CITY OF PORTLAND
PUBLIC SERVICES DEPARTMENT

CONTRACT DRAWINGS

DEERING STREET RECONSTRUCTION

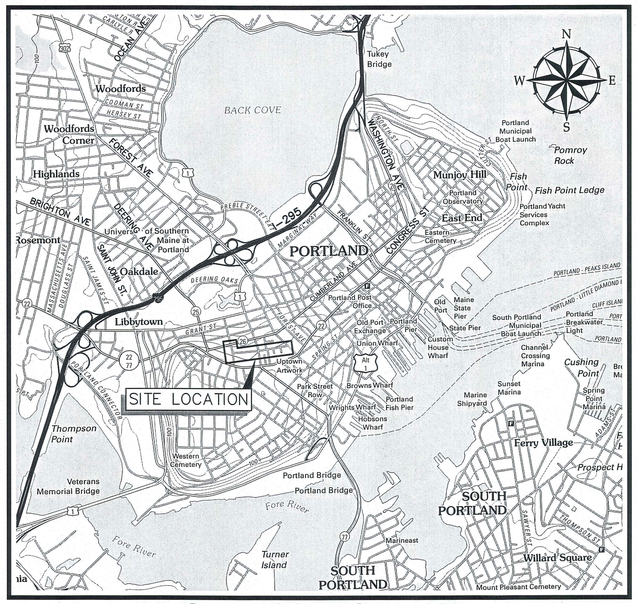
BID NUMBER: #7015

YEAR
APPROVED
2015

MARCH 23, 2015

KATHERINE A. EARLEY — *DATE* 3/20/15
CITY ENGINEER

BRADLEY ROLAND — *DATE* 3/20/2015
CITY PROJECT MANAGER



SITE LOCATION MAP

2000 0 2000 4000 scale feet

¼ 0 ½ 1 scale mile

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STATE OF MAINE
DAVID A. SENUS
10791
LICENSED PROFESSIONAL ENGINEER
3/23/2015
SEAL & SIGNATURE

SHEETS 18–19

REGINA G. LEONARD
3123
LICENSED LANDSCAPE ARCHITECT
STATE OF MAINE
3/23/15
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CITY OF PORTLAND
PUBLIC SERVICES DEPARTMENT

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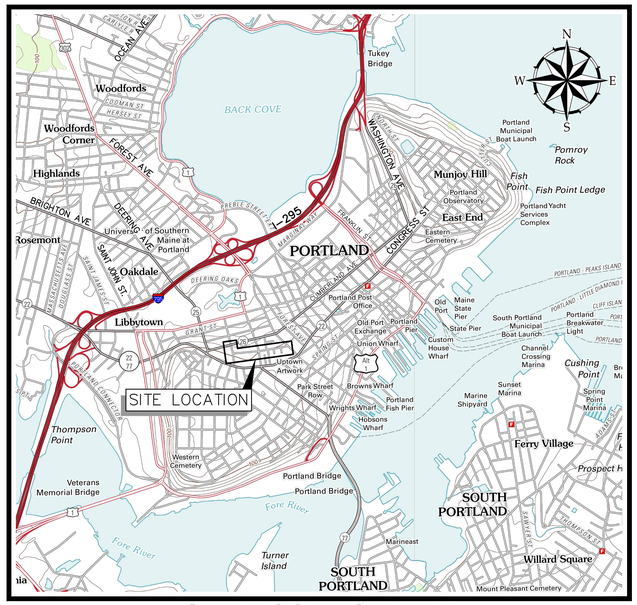

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GENERAL NOTES:

1. SITE AND TOPOGRAPHIC DATA PROVIDED BY CITY OF PORTLAND AND COLLECTED BY MEANS OF A GROUND SURVEY PERFORMED IN 2013.
2. VERTICAL DATUM IS REFERENCED TO CITY DATUM WITH ONE FOOT CONTOUR INTERVALS. CITY DATUM IS +0.02 FT NGVD 1929. HORIZONTAL DATUM IS REFERENCED TO STATE PLANE NAD 1983 (FEET), MAINE WEST ZONE.
3. SOIL BORING INFORMATION PROVIDED BY NORTHERN TEST BORINGS AS A RESULT OF LEDGE PROBE EXPLORATIONS CONDUCTED IN MAY 2014, REFER TO PROJECT SPECIFICATIONS FOR PROBE LOGS.
4. THE UTILITY LOCATIONS SHOWN IN PLAN AND PROFILE ARE APPROXIMATE AND REQUIRE FIELD VERIFICATION BY THE CONTRACTOR. CONTACT THE CITY IMMEDIATELY UPON DISCOVERING ANY CONFLICTS WITH EXISTING AND PROPOSED UTILITY LOCATIONS. NOT ALL EXISTING UTILITIES ARE SHOWN ON PLANS.
5. CONTRACTOR SHALL CLEAN AND/OR FLUSH ALL MANHOLES, CATCH BASINS, AND ASSOCIATED PIPING AFTER THE WORK HAS BEEN COMPLETED.
6. CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITY WITH UTILITY COMPANIES, EMERGENCY SERVICES AND CITY. CONTACTS ARE LISTED IN SPECIFICATIONS. NOTIFY UTILITY COMPANIES WITHIN 48 HOURS OF WORK ACTIVITY ADJACENT TO THOSE UTILITIES.
7. CONTRACTOR SHALL NOTIFY ALL UTILITIES PRIOR TO COMMENCING WORK, ALLOWING SUFFICIENT TIME TO LOCATE AND MARK THE LOCATION OF BURIED UTILITIES. CONTRACTOR SHALL CONTACT "DIG SAFE", TELEPHONE 888–344–7233, PRIOR TO EXCAVATION.
8. RESTORE ALL AREAS DISTURBED BY CONTRACTOR'S OPERATIONS TO ORIGINAL FINISH (GRAVEL, PAVEMENT, GRASS, ETC.). RESTORATION OF PAVED SURFACES, GRAVEL SURFACES, DRIVEWAYS, AND LAWNS DAMAGED BY CONSTRUCTION ACTIVITIES OUTSIDE OF LIMITS OF WORK INDICATED ON THE PLANS SHALL BE PERFORMED AT NO ADDITIONAL COST TO OWNER. ANY CURB DAMAGED BY CONSTRUCTION ACTIVITIES SHALL BE REPLACED IN KIND AND SHALL CONFORM TO CITY OF PORTLAND AND MAINE DOT SPECIFICATIONS AT NO ADDITIONAL COST TO OWNER.
9. PROPERLY PROTECT AND DO NOT DISTURB PROPERTY IRONS AND MONUMENTS. IF DISTURBED, THE PROPERTY MONUMENT SHALL BE RESET AT THE CONTRACTOR'S EXPENSE BY A LICENSED LAND SURVEYOR ACCEPTABLE TO THE CITY.
10. EXISTING FACILITIES (I.E. SIGNS, POLES, LIGHT POSTS, ETC.) SHALL BE REMOVED AND PROTECTED DURING CONSTRUCTION. CITY RETAINS RIGHT TO KEEP ANY AND ALL REMOVED FACILITIES. CONTRACTOR SHALL DISPOSE OF ANY REMOVED FACILITY AT THE REQUEST OF CITY AT CONTRACTOR'S EXPENSE.
11. ALL TREES NOT NOTED TO BE REMOVED OR RELOCATED SHALL BE PROTECTED BY CONTRACTOR DURING CONSTRUCTION.
12. ALL WORK WITHIN THE RIGHT OF WAY OF CITY STREETS SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE CITY TRAFFIC ENGINEER. THE CONTRACTOR SHALL SUBMIT A PROPOSED TRAFFIC CONTROL PLAN TO THE TRAFFIC ENGINEER AT LEAST 7 DAYS BEFORE BEGINNING CONSTRUCTION IN ANY STREET. THE PROPOSED TRAFFIC CONTROL PLAN SHALL BE SUBJECT TO APPROVAL BY THE TRAFFIC ENGINEER, WHO MAY ATTACH SPECIAL CONDITIONS TO, OR REQUIRE MODIFICATIONS OF, THE TRAFFIC CONTROL PLAN. WORK SHALL NOT BEGIN UNTIL THE PLAN IS APPROVED BY THE TRAFFIC ENGINEER.
13. DO NOT PARK, IMPEDE ACCESS TO, OR STORE EQUIPMENT ON ADJACENT CITY OR PRIVATELY OWNED LOTS, UNLESS PERMISSION HAS BEEN GRANTED IN WRITING BY CITY AND/OR LAND OWNER.
14. COORDINATE DISRUPTION OF PRIVATE UTILITY SERVICES WITH LANDOWNERS AT LEAST TWO DAYS (48 HOURS) PRIOR TO DISRUPTION. ALL UTILITY COORDINATION IS RESPONSIBILITY OF CONTRACTOR.
15. RESTRICT ACCESS TO SITE THROUGH THE USE OF APPROPRIATE SIGNAGE, BARRIERS, FENCES, ETC. SITE SHALL BE LEFT WITH APPROPRIATE SAFETY MEASURES IN PLACE DURING NON–WORKING HOURS. NO TRENCH SHALL BE LEFT OPEN DURING NON–WORKING HOURS. SITE SAFETY IS THE RESPONSIBILITY OF CONTRACTOR, DURING BOTH WORKING AND NON–WORKING HOURS.
16. CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY CONSTRUCTION PERMITS. PERMIT APPLICATIONS SHALL BE SUBMITTED WITH ADEQUATE TIME SO AS NOT TO DELAY CONSTRUCTION.
17. CONTRACTOR SHALL OBTAIN A CITY STREET OPENING PERMIT BEFORE BEGINNING CONSTRUCTION. THE FEE FOR THIS PERMIT WILL BE WAIVED BY THE CITY. THE CONTRACTOR WILL ALSO BE REQUIRED TO HAVE A CURRENT EXCAVATOR'S LICENSE IN THE CITY. THE EXCAVATOR'S LICENSE FEE WILL NOT BE WAIVED BY THE CITY.
18. ALL WORK ASSOCIATED WITH THE PROJECT SHALL BE COMPLETED IN ACCORDANCE WITH ARTICLES VI, VII, AND IX OF CHAPTER 25–STREETS, SIDEWALKS, AND OTHER PUBLIC PLACES OF THE CITY OF PORTLAND CODE OF ORDINANCES.
19. ALL SEWER CONSTRUCTION IN THE PUBLIC WAY SHALL BE COMPLETED IN ACCORDANCE WITH ARTICLE II OF CHAPTER 24–SEWERS OF THE CITY OF PORTLAND CODE OF ORDINANCES.
20. THE CITY OF PORTLAND ENGINEERING DIVISION REQUIRES THAT UPON COMPLETION OF CONSTRUCTION, A COMPLETE SET OF "RECORD" DRAWINGS THAT REFLECT ANY AND ALL MODIFICATIONS TO THE SANITARY SEWER SYSTEM, STORM SEWER SYSTEM AND ANY OTHER UTILITY INSTALLATIONS OR ALTERATIONS WITHIN THE PROJECT LIMITS BE SUBMITTED TO THE DIVISION. THESE DRAWINGS SHALL BE SUBMITTED IN BOTH DIGITAL AND HARD COPY FORMAT AS DEFINED IN THE SPECIFICATIONS PRIOR TO PAYMENT OF FINAL RETAINAGE.
21. ALL SEWER SERVICES ARE APPROXIMATE AS SHOWN. CONTRACTOR SHALL FIELD VERIFY LOCATION OF EXISTING SERVICE LATERALS AND PROVIDE CONNECTIONS AS REQUIRED TO COMPLETE WORK. EXISTING SEWER SERVICE LOCATIONS DEPICTED IN PROFILE REPRESENT APPROXIMATE SERVICE WYE LOCATIONS. IN THE CASE THAT A PROPOSED SEWER SERVICE WYE DIFFERS FROM THE EXISTING LOCATION, THE PROPOSED WYE LOCATION IS DEPICTED IN PROFILE.
22. ALL WATER SERVICES ARE APPROXIMATE AS SHOWN. CONTRACTOR SHALL FIELD VERIFY LOCATION OF EXISTING WATER SERVICES AND RELOCATE AS REQUIRED TO COMPLETE WORK. CONTRACTOR SHALL COORDINATE WORK WITH THE CITY OF PORTLAND, PORTLAND WATER DISTRICT, AND PROPERTY OWNERS. REFER TO PORTLAND WATER DISTRICT PLANS FOR REPLACEMENT OF WATERMAINS AND SERVICES.
23. GAS MAIN AND SERVICES TO BE REPLACED BY UNITIL PRIOR TO CONSTRUCTION. CONTRACTOR TO PROTECT GAS UTILITIES DURING CONSTRUCTION. COORDINATE WITH UNITIL AND PROPERTY OWNER FOR ANY MODIFICATIONS TO SERVICES.
24. WORK IS PROPOSED IN CLOSE PROXIMITY TO EXISTING UTILITIES. PROTECTION OF EXISTING UTILITIES DURING CONSTRUCTION SHALL BE INCIDENTAL TO THE PAY ITEM UNDER WHICH WORK TO INSTALL SAID UTILITY IS PERFORMED.
25. FOR TEST PIT LOCATIONS SHOWN ON PLANS, FIELD VERIFY UTILITY ELEVATIONS PRIOR TO ORDERING CATCH BASIN & MANHOLE STRUCTURES. NOTIFY ENGINEER OF ANY CONFLICTS.
26. CONTACT CITY OF PORTLAND ARBORIST AND ENGINEER PRIOR TO CUTTING ROOTS, TRIMMING BRANCHES, OR DISTURBING TREES THAT NOT HAVE BEEN NOTED FOR REMOVAL ON THE PLANS.
27. DEMOLITION (REMOVAL AND DISPOSAL) OF EXISTING PIPE WITHIN 4 FEET OF THE HORIZONTAL LIMITS OF EXCAVATION FOR PROPOSED PIPES OR STRUCTURES SHALL BE INCIDENTAL TO THE PAY ITEM FOR WHICH THE PROPOSED PIPE IS INSTALLED. NO ADDITIONAL PAYMENT SHALL BE MADE. REFER TO SUPPLEMENTAL SPECIFICATION SECTION 202.
28. DEMOLITION (REMOVAL AND DISPOSAL) OF EXISTING MANHOLE OR CATCH BASIN IN WHICH THE CENTER OF THE EXISTING STRUCTURE IS WITHIN 8 FEET OF THE CENTER OF THE NEW STRUCTURE SHALL BE INCIDENTAL TO THE PAY ITEM FOR THE NEW STRUCTURE BEING INSTALLED. NO ADDITIONAL PAYMENT SHALL BE MADE, REFER TO SUPPLEMENTAL SPECIFICATION SECTION 202.
29. PROVIDE 4–INCHES OF LOAM AND SEED IN ALL LAWN AREAS DISTURBED BY CONTRACTOR'S OPERATIONS, UNLESS OTHERWISE NOTED AS LOAM AND SOD.
30. IF CONTRACTOR PROPOSES TO TEMPORARILY STOCKPILE ANY SURPLUS SOIL AND ROCK IN THE CITY OF PORTLAND, THE CONTRACTOR SHALL OBTAIN APPROVAL FOR EACH STOCKPILE LOCATION FROM THE ENGINEER. IF CONTRACTOR PROPOSES TO PERMANENTLY STOCKPILE ANY SURPLUS SOIL AND ROCK ON PROPERTY IN THE CITY OF PORTLAND, THE CONTRACTOR MUST OBTAIN ANY SITE PLAN PERMITS REQUIRED FROM THE CITY PLANNING AUTHORITY OR ANY FILL PERMITS REQUIRED FROM MDEP OR U.S. ARMY CORPS OF ENGINEERS. BOTH TEMPORARY AND PERMANENT STOCKPILE LOCATIONS SHALL MEET THE APPLICABLE SETBACK REQUIREMENTS IN THE CITY LAND USE CODE AND SHALL RECEIVE PROPER STABILIZATION AND EROSION & SEDIMENT CONTROL MEASURES IN ACCORDANCE WITH APPROVED SOIL EROSION & WATER POLLUTION CONTROL PLAN.
31. CAPPED PIPE STUB LOCATIONS SHALL BE MARKED WITH EMBEDDED STAKE AND A MINIMUM OF THREE TIES SHOULD BE RECORDED. EMBEDDED STAKE SHALL BE 2x4 WITH PK NAIL DRIVEN IN TOP, LENGTH AS REQUIRED TO SPAN FROM TOP OF PIPE TO 6" BELOW GRADE LOCATION AND ELEVATION OF PIPE STUB SHALL BE PROVIDED TO THE CITY OF PORTLAND ENGINEERING OFFICE. WARNING TAPE AND WIRE SHALL BE INSTALLED OVER PIPE STUBS IN ACCORDANCE WITH SPECIFICATIONS.
32. PROPERTY LINES DEPICTED ON PLANS ARE DERIVED FROM CITY ASSESSOR GIS–BASED TAX MAPS. PROPERTY LINES SHALL BE CONSIDERED APPROXIMATE AS SHOWN.
33. THE FOLLOWING WORK SHALL BE INCIDENTAL TO THE COST OF ALL NEW PIPE CULVERTS, STORM DRAINS, AND NEW OR ALTERED MANHOLES, INLETS, AND CATCH BASINS (603 AND 604 PAY ITEMS):
    - CUTTING OF PIPE AND/OR CONNECTORS NECESSARY TO CONSTRUCT NEW STORM DRAIN AND SEWER PIPE;
    - WORK AND MATERIALS NECESSARY TO CONNECT NEW OR EXISTING PIPES TO EXISTING PIPES, CATCH BASINS, OR MANHOLES;
    - CHANGES TO FLOW LINES, PROFILE GRADES, AND PIPE INVERTS OF ONE FOOT OR LESS.
34. CONTRACTOR IS RESPONSIBLE FOR WALKING THE SITE PRIOR TO CONSTRUCTION, AND FAMILIARIZING THEMSELVES WITH THE EXISTING CONDITIONS, ESPECIALLY ALONG THE BACKSIDE OF THE SIDEWALK AT THE LIMIT OF WORK. CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING OR REMOVING AND RESETTING EXISTING FEATURES (I.E. CURBING, EDGING, RETAINING WALLS) ALONG LIMIT OF WORK DURING CONSTRUCTION AS NECESSARY TO COMPLETE THE WORK. ANY EXISTING FEATURES DAMAGED DURING CONSTRUCTION SHALL BE REPLACED TO MATCH EXISTING AT NO ADDITIONAL COST TO OWNER.
35. CONTRACTOR IS RESPONSIBLE FOR CLEANING AND CLEARLY NUMBERING/IDENTIFYING THE EXISTING LOCATION OF ALL CURBING DESIGNATED TO BE REMOVED AND RESET AND SHALL BE INCIDENTAL TO THE COST OF REMOVING THE EXISTING CURBING PAID UNDER PAY ITEM 202.091.
36. CONTRACTOR WILL NOT BE ALLOWED TO LEAVE WORK IN STATE STREET AND HIGH STREET WITH OPEN GRAVEL CONDITIONS. IF ACTIVE WORK WILL NOT OCCUR WITHIN 16 HOURS IN STATE STREET OR HIGH STREET, CONTRACTOR SHALL PROVIDE TEMPORARY PAVEMENT TO COVER GRAVEL. COST OF TEMPORARY PAVEMENT SHALL BE CONSIDERED INCIDENTAL.

SYMBOLS

DESCRIPTION	EXISTING	PROPOSED
SANITARY SEWER MANHOLE		SMH
STORM DRAIN MANHOLE		DMH
CATCH BASIN W/ HEADSTONE		
CATCH BASIN, FIELD INLET		
DRAIN BASIN		
UTILITY POLE W/GUY		
UTILITY POLE		
WATER GATE		
WATER VALVE		
WATER SHUT OFF		
HYDRANT		
SIGN		
MAILBOX	MB	
CONIFEROUS TREE		
DECIDUOUS TREE		
IRON PIN (FOUND)	IPF	
MONUMENTS (FOUND)	MF	
BORING/PROBE & NUMBER	B–X/P–X	
TEST PIT		
NEW TIPDOWN CURB		
BITUMINOUS PAVEMENT – MILL AND OVERLAY (MELLEN STREET)		
BITUMINOUS PAVEMENT – BOXCUT AND RECONSTRUCT		
BITUMINOUS PAVEMENT SIDEWALK & DRIVEWAY		
BRICK SIDEWALK & DRIVEWAY		

BORING/ PROBE TYPE & NO.: TYPE; NO.; EXIST. GRADE ELEV. LOCATION; NO REFUSAL; REFUSAL ELEV.

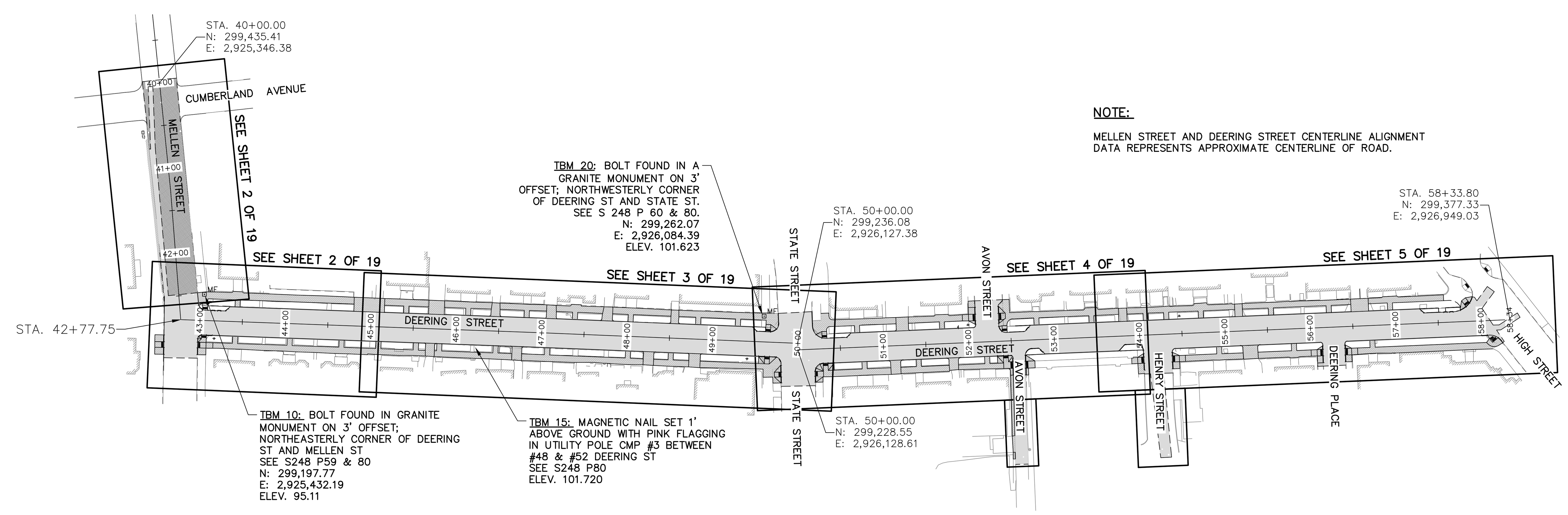
LINE TYPES

DESCRIPTION	EXISTING
CONTOUR (1' INTERVAL)	122
CONTOUR (INDEX)	120
SANITARY SEWER	S
STORM DRAIN	SD
UNDERDRAIN	UD
WATER MAIN	W
UNDERGROUND ELECTRIC	E
GAS LINE	G
OVERHEAD ELECTRIC	OE
PROPERTY LINE	
RIGHT OF WAY	
EASEMENT	
EDGE OF VEGETATION	
FENCE	X
CENTERLINE	
RETAINING WALL	
STONEWALL	
CURB	
EDGE OF PAVEMENT	
EDGE OF GRAVEL	
WETLAND	

DESCRIPTION	PROPOSED
CONTOUR (1' INTERVAL)	122
CONTOUR (INDEX)	120
SANITARY SEWER	S
STORM DRAIN	SD
UNDERDRAIN	UD
WATER MAIN	W
UNDERGROUND ELECTRIC	E
GAS LINE	G
OVERHEAD ELECTRIC	OE
EDGE OF VEGETATION	
FENCE	X
REMOVE AND RESET CURB	
NEW GRANITE CURB (6" WIDTH)	
EDGE OF PAVEMENT	
EDGE OF GRAVEL	
EXIST. PIPE TO BE DEMOLISHED	XXXXXXXXXXXXXXXXXXX
SAWCUT	

ABBREVIATIONS

&	AND
A.G.	ABOVE GROUND
BIT	BITUMINOUS
B/W	BETWEEN
CB	CATCH BASIN
CI	CAST IRON
CMP	CENTRAL MAINE POWER
CMP	CORRUGATED METAL PIPE
CONC	CONCRETE
DI	DUCTILE IRON
DIA.	DIAMETER
DMH	DRAIN MANHOLE
DTL.	DETAIL
E	UNDERGROUND ELECTRICAL
EL.	ELEVATION
E.O.P.	EDGE OF PAVEMENT
EXIST.	EXISTING
FF	FINISH FLOOR
FT	FOOT/FEET
G	GAS MAIN
GS	GAS SERVICE
GALV.	GALVANIZED
GRAN.	GRANITE
HDPE	HIGH DENSITY POLYETHYLENE
HYD	HYDRANT
INV.	INVERT
LF	LINEAR FEET
MAX.	MAXIMUM
MDOT	MAINE DEPARTMENT OF TRANSPORTATION
MIN.	MINIMUM
MON	MONUMENT
N.I.C.	NOT IN CONTRACT
NO.	NUMBER
NR	NO REFUSAL
N.T.S.	NOT TO SCALE
OE	OVERHEAD ELECTRIC
OH	OVERHEAD
±	PLUS OR MINUS
LLS	LICENSED LAND SURVEYOR
PROP.	PROPOSED
PT.	POINT
PVC	POLYVINYL CHLORIDE
PWD	PORTLAND WATER DISTRICT
R.O.W.	RIGHT–OF–WAY
RCP	REINFORCED CONCRETE PIPE
REINF.	REINFORCED
REQ'D	REQUIRED
S	SLOPE (FT./FT.)
S	SEWER
SD	STORM DRAIN
SMH	SEWER MANHOLE
SCH	SCHEDULE
STA.	STATION
TYP.	TYPICAL
U.P.	UTILITY POLE
U.N.O.	UNLESS NOTED OTHERWISE
VC	VITRIFIED CLAY
VIT.	VITRIFIED CLAY
W	WEST
W	WATER
W/	WITH
W	WATERMAIN
WS	WATER SERVICE
WV	WATER VALVE



NOTE:

MELLEN STREET AND DEERING STREET CENTERLINE ALIGNMENT DATA REPRESENTS APPROXIMATE CENTERLINE OF ROAD.

OVERALL LAYOUT PLAN

SCALE: 1"=100'

100' 0 100' 200'
BAR SCALE
1" = 100'
CHECK GRAPHIC SCALE BEFORE USING

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LDD PROJECT NAME: N/A
DRAWING NAME: 225672.65–G001.DWG
FIELD BOOK USED: N/A

REFERENCES:
DeeringST_2012.dwg

DESIGNED BY: AEA/MDLM
DRAWN BY: JBC
CHECKED BY: DAS
SCALE: AS NOTED
DATE: 3/23/2015

STATE OF MAINE – DAVID A. SENUS – 10791 – LICENSED – PROFESSIONAL ENGINEER
3/23/2015

DEERING STREET RECONSTRUCTION

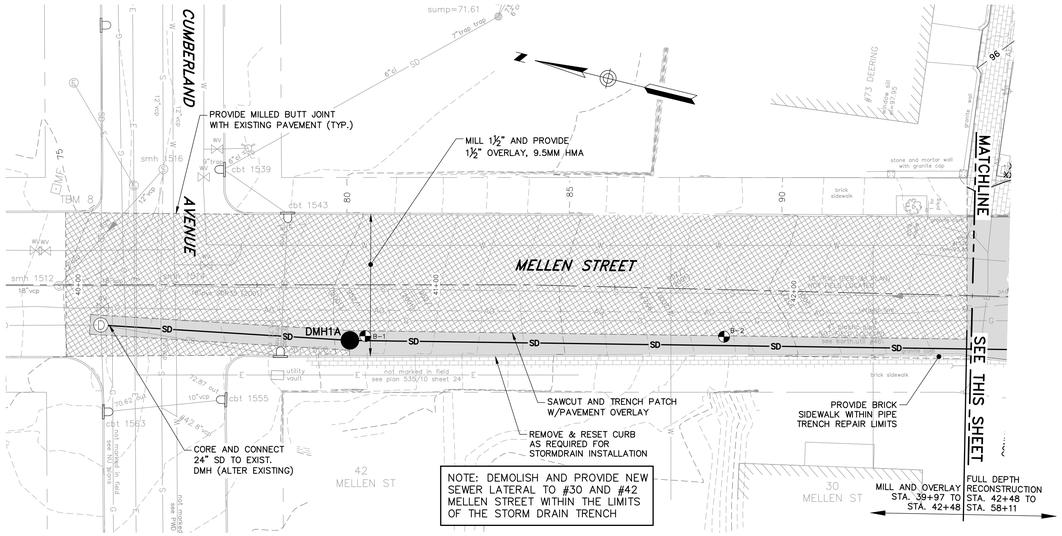
GENERAL NOTES, LEGEND, ABBREVIATIONS AND OVERALL LAYOUT PLAN

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING SECTION

RESURGAM – CITY OF PORTLAND, MAINE

SHEET #
1 OF 19
PLAN NUMBER

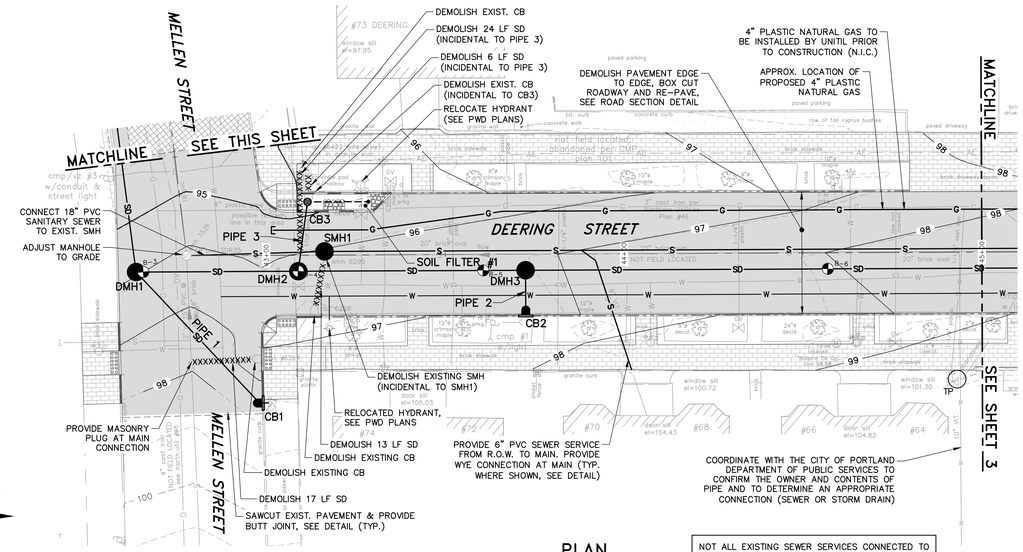
\PORTLAND\Projects\225672 Portland-Gen Eng Svcs\wip\65 Deering St Reconstruction\Drawings\GENERAL\225672.65-G001.dwg, Mar 20, 2015 – 12:12pm



NOTE: DEMOLISH AND PROVIDE NEW SEWER LATERAL TO #30 AND #42 MELLEN STREET WITHIN THE LIMITS OF THE STORM DRAIN TRENCH

PLAN

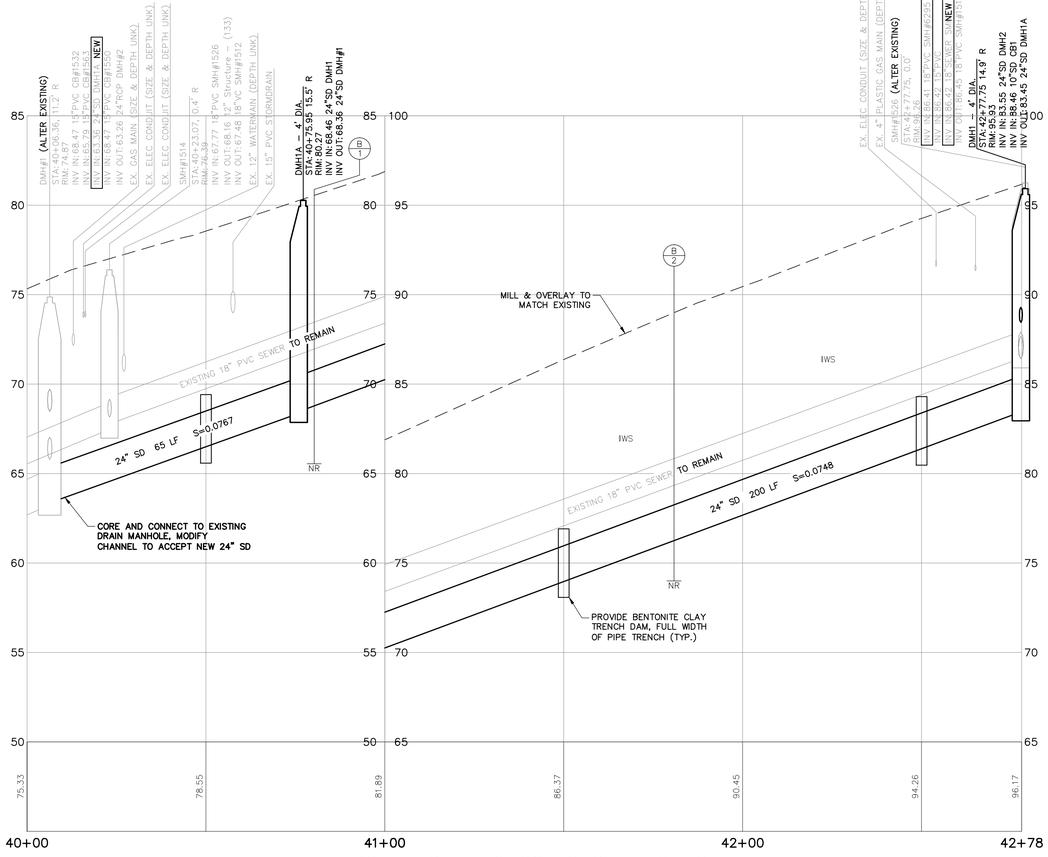
SCALE: 1" = 20'



PLAN

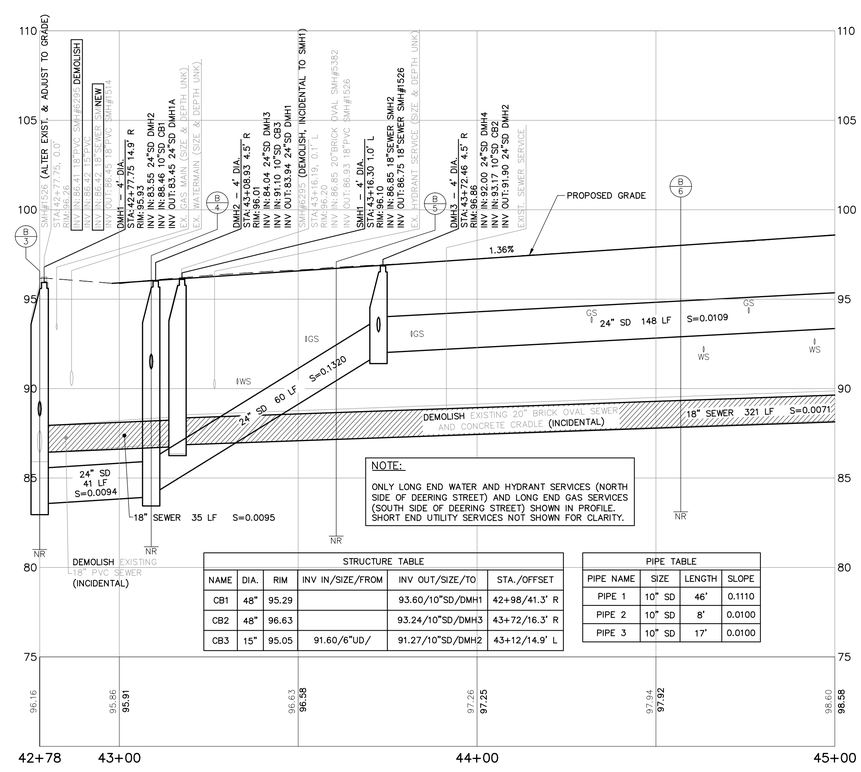
SCALE: 1" = 20'

NOT ALL EXISTING SEWER SERVICES CONNECTED TO THE DEERING STREET SEWER MAIN MAY BE SHOWN ON PLANS. CONTRACTOR SHALL FIELD VERIFY SEWER SERVICE CONNECTIONS FOR ALL HOUSES PRIOR TO THE INSTALLATION OF SEWER MAIN.



PROFILE STA. 40+00 TO STA. 42+78

HORIZONTAL SCALE: 1" = 20'
VERTICAL SCALE: 1" = 4'



NOTE:

ONLY LONG END WATER AND HYDRANT SERVICES (NORTH SIDE OF DEERING STREET) AND LONG END GAS SERVICES (SOUTH SIDE OF DEERING STREET) SHOWN IN PROFILE. SHORT END UTILITY SERVICES NOT SHOWN FOR CLARITY.

STRUCTURE TABLE					
NAME	DIA.	RIM	INV IN/SIZE/FROM	INV OUT/SIZE/TO	STA./OFFSET
CB1	48"	95.29		93.60/10"SD/DMH1	42+98/41.3' R
CB2	48"	96.63		93.24/10"SD/DMH3	43+72/16.3' R
CB3	15"	95.05	91.60/6"UD/	91.27/10"SD/DMH2	43+12/14.9' L

PIPE TABLE			
PIPE NAME	SIZE	LENGTH	SLOPE
PIPE 1	10" SD	46'	0.1110
PIPE 2	10" SD	8'	0.0100
PIPE 3	10" SD	17'	0.0100

PROFILE STA. 42+78 TO STA. 45+00

HORIZONTAL SCALE: 1" = 20'
VERTICAL SCALE: 1" = 4'

20' 0 20' 40'

BAR SCALE
1" = 20' AT 24"x36"
CHECK GRAPHIC SCALE BEFORE USING

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SCALE: AS NOTED
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STATE OF MAINE DAVID A. SENUS 10791 LICENSED PROFESSIONAL ENGINEER 3/23/2015

DEERING STREET RECONSTRUCTION

MELLEN & DEERING STREET PLAN & PROFILE STA. 40+00 TO STA. 45+00

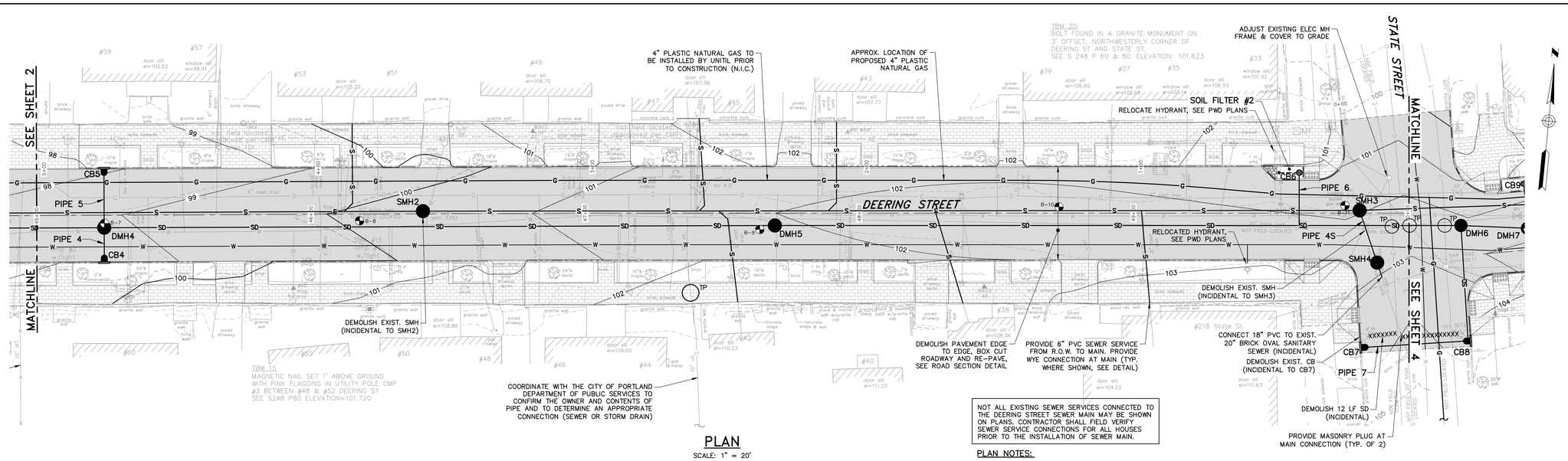
CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING SECTION

CITY OF PORTLAND, MAINE — VIRTUTI RESURGAM

SHEET # 2 OF 19

PLAN NUMBER

\\PORTLAND\Projects\225672 Portland-Gen Eng Svcs\wip\65 Deering St Reconstruction\Drawings\CIVIL\225672.65-C00A.dwg, Mar 20, 2015 - 12:13pm



PLAN

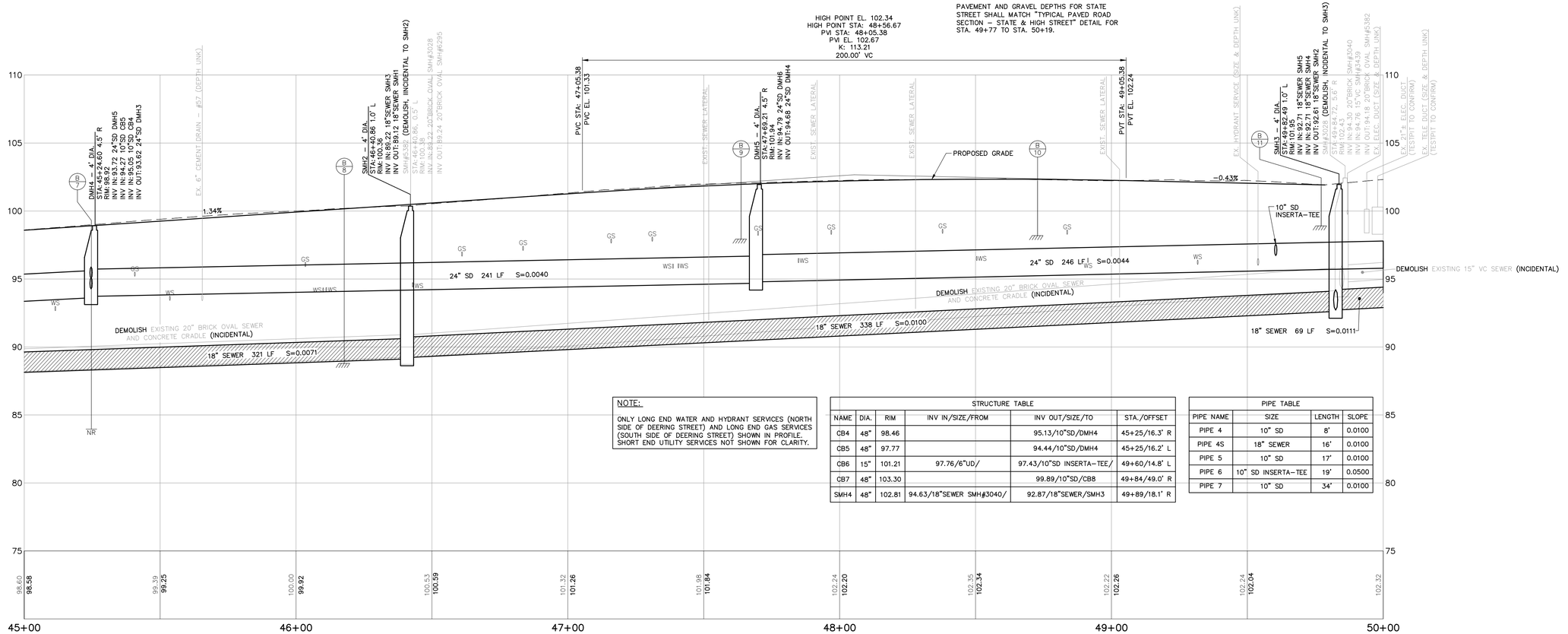
SCALE: 1" = 20'

NOT ALL EXISTING SEWER SERVICES CONNECTED TO THE DEERING STREET SEWER MAIN MAY BE SHOWN ON PLANS. CONTRACTOR SHALL FIELD VERIFY SEWER SERVICE CONNECTIONS FOR ALL HOUSES PRIOR TO THE INSTALLATION OF SEWER MAIN.

PLAN NOTES:

REFER TO LAYOUT PLANS (SHEETS 6 & 7) FOR SURFACE FEATURES AND ROAD, SIDEWALK, ADA RAMP, AND CURBING LAYOUT.

PAVEMENT AND GRAVEL DEPTHS FOR STATE STREET SHALL MATCH "TYPICAL PAVED ROAD SECTION – STATE & HIGH STREET" DETAIL FOR STA. 49+77 TO STA. 50+19.



PROFILE STA. 45+00 TO STA. 50+00

HORIZONTAL SCALE: 1" = 20'
VERTICAL SCALE: 1" = 4'

NOTE:

ONLY LONG END WATER AND HYDRANT SERVICES (NORTH SIDE OF DEERING STREET) AND LONG END GAS SERVICES (SOUTH SIDE OF DEERING STREET) SHOWN IN PROFILE. SHORT END UTILITY SERVICES NOT SHOWN FOR CLARITY.

STRUCTURE TABLE

NAME	DIA.	RIM	INV IN/SIZE/FROM	INV OUT/SIZE/TO	STA./OFFSET
CB4	48"	98.46		95.13/10"SD/DMH4	45+25/16.3' R
CB5	48"	97.77		94.44/10"SD/DMH4	45+25/16.2' L
CB6	15"	101.21	97.76/6"UD/	97.43/10"SD INSERTA-TEE/	49+60/14.8' L
CB7	48"	103.30		99.89/10"SD/CB8	49+84/49.0' R
SMH4	48"	102.81	94.63/18"SEWER SMH#3040/	92.87/18"SEWER/SMH3	49+89/18.1' R

PIPE TABLE

PIPE NAME	SIZE	LENGTH	SLOPE
PIPE 4	10" SD	8'	0.0100
PIPE 4S	18" SEWER	16'	0.0100
PIPE 5	10" SD	17'	0.0100
PIPE 6	10" SD INSERTA-TEE	19'	0.0500
PIPE 7	10" SD	34'	0.0100

BAR SCALE
1" = 20' AT 24"x36"
CHECK GRAPHIC SCALE BEFORE USING

41 HUTCHINS DRIVE
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COMMITMENT & INTEGRITY DRIVE RESULTS
WOODARD & CURRAN

LDD PROJECT NAME: N/A

DRAWING NAME: 225672.65–C00A.DWG

FIELD BOOK USED: N/A

REFERENCES:
DeeringST_2012.dwg

DESIGNED BY: MDLM/AEA
DRAWN BY: JBC
CHECKED BY: DAS
SCALE: AS NOTED
DATE: 3/23/2015

STATE OF MAINE DAVID A. SENUS 10791 LICENSED PROFESSIONAL ENGINEER
3/23/2015

DEERING STREET RECONSTRUCTION

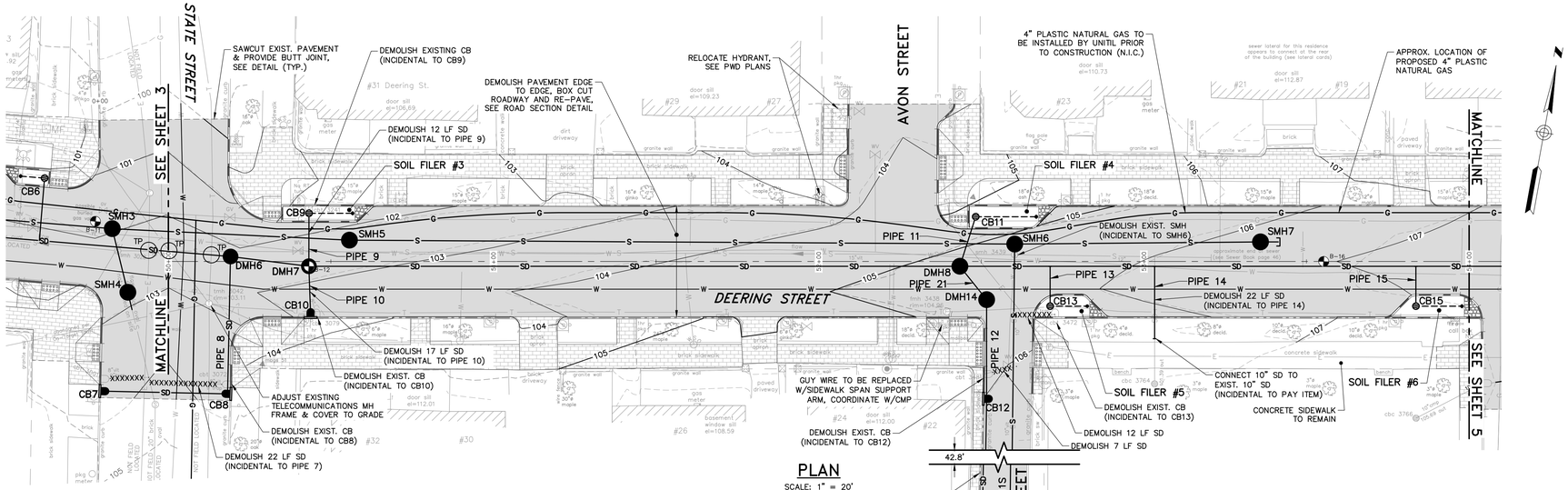
DEERING STREET PLAN & PROFILE STA. 45+00 TO STA. 50+00

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING SECTION

SHEET # 3 OF 19

PLAN NUMBER

\\PORTLAND\Projects\225672-Portland-Gen Eng Svcs\wip\65 Deering St Reconstruction\Drawings\CIVIL\225672.65-C00A.dwg, Mar 20, 2015 – 12:13pm



PLAN

SCALE: 1" = 20'

NOT ALL EXISTING SEWER SERVICES CONNECTED TO THE DEERING STREET SEWER MAIN MAY BE SHOWN ON PLANS. CONTRACTOR SHALL FIELD VERIFY SEWER SERVICE CONNECTIONS FOR ALL HOUSES PRIOR TO THE INSTALLATION OF SEWER MAIN.

PLAN NOTE:

REFER TO LAYOUT PLANS (SHEETS 6 & 7) FOR SURFACE FEATURES AND ROAD, SIDEWALK, ADA RAMP, AND CURBING LAYOUT.

REMOVE AND RESET CURB AS REQUIRED FOR STORM DRAIN INSTALLATION

DEMOLISH 9 LF OF EXISTING 10" SD

CONNECT 10" SD TO EXISTING 10" SD (INCIDENTAL)

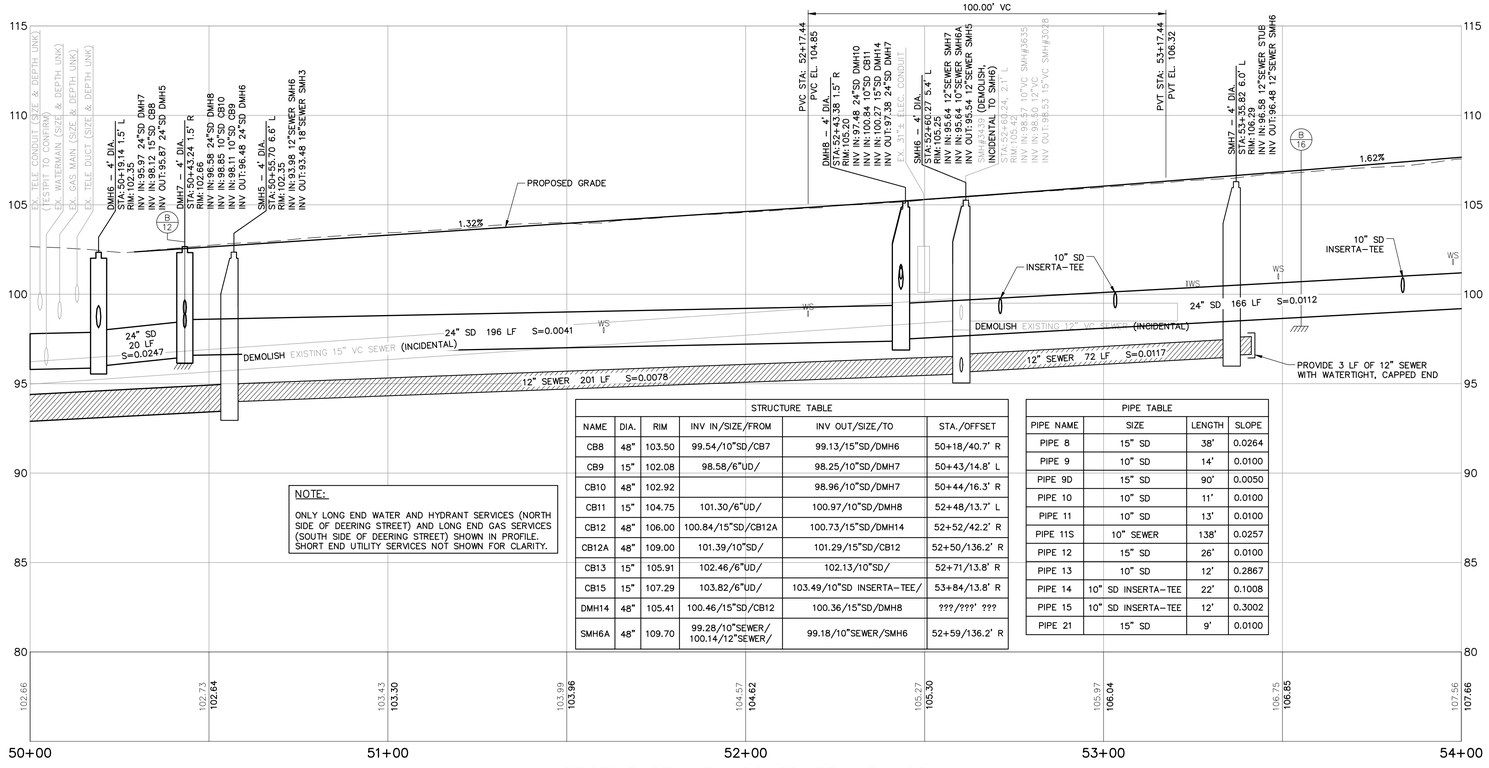
VERIFY EXIST. PIPE SIZES PRIOR TO CONSTRUCTION AND CONNECT TO SMH6A (INCIDENTAL)

DEMOLISH 134 LF OF EXIST. 10" SANITARY SEWER (INCIDENTAL TO NEW SEWER)

COORDINATE W/CMP FOR PROTECTION OF EXISTING UTILITY POLE DURING CONSTRUCTION

DEMOLISH EXIST. SMH (INCIDENTAL TO SMH6A)

LOW POINT EL. 104.85
LOW POINT STA: 52+17.44
PVI STA: 52+67.44
PVI EL. 105.51
K: 329.03
100.00' VC



NOTE:

ONLY LONG END WATER AND HYDRANT SERVICES (NORTH SIDE OF DEERING STREET) AND LONG END GAS SERVICES (SOUTH SIDE OF DEERING STREET) SHOWN IN PROFILE. SHORT END UTILITY SERVICES NOT SHOWN FOR CLARITY.

STRUCTURE TABLE

NAME	DIA.	RIM	INV IN/SIZE/FROM	INV OUT/SIZE/TO	STA./OFFSET
CB8	48"	103.50	99.54/10"SD/CB7	99.13/15"SD/DMH6	50+18/40.7' R
CB9	15"	102.08	98.58/6"UD/	98.25/10"SD/DMH7	50+43/14.8' L
CB10	48"	102.92		98.96/10"SD/DMH7	50+44/16.3' R
CB11	15"	104.75	101.30/6"UD/	100.97/10"SD/DMH8	52+48/13.7' L
CB12	48"	106.00	100.84/15"SD/CB12A	100.73/15"SD/DMH14	52+52/42.2' R
CB12A	48"	109.00	101.39/10"SD/	101.29/15"SD/CB12	52+50/136.2' R
CB13	15"	105.91	102.46/6"UD/	102.13/10"SD/	52+71/13.8' R
CB15	15"	107.29	103.82/6"UD/	103.49/10"SD INSERTA–TEE/	53+84/13.8' R
DMH14	48"	105.41	100.46/15"SD/CB12	100.36/15"SD/DMH8	???/???' ???
SMH6A	48"	109.70	99.28/10"SEWER/ 100.14/12"SEWER/	99.18/10"SEWER/SMH6	52+59/136.2' R

PIPE TABLE

PIPE NAME	SIZE	LENGTH	SLOPE
PIPE 8	15" SD	38'	0.0264
PIPE 9	10" SD	14'	0.0100
PIPE 9D	15" SD	90'	0.0050
PIPE 10	10" SD	11'	0.0100
PIPE 11	10" SD	13'	0.0100
PIPE 11S	10" SEWER	138'	0.0257
PIPE 12	15" SD	26'	0.0100
PIPE 13	10" SD	12'	0.2867
PIPE 14	10" SD INSERTA–TEE	22'	0.1008
PIPE 15	10" SD INSERTA–TEE	12'	0.3002
PIPE 21	15" SD	9'	0.0100

PROFILE STA. 50+00 TO STA. 54+00

HORIZONTAL SCALE: 1" = 20'
VERTICAL SCALE: 1" = 4'

20' 0 20' 40'
BAR SCALE
1" = 20' AT 24"x36"
CHECK GRAPHIC SCALE BEFORE USING

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WOODARD & CURRAN
COMMITMENT & INTEGRITY DRIVE RESULTS

LDD PROJECT NAME: N/A

DRAWING NAME: 225672.65–C00A.DWG

FIELD BOOK USED: N/A

REFERENCES:
DeeringST_2012.dwg

DESIGNED BY:	MDLM/AEA
DRAWN BY:	JBC
CHECKED BY:	DAS
SCALE:	AS NOTED
DATE:	3/23/2015

STATE OF MAINE DAVID A. SENUS 10791 LICENSED PROFESSIONAL ENGINEER
3/23/2015

DEERING STREET RECONSTRUCTION

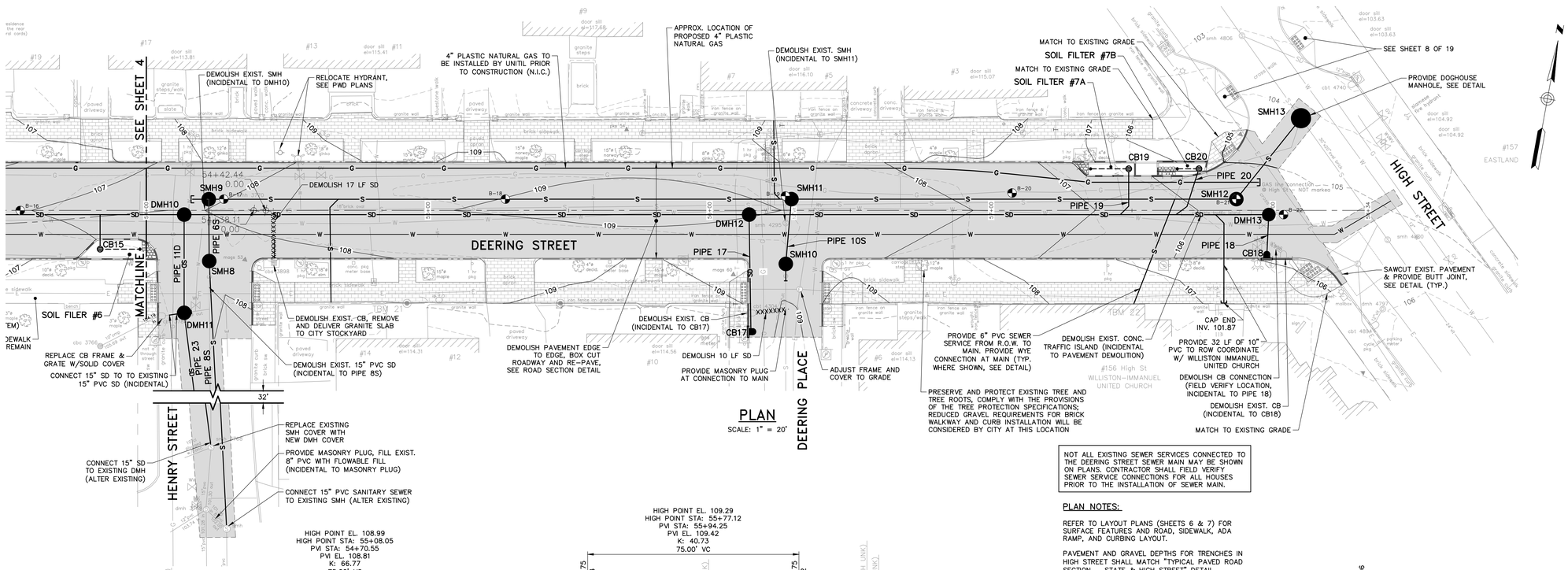
DEERING STREET PLAN & PROFILE
STA. 50+00 TO STA. 54+00

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING SECTION

SHEET # 4 OF 19

PLAN NUMBER

\\PORTLAND\Projects\225672 Portland-Gen Eng Svcs\wip\65 Deering St Reconstruction\Drawings\CIVIL\225672.65-C00A.dwg, Mar 20, 2015 - 12:13pm



PLAN

SCALE: 1" = 20'

NOT ALL EXISTING SEWER SERVICES CONNECTED TO THE DEERING STREET SEWER MAIN MAY BE SHOWN ON PLANS. CONTRACTOR SHALL FIELD VERIFY SEWER SERVICE CONNECTIONS FOR ALL HOUSES PRIOR TO THE INSTALLATION OF SEWER MAIN.

PLAN NOTES:

REFER TO LAYOUT PLANS (SHEETS 6 & 7) FOR SURFACE FEATURES AND ROAD, SIDEWALK, ADA RAMP, AND CURBING LAYOUT.

PAVEMENT AND GRAVEL DEPTHS FOR TRENCHES IN HIGH STREET SHALL MATCH "TYPICAL PAVED ROAD SECTION – STATE & HIGH STREET" DETAIL.

STRUCTURE TABLE					
NAME	DIA.	RIM	INV IN/SIZE/FROM	INV OUT/SIZE/TO	STA./OFFSET
CB17	48"	108.50		103.18/10"SD/DMH12	56+15/43.1' R
CB18	48"	105.20		102.06/10"SD/DMH13	57+98/16.3' R
CB19	15"	106.68	103.23/6"UD/	102.90/10"SD WYE/	57+49/14.7' L
CB20	15"	105.81	102.36/6"UD/	102.03/10"SD WYE/	57+74/14.7' L
DMH11	48"	107.42	100.88/15"SD/ 100.87/15"SD/SMH#3768	100.77/15"SD/DMH10	54+13/36.4' R
SMH8	48"	107.63	100.80/15"SEWER/	98.22/15"SEWER/SMH9	54+22/18.0' R
SMH10	48"	108.87	100.00/12"SEWER/	97.16/12"SEWER/SMH11	56+27/19.0' R

PIPE TABLE			
PIPE NAME	SIZE	LENGTH	SLOPE
PIPE 6S	15" SEWER	18'	0.0086
PIPE 8S	15" SEWER	121'	0.0100
PIPE 10S	12" SEWER	19'	0.0100
PIPE 11D	15" SD	31'	0.0150
PIPE 17	10" SD	38'	0.0100

PIPE TABLE			
PIPE NAME	SIZE	LENGTH	SLOPE
PIPE 18	10" SD	11'	0.0100
PIPE 19	10" SD WYE	16'	0.1055
PIPE 20	10" SD WYE	16'	0.0351
PIPE 23	15" SD	72'	0.0039

NOTE:

ONLY LONG END WATER AND HYDRANT SERVICES (NORTH SIDE OF DEERING STREET) AND LONG END GAS SERVICES (SOUTH SIDE OF DEERING STREET) SHOWN IN PROFILE. SHORT END UTILITY SERVICES NOT SHOWN FOR CLARITY.

PROFILE STA. 54+00 TO STA. 58+34

HORIZONTAL SCALE: 1" = 20'
VERTICAL SCALE: 1" = 4'

20' 0 20' 40'
BAR SCALE
1" = 20' AT 24"x36"
CHECK GRAPHIC SCALE BEFORE USING

41 HUTCHINS DRIVE
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WOODARD & CURRAN

LDD PROJECT NAME: N/A
DRAWING NAME: 225672.65–C00A.DWG
FIELD BOOK USED: N/A

REFERENCES:
DeeringST_2012.dwg

DESIGNED BY:	MDLM/AEA
DRAWN BY:	JBC
CHECKED BY:	DAS
SCALE:	AS NOTED
DATE:	3/23/2015

STATE OF MAINE DAVID A. SENUS 10791 LICENSED PROFESSIONAL ENGINEER
3/23/2015

DEERING STREET RECONSTRUCTION

DEERING STREET PLAN & PROFILE
STA. 54+00 TO STA. 58+34

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING SECTION

SALVO RESURGAM CITY OF PORTLAND, MAINE

SHEET # 5 OF 19
PLAN NUMBER

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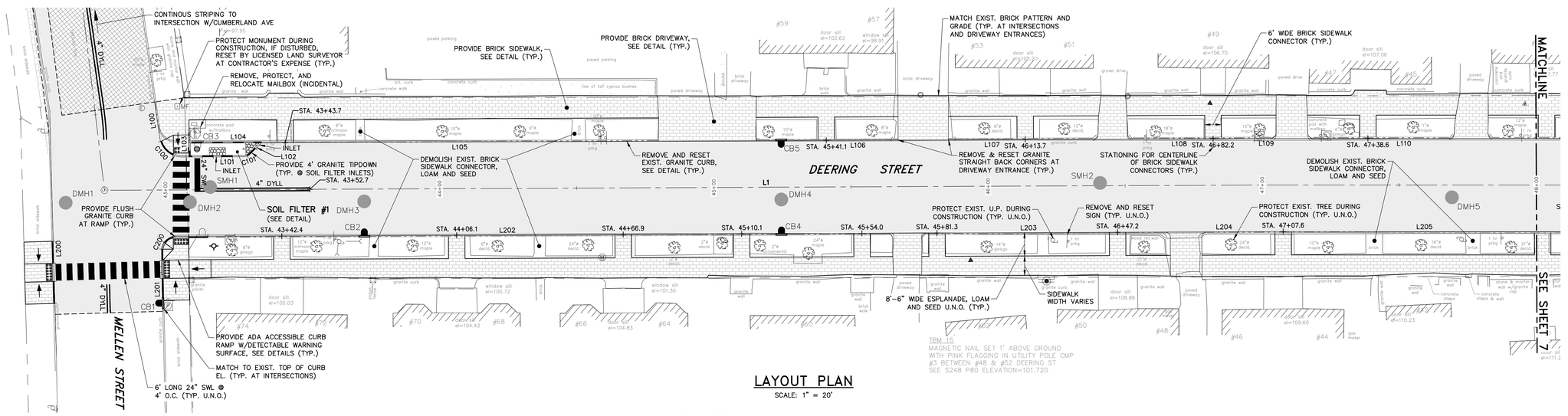

LAYOUT PLAN

SCALE: 1" = 20'

PLAN NOTE:

REFER TO PLAN AND PROFILE SHEETS FOR SUBSURFACE UTILITIES, GRADING AND PAVING REQUIREMENTS.

SEE SHEET 1 OF 19 FOR SURVEY/LAYOUT CONTROL POINTS.

LAYOUT TABLES ARE FOR NEW GRANITE CURB AND EXISTING GRANITE CURB TO BE REMOVED AND RESET. SEE LAYOUT PLAN FOR LOCATIONS OF NEW GRANITE CURB AND EXISTING GRANITE CURB TO BE REMOVED AND RESET.

STRIPING LEGEND	
4" DYLL	4" WIDTH SOLID DOUBLE YELLOW LANE LINE
24" SWL	24" WIDTH SOLID WHITE LINE

CENTERLINE OF ROAD ALIGNMENT LINE DATA						
Line #	Length	Direction	Start Point	End Point	Start Sta.	End Sta.
L1	422.25	N84°13'28"E	N:299,164.75 E:2,925,408.67	N:299,207.24 E:2,925,828.77	42+77.75	47+00.00

STRAIGHT CURB LAYOUT TABLE				
LINE#	LENGTH	DIRECTION	START POINT	END POINT
L100	13.32'	N13°38'25"W	N: 299,185.61 E: 2,925,426.95	N: 299,198.55 E: 2,925,423.81
L101	22.86'	S84°13'28"W	N: 299,181.83 E: 2,925,458.27	N: 299,179.53 E: 2,925,435.53
L102	5.83'	S39°13'28"W	N: 299,187.43 E: 2,925,463.98	N: 299,182.92 E: 2,925,460.29
L103	5.00'	S05°46'32"E	N: 299,185.28 E: 2,925,437.68	N: 299,180.30 E: 2,925,438.18
L104	26.38'	S84°13'28"W	N: 299,187.93 E: 2,925,463.93	N: 299,185.28 E: 2,925,437.68
L105	144.76'	S84°13'28"W	N: 299,202.00 E: 2,925,608.01	N: 299,187.43 E: 2,925,463.98

STRAIGHT CURB LAYOUT TABLE				
LINE#	LENGTH	DIRECTION	START POINT	END POINT
L106	51.68'	S84°13'28"W	N: 299,210.80 E: 2,925,695.04	N: 299,205.60 E: 2,925,643.62
L107	52.53'	S84°13'28"W	N: 299,217.94 E: 2,925,765.57	N: 299,212.65 E: 2,925,713.31
L108	47.13'	S84°13'28"W	N: 299,224.16 E: 2,925,827.10	N: 299,219.42 E: 2,925,780.21
L109	3.10'	S84°29'04"W	N: 299,224.46 E: 2,925,830.18	N: 299,224.16 E: 2,925,827.10
L110	49.42'	S84°29'04"W	N: 299,230.70 E: 2,925,894.84	N: 299,225.95 E: 2,925,845.65
L200	22.67'	S07°05'41"E	N: 299,144.43 E: 2,925,391.84	N: 299,121.93 E: 2,925,394.64

STRAIGHT CURB LAYOUT TABLE				
LINE#	LENGTH	DIRECTION	START POINT	END POINT
L201	15.13'	S06°19'13"E	N: 299,144.90 E: 2,925,431.52	N: 299,129.87 E: 2,925,433.19
L202	259.63'	S84°13'28"W	N: 299,176.56 E: 2,925,694.30	N: 299,150.43 E: 2,925,435.99
L203	86.66'	S84°13'28"W	N: 299,186.75 E: 2,925,795.06	N: 299,178.03 E: 2,925,708.84
L204	20.05'	S84°13'28"W	N: 299,190.33 E: 2,925,830.44	N: 299,188.31 E: 2,925,810.49
L205	118.39'	S84°29'04"W	N: 299,201.71 E: 2,925,948.28	N: 299,190.33 E: 2,925,830.44

RADIUS CURB LAYOUT TABLE						
CURVE #	RADIUS	LENGTH	TANGENT	DELTA	START POINT	END POINT
C100	8.00'	11.47'	6.97'	082°09'10"	N: 299,185.61 E: 2,925,426.95	N: 299,179.53 E: 2,925,435.53
C101	3.00'	2.36'	1.24'	045°00'00"	N: 299,181.83 E: 2,925,458.27	N: 299,182.92 E: 2,925,460.29
C200	5.00'	7.90'	5.05'	090°32'41"	N: 299,150.43 E: 2,925,435.99	N: 299,144.90 E: 2,925,431.52

20' 0 20' 40'

BAR SCALE
1" = 20' AT 24"x36"
CHECK GRAPHIC SCALE BEFORE USING

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PORTLAND, MAINE 04102
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COMMITMENT & INTEGRITY DRIVE RESULTS
WOODARD & CURRAN

LDD PROJECT NAME: N/A

DRAWING NAME: 225672.65-C008.DWG

FIELD BOOK USED: N/A

REFERENCES:
DeeringST_2012.dwg

DESIGNED BY: JBC/AEA
DRAWN BY: JBC
CHECKED BY: DAS
SCALE: AS NOTED
DATE: 3/23/2015

STATE OF MAINE DAVID A. SENUS 10791 LICENSED PROFESSIONAL ENGINEER
3/23/2015

DEERING STREET RECONSTRUCTION

DEERING STREET LAYOUT PLAN – 1

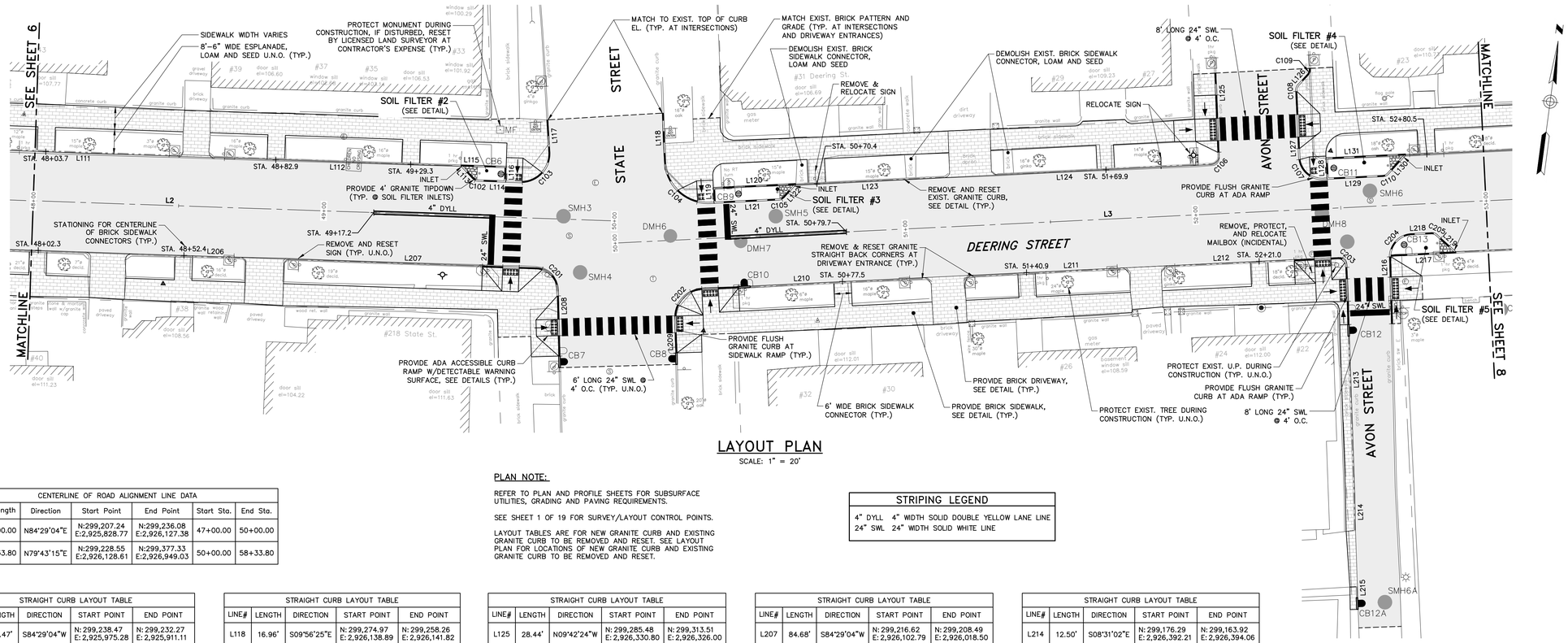
CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING SECTION

CITY OF PORTLAND, MAINE – RESURGAM

SHEET # 6 OF 19

PLAN NUMBER

\\PORTLAND\Projects\225672 Portland-Gen Eng Svcs\wip\65 Deering St Reconstruction\Drawings\CIVIL\225672.65-C008.dwg, Mar 20, 2015 - 12:14pm



LAYOUT PLAN

SCALE: 1" = 20'

CENTERLINE OF ROAD ALIGNMENT LINE DATA						
Line #	Length	Direction	Start Point	End Point	Start Sta.	End Sta.
L2	300.00	N84°29'04"E	N:299,207.24 E:2,925,828.77	N:299,236.08 E:2,926,127.38	47+00.00	50+00.00
L3	833.80	N79°43'15"E	N:299,228.55 E:2,926,128.61	N:299,377.33 E:2,926,949.03	50+00.00	58+33.80

PLAN NOTE:

REFER TO PLAN AND PROFILE SHEETS FOR SUBSURFACE UTILITIES, GRADING AND PAVING REQUIREMENTS.

SEE SHEET 1 OF 19 FOR SURVEY/LAYOUT CONTROL POINTS.

LAYOUT TABLES ARE FOR NEW GRANITE CURB AND EXISTING GRANITE CURB TO BE REMOVED AND RESET. SEE LAYOUT PLAN FOR LOCATIONS OF NEW GRANITE CURB AND EXISTING GRANITE CURB TO BE REMOVED AND RESET.

STRIPING LEGEND	
4" DYLL	4" WIDTH SOLID DOUBLE YELLOW LANE LINE
24" SWL	24" WIDTH SOLID WHITE LINE

STRAIGHT CURB LAYOUT TABLE				
LINE#	LENGTH	DIRECTION	START POINT	END POINT
L111	64.47'	S84°29'04"W	N: 299,238.47 E: 2,925,975.28	N: 299,232.27 E: 2,925,911.11
L112	84.80'	S84°29'04"W	N: 299,247.87 E: 2,926,072.60	N: 299,239.72 E: 2,925,988.19
L113	5.83'	N50°30'56"W	N: 299,244.16 E: 2,926,077.09	N: 299,247.87 E: 2,926,072.60
L114	14.26'	S84°29'04"W	N: 299,244.86 E: 2,926,093.49	N: 299,243.49 E: 2,926,079.29
L115	15.60'	N84°29'04"E	N: 299,248.36 E: 2,926,072.55	N: 299,249.86 E: 2,926,088.07
L116	5.00'	S05°30'56"E	N: 299,249.86 E: 2,926,088.07	N: 299,244.89 E: 2,926,088.55
L117	11.06'	S10°51'37"E	N: 299,267.56 E: 2,926,100.26	N: 299,256.70 E: 2,926,102.35

STRAIGHT CURB LAYOUT TABLE				
LINE#	LENGTH	DIRECTION	START POINT	END POINT
L118	16.96'	S09°56'25"E	N: 299,274.97 E: 2,926,138.89	N: 299,258.26 E: 2,926,141.82
L119	5.00'	S10°16'45"E	N: 299,251.97 E: 2,926,159.67	N: 299,247.05 E: 2,926,160.57
L120	28.39'	S79°43'15"W	N: 299,257.03 E: 2,926,187.60	N: 299,251.97 E: 2,926,159.67
L121	23.59'	N79°43'15"E	N: 299,246.30 E: 2,926,159.23	N: 299,250.51 E: 2,926,182.44
L122	5.83'	N34°43'15"E	N: 299,251.75 E: 2,926,184.37	N: 299,256.54 E: 2,926,187.69
L123	51.04'	N79°43'15"E	N: 299,256.54 E: 2,926,187.69	N: 299,265.65 E: 2,926,237.91
L124	73.53'	N79°43'15"E	N: 299,268.93 E: 2,926,256.02	N: 299,282.05 E: 2,926,328.37

STRAIGHT CURB LAYOUT TABLE				
LINE#	LENGTH	DIRECTION	START POINT	END POINT
L125	28.44'	N09°42'24"W	N: 299,285.48 E: 2,926,330.80	N: 299,313.51 E: 2,926,326.00
L126	4.59'	S34°55'02"W	N: 299,317.04 E: 2,926,357.03	N: 299,313.28 E: 2,926,354.40
L127	22.93'	S10°06'18"E	N: 299,311.03 E: 2,926,353.91	N: 299,288.46 E: 2,926,357.93
L128	7.00'	N10°16'45"W	N: 299,282.73 E: 2,926,368.53	N: 299,289.62 E: 2,926,367.28
L129	20.60'	N79°43'15"E	N: 299,281.99 E: 2,926,367.24	N: 299,285.66 E: 2,926,387.51
L130	8.66'	N34°43'15"E	N: 299,286.91 E: 2,926,389.44	N: 299,294.02 E: 2,926,394.37
L206	37.22'	S84°29'04"W	N: 299,206.83 E: 2,926,001.34	N: 299,203.25 E: 2,925,964.28

STRAIGHT CURB LAYOUT TABLE				
LINE#	LENGTH	DIRECTION	START POINT	END POINT
L207	84.68'	S84°29'04"W	N: 299,216.62 E: 2,926,102.79	N: 299,208.49 E: 2,926,018.50
L208	22.60'	N08°55'39"W	N: 299,187.59 E: 2,926,114.97	N: 299,209.92 E: 2,926,111.46
L209	11.93'	N09°29'51"W	N: 299,193.84 E: 2,926,154.26	N: 299,205.61 E: 2,926,152.29
L210	75.76'	N79°43'15"E	N: 299,217.03 E: 2,926,160.38	N: 299,230.55 E: 2,926,234.92
L211	50.62'	N79°43'15"E	N: 299,233.71 E: 2,926,252.34	N: 299,242.74 E: 2,926,302.15
L212	57.91'	N79°43'15"E	N: 299,245.77 E: 2,926,318.81	N: 299,256.10 E: 2,926,375.80
L213	78.43'	S09°28'50"E	N: 299,253.64 E: 2,926,379.29	N: 299,176.29 E: 2,926,392.21

STRAIGHT CURB LAYOUT TABLE				
LINE#	LENGTH	DIRECTION	START POINT	END POINT
L214	12.50'	S08°31'02"E	N: 299,176.29 E: 2,926,392.21	N: 299,163.92 E: 2,926,394.06
L215	3.81'	S09°25'22"E	N: 299,144.75 E: 2,926,397.24	N: 299,141.00 E: 2,926,397.86
L216	22.81'	S09°11'48"E	N: 299,258.42 E: 2,926,393.38	N: 299,235.90 E: 2,926,397.02
L217	22.48'	S79°43'15"W	N: 299,262.87 E: 2,926,415.94	N: 299,258.86 E: 2,926,393.82
L218	6.76'	S79°43'15"W	N: 299,268.78 E: 2,926,406.49	N: 299,267.57 E: 2,926,399.84
L219	8.66'	N55°16'45"W	N: 299,263.36 E: 2,926,415.85	N: 299,268.29 E: 2,926,408.74

RADIUS CURB LAYOUT TABLE						
CURVE #	RADIUS	LENGTH	TANGENT	DELTA	START POINT	END POINT
C102	3.00'	2.36'	1.24'	045°00'00"	N: 299,244.16 E: 2,926,077.09	N: 299,243.49 E: 2,926,079.29
C103	10.00'	16.64'	10.98'	095°20'41"	N: 299,244.86 E: 2,926,093.49	N: 299,256.70 E: 2,926,102.35
C104	15.00'	23.44'	14.88'	089°32'07"	N: 299,258.26 E: 2,926,141.82	N: 299,246.30 E: 2,926,159.23
C105	3.00'	2.36'	1.24'	045°00'00"	N: 299,250.51 E: 2,926,182.44	N: 299,251.75 E: 2,926,184.37
C106	3.00'	4.65'	2.93'	088°44'37"	N: 299,282.05 E: 2,926,328.37	N: 299,285.48 E: 2,926,330.80

RADIUS CURB LAYOUT TABLE						
CURVE #	RADIUS	LENGTH	TANGENT	DELTA	START POINT	END POINT
C107	8.00'	12.59'	8.02'	090°10'27"	N: 299,288.46 E: 2,926,357.93	N: 299,281.99 E: 2,926,367.24
C108	3.00'	2.36'	1.24'	045°01'19"	N: 299,313.28 E: 2,926,354.40	N: 299,311.03 E: 2,926,353.91
C109	3.00'	2.36'	1.24'	045°00'00"	N: 299,317.04 E: 2,926,357.03	N: 299,319.28 E: 2,926,357.52
C110	3.00'	2.36'	1.24'	045°00'00"	N: 299,285.66 E: 2,926,387.51	N: 299,286.91 E: 2,926,389.44
C201	8.00'	12.07'	7.52'	086°28'35"	N: 299,209.92 E: 2,926,111.46	N: 299,216.62 E: 2,926,102.79

RADIUS CURB LAYOUT TABLE						
CURVE #	RADIUS	LENGTH	TANGENT	DELTA	START POINT	END POINT
C202	10.00'	15.50'	9.80'	088°49'04"	N: 299,217.03 E: 2,926,160.38	N: 299,205.61 E: 2,926,152.29
C203	3.00'	4.75'	3.04'	090°47'54"	N: 299,253.64 E: 2,926,379.29	N: 299,256.10 E: 2,926,375.80
C204	8.00'	12.42'	7.86'	088°58'35"	N: 299,267.57 E: 2,926,399.84	N: 299,258.42 E: 2,926,393.38
C205	3.00'	2.36'	1.24'	045°00'00"	N: 299,268.29 E: 2,926,408.74	N: 299,268.78 E: 2,926,406.49

20' 0 20' 40'

BAR SCALE
1" = 20' AT 24"x36"
CHECK GRAPHIC SCALE BEFORE USING

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WOODARD & CURRAN

LDD PROJECT NAME: N/A

DRAWING NAME: 225672.65–C008.DWG

FIELD BOOK USED: N/A

REFERENCES:
DeeringST_2012.dwg

DESIGNED BY:	JBC/ACA
DRAWN BY:	JBC
CHECKED BY:	DAS
SCALE:	AS NOTED
DATE:	3/23/2015

STATE OF MAINE DAVID A. SENUS 10791 LICENSED PROFESSIONAL ENGINEER 3/23/2015

DEERING STREET RECONSTRUCTION

DEERING STREET LAYOUT PLAN – 2

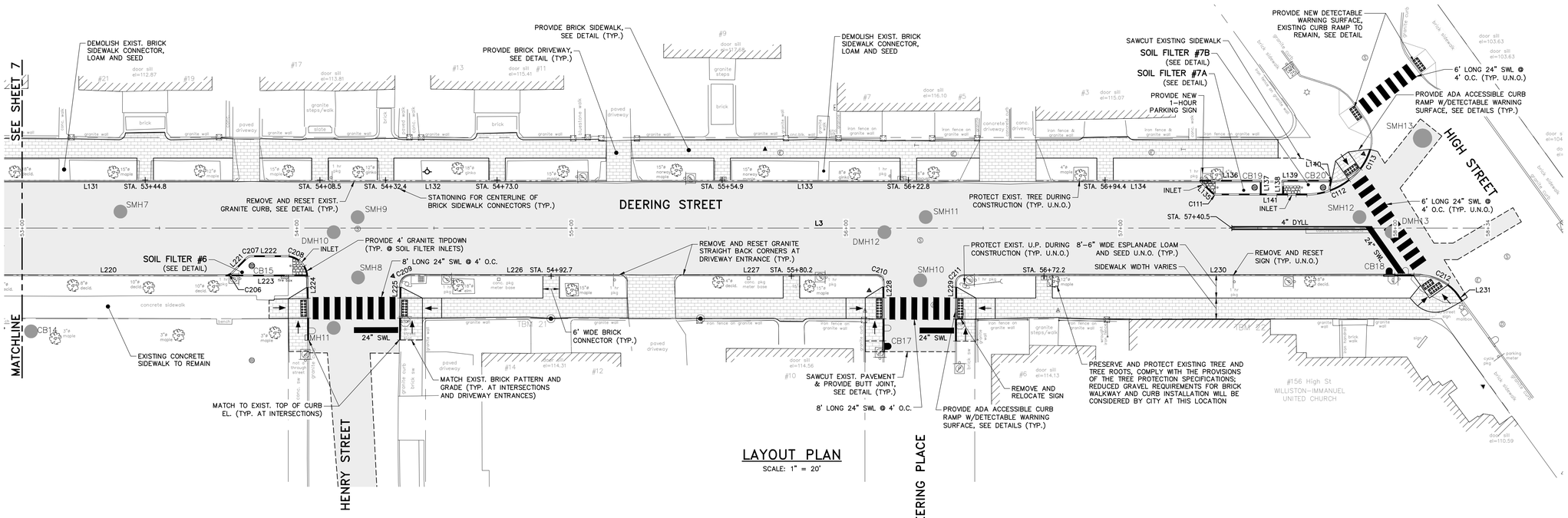
CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING SECTION

SEAL OF PORTLAND, MAINE — DAVID RESURGAM

SHEET # 7 OF 19

PLAN NUMBER

\\PORTLAND\Projects\225672 Portland-Gen Eng Svcs\wip\65 Deering St Reconstruction\Drawings\CIVIL\225672.65-C008.dwg, Mar 20, 2015 - 12:14pm



LAYOUT PLAN

SCALE: 1" = 20'

PLAN NOTE:

REFER TO PLAN AND PROFILE SHEETS FOR SUBSURFACE UTILITIES, GRADING AND PAVING REQUIREMENTS.

SEE SHEET 1 OF 19 FOR SURVEY/LAYOUT CONTROL POINTS.

LAYOUT TABLES ARE FOR NEW GRANITE CURB AND EXISTING GRANITE CURB TO BE REMOVED AND RESET. SEE LAYOUT PLAN FOR LOCATIONS OF NEW GRANITE CURB AND EXISTING GRANITE CURB TO BE REMOVED AND RESET.

STRIPING LEGEND	
8" SWL	8" WIDTH SOLID WHITE LINE
4" DYLL	4" WIDTH SOLID DOUBLE YELLOW LANE LINE
24" SWL	24" WIDTH SOLID WHITE LINE

CENTERLINE OF ROAD ALIGNMENT LINE DATA

Line #	Length	Direction	Start Point	End Point	Start Sta.	End Sta.
L3	833.80	N79°43'15"E	N:299,228.55 E:2,926,128.61	N:299,377.33 E:2,926,949.03	50+00.00	58+33.80

STRAIGHT CURB LAYOUT TABLE

LINE#	LENGTH	DIRECTION	START POINT	END POINT
L131	103.57'	N79°43'15"E	N: 299,294.02 E: 2,926,394.37	N: 299,312.50 E: 2,926,496.27
L132	126.30'	N79°43'15"E	N: 299,314.25 E: 2,926,505.88	N: 299,336.78 E: 2,926,630.15
L133	126.89'	N79°43'15"E	N: 299,338.38 E: 2,926,638.97	N: 299,361.02 E: 2,926,763.82
L135	5.83'	S55°16'45"E	N: 299,375.33 E: 2,926,842.73	N: 299,372.01 E: 2,926,847.52
L136	22.48'	N79°43'15"E	N: 299,375.83 E: 2,926,842.64	N: 299,379.84 E: 2,926,864.76

STRAIGHT CURB LAYOUT TABLE

LINE#	LENGTH	DIRECTION	START POINT	END POINT
L137	5.00'	S10°16'45"E	N: 299,379.84 E: 2,926,864.76	N: 299,374.92 E: 2,926,865.65
L138	5.00'	N10°16'45"W	N: 299,376.28 E: 2,926,873.15	N: 299,381.20 E: 2,926,872.25
L139	18.00'	N79°43'15"E	N: 299,381.20 E: 2,926,872.25	N: 299,384.41 E: 2,926,889.97
L140	3.62'	S01°00'06"W	N: 299,384.41 E: 2,926,889.97	N: 299,380.79 E: 2,926,889.90
L141	32.85'	N79°43'15"E	N: 299,371.53 E: 2,926,849.76	N: 299,377.39 E: 2,926,882.09

STRAIGHT CURB LAYOUT TABLE

LINE#	LENGTH	DIRECTION	START POINT	END POINT
L220	85.30'	S79°43'15"W	N: 299,278.59 E: 2,926,499.79	N: 299,263.36 E: 2,926,415.85
L221	7.41'	S34°43'15"W	N: 299,285.92 E: 2,926,505.94	N: 299,279.83 E: 2,926,501.72
L222	12.44'	S79°43'15"W	N: 299,289.39 E: 2,926,520.11	N: 299,287.17 E: 2,926,507.87
L223	29.41'	N79°51'16"E	N: 299,278.09 E: 2,926,499.88	N: 299,283.27 E: 2,926,528.83
L224	22.04'	N11°15'10"W	N: 299,261.53 E: 2,926,533.67	N: 299,283.14 E: 2,926,529.37

STRAIGHT CURB LAYOUT TABLE

LINE#	LENGTH	DIRECTION	START POINT	END POINT
L225	18.80'	S09°47'39"E	N: 299,286.00 E: 2,926,562.87	N: 299,267.48 E: 2,926,566.07
L226	75.92'	S79°43'15"W	N: 299,304.16 E: 2,926,640.80	N: 299,290.61 E: 2,926,566.10
L227	70.10'	S79°43'15"W	N: 299,320.83 E: 2,926,732.74	N: 299,308.32 E: 2,926,663.76
L228	21.02'	N10°27'02"W	N: 299,297.78 E: 2,926,740.03	N: 299,318.45 E: 2,926,736.22
L229	21.17'	N10°04'15"W	N: 299,302.23 E: 2,926,765.52	N: 299,323.07 E: 2,926,761.82

STRAIGHT CURB LAYOUT TABLE

LINE#	LENGTH	DIRECTION	START POINT	END POINT
L230	165.71'	N79°43'15"E	N: 299,326.55 E: 2,926,764.24	N: 299,356.12 E: 2,926,927.29
L231	2.57'	S46°34'03"E	N: 299,351.48 E: 2,926,942.88	N: 299,349.71 E: 2,926,944.75

RADIUS CURB LAYOUT TABLE

CURVE #	RADIUS	LENGTH	TANGENT	DELTA	START POINT	END POINT
C111	3.00'	2.36'	1.24'	045°00'00"	N: 299,372.01 E: 2,926,847.52	N: 299,371.53 E: 2,926,849.76
C112	25.00'	22.23'	11.91'	050°56'22"	N: 299,377.39 E: 2,926,882.09	N: 299,389.95 E: 2,926,899.54
C113	20.34'	8.31'	4.22'	023°24'41"	N: 299,389.95 E: 2,926,899.54	N: 299,397.84 E: 2,926,901.96
C206	3.00'	2.36'	1.24'	045°00'00"	N: 299,278.59 E: 2,926,499.79	N: 299,279.83 E: 2,926,501.72
C207	3.00'	2.36'	1.24'	045°00'00"	N: 299,287.17 E: 2,926,507.87	N: 299,285.92 E: 2,926,505.94

RADIUS CURB LAYOUT TABLE

CURVE #	RADIUS	LENGTH	TANGENT	DELTA	START POINT	END POINT
C208	8.00'	12.37'	7.80'	088°33'40"	N: 299,283.14 E: 2,926,529.37	N: 299,289.39 E: 2,926,520.11
C209	4.00'	6.24'	3.96'	089°23'20"	N: 299,290.61 E: 2,926,566.10	N: 299,286.00 E: 2,926,562.87
C210	3.00'	4.68'	2.97'	089°23'04"	N: 299,318.45 E: 2,926,736.22	N: 299,320.83 E: 2,926,732.74
C211	3.00'	4.70'	2.99'	089°43'08"	N: 299,326.55 E: 2,926,764.24	N: 299,323.07 E: 2,926,761.82
C212	18.00'	16.87'	9.11'	053°42'42"	N: 299,351.48 E: 2,926,942.88	N: 299,356.12 E: 2,926,927.29

20' 0 20' 40'

BAR SCALE
1" = 20' AT 24"x36"
CHECK GRAPHIC SCALE BEFORE USING

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LDD PROJECT NAME: N/A
DRAWING NAME: 225672.65-C008.DWG
FIELD BOOK USED: N/A

REFERENCES:
DeeringST_2012.dwg

DESIGNED BY: JBC/AEA
DRAWN BY: JBC
CHECKED BY: DAS
SCALE: AS NOTED
DATE: 3/23/2015

STATE OF MAINE DAVID A. SENUS 10791 LICENSED PROFESSIONAL ENGINEER 3/23/2015

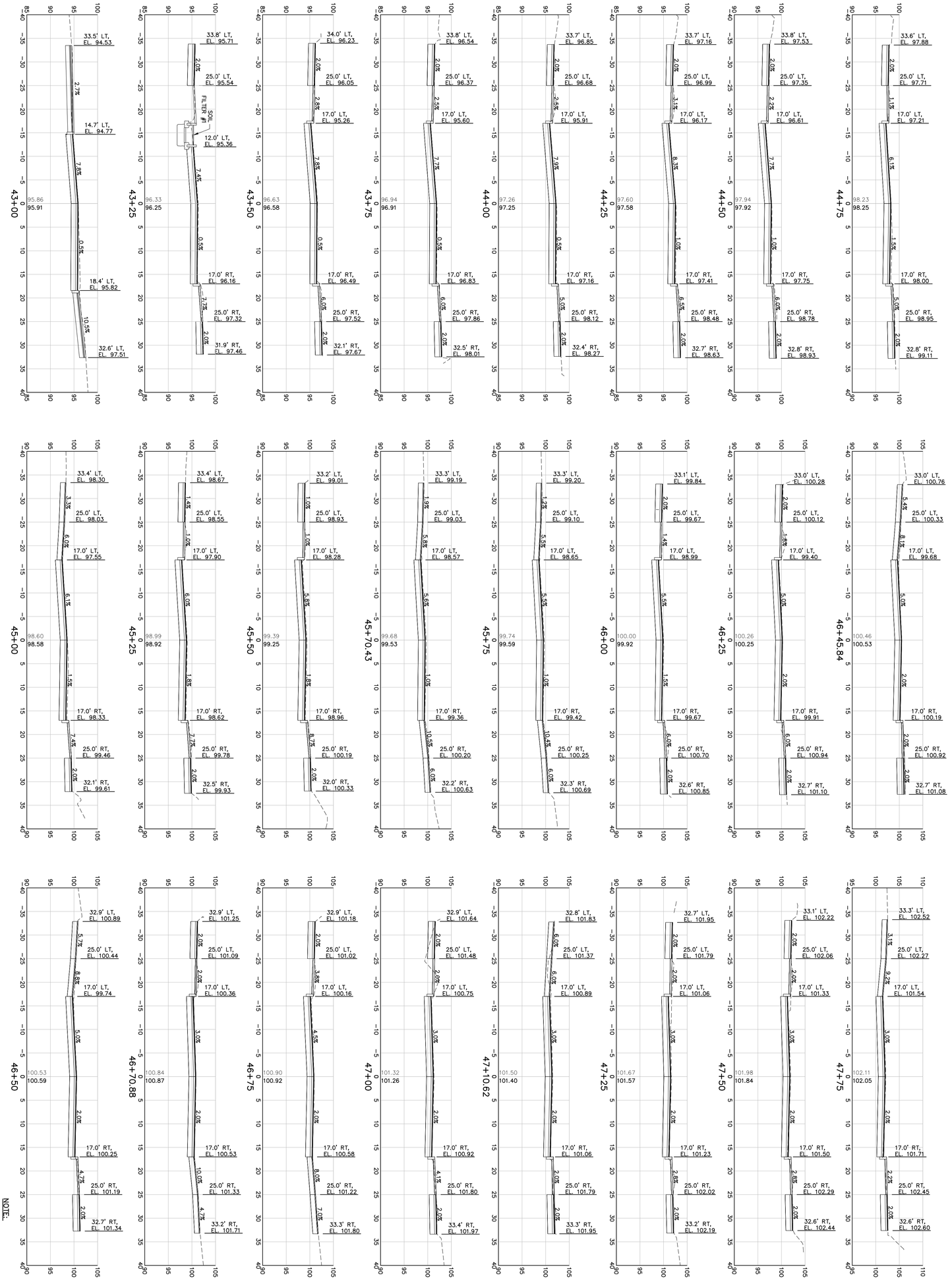
DEERING STREET RECONSTRUCTION

DEERING STREET LAYOUT PLAN - 3

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING SECTION

SHEET # 8 OF 19
PLAN NUMBER

\\PORTLAND\Projects\225672 Portland-Gen Eng Svcs\wip\65 Deering St Reconstruction\Drawings\CIVIL\225672.65-C008.dwg, Mar 20, 2015 - 12:14pm



BAR SCALE
1" = 10'
CHECK GRAPHIC SCALE BEFORE USING

NOTE:
NOT ALL FEATURES ARE DEPICTED ON CROSS SECTION DRAWINGS. ADJUSTMENTS TO SIDEWALK, DRIVEWAY CONNECTIONS, UTILITIES AND LANDSCAPE FEATURES; REFER TO ROADWAY AND LAYOUT PLANS FOR DETERMINATIONS OF SURFACE AND SUBSURFACE IMPROVEMENTS.

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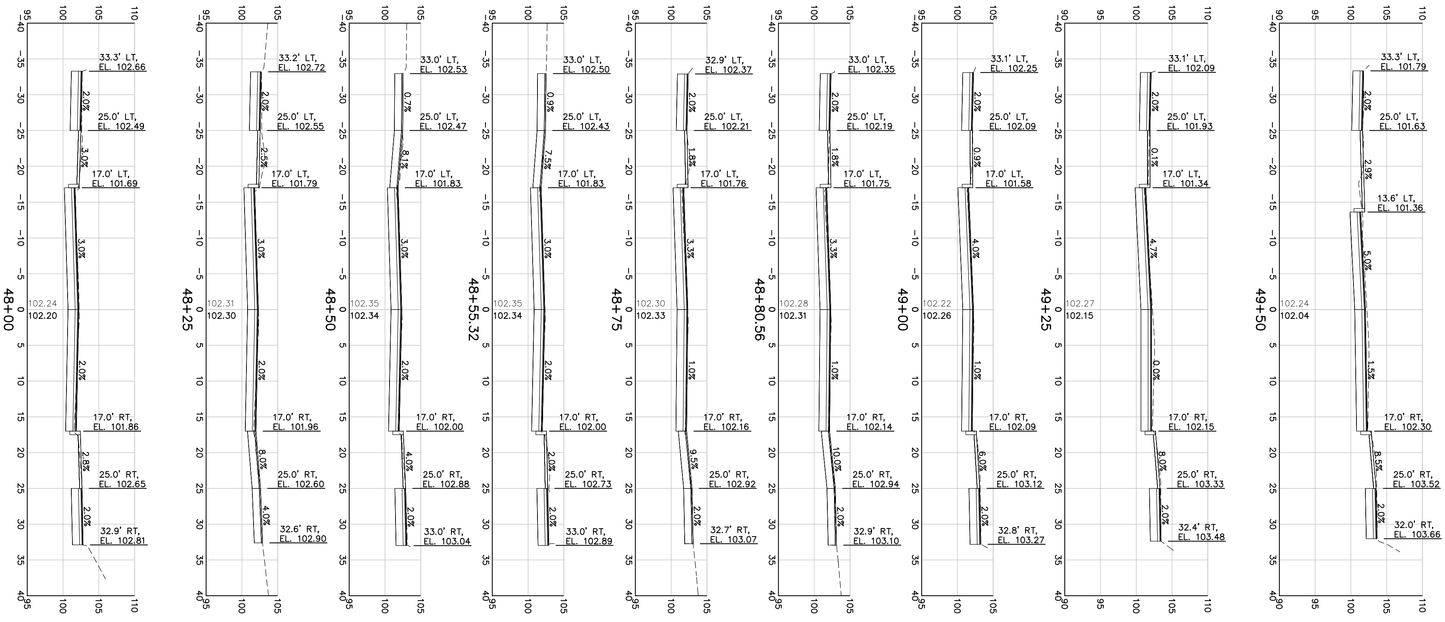
SHEET # 9 OF 19	CITY OF PORTLAND, MAINE PUBLIC SERVICES DEPARTMENT ENGINEERING SECTION	DEERING STREET RECONSTRUCTION CROSS SECTIONS – 1	STATE OF MAINE DAVID A. SENUS 10791 LICENSED PROFESSIONAL ENGINEER 3/23/2015	DESIGNED BY: MDLM/AEA DRAWN BY: JBC CHECKED BY: DAS SCALE: AS NOTED DATE: 3/23/2015	REFERENCES: DeeringST_2012.dwg

LDD PROJECT NAME: N/A
DRAWING NAME: 225672.65-C00A.DWG
FIELD BOOK USED: N/A

PLAN NUMBER



BAR SCALE
1" = 10'
10' 0 10' 20'
CHECK GRAPHIC SCALE BEFORE USING

NOTE:
NOT ALL FEATURES ARE DEPICTED ON CROSS SECTION PLANS. ALL DIMENSIONS ARE RELATIVE TO SIDEWALK, CONNECTIONS, UTILITIES, AND LANDSCAPE FEATURES; REFER TO ROADWAY AND LAYOUT PLANS FOR LOCATIONS OF SURFACE AND SUBSURFACE IMPROVEMENTS.

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PLAN NUMBER	SHEET # 10 OF 19	CITY OF PORTLAND, MAINE PUBLIC SERVICES DEPARTMENT ENGINEERING SECTION	DEERING STREET RECONSTRUCTION CROSS SECTIONS – 2	STATE OF MAINE DAVID A. SENUS 10791 LICENSED PROFESSIONAL ENGINEER 3/23/2015	DESIGNED BY: MBLM/AEA DRAWN BY: JBC CHECKED BY: DAS SCALE: AS NOTED DATE: 3/23/2015

REFERENCES:
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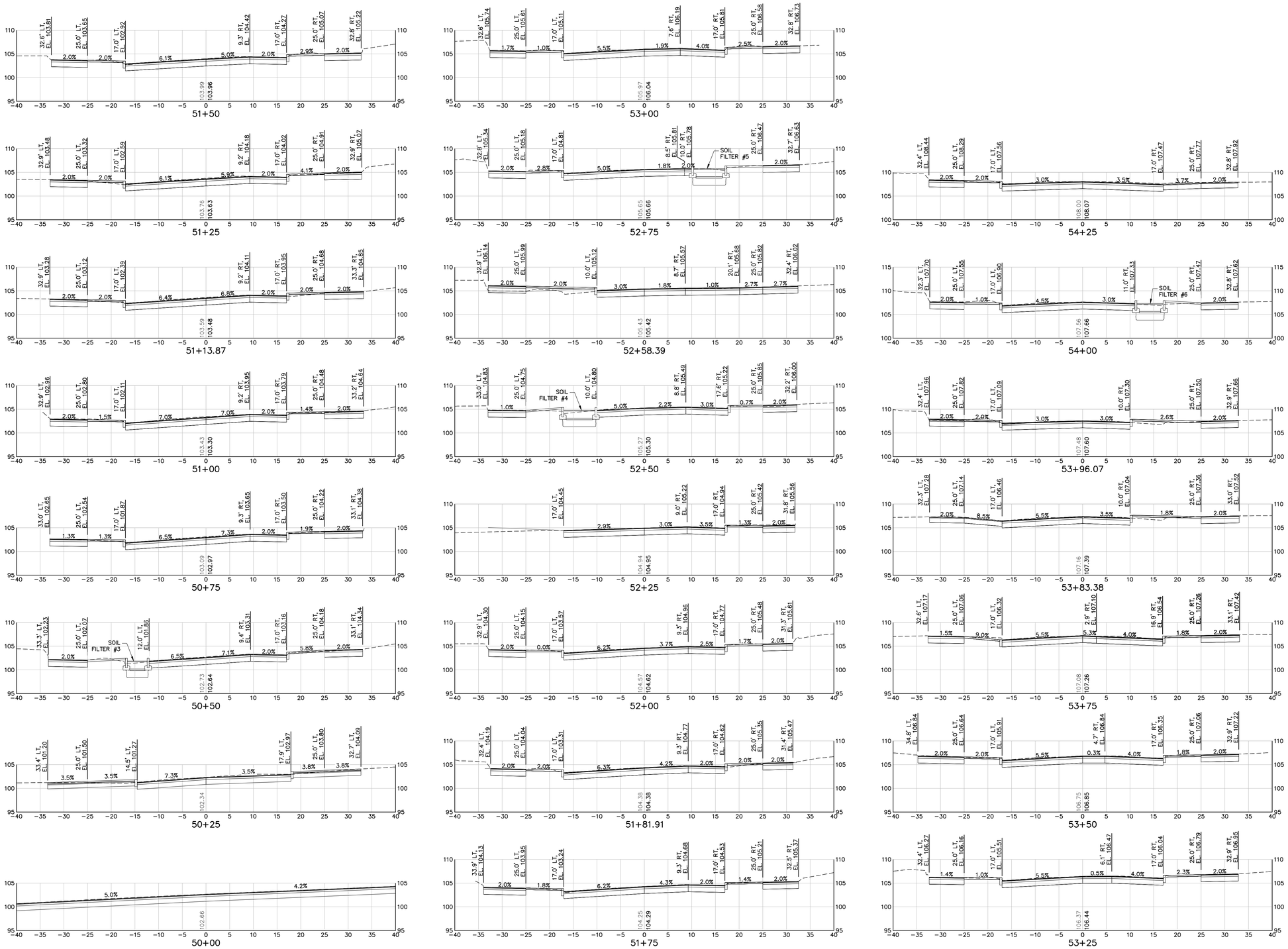
LDD PROJECT NAME: N/A
DRAWING NAME: 225672.65-C00A.DWG
FIELD BOOK USED: N/A



BAR SCALE
1" = 10'
CHECK GRAPHIC SCALE BEFORE USING

NOTE:

NOT ALL FEATURES ARE DEPICTED ON CROSS SECTION PLANS; INCLUDING BUT NOT LIMITED TO SIDEWALK CONNECTIONS, UTILITIES AND LANDSCAPE FEATURES; REFER TO GRADING AND LAYOUT PLANS FOR LOCATIONS OF SURFACE AND SUBSURFACE IMPROVEMENTS.

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LDD PROJECT NAME: N/A

DRAWING NAME: 225672.65-C00A.DWG

FIELD BOOK USED: N/A

REFERENCES:
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DESIGNED BY:	NDLM/AEA
DRAWN BY:	JBC
CHECKED BY:	DAS
SCALE:	AS NOTED
DATE:	3/23/2015

STATE OF MAINE DAVID A. SENUS 10791 LICENSED PROFESSIONAL ENGINEER
3/23/2015

DEERING STREET RECONSTRUCTION

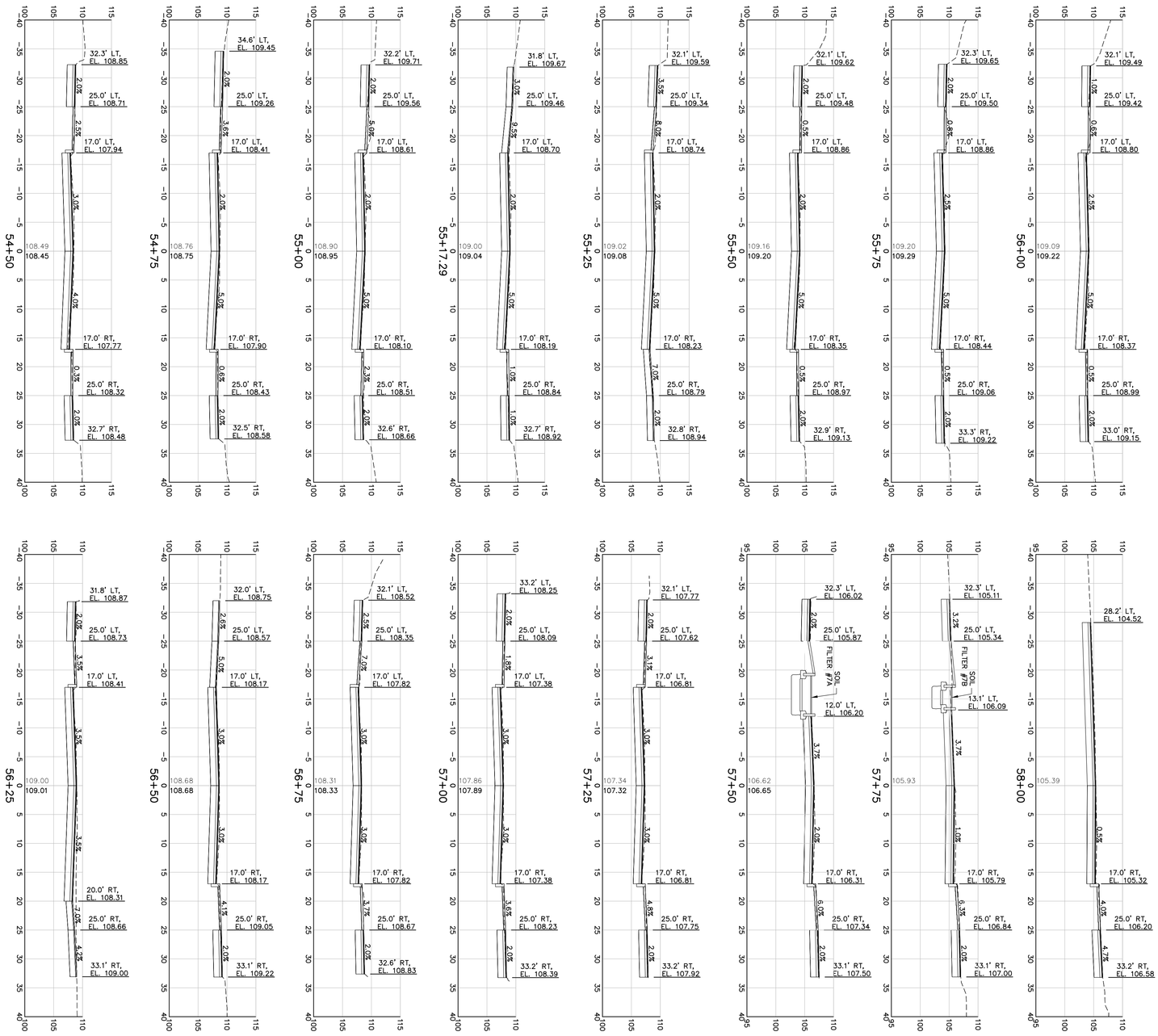
CROSS SECTIONS - 3

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING SECTION

SHEET # 11 OF 19

PLAN NUMBER

\\PORTLAND\Projects\225672 Portland-Gen Eng Svcs\wip\65 Deering St Reconstruction\Drawings\CIVIL\225672.65-C00A.dwg, Mar 20, 2015 - 12:15pm



BAR SCALE
1" = 10'
10' 0 10' 20'
CHECK GRAPHIC SCALE BEFORE USING

NOTE:
NOT ALL FEATURES ARE DEPICTED ON CROSS SECTION PLANS. ALSO, DUE TO SCALE, SOME FEATURES, CONNECTIONS, UTILITIES AND LANDSCAPE FEATURES; REFER TO ROAD AND LAYOUT PLANS FOR LOCATIONS OF SURFACE AND SUBSURFACE IMPROVEMENTS.

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PLAN NUMBER	SHEET # 12 OF 19	CITY OF PORTLAND, MAINE PUBLIC SERVICES DEPARTMENT ENGINEERING SECTION	DEERING STREET RECONSTRUCTION CROSS SECTIONS – 4	STATE OF MAINE DAVID A. SENUS 10791 LICENSED PROFESSIONAL ENGINEER 3/23/2015	DESIGNED BY: MDAM/AEA DRAWN BY: JBC CHECKED BY: DAS SCALE: AS NOTED DATE: 3/23/2015

REFERENCES:
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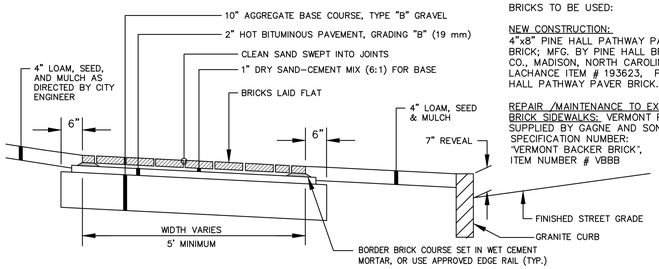
LDD PROJECT NAME: N/A
DRAWING NAME: 225672.65-C00A.DWG
FIELD BOOK USED: N/A



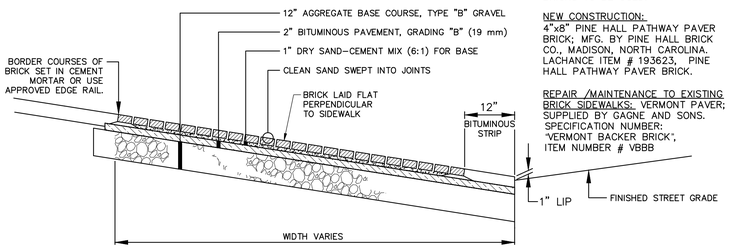
BRICKS TO BE USED:

NEW CONSTRUCTION:
4"x8" PINE HALL PATHWAY PAVER BRICK; MFG. BY PINE HALL BRICK CO., MADISON, NORTH CAROLINA. LACHANCE ITEM # 193623, PINE HALL PATHWAY PAVER BRICK.

REPAIR /MAINTENANCE TO EXISTING BRICK SIDEWALKS: VERMONT PAVER; SUPPLIED BY GAGNE AND SONS. SPECIFICATION NUMBER: "VERMONT BACKER BRICK", ITEM NUMBER # VBBB

BRICK SIDEWALK WITH BITUMINOUS BASE

N.T.S.



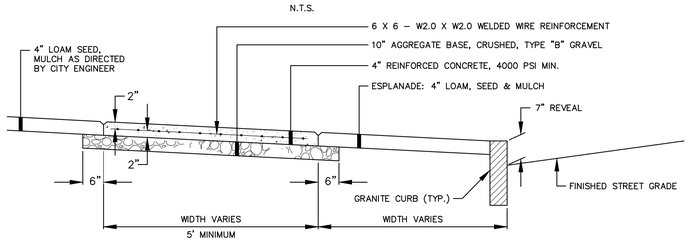
BRICKS TO BE USED:

NEW CONSTRUCTION:
4"x8" PINE HALL PATHWAY PAVER BRICK; MFG. BY PINE HALL BRICK CO., MADISON, NORTH CAROLINA. LACHANCE ITEM # 193623, PINE HALL PATHWAY PAVER BRICK.

REPAIR /MAINTENANCE TO EXISTING BRICK SIDEWALKS: VERMONT PAVER; SUPPLIED BY GAGNE AND SONS. SPECIFICATION NUMBER: "VERMONT BACKER BRICK", ITEM NUMBER # VBBB

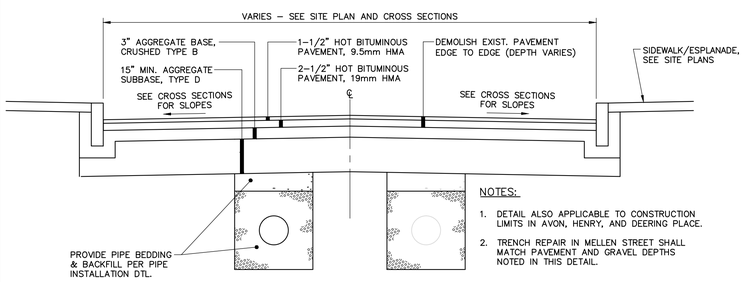
BRICK DRIVEWAY APRON WITH BITUMINOUS BASE

N.T.S.



REINFORCED CONCRETE SIDEWALK (IF NECESSARY)

N.T.S.



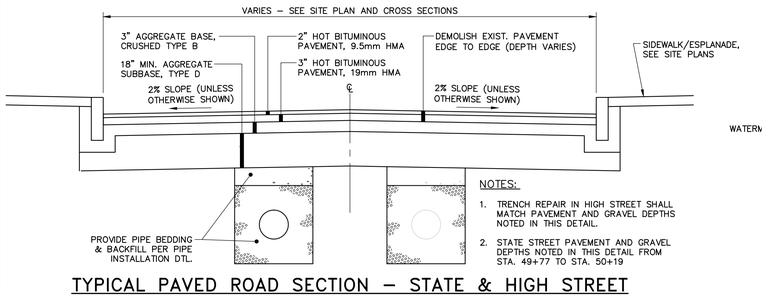
NOTES:

1. DETAIL ALSO APPLICABLE TO CONSTRUCTION LIMITS IN AVON, HENRY, AND DEERING PLACE.
2. TRENCH REPAIR IN MELLEN STREET SHALL MATCH PAVEMENT AND GRAVEL DEPTHS NOTED IN THIS DETAIL.

TYPICAL PAVED ROAD SECTION – DEERING STREET

N.T.S.

NOTE: AGGREGATE TYPES PER MDOT SECTION 304.02
PIPE TRENCH LOCATIONS VARY, SEE SITE PLAN



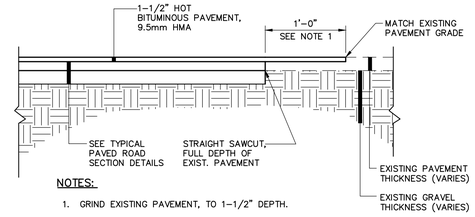
NOTES:

1. TRENCH REPAIR IN HIGH STREET SHALL MATCH PAVEMENT AND GRAVEL DEPTHS NOTED IN THIS DETAIL.
2. STATE STREET PAVEMENT AND GRAVEL DEPTHS NOTED IN THIS DETAIL FROM STA. 49+77 TO STA. 50+19

TYPICAL PAVED ROAD SECTION – STATE & HIGH STREET

N.T.S.

NOTE: AGGREGATE TYPES PER MDOT SECTION 304.02
PIPE TRENCH LOCATIONS VARY, SEE SITE PLAN



NOTES:

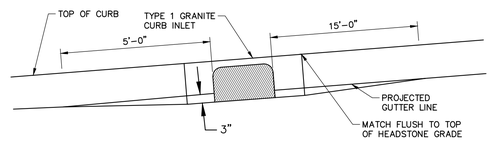
1. GRIND EXISTING PAVEMENT, TO 1–1/2" DEPTH.
2. PROVIDE BITUMINOUS TACK COAT ON VERTICAL AND HORIZONTAL SURFACES PRIOR TO PAVING.
3. DETAIL APPLICABLE TO PAVEMENT BUTT JOINTS AT ROADWAY WORK LIMITS. REFER TO PIPE INSTALLATION DTL. OR PAVED ROAD SECTION DTLS. FOR TRENCH REPAIR REQUIREMENTS.

PAVEMENT BUTT JOINT DETAIL

N.T.S.

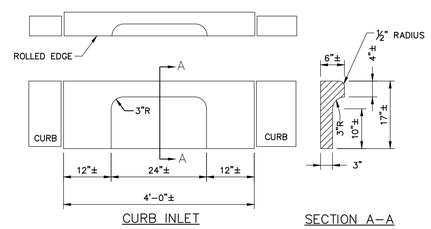
NOTE:

DISH 10' EITHER SIDE OF HEADSTONE FOR CATCH BASIN AT LOW POINT.



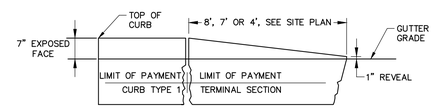
TYPICAL PAVEMENT GRADING ON SLOPES FOR CATCH BASIN AND INLETS

N.T.S.



TYPE 1 GRANITE CURB INLET W/ROLLED EDGE

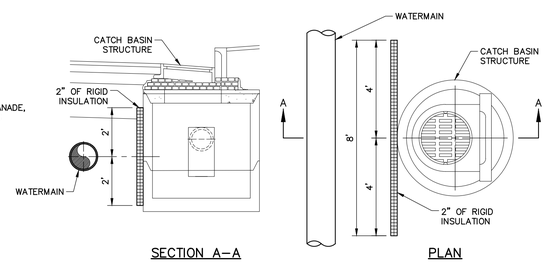
N.T.S.



TERMINAL SECTION TYPE "1"

TERMINAL CURB SECTION

N.T.S.

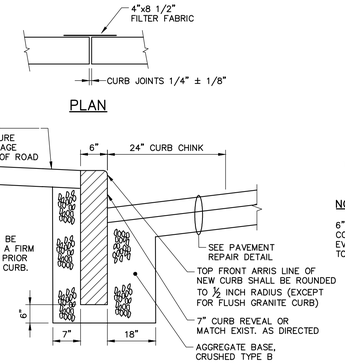


NOTE:

DETAIL APPLICABLE AT ALL LOCATIONS WHERE WATER MAIN IS 4' OR LESS AWAY FROM CB STRUCTURE.

INSULATION BETWEEN WATERMAIN AND STRUCTURE DETAIL

N.T.S.



NOTE:

6" BASE SHALL BE COMPACTED TO A FIRM EVEN SURFACE PRIOR TO SETTING OF CURB.

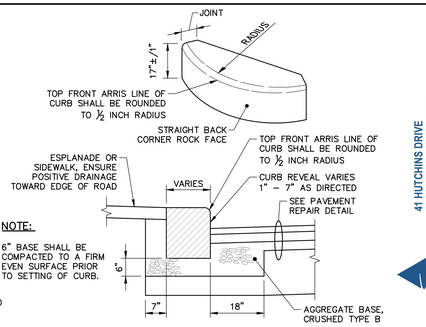
SECTION

TYPICAL NEW AND RESET CURB INSTALLATION

N.T.S.

NOTE: AGGREGATE TYPES PER MDOT SECTION 304.02

CURB TYPE 1 ON CURVES			
TYPE	RADIUS OF CURVE	LENGTH	STONE IS CUT OR CAST
1	0' TO 60' INCL.	4' MIN.	ARC TO FIT CURVE
	OVER 60' TO 160'	4' TO 6'	STRAIGHT PIECES

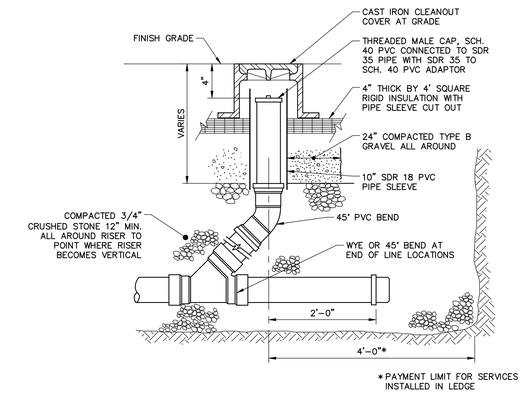


NOTE:

6" BASE SHALL BE COMPACTED TO A FIRM EVEN SURFACE PRIOR TO SETTING OF CURB.

GRANITE STRAIGHT BACK CORNER DETAIL

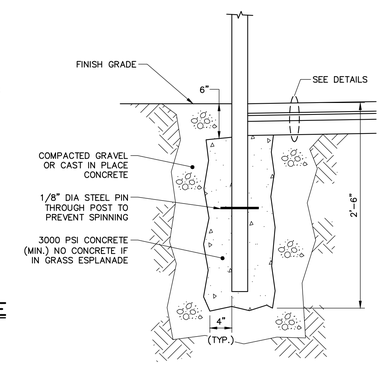
N.T.S.



*PAYMENT LIMIT FOR SERVICES INSTALLED IN LEDGE

CLEANOUT DETAIL

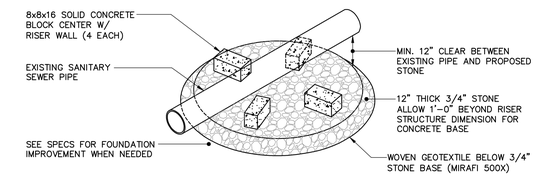
N.T.S.



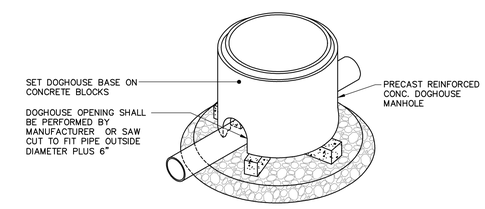
POST SPECIFICATION		
TYPE	HEIGHT ABOVE FIN. GRADE	POST MATERIAL
STREET SIGNAGE	7'–0"	GALV. STEEL

TYPICAL SIGN POST DETAIL

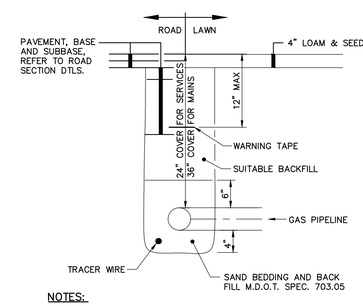
N.T.S.



BASE ISOMETRIC VIEW



RISER ISOMETRIC VIEW

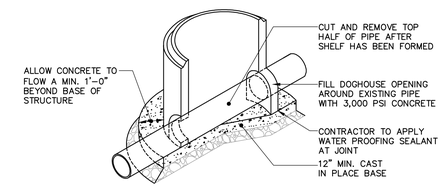


NOTES:

- NATURAL GAS MAIN IN DEERING AND STATE STREET WILL BE INSTALLED IN ADVANCE OF THIS PROJECT BY OTHERS; THIS DETAIL APPLIES TO ANY RELOCATIONS DETERMINED NECESSARY DURING CONSTRUCTION.
- CONTRACTOR SHALL PERFORM EXCAVATION AND PROVIDE BEDDING, BACKFILL, AND SURFACE RESTORATION; UNITIL SHALL PROVIDE PIPING, VALVES AND FITTINGS. CONTRACTOR SHALL COORDINATE ALL WORK WITH UNITIL INC.

NATURAL GAS PIPE (IF NECESSARY)

N.T.S.



FOUNDATION SECTION VIEW

DOGHOUSE MANHOLE DETAIL

N.T.S.

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WOODARD & CURRAN

LDD PROJECT NAME: N/A
DRAWING NAME: 225672.65–D00A.DWG
FIELD BOOK USED: N/A

REFERENCES:
DeeringST_2012.dwg

DESIGNED BY: JBC/ACA	DRAWN BY: JBC
CHECKED BY: DAS	SCALE: AS NOTED
DATE: 3/23/2015	

STATE OF MAINE DAVID A. SENUS 10791 LICENSED PROFESSIONAL ENGINEER 3/23/2015

DEERING STREET RECONSTRUCTION

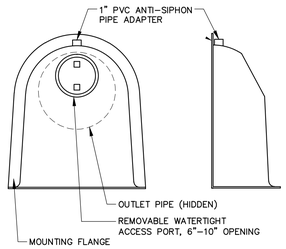
CIVIL DETAILS – 1

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING SECTION

ALTO RESURGAM OF PORTLAND, MAINE

SHEET # 13 OF 19
PLAN NUMBER

\\PORTLAND\Projects\225672 Portland-Gen Eng Svcs\wip\65 Deering St Reconstruction\Drawings\CIVIL\225672.65-D00A.dwg, Mar 20, 2015 - 12:15pm

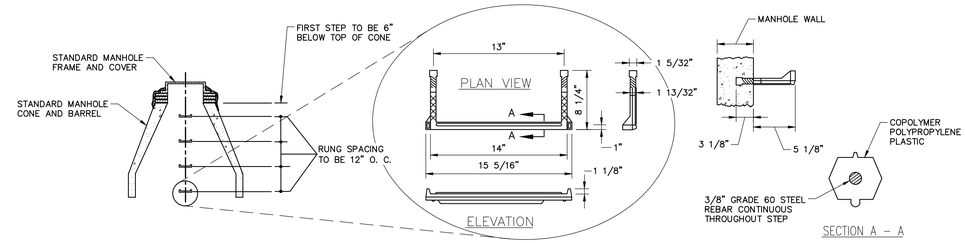


NOTES:

1. ALL HOODS AND TRAPS FOR CATCH BASINS AND WATER QUALITY STRUCTURES SHALL BE AS MANUFACTURED BY BEST MANAGEMENT PRODUCTS, INC. OR PRE-APPROVED EQUAL
2. ALL HOODS SHALL BE CONSTRUCTED OF A GLASS REINFORCED RESIN COMPOSITE WITH ISO GEL COAT EXTERIOR FINISH WITH A MINIMUM 0.125" LAMINATE THICKNESS.
3. ALL HOODS SHALL BE EQUIPPED WITH A WATERTIGHT ACCESS PORT, A MOUNTING FLANGE, AND AN ANTI-SIPHON VENT PIPE AND ELBOW.
4.
5. THE SIZE AND POSITION OF THE HOOD SHALL BE DETERMINED BY OUTLET PIPE SIZE AS PER MANUFACTURER'S RECOMMENDATION (SNOUT SIZE ALWAYS LARGER THAN PIPE SIZE).
6. THE BOTTOM OF THE HOOD SHALL EXTEND DOWNWARD A MINIMUM DISTANCE EQUAL TO 1/2 THE OUTLET PIPE DIAMETER WITH A MINIMUM DISTANCE OF 6" FOR PIPES <12" I.D.
7. THE ANTI-SIPHON VENT SHALL EXTEND ABOVE HOOD BY MINIMUM OF 3" AND A MAXIMUM OF 12" ACCORDING TO STRUCTURE CONFIGURATION.
8. THE SURFACE OF THE STRUCTURE WHERE THE HOOD IS MOUNTED SHALL BE FINISHED SMOOTH AND FREE OF LOOSE MATERIAL AND PIPE SHALL BE FINISHED FLUSH TO WALL.
9. THE HOOD SHALL BE SECURELY ATTACHED TO STRUCTURE WALL WITH 3/8" STAINLESS STEEL BOLTS AND OIL-RESISTANT GASKET AS SUPPLIED BY MANUFACTURER.
10. INSTALLATION INSTRUCTIONS SHALL BE FURNISHED WITH MANUFACTURER SUPPLIED INSTALLATION KIT. INSTALLATION KIT SHALL INCLUDE: INSTALLATION INSTRUCTIONS, PVC ANTI-SIPHON VENT PIPE AND ADAPTER, OIL-RESISTANT CRUSHED CELL FOAM GASKET WITH PSA BACKING, 3/8" STAINLESS STEEL BOLTS, AND ANCHOR SHIELDS.

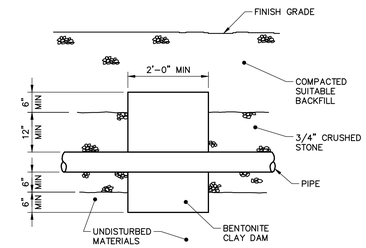
SNOUT OIL-WATER-DEBRIS SEPARATOR DETAIL

N.T.S.



PLASTIC MANHOLE STEPS

N.T.S.

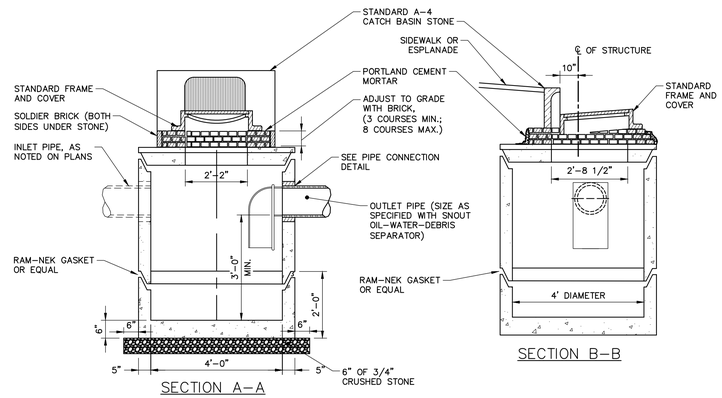


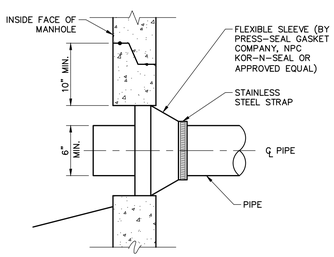
NOTE:

BENTONITE CLAY DAM SHALL EXTEND THE FULL WIDTH OF PIPE TRENCH, BUTTING TO UNDISTURBED SOILS ON EACH EDGE OF THE TRENCH WIDTH.

BENTONITE CLAY DAM

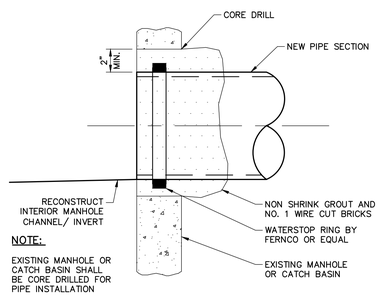
N.T.S.





NEW PIPE TO NEW STRUCTURE CONNECTION DETAIL

N.T.S.

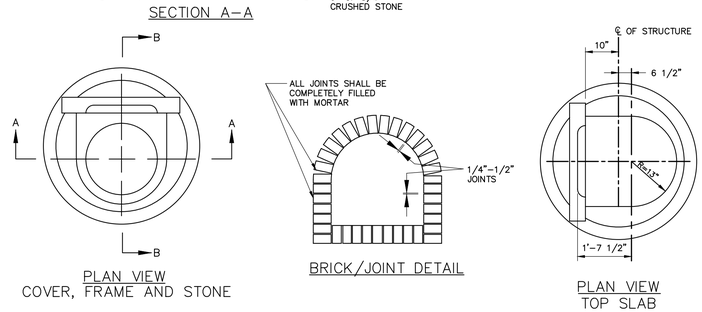


NOTE:

EXISTING MANHOLE OR CATCH BASIN SHALL BE CORE DRILLED FOR PIPE INSTALLATION

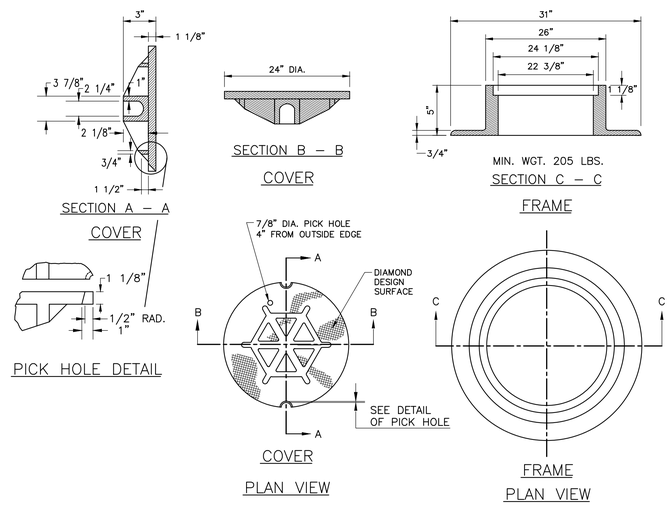
NEW PIPE TO EXISTING STRUCTURE

N.T.S.



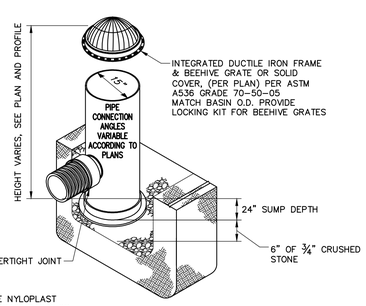
PRECAST CONCRETE CATCH BASIN

N.T.S.



TYPE "A" CAST IRON MANHOLE COVER AND FRAME

N.T.S.



NOTES:

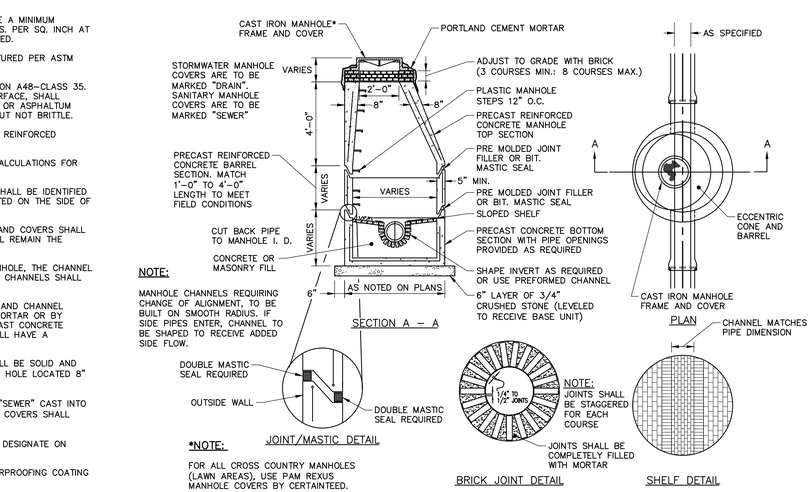
AREA DRAIN TO BE NYLOPLAST 15" DIA. CUSTOM DRAIN BASIN OR APPROVED EQUAL.

15" DIA. AREA DRAIN

N.T.S.

GENERAL NOTES FOR MANHOLES AND CATCH BASINS

1. ALL CONCRETE SHALL BE CLASS "A" AND HAVE A MINIMUM ULTIMATE COMPRESSIVE STRENGTH OF 4000 LBS. PER SQ. INCH AT THE END OF 28 DAYS, UNLESS OTHERWISE NOTED.
2. PRECAST REINFORCED CONE BARREL MANUFACTURED PER ASTM SPEC. C-478.
3. CASTINGS SHALL CONFORM TO ASTM DESIGNATION A48-CLASS 35. ALL PARTS OF CASTINGS, EXCEPT FINISHED SURFACE, SHALL RECEIVE A COAT OF COAL TAR PITCH VARNISH OR ASPHALTUM PAINT WHICH SHALL BE SMOOTH AND TOUGH BUT NOT BRITTLE.
4. MANHOLES MAY BE CONSTRUCTED OF PRECAST REINFORCED CONCRETE, OR CAST IN PLACE.
5. CONTRACTOR SHALL SUBMIT ANTIFLOATATION CALCULATIONS FOR ALL MANHOLE AND CATCH BASIN STRUCTURES.
6. ALL PRECAST MANHOLES AND CATCH BASINS SHALL BE IDENTIFIED BY STATION, OFFSET, AND STRUCTURE ID PAINTED ON THE SIDE OF THE STRUCTURE BY THE MANUFACTURER.
7. EXISTING MANHOLES, CATCH BASINS, FRAMES, AND COVERS SHALL BE SALVAGED BY THE CONTRACTOR, AND SHALL REMAIN THE PROPERTY OF THE CITY OF PORTLAND.
8. WHEN THE FLOW CHANGES DIRECTION IN A MANHOLE, THE CHANNEL ALIGNMENT SHALL FOLLOW A SMOOTH RADIUS. CHANNELS SHALL BE FORMED TO ACCEPT ALL INLET PIPES.
9. ON STORM AND SEWER MANHOLES, THE SHELF AND CHANNEL SHALL BE FORMED BY BRICK SET IN CEMENT MORTAR OR BY FACTORY PRE-CAST CONCRETE. SUCH PRE-CAST CONCRETE SHALL BE EPOXY COATED AND THE SHELF SHALL HAVE A PERMANENT NON-SKID SURFACE.
10. ALL STORM AND SEWER MANHOLE COVERS SHALL BE SOLID AND SHALL HAVE ONE 7/8" DIAMETER DRILLED PICK HOLE LOCATED 8" FROM THE CENTER OF THE COVER.
11. ALL SANITARY MANHOLE COVERS SHALL HAVE "SEWER" CAST INTO THE COVER. ALL STORMWATER/DRAIN MANHOLE COVERS SHALL HAVE "DRAIN" CAST INTO THE COVER.
12. SEWER BRICK SHALL CONFORM TO ASTM SPEC. DESIGNATE ON C-32-63, GRADE MA AND SA.
13. ALL SANITARY MANHOLES SHALL HAVE A WATERPROOFING COATING APPLIED TO THE EXTERIOR SURFACE.
14. ALL CATCH BASIN OUTLETS SHALL BE INSTALLED WITH A CASCO TRAP, SEE FIGURE II-09.



NOTE:

MANHOLE CHANNELS REQUIRING CHANGE OF ALIGNMENT, TO BE BUILT ON SMOOTH RADIUS. IF SIDE PIPES ENTER, CHANNEL TO BE SHAPED TO RECEIVE ADDED SIDE FLOW.

*NOTE:

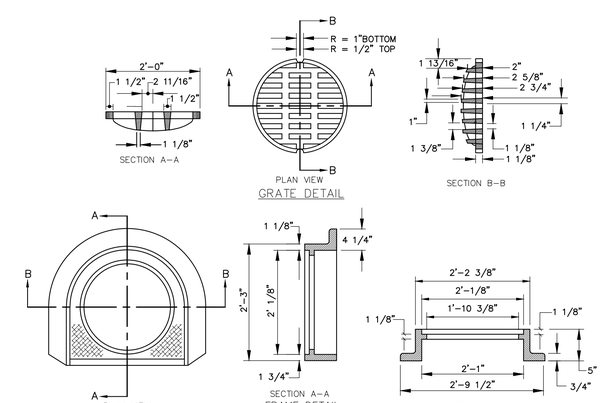
FOR ALL CROSS COUNTRY MANHOLES (LAWN AREAS), USE PAM REXUS MANHOLE COVERS BY CERTAINTEED.

NOTE:

JOINTS SHALL BE STAGGERED FOR EACH COURSE

PRECAST CONCRETE MANHOLE

N.T.S.



CATCH BASIN TYPE "D" – FRAME & COVER DETAIL

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LDD PROJECT NAME: N/A
DRAWING NAME: 225672.65-D00A.DWG
FIELD BOOK USED: N/A

REFERENCES:
DeeringST_2012.dwg

DESIGNED BY:	JBC/AEA
DRAWN BY:	JBC
CHECKED BY:	DAS
SCALE:	AS NOTED
DATE:	3/23/2015

STATE OF MAINE DAVID A. SENUS 10791 LICENSED PROFESSIONAL ENGINEER 3/23/2015

DEERING STREET RECONSTRUCTION

CIVIL DETAILS – 2

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING SECTION

CITY OF PORTLAND MAINE RESURGAM

SHEET # 14 OF 19

PLAN NUMBER

\\PORTLAND\Projects\225672 Portland-Gen Eng Svcs\wip\65 Deering St Reconstruction\Drawings\CIVIL\225672.65-D00A.dwg, Mar 20, 2015 - 12:15pm

PIPE INSTALLATION DETAIL – NOTES

1. ALTERNATIVE CONSTRUCTION METHODS OR PAYMENT METHODS SHALL BE APPROVED IN ADVANCE.
2. IN PAVED AREAS, DEPTHS OF GRAVEL AND HOT MIX ASPHALT PAVEMENT SHALL MATCH THE GREATER OF EXISTING CONDITIONS OR THE REQUIREMENTS FOR THE CORRESPONDING STREET CLASSIFICATION.
3. DIMENSION "B" SHALL BE SUFFICIENT TO ALLOW CRUSHED STONE BEDDING TO BE PLACED AND COMPACTED UNDER THE HAUNCHES OF THE PIPE; BUT IN ALL CASES "B" SHALL BE AT LEAST 9".
4. DIMENSION "A" IS THE MAXIMUM WIDTH ALLOWED FOR CALCULATING PAY QUANTITIES UNDER ITEMS 203.25 GRANULAR BORROW, 203.31 CRUSHED STONE, 206.061 STRUCTURAL EARTH EXCAVATION, BELOW GRADE AND 206.07 STRUCTURAL ROCK EXCAVATION. DIMENSION "A" SHALL BE BASED ON PIPE DIAMETER, AS SET FORTH IN THE FOLLOWING TABLE.

PIPE DIAMETER, "D" (INCHES)	MAX. TRENCH WIDTH, "A" (FEET)
6	4.0
8	4.0
10	4.0
12	4.0
15	4.0
18	5.0
21	5.0
24	5.5
27	6.0
30	6.0
36	7.0
42	8.0
48	8.0

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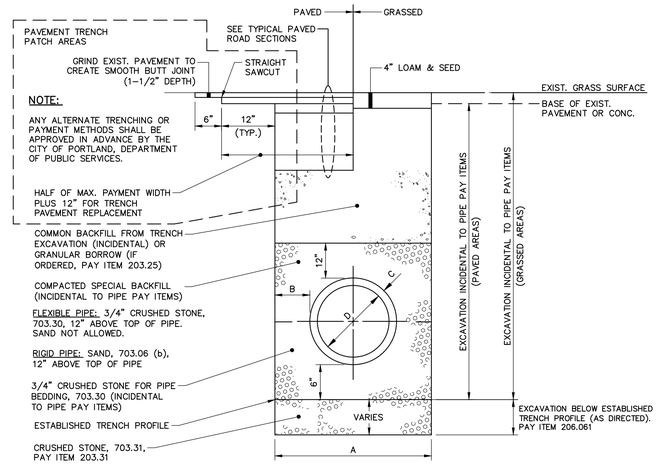

PIPE INSTALLATION DETAIL

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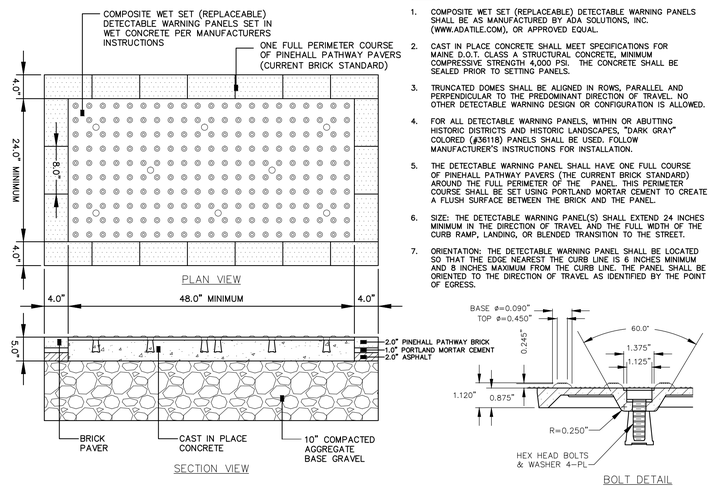
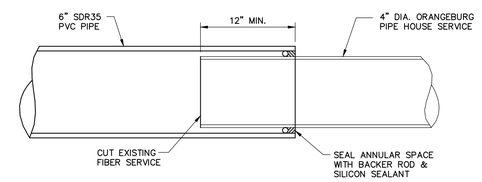


NOTES:

1. COMPOSITE WET SET (REPLACEABLE) DETECTABLE WARNING PANELS SHALL BE AS MANUFACTURED BY ADA SOLUTIONS, INC. (WWW.ADATILE.COM), OR APPROVED EQUAL.
2. CAST IN PLACE CONCRETE SHALL MEET SPECIFICATIONS FOR MAINE D.O.T: CLASS A STRUCTURAL CONCRETE, MINIMUM COMPRESSIVE STRENGTH 4,000 PSI. THE CONCRETE SHALL BE SEALED PRIOR TO SETTING PANELS.
3. TRUNCATED DOMES SHALL BE ALIGNED IN ROWS, PARALLEL AND PERPENDICULAR TO THE PREDOMINANT DIRECTION OF TRAVEL. NO OTHER DETECTABLE WARNING DESIGN OR CONFIGURATION IS ALLOWED.
4. FOR ALL DETECTABLE WARNING PANELS, WITHIN OR ABUTTING HISTORIC DISTRICTS AND HISTORIC LANDSCAPES, "DARK GRAY" COLORED (#36118) PANELS SHALL BE USED. FOLLOW MANUFACTURER'S INSTRUCTIONS FOR INSTALLATION.
5. THE DETECTABLE WARNING PANEL SHALL HAVE ONE FULL COURSE OF PINEHALL PATHWAY PAVERS (THE CURRENT BRICK STANDARD) AROUND THE FULL PERIMETER OF THE PANEL. THIS PERIMETER COURSE SHALL BE SET USING PORTLAND MORTAR CEMENT TO CREATE A FLUSH SURFACE BETWEEN THE BRICK AND THE PANEL.
6. SIZE: THE DETECTABLE WARNING PANEL(S) SHALL EXTEND 24 INCHES MINIMUM IN THE DIRECTION OF TRAVEL AND THE FULL WIDTH OF THE CURB RAMP, LANDING, OR BLENDED TRANSITION TO THE STREET.
7. ORIENTATION: THE DETECTABLE WARNING PANEL SHALL BE LOCATED SO THAT THE EDGE NEAREST THE CURB LINE IS 6 INCHES MINIMUM AND 8 INCHES MAXIMUM FROM THE CURB LINE. THE PANEL SHALL BE ORIENTED TO THE DIRECTION OF TRAVEL AS IDENTIFIED BY THE POINT OF EGRESS.

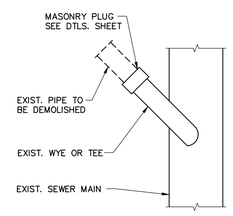
SIDEWALK RAMP DETECTABLE WARNING PANEL

N.T.S.



FIBER SEWER LATERAL PIPE TO PVC PIPE COUPLING

N.T.S.

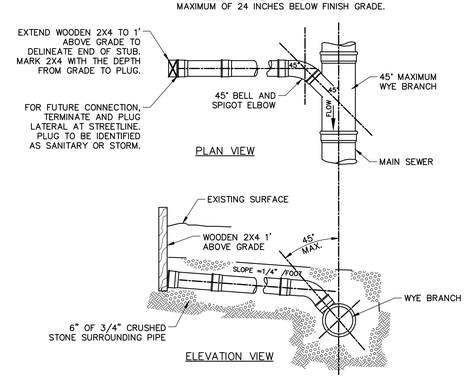


MASONRY PLUG @ MAIN

N.T.S.

NOTE:

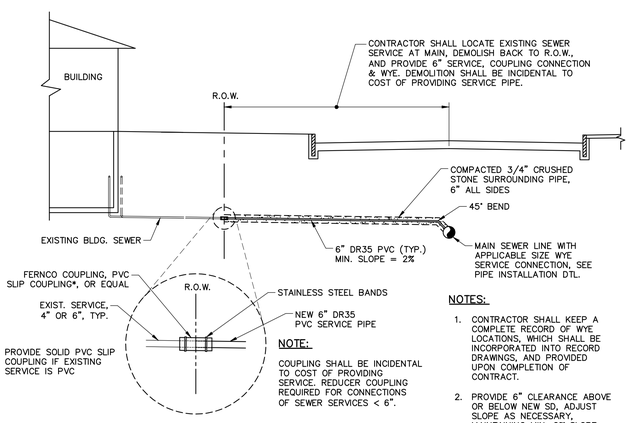
LOCATION / WARNING TAPE SHALL BE INSTALLED OVER CENTERLINE OF PIPE AT A MAXIMUM OF 24 INCHES BELOW FINISH GRADE.



TYPICAL HOUSE LATERAL WYE CONNECTION DETAILS

N.T.S.

NOTE: FOR INSERTA TEE CONNECTIONS TO SEWER AND STORMDRAIN MAINS, REFER TO MANUFACTURER'S INSTALLATION INSTRUCTIONS.



NOTE:

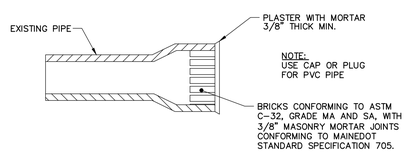
COUPLING SHALL BE INCIDENTAL TO COST OF PROVIDING SERVICE. REDUCER COUPLING REQUIRED FOR CONNECTIONS OF SEWER SERVICES < 6".

NOTES:

1. CONTRACTOR SHALL KEEP A COMPLETE RECORD OF WYE LOCATIONS, WHICH SHALL BE INCORPORATED INTO RECORD DRAWINGS, AND PROVIDED UPON COMPLETION OF CONTRACT.
2. PROVIDE 6" CLEARANCE ABOVE OR BELOW NEW SD, ADJUST SLOPE AS NECESSARY, MAINTAINING MIN. 2% SLOPE.

SEWER SERVICE DETAIL

N.T.S.



MASONRY PLUG DETAIL

N.T.S.

LDD PROJECT NAME: N/A

DRAWING NAME: 225672.65–D00A.DWG

FIELD BOOK USED: N/A

REFERENCES: DeeringST_2012.dwg

DESIGNED BY: JBC/AEA	
DRAWN BY: JBC	
CHECKED BY: DAS	
SCALE: AS NOTED	
DATE: 3/23/2015	

STATE OF MAINE DAVID A. SENUS 10791 LICENSED PROFESSIONAL ENGINEER 3/23/2015

DEERING STREET RECONSTRUCTION

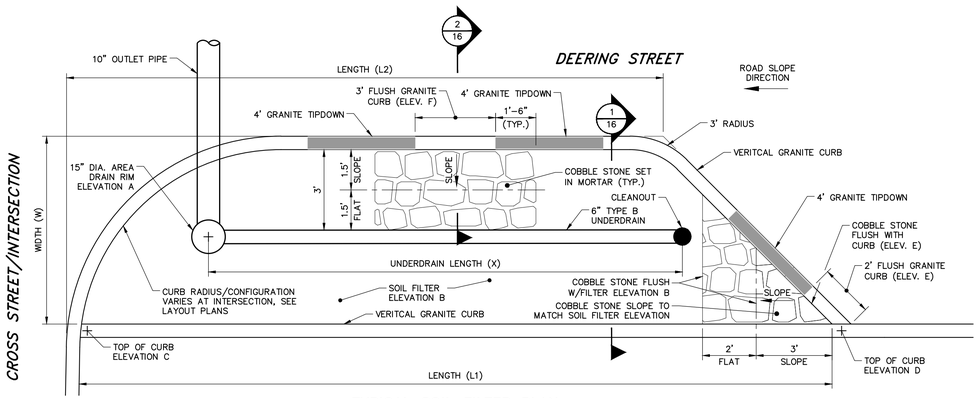
CIVIL DETAILS – 3

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING SECTION

SHEET # 15 OF 19

PLAN NUMBER

\\PORTLAND\Projects\225672 Portland-Gen Eng Svcs\wip\65 Deering St Reconstruction\Drawings\CIVIL\225672.65-D00A.dwg, Mar 20, 2015 – 12:15pm



TYPICAL SOIL FILTER PLAN

SOIL FILTER LAYOUT TABLE										
SOIL FILTER	L1 (FEET)	L2 (FEET)	W (FEET)	X (FEET)	RIM ELEV. A	FILTER ELEV. B	TOP/CURB ELEV. C	TOP/CURB ELEV. D	FLUSH CURB ELEV. E	FLUSH CURB ELEV. F
#1	25.2'	21.4'	5'	17'	95.05	94.60	95.35	95.68	95.10	95.18
#2	14.4'	10.6'	5'	7'	101.21	100.76	101.81	101.84	101.26	N/A
#3	27.2'	23.4'	5'	13'	102.03	101.58	102.08	102.66	102.08	N/A
#4	26.2'	20.4'	7'	18'	104.75	104.30	105.00	105.38	104.80	N/A
#5	21.7'	16'	7'	11'	105.91	105.46	105.99	106.54	105.96	N/A
#6	25.2'	21.7'	7'	14'	107.27	106.82	107.15	107.79	107.32	N/A
#7A	22.5'	17.5'	5'	13'	106.68	106.23	106.75	107.31	106.73	N/A
#7B	18.0'	17.9'	5'	7'	105.81	105.36	105.45	106.20	N/A	105.86

NOTES:

1. SOIL FILTER LAYOUT ORIENTATION AND INLET QUANTITIES WILL VARY. REFER TO PLAN & PROFILE SHEETS FOR LAYOUT AND ORIENTATION INFORMATION AS WELL AS AREA DRAIN AND FLUSH GRANITE CURB LOCATIONS FOR EACH FILTER.
2. SOIL FILTER SURFACE SHALL BE FLAT.
3. ROADWAY SLOPES AND ELEVATIONS WILL VARY. REFER TO PLAN & PROFILE SHEETS AND CROSS-SECTIONS FOR ADDITIONAL INFORMATION.
4. REFER TO PLAN & PROFILE SHEETS FOR UNDERDRAIN ELEVATION AND 10" OUTLET PIPE INVERT FOR EACH FILTER.

SOIL FILTER GENERAL NOTES:

SOIL FILTERS SHALL BE CONSTRUCTED IN CONFORMANCE WITH SECTION 900 OF THE SUPPLEMENTAL SPECIFICATIONS.

SOIL FILTER MATERIAL SHALL BE A LOAMY SAND SOIL COMBINED WITH 30% BY VOLUME OF MODERATELY FINE, WOOD FIBER OR BARK MULCH. THE RESULTING MIXTURE SHALL HAVE NO LESS THAN 10% PASSING THE 200 SIEVE. SOIL FILTER MEDIA SHALL BE A UNIFORM MIX, FREE OF STONES, STUMPS, ROOTS, OR OTHER SIMILAR OBJECTS LARGER THAN 2 INCHES. SUBCOMPONENTS OF THE SOIL FILTER MEDIA INCLUDE:

LOAMY SAND SHALL CONSIST OF NATIVE LOAMY SAND (AS DEFINED BY THE UNITED STATES DEPARTMENT OF AGRICULTURE) THAT CONTAINS NO LESS THAN 10% PASSING THE #200 SIEVE AND BETWEEN 2-5% CLAY AS DETERMINED THROUGH SOIL TEXTURAL ANALYSIS.

WOOD FIBER MULCH SHALL CONSIST OF A MODERATELY FINE, WELL COMPOSTED HARDWOOD BARK FREE OF REFUSE, PHYSICAL CONTAMINANTS AND MATERIAL TOXIC TO PLANT GROWTH MULCH. THE MULCH SHALL HAVE 100% PASSING A 1" SCREEN.

THE CONTRACTOR SHALL SUBMIT A CONSTRUCTION SEQUENCE PLAN THAT OUTLINES THE OVERALL WORK IN RELATION TO THE CONSTRUCTION OF THE SOIL FILTER SYSTEMS, SPECIFICALLY CONSIDERING SITE STABILIZATION, SOIL FILTER INSTALLATION, AND VEGETATION PLACEMENT IN AND AROUND THE FILTER SYSTEMS. THE SOIL FILTER MEDIA MUST NOT BE INSTALLED UNTIL THE ENTIRE AREA THAT DRAINS TO THE FILTER HAS BEEN PERMANENTLY STABILIZED WITH PAVEMENT, VEGETATION, EROSION CONTROL MATTING, OR OTHER STRUCTURES UNLESS THE RUNOFF IS DIVERTED AROUND THE FILTER OR UNLESS THE FILTER IS COMPLETELY WRAPPED AND PROTECTED BY A NON-WOVEN GEOTEXTILE LINER WHICH CAN BE REMOVED FROM THE SURFACE PRIOR TO FINAL STABILIZATION.

THE AREA THAT DRAINS TO THE SOIL FILTER SHALL BE KEPT STABLE, AVOIDING EROSION AND DEPOSITION OF SEDIMENTS INTO THE STORMWATER MANAGEMENT SYSTEM. ABSOLUTELY NO RUNOFF IS TO ENTER THE FILTER UNTIL ALL CONTRIBUTING DRAINAGE AREAS HAVE BEEN SUFFICIENTLY STABILIZED.

ADDITIONAL SURFACE LOAM MAY BE UTILIZED TO PROMOTE VEGETATION SURVIVAL. LOAM SHALL CONSIST OF NO MORE THAN ½ DEPTH OF NATIVE SANDY LOAM LIGHTLY RAKED INTO THE SOIL FILTER SURFACE.

SUBMITTALS

THE FOLLOWING MATERIAL SHALL BE SUBMITTED:

SOIL FILTER MEDIA

LOAMY SAND

SUBMIT 5 LBS. SAMPLE OF EACH TYPE OF MATERIAL IN AIR TIGHT CONTAINER TO PROJECT ENGINEER.

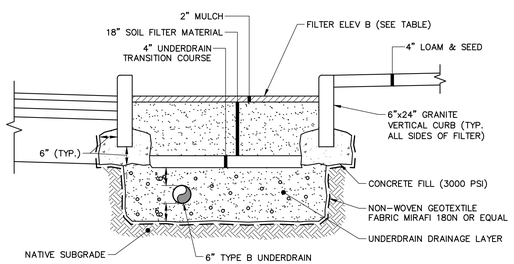
CONTRACTOR SHALL PERFORM A SIEVE ANALYSIS IN CONFORMANCE WITH ASTM C136 – STANDARD TEST METHOD FOR SIEVE ANALYSIS AND ASTM C117 – STANDARD TEST METHOD FOR MATERIALS FINER THAN 75μM ON EACH TYPE OF MATERIAL AND SUBMIT RESULTS TO PROJECT ENGINEER.

CONTRACTOR SHALL PERFORM A SOIL TEXTURAL ANALYSIS FOR LOAMY SAND IN CONFORMANCE WITH ASTM D422 – STANDARD TEST METHOD FOR PARTICLE-SIZE ANALYSIS OF SOILS AND SUBMIT RESULTS TO PROJECT ENGINEER.

CONTRACTOR SHALL PROVIDE ALL OTHER PRODUCT DATA SUBMITTAL REQUIREMENTS IN CONFORMANCE WITH SPECIFICATIONS RELATIVE TO VEGETATION, LOAM, SOIL FILTER SYSTEMS, AND OTHER PROJECT COMPONENTS.

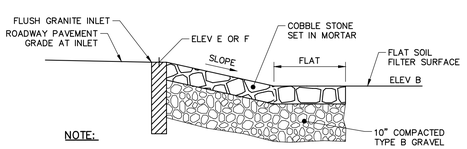
TYPICAL SOIL FILTER DETAIL

N.T.S.



TYPICAL SOIL FILTER SECTION (1/16)

SCALE: N.T.S.

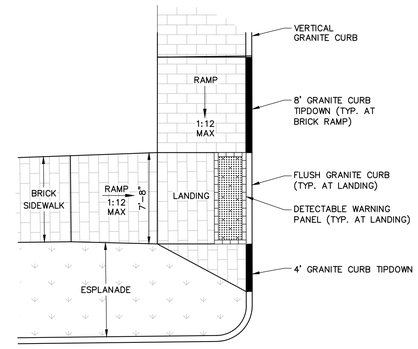


NOTE:

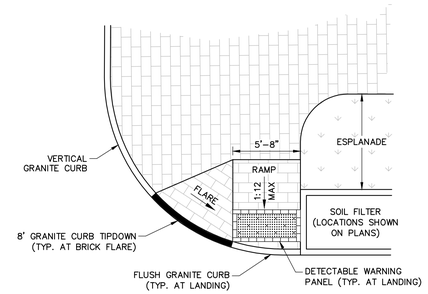
SEE TYPICAL SOIL FILTER PLAN FOR DIMENSIONS OF COBBLE STONE INLETS.

TYPICAL SOIL FILTER INLET (2/16)

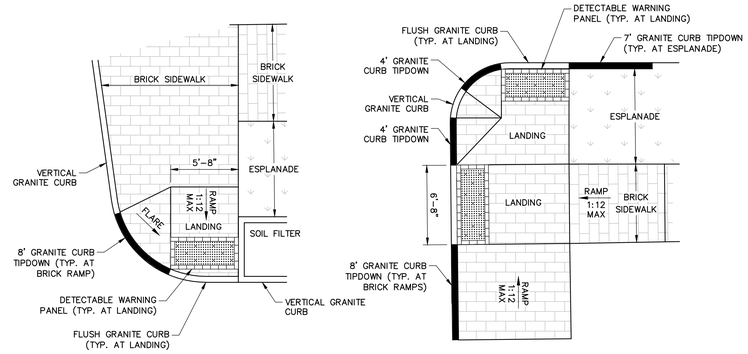
SCALE: N.T.S.



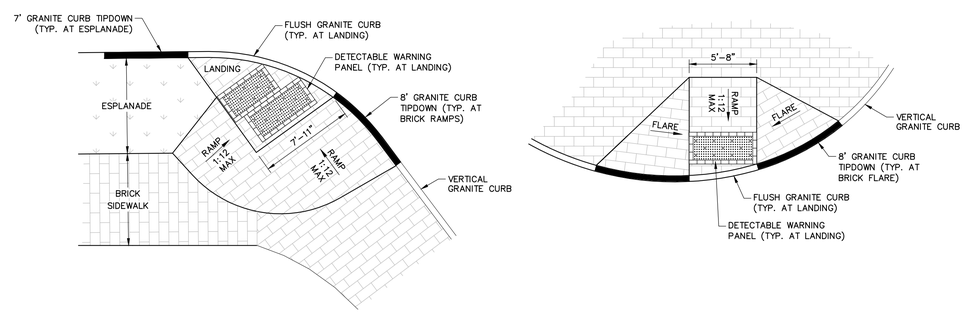
TYPICAL ADA RAMP LAYOUT FOR AVON STREET, HENRY STREET, AND DEERING PLACE



TYPICAL ADA RAMP LAYOUT FOR DEERING STREET/STATE STREET INTERSECTION



TYPICAL ADA RAMP LAYOUT FOR DEERING STREET/MELLEN STREET INTERSECTION



TYPICAL ADA RAMP LAYOUT FOR DEERING STREET/HIGH STREET INTERSECTION

TYPICAL ADA RAMP DETAILS

N.T.S.

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PORTLAND, MAINE 04102
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COMMITMENT & INTEGRITY DRIVE RESULTS
WOODARD & CURRAN

LDD PROJECT NAME: N/A

DRAWING NAME: 225672.65-D00A.DWG

FIELD BOOK USED: N/A

REFERENCES: DeeringST_2012.dwg

DESIGNED BY: JBC/ACA	DRAWN BY: JBC
CHECKED BY: DAS	SCALE: AS NOTED
DATE: 3/23/2015	

STATE OF MAINE DAVID A. SENUS 10791 LICENSED PROFESSIONAL ENGINEER 3/23/2015

DEERING STREET RECONSTRUCTION

CIVIL DETAILS – 4

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING SECTION

CITY OF PORTLAND, MAINE – RESURGAM

SHEET # 16 OF 19

PLAN NUMBER

\\PORTLAND\Projects\225672 Portland-Gen Eng Svcs\wip\65 Deering St Reconstruction\Drawings\CIVIL\225672.65-D00A.dwg, Mar 20, 2015 - 12:16pm

EROSION AND SEDIMENT CONTROL NOTES

Temporary Erosion Control

Contractor shall prepare and submit a soil erosion and water pollution control plan to engineer in accordance with section 656.

Measure	Dates For Use	Timing, Activity, and Location
Sedimentation Barrier	ALL	Before soil disturbance, install downhill of areas to be disturbed and around material stockpiles.
Up-slope Diversion	ALL	Before soil disturbance, install uphill of areas to be disturbed and material stockpiles.
Catch Basin Protection	ALL	Before soil or pavement disturbance, install ACF Environmental, Inc. High Flow Siltsack, Siltsaver Inlet Filter. or equal, installed per manufacturer's requirements.
Dust Control	ALL	During dry weather, apply water and calcium chloride to control dust.
Temporary Seeding	April 15 to Oct. 1	Soil stockpiles that are not covered and disturbed areas that will not be disturbed again within 14 days. If grass growth provides less than 95% soil coverage by Nov. 1, apply mulch and anchor with erosion control blanket.
Mulch	April 15 to Sept. 15	On all areas of exposed soil prior to rain events or every ___ days, apply 100-150 lbs (2.5 bales) per 1,000 sq ft. by mechanical blower.
Winter Mulch	Sept. 16 to Oct. 31	On all areas of exposed soil prior to precipitation or every ___ days, apply 150 to 170 lbs. mulch (4 bales) per 1,000 sq. ft. by mechanical blower. Erosion control blanket may be used as a substitute for winter mulch.
	Nov. 1 to April 14	On all areas of exposed soil, apply 150 to 170 lbs. mulch (4 bales) per 1,000 sq. ft. and anchor with netting at the end of each working day. Erosion control blanket may be used as a substitute for winter mulch.
Inspections	Until site is permanently stabilized	Inspect the erosion and sedimentation control measures daily, and maintain and repair as necessary.

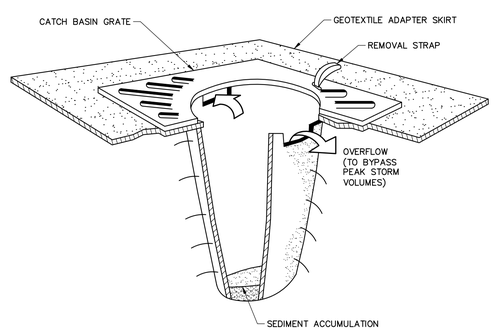
Permanent Erosion Control:

Measure	Dates For Use	Timing, Activity, and Location
Pavement - Base Course - Final Course	When no frost is in ground	Install only in areas shown on the plan, shortly after pavement base is brought to final grade. Install near completion of project.
Permanent Seeding	April 15 to Sept. 15	On final grade areas, within 7 days of grade preparation, prepare topsoil, followed by seed and mulch application.
Dormant Seeding	Sept. 16 to April 15	On final grade areas, with prepared topsoil. Apply seed at double the specified rate on bare soil, and follow with an application of winter mulch.
Ground Cover, Trees, Shrubs	April 15 to Nov. 1	Install with final landscaping.
Permanent Mulch	ALL	Install with final landscaping.

Inspections:

Regular inspections of all erosion and sedimentation controls shall be made at least weekly and prior to and following storm events. Minimum inspections shall be made as listed in the table below.

Inspected Item	Look For
Mulched Surfaces	Thin mulch or inadequate application. Wind movement.
Seeded Surfaces	Poor seed germination. Loss of mulch. Development of rivulets.
Sediment Barrier	Sediment build-up to one half the height of the barrier. Undermining of the barrier. Supporting stakes loose, toppled, or unmarked. Breaks in barrier.
Perimeter Diversion	Discharge is to stabilized area. Erosion or breaks in barrier. Supporting stakes loose, toppled or unmarked.
Catch Basin Protection	Sediment build-up and structure blockages. Slow flow/Ponding water. Breaks in fabric or voids in barrier.
Dewatering Filter	Breaks in fabric or supporting structure. Slow flow, indicating high sediment build-up.
Construction Entrance	Sedimentation of roadways. Off-site dust complaints.



NOTES:

CATCH BASIN PROTECTION TO BE "SILTSACK" (BY ACF ENVIRONMENTAL) OR "STREAM GUARD" (BY FOSS ENVIRONMENTAL SERVICES).

INSERT TO BE EMPTIED IN AN APPROVED MANNER WHEN IT IS 1/2 FULL OF SEDIMENT.

INSPECT INSERT AFTER ALL RAINFALL EVENTS, REPAIR AND MAINTAIN AS REQUIRED.

TEMPORARY INLET PROTECTION

N.T.S.

EROSION AND SEDIMENTATION CONTROL NOTES

TEMPORARY EROSION CONTROL MEASURES MAY INCLUDE THE USE OF STABILIZED CONSTRUCTION ENTRANCES, HYDRAULIC MULCH, HAY AND STRAW MULCH, EROSION CONTROL BLANKET, TURF REINFORCED MATTING, RIPRAP AND TEMPORARY SEEDING. TEMPORARY SEDIMENT CONTROL MEASURES INCLUDE THE USE OF SILT FENCE, EROSION CONTROL MIX BERMS, CATCHBASIN SEDIMENT COLLECTION BAGS AND GEOTEXTILE FILTER BAGS. PERMANENT MEASURES INCLUDE PERMANENT VEGETATION.

GENERAL

A. THE PROJECT SHALL CONFORM WITH THE STANDARDS OF THE MAINE CONSTRUCTION GENERAL PERMIT, IF APPLICABLE.

B. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MAINE EROSION AND SEDIMENT CONTROL BMPS HANDBOOK PUBLISHED BY THE MAINE DEP UNLESS OTHERWISE NOTED IN THESE PLANS. HTTP://MAINE.GOV/DEP/BLWQ/DOCSTAND/ESCBMPS/.

C. ANY ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES DEEMED NECESSARY BY THE OWNER'S REPRESENTATIVE, DEPARTMENT OF ENVIRONMENTAL PROTECTION, AND/OR MUNICIPAL OFFICIALS SHALL BE INSTALLED BY THE CONTRACTOR.

D. THE CONTRACTOR IS RESPONSIBLE FOR ALL FINES RESULTING FROM EROSION OR SEDIMENTATION FROM THE SITE TO SURROUNDING PROPERTIES, WATER BODIES, OR WETLANDS AS A RESULT OF THIS PROJECT.

E. THE CONTRACTOR SHALL MINIMIZE DISTURBANCE TO THE SITE WHENEVER POSSIBLE WHILE ALLOWING PROPER SITE DEVELOPMENT.

F. CONSTRUCTION STAGING SHALL BE CONDUCTED IN A WAY TO MINIMIZE THE POTENTIAL FOR STORMWATER RUN-ON TO DISTURBED AREAS.

G. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR/REPLACEMENT/MAINTENANCE OF ALL EROSION CONTROL MEASURES UNTIL ALL DISTURBED AREAS ARE STABILIZED TO THE SATISFACTION OF THE ABOVE PERSONNEL. DESCRIPTIONS OF PERMANENT STABILIZATION FOR VARIOUS COVER TYPES FOLLOWS:

i. FOR SEEDED AREAS, PERMANENT STABILIZATION MEANS THAT 90% OF THE DISTURBED AREA IS COVERED WITH REASONABLY THICK UNIFORM STAND OF PERMANENT GRASS SPECIES, FREE FROM SIZABLE THIN OR BARE SPOTS.
ii. FOR SODDED AREAS, PERMANENT STABILIZATION MEANS THAT COMPLETE BINDING OF THE SOD ROOTS INTO THE UNDERLYING SOIL WITH NO SLUMPING OF THE SOD OR DIE OFF.
iii. FOR MULCHED AREAS, PERMANENT STABILIZATION MEANS TOTAL COVERAGE OF THE EXPOSED AREA WITH AN APPROVED MULCH MATERIAL.
iv. FOR PAVED AREAS, PERMANENT STABILIZATION MEANS THE PLACEMENT OF THE ASPHALT BINDER COURSE.

H. IF THE AREA WILL REMAIN UNWORKED FOR MORE THAN ONE YEAR OR HAS BEEN BROUGHT TO FINAL GRADE, AND WILL NOT BE BUILT ON, THEN IMMEDIATELY PROVIDE PERMANENT STABILIZATION USING VEGETATION THROUGH PLANTING, SEEDING, SOD OR THROUGH THE USE OF PERMANENT MULCH OR RIPRAP. IF USING VEGETATION FOR STABILIZATION, SELECT THE PROPER VEGETATION FOR THE LIGHT, MOISTURE, AND SOIL CONDITIONS. AMEND AREAS OF DISTURBED, OVERLY-COMPACTED SUBSOIL WITH TOPSOIL OR COMPOST AND LIGHTLY TILL 2-3" OF SOIL AMENDMENTS INTO THE TOP 8" OF SOIL.

I. PERMANENT SEEDING SPECIFICATION: IT IS RECOMMENDED THAT PERMANENT SEEDING BE COMPLETED BETWEEN APRIL 1 AND AUGUST 15 OF EACH YEAR. LATE SEASON SEEDING MAY BE DONE BETWEEN AUGUST 15 AND SEPTEMBER 15. AREAS NOT SEEDED OR WHICH DO NOT OBTAIN A SATISFACTORY GROWTH BY OCTOBER 1 SHALL BE SEEDED WITH AROOSTOCK WINTER RYE OR MULCHED AT SPECIFIED RATES. SEE WINTER SEEDING AND MULCHING SPECIFICATIONS FOR STABILIZATION AFTER NOVEMBER 1.

i. APPLY TOPSOIL TO A DEPTH OF 6 INCHES. IN COMPACTED AREAS TILL 2-3" OF COMPOST INTO UPPER 8" OF DISTURBED SOIL AND THEN APPLY 6 INCHES OF TOPSOIL.
ii. APPLY LIME AND FERTILIZER ACCORDING TO SOIL TESTS. IN LIEU OF SOIL TESTS, APPLY GROUND LIMESTONE AT A RATE OF 33 LBS PER 1000 SQUARE FEET AND GRANULAR, COMMERCIAL-GRADE FERTILIZER 10-10-10 AT A RATE OF 18 LBS PER 1000 SQUARE FEET.
iii. UNIFORMLY APPLY SEED MIXTURE AT THE RECOMMENDED SEEDING RATES AND DATES, APPLY HAY OR STRAW MULCH AT A RATE OF 2.5 BALES PER 1000 SQUARE FEET AND ANCHOR AS NECESSARY.

J. PROTECT ALL SEEDED AREAS WITH MULCH OR EROSION CONTROL BLANKET IN AREAS OF SHEET OR CONCENTRATED FLOWS. MULCH ALL AREAS SO THAT SOIL IS NOT VISIBLE THROUGH THE MULCH REGARDLESS OF THE APPLICATION RATE. SCHEDULE SEEDING OR SODDING TO AVOID FAILURE DUE TO SUMMER DROUGHT AND FALL FROST. NEWLY SEEDED AREAS SHOULD BE PROTECTED FROM VEHICLE TRAFFIC, PEDESTRIAN TRAFFIC AND CONCENTRATED RUNOFF UNTIL THE VEGETATION IS WELL ESTABLISHED. AREAS MUST BE REWORKED AND RESTABILIZED IF GERMINATION IS SPARSE OR SURFACE EROSION IS EVIDENT.

K. EROSION CONTROL BLANKET SHALL BE INSTALLED ON ALL PERMANENT SLOPES STEEPER THAN 3:1 OR AS OTHERWISE NOTED, EROSION CONTROL BLANKET SHALL BE NORTH AMERICAN GREEN S150BN OR APPROVED EQUAL. EROSION CONTROL BLANKET SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

L. THE CONTRACTOR IS RESPONSIBLE FOR REMOVAL OF ALL TEMPORARY EROSION CONTROL MEASURE UPON STABILIZATION OF PROJECT AREA & COST SHALL BE INCIDENTAL TO CONTRACT.

WINTER CONDITIONS

A. WINTER CONSTRUCTION IS CONSTRUCTION ACTIVITY PERFORMED DURING THE PERIOD FROM NOVEMBER 1 THROUGH APRIL 1. IF AREAS WITHIN THE CONSTRUCTION AREA ARE NOT STABILIZED WITH TEMPORARY OR PERMANENT MEASURES OUTLINED ABOVE BY NOVEMBER 15 THEN THE SITE MUST BE PROTECTED WITH ADDITIONAL STABILIZATION MEASURES THAT ARE SPECIFIC TO WINTER CONDITIONS.

GOOD HOUSEKEEPING AND POLLUTION PREVENTION

A. SPILL PREVENTION CONTROLS MUST BE USED TO PREVENT POLLUTANTS FROM BEING DISCHARGED FROM MATERIALS ON SITE, INCLUDING STORAGE PRACTICES TO MINIMIZE EXPOSURE OF THE MATERIALS TO STORMWATER RUNOFF AND APPROPRIATE SPILL PREVENTION, CONTAINMENT AND RESPONSE PLANNING AND IMPLEMENTATION.

B. DURING CONSTRUCTION, PETROLEUM PRODUCTS AND OTHER HAZARDOUS MATERIALS WITH THE POTENTIAL TO CONTAMINATE GROUND OR SURFACE WATERS MAY NOT BE STORED OR HANDLED IN AREAS OF THE SITE DRAINING TO INFILTRATION AREAS. AN "INFILTRATION AREA" IS ANY ARE OF THE SITE THAT BY DESIGN, OR AS A RESULTS OF SOIL AND TOPOGRAPHY, ACCUMULATES RUNOFF THAT INFILTRATES IN THE SOIL. DIKES, BERMS, SUMPS AND OTHER FORMS OF TEMPORARY SECONDARY CONTAINMENT THAT PREVENT DISCHARGE TO GROUNDWATER MAY BE USED TO ISOLATE PORTIONS OF THE SITE FOR THE PURPOSES OF STORAGE AND HANDLING OF THESE MATERIALS.

C. LOCATE ALL MATERIAL STOCKPILES WITH CONSIDERATION FOR STORMWATER DRAINAGE PATTERNS AND INFRASTRUCTURE.

D. TAKE ALL REASONABLE MEASURES TO MINIMIZE DUST RESULTING FROM THE PROJECT. OIL MAY NOT BE USED FOR DUST CONTROL.

E. LOCATE ALL LITTER, CONSTRUCTION DEBRIS AND CONSTRUCTION CHEMICALS WITH CONSIDERATION FOR STORMWATER DRAINAGE PATTERNS AND INFRASTRUCTURE.

F. TRENCH OR FOUNDATION DE-WATERING MUST BE SPREAD THROUGH SUFFICIENT NATURAL BUFFERS THAT HAVE CAPACITY TO INFILTRATE THE PUMPED WATER OR SHOULD BE PUMPED TO DESIGNED CONSTRUCTION DEWATERING DEVICES AS DESCRIBED IN THE MAINE EROSION AND SEDIMENT CONTROL BMPS HANDBOOK.

G. SEDIMENTS AND SOIL MATERIALS SHOULD BE SWEPT FROM PAVED SURFACES AT THE END OF EACH WORKDAY OR PRIOR TO RAIN EVENTS, WHENEVER POSSIBLE.

INSPECTION AND MAINTENANCE

A. A PERSON WITH KNOWLEDGE OF EROSION AND STORMWATER CONTROLS, INCLUDING THE STANDARDS IN THE MAINE CONSTRUCTION GENERAL PERMIT, THE MAINE EROSION AND SEDIMENT CONTROL BMPS HANDBOOK OR ANY MUNICIPAL REQUIREMENTS MUST CONDUCT THE INSPECTION. THIS PERSON MUST BE IDENTIFIED IN THE INSPECTION LOG. IF ADDITIONAL BMPS OR MODIFICATIONS TO BMPS ARE NECESSARY, THE MODIFICATIONS MUST BE IMPLEMENTED WITH 7 CALENDAR DAYS OR PRIOR TO ANY PRECIPITATION EVENT. ALL MEASURES MUST BE MAINTAINED IN EFFECTIVE OPERATING CONDITION UNTIL AREAS ARE PERMANENTLY STABILIZED.

B. AN INSPECTION AND MAINTENANCE LOG MUST BE KEPT BY THE CONTRACTOR, SUMMARIZING THE SCOPE OF THE INSPECTION, DATE, AND MAJOR OBSERVATIONS RELATING TO THE OPERATION OF EROSION AND SEDIMENT CONTROL BMPS, MATERIAL STORAGE AREAS, AND VEHICLE ACCESS POINTS TO THE CONSTRUCTION AREA. THE INSPECTION LOG SHOULD BE DELIVERED TO THE PROPERTY OWNER OR RESPONSIBLE CONTRACTING ENTITY UPON COMPLETION OF THE PROJECT.

41 HUTCHINS DRIVE
PORTLAND, MAINE 04102
800.426.4262 | www.woodardcurran.com
COMMITMENT & INTEGRITY DRIVE RESULTS
WOODARD & CURRAN

LDD PROJECT NAME: N/A

DRAWING NAME: 225672.65-D00A.DWG

FIELD BOOK USED: N/A

REFERENCES:
DeeringST_2012.dwg

DESIGNED BY: JBC/AEA	DATE: 3/23/2015
DRAWN BY: JBC	
CHECKED BY: DAS	
SCALE: AS NOTED	

STATE OF MAINE DAVID A. SENUS 10791 LICENSED PROFESSIONAL ENGINEER
3/23/2015

DEERING STREET RECONSTRUCTION

CIVIL DETAILS - 5

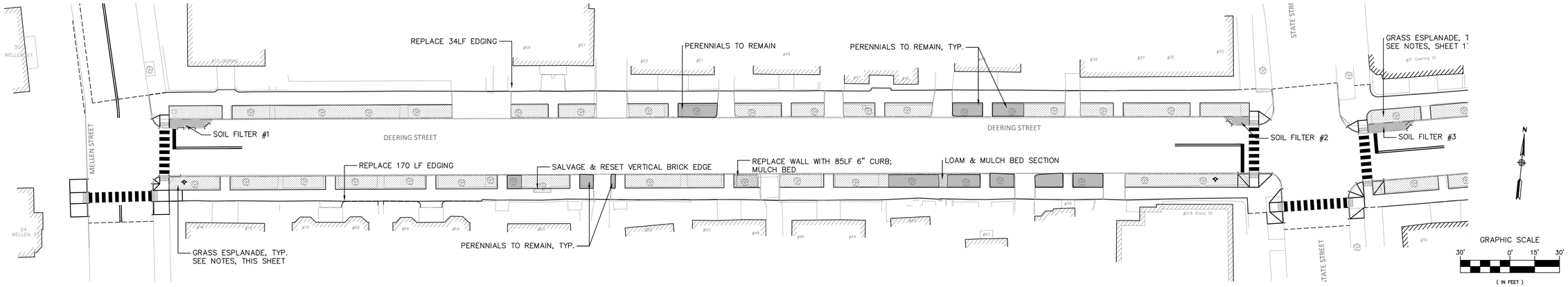
CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING SECTION

CITY OF PORTLAND, MAINE RESURGAM

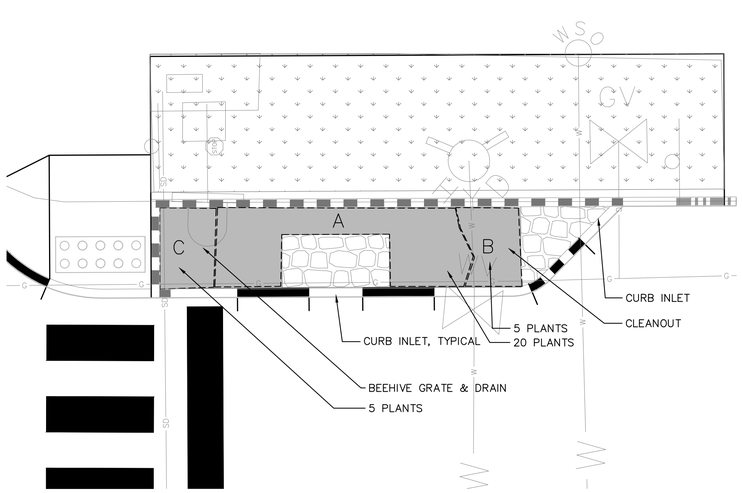
SHEET # 17 OF 19

PLAN NUMBER

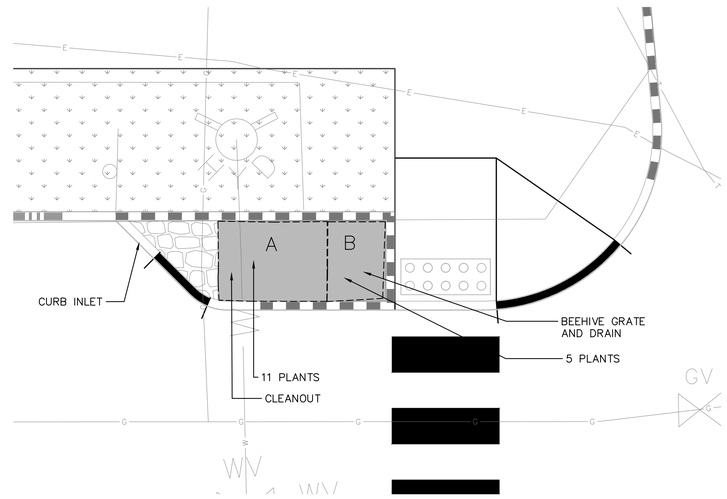
\\PORTLAND\Projects\225672 Portland-Gen Eng Svcs\wip\65 Deering St Reconstruction\Drawings\CIVIL\225672.65-D00A.dwg, Mar 20, 2015 - 12:16pm



LANDSCAPE PLAN - MELLEN TO STATE STREET



SOIL FILTER #1



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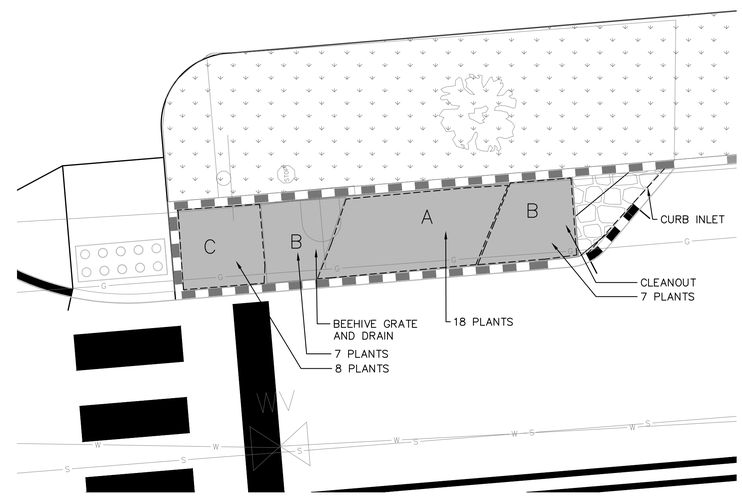


SOIL FILTER #3

GRAPHIC SCALE
4' 0' 2' 4'
(IN FEET)
1/4 inch = 1 ft.

SITE PLANTINGS

	BOTANICAL NAME	COMMON NAME	SIZE/COND.
TREES			
2	Ulmus a. 'Princeton'	American Elm	2.5–3" cal.
PLANTS ZONE A			
x	Carex vulpinoides	Brown Fox Sedge	plug
x	Juncus effusus	Soft Rush	plug
PLANTS ZONE B			
x	Deschampsia c. 'Golden Dew'	Tufted Hair Grass	#1 pot
x	Schizachrium s. 'Prarie Blues'	Little Bluestem	#1 pot
PLANTS ZONE C			
x	Schizachrium scoparium 'Carousel'	Little Bluestem	#1 pot
x	Sporobolus heterolepsis	Prarie Dropseed	#1 pot

SEED MIXES
Lawn Mix: "Yardshaping Mix"
Supplier: Allen, Sterling & Lothrop, Falmouth, ME Tel. 207–781–4142
Application Rate: 1 lb/200 sq. ft.

REFERENCE "Plant Quantities by Planter & Zone" and "Planter Notes," this sheet.

PLANT QUANTITIES – BY SOIL FILTER & ZONE

SOIL FILTER #1: 72 SF
ZONE A: 20 PLANTS
ZONE B: 5 PLANTS
ZONE C: 5 PLANTS
TOTAL 30 PLANTS

SOIL FILTER #2: 42 SF
ZONE A: 11 PLANTS
ZONE B: 5 PLANTS
ZONE C: 0 PLANTS
TOTAL 16 PLANTS

SOIL FILTER #3: 100 SF
ZONE A: 18 PLANTS
ZONE B: 14 PLANTS
ZONE C: 8 PLANTS
TOTAL 40 PLANTS

SOIL FILTER #4: 138 SF
ZONE A: 33 PLANTS
ZONE B: 11 PLANTS
ZONE C: 9 PLANTS
TOTAL: 53 PLANTS

SOIL FILTERS #7A/#7B: 164 SF
ZONE A: 42 PLANTS
ZONE B: 18 PLANTS
ZONE C: 7 PLANTS
TOTAL: 67 PLANTS

SOIL FILTER#5: 100 SF
ZONE A: 23 PLANTS
ZONE B: 11 PLANTS
ZONE C: 13 PLANTS
TOTAL 47 PLANTS

SOIL FILTER#6 124 SF
ZONE A: 30 PLANTS
ZONE B: 13 PLANTS
ZONE C: 15 PLANTS
TOTAL 58 PLANTS

PLANT QUANTITIES, TOTAL
ZONE A: 177 PLANTS
ZONE B: 77 PLANTS
ZONE C: 57 PLANTS
TOTAL: 311 PLANTS

PLANTING NOTES:

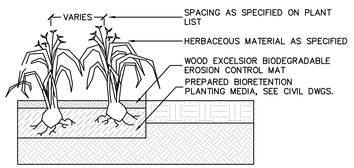
1. All materials shall conform to the guidelines established by the American Association of Nurserymen.
2. In the case of any discrepancies between species and quantities called out in the planting key and those shown on the plan, quantities and species shown on the plan shall over–ride.
3. All planting shall be done in accordance with acceptable horticultural practices.
4. All plants subject to approval by landscape architect. All substitutions must be submitted for approval by landscape architect prior to ordering or delivery of plant material on site. Landscape architect reserves the right to reject any plantings that do not conform to the drawings or specifications outlined herein.
5. Landscape architect shall approve final placement of all plant materials and reserves the right to make field adjustments to plantings as necessary.
6. Planting soils shall comply with the Specifications.
7. No plant shall be put into the ground before rough grading has been finished and approved by the landscape architect or owner's representative.
8. All plants shall be set plumb unless otherwise specified.
9. Contractor shall maintain and warranty plantings in compliance with the written Specifications.
10. The Contractor shall assume responsibility to ensure that all work is performed in compliance with all State and Local requirements.
11. Reference specific notes for stormwater planters, this sheet.
12. Features of the stormwater planters are approximate. Reference the civil plants for more information. Field adjust plantings as required.

GRASS ESPLANADE AREAS:

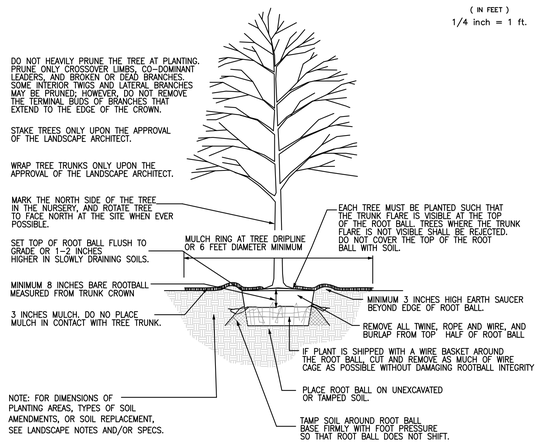
1. Newly created grass esplanade areas shall be loamed and seeded. Reference the written technical specifications for direction.
2. Existing grass esplanade areas to remain shall be prepared for seeding and re–seeded per the written specifications.

PLANTERS:

1. Planting areas of stormwater planters shall be as designated by planting zones.
2. Zones are reflective of the anticipated soil moisture during and between storm events. Zone A: OBL and semi–drought tolerant plants; Zone B: Wet–loving, semi–drought tolerant, plants. Zone B: Moisture and drought tolerant plants.
3. All plants are expected to be tolerant of pollution and limited road salt. It is the Contractor's responsibility to ensure that any recommended substitutions meet these as well as the moisture requirements described herein.
4. Contractor may plant single or multiple species within the specific zones of each planter. Plants in Zone A shall be in quantities of 9 or more, massed. Plants in all other zones may be in quantities of 5 or greater, massed.



HERBACEOUS PLANT INSTALLATION



STREET TREE INSTALLATION

REFERENCES:
CIVIL 3D PROJECT: Deering-Mellen to State 2013 DB
DRAWING NAME: Deering-Mellen to State 2013 dwg
CHARTS/TEMPLATES: NONE
PROJECT FIELD BOOK: S 248 PP 74-82
VAULT PLANS:
VAULT 1 & 1A: 18; 523/5, 817/4, 952/1
1004/17; 1008/7

CMP(ELECTRIC) SHEETS: 18; 58; 101
UNITIL (GAS) PLAN: 47
PUBLIC WORKS WATER MAG. 20, 2013 GIS PLAN
TELEPHONE PLAN: 171

CITY CLERK'S STREET RECORDS:
MELLEN ST: RECORD 15-165
DEERING ST: RECORDS 9-225 & 15-266
HIGH: V 7 PG 464

TAX MAP: 47
WORKING PLANS: VOLUME 1, PP 70, 78 & 92
I & I SHEET: IV-14
SEWER BOOK: SHEET 46

FIELD BOOKS: S 248 PP 54-61; S 249 PP 1-49, 51-54
L 836 PP 46-48; T 34 PG 27; T 35 P 173

DESIGNED BY:	WC/RSL
DRAWN BY:	RSL
CHECKED BY:	WC, CITY
SCALE:	AS SHOWN
DATE:	MAR 13, 2015

LICENSED LANDSCAPE ARCHITECT
REGINA S. LEONARD
3/13/15
STATE OF MAINE

DEERING STREET SEWER REPAIR
LANDSCAPE PLANS & DETAILS

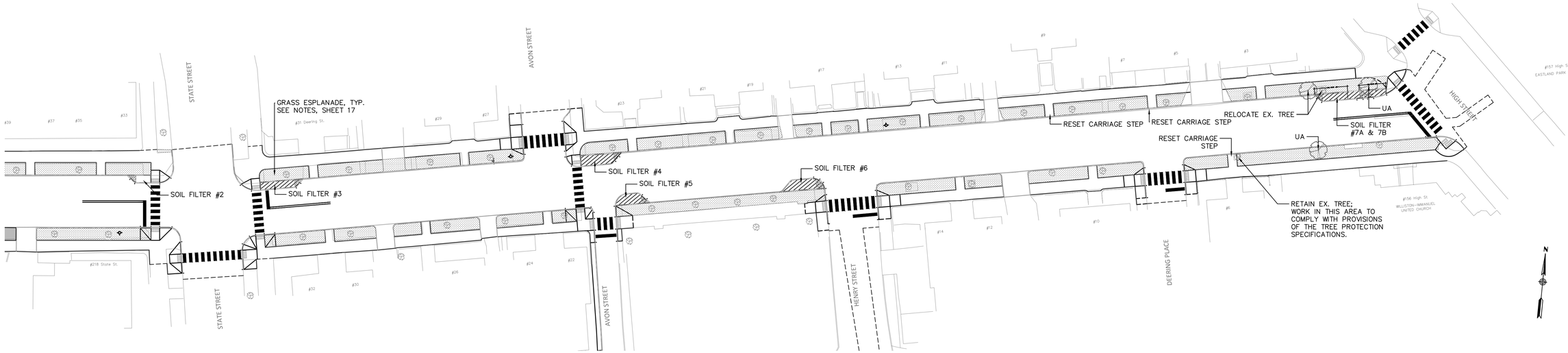
MELLEN STREET TO STATE STREET

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING SECTION

CITY OF PORTLAND, MAINE · RESURGAM

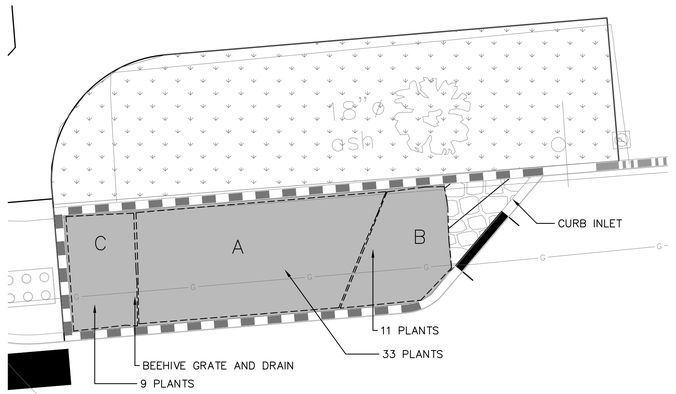
SHEET # 18 OF 19

PLAN NUMBER

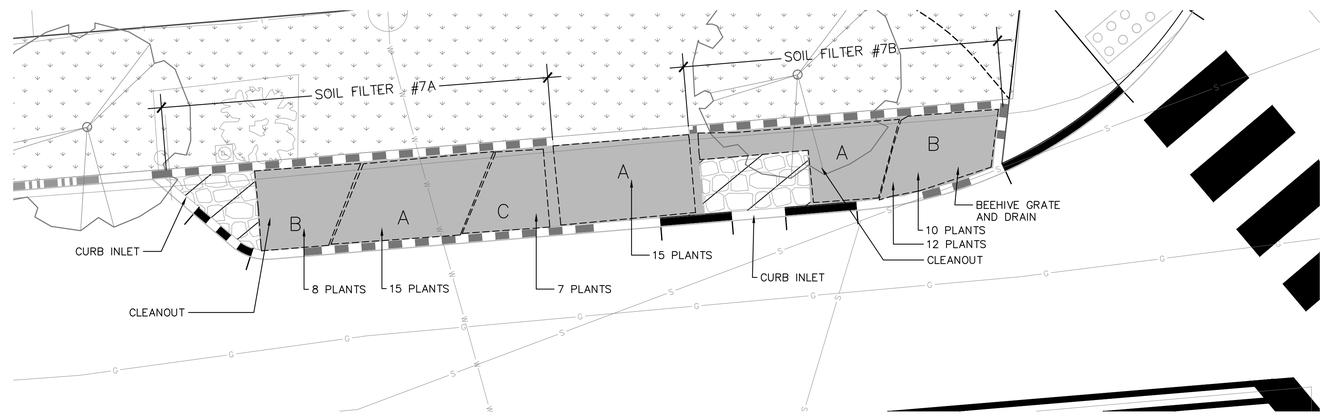


LANDSCAPE PLAN - STATE TO HIGH ST.

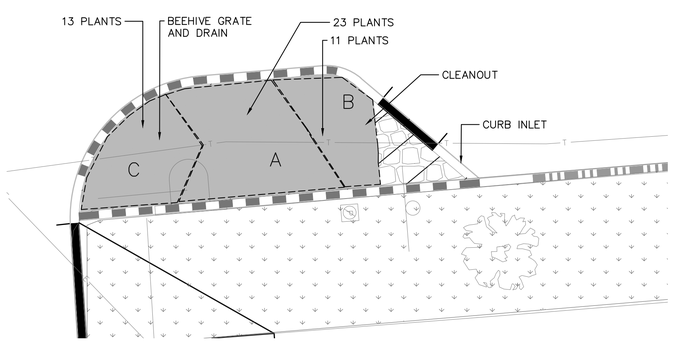
GRAPHIC SCALE
30' 0' 15' 30'
(IN FEET)
1 inch = 30 ft.



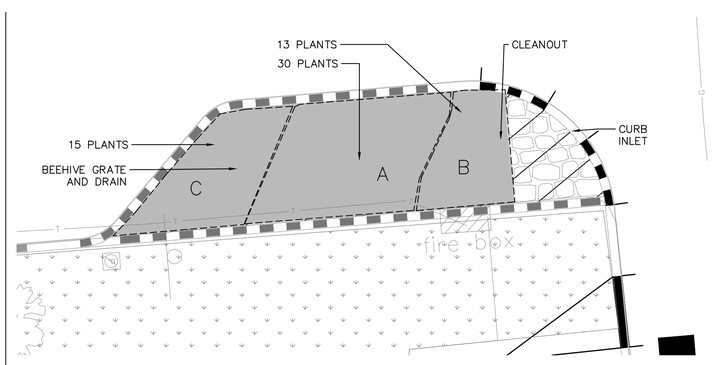
SOIL FILTER #4



SOIL FILTER #7A & 7B



SOIL FILTER #5



SOIL FILTER #6

N

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(IN FEET)
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DRAWING NAME: _Deering-Mellen to State 2013.dwg
CHART/TEMPLATE: Plan-Profile
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PUBLIC SERVICES DEPARTMENT
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SHEET # 19 OF 19

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