# CITY OF PORTLAND
# PUBLIC SERVICES DEPARTMENT

# CONTRACT DRAWINGS

## WEST SIDE INTERCEPTOR SEWER
## REPLACEMENT PROJECT
### CONGRESS ST. TO LUCAS ST.

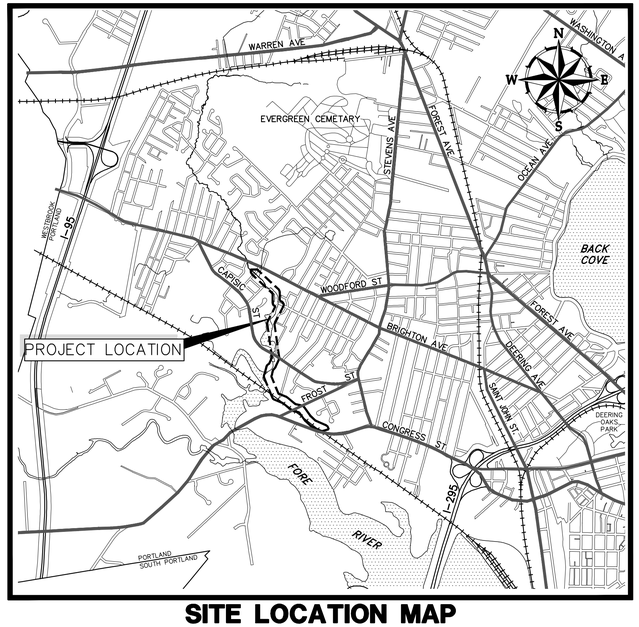
*BID NUMBER: 7310*

APRIL 19, 2010

YEAR
APPROVED
2010

*KATHERINE A. EARLEY* *DATE*
*CITY ENGINEER*

*BRADLEY ROLAND* *DATE*
*CITY PROJECT MANAGER*




**SITE LOCATION MAP**

½ 0 ½ 1 mile scale

2000 0 2000 4000 feet scale

| TITLE | SHT. NO. |
|---|---|
| COVER | – |
| GENERAL NOTES & LEGEND | 1 OF 30 |
| ACCESS ROAD LAYOUT 0+00 – 10+92 | 2 OF 30 |
| ACCESS ROAD LAYOUT 0+00 – 11+00 | 3 OF 30 |
| ACCESS ROAD LAYOUT 11+00 – 16+27 | 4 OF 30 |
| PLAN & PROFILE 0+00 – 5+50 | 5 OF 30 |
| PLAN & PROFILE 5+50 – 11+00 | 6 OF 30 |
| PLAN & PROFILE 11+00 – 16+50 | 7 OF 30 |
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| STRUCTURAL DETAILS | 21 OF 30 |
| PED. BRIDGE PLAN, SECTION & NOTES | 22 OF 30 |

STATE OF MAINE · DAVID A. SENUS · 10791 · REGISTERED PROFESSIONAL ENGINEER
4/19/2010
SEAL & SIGNATURE

| | |
|---|---|
| LANDSCAPING PLAN | 23 OF 30 |
| CAPISIC PARK RESTORATION PLAN 1 | 24 OF 30 |
| CAPISIC PARK RESTORATION PLAN 2 | 25 OF 30 |
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| CAPISIC PARK RESTORATION PLAN 5 | 28 OF 30 |
| CAPISIC PARK RESTORATION PLAN 6 | 29 OF 30 |
| LANDSCAPING DETAILS | 30 OF 30 |

LICENSED LANDSCAPE ARCHITECT · REGINA S. LEONARD · NO. 3123 · STATE OF MAINE
4/19/2010
SEAL & SIGNATURE


WOODARD & CURRAN
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Portland, Maine 04102
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G:\203848 City of Portland-General Engineering Services\wip\90 Westside Interceptor Preliminary Design\Drawings\203848.90 C001.dwg, Apr 14, 2010 - 4:02pm

## ABBREVIATIONS

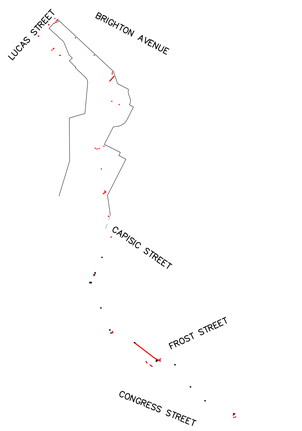
| | |
|---|---|
| & | AND |
| A.G. | ABOVE GROUND |
| BIT | BITUMINOUS |
| CB | CATCH BASIN |
| CITY | CITY OF PORTLAND |
| CMP | CENTRAL MAINE POWER |
| CMP | CORRUGATED METAL PIPE |
| CONC | CONCRETE |
| DI | DUCTILE IRON |
| DIA. | DIAMETER |
| DMH | DRAIN MANHOLE |
| DTL. | DETAIL |
| DOT | DEPARTMENT OF TRANSPORTATION |
| E | UNDERGROUND ELECTRICAL |
| EL. | ELEVATION |
| EXIST. | EXISTING |
| E.O.P. | EDGE OF PAVEMENT |
| FF | FINISH FLOOR |
| FT | FOOT/FEET |
| GS | GAS SERVICE |
| GALV. | GALVANIZED |
| GRAN. | GRANITE |
| HDPE | HIGH DENSITY POLYETHYLENE |
| HYD | HYDRANT |
| INV. | INVERT |
| IRF | IRON ROD FOUND |
| LF | LINEAR FEET |
| MAX. | MAXIMUM |
| 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 |
| PLS | PROFESSIONAL LAND SURVEYOR |
| PVC | POLYVINYL CHLORIDE |
| PWD | PORTLAND WATER DISTRICT |
| R.O.W. | RIGHT-OF-WAY |
| RCP | REINFORCED CONCRETE PIPE |
| REINF. | REINFORCED |
| REQ'D | REQUIRED |
| S | SLOPE |
| S | SEWER |
| SD | STORM DRAIN |
| SMH | SEWER MANHOLE |
| SCH | SCHEDULE |
| ST. | STREET |
| STA. | STATION |
| TBM | TEMP. BENCH MARK |
| TYP. | TYPICAL |
| UP | UTILITY POLE |
| VCP | VITRIFIED CLAY PIPE |
| W | WEST |
| W/ | WITH |
| WS | WATER SERVICE |
| WV | WATER VALVE |

## GENERAL NOTES

1. SITE AND TOPOGRAPHIC SURVEY PROVIDED BY THE CITY OF PORTLAND. BASE DATA IS A COMPILATION OF SURVEYS PROVIDED BY SEBAGO TECHNICS, INC., OWEN HASKELL, INC., SGC ENGINEERING, LLC AND THE CITY OF PORTLAND. WOODARD & CURRAN DOES NOT MAKE ANY REPRESENTATION FOR THE COMPLETENESS OR ACCURACY OF THE "SURVEY" FOR THIS PROJECT.
2. WETLAND BOUNDARY DELINEATED BY STATEWIDE SURVEYS, INC. FOR SEBAGO TECHNICS, INC. IN OCT. 2004 & APRIL 2006. ADDITIONAL WETLAND BOUNDARIES INFORMATION PROVIDED BY STATEWIDE SURVEYS, INC. IN JUNE 2009.
3. VERTICAL DATUM IS REFERENCED TO CITY DATUM WITH ONE FOOT CONTOUR INTERVALS. CITY DATUM IS EQUAL TO +0.02 FT NGVD 1929. HORIZONTAL DATUM IS REFERENCED TO STATE PLANE NAD 1983 (FEET), MAINE WEST ZONE.
4. THE UTILITY LOCATIONS SHOWN IN PLAN AND PROFILE ARE APPROXIMATE AS BASED ON AVAILABLE INFORMATION 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. CLEAN AND/OR FLUSH ALL CULVERTS MANHOLES, CATCH BASINS, AND ASSOCIATED PIPING PRIOR TO FINAL COMPLETION.
6. 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.) UNLESS OTHERWISE NOTED ON PLANS. RESTORATION OF PAVED SURFACES, GRAVEL SURFACES, DRIVEWAYS, AND LAWNS DAMAGED BY CONTRACTOR SHALL BE INCIDENTAL TO THE PROJECT AND AT NO ADDITIONAL COST TO OWNER. ALL 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 NOT INDICATED ON THE DRAWINGS FOR REMOVAL. 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. TREES, POLES, LIGHT POSTS, CATCH BASINS, ETC.) SHALL BE REMOVED AND PROTECTED DURING CONSTRUCTION. CITY RETAINS RIGHT TO KEEP ANY AND ALL REMOVED FACILITIES. CONTRACTOR TO DISPOSE OF ANY REMOVED FACILITY AT THE REQUEST OF CITY AT CONTRACTOR'S EXPENSE. TRANSPORT FACILITIES RETAINED BY CITY TO LOCATION DESIGNATED BY THE CITY.
11. 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.
12. DO NOT PARK, IMPEDE ACCESS TO WORK, OR STORE EQUIPMENT ON ADJACENT CITY OR PRIVATELY OWNED LOTS, UNLESS PERMISSION HAS BEEN GRANTED IN WRITING BY CITY AND/OR LAND OWNER.
13. COORDINATE DISRUPTION OF PRIVATE UTILITY SERVICES WITH LANDOWNERS AT LEAST TWO DAYS (48 HOURS) PRIOR TO DISRUPTION. ALL UTILITY COORDINATION IS RESPONSIBILITY OF CONTRACTOR.
14. 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.
15. CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY CONSTRUCTION PERMITS. PERMIT APPLICATIONS SHALL BE SUBMITTED WITH ADEQUATE TIME SO AS NOT TO DELAY CONSTRUCTION.
16. THE 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.
17. 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.
18. ALL SEWER CONSTRUCTION SHALL BE COMPLETED IN ACCORDANCE WITH ARTICLES II OF CHAPTER 24-SEWERS OF THE CITY OF PORTLAND CODE OF ORDINANCES.
19. 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 ENGINEERING SECTION. THESE DRAWINGS SHALL BE SUBMITTED IN BOTH DIGITAL AND HARD COPY FORMAT PRIOR TO PAYMENT OF FINAL RETAINAGE. SEE SPECIFICATIONS FOR "RECORD" SUBMITTAL REQUIREMENTS.
20. PROPOSED RIM ELEVATIONS FOR MANHOLES, CATCH BASINS, AND SEWER VAULTS SHALL BE CONSIDERED APPROXIMATE. CONTRACTOR SHALL ADJUST RIM GRADES TO MATCH FINAL SURFACE GRADE.
21. CONTRACTOR SHALL EVALUATE SITE AND SUBMIT PROPOSED EROSION AND SEDIMENT CONTROL PLAN TO ENGINEER FOR REVIEW PRIOR TO COMMENCEMENT OF CONSTRUCTION ACTIVITIES. PLAN SHALL ADDRESS SITE SPECIFIC EROSION AND SEDIMENT CONTROL MEASURES TO PREVENT SITE EROSION AND SEDIMENT TRANSPORT INTO ADJACENT SENSITIVE WETLAND AREAS AND PROPERTIES. CONTRACTOR SHALL CONSIDER EROSION AND SEDIMENT CONTROL MEASURES INDICATED ON PLAN TO BE MINIMUM REQUIREMENTS AND SHALL PROVIDE PLANS SPECIFIC TO THE ACTUAL JOB CONDITIONS, CONSIDERING WEATHER, IMPACT AREAS AND UPSLOPE CHANNELIZED FLOW DIVERSION METHODS.

## GENERAL NOTES (CONT.)

22. SITE VEGETATION IS ONLY PARTIALLY NOTED ON PLANS. TREES, SHURBS, TALL GRASSES, ETC. EXIST ALONG THE FULL CORRIDOR OF PROJECT. CONTRACTOR SHALL FIELD MARK CLEARING LIMITS IN ADVANCE OF CONSTRUCTION FOR REVIEW AND ACCEPTANCE BY THE CITY. NO ADDITIONAL PAYMENT SHALL BE MADE FOR CLEARING OF VEGETATION THAT IS NOT INDICATED ON PLANS.
23. PROVIDE 4" LOAM & SEED IN ALL GRASSED AREAS DISTURBED BY CONTRACTOR'S OPERATIONS.
24. CONTRACTOR SHALL COMPLY WITH MAINE DEP NRPA AND USACOE PERMIT REQUIREMENTS, REFER TO PROJECT SPECIFICATIONS. PERMIT APPLICATION MATERIALS DEPICTING LIMIT OF WETLAND IMPACTS WILL BE MADE AVAILABLE TO CONTRACTOR AT CONTRACTOR'S REQUEST. CONTRACTOR SHALL NOT PERFORM WORK BEYOND THE WETLAND IMPACT LIMITS SET FORTH WITHIN PERMIT APPLICATION MATERIALS.




### AERIAL OVERVIEW
N.T.S.

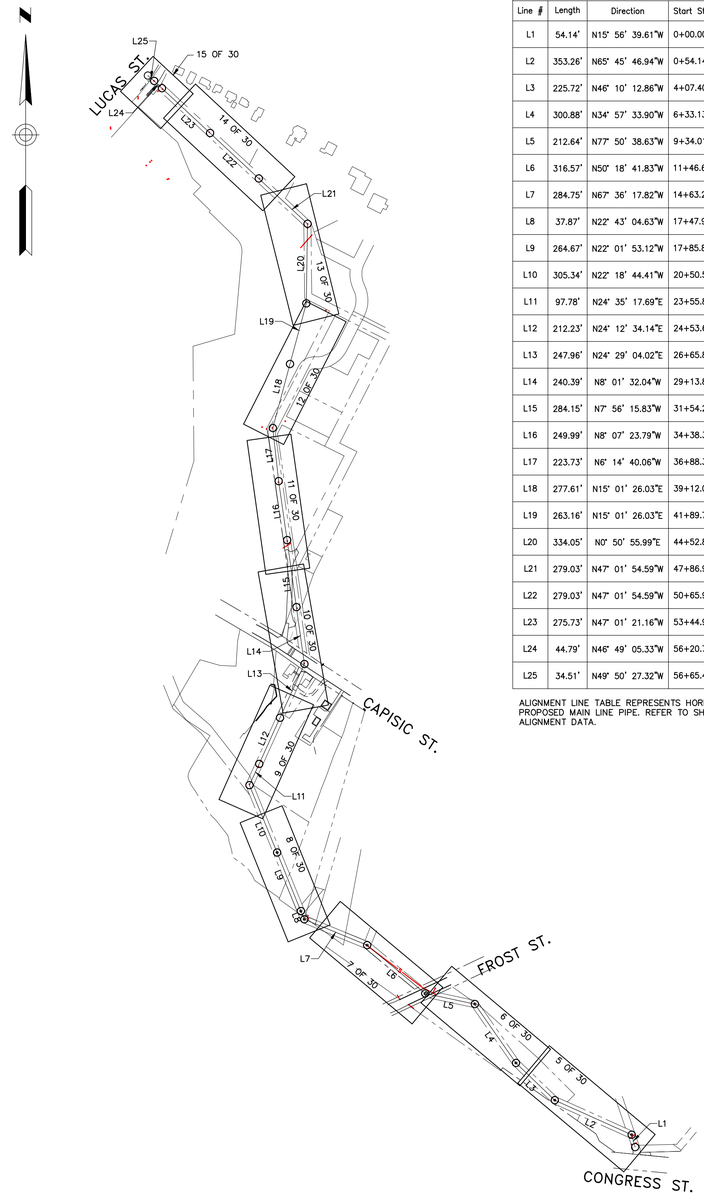
## SYMBOLS

| DESCRIPTION | EXISTING | PROPOSED |
|---|---|---|
| SANITARY SEWER MANHOLE (& NO.) | XXX | |
| STORM DRAIN MANHOLE | | |
| CATCH BASIN | | |
| UTILITY POLE W/GUY | | |
| UTILITY POLE | | |
| WATER GATE | | |
| WATER VALVE | WV | |
| HYDRANT | | |
| SIGN | | |
| MAILBOX | MB | |
| CONIFEROUS TREE | | |
| DECIDUOUS TREE | | |
| IRON PIN | IPF | |
| MONUMENTS | MF | |
| BORING & NUMBER | B-X | |
| WETLAND | | |
| BORING/ PROBE TYPE & NO. | B XX / P XX — TYPE NO.; EXIST. GRADE ELEV. @ LOCATION; NR — NO REFUSAL REFUSAL ELEV. | |
| SURFACE LEDGE | | |
| RIPRAP | | |
| CHANNEL LINING | | |
| PAVEMENT | | |
| GRAVEL ACCESS ROAD | | |
| GRAVEL SUBBASE | | |
| PROTECT TREE | | |

## LEGEND

### LINE TYPES

| DESCRIPTION | EXISTING | DESCRIPTION | PROPOSED |
|---|---|---|---|
| CONTOUR (1' INTERVAL) | 122 | CONTOUR (1' INTERVAL) | 122 |
| CONTOUR (INDEX) | 120 | CONTOUR (INDEX) | 120 |
| SANITARY SEWER | S | SANITARY SEWER | S |
| STORM DRAIN | SD | STORM DRAIN | SD |
| UNDERDRAIN | UD | UNDERDRAIN | UD |
| WATER MAIN | W | EDGE OF VEGETATION | |
| UNDERGROUND ELECTRIC | E | FENCE | |
| GAS LINE | G | CENTERLINE | |
| OVERHEAD ELECTRIC | OE | CURB | |
| PROPERTY LINE | | EDGE OF PAVEMENT | |
| RIGHT OF WAY | | EDGE OF GRAVEL | |
| EASEMENT | | EXIST. LINE TO BE DEMOLISHED | |
| EDGE OF VEGETATION | | EXIST. LINE TO BE INFILLED | |
| FENCE | | SEDIMENT BARRIER | |
| CENTERLINE | | CULVERT | |
| RETAINING WALL | | | |
| STONEWALL | | | |
| CURB | | | |
| EDGE OF PAVEMENT | | | |
| EDGE OF GRAVEL | | | |
| WETLAND BOUNDARY | | | |
| OPEN WATER | | | |




### PLAN KEY
SCALE: 1"=300'

| Alignment Line Table | | | | | | |
|---|---|---|---|---|---|---|
| Line # | Length | Direction | Start Sta. | End Sta. | Start Point | End Point |
| L1 | 54.14' | N15° 56' 39.61"W | 0+00.00 | 0+54.14 | N:300851.80 E:2917147.35 | N:300903.85 E:2917132.47 |
| L2 | 353.26' | N65° 45' 46.94"W | 0+54.14 | 4+07.40 | N:300903.85 E:2917132.47 | N:301048.87 E:2916810.35 |
| L3 | 225.72' | N46° 10' 12.86"W | 4+07.40 | 6+33.13 | N:301048.87 E:2916810.35 | N:301205.19 E:2916647.51 |
| L4 | 300.88' | N34° 57' 33.90"W | 6+33.13 | 9+34.01 | N:301205.19 E:2916647.51 | N:301451.78 E:2916475.11 |
| L5 | 212.64' | N77° 50' 38.63"W | 9+34.01 | 11+46.65 | N:301451.78 E:2916475.11 | N:301496.56 E:2916267.24 |
| L6 | 316.57' | N50° 18' 41.83"W | 11+46.65 | 14+63.22 | N:301496.56 E:2916267.24 | N:301698.72 E:2916023.63 |
| L7 | 284.75' | N67° 36' 17.82"W | 14+63.22 | 17+47.97 | N:301698.72 E:2916023.63 | N:301807.21 E:2915760.35 |
| L8 | 37.87' | N22° 43' 04.63"W | 17+47.97 | 17+85.84 | N:301807.21 E:2915760.35 | N:301842.14 E:2915745.72 |
| L9 | 264.67' | N22° 01' 53.12"W | 17+85.84 | 20+50.51 | N:301842.14 E:2915745.72 | N:302087.49 E:2915646.44 |
| L10 | 305.34' | N22° 18' 44.41"W | 20+50.51 | 23+55.86 | N:302087.49 E:2915646.44 | N:302369.97 E:2915530.52 |
| L11 | 97.78' | N24° 35' 17.69"E | 23+55.86 | 24+53.64 | N:302369.97 E:2915530.52 | N:302458.88 E:2915571.20 |
| L12 | 212.23' | N24° 12' 34.14"E | 24+53.64 | 26+65.87 | N:302458.88 E:2915571.20 | N:302652.45 E:2915658.23 |
| L13 | 247.96' | N24° 29' 04.02"E | 26+65.87 | 29+13.83 | N:302652.45 E:2915658.23 | N:302878.11 E:2915761.00 |
| L14 | 240.39' | N8° 01' 32.04"W | 29+13.83 | 31+54.22 | N:302878.11 E:2915761.00 | N:303116.14 E:2915727.44 |
| L15 | 284.15' | N7° 56' 15.83"W | 31+54.22 | 34+38.36 | N:303116.14 E:2915727.44 | N:303397.57 E:2915688.20 |
| L16 | 249.99' | N8° 07' 23.79"W | 34+38.36 | 36+88.35 | N:303397.57 E:2915688.20 | N:303645.05 E:2915652.87 |
| L17 | 223.73' | N6° 14' 40.06"W | 36+88.35 | 39+12.08 | N:303645.05 E:2915652.87 | N:303867.46 E:2915628.54 |
| L18 | 277.61' | N15° 01' 26.03"E | 39+12.08 | 41+89.70 | N:303867.46 E:2915628.54 | N:304135.58 E:2915700.50 |
| L19 | 263.16' | N15° 01' 26.03"E | 41+89.70 | 44+52.86 | N:304135.58 E:2915700.50 | N:304389.75 E:2915768.72 |
| L20 | 334.05' | N0° 50' 55.99"E | 44+52.86 | 47+86.91 | N:304389.75 E:2915768.72 | N:304723.76 E:2915773.67 |
| L21 | 279.03' | N47° 01' 54.59"W | 47+86.91 | 50+65.94 | N:304723.76 E:2915773.67 | N:304913.94 E:2915569.49 |
| L22 | 279.03' | N47° 01' 54.59"W | 50+65.94 | 53+44.97 | N:304913.94 E:2915569.49 | N:305104.13 E:2915365.31 |
| L23 | 275.73' | N47° 01' 21.16"W | 53+44.97 | 56+20.70 | N:305104.13 E:2915365.31 | N:305292.09 E:2915163.59 |
| L24 | 44.79' | N46° 49' 05.33"W | 56+20.70 | 56+65.49 | N:305292.09 E:2915163.59 | N:305322.74 E:2915130.93 |
| L25 | 34.51' | N49° 50' 27.32"W | 56+65.49 | 57+00.00 | N:305322.74 E:2915130.93 | N:305345.00 E:2915104.55 |

ALIGNMENT LINE TABLE REPRESENTS HORIZONTAL CENTERLINE ALIGNMENT OF PROPOSED MAIN LINE PIPE. REFER TO SHEETS 2-4 FOR ROAD AND TRAIL ALIGNMENT DATA.

300' 0 300' 600'

BAR SCALE
1" = 300'
CHECK GRAPHIC SCALE BEFORE USING

AS-BUILT

AS-BUILT
JANUARY 19, 2012

ALL AS-BUILT INFORMATION PROVIDED BY RJ GRONDIN AND SONS, INC.

AS-BUILT DRAWING PREPARED BY GORRILL-PALMER CONSULTING ENGINEERS, BASE DRAWING PREPARED BY WOODARD & CURRAN

LDD PROJECT NAME:

DRAWING NAME: 203848.90

FIELD BOOK USED:

REFERENCES:


41 HUTCHINS DRIVE
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COMMITMENT & INTEGRITY DRIVE RESULTS

WOODARD & CURRAN

| | |
|---|---|
| DESIGNED BY: | MDL/DLC |
| DRAWN BY: | BCM |
| CHECKED BY: | DAS |
| SCALE: | AS NOTED |
| DATE: | APRIL 19, 2010 |

WEST SIDE INTERCEPTOR
CONGRESS ST. TO LUCAS ST.

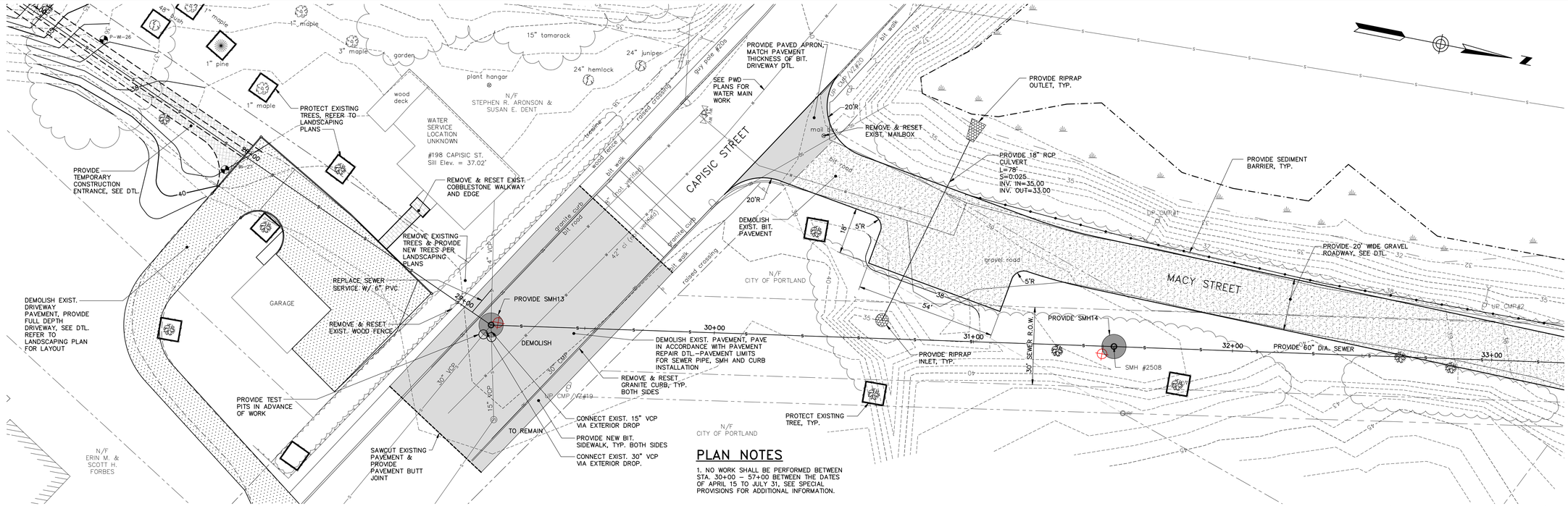
GENERAL NOTES & LEGEND

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING SECTION

SHEET # 1 OF 30

PLAN NUMBER

SEE SHEET 9 OF 30

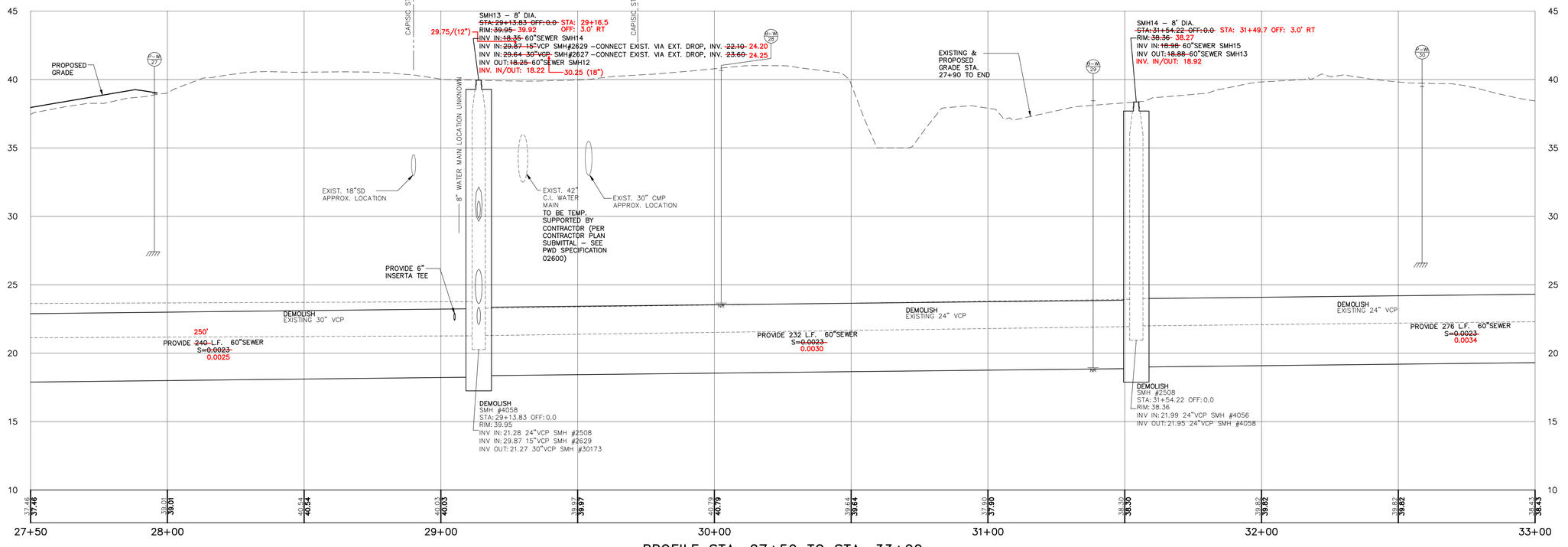



## PLAN NOTES

1. NO WORK SHALL BE PERFORMED BETWEEN STA. 30+00 – 57+00 BETWEEN THE DATES OF APRIL 15 TO JULY 31, SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

PLAN
SCALE: 1"=20'

AS–BUILT NOTE: PIPE LENGTHS LISTED ARE CENTER TO CENTER DISTANCE DUE TO USE OF T–BASE STRUCTURES




PROFILE STA. 27+50 TO STA. 33+00
SCALE: HORIZ. 1"=20'
VERT. 1"=4'

AS-BUILT
JANUARY 19, 2012

ALL AS–BUILT INFORMATION PROVIDED BY RJ GRONDIN AND SONS, INC.

AS–BUILT DRAWING PREPARED BY GORRILL–PALMER CONSULTING ENGINEERS, BASE DRAWING PREPARED BY WOODARD & CURRAN

AS-BUILT

LDD PROJECT NAME:

DRAWING NAME: 203848.90

FIELD BOOK USED:

REFERENCES:

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COMMITMENT & INTEGRITY DRIVE RESULTS

WOODARD & CURRAN

| | |
|---|---|
| DESIGNED BY: | MDL/DLC |
| DRAWN BY: | BCM |
| CHECKED BY: | DAS |
| SCALE: | AS NOTED |
| DATE: | APRIL 19, 2010 |

WEST SIDE INTERCEPTOR
CONGRESS ST. TO LUCAS ST.

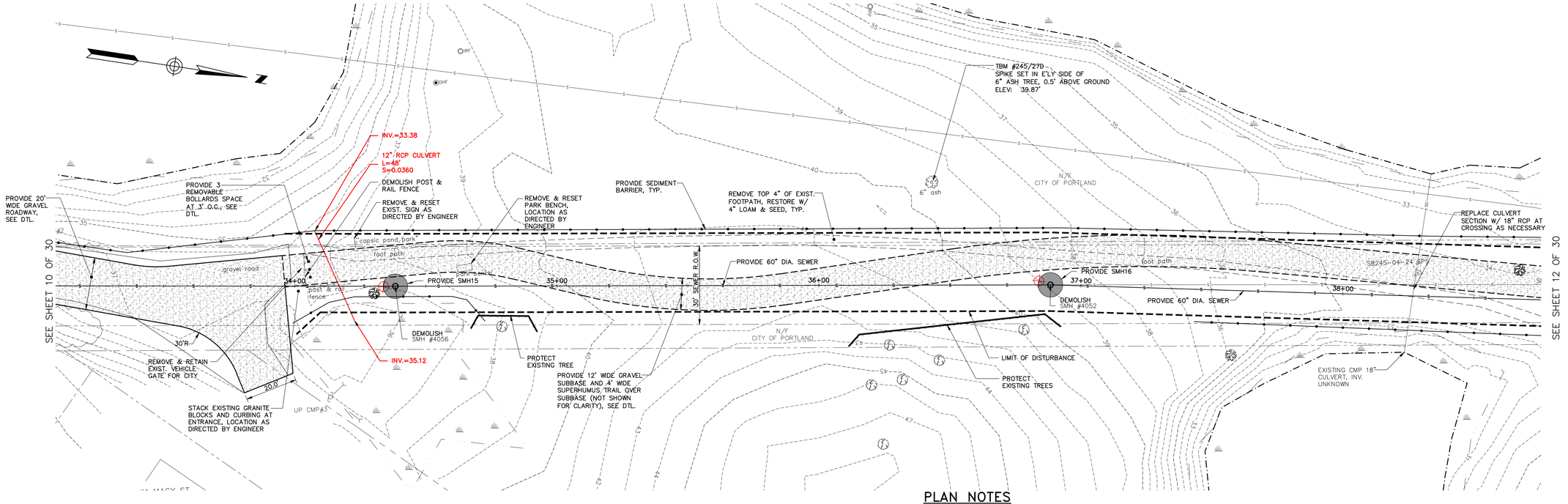
PLAN & PROFILE
STATION 27+50 TO 33+00

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING SECTION

ALTID RESURGAM · CITY OF PORTLAND, MAINE

SHEET # 10 OF 30

PLAN NUMBER

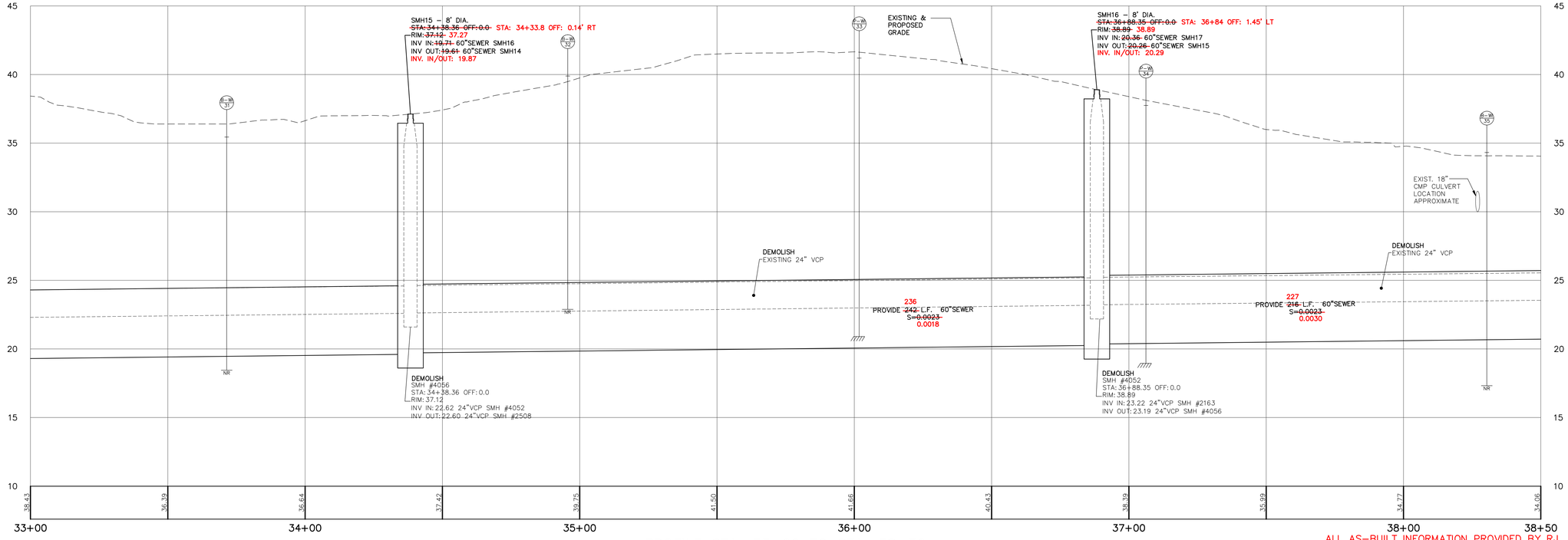



PLAN
SCALE: 1"=20'

AS-BUILT NOTE: PIPE LENGTHS LISTED ARE CENTER TO CENTER DISTANCE DUE TO USE OF T-BASE STRUCTURES

## PLAN NOTES

1. LOCATION OF 12' WIDE GRAVEL SUBBASE PATH AND 4' WIDE SUPERHUMUS TRAIL OVER SUBBASE (NOT SHOWN FOR CLARITY) IS APPROXIMATE, AND SHALL BE FIELD ADJUSTED AT THE DIRECTION OF PORTLAND TRAILS AND CITY OF PORTLAND WITHIN LIMIT OF DISTURBANCE.
2. NO WORK SHALL BE PERFORMED BETWEEN STA. 30+00 – 57+00 BETWEEN THE DATES OF APRIL 15 TO JULY 31, SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.




PROFILE STA. 33+00 TO STA. 38+50
SCALE: HORIZ. 1"=20'
VERT. 1"=4'

AS-BUILT
JANUARY 19, 2012

ALL AS-BUILT INFORMATION PROVIDED BY RJ GRONDIN AND SONS, INC.

AS-BUILT DRAWING PREPARED BY GORRILL-PALMER CONSULTING ENGINEERS, BASE DRAWING PREPARED BY WOODARD & CURRAN

AS-BUILT

LDD PROJECT NAME:

DRAWING NAME: 203848.90

FIELD BOOK USED:

REFERENCES:

41 HUTCHINS DRIVE
PORTLAND, MAINE 04102
800.426.4262 | www.woodardcurran.com

COMMITMENT & INTEGRITY DRIVE RESULTS

WOODARD & CURRAN

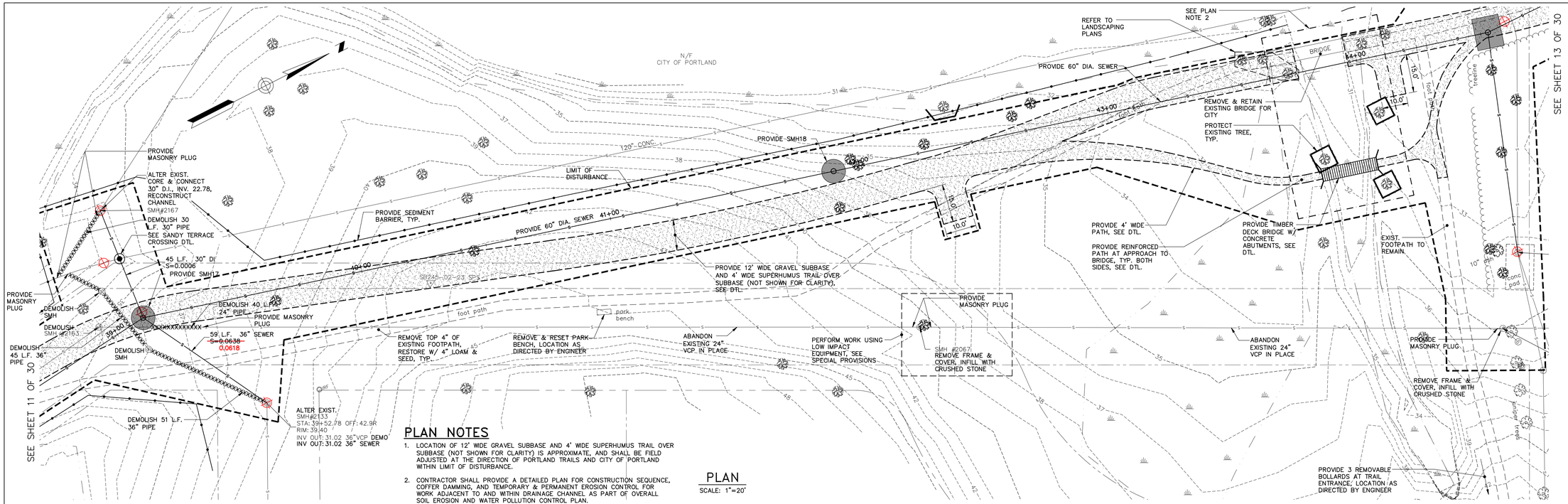
| | |
|---|---|
| DESIGNED BY: | |
| MDL/DLC | |
| DRAWN BY: | |
| BCM | |
| CHECKED BY: | |
| DAS | |
| SCALE: | |
| AS NOTED | |
| DATE: | |
| APRIL 19, 2010 | |

WEST SIDE INTERCEPTOR
CONGRESS ST. TO LUCAS ST.
PLAN & PROFILE
STATION 33+00 TO 38+50

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING SECTION

SHEET # 11 OF 30

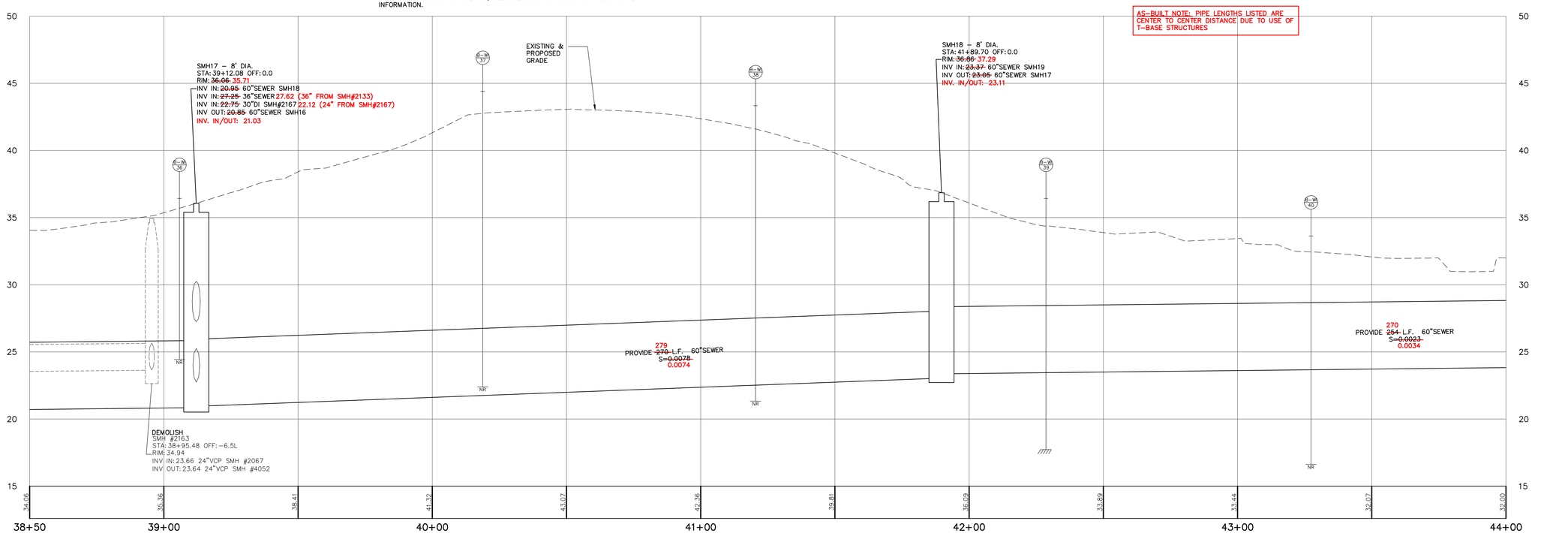
PLAN NUMBER




## PLAN NOTES

1. LOCATION OF 12" WIDE GRAVEL SUBBASE AND 4' WIDE SUPERHUMUS TRAIL OVER SUBBASE (NOT SHOWN FOR CLARITY) IS APPROXIMATE, AND SHALL BE FIELD ADJUSTED AT THE DIRECTION OF PORTLAND TRAILS AND CITY OF PORTLAND WITHIN LIMIT OF DISTURBANCE.
2. CONTRACTOR SHALL PROVIDE A DETAILED PLAN FOR CONSTRUCTION SEQUENCE, COFFER DAMMING, AND TEMPORARY & PERMANENT EROSION CONTROL FOR WORK ADJACENT TO AND WITHIN DRAINAGE CHANNEL AS PART OF OVERALL SOIL EROSION AND WATER POLLUTION CONTROL PLAN.
3. NO WORK SHALL BE PERFORMED BETWEEN STA. 30+00 – 57+00 BETWEEN THE DATES OF APRIL 15 TO JULY 31, SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

PLAN
SCALE: 1"=20'




PROFILE STA. 38+50 TO STA. 44+00
SCALE: HORIZ. 1"=20'
VERT. 1"=4'

AS-BUILT
JANUARY 19, 2012

ALL AS-BUILT INFORMATION PROVIDED BY RJ GRONDIN AND SONS, INC.

AS-BUILT DRAWING PREPARED BY GORRILL-PALMER CONSULTING ENGINEERS, BASE DRAWING PREPARED BY WOODARD & CURRAN

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

AS-BUILT

LDD PROJECT NAME:

DRAWING NAME: 203848.90

FIELD BOOK USED:

REFERENCES:

41 HUTCHINS DRIVE
PORTLAND, MAINE 04102
800.426.4262 | www.woodardcurran.com

COMMITMENT & INTEGRITY DRIVE RESULTS

WOODARD & CURRAN

| DESIGNED BY: | DRAWN BY: | CHECKED BY: | SCALE: | DATE: |
|---|---|---|---|---|
| MDL/DLC | BCM | DAS | AS NOTED | APRIL 19, 2010 |

WEST SIDE INTERCEPTOR
CONGRESS ST. TO LUCAS ST.
PLAN & PROFILE
STATION 38+50 TO 44+00

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING SECTION

SHEET # 12 OF 30

PLAN NUMBER

SEE SHEET 12 OF 30

SEE SHEET 14 OF 30

PROVIDE MASONRY PLUG

DEMOLISH 31 L.F. 48" PIPE

REMOVE FRAME & COVER, INFILL WITH CRUSHED STONE

SEE PLAN NOTE 2

PROVIDE 4' WIDE GRAVEL PATH, SEE DTL.

PROVIDE SMH19

PROVIDE MASONRY PLUG

DEMOLISH 110 L.F. 48" PIPE

CONNECT 48" SEWER INV. OUT 25.32 (MATCH EXIST.)

ABANDON EXISTING 24" VCP IN PLACE

PROVIDE MASONRY PLUG

SMH #4049 REMOVE FRAME & COVER, INFILL WITH CRUSHED STONE

SMH #1906 REMOVE FRAME & COVER, INFILL WITH CRUSHED STONE

TBM #245/27C SPIKE SET IN WLY SIDE OF 10" ASH TREE, 0.5' ABOVE GROUND ELEV: 34.65'

N/F CITY OF PORTLAND

12" RCP CULVERT, L=64' S=0.0240

INV.=31.37

COUPLING WITH CONCRETE COLLAR ROUGHLY 16' FROM SMH20

PROVIDE 60" DIA. SEWER

LIMIT OF DISTURBANCE

REMOVE TOP 4" OF EXIST. FOOTPATH, RESTORE W/ 4" LOAM & SEED, TYP.

PROVIDE 6" INSERTA TEE

PROVIDE SEDIMENT BARRIER, TYP.

PROVIDE 12' WIDE GRAVEL SUBBASE AND 4' WIDE SUPERHUMUS TRAIL OVER SUBBASE (NOT SHOWN FOR CLARITY), SEE DTL.

TBM #245/27B SPIKE SET IN SWLY SIDE OF 10" ASH TREE, 0.5' ABOVE GROUND ELEV: 34.89'

PROVIDE SMH20

DEMOLISH SMH #1816

INV.=32.62

REPLACE SEWER SERVICE TO R.O.W. W/ 6" PVC

chainlink fence

# PLAN NOTES

1. LOCATION OF 12' WIDE GRAVEL SUBBASE AND 4' WIDE SUPERHUMUS TRAIL OVER SUBBASE (NOT SHOWN FOR CLARITY) IS APPROXIMATE, AND SHALL BE FIELD ADJUSTED AT THE DIRECTION OF PORTLAND TRAILS AND CITY OF PORTLAND WITHIN LIMIT OF DISTURBANCE.
2. PERFORM TEST PIT IN ADVANCE OF PIPE INSTALLATION TO LOCATE SMH19 RELATIVE TO EXIST. VAULT STRUCTURE.
3. NO WORK SHALL BE PERFORMED BETWEEN STA. 30+00 – 57+00 BETWEEN THE DATES OF APRIL 15 TO JULY 31, SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

PLAN
SCALE: 1"=20'

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

AS–BUILT NOTE: PIPE LENGTHS LISTED ARE CENTER TO CENTER DISTANCE DUE TO USE OF T–BASE STRUCTURES

SMH19 – 10'–0"x12'–0" VAULT
~~STA: 44+52.86 OFF: 0.0~~ STA: 44+60.6 OFF: 0.97' LT
RIM: ~~32.21~~ 33.48
INV IN: ~~24.05~~ 60"SEWER SMH20
INV IN: ~~24.95~~ 48"RCP SMH#1902 24.84
INV OUT: ~~23.95~~ 60"SEWER SMH18
INV. IN/OUT: 24.04

INFILL
SMH #4043
STA: 44+84.14 OFF: 7.9R
RIM: 32.91
~~INV IN: 25.23 24"VCP SMH #1816~~
INV OUT: 25.28 ~~30"UNK. SMH #1906~~

EXISTING & PROPOSED GRADE

DEMOLISH EXISTING 24" VCP

PROVIDE ~~328~~ 326 L.F. 60"SEWER S=~~0.0023~~ 0.0027

SMH20 – 8' DIA.
~~STA: 47+86.91 OFF: 0.0~~ 47+85.7 OFF: 0.71' RT
RIM: ~~33.99~~ 34.76
INV IN: ~~24.88~~ 60"SEWER SMH21
INV OUT: ~~24.78~~ 60"SEWER SMH19
INV. IN/OUT: 24.92

PROVIDE 6" INSERTA TEE 666 BRIGHTON

DEMOLISH
SMH #1816
STA: 47+86.91 OFF: 0.0
RIM: 33.99
INV IN: 26.31 24"VCP SMH #1748
INV OUT: 26.13 24"VCP SMH #4043

PROVIDE ~~271~~ 279 L.F. 60"SEWER S=~~0.0023~~ 0.0018

| | 44+00 | 45+00 | 46+00 | 47+00 | 48+00 | 49+00 | 49+50 |
|---|---|---|---|---|---|---|---|
| EXISTING | 32.00 | 32.70 | 32.60 | 33.29 | 33.47 | 34.03 | 33.96 |
| PROPOSED | 32.14 | 32.70 | 32.81 | 33.29 | 34.80 | 33.97 | 33.96 |

PROFILE STA. 44+00 TO STA. 49+50

SCALE: HORIZ. 1"=20'
VERT. 1"=4'

AS-BUILT
JANUARY 19, 2012

ALL AS–BUILT INFORMATION PROVIDED BY RJ GRONDIN AND SONS, INC.

AS–BUILT DRAWING PREPARED BY GORRILL–PALMER CONSULTING ENGINEERS, BASE DRAWING PREPARED BY WOODARD & CURRAN

AS-BUILT

LDD PROJECT NAME:

DRAWING NAME: 203848.90

FIELD BOOK USED:

REFERENCES:

41 HUTCHINS DRIVE
PORTLAND, MAINE 04102
800.426.4262 | www.woodardcurran.com

COMMITMENT & INTEGRITY DRIVE RESULTS

WOODARD & CURRAN

| | |
|---|---|
| DESIGNED BY: | MDL/DLC |
| DRAWN BY: | BCM |
| CHECKED BY: | DAS |
| SCALE: | AS NOTED |
| DATE: | APRIL 19, 2010 |

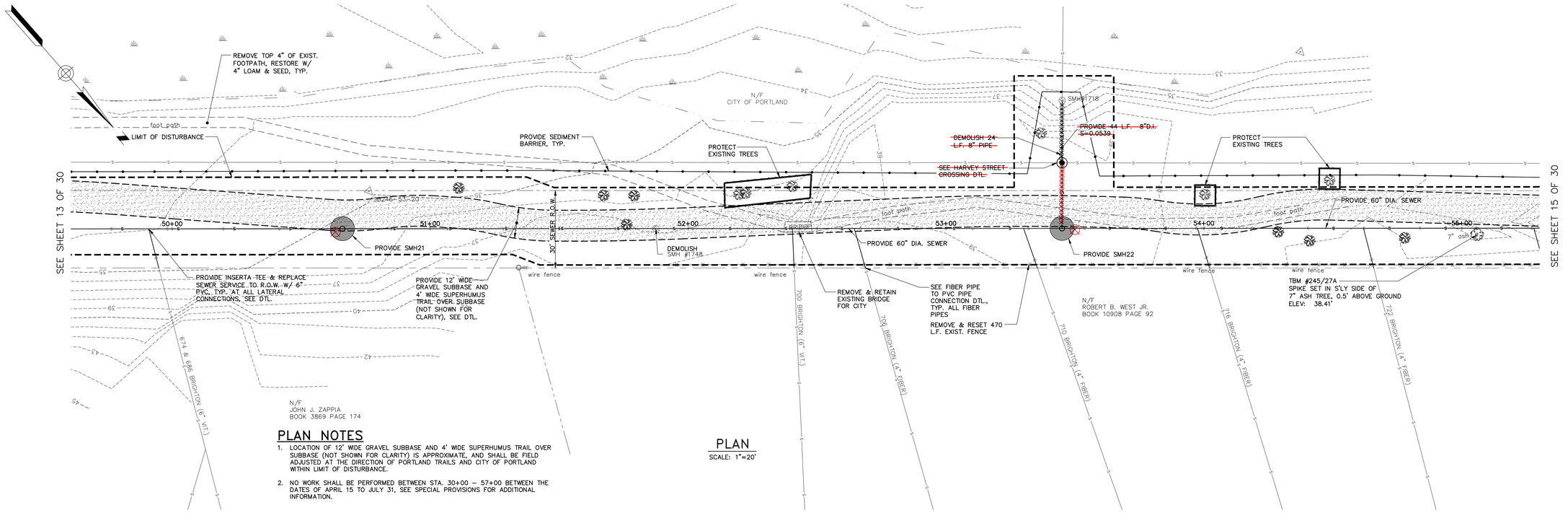
WEST SIDE INTERCEPTOR
CONGRESS ST. TO LUCAS ST.

PLAN & PROFILE
STATION 44+00 TO 49+50

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING SECTION

SHEET # 13 OF 30

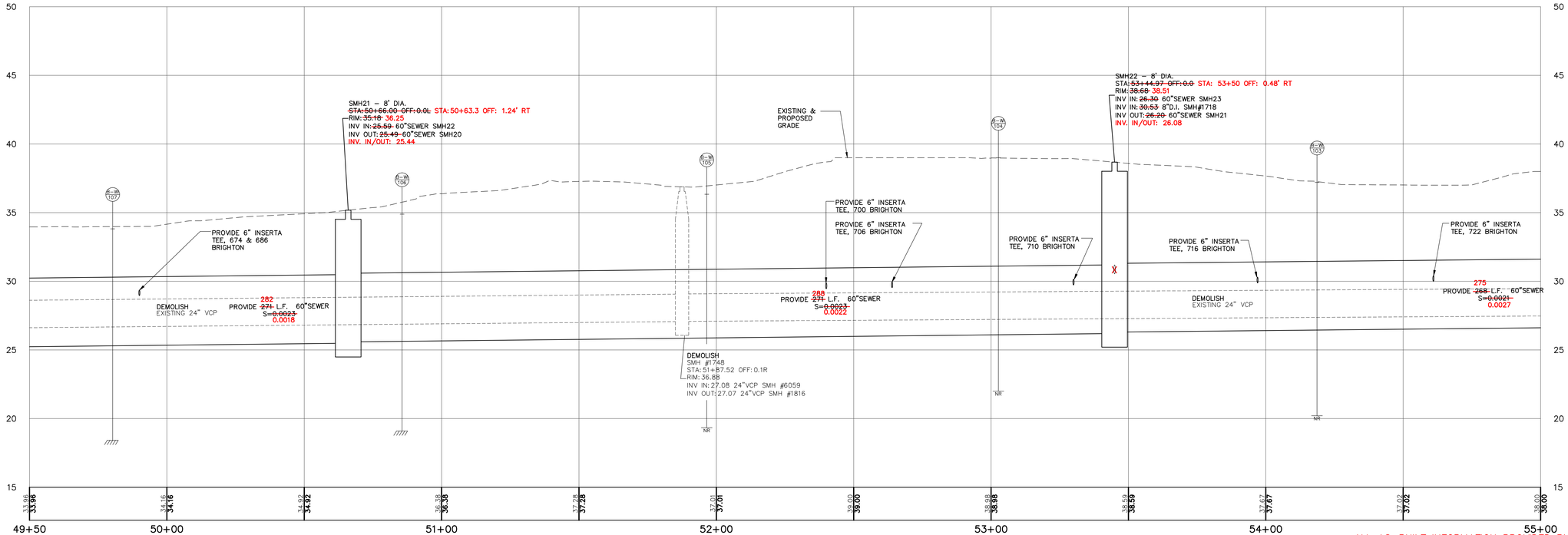
PLAN NUMBER




## PLAN NOTES

1. LOCATION OF 12' WIDE GRAVEL SUBBASE AND 4' WIDE SUPERHUMUS TRAIL OVER SUBBASE (NOT SHOWN FOR CLARITY) IS APPROXIMATE, AND SHALL BE FIELD ADJUSTED AT THE DIRECTION OF PORTLAND TRAILS AND CITY OF PORTLAND WITHIN LIMIT OF DISTURBANCE.
2. NO WORK SHALL BE PERFORMED BETWEEN STA. 30+00 – 57+00 BETWEEN THE DATES OF APRIL 15 TO JULY 31, SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

PLAN
SCALE: 1"=20'




## PROFILE STA. 49+50 TO STA. 55+00

SCALE: HORIZ. 1"=20'
VERT. 1"=4'

AS-BUILT
JANUARY 19, 2012

ALL AS-BUILT INFORMATION PROVIDED BY RJ GRONDIN AND SONS, INC.

AS-BUILT DRAWING PREPARED BY GORRILL-PALMER CONSULTING ENGINEERS, BASE DRAWING PREPARED BY WOODARD & CURRAN

AS-BUILT

LDD PROJECT NAME:

DRAWING NAME: 203848.90

FIELD BOOK USED:

REFERENCES:

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

| | |
|---|---|
| DESIGNED BY: | MDL/DLC |
| DRAWN BY: | BCM |
| CHECKED BY: | DAS |
| SCALE: | AS NOTED |
| DATE: | APRIL 19, 2010 |

# WEST SIDE INTERCEPTOR

CONGRESS ST. TO LUCAS ST.

## PLAN & PROFILE

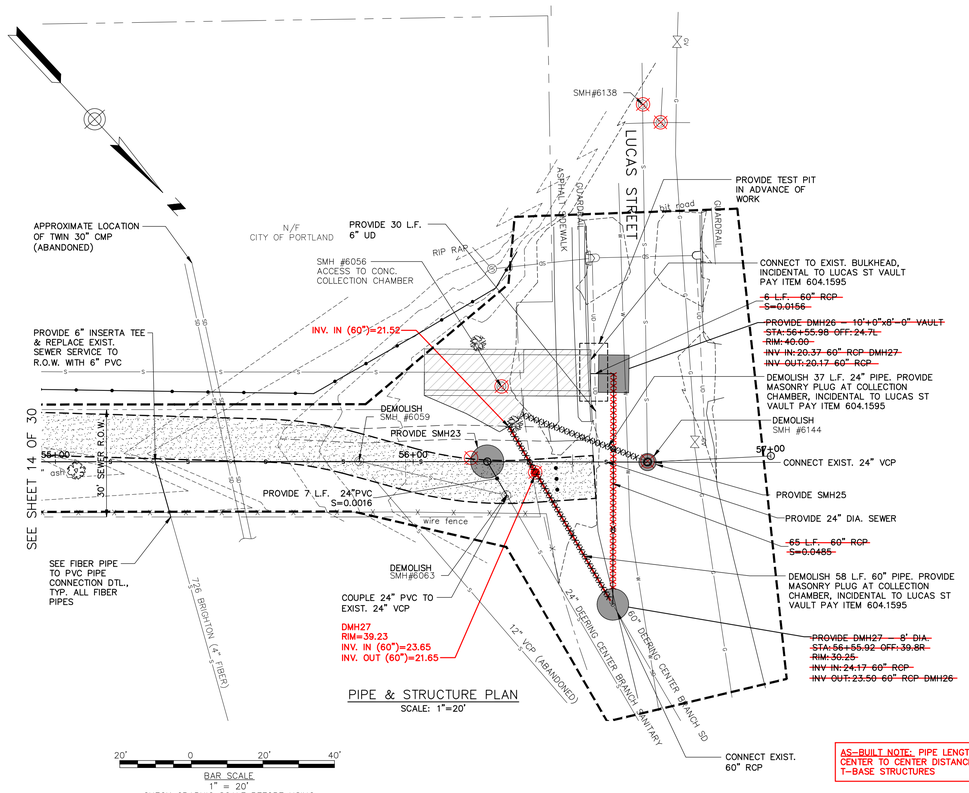
STATION 49+50 TO 55+00

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING SECTION

ORALD RESURGAM CITY OF PORTLAND, MAINE

SHEET # 14 OF 30

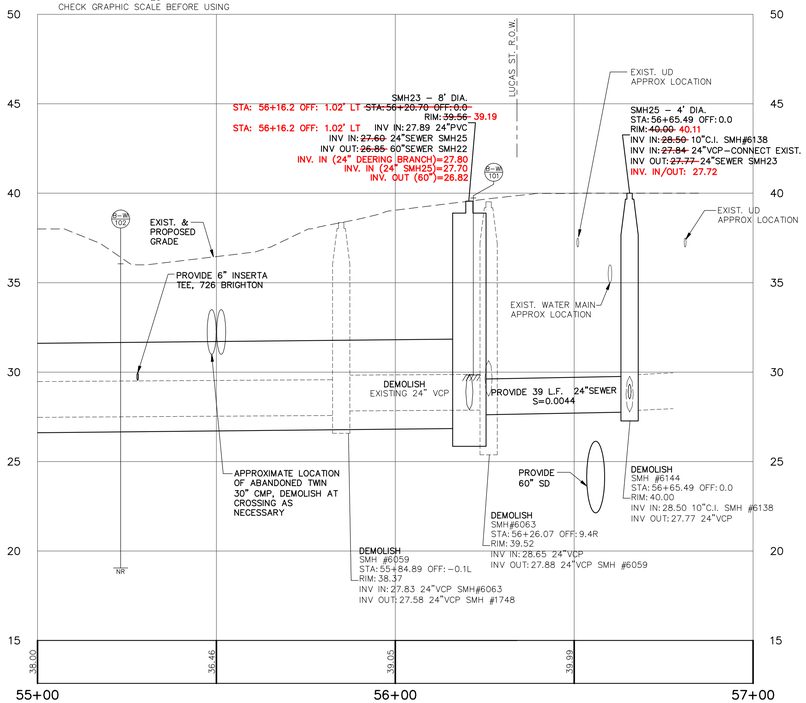
PLAN NUMBER



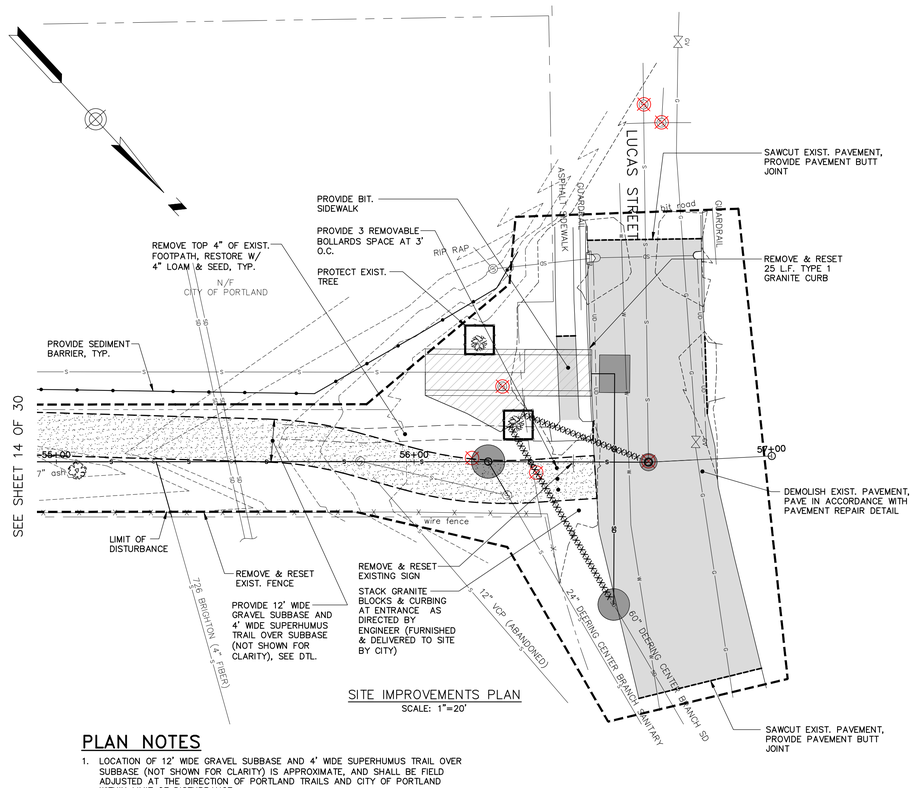

PIPE & STRUCTURE PLAN
SCALE: 1"=20'

AS-BUILT NOTE: PIPE LENGTHS LISTED ARE CENTER TO CENTER DISTANCE DUE TO USE OF T-BASE STRUCTURES

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




PROFILE STA. 55+00 TO STA. 57+00
SCALE: HORIZ. 1"=20'
VERT. 1"=4'




SITE IMPROVEMENTS PLAN
SCALE: 1"=20'

## PLAN NOTES

1. LOCATION OF 12' WIDE GRAVEL SUBBASE AND 4' WIDE SUPERHUMUS TRAIL OVER SUBBASE (NOT SHOWN FOR CLARITY) IS APPROXIMATE, AND SHALL BE FIELD ADJUSTED AT THE DIRECTION OF PORTLAND TRAILS AND CITY OF PORTLAND WITHIN LIMIT OF DISTURBANCE.
2. NO WORK SHALL BE PERFORMED BETWEEN STA. 30+00 – 57+00 BETWEEN THE DATES OF APRIL 15 TO JULY 31, SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

AS-BUILT

JANUARY 19, 2012

ALL AS-BUILT INFORMATION PROVIDED BY RJ GRONDIN AND SONS, INC.

AS-BUILT DRAWING PREPARED BY GORRILL-PALMER CONSULTING ENGINEERS, BASE DRAWING PREPARED BY WOODARD & CURRAN

AS-BUILT

LDD PROJECT NAME:

DRAWING NAME: 203848.90

FIELD BOOK USED:

REFERENCES:


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


| | |
|---|---|
| DESIGNED BY: | MDL/DLC |
| DRAWN BY: | BCM |
| CHECKED BY: | DAS |
| SCALE: | AS NOTED |
| DATE: | APRIL 19, 2010 |

# WEST SIDE INTERCEPTOR

CONGRESS ST. TO LUCAS ST.

## PLAN & PROFILE

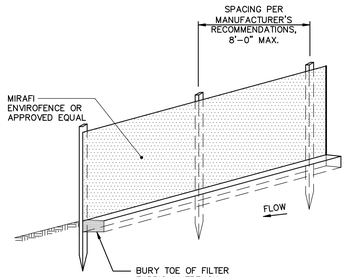
STATION 55+00 TO 57+00

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING SECTION

OLD RESURGAM OF PORTLAND, MAINE

SHEET # 15 OF 30

PLAN NUMBER




NOTES:

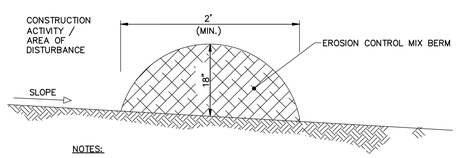
- INSTALL FABRIC ON UPHILL SIDE OF SUPPORT POSTS
- INSTALL SILT FENCE ACROSS SLOPES
- SILT FENCE SHALL NOT BE USED IN DRAINAGE WAYS

MAINTENANCE: INSPECT FOR TEARS IN THE FABRIC OR DAMAGE TO SUPPORTS. REPAIR AS NECESSARY. REMOVE ACCUMULATED SEDIMENT WHEN IT REACHES A DEPTH OF SIX-INCHES OR LESS.

REMOVAL: WHEN UPSLOPE AREAS ARE STABILIZED, THE STRUCTURE AND ANY ACCUMULATED SEDIMENT WILL BE REMOVED.

## SEDIMENT BARRIER – SILTATION FENCE DETAIL (CONTRACTOR OPTION)

N.T.S.




NOTES:

Erosion Control Mix Berms

Erosion control mix can be manufactured on or off the project site. It must consist primarily of organic material and may include: shredded bark, stump grindings, composted bark, or acceptable manufactured products. Wood and bark chips, ground construction debris or reprocessed wood products will not be acceptable as the organic component of the mix.

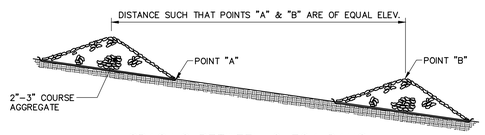
Composition

Erosion control mix shall contain a well-graded mixture of particle sizes and may contain rocks less than 4" in diameter. Erosion control mix must be free of refuse, physical contaminants, and material toxic to plant growth. The mix composition shall meet the following standards:

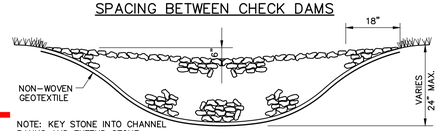
- The organic matter content shall be between 80 and 100%, dry weight basis.
- Particle size by weight shall be 100 % passing a 6" screen and a minimum of 70%, maximum of 85%, passing a 0.75" screen.
- The organic portion needs to be fibrous and elongated.
- Large portions of silts, clays or fine sands are not acceptable in the mix.
- Soluble salts content shall be < 4.0 mmhos/cm.
- The pH should fall between 5.0 and 8.0.

## SEDIMENT BARRIER – EROSION CONTROL MIX BERM (CONTRACTOR OPTION)

N.T.S.

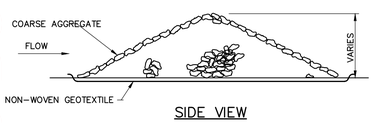



SPACING BETWEEN CHECK DAMS




NOTE: KEY STONE INTO CHANNEL BANKS AND EXTEND STONE BEYOND THE ABUTMENTS 18" MIN. TO PREVENT FLOW AROUND DAM.

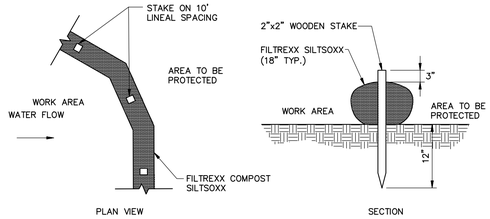
FRONT VIEW




SIDE VIEW

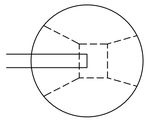
## STONE CHECK DAM

N.T.S.

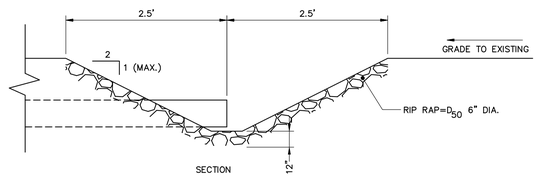



## SEDIMENT BARRIER – SILTSOXX (CONTRACTOR OPTION)

N.T.S.



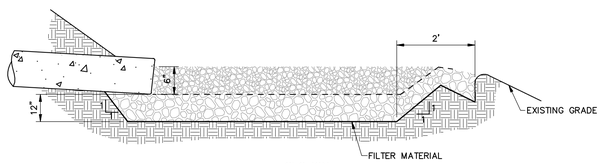
PLAN



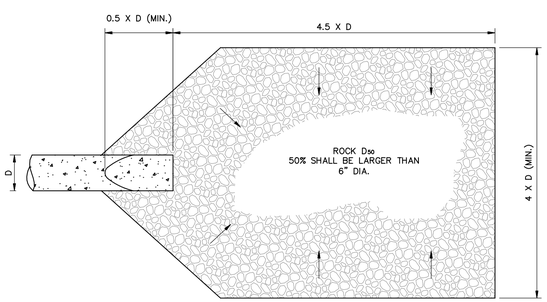

SECTION

## INLET RIPRAP PROTECTION

N.T.S.




SECTION




PLAN

NOTES:
1. APRON SHALL BE SET AT A ZERO GRADE AND ALIGNED STRAIGHT.
2. FILTER MATERIAL SHALL BE MIRAFI 160N OR EQUAL.

## RIPRAP OUTLET

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, PLUNGE POOLS, CHECK DAMS, SEDIMENT TRAPS, CATCHBASIN SEDIMENT COLLECTION BAGS AND GEOTEXTILE FILTER BAGS. PERMANENT MEASURES INCLUDE THE USE OF RIPRAP AT EXPOSED STORMDRAIN AND CULVERT INLETS AND OUTLETS, ARMORED SWALES AND SLOPES AND 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 ENGINEER. 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 AREAS STABILIZED WITH RIPRAP, PERMANENT STABILIZATION MEANS THAT SLOPES STABILIZED WITH RIPRAP HAVE AN APPROPRIATE BACKING OF A WELL-GRADED GRAVEL OR APPROVED GEOTEXTILE. STONE MUST BE SIZED APPROPRIATELY AND IN ACCORDANCE WITH SECTION E-6 OF THE MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL.
v. 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. 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.

J. DITCH LININGS AND RIPRAP INLET AND OUTLET PROTECTION SHALL BE INSTALLED WITHIN 48 HOURS OF COMPLETING THE GRADING OF THAT SECTION OF DITCH OR INSTALLATION OF THE CULVERT.

K. ROLLED EROSION CONTROL PRODUCT (RECP) SHALL BE INSTALLED ON ALL PERMANENT SLOPES STEEPER THAN 3:1, IN THE BASE OF DITCHES AND ANY DISTURBED AREAS WITHIN 100 FEET OF A PROTECTED NATURAL RESOURCE (WETLANDS AND WATER RESOURCES). RECP SHALL BE NORTH AMERICAN GREEN S150BN OR APPROVED EQUAL. RECP 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.

## 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. |

## EROSION AND SEDIMENTATION CONTROL NOTES (CONT.)

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 1 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.

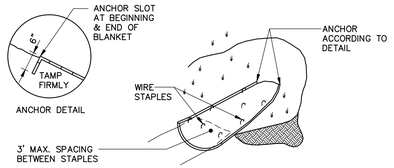
B. AN INSPECTION AND MAINTENANCE LOG MUST BE KEPT BY THE CONTRACTOR, SUMMARIZING THE SCOPE OF THE INSPECTION, DATE, AND MAJOR OBSERVATIONS RELATING TO THE OPERATION OF EROSION AND SEDIMENT CONTROL BMPS, MATERIAL STORAGE AREAS, AND VEHICLE ACCESS POINTS TO THE CONSTRUCTION AREA. THE INSPECTION LOG SHOULD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

## EROSION AND SEDIMENT CONTROL NOTES

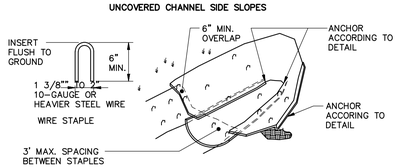
### Temporary Erosion Control:

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 30 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 7 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. |




UNCOVERED CHANNEL SIDE SLOPES



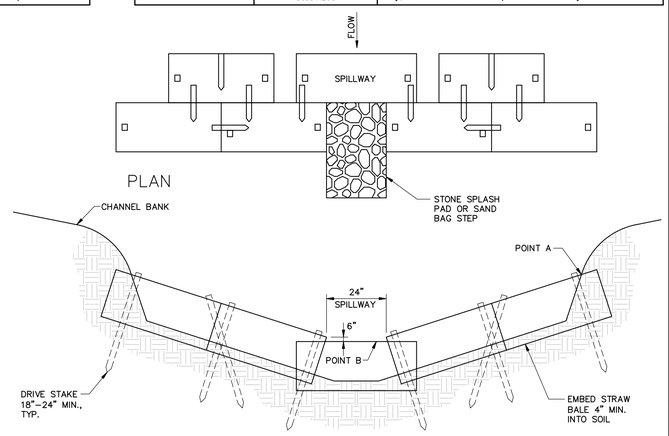

COVERED CHANNEL SIDE SLOPES

NOTES:
1. FOLLOW MANUFACTURER'S RECOMMENDATIONS FOR ANCHORING BLANKET ENDS, OVERLAPS AND STAPLE SPACING. DIMENSIONS SHOWN FOR THESE ACTIVITIES ARE TO BE USED AS A MINIMUM.
2. PRODUCTS TO COMPLY WITH SECTION 717.061 OF THE MAINE DOT STANDARD SPECIFICATIONS OF MAINE DOT QUALIFIED PRODUCTS LIST*.

*HTTP://WWW.MAINE.GOV/MDOT/TRANSPORTATION-RESEARCH/API.PHP

## CHANNEL LINING

N.T.S.




NOTES:
1. EMBED BALES 4" INTO THE SOIL & "KEY" BALES INTO CHANNEL BANKS.
2. POINT A MUST BE HIGHER THAN POINT B (SPILLWAY HEIGHT).
3. PLACE BALES PERPENDICULAR TO THE FLOW WITH ENDS TIGHTLY ABUTTING.
4. SPILLWAY HEIGHT SHALL NOT EXCEED 24".
5. INSPECT AFTER EACH SIGNIFICANT STORM, MAINTAIN & REPAIR PROMPTLY.
6. DO NOT PLACE IN FLOWING STREAMS.

## HAYBALE CHECK DAM

N.T.S.

AS-BUILT

AS-BUILT

JANUARY 19, 2012

ALL AS-BUILT INFORMATION PROVIDED BY RJ GRONDIN AND SONS, INC.

AS-BUILT DRAWING PREPARED BY GORRILL-PALMER CONSULTING ENGINEERS, BASE DRAWING PREPARED BY WOODARD & CURRAN

LDD PROJECT NAME:

DRAWING NAME: 203848.90

FIELD BOOK USED:

REFERENCES:


41 HUTCHINS DRIVE
PORTLAND, MAINE 04102
800.426.4262 | www.woodardcurran.com


COMMITMENT & INTEGRITY DRIVE RESULTS

WOODARD & CURRAN

| | |
|---|---|
| DESIGNED BY: | MDL/ SMH |
| DRAWN BY: | BCM |
| CHECKED BY: | SMH |
| SCALE: | AS NOTED |
| DATE: | APRIL 19, 2010 |

WEST SIDE INTERCEPTOR
CONGRESS ST. TO LUCAS ST.

SITE DETAILS 1

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING SECTION

SHEET # 16 OF 30

PLAN NUMBER

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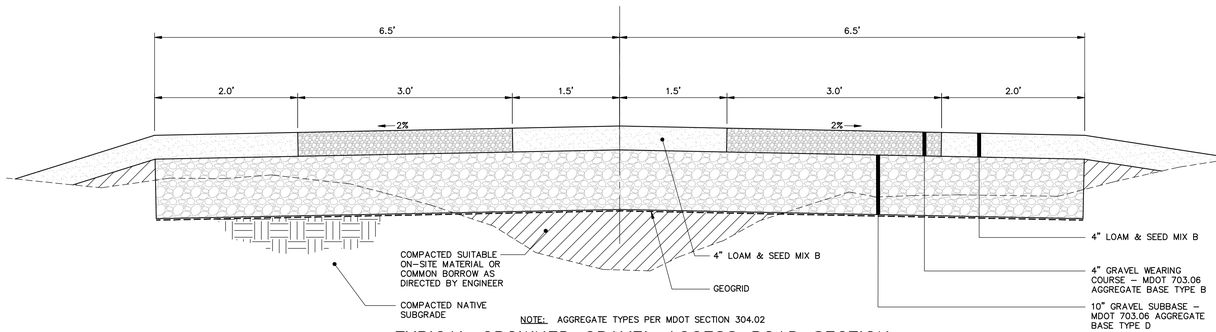
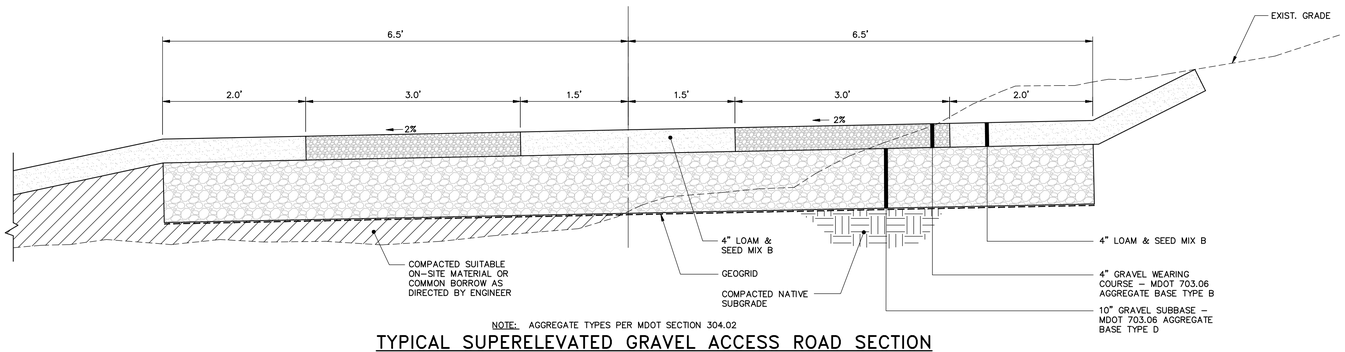



NOTE: AGGREGATE TYPES PER MDOT SECTION 304.02

## TYPICAL CROWNED GRAVEL ACCESS ROAD SECTION

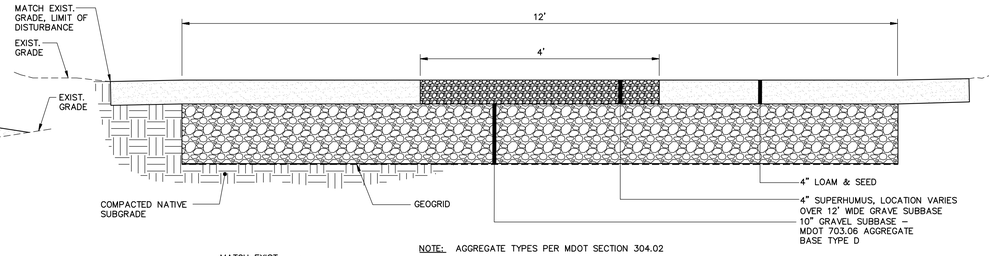
N.T.S.




NOTE: AGGREGATE TYPES PER MDOT SECTION 304.02

## TYPICAL SUPERELEVATED GRAVEL ACCESS ROAD SECTION

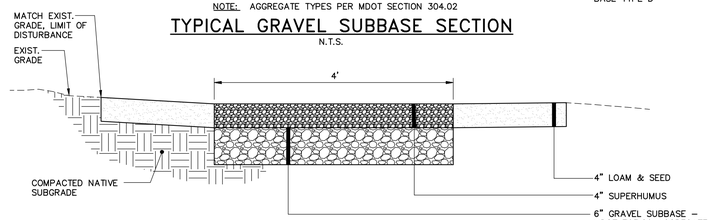
N.T.S.




NOTE: AGGREGATE TYPES PER MDOT SECTION 304.02

## TYPICAL GRAVEL SUBBASE SECTION

N.T.S.




NOTE: AGGREGATE TYPES PER MDOT SECTION 304.02

## TYPICAL GRAVEL PATH SECTION

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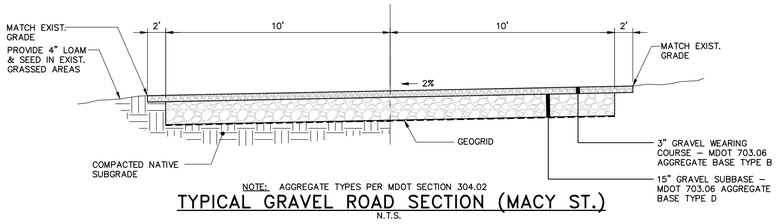
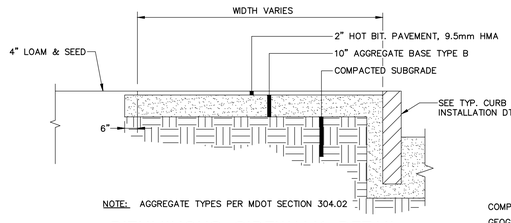



NOTE: AGGREGATE TYPES PER MDOT SECTION 304.02

## TYPICAL GRAVEL ROAD SECTION (MACY ST.)

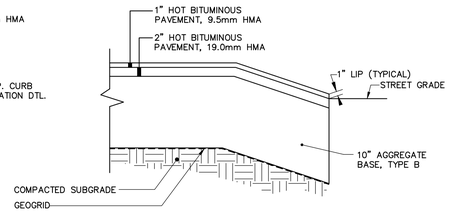
N.T.S.




NOTE: AGGREGATE TYPES PER MDOT SECTION 304.02

## BITUMINOUS SIDEWALK DETAIL

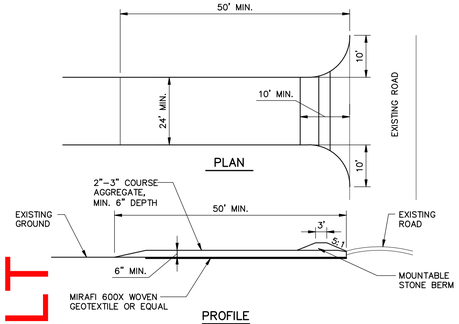
N.T.S.




NOTE: AGGREGATE TYPES PER MDOT SECTION 304.02

## BITUMINOUS DRIVEWAY DETAIL

N.T.S.




PROFILE

NOTES:

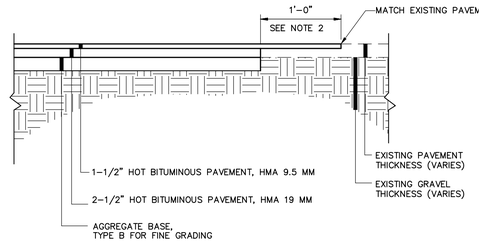
- CONSTRUCTION ENTRANCES MAY BE RELOCATED AS CONSTRUCTION PROGRESSES.
- WHEEL WASH PITS MAY ALSO BE USED, IF APPROVED.

MAINTENANCE: INSPECT FOR EFFECTIVE REMOVAL OF SOIL FROM VEHICLES PRIOR TO LEAVING THE SITE. SWEEP ANY SOIL FROM ADJACENT ROADWAYS.

REMOVAL: AT LEAST ONE CONSTRUCTION ENTRANCE SHALL BE MAINTAINED UNTIL ALL AREAS OF THE SITE ARE STABILIZED.

## STABILIZED CONSTRUCTION ENTRANCE DETAIL

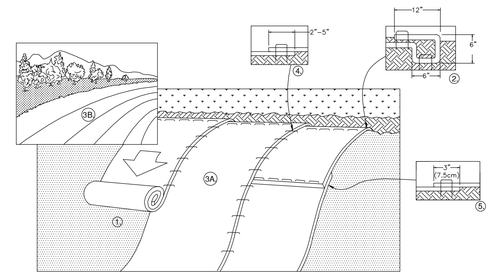
N.T.S.




NOTE:
1. AGGREGATE TYPES PER MDOT SECTION 304.02.
2. GRIND EXISTING PAVEMENT, TO 1-1/2" DEPTH.
3. PROVIDE BITUMINOUS TACK COAT ON VERTICAL AND HORIZONTAL SURFACES PRIOR TO PAVING.

## PAVEMENT REPAIR DETAIL

N.T.S.




1. PREPARE SOIL BEFORE INSTALLING ROLLED EROSION CONTROL PRODUCTS (RECP's), INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER, AND SEED AS WELL AS REMOVING ANY PROTRUDING ROCKS, STUMPS OR ROOTS. DURING THE GROWING SEASON (APRIL 15– SEPTEMBER 15) USE RECP'S ON THE BASE OF GRASSED WATERWAYS, SOIL SLOPES HAVING A GRADE GREATER THAT 15%, OR ANYWHERE WHERE HAY MULCH HAS PROVEN TO BE INEFFECTIVE AT CONTROLLING SHEET EROSION. RECP'S ARE A MANUFACTURED COMBINATION OF MULCH AND NETTING DESIGNED TO PREVENT EROSION AND RETAIN SOIL MOISTURE.

2. FOR OVER WINTER PROTECTION, APPLY RECP'S ON THE BASE AND SIDE SLOPES OF GRASSED WATERWAYS AND ON SLOPES STEEPER THAN AN 8% GRADE.

3. BEGIN AT THE TOP OF THE SLOPE BY ANCHORING THE RECP's IN A 6" DEEP X 6" WIDE TRENCH WITH APPROXIMATELY 12" OF RECP's EXTENDED BEYOND THE UP-SLOPE PORTION OF THE TRENCH. ANCHOR THE RECP's WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. APPLY SEED TO COMPACTED SOIL AND FOLD REMAINING 12" PORTION OF RECP's BACK OVER SEED AND COMPACTED SOIL. SECURE RECP's OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACED APPROXIMATELY 12" APART ACROSS THE WIDTH OF THE RECP's.

3. ROLL THE RECP's (A.) DOWN OR (B.) HORIZONTALLY ACROSS THE SLOPE. RECP's WILL UNROLL WITH APPROPRIATE SIDE AGAINST THE SOIL SURFACE. ALL RECP's MUST BE SECURELY FASTENED TO SOIL SURFACE BY PLACING STAPLES/STAKES IN APPROPRIATE LOCATIONS AS SHOWN IN THE STAPLE PATTERN GUIDE. WHEN USING THE DOT SYSTEM, STAPLES/STAKES SHOULD BE PLACED THROUGH EACH OF THE COLORED DOTS CORRESPONDING TO THE APPROPRIATE STAPLE PATTERN.

4. THE EDGES OF PARALLEL RECP's MUST BE STAPLED WITH APPROXIMATELY 2" – 5" OVERLAP DEPENDING ON RECP's TYPE.

5. CONSECUTIVE RECP's SPLICED DOWN THE SLOPE MUST BE PLACED END OVER END (SHINGLE STYLE) WITH AN APPROXIMATE 3" OVERLAP. STAPLE THROUGH OVERLAPPED AREA, APPROXIMATELY 12" APART ACROSS ENTIRE RECP's WIDTH. NOTE: *IN LOOSE SOIL CONDITIONS, THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 6" MAY BE NECESSARY TO PROPERLY SECURE THE RECP's.

6. UNTIL GRASS IS ABUNDANT, INSPECT PERIODICALLY AND AFTER EACH RAINSTORM TO CHECK FOR EROSION. IMMEDIATELY REPAIR AND ADD MORE MULCH UNTIL GRASSES ARE FIRMLY ESTABLISHED.

7. DO NOT MOW THE FIRST YEAR.

8. DETAIL SHALL BE CONSIDERED GENERAL GUIDANCE FOR RECP INSTALLATION; CONTRACTOR SHALL INSTALL RECP IN ACCORDANCE WITH MANUFACTURER RECOMMENDATIONS.

## ROLLED EROSION CONTROL MATTING

N.T.S.

AS-BUILT

AS-BUILT
JANUARY 19, 2012

ALL AS-BUILT INFORMATION PROVIDED BY RJ GRONDIN AND SONS, INC.

AS-BUILT DRAWING PREPARED BY GORRILL-PALMER CONSULTING ENGINEERS, BASE DRAWING PREPARED BY WOODARD & CURRAN

LDD PROJECT NAME:

REFERENCES:

DRAWING NAME: 203848.90

FIELD BOOK USED:

41 HUTCHINS DRIVE
PORTLAND, MAINE 04102
800.426.4262 | www.woodardcurran.com

COMMITMENT & INTEGRITY DRIVE RESULTS

WOODARD & CURRAN

| | |
|---|---|
| DESIGNED BY: | MDL / SMH |
| DRAWN BY: | BCM |
| CHECKED BY: | SMH |
| SCALE: | AS NOTED |
| DATE: | APRIL 19, 2010 |

WEST SIDE INTERCEPTOR
CONGRESS ST. TO LUCAS ST.

SITE DETAILS 2

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING SECTION

CITY OF PORTLAND, MAINE — RESURGAM

SHEET # 17 OF 30

PLAN NUMBER

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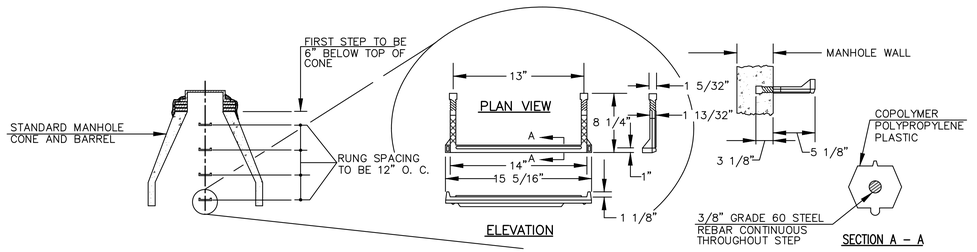
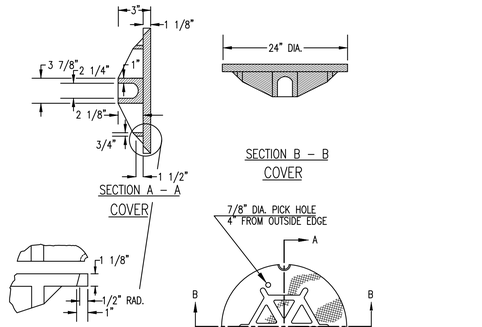


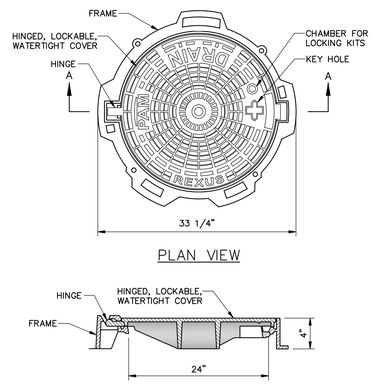

## PLASTIC MANHOLE STEPS

N.T.S.



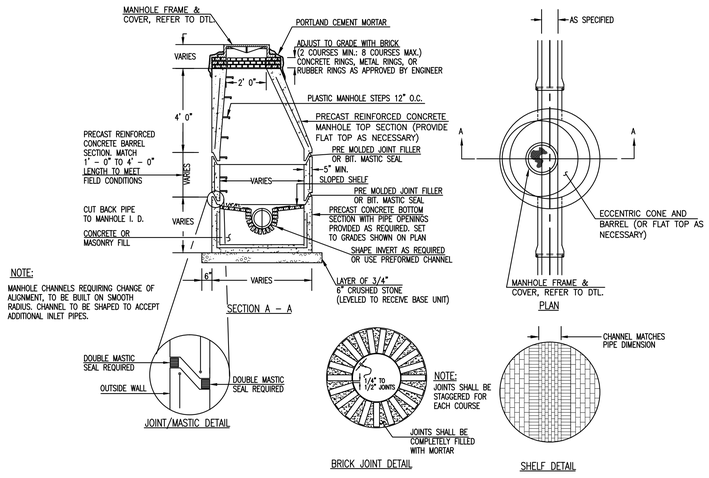

## TYPE "A" CAST IRON MANHOLE COVER AND FRAME

N.T.S.




## PAM REXUS MANHOLE COVER

N.T.S.

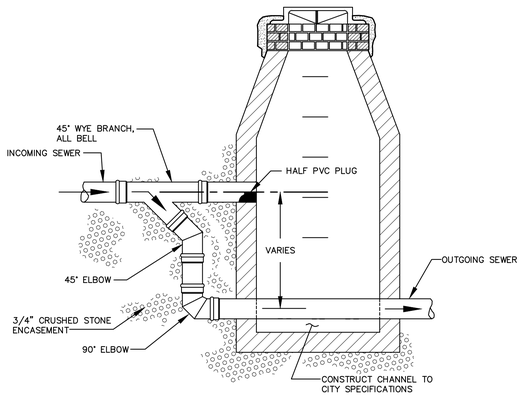



## PRECAST CONCRETE MANHOLE

N.T.S.

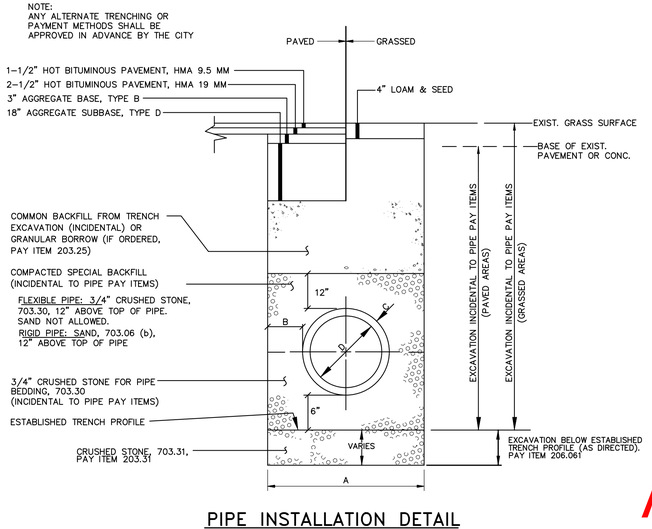
## GENERAL NOTES FOR MANHOLES

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–478–67
3. ALL MANHOLES SHALL HAVE A BITUMINOUS WATERPROOFING APPLIED TO THE EXTERIOR SURFACE. IF CONSTRUCTED OF BRICK MASONRY, SURFACE SHALL BE PLASTERED WITH A SMOOTH MORTAR FINISH 3/8" THICK. AFTER THE MORTAR HAS SET, THE SURFACE SHALL BE WATERPROOFED AS REQUIRED BY SUPPLEMENTAL SPECIFICATIONS SECTION 604.
4. 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.
5. MANHOLES MAY BE CONSTRUCTED OF PRECAST REINFORCED CONCRETE OR CAST IN PLACE.
6. CONTRACTOR SHALL SUBMIT ANTIFLOATATION CALCULATIONS FOR ALL MANHOLE, CATCH BASIN, AND T–BASE STRUCTURES.
7. 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.
8. EXISTING MANHOLES, CATCH BASINS, FRAMES, AND COVERS SHALL BE SALVAGED BY THE CONTRACTOR, AND SHALL REMAIN THE PROPERTY OF THE CITY OF PORTLAND.
9. 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.
10. ON STORM DRAIN & 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.




## TYPICAL OUTSIDE DROP MANHOLE DETAIL

N.T.S.



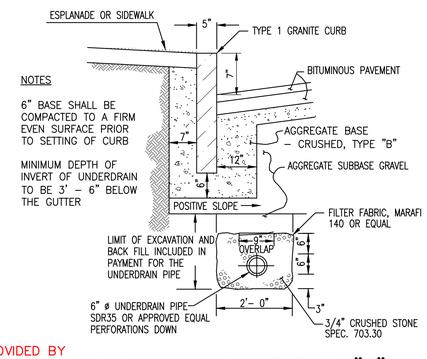

## PIPE INSTALLATION DETAIL

N.T.S.

## PIPE INSTALLATION DETAIL – NOTES

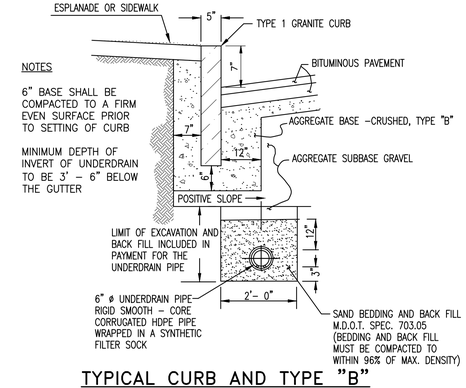
1. ALTERNATIVE CONSTRUCTION METHODS OR PAYMENT METHODS SHALL BE APPROVED IN ADVANCE BY THE CITY.
2. IN PAVED AREAS, DEPTHS OF GRAVEL AND HOT MIX ASPHALT PAVEMENT SHALL MATCH THE GREATER OF EXISTING CONDITIONS OR THE REQUIREMENTS FOR THE CORRESPONDING STREET CLASSIFICATION.
3. DIMENSION "B" SHALL BE SUFFICIENT 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, 203.29 CRUSHED STONE, 206.061 STRUCTURAL EARTH EXCAVATION, BELOW GRADE AND 206.17 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 |
| 54 | 8.5 |
| 60 | 9.0 |




## TYPICAL CURB AND TYPE "B" UNDERDRAIN–OPTION "1"

N.T.S.




## TYPICAL CURB AND TYPE "B" UNDERDRAIN–OPTION "2"

N.T.S.

AS-BUILT

AS-BUILT
JANUARY 19, 2012

ALL AS–BUILT INFORMATION PROVIDED BY RJ GRONDIN AND SONS, INC.

AS–BUILT DRAWING PREPARED BY GORRILL–PALMER CONSULTING ENGINEERS, BASE DRAWING PREPARED BY WOODARD & CURRAN

LDD PROJECT NAME:

REFERENCES:

DRAWING NAME: 203848.90

FIELD BOOK USED:


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


| | |
|---|---|
| DESIGNED BY: | MDL/ SMH |
| DRAWN BY: | BCM |
| CHECKED BY: | SMH |
| SCALE: | AS NOTED |
| DATE: | APRIL 19, 2010 |

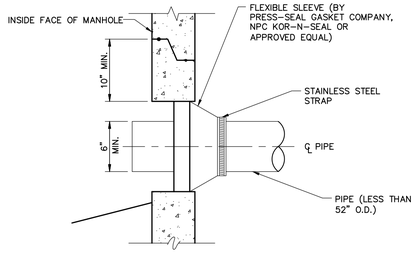
WEST SIDE INTERCEPTOR
CONGRESS ST. TO LUCAS ST.

SITE DETAILS 3

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING SECTION

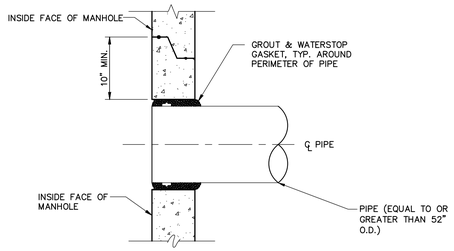
SHEET # 18 OF 30

PLAN NUMBER



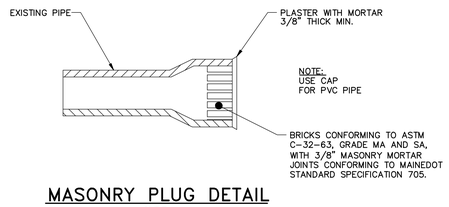

## PIPE TO MANHOLE/CATCH BASIN CONNECTION DETAIL (PIPES < 52" O.D.)

N.T.S.



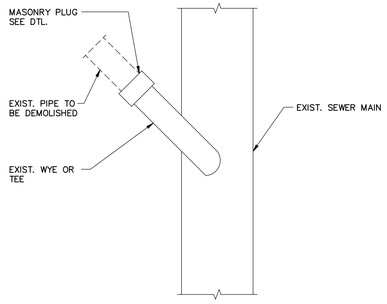

## PIPE TO MANHOLE/CATCH BASIN CONNECTION DETAIL (PIPE > 52" O.D.)

N.T.S.



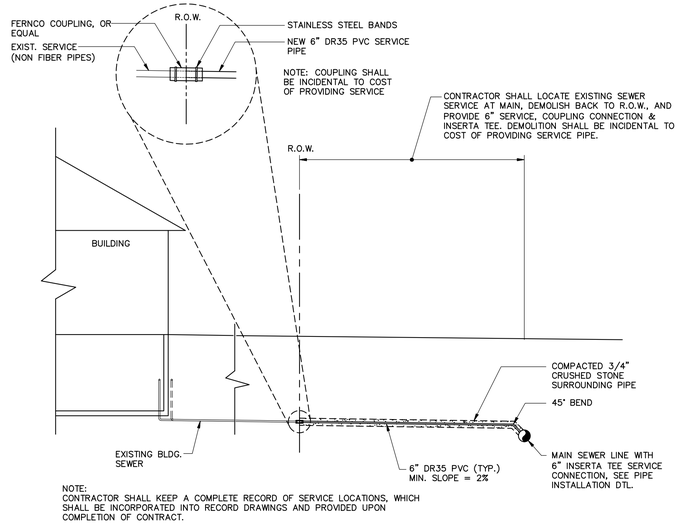

## MASONRY PLUG DETAIL

N.T.S.




## MASONRY PLUG @ MAIN

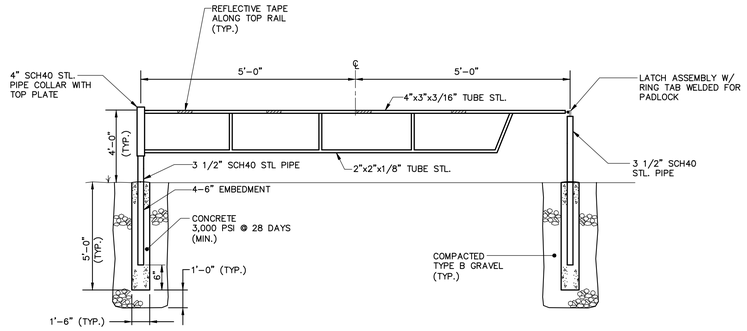
N.T.S.




NOTE:
CONTRACTOR SHALL KEEP A COMPLETE RECORD OF SERVICE LOCATIONS, WHICH SHALL BE INCORPORATED INTO RECORD DRAWINGS AND PROVIDED UPON COMPLETION OF CONTRACT.

## SEWER SERVICE DETAIL

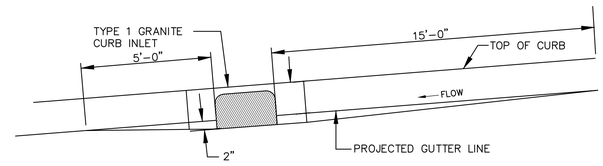
N.T.S.




NOTE: ALL PIPING AND HARDWARE SHALL BE SCH40 GALV. STEEL. GATE SHALL BE PAINTED, COLOR SELECTED BY OWNER, 1 COAT PRIMER, 2 COATS EPOXY GLOSS.

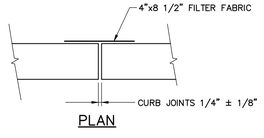
## VEHICLE GATE

N.T.S.

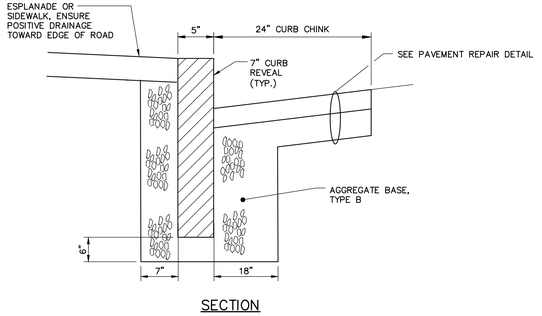



## TYPICAL PAVEMENT GRADING FOR CATCH BASINS

N.T.S.




PLAN




SECTION

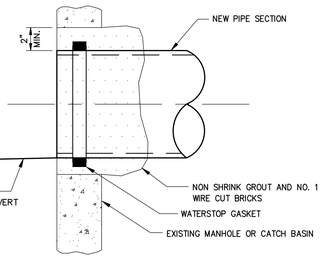
NOTE:

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

## TYPICAL RESET CURB INSTALLATION

N.T.S.

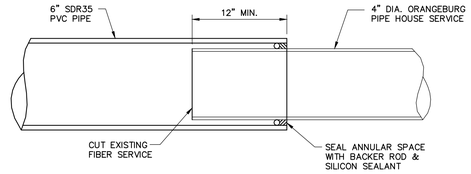
NOTE: AGGREGATE TYPES PER MDOT SECTION 304.02




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

## NEW PIPE TO EXISTING STRUCTURE

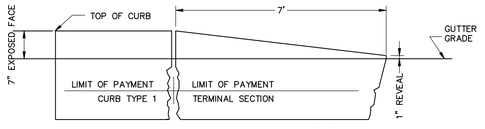
N.T.S.




## FIBER SEWER LATERAL PIPE TO PVC PIPE COUPLING

N.T.S.

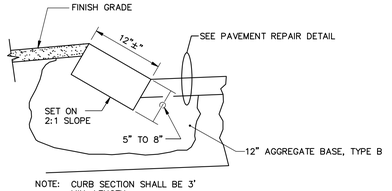
| CURB TYPE 1 ON CURVES | | | |
|---|---|---|---|
| TYPE | RADIUS OF CURVE | LENGTH | STONE IS CUT OR CAST |
| 1 | 0' TO 60' INCL. | 4' MIN. | ARC TO FIT CURVE |
| | OVER 60' TO 160' | 4' TO 6' | STRAIGHT PIECES |




TERMINAL SECTION TYPE "1"

## TERMINAL CURB SECTION

N.T.S.




NOTE: CURB SECTION SHALL BE 3' MIN. LENGTH.

## CURB TYPE "5"

N.T.S.

AS-BUILT

AS-BUILT
JANUARY 19, 2012

ALL AS-BUILT INFORMATION PROVIDED BY RJ GRONDIN AND SONS, INC.

AS-BUILT DRAWING PREPARED BY GORRILL-PALMER CONSULTING ENGINEERS, BASE DRAWING PREPARED BY WOODARD & CURRAN

LDD PROJECT NAME:

REFERENCES:

DRAWING NAME: 203848.90

FIELD BOOK USED:

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PORTLAND, MAINE 04102
800.426.4262 | www.woodardcurran.com

COMMITMENT & INTEGRITY DRIVE RESULTS

WOODARD & CURRAN

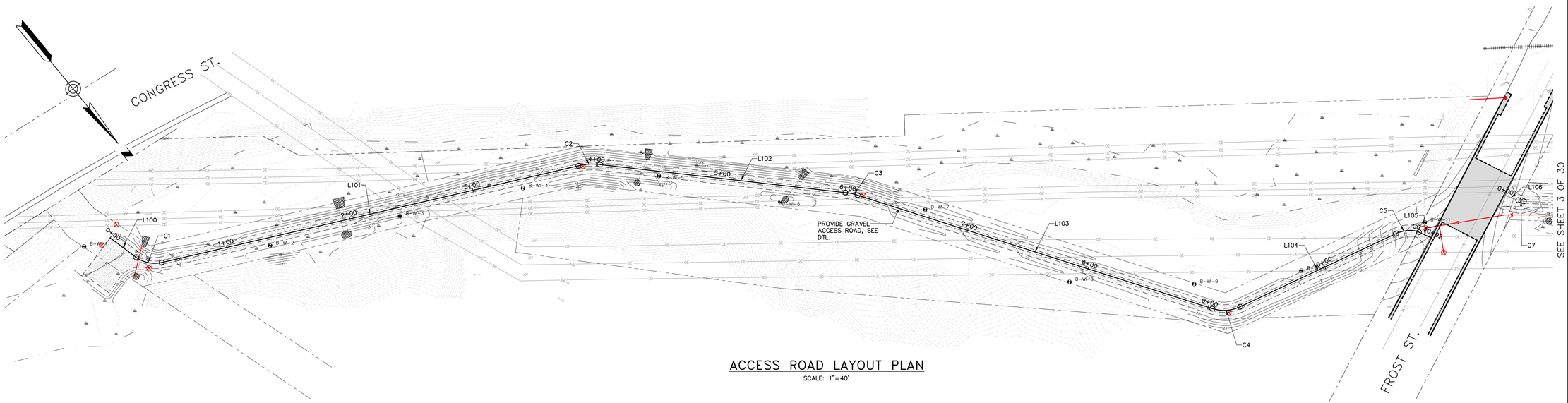
| | |
|---|---|
| DESIGNED BY: | MDL / SMH |
| DRAWN BY: | BCM |
| CHECKED BY: | SMH |
| SCALE: | AS NOTED |
| DATE: | APRIL 19, 2010 |

WEST SIDE INTERCEPTOR
CONGRESS ST. TO LUCAS ST.
SITE DETAILS 4

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING SECTION

SHEET # 19 OF 30

PLAN NUMBER




## ACCESS ROAD LAYOUT PLAN

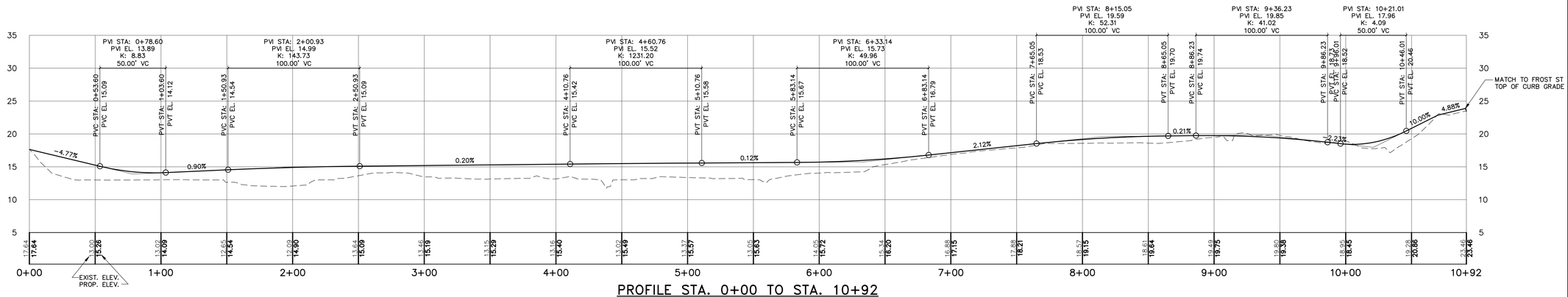
SCALE: 1"=40'

| Alignment Line Table | | | | | | |
|---|---|---|---|---|---|---|
| Line # | Length | Direction | Start Sta. | End Sta. | Start Point | End Point |
| L100 | 25.58' | N15° 56' 39.61"W | 0+00.00 | 0+25.58 | N:300868.58 E:2917142.03 | N:300893.18 E:2917135.00 |
| L101 | 338.83' | N65° 45' 46.94"W | 0+46.88 | 3+85.71 | N:300908.79 E:2917121.50 | N:301047.88 E:2916812.54 |
| L102 | 195.77' | N46° 10' 12.86"W | 4+02.81 | 5+98.58 | N:301057.41 E:2916798.44 | N:301192.98 E:2916657.21 |
| L103 | 294.94' | N34° 57' 33.90"W | 6+08.37 | 9+03.31 | N:301200.40 E:2916650.86 | N:301442.13 E:2916481.86 |
| L104 | 136.63' | N77° 50' 05.63"W | 9+25.76 | 10+62.39 | N:301454.26 E:2916463.59 | N:301483.05 E:2916330.03 |
| L105 | 10.76' | N28° 12' 35.12"W | 10+80.89 | 10+91.65 | N:301493.13 E:2916315.07 | N:301502.60 E:2916309.99 |

ALIGNMENT LINE AND CURVE TABLES REPRESENT CENTERLINE OF ACCESS ROAD

| Alignment Curve Table | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Curve | Length | Radius | Tangent | Delta | PC Sta. | PT Sta. | PC NORTHING/ EASTING | PT NORTHING/ EASTING |
| C1 | 21.30' | 24.50' | 11.38 | 49°49'07" | 0+25.58 | 0+46.88 | N: 300893.18 E: 2917135.00 | N: 300908.79 E: 2917121.50 |
| C2 | 17.10' | 50.00' | 8.63 | 19°35'34" | 3+85.71 | 4+02.81 | N: 301047.88 E: 2916812.54 | N: 301057.41 E: 2916798.44 |
| C3 | 9.78' | 50.00' | 4.91 | 11°12'39" | 5+98.58 | 6+08.37 | N: 301192.98 E: 2916657.21 | N: 301200.40 E: 2916650.86 |
| C4 | 22.45' | 30.00' | 11.78 | 42°52'32" | 9+03.31 | 9+25.76 | N: 301442.13 E: 2916481.86 | N: 301454.26 E: 2916463.59 |
| C5 | 12.61' | 30.00' | 6.40 | 24°04'36" | 10+62.39 | 10+75.00 | N: 301483.05 E: 2916330.03 | N: 301488.63 E: 2916318.82 |
| C6 | 5.89' | 14.50' | 2.99 | 23°16'41" | 10+75.00 | 10+80.89 | N: 301488.63 E: 2916318.82 | N: 301493.13 E: 2916315.07 |

40' 0 40' 80'
BAR SCALE
1" = 40'
CHECK GRAPHIC SCALE BEFORE USING




## PROFILE STA. 0+00 TO STA. 10+92

SCALE: HORIZ. 1"=40'
VERT. 1"=8'
BORING/ PROBE DEPTHS DEPICTED ON SHEETS 5–15

AS-BUILT

AS-BUILT
JANUARY 19, 2012

ALL AS–BUILT INFORMATION PROVIDED BY RJ GRONDIN AND SONS, INC.

AS–BUILT DRAWING PREPARED BY GORRILL–PALMER CONSULTING ENGINEERS, BASE DRAWING PREPARED BY WOODARD & CURRAN

LDD PROJECT NAME:

DRAWING NAME: 203848.90

FIELD BOOK USED:

SEE SHEET 3 OF 30

REFERENCES:

41 HUTCHINS DRIVE
PORTLAND, MAINE 04102
800.426.4262 | www.woodardcurran.com

COMMITMENT & INTEGRITY DRIVE RESULTS

WOODARD & CURRAN

| | |
|---|---|
| DESIGNED BY: | MDL/DLC |
| DRAWN BY: | BCM |
| CHECKED BY: | DAS |
| SCALE: | AS NOTED |
| DATE: | APRIL 19, 2010 |

# WEST SIDE INTERCEPTOR

CONGRESS ST. TO LUCAS ST.

## ACCESS ROAD LAYOUT

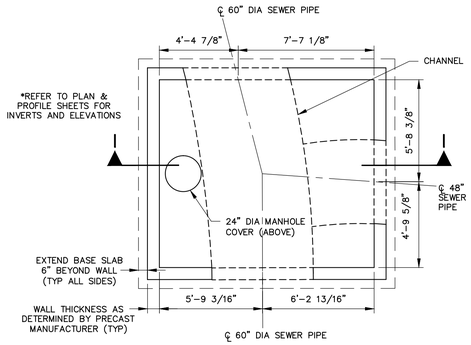
STATION 0+00 TO 10+92

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING SECTION

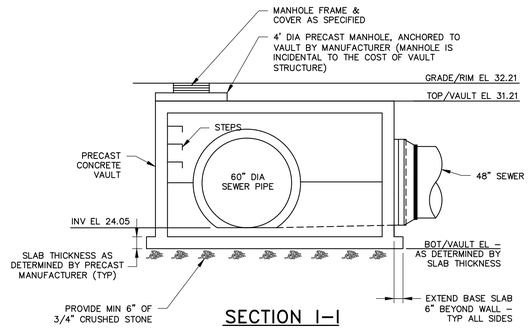
CITY OF PORTLAND, MAINE

SHEET # 2 OF 30

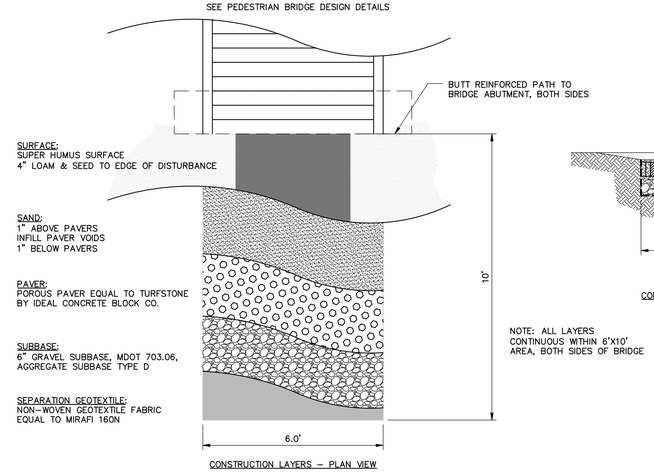
PLAN NUMBER



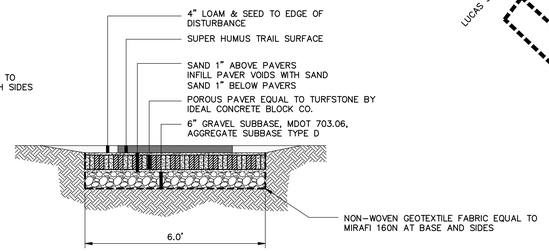

## PLAN




## SECTION 1–1




CONSTRUCTION LAYERS – PLAN VIEW

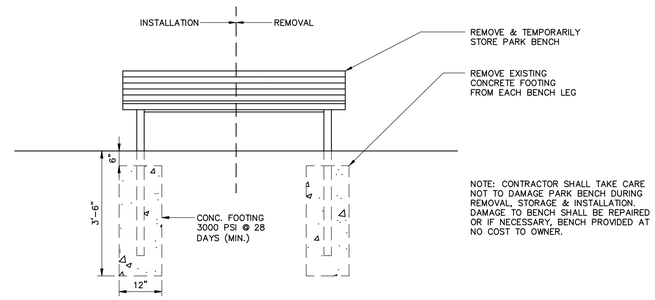



CONSTRUCTION LAYERS – SECTION VIEW

NOTE: ALL LAYERS CONTINUOUS WITHIN 6'X10' AREA, BOTH SIDES OF BRIDGE

## REINFORCED PATH AT BRIDGE APPROACHES

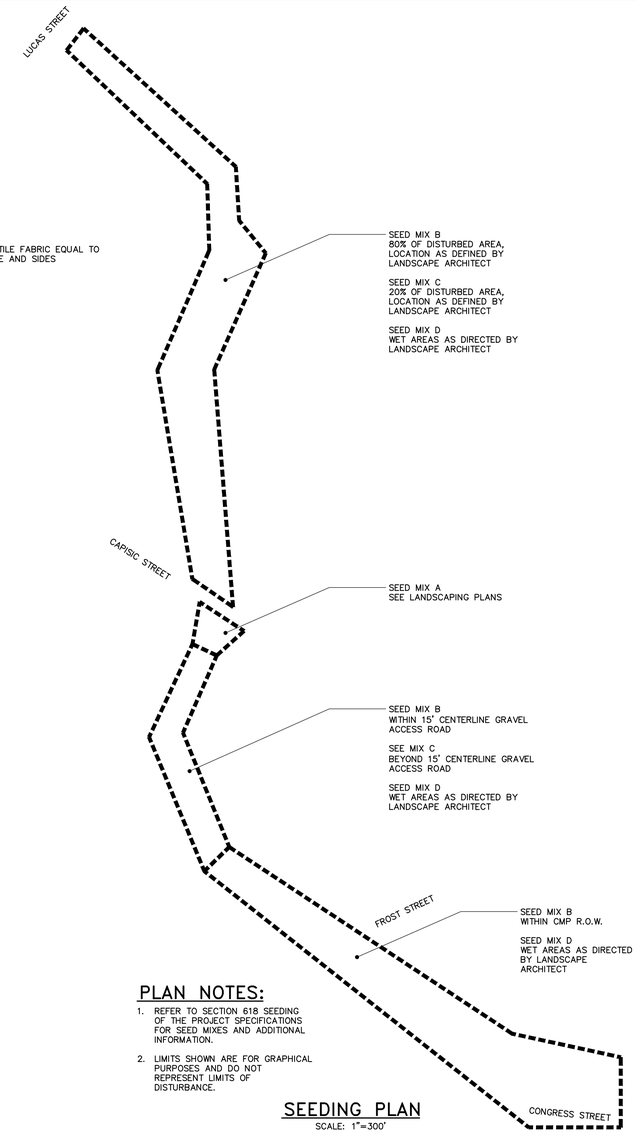
NTS




NOTE: CONTRACTOR SHALL TAKE CARE NOT TO DAMAGE PARK BENCH DURING REMOVAL, STORAGE & INSTALLATION. DAMAGE TO BENCH SHALL BE REPAIRED OR IF NECESSARY, BENCH PROVIDED AT NO COST TO OWNER.

## REMOVE AND RESET PARK BENCH

N.T.S.




## PLAN NOTES:

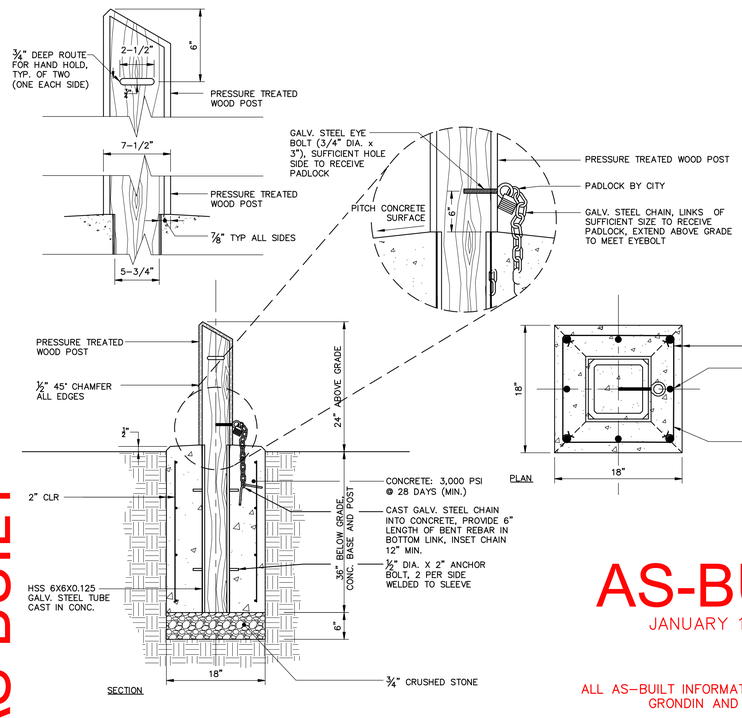
1. REFER TO SECTION 618 SEEDING OF THE PROJECT SPECIFICATIONS FOR SEED MIXES AND ADDITIONAL INFORMATION.
2. LIMITS SHOWN ARE FOR GRAPHICAL PURPOSES AND DO NOT REPRESENT LIMITS OF DISTURBANCE.

## SEEDING PLAN

SCALE: 1"=300'

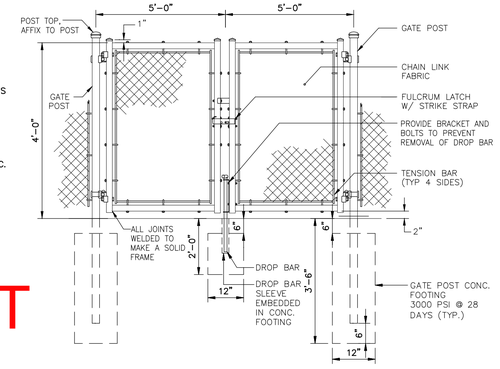
## SMH #19 – ROCKALND AVE. VAULT

SCALE: 1/4"=1'-0"




## REMOVABLE WOOD BOLLARD

N.T.S.

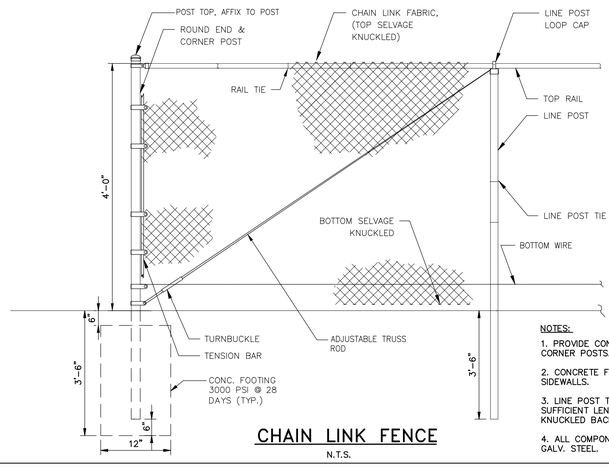



NOTES:

1. CONCRETE FOOTINGS SHALL BE POURED WITH VERTICAL SIDEWALLS.
2. ALL COMPONENTS OF FENCE AND GATE SHALL BE GALV. STEEL.

## CHAIN LINK FENCE GATE

N.T.S.




NOTES:

1. PROVIDE CONCRETE FOOTINGS FOR ALL END AND CORNER POSTS.
2. CONCRETE FOOTINGS SHALL BE POURED WITH VERTICAL SIDEWALLS.
3. LINE POST TIES AND RAIL TIES SHALL BE OF SUFFICIENT LENGTH TO ALLOW EACH END OF TILE TO BE KNUCKLED BACK AND TWISTED TWICE AROUND ITSELF.
4. ALL COMPONENTS OF FENCE AND GATE SHALL BE GALV. STEEL.

## CHAIN LINK FENCE

N.T.S.

AS-BUILT

# AS-BUILT

JANUARY 19, 2012

ALL AS–BUILT INFORMATION PROVIDED BY RJ GRONDIN AND SONS, INC.

AS–BUILT DRAWING PREPARED BY GORRILL–PALMER CONSULTING ENGINEERS, BASE DRAWING PREPARED BY WOODARD & CURRAN

LDD PROJECT NAME:

DRAWING NAME: 203848.90

FIELD BOOK USED:

REFERENCES:

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COMMITMENT & INTEGRITY DRIVE RESULTS

WOODARD & CURRAN

| | |
|---|---|
| DESIGNED BY: | MDL / SMH |
| DRAWN BY: | BCM |
| CHECKED BY: | SMH |
| SCALE: | AS NOTED |
| DATE: | APRIL 19, 2010 |

WEST SIDE INTERCEPTOR
CONGRESS ST. TO LUCAS ST.

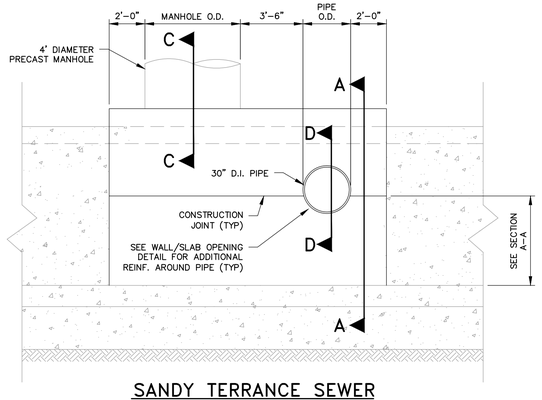
SITE DETAILS 5

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING SECTION

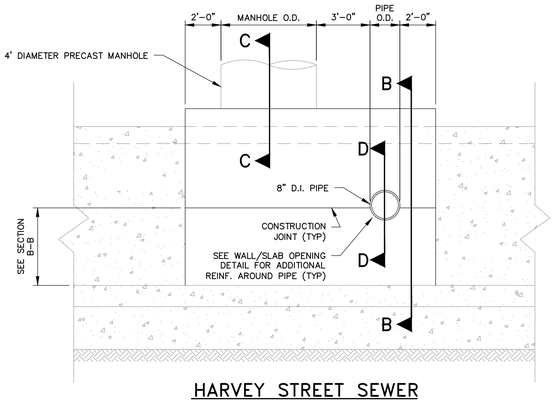
SHEET # 20 OF 30

PLAN NUMBER

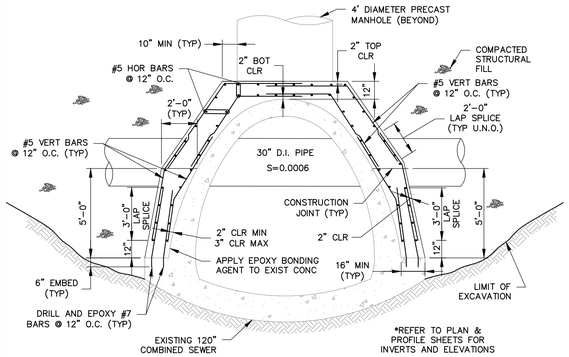
Xref ..\xref\24x36.dwg



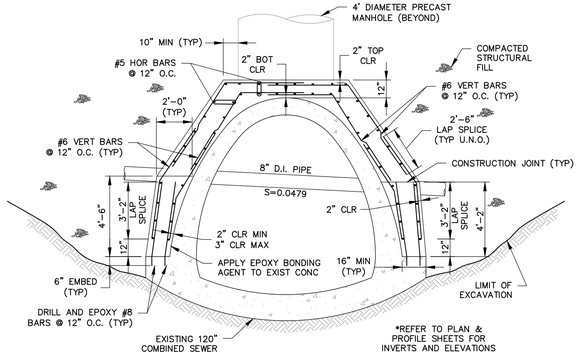

## SANDY TERRANCE SEWER



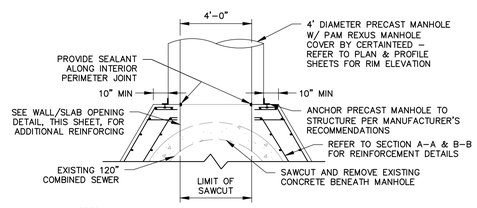

## HARVEY STREET SEWER




## SECTION A–A

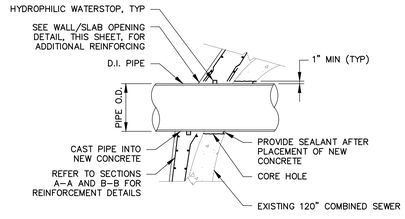



## SECTION B–B




NOTES:
1. WHERE SAWCUT CONCRETE SURFACES WILL REMAIN EXPOSED, BURN BACK REINFORCING 2" AND PATCH WITH NON SHRINK GROUT.
2. REFER TO WALL/SLAB OPENING DETAIL FOR ADDITIONAL REINFORCING AROUND MANHOLE.

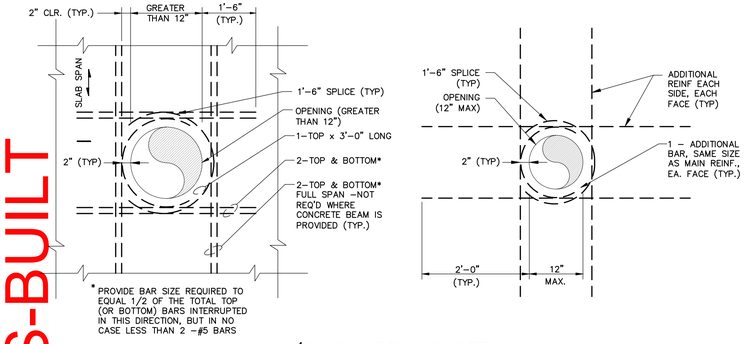
## SECTION C–C




## SECTION D–D

## PIPE CROSSING STRUCTURAL NOTES:

1. FIELD VERIFY ALL DIMENSIONS PRIOR TO CONSTRUCTION. NOTIFY ENGINEER OF ANY CONFLICTS.
2. COMPRESSIVE STRENGTH OF CONCRETE @ 28 DAYS – 4500 PSI.
3. REINFORCEMENT: ASTM A615 GRADE 60 – ALL SPLICES CLASS B (U.N.O.)
4. PROVIDE 3/4" CHAMFER ON EXPOSED EDGES OF CONCRETE, U.N.O.
5. PROVIDE EPOXY BONDING COMPOUND ON EXISTING CONCRETE SURFACES. EPOXY BONDING COMPOUND SHALL CONFORM TO ASTM C 881, CONTAIN 100 PERCENT SOLIDS, AND BE MOISTURE TOLERANT. SIKADUR 32 HI–MOD OR SIKADUR 32 HI–MOD LPL, BY SIKA CORPORATION OR APPROVED EQUAL SHALL BE PROVIDED.
6. HYDROPHILIC WATERSTOPS SHALL BE RUBBER HYDROTITE CJ–1020–2K BY GREENSTREAK, OR APPROVED EQUAL.
7. SEALANT SHALL BE LEAKMASTER LV–1 SINGLE COMPONENT WATER–SWELLING SEALANT MANUFACTURED BY GREENSTREAK OR APPROVED EQUAL.
8. FOR ALL HORIZONTAL AND VERTICAL SURFACES PROVIDE CLEAR VINYL TOLUENE ACRYLIC SILANE POLYMER BLEND CURING/SEALING COMPOUND EQUAL TO "CERTI–VEX GUARD CLEAR" BY VEXCON CHEMICALS OR APPROVED EQUAL. APPLY TWO COATS IN STRICT ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS.
9. THE INTENT OF THIS DESIGN IS FOR THE NEW CAST–IN–PLACE CONCRETE STRUCTURE TO SUPPORT THE WEIGHT OF THE THRU PIPE. CORE OVERSIZED HOLES IN WALLS OF EXISTING 120" COMBINED SEWER FOR THRU PIPE. SUPPORT PIPE WITH TEMPORARY BRACING DURING PLACEMENT OF CONCRETE. SEAL OVERSIZED HOLE WITH SPECIFIED SEALANT AFTER CONCRETE PLACEMENT IS COMPLETE.
10. STRUCTURE SHALL NOT BE BACKFILLED UNTIL THE CONCRETE HAS REACHED 28–DAY STRENGTH AS DOCUMENTED BY MATERIAL TEST RESULTS PROVIDED TO THE ENGINEER, BUT NO LESS THAN 14 DAYS. EXCAVATION MUST BE KEPT DRY FOR A MINIMUM OF 7 DAYS FOLLOWING COMPLETION OF THE LAST CONCRETE PLACEMENT. COFFER DAMMING AND DEWATERING SHALL BE CONSIDERED INCIDENTAL TO THE APPLICABLE CROSSING ALTERATION PAY ITEM.

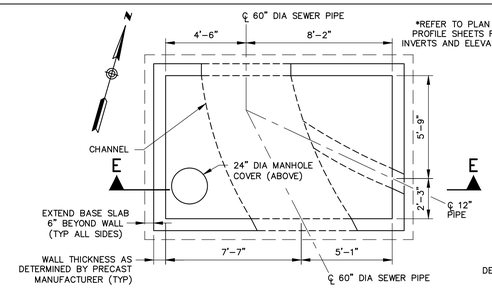



## WALL/SLAB OPENING DETAIL

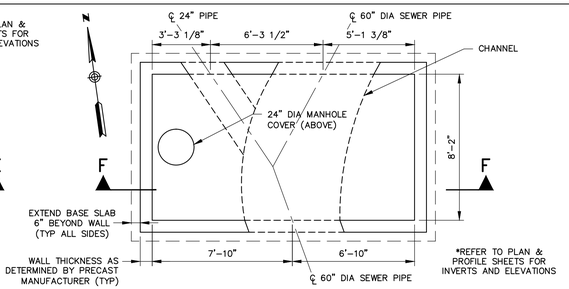
SCALE: N.T.S.

## THRU PIPE CROSSING DETAILS

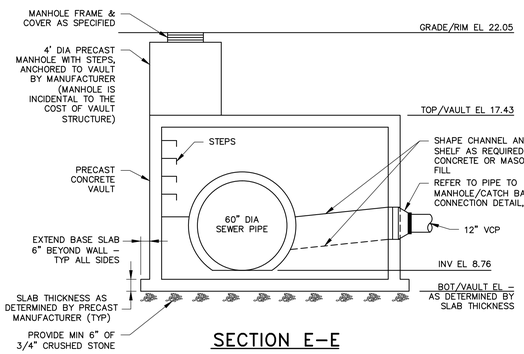
SCALE: 1/4"=1'–0" (U.N.O.)



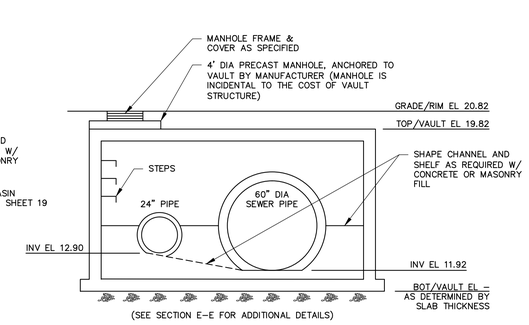

## PLAN




## PLAN




## SECTION E–E



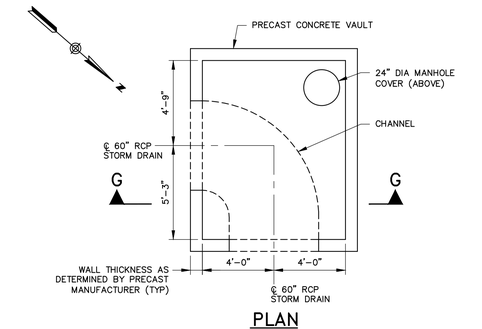

## SECTION F–F

## SMH #5 – FROST STREET VAULT

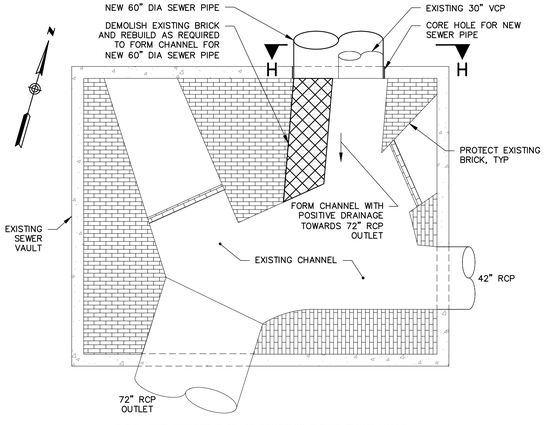
SCALE: 1/4"=1'–0"

## SMH #10 – FORE RIVER INTERCEPTOR VAULT

SCALE: 1/4"=1'–0"

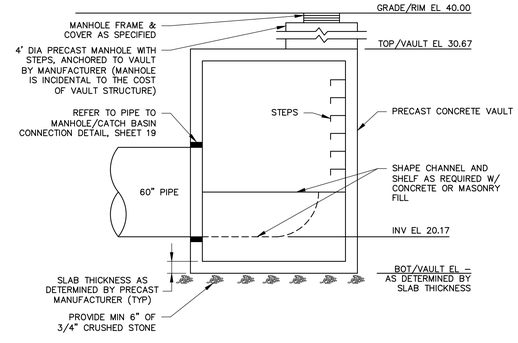



## PLAN

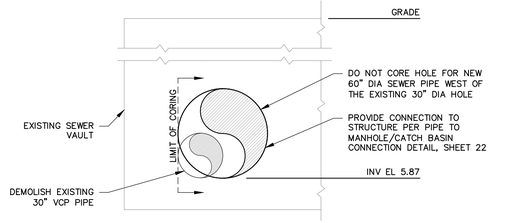



*NOTE: THIS INTERIOR PLAN OF CONGRESS STREET SEWER VAULT IS APPROXIMATE AND ALL DIMENSIONS AND CONFIGURATION SHALL BE FIELD VERIFIED PRIOR TO ALTERATIONS.

## PLAN




## SECTION G–G




## SECTION H–H

## DMH #26 – LUCAS STREET VAULT

SCALE: 1/4"=1'–0"

## CONGRESS STREET VAULT ALTERATION DETAIL

SCALE: 1/4"=1'–0"

AS-BUILT

JANUARY 19, 2012

ALL AS–BUILT INFORMATION PROVIDED BY RJ GRONDIN AND SONS, INC.

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AS-BUILT

LDD PROJECT NAME:

DRAWING NAME: 203848.90

FIELD BOOK USED:

REFERENCES:

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COMMITMENT & INTEGRITY DRIVE RESULTS

WOODARD & CURRAN

| | |
|---|---|
| DESIGNED BY: | MDL / SMH |
| DRAWN BY: | BCM |
| CHECKED BY: | SMH |
| SCALE: | AS NOTED |
| DATE: | APRIL 19, 2010 |

WEST SIDE INTERCEPTOR

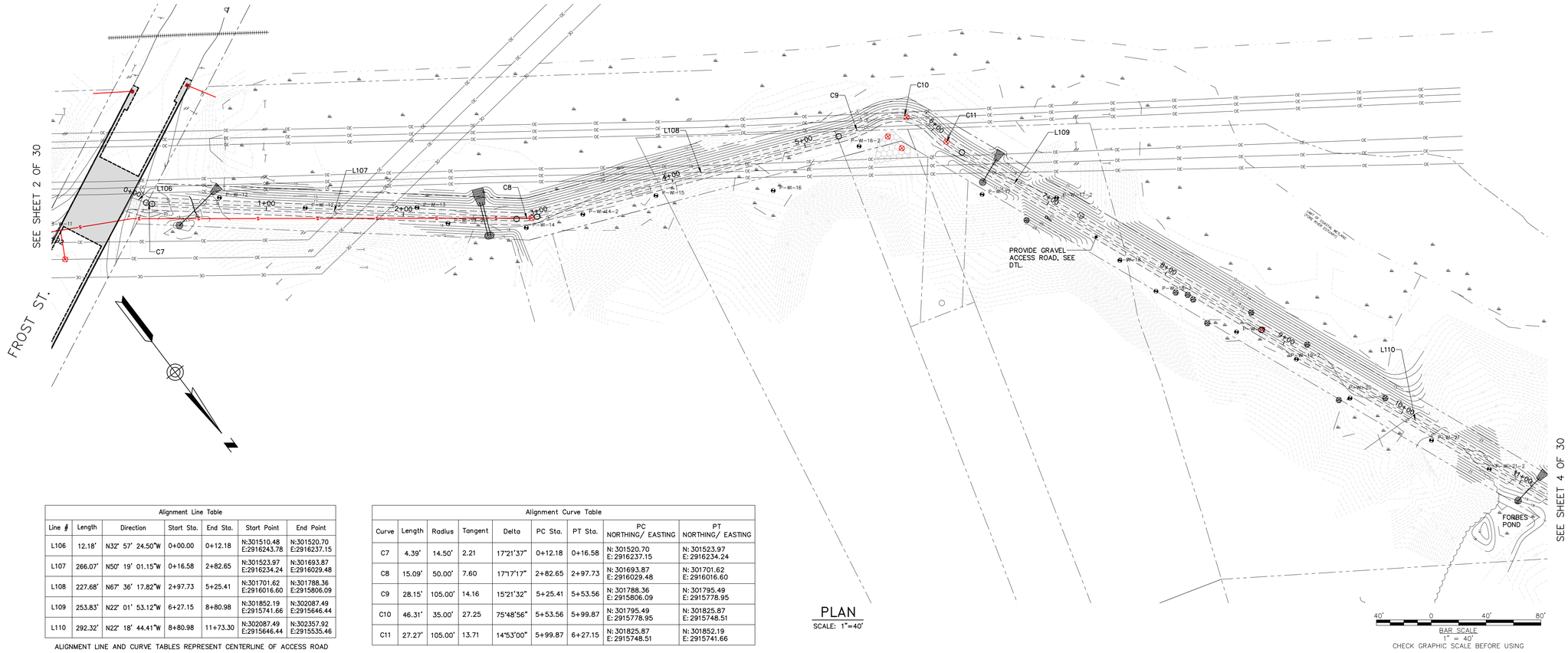
CONGRESS ST. TO LUCAS ST.

STRUCTURAL DETAILS

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING SECTION

SHEET # 21 OF 30

PLAN NUMBER



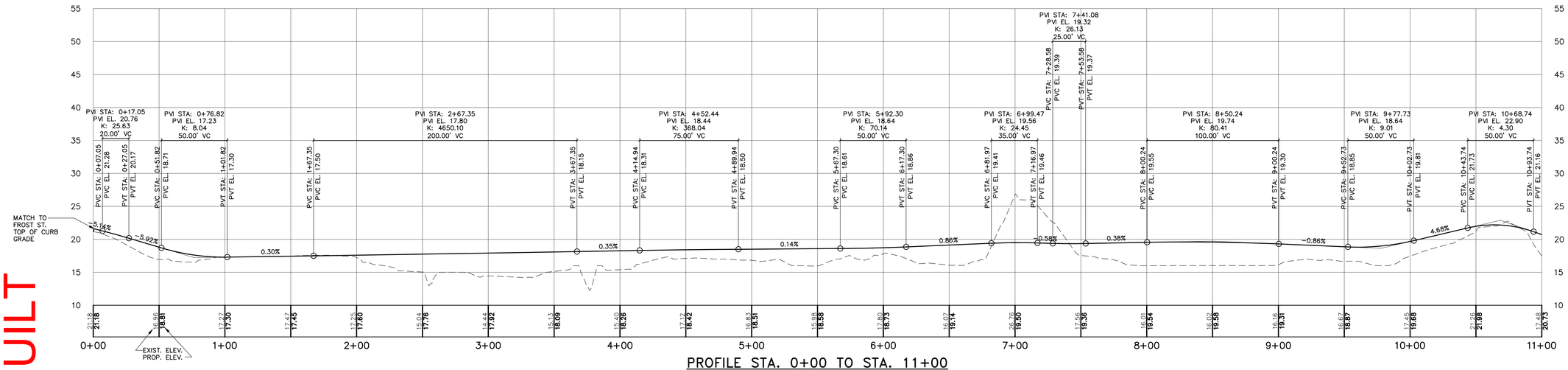

PLAN
SCALE: 1"=40'

BAR SCALE
1" = 40'
CHECK GRAPHIC SCALE BEFORE USING

| Alignment Line Table | | | | | | |
|---|---|---|---|---|---|---|
| Line # | Length | Direction | Start Sta. | End Sta. | Start Point | End Point |
| L106 | 12.18' | N32° 57' 24.50"W | 0+00.00 | 0+12.18 | N:301510.48 E:2916243.78 | N:301520.70 E:2916237.15 |
| L107 | 266.07' | N50° 19' 01.15"W | 0+16.58 | 2+82.65 | N:301523.97 E:2916234.24 | N:301693.87 E:2916029.48 |
| L108 | 227.68' | N67° 36' 17.82"W | 2+97.73 | 5+25.41 | N:301701.62 E:2916016.60 | N:301788.36 E:2915806.09 |
| L109 | 253.83' | N22° 01' 53.12"W | 6+27.15 | 8+80.98 | N:301852.19 E:2915741.66 | N:302087.49 E:2915646.44 |
| L110 | 292.32' | N22° 18' 44.41"W | 8+80.98 | 11+73.30 | N:302087.49 E:2915646.44 | N:302357.92 E:2915535.46 |

ALIGNMENT LINE AND CURVE TABLES REPRESENT CENTERLINE OF ACCESS ROAD

| Alignment Curve Table | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Curve | Length | Radius | Tangent | Delta | PC Sta. | PT Sta. | PC NORTHING/ EASTING | PT NORTHING/ EASTING |
| C7 | 4.39' | 14.50' | 2.21 | 17°21'37" | 0+12.18 | 0+16.58 | N: 301520.70 E: 2916237.15 | N: 301523.97 E: 2916234.24 |
| C8 | 15.09' | 50.00' | 7.60 | 17°17'17" | 2+82.65 | 2+97.73 | N: 301693.87 E: 2916029.48 | N: 301701.62 E: 2916016.60 |
| C9 | 28.15' | 105.00' | 14.16 | 15°21'32" | 5+25.41 | 5+53.56 | N: 301788.36 E: 2915806.09 | N: 301795.49 E: 2915778.95 |
| C10 | 46.31' | 35.00' | 27.25 | 75°48'56" | 5+53.56 | 5+99.87 | N: 301795.49 E: 2915778.95 | N: 301825.87 E: 2915748.51 |
| C11 | 27.27' | 105.00' | 13.71 | 14°53'00" | 5+99.87 | 6+27.15 | N: 301825.87 E: 2915748.51 | N: 301852.19 E: 2915741.66 |




PROFILE STA. 0+00 TO STA. 11+00
SCALE: HORIZ. 1"=40'
VERT. 1"=8'

BORING/ PROBE DEPTHS DEPICTED ON SHEETS 5–15

AS-BUILT

AS-BUILT
JANUARY 19, 2012

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LDD PROJECT NAME:

DRAWING NAME: 203848.90

FIELD BOOK USED:

REFERENCES:

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PORTLAND, MAINE 04102
800.426.4262 | www.woodardcurran.com

COMMITMENT & INTEGRITY DRIVE RESULTS

WOODARD & CURRAN

DESIGNED BY: MDL/DLC
DRAWN BY: BCM
CHECKED BY: DAS
SCALE: AS NOTED
DATE: APRIL 19, 2010

# WEST SIDE INTERCEPTOR

CONGRESS ST. TO LUCAS ST.

## ACCESS ROAD LAYOUT

STATION 0+00 TO 11+00

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING SECTION

CITY OF PORTLAND, MAINE — RESURGAM

SHEET # 3 OF 30

PLAN NUMBER

PLAN
SCALE: 1"=40'

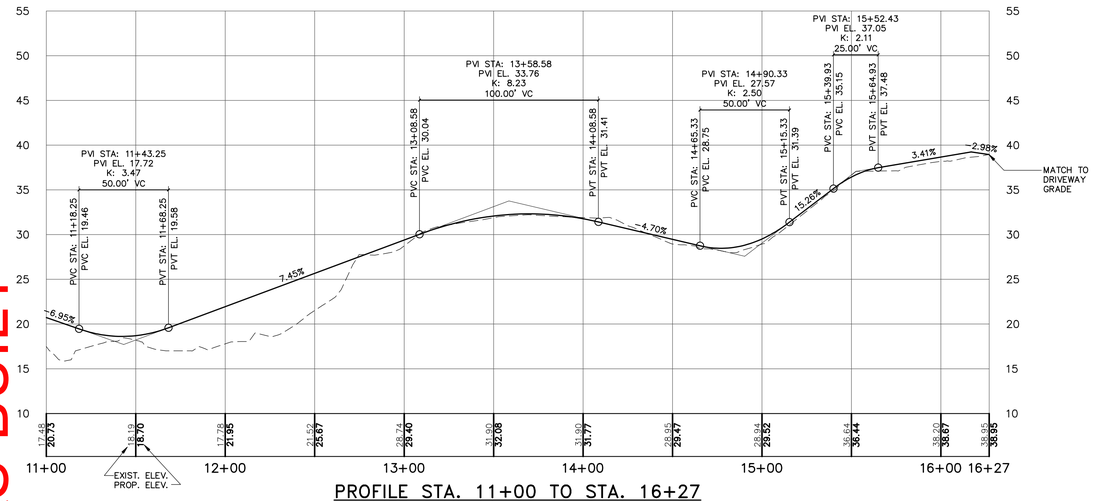
40' 0 40' 80'
BAR SCALE
1" = 40'
CHECK GRAPHIC SCALE BEFORE USING

| Alignment Line Table | | | | | | |
|---|---|---|---|---|---|---|
| Line # | Length | Direction | Start Sta. | End Sta. | Start Point | End Point |
| L111 | 74.55' | N24° 37' 23.87"E | 11+97.87 | 12+72.42 | N:302381.81 E:2915535.94 | N:302449.58 E:2915567.00 |
| L112 | 354.53' | N24° 12' 47.05"E | 12+72.42 | 16+26.95 | N:302449.58 E:2915567.00 | N:302772.92 E:2915712.40 |

| Alignment Curve Table | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Curve | Length | Radius | Tangent | Delta | PC Sta. | PT Sta. | PC NORTHING/ EASTING | PT NORTHING/ EASTING |
| C12 | 24.57' | 30.00' | 13.02 | 46°56'08" | 11+73.30 | 11+97.87 | N: 302357.92 E: 2915535.46 | N: 302381.81 E: 2915535.94 |

ALIGNMENT LINE AND CURVE TABLES REPRESENT CENTERLINE OF ACCESS ROAD

AS-BUILT




PROFILE STA. 11+00 TO STA. 16+27
SCALE: HORIZ. 1"=40'
VERT. 1"=8'
BORING/ PROBE DEPTHS DEPICTED ON SHEETS 5–15

AS-BUILT
JANUARY 19, 2012

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LDD PROJECT NAME:

DRAWING NAME:
203848.90

FIELD BOOK USED:

REFERENCES:

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COMMITMENT & INTEGRITY DRIVE RESULTS

WOODARD & CURRAN

DESIGNED BY: MDL/DLC
DRAWN BY: BCM
CHECKED BY: DAS
SCALE: AS NOTED
DATE: APRIL 19, 2010

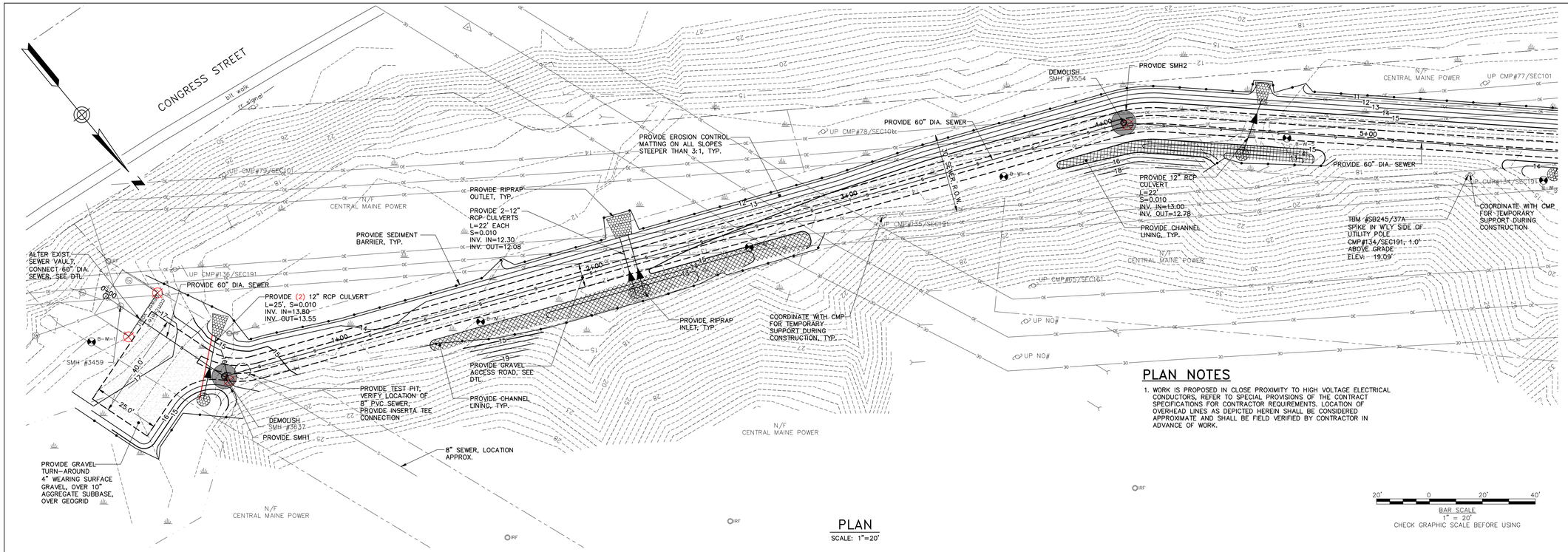
WEST SIDE INTERCEPTOR
CONGRESS ST. TO LUCAS ST.

ACCESS ROAD LAYOUT
STATION 11+00 – 16+27

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING SECTION

SHEET # 4 OF 30

PLAN NUMBER




## PLAN
SCALE: 1"=20'

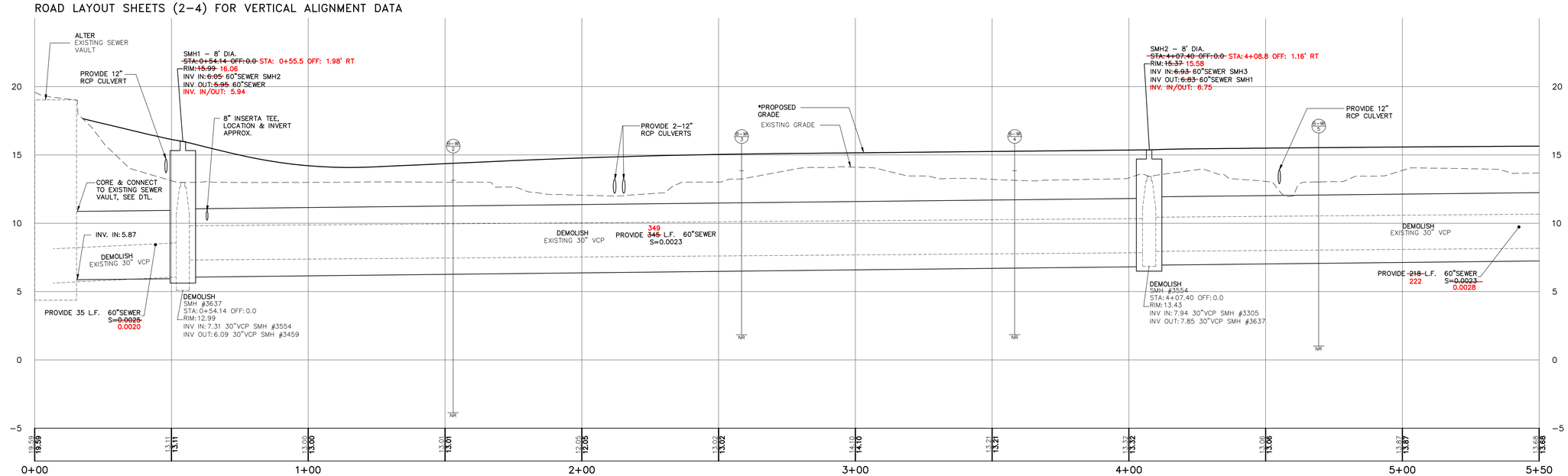
## PLAN NOTES

1. WORK IS PROPOSED IN CLOSE PROXIMITY TO HIGH VOLTAGE ELECTRICAL CONDUCTORS, REFER TO SPECIAL PROVISIONS OF THE CONTRACT SPECIFICATIONS FOR CONTRACTOR REQUIREMENTS. LOCATION OF OVERHEAD LINES AS DEPICTED HEREIN SHALL BE CONSIDERED APPROXIMATE AND SHALL BE FIELD VERIFIED BY CONTRACTOR IN ADVANCE OF WORK.

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

AS-BUILT NOTE: PIPE LENGTHS LISTED ARE CENTER TO CENTER DISTANCE DUE TO USE OF T-BASE STRUCTURES

*INDICATES PROPOSED GRADE AT CENTERLINE OF PIPE, REFER TO ACCESS ROAD LAYOUT SHEETS (2-4) FOR VERTICAL ALIGNMENT DATA




## PROFILE STA. 0+00 TO STA. 5+50
SCALE: HORIZ. 1"=20'
VERT. 1"=4'

AS-BUILT
JANUARY 19, 2012

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AS-BUILT DRAWING PREPARED BY GORRILL-PALMER CONSULTING ENGINEERS, BASE DRAWING PREPARED BY WOODARD & CURRAN

AS-BUILT

LDD PROJECT NAME:

DRAWING NAME: 203848.90

FIELD BOOK USED:

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WOODARD & CURRAN

DESIGNED BY: MDL/DLC
DRAWN BY: BCM
CHECKED BY: DAS
SCALE: AS NOTED
DATE: APRIL 19, 2010

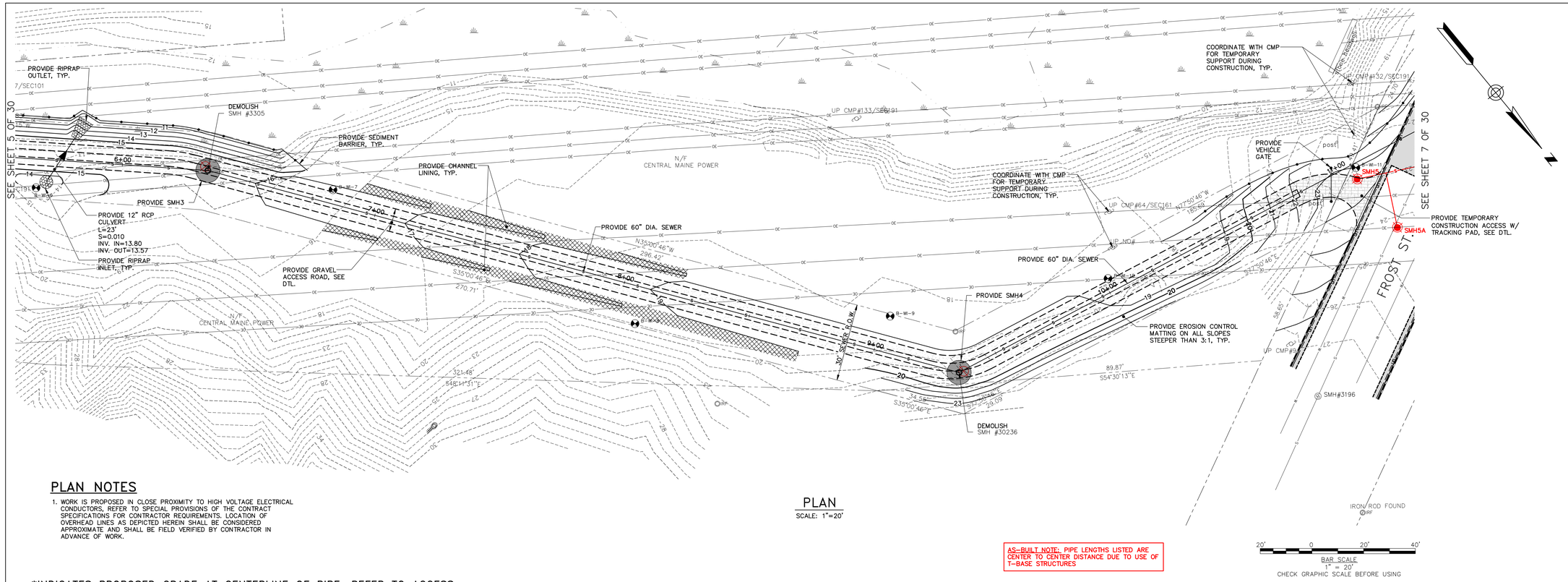
# WEST SIDE INTERCEPTOR
CONGRESS ST. TO LUCAS ST.

PLAN & PROFILE
STATION 0+00 TO 5+50

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING SECTION

SHEET # 5 OF 30

PLAN NUMBER



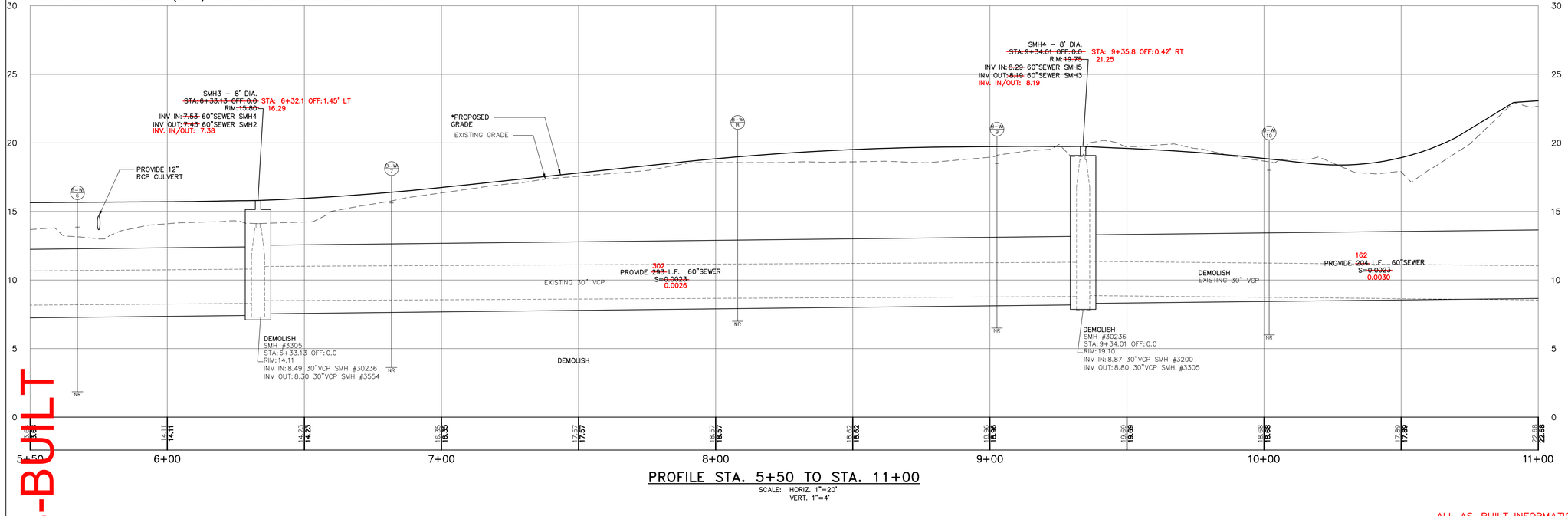

## PLAN NOTES

1. WORK IS PROPOSED IN CLOSE PROXIMITY TO HIGH VOLTAGE ELECTRICAL CONDUCTORS, REFER TO SPECIAL PROVISIONS OF THE CONTRACT SPECIFICATIONS FOR CONTRACTOR REQUIREMENTS. LOCATION OF OVERHEAD LINES AS DEPICTED HEREIN SHALL BE CONSIDERED APPROXIMATE AND SHALL BE FIELD VERIFIED BY CONTRACTOR IN ADVANCE OF WORK.

PLAN
SCALE: 1"=20'

AS-BUILT NOTE: PIPE LENGTHS LISTED ARE CENTER TO CENTER DISTANCE DUE TO USE OF T-BASE STRUCTURES

*INDICATES PROPOSED GRADE AT CENTERLINE OF PIPE, REFER TO ACCESS ROAD LAYOUT SHEETS (2–4) FOR VERTICAL ALIGNMENT DATA




PROFILE STA. 5+50 TO STA. 11+00
SCALE: HORIZ. 1"=20'
VERT. 1"=4'

AS-BUILT
JANUARY 19, 2012

ALL AS–BUILT INFORMATION PROVIDED BY RJ GRONDIN AND SONS, INC.

AS–BUILT DRAWING PREPARED BY GORRILL–PALMER CONSULTING ENGINEERS, BASE DRAWING PREPARED BY WOODARD & CURRAN

AS-BUILT

LDD PROJECT NAME:

DRAWING NAME: 203848.90

FIELD BOOK USED:

REFERENCES:

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800.426.4262 | www.woodardcurran.com

COMMITMENT & INTEGRITY DRIVE RESULTS

WOODARD & CURRAN

| | |
|---|---|
| DESIGNED BY: | MDL/DLC |
| DRAWN BY: | BCM |
| CHECKED BY: | DAS |
| SCALE: | AS NOTED |
| DATE: | APRIL 19, 2010 |

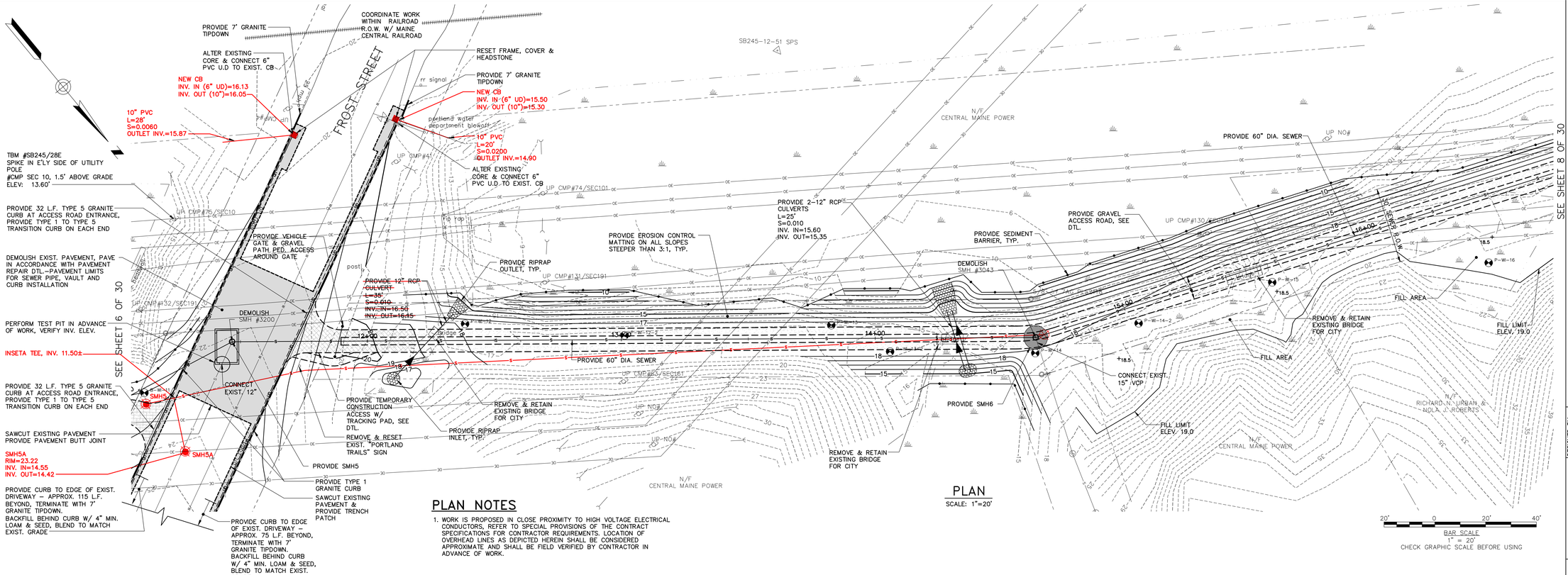
WEST SIDE INTERCEPTOR
CONGRESS ST. TO LUCAS ST.

PLAN & PROFILE
STATION 5+50 TO 11+00

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING SECTION

SHEET # 6 OF 30

PLAN NUMBER




## PLAN

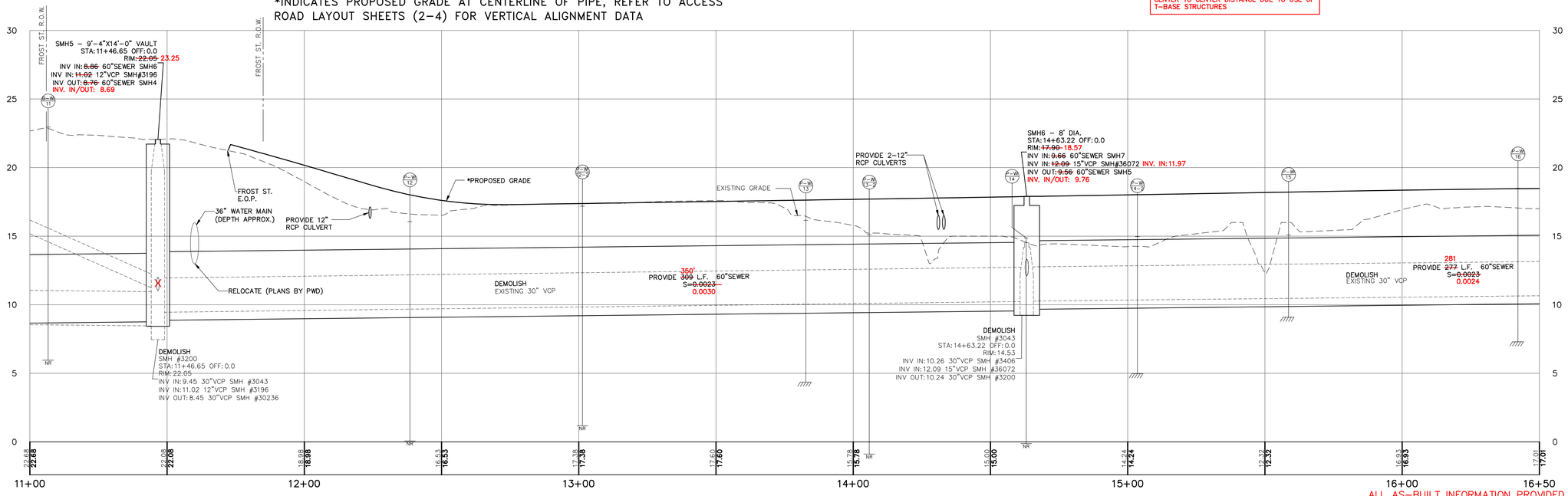
SCALE: 1"=20'

## PLAN NOTES

1. WORK IS PROPOSED IN CLOSE PROXIMITY TO HIGH VOLTAGE ELECTRICAL CONDUCTORS, REFER TO SPECIAL PROVISIONS OF THE CONTRACT SPECIFICATIONS FOR CONTRACTOR REQUIREMENTS. LOCATION OF OVERHEAD LINES AS DEPICTED HEREIN SHALL BE CONSIDERED APPROXIMATE AND SHALL BE FIELD VERIFIED BY CONTRACTOR IN ADVANCE OF WORK.

*INDICATES PROPOSED GRADE AT CENTERLINE OF PIPE, REFER TO ACCESS ROAD LAYOUT SHEETS (2-4) FOR VERTICAL ALIGNMENT DATA

AS-BUILT NOTE: PIPE LENGTHS LISTED ARE CENTER TO CENTER DISTANCE DUE TO USE OF T-BASE STRUCTURES




## PROFILE STA. 11+00 TO STA. 16+50

SCALE: HORIZ. 1"=20'
VERT. 1"=4'

AS-BUILT

JANUARY 19, 2012

ALL AS-BUILT INFORMATION PROVIDED BY RJ GRONDIN AND SONS, INC.

AS-BUILT DRAWING PREPARED BY GORRILL-PALMER CONSULTING ENGINEERS, BASE DRAWING PREPARED BY WOODARD & CURRAN

AS-BUILT

LDD PROJECT NAME:

DRAWING NAME: 203848.90

FIELD BOOK USED:

REFERENCES: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COMMITMENT & INTEGRITY DRIVE RESULTS

WOODARD & CURRAN

| | |
|---|---|
| DESIGNED BY: | MDL/DLC |
| DRAWN BY: | BCM |
| CHECKED BY: | DAS |
| SCALE: | AS NOTED |
| DATE: | APRIL 19, 2010 |

WEST SIDE INTERCEPTOR

CONGRESS ST. TO LUCAS ST.

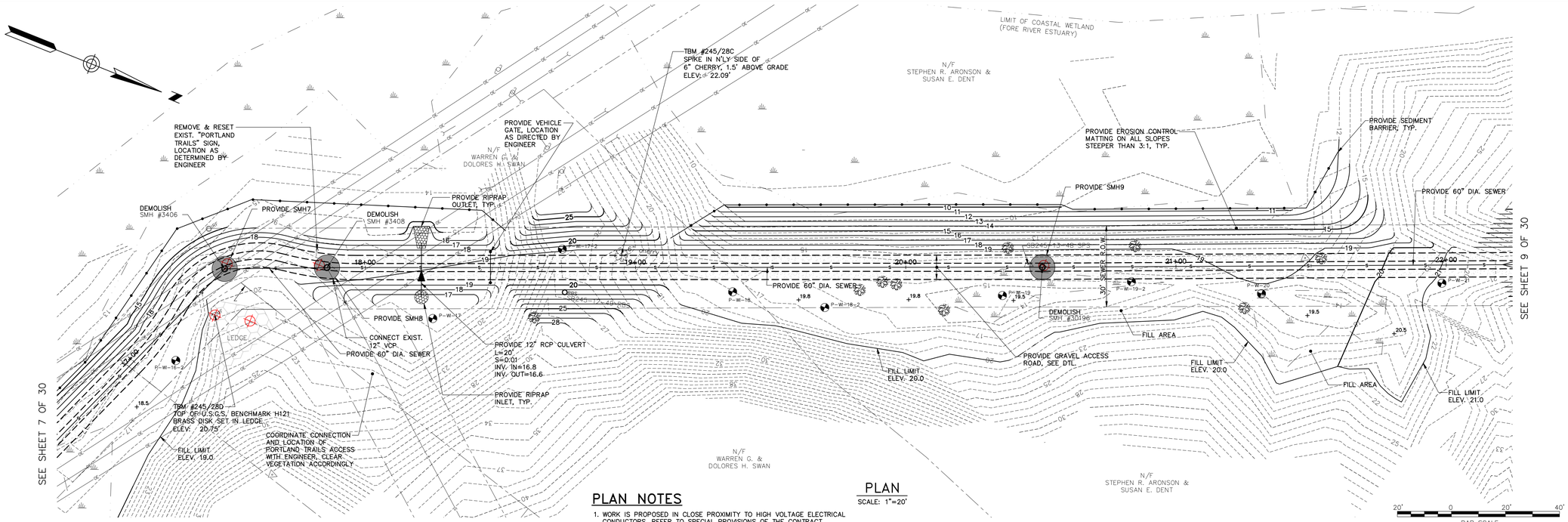
PLAN & PROFILE

STATION 11+00 TO 16+50

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING SECTION

SHEET # 7 OF 30

PLAN NUMBER




## PLAN

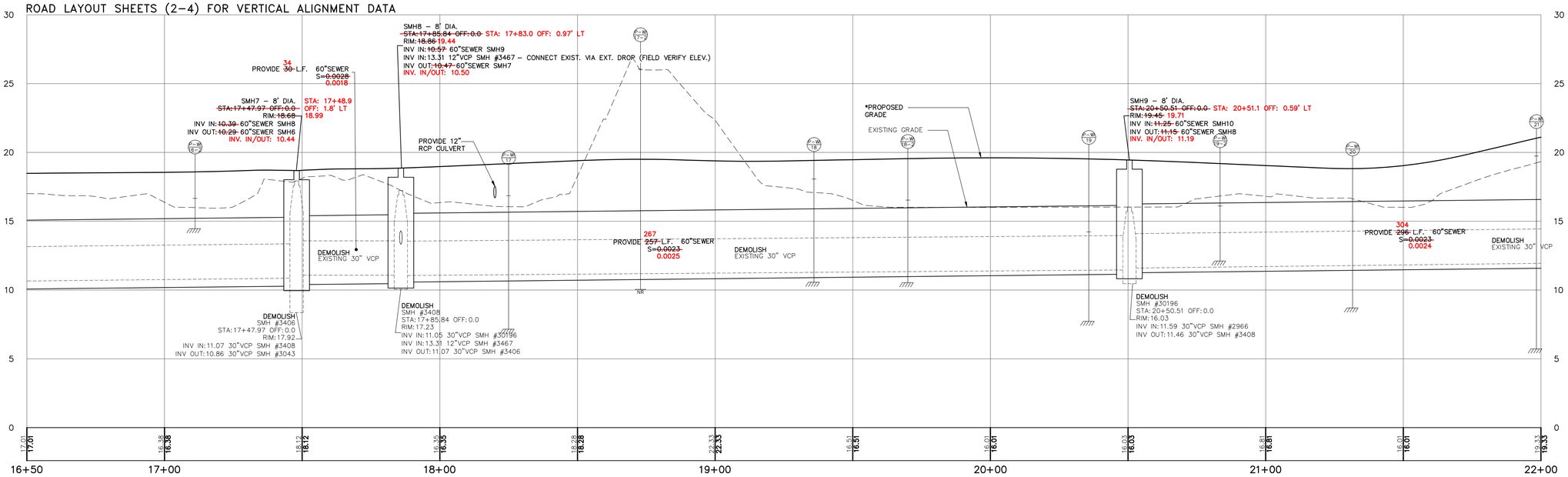
SCALE: 1"=20'

## PLAN NOTES

1. WORK IS PROPOSED IN CLOSE PROXIMITY TO HIGH VOLTAGE ELECTRICAL CONDUCTORS, REFER TO SPECIAL PROVISIONS OF THE CONTRACT SPECIFICATIONS FOR CONTRACTOR REQUIREMENTS. LOCATION OF OVERHEAD LINES AS DEPICTED HEREIN SHALL BE CONSIDERED APPROXIMATE AND SHALL BE FIELD VERIFIED BY CONTRACTOR IN ADVANCE OF WORK.

AS-BUILT NOTE: PIPE LENGTHS LISTED ARE CENTER TO CENTER DISTANCE DUE TO USE OF T-BASE STRUCTURES

*INDICATES PROPOSED GRADE AT CENTERLINE OF PIPE, REFER TO ACCESS ROAD LAYOUT SHEETS (2-4) FOR VERTICAL ALIGNMENT DATA




## PROFILE STA. 16+50 TO STA. 22+00

SCALE: HORIZ. 1"=20'
VERT. 1"=4'

AS-BUILT

JANUARY 19, 2012

ALL AS-BUILT INFORMATION PROVIDED BY RJ GRONDIN AND SONS, INC.

AS-BUILT DRAWING PREPARED BY GORRILL-PALMER CONSULTING ENGINEERS, BASE DRAWING PREPARED BY WOODARD & CURRAN

AS-BUILT

LDD PROJECT NAME:

DRAWING NAME: 203848.90

FIELD BOOK USED:

REFERENCES:

41 HUTCHINS DRIVE
PORTLAND, MAINE 04102
800.426.4262 | www.woodardcurran.com

COMMITMENT & INTEGRITY DRIVE RESULTS

WOODARD & CURRAN

| | |
|---|---|
| DESIGNED BY: | MDL/BLC |
| DRAWN BY: | BCM |
| CHECKED BY: | DAS |
| SCALE: | AS NOTED |
| DATE: | APRIL 19, 2010 |

# WEST SIDE INTERCEPTOR

CONGRESS ST. TO LUCAS ST.

PLAN & PROFILE

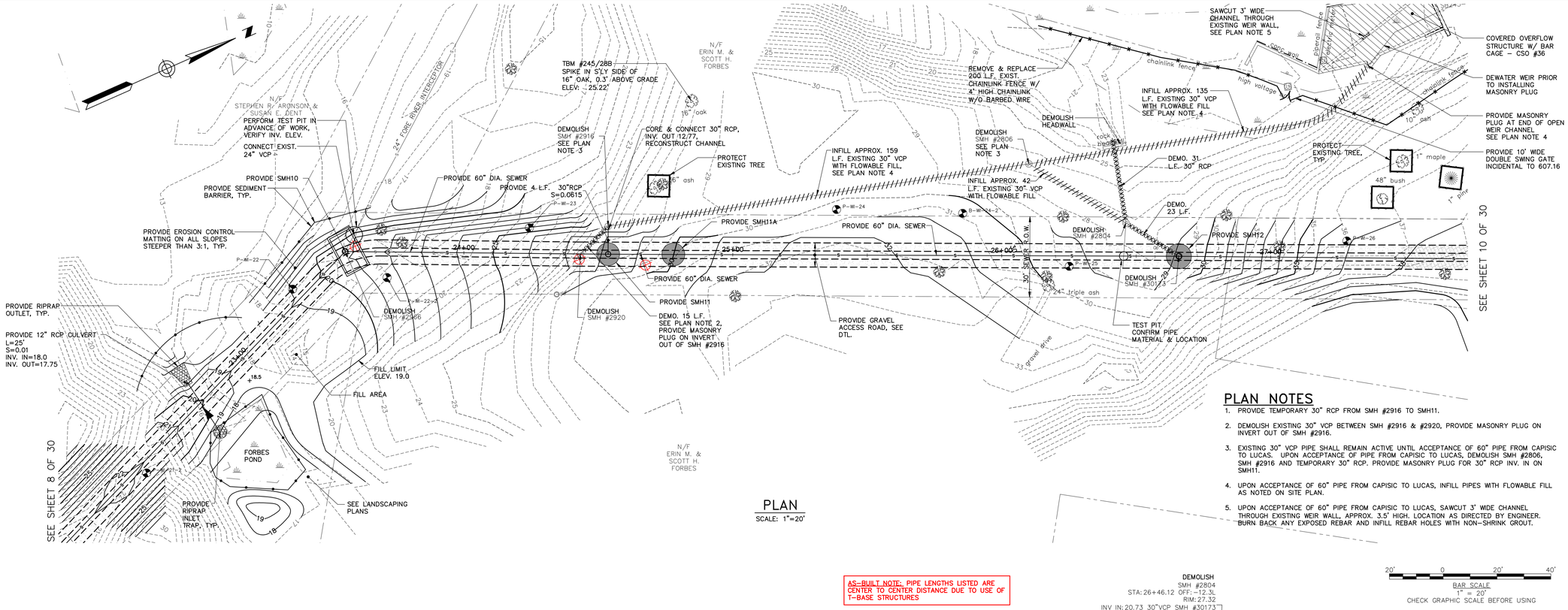
STATION 16+50 TO 22+00

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING SECTION

OLD RESURGAM OF PORTLAND, MAINE

SHEET # 8 OF 30

PLAN NUMBER




## PLAN

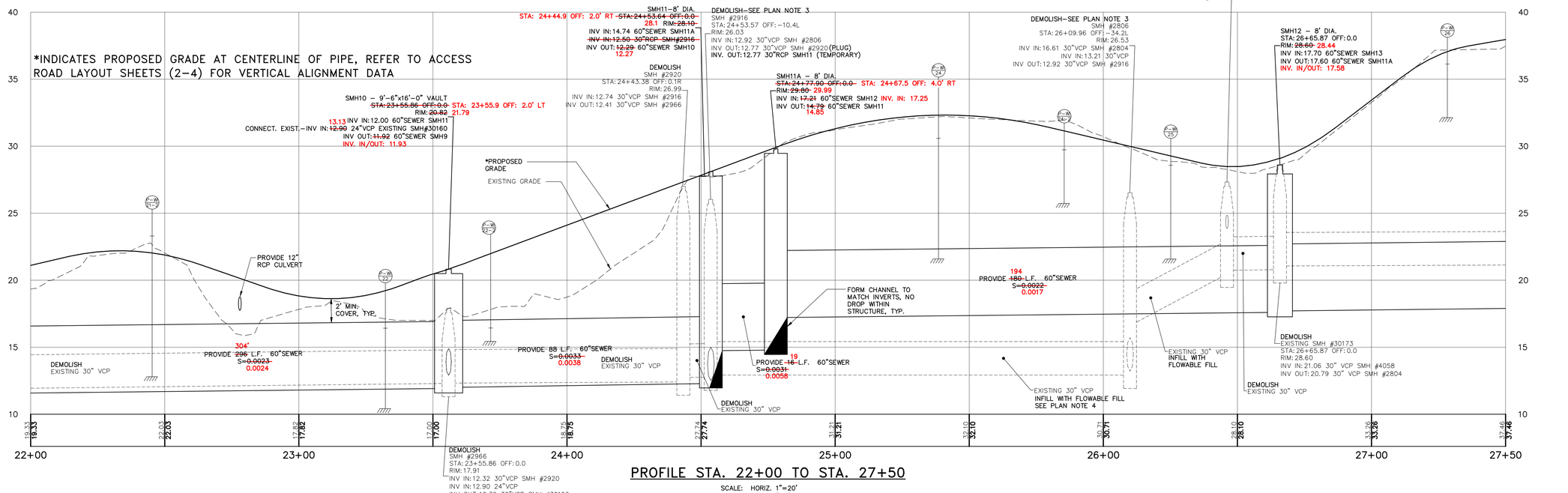
SCALE: 1"=20'

## PLAN NOTES

1. PROVIDE TEMPORARY 30" RCP FROM SMH #2916 TO SMH11.
2. DEMOLISH EXISTING 30" VCP BETWEEN SMH #2916 & #2920, PROVIDE MASONRY PLUG ON INVERT OUT OF SMH #2916.
3. EXISTING 30" VCP PIPE SHALL REMAIN ACTIVE UNTIL ACCEPTANCE OF 60" PIPE FROM CAPISIC TO LUCAS. UPON ACCEPTANCE OF PIPE FROM CAPISIC TO LUCAS, DEMOLISH SMH #2806, SMH #2916 AND TEMPORARY 30" RCP. PROVIDE MASONRY PLUG FOR 30" RCP INV. IN ON SMH11.
4. UPON ACCEPTANCE OF 60" PIPE FROM CAPISIC TO LUCAS, INFILL PIPES WITH FLOWABLE FILL AS NOTED ON SITE PLAN.
5. UPON ACCEPTANCE OF 60" PIPE FROM CAPISIC TO LUCAS, SAWCUT 3' WIDE CHANNEL THROUGH EXISTING WEIR WALL, APPROX. 3.5' HIGH. LOCATION AS DIRECTED BY ENGINEER. BURN BACK ANY EXPOSED REBAR AND INFILL REBAR HOLES WITH NON-SHRINK GROUT.

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

AS-BUILT NOTE: PIPE LENGTHS LISTED ARE CENTER TO CENTER DISTANCE DUE TO USE OF T-BASE STRUCTURES




## PROFILE STA. 22+00 TO STA. 27+50

SCALE: HORIZ. 1"=20'
VERT. 1"=4'

AS-BUILT
JANUARY 19, 2012

ALL AS-BUILT INFORMATION PROVIDED BY RJ GRONDIN AND SONS, INC.

AS-BUILT DRAWING PREPARED BY GORRILL-PALMER CONSULTING ENGINEERS, BASE DRAWING PREPARED BY WOODARD & CURRAN

AS-BUILT

LDD PROJECT NAME:

DRAWING NAME: 203848.90

FIELD BOOK USED:

REFERENCES:


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

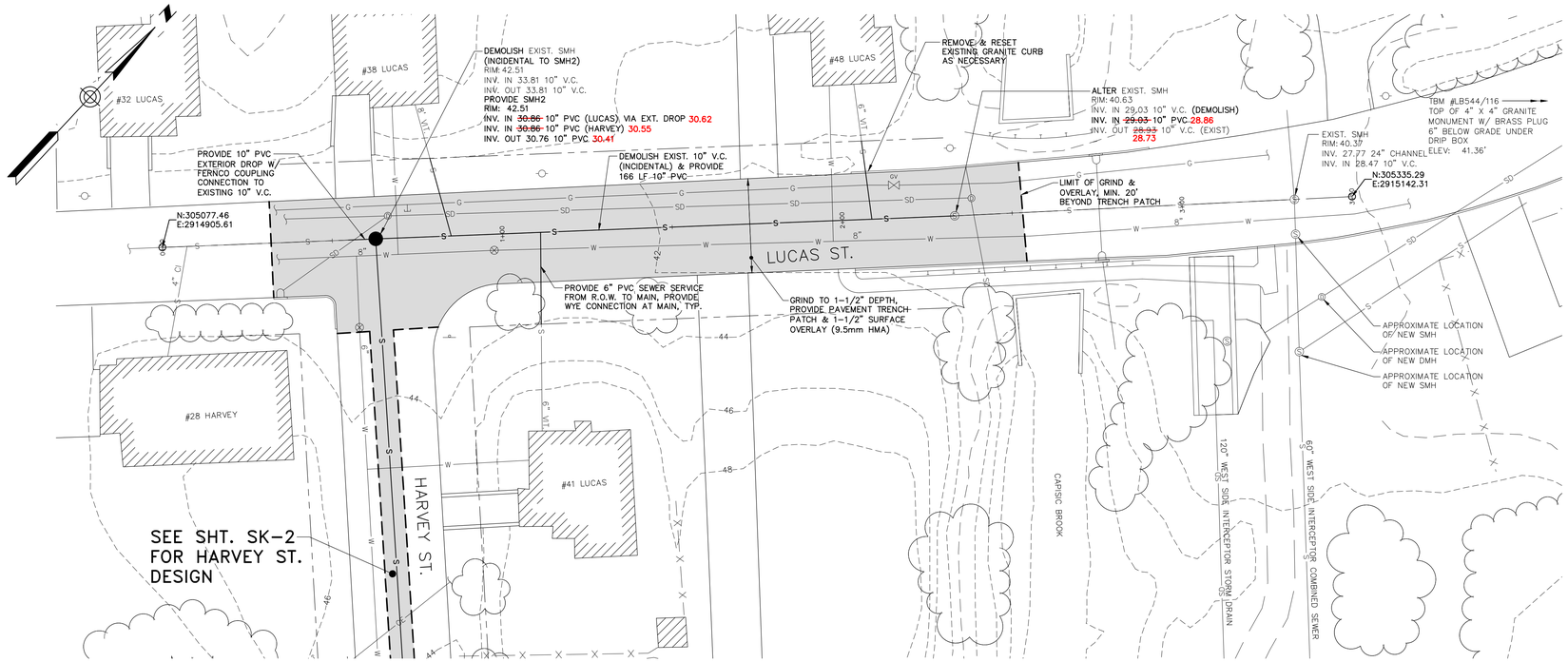

| | |
|---|---|
| DESIGNED BY: | MDL/DLC |
| DRAWN BY: | BCM |
| CHECKED BY: | DAS |
| SCALE: | AS NOTED |
| DATE: | APRIL 19, 2010 |

WEST SIDE INTERCEPTOR
CONGRESS ST. TO LUCAS ST.
PLAN & PROFILE
STATION 22+00 TO 27+50

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING SECTION

SHEET # 9 OF 30

PLAN NUMBER




SITE PLAN
SCALE: 1"=20'

## PLAN NOTES:

1. BASE MAPPING SOURCE: CITY OF PORTLAND, ME AERIAL MAPPING COMPILED USING 2000 AERIAL IMAGES BY BRADSTREET CONSULTANTS OF MANCHESTER, ME.
2. PLAN VIEW TOPOGRAPHY REFERENCES NGVD29 WITH TWO FOOT VERTICAL CONTOURS DERIVED FROM AERIAL SURVEY. STRUCTURE RIMS AND STORM & SEWER INVERT ELEVATIONS GATHERED FROM FIELD SURVEY PERFORMED BY WOODARD & CURRAN IN OCTOBER 2010; VERTICAL BENCHMARK IS TBM #LB544/116 (6x6 GRANITE MONUMENT WITH BRASS PIN IN BRIGHTON AVENUE SIDEWALK). PROFILE SURFACE APPROXIMATED FROM STRUCTURE RIM DATA AND GROUND SHOTS.
3. PLANS SK-1 AND SK-2 SHALL BE CONSIDERED SUPPLEMENTAL TO THE WEST SIDE INTERCEPTOR SEWER CONTRACT DOCUMENTS. ALL NOTES, DETAILS, AND SPECIFICATIONS SHALL APPLY.
4. PROVIDE 4" LOAM AND SEED IN ALL LAWN AREAS DISTURBED BY CONTRACTOR'S OPERATIONS.
5. RIGHT OF WAY LINES ARE APPROXIMATE AS SHOWN.

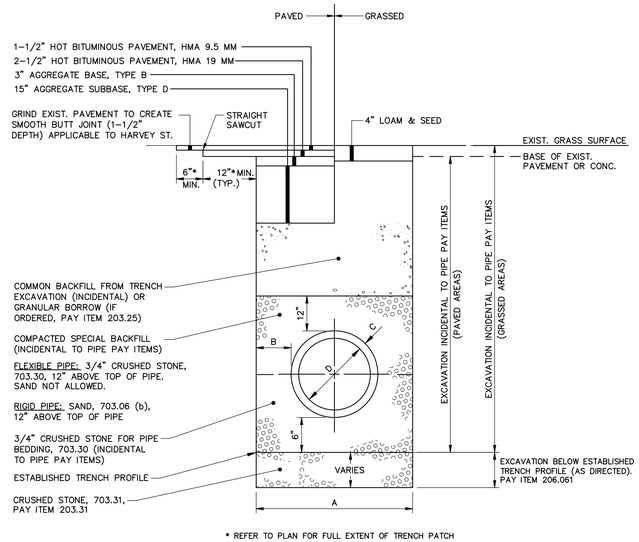
## PIPE INSTALLATION DETAIL – NOTES

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 |

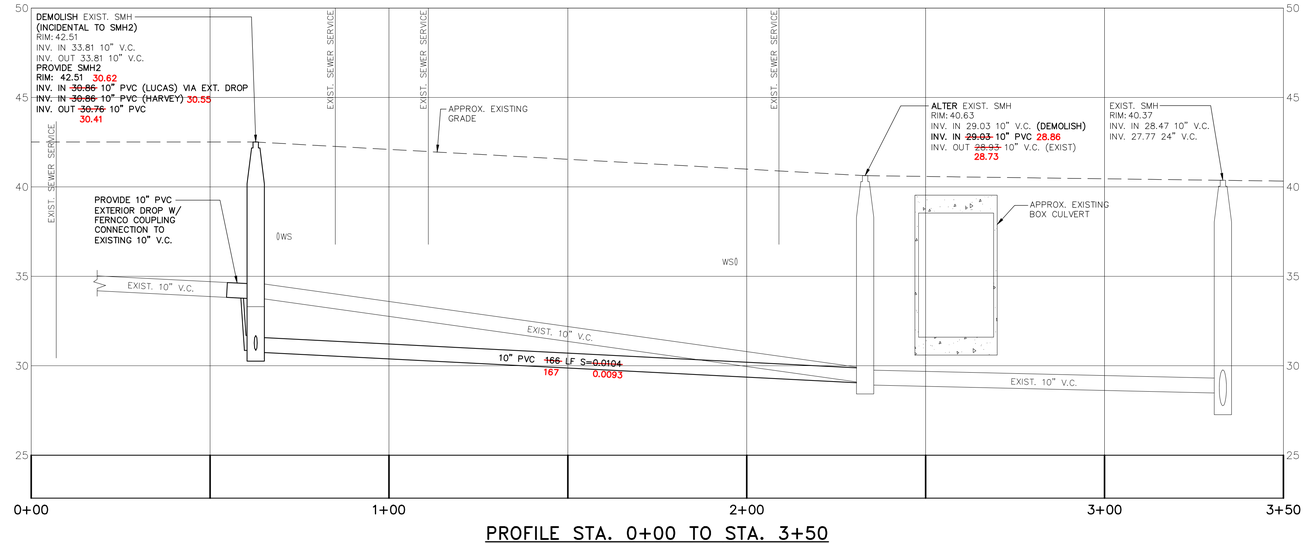
NOTES:

ANY ALTERNATE TRENCHING OR PAYMENT METHODS SHALL BE APPROVED IN ADVANCE BY THE CITY OF PORTLAND, DEPARTMENT OF PUBLIC SERVICES..




* REFER TO PLAN FOR FULL EXTENT OF TRENCH PATCH

PIPE INSTALLATION DETAIL
N.T.S.




PROFILE STA. 0+00 TO STA. 3+50
HORIZONTAL SCALE: 1" = 20'
VERTICAL SCALE: 1" = 4'

AS-BUILT

AS-BUILT
JANUARY 19, 2012

ALL AS-BUILT INFORMATION PROVIDED BY RJ GRONDIN AND SONS, INC.

AS-BUILT DRAWING PREPARED BY GORRILL-PALMER CONSULTING ENGINEERS, BASE DRAWING PREPARED BY WOODARD & CURRAN

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

LDD PROJECT NAME: -
DRAWING NAME: -
FIELD BOOK USED: -

REFERENCES: -

41 HUTCHINS DRIVE
PORTLAND, MAINE 04102
800.426.4262 | www.woodardcurran.com

COMMITMENT & INTEGRITY DRIVE RESULTS

| | |
|---|---|
| DESIGNED BY: | BCM/ DAS |
| DRAWN BY: | BCM |
| CHECKED BY: | DAS |
| SCALE: | AS NOTED |
| DATE: | 10/05/2010 |

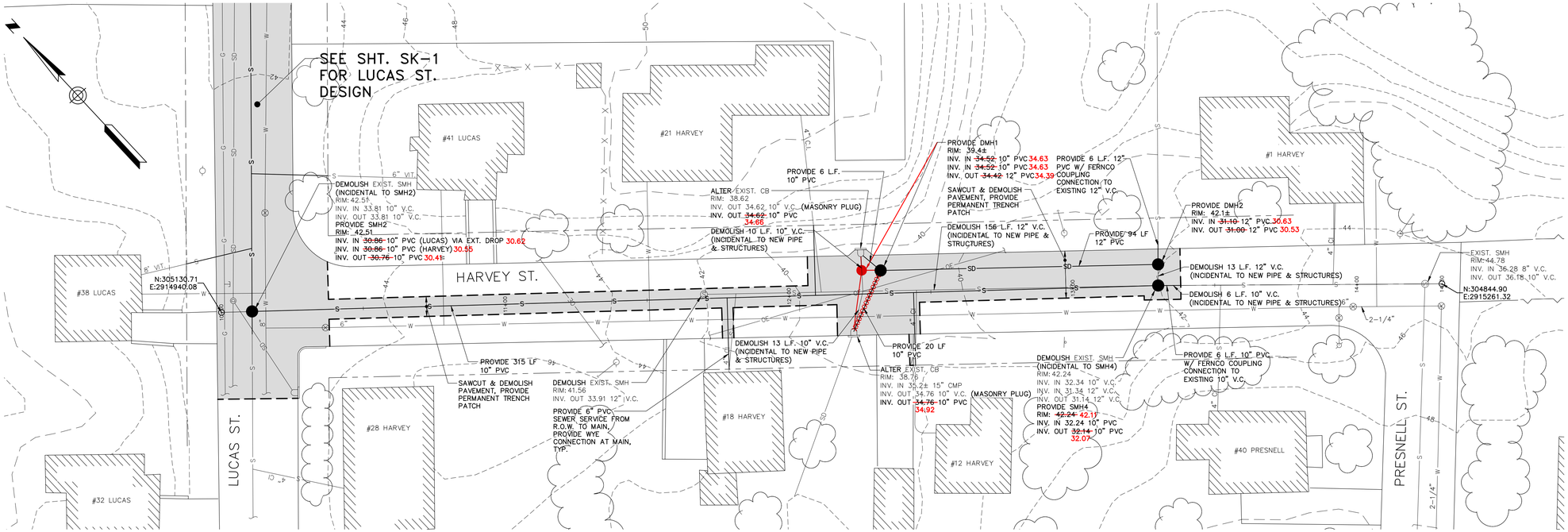
WEST SIDE INTERCEPTOR
LUCAS STREET SEPARATION

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING SECTION

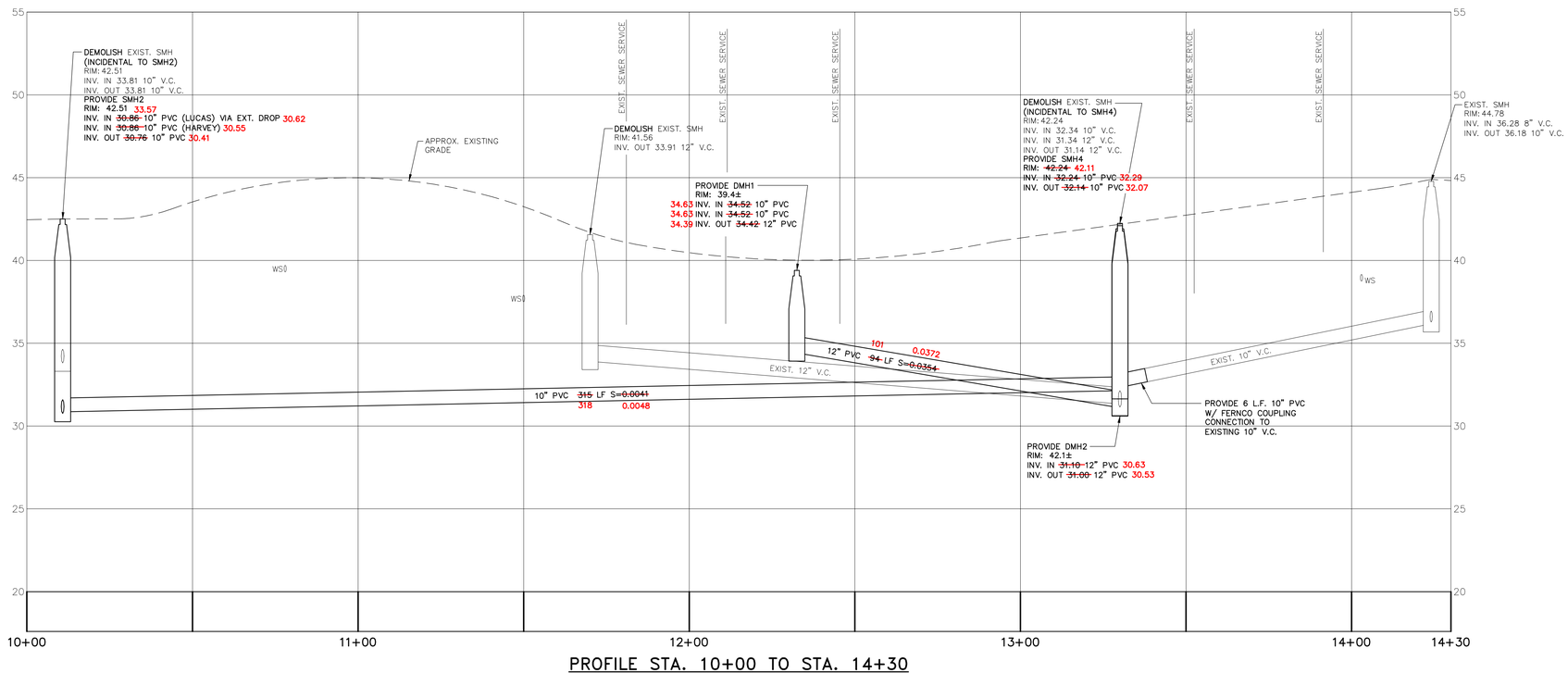
ALL I D RESURGAM ~ NE ~ CITY OF PORTLAND, MAINE

SHEET # SK-1

PLAN NUMBER




## SITE PLAN
SCALE: 1"=20'




## PROFILE STA. 10+00 TO STA. 14+30
HORIZONTAL SCALE: 1" = 20'
VERTICAL SCALE: 1" = 4'

AS-BUILT

AS-BUILT
JANUARY 19, 2012

ALL AS-BUILT INFORMATION PROVIDED BY RJ GRONDIN AND SONS, INC.

AS-BUILT DRAWING PREPARED BY GORRILL-PALMER CONSULTING ENGINEERS, BASE DRAWING PREPARED BY WOODARD & CURRAN

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

LDD PROJECT NAME: -

DRAWING NAME: -

FIELD BOOK USED: -

REFERENCES: -

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

DESIGNED BY: BCM/ DAS
DRAWN BY: BCM
CHECKED BY: DAS
SCALE: AS NOTED
DATE: 10/05/2010

WEST SIDE INTERCEPTOR
HARVEY STREET SEPARATION

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING SECTION

CITY OF PORTLAND, MAINE RESURGAM, INC.

SHEET # SK-2

PLAN NUMBER