

The Seal of the State of Maine is located at the bottom center of the page. It features a shield with a moose in the center, flanked by a fisherman on the left and a farmer on the right. Above the shield is a crest with a star and the word "MAINE". Below the shield is a banner with the word "MAINE".

ROUTE 1

FEDERAL PROJECT NO.2663009

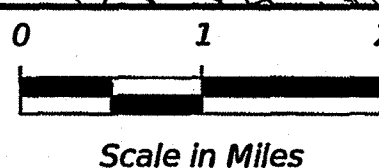
PROJECT LENGTH: 0.04 MILES

[illegible]

Current (2025) AADT	2160
Future (2037) AADT	2290
DHV - % of AADT.....	11%
Design Hour Volume.....	252
% Heavy Trucks (AADT).....	13%
% Heavy Trucks (DHV).....	8%
Directional Distribution (DHV).....	53%
18-kip Equivalent P 2.0	88
18-kip Equivalent P 2.5	84
Design Speed (mph).....	40
Corridor Priority.....	2

LAYOUT SCALE

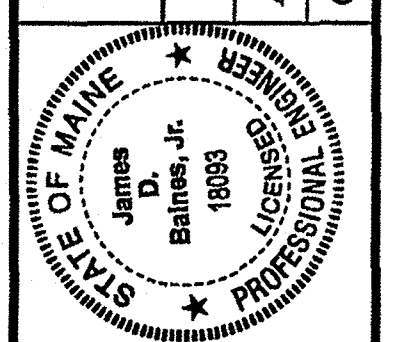
Scale in Feet



INDEX OF SHEETS

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STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
APPROVED	DATE
ACTING COMMISSIONER: <i>[Signature]</i>	8-25-25
CHIEF ENGINEER: <i>[Signature]</i>	8-20-25



SIGNATURE _____
18093
P.E. NUMBER _____
8/14/2025
DATE _____

PROJECT INFORMATION	
PROGRAM	REGIONAL
PROJECT MANAGER	R. BARROWS
DESIGNER	J. BARNES
CONSULTANT	
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

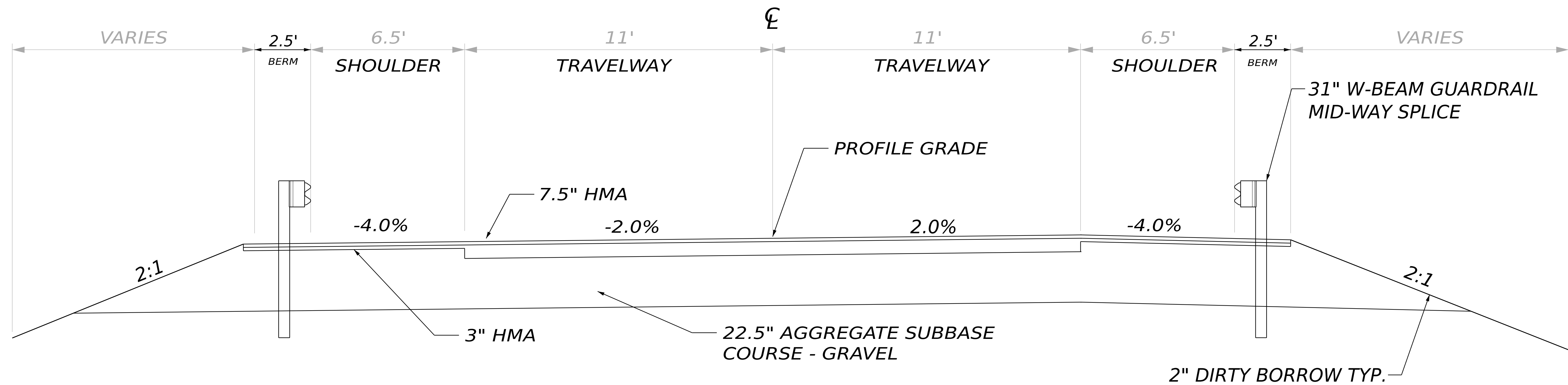
PEMBROKE ROUTE 1
TITLE SHEET

SHEET NUMBER

1

OF 16

TYPICAL SECTIONS



31" W-BEAM GUARDRAIL WITH 2:1 SIDE SLOPES
STATION TO STATION
25+50 TO 28+00 LT
25+50 TO 27+45 RT

2 LANE TRAVELWAY
STATION TO STATION
25+50 TO 28+00

SUPERELEVATION TABLE

[illegible]

NOTES:

1. THE PAVEMENT BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE SHOULDER, THE LOW SIDE SHOULDER SHALL HAVE THE SAME SLOPE AS THE TRAVELWAY.
3. CROWNS FOR BOTH NORMAL AND SUPERELEVATION SECTIONS FOR ALL COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.
4. THE ALGEBRAIC DIFFERENCE BETWEEN THE SHOULDER AND TRAVELWAY CROSS SLOPES "ROLLOVER" SHALL NOT EXCEED 8%.
5. THE STATIONING SHOWN UNDER EACH TYPICAL SECTION IS APPROXIMATE.

PEMBROKE ROUTE 1 TYPICAL SECTIONS	SHEET NUMBER			STATE OF MAINE DEPARTMENT OF TRANSPORTATION		
	2	OF 16	PROJ. MANAGER	BY	DATE	26630.09
			DESIGN-DETAILED			
			CHECKED-REVIEWED		SIGNATURE	
			DESIGN-DETAILED02			
			DESIGN-DETAILED03		P.E. NUMBER	
			REVISIONS 1			
			REVISIONS 2			
			REVISIONS 3		DATE	
			REVISIONS 4			
FIELD CHANGES			WIN 26630.09 HIGHWAY PLANS			

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
203.20	Common Excavation	1510	CY
203.25	Granular Borrow	640	CY
203.33	Special Fill	190	CY
304.10	Aggregate Subbase Coarse Gravel - Type D	960	CY
403.2081	Hot Mix Asphalt, 12.5mm Surface (Polymer)	100	T
403.213	Hot Mix Asphalt, 12.5mm Base	250	T
409.15	Tack	40	G
508.13	Sheet Waterproofing Membrane (50 SY)	1	LS
511.07	Cofferdam - Upstream	1	LS
511.07	Cofferdam - Downstream	1	LS
534.71	Precast Concrete Box Culvert	1	LS
606.1301	31" W-Beam Guardrail, Mid-Way Splice-Single Faced	195	LF
606.1303	31" W-Beam Guardrail, Mid-Way Splice -15' Rad	30	LF
606.353	Relectorized Flexible Guardrail Marker	1	EA
606.365	Guardrail, Remove, Modify, and Reset	250	LF
610.08	Plain Riprap	30	CY
610.212	Streambed Rock Features	30	CY
610.213	Void-Filled Riprap	70	CY
615.10	Dirty Borrow	40	CY
618.14	Seeding Method Number 2	4	UN
619.12	Mulch	4	UN
620.58	Erosion Control Geotextile	140	SY
627.733	4" White or Yellow Painted Pavement Mark Line	750	LF
629.05	Hand Labor, Straight Time	40	HR
631.12	All Purpose Excavator (including operator)	40	HR
631.172	Truck - Large (including operator)	40	HR
631.18	Chainsaw Rental (including operator)	10	HR
639.19	Field Office Type B	1	EA
643.72	Temporary Traffic Signal	1	LS
652.312	Barricade Type III	6	EA
652.33	Drum	30	EA
652.34	Cone	100	EA
652.35	Construction Signs	260	SF
652.36	Maintainance of Traffic Control Devices	30	CD
652.38	Flagger	250	HR
652.41	Portable Changeable Message Sign	4	EA
652.61	Staged Construction and Traffic Control	1	LS
656.75	Temporary Soil Erosion and Water Pollution Control Plan	1	LS
659.10	Mobilization	1	LS

GENERAL NOTES

1. CLEARING LIMITS SHALL BE 10 FEET BEYOND AND PARALLEL TO THE CONSTRUCTION SLOPE LINES OR AS SHOWN ON THE PLANS UNLESS OTHERWISE AUTHORIZED BY THE RESIDENT.
2. ALL CLEARING SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO SEPARATE PAYMENT WILL BE MADE. THE ACTUAL LINES FOR CLEARING SHALL BE ESTABLISHED IN THE FIELD BY THE CONTRACTOR AS INDICATED ON THE PLANS AND APPROVED BY THE RESIDENT.
3. THE CLEARING AND SELECTIVE CLEARING AND THINNING LINES SHOWN ON THE PLANS ARE FOR ESTIMATING PURPOSES ONLY. THE ACTUAL LINES FOR CLEARING AND THINNING SHALL BE ESTABLISHED IN THE FIELD BY THE CONTRACTOR AND APPROVED BY THE RESIDENT.
4. ALL INSLOPE AND DITCHES IN CUT AREAS SHALL BE GRADED AS SHOWN ON THE TYPICALS OR FLATTER, OR AS DIRECTED BY THE RESIDENT.
5. ALL WASTE MATERIAL NOT USED ON THE PROJECT SHALL BE DISPOSED OF OFF THE PROJECT IN ACCEPTABLE WASTE AREAS REVIEWED BY THE RESIDENT. GRADING, SEEDING AND MULCHING OF WASTE AREAS SHALL BE CONSIDERED INCIDENTAL.
6. REQUIRED DITCH PROTECTION SHOWN ON THE PLANS OR IN THE CONSTRUCTION NOTES IS FOR ESTIMATING PURPOSES ONLY. THE ACTUAL TYPE AND LOCATION OF DITCH PROTECTION MAY BE ALTERED BY THE RESIDENT.
7. GRANULAR BORROW USED TO BACKFILL MUCK EXCAVATION OR IN LOW WET AREAS TO 1 FOOT ABOVE WATER LEVEL OR OLD GROUND SHALL MEET REQUIREMENTS FOR GRANULAR BORROW MATERIAL FOR UNDERWATER BACKFILL AS SPECIFIED IN STANDARD SPECIFICATIONS ITEM 703.19, GRANULAR BORROW.
8. EXISTING INSLOPES IN PROPOSED FILL AREAS SHALL BE BENCHED BY EXCAVATING STEPS OF SUFFICIENT WIDTH TO PERMIT PLACING AND COMPACTING THE FILL MATERIAL ALONG WITH THE MATERIAL REMOVED.
9. COMMERCIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH 3 INCHES OF HOT MIX ASPHALT AND 11 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL.
10. ANY NECESSARY CLEANING OF EXISTING PAVEMENT PRIOR TO PAVING (OR MILLING) SHALL BE INCIDENTAL TO THE RELATED PAVING (OR MILLING) ITEMS. THIS INCLUDES KILLING AND REMOVAL OF ALL VEGETATIVE MATTER.
11. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW-SIDE SHOULDER, THE LOW-SIDE SHOULDER WILL HAVE SAME SLOPE AS THE TRAVELWAY.
12. CROSS SLOPES FOR NORMAL AND SUPERELEVATED SECTIONS WILL BE STRAIGHT UNLESS OTHERWISE DIRECTED BY THE DEPARTMENT.
13. THE ALGEBRAIC DIFFERENCE BETWEEN TRAVELWAY AND SHOULDER CROSS SLOPE SHALL NOT EXCEED 8 PERCENT.
14. NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE RESIDENT.
15. GUARDRAIL END TREATMENTS SHALL BE INSTALLED CONCURRENTLY WITH THE PLACEMENT OF EACH SECTION OF BEAM GUARDRAIL.
16. ALL EXISTING GUARDRAIL REMOVED AND NOT REUSED ON THE PROJECT WILL BECOME THE PROPERTY OF THE CONTRACTOR. REMOVAL AND DISPOSAL SHALL BE CONSIDERED INCIDENTAL TO THE GUARDRAIL ITEMS.

17. TWO REFLECTORIZED FLEXIBLE GUARDRAIL MARKERS (STANDARD SPECIFICATIONS ITEM 606.353, REFLECTORIZED FLEXIBLE GUARDRAIL MARKER) WILL BE INSTALLED AT EACH GUARDRAIL END.
18. CONNECTIONS FOR PROPOSED GUARDRAIL TO EXISTING GUARDRAIL WILL BE CONSIDERED INCIDENTAL TO STANDARD SPECIFICATIONS SECTION 606, GUARDRAIL.
19. UNLESS OTHERWISE NOTED SEEDING METHOD NO. 1 SHALL BE UTILIZED ON ALL LAWNS AND DEVELOPED AREAS; SEEDING METHOD NO. 2 SHALL BE UTILIZED ON ALL OTHER AREAS.
20. DIRTY BORROW SHALL BE PLACED TO A NOMINAL DEPTH OF 2 INCHES UNLESS OTHERWISE NOTED OR DIRECTED.
21. ANY BASE PAVEMENT NOT SURFACED BEFORE WINTER WILL REQUIRE TEMPORARY PAVEMENT MARKINGS OF PAINT, BOTH YELLOW CENTERLINE AND WHITE EDGE LINES AND WILL BE CONSIDERED PART OF STANDARD SPECIFICATIONS ITEM 627.78, TEMPORARY PAVEMENT MARKING LINE, WHITE OR YELLOW.
22. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING MAILBOXES TO ENSURE THAT THE MAIL WILL BE DELIVERABLE. PAYMENT FOR THIS WORK WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT
23. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING OPERATIONAL BUSINESS DIRECTIONAL SIGNS (OBDS) TO ENSURE THAT THEY ARE VISIBLE TO THE TRAVELING PUBLIC. PAYMENT FOR THIS WORK WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
24. ANY DAMAGE TO THE SLOPES CAUSED BY THE CONTRACTOR'S EQUIPMENT, PERSONNEL, OR OPERATION SHALL BE REPAIRED TO THE SATISFACTION OF THE RESIDENT. ALL WORK, EQUIPMENT, AND MATERIALS REQUIRED TO MAKE REPAIRS SHALL BE AT THE CONTRACTOR'S EXPENSE.
25. THE PROJECT GEOTECHNICAL REPORT TITLED "GEOTECHNICAL DESIGN REPORT FOR THE CONSTRUCTION OF PEMBROKE BRIDGE", SOILS REPORT 2025-30, AUGUST 1, 2025 CAN BE ACCESSED AT THE MAINEDOT WEBSITE [HTTPS://WWW.MAINE.GOV/DOT/DOING-BUSINESS/BID-OPPORTUNITIES](https://www.maine.gov/dot/doing-business/bid-opportunities).
26. GEOTECHNICAL INFORMATION FURNISHED OR REFERRED TO IN THE BID DOCUMENTS IS FOR THE USE OF THE BIDDERS. NO ASSURANCE IS GIVEN THAT THE INFORMATION OR INTERPRETATIONS WILL BE REPRESENTATIVE OF THE ACTUAL SUBSURFACE CONDITIONS THROUGHOUT THE CONSTRUCTION SITE. MAINEDOT WILL NOT BE RESPONSIBLE FOR ANY INTERPRETATIONS OR CONCLUSIONS DRAWN FROM THE GEOTECHNICAL INFORMATION. THE BORING LOGS PROVIDED IN THE BID DOCUMENTS (IF ANY) PRESENT FACTUAL AND INTERPRETIVE SUBSURFACE INFORMATION COLLECTED AT DISCRETE LOCATIONS. DATA PROVIDED MAY NOT BE REPRESENTATIVE OF THE SUBSURFACE CONDITIONS BETWEEN BORING LOCATIONS.
27. AREAS ON THE PROJECT REQUIRING FILL WILL COME FROM SUITABLE SITES SUCH AS EXCAVATION, DITCH AND INSLOPE OR EQUIPMENT RENTAL AREAS.
28. NO SEPARATE PAYMENT FOR SUPERINTENDENT OR FOREMAN WILL BE MADE FOR THE SUPERVISION OF EQUIPMENT AND LAYOUT OF WORK BEING PAID FOR UNDER THE EQUIPMENT RENTAL ITEMS.
29. FINAL STRIPING FOR THE PROJECT SHALL BE DONE BY THE CONTRACTOR PER THE STRIPING LAYOUT IN THE CONTRACT DOCUMENTS OR AS PROVIDED BY THE DEPARTMENT. PAYMENT SHALL BE MADE UNDER APPROPRIATE CONTRACT ITEMS.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

26630.09

WIN
26630.09

HIGHWAY PLANS

PEMBROKE
ROUTE 1

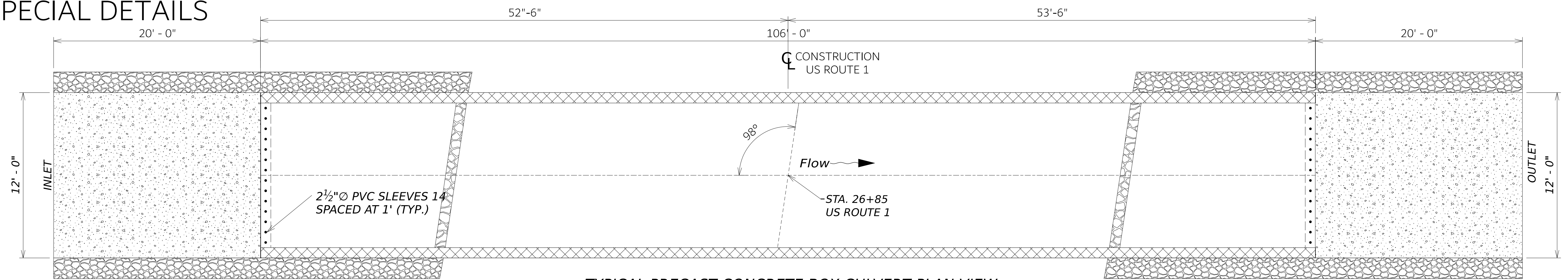
GENERAL NOTES AND
ESTIMATED QUANTITIES

SHEET NUMBER

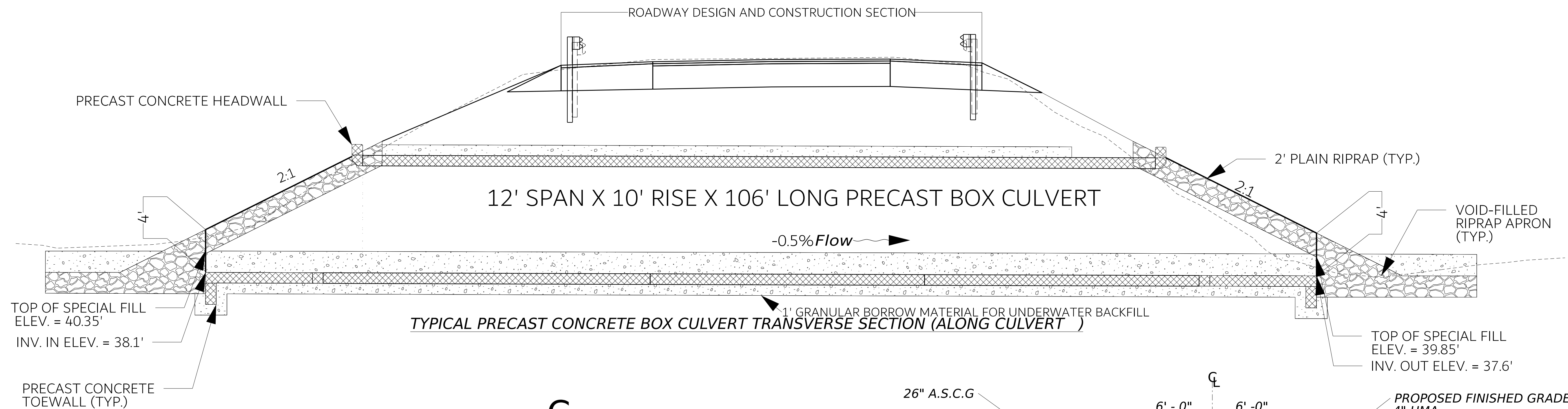
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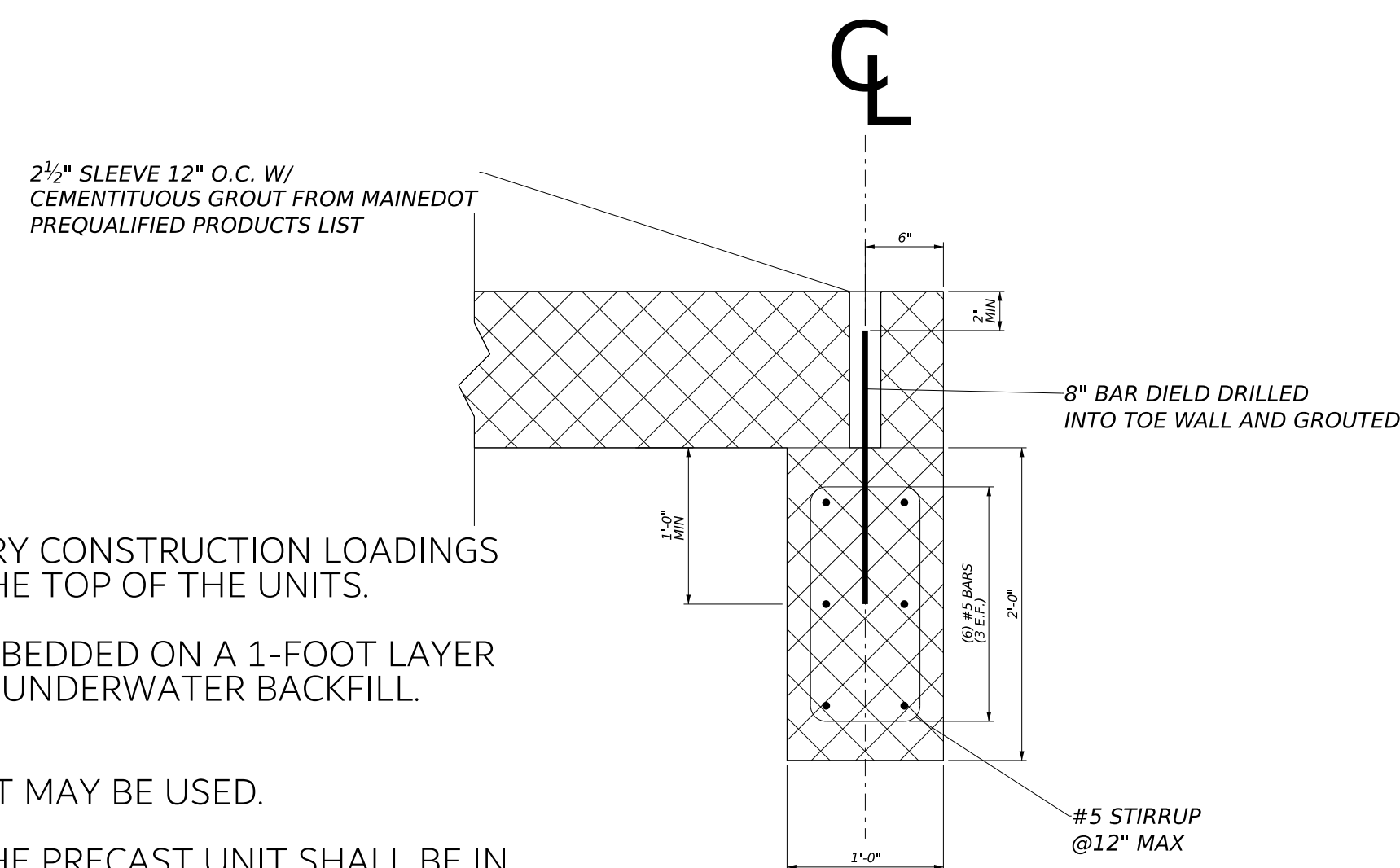
SPECIAL DETAILS



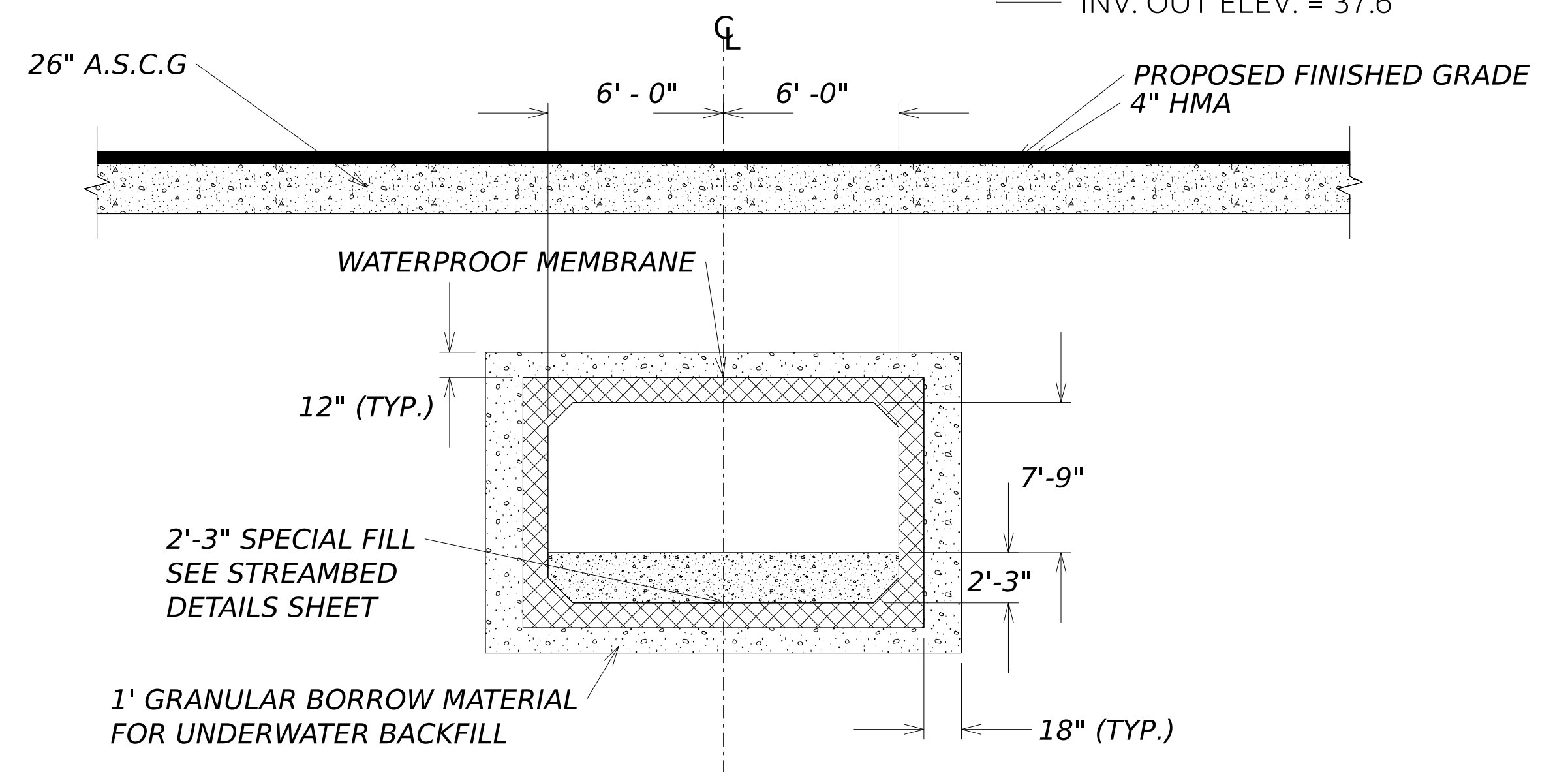
TYPICAL PRECAST CONCRETE BOX CULVERT PLAN VIEW



TYPICAL PRECAST CONCRETE BOX CULVERT TRANSVERSE SECTION (ALONG CULVERT)



TYPICAL PRECAST CONCRETE TOEWALL DETAIL



TYPICAL PRECAST CONCRETE BOX CULVERT CROSS SECTION

NOT TO SCALE

- PRECAST CONCRETE BOX CULVERT NOTES:

1. THE PRECAST UNITS SHALL BE DESIGNED TO CARRY CONSTRUCTION LOADINGS WITH A MINIMUM FILL COVER OF 18 INCHES OVER THE TOP OF THE UNITS.
2. THE PRECAST CONCRETE BOX CULVERT SHALL BE BEDDED ON A 1-FOOT LAYER OF COMPACTED GRANULAR BORROW MATERIAL FOR UNDERWATER BACKFILL. SPECIFICATIONS AS APPLICABLE.
3. A "CLAMSHELL" PRECAST CONCRETE BOX CULVERT MAY BE USED.
4. CONSTRUCTION, HANDLING AND ASSEMBLY OF THE PRECAST UNIT SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATION 534 AND THE MANUFACTURER'S

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	26630.09	WIN	HIGHWAY PLANS
		26630.09	

DESIGN-DETAILED	J. BARNES			
CHECKED-SUBMITTED				
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DESIGN-DETAILED3				
REVISIONS 1				
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REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				
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		P.E. NUMBER		
		SIGNATURE		

PEMBROKE ROUTE 1

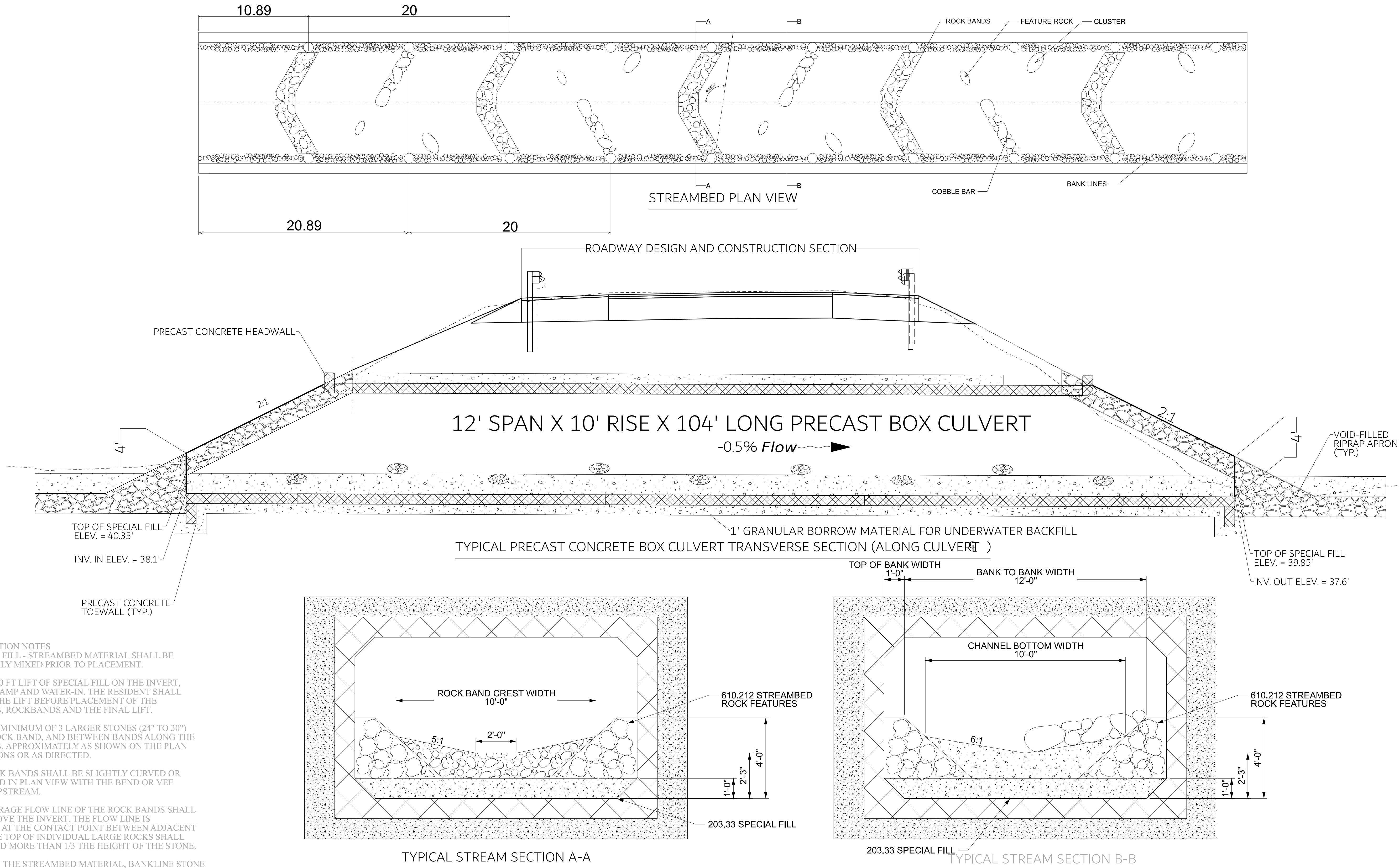
SPECIAL DETAILS

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STREAMBED DETAILS



- CONSTRUCTION NOTES
1. SPECIAL FILL - STREAMBED MATERIAL SHALL BE THOROUGHLY MIXED PRIOR TO PLACEMENT.
 2. PLACE 1.0 FT LIFT OF SPECIAL FILL ON THE INVERT, MACHINE TAMP AND WATER-IN. THE RESIDENT SHALL APPROVE THE LIFT BEFORE PLACEMENT OF THE BANKLINES, ROCKBANDS AND THE FINAL LIFT.
 3. PLACE A MINIMUM OF 3 LARGER STONES (24" TO 30") IN EACH ROCK BAND, AND BETWEEN BANDS ALONG THE BANKLINES, APPROXIMATELY AS SHOWN ON THE PLAN AND SECTIONS OR AS DIRECTED.
 4. THE ROCK BANDS SHALL BE SLIGHTLY CURVED OR VEE-SHAPED IN PLAN VIEW WITH THE BEND OR VEE POINTED UPSTREAM.
 5. THE AVERAGE FLOW LINE OF THE ROCK BANDS SHALL BE 2'-3" ABOVE THE INVERT. THE FLOW LINE IS MEASURED AT THE CONTACT POINT BETWEEN ADJACENT ROCKS. THE TOP OF INDIVIDUAL LARGE ROCKS SHALL NOT EXTEND MORE THAN 1/3 THE HEIGHT OF THE STONE.
 6. VOIDS IN THE STREAMBED MATERIAL, BANKLINE STONE AND ROCKBANDS SHALL BE FILLED AND SEALED SO THAT WATER REMAINS ON THE SURFACE OF THE CHANNEL, STAYS BETWEEN THE BANKLINES AND DOES NOT PIPE THROUGH THE STONE. REFER TO SPECIAL PROVISIONS 203 AND 610.
 7. VOIDS IN RIPRAP APRONS SHALL BE INFILLED WITH GRANULAR BORROW OR OTHER MATERIAL APPROVED BY THE RESIDENT, WATERED-IN AND TAMPED.

PEMBROKE ROUTE 1	PROJ. MANAGER		BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION
	DESIGN-DETAILED				
	CHECKED-REVIEWED				
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	DESIGN-DETAILED3				
STREAMBED DETAILS	REVISIONS 1				26630.09
	REVISIONS 2				
	REVISIONS 3				
	REVISIONS 4				WIN 26630.09
	FIELD CHANGES				HIGHWAY PLANS
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REFERENCES:

MISSIONERS RECORDS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

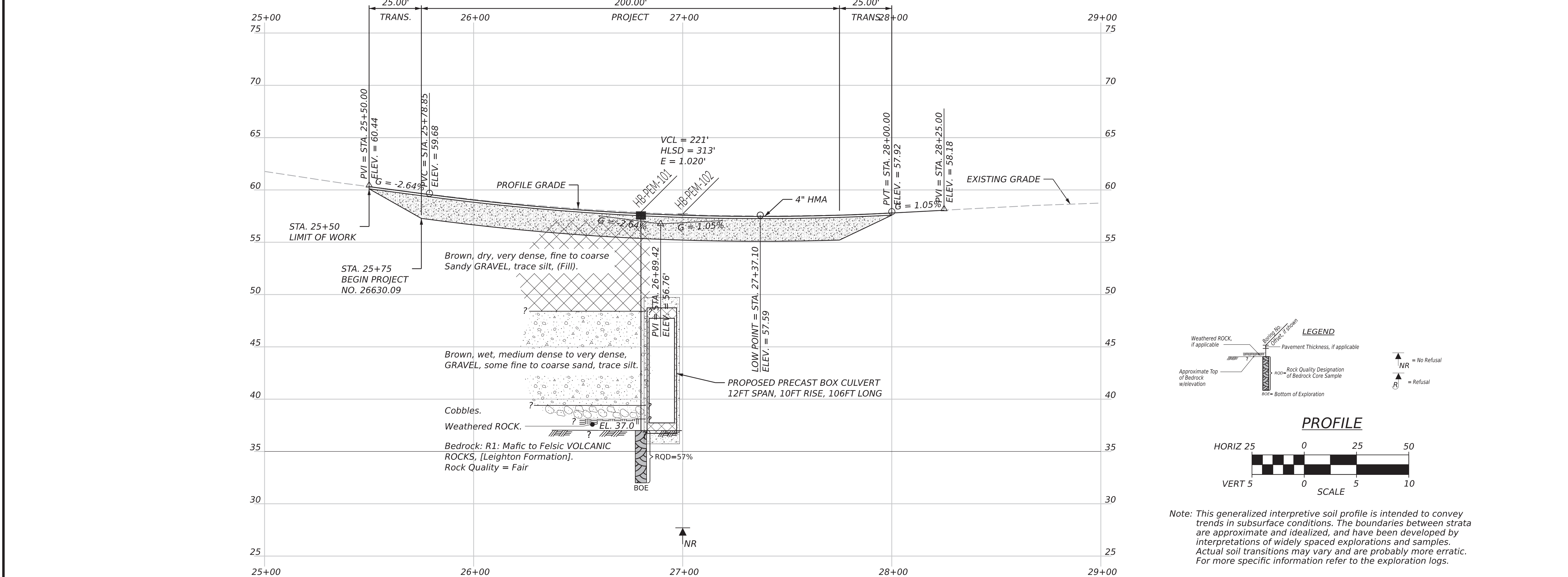
Scale of Feet

R.T.H. FOSTER ENGINEERING, LLC

FRESHIES

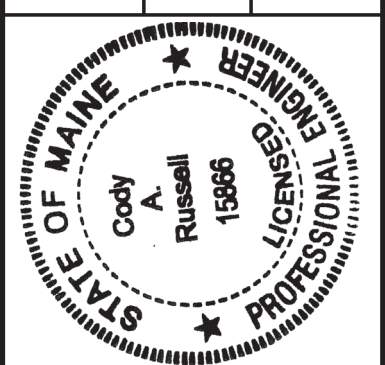
S

ROUTE



Note: This generalized interpretive soil profile is intended to convey trends in subsurface conditions. The boundaries between strata are approximate and idealized, and have been developed by interpretations of widely spaced explorations and samples. Actual soil transitions may vary and are probably more erratic. For more specific information refer to the exploration logs.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	2663009	
	26630.09	HIGHWAY PLANS



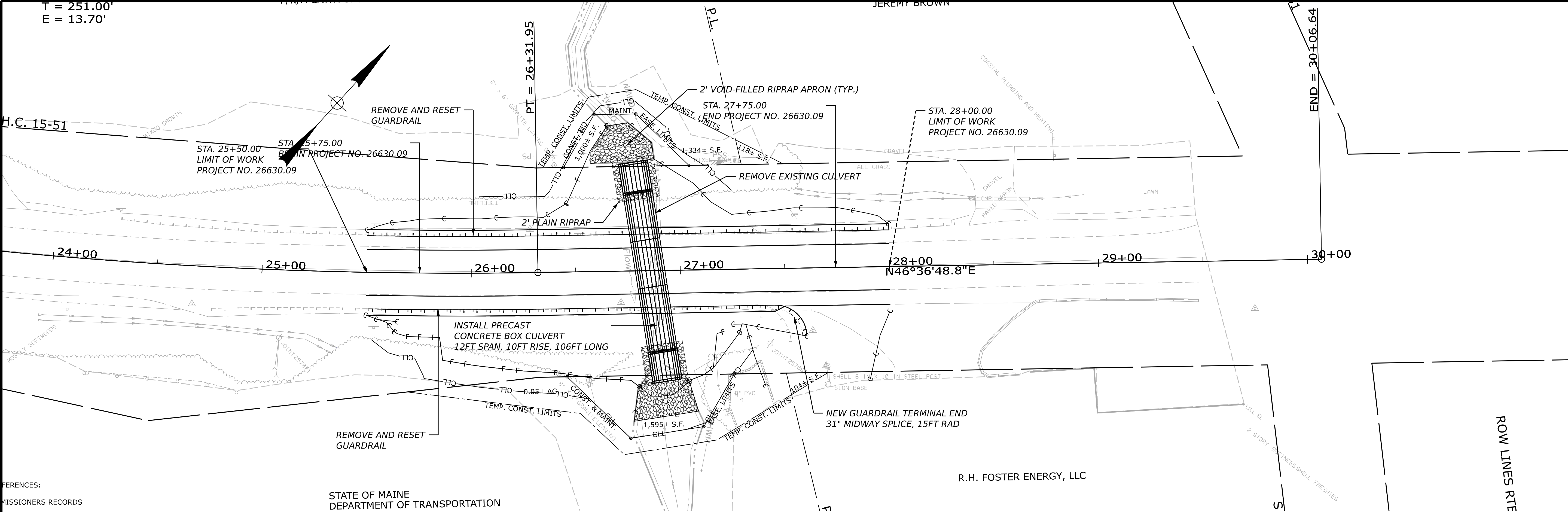
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DESIGN-DETAILED	####		####		####
DESIGNED-DETAILED	####		T. WHITE	JUL 2025	####
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REVISIONS 4	####		####		####
FIELD CHANGES	####		####		####

**PEMBROKE
U.S. ROUTE 1**

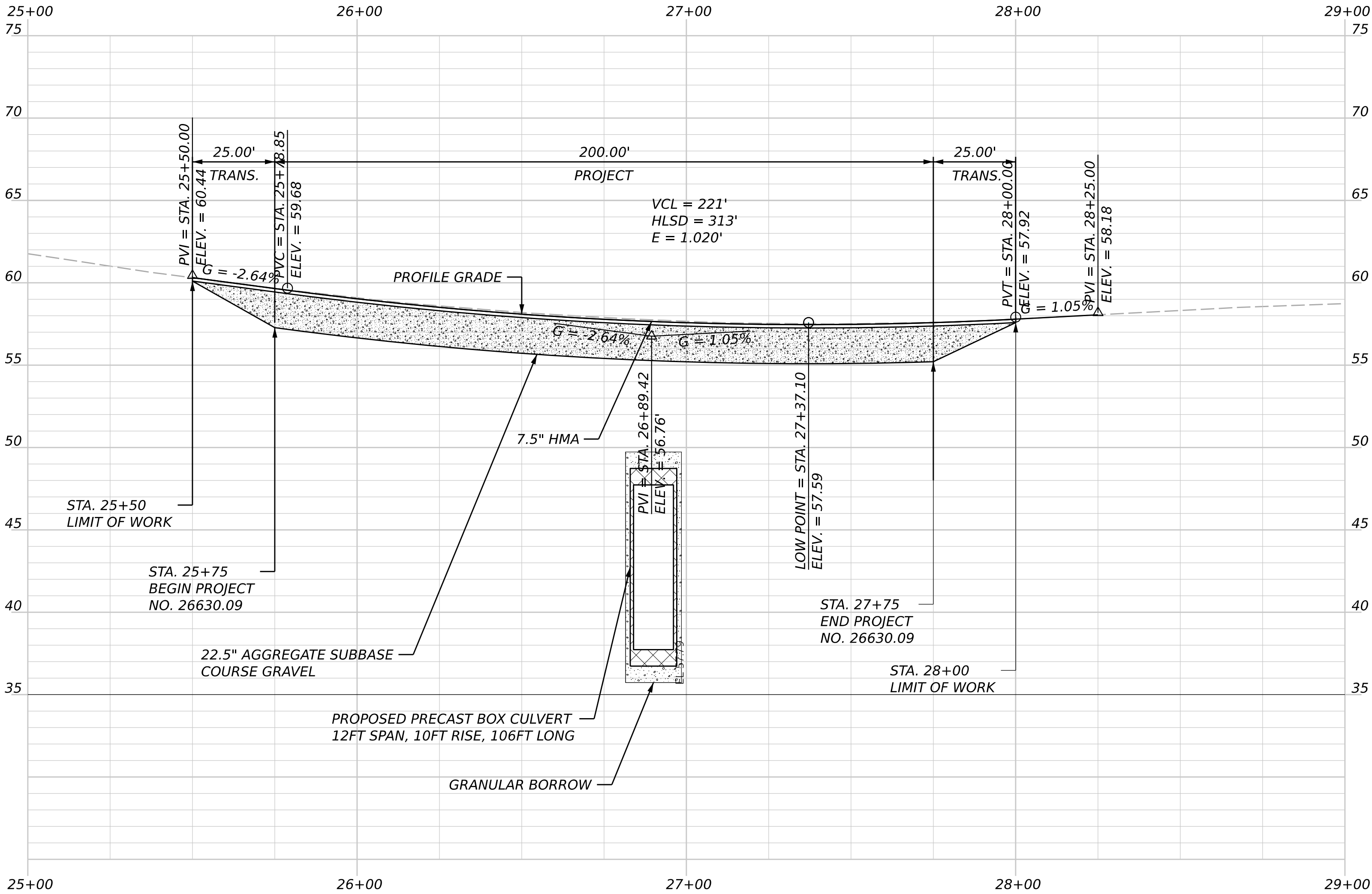
**BORING LOCATION PLAN &
INTERPRETIVE SUBSURFACE PROFILE**

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6
OF 16

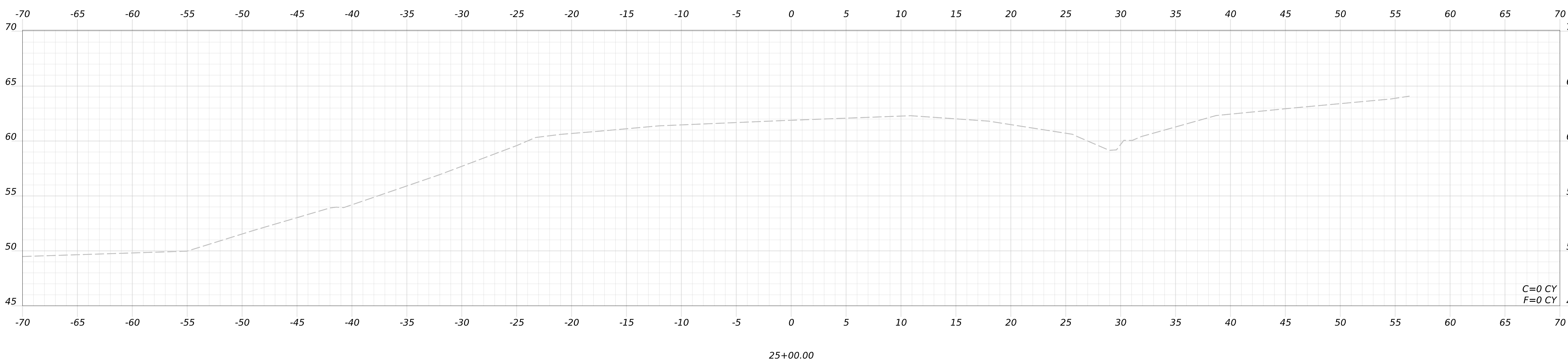
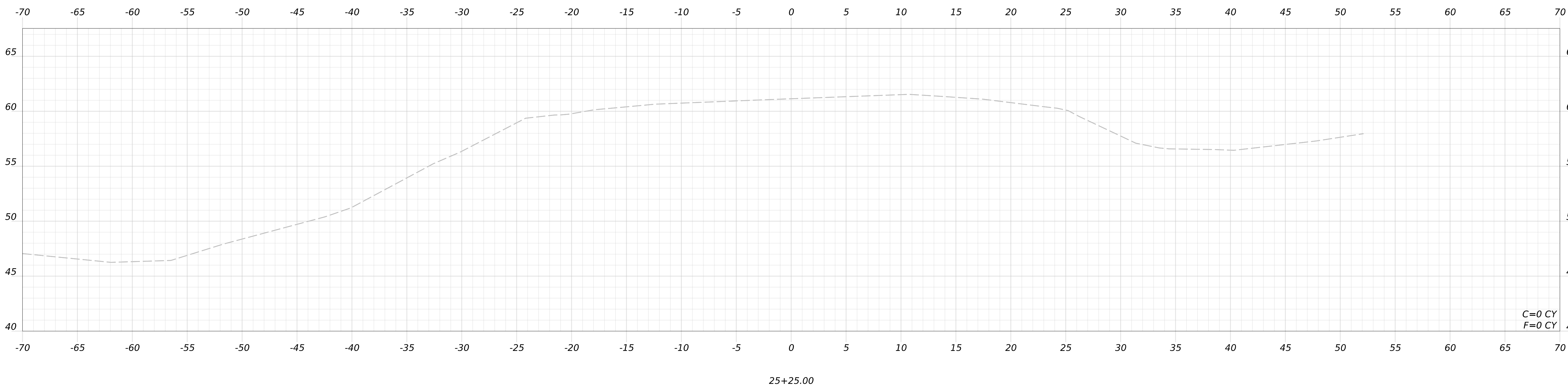
Maine Department of Transportation				Project: Route 1 Large Culvert Replacement		Boring No.: HB-PEM-102								
Solid Rock Exploration Log — US CUSTOMARY UNITS				Location: Penobscot, Maine		WIN: 26630.09								
Drilling Contractor: MaineDOT		Elevation (ft.): 57.7		Auger ID/OD: 5" Dia.										
Operator: Daggett/Andrej		Datum: NAVD88		Sampler: N/A										
Logged By: B. Wilder		Rig Type: CME 45C		Hammer Wt./Fall: N/A										
Date Start/Finish: 10/25/2023-10/25/2023		Drilling Method: Solid Stem Auger		Core Barrel: N/A										
Boring Location: 27+00, 13.8 Ft Rt.		Casing ID/OD: N/A		Water Level*: None Observed										
Definitions: S = Split Spoon Sampler S = Sample of Auger Flights B = Bucket Sampler off Auger Flights M = Unsuccessful Split Spoon Sample Attempt s = Thin Split Spoon Sample MV = Unsuccessful Fall Vane Shear Test Attempt V = Fall Vane Shear Test — See Pocket Penetration Test				M = Unsuccessful Thin Wall Tube Sample Attempt B = Rock Core Sampler SSA = Solid Stem Auger HSA = Hollow Stem Auger RC = Rotary Core VWH = Weight of 140lb. Hammer VPC = Weight of Blow or Going										
S _u = Peak/Removal Fall Vane Unsurpassed Shear Strength (psf) S _{u,100} = 100 Vane Unsurpassed Shear Strength (psf) S _{u,150} = 150 Vane Unsurpassed Shear Strength (psf) N ₁₀₀ = Unconfined Compressive Strength (ksf) N ₁₅₀ = 150 Vane Unsurpassed Shear Strength (psf) N ₁₀₀ = 100 Vane Unsurpassed Shear Strength (psf) N ₁₅₀ = 150 Vane Unsurpassed Shear Strength (psf)				L = Liquid Limit P _L = Plastic Limit PI = Plasticity Index C = Grain Size Analysis C = Consolidation Test										
Depth (ft.)		Sample No.	Pen./R.C. (in.)	Sample Depth (ft.)	Blows (16 in.)	Sample Depth (ft.)	Blows (16 in.)	Notes	Casing	Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Result to/ASTM and Unified Class
Probe, no material samples taken.														
Very, very dense Cobble and Boulder from 8.0-13.5 ft lgs.														
Bottom of Exploration at 30.0 Feet below ground surface.														



REFERENCES:
MISSIONERS RECORDS



STATE OF MAINE DEPARTMENT OF TRANSPORTATION		26630.09		WIN 26630.09		HIGHWAY PLANS	
PROJECT MANAGER		CHECKED/REVIEWED		DESIGNED/DETAILED		SIGNATURE	
DESIGNED/DETAILED		DESIGNED/DETAILED		DESIGNED/DETAILED		P.E. NUMBER	
REVISIONS 1		REVISIONS 2		REVISIONS 3		DATE	
REVISIONS 4		FIELD CHANGES					
PEMBROKE ROUTE 1				PLAN / PROFILE			
SHEET NUMBER				8			
OF				16			



STATE OF MAINE
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26630.09

HIGHWAY PLANS

PROJ. MANAGER
DESIGN-DETAILED

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DATE

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DESIGN-DETAILED2

SIGNATURE

DESIGN-DETAILED3
REVISIONS 1

P.E. NUMBER

REVISIONS 2
REVISIONS 3

DATE

REVISIONS 4
FIELD CHANGES

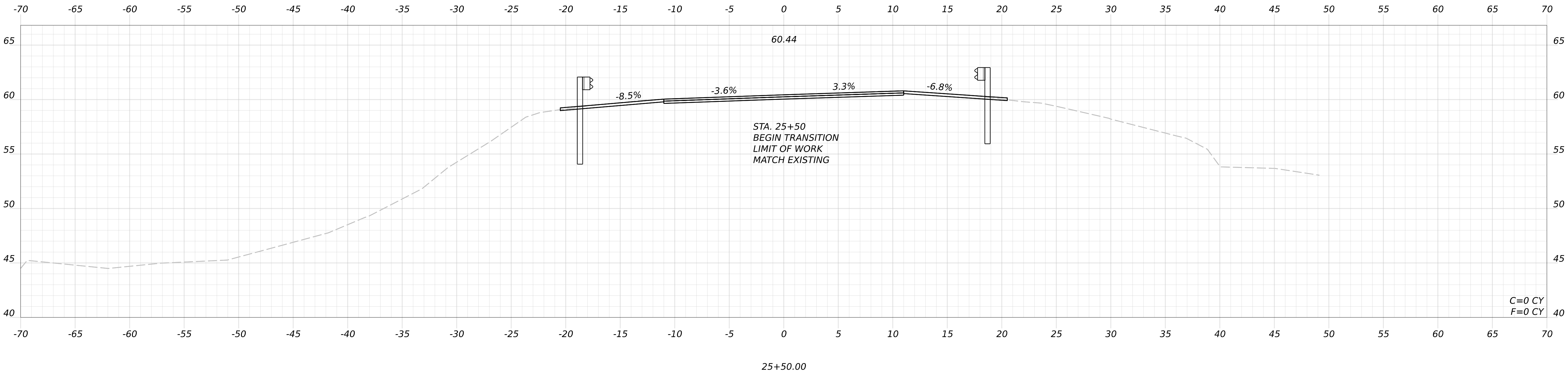
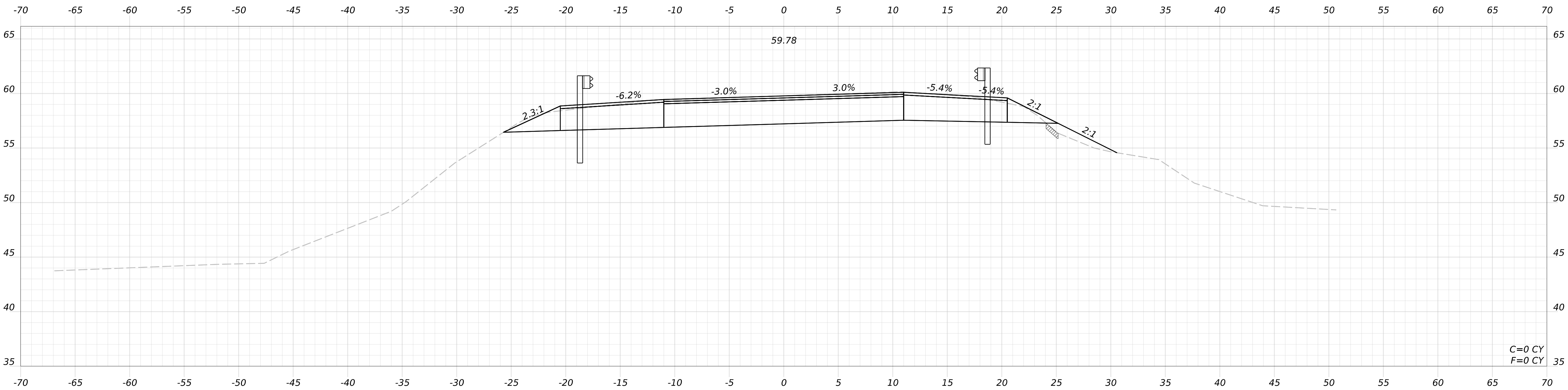
PEMBROKE
ROUTE 1

CROSS SECTIONS

SHEET NUMBER

9

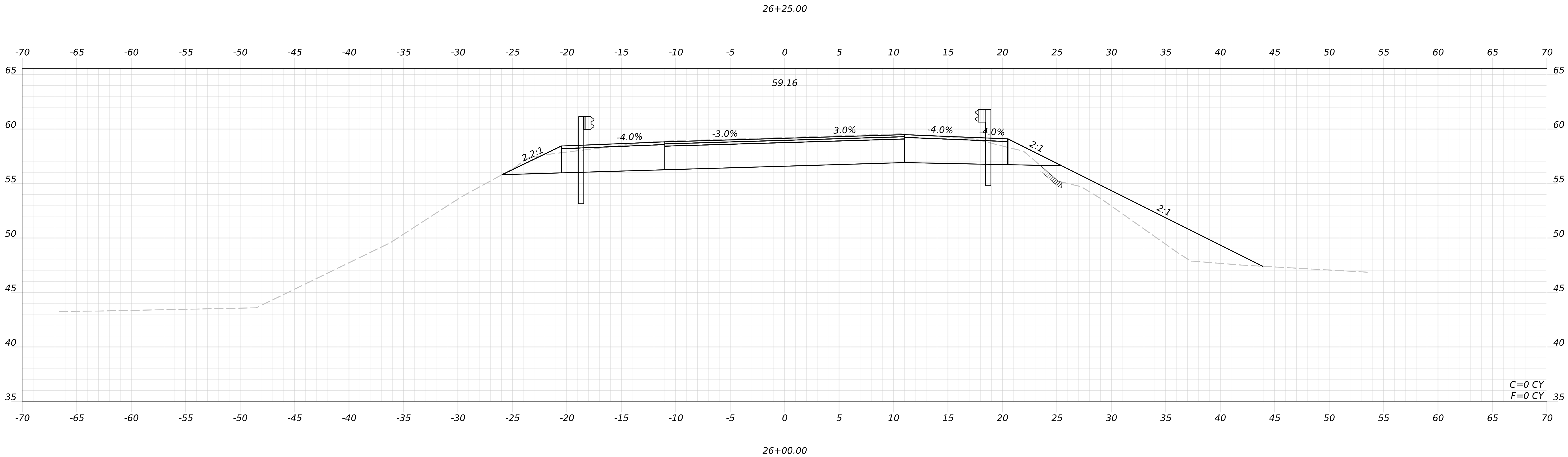
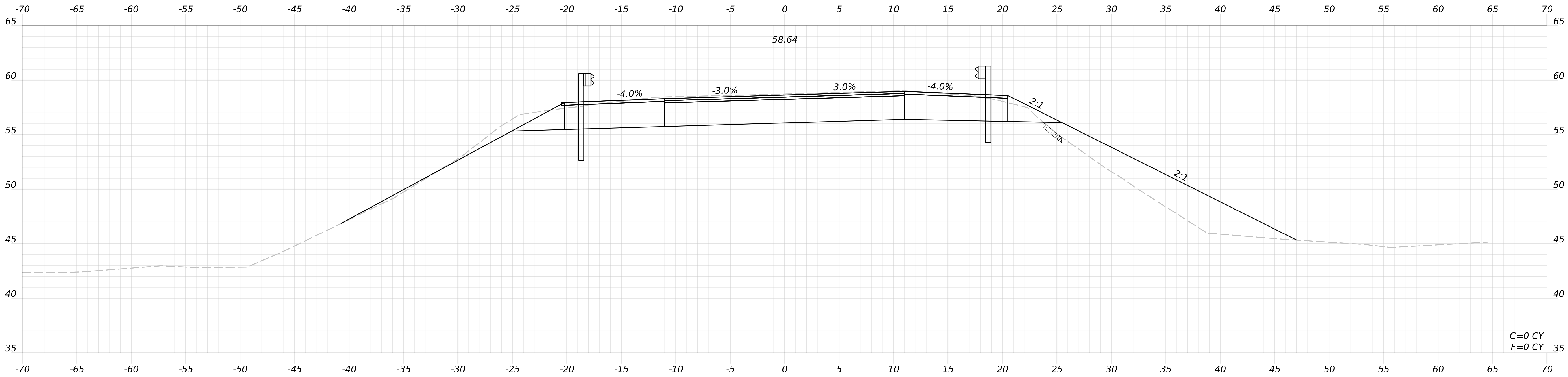
OF 16



PROJ. MANAGER	BY	DATE	SIGNATURE
			P.E. NUMBER
DESIGN-DETAILED			
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DESIGN-DETAILED2			
DESIGN-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			DATE

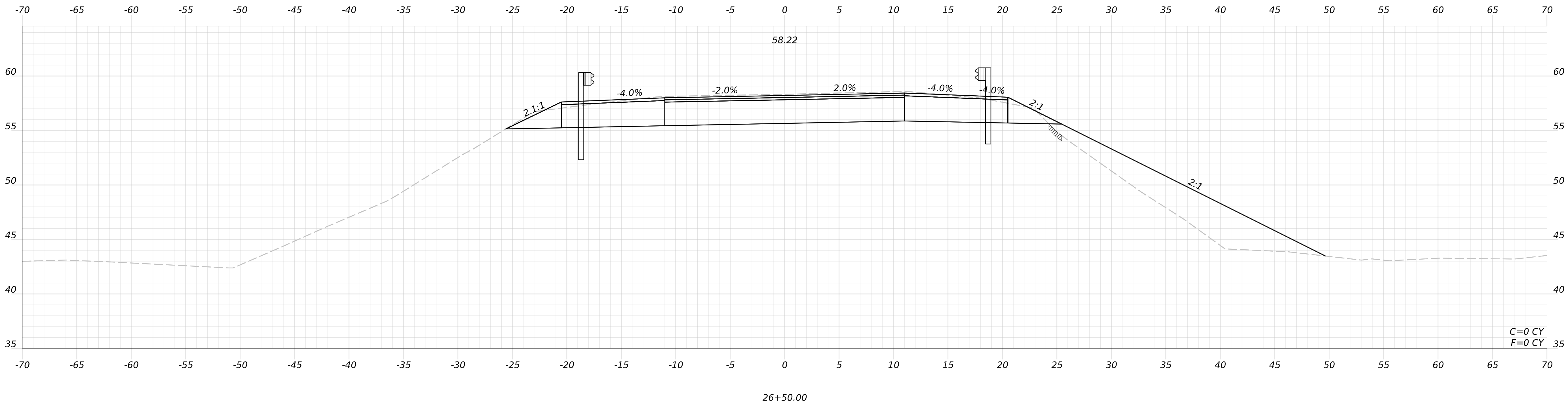
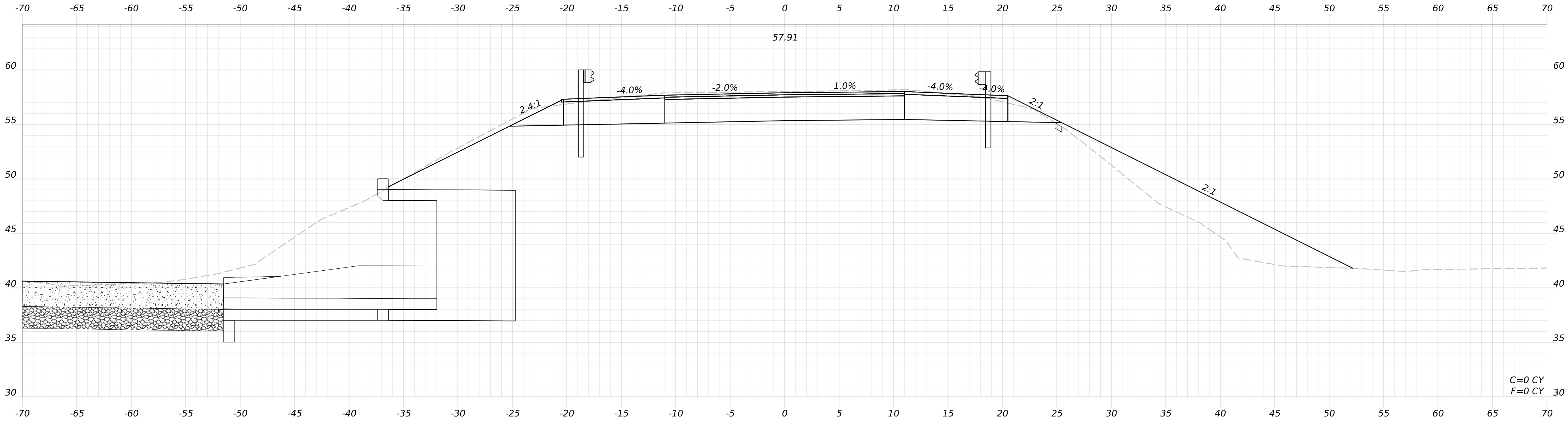
PEMBROKE
ROUTE 1

CROSS SECTIONS



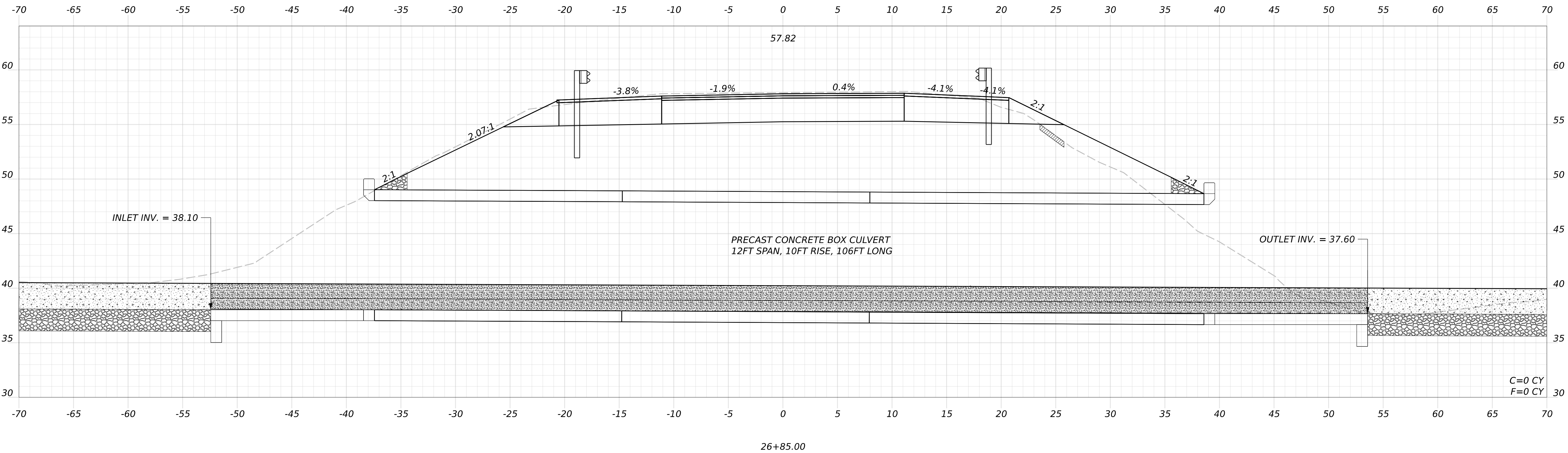
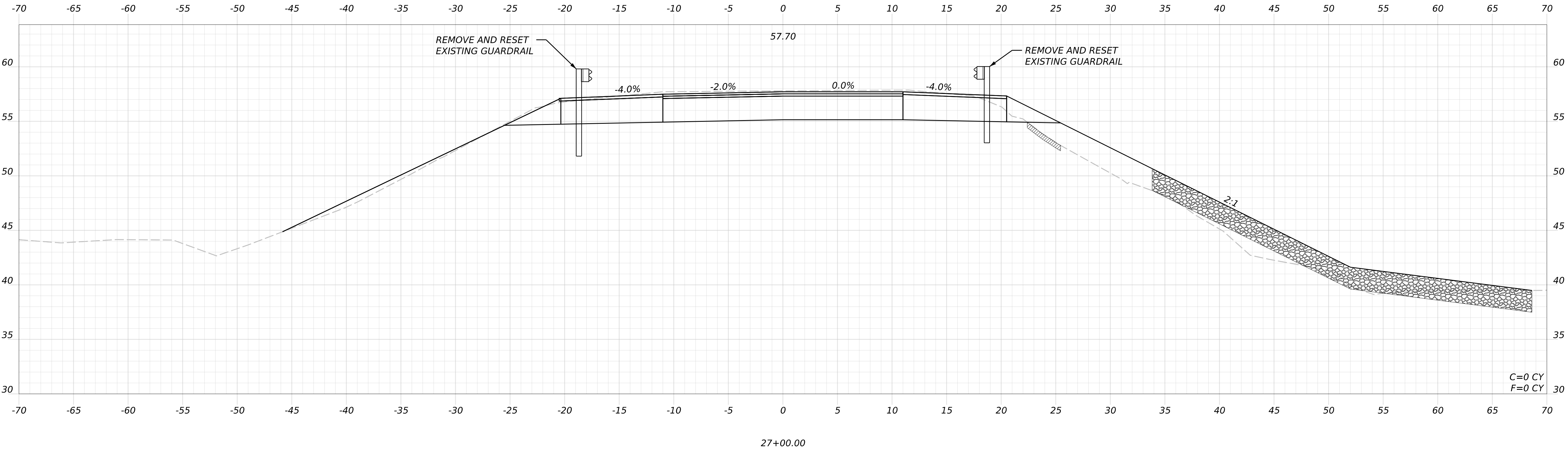
PROJ. MANAGER	BY	DATE	SIGNATURE
CHECKED-REVIEWED			
DESIGNED-DETAILED			
DESIGNED-DETAILED2			
DESIGNED-DETAILED3			
REVISIONS 1			P.E. NUMBER
REVISIONS 2			DATE
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PEMBROKE
ROUTE 1
CROSS SECTIONS

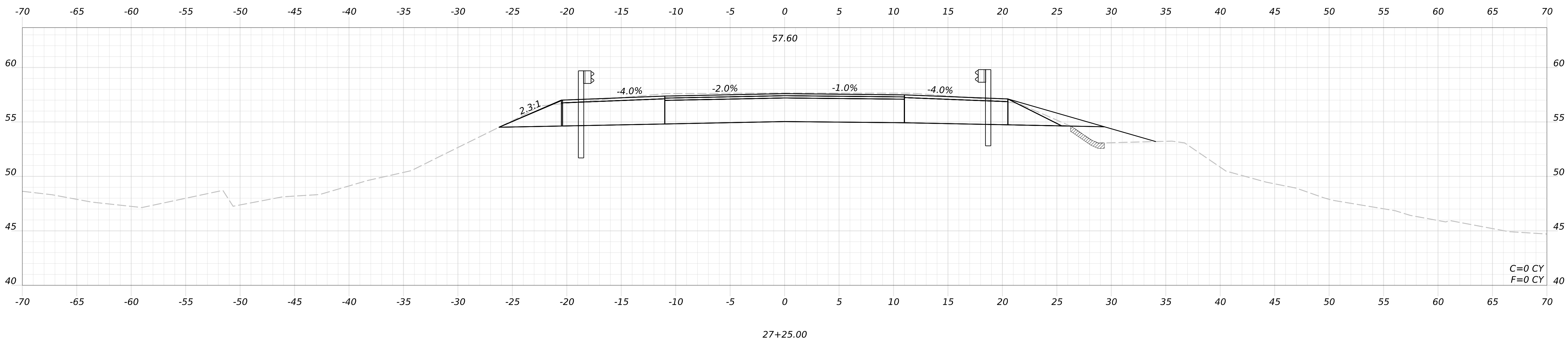
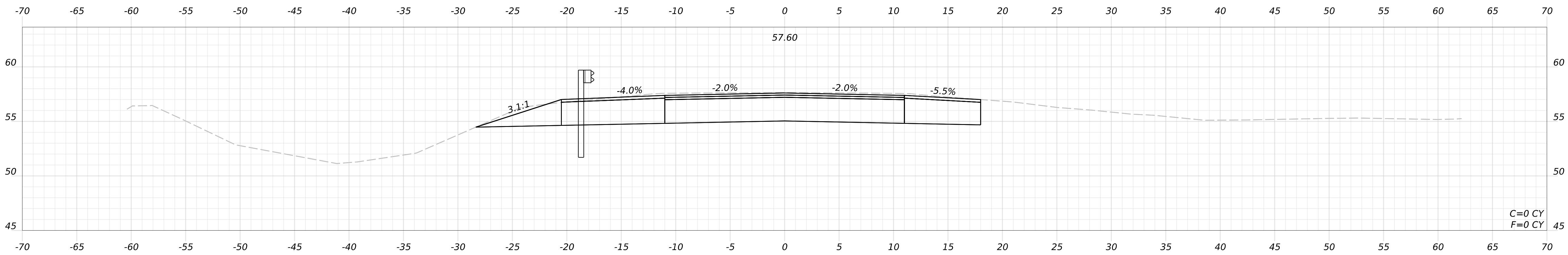
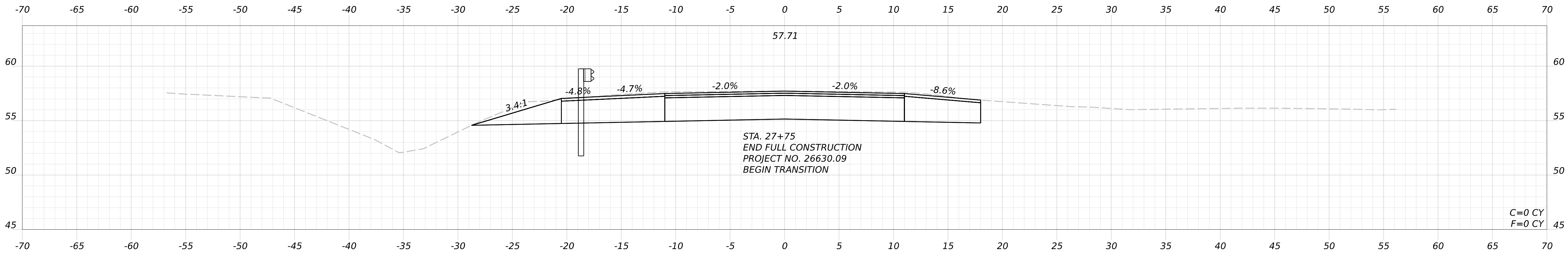


PROJ. MANAGER	BY	DATE	SIGNATURE
CHECKED-REVIEWED			
DESIGNED-DETAILED			P.E. NUMBER
DESIGNED-DETAILED2			
DESIGNED-DETAILED3			DATE
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PEMBROKE
ROUTE 1
CROSS SECTIONS



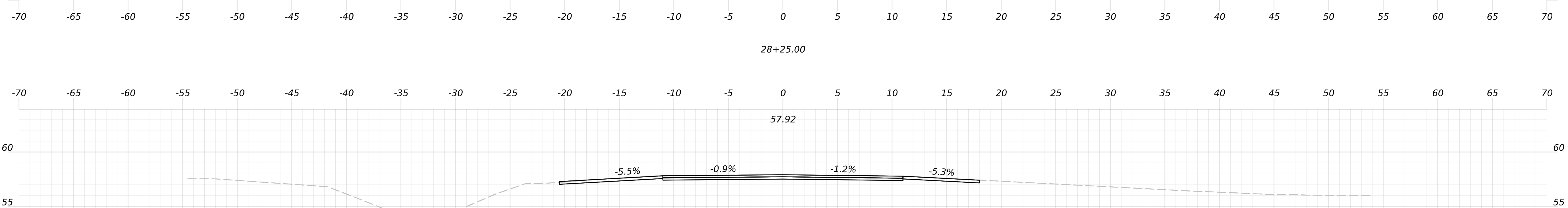
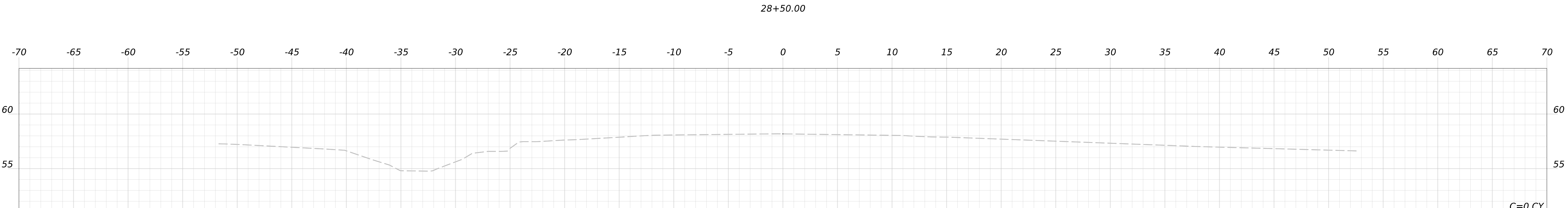
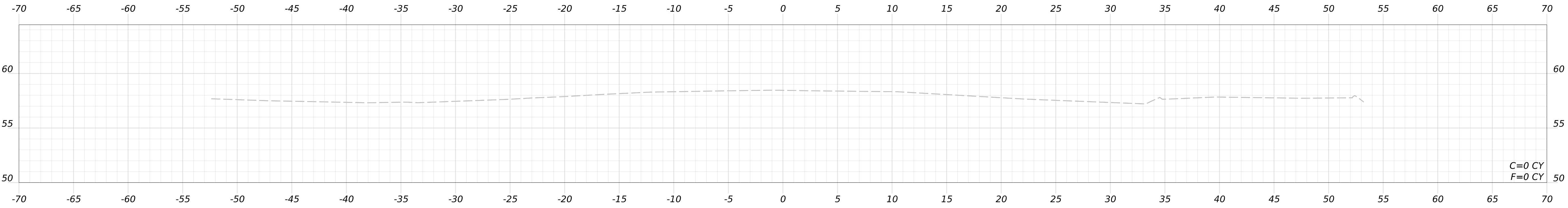
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		26630.09		WIN		26630.09		HIGHWAY PLANS	
PROJECT MANAGER		DESIGN-REVIEWED		CHECKED-REVIEWED		DESIGN-REVIEWED		CHECKED-REVIEWED		DESIGN-REVIEWED	
BY		DATE		SIGNATURE		P.E. NUMBER		DATE		FIELD CHANGES	
SHEET NUMBER		13		OF		16		CROSS SECTIONS		ROUTE 1	
Pembroke		Route 1		Cross Sections		Route 1		Cross Sections		Route 1	



PROJ. MANAGER	BY	DATE
DESIGN-DETAILED		
CHECKED-REVIEWED		
DESIGN-DETAILED2		
DESIGN-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE	P.E. NUMBER	DATE

PEMBROKE
ROUTE 1
CROSS SECTIONS



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

26630.09

WIN
26630.09

HIGHWAY PLANS

PROJ. MANAGER	BY	DATE	SIGNATURE
			P.E. NUMBER
			DATE
CHECKED-REVIEWED			
DESIGN-DETAILED			
DESIGN-DETAILED2			
DESIGN-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PEMBROKE
ROUTE 1

CROSS SECTIONS

SHEET NUMBER

15

OF 16

