

PLAN OF EXCAVATION SUPPORT
SCALE: 1"=5'-0"

GENERAL NOTES

THESE PLANS DETAIL THE TEMPORARY EXCAVATION SUPPORT SYSTEM TO BE INSTALLED AT THE SOUTHWEST CORNER OF THE NEW CONGRESS STREET BUILDING AT THE MAINE MEDICAL CENTER IN PORTLAND, MAINE. THE EXCAVATION SUPPORT SYSTEM HAS BEEN DESIGNED FOR A MAXIMUM VERTICAL SURCHARGE OF 300 PSF APPLIED AT THE TOP OF THE SUPPORT WALL.

INSTALLATION PROCEDURE

1. THE AREA ALONG THE SOLDIER PILE ALIGNMENT SHALL BE CLEARED OF ALL EXISTING UTILITIES AND OTHER OBSTRUCTIONS PRIOR TO PILE INSTALLATION. THE AREA AT PILE 1 TO BE GRADED TO ELEV. +65 AND SLOPED DOWN TO PILE 6 AT ELEV. 57.
2. THE SOLDIER PILES SHALL THEN BE INSTALLED AT THE LOCATIONS SHOWN IN PLAN. THE PILES SHALL BE INSTALLED WITHIN PREDRILLED CASED HOLES WHICH SHALL BE ADVANCED DOWN TO THE LENGTH GIVEN IN THE SOLDIER PILE SCHEDULE. THE PILES SHALL BE SET WITHIN THE DRILLED SHAFT IN THE CORRECT ORIENTATION AND THEN BACKFILLED WITH FLO FILL CONCRETE UP TO EXISTING GRADE.
3. AFTER THE SOLDIER PILES HAVE BEEN INSTALLED MAKE THE INITIAL EXCAVATION ALONG THE SOLDIER PILE WALL TO 5 FEET BELOW GRADE FOR INSTALLATION OF TIMBER LAGGING BETWEEN PILES. THE HEIGHT OF UNSUPPORTED SOIL FACE MAY NEED TO BE REDUCED FROM 5 FEET BASED ON ACTUAL SOIL CONDITIONS TO MAINTAIN A STABLE SOIL FACE. TIMBER LAGGING WILL BE EITHER TUCKED BEHIND THE PILE FLANGES OR ATTACHED TO THE FLANGES WITH WELDED THREADED ROD (SEE DETAIL ON DRWG. 2 OF 3). LAGGING WILL BE SPACED WITH LOUVERS TO PERMIT FREE DRAINAGE. ALL VOIDS BEHIND THE LAGGING WILL BE TIGHTLY BACK PACKED WITH ON-SITE GRANULAR MATERIAL. TIMBER LAGGING TO BE INSTALLED IMMEDIATELY AFTER EXCAVATION IS MADE.
4. THE GENERAL EXCAVATION SHALL CONTINUE IN LIFTS WITH LAGGING INSTALLED BETWEEN THE PILES AS DESCRIBED ABOVE DOWN TO TWO FEET BELOW EACH BRACING LEVEL FOR INSTALLATION OF THE TIEBACK ANCHORS AND WALES, AS DETAILED. TIEBACKS SHALL BE INSTALLED AT THE DEPTH AND ANGLE GIVEN IN THE SOLDIER PILE SCHEDULE. THE TIEBACK TENDON AND REGROUT TUBE SHALL BE INSTALLED THE FULL LENGTH WITHOUT DIFFICULTY. PLACE GROUT BY TREMIE METHODS TO THE FACE OF EXCAVATION. TIEBACKS SHALL BE REGROUTED AT LEAST ONCE. AFTER THE TIEBACKS HAVE BEEN INSTALLED THEY SHALL BE TESTED FOLLOWING THE "TIEBACK TESTING PROCEDURE" GIVEN ON DRAWING 2 OF 3. TIEBACK TEST REPORTS TO BE PROVIDED TO EARTHWORK ENGINEERING FOR REVIEW.
5. AFTER THE STRUCTURE IS INSTALLED AND BACKFILL HAS BEEN PLACED UP TO WITHIN 2 FEET OF THE BRACING LEVEL THE WALE AND BRACING CAN BE REMOVED. IN ADDITION, THE TIEBACKS SHALL BE DETENTIONED AND THE DOUBLE CHANNEL WALES REMOVED.

THE LATERAL MOVEMENT OF THE SYSTEM SHALL BE MONITORED DURING CONSTRUCTION. MONITORING POINTS SHALL BE LOCATED EVERY 16 FEET ALONG THE EXCAVATION SUPPORT (MAX.) AND READINGS TAKEN 2 TO 3 TIMES PER WEEK DURING ACTIVE EXCAVATION WORK. AFTER THE EXCAVATION REACHES SUBGRADE THE READINGS SHALL BE TAKEN WEEKLY. MONITORING DATA SHALL BE PROVIDED TO EARTHWORK ENGINEERING FOR REVIEW AS IT IS OBTAINED.

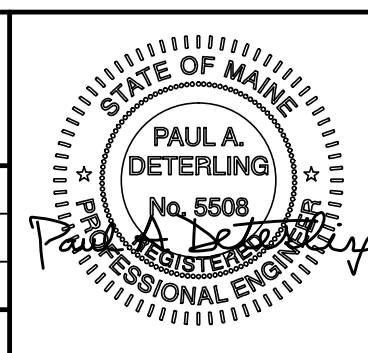
MATERIAL SCHEDULE

ITEM	MATERIAL	GRADE
SOLDIER PILES	SEE SCHEDULE	ASTM A572 (Fy=50 ksi)
FLO FILL	LEAN CONCRETE	fc = 150 psi (min.)
TIMBER LAGGING	3-INCH THICK (NOM.)	Fb = 875 psi
TIEBACK WALES	2 - C15x33.9 CHANNEL	ASTM A36 (Fy=36 ksi)
TIEBACK TENDONS	0.6"Ø 7 WIRE STRAND	ASTM A-416 (Fu=270 ksi)
TIEBACK PLATES	12"x12"x1.5" PLATE	ASTM A572 (Fy=50 ksi)
SUPPORT BRACKET	HP12x74 SECTION	ASTM A572 (Fy=50 ksi)
WELDS	E70XX	Fy=70 ksi

MATERIALS OF EQUAL OR GREATER STRENGTH MAY BE SUBSTITUTED FOR THOSE LISTED ABOVE WRITTEN UPON APPROVAL BY THE EARTHWORK ENGINEERING.

SEE SHEET 2 OF 3 FOR WALL ELEVATION, DETAILS AND TIEBACK TESTING PROCEDURES.
SEE SHEET 3 OF 3 FOR DESIGN SECTIONS.

DESIGN AND DRAWING PREPARED BASED IN PART ON UNVERIFIED INFORMATION PROVIDED BY OTHERS. IF ACTUAL SITE AND/OR SOIL CONDITIONS VARY FROM THOSE SHOWN NOTIFY THE DESIGN ENGINEER TO REVIEW PRIOR TO THE START OF WORK.



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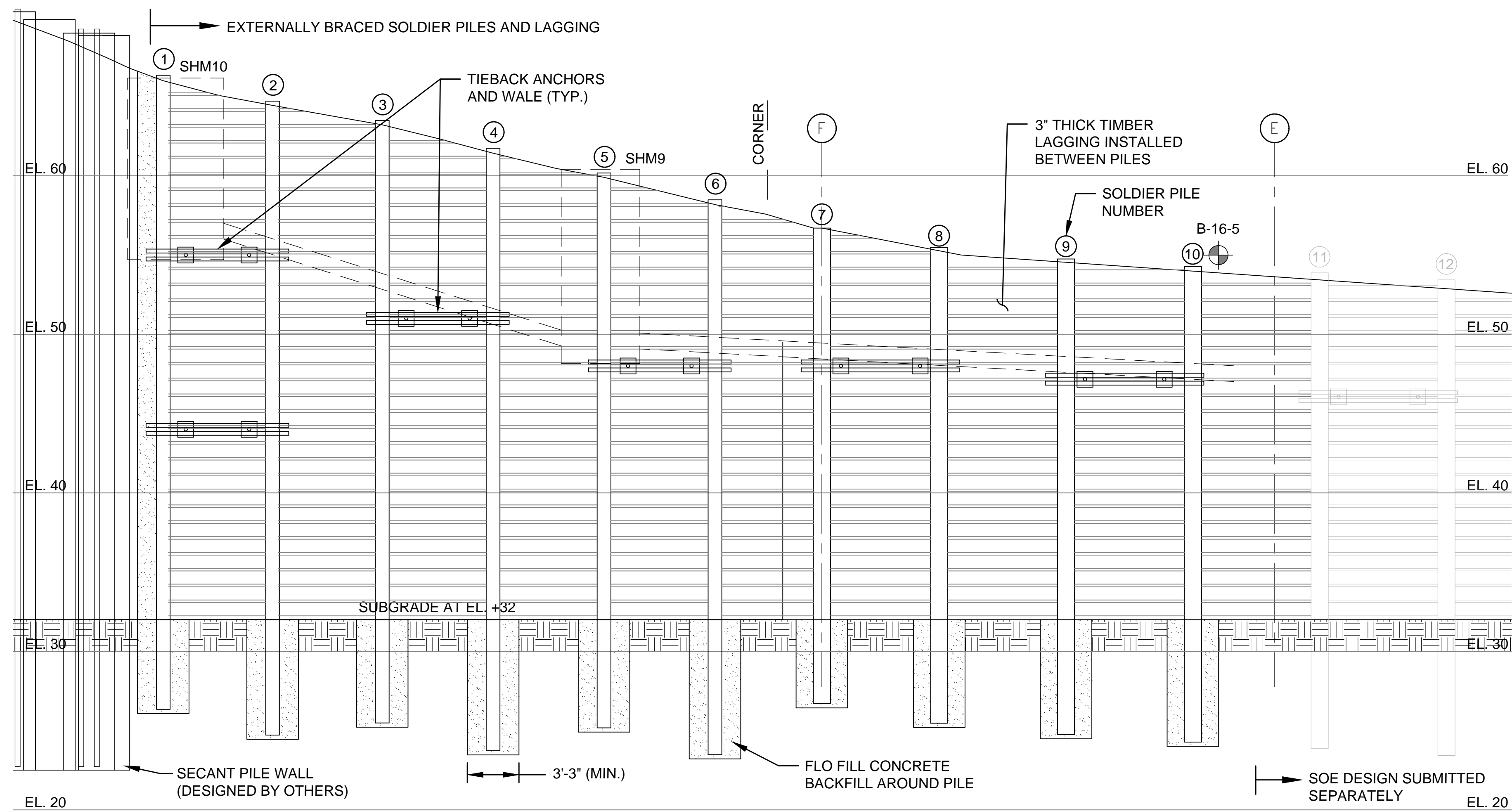
CONTRACTOR
KELLER - NORTH AMERICA
30 Martin - Cumberland, RI 02864
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PROJECT
CONGRESS STREET BUILDING
MAINE MEDICAL CENTER FACILITY
PORTLAND, MAINE

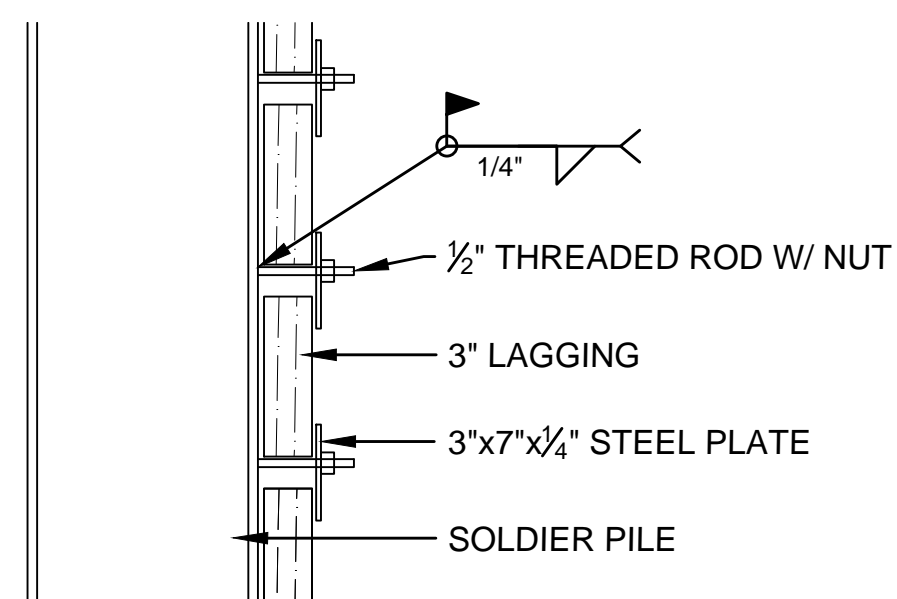
DRAWING TITLE
SOLDIER PILE AND LAGGING
WITH TIEBACK ANCHORS
PLAN AND GENERAL NOTES

DESIGN BY: PAD
DATE: 12/11/20
PROJECT: 20092
SHEET: 1 of 3

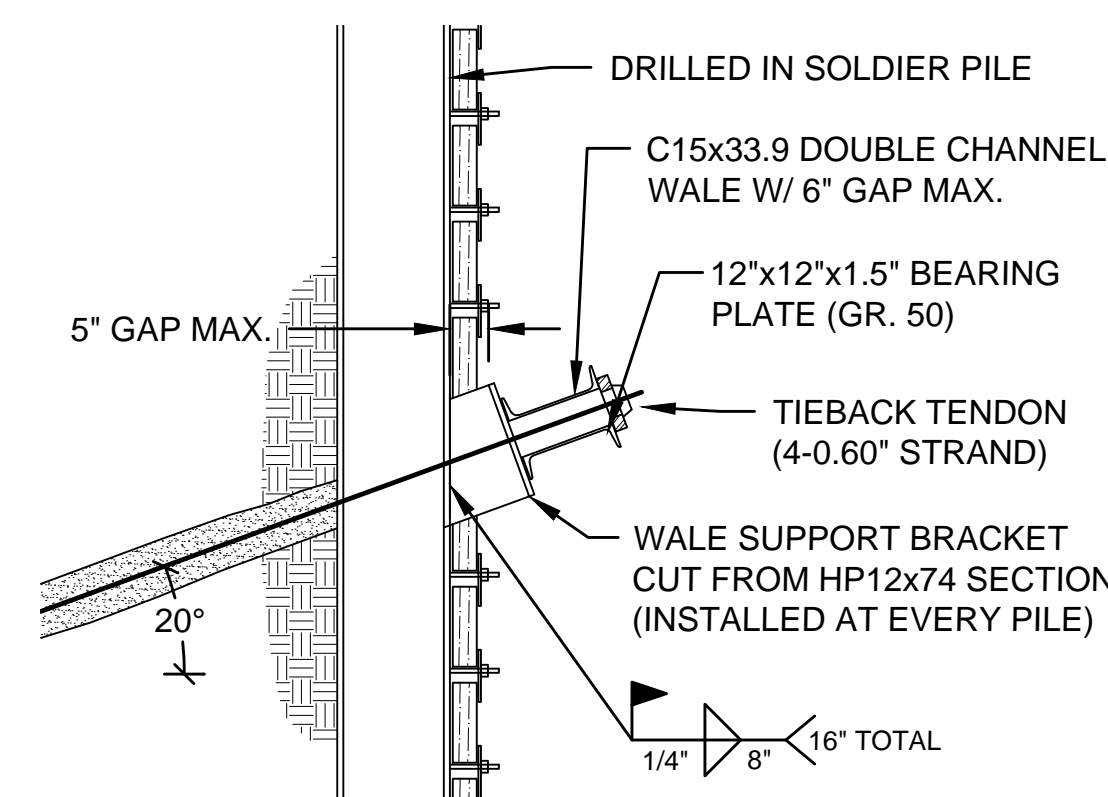
NO. DATE REVISIONS



ELEVATION VIEW OF EXCAVATION SUPPORT SYSTEM AT DRILLED IN SOLDIER PILES 1 TO 10
SCALE: 1"=5'-0"



LAGGING CONNECTION DETAIL
SCALE: 1/2"=1'-0"



WALE TO PILE CONNECTION DETAIL
SCALE: 1/2"=1'-0"

TIEBACK ANCHOR TESTING PROCEDURES
AFTER THE TIEBACK ANCHORS HAVE BEEN INSTALLED THEY SHALL BE TESTED USING THE FOLLOWING PROCEDURES. THE TIEBACK DESIGN LOAD WILL BE AS GIVEN IN THE SOLDIER PILE AND TIEBACK SCHEDULE.

TESTING PROCEDURE
THE FIRST ANCHOR INSTALLED SHALL BE PERFORMANCE TESTED AND ALL OTHER TIEBACK ANCHORS SHALL BE PROOF TESTED. PERFORMANCE AND PROOF TESTS SHALL FOLLOW THE LOADING SCHEDULE GIVEN HERE. LOAD AND MOVEMENT MEASUREMENTS SHALL BE RECORDED AND PLOTTED. A RECENTLY CALIBRATED HYDRAULIC TEST JACK SHALL BE USED TO APPLY THE TEST LOADS AND A DIAL GAUGE MOUNTED ON AN INDEPENDENT REFERENCE SHALL BE USED TO RECORD MOVEMENTS TO AN ACCURACY OF 0.001 INCHES.

PERFORMANCE TESTING LOAD SCHEDULE (DL=DESIGN LOAD)
5 KIPS, 25%DL
5 KIPS, 25%DL, 50%DL
5 KIPS, 25%DL, 50%DL, 75%DL
5 KIPS, 25%DL, 50%DL, 75%DL, 100%DL
5 KIPS, 25%DL, 50%DL, 75%DL, 100%DL, 125%DL
5 KIPS, 25%DL, 50%DL, 75%DL, 100%DL, 125%DL, 133%DL (CREEP TEST),
125%DL, 100%DL, 5 KIPS, 100%DL (LOCK-OFF).

PROOF TESTING LOAD SCHEDULE (DL=DESIGN LOAD)
5 KIPS, 25%DL, 50%DL, 75%DL, 100%DL, 120%DL, 133%DL, 100%DL (LOCK-OFF)

DURING TESTING THE MOVEMENT OF THE TENDON SHALL BE MEASURED TO THE NEAREST 0.001 INCHES AND RECORDED. THE LOAD SHALL BE HELD AT EACH LOAD INCREMENT UNTIL THE MOVEMENT STABILIZES. THE MAXIMUM TEST LOAD FOR THE PROOF AND PERFORMANCE TESTS SHALL BE HELD FOR 10 MINUTES AND MOVEMENT READINGS TAKEN AT 1 MINUTE INTERVALS. IF THE MOVEMENT BETWEEN 1 AND 10 MINUTES EXCEEDS 0.04 INCHES THE TEST LOAD SHALL BE HELD AND ADDITIONAL 50 MINUTES AND MOVEMENT READINGS TAKEN AT 10 MINUTE INTERVALS.

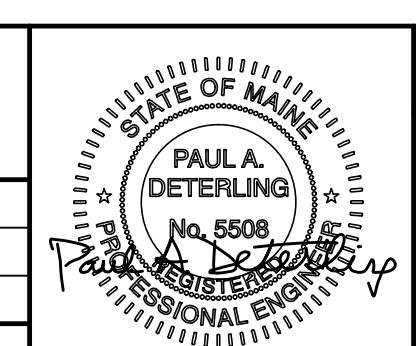
AFTER THE ANCHOR HAS BEEN LOAD TESTED AND DETERMINED TO BE ACCEPTABLE IT SHALL BE LOCKED-OFF AT THE DESIGN LOAD. THE ANCHORS WILL BE DETERMINED ACCEPTABLE USING THE FOLLOWING ACCEPTANCE CRITERIA:

- a.) CREEP RATE STABILIZED TO A RATE OF LESS THAN 0.040 INCHES BETWEEN 1 AND 10 MINUTES OR, FOR LOADS HELD 60 MINUTES, THE CREEP RATE SHALL BE LESS THAN 0.080 INCHES BETWEEN 6 AND 60 MINUTES.
- b.) THE MEASURED TIEBACK ELONGATION IS GREATER THAN THE THEORETICAL ELASTIC ELONGATION BASED ON 80% OF THE FREE LENGTH AND LESS THAN THE THEORETICAL ELASTIC ELONGATION OF THE FREE LENGTH PLUS 50% OF THE BONDED LENGTH.

TIEBACKS WHICH FAIL TO MEET THE ACCEPTANCE CRITERIA MAY BE REGROUTED AND RETESTED. A TIEBACK WHICH CANNOT MEET THE ACCEPTANCE CRITERIA MAY BE INCORPORATED INTO THE SYSTEM AT 67% OF THE STABILIZED LOAD. THE STABILIZED LOAD SHALL BE DETERMINED BASED ON THE STABILIZED HYDRAULIC JACK PRESSURE AFTER 10 MINUTES. EARTHWORK ENGINEERING SHALL BE NOTIFIED IF ANY ANCHOR FAILS TO HOLD THE FULL DESIGN LOAD IMMEDIATELY TO DETERMINE WHAT ADDITIONAL ANCHORS MAY BE REQUIRED. ALL TEST REPORTS TO BE PROVIDED TO EARTHWORK ENGINEERING FOR REVIEW.

SOLDIER PILE AND TIEBACK SCHEDULE							
PILE	SECTION	LENGTH	TIEBACK DL	STRANDS	FREE LENGTH	BOND LENGTH	ELEV.
1 & 2	W24x68	40 ft.	151 kips	5	20 ft.	55 ft.	EL. 55
			77 kips	3	15 ft.	25 ft.	EL. 44
3 & 4	W24x68	38 ft.	153 kips	5	20 ft.	45 ft.	EL. 51
5 & 6	W24x68	35 ft.	130 kips	4	15 ft.	40 ft.	EL. 48
7 & 8	HP14x73	30 ft.	112 kips	4	15 ft.	40 ft.	EL. 48
9 & 10	HP14x73	30 ft.	112 kips	4	15 ft.	40 ft.	EL. 47

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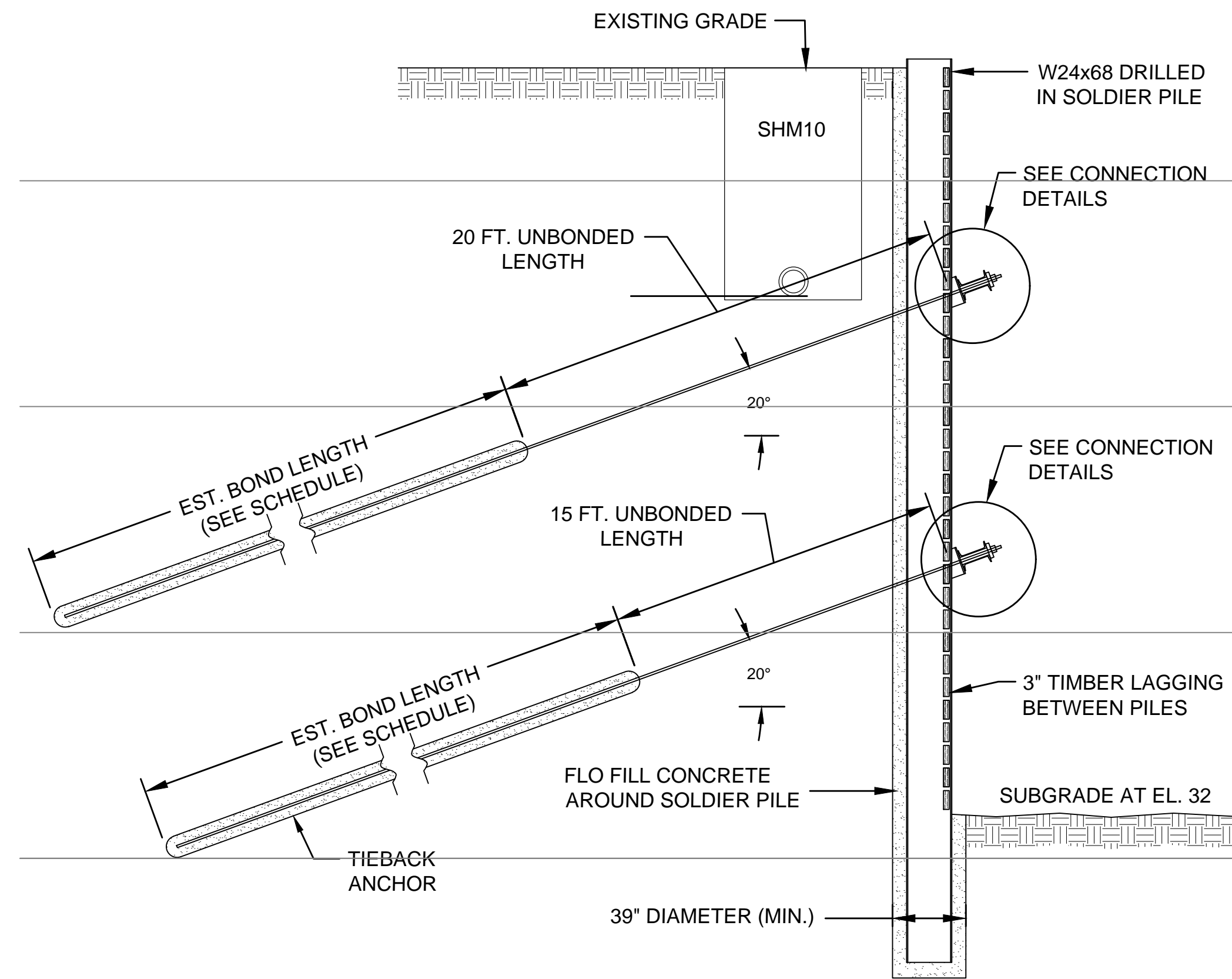
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PORTLAND, MAINE

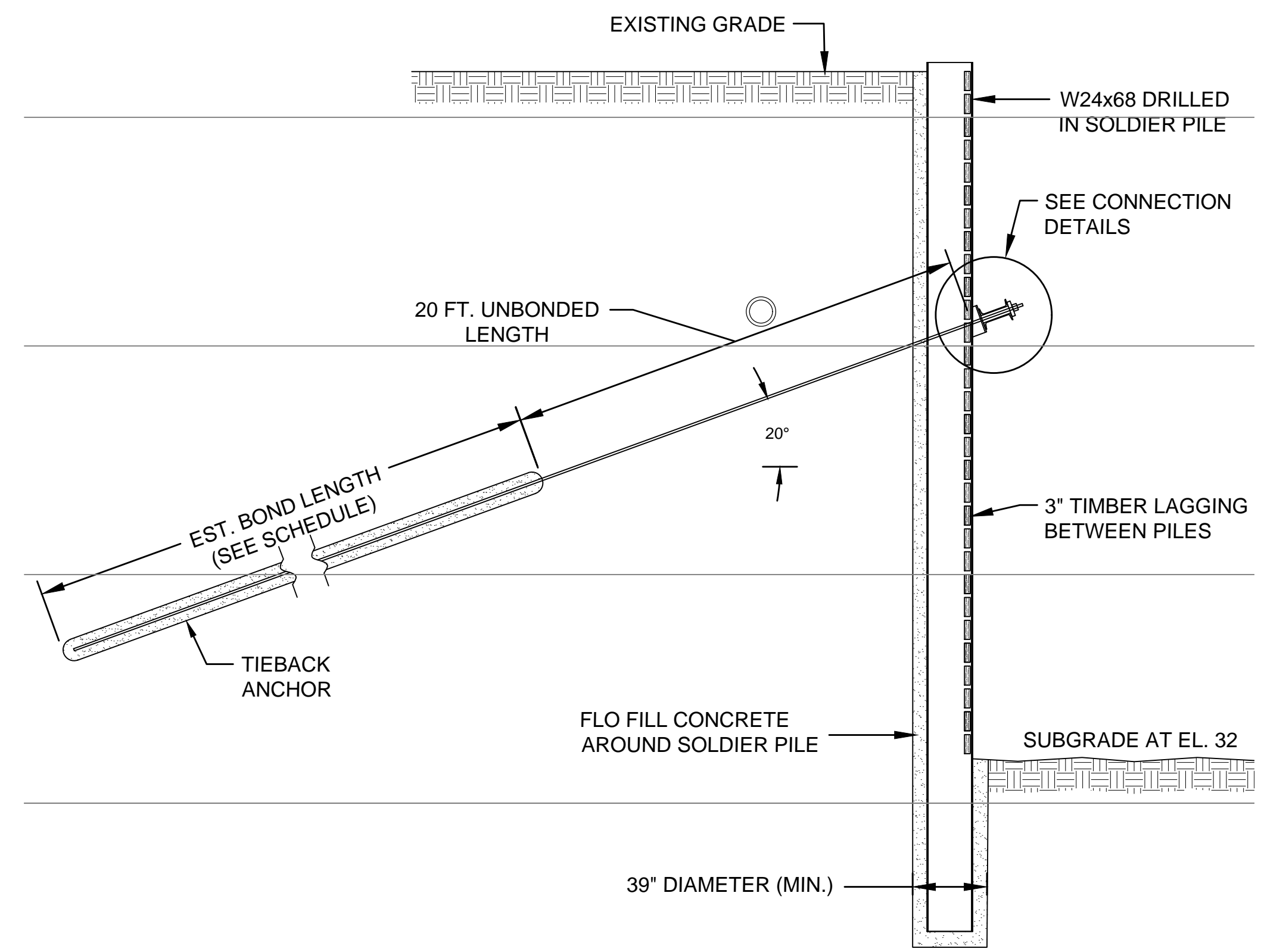
DRAWING TITLE
SOLDIER PILE AND LAGGING
WITH TIEBACK ANCHORS
ELEVATION, DETAILS AND TESTING

DESIGN BY: PAD
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SHEET: 2 of 3

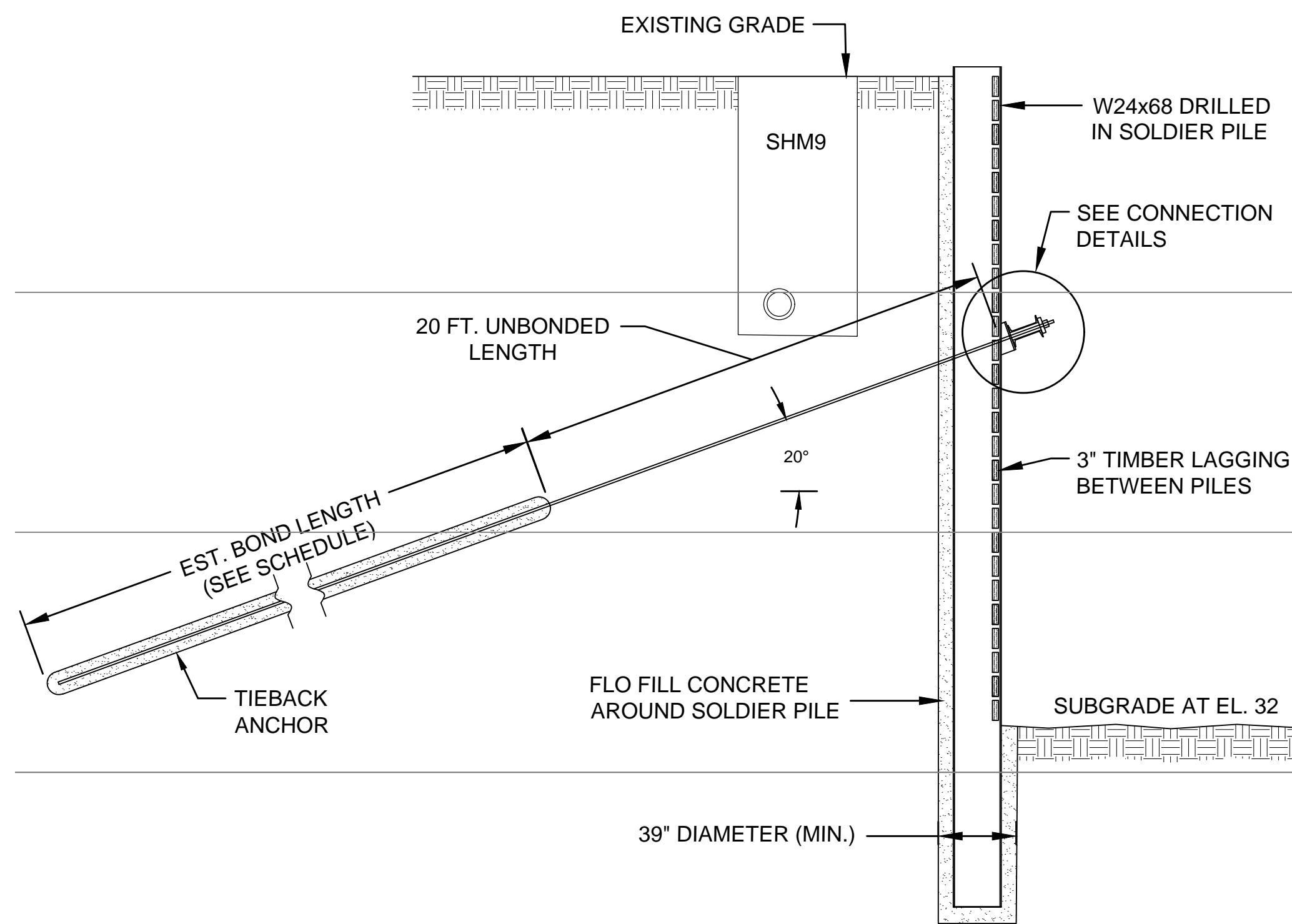
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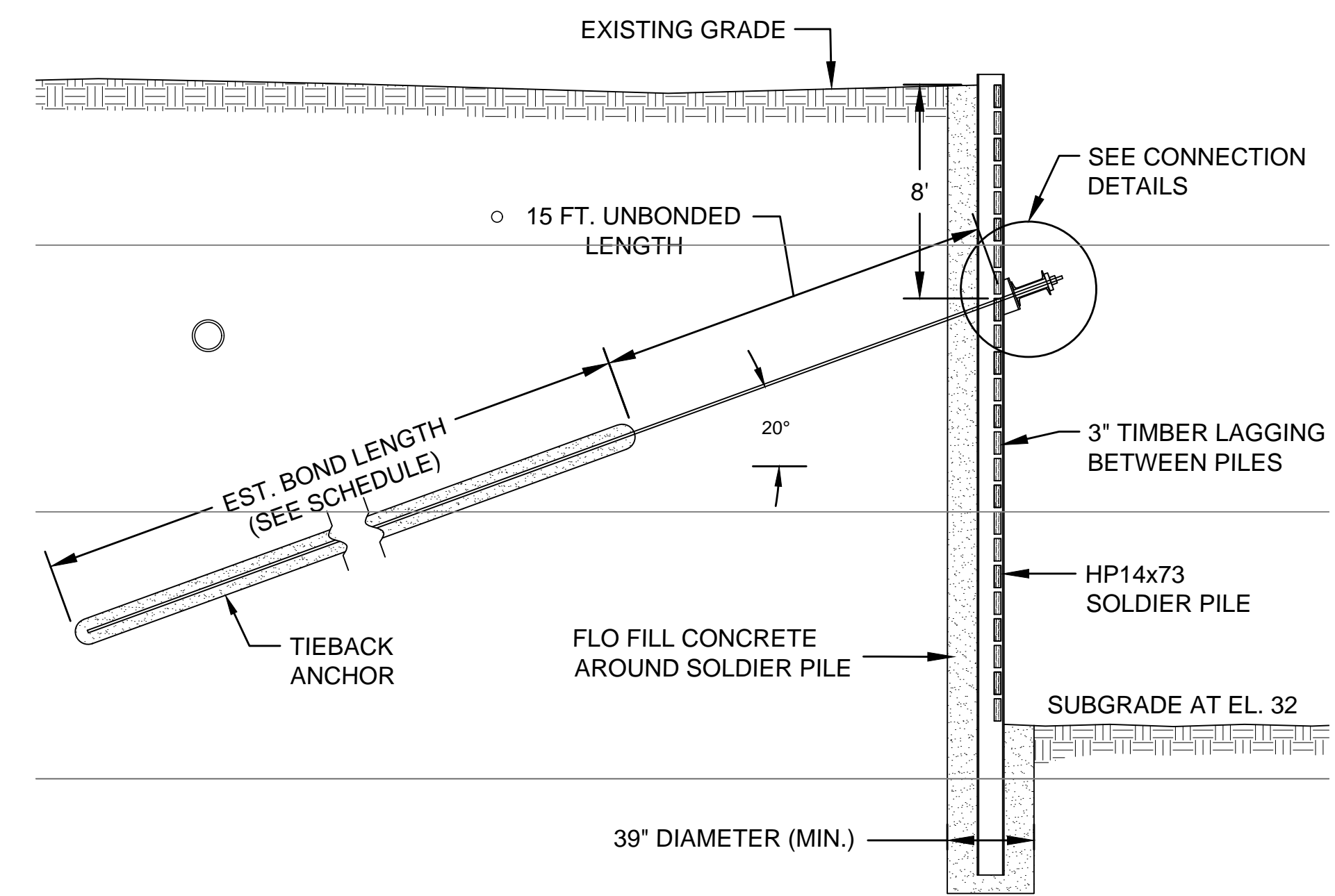
SECTION OF EXCAVATION SUPPORT AT PILES 1 AND 2
SCALE: 1"=5'-0"



SECTION OF EXCAVATION SUPPORT AT PILES 3 AND 4
SCALE: 1"=5'-0"



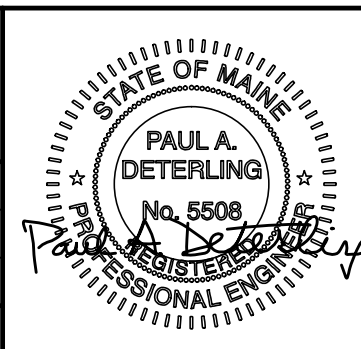
SECTION OF EXCAVATION SUPPORT AT PILES 5 AND 6
SCALE: 1"=5'-0"



SECTION OF EXCAVATION SUPPORT AT PILES 7 TO 10
SCALE: 1"=5'-0"

Gilman St Tiebacks

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PROJECT

GILMAN STREET PARKING GARAGE
MAINE MEDICAL CENTER FACILITY
PORTLAND, MAINE

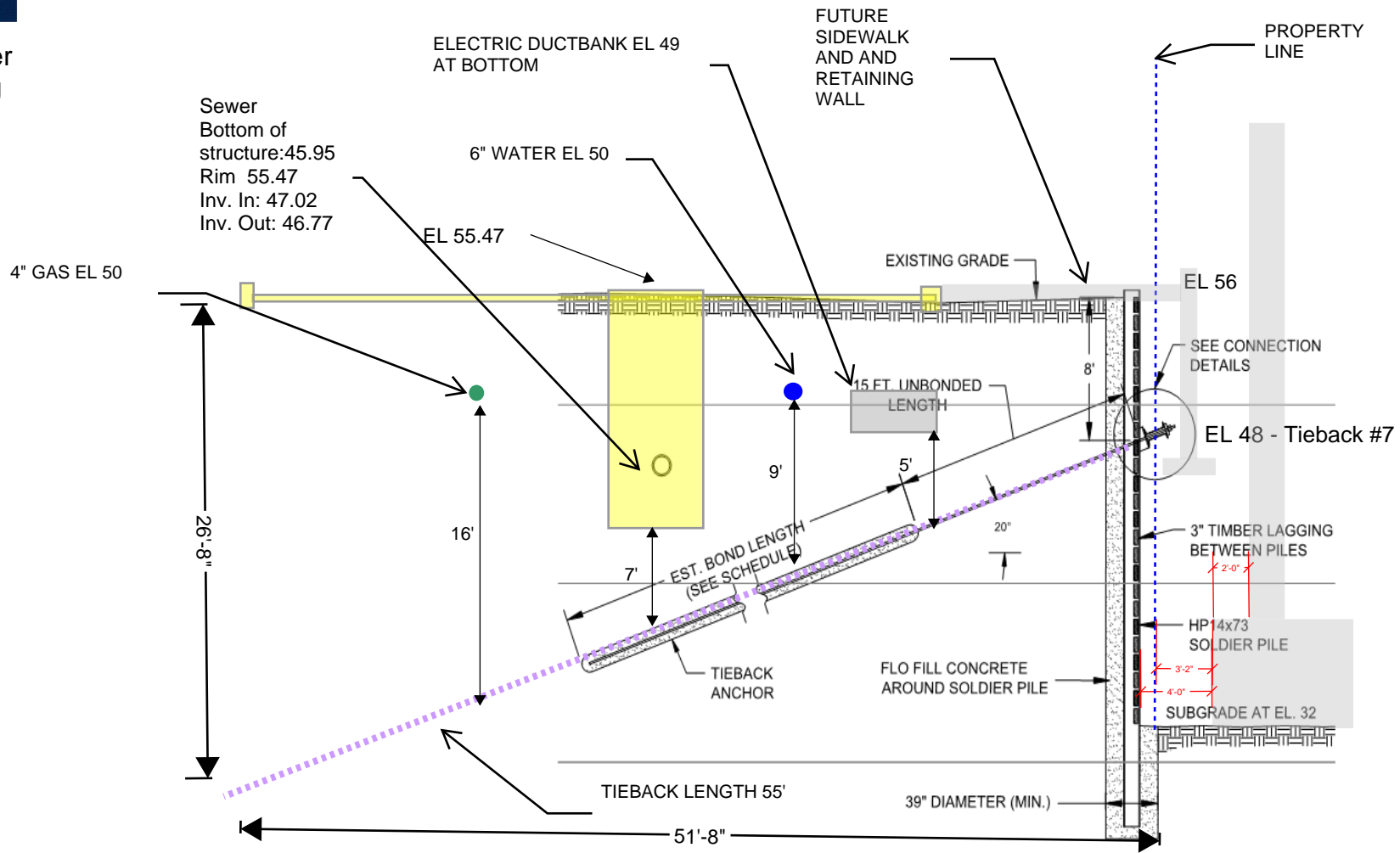
DRAWING TITLE

SOLDIER PILE AND LAGGING
WITH TIEBACK ANCHORS
DESIGN SECTIONS

DESIGN BY:

PAD
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SHEET: 3 of 3

NO.	DATE	REVISIONS



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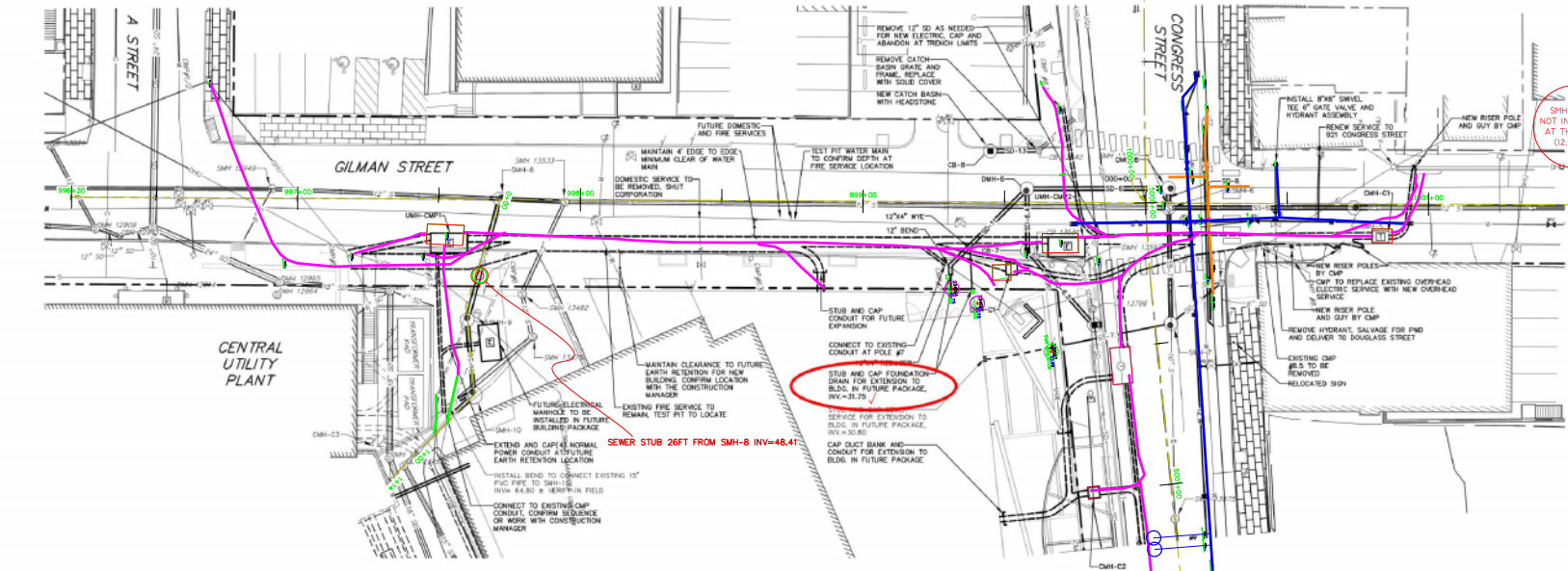
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SECTION AT GILMAN ST LOOKING SOUTH

NOTE: Tiebacks will be de-tensioned and soldier piles and lagging will be removed to 4' below grade after completion of foundation work.



SEE PLAN SBC-ASB-SK-1 FOR NEW POWER TO 48-52 GILMAN STREET BUILDING



SANITARY SEWER STRUCTURE DATA				
STRUCTURE	RIM	INV. IN	INV. OUT	DIAM.
SMH-5	38.90	29.04 (SS-4)	28.87 (SS-1300)	48"
SMH-6	41.77	28.45 (SS-7) 28.45 (SS-1303) (DROF) 29.45 (SS-4)	29.36 (SS-6)	48"
SMH-7	43.88	28.94 (SS-7) 34.48 (SS-1307) 39.70 (SS-1307) (DROF) 38.52 (SS-7)	29.45 (SS-7)	48"
SMH-8	55.50	47.02 (DROF) 44.87 (SS-1294 RECONNECT)	44.87 (SS-6)	48"
SMH-9	61.40	53.49 (SS-10) 49.27 (SS-10) (DROF)	49.17 (SS-9)	48"
SMH-10	68.00	58.41 (SS-1345.2 RECONNECT) (DROF) 58.41 (SS-1345 RECONNECT) 61.53 (SS-1345.2 RECONNECT)	58.31 (SS-10)	60"

SANITARY SEWER PIPE DATA			
NAME	SIZE	LENGTH	SLOPE
SS-6	12"	61'	0.50%
SS-7	12"	23'	0.16%
SS-7.1	8"	41'	1.26%
SS-8.1	12"	30'	7.55%
SS-9	10"	40'	5.37%
SS-10	10"	22'	12.64%

STORM DRAIN STRUCTURE DATA				
STRUCTURE	RIM	INV. IN	INV. OUT	DIAM.
SD-1074	66.20	56.33 (SD-64)	56.30 (SD-75)	48"
SD-1387	42.66	40.62 (SD-13)	40.62 (SD-13)	48"
SD-1370	42.66	38.63 (SD-15)	38.63 (SD-7)	48"
SD-1379	42.56	38.86 (SD-1500)	38.66 (SD-12)	48"
SDH-10461	61.08	61.83 (SD-68)	56.70 (SD-64)	48"
SDH-1266	58.83	49.83 (SD-38)	48.38 (SD-40)	48"
SDH-1345	60.75	52.06 (SD-42)	47.87 (SD-41)	48"
SDH-1352	62.62	57.84 (SD-17)	57.79 (SD-14)	48"
SDH-1363	61.70	55.90 (SD-76)	55.80 (SD-76)	48"

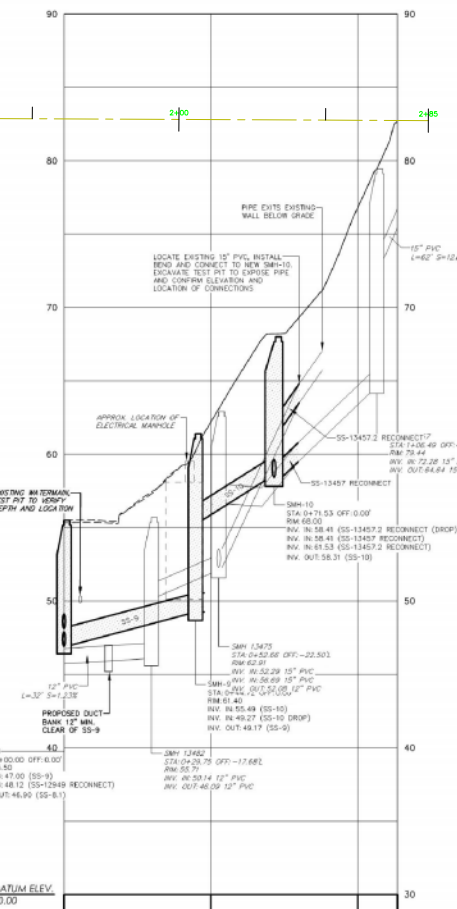
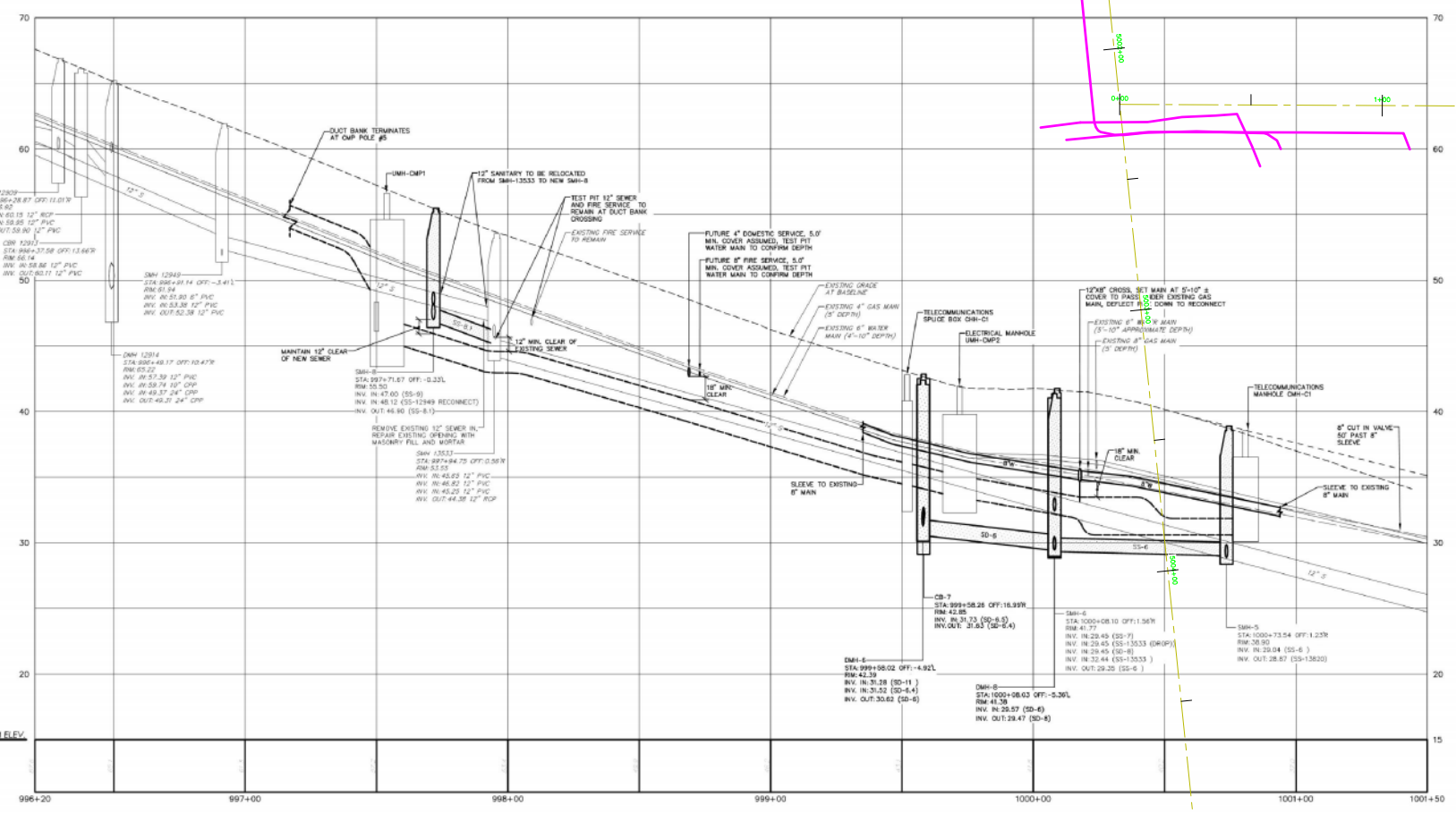
STORM DRAIN STRUCTURE DATA				
STRUCTURE	RIM	INV. IN	INV. OUT	DIAM.
SD-6	43.28	32.07 (SD-6)	32.07 (SD-6)	48"
SD-7	42.60	31.73 (SD-6)	31.63 (SD-6)	48"
SD-8	41.65	38.69 (SD-13)	38.69 (SD-13)	48"
SDH-6	42.38	31.28 (SD-11)	31.62 (SD-6)	48"
SDH-8	41.38	29.67 (SD-6)	29.47 (SD-6)	48"

STORM DRAIN PIPE DATA			
NAME	SIZE	LENGTH	SLOPE
SD-6	12"	40'	2.28%
SD-6.1	12"	20'	0.50%
SD-6.5	12"	31'	1.03%
SD-7.1	8"	21'	0.52%
SD-8	12"	2'	0.84%
SD-11	12"	30'	1.00%
SD-13	12"	14'	0.50%

- ASB LINEWORK LEGEND**
- ASB DUCT BANK CONCRETE ENCASED
 - ASB UG VAULT
 - EXIST DUCT BANK
 - ASB WATER MAIN
 - ASB GAS MAIN

NOTES:

- THE CONTRACTOR SHALL EXCAVATE TEST PITS TO LOCATE AND CONFIRM THE DEPTH OF WATER AND GAS MAINS AND SERVICES AT ALL CROSSINGS IN ADVANCE OF THE WORK. THE DEPTH OF DUCT BANKS MAY BE ADJUSTED TO MAINTAIN REQUIRED CLEARANCES.
- A FUTURE EXHAUSTION SYSTEM WILL BE INSTALLED IN THE SIDEWALK ALONG GILMAN STREET IN A FUTURE BUILDING PACKAGE. THE PROPOSED DUCT BANK SERVICE LINES ARE TO BE INSTALLED OUTSIDE OF THE FUTURE SUPPORT SYSTEM. THE CONTRACTOR SHALL CONFIRM THE EXISTING SUPPORT SYSTEM WITH THE CONSTRUCTION MANAGER PRIOR TO INSTALLING DUCT BANKS.
- THE CONTRACTOR SHALL PREPARE A CONSTRUCTION SEQUENCE AND SCHEDULE IDENTIFYING THE TIME OF CONSTRUCTION OF THE DUCT BANKS AND ELECTRICAL MANHOLES IN PREPARATION OF CONDUCTOR REGULATION BY CMP PRIOR TO REMOVING UTILITY POLES. THE CONTRACTOR SHALL COORDINATE ITS SCHEDULE WITH CMP AND SHALL ACCOMMODATE CMP'S SCHEDULE.
- THE EXISTING UTILITY PILES, OVERHEAD LINES AND UNDERGROUND ELECTRICAL AND TELECOMMUNICATIONS FACILITIES INCLUDING UNDERGROUND CONDUIT FROM POLE #5 TO THE EXISTING CMP MANHOLE UMH-14 ARE TO REMAIN IN SERVICE FEES UNTIL:
 - A NEW DUCT BANK AND MANHOLES UMH-07P1, UMH-07P2, UMH-07P3 AND UMH-07P4 ARE INSTALLED.
 - CMP HAS INSTALLED AND ENERGIZED A TEMPORARY POWER FEED FROM POLE #4 TO EXISTING UMH-08 ON CROSSCUT STREET.
 - THE EXISTING CONDUCTORS IN UMH-14 ARE DE-ENERGIZED.
- ONCE UMH-14 IS DE-ENERGIZED AND CMP HAS PULLED ITS CONDUCTORS, THE CONTRACTOR MAY BREAK AND THE EXISTING CMP DUCT BANK EAST OF UMH-14 AND EXTEND NEW CONDUIT FROM THE EXISTING DUCT BANK TO NEW ELECTRICAL MANHOLE UMH-07P1.
- THIS SEQUENCE WILL DETERMINE THE TIME OF NEW SEWER CONSTRUCTION FROM SMH-5 TO SMH-10 AND THE REMOVAL OF THE EXISTING SEWER FROM SMH-1033.3 TO SMH-1303.3. THE EXISTING SEWER MUST REMAIN IN SERVICE. THE CONTRACTOR MAY PROVIDE A TEMPORARY SERVICE. SERVICE TO REMAIN IN SERVICE WILL REQUIRE APPROVAL BY THE CONSTRUCTION MANAGER AND OWNER.
- CONTRACTOR WILL NOTE THAT THE EXISTING UTILITY POLES SCHEDULED FOR REMOVAL WILL REMAIN IN SERVICE DURING CONSTRUCTION OF THE NEW DUCT BANKS. THE CONTRACTOR IS RESPONSIBLE FOR ARRANGING FOR POLE SUPPORT BY THE OPENING UTILITY.
- DURING REGULATION OF NEW WORK THE CONTRACTOR SHALL PROVIDE CLEARANCE FOR A FUTURE BY GAS MAIN REPLACEMENT BY UNTIL THE FUTURE MAIN WILL BE LAD ADJACENT THE EXISTING GAS MAIN WITH 42" OF COVER.
- STREET TREES THAT ARE TO REMAIN ARE NOT SHOWN ON THIS PLAN FOR CLARITY. REFER TO DEMOLITION PLANS FOR THE TREES TO BE REMOVED. PROTECT EXISTING STREET TREES TO REMAIN.
- CAUTION BASH CB-6 IS TO BE LOCATED WITHIN THE TRAVELED WAY AT THE LOCATION OF A FUTURE CURB LINE. THE STRUCTURE WILL BE INSTALLED WITH A TEMPORARY CURB FRAME AND GRADE WHICH WILL BE REMOVED AND REPLACED IN THE FUTURE. THE CONTRACTOR SHALL CONFIRM THE LOCATION OF THE STRUCTURE TO THE FUTURE CURBLINE AND THE CURBLINE GRADE. THE STRUCTURE IS TO BE INSTALLED WITH A FLAT TOP COVER WITH THE CURBLINE ORIENTED TO RECEIVE A SPECIAL CURB FACE INLET (EAST JORDAN FROM WORKS WOOD). (SEE CURB FACE INLET FRAME WITH ITS INLET FRAME ALIGNED TO THE FUTURE CURB AND OUTER LINE).
- CAUTION BASH CB-7 IS TO BE INSTALLED IN THE TRAVELED WAY OF GILMAN STREET AT THE LOCATION OF A FUTURE CURB LINE. THE STRUCTURE WILL BE INSTALLED WITH A CURB FRAME AND GRADE WHICH WILL BE REMOVED AND REPLACED WITH A CITY OF PORTLAND STANDARD FRAME, GRADE AND GRANITE HEADSTONE. THE CONTRACTOR SHALL CONFIRM THE OFFSET TO THE FUTURE CURB LINE AND THE PROPOSED GRADE ELEVATION WITH ENGINEER AT THE TIME OF INSTALLATION.



LEGEND

EXISTING	DESCRIPTION	PROPOSED
(Symbol)	PROPERTY LINE/R.O.W.	(Symbol)
(Symbol)	ABUTTER LINE/R.O.W.	(Symbol)
(Symbol)	CENTRALISE	(Symbol)
(Symbol)	BUILDING	(Symbol)
(Symbol)	EDGE PAVEMENT	(Symbol)
(Symbol)	CURB LINE	(Symbol)
(Symbol)	CONTOURS	(Symbol)
(Symbol)	SPOT GRADE	(Symbol)
(Symbol)	RETAINING WALL	(Symbol)
(Symbol)	DECIDUOUS TREE	(Symbol)
(Symbol)	CONCRETE TREE	(Symbol)
(Symbol)	GAS	(Symbol)
(Symbol)	GAS GATE VALVE	(Symbol)
(Symbol)	GAS METER	(Symbol)
(Symbol)	GAS MANHOLE	(Symbol)
(Symbol)	WATER GATE VALVE	(Symbol)
(Symbol)	WATER SHUT OFF	(Symbol)
(Symbol)	FLOODWANT	(Symbol)
(Symbol)	WATER MANHOLE	(Symbol)
(Symbol)	SANITARY SEWER	(Symbol)
(Symbol)	FORCE MAIN	(Symbol)
(Symbol)	SANITARY MANHOLE	(Symbol)
(Symbol)	STORM DRAIN	(Symbol)
(Symbol)	UNDER DRAIN	(Symbol)
(Symbol)	DRAINAGE MANHOLE	(Symbol)
(Symbol)	CATCH BASIN	(Symbol)
(Symbol)	OVERHEAD UTILITY	(Symbol)
(Symbol)	UNDERGROUND UTILITY	(Symbol)
(Symbol)	TRANSFORMER PAD	(Symbol)
(Symbol)	ELECTRICAL MANHOLE	(Symbol)
(Symbol)	ELECTRIC METER	(Symbol)
(Symbol)	PHONE UNIT	(Symbol)
(Symbol)	TELEPHONE MANHOLE	(Symbol)
(Symbol)	UTILITY POLE	(Symbol)
(Symbol)	OUT WIRE	(Symbol)

PROFILE: GILMAN STREET
SCALE: 1"=20' HORIZ.
1"=4' VERT.

PROFILE: SANITARY SEWER
SCALE: 1"=20' HORIZ.
1"=4' VERT.

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PROJECT TITLE
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KEY PLANS
PROJECT KEY PLAN
SECTOR 01, SECTOR 02, VIEW BASH
OVERALL KEY PLAN
1. NOT USED
2. CONGRESS STREET
3. MOTOR GARAGE
4. EAST TOWER
5. CENTRAL UTILITY PLANT
6. SEAN BUILDING
7. ARCHIVED BUILDING
8. HANCO GENERAL BUILDING

RECORD DRAWING OF AS-BUILT CONDITIONS
DESIGNING: PERKINS+WILL
DRAWN BY: DANIEL L. RILEY, P.E.
PLANNED BY: ROBERT SEABOY TECHNICS
CHECKED BY: SOUTH PORTLAND, MAINE
DRAWING REVISION:
DRAWING DATE: 05.05.2019

CONGRESS STREET ENABLING PACKAGE
MAY 15, 2019

NO.	REVISION	DATE
1	REVISED PER CMP	05-15-19
2	REVISED PER PWD	04-26-19
1	REVISED PER CMP	04-05-19
1	ISSUE	03-15-19

Job Number: 1821801006
Drawn: DANIEL L. RILEY, P.E.
Checked: DANIEL L. RILEY, P.E.
Approved: DANIEL L. RILEY, P.E.

TITLE
PLAN & PROFILE: GILMAN STREET/ CONGRESS STREET ENABLING WORK
SHEET NUMBER
C03-02

ASB-ASB-C03-02

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