

CITY OF PORTLAND
PUBLIC SERVICES DEPARTMENT

CONTRACT DRAWINGS

CONGRESS SQUARE IMPROVEMENTS
WIN: 024293.00

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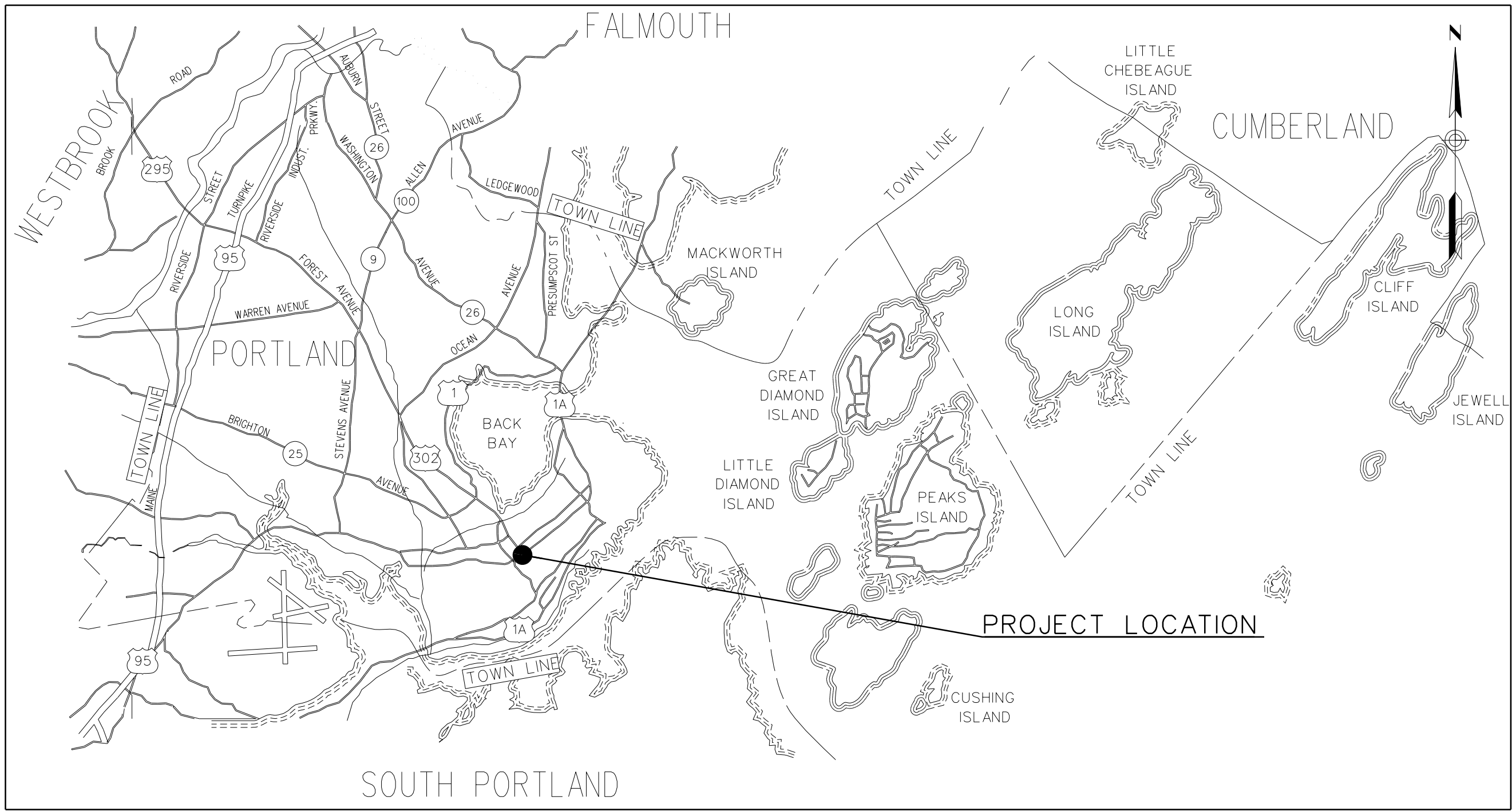
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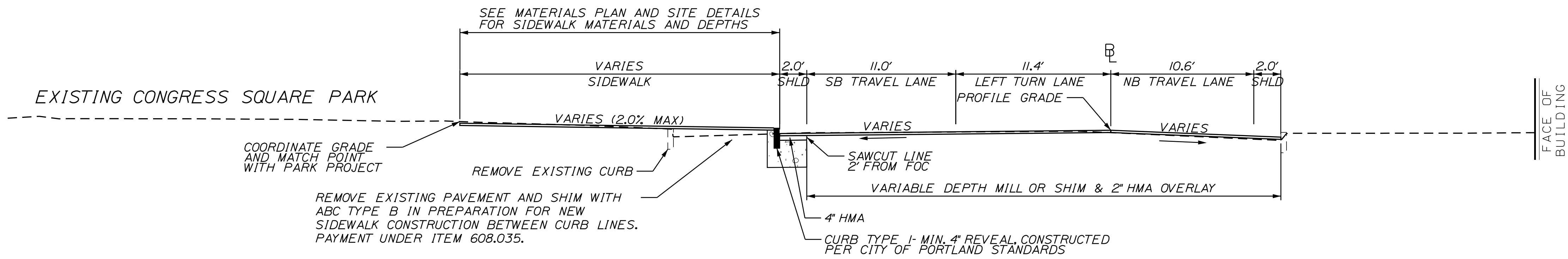
SEBAGO
TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

MAY 6, 2026

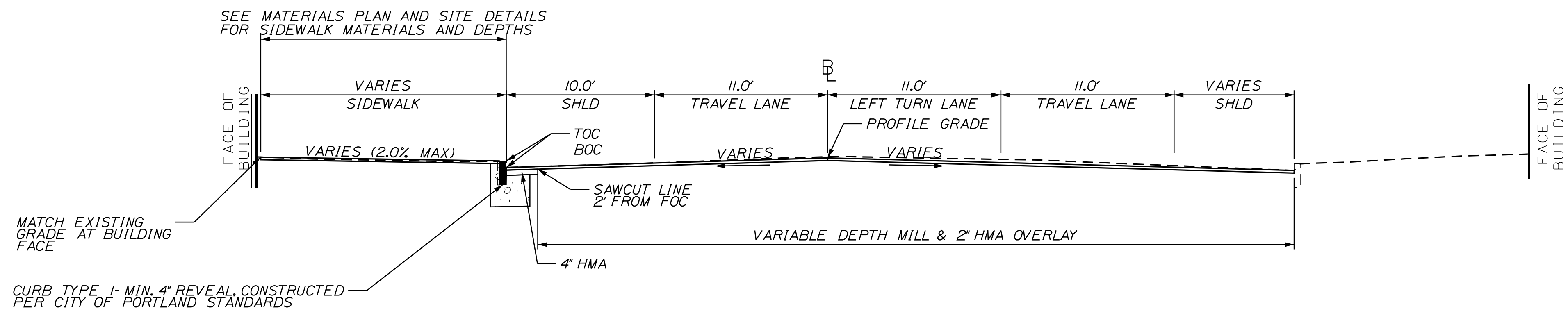
IN ASSOCIATION
WITH:


WRT, LLC
PHILADELPHIA, PA

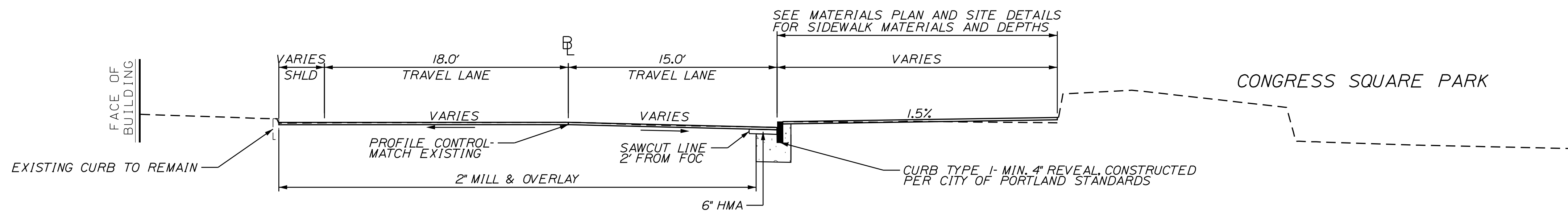




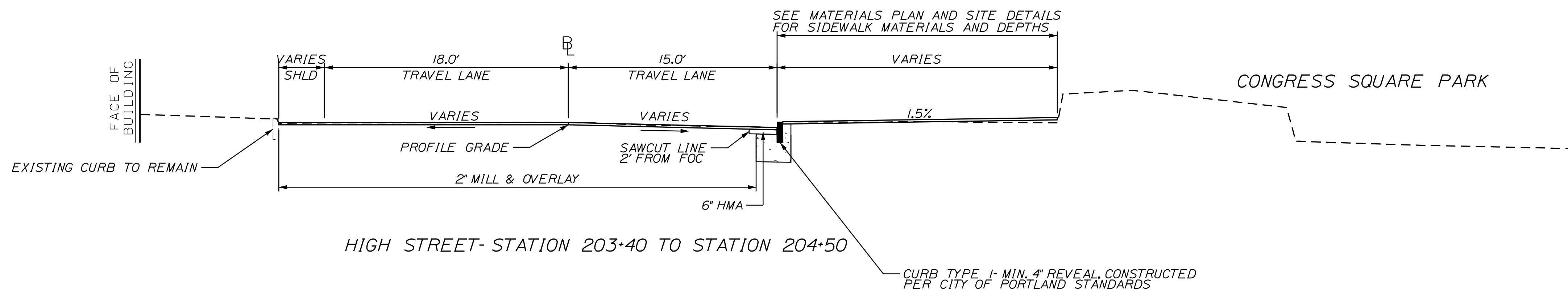
CONGRESS STREET- STATION 103+50 TO STATION 105+75



CONGRESS STREET- STATION 101+65 TO STATION 102+80



HIGH STREET- STATION 200+00 TO STATION 202+62 AND STATION 204+50 TO STATION 205+00



HIGH STREET- STATION 203+40 TO STATION 204+50

LDD PROJECT NAME:
CONGRESS SQUARE
IMPROVEMENTS
DRAWING NAME:
FIELD BOOK USED:
N/A

REFERENCES:

DESIGNED BY:	AIR
DRAWN BY:	AIR
CHECKED BY:	BRL
SCALE:	MTS
DATE:	01-22-2025

CONGRESS SQUARE
IMPROVEMENTS
TYPICAL SECTIONS

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION



GENERAL NOTES

1. ALL WORK UNDER THIS CONTRACT IS TO BE GOVERNED BY THE LATEST REVISIONS AND UPDATES OF THE STATE OF MAINE, DEPARTMENT OF TRANSPORTATION, STANDARD SPECIFICATIONS, REVISION OF 2020, MAINE DOT'S STANDARD DETAILS REVISION OF 2020 WITH THE LATEST REVISIONS AND UPDATES, AS WELL AS THE CITY OF PORTLAND'S TRANSPORTATION SYSTEMS AND STREET DESIGN STANDARDS.
 2. MAINTENANCE OF TRAFFIC SHALL BE IN ACCORDANCE WITH THESE PLANS AND PER THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, (MUTCD), LATEST EDITION. THE CONTRACTOR IS ALSO DIRECTED TO THE REQUIREMENTS SET FORTH FOR TRAFFIC CONTROL AND HOURS OF OPERATION IN THE PROJECT SPECIFICATIONS.
 3. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE MAINE DEPARTMENT OF TRANSPORTATION'S BEST MANAGEMENT PRACTICES FOR EROSION CONTROL & SEDIMENT CONTROL, OCTOBER, 2016.
 4. THE LOCATION OF THE EXISTING UTILITIES AND DRAINAGE SHOWN ON THE PLANS WERE COMPILED FROM FIELD SURVEY. LOCATIONS ARE APPROXIMATE AND NOT GUARANTEED TO BE ACCURATE. NOR IS IT GUARANTEED THAT ALL UTILITIES ARE SHOWN. NO SEPARATE OR ADDITIONAL COMPENSATION WILL BE ALLOWED TO THE CONTRACTOR DUE TO ANY VARIANCE BETWEEN THE DATA SHOWN ON THE PLANS AND THE ACTUAL FIELD CONDITIONS ENCOUNTERED. THE CONTRACTOR SHALL CONTACT DIG SAFE AT LEAST THREE (3) BUT NOT MORE THAN THIRTY (30) DAYS PRIOR TO COMMENCEMENT OF EXCAVATION OR DEMOLITION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLIANCE WITH THE REQUIREMENTS OF THE MAINE "DIG SAFE LAW" CHAPTER 71B, ENACTED ON 8-11-00. CONTRACTOR SHALL TAKE NOTICE OF THE FOLLOWING RULES:
 - A. ENFORCEMENT - THE ADMINISTRATIVE PENALTY FOR VIOLATION OF MAINE DIG SAFE LAW IS AS FOLLOWS:
FIRST OFFENSE = \$500.00
SUBSEQUENT OFFENCES (WITHIN 12 MONTHS) = \$5,000.00
- THE PUC MAY ALSO REQUIRE A PERSON WHO VIOLATES THE MAINE DIG SAFE LAW TO PARTICIPATE, AT THE EXPENSE OF THE VIOLATOR, IN AN EDUCATIONAL PROGRAM DEVELOPED AND CONDUCTED BY DIG SAFE SYSTEM, INC.
- B. EXCAVATION METHODS - IF EXCAVATING WITHIN 18 INCHES OF ANY MARKED UNDERGROUND FACILITY, AN EXCAVATOR MAY NOT USE MECHANICAL MEANS OF EXCAVATION (THE USE OF ANY DEVICE OR TOOL POWERED BY AN ENGINE) UNTIL THE UNDERGROUND FACILITY IS EXPOSED.
- EXCEPTIONS: THIS RULE DOES NOT APPLY IF USING AIR VACUUM METHODS OF EXCAVATION. MECHANICAL MEANS MAY BE USED FOR INITIAL PENETRATION OR REMOVAL OF PAVEMENT, ROCK OR OTHER MATERIAL REQUIRING MACHINERY.
- EMERGENCIES: PREVIOUSLY, AN EXCAVATOR WAS NOT REQUIRED TO NOTIFY DIG SAFE PRIOR TO ANY EMERGENCY EXCAVATION. NOW IN AN EMERGENCY SITUATION, AN EXCAVATOR MAY COMMENCE EXCAVATION AFTER HAVING TAKEN ALL REASONABLE STEPS CONSISTENT WITH THE EMERGENCY AND PREMARK THE AREA AS SOON AS POSSIBLE AFTER RECEIVING NOTIFICATION OF THE EMERGENCY.
5. PAVEMENT THICKNESSES SHOWN ON THE TYPICAL SECTIONS ARE INTENDED TO BE NOMINAL.
 6. ALL UNSUITABLE EXCESS MATERIAL SHALL BE REMOVED FROM THE SITE.
 7. ANY NECESSARY CLEANING OF EXISTING PAVEMENT PRIOR TO PAVING (OR MILLING) SHALL BE INCIDENTAL TO THE RELATED PAVING (OR MILLING) ITEMS.
 8. CROSS SLOPES FOR NORMAL AND SUPERELEVATED SECTIONS WILL BE STRAIGHT UNLESS OTHERWISE DIRECTED BY THE CITY.
 9. NO SEPARATE PAYMENT FOR SUPERINTENDENT OR FOREMAN WILL BE MADE FOR THE SUPERVISION OF EQUIPMENT AND LAYOUT OF WORK BEING PAID FOR UNDER THE EQUIPMENT RENTAL ITEMS.
 10. STATIONS REFERENCED ARE APPROXIMATE.
 11. FINAL STRIPING FOR THE PROJECT SHALL BE DONE BY THE CONTRACTOR PER THE PAVEMENT MARKING PLAN PROVIDED HEREIN. PAYMENT SHALL BE MADE UNDER APPROPRIATE CONTRACT ITEMS.
 12. ALL UTILITY FACILITIES SHALL BE ADJUSTED BY THE RESPECTIVE UTILITY UNLESS OTHERWISE NOTED.
 13. THE PROPOSED WORK IS IN CLOSE PROXIMITY TO EXISTING UTILITIES. PROTECTION OF EXISTING UTILITIES DURING CONSTRUCTION SHALL BE INCIDENTAL TO THE PROJECT.
 14. THE CITY OF PORTLAND SHALL HAVE THE RIGHT AND AUTHORITY TO DETERMINE THE ACCEPTABILITY OF WORK AND MATERIALS IN PROGRESS OR COMPLETED. THE CITY OF PORTLAND SHALL HAVE THE RIGHT TO REJECT ANY WORK OR MATERIALS WHICH DO NOT CONFORM, IN ITS SOLE OPINION, TO THE PLANS OR SPECIFICATIONS.
 15. IT IS THE CONTRACTORS' RESPONSIBILITY TO FAMILIARIZE THEMSELVES WITH THE EXISTING CONDITIONS PRIOR TO BIDDING.
 16. PAVEMENT CUT LINES SHALL BE NEAT, CLEAN AND STRAIGHT AS DIRECTED BY THE RESIDENT. PAYMENT FOR CUTTING OF EXISTING PAVEMENT SHALL BE INCIDENTAL TO 403 ITEMS.
 17. CUTTING OF EXISTING CURB WILL BE INCIDENTAL TO PAYMENT UNDER OTHER CURB PAY ITEMS OF THE CONTRACT.
 18. ALL EXISTING GRANITE CURB SHALL BE STACKED AND DELIVERED TO THE CITY'S PUBLIC WORKS GARAGE.
 19. ANY DAMAGE TO EXISTING SLOPES, SIDEWALK AND PAVEMENT AREAS CAUSED BY THE CONTRACTOR'S EQUIPMENT, PERSONNEL, OR OPERATION SHALL BE REPAIRED TO THE SATISFACTION OF THE RESIDENT. ALL WORK, EQUIPMENT, AND MATERIALS REQUIRED TO MAKE REPAIRS SHALL BE AT THE CONTRACTOR'S EXPENSE.
 20. CONTRACTOR SHALL NOT PARK, IMPEDE ACCESS, OR STORE EQUIPMENT/MATERIAL ON ADJACENT CITY OR PRIVATELY OWNED LAND WITHOUT WRITTEN CONSENT FROM THE CITY OR LAND OWNER.
 21. PROPERTY LINE AND R.O.W MONUMENTS SHALL NOT BE DISTURBED BY CONSTRUCTION. IF DISTURBED, THEY SHALL BE RESET TO THEIR ORIGINAL LOCATIONS AT THE CONTRACTOR'S EXPENSE, BY A MAINE PROFESSIONAL LAND SURVEYER.
 23. REMOVAL OF EXISTING ROADSIDE SIGNS AND RELOCATION OF ROADSIDE SIGNS/POSTS AS NOTED ON THE SIGNING PLANS OR AS DIRECTED BY THE CITY OR ENGINEER, SHALL BE CONSIDERED INCIDENTAL TO THE 645 PAY ITEMS.
 24. NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE RESIDENT.

25. ALL JOINTS BETWEEN EXISTING AND PROPOSED HOT BITUMINOUS PAVEMENT SHALL BE SAWCUT AND VERTICAL.
26. THE CONTRACTOR SHALL REMOVE ALL EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH PROPOSED TEMPORARY PAVEMENT MARKINGS ASSOCIATED WITH THE APPROVED TEMPORARY TRAFFIC CONTROL PLANS. REMOVAL METHODS SHALL BE APPROVED BY THE RESIDENT. PAYMENT SHALL BE INCIDENTAL TO THE 627 PAY ITEMS.
27. PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAY" U.S.D.O.T.F.H.W.A. LATEST EDITION.
28. ALL PEDESTRIAN RAMPS SHALL BE CONSTRUCTED AS SHOWN ON PLANS.
29. DETECTABLE WARNING FIELDS SHALL BE 24 INCHES WIDE AND EXTEND THE FULL WIDTH OF THE RAMP OPENINGS. ACTUAL PAYMENT FOR ITEM 608.26 SHALL INCLUDE ANY CUTTING OF THE DETECTABLE WARNING FIELDS AND ALL CONCRETE WORK REQUIRED BY THE DETAILS.
30. ALL RAMPS SHALL BE ADA COMPLIANT. SEE PEDESTRIAN RAMP DETAILS FOR MORE INFORMATION.
31. TEST PITS SHALL BE COMPLETED AT ALL LOCATIONS WHERE PROPOSED EQUIPMENT MAY CONFLICT WITH EXISTING UTILITIES. PAYMENT FOR TEST PITS SHALL BE UNDER 803.01 TEST PITS.
32. CONTRACTOR SHALL FOLLOW SPECIAL PROVISION 105, LIMITATIONS OF OPERATIONS. ANY ROAD CLOSURE REQUESTS (BY CITY BLOCK SEGMENTS) WILL REQUIRE CITY APPROVAL.
33. CURB TYPE 1 SHALL BE INSTALLED IN A CONCRETE BASE (3000 PSI). SEE SPECIAL PROVISION 809. PAYMENT FOR CONCRETE WORK SHALL BE CONSIDERED INCIDENTAL TO THE OTHER CURBING ITEMS.
34. PRIOR TO REPLACEMENT OF SURFACE PAVEMENT, CONTRACTOR SHALL CHECK AND ENSURE POSITIVE DRAINAGE FLOW ALONG THE GUTTER LINES. COORDINATE WITH RESIDENTS ON ANY AREAS OF CONCERN.
35. THE HORIZONTAL DATUM IS NAD 83 ZONE MAINE STATE PLAN COORDINATES WEST. THE VERTICAL DATUM IS NGVD29.
36. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL BUSINESSES DURING CONSTRUCTION.
37. THE CONTRACTOR SHALL MAKE CLEAR PROVISIONS FOR PEDESTRIAN ACCESS THROUGH AND AROUND THE CONSTRUCTION SITE AS PART OF THEIR TRAFFIC CONTROL PLANS.

REFERENCES:

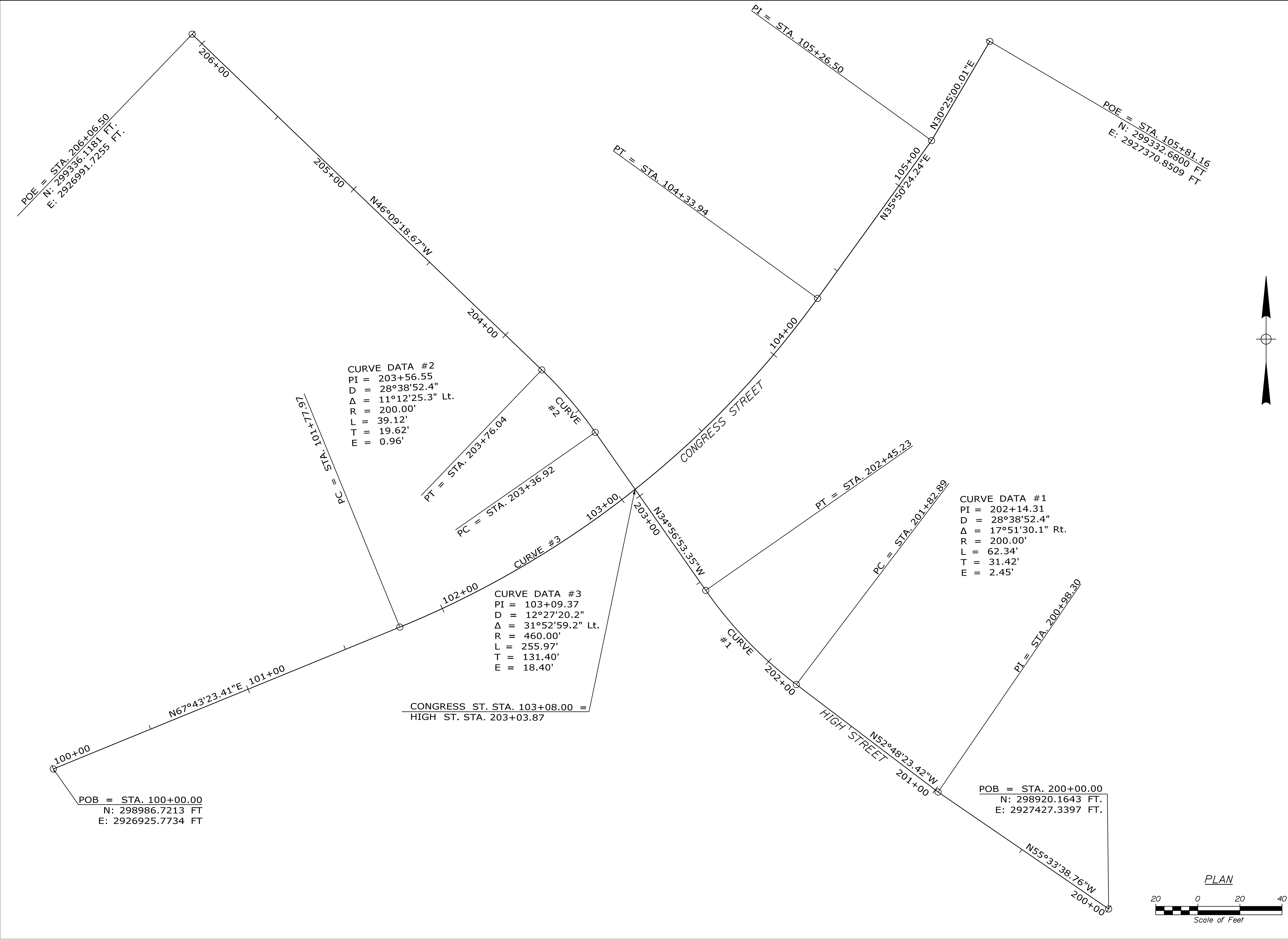
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BRL
SCALE:
NTS
DATE:
01-22-2025

CONGRESS SQUARE IMPROVEMENTS	GENERAL NOTES
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CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION



HEET #
3 OF 39
PLAN NUMBER



REFERENCES:

DESIGNED BY:	CHK:	DRAWN BY:	CHK:	CHECKED BY:	BRL:	SCALE:	DATE:
						1"=20'	01-22-2025

CONGRESS SQUARE IMPROVEMENTS
GEOMETRIC PLAN

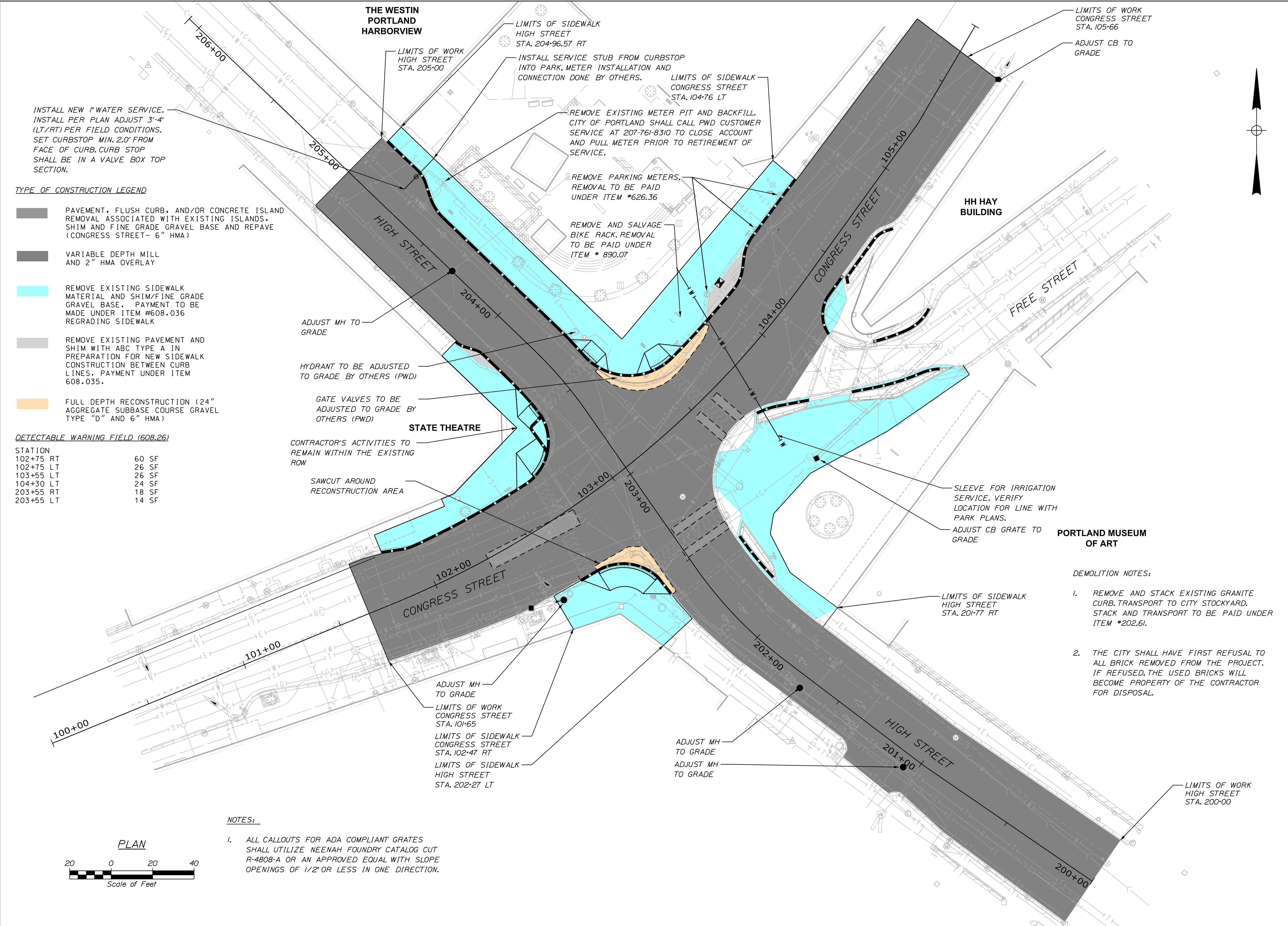
CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION

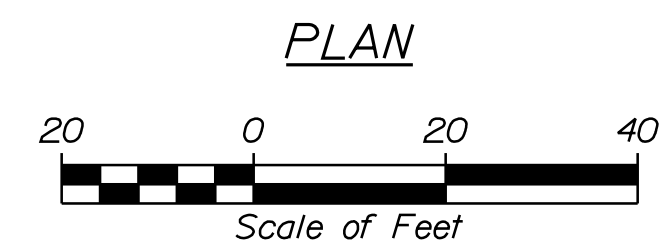
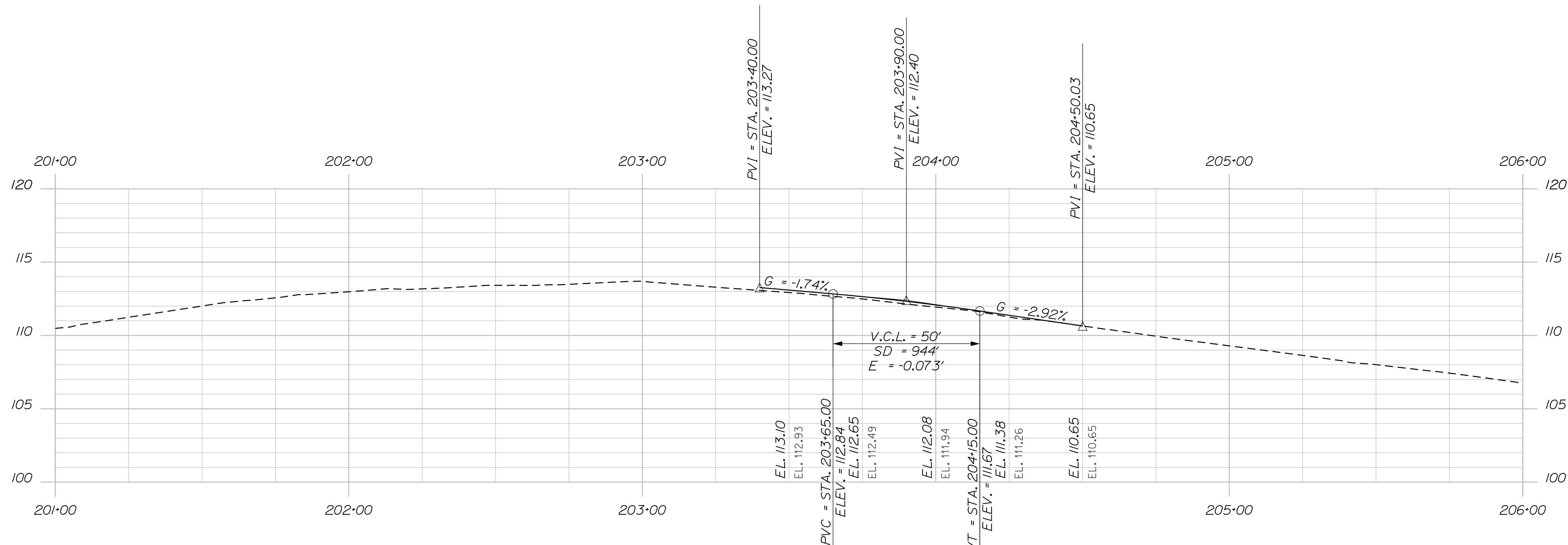
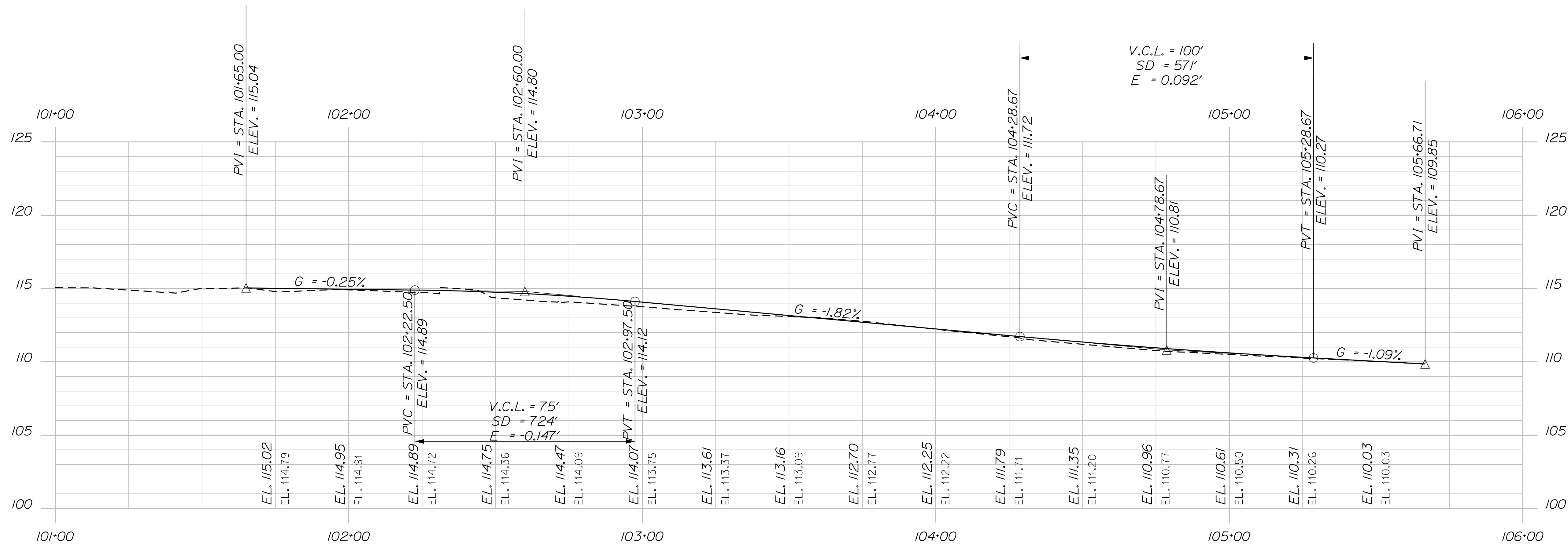


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DRAWING NAME:	
FIELD BOOK USED:	N/A

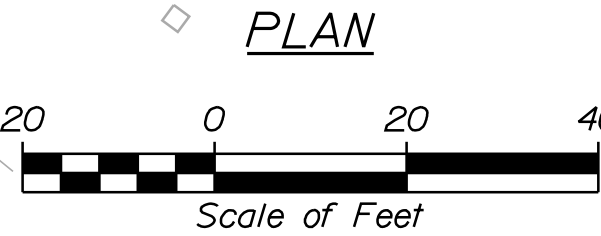
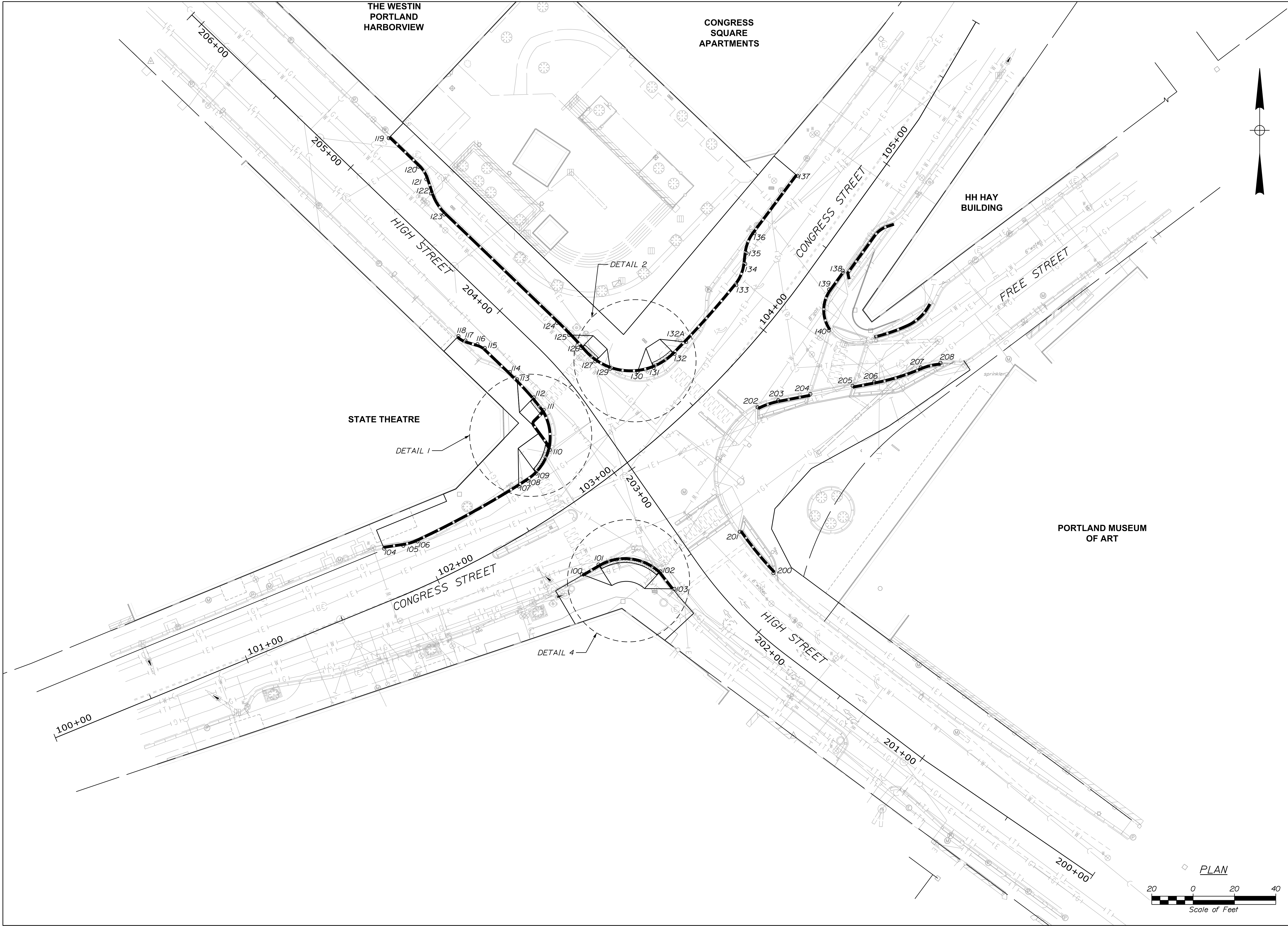
SHEET #
4 OF 39

PLAN NUMBER





	SHEET #	
	6 OF 39	
PLAN NUMBER		
CITY OF PORTLAND, MAINE PUBLIC SERVICES DEPARTMENT ENGINEERING DIVISION		
CONGRESS SQUARE IMPROVEMENTS PROFILES		
REFERENCES:		
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CHECKED BY: BRL	SCALE: 1"=20'	
DATE: 01-22-2025	FIELD BOOK USED: N/A	
LDD PROJECT NAME: CONGRESS SQUARE IMPROVEMENTS DRAWING NAME: N/A		



DESIGNED BY:
SKC

DRAWN BY:
SKC

CHECKED BY:
BRL

SCALE:
1"=20'

DATE:
01-22-2025

REFERENCES:

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION

SHEET #
7 OF 39

PLAN NUMBER

LDD PROJECT NAME:
CONGRESS SQUARE
IMPROVEMENTS

DRAWING NAME:
CURB LAYOUT PLAN

FIELD BOOK USED:
N/A

CONTROL POINTS FOR CONGRESS SQUARE		
POINT	STATION	OFFSET
100	102+60.36	31.2' RT
101	102+69.06	31.7' RT
102	102+89.88	51.5' RT
103	202+41.13	16.3' LT
104	101+81.88	24.3' LT
105	101+91.49	22.0' LT
106	101+98.92	21.0' LT
107	102+57.38	21.0' LT
108	102+62.79	21.0' LT
109	102+68.42	21.5' LT
110	102+80.93	27.4' LT
111	203+49.04	18.2' LT
112	203+57.48	18.0' LT
113	203+70.60	18.0' LT
114	203+76.04	18.0' LT
115	203+92.84	18.0' LT
116	203+96.44	19.0' LT
117	204+01.56	21.6' LT
118	204+05.98	22.7' LT
119	204+96.57	23.0' RT
120	204+76.70	23.0' RT
121	204+69.69	21.3' RT
122	204+63.33	17.9' RT
123	204+51.65	15.0' RT
124	203+76.04	15.0' RT
125	203+68.30	15.0' RT
126	203+60.34	15.0' RT
127	203+51.65	16.0' RT
129	203+45.02	19.5' RT
130	203+37.03	29.3' RT
131	103+48.87	26.3' LT
132	103+61.52	24.0' LT
132A	103+69.96	24.0' LT
133	104+08.64	24.0' LT
134	104+19.97	27.0' LT
135	104+24.81	29.6' LT
136	104+35.49	32.2' LT
137	104+70.10	31.6' LT
138	104+45.80	13.0' RT
139	104+34.55	13.0' RT
140	104+19.25	24.7' RT
200	202+15.79	25.5' RT
201	202+45.26	25.5' RT
202	103+71.08	22.8' RT
203	103+79.90	27.7' RT
204	103+91.66	37.3' RT
205	104+06.46	50.4' RT
206	104+13.70	57.3' RT
207	104+30.45	80.0' RT
208	104+37.31	77.4' RT

ITEM #609.113 VERTICAL CURB TYPE 1 (ROADWAY) - INSTALL ONLY		
POINT TO POINT	RADIUS (FT)	LENGTH (LF)
104 to 105	-	9.4
106 to 107	439	55.7
111 to 112 (Flush)	-	7.7
113 to 114	182	5.0
114 to 115	-	16.8
116 to 117	-	6.1
119 to 120	-	19.8
121 to 122	-	7.1
123 to 124	-	75.6
124 to 125	215	8.3
126 to 127 (Flush)	-	9.4
132A to 133	436	36.7
134 to 135	-	5.3
136 to 137	-	34.6
138 to 139	-	11.3
200 to 201	174.5	25.7
203 to 204	-	15.8
205 to 206	-	10.6
206 to 207	110	23.6
SHEET SUBTOTAL (LF)		384.5

POINT TO POINT	RADIUS (FT)	TOTAL (LF)
100 to 101	-	9.3
102 to 103	-	10.8
107 to 108	439	5.1
112 to 113	182	11.9
125 to 126	215	8.5
132 to 132A	436	8
SHEET SUBTOTAL (EA)		53.6

ITEM# 609.222 TERMINAL CURB TYPE 1 (ROADWAY) - CIRCULAR		
POINT TO POINT	RADIUS (FT)	LENGTH (LF)
127 to 129	30	8
130 to 131	30	8
SHEET SUBTOTAL (LF)		16

POINT TO POINT	RADIUS (FT)	LENGTH (LF)
115 to 116	10	4
117 to 118	10	4
129 to 130	30	13.4
131 to 132 (Flush)	30	12.3
133 to 134	20	11.3
135 to 136	20	10.5
139 to 140	17	21.1
202 to 203	36.5	10.5
207 to 208	28.5	9.8
SHEET SUBTOTAL (LF)		96.9

ITEM# 609.2221 TERMINAL CURB TYPE 1 (ROADWAY) - CIRCULAR - INSTALL ONLY		
POINT TO POINT	RADIUS (FT)	LENGTH (LF)
108 to 109	25	5.4
SHEET SUBTOTAL (LF)		5.4

ITEM# 609.121 VERTICAL CURB TYPE (ROADWAY) - CIRCULAR -INSTALL ONLY		
POINT TO POINT	RADIUS (FT)	LENGTH (LF)
101 to 102 (Flush)	25	32
105 to 106	25	7.2
109 to 110 (Flush)	25	12.2 (FLUSH)
110 to 111	25	20.1
SHEET SUBTOTAL (LF)		59.3

LOD PROJECT NAME:
CONGRESS SQUARE
IMPROVEMENTS
DRAWING NAME:
FIELD BOOK USED:
N/A

REFERENCES:

DESIGNED BY:
SCK

DRAWN BY:
SCK

CHECKED BY:
BRL

SCALE:
1"=20'

DATE:
01-22-2025

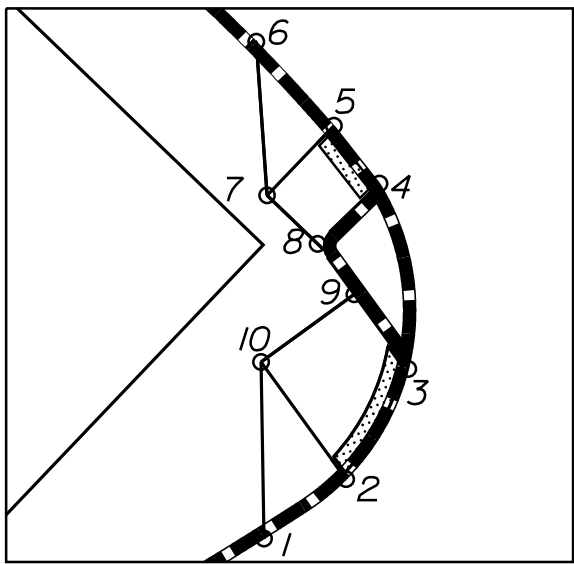
CONGRESS SQUARE
IMPROVEMENTS
CURB LAYOUT PLAN

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION



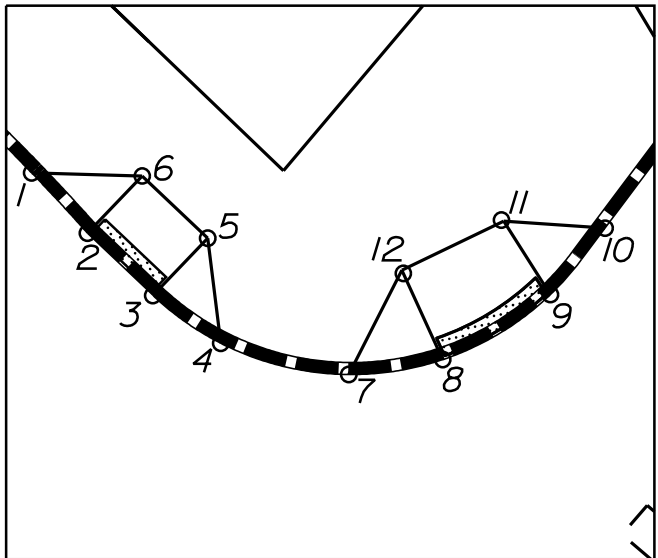
SHEET #
8 OF 39
PLAN NUMBER

DETAIL 1



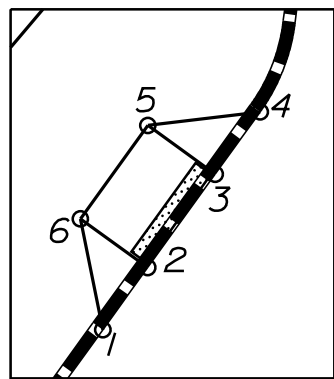
DETAIL 1 SPOT GRADES				
POINT	STATION	OFFSET	ELEV. 1	ELEV. 2
1	102+57.38	21.0' LT	113.85	114.27
2	102+68.41	21.6' LT	113.77	-
3	102+80.93	27.4' LT	113.59	114.01
4	203+49.00	18.2' LT	113.32	113.74
5	203+57.48	18.0' LT	113.22	-
6	203+70.58	18.0' LT	113.02	113.44
7	203+56.39	28.0' LT	-	114.05
8	203+48.00	27.1' LT	-	114.02
9	102+80.77	37.0' LT	-	113.96
10	102+67.73	36.6' LT	-	114.12

DETAIL 2



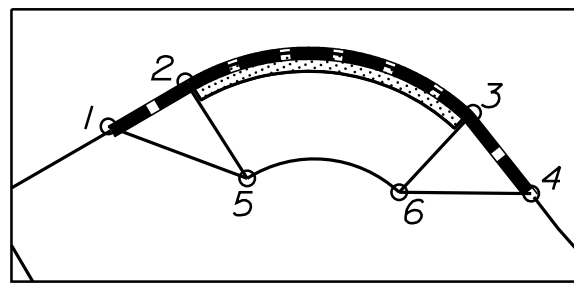
DETAIL 2 SPOT GRADES				
POINT	STATION	OFFSET	ELEV. 1	ELEV. 2
1	203+68.29	15.0' RT	112.30	112.71
2	203+60.34	15.0' RT	112.40	-
3	203+51.65	16.0' RT	112.58	-
4	203+44.02	18.5' RT	112.66	113.07
5	203+52.55	24.2' RT	-	112.92
6	203+60.92	23.2' RT	-	112.97
7	103+41.76	28.7' RT	112.71	113.13
8	103+48.60	24.3' RT	112.66	-
9	103+61.42	20.3' LT	112.47	-
10	103+70.51	20.0' LT	112.28	112.69
11	103+63.30	28.1' LT	-	113.05
12	103+51.38	31.9' LT	-	113.25

DETAIL 3



DETAIL 3 SPOT GRADES				
POINT	STATION	OFFSET	ELEV. 1	ELEV. 2
1	104+16.92	23.7' LT	111.48	111.9
2	104+25.36	23.9' LT	111.41	-
3	104+37.80	24.0' LT	111.30	-
4	104+45.80	24.0' LT	111.18	111.46
5	104+37.80	32.6' LT	-	111.85
6	104+25.20	32.6' LT	-	111.93

DETAIL 4



DETAIL 4 SPOT GRADES				
POINT	STATION	OFFSET	ELEV. 1	ELEV. 2
1	102+60.36	31.2' RT	113.57	111.99
2	102+69.06	31.7' RT	113.60	-
3	102+89.90	51.5' RT	113.25	-
4	102+90.25	62.4' RT	113.2	113.62
5	102+68.84	43.7' RT	-	114.45
6	102+80.00	53.8' RT	-	114.18

NOTES:

- RAMPS HAVE BEEN DESIGNED WITH THE INTENT TO COMPLY WITH MAINEDOT STANDARD DETAIL 80K(11) THROUGH 80K(26) AND THE CONTRACTOR IS INSTRUCTED TO PAY SPECIAL ATTENTION TO THE MAXIMUM SLOPES PROVIDED IN THAT GUIDANCE.
- ELEVATION 1 IS PROVIDED FOR ROADWAY ELEVATIONS AND ELEVATION 2 FOR SIDEWALK ELEVATIONS.

LDD PROJECT NAME:
CONGRESS SQUARE
IMPROVEMENTS
DRAWING NAME:
FIELD BOOK USED:
N/A

REFERENCES:

DESIGNED BY: SCK	DRAWN BY: SCK	CHECKED BY: BRL	SCALE: 1"=20'	DATE: 01-22-2025
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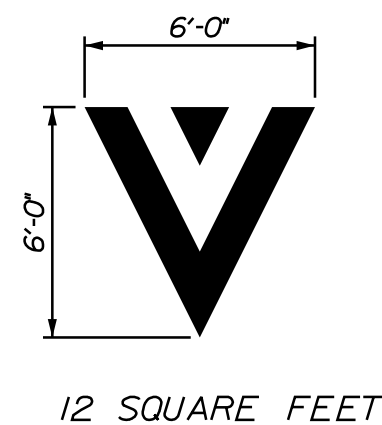
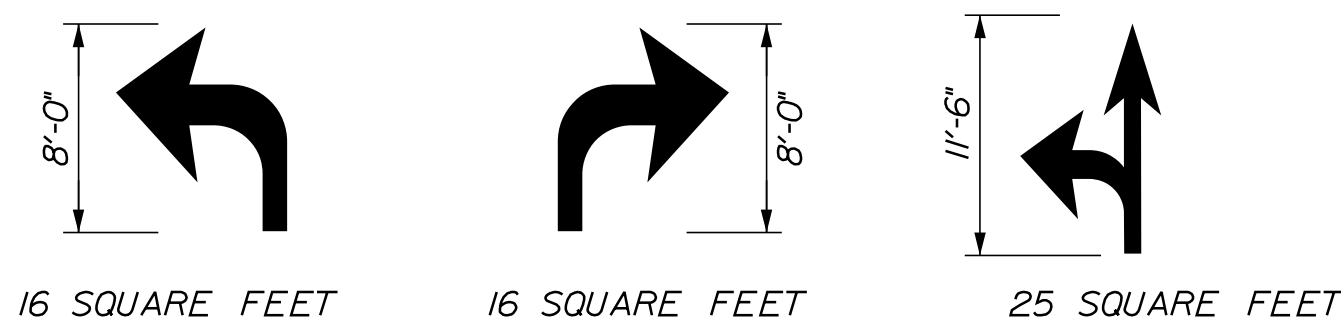
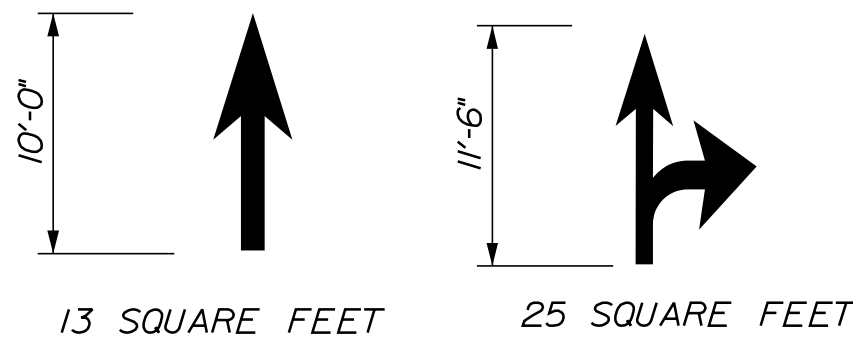
CONGRESS SQUARE
IMPROVEMENTS
ADA RAMP DETAILS

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION



MATCH EXISTING PAVEMENT
MARKINGS, LIMITS OF
ROADWAY WORK STA. 205+00

LANE MARKING DETAILS
NOT TO SCALE



MATCH EXISTING PAVEMENT
MARKINGS, LIMITS OF WORK
STA. 101+65

CROSSWALK BAR PAINT TO BE
PERFORMED THERMOPLASTIC
OR APPROVED EQUAL, TYP.

MATCH EXISTING PAVEMENT
MARKINGS, LIMITS OF WORK
STA. 105+66

SIGNING LEGEND

R&S REMOVE AND SALVAGE
R&R REMOVE AND RESET

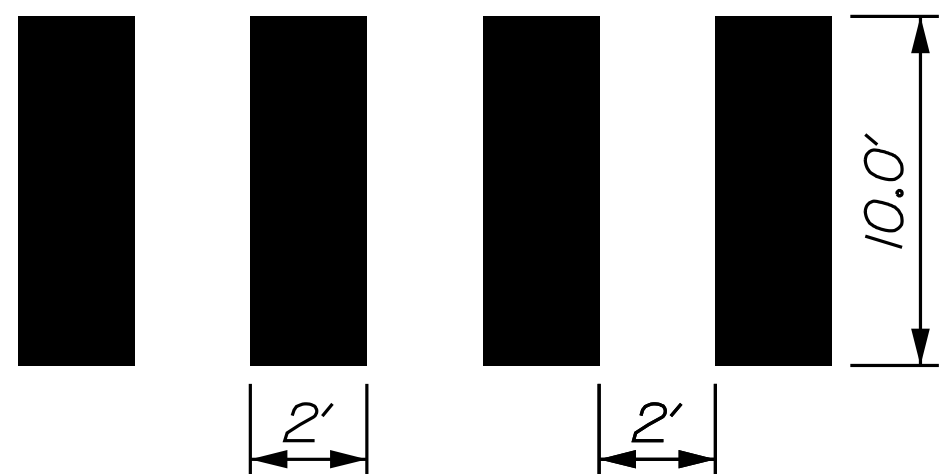
PAVEMENT MARKING LEGEND

SDYL 4" SOLID DOUBLE YELLOW LINE
SSWL 4" SOLID SINGLE WHITE LINE
DSWL 4" DASHED SINGLE WHITE LINE
SWSL 24" SOLID WHITE STOP LINE

PAVEMENT MARKING NOTES:

- ALL PAVEMENT MARKINGS SHALL BE IN CONFORMANCE WITH THE MANUAL ON TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, U.S. DOT, FHWA, 2009 EDITION, WITH THE LATEST REVISIONS.
- ALL PAVEMENT MARKING LINES, ARROWS, AND WORD SYMBOLS SHALL BE PAINT AND SHALL BE FURNISHED AND INSTALLED IN ACCORDANCE WITH MAINEDOT STANDARD SPECIFICATION 627.

CROSSWALK DETAIL
(NOT TO SCALE)



MATCH EXISTING
PAVEMENT MARKINGS,
LIMITS OF WORK STA.
200+00

PLAN



LDD PROJECT NAME:
CONGRESS SQUARE
IMPROVEMENTS
DRAWING NAME:
FIELD BOOK USED:
N/A

REFERENCES:

DESIGNED BY:
SCK
DRAWN BY:
SCK
CHECKED BY:
BRL
SCALE:
1"=20'
DATE:
01-22-2025

CONGRESS SQUARE
IMPROVEMENTS
PAVEMENT MARKING PLAN

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION



SHEET #
10 OF 39
PLAN NUMBER

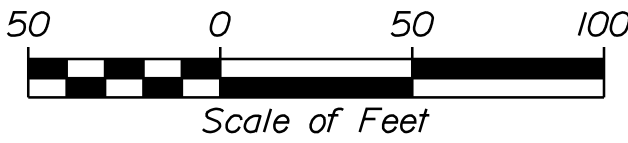
1. NORTHWEST CORNER

LEGEND

- WORK AREA
- LANE CLOSURE (TEMPORARY FENCING ENCLOSURE)
- DIRECTION OF TRAVEL



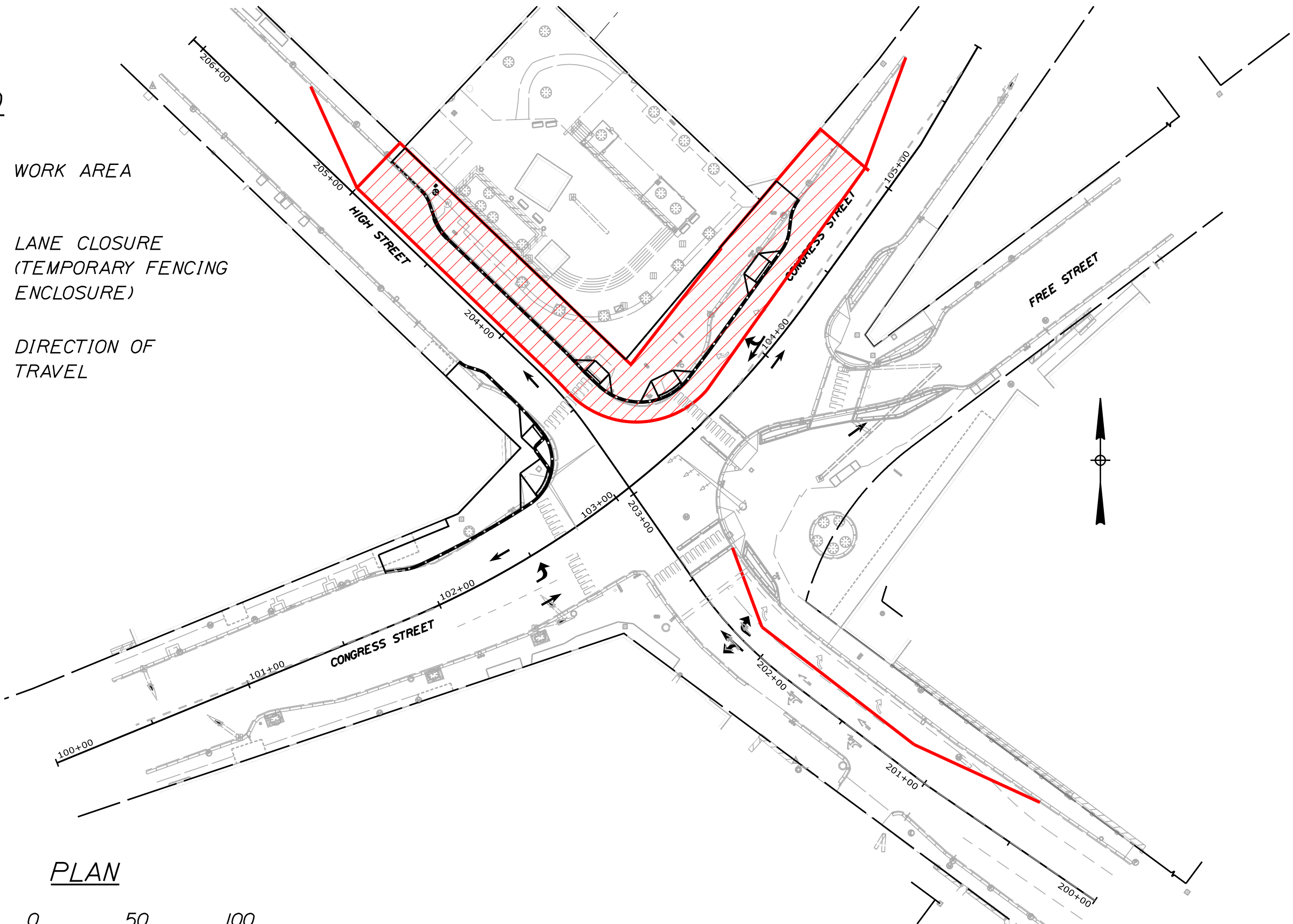
PLAN



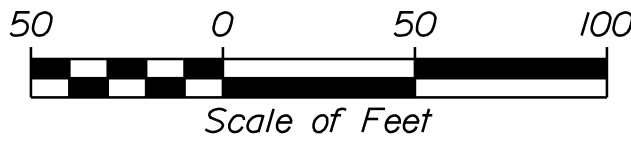
2. NORTHEAST CORNER

LEGEND

- WORK AREA
- LANE CLOSURE (TEMPORARY FENCING ENCLOSURE)
- DIRECTION OF TRAVEL



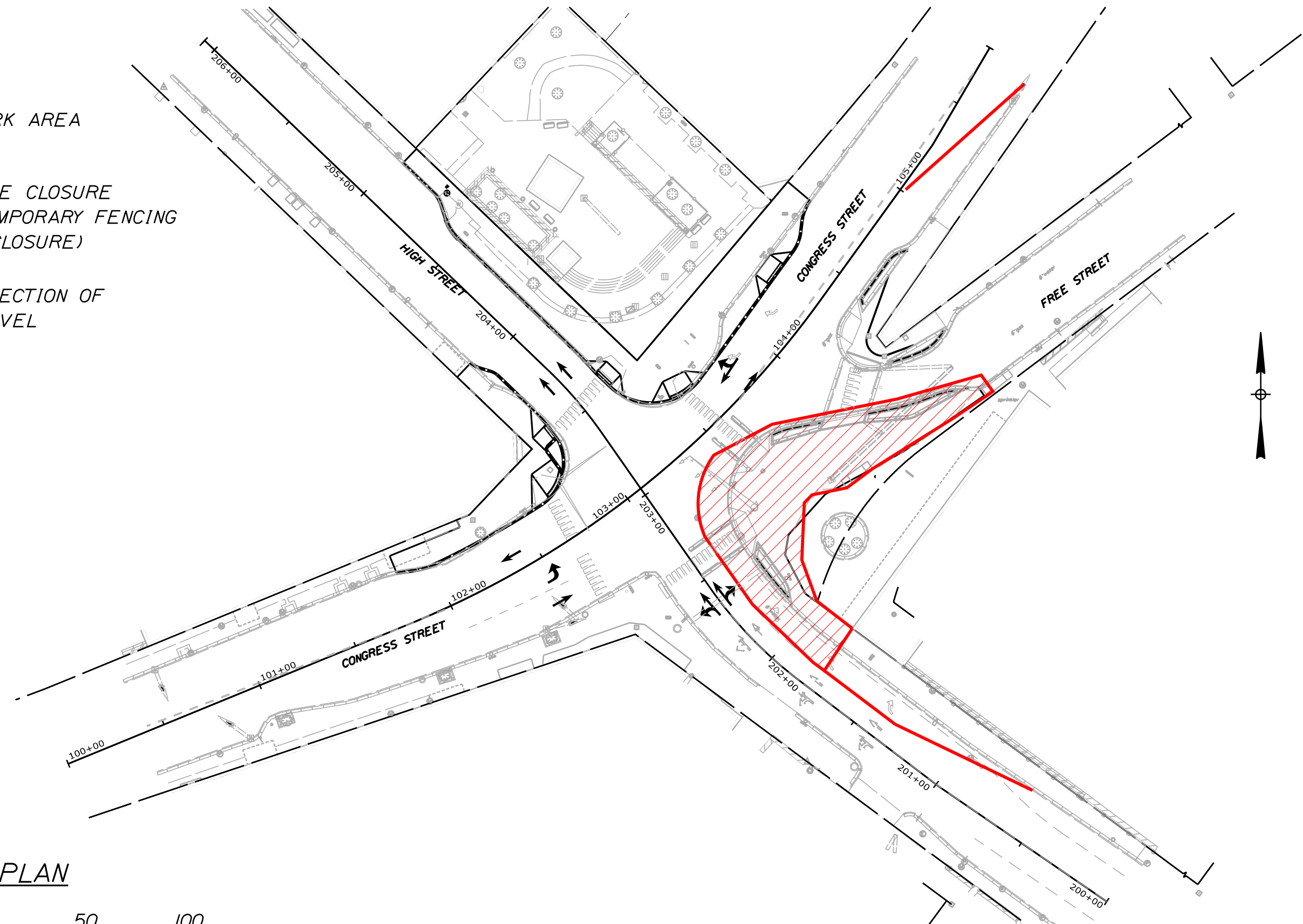
PLAN



3. SOUTHEAST CORNER

LEGEND

- WORK AREA
- LANE CLOSURE (TEMPORARY FENCING ENCLOSURE)
- DIRECTION OF TRAVEL



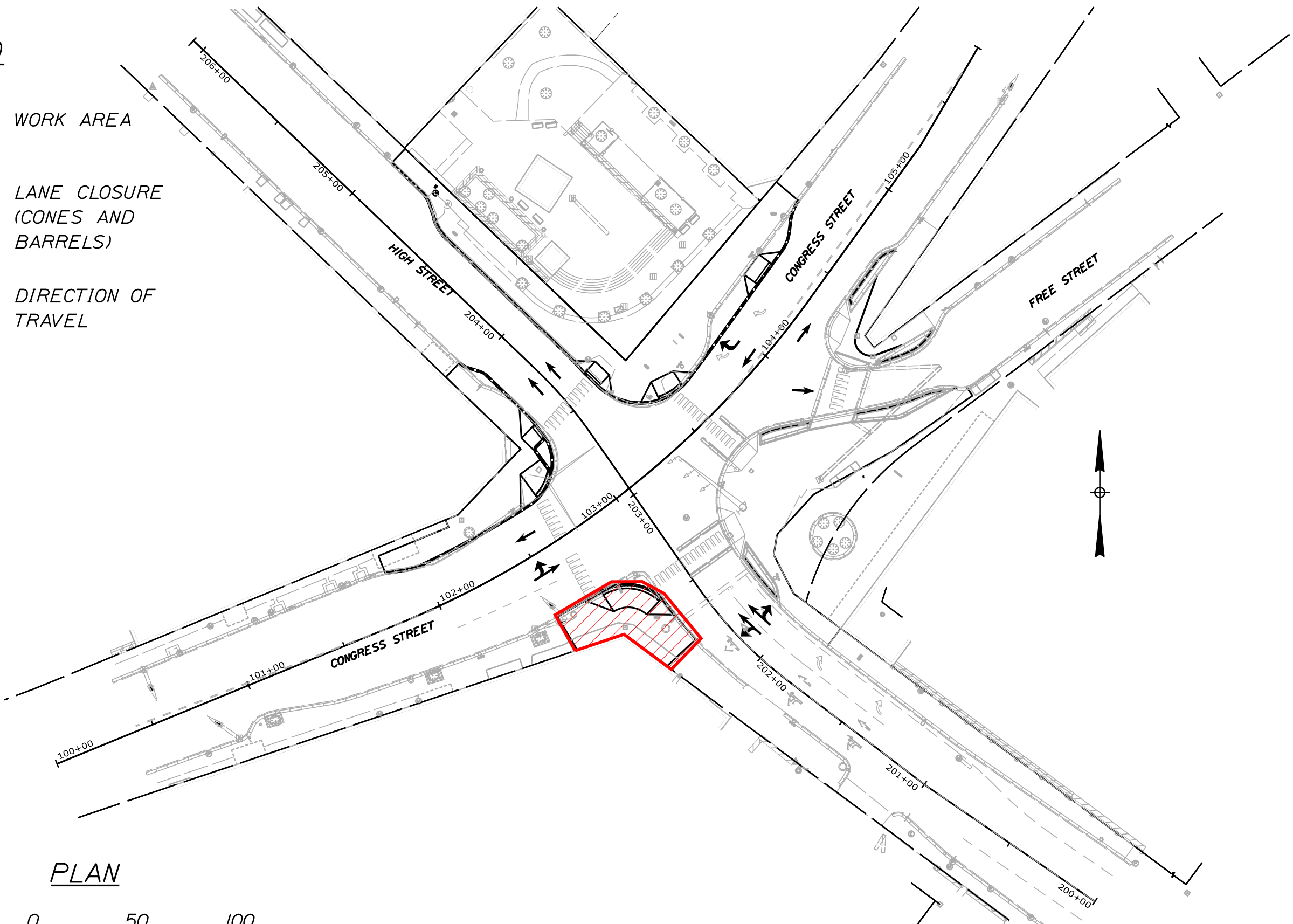
PLAN



4. SOUTHWEST CORNER

LEGEND

- WORK AREA
- LANE CLOSURE (CONES AND BARRELS)
- DIRECTION OF TRAVEL



PLAN



LDD PROJECT NAME:
CONGRESS SQUARE
IMPROVEMENTS
DRAWING NAME:
FIELD BOOK USED:
N/A

REFERENCES:

DESIGNED BY:	CHK
DRAWN BY:	CHK
CHECKED BY:	BRL
SCALE:	1"=50'
DATE:	01-22-2025

CONGRESS SQUARE
IMPROVEMENTS
SEQUENCING PLAN

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION



SHEET #
11 OF 39
PLAN NUMBER

CONSTRUCTION SEQUENCING PLAN NOTES

GENERAL:

1. THIS PLAN OUTLINES ONE GENERAL WAY TO SEQUENCE THE CONSTRUCTION FOR COMPLETION. IF THE CONTRACTOR WISHES TO PHASE THE CONSTRUCTION IN A DIFFERENT MANNER THE CONTRACTOR SHALL SUBMIT A REVISED PHASING PLAN TO THE CITY OF PORTLAND AS PART OF THEIR TRAFFIC CONTROL PLAN..
2. ALL WORK SHALL CONFORM TO THE MUTCD, MAINEDOT STANDARD SPECIFICATIONS AND DETAILS, AND SPECIFICATIONS STATED WITHIN THE PROJECT CONTRACT BOOK. THE CONTRACTOR SHALL PROVIDE A TRAFFIC CONTROL PLAN FOR THE CITY TO REVIEW IN COORDINATION WITH MAINEDOT PRIOR TO CONSTRUCTION.
3. THE TIMETABLE FOR COMPLETION OF THE PROJECT HAS BEEN ESTABLISHED AT XXXXX
4. PEDESTRIAN ROUTES SHALL BE CLEARLY DEMARCATED, FREE OF OBSTRUCTION, OVER HARDSCAPE SURFACES AND WITHIN COMPLIANCE WITH ADA AND MUTCD REQUIREMENTS THROUGHOUT THE DURATION OF CONSTRUCTION. THE CONTRACTOR SHALL PROVIDE A TEMPORARY ADA COMPLIANT CROSSWALK DURING EACH SECTION WITHIN 100' OF THE START OF THE SIDEWALK CLOSURE.
5. EXISTING TRAFFIC SIGNAL INFRASTRUCTURE SHALL REMAIN OPERATIONAL AT ALL TIMES UNTIL THE NEW TRAFFIC SIGNAL INFRASTRUCTURE IS INSTALLED AND OPERATIONAL. THE PHASING PRESENTED ALLOWS FOR THE EXISTING TRAFFIC SIGNALS TO REMAIN OPERATIONAL UNTIL THE NEW INFRASTRUCTURE HAS BEEN INSTALLED. TEMPORARY SIGNALS ARE NOT REQUIRED. IF THE CONTRACTOR DEEMS A TEMPORARY SIGNAL IS NEEDED BASED ON THEIR PROPOSED PHASING THE TEMPORARY SIGNAL WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
6. UNDERGROUND CONDUITS ACROSS HIGH AND CONGRESS STREETS ARE NOT SPECIFICALLY CALLED OUT. THIS WORK SHALL BE DONE AT THE CONVENIENCE OF THE CONTRACTOR USING LANE CLOSURES.
7. LANE CLOSURES ARE NOT SPECIFICALLY CALLED OUT FOR FINAL PAVING, AND STRIPING. THE CONTRACTOR SHALL SCHEDULE THIS AT THEIR OWN CONVENIENCE USING LANE CLOSURES AS APPROVED BY THE CITY.
8. ARROWS SHOWN ON EACH SEQUENCING PLAN ARE MEANT TO SHOW DIRECTION OF FLOW ONLY AND ARE NOT DEPICTING TEMPORARY STRIPING.
9. EXISTING PAVEMENT MARKINGS SHALL BE REMOVED THAT CONFLICT WITH THE TEMPORARY LANE CLOSURES IN EACH PHASE AND NEW TEMPORARY MARKINGS INSTALLED TO REINFORCE NEW LANE USE OPERATIONS.
10. PLACE 3 PCMS BOARDS EXTERNAL TO THE WORK ZONE AS SHOWN BELOW TO SUGGEST ALTERNATIVE ROUTES DURING THE CONSTRUCTION PERIOD.

1. NORTHWEST CORNER

1. PRIOR TO BEGINNING THIS PHASE, THE MEDIAN ISLAND WITHIN CONGRESS STREET SHALL BE REMOVED IN ORDER TO ALLOW ADEQUATE WIDTH FOR ONE LANE IN EACH DIRECTION ALONG CONGRESS STREET AT ALL TIMES.
2. CONSTRUCTION ENCOMPASSES ALL WORK ALONG THE NORTHWESTERLY CORNER OF THE PROJECT, INCLUDING BUT NOT LIMITED TO:
 - CURB INSTALLATION
 - SIDEWALK AND VARIOUS STREETSCAPE CONSTRUCTION
 - INSTALLATION OF CONDUIT AND FOUNDATIONS FOR TRAFFIC SIGNAL AND LIGHTING.

2. NORTHEAST CORNER

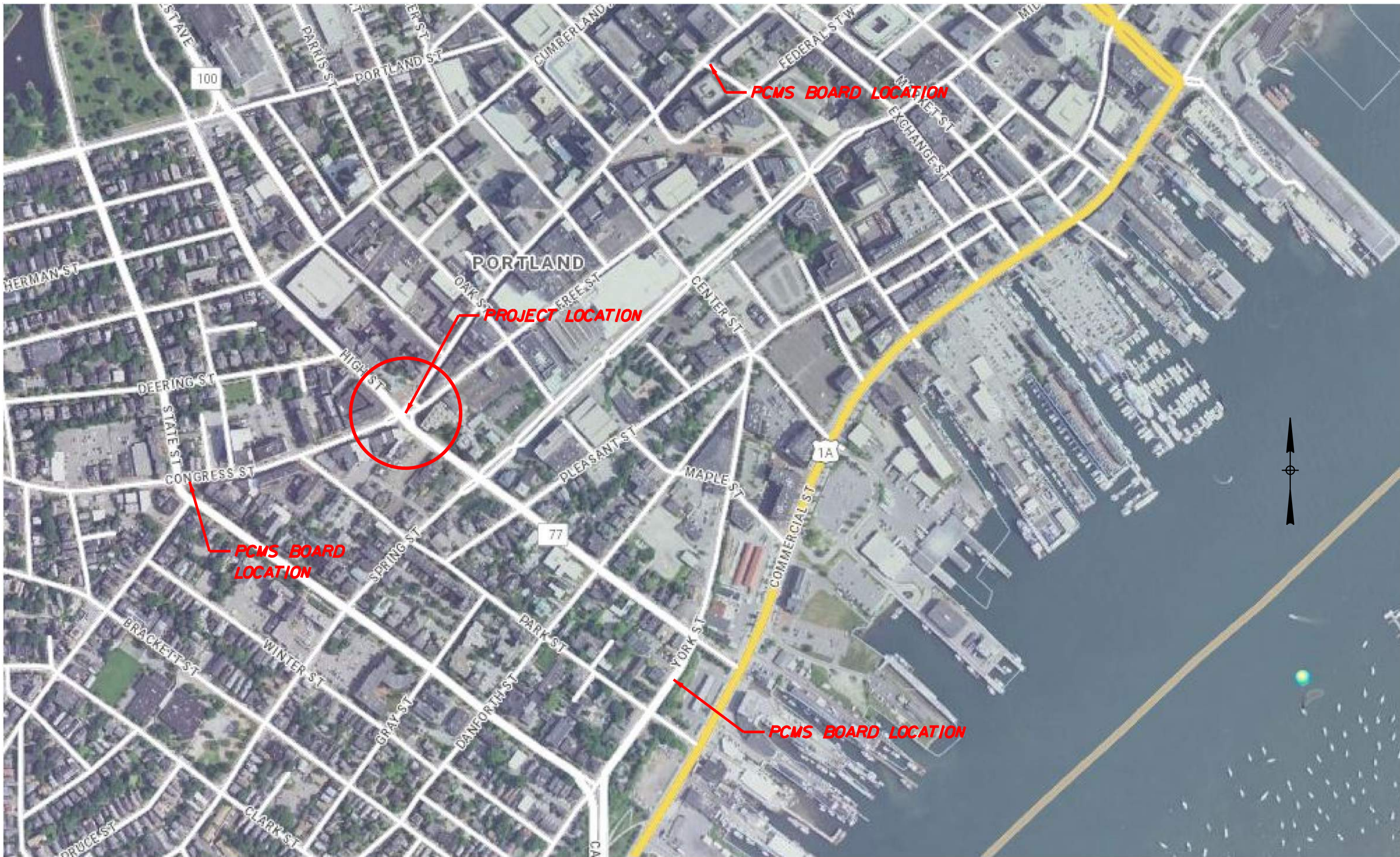
1. ENCOMPASSES ALL WORK ALONG THE NORTHEASTERLY CORNER OF THE PROJECT, INCLUDING BUT NOT LIMITED TO:
 - CURB INSTALLATION
 - SIDEWALK AND VARIOUS STREETSCAPE CONSTRUCTION
 - INSTALLATION OF CONDUIT AND FOUNDATIONS FOR TRAFFIC SIGNAL AND LIGHTING.
 - PLANTINGS

3. SOUTHEAST CORNER

1. CONSTRUCTION ENCOMPASSES ALL WORK ALONG THIS CORNER OF THE PROJECT, INCLUDING BUT NOT LIMITED TO:
 - SIDEWALK AND VARIOUS STREETSCAPE RE-CONSTRUCTION

4. SOUTHWEST CORNER

1. CONSTRUCTION ENCOMPASSES ALL WORK ALONG THE SOUTHWESTERLY CORNER OF THE PROJECT, INCLUDING BUT NOT LIMITED TO:
 - CURB INSTALLATION
 - SIDEWALK AND VARIOUS STREETSCAPE CONSTRUCTION
 - INSTALLATION OF CONDUIT AND FOUNDATIONS FOR TRAFFIC SIGNAL AND LIGHTING.



LDD PROJECT NAME:
CONGRESS SQUARE
IMPROVEMENTS
DRAWING NAME:
FIELD BOOK USED:
N/A

REFERENCES:

DESIGNED BY: SCK	DRAWN BY: SCK	CHECKED BY: BRL	SCALE: 1"=20'	DATE: 01-22-2025
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CONGRESS SQUARE
IMPROVEMENTS
PHASING PLAN

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION



TRAFFIC SIGNAL GENERAL NOTES

1. TRAFFIC SIGNAL WORK SHALL BE COMPLETED IN SUCH A MANNER THAT WILL CAUSE THE MINIMUM DISRUPTION TO TRAFFIC.

2. THE CONTRACTOR SHALL MEET ALL UTILITY REQUIREMENTS FOR NEW SERVICE CONNECTIONS.

CONTRACTOR SHALL COORDINATE WITH THE CITY AND CENTRAL MAINE POWER (CMP) PRIOR TO INSTALLATION OF POWER SERVICE. THE PROJECT HAS AN ESTABLISHED CMP JOB #10300653910 WHICH SHALL BE REFERENCED IN ALL COMMUNICATION WITH CMP.

3. THE CONTRACTOR SHALL PAY SPECIFIC ATTENTION TO THE LIST OF CITY FURNISHED SIGNAL EQUIPMENT DETAILED IN THE SECTION 643 SPECIAL PROVISION. CONTRACTOR SHALL BE RESPONSIBLE TO INSTALL ALL PROVIDED EQUIPMENT. CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR FURNISHING AND INSTALLING ANY ADDITIONAL MATERIALS AND/OR EQUIPMENT NECESSARY FOR A COMPLETE AND OPERATIONAL SIGNAL SYSTEM.

4. ALL MATERIAL SCHEDULES SHOWN ON THE PLANS ARE FOR GENERAL INFORMATION ONLY. THE CONTRACTOR SHALL PREPARE THEIR OWN MATERIAL SCHEDULES BASED ON THEIR PLAN REVIEW. ALL SCHEDULES SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS OR PERFORMING WORK.

5. THE LOCATIONS OF ALL EQUIPMENT ARE APPROXIMATE. FINAL LOCATIONS SHALL BE VERIFIED IN THE FIELD BY THE ENGINEER.

6. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT TO BE REMOVED.

- 7 CITY OF PORTLAND SHALL HAVE FIRST RIGHTS TO ALL EQUIPMENT REMOVED OR REPLACED BY THE PROJECT. THE MAINEDOT SHALL HAVE SECOND SALVAGE RIGHTS TO ALL EQUIPMENT NOT CLAIMED BY THE CITY. MAINEDOT WILL SUBMIT A LIST OF SALVAGED MATERIAL TO BE DELIVERED TO THE ELECTRICAL SHOP. LIKEWISE CONTRACTOR SHALL DELIVER REQUESTED SALVAGED MATERIAL TO THE CITY OF PORTLAND. THE CONTRACTOR SHALL CAREFULLY REMOVE AND STORE ALL EQUIPMENT CLAIMED BY EITHER THE CITY OR MAINEDOT AT A CENTRAL LOCATION ON SITE PRIOR TO DELIVERY. THE STORAGE AREA SHALL BE SECURE AND ALL CONTROL EQUIPMENT REMOVED THAT HAS COMPUTER CHIP TECHNOLOGY SHALL BE STORED IN AN INTERIOR HEATED ENVIRONMENT.

ANY EQUIPMENT NOT CLAIMED BY EITHER THE CITY OR MAINEDOT SHALL BE REMOVED FROM THE SITE BY THE CONTRACTOR AND DISPOSED OF IN A MANNER ACCEPTABLE TO THE ENGINEER.

SIGNAL HEADS / MOUNTING

- I. VEHICLE SIGNAL HEADS SHALL BE FIX MOUNTED TO MAST ARMS WITH ASTRO-BRACS.

2. THE BOTTOM OF ALL SIGNAL HEAD HOUSINGS SHALL BE A MINIMUM OF 17 FEET BUT NOT MORE THAN 19 FEET ABOVE THE ROADWAY.

3. SIGNALS TO OPERATE WITH COLORS AT ALL TIMES.

4. SIGNALS TO OPERATE IN FLASH MODE FOR EMERGENCIES ONLY.

MAST ARM & SIGNAL STRUCTURE NOTES

1. ALL EQUIPMENT INCLUDING CONTROLLER CABINET, POLES, HAND HOLES, AND CONDUIT SHALL BE PROTECTED AGAINST RODENTS.

2. ALL JUNCTION BOX COVERS SHALL BE LABELED "TRAFFIC".

FIBER OPTIC INTERCONNECT NOTES

1. THE PROPOSED SIGNAL INTERCONNECT SHALL BE 12 STRAND SINGLE-MODE FIBER OPTIC INTERCONNECT CABLE.

2. FIBER OPTIC CABLE TO BE INSTALLED FROM THE PROPOSED TRAFFIC SIGNAL CABINET AT CONGRESS ST/HIGH STREET TO THE EXISTING TRAFFIC SIGNAL CABINETS AT CONGRESS ST/FOREST AVE AND HIGH ST/SPRING ST. INSTALL FIBER PATCH PANEL AND ETHERNEW SWITCH IN EXISTING CABINET AT HIGH ST/SPRING ST.

3. FUSION SPLICES SHALL BE USED IN ALL LOCATIONS. NO MECHANICAL SPLICES SHALL BE ALLOWED. THE FUSION SPLICER SHALL HAVE AUTOMATIC CORE ALIGNMENT IN THE HORIZONTAL AND VERTICAL PLANES. IT SHALL BE CAPABLE OF SPLICES WITH A TYPICAL LOSS OF 0.02DB FOR SINGLE-MODE FIBER AND IT SHALL BE CAPABLE OF ESTIMATING THE SPLICE LOSS.

4. FIBER OPTIC CABLE SHALL BE FULLY COMPATIBLE WITH THE EXISTING SERVICE PROVIDER'S INFRASTRUCTURE.

5. FIBER OPTIC CABLE SHALL HAVE THE FOLLOWING FEATURES:

- *ALL DIALECTRIC (NON-ARMORED)
- *DIALECTRIC CENTRAL AND OUTER STRENGTH MEMBERS
- *RIPCORD FOR EASY STRIPPING
- *COLOR-CODED FIBERS AND BUFFER TUBES FOR EASY IDENTIFICATION
- *RATED FOR OUTDOOR USE
- *DRY CABLE WITH WATER-BLOCKING DESIGN. GEL-FILLED CABLE SHALL NOT BE ALLOWED.
- *STORAGE AND OPERATING TEMPERATURE OF -40 DEGREES TO 70 DEGREES C (-40 DEGREES TO 158 DEGREES F)
- *9/125 TYPE SINGLE-MODE CABLE WITH 9UM CORE, 125UM CLAD, AND 245 UM CORING
- *MAXIMUM ATTENUATION OF 0.35 DB PER KM FOR 1310NM, 0.35 DB PER KM FOR 1383NM AND 0.25 DB PER KM FOR 1550 NM
- *SERIAL GIGABIT ETHERNET DISTANCE OF 5000M FOR 1310 NM
- *SERIAL 10 GIGABIT ETHERNET DISTANCE OF 10000M FOR 1310NM AND 40000 FOR 550 NM
- *SINGLE-MODE FIBERS SHALL COMPLY WITH EIA/TIA-492CAA AND ITU RECOMMENDATION G.652

6. CONTRACTOR SHALL LEAVE 15' OF CABLE SLACK IN THE TRAFFIC CONTROL CABINETS.

7. CONTRACTOR SHALL FURNISH AND INSTALL ALL ANCILLARY EQUIPMENT NECESSARY TO PROVIDE A WORKING CONNECTION FROM THE PROPOSED TRAFFIC SIGNAL CONTROL CABINET TO THE EXISTING CITY CENTRAL TRAFFIC SERVER.

VEHICLE DETECTION

1. THE CONTRACTOR SHALL INSTALL CITY FURNISHED NON-INVASIVE STOP LINE VEHICLE DETECTION AS SHOWN ON THE PLANS. THE VEHICLE DETECTORS ARE TO BE CONNECTED TO THE CONTROLLER FOR LOCAL VEHICLE DETECTION AND REMOTELY CONNECTED TO THE CITY'S CENTRAL SERVER TO ALLOW VISUAL CONFIRMATION AND ADJUSTMENT OF THE DETECTION ZONES.

2. LOCATION OF DETECTION DEVICES AND DETECTION ZONES SHOWN ON PLANS ARE APPROXIMATE. LOCATIONS TO BE DETERMINED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER TO ACHIEVE OPTIMAL VEHICLE DETECTION AND COUNTING CAPABILITIES.

3. STOP-LINE VIDEO DETECTION CAMERAS SHALL BE INSTALLED WITH COUNTING CAPABILITIES ENABLED AND IP ACCESSIBLE VIEWING AND CONFIGURATION. VEHICLE COUNTING SHALL BE CONFIGURED TO PROVIDE TURNING MOVEMENT COUNTS FOR ALL MOVEMENTS AT THE INTERSECTION.

PEDESTRIAN SIGNALS AND PUSH BUTTONS

1. INSTALL ACCESSIBLE PEDESTRIAN SIGNAL (APS) PUSH BUTTONS - WITH R10-3e PUSH BUTTON SIGNS. SIGNS SHALL BE POSTED AT EACH APS PUSH BUTTON. THE AUDIBLE WALK INDICATION SHALL BE A PERCUSSIVE TONE AT ALL LOCATIONS AND SHALL MEET MUTCD REQUIREMENTS.

2. PEDESTRIAN SIGNALS SHALL BE BLANK DURING FLASHING OPERATION.

3. LOCATOR TONES FOR ALL PUSH BUTTONS ARE REQUIRED.THEIR VOLUME IS TO BE AUTOMATICALLY ADJUSTED TO AMBIENT NOISE LEVELS.

4. PEDESTRIAN PUSH BUTTONS SHALL HAVE A MAXIMUM ALLOWABLE REACH DISTANCE OF 10 INCHES FROM THE ADJACENT WALK SURFACE. EXTENSION BRACKETS TO BE INSTALLED IF DEEMED NECESSARY.

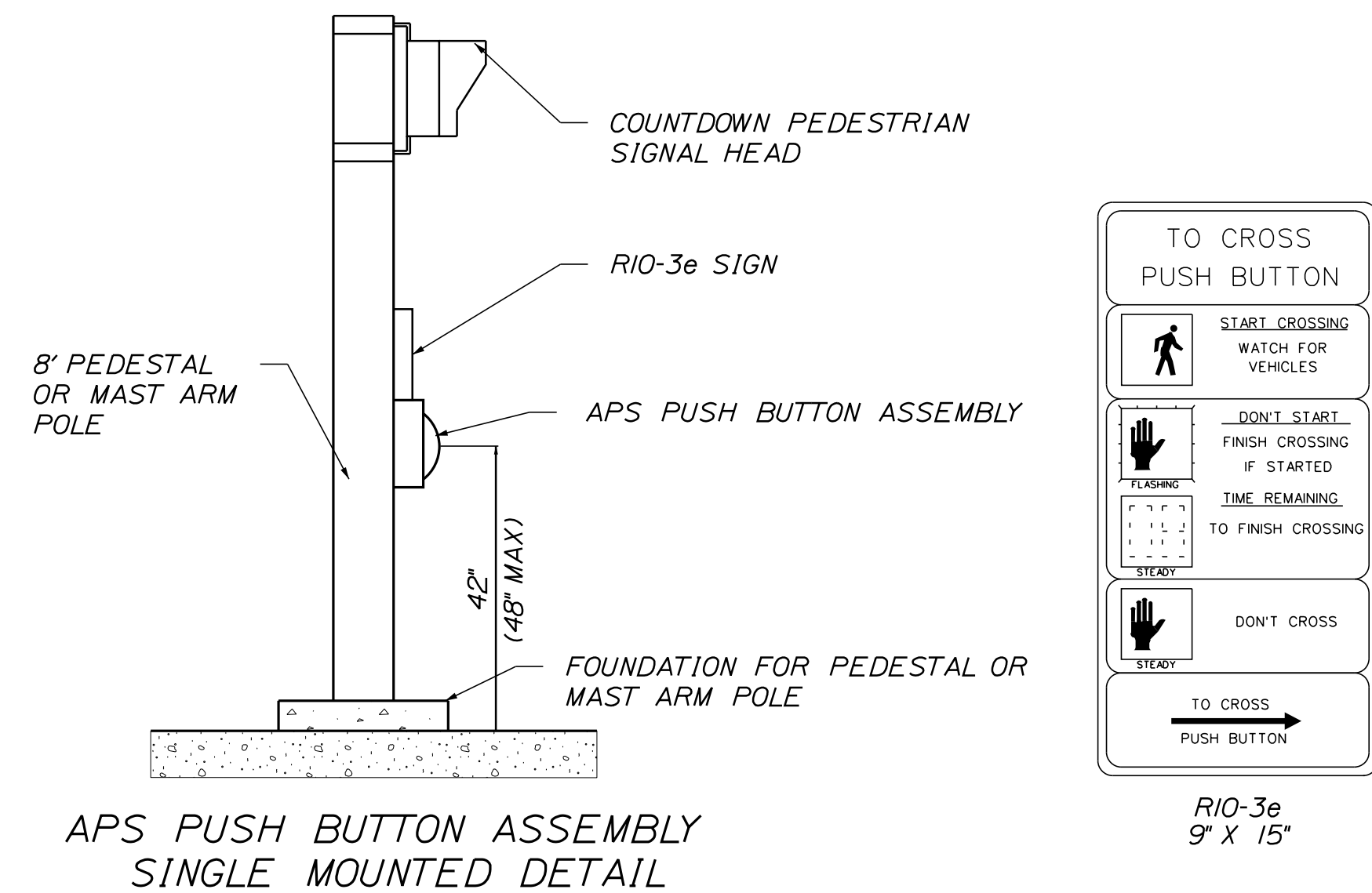
5. PEDESTRIAN PUSH BUTTONS SHALL BE INSTALLED AT A HEIGHT OF APPROXIMATELY 42 INCHES, BUT NO GREATER THAN 48 INCHES, ABOVE THE WALK SURFACE.

START UP AND ACCEPTANCE TESTING

1. UPON COMPLETION OF THE WORK, THE CONTRACTOR SHALL INITIATE COMMUNICATIONS FROM THE CITY'S ATMS, NOW SERVER TO THE NEW INTERSECTION. THE CONTRACTOR SHALL TEST THE ABILITY TO UPLOAD AND DOWNLOAD THE ENTIRE SIGNAL CONTROLLER DATABASE, REMOTELY ACCESS LOCAL REPORTS, AND PROVIDE REAL TIME INTERSECTION STATUS REPORTS INCLUDING EVENT AND ALARM LOGS. THE CONTRACTOR SHALL DEMONSTRATE THE ABILITY TO REMOTELY VIEW THE DETECTION CAMERAS, INCLUDING THE ABILITY TO REVISE DETECTION ZONES AND RETRIEVE COUNT INFORMATION. THE SYSTEM MUST BE FULLY FUNCTIONAL AND FREE OF COMMUNICATIONS OR EQUIPMENT FAILURES FOR A PERIOD OF SEVEN (7) DAYS. IF PROBLEMS OCCUR, THEY SHALL BE RECTIFIED BY THE CONTRACTOR AND THE START-UP PERIOD RESTARTED FOR ANOTHER SEVEN (7) DAYS.

2. UPON DEMONSTRATING A SUCCESSFUL 7 DAY START UP TEST, THE CITY AND ITS ENGINEER SHALL EVALUATE THE OPERATION OF THE SYSTEM FOR A PERIOD OF 30 DAYS. DURING THIS PERIOD THE ENGINEER WILL DETERMINE IF THE VEHICLE COUNTING ABILITY OF THE CAMERAS IS AT LEAST 90% ACCURATE. SHOULD THE SYSTEM MALFUNCTION DURING THIS PERIOD OR THE ACCURACY OF THE CAMERAS IS DETERMINED TO BE 'INADEQUATE,' THE CONTRACTOR SHALL MAKE ANY REPAIRS OR CORRECTIONS AND THE ACCEPTANCE TEST PERIOD WILL START OVER AGAIN. ACCEPTANCE TESTING MUST DEMONSTRATE TO THE CITY AND ITS ENGINEER THAT ALL HARDWARE AND EQUIPMENT FUNCTION IN ACCORDANCE WITH THESE SPECIFICATIONS, REQUIREMENTS, THROUGH-PUTS AND FUNCTIONALITY.

3. THE CONTRACTOR SHALL WARRANTY ALL WORK AND EQUIPMENT FOR A PERIOD OF ONE YEAR AFTER FINAL ACCEPTANCE.



APS PUSH BUTTON ASSEMBLY
SINGLE MOUNTED DETAIL



CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION

CONGRESS SQUARE IMPROVEMENTS

TRAFFIC SIGNAL NOTES

SHEET # OF 39

PLAN NUMBER

REVISIONS:			
DHC	REV	DATE	BY STATUS
DHC	1	09/11/25	SCK SCOPE REDUCTION MODIFICATIONS
CHECKED BY:			
BRL			
SCALE:			
NTS			
DATE:			
01-22-2025			

LD PROJECT NAME: CONGRESS SQUARE IMPROVEMENTS

DRAWING NAME: FIELD BOOK USED: N/A

STRUCTURES LIST

STRUCTURE	DESCRIPTION	STA O/S	FOUNDATION
(A-C)	CONTROLLER CABINET	104+06.4 31.8' LT	L48"XW36"XH48"
(A-MI)	45' MAST ARM	103+41.3 37.3' LT	TBD
(A-PI)	10' PEDESTAL POLE	104+38.2 33.6' LT	24" DIA.
(A-P2)	8' PEDESTAL POLE	103+50.8 33.1' LT	24" DIA.
(A-P3)	8' PEDESTAL POLE	103+38.2 48.9' LT	24" DIA.
(B-PI)	8' PEDESTAL POLE	EXISTING FOUNDATION	
(C-PI)	8' PEDESTAL POLE	102+78.7 53.8' RT	24" DIA.
(C-P2)	8' PEDESTAL POLE	102+67.2 43.4' RT	24" DIA.
(D-MI)	25' MAST ARM	102+84.6 39.3' LT	TBD

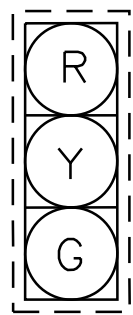
CONDUIT SCHEDULE

FROM	TO	TYPE	LENGTH (FT)	NO. OF RUNS
A-C	STUB	1" PVC SCH. 80	20	3
A-C	A-J1	3" METALLIC	61	1
A-C	A-J3	3" PVC SCH. 80	20	3
A-C	A-J4	3" PVC SCH. 80	15	3
A-J1	EXMH	3" METALLIC	130	1
A-J2	A-J6	3" PVC SCH. 80	7	2
A-J2	A-P3	3" PVC SCH. 80	7	1
A-J2	D-J1	3" PVC SCH. 80	59	3
A-J3	A-J2	3" PVC SCH. 80	39	3
A-J4	A-J5	3" PVC SCH. 80	19	1
A-J6	A-MI	3" PVC SCH. 80	4	1
A-J6	A-P2	3" PVC SCH. 80	6	1
A-J6	E-J1	3" PVC SCH. 80	71	2
C-J1	C-PI	3" PVC SCH. 80	13	1
C-J1	C-P2	3" PVC SCH. 80	4	1
D-J1	D-J2	3" PVC SCH. 80	20	2
D-J1	D-MI	3" PVC SCH. 80	8	1
D-J1	C-J1	3" PVC SCH. 80	91	2
D-J2	D-J3	3" PVC SCH. 80	31	2

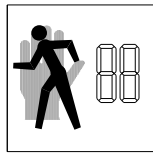
NOTE:

- ONE CONDUIT ON DUAL/TRI RUNS TO BE USED FOR LIGHTING WIRING. SEE LIGHTING PLANS (SHEET 21) FOR ADDITIONAL CONDUIT REQUIRED FOR LIGHTING INSTALL.
- ALL CONDUITS WHICH ARE TO REMAIN EMPTY SHALL HAVE A NYLON PULLING STRING INSTALLED.
- ALL STUBBED CONDUIT RUNS SHALL BE CAPPED AND LOCATED IN THE FIELD.
- WHERE MULTIPLE CONDUITS ARE INSTALLED IN SHARED TRENCH, CONDUIT SHALL BE SEPARATED BY A MIN. OF 3".
- CONDUIT LENGTHS REPRESENT ONE RUN OF CONDUIT BETWEEN JUNCTIONS.

PROPOSED INDICATIONS



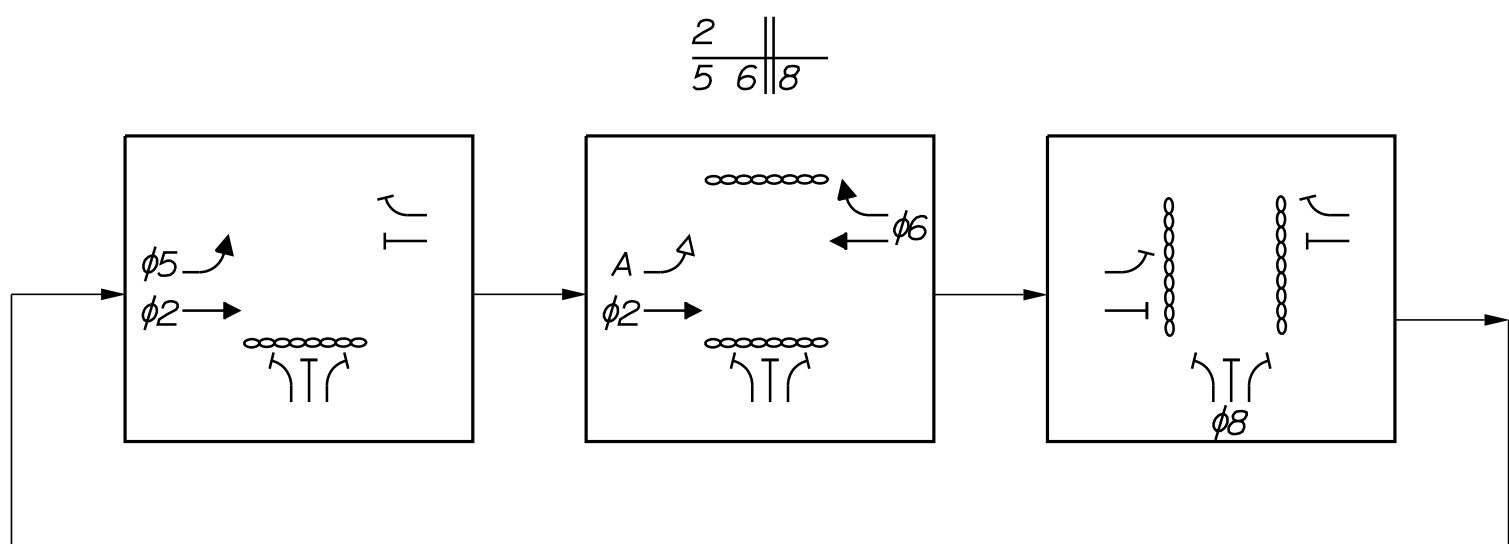
A1, A2
E1, E2, E3



PI-P6

PREFERENTIAL PHASE SEQUENCE

NEMA RING AND BARRIER DIAGRAM

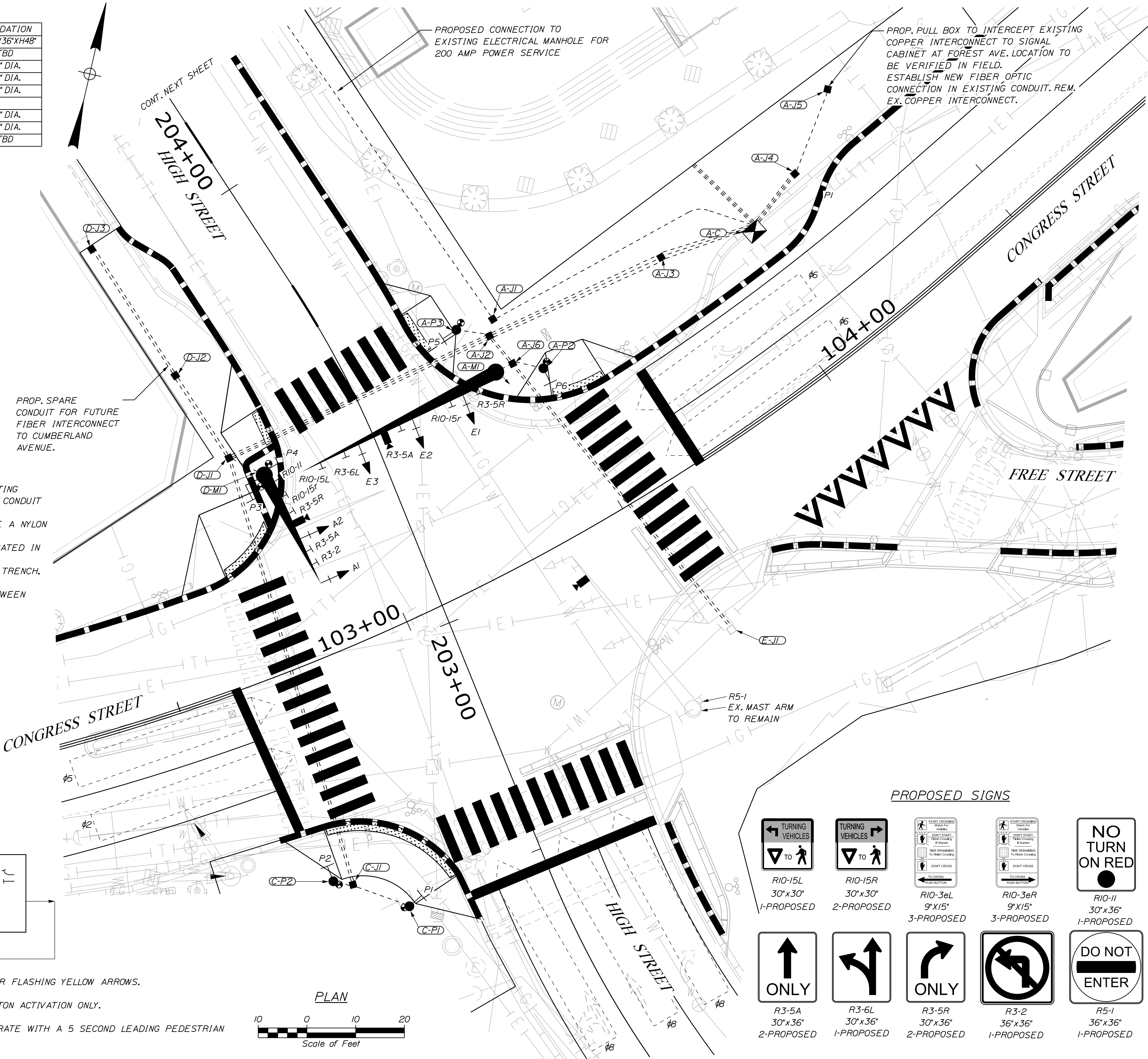


OVERLAP PHASING
OVL A = 6

NOTE:

- OVERLAPS SHALL BE PROGRAMMED FOR FLASHING YELLOW ARROWS.
- PEDESTRIAN PHASE UPON PUSH BUTTON ACTIVATION ONLY.
- ALL PEDESTRIAN PHASES SHALL OPERATE WITH A 5 SECOND LEADING PEDESTRIAN INTERVAL (LPI).

PLAN



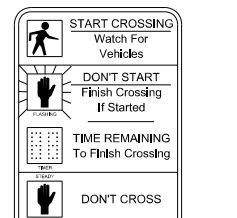
PROPOSED SIGNS



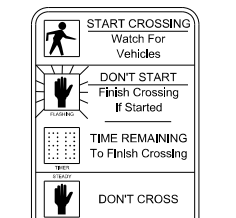
R10-15L
30"x30"
1-PROPOSED



R10-15R
30"x30"
2-PROPOSED



R10-3eL
9"x15"
3-PROPOSED



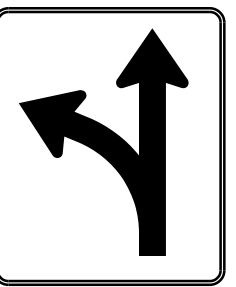
R10-3eR
9"x15"
3-PROPOSED



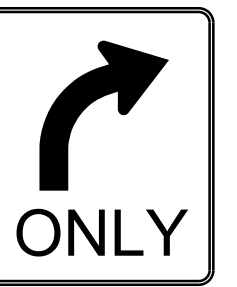
R10-11
30"x36"
1-PROPOSED



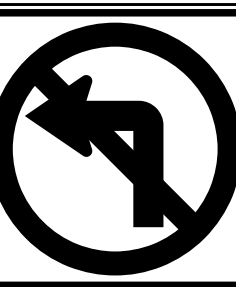
R3-5A
30"x36"
2-PROPOSED



R3-6L
30"x36"
1-PROPOSED



R3-5R
30"x36"
2-PROPOSED



R3-2
36"x36"
1-PROPOSED



R5-1
36"x36"
1-PROPOSED

LDD PROJECT NAME:

CONGRESS SQUARE
IMPROVEMENTS
DRAWING NAME:

FIELD BOOK USED:
N/A

REVISIONS:

DESIGNED BY:	DATE:	STATUS:	BY:	SCOPE:	REVISIONS:
AIR	09/11/25	SC	DHC	MODIFICATIONS PER CITY COMMENTS	
AIR	10/17/25	DHC	BRL	MODIFICATIONS PER CITY COMMENTS	
BRL	12/19/25	BRL			
SCALE:	1" = 10'				
DATE:	01-22-2025				

CONGRESS SQUARE
IMPROVEMENTS

TRAFFIC SIGNAL PLAN

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION



SHEET #
14 OF 39
PLAN NUMBER

EQUIPMENT AND WORK ITEMS (ITEM 643.80)	
INSTALL NEW ATCC MAINEDOT 16 / 24 SPEC TRAFFIC SIGNAL CABINET WITH TRAFFICWARE COMMANDER ATC W/ LATEST FIRMWARE INSTALLED, COMPLETE WITH ALL ANCILLARY EQUIPMENT AND WIRING	1 EA
INSTALL ONE-WAY, 3-SECTION, 12-INCH BLACK TRAFFIC SIGNAL HEADS, WITH LED MODULES, BLACK DOOR TRAFFIC SIGNAL HEADS WITH BLACK TUNNEL VISORS AND 5-INCH LOUVERED BACK PLATES WITH 3-INCH RETROREFLECTIVE BORDERS MOUNTED ON MAST ARMS W/ ASTRO-BRACKETS	5 EA
INSTALL ONE-WAY, 16 X 18-INCH LED, SIDE OF POLE MOUNTED, BLACK PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN INDICATION	2 EA
INSTALL ONE-WAY, 16 X 18-INCH LED, TOP OF POST MOUNTED, BLACK PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN INDICATION	4 EA
INSTALL ADA COMPLIANT ACCESSIBLE PEDESTRIAN SIGNAL (APS) BUTTON WITH 9"X15" RIO-3e INFORMATIONAL SIGN	6 EA
FURNISH AND INSTALL PEDESTRIAN PUSH BUTTON 12" EXTENSION BRACKET	2 EA
REMOVE EXISTING SIGNAL EQUIPMENT AND STRUCTURES	1 LS
IMPLEMENT SIGNAL TIMINGS AND PHASING PER PLAN	1 LS
FURNISH AND INSTALL MAST ARM MOUNTED SIGNS	10 EA
INSTALL ETHERNET SWITCH W/ MIN. 4 GE SFP PORTS AND FIBER OPTIC MEDIA CONVERTERS	1 EA
EQUIPMENT AND WORK ITEMS (ITEM 643.71)	
FURNISH AND INSTALL 14-INCH PRECAST JUNCTION BOX (ITEM 626.11)	9 EA
FURNISH AND INSTALL NON-METALLIC (3") CONDUIT (ITEM 626.22)	900 LF
FURNISH AND INSTALL NON-METALLIC (1") CONDUIT (ITEM 626.221)	60 LF
FURNISH AND INSTALL METALLIC CONDUIT (ITEM 626.21)	200 LF
FURNISH AND INSTALL CONTROLLER CABINET FOUNDATION (ITEM 626.35)	1 EA
REMOVE OR MODIFY EXISTING STRUCTURE FOUNDATIONS (ITEM 626.36)	7 EA
FURNISH AND INSTALL 24-INCH DIAMETER FOUNDATION (ITEM 626.421)	42 LF
INSTALL VIDEO (THERMAL) DETECTION SYSTEM (ITEM 643.83)	1 LS
FURNISH AND INSTALL INTERCONNECT WIRE BETWEEN HIGH STREET AND FOREST AVE (~200') (ITEM 643.90)	1 LS
FURNISH AND INSTALL MAST ARM POLE, W/ 35' ARM (ITEM 643.91)	1 EA
INSTALL MAST ARM POLE, W/ 45' ARM (ITEM 643.91)	1 EA
INSTALL (8-FOOT) PEDESTAL POLE (ITEM 643.92)	4 EA

SIGNAL TIMINGS TO BE PROVIDED IN FUTURE SUBMITTAL

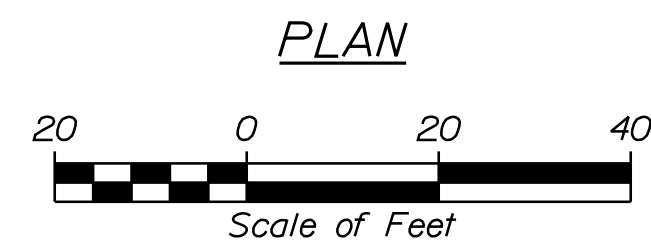


EXISTING ELECTRICAL SYMBOLS

- CMP CENTRAL MAINE POWER COMPANY
TRANSFORMER VAULT
- EX1 ◀ EXISTING 'SHOEBOX' STYLE STREET LIGHTING
FIXTURE AND POLE
- EX2 ∞ EXISTING TEARDROP STYLE
STREET/PEDESTRIAN LIGHTING FIXTURE AND
POLE
- EX3 ∞ EXISTING TEARDROP STYLE STREET LIGHTING
FIXTURE AND POLE
- Ⓢ ELECTRICAL MANHOLE
- FB □ MUNICIPAL FIRE ALARM BOX

DRAWING E-101 AND E-102 NOTES:

1. EXISTING LIGHTING POLE TO REMAIN.
2. EXISTING CENTRAL MAINE POWER COMPANY
TRANSFORMER VAULT AND ASSOCIATED
UNDERGROUND WIRING AND CONDUIT TO
REMAIN.
3. DISCONNECT AND REMOVE EXISTING
LIGHTING FIXTURE, LIGHTING POLE,
FOUNDATION BASE, AND ASSOCIATED
WIRING.
4. NOT USED
5. EXISTING MUNICIPAL FIRE ALARM TO
REMAIN.
6. NOT USED.
7. EXISTING LIGHTING FIXTURE AND LIGHTING
POLE SHALL BE MOVED TO LOCATION
INDICATED ON PLAN. EXTEND EXISTING
WIRING AND CONDUIT AS NECESSARY.
8. EXISTING ELECTRICAL MANHOLES AND
ASSOCIATED UNDERGROUND WIRING AND
CONDUIT TO REMAIN.
9. PULL BOXES SHOWN ARE TO BE INSTALLED
AS PER THE TRAFFIC SIGNAL PLANS (SEE
SHEETS 19-20)
10. LIGHTING WIRING SHALL BE RUN IN SPARE
CONDUITS AS SHOWN ON TRAFFIC SIGNAL
PLANS (SEE SHEETS 14-15)
11. ELECTRICAL CONTRACTOR IS RESPONSIBLE
FOR LIGHTING WIRING AND CONDUIT WHERE
INDICATED AND FROM PULL BOXES TO
LIGHTING POLES.



LDD PROJECT NAME:
CONGRESS SQUARE
IMPROVEMENTS
DRAWING NAME:
FIELD BOOK USED:
N/A

REVISIONS:

DESIGNED BY:	DRAWN BY:	CHECKED BY:	SCALE:	DATE:
JLC	JLC	WSB	1"=20'	01-22-2025

REV.	DATE	BY	STATUS	SCOPE/REDUCTION INDICATIONS
1	09/11/25	SK		

CONGRESS SQUARE
IMPROVEMENTS
EXISTING ELECTRICAL

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION



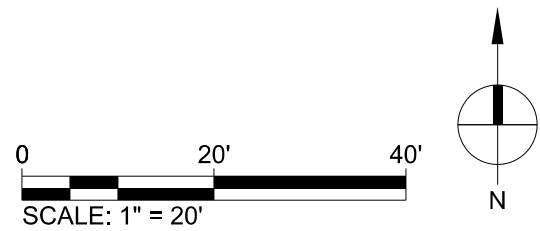
SHEET #
16 OF 39
PLAN NUMBER
E-101

PROPOSED ELECTRICAL SYMBOLS

- L1  PROPOSED CITY SUPPLIED STREET LIGHTING POLES, FIXTURES, AND ANCHOR BOLT- SEE CITY OF PORTLAND TECHNICAL MANUAL, FIGURE X-5F DOWNTOWN COMBO FOR DETAILS. CONTRACTOR SHALL SUPPLY AND INSTALL FOUNDATIONS.
- ELT04  PROPOSED ELT04 STREET LIGHTING. SEE DETAILS BELOW.
- EX  RELOCATED LIGHTING FIXTURE AND POLE- SEE NOTE 7 FOR DETAILS. CONTRACTOR SHALL SUPPLY NEW FOUNDATION AND ANCHOR BOLTS FOR ASSEMBLY OF RELOCATED LIGHTING FIXTURE.
- PB  PULL BOX (AS SHOWN ON SIGNAL PLANS)
-  PROPOSED 1" NON-METALLIC CONDUIT
- TSC1  TRAFFIC SIGNAL CABINET

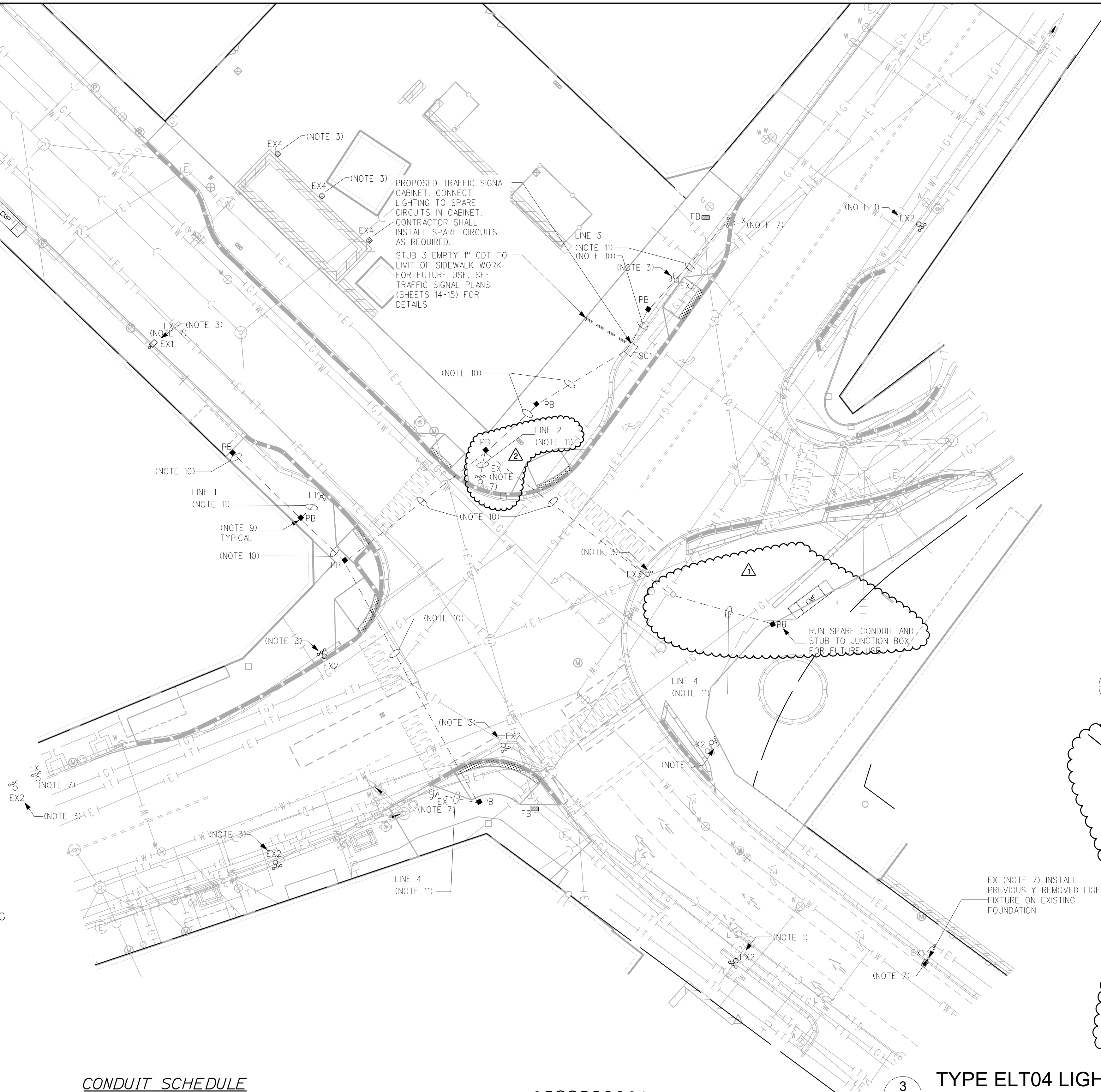
DRAWING E-101 AND E-102 NOTES:

- EXISTING LIGHTING POLE TO REMAIN.
- EXISTING CENTRAL MAINE POWER COMPANY TRANSFORMER VAULT AND ASSOCIATED UNDERGROUND WIRING AND CONDUIT TO REMAIN.
- DISCONNECT AND REMOVE EXISTING LIGHTING FIXTURE, LIGHTING POLE, FOUNDATION BASE, AND ASSOCIATED WIRING.
- NOT USED
- EXISTING MUNICIPAL FIRE ALARM TO REMAIN.
- NOT USED.
- EXISTING LIGHTING FIXTURE AND LIGHTING POLE SHALL BE MOVED TO LOCATION INDICATED ON PLAN. EXTEND EXISTING WIRING AND CONDUIT AS NECESSARY.
- EXISTING ELECTRICAL MANHOLES AND ASSOCIATED UNDERGROUND WIRING AND CONDUIT TO REMAIN.
- PULL BOXES SHOWN ARE TO BE INSTALLED AS PER THE TRAFFIC SIGNAL PLANS (SEE SHEETS 19-20).
- LIGHTING WIRING SHALL BE RUN IN SPARE CONDUITS AS SHOWN ON TRAFFIC SIGNAL PLANS (SEE SHEETS 14-15).
- ELECTRICAL CONTRACTOR IS RESPONSIBLE FOR LIGHTING WIRING AND CONDUIT WHERE INDICATED AND FROM PULL BOXES TO LIGHTING POLES.



PROPOSED LIGHTING PLAN

1
E-102 SCALE: 1" = 20'-0"



CONDUIT SCHEDULE

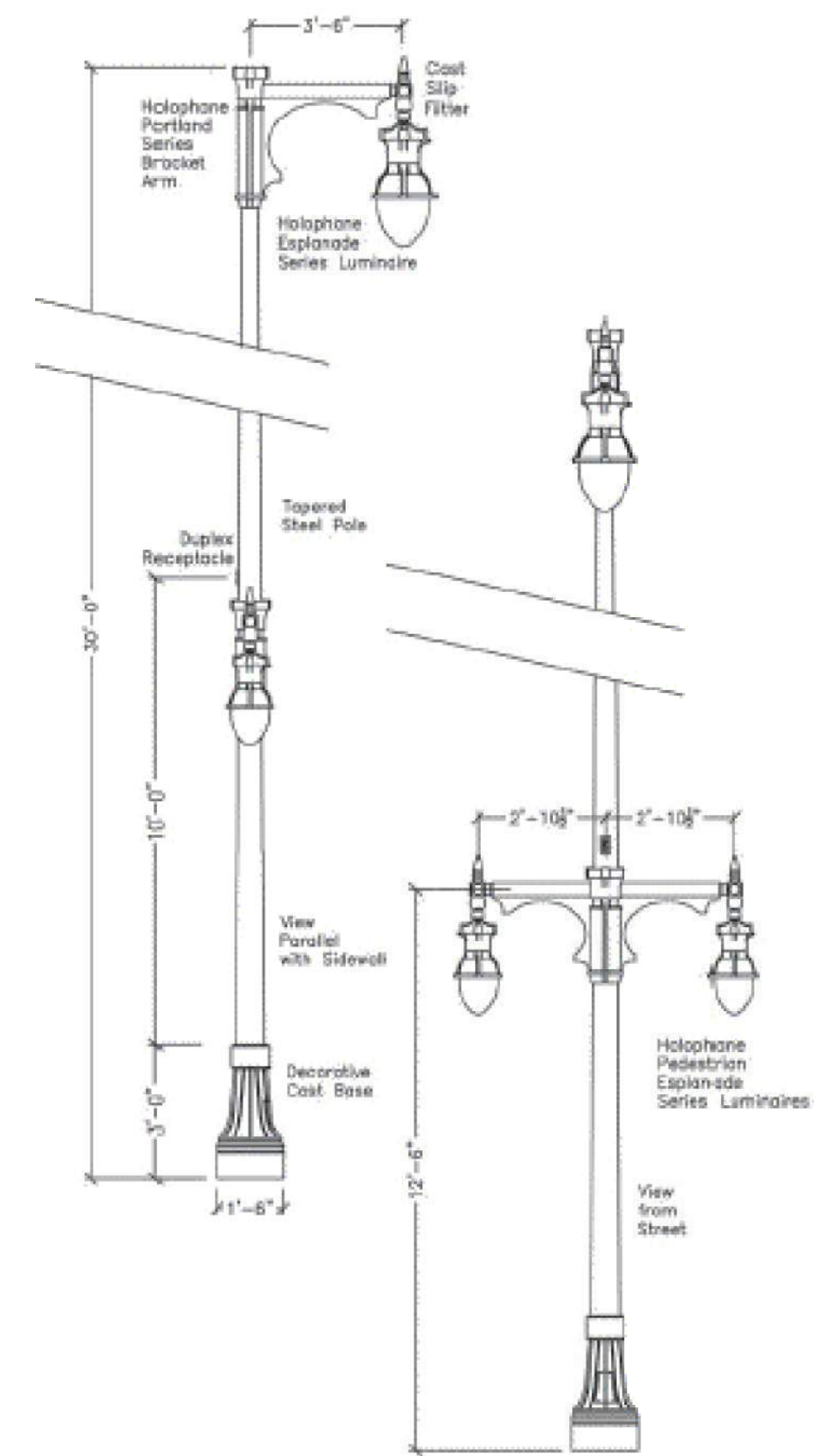
LINE #	TYPE	LENGTH (FT.)	NO. OF RUNS
1	1" PVC SCH. 80	9	1
2	1" PVC SCH. 80	10	1
3	1" PVC SCH. 80	38	1
4	1" PVC SCH. 80	34	1

NOTE: CONDUIT LABELED AS NOTE 10 ARE NOT INCLUDED IN THIS CONDUIT TABLE. SEE TRAFFIC SIGNAL PLANS (SHEETS 19-20) FOR TABULATION OF THESE CONDUITS

FIXTURE TYPE/POLE TYPE	FIXTURE DESCRIPTION	MANUFACTURER'S CATALOG REFERENCE	LIGHT SOURCE QUANTITY	UNITS (EA/LF)	SOURCE WATTAGE	SOURCE TYPE	SOURCE REFERENCE	COMMENTS	EXTENDED WATTAGE (W)	VOLTAGE (V)	DIMMING	POWER SUPPLY (INTEGRAL/REMOTE)
ELT04	STEM MOUNTED ACCENT LIGHTING DESCRIPTION: IP66, UNIBODY DESIGN, WATER-PROOF, WIDE FLOOD 3/OPTIC DIMENSIONS: 7" x 2-1/16" ACCESSORIES: HONEYCOMB Baffle, SOFT FOCUS LENS, 45° BAY, ADJUSTABLE 12"-36" CUSTOM STEM	LUMINAIRE: BK STAFF STAR 'L' SF LENGTH: L-LED-654-WFL-A9-FINISH: 12-11-A-MOD MOUNTING: BK LIGHTING PP18B WITH SF (STABILITY FLANGE) POWER SUPPLY: BK LIGHTING TR-LOAD-VOLTAGE	1	EA	7 W	LED	BY MFG/2700K CRI	UNMODIFIED ADJUSTABLE STEM LENGTH	7W	INPUT VOLTAGE 12 V	NON DIM	REMOTE TRANSFORMER

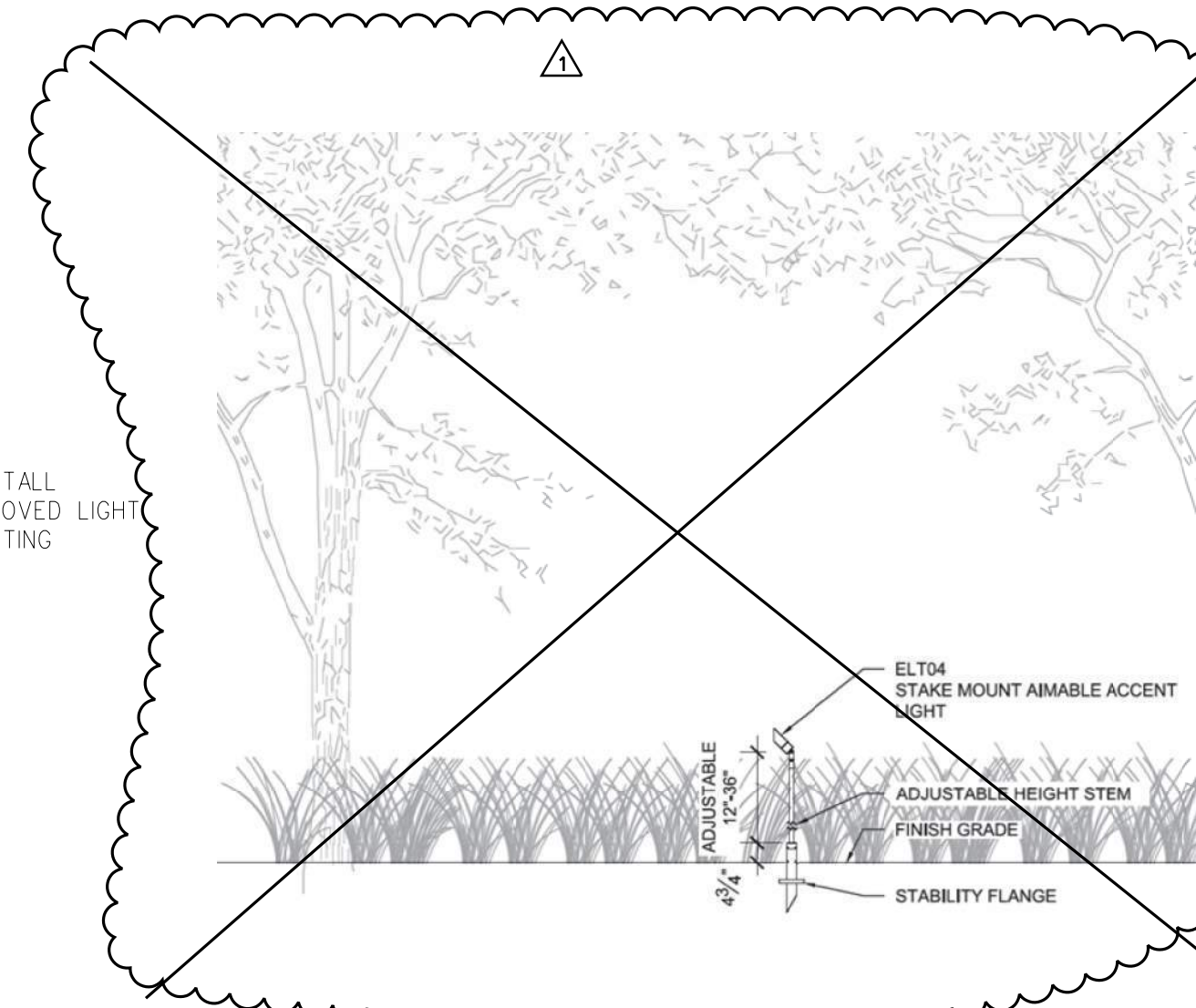
TYPE ELT04 LIGHTING FIXTURE SPEC AND INSTALLATION

3
E-102 SCALE: NOT TO SCALE



TYPE L1 LIGHTING POLE

2
E-102 SCALE: NOT TO SCALE



TYPE ELT04 LIGHTING FIXTURE SPEC AND INSTALLATION

3
E-102 SCALE: NOT TO SCALE

LDD PROJECT NAME:
CONGRESS SQUARE
IMPROVEMENTS
DRAWING NAME:
FIELD BOOK USED:
N/A

REVISIONS:

DESIGNED BY:	DRAWN BY:	CHECKED BY:	SCALE:	DATE:
JLC	JLC	WSB	1"=20'	01-22-2025
REV.	DATE	BY	STATUS	SCOPE REDUCTION MODIFICATIONS
1	09/11/25	SCK		MODIFICATIONS PER CITY COMMENTS
2	10/17/25	SCK		

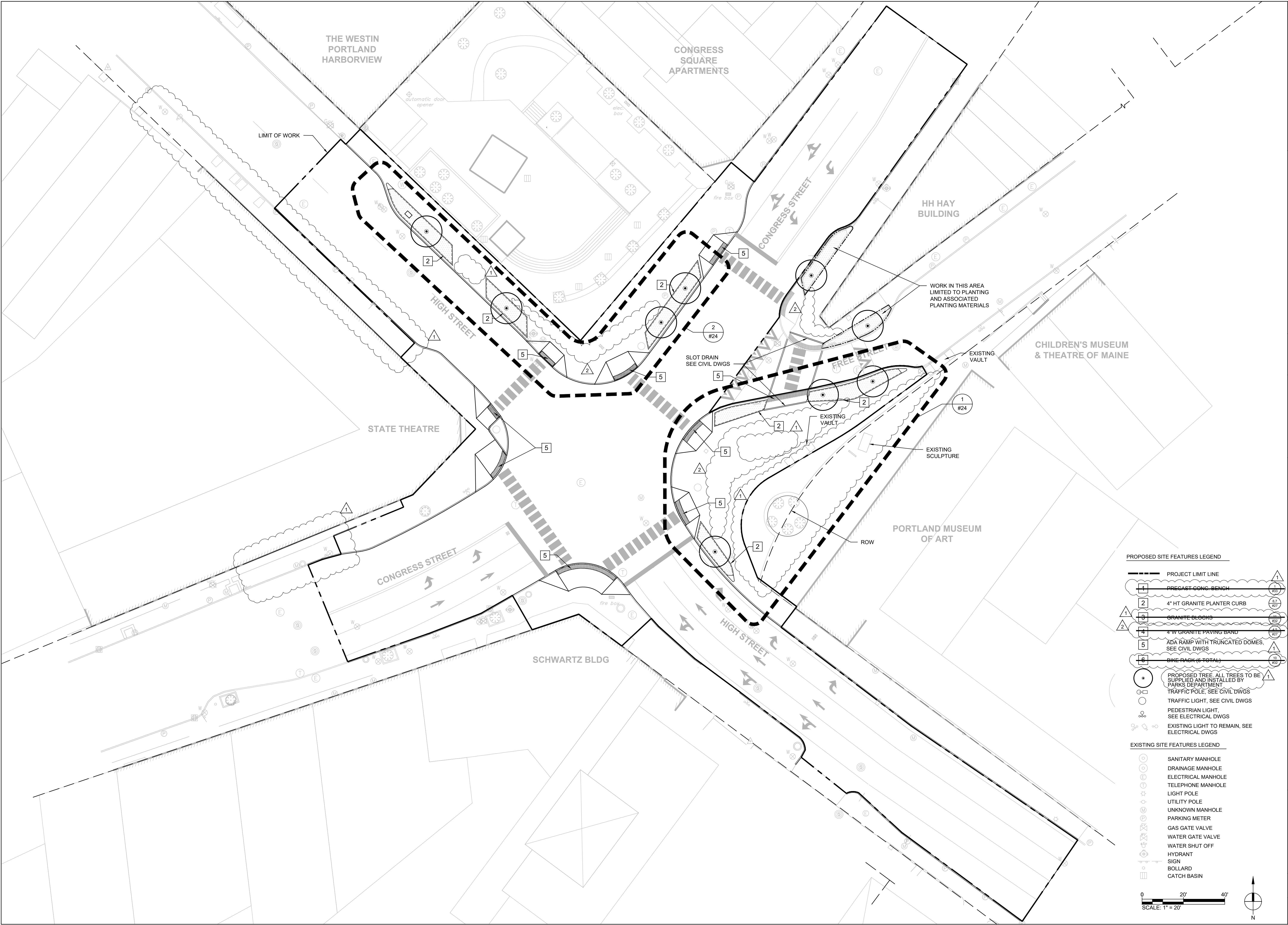
CONGRESS SQUARE
IMPROVEMENTS

PROPOSED ELECTRICAL

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION



SHEET #
17 OF 39
PLAN NUMBER
E-102



DESIGNED BY:
WRT

DRAWN BY:
WRT

CHECKED BY:
DIO

SCALE:
1"=20'

DATE:
09-08-2025

REV:

DATE

BY

STATUS

1

09/08/25

WRT

SCOPE REDUCTION MODIFICATIONS

2

10/20/25

WRT

SCOPE REDUCTION MODIFICATIONS

LDD PROJECT NAME:
CONGRESS SQUARE IMPROVEMENTS

DRAWING NAME:
CONGRESS SQUARE IMPROVEMENTS

FIELD BOOK USED:
N/A

CONGRESS SQUARE IMPROVEMENTS

STREETSCAPE AND LANDSCAPING LAYOUT PLAN

CITY OF PORTLAND, MAINE

PUBLIC SERVICES DEPARTMENT

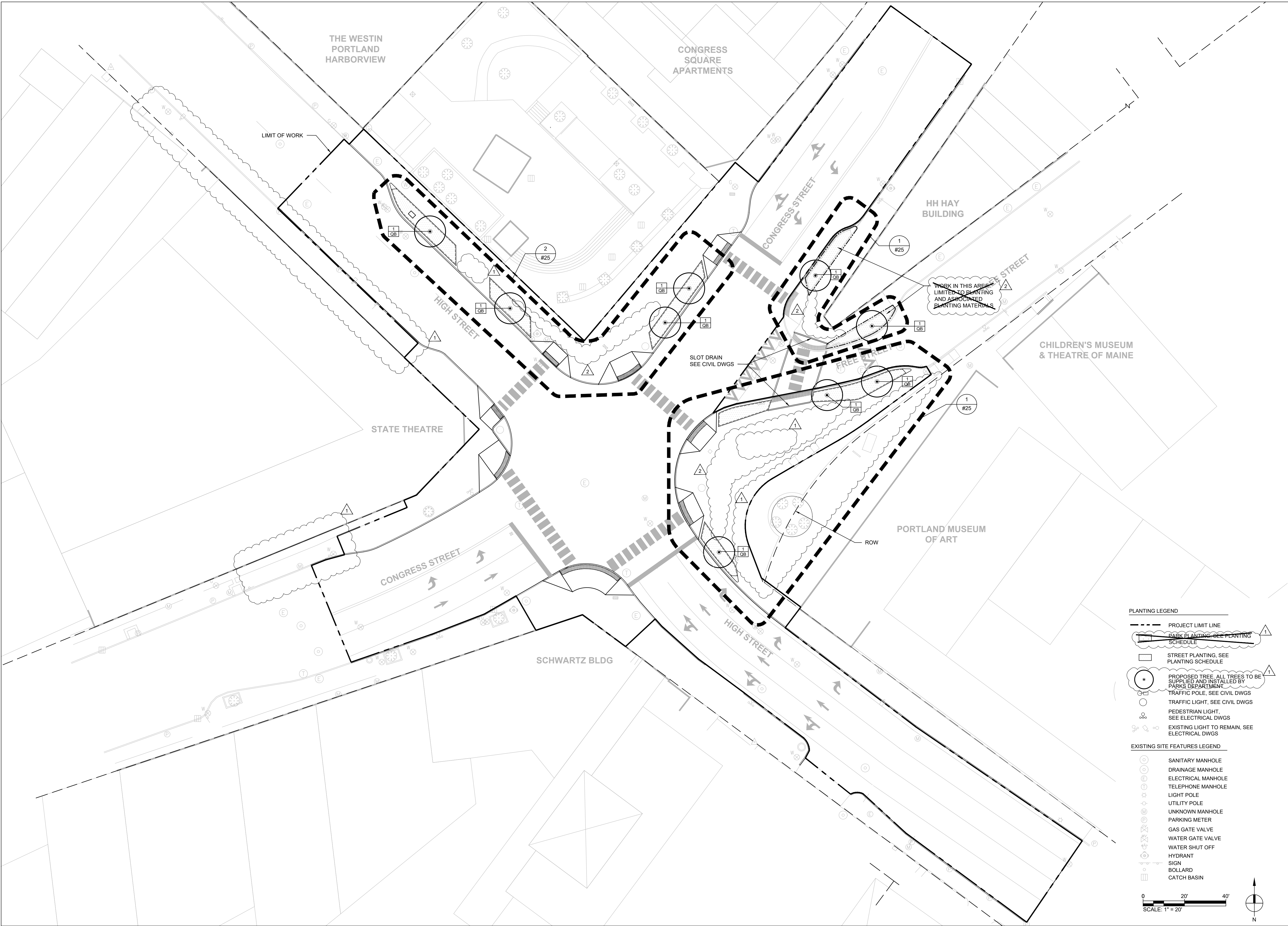
ENGINEERING DIVISION

MAINE RESURGAM. ENL. OF PORTLAND, MAINE

SHEET #
18 OF 39

PLAN NUMBER





LDD PROJECT NAME:
CONGRESS SQUARE
IMPROVEMENTS
DRAWING NAME:
FIELD BOOK USED:
N/A

DESIGNED BY:
WRT

DATE
09/08/25

BY
WRT

STATUS
SCOPE REDUCTION MODIFICATIONS

REV. 1

DATE
09/08/25

BY
WRT

SCOPE REDUCTION MODIFICATIONS

REV. 2

DATE
10/20/25

BY
WRT

SCOPE REDUCTION MODIFICATIONS

SCALE:
1"=20'

DATE:
09-08-2025

CONGRESS SQUARE
IMPROVEMENTS
PLANTING PLAN

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION

MAINE
RESURGAM
PORTLAND

SHEET #
20 OF 39
PLAN NUMBER

PLANTING LEGEND

PROJECT LIMIT LINE

PARK PLANTING, SEE PLANTING SCHEDULE

STREET PLANTING, SEE PLANTING SCHEDULE

PROPOSED TREE, ALL TREES TO BE SUPPLIED AND INSTALLED BY PARKS DEPARTMENT

TRAFFIC POLE, SEE CIVIL DWGS

TRAFFIC LIGHT, SEE CIVIL DWGS

PEDESTRIAN LIGHT, SEE ELECTRICAL DWGS

EXISTING LIGHT TO REMAIN, SEE ELECTRICAL DWGS

EXISTING SITE FEATURES LEGEND

SANITARY MANHOLE

DRAINAGE MANHOLE

ELECTRICAL MANHOLE

TELEPHONE MANHOLE

LIGHT POLE

UTILITY POLE

UNKNOWN MANHOLE

PARKING METER

GAS GATE VALVE

WATER GATE VALVE

WATER SHUT OFF

HYDRANT

SIGN

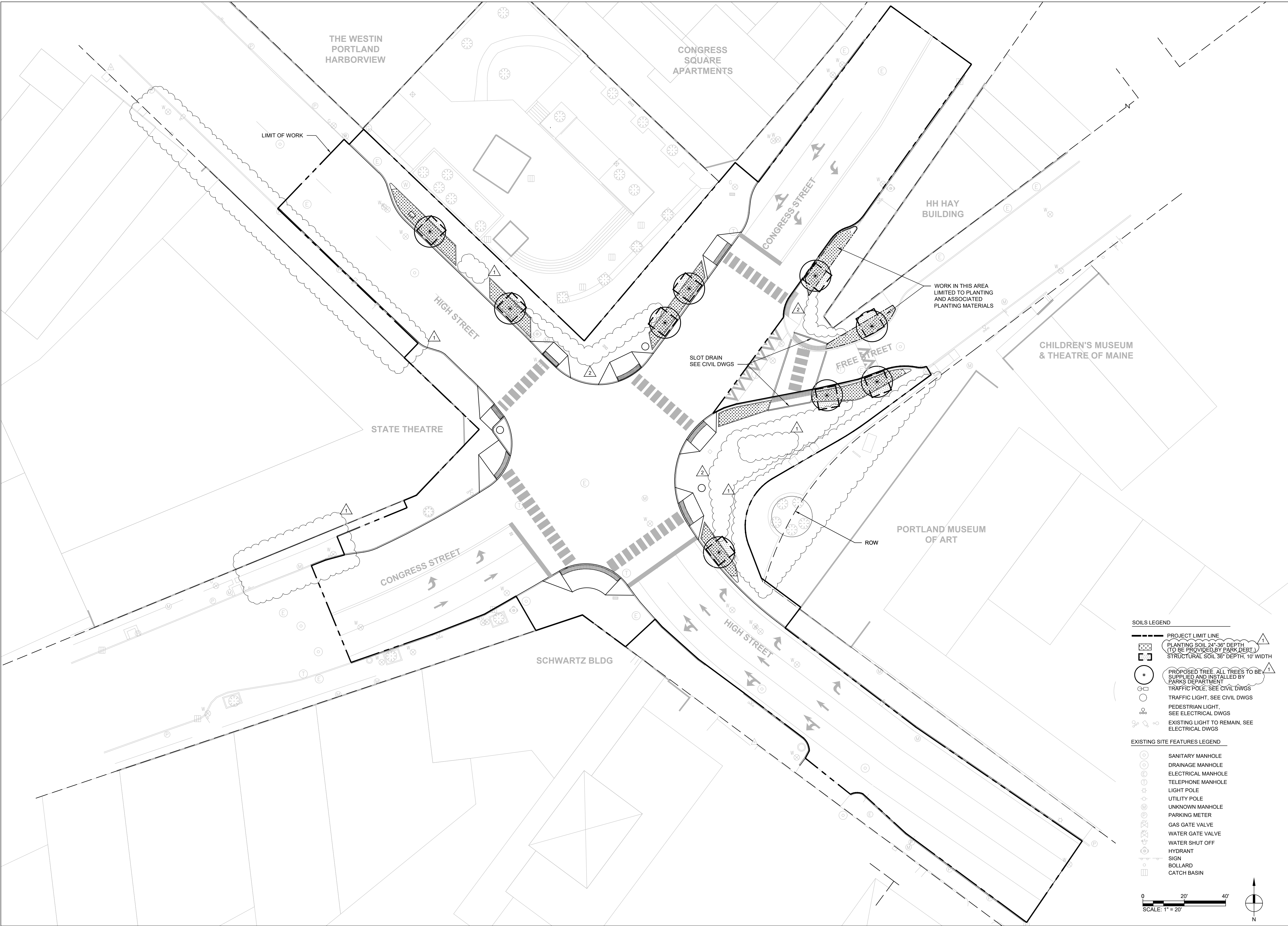
BOLLARD

CATCH BASIN

0 20' 40'

SCALE: 1" = 20'

N

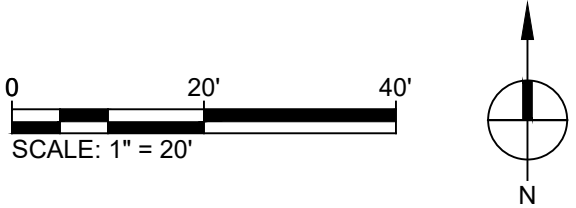


SOILS LEGEND

- PROJECT LIMIT LINE
- PLANTING SOIL 24" - 36" DEPTH
(TO BE PROVIDED BY PARK DEPT.)
- STRUCTURAL SOIL 36" DEPTH, 10' WIDTH
- PROPOSED TREE. ALL TREES TO BE SUPPLIED AND INSTALLED BY PARKS DEPARTMENT
- TRAFFIC POLE. SEE CIVIL DWGS
- TRAFFIC LIGHT. SEE CIVIL DWGS
- PEDESTRIAN LIGHT. SEE ELECTRICAL DWGS
- EXISTING LIGHT TO REMAIN. SEE ELECTRICAL DWGS

EXISTING SITE FEATURES LEGEND

- SANITARY MANHOLE
- DRAINAGE MANHOLE
- ELECTRICAL MANHOLE
- TELEPHONE MANHOLE
- LIGHT POLE
- UTILITY POLE
- UNKNOWN MANHOLE
- PARKING METER
- GAS GATE VALVE
- WATER GATE VALVE
- WATER SHUT OFF
- HYDRANT
- SIGN
- BOLLARD
- CATCH BASIN



DESIGNED BY:
WRT

DRAWN BY:
WRT

CHECKED BY:
DJO

SCALE:
1"=20'

DATE:
09-08-2025

REVISIONS:

REV.	DATE	BY	STATUS
1	09/08/25	WRT	SCOPE REDUCTION MODIFICATIONS
2	10/20/25	WRT	SCOPE REDUCTION MODIFICATIONS

LDD PROJECT NAME:
CONGRESS SQUARE IMPROVEMENTS

DRAWING NAME:

FIELD BOOK USED:
N/A

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION

CONGRESS SQUARE IMPROVEMENTS
SOIL PLAN

SHEET #
21 OF 39

PLAN NUMBER



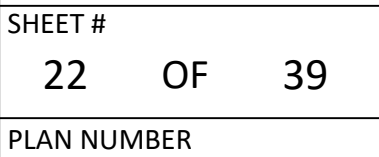
REVISIONS:

Professional Seal of Kevin A. Smith, Licensed Landscape Architect, State of Maine, No. 4383.

CONGRESS SQUARE IMPROVEMENTS

SECTIONS

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION

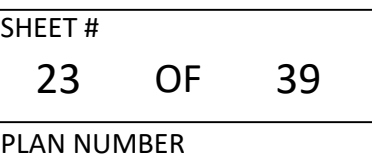




CONGRESS SQUARE
IMPROVEMENTS

SECTIONS

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION

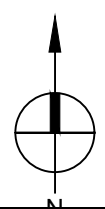
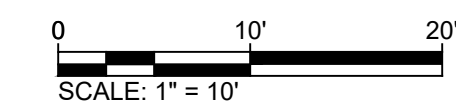
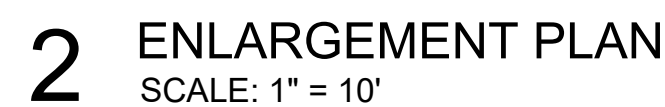
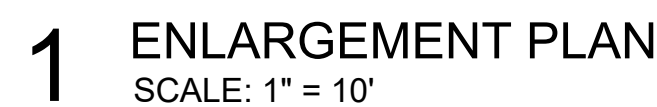


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CONGRESS SQUARE
IMPROVEMENTS
DRAWING NAME:
-
FIELD BOOK USED:
N/A

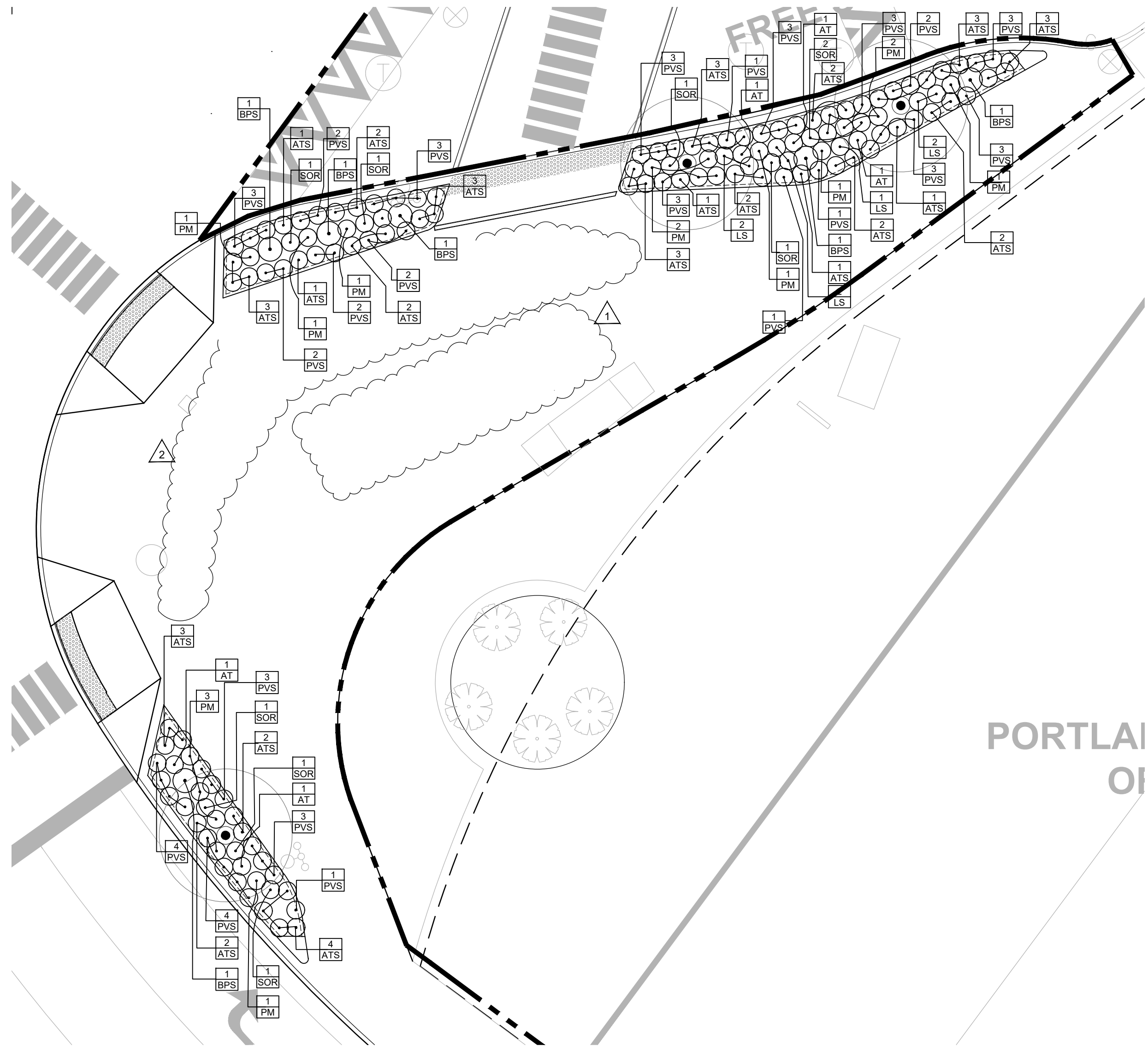
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2	10/30/25	WRT	SCOPE REDUCTION MODIFICATIONS

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DRAWN BY:	WRT
CHECKED BY:	DJO
SCALE:	1"=20'
DATE:	09-08-2025

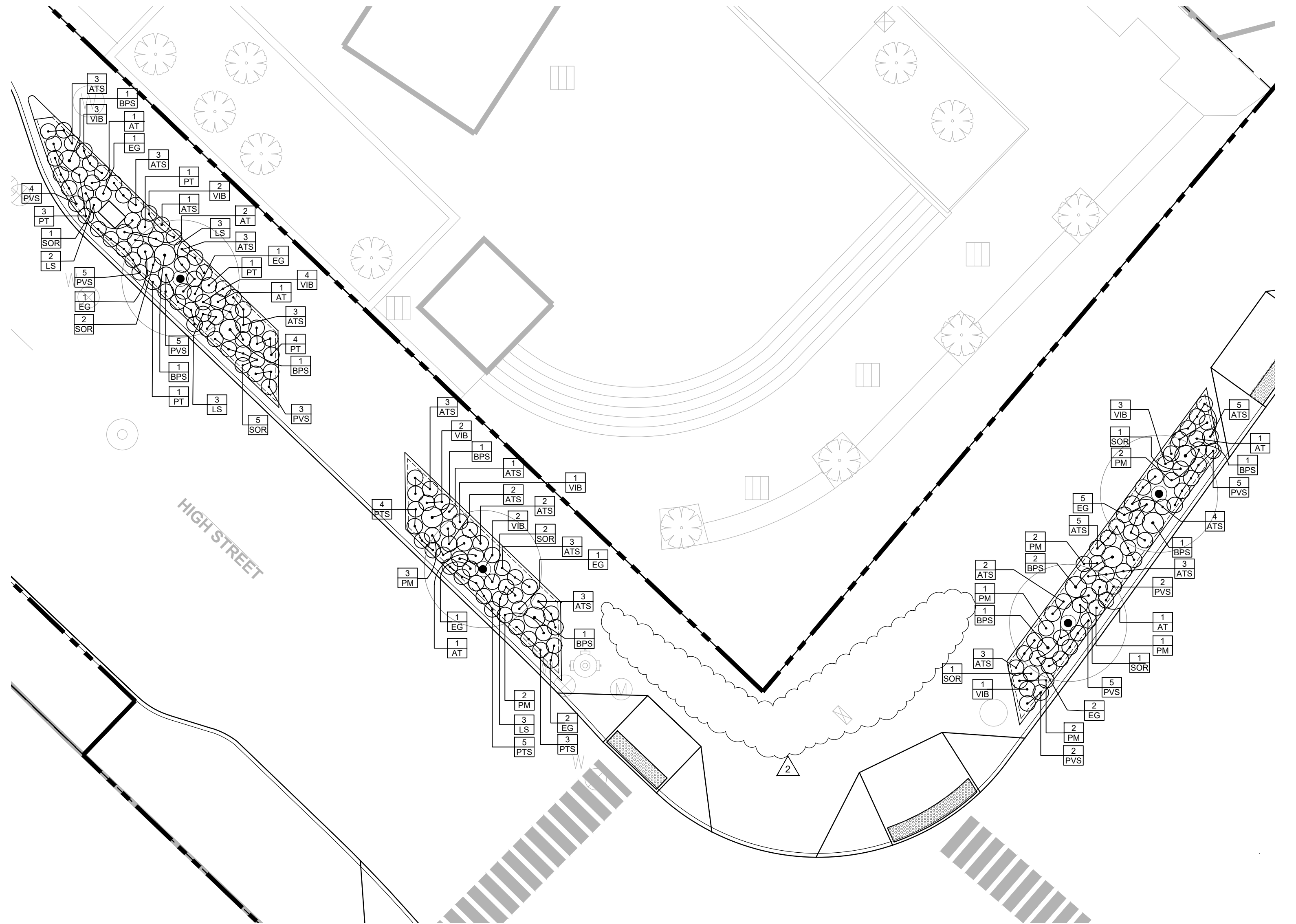




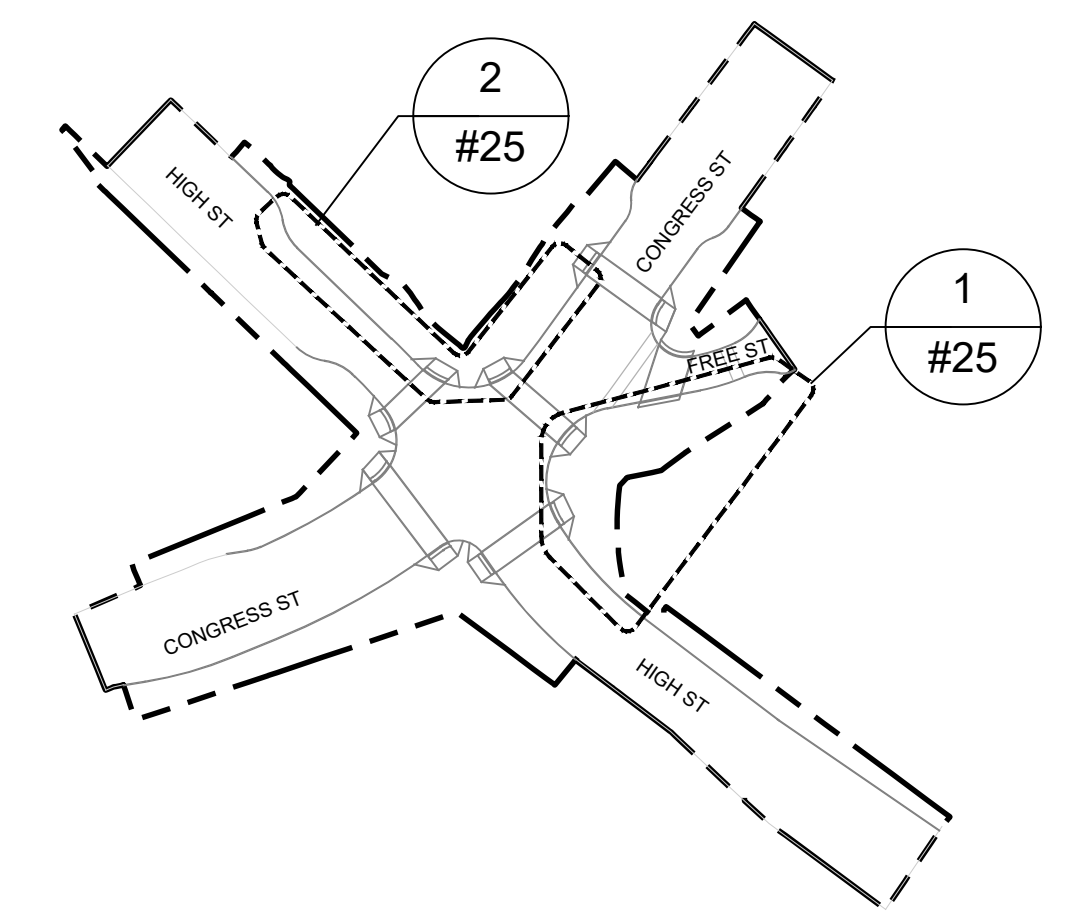
 CITY OF PORTLAND, MAINE PUBLIC SERVICES DEPARTMENT ENGINEERING DIVISION	CONGRESS SQUARE IMPROVEMENTS STREETSCAPE AND LANDSCAPING ENLARGEMENT PLAN											DESIGNED BY:											LDD PROJECT NAME: CONGRESS SQUARE IMPROVEMENTS DRAWING NAME: FIELD BOOK USED: N/A	
	WRT																							
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	WRT																							
	CHECKED BY:																							
	DJO																							
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	1"=20'																							
	DATE:																							
	09-08-2025																							
REVISIONS:																								
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REV.	DATE	BY	STATUS																					
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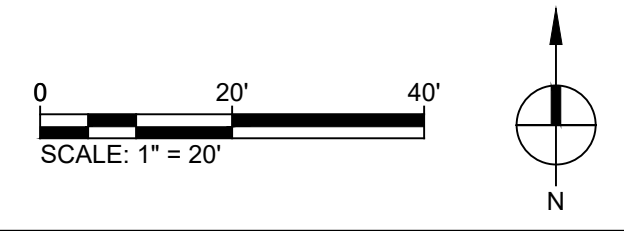
1 ENLARGEMENT PLAN
SCALE: 1" = 10'



2 ENLARGEMENT PLAN
SCALE: 1" = 10'



KEY MAP



LDD PROJECT NAME:
CONGRESS SQUARE
IMPROVEMENTS
DRAWING NAME:
FIELD BOOK USED:
N/A

REVISIONS:

REV.	DATE	BY	STATUS	SCOPE REDUCTION MODIFICATIONS	SCOPE REDUCTION MODIFICATIONS
1	09/08/25	WRT			
2	10/20/25	WRT			

DESIGNED BY: WRT
DRAWN BY: WRT
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SCALE: 1"=20'
DATE: 09-08-2025



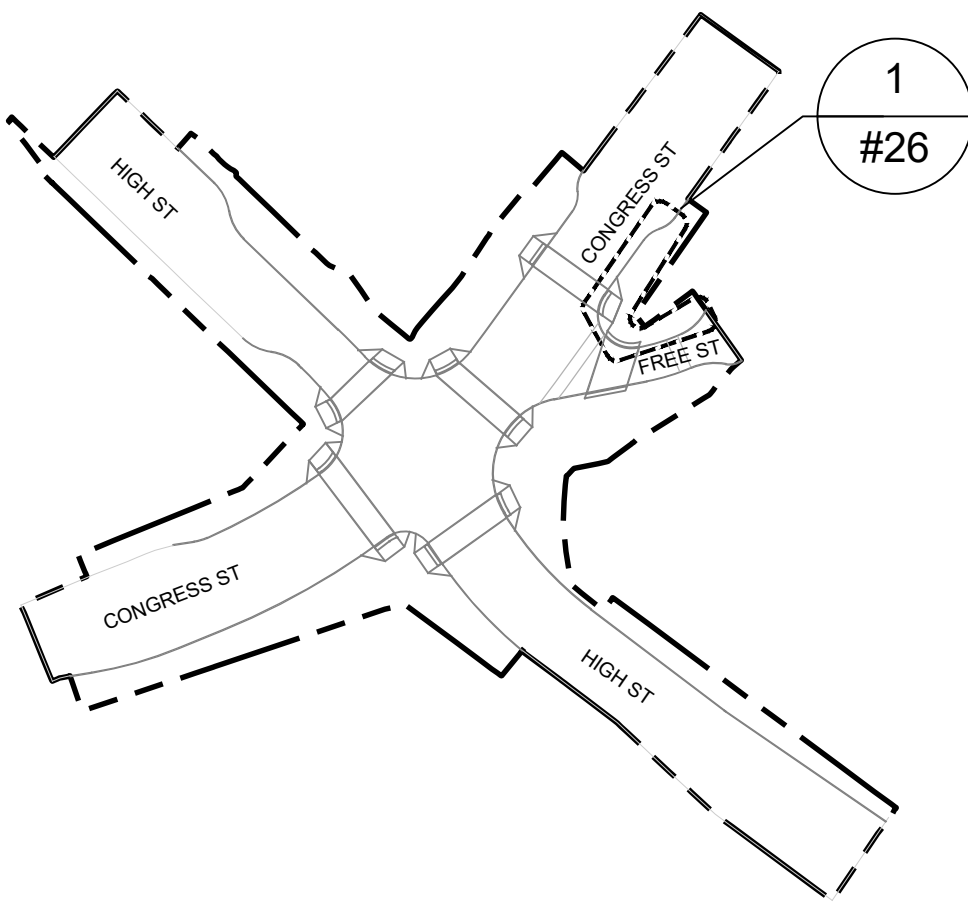
**CONGRESS SQUARE
IMPROVEMENTS
PLANTING PLAN**

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION

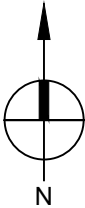
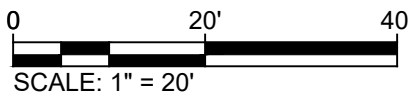




1 ENLARGEMENT PLAN
SCALE: 1" = 10'



KEY MAP



LDD PROJECT NAME:
CONGRESS SQUARE
IMPROVEMENTS
DRAWING NAME:
FIELD BOOK USED:
N/A

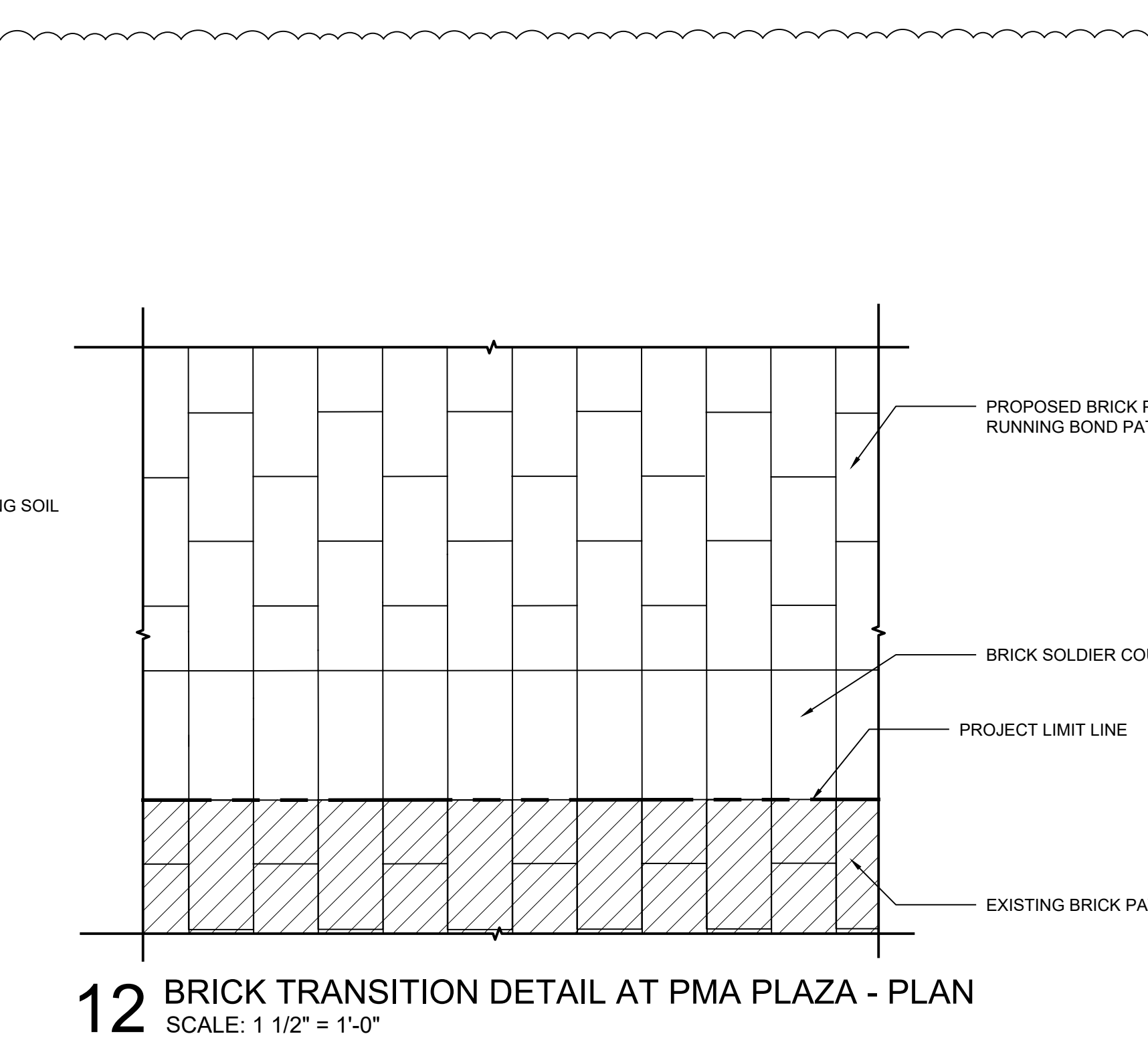
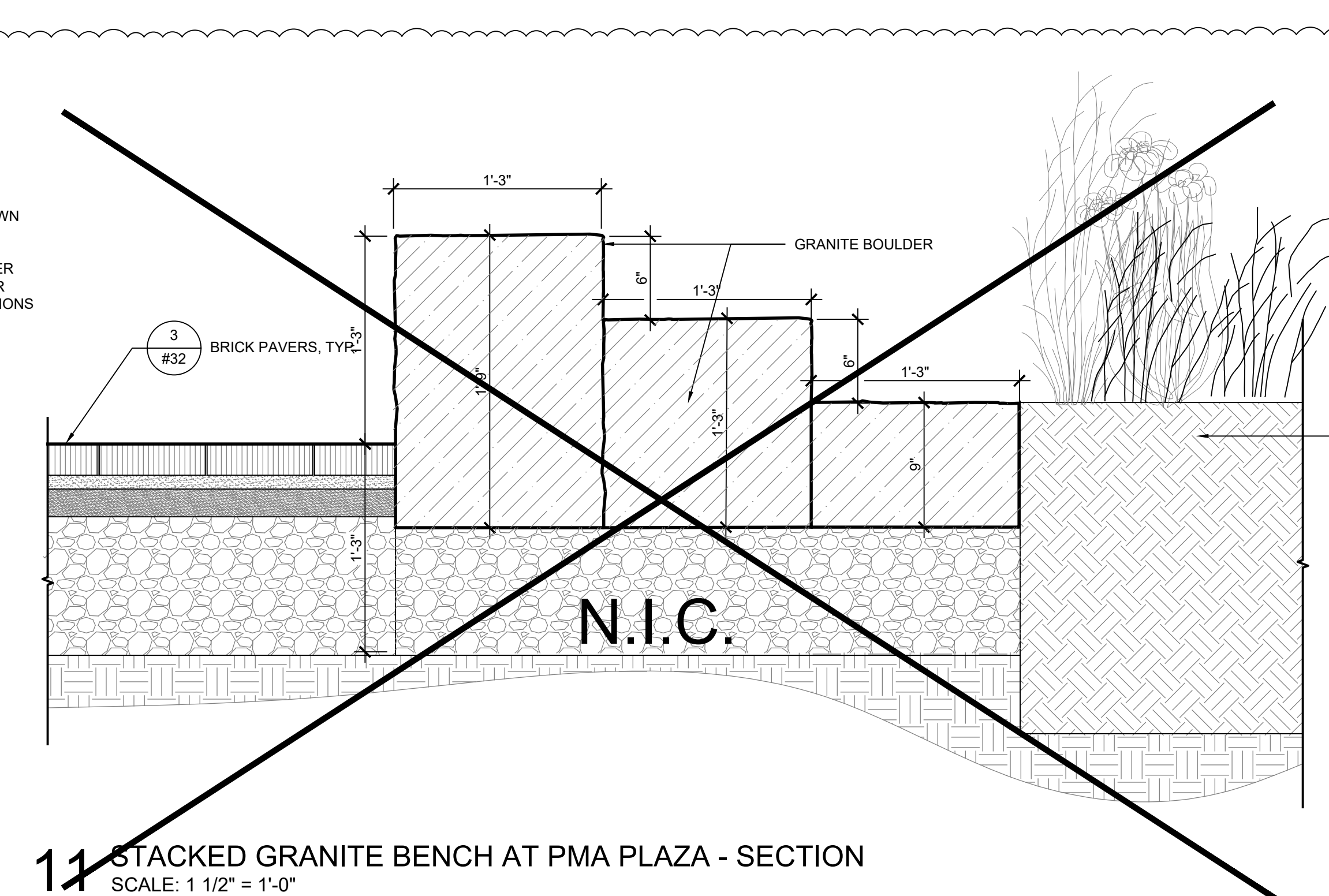
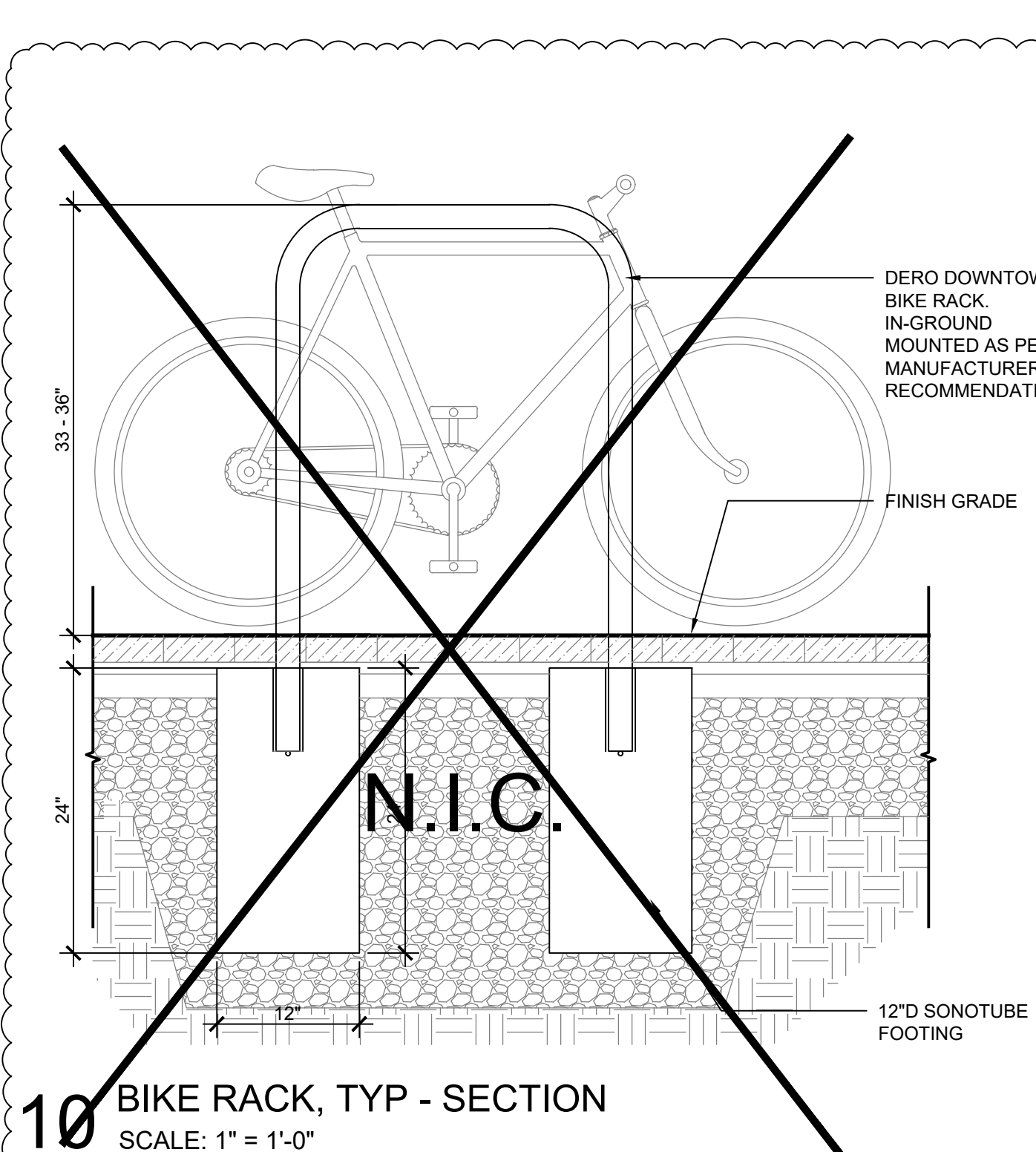
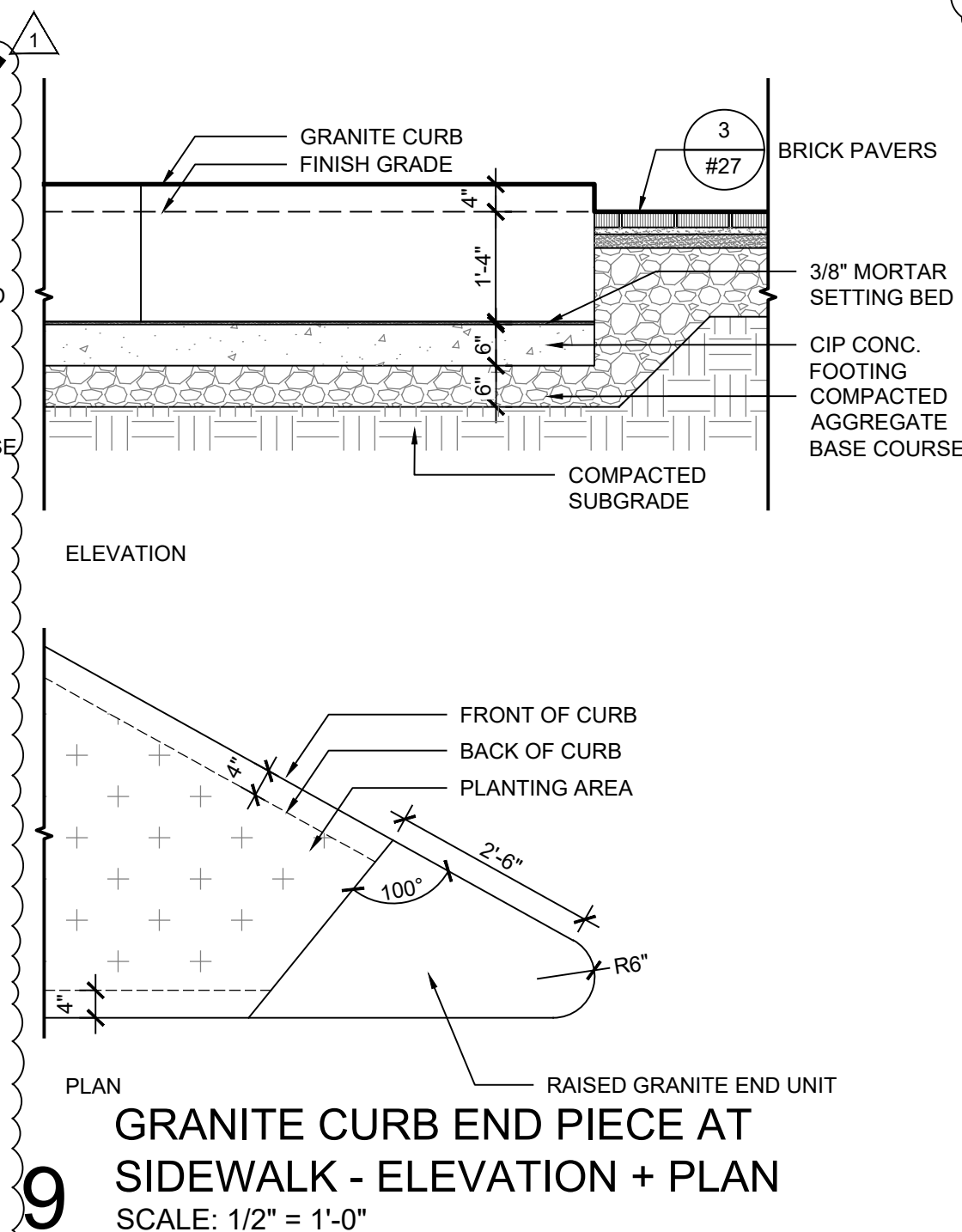
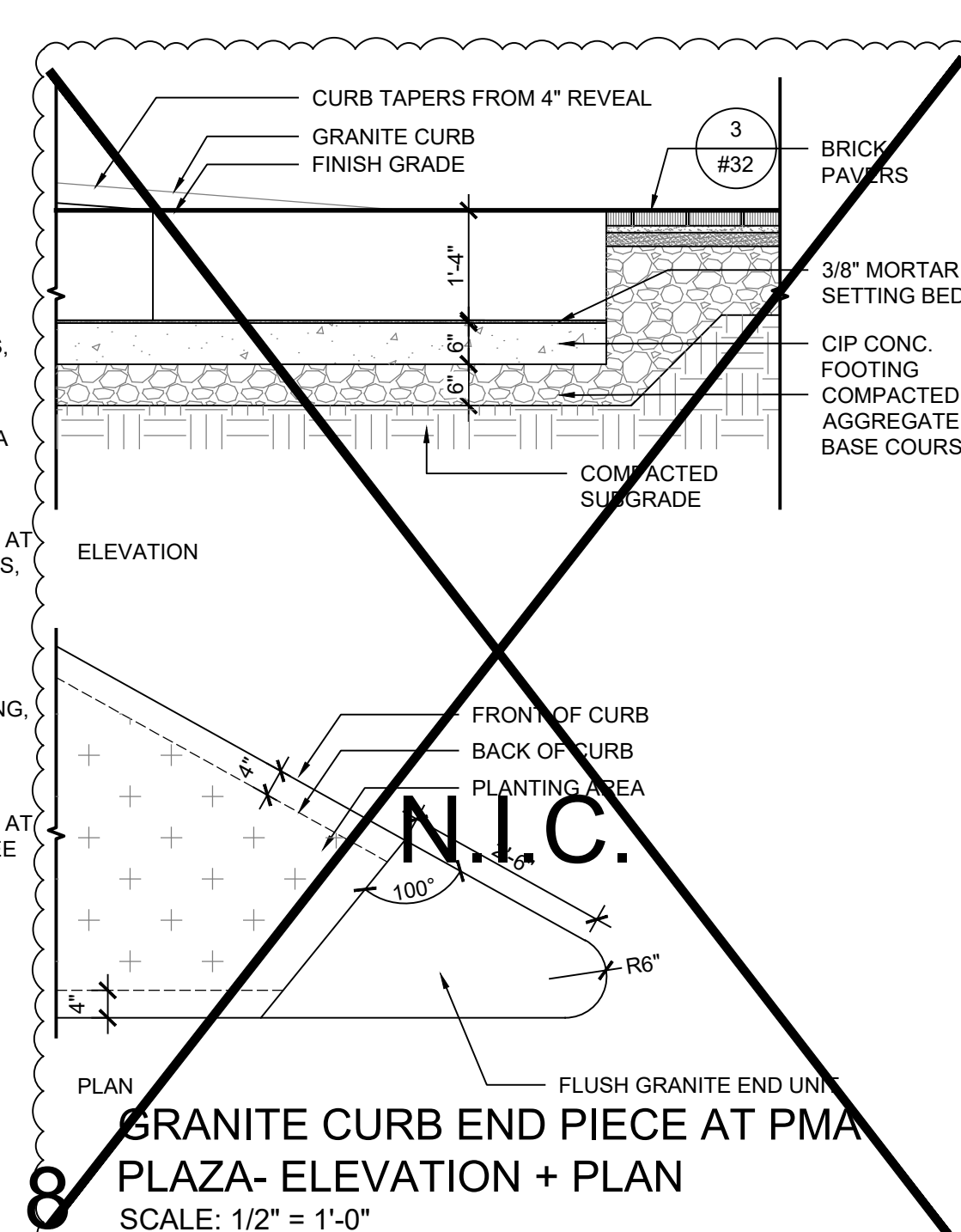
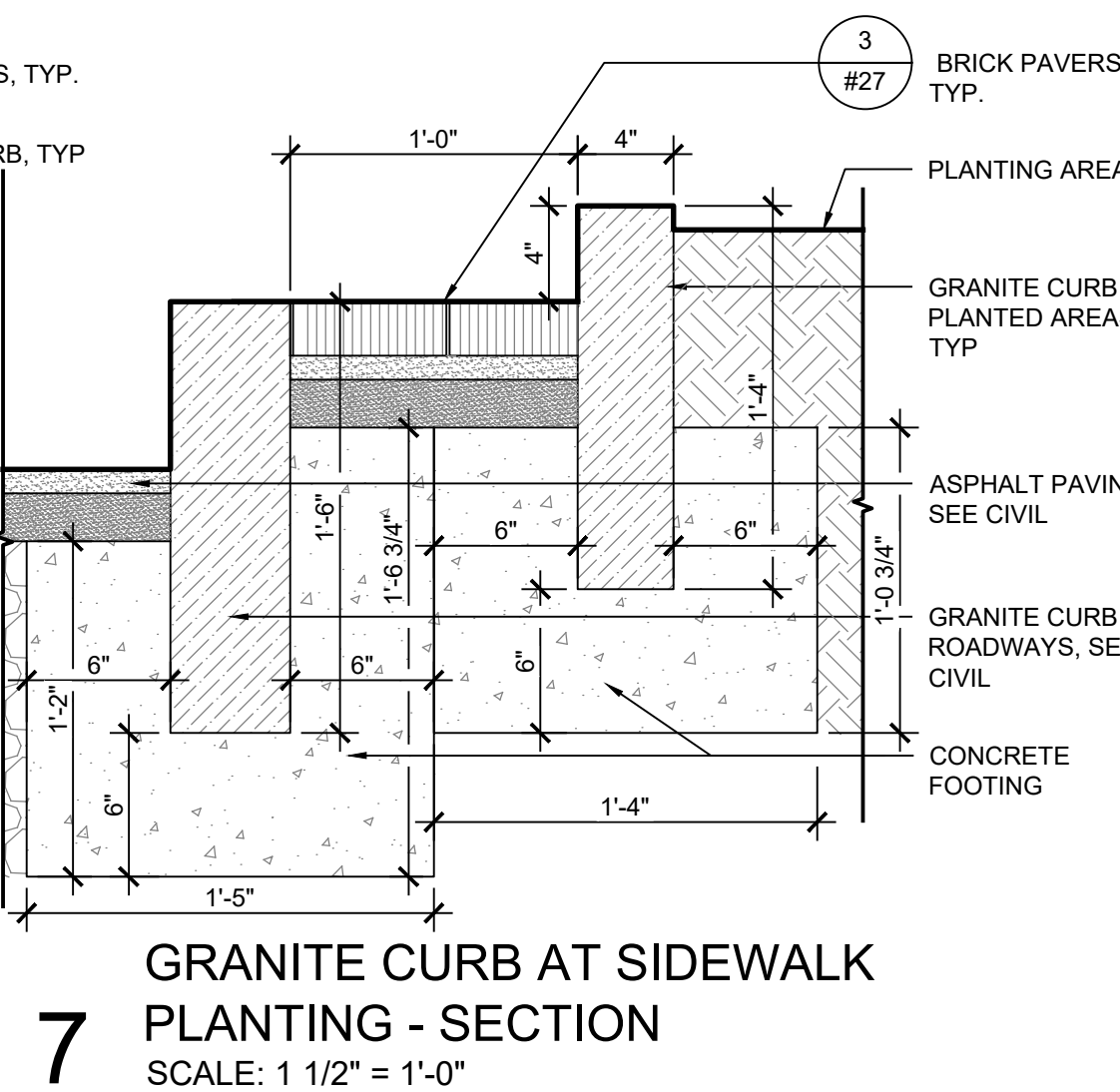
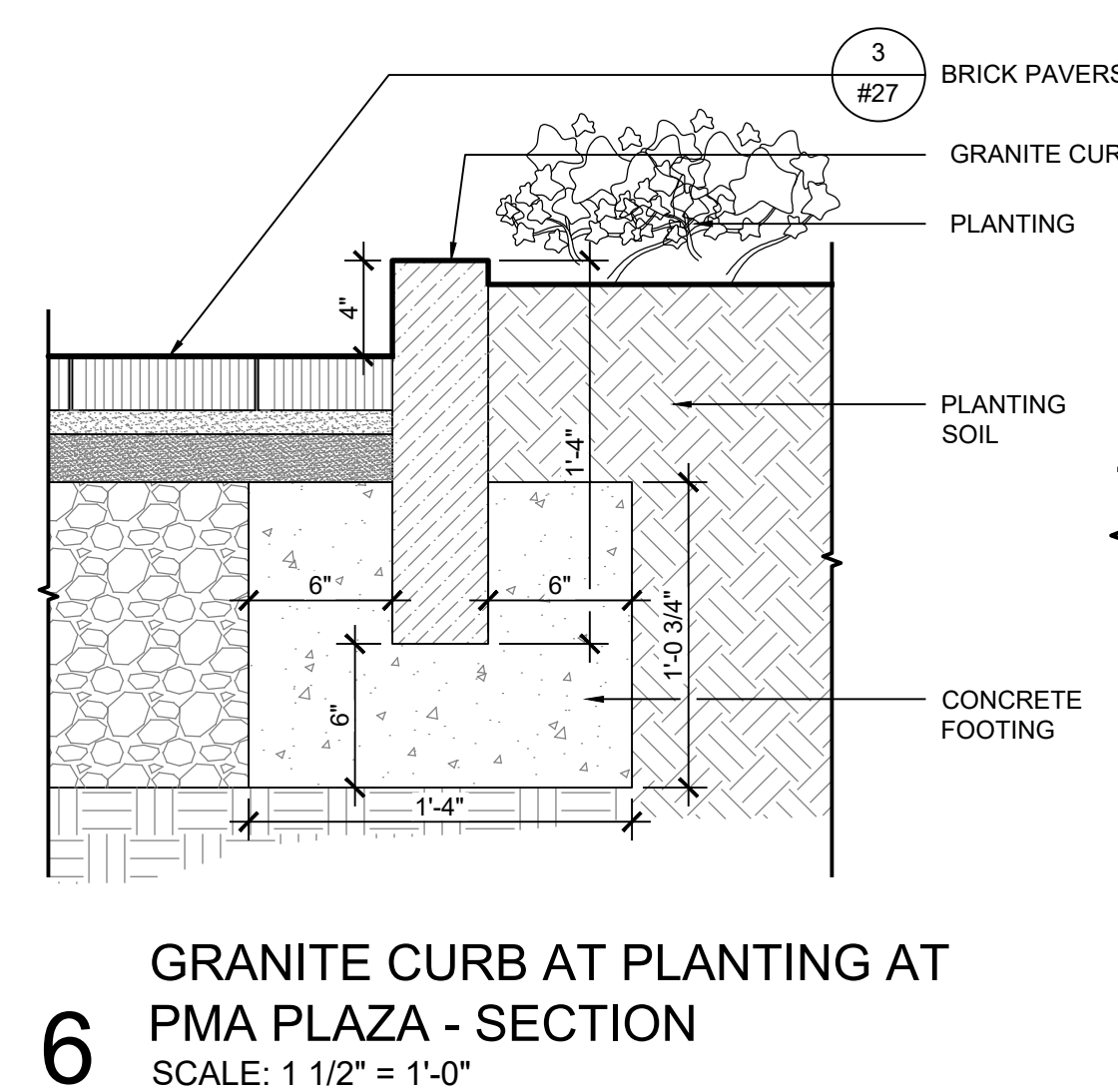
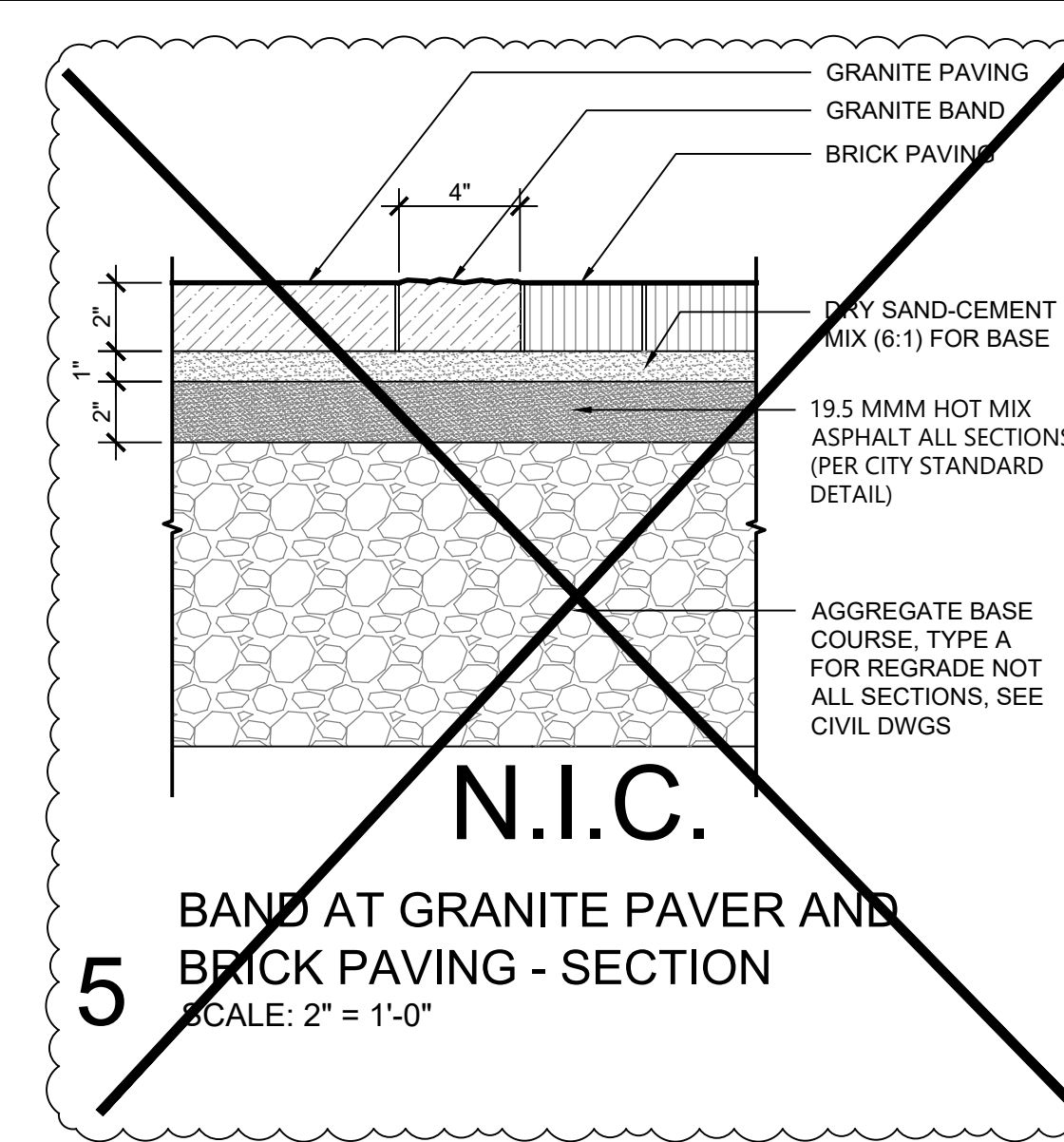
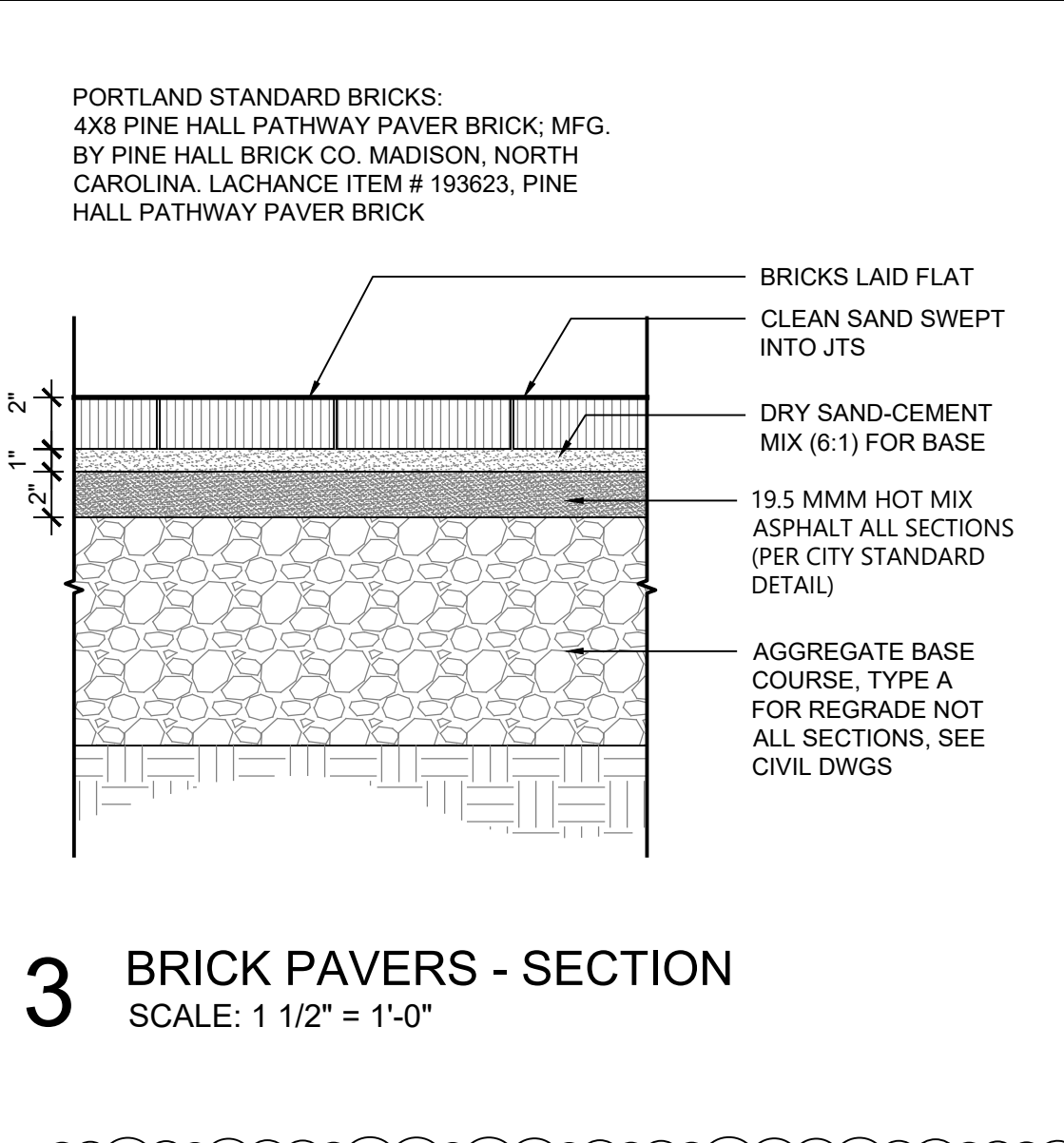
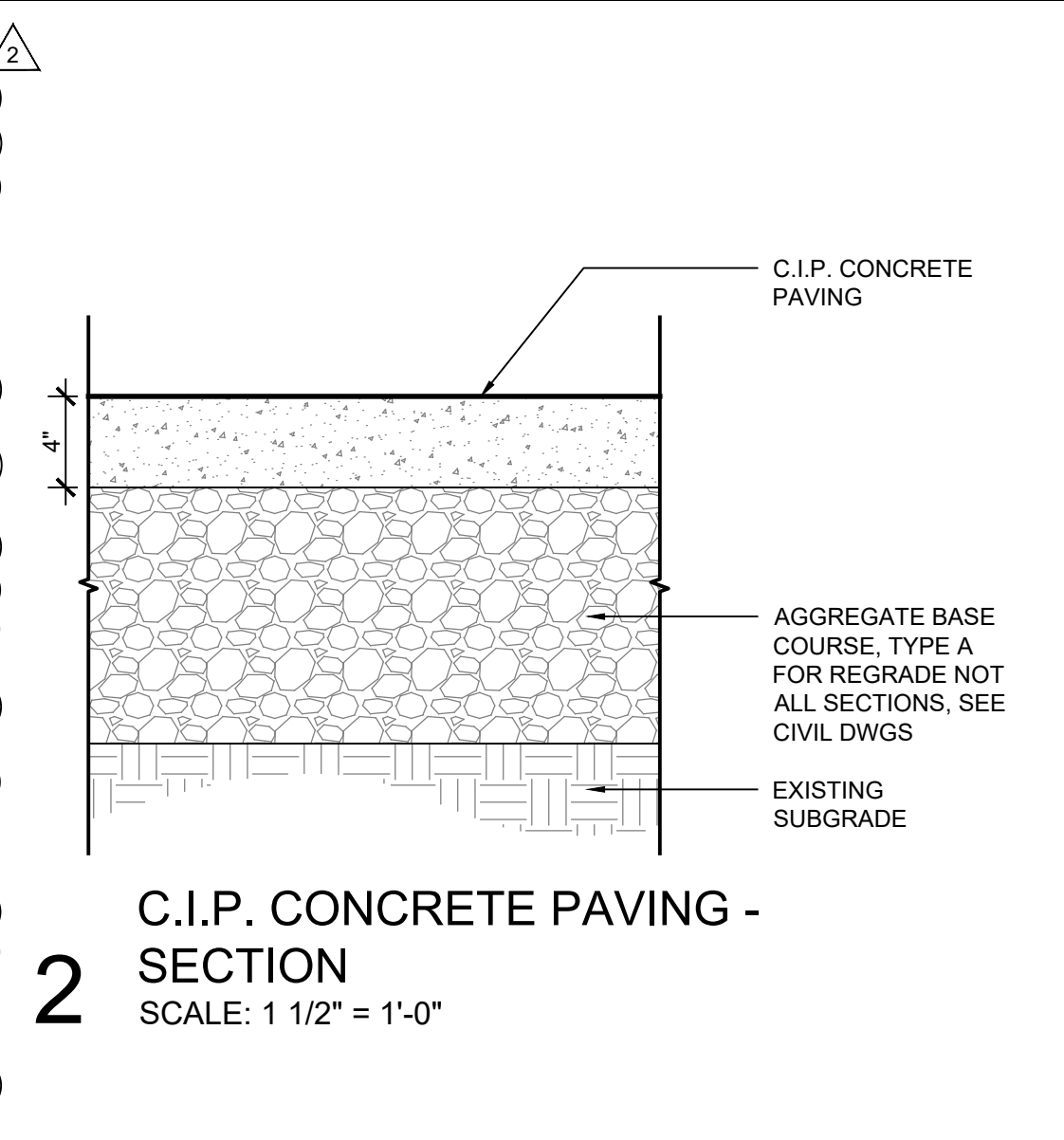
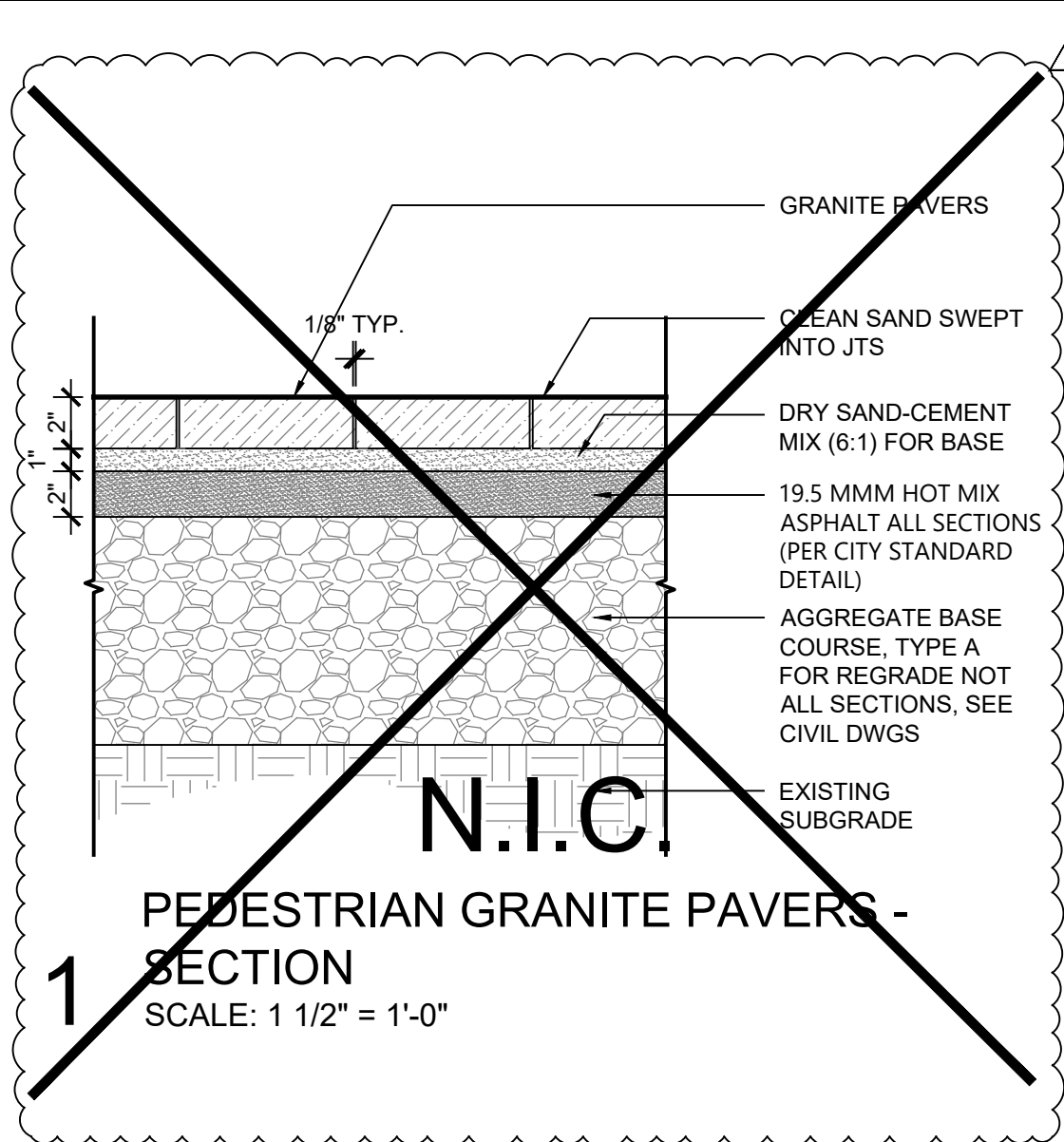
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CHECKED BY:	10/20/25	2	10/20/25	WRT	SCOPE REDUCTION MODIFICATIONS
DIO					
SCALE:					
1"=20'					
DATE:					
09-08-2025					



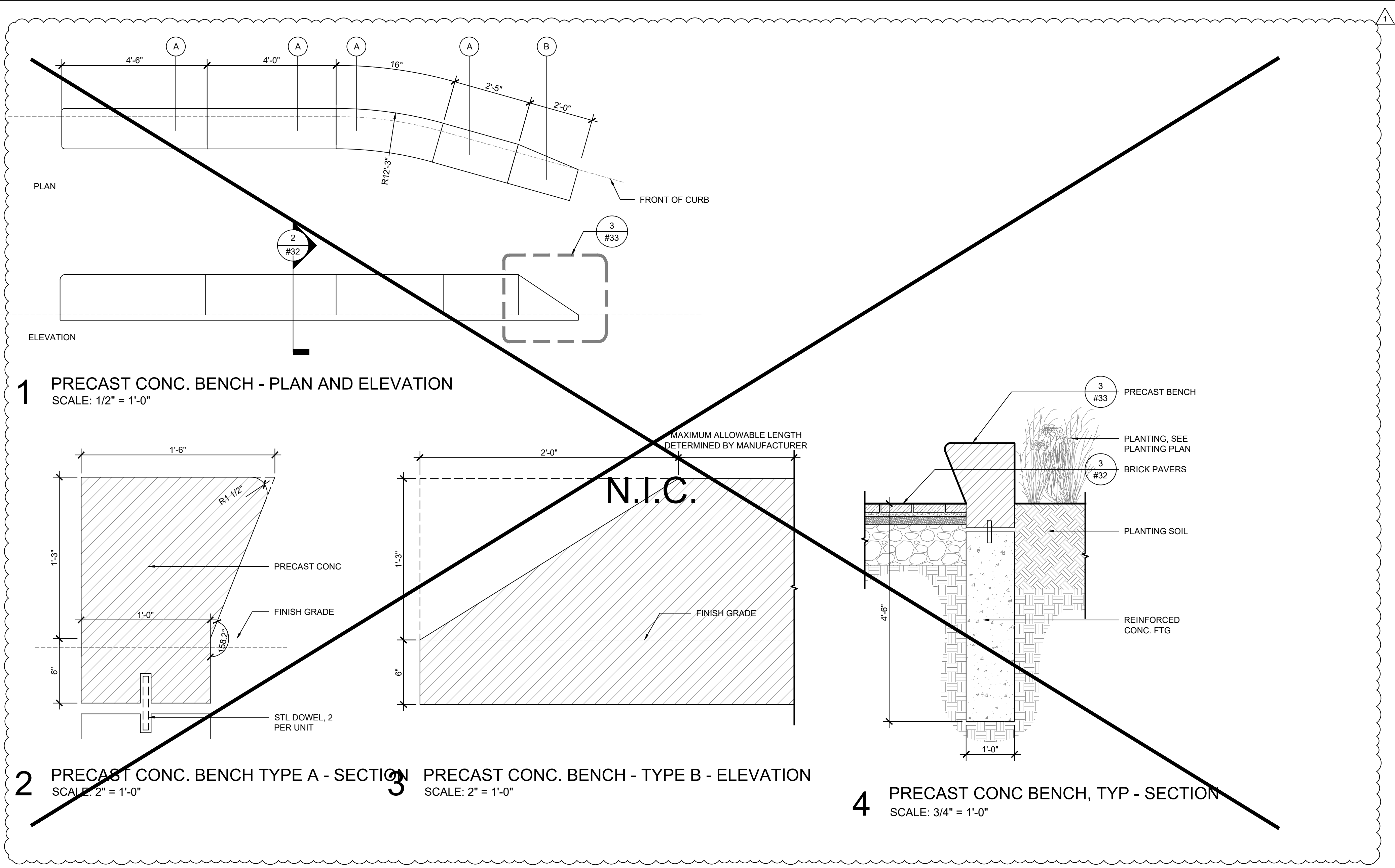
CONGRESS SQUARE
IMPROVEMENTS
PLANTING PLAN

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION





CITY OF PORTLAND, MAINE PUBLIC SERVICES DEPARTMENT ENGINEERING DIVISION		CONGRESS SQUARE IMPROVEMENTS		SITE DETAILS	
SHEET # 27 OF 39		PLAN NUMBER			
					
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DRAWN BY: WRT		REV.	DATE	BY	STATUS
CHECKED BY: DIO		1	09/08/25	WRT	SCOPE REDUCTION MODIFICATIONS
SCALE: 1"=20'		2	10/20/25	WRT	SCOPE REDUCTION MODIFICATIONS
DATE: 09-08-2025					
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1 PRECAST CONC. BENCH - PLAN AND ELEVATION
SCALE: 1/2" = 1'-0"

2 PRECAST CONC. BENCH TYPE A - SECTION
SCALE: 2" = 1'-0"

3 PRECAST CONC. BENCH - TYPE B - ELEVATION
SCALE: 2" = 1'-0"

4 PRECAST CONC BENCH, TYP - SECTION
SCALE: 3/4" = 1'-0"

LDD PROJECT NAME:
CONGRESS SQUARE
IMPROVEMENTS
DRAWING NAME:
FIELD BOOK USED:
N/A

DESIGNED BY:
WRT
DATE:
09/08/25

BY:
WRT
DATE:
10/29/25

STATUS:
SCOPE REDUCTION MODIFICATIONS
SCOPE REDUCTION MODIFICATIONS

REV.	1	2					
DATE	09/08/25	10/29/25					

WRT	WRT	DJO	SCALE:	DATE:
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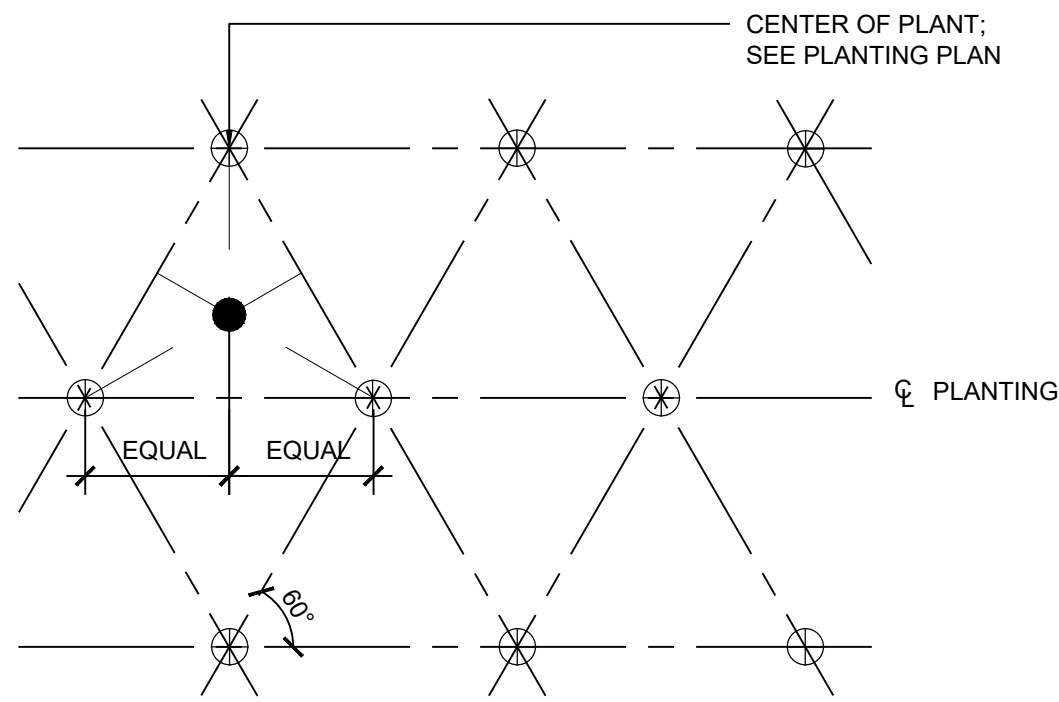
CONGRESS SQUARE
IMPROVEMENTS

SITE DETAILS

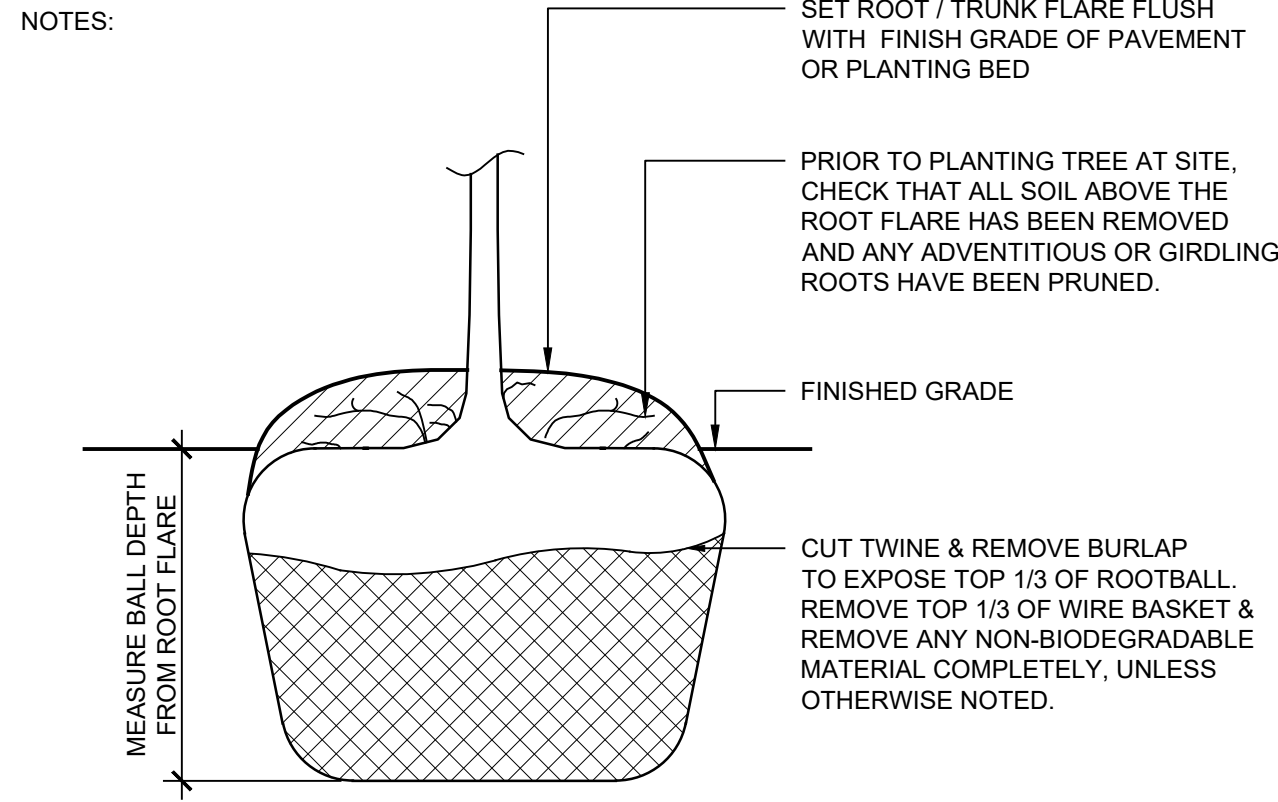
CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION

SHEET #
28 OF 39

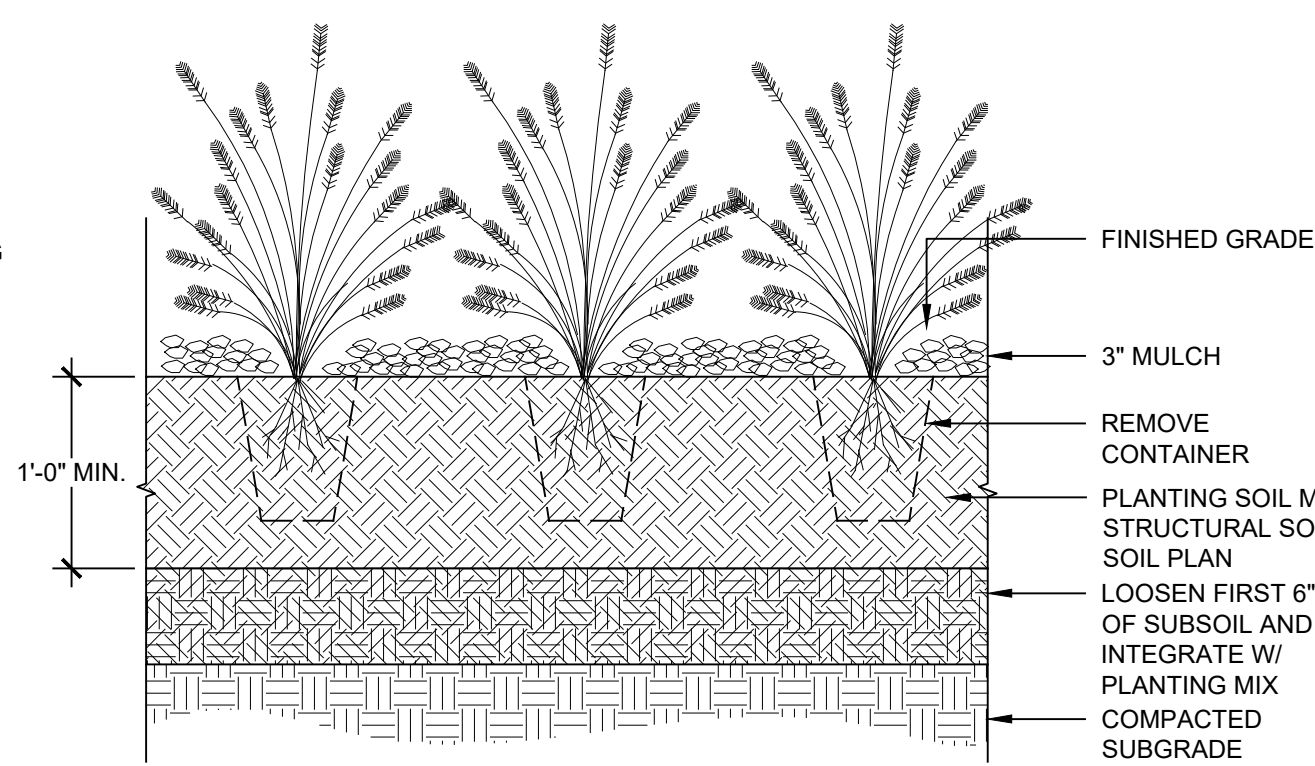
PLAN NUMBER



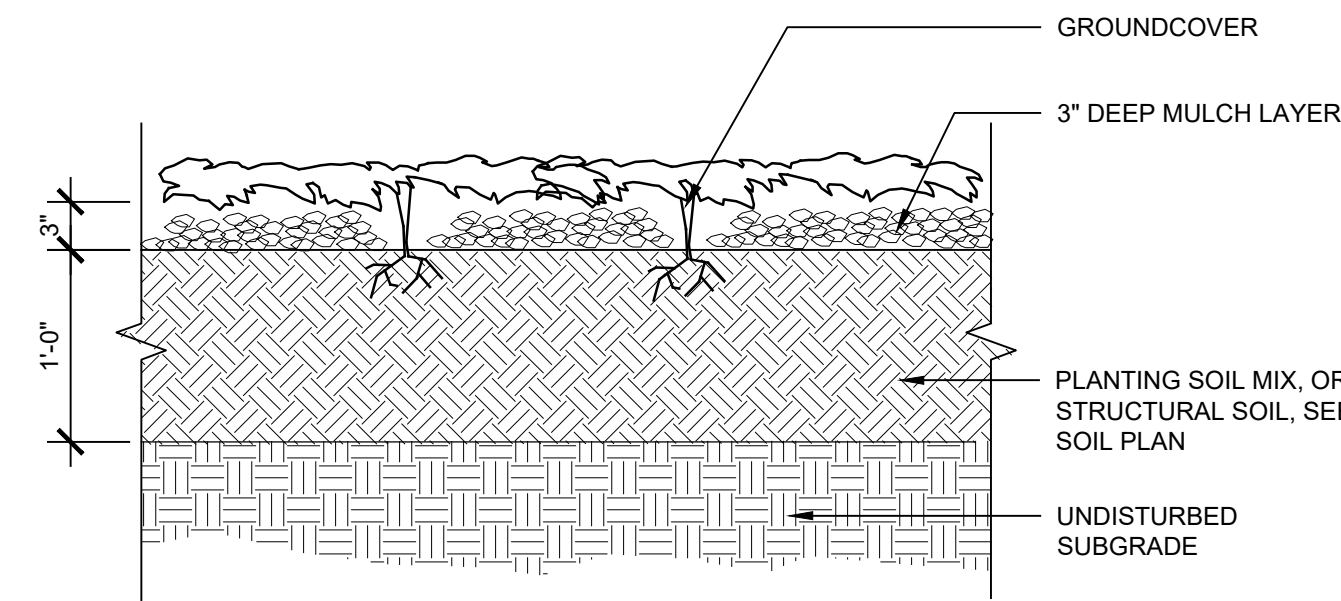
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N.T.S.



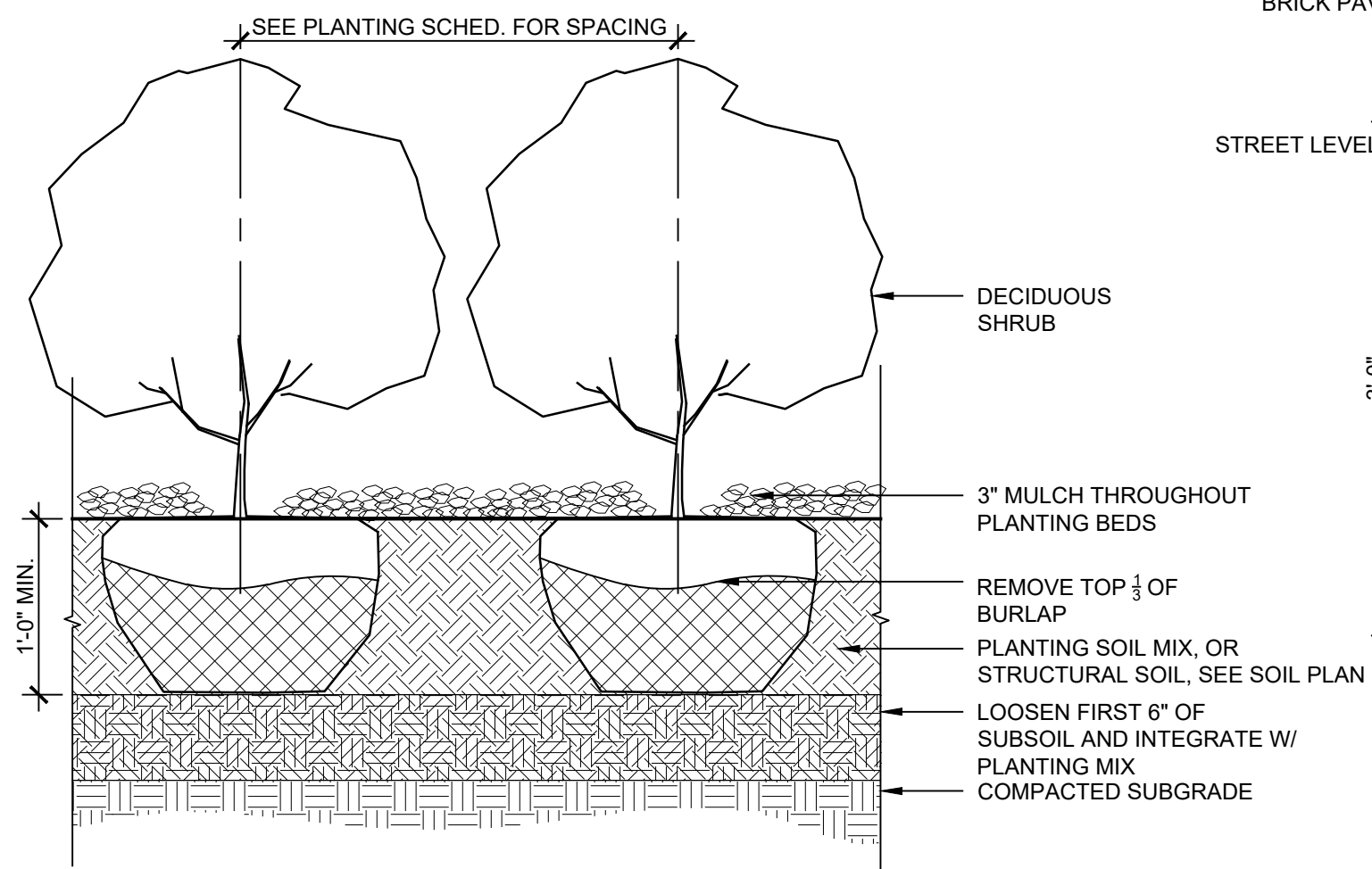
2 ROOT BALL PREPARATION, TYP
N.T.S.



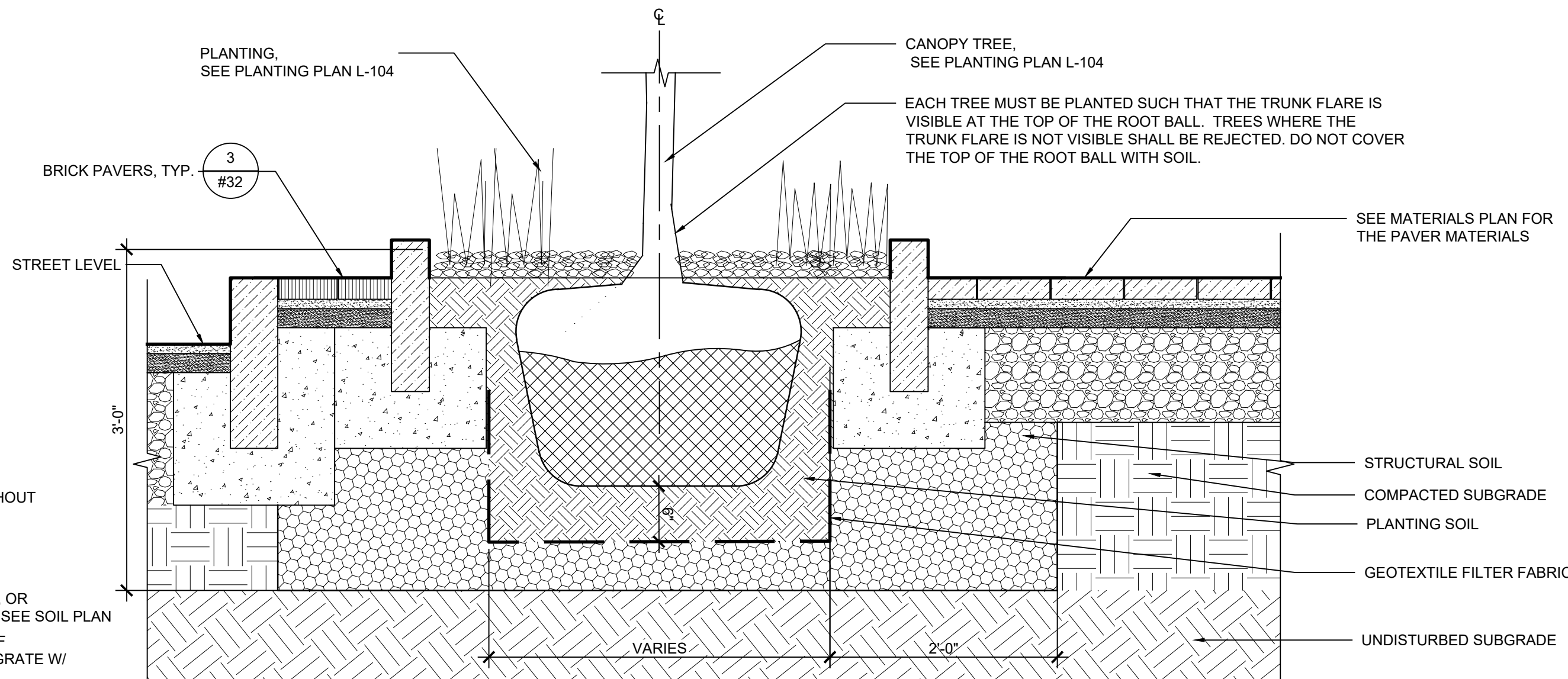
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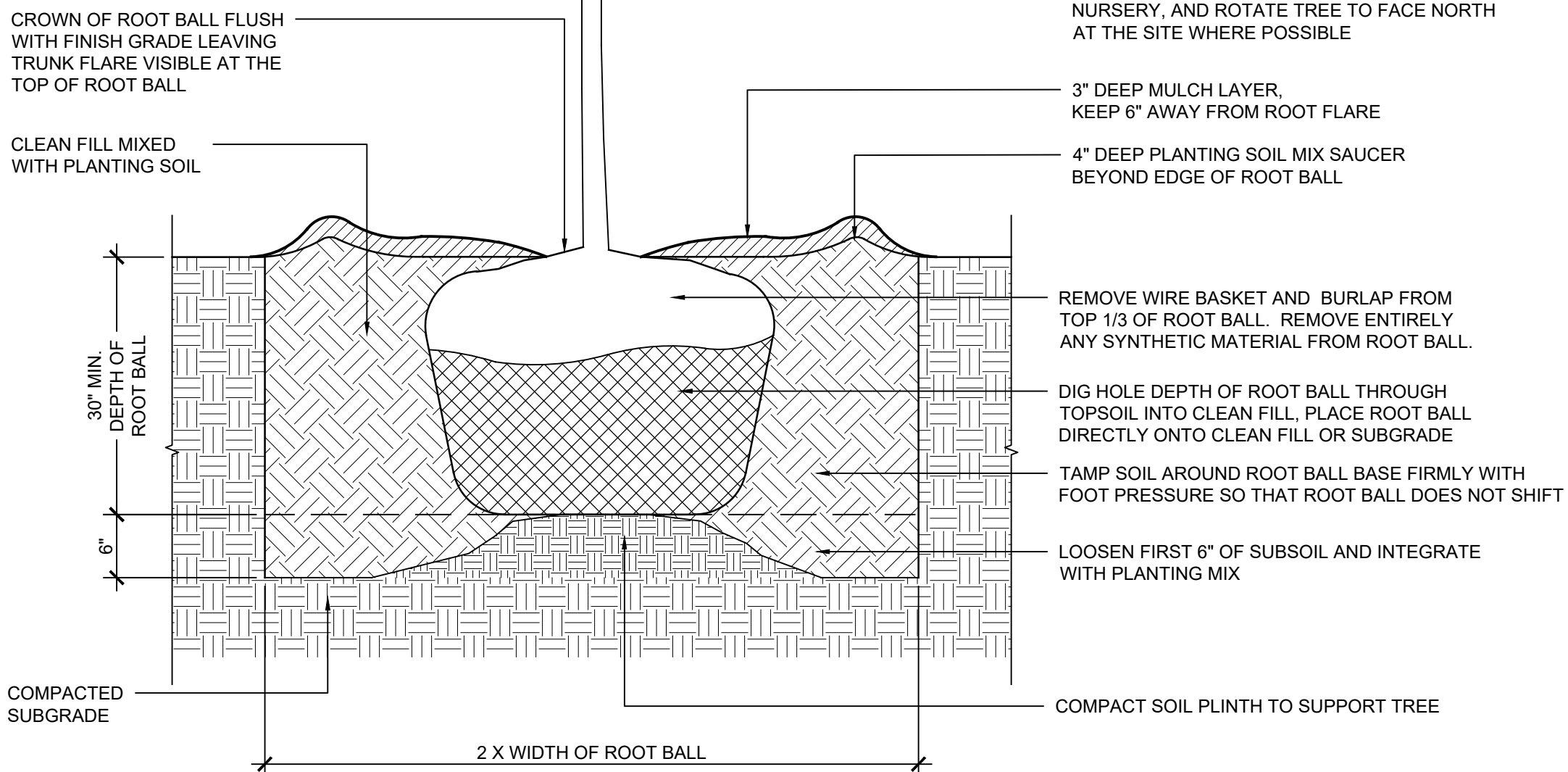
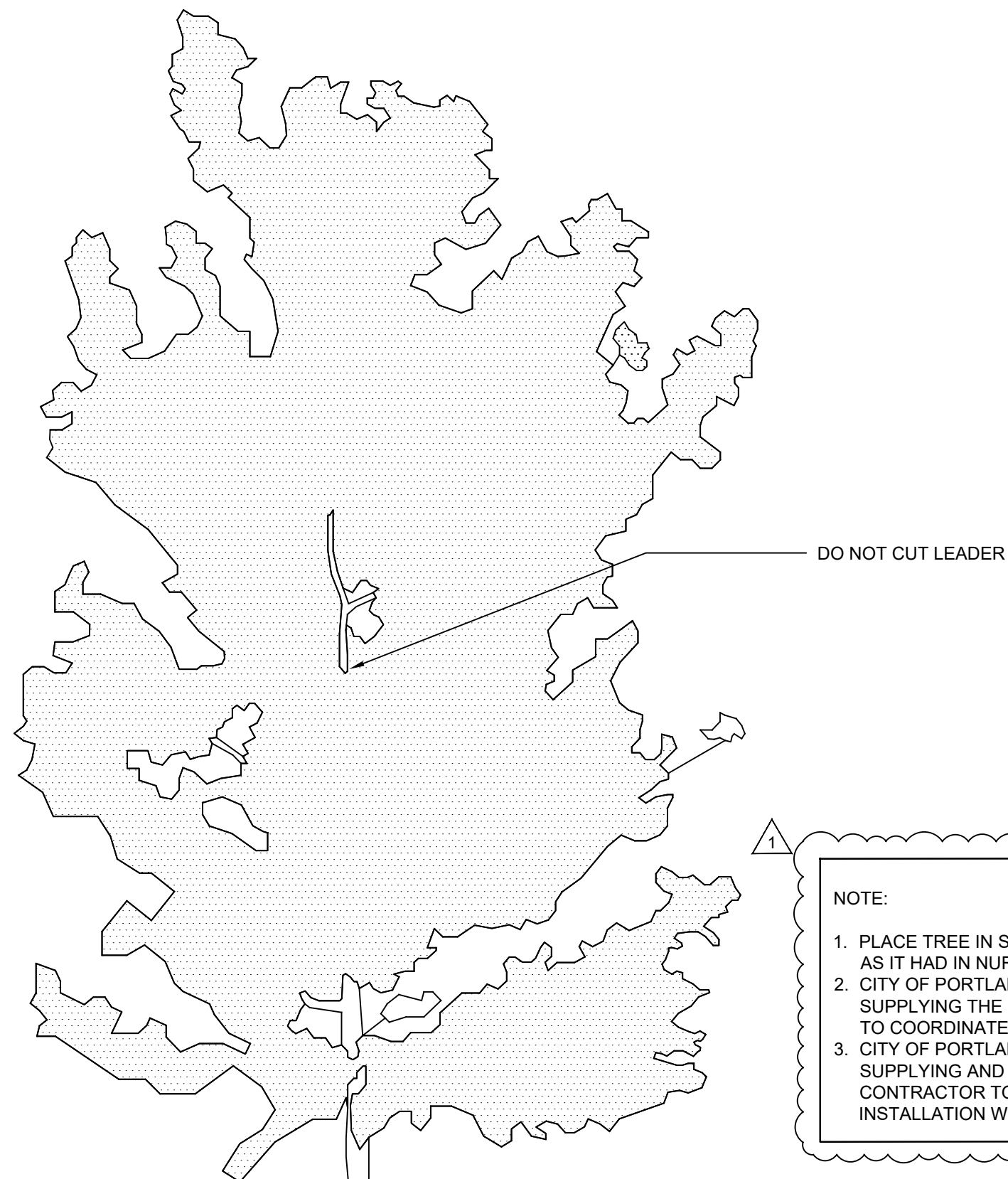
4 GROUNDCOVER / FERNS PLANTING, TYP
SCALE: 1" = 1'-0"



5 SHRUB PLANTING, TYP
N.T.S.



6 DECIDUOUS TREE PLANTING IN STRUCTURAL SOIL AT SIDEWALK - SECTION
SCALE: 1" = 1'-0"



7 DECIDUOUS TREE PLANTING IN PLANTING BED - SECTION
SCALE: 1" = 1'-0"

PLANTING SCHEDULE

KEY	BOTANICAL NAME	COMMON NAME	SIZE AT PLANTING	SIZE AT MATURITY	SPACING	NOTES
LARGE SHADE TREES						
QB	<i>Quercus bicolor</i>	SWAMP WHITE OAK	3.5"- 4" CAL.	50-60' HT.	SEE PLAN	B & B
BP	<i>Betula populifolia</i>	GREY BIRCH	3.5"- 4" CAL.	20'-40' HT.	SEE PLAN	SINGLE STEM, B & B
GRASSES						
PVS	<i>Panicum virgatum</i> 'Shenandoah'	SWITCH GRASS	#1 CONT,	36"-64" HT.	36" O.C.	
SSO	<i>Schizachyrium scoparium</i> 'Standing Ovation'	LITTLE BLUESTEM	#1 CONT,	24"-48" HT.	18" O.C.	
PERENNIALS						
ATS	<i>Amsonia tabernaemontana</i> var. <i>salicifolia</i>	BLUESTAR	#1 CONT,	24"-36" HT.	36" O.C.	
AT	<i>Asclepias tuberosa</i>	BUTTERFLY WEED	#1 CONT,	24"-36" HT.	36" O.C.	
AH	<i>Amsonia hubrichtii</i>	ARKANSAS AMSONIA	#1 CONT,	24"-36" HT.	36" O.C.	
BPS	<i>Baptisia</i> 'Purple Smoke'	FALSE INDIGO	#1 CONT,	36"-48" HT.	36" O.C.	
EG	<i>Euthamia graminifolia</i>	FLAT-TOP GOLDENTOP	#1 CONT,	36"-48" HT.	36" O.C.	
LS	<i>Liatris spicata</i>	BLAZING STAR	#1 CONT,	24"-48" HT.	36" O.C.	
PM	<i>Pycnanthemum muticum</i>	MOUNTAIN MINTS	#1 CONT,	24"-36" HT.	36" O.C.	
PT	<i>Pycnanthemum tenuifolium</i>	MOUNTAIN MINTS	#1 CONT,	24"-36" HT.	36" O.C.	
SLB	<i>Symphotrichum laeve</i> 'bluebird'	SMOOTH ASTER	#1 CONT,	24"-36" HT.	36" O.C.	
SOR	<i>Symphotrichum oblongifolium</i> 'raydon's favorite'	AROMATIC ASTER	#1 CONT,	24"-36" HT.	36" O.C.	
VIB	<i>Vernonia lettermannii</i> 'Iron Butterfly'	IRONWEED	#1 CONT,	24"-36" HT.	36" O.C.	

LOD PROJECT NAME:
CONGRESS SQUARE
IMPROVEMENTS
DRAWING NAME:
FIELD BOOK USED:
N/A

REVISIONS:

REV.	DATE	BY	STATUS
1	09/08/25	WRT	SCORE REDUCTION MODIFICATIONS
2	10/20/25	WRT	SCORE REDUCTION MODIFICATIONS

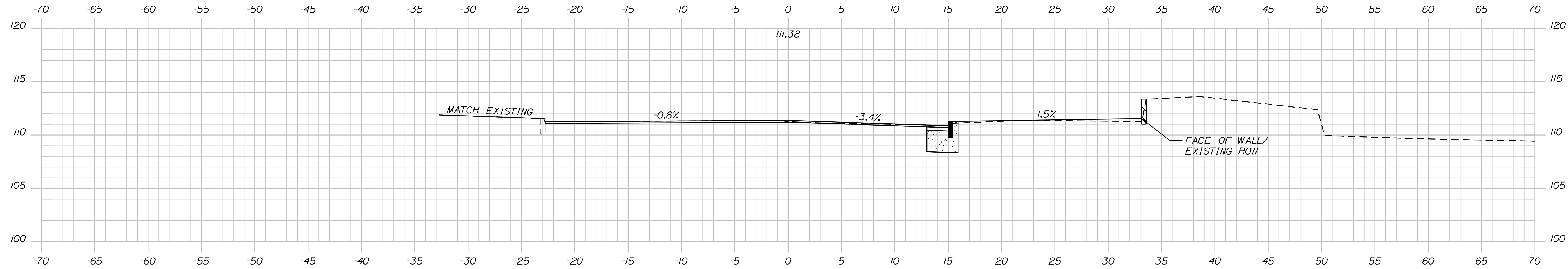


CONGRESS SQUARE IMPROVEMENTS PLANTING DETAILS

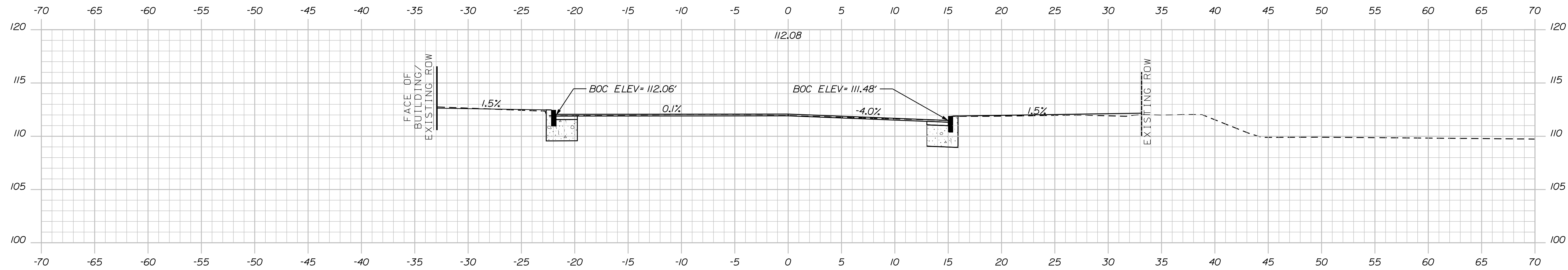
CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION



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PLAN NUMBER

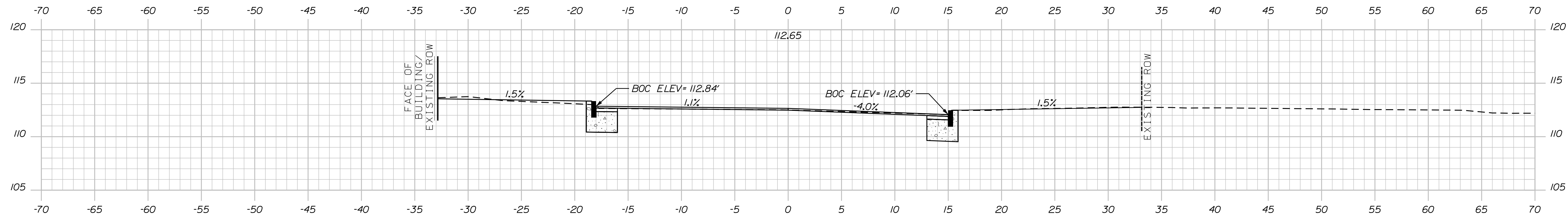


204+25.00

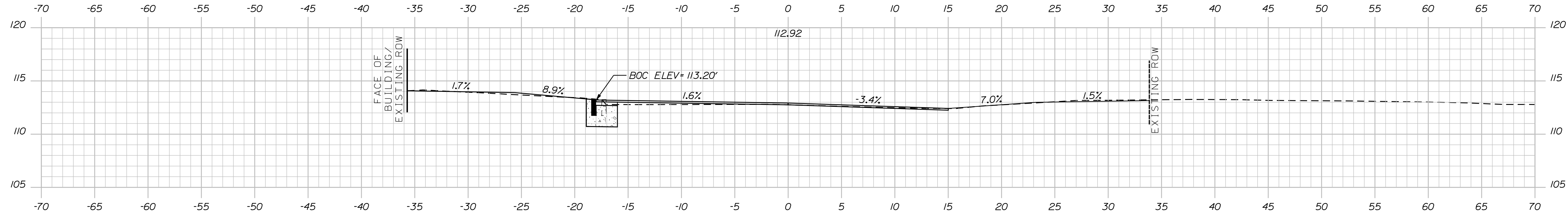


204+00.00

CROSS SLOPE TRANSITION STA. 204+00 TO 204+50 LT FROM -4.0% TO -2.7%



203+75.00



203+60.00

CROSS SLOPE TRANSITION STA. 203+60 TO 204+13 LT FROM 1.6% TO -0.6%

NOTE: CROSS SECTIONS SHOW SURFACE LINE ONLY FOR SIDEWALK AREAS. SEE TYPICALS AND MATERIALS PLAN FOR ADDITIONAL INFORMATION

LDD PROJECT NAME:
CONGRESS SQUARE
IMPROVEMENTS
DRAWING NAME:
FIELD BOOK USED:
N/A

REFERENCES:

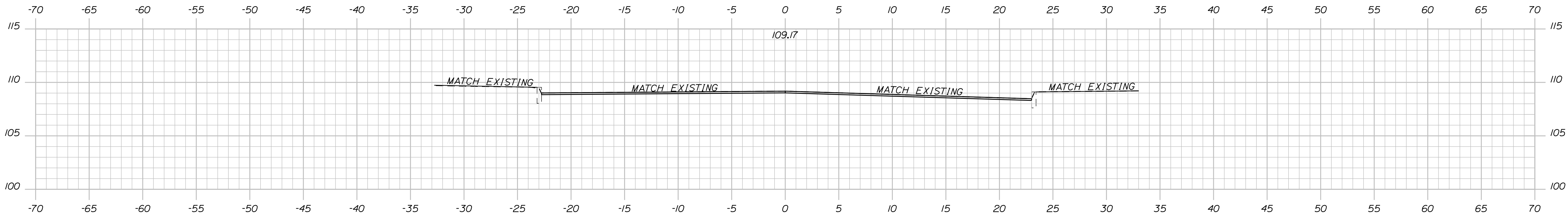
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CONGRESS SQUARE
IMPROVEMENTS
CROSS SECTIONS

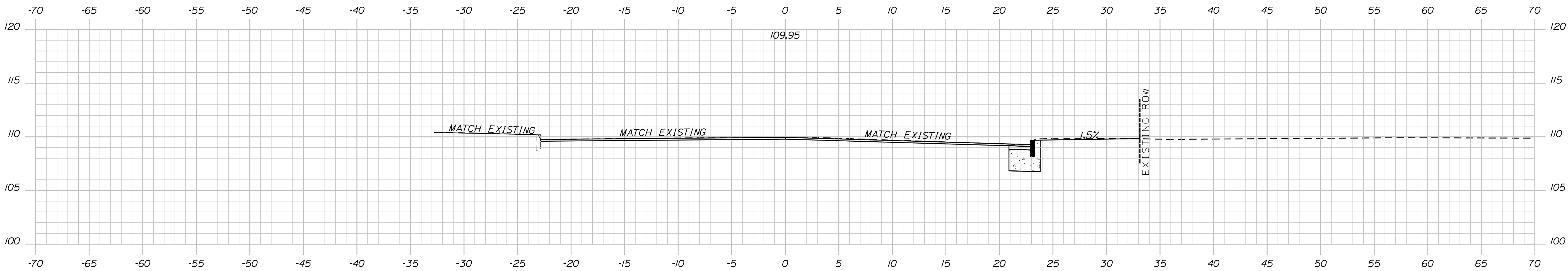
CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION



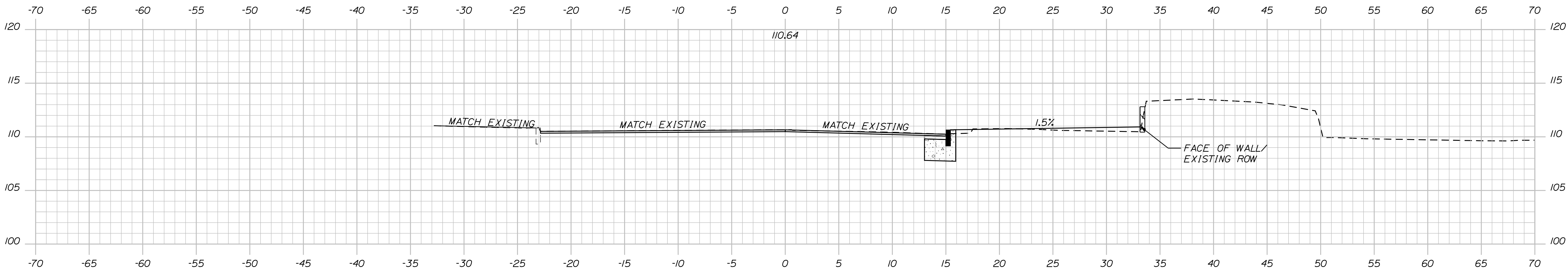
SHEET #
30 OF 39
PLAN NUMBER



205+00.00



204+75.00



204+50.00

NOTE: CROSS SECTIONS SHOW SURFACE LINE ONLY FOR SIDEWALK AREAS. SEE TYPICALS AND MATERIALS PLAN FOR ADDITIONAL INFORMATION

LDD PROJECT NAME:
CONGRESS SQUARE
IMPROVEMENTS
DRAWING NAME:
FIELD BOOK USED:
N/A

REFERENCES:

DESIGNED BY: SCK	DRAWN BY: SCK	CHECKED BY: SSS	SCALE: 1" = 5'	DATE: 01-22-2025
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CONGRESS SQUARE
IMPROVEMENTS
CROSS SECTIONS

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION



SHEET #
31 OF 39
PLAN NUMBER

LDD PROJECT NAME:
CONGRESS SQUARE
IMPROVEMENTS
DRAWING NAME:
FIELD BOOK USED:
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REFERENCES:

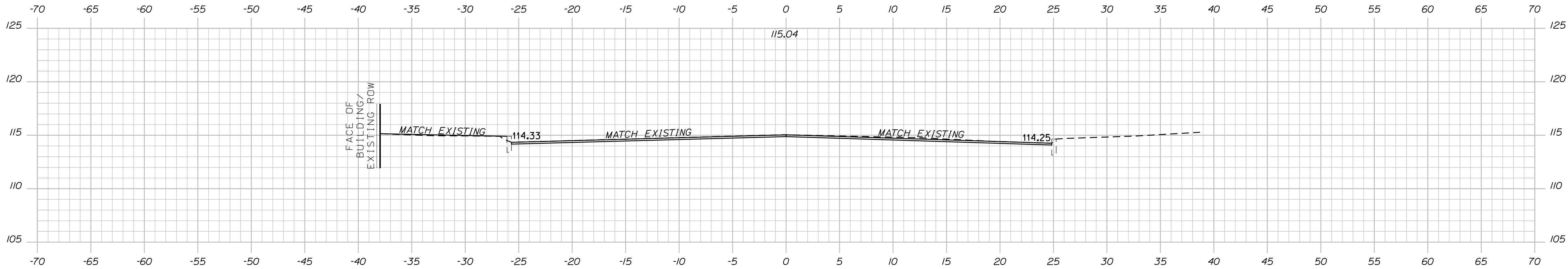
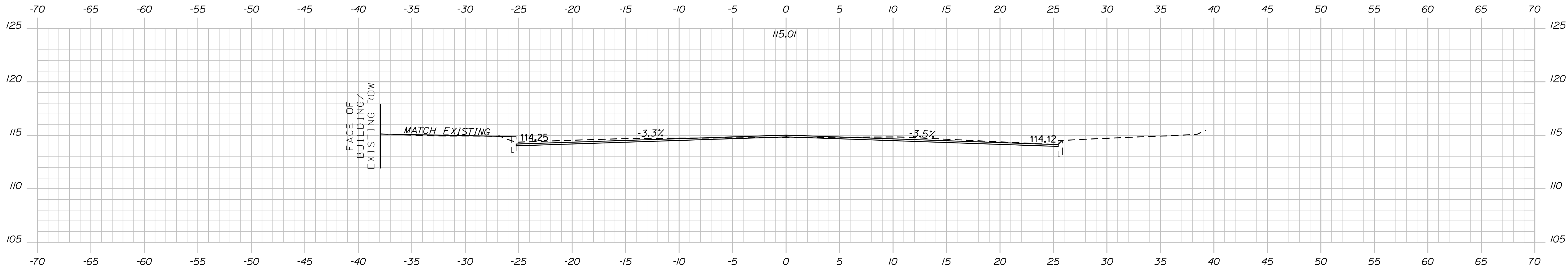
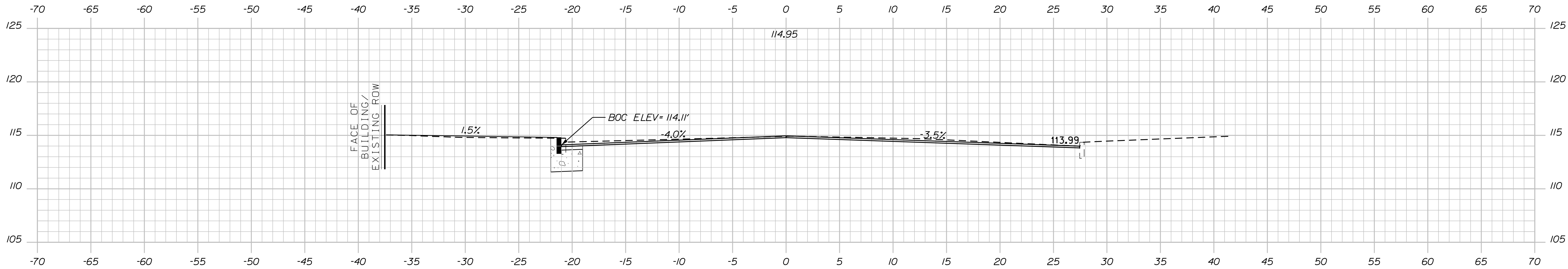
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CONGRESS SQUARE
IMPROVEMENTS
CROSS SECTIONS

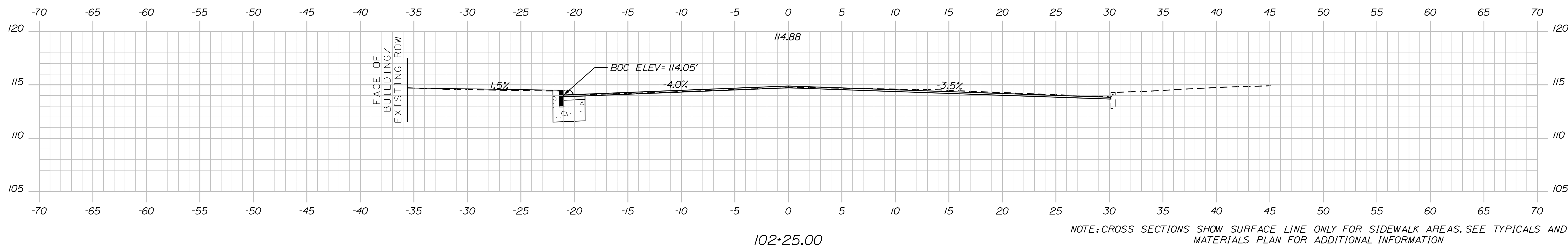
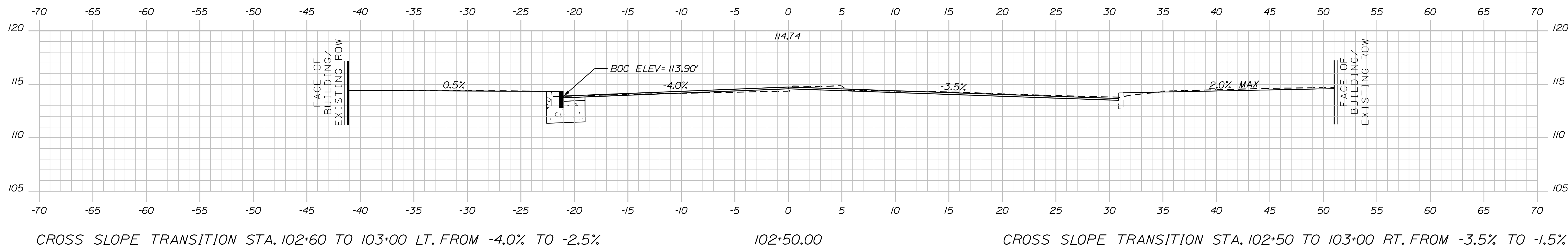
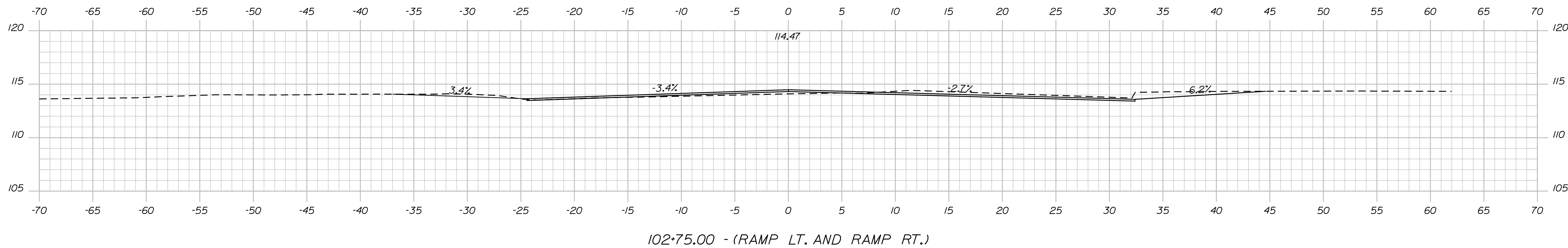
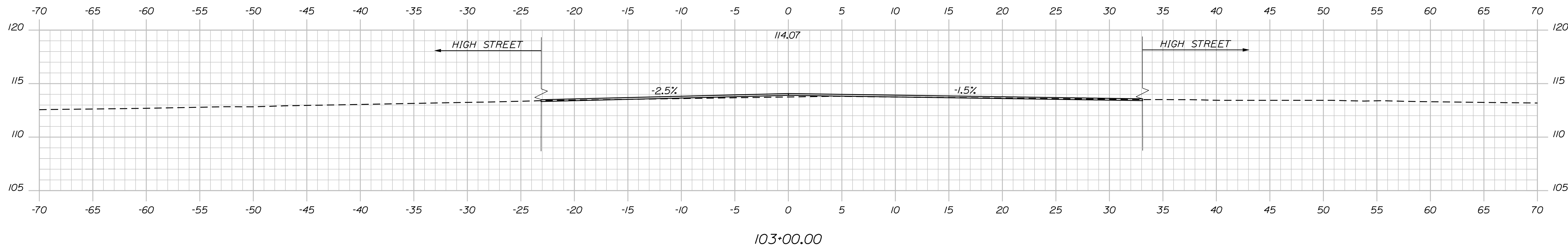
CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION



SHEET #
32 OF 39
PLAN NUMBER



CROSS SLOPE TRANSITION STA. 101+65 TO 102+00 LT. FROM -2.7% TO -4.0% 101+65.00 (LIMITS OF OVERLAY WORK - MATCH EXISTING)



NOTE: CROSS SECTIONS SHOW SURFACE LINE ONLY FOR SIDEWALK AREAS. SEE TYPICALS AND MATERIALS PLAN FOR ADDITIONAL INFORMATION

LDD PROJECT NAME:
CONGRESS SQUARE
IMPROVEMENTS
DRAWING NAME:
FIELD BOOK USED:
N/A

REFERENCES:

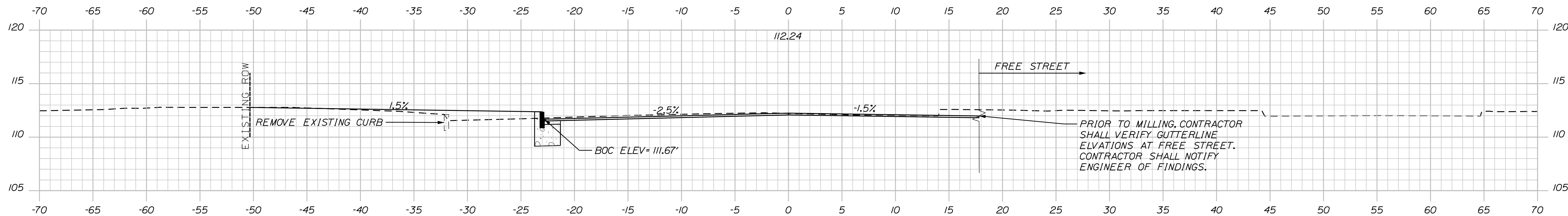
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CONGRESS SQUARE
IMPROVEMENTS
CROSS SECTIONS

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION



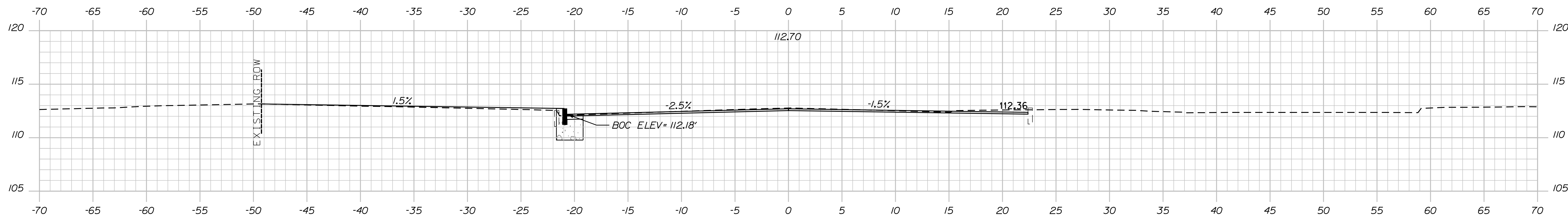
SHEET #
33 OF 39
PLAN NUMBER



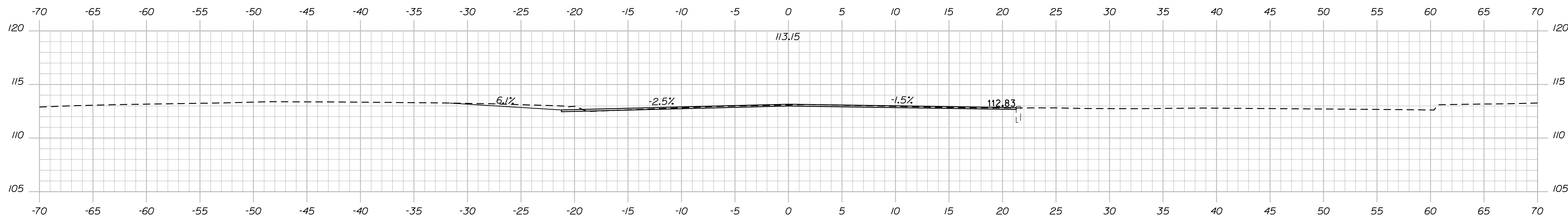
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104+00.00

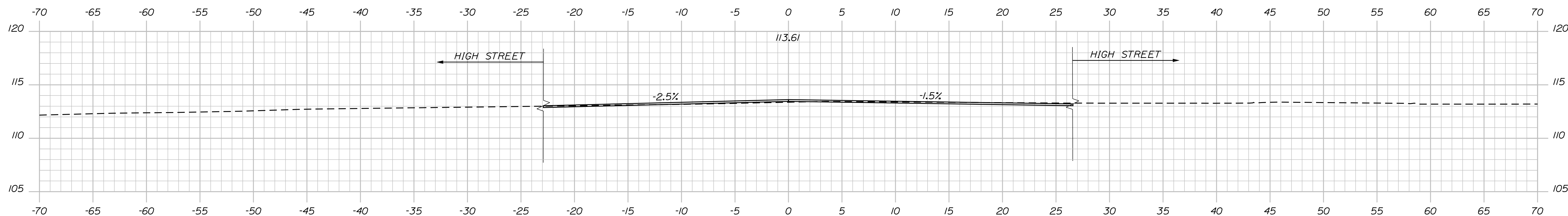
CROSS SLOPE TRANSITION STA. 104+10 TO 104+50 RT. FROM -1.5% TO -4.0%



103+75.00



103+50.00



103+25.00

NOTE: CROSS SECTIONS SHOW SURFACE LINE ONLY FOR SIDEWALK AREAS. SEE TYPICALS AND MATERIALS PLAN FOR ADDITIONAL INFORMATION

LDD PROJECT NAME:
CONGRESS SQUARE
IMPROVEMENTS
DRAWING NAME:
FIELD BOOK USED:
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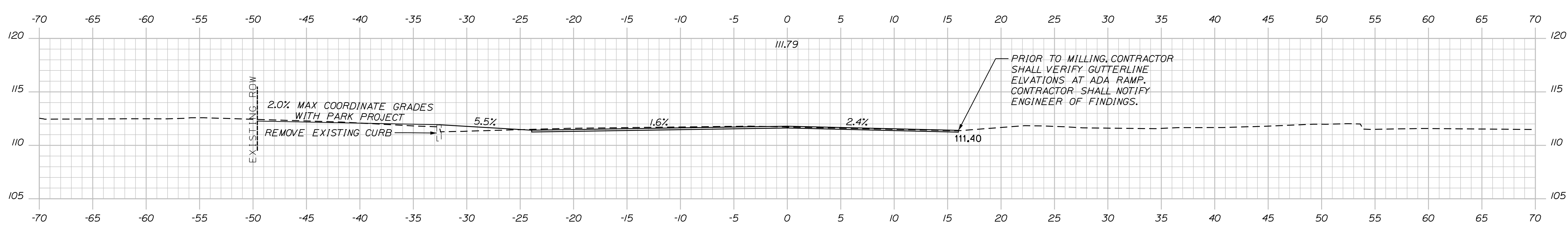
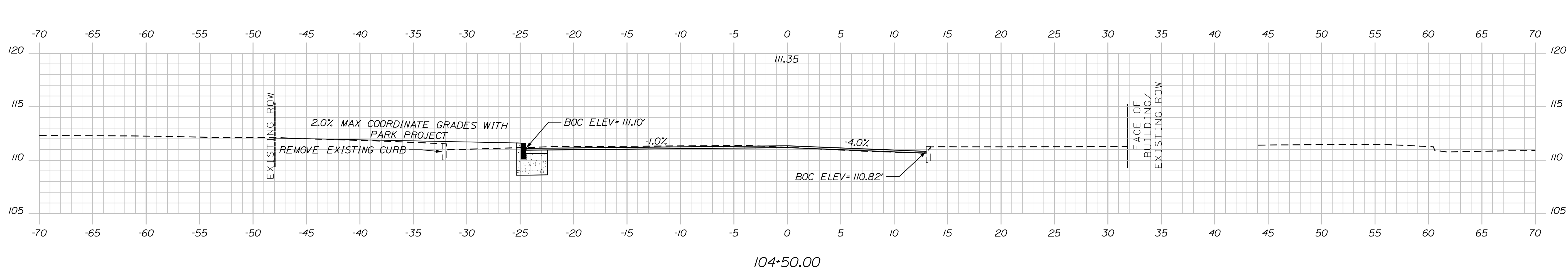
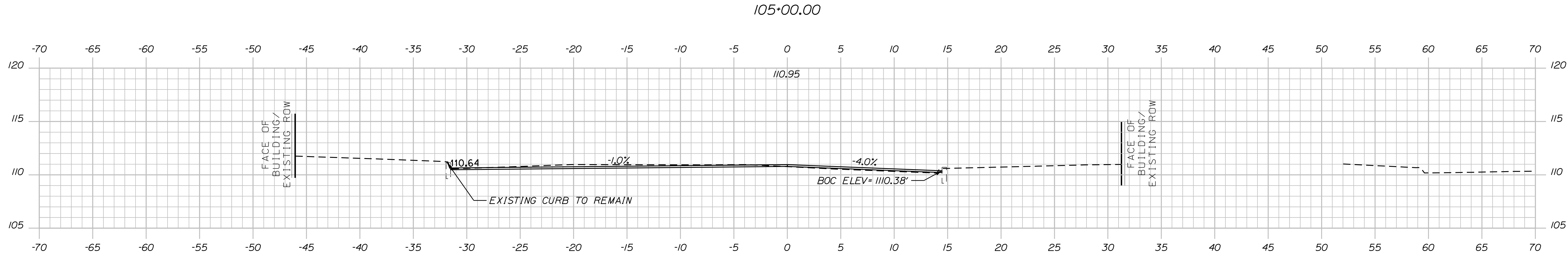
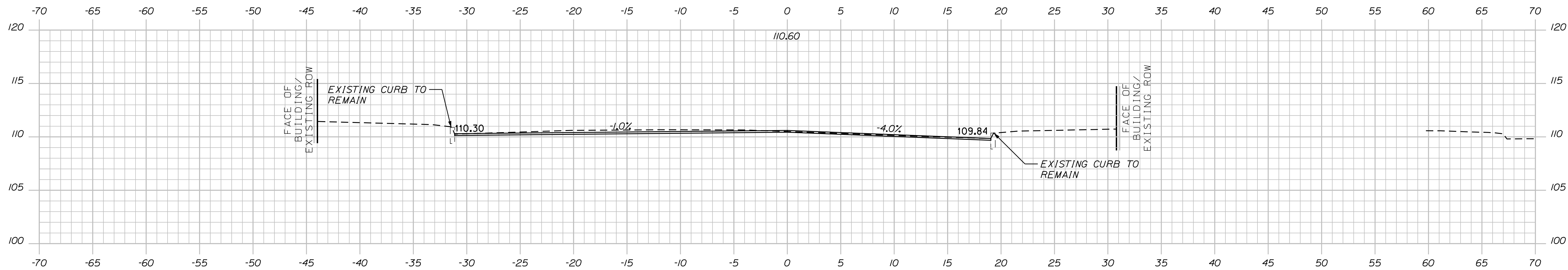
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CONGRESS SQUARE
IMPROVEMENTS
CROSS SECTIONS

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION



SHEET #
34 OF 39
PLAN NUMBER



NOTE: CROSS SECTIONS SHOW SURFACE LINE ONLY FOR SIDEWALK AREAS. SEE TYPICALS AND MATERIALS PLAN FOR ADDITIONAL INFORMATION

DESIGNED BY:
AIR

DRAWN BY:
AIR

CHECKED BY:
BRL

SCALE:
1" = 5'

DATE:
01-22-2025

CONGRESS SQUARE IMPROVEMENTS CROSS SECTIONS

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION



SHEET #
35 OF 39

PLAN NUMBER

LDD PROJECT NAME:
CONGRESS SQUARE IMPROVEMENTS
DRAWING NAME:
FIELD BOOK USED:
N/A

LDD PROJECT NAME:
CONGRESS SQUARE
IMPROVEMENTS
DRAWING NAME:
FIELD BOOK USED:
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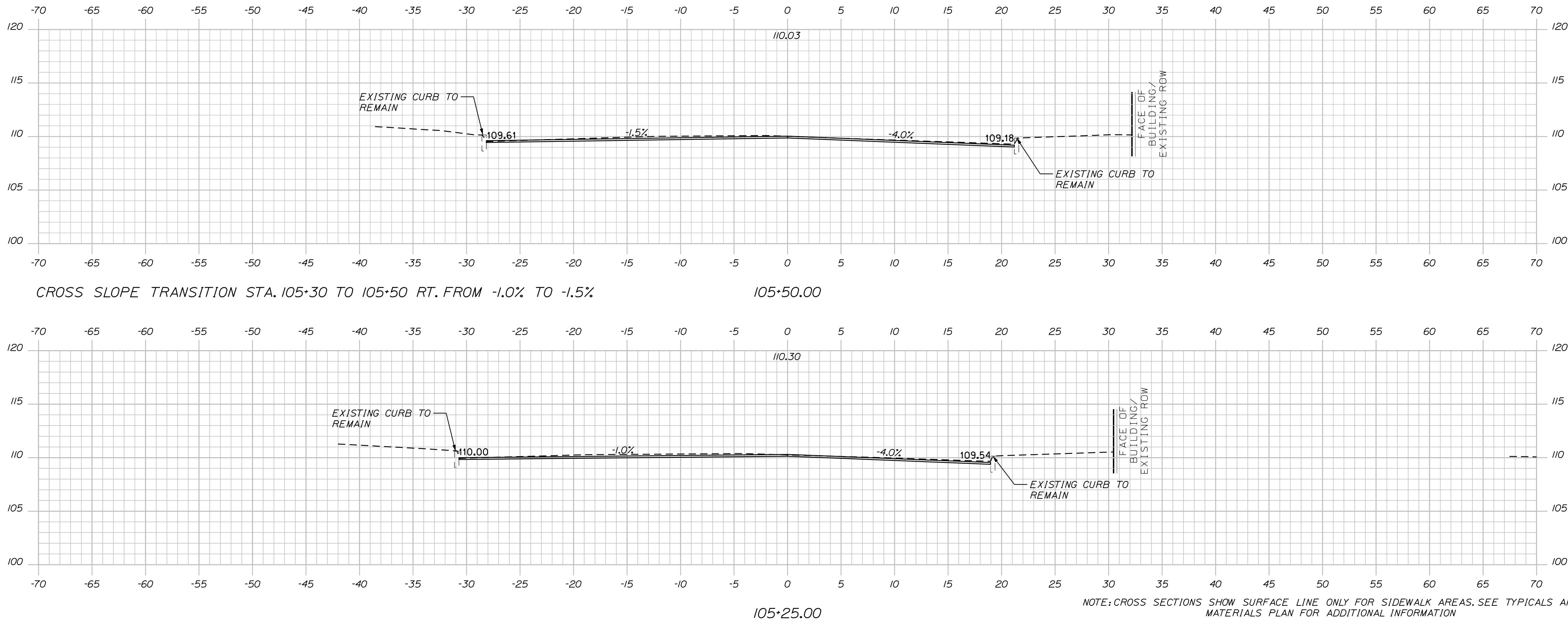
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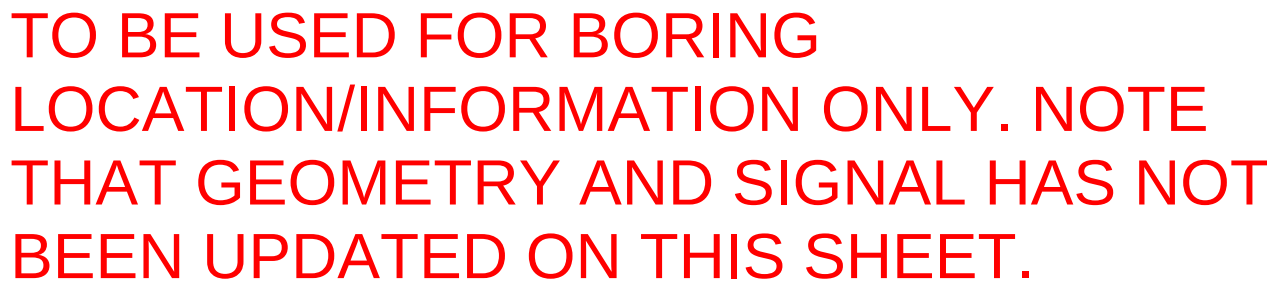
CONGRESS SQUARE
IMPROVEMENTS
CROSS SECTIONS

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION



SHEET #
36 OF 39
PLAN NUMBER



[illegible]

Not to Scale (See Table below for Rock Anchored Foundation Dimensions & Reinforcement Information)

Not to Scale (See Table below for Rock Anchored Foundation Dimensions & Reinforcement Information)

~~MAST ARMS A-MI & D-MI~~
~~(A-M1) Sta. 103+41.3, 37.3' Lt.~~
~~(D-MI) Sta. 102+84.4, 40.6' Lt.~~

ROCK ANCHORED FOUNDATIONS																
				Concrete Shaft Dimensions				Concrete Shaft Reinforcing Steel					Anchor Rebar Into Bedrock			
				Total Foundation Length (ft)	Concrete Shaft Diameter	Concrete Shaft Height (Min.)	Longitudinal Rebar Quantity	Longitudinal Rebar Size	Spiral Rebar Size	Spiral Bar Spacing	Drill Hole Diameter (Min.)	Anchor Rebar Length Into Bedrock/Drill Hole Length (Min.)	Anchor Rebar Minimum Length	Anchor Rebar Into Bedrock	Anchor Rebar Into Bedrock	
																H1(ft)
Mass Arm	Location	Option #	Item	X (feet)	H1 (feet)	R1	R2	S1	D1 (inches)	(inches)	H2 (feet)	H1+H2-Cover (feet)	Quantity	Size		
A-M1	103+41.3, 37.9' LT	Option 2	8.0	3.5	5.0	18	#9	#5	#5	4.0	4.0	3.0	7.25	4	#9	

NOTES:

1. All reinforcing steel shall be grade 60 and conform to MaineDOT Standard Specification requirements along with any project specific Supplementals or Special Provisions.
2. For spread footing foundations, L-Bars shall have a Min. 1'-8" Leg.
3. All rebar shall have 3" cover unless otherwise noted.
4. Should there be a discrepancy between these Details and actual observed field conditions report it to the Resident immediately.
5. Do not proceed with dependent work until any such discrepancy is resolved to the satisfaction of the Resident.
6. Concrete to be Class LP with $f'c = 5,000$ PSI.

Not to Scale - See Table below for Spread Footing Dimensions & Reinforcement Information

Not to Scale (See Table below for Spread Footing Dimensions & Reinforcement Information)

MAST ARM D-MI
(D-MI) Sta. 102+84.4, 40.6' Lt.

SPREAD FOOTING FOUNDATION																		
Mark	Date	Location	Option #	Footing Dimensions			Shaft Dimensions			Reinforcing Steel - Footing			Reinforcing Steel - Shaft			Spiral Bar Spacing		
				B1	B2	T	H1	D1	F1	F2	S2	R1	R2	S1	D1	D2 (in)	D3 (in)	
				Length (feet)	Length (feet)	Footing Height (feet)	Shaft Height (feet)	Shaft Diameter	Longitudinal Rebar Quantity	Longitudinal Rebar Size	Maximum Spacing (Inches)	Longitudinal Rebar Quantity	Longitudinal Rebar Size	Spiral Rebar Size	to 3 ft	4 to 21/3	21/3 to 12	
D-M	102	684.4, 40.6 T	Option #1	9.5	9.5	1.5	3.5	3.5	40	#5	12	18	#9	#5	4	4	4	12

7. For rock anchored foundations, Solid Bars drilled and grouted into bedrock shall be #9 Reinforcing Bars, Grade 60 steel. Reinforcing Bars shall be continuous full height of bedrock socket and shaft with no couplings.
8. For rock anchored foundations, a layer of non-shrink grout shall be placed in the bottom of the excavation prior to drilling the 4" Dia. drill holes to provide a smooth surface for drilling.
9. For rock anchored foundations, centralizers shall be attached to the #9 Reinforcing Bars to maintain cement grout cover on the Reinforcing Bar within the bedrock socket.
10. For rock anchored foundations, bedrock sockets shall be drilled using a minimum 4" outside diameter (OD) diameter diamond core barrel. Air rotary drilling shall not be allowed.



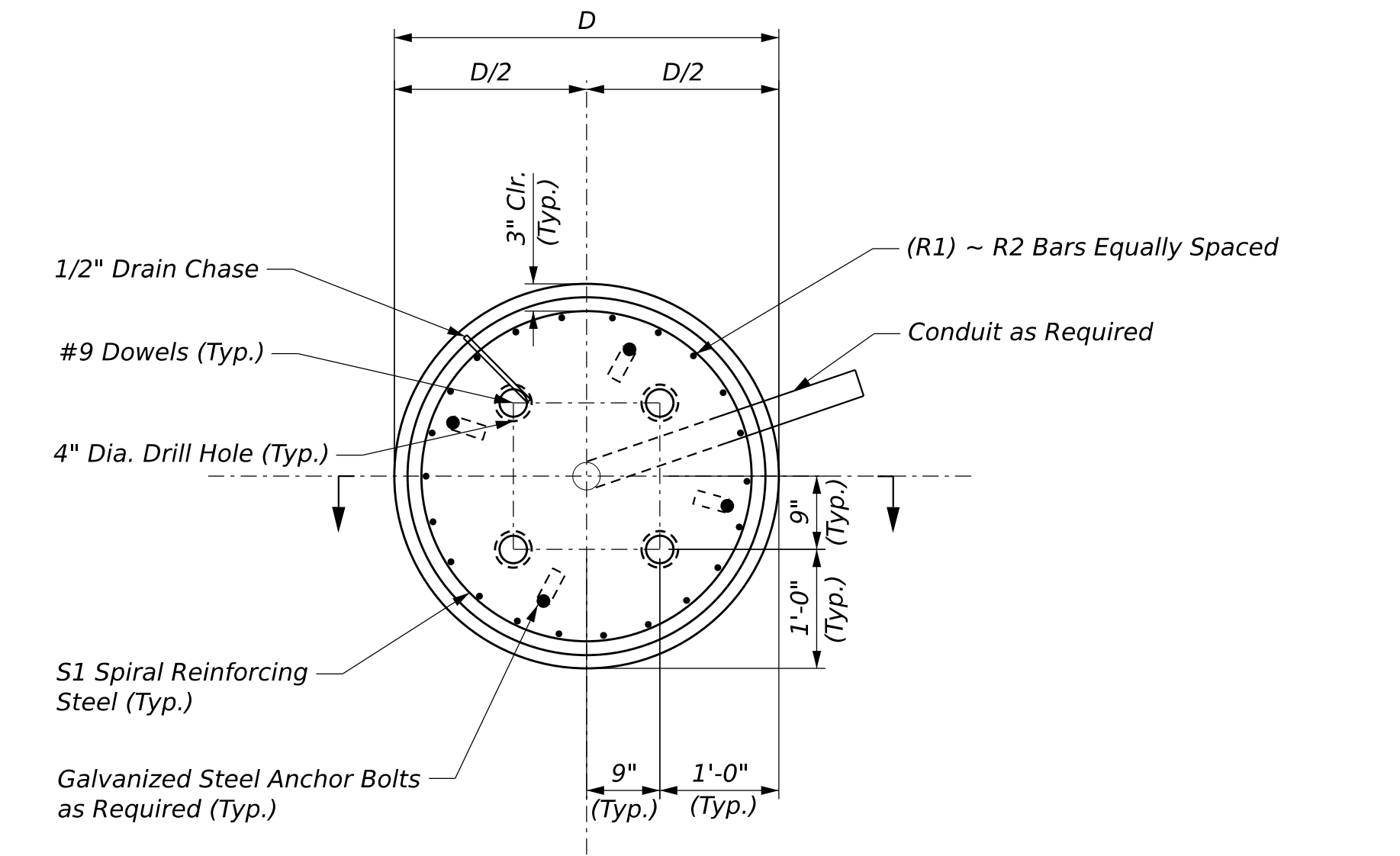
PROJ. MANAGER	BY	DATE	<i>Colby A. Russell</i>
DESIGN-REVIEWED			SIGNATURE
CHECKED-DESIGNED		NOV 2020	15866
DESIGN2-DETAILED2	K.MAGUIRE	T.WHITE	P.E. NUMBER
DESIGN3-DETAILED3	RE-ADVISE	MAY 2021	1/28/2025
REVISIONS 2			DATE
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PORTLAND - CONGRESS SQUARE SIGNAL IMPROVEMENTS

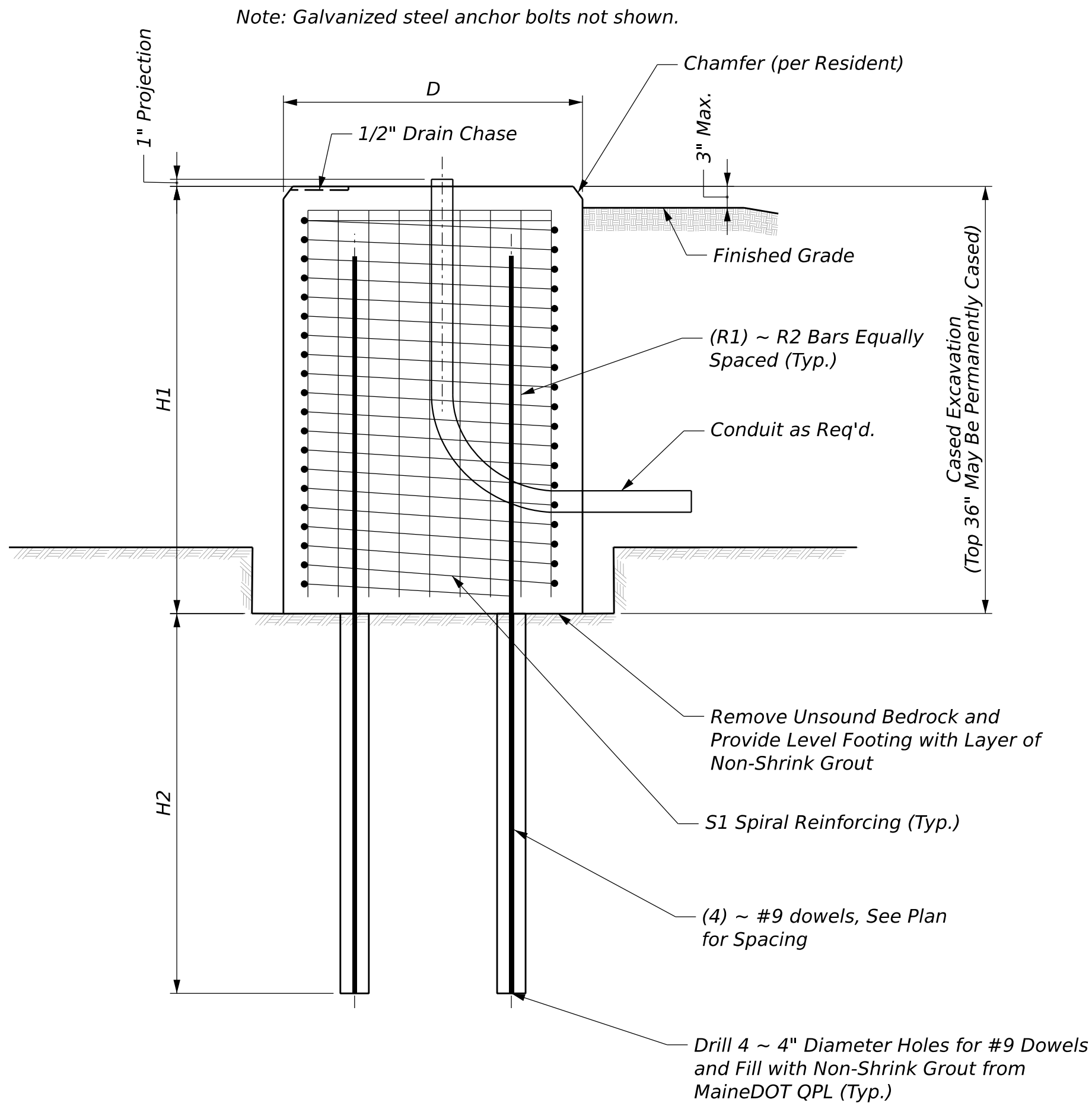
SHEET NUMBER

38

OF 39



ROCK ANCHORED FOUNDATION - PLAN
Not to Scale (See Table Below for Dimensions and Reinforcement Information)



ROCK ANCHORED FOUNDATION - ELEVATION
Not to Scale (See Table Below for Dimensions and Reinforcement Information)

Mast Arm	Location	Concrete Shaft Dimensions			Concrete Shaft Reinforcing Steel				Rock Anchor Dowel				
		Total Foundation Length (H1+H2)	Concrete Shaft Diameter (D)	Concrete Shaft Height (min)	Longitudinal Bar Quantity	Longitudinal Bar Size	Spiral Bar Size	Spiral Bar Spacing	Drill Hole Diameter (min)	Anchor Dowel Length into Bedrock/Drill Hole Length (min)	Anchor Dowel Length (min)	Anchor Dowel	Anchor Dowel
		(ft)	(ft)	H1 (ft)	R1	R2	S1	D1 (in)	(inches)	H2 (ft)	H1+H2- Cover (ft)	Quantity	Size
D-M1	102+84.6, 39.3' LT	8	3.5	5.0	18	#9	#5	4	4	3	7.75	4	#9

MAST ARM D-M1 - 25' MAST ARM
Sta. 102+84.6, 39.3' LT.

- NOTES:
- All reinforcing steel shall be ASTM A615, Grade 60 and shall conform to Maine DOT Standard Specifications and any project specific Supplements or Special Provisions.
 - All reinforcing steel shall have 3" cover unless otherwise noted.
 - Should there be a discrepancy between these details and actual observed field conditions, the Contractor shall report it to the Resident immediately.
 - Do not proceed with dependent work until any such discrepancy is resolved to the satisfaction of the Resident.
 - Concrete to be Class LP with $f'c = 5,000$ PSI.
 - Dowels drilled and grouted into bedrock shall be #9 reinforcing steel.
 - Reinforcing steel shall be continuous full height of bedrock socket and shaft with no couplings or splices.
 - A layer of non-shrink grout shall be placed in the bottom of the excavation prior to drilling the 4" dia. drill holes to provide a smooth surface for drilling.
 - Centralizers shall be attached to the #9 dowels to maintain grout cover on the dowels within the bedrock socket.
 - Bedrock sockets shall be drilled using a minimum 4" outside diameter (OD) diamond core barrel. Air rotary drilling shall not be allowed.
 - These drawings are not intended to be worked independently, but are intended to be worked in conjunction with the Contract Drawings for WIN 024293.00 - Congress Square Improvements.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2429300

WIN
024293.00
HIGHWAY PLANS

STATE OF MAINE
ELIZABETH S. BROWNELL
No. 14337
PROFESSIONAL ENGINEER

Signature

14337

P.E. NUMBER

5/6/2026

DATE

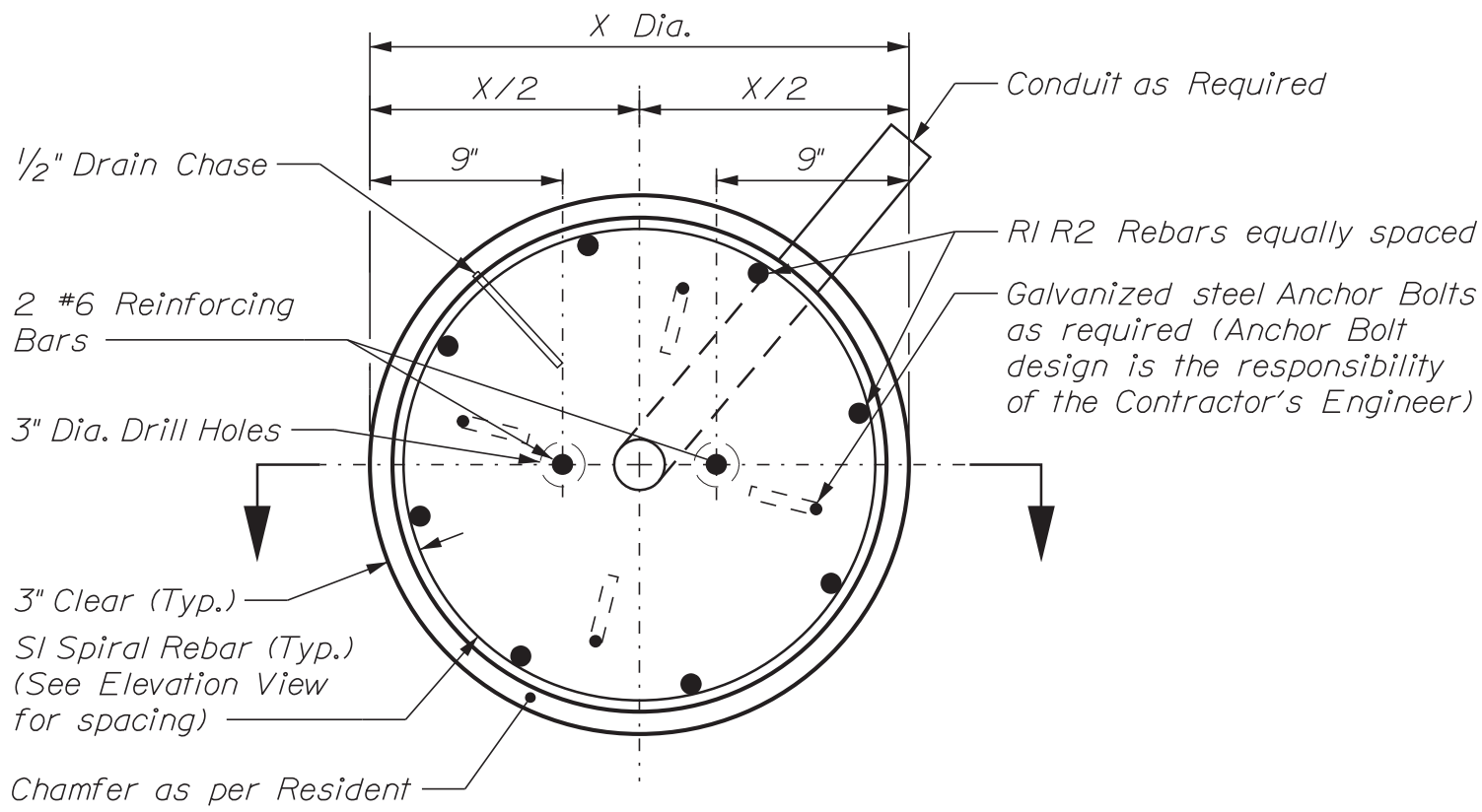
PORTLAND - CONGRESS SQUARE
SIGNAL IMPROVEMENTS

MAST ARM FOUNDATIONS

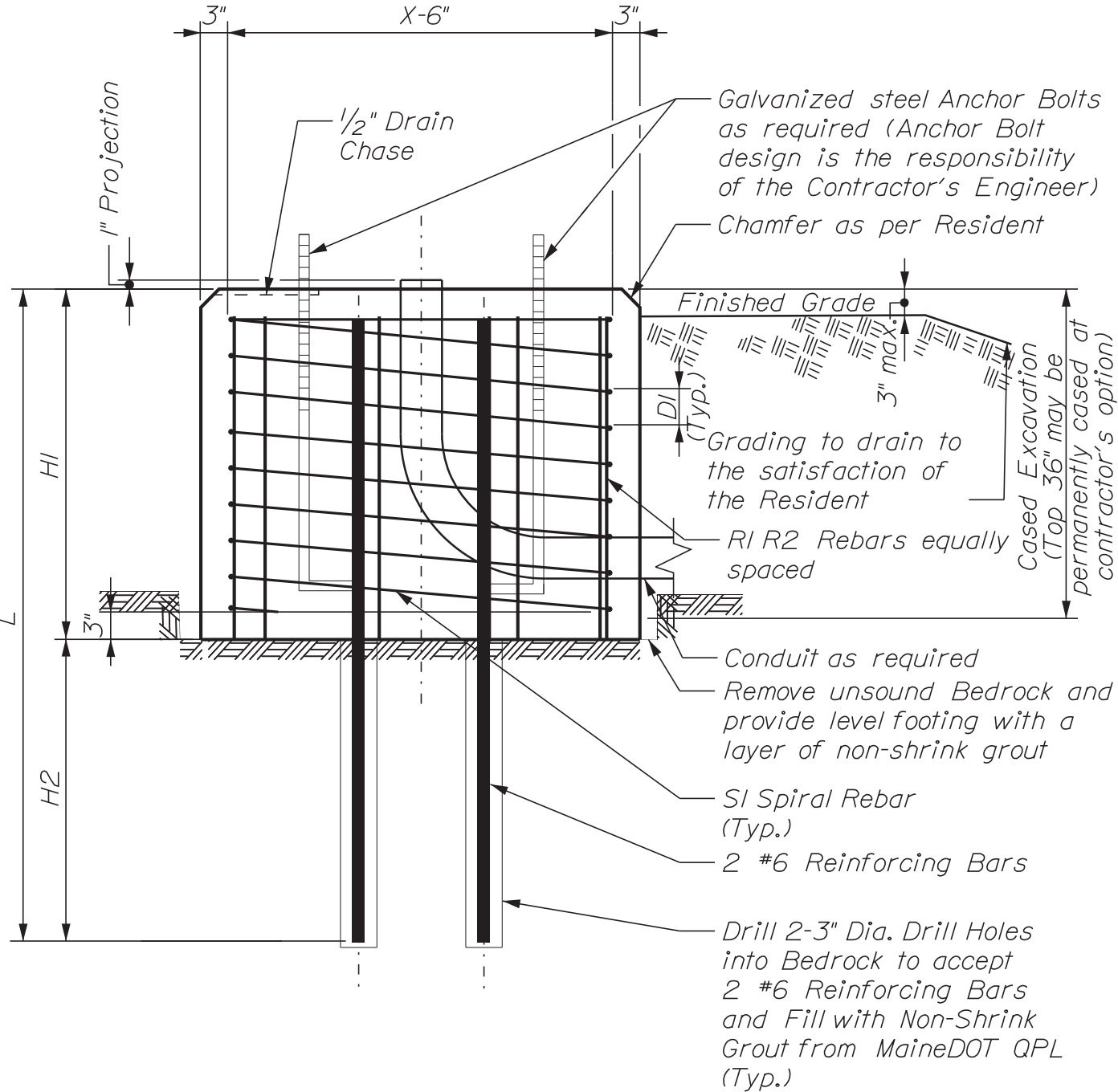
SHEET NUMBER

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OF 1



Rock Anchored Foundation Plan View
 Not to Scale (See Table for Rock Anchored Foundation Dimensions & Reinforcement Information)



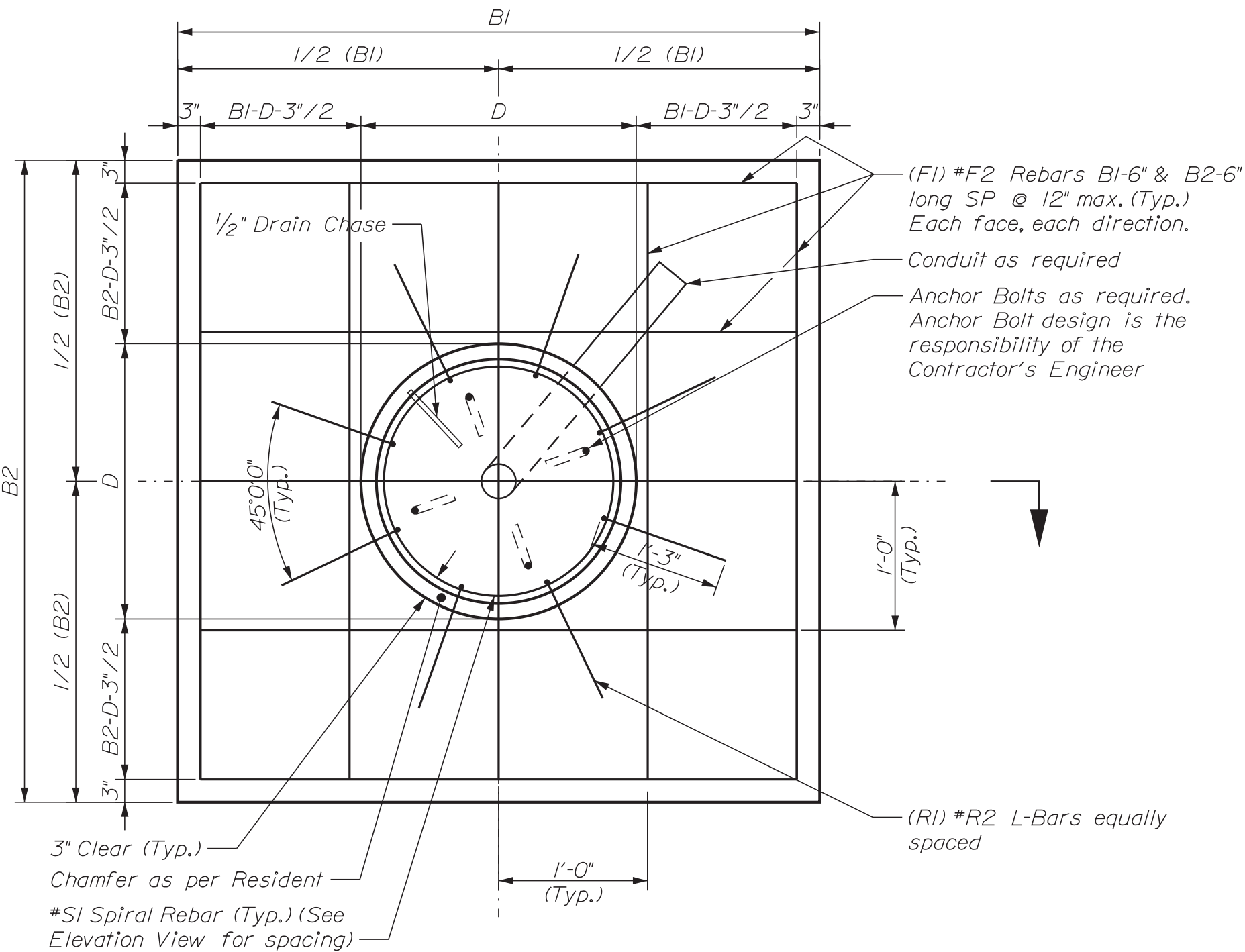
Rock Anchored Foundation Elevation View
 Not to Scale (See Table for Rock Anchored Foundation Dimensions & Reinforcement Information)

**PEDESTAL POLE FOUNDATION
ROCK ANCHOR OPTION**

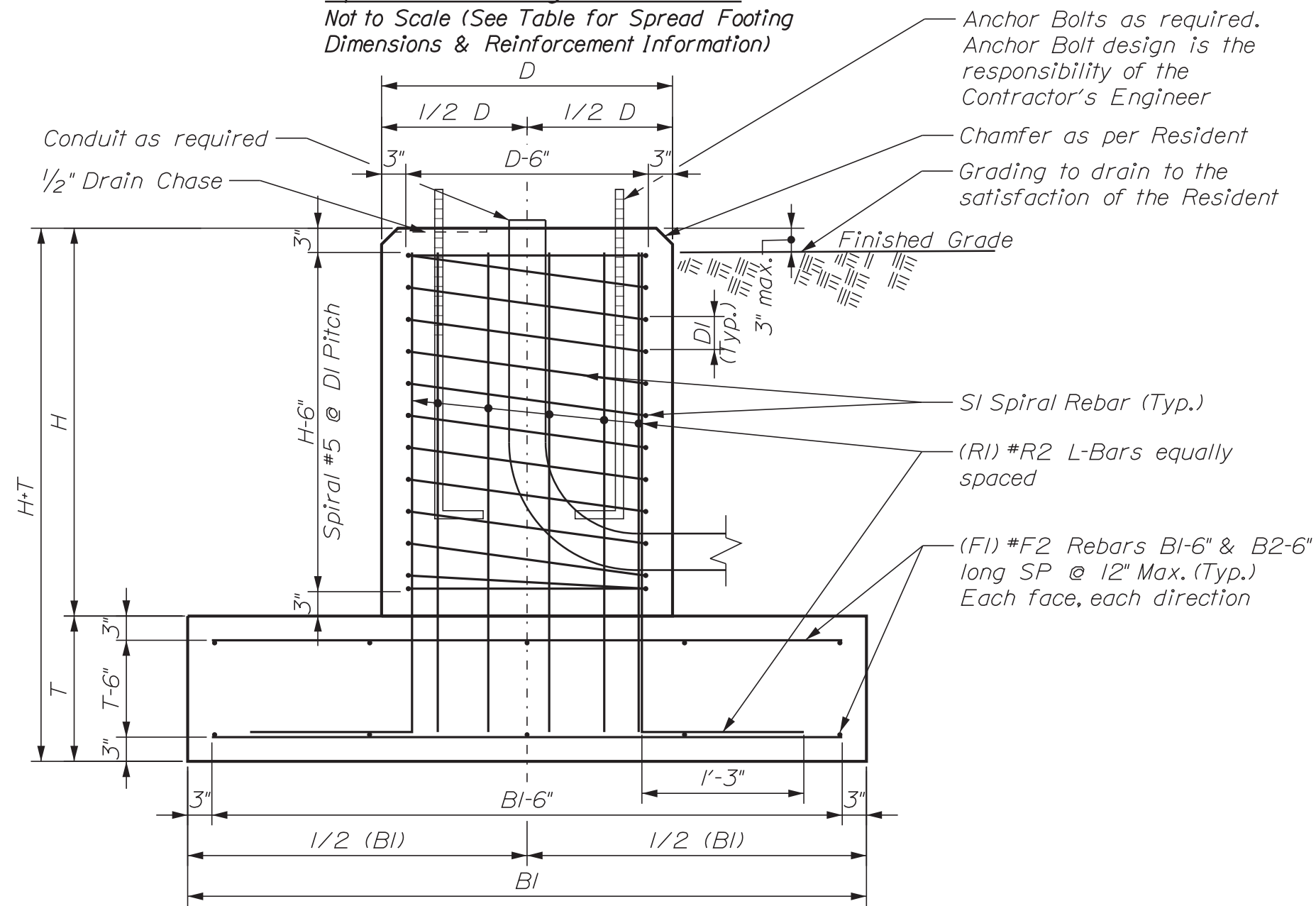
ROCK ANCHORED FOUNDATION													
	Total Foundation Length H1+H2 (feet)	Concrete Shaft Dimensions		Concrete Shaft Reinforcing Steel				Anchor Rebar Into Bedrock					
		Concrete Shaft Diameter	Concrete Shaft Height (Min.)	Longitudinal Rebars Quantity	Longitudinal Rebars Size	Spiral Rebars Size	Spiral Bar Spacing	Drill Hole Diameter (Min.)	Anchor Rebar Length Into Bedrock/Drill Hole Length (Min.)	Anchor Rebar Minimum Length	Anchor Rebar Into Bedrock	Anchor Rebar Into Bedrock	
Pedestal Pole Foundation Option if Shallow Bedrock is Encountered	4.0	X (feet)	H1 (feet)	R1	R2	S1	D1 (inches)	(inches)	H2 (feet)	H1+H2-Cover (feet)	Quantity	Size	
		2.0	2.0	8	#6	#3	8	3.0	2.0	3.75	2	#6	

NOTES:

- Foundation alternatives presented on this sheet shall be used in the event that the presence of shallow bedrock prevents the installation of a Standard Precast 24-inch Diameter Foundation. Use of these foundations shall be approved by the Resident.
- All reinforcing steel shall be grade 60 and conform to MaineDOT Standard Specification requirements along with any project specific Supplementals or Special Provisions.
- For spread footing foundations, L-Bars shall have a Min. 1'-3" Leg.
- All rebar shall have 3" cover unless otherwise noted.
- Should there be a discrepancy between these Details and actual observed field conditions report it to the Resident immediately.
- Do not proceed with dependent work until any such discrepancy is resolved to the satisfaction of the Resident.
- Concrete to be Class LP with $f'c = 5,000$ PSI.
- For rock anchored foundations, Solid Bars drilled and grouted into bedrock shall be #6 Reinforcing Bars, Grade 60 steel. Reinforcing Bars shall be continuous full height of bedrock socket and shaft with no couplings.
- For rock anchored foundations, a layer of non-shrink grout shall be placed in the bottom of the excavation prior to drilling the 3" Dia. drill holes to provide a smooth surface for drilling.
- For rock anchored foundations, centralizers shall be attached to the #6 Reinforcing Bars to maintain cement grout cover on the Reinforcing Bar within the bedrock socket.
- For rock anchored foundations, bedrock sockets shall be drilled using a minimum 3" outside diameter (OD) diameter diamond core barrel. Air rotary drilling shall not be allowed.



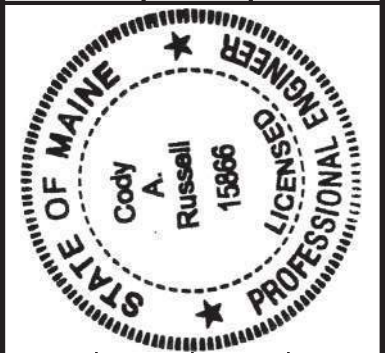
Spread Footing Plan View
 Not to Scale (See Table for Spread Footing Dimensions & Reinforcement Information)



Spread Footing Elevation View
 Not to Scale (See Table for Spread Footing Dimensions & Reinforcement Information)

**PEDESTAL POLE FOUNDATION
SPREAD FOOTING OPTION**

SPREAD FOOTING FOUNDATION												
	Footing Dimensions			Shaft Dimensions		Reinforcing Steel - Footing			Reinforcing Steel - Shaft			
	B1	B2	T	H1	D1	F1	F2	S2	R1	R2	S1	D1 (inches)
	Length (feet)	Length (feet)	Footing Height (feet)	Shaft Height (feet)	Shaft Diameter (feet)	Longitudinal Rebars Quantity	Longitudinal Rebars Size	Maximum Spacing (inches)	Longitudinal Rebars Quantity	Longitudinal Rebars Size	Spiral Rebars Size	Spiral Bar Spacing
Pedestal Pole Foundation Option if Shallow Bedrock is Encountered	4.5	4.5	1.5	2.0	2.0	20	#5	12	8	#6	#3	8



PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
			Cody A. Russell	15866	1/28/2025
DESIGN-DETAILED					
CHECKED-REVIEWED					
DESIGN-DETAILED	T. WHITE	APR 2021			
DESIGN-DETAILED	K. MAGUIRE				
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					