

# CITY OF PORTLAND DEPARTMENT OF PUBLIC WORKS


## CONTRACT DRAWINGS


### COMMERCIAL STREET AND PORTLAND FISH PIER STORM DRAIN OUTFALL PROJECT

BID No. 26012

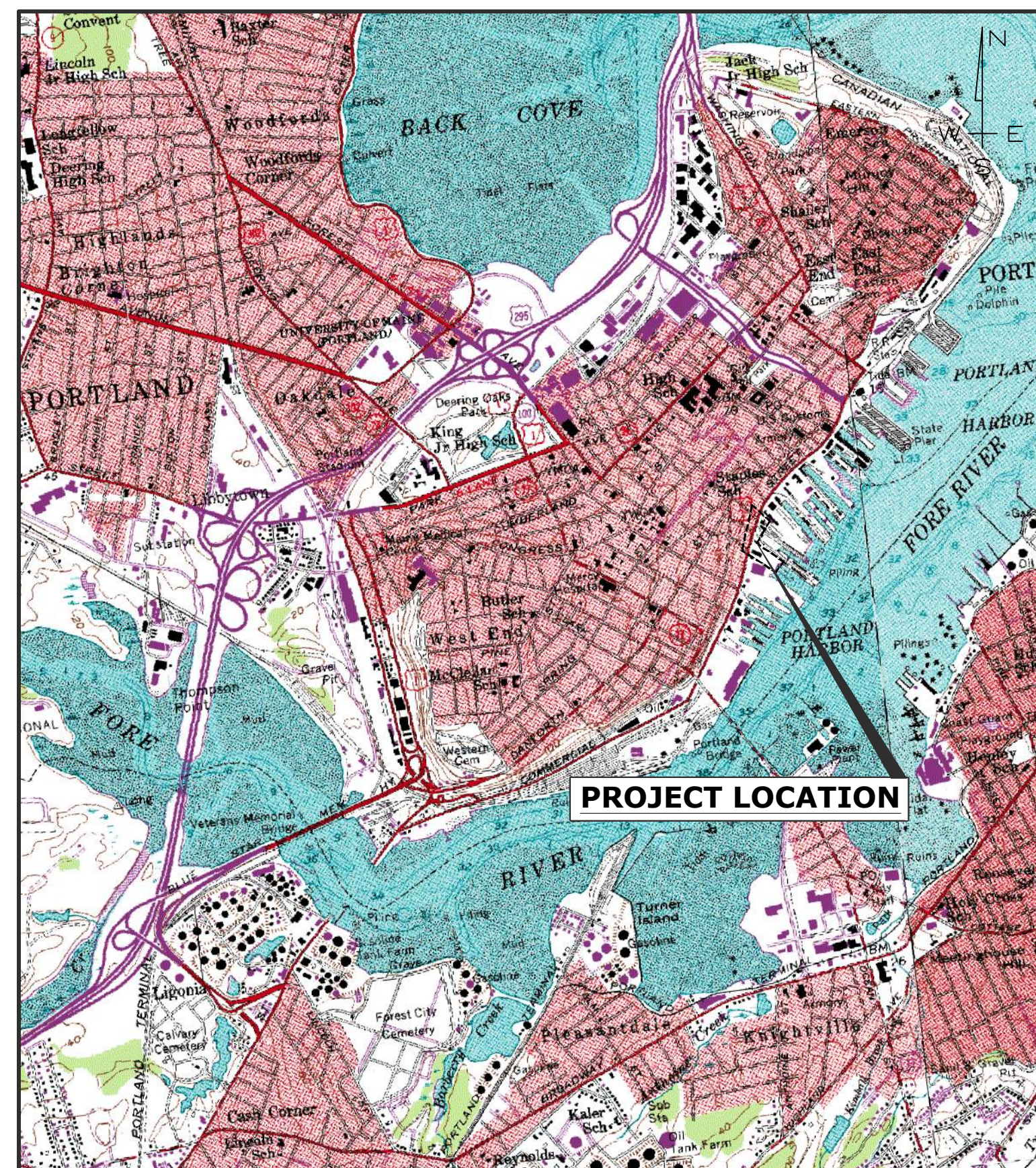
AUGUST 2025

**YEAR APPROVED**  
**2025**

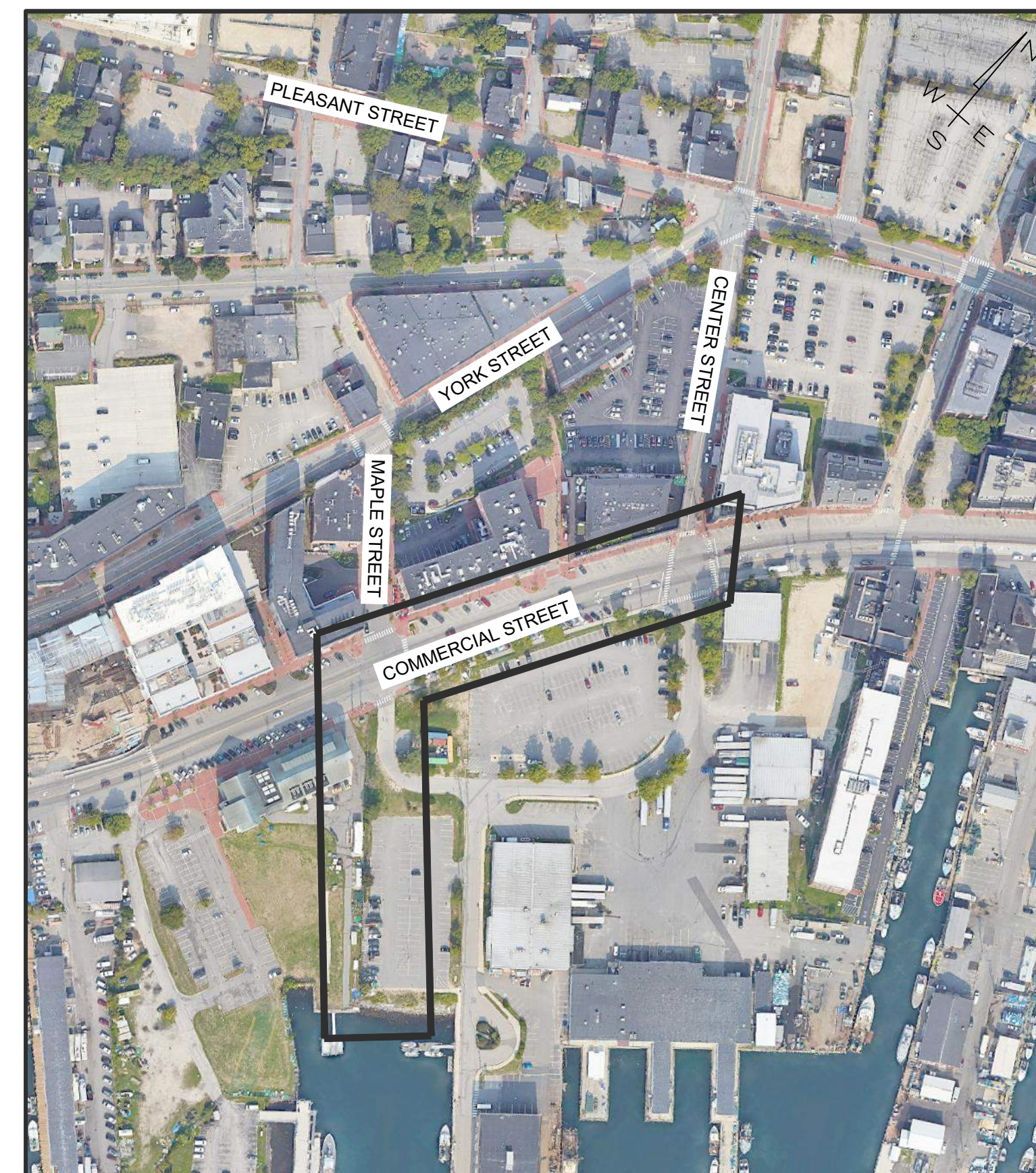
  
8/12/2025  
DATE  
KEITH GRAY, P.E.  
CITY ENGINEER/ENGINEERING MANAGER

  
8/12/2025  
DATE  
JUSTIN PELLERIN, P.E.  
PROJECT ENGINEER

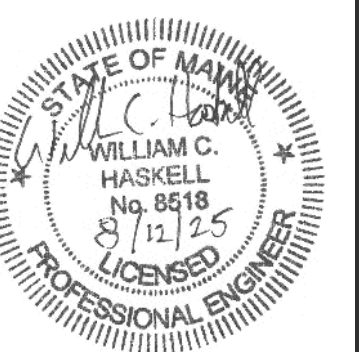
  
8/12/2025  
DATE  
WILLIAM BOORNAZIAN, P.E.  
WATER RESOURCE MANAGER



PROJECT LOCATION



AREA MAP



VAULT #: 01051\_012

INDEX OF PLANS	
1	COVER SHEET
2	GENERAL NOTES
3	OVERALL PLAN
EXISTING CONDITIONS PLANS & PROFILES	
4-5	PORTLAND FISH PIER EXISTING CONDITIONS PLAN AND PROFILE
6	COMMERCIAL STREET EXISTING CONDITIONS PLAN AND PROFILE
PLANS & PROFILES	
7-8	PORTLAND FISH PIER PLAN AND PROFILE
9	COMMERCIAL STREET PLAN AND PROFILE
ADA RAMP PLANS	
10	COMMERCIAL STREET/PORTLAND FISH PIER ADA RAMP PLAN
11	COMMERCIAL/MAPLE STREET ADA RAMP PLAN
12	COMMERCIAL STREET/PORTLAND FISH PIER ADA RAMP PLAN
PAVEMENT RESTORATION SEQUENCE PLAN	
13	PAVEMENT RESTORATION SEQUENCE PLAN
CIVIL DETAILS	
14 - 17	PROJECT DETAILS

**GENERAL NOTES:**

**GENERAL REQUIREMENTS**

- 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.
- ALL WORK COMPLETED UNDER THIS CONTRACT SHALL BE GOVERNED BY AND SHALL CONFORM WITH CITY OF PORTLAND TECHNICAL AND DESIGN STANDARDS AND GUIDELINES.
- ALL MATERIALS AND CONSTRUCTION METHODS SHALL CONFORM WITH APPLICABLE FEDERAL, STATE, AND CITY OF PORTLAND CODES AND SPECIFICATIONS.
- THE CONTRACTOR SHALL COMPLETE THE WORK WITHIN THE RIGHT-OF-WAY, AND SHALL BE RESPONSIBLE IF TRESPASSING ON PRIVATE PROPERTY OCCURS WITHOUT WRITTEN CONSENT OF THE LAND-OWNER.
- THE CONTRACTOR SHALL RESTORE ALL AREAS DISTURBED OR DAMAGED BY CONSTRUCTION ACTIVITIES, TO ORIGINAL FINISH SURFACE (LAWN, PAVEMENT, GRAVEL, ETC.) UNLESS NOTED OTHERWISE ON PLANS. RESTORATION OF PAVED SURFACES, GRAVEL SURFACES, DRIVEWAYS, WALKWAYS, LAWNS AND OTHER AREAS SHALL BE AT THE CONTRACTORS EXPENSE. ALL CURB DAMAGED BY CONSTRUCTION ACTIVITIES SHALL BE REPLACED IN KIND, AT THE CONTRACTORS EXPENSE, AND SHALL CONFORM TO CITY OF PORTLAND STANDARDS.
- DISPOSITION OF SURPLUS MATERIAL SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. SURPLUS MATERIAL SHALL NOT BE DISPOSED OF ON THE PROJECT SITE. DISPOSITION SHALL BE MADE ONLY AT WASTE AREAS WHICH ARE LICENSED TO ACCEPT SUCH MATERIALS, UNLESS THE MATERIALS CAN BE INCORPORATED IN FILLS IN OTHER PROJECTS OF THE CONTRACTOR.
- IF CONTRACTOR PROPOSES TO TEMPORARILY STOCKPILE ANY SURPLUS SOIL AND ROCK IN THE CITY OF PORTLAND, THE CONTRACTOR SHALL OBTAIN APPROVAL FOR EACH STOCKPILE LOCATION FROM THE CITY. IF CONTRACTOR PROPOSES TO PERMANENTLY STOCKPILE ANY SURPLUS SOIL AND ROCK ON PROPERTY IN THE CITY OF PORTLAND, THE CONTRACTOR MUST OBTAIN ANY SITE PLAN AND FILL PERMITS REQUIRED FROM CITY PLANNING AUTHORITY OR ANY FILL PERMITS REQUIRED FROM MAINE DEP OR US ARMY CORP OF ENGINEERS. BOTH TEMPORARY AND PERMANENT STOCKPILE LOCATIONS SHALL MEET THE APPLICABLE SETBACK REQUIREMENTS IN THE CITY LAND USE CODE.
- PRIOR TO THE BEGINNING OF CONSTRUCTION, THE CONTRACTOR SHALL SECURE A STREET OPENING PERMIT FROM THE PORTLAND DEPARTMENT OF PUBLIC SERVICES. NO FEE WILL BE CHARGED FOR THIS PERMIT
- ALL MATERIAL SCHEDULES SHOWN ON THE PLANS ARE FOR GENERAL INFORMATION ONLY. THE CONTRACTOR SHALL PREPARE HIS OWN MATERIAL SCHEDULES BASED UPON HIS PLAN REVIEW. ALL SCHEDULES SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS OR PERFORMING WORK.
- PROTECT EXISTING FEATURES/STRUCTURES NOT CALLED OUT FOR REPLACEMENT/ALTERATION.
- TEST PITS SHALL BE COMPLETED AT LEAST TWO WEEKS PRIOR TO THE START OF CONSTRUCTION OR ORDERING OF MATERIALS AT THE TEST PIT LOCATION. THE CONTRACTOR SHALL PROMPTLY PROVIDE TEST PIT INFORMATION TO THE ENGINEER FOR REVIEW, AND SHALL NOTIFY THE ENGINEER OF ANY POTENTIAL UTILITY CROSSING CONFLICTS.
- 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.
- EXISTING FACILITIES/STRUCTURES (I.E. TREES, POLES, LIGHT POLES) SHALL BE REMOVED AND PROTECTED DURING CONSTRUCTION. CITY RETAINS THE RIGHT TO KEEP ANY AND ALL REMOVED FACILITIES/STRUCTURES. CONTRACTOR SHALL DISPOSE OF UNWANTED/UNUSED FACILITIES/STRUCTURES OFF SITE IN CONFORMANCE WITH APPLICABLE FEDERAL, STATE, AND LOCATION REGULATIONS.
- THE CONTRACTOR SHALL ANTICIPATE THAT GROUNDWATER AND SEAWATER WILL BE ENCOUNTERED DURING CONSTRUCTION AND SHALL INCLUDE SUFFICIENT COSTS WITHIN THEIR BID TO PROVIDE DEWATERING AS NECESSARY. NO SEPARATE PAYMENT SHALL BE MADE TO THE CONTRACTOR FOR DEWATERING.
- ALL WORK SHALL COMPLY WITH THE REQUIREMENTS AND CONDITIONS SPECIFIED IN THE HIGHWAY OPENING PERMIT.
- THE CONTRACTOR SHALL SUBMIT PERFORMANCE AND PAYMENT BONDS TO THE CITY PRIOR TO THE CONTRACT AWARD.
- THE CONTRACTOR SHALL PROVIDE THE CITY WITH A SCHEDULE OF WORK FOR CONSTRUCTING THE IMPROVEMENTS.
- CONTRACTOR(S) WORK HOURS SHALL CONFORM TO ALL APPLICABLE CITY OF PORTLAND ORDINANCES.
- UPON COMPLETION OF THE PROJECT, THE CONTRACTOR SHALL SUBMIT A FINAL-SET OF AS-BUILT PLANS TO THE ENGINEERING OFFICE IN AUTOCAD FORMAT (\*.DWG), RELEASE AUTOCAD YEAR AS DIRECTED BY THE CITY.

**SURVEY/EXISTING CONDITIONS**

- EXISTING CONDITIONS PROJECT AREA ARE BASED ON SURVEY COMPLETED BY TITCOMB ASSOCIATES(A DIVISION OF SEBAGO TECHNICS) IN SEPTEMBER OF 2021 AND 2023.
- IT IS THE CONTRACTORS RESPONSIBILITY TO FAMILIARIZE THEMSELVES WITH THE EXISTING CONDITIONS PRIOR TO BIDDING.
- VERTICAL DATUM IS REFERENCED TO CITY DATUM WITH ONE-FOOT CONTOUR INTERVALS. CITY DATUM IS +0.02 FEET OF NGVD 1929. HORIZONTAL DATUM IS REFERENCED TO STATE PLANE NAD 1983 (FEET), MAINE WEST ZONE.
- LOCATIONS OF RIGHT-OF-WAY SHOWN ON PLANS ARE APPROXIMATE ONLY.
- 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 LICENSED LAND SURVEYOR.
- SURVEY BENCHMARKS ARE AS FOLLOWS:
  - SOUTHWEST CORNER OF CENTER STREET AND COMMERCIAL STREET (HYDRANT) STA. 42+90 ± RT, ELEV. 13.47D
  - SOUTHEAST CORNER OF PORTLAND FISH PIER PARKING LOT (LIGHT POLE) STA. 65+59 ± LT. (MAPLE ST BASELINE), ELEV. 14.26

**UTILITIES**

- THE CONTRACTOR SHALL CALL THE APPROPRIATE UTILITY COMPANY AND DIG SAFE (888-344-7233) AT LEAST 72 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR THE ELEVATION OF THE EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND WHERE POSSIBLE MEASUREMENTS TAKEN IN THE FIELD. UNDERGROUND FACILITIES INDICATED ON THE CROSS SECTIONS HAVE BEEN CARRIED OVER FROM THE PLAN VIEW DATA AND MAY ALSO INCLUDE FURTHER APPROXIMATIONS OF THE ELEVATIONS (DEPTHS) BASED UPON STRAIGHT LINE INTERPOLATION FROM THE NEAREST MANHOLES, GATE VALVES, OR TEST PITS. THIS INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE ENGINEER HAS COORDINATED THE PROPOSED WORK WITH THE AFFECTED UTILITY COMPANIES TO ARRANGE FOR REQUIRED RELOCATION OF THEIR KNOWN FACILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE HIS WORK AND SCHEDULE WITH THE UTILITY RELOCATION WORK AND THE PROPER UTILITY COMPANY. THE FOLLOWING UTILITIES HAVE FACILITIES WITHIN THE PROJECT LIMITS:
  - CENTRAL MAINE POWER COMPANY
  - UNITIL
  - PORTLAND FIRE DEPARTMENT
  - PORTLAND WATER DISTRICT
  - PORTLAND PUBLIC SERVICES
  - SPECTRUM
  - CONSOLIDATED COMMUNICATIONS
  - AT&T
- ANY ADDITIONAL UTILITY WORK NOT SPECIFIED ON THE PLANS SHALL BE COMPLETED BY THE RESPECTIVE UTILITY COMPANY.

- CONTRACTOR SHALL COORDINATE DISRUPTION OF PRIVATE UTILITY SERVICES WITH LAND OWNER AT LEAST 2 DAYS (48 HOURS) PRIOR TO SCHEDULED DISRUPTION.
- EXISTING PROFILE GRADE IS CENTERED ON PROPOSED STORM DRAIN MAIN LINE, UNLESS OTHERWISE SHOWN ON THE PLANS.
- ELECTRICAL AND TELECOMMUNICATIONS SERVICE PROVIDED VIA OVERHEAD LINES, UNLESS OTHERWISE SHOWN. CONTRACTOR SHALL USE CAUTION WHEN WORKING NEAR EXISTING OVERHEAD LINES.
- RESIDENTIAL AND COMMERCIAL SANITARY SEWER SERVICE INFORMATION (LOCATION, SIZE, PIPE MATERIALS, ETC.) OBTAINED FROM HISTORIC SEWER CARDS AND SEWER VIDEOS TAKEN IN 2018, 2020 & 2021. GORRILL PALMER MAKES NO GUARANTEES TO THE ACCURACY OF THIS INFORMATION.
- DRIVEWAYS IMPACTED BY SEWER OR STORM DRAIN CONSTRUCTION SHALL HAVE PAVEMENT AND GRAVELS REMOVED AND BOX CUT AND REPLACED PER THE DRIVEWAY DETAIL.
- RECONSTRUCT ALL SEWER LATERALS TO THE RIGHT-OF-WAY LINE. ALL BRICK/CONCRETE/ASPHALT DRIVEWAYS AND SIDEWALKS AND ASSOCIATED CURB SHALL BE RECONSTRUCTED TO MATCH EXISTING WHEN REQUIRED BY SEWER LATERAL RECONSTRUCTION
- CLEAN AND/OR FLUSH SEDIMENT AND DEBRIS FROM ALL MANHOLES, CATCH BASINS AND ASSOCIATED PIPING AFTER THE WORK HAS BEEN COMPLETED. ACCUMULATED SEDIMENT SHALL BE REMOVED AND PROPERLY DISPOSED OF.
- STATIONING, PIPE LENGTHS, PIPE SLOPES AND PIPE INVERT CALCULATIONS ARE MEASURED ALONG THE PIPE CENTERLINE TO THE INSIDE WALL OF MANHOLE AND CATCH BASIN STRUCTURES.
- PROPOSED CATCH BASIN, SEWER MANHOLE (SMH), AND DRAIN MANHOLE (DMH) SYMBOLS REPRESENT NEW STRUCTURES. REFER TO DETAILS AND SPECIFICATIONS FOR INFORMATION ON FRAMES AND GRATES, COVERS, SHAPE, STYLE AND DIMENSIONS. CATCH BASINS SHALL BE SET IN ACCORDANCE WITH CITY DETAILS AND SPECIFICATIONS.
- ON ALL "ALTER", "MODIFY" AND "REMOVE" STRUCTURES, THE CONTRACTOR SHALL REMOVE ABANDONED PIPES OR PLUG AND FILL WITH FLOWABLE FILL.
- THE COST OF REMOVING EXISTING STRUCTURES AND/OR PIPES SHALL BE INCIDENTAL TO THE COST OF THE REPLACEMENT STRUCTURE AND/OR PIPE WHEN REPLACED IN THE SAME VICINITY, REFER TO SPECIFICATION SECTION 202.08.
- CAPPED PIPE STUB LOCATIONS SHALL BE MARKED WITH EMBEDDED STAKE AND A MINIMUM OF THREE TIES SHOULD BE RECORDED. EMBEDDED STAKE SHALL BE 2X4 WITH PK NAIL DRIVEN IN TOP, LENGTH AS REQUIRED TO SPAN FROM TOP OF PIPE TO 6" BELOW GRADE. LOCATION AND ELEVATION OF PIPE STUB SHALL BE PROVIDED TO THE CITY OF PORTLAND ENGINEERING OFFICE. WARNING TAPE AND WIRE SHALL BE INSTALLED OVER PIPE STUBS IN ACCORDANCE WITH SPECIFICATIONS.
- THE FOLLOWING SHALL BE INCIDENTAL TO THE 603 & 604 PAY ITEMS:
  - CUTTING OF PIPE AND/OR CONNECTIONS NECESSARY TO CONSTRUCT NEW STORM DRAIN & SEWER PIPE AND APPURTENANCES
  - WORK & MATERIALS NECESSARY TO CONNECT NEW OR EXISTING PIPES TO CATCH BASINS OR MANHOLES
  - CHANGES TO FLOW LINES/PROFILE GRADES/PIPE INVERTS OF ONE(1) FOOT OR LESS.

- AT LOCATIONS WHERE EXISTING CATCH BASINS ARE BEING REMOVED AND NEW CATCH BASINS ADDED IN A DIFFERENT LOCATION, CONTRACTOR SHALL REGRADE THE AREA WHERE THE OLD BASIN IS BEING REMOVED TO BLEND IN SMOOTHLY WITH ADJACENT STREET GRADES. AT THE LOCATION OF THE NEW CATCH BASIN, CONTRACTOR SHALL CONSTRUCT APPROPRIATE DEPRESSION PER THE CITY OF PORTLAND DETAILS AND STANDARDS.
  - CATCH BASIN OFFSETS AND RIM ELEVATIONS ARE MEASURED TO THE CENTER OF THE GRATE.
  - ALL EXISTING STORM DRAIN LINES ENCOUNTERED DURING CONSTRUCTION ARE TO REMAIN IN SERVICE, ANY EXISTING STORM DRAIN LINES OR CULVERTS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CITY.
- TRAFFIC CONTROL/SIGNS/STRIPING**
- MAINTENANCE OF TRAFFIC SHALL BE PER THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND THE MAINE DOT SPECIFICATIONS AND STANDARD PLANS.
  - ALL WORK WITHIN CITY STREET RIGHTS-OF-WAY SHALL BE PERFORMED IN ACCORDANCE WITH REQUIREMENTS OF THE CITY TRAFFIC ENGINEER. THE CONTRACTOR SHALL SUBMIT A PROPOSED TRAFFIC CONTROL PLAN TO THE TRAFFIC ENGINEER AT LEAST 7 DAYS BEFORE STARTING CONSTRUCTION IN ANY STREET. THE 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. CONSTRUCTION SHALL NOT BEGIN UNTIL THE PLAN IS APPROVED BY THE CITY TRAFFIC ENGINEER. REFER TO SPECIFICATION SECTION 652.
  - THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN ALL NECESSARY BARRIERS, FENCES, LIGHTS, WARNING SIGNS AND OTHER DEVICES NECESSARY TO SAFEGUARD TRAFFIC AND THE PUBLIC DURING WORKING AND NON-WORKING HOURS FOR THE DURATION OF THE PROJECT. 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 THE CONTRACTOR, DURING BOTH WORKING AND NON-WORKING HOURS.
  - ALL SIGNING, SIGNAL AND STRIPING MATERIALS AND PLACEMENT SHALL CONFORM TO THE MAINE DOT STANDARD SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS AND STANDARD DETAILS AND WITH THE FEDERAL HIGHWAY ADMINISTRATION "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".
  - DRIVEWAY AND MAILBOX ACCESSES SHALL BE MAINTAINED AT ALL TIMES.
  - ALL EXISTING TRAFFIC SIGNS WHICH ARE TO BE REMOVED AND RESET DURING CONSTRUCTION SHALL BE CAREFULLY DISMOUNTED AND THE POSTS REMOVED AND SHALL BE STACKED IN AN AREA APPROVED BY THE ENGINEER. THE CONTRACTOR SHALL PROTECT THE SIGNS FROM DAMAGE WHILE IN HIS/HER POSSESSION AND SHALL REPAIR, AT NO ADDITIONAL COST TO THE CITY, ANY DAMAGES CAUSED BY HIS/HER OPERATION. ALL WORK ASSOCIATED WITH REMOVING AND RESETTING EXISTING SIGNS SHALL BE INCIDENTAL TO THE CONTRACT.
  - THE CONSTRUCTION AND TRAFFIC CONTROL ON COMMERCIAL STREET SHALL BE SPLIT INTO TWO PHASES TO ALLOW CONTINUOUS TWO-WAY TRAFFIC DURING CONSTRUCTION. PLEASE REFER TO SPECIAL PROVISIONS SECTION 652.
    - PHASE 1 - SHALL INCLUDE ALL WORK FROM AND INCLUDING DMH 8 TO JUST PRIOR TO DMH 7
    - PHASE 2 - SHALL INCLUDE ALL WORK FROM AND INCLUDING DMH 7 TO JUST PRIOR TO DMH 2

**SAFETY**

- EXCAVATIONS ACCOMPLISHED AS PART OF THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH OSHA REGULATIONS SUBPART P OF 29 CFR PART 1926.650-.652 (CONSTRUCTION STANDARD FOR EXCAVATIONS).
- 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 THE CONTRACTOR, DURING BOTH WORKING AND NON-WORKING HOURS.

**ROADWAY**

- THE CONTRACTOR IS RESPONSIBLE FOR THE CAREFUL SIDE STAKING OF EXISTING CENTERLINE. SIDE STAKES SHALL BE PLACED SAFELY OUTSIDE OF THE CONSTRUCTION LIMITS AND THE EXISTING CENTERLINE GRADES SHALL BE TRANSFERRED TO THESE STAKES. THE CONTRACTOR IS RESPONSIBLE FOR CENTERLINE LAYOUT.
- THE PLACEMENT OF BITUMINOUS PAVING MATERIALS SHALL BE SUBJECT TO ALL OF THE WEATHER AND SEASONAL LIMITATIONS OUTLINED IN THE MAINE DOT STANDARD SPECIFICATIONS.
- BUTT JOINTS SHALL BE USED AT ALL LOCATIONS WHERE THE PROPOSED PAVEMENT MEETS EXISTING PAVEMENT. NO FEATHERING OF PAVEMENT WILL BE PERMITTED. COST OF BUTT JOINTS SHALL BE INCIDENTAL TO PAY ITEMS IN SECTION 403 - HOT BITUMINOUS PAVEMENT AND SECTION 608 - SIDEWALKS AND DRIVEWAYS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING ANY TRENCH PAVEMENT THAT HAS EXPERIENCED EXCESSIVE SETTLEMENT, CRACKING, OR OPENING OF JOINTS. REPAIRS MAY INCLUDE OVERLAY, REMOVAL OF UNACCEPTABLE MATERIALS, COMPLETE REPLACEMENT, JOINT SEALING, OR RECONSTRUCTING PAVEMENT JOINTS AS REQUIRED. THIS WORK MAY BE NECESSARY AFTER THE FINAL ACCEPTANCE OF WORK OR PRIOR TO THE ONE YEAR GUARANTEE. THIS WORK SHALL BE DONE AT THE CONTRACTOR'S EXPENSE.
- COMPACTION REQUIREMENTS:**

LOCATION	MINIMUM COMPACTION*
BELOW PAVED AREAS	95%
BELOW SEEDED AREAS	90%
- \*ALL PERCENTAGES OF COMPACTION SHALL BE OF MAXIMUM DRY DENSITY AT THE OPTIMUM MOISTURE CONTENT AS DETERMINED AND CONTROLLED IN ACCORDANCE WITH ASTM D-1557.
- ALL EXISTING CURB AND COBBLESTONES NOT REUSED AS PART OF THIS PROJECT SHALL BE DELIVERED TO A CITY DESIGNATED LOCATION, AT NO ADDITIONAL COST TO THE CITY.
- A TACK COAT OF EMULSIFIED ASPHALT SHALL BE APPLIED TO ANY EXISTING PAVEMENT AT A RATE OF APPROXIMATELY 0.025 GALLONS/SY AND ON MILLED PAVEMENT AT A RATE OF APPROXIMATELY 0.050 GALLONS/SY.

**LANDSCAPING**

- INCLUDE LOAM, SEED AND MULCH (IN PAY ITEM 615.071) FOR ONE (1) FOOT MINIMUM WIDE STRIP ON BOTH SIDES OF ROADS AND ACCESS DRIVES WHERE PAVEMENT IS BEING REMOVED AND REPLACED WITHIN THE PROJECT LIMITS. THIS IS IN ADDITION TO OTHER AREAS THAT HAVE BEEN DISTURBED BY CONSTRUCTION ACTIVITIES THAT MAY REQUIRE LOAM, SEED AND MULCH.
- THE CONTRACTOR SHALL CONTACT THE CITY OF PORTLAND ARBORIST AND ENGINEER PRIOR TO CUTTING ROOTS, TRIMMING BRANCHES, OR DISTURBING TREES THAT ARE NOT NOTED FOR REMOVAL ON THE PLANS.
- EXISTING TREES TO BE PRESERVED SHALL BE PROTECTED DURING CONSTRUCTION AND SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR WILL TAKE MEASURES TO PROTECT TREE TRUNKS AND ROOTS DURING CONSTRUCTION, INCLUDING THE USE OF CONSTRUCTION FENCING IN THE WORK ZONE AND AROUND TREES, AS NEEDED. THE CONTRACTOR WILL MINIMIZE THE STORAGE OF MATERIALS AND OPERATION OF EQUIPMENT CLOSE TO TREES AND UPON ROOTS TO THE EXTENT PRACTICABLE TO AVOID SOIL COMPACTION AND DAMAGE TO TRUNKS. DAMAGED ROOTS SHOULD BE CLEANLY CUT WITH A SAW AND NOT LEFT TO BE TORN AS BY AN EXCAVATOR OR OTHER EQUIPMENT. THE CITY ARBORIST WILL CONSULT ON AND ASSIST WITH ROOT AND TREE ISSUES AS NEEDED.

**TEMPORARY EROSION CONTROL MEASURES**

- MAINTENANCE OF EROSION CONTROL MEASURES IS OF PARAMOUNT IMPORTANCE TO THE CITY. THE CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH ALL EROSION CONTROL MEASURES SHOWN ON THE PLANS. ADDITIONAL EROSION CONTROL MEASURES SHALL BE INSTALLED IF DEEMED NECESSARY BY ON-SITE INSPECTIONS OF THE CITY OR THEIR REPRESENTATIVES AT NO ADDITIONAL COST TO THE CITY.
- LAND DISTURBING ACTIVITIES SHALL BE ACCOMPLISHED IN A MANNER AND SEQUENCE THAT CAUSES THE LEAST PRACTICAL DISTURBANCE OF THE SITE.
- PRIOR TO BEGINNING ANY CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL INSTALL EROSION CONTROL BMPs AS SHOWN OR NOTED ON THE PLANS.
- SILTATION FENCE SHALL BE INSTALLED DOWN GRADIENT OF ANY DISTURBED AREAS TO TRAP RUNOFF-BORNE SEDIMENTS UNTIL GRASS AREAS ARE REVEGETATED. THE SILT FENCE SHALL BE INSTALLED PER THE DETAILS PROVIDED ON THIS PLAN AND INSPECTED BEFORE AND IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL. REPAIRS SHALL BE MADE IF THERE ARE ANY SIGNS OF EROSION OF SEDIMENTATION BELOW THE FENCE LINE. IF THERE ARE SIGNS OF UNDERCUTTING AT THE CENTER OF THE EDGES, OR IMPOUNDING OF LARGE VOLUMES OF WATER BEHIND THE FENCE, THE BARRIER SHALL BE REPLACED WITH A STONE CHECK DAM.
- FOR WORK WHICH IS CONDUCTED BETWEEN SEPTEMBER 15TH AND APRIL 15TH OF ANY CALENDAR YEAR, ALL DISTURBED AREAS, SHALL BE COVERED WITH HAY MULCH OR EROSION CONTROL MIX APPLIED AT TWICE THE NORMAL APPLICATION RATE AND ANCHORED WITH A FABRIC NETTING. THE TIME PERIOD FOR APPLYING MULCH SHALL BE LIMITED TO 7 DAYS FOR ALL AREAS.
- PUBLIC WAYS SHALL BE SWEEP, AS NECESSARY, TO CONTROL MUD AND DUST.
- SILT FENCING WITH A MINIMUM STAKE SPACING OF 6 FEET SHOULD BE USED, UNLESS THE FENCE IS SUPPORTED BY WIRE FENCE REINFORCEMENT OF MINIMUM 14 GAUGE AND WITH A MAXIMUM MESH SPACING OF 6 INCHES, IN WHICH CASE STAKES MAY BE SPACED AT A MAXIMUM OF 10 FEET APART. THE BOTTOM OF THE FENCE SHALL BE EMBEDDED IN A SOIL TRENCH.
- WATER AND/OR CALCIUM CHLORIDE SHALL BE FURNISHED AND APPLIED IN ACCORDANCE WITH MAINE DOT SPECIFICATIONS - SECTION 637 - DUST CONTROL.
- LOAM AND SEED IS INTENDED TO SERVE AS THE PRIMARY PERMANENT REVEGETATIVE MEASURE FOR ALL DISTURBED AREAS NOT PROVIDED WITH OTHER EROSION CONTROL MEASURES, SUCH AS RIPRAP.

**ABBREVIATIONS:**

- & AND
- ADA AMERICANS WITH DISABILITIES ACT
- AG ABOVE GROUND
- ALT ALTERNATE
- AVE AVENUE
- BIT BITUMINOUS
- B/W BETWEEN
- CB CATCH BASIN
- CMP CENTRAL MAINE POWER
- CONC CONCRETE
- CS COMBINED SEWER
- DI DUCTILE IRON
- DIA DIAMETER
- DMH DRAIN MANHOLE
- DTL DETAIL
- DYCLDOUBLE YELLOW CENTERLINE
- DWLLDASHED WHITE LANE LINE
- E EAST
- EG EXISTING GRADE
- ELEV ELEVATION
- EOP EDGE OF PAVEMENT
- EXIST EXISTING
- FF FINISH FLOOR
- FT FOOT/FEET
- GS GAS SERVICE
- GALV GALVANIZED
- GRAN GRANITE
- GV GATE VALVE
- HDPEHIGH DENSITY POLYETHYLENE
- HORIZ HORIZONTAL
- HYD HYDRANT
- INV INVERT
- IP IRON PIPE
- LF LINEAR FEET
- LT LEFT
- MAX MAXIMUM
- MIN MINIMUM
- MON MONUMENT
- N NORTH
- NO NUMBER
- NR NO REFUSAL
- NSBB NUTRIENT SEPARATING Baffle BOX
- NTS NOT TO SCALE
- OB ORANGEBERG
- OFF OFFSET
- OH OVERHEAD ELECTRIC
- OH OVERHEAD
- ± PLUS OR MINUS
- PLS PROFESSIONAL LAND SURVEYOR
- PT POINT
- PVC POLYVINYL CHLORIDE
- RD ROAD
- RCP REINFORCED CONCRETE PIPE
- REINF REINFORCED
- REQDREQUIRED
- ROW RIGHT-OF-WAY
- RT RIGHT
- S SLOPE/SOUTH
- SF SILT FENCE
- SS SANITARY SEWER
- SD STORM DRAIN
- SMH SEWER MANHOLE
- SCH SCHEDULE
- SL STOP LINE
- ST STREET
- STA STATION
- SWLLSOLID WHITE LANE LINE
- TBM TEMPORARY BENCHMARK
- TP TEST PIT
- TRM TURF REINFORCING MAT
- TWC TIME WARNER CABLE
- TYP TYPICAL
- UD UNDERDRAIN
- UG UNDERGROUND
- UGC UNDERGROUND CABLE
- UGE UNDERGROUND ELECTRIC
- UGT UNDERGROUND TELEPHONE
- VER VERTIC
- VERT VERTICAL
- VIT VITRIFIED CLAY
- W WEST
- W/ WITH
- WS WATER SERVICE

**LEGEND**

EXISTING	DESCRIPTION	PROPOSED
	BUILDING	
	RIGHT OF WAY	
	PROPERTY LINE	
	3 FOOT PROPERTY LINE OFFSET	
	PARKING SETBACK	
	BUILDING SETBACK	
	WETLAND BOUNDARY	
	TOP OF STREAM BANK	
	EDGE OF PAVEMENT	
	GRADING CONTOUR LINE	
	SPOT ELEVATION	
	TREELINE	
	TREES & HEDGES	
	POLE WITH LIGHT FIXTURE(S)	
	PEDESTRIAN POLE	
	UTILITY POLE	
	FREESTANDING SIGN	
	PAINTED DIRECTIONAL TRAFFIC ARROW	
	OVERHEAD ELECTRIC/TELEPHONE/CABLE	
	UNDERGROUND ELECTRIC/TELEPHONE/CABLE	
	WATER LINE	
	WATER LINE	
	STORM DRAIN LINE	
	STORM DRAIN LINE	
	SEWER LINE	
	HYDRANT	
	WATER GATE VALVE	
	WATER SHUT OFF VALVE	
	MANHOLE	
	CATCH BASIN	
	TEST PIT	
	IRON ROD (SET)	
	IRON ROD (FOUND)	
	MONUMENT	
	RIPRAP	
	SILT FENCE - SINGLE ROW	
	SILT FENCE - DOUBLE ROW	
	STONE SEDIMENT BARRIER	
	CENTER LINE	
	FENCE	
	LIMIT OF DISTURBANCE	
	VERTICAL GRANITE CURB	
	SLOPED CURB	



REVISION	DATE
REBIDDING	8/12/2025
BIDDING	8/23/2025
SUBMISSION	

PROJECT NAME:  
 COMMERCIAL STREET AND PORTLAND FISH PIER  
**STORM DRAIN OUTFALL**  
 CITY OF PORTLAND, MAINE  
 DEPARTMENT OF PUBLIC WORKS  
 212 CANCO ROAD, SUITE B, PORTLAND, MAINE 04103  
 PHONE (207) 874-8846



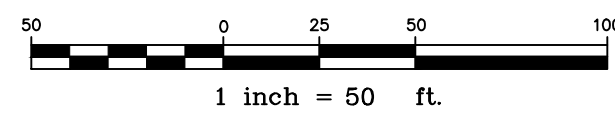
DESIGN BY:	BBS
DRAWN BY:	GHJ
CHECKED BY:	WCH
SHEET NAME:	GENERAL NOTES

DATE:	JUNE 2025
SHEET 2 OF 17	
SHEET NO.:	2
VAULT #:	01051_012



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 South Portland, ME 04106

C:\PROJECTS\PORTLAND\PORTLAND\_CENTRAL\_ST & FREE\_ST\_FINAL\_DESIGN\CD\DWG\50725-OVERALL.DWG OVERALL - PHASE 1 4/4/2019



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 South Portland, ME 04106



REV	DESCRIPTION	DATE
2	REBIDDING	8/12/2025
1	BIDDING	6/23/2025
	SUBMISSION	

PROJECT NAME:  
 COMMERCIAL STREET AND PORTLAND FISH PIER  
 STORM DRAIN OUTFALL  
 CITY OF PORTLAND, MAINE  
 DEPARTMENT OF PUBLIC WORKS  
 212 CANCO ROAD, SUITE B, PORTLAND, MAINE 04103  
 PHONE (207) 874-8846



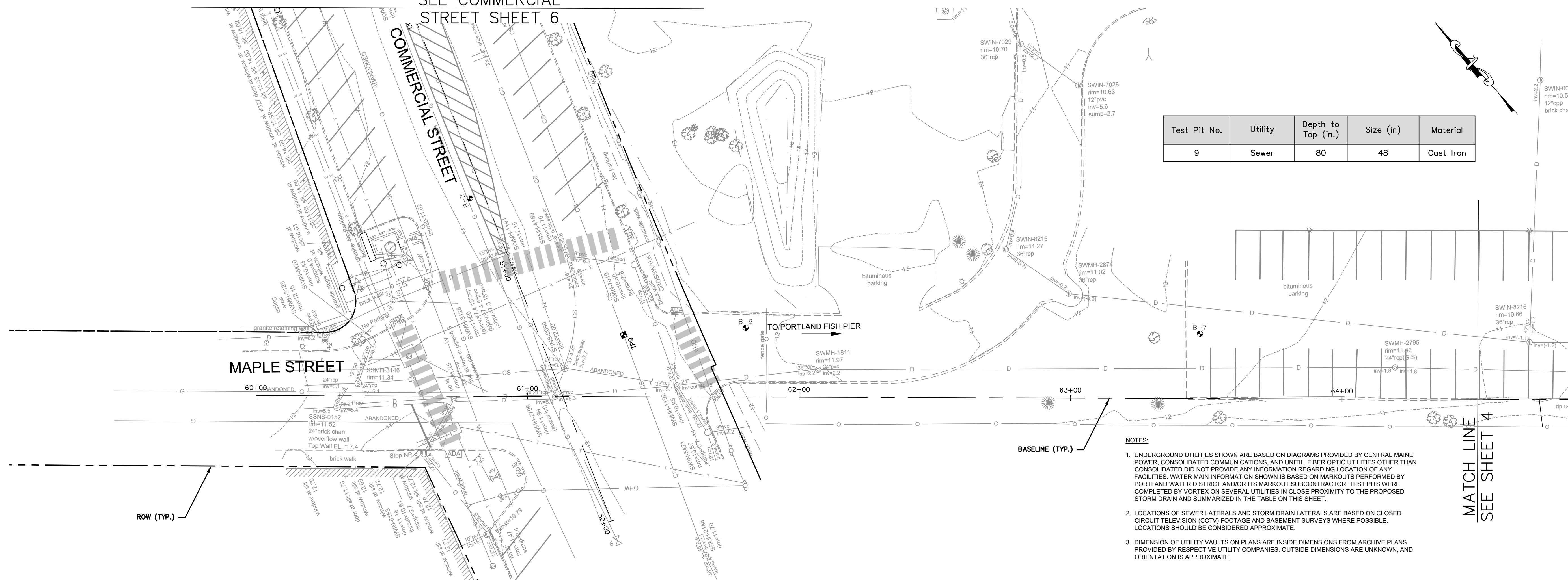
DESIGN BY: BBS  
 DRAWN BY: GJH  
 CHECKED BY: WCH

SHEET NAME:  
 OVERALL PLAN

DATE: JUNE 2025  
 SHEET NO.: 3 OF 17  
 SHEET NO.: 3  
 VAULT #: 01051\_012



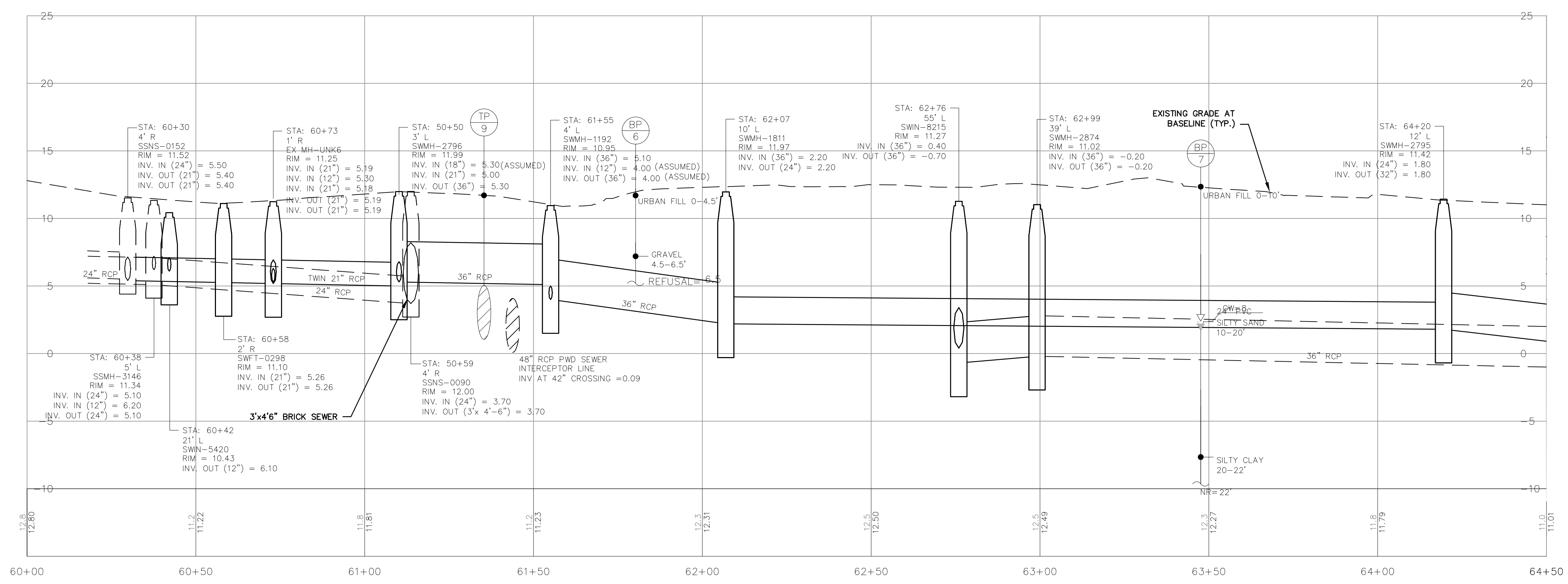
SEE COMMERCIAL STREET SHEET 6



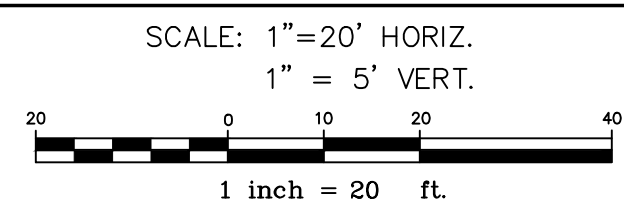
Test Pit No.	Utility	Depth to Top (in.)	Size (in)	Material
9	Sewer	80	48	Cast Iron

- NOTES:**
- UNDERGROUND UTILITIES SHOWN ARE BASED ON DIAGRAMS PROVIDED BY CENTRAL MAINE POWER, CONSOLIDATED COMMUNICATIONS, AND UTIL. FIBER OPTIC UTILITIES OTHER THAN CONSOLIDATED DID NOT PROVIDE ANY INFORMATION REGARDING LOCATION OF ANY FACILITIES. WATER MAIN INFORMATION SHOWN IS BASED ON MARKOUTS PERFORMED BY PORTLAND WATER DISTRICT AND/OR ITS MARKOUT SUBCONTRACTOR. TEST PITS WERE COMPLETED BY VORTEX ON SEVERAL UTILITIES IN CLOSE PROXIMITY TO THE PROPOSED STORM DRAIN AND SUMMARIZED IN THE TABLE ON THIS SHEET.
  - LOCATIONS OF SEWER LATERALS AND STORM DRAIN LATERALS ARE BASED ON CLOSED CIRCUIT TELEVISION (CCTV) FOOTAGE AND BASEMENT SURVEYS WHERE POSSIBLE. LOCATIONS SHOULD BE CONSIDERED APPROXIMATE.
  - DIMENSION OF UTILITY VAULTS ON PLANS ARE INSIDE DIMENSIONS FROM ARCHIVE PLANS PROVIDED BY RESPECTIVE UTILITY COMPANIES. OUTSIDE DIMENSIONS ARE UNKNOWN, AND ORIENTATION IS APPROXIMATE.

**PORTLAND FISH PIER PLAN**  
SCALE: 1"=20'



**PORTLAND FISH PIER PROFILE**



REV	DATE	SUBMISSION	BIDDING	REBIDDING
2			8/12/2025	8/12/2025
1				

PROJECT NAME:  
COMMERCIAL STREET AND PORTLAND FISH PIER  
STORM DRAIN OUTFALL  
CITY OF PORTLAND, MAINE  
DEPARTMENT OF PUBLIC WORKS  
212 CANCO ROAD, SUITE B, PORTLAND, MAINE 04103  
PHONE (207) 874-8846



DESIGN BY: BBS  
DRAWN BY: GJH  
CHECKED BY: WCH  
SHEET NAME:

EXISTING PORTLAND FISH PIER PLAN AND PROFILE

DATE: JUNE 2025  
SHEET NO.: 5 OF 17  
SHEET NO.: 5  
VAULT #: 01051\_012

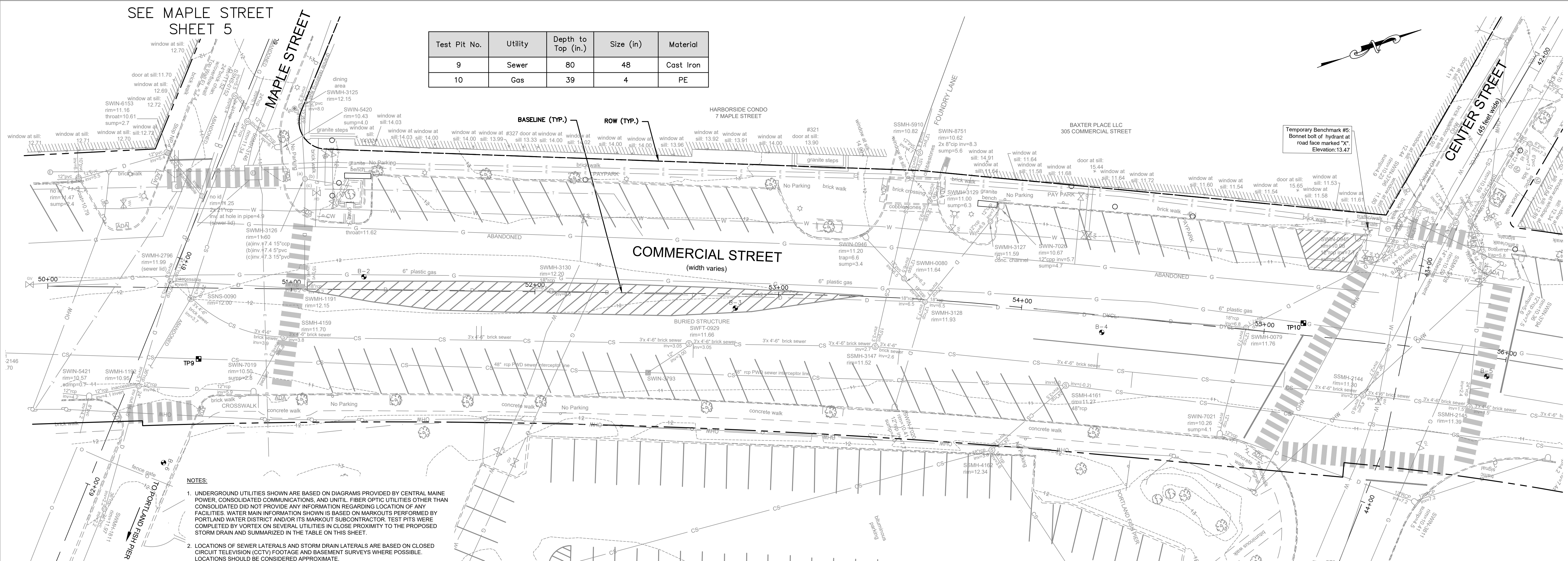


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CITY OF PORTLAND MAINE 597.05, PORTLAND, CENTER ST. & FREE ST FINAL DESIGN - CAD/DWG/3507-05-EXIST DWG EX8 44/2019

SEE MAPLE STREET SHEET 5

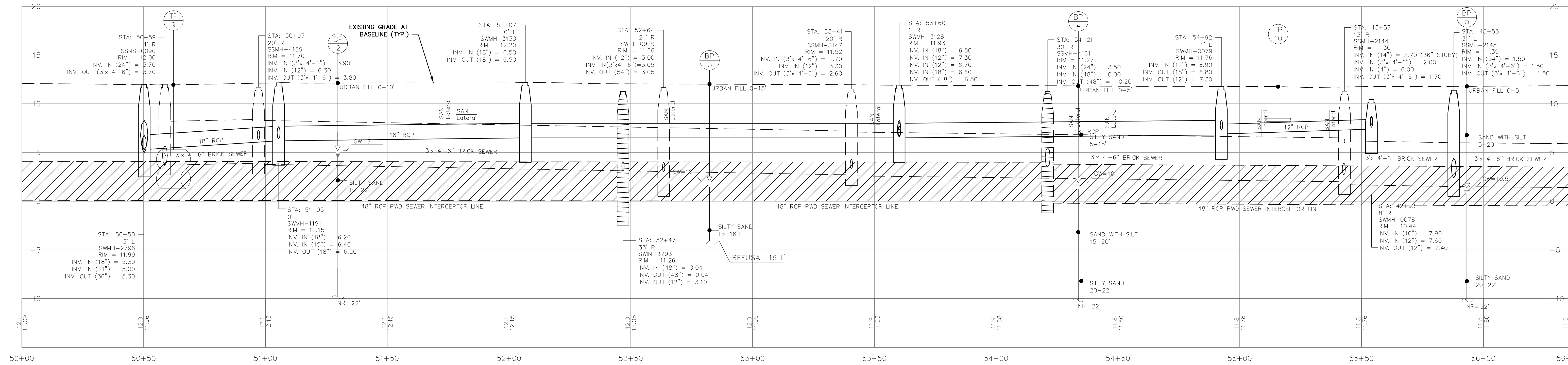
Test Pit No.	Utility	Depth to Top (in.)	Size (in)	Material
9	Sewer	80	48	Cast Iron
10	Gas	39	4	PE



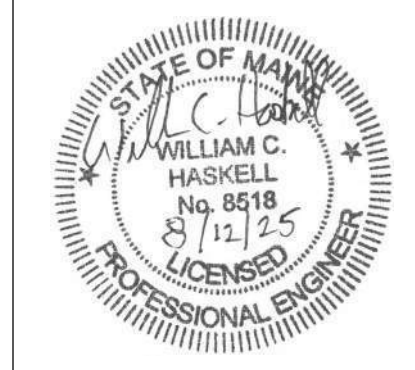
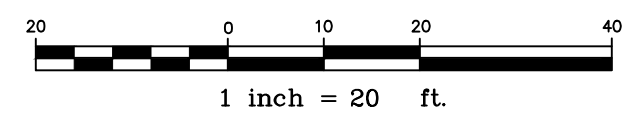
- NOTES:**
- UNDERGROUND UTILITIES SHOWN ARE BASED ON DIAGRAMS PROVIDED BY CENTRAL MAINE POWER, CONSOLIDATED COMMUNICATIONS, AND UTIL. FIBER OPTIC UTILITIES OTHER THAN CONSOLIDATED DID NOT PROVIDE ANY INFORMATION REGARDING LOCATION OF ANY FACILITIES. WATER MAIN INFORMATION SHOWN IS BASED ON MARKOUTS PERFORMED BY PORTLAND WATER DISTRICT AND/OR ITS MARKOUT SUBCONTRACTOR. TEST PITS WERE COMPLETED BY VORTEX ON SEVERAL UTILITIES IN CLOSE PROXIMITY TO THE PROPOSED STORM DRAIN AND SUMMARIZED IN THE TABLE ON THIS SHEET.
  - LOCATIONS OF SEWER LATERALS AND STORM DRAIN LATERALS ARE BASED ON CLOSED CIRCUIT TELEVISION (CCTV) FOOTAGE AND BASEMENT SURVEYS WHERE POSSIBLE. LOCATIONS SHOULD BE CONSIDERED APPROXIMATE.
  - DIMENSION OF UTILITY VAULTS ON PLANS ARE INSIDE DIMENSIONS FROM ARCHIVE PLANS PROVIDED BY RESPECTIVE UTILITY COMPANIES. OUTSIDE DIMENSIONS ARE UNKNOWN, AND ORIENTATION IS APPROXIMATE.

SEE PORTLAND FISH PIER SHEET 4

**COMMERCIAL STREET PLAN**  
SCALE: 1"=20'



**COMMERCIAL STREET PROFILE**  
SCALE: 1"=20' HORIZ.  
1"=5' VERT.



NO.	DATE	REVISION
2	8/12/25	REBIDDING
1	6/23/2025	BIDDING
		SUBMISSION

PROJECT NAME:  
COMMERCIAL STREET AND PORTLAND FISH PIER  
STORM DRAIN OUTFALL  
CITY OF PORTLAND, MAINE  
DEPARTMENT OF PUBLIC WORKS  
212 CANCO ROAD, SUITE B, PORTLAND, MAINE 04103  
PHONE (207) 874-8846

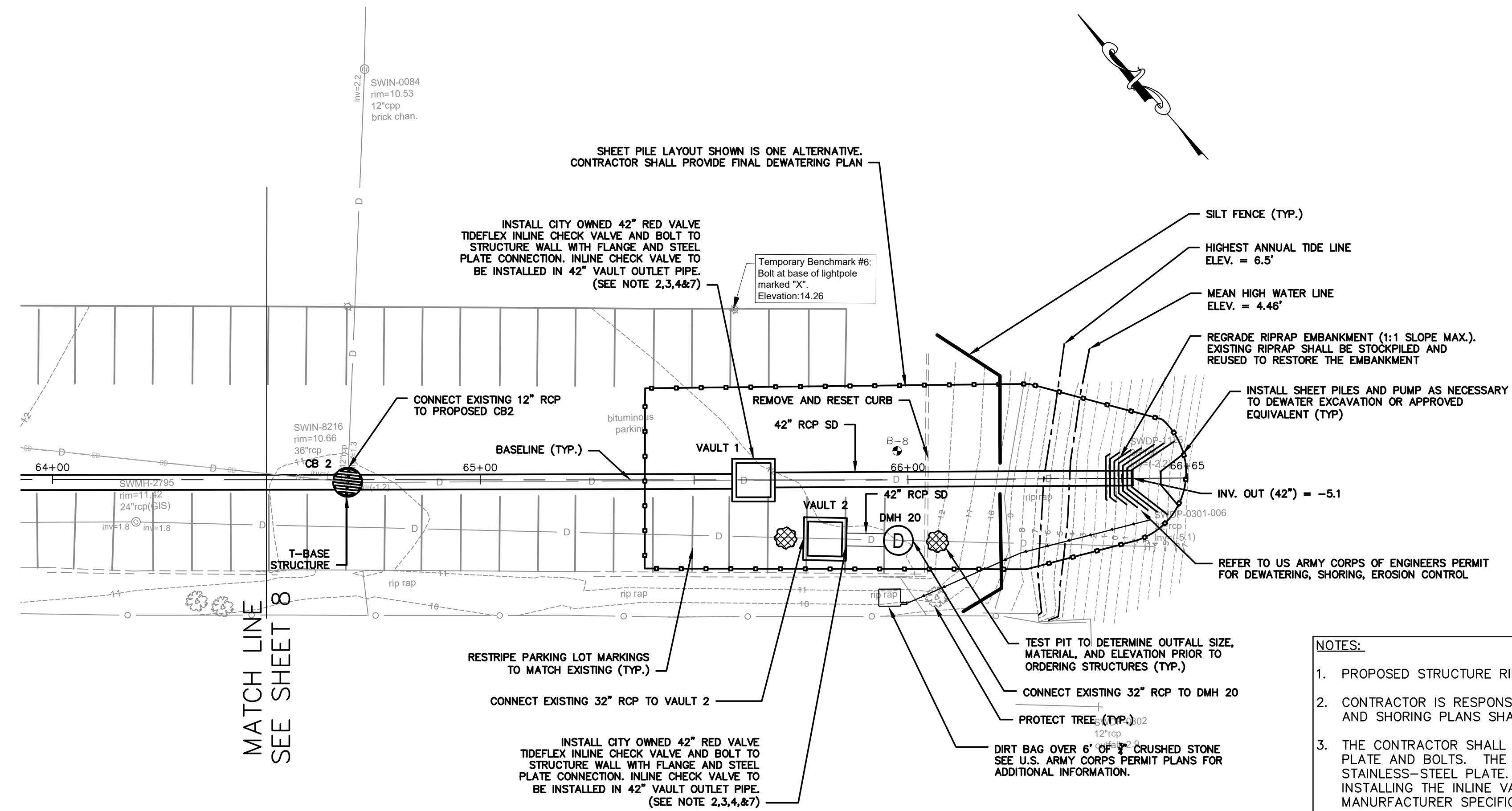


DESIGN BY:	BBS
DRAWN BY:	GJH
CHECKED BY:	WCH
SHEET NAME:	EXISTING COMMERCIAL STREET PLAN AND PROFILE
DATE:	JUNE 2025
SHEET NO.:	6 OF 17
SHEET NO.:	6
VAULT #:	01051_012



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UTILITY OF PORTLAND MAINE 597.05 - PORTLAND, CENTER ST & FREE ST FINAL DESIGN - CAD/DWG/3507-05-EXIST DWG EXT 4420/19

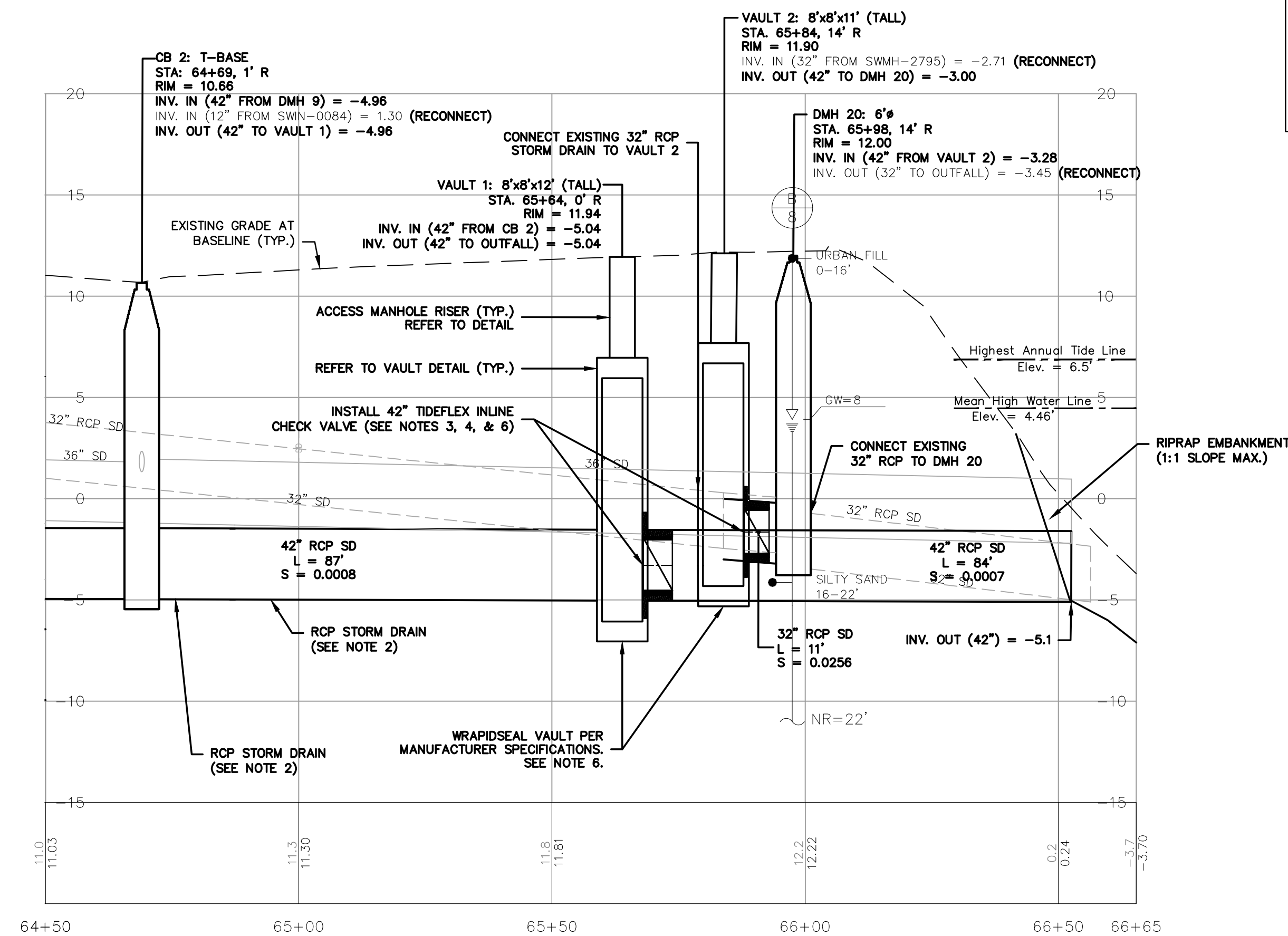


PORTLAND FISH PIER PLAN

SCALE: 1"=20'

NOTES:

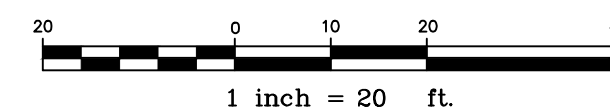
- PROPOSED STRUCTURE RIM ELEVATIONS ARE BASED ON EXISTING GRADES.
- CONTRACTOR IS RESPONSIBLE FOR SHORING AND DEWATERING THE STORM DRAIN TRENCHES. DEWATERING AND SHORING PLANS SHALL BE SUBMITTED TO THE CITY FOR REVIEW PRIOR TO START OF CONSTRUCTION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN AND MANUFACTURE OF THE STAINLESS-STEEL PLATE AND BOLTS. THE VAULT SHALL BE DESIGNED TO ACCOMMODATE THE INSTALLATION OF THE STAINLESS-STEEL PLATE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING THE VAULT INSTALLING THE INLINE VALVE TO THE VAULT, AND CONNECTING THE RCP STORM DRAIN TO THE VAULT PER MANUFACTURER SPECIFICATIONS. REFER TO THE SPECIFICATIONS FOR MORE INFORMATION.
- WRAPIDSEAL MANHOLE ENCAPSULATION SYSTEM SHALL BE USED TO SEAL THE VAULT STRUCTURES AFTER INSTALLATION AND PRIOR TO BACKFILLING TO CREATE A WATERTIGHT SEAL.
- THE CONTRACTOR SHALL NOTIFY THE CITY IF CONTAMINATED SOILS ARE ENCOUNTERED. THE INTENT IS TO REUSE THE CONTAMINATED SOIL TO BACKFILL STORM DRAIN TRENCHES. CONTAMINATED SOILS WILL BE SAMPLED, OR FIELD SCREENED TO EVALUATE THE LEVEL OF POTENTIAL IMPACT, HANDLING REQUIREMENTS, AND DETERMINE IF THE SOIL IS SUITABLE FOR REUSE. REFER TO SPECIFICATION SECTION 203 EXCAVATION AND EMBANKMENT.
- CITY TO PROVIDE BOTH 42" RED VALVE INLINE CHECK VALVES. CONTRACTOR SHALL COORDINATE WITH DEPARTMENT OF PUBLIC WORKS TO OBTAIN BOTH 42" CHECK VALVES IN CITY STORAGE. CONTRACTOR SHALL COORDINATE VALVE CONNECTION AND INSTALL WITH PRECASTER TO ENSURE PIPE AND VAULT WILL ACCOMMODATE THE VALVE PROVIDED BY THE CITY.



PORTLAND FISH PIER PROFILE

SCALE: 1"=20' HORIZ.

1" = 5' VERT.



REV	DATE	SUBMISSION	BIDDING	REBIDDING
2	8/12/25			
1	6/23/2025			

PROJECT NAME:  
COMMERCIAL STREET AND PORTLAND FISH PIER  
STORM DRAIN OUTFALL  
CITY OF PORTLAND, MAINE  
DEPARTMENT OF PUBLIC WORKS  
212 CANCO ROAD, SUITE B, PORTLAND, MAINE 04103  
PHONE (207) 874-8846

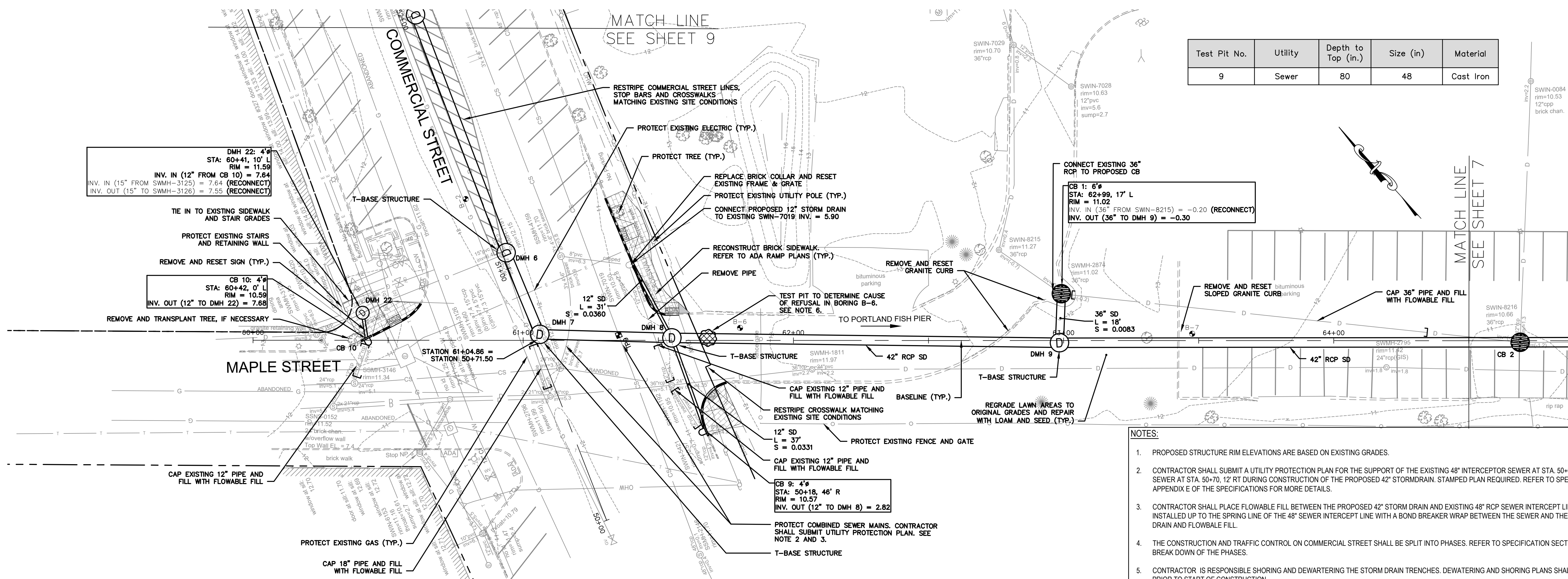


DESIGN BY: BBS  
DRAWN BY: GJH  
CHECKED BY: WCH  
SHEET NAME:  
FISH PIER PLAN  
AND PROFILE

DATE: JUNE 2025  
SHEET 7 OF 17  
SHEET NO.: 7  
VAULT #: 01051\_012



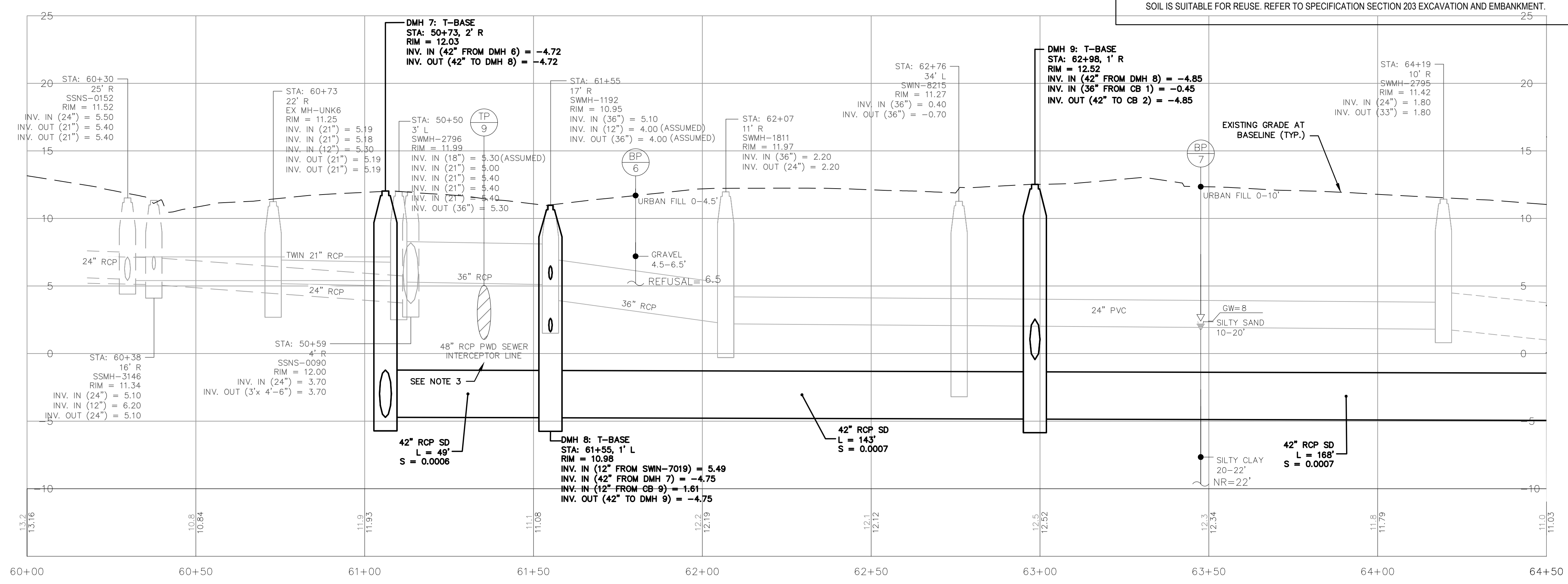
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South Portland, ME 04106



Test Pit No.	Utility	Depth to Top (in.)	Size (in)	Material
9	Sewer	80	48	Cast Iron

- NOTES:**
- PROPOSED STRUCTURE RIM ELEVATIONS ARE BASED ON EXISTING GRADES.
  - CONTRACTOR SHALL SUBMIT A UTILITY PROTECTION PLAN FOR THE SUPPORT OF THE EXISTING 48\"/>

**PORTLAND FISH PIER PLAN**  
SCALE: 1"=20'



**PORTLAND FISH PIER PROFILE**  
SCALE: 1"=20' HORIZ.  
1"=5' VERT.



REV	DESCRIPTION	DATE
2	REBIDDING	8/12/25
1	BIDDING	6/23/2025
	SUBMISSION	

PROJECT NAME:  
COMMERCIAL STREET AND PORTLAND FISH PIER  
STORM DRAIN OUTFALL  
CITY OF PORTLAND, MAINE  
DEPARTMENT OF PUBLIC WORKS  
212 CANCO ROAD, SUITE B, PORTLAND, MAINE 04103  
PHONE (207) 874-8846



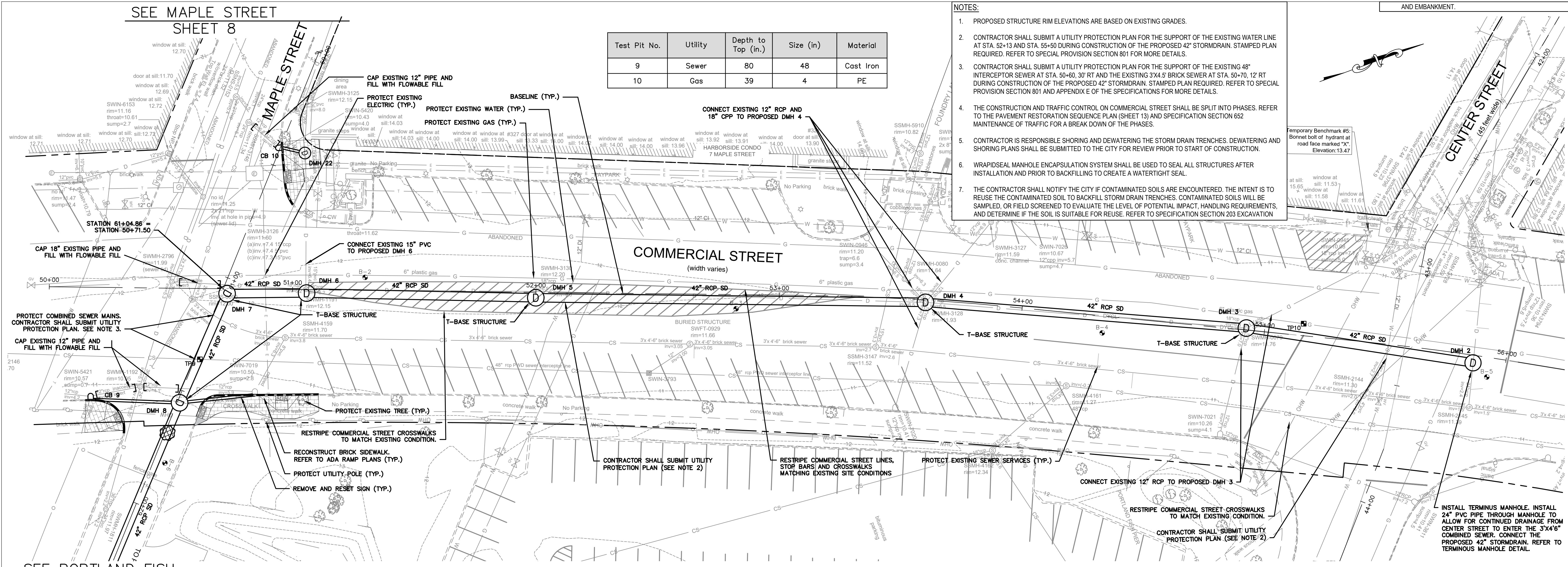
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CHECKED BY:	WCH
SHEET NAME:	PORTLAND FISH PIER PLAN AND PROFILE
DATE:	JUNE 2025
SHEET NO.:	8 OF 17
SHEET NO.:	8
VAULT #:	01051_012



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CITY OF PORTLAND MAINE\3507.05 - PORTLAND\_CENTER ST & FREE ST FINAL DESIGN - CAD\DWG\3507.05-PHASE.DWG PPR 4/4/2019

SEE MAPLE STREET SHEET 8

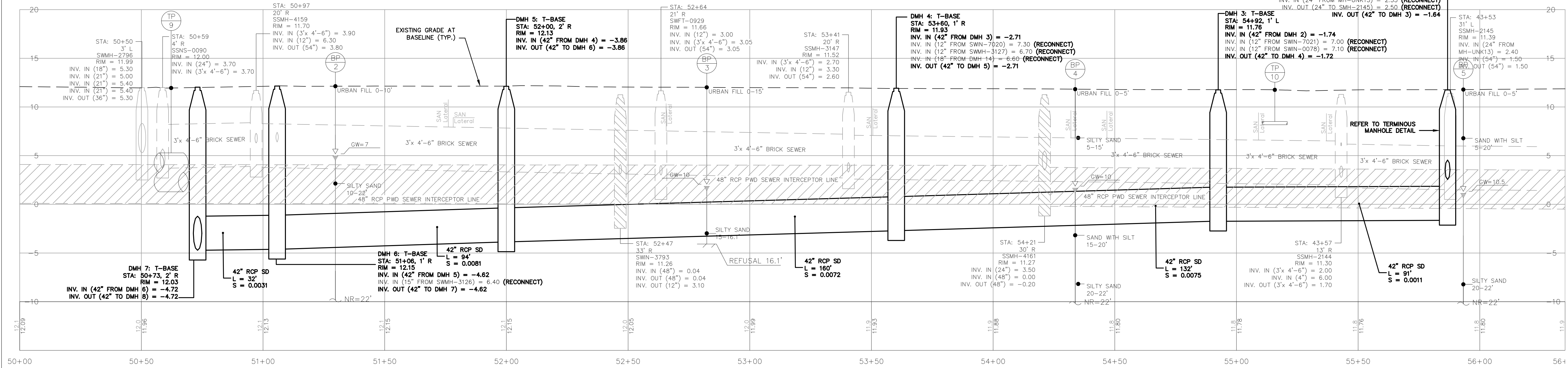


Test Pit No.	Utility	Depth to Top (in.)	Size (in)	Material
9	Sewer	80	48	Cast Iron
10	Gas	39	4	PE

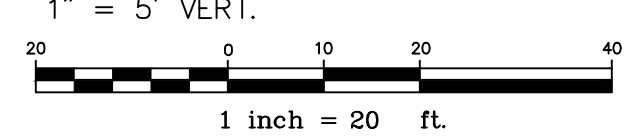
- NOTES:
- PROPOSED STRUCTURE RIM ELEVATIONS ARE BASED ON EXISTING GRADES.
  - CONTRACTOR SHALL SUBMIT A UTILITY PROTECTION PLAN FOR THE SUPPORT OF THE EXISTING WATER LINE AT STA. 52-13 AND STA. 55+50 DURING CONSTRUCTION OF THE PROPOSED 42" STORMDRAIN. STAMPED PLAN REQUIRED. REFER TO SPECIAL PROVISION SECTION 801 FOR MORE DETAILS.
  - CONTRACTOR SHALL SUBMIT A UTILITY PROTECTION PLAN FOR THE SUPPORT OF THE EXISTING 48" INTERCEPTOR SEWER AT STA. 50+60, 30' RT AND THE EXISTING 3'x4'6" BRICK SEWER AT STA. 50+70, 12' RT DURING CONSTRUCTION OF THE PROPOSED 42" STORMDRAIN. STAMPED PLAN REQUIRED. REFER TO SPECIAL PROVISION SECTION 801 AND APPENDIX E OF THE SPECIFICATIONS FOR MORE DETAILS.
  - THE CONSTRUCTION AND TRAFFIC CONTROL ON COMMERCIAL STREET SHALL BE SPLIT INTO PHASES. REFER TO THE PAVEMENT RESTORATION SEQUENCE PLAN (SHEET 13) AND SPECIFICATION SECTION 652 MAINTENANCE OF TRAFFIC FOR A BREAK DOWN OF THE PHASES.
  - CONTRACTOR IS RESPONSIBLE SHORING AND DEWATERING THE STORM DRAIN TRENCHES. DEWATERING AND SHORING PLANS SHALL BE SUBMITTED TO THE CITY FOR REVIEW PRIOR TO START OF CONSTRUCTION.
  - WRAP/IDSEAL MANHOLE ENCAPSULATION SYSTEM SHALL BE USED TO SEAL ALL STRUCTURES AFTER INSTALLATION AND PRIOR TO BACKFILLING TO CREATE A WATERTIGHT SEAL.
  - THE CONTRACTOR SHALL NOTIFY THE CITY IF CONTAMINATED SOILS ARE ENCOUNTERED. THE INTENT IS TO REUSE THE CONTAMINATED SOIL TO BACKFILL STORM DRAIN TRENCHES. CONTAMINATED SOILS WILL BE SAMPLED, OR FIELD SCREENED TO EVALUATE THE LEVEL OF POTENTIAL IMPACT, HANDLING REQUIREMENTS, AND DETERMINE IF THE SOIL IS SUITABLE FOR REUSE. REFER TO SPECIFICATION SECTION 203 EXCAVATION

SEE PORTLAND FISH PIER SHEET 7

COMMERCIAL STREET PLAN  
SCALE: 1"=20'



COMMERCIAL STREET PROFILE  
SCALE: 1"=20' HORIZ.  
1"= 5' VERT.



REVISION	DATE
2	8/12/25
1	6/23/2025
REV	

PROJECT NAME:  
COMMERCIAL STREET AND PORTLAND FISH PIER  
STORM DRAIN OUTFALL  
CITY OF PORTLAND, MAINE  
DEPARTMENT OF PUBLIC WORKS  
212 CANCO ROAD, SUITE B, PORTLAND, MAINE 04103  
PHONE (207) 874-8846

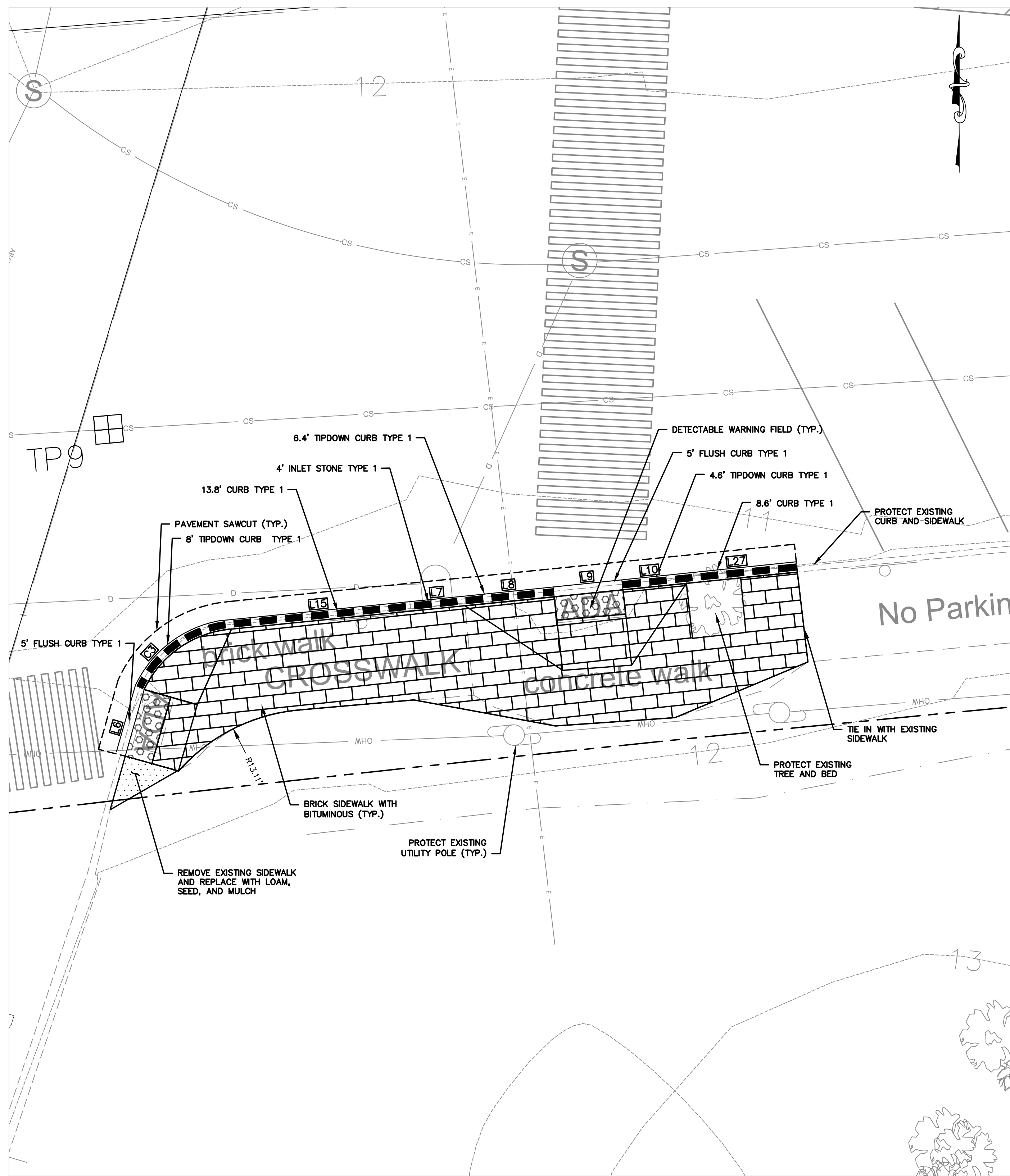


DESIGN BY:	BBS
DRAWN BY:	GJH
CHECKED BY:	WCH
SHEET NAME:	COMMERCIAL STREET PLAN AND PROFILE
DATE:	JUNE 2025
SHEET NO.:	9 OF 17
SHEET NO.:	9
VAULT #:	01051_012



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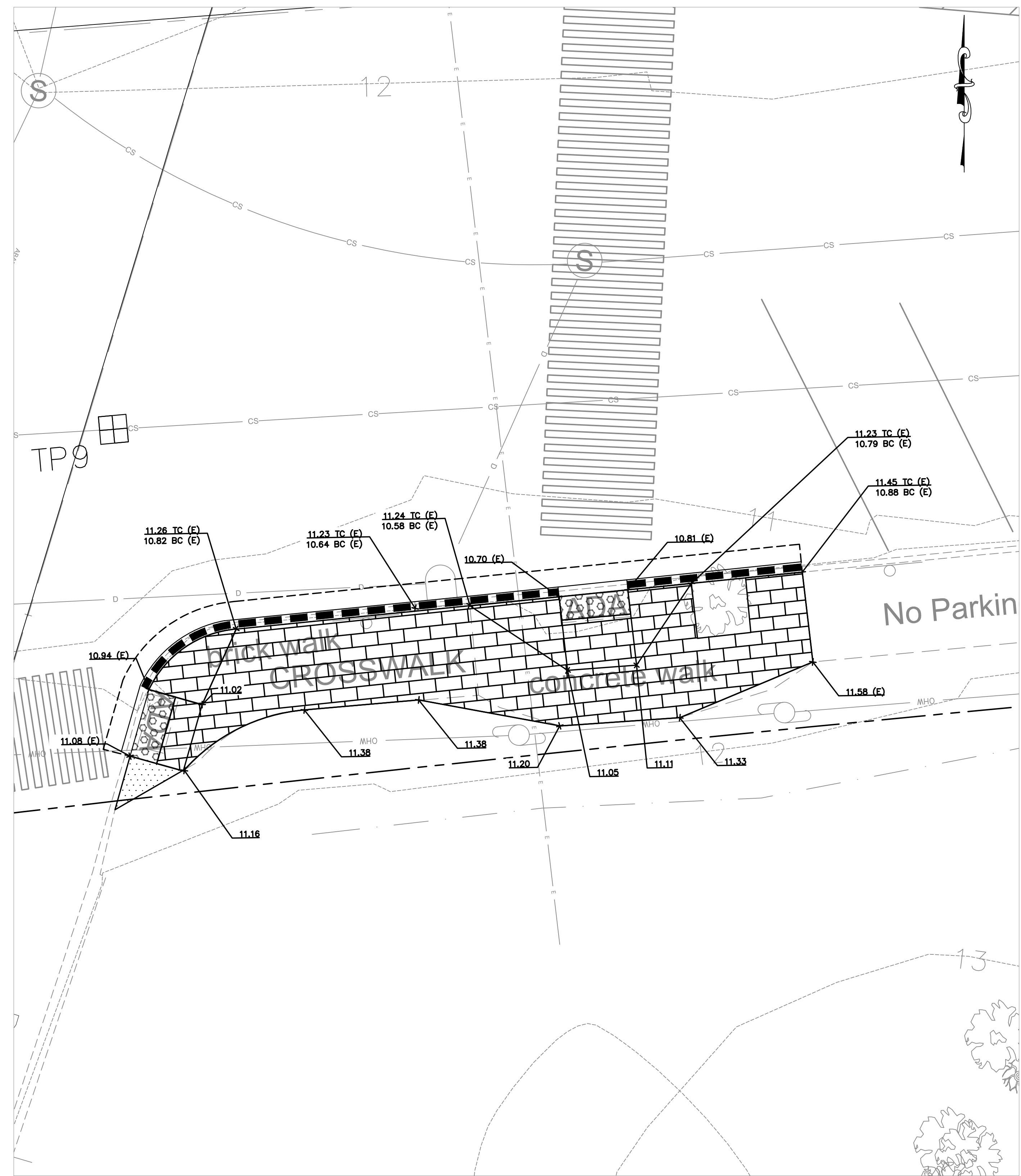
UTILITY OF PORTLAND MAINE\597.05 - PORTLAND, CENTER ST & FREE ST FINAL DESIGN - CAD\DWG\597.05-PRASE.DWG PPT 4/4/2019



COMMERCIAL STREET/PORTLAND FISH PIER ADA LAYOUT

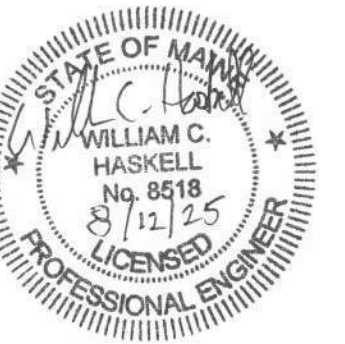
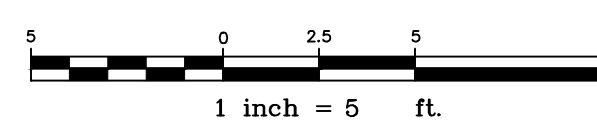
SCALE: 1"=5'

CURB TABLE			
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C3	8.00	8.42	TIPDOWN
L6	5.00		FLUSH
L7	4.00		INLET STONE
L8	6.40		TIPDOWN
L9	5.00		FLUSH
L10	4.10		TIPDOWN
L15	13.84		TYPE 1
L27	8.59		TYPE 1



COMMERCIAL STREET/PORTLAND FISH PIER ADA GRADING

SCALE: 1"=5'



REV	DATE	DESCRIPTION
2	8/12/2025	REBIDDING
1	6/27/2025	BIDDING
		SUBMISSION

PROJECT NAME:  
COMMERCIAL STREET AND PORTLAND FISH PIER  
STORM DRAIN OUTFALL  
CITY OF PORTLAND, MAINE  
DEPARTMENT OF PUBLIC WORKS  
212 CANCO ROAD, SUITE B, PORTLAND, MAINE 04103  
PHONE (207) 874-8846

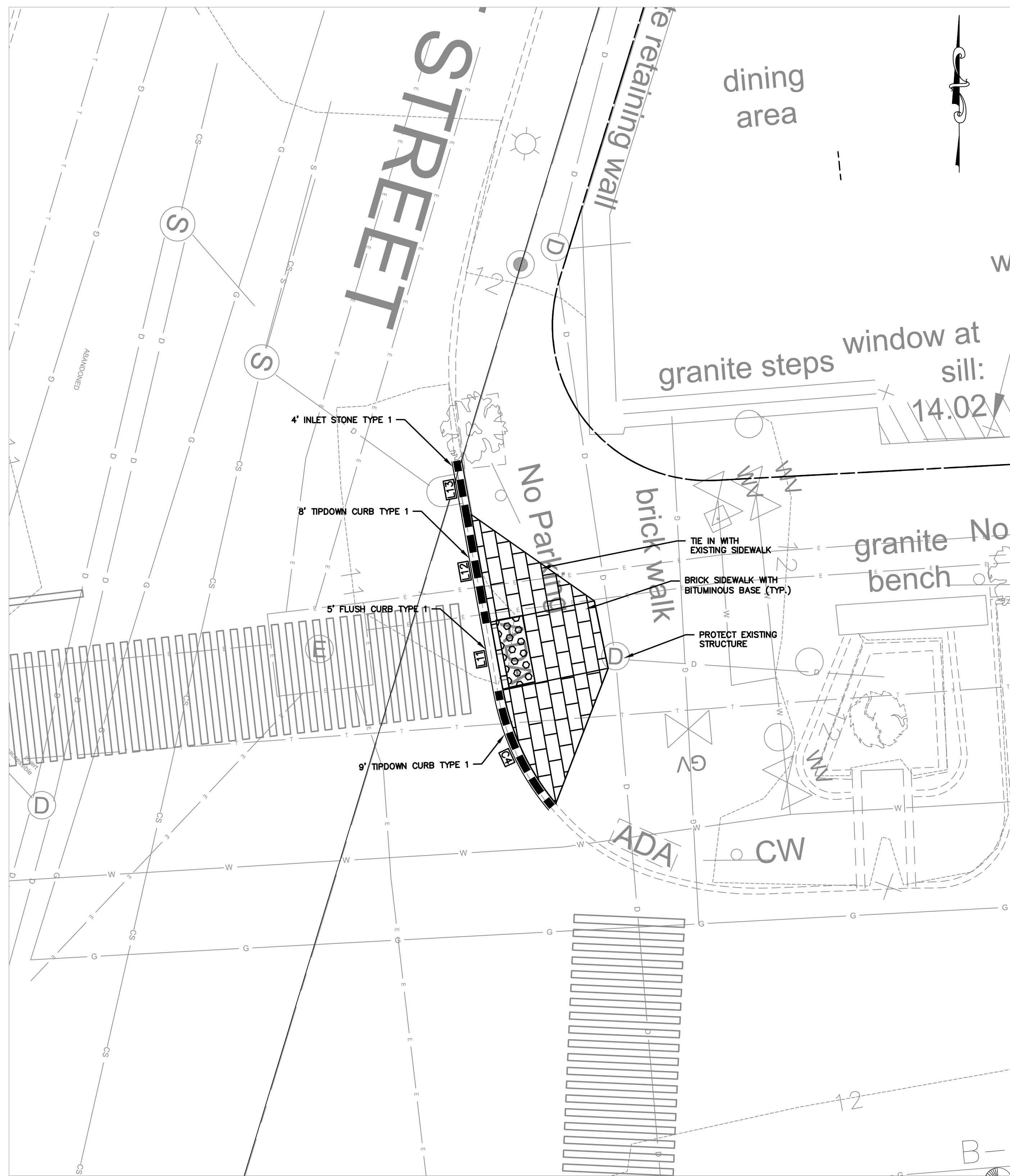


DESIGN BY:	BBS
DRAWN BY:	GJH
CHECKED BY:	WCH
SHEET NAME:	COMMERCIAL STREET/PORTLAND FISH PIER ADA RAMP PLAN
DATE:	JUNE 2025
SHEET NO.:	10 OF 17
SHEET NO.:	10
VAULT #:	01051_012



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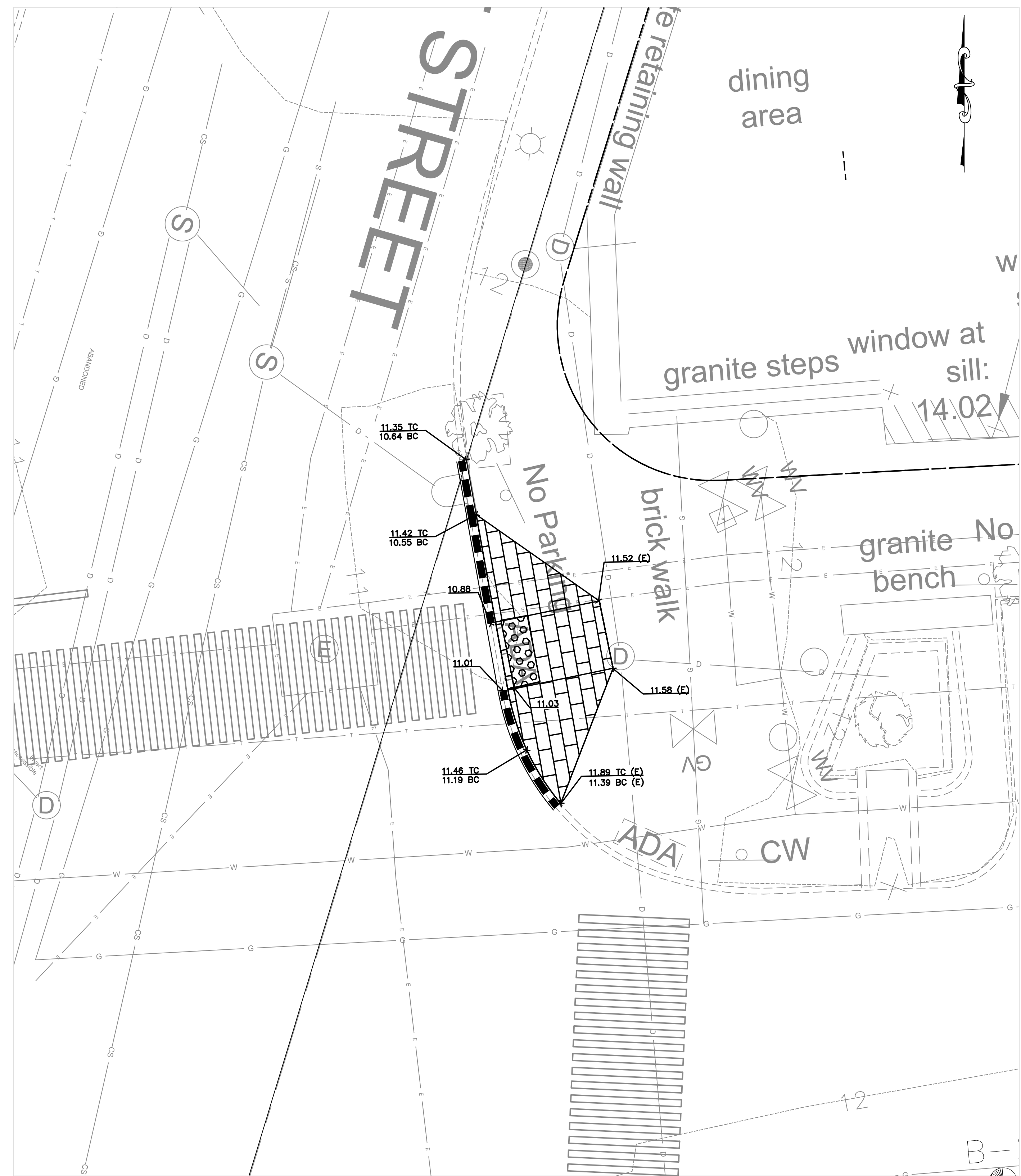
CITY OF PORTLAND MAINE 05017 05 PORTLAND CENTER ST & FREE ST FINAL DESIGN - CADD/DWG/3507/25-ADA RAMPS DWG RAMP 1 4/2025



COMMERCIAL/MAPLE  
STREET ADA LAYOUT

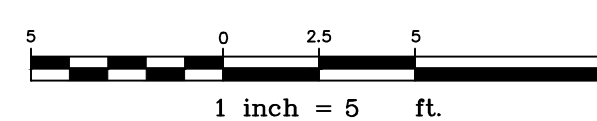
SCALE: 1"=5'

CURB TABLE			
Line #/Curve #	Length (LF)	Radius (FT)	CURB TYPE
C4	9.53	18.07	TIPDOWN
L11	5.00		FLUSH
L12	7.93		TIPDOWN
L13	4.00		INLET STONE



COMMERCIAL/MAPLE  
STREET ADA LAYOUT

SCALE: 1"=5'



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South Portland, ME 04106



REV	SUBMISSION	DATE
2	REBIDDING	8/12/2025
1	BIDDING	6/23/2025

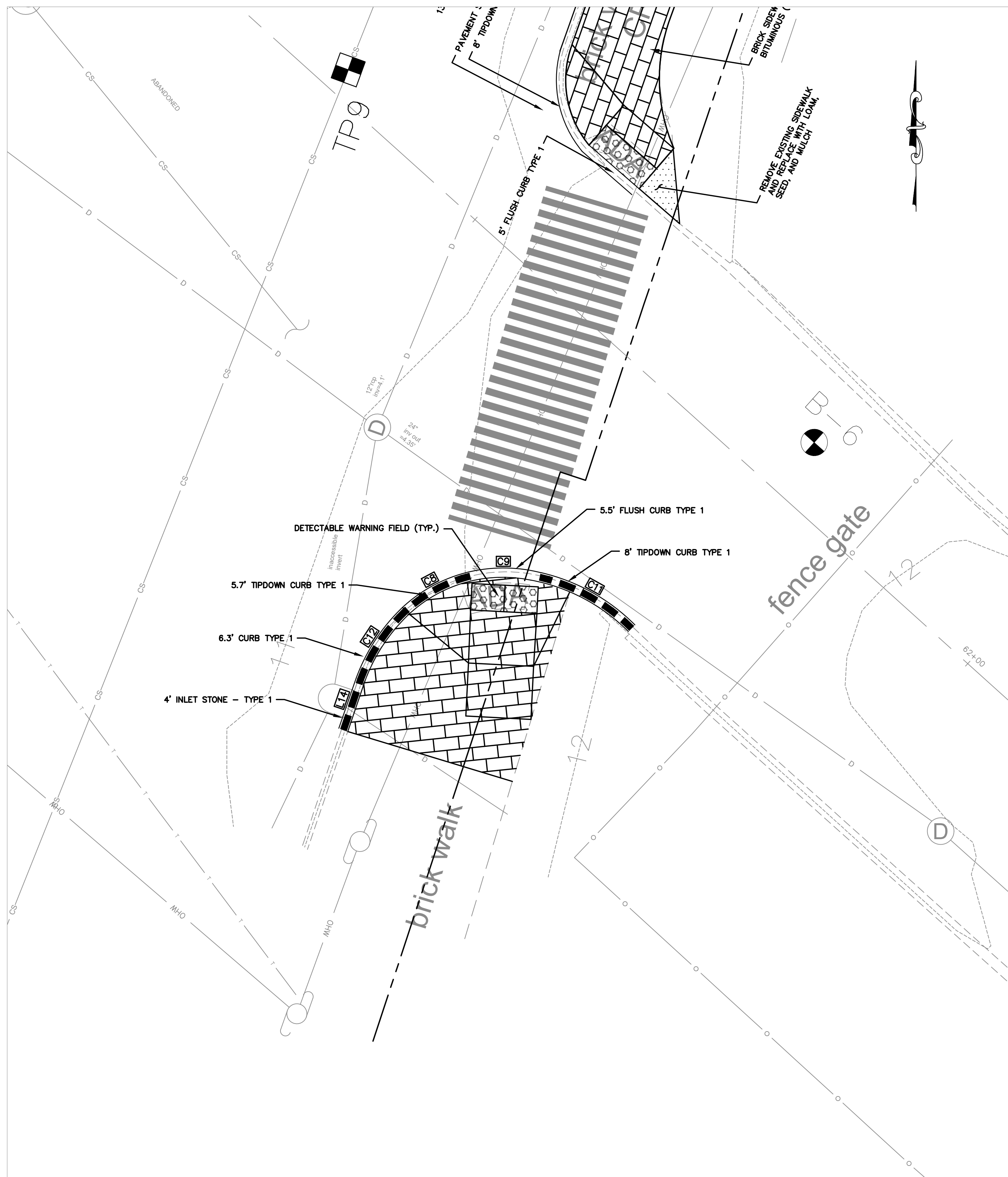
PROJECT NAME:  
COMMERCIAL STREET AND PORTLAND FISH PIER  
STORM DRAIN OUTFALL  
CITY OF PORTLAND, MAINE  
DEPARTMENT OF PUBLIC WORKS  
212 CANCO ROAD, SUITE B, PORTLAND, MAINE 04103  
PHONE (207) 874-8846



DESIGN BY: BBS  
DRAWN BY: GJH  
CHECKED BY: WCH

SHEET NAME:  
COMMERCIAL/MAPLE  
STREET  
ADA RAMP PLAN

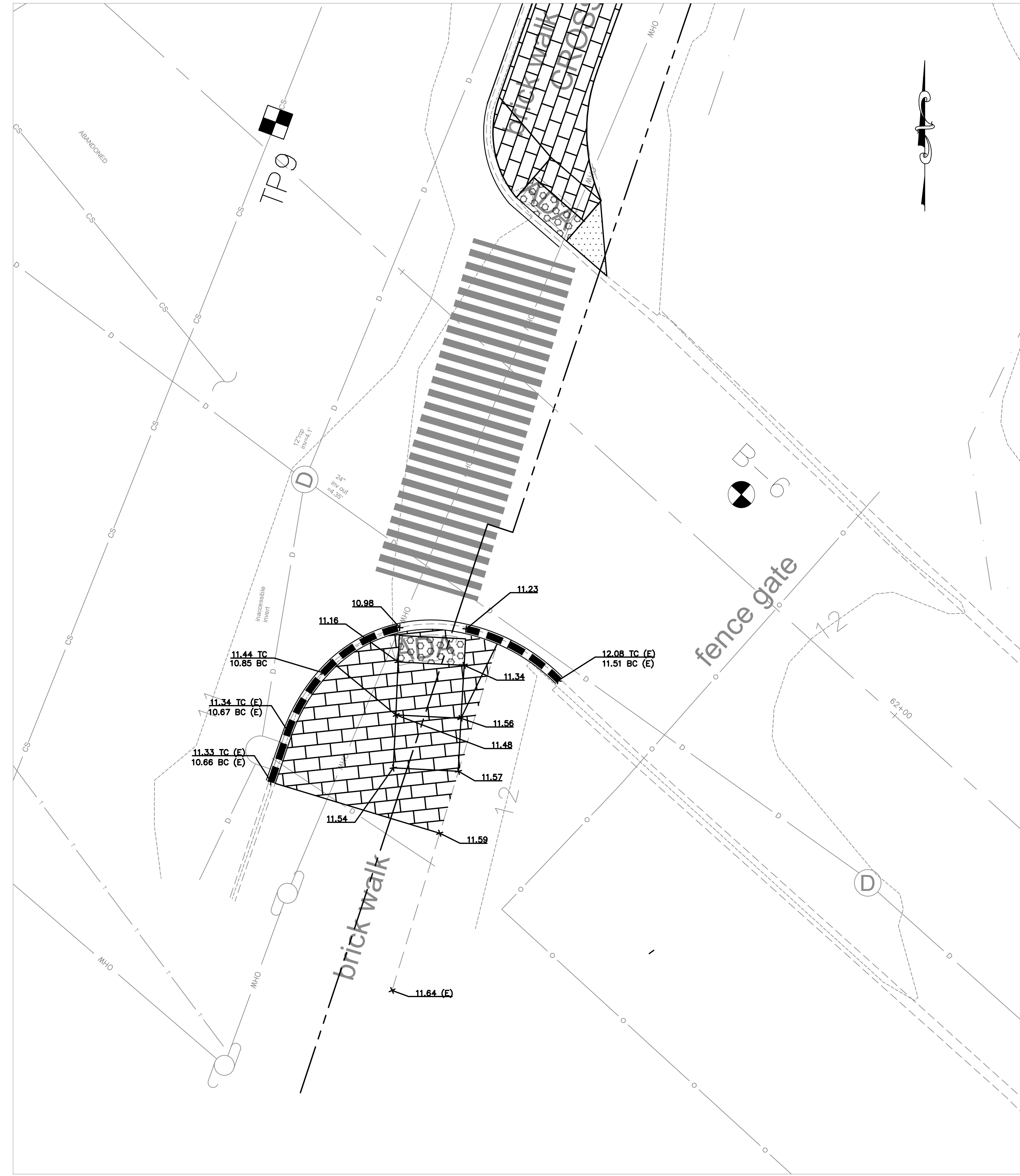
DATE: JUNE 2025  
SHEET 11 OF 17  
SHEET NO.: 11  
VAULT #: 01051\_012



COMMERCIAL STREET/PORTLAND FISH PIER ADA LAYOUT

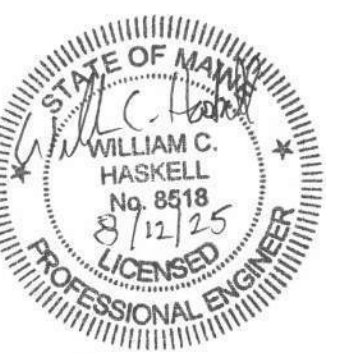
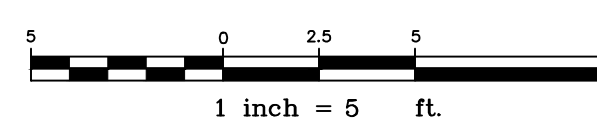
SCALE: 1"=5'

CURB TABLE			
Line #/Curve #	Length (LF)	Radius (FT)	CURB TYPE
C24	3.91	7.79	TIPDOWN
C25	6.00	7.78	FLUSH
C26	3.53	7.78	TIPDOWN
L21	2.40		TYPE 1
L22	4.09		TIPDOWN
L23	4.67		TIPDOWN
L24	9.00		TIPDOWN
L25	10.00		FLUSH
L26	8.00		FLUSH



COMMERCIAL STREET/PORTLAND FISH PIER ADA GRADING

SCALE: 1"=5'



REV	DESCRIPTION	DATE
2	REBIDDING	8/12/2025
1	BIDDING	6/23/2025
	SUBMISSION	

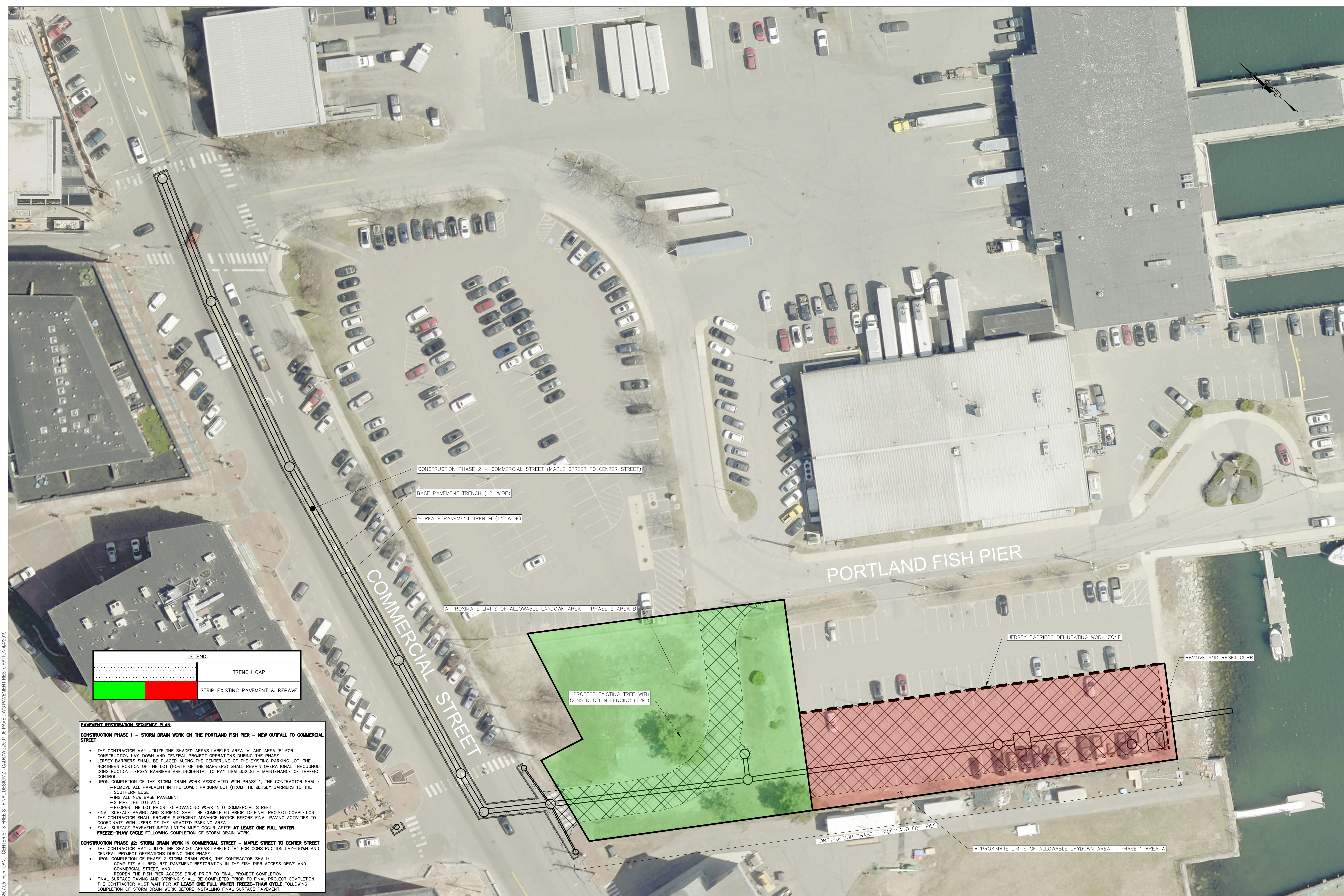
PROJECT NAME: COMMERCIAL STREET AND PORTLAND FISH PIER  
 STORM DRAIN OUTFALL  
 CITY OF PORTLAND, MAINE  
 DEPARTMENT OF PUBLIC WORKS  
 212 CANCO ROAD, SUITE B, PORTLAND, MAINE 04103  
 PHONE (207) 874-8846



DESIGN BY:	BBS
DRAWN BY:	GJH
CHECKED BY:	WCH
SHEET NAME:	COMMERCIAL STREET/PORTLAND FISH PIER ADA RAMP PLAN
DATE:	JUNE 2025
SHEET NO.:	12 OF 17
SHEET NO.:	12
VAULT #:	01051_012



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LEGEND	
	TRENCH CAP
	STRIP EXISTING PAVEMENT & REPAVE

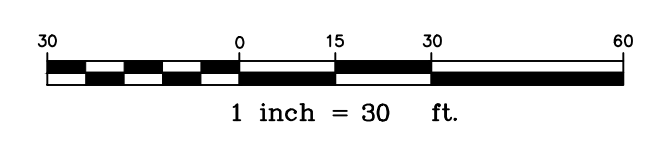
**PAVEMENT RESTORATION SEQUENCE PLAN**

**CONSTRUCTION PHASE 1 - STORM DRAIN WORK ON THE PORTLAND FISH PIER - NEW OUTFALL TO COMMERCIAL STREET**

- THE CONTRACTOR MAY UTILIZE THE SHADED AREAS LABELED "A" AND AREA "B" FOR CONSTRUCTION LAY-DOWN AND GENERAL PROJECT OPERATIONS DURING THE PHASE.
- JERSEY BARRIERS SHALL BE PLACED ALONG THE CENTERLINE OF THE EXISTING PARKING LOT. THE NORTHERN PORTION OF THE LOT (NORTH OF THE BARRIERS) SHALL REMAIN OPERATIONAL THROUGHOUT CONSTRUCTION. JERSEY BARRIERS ARE INCIDENTAL TO PAY ITEM 652.36 - MAINTENANCE OF TRAFFIC CONTROL.
- UPON COMPLETION OF THE STORM DRAIN WORK ASSOCIATED WITH PHASE 1, THE CONTRACTOR SHALL:
  - REMOVE ALL PAVEMENT IN THE LOWER PARKING LOT (FROM THE JERSEY BARRIERS TO THE SOUTHERN EDGE).
  - INSTALL NEW BASE PAVEMENT
  - STRIP THE LOT AND
  - REOPEN THE LOT PRIOR TO ADVANCING WORK INTO COMMERCIAL STREET
- FINAL SURFACE PAVING AND STRIPING SHALL BE COMPLETED PRIOR TO FINAL PROJECT COMPLETION. THE CONTRACTOR SHALL PROVIDE SUFFICIENT ADVANCE NOTICE BEFORE FINAL PAVING ACTIVITIES TO COORDINATE WITH USERS OF THE IMPACTED PARKING AREA.
- FINAL SURFACE PAVEMENT INSTALLATION MUST OCCUR AFTER **AT LEAST ONE FULL WINTER FREEZE-THAW CYCLE** FOLLOWING COMPLETION OF STORM DRAIN WORK.

**CONSTRUCTION PHASE #2: STORM DRAIN WORK IN COMMERCIAL STREET - MAPLE STREET TO CENTER STREET**

- THE CONTRACTOR MAY UTILIZE THE SHADED AREAS LABELED "B" FOR CONSTRUCTION LAY-DOWN AND GENERAL PROJECT OPERATIONS DURING THIS PHASE.
- UPON COMPLETION OF PHASE 2 STORM DRAIN WORK, THE CONTRACTOR SHALL:
  - COMPLETE ALL REQUIRED PAVEMENT RESTORATION IN THE FISH PIER ACCESS DRIVE AND COMMERCIAL STREET, AND
  - REOPEN THE FISH PIER ACCESS DRIVE PRIOR TO FINAL PROJECT COMPLETION.
- FINAL SURFACE PAVING AND STRIPING SHALL BE COMPLETED PRIOR TO FINAL PROJECT COMPLETION. THE CONTRACTOR MUST WAIT FOR **AT LEAST ONE FULL WINTER FREEZE-THAW CYCLE** FOLLOWING COMPLETION OF STORM DRAIN WORK BEFORE INSTALLING FINAL SURFACE PAVEMENT.



REV	DESCRIPTION	DATE
2	REBIDDING	8/12/2025
1	BIDDING	6/23/2025
	SUBMISSION	

PROJECT NAME: COMMERCIAL STREET AND PORTLAND FISH PIER  
 STORM DRAIN OUTFALL  
 CITY OF PORTLAND, MAINE  
 DEPARTMENT OF PUBLIC WORKS  
 212 CANCO ROAD, SUITE B, PORTLAND, MAINE 04103  
 PHONE (207) 874-8846



DESIGN BY:	BBS
DRAWN BY:	GJH
CHECKED BY:	WCH
SHEET NAME:	PAVEMENT RESTORATION SEQUENCE PLAN
DATE:	JUNE 2025
SHEET NO. OF 17	13
REV.:	-
VAULT #:	01051_012

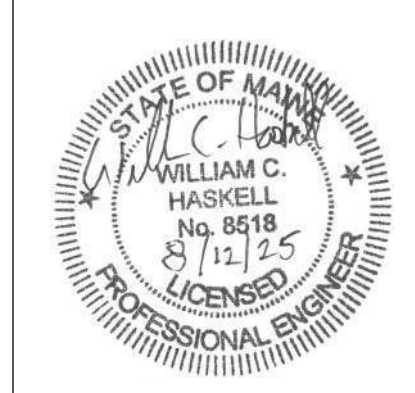
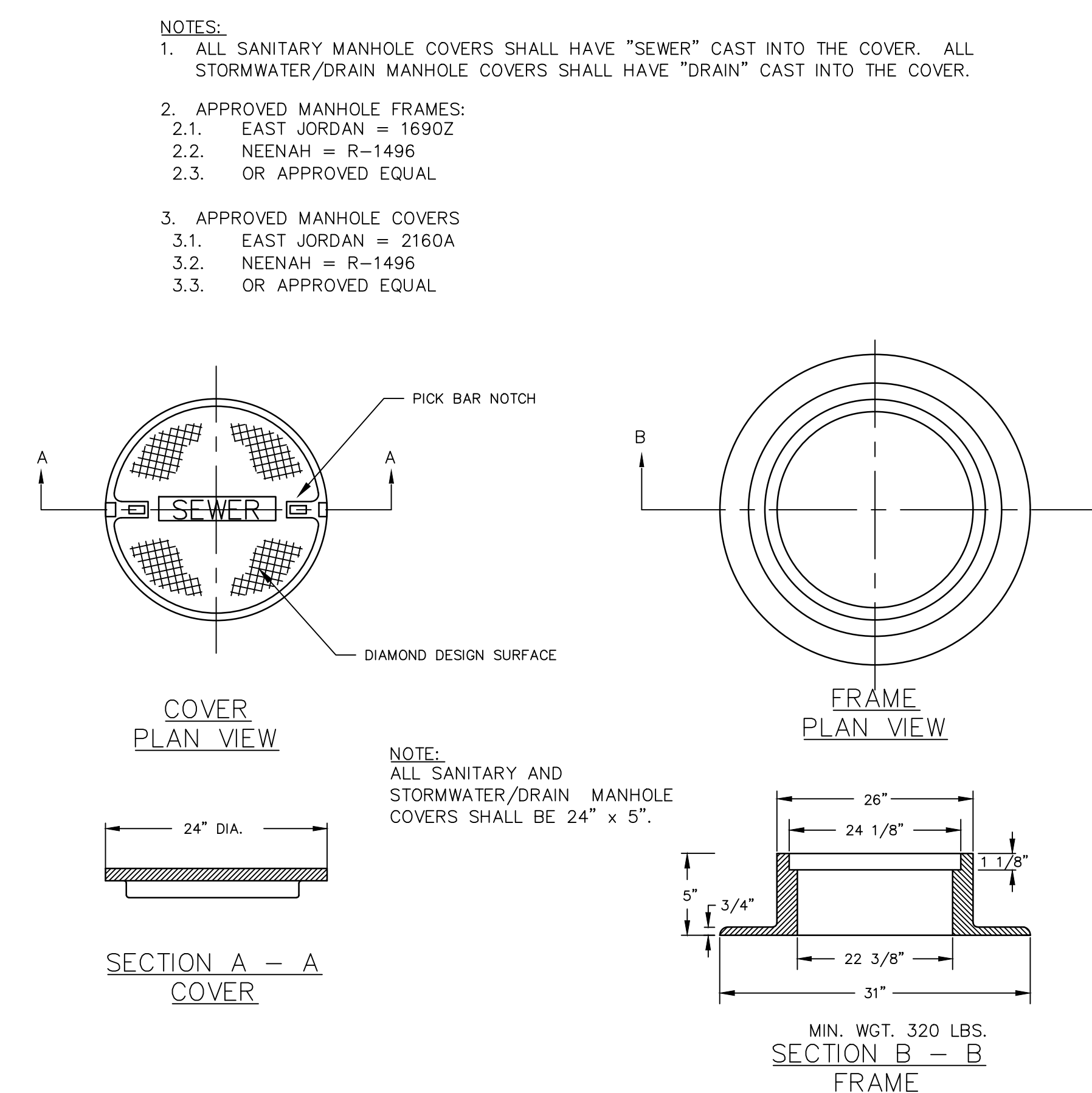
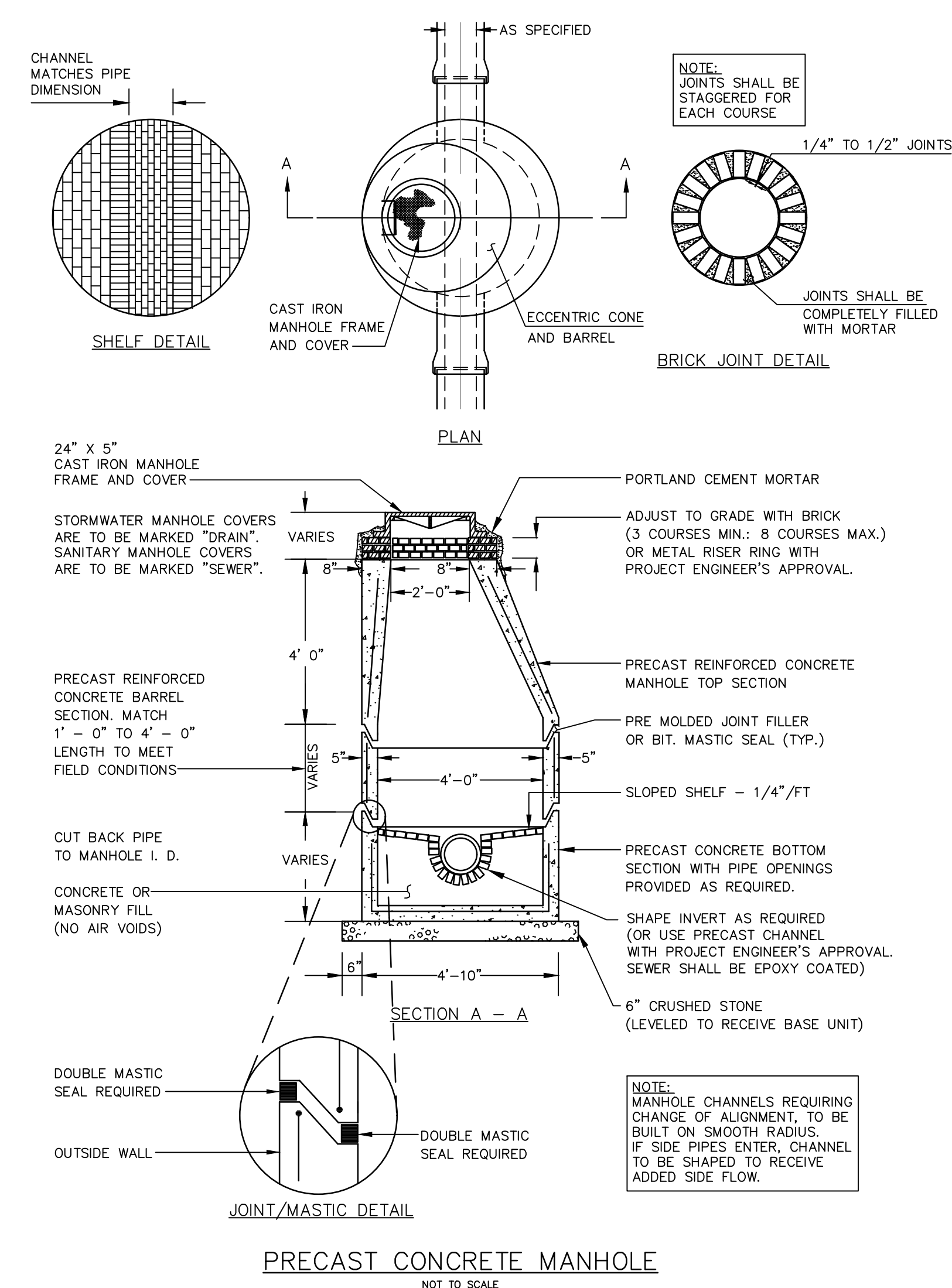
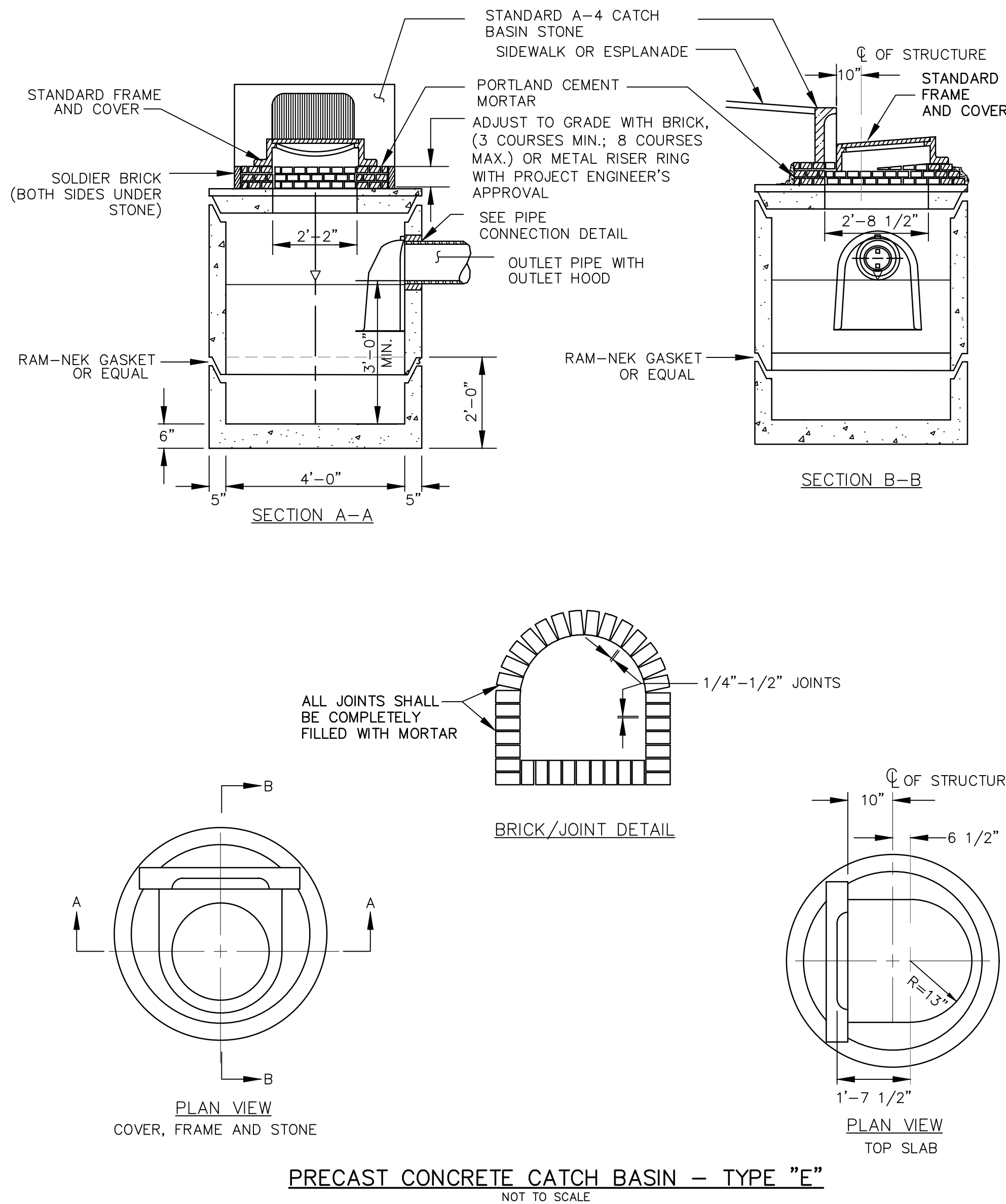
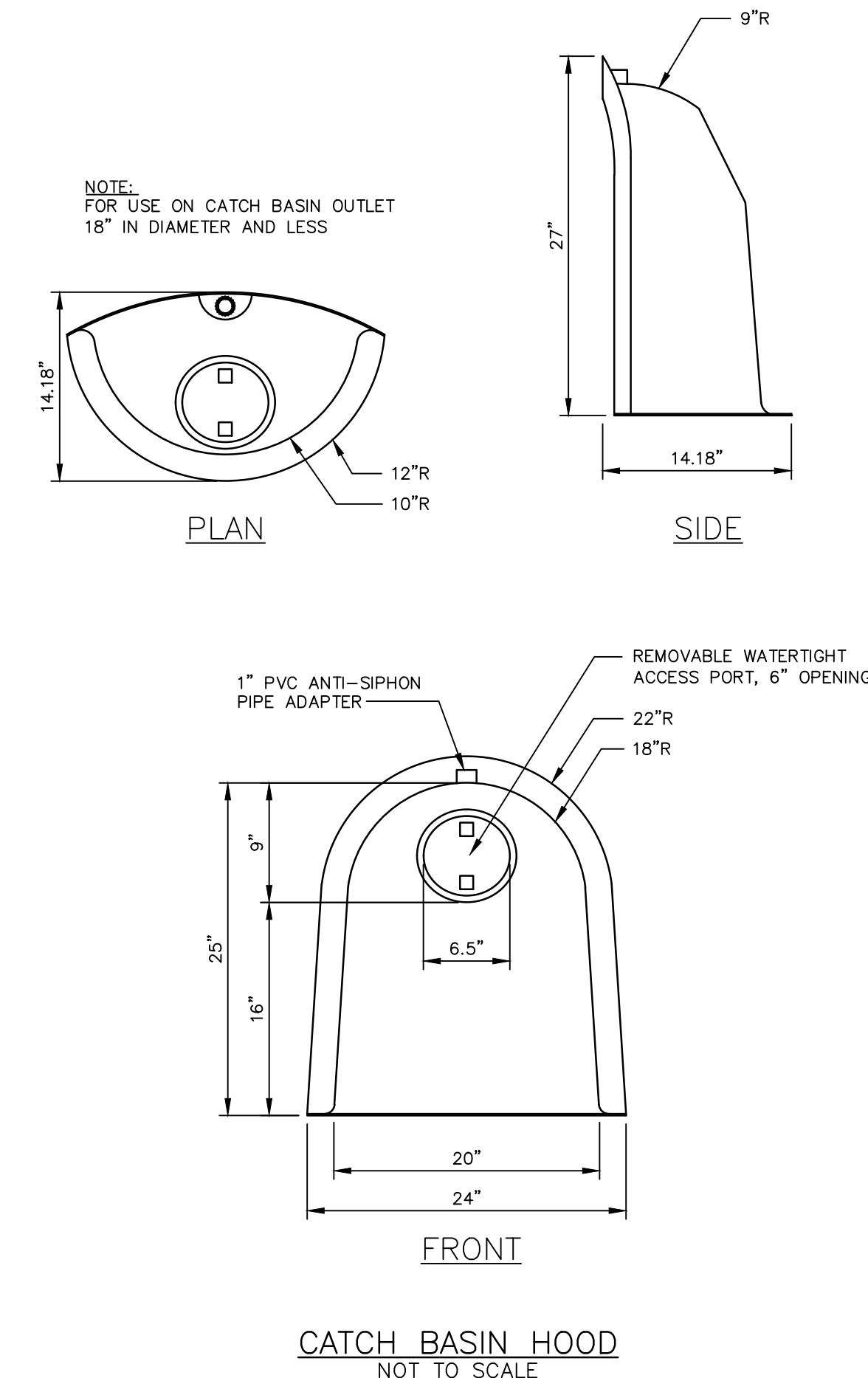
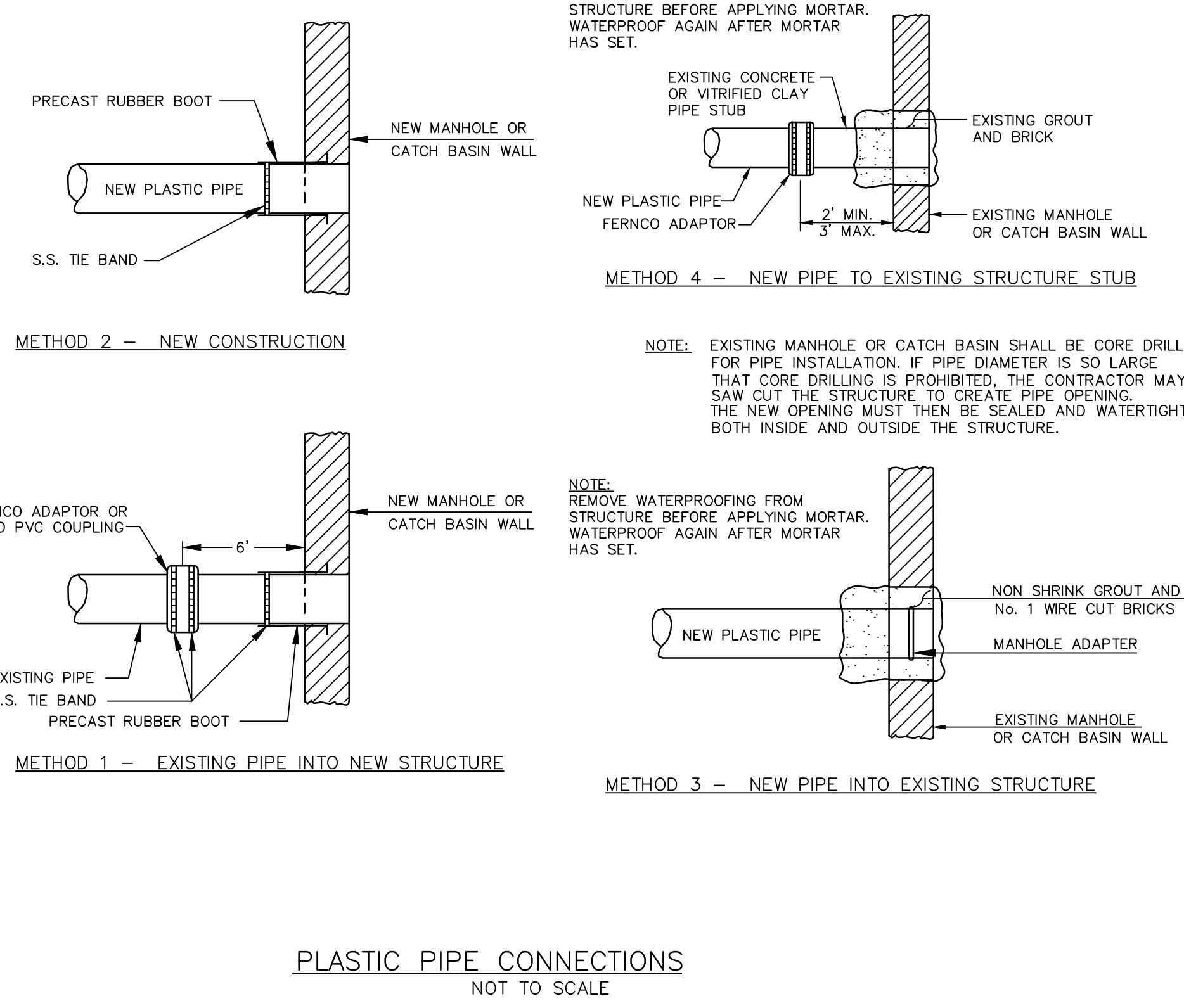
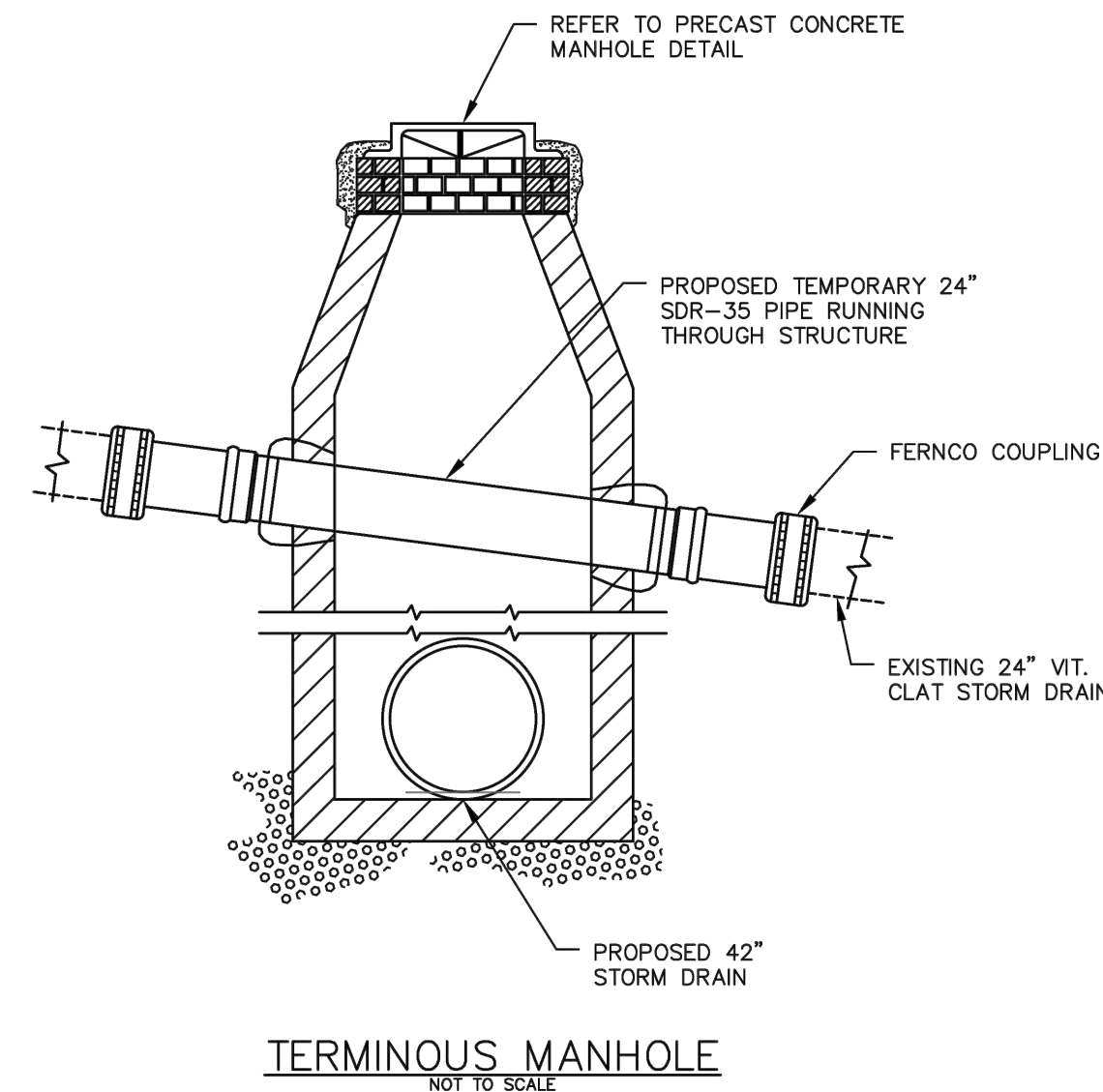


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CITY OF PORTLAND MAINE 05017 05 PORTLAND CENTER ST & FREE ST FINAL DESIGN - CADD/05/05/25-PAVE DWG PAVEMENT RESTORATION 4425019

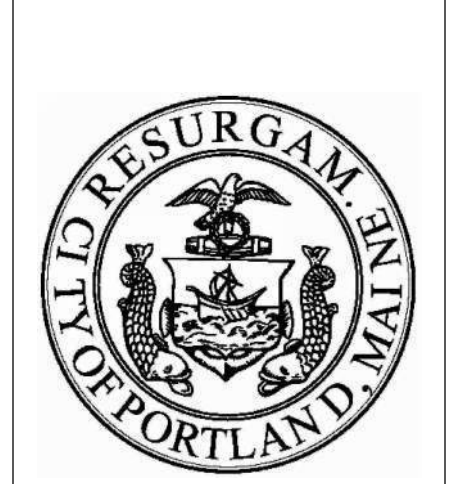
**GENERAL NOTES FOR MANHOLES AND CATCH BASINS**

- ALL CONCRETE SHALL HAVE A MINIMUM ULTIMATE COMPRESSIVE STRENGTH OF 4000 LBS. PER SQ. INCH AT THE END OF 28 DAYS, UNLESS OTHERWISE NOTED.
- MANHOLES MAY BE CONSTRUCTED OF PRECAST REINFORCED CONCRETE, OR CAST IN PLACE.
- PRECAST REINFORCED CONE BARREL MANUFACTURED PER ASTM SPEC. C-478.
- ALL PIPES ENTERING MANHOLES AND CATCH BASINS SHALL HAVE FLEXIBLE PIPE CONNECTIONS WITH STAINLESS STEEL BANDS. FILL ANY ANNUAL SPACE WITH NON SHRINK GROUT.
- ALL STORM AND SEWER MANHOLE COVERS SHALL BE SOLID
- ALL SANITARY MANHOLE COVERS SHALL HAVE "SEWER" CAST INTO THE COVER. ALL STORMWATER/DRAIN MANHOLE COVERS SHALL HAVE "DRAIN" CAST INTO THE COVER.
- SEWER BRICK SHALL CONFORM TO ASTM SPEC. DESIGNATE ON C-32-63, GRADE MA AND SA.
- INVERTS SHALL BE BUILT TO THE HEIGHT OF THE FOLLOWING AS DETERMINED BY THE LARGEST PIPE SIZE.
  - FOR PIPE SIZES 4"-12" INVERTS SHALL GO TO THE TOP OF THE PIPE.
  - FOR PIPE SIZES 15"-36" INVERTS SHALL GO TO THE SPRING LINE.
  - FOR PIPE SIZES 42"-60" INVERTS SHALL GO TO THE 1/3 OF PIPE SIZE
- ALL SANITARY MANHOLES SHALL HAVE A WATERPROOFING COATING APPLIED TO THE EXTERIOR SURFACE.
- CASTINGS SHALL CONFORM TO ASTM DESIGNATION A48-CLASS 35.
- EXISTING MANHOLES, CATCH BASINS, FRAMES, AND COVERS SHALL BE SALVAGED BY THE CONTRACTOR, AND SHALL REMAIN THE PROPERTY OF THE CITY OF PORTLAND.
- ALL CATCH BASIN OUTLETS SHALL BE INSTALLED WITH A HOOD / CASCO TRAP. SEE FIGURE II-09.
- ALL MANHOLES AND CATCH BASINS REQUIRE BUOYANCY CALCULATIONS AND THE STRUCTURES SHALL BE MODIFIED AS NECESSARY BASED ON THOSE CALCULATIONS.



REV	DATE	SUBMISSION	BIDDING	REBIDDING
2			8/12/25	8/12/25
1				

PROJECT NAME:  
 COMMERCIAL STREET AND PORTLAND FISH PIER  
 STORM DRAIN OUTFALL  
 CITY OF PORTLAND, MAINE  
 DEPARTMENT OF PUBLIC WORKS  
 212 CANCO ROAD, SUITE B, PORTLAND, MAINE 04103  
 PHONE (207) 874-6846

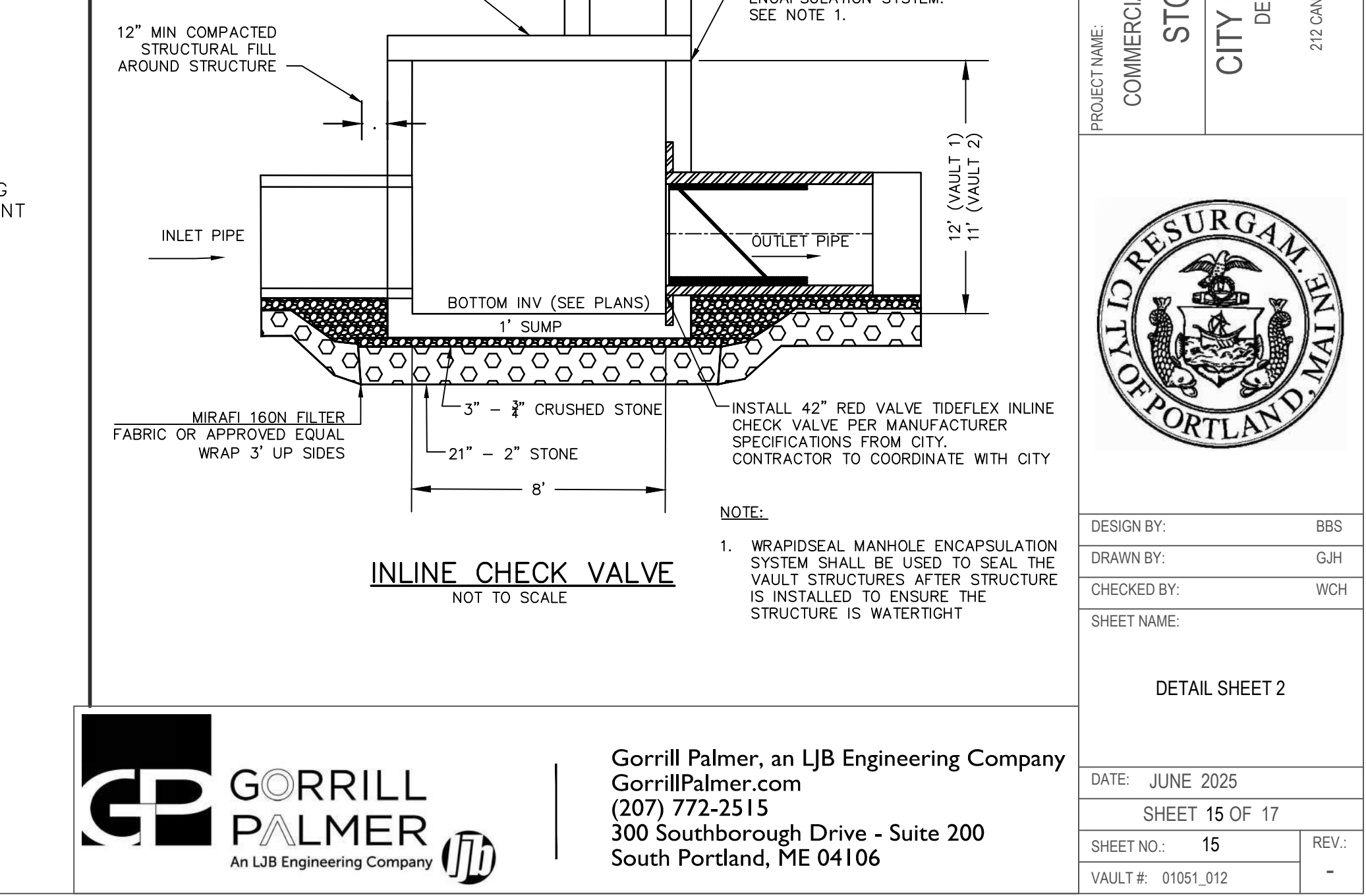
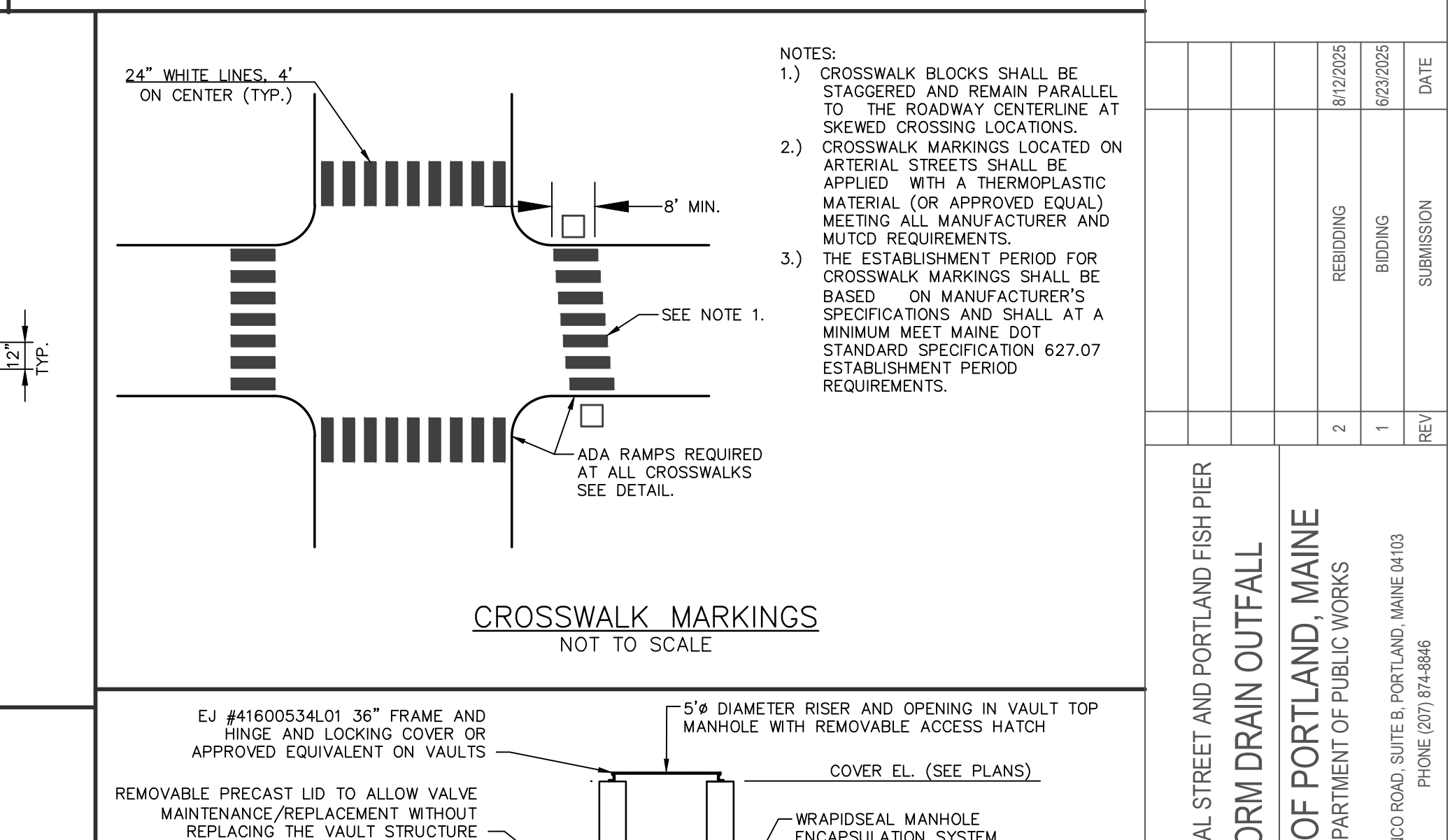
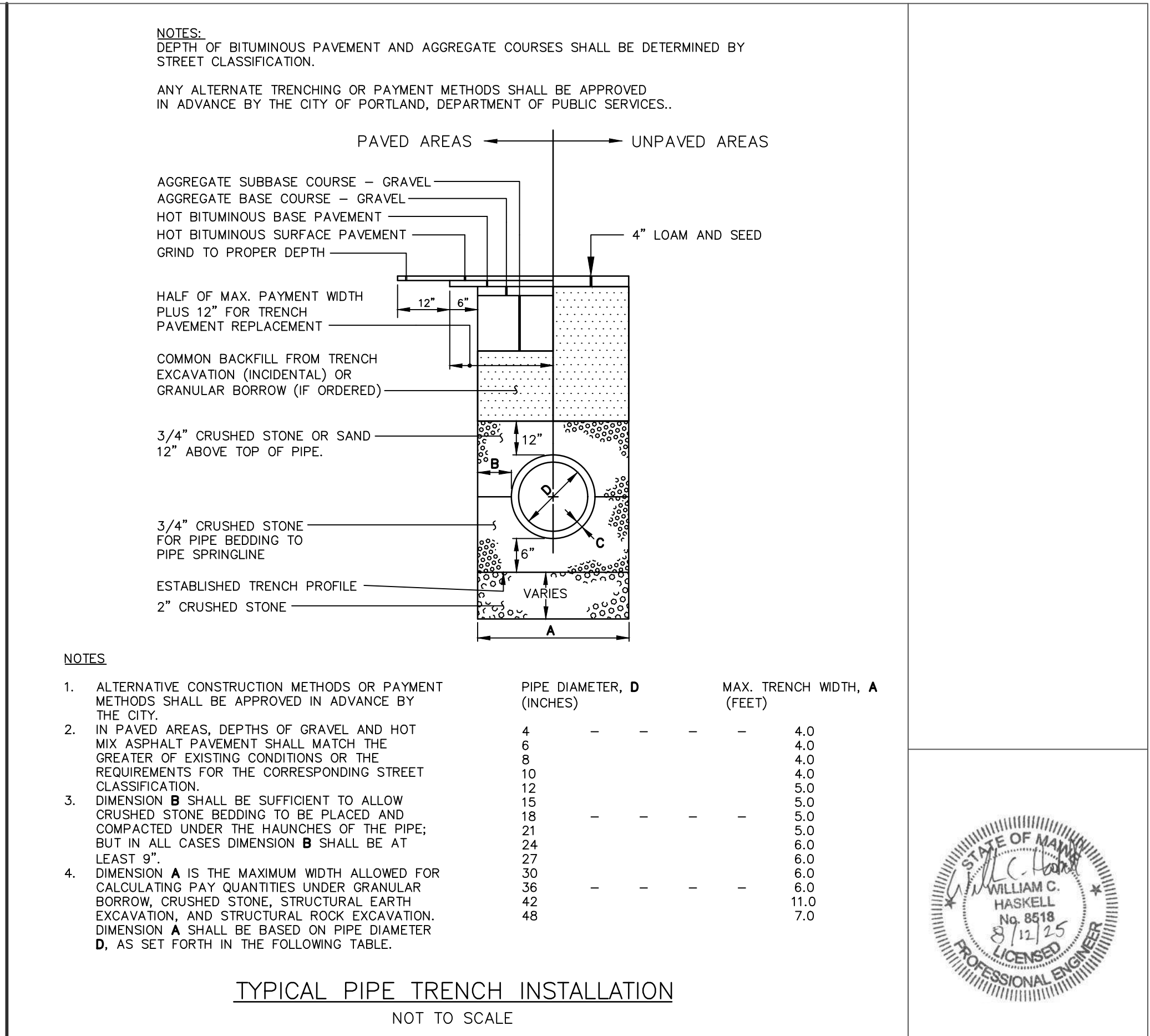
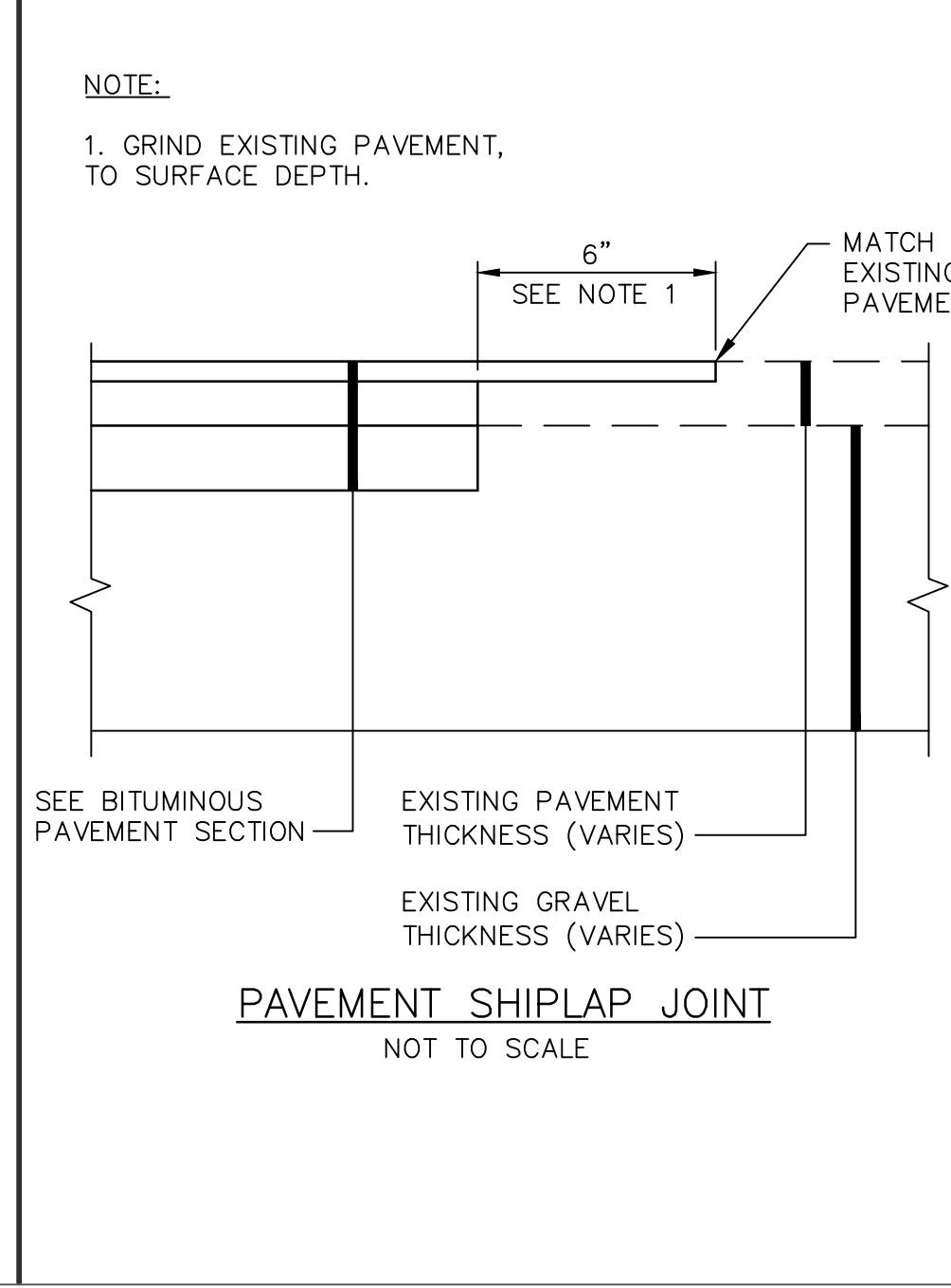
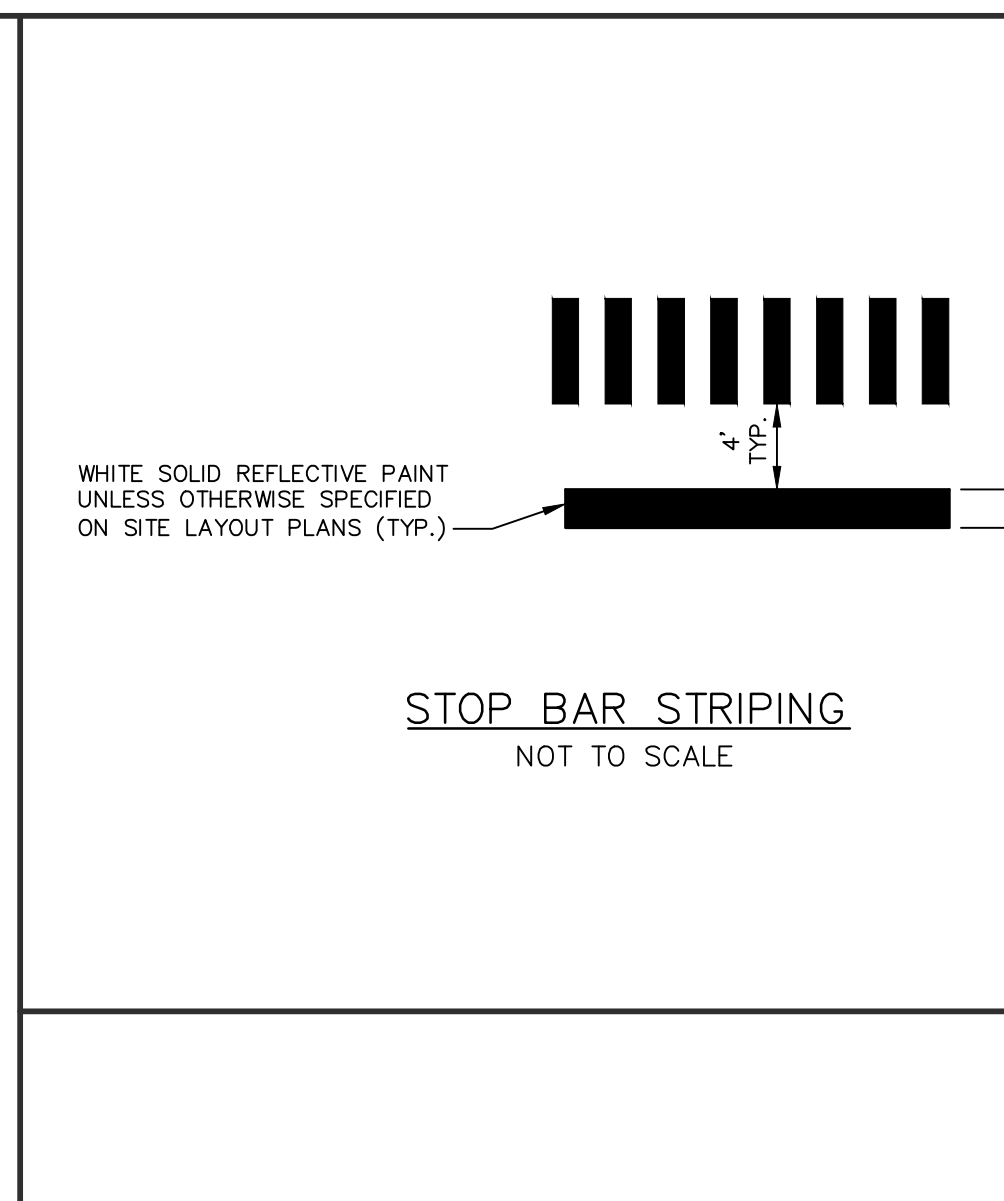
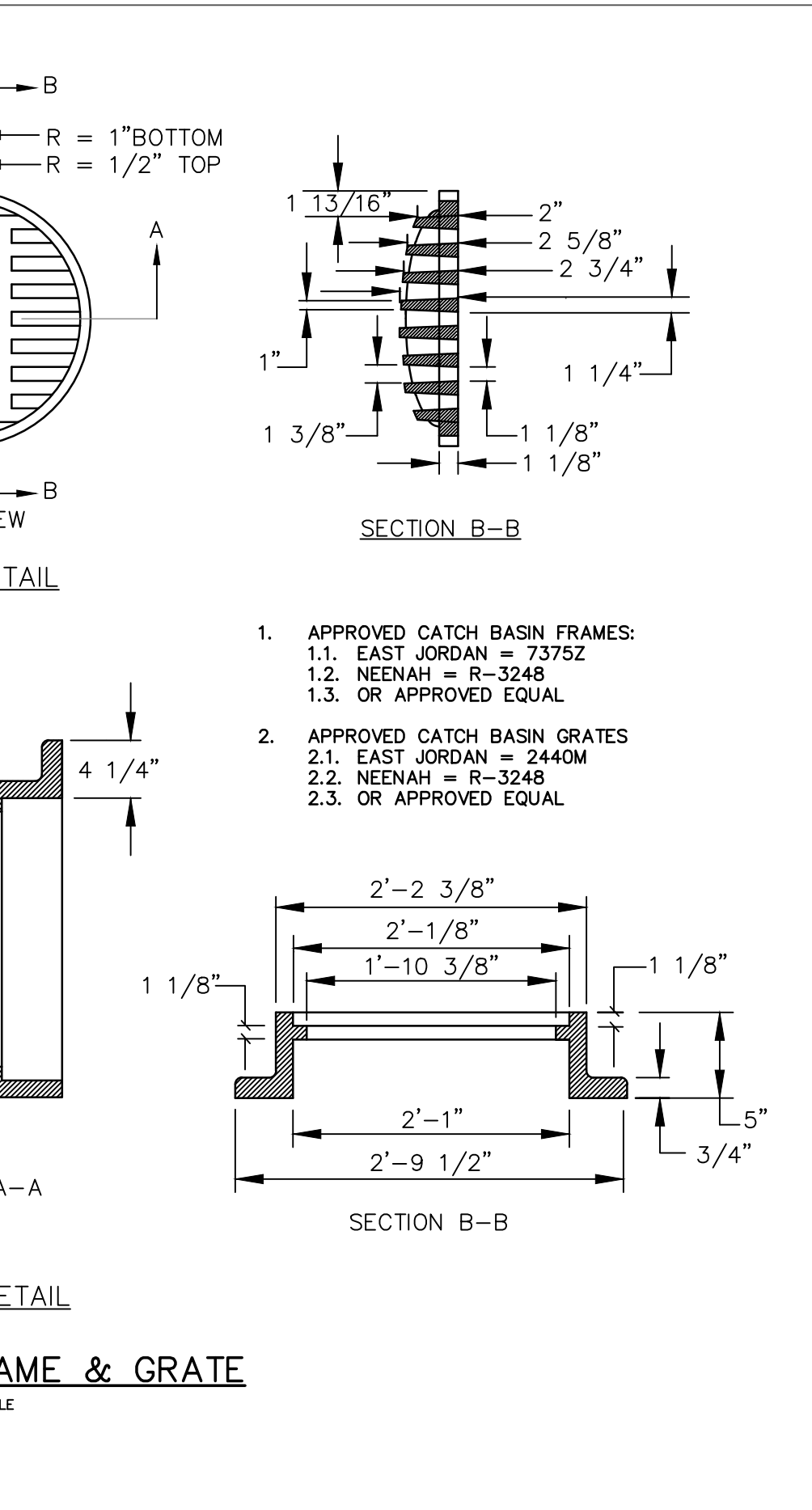
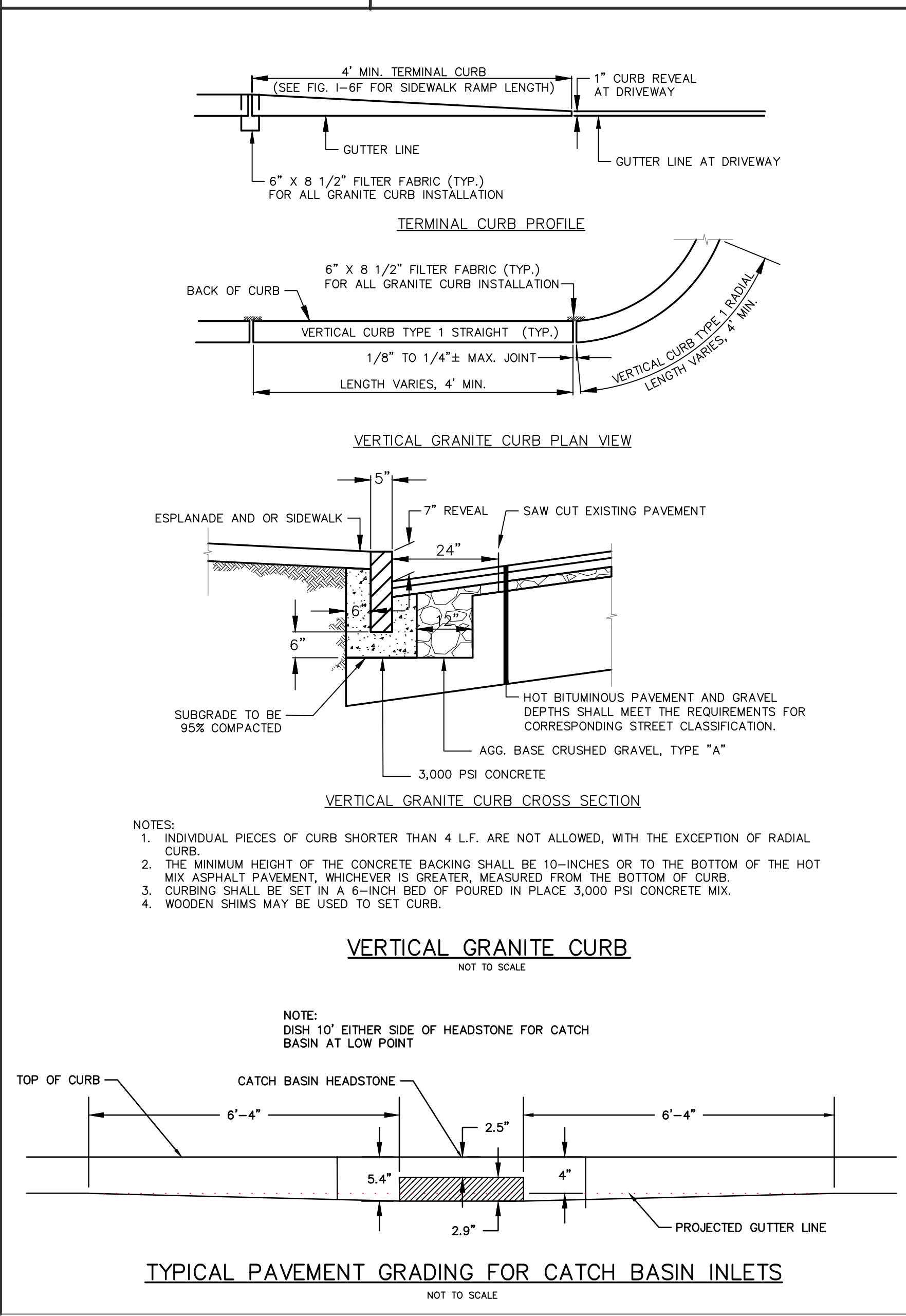
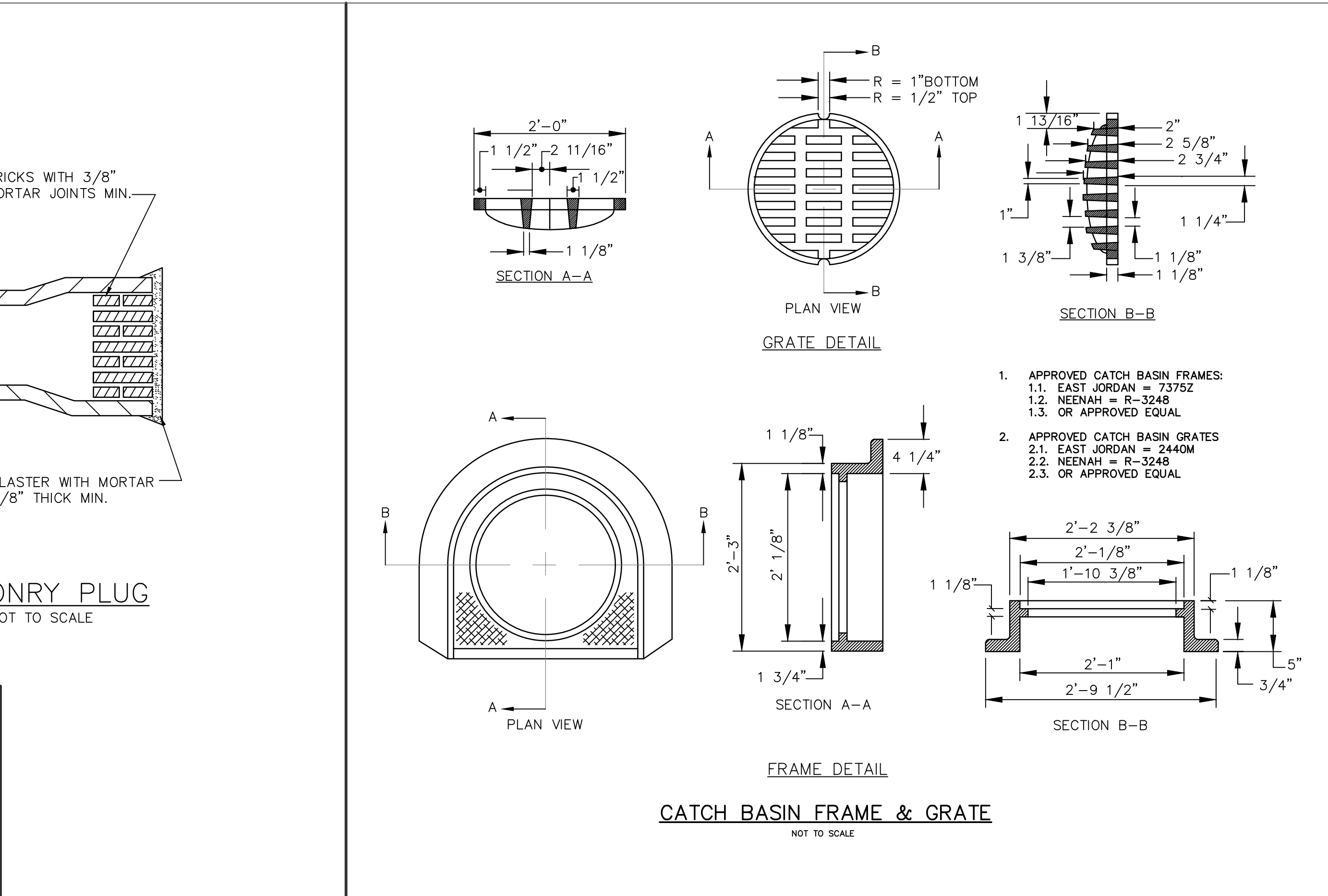
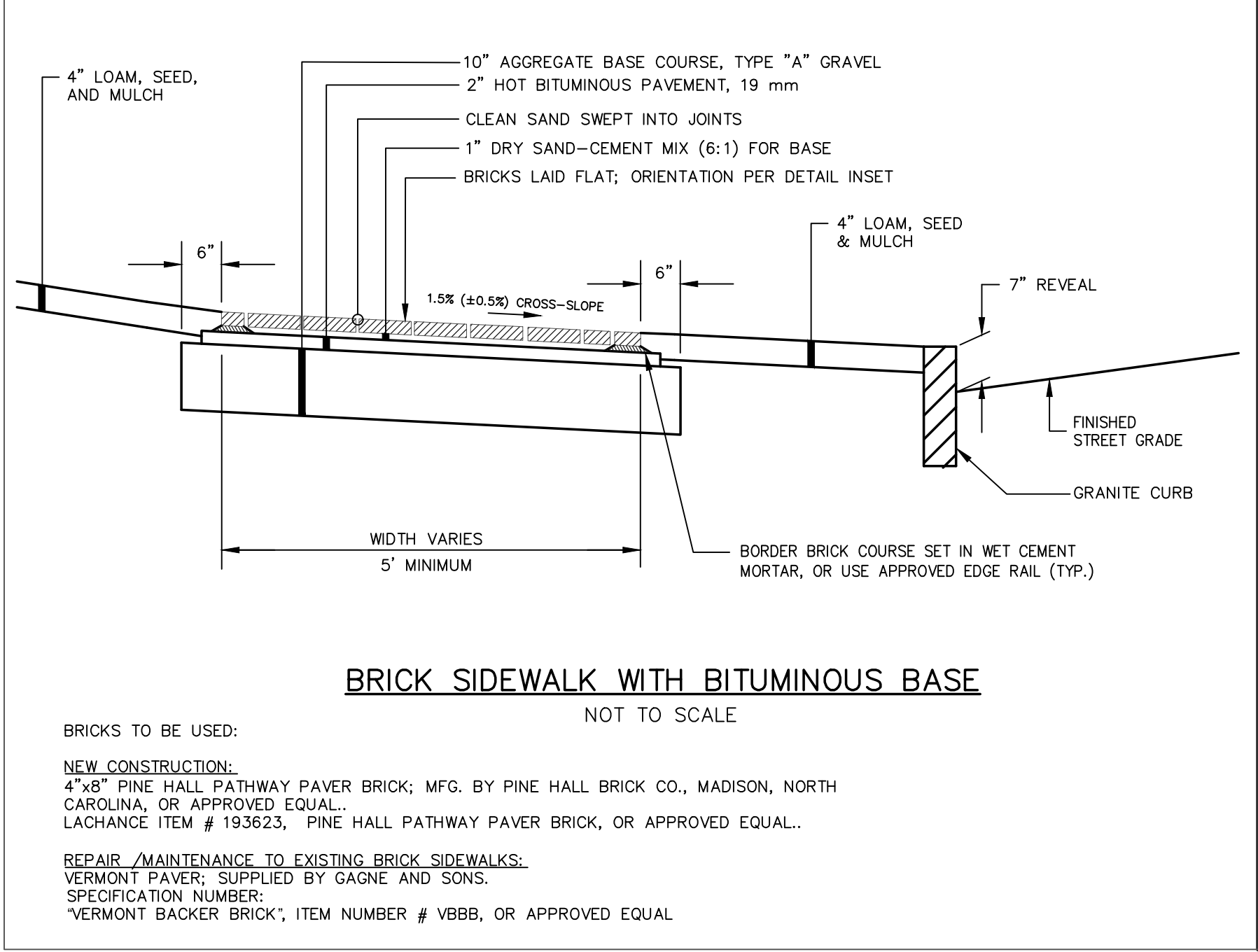
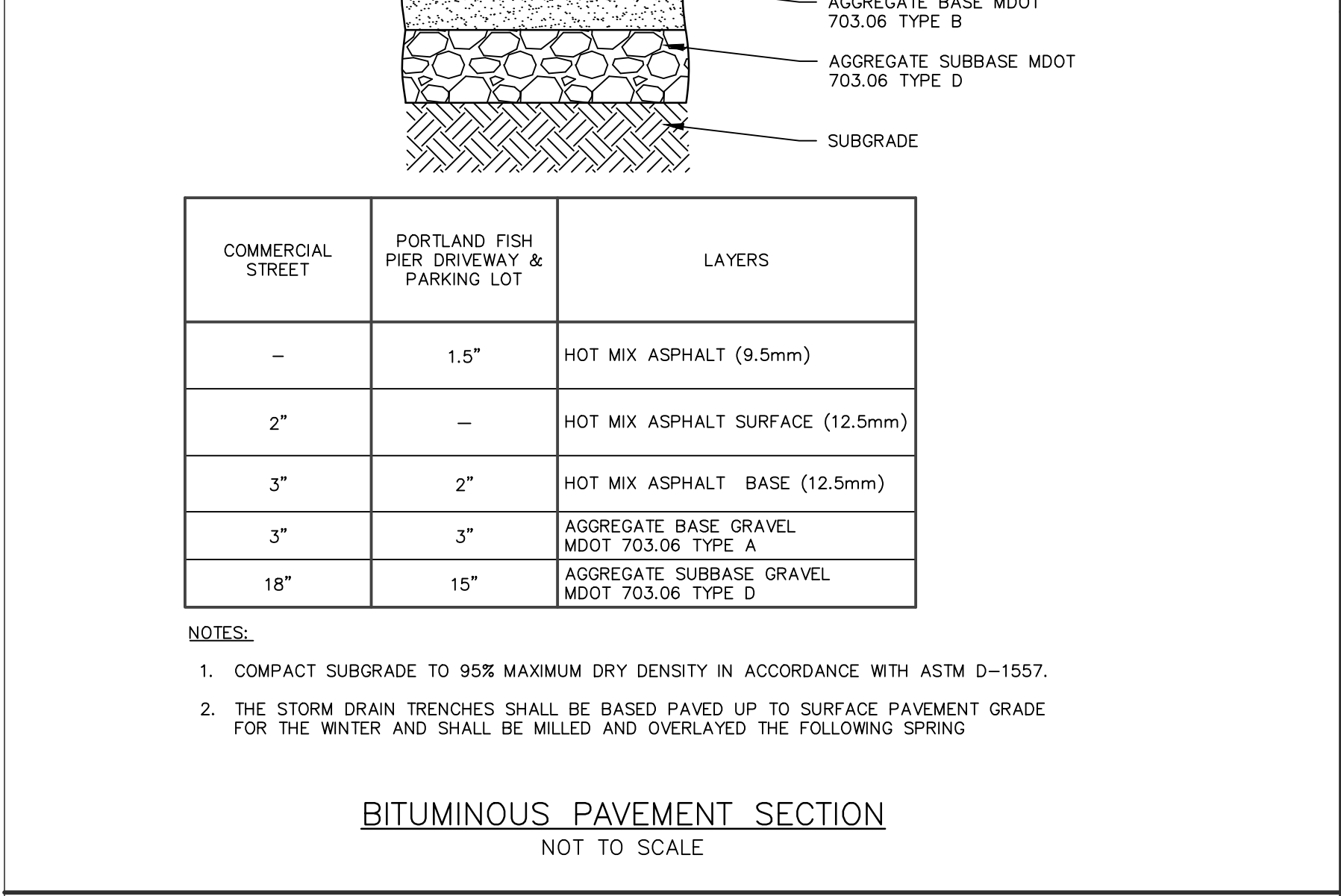
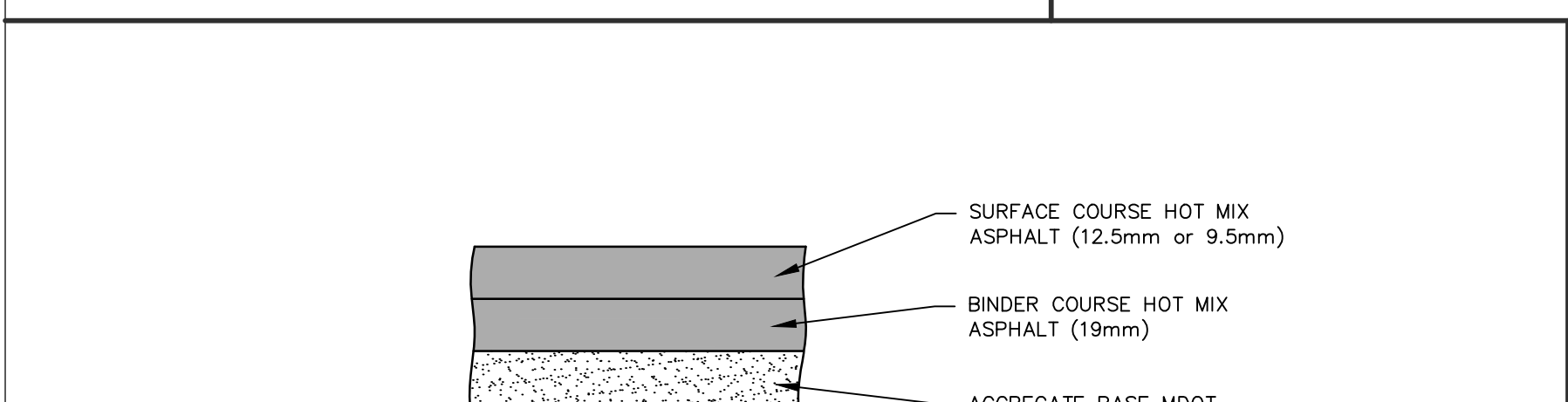
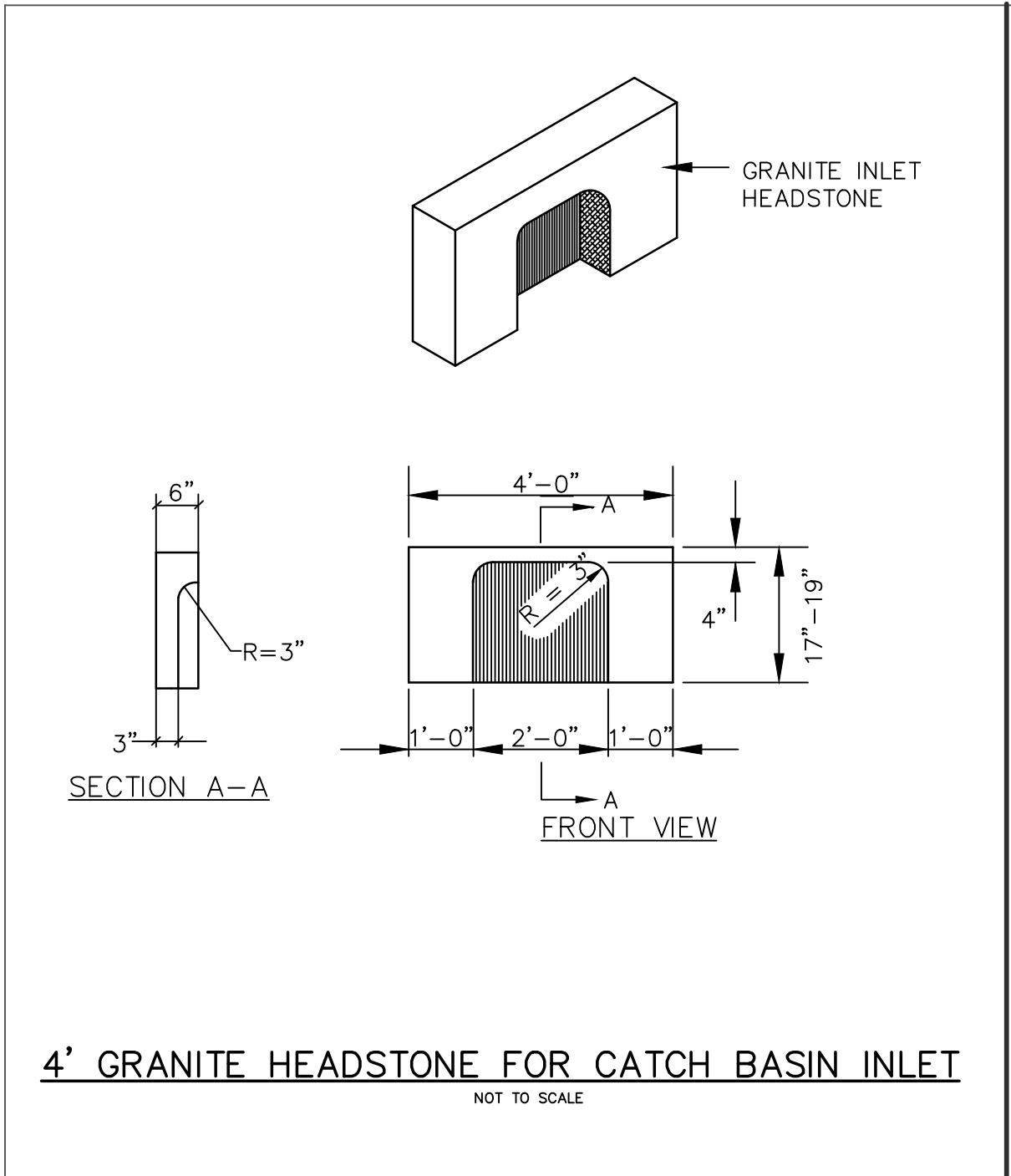


DESIGN BY:	BBS
DRAWN BY:	GJH
CHECKED BY:	WCH
SHEET NAME:	
DETAIL SHEET 1	
DATE:	JUNE 2025
SHEET NO. OF 17	
SHEET NO.:	14
VAULT #:	01051_012

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UICITY OF PORTLAND MAINE0507.05 - PORTLAND, CENTER ST. & FREE ST FINAL DESIGN - CAD/DWG/3507.05-DET - PHASE 1 DET/DWG/DET 11/4/2019



REV	DATE	SUBMISSION	BIDDING	REBIDDING
2			8/22/2025	
1			6/23/2025	

PROJECT NAME:  
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DESIGN BY: BBS  
DRAWN BY: GJH  
CHECKED BY: WCH  
SHEET NAME:  
DETAIL SHEET 2  
DATE: JUNE 2025  
SHEET NO. OF 17  
SHEET NO.: 15  
REV: -  
VAULT #: 01051\_012

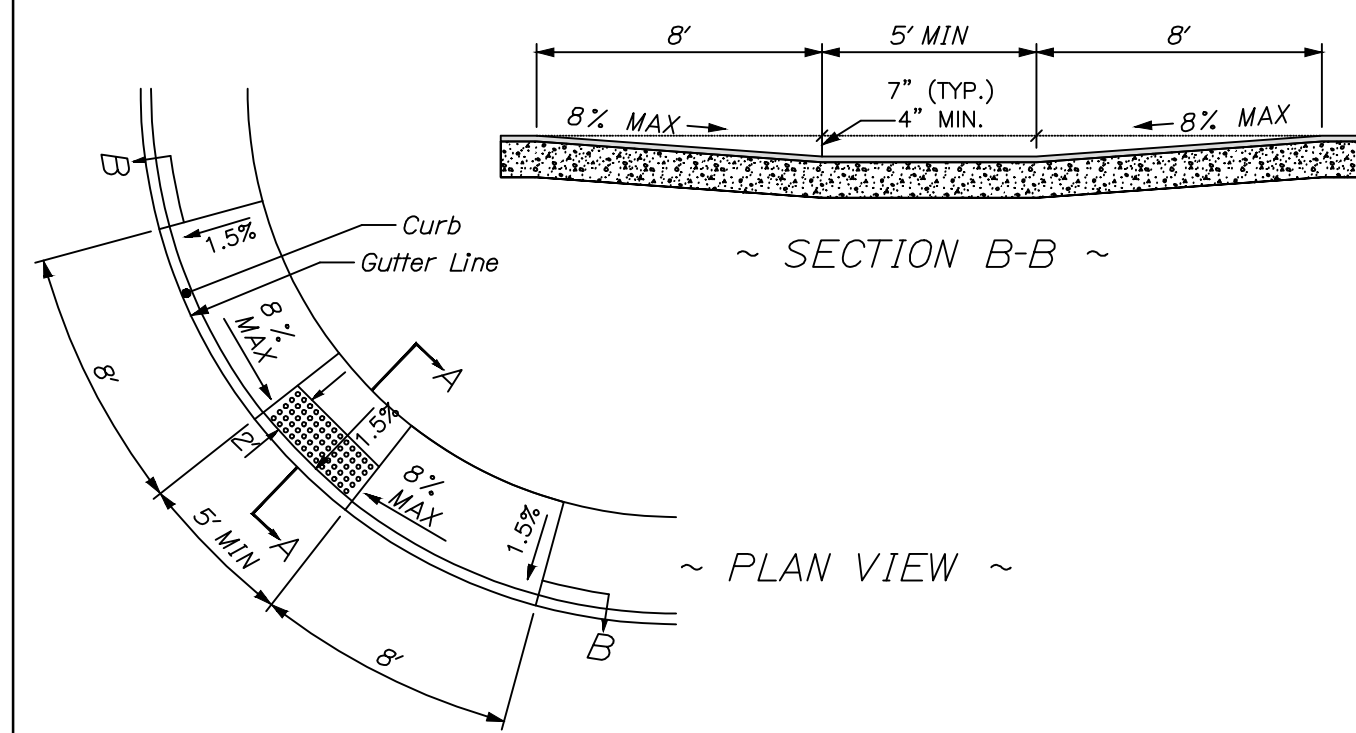
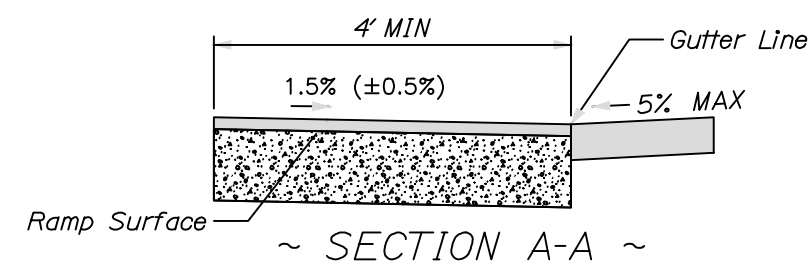
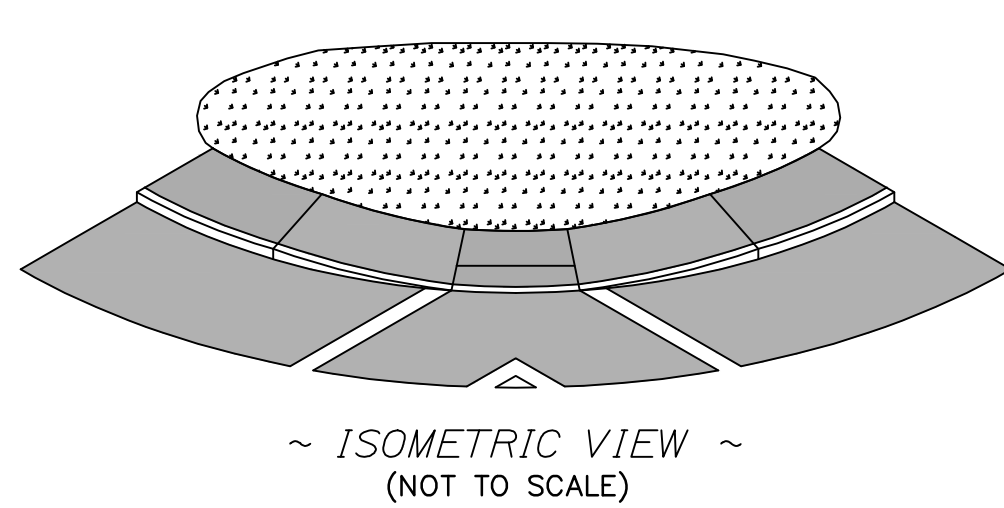


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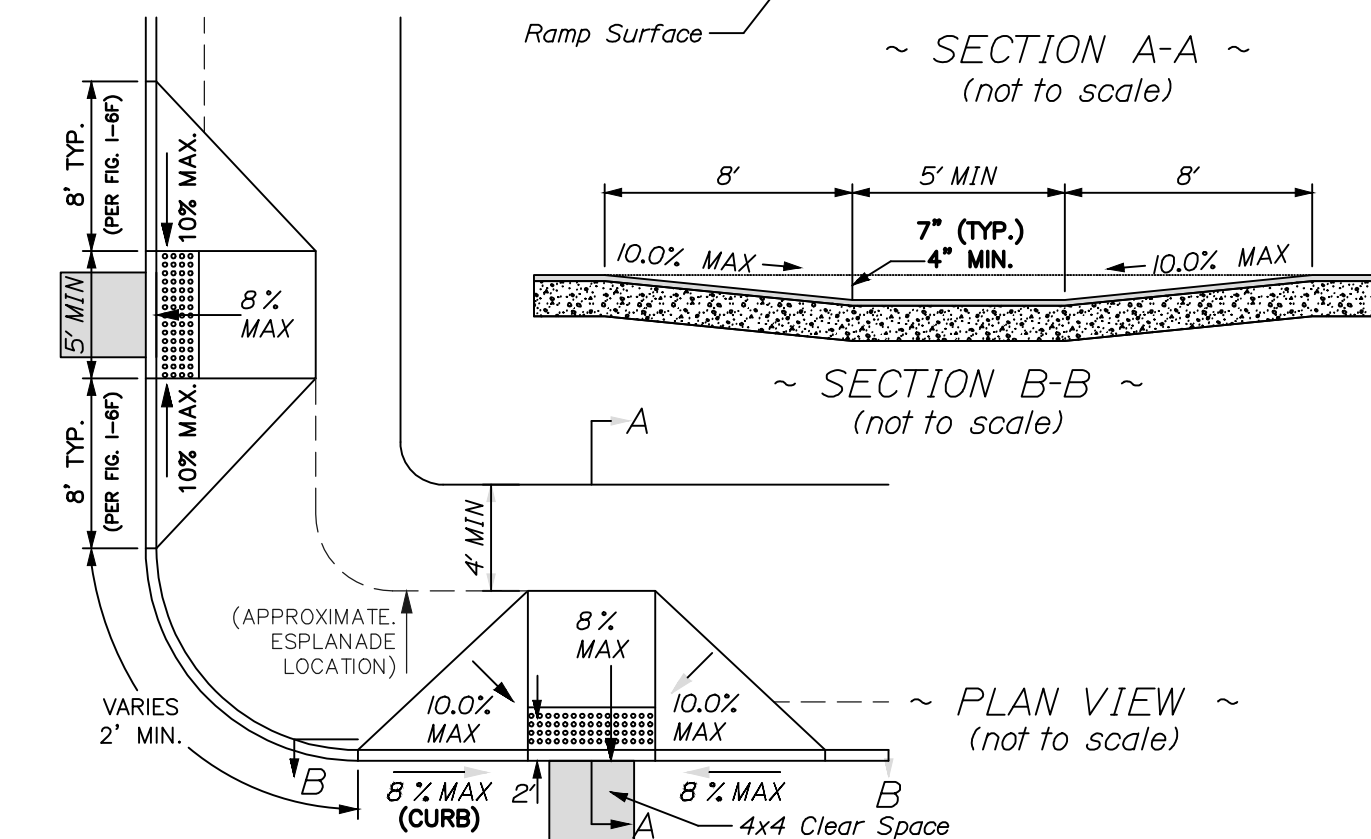
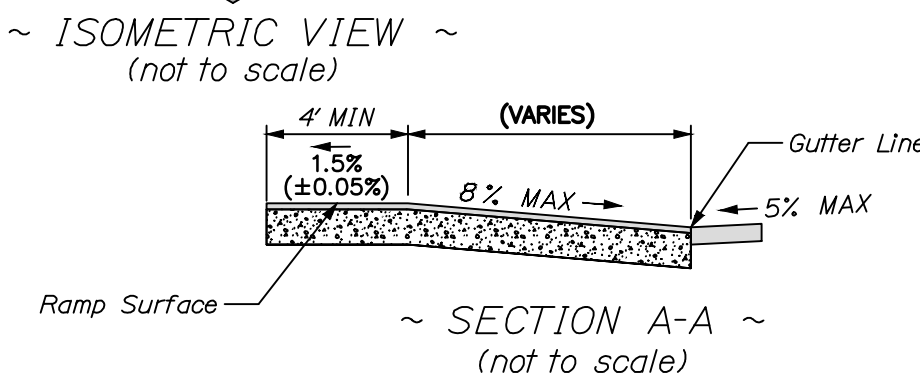
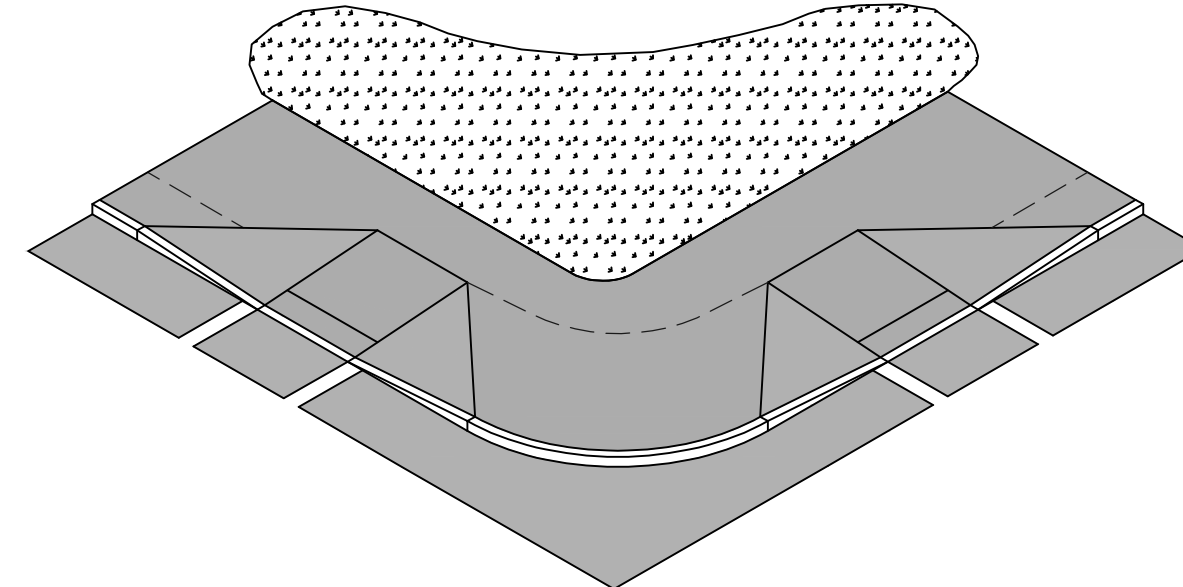
**GENERAL NOTES**

- DESIGN OF ACCESSIBLE RAMPS AND ASSOCIATED FACILITIES ARE GOVERNED BY THE 2010 AMERICANS WITH DISABILITIES ACT (ADA) STANDARDS FOR ACCESSIBLE DESIGN, WHICH IS DETAILED IN DOJ SECTION 28 CFR 35.151. ADDITIONAL GUIDANCE AND INFORMATION CAN BE FOUND IN THE PROPOSED PUBLIC RIGHTS-OF-WAY ACCESSIBILITY GUIDELINES PUBLISHED BY THE U.S. ACCESS BOARD. IN ANY CASE WHERE THE DESIGN REQUIREMENTS ARE MORE STRINGENT BETWEEN ADA STANDARDS AND CITY REQUIREMENTS, THE ADA STANDARDS SHALL GOVERN.
- SIDEWALKS SHALL BE CONSTRUCTED IN BRICK, CONCRETE, OR BITUMINOUS, ACCORDING TO THE SIDEWALK & DRIVEWAY APRON MATERIALS POLICY, UNLESS DIRECTED OTHERWISE BY THE CITY ENGINEER.
- SIDEWALKS AND RAMPS SHALL BE BUILT ACCORDING TO THE FOLLOWING DIMENSIONS AND GRADES:  
SIDEWALK RUNNING SLOPE: MATCH ADJACENT STREET GRADE  
SIDEWALK CROSS SLOPE: 1.0% MINIMUM, 2.0% MAXIMUM  
SIDEWALK WIDTH: 5'-0" MINIMUM, WIDER PREFERRED  
ESPLANADE (WHERE PROVIDED): 2'-0" MINIMUM, 4'-0" OR GREATER PREFERRED IF LANDSCAPED.
- TWO CURB RAMPS ARE REQUIRED AT EACH SIDEWALK CORNER. EACH CURB RAMP SHALL CONNECT THE PEDESTRIAN ACCESS ROUTE AT EACH PEDESTRIAN STREET CROSSING. IN ALTERATIONS WHERE PHYSICAL CONSTRAINTS PREVENT TWO CURB RAMPS FROM BEING INSTALLED AT A STREET CORNER, A SINGLE PEDESTRIAN CURB RAMP MAY BE PERMITTED.
- OPPOSING CURB RAMPS AT A SINGLE CROSSING SHALL ALIGN TO PROVIDE A STRAIGHT PATH OF TRAVEL FROM THE TOP OF THE RAMP TO THE CURB RAMP ON THE OPPOSITE SIDE OF THE ROADWAY TO THE MAXIMUM EXTENT FEASIBLE.
- ALL SIDEWALKS AND RAMPS SHALL DRAIN TOWARD THE STREET, DRIVEWAY, OR PARKING AREA, WITH A MAXIMUM CROSS SLOPE OF 2.0%.
- LEVEL LANDINGS (NO GREATER THAN 2.0% SLOPE IN ANY DIRECTION) AT THE BOTTOM OF PERPENDICULAR RAMPS SHALL BE WHOLLY CONTAINED WITHIN MARKED CROSSWALKS.
- PONDING SHALL NOT BE PERMITTED WITHIN THE CURB RAMP LIMITS. RAMPS SHALL NOT ALTER ROADWAY DRAINAGE PATTERNS.
- TRANSITION FROM RAMPS TO WALKS OR STREET SURFACE SHALL BE FLUSH AND FREE OF ABRUPT CHANGES. PAVEMENT AT THE STREET SURFACE SHALL BE MILLED AND REPAVED TO ACHIEVE FLUSH CONDITION.
- CURB RAMP AND FORM WORK SLOPES SHALL BE CHECKED WITH A DIGITAL LEVEL OF AN APPROPRIATE LENGTH. NO PORTION OF A RAMP RUN SHALL EXCEED THE MAXIMUM SLOPE REQUIREMENT.
- THE COUNTER SLOPE WITHIN 2' OF THE CURB RAMP SHALL BE 5% MAXIMUM. IN ALTERATIONS, IF THE COUNTER SLOPE OF 5% MAXIMUM CANNOT BE ACHIEVED, THE SLOPE ELEVATION MAY BE ADJUSTED SO THAT THE COMBINED COUNTER SLOPE AND RAMP SLOPE DO NOT EXCEED 13.3%.
- VERTICAL DROP-OFF EDGES TO RAMPS SHALL NOT BE BUILT UNLESS THE RAMP ABUTS AN ESPLANADE OR OTHER AREA NOT TO BE USED BY PEDESTRIANS.
- AT MARKED CROSSWALKS, THE FULL WIDTH OF THE RAMP OR LANDING SHALL BE CONTAINED WITHIN THE PAVEMENT MARKINGS.
- DETECTABLE WARNING PANELS SHALL BE PROVIDED ON ALL RAMPS AS PER FIGURE 1-7 OF THESE STANDARD DETAILS.
- RAMP FLARES SHOULD BE LOCATED OUTSIDE THE DIRECT LINE OF TRAVEL MOST LIKELY TO BE FOLLOWED BY THE VISUALLY IMPAIRED.
- SIGNS, POLES, PLANTERS, MAILBOXES, ETC. SHALL NOT BE LOCATED WHERE THEY WILL INTERFERE WITH THE USE OF SIDEWALK RAMPS.
- SIDEWALK RAMPS SHALL NOT BE LOCATED WHERE USERS MUST CROSS DROP INLET GRATES, MANHOLE COVERS, OR OTHER ACCESS LIDS. IF THIS CANNOT BE AVOIDED, THEN GRATE DESIGN AND PLACEMENT SHALL CONFORM TO ADA REQUIREMENTS.
- THE PUBLIC SIDEWALK CURB RAMP STANDARDS DEPICTED HERE MAY NOT BE APPROPRIATE FOR ALL LOCATIONS. FIELD CONDITIONS AT INDIVIDUAL LOCATIONS MAY REQUIRE SPECIFIC DESIGNS. RAMP DESIGNS THAT ARE COMPLIANT WITH ADA BUT NOT LISTED IN THESE DETAILS MAY BE APPROVED BY THE CITY ENGINEER.
- DESIGNS MUST BE CONSISTENT WITH THE PROVISIONS OF THESE DETAILS AND TO ADA GUIDELINES TO THE MAXIMUM EXTENT FEASIBLE ON ALTERATION PROJECTS, AND WHEN STRUCTURALLY PRACTICABLE ON NEW CONSTRUCTION PROJECTS AS REQUIRED BY THE ADA ACCESSIBILITY GUIDELINES.
- MAXIMUMS AND MINIMUMS DO NOT HAVE TOLERANCES AND ARE NOT TO BE EXCEEDED OR UNMET.
- THE STANDARD TURNING SPACE (LEVEL LANDING) IS 4'-0" X 4'-0" SLOPING NO MORE THAN 2.0% WHERE THE TURNING SPACE SHALL BE 4'-0" MINIMUM BY 5'-0" MINIMUM. THE 5'-0" DIMENSION SHALL BE PROVIDED IN THE DIRECTION OF THE RAMP RUN.
- DETECTABLE WARNINGS SHALL BE INSTALLED AT ALL SIGNED OR SIGNALIZED INTERSECTIONS. THEY SHALL HAVE A TRUNCATED DOME SURFACE. THE DOMES SHALL BE IN A SQUARE PATTERN AND ALIGNED WITH PEDESTRIAN TRAFFIC WHERE POSSIBLE.
- DETECTABLE WARNINGS SHALL SPAN THE WIDTH OF THE PEDESTRIAN RAMP. SEE STANDARD DETAIL FIGURE 1-7.
- ALL DETECTABLE WARNING FIELDS PLACED AT THE SAME INTERSECTION SHALL BE MADE UP OF THE SAME UNIFORM MATERIAL TYPE. DETECTABLE WARNINGS SHALL BE CONTRASTING IN COLOR TO THE ADJACENT WALKWAY.
- A RAMP WITH A RUNNING SLOPE LESS THAN 5.0% IS DEFINED AS A "BLENDED TRANSITION". BLENDED TRANSITIONS DO NOT REQUIRE A LEVEL LANDING AT THE TOP OF THE RAMP.
- THE RAMP LENGTH SHALL NOT EXCEED 15 FEET. ADJUST RAMP LENGTH OR SLOPE AS NEEDED TO PROVIDE ACCESS TO THE MAXIMUM EXTENT FEASIBLE.
- ALL CURB RAMP JOINTS AND GRADE BREAKS SHALL BE FLUSH.
- RAMP GRADE BREAKS SHALL BE PERPENDICULAR TO THE RUNNING SLOPE.
- THERE SHALL BE A MINIMUM OF 12" AGGREGATE SUBBASE COURSE - GRAVEL UNDER THE SIDEWALK SURFACE ON PEDESTRIAN RAMPS.
- DRAINAGE STRUCTURES, UTILITY POLES, TRAFFIC SIGNAL EQUIPMENT OR OTHER OBSTRUCTIONS SHALL NOT BE INSTALLED IN THE CURB RAMP OR TURNING SPACE AREAS.
- BEFORE RETROFITTING RAMPS, THE CONTRACTOR SHALL VERIFY REMOVAL LIMITS ARE SUFFICIENT TO PROVIDE POSITIVE DRAINAGE, MAINTAIN EXISTING DRAINAGE PATTERNS AND AVOID PONDING IN THE FINAL CONFIGURATION.
- A TEMPORARY PEDESTRIAN ACCESS ROUTE SHALL BE PROVIDED WHENEVER THE EXISTING PEDESTRIAN ACCESS ROUTE IN THE PUBLIC RIGHT OF WAY IS BLOCKED BY CONSTRUCTION, ALTERATION, MAINTENANCE OR OTHER TEMPORARY CONDITIONS. REFER TO MUTCD FOR GUIDANCE.



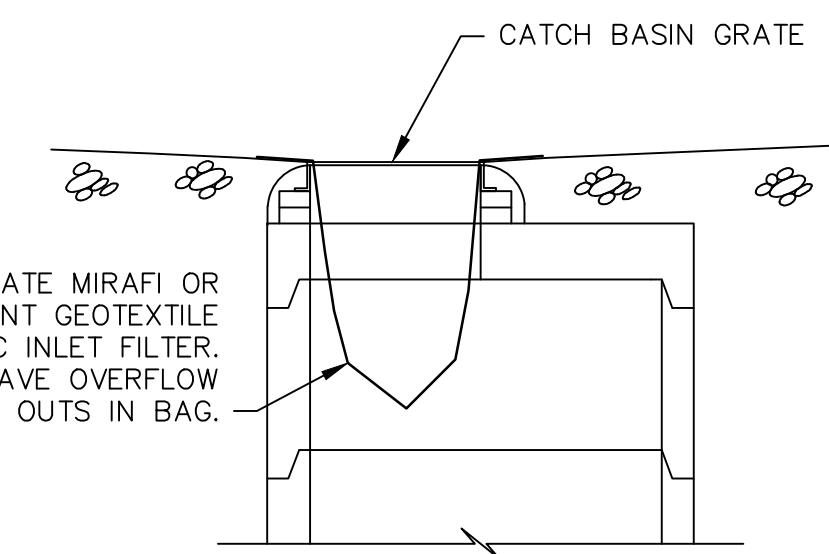
- NOTES:**
- THIS LESS DESIRABLE DESIGN SHOULD NOT BE USED UNLESS REQUIRED BY DESIGN CONSTRAINTS. IT DOES NOT PROVIDE DIRECTIONAL CUES.
  - A MINIMUM CURB REVEAL OF 4" IS REQUIRED AT THE APEX OF THE CURB RADIUS.
  - MINIMUM TERMINAL CURB LENGTH SHALL BE 4 FEET.
  - SIDEWALK MATERIAL PER CITY SIDEWALK MATERIAL POLICY.

**APEX RAMP - SIDEWALKS LESS THAN 6.5' WIDE WITH NO ESPLANADE**  
NOT TO SCALE



- NOTES:**
- THIS DESIGN IS THE PREFERRED OPTION WHEN THE SIDEWALK WIDTH IS GREATER THAN 6.5'. USE OTHER OPTIONS ONLY WHEN REQUIRED BY DESIGN CONSTRAINTS.
  - A MINIMUM CURB REVEAL OF 4" IS REQUIRED AT THE APEX OF THE CURB RADIUS.
  - MINIMUM TERMINAL CURB LENGTH SHALL BE 4 FEET.
  - SIDEWALK MATERIAL PER CITY SIDEWALK MATERIAL POLICY.

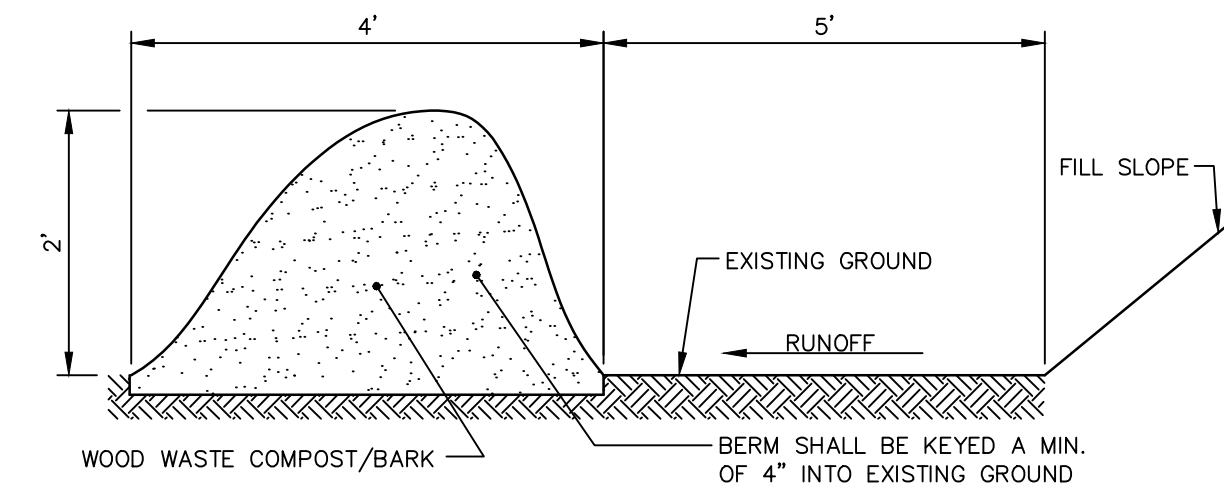
**PERPENDICULAR ADA RAMP - SIDEWALK WIDTH GREATER THAN 6.5' WIDE WITH OR WITHOUT ESPLANADE**  
NOT TO SCALE



**CATCH BASIN INLET FILTER**  
NOT TO SCALE

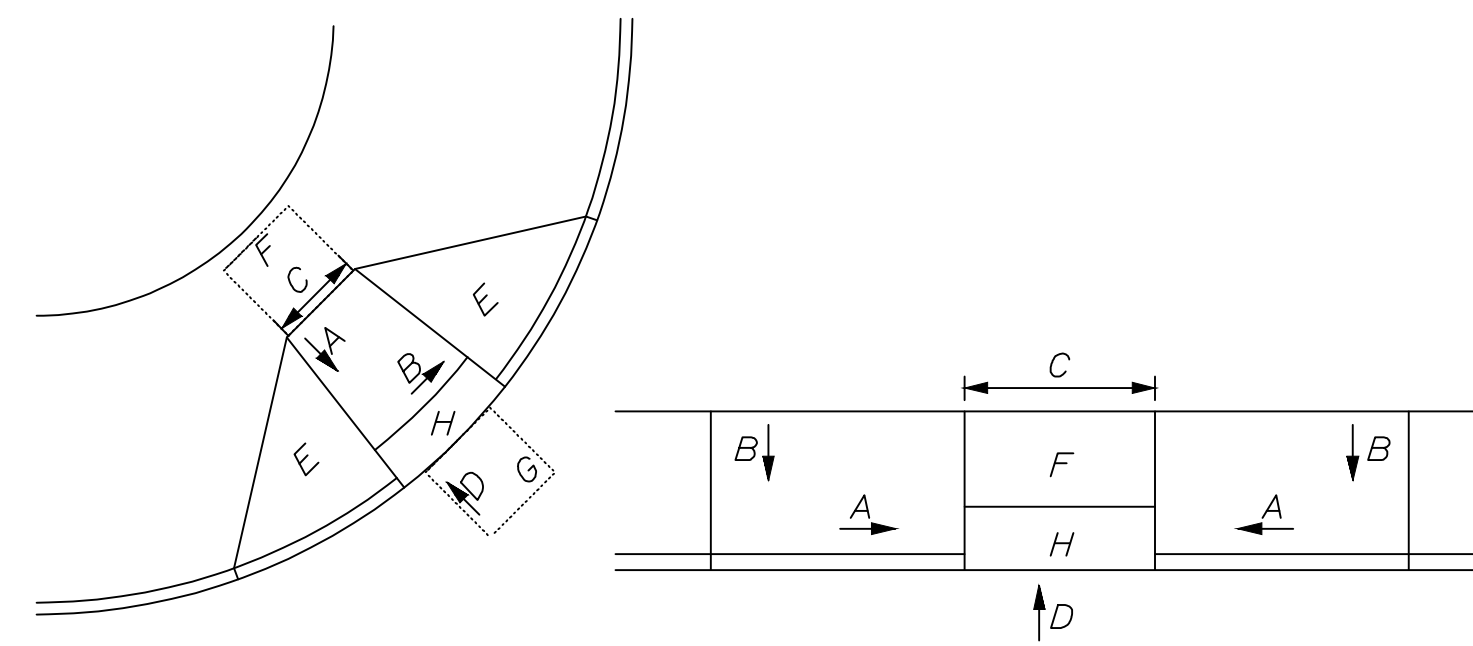
**NOTES:**

- THE WOOD WASTE COMPOST/BARK MIX SHALL CONFORM TO THE FOLLOWING STANDARDS:  
A. MOISTURE CONTENT - 30-60%  
B. pH - 5.0 - 8.0  
C. SCREEN SIZE - 100% LESS THAN 3", MAX. 70% LESS THAN 1".  
D. NO LESS THAN 40% ORGANIC MATERIAL (DRY WEIGHT) BY LOSS OF IGNITION.  
E. NO STONES LARGER THAN 2" IN DIAMETER.  
F. SILTS, CLAYS OR SUGAR SANDS ARE NOT ACCEPTABLE IN THE MIX.
- THE COMPOST BERM SHALL BE PLACED, UNCOMPACTED, ALONG A RELATIVELY LEVEL CONTOUR.
- THE WOOD WASTE COMPOST/BARK FILTER BERM MAY BE USED IN LIEU OF SILTATION FENCE, AT THE TOE OF SHALLOW SLOPES, ON FROZEN GROUND, LEDGE OUT CROPS, VERY ROOTED FORESTED AREA OR AT THE EDGE OF GRAVEL PARKING AREAS.
- BERMS SHALL REMAIN IN PLACE UNTIL UPSTREAM AREA IS COMPLETED OR 70% CATCH OF VEGETATION IS ATTAINED. BERMS SHALL BE REMOVED BY SPREADING SUCH THAT NATIVE EARTH CAN BE SEEN BELOW.
- WOODWASTE COMPOST BARK FILTER SHALL NOT BE USED IN WETLAND AREAS.



**WOOD WASTE COMPOST/BARK FILTER BERM DETAIL**  
NOT TO SCALE

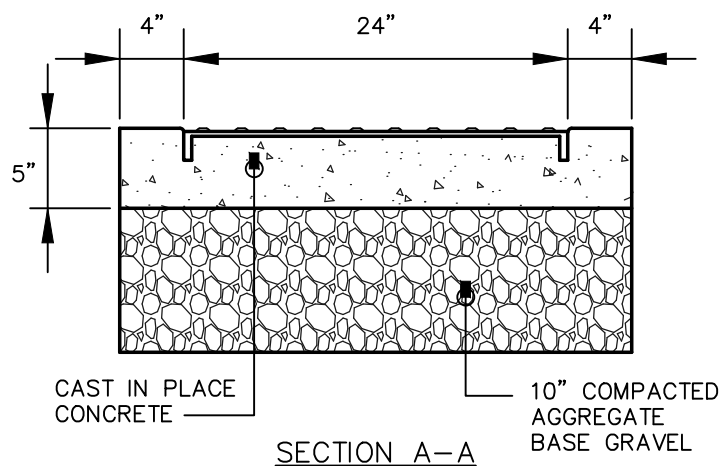
CURB RAMP REQUIREMENTS	
Running Slope	A Max. 8.33% (1:12)
Cross Slope	B Max. 2% (1:50) MIN. 1%
Clear Width	C Min. 5 feet <i>For existing ramps only, ramp width may remain 4 feet.</i>
Counter Slope	D Max. 5% (1:20) <i>Adjacent surface must be flush with the ramp.</i>
Flared Sides	E Max. 10% (1:10)
Turning Space	F 4 feet by 4 feet <i>Maximum slope of 2% in any direction. May include Detectable Warnings.</i>
Clear Space	G 4 feet by 4 feet <i>Located at the bottom of the ramp outside active travel lanes.</i>
Detectable Warnings	H <i>Required at traffic controlled intersections and mid-block crossings, full ramp width.</i>



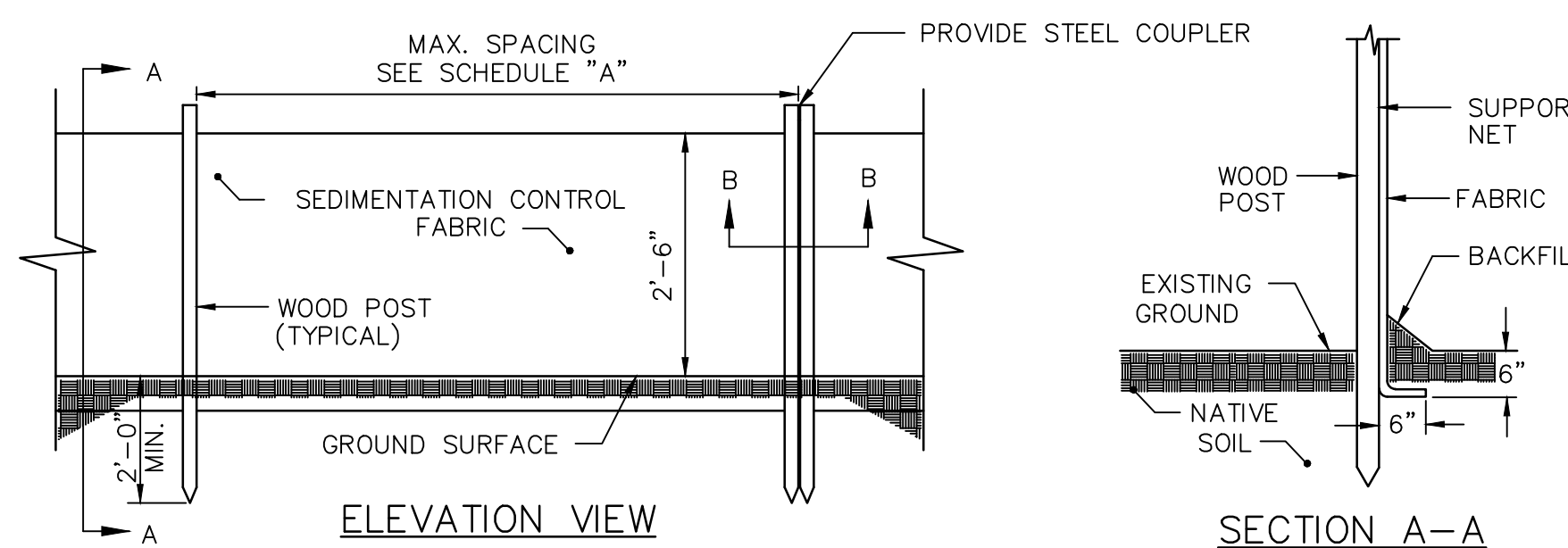
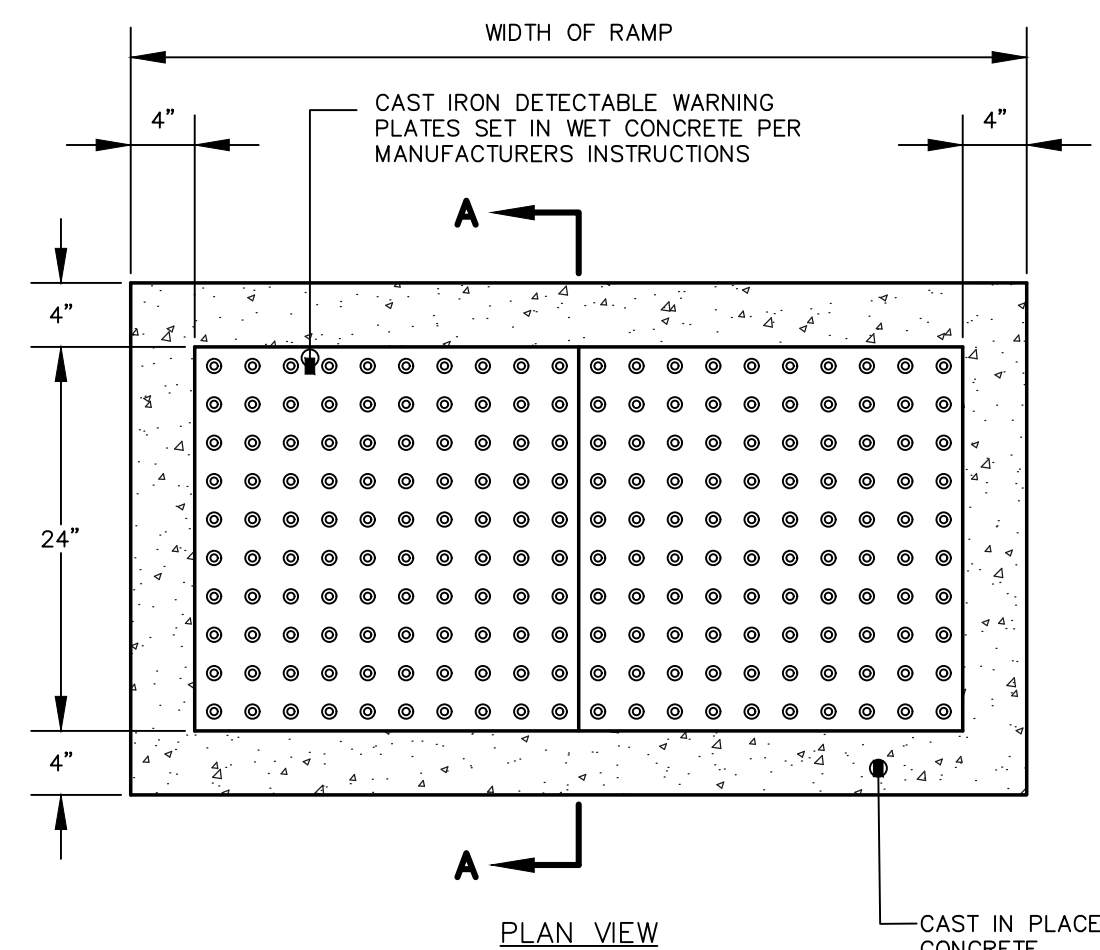
**PEDESTRIAN RAMP REQUIREMENTS FOR SIDEWALK RAMPS**  
NOT TO SCALE

**NOTES:**

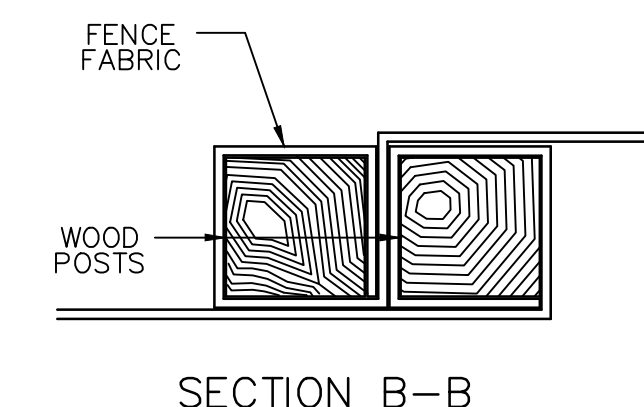
- ALL DETECTABLE WARNING PLATES SHALL BE UNCOATED CAST IRON. FOLLOW MANUFACTURER'S INSTRUCTIONS FOR INSTALLATION.
- CAST IN PLACE CONCRETE SHALL MEET SPECIFICATIONS FOR MDOT CLASS A STRUCTURAL CONCRETE. MINIMUM COMPRESSIVE STRENGTH 4,000 PSI. THE EXPOSED CONCRETE BORDER SHALL RECEIVE A UNIFORM BRUSH FINISH PERPENDICULAR TO THE FLOW OF PEDESTRIAN TRAFFIC.
- TRUNCATED DOMES SHALL BE ALIGNED IN ROWS, PARALLEL AND PERPENDICULAR TO THE PREDOMINANT DIRECTION OF TRAVEL. TRUNCATED DOME BRICKS AND GRANITE PAVERS ARE NOT ALLOWED.
- SIZE: THE DETECTABLE WARNING PLATES SHALL EXTEND 24 INCHES MINIMUM IN THE DIRECTION OF TRAVEL AND THE FULL WIDTH OF THE CURB RAMP, LANDING, OR BLENDED TRANSITION TO THE STREET.
- ORIENTATION: THE DETECTABLE WARNING PANEL SHALL BE LOCATED SO THAT THE EDGE NEAREST THE CURB LINE IS 6 INCHES MINIMUM AND 8 INCHES MAXIMUM FROM THE CURB LINE. THE PANEL SHALL BE ORIENTED TO THE DIRECTION OF TRAVEL AS IDENTIFIED BY THE POINT OF EGRESS.



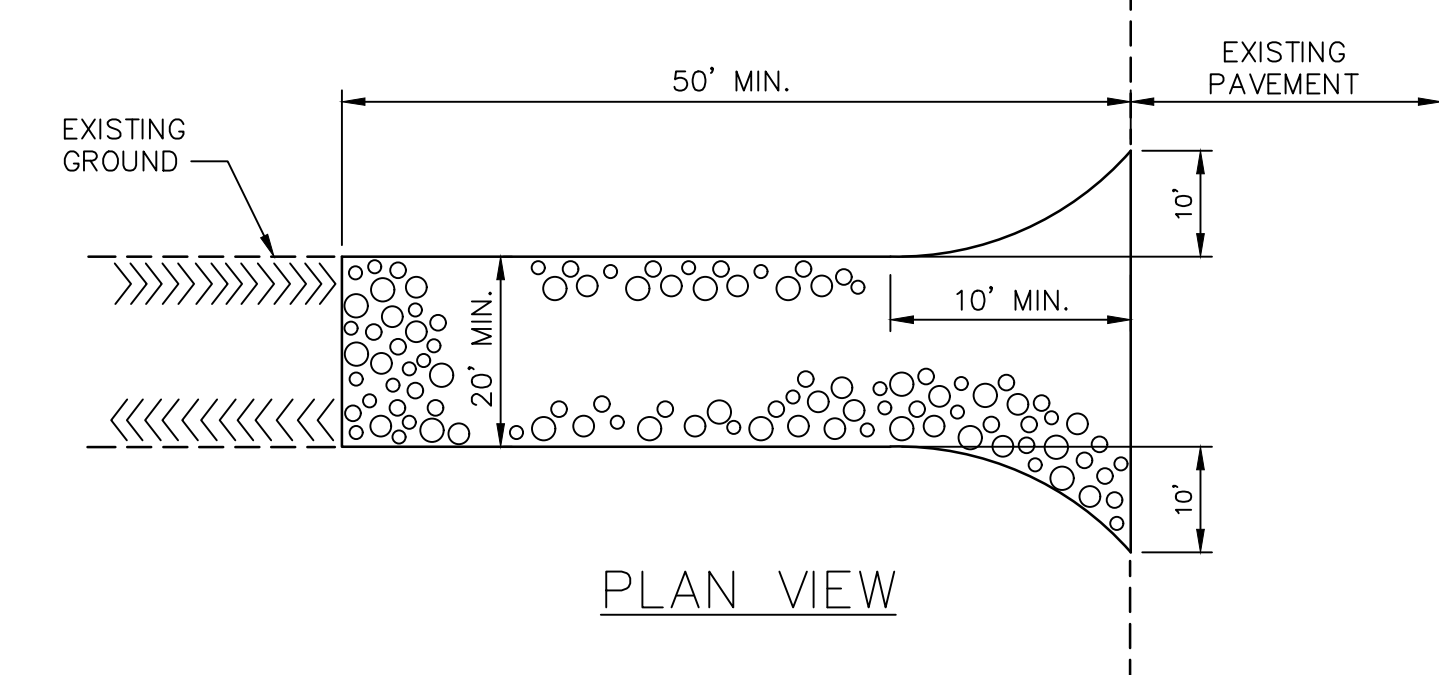
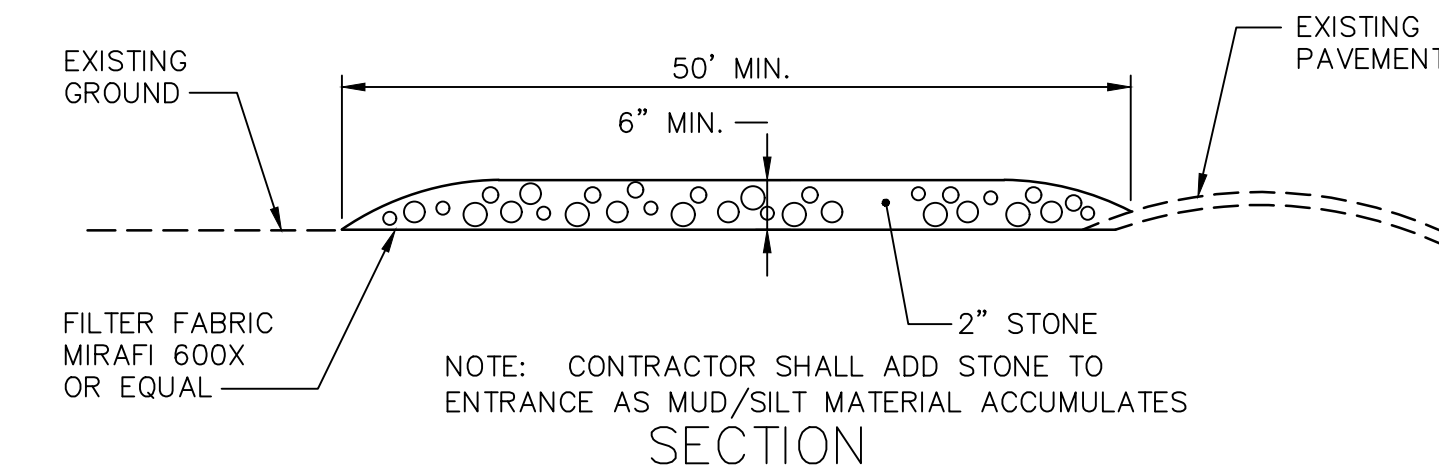
**SIDEWALK RAMP DETECTABLE WARNING PANEL**  
NOT TO SCALE



SCHEDULE "A"	
SILT FENCE REINFORCEMENT	MAX. SPACING
NONE	6'
WIRE REINFORCEMENT 14 GAUGE, 6" MESH	10'



**SILTATION FENCE**  
NOT TO SCALE



**STABILIZED CONSTRUCTION ENTRANCE**  
NOT TO SCALE



Gorrill Palmer, an LJB Engineering Company  
GorrillPalmer.com  
(207) 772-2515  
300 Southborough Drive - Suite 200  
South Portland, ME 04106



REVISION	DATE
2	8/12/2025
1	6/23/2025
REV	

PROJECT NAME:  
COMMERCIAL STREET AND PORTLAND FISH PIER  
STORM DRAIN OUTFALL  
CITY OF PORTLAND, MAINE  
DEPARTMENT OF PUBLIC WORKS  
212 CANCO ROAD, SUITE B, PORTLAND, MAINE 04103  
PHONE (207) 874-8846

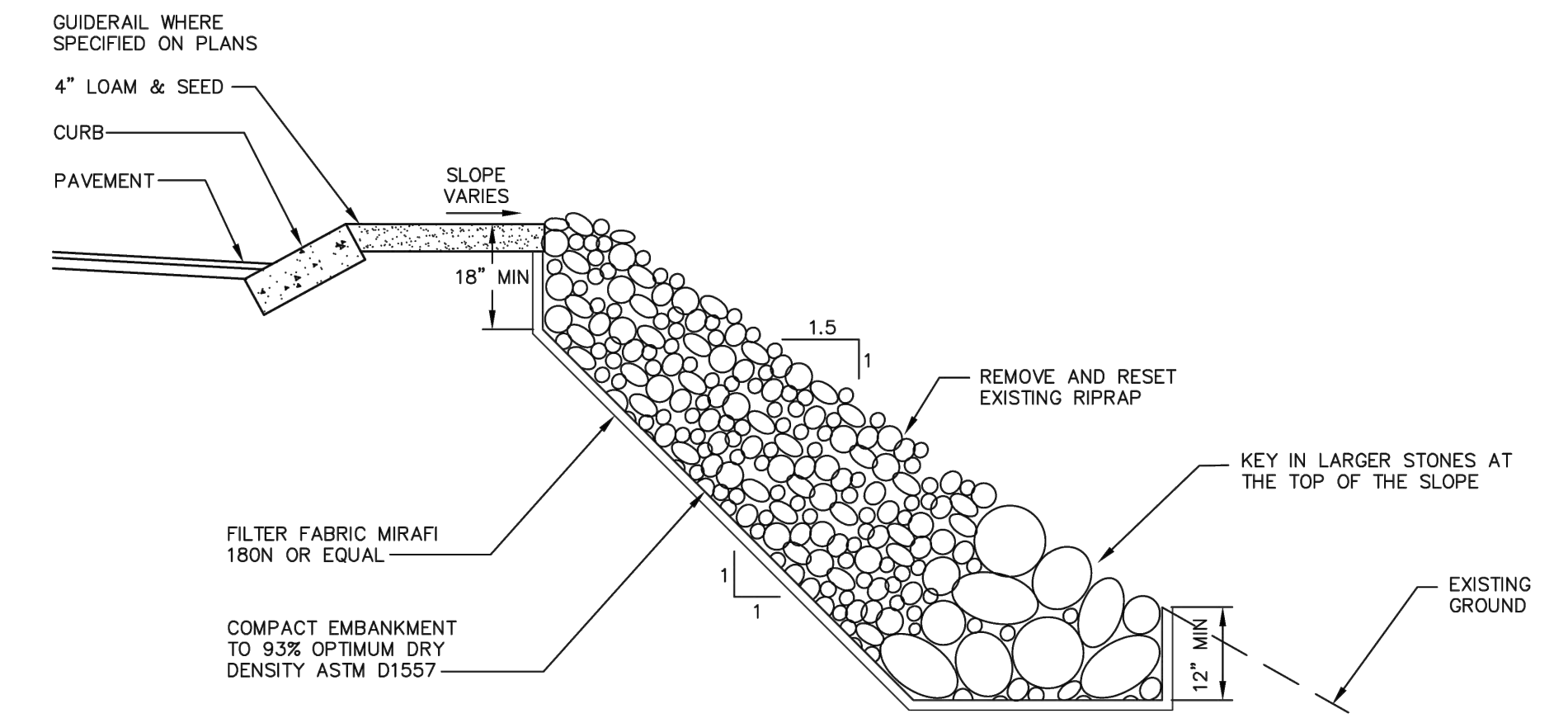


DESIGN BY: BBS  
DRAWN BY: GJH  
CHECKED BY: WCH  
SHEET NAME:

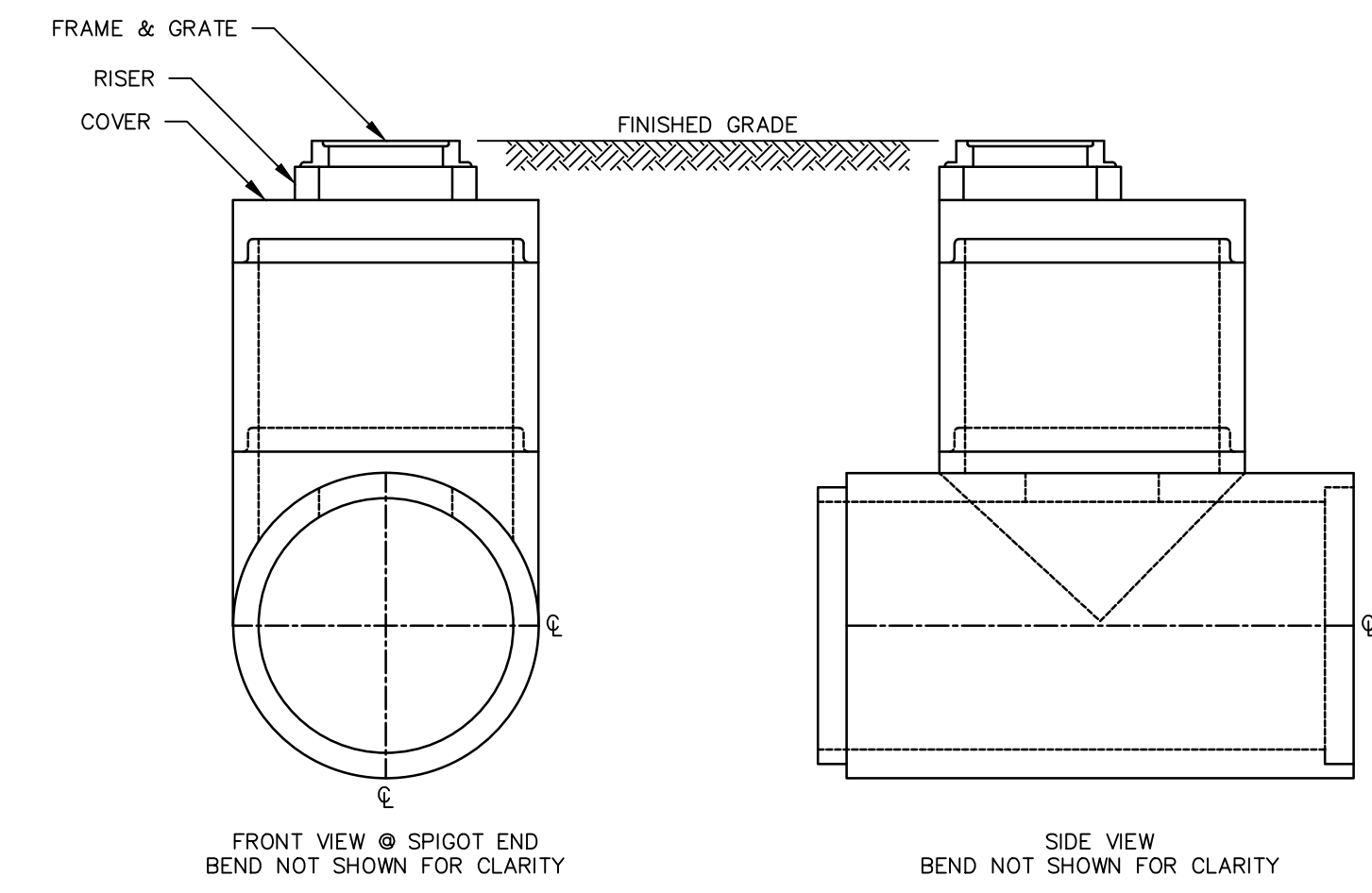
DETAIL SHEET 3

DATE: JUNE 2025  
SHEET 16 OF 17  
SHEET NO.: 16  
VAULT #: 01051\_012

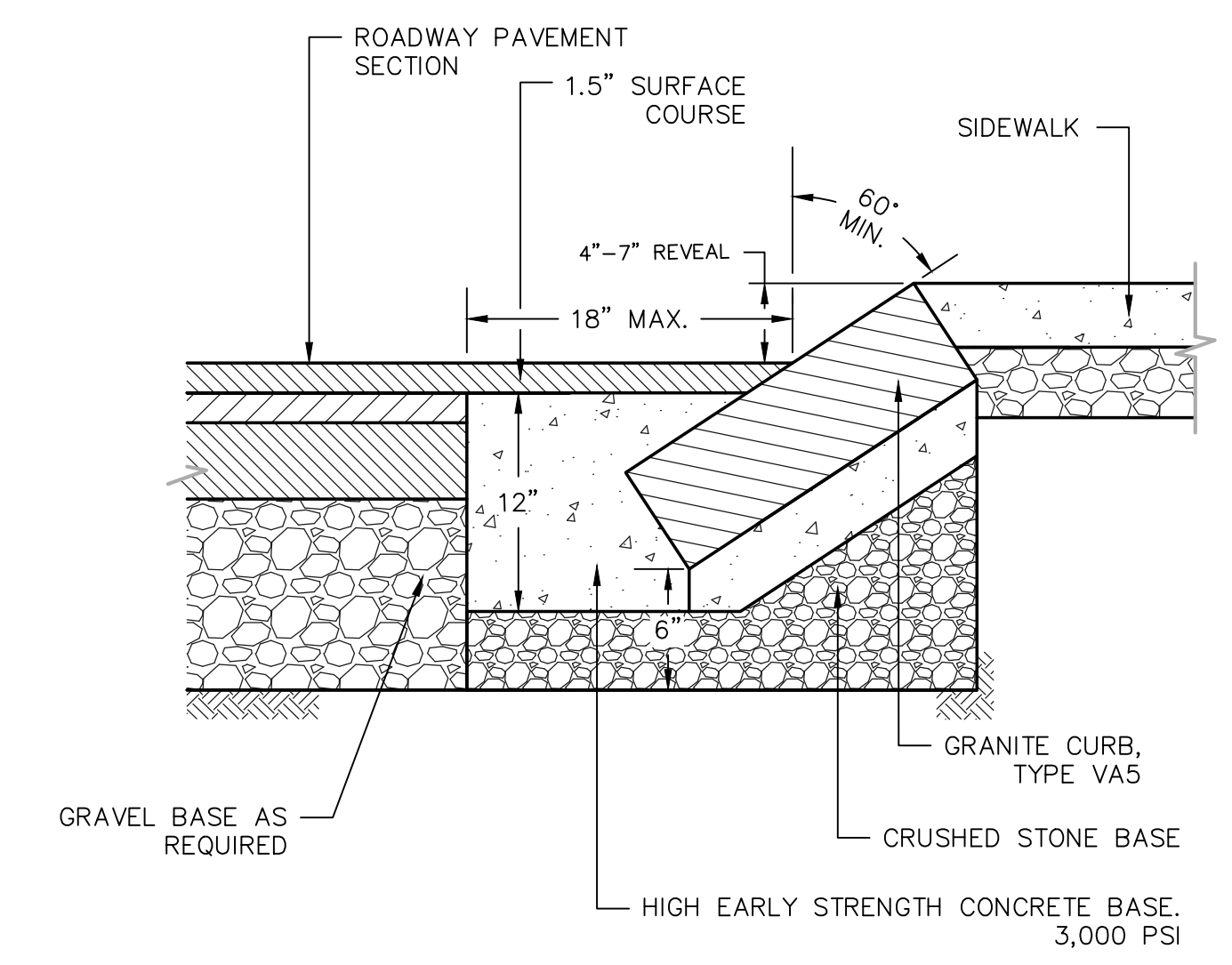
CITY OF PORTLAND MANHOLE DETAIL - PHASE 1 DET.DWG 4.44/2019



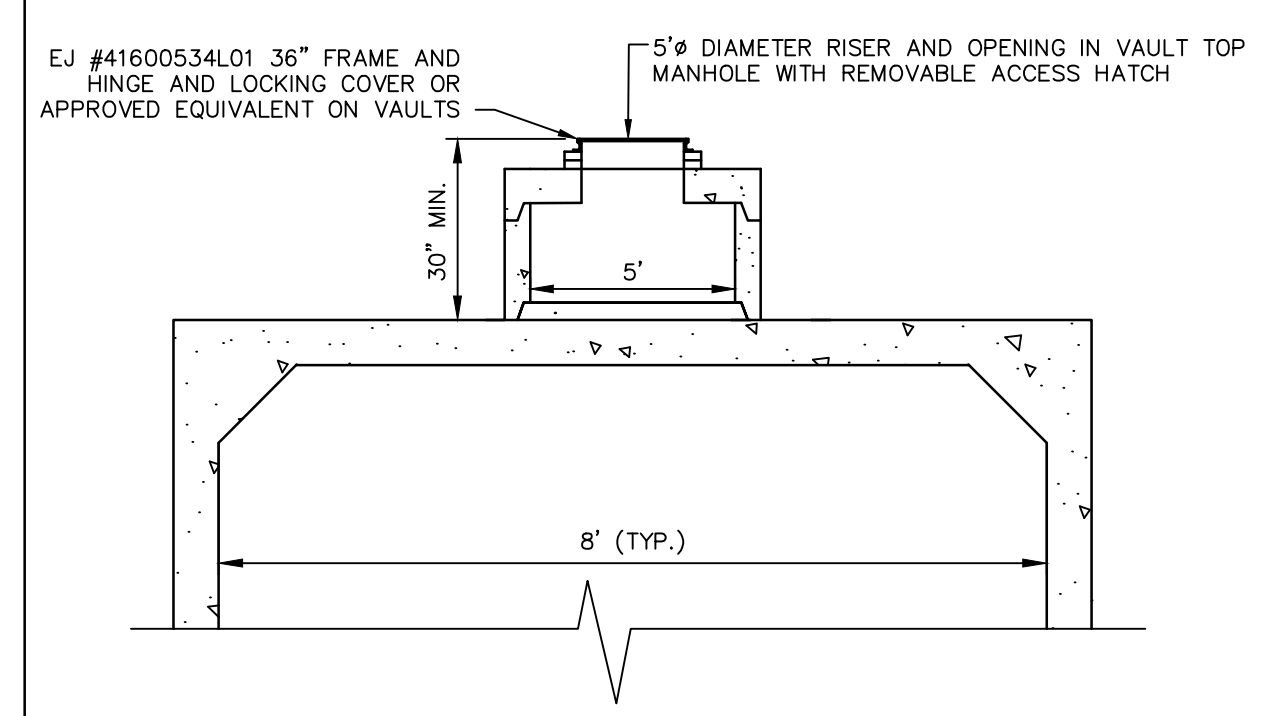
**TYPICAL RIPRAP SLOPE**  
NOT TO SCALE



**T-BASE STRUCTURE**  
NOT TO SCALE



**SLOPED GRANITE CURB**  
NOT TO SCALE



**MANHOLE ACCESS RISER**  
NOT TO SCALE



REV	DESCRIPTION	DATE
2	REBIDDING	8/12/2025
1	BIDDING	6/23/2025
	SUBMISSION	

PROJECT NAME:  
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DESIGN BY: BBS  
DRAWN BY: GJH  
CHECKED BY: WCH  
SHEET NAME:

DETAIL SHEET 4

DATE:	JUNE 2025
SHEET NO.:	17
VAULT #:	01051_012



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