

## Supplemental Supporting Information for a Finding of Effect

### PUBLIC COMMENT DRAFT

Project: Yarmouth 25981.00

Scope: Reconstruction

Finding of Effect: **No Adverse Effect**

*This report describes the Maine Department of Transportation and the Federal Highway Administration's compliance with Section 106 of the National Historic Preservation Act (36 CFR Part 800). It details the finding of effect to historic properties listed in or eligible for listing in the National Register of Historic Places (NRHP) that are located in the subject project's Area of Potential Effects (APE). This report also assesses how the proposed project may directly or indirectly affect and/or diminish those characteristics and aspects of integrity that qualify a historic property for inclusion in the NRHP. This report is specific to the Section 106 assessment of effects, as opposed to general environmental impacts. Consultation with coordinating agencies and the public is ongoing.*

#### Purpose and Need

The purpose of this project is to reconstruct and rehabilitate a section of sidewalk to improve safety and connectivity.

The need for this project is due to the deterioration of existing sidewalks.

The existing sidewalk in Yarmouth's Main Street corridor has deteriorated and is in disrepair. The reconstruction and rehabilitation of the sidewalk on both sides of Main Street from Center Street to the rail corridor will bring the sidewalk into ADA (Americans with Disabilities Act) compliance, encourage foot traffic, and improve safety. Phase 1 of the sidewalk reconstruction, a town led project that was not conducted by MaineDOT, has already been completed along the corridor west of the proposed project area.

#### Proposed Action

The proposed action would include the reconstruction of existing sidewalks for both sides of Route 115 (Main Street), beginning from Center Street to the rail corridor, for all sections of this project where sidewalk improvements have not already been previously made. Only minimal alterations to the existing travel lanes anticipated and the proposed horizontal and vertical alignment would match existing alignments. A portion of the project would retain the existing vertical curb, while the easterly segment would include new granite curb to narrow the roadway as a traffic calming measure near a proposed crosswalk which is expected to be a major road crossing point in the future. The sidewalk has been designed to meet ADA standards and would include ADA compliant ramps at each driveway/entrance and curb ramp detectable warning fields will be included where the new sidewalk intersects side-streets. The project would also include minor driveway improvements to accommodate the new sidewalk, an ADA accessible parallel parking spot, new landscape/hardscape areas, and a non-motorized vehicle repair station.

The proposed typical section includes two 11' to 12' travelways (existing), and 8' minimum shoulders / parallel parking. Variable width sidewalks existing along both

sides of Route 115. For most of the project the curb to curb typical section will remain as is. Outside of the curb on both sides of the road, the grass esplanade and a new 7' concrete sidewalk comprised of 6" Reinforced Concrete Sidewalk and 10" ASCG will be constructed. On the easterly end of the project, new granite curb will be installed and the roadway will be narrowed to 11' travelways and 1' minimum shoulders. 8' parallel parking will be included in some areas. Tree planting areas and granite paver buffers will be included in some areas as shown on the plans.

The proposed pavement structure consists of 6" Reinforced Concrete Sidewalk and 10" ASCG.

### Federal Action

Federal funding.

### Definition of Area of Potential Effect (APE)

The proposed project is located in Yarmouth. The map below shows the APE.

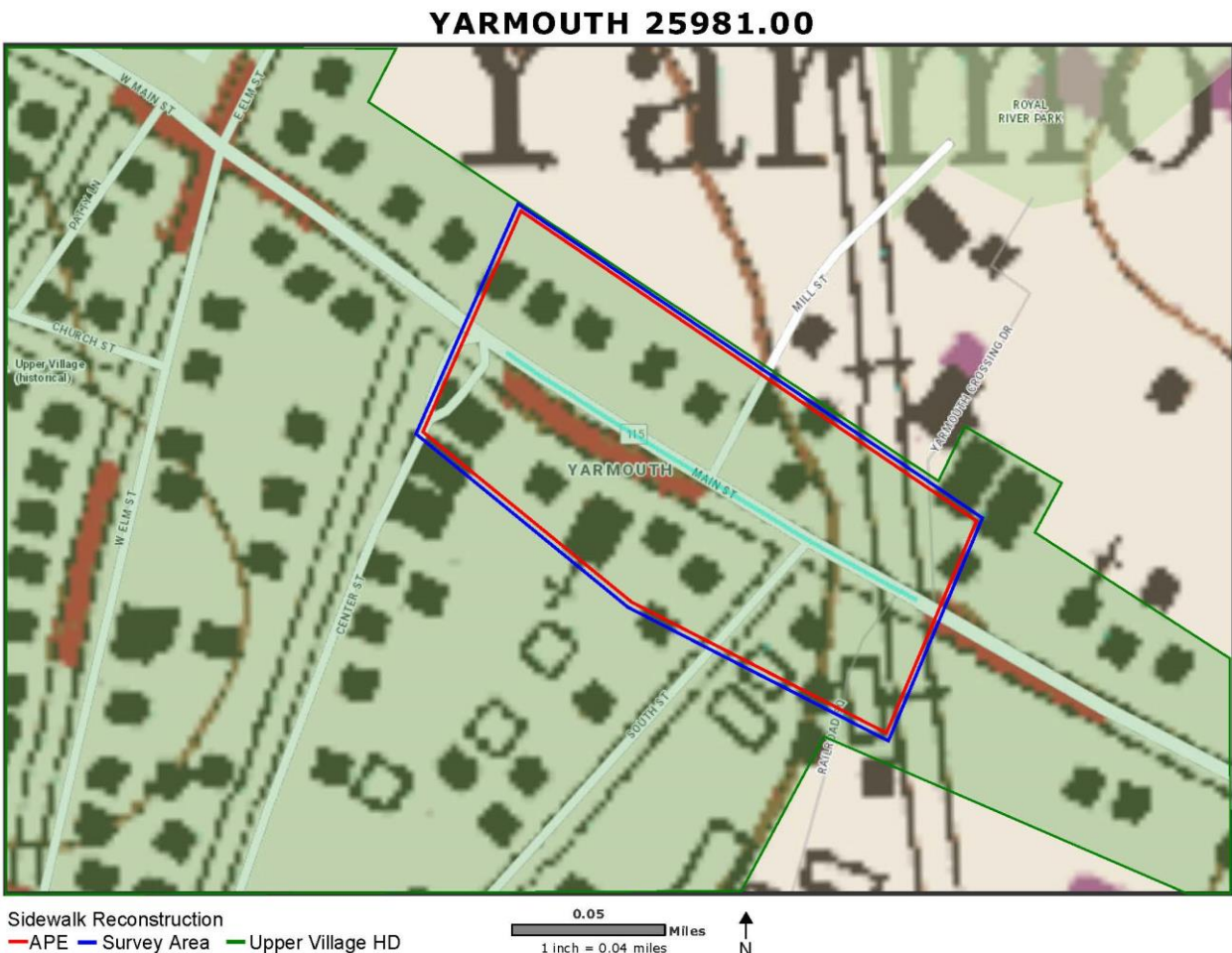


Figure 1: Yarmouth 25981.00 Area of Potential Effect

### Historic Properties

The proposed project is located in Yarmouth, Cumberland County, Maine. The descriptions are based on Maine Historic Preservation Commission (MHPC) forms and/or National Register of Historic Places nominations.

#### **Grand Trunk Railroad (State of Maine, Sta. 15+75R – Sta. 16+50R; Sta. 15+75L – Sta. 16+50L)**

##### ***National Register-Eligible***

##### ***Criteria C, Industry, Transportation, and Ethnic Heritage on state level***



The railroad was chartered in 1845 as the Atlantic and St. Lawrence Railroad and connected Portland and Montreal, allowing the former to act as a winter port for Quebec when the St. Lawrence River was frozen. The rail line was completed in 1853 and leased to the Grand Trunk Railway of Canada. At Yarmouth, the Grand Trunk crossed the Maine Central Railroad and then turned northwest towards Montreal. The railway played an integral role in bringing French Canadian immigrants

to cities like Lewiston where they found work in the textile mills. The railroad was absorbed into the Canadian National Railways in 1923. Passenger service was discontinued after World War II and the Portland-Montreal line was abandoned c.1960. The railroad retains all aspects of integrity except association. Its period of significance is 1853-1960.

#### **Capt. S. C. Blanchard House (317 Main St Community Music Center, Sta. 13+15L – Sta. 13+75L)**

##### ***National Register-Listed***

##### ***Criteria C, Architecture***



The house is a good example of the Italianate style on the local level. It also contributes to the Upper Village Historic District. It was designed by Charles A. Alexander for Captain Sylvanus C. Blanchard, one of the most successful sea captains in the state. After ending his career as a ship's captain, he founded a ship building firm, Blanchard Brothers in Yarmouth. Blanchard built the house in 1855, only four years before his death. Charles A. Alexander worked out of Portland, Maine as well

as New York and Chicago and designed many other residences as well as hotels and churches. A large addition is currently under construction off the rear of the building. The addition is slightly shorter than the original structure and features deep eaves in reference to the historic house. The addition has some impact on the integrity of design, workmanship, and feeling but the house retains sufficient integrity to remain listed. The period of significance is 185



**Dr. Ammi R. Mitchell House (Hall Kellie & Greg, Sta. 10+50L – Sta. 11+10L)**  
***National Register-Listed***  
***Criteria C, Architecture***



The house was built c.1800 by Dr. Ammi R. Mitchell, a physician that was also one of the largest original donors to the North Yarmouth Academy. He also served in the Massachusetts Legislature and as a state senator. It is a good example of early Federal architecture on the local level. Its symmetrical façade, steeply hipped roof, and Classical details are typical of the period. The house retains all aspects of integrity except association. Its period of significance is c.1800

**Sacred Heart Church (Roman Catholic Bishop, Sta. 11+40R – Sta. 13+50R)**  
***National Register-Listed***  
***Criteria A and C, Community Planning and Development and Architecture***



The 1828 Federal-style church has a pedimented gable-front roof with a square central tower topped with an octagonal belfry. The tower projects from the façade and is brick at the first story with a rounded arched window and clad in clapboards from the second story up. The second story features a clock on the north elevation. The meeting house is six bays long with arched nine-over-nine or stained-glass windows. A commemorative bronze plaque placed in 1928 is located below the window

on the tower. In 1866 prominent citizens hired Hubert Lovejoy, an Auburn architect, to alter the interior of the building, which included the completion of trompe l'oeil work by Charles Schumacher, a Portland artist. Its period of significance is 1828 and 1866.

**Upper Village Historic District (various owners, Sta. 10+00L – Sta. 17+00L; Sta. 10+00R – Sta. 10+00R)**

***National Register-Eligible***

***Criteria A and C, Community Planning and Development and Architecture***



While the Lower Village developed around the shipbuilding industry at the mouth of the Yarmouth River, the Upper Village developed around the Baptist Meeting House on Hillside Street. Development spread eastward along Main Street, which was the retail and commercial center of the area. The side streets were almost exclusively residential, with the exception of a few churches. The district features a large number of Greek Revival and Italianate style buildings, as well as Federal and

Romanesque style structures. There has been some twentieth century infill but overall the district retains a high degree of cohesion and is a good representation of a nineteenth century New England village. The period of significance is c.1790-1923.

**Impacts to Property**

The following addresses potential impacts to properties as a result of the proposed action.

**Grand Trunk Railroad (State of Maine, Sta. 15+75R – Sta. 16+50R; Sta. 15+75L – Sta. 16+50L)**

***National Register-Eligible***

***Criteria C, Industry, Transportation, and Ethnic Heritage on state level***

The proposed action would result in **No Adverse Effect** to the Grand Trunk Railroad. The proposed action would reconstruct the adjacent existing sidewalk according to current ADA design standards and add a grass esplanade. The sidewalk reconstruction would not significantly impact the setting, as the setting is already defined by hardscape. Therefore, the proposed action would not significantly diminish the historic property's aspects of integrity.

**Capt. S. C. Blanchard House (317 Main St Community Music Center, Sta. 13+15L – Sta. 13+75L)**

***National Register-Listed***

***Criteria C, Architecture***

The proposed action would result in **No Adverse Effect** to the Capt. S. C. Blanchard House. The proposed action would install a rectangular rapid flashing beacon sign pole at an existing crosswalk. The existing crosswalk currently has signage, and the addition of a rapid flashing beacon sign would not significantly impact the setting, as the setting is already defined by a crosswalk and hardscape. Therefore, the proposed action would not significantly diminish the historic property's aspects of integrity.

**Dr. Ammi R. Mitchell House (Hall Kellie & Greg, Sta. 10+50L – Sta. 11+10L)*****National Register-Listed******Criteria C, Architecture***

The proposed action would result in **No Adverse Effect** to the Dr. Ammi R. Mitchell House. The proposed action would reconstruct an existing sidewalk and esplanade according to current ADA design standards. The proposed action would require temporary rights for minor driveway improvements to accommodate the new sidewalk. A tree is proposed in the grass esplanade. The sidewalk construction would not significantly impact the setting, as the setting is already defined by hardscape. The tree would not significantly impact the setting, as the setting is already defined by trees along the corridor and a tree existed in the esplanade previously. Therefore, the proposed action would not significantly diminish the historic property's aspects of integrity.

**Sacred Heart Church (Roman Catholic Bishop, Sta. 11+40R – Sta. 13+50R)*****National Register-Listed******Criteria A and C, Community Planning and Development and Architecture***

The proposed action would reconstruct an existing sidewalk and esplanade according to current ADA design standards. The proposed action would require temporary rights for minor driveway improvements to accommodate the new sidewalk. Trees are proposed in the grass esplanade. The sidewalk construction would not significantly impact the setting, as the setting is already defined by hardscape. The tree would not significantly impact the setting, as the setting is already defined by trees along the corridor. Therefore, the proposed action would not significantly diminish the historic property's aspects of integrity.

**Upper Village Historic District (various owners, Sta. 10+00L – Sta. 17+00L; Sta. 10+00R – Sta. 10+00R)*****National Register-Eligible******Criteria A and C, Community Planning and Development and Architecture***

The proposed action would result in **No Adverse Effect** to Upper Village Historic District. The proposed action would include the reconstruction of existing sidewalks, in areas where sidewalk improvements have not previously been completed as a result of past projects, for both sides of Route 115 (Main Street) beginning from Center Street to the rail corridor. A portion of the project would retain the existing vertical curb. The easterly segment would include new granite curb to narrow the roadway as a traffic calming measure near a proposed crosswalk. The narrowed shoulder would begin at approximately Sta. 14+25L – Sta. 16+50L and extend to approximate station 15+35R – Sta. 16+30R. It would allow for a wider section of sidewalk and bump outs at the proposed crosswalk, which is expected to be a major road crossing point in the future. The sidewalk has been designed to meet ADA standards and would include ADA compliant ramps at each driveway/entrance. Curb ramp detectable warning fields would be included where the new sidewalk intersects with side-streets. The project would also include minor driveway improvements to accommodate the new sidewalk, an ADA accessible parallel parking spot, new landscape/hardscape areas, and a non-motorized vehicle repair station. The proposed action would only require temporary ROW impacts in the historic district. The sidewalk reconstruction would not significantly impact the setting, as the setting is already defined by hardscape. Phase 1 of the sidewalk reconstruction has already been completed along the corridor west of the proposed project area. The proposed action would be a continuity of previous improvements and provide uniformity along the corridor. The proposed action poses a nominal change that does not significantly diminish the historic district's integrity of materials, setting, feeling, and association.

**Archaeological Resources**

The project meets the Programmatic Agreement for archaeology.

**Avoidance and Minimization Efforts**

The MaineDOT sought ways to avoid major impacts to the historic properties by containing the proposed sidewalk to the available ROW and limiting ROW impacts. Only minor construction easements are anticipated for the impacted locations. Overall, the proposed actions are sensitive additions that provide a walkable and safe environment.

**Dismissed Alternatives**

Alternatives for the corridor were studied during work completed by the Town prior to this project. This included community visioning sessions and the development of a master plan for the corridor. Design and construction of Phase I has already been completed and reflects the recommendations from the master plan. The No Build alternative takes no action and does not meet the purpose and need of the project and was therefore removed from further consideration.

**Public Involvement**

MaineDOT contacted the four federally recognized Native American tribes in Maine. The Mi'kmaq Nation and the Penobscot Nation replied with no concerns about the undertaking. The other tribes did not respond.

The Town of Yarmouth was contacted at the commencement of the Section 106 review process and were asked to provide any questions or comments related to the historic review. No replies were received.

Two public meetings were held. Comments received as a result of the meeting included concerns regarding protection of existing and planting of new trees, addressing concerns from Phase 1, preference for grass esplanade over all hardscape, review of signage, request for non-motorized vehicle maintenance area, requested options for safety crossing and rapid flashing beacons.

The public process is ongoing.

**Proposed Materials**

HMA, concrete, granite, gravel, detectable landing pads, rapid flashing beacons.

**Plans**

Town of Yarmouth Main Street Sidewalk Improvements, MaineDOT WIN 25981.00, Final PDR, February 24, 2025.

**Attachments**

Kirk Mohney, MHPC, to Julie Senk, MaineDOT, July 31, 2023

Kirk Mohney, MHPC, to Julie Senk, MaineDOT, April 24, 2024

# STATE OF MAINE

## MEMORANDUM

July 31, 2023

To: Julie Senk, ENV/Maine Department of Transportation

From: Kirk F. Mohny, State Historic Preservation Officer *KFM*

Subject: WIN 25981.00, Yarmouth, Sidewalk Reconstruction; MHPC# 1039-23

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In response to your recent request, I have reviewed the information received July 14, 2023 to initiate consultation on the above referenced undertaking pursuant to the Maine Programmatic Agreement and Section 106 of the National Historic Preservation Act of 1966, as amended.

Based on the information provided, the Commission agrees with the MDOT's conclusion that the following properties in the project's area of potential effect are eligible for listing in or are listed in the National Register of Historic Places:

- Grand Trunk Railroad (SM #1), eligible in the Upper Village HD and Grand Trunk Railroad HD;
- Sacred Heart Church, 326 Main Street (SM #5), individually eligible and contributes to the Upper Village HD;
- Sacred Heart Rectory, 326 Main Street (SM# 6), individually eligible and contributes to the Upper Village HD;
- Garage, 326 Main Street (SM #7), potentially contributing to the Upper Village HD; and
- 343 Main Street, (SM # 10-11), contributing to the Upper Village HD.

No other properties within the APE are eligible for listing in the National Register of Historic Places.

Please contact Megan M. Rideout of our office if we can be of further assistance in this matter.



# STATE OF MAINE

## MEMORANDUM

April 24, 2024

To: Julie Senk, ENV/Maine Department of Transportation

From: Kirk F. Mohney, State Historic Preservation Officer *KFm*

Subject: WIN 25981.00, Yarmouth, Sidewalk Reconstruction; MHPC# 1039-23

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In response to your recent request, I have reviewed the information received April 2, 2024 to continue consultation on the above referenced undertaking pursuant to the Maine Programmatic Agreement and Section 106 of the National Historic Preservation Act of 1966, as amended.

The Commission did reevaluate the status of 343 Main Street (SM# 10-11) and change them from not contributing to contributing in the Upper Village HD.

333 and 317 Main Street (SM #13 and 15) are currently individually listed and contribute to the Upper Village HD.

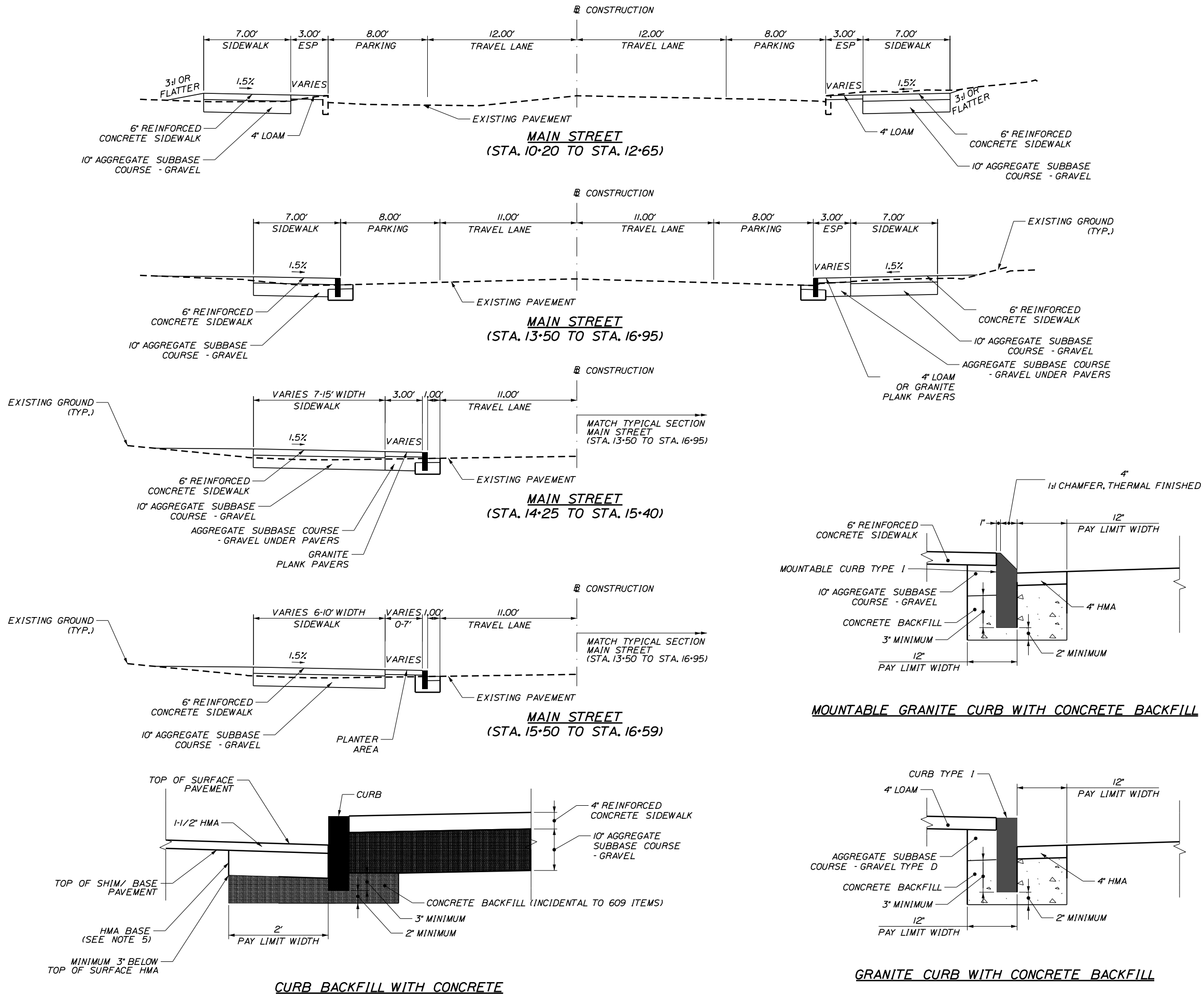
(SM #1) Grand Trunk RR is eligible for listing in the Grand Trunk RR HD and the Upper Village HD.

326 Main Street (SM# 5,6) are individually eligible and contribute to the Upper Village HD

In total, 1 South Street, 326, 330, 336, 343, 339, 333, 325, 317, and 309 Main Street (SM # 1, 3, 5-16) should be included as contributing to the Upper Village HD.

Please contact Megan M. Rideout of our office if we can be of further assistance in this matter.





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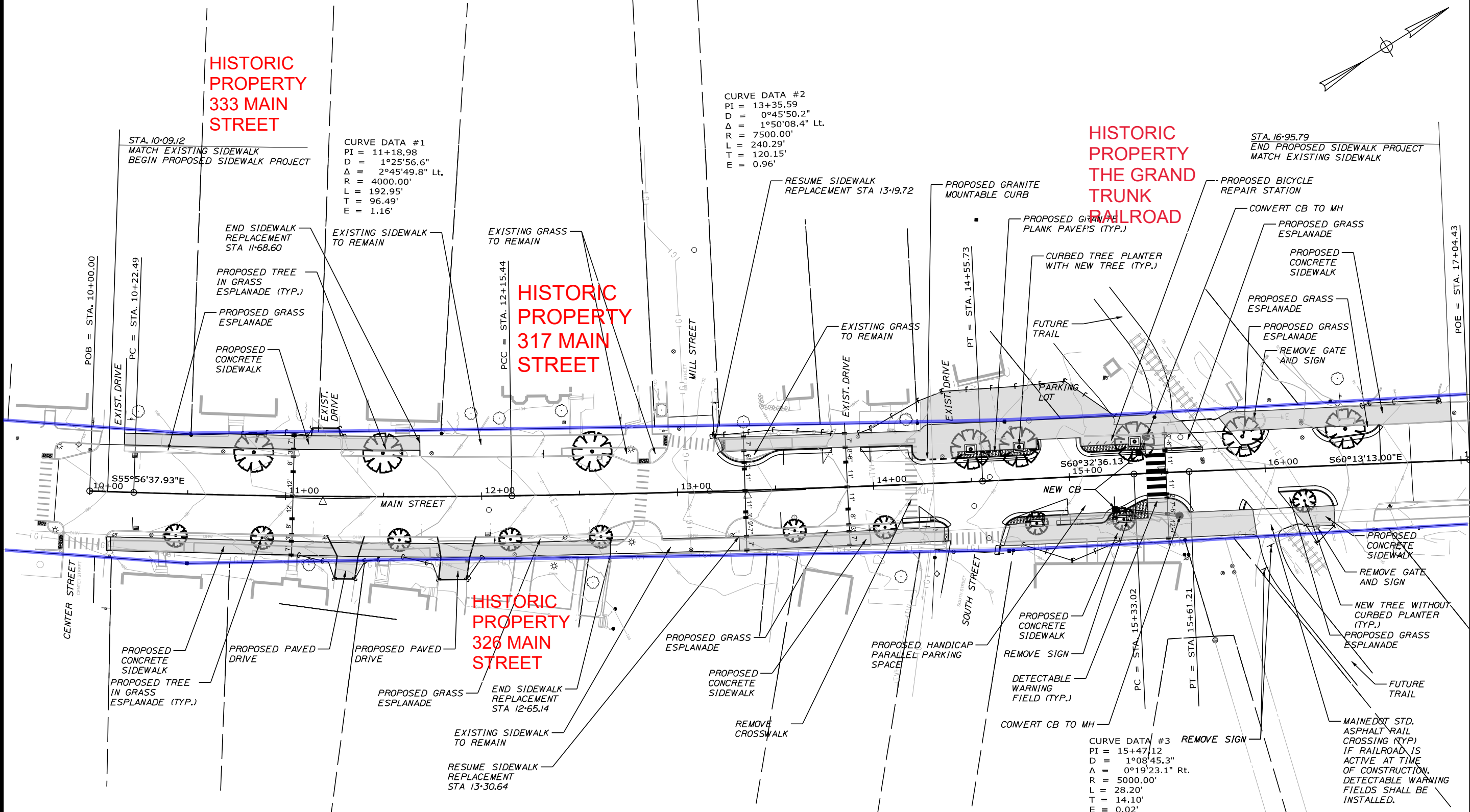
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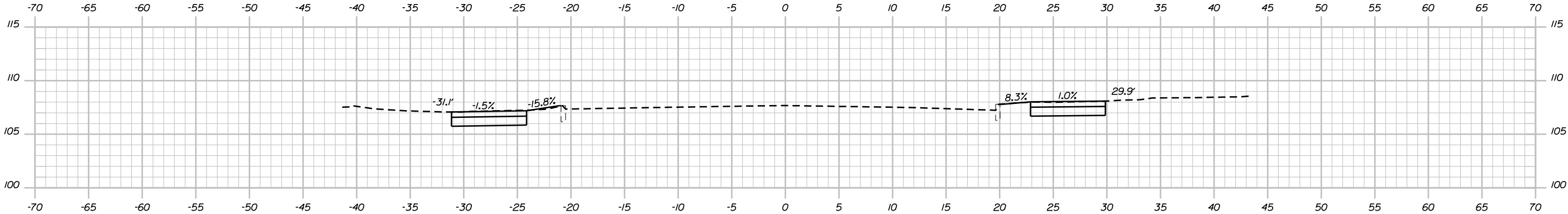
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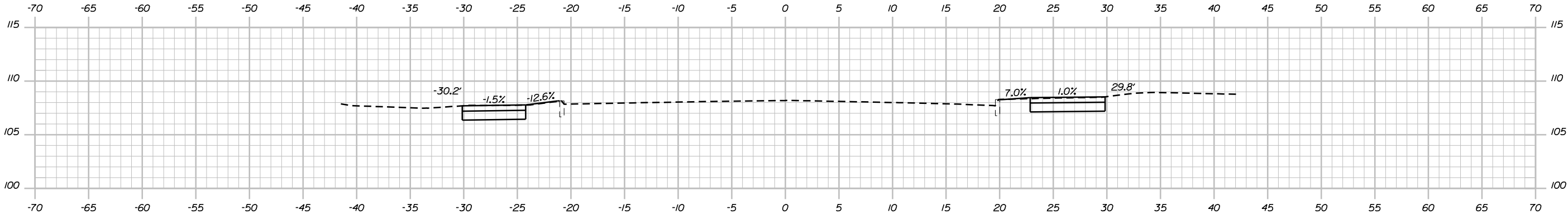
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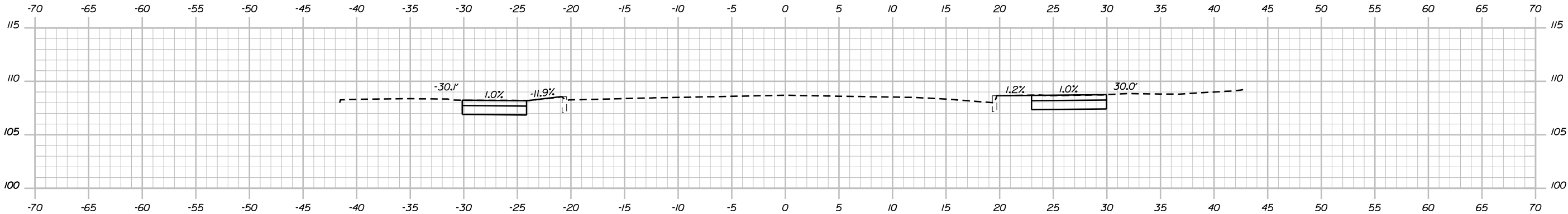
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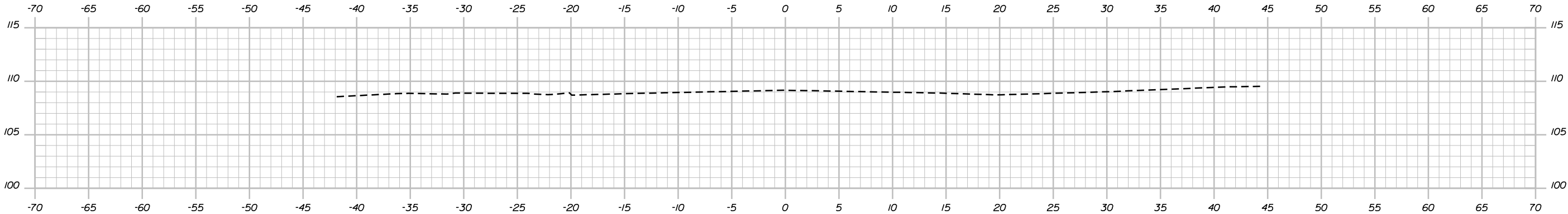
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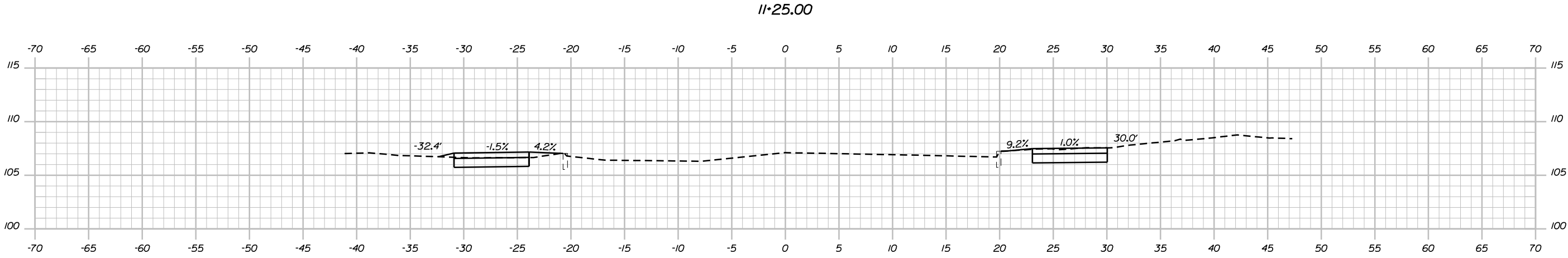
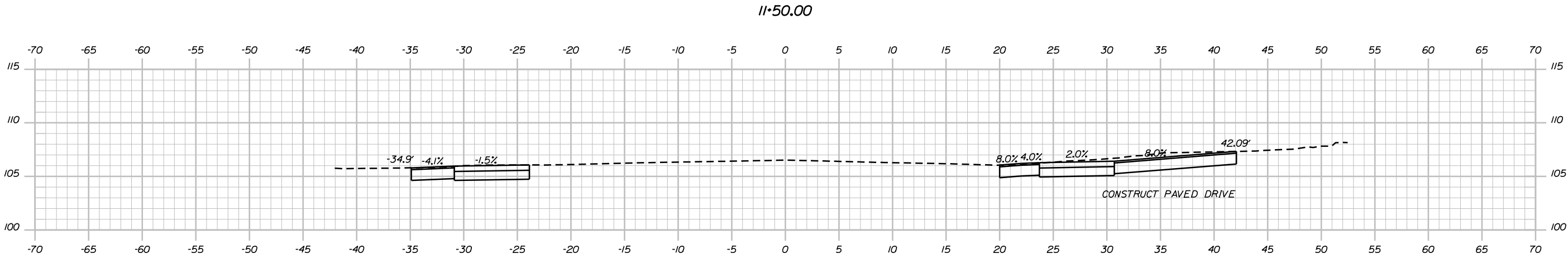
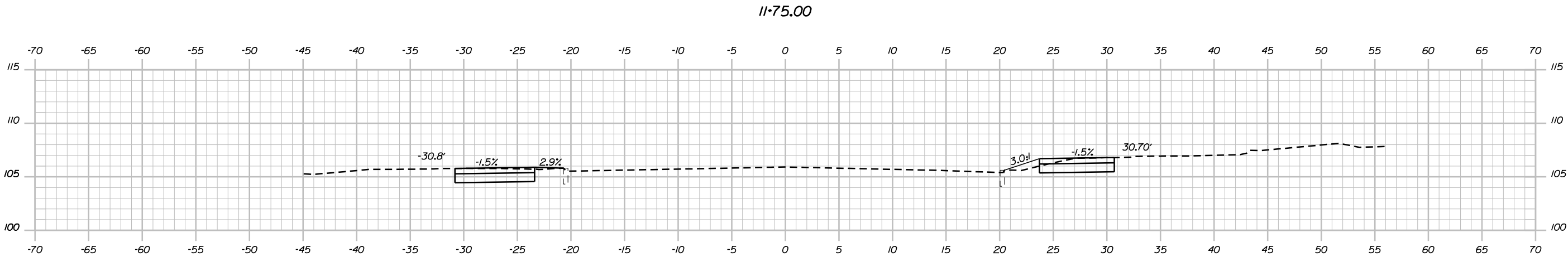
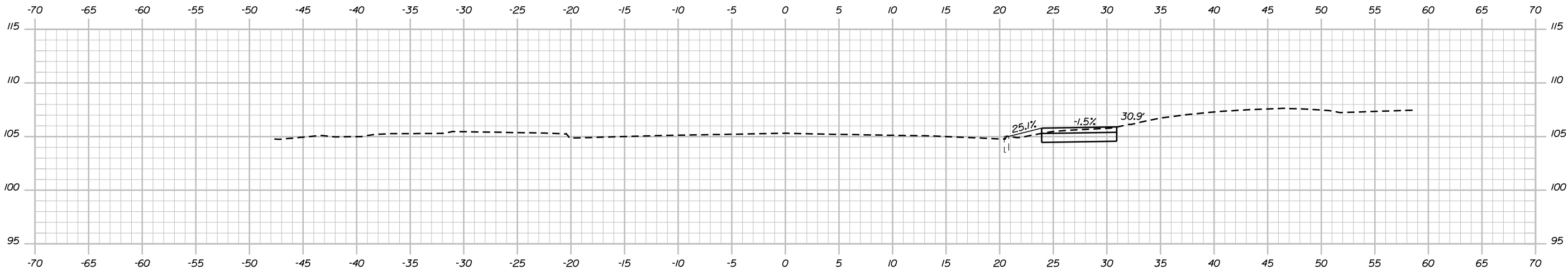


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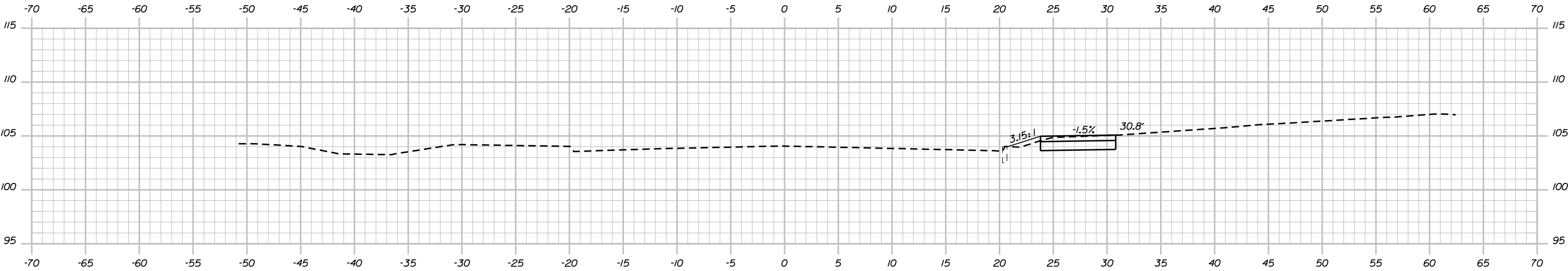
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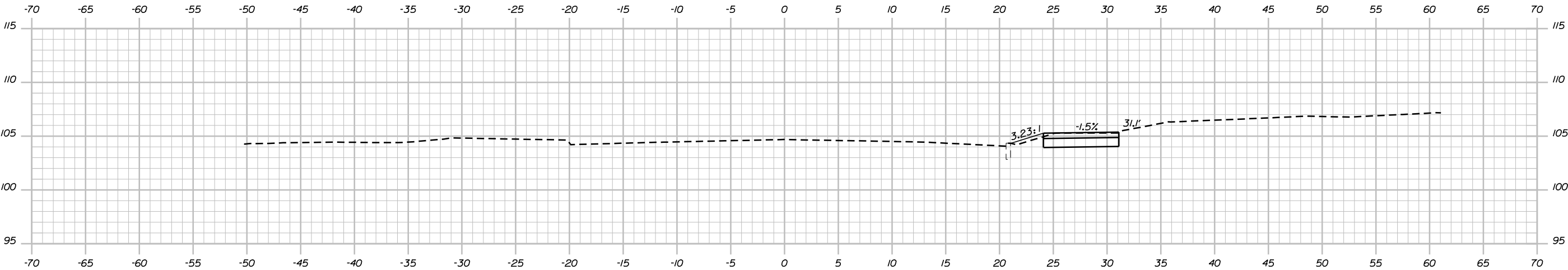
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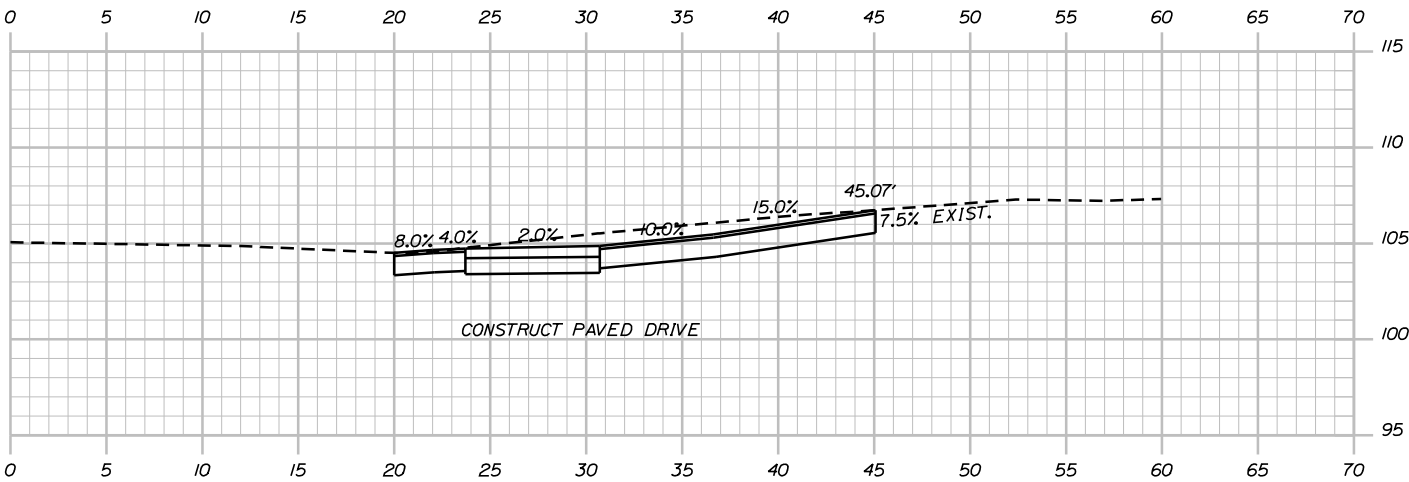
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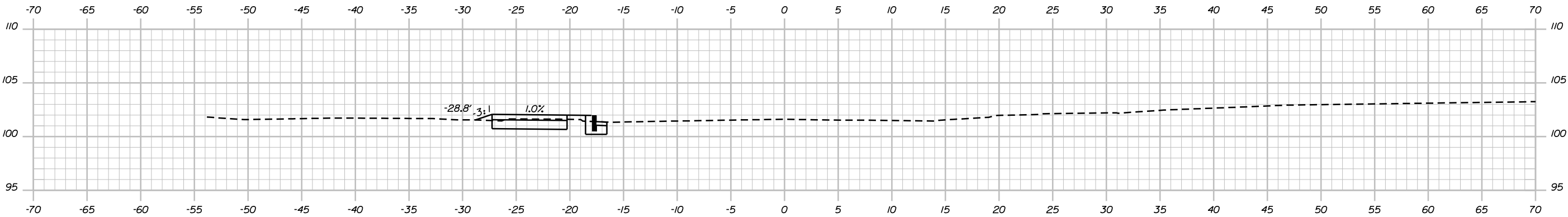
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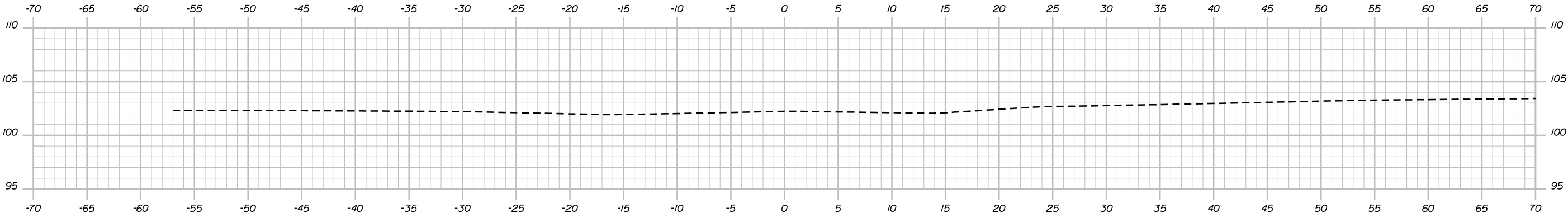
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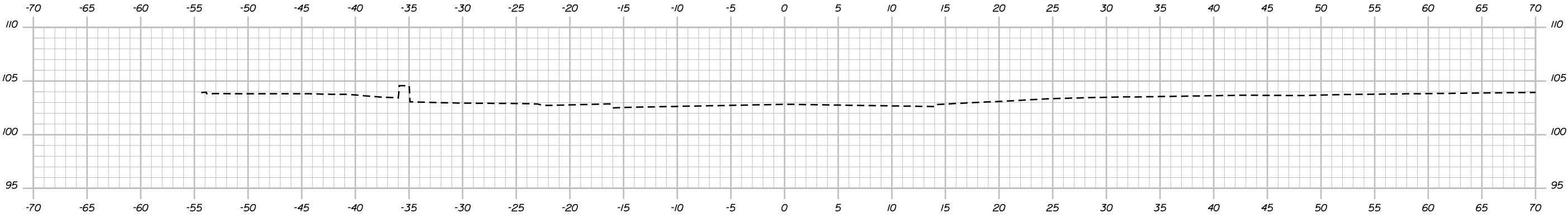
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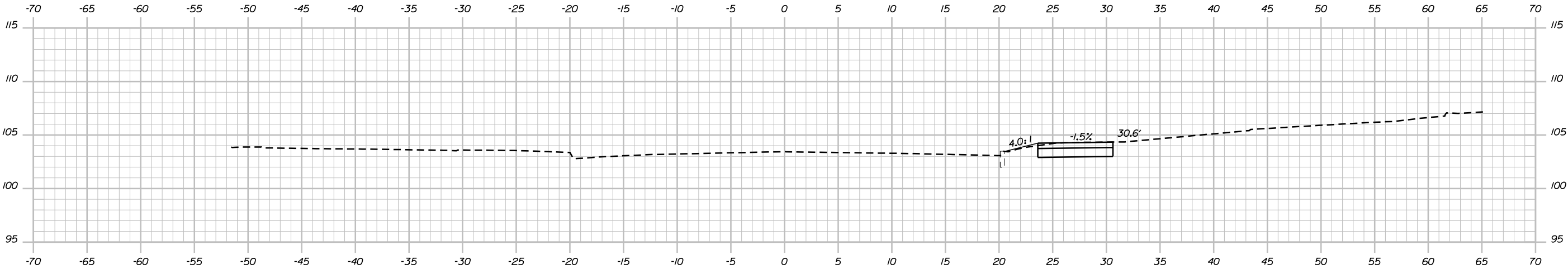
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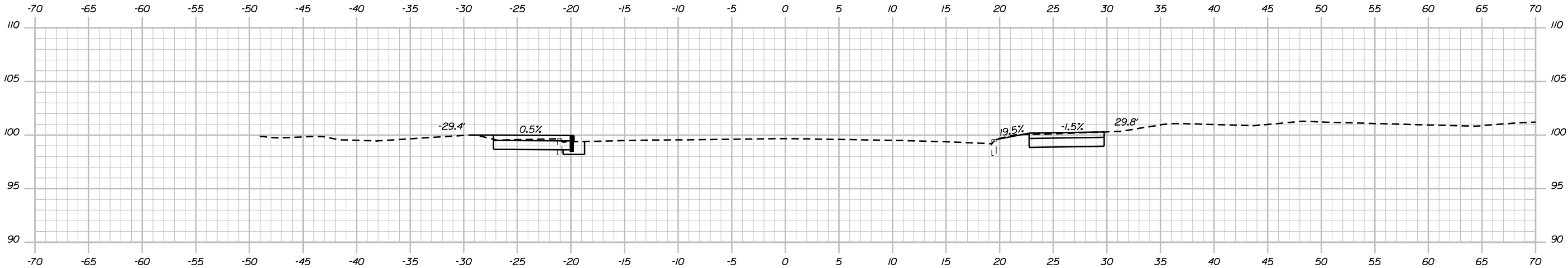
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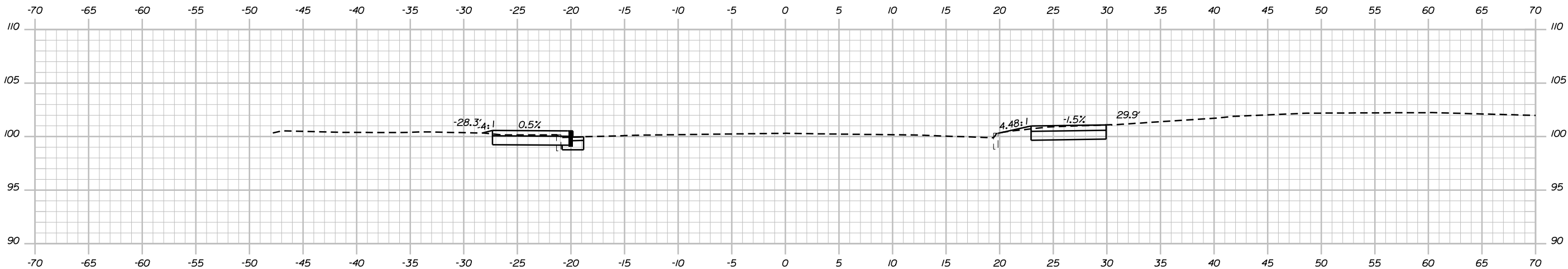
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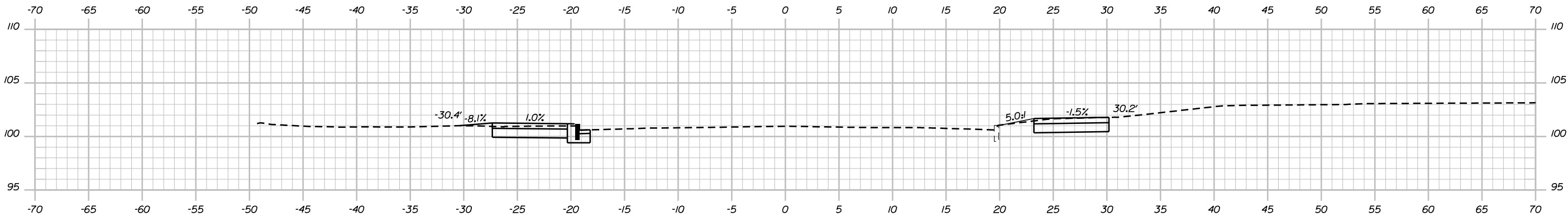
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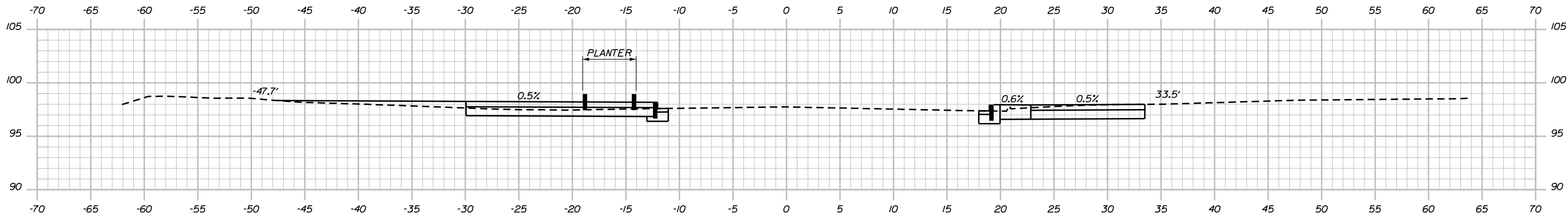
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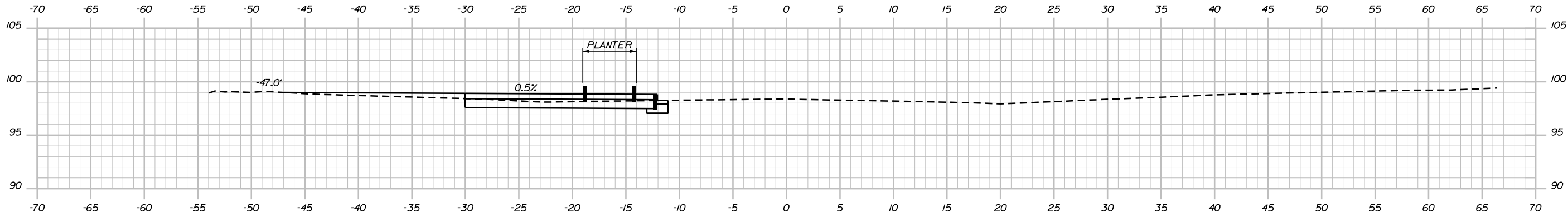
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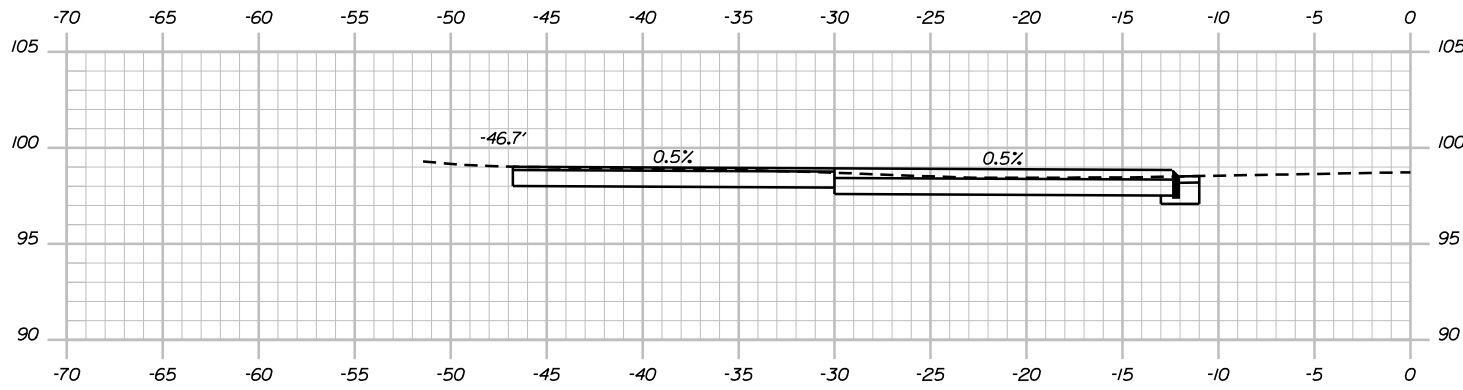
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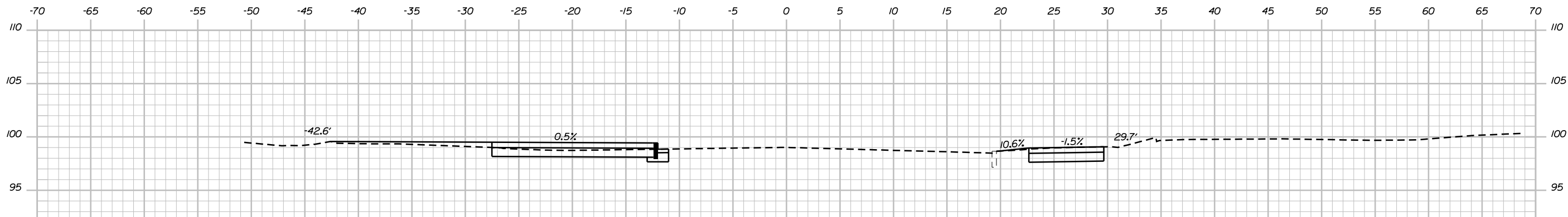
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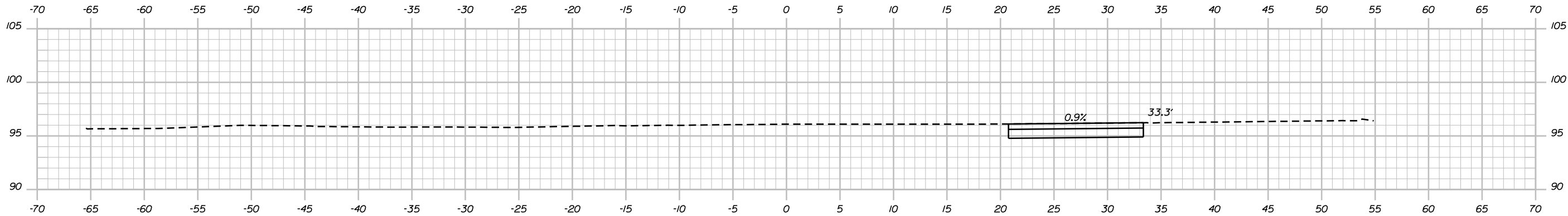


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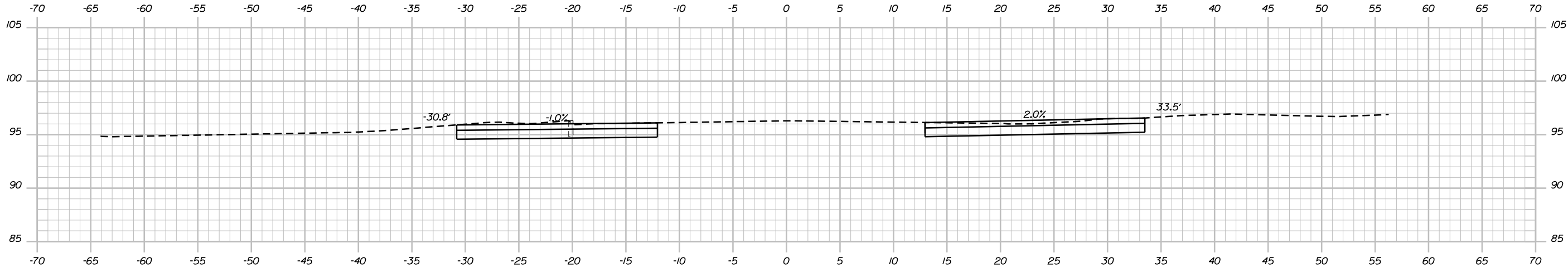
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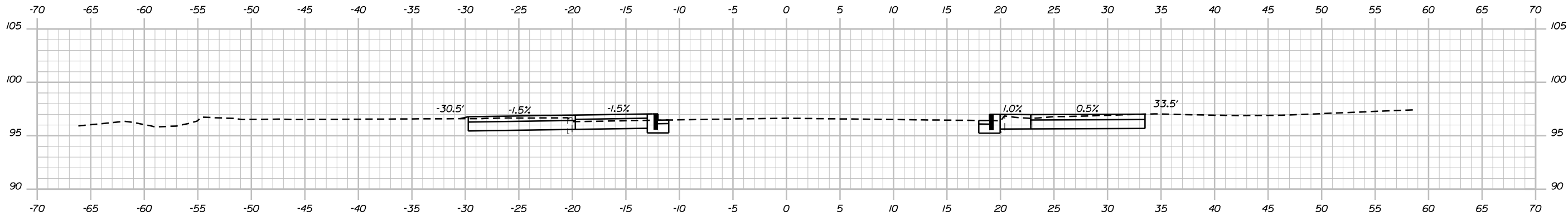
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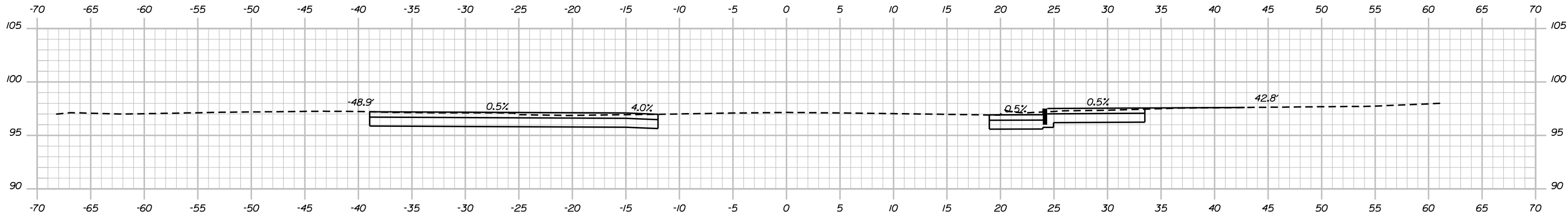
15+75.00



15+50.00



15+25.00



15+00.00

TYLin

INTERSECTION GEOMETRIC DESIGN

MULTIMODAL

WIN

25981.00

PROGRAM

YARMOUTH SIDEWALK IMPROVEMENTS PHASE II

CROSS SECTIONS

SHEET NUMBER

10

OF 12

PROJ. MANAGER

DESIGN-DETAILED

CHECKED-REVIEWED

DESIGN-DETAILED

REVISIONS 1

REVISIONS 2

REVISIONS 3

REVISIONS 4

FIELD CHANGES

DATE

BY

I. ERICO

S. DAVIS

SIGNATURE

P.E. NUMBER

DATE

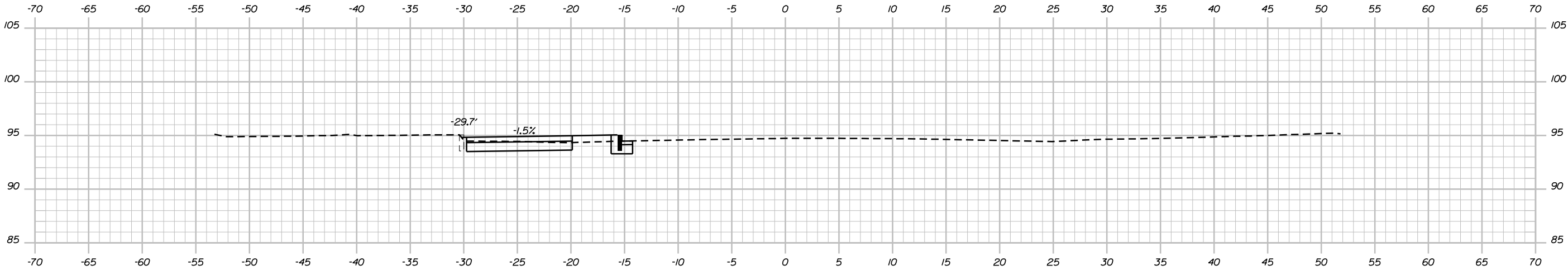
Sta. 15+00.00 to Sta. 15+75.00

Date:2/24/2025

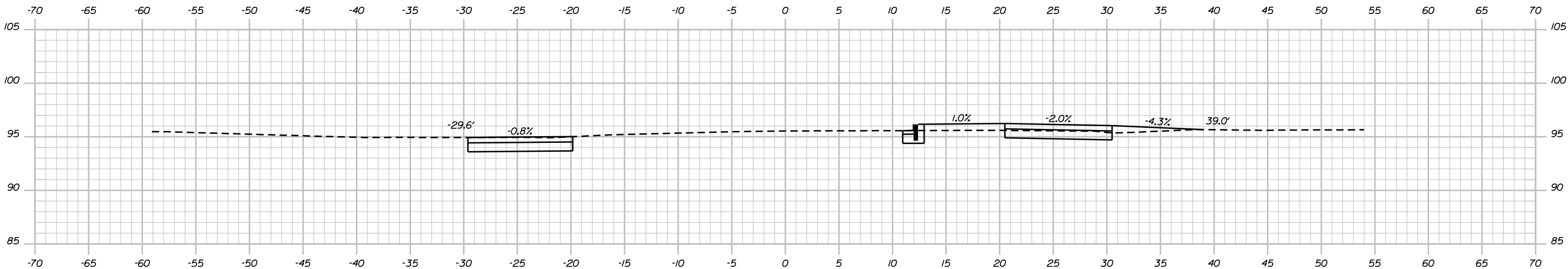
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Division: HIGHWAY

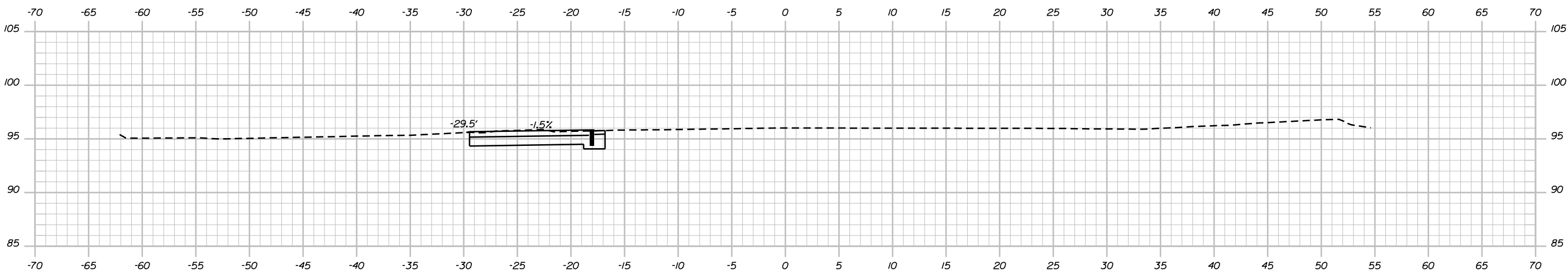
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16+50.00



16+25.00



16+00.00



INTERSECTION GEOMETRIC DESIGN

MULTIMODAL

WIN 259981.00

PROGRAM

YARMOUTH SIDEWALK IMPROVEMENTS PHASE II

CROSS SECTIONS

SHEET NUMBER

11

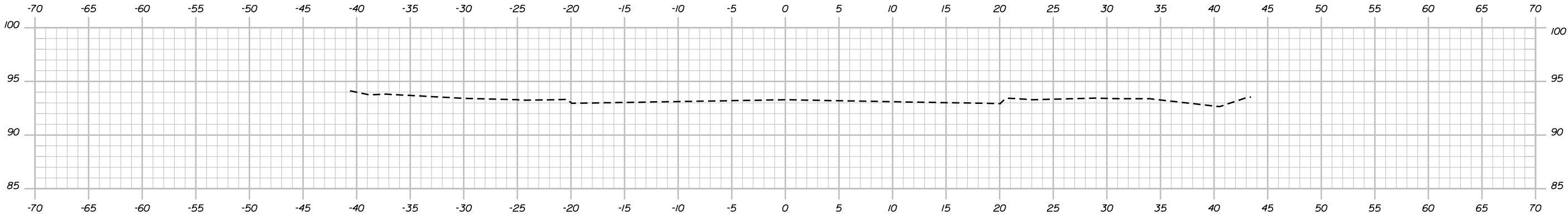
OF 12

PROJ. MANAGER	T. ERICO	BY	DATE
CHECKED-REVIEWED	S. DAVIS		
DESIGNED-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

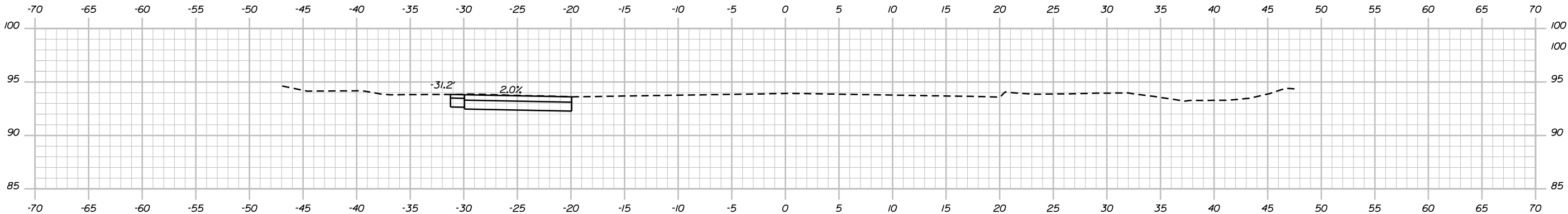
SIGNATURE

P.E. NUMBER

DATE



17+00.00



16+75.00



YARMOUTH SIDEWALK  
IMPROVEMENTS PHASE II

CROSS SECTIONS

SHEET NUMBER

12

OF 12

PROJ. MANAGER	T. ERICO	BY	DATE
CHECKED-DETAILED	S. DAVIS		
DESIGNED-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE
P.E. NUMBER
DATE

INTERSECTION GEOMETRIC DESIGN

MULTIMODAL

WIN

259981.00

PROGRAM