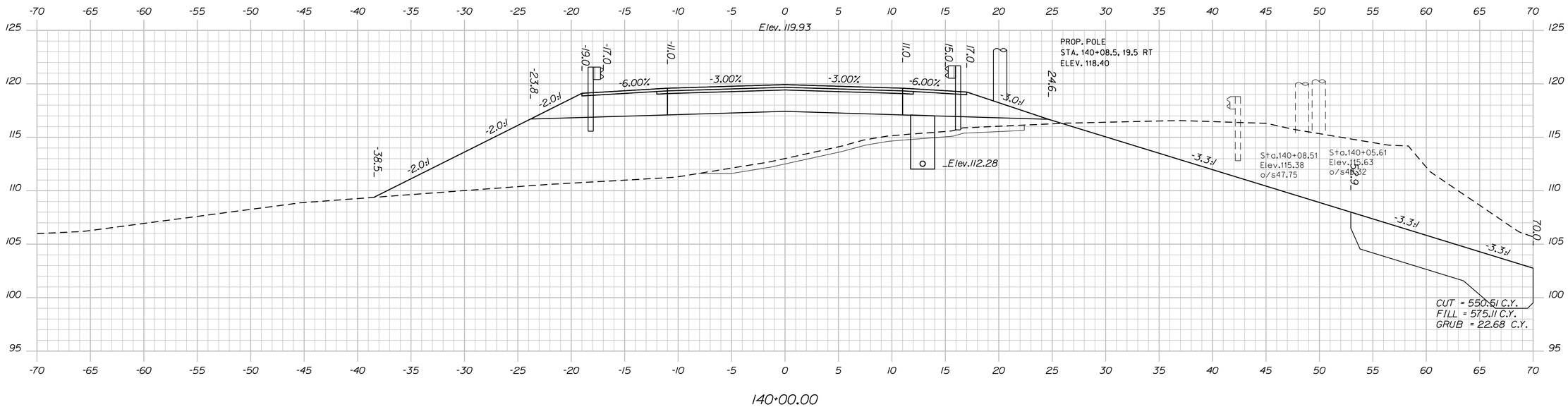
112

OF 149

Filename: ...\msta\112_Xsect2_139+50_093.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



140+00.00 (+1)



140+00.00

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$prodate1$
CHECKED-REVIEWED	$designer2$	$detailer2$	$prodate2$ SIGNATURE
DESIGN2-DETAILED2	$designer2$	$detailer2$	$prodate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$prodate3$
REVISIONS 1	$revision1$	$revdate1$	P.E. NUMBER
REVISIONS 2	$revision2$	$revdate2$	
REVISIONS 3	$revision3$	$revdate3$	DATE
REVISIONS 4	$revision4$	$revdate4$	
FIELD CHANGES	$fieldchange$	$fielddate$	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

CROSS SECTIONS

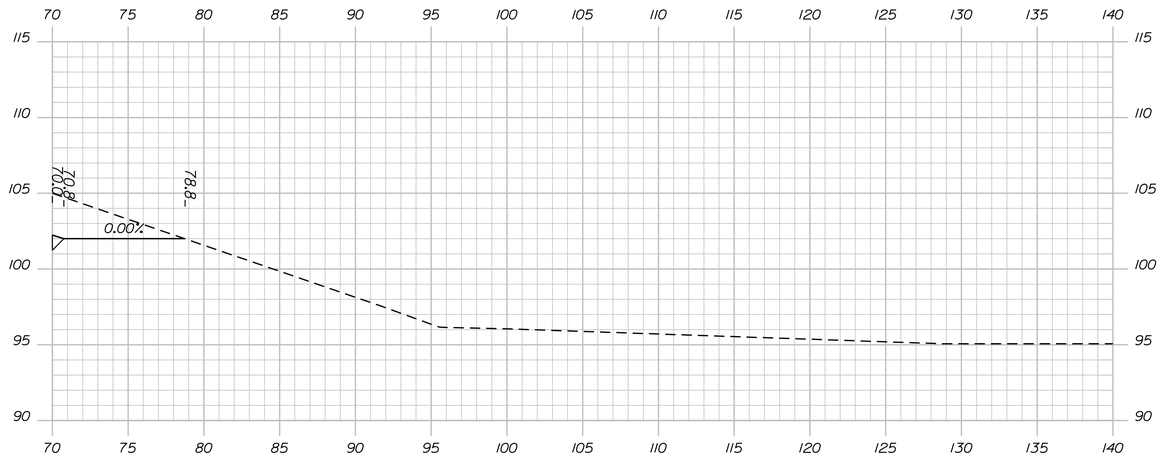
SHEET NUMBER

113

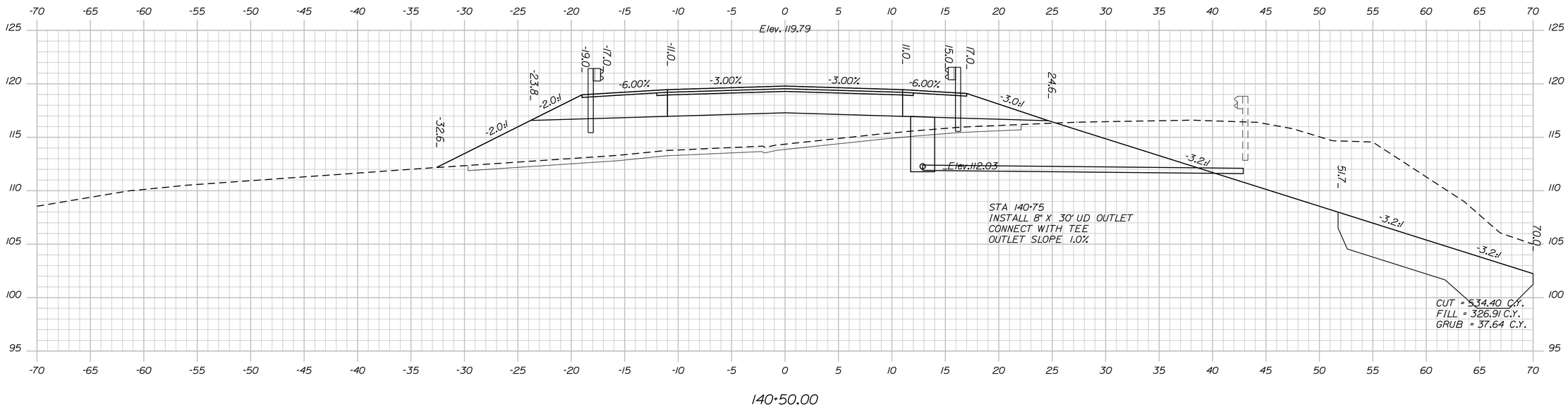
OF 149

Sta. 140+00.00 to Sta. 140+00.00

Username: robert.k.betz Date:12/6/2013
Division: HIGHWAY
Filename: ...\msta\113_Xsect2_140+00_094.dgn



140+50.00 (+1)



140+50.00

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED		-----	
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$
REVISIONS 1	------	$revdate1$	P.E. NUMBER
REVISIONS 2	------	$revdate2$	
REVISIONS 3	$revision3$	$revdate3$	DATE
REVISIONS 4	$revision4$	$revdate4$	SIGNATURE
FIELD CHANGES	$fieldchange$	$fielddate$	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

CROSS SECTIONS

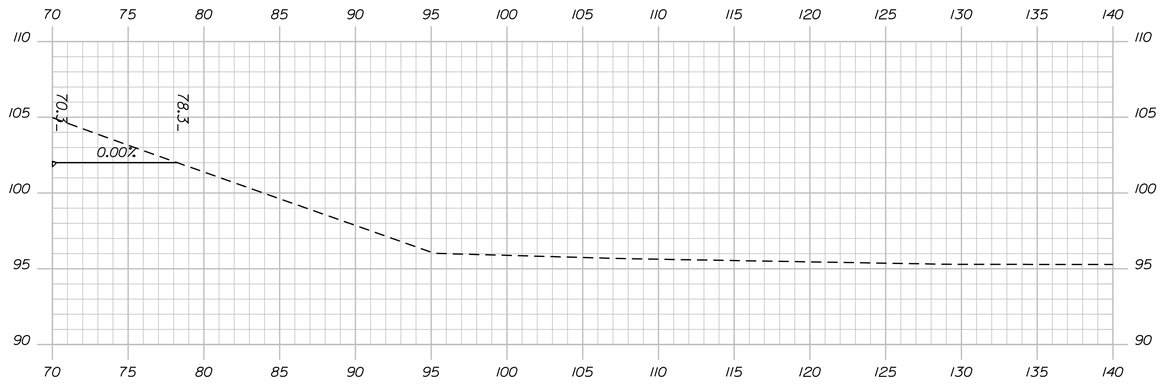
SHEET NUMBER

114

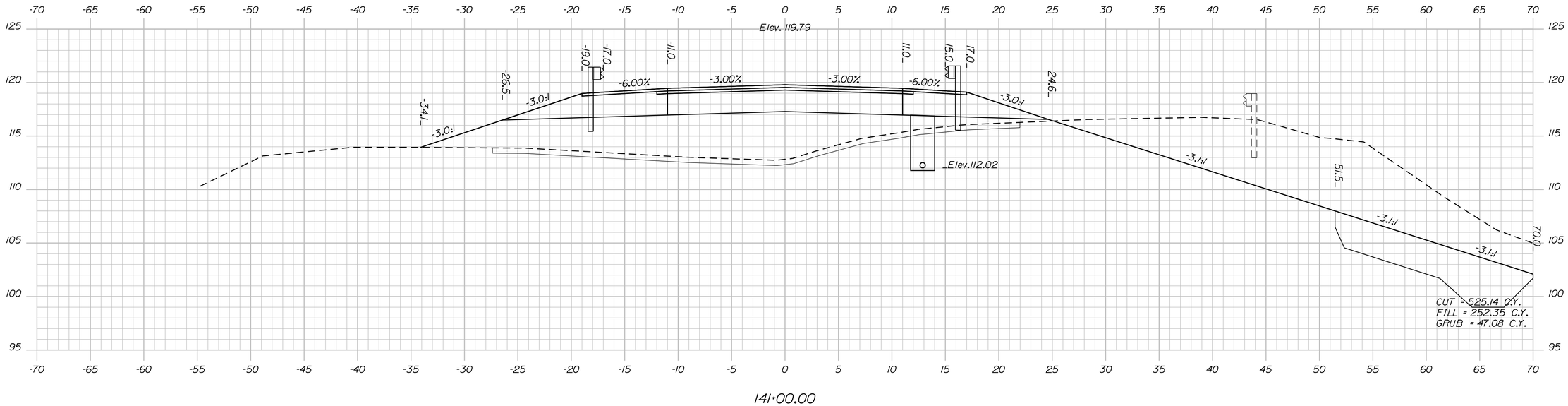
OF 149

Sta. 140+50.00 to Sta. 140+50.00

Filename: ...\msto\114_Xsect2_140+50_095.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



141+00.00 (+1)



141+00.00

Sta. 141+00.00 to Sta. 141+00.00

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$proj.date1$
CHECKED-REVIEWED		-----	$proj.date2$
DESIGN2-DETAILED2	$designer2$	$detailer2$	$proj.date2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$proj.date3$
REVISIONS 1	------	-----	$revdate1$
REVISIONS 2	------	-----	$revdate2$
REVISIONS 3	$revision3$	-----	$revdate3$
REVISIONS 4	$revision4$	-----	$revdate4$
FIELD CHANGES	$fieldchange$	-----	$fielddate$

SIGNATURE

P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

CROSS SECTIONS

SHEET NUMBER

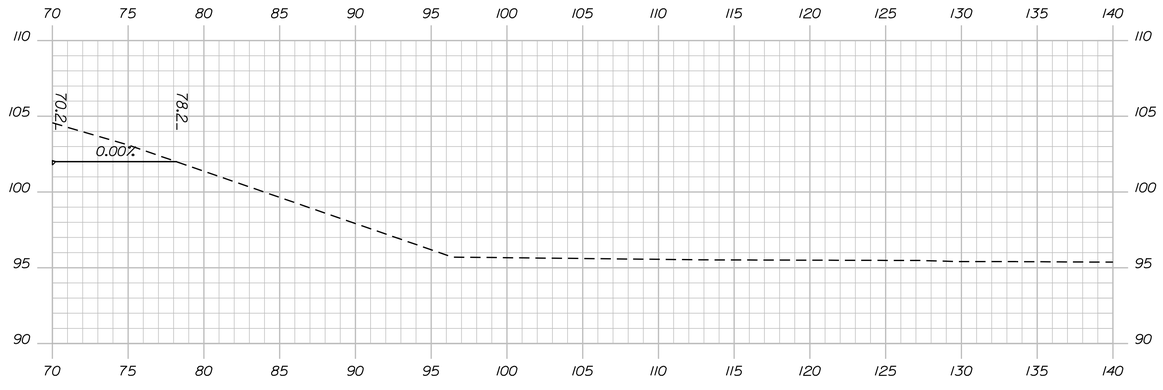
115

OF 149

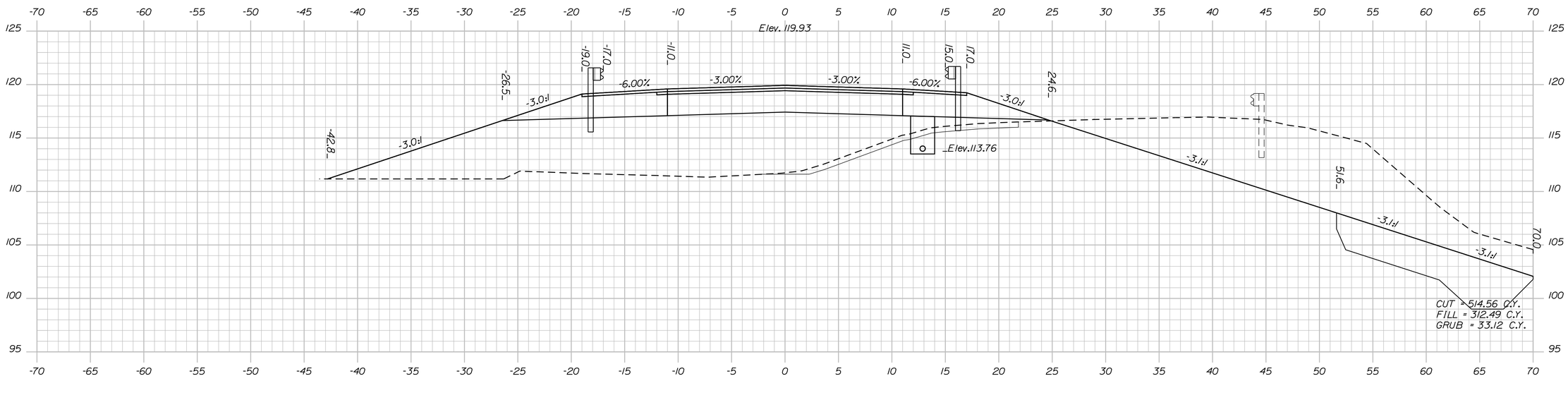
Username: robert.k.beltz Date:12/6/2013

Division: HIGHWAY

Filename: ...\msta\115_Xsect2_141+00_096.dgn



141+50.00 (+1)



141+50.00

Sta. 141+50.00 to Sta. 141+50.00

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$proj date1$
CHECKED-REVIEWED		-----	-----
DESIGN2-DETAILED2	$designer2$	$detailer2$	$proj date2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$proj date3$
REVISIONS 1	------		$revdate1$
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fieldate$

SIGNATURE

P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

CROSS SECTIONS

SHEET NUMBER

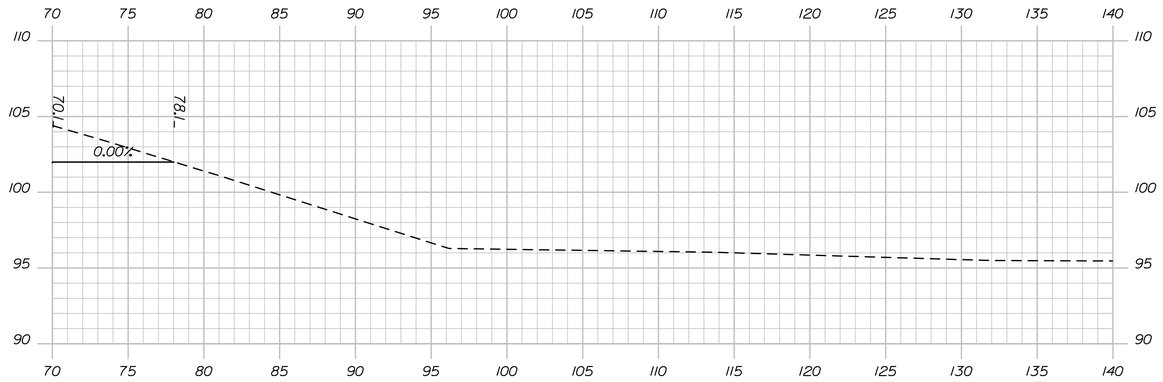
116

OF 149

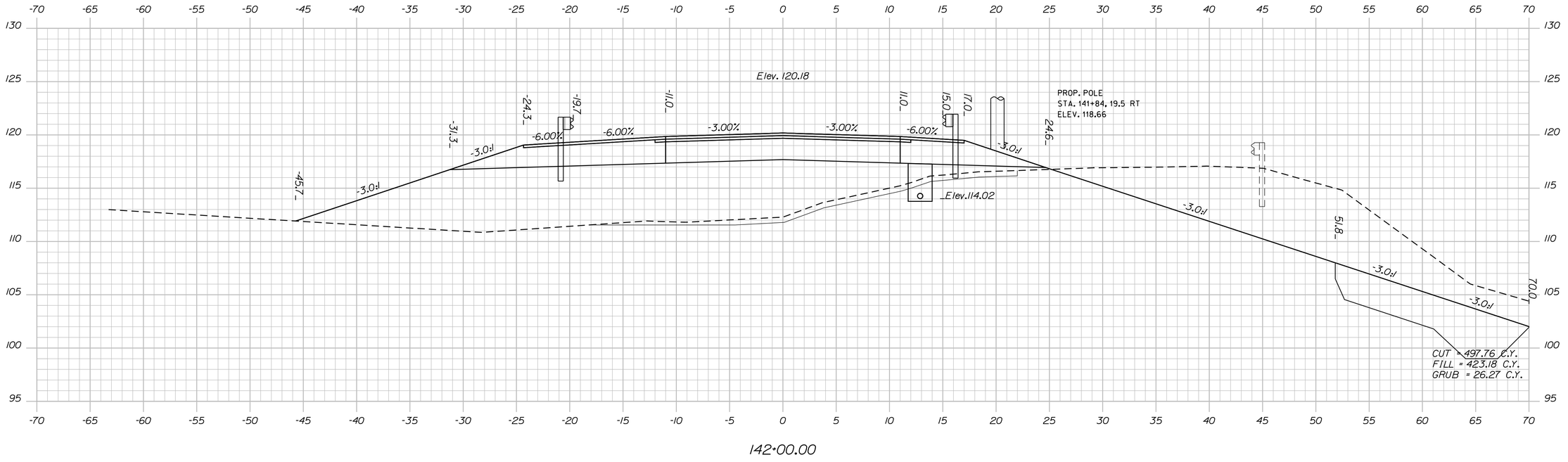
Username: robert.k.belz Date:12/6/2013

Division: HIGHWAY

Filename: ...\msto\116_Xsect2_141+50_097.dgn



142+00.00 (+1)



142+00.00

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$proj date1$
CHECKED-REVIEWED		-----	
DESIGN2-DETAILED2	$designer2$	$detailer2$	$proj date2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$proj date3$
REVISIONS 1	------		$revdate1$
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

SIGNATURE

P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

CROSS SECTIONS

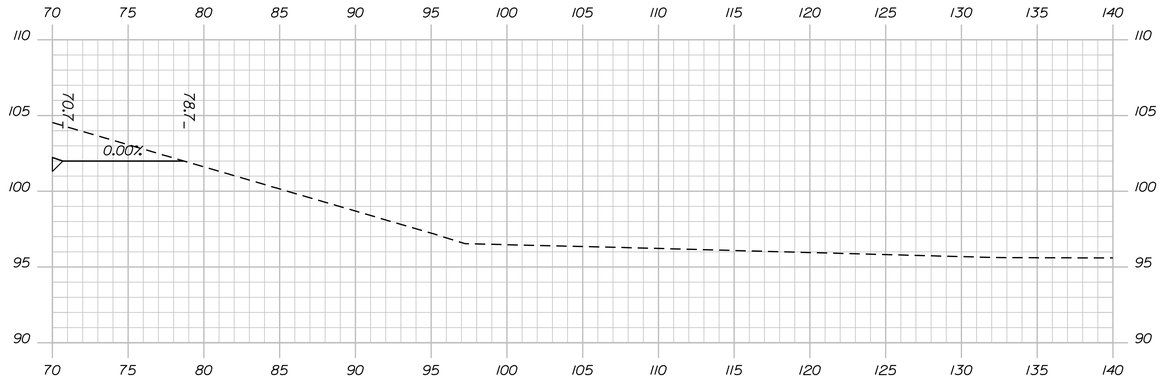
SHEET NUMBER

117

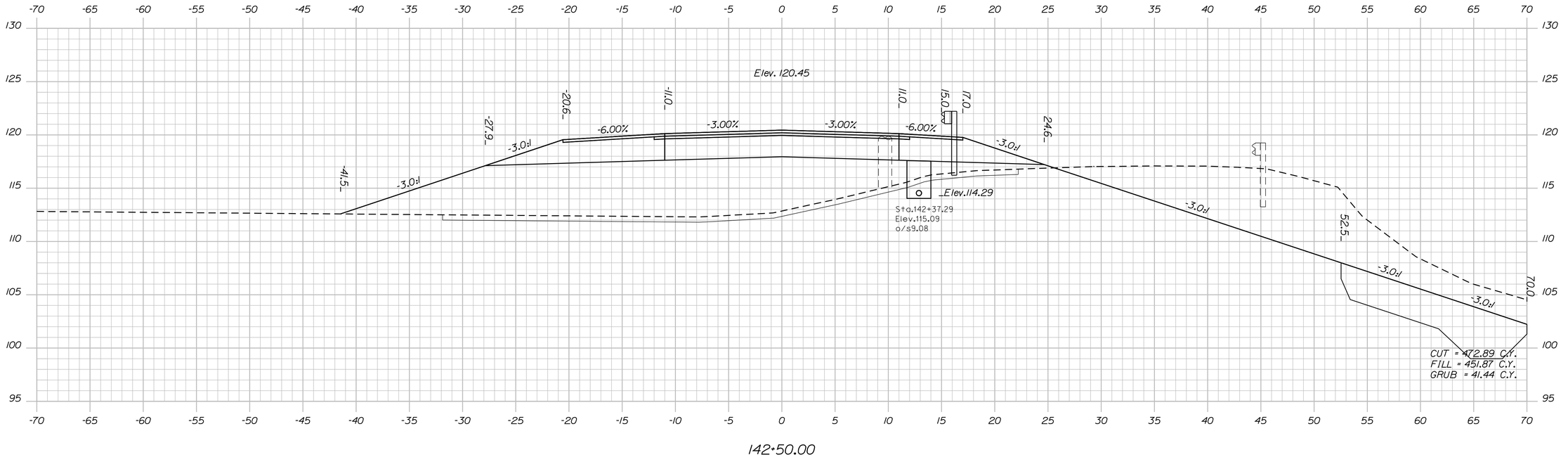
OF 149

Sta. 142+00.00 to Sta. 142+00.00

Filename: ...\mst01\117_Xsect2_142+00_098.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



142+50.00 (+1)



142+50.00

Sta. 142+50.00 to Sta. 142+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$
REVISIONS 1	------	------	$revdate1$
REVISIONS 2	------	------	$revdate2$
REVISIONS 3	$revision3$	------	$revdate3$
REVISIONS 4	$revision4$	------	$revdate4$
FIELD CHANGES	$fieldchange$	------	$fielddate$

SIGNATURE

P.E. NUMBER

DATE

DURHAM
ROUTE 136

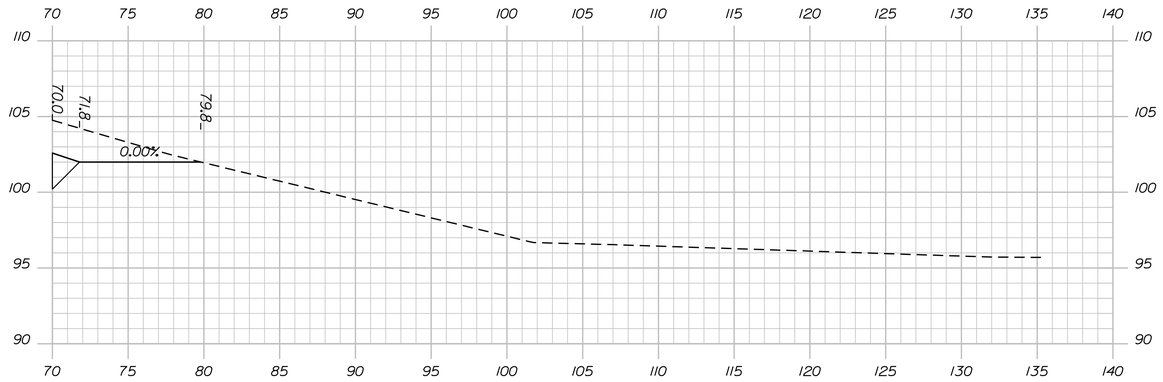
CROSS SECTIONS

SHEET NUMBER

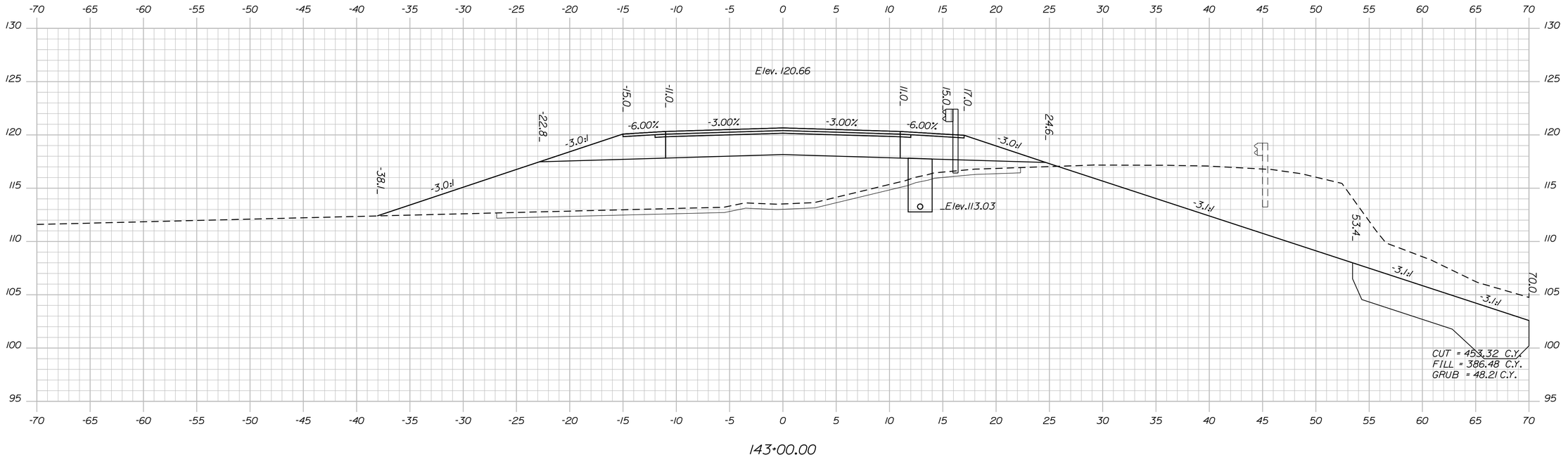
118

OF 149

Filename: ...\mslo\118_Xsect2_142+50_099.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



143+00.00 (+1)



143+00.00

Sta. 143+00.00 to Sta. 143+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$prodate1$
CHECKED-REVIEWED	-----	-----	SIGNATURE
DESIGN2-DETAILED2	$designer2$	$detailer2$	$prodate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$prodate3$
REVISIONS 1	------		$revdate1$ P.E. NUMBER
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$
REVISIONS 4	$revision4$		$revdate4$ DATE
FIELD CHANGES	$fieldchange$		$fielddate$

DURHAM
ROUTE 136

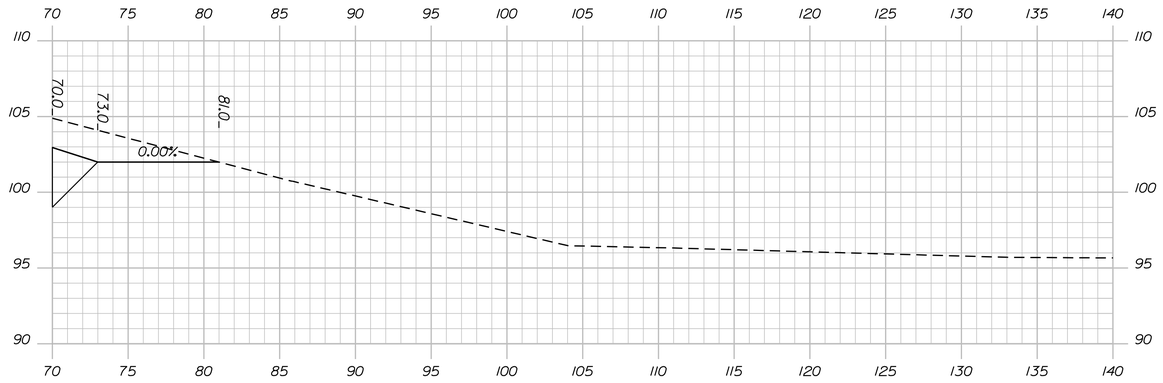
CROSS SECTIONS

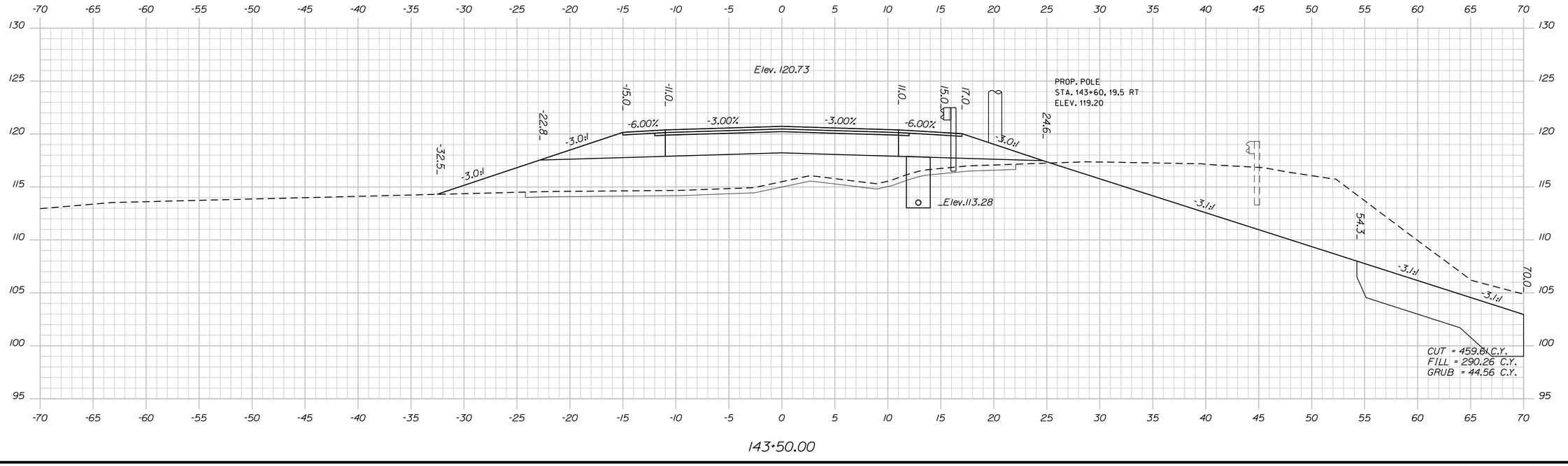
SHEET NUMBER

119

OF 149

Filename: ...\msta\119_Xsect2_143+00_100.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013





PROJ. MANAGER	$PROJMANAGER$		
DESIGN-DETAILED	$designer1$	$detailer1$	$prodate1$
CHECKED-REVIEWED		-----	
DESIGN2-DETAILED2	$designer2$	$detailer2$	$prodate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$prodate3$
REVISIONS 1	------		$revdate1$
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

CROSS SECTIONS

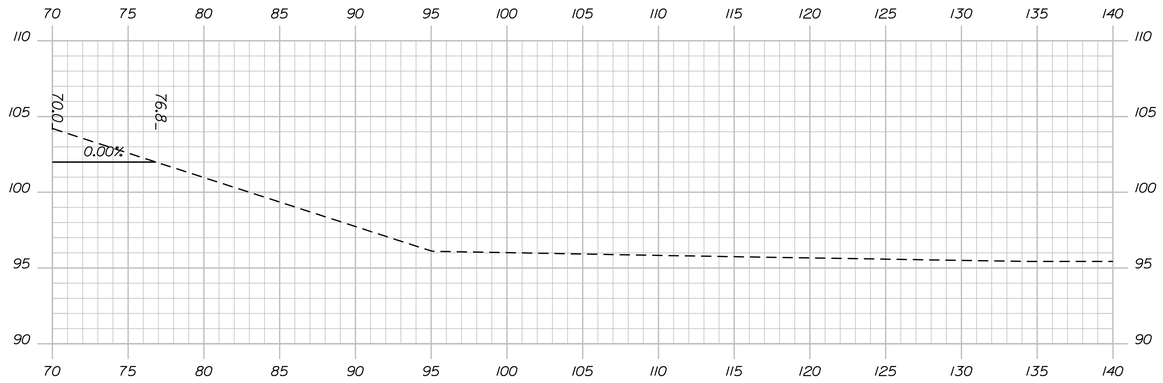
SHEET NUMBER

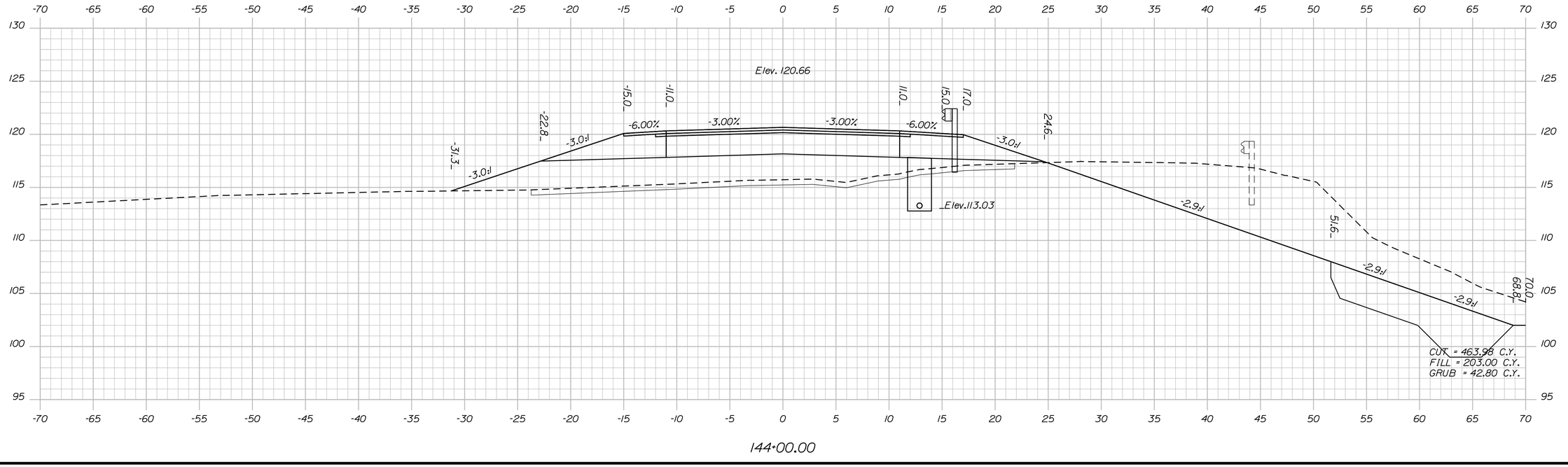
120

OF 149

Sta. 143+50.00 to Sta. 143+50.00

Filename: ...\mst01\120_Xsect2_143+50_101.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013





PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$proj date1$
CHECKED-REVIEWED		-----	
DESIGN2-DETAILED2	$designer2$	$detailer2$	$proj date2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$proj date3$
REVISIONS 1	------		$revdate1$
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

SIGNATURE

P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

CROSS SECTIONS

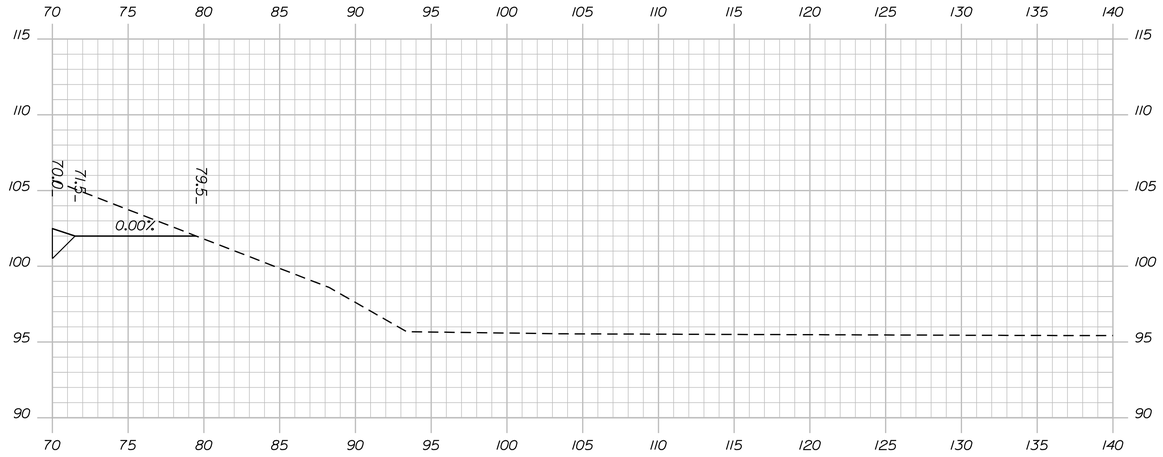
SHEET NUMBER

121

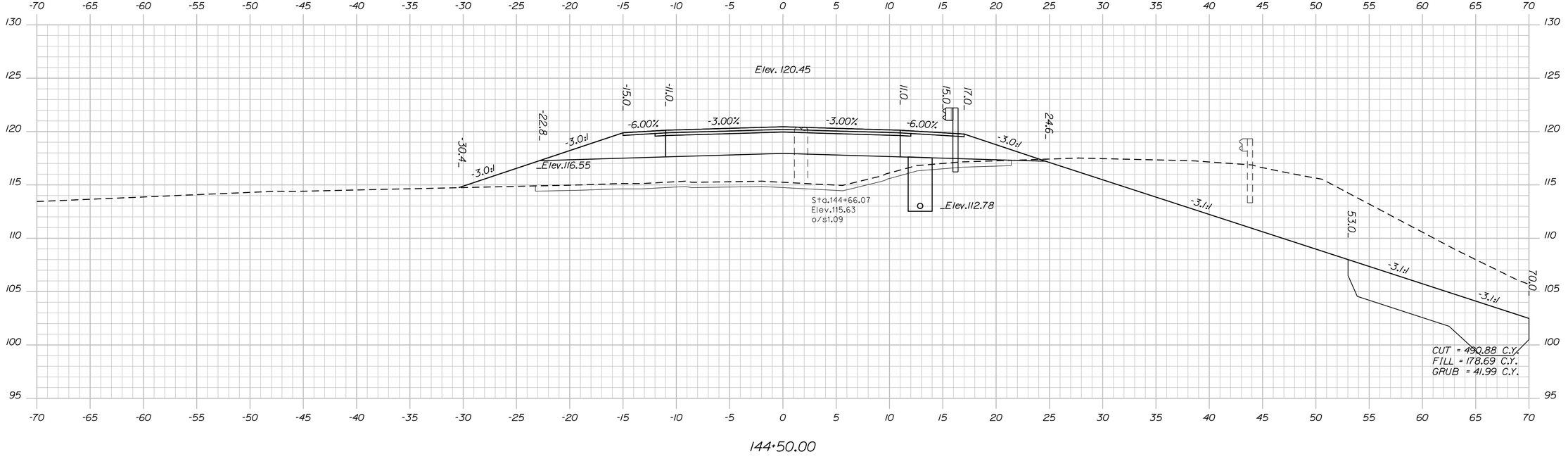
OF 149

Sta. 144+00.00 to Sta. 144+00.00

Filename: ...\msta\121_Xsect2_144+00_102.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



144+50.00 (+1)



144+50.00

Sta. 144+50.00 to Sta. 144+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE	
DESIGN-DETAILED	$designer1$	$detailer1$	$proj date1$	
CHECKED-REVIEWED		-----		SIGNATURE
DESIGN2-DETAILED2	$designer2$	$detailer2$	$proj date2$	
DESIGN3-DETAILED3	$designer3$	$detailer3$	$proj date3$	
REVISIONS 1	------		$revdate1$	P.E. NUMBER
REVISIONS 2	------		$revdate2$	
REVISIONS 3	$revision3$		$revdate3$	
REVISIONS 4	$revision4$		$revdate4$	DATE
FIELD CHANGES	$fieldchange$		$fielddate$	

DURHAM
ROUTE 136

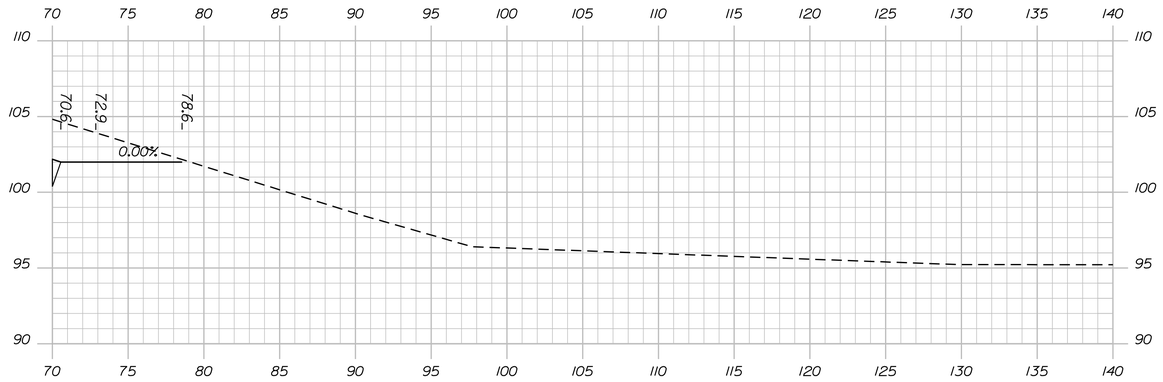
CROSS SECTIONS

SHEET NUMBER

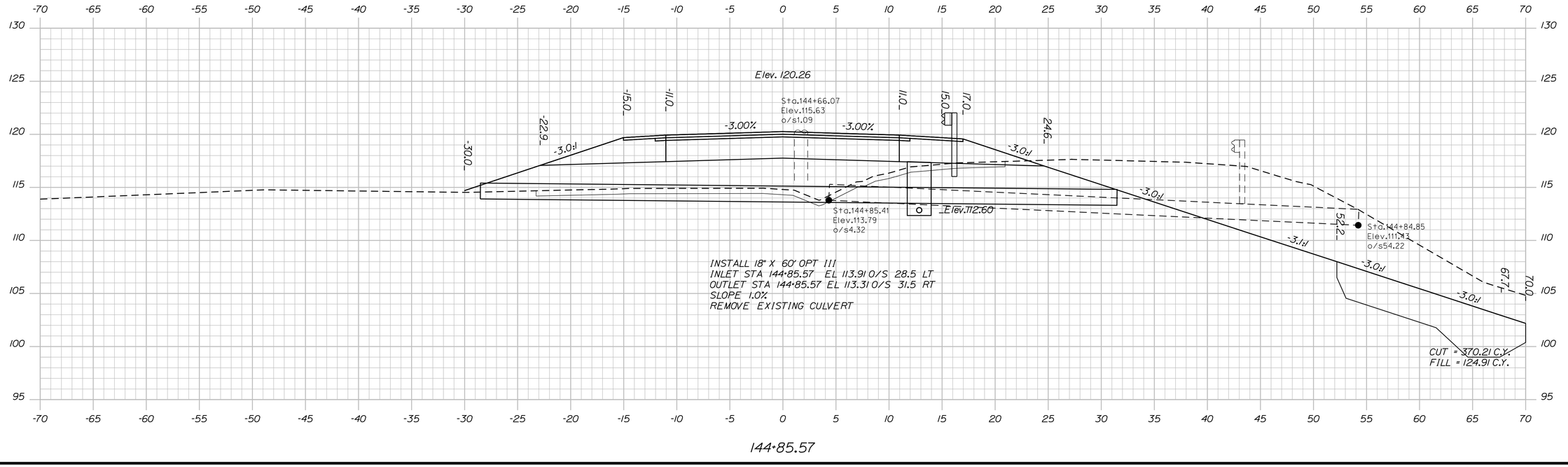
122

OF 149

Filename: ...\mslo\122_Xsect2_144+50_103.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



144+85.57 (+1)



144+85.57

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$prodate1$
CHECKED-REVIEWED		-----	
DESIGN2-DETAILED2	$designer2$	$detailer2$	$prodate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$prodate3$
REVISIONS 1	------	$revdate1$	P.E. NUMBER
REVISIONS 2	------	$revdate2$	
REVISIONS 3	$revision3$	$revdate3$	
REVISIONS 4	$revision4$	$revdate4$	DATE
FIELD CHANGES	$fieldchange$	$fielddate$	

SIGNATURE

DURHAM
ROUTE 136

CROSS SECTIONS

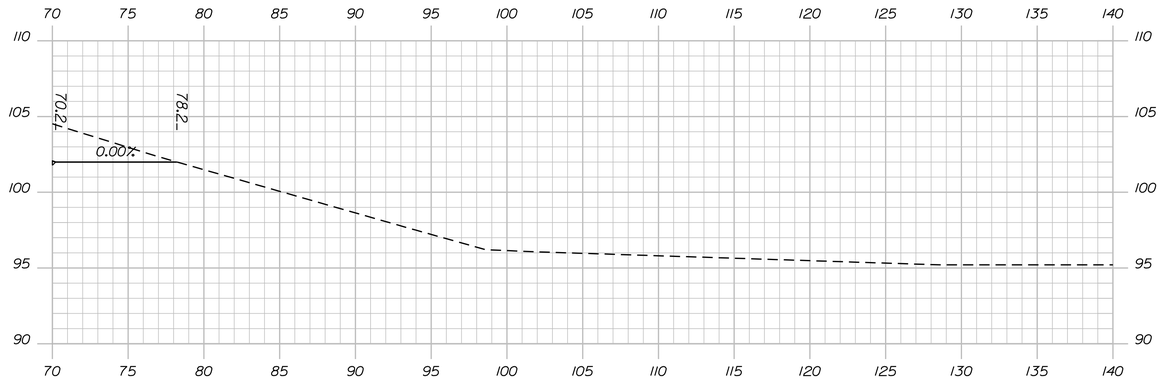
SHEET NUMBER

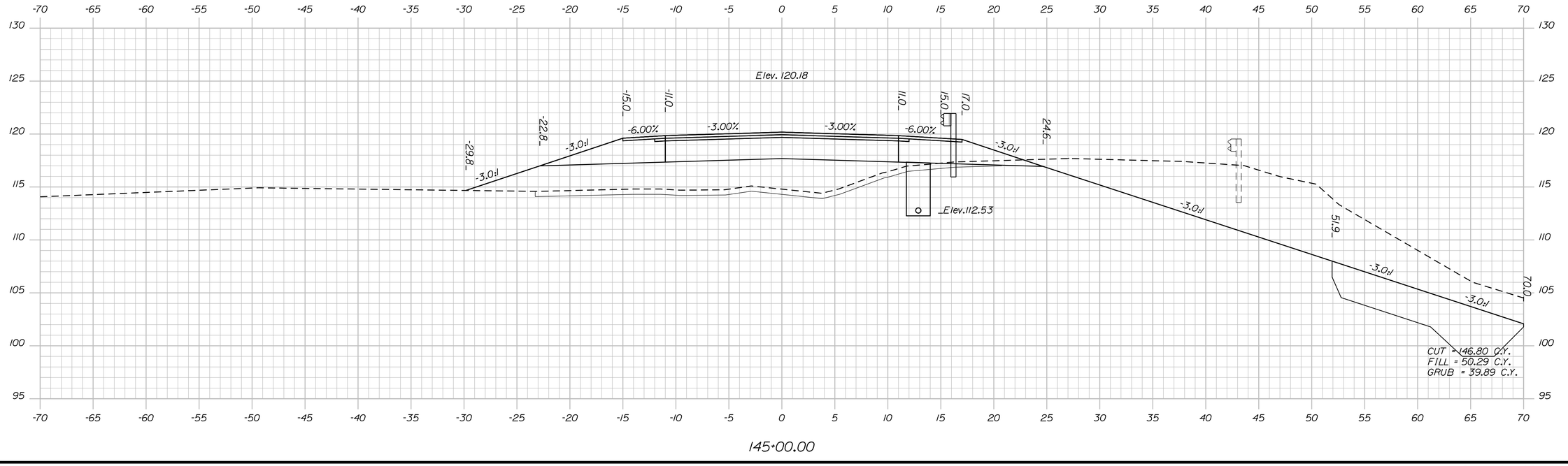
123

OF 149

Sta. 144+85.57 to Sta. 144+85.57

Filename: ...\mslo\123_Xsect2_144+85_104.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013





PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$proj date1$
CHECKED-REVIEWED		-----	
DESIGN2-DETAILED2	$designer2$	$detailer2$	$proj date2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$proj date3$
REVISIONS 1	------		$revdate1$
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

SIGNATURE

P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

CROSS SECTIONS

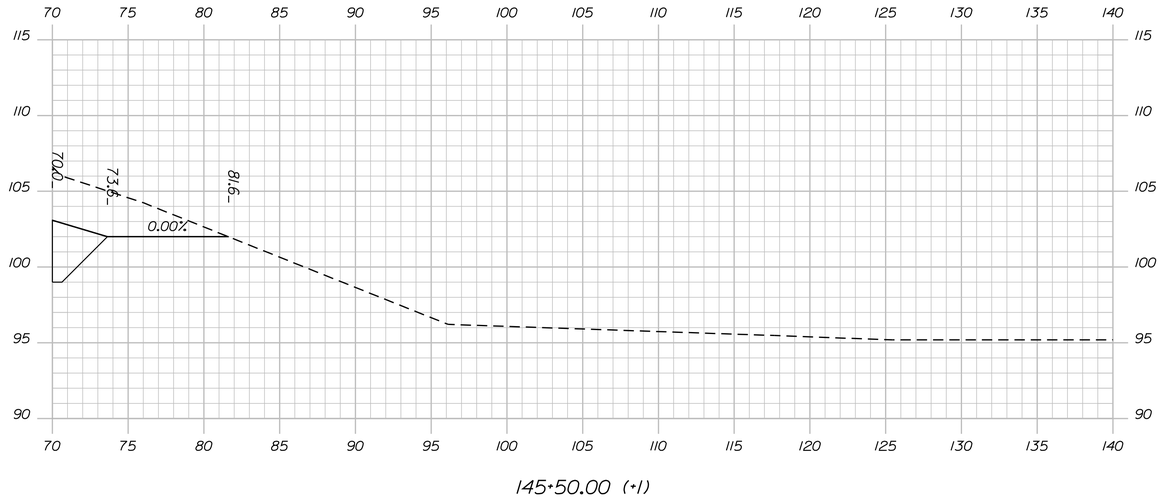
SHEET NUMBER

124

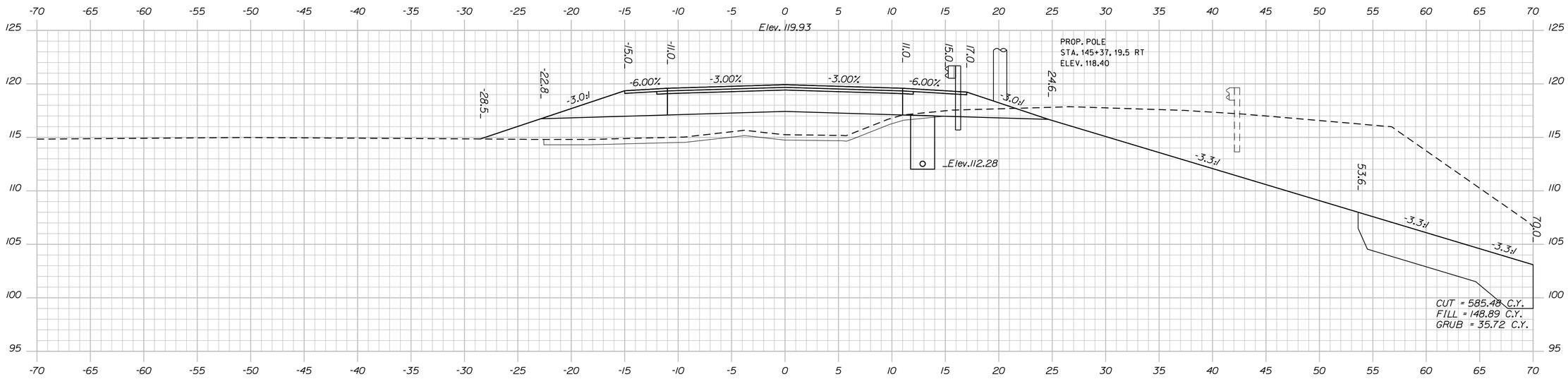
OF 149

Sta. 145+00.00 to Sta. 145+00.00

Filename: ...\mst01\124_Xsect2_145+00_105.dgn Division: HIGHWAY Date:12/6/2013 Username: robert.k.betz



145+50.00 (+1)



145+50.00

PROJ. MANAGER	$PROJMANAGER$		
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED		-----	-----
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$
REVISIONS 1	------	$revdate1$	P.E. NUMBER
REVISIONS 2	------	$revdate2$	
REVISIONS 3	$revision3$	$revdate3$	DATE
REVISIONS 4	$revision4$	$revdate4$	SIGNATURE
FIELD CHANGES	$fieldchange$	$fielddate$	

STATE OF MAINE
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STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

CROSS SECTIONS

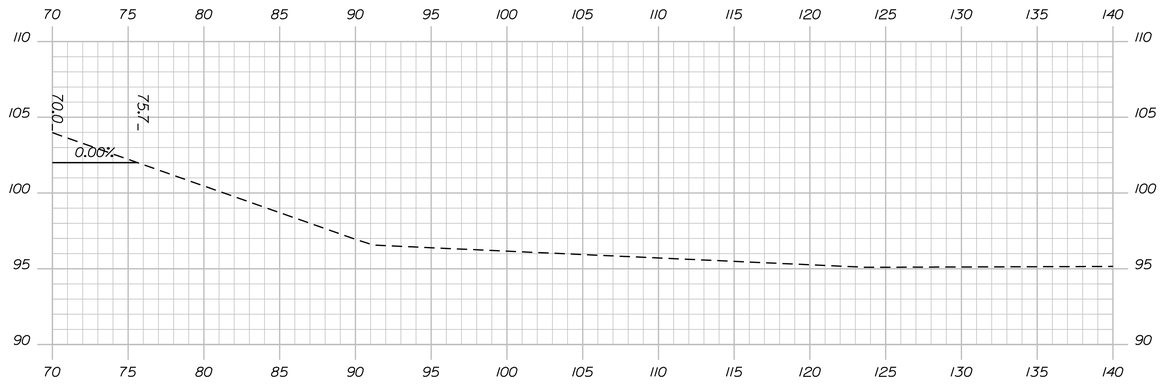
SHEET NUMBER

125

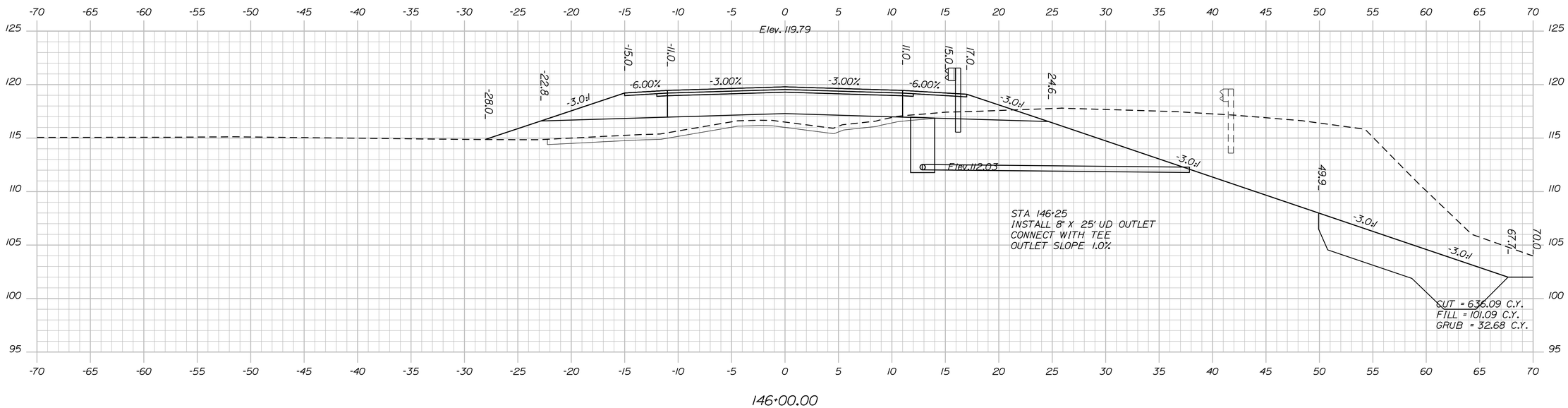
OF 149

Sta. 145+50.00 to Sta. 145+50.00

Filename: ...\mst01\125_Xsect2_145+50_106.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



146+00.00 (+1)



146+00.00

PROJ. MANAGER	#PROJMANAGER#	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$prodate1$
CHECKED-REVIEWED		-----	-----
DESIGN2-DETAILED2	$designer2$	$detailer2$	$prodate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$prodate3$
REVISIONS 1	------	$revdate1$	P.E. NUMBER
REVISIONS 2	------	$revdate2$	
REVISIONS 3	$revision3$	$revdate3$	DATE
REVISIONS 4	$revision4$	$revdate4$	
FIELD CHANGES	$fieldchange$	$fieldate$	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

CROSS SECTIONS

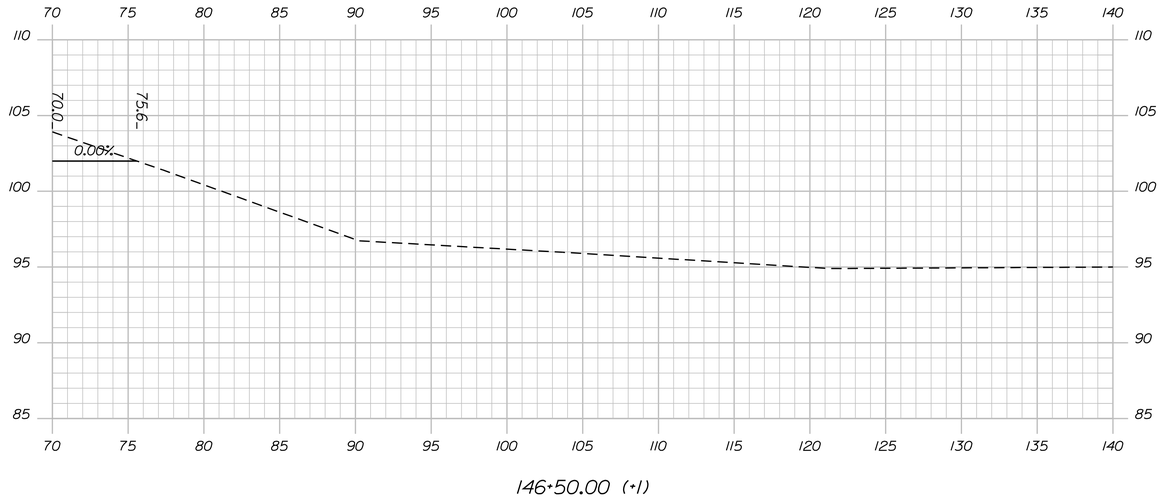
SHEET NUMBER

126

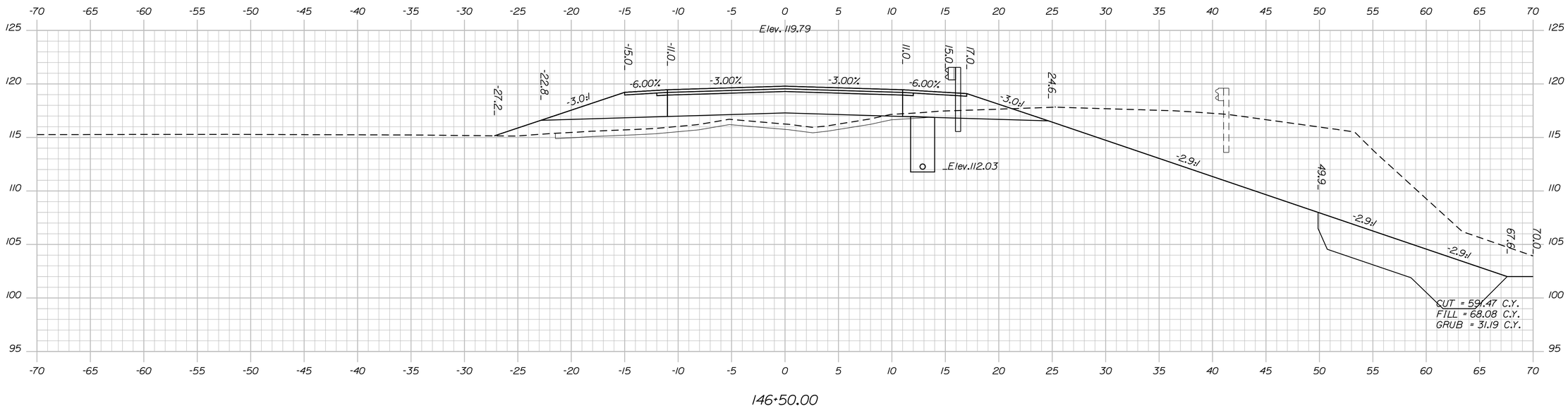
OF 149

Sta. 146+00.00 to Sta. 146+00.00

Username: robert.k.betz Date:12/6/2013 Division: HIGHWAY Filename: ...\mst01\126_Xsect2_146+00_107.dgn



146+50.00 (+1)



146+50.00

Sta. 146+50.00 to Sta. 146+50.00

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$prodate1$
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	$designer2$	$detailer2$	$prodate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$prodate3$
REVISIONS 1	------	------	$revdate1$
REVISIONS 2	------	------	$revdate2$
REVISIONS 3	$revision3$	$revdate3$	
REVISIONS 4	$revision4$	$revdate4$	
FIELD CHANGES	$fieldchange$	$fielddate$	

SIGNATURE

P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

CROSS SECTIONS

SHEET NUMBER

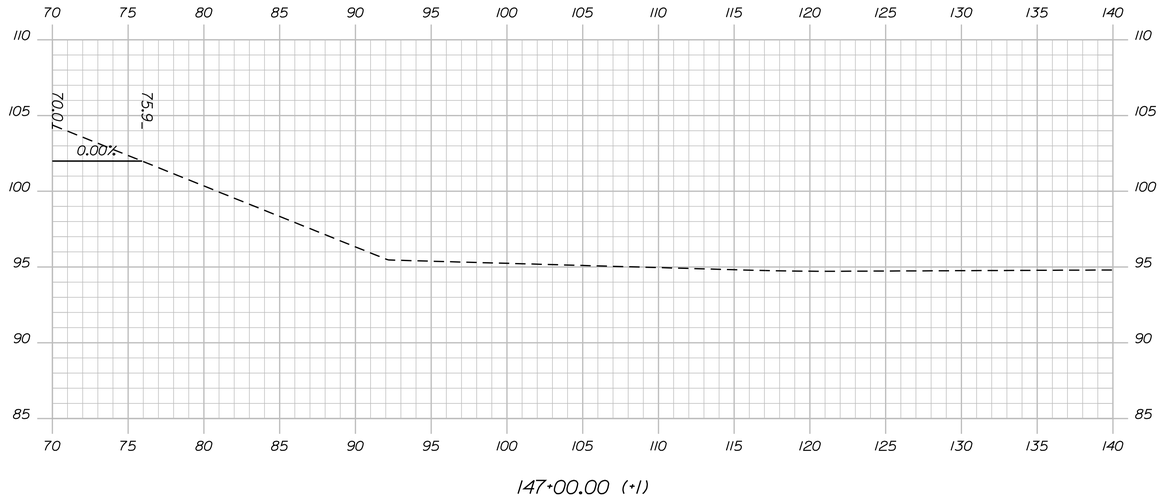
127

OF 149

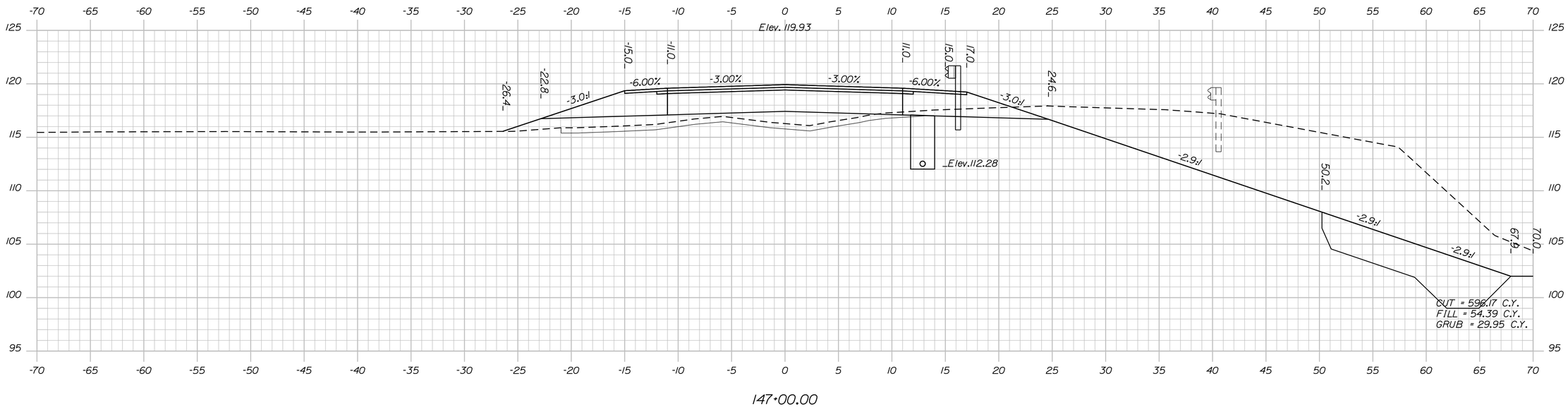
Username: robert.k.betz Date:12/6/2013

Division: HIGHWAY

Filename: ...\mst01\127_Xsect2_146+50_108.dgn



147+00.00 (+1)



147+00.00

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED		-----	
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$
REVISIONS 1	------	$revdate1$	P.E. NUMBER
REVISIONS 2	------	$revdate2$	
REVISIONS 3	$revision3$	$revdate3$	DATE
REVISIONS 4	$revision4$	$revdate4$	
FIELD CHANGES	$fieldchange$	$fielddate$	

STATE OF MAINE
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PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

CROSS SECTIONS

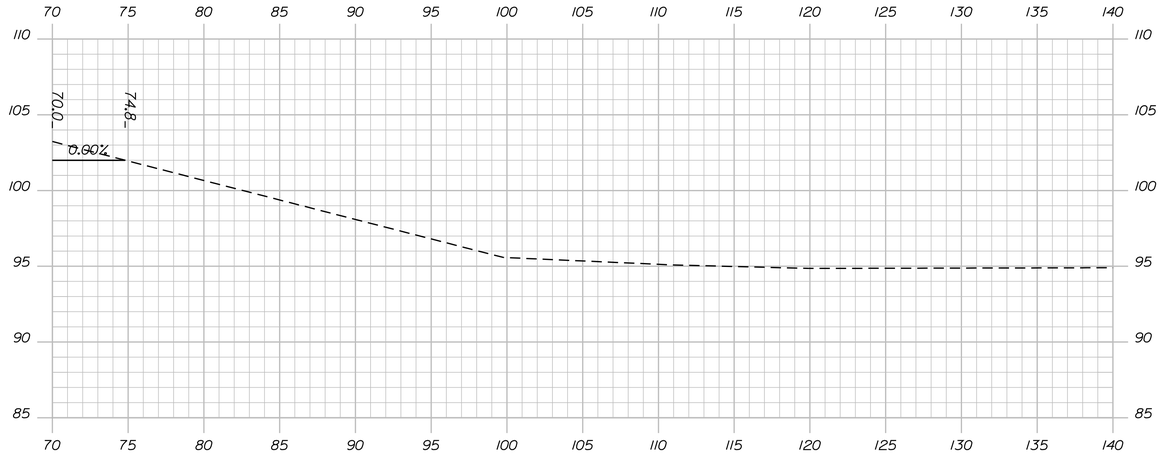
SHEET NUMBER

128

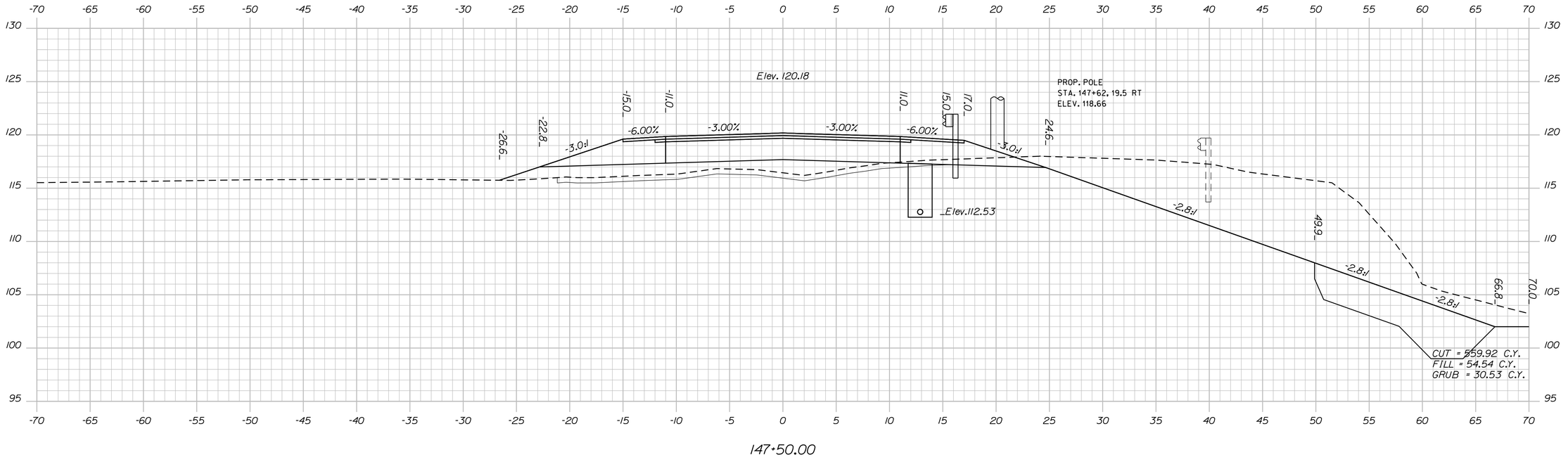
OF 149

Sta. 147+00.00 to Sta. 147+00.00

Filename: ...\mst01\128_Xsect2_147+00_109.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



147+50.00 (+1)



147+50.00

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED		-----	
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$
REVISIONS 1	------		$revdate1$
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

SIGNATURE

P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

CROSS SECTIONS

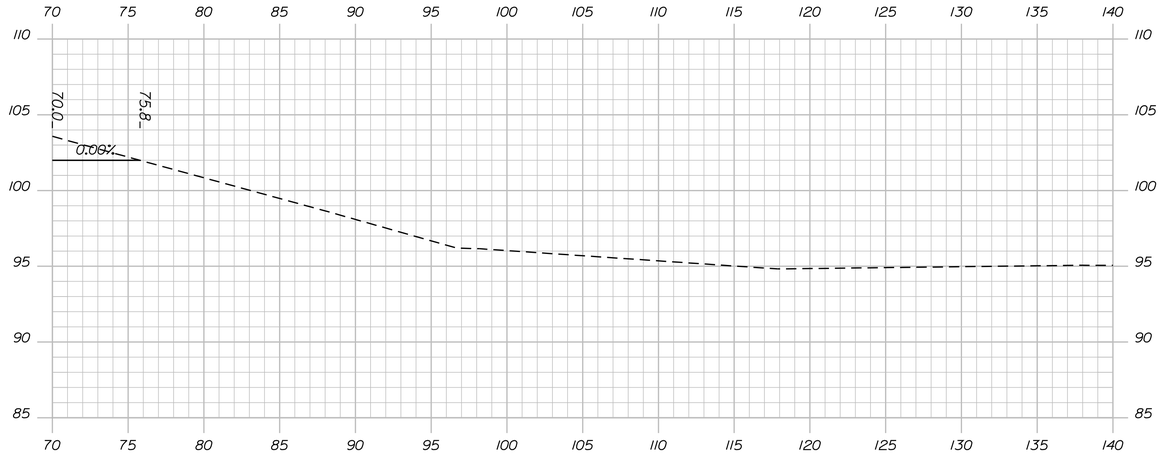
SHEET NUMBER

129

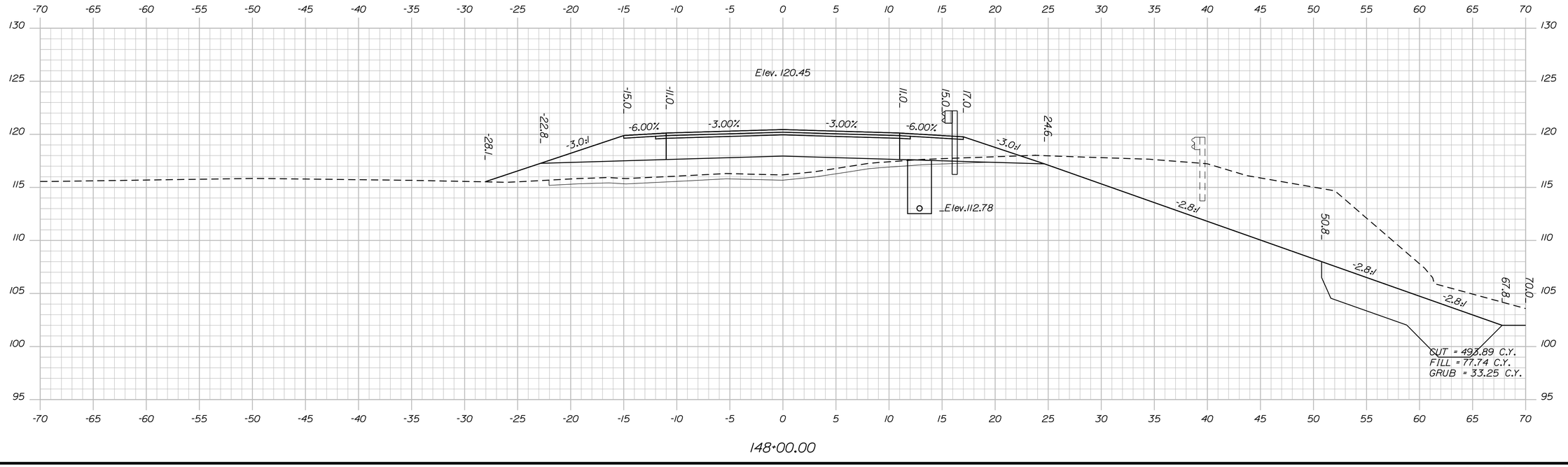
OF 149

Sta. 147+50.00 to Sta. 147+50.00

Filename: ...\msta\129_Xsect2_147+50_110.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



148+00.00 (+1)



148+00.00

Sta. 148+00.00 to Sta. 148+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED		-----	SIGNATURE
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$
REVISIONS 1	------		$revdate1$ P.E. NUMBER
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$ DATE
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fieldate$

DURHAM
ROUTE 136

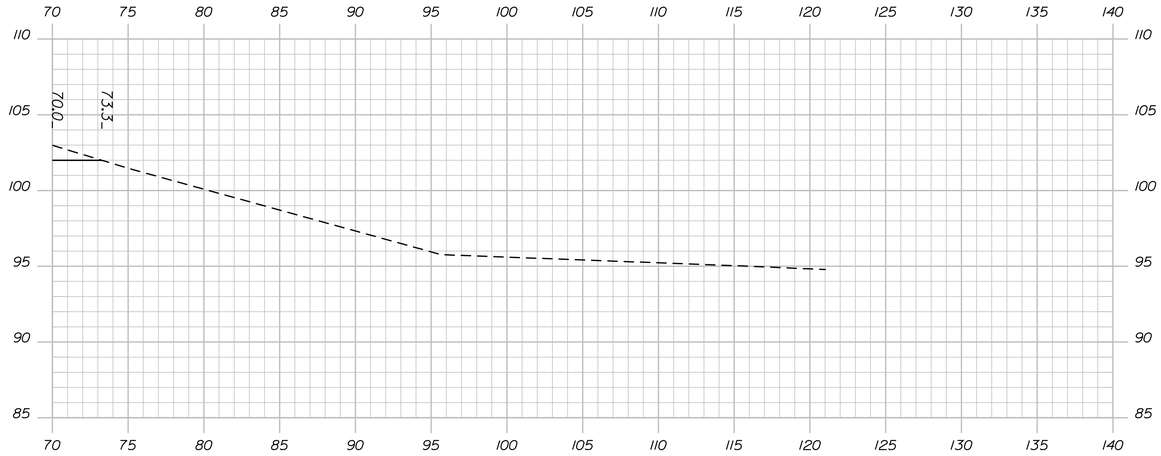
CROSS SECTIONS

SHEET NUMBER

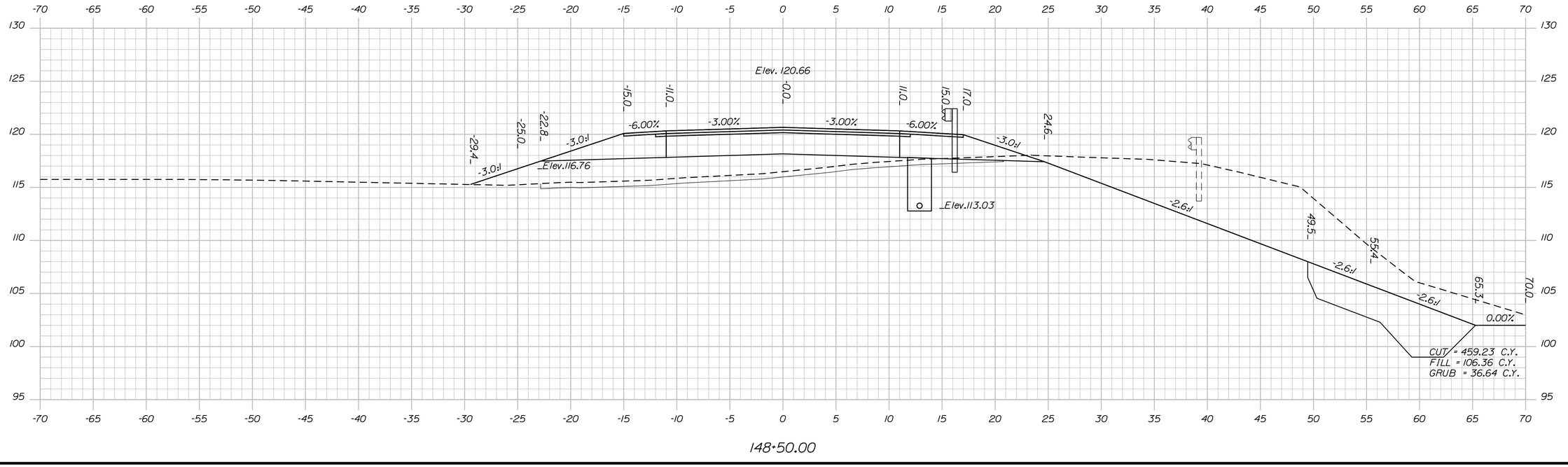
130

OF 149

Filename: ...\mstol\130_Xsect2_148+00_111.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



148+50.00 (+1)



148+50.00

Sta. 148+50.00 to Sta. 148+50.00

PROJ. MANAGER	$PROJMANAGER$		
DESIGN-DETAILED	$designer1$	$detailer1$	$prodate1$
CHECKED-REVIEWED		-----	
DESIGN2-DETAILED2	$designer2$	$detailer2$	$prodate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$prodate3$
REVISIONS 1	------		$revdate1$
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

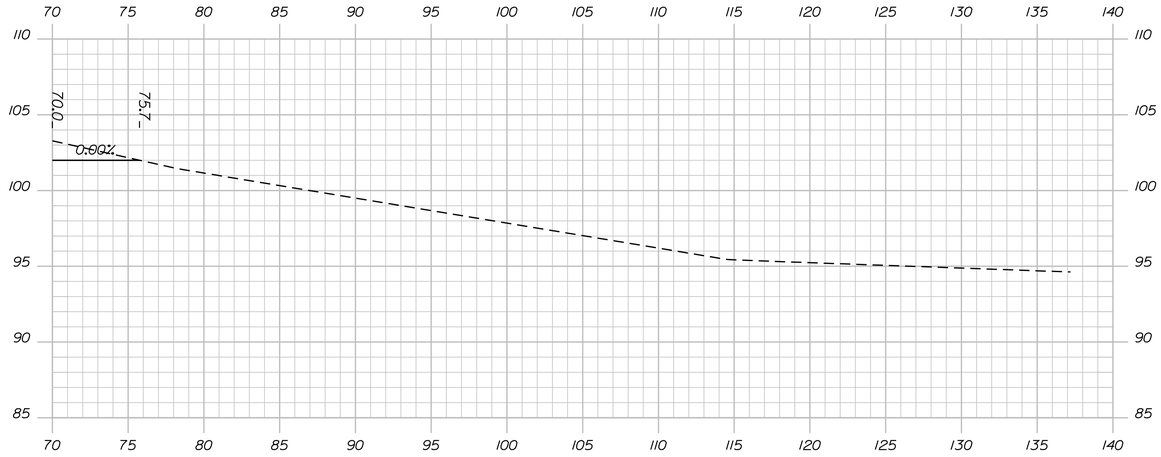
CROSS SECTIONS

SHEET NUMBER

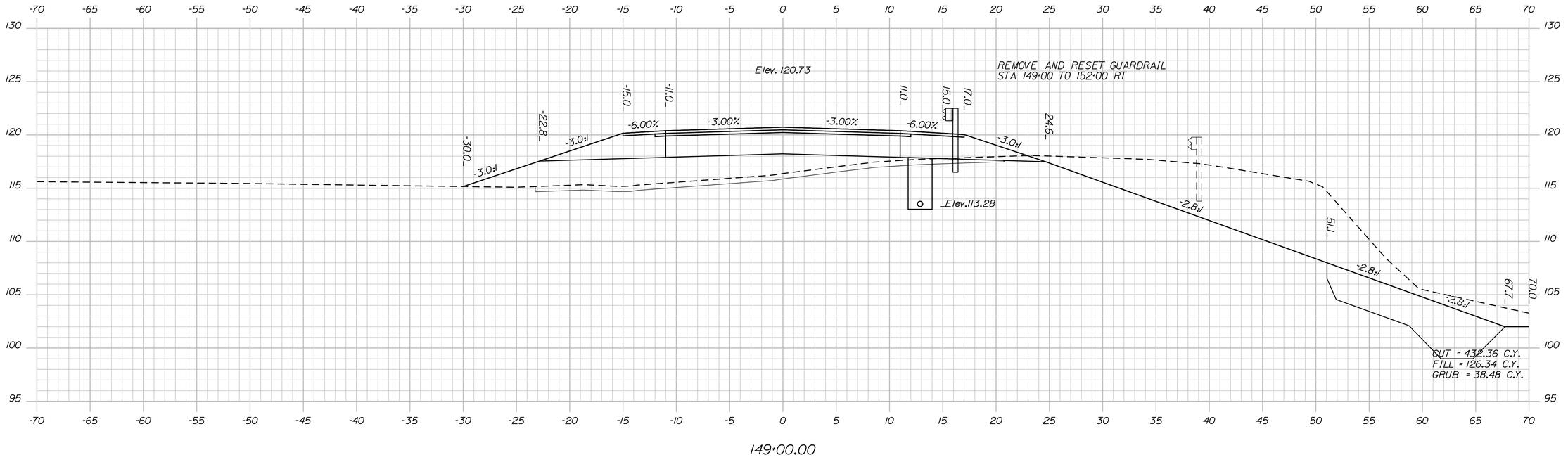
131

OF 149

Filename: ...\msto\131_Xsect2_148+50_112.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



149+00.00 (+1)



149+00.00

Sta. 149+00.00 to Sta. 149+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED		-----	SIGNATURE
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$
REVISIONS 1	------		$revdate1$ P.E. NUMBER
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$ DATE
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fieldate$

DURHAM
ROUTE 136

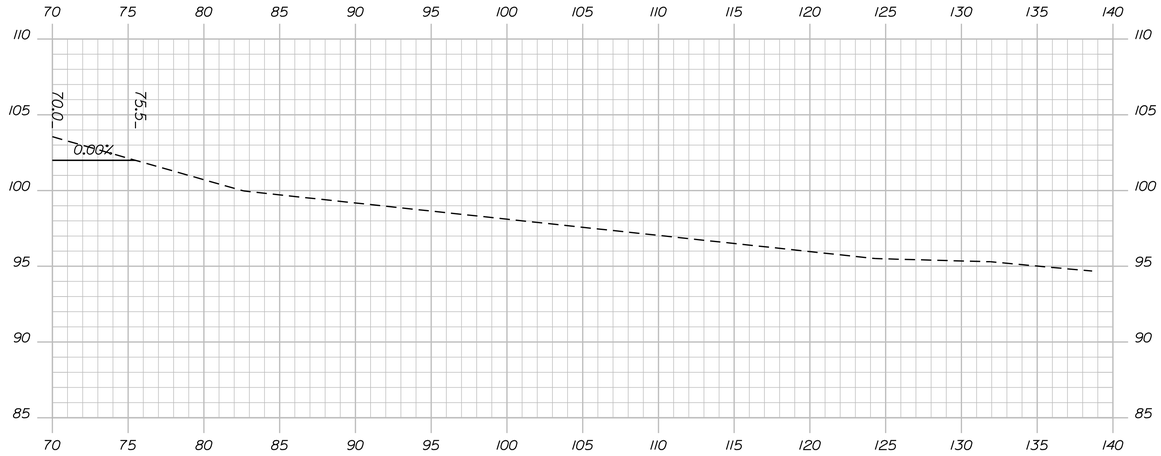
CROSS SECTIONS

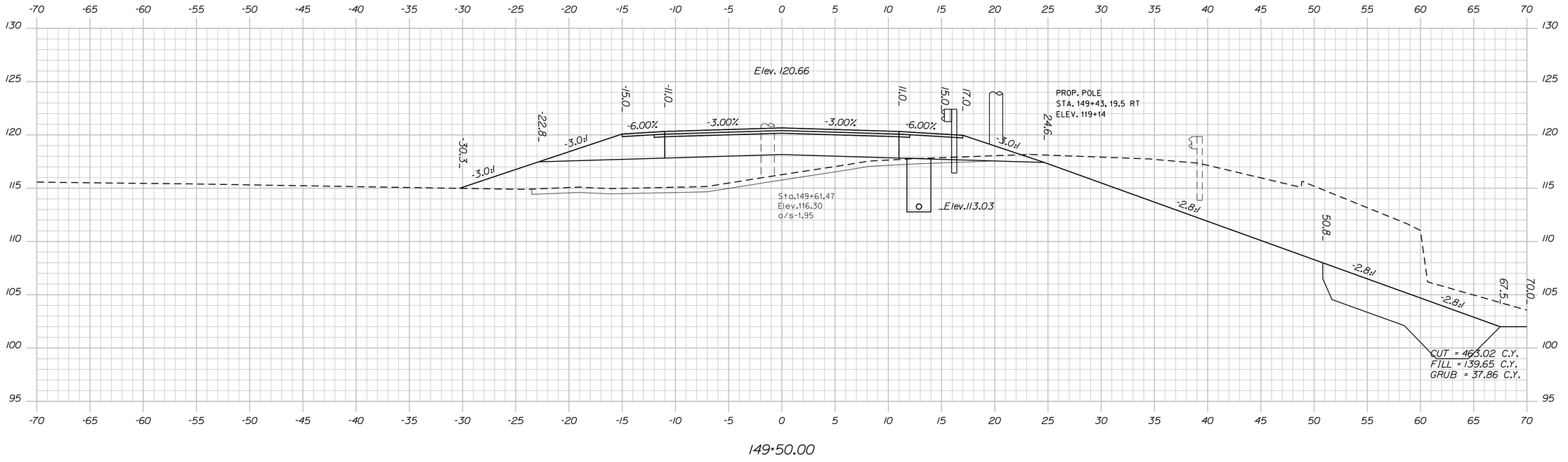
SHEET NUMBER

132

OF 149

Filename: ...\mslo\132_Xsect2_149+00_113.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013





PROJ. MANAGER	#PROJMANAGER#	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$proj date1$
CHECKED-REVIEWED	$designer2$	$detailer2$	$proj date2$
DESIGN2-DETAILED2	$designer3$	$detailer3$	$proj date3$
DESIGN3-DETAILED3	$designer4$	$detailer4$	$proj date4$
REVISIONS 1	$revision1$	$revdate1$	$revdate1$
REVISIONS 2	$revision2$	$revdate2$	$revdate2$
REVISIONS 3	$revision3$	$revdate3$	$revdate3$
REVISIONS 4	$revision4$	$revdate4$	$revdate4$
FIELD CHANGES	$fieldchange$	$fielddate$	$fielddate$

SIGNATURE

P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

CROSS SECTIONS

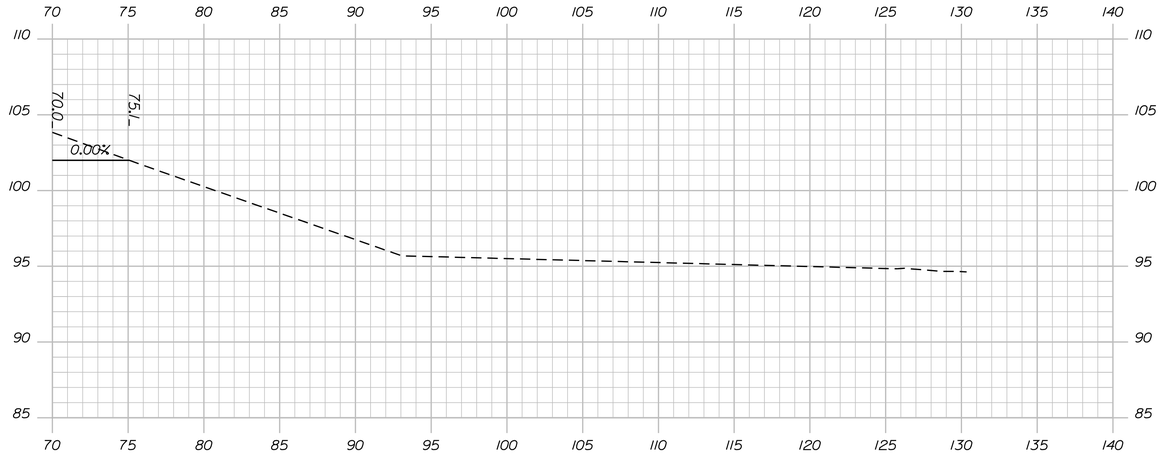
SHEET NUMBER

133

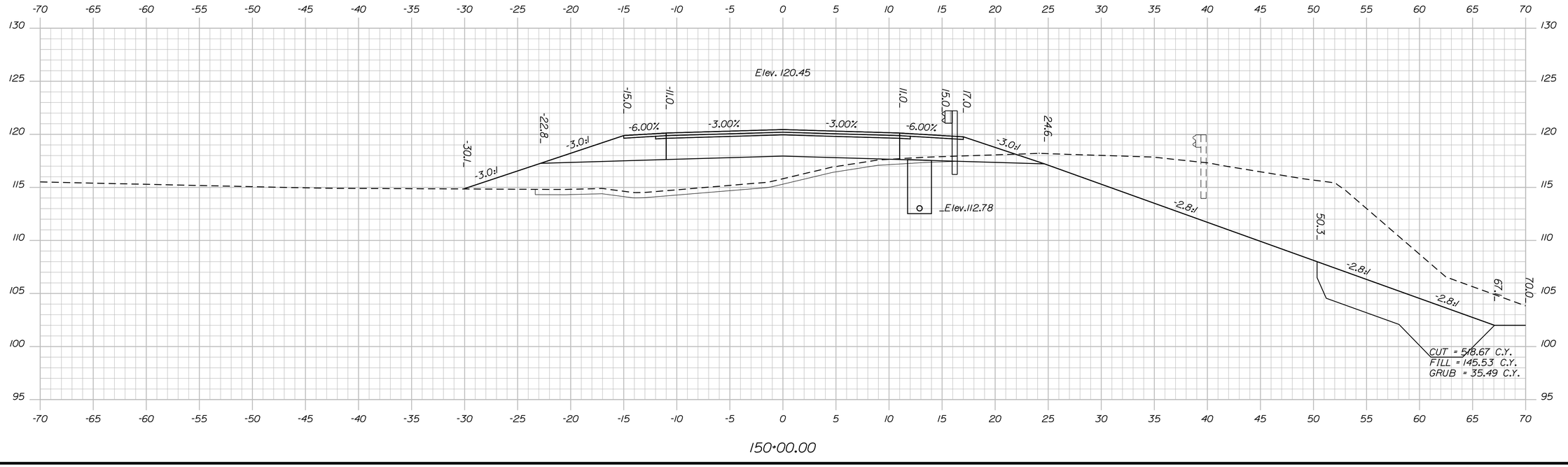
OF 149

Sta. 149+50.00 to Sta. 149+50.00

Filename: ...\mslo\133_Xsect2_149+50_114.dgn Division: HIGHWAY Username: robert.k.belz Date:12/6/2013



150+00.00 (+1)



150+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED		-----	SIGNATURE
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$
			P.E. NUMBER
REVISIONS 1	------		$revdate1$
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

DURHAM
ROUTE 136

CROSS SECTIONS

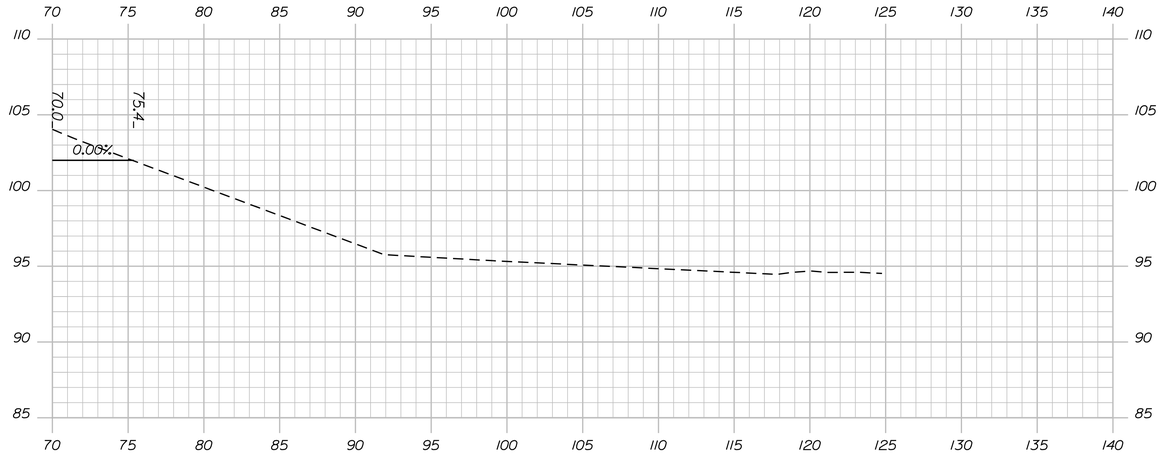
SHEET NUMBER

134

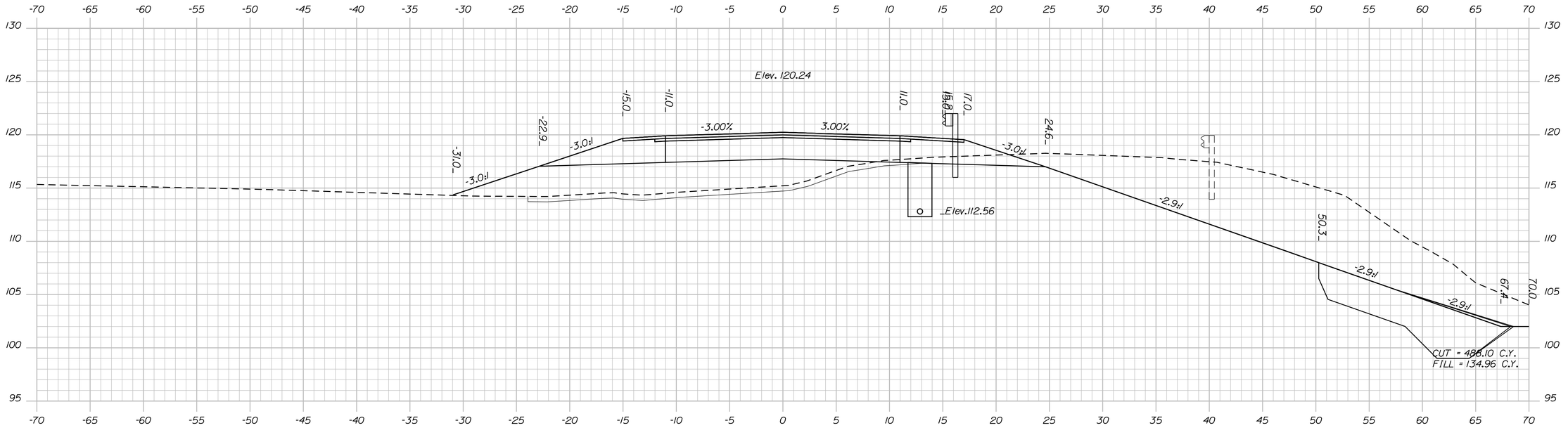
OF 149

Sta. 150+00.00 to Sta. 150+00.00

Filename: ...\mslo\134_Xsect2_150+00_115.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



150+44.25 (+1)



150+44.25

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$proj date1$
CHECKED-REVIEWED		-----	SIGNATURE
DESIGN2-DETAILED2	$designer2$	$detailer2$	$proj date2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$proj date3$ P.E. NUMBER
REVISIONS 1	------		$revdate1$
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$ DATE
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

DURHAM
ROUTE 136

CROSS SECTIONS

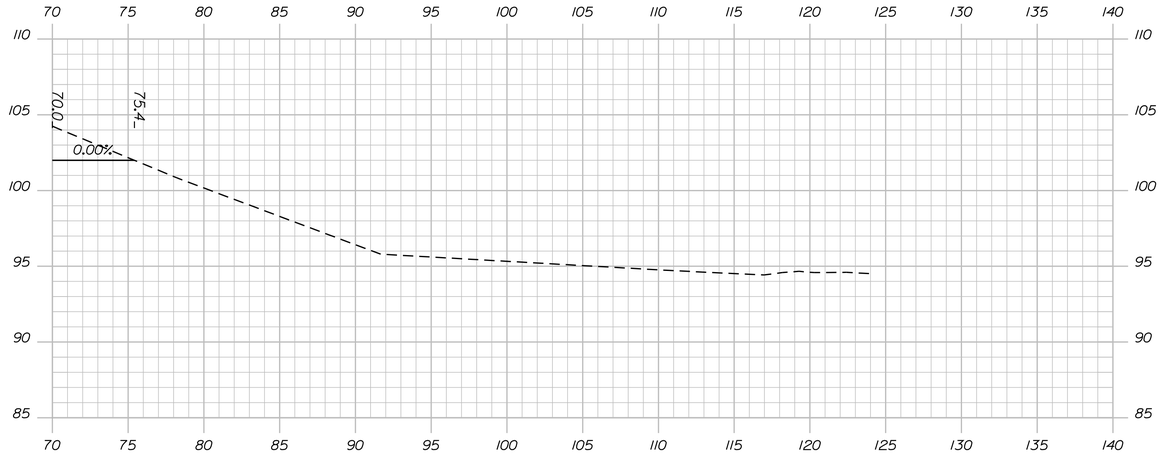
SHEET NUMBER

135

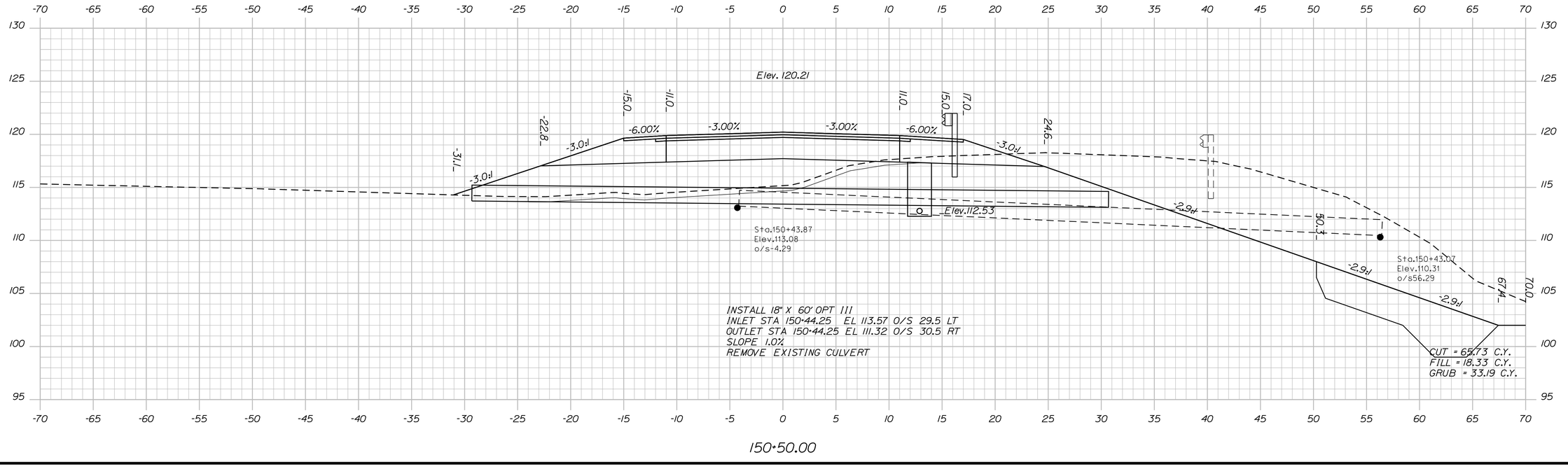
OF 149

Sta. 150+44.25 to Sta. 150+44.25

Filename: ...\mslo\135_Xsect2_150+44_116.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



150+50.00 (+1)



150+50.00

Sta. 150+50.00 to Sta. 150+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$proj date1$
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	$designer2$	$detailer2$	$proj date2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$proj date3$
REVISIONS 1	------		$revdate1$
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

SIGNATURE

P.E. NUMBER

DATE

DURHAM
ROUTE 136

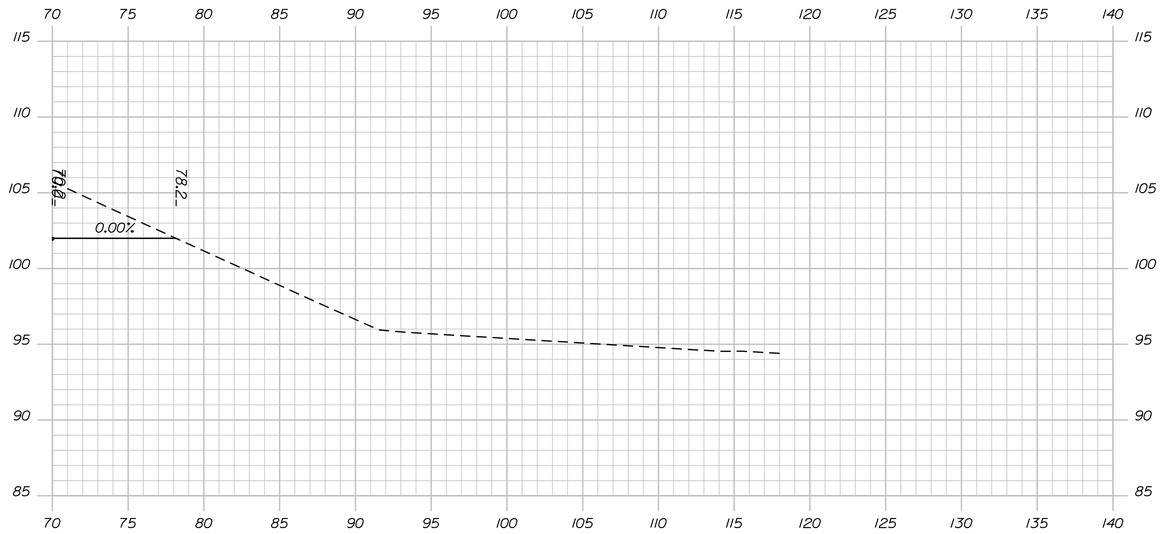
CROSS SECTIONS

SHEET NUMBER

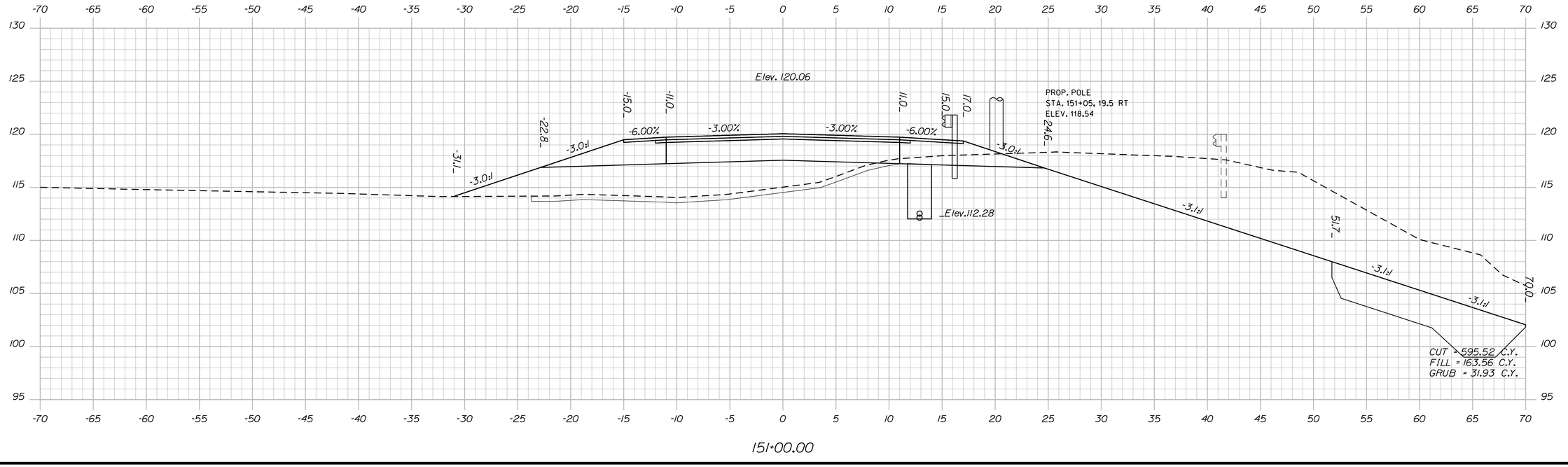
136

OF 149

Filename: ...\mslo\136_Xsect2_150+50_117.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



151+00.00 (+1)



151+00.00

Sta. 151+00.00 to Sta. 151+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED		-----	SIGNATURE
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$ P.E. NUMBER
REVISIONS 1	------		$revdate1$
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$ DATE
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

DURHAM
ROUTE 136

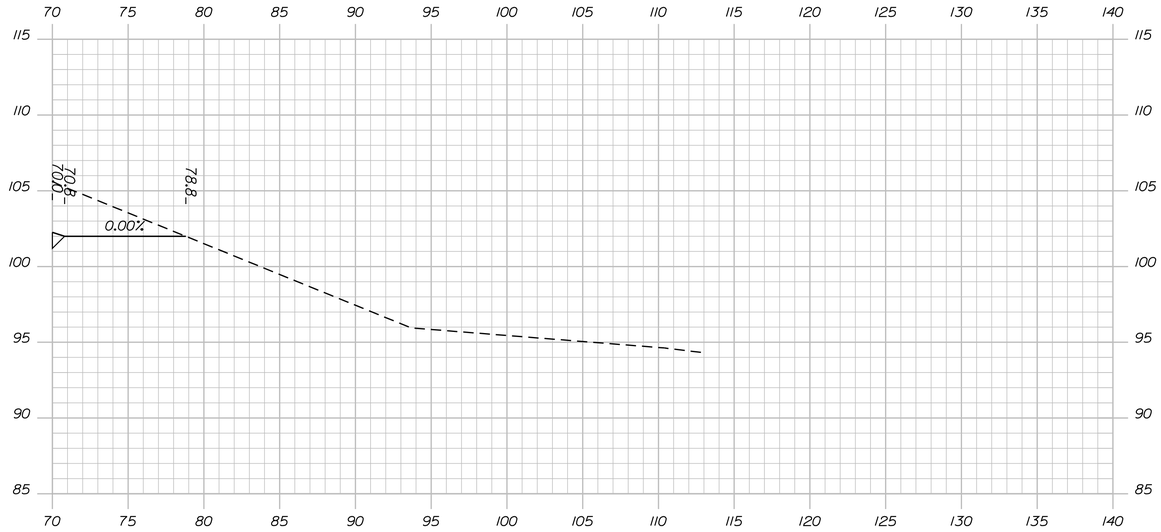
CROSS SECTIONS

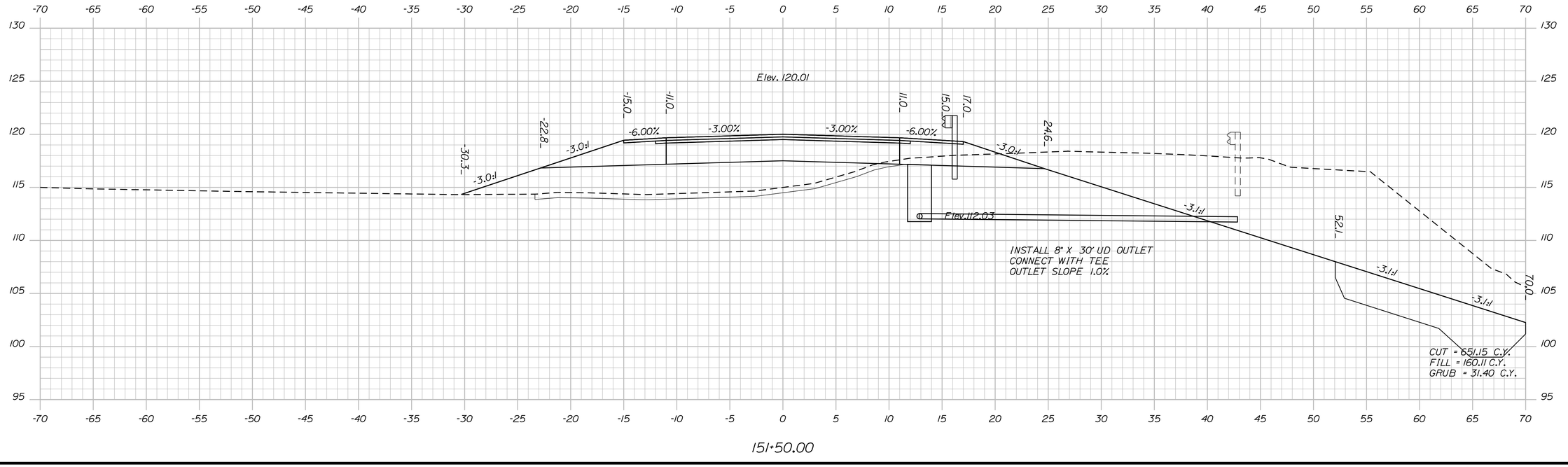
SHEET NUMBER

137

OF 149

Filename: ...\mst01\137_Xsect2_151+00_118.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013





Sta. 151+50.00 to Sta. 151+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE	
DESIGN-DETAILED	$designer1$	$detailer1$	$prodate1$	
CHECKED-REVIEWED		-----		SIGNATURE
DESIGN2-DETAILED2	$designer2$	$detailer2$	$prodate2$	
DESIGN3-DETAILED3	$designer3$	$detailer3$	$prodate3$	P.E. NUMBER
REVISIONS 1	------		$revdate1$	
REVISIONS 2	------		$revdate2$	
REVISIONS 3	$revision3$		$revdate3$	DATE
REVISIONS 4	$revision4$		$revdate4$	
FIELD CHANGES	$fieldchange$		$fielddate$	

DURHAM
ROUTE 136

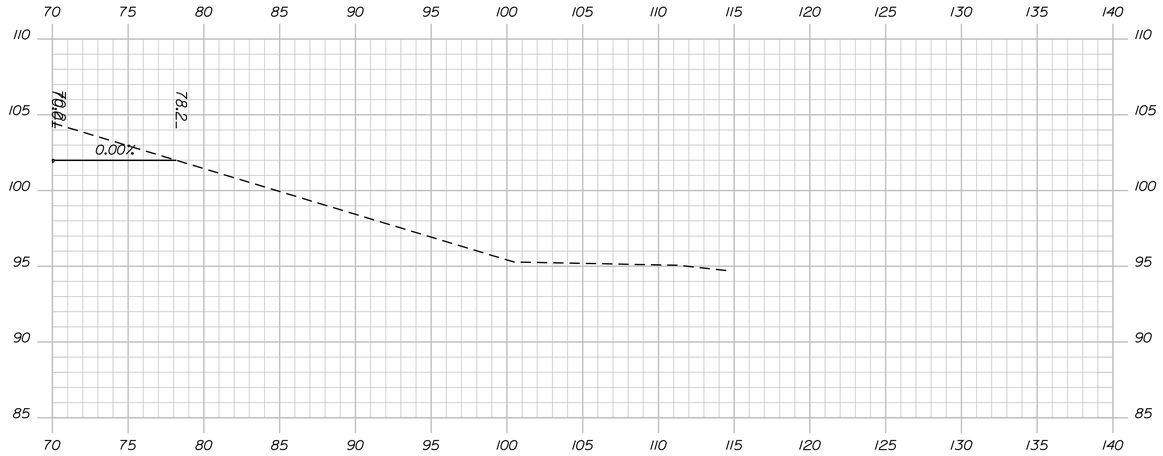
CROSS SECTIONS

SHEET NUMBER

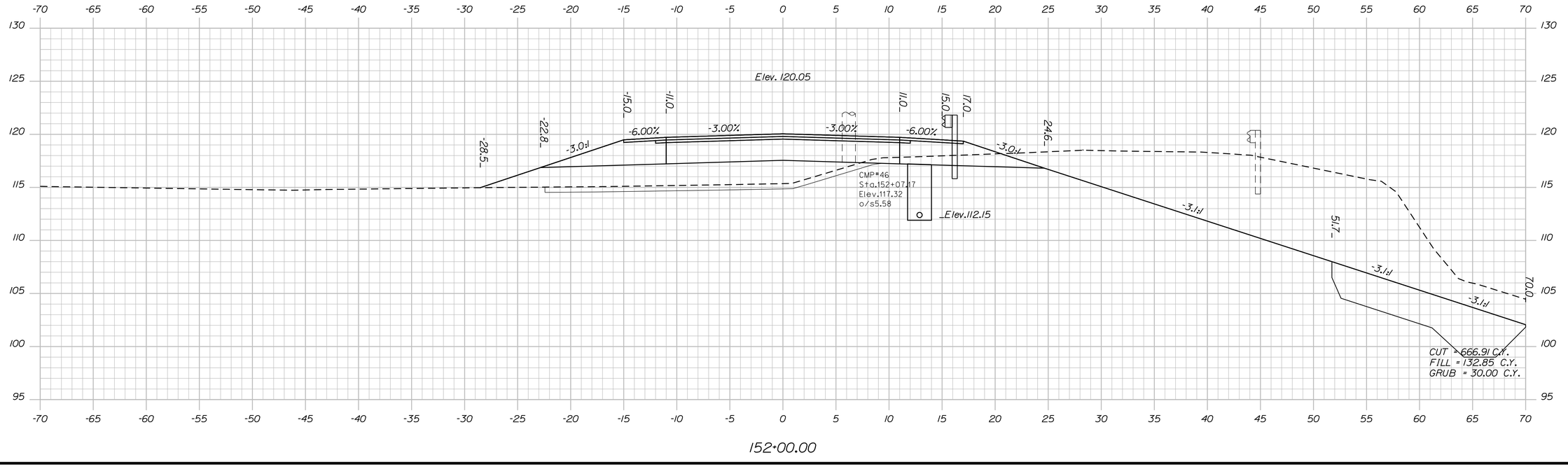
138

OF 149

Filename: ...\mst01\138_Xsect2_151+50_119.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



152+00.00 (+1)



152+00.00

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$prodate1$
CHECKED-REVIEWED		-----	SIGNATURE
DESIGN2-DETAILED2	$designer2$	$detailer2$	$prodate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$prodate3$ P.E. NUMBER
REVISIONS 1	------		$revdate1$
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$ DATE
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fieldate$

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

CROSS SECTIONS

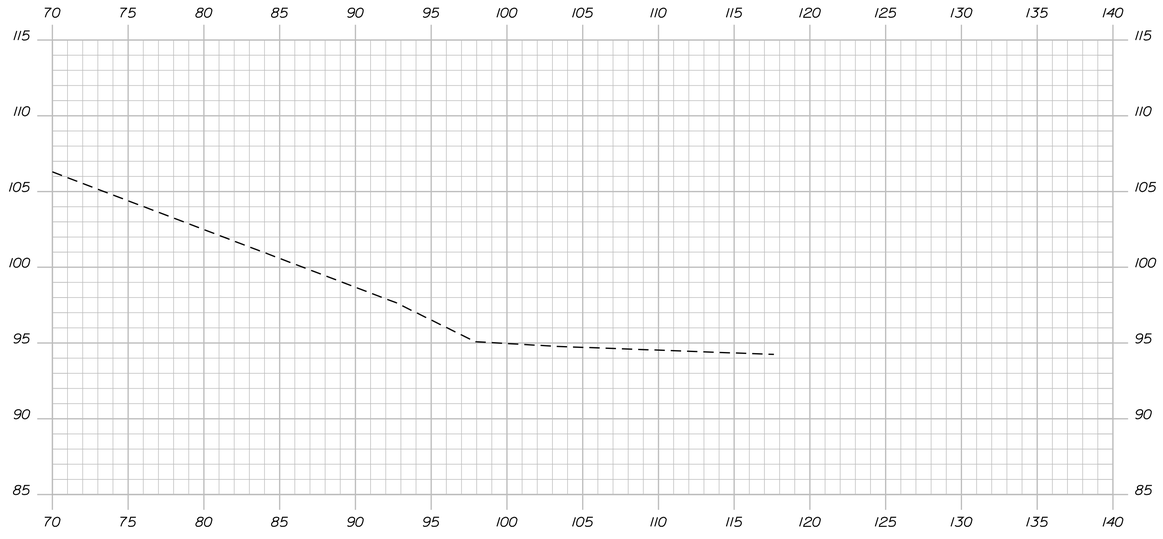
SHEET NUMBER

139

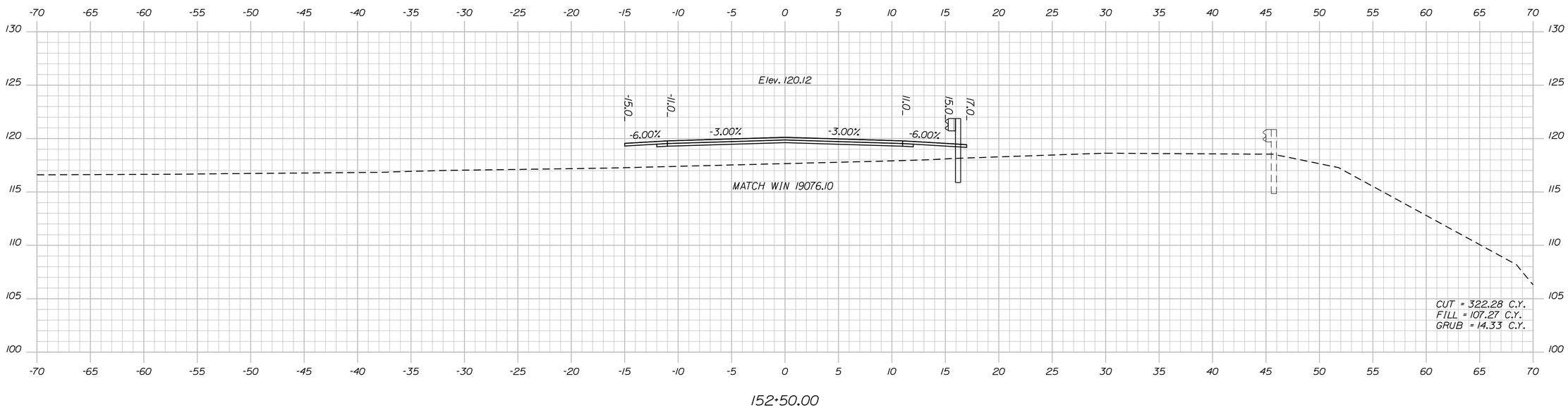
OF 149

Sta. 152+00.00 to Sta. 152+00.00

Filename: ...\mst01\139_Xsect2_152+00_120.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



152+50.00 (+1)



152+50.00

Sta. 152+50.00 to Sta. 152+50.00

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$proj date1$
CHECKED-REVIEWED	$designer2$	$detailer2$	$proj date2$
DESIGN2-DETAILED2	$designer2$	$detailer2$	$proj date2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$proj date3$
REVISIONS 1	------		$revdate1$
REVISIONS 2	------		$revdate2$
REVISIONS 3	$revision3$		$revdate3$
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

SIGNATURE

P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2026(800)

WIN
PIN 20268.00

HIGHWAY PLANS

DURHAM
ROUTE 136

CROSS SECTIONS

SHEET NUMBER

140

OF 149

Username: robert.k.betz Date:12/6/2013

Division: HIGHWAY

Filename: ...\MSTA\140_Xsect2_152+50_121.dgn

Filename: ...\10\ROW\MSTA\141_RWPLAN1.dgn Username: robert.k.betz Date:12/6/2013 Division: HIGHWAY

GRID
MAINE 2000 WEST ZONE

ACACIA MASONIC BUILDING ASSOCIATION

POB = STA. 20+00.00

POE = STA. 21+00.00

PLAN OF LAND
FOR ERNEST TEBBETS
BY JAMES A. BAKER
DATED - AUGUST 12, 1984

KENDRA O'CONNELL
PARCEL NO. (27)
LAND TAKEN = 326± S.F.
TEMP. CONST. RIGHTS = 0.27± AC. (1)
TOTAL AREA = 49± AC. (PER PLAN)
REM. AREA = 48.99± AC.

CONST.
TEMP.
0.27± AC.
20+00
21+00
LIMITS
N33°27'38.77"W
361'±
C.L. OF OLD RIGHT OF WAY
117'±
315'±
REMOVE EXISTING GRANITE STRUCTURE.
BLOCK REMOVAL PAYMENT UNDER 203.21 ROCK EXCAVATION (TOTAL = 941'±)
NO WORK IN STREAMBED
REGRADE SLOPES TO A STABLE CONDITION WITH VEGETATION.
GRADE WORK PAYMENT UNDER APPROPRIATE CONTRACT ITEMS
RIGHT OF WAY PRIOR TO 1946
END ¾" OVERLAY
265'±
33'±
STATE AID HIGHWAY NO. 2/ROUTE 136/ROYALSBOROUGH ROAD
94+00
95+00
96+00
97+00
98+00
+95±
+56
+16±
+42
+34
+85±
622.55'
1,139'±
R = 1597.28'
TO SOUTHWEST BEND
92+00
85.31'
N46°11'45.1"W
BEGIN B.L. AT STA. 91+50.00
+35±
41'±
1,732± S.F.
TEMP.
CONST.
LIMITS
FULL CONSTRUCTION
BEGIN TAPER TO
0.14± AC.
PC = STA. 92+35.31
PT = STA. 98+57.86
P.I.

CURVE DATA
PI = 95+50.84
D = 3°41'47.4"
Δ = 23°00'46.1" Rt.
R = 1550.00'
L = 622.55'
T = 315.53'
E = 31.79'

FOR ITEM/PARCEL NOS. 1 THRU 17 (WIN 19076.00 & .10)
SEE SHEETS 8 THRU 19

EXISTING RIGHT OF WAY REFERENCES
1) ROUTE 236/ROYALSBOROUGH ROAD
A) STATE OF MAINE - DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY MAP - STATE AID HIGHWAY NO. 2
DURHAM, ANDROSCOGGIN COUNTY
FEDERAL AID PROJECT NO. STP-9186(00)X
DATED - JUNE 2001
D.O.T. FILE NO. 1-252, SHEETS 5-10 OF 10
ANDROSCOGGIN COUNTY REGISTRY OF DEEDS
PLAN BOOK 43, PAGES 124-129
B) ANDROSCOGGIN COUNTY COMMISSIONERS RECORDS
VOLUME 4, PAGE 488
1906 4 RODS WIDE (66')
C) ANDROSCOGGIN COUNTY COMMISSIONERS RECORDS
VOLUME 2, PAGE 451
1873 VARIOUS WIDTHS
D) CUMBERLAND COUNTY COMMISSIONERS RECORDS
VOLUME 2, PAGE 314
1791 4 RODS WIDE (66')
E) STATE OF MAINE - DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY MAP - STATE AID HIGHWAY NO. 2
DURHAM, ANDROSCOGGIN COUNTY
FEDERAL AID PROJECT NO. STP-9186(00)X
DATED JUNE 2001
D.O.T. FILE NO. 1-252, SHEET 5
ANDROSCOGGIN COUNTY REGISTRY OF DEEDS
PLAN BOOK 43, PAGE 124
F) MAINE STATE HIGHWAY COMMISSION
PLAN OF PROPOSED RELOCATION OF STATE AID HIGHWAY NO. 2
ACROSS LAND OF Z. C. BOLDOC AND JOHN HOUSTON
DATED - APRIL 1939
S.H.C. FILE NO. S-1-12
ANDROSCOGGIN COUNTY REGISTRY OF DEEDS
PLAN BOOK 7, PAGE 362
2) SNOW ROAD
A) TOWN OF DURHAM
VOLUME 5, PAGE 325
JANUARY 21, 1882 3 RODS WIDE (49.5')

CONTROL INFORMATION
1) HORIZONTAL DATUM - US STATE PLANE NAD83(1996)
ZONE - MAINE 2000 WEST ZONE
VERTICAL DATUM - NAVD 99
COMBINED SCALE FACTOR - 0.9999781

TAX MAP INFORMATION
1) TOWN OF DURHAM
TAX MAP NO. 11

TOWN OF DURHAM
ANDROSCOGGIN LAND TRUST (CONSERVATION EASEMENT)
PARCEL NO. (18)
LAND = 0.12± AC. (EASE. FOR HIGHWAY PURPOSES)
TEMP. CONST. RIGHTS = 0.18± AC. (2)
TOTAL AREA = 12.0± AC. (PER TAX MAP)
REM. AREA = 11.88± AC.

ANDROSCOGGIN RIVER
Flow

PROJECT FILED IN Y:\PIN\19076\10\ROW\MSTA

WIN 20268.00

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

SYMBOLS
- (WELL)
- GRADING LIMIT LINE
- CONSTRUCTION LIMIT LINE
- PROPERTY LINE
- PL
- LIMITS OF TRAFFIC PORTION (LOT#'s)
- EXISTING RIGHT OF WAY
- NEW RIGHT OF WAY
- NEW ROW WITHIN EXIST. ROW
- CONTROL OF ACCESS
- #IP or #IPF (IRON PIPE or PIN FOUND)
- S.T. (SEPTIC TANK)
- (ROW MONUMENT)
- (TRAVERSE POINT)
- WATER LINE
- GAS LINE
- ELECTRIC LINE
- TELEPHONE LINE
- SEWER LINE

ITEM	TECH	CHECKED
BASE MAP		C.W.K.
EXIST. R/W	G.L.L.	G.L.L.
PROP. LINES	G.L.L.	G.L.L.
AREAS	G.L.L.	

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

REVISIONS

NO.	DATE	DESCRIPTION	BY

PLAN FILED IN PLAN BOOK PAGE COUNTY RECORD

NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE
18	TOWN OF DURHAM	COND.	9/30/13	8784	74
		EASE.	9/30/13	8787	16

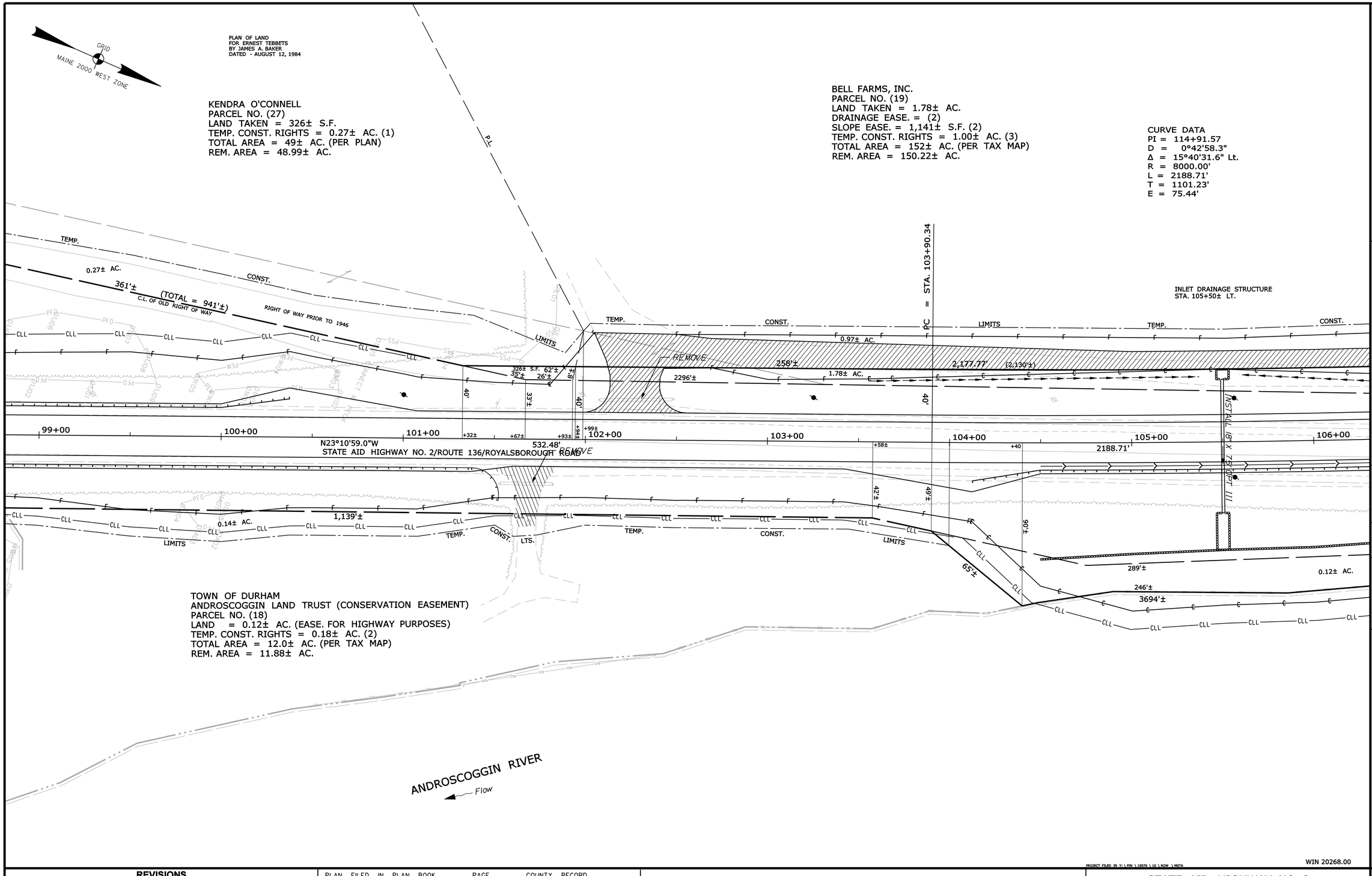
DAVID BERNHARDT
COMMISSIONER
KENNETH L. SWEENEY
CHIEF ENGINEER
DATE

STATE OF MAINE
CHRISTOPHER W. KNIGHT 2257
PROFESSIONAL LAND SURVEYOR

STATE AID HIGHWAY NO. 2
ROUTE 136 / ROYALSBOROUGH ROAD
DURHAM ANDROSCOGGIN COUNTY
FEDERAL AID PROJECT NO. STP-2026(800)

JUNE 2013 | RIGHT-OF-WAY MAP | D.O.T. FILE NO. 1-311
SCALE 1"= 25' | SHEET 1 OF 19

SHEET NUMBER
141
OF 149



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

SYMBOLS

- ○MELL (MELL)
- GRADING LIMIT LINE
- CONSTRUCTION LIMIT LINE
- PROPERTY LINE - PL -
- LIMITS OF RIGHT-OF-WAY (LOW-P.)
- EXISTING RIGHT OF WAY
- NEW RIGHT OF WAY
- NEW ROW WITHIN EXIST. ROW
- CONTROL OF ACCESS
- ● IP or ■ PIPE (IRON PIPE or PIN FOUND)
- S.T. (SEPTIC TANK)
- (ROW MONUMENT)
- (TRAVERSE POINT)
- W WATER LINE
- G GAS LINE
- E ELECTRIC LINE
- T TELEPHONE LINE
- SEWER LINE

ITEM	TECH	CHECKED
BASE MAP		C.W.K.
EXIST. R/W	G.L.L.	
PROP. LINES	G.L.L.	
AREAS	G.L.L.	

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

PROJECT FILED IN: Y:\PIN\19076\10\ROW\MSTA

WIN 20268.00

REVISIONS

NO.	DATE	DESCRIPTION	BY

PLAN FILED IN PLAN BOOK NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE
		COND.	9/30/13	8784	74
18	TOWN OF DURHAM	EASE.	9/30/13	8787	16

DAVID BERNHARDT
COMMISSIONER
KENNETH L. SWEENEY
CHIEF ENGINEER
DATE

STATE OF MAINE
CHRISTOPHER N. KNIGHT
2257
PROFESSIONAL
LAND SURVEYOR

STATE AID HIGHWAY NO. 2
ROUTE 136 / ROYALSBOROUGH ROAD
DURHAM ANDROSCOGGIN COUNTY
FEDERAL AID PROJECT NO. STP-2026(800)

JUNE 2013	RIGHT-OF-WAY MAP	D.O.T. FILE NO. 1-311
SCALE 1" = 25'	SHEET 2 OF 19	

SHEET NUMBER
142
OF 149

Filename: ...\10\ROW\MSTA\142_RWPLAN2.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013

Filename: ...\10\ROW\MSTA\143_RWPLAN3.dgn Username: robert.k.betz Date:12/6/2013 Division: HIGHWAY

GRID
MAINE 2000 WEST ZONE

CURVE DATA
PI = 114+91.57
D = 0°42'58.3"
Δ = 15°40'31.6" Lt.
R = 8000.00'
L = 2188.71'
T = 1101.23'
E = 75.44'

BELL FARMS, INC.
PARCEL NO. (19)
LAND TAKEN = 1.78± AC.
DRAINAGE EASE. = (2)
SLOPE EASE. = 1,141± S.F. (2)
TEMP. CONST. RIGHTS = 1.00± AC. (3)
TOTAL AREA = 152± AC. (PER TAX MAP)
REM. AREA = 150.22± AC.

CONST. LIMITS
TEMP. 0.97± AC.
CONST. LIMITS
REALIGN FIELD RO...
2,177.77' (2,130'±)
1.78± AC.
106+00
107+00
108+00
109+00
110+00
111+00
112+00
113+00
76±
83±
2296'±
2188.71'
INSTALL 18" X 66" OPT. III
INSTALL 8' X 35' LID OUTLET
INSTALL 8' X 30' LID OUTLET
REMOVE
STATE AID HIGHWAY NO. 2/ROUTE 136/ROYALSBOROUGH ROAD
63'±
77'±
289'±
246'±
P.I. 18+
0.12± AC.
0.12± AC.
492'±
486'±
3694'±
CLL

TOWN OF DURHAM
ANDROSCOGGIN LAND TRUST (CONSERVATION EASEMENT)
PARCEL NO. (18)
LAND = 0.12± AC. (EASE. FOR HIGHWAY PURPOSES)
TEMP. CONST. RIGHTS = 0.18± AC. (2)
TOTAL AREA = 12.0± AC. (PER TAX MAP)
REM. AREA = 11.88± AC.

BELL FARMS, INC.
PARCEL NO. (20)
LAND TAKEN = 1.26± AC. (2) (ENTIRE LOT)

ANDROSCOGGIN RIVER
Flow

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

SYMBOLS
(WELL) (WELL)
GRADING LIMIT LINE
CONSTRUCTION LIMIT LINE
PROPERTY LINE PL
LIMITS OF TRAVELLED PORTION (LOTW.P.)
NEW RIGHT OF WAY
EXISTING RIGHT OF WAY
NEW ROW WITHIN EXIST. ROW
CONTROL OF ACCESS
IP or ● PIPE (IRON PIPE or PIN FOUND)
ST. (SEPTIC TANK)
(ROW MONUMENT)
(TRAVERSE POINT)
WATER LINE
GAS LINE
ELECTRIC LINE
TELEPHONE LINE
SEWER LINE

ITEM	TECH	CHECKED
BASE MAP		C.W.K.
EXIST. R/W	G.L.L.	
PROP. LINES	G.L.L.	
AREAS	G.L.L.	

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

PROJECT FILED IN Y:\PIN\19076\10\ROW\MSTA
WIN 20268.00

REVISIONS

NO.	DATE	DESCRIPTION	BY

PLAN FILED IN PLAN BOOK PAGE COUNTY RECORD

NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE
		COND.	9/30/13	8784	74
18	TOWN OF DURHAM	EASE.	9/30/13	8787	16

DAVID BERNHARDT
COMMISSIONER
KENNETH L. SWEENEY
CHIEF ENGINEER
DATE

STATE OF MAINE
CHRISTOPHER W. KNIGHT 2257
PROFESSIONAL LAND SURVEYOR

STATE AID HIGHWAY NO. 2
ROUTE 136 / ROYALSBOROUGH ROAD
DURHAM ANDROSCOGGIN COUNTY
FEDERAL AID PROJECT NO. STP-2026(800)

JUNE 2013	RIGHT-OF-WAY MAP	D.O.T. FILE NO. 1-311
SCALE 1" = 25'	SHEET 3 OF 19	

SHEET NUMBER
143
OF 149

Filename: ...\10\ROW\MSTA\144_RWPLAN4.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013

GRID
MAINE 2000 WEST ZONE

BELL FARMS, INC.
PARCEL NO. (19)
LAND TAKEN = 1.78± AC.
DRAINAGE EASE. = (2)
SLOPE EASE. = 1,141± S.F. (2)
TEMP. CONST. RIGHTS = 1.00± AC. (3)
TOTAL AREA = 152± AC. (PER TAX MAP)
REM. AREA = 150.22± AC.

CURVE DATA
PI = 114+91.57
D = 0°42'58.3"
Δ = 15°40'31.6" Lt.
R = 8000.00'
L = 2188.71'
T = 1101.23'
E = 75.44'

REALIGN FIELD ROAD
TEMP.
CONST.
0.97± AC.
LIMITS
TEMP.
CONST.
2,177.77'
(2,130'±)
1.78± AC.
INSTALL 18" X 65' OPT III
INSTALL 8" X 30' END OUTLET
113+00
114+00
115+00
116+00
117+00
118+00
119+00
120+00
2188.71'
2296'±
INSTALL 18" X 65' OPT III
INSTALL 8" X 30' END OUTLET
STATE AID HIGHWAY NO. 2/ROUTE 136/ROYALSBOROUGH ROAD
REMOVE
2151'±
2,168'±
1.14± AC.
3694'±
CLL

BELL FARMS, INC.
PARCEL NO. (20)
LAND TAKEN = 1.26± AC. (2) (ENTIRE LOT)

ANDROSCOGGIN RIVER
Flow

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

SYMBOLS
- (WELL) ○WELL
- GRADING LIMIT LINE
- CONSTRUCTION LIMIT LINE
- PROPERTY LINE PL
- LIMITS OF R/W, RIGHT PORTION (LOW P.)
- EXISTING RIGHT OF WAY
- NEW RIGHT OF WAY
- NEW ROW WITHIN EXIST. ROW
- CONTROL OF ACCESS
- ● IP or ● P/PF (IRON PIPE or PIN FOUND)
- S.T. (SEPTIC TANK)
- (ROW MONUMENT)
- ⊿BM (TRAVERSE POINT)
- W WATER LINE
- G GAS LINE
- E ELECTRIC LINE
- T TELEPHONE LINE
- SEWER LINE

ITEM	TECH	CHECKED
BASE MAP		C.W.K.
EXIST. R/W	G.L.L.	
PROP. LINES	G.L.L.	
AREAS	G.L.L.	

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

PROJECT FILED IN Y:\PIN\19076\10\ROW\MSTA

WIN 20268.00

REVISIONS

NO.	DATE	DESCRIPTION	BY

PLAN FILED IN PLAN BOOK PAGE COUNTY RECORD

NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE
		COND.	9/30/13	8784	74

DAVID BERNHARDT
COMMISSIONER
KENNETH L. SWEENEY
CHIEF ENGINEER
DATE

STATE OF MAINE · CHRISTOPHER W. KNIGHT 2257 · PROFESSIONAL LAND SURVEYOR

STATE AID HIGHWAY NO. 2
ROUTE 136 / ROYALSBOROUGH ROAD
DURHAM ANDROSCOGGIN COUNTY
FEDERAL AID PROJECT NO. STP-2026(800)

JUNE 2013 | RIGHT-OF-WAY MAP | D.O.T. FILE NO. 1-311
SCALE 1" = 25' | SHEET 4 OF 19

SHEET NUMBER
144
OF 149

Filename: ...\10\ROW\MSTA\145_RWPLAN5.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013

GRID
MAINE 2000 WEST ZONE

BELL FARMS, INC.
PARCEL NO. (19)
LAND TAKEN = 1.78± AC.
DRAINAGE EASE. = (2)
SLOPE EASE. = 1,141± S.F. (2)
TEMP. CONST. RIGHTS = 1.00± AC. (3)
TOTAL AREA = 152± AC. (PER TAX MAP)
REM. AREA = 150.22± AC.

CURVE DATA
PI = 114+91.57
D = 0°42'58.3"
Δ = 15°40'31.6" Lt.
R = 8000.00'
L = 2188.71'
T = 1101.23'
E = 75.44'

SHANE LACASSE
MICHAEL POISSONNIER
PARCEL NO. (21)
LAND TAKEN = 1.28± AC. (ENTIRE LOT)
BUILDINGS = (2)

WESTERLY/DRAINAGE DITCH
SEE A.C.R.D. BOOK 432, PAGE 264

DRAINAGE DITCH

752'±

P.I.

PT STA. 125+79.05

REMOVE BUILDING NO.1

SHED

720.35'

HOUSE

CONST. REALIGN FIELD ROAD 0.97± AC. (2,130'±) LIMITS

SLOPE EASE. 282± S.F.

PRIVATE RIGHT OF WAY

ATTATCH 8" CONDUIT TO EXISTING FOR FARM
ACTUAL GRADES TO BE DETERMINED IN THE FIELD

INSTALL 15" X 70' OPT I

TEMP. CONST. LIMITS 487± S.F.

INLET DRAINAGE STRUCTURE
STA. 124+25± LT.

SLOPE EASE. 859± S.F.

TEMP. CONST. LIMITS 652± S.F.

2,177.77'

S 37°18'08" E 161.33'

S 38°57'42" E 111.53'

2188.71' N38°51'30.6"W 720.35'

1.78± AC.

2296'±

INSTALL 24" X 70' OPT III

INSTALL 2 - 6' X 10' OUTLETS

INSTALL 45° CONNECTION FOR WATER LINE

REMOVE

STATE AID HIGHWAY NO. 2/ROUTE 136/ROYALSBOROUGH ROAD

INSTALL ACCESS TO RIVER

2151'±

NOTE:
BELL FARMS, INC USES THIS CULVERT TO
RUN A WATER LINE FROM THE ANDROSCOGGIN RIVER
TO THEIR FARM FIELDS FOR IRRIGATION PURPOSES.

1.14± AC.

2,168'±

3694'±

EXPOSE CONDUIT FOR HEADWALL
TO BE INSTALLED BY OTHERS

BELL FARMS, INC.
PARCEL NO. (20)
LAND TAKEN = 1.26± AC. (2) (ENTIRE LOT)

ANDROSCOGGIN RIVER
Flow

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

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

ITEM	TECH	CHECKED
BASE MAP		
EXIST. R/W	G.L.L.	C.W.K.
PROP. LINES	G.L.L.	
AREAS	G.L.L.	

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

PROJECT FILED IN Y:\PIN\19576\10\ROW\MSTA

WIN 20268.00

REVISIONS

NO.	DATE	DESCRIPTION	BY

PLAN FILED IN PLAN BOOK					
NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE
		COND.	9/30/13	8784	74

DAVID BERNHARDT
COMMISSIONER
KENNETH L. SWEENEY
CHIEF ENGINEER
DATE

STATE OF MAINE
CHRISTOPHER W. KNIGHT 2257
PROFESSIONAL LAND SURVEYOR

STATE AID HIGHWAY NO. 2
ROUTE 136 / ROYALSBOROUGH ROAD
DURHAM ANDROSCOGGIN COUNTY
FEDERAL AID PROJECT NO. STP-2026(800)

JUNE 2013	RIGHT-OF-WAY MAP	D.O.T. FILE NO. 1-311
SCALE 1" = 25'	SHEET 5 OF 19	

SHEET NUMBER
145
OF 149

Filename: ...\10\ROW\MSTA\146_RWPLAN6.dgn Username: robert.k.betz Division: HIGHWAY Date:12/6/2013

GRID
MAINE 2000 WEST ZONE

BELL FARMS, INC.
PARCEL NO. (19)
LAND TAKEN = 1.76± AC.
DRAINAGE EASE. = (2)
SLOPE EASE. = 1,141± S.F. (2)
TEMP. CONST. RIGHTS = 0.86± AC. (3)
TOTAL AREA =

WESTERLY/DRAINAGE DITCH
SEE A.C.R.D. BOOK 432, PAGE 264

DRAINAGE DITCH

752'±

P.L.

N 48°09'41" E
12'±

91'± APPROX. CENTERLINE OF DRAINAGE DITCH 97'±

188'±

P.L.

DRAINAGE DITCH

204'±

PROPERTY LINE AGREEMENT, SEE A.C.R.D. BOOK 1059, PAGE 307

N 57°08'39" W

DRAINAGE DITCH

P.L.

±69

P.L.

SHANE LACASSE
MICHAEL POISSONNIER
PARCEL NO. (21)
LAND TAKEN = 1.28± AC. (ENTIRE LOT)
BUILDINGS = (2)

EDWARD N. BROWN
GERALDINE C. BROWN
PARCEL NO. (22)
LAND TAKEN = 0.57± AC. (ENTIRE LOT)
BUILDINGS = (3)

MICHAEL F. HUGHES
MICHELE A. LORETTE-HUGHES
PARCEL NO. (23)
LAND TAKEN = 1.25± AC. (ENTIRE LOT)
BUILDINGS = (2)

SHED

REMOVE BUILDING NO. 1

REMOVE BUILDING NO. 2

SHED

REMOVE BUILDING NO. 3

136.57' S 48°09'41" W

GARAGE

HOUSE

210'±

142'±

129'±

198'±

S 48°09'41" W 1

156'±

144'±

PC = STA. 132+99.40

274'±

HOUSE

248'± N 32°08'19" E 270.83'

REMOVE TREE
REMOVE TREE
SLOPE

720.35'

CLL

REMOVE TREE

REMOVE TREE
REMOVE TREE

817.03'

INSTALL 15" X 100' OPT 1

S 38°57'42" E 111.53'

S 39°02'58" E 201.43'

S 39°02'58" E 57.32'

S 40°02'59" E 129.47"

S 40°02'59" E 271.81'

REMOVE

933'±

933'±

127+00

128+00

129+00

130+00

131+00

132+00

133+00

134+00

+56

+40±

+37±

+43±

+32±

+27±

+78

+04±

+15±

N38°51'30.6"W

720.35'

INSTALL 8" X 30' OUTLET

STATE AID HIGHWAY NO. 2/ROUTE 136/ROYALSBOROUGH ROAD

REMOVE CATCH BASIN

REMOVE

2151'±

2,151'±

1.14± AC.

2,168'±

3694'±

BELL FARMS, INC.
PARCEL NO. (20)
LAND TAKEN = 1.26± AC. (2) (ENTIRE LOT)

ANDROSCOGGIN RIVER
Flow

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

SYMBOLS

- IP or ●IPF (IRON PIPE or PIN FOUND)
- S.T. (SEPTIC TANK)
- ⊕DM (ROW MONUMENT) (TRAVERSE POINT)
- ○WELL (WELL)
- GRADING LIMIT LINE
- CONSTRUCTION LIMIT LINE
- PROPERTY LINE P.L.
- LIMITS OF TYP. RIGHT-OF-WAY PORTION (LOW-P.)
- EXISTING RIGHT OF WAY
- NEW RIGHT OF WAY
- NEW ROW WITHIN EXIST. ROW
- CONTROL OF ACCESS
- W WATER LINE
- G GAS LINE
- E ELECTRIC LINE
- T TELEPHONE LINE
- SEWER LINE

ITEM	TECH	CHECKED
BASE MAP		
EXIST. R/W	G.L.L.	C.W.K.
PROP. LINES	G.L.L.	
AREAS	G.L.L.	

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

WIN 20268.00

PROJECT FILED IN Y:\PIN\19076\10\ROW\MSTA

REVISIONS

NO.	DATE	DESCRIPTION	BY

NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE
		COND.	9/30/13	8784	74

PLAN FILED IN PLAN BOOK PAGE COUNTY RECORD

DAVID BERNHARDT
COMMISSIONER
KENNETH L. SWEENEY
CHIEF ENGINEER
DATE

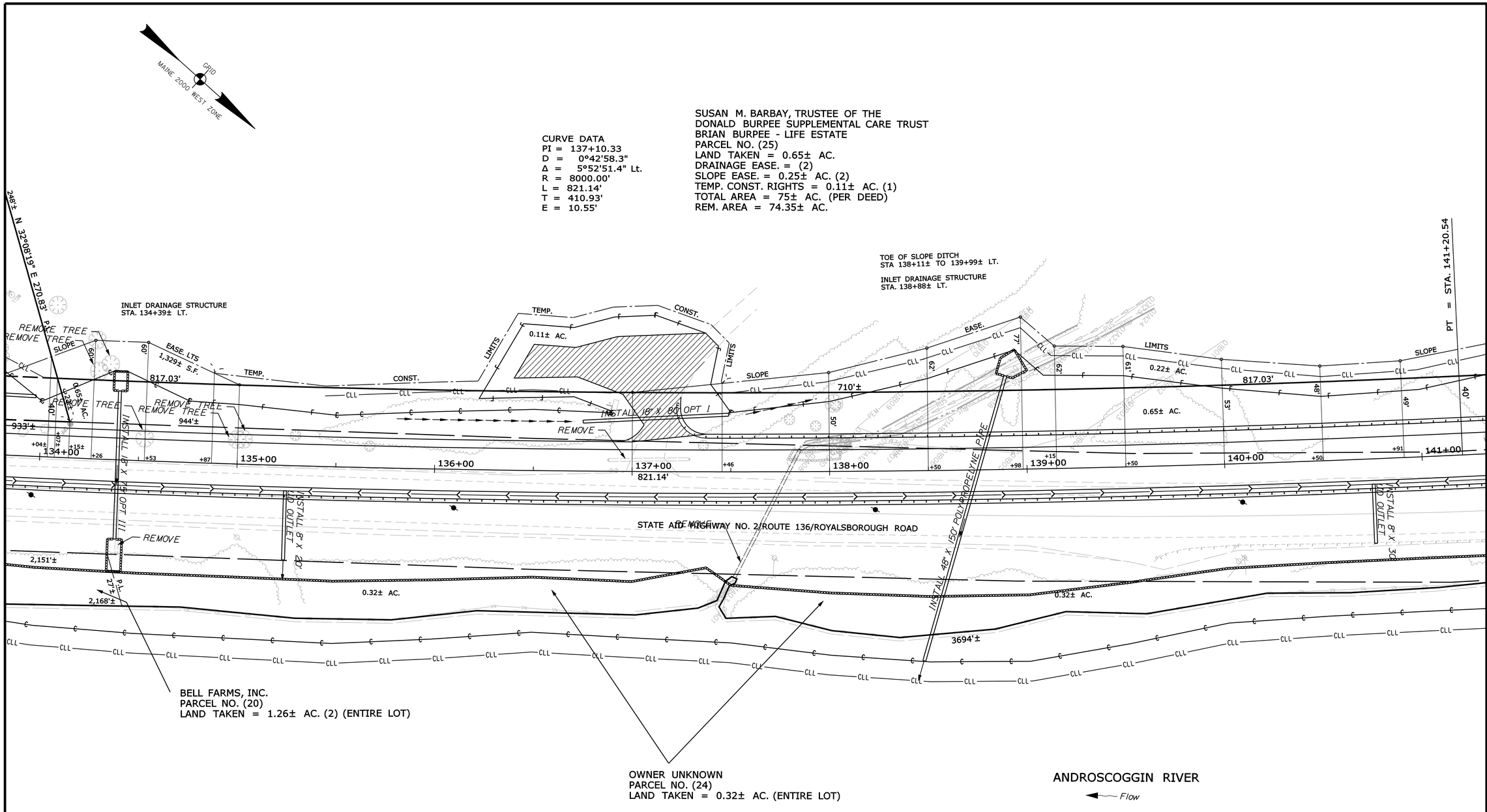
STATE OF MAINE
CHRISTOPHER W. KNIGHT 2257
PROFESSIONAL LAND SURVEYOR

STATE AID HIGHWAY NO. 2
ROUTE 136 / ROYALSBOROUGH ROAD
DURHAM ANDROSCOGGIN COUNTY
FEDERAL AID PROJECT NO. STP-2026(800)

JUNE 2013 | RIGHT-OF-WAY MAP | D.O.T. FILE NO. 1-311
SCALE 1" = 25' | SHEET 6 OF 19

SHEET NUMBER
146
OF 149

Filename: ...\10\ROW\MSTA\147_RWPLAN7.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013



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

SYMBOLS

- ○WELL (WELL)
- CONSTRUCTION LIMIT LINE
- PROPERTY LINE PL
- LIMITS OF RIGHT-OF-WAY (LOW.P.)
- EXISTING RIGHT OF WAY
- NEW RIGHT OF WAY
- NEW ROW WITHIN EXIST. ROW
- CONTROL OF ACCESS
- ● I.P. or ■ P.P. (IRON PIPE or PIN FOUND)
- S.T. (SEPTIC TANK)
- (ROW MONUMENT)
- ⊿BM (TRAVERSE POINT)
- W WATER LINE
- G GAS LINE
- E ELECTRIC LINE
- T TELEPHONE LINE
- SEWER LINE

ITEM	TECH	CHECKED
BASE MAP		C.W.K.
EXIST. R/W	G.L.L.	
PROP. LINES	G.L.L.	
AREAS	G.L.L.	

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

DURHAM
RIGHT OF WAY MAP

PROJECT FILED IN Y:\PIN\19076\10\ROW\MSTA

WIN 20268.00

REVISIONS

NO.	DATE	DESCRIPTION	BY

PLAN FILED IN PLAN BOOK		PAGE	COUNTY RECORD			
NO.	GRANTOR		INSTRUMENT	DATE	BOOK	PAGE
			COND.	9/30/13	8784	74

DAVID BERNHARDT
COMMISSIONER
KENNETH L. SWEENEY
CHIEF ENGINEER
DATE

STATE OF MAINE · CHRISTOPHER W. KNIGHT 2257 · PROFESSIONAL LAND SURVEYOR

STATE AID HIGHWAY NO. 2
ROUTE 136 / ROYALSBOROUGH ROAD
DURHAM ANDROSCOGGIN COUNTY
FEDERAL AID PROJECT NO. STP-2026(800)

JUNE 2013	RIGHT-OF-WAY MAP	D.O.T. FILE NO. 1-311
SCALE 1" = 25'	SHEET 7 OF 19	

SHEET NUMBER
147
OF 149

Filename: ...\10\ROW\MSTA\148_RWPLAN8.dgn Division: HIGHWAY Username: robert.k.betz Date:12/6/2013

GRID
MAINE 2000 WEST ZONE

SUSAN M. BARBAY, TRUSTEE OF THE
DONALD BURPEE SUPPLEMENTAL CARE TRUST
BRIAN BURPEE - LIFE ESTATE
PARCEL NO. (25)
LAND TAKEN = 0.65± AC.
DRAINAGE EASE. = (2)
SLOPE EASE. = 0.25± AC. (2)
TEMP. CONST. RIGHTS = 0.11± AC. (1)
TOTAL AREA = 75± AC. (PER DEED)
REM. AREA = 74.35± AC.

ALBERT E. LECLERC
PATRICIA R. LECLERC
PARCEL NO. (1)
LAND TAKEN = 0.57± AC.
TOTAL AREA = 81± AC. (PER TOWN)
REM AREA = 80.43± AC.
(PART II)

ALBERT E. LECLERC
PATRICIA R. LECLERC
ITEM NO. (26)
DRAINAGE EASE. = (1)
TEMP. CONST. RIGHTS = 1,179± S.F. (2)
TOTAL AREA = 80.43± AC.
(WIN 20268.00)

WIN 20268.00
CURVE DATA
PI = 148+34.58
D = 0°42'58.3"
Δ = 6°36'28.3" Lt.
R = 8000.00'
L = 922.64'
T = 461.83'
E = 13.32'

PART II (WIN 19076.10)
CURVE DATA
PI = 145+39.40
D = 0°36'11.2"
Δ = 15°22'59.1" Lt.
R = 9500.00'
L = 2550.61'
T = 1283.02'
E = 86.25'

INLET DRAINAGE STRUCTURE
STA. 144+85± LT.

PT = STA. 141+20.54
PC = STA. 143+72.75
P.I.
SLOPE EASE.
CLL
LIMITS
TEMP. CONST. LIMITS
0.22± AC.
0.65± AC.
0.57± AC.
1,002± S.F.
1,705±
863'±
860'±
232'±
252'±
944'±
252.21'
922.64'
1,606.99' (PART II)
N44°44'22.0"W
BEGIN B.L. PART II
141+00
142+00
143+00
144+00
145+00
146+00
147+00
148+00
BASELINE FOR WIN 19076.10 PART II
TO FREEPORT
REMOVE
INSTALL 8" X 60' BOLDOC III
INSTALL 8" X 20' HDPE END OUTLET
STATE AID HIGHWAY NO. 2/ROUTE 136/ROYALSBOROUGH ROAD
3694'±
4,920'±
2,070'±
2139'±
0.49± AC.
ANDROSCOGGIN RIVER
Flow

EXISTING RIGHT OF WAY REFERENCES
1) ROUTE 236/ROYALSBOROUGH ROAD
A) STATE OF MAINE - DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY MAP - STATE AID HIGHWAY NO. 2
DURHAM, ANDROSCOGGIN COUNTY
FEDERAL AID PROJECT NO. STP-9186(00)X
DATED - JUNE 2001
D.O.T. FILE NO. 1-252, SHEETS 5-10 OF 10
ANDROSCOGGIN COUNTY REGISTRY OF DEEDS
PLAN BOOK 43, PAGES 124-129
B) ANDROSCOGGIN COUNTY COMMISSIONERS RECORDS
VOLUME 4, PAGE 488
1906 4 RODS WIDE (66')
C) ANDROSCOGGIN COUNTY COMMISSIONERS RECORDS
VOLUME 2, PAGE 451
1873 VARIOUS WIDTHS
D) CUMBERLAND COUNTY COMMISSIONERS RECORDS
VOLUME 2, PAGE 314
1791 4 RODS WIDE (66')
E) STATE OF MAINE - DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY MAP - STATE AID HIGHWAY NO. 2
DURHAM, ANDROSCOGGIN COUNTY
FEDERAL AID PROJECT NO. STP-9186(00)X
DATED JUNE 2001
D.O.T. FILE NO. 1-252, SHEET 5
ANDROSCOGGIN COUNTY REGISTRY OF DEEDS
PLAN BOOK 43, PAGE 124
F) MAINE STATE HIGHWAY COMMISSION
PLAN OF PROPOSED RELOCATION OF STATE AID HIGHWAY NO. 2
ACROSS LAND OF Z. C. BOLDOC AND JOHN HOUSTON
DATED - APRIL 1939
S.H.C. FILE NO. S-1-12
ANDROSCOGGIN COUNTY REGISTRY OF DEEDS
PLAN BOOK 7, PAGE 362
2) SNOW ROAD
A) TOWN OF DURHAM
VOLUME 5, PAGE 325
JANUARY 21, 1882 3 RODS WIDE (49.5')

CONTROL INFORMATION
1) HORIZONTAL DATUM - US STATE PLANE NAD83(1996)
ZONE - MAINE 2000 WEST ZONE
VERTICAL DATUM - NAVD 99
COMBINED SCALE FACTOR - 0.9999781

TAX MAP INFORMATION
1) TOWN OF DURHAM
TAX MAP NO. 11

OWNER UNKNOWN
PARCEL NO. (24)
LAND TAKEN = 0.32± AC. (ENTIRE LOT)

OWNER UNKNOWN
PARCEL NO. (12)
LAND TAKEN = 0.49± AC.
(PART II)

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

SYMBOLS
(WELL) - GRADING LIMIT LINE
CONSTRUCTION LIMIT LINE
PROPERTY LINE - PL -
LIMITS OF RIGHT-OF-WAY (LOW.P.)
EXISTING RIGHT OF WAY
NEW RIGHT OF WAY
NEW ROW WITHIN EXIST. ROW
CONTROL OF ACCESS
IP or ⊕ IP/P (IRON PIPE or PIN FOUND)
ST. (SEPTIC TANK)
(ROW MONUMENT)
(TRAVERSE POINT)
WATER LINE
GAS LINE
ELECTRIC LINE
TELEPHONE LINE
SEWER LINE

ITEM	TECH	CHECKED
BASE MAP		C.W.K.
EXIST. R/W	G.L.L.	
PROP. LINES	G.L.L.	
AREAS	G.L.L.	

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

WIN 19076.10
WIN 20268.00
PROJECT FILED IN Y:\FIN\19076\10\ROW\MSTA

REVISIONS

NO.	DATE	DESCRIPTION	BY

NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE
PART II		CONDEM.	OCT. 29, 2012	8523	233
		COND.	9/30/13	8784	74

PLAN FILED IN PLAN BOOK PAGE COUNTY RECORD

DAVID BERNHARDT
COMMISSIONER
KENNETH L. SWEENEY
CHIEF ENGINEER
DATE

STATE OF MAINE
CHRISTOPHER W. KNIGHT
2257
PROFESSIONAL LAND SURVEYOR

STATE AID HIGHWAY NO. 2
ROUTE 136 / ROYALSBOROUGH ROAD
DURHAM ANDROSCOGGIN COUNTY
FEDERAL AID PROJECT NO. STP-1907(610)X PART II
FEDERAL AID PROJECT NO. STP-2026(800)

AUGUST 2012
JUNE 2013
SCALE 1" = 25'
RIGHT-OF-WAY MAP
SHEET 8 OF ~~18~~ 19
D.O.T. FILE NO. 1-311

SHEET NUMBER
148
OF 149

Filename: ...\10\ROW\MSTA\149_RWPLAN9.dgn Division: HIGHWAY Username: robert.k.belz Date:12/6/2013

MAINE 2000 WEST ZONE GRID

NOTE:
PARCEL NO. (27) SEE SHEETS 1 & 2

ALBERT E. LECLERC
PATRICIA R. LECLERC
PARCEL NO. (1)
LAND TAKEN = 0.57± AC.
TOTAL AREA = 81± AC. (PER TOWN)
REM AREA = 80.43± AC.
(PART II)

WIN 19076.10
CURVE DATA
PI = 145+39.40
D = 0°36'11.2"
Δ = 15°22'59.1" Lt.
R = 9500.00'
L = 2550.61'
T = 1283.02'
E = 86.25'

WIN 20268.00
CURVE DATA
PI = 148+34.58
D = 0°42'58.3"
Δ = 6°36'28.3" Lt.
R = 8000.00'
L = 922.64'
T = 461.83'
E = 13.32'

ALBERT E. LECLERC
PATRICIA R. LECLERC
PARCEL NO. (26)
TEMP. CONST. RIGHTS = 1,179± S.F. (2)
DRAINAGE EASE. = (1)
TOTAL AREA = 80.43± AC.
(WIN 20268.00)

FOR ENTIRE OUELLETTE PARCEL
SEE SHEET 19 OF 19

PAMELA OUELLETTE
A/K/A PAMELA J. CORMACK
PARCEL NO. (2)
LAND TAKEN = 20.95± AC. (ENTIRE LOT)
BUILDINGS = (3)
(PART I)

WIN 20268.00
CURVE DATA
PI = 155+51.24
D = 0°36'11.2"
Δ = 3°05'07.6" Lt.
R = 9500.00'
L = 511.58'
T = 255.85'
E = 3.44'

POB = STA. 9+57.09
PC = STA. 10+00.00
PT = STA. 10+96.83
PCC = STA. 152+95.39 (20268.00)
POE = STA. 153+00 WIN 20268.00
POB = STA. 153+00 WIN 19076.10
PC = STA. 11+77.32
PT = STA. 12+51.80

147+00 148+00 149+00 150+00 151+00 152+00 153+00 154+00
9+57 10+00 11+00 12+00

BASELINE FOR WIN 19076.10 PART II
1,606.99' (PART II B.L.)
922.64'
4.61'
END B.L. (WIN 20268.00) STA. 153+00.00

TEMP. CONST. LIMITS
177± S.F.
0.57± AC.
1,705'±
863'±
860'±
0.49± AC.
2,070'±
2139'±
4,920'±

INSTALL 8" X 30° CULVERT
REMOVE
INSTALL 8" X 30° CULVERT
REMOVE AND RESET GUARDRAIL STA. 149+00 TO 152+00

SNOW ROAD
END PROJECT STA 152+50 WIN 20268.00
MATCH PROJECT WIN 19076.10

STATE AID HIGHWAY NO. 2/ROUTE 136/ROYALSBOROUGH ROAD

OWNER UNKNOWN
PARCEL NO. (12)
LAND TAKEN = 0.49± AC.
(PART II)

ANDROSCOGGIN RIVER
Flow

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SYMBOLS
- IP or ● P/P (IRON PIPE or PIN FOUND)
- S.T. (SEPTIC TANK)
- (ROW MONUMENT)
- (TRAVERSE POINT)
- ○WELL (WELL)
- GRADING LIMIT LINE
- CONSTRUCTION LIMIT LINE
- PROPERTY LINE PL
- LIMITS OF TRAFFIC PATTERN (LOTP)
- EXISTING RIGHT OF WAY
- NEW RIGHT OF WAY
- NEW ROW WITHIN EXIST. ROW
- CONTROL OF ACCESS
- WATER LINE
- GAS LINE
- ELECTRIC LINE
- TELEPHONE LINE
- SEWER LINE

ITEM	TECH	CHECKED
BASE MAP		
EXIST. R/W	G.L.L.	C.W.K.
PROP. LINES	G.L.L.	G.L.L.
AREAS	G.L.L.	G.L.L.

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

WIN 19076.10
WIN 20268.00
PROJECT FILED IN Y:\PIN\19076\10\ROW\MSTA

REVISIONS

NO.	DATE	DESCRIPTION	BY

PLAN FILED IN PLAN BOOK PAGE COUNTY RECORD

NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE
2	PART I	CONDEM.	SEPT. 4, 2012	8482	111
	PART II	CONDEM.	OCT. 29, 2012	8523	233
		COND.	9/30/13	8784	74

DAVID BERNHARDT
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FEDERAL AID PROJECT NO. STP-1907(610)X PART I & II
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AUGUST 2012
JUNE 2013
SCALE 1" = 25'
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SHEET 8 9 OF 18 19
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