

STATE OF MAINE DEPARTMENT OF TRANSPORTATION

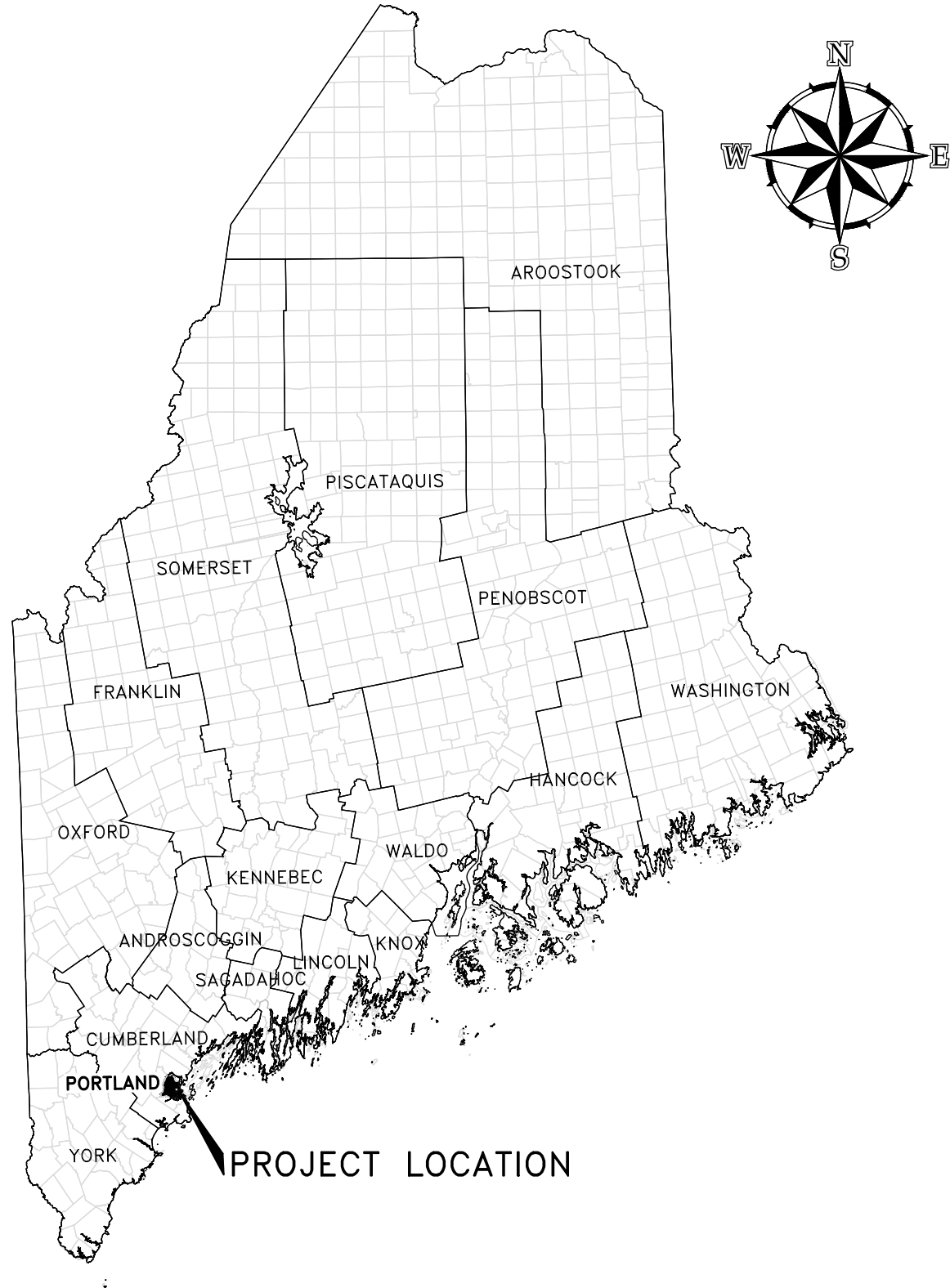


CITY OF PORTLAND CUMBERLAND COUNTY

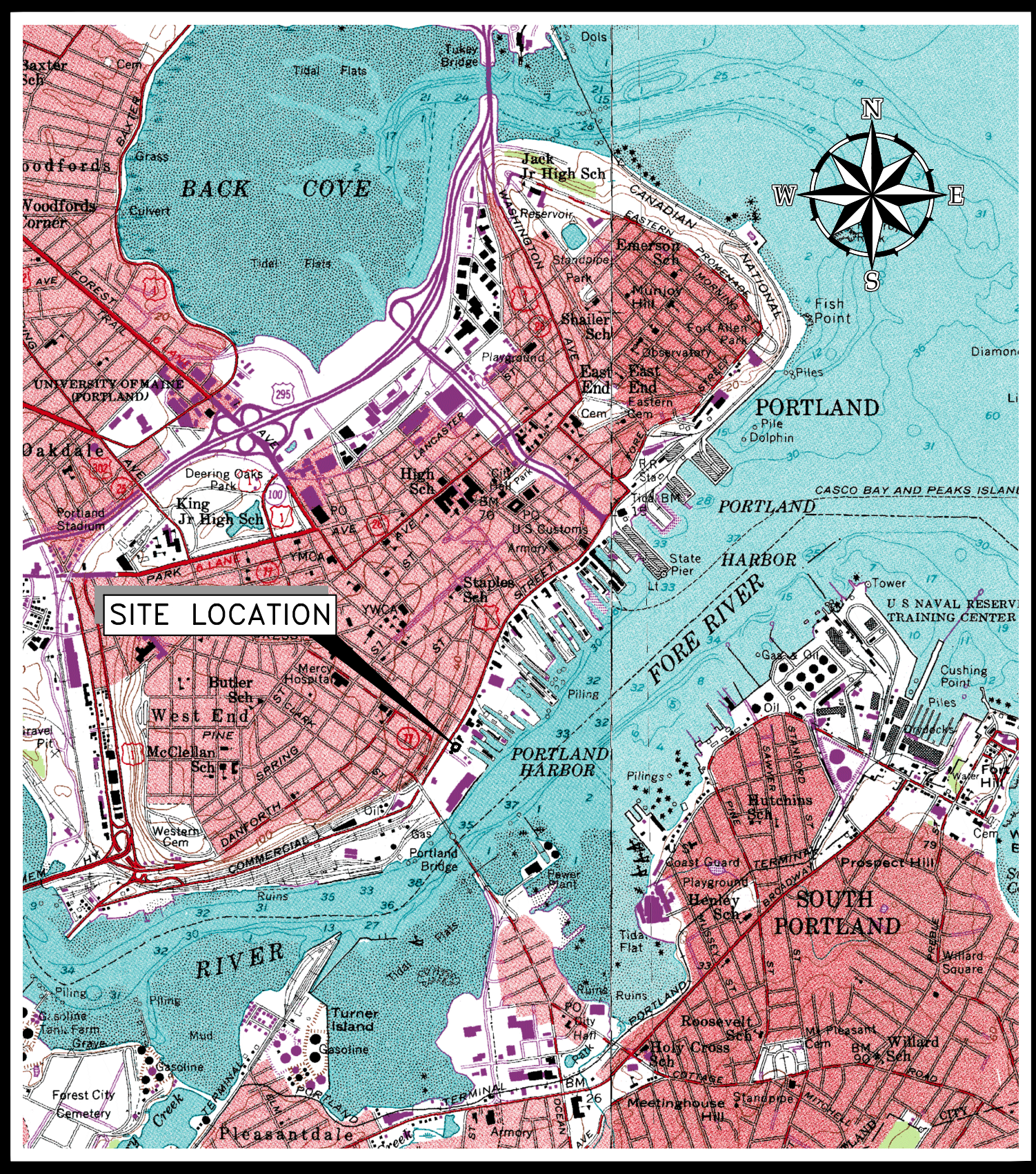
PORTLAND INTERNATIONAL MARINE TERMINAL MAINTENANCE & OPERATIONS CENTER WIN 021942.02

SHEET INDEX

- C-00 TITLE/INDEX SHEET
- C-01 GENERAL NOTES, LEGEND, AND ABBREVIATIONS
- C-02 EXISTING CONDITIONS PLAN
- C-03 DEMOLITION PLAN
- C-04 SITE PLAN
- C-05 GRADING, DRAINAGE, & EROSION CONTROL PLAN
- C-06 UTILITY PLAN
- C-07 CIVIL DETAILS - 1
- C-08 CIVIL DETAILS - 2
- C-09 CIVIL DETAILS - 3
- C-10 CIVIL DETAILS - 4
- C-11 CIVIL DETAILS - 5
- A2.1 BUILDING ELEVATIONS

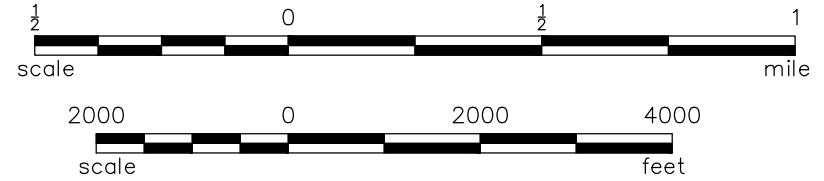


PROJECT LOCATION MAP



SOURCE: USGS TOPOGRAPHIC MAP

SITE LOCATION MAP

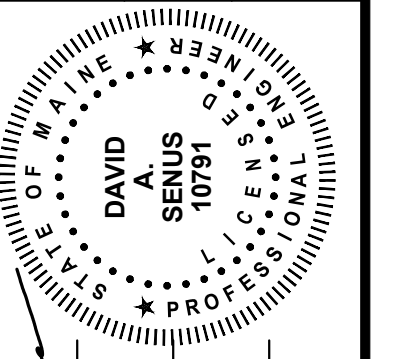


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COMMITMENT & INTEGRITY DRIVE RESULTS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2194202
WIN
021942.02
CIVIL PLANS



10791
P.E. NUMBER
8/9/2017
DATE

PROJ. MANAGER	JOEL KITTREDGE	BY	DATE
DESIGN-DETAILED	8-9-17	DMS/JBC	8-9-17
CHECKED-REVIEWED	8-9-17	IDS	8-9-17
DESIGN-DETAILED2			
DESIGN-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PORTLAND INTERNATIONAL MARINE TERMINAL
MAINTENANCE & OPERATIONS BUILDING
PORTLAND
CUMBERLAND COUNTY
TITLE/INDEX SHEET

SHEET NUMBER

C-00

LEVEL II SITE PLAN SUBMITTAL
AUGUST 9, 2017

OF

\\woodardcurran.net\shared\Projects\021942.02\Drawings\GENERAL\21942.02-C-01.dwg, Aug 09, 2017, 12:27pm

GENERAL NOTES:

- SITE AND TOPOGRAPHIC DATA GATHERED BY NADÉAU LAND SURVEYS, 918 BRIGHTON AVENUE, PORTLAND, MAINE BY WAY OF TOPOGRAPHIC SURVEY PERFORMED IN MAY OF 2017. EXISTING 10" WATERLINE AND OFFICE BUILDING GAS SERVICE WAS DIGITIZED FROM MAINE DOT, PORTLAND INTERNATIONAL MARINE TERMINAL IMPROVEMENTS AS-BUILT PLAN, SHEET 21 OF 71, DATED 3/24/11. ADDITIONAL UNDERGROUND ELECTRICAL AND TELEPHONE WAS OBTAINED FROM AN AUTOCAD FILE (Marked Up Survey - Bartlett Design 07-10-17.DWG) OBTAINED FROM BARTLETT DESIGN INC. ON JULY 10, 2017.
- VERTICAL DATUM IS REFERENCED TO NATIONAL GEODETIC VERTICAL DATUM OF 1929 (NGVD 1929). HORIZONTAL DATUM IS REFERENCED TO STATE PLANE NAD 1983 (FEET), MAINE WEST ZONE.
- THE ENTIRE SITE SHALL BE DEVELOPED AND/OR MAINTAINED AS DEPICTED ON THE SITE PLAN. APPROVAL OF THE PLANNING AUTHORITY OR PLANNING BOARD SHALL BE REQUIRED FOR ANY ALTERATION TO OR DEVIATION FROM THE APPROVED SITE PLAN, INCLUDING, WITHOUT LIMITATION, TOPOGRAPHY, DRAINAGE, LANDSCAPING, RETENTION OF WOODED OR LAWN AREAS, ACCESS, SIZE, LOCATION, AND SURFACING OF PARKING AREAS, AND LOCATION AND SIZE OF BUILDINGS.
- THE UTILITY LOCATIONS SHOWN IN PLAN ARE APPROXIMATE AND REQUIRE FIELD VERIFICATION BY THE CONTRACTOR. CONTACT THE OWNER IMMEDIATELY UPON DISCOVERING ANY CONFLICTS WITH EXISTING AND PROPOSED UTILITY LOCATIONS. NOT ALL EXISTING UTILITIES ARE SHOWN ON PLANS.
- CLEAN AND/OR FLUSH ALL MANHOLES, CATCH BASINS, AND ASSOCIATED PIPING AFTER THE WORK HAS BEEN COMPLETED.
- COORDINATE CONSTRUCTION ACTIVITY WITH UTILITY COMPANIES, EMERGENCY SERVICES AND CITY. NOTIFY UTILITY COMPANIES WITHIN 48 HOURS OF WORK ACTIVITY ADJACENT TO THOSE UTILITIES.
- CONTRACTOR SHALL NOTIFY ALL UTILITIES PRIOR TO COMMENCING WORK, ALLOWING SUFFICIENT TIME TO LOCATE AND MARK THE LOCATION OF BURIED UTILITIES. CONTRACTOR SHALL CONTACT "DIG SAFE", TELEPHONE 811, PRIOR TO EXCAVATION.
- RESTORE ALL AREAS DISTURBED BY CONTRACTOR'S OPERATIONS TO ORIGINAL FINISH (GRAVEL, PAVEMENT, GRASS, ETC.). RESTORATION OF PAVED SURFACES, GRAVEL SURFACES, DRIVEWAYS, AND LAWNS DAMAGED BY CONSTRUCTION ACTIVITIES SHALL BE PERFORMED AT NO ADDITIONAL COST TO OWNER. ANY CURB DAMAGED BY CONSTRUCTION ACTIVITIES SHALL BE REPLACED IN KIND AND SHALL CONFORM TO CITY OF PORTLAND AND MAINE DOT SPECIFICATIONS AT NO ADDITIONAL COST TO OWNER.
- PROPERLY PROTECT AND DO NOT DISTURB PROPERTY IRONS AND MONUMENTS. IF DISTURBED, THE PROPERTY MONUMENT SHALL BE RESET AT THE CONTRACTOR'S EXPENSE BY A LICENSED LAND SURVEYOR ACCEPTABLE TO THE CITY. PROPERTY MONUMENTS SHALL BE RESET IN ACCORDANCE WITH CITY OF PORTLAND STANDARDS.
- EXISTING FACILITIES (I.E. TREES, POLES, LIGHT POSTS, CATCH BASINS, ETC.) SHALL BE REMOVED AND PROTECTED DURING CONSTRUCTION. OWNER RETAINS RIGHT TO KEEP ANY AND ALL REMOVED FACILITIES. CONTRACTOR TO DISPOSE OF ANY REMOVED FACILITY AT THE REQUEST OF OWNER AT CONTRACTOR'S EXPENSE.
- DO NOT PARK, IMPEDE ACCESS TO, OR STORE EQUIPMENT ON ADJACENT CITY OR PRIVATELY OWNED LOTS, UNLESS PERMISSION HAS BEEN GRANTED IN WRITING BY CITY AND/OR LAND OWNER.
- COORDINATE DISRUPTION OF PRIVATE UTILITY SERVICES WITH LANDOWNERS AT LEAST TWO DAYS (48 HOURS) PRIOR TO DISRUPTION. ALL UTILITY COORDINATION IS RESPONSIBILITY OF CONTRACTOR. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL UTILITY CONNECTION, RETIREMENT, AND COORDINATION FEES.
- CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY CONSTRUCTION PERMITS. PERMIT APPLICATIONS SHALL BE SUBMITTED WITH ADEQUATE TIME SO AS NOT TO DELAY CONSTRUCTION.
- FINAL SETS OF AS-BUILT PLANS SHALL BE SUBMITTED DIGITALLY TO THE PLANNING AND URBAN DEVELOPMENT DEPARTMENT ON A CD OR DVD IN AUTOCAD FORMAT (*.DWG) RELEASE AUTOCAD 2005 OR GREATER, AS SPECIFIED IN THE CITY OF PORTLAND TECHNICAL MANUAL.
- WORK IS IN CLOSE PROXIMITY TO EXISTING UTILITIES. PROTECTION OF EXISTING UTILITIES DURING CONSTRUCTION SHALL BE INCIDENTAL.
- IF CONTRACTOR PROPOSES TO TEMPORARILY STOCKPILE ANY SURPLUS SOIL AND ROCK IN THE CITY OF PORTLAND, THE CONTRACTOR SHALL OBTAIN APPROVAL FOR EACH STOCKPILE LOCATION FROM THE ENGINEER. IF CONTRACTOR PROPOSES TO PERMANENTLY STOCKPILE ANY SURPLUS SOIL AND ROCK ON PROPERTY IN THE CITY OF PORTLAND, THE CONTRACTOR MUST OBTAIN ANY SITE PLAN PERMITS REQUIRED FROM THE CITY PLANNING AUTHORITY OR ANY FILL PERMITS REQUIRED FROM MDEP OR U.S. ARMY CORPS OF ENGINEERS. BOTH TEMPORARY AND PERMANENT STOCKPILE LOCATIONS SHALL MEET THE APPLICABLE SETBACK REQUIREMENTS IN THE CITY LAND USE CODE AND SHALL RECEIVE PROPER STABILIZATION AND EROSION & SEDIMENT CONTROL MEASURES IN ACCORDANCE WITH APPROVED SOIL EROSION & WATER POLLUTION CONTROL PLAN.
- PRIOR TO CONSTRUCTION, A PRECONSTRUCTION MEETING SHALL BE HELD AT THE PROJECT SITE WITH THE CONTRACTOR, DEVELOPMENT REVIEW COORDINATOR, PUBLIC WORK'S REPRESENTATIVE, AND OWNER TO REVIEW THE CONSTRUCTION SCHEDULE AND CRITICAL ASPECTS OF THE SITE WORK. AT THAT TIME, THE SITE/BUILDING CONTRACTOR SHALL PROVIDE THREE (3) COPIES OF A DETAILED CONSTRUCTION SCHEDULE TO THE ATTENDING CITY REPRESENTATIVE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ARRANGE A MUTUALLY AGREEABLE TIME FOR THE PRECONSTRUCTION MEETING.
- EXISTING PAVEMENT SHALL BE SAWCUT AND BUTTED TO THE NEW PAVEMENT. NO FEATHERING OF PAVEMENT WILL BE PERMITTED.
- CONTRACTOR SHALL DEVELOP A CONSTRUCTION MANAGEMENT PLAN FOR REVIEW AND ACCEPTANCE BY THE CITY OF PORTLAND, THE OWNER, AND ENGINEER. THE CONSTRUCTION MANAGEMENT PLAN SHALL ADDRESS ITEMS INCLUDING BUT NOT LIMITED TO PUBLIC ACCESS TO SIDEWALKS, CITY STREETS, AND ADJACENT LOTS. THE INTERNATIONAL MARINE TERMINAL SITE SHALL REMAIN OPEN DURING CONSTRUCTION AND THE PLAN SHALL ADDRESS MEANS OF MAINTAINING ACCESS TO THE SITE. THE PLAN SHALL DESCRIBE IMPACTS ON ADJACENT PARKING AREAS, NOISE AND DUST CONTROL, FENCING AND TRAFFIC MANAGEMENT. THE PLAN SHALL INCLUDE A SCHEDULE OF WORK ITEMS AND A DESCRIPTION OF THE PUBLIC COMMUNICATION PROCESS. CONTRACTOR IS RESPONSIBLE FOR COORDINATING ALL CONSTRUCTION ACTIVITIES WITH THE CITY OF PORTLAND AND OBTAINING CITY APPROVAL OF THE CONSTRUCTION MANAGEMENT PLAN PRIOR TO ISSUANCE OF THE BUILDING PERMITS.
- CONTRACTOR IS RESPONSIBLE FOR ALL SNOW REMOVAL AND WINTER MAINTENANCE OF ACCESS PATHS WITHIN THE LIMIT OF WORK.
- RESTRICT ACCESS TO SITE THROUGH THE USE OF APPROPRIATE SIGNAGE, BARRIERS, FENCES, ETC. SITE SHALL BE LEFT WITH APPROPRIATE SAFETY MEASURES IN PLACE DURING NON-WORKING HOURS. NO TRENCH SHALL BE LEFT OPEN DURING NON-WORKING HOURS. SITE SAFETY IS THE RESPONSIBILITY OF CONTRACTOR, DURING BOTH WORKING AND NON-WORKING HOURS.
- CONTRACTOR SHALL DEVELOP A SITE SPECIFIC SPILL PREVENTION AND SOIL EROSION AND WATER POLLUTION CONTROL PLANS IN CONFORMANCE WITH THE CONSTRUCTION DRAWINGS AND MAINE DOT'S BEST MANAGEMENT PRACTICES FOR EROSION CONTROL.
- CONTRACTOR SHALL ARRANGE AND PREPARE FOR ALL NECESSARY TEMPORARY UTILITIES AS REQUIRED TO COMPLETE WORK, INCLUDING ANY NECESSARY SUB-METERING OR TEMPORARY CONNECTIONS.
- ALL WATERLINE (MAINS, SERVICES, HYDRANTS, ETC.) CONSTRUCTION SHALL BE COMPLETED IN ACCORDANCE WITH THE PORTLAND WATER DISTRICT TECHNICAL SPECIFICATIONS, LATEST EDITION. PORTLAND WATER DISTRICT TECHNICAL SPECIFICATIONS SHALL GOVERN IN THE CASE OF ANY AND ALL CONFLICTS IN THE PROJECT CONSTRUCTION DOCUMENTS AT NO ADDITIONAL COST TO OWNER.
- ALL GAS LINE (MAINS, SERVICES, GATE VALVES, METERS, ETC.) CONSTRUCTION SHALL BE COMPLETED IN ACCORDANCE WITH UNITIL'S TECHNICAL SPECIFICATIONS, LATEST EDITION. UNITIL'S TECHNICAL SPECIFICATIONS SHALL GOVERN IN THE CASE OF ANY AND ALL CONFLICTS IN THE PROJECT CONSTRUCTION DOCUMENTS AT NO ADDITIONAL COST TO OWNER.

SYMBOLS

DESCRIPTION	EXISTING	PROPOSED
SANITARY SEWER MANHOLE		
STORM DRAIN MANHOLE		
CATCH BASIN		
ELECTRICAL MANHOLE		
COMMUNICATIONS MANHOLE		
UTILITY POLE W/GUY		
UTILITY POLE		
UTILITY POLE W/LIGHT		
LIGHT POLE		
WATER GATE		
WATER VALVE		
WATER SHUT OFF		
HYDRANT		
GAS METER		
SIGN		
MAILBOX		
CONIFEROUS TREE		
DECIDUOUS TREE		
IRON PIN (FOUND)		
MONUMENTS (FOUND)		
TEST PIT		
BITUMINOUS PAVEMENT		
MILL AND OVERLAY		
CONCRETE SIDEWALK		

LINE TYPES

DESCRIPTION	EXISTING	PROPOSED
CONTOUR (1' INTERVAL)		
CONTOUR (INDEX)		
SANITARY SEWER		
STORM DRAIN		
UNDERDRAIN		
WATER MAIN		
UNDERGROUND ELECTRIC		
GAS LINE		
OVERHEAD ELECTRIC		
UNDERGROUND ELECTRICAL /COMMUNICATIONS/CABLE		
PROPERTY LINE		
RIGHT OF WAY		
EASEMENT		
FENCE		
RETAINING WALL		
STONEWALL		
CURB		
TYPE 1 GRANITE CURB		
FLUSH GRANITE CURB		
EDGE OF PAVEMENT		
BUILDING OUTLINE		
SAWCUT		
ROOF OVERHANG		

ABBREVIATIONS

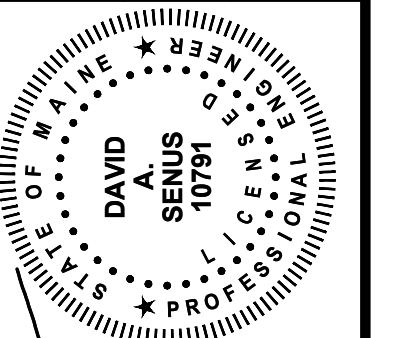
&	AND	N.I.C.	NOT IN CONTRACT
A.G.	ABOVE GROUND	NO.	NUMBER
BC	BOTTOM OF CURB	NR	NO REFUSAL
BIT	BITUMINOUS	N.T.S.	NOT TO SCALE
BW	BOTTOM OF WALL	OE	OVERHEAD ELECTRIC
B/W	BETWEEN	OH	OVERHEAD
CB	CATCH BASIN	±	PLUS OR MINUS
CI	CAST IRON	LLS	LICENSED LAND SURVEYOR
CMP	CORRUGATED METAL PIPE	PROP.	PROPOSED
CONC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

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2194202
WIN
021942.02
CIVIL PLANS



DATE: 8/9/2017
P.E. NUMBER: 10791

DATE	BY	DESCRIPTION
8-9-17	JMS/JBC	DESIGN-DETAILED
8-9-17	DAS	CHECKED-REVIEWED
8-9-17	DAS	DESIGN-DETAILED2
		DESIGN-DETAILED3
		REVISIONS 1
		REVISIONS 2
		REVISIONS 3
		REVISIONS 4
		FIELD CHANGES

PORTLAND INTERNATIONAL MARINE TERMINAL
MAINTENANCE & OPERATIONS BUILDING
PORTLAND
CUMBERLAND COUNTY
GENERAL NOTES, LEGEND, AND
ABBREVIATIONS

SHEET NUMBER

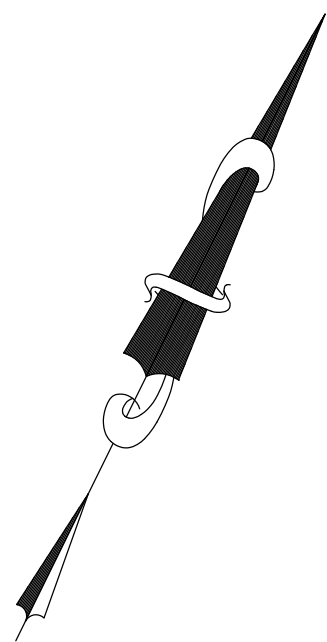
C-01
OF

LEVEL II SITE PLAN SUBMITTAL
AUGUST 9, 2017

Legend:

- Found Steel Rebar w/Survey Cap
- Found Iron Rod
- Found Iron Pipe
- Found Granite Monument
- Sanitary Manhole
- Catch Basin
- Drain Manhole
- Manhole
- Water Manhole
- Telephone Manhole
- Electrical Manhole
- Utility Pole w/Guy Wire
- Water Shutoff
- Water Valve
- Gas Valve
- Water Line (by surface markings)
- Gas Line
- Sewer Line
- Storm Drain Line
- Overhead Utility Line
- Underground Electric Line (by surface markings)
- Communications Line (by surface markings)
- Sign
- Electric Supply
- Light Pole
- Deciduous Tree
- Coniferous Tree
- Project Benchmark
- Boundary Line
- Chainlink Fence
- Guardrail
- Spot Elevation
- Identification Number
- Per record only
- Painted Test Boring, Located 6-14-2017
- Electric Wiring Box

Grid North
MSPC NAD83, 1802 (West Zone)
Per Plan Reference 1

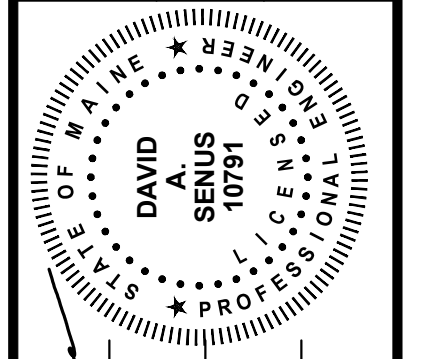


Plan References:

1. "Standard Boundary Survey For Property At Portland International Marine Terminal, Commercial Street, Portland, Cumberland County, Maine Owned By City of Portland, 389 Congress Street, Portland, Maine", dated August 14, 2002, last revised September 13, 2006 by Northeastery Surveying, Inc., Kittery, Maine.
2. "Plan Depicting Existing Conditions Of The Portland International Marine Terminal Made For Maine Port Authority, Southeastery Sideline Of Commercial Street, Portland, Maine", dated November 29, 2010, revised December 17, 2010 by James D. Nadeau, LLC Professional Land Surveyors, Portland, Maine.
3. "Site Utility Plan, Portland International Marine Terminal Improvements, Portland, Cumberland County", dated March 25, 2011, last revised February 11, 2011, State Of Maine Department Of Transportation Project Number 017820.00, by Blais Civil Engineers, South Portland, Maine.

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
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021942.02
CIVIL PLANS



DATE: 8/9/17
BY: JMS/JBC
CHECKED-REVIEWED: 8-9-17 DAS
DESIGN-DETAILED: 8-9-17 DAS
DESIGN-DETAILED3: 8-9-17 DAS
REVISIONS 1: 10791
REVISIONS 2: 10791
REVISIONS 3: 8/9/2017
REVISIONS 4: DATE

PROJ. MANAGER	DATE	BY
JOEL KITTREDGE	8-9-17	JMS/JBC
DESIGN-DETAILED	8-9-17	DAS
CHECKED-REVIEWED	8-9-17	DAS
DESIGN-DETAILED2	8-9-17	DAS
DESIGN-DETAILED3	8-9-17	DAS
REVISIONS 1	10791	
REVISIONS 2	10791	
REVISIONS 3	8/9/2017	
REVISIONS 4	DATE	
FIELD CHANGES		

PORTLAND INTERNATIONAL MARINE TERMINAL
MAINTENANCE & OPERATIONS BUILDING
PORTLAND
CUMBERLAND COUNTY
EXISTING CONDITIONS PLAN

SHEET NUMBER
C-02
OF

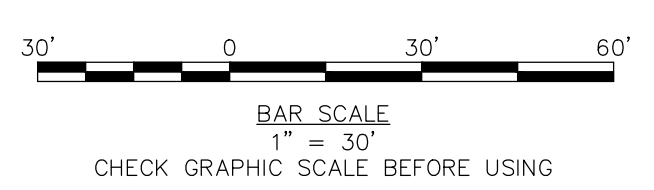
Structure Table:

- [CB-1737] Rim=12.0'
Inv. Out=6.9' CB-11
- [SMH-2] Rim=12.9'
Inv. Out=6.3' 6"SDR SMH-3
Inv. In=6.4' 6"SDR
Inv. In=6.5' (4"FM)
- [CB-11] Rim=12.1'
Inv. In=6.8' CB-1737
Inv. In=6.8' CB-1660
Inv. Out=4.3' CB-12
- [SMH-3] Rim=13.5'
Inv. In=6.1' 6"SDR SMH-2
Inv. In=6.1' 6"SDR BUILDING
Inv. Out=5.9' 1735
- [CB-12] Rim=11.5'
Inv. In=3.7' CB-11
Inv. Out=3.6' CB-13
- [SMH-1735] Rim=14.2'
Inv. In=4.2' SMH-3
Gutter=2.0' (48"RCP)
Inv. In=5.4' TOP SHELF
- [CB-13] Rim=12.1'
Inv. In=3.0' CB-13A
Inv. In=7.6' CB-14
Inv. In=5.7' CB-12
Inv. Out=3.0' DMH-3
- [CB-13A] Rim=12.2'
Inv. In=7.1' CB-1939
Inv. In=8.1' CB-1940
Inv. In=7.5' 4" PVC
Inv. Out=5.7' CB-13

GENERAL NOTES:

1. THE BOUNDARY LINES AND ON-SITE APPURTENANCES SHOWN ON THIS PLAN ARE BASED SOLELY ON THE NOTED PLAN REFERENCE 1.
2. THIS PLAN IS NOT INTENDED TO DEPICT LIMITS OR EXTENT OF FEE TITLE OWNERSHIP. AN OPINION OF TITLE SHOULD BE RENDERED BY A TITLE ATTORNEY.
3. ELEVATIONS AND CONTOUR LINES SHOWN ON THIS PLAN ARE BASED ON THE NATIONAL GEODETIC VERTICAL DATUM OF 1929 (NGVD29). SEE PLAN REFERENCE 2 FOR PROJECT BENCHMARKS.
4. PER PLAN REFERENCE 1, BASIS OF BEARINGS IS GRID NORTH BASED ON THE NORTH AMERICAN DATUM 1983 (NAD83).
5. THE APPARENT RIGHT OF WAY LINES DEPICTED ON THIS PLAN ARE BASED ON PLAN REFERENCE 1 LISTED HEREON AND MONUMENTATION FOUND IN THE FIELD, AND CITY OF PORTLAND ENGINEERING STREET NOTES.
6. THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE UNDERGROUND UTILITIES SHOWN ARE APPROXIMATE LOCATION. CONTRACTOR SHALL FIELD VERIFY EXISTING UTILITIES PRIOR TO CONSTRUCTION.
7. SEE CCRD BOOK 4000, PAGE 119, DATED APRIL 19, 1977, FROM CITY OF PORTLAND TO PORTLAND WATER DISTRICT FOR TWENTY (20') FOOT WIDE EASEMENT.
8. SEE CCRD BOOK 29644, PAGE 142, DATED FEBRUARY 8, 2012, FROM CITY OF PORTLAND TO CENTRAL MAINE POWER COMPANY AND NORTHERN NEW ENGLAND TELEPHONE OPERATIONS, LLC FOR UNDERGROUND LINE EASEMENT.
9. SEE CCRD BOOK 29357, PAGE 140, DATED JANUARY 27, 2012, FROM CITY OF PORTLAND TO CENTRAL MAINE POWER COMPANY AND NORTHERN NEW ENGLAND TELEPHONE OPERATIONS, LLC FOR UNDERGROUND LINE EASEMENT.

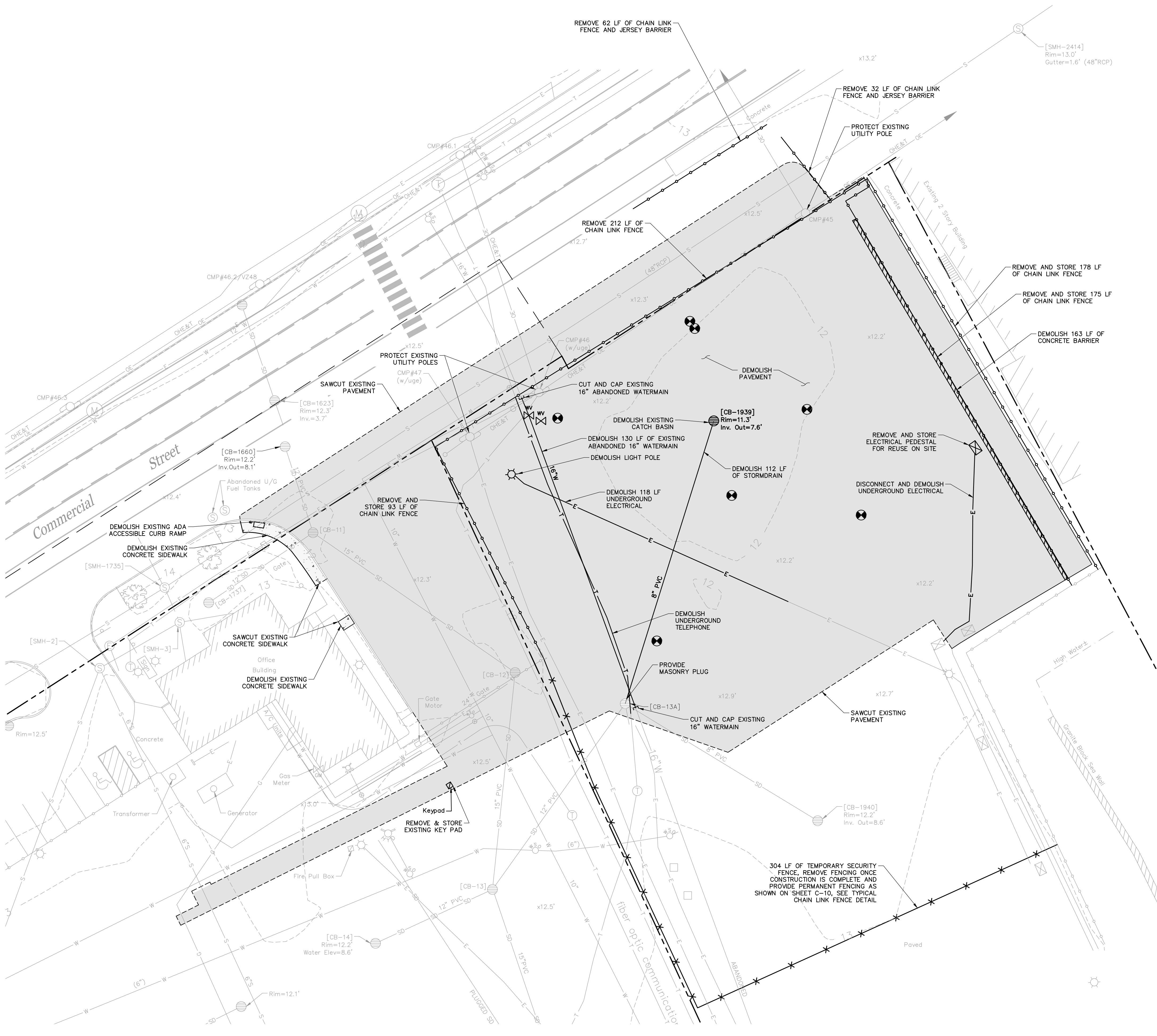
EXISTING CONDITIONS INFORMATION (INCLUDING TOPOGRAPHY AND UTILITIES) WERE OBTAINED FROM A PLAN PREPARED BY NADEAU LAND SURVEYS, 918 BRIGHTON AVENUE, PORTLAND, ME 04102. SURVEY WAS PERFORMED IN MAY 2017.



LEVEL II SITE PLAN SUBMITTAL
AUGUST 9, 2017

\\Woodcurran.net\Shared\Projects\02194202\C-02.dwg, Aug 09, 2017 - 12:28pm

\\Woodardcurran.net\Shared\Projects\0230769.00 base - int. odm. cdm. \wp. Drawings\DWG\230769.00-C-03.dwg, Aug 09, 2017 - 12:28pm



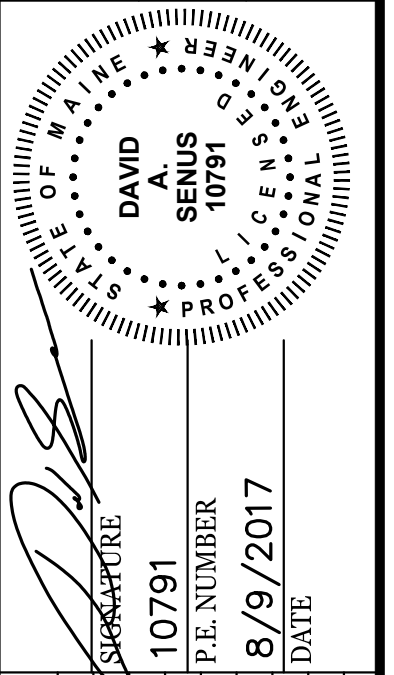
GENERAL NOTES:

1. THE UNDERGROUND UTILITIES INFORMATION SHOWN ON THESE PLANS HAVE BEEN COMPILED BY NADEAU LAND SURVEYORS FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE UTILITY LOCATIONS SHOWN IN PLAN ARE APPROXIMATE AND REQUIRE FIELD VERIFICATION BY THE CONTRACTOR. ALL INVERTS AND PIPE SIZES SHALL BE VERIFIED PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY ALL UTILITIES PRIOR TO COMMENCING WORK, ALLOWING SUFFICIENT TIME TO LOCATE AND MARK THE LOCATION OF BURIED UTILITIES. CONTRACTOR SHALL CONTACT "DIG SAFE", TELEPHONE: 888-344-7233, PRIOR TO EXCAVATION.
2. CONTRACTOR SHALL PROVIDE AND MAINTAIN EROSION AND SEDIMENTATION CONTROL MEASURES, IN ACCORDANCE WITH THESE PLANS AND THE LATEST EDITION OF THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION'S BEST MANAGEMENT PRACTICES MANUAL. KEEP ALL STREETS FREE OF DUST, MUD AND DEBRIS. STREETS AND WALKWAYS SHALL BE SWEEPED REGULARLY, AND TEMPORARY CONSTRUCTION ENTRANCES SHALL BE UTILIZED DURING CONSTRUCTION.
3. CONTRACTOR SHALL MAINTAIN A SECURE WORKSITE, AND SHALL INSTALL AND MAINTAIN SAFETY AND SECURITY MEASURES, SUCH AS FENCING, BARRIERS, SIGNAGE, AND TRAFFIC CONTROL DEVICES. APPROPRIATE SECURITY AND SAFETY MEASURES SHALL BE 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.
4. EXISTING FACILITIES WITHIN THE CITY RIGHT-OF-WAY (I.E. GRANITE CURBING, SIDEWALK BRICKS, TREES, POLES, LIGHT POSTS, CATCH BASINS, SIGNS, PLAY EQUIPMENT, ETC) ARE THE PROPERTY OF THE CITY'S DEPARTMENT OF PUBLIC SERVICES. CONTRACTOR TO COORDINATE REMOVAL/DISPOSAL WITH THE CITY AND OWNER. AT THE DIRECTION OF THE CITY AND OWNER, CONTRACTOR SHALL DELIVER REMOVED FACILITIES TO THE CITY'S MATERIAL STOCKYARD ON OUTER CONGRESS STREET. CONTRACTOR TO DISPOSE OF ANY REMOVED FACILITY AT THE REQUEST OF THE CITY OR OWNER, AT NO ADDITIONAL COST TO THE CONTRACT.
5. MAINTAIN VEHICULAR AND PEDESTRIAN FLOW THROUGH CITY STREETS AT ALL TIMES. COORDINATE ALL SIDEWALK AND LANE CLOSURES WITH THE CITY.
6. ALL LAWN AREAS, WALKWAYS, DRIVEWAYS, FACILITIES, UTILITIES, AND AMENITIES TO REMAIN SHALL BE PROTECTED AND REPAIRED/REPLACED IF DAMAGED BY CONTRACTOR AT NO ADDITIONAL EXPENSE TO OWNER.
7. EXISTING PAVEMENT SHALL BE REMOVED FROM SITE. PAVEMENT SHALL NOT BE MIXED WITH CONCRETE.
8. MATERIAL STORAGE, TEMPORARY FACILITIES, AND LAYDOWN AREAS SHALL BE LOCATED WITHIN THE TEMPORARY CONSTRUCTION FENCING. NO STORAGE OR TEMPORARY FACILITIES MAY BE LOCATED WITHIN THE CITY RIGHT-OF-WAY OR ON ADJUTING PROPERTIES WITHOUT WRITTEN APPROVAL FROM THE OWNER.
9. ITEMS TO BE REMOVED SHALL BE KEPT ON SITE FOR FUTURE REUSE. COORDINATE WITH OWNER FOR STORAGE LOCATION. ITEMS TO BE DEMOLISHED SHALL BE DISPOSED OF OFFSITE.

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2194202
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CIVIL PLANS

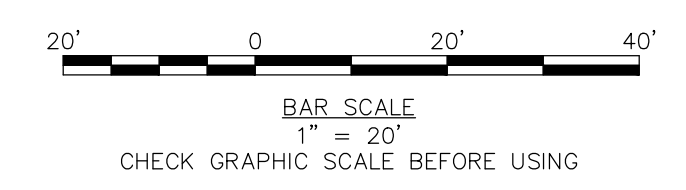


PROJ. MANAGER	JOEL KITTREDGE	DATE	BY
DESIGN-DETAILED	8-9-17	8-9-17	SMH
CHECKED-REVIEWED	8-9-17	8-9-17	SMH
DESIGN-DETAILED2	8-9-17	8-9-17	SMH
DESIGN-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PORTLAND INTERNATIONAL MARINE TERMINAL
MAINTENANCE & OPERATIONS BUILDING
PORTLAND
CUMBERLAND COUNTY
DEMOLITION PLAN

SHEET NUMBER
C-03
OF

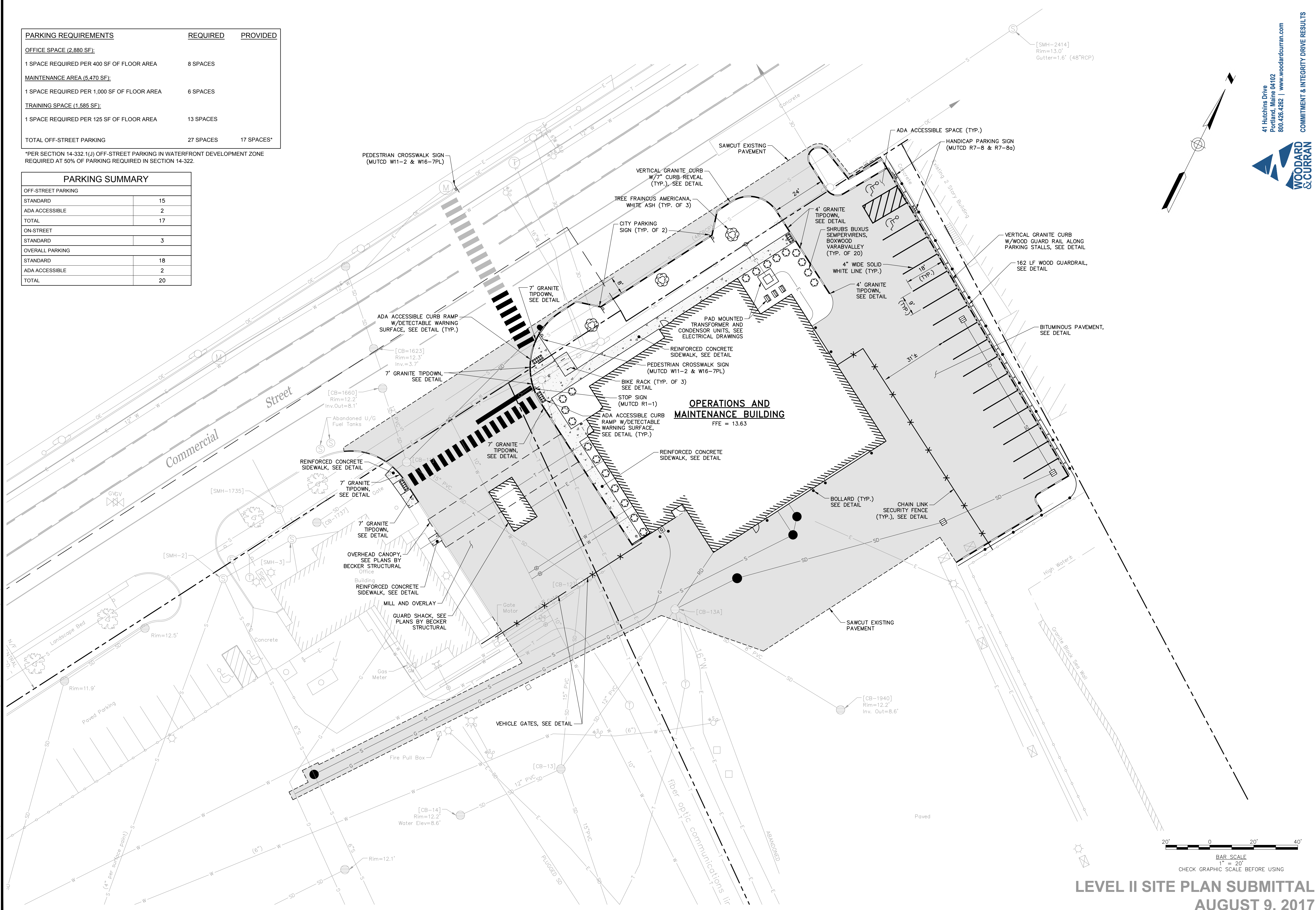
LEVEL II SITE PLAN SUBMITTAL
AUGUST 9, 2017



PARKING REQUIREMENTS	REQUIRED	PROVIDED
OFFICE SPACE (2,880 SF):		
1 SPACE REQUIRED PER 400 SF OF FLOOR AREA	8 SPACES	
MAINTENANCE AREA (6,470 SF):		
1 SPACE REQUIRED PER 1,000 SF OF FLOOR AREA	6 SPACES	
TRAINING SPACE (1,585 SF):		
1 SPACE REQUIRED PER 125 SF OF FLOOR AREA	13 SPACES	
TOTAL OFF-STREET PARKING	27 SPACES	17 SPACES*

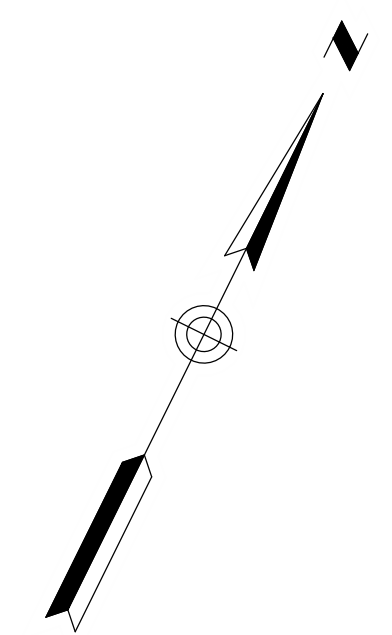
*PER SECTION 14-332.1(J) OFF-STREET PARKING IN WATERFRONT DEVELOPMENT ZONE REQUIRED AT 50% OF PARKING REQUIRED IN SECTION 14-322.

PARKING SUMMARY	
OFF-STREET PARKING	
STANDARD	15
ADA ACCESSIBLE	2
TOTAL	17
ON-STREET	
STANDARD	3
OVERALL PARKING	
STANDARD	18
ADA ACCESSIBLE	2
TOTAL	20

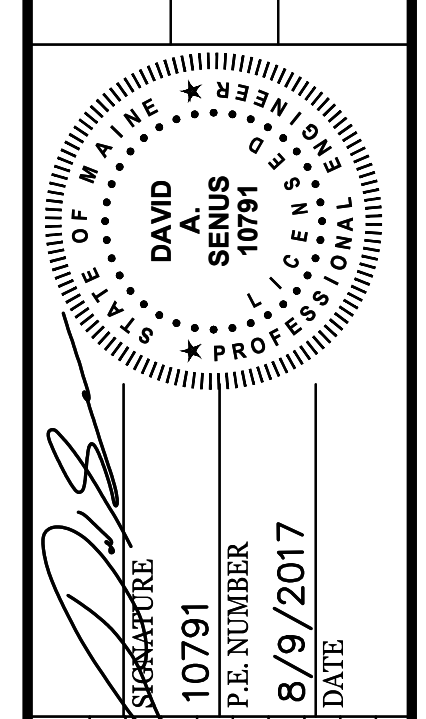


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CIVIL PLANS

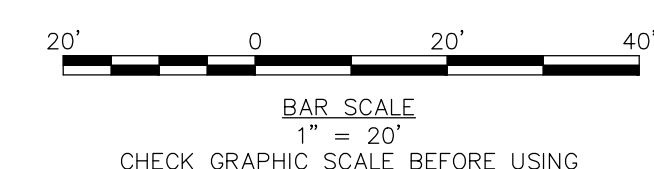


DATE	BY	PROJ. MANAGER	JOEL KITTREDGE
8-9-17	CMS/JBC	DESIGN-DETAILED	8-9-17
8-9-17	DAS	CHECKED-REVIEWED	8-9-17
8-9-17		DESIGN-DETAILED2	
		DESIGN-DETAILED3	
		REVISIONS 1	
		REVISIONS 2	
		REVISIONS 3	
		REVISIONS 4	
		FIELD CHANGES	

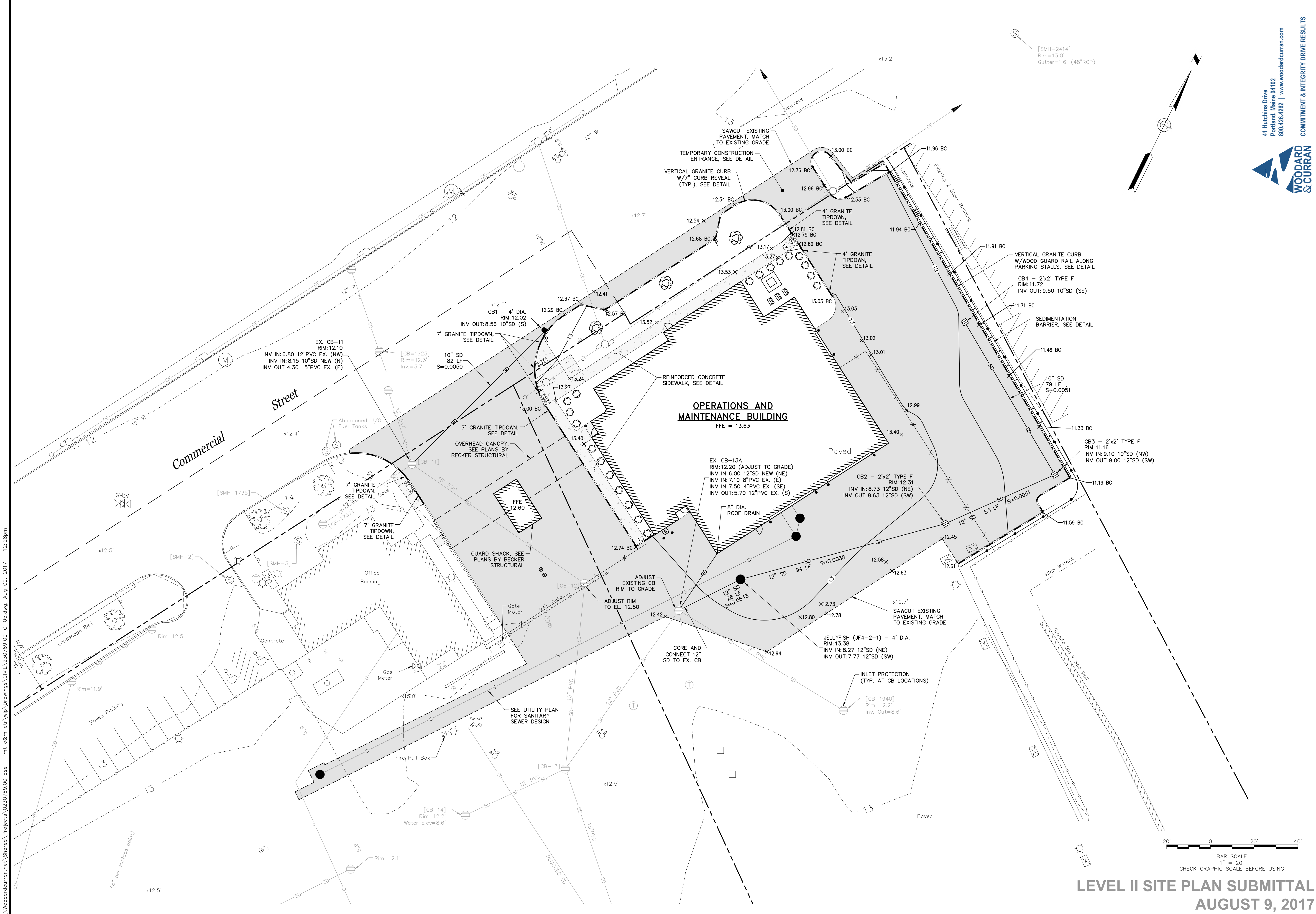
PORTLAND INTERNATIONAL MARINE TERMINAL
MAINTENANCE & OPERATIONS BUILDING
PORTLAND
CUMBERLAND COUNTY
SITE PLAN

SHEET NUMBER
C-04
OF

LEVEL II SITE PLAN SUBMITTAL
AUGUST 9, 2017

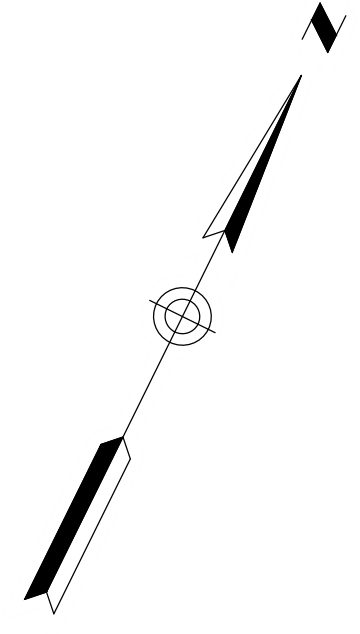


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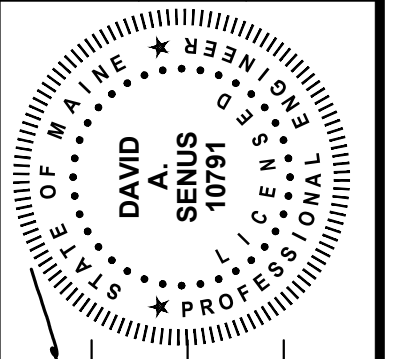


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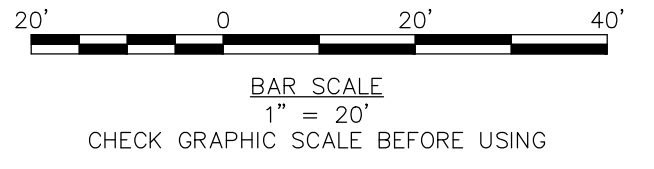
PROJ. MANAGER: JOEL KITTREDGE
 BY: [Signature]
 DATE: 8-9-17
 DESIGNED: [Signature]
 CHECKED: [Signature]
 DESIGNED-DATE: 8-9-17
 CHECKED-DATE: 8-9-17
 P.E. NUMBER: 10791
 DATE: 8/9/2017

REVISIONS	DATE	BY	DESCRIPTION
1			DESIGN-DETAILED
2			CMS/JBC
3			DAS
4			

PORTLAND INTERNATIONAL MARINE TERMINAL
 MAINTENANCE & OPERATIONS BUILDING
 PORTLAND CUMBERLAND COUNTY
 GRADING, DRAINAGE, &
 EROSION CONTROL PLAN

SHEET NUMBER
C-05
 OF

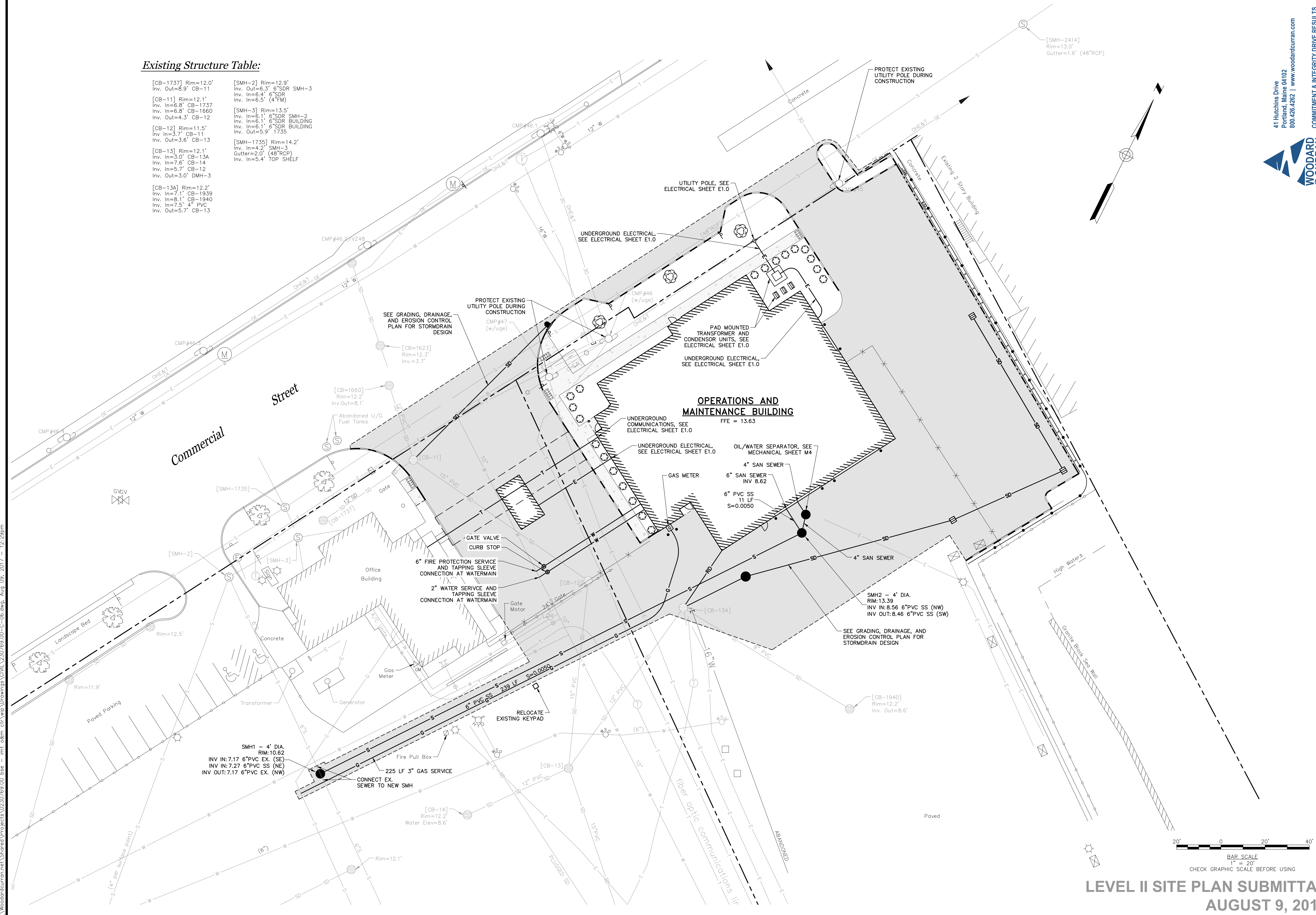
LEVEL II SITE PLAN SUBMITTAL
 AUGUST 9, 2017



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Existing Structure Table:

[CB-1737] Rim=12.0' Inv. Out=6.9' CB-11	[SMH-2] Rim=12.9' Inv. Out=6.3' 6"SDR SMH-3 Inv. In=6.4' 6"SDR Inv. In=6.5' (4"FM)
[CB-11] Rim=12.1' Inv. In=6.8' CB-1737 Inv. In=6.8' CB-1660 Inv. Out=4.3' CB-12	[SMH-3] Rim=13.5' Inv. In=6.1' 6"SDR SMH-2 Inv. In=6.1' 6"SDR BUILDING Inv. In=6.1' 6"SDR BUILDING Inv. Out=5.9' 1735
[CB-12] Rim=11.5' Inv. In=3.7' CB-11 Inv. Out=3.6' CB-13	[SMH-1735] Rim=14.2' Inv. In=4.2' SMH-3 Gutter=2.0' (48"RCP) Inv. In=5.4' TOP SHELF
[CB-13] Rim=12.1' Inv. In=3.0' CB-13A Inv. In=7.6' CB-14 Inv. In=5.7' CB-12 Inv. Out=3.0' DMH-3	
[CB-13A] Rim=12.2' Inv. In=7.1' CB-1939 Inv. In=8.1' CB-1940 Inv. In=7.5' 4" PVC Inv. Out=5.7' CB-13	



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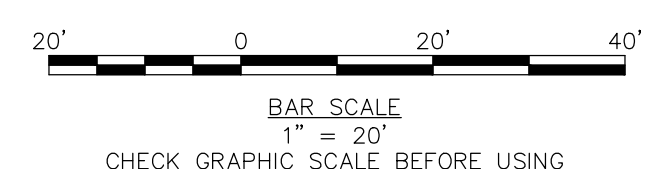
PROFESSIONAL SEAL
STATE OF MAINE
DAVID A. SENUS
10791
P.E. NUMBER
8/9/2017
DATE

PROJ. MANAGER	DATE	BY
JOEL KITTREDGE	8-9-17	DMS/JBC
DESIGN-DETAILED	8-9-17	DAS
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DESIGN-DETAILED2		
DESIGN-DETAILED3		
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REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

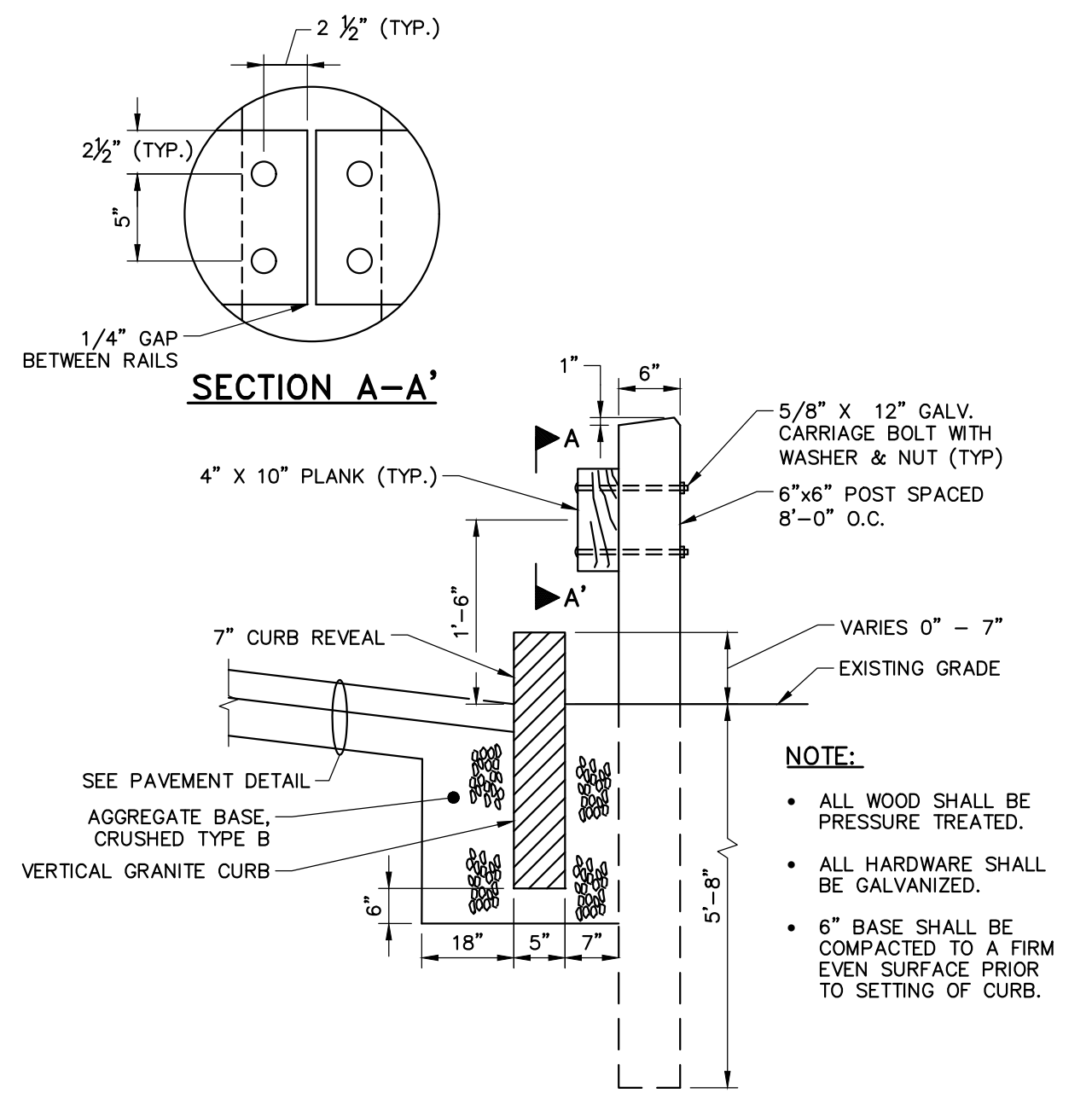
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UTILITY PLAN

SHEET NUMBER
C-06
OF

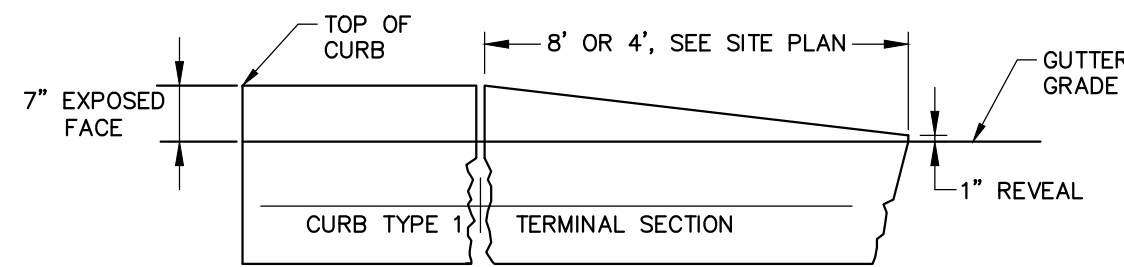
LEVEL II SITE PLAN SUBMITTAL
AUGUST 9, 2017



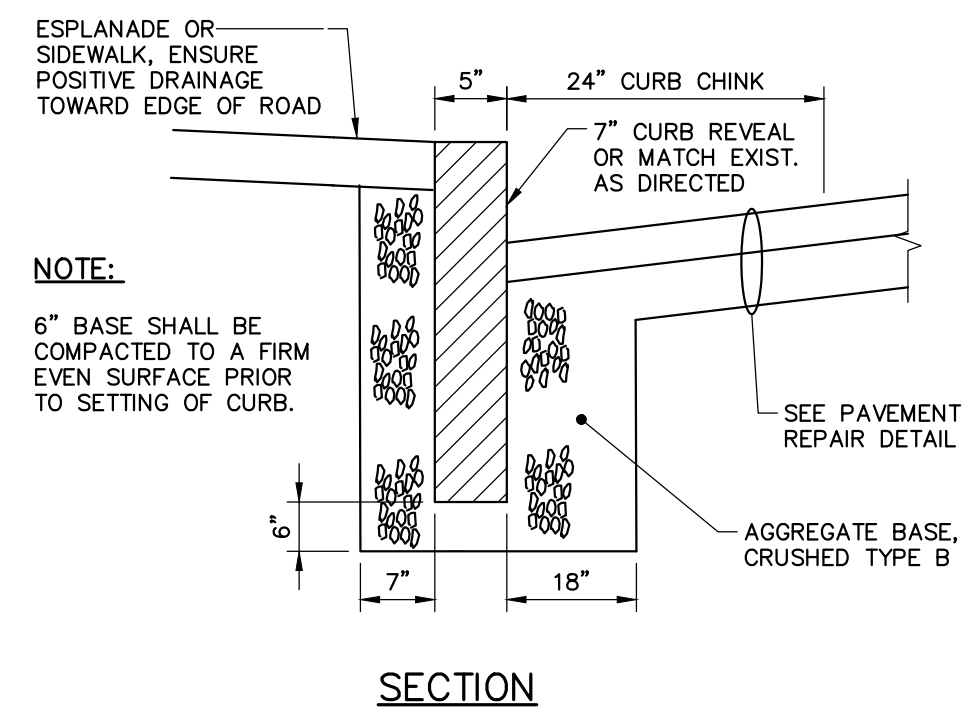
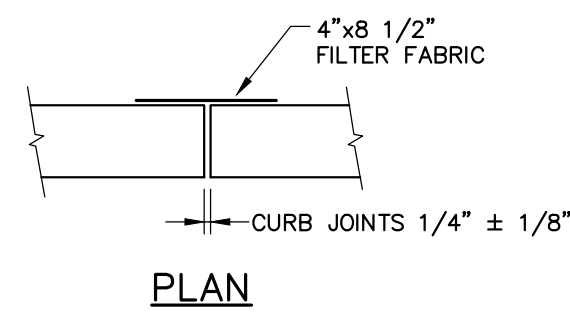
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VERTICAL GRANITE CURB W/WOOD GUARDRAIL
N.T.S.

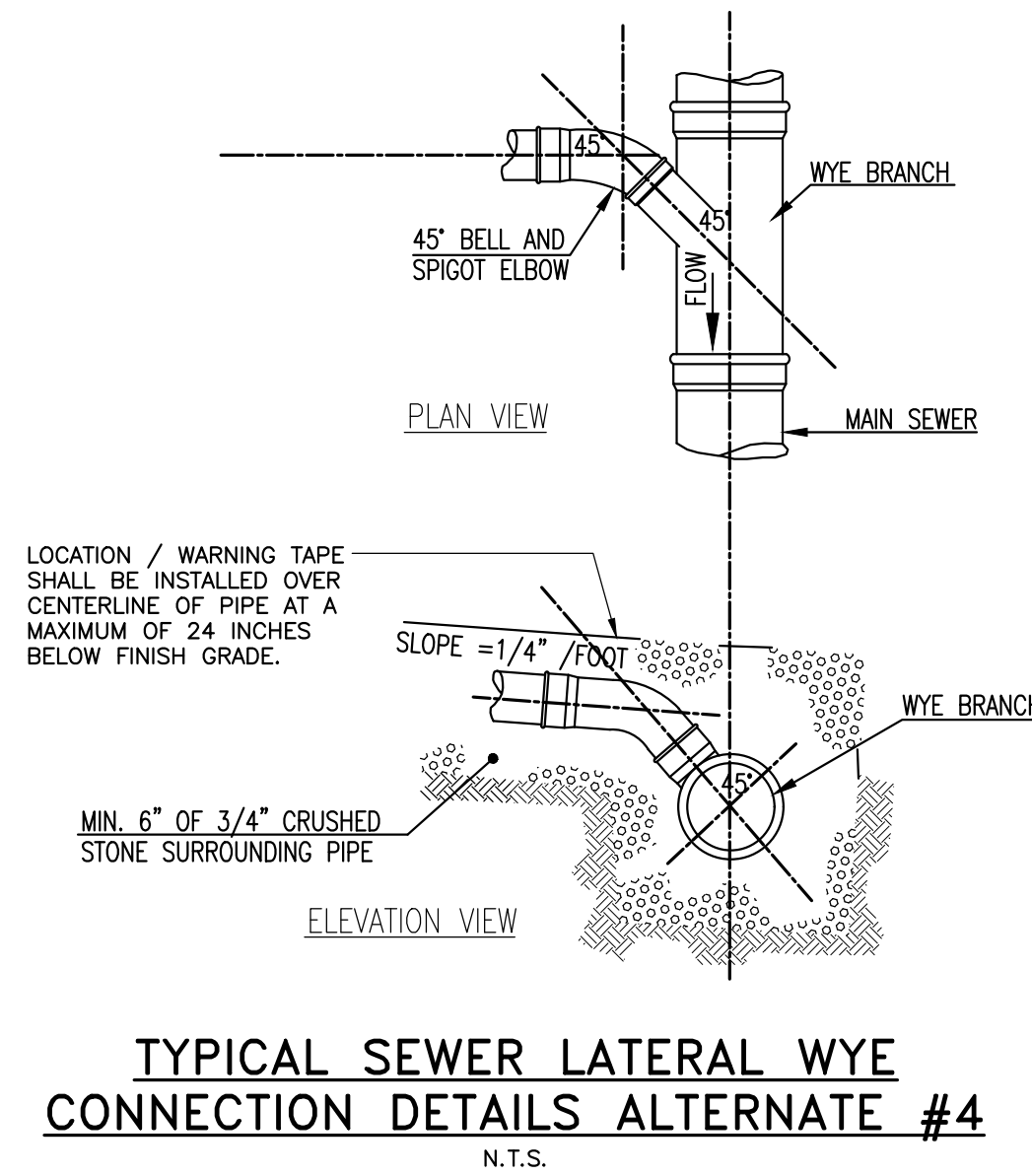


TERMINAL SECTION TYPE "1"
TERMINAL CURB SECTION
N.T.S.

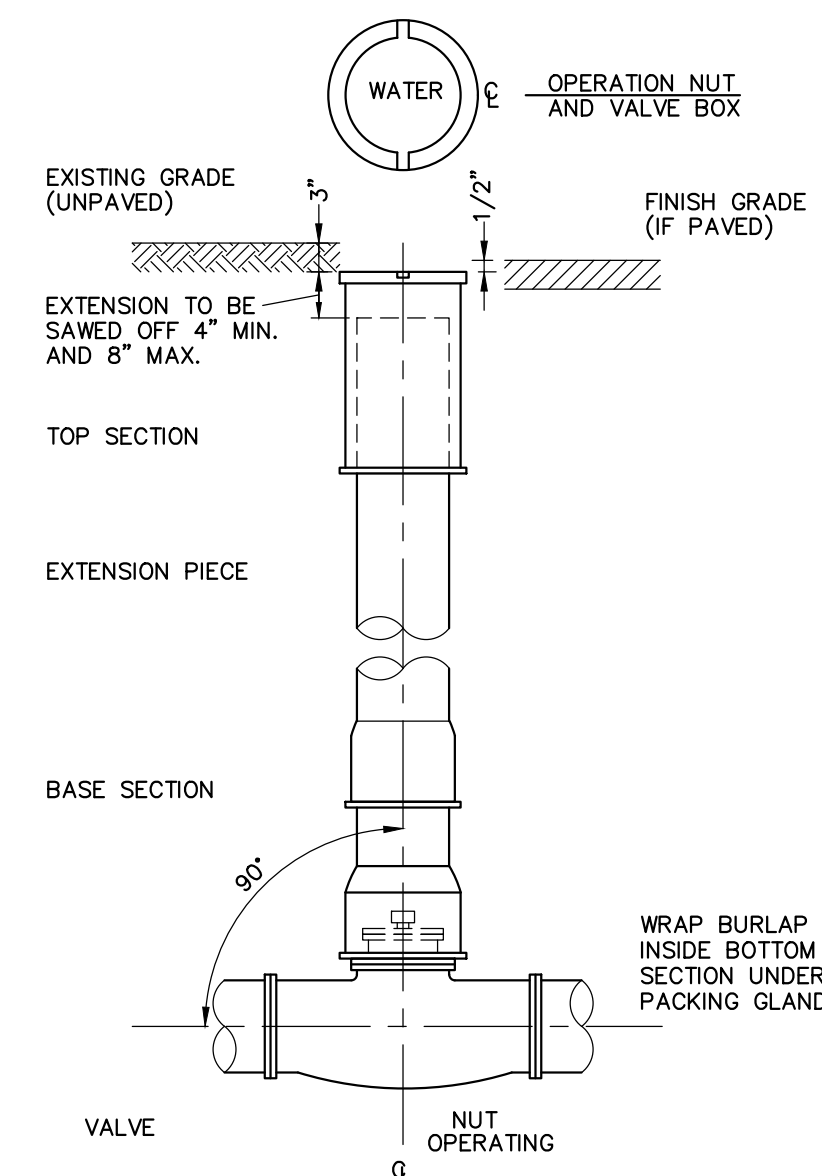


CURB TYPE 1 ON CURVES			
TYPE	RADIUS OF CURVE	LENGTH	STONE IS CUT OR CAST
1	0' TO 60' INCL.	4' MIN.	ARC TO FIT CURVE
	OVER 60' TO 160'	4' TO 6'	STRAIGHT PIECES

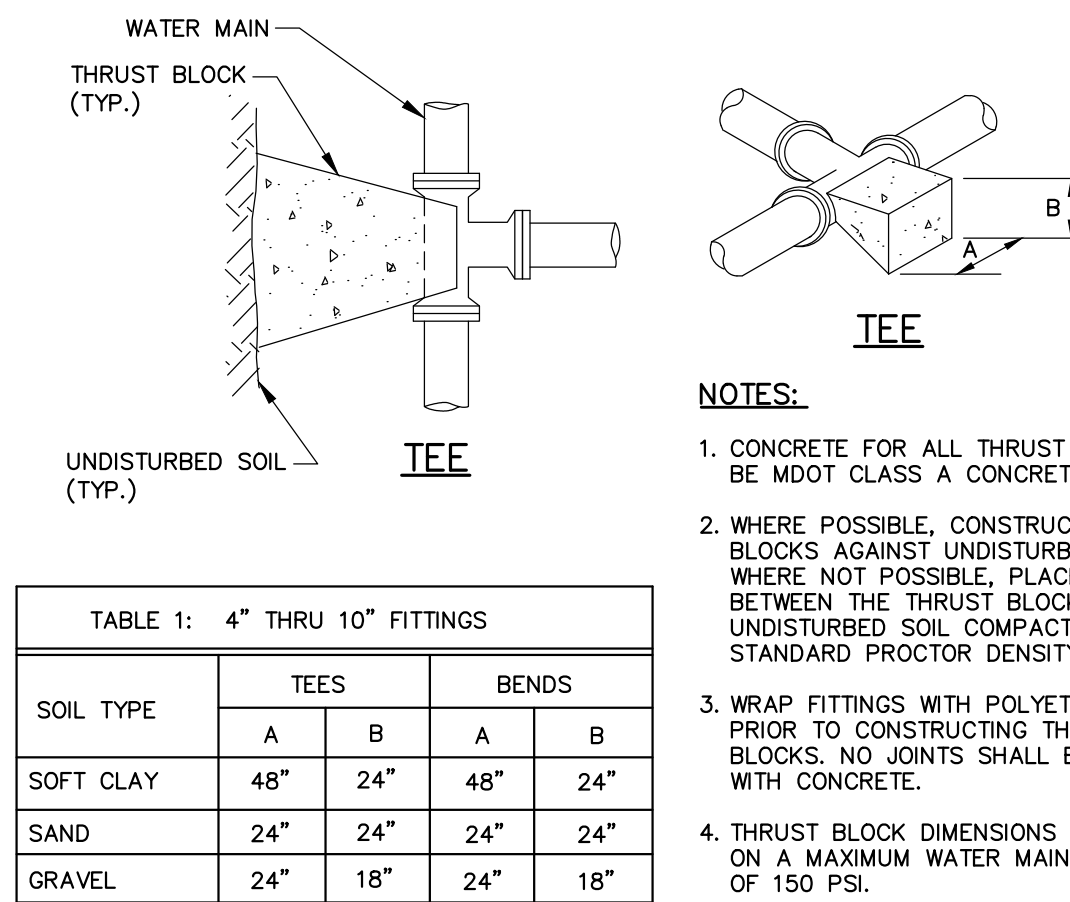
TYPICAL NEW AND RESET CURB INSTALLATION
N.T.S.
NOTE: AGGREGATE TYPES PER MDOT SECTION 304.02



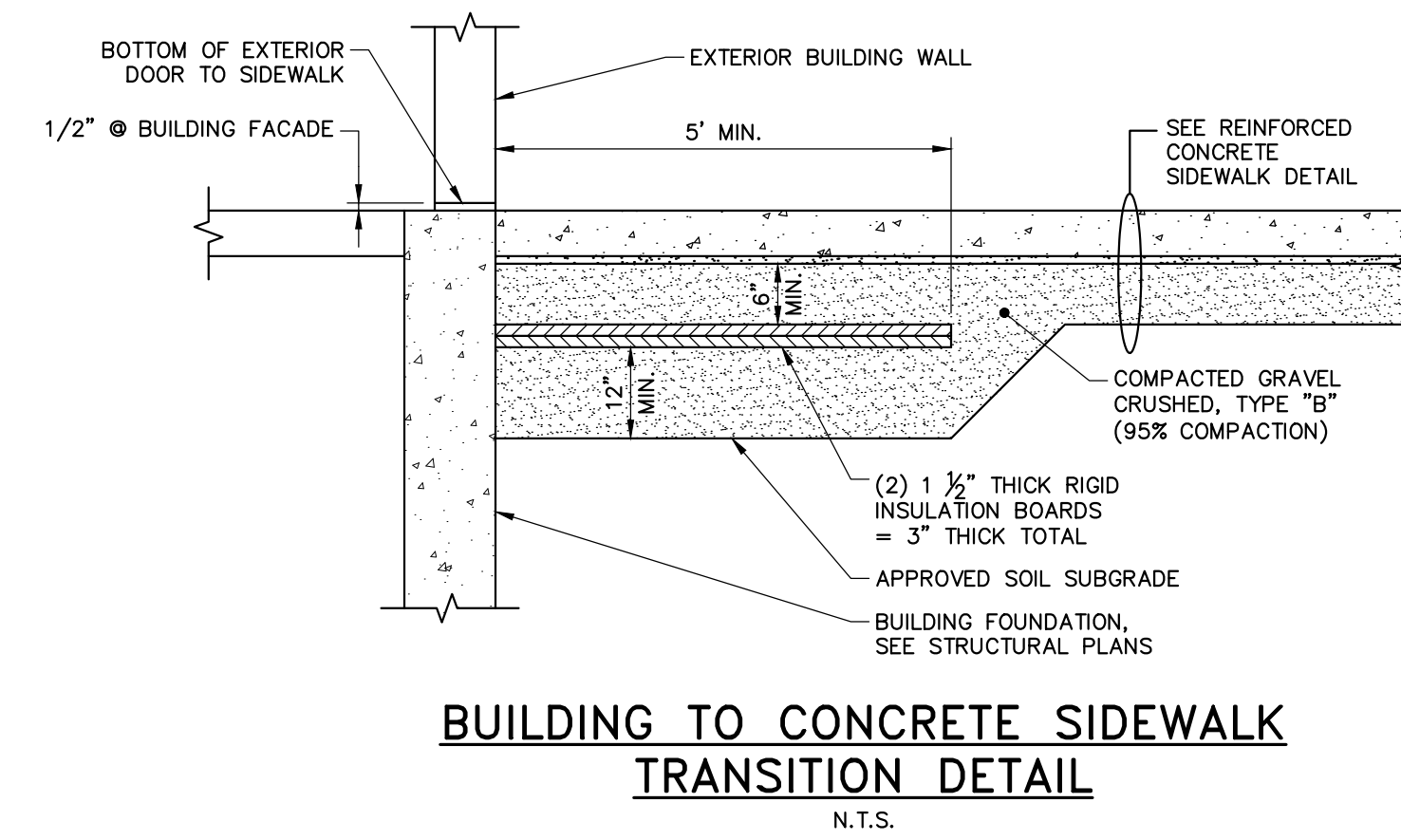
TYPICAL SEWER LATERAL WYE CONNECTION DETAILS ALTERNATE #4
N.T.S.



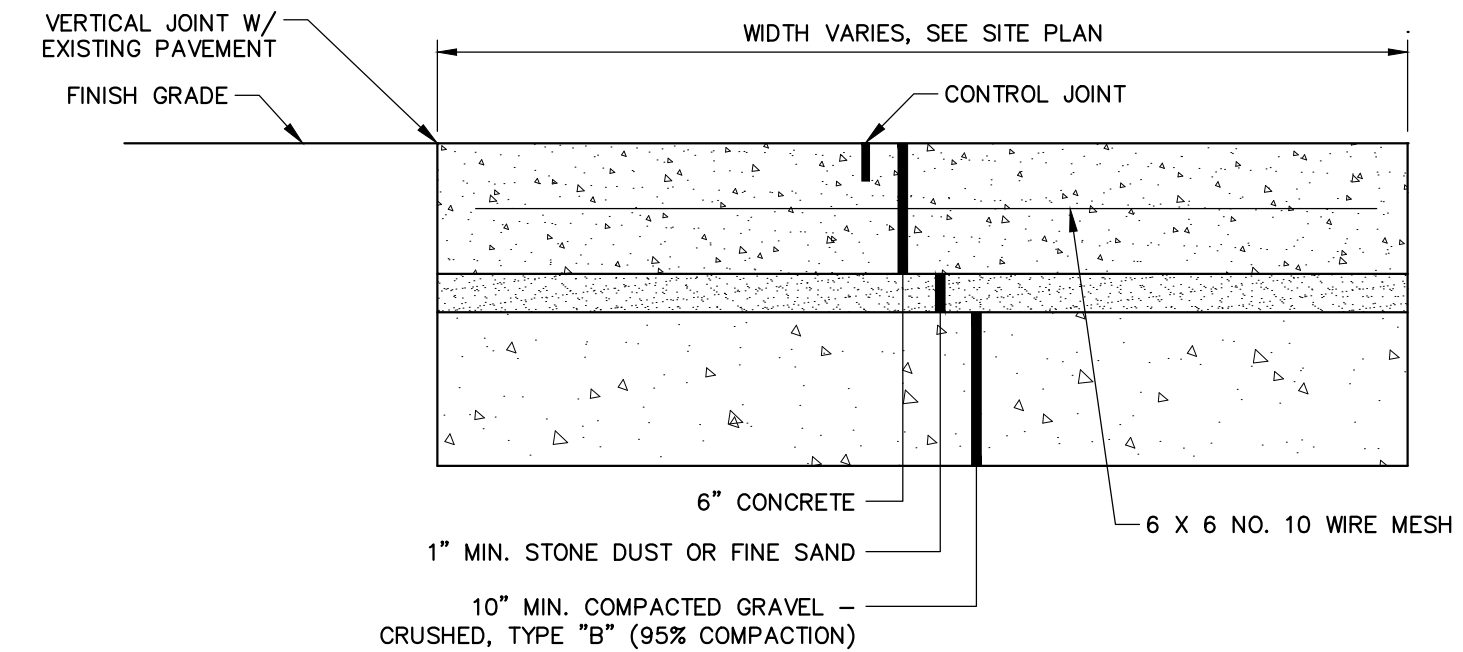
GATE VALVE WITH VALVE BOX
N.T.S.



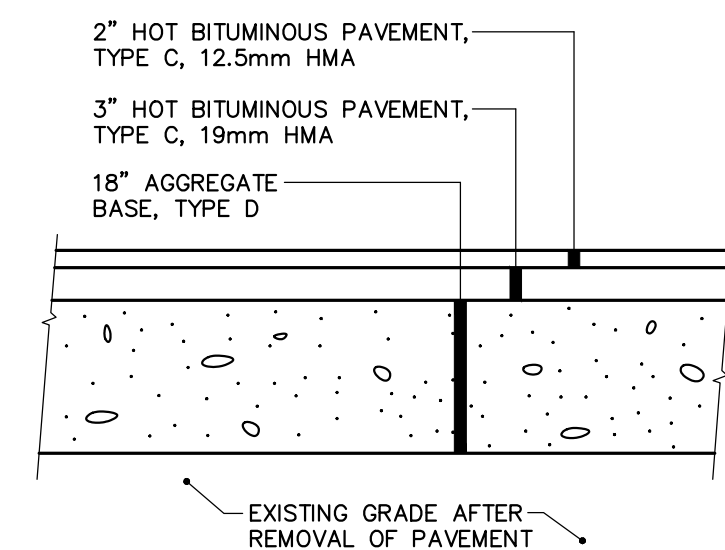
TYPICAL THRUST BLOCK DETAIL
N.T.S.



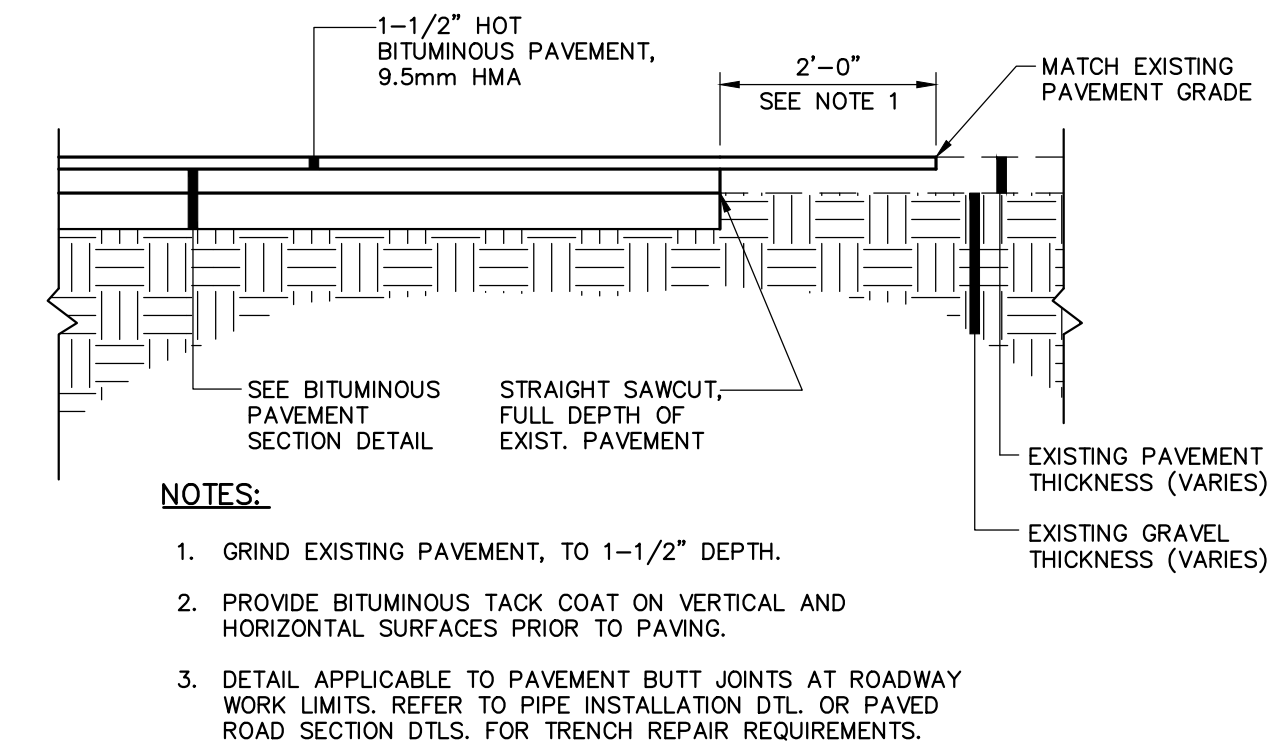
- CONCRETE SPECIFICATION:**
- MDOT CLASS A CONCRETE
- CONTROL JOINT SPECIFICATION:**
- SPACING OF JOINTS - 10 FEET ON CENTER ALONG LENGTH OR AS INDICATED ON STRUCTURAL AND ARCHITECTURAL PLANS.
 - SAW CUT JOINTS AT 1 1/2" MAX. DEPTH
- FINISH SPECIFICATION:**
- BROOM SWEEP FINISH
 - CURE WITH CURE-TO-SPEC MS
 - AFTER CONSTRUCTION JOINTS HAVE BEEN FILLED AND SEALED; APPLY "CONSOLDECK SALTGUARD"
- NOTE:**
- ALL CONCRETE SHALL BE PLACED BY AN A.C.I. FLATWORK CERTIFIED FINISHER
 - GEOFOAM NOT SHOWN FOR CLARITY, SEE FOUNDATION PLANS.



REINFORCED CONCRETE SIDEWALK
N.T.S.



BITUMINOUS PAVEMENT
N.T.S.



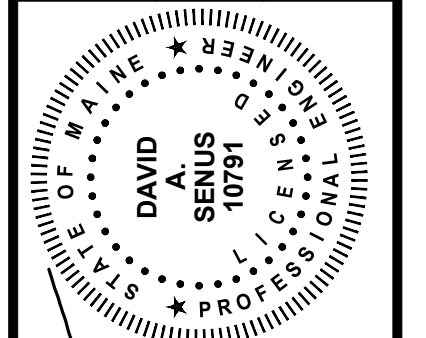
- NOTES:**
- GRIND EXISTING PAVEMENT, TO 1-1/2" DEPTH.
 - PROVIDE BITUMINOUS TACK COAT ON VERTICAL AND HORIZONTAL SURFACES PRIOR TO PAVING.
 - DETAIL APPLICABLE TO PAVEMENT BUTT JOINTS AT ROADWAY WORK LIMITS; REFER TO PIPE INSTALLATION DTL. OR PAVED ROAD SECTION DTLS. FOR TRENCH REPAIR REQUIREMENTS.

PAVEMENT BUTT JOINT DETAIL
N.T.S.

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CIVIL PLANS



DATE	BY	REVISION
8-9-17	DMS/JBC	DESIGN-DETAILED
8-9-17	DAS	CHECKED-REVIEWED
8-9-17	DAS	DESIGN-DETAILED2
8-9-17	DAS	DESIGN-DETAILED3
10/9/17		REVISIONS 1
10/9/17		REVISIONS 2
10/9/17		REVISIONS 3
10/9/17		REVISIONS 4

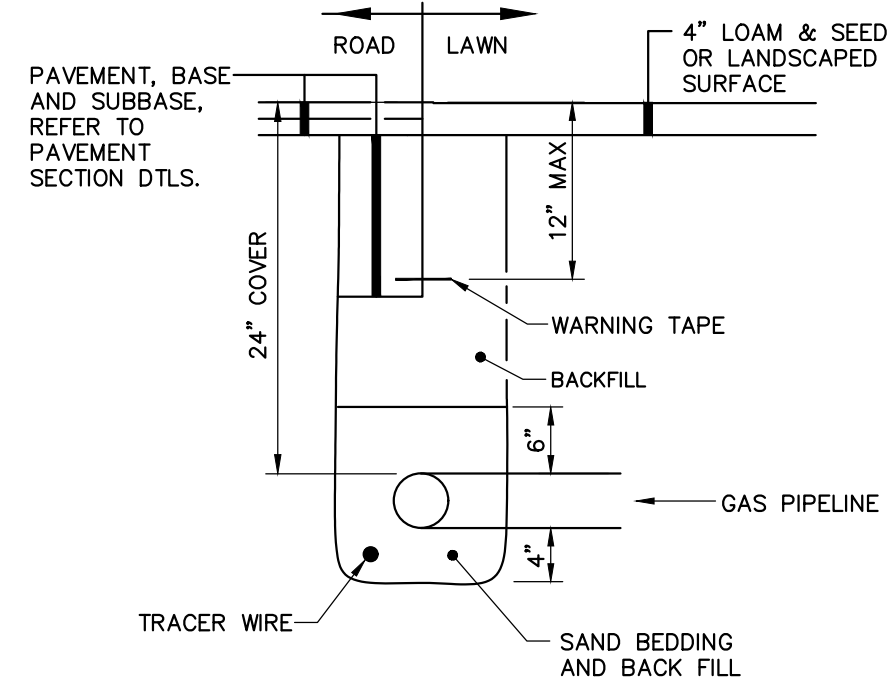
PROJ. MANAGER: JOEL KITTREDGE
DATE: 8/9/2017
P.E. NUMBER: 10791
DATE: 8/9/2017

PORTLAND INTERNATIONAL MARINE TERMINAL
MAINTENANCE & OPERATIONS BUILDING
PORTLAND
CUMBERLAND COUNTY
CIVIL DETAILS - 1

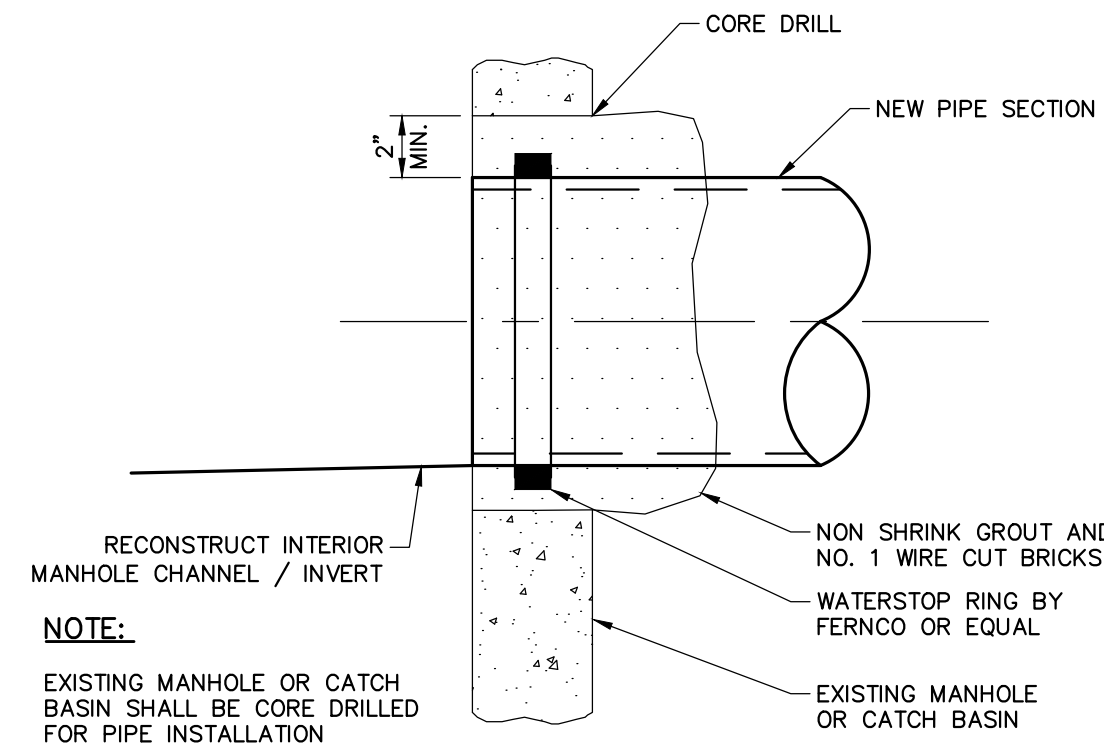
SHEET NUMBER
C-07
OF

LEVEL II SITE PLAN SUBMITTAL
AUGUST 9, 2017

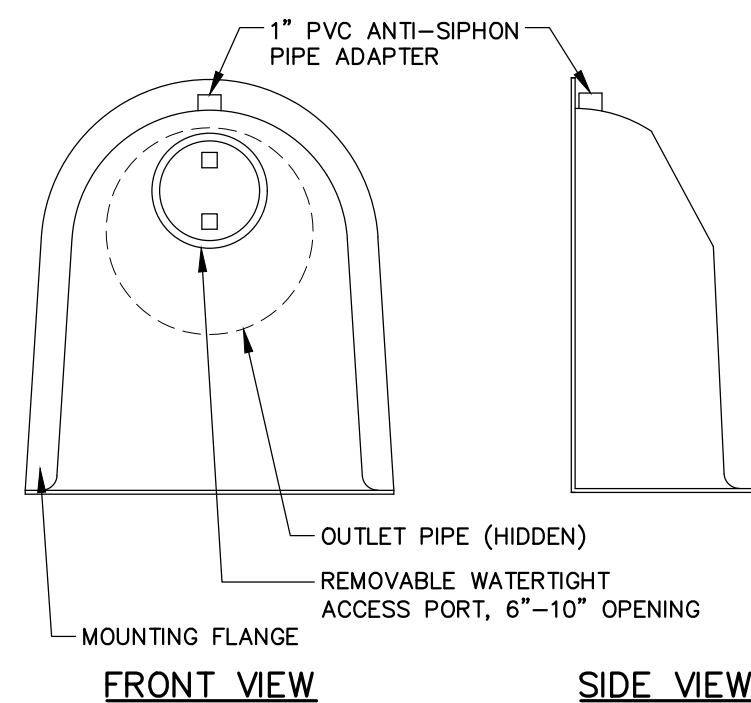
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GAS PIPE TRENCH DETAIL
N.T.S.



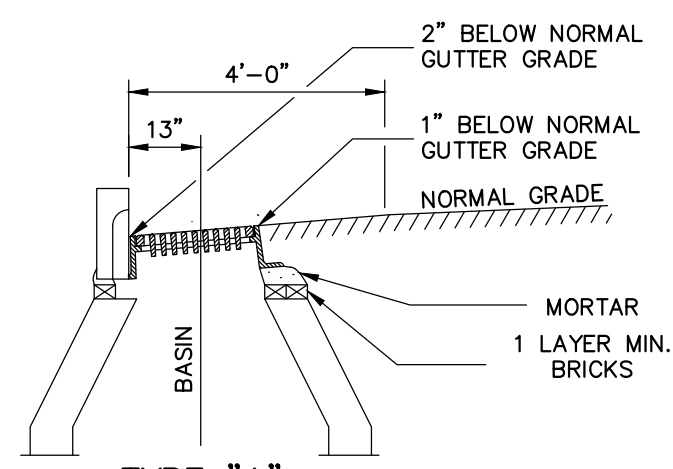
NEW PIPE TO EXISTING STRUCTURE
N.T.S.



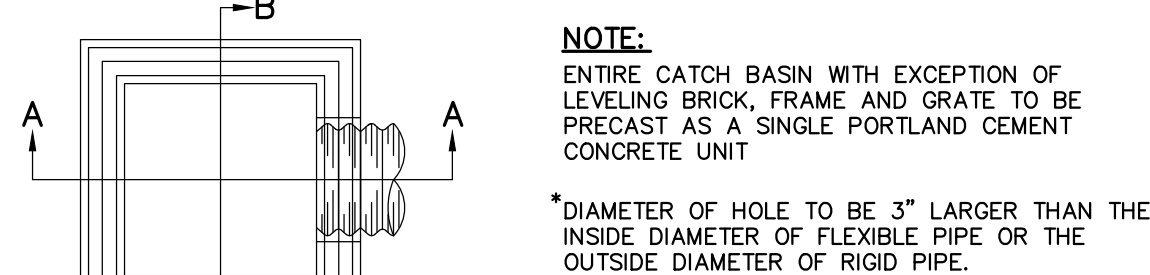
NOTES:

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

SNOUT OIL-WATER-DEBRIS SEPARATOR DETAIL
N.T.S.



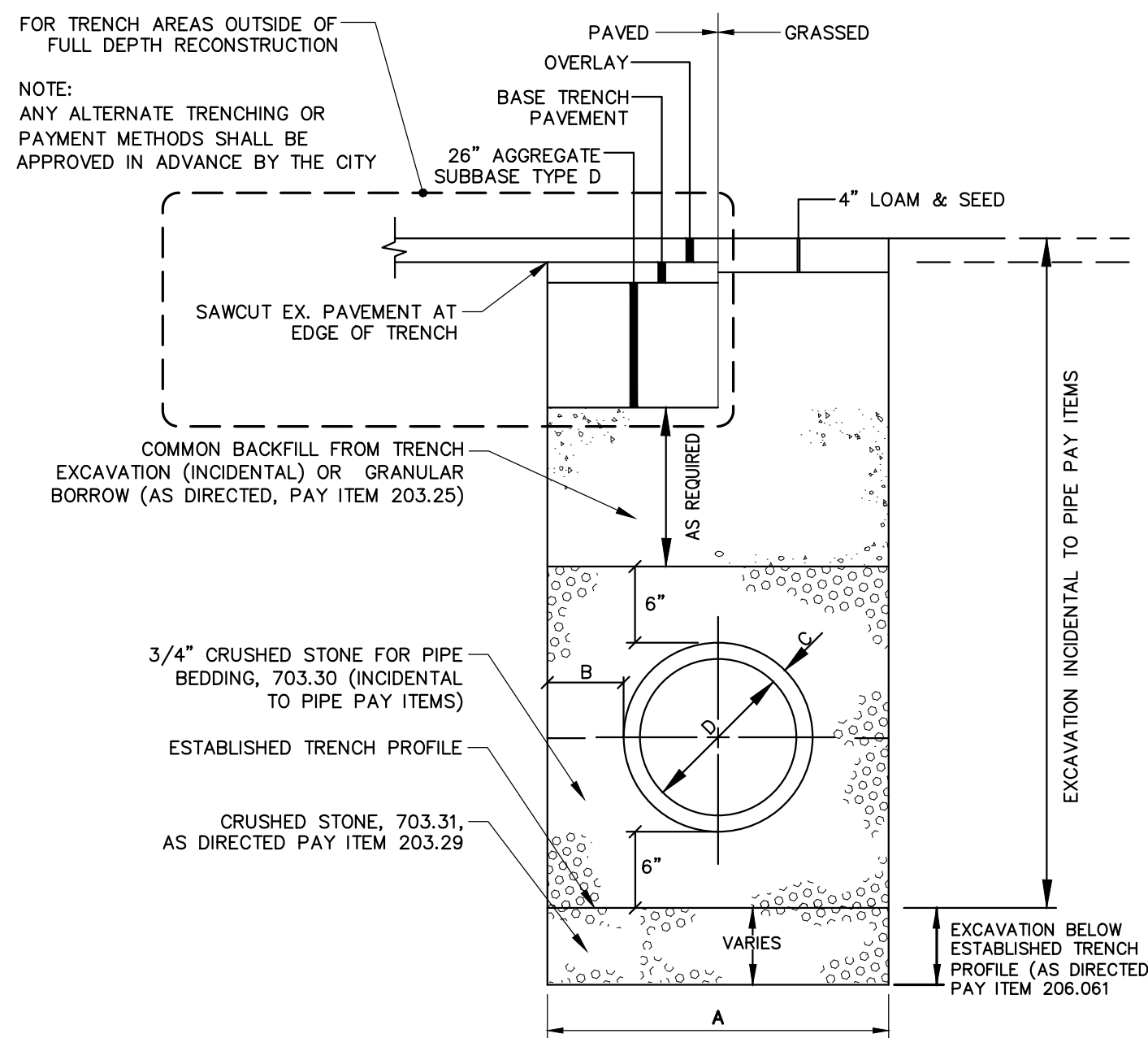
CATCH BASIN TOP INSTALLATION
N.T.S.



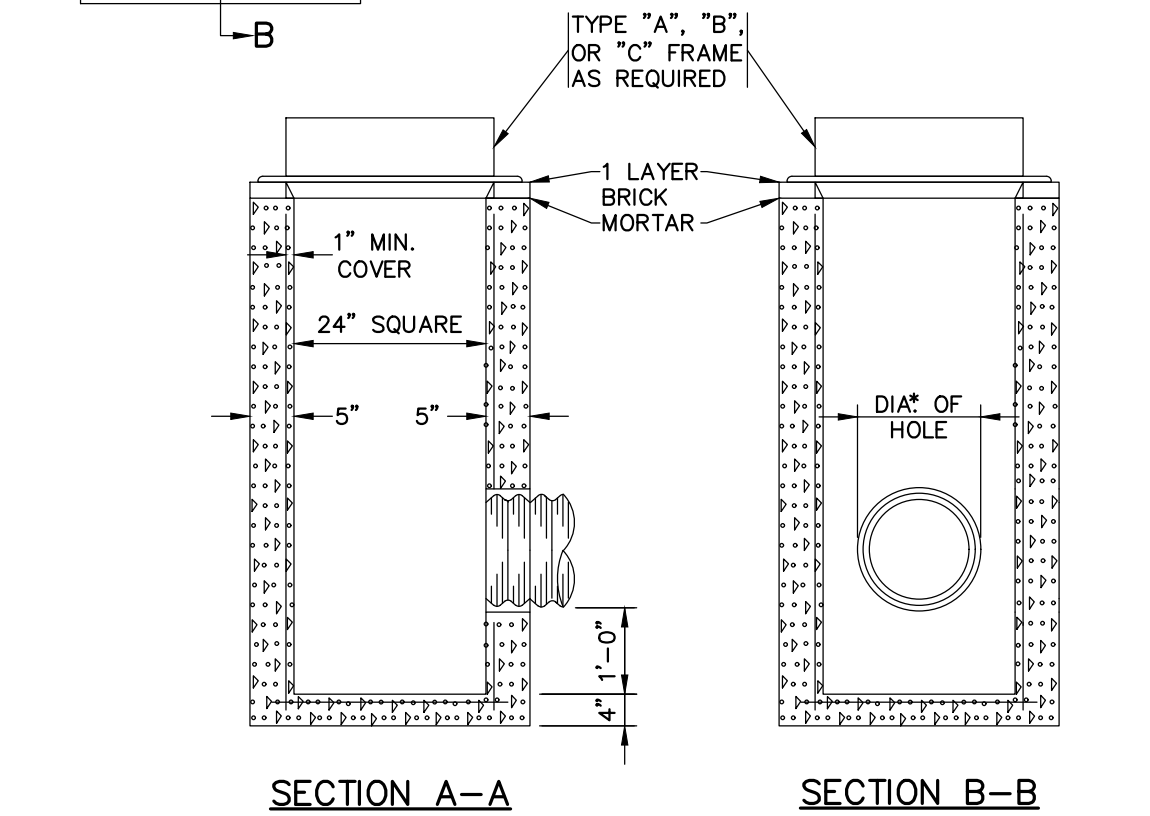
PIPE INSTALLATION DETAIL - NOTES

1. ALTERNATIVE CONSTRUCTION METHODS OR PAYMENT METHODS SHALL BE APPROVED IN ADVANCE.
2. IN PAVED AREAS, DEPTHS OF GRAVEL AND HOT MIX ASPHALT PAVEMENT SHALL MATCH THE GREATER OF EXISTING CONDITIONS OR THE REQUIREMENTS FOR THE CORRESPONDING STREET CLASSIFICATION.
3. DIMENSION "B" SHALL BE SUFFICIENT TO ALLOW CRUSHED STONE BEDDING TO BE PLACED AND COMPACTED UNDER THE HAUNCHES OF THE PIPE, BUT IN ALL CASES "B" SHALL BE AT LEAST 9".
4. DIMENSION "A" IS THE MAXIMUM WIDTH ALLOWED FOR CALCULATING PAY QUANTITIES UNDER ITEMS 203.25 GRANULAR BORROW, 203.29 CRUSHED STONE (OVERDEPTH), 206.061 STRUCTURAL EARTH EXCAVATION, BELOW GRADE AND 206.07 STRUCTURAL ROCK EXCAVATION. DIMENSION "A" SHALL BE BASED ON PIPE DIAMETER, AS SET FORTH IN THE FOLLOWING TABLE.

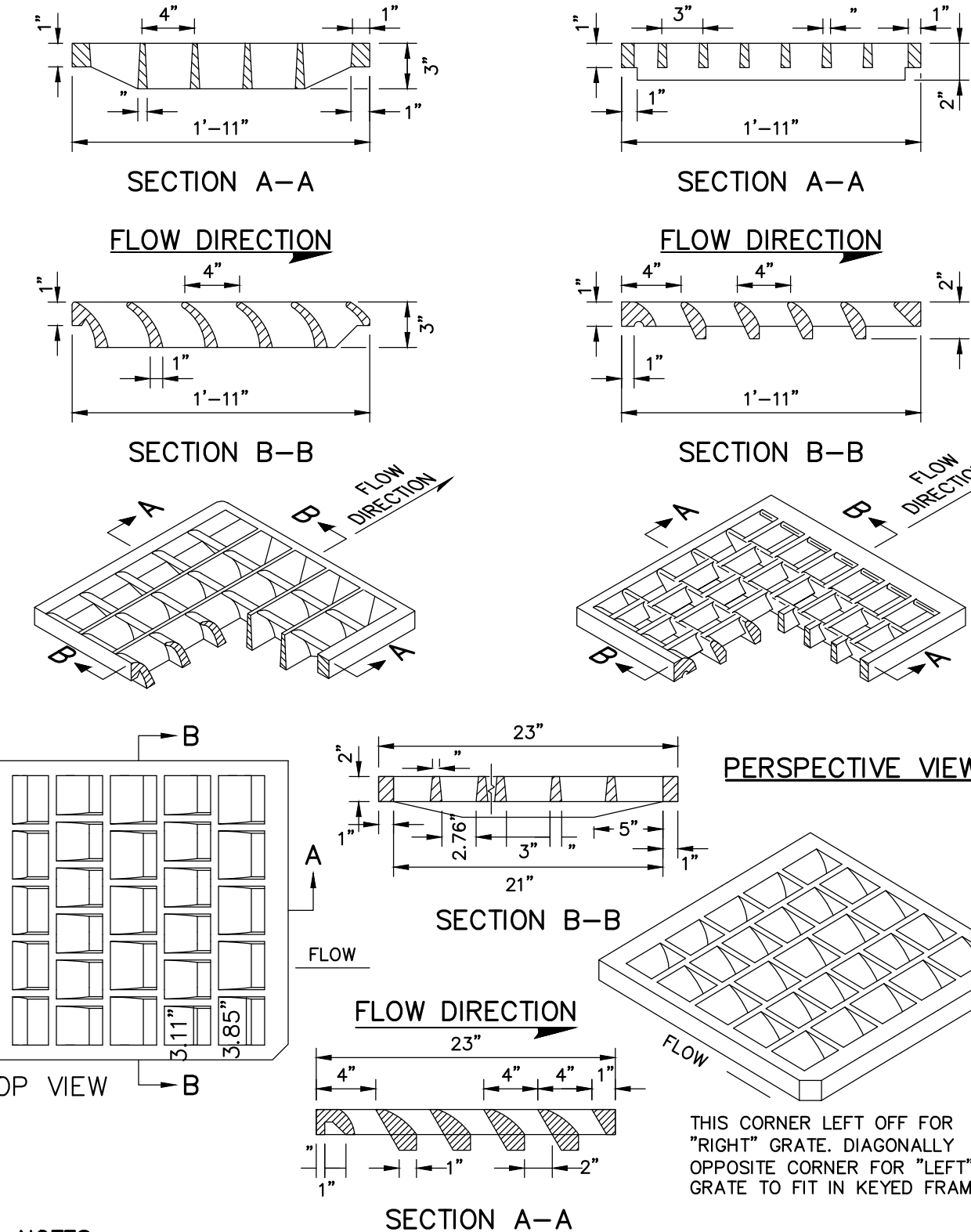
PIPE DIAMETER, "D" (INCHES)	MAX. TRENCH WIDTH, "A" (FEET)
6	4.0
8	4.0
10	4.0
12	4.0
15	4.0
18	5.0
21	5.0
24	5.5
27	6.0
30	6.0
36	7.0
42	8.0
48	8.0



PIPE INSTALLATION DETAIL
N.T.S.



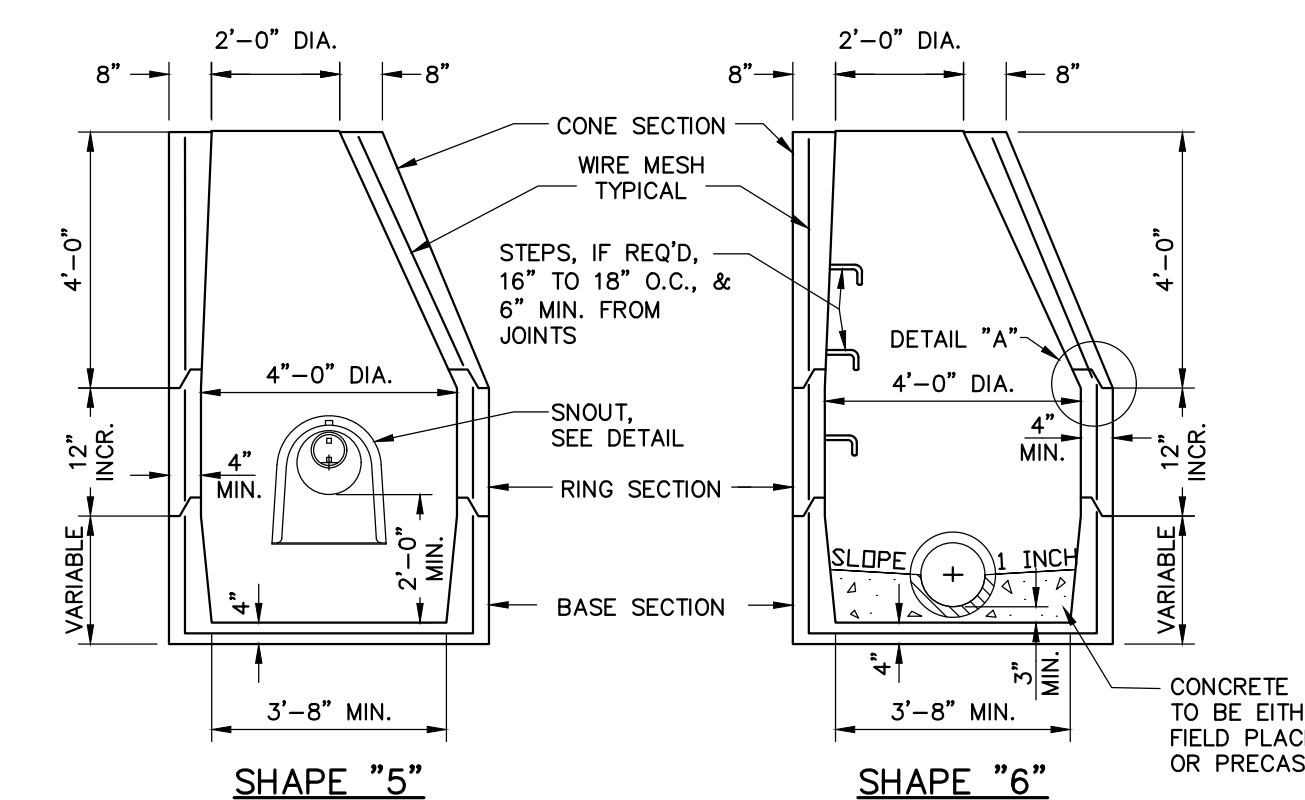
2' SQUARE AREA DRAIN (MDOT TYPE F)
N.T.S.



NOTES:

- TO BE USED WHERE PARALLEL BAR GRATES WOULD PRESENT A HAZARD TO BICYCLE TRAFFIC. FOR USE ON CATCH BASIN TYPES: A1-C, A2-C, A5-C, B1-C, B2-C, B5-C, F3-C, F4-C, F5-C, F6-C.

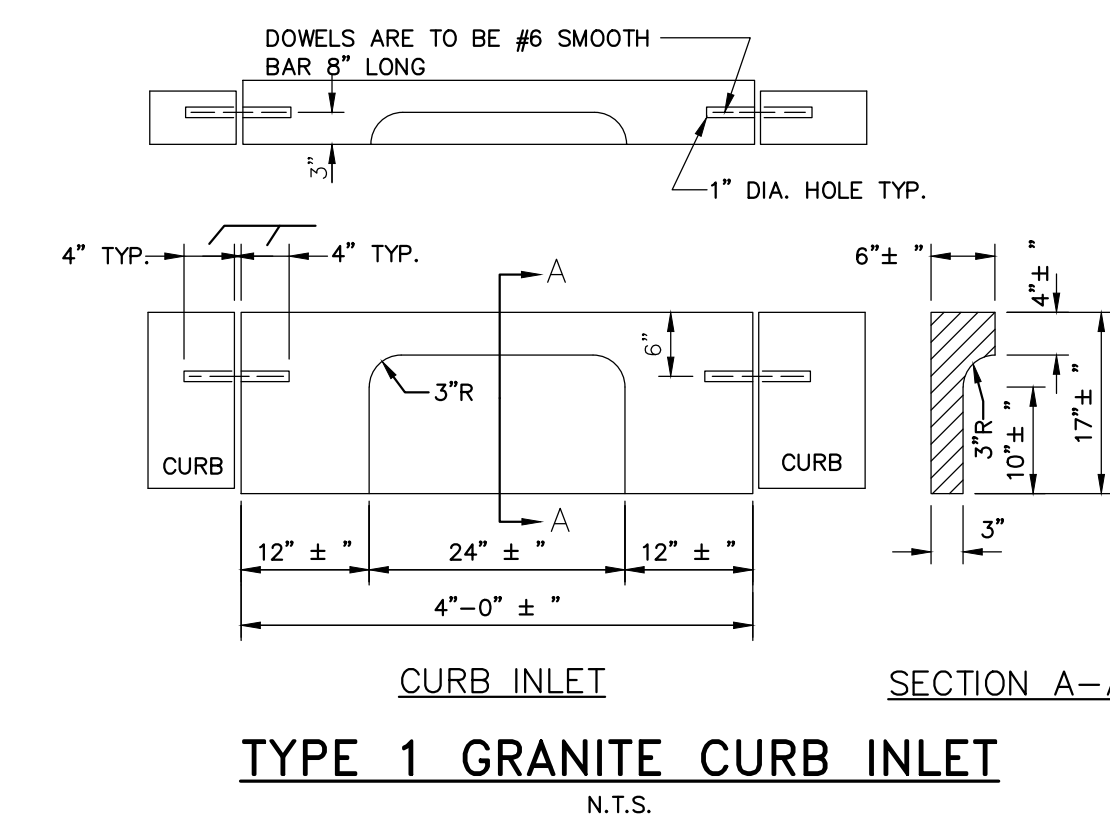
"CASCADE-TYPE" GRATES
N.T.S.



NOTES:

1. DIMENSIONS ARE INTENDED TO BE NOMINAL.
2. ALL ITEMS SHOWN IN DETAIL ARE INCIDENTAL TO CATCH BASIN PAY ITEM.

CATCH BASIN OR MANHOLE
N.T.S.



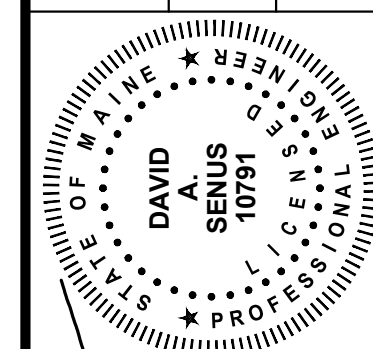
TYPE 1 GRANITE CURB INLET
N.T.S.

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COMMITMENT & INTEGRITY DRIVE RESULTS

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DATE: 8/9/17
BY: JMK/ABC
DESIGN-REVIEWED: 8/9/17
CHECKED-REVIEWED: 8/9/17
DESIGN-DETAILED: 8/9/17
DESIGN-DETAILED3
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

PROJ. MANAGER: JOEL KITTREDGE
DATE: 8-9-17
BY: JMK/ABC
DESIGN-REVIEWED: 8-9-17
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DESIGN-DETAILED3
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

PORTLAND INTERNATIONAL MARINE TERMINAL
MAINTENANCE & OPERATIONS BUILDING
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CIVIL DETAILS - 2

SHEET NUMBER

C-08

OF

LEVEL II SITE PLAN SUBMITTAL
AUGUST 9, 2017

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Tools Needed for Installation

- Tape Measure
- Marker or Pencil
- Masonry Drill Bit
- Drill (Hammer drill recommended)
- Hammer
- Wrench 9/16"
- Level
- Washers (for leveling if necessary)

Recommended Base Materials:

Solid concrete is the best base material for installation. Ask your Dero Rack representative which anchor is appropriate for your application to ensure the proper anchors are shipped with your rack. Be sure nothing is underneath the base material that could be damaged by drilling.

Installation:

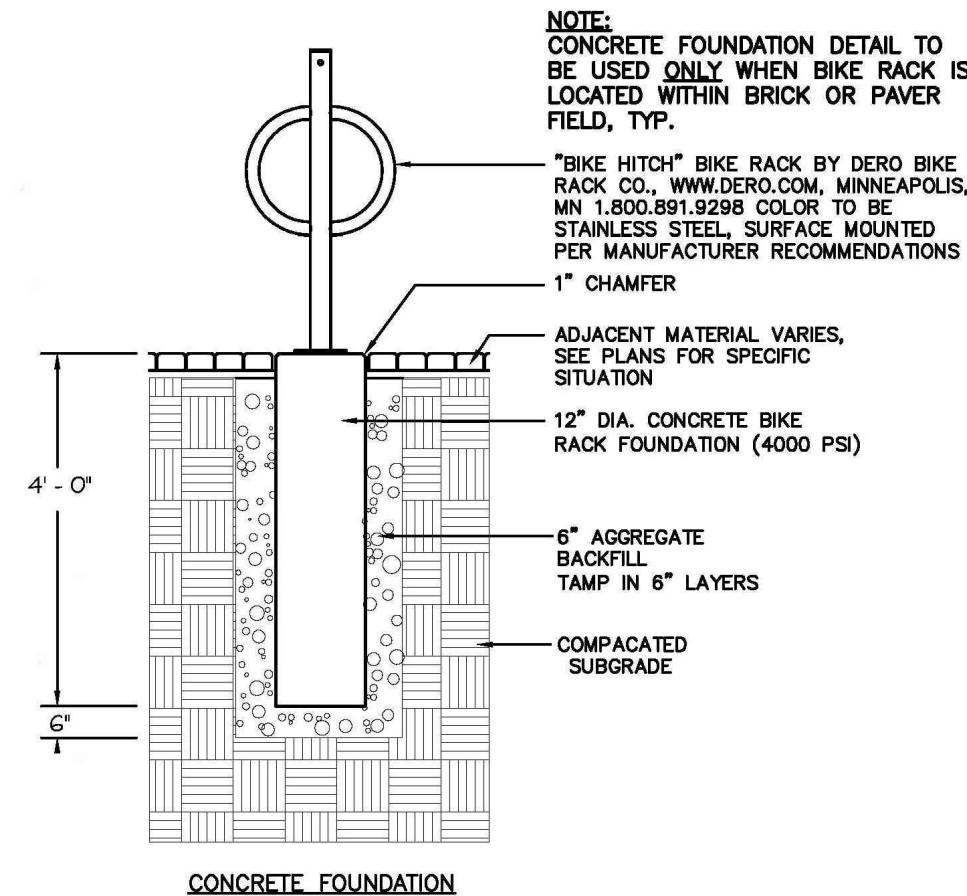
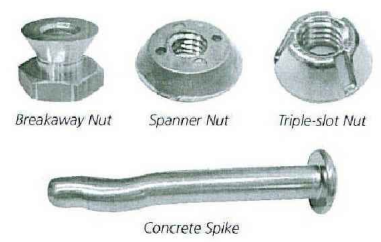
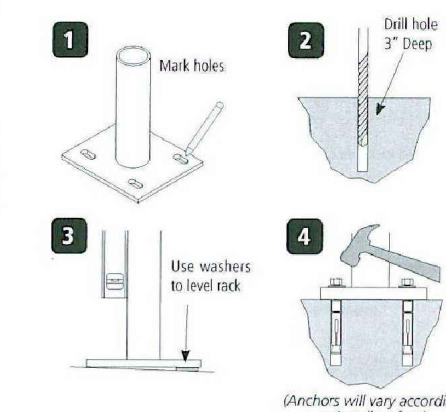
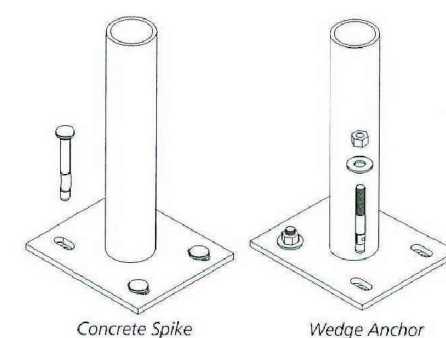
3/8" anchors are shipped with the rack. Place the rack in the desired location. Use a marker or pencil to outline the holes of the flange onto the base material. Drill the holes in accordance with the specifications shipped with the anchors. Make sure the holes are at least 6" away from any cracks in the base material.

Tamper Resistant Fasteners

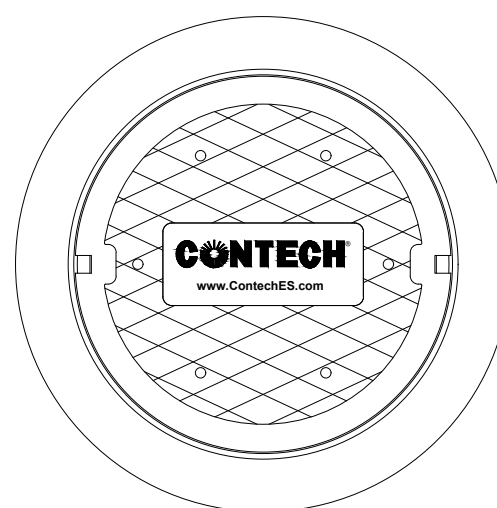
The concrete spike is a permanent anchor. The top of the wedge anchor can also be ground sideways after installation so that it cannot be removed. Other tamper resistant fasteners are also available for purchase.

When using the special tamper resistant nuts, always set and first tighten the anchors. Once the rack is installed, replace two nuts from the bracket (opposite sides from each other) with the tamper resistant fasteners. DO NOT OVERTIGHTEN the tamper resistant nut.

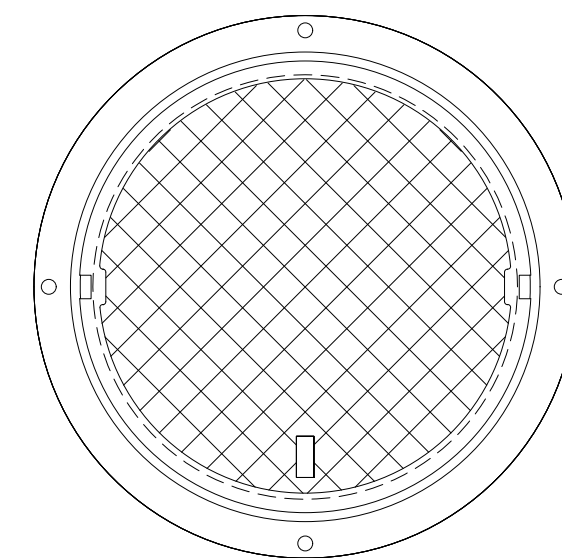
If you have any questions about installation or other features of the Bike Rack, please call toll free at 1-800-288-8915



BIKE RACK DETAIL
N.T.S.



FRAME AND COVER
(DIAMETER VARIES)
N.T.S.



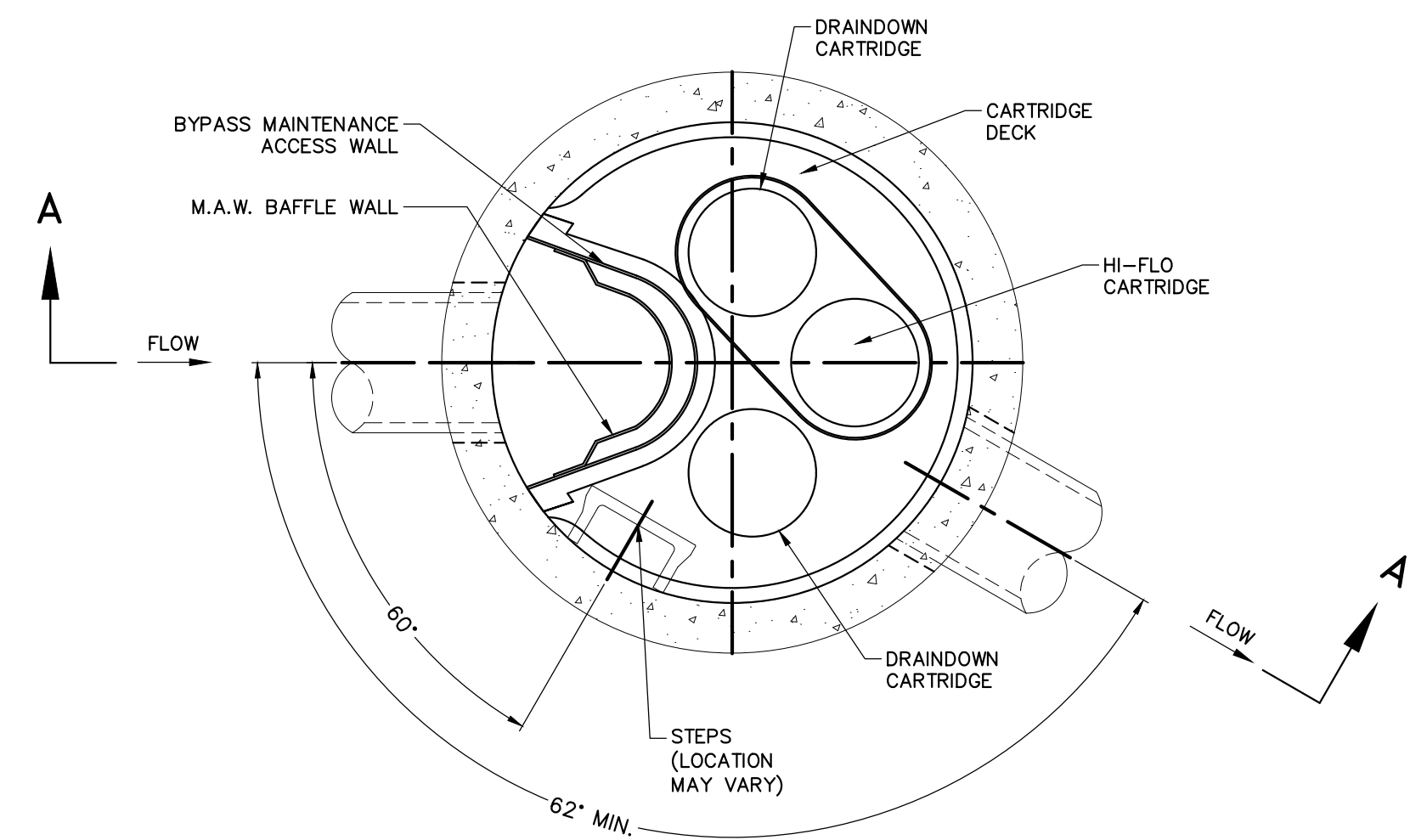
HATCH
(36" DIA. CAST INTO SLAB)
N.T.S.

JELLYFISH FILTER GENERAL NOTES:

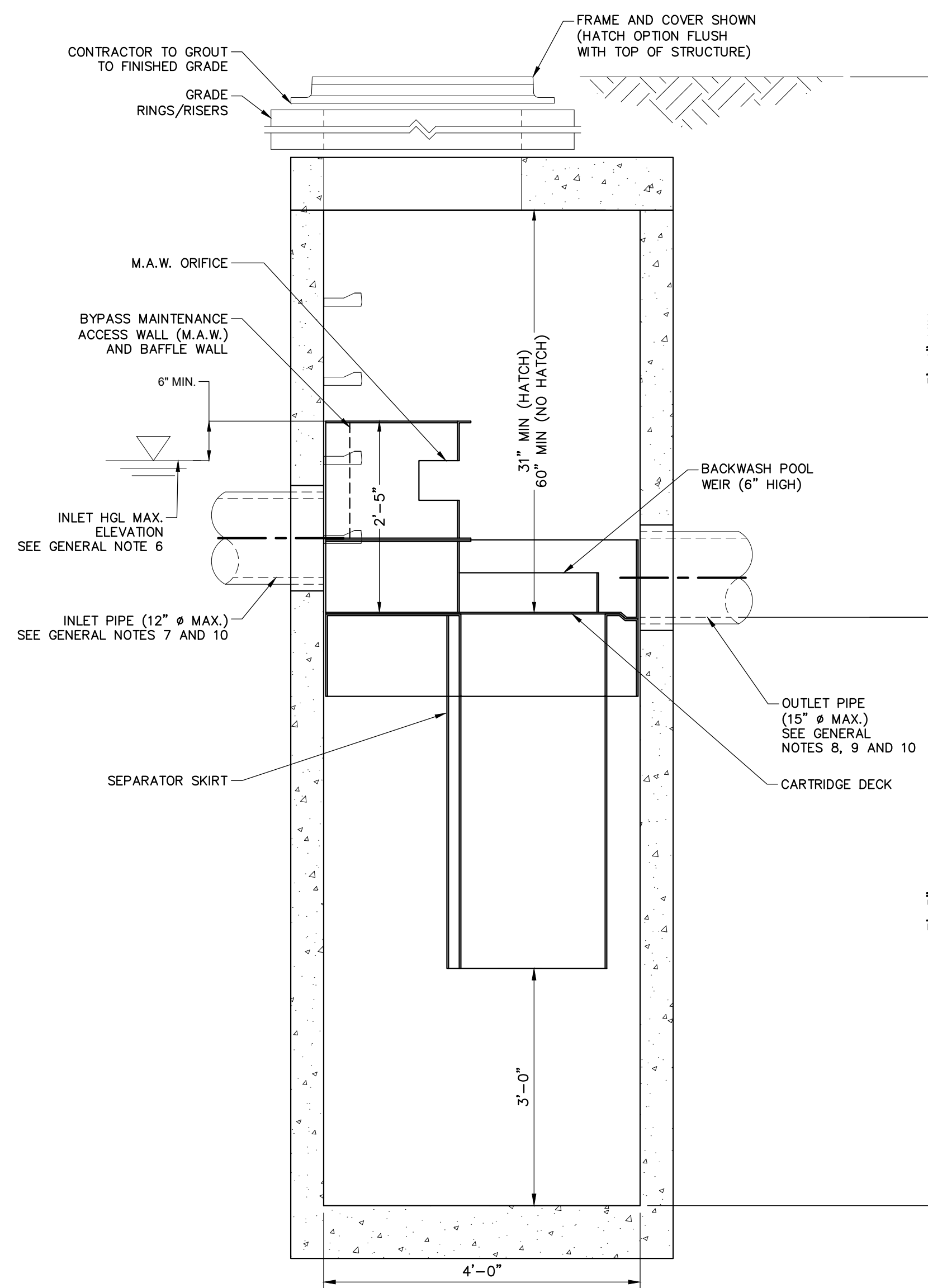
- CONTECH TO PROVIDE ALL MATERIALS UNLESS NOTED OTHERWISE.
- FOR FABRICATION DRAWINGS WITH DETAILED STRUCTURE DIMENSIONS AND WEIGHT, PLEASE CONTACT YOUR CONTECH ENGINEERED SOLUTIONS REPRESENTATIVE. www.ContechES.com
- JELLYFISH WATER QUALITY STRUCTURE SHALL BE IN ACCORDANCE WITH ALL DESIGN DATA AND INFORMATION CONTAINED IN THIS DRAWING. CONTRACTOR TO CONFIRM STRUCTURE MEETS REQUIREMENTS OF PROJECT.
- STRUCTURE SHALL MEET AASHTO HS-20 OR PER APPROVING JURISDICTION REQUIREMENTS, WHICHEVER IS MORE STRINGENT, ASSUMING EARTH COVER OF 0' - 1', AND GROUNDWATER ELEVATION AT, OR BELOW, THE OUTLET PIPE INVERT ELEVATION. ENGINEER OF RECORD TO CONFIRM ACTUAL GROUNDWATER ELEVATION. CASTINGS SHALL MEET AASHTO M306 LOAD RATING AND BE CAST WITH THE CONTECH LOGO.
- STRUCTURE SHALL BE PRECAST CONCRETE CONFORMING TO ASTM C-478 AND AASHTO LOAD FACTOR DESIGN METHOD.
- NO PRODUCT SUBSTITUTIONS SHALL BE ACCEPTED UNLESS AS DIRECTED BY THE ENGINEER OF RECORD.

JELLYFISH FILTER INSTALLATION NOTES

- ANY SUB-BASE, BACKFILL DEPTH, AND/OR ANTI-FLOTATION PROVISIONS ARE SITE-SPECIFIC DESIGN CONSIDERATIONS AND SHALL BE SPECIFIED BY ENGINEER OF RECORD.
- CONTRACTOR TO PROVIDE EQUIPMENT WITH SUFFICIENT LIFTING AND REACH CAPACITY TO LIFT AND SET THE STRUCTURE (LIFTING CLUTCHES PROVIDED)
- CONTRACTOR WILL INSTALL AND LEVEL THE STRUCTURE, SEALING THE JOINTS, LINE ENTRY AND EXIT POINTS (NON-SHRINK GROUT WITH APPROVED WATERSTOP OR FLEXIBLE BOOT)
- CONTRACTOR TO TAKE APPROPRIATE MEASURES TO PROTECT CARTRIDGES FROM CONSTRUCTION-RELATED EROSION RUNOFF.
- CARTRIDGE INSTALLATION, BY CONTECH, SHALL OCCUR ONLY AFTER SITE HAS BEEN STABILIZED AND THE JELLYFISH UNIT IS CLEAN AND FREE OF DEBRIS. CONTACT CONTECH TO COORDINATE CARTRIDGE INSTALLATION WITH SITE STABILIZATION AT (866) 740-3318.



PLAN VIEW



SECTION A-A

JELLYFISH (JF4) FILTER DETAIL

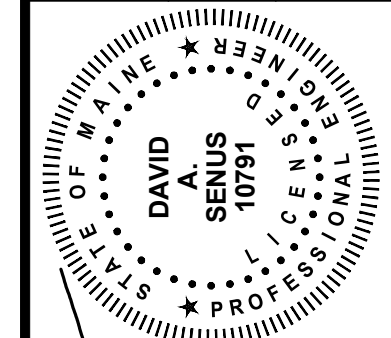
N.T.S.

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Portland, Maine 04102
800.426.4282 | www.woodardcurran.com



COMMITMENT & INTEGRITY DRIVE RESULTS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2194202
WIN 021942.02
CIVIL PLANS



PROJ. MANAGER: JOEL KITTREDGE
DATE: 8-9-17
DESIGN-DETAILED: 8-9-17
CHECKED-REVIEWED: 8-9-17
DESIGN-DETAILED2: 8-9-17
DESIGN-DETAILED3: 8-9-17
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

PROJ. MANAGER	JOEL KITTREDGE	BY	DATE
DESIGN-DETAILED	8-9-17	DMS/JBC	8-9-17
CHECKED-REVIEWED	8-9-17	DAS	8-9-17
DESIGN-DETAILED2	8-9-17	DAS	8-9-17
DESIGN-DETAILED3	8-9-17	DAS	8-9-17
REVISIONS 1	10791		
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

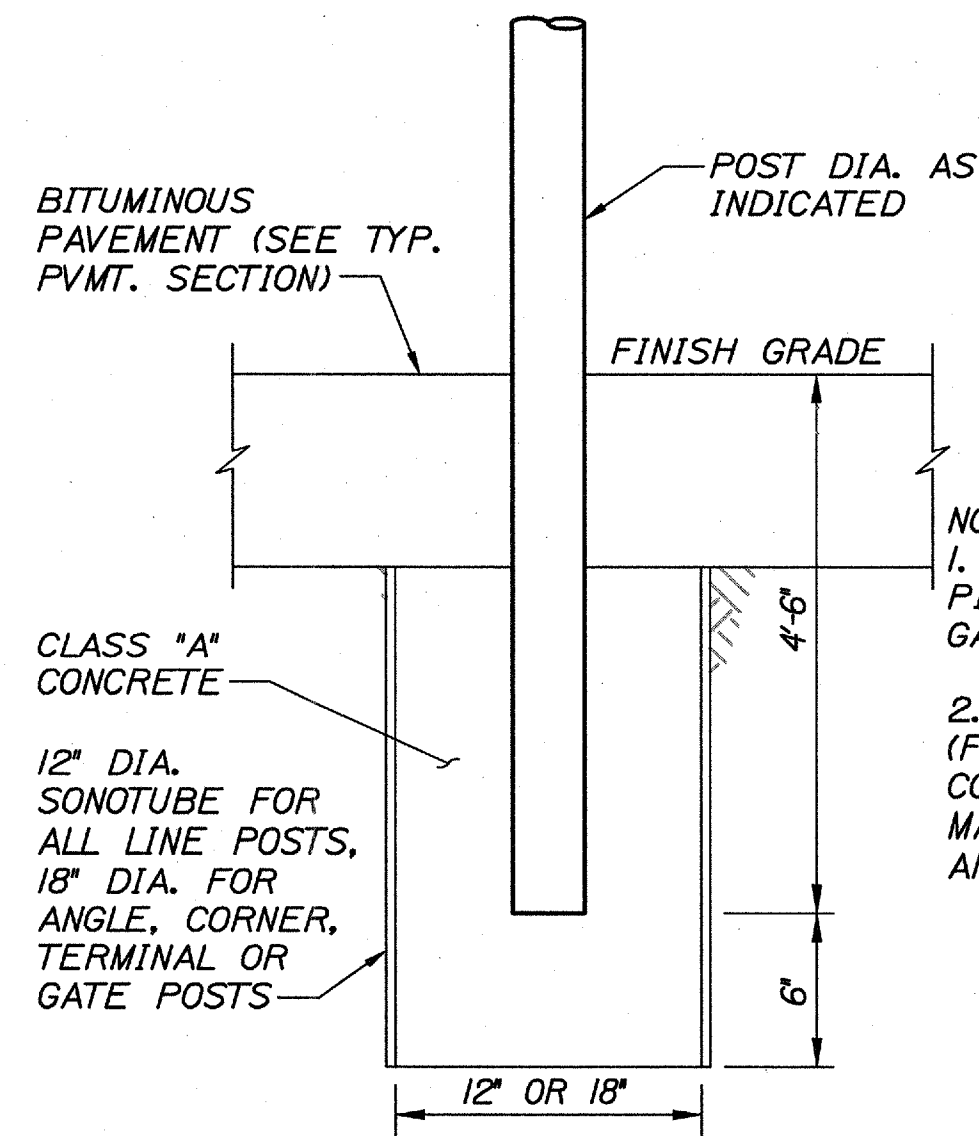
PORTLAND INTERNATIONAL MARINE TERMINAL
MAINTENANCE & OPERATIONS BUILDING
PORTLAND
CUMBERLAND COUNTY
CIVIL DETAILS - 3

SHEET NUMBER

C-09

OF

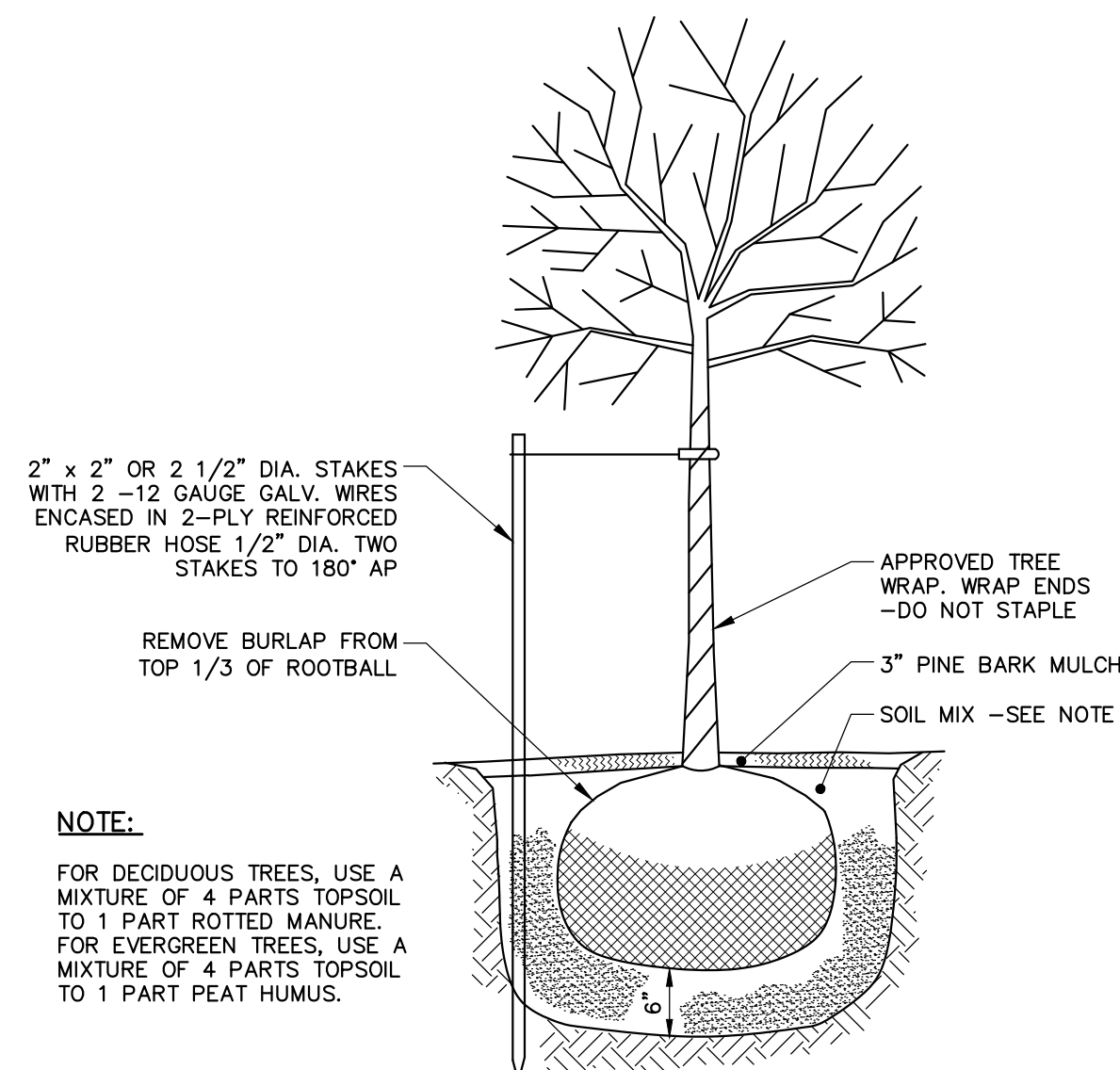
LEVEL II SITE PLAN SUBMITTAL
AUGUST 9, 2017



FENCE/GATE POST DETAIL

N.T.S.

- NOTES:
1. ALL POSTS ARE NOMINAL PIPE SIZE, SCHEDULE 40, GALVANIZED STEEL
 2. PATCH ALL PAVEMENT (FOLLOWING CURING OF CONCRETE BASES) TO MATCH EXISTING MATERIAL AND THICKNESS

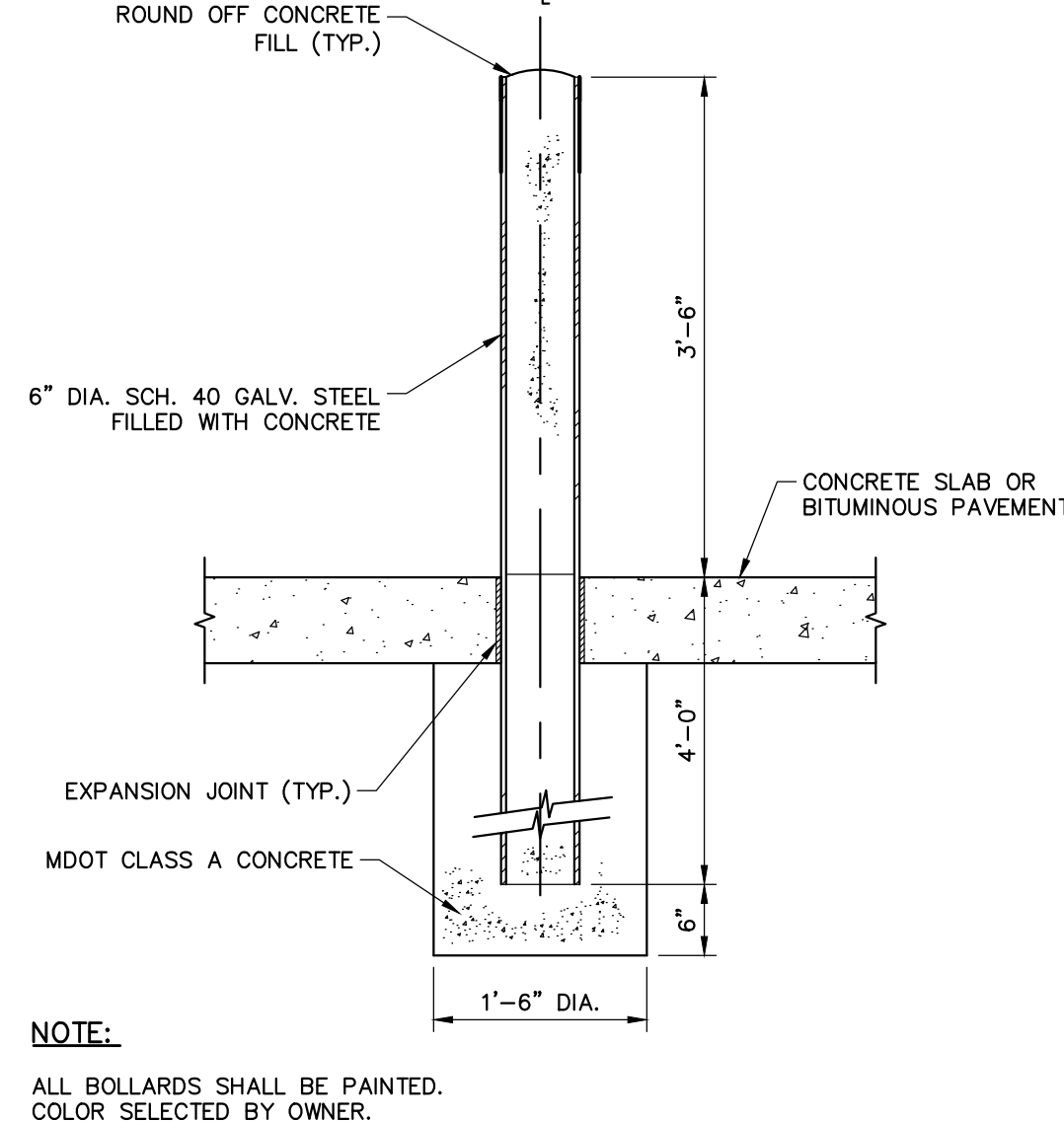


TREE PLANTING DETAIL

N.T.S.

NOTE:

- FOR DECIDUOUS TREES, USE A MIXTURE OF 4 PARTS TOPSOIL TO 1 PART ROTTED MANURE. FOR EVERGREEN TREES, USE A MIXTURE OF 4 PARTS TOPSOIL TO 1 PART PEAT HUMUS.

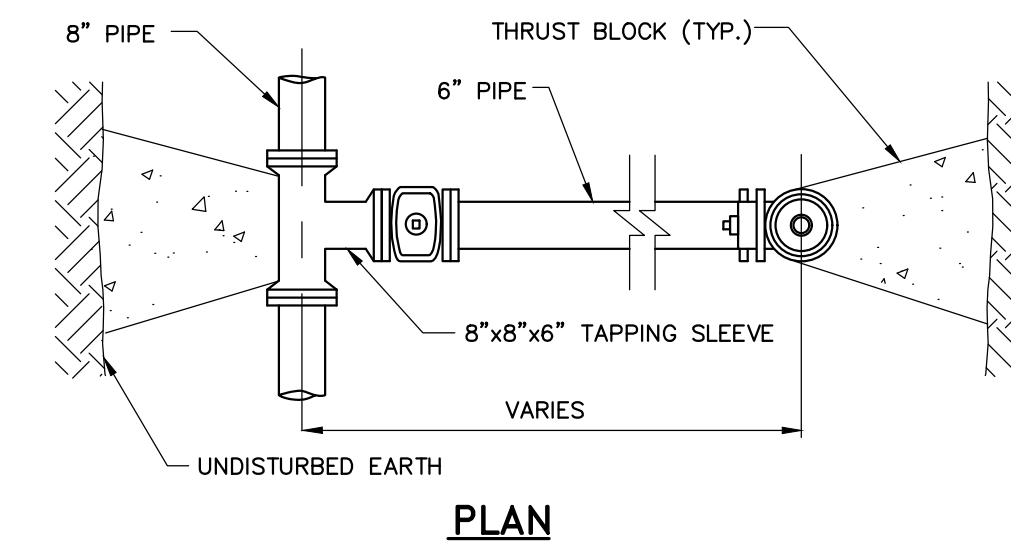


BOLLARD DETAIL

N.T.S.

NOTE:

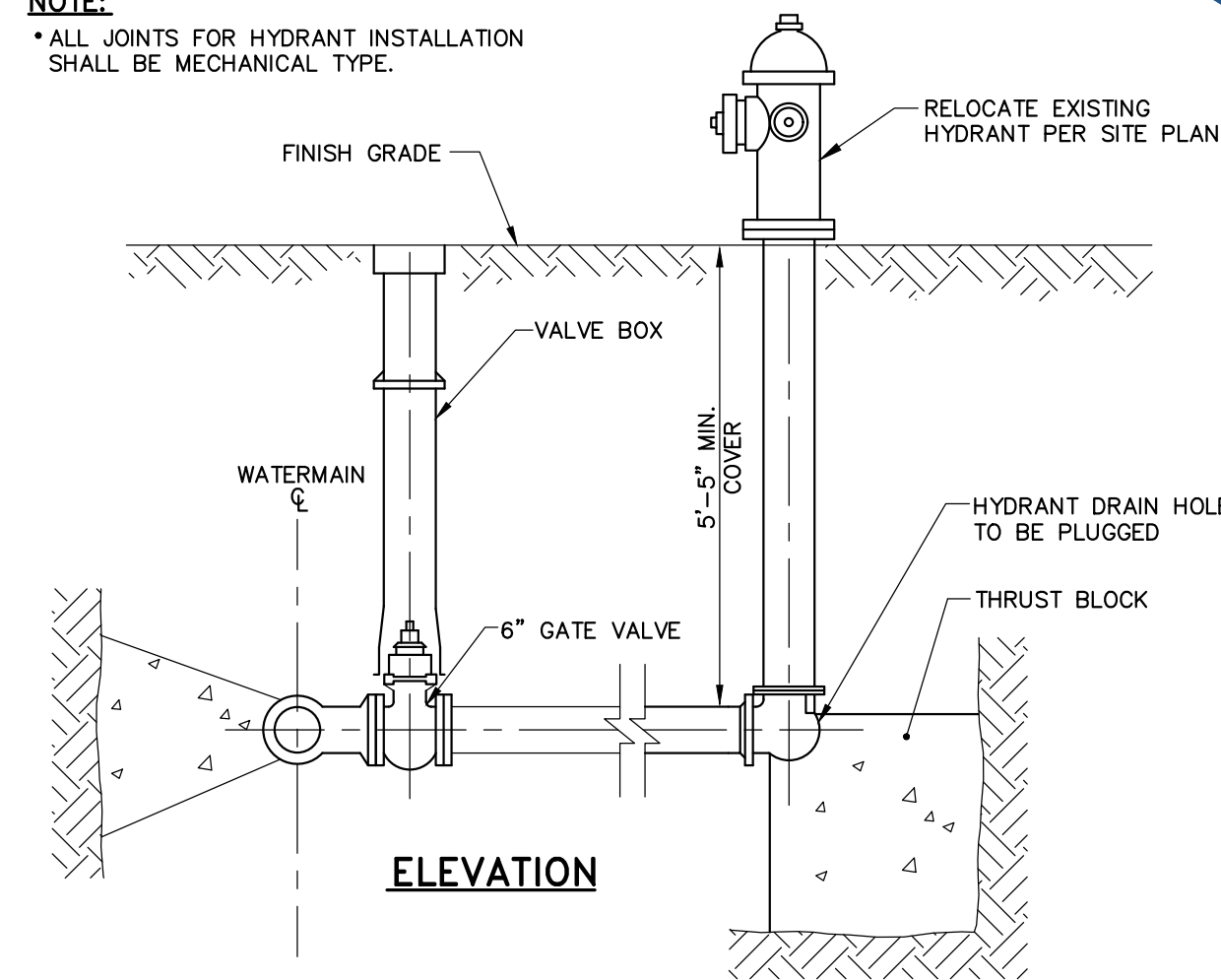
- ALL BOLLARDS SHALL BE PAINTED. COLOR SELECTED BY OWNER.



PLAN

NOTE:

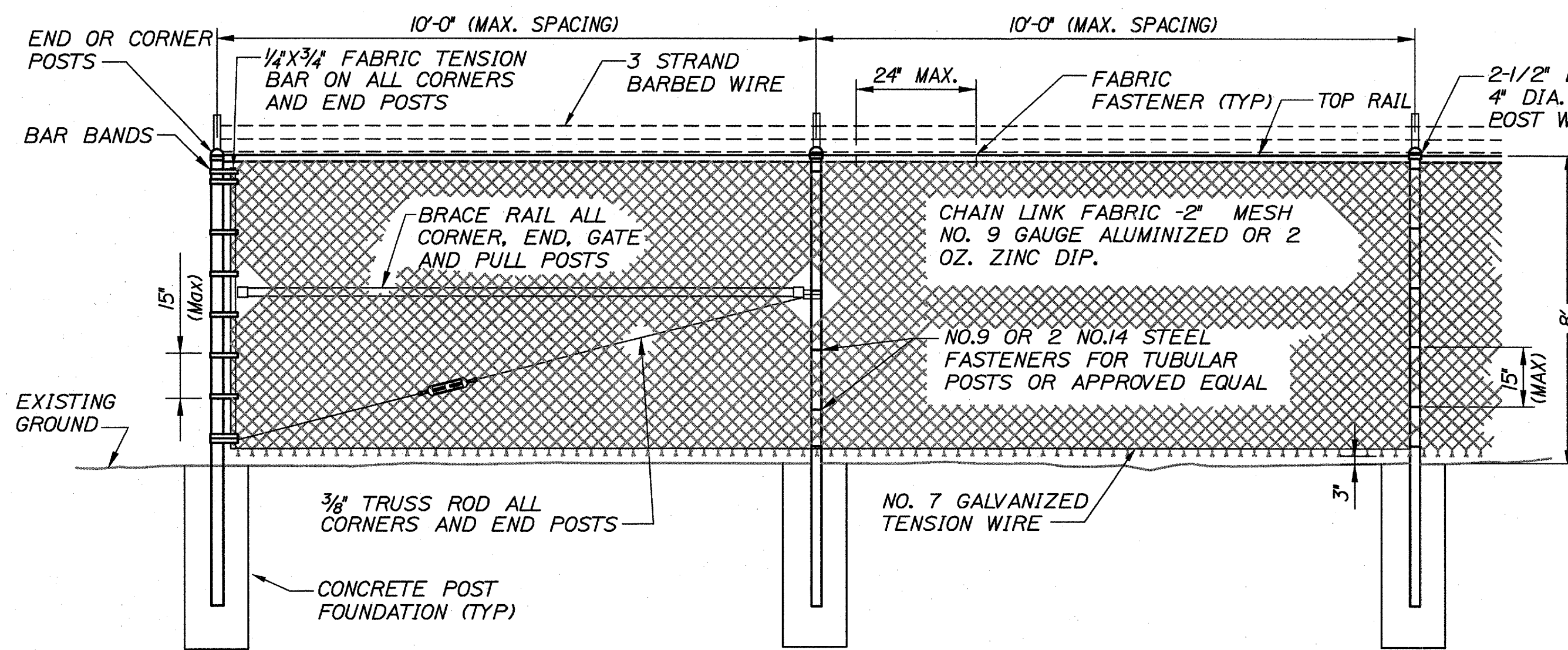
- ALL JOINTS FOR HYDRANT INSTALLATION SHALL BE MECHANICAL TYPE.



ELEVATION

HYDRANT DETAIL

N.T.S.



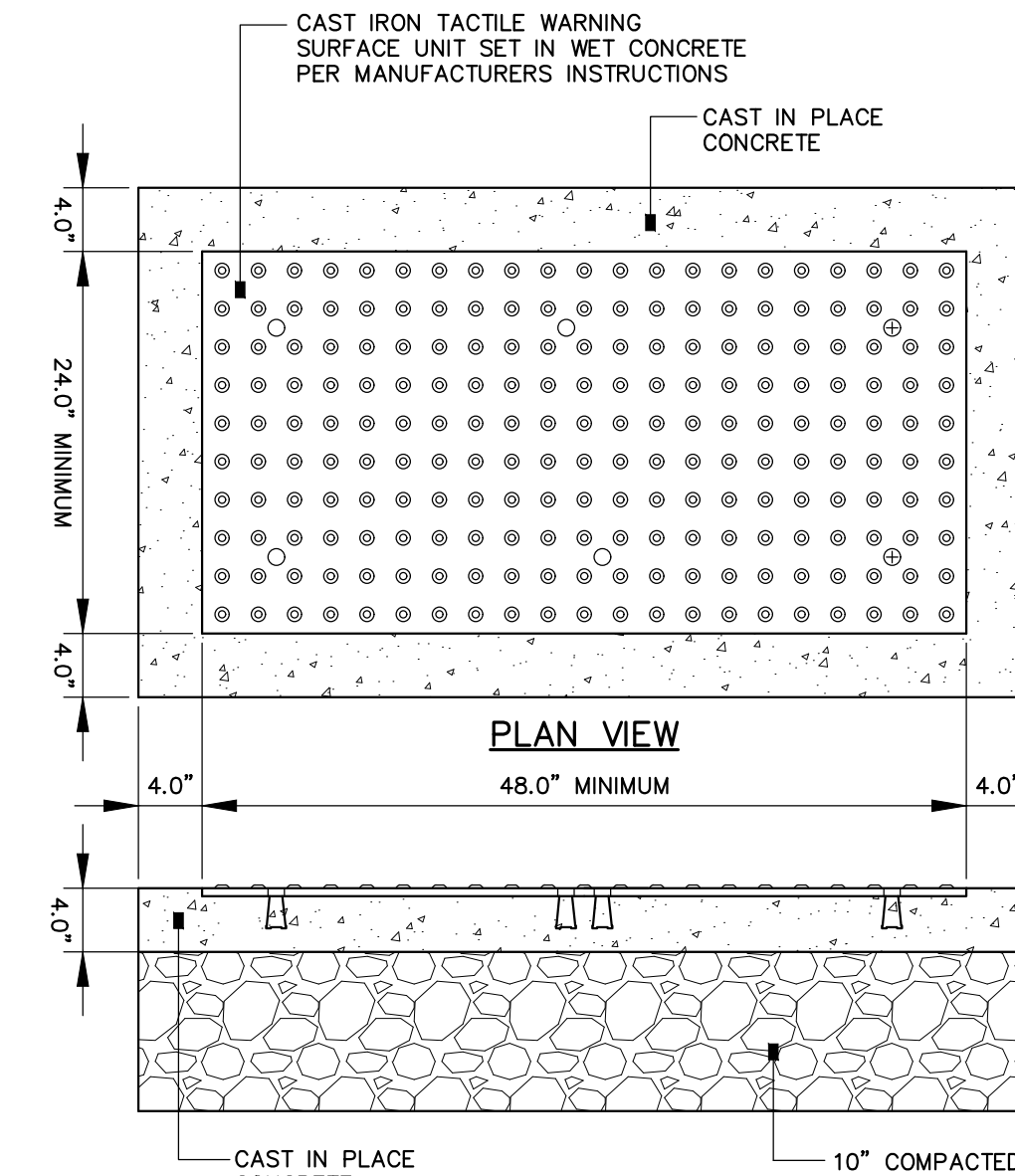
TYPICAL TYPE I END PANEL

TYPICAL INTERMEDIATE PANEL

TYPICAL CHAIN LINK FENCE DETAIL

N.T.S.

- NOTES:
1. TYPE I BRACING WILL BE USED AT CORNER AND END POSTS.
 2. CONCRETE FOR POST FOUNDATIONS SHALL BE CLASS "A".
 3. ALL POSTS SHALL BE SET IN CONCRETE.
 4. CHAIN LINK FENCE SHALL BE INSTALLED WITH BARBS DOWN.
 5. ALL COMPONENTS OF CHAIN LINK FENCE SHALL BE HDG STEEL IN ACCORDANCE WITH AASHTO M181.
 6. FASTEN STEEL FABRIC FROM EXISTING FENCE TO NEW POST WHERE REQUIRED.



PLAN VIEW

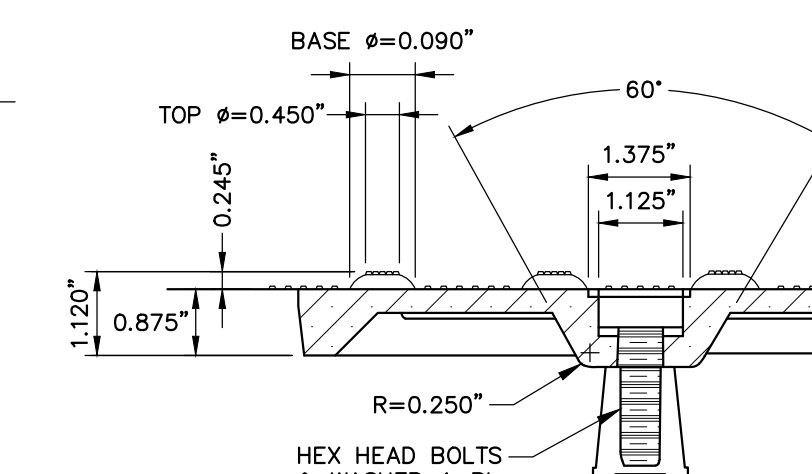
SECTION VIEW

SIDEWALK RAMP DETECTABLE WARNING

N.T.S.

NOTES:

1. CAST IRON TACTILE WARNING SURFACE UNITS SHALL BE PER MDOT'S QUALIFIED PRODUCTS LIST.
2. CAST IN PLACE CONCRETE SHALL MEET SPECIFICATIONS FOR MDOT CLASS A STRUCTURAL CONCRETE, MINIMUM COMPRESSIVE STRENGTH 4,000 PSI. THE CONCRETE SHALL BE SEALED PRIOR TO SETTING PANELS. THE EXPOSED CONCRETE BORDER SHALL RECEIVE A GROOVED EDGE BETWEEN THE TILE AND CONCRETE, ALONG WITH A UNIFORM BROOM FINISH PERPENDICULAR TO THE FLOW OF PEDESTRIAN TRAFFIC.
3. 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.
4. FOR ALL SIDEWALK RAMPS MADE OF CONCRETE OR ASPHALT, BRICK RED COLORED TILES SHALL BE USED. FOLLOW MANUFACTURER'S INSTRUCTIONS FOR INSTALLATION.



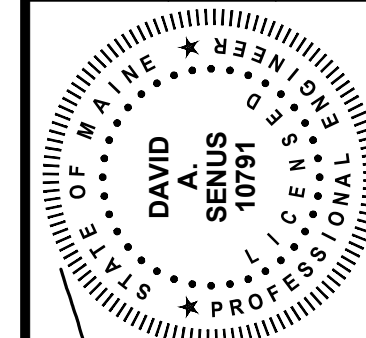
BOLT DETAIL

41 Hutchins Drive
Portland, Maine 04102
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COMMITMENT & INTEGRITY DRIVE RESULTS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2194202
WIN
021942.02
CIVIL PLANS



10791
P.E. NUMBER
8/9/2017
DATE

DATE	BY	REVISION
8-9-17	DMS/JBC	DESIGN-DETAILED
8-9-17	DAS	CHECKED-REVIEWED
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		FIELD CHANGES

PORTLAND INTERNATIONAL MARINE TERMINAL
MAINTENANCE & OPERATIONS BUILDING
PORTLAND
CUMBERLAND COUNTY
CIVIL DETAILS - 4

SHEET NUMBER

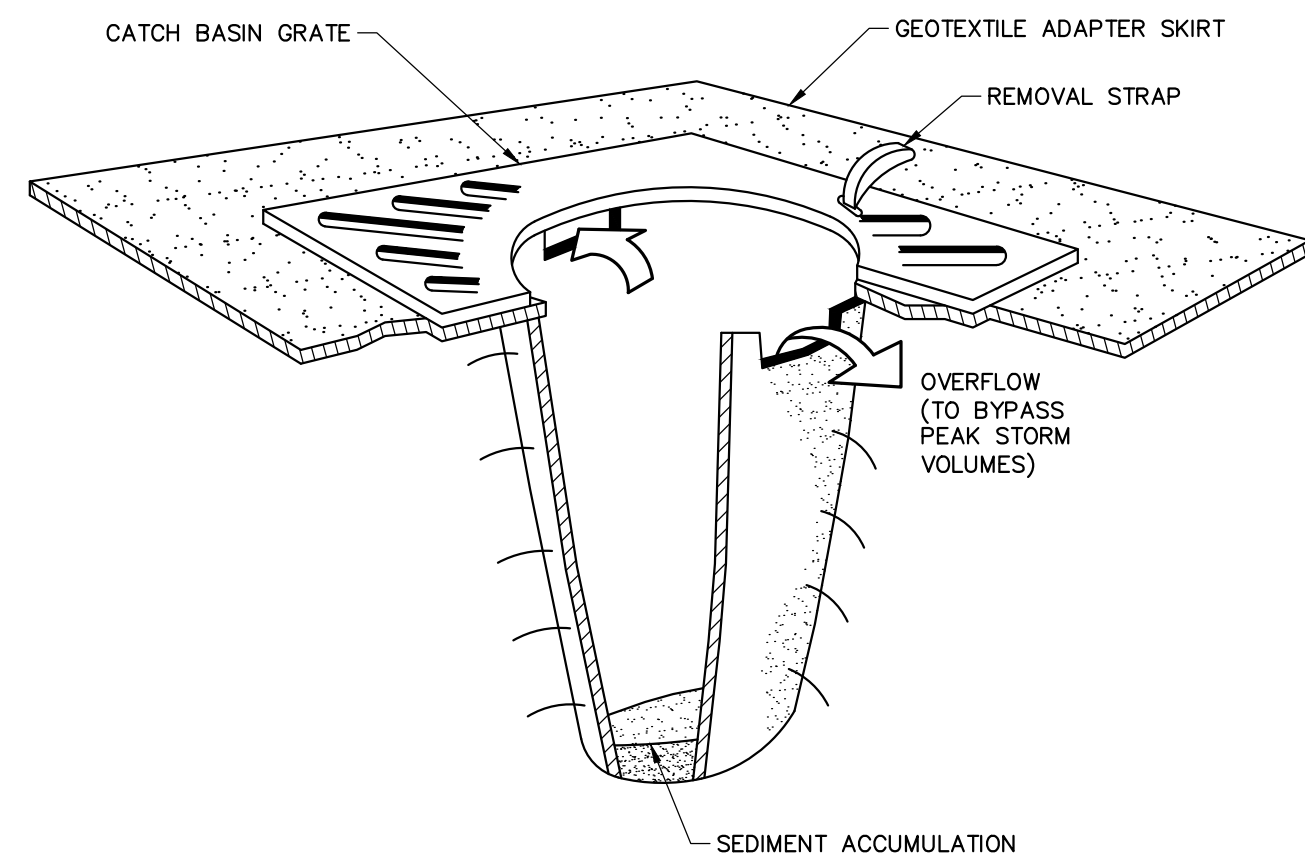
C-10

LEVEL II SITE PLAN SUBMITTAL
AUGUST 9, 2017

OF

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EROSION AND SEDIMENT CONTROL NOTES



NOTES:

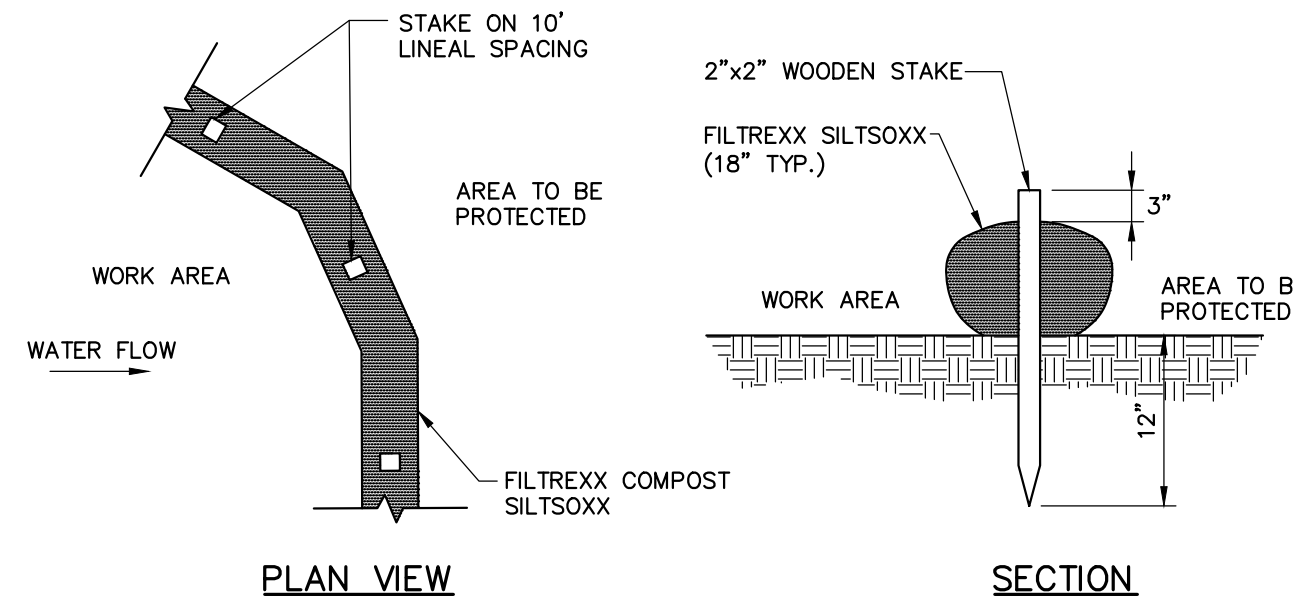
CATCH BASIN PROTECTION TO BE "SILTSACK" (BY ACF ENVIRONMENTAL) OR "STREAM GUARD" (BY FOSS ENVIRONMENTAL SERVICES).

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

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

TEMPORARY INLET PROTECTION

N.T.S.

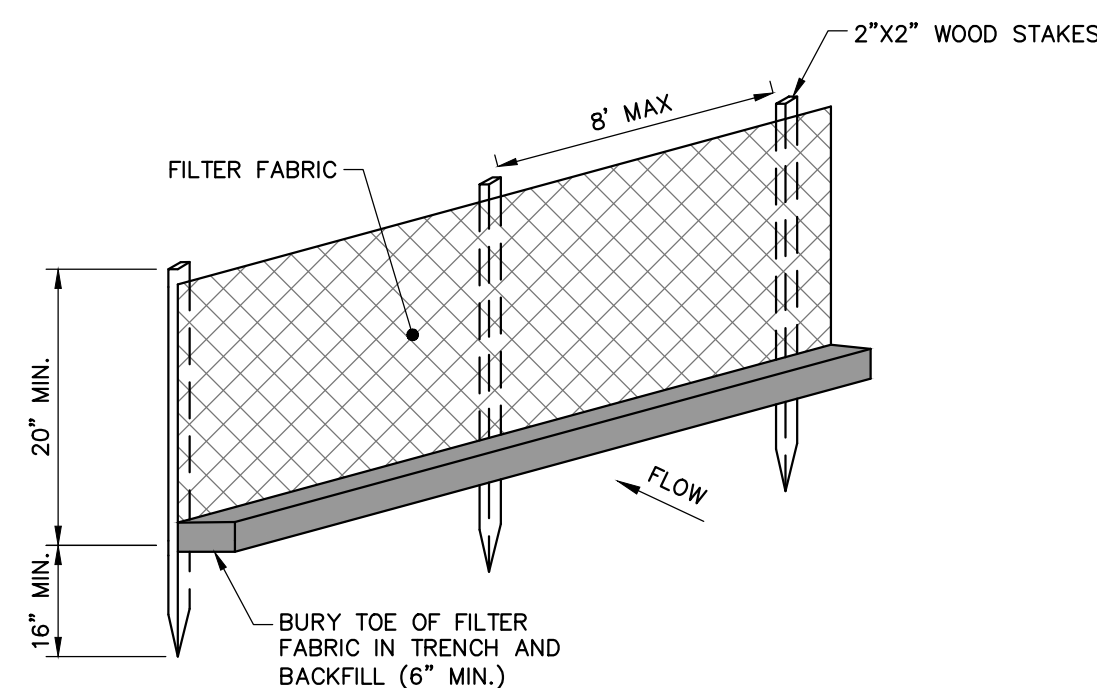


NOTE:

WHEN STAKING IS NOT POSSIBLE, HEAVY CONCRETE BLOCKS SHALL BE USED BEHIND THE SEDIMENT CONTROL TO HELP STABILIZE DURING RAINFALL/RUNOFF EVENTS.

SEDIMENTATION BARRIER – SILTSOXX CONTRACTOR OPTION

N.T.S.



NOTES:

1. INSTALL FABRIC ON UPHILL SIDE OF WOOD STAKES.
2. SPACING BETWEEN WOOD STAKES PER MANUFACTURER'S RECOMMENDATION.
3. SILT FENCE WILL NOT BE USED IN DRAINAGE WAYS.
4. MAINTENANCE: INSPECT FOR TEARS IN THE FABRIC OR DAMAGE TO SUPPORTS. REPAIR AS NECESSARY. REMOVE ACCUMULATED SEDIMENT WHEN IT REACHES A DEPTH OF SIX-INCHES OR MORE.
5. REMOVAL: WHEN UPSLOPE AREAS ARE STABILIZED, THE STRUCTURE AND ANY ACCUMULATED SEDIMENT WILL BE REMOVED.

SEDIMENTATION BARRIER – SILT FENCE CONTRACTOR OPTION

N.T.S.

Temporary Erosion Control

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

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

Permanent Erosion Control:

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

Inspections:

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

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

EROSION AND SEDIMENTATION CONTROL NOTES

TEMPORARY EROSION CONTROL MEASURES MAY INCLUDE THE USE OF STABILIZED CONSTRUCTION ENTRANCES, HYDRAULIC MULCH, HAY AND STRAW MULCH, EROSION CONTROL BLANKET, TURF REINFORCED MATTING, RIPRAP AND TEMPORARY SEEDING. TEMPORARY SEDIMENT CONTROL MEASURES INCLUDE THE USE OF SILT FENCE, EROSION CONTROL MIX BERMS, PLUNGE POOLS, CHECK DAMS, SEDIMENT TRAPS, CATCHBASIN SEDIMENT COLLECTION BAGS AND GEOTEXTILE FILTER BAGS. PERMANENT MEASURES INCLUDE THE USE OF RIPRAP AT EXPOSED STORMDRAIN AND CULVERT INLETS AND OUTLETS, ARMORED SWALES AND SLOPES AND PERMANENT VEGETATION.

GENERAL

- THE PROJECT SHALL CONFORM WITH THE STANDARDS OF THE MAINE CONSTRUCTION GENERAL PERMIT, IF APPLICABLE.
- ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MAINE EROSION AND SEDIMENT CONTROL BMPs HANDBOOK PUBLISHED BY THE MAINE DEP UNLESS OTHERWISE NOTED IN THESE PLANS. [HTTP://MAINE.GOV/DEP/BLWQ/DOCSTAND/ESCBMPs/](http://maine.gov/dep/blwq/docstand/escbmps/)
- ANY ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES DEEMED NECESSARY BY THE OWNER'S REPRESENTATIVE, DEPARTMENT OF ENVIRONMENTAL PROTECTION, AND/OR MUNICIPAL OFFICIALS SHALL BE INSTALLED BY THE CONTRACTOR.
- THE CONTRACTOR IS RESPONSIBLE FOR ALL FINES RESULTING FROM EROSION OR SEDIMENTATION FROM THE SITE TO SURROUNDING PROPERTIES, WATER BODIES, OR WETLANDS AS A RESULT OF THIS PROJECT.
- THE CONTRACTOR SHALL MINIMIZE DISTURBANCE TO THE SITE WHENEVER POSSIBLE WHILE ALLOWING PROPER SITE DEVELOPMENT.
- CONSTRUCTION STAGING SHALL BE CONDUCTED IN A WAY TO MINIMIZE THE POTENTIAL FOR STORMWATER RUN-ON TO DISTURBED AREAS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR/REPLACEMENT/MAINTENANCE OF ALL EROSION CONTROL MEASURES UNTIL ALL DISTURBED AREAS ARE STABILIZED TO THE SATISFACTION OF THE ABOVE PERSONNEL. DESCRIPTIONS OF PERMANENT STABILIZATION FOR VARIOUS COVER TYPES FOLLOWS:
 - FOR SEEDED AREAS, PERMANENT STABILIZATION MEANS THAT 90% OF THE DISTURBED AREA IS COVERED WITH REASONABLY THICK UNIFORM STAND OF PERMANENT GRASS SPECIES, FREE FROM SIZABLE THIN OR BARE SPOTS.
 - FOR SODDED AREAS, PERMANENT STABILIZATION MEANS THAT COMPLETE BINDING OF THE SOD ROOTS INTO THE UNDERLYING SOIL WITH NO SLUMPING OF THE SOD OR DIE OFF.
 - FOR MULCHED AREAS, PERMANENT STABILIZATION MEANS TOTAL COVERAGE OF THE EXPOSED AREA WITH AN APPROVED MULCH MATERIAL.
 - FOR AREAS STABILIZED WITH RIPRAP, PERMANENT STABILIZATION MEANS THAT SLOPES STABILIZED WITH RIPRAP HAVE AN APPROPRIATE BACKING OF A WELL-GRADED GRAVEL OR APPROVED GEOTEXTILE. STONE MUST BE SIZED APPROPRIATELY AND IN ACCORDANCE WITH SECTION E-6 OF THE MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL.
 - FOR PAVED AREAS, PERMANENT STABILIZATION MEANS THE PLACEMENT OF THE ASPHALT BINDER COURSE.
 - FOR OPEN CHANNELS, LEVEL SPREADERS, ENGINEERED BUFFERS OR OTHER DESIGNED STORMWATER CONVEYANCE STRUCTURE, PERMANENT STABILIZATION MEANS THE CHANNELIZED AREA(S) IS STABILIZED WITH MATURE VEGETATION AT LEAST THREE INCHES IN HEIGHT, WITH APPROVED RIPRAP, OR WITH OTHER NON-EROSIVE LINING CAPABLE OF WITHSTANDING THE ANTICIPATED FLOW VELOCITIES AND FLOW DEPTHS WITHOUT RELIANCE ON CHECK DAMS TO SLOW FLOW. THERE SHALL BE NO EVIDENCE OF SLUMPING, UNDERCUTTING OR DOWNCUTTING OF THE DESIGNED CHANNEL.
- IF THE AREA WILL REMAIN UNWORKED FOR MORE THAN ONE YEAR OR HAS BEEN BROUGHT TO FINAL GRADE, AND WILL NOT BE BUILT ON, THEN IMMEDIATELY PROVIDE PERMANENT STABILIZATION USING VEGETATION THROUGH PLANTING, SEEDING, SOD OR THROUGH THE USE OF PERMANENT MULCH OR RIPRAP. IF USING VEGETATION FOR STABILIZATION, VEGETATION SHALL BE AT LEAST THREE INCHES IN HEIGHT, WITH APPROVED RIPRAP, OR WITH OTHER NON-EROSIVE AREAS OF DISTURBED, OVERLY-COMPACTED SUBSOIL WITH TOPSOIL OR COMPOST AND LIGHTLY TILL 2-3" OF SOIL AMENDMENTS INTO THE TOP 8" OF SOIL.

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

- APPLY TOPSOIL TO A DEPTH OF 6 INCHES. IN COMPACTED AREAS TILL 2-3" OF COMPOST INTO UPPER 8" OF DISTURBED SOIL AND THEN APPLY 6 INCHES OF TOPSOIL.
- APPLY LIME AND FERTILIZER ACCORDING TO SOIL TESTS. IN LIEU OF SOIL TESTS, APPLY GROUND LIMESTONE AT A RATE OF 35 LBS PER 1000 SQUARE FEET AND GRANULAR, COMMERCIAL-GRADE FERTILIZER 10-10-10 AT A RATE OF 18 LBS PER 1000 SQUARE FEET.
- UNIFORMLY APPLY SEED MIXTURE AT THE RECOMMENDED SEEDING RATES AND DATES, APPLY HAY OR STRAW MULCH AT A RATE OF 2.5 BALES PER 1000 SQUARE FEET AND ANCHOR AS NECESSARY.

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

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

- EROSION CONTROL BLANKET SHALL BE INSTALLED ON ALL PERMANENT SLOPES STEEPER THAN 3:1 OR AS OTHERWISE NOTED, IN THE BASE OF DITCHES AND ANY DISTURBED AREAS WITHIN 100 FEET OF A PROTECTED NATURAL RESOURCE (WETLANDS AND WATER RESOURCES). EROSION CONTROL BLANKET SHALL BE NORTH AMERICAN GREEN SIGNS OR APPROVED EQUAL. EROSION CONTROL BLANKET SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

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

WINTER CONDITIONS

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

GOOD HOUSEKEEPING AND POLLUTION PREVENTION

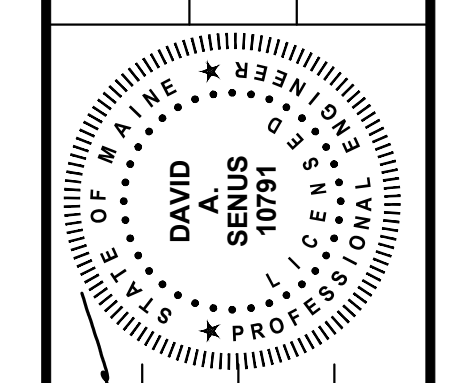
- SPILL PREVENTION CONTROLS MUST BE USED TO PREVENT POLLUTANTS FROM BEING DISCHARGED FROM MATERIALS ON SITE, INCLUDING STORAGE PRACTICES TO MINIMIZE EXPOSURE OF THE MATERIALS TO STORMWATER RUNOFF AND APPROPRIATE SPILL PREVENTION, CONTAINMENT AND RESPONSE PLANNING AND IMPLEMENTATION.
- DURING CONSTRUCTION, PETROLEUM PRODUCTS AND OTHER HAZARDOUS MATERIALS WITH THE POTENTIAL TO CONTAMINATE GROUND OR SURFACE WATERS MAY NOT BE STORED OR HANDLED IN AREAS OF THE SITE DRAINING TO INFILTRATION AREAS. AN "INFILTRATION AREA" IS ANY AREA OF THE SITE THAT BY DESIGN, OR AS A RESULT OF SOIL AND TOPOGRAPHY, ACCUMULATES RUNOFF THAT INFILTRATES IN THE SOIL. DIKES, BERMS, SUMPS AND OTHER FORMS OF TEMPORARY SECONDARY CONTAINMENT THAT PREVENT DISCHARGE TO GROUNDWATER MAY BE USED TO ISOLATE PORTIONS OF THE SITE FOR THE PURPOSES OF STORAGE AND HANDLING OF THESE MATERIALS.
- LOCATE ALL MATERIAL STOCKPILES WITH CONSIDERATION FOR STORMWATER DRAINAGE PATTERNS AND INFRASTRUCTURE.
- TAKE ALL REASONABLE MEASURES TO MINIMIZE DUST RESULTING FROM THE PROJECT. OIL MAY NOT BE USED FOR DUST CONTROL.
- LOCATE ALL LITTER, CONSTRUCTION DEBRIS AND CONSTRUCTION CHEMICALS WITH CONSIDERATION FOR STORMWATER DRAINAGE PATTERNS AND INFRASTRUCTURE.
- TRENCH OR FOUNDATION DE-WATERING MUST BE SPREAD THROUGH SUFFICIENT NATURAL BUFFERS THAT HAVE CAPACITY TO INFILTRATE THE PUMPED WATER OR SHOULD BE PUMPED TO DESIGNED CONSTRUCTION DEWATERING DEVICES AS DESCRIBED IN THE MAINE EROSION AND SEDIMENT CONTROL BMPs HANDBOOK.
- SEDIMENTS AND SOIL MATERIALS SHOULD BE SWEEPED FROM PAVED SURFACES AT THE END OF EACH WORKDAY OR PRIOR TO RAIN EVENTS, WHENEVER POSSIBLE.

INSPECTION AND MAINTENANCE

- A PERSON WITH KNOWLEDGE OF EROSION AND STORMWATER CONTROLS, INCLUDING THE STANDARDS IN THE MAINE CONSTRUCTION GENERAL PERMIT, THE MAINE EROSION AND SEDIMENT CONTROL BMPs HANDBOOK OR ANY MUNICIPAL REQUIREMENTS MUST CONDUCT THE INSPECTION. THIS PERSON MUST BE IDENTIFIED IN THE INSPECTION LOG. IF ADDITIONAL BMPs OR MODIFICATIONS TO BMPs ARE NECESSARY, THE MODIFICATIONS MUST BE IMPLEMENTED WITH 7 CALENDAR DAYS OR PRIOR TO ANY PRECIPITATION EVENT. ALL MEASURES MUST BE MAINTAINED IN EFFECTIVE OPERATING CONDITION UNTIL AREAS ARE PERMANENTLY STABILIZED.
- AN INSPECTION AND MAINTENANCE LOG MUST BE KEPT BY THE CONTRACTOR, SUMMARIZING THE SCOPE OF THE INSPECTION, DATE, AND MAJOR OBSERVATIONS RELATING TO THE OPERATION OF EROSION AND SEDIMENT CONTROL BMPs, MATERIAL STORAGE AREAS, AND VEHICLE ACCESS POINTS TO THE CONSTRUCTION AREA. THE INSPECTION LOG SHOULD BE DELIVERED TO THE PROPERTY OWNER OR RESPONSIBLE CONTRACTING ENTITY UPON COMPLETION OF THE PROJECT.



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2194202
WIN
021942.02
CIVIL PLANS



DATE	BY	REVISION
8-9-17	DMS/JBC	DESIGN-DETAILED
8-9-17	DAS	CHECKED-REVIEWED
8-9-17	DAS	DESIGN-DETAILED2
8-9-17	DAS	DESIGN-DETAILED3
10/9/17		REVISIONS 1
8/9/2017		REVISIONS 2
		REVISIONS 3
		REVISIONS 4
		FIELD CHANGES

PORTLAND INTERNATIONAL MARINE TERMINAL
MAINTENANCE & OPERATIONS BUILDING
PORTLAND
CUMBERLAND COUNTY
CIVIL DETAILS - 5

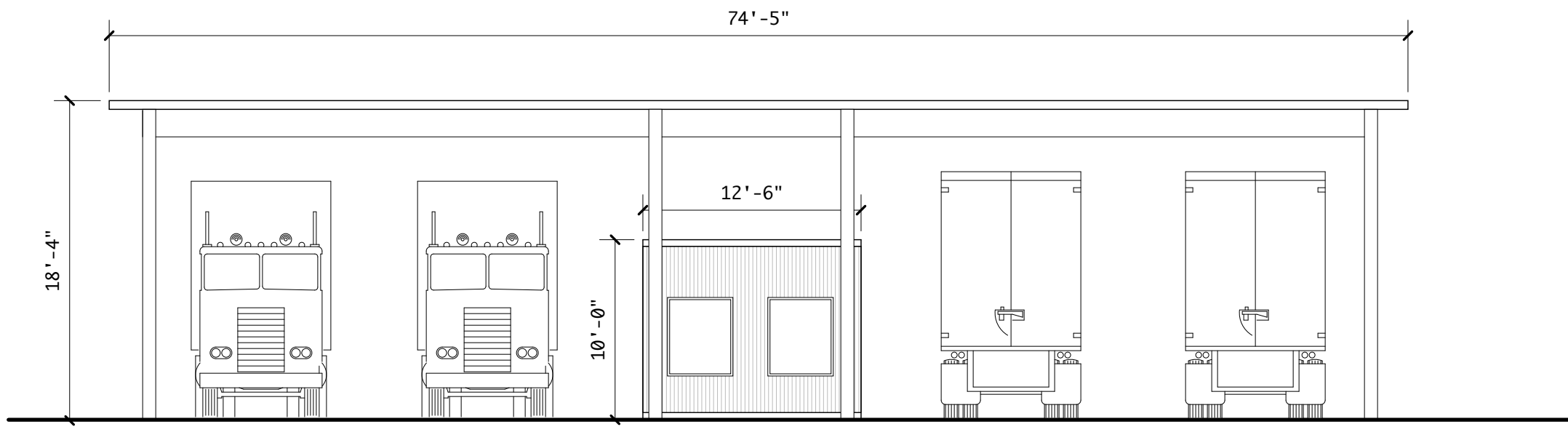
SHEET NUMBER

C-11

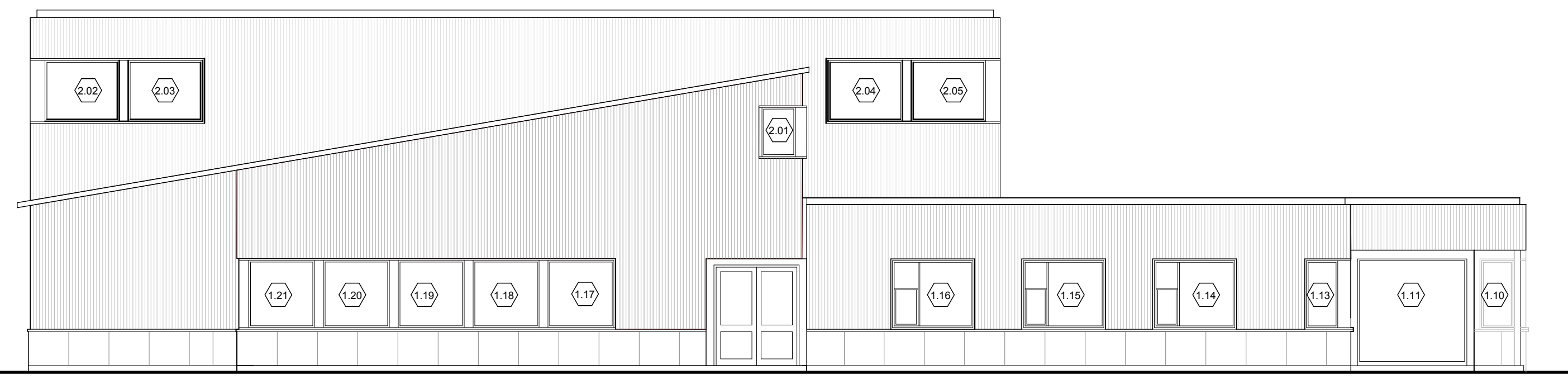
LEVEL II SITE PLAN SUBMITTAL
AUGUST 9, 2017

OF

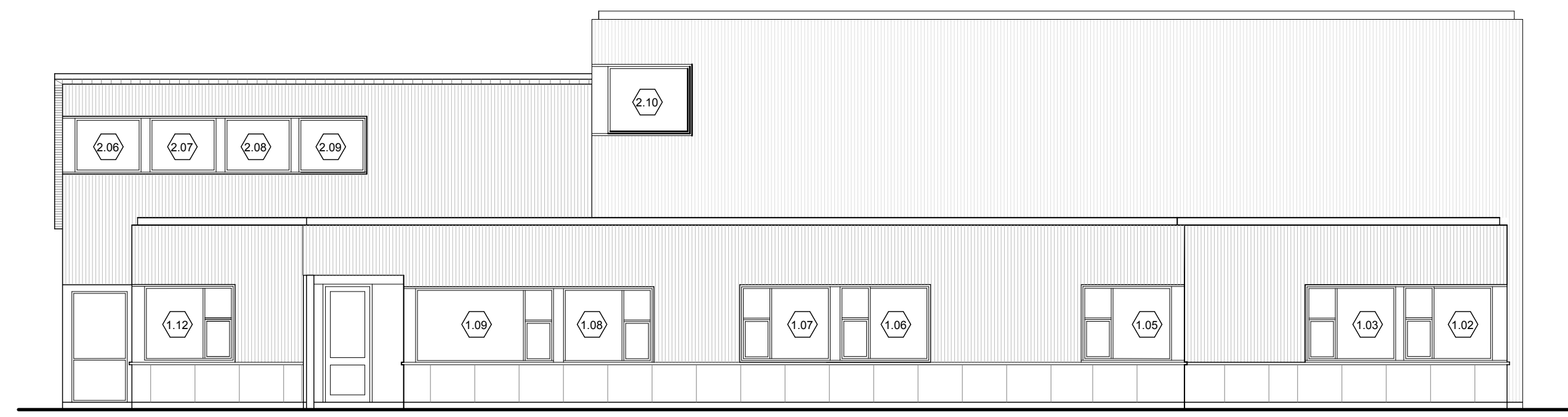
\\Woodardcurran.net\Shared\Projects\0210769.00 base - int edem.ctb\wp\Drawings\Civil\210769.00-C-07 - C-11.dwg, Aug 09, 2017 - 12:29pm



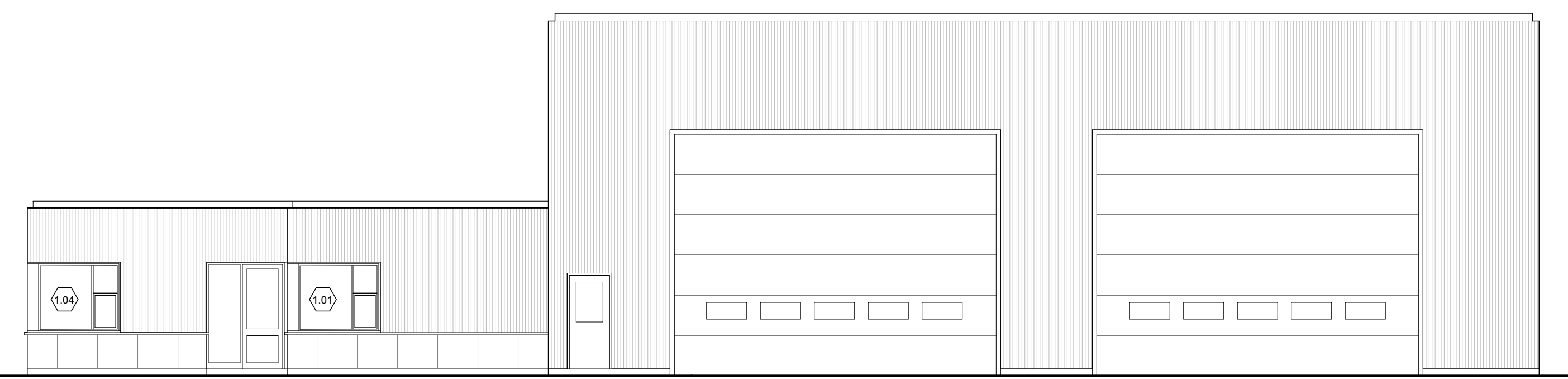
5 NORTH ELEVATION - TRUCK CHECK IN STATION
SCALE: 1/8" = 1'-0"



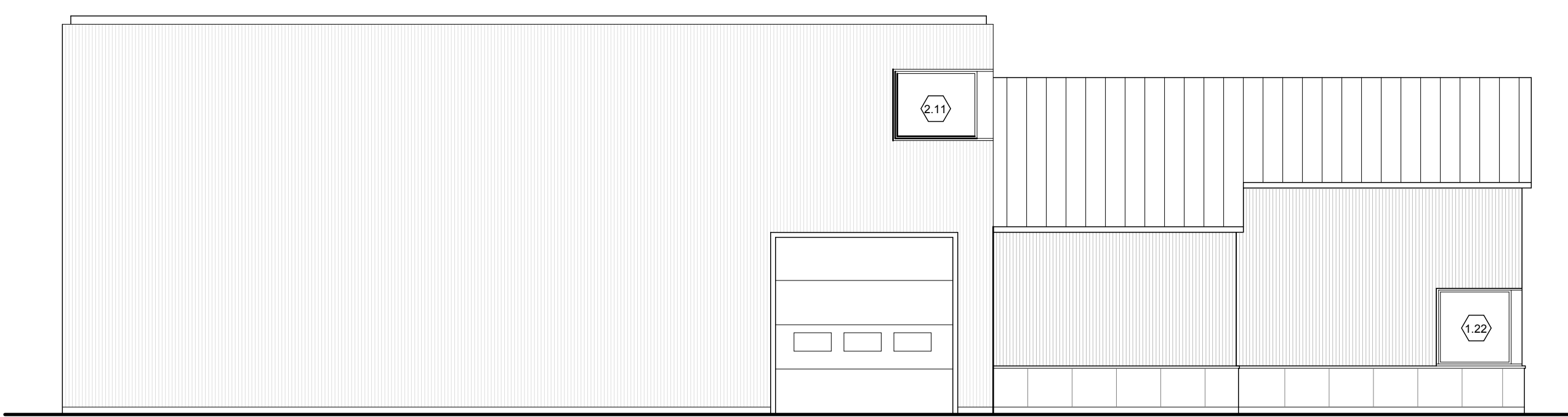
1 NORTH ELEVATION
SCALE: 1/8" = 1'-0"



2 WEST ELEVATION
SCALE: 1/8" = 1'-0"



3 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



4 EAST ELEVATION
SCALE: 1/8" = 1'-0"

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2194202
WIN
021942.02

PROJ. MNGR.	JOEL KITTREDGE	DATE	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED	-	-	-	-	-	-	-
CHECKED-REVIEWED	-	-	-	-	-	-	-
DESIGN-2/DETAILED	-	-	-	-	-	-	-
DESIGN-3/DETAILED	-	-	-	-	-	-	-
REVISIONS 1	-	-	-	-	-	-	-
REVISIONS 2	-	-	-	-	-	-	-
REVISIONS 3	-	-	-	-	-	-	-
REVISIONS 4	-	-	-	-	-	-	-
FIELD CHANGES	-	-	-	-	-	-	-

PORTLAND INTERNATIONAL MARINE TERMINAL
MAINTENANCE & OPERATIONS CENTER
PORTLAND CUMBERLAND COUNTY
BUILDING ELEVATIONS

SHEET NUMBER
A2.1
OF -

30% REVIEW SET
JULY 21, 2017