

STATE OF MAINE DEPARTMENT OF TRANSPORTATION



CAMDEN KNOX COUNTY SLOPE STABILIZATION FEDERAL PROJECT NO. 2283900 PROJECT LENGTH : 0.009 MILES

PLAN LEGEND

| | | | | |
|----------------------------|-------------------|-----------------------------|------------|------------|
| Town, County, State | ----- | Catch Basins | ▣ Existing | ▣ Proposed |
| Property Lines | ----- | Manholes | ○ Existing | ● Proposed |
| R/W Lines-Existing | ----- | Proposed Underdrain | ----- | |
| R/W Lines-Proposed | ----- | Proposed Ditch | ----- | |
| Culvert-Existing | ----- | Existing Ditch | ----- | |
| Culvert Proposed | ----- | Utility Poles | ◇ Existing | ◆ Proposed |
| Curbing | Existing Proposed | Fire Hydrants | ⊙ Existing | ⊙ Proposed |
| Type 1 | ----- | Existing Water Line | ----- | |
| Type 3 | ----- | Existing San. Sewer | ----- | |
| Type 5 | ----- | Existing San. Sewer Manhole | ⊙ | |
| Outline of Bodies of Water | ----- | Guardrail-Existing | ----- | |
| Exposed Bedrock | ----- | Guardrail-Proposed | ----- | |
| Buildings | ----- | Guardrail-Cable, Other | ----- | |
| Trees | Conifer Deciduous | Centerline-Existing | ----- | |
| Tree Line | ----- | Centerline-Proposed | ----- | |
| Clearing Limit Line | ----- | Travelway-Existing | ----- | |
| Railroad | ----- | Travelway-Proposed | ----- | |
| Boring | HB-XXX-### | Probe | P-#. #X | |
| Pavement Core | ● PC-# | #.# = Depth | | |
| Test Pit | ▣ TP-XXX-### | X = W (Weathered Rock) | | |
| | | R (Refusal) | | |
| | | NR (No Refusal) | | |

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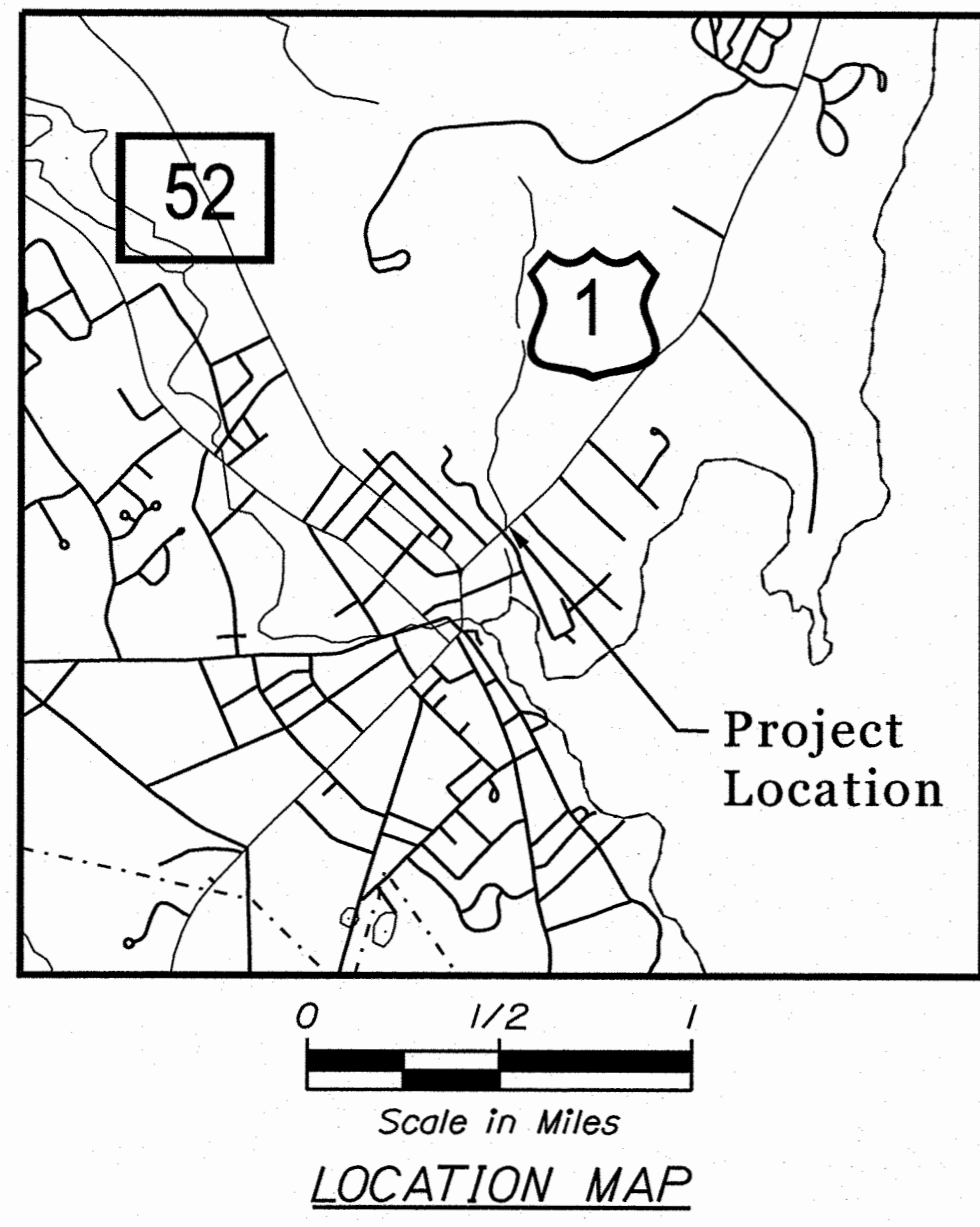
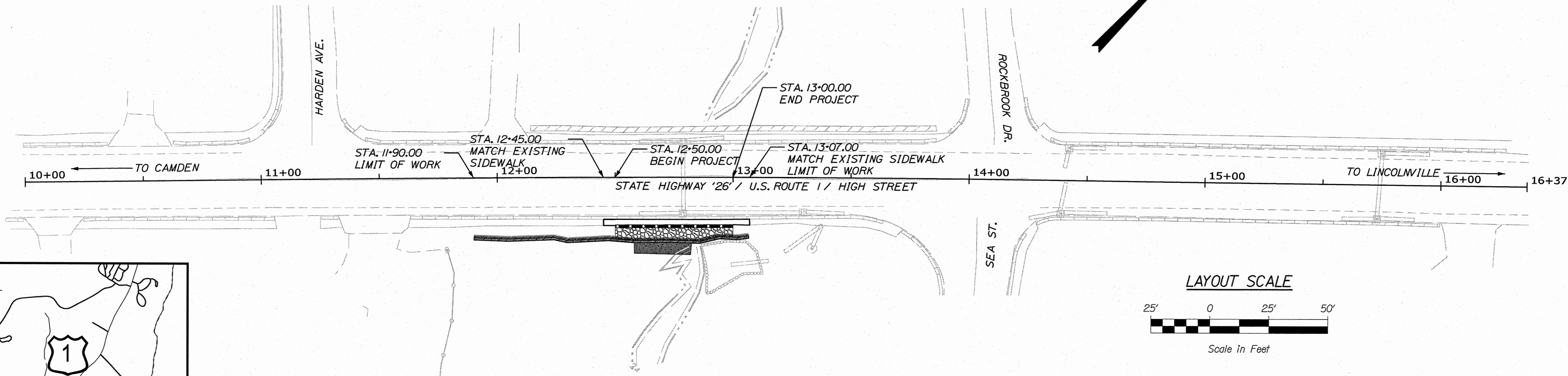
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Date: 5/9/2022

Username: Kate Maguire

Division: GEOTECH

Filename: ...00\HIGHWAY\MSTA\001_Title.dgn



TRAFFIC DATA

| | |
|--------------------------------|-------|
| Current (2022) AADT | 10680 |
| Future (2042) AADT | 11750 |
| DHV - % of AADT | 11% |
| Design Hour Volume | 1292 |
| % Heavy Trucks (AADT) | 6% |
| % Heavy Trucks (DHV) | 3% |
| Directional Distribution (DHV) | 55% |
| 18-kip Equivalent P 2.0 | 562 |
| 18-kip Equivalent P 2.5 | 536 |
| Design Speed (mph) | 25 |
| Corridor Priority | 1 |

| | |
|--------------------------|---|
| PROJECT LOCATION: | LOCATED 0.03 OF A MILE NORTHEAST OF HARDEN AVENUE |
| PROGRAM AREA: | HIGHWAY PROGRAM |
| SCOPE OF WORK: | SLOPE STABILIZATION |

| | | |
|--|--------------------|-----------|
| STATE OF MAINE DEPARTMENT OF TRANSPORTATION | APPROVED | DATE |
| COMMISSIONER: <i>[Signature]</i> | <i>[Signature]</i> | 6-24-22 |
| CHIEF ENGINEER: <i>[Signature]</i> | <i>[Signature]</i> | 6-20-2022 |



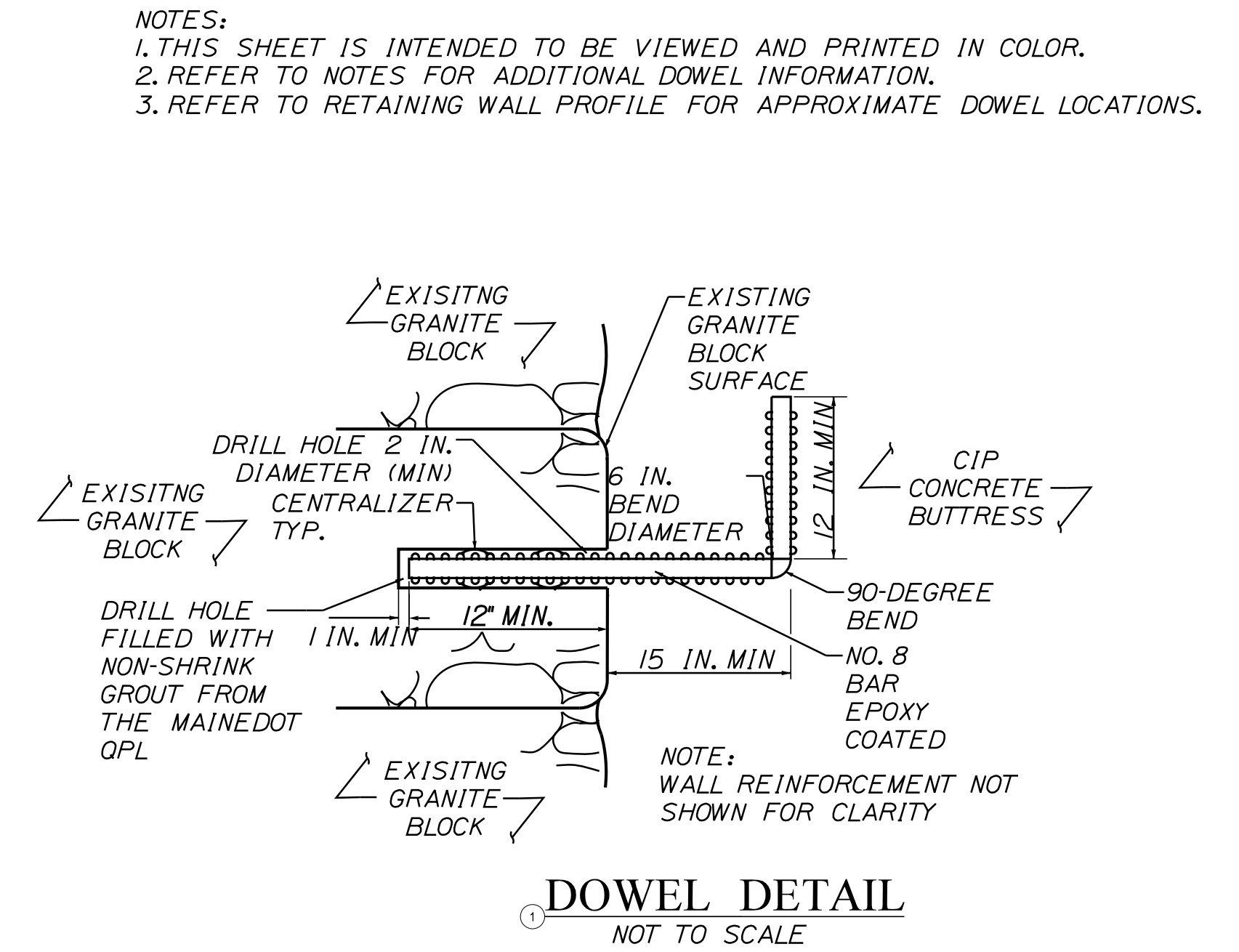
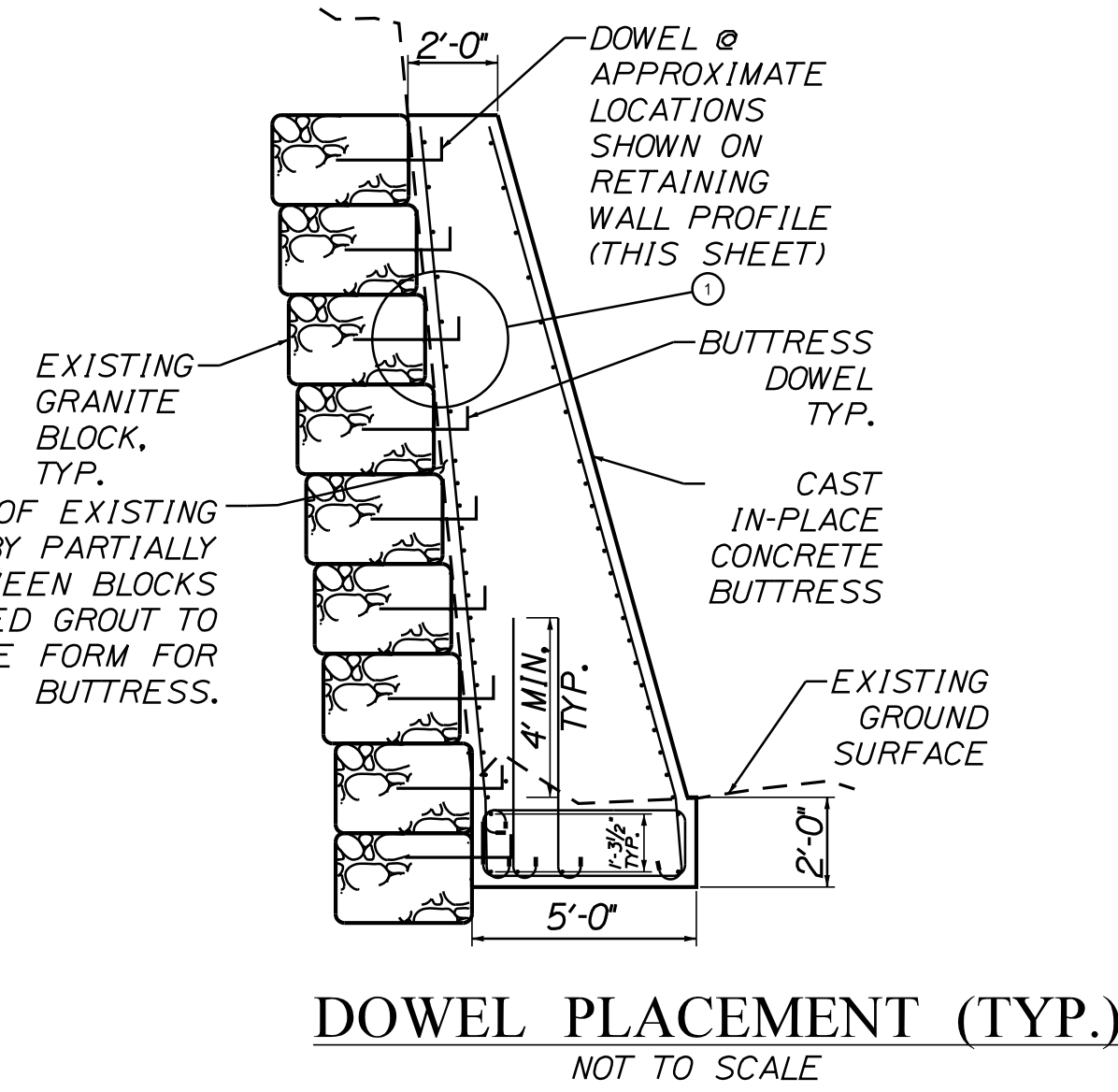
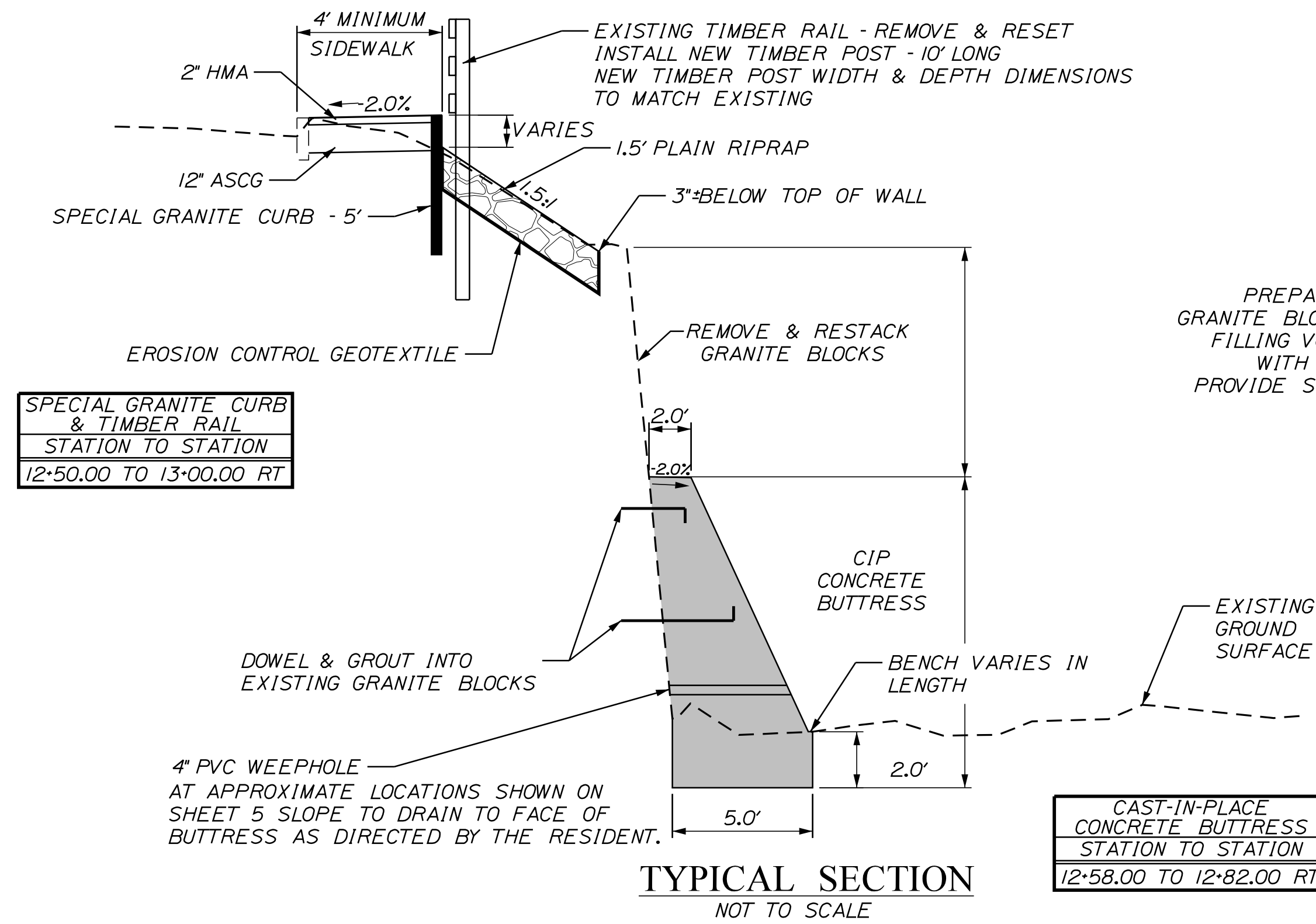
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|--------------------|-----------|------|-------------|----------|------|
| <i>[Signature]</i> | SIGNATURE | 7120 | P.E. NUMBER | 5/9/2022 | DATE |
|--------------------|-----------|------|-------------|----------|------|

| | | | | | | |
|---------|-----------------|-----------------|------------|------------------|------------|-------------------------|
| PROGRAM | PROJECT MANAGER | DESIGNER | CONSULTANT | PROJECT RESIDENT | CONTRACTOR | PROJECT COMPLETION DATE |
| HIGHWAY | ERNEST MARTIN | HALEY & ALDRICH | | | | |

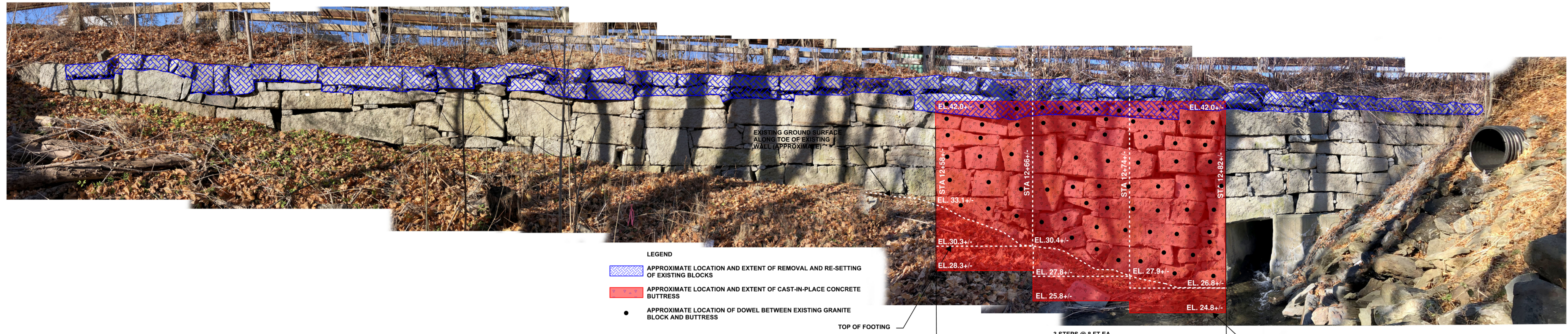
WIN 22839.00 Federal Project. NO. 2283900

CAMDEN
SLOPE STABILIZATION
TITLE SHEET

SHEET NUMBER
1
OF 15



NOTES:
 1. THIS SHEET IS INTENDED TO BE VIEWED AND PRINTED IN COLOR.
 2. REFER TO NOTES FOR ADDITIONAL DOWEL INFORMATION.
 3. REFER TO RETAINING WALL PROFILE FOR APPROXIMATE DOWEL LOCATIONS.



RETAINING WALL PROFILE
NOT TO SCALE

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

CAMDEN
SLOPE STABILIZATION
TYPICAL SECTIONS

SHEET NUMBER

2

OF 15

GENERAL NOTES

- 1. 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.
2. ALL PAVED WALKS SHALL BE CONSTRUCTED WITH 12 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL AND 2 INCHES OF HOT MIX ASPHALT UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.
3. IN AREAS WHERE CURB TYPE I WILL BE RESET, THE EXISTING CURB SUITABLE FOR USE AS TERMINAL ENDS SHALL BE CUT, IF NECESSARY, AND UTILIZED AS SUCH AND WILL BE PAID FOR UNDER STANDARD SPECIFICATIONS ITEM 609.38, RESET CURB TYPE I. REQUIRED CUTTING WILL BE PAID UNDER FORCE ACCOUNT PROCEDURES.
4. LOAM HAS BEEN ESTIMATED FOR DISTURBED LAWN AREAS, ACTUAL PLACEMENT OF THE LOAM SHALL BE AS NOTED ON THE PLANS OR DESIGNATED BY THE RESIDENT.
5. 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.
6. LOAM SHALL BE PLACED TO A NOMINAL DEPTH OF 4 INCHES IN LAWN AREAS AND 2 INCHES IN ALL OTHER AREAS UNLESS OTHERWISE NOTED OR DIRECTED.
7. 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.
8. 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.
9. THE PROJECT GEOTECHNICAL REPORT TITLED PRELIMINARY GEOTECHNICAL DESIGN REPORT, DOWNSTREAM RETAINING WALL REHABILITATION, MAINEDOT WIN 022839.00, U.S. ROUTE 1, CAMDEN, MAINE, SOILS REPORT 2019-48C, NOVEMBER 2019 CAN BE ACCESSED AT THE MAINEDOT WEBSITE HTTP://WWW.MAINE.GOV/MDOT/CONTRACTORS/.
10. 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.
11. ESTIMATED QUANTITIES FOR REQUIRED STRUCTURAL EARTH EXCAVATION, DRAINAGE AND MINOR STRUCTURES ARE INFORMATIONAL ONLY AND REPRESENT THE APPROXIMATE MINIMUM QUANTITY REQUIRED TO INSTALL DRAINAGE STRUCTURES. ADDITIONAL EXCAVATION FOR THE CONTRACTOR'S CONVENIENCE OR TO COMPLY WITH BACKSLOPING REQUIREMENTS WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO THE RELATED DRAINAGE ITEMS.
12. 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.
13. ALL HMA FOR PATCHING AROUND ADJUSTED, ALTERED, OR REBUILT UTILITY STRUCTURES SHALL BE A 9.5 MM OR 12.5 MM MAINEDOT APPROVED MIX DESIGN, EXCLUDING WATER AND GAS GATE VALVES, THE CONTRACTOR SHALL SAW CUT THE EXISTING PAVEMENT FOR THE PATCH AT LEAST TWO FEET AWAY FROM THE NEAREST EDGE OF THE STRUCTURE. THE CONTRACTOR SHALL PLACE HMA IN LIFTS OF 2 INCHES OR LESS TO MATCH THE EXISTING PAVEMENT DEPTH OR A MAXIMUM OF 6 INCHES, AS DIRECTED BY THE RESIDENT, AND COMPACT THE HMA USING A MINIMUM OF A 150-POUND PLATE COMPACTOR. HMA FOR PATCHING AROUND ADJUSTED, ALTERED, OR REBUILT UTILITY STRUCTURES IS CONSIDERED INCIDENTAL TO THE RESPECTIVE PAY ITEM FOR ADJUST, ALTER, OR REBUILT UTILITY STRUCTURE.
14. WEEPHOLES WILL BE PAID FOR UNDER STANDARD SPECIFICATIONS ITEM 502.2I STRUCTURAL CONCRETE, ABUTMENTS AND RETAINING WALLS.

CONSTRUCTION NOTES

- 1. ALL EXISTING TIMBER RAIL 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.
2. ALL EXISTING TIMBER RAIL REMOVED AND RESET SHALL BE REPLACED IN KIND, WITH HOT DIPPED GALVANIZED HARDWARE, AND SHALL BE CONSIDERED INCIDENTAL TO GUARDRAIL ITEMS.
3. TIMBER RAIL POSTS SHALL MEET THE REQUIREMENTS SPECIFIED IN THE FOLLOWING SUBSECTIONS OF DIVISION 700- MATERIALS: TIMBER PRESERVATIVE 708.05, TIMBER POSTS, AND RAIL 710.07, GUARDRAIL HARDWARE 710.08, GRAVEL BACKFILL 703.20. POSTS SHALL BE OF THE SAME DIMENSIONS AS THE POSTS REMOVED, BUT SHALL BE 10' LONG, AND SHALL BE PLACED IN THE APPROXIMATE LOCATION AND HEIGHT AS THE POSTS REMOVED. EXCAVATE POST HOLES TO PROVIDE AN UNDISTURBED BEARING SURFACE. THE BOTTOM OF THE HOLES SHALL BE THOROUGHLY TAMPED TO GRADE. POSTS SHALL BE SET PLUMB AT THE REQUIRED LOCATION. POSTS MAY ALSO BE DRIVEN IF SUITABLE DRIVING EQUIPMENT IS USED TO PREVENT BATTERING AND DISTORTING THE POSTS AS DETERMINED BY THE RESIDENT. POST HOLES SHALL BE BACKFILLED WITH GRAVEL BACKFILL PLACED IN LAYERS AND THOROUGHLY COMPACTED. THE ACCEPTED QUANTITIES OF TIMBER RAIL POSTS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH, COMPLETE IN PLACE. PAYMENT SHALL BE FULL COMPENSATION FOR TREATING, FURNISHING AND ASSEMBLING ALL MATERIALS, FOR EXCAVATION AND BACKFILLING HOLES, DRIVING OF POSTS, INSTALLATION OF POSTS, AND FOR ALL INCIDENTALS TO COMPLETE THE WORK. GRAVEL WILL NOT BE PAID SEPARATELY, BUT WILL BE CONSIDERED INCIDENTAL. PAYMENT WILL BE MADE UNDER PAY ITEM 606.610 TIMBER RAIL POSTS-10'.
4. TEST PITS WILL BE REQUIRED IN FRONT OF THE RETAINING WALL PRIOR TO ANY EXCAVATION FOR CONSTRUCTION OF THE CIP BUTTRESS. TEST PITS WILL BE OBSERVED BY THE RESIDENT AND/OR GEOTECHNICAL ENGINEER AND WILL NOT BE EXCAVATED WITHOUT THE RESIDENT AND/OR GEOTECHNICAL ENGINEER PRESENT. TEST PITS WILL BE PAID FOR UNDER STANDARD SPECIFICATIONS ITEM 631.12 ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR).

DOWEL NOTES

- 1. THE WORK SHALL INCLUDE DRILLING HOLES AND FURNISHING, PLACING, AND GROUTING UNSTRESSED REINFORCING STEEL APOXY COATED DOWELS AT LOCATIONS AS DIRECTED BY THE RESIDENT. THE WORK SHALL INCLUDE FURNISHING ALL LABOR, MATERIALS, SUPERVISION, AND EQUIPMENT AND PERFORMING ALL OPERATIONS IN CONNECTION WITH INSTALLING DOWELS.
2. PRIOR TO DRILLING, THE CONTRACTOR SHALL PROVIDE SAFE ACCESS TO THE WALL TO THE RESIDENT SO THAT THE RESIDENT CAN MAKE SUCH OBSERVATIONS AS NECESSARY TO ESTABLISH ACTUAL DOWEL LOCATIONS. ACCESS TO THE WALL SHALL BE PROVIDED USING THE SAME EQUIPMENT AS THE CONTRACTOR WILL USE FOR DOWEL DRILLING, PLACEMENT, AND GROUTING. WORKING TOGETHER, THE RESIDENT AND CONTRACTOR WILL IDENTIFY THE ACTUAL DOWEL LOCATIONS AND THE CONTRACTOR SHALL MARK EACH DOWEL LOCATION.
3. ALL DOWEL HOLES SHALL BE DRILLED WITH THE USE OF ROTARY, PERCUSSIVE, OR ROTARY-PERCUSSIVE EQUIPMENT.
4. DRILLED HOLES SHALL BE CLEANED OF ALL DRILL CUTTINGS, SLUDGE, AND DEBRIS BEFORE THE DOWEL IS INSERTED INTO THE DRILL HOLE. DOWELS SHALL BE INSERTED IN THE DRILL HOLES WITH THE OUTER END PROJECTING BEYOND THE WALL FACE A MINIMUM OF 1 FOOT OR AS SHOWN ON THE PLANS.

DOWEL NOTES (CONT.)

- 5. THE GROUT SHALL BE AN APPROVED PRODUCT FROM THE MAINEDOT OPL SUITABLE CEMENTING EPOXY COATED STEEL REINFORCING DOWELS INTO THE DRILL HOLES IN THE GRANITE BLOCKS.
6. GROUTING OF THE ANNULAR SPACE AROUND THE DOWELS SHALL BE ACCOMPLISHED BY TREMIE GROUTING. DOWELS SHALL BE GROUTED UNTIL THERE IS A FULL RETURN OF GROUT AROUND THE DOWEL AT THE WALL FACE. GROUT SHALL EXTEND FROM THE BOTTOM OF THE DRILL HOLE TO THE WALL FACE. THE HOLE SHALL BE COMPLETELY FILLED WITH GROUT AROUND THE DOWEL.
7. PAYMENT FOR DOWELS, DRILLING GRANITE BLOCKS, AND GROUTING DOWELS SHALL BE MADE IN ACCORDANCE WITH CONTRACT PAY ITEM 504.9082 AND SHALL INCLUDE BUT IS NOT LIMITED TO COMPENSATION FOR PROVIDING ALL MATERIALS, EQUIPMENT, PERSONNEL, LABOR, TOOLS, AND INCIDENTAL ITEMS NECESSARY TO COMPLETE THE WORK.
8. ADDITIONAL DOWELS WILL BE REQUIRED IN EXISTING GRANITE BLOCKS IF PRESENT BELOW EXISTING GROUND SURFACE BETWEEN STA. 12+58 & STA. 12+82 THE LOCATIONS OF THE DOWELS IN THESE AREAS WILL BE DETERMINED BY THE RESIDENT AFTER EXCAVATION IS COMPLETE.

EXCAVATION, SUBGRADE PREPARATION AND PROTECTION NOTES

- I. SOILS PRESENT AT THE BOTTOM OF THE EXCAVATIONS WILL LIKELY CONSIST OF MARINE SILT/CLAY AND/OR GLACIAL TILL SOILS. THESE SOILS CAN EASILY BE DISTURBED BY CONSTRUCTION ACTIVITIES IF CARE IS NOT TAKEN IN EXCAVATING WITHIN A FEW FEET OF DESIGN SUBGRADE LEVELS AND IN PROTECTING THE SUBGRADE SURFACES AFTER PREPARATION AND PRIOR TO BACKFILLING. THE CONTRACTOR SHALL ADHERE TO THE FOLLOWING GUIDELINES TO PROTECT SUBGRADE SOILS BENEATH THE CIP CONCRETE BUTTRESS FOOTING:
A. MAKE FINAL EXCAVATIONS INTO NATURALLY-DEPOSITED, INORGANIC BEARING SOILS USING METHODOLOGICAL METHODS TO LIMIT DISTURBANCE. THE CONTRACTOR SHALL USE HAND OR LIGHTWEIGHT TRACKED GRADING EQUIPMENT WITHIN 2 FT OF SUBGRADE ELEVATION TO THE EXTENT POSSIBLE. EQUIPMENT TRAFFIC ACROSS THE EXPOSED SOIL BEARING SURFACES IS NOT PERMITTED.
B. THE CONTRACTOR SHALL PREVENT WATER FROM ACCUMULATING ON SOIL SURFACES TO REDUCE THE POSSIBILITY OF SOIL DISTURBANCE. ALL SUBGRADE EXCAVATION AND PREPARATION ACTIVITIES SHALL BE PERFORMED IN-THE-DRY. SUBGRADES THAT BECOME DISTURBED DUE TO WATER INFILTRATION SHALL BE RE-EXCAVATED AND STABILIZED. SUBGRADE STABILIZATION METHODS, IF REQUIRED AS DETERMINED BY THE RESIDENT, SHALL BE APPROVED BY THE RESIDENT.
C. EXPOSED SUBGRADES WILL BE EXAMINED IN THE FIELD BY THE RESIDENT AND/OR GEOTECHNICAL ENGINEER TO VERIFY STRENGTH AND BEARING RESISTANCE. EXCAVATION MAY BE NECESSARY TO REMOVE WEAK, DISTURBED OR OTHERWISE UNACCEPTABLE SOILS.
D. GRANULAR SUBGRADE SURFACES, IF DRY AS DETERMINED BY THE RESIDENT AND/OR GEOTECHNICAL ENGINEER, SHALL BE PROOFROLLED WITH SELF-PROPELLED, STATIC/VIBRATORY COMPACTION EQUIPMENT UNTIL FIRM AS DIRECTED BY THE RESIDENT. TO MINIMIZE DISTURBANCE, WET/SATURATED GRANULAR SOILS AND COHESIVE SOILS EXPOSED AT SUBGRADE LEVEL SHALL NOT BE PROOFROLLED.
E. THE CONTRACTOR SHALL PROTECT THE EXPOSED SOIL SUBGRADE AREAS, AS SOON AS POSSIBLE AFTER ACCEPTANCE BY THE RESIDENT AND/OR GEOTECHNICAL ENGINEER.
F. IF DISTURBANCE OF THE SUBGRADE OCCURS, THE DISTURBED MATERIALS SHALL BE REMOVED AND REPLACED TO THE SATISFACTION OF THE RESIDENT AND/OR GEOTECHNICAL ENGINEER. REMOVAL AND REPLACEMENT OF DISTURBED SUBGRADE SOILS THAT IS CAUSED BY THE CONTRACTOR'S MEANS AND METHODS SHALL BE COMPLETED AT NO ADDITIONAL COST TO THE DEPARTMENT.

REMOVAL AND RESTACKING OF GRANITE BLOCKS NOTES

- 1. THE WORK SHALL CONSIST OF THE CAREFUL REMOVAL, HANDLING, LOADING AND UNLOADING, TRANSPORTING, STORAGE, PROTECTION, AND IN-KIND MORTARLESS RESTACKING OF PORTIONS OF THE EXISTING DRY-LAID GRANITE BLOCK RETAINING WALL AS SHOWN ON THE PLANS AND/OR AS DIRECTED BY THE RESIDENT.
2. GRANITE BLOCKS SHALL BE REMOVED AND RESTACKED INTACT TO THE GREATEST EXTENT PRACTICABLE AND AT THE SAME ORIENTATION AND LOCATIONS SHOWN ON THE PLANS. THE CONTRACTOR'S MEANS AND METHODS FOR BLOCK REMOVAL, HANDLING, LOADING AND UNLOADING, TRANSPORTING, STORAGE, PROTECTION, AND RESTACKING SHALL NOT DAMAGE, MODIFY, OR CHANGE THE APPEARANCE OR GEOMETRY OF THE BLOCKS. DRILLING, ANCHORING, SPLITTING, OR OTHERWISE MODIFYING THE BLOCKS IN ANY WAY FOR ANY PURPOSE WHATSOEVER IS NOT PERMITTED.
3. MATERIALS COMPRISING THE EXISTING RETAINING WALL (STONES, BOULDERS, AND OTHER SUITABLE MATERIALS THAT MAY BE ENCOUNTERED) SHALL BE USED TO RECONSTRUCT THE WALL WITH GEOMETRY GENERALLY MATCHING EXISTING SITE CONDITIONS PRIOR TO THE START OF CONSTRUCTION.
4. SPECIAL CARE AND PRECAUTIONS SHALL BE TAKEN DURING REMOVAL, STORAGE AND RESTACKING OF BLOCKS TO ENSURE THAT BLOCKS ARE NOT DAMAGED. BLOCKS DAMAGED AS A RESULT OF THE CONTRACTOR'S MEANS AND METHODS, AS DETERMINED BY THE RESIDENT, SHALL BE REPLACED, IN-KIND, AS DIRECTED BY THE RESIDENT, AT NO ADDITIONAL COST TO THE DEPARTMENT.
5. SUPPLEMENTAL BLOCKS SHALL BE PROVIDED AS NECESSARY TO RECONSTRUCT THE WALL TO THE EXISTING PLAN AND VERTICAL LIMITS AND GENERALLY MATCHING THE EXISTING WALL GEOMETRY. SUPPLEMENTAL BLOCKS, IF REQUIRED, SHALL MATCH AS CLOSELY AS PRACTICABLE THE BLOCK MATERIAL TYPE, COLOR, QUALITY, HARDNESS, TEXTURE AND DIMENSIONS OF THE EXISTING BLOCK(S). SUPPLEMENTAL BLOCKS, IF REQUIRED, SHALL BE SUBMITTED TO THE RESIDENT FOR REVIEW AND ACCEPTANCE.
6. IDENTIFICATION, LABELLING AND MAPPING OF EXISTING BLOCK LOCATIONS FOR RESTACKING IN THE SAME LOCATION IS NOT A CONTRACT REQUIREMENT BUT IS RECOMMENDED TO ENSURE THAT RESTACKING OCCURS IN-KIND AND AT THE SAME LOCATIONS AND ORIENTATION SHOWN ON THE PLANS.
7. GRANITE BLOCKS SHALL BE STACKED NEATLY ON AND ADEQUATELY SUPPORTED BY TIMBER DUNNAGE OR OTHER MATERIALS APPROVED BY THE RESIDENT. BLOCK SURFACES SHALL BE CLEANED OF SOIL, VEGETATION OR OTHER DEBRIS TO THE SATISFACTION OF THE RESIDENT, PRIOR TO RESTACKING.
8. RESTACKED BLOCK JOINTS SHALL BE LEVEL AND HORIZONTAL; ONLY SHORT VERTICAL JOINTS WILL BE ALLOWED AND NO MORE THAN ONE VERTICAL JOINTS MAY BE STACKED ABOVE EACH OTHER. STONES SHALL BE STACKED IN A MANNER SUCH THAT DIAGONAL JOINTS ARE KEPT TO A MINIMUM. JOINT SIZE IN THE FACE OF THE WALL SHOULD BE KEPT TO A MINIMUM AND SHOULD NOT EXCEED 1.5 INCHES.
9. REMOVAL AND IN-KIND RESTACKING OF GRANITE BLOCKS IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS WILL BE MEASURED BY SQUARE FOOT OF FRONT SURFACE NOT TO EXCEED THE APPROXIMATE AREA SHOWN ON THE PLANS OR AS AUTHORIZED BY THE RESIDENT.
10. REMOVAL AND IN-KIND RESTACKING OF GRANITE BLOCKS WILL BE PAID FOR AT THE CONTRACT SQUARE FOOT PRICE, WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS, AND EQUIPMENT REQUIRED TO CAREFULLY REMOVE, HANDLE, LOAD AND UNLOAD, TRANSPORT, STORE, PROTECT, REPLACE (IF NECESSARY), AND RESTACK BLOCKS AS DESCRIBED HEREIN. IN-KIND REPLACEMENT OF BLOCKS DAMAGED BY THE CONTRACTOR SHALL BE INCIDENTAL TO THE WORK.

BUTTRESS NOTES

- 1. CONTRACTOR TO VERIFY ALL DIMENSIONS AND SITE CONDITIONS, PRIOR TO COMMENCING WORK. ANY ERRORS, OMISSIONS, OR DISCREPANCIES ARE TO BE REPORT TO THE RESIDENT AND ENGINEER-OF-RECORD IMMEDIATELY.

REINFORCEMENT

- 1. ALL REINFORCING STEEL SHALL CONFORM TO ASTM 615, GRADE 60 KSI OR BETTER.
2. ALL REINFORCING STEEL SHALL MEET THE REQUIREMENTS OF SECTION 503 REINFORCING STEEL.
3. CONCRETE PROTECTION FOR REINFORCEMENT SHALL CONFORM TO THE FOLLOWING MINIMUM REQUIREMENTS UNLESS OTHERWISE NOTED. MAXIMUM DEVIATION FROM THESE REQUIREMENTS SHALL BE 1/2 INCH.
3.1. UNFORMED SURFACES CAST AGAINST EARTH: 3 INCHES
3.2. FORMED OR UNFORMED SURFACES EXPOSED TO EARTH AND EXISTING GRANITE BLOCKS, ROCK, OR WEATHER: 3 INCHES.
4. ALL CONTINUOUS REINFORCEMENT SHALL HAVE A MINIMUM LAP AS REQUIRED FOR A CLASS B SPLICE (ACI 318) UNLESS NOTED OTHERWISE.

CONCRETE NOTES

- 1. ALL CONCRETE WORK SHALL CONFORM TO THE FOLLOWING DESIGN CODES. IN CASE OF CONFLICT, THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS SHALL GOVERN.
1.1. 2019 EDITION OF THE ACI BUILDING CODE REQUIREMENTS FOR REINFORCED CONCRETE (ACI 318)
1.2. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS 2020
1.3. MAINEDOT STANDARD SPECIFICATIONS
2. PROVIDE CONCRETE THAT MEETS THE REQUIREMENTS OF SECTION 502 STRUCTURAL CONCRETE WITH A MINIMUM 28-DAY COMPRESSIVE STRENGTH (F'c) OF 4000 PSI. ALL CONCRETE MIXES SHALL MEET ACI REQUIREMENTS BASED ON EXPOSURE CATEGORIES SPECIFIED HEREIN.
3. ALL CONCRETE SHALL BE CONTROLLED CONCRETE, MIXED, AND PLACED UNDER THE SUPERVISION OF AN APPROVED CONCRETE TESTING AGENCY.
4. ALL CONCRETE SHALL BE PROPORTIONED FOR A MAXIMUM ALLOWABLE UNIT SHRINKAGE OF 0.03% MEASURED AT 28 DAYS AFTER CURING IN LIME WATER AS DETERMINED BY ASTM C 157 (USING AIR STORAGE).
5. THE MAXIMUM CONCRETE TEMPERATURE SHALL NOT EXCEED 160 DEGREES FAHRENHEIT DURING CURING. THE MAXIMUM TEMPERATURE DIFFERENTIAL BETWEEN THE CENTER AND SURFACE OF PLACEMENT SHALL NOT EXCEED 35 DEGREES FAHRENHEIT.
6. DETAILING OF CONCRETE REINFORCEMENT AND ACCESSORIES SHALL BE IN ACCORDANCE WITH ACI 315 - "MANUAL OF STANDARD PRACTICE FOR DETAILING REINFORCED CONCRETE STRUCTURES", LATEST EDITION.
7. CONCRETE SHALL BE PLACED IN ACCORDANCE WITH THE FOLLOWING:
7.1. AT A RATE TO PROVIDE AN ADEQUATE SUPPLY OF CONCRETE AT THE LOCATION OF PLACEMENT
7.2. AT A RATE SO CONCRETE AT ALL TIMES HAS SUFFICIENT WORKABILITY SUCH THAT IT CAN BE CONSOLIDATED BY THE INTENDED METHODS
7.3. WITHOUT SEGREGATION OR LOSS OF MATERIALS
7.4. WITHOUT INTERRUPTIONS SUFFICIENT TO PERMIT LOSS OF WORKABILITY BETWEEN SUCCESSIVE PLACEMENTS THAT WOULD RESULT IN COLD JOINTS
7.5. DEPOSITED AS NEAR TO ITS FINAL LOCATION AS PRACTICABLE TO AVOID SEGREGATION DUE TO REHANDLING OR FLOWING.

CONCRETE INSPECTION

- 1. CONCRETE INSPECTION AND TESTING WILL BE MADE IN ACCORDANCE WITH MAINEDOT REQUIREMENTS, CONTRACT DOCUMENTS, AND WILL INCLUDE THE FOLLOWING:
1.1. TESTING CONCRETE FOR STRENGTH, SLUMP, AIR CONTENT, TEMPERATURE, AND UNIT WEIGHT.
1.2. MARKING AND TESTING CONCRETE CYLINDERS, INCLUDING FURNISHING CYLINDER CONTAINERS FOR SPECIMENS.
1.3. TRANSPORTING AND STORING OF ALL SPECIMENS INVOLVED IN TESTING AND INSPECTION. TEST CYLINDERS SHALL BE TRANSPORTED TO LABORATORY NOT LATER THAN 24 HOURS AFTER CASTING, NOT EARLIER THAN 16 HOURS AFTER CASTING.
1.4. INSPECTION OF MIXING AND PLACING OF CONCRETE AT THE SITE, INCLUDING RECORDING OF: AMOUNT AND LOCATION OF CONCRETE PLACEMENT, METHOD OF PLACING CONCRETE, AND ANY OTHER PERTINENT INFORMATION.
2. THE TESTING LABORATORY SHALL TAKE SPECIMENS AS FOLLOWS: AT LEAST ONE SET OF FOUR CYLINDERS FOR EACH CLASS OF CONCRETE IN THE BUTTRESS, AND IN THE FOOTINGS (IE., EIGHT CYLINDERS TOTAL) BUT NOT LESS THAN ONE SET FOR ANY ONE DAY'S OPERATIONS.
2.1. FOR CONCRETE PLACED BY PUMPING, TEST SPECIMENS AND CONCRETE USED FOR DETERMINATION OF SLUMP, AIR CONTENT, AND SHALL BE TAKEN AT THE POINT OF PLACEMENT OF CONCRETE INTO THE FORMS.
2.2. SAMPLES SHALL BE OBTAINED IN ACCORDANCE WITH ASTM C172.
2.3. MARKING, CURING AND SUBSEQUENT HANDLING OF TEST CYLINDERS, EXCEPT AS MODIFIED HEREIN, SHALL BE IN ACCORDANCE WITH ASTM C31. TESTING SHALL BE IN ACCORDANCE WITH ASTM C39.
2.4. THE CYLINDERS SHALL BE PLACED IN LABORATORY STORAGE UNDER MOIST CURING CONDITIONS AT APPROXIMATELY 70 DEGREES F WITHIN 24 HOURS AFTER MOLDING, AND MAINTAIN THEREIN UNTIL TESTED. TESTS WILL BE AS FOLLOWS:
2.4.1. MARKING, CURING AND SUBSEQUENT HANDLING OF TEST CYLINDERS, EXCEPT AS MODIFIED HEREIN SHALL BE IN ACCORDANCE WITH ASTM C31. TESTING SHALL BE IN ACCORDANCE WITH ASTM C39.
2.4.2. TWO CYLINDERS SHALL BE TESTED AT 28 DAYS FOR ACCEPTANCE. THE ACCEPTANCE TEST RESULTS SHALL BE THE AVERAGE STRENGTH OF THESE TWO CYLINDERS.
2.4.3. ONE CYLINDER SHALL BE KEPT FOR EVENTUAL TESTING AT 56 DAYS TO VERIFY ANY MARGINAL 28-DAY TEST RESULTS. IF NOT REQUIRED TO BE TESTED BASED ON THE RESULTS OF THE 28-DAY TESTS AND AS DETERMINED BY THE RESIDENT, THE CYLINDER SHALL BE DISCARDED AFTER 28 DAYS.
3. TEST REPORTS: REPORTS OF CYLINDER TESTS SHALL BE SUBMITTED AT SPECIFIED HEREIN WITHIN FIVE DAYS OF LABORATORY TESTING. TEST REPORTS SHALL, AT A MINIMUM, INCLUDE:
3.1. RESULTS OF FIELD TESTING AT TIME OF SAMPLING INCLUDING DATE AND TIME OF SAMPLING, AMOUNT OF WATER ADDED AT SITE PRIOR TO SAMPLING, AMBIENT AIR TEMPERATURE AND CONCRETE TEMPERATURE, CONCRETE SLUMP AND AIR CONTENT, AND CONCRETE WET UNIT WEIGHT.
3.2. FOR CONCRETE PLACED BY PUMPING, TEST SPECIMENS AND CONCRETE USED FOR DETERMINATION OF SLUMP, AIR CONTENT, AND WEIGHT SHALL BE TAKEN AT THE POINT OF PLACEMENT OF CONCRETE INTO THE FORMS.
3.3. RESULTS OF LABORATORY TESTING INCLUDING DATE TEST SPECIMENS WERE TRANSPORTED TO LABORATORY, DATE COMPRESSIVE STRENGTH OF TESTED CYLINDERS, AND SPECIFIED DESIGN STRENGTH OF CONCRETE REPRESENTED BY THE TEST.
4. REINFORCING STEEL INSPECTION: CONCRETE REINFORCING SHALL BE INSPECTED PRIOR TO CLOSING OF CONCRETE FORM WORK OR PLACING OF CONCRETE. INSPECTOR TO VERIFY SIZE, SPACING, QUANTITY OF REINFORCING.

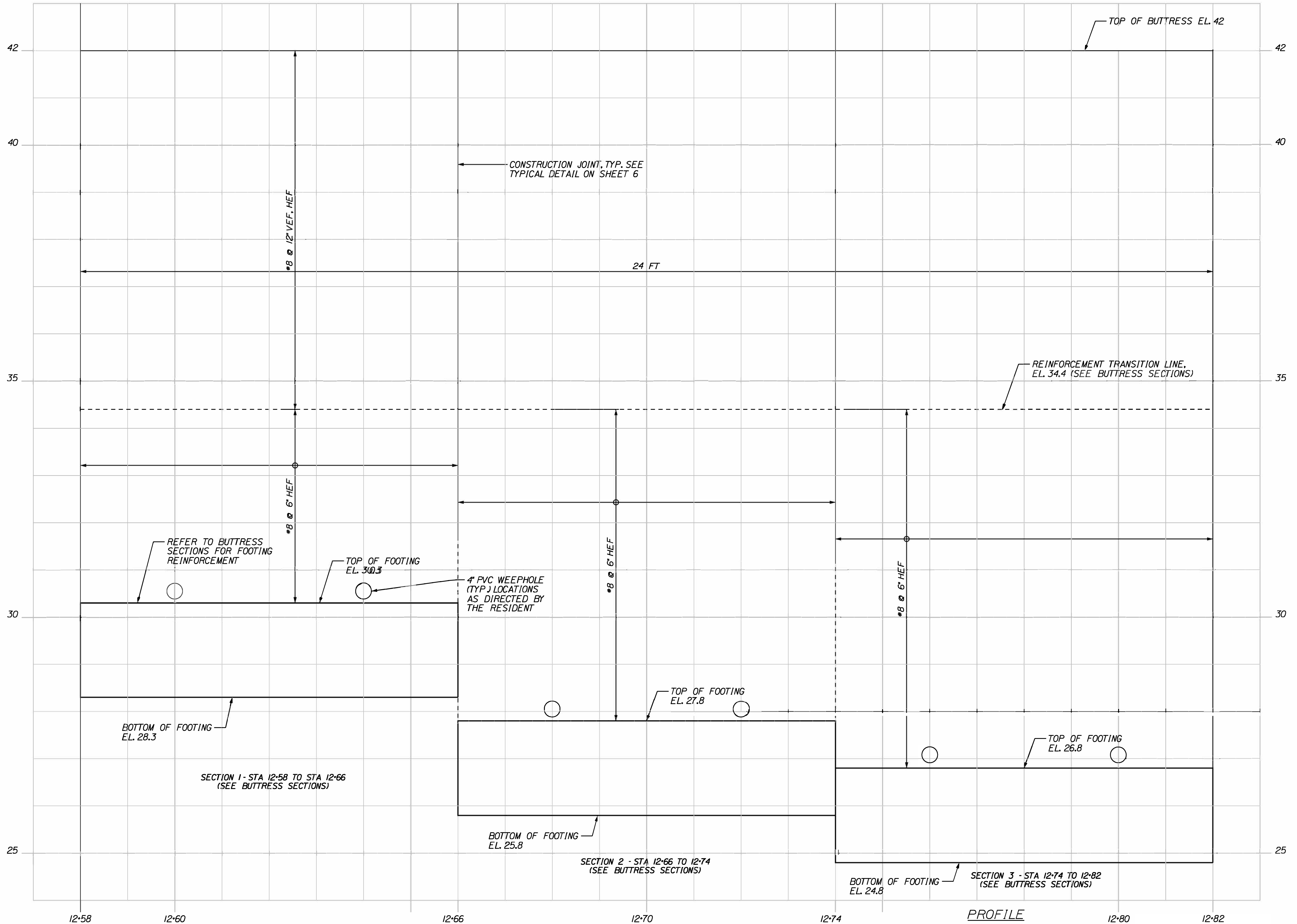
STATE OF MAINE DEPARTMENT OF TRANSPORTATION 2283900 WIN 22839.00 HIGHWAY PLANS
CAMDEN SLOPE STABILIZATION SHEET NUMBER 4 OF 15

Date: 5/5/2022

Username:

Division:

Filename: ... \007_Camden Buttress Profile.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
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HIGHWAY PLANS

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| PROJ. MANAGER | ERNEST MARTIN | BY | W. CARSWELL, K. POST, W. CHIBBARE | DATE | 2-25-22 |
| CHECKED-REVIEWED | B. STERNET | SIGNATURE | | | |
| DESIGN-DETAILED | | P.E. NUMBER | | | |
| DESIGN-DETAILED | | DATE | | | |
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| REVISIONS 4 | | | | | |
| FIELD CHANGES | | | | | |

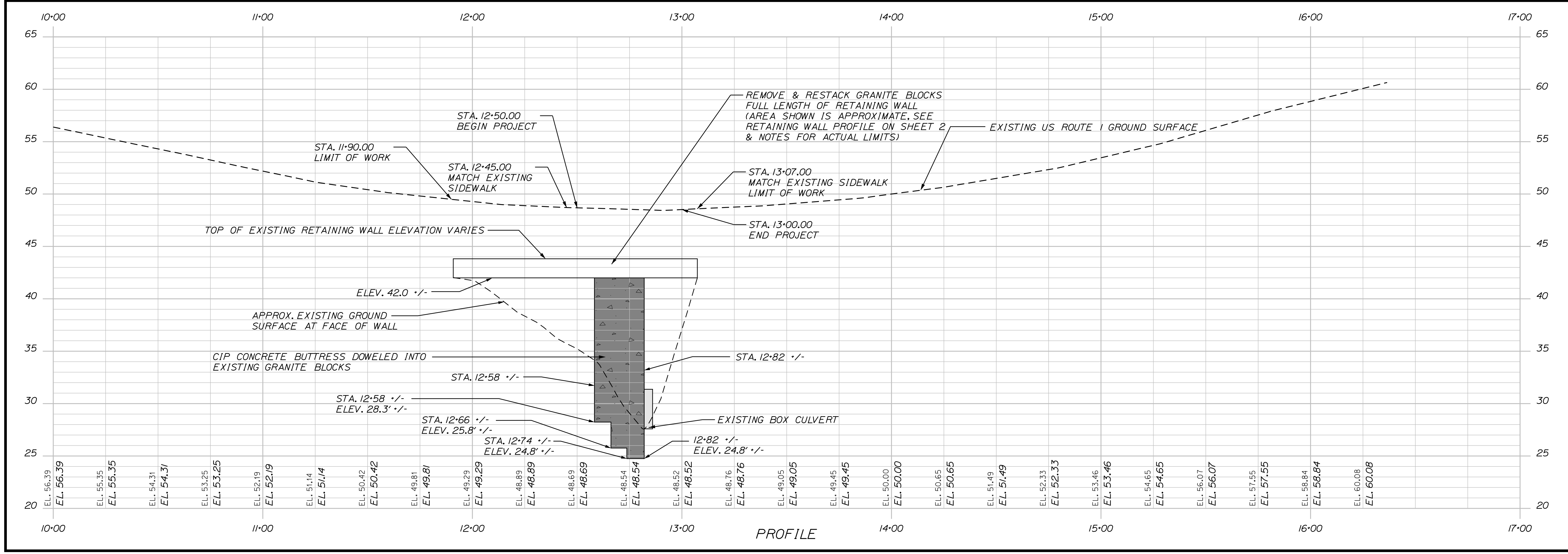
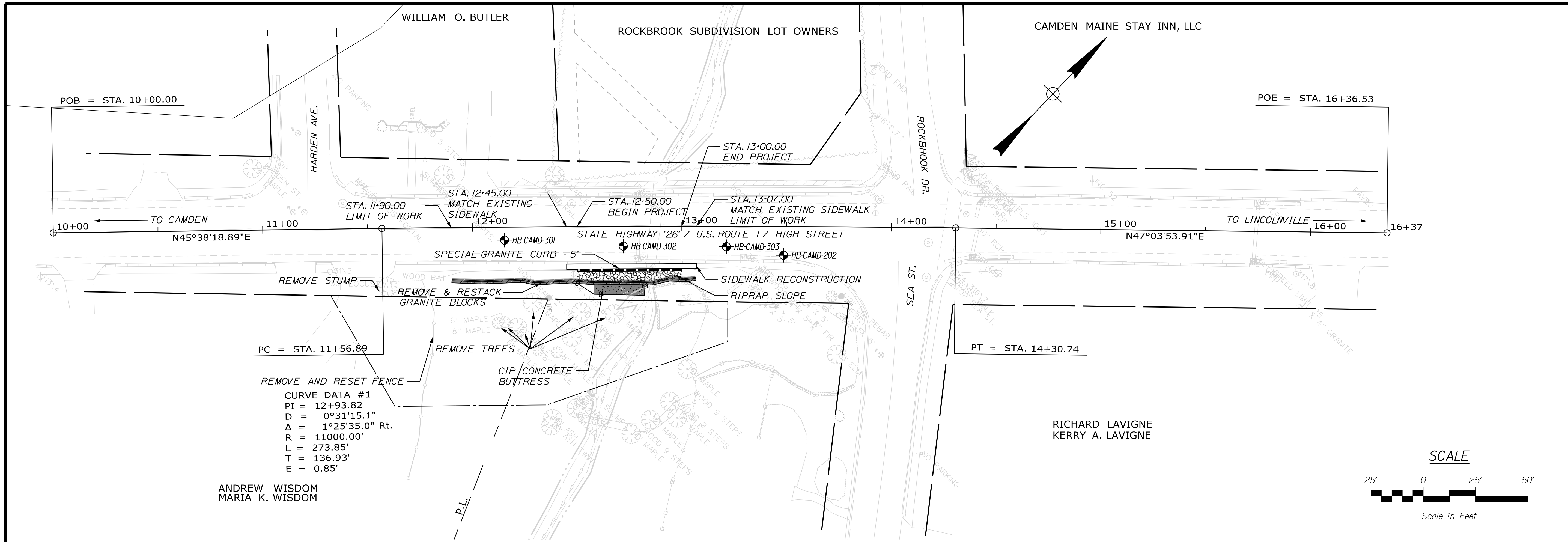
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Date: 5/9/2022

Username: Kate.Moquire

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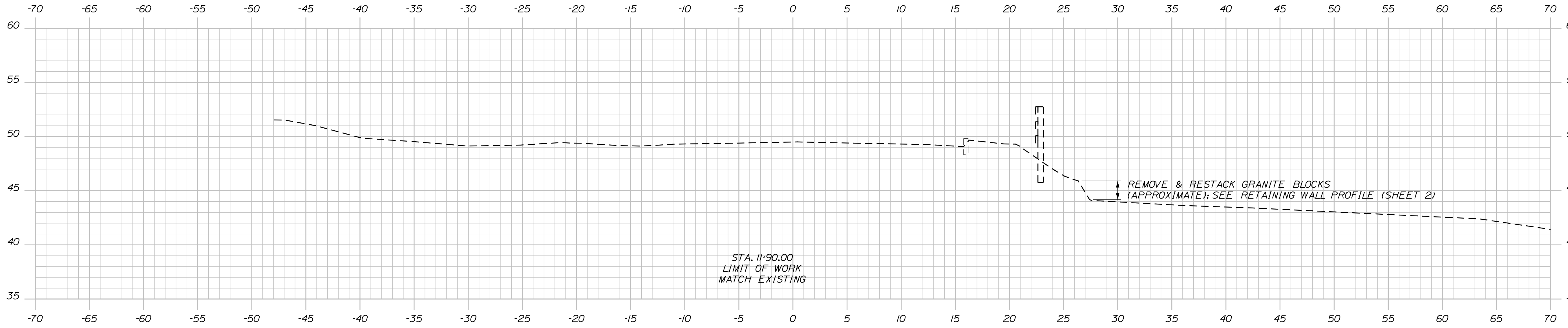


STATE OF MAINE
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HIGHWAY PLANS

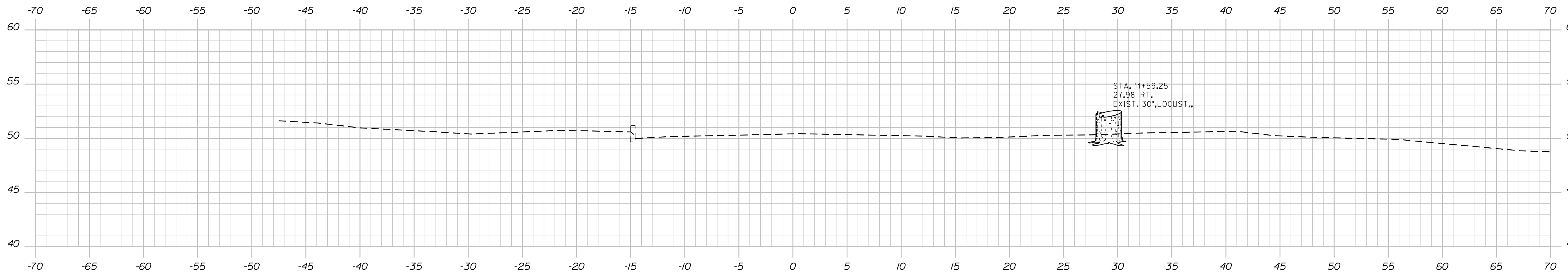
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2
OF 15

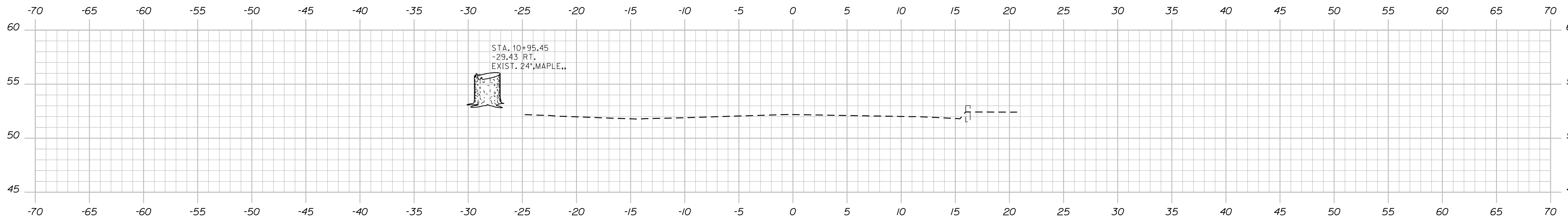
| PROJ. MANAGER | BY | DATE | SIGNATURE | P.E. NUMBER | DATE |
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| ERNEST MARTIN | I. WHITE | JAN 2023 | | | |
| DESIGN/REVIEWED | | | | | |
| DESIGN/DETAILED | | | | | |
| DESIGN/DETAILED | | | | | |
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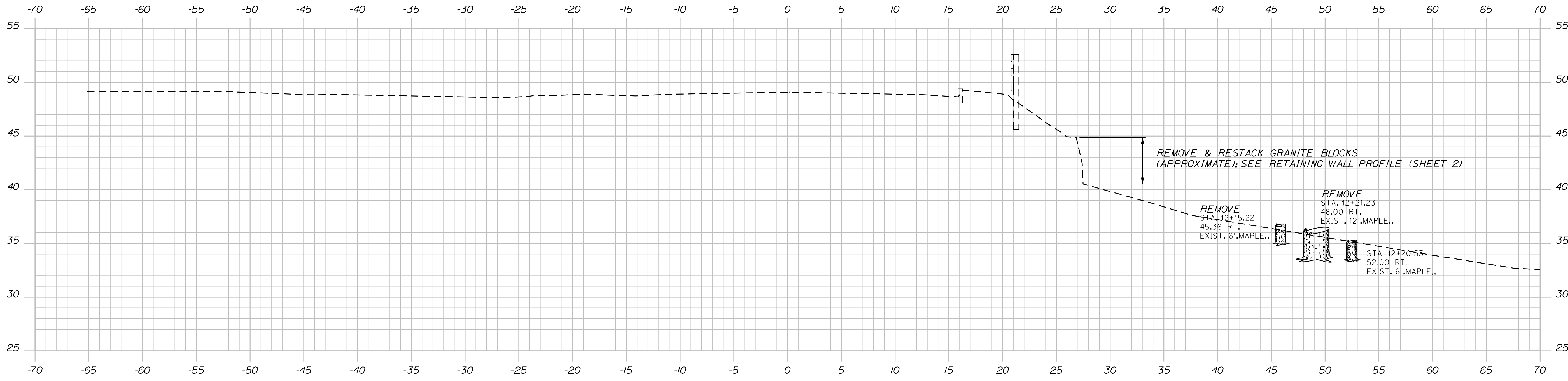
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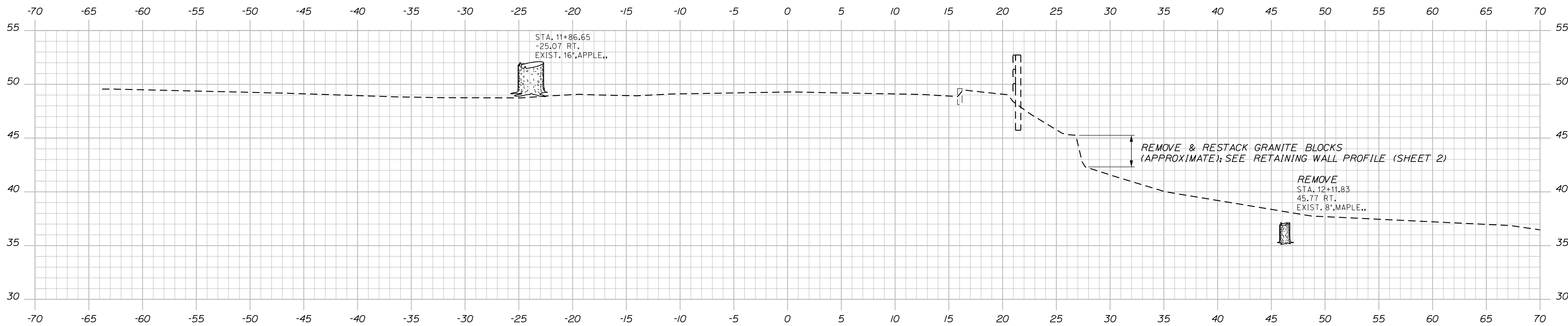
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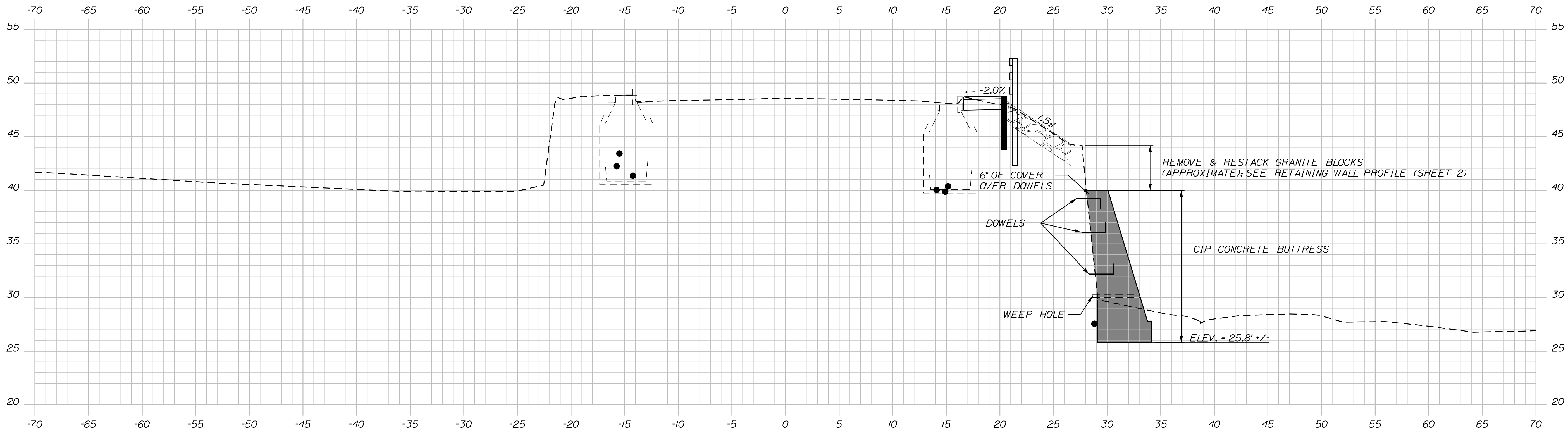
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CROSS SECTIONS

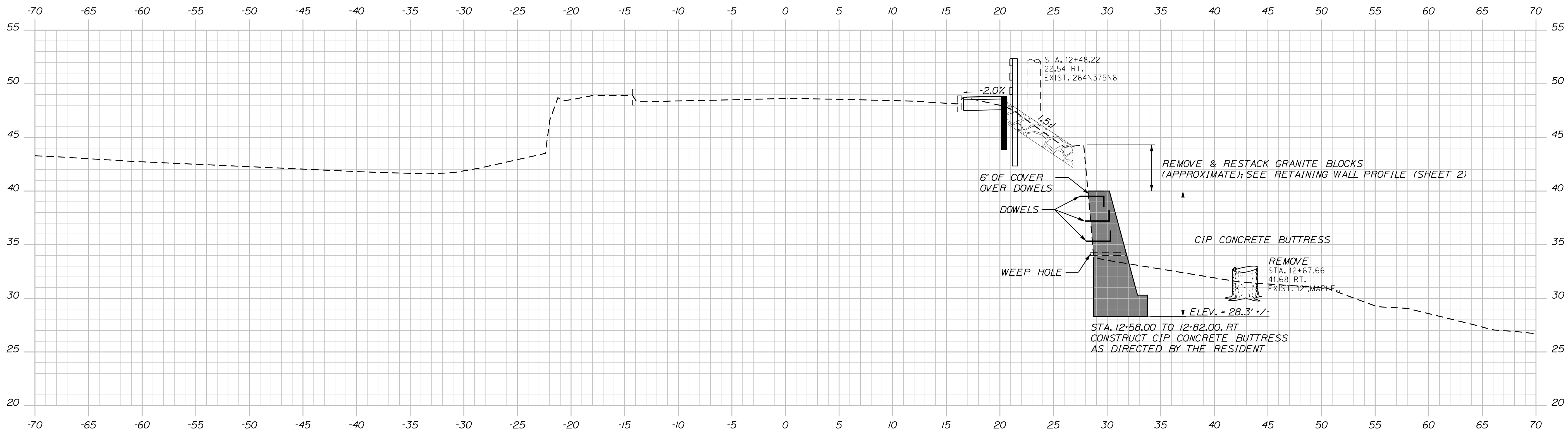
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OF 15



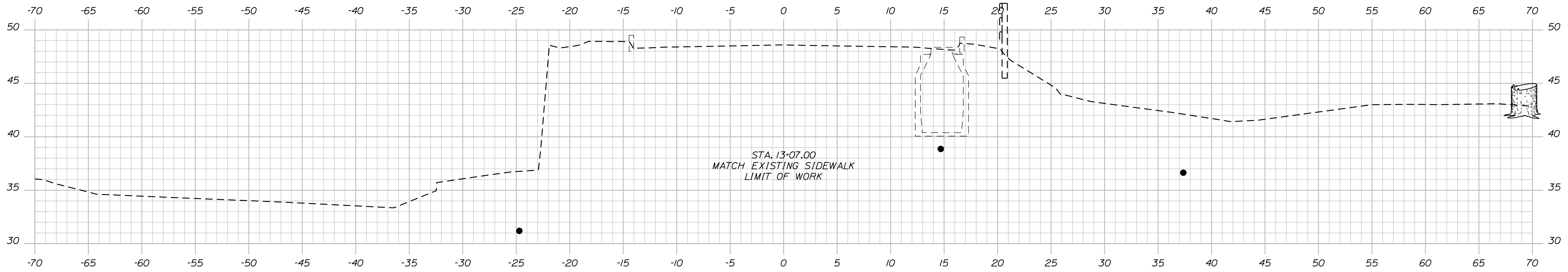
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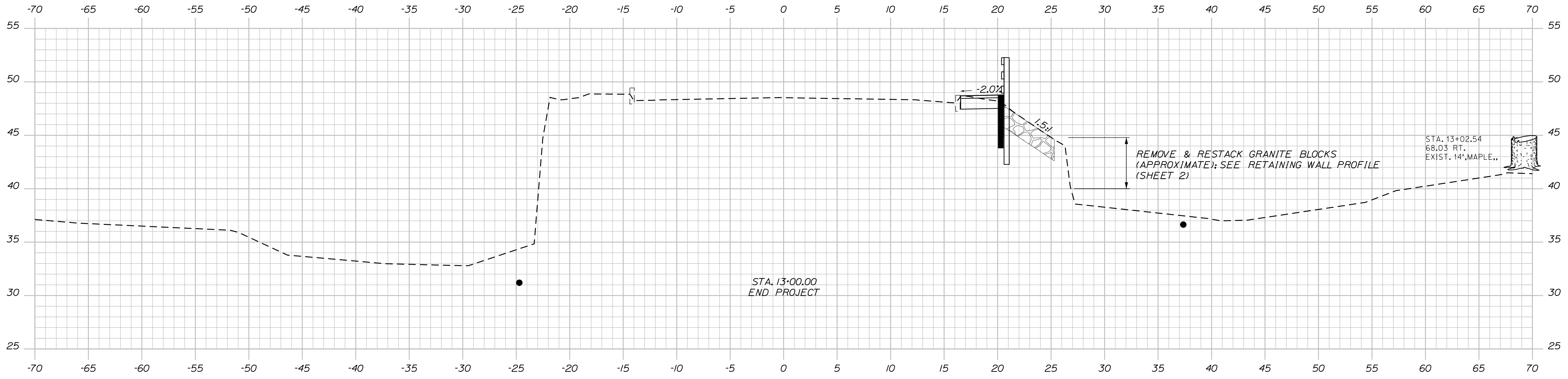
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| PROJ. MANAGER | DESIGNER | CHECKED | DATE |
|----------------|------------|-----------|--------|
| PROJ.MANAGER1 | DESIGNER1 | CHECKED1 | DATE1 |
| PROJ.MANAGER2 | DESIGNER2 | CHECKED2 | DATE2 |
| PROJ.MANAGER3 | DESIGNER3 | CHECKED3 | DATE3 |
| PROJ.MANAGER4 | DESIGNER4 | CHECKED4 | DATE4 |
| PROJ.MANAGER5 | DESIGNER5 | CHECKED5 | DATE5 |
| PROJ.MANAGER6 | DESIGNER6 | CHECKED6 | DATE6 |
| PROJ.MANAGER7 | DESIGNER7 | CHECKED7 | DATE7 |
| PROJ.MANAGER8 | DESIGNER8 | CHECKED8 | DATE8 |
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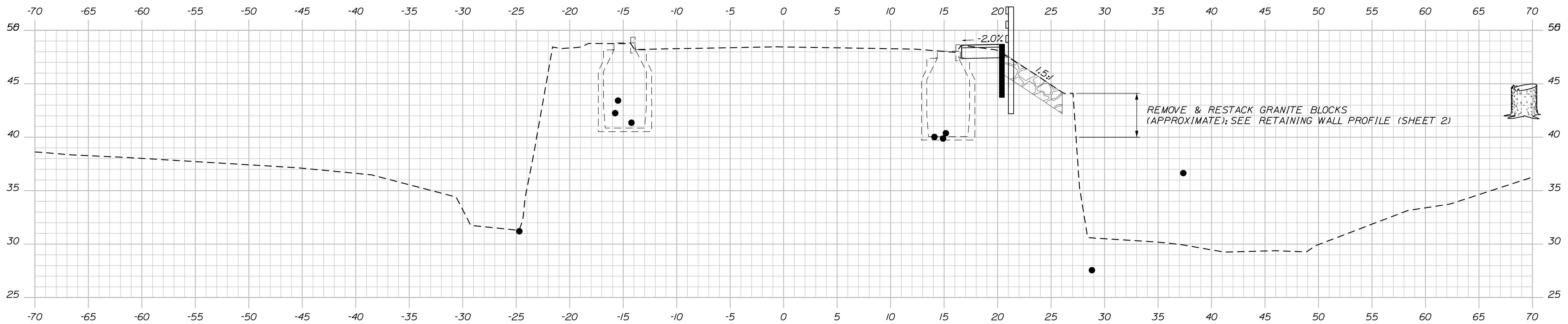
CAMDEN
SLOPE STABILIZATION
CROSS SECTIONS



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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2283900

WIN
22839.00

HIGHWAY PLANS

| | | | | | | | | | |
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| PROJ. MANAGER | DESIGN-DETAILED | CHECKED-REVIEWED | DESIGN-DETAILED | DESIGN-DETAILED | REVISIONS 1 | REVISIONS 2 | REVISIONS 3 | REVISIONS 4 | FIELD CHANGES |
| \$PROJMANAGER\$ | \$DESIGNER\$ | \$CHECKER\$ | \$DESIGNER\$ | \$DESIGNER\$ | \$REV1\$ | \$REV2\$ | \$REV3\$ | \$REV4\$ | \$FIELDCHANGES\$ |
| BY | DATE | SIGNATURE | P.E. NUMBER | DATE | | | | | |
| \$BY\$ | \$DATE\$ | \$SIGNATURE\$ | \$P.E. NUMBER\$ | \$DATE\$ | | | | | |

CAMDEN
SLOPE STABILIZATION

CROSS SECTIONS

SHEET NUMBER

14

OF 15

Town, County, State _____
 Approx. Property Lines _____ P.L.
 Existing Right of Way _____
 Limits of Wrought Portion _____ L.O.W.P.
 Control Of Access _____ C.O.A.
 New Right of Way _____
 New Easement _____
 New Temporary Rights _____
 New R/W Within Existing R/W _____

PLAN LEGEND

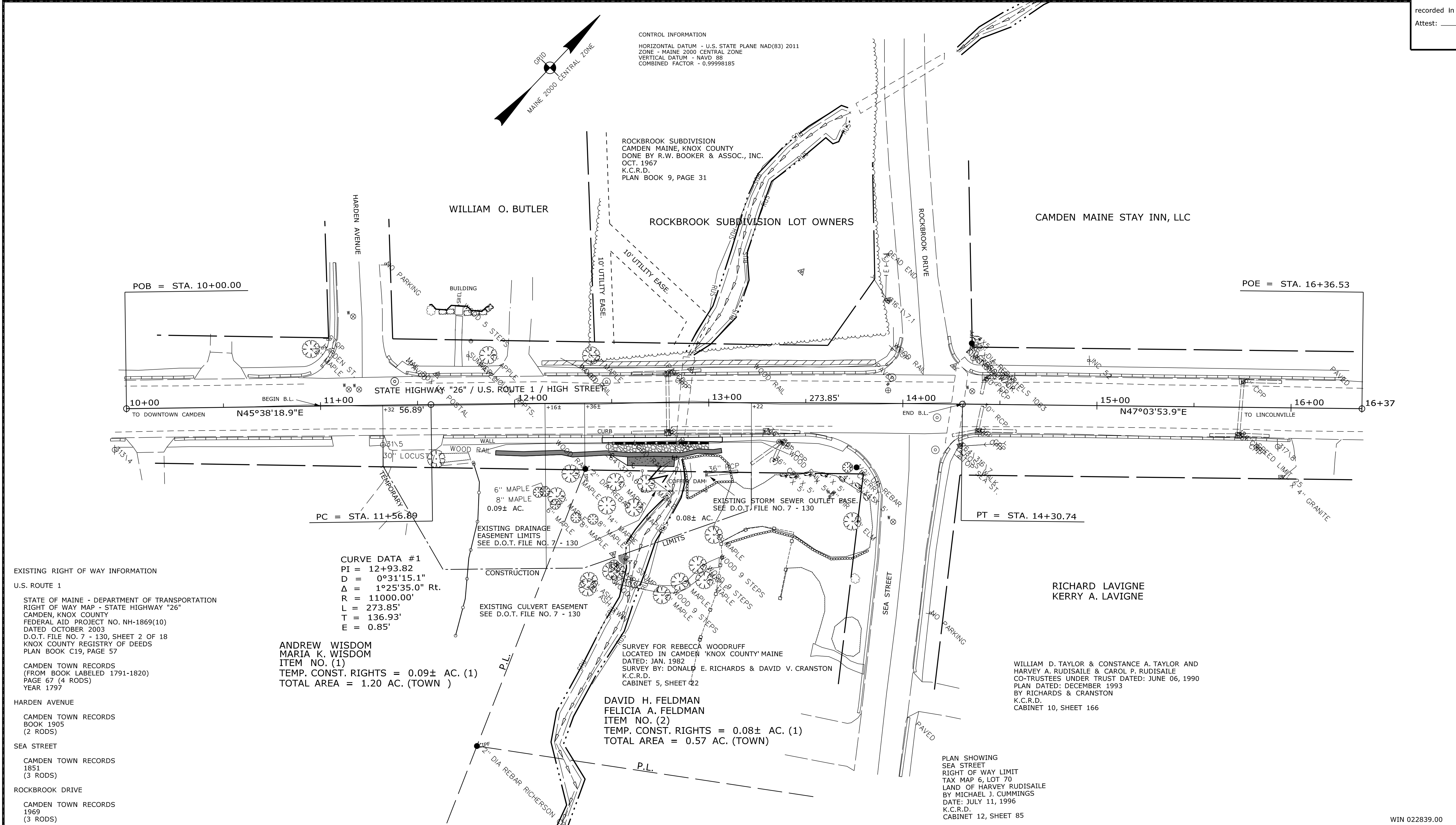
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|-----------------|----------|----------|---------------|----------|----------|----------------|----------|----------|---------------------|----------|----------|
| Sanitary Sewer | Existing | Proposed | Travelled Way | Existing | Proposed | Cut Line | Existing | Proposed | Fill Line | Existing | Proposed |
| Telephone Line | Existing | Proposed | Ditch | Existing | Proposed | Stonewall | Existing | Proposed | Retaining Wall | Existing | Proposed |
| Electric Line | Existing | Proposed | Catch Basin | Existing | Proposed | Baseline | Existing | Proposed | Traverse Point | Existing | Proposed |
| Water Line | Existing | Proposed | Manhole | Existing | Proposed | Monument | Existing | Proposed | Pipe Found | Existing | Proposed |
| Underdrain Line | Existing | Proposed | Sewer Manhole | Existing | Proposed | Iron Rod Found | Existing | Proposed | Replacement Pin Set | Existing | Proposed |
| Gas Line | Existing | Proposed | Utility Pole | Existing | Proposed | | | | | | |
| Guardrail | Existing | Proposed | Fire Hydrant | Existing | Proposed | | | | | | |
| Culvert | Existing | Proposed | Curbing | Existing | Proposed | | | | | | |

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

Scale of Feet: 0, 25, 50, 75, 100

STATE OF MAINE
 REGISTRY OF DEEDS

COUNTY _____
 RECEIVED _____,
 at _____ h _____ m _____ M and
 recorded in Plan Bk _____, Pg. _____
 Attest: _____ REGISTER



| | | |
|-------|-------------------------|---------|
| ITEM | TECH | CHECKED |
| | EXISTING CONDITION PLAN | J.D.F. |
| | FINAL RIGHT OF WAY | J.D.F. |
| AREAS | J.D.F. | |

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016 - 207-624-3460
 CAMDEN
 RIGHT OF WAY MAP

| REVISIONS | | | | PLAN FILED IN PLAN BOOK | | | | PAGE COUNTY RECORD | | | | BRUCE A. VAN NOTE COMMISSIONER JOYCE NOEL TAYLOR CHIEF ENGINEER | STATE HIGHWAY "26" | | SHEET NUMBER |
|-----------|------|-------------|----|-------------------------|---------|------|------------|--------------------|------|------|------|--|--------------------|-------------|--------------|
| NO. | DATE | DESCRIPTION | BY | NO. | GRANTOR | PAGE | INSTRUMENT | DATE | BOOK | PAGE | DATE | | CAMDEN | KNOX COUNTY | |
| | | | | | | | | | | | | | | | |
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STATE HIGHWAY "26"
 U.S. ROUTE 1 / HIGH STREET
 CAMDEN KNOX COUNTY
 FEDERAL AID PROJECT NO. 2283900

SEPTEMBER 2021 RIGHT-OF-WAY MAP
 SCALE 1" = 25' SHEET 1 OF 1

D.O.T. FILE NO. 7-170

OF 15

Date: \$date\$
 Username: \$user\$
 Division: \$wkgroup\$
 Filename: \$file\$

WIN 022839.00