

Supplemental Supporting Information for a Finding of Effect

Project: Fryeburg 17280.10

Scope: Highway Reconstruction

Finding of Effect: **No Adverse Effect**

Purpose and Need

The purpose of the action is to improve safety for pedestrians, bicycles, and vehicles on US Route 302 (Main Street) beginning at Oxford Street and extending east to Recreation Drive.

The need for this project is to correct deficiencies in roadway pavement and subbase and surface and subsurface drainage, while also upgrading pedestrian and bicycle facilities.

As-built plans from the 1930s indicate that Route 302 was originally constructed with 10' travel lanes and 3' gravel shoulders. A variable width gravel base with a thickness between 12-18" was used under the roadway, while 5" of gravel base was used below the shoulders. This base created a "bath tub" section that traps water under the pavement. The current pavement distress is moderate to severe, though a recent hot mix asphalt (HMA) overlay has temporarily concealed, but not corrected, deficiencies. Severe rutting has occurred in the outer third of the travel lanes in many locations, most likely due to failing sub grade and sub base.

Proposed Action

The proposed action (Alternative A) would reconstruct Route 302 through downtown Fryeburg. Typical sections are outlined in separate sections below.

The proposed alignment closely matches the existing centerline from Sta 79+00 to 106+65 and Sta. 123+00 to 144+50. From Sta. 106+65 to 123+00 the proposed roadway would shift towards the northeast away from the cemetery aligning the roadway in the center of the existing ROW. Shifting the roadway in this section would allow the roadway to be raised so that the proposed subbase can daylight and drain, thus avoiding the need for installing underdrain in a complicated location. This shift would also allow a flatter curve at the Route 302/Route 5 intersection, which would improve the alignment by meeting current design criteria for 30 MPH with a radius of 240' and would remove the undesirable compound curve. A compound curve is proposed at Sta.118+68 to 129+68 in order to match existing centerline prior to the Molly Ockett School roadway project western limit of work at Sta. 124+50. The compound curve would consist of the proposed radius of 1325' and 1450' which is well within the desired curve to curve ratio.

A bicycle lane would be located between the eastbound through lane and the eastbound right turn lane from Sta. 83+00 to Sta. 83+60. An auxiliary right turn lane would be added on Route 302 eastbound at Route 113. The proposed project would reconstruct the existing sidewalk from Sta. 79+00R to 87+50R and from Sta. 82+75L to 84+30L. Additional sidewalk is proposed from Sta. 79+40L to 82+75L in order to connect to the crosswalk at Sta. 79+60. All sidewalk tip-downs and driveway crossings would be reconstructed to meet Americans with Disabilities Act (ADA) compliance. The sidewalk at Sta. 104+00L would

be extended to Sta. 103+50L to reconfigure the crosswalk perpendicular to the vehicle travel way. Sidewalk would be added along Route 302 eastbound from Sta. 103+50R to Sta. 122+50R and from Sta. 129+50R to Sta. 144+50R and would provide connectivity from downtown to the recreation complex. Rapid flashing beacons would be located on both sides of Route 302 at Sta. 79+75, 99+75, and 104+00. Underdrainage is proposed throughout the project area. Curbing would assist with surface drainage. Utility relocation is expected for both above and underground. Utility poles would be relocated within 5' of existing locations.

Proposed typical sections are as follows:

Sta. 79+00 to 87+25

The proposed typical section consists of 11' travel lanes and 10' paved shoulders. In areas of parking, 45-degree stalls are proposed with a stall length perpendicular to the alignment of 19 feet. The width of the existing sidewalk would increase in some locations where it abuts structures. Sidewalk and parking would be added along Route 302 westbound from Sta. 79+61 to 83+60. The roadway would keep a normal crown with 2% travel way and 4% shoulder. The cross slope of the shoulder and travel way would vary in the vicinity of the Route 113 intersection to provide sufficient gutter grade. The widened sidewalk from 82+50 to 83+50 right would be graded to flow toward the center of the walkway and flow east toward a F basin located in a recessed grassed area. In locations where the roadside is grassed, a 4' 4% berm would be used with 4:1 fill and 3:1 cut slopes. In some private parking areas behind sidewalk, a 5' grassed panel would separate the parking from the edge of sidewalk.

Sta. 87+25 to Sta. 111+50

The proposed typical section consists of 11' travel lanes and 10' paved shoulders. The shoulder break would occur 1' inside the shoulder. The travel way is proposed to have a cross slope of 2% and the shoulder at 4%. A maximum super elevation of 6% has been proposed. The travel lanes would widen to 13' along the horizontal curve at the intersection of Route 302 and Route 5. Road side would consist of 4' berm at 4% and 4:1 fill and 3:1 cut slopes to match existing conditions. From Sta. 103+50 to 111+00, 5' sidewalk would be installed along the eastbound side. Adjacent to the sidewalk a 1.5' utility panel and 4:1 fill slope is proposed.

Sta. 111+50 to Sta. 124+50

The proposed typical section consists of 11' travel lanes and 6' paved shoulder. A 6' grassed esplanade, 5' paved sidewalk, and 1.5' utility panel is proposed along Route 302 eastbound. A 4:1 fill slope is proposed along Route 302 westbound and a 3:1 fill slope is proposed along Route 302 eastbound outside of the clear zone. The maximum super elevation would be 3.6%.

Sta. 124+50 to 132+50

Only Route 302 westbound is proposed to be reconstructed since eastbound has been reconstructed with a previous project. An 11' travel lane and 6' paved shoulder is proposed. The travel lane would have a cross slope of 2% and the shoulder 4%. The maximum super elevation is 3.5%. A 4:1 fill slope is proposed to match existing conditions. From the Fire

Station driveway at Sta. 130+00R to 132+50R, a 5' sidewalk would be installed. The sidewalk would be located on the outside of the existing roadside swale. The sidewalk would be graded at 2% toward the swale.

Sta. 132+50 to 144+50

The proposed typical section consists of 11' travel lanes and 6' paved shoulders. The travel lanes are to be graded with a 2% cross slope and the shoulders a 4% cross slope. The roadway would have a normal crown. Type 3 Mold 1 bituminous curb with 5' paved sidewalk and utility panel is proposed along the Route 302 eastbound to Recreation Complex Road. Type 3 Mold 2 bituminous curb is proposed along US 302 westbound to Sta. 135+50L. Fill slopes would be 4:1 and backslopes would be 2:1.

Federal Action

Federal funding.

Definition of Area of Potential Effect (APE)

The proposed project is located in Fryeburg. Figures 1 shows the APE for this project.

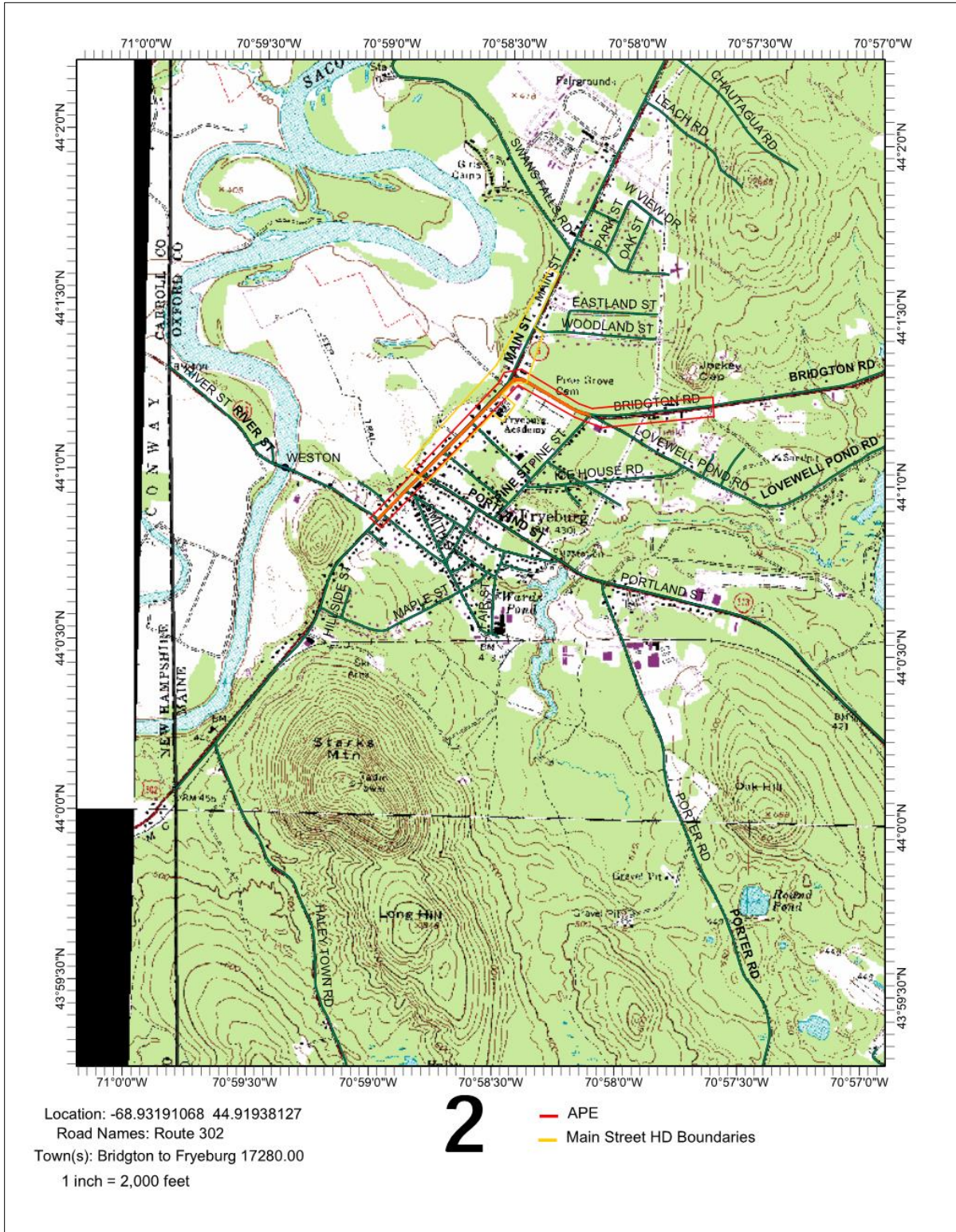


Figure 1. Fryeburg 17280.10 Area of Potential Effect

Historic Properties

The proposed project is located in Fryeburg. The following descriptions of historic properties found within the project area are based on Maine Historic Preservation Commission (MHPC) survey forms and National Register of Historic Places nominations.

Clarence E. Mulford House, 538 Main Street (78+00L to 79+80L)

National Register-eligible

Criterion B, Literature

The Clarence E. Mulford House is a two-and-a-half story house with a side-gabled roof, shed dormer, and two interior brick chimneys. The house is clad in vinyl siding and has one-over-one vinyl windows. The shed-roofed front porch has square columns and one-over-one vinyl windows. The residence also has a side ell with picture windows and a shed dormer. The house was home to Clarence E. Mulford from 1927 to 1956. Mulford was the creator of Hopalong Cassidy and wrote numerous novels about the character while living here. Its period of significance is 1927-1956.

Charles and Blanche Fox House, 548 Main Street (79+80L to 81+00L)

National Register-eligible

Criterion C, Architecture

Maine architect John Calvin Stevens designed the house. The house has a hipped metal roof with gabled dormers with slight cornice returns and two interior brick chimneys. The front elevation has an octagonal two-story bay with central picture windows. The house is clad in clapboard siding. Most windows are six-over-six double-hung and sit within simple wood frames. The front wraparound porch has a curved corner and simple columns. The second story has an enclosed engaged porch. The house has a wide rectangular footprint and sits on a granite foundation. A small hipped roof garage is also located on the property. Its period of significance is 1913.

Stevens Monument, Portland and Maine Streets (821+50)

National Register-eligible

Criteria A and C, Commerce, Transportation

The Stevens Monument is a granite obelisk located at the centerline of Portland Street at the intersection of Main Street (Route 302). The monument is composed of four pieces of Hallowell granite. At its base are three rounded troughs for animals and a faucet for human use. A bronze plaque is located on the west elevation. The monument was erected in 1902 when Henry Pierce donated \$1,500 to build the fountain as a monument to his grandfather John Stevens, an early settler in Fryeburg. The monument was moved back from Main Street in 1934 after being struck by a truck. Its period of significance is 1902/1934.

Main Street Historic District (84+30R to 104+00R, 84+30L to 114+90L, 1001+00 to 1004+80, 2000+00 to 2001+34)

National Register-listed

Criteria A and C, Architecture, Commerce, Community Planning and Development, and Education

The district includes the east and west sides of Route 302 (Main Street). The district is 55 acres and most of the contributing resources are residential structures. Many of the

residences are among the earliest constructed in Fryeburg and demonstrate Federal and Greek Revival styles. Later nineteenth century structures bear Italianate-style elements, while early twentieth century structures have classical revival influences. The district also contains several commercial and religious structures along with the regionally significant Fryeburg Academy. Its period of significance is c.1770 to 1941.

Barrows-Steadman House, 667 Main Street (89+50R to 91+15R, 840+65R to 840+80R)

National Register-listed

Contributing resource, Main Street Historic District

Criterion C, Architecture, Art

The two-story side-gabled has two interior end chimneys, metal roof, and scroll brackets with pendants. The house is clad in clapboard siding and has twelve-over-six and six-over-six wood windows. The gabled ends have a rounded arched window with hood. The front entry reportedly has a fanlight and sidelights. The house has a 1910 rear ell and a detached New England barn. The house is most well-known for the frescoes in the Tree Room, a rear bedroom. Rufus Porter, a popular muralist in Maine, painted the frescoes in 1830. Its period of significance is 1809/1830.

Squire Chase House, 760 Main Street (100+60L to 105+20L)

National Register-listed

Contributing resource, Main Street Historic District

Criterion C, Architecture, Exploration/Settlement

The house has a hipped roof topped with a square bracketed cupola, bracketed cornice, and a large brick chimney. The house is clad in flush wood siding and has six-over-six wood windows with functioning louvered shutters. The front entry has a Federal-style door, fanlight, and sidelights. The side-ell (formerly the original house) was constructed c.1767. In c.1820 the current main massing of the house was added to the c.1767 structure. Around 1825 Squire Chase and his wife Mary Osgood Chase moved the entire house further north along Main Street. David R. Hastings a prominent lawyer purchased the house in the 1850s and added the Italianate-style details. The property also includes a connected New England barn with flush sheathing, six-over-six wood windows, and a cupola and a detached wood shingled barn. Its period of significance is c.1767/c.1820.

Archeological Resources

There are no archaeological resources in the project area.

Impacts to Property

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

Clarence E. Mulford House, 538 Main Street (78+00L to 79+80L)

National Register-eligible

Criterion B, Literature

The proposed action would result in **No Adverse Effect** to the Mulford House. The proposed action would retain two 11' travel lanes with 10' paved shoulders, but include the addition of granite curbing and underdrainage. Fill and cuts would be needed to accommodate these changes. Granite blocks located on the property line between the

Mulford House and Fox House would be removed as part of shifting parking spaces from parallel to angled. A set of rapid-flashing-beacon would be installed at Sta 79+75. All disturbed lawn areas would be loamed and seeded. All work would occur within the right-of-way. These actions do not significantly diminish the resource's aspects of integrity.

Charles and Blanche Fox House, 548 Main Street (79+80L to 81+00L)

National Register-eligible

Criterion C, Architecture

The proposed action would result in **No Adverse Effect** to the Fox House. The proposed action would retain two 11' travel lanes with 10' paved shoulders and would shift parallel parking to angled parking by removing a fire hydrant and installing granite curbing and a 5' concrete sidewalk. Granite blocks located on the property line between the Fox and Mulford Houses would be removed as part of shifting the parking spaces. Underdrainage would also be installed. Cuts would be needed for grading and part of the concrete path leading from the sidewalk to the house would be replaced in-kind. The opening of the paved driveway would be re-graded and replaced in-kind. All disturbed lawn areas would be loamed and seeded. These actions do not significantly diminish the resource's aspects of integrity.

Stevens Monument, Portland and Maine Streets (821+50)

National Register-eligible

Criteria A and C, Commerce, Transportation

The proposed action would result in **No Adverse Effect** to the Stevens Monument. The proposed action would install granite curbing on the northwest side of the monument and extending out towards Main Street. The curbing would provide protection to the monument, which is located in a high traffic intersection. The granite curbing would blend well with the granite monument's granite base and would not physically alter the monument either. The crosswalk and stop bar at Portland Street would be relocated past the monument to further improve vehicular and pedestrian sight lines. These actions do not significantly diminish the resource's aspects of integrity.

Main Street Historic District (84+30R to 104+00R, 84+30L to 114+90R, 1001+00 to 1004+80, 2000+00 to 2001+34)

National Register-listed

Criteria A and C, Architecture, Commerce, Community Planning and Development, and Education

The proposed action would result in **No Adverse Effect** to the Main Street Historic District. The proposed action would retain two 11' travel lanes with 10' paved shoulders. Granite curbing would be added to assist with drainage. Cuts and fill and driveway openings would be needed throughout to assist with drainage. All affected lawn areas would be loamed and seeded and all driveways would be replaced with in-kind materials. Underdrainage would be installed throughout the project area in the district. On-street parking just northeast of the intersection of Route 302 and Route 113 would be removed. Sidewalks would be retained where existing and new 5' sidewalks would be added from Sta. 102+95R to 114+75L. A sidewalk related to the former crosswalk would be removed from Sta. 103+70L to 104+10L. Crosswalk tip-downs would be improved to meet ADA

requirements. Rapid flashing beacons would be located on both sides of Route 302 at Sta. 99+75 and 104+00. A drainage outlet would be installed north of Sta. 100+50L and require clearing, rip rap, and resetting a nearby wooden fence. Sight lines between the outlet and the historic district would be obscured by existing thick vegetation. Utility poles would be relocated from Sta. 79+00L to Sta. 110+00L, but within 1'-5' of the existing locations. These actions do not significantly diminish the district's aspects of integrity.

Barrows-Steadman House, 667 Main Street (89+50R to 91+15R, 840+65R to 840+80R)

National Register-listed

Contributing resource, Main Street Historic District

Criterion C, Architecture, Art

The proposed action would result in **No Adverse Effect** to the Barrows-Steadman House. The proposed action would retain two 11' travel lanes with 10' paved shoulders, but would include the installation of granite curbing and underdrainage. The crosswalk at Stuart Street would be retained with ADA upgrades. Fill would be required for grading and drainage and a culvert removed. All disturbed lawn areas would be loamed and seeded. All work would be completed within the right-of-way. These actions do not significantly diminish the resource's aspects of integrity.

Squire Chase House, 760 Main Street (100+60L to 105+20L)

National Register-listed

Contributing resource, Main Street Historic District

Criterion C, Architecture, Exploration/Settlement

The proposed action would result in **No Adverse Effect** to the Squire Chase House. The proposed action would retain two 11' travel lanes with 10' paved shoulders, but would include the installation of granite curbing and underdrainage. Fill would be needed for grading related to drainage. The gravel driveway opening would also be graded for drainage and replaced in-kind. A drainage outlet would be installed near the northwest corner of the property and require clearing, rip rap, and resetting the associated wooden fence. Sight lines between the outlet and the rest of the property would be obscured by existing thick vegetation. The crosswalk at Sta. 103+65 would be relocated to Sta. 104+10 and require the removal of a tree to accommodate a small section of new sidewalk. The sidewalk related to the former crosswalk would be removed from Sta. 103+70L to Sta. 104+10L. A rapid flashing beacon would be installed at the relocated crosswalk. Two utility poles would be relocated approximately 1' away from the roadway from the existing location. All disturbed areas of lawn would be loamed and seeded. These actions do not significantly diminish the resource's aspects of integrity.

Archaeological Resources

No archaeological properties would be affected by the proposed undertaking.

Avoidance and Minimization Efforts

The proposed action avoids physical alterations of historic buildings or structures. The project avoids relocating the Stevens Monument and minimizes effects to the monument by placing granite curbing adjacent to it and realigning a crosswalk and stop bar. The proposed action minimizes effects through the use of granite curbing throughout the

historic district and the in-kind replacement of concrete sidewalks and driveway entrance materials. Project effects would be further minimized by loam and seeding all disturbed lawn areas. The effect of the installation of a drainage outlet (Sta. 100+50L) is minimized by its placement in an area of thick vegetation, which would reduce its visibility to historic properties and within the historic district.

Dismissed Alternatives

No Build

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.

Proposed Materials

Hot mix asphalt, bituminous sidewalk, granite curbing, loam, and seed.

Public Involvement

MaineDOT hosted a public meeting on June 19, 2019. No official Section 106 consulting party requests were received for this project.

Plans

Fryeburg Oxford County US Route 302 NHPP-1728(010), Maine Department of Transportation, May 10, 2019.

Attachments

Kirk Mohny, MHPC, to Megan Hopkin, MaineDOT, September 30, 2014¹
J. N. Leith Smith, MHPC, to Julie Senk, MaineDOT, January 4, 2019

¹ The 2014 survey for this project was completed under MaineDOT WIN 17280.00.

STATE OF MAINE
Memorandum

Date: January 4, 2019

To: Julie Senk, Maine DOT/ENV

From: J. N. Leith Smith, MHPC

Project: Fryeburg, US Route 302, WIN 17280.10,

Scope: Fryeburg, Oxford Street to Recreational Complex Road



Based on the project location and plan received with your email of today (January 4, 2019), it is extremely unlikely that an archaeological site would be affected by this project, in our opinion.

In following the procedures specified in the Federal Highway/MHPC/MDOT programmatic agreement, we **recommend a finding “that there will be no archaeological properties affected by the proposed undertaking.”**

STATE OF MAINE

MEMORANDUM

September 30, 2014

To: Megan M. Hopkin, ENV/Maine Department of Transportation

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

Subject: 17280.00; drainage and pedestrian improvements, Rt. 302, Fryeburg; MHPC #1510-10

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In response to your recent request, I have reviewed the information received September 22, 2014 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.

Identification of Historic Properties

Based upon the information provided to us, the Commission agrees with the MDOT's conclusion that the following properties in the proposed undertaking's area of potential effect (APE) are either listed in or appear to be eligible for listing in the National Register of Historic Places (NR):

- Squire Chase House, 760 Main Street (Survey Map Nos. 27-29), NR listed
- Marion Parsons House, 479 Main Street (Survey Map Nos. 33-34), NR listed
- Fryeburg Registry of Deeds, 511 Main Street (Survey Map No. 37), NR listed
- District No. 1 Schoolhouse, 515 Main Street (Survey Map No. 38), NR listed
- Barrows-Steadman House, 667 Main Street (Survey Map Nos. 53-54), NR listed
- Main Street Historic District (Survey Map Nos. 9-31, 47-55, 58-64, 67-69), NR listed
- Charles and Blanche Fox House, 548 Main Street (Survey Map Nos. 5-6), NR eligible

Please note that the Commission previously determined that the Clarence E. Mulford House, 538 Main Street (Survey Map No. 4) is eligible for listing in the National Register (see attached letter dated March 19, 2002). It appears that no significant change has been made to the building since 2002 and, therefore, we affirm our earlier determination.

In addition to the NR listed and eligible properties noted above, it is the Commission's opinion that the Stevens Monument, located at the intersection of Main and Portland streets (Survey Map No. 46), is eligible for listing in the National Register under Criterion A in the areas of Commerce and Transportation, and possibly Criterion C. This object is among the more striking examples of 19th and early 20th century public watering facilities that survive in Maine communities.

No other properties in the APE appear to be eligible for listing in the National Register

If you have any questions regarding our eligibility findings, please contact me.

Enc.

Projex



MAINE HISTORIC PRESERVATION COMMISSION
55 CAPITOL STREET
65 STATE HOUSE STATION
AUGUSTA, MAINE
04333

ANGUS S. KING, JR.
GOVERNOR

EARLE G. SHETTLEWORTH, JR.
DIRECTOR

March 19, 2002

Hannah Warren
P.O. Box 52
Fryeburg, Maine 04037

Dear Ms. Warren:

I am writing in response to your e-mail inquiry last week requesting the Commission's evaluation of the Clarence Mulford House in Fryeburg in relation to the criteria for listing a property in the National Register of Historic Places. Our assessment of this property was based on information which you provided to us including copies of historic photographs of the property and recent images of the exterior, as well as biographical material on Clarence Mulford which we obtained. For the reasons discussed below, it is our opinion that this house merits nomination to the Register.

As described on the enclosure, properties are eligible for listing in the Register if they possess integrity of location, design, setting, materials, workmanship, feeling, and association, and are associated with either an important event or person, or have design significance, or because they have yielded or may yield information important in prehistory or history. It is our understanding that author Clarence E. Mulford, the creator of Hopalong Cassidy, purchased the existing house and property in 1927, and occupied it until his death during lung surgery in 1956. According to his entry in the *American National Biography* (1999), by the time he moved to Fryeburg Mulford ranked "behind only Zane Grey and Max Brand as a popular western writer." Although he is said to have been semiretired after moving to Fryeburg, he continued to author additional titles in the Hopalong Cassidy series on an almost yearly basis until 1941.

The Commission recognizes that Mulford's residence on Main Street in Fryeburg has been altered by the application of synthetic siding and the removal and replacement of the original six-over-one wooden sash with one-over-one windows. It is also our understanding that some modifications have been made to the interior. However, the house retains its overall form and principal architectural features, as well as its very important association with Clarence Mulford, a major American twentieth century author of popular fiction. Therefore, we believe that despite the modifications that have been made to it, the house does meet National Register Criterion B. However, inasmuch as a property owner must consent to having a property formally



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MAINE HISTORIC PRESERVATION COMMISSION

55 Capitol Street
State House Station 65
Augusta, Maine 04333



listed in the Register, we will not initiate the preparation of a nomination at this time.

We are forwarding a copy of this letter to Norway Savings Bank, and we recommend that it consider the implications -- if any -- of our finding to its purchase and subsequent use of the property. Please do not hesitate to contact Kirk Mohnney of my staff if we may be of any further assistance in this matter.

Sincerely,

Earle G. Shettleworth, Jr.
State Historic Preservation Officer

Enc.

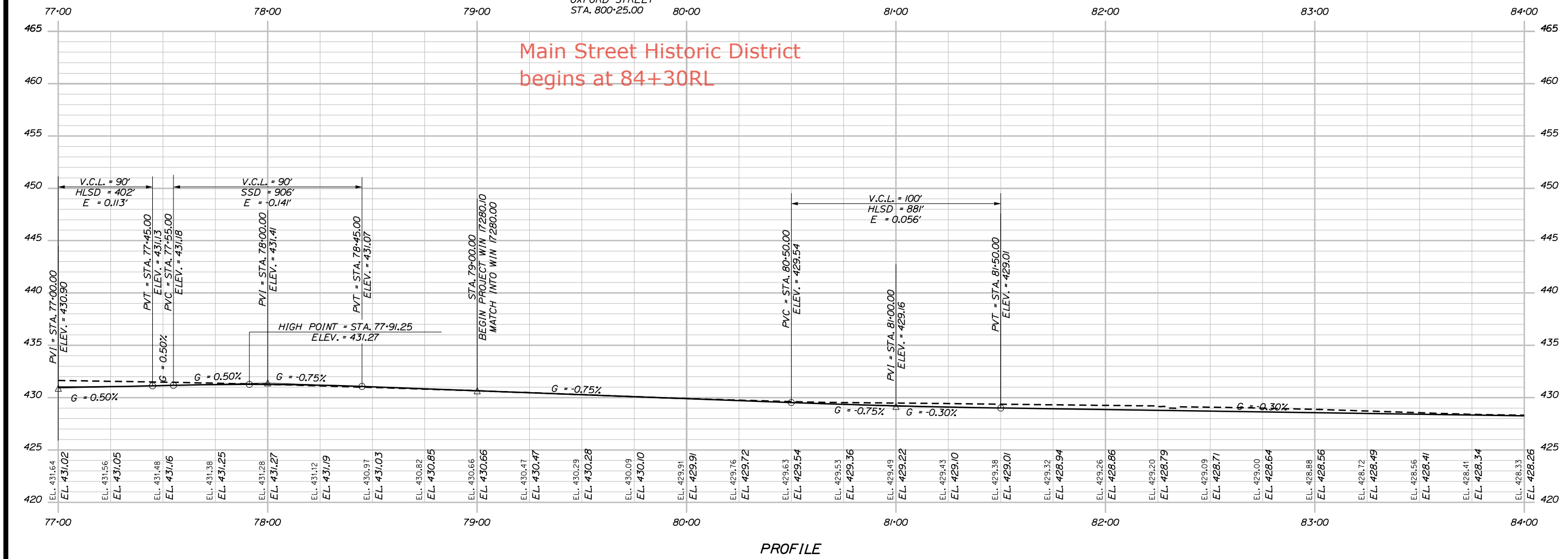
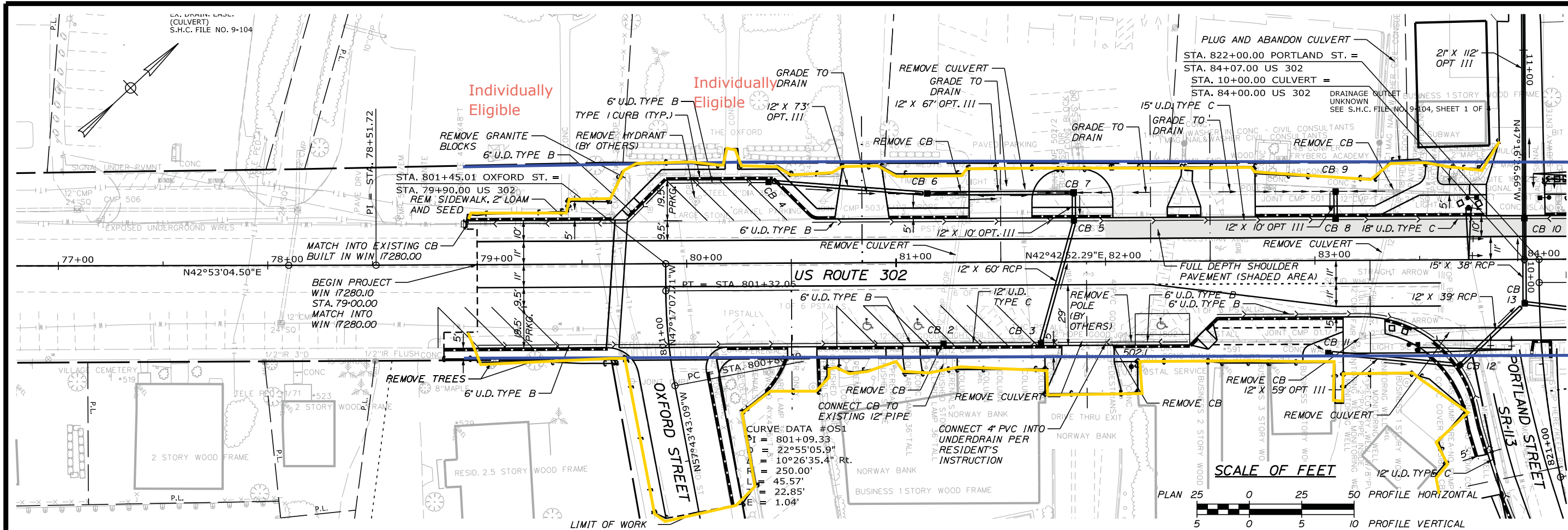
cc: David Wyman, Norway Savings Bank

Date: 5/10/2019

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Main Street Historic District begins at 84+30RL

EXISTING ROW CUT/FILL LINES

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
NHP-1728(010)
WIN 17280.10 HIGHWAY PLANS

PROJ. MANAGER	DATE	BY
E. MARTIN		

CHECKED/REVIEWED	SIGNATURE
M. DEBOWSK	
S. BABALS	

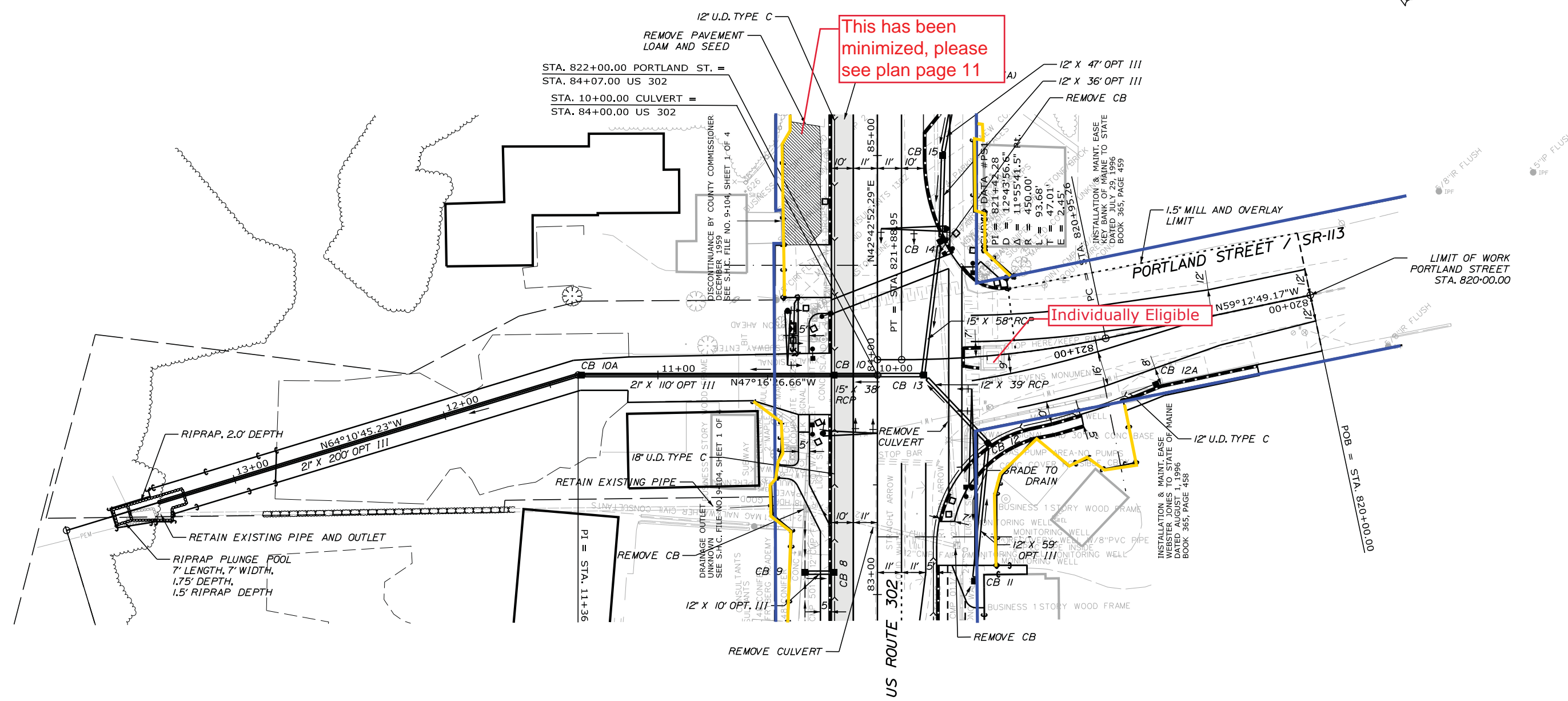
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FIELD CHANGES

FRYEBURG
US ROUTE 302
PLANS

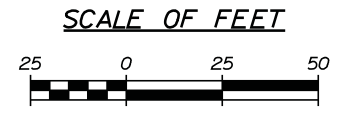
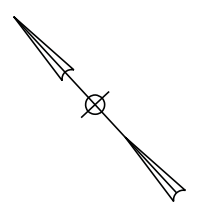
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Individually Eligible



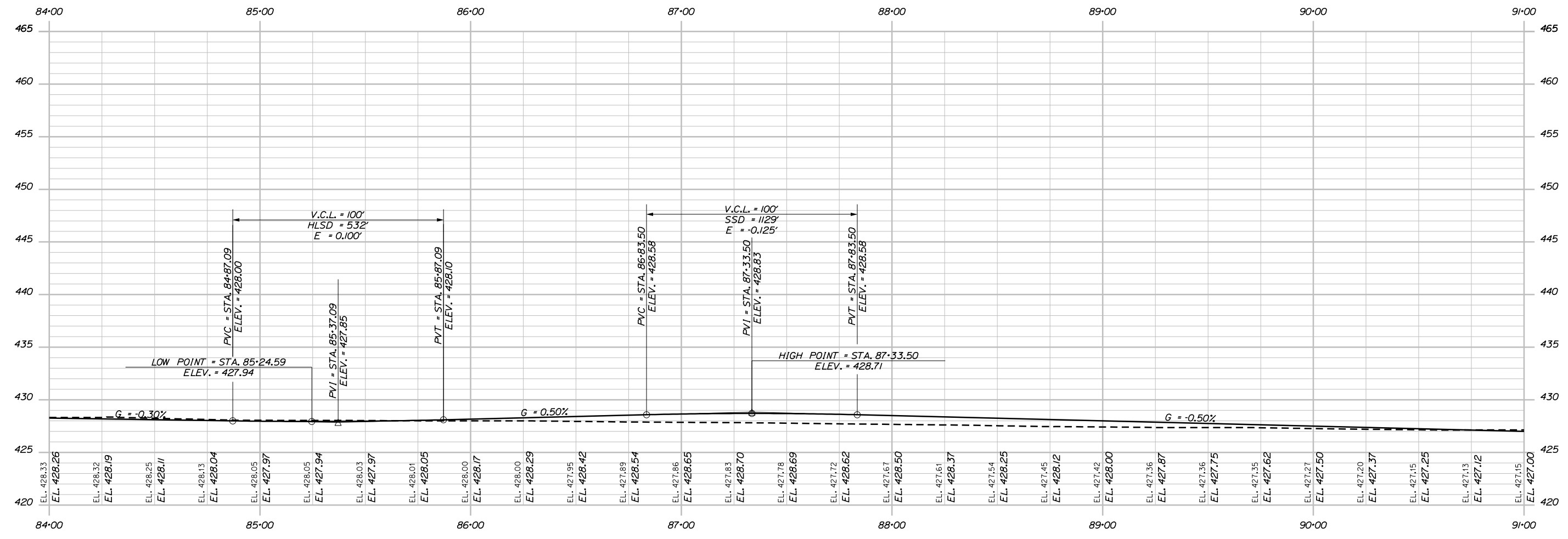
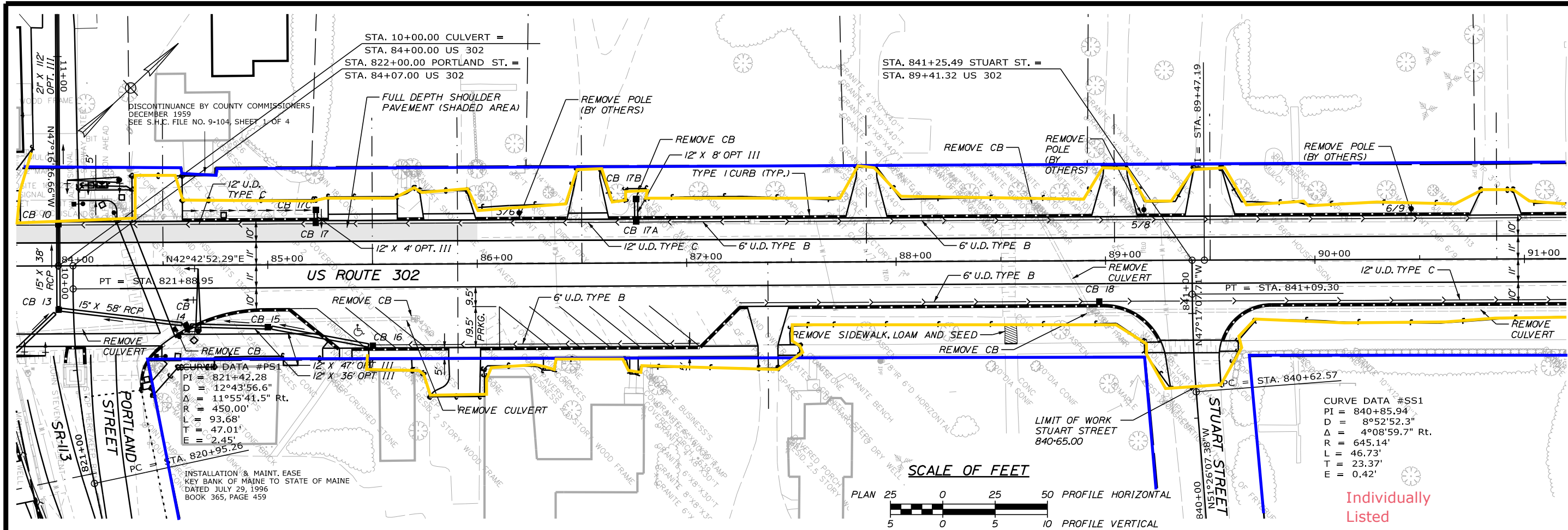
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PROFILE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
NHP-1728(010)
WIN 17280.10 HIGHWAY PLANS

PROJ. MANAGER	BY	DATE
E. MARTIN	M. DEBOWSKI	

DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-REVIEWED	DESIGNS-DETAILED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES

FRYEBURG
US ROUTE 302
PLANS

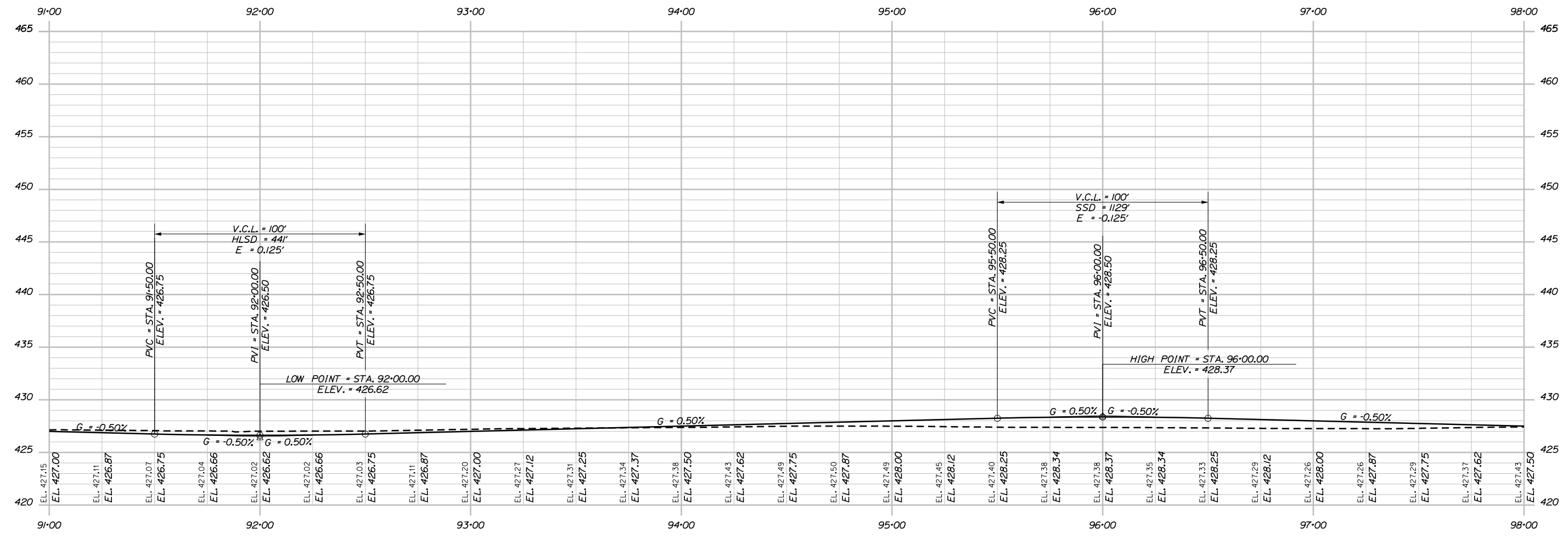
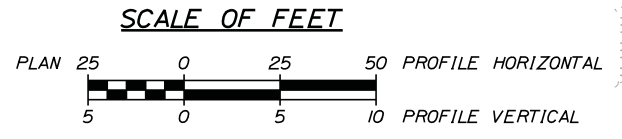
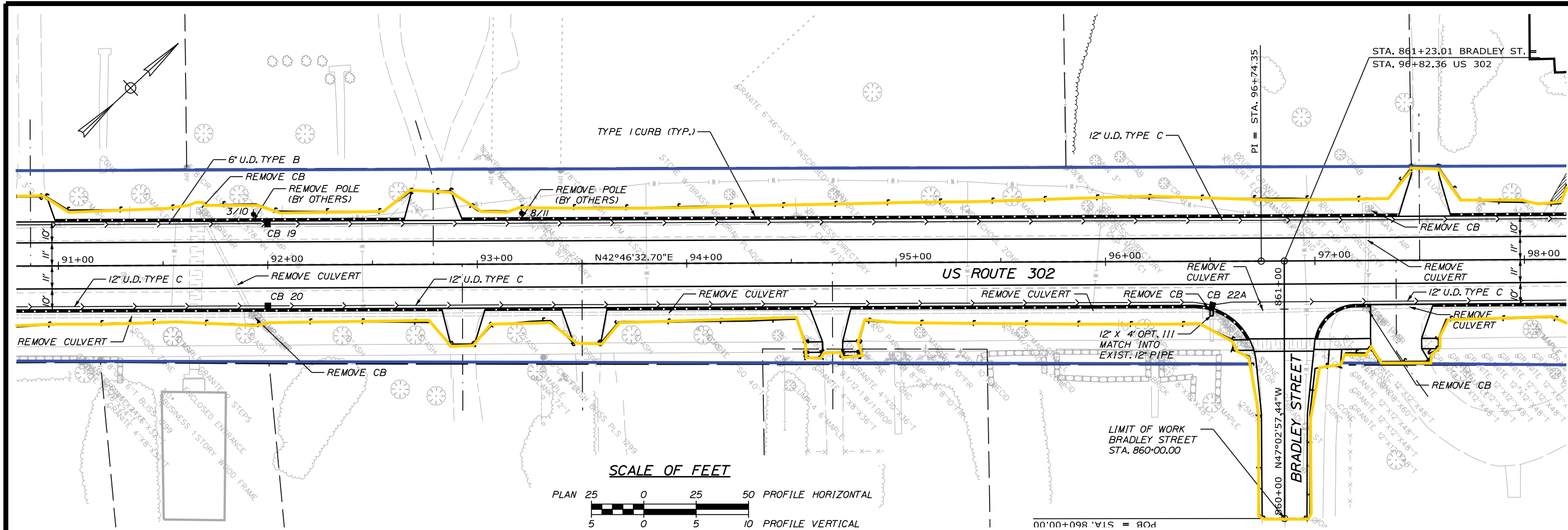
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PROFILE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
NHP-1728(010)

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FRYEBURG
US ROUTE 302
PLANS

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OF 93

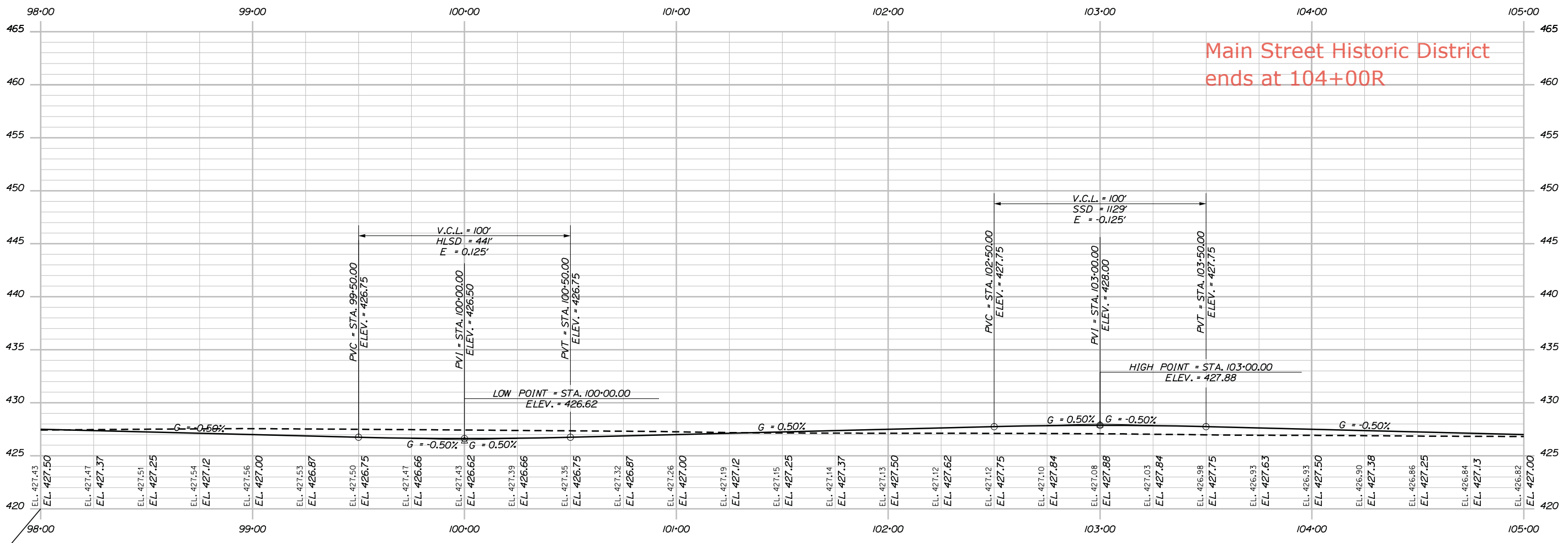
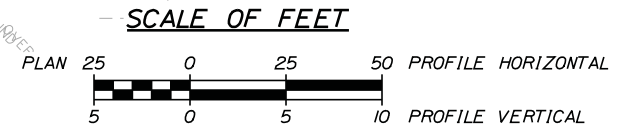
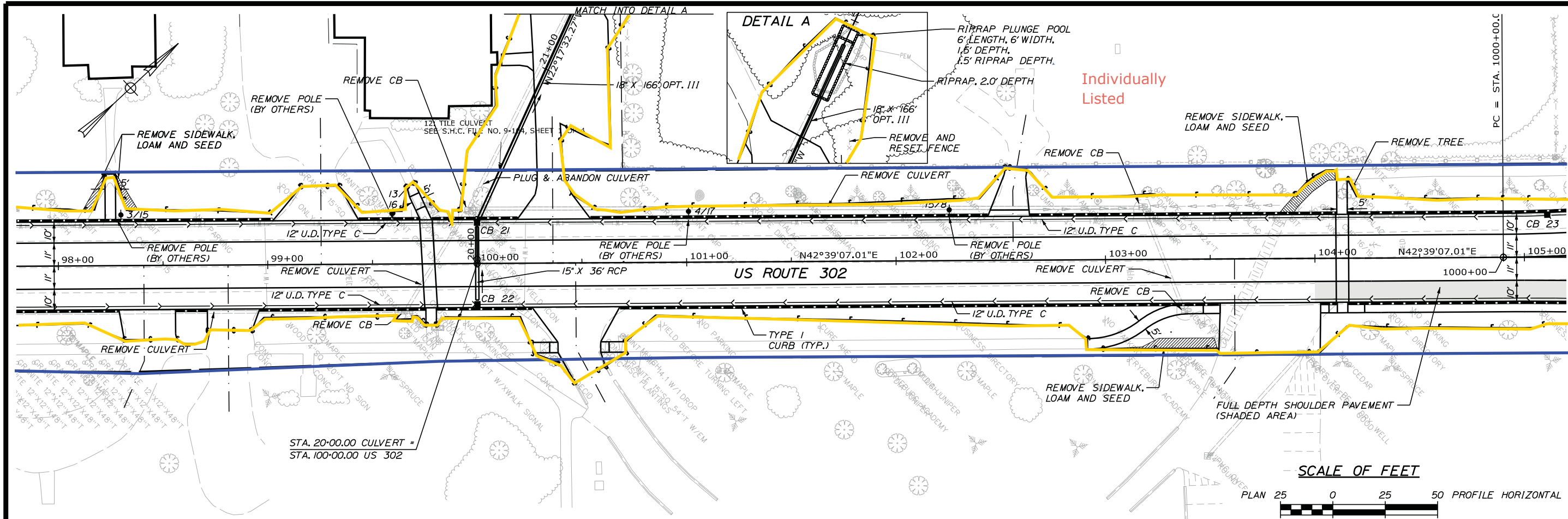
WIN 17280.10 HIGHWAY PLANS

Date: 5/10/2019

Username: mdebowski

Division: HIGHWAY

Filename: ... \HIGHWAY\MSTA013_HDPlan5.dgn



PROFILE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
NHP-1728(010)

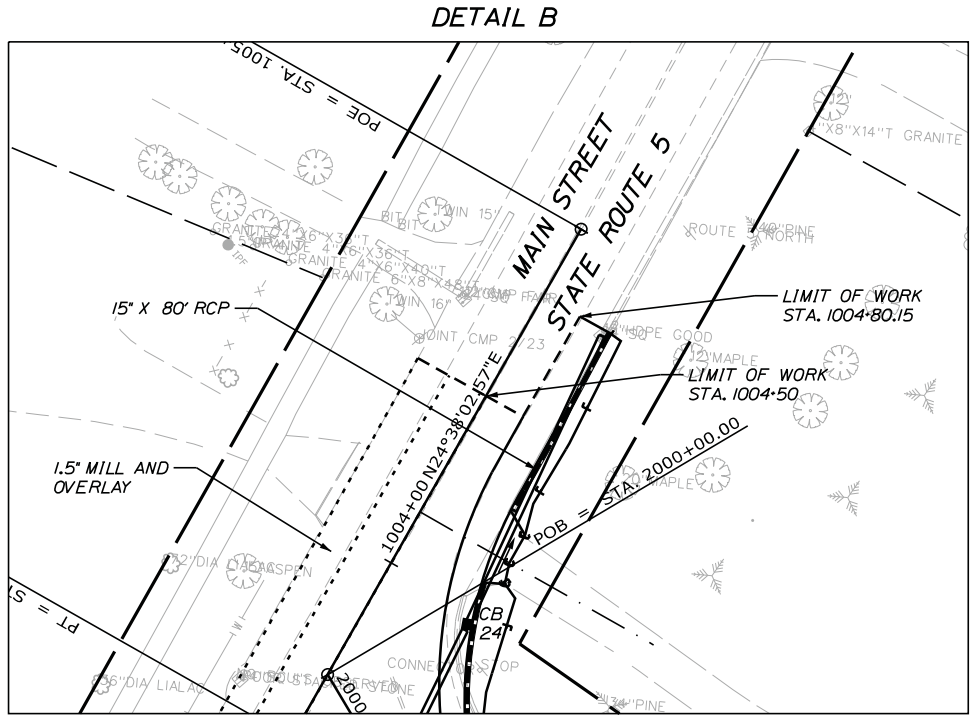
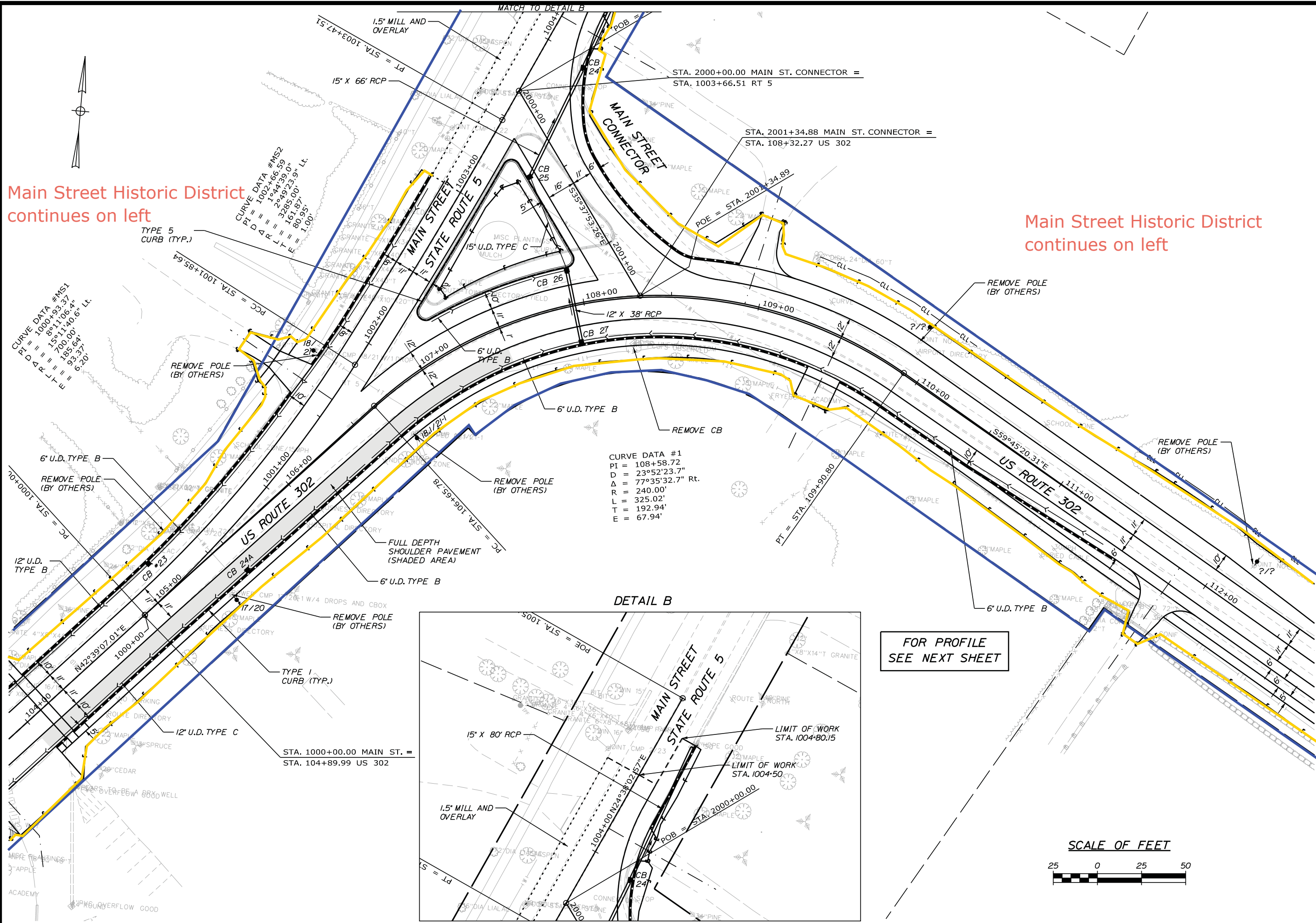
PROJ. MANAGER	DATE	BY	DATE
E. MARTIN			
DESIGN-DETAILED		M. DEBOWSKI	
CHECKED-REVIEWED			
DESIGNS-DETAILED		S. BABALIS	
DESIGNS-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

FRYEBURG
US ROUTE 302
PLANS

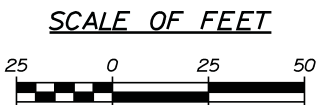
SHEET NUMBER
13
OF 93

WIN 17280.10 HIGHWAY PLANS

Filename: ... \HIGHWAY\MSTA014_HDPlan6.dgn Division: HIGHWAY Username: stabbals Date: 5/10/2019



FOR PROFILE
SEE NEXT SHEET



Main Street Historic District continues on left

Main Street Historic District continues on left

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
NHP-1728(010)		HIGHWAY PLANS	
WIN 17280.10		DATE	
PROJ. MANAGER	E. MARTIN	BY	DATE
CHECKED-REVIEWED	M. DEBOWSKA	SIGNATURE	
DESIGNS DET AILED	S. BABALS	P.E. NUMBER	
REVISIONS 1		DATE	
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
FRYEBURG		US ROUTE 302	
PLANS		SHEET NUMBER	
14		OF 93	

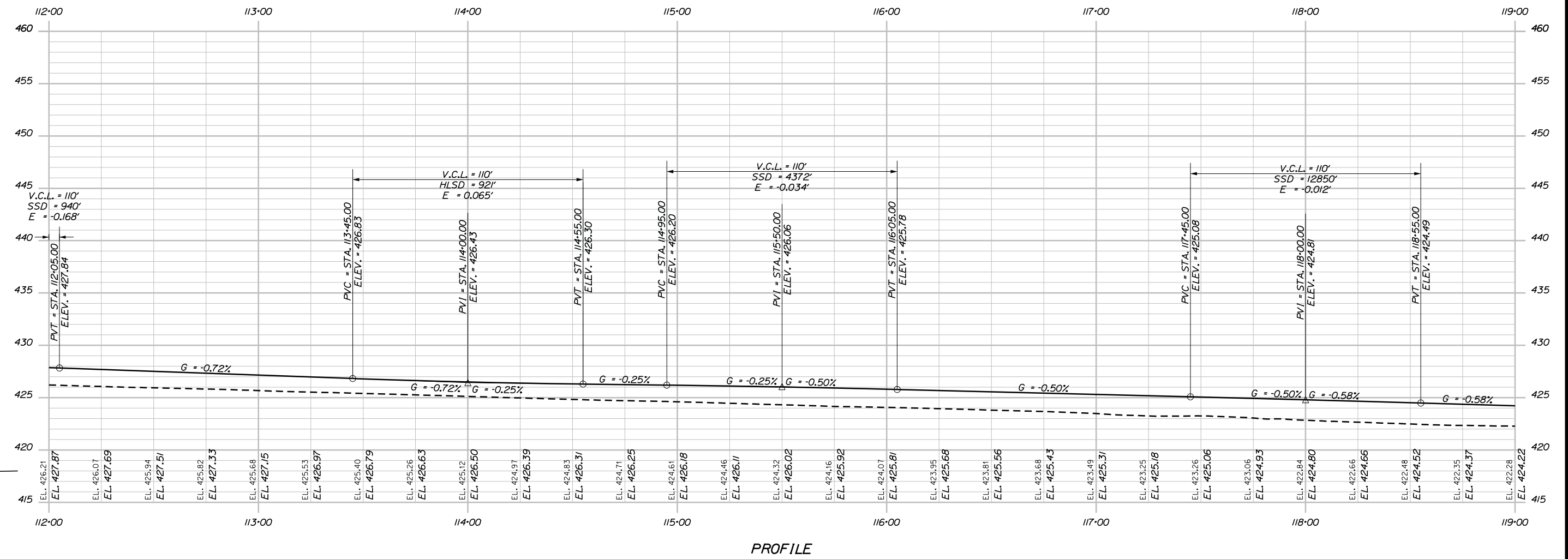
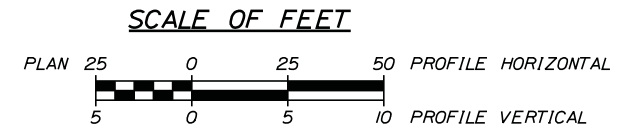
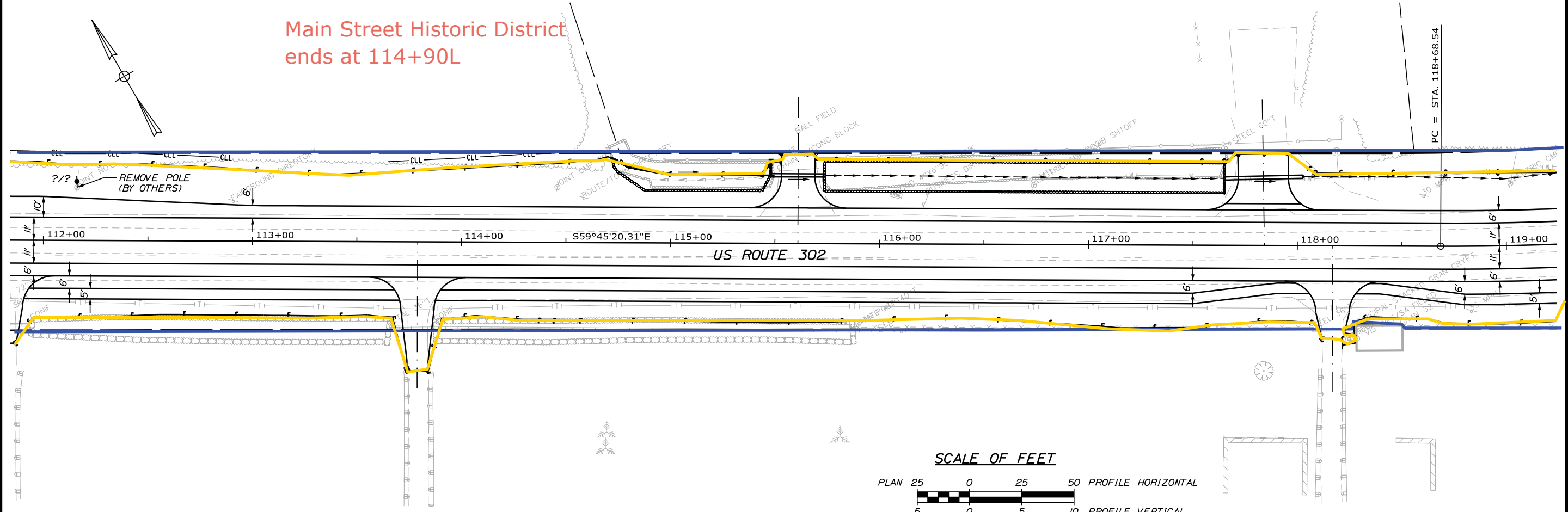
Date: 5/10/2019

Username: sbabalis

Division: HIGHWAY

Filename: ... \HIGHWAY\MSTA016_HDPlan7.dgn

Main Street Historic District ends at 114+90L



STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 NHP-1728(010)

PROJ. MANAGER	BY	DATE
E. MARTIN	M. DEBOWSK	
CHECKED-REVIEWED	S. BABALIS	
DESIGNS-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

DESIGN-DETAILED	SIGNATURE
CHECKED-REVIEWED	
DESIGNS-DETAILED	
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

FRYEBURG
 US ROUTE 302
 PLANS

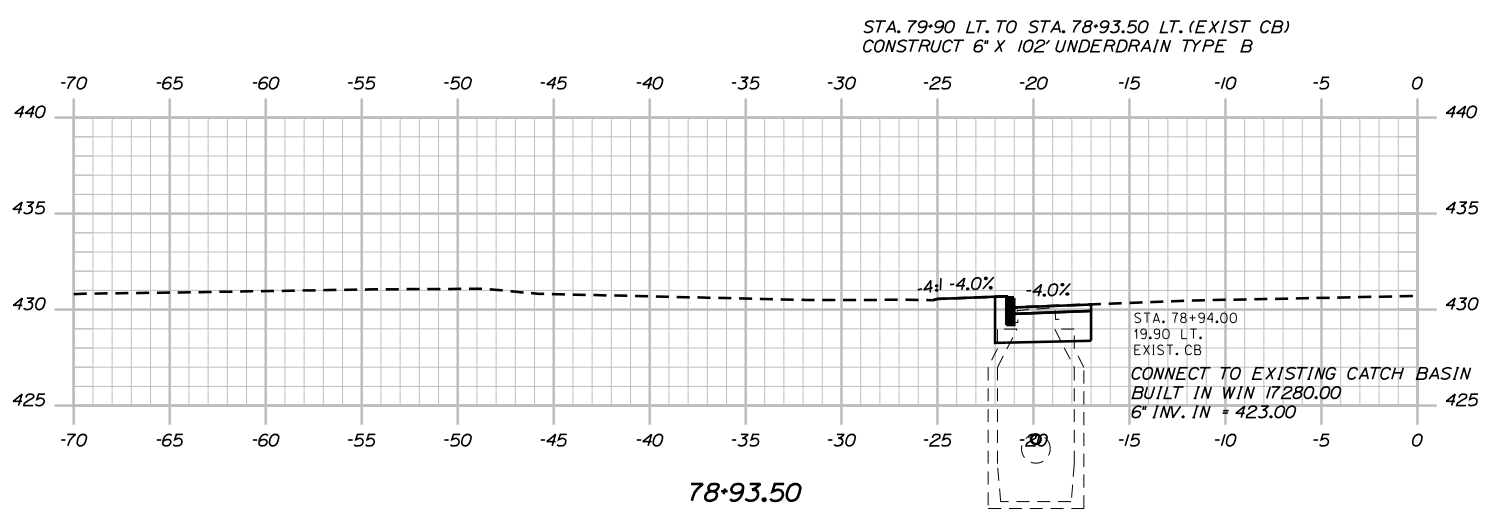
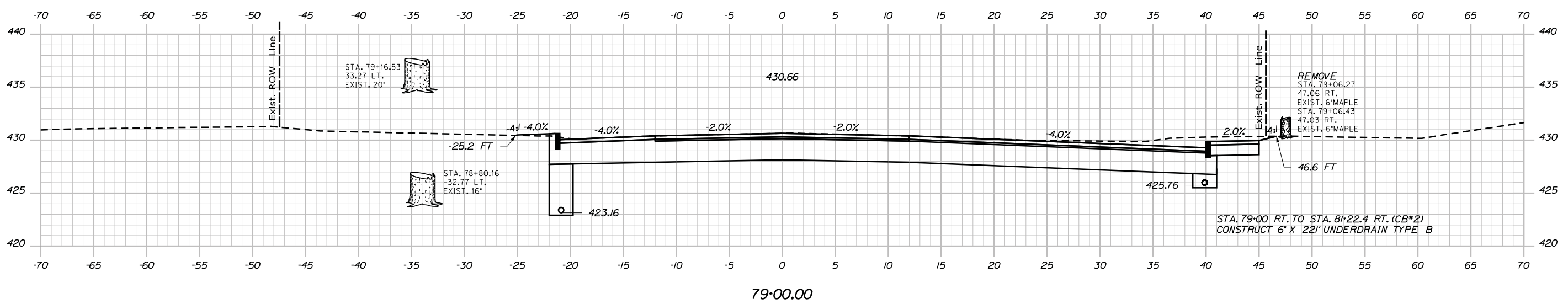
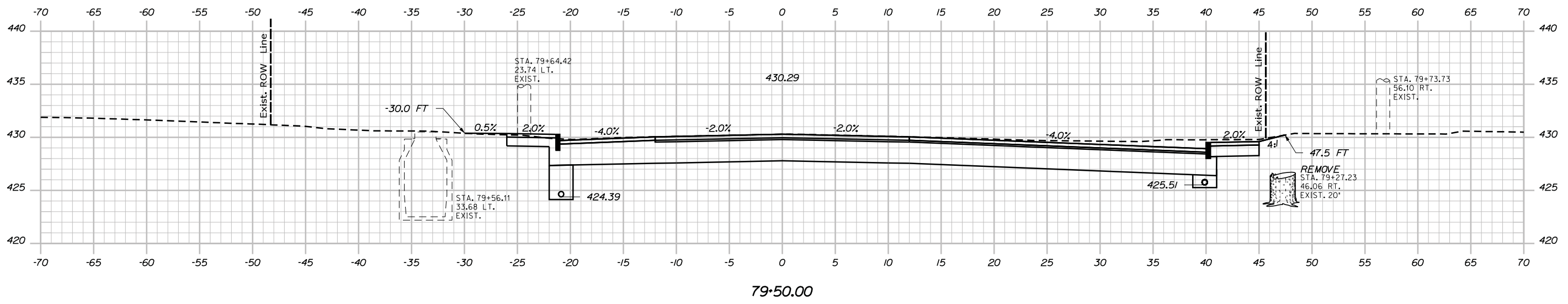
SHEET NUMBER
16
 OF 93

Date: 5/10/2019

Username: stabbals

Division: HIGHWAY

Filename: ... \MSTAN027_XSECT_79-00_001.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
NHP-1728(010)
WIN
17280.10

DESIGN-DETAILED
CHECKED-REVIEWED
DESIGN-DETAILED
DESIGN-DETAILED
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

PROJ. MANAGER	BY	DATE
E. MARTIN	M. DEBOWSK	
	S. BABALS	

DESIGN-DETAILED
CHECKED-REVIEWED
DESIGN-DETAILED
DESIGN-DETAILED
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

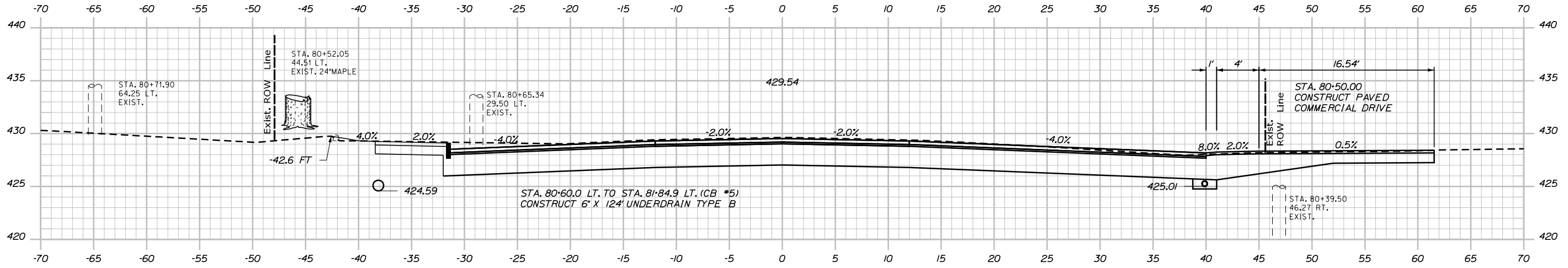
FRYEBURG
US ROUTE 302
CROSS SECTIONS

SHEET NUMBER
27
OF 93

Date: 5/10/2019

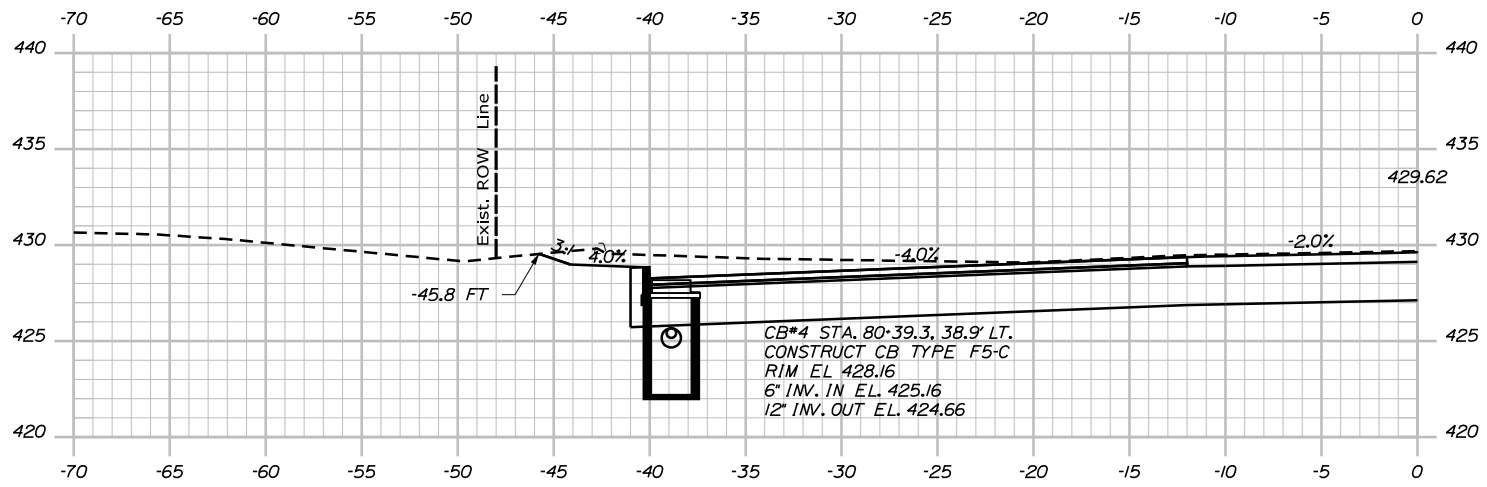
Username: sbabalis

Filename: ... \MSTAD028_XSECT_80+00_002.dgn Division: HIGHWAY

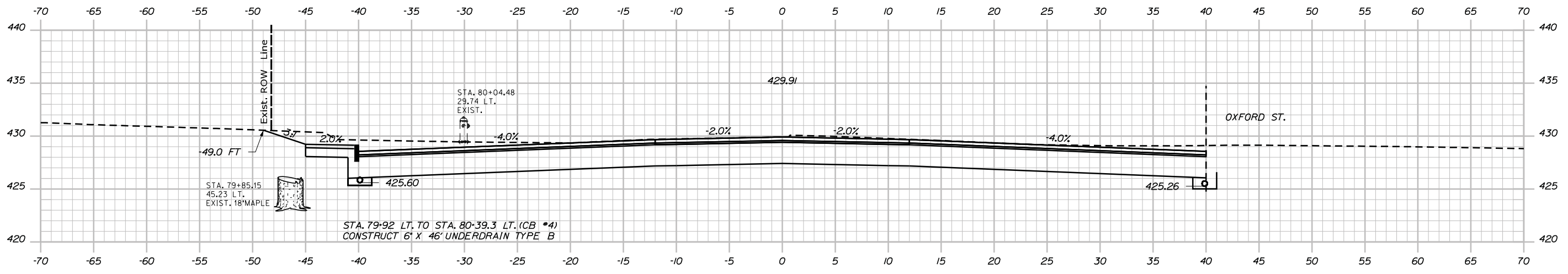


STA. 80+39.3, 38.9' LT. (CB*4) TO STA. 81+4.7, 33.0' LT. (CB*6)
 INSTALL 12" OPT. III
 SLOPE = 0.75%
 LENGTH = 73 FT
 INV. IN = 424.66
 INV. OUT = 424.11

80+50.00



80+39.30



80+00.00

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 NHP-1728(010)
 WIN
 17280.10

PROJ. MANAGER	E. MARTIN	BY	DATE
CHECKED/REVIEWED	M. DEBOWSK		
DESIGN/DETAILED	S. BABALIS	SIGNATURE	
DESIGN/DETAILED		P.E. NUMBER	
REVISIONS 1		DATE	
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PROJ. MANAGER	E. MARTIN	BY	DATE
CHECKED/REVIEWED	M. DEBOWSK		
DESIGN/DETAILED	S. BABALIS	SIGNATURE	
DESIGN/DETAILED		P.E. NUMBER	
REVISIONS 1		DATE	
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

FRYEBURG
 US ROUTE 302
 CROSS SECTIONS

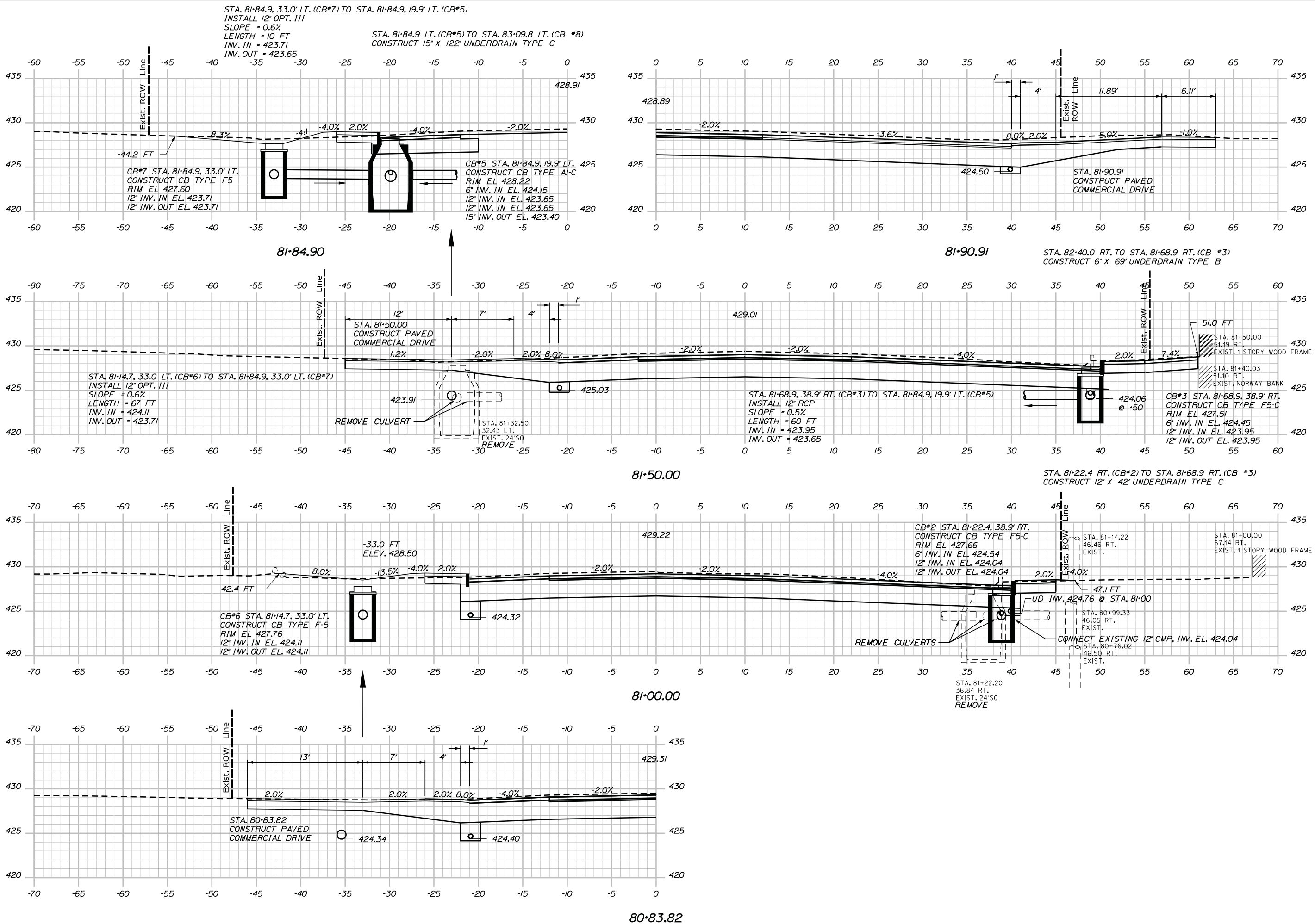
SHEET NUMBER
28
 OF 93

Date: 5/10/2019

Username: stabbals

Division: HIGHWAY

Filename: ... \MSTA\029_XSECT_80+83_003.dgn

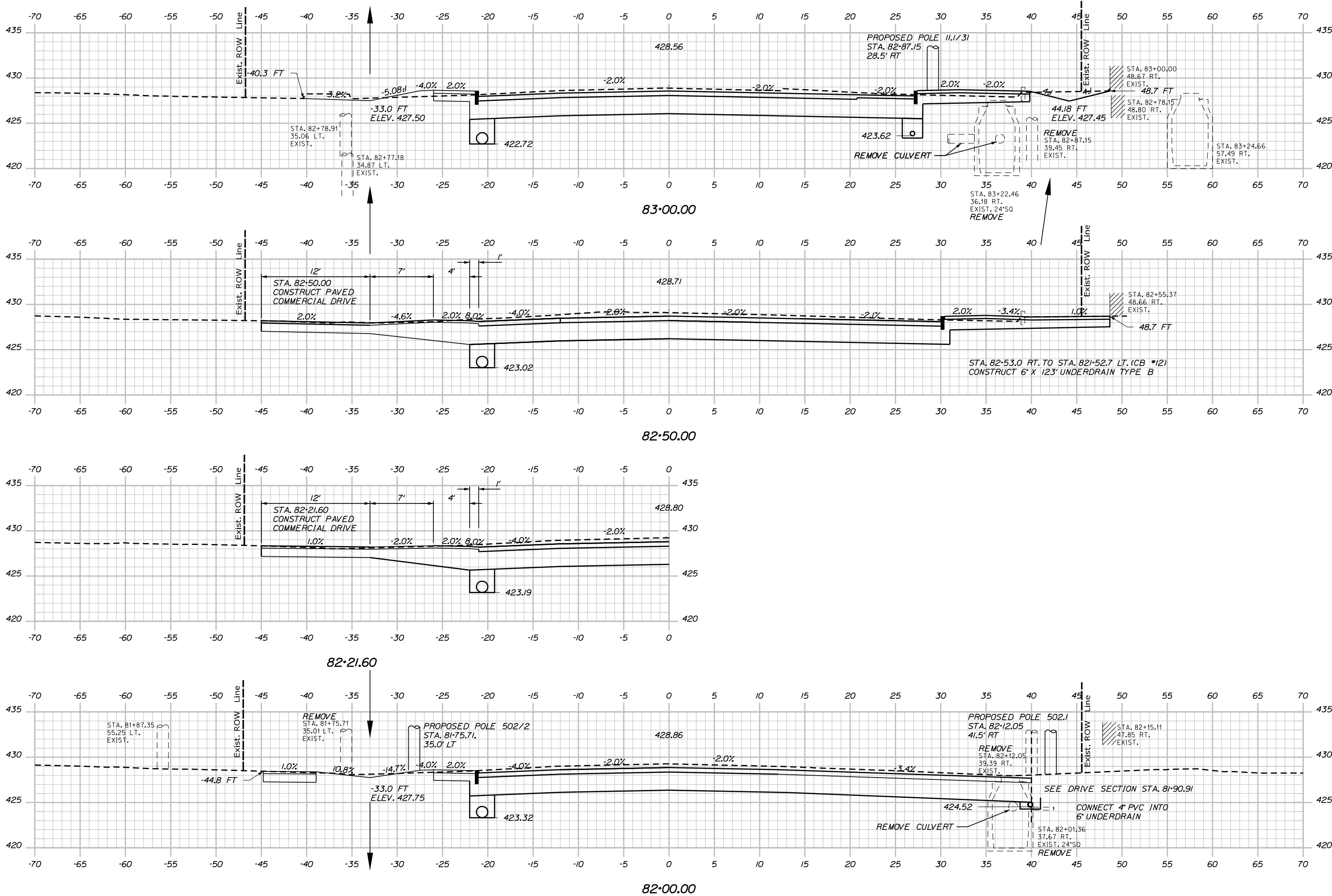


STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
NHP-1728(010)		WIN 17280.10	
PROJ. MANAGER	E. MARTIN	DATE	
CHECKED/REVIEWED	M. DEBOWSKI	BY	
DESIGNED/DETAILED	S. BABALS	DESIGN SIGNATURE	
REVISIONS 1		P.E. NUMBER	
REVISIONS 2		DATE	
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
FRYEBURG		US ROUTE 302	
SHEET NUMBER		CROSS SECTIONS	
29		OF 93	

Date: 5/10/2019

Username: sbabalis

Filename: ... \MSTAO30_XSECT_82+00_004.dgn Division: HIGHWAY



Sta. 82+00.00 to Sta. 83+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
NHP-1728(010)
WIN
17280.10

PROJ. MANAGER	E. MARTIN
DESIGNED	M. DEBOWSKI
CHECKED/REVIEWED	S. BABALIS
DESIGNED/REVIEWED	S. BABALIS
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	
DATE	
P.E. NUMBER	
SIGNATURE	

FRYEBURG
US ROUTE 302
CROSS SECTIONS

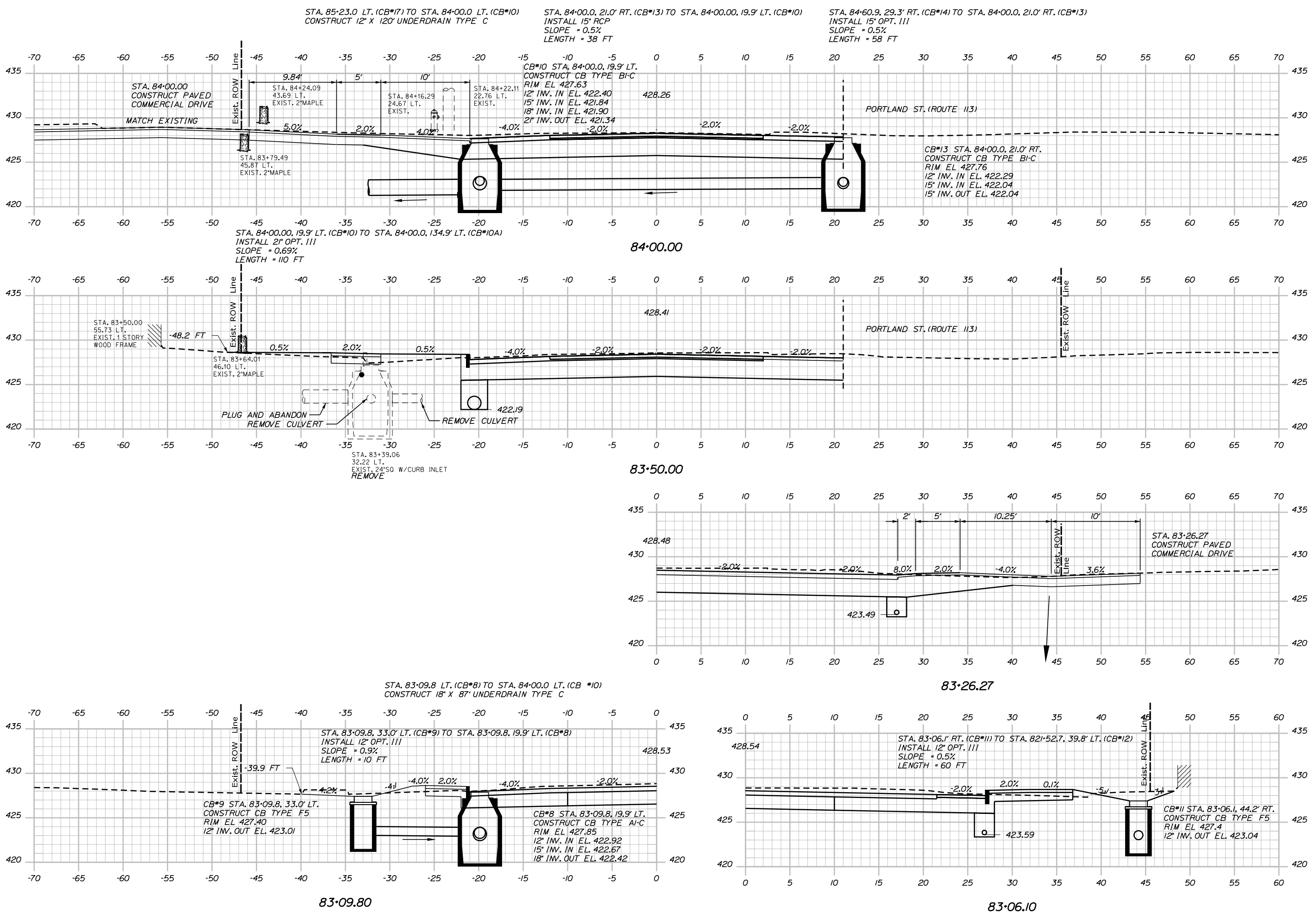
SHEET NUMBER
30
OF 93

Date: 5/10/2019

Username: stabbalis

Division: HIGHWAY

Filename: ... \MST\A031_XSECT_83-26_053.dgn

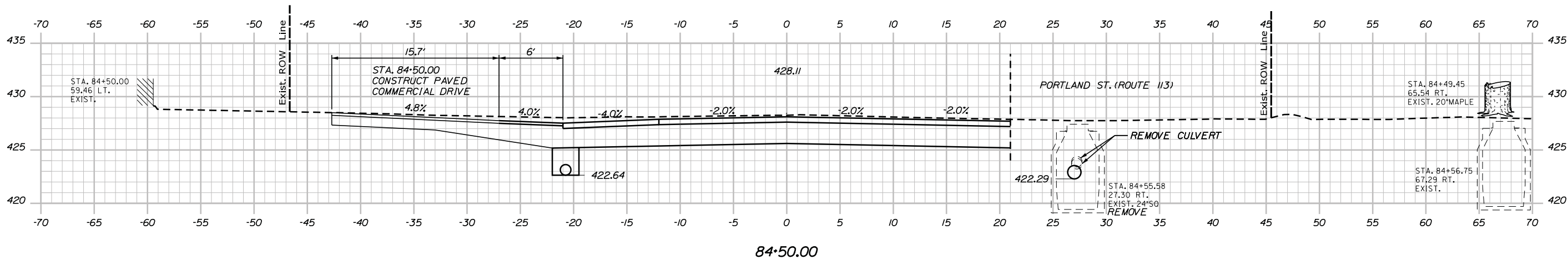
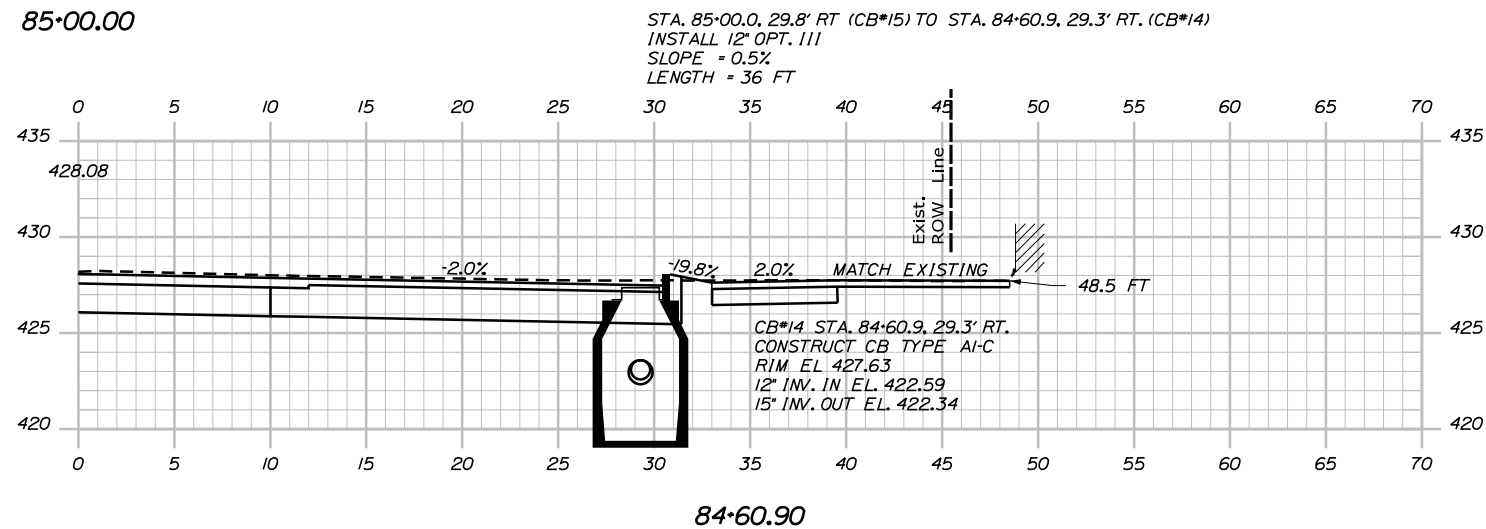
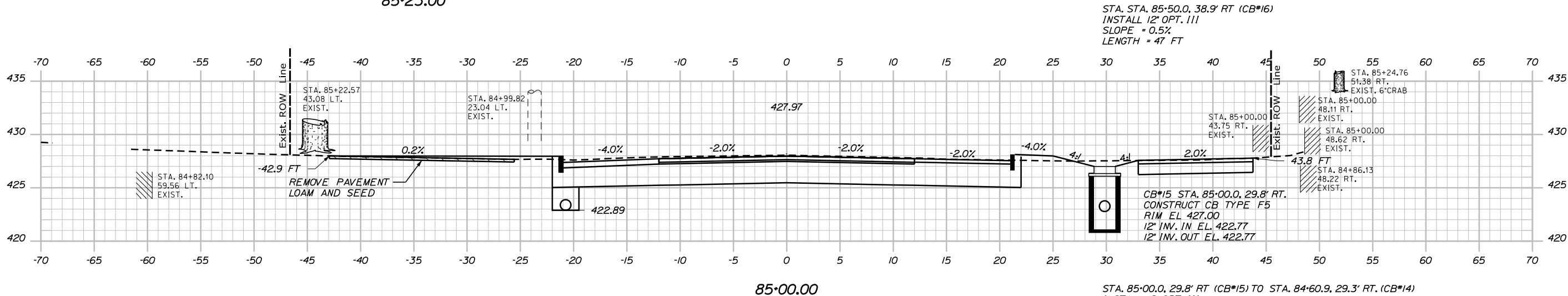
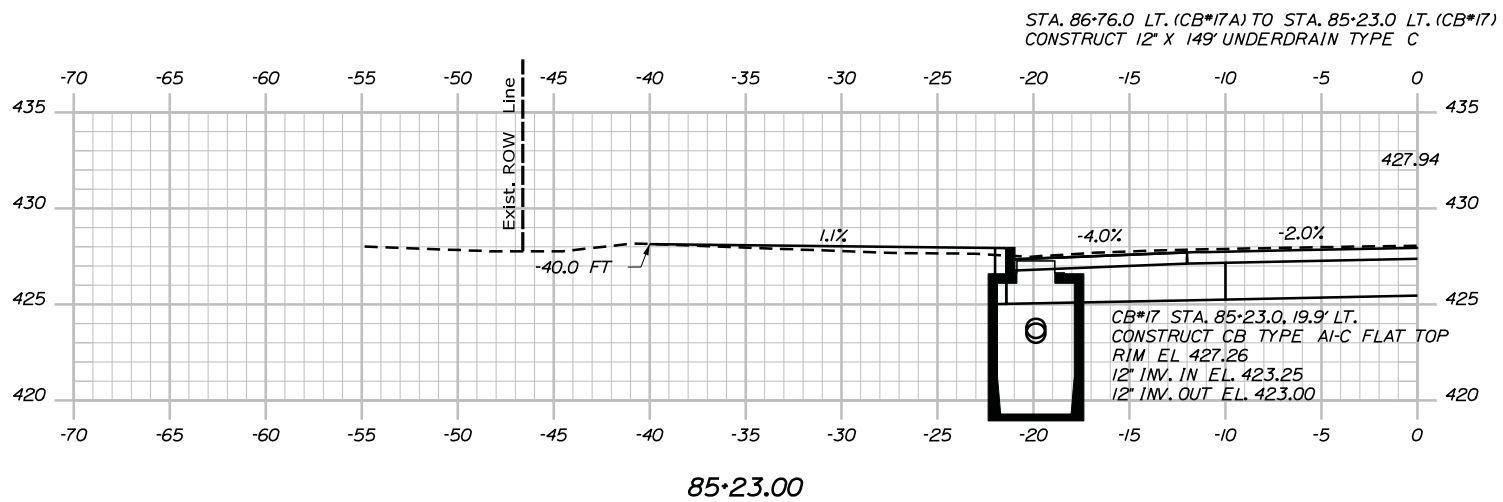


STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
NHP-1728(010)		WIN 17280.10	
PROJ. MANAGER	E. MARTIN	BY	DATE
CHECKED-REVIEWED	M. DEBOWSK	DESIGN-DETAILED	
DESIGNS-DETAILED	S. BABALIS	SIGNATURE	
REVISIONS 1		P.E. NUMBER	
REVISIONS 2		DATE	
REVISIONS 3		FIELD CHANGES	
REVISIONS 4			
FRYEBURG US ROUTE 302		CROSS SECTIONS	
SHEET NUMBER		31	
		OF 93	

Date: 5/10/2019

Username: stabbalis

Filename: ... \MSTA\032_XSECT_84+50_005.dgn Division: HIGHWAY



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
NHP-1728(010)
WIN
17280.10

PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
E. MARTIN	M. DEBOWSK				
CHECKED-REVIEWED					
DESIGNS-REVIEWED	S. BABALIS				
DESIGNS-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

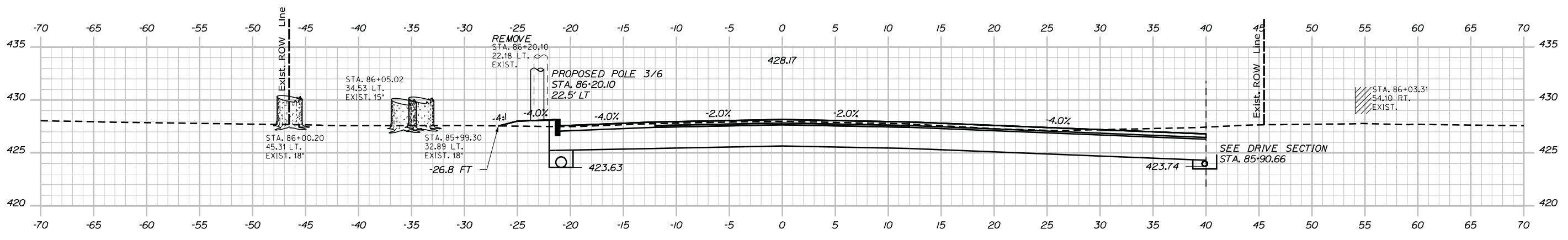
FRYEBURG
US ROUTE 302
CROSS SECTIONS

SHEET NUMBER
32
OF 93

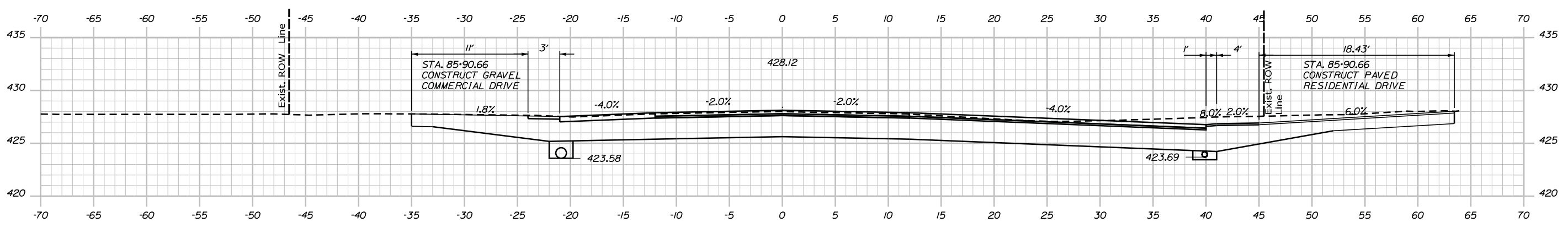
Date: 5/10/2019

Username: stabbals

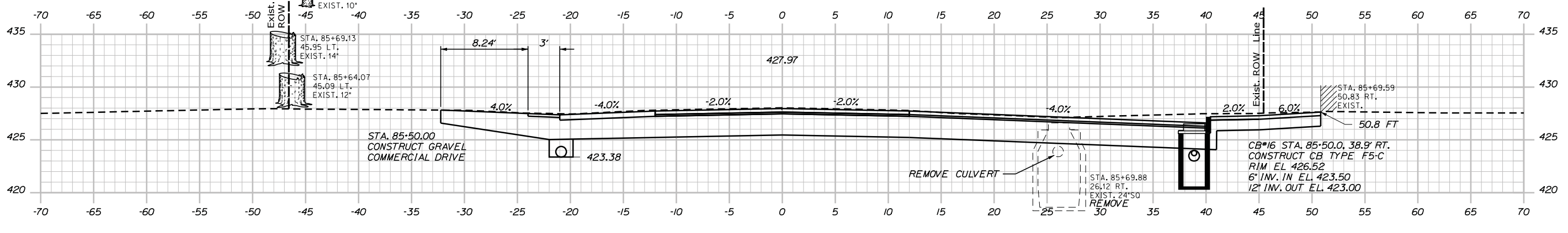
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86+00.00



85+90.66



85+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
NHP-1728(010)
WIN
17280.10

PROJ. MANAGER	DATE	BY	DATE
E. MARTIN			
M. DEBOWSK			
S. BABALS			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

DESIGN DETAILED	SIGNATURE
M. DEBOWSK	
DESIGN REVIEWED	P.E. NUMBER
S. BABALS	
DESIGN DETAILED	DATE
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

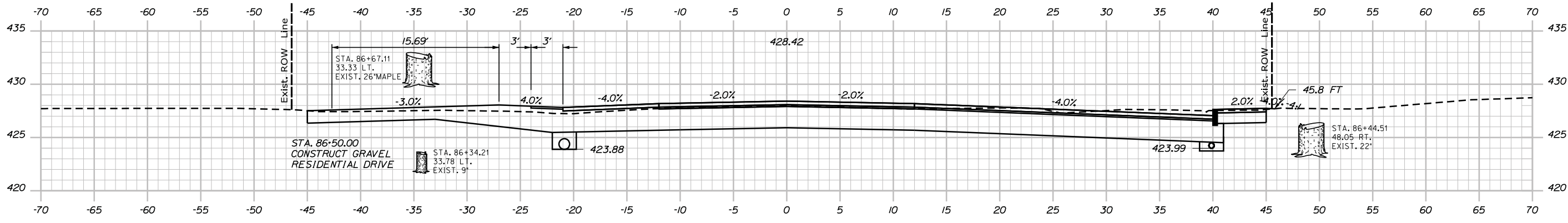
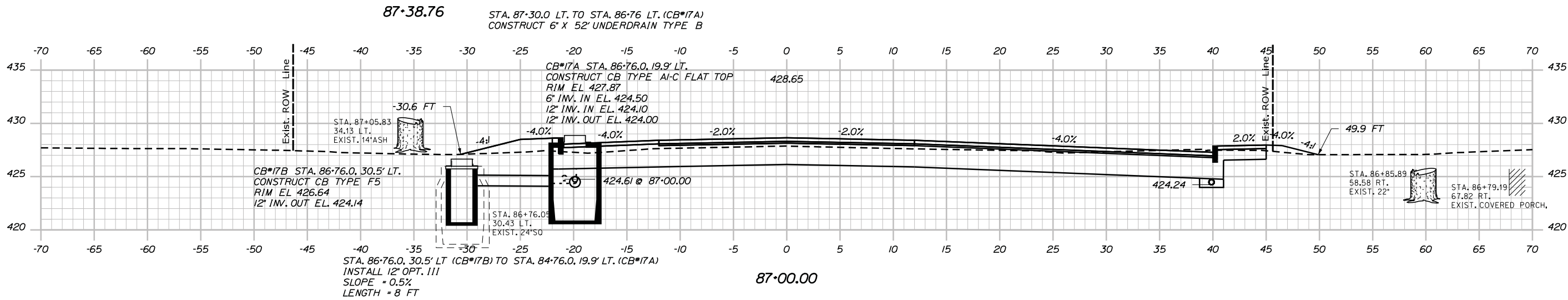
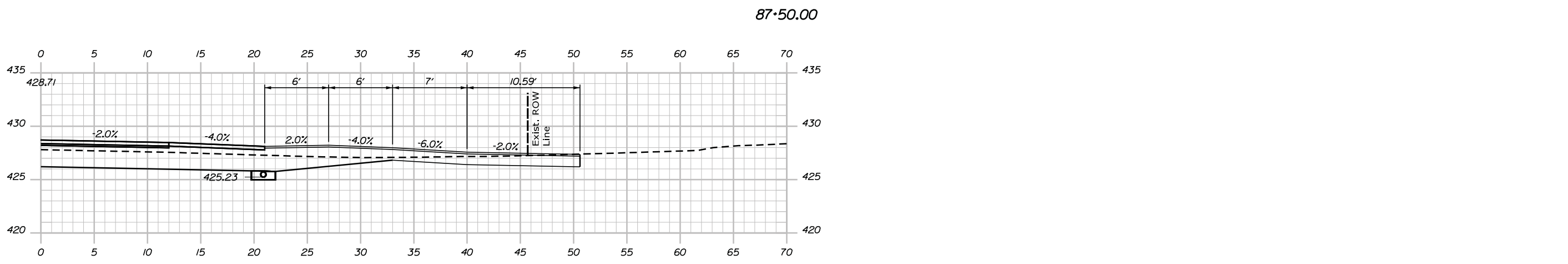
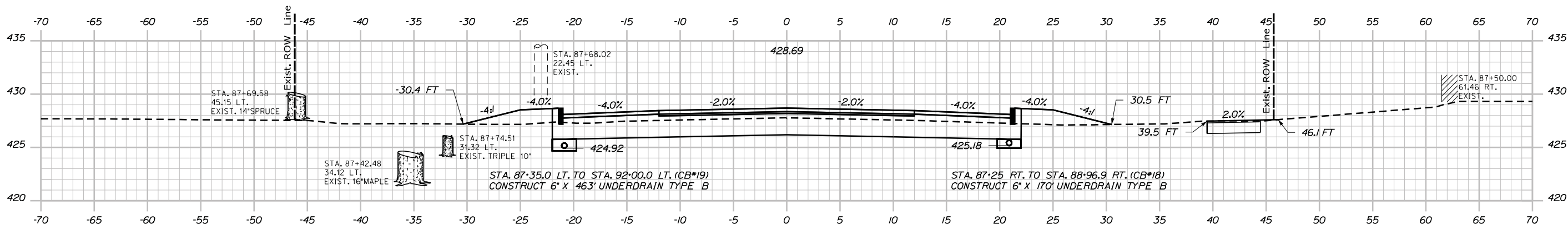
FRYEBURG
US ROUTE 302
CROSS SECTIONS

SHEET NUMBER
33
OF 93

Date: 5/10/2019

Username: stabbalis

Filename: ... \MSTAD034_XSECT_86+50_006.dgn Division: HIGHWAY



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
NHP-1728(010)
WIN
17280.10

PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
E. MARTIN	M. DEBOWSK				
DESIGN-DETAILED					
CHECKED-REVIEWED					
DESIGN-DETAILED	S. BABALIS				
DESIGN-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

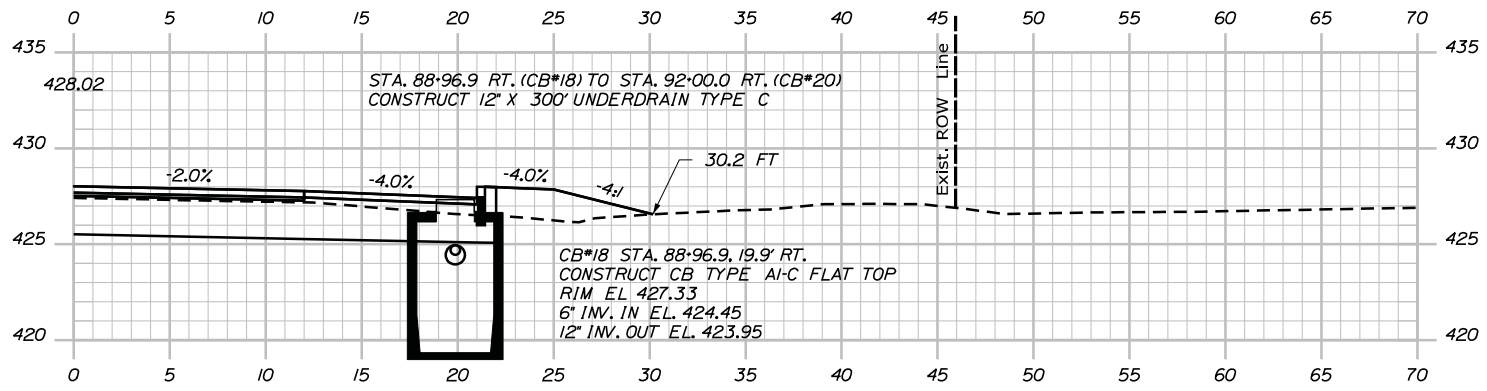
FRYEBURG
US ROUTE 302
CROSS SECTIONS

SHEET NUMBER
34
OF 93

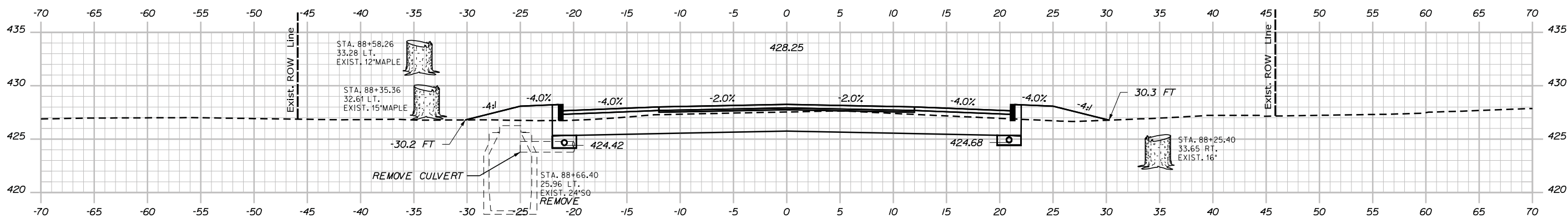
Date: 5/10/2019

Username: stabbals

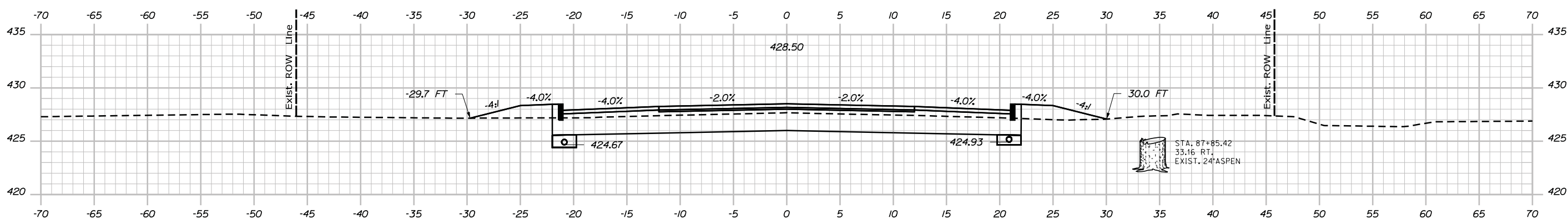
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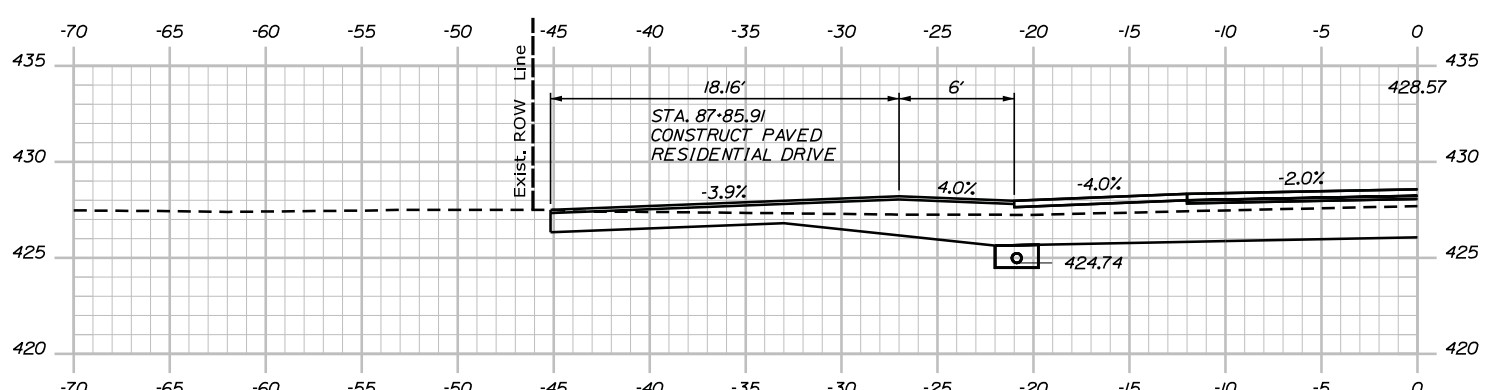
88+96.90



88+50.00



88+00.00



87+85.91

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
NHP-1728(010)
WIN
17280.10

PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
E. MARTIN	M. DEBOWSK				
CHECKED-REVIEWED	S. BABALS				
DESIGNS-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

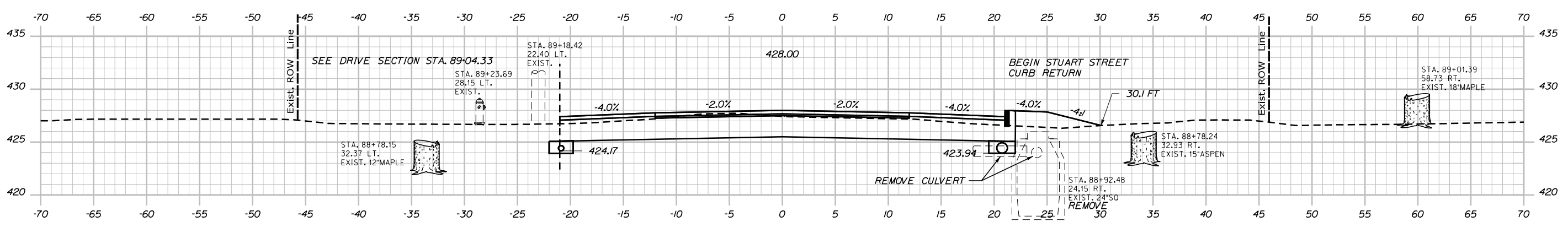
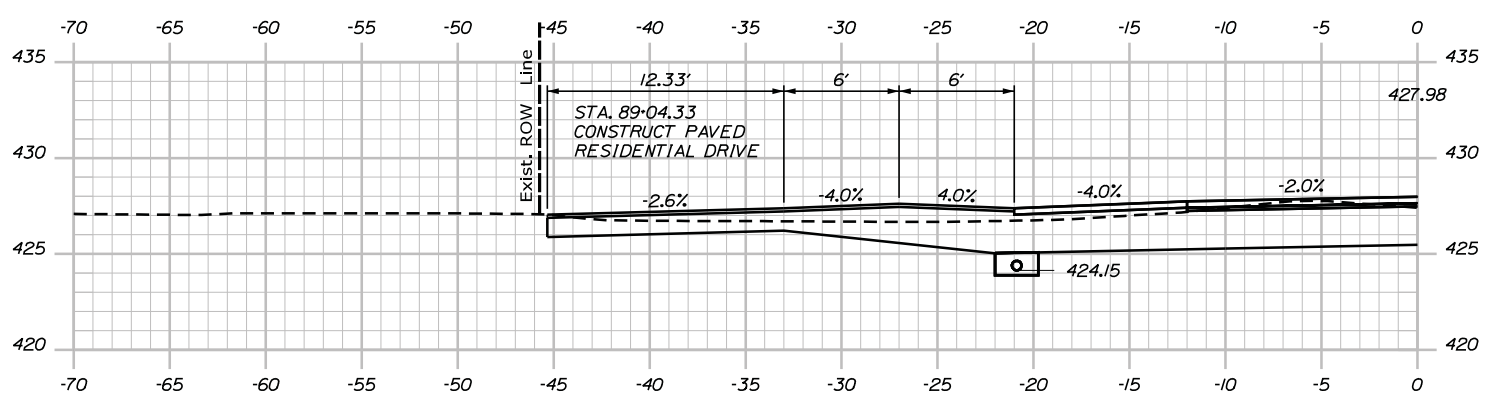
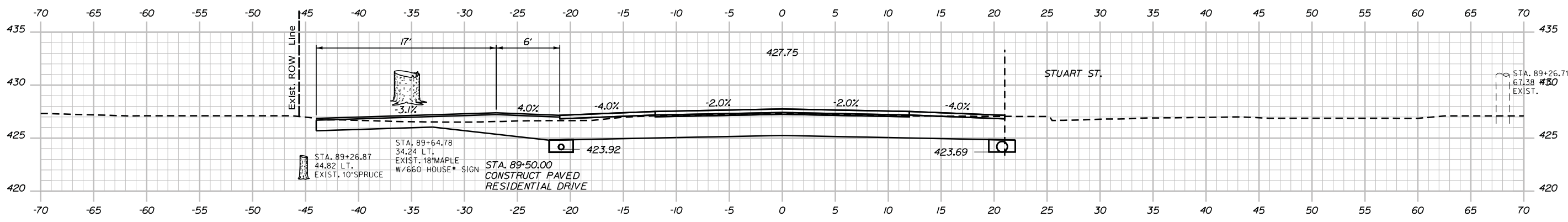
FRYEBURG
US ROUTE 302
CROSS SECTIONS

SHEET NUMBER
35
OF 93

Date: 5/10/2019

Username: stabbals

Filename: ... \MST\036_XSECT_89+00_008.dgn Division: HIGHWAY



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
NHPP-1728(010)
WIN
17280.10

PROJ. MANAGER	BY	DATE
E. MARTIN	M. DEBOWSK	
DESIGN-DETAILED		
CHECKED-REVIEWED		
DESIGN-DETAILED	S. BABALS	
DESIGN-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

FRYEBURG
US ROUTE 302
CROSS SECTIONS

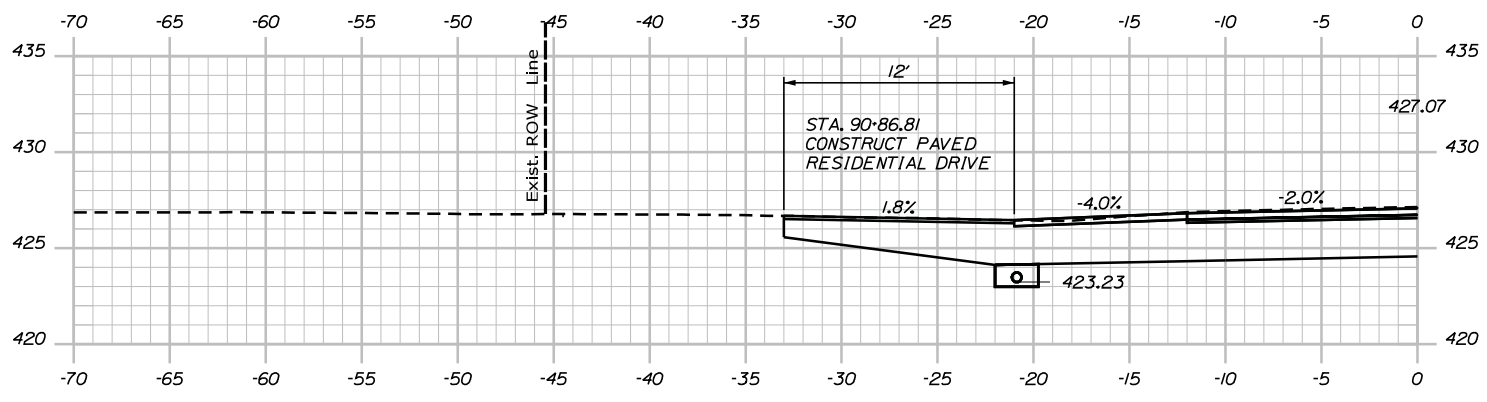
SHEET NUMBER
36
OF 93

Date: 5/10/2019

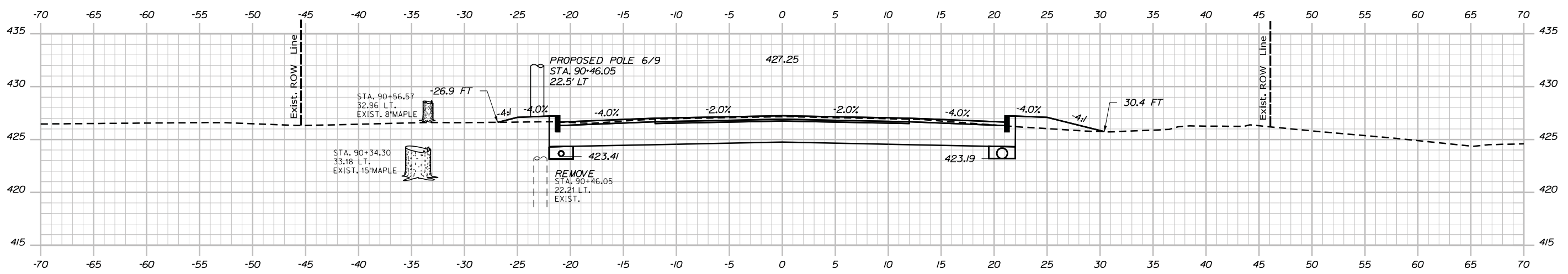
Username: sbabalis

Division: HIGHWAY

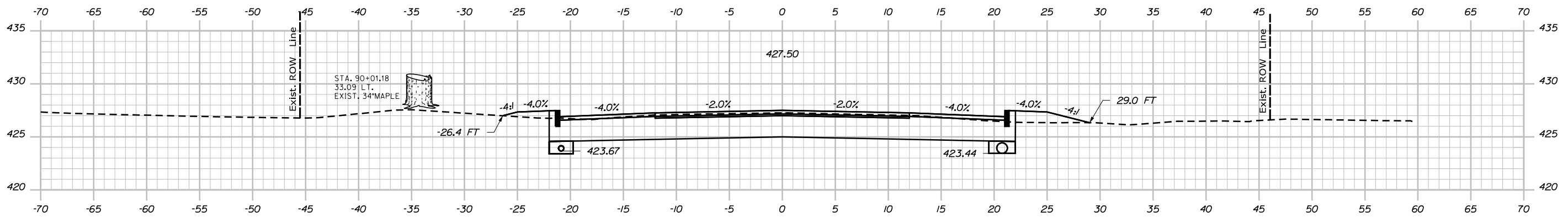
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90+86.81



90+50.00



90+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
NHPP-1728(010)
WIN
17280.10

PROJ. MANAGER	DATE
BY	SIGNATURE
E. MARTIN	P.E. NUMBER
M. DEBOWSK	DATE
S. BABALIS	
DESIGNS DETAILED	
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

PROJ. MANAGER	DATE
BY	SIGNATURE
E. MARTIN	P.E. NUMBER
M. DEBOWSK	DATE
S. BABALIS	
DESIGNS DETAILED	
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

FRYEBURG
US ROUTE 302
CROSS SECTIONS

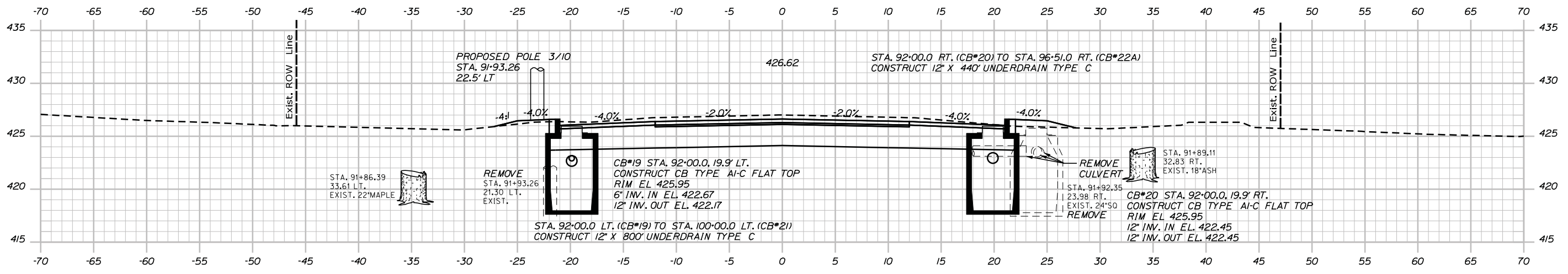
SHEET NUMBER
37
OF 93

Date: 5/10/2019

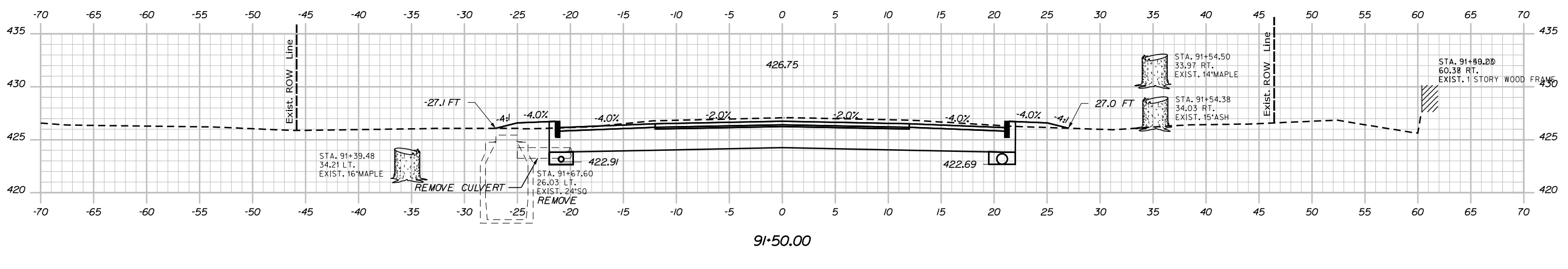
Username: sbabalis

Division: HIGHWAY

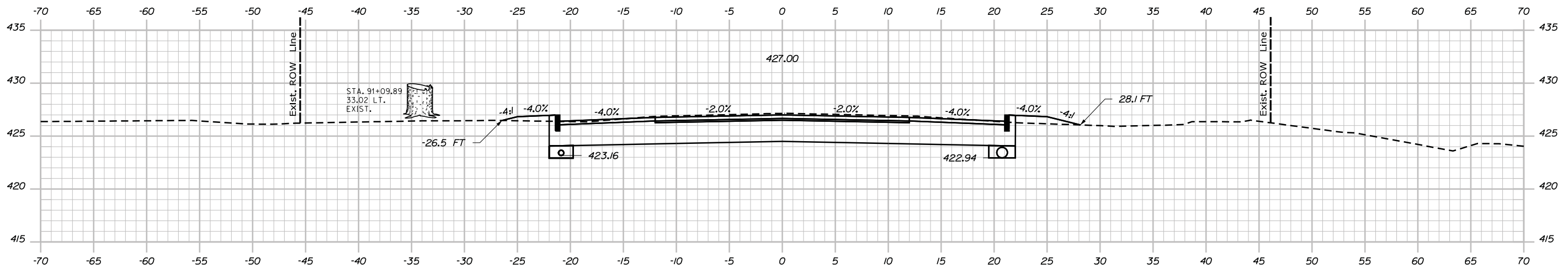
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92+00.00



91+50.00



91+00.00

Sta. 91+00.00 to Sta. 92+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
NHP-1728(010)
WIN
17280.10

PROJ. MANAGER	DATE
DESIGN-DETAILED	SIGNATURE
CHECKED-REVIEWED	P.E. NUMBER
DESIGN-DETAILED	DATE
DESIGN-DETAILED	
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

PROJ. MANAGER	DATE
DESIGN-DETAILED	SIGNATURE
CHECKED-REVIEWED	P.E. NUMBER
DESIGN-DETAILED	DATE
DESIGN-DETAILED	
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

FRYEBURG
US ROUTE 302
CROSS SECTIONS

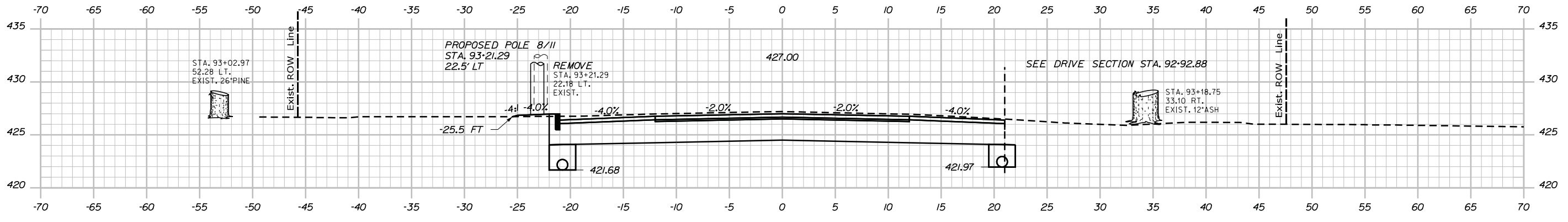
SHEET NUMBER
38
OF 93

Date: 5/10/2019

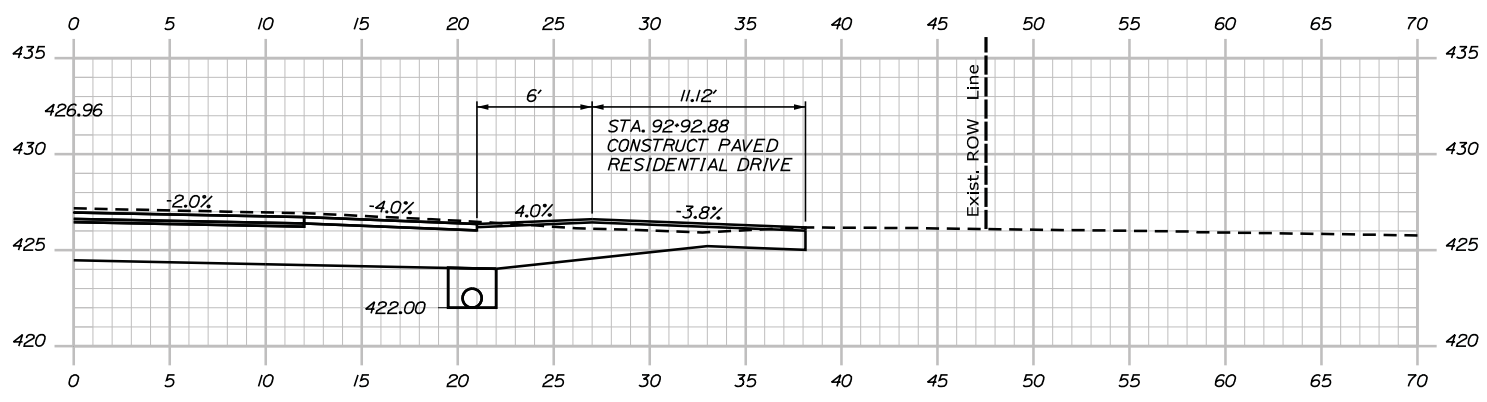
Username: sbabalis

Division: HIGHWAY

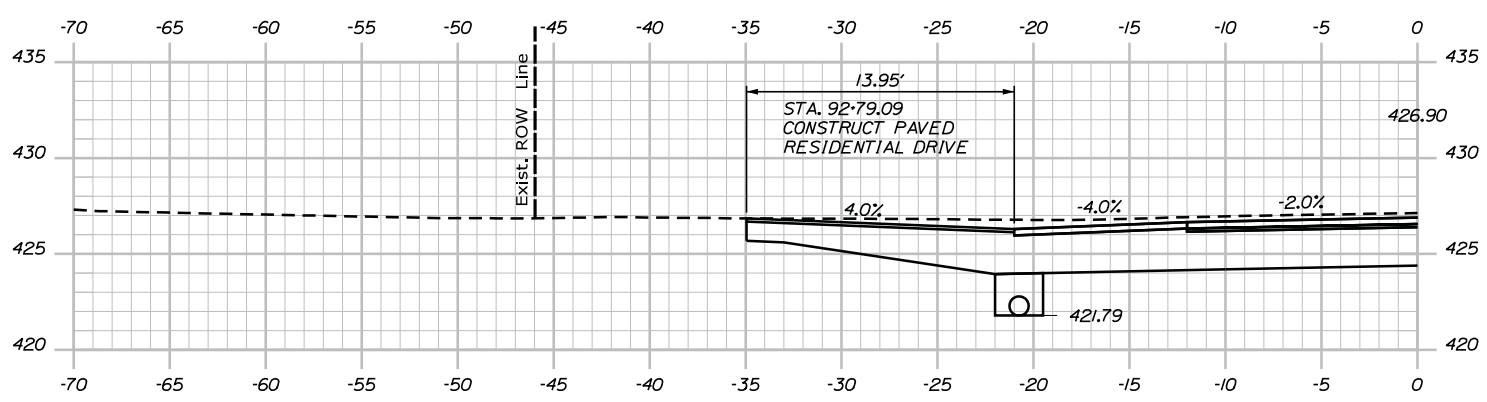
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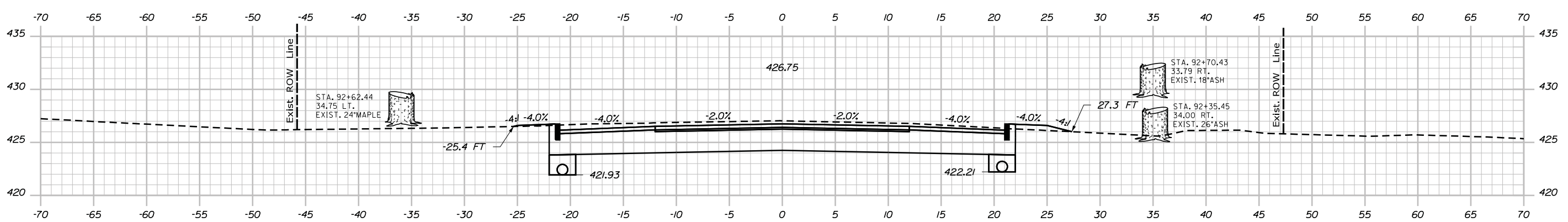
93+00.00



92+92.88



92+79.09



92+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
NHPP-1728(010)
WIN
17280.10

PROJ. MANAGER	BY	DATE
E. MARTIN		
DESIGN-DETAILED	M. DEBOWSK	
CHECKED-REVIEWED		
DESIGN-DETAILED	S. BABALIS	
DESIGN-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

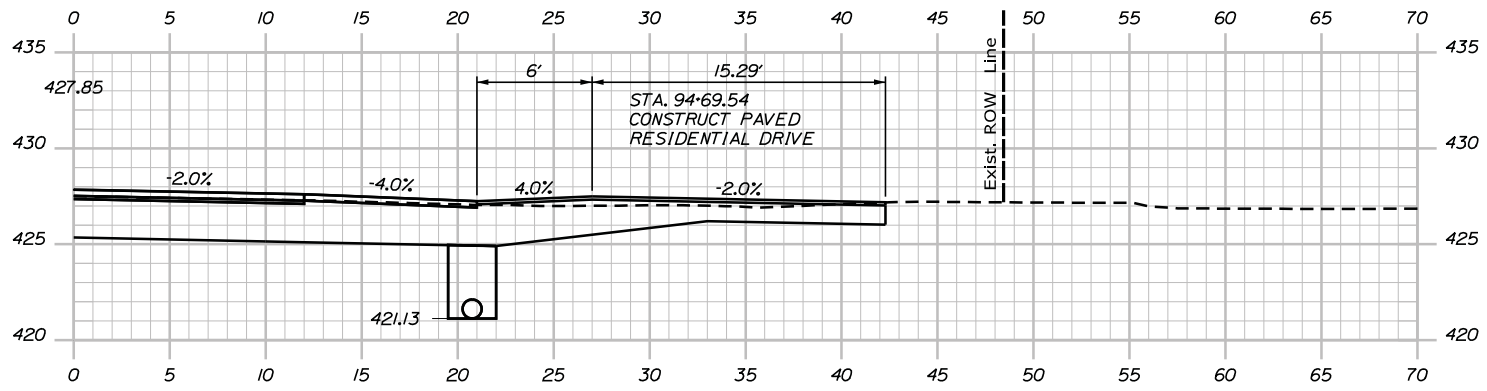
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US ROUTE 302
CROSS SECTIONS

SHEET NUMBER
39
OF 93

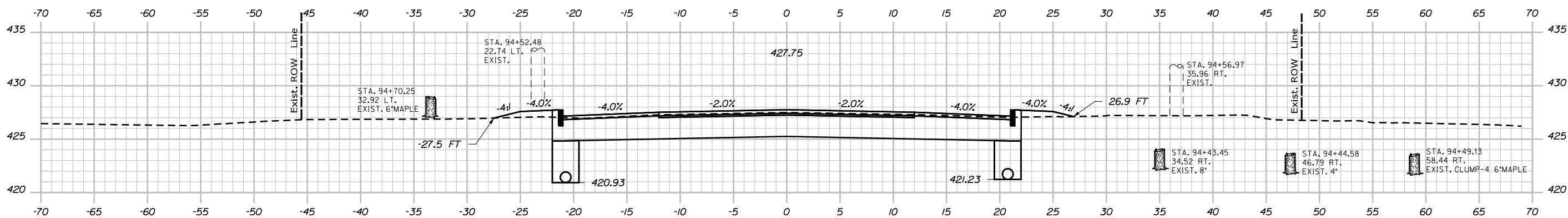
Date: 5/10/2019

Username: stabbals

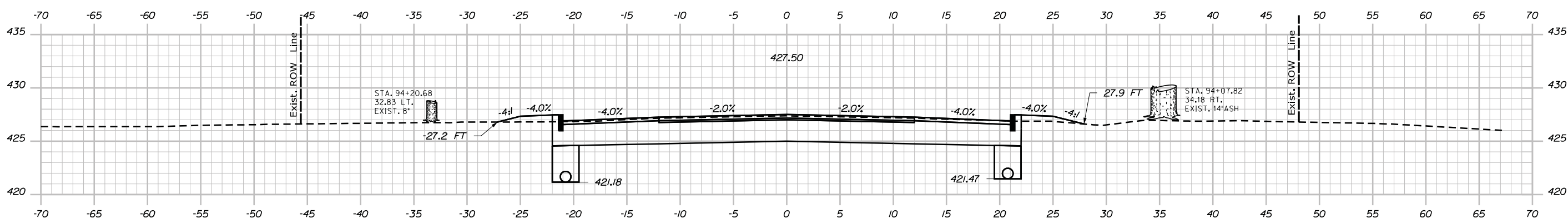
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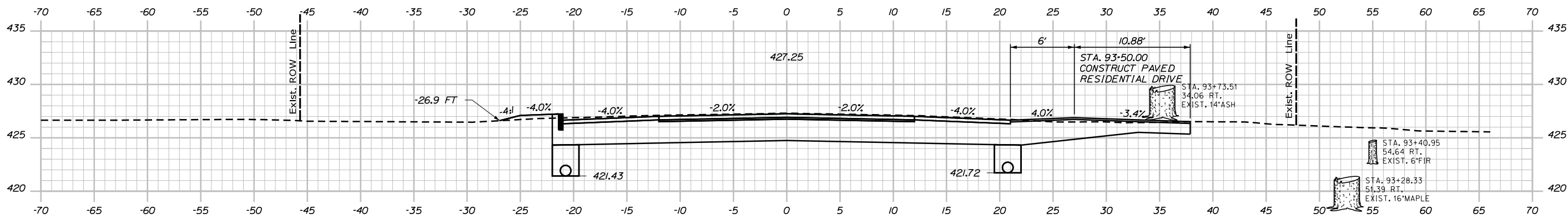
94+69.54



94+50.00



94+00.00



93+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
NHP-1728(010)
WIN
17280.10

PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
E. MARTIN					
DESIGN-DETAILED	M. DEBOWSK				
CHECKED-REVIEWED					
DESIGN-DETAILED	S. BABALS				
DESIGN-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

FRYEBURG
US ROUTE 302
CROSS SECTIONS

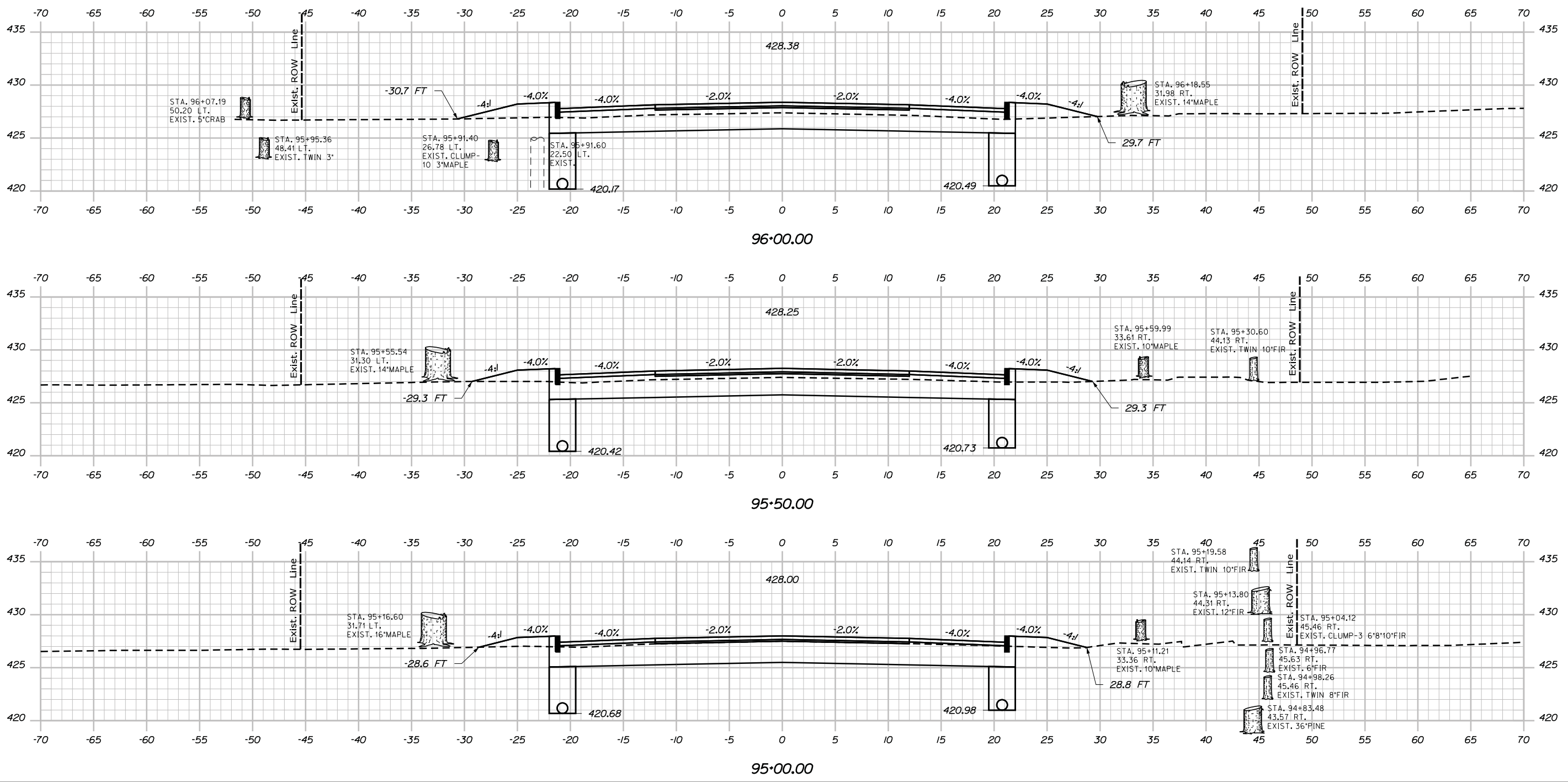
SHEET NUMBER
40
OF 93

Date: 5/10/2019

Username: stabbals

Division: HIGHWAY

Filename: ... \MSTAD041_XSECT_95+00_013.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
NHP-1728(010)

PROJ. MANAGER
DESIGN DETAILED
CHECKED-REVIEWED
DESIGN DETAILED
DESIGN DETAILED
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

DATE	BY	SIGNATURE	P.E. NUMBER	DATE

FRYEBURG
US ROUTE 302
CROSS SECTIONS

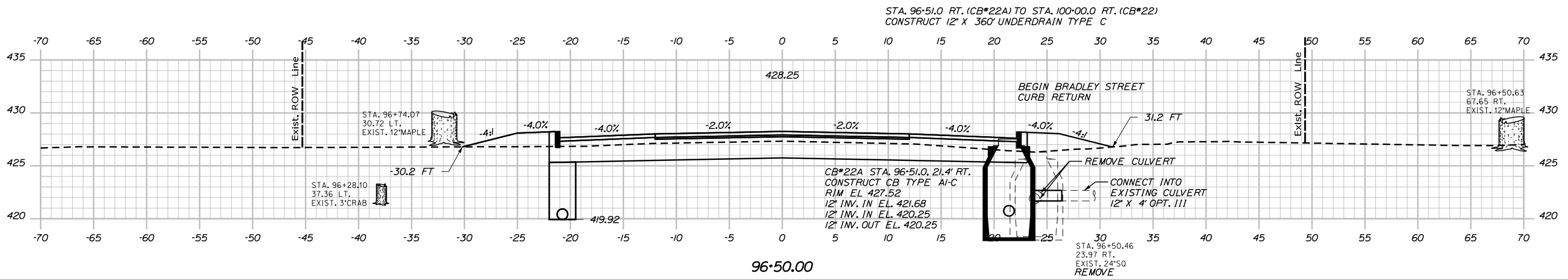
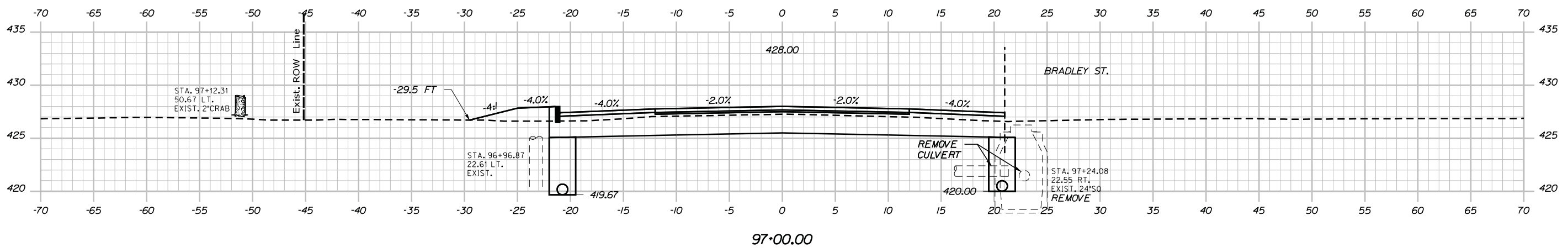
SHEET NUMBER
41
OF 93

Date: 5/10/2019

Username: stabbals

Division: HIGHWAY

Filename: ... \MSTA\042_XSECT_96+50_014.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
NHPP-1728(010)
WIN
17280.10

SIGNATURE
P.E. NUMBER
DATE

PROJ. MANAGER	BY	DATE
E. MARTIN		
DESIGN DETAILED	M. DEBOWSK	
CHECKED/REVIEWED		
DESIGN DETAILED	S. BABALS	
DESIGN DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

FRYEBURG
US ROUTE 302
CROSS SECTIONS

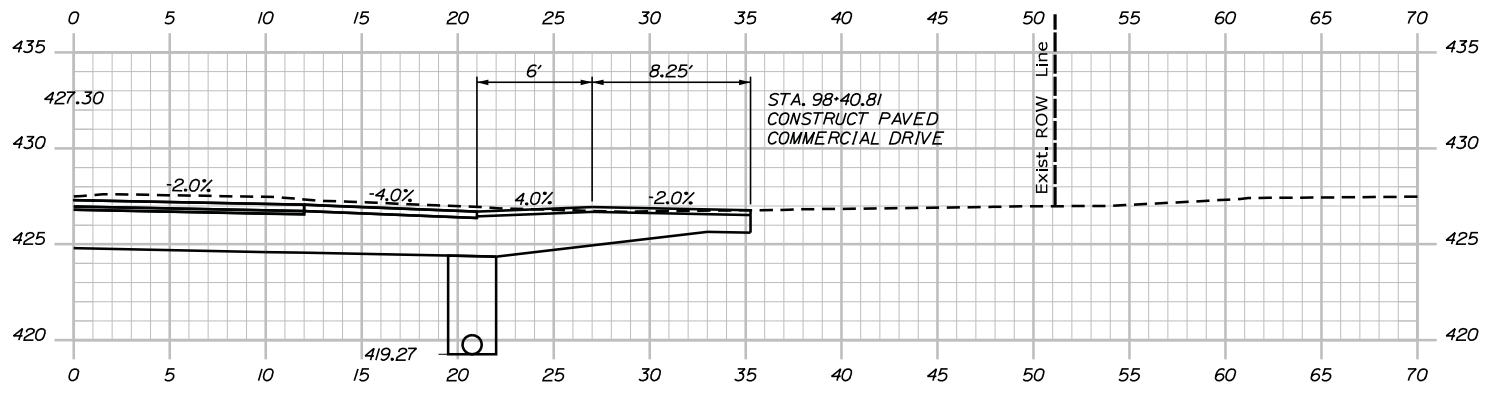
SHEET NUMBER
42
OF 93

Date: 5/10/2019

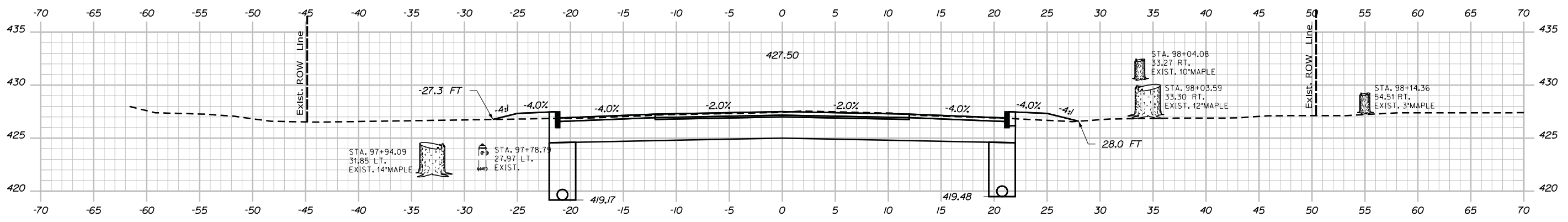
Username: stabbals

Division: HIGHWAY

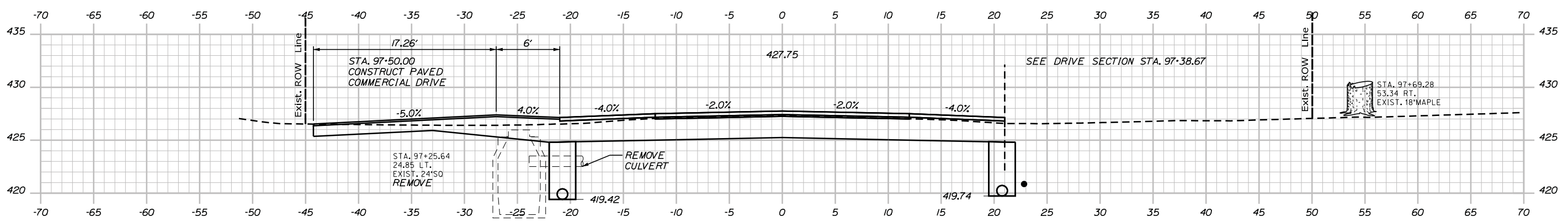
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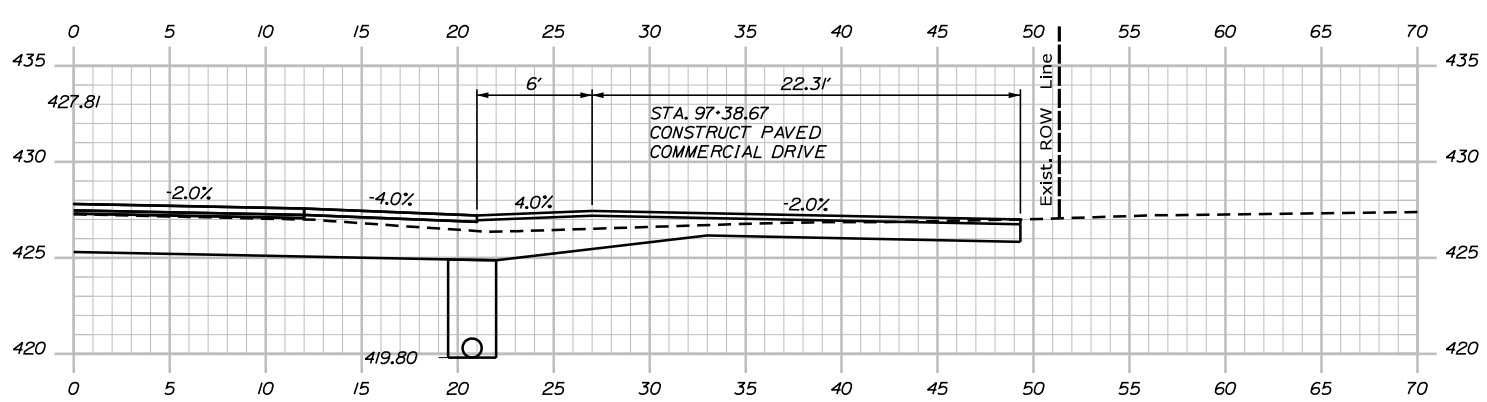
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98+00.00



97+50.00



97+38.67

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
NHP-1728(010)
WIN
17280.10

PROJ. MANAGER	DATE
DESIGN-DETAILED	SIGNATURE
CHECKED-REVIEWED	P.E. NUMBER
DESIGN-DETAILED	DATE
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

PROJ. MANAGER	DATE
DESIGN-DETAILED	SIGNATURE
CHECKED-REVIEWED	P.E. NUMBER
DESIGN-DETAILED	DATE
REVISIONS 1	
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REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

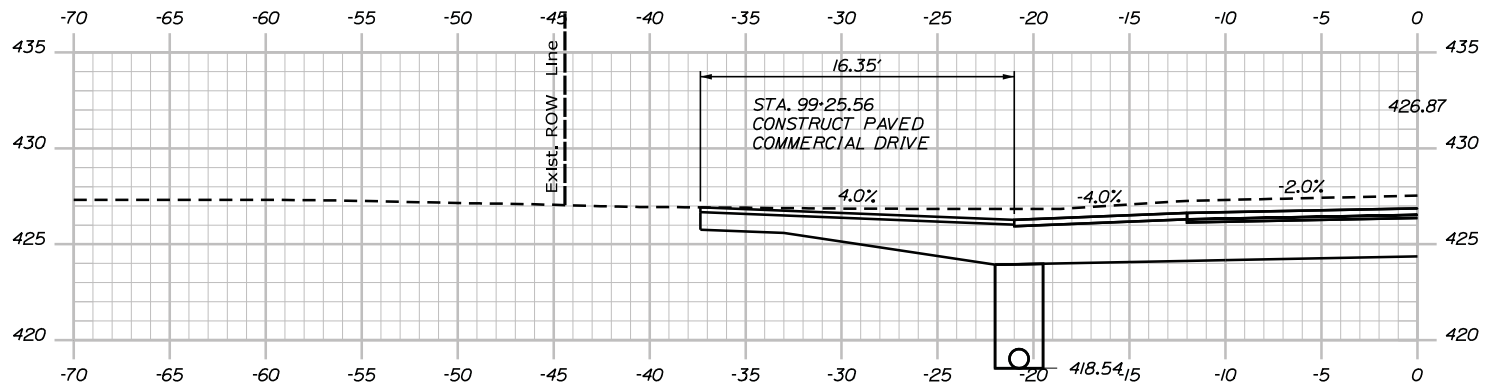
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US ROUTE 302
CROSS SECTIONS

SHEET NUMBER
43
OF 93

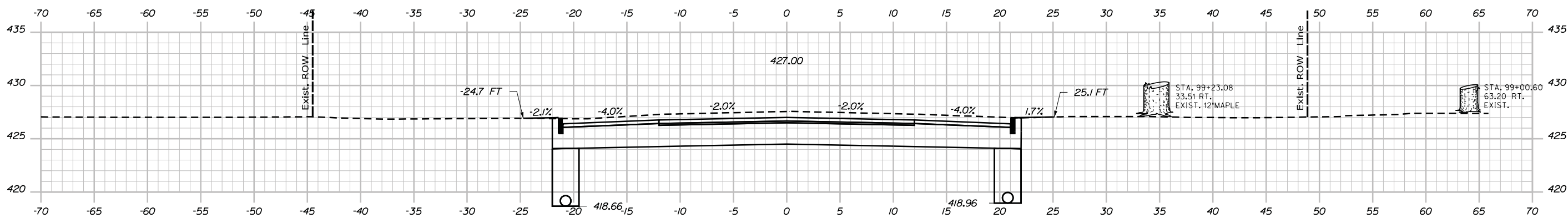
Date: 5/10/2019

Username: stabbals

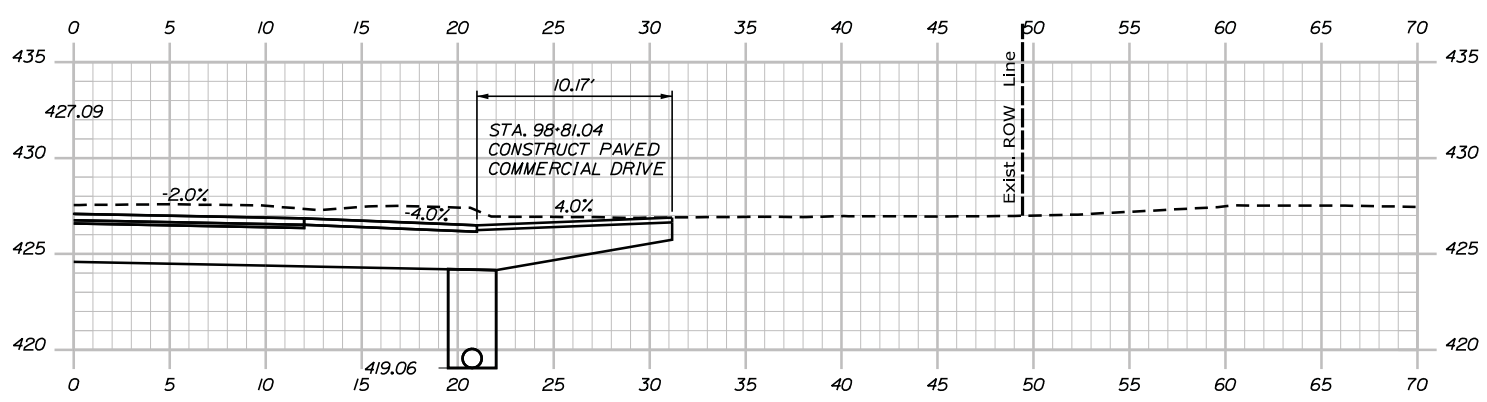
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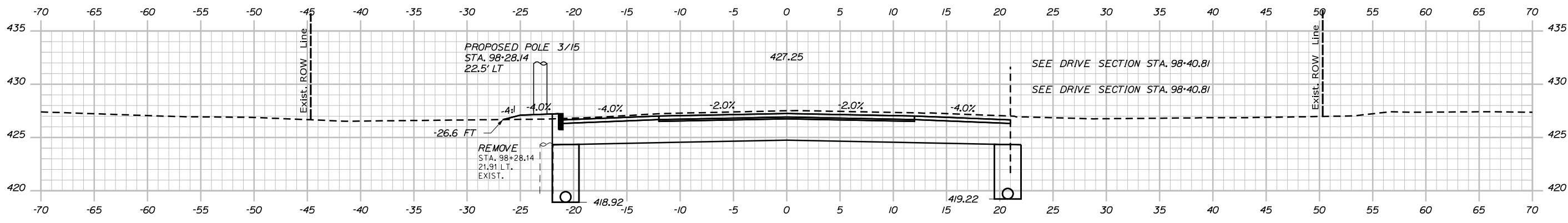
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99+00.00



98+81.04



98+50.00

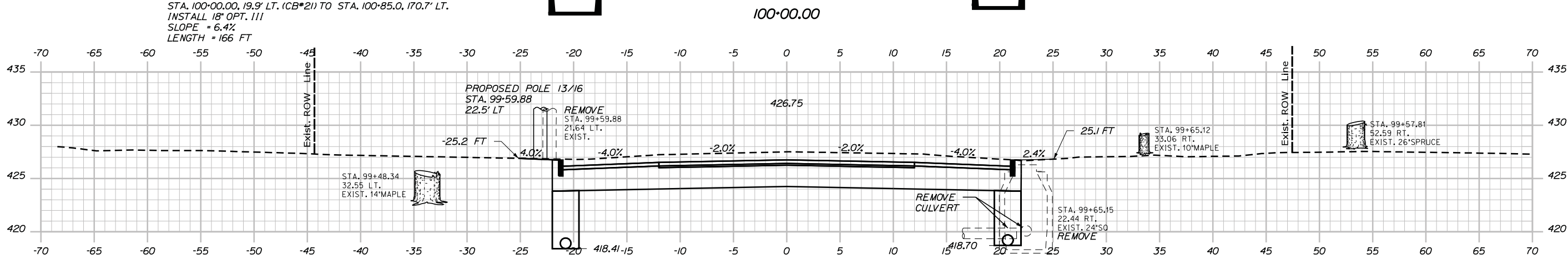
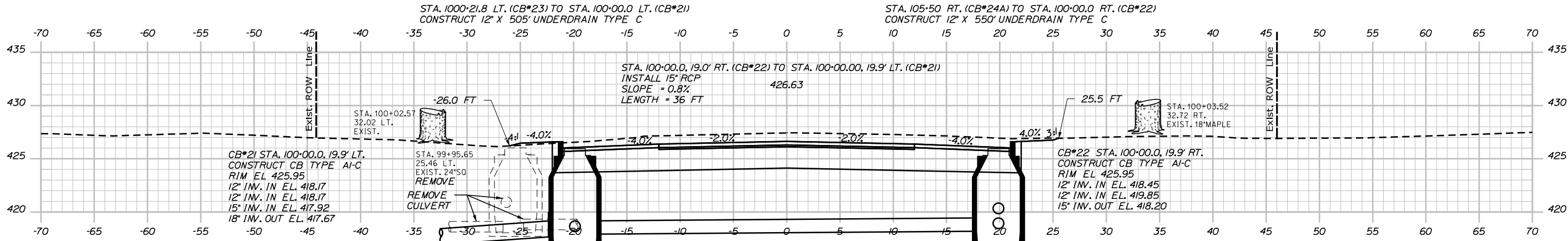
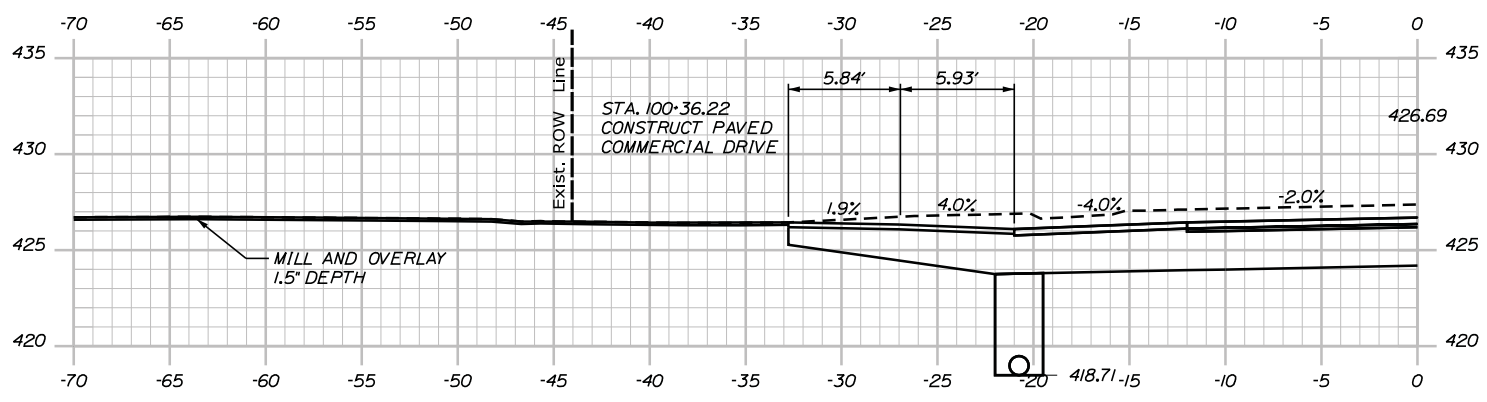
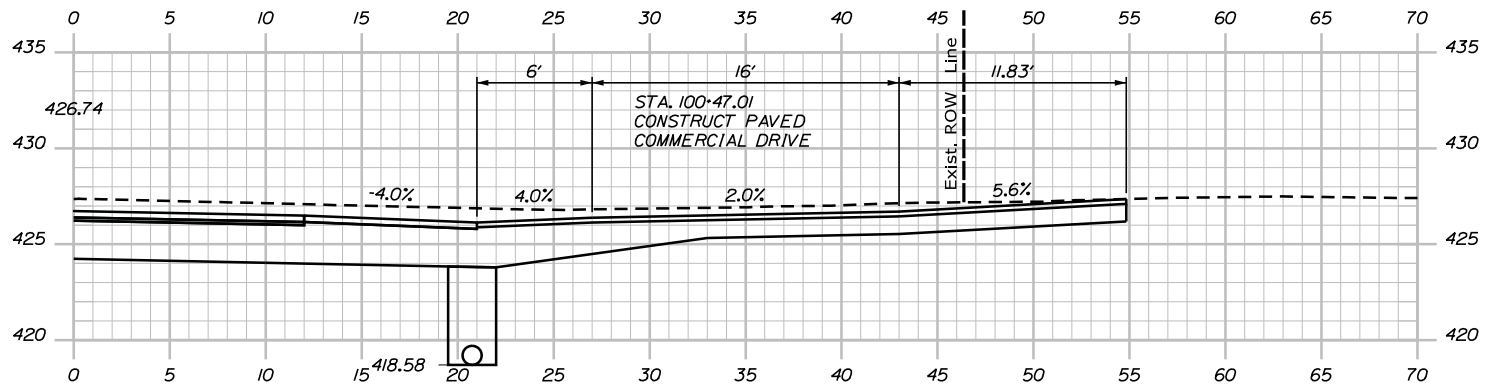
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
NHP-1728(010)		WIN 17280.10	
PROJ. MANAGER	BY	DATE	SIGNATURE
E. MARTIN	M. DEBOWSK		
DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-DETAILED	P.E. NUMBER
M. DEBOWSK	S. BABALS		
DESIGN-DETAILED	REVISIONS 1		DATE
	REVISIONS 2		
	REVISIONS 3		
	REVISIONS 4		
	FIELD CHANGES		
FRYEBURG		CROSS SECTIONS	
US ROUTE 302		SHEET NUMBER	
		44	
		OF 93	

Date: 5/10/2019

Username: sbabalis

Division: HIGHWAY

Filename: ... \MSTA\045_XSECT_99+50_017.dgn



STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 NHPP-1728(010)
 WIN
 17280.10

PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
E. MARTIN	M. DEBOWSK				
CHECKED/REVIEWED	S. BABALIS				
DESIGNS/DETAILED	S. BABALIS				
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

FRYEBURG
 US ROUTE 302
 CROSS SECTIONS

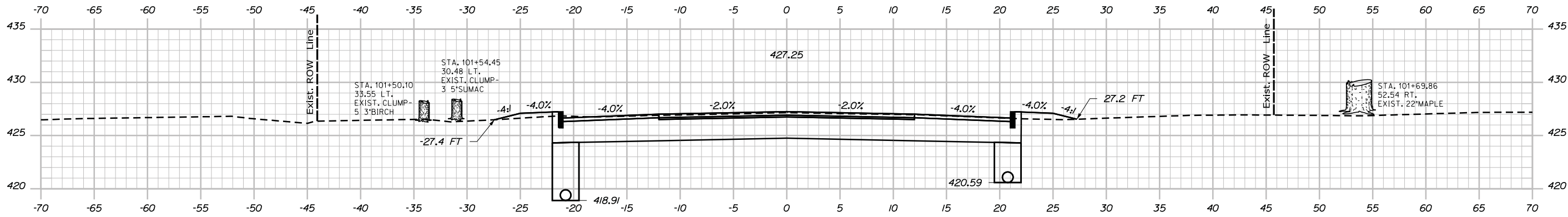
SHEET NUMBER
45
 OF 93

Date: 5/10/2019

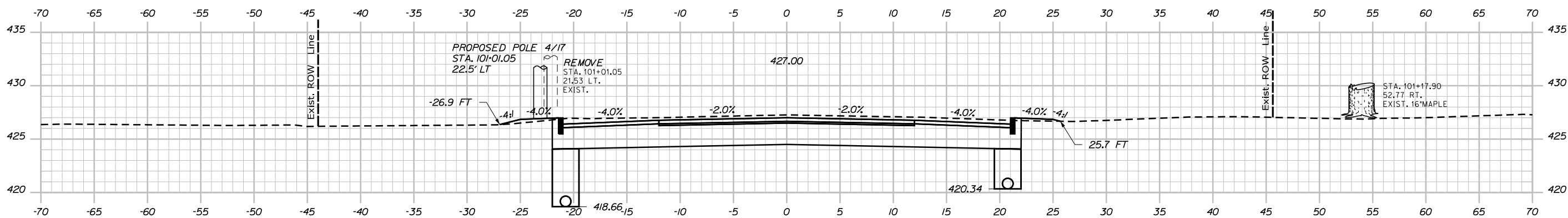
Username: stabbals

Division: HIGHWAY

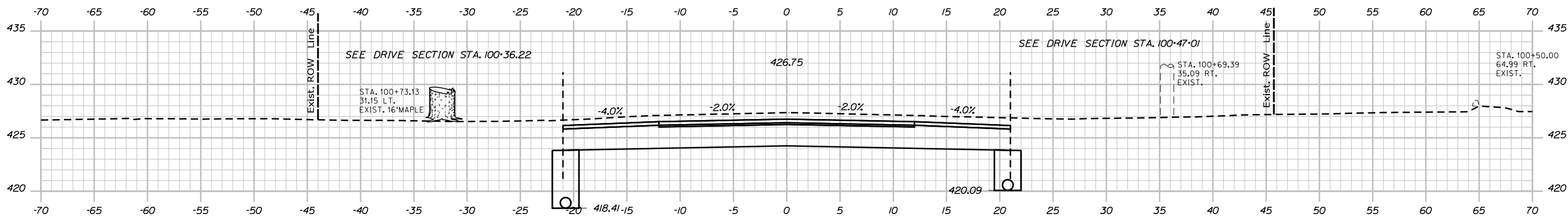
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101+50.00



101+00.00



100+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
NHP-1728(010)
WIN
17280.10

PROJ. MANAGER	DATE	BY	DATE
E. MARTIN			
DESIGN-DETAILED			
CHECKED-REVIEWED			
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

FRYEBURG
US ROUTE 302
CROSS SECTIONS

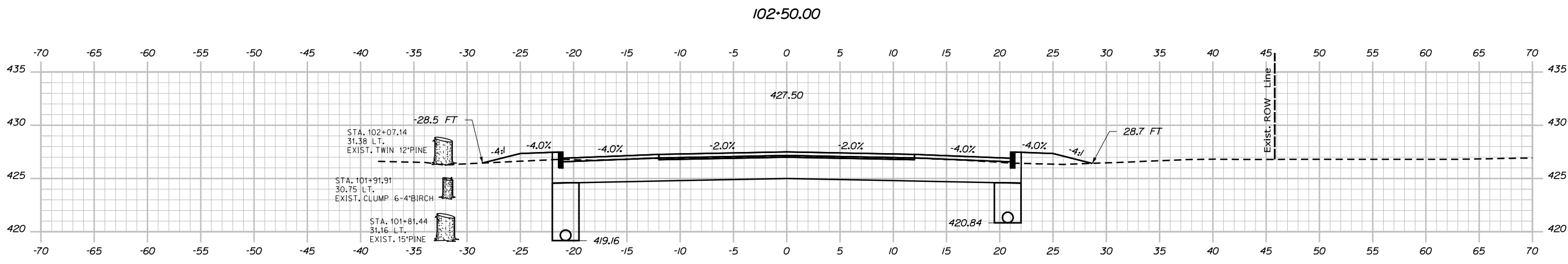
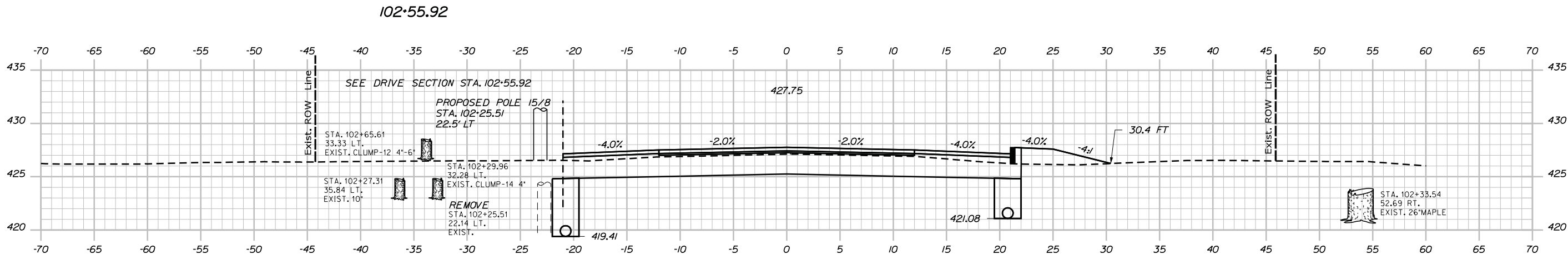
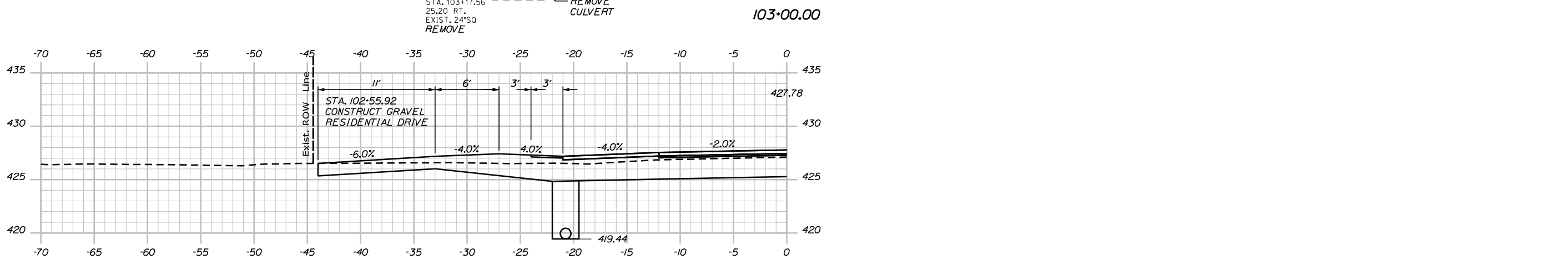
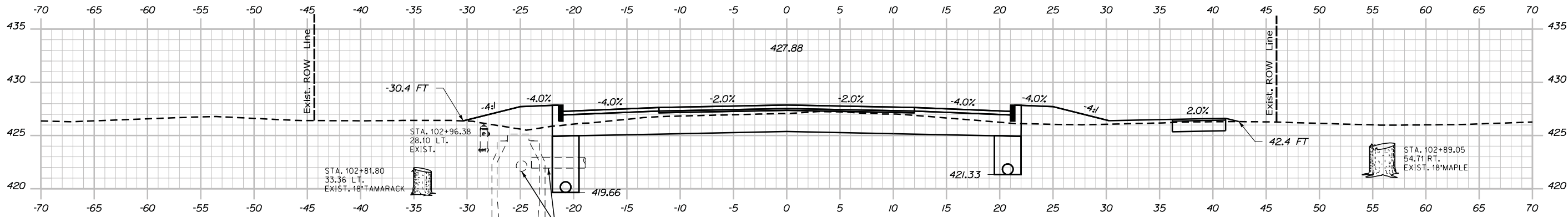
SHEET NUMBER
46
OF 93

Sta. 100+50.00 to Sta. 101+50.00

Date: 5/10/2019

Username: sbabalis

Filename: ... \MSTA\047_XSECT_102-00_019.dgn Division: HIGHWAY



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
NHP-1728(010)
WIN
17280.10

PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
E. MARTIN	M. DEBOWSK				
CHECKED-REVIEWED	S. BABALIS				
DESIGN-REVIEWED					
DESIGN-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

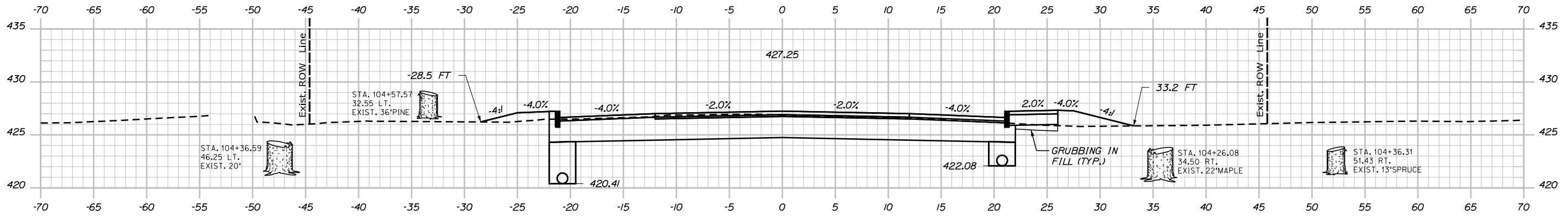
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US ROUTE 302
CROSS SECTIONS

SHEET NUMBER
47
OF 93

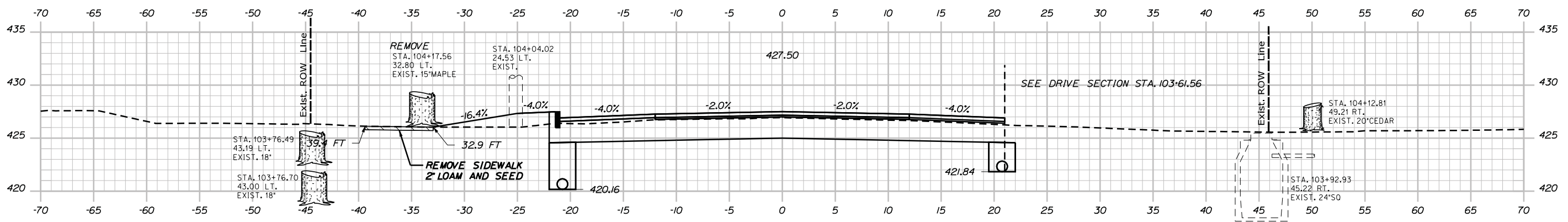
Date: 5/10/2019

Username: stabbalis

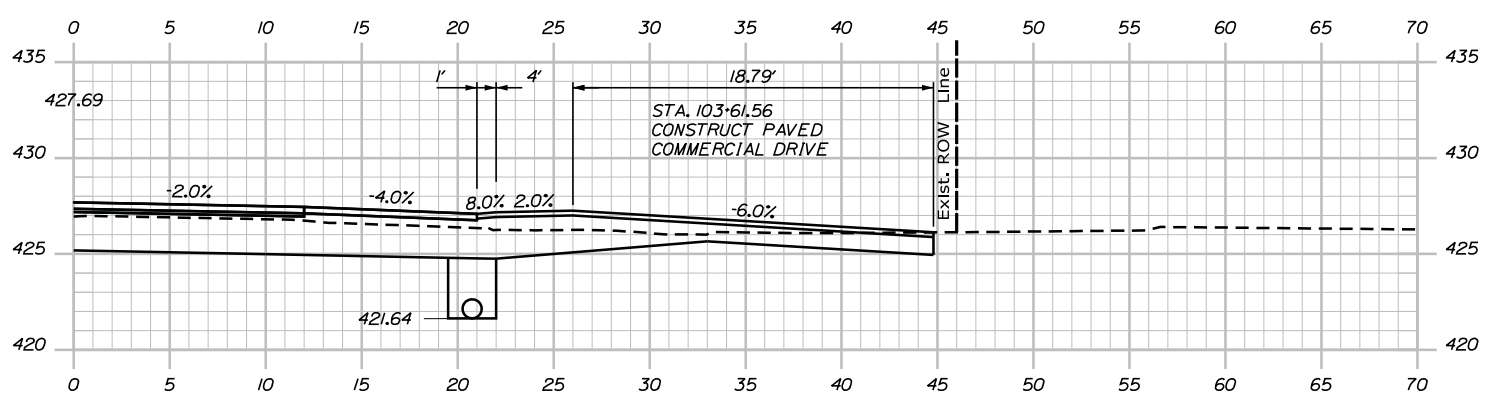
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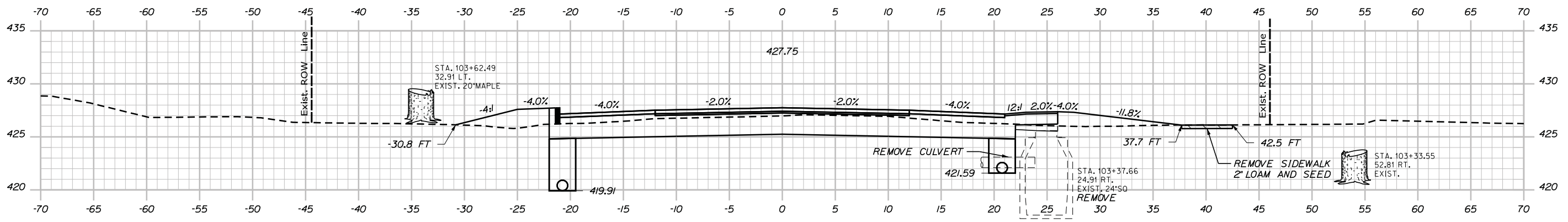
104+50.00



104+00.00



103+61.56



103+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
NHP-1728(010)
WIN
17280.10

PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
E. MARTIN	E. MARTIN				
DESIGN-DETAILED	M. DEBOWSK				
CHECKED-REVIEWED					
DESIGN-DETAILED	S. BABALS				
DESIGN-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

FRYEBURG
US ROUTE 302
CROSS SECTIONS

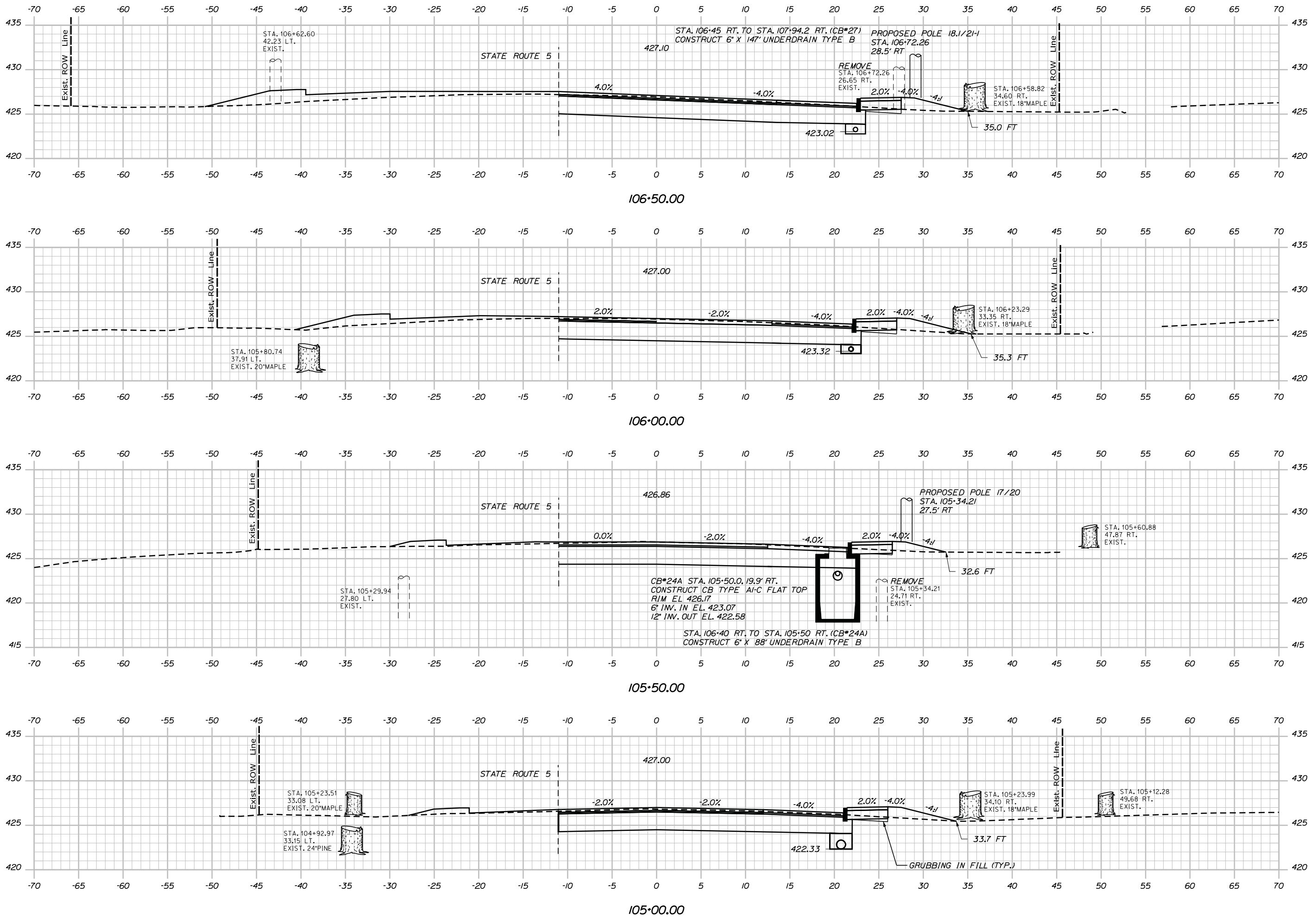
SHEET NUMBER
48
OF 93

Date: 5/10/2019

Username: stabbals

Division: HIGHWAY

Filename: ... \MSTA\049_XSECT_105+00_021.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
NHP-1728(010)
WIN
17280.10

PROJ. MANAGER	DATE
E. MARTIN	
DESIGN-DETAILED	
CHECKED-REVIEWED	
DESIGN-DETAILED	
DESIGN-DETAILED	
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

BY	DATE	SIGNATURE	P.E. NUMBER	DATE
M. DEBOWSK				
S. BABALS				

FRYEBURG
US ROUTE 302
CROSS SECTIONS

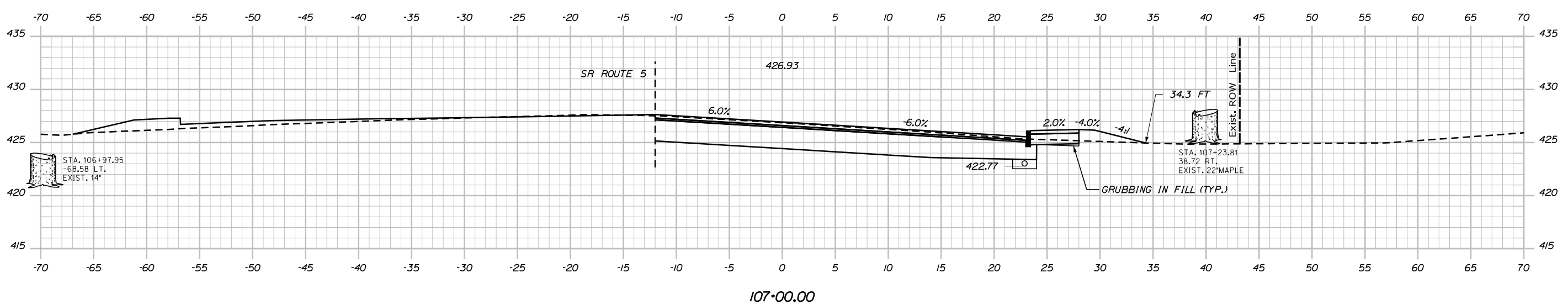
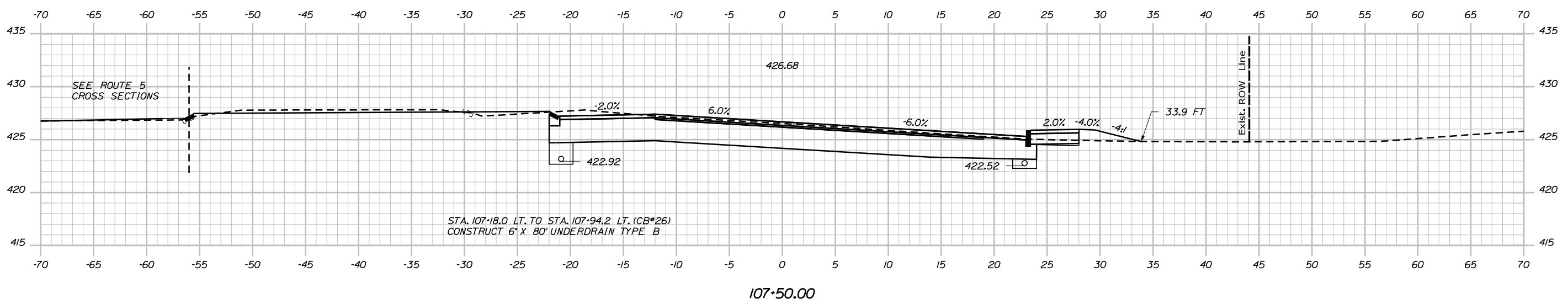
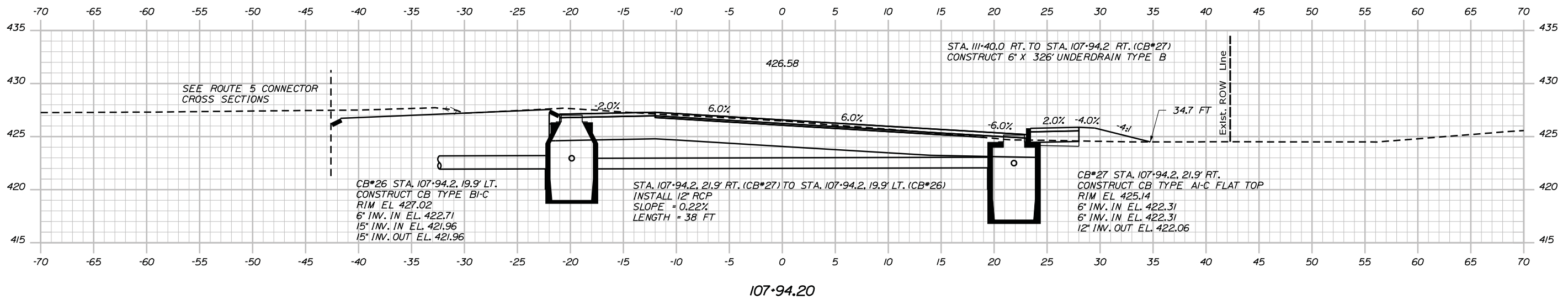
SHEET NUMBER
49
OF 93

Sta. 105+00.00 to Sta. 106+50.00

Date: 5/10/2019

Username: stabbals

Filename: ... \MSTA050_XSECT_107+00_022.dgn Division: HIGHWAY



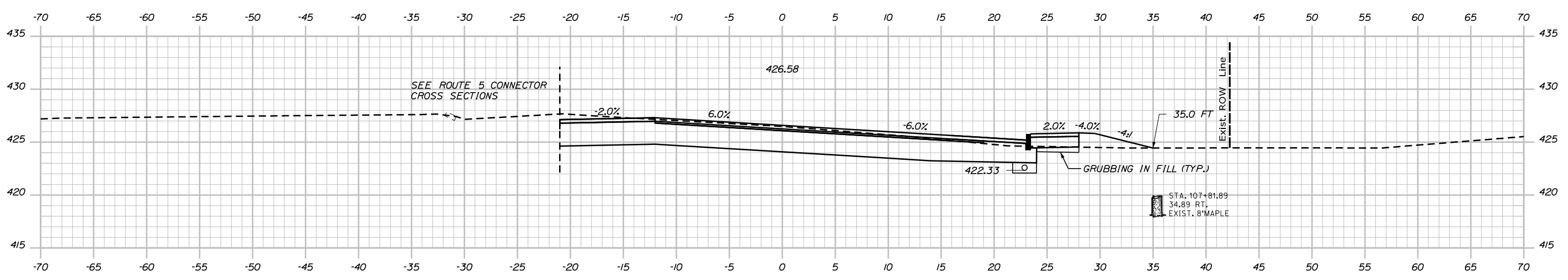
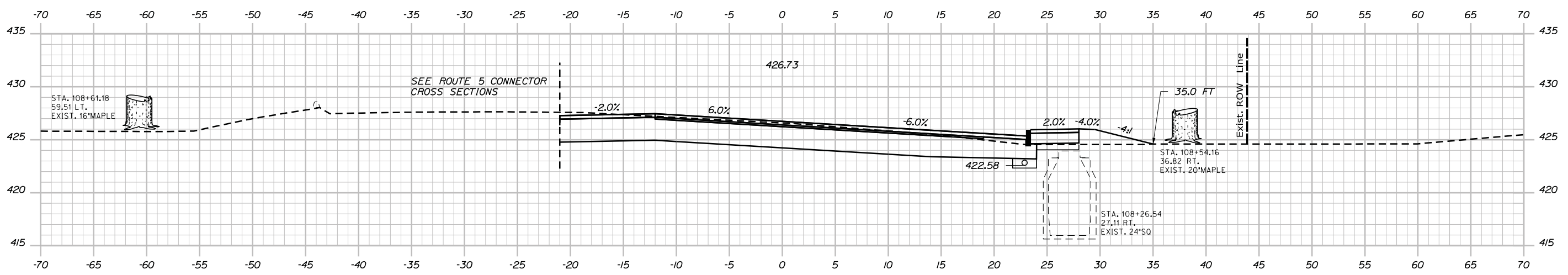
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
NHPP-1728(010)
WIN
17280.10

SIGNATURE
P.E. NUMBER
DATE

PROJ. MANAGER	BY	DATE
E. MARTIN		
DESIGN DETAILED	M. DEBOWSK	
CHECKED/REVIEWED		
DESIGNS DETAILED	S. BABALIS	
DESIGNS DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

FRYEBURG
US ROUTE 302
CROSS SECTIONS

SHEET NUMBER
50
OF 93



STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
NHPP-1728(010)	
WIN 17280.10	

PROJ. MANAGER	DATE
DESIGN-DETAILED	BY
CHECKED-REVIEWED	E. MARTIN
DESIGN-DETAILED	M. DEBOWSK
DESIGN-DETAILED	S. BABALIS
REVISIONS 1	SIGNATURE
REVISIONS 2	P.E. NUMBER
REVISIONS 3	DATE
REVISIONS 4	
FIELD CHANGES	

FRYEBURG
US ROUTE 302
CROSS SECTIONS

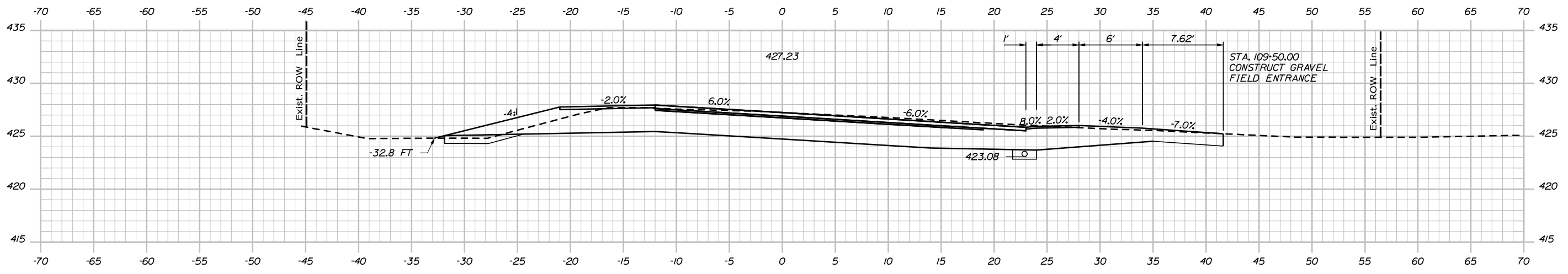
SHEET NUMBER
51
OF 93

Date: 5/10/2019

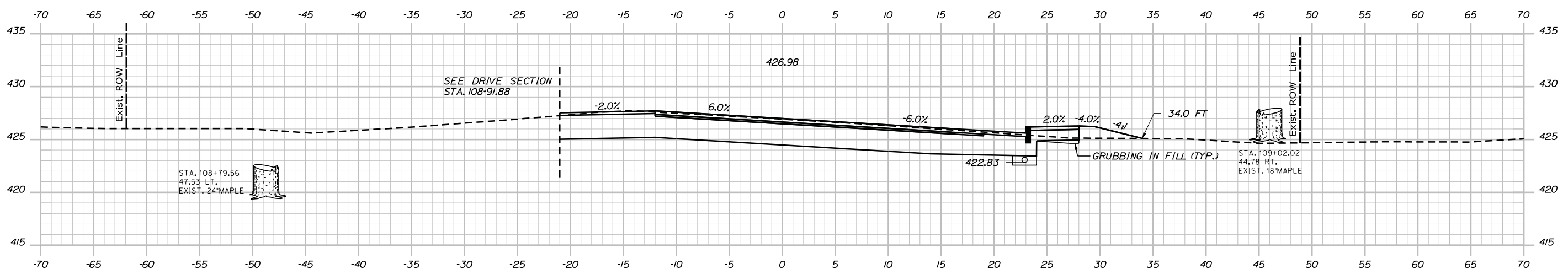
Username: sbabalis

Division: HIGHWAY

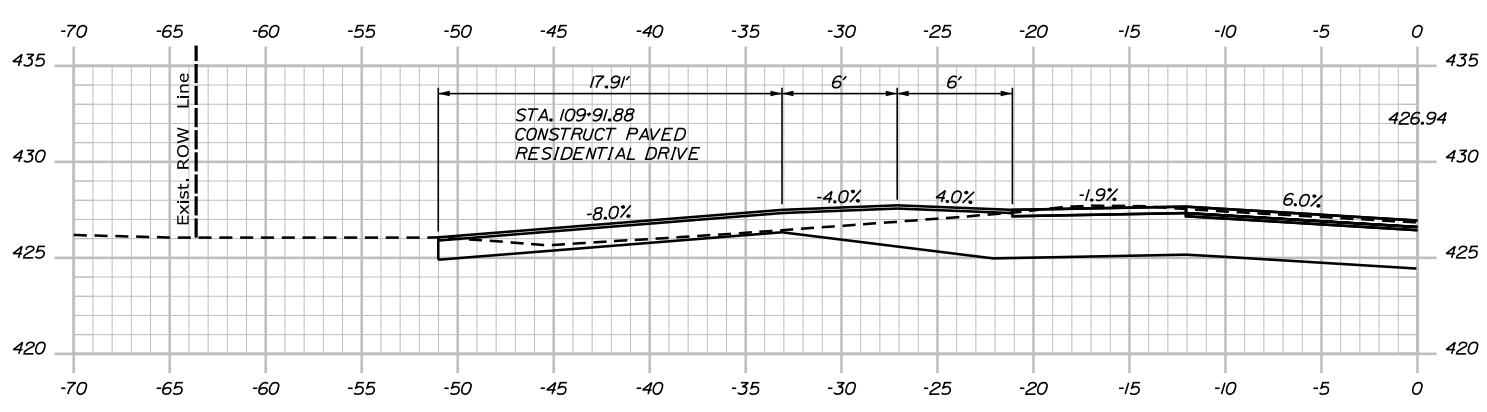
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109+50.00



109+00.00



108+91.88

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
NHPP-1728(010)
WIN
17280.10

SIGNATURE
P.E. NUMBER
DATE

PROJ. MANAGER	BY	DATE
E. MARTIN		
DESIGN-DETAILED	M. DEBOWSK	
CHECKED-REVIEWED		
DESIGN-DETAILED	S. BABALIS	
DESIGN-DETAILED		
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REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

FRYEBURG
US ROUTE 302
CROSS SECTIONS

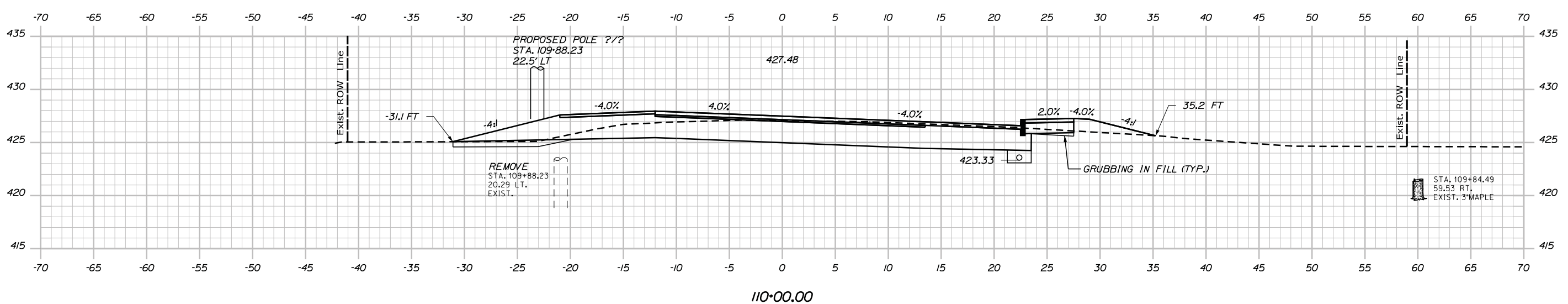
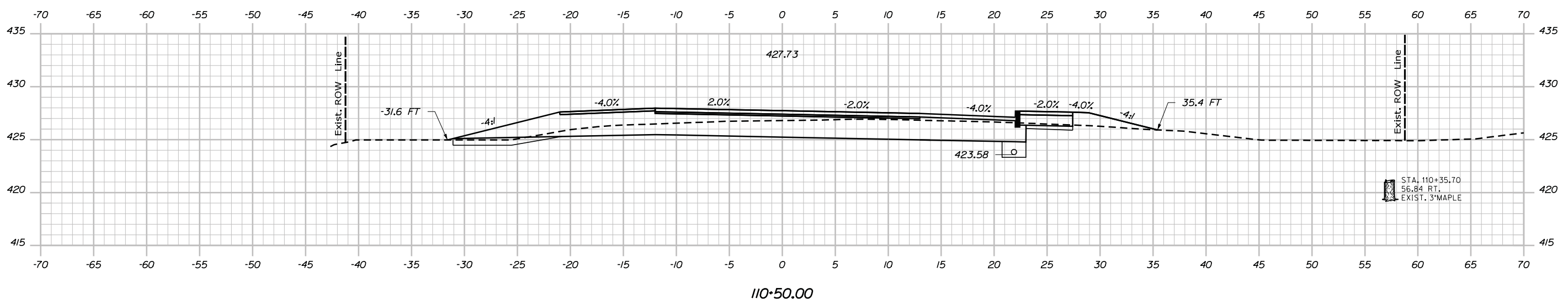
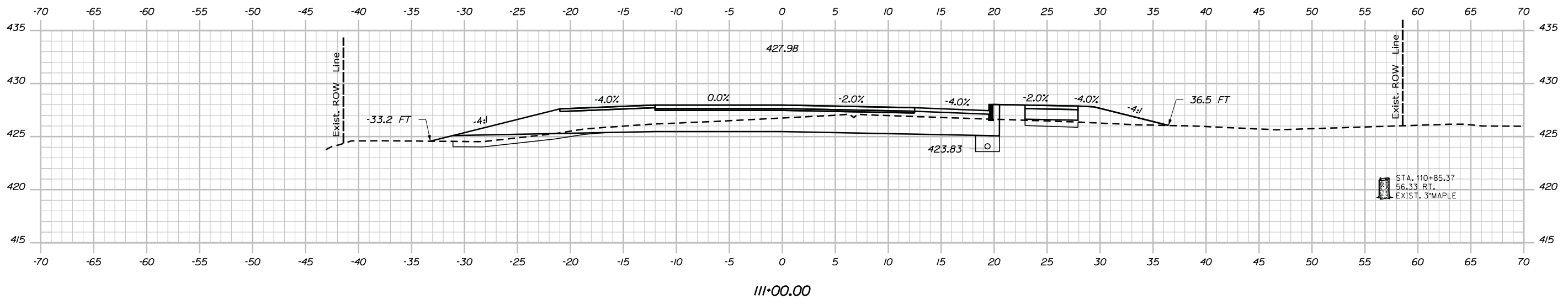
SHEET NUMBER
52
OF 93

Date: 5/10/2019

Username: stabbalis

Division: HIGHWAY

Filename: ... \MSTA053_XSECT_110+00_025.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
NHPP-1728(010)
WIN
17280.10

DESIGNED	DATE
CHECKED/REVIEWED	SIGNATURE
DESIGNED/REVIEWED	P.E. NUMBER
REVISIONS 1	DATE
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

PROJ. MANAGER	BY
E. MARTIN	
CHECKED/REVIEWED	DATE
M. DEBOWSK	
DESIGNED/REVIEWED	SIGNATURE
S. BABALIS	
DESIGNED/REVIEWED	P.E. NUMBER
REVISIONS 1	DATE
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

FRYEBURG
US ROUTE 302
CROSS SECTIONS

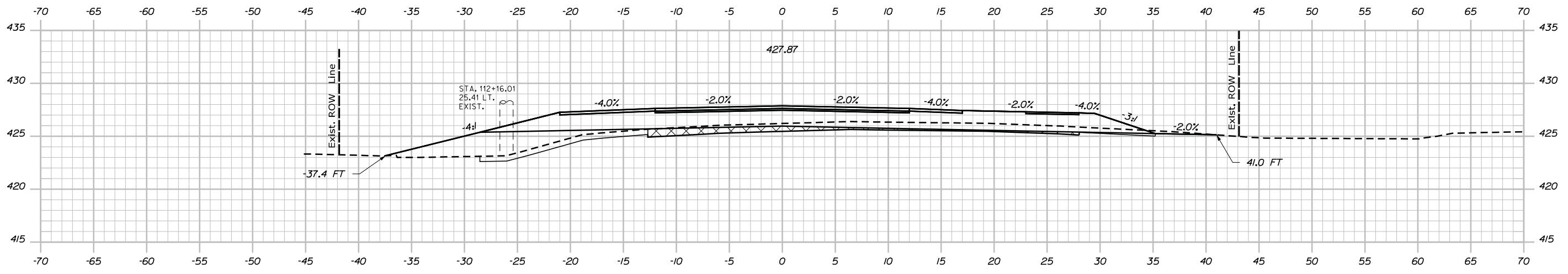
SHEET NUMBER
53
OF 93

Date: 5/10/2019

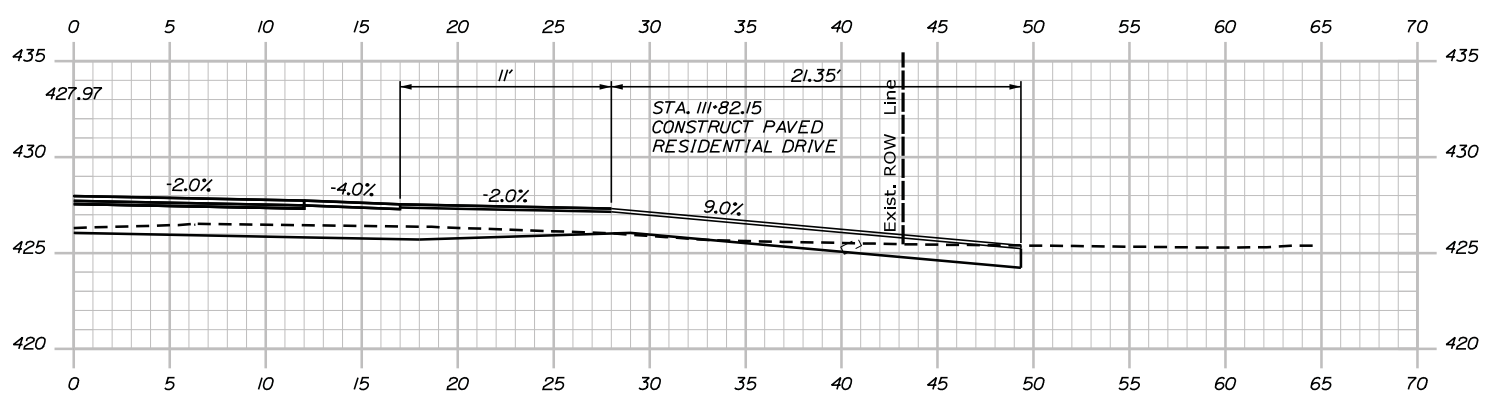
Username: sbabalis

Division: HIGHWAY

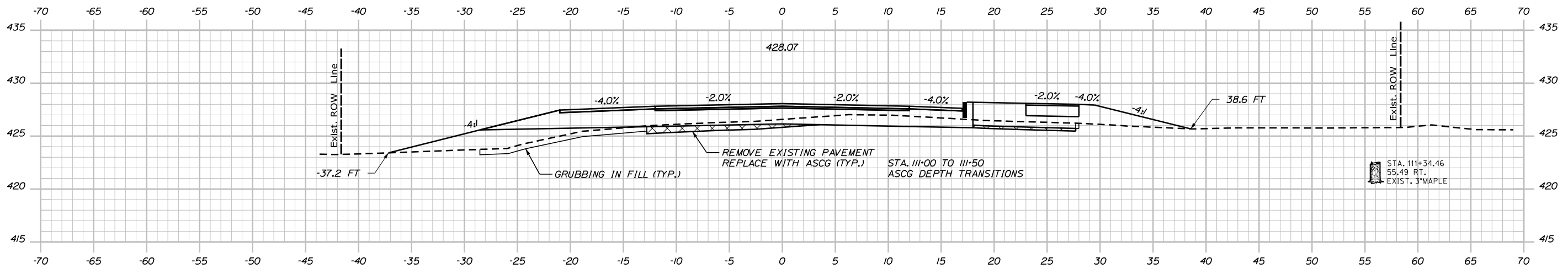
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112+00.00



111+82.15



111+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
NHP-1728(010)
WIN
17280.10

DATE	SIGNATURE
P.E. NUMBER	DATE

PROJ. MANAGER	BY	DATE
DESIGN DETAILED	E. MARTIN	
CHECKED/REVIEWED	M. DEBOWSK	
DESIGNS DETAILED	S. BABALIS	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

FRYEBURG
US ROUTE 302
CROSS SECTIONS

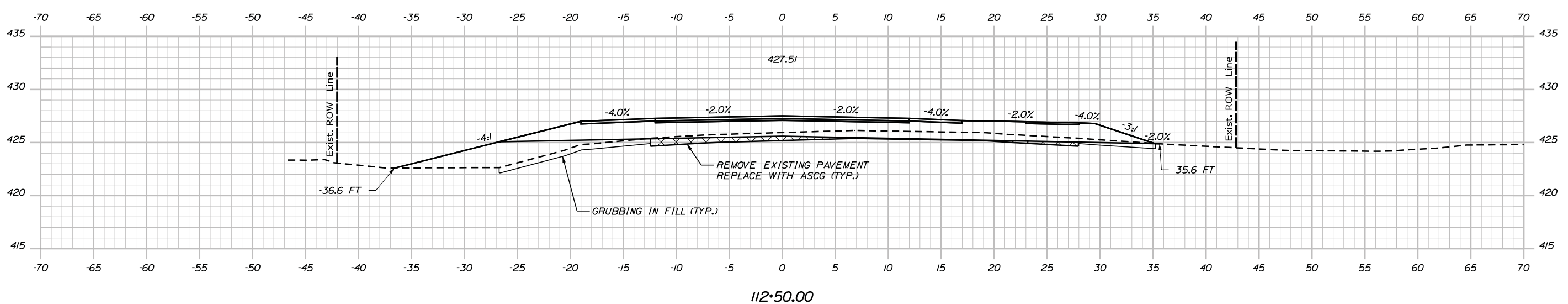
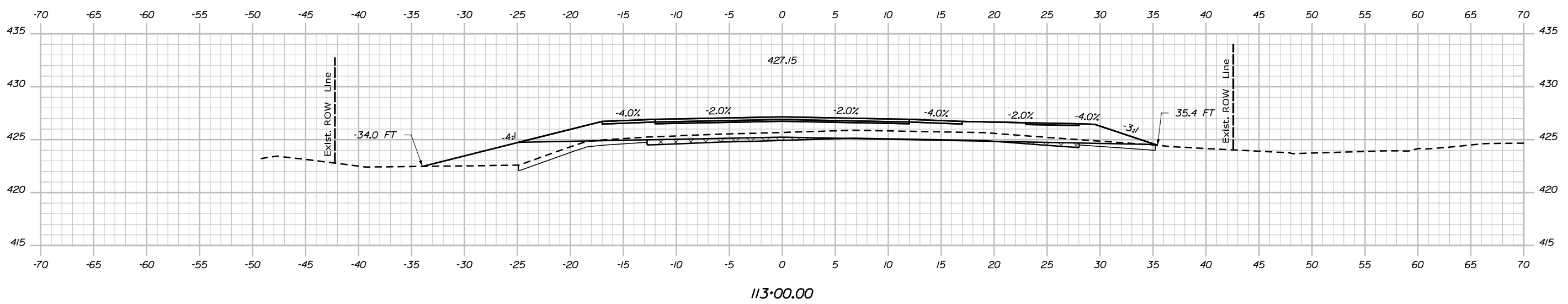
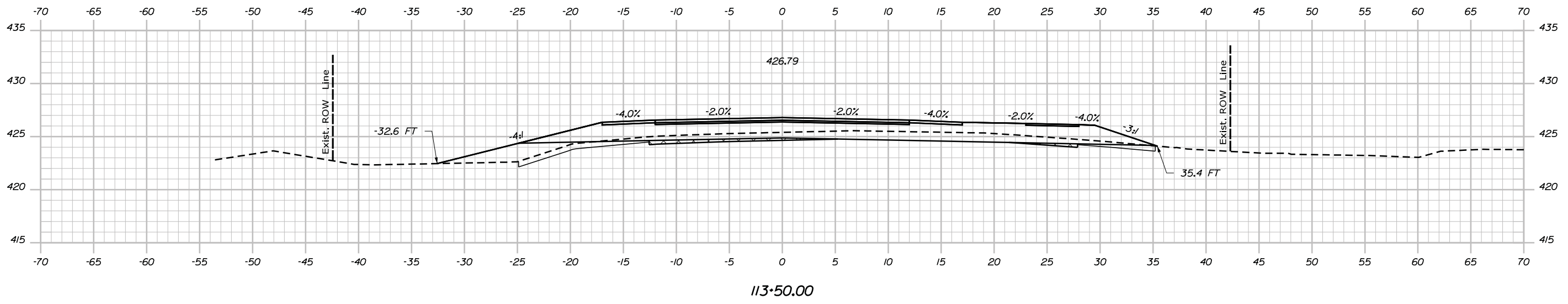
SHEET NUMBER
54
OF 93

Date: 5/10/2019

Username: stabbals

Division: HIGHWAY

Filename: ... \MSTA055_XSECT_112+50_027.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
NHPP-1728(010)
WIN
17280.10

SIGNATURE
P.E. NUMBER
DATE

PROJ. MANAGER	BY	DATE
E. MARTIN		
M. DEBOWSK		
S. BABALIS		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

FRYEBOURG
US ROUTE 302
CROSS SECTIONS

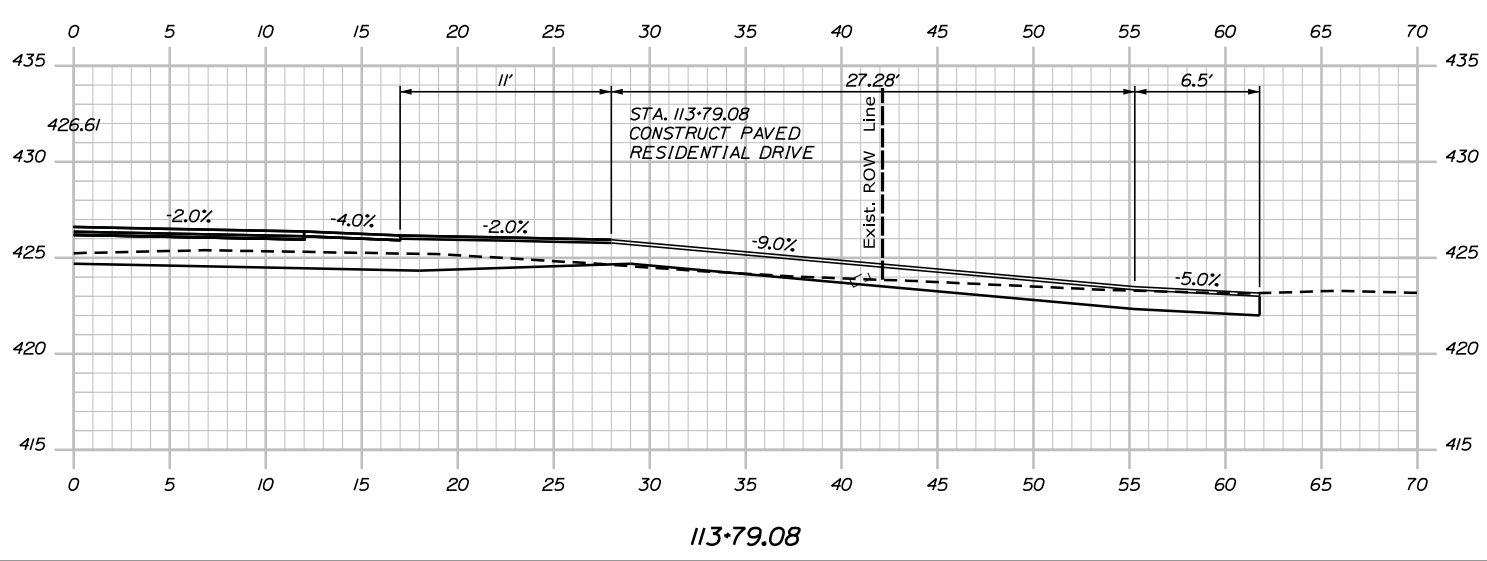
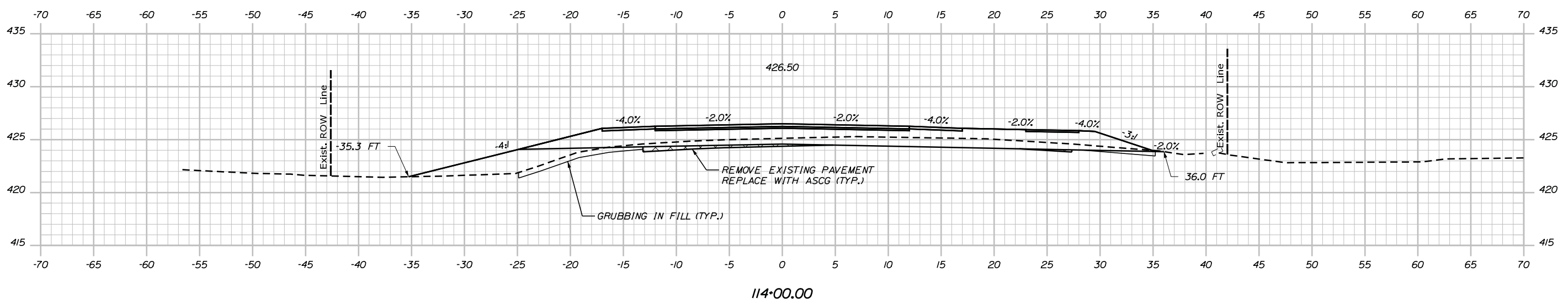
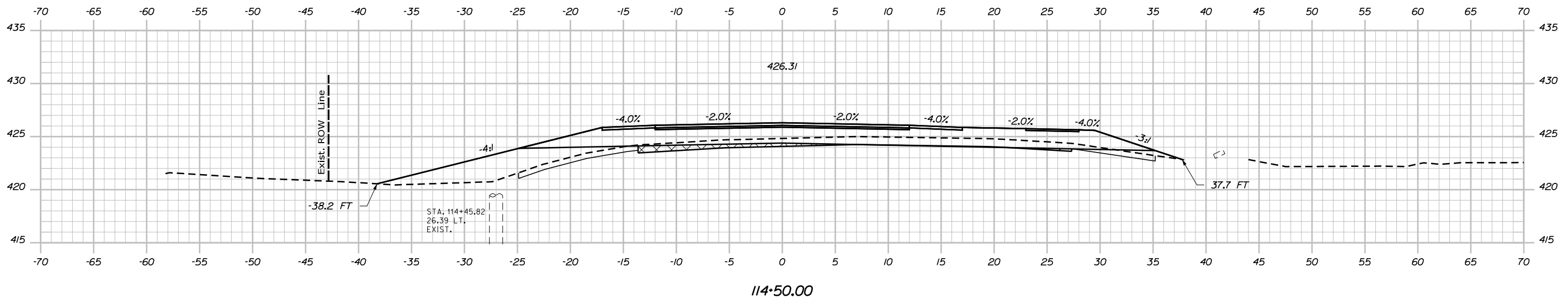
SHEET NUMBER
55
OF 93

Date: 5/10/2019

Username: stabbals

Division: HIGHWAY

Filename: ... \MSTA\056_XSECT_113+79_028.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
NHPP-1728(010)
WIN
17280.10

SIGNATURE
P.E. NUMBER
DATE

PROJ. MANAGER	BY	DATE
E. MARTIN	M. DEBOWSK	
CHECKED-REVIEWED	S. BABALS	
DESIGNS-DETAILED		
DESIGNS-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

FRYEBURG
US ROUTE 302
CROSS SECTIONS

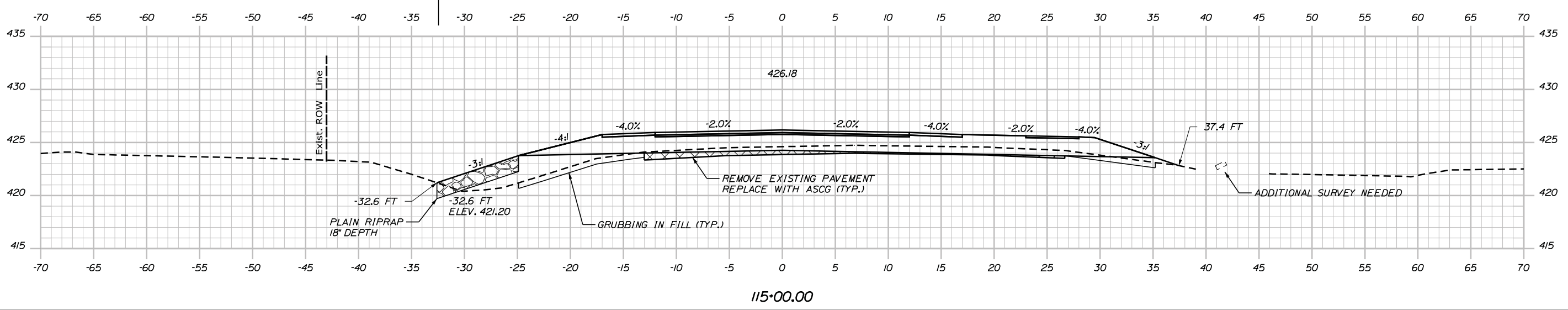
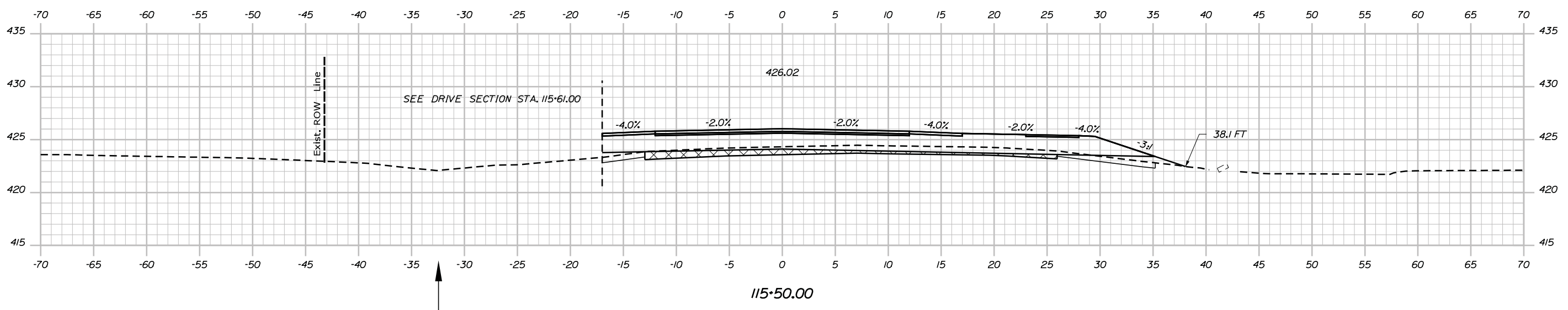
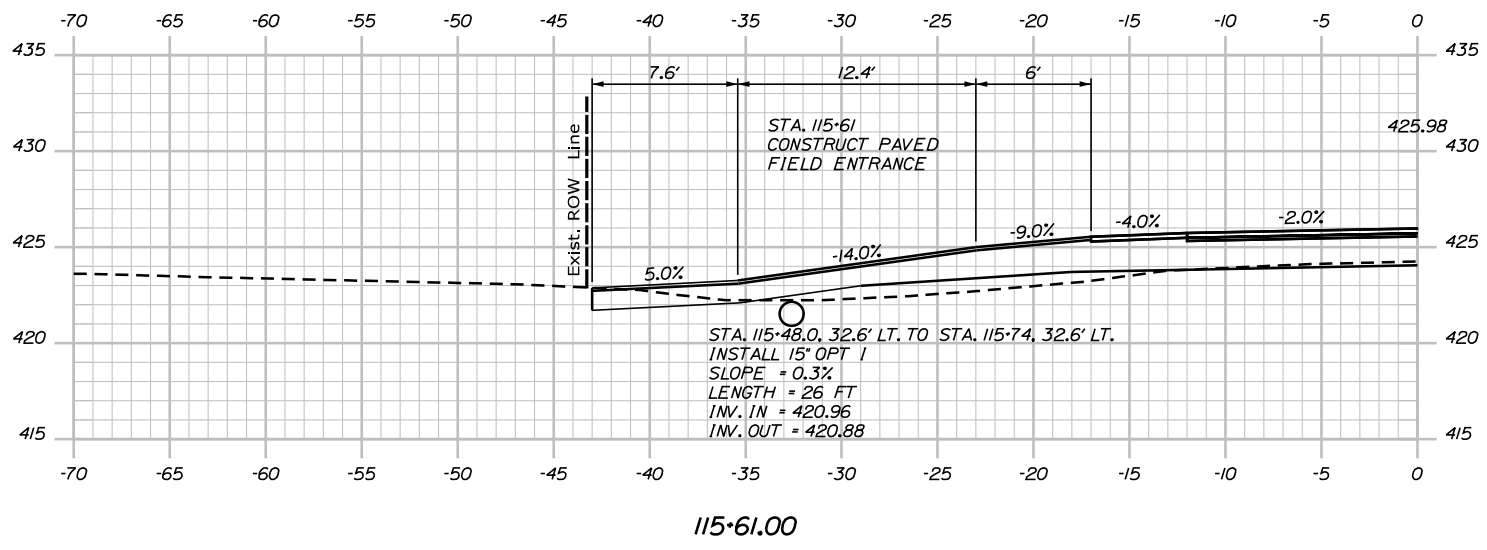
SHEET NUMBER
56
OF 93

Date: 5/10/2019

Username: stabbals

Division: HIGHWAY

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STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
NHP-1728(010)		WIN 17280.10	
PROJ. MANAGER	BY	DATE	SIGNATURE
E. MARTIN	M. DEBOWSK		
CHECKED-REVIEWED	DESIGNED-DETAILED		P.E. NUMBER
S. BABALS	S. BABALS		
DESIGNED-DETAILED	REVISIONS 1		DATE
	REVISIONS 2		
	REVISIONS 3		
	REVISIONS 4		
	FIELD CHANGES		
FRYEBURG US ROUTE 302		CROSS SECTIONS	
SHEET NUMBER		57	
		OF 93	