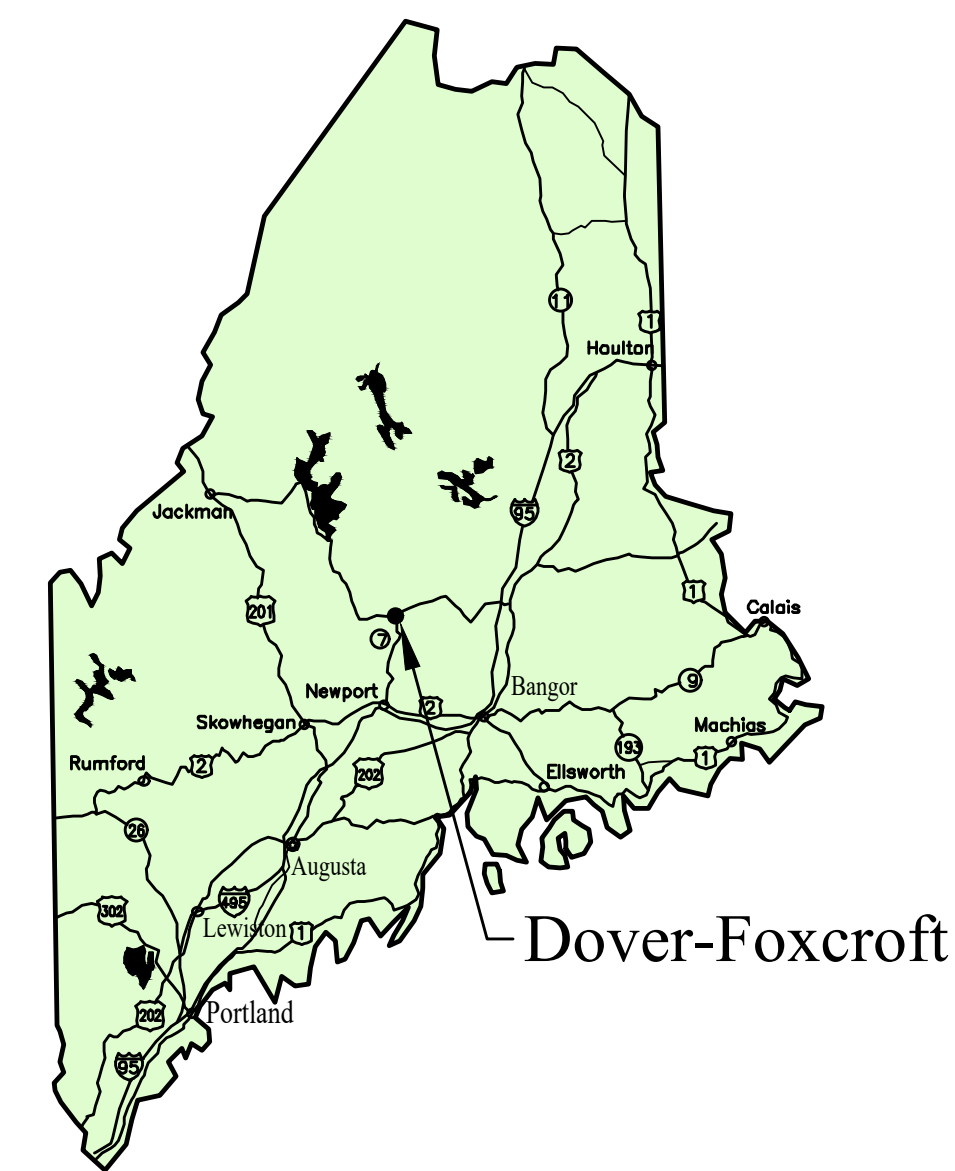
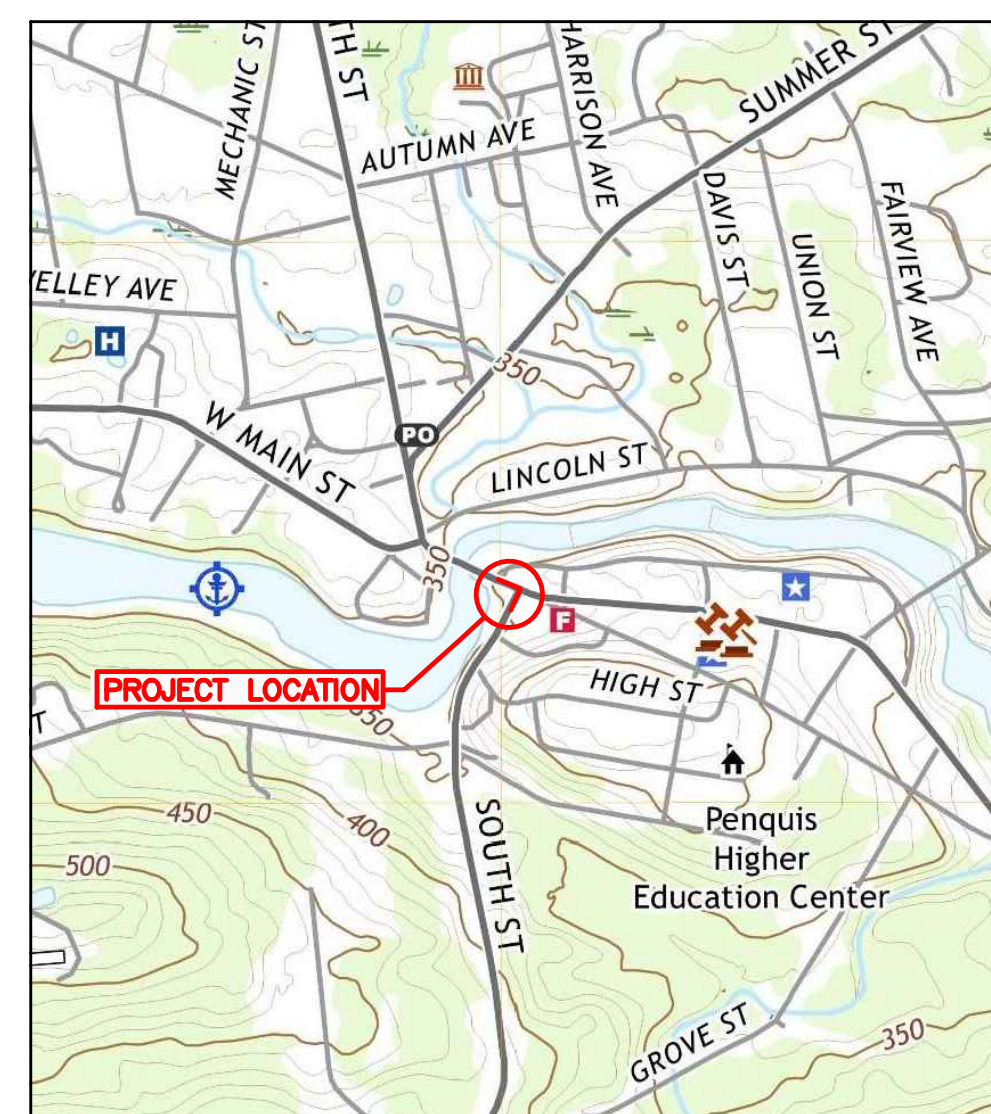


Project Location



Site Location



Drawing Index

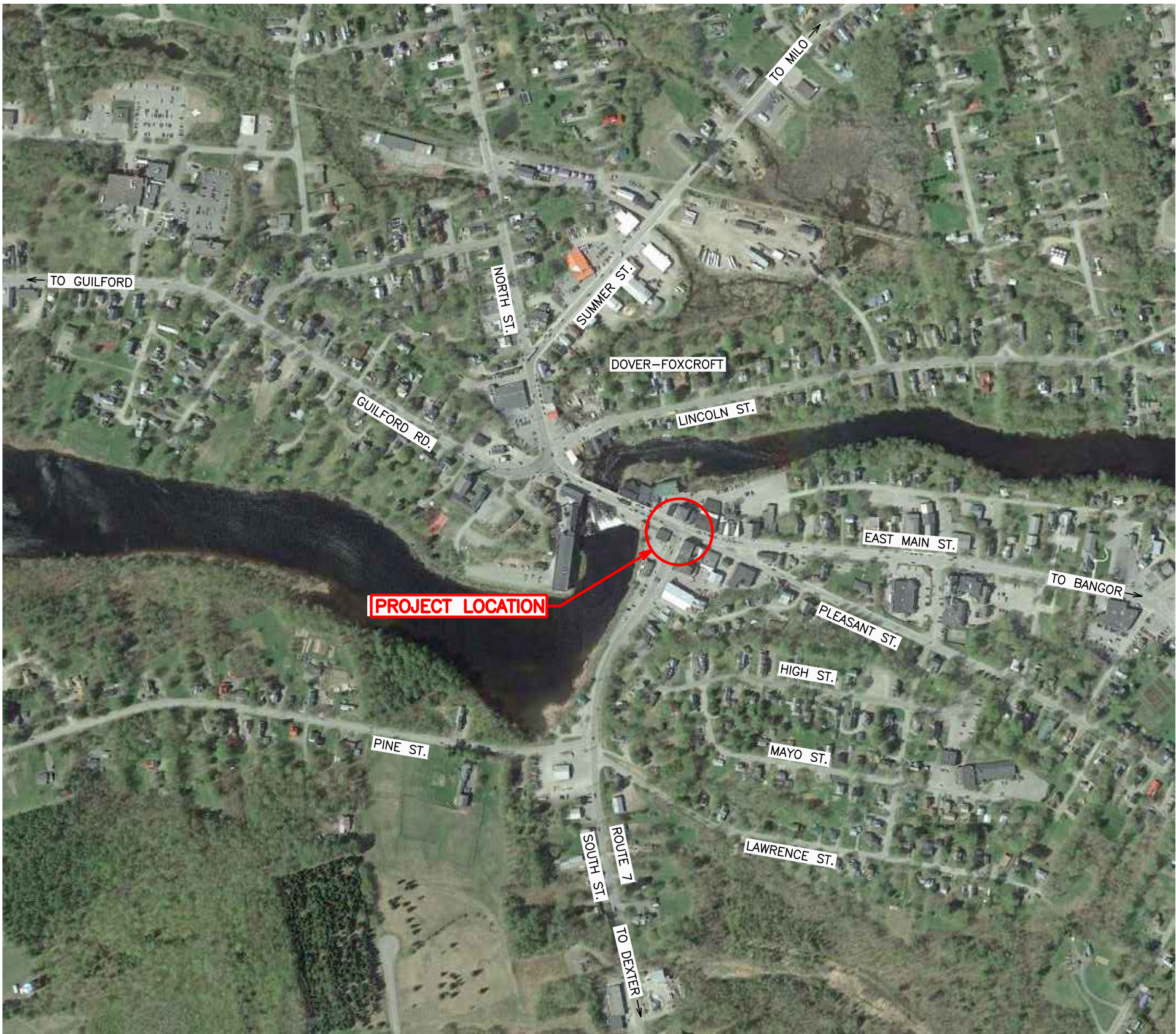
- 1 Site Location, General Notes, Legend, Plan & Profiles
- 2 Miscellaneous Details

Water Utility Related
Project Drawings
for
Dover-Foxcroft Route #7/#15 Intersection
Safety Improvements
Maine DOT Project #25329
Water Utility:
Dover-Foxcroft Water District
Dover-Foxcroft, Maine

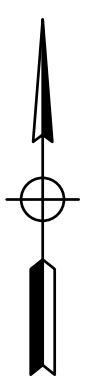
DIRIGO ENGINEERING

2 Dirigo Drive
Fairfield, Maine 04937





SITE LOCATION MAP
NOT TO SCALE

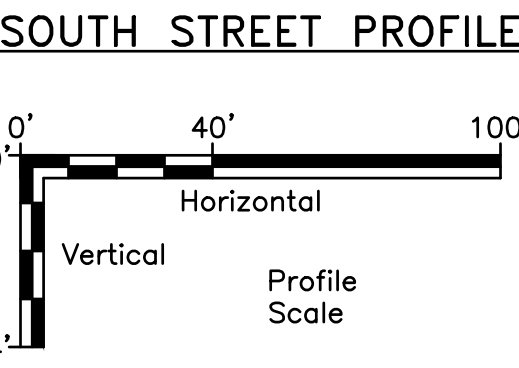
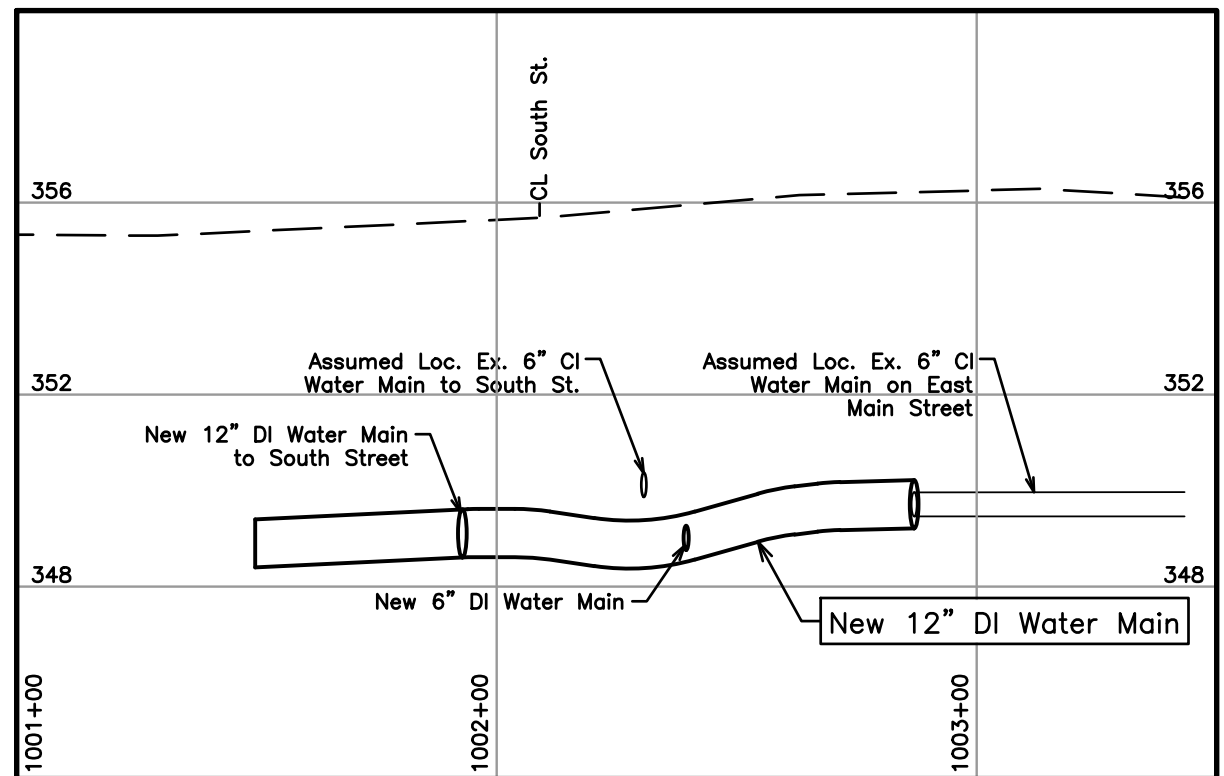
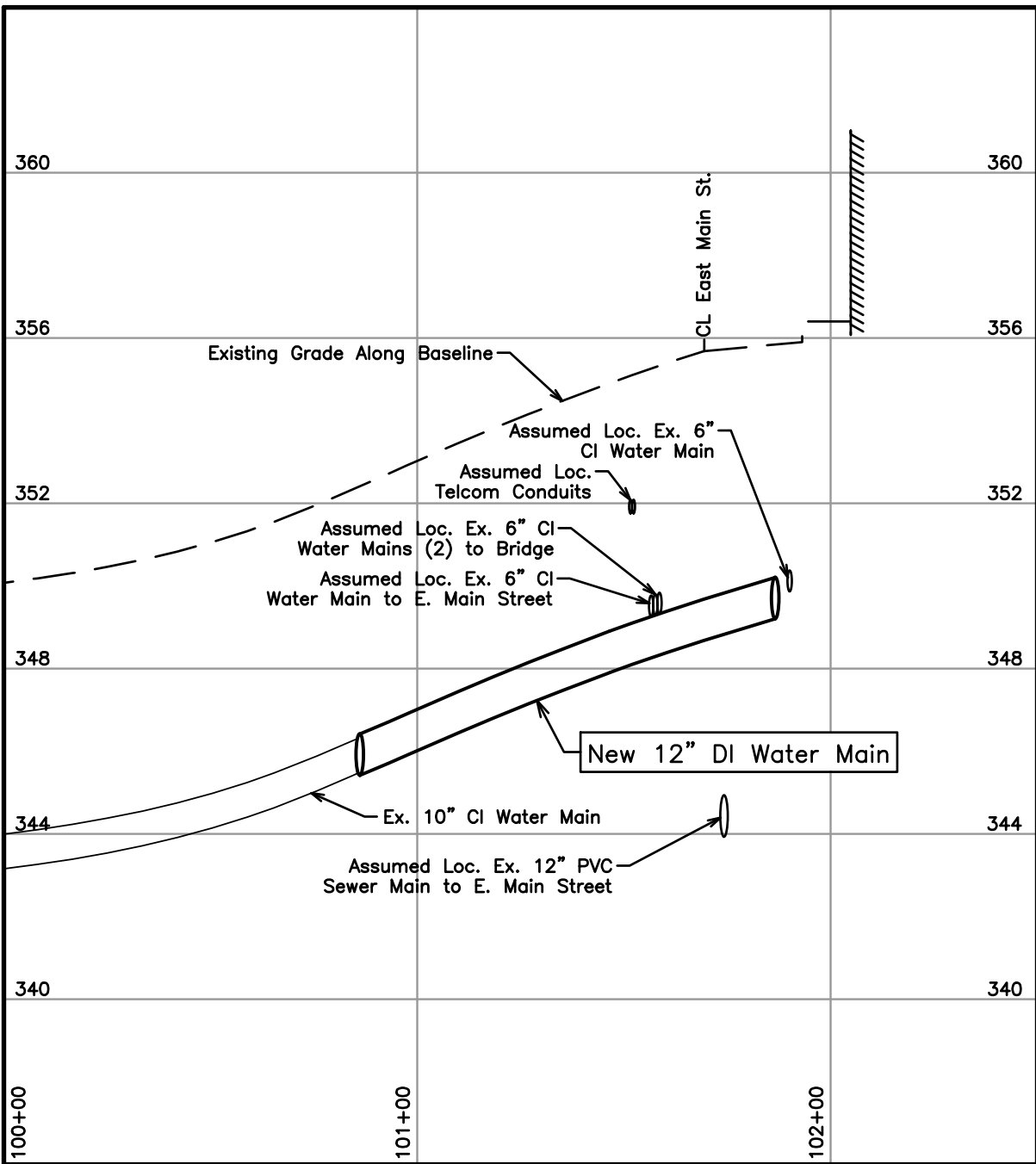
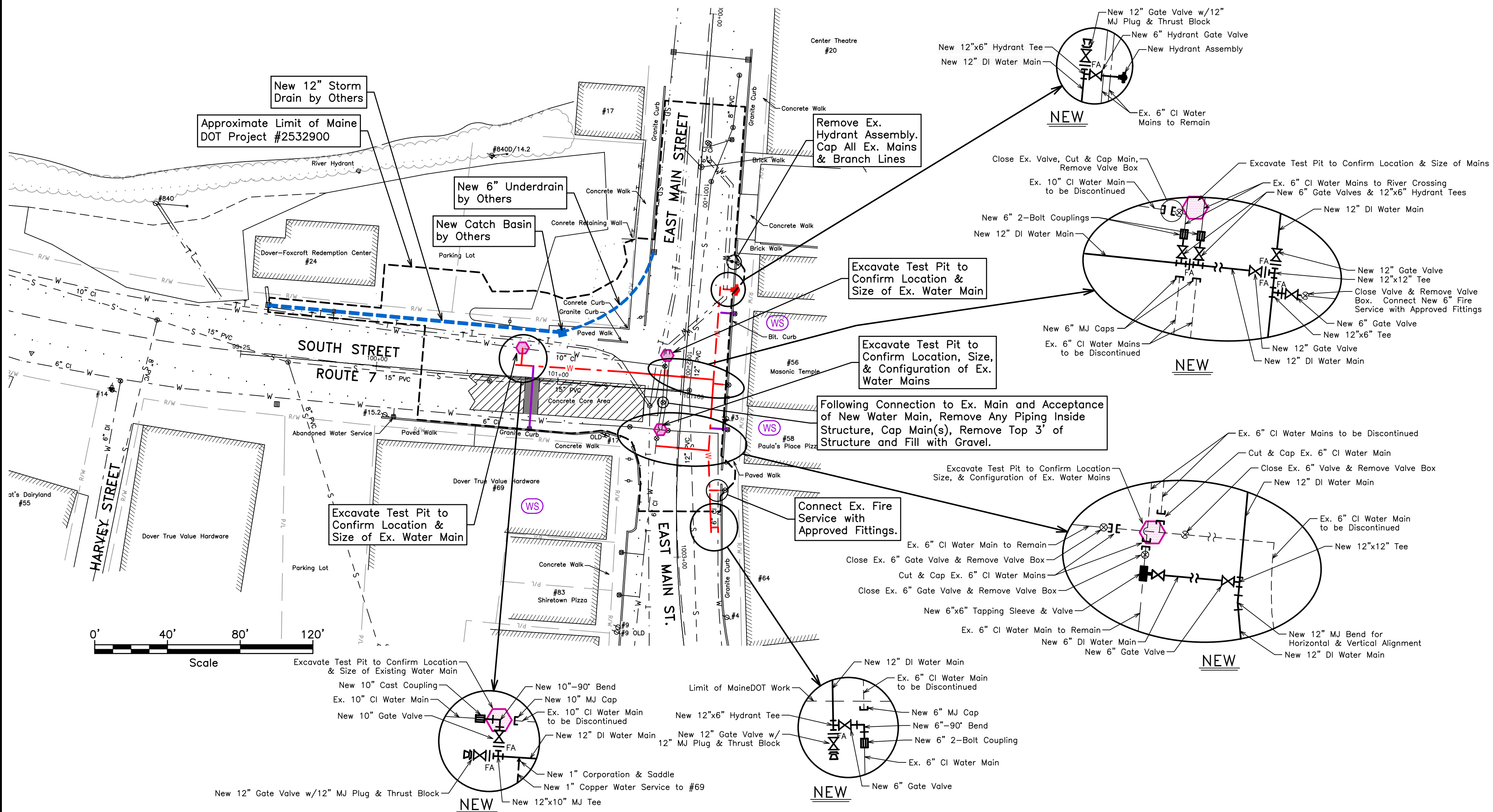


NOTES:

- Vertical datum is based on NAVD88. Horizontal datum is NAD83 (2011) State Plane Maine East. Topographic survey by Dirigo Engineering. Absolute elevations are approximate, but spot elevations relative to benchmarks are accurate.
- The location of the existing utilities shown on the plans were compiled from field survey and various other sources. Locations are approximate and not guaranteed to be accurate nor is it guaranteed that all utilities are shown.
- Right-of-Way lines and property lines shown on the drawings are assumed/approximate only (based on field evidence, municipal records, and other sources) and are not to be used for conveyances.
- Contractor shall design, install, and maintain Erosion Control Measures in conformance with *Maine Erosion and Sediment Control Practices Field Guide for Contractors* (latest edition). Measures shall be installed prior to any construction work.
- Excavate Test Pits prior to start of any Construction Work. Pipe installation will not be allowed until Test Pits are completed.
- Cleanup of Work Areas shall be done concurrently with Pipe Installation.
- Backfilling and Compaction shall be strictly monitored. It is highly recommended that a vibratory roller be used for Compaction of all Trenches.
- Contractor shall Coordinate with the Electric Utility regarding holding or bracing of utility poles that may need to be held during construction. Any costs related to this shall be borne by the Contractor.
- All Existing Hydrants and Branch Valves along the pipe route are to be carefully removed (by cutting and capping at the main) and delivered in good condition to the Owner (Typical).
- Valve Boxes on discontinued mains shall be removed and delivered to the Owner. Engineer will designate which Valve Boxes are to be removed.
- Provide 6"-0" min. cover over new mains and services. Depth of cover shall be measured from the existing grade (typical).
- (WS) indicate new water service to be installed. New water services shall be installed for each house from the new water main to and including new curb stops w/box at location of existing curb stop. Existing service pipe material at curb stop shall be noted. If existing service pipe is lead or galvanized, this information shall be reported to property owner and Water District.
- Locations of new water services shall be coordinated with the Owner. It is the Contractor's responsibility to locate all existing and new water services. New water services shall be installed in approximately the same location as the existing services.
- Water service shall be maintained to customers at all times. If needed, the Contractor shall provide temporary services. Temporary service method must be approved by the District and shall be at the Contractor's expense.
- Utilize Field-Lok gaskets on all push-on joints within 45' of bends.

GENERAL LEGEND			
SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
⊙	MANHOLE	=====	PAVED ROAD OR DRIVE
--- S ---	SANITARY SEWER MAIN	-----	GRAVEL ROAD OR DRIVE
--- FM ---	FORCE MAIN	---	TRAIL
	FORCE MAIN CATCH BASIN	---+---	FENCE - BARBED WIRE OR CHAIN LINK
--- SD ---	STORM DRAIN	---+---	FENCE - POST & RAIL, PICKET
--->---	CULVERT	X	LIGHT
---	DITCH	=====	RETAINING WALL
---	PIPE DAYLIGHT	=====	GUARD RAIL
---	TOP/BOTTOM OF SLOPE OR EDGE OF TRAVEL LANE	⊙	TREE (DECIDUOUS)
--- W ---	WATER MAIN - EXISTING	⊙	TREE (CONIFEROUS)
--- W ---	WATER MAIN - NEW	⊙	BUSH
⊙ OR	GATE VALVE	⊙	SHRUB
⊙	TAPPING SLEEVE AND VALVE	⊙	HEDGE
⊙	HYDRANT TEE W/VALVE	⊙	STUMP
⊙	HYDRANT	⊙	ROCK
⊙	FOSTER ADAPTOR	⊙	SIGN
⊙	CURB STOP	⊙	EDGE OF WOODS
⊙	UTILITY POLE	⊙	STONE WALL (FIELD)
⊙	GUY WIRE	⊙	STONE WALL (LAWN/LANDSCAPED)
⊙	BENCH MARK	⊙	TEST PIT
⊙	SURVEY STATION	⊙	LEDGE OUTCROP
⊙	PROPERTY PIN	⊙	LEDGE BORING
⊙	IRON PIN	⊙	REFUSAL
⊙	GRANITE MONUMENT	⊙	NO REFUSAL
⊙	PROPERTY LINE	⊙	PROPOSED WATER SERVICE (SEE NOTES)
⊙	RIGHT-OF-WAY	⊙	PROPOSED WATER SERVICE OFF LOW PRESSURE PIPE
⊙	UNDERGROUND ELECTRICAL	⊙	HYDRANT TO BE REMOVED
⊙	OVERHEAD ELECTRICAL		
⊙	UNDERGROUND TELEPHONE		
⊙	TELEPHONE JUNCTION BOX		

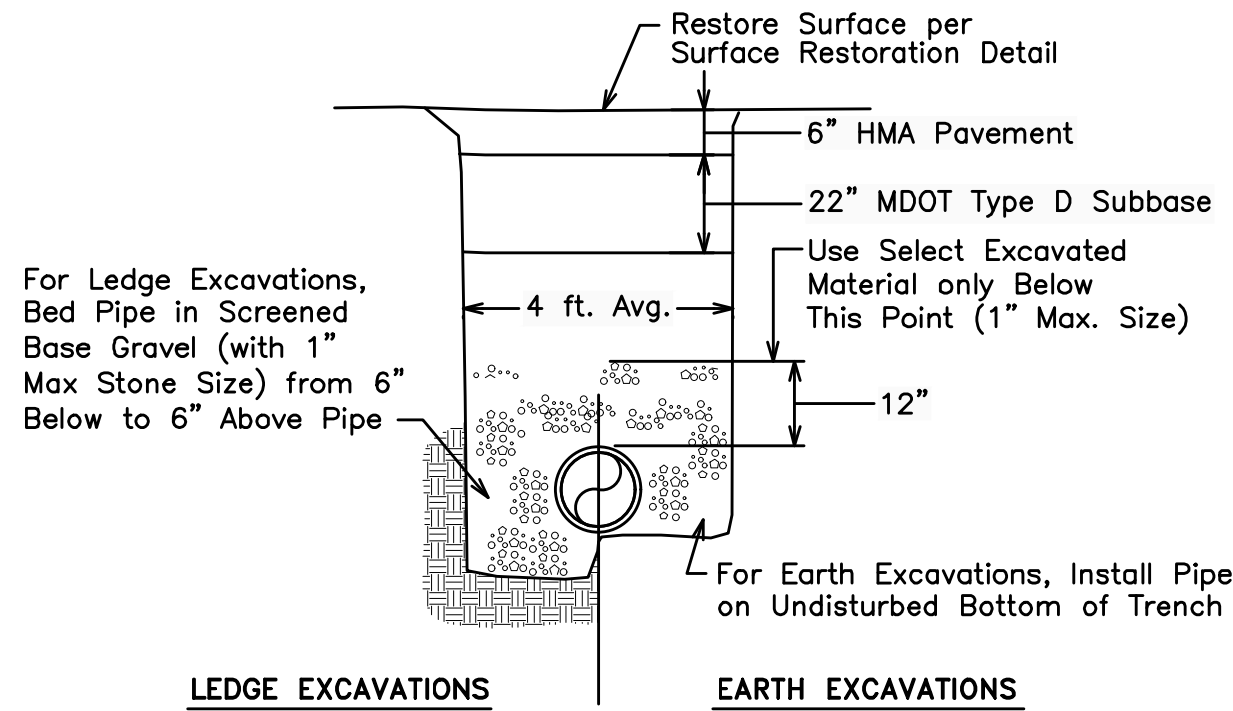
NOTE: NOT ALL ITEMS IN LEGEND WILL BE NECESSARILY SHOWN ON THE PLANS.



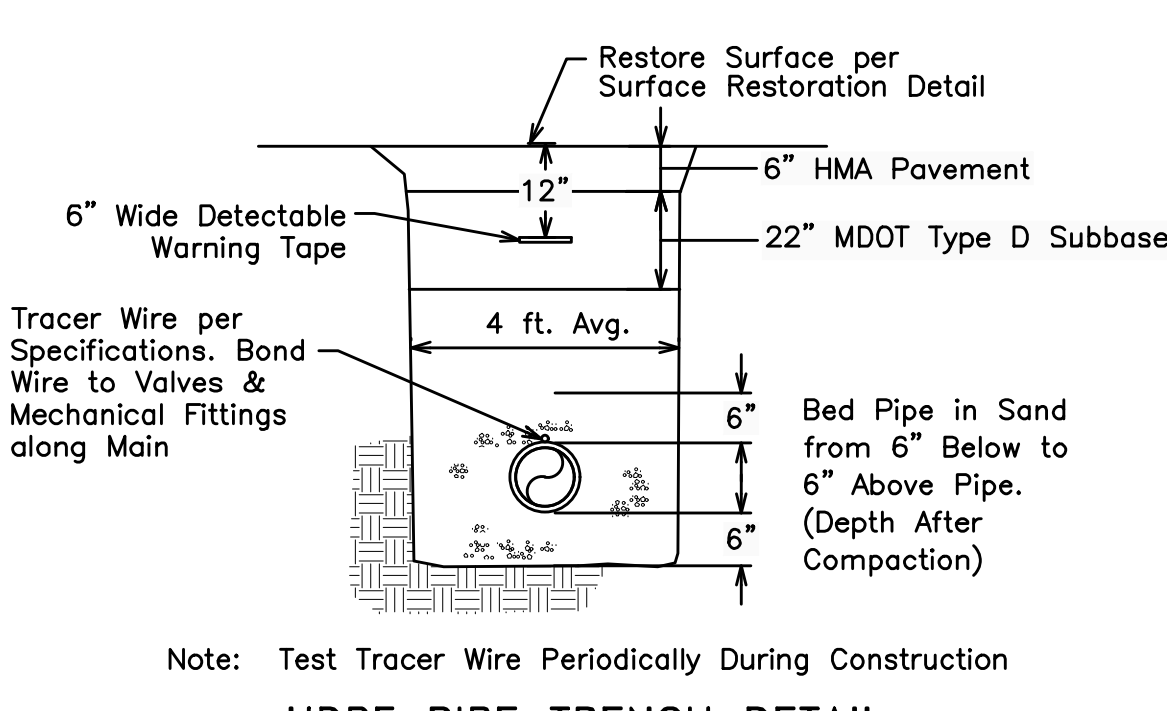
DOVER-FOXCROFT WATER DISTRICT			
DOVER-FOXCROFT, MAINE			
DOVER-FOXCROFT ROUTE #7/#15 INTERSECTION			
SAFETY IMPROVEMENTS			
MAINE DOT PROJECT #253290			
SITE LOCATION, GENERAL NOTES, LEGEND, PLAN, & PROFILES			
DRIGO ENGINEERING			
2 DIRIGO DRIVE, FAIRFIELD, MAINE 04837 (207) 453-2401			
SHEET 1 OF 2			

REVISIONS		DATE	
NO.			
1	VERT. DATUM	NAVD88	
2	DATE:	12/16/24	
3	DRAWN BY:	ASD/JAB	
4	CHECKED:	ASD	
5	APPROVED:	RSP	
6	FIELD BK:	#62	
7	FILE: H 001 WA 001 WBS WA 001 WA 001		
8	PROJECT:	16823	

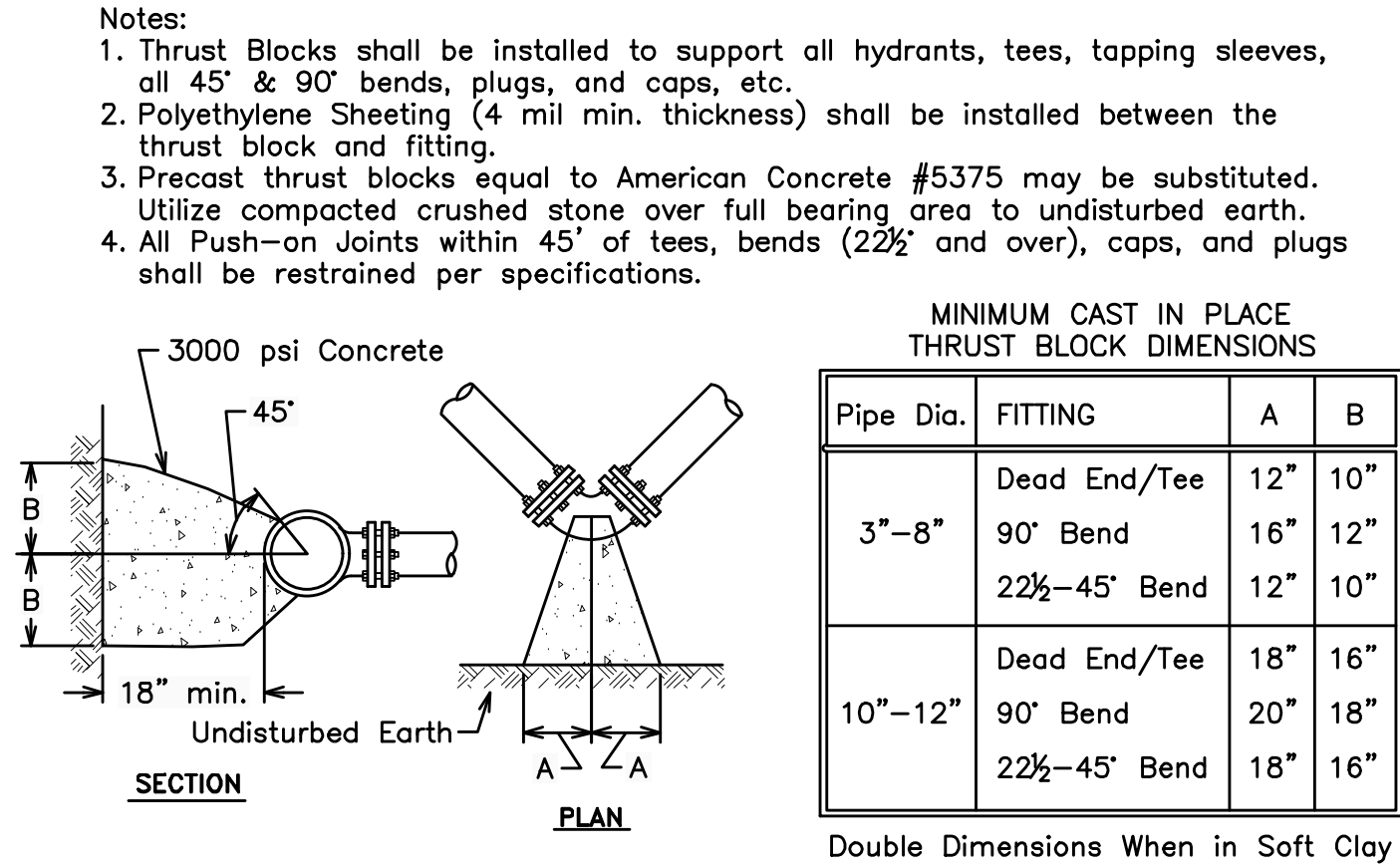
Note: On the Original Full-Scale Drawing, this dimension is 6"



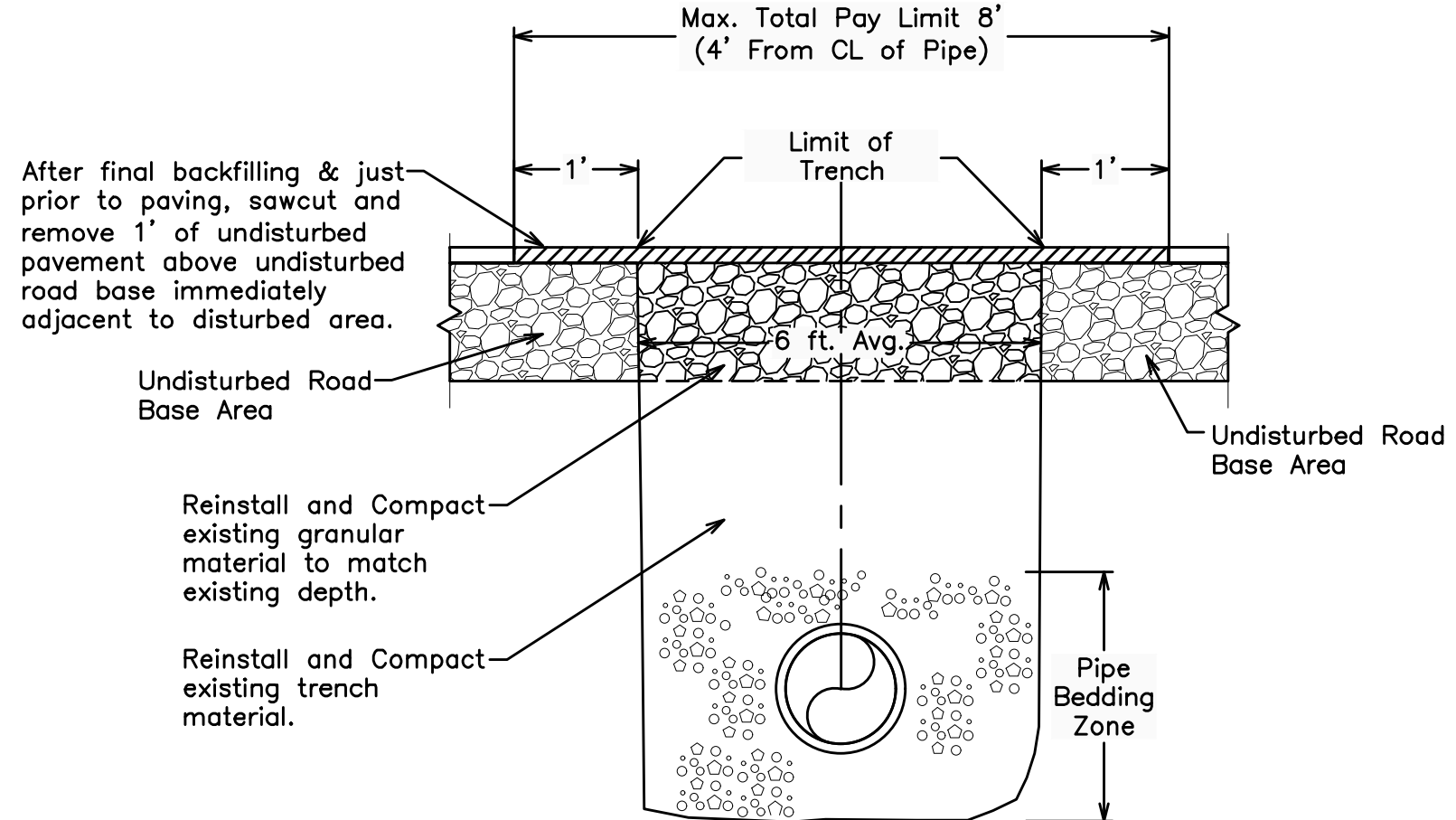
DUCTILE IRON TRENCH DETAIL
NOT TO SCALE



HDPE PIPE TRENCH DETAIL
NOT TO SCALE



THRUST RESTRAINT DETAIL
NOT TO SCALE



- EXCAVATION & BACKFILL NOTES:**
1. Prior to any excavation in paved areas, Contractor shall sawcut areas to be excavated in neat straight lines.
 2. During excavation, separate the existing gravel layer from the common excavation below. Reuse original excavated materials during backfilling, if compactable, in the order that they were removed.
 3. Backfill within the pipe bedding zone shall be per Contract Documents and Trench Details.
 4. Above the pipe bedding zone and below the road gravel zone, backfill material shall match surrounding soils and shall be placed and compacted in lifts not to exceed one foot.
 5. Excavated material with too much water content to compact effectively shall not be used for backfill.

- PAVED SURFACE RESTORATION (OUTSIDE MAINE DOT WORK LIMITS):**
1. Pavement replacement shall be per the Minimum Pavement Thickness table.
 2. The final sawcutting of pavement shall be performed after backfilling and compaction to the top of the existing gravel base is complete. After sawcutting and removing the additional one foot of pavement, the entire exposed gravel layer shall be once again compacted, including the undisturbed gravel portion, prior to paving.
 3. The Pavement Pay Limit Shall be 3' Each Side of the Centerline of the Pipe plus the 1' Saw cut Area Beyond the Trench Limits for a Total Maximum Pavement Pay Limit of 4' Each Side of the Centerline of the Pipe. Any Pavement beyond the 3' Limit and the 1' Sawcut area shall be replaced at the Contractor's Expense.
 4. See Maine DOT pay items for work inside Maine DOT project limits.

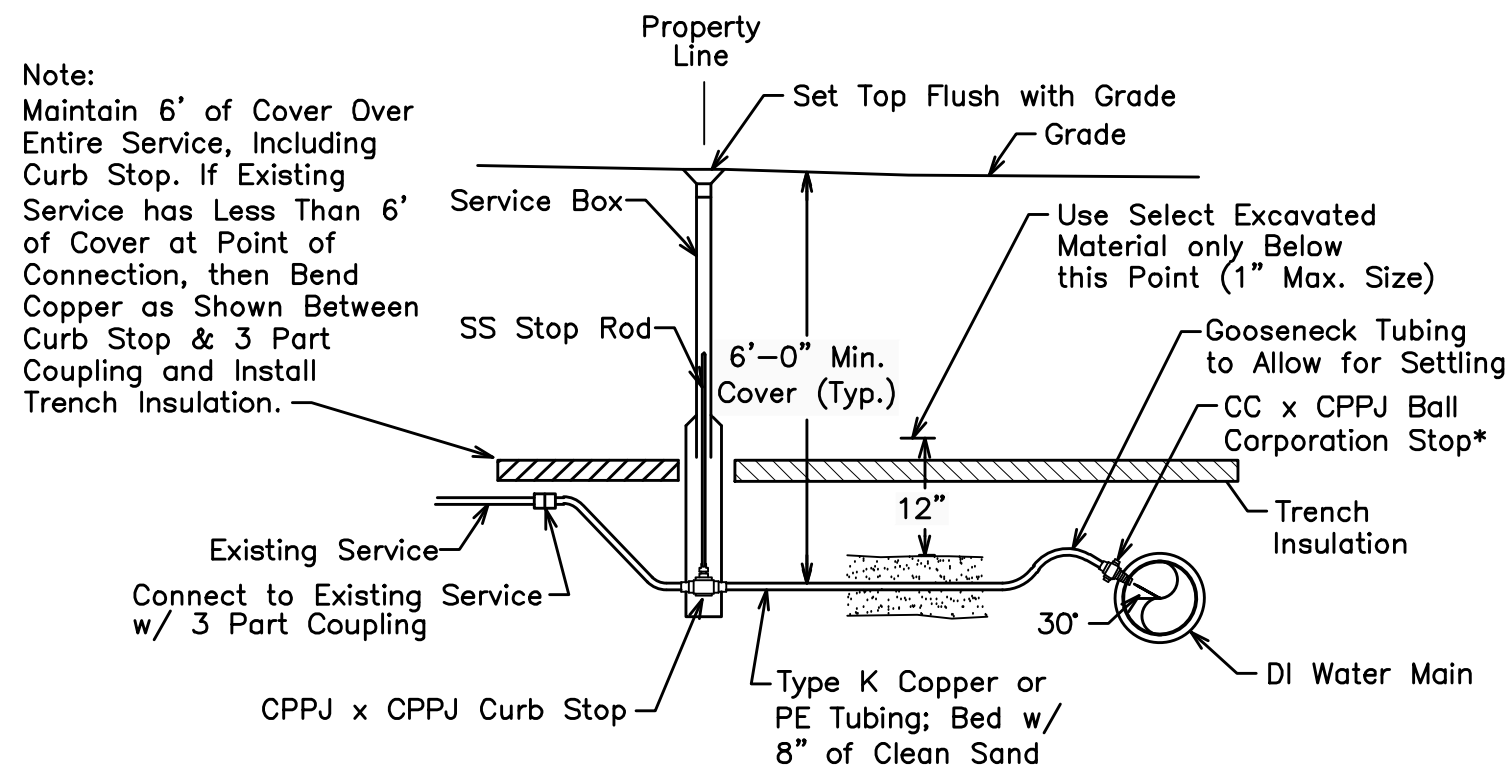
GRAVEL SURFACE RESTORATION:
Fine Grade & Compact Gravel Surface; Install Compacted Crushed Gravel Shim at Edge of Pavement to match pavement surface and pre-construction slope.

VEGETATED SURFACE RESTORATION:
For all Lawn Areas Disturbed and Other Areas Designated on Plans, Restore Surface with 4" of Loam; Seed & Mulch Surface of Loam.

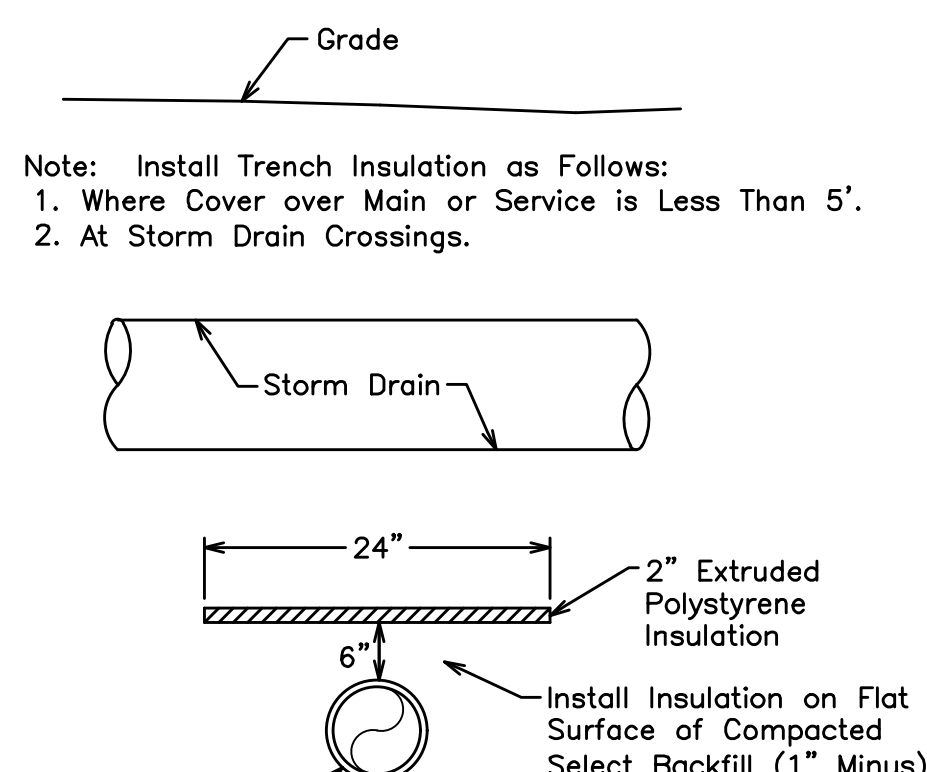
BACKFILL & SURFACE RESTORATION DETAIL
NOT TO SCALE

Pavement Thickness Requirements				
MDOT Pavement Type	MDOT Travel Lane & Shoulders	Town Roads	Driveways	Sidewalks
9.5mm	—	—	—	2"
12.5mm	6"	3.5"	3.5"	—

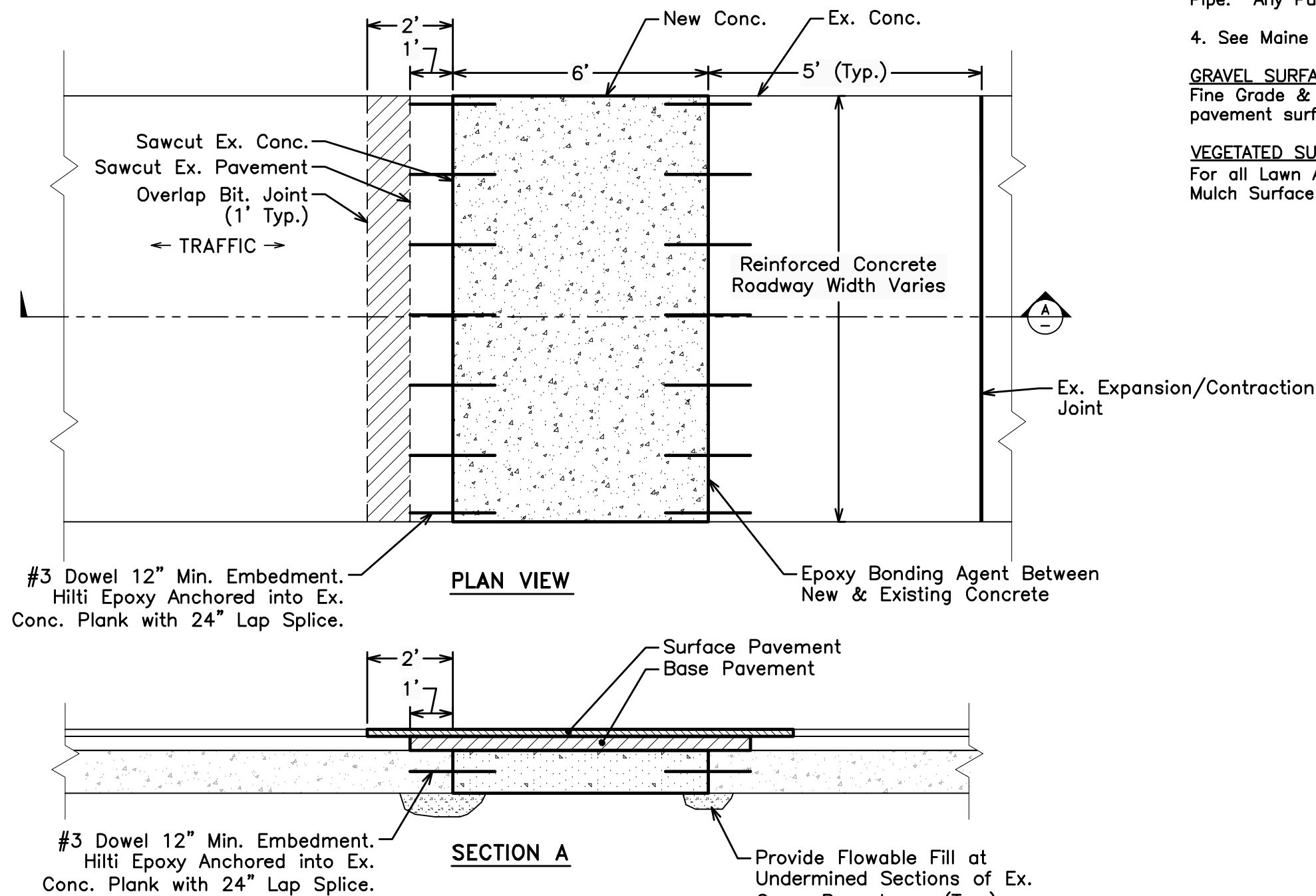
Note: Surface Pavement shall be machine placed.



WATER SERVICE DETAIL
NOT TO SCALE

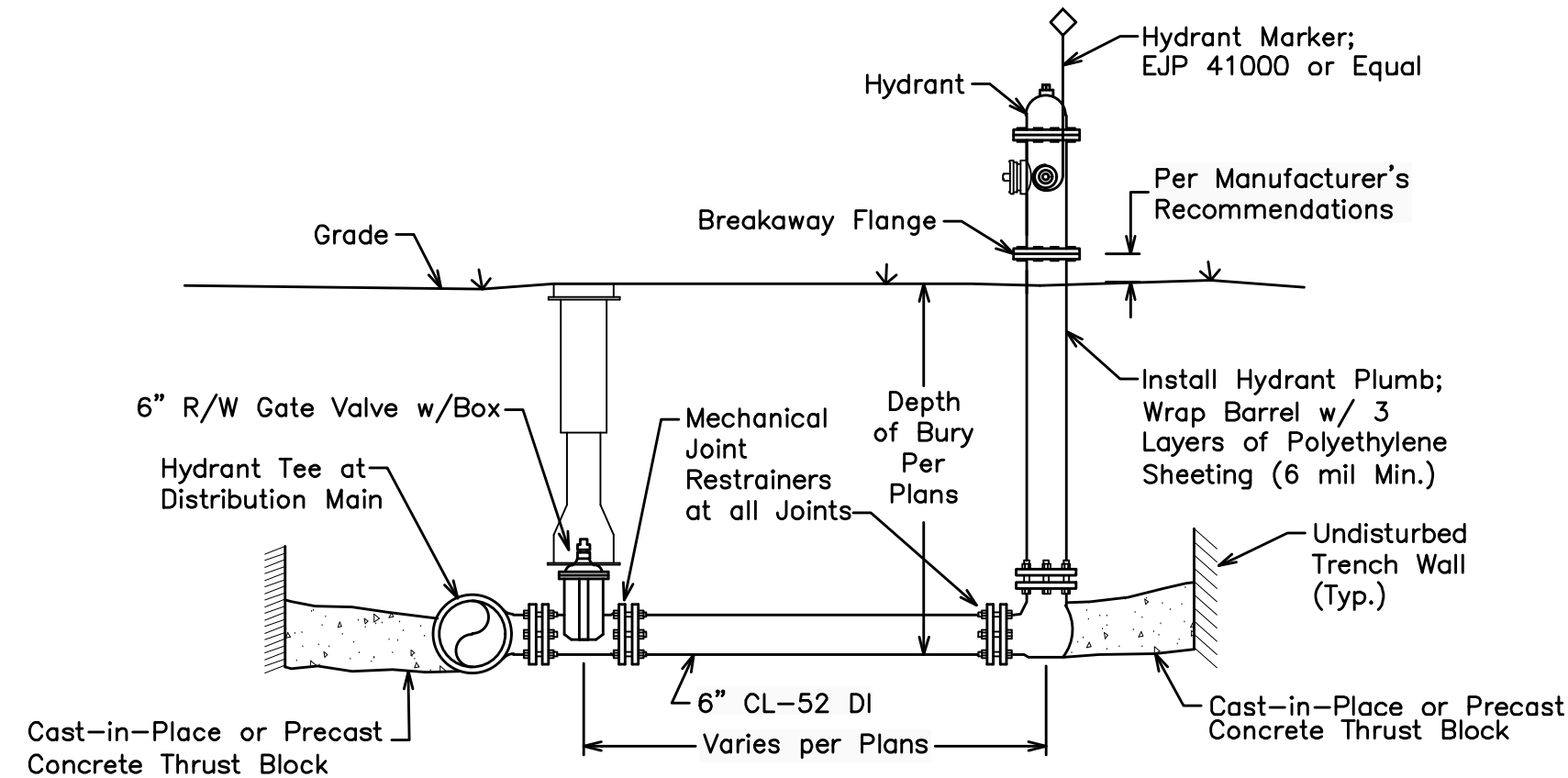


TRENCH INSULATION DETAIL
NOT TO SCALE



- NOTES:**
1. Design intent is to replace existing concrete road base in kind and match existing dimensions, & thickness.
 2. The existing pavement and concrete road base materials shall be saw cut to full depth and removed as required to complete new utility installation. A diamond blade saw shall be required to induce a clean and neat cut of the existing concrete.
 3. Existing road aggregates and native sub soils shall be removed as required for new utility installation and kept segregated for replacement in-place and compacted to required field dimensions.
 4. Provide epoxy bonding agent between new and existing concrete surfaces.
 5. Concrete shall be 5000 psi, class LP approved MDOT mix design with accelerator admixture to provide a minimum 3000 psi concrete strength for succeeding paving and traffic.
 6. Concrete shall be cured a minimum of 24 hours by either moisture cured with water and poly/burlap cover or applicable dissipating curing compound meeting ASTM C309, AASHTO M 148, equal to Harris Emulsion Kurseal 309.
 7. Test Specimens shall be coordinated to verify minimum 3000 psi concrete strength for application of bituminous pavement and traffic loads.
 8. Pavement shall be completed in accordance with MDOT standards and as shown on details.
 9. This detail is applicable for concrete road base repair sections with no expansion/contraction joints. Provide minimum 5'-0" offset between sawcut joints for pipe crossings and existing expansion/contraction joints.

CONCRETE ROAD REPAIR DETAIL
NOT TO SCALE



TYPICAL HYDRANT ASSEMBLY
NOT TO SCALE

Note: On the Original Full-Scale Drawing, this dimension is 6"

REVISIONS			DATE	
NO.	DESCRIPTION	DATE		
1	VERT. DATUM	NAVDB8		
2	DATE:	12/16/24		
3	DRAWN BY:	ASD/JAB		
4	CHECKED:	ASD		
5	APPROVED:	RSP		
6	FIELD BK:	#62		
7	FILE: 11 200 111 001 111 001 111 001			
8	PROJECT:	16823		

DOVER-FOXCROFT WATER DISTRICT DOVER-FOXCROFT, MAINE	
DOVER-FOXCROFT ROUTE #7/#15 INTERSECTION SAFETY IMPROVEMENTS MAINE DOT PROJECT #25329	
MISCELLANEOUS DETAILS	
DIRIGO ENGINEERING 2 DIRIGO DRIVE, FAIRFIELD, MAINE 04937 (207) 453-2401	
SHEET	2 OF 2