

# STATE OF MAINE DEPARTMENT OF TRANSPORTATION



## GORHAM CUMBERLAND COUNTY

ROUTE 25

**NHP-2027(700)**

PROJECT LENGTH : 1.48 MILES

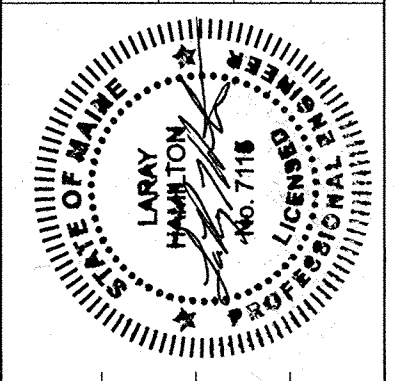
### PLAN LEGEND

Town, County, State	Centerline-Existing	Centerline-Proposed
Property Lines	Travelway-Existing	Travelway-Proposed
R/W Lines-Existing	Railroad	
R/W Lines-Proposed	Catch Basins	Existing Proposed
Culvert-Existing	Manholes	Existing Proposed
Culvert Proposed	Proposed Underdrain	
Curbing Existing Proposed	Proposed Ditch	
Type 1	Existing Ditch	
Type 3	Utility Poles	Existing Proposed
Type 5	Fire Hydrants	Existing Proposed
Outline of Bodies of Water	Existing Water Line	
Ledge	Existing San. Sewer	
Buildings	Existing San. Sewer Manhole	
Trees Conifer Deciduous	Guardrail-Existing	
Tree Line	Guardrail-Proposed	
Clearing Limit Line	Guardrail-Cable, Other	

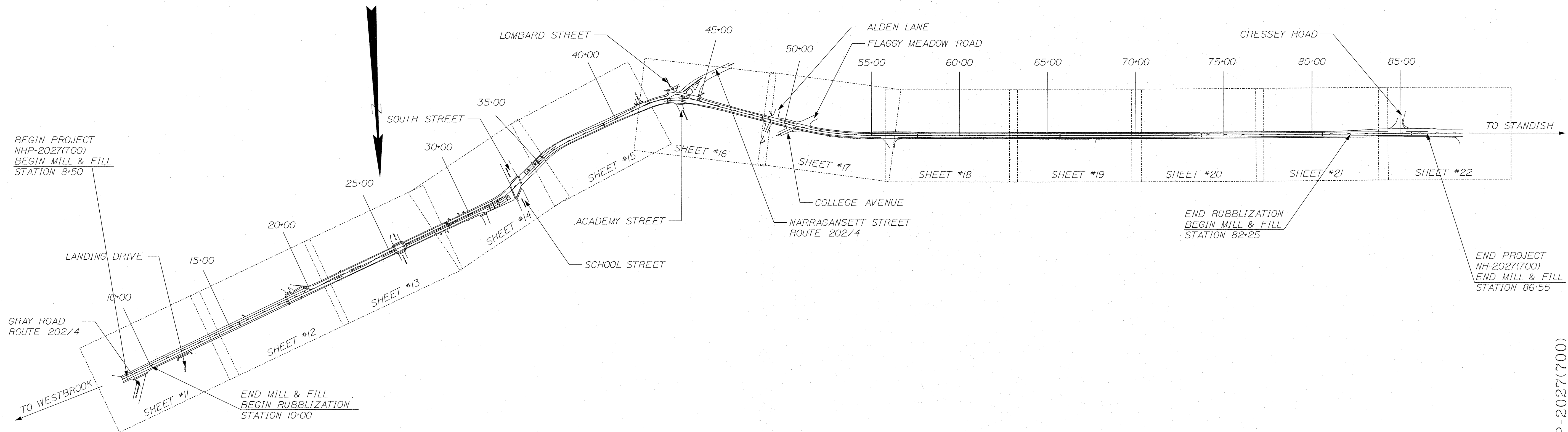
### INDEX OF SHEETS

Description	Sheet No.
Title Sheet	1
Typical Sections	2-6
Estimated Quantities	7
Drainage Sheet	8-9
Construction Notes	10
Plan / Profile	11-22
Geometric Curb Layout	23-34

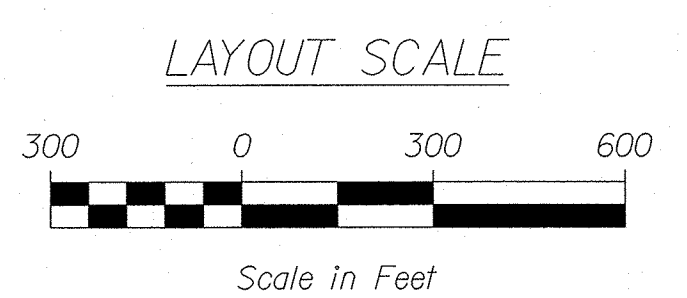
STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
	<i>[Signature]</i>	3/5/18
	COMMISSIONER:	
	CHIEF ENGINEER:	Jaye Robert Taylor 3-2-18



<i>[Signature]</i>	SIGNATURE	DATE
7/15	P.E. NUMBER	2-23-18



TRAFFIC DATA	SR 4/25/US202 (MAIN ST.) E/O SR 114 (SOUTH)	SR 4/25/US202 (STATE ST.) SW/O SR 114 (SOUTH)
Current (2016) AADT	20,830	16,390
Future (2028) AADT	24,580	19,340
DHV - % of AADT	8%	9%
Design Hour Volume	1,966	1,741
% Heavy Trucks (AADT)	5%	6%
% Heavy Trucks (DHV)	5%	6%
Directional Distribution (DHV)	58%	58%
18 kip Equivalent P 2.0	465	465
18 kip Equivalent P 2.5	443	443
Design Speed (mph)	25	25/35
Functional Class:	Other Princ. Arterial	Minor Arterial
Highway Priority	1	2



<b>PROJECT LOCATION:</b>	Beginning 0.06 miles west of the intersection of Johnson Road and extending westerly on Route 25 for 1.48 miles to 0.03 miles west of Cressey Road.
<b>PROGRAM AREA:</b>	Highway
<b>SCOPE OF WORK:</b>	Rehabilitation

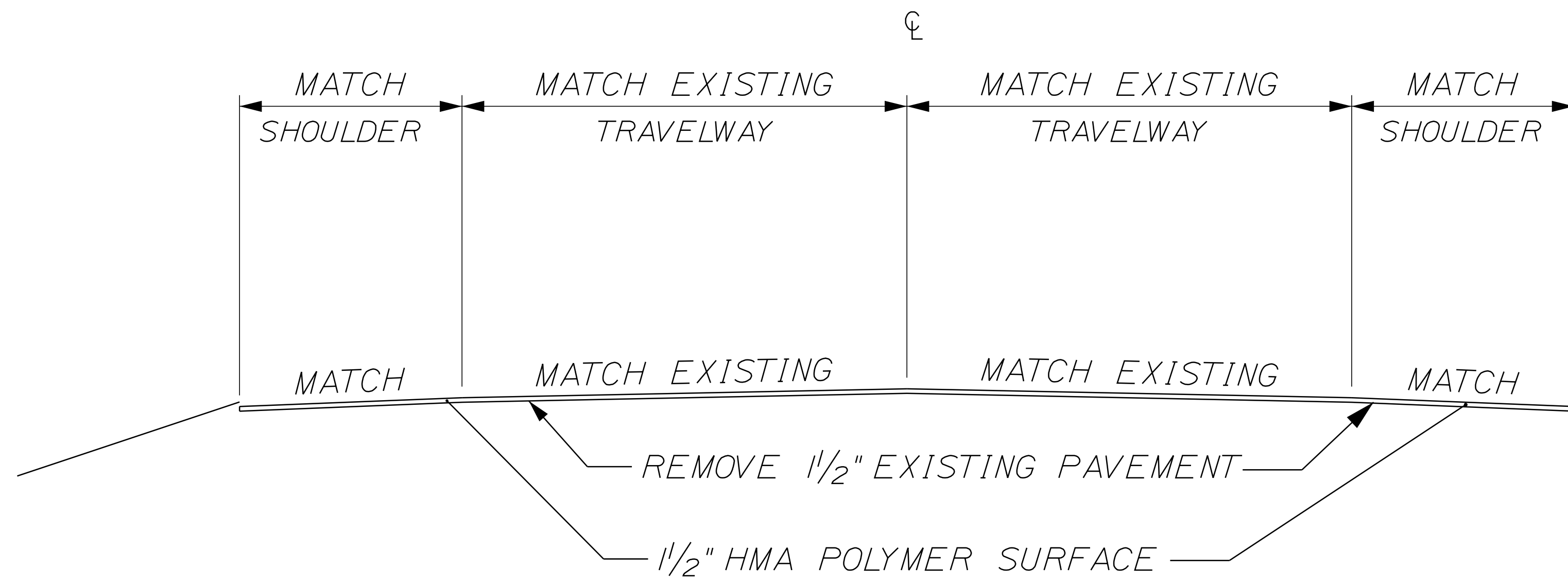
PROGRAM	PROJECT MANAGER	DESIGNER	CONSULTANT	PROJECT RESIDENT	CONTRACTOR	PROJECT COMPLETION DATE
HIGHWAY	R. BETZ	T. KELLY				

GORHAM  
ROUTE 25  
TITLE SHEET

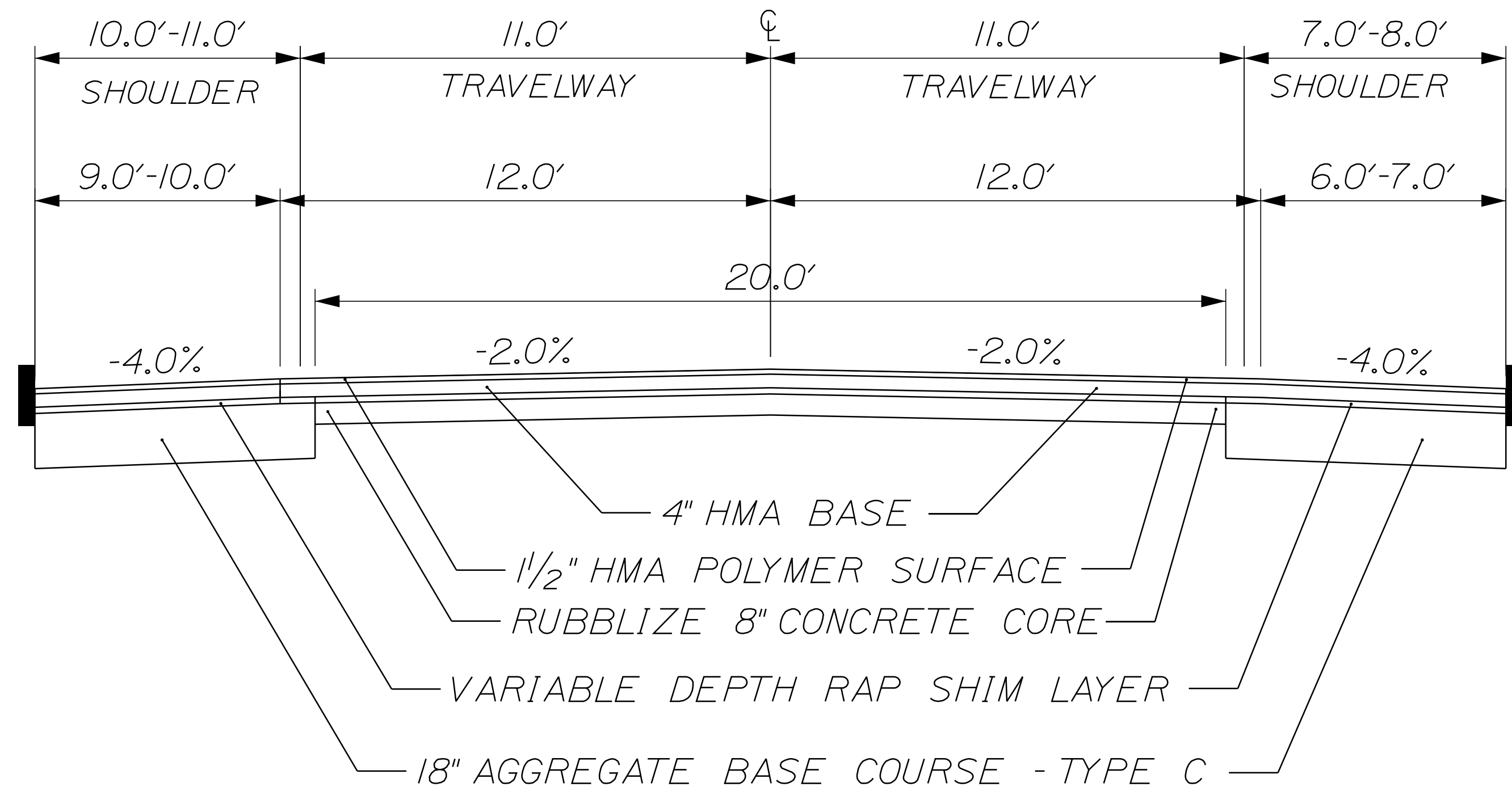
SHEET NUMBER  
**1**  
OF 34

Date: 2/23/2018  
Username: lison.Rbeat  
Division: HIGHWAY  
Filename: ... \00\HIGHWAY\WSTA\001\_Title.dgn

WIN 20277.00 NHP-2027(700)



STATION 8+50 TO 10+00  
STATION 82+25 TO 86+55



STATION 10+00 TO 18+00

NOTE:

1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE SHOULDER, THE LOW SIDE SHOULDER SHALL HAVE THE SAME SLOPE AS THE TRAVELWAY.
3. CROWNS FOR BOTH NORMAL AND SUPERELEVATION SECTIONS FOR ALL COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.
4. THE ALGEBRAIC DIFFERENCE BETWEEN THE SHOULDER AND TRAVELWAY CROSS SLOPES "ROLLOVER" SHALL NOT EXCEED 8%.
5. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.
6. SUBGRADE CROSS SLOPE SHALL MATCH SURFACE CROSS SLOPES UNLESS OTHERWISE DIRECTED BY RESIDENT.
7. A FINAL MINIMUM CURB REVEAL OF 5" SHALL BE MAINTAINED IN ALL CURBED AREAS WHERE CURB IS NOT TO BE DISTURBED UNLESS OTHERWISE DIRECTED BY RESIDENT.
8. VARIABLE DEPTH RAP SHIM LAYER SHALL NOT EXCEED 3" IN DEPTH UNLESS OTHERWISE DIRECTED BY RESIDENT.
9. A 100 FT TRANSITION FROM EXISTING SLOPE TO DESIGN SLOPE OF -2.0% TRAVELWAY AND -4.0% SHOULDER SHALL BE MILLED FROM STATION 9+00 TO 10+00 AND 82+25 TO 83+25 RESPECTIVELY.

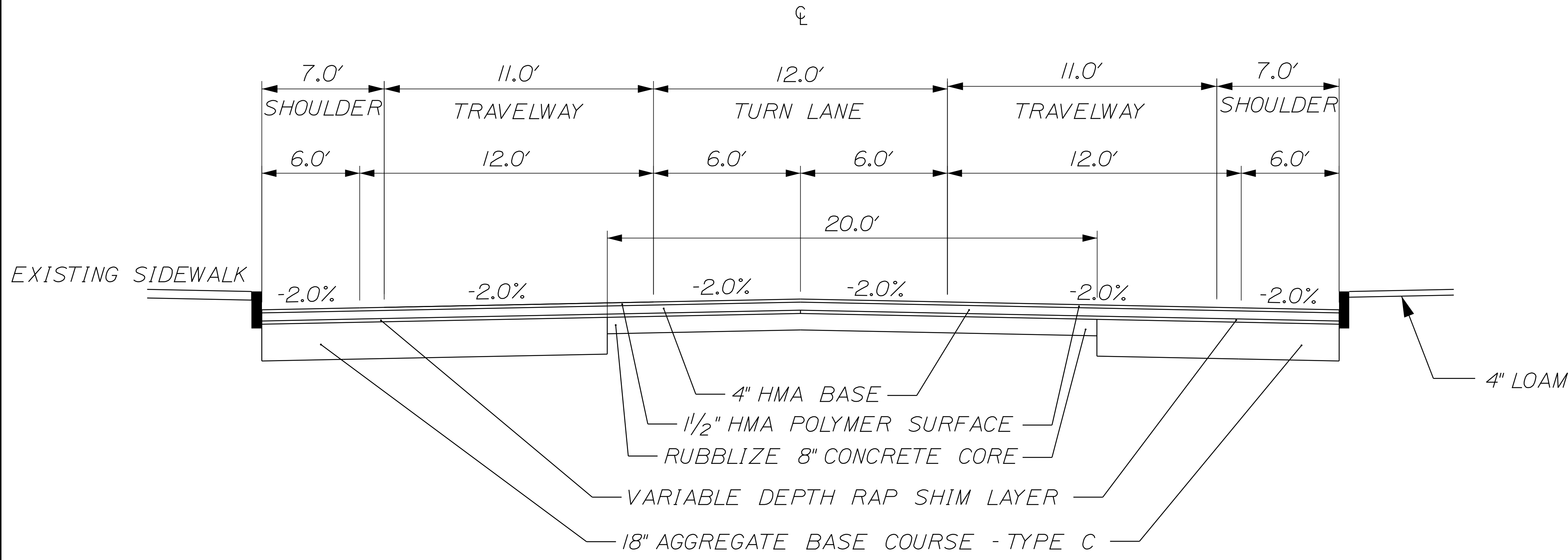
PROJ. MANAGER	BETZ, ROBERT	BY	DATE
DESIGN DETAILED			
CHECKED-REVIEWED			
DESIGN DETAILED			
DESIGN DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

GORHAM  
ROUTE 25  
TYPICAL SECTIONS

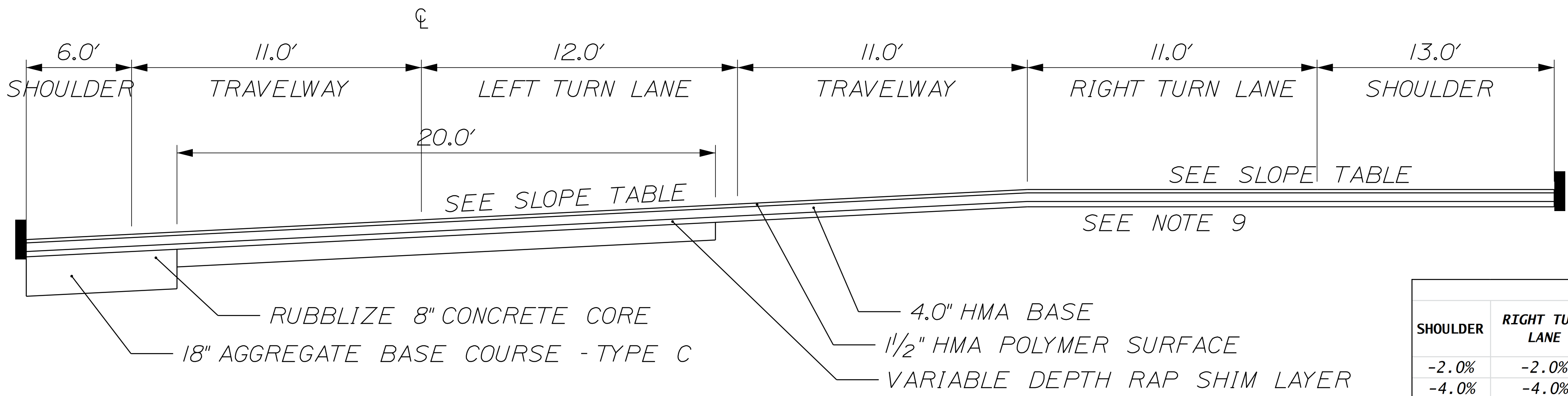
SHEET NUMBER

2

OF 34



STATION 18+00 TO 30+55



STATION 30+55 TO 34+00

SHOULDER	RIGHT TURN LANE	TRAVELWAY LEFT TURN LANE	STATION	TRAVELWAY	SHOULDER		
-2.0%	-2.0%	-2.0%	34+00	-2.0%	-2.0%		
-4.0%	-4.0%	-4.0%	33+50	3.0%	3.0%		
-3.0%	-3.0%	-3.0%	33+00	4.0%	4.0%		
SHOULDER	TRAVELWAY	LEFT TURN LANE		LEFT TURN LANE	TRAVELWAY	RIGHT TURN LANE	SHOULDER
-2.5%	-2.5%	-2.5%	32+50	-2.5%	-2.5%	0.9%	0.9%
-2.0%	-2.0%	-2.0%	32+00	-2.0%	-2.0%	-2.5%	-2.5%
-2.0%	-2.0%	-2.0%	31+50	1.0%	1.0%	-4.1%	-4.1%
-2.0%	-2.0%	-2.0%	31+00	-1.0%	-1.0%	-1.6%	-1.6%
SHOULDER	TRAVELWAY	CENTER TURN LANE		CENTER TURN LANE	TRAVELWAY	SHOULDER	
-2.0%	-2.0%	-2.0%	30+50	-1.5	-1.5%	-1.5%	

NOTE:

1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE SHOULDER, THE LOW SIDE SHOULDER SHALL HAVE THE SAME SLOPE AS THE TRAVELWAY.
3. CROWNS FOR BOTH NORMAL AND SUPERELEVATION SECTIONS FOR ALL COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.
4. THE ALGEBRAIC DIFFERENCE BETWEEN THE SHOULDER AND TRAVELWAY CROSS SLOPES "ROLLOVER" SHALL NOT EXCEED 8%.
5. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.
6. SUBGRADE CROSS SLOPE SHALL MATCH SURFACE CROSS SLOPES UNLESS OTHERWISE DIRECTED BY RESIDENT.
7. A FINAL MINIMUM CURB REVEAL OF 5' SHALL BE MAINTAINED IN ALL CURBED AREAS WHERE CURB IS NOT TO BE DISTURBED UNLESS OTHERWISE DIRECTED BY RESIDENT.
8. VARIABLE DEPTH RAP SHIM LAYER SHALL NOT EXCEED 3" IN DEPTH UNLESS OTHERWISE DIRECTED BY RESIDENT.
9. RIGHT SHOULDER FROM STATION 33+12 TO 34+00 SHALL BE BOXED FROM EDGE OF CONCRETE TO PROPOSED CURB LINE.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION NHP-2027(700)	WIN 202777.00 HIGHWAY PLANS
SIGNATURE	P.E. NUMBER
DATE	DATE
PROJ. MANAGER	BY
DESIGN-DETAILED	DATE
CHECKED-REVIEWED	DATE
DESIGN-DETAILED	DATE
REVISIONS 1	DATE
REVISIONS 2	DATE
REVISIONS 3	DATE
REVISIONS 4	DATE
FIELD CHANGES	DATE

**GORHAM ROUTE 25**

**TYPICAL SECTIONS**

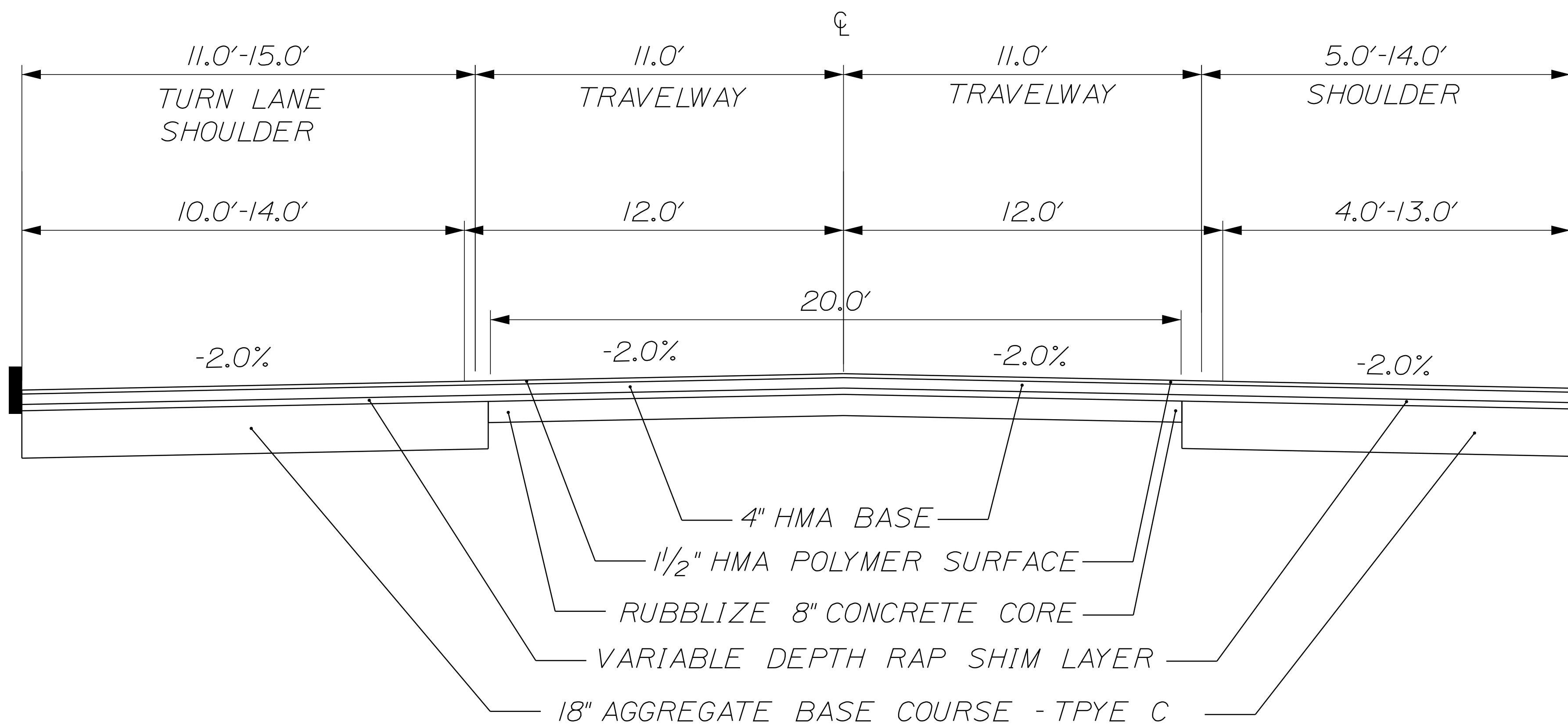
SHEET NUMBER
3
OF 34

Date: 1/12/2018

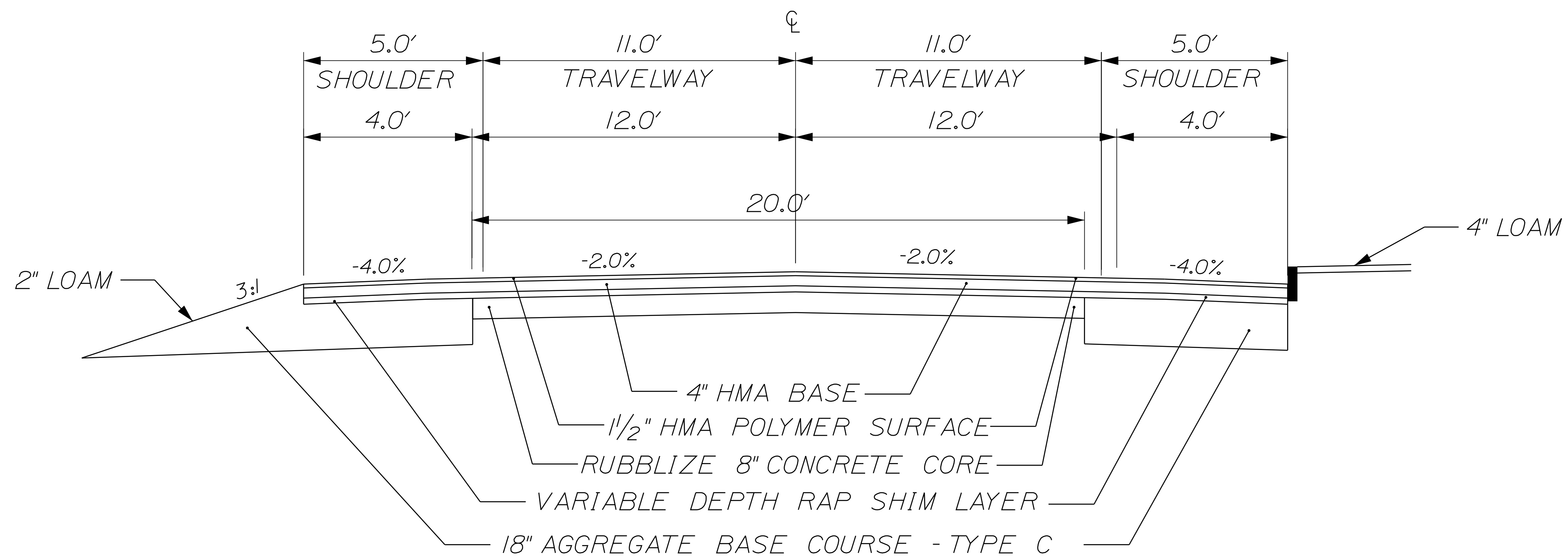
Username: Timothy.A.Kelley

Division: HIGHWAY

Filename: ... \HIGHWAY\MSTA\004\_Typical.dgn



STATION 34+00 TO 40+00



STATION 47+50 TO 48+25  
STATION 57+00 TO 82+25

NOTE:

1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE SHOULDER, THE LOW SIDE SHOULDER SHALL HAVE THE SAME SLOPE AS THE TRAVELWAY.
3. CROWNS FOR BOTH NORMAL AND SUPERELEVATION SECTIONS FOR ALL COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.
4. THE ALGEBRAIC DIFFERENCE BETWEEN THE SHOULDER AND TRAVELWAY CROSS SLOPES "ROLLOVER" SHALL NOT EXCEED 8%.
5. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.
6. SUBGRADE CROSS SLOPE SHALL MATCH SURFACE CROSS SLOPES UNLESS OTHERWISE DIRECTED BY RESIDENT.
7. A FINAL MINIMUM CURB REVEAL OF 5" SHALL BE MAINTAINED IN ALL CURBED AREAS WHERE CURB IS NOT TO BE DISTURBED UNLESS OTHERWISE DIRECTED BY RESIDENT.
8. VARIABLE DEPTH RAP SHIM LAYER SHALL NOT EXCEED 3" IN DEPTH UNLESS OTHERWISE DIRECTED BY RESIDENT.
9. CONTRACTOR SHALL DAYLIGHT ALL INSLOPE AREAS. IN DAYLIGHTED AREAS, CONTRACTOR SHALL MATCH EXISTING SHOULDER SLOPES LESS THAN 3:1 OR CONSTRUCT A 3:1 SLOPE IN AREAS EXCEEDING 3:1.
10. COMMON EXCAVATION SHALL BE USED AS SUBGRADE MATERIAL TO EXTEND SLOPES WHERE NECESSARY. PLACEMENT IS CONSIDERED INCIDENTAL TO ITEM 203.20.

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
NHP-2027(700)  
WIN 20277.00  
HIGHWAY PLANS

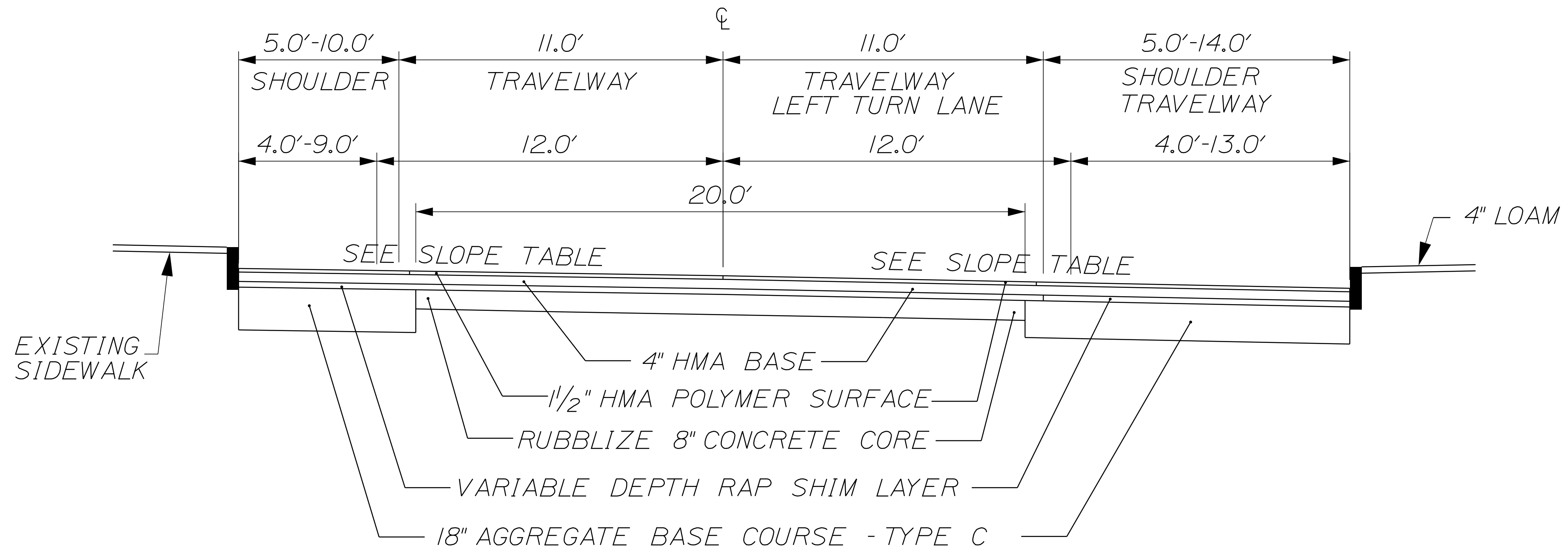
PROJ. MANAGER	BETZ, ROBERT	BY	DATE
DESIGN DETAILED			
CHECKED/REVIEWED			
DESIGN DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

GORHAM  
ROUTE 25  
TYPICAL SECTIONS

SHEET NUMBER  
**4**  
OF 34

NOT TO SCALE

Filename: ... \HIGHWAY\MSTA\005\_ Typical.dgn  
 Division: HIGHWAY  
 Username: Timothy.A.Kelley  
 Date: 1/12/2018



- NOTE:
1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
  2. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE SHOULDER, THE LOW SIDE SHOULDER SHALL HAVE THE SAME SLOPE AS THE TRAVELWAY.
  3. CROWNS FOR BOTH NORMAL AND SUPERELEVATION SECTIONS FOR ALL COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.
  4. THE ALGEBRAIC DIFFERENCE BETWEEN THE SHOULDER AND TRAVELWAY CROSS SLOPES "ROLLOVER" SHALL NOT EXCEED 8%.
  5. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.
  6. SUBGRADE CROSS SLOPE SHALL MATCH SURFACE CROSS SLOPES UNLESS OTHERWISE DIRECTED BY RESIDENT.
  7. A FINAL MINIMUM CURB REVEAL OF 5" SHALL BE MAINTAINED IN ALL CURBED AREAS WHERE CURB IS NOT TO BE DISTURBED UNLESS OTHERWISE DIRECTED BY RESIDENT.
  8. VARIABLE DEPTH RAP SHIM LAYER SHALL NOT EXCEED 3" IN DEPTH UNLESS OTHERWISE DIRECTED BY RESIDENT.

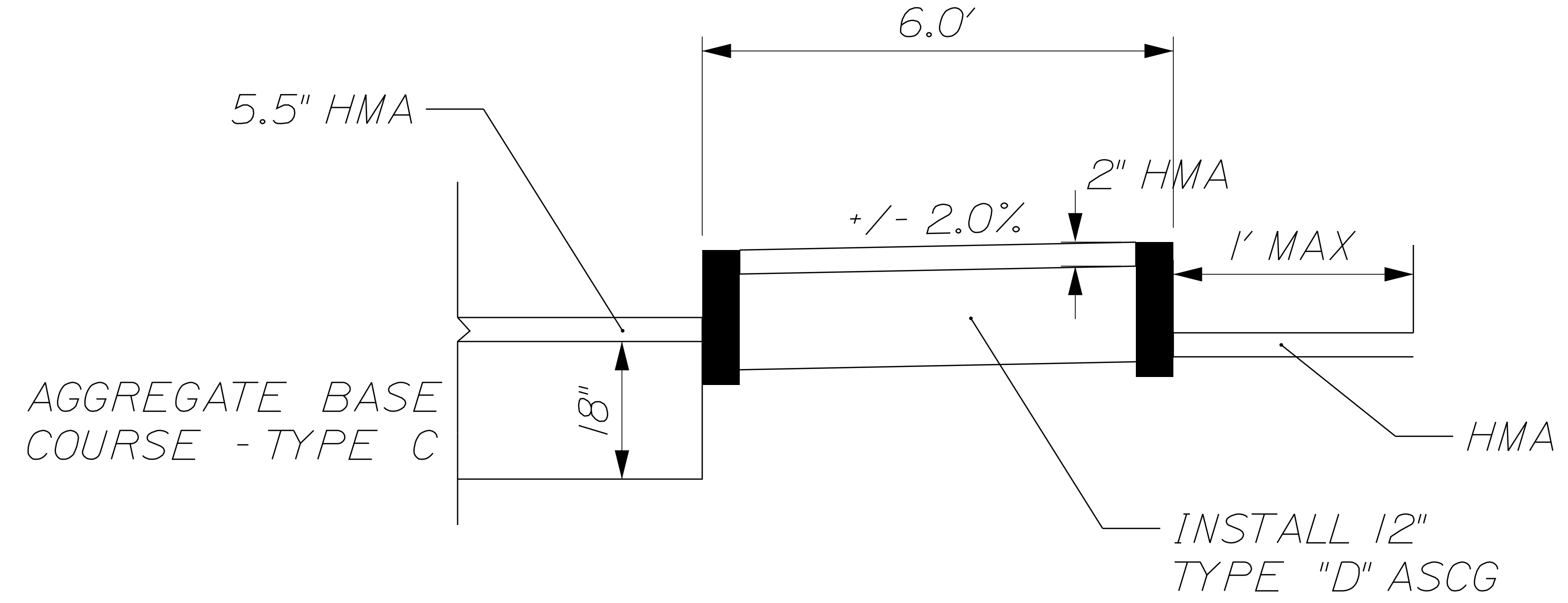
STATION 40+00 TO 47+50  
 STATION 48+25 TO 57+00

SHOULDER	TRAVELWAY	STATION	TRAVELWAY	SHOULDER	
-4.0%	-2.0%	47+50	-1.8%	-4.0%	
-4.0%	-1.6%	47+00	-2.0%	-4.0%	
-4.0%	-1.3%	46+50	-2.0%	-3.0%	
-4.0%	-0.9%	46+00	-2.0%	-2.0%	
-4.0%	-0.5%	45+50	-2.0%	-4.0%	
-6.8%	1.0%	45+00	-2.0%	-2.0%	
-1.4%	1.5%	44+50	-2.0%	-2.0%	
-2.1%	1.5%	44+00	-2.0%	-2.0%	
SHOULDER	TRAVELWAY		LEFT TURN LANE	TRAVELWAY	SHOULDER
-3.4%	1.5%	43+50	-2.0%	-2.0%	-2.0%
1.5%	1.5%	43+00	-2.0%	-2.0%	-2.0%
1.5%	1.5%	42+50	-2.0%	-2.0%	-2.0%
0.5%	0.5%	42+00	-2.0%	-2.0%	-2.0%
SHOULDER	TRAVELWAY		TRAVELWAY	SHOULDER	
-0.5%	-0.5%	41+50	-2.0%	-2.0%	
-1.0%	-1.0%	41+00	-2.0%	-2.0%	
-1.5%	-1.5%	40+50	-2.0%	-2.0%	
-2.0%	-2.0%	40+00	-2.0%	-2.0%	

SHOULDER	TRAVELWAY	STATION	TRAVELWAY	SHOULDER
-4.0%	-2.0%	57+00	-2.0%	-4.0%
-4.0%	-2.0%	56+50	-1.3%	-4.0%
-4.0%	-2.0%	56+00	-0.5%	-4.0%
-4.0%	-2.0%	55+50	0.3%	-4.0%
-4.0%	-2.0%	55+00	1.0%	-4.0%
-4.0%	-2.0%	54+50	1.0%	-4.0%
-4.0%	-2.0%	54+00	1.0%	-4.0%
-4.0%	-2.0%	53+50	1.0%	-4.0%
-4.0%	-2.0%	53+00	1.0%	-4.0%
-4.0%	-2.0%	52+50	1.0%	-4.0%
-4.0%	-2.0%	52+00	1.0%	-4.0%
-4.0%	-2.0%	51+50	1.0%	-4.0%
-4.0%	-2.0%	51+00	1.0%	-4.0%
-4.0%	-2.0%	50+50	1.0%	-4.0%
-4.0%	-2.0%	50+00	-0.3%	-4.0%
-4.0%	-2.0%	49+50	-0.3%	-4.0%
-4.0%	-2.0%	49+00	-1.0%	-4.0%
-4.0%	-2.0%	48+50	-1.3%	-4.0%
-4.0%	-2.0%	48+00	-1.5%	-4.0%

STATE OF MAINE DEPARTMENT OF TRANSPORTATION NHP-2027(700)	WIN 20277.00 HIGHWAY PLANS
PROJ. MANAGER DESIGN-DETAILED CHECKED-REVIEWED DESIGN-DETAILED DESIGN-DETAILED REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES	BY DATE SIGNATURE P.E. NUMBER DATE
GORHAM ROUTE 25 TYPICAL SECTIONS	SHEET NUMBER  <b>5</b> OF 34

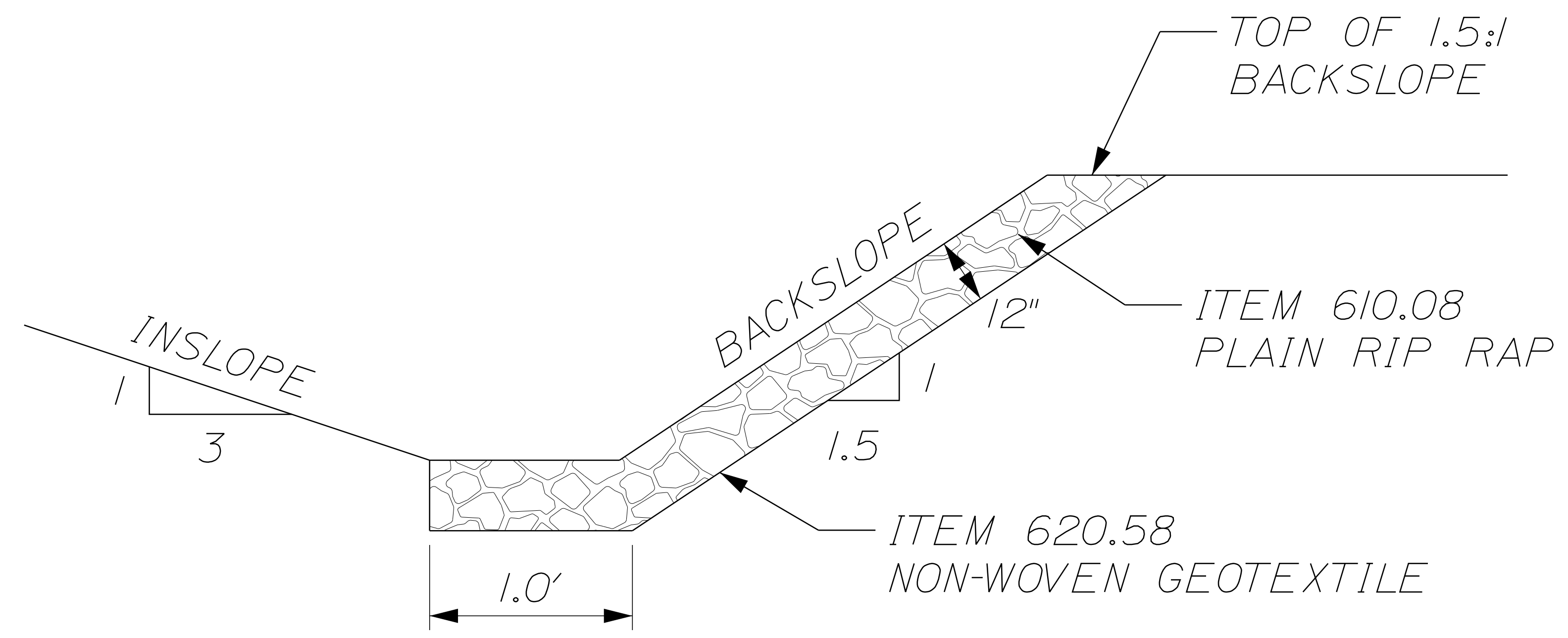
RAISED SIDEWALK:



NOTE:

1. CONTRACTOR SHALL MATCH EXISTING PAVEMENT OR 2" OF HMA, WHICHEVER GREATER.
2. ANY BACKSLOPE THAT IS 1.5:1 OR GREATER SHALL BE RIP-RAPPED. BOTTOM OF RIPRAP SLOPE SHALL BE KEYED-IN TO FLOW LINE OF DITCH.

BACKSLOPE DETAIL:



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
NHP-2027(700)		WIN 20277.00	
HIGHWAY PLANS			
PROJ. MANAGER	BETZ, ROBERT	BY	DATE
DESIGN DETAILED			
CHECKED/REVIEWED			
DESIGN DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
GORHAM ROUTE 25		SIGNATURE	
DETAILS		P.E. NUMBER	
		DATE	
SHEET NUMBER			
6			
OF 34			

NOT TO SCALE

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
202.202	REMOVING PAVEMENT SURFACE	39,800	SY
202.203	PAVEMENT BUTT JOINTS	1,300	SY
203.20	COMMON EXCAVATION	8,300	EA
203.21	ROCK EXCAVATION	100	CY
203.35	CRUSHED STONE FILL	160	CY
206.07	STRUCTURAL ROCK EXC - DRAINAGE AND MINOR STRUCTURES	250	CY
211.21	INSLOPE REHABILITATION	4,500	LF
211.40	NEW DITCH EXCAVATION	700	LF
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	200	CY
304.16	AGGREGATE BASE COURSE - TYPE C	7,900	CY
311.36	FULL DEPTH CONCRETE RUBBLIZATION	14,000	SY
403.209	HOT MIX ASPHALT 9.5 MM (INCIDENTALS)	600	T
403.2101	9.5 MM POLYMER MODIFIED HMA	3,250	T
403.211	HOT MIX ASPHALT (SHIM)	300	T
403.213	HOT MIX ASPHALT 12.5 MM BASE	7,000	T
409.15	BITUMINOUS TACK COAT - APPLIED	24,600	G
411.09	UNTREATED AGGREGATE SURFACE COURSE	200	CY
502.565	CONCRETE FILL	20	CY
603.159	12 INCH CULVERT PIPE OPTION III	700	LF
603.16	15" CULVERT PIPE OPTION I	140	LF
603.169	15 INCH CULVERT PIPE OPTION III	1,660	LF
603.175	18" RCP CLASS III	368	LF
603.179	18 INCH CULVERT PIPE OPTION III	780	LF
603.199	24 INCH CULVERT PIPE OPTION III	640	LF
604.15	MANHOLE	2	EA
604.161	ALTERING CATCH BASIN	24	EA
604.164	REBUILDING CATCH BASIN	1	EA
604.18	ADJUST MAN HOLE OR CATCH BASIN TO GRADE	27	EA
604.244	CATCH BASIN TYPE F4	4	EA
604.262	CATCH BASIN TYPE B5-C	6	EA
608.08	REINFORCED CONCRETE SIDEWALK	950	SY
608.26	CURB RAMP DETECTIBLE WARNING FIELD	216	SF
608.46	REGRAVING SIDEWALK	500	SY
609.11	VERTICAL CURB TYPE 1	2,317	LF
609.12	VERTICAL CURB TYPE 1 - CIRCULAR	273	LF
609.234	TERMINAL CURB TYPE 1 - 4 FOOT	6	LF
609.2341	TERMINAL CURB TYPE 1 - 4 FOOT - CIRCULAR	4	LF
609.238	TERMINAL CURB TYPE 1 - 8 FOOT	80	LF
609.31	CURB TYPE 3	200	LF
609.38	RESET CURB TYPE 1	2,300	LF
609.40	RESET CURB TYPE 5	110	LF
610.08	PLAIN RIPRAP	150	CY
613.319	EROSION CONTROL BLANKET	200	SY
615.07	LOAM	650	CY
618.13	SEEDING METHOD NUMBER 1	210	UN
618.14	SEEDING METHOD NUMBER 2	530	UN
619.12	MULCH	740	UN
620.58	EROSION CONTROL GEOTEXTILE	200	SY
627.733	4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	22,200	LF
627.75	WHITE OR YELLOW PAVEMENT AND CURB MARKING	5700	SF
627.78	TEMP 4" PAINT PVMT MARK LINE W OR Y	66,600	LF
629.05	HAND LABOR, STRAIGHT TIME	100	HR
631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	100	HR
631.14	GRADER (INCLUDING OPERATOR)	70	HR
631.172	TRUCK - LARGE (INCLUDING OPERATOR)	100	HR
631.22	FRONT END LOADER (INCLUDING OPERATOR)	50	HR
631.32	CULVERT CLEANER (INCLUDING OPERATOR)	15	HR
639.18	FIELD OFFICE TYPE A	1	EA
643.86	TRAFFIC SIGNAL LOOP DETECTORS	20	EA
652.33	DRUM	75	EA
652.34	CONE	150	EA
652.35	CONSTRUCTION SIGNS	1,200	SF
652.36	MAINTENANCE OF TRAFFIC CONTROL DEVICES	317	CD
652.38	FLAGGER	19,800	HR
652.381	TRAFFIC OFFICER	500	HR
652.41	PORTABLE CHANGEABLE MESSAGE SIGN	6	EA
656.75	TEMPORARY SOIL EROSION WATER & POLLUTION CONTROL	1	LS
658.20	ACRYLIC LATEX FINISH - GREEN	250	SY
659.10	MOBILIZATION	1	LS
801.03	TEST PITS	5	EA

**COMMON EXCAVATION FOR ESTIMATE**

COMMON EXCAVATION (FROM SHOULDER RECONSTRUCTION)	7,875	
EARTH FROM DRIVES, OLD ROAD, ETC.	425	
GRUBBING IN FILL	0	
LOAM SALVAGE IN FILL	0	
UNDERCUT	0	
MUCK EXCAVATION	0	
CULVERT INLET AND OUTLET DITCHES	0	
PAVEMENT SALVAGE IN FILL	6,680	
<b>TOTAL COMMON EXCAVATION</b>		<b>14,980</b>

**FILL FOR BORROW CALCULATIONS**

COMMON FILL (FROM CROSS SECTIONS)	0	
FILL FOR DRIVES	75	
GRUBBING IN FILL	0	
LOAM SALVAGE IN FILL	0	
UNDERCUT	0	
MUCK EXCAVATION	0	
PAVEMENT SALVAGE IN FILL	2,600	
<b>TOTAL FILL</b>		<b>2,675</b>

**ROCK EXCAVATION FOR ESTIMATE**

ROCK EXCAVATION (FROM CROSS SECTIONS)	100	
ROCK EXCAVATION (BOULDERS)	0	
<b>TOTAL ROCK EXCAVATION</b>		<b>100</b>

**UNCLASSIFIED EXCAVATION FOR ESTIMATE**

TOTAL COMMON EXCAVATION	14,980	
TOTAL ROCK EXCAVATION	100	
<b>TOTAL UNCLASSIFIED EXCAVATION</b>		<b>15,080</b>

**AVAILABLE COMMON EXCAVATION FOR BORROW CALCULATIONS**

(1) TOTAL COMMON EXCAVATION		<b>14,980</b>
DEDUCTIONS:		
GRUBBING IN CUT	0	
GRUBBING IN FILL	0	
LOAM SALVAGE IN CUT	0	
LOAM SALVAGE IN FILL	0	
UNDERCUT	0	
MUCK EXCAVATION	0	
PAVEMENT SALVAGE (CUT & FILL)	6,680	
(2) TOTAL DEDUCTIONS		<b>6,680</b>
TOTAL AVAILABLE COMMON EXCAVATION (1) MINUS (2)		<b>8,300</b>
TOTAL AVAILABLE STRUCT. EXCAVATIONS (USUALLY UNDERDRAIN ONLY)		<b>0</b>
<b>TOTAL AVAILABLE NON-ROCK EXCAVATION</b>		<b>8,300</b>

**COMPUTATION FOR COMMON BORROW FOR ESTIMATE**

(3) TOTAL FILL		<b>2,675</b>
TOTAL AVAIL. NON-ROCK EXCAV.	8,300 x 0.85 =	<b>7,055</b>
TOTAL AVAIL. ROCK EXCAV.	100 x 1.33 =	<b>133</b>
TOTAL AVAIL. STR. ROCK EXCAV.	x 1.33 =	<b>0</b>
TOTAL WASTE MATERIAL TO BE UTILIZED	6,100 x 1 =	<b>6,100</b>
(4) TOTAL AVAILABLE EXCAVATION		<b>= 13,288</b>

IF NO BORROW IS NEEDED, SURPLUS MATERIAL = AVAILABLE EXCAVATION MINUS TOTAL FILL, PLUS TOTAL WASTE MATERIAL TO BE WASTED (DISPOSED OF?) **10,613**

STATE OF MAINE DEPARTMENT OF TRANSPORTATION <b>NHP-2027(700)</b>	WIN 20277.00 HIGHWAY PLANS
SIGNATURE	P.E. NUMBER
DATE	DATE
PROJ. MANAGER	FIELD CHANGES
DESIGN-DETAILED	REVISIONS 1
CHECKED-REVIEWED	REVISIONS 2
DESIGN-DETAILED	REVISIONS 3
DESIGN-DETAILED	REVISIONS 4
BY	DATE
BETZ, ROBERT	DATE

**GORHAM ROUTE 25**

**ESTIMATED QUANTITIES**

SHEET NUMBER

**7**

OF 34





GENERAL NOTES

- 1. A temporary ramp shall be constructed with HMA at the ends of the roadway section paved or milled each day. The uses of millings or RAP will not be allowed, but cold patch may be temporarily utilized until HMA plants are open for the season.
- For Interstate Highways or roadways with speed limits equaling or exceeding 50 mph, temporary ramps shall be constructed at a length of eight feet per inch of transition depth.
- For all other roadways with speed limits less than 50 mph, temporary ramps shall be constructed at a length of four feet per inch of transition depth.
- Materials, placement, maintenance, and removal shall be incidental to contract items.
- 2. Prior to removing any pavement or placing any shim pavement, the roadway will be inspected for possible subsurface boulders, which will be removed as directed by the Resident. Payment will be made under appropriate contract rental items. Backfill will be placed to subgrade with material consistent with the surrounding material. Aggregate subbase course gravel will be placed from subgrade to finish grade and will be paid under the appropriate item.
- 3. All inslope and ditches in cut areas shall be graded as shown on the typicals or flatter, or as directed by the Resident.
- 4. The Contractor shall plan and conduct their work accordingly so that upon final completion of the project there is no drop-off from the edge of shoulder pavement.
- 5. Driveway fill side slopes shall be the same as the non-guardrail fill slopes unless otherwise noted on the plans.
- 6. All waste material not used on the project shall be disposed of off the project in acceptable waste areas reviewed by the Resident. Grading, seeding and mulching of waste areas shall be considered incidental.
- 7. Required ditch protection shown on the plans or in the Construction Notes is for estimating purposes only. The actual type and location of ditch protection may be altered by the Resident.
- 8. If foundation material is required under culverts, it shall meet the requirements for granular borrow material for underwater backfill as specified in Standard Specification 703.19 and will be paid for as granular borrow.
- 9. Residential paved entrances shall be constructed with: 2" hot mix asphalt and 12" aggregate subbase course gravel.
- 10. Commercial paved entrances shall be constructed with: 3" hot mix asphalt and 11" aggregate subbase course gravel.
- 11. Gravel entrances shall be constructed with 14" aggregate subbase course gravel or 11" aggregate subbase course gravel and 3" untreated aggregate surface course unless otherwise noted in the plans or directed by the Resident.
- 12. Grassed entrances shall be constructed with 12" aggregate subbase course gravel and 2" loam, seed & mulch unless otherwise noted in the plans or directed by the Resident.
- 13. A 3' paved lip shall be placed at all unpaved entrances unless otherwise noted in the plans or directed by the Resident.
- 14. All paved walks to be constructed with 12" aggregate subbase course-gravel and 2" hot mix asphalt unless otherwise noted in the plans or directed by the Resident.
- 15. Any necessary cleaning of existing pavement prior to paving (or milling) shall be incidental to the related paving (or milling) items. This includes killing and removal of all vegetative matter.
- 16. All existing paved shoulders and widenings to be resurfaced as directed by the Resident.
- 17. The following shall be incidental to the 603 Item(s):
  - a. Any cutting of existing culverts and or connectors necessary to install new culvert replacements or extensions
  - b. All pipe excavation including any cutting and removal of HMA or Concrete pavement, including reinforcement.
  - c. All ditching at pipe ends
  - d. Furnishing, placing, grading, and compacting of any new gravel and for temporary detours to maintain traffic during pipe installation (excavation is also incidental).
  - e. All work necessary to connect to existing pipes and drainage structures
  - f. Existing flow lines may be changed by up to 1.5 ft
  - g. Any necessary clearing of brush and non-pay trees within 10 feet of culvert ends
  - h. An 18 wide strip of non-woven geo-textile meeting the requirements of 620.58 shall be placed over all RCP joints
- 18. Prior to surface paving, existing culverts to remain shall be cleaned as directed by the Resident. Payment will be made under Item 631.32 Culvert Cleaner (Including Operator).
- 19. Granular borrow used under pipes shall meet the requirements for material for underwater backfill as specified in Standard Specification 703.19.
- 20. No existing drainage shall be abandoned, removed or plugged without prior approval of the Resident.
- 21. Inlets and outlets of all culverts shall be ripped unless otherwise noted on the plans or directed by the Resident.
- 22. The culvert sizes shown on the plans and cross sections are for smoothlined pipes. For comparable corrugated sizes see the drainage tabulation.
- 23. Flat tops for catch basins are not allowed unless noted on the plans or directed by the Resident.
- 24. Any necessary cutting of existing pipes to fit in areas of proposed catch basins will not be paid for separately and will be considered incidental to Item 604.
- 25. Any necessary cutting of existing catch basins to allow for proposed pipe connections will not be paid for separately and will be considered incidental to Item 603 or 605.
- 26. As directed by the Resident, all existing underdrain outlets shall be located, cleaned out and ditched as required or replaced as necessary. Payment will be made under appropriate contract items.
- 27. Existing abandoned water mains broken by the Contractor during construction shall have the ends plugged with brick and mortar. Cost for all labor and material will be considered incidental to the contract and no direct payment will be made.

- 28. Backing up bituminous or concrete slipform curb is incidental to the curb items. In areas where new bituminous or concrete slipform curb is designated to replace existing, the removal of the old bituminous or concrete slipform curb shall be incidental to the new curb. If called for on the plans or directed by the Resident, loam or dirty borrow will be paid for separately.
- 29. Loam has been estimated for disturbed lawn areas. Actual placement of the loam shall be as noted on the plans or designated by the Resident.
- 30. Unless otherwise noted Seeding Method No. 1 shall be utilized on all lawns and developed areas; Seeding Method No. 2 shall be utilized on all other areas.
- 31. Loam shall be placed to a nominal depth of 4 inches in lawn areas and 2 inches in all other areas unless otherwise noted or directed.
- 32. Acrylic latex color finish green (Item 658.20) shall be placed on all paved islands.
- 33. The Contractor will be responsible for maintaining all existing mailboxes to ensure that the mail will be deliverable. Payment for this work will be made under the appropriate rental items.
- 34. The Contractor is responsible for the careful side staking of existing centerline as per Standard Specification 105.6.2. Side stakes shall be placed safely outside of the construction limits and the existing centerline grades shall be transferred to these stakes. These stakes and grades will be used to layout centerline and determine new construction finish grades from differential elevation sheets furnished by MaineDOT. All layout, stakes, and grades will be checked and must be acceptable to the Resident.
- 35. Any damage to the slopes caused by the Contractor's equipment, personnel, or operation shall be repaired to the satisfaction of the resident. All work, equipment, and materials required to make repairs shall be at the Contractor's expense.
- 36. Areas requiring fill on the project will come from suitable excavation from excavation, ditch and inslope or equipment rental areas.
- 38. Estimated quantities for required structural earth excavation, drainage and minor structures are informational only and represent the approximate minimum quantity required to install drainage structures. Additional excavation for the Contractor's convenience or to comply with backsloping requirements will not be paid for directly but will be considered incidental to the related drainage items.
- 39. No separate payment for superintendent or foreman will be made for the supervision of equipment and layout of work being paid for under the equipment rental items.
- 40. Undetermined Locations shall be determined by the Resident.
- 41. Stations referenced are approximate.
- 42. Final striping for the project shall be done by the Contractor per the striping layout in the contract documents. Payment shall be made under appropriate contract items.
- 43. The contractor will place appropriately marked stakes at the following locations on the project: striping pattern changes, cross-slope changes, and every 500 for stationing. The contractor will paint every full station (100) on the existing roadway and will transfer the painted stationing through all intermediate lifts (not surface). Appropriately sized striping pattern changes will be painted on surface. Stationing control must be placed before work can commence. Cross-slope and striping change controls must be placed before paving can commence.
- 44. Excluding water and gas gate valves, all HMA for patching around adjusted, altered, or rebuilt utility structures shall meet the gradation requirements of a 9.5 mm or 12.5 mm mixture. The Contractor shall saw cut the existing pavement for the patch at least two feet away from the nearest edge of the structure. The Contractor shall place HMA in lifts of 3" or less, as directed by the resident, and compact the HMA using a minimum of a 150 pound plate compactor. HMA for patching around adjusted, altered, or rebuilt utility structures is considered incidental to the respective pay item for adjust, alter, or rebuild utility structure.
- 45. Maine Natural Gas (MNG) has recently installed the gas pipes underneath the roadway. Any information regarding the gas lines can be found by contacting MNG directly.

GENERAL CONSTRUCTION NOTES

- 1. Removal of concrete islands, crosswalks, and sidewalks will be paid for under Item 203.20 Common Excavation. Saw cutting of existing crosswalks or sidewalks will be considered incidental to Item 203.20.
- 2. Item 203.35 Crushed Stone Fill shall be utilized at all utility and drainage cross trenches that impact the existing concrete slab. Pay Limits of Item 203.35 will be the trench width (15" O.D. Pipe + 15") x Depth of Concrete Slab (Typ. 8") x Length of trench within Concrete Slab, unless otherwise directed by Resident.
- 3. Item 211.21 Inslope Rehabilitation shall be used to restore inslopes in areas where inslopes exceed 3:1. For ditched areas, excavation, grubbing, and shaping of backslope to ROW line shall be considered incidental to Item 211.21. In areas where the backslope is 1.5:1 or greater, backslope shall be rip rapped, reference Sheet 6 - Details.
- 4. Item 211.40 New Ditch Excavation shall be utilized for shaping new drainage swales.
- 5. Erosion control blanket shall be placed in any ditched areas per Resident discretion.
- 6. Test pit locations are approximate and are to be used to determine location, type, direction, and elevation of drainage.
- 7. Item 604.164 Rebuilding Catch Basin shall be considered full compensation for the removal of the existing concrete upper cone and the installation of a new flat top to allow proper grading.
- 8. In areas where Type I curb will be reset (Item 609.38), the existing curb suitable for use as terminal ends shall be cut, if necessary, and utilized as such and paid for under Item 609.38. Required cutting of curb is considered incidental to this item.
- 9. The installation of concrete crosswalks shall be paid under Item 608.08 and shall meet the requirements of Section 608 of the MaineDOT Standard Specifications. Concrete shall be placed flush to 1/2" below the final pavement grade. Any cutting or excavation of HMA or grading of subbase for construction of crosswalks shall be considered incidental to item 608.08.

- 10. Sidewalk Regrade areas shown on plans are approximate and intended to be used to regrade sidewalks to meet ADA Compliance per section 801 of the Standard Details. Work will be paid under item 608.46 Regrading Sidewalk.
- 11. Contractor shall replace excavated sidewalks with like-in-kind treatments unless otherwise directed by Resident. Work shall be paid under appropriate contract items
- 12. Item 627.733 4 Inch White or Yellow Pavement Marking Line: Final Striping will not commence until 10 days have elapsed from the completion of surface pavement and must be completed within 20 days of the completion of surface pavement. Unless otherwise directed, failure to comply will result in a Traffic Control Violation. Once Construction is Complete, Maintenance of Traffic Control Devices (652.36) will not be paid while waiting to final stripe. Once Construction is Complete, Liquidated Damages will not be charged while waiting to final stripe.
- 13. Item 627.78 Temporary 4 Inch Pavement Marking Line White or Yellow: Temporary center lines shall be painted on all matched pavement within one week. Temporary edge lines shall be painted on all pavement layers within four weeks. All temporary lines shall be painted prior to final striping. Multilane sections, truck lanes, and milled surfaces must be striped daily on all matched pavement layers. TOMs must be used on all pavement layers until temporary paint is applied. TOMs will be removed before final striping. TOM removal will be addressed in the Traffic Control Plan. Only temporary lines will be paid under this item. TOMs will be considered incidental to the contract.
- 14. All low shoulder and curbed areas shall be temporarily delineated using panel markers. Payment will be made under Item 652.35 Construction Signs.

DRIVEWAY CONSTRUCTION NOTES

- 1. Drives shall be butted and overlaid in areas where the elevation difference at the match point between proposed and existing is less than or equal to 1.5 inches.
- 2. In areas where the elevation difference at the match point between proposed and existing exceeds 1.5 inches, pavement on drives shall be removed to the limits necessary to provide correct transitions as specified in Standard Details Section 801(01) - 801(11). For areas with elevation differentials greater than 1.5" but less than 6", the drive will be regraded and paid under Item 411.09. For grade differential greater than 6", drives shall be boxed per Resident directive and in accordance with Standard Details 801(01) - 801(11). Straight grading is not permitted without prior approval of Resident.

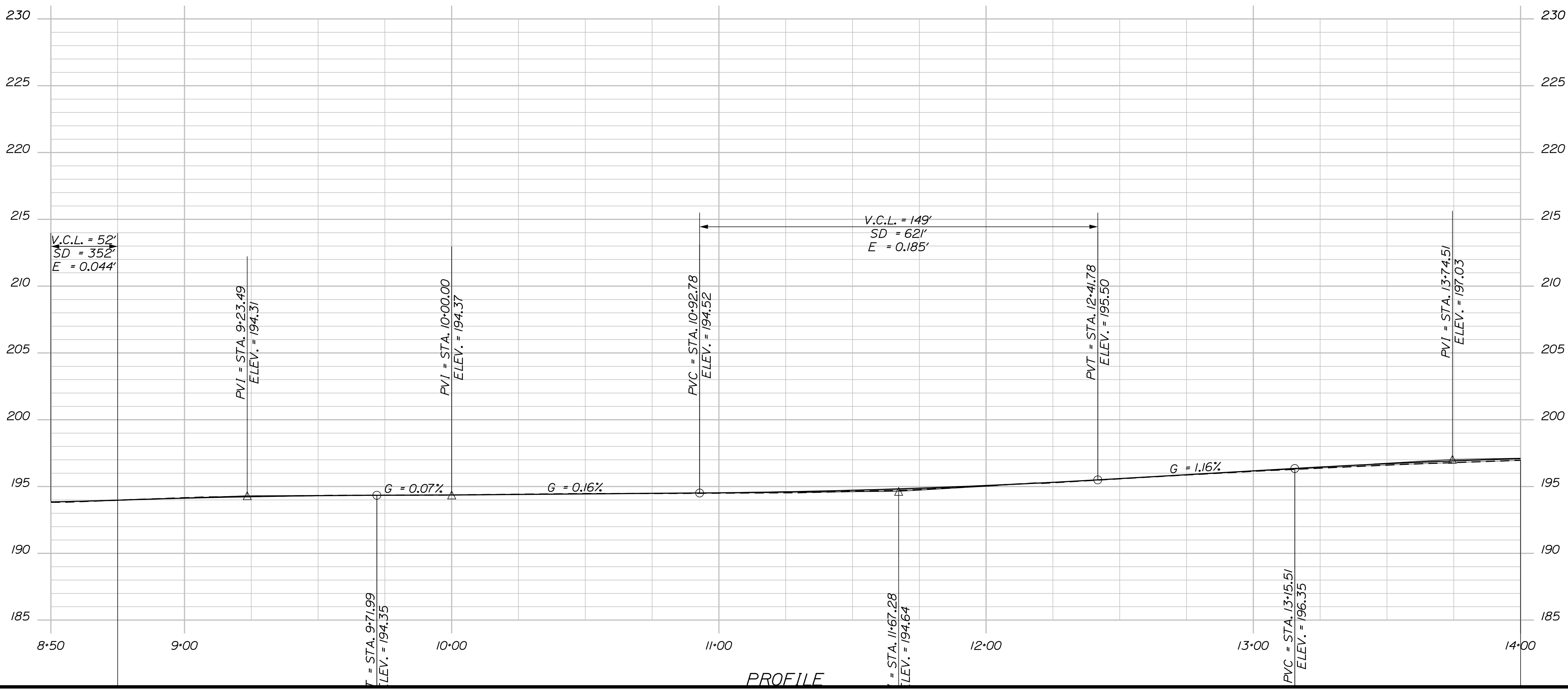
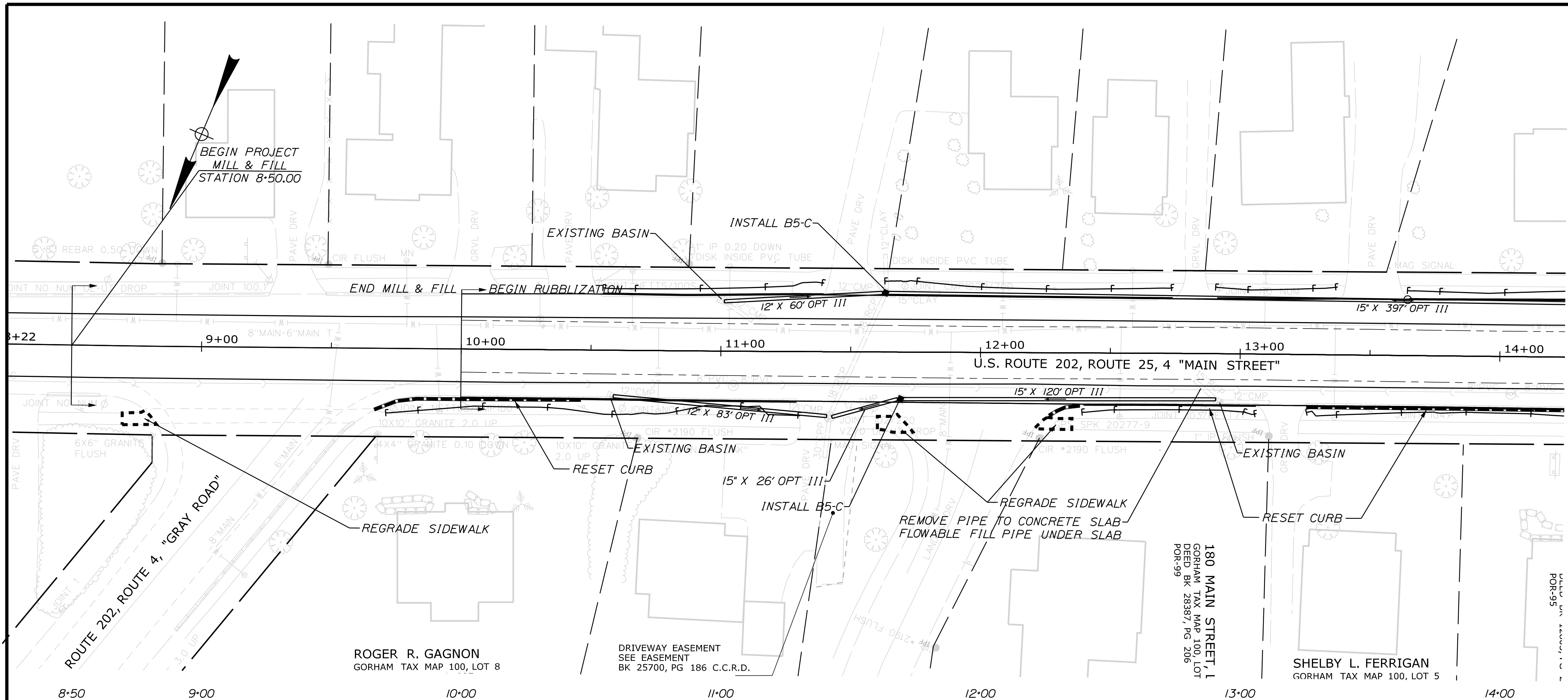
SIDEROAD CONSTRUCTION NOTES

- 1. Contractor shall mill and/or shim side roads to create a uniform transition to match proposed surface to existing sideroads. At minimum a 1.5" overlay shall be required to make transition.
- 2. Milling shall be performed in such a way to allow a uniform 1.5" surface course to be placed on sideroads to allow proper transition. Should subbase material be exposed during the milling of transitions, the Contractor shall excavate subbase material to allow new pavement to match existing side road pavement depth or 5.5", whichever is greater. Excavation and grading shall be paid under appropriate rental items. Pavement, excluding surface, shall be paid under Item 403.213 HMA Base.
- 3. Shimming shall be performed in such a way to allow a uniform 1.5" surface course to be placed on sideroads to allow proper transition. Shim depths shall not exceed 3" per placement. Payment shall be made under Item 403.211.

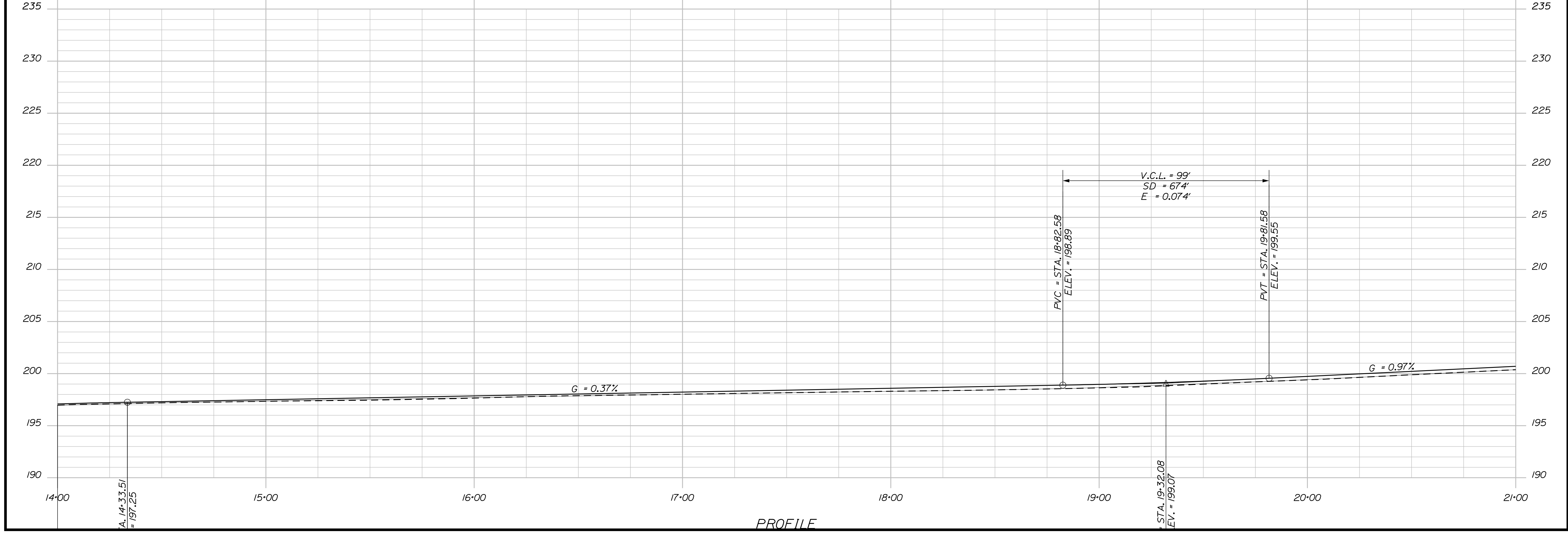
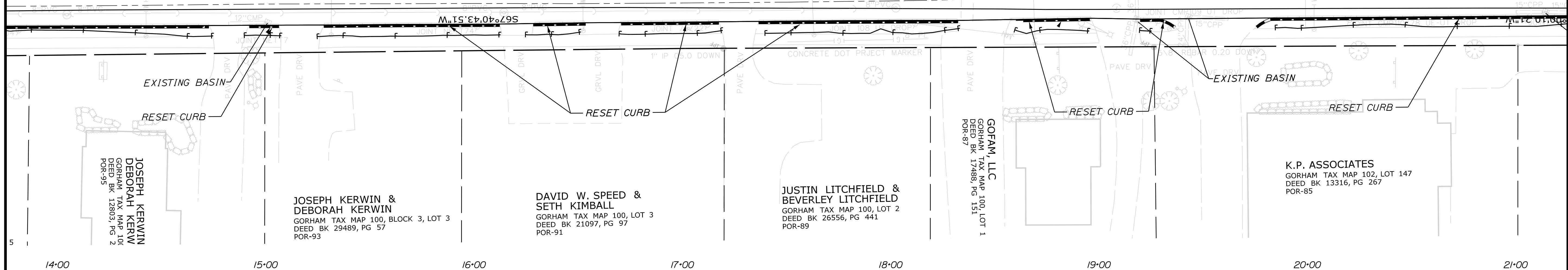
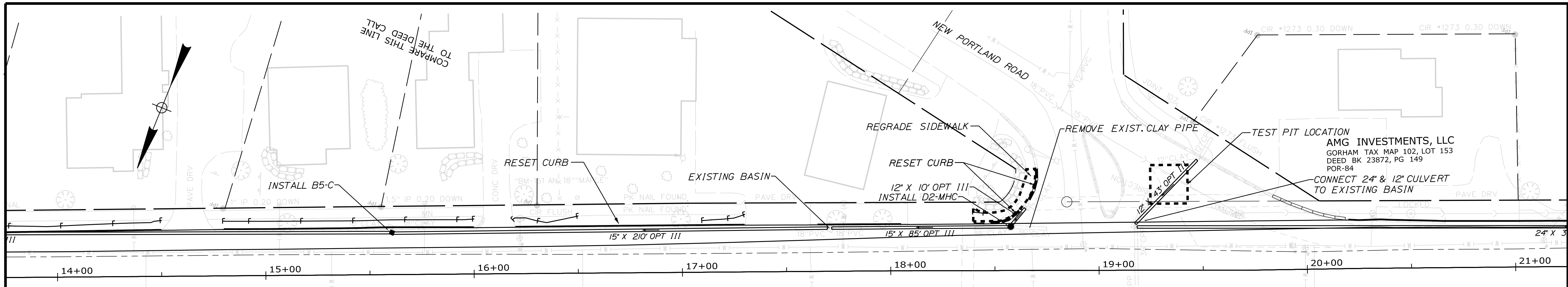
RECYCLED ASPHALT PAVEMENT NOTES

- 1. Removal of pavement excluding drives will be paid as 202.202 Removing Pavement Surface. Material shall be crushed to 3/4" minus and shall be used as shimming material per Typical. The payment for hauling, crushing, and stockpiling will be considered incidental to Item 202.202.
- 2. The placement and grading of variable depth RAP shim, as shown on the Typical, shall be considered incidental to Item 311.36 Full Depth Concrete Rubblization. No additional payment will be made for RAP provided by Contractor for their convenience.
- 3. No additional compensation shall be considered for adjustments of +/-0.5% from shown cross slopes due to Constructibility. Compensation for cross slopes that require adjustments in excess of +/-0.5% will be considered hourly and paid under Item 631.14 Grader (Including Operator). Item 631.14 shall include all equipment, person, and all other necessary incidentals required to adjust cross slope. Additional time to the contract will not be considered for grade changes.
- 4. A surplus of 3500 CY of crushed RAP has been estimated for this project. The Contractor shall deliver and stockpile 3500 CY of crushed RAP generated from or equivalent to the pavement removed from this project no later than August 1, 2017 at the MaineDOT maintenance facility on Route 202 in Lyman, unless otherwise directed by Resident. The payment for delivery and stockpiling will be incidental to Item 202.202. Stockpiling shall include all equipment, person, and all other necessary incidentals required to construct stockpiles as per normal construction practices.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION NHP-2027(700)	WIN 20277.00 HIGHWAY PLANS
GORHAM ROUTE 25	CONSTRUCTION NOTES
SHEET NUMBER  10 OF 34	



STATE OF MAINE DEPARTMENT OF TRANSPORTATION		NHP-2027(700)	
WIN 20277.00		HIGHWAY PLANS	
GORHAM ROUTE 25		PLANS	
SHEET NUMBER		DATE	
11		DATE	
OF 34		DATE	



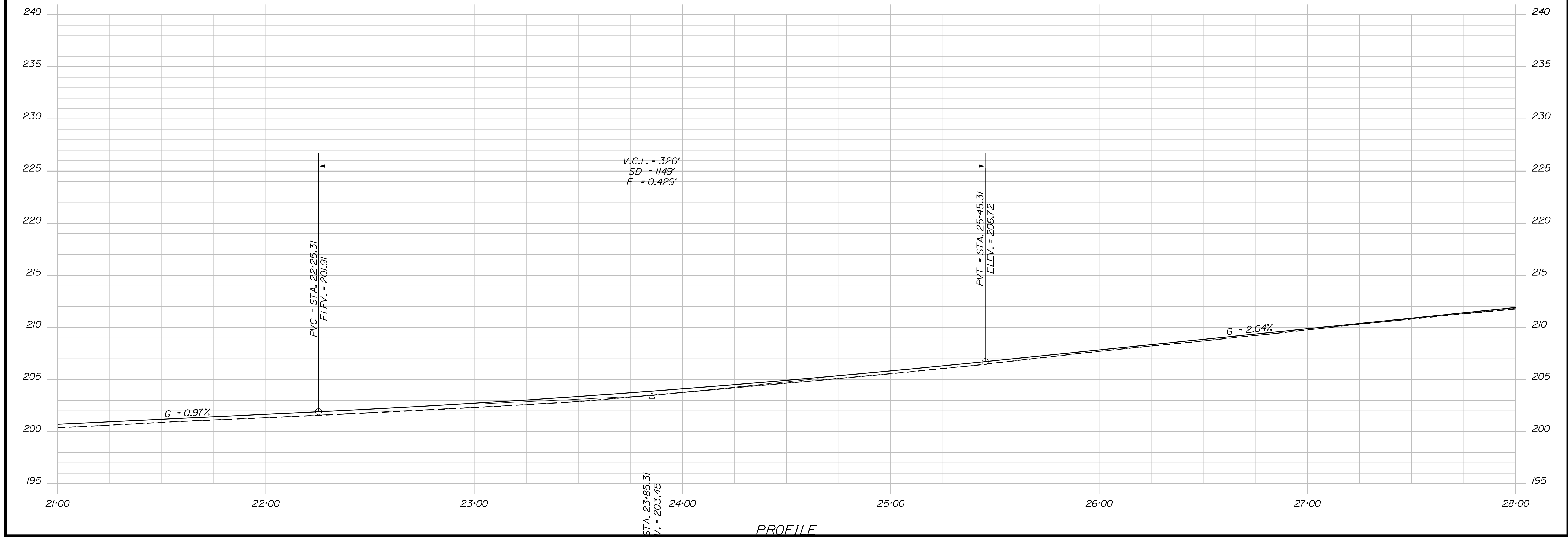
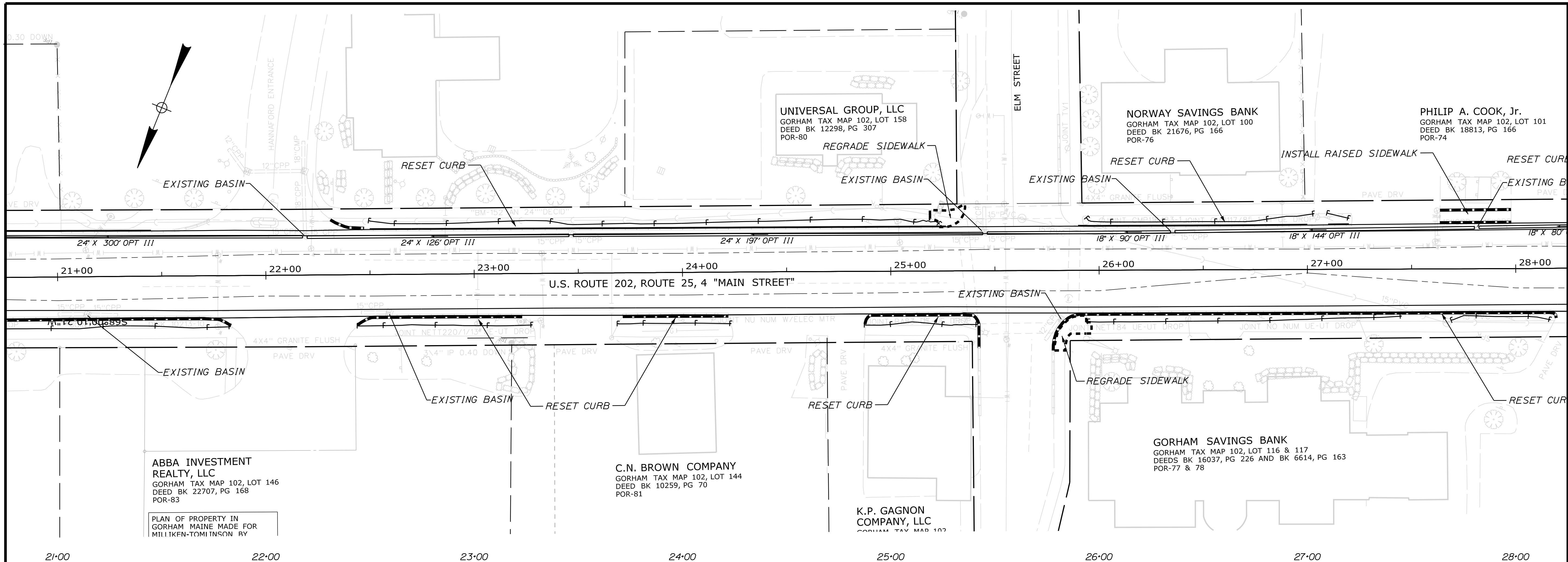
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
NHP-2027(700)  
WIN 20277.00  
HIGHWAY PLANS

PROJ. MANAGER	DATE	BY	DATE
DESIGN-DETAILED			
CHECKED-REVIEWED			
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

GORHAM  
ROUTE 25  
PLANS

SHEET NUMBER  
**12**  
OF 34

Filename: ... \HIGHWAY\MSTA\013\_HDPLAN3.DGN Division: HIGHWAY Username: Timothy.A.Kelley Date: 1/12/2018



STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
NHP-2027(700)

WIN 20277.00  
HIGHWAY PLANS

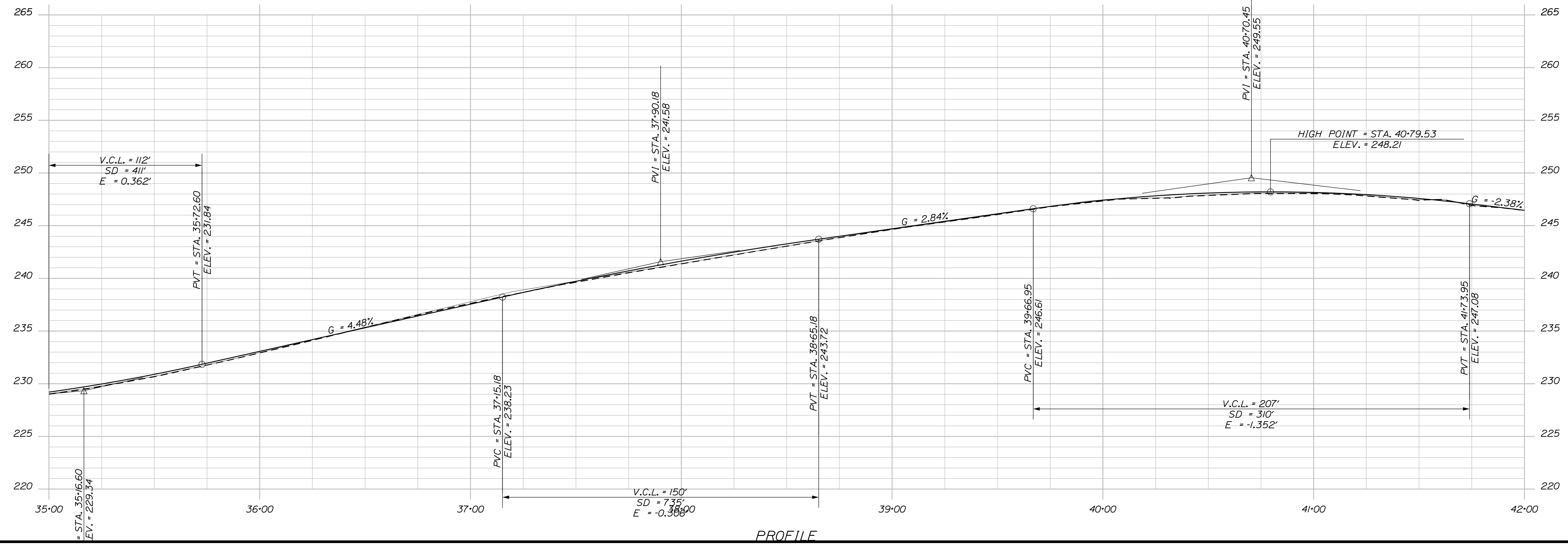
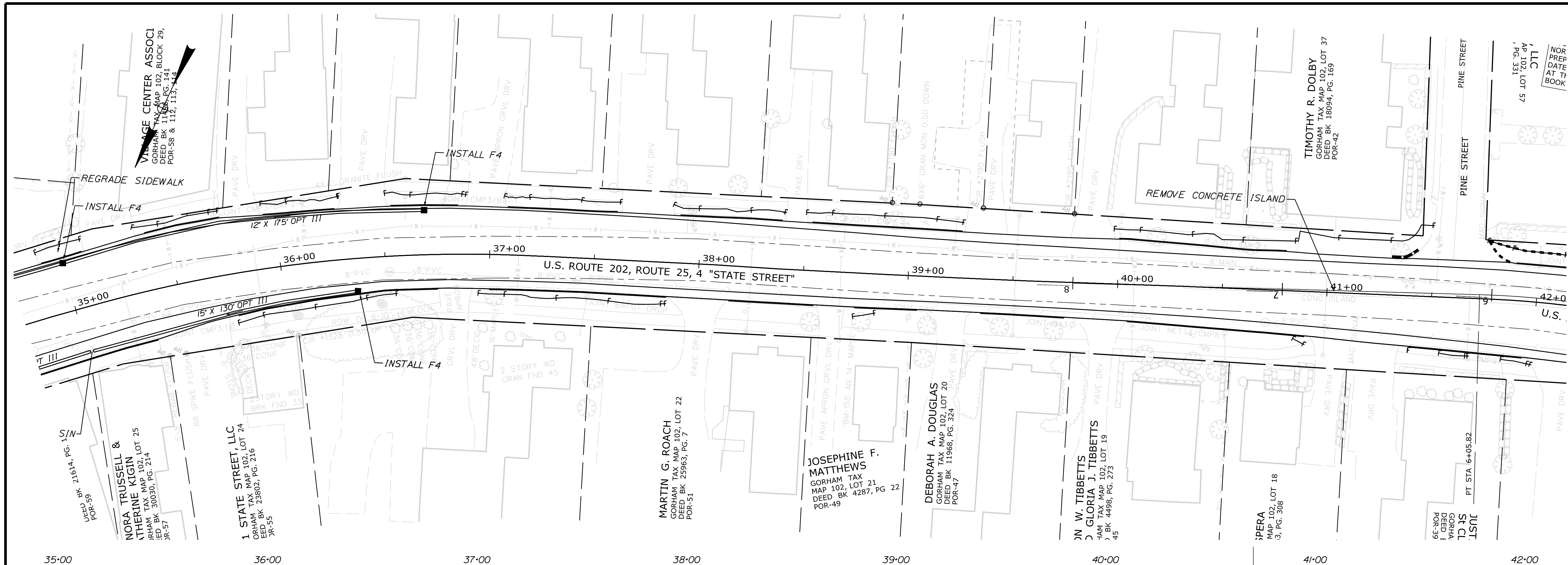
PROJ. MANAGER	BETZ, ROBERT	BY	DATE
DESIGN-DETAILED			
CHECKED-REVIEWED			
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE \_\_\_\_\_  
P.E. NUMBER \_\_\_\_\_  
DATE \_\_\_\_\_

GORHAM ROUTE 25  
PLANS

SHEET NUMBER  
**13**  
OF 34

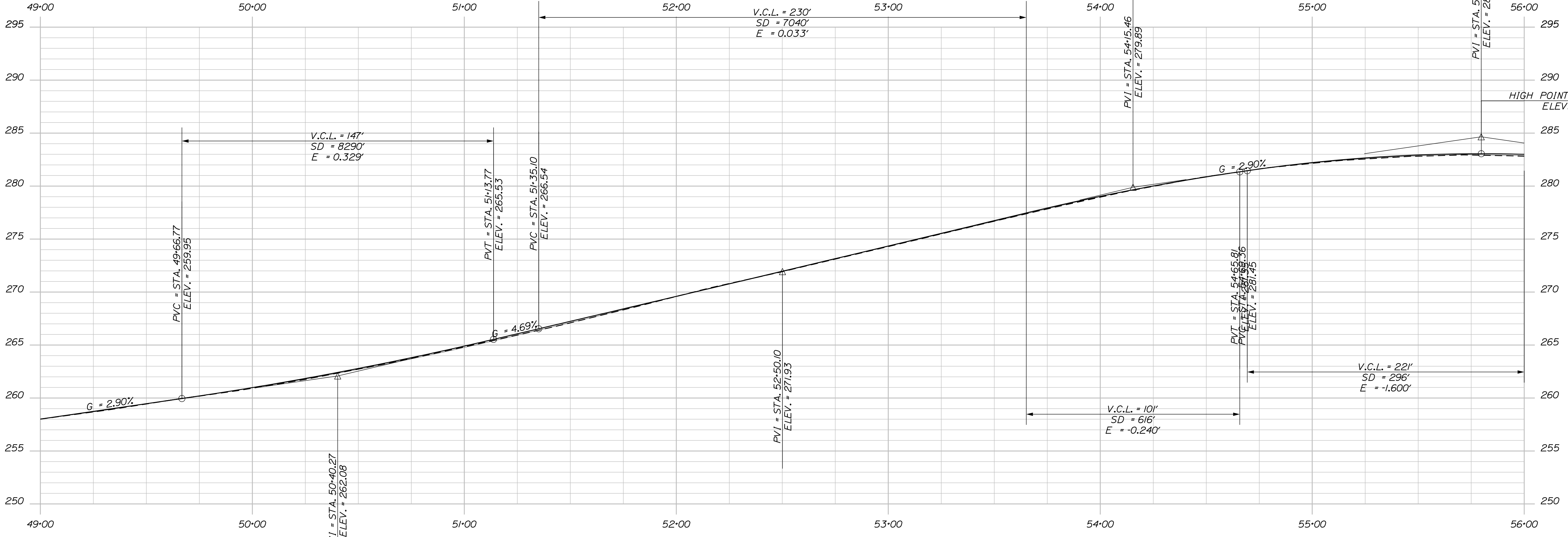
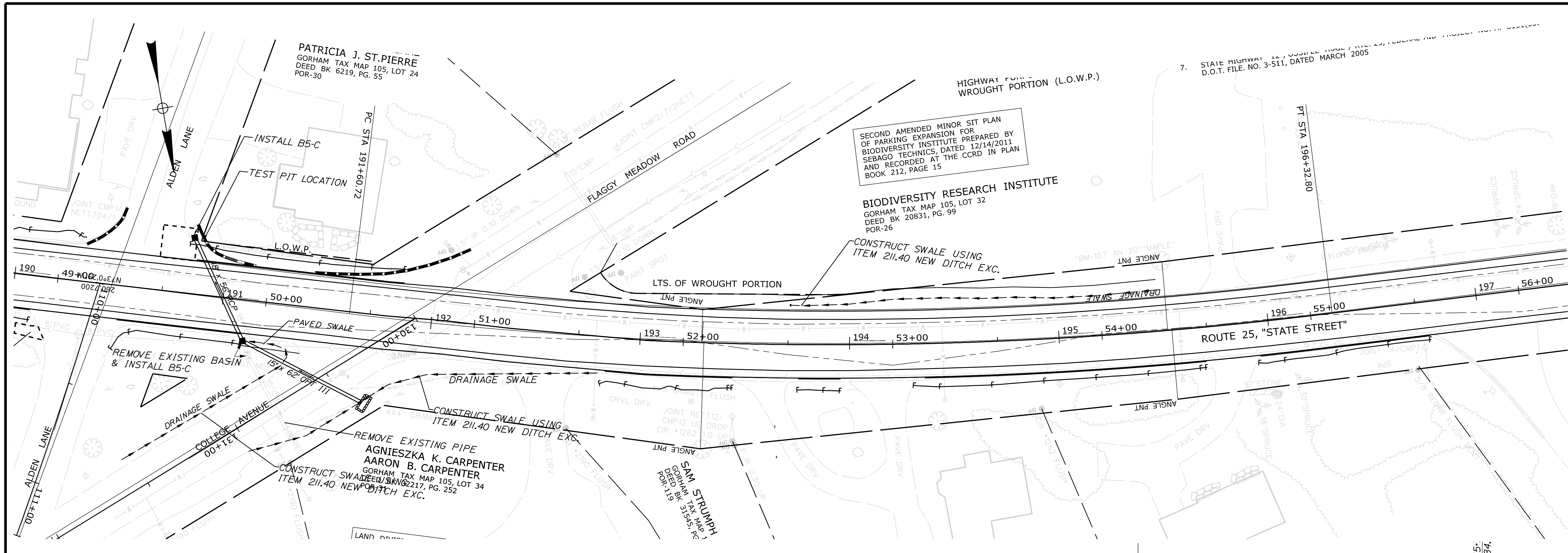




STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
NHP-2027(700)		WIN 20277.00	
HIGHWAY PLANS		SHEET NUMBER	
GORHAM ROUTE 25		15	
PLANS		OF 34	
PROJ. MANAGER	BETZ, ROBERT	BY	DATE
DESIGN-DETAILED		SIGNATURE	
CHECKED-REVIEWED		P.E. NUMBER	
DESIGNS-DETAILED		DATE	
DESIGNS-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			



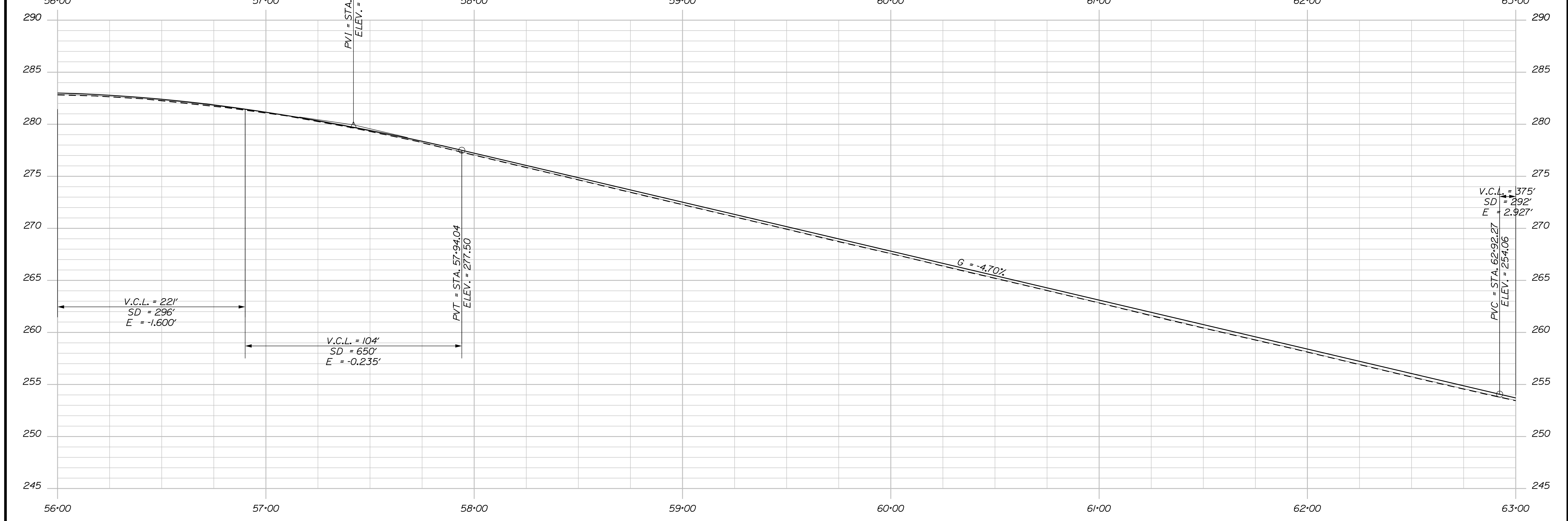
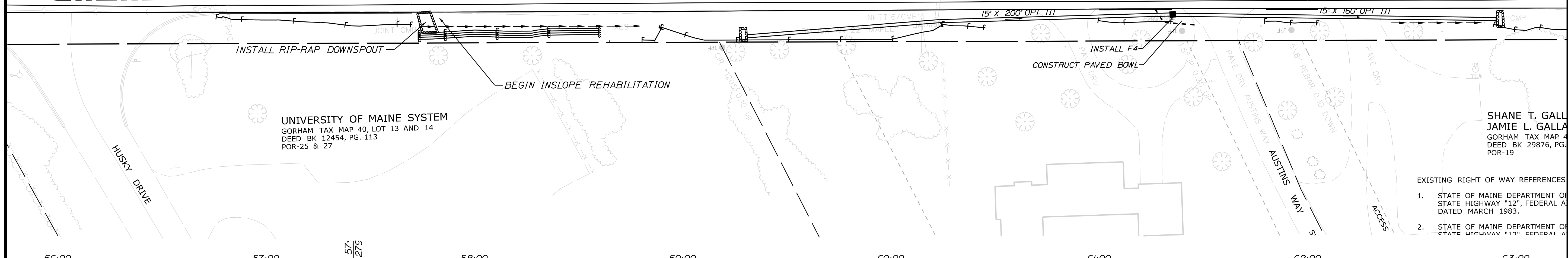
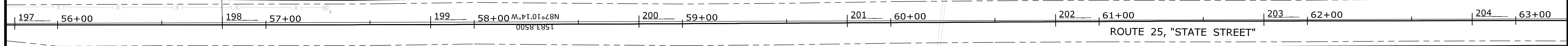
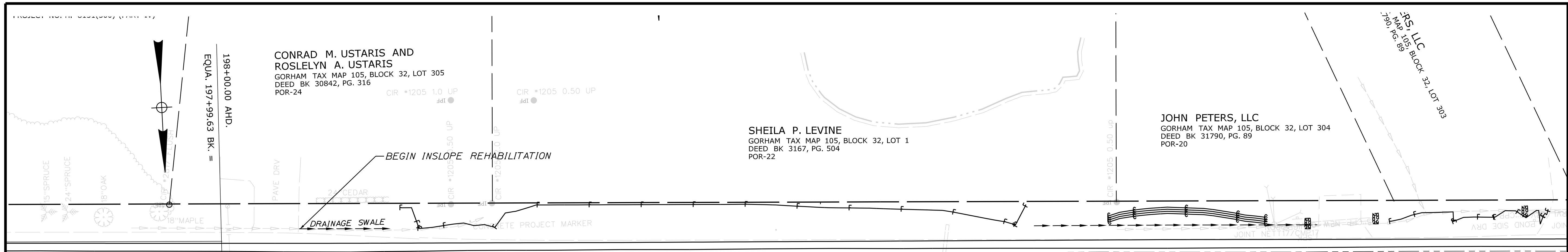
Filename: ... \HIGHWAY\MSTA017\_HDPLAN7.DGN Division: HIGHWAY Username: Timothy.A.Kelley Date: 1/12/2018



PROFILE

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
NHP-2027(700)		WIN	20277.00
HIGHWAY PLANS			
	PROJ. MANAGER	BY	DATE
	CHECKED-REVIEWED		
	DESIGNS-DETAILED		
	DESIGNS-DETAILED		
	REVISIONS 1		
	REVISIONS 2		
	REVISIONS 3		
	REVISIONS 4		
	FIELD CHANGES		
SIGNATURE		P.E. NUMBER	
DATE		DATE	
GORHAM ROUTE 25 PLANS			
SHEET NUMBER			
17			
OF 34			

Filename: ... \HIGHWAY\MSTAV018\_HDPLAN.DGN Division: HIGHWAY Username: Timothy.A.Kelley Date: 1/12/2018



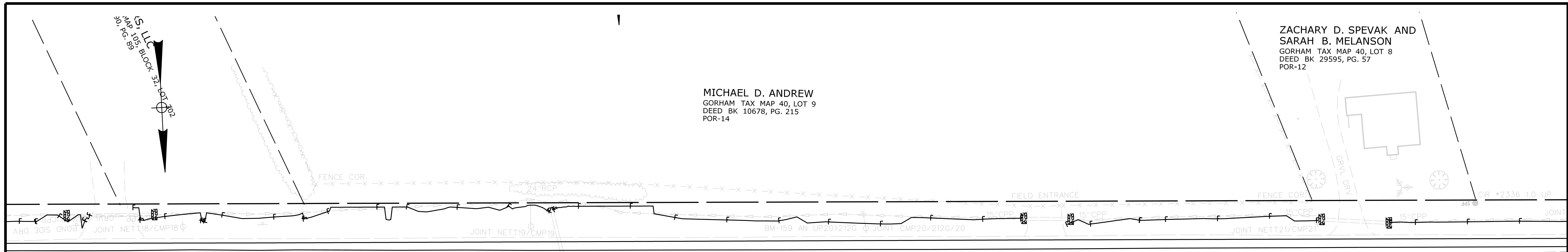
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
NHP-2027(700)  
WIN 20277.00  
HIGHWAY PLANS

PROJ. MANAGER	DATE	BY	SIGNATURE	P.E. NUMBER	DATE
BETZ, ROBERT					
DESIGN-DETAILED					
CHECKED-REVIEWED					
DESIGN-DETAILED					
DESIGN-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

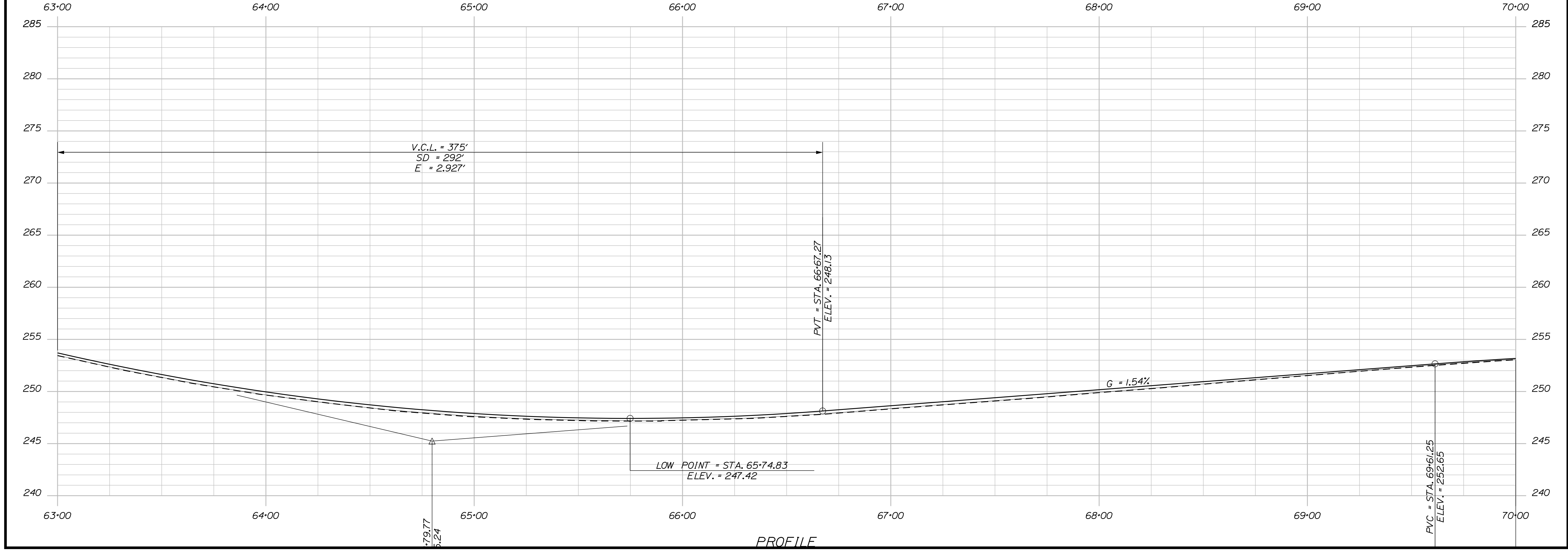
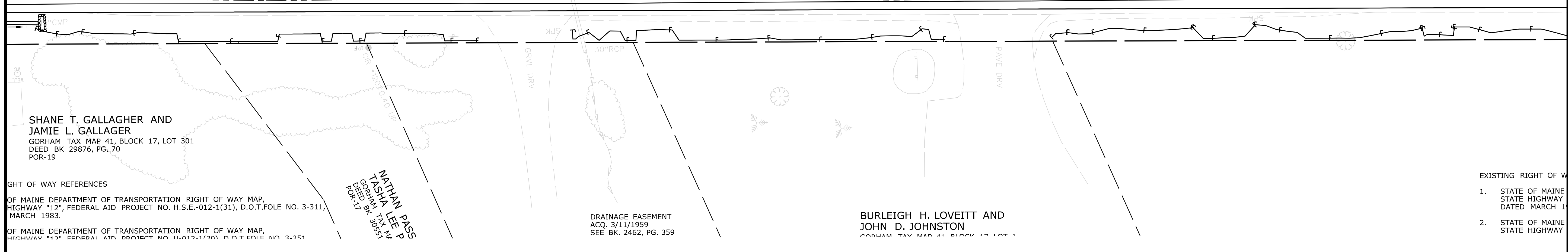
GORHAM  
ROUTE 25  
PLANS

SHEET NUMBER  
**18**  
OF 34

Filename: ... \HIGHWAY\MSTA\019\_HDPLAN\09.DGN Division: HIGHWAY Username: Timothy.A.Kelley Date: 1/12/2018



204 63+00 205 64+00 206 65+00 207 66+00 208 67+00 209 68+00 210 69+00 211 70+00  
 ROUTE 25, "STATE STREET"



SHANE T. GALLAGHER AND  
 JAMIE L. GALLAGHER  
 GORHAM TAX MAP 41, BLOCK 17, LOT 301  
 DEED BK 29876, PG. 70  
 POR-19

RIGHT OF WAY REFERENCES  
 OF MAINE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP,  
 HIGHWAY "12", FEDERAL AID PROJECT NO. H.S.E.-012-1(31), D.O.T. FILE NO. 3-311,  
 MARCH 1983.  
 OF MAINE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP,  
 HIGHWAY "12", FEDERAL AID PROJECT NO. H.S.E.-012-1(20), D.O.T. FILE NO. 3-351

DRAINAGE EASEMENT  
 ACQ. 3/11/1959  
 SEE BK. 2462, PG. 359

BURLEIGH H. LOVEITT AND  
 JOHN D. JOHNSTON  
 GORHAM TAX MAP 41, BLOCK 17, LOT 1

ZACHARY D. SPEVAK AND  
 SARAH B. MELANSON  
 GORHAM TAX MAP 40, LOT 8  
 DEED BK 29595, PG. 57  
 POR-12

MICHAEL D. ANDREW  
 GORHAM TAX MAP 40, LOT 9  
 DEED BK 10678, PG. 215  
 POR-14

STATE OF MAINE  
 DEPARTMENT OF TRANSPORTATION  
 NHP-2027(700)  
 WIN  
 20277.00  
 HIGHWAY PLANS

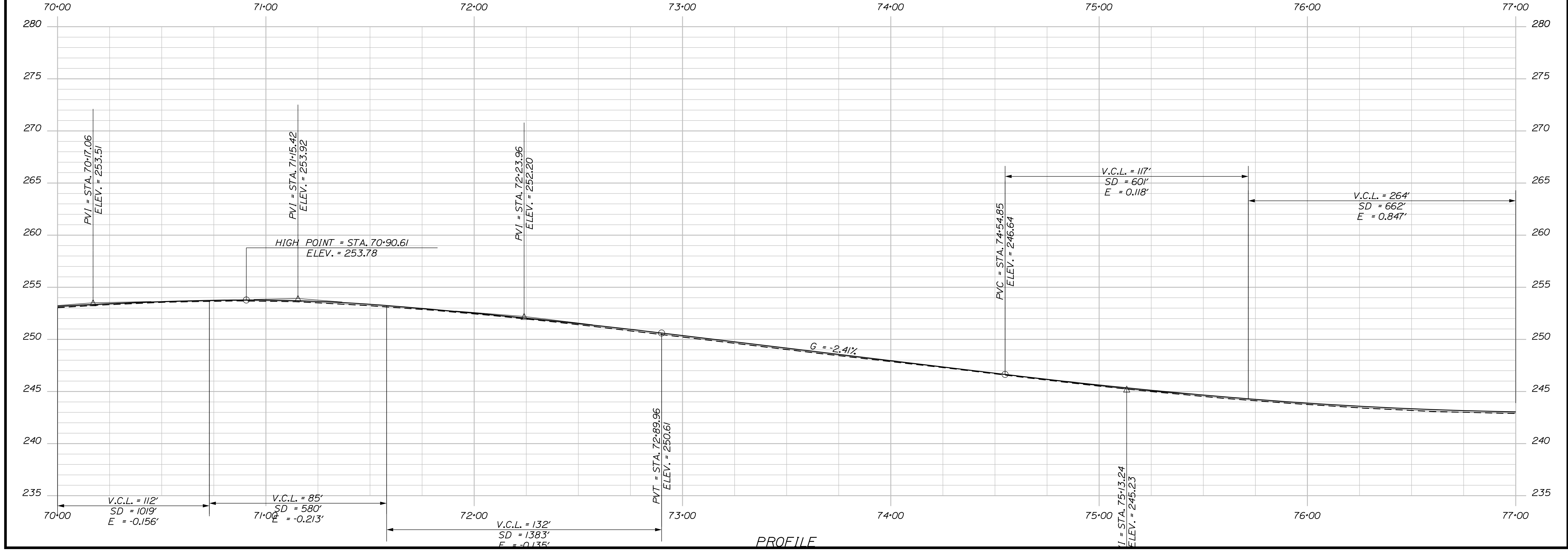
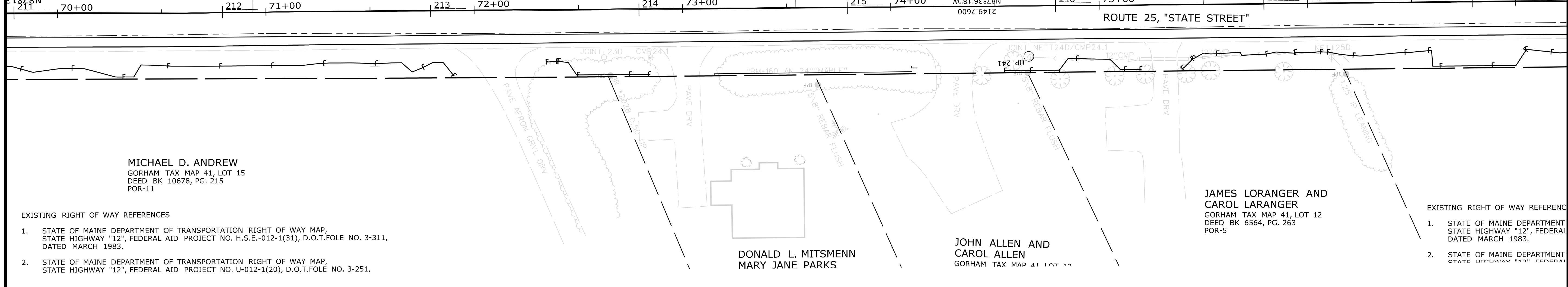
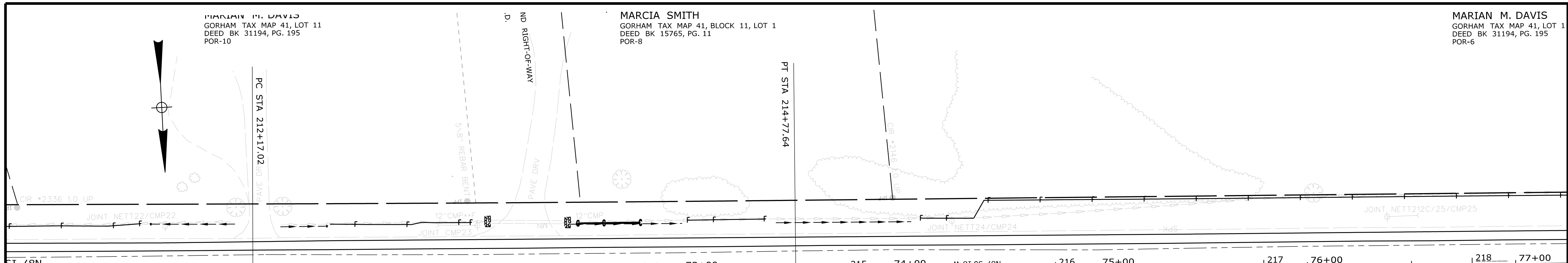
PROJ. MANAGER	BETZ, ROBERT	BY	DATE
DESIGN/DETAILED			
CHECKED/REVIEWED			
DESIGN/DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE	P.E. NUMBER	DATE

EXISTING RIGHT OF WAY  
 1. STATE OF MAINE STATE HIGHWAY DATED MARCH 1  
 2. STATE OF MAINE STATE HIGHWAY

GORHAM  
 ROUTE 25  
 PLANS  
 SHEET NUMBER  
 19  
 OF 34

Filename: ... \HIGHWAY\MSTA1020\_HDPLAN10.DGN Division: HIGHWAY Username: Timothy.A.Kelley Date: 1/12/2018



STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
NHP-2027(700)  
WIN  
20277.00  
HIGHWAY PLANS

PROJ. MANAGER	BETZ, ROBERT	BY	DATE
DESIGN DETAILED			
CHECKED-REVIEWED			
DESIGN DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

GORHAM  
ROUTE 25  
PLANS

SHEET NUMBER  
**20**  
OF 34

ARIAN M. DAVIS  
 GORHAM TAX MAP 41, LOT 11  
 DEED BK 31194, PG. 195  
 POR-6

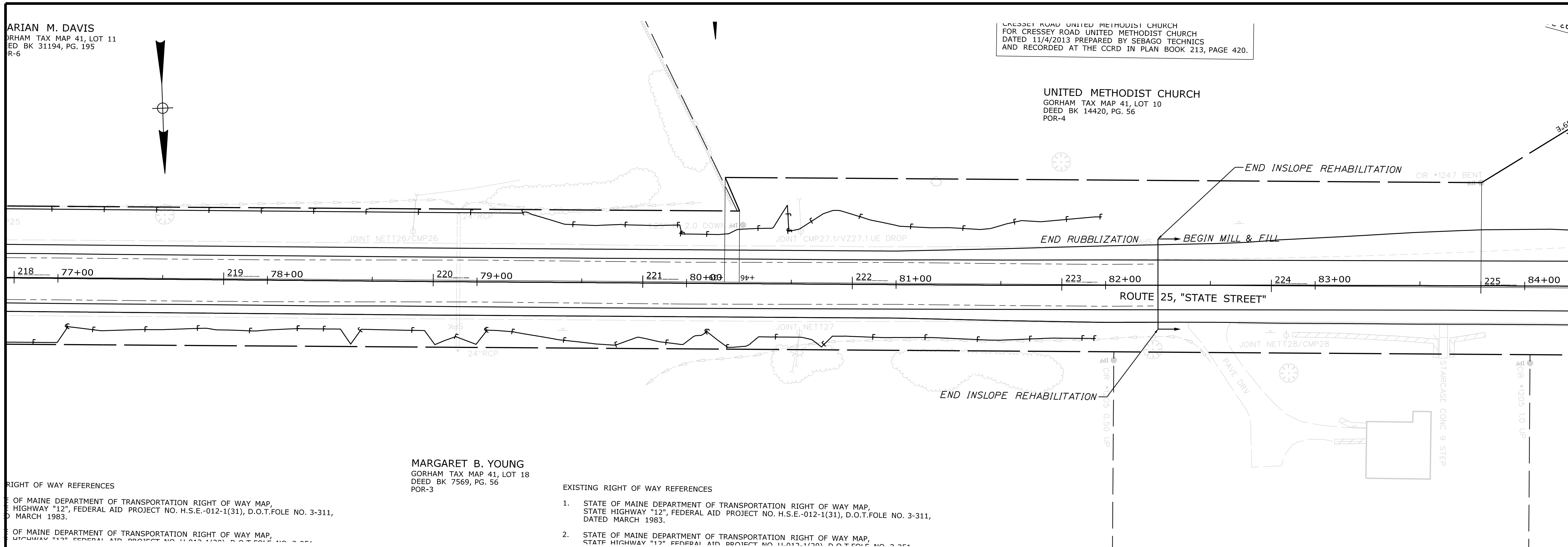
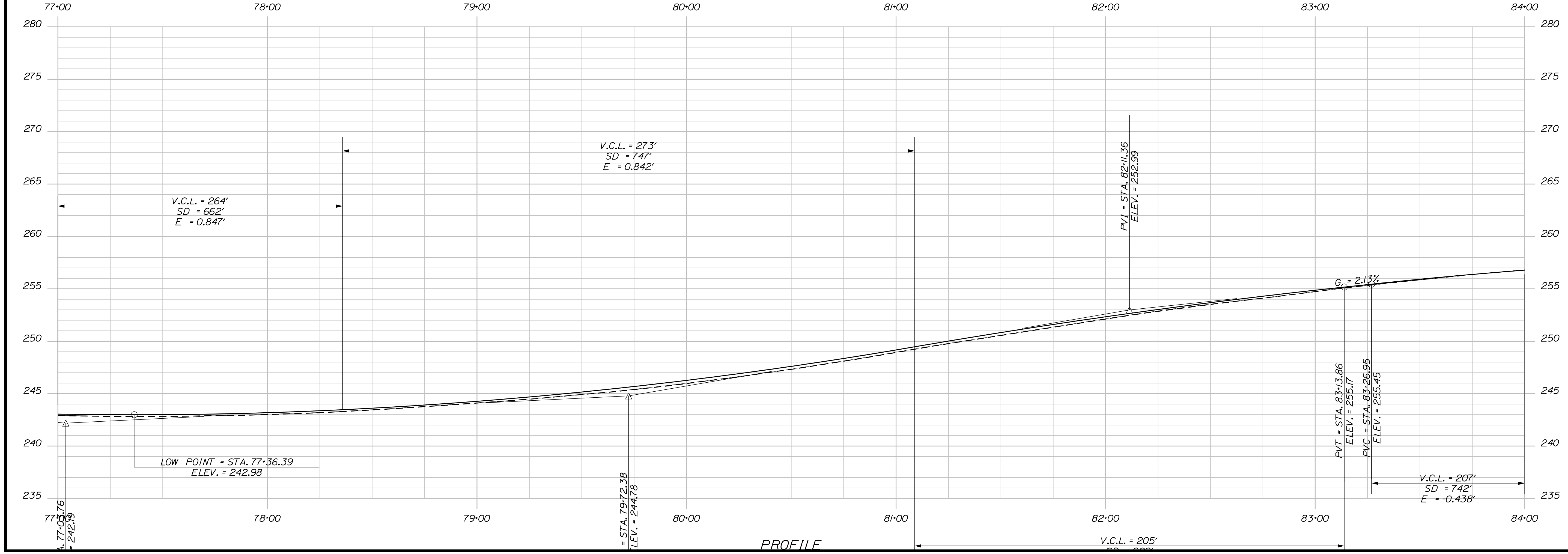
CRESSEY ROAD UNITED METHODIST CHURCH  
 FOR CRESSEY ROAD UNITED METHODIST CHURCH  
 DATED 11/4/2013 PREPARED BY SEBAGO TECHNICS  
 AND RECORDED AT THE CCRD IN PLAN BOOK 213, PAGE 420.

UNITED METHODIST CHURCH  
 GORHAM TAX MAP 41, LOT 10  
 DEED BK 14420, PG. 56  
 POR-4

MARGARET B. YOUNG  
 GORHAM TAX MAP 41, LOT 18  
 DEED BK 7569, PG. 56  
 POR-3

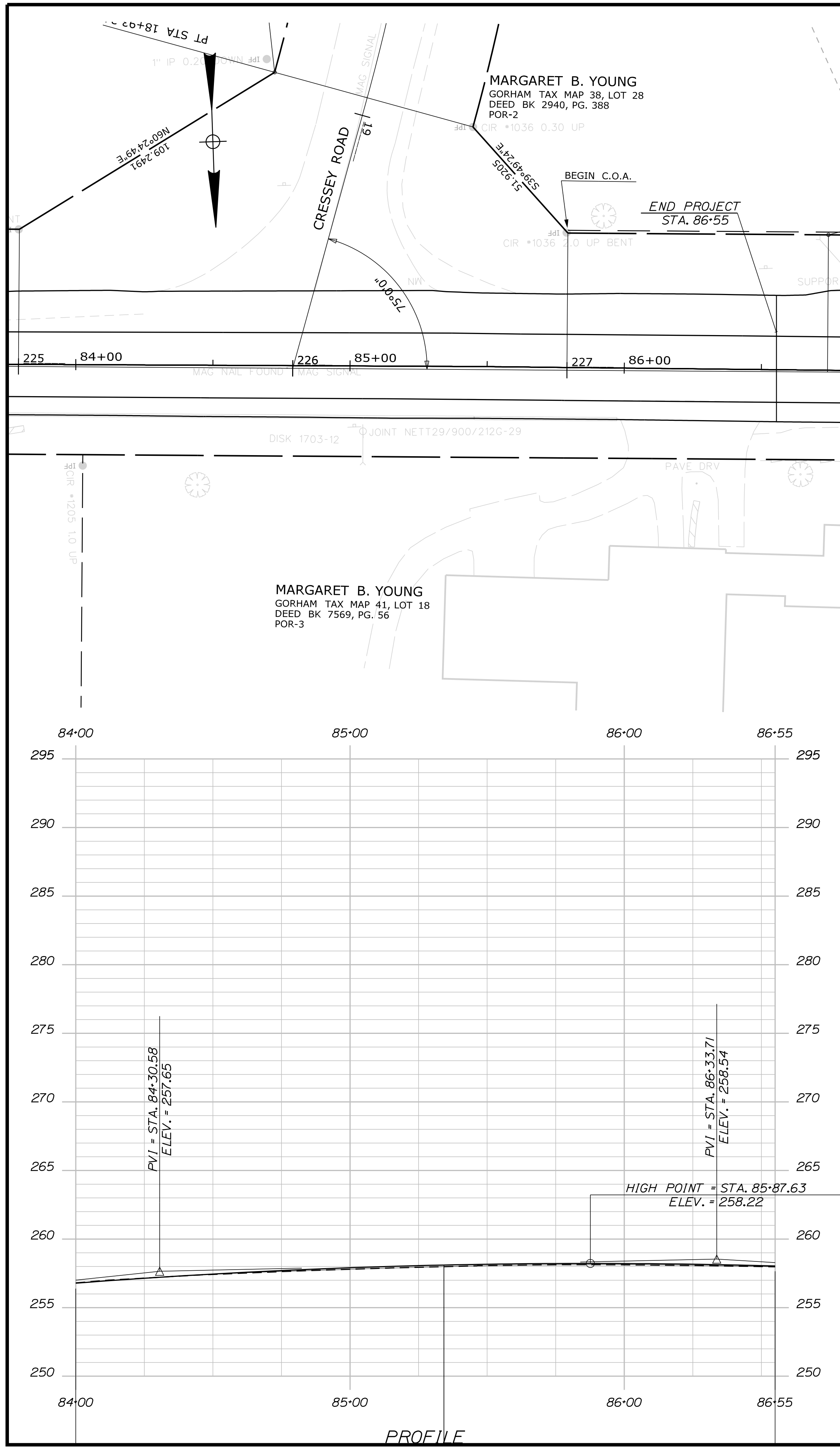
RIGHT OF WAY REFERENCES  
 STATE OF MAINE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP,  
 STATE HIGHWAY "12", FEDERAL AID PROJECT NO. H.S.E.-012-1(31), D.O.T.FOLE NO. 3-311,  
 DATED MARCH 1983.  
 STATE OF MAINE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP,  
 STATE HIGHWAY "12", FEDERAL AID PROJECT NO. H.S.E.-012-1(31), D.O.T.FOLE NO. 3-311,  
 DATED MARCH 1983.

EXISTING RIGHT OF WAY REFERENCES  
 1. STATE OF MAINE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP,  
 STATE HIGHWAY "12", FEDERAL AID PROJECT NO. H.S.E.-012-1(31), D.O.T.FOLE NO. 3-311,  
 DATED MARCH 1983.  
 2. STATE OF MAINE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP,  
 STATE HIGHWAY "12", FEDERAL AID PROJECT NO. H.S.E.-012-1(31), D.O.T.FOLE NO. 3-311,  
 DATED MARCH 1983.



STATE OF MAINE DEPARTMENT OF TRANSPORTATION		NHP-2027(700)		WIN 20277.00		HIGHWAY PLANS	
PROJ. MANAGER	BETZ, ROBERT	BY		DATE		SIGNATURE	
CHECKED-REVIEWED		DESIGNED				P.E. NUMBER	
DESIGNED-DETAILED		REVISIONS 1				DATE	
REVISIONS 2		REVISIONS 3					
REVISIONS 4		FIELD CHANGES					
GORHAM ROUTE 25				PLANS			
SHEET NUMBER				21			
				OF 34			

Filename: ... \HIGHWAY\MSTA021\_HDPLAN11.DGN Division: HIGHWAY  
 Username: Timothy.A.Kelley Date: 1/12/2018



STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
NHP-2027(700)	
WIN	202777.00
HIGHWAY PLANS	

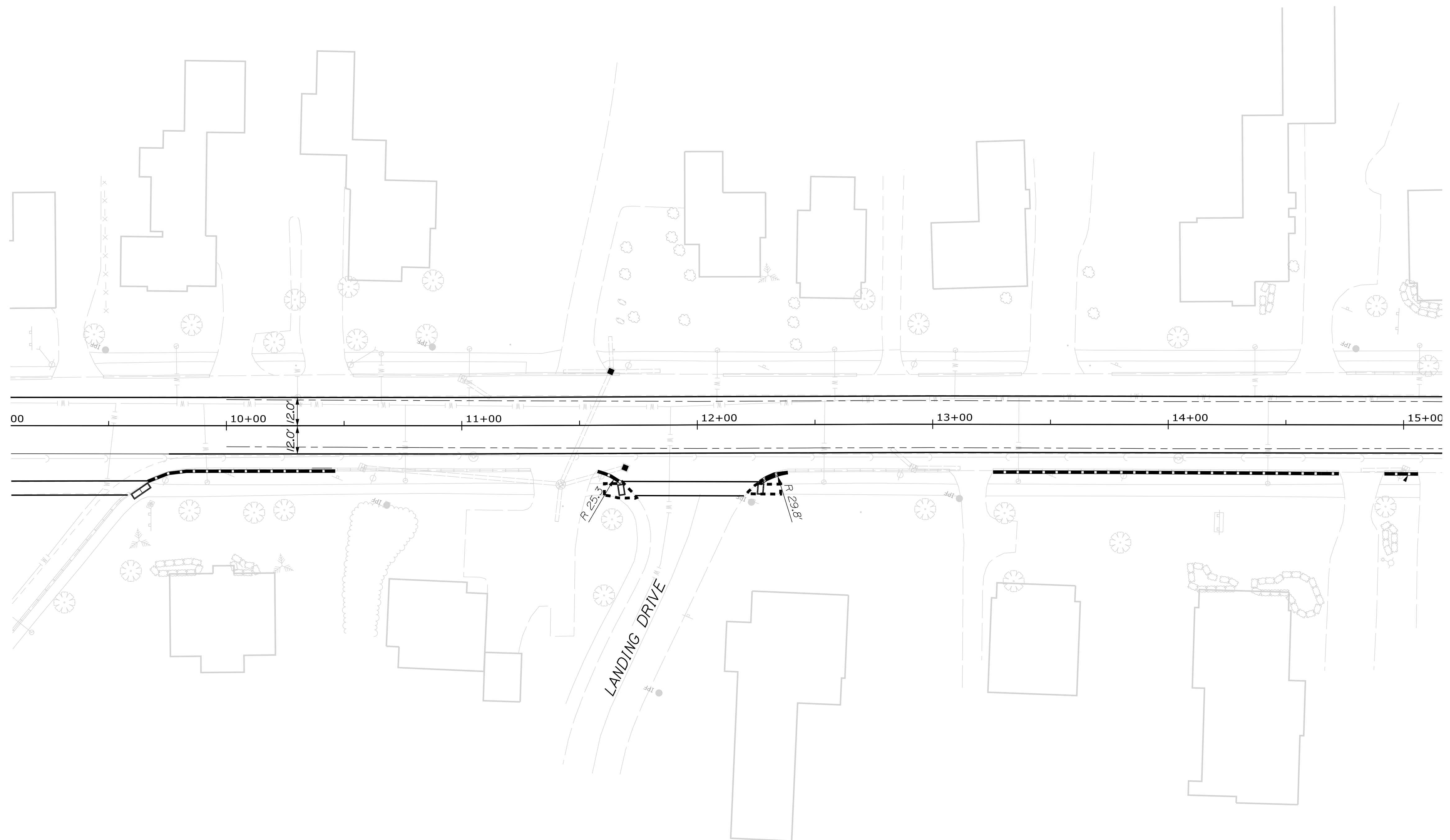
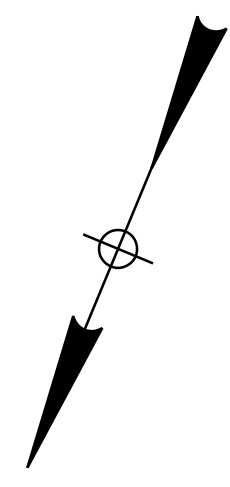
PROJ. MANAGER	BETZ, ROBERT	BY	DATE
DESIGN-DETAILED			
CHECKED-REVIEWED			
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

<p><b>GORHAM</b> <b>ROUTE 25</b></p>	<p><b>PLANS</b></p>
--	---------------------

SHEET NUMBER
22
OF 34



I - VERTICAL CURB

STA.	SIDE	QTY
11-64	RIGHT	3
11-32	LEFT	70
12-67	LEFT	95
13-30	LEFT	32
14-42	LEFT	70

ITEM 609.38 - RESET CURB TYPE 1

STA.	TO	STA.	SIDE	QTY
9-66		11-29	RIGHT	164
12-27		13-07	RIGHT	82
13-26		14-72	RIGHT	146

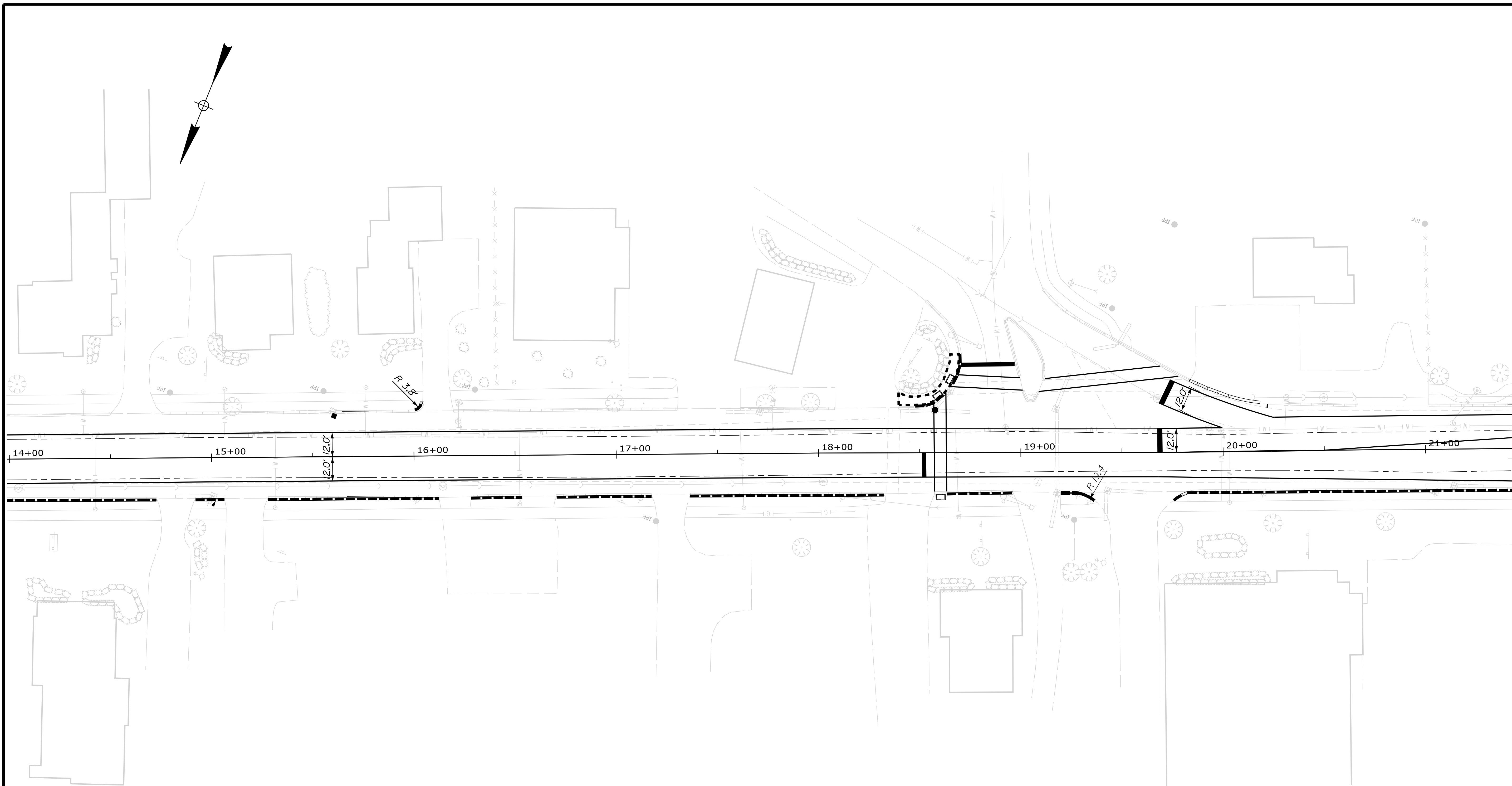
ITEM 609.234 - TERMINAL CURB TYPE 1 - 4FT

STA.	TO	STA.	SIDE
11-58		11-62	RIGHT
11-64		11-68	RIGHT

ITEM 609.238 - TERMINAL CURB TYPE 1 - 8FT

STA.	TO	STA.	SIDE
10-54		10-62	LEFT
11-32		11-40	LEFT
11-64		11-72	LEFT
12-67		12-75	LEFT
12-90		12-98	LEFT
13-30		13-38	LEFT
13-64		13-72	LEFT
14-42		14-50	LEFT

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		NHP-2027(700)	WIN 20277.00	HIGHWAY PLANS
GORHAM ROUTE 25		GEOMETRY & STRIPING		
SHEET NUMBER		23		
OF 34				
PROJ. MANAGER	BETZ, ROBERT	BY	DATE	SIGNATURE
DESIGN-DETAILED				
CHECKED-REVIEWED				
DESIGN-DETAILED02				
DESIGN-DETAILED03				
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				



ITEM 609.11 - VERTICAL CURB

STA.	TO	STA.	SIDE	QTY
19+23		19+33	RIGHT	10
14+84		15+98	LEFT	114

ITEM 609.38 - RESET CURB TYPE 1

STA.	TO	STA.	SIDE	QTY
14+92		15+06	RIGHT	14
15+28		16+12	RIGHT	84
16+29		16+53	RIGHT	24
16+70		17+17	RIGHT	47
17+36		18+32	RIGHT	96
18+57		18+96	RIGHT	39
19+20		19+36	RIGHT	18
19+75		21+83	RIGHT	210
16+20		17+30	LEFT	110

ITEM 609.234I - TERMINAL CURB TYPE 1 - 4FT

STA.	TO	STA.	SIDE
19+19		19+23	RIGHT

ITEM 609.234I - TERMINAL CURB TYPE 1 - 4FT - CIRCULAR

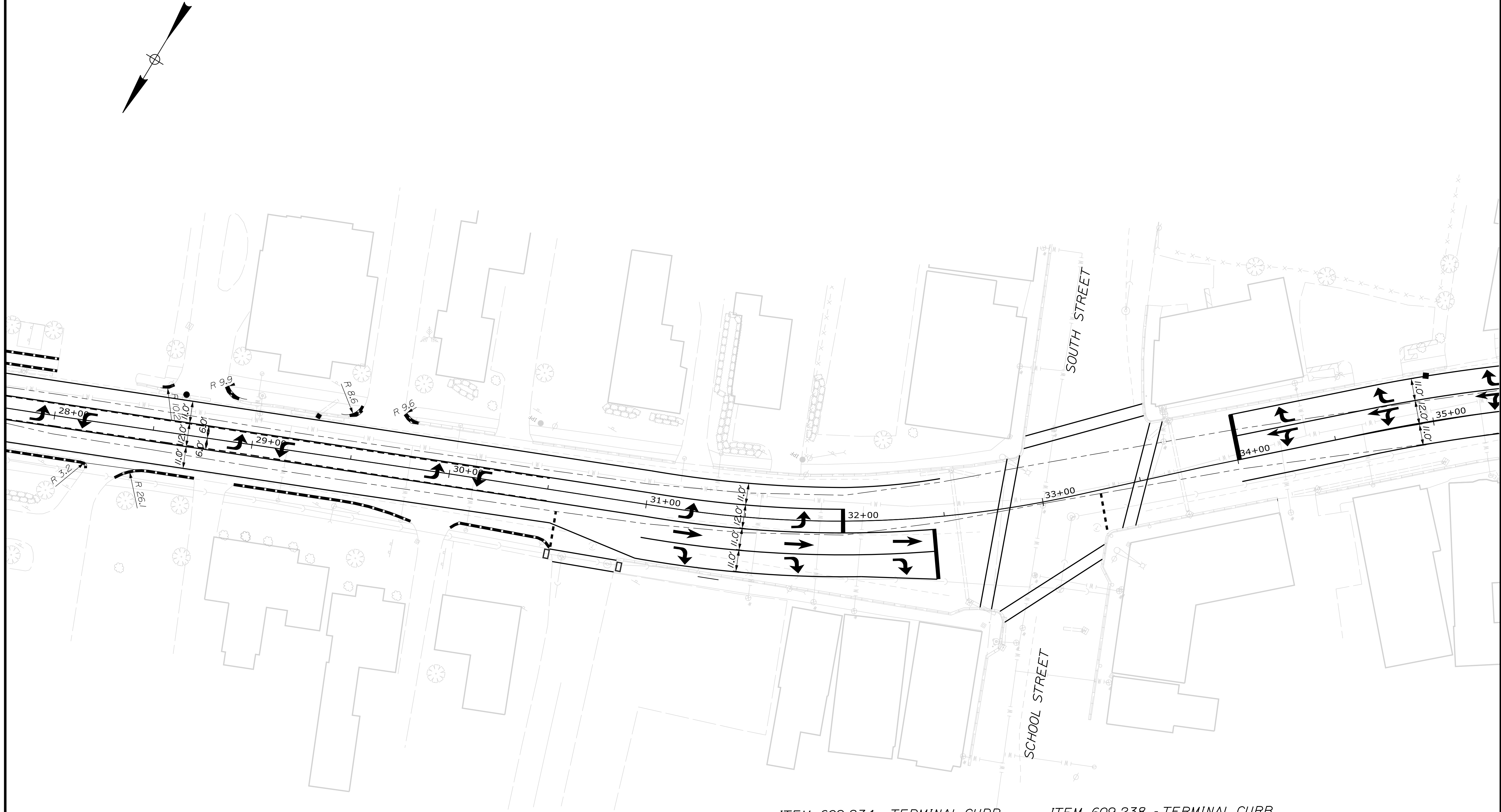
STA.	TO	STA.	SIDE
19+33		19+37	RIGHT

ITEM 609.238 - TERMINAL CURB TYPE 1 - 8FT

STA.	TO	STA.	SIDE
14+76		14+84	LEFT
15+98		16+05	LEFT

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		NHP-2027(700)	
WIN 20277.00		HIGHWAY PLANS	
GORHAM ROUTE 25		GEOMETRY & STRIPING	
SHEET NUMBER			
24			
OF 34			





**ITEM 609.11 - VERTICAL CURB**

STA.	TO	STA.	SIDE	QTY
28+43		28+54	LEFT	11
28+87		28+95	LEFT	7

**ITEM 609.38 - RESET CURB TYPE 1**

STA.	TO	STA.	SIDE	QTY
28+34		28+74	RIGHT	41
28+94		29+84	RIGHT	91
30+04		30+56	RIGHT	54
28+95		29+48	LEFT	53
29+81		30+19	LEFT	38
30+49		31+11	LEFT	62
34+89		35+11	LEFT	22

**ITEM 609.234 - TERMINAL CURB TYPE 1 - 4FT**

STA.	TO	STA.	SIDE
28+39		28+43	LEFT

**ITEM 609.238 - TERMINAL CURB TYPE 1 - 8FT**

STA.	TO	STA.	SIDE
29+48		29+53	LEFT
29+74		29+81	LEFT

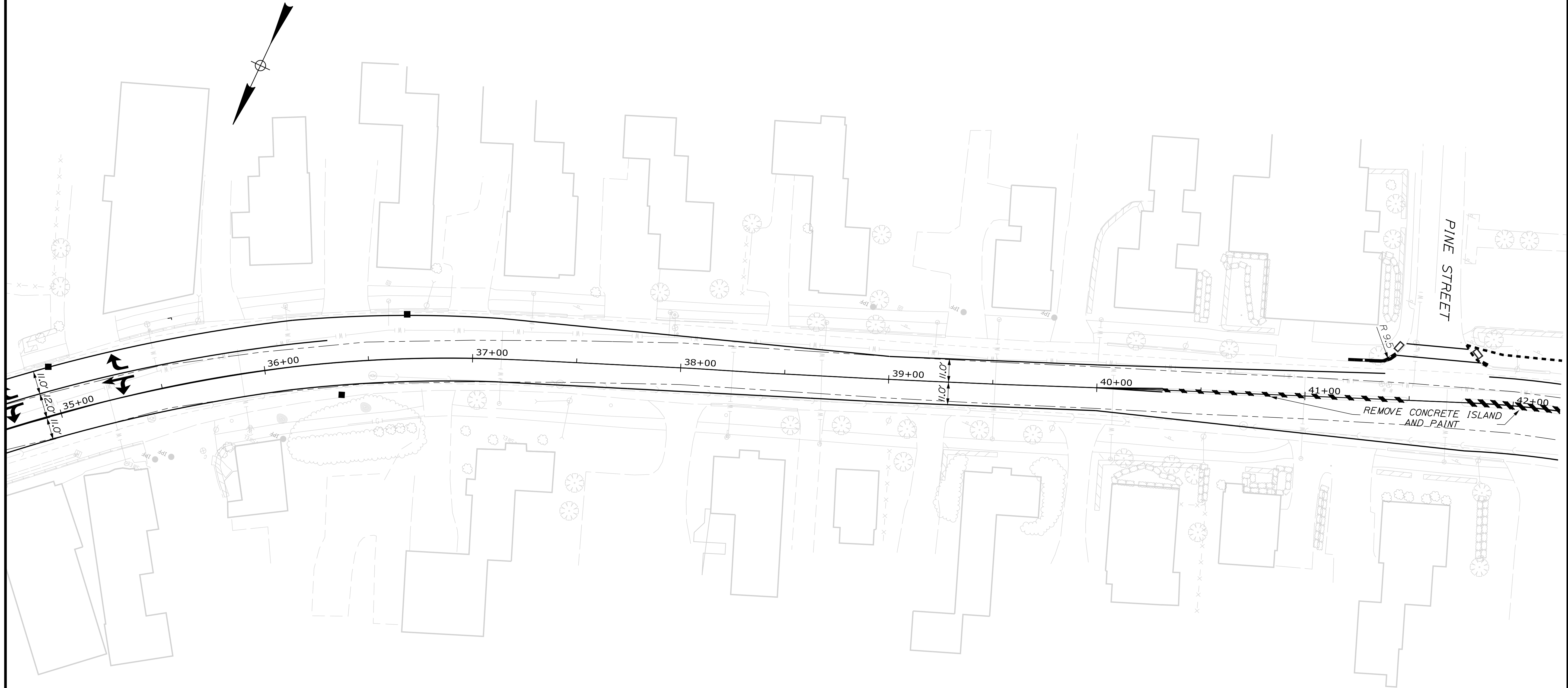
**ITEM 609.2341 - TERMINAL CURB TYPE 1 - 4FT - CIRCULAR**

STA.	TO	STA.	SIDE
28+54		28+58	LEFT
28+83		28+87	LEFT

PROJ. MANAGER	BETZ, ROBERT	BY	DATE
DESIGN-DETAILED			
CHECKED-REVIEWED			
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE	P.E. NUMBER	DATE

**GORHAM  
ROUTE 25  
GEOMETRY & STRIPING**



ITEM 609.11 - VERTICAL CURB

STA.	TO	STA.	SIDE	QTY
35+83		36+68	RIGHT	85
37+05		37+77	RIGHT	72
38+22		38+49	RIGHT	27
38+78		39+00	RIGHT	22
39+39		39+72	RIGHT	33
40+13		40+85	RIGHT	72
41+39		41+89	RIGHT	50
35+43		35+68	LEFT	25
36+02		36+21	LEFT	19
36+60		36+80	LEFT	20
37+16		37+54	LEFT	38
37+95		38+32	LEFT	37
38+60		39+18	LEFT	58
40+06		40+77	LEFT	71
41+28		41+35	LEFT	7

ITEM 609.234I - TERMINAL CURB TYPE 1 - 4FT - CIRCULAR

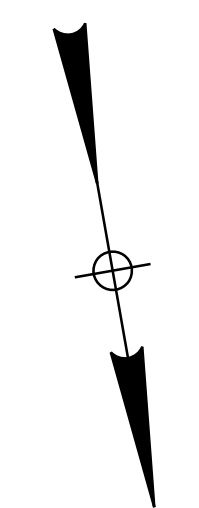
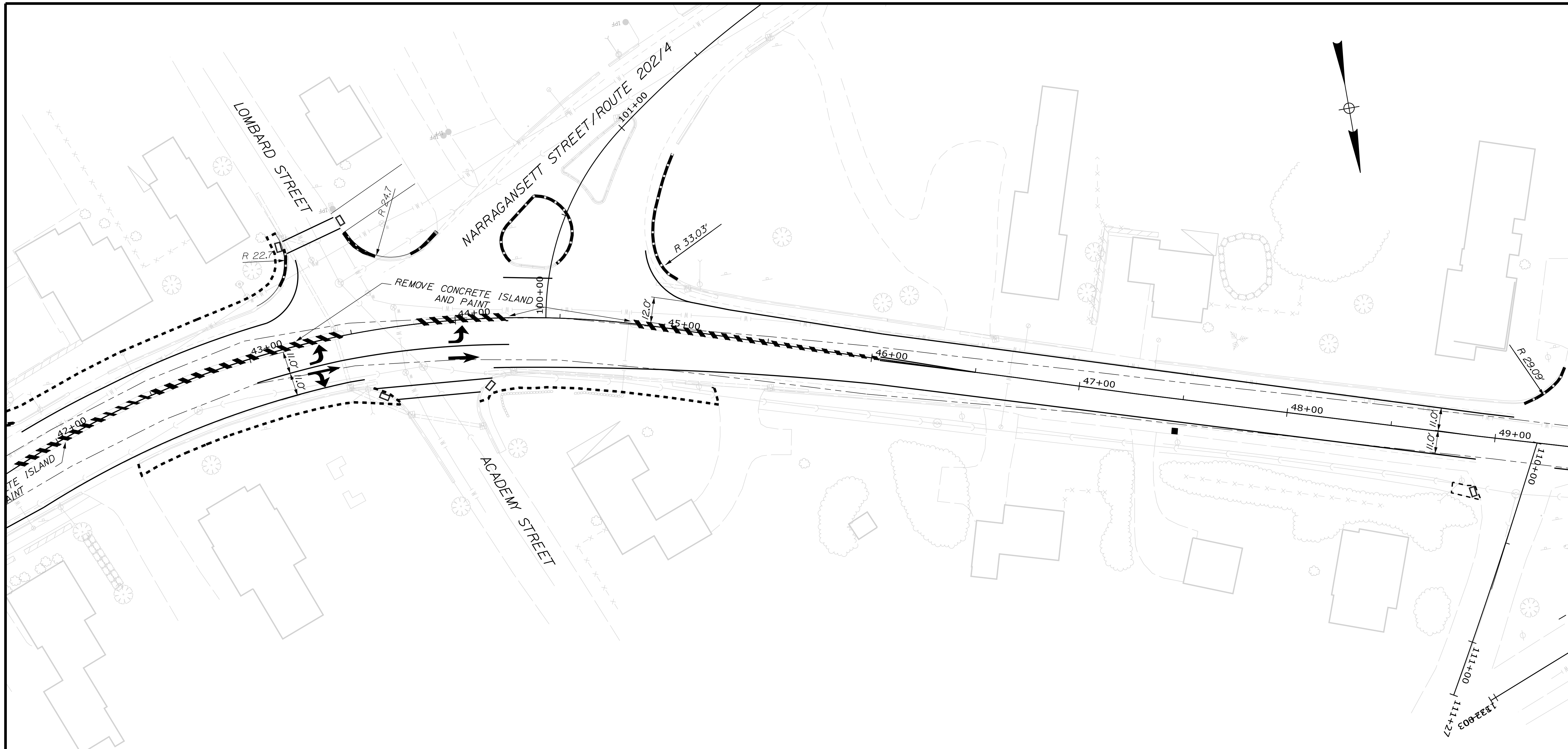
STA.	TO	STA.	SIDE
41+35		41+39	LEFT

ITEM 609.238 - TERMINAL CURB TYPE 1 - 8FT

STA.	TO	STA.	SIDE	STA.	TO	STA.	SIDE
35+75		35+83	RIGHT	38+49		38+57	RIGHT
36+68		36+76	RIGHT	38+70		38+78	RIGHT
36+97		37+05	RIGHT	39+00		39+08	RIGHT
37+77		37+85	RIGHT	39+31		39+39	RIGHT
38+14		38+22	RIGHT	39+72		39+80	RIGHT
35+35		35+43	LEFT	40+05		40+13	RIGHT
35+68		35+76	LEFT	40+85		40+93	RIGHT
35+94		36+02	LEFT	41+35		41+43	RIGHT
36+21		36+29	LEFT	41+89		41+97	RIGHT
36+52		36+60	LEFT	38+32		38+40	LEFT
36+80		36+88	LEFT	38+52		38+60	LEFT
37+08		37+16	LEFT	39+18		39+26	LEFT
37+54		37+62	LEFT	39+98		40+06	LEFT
37+87		37+95	LEFT	40+77		40+85	LEFT
				41+20		41+28	LEFT
				41+84		41+92	LEFT

PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
BETZ, ROBERT					
DESIGN DETAILED					
CHECKED-REVIEWED					
DESIGNS DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

GORHAM  
ROUTE 25  
GEOMETRY & STRIPING



**ITEM 609.11 - VERTICAL CURB TYPE 1**

STA.	TO	STA.	SIDE	QTY
42-38		43-43	RIGHT	105
44-22		45-19	RIGHT	97
45-60		46-48	RIGHT	88
46-82		47-17	RIGHT	35
47-47		48-80	RIGHT	133
41-92		43-10	LEFT	118
45-11		46-25	LEFT	114
46-63		46-96	LEFT	33
47-35		49-03	LEFT	168

**ITEM 609.12 - VERTICAL CURB TYPE 1 - CIRCULAR**

STA.	TO	STA.	SIDE	QTY
43-10		43-19	LEFT	40
43-59		43-90	LEFT	45
44-93		45-11	LEFT	54
49-06		49-27	LEFT	27

**ITEM 609.238 - TERMINAL CURB TYPE 1 - 8FT**

STA.	TO	STA.	SIDE
42-30		42-38	RIGHT
43-43		43-51	RIGHT
44-14		44-22	RIGHT
45-13		45-21	RIGHT
45-52		45-60	RIGHT
46-48		46-56	RIGHT
46-74		46-82	RIGHT
47-17		47-25	RIGHT
47-39		47-47	RIGHT
48-80		48-88	RIGHT
43-19		43-27	LEFT
44-93		44-93	LEFT
43-55		43-59	LEFT
43-90		43-96	LEFT
46-25		46-33	LEFT
46-55		46-63	LEFT
46-96		47-04	LEFT
47-27		47-35	LEFT
49-27		49-27	LEFT

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		NHP-2027(700)		WIN 20277.00	HIGHWAY PLANS
GORHAM ROUTE 25		GEOMETRY & STRIPING			
SHEET NUMBER		28			
OF 34					
PROJ. MANAGER	BETZ, ROBERT	BY	DATE	SIGNATURE	P.E. NUMBER
DESIGN DETAILED					
CHECKED-REVIEWED					
DESIGNS DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					



ITEM 609.11 - VERTICAL CURB TYPE 1

STA.	TO	STA.	SIDE	QTY
49+30		49+84	RIGHT	54
51+70		52+17	RIGHT	47
52+58		52+71	RIGHT	13
53+19		54+40	RIGHT	121
54+82		55+48	RIGHT	66
49+72		50+57	LEFT	85
49+93		50+24	LEFT	31

ITEM 609.12 - VERTICAL CURB TYPE 1 - CIRCULAR

STA.	TO	STA.	SIDE	QTY
49+68		49+93	LEFT	30
50+24		50+87	LEFT	66

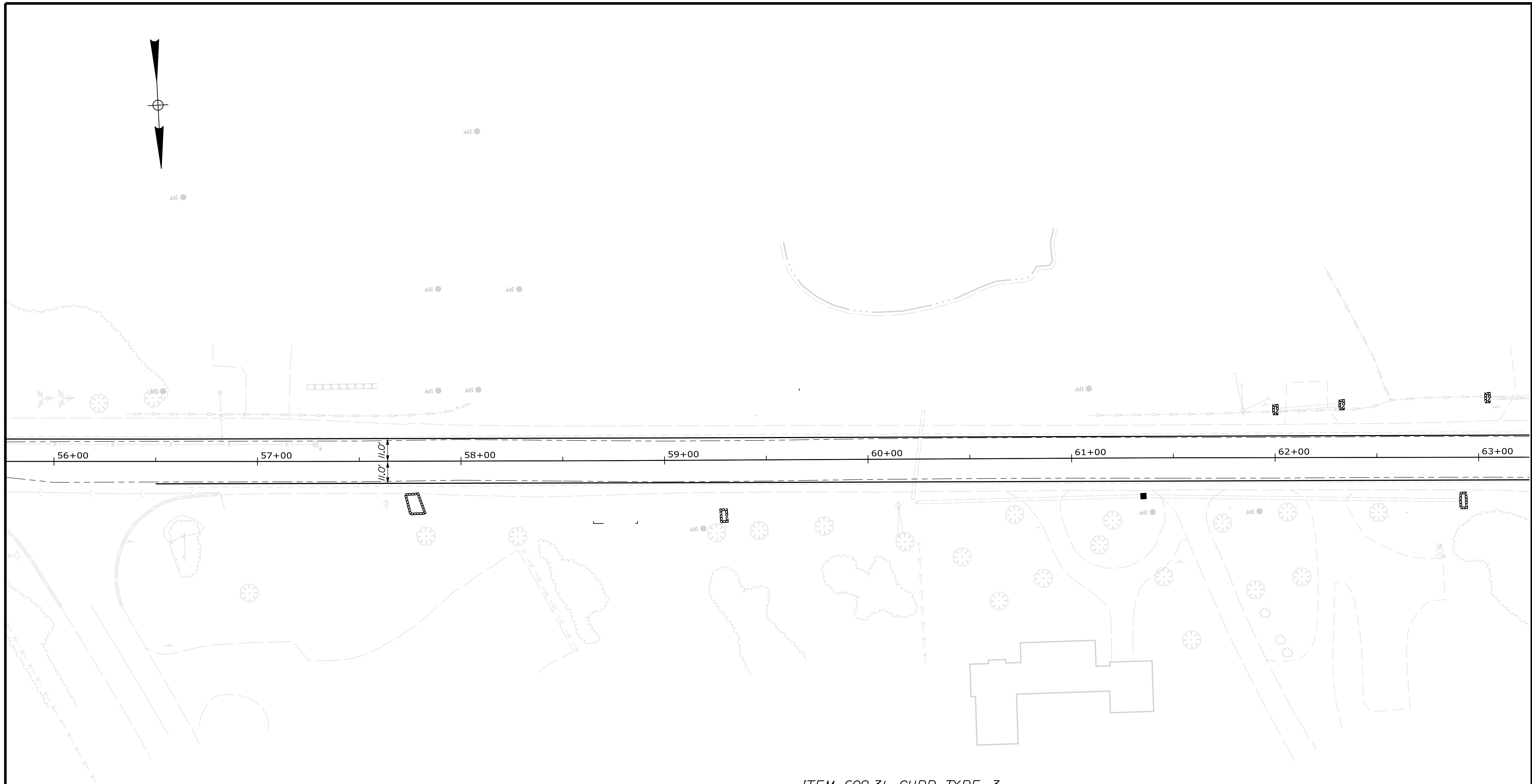
ITEM 609.238 - TERMINAL CURB TYPE 1 - 8 FT

STA.	TO	STA.	SIDE
49+28		49+30	RIGHT
49+84		49+90	RIGHT
51+62		51+70	RIGHT
52+17		52+25	RIGHT
52+50		52+58	RIGHT
52+71		52+79	RIGHT
53+11		53+19	RIGHT
54+40		54+48	RIGHT
54+74		54+82	RIGHT
55+48		55+56	RIGHT
49+64		49+68	LEFT
50+87		50+95	LEFT

STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
NHP-2027(700)	
WIN	20277.00
HIGHWAY PLANS	
GORHAM ROUTE 25	GEOMETRY & STRIPING
SHEET NUMBER	
29	
OF 34	

PROJ. MANAGER	BETZ, ROBERT	BY	DATE
DESIGN-DETAILED			
CHECKED-REVIEWED			
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE	P.E. NUMBER	DATE



ITEM 609.31 - CURB TYPE 3

STA.	TO	STA.	SIDE	QTY
56-77		57-73	RIGHT	96
60-99		61-40	RIGHT	41
61-75		62-07	RIGHT	32

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
NHP-2027(700)  
WIN 20277.00  
HIGHWAY PLANS

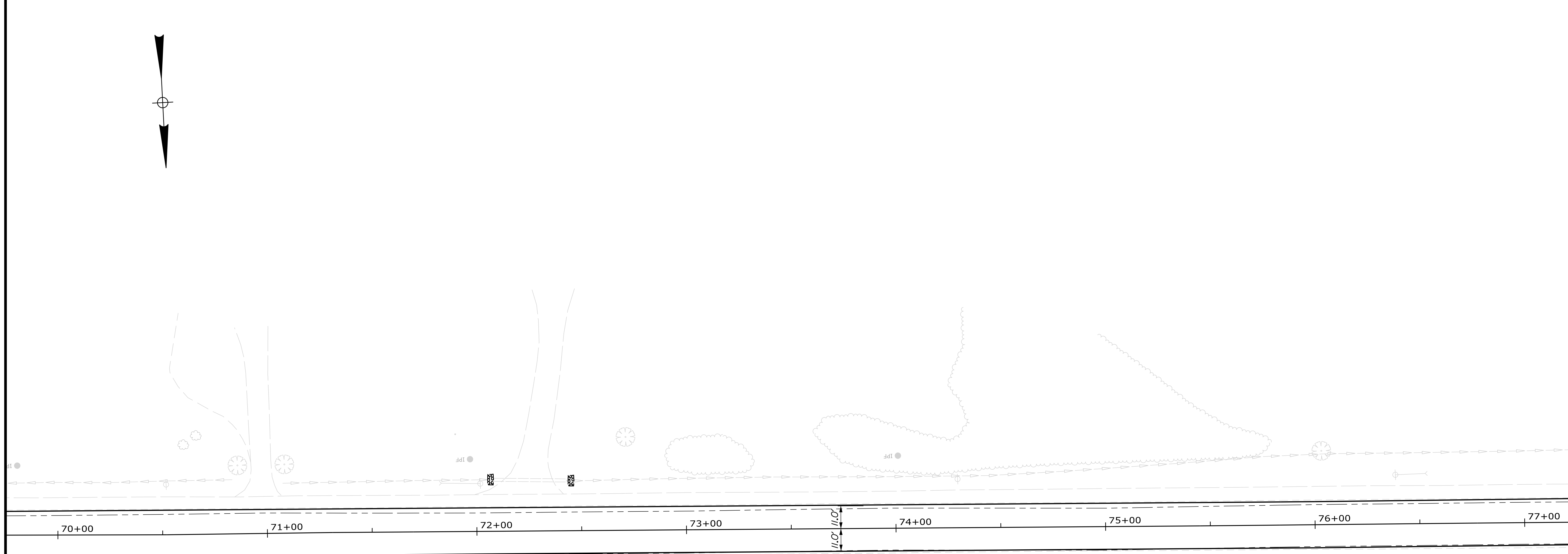
DATE	SIGNATURE	P.E. NUMBER	DATE

PROJ. MANAGER	BETZ, ROBERT	BY	DATE
DESIGN-DETAILED			
CHECKED-REVIEWED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

GORHAM  
ROUTE 25  
GEOMETRY & STRIPING

SHEET NUMBER  
**30**  
OF 34





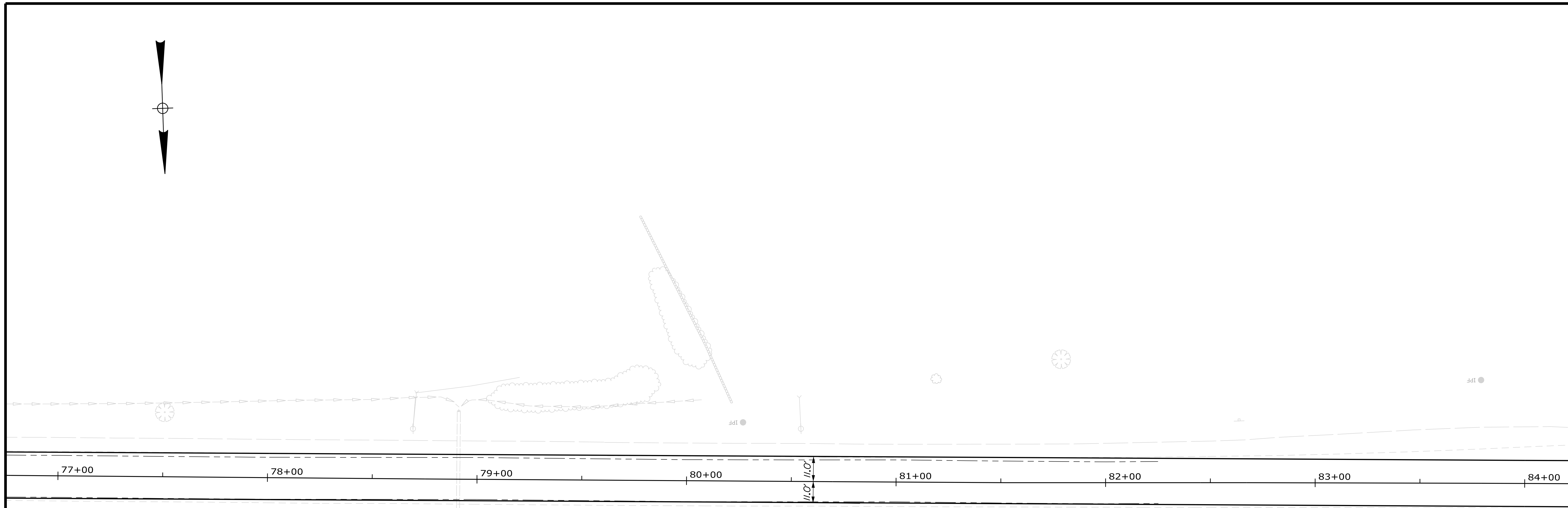
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
NHP-2027(700)  
WIN 20277.00  
HIGHWAY PLANS

DESIGN DETAILED	BY	DATE
CHECKED-REVIEWED		
DESIGN DETAILED		
DESIGN DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PROJ. MANAGER	BETZ, ROBERT	BY		DATE	

GORHAM  
ROUTE 25  
GEOMETRY & STRIPING

SHEET NUMBER  
**32**  
OF 34



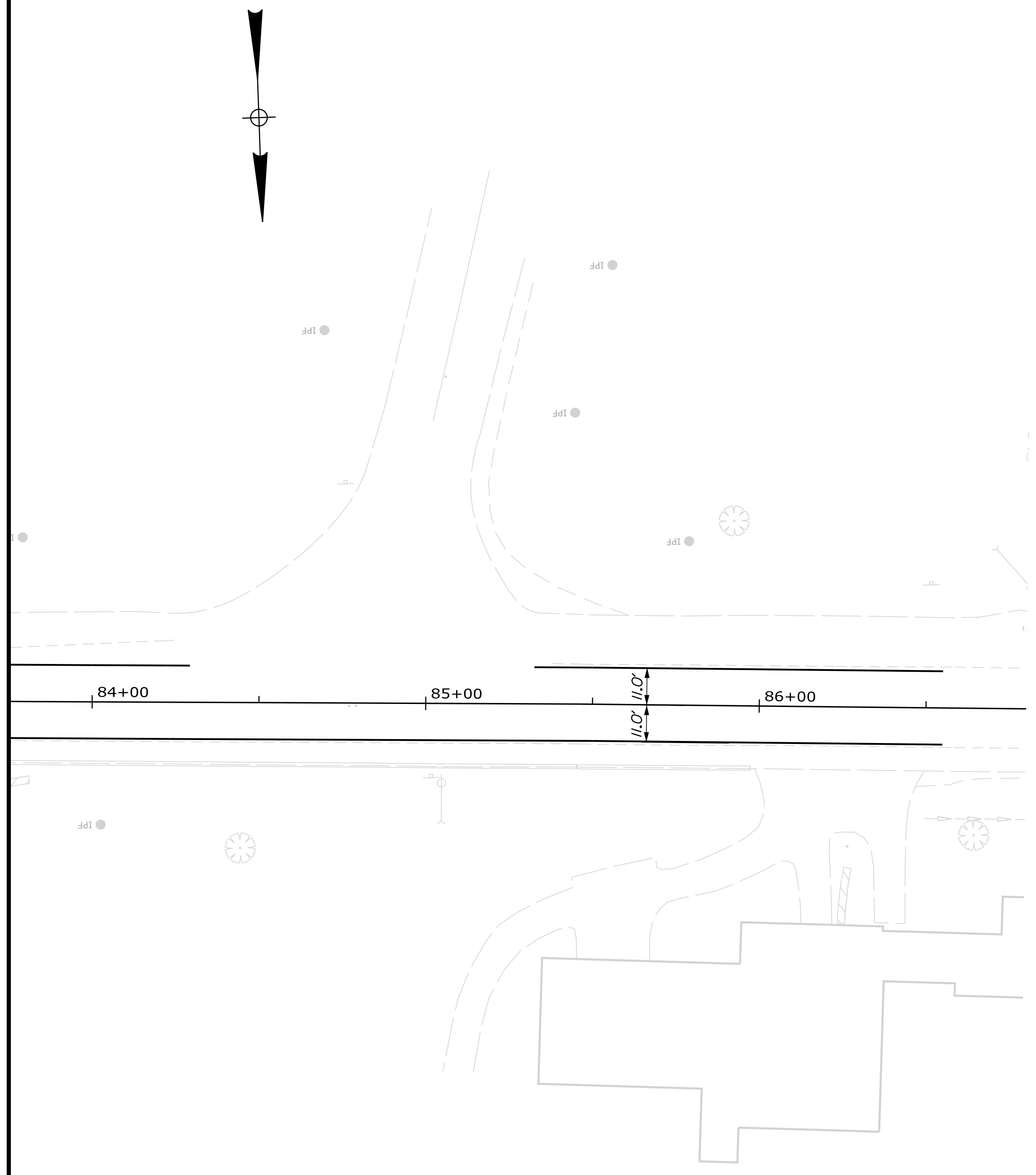
STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
NHP-2027(700)	
WIN	HIGHWAY PLANS
202777.00	

PROJ. MANAGER	BETZ, ROBERT	BY		DATE	
DESIGN/DETAILED					
CHECKED/REVIEWED					
DESIGN/DETAILED					
DESIGN/DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

GORHAM  
ROUTE 25  
**GEOMETRY & STRIPING**

SHEET NUMBER  
**33**  
OF 34

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
NHP-2027(700)  
WIN  
202777.00  
HIGHWAY PLANS



SHEET NUMBER

34

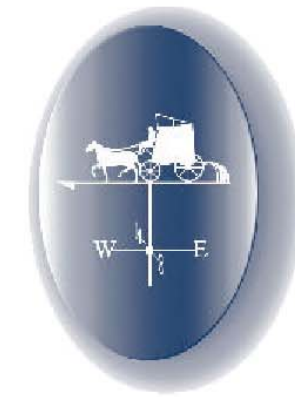
OF 34

GORHAM  
ROUTE 25  
GEOMETRY & STRIPING

PROJ. MANAGER	BETZ, ROBERT	BY	DATE
DESIGN-DETAILED			
CHECKED-REVIEWED			
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE
P.E. NUMBER
DATE

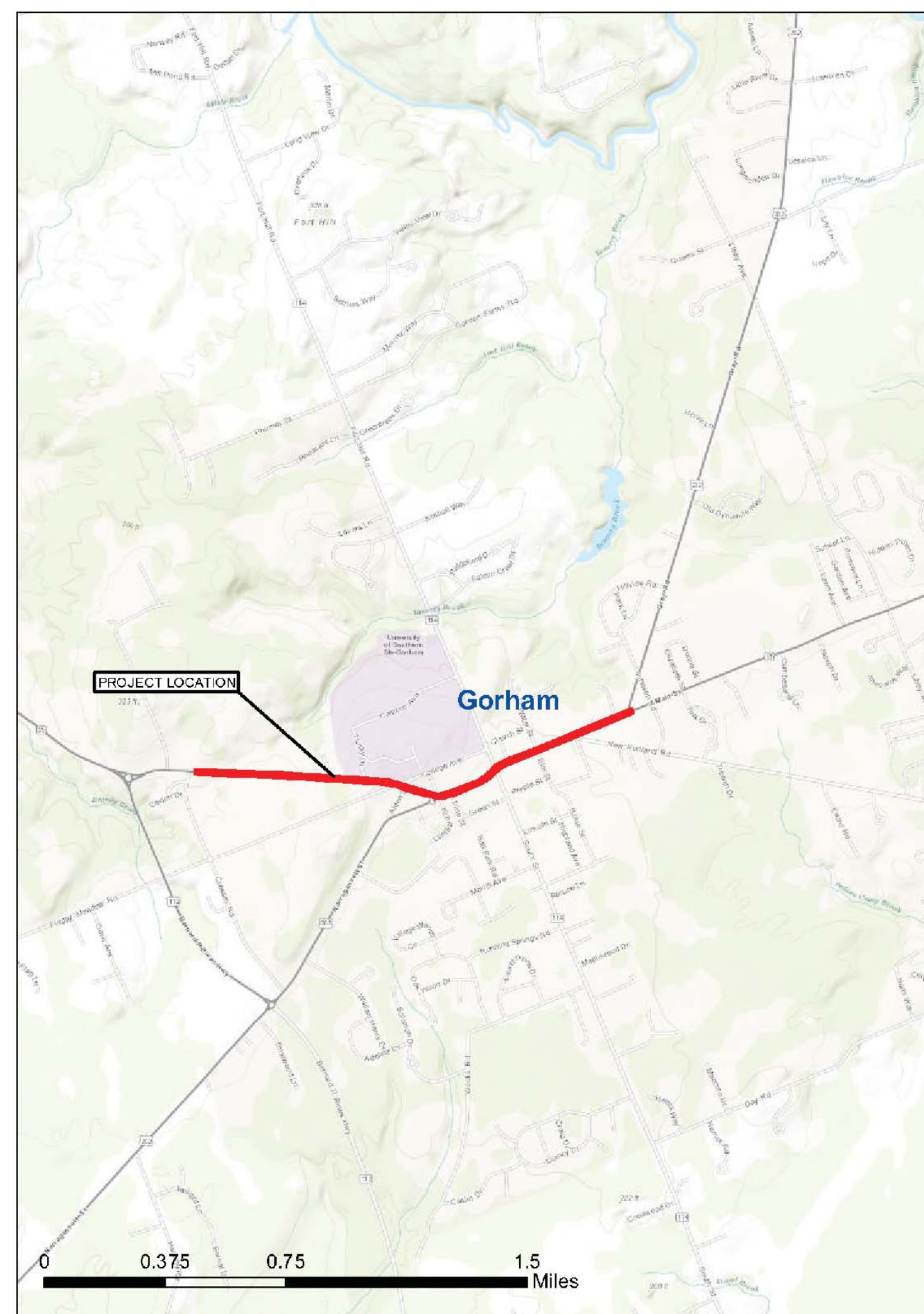
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
NHP-2027(700)  
WIN  
202777.00  
HIGHWAY PLANS



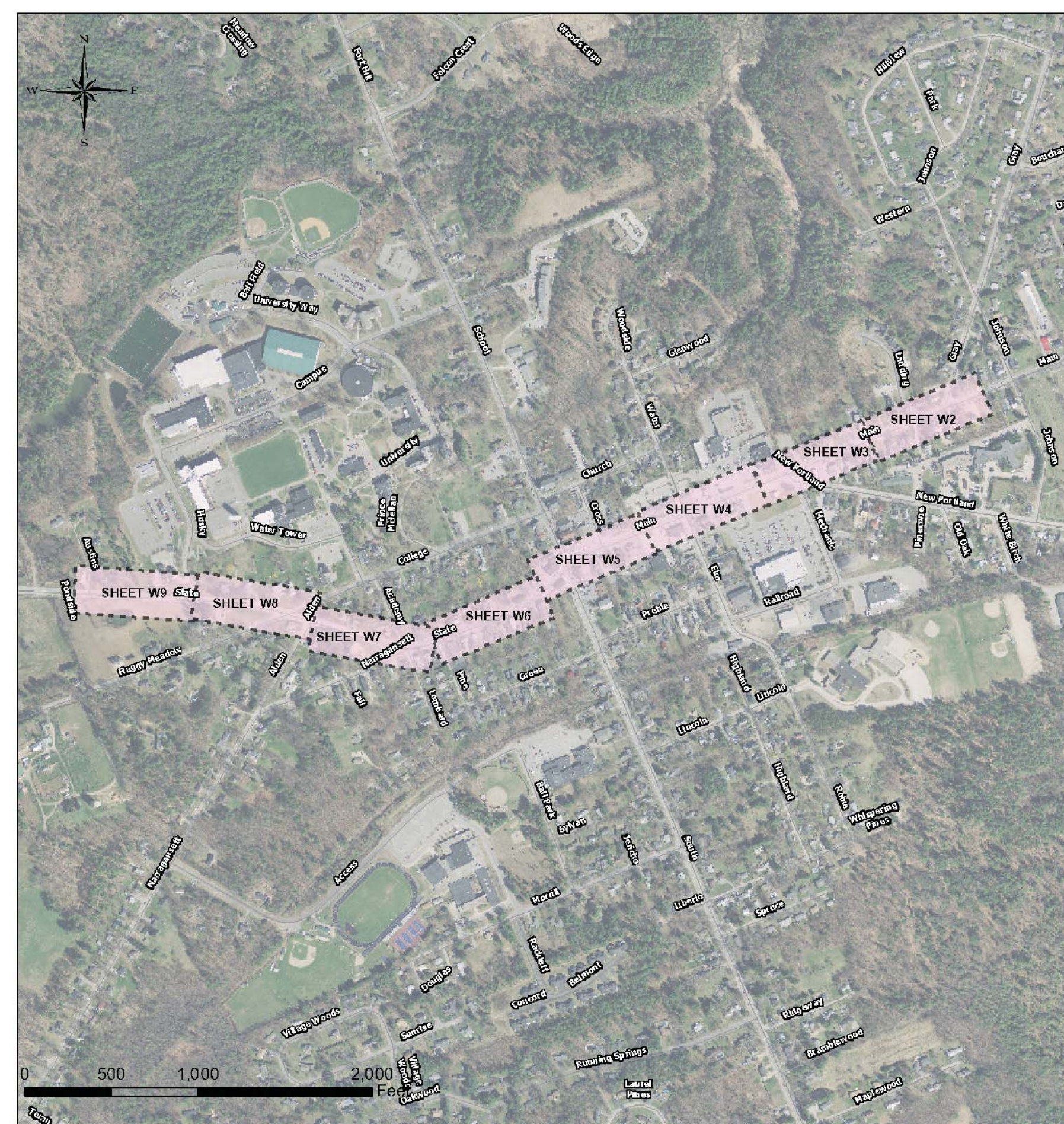
# PORTLAND WATER DISTRICT PORTLAND, MAINE

## MAIN STREET AND STATE STREET GORHAM, MAINE WATER MAIN REPLACEMENT

PROJECT LOCATION



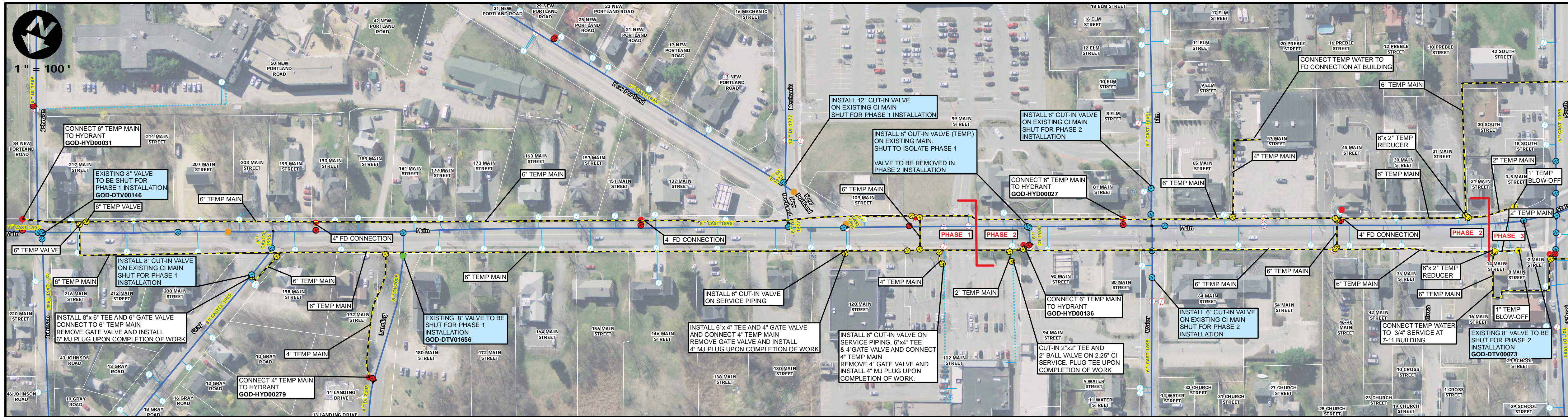
AREA MAP



DRAWING INDEX

<u>PWD SHEET</u>	<u>DESCRIPTION</u>
W1	TEMPORARY WATER OVERVIEW PLAN
W2	MAIN STREET / GRAY ROAD (ROUTE 202)
W3	MAIN STREET / NEW PORTLAND ROAD
W4	MAIN STREET / ELM & WATER STREETS
W5	MAIN & STATE STREETS / SCHOOL & SOUTH STS
W6	STATE STREET
W7	STATE STREET / NARRAGANSETT STREET
W8	STATE STREET / FLAGGY MEADOW ROAD
W9	STATE STREET
W10	STANDARD DETAILS (1/2)
W11	STANDARD DETAILS (2/2)

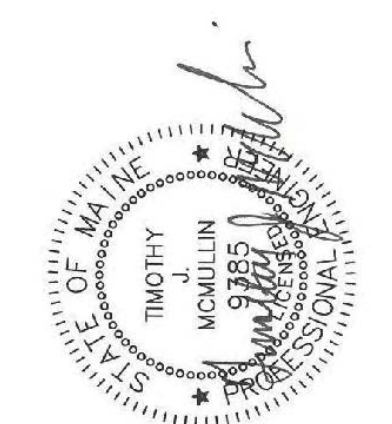
**2018**



- NOTES**
1. CONTRACTOR SHALL DISPOSE OF ALL EXCAVATED PIPING AND APPURTENANCES.
  2. ALL MAINS AND SERVICES SHALL BE INSTALLED WITH 5.5' OF COVER MEASURED FROM PROPOSED ROAD GRADE UNLESS APPROVED BY A PWD REPRESENTATIVE.
  3. THE PORTLAND WATER DISTRICT WILL NOTIFY CUSTOMERS FOR ALL WORK INVOLVING TEMPORARY SHUT DOWN OF SERVICE. CUSTOMERS MUST RECEIVE AT LEAST 48 HOURS NOTIFICATION PRIOR TO ANY SHUT DOWN. THE DISTRICT MUST RECEIVE NOTICE FROM THE CONTRACTOR OF THE SHUT DOWN AT LEAST 48 HOURS PRIOR TO CUSTOMER NOTIFICATION.
  4. ALL DUCTILE IRON PIPE AND FITTINGS SHALL BE POLY-WRAPPED PER SPECIFICATIONS.
  5. IF PROPERTIES REQUIRING A TEMPORARY WATER CONNECTION HAVE MALFUNCTIONING SILCOCKS OR NO EXTERIOR PLUMBING, IT MAY BE NECESSARY TO EXCAVATE AND CONNECT INTO THE EXISTING SERVICE LINE BEHIND THE EXISTING SHUT-OFF VALVE TO PROVIDE TEMPORARY SERVICE.
  6. INSTALL 4" TEMPORARY FIRE DEPT CONNECTION (TYP), 4" GATE VALVE, 90° ELBOW, RISER PIPE, 90° ELBOW, AND 4-1/2" NPT STEAMER PORT CONNECTION WITH CAP. ALL JOINTS TO BE RESTRAINED. STEAMER PORT, RISER AND TEE TO BE ANCHORED TO THE GROUND. OUTLET TO BE BETWEEN 1' AND 2' OFF THE GROUND.
  7. REMOVE ALL OLD PIPING NOT EXPLICITLY CALLED OUT FOR ABANDONMENT.
  8. TEMPORARY WATER SYSTEM SHALL ONLY BE ACTIVE BETWEEN APRIL 15TH AND OCTOBER 15TH. ACTIVATION OUTSIDE THIS PERIOD MUST BE APPROVED BY PWD.
  9. CONTRACTOR MUST ALLOW OWNER SUFFICIENT TIME TO TRANSFER WATER SERVICES FROM EXISTING WATER MAIN TO TEMPORARY WATER SERVICES INSTALLED BY CONTRACTOR AND TO TRANSFER SERVICE TO NEW WATER MAIN/SERVICE LINE UPON SUCCESSFUL TESTING OF SAMPLE FOR ABSENCE OF BACTERIA. THE CONTRACTOR SHALL NOT CLAIM ANY DELAY-RELATED COSTS OR TIME RELATED TO THIS WORK.
  10. SIDEWALKS MUST REMAIN OPEN AT ALL TIMES OR REASONABLE DETOURS PROVIDED.
  11. LOCATIONS OF UTILITIES OTHER THAN WATER ARE APPROXIMATE, AND NOT ALL UTILITIES ARE SHOWN. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING, SUPPORTING AND PROTECTING ALL UTILITIES DURING INSTALLATION OF THE WATER MAIN.
  12. ALL CUT-IN VALVES AND INSERTION VALVES SHALL BE INSTALLED PRIOR TO ACTIVATION OF THE TEMPORARY MAINS. A SHUTDOWN IS REQUIRED FOR INSTALLATION OF ALL CUT-IN VALVES.
  13. INSTALLATIONS SHALL OCCUR IN THE FOLLOWING SEQUENCE: PHASE 1, PHASE 2, PHASE 3, AND PHASE 4. TESTING AND ACTIVATION OF ALL NEW INSTALLATIONS IN EACH PHASE SHALL BE COMPLETE BEFORE PROCEEDING TO NEXT PHASE.
  14. SALVAGE ALL REMOVED HYDRANTS AND DELIVER TO PWD YARD AT 225 DOUGLASS ST - PORTLAND.
  15. INSTALL SWIVEL TYPE TEES ON ALL BRANCH CONNECTION TO VALVES.
  16. INSTALL A MECHANICAL JOINT CAP ON ENDS OF ALL ABANDONED MAINS.
  17. LEDGE WAS ENCOUNTERED ON THE EXISTING WATER MAIN INSTALLATION APPROXIMATELY BETWEEN STA. 33+40 - 34+30 AND BETWEEN 34+90 - 42+50 (DEPTH UNKNOWN).
  18. TEMPORARY MAINS SHALL BE BURIED BELOW EXISTING GRADE ACROSS ALL STREET AND DRIVEWAY CROSSINGS. INSTALL AND MAINTAIN TEMPORARY PAVEMENT IN THESE AREAS. FINAL RESTORATION OF PAVEMENT SHALL MATCH EXISTING DEPTH FOR DRIVEWAY CROSSINGS.
  19. ALL SERVICES SHALL BE RENEWED TO STREET LINE. SIZE AND MATERIAL SHALL BE 1" COPPER UNLESS OTHERWISE NOTED.
  20. IN THE EVENT THAT DISCREPANCIES OR CONFLICTS BETWEEN MAINE DOT SPECIFICATIONS, SPECIAL PROVISIONS AND PLANS, MAINE DOT OR MORE RESTRICTIVE SHALL PREVAIL.

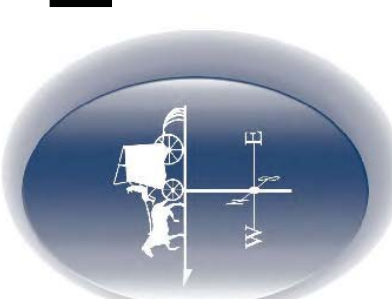
PROJECT: **284244**

**MAIN AND STATE STREETS  
GORHAM, MAINE  
WATER MAIN REPLACEMENT  
TEMPORARY WATER PLAN**

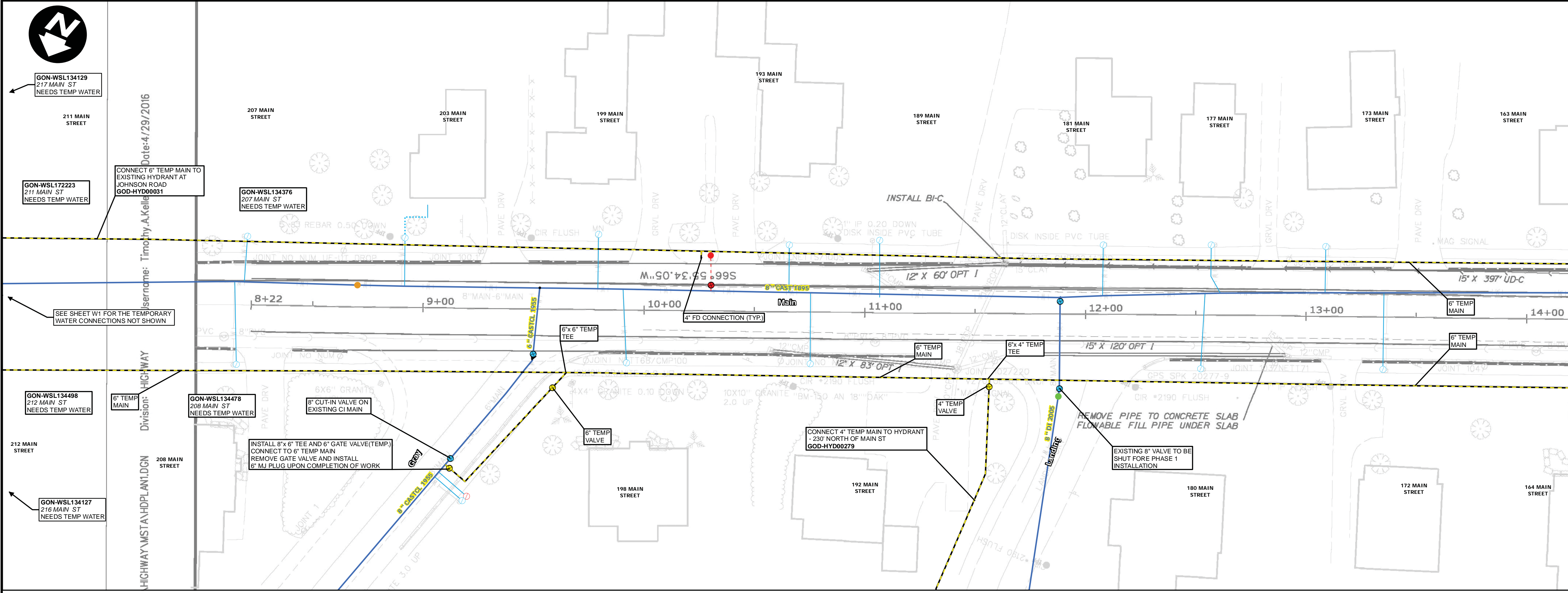


DRAWN BY: BJS  
DESIGN BY: TM  
DATE: 06/21/2017

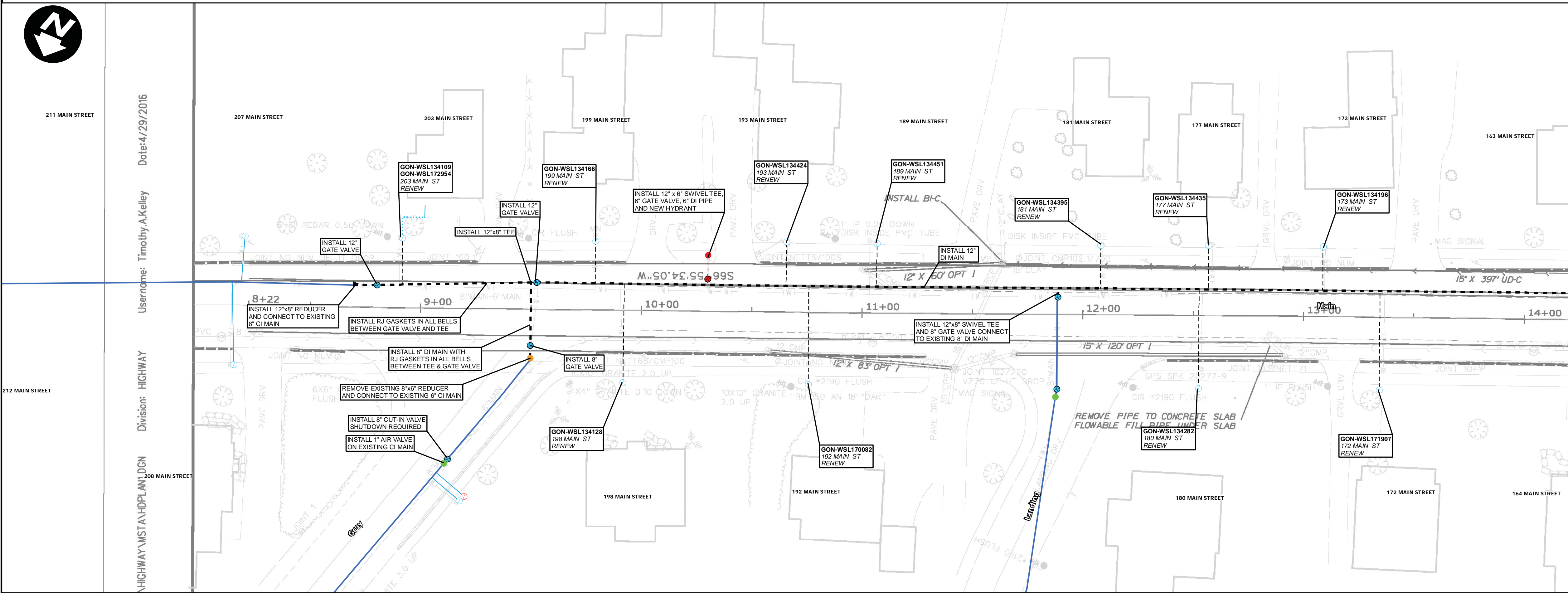
**Portland Water District**  
ASSET MANAGEMENT AND PLANNING DEPARTMENT  
225 DOUGLASS STREET, PORTLAND ME 04104  
(207) 774-5961 • WWW.PWD.ORG



SHEET: **W1 OF W11**



EXISTING AND TEMPORARY MAINS  
1" = 25'



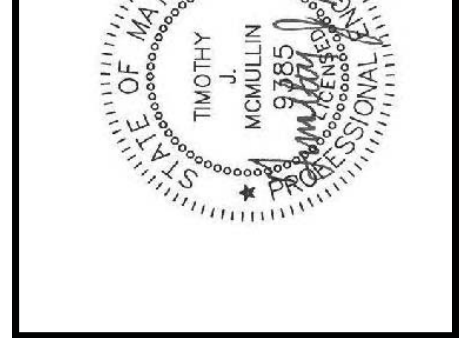
PROPOSED MAINS  
1" = 25'

- NOTES**
- CONTRACTOR SHALL DISPOSE OF ALL EXCAVATED PIPING AND APPURTENANCES.
  - ALL MAINS AND SERVICES SHALL BE INSTALLED WITH 5.5' OF COVER MEASURED FROM PROPOSED ROAD GRADE UNLESS APPROVED BY A PWD REPRESENTATIVE.
  - THE PORTLAND WATER DISTRICT WILL NOTIFY CUSTOMERS FOR ALL WORK INVOLVING TEMPORARY SHUT DOWN OF SERVICE. CUSTOMERS MUST RECEIVE AT LEAST 48 HOURS NOTIFICATION PRIOR TO ANY SHUT DOWN. THE DISTRICT MUST RECEIVE NOTICE FROM THE CONTRACTOR OF THE SHUT DOWN AT LEAST 48 HOURS PRIOR TO CUSTOMER NOTIFICATION.
  - ALL DUCTILE IRON PIPE AND FITTINGS SHALL BE POLY-WRAPPED PER SPECIFICATIONS.
  - IF PROPERTIES REQUIRING A TEMPORARY WATER CONNECTION HAVE MALFUNCTIONING SILLCOCKS OR NO EXTERIOR PLUMBING, IT MAY BE NECESSARY TO EXCAVATE AND CONNECT INTO THE EXISTING SERVICE LINE BEHIND THE EXISTING SHUT-OFF VALVE TO PROVIDE TEMPORARY SERVICE.
  - INSTALL 4" TEMPORARY FIRE DEPT CONNECTION (TYP), 4" GATE VALVE, 90° ELBOW, RISER PIPE, 90° ELBOW AND 4-1/2" NPT STEAMER PORT CONNECTION WITH CAP. ALL JOINTS TO BE RESTRAINED. STEAMER PORT, RISER AND TEE TO BE ANCHORED TO THE GROUND. OUTLET TO BE BETWEEN 1' AND 2' OFF THE GROUND.
  - REMOVE ALL OLD PIPING NOT EXPLICITLY CALLED OUT FOR ABANDONMENT.
  - TEMPORARY WATER SYSTEM SHALL ONLY BE ACTIVE BETWEEN APRIL 15TH AND OCTOBER 15TH. ACTIVATION OUTSIDE THIS PERIOD MUST BE APPROVED BY PWD.
  - CONTRACTOR MUST ALLOW SUFFICIENT TIME TO TRANSFER WATER SERVICES FROM EXISTING WATER MAIN TO TEMPORARY WATER SERVICES INSTALLED BY CONTRACTOR AND TO TRANSFER SERVICE TO NEW WATER MAIN/SERVICE LINE UPON SUCCESSFUL TESTING OF SAMPLE FOR ABSENCE OF BACTERIA. THE CONTRACTOR SHALL NOT CLAIM ANY DELAY-RELATED COSTS OR TIME RELATED TO THIS WORK.
  - SIDEWALKS MUST REMAIN OPEN AT ALL TIMES OR REASONABLE DETOURS PROVIDED.
  - LOCATIONS OF UTILITIES OTHER THAN WATER ARE APPROXIMATE, AND NOT ALL UTILITIES ARE SHOWN. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING, SUPPORTING AND PROTECTING ALL UTILITIES DURING INSTALLATION OF THE WATER MAIN.
  - ALL CUT-IN VALVES AND INSERTION VALVES SHALL BE INSTALLED PRIOR TO ACTIVATION OF THE TEMPORARY MAINS. A SHUTDOWN IS REQUIRED FOR INSTALLATION OF ALL CUT-IN VALVES.
  - INSTALLATIONS SHALL OCCUR IN THE FOLLOWING SEQUENCE: PHASE 1, PHASE 2, PHASE 3, AND PHASE 4. TESTING AND ACTIVATION OF ALL NEW INSTALLATIONS IN EACH PHASE SHALL BE COMPLETE BEFORE PROCEEDING TO NEXT PHASE.
  - SALVAGE ALL REMOVED HYDRANTS AND DELIVER TO PWD YARD AT 225 DOUGLASS ST - PORTLAND.
  - INSTALL SWIVEL TYPE TEES ON ALL BRANCH CONNECTION TO VALVES.
  - INSTALL A MECHANICAL JOINT CAP ON ENDS OF ALL ABANDONED MAINS.
  - LEDGE WAS ENCOUNTERED ON THE EXISTING WATER MAIN INSTALLATION APPROXIMATELY BETWEEN STA. 33+40 - 34+30 AND BETWEEN 34+90 - 42+50 (DEPTH UNKNOWN).
  - TEMPORARY MAINS SHALL BE BURIED BELOW EXISTING GRADE ACROSS ALL STREET AND DRIVEWAY CROSSINGS. INSTALL AND MAINTAIN TEMPORARY PAVEMENT IN THESE AREAS. FINAL RESTORATION OF PAVEMENT SHALL MATCH EXISTING DEPTH FOR DRIVEWAY CROSSINGS.
  - ALL SERVICES SHALL BE RENEWED TO STREET LINE. SIZE AND MATERIAL SHALL BE 1" COPPER UNLESS OTHERWISE NOTED.
  - IN THE EVENT THAT DISCREPANCIES OR CONFLICTS BETWEEN MAINE DOT SPECIFICATIONS, SPECIAL PROVISIONS AND PLANS, MAINE DOT OR MORE RESTRICTIVE SHALL PREVAIL.

- LEGEND**
- EXISTING WATER MAIN
  - - - - PROPOSED WATER MAIN
  - · - · - TEMPORARY WATER MAIN
  - - - - PROPOSED/RENEWED SERVICE
  - RECONNECT SERVICE

PROJECT: **284244**

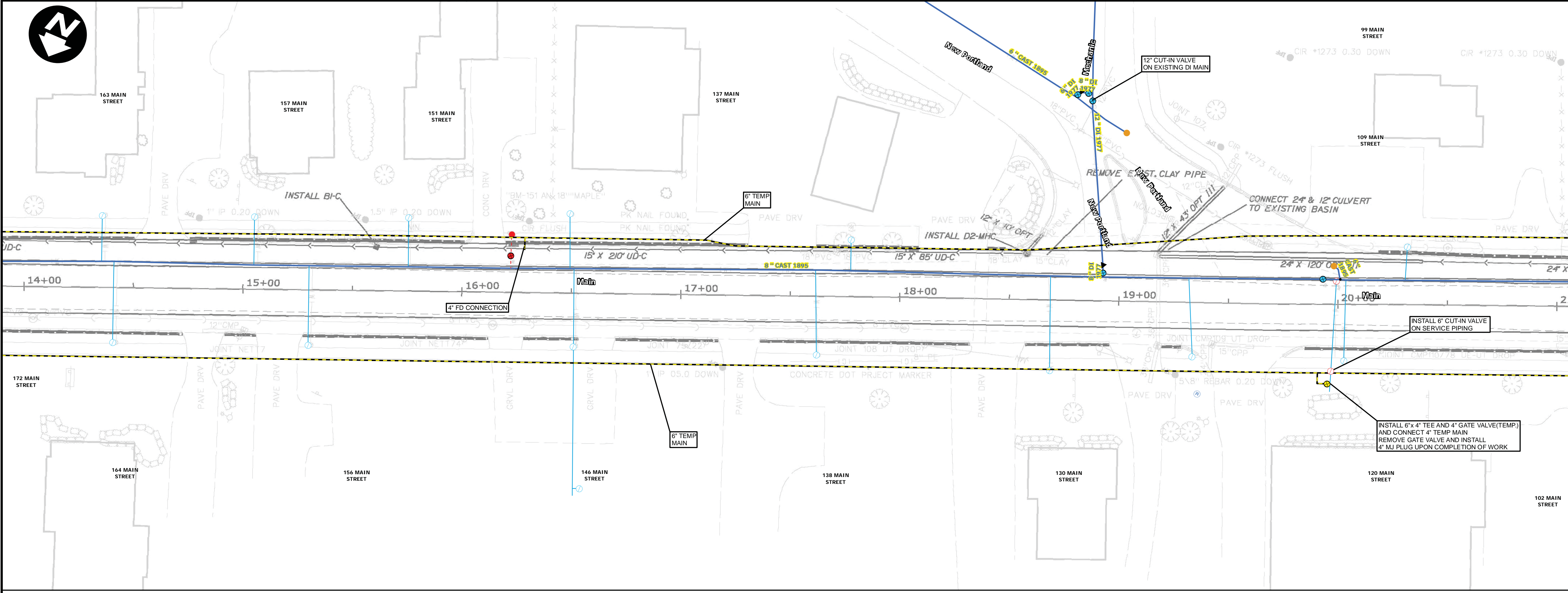
**MAIN STREET  
GORHAM, MAINE  
WATER MAIN REPLACEMENT**



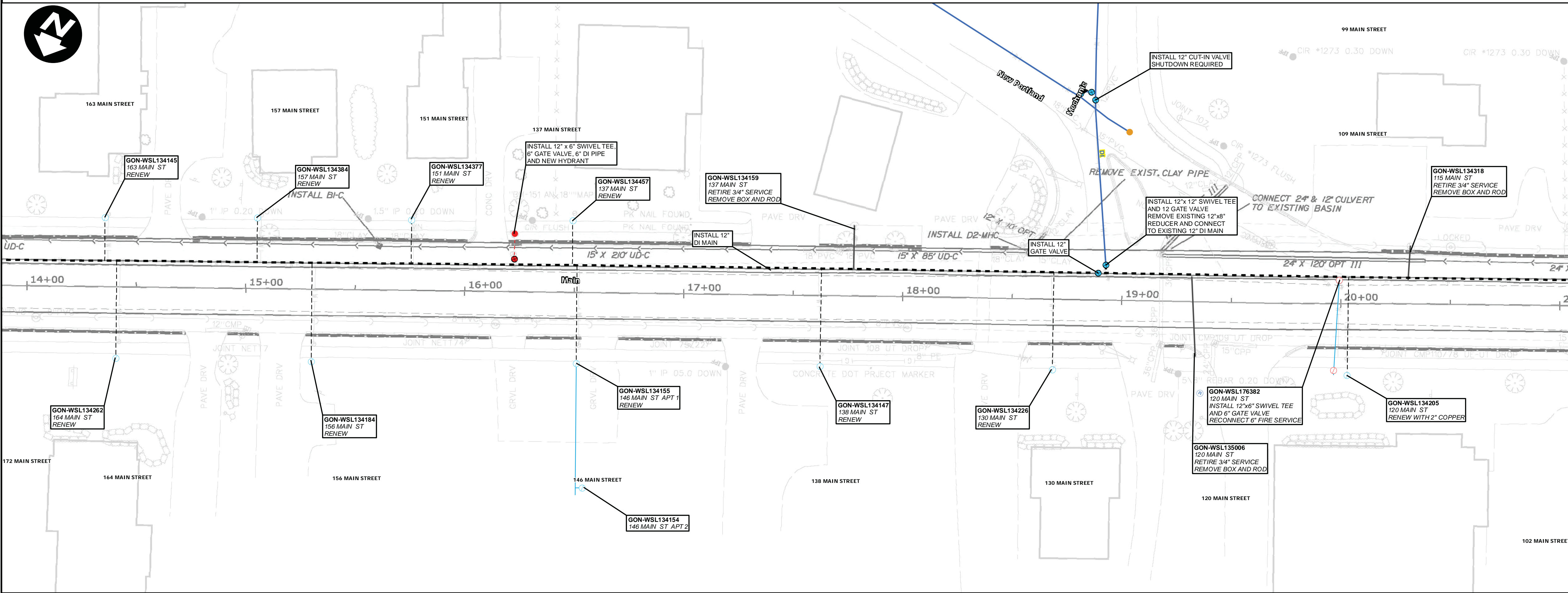
DRAWN BY: BSJ  
DESIGN BY: TM  
DATE: 06/21/2017

**Portland Water District**  
ASSET MANAGEMENT AND PLANNING DEPARTMENT  
225 DOUGLASS STREET, PORTLAND ME 04104  
(207) 774-5961 • WWW.PWD.ORG

SHEET: **W2 OF W11**



EXISTING AND TEMPORARY MAINS  
1" = 25'



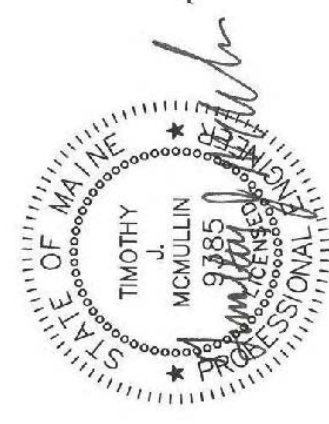
PROPOSED MAINS  
1" = 25'

- NOTES**
1. CONTRACTOR SHALL DISPOSE OF ALL EXCAVATED PIPING AND APPURTENANCES.
  2. ALL MAINS AND SERVICES SHALL BE INSTALLED WITH 5.5' OF COVER MEASURED FROM PROPOSED ROAD GRADE UNLESS APPROVED BY A PWD REPRESENTATIVE.
  3. THE PORTLAND WATER DISTRICT WILL NOTIFY CUSTOMERS FOR ALL WORK INVOLVING TEMPORARY SHUT DOWN OF SERVICE. CUSTOMERS MUST RECEIVE AT LEAST 48 HOURS NOTIFICATION PRIOR TO ANY SHUT DOWN. THE DISTRICT MUST RECEIVE NOTICE FROM THE CONTRACTOR OF THE SHUT DOWN AT LEAST 48 HOURS PRIOR TO CUSTOMER NOTIFICATION.
  4. ALL DUCTILE IRON PIPE AND FITTINGS SHALL BE POLY-WRAPPED PER SPECIFICATIONS.
  5. IF PROPERTIES REQUIRING A TEMPORARY WATER CONNECTION HAVE MALFUNCTIONING SILCOCKS OR NO EXTERIOR PLUMBING, IT MAY BE NECESSARY TO EXCAVATE AND CONNECT INTO THE EXISTING SERVICE LINE BEHIND THE EXISTING SHUT-OFF VALVE TO PROVIDE TEMPORARY SERVICE.
  6. INSTALL 4" TEMPORARY FIRE DEPT CONNECTION (TYP), 4" GATE VALVE, 90° ELBOW, RISER PIPE, 90° ELBOW AND 4-1/2" NPT STEAMER PORT CONNECTION WITH CAP. ALL JOINTS TO BE RESTRAINED. STEAMER PORT, RISER AND TEE TO BE ANCHORED TO THE GROUND. OUTLET TO BE BETWEEN 1' AND 2' OFF THE GROUND.
  7. REMOVE ALL OLD PIPING NOT EXPLICITLY CALLED OUT FOR ABANDONMENT.
  8. TEMPORARY WATER SYSTEM SHALL ONLY BE ACTIVE BETWEEN APRIL 15TH AND OCTOBER 15TH. ACTIVATION OUTSIDE THIS PERIOD MUST BE APPROVED BY PWD.
  9. CONTRACTOR MUST ALLOW OWNER SUFFICIENT TIME TO TRANSFER WATER SERVICES FROM EXISTING WATER MAIN TO TEMPORARY WATER SERVICES INSTALLED BY CONTRACTOR AND TO TRANSFER SERVICE TO NEW WATER MAIN/SERVICE LINE UPON SUCCESSFUL TESTING OF SAMPLE FOR ABSENCE OF BACTERIA. THE CONTRACTOR SHALL NOT CLAIM ANY DELAY-RELATED COSTS OR TIME RELATED TO THIS WORK.
  10. SIDEWALKS MUST REMAIN OPEN AT ALL TIMES OR REASONABLE DETOURS PROVIDED.
  11. LOCATIONS OF UTILITIES OTHER THAN WATER ARE APPROXIMATE, AND NOT ALL UTILITIES ARE SHOWN. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING, SUPPORTING AND PROTECTING ALL UTILITIES DURING INSTALLATION OF THE WATER MAIN.
  12. ALL CUT-IN VALVES AND INSERTION VALVES SHALL BE INSTALLED PRIOR TO ACTIVATION OF THE TEMPORARY MAINS. A SHUTDOWN IS REQUIRED FOR INSTALLATION OF ALL CUT-IN VALVES.
  13. INSTALLATIONS SHALL OCCUR IN THE FOLLOWING SEQUENCE: PHASE 1, PHASE 2, PHASE 3, AND PHASE 4. TESTING AND ACTIVATION OF ALL NEW INSTALLATIONS IN EACH PHASE SHALL BE COMPLETE BEFORE PROCEEDING TO NEXT PHASE.
  14. SALVAGE ALL REMOVED HYDRANTS AND DELIVER TO PWD YARD AT 225 DOUGLASS ST - PORTLAND.
  15. INSTALL SWIVEL TYPE TEES ON ALL BRANCH CONNECTION TO VALVES.
  16. INSTALL A MECHANICAL JOINT CAP ON ENDS OF ALL ABANDONED MAINS.
  17. LEDGE WAS ENCOUNTERED ON THE EXISTING WATER MAIN INSTALLATION APPROXIMATELY BETWEEN STA. 33+40 - 34+30 AND BETWEEN 34+90 - 42+50 (DEPTH UNKNOWN).
  18. TEMPORARY MAINS SHALL BE BURIED BELOW EXISTING GRADE ACROSS ALL STREET AND DRIVEWAY CROSSINGS. INSTALL AND MAINTAIN TEMPORARY PAVEMENT IN THESE AREAS. FINAL RESTORATION OF PAVEMENT SHALL MATCH EXISTING DEPTH FOR DRIVEWAY CROSSINGS.
  19. ALL SERVICES SHALL BE RENEWED TO STREET LINE. SIZE AND MATERIAL SHALL BE 1" COPPER UNLESS OTHERWISE NOTED.
  20. IN THE EVENT THAT DISCREPANCIES OR CONFLICTS BETWEEN MAINE DOT SPECIFICATIONS, SPECIAL PROVISIONS AND PLANS, MAINE DOT OR MORE RESTRICTIVE SHALL PREVAIL.

- LEGEND**
- EXISTING WATER MAIN
  - - - - - PROPOSED WATER MAIN
  - - - - - TEMPORARY WATER MAIN
  - - - - - PROPOSED/RENEWED SERVICE
  - RECONNECT SERVICE

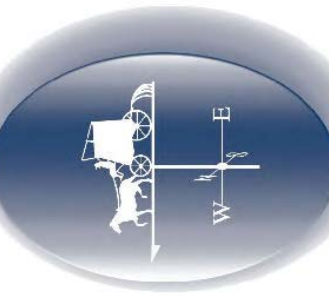
PROJECT: 284244

**MAIN STREET  
GORHAM, MAINE  
WATER MAIN REPLACEMENT**

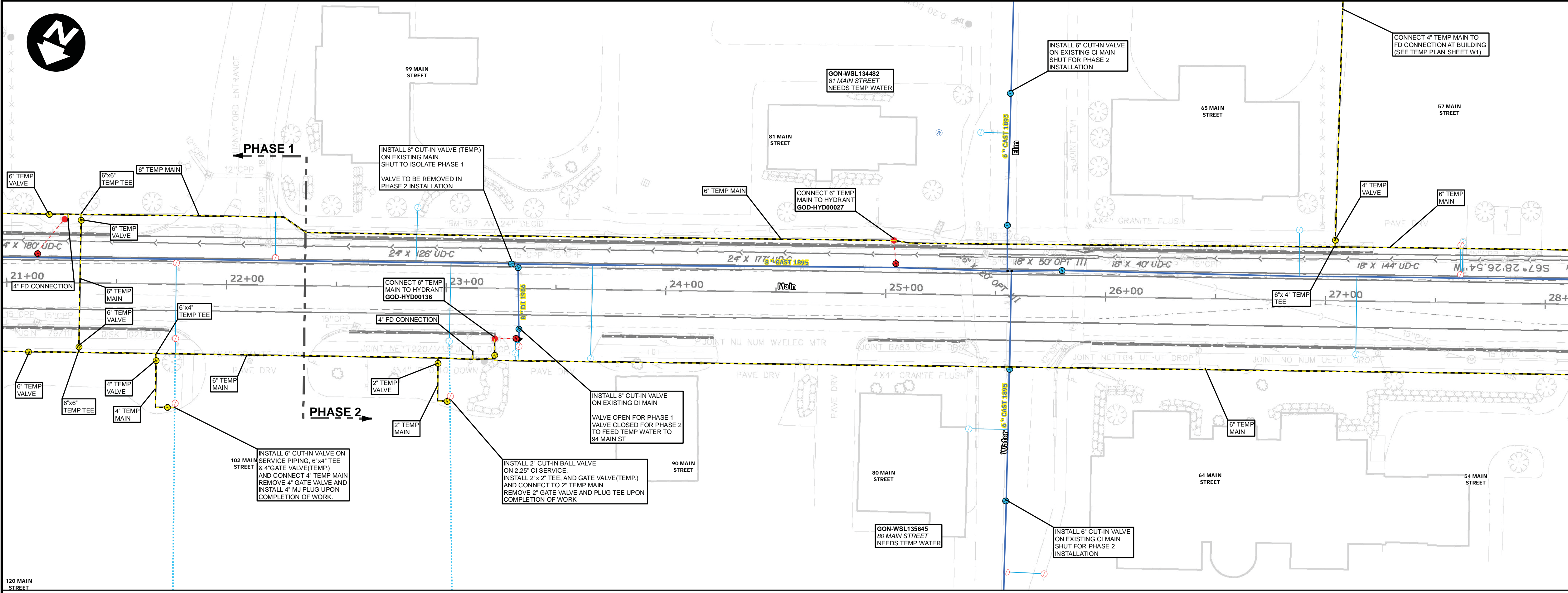


DRAWN BY: BJS  
DESIGN BY: TM  
DATE: 06/21/2017

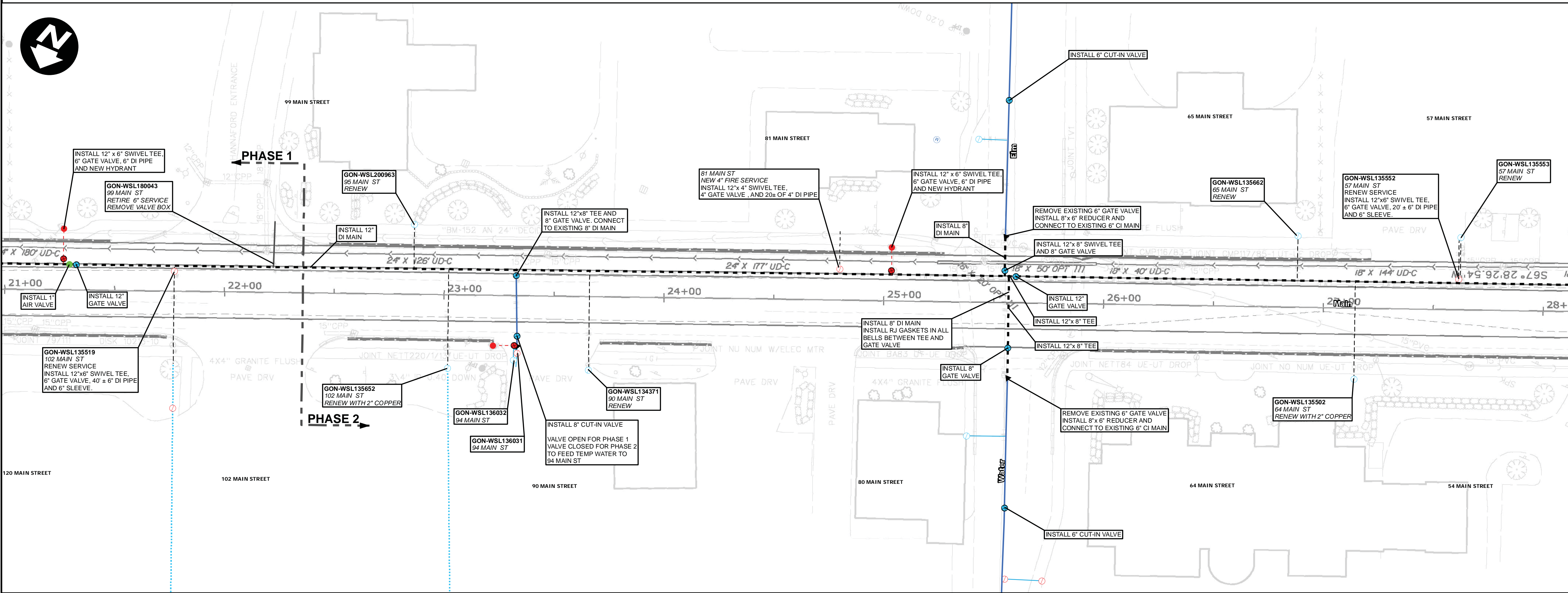
**Portland Water District**  
ASSET MANAGEMENT AND PLANNING DEPARTMENT  
225 DOUGLASS STREET, PORTLAND ME 04104  
(207) 774-5961 • WWW.PWD.ORG



SHEET: W3 OF W11



EXISTING AND TEMPORARY MAINS  
1" = 25'



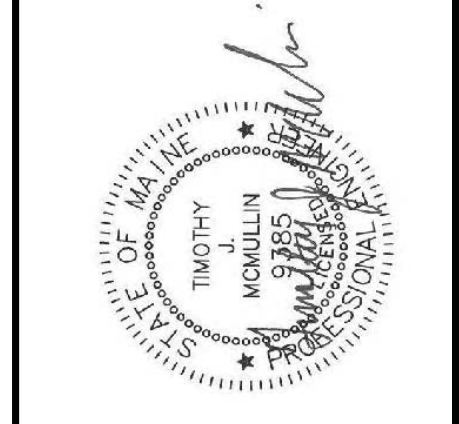
PROPOSED MAINS  
1" = 25'

- NOTES**
1. CONTRACTOR SHALL DISPOSE OF ALL EXCAVATED PIPING AND APPURTENANCES.
  2. ALL MAINS AND SERVICES SHALL BE INSTALLED WITH 5.5' OF COVER MEASURED FROM PROPOSED ROAD GRADE UNLESS APPROVED BY A PWD REPRESENTATIVE.
  3. THE PORTLAND WATER DISTRICT WILL NOTIFY CUSTOMERS FOR ALL WORK INVOLVING TEMPORARY SHUT DOWN OF SERVICE. CUSTOMERS MUST RECEIVE AT LEAST 48 HOURS NOTIFICATION PRIOR TO ANY SHUT DOWN. THE DISTRICT MUST RECEIVE NOTICE FROM THE CONTRACTOR OF THE SHUT DOWN AT LEAST 48 HOURS PRIOR TO CUSTOMER NOTIFICATION.
  4. ALL DUCTILE IRON PIPE AND FITTINGS SHALL BE POLY-WRAPPED PER SPECIFICATIONS.
  5. IF PROPERTIES REQUIRING A TEMPORARY WATER CONNECTION HAVE MALFUNCTIONING SILCOCKS OR NO EXTERIOR PLUMBING, IT MAY BE NECESSARY TO EXCAVATE AND CONNECT INTO THE EXISTING SERVICE LINE BEHIND THE EXISTING SHUT-OFF VALVE TO PROVIDE TEMPORARY SERVICE.
  6. INSTALL 4" TEMPORARY FIRE DEPT CONNECTION (TYP), 4" GATE VALVE, 90° ELBOW, RISER PIPE, 90° ELBOW AND 4-1/2" NPT STEAMER PORT CONNECTION WITH CAP. ALL JOINTS TO BE RESTRAINED. STEAMER PORT, RISER AND TEE TO BE ANCHORED TO THE GROUND. OUTLET TO BE BETWEEN 1" AND 2" OFF THE GROUND.
  7. REMOVE ALL OLD PIPING NOT EXPLICITLY CALLED OUT FOR ABANDONMENT.
  8. TEMPORARY WATER SYSTEM SHALL ONLY BE ACTIVE BETWEEN APRIL 15TH AND OCTOBER 15TH. ACTIVATION OUTSIDE THIS PERIOD MUST BE APPROVED BY PWD.
  9. CONTRACTOR MUST ALLOW OWNER SUFFICIENT TIME TO TRANSFER WATER SERVICES FROM EXISTING WATER MAIN TO TEMPORARY WATER SERVICES INSTALLED BY CONTRACTOR AND TO TRANSFER SERVICE TO NEW WATER MAIN/SERVICE LINE UPON SUCCESSFUL TESTING OF SAMPLE FOR ABSENCE OF BACTERIA. THE CONTRACTOR SHALL NOT CLAIM ANY DELAY-RELATED COSTS OR TIME RELATED TO THIS WORK.
  10. SIDEWALKS MUST REMAIN OPEN AT ALL TIMES OR REASONABLE DETOURS PROVIDED.
  11. LOCATIONS OF UTILITIES OTHER THAN WATER ARE APPROXIMATE, AND NOT ALL UTILITIES ARE SHOWN. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING, SUPPORTING AND PROTECTING ALL UTILITIES DURING INSTALLATION OF THE WATER MAIN.
  12. ALL CUT-IN VALVES AND INSERTION VALVES SHALL BE INSTALLED PRIOR TO ACTIVATION OF THE TEMPORARY MAINS. A SHUTDOWN IS REQUIRED FOR INSTALLATION OF ALL CUT-IN VALVES.
  13. INSTALLATIONS SHALL OCCUR IN THE FOLLOWING SEQUENCE: PHASE 1, PHASE 2, PHASE 3, AND PHASE 4. TESTING AND ACTIVATION OF ALL NEW INSTALLATIONS IN EACH PHASE SHALL BE COMPLETE BEFORE PROCEEDING TO NEXT PHASE.
  14. SALVAGE ALL REMOVED HYDRANTS AND DELIVER TO PWD YARD AT 225 DOUGLASS ST - PORTLAND.
  15. INSTALL SWIVEL TYPE TEES ON ALL BRANCH CONNECTION TO VALVES.
  16. INSTALL A MECHANICAL JOINT CAP ON ENDS OF ALL ABANDONED MAINS.
  17. LEDGE WAS ENCOUNTERED ON THE EXISTING WATER MAIN INSTALLATION APPROXIMATELY BETWEEN STA. 33+40 - 34+30 AND BETWEEN 34+90 - 42+50 (DEPTH UNKNOWN).
  18. TEMPORARY MAINS SHALL BE BURIED BELOW EXISTING GRADE ACROSS ALL STREET AND DRIVEWAY CROSSINGS. INSTALL AND MAINTAIN TEMPORARY PAVEMENT IN THESE AREAS. FINAL RESTORATION OF PAVEMENT SHALL MATCH EXISTING DEPTH FOR DRIVEWAY CROSSINGS.
  19. ALL SERVICES SHALL BE RENEWED TO STREET LINE. SIZE AND MATERIAL SHALL BE 1" COPPER UNLESS OTHERWISE NOTED.
  20. IN THE EVENT THAT DISCREPANCIES OR CONFLICTS BETWEEN MAINE DOT SPECIFICATIONS, SPECIAL PROVISIONS AND PLANS, MAINE DOT OR MORE RESTRICTIVE SHALL PREVAIL.

- LEGEND**
- EXISTING WATER MAIN
  - - - - - PROPOSED WATER MAIN
  - - - - - TEMPORARY WATER MAIN
  - - - - - PROPOSED/RENEWED SERVICE
  - RECONNECT SERVICE

PROJECT:  
**284244**

**MAIN STREET  
GORHAM, MAINE  
WATER MAIN REPLACEMENT**

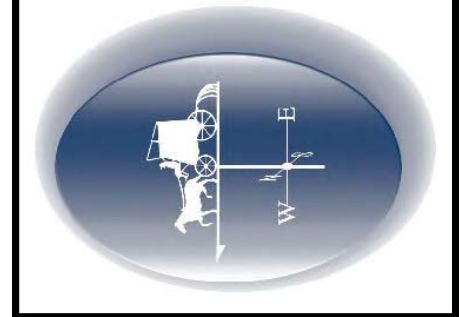


DRAWN BY:  
BSJ

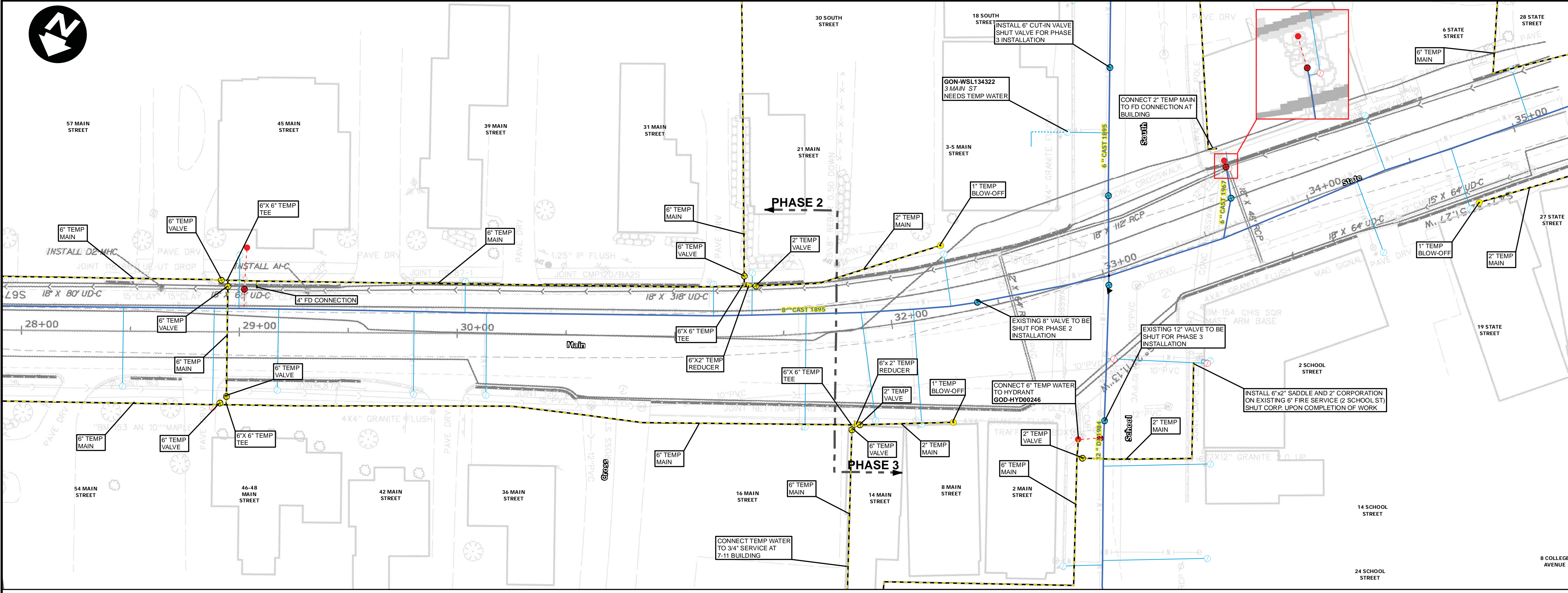
DESIGN BY:  
TM

DATE:  
06/21/2017

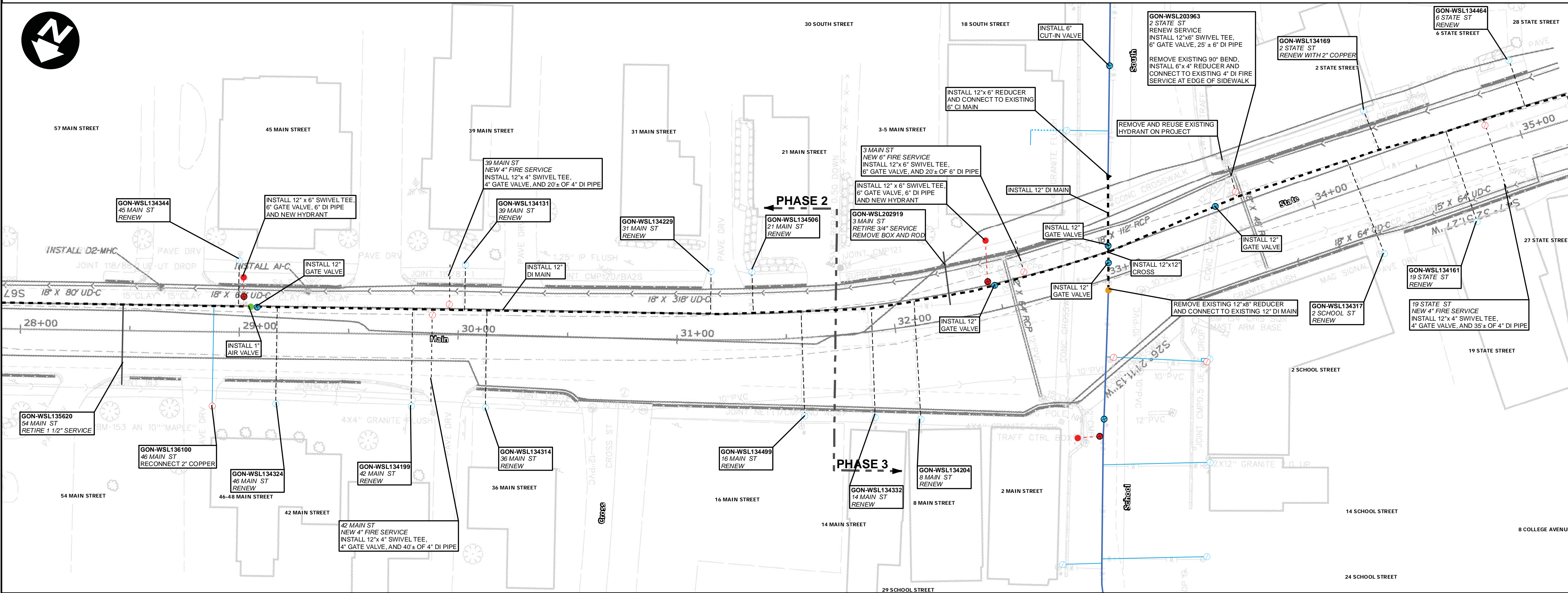
**Portland Water District**  
ASSET MANAGEMENT AND PLANNING DEPARTMENT  
225 DOUGLASS STREET, PORTLAND ME 04104  
(207) 774-5961 • WWW.PWD.ORG



SHEET:  
**W4 OF W11**



EXISTING AND TEMPORARY MAINS  
1" = 25'



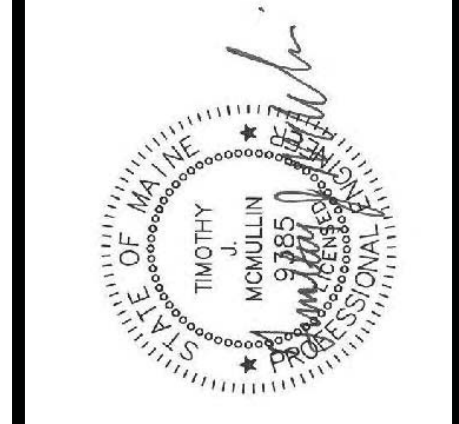
PROPOSED MAINS  
1" = 25'

- NOTES**
1. CONTRACTOR SHALL DISPOSE OF ALL EXCAVATED PIPING AND APPURTENANCES.
  2. ALL MAINS AND SERVICES SHALL BE INSTALLED WITH 5.5' OF COVER MEASURED FROM PROPOSED ROAD GRADE UNLESS APPROVED BY A PWD REPRESENTATIVE.
  3. THE PORTLAND WATER DISTRICT WILL NOTIFY CUSTOMERS FOR ALL WORK INVOLVING TEMPORARY SHUT DOWN OF SERVICE. CUSTOMERS MUST RECEIVE AT LEAST 48 HOURS NOTIFICATION PRIOR TO ANY SHUT DOWN. THE DISTRICT MUST RECEIVE NOTICE FROM THE CONTRACTOR OF THE SHUT DOWN AT LEAST 48 HOURS PRIOR TO CUSTOMER NOTIFICATION.
  4. ALL DUCTILE IRON PIPE AND FITTINGS SHALL BE POLY-WRAPPED PER SPECIFICATIONS.
  5. IF PROPERTIES REQUIRING A TEMPORARY WATER CONNECTION HAVE MALFUNCTIONING SILCOCKS OR NO EXTERIOR PLUMBING, IT MAY BE NECESSARY TO EXCAVATE AND CONNECT INTO THE EXISTING SERVICE LINE BEHIND THE EXISTING SHUT-OFF VALVE TO PROVIDE TEMPORARY SERVICE.
  6. INSTALL 4" TEMPORARY FIRE DEPT CONNECTION (TYP), 4" GATE VALVE, 90° ELBOW, RISER PIPE, 90° ELBOW AND 4-1/2" NPT STEAMER PORT CONNECTION WITH CAP. ALL JOINTS TO BE RESTRAINED. STEAMER PORT, RISER AND TEE TO BE ANCHORED TO THE GROUND. OUTLET TO BE BETWEEN 1' AND 2' OFF THE GROUND.
  7. REMOVE ALL OLD PIPING NOT EXPLICITLY CALLED OUT FOR ABANDONMENT.
  8. TEMPORARY WATER SYSTEM SHALL ONLY BE ACTIVE BETWEEN APRIL 15TH AND OCTOBER 15TH. ACTIVATION OUTSIDE THIS PERIOD MUST BE APPROVED BY PWD.
  9. CONTRACTOR MUST ALLOW OWNER SUFFICIENT TIME TO TRANSFER WATER SERVICES FROM EXISTING WATER MAIN TO TEMPORARY WATER SERVICES INSTALLED BY CONTRACTOR AND TO TRANSFER SERVICE TO NEW WATER MAIN/SERVICE LINE UPON SUCCESSFUL TESTING OF SAMPLE FOR ABSENCE OF BACTERIA. THE CONTRACTOR SHALL NOT CLAIM ANY DELAY-RELATED COSTS OR TIME RELATED TO THIS WORK.
  10. SIDEWALKS MUST REMAIN OPEN AT ALL TIMES OR REASONABLE DETOURS PROVIDED.
  11. LOCATIONS OF UTILITIES OTHER THAN WATER ARE APPROXIMATE, AND NOT ALL UTILITIES ARE SHOWN. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING, SUPPORTING AND PROTECTING ALL UTILITIES DURING INSTALLATION OF THE WATER MAIN.
  12. ALL CUT-IN VALVES AND INSERTION VALVES SHALL BE INSTALLED PRIOR TO ACTIVATION OF THE TEMPORARY MAINS. A SHUTDOWN IS REQUIRED FOR INSTALLATION OF ALL CUT-IN VALVES.
  13. INSTALLATIONS SHALL OCCUR IN THE FOLLOWING SEQUENCE: PHASE 1, PHASE 2, PHASE 3, AND PHASE 4. TESTING AND ACTIVATION OF ALL NEW INSTALLATIONS IN EACH PHASE SHALL BE COMPLETE BEFORE PROCEEDING TO NEXT PHASE.
  14. SALVAGE ALL REMOVED HYDRANTS AND DELIVER TO PWD YARD AT 225 DOUGLASS ST - PORTLAND.
  15. INSTALL SWIVEL TYPE TEES ON ALL BRANCH CONNECTION TO VALVES.
  16. INSTALL A MECHANICAL JOINT CAP ON ENDS OF ALL ABANDONED MAINS.
  17. LEDGE WAS ENCOUNTERED ON THE EXISTING WATER MAIN INSTALLATION APPROXIMATELY BETWEEN STA. 33+40 - 34+30 AND BETWEEN 34+90 - 42+50 (DEPTH UNKNOWN).
  18. TEMPORARY MAINS SHALL BE BURIED BELOW EXISTING GRADE ACROSS ALL STREET AND DRIVEWAY CROSSINGS. INSTALL AND MAINTAIN TEMPORARY PAVEMENT IN THESE AREAS. FINAL RESTORATION OF PAVEMENT SHALL MATCH EXISTING DEPTH FOR DRIVEWAY CROSSINGS.
  19. ALL SERVICES SHALL BE RENEWED TO STREET LINE. SIZE AND MATERIAL SHALL BE 1" COPPER UNLESS OTHERWISE NOTED.
  20. IN THE EVENT THAT DISCREPANCIES OR CONFLICTS BETWEEN MAINE DOT SPECIFICATIONS, SPECIAL PROVISIONS AND PLANS, MAINE DOT OR MORE RESTRICTIVE SHALL PREVAIL.

- LEGEND**
- EXISTING WATER MAIN
  - - - - PROPOSED WATER MAIN
  - - - - TEMPORARY WATER MAIN
  - - - - PROPOSED/RENEWED SERVICE
  - - - - RECONNECT SERVICE

PROJECT: 284244

**MAIN STREET & STATE STREET  
GORHAM, MAINE  
WATER MAIN REPLACEMENT**

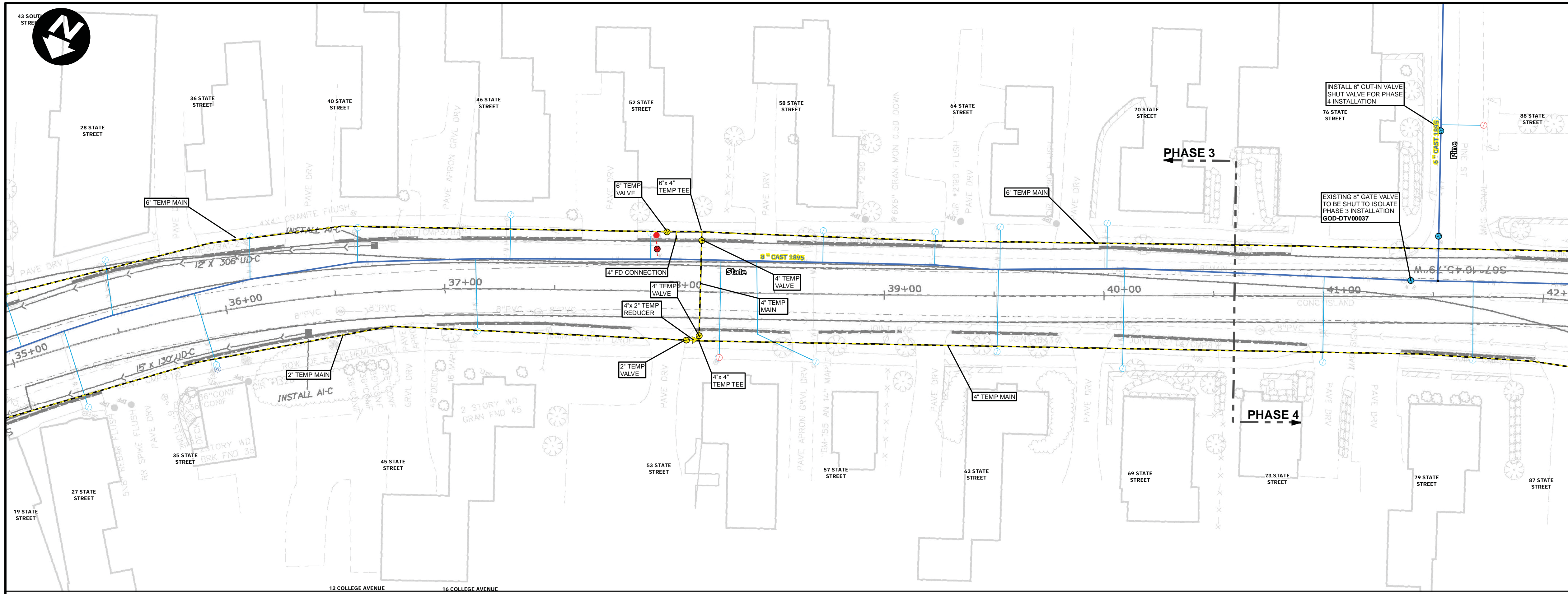


DRAWN BY: BJS  
DESIGN BY: TM  
DATE: 06/21/2017

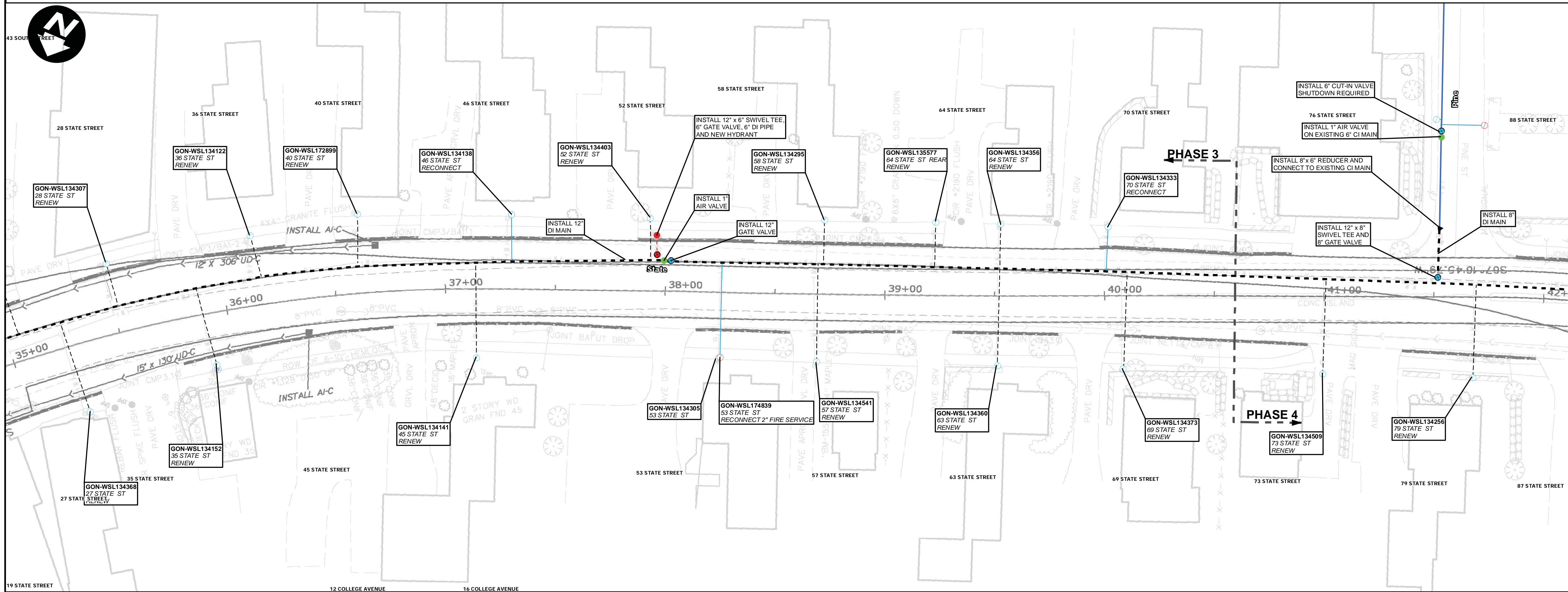
**Portland Water District**  
ASSET MANAGEMENT AND PLANNING DEPARTMENT  
225 DOUGLASS STREET, PORTLAND ME 04104  
(207) 774-5961 • WWW.PWD.ORG



SHEET: W5 OF W11



EXISTING AND TEMPORARY MAINS  
1" = 25'



PROPOSED MAINS  
1" = 25'

NOTES

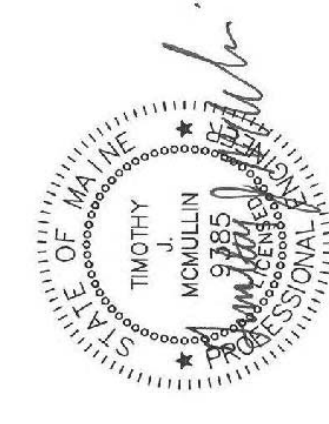
- CONTRACTOR SHALL DISPOSE OF ALL EXCAVATED PIPING AND APPURTENANCES.
- ALL MAINS AND SERVICES SHALL BE INSTALLED WITH 5.5' OF COVER MEASURED FROM PROPOSED ROAD GRADE UNLESS APPROVED BY A PWD REPRESENTATIVE.
- THE PORTLAND WATER DISTRICT WILL NOTIFY CUSTOMERS FOR ALL WORK INVOLVING TEMPORARY SHUT DOWN OF SERVICE. CUSTOMERS MUST RECEIVE AT LEAST 48 HOURS NOTIFICATION PRIOR TO ANY SHUT DOWN. THE DISTRICT MUST RECEIVE NOTICE FROM THE CONTRACTOR OF THE SHUT DOWN AT LEAST 48 HOURS PRIOR TO CUSTOMER NOTIFICATION.
- ALL DUCTILE IRON PIPE AND FITTINGS SHALL BE POLY-WRAPPED PER SPECIFICATIONS.
- IF PROPERTIES REQUIRING A TEMPORARY WATER CONNECTION HAVE MALFUNCTIONING SILCOCKS OR NO EXTERIOR PLUMBING, IT MAY BE NECESSARY TO EXCAVATE AND CONNECT INTO THE EXISTING SERVICE LINE BEHIND THE EXISTING SHUT-OFF VALVE TO PROVIDE TEMPORARY SERVICE.
- INSTALL 4" TEMPORARY FIRE DEPT CONNECTION (TYP), 4" GATE VALVE, 90° ELBOW, RISER PIPE, 90° ELBOW AND 4-1/2" NPT STEAMER PORT CONNECTION WITH CAP. ALL JOINTS TO BE RESTRAINED. STEAMER PORT, RISER AND TEE TO BE ANCHORED TO THE GROUND. OUTLET TO BE CALLED 1" AND 2" OFF THE GROUND.
- REMOVE ALL OLD PIPING NOT EXPLICITLY CALLED OUT FOR ABANDONMENT.
- TEMPORARY WATER SYSTEM SHALL ONLY BE ACTIVE BETWEEN APRIL 15TH AND OCTOBER 15TH. ACTIVATION OUTSIDE THIS PERIOD MUST BE APPROVED BY PWD.
- CONTRACTOR MUST ALLOW SUFFICIENT TIME TO TRANSFER WATER SERVICES FROM EXISTING WATER MAIN TO TEMPORARY WATER SERVICES INSTALLED BY CONTRACTOR AND TO TRANSFER SERVICE TO NEW WATER MAIN/SERVICE LINE UPON SUCCESSFUL TESTING OF SAMPLE FOR ABSENCE OF BACTERIA. THE CONTRACTOR SHALL NOT CLAIM ANY DELAY-RELATED COSTS OR TIME RELATED TO THIS WORK.
- SIDEWALKS MUST REMAIN OPEN AT ALL TIMES OR REASONABLE DETOURS PROVIDED.
- LOCATIONS OF UTILITIES OTHER THAN WATER ARE APPROXIMATE, AND NOT ALL UTILITIES ARE SHOWN. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING, SUPPORTING AND PROTECTING ALL UTILITIES DURING INSTALLATION OF THE WATER MAIN.
- ALL CUT-IN VALVES AND INSERTION VALVES SHALL BE INSTALLED PRIOR TO ACTIVATION OF THE TEMPORARY MAINS. A SHUTDOWN IS REQUIRED FOR INSTALLATION OF ALL CUT-IN VALVES.
- INSTALLATIONS SHALL OCCUR IN THE FOLLOWING SEQUENCE: PHASE 1, PHASE 2, PHASE 3, AND PHASE 4. TESTING AND ACTIVATION OF ALL NEW INSTALLATIONS IN EACH PHASE SHALL BE COMPLETE BEFORE PROCEEDING TO NEXT PHASE.
- SALVAGE ALL REMOVED HYDRANTS AND DELIVER TO PWD YARD AT 225 DOUGLASS ST - PORTLAND.
- INSTALL SWIVEL TYPE TEES ON ALL BRANCH CONNECTION TO VALVES.
- INSTALL A MECHANICAL JOINT CAP ON ENDS OF ALL ABANDONED MAINS.
- LEDGE WAS ENCOUNTERED ON THE EXISTING WATER MAIN INSTALLATION APPROXIMATELY BETWEEN STA. 33+40 - 34+30 AND BETWEEN 34+90 - 42+50 (DEPTH UNKNOWN).
- TEMPORARY MAINS SHALL BE BURIED BELOW EXISTING GRADE ACROSS ALL STREET AND DRIVEWAY CROSSINGS. INSTALL AND MAINTAIN TEMPORARY PAVEMENT IN THESE AREAS. FINAL RESTORATION OF PAVEMENT SHALL MATCH EXISTING DEPTH FOR DRIVEWAY CROSSINGS.
- ALL SERVICES SHALL BE RENEWED TO STREET LINE. SIZE AND MATERIAL SHALL BE 1" COPPER UNLESS OTHERWISE NOTED.
- IN THE EVENT THAT DISCREPANCIES OR CONFLICTS BETWEEN MAINE DOT SPECIFICATIONS, SPECIAL PROVISIONS AND PLANS, MAINE DOT OR MORE RESTRICTIVE SHALL PREVAIL.

LEGEND

- EXISTING WATER MAIN
- PROPOSED WATER MAIN
- TEMPORARY WATER MAIN
- PROPOSED/RENEWED SERVICE
- RECONNECT SERVICE

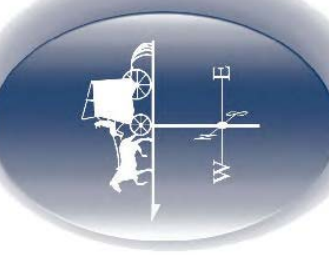
PROJECT: 284244

STATE STREET  
GORHAM, MAINE  
WATER MAIN REPLACEMENT

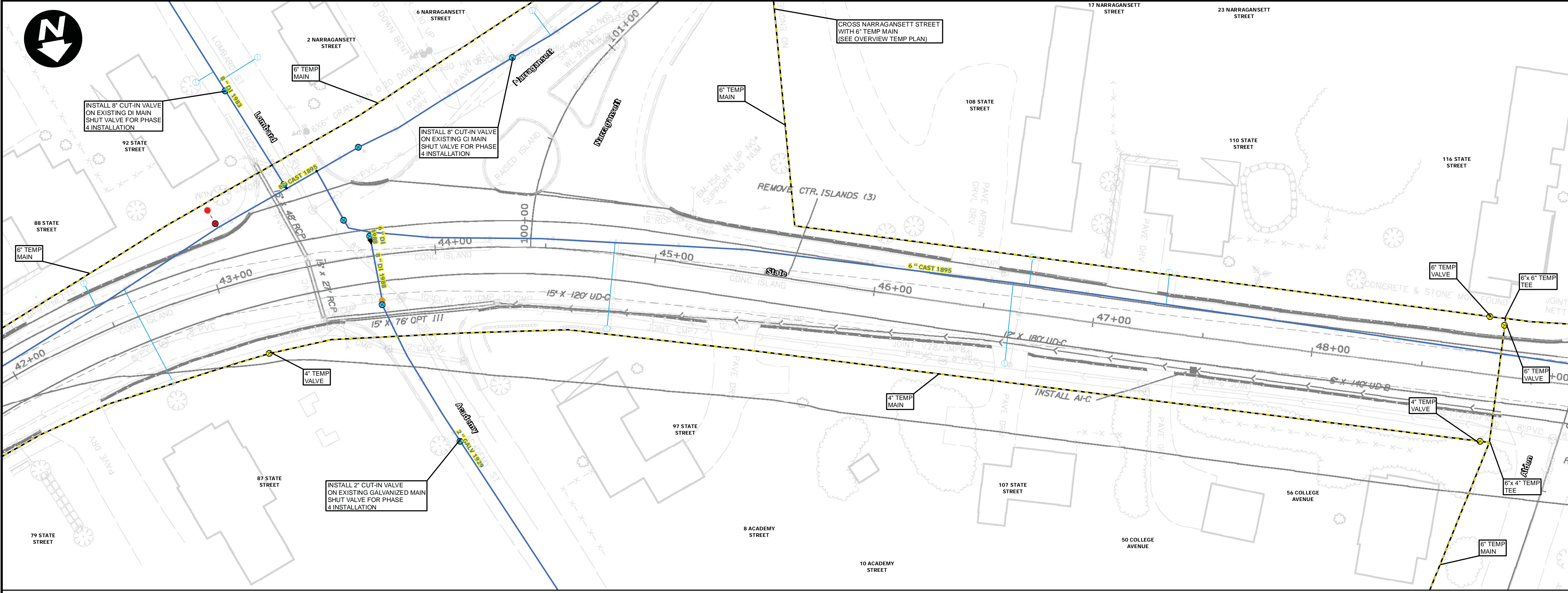


DRAWN BY: BJS  
DESIGN BY: TM  
DATE: 06/21/2017

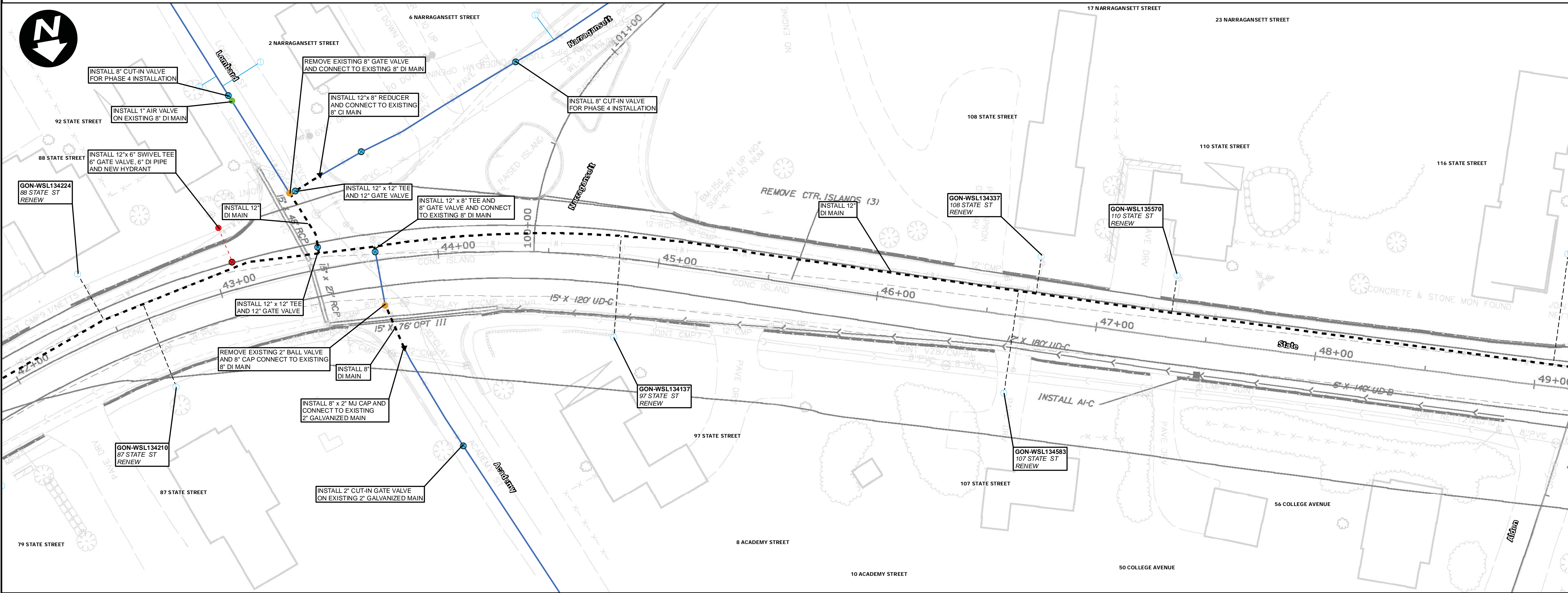
Portland Water District  
ASSET MANAGEMENT AND PLANNING DEPARTMENT  
225 DOUGLASS STREET, PORTLAND ME 04104  
(207) 774-5961 • WWW.PWD.ORG



SHEET: W6 OF W11



EXISTING AND TEMPORARY MAINS  
1" = 25'



PROPOSED MAINS  
1" = 25'

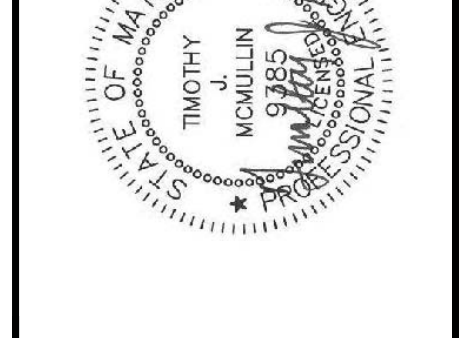
- NOTES**
- CONTRACTOR SHALL DISPOSE OF ALL EXCAVATED PIPING AND APPURTENANCES.
  - ALL MAINS AND SERVICES SHALL BE INSTALLED WITH 5.5' OF COVER MEASURED FROM PROPOSED ROAD GRADE UNLESS APPROVED BY A PWD REPRESENTATIVE.
  - THE PORTLAND WATER DISTRICT WILL NOTIFY CUSTOMERS FOR ALL WORK INVOLVING TEMPORARY SHUT DOWN OF SERVICE. CUSTOMERS MUST RECEIVE AT LEAST 48 HOURS NOTIFICATION PRIOR TO ANY SHUT DOWN. THE DISTRICT MUST RECEIVE NOTICE FROM THE CONTRACTOR OF THE SHUT DOWN AT LEAST 48 HOURS PRIOR TO CUSTOMER NOTIFICATION.
  - ALL DUCTILE IRON PIPE AND FITTINGS SHALL BE POLY-WRAPPED PER SPECIFICATIONS.
  - IF PROPERTIES REQUIRING A TEMPORARY WATER CONNECTION HAVE MALFUNCTIONING SILCOCKS OR NO EXTERIOR PLUMBING, IT MAY BE NECESSARY TO EXCAVATE AND CONNECT INTO THE EXISTING SERVICE LINE BEHIND THE EXISTING SHUT-OFF VALVE TO PROVIDE TEMPORARY SERVICE.
  - INSTALL 4" TEMPORARY FIRE DEPT CONNECTION (TYP), 4" GATE VALVE, 90° ELBOW, RISER PIPE, 90° ELBOW AND 4-1/2" NPT STEAMER PORT CONNECTION WITH CAP. ALL JOINTS TO BE RESTRAINED. STEAMER PORT, RISER AND TEE TO BE ANCHORED TO THE GROUND. OUTLET TO BE BETWEEN 1' AND 2' OFF THE GROUND.
  - REMOVE ALL OLD PIPING NOT EXPLICITLY CALLED OUT FOR ABANDONMENT.
  - TEMPORARY WATER SYSTEM SHALL ONLY BE ACTIVE BETWEEN APRIL 15TH AND OCTOBER 15TH. ACTIVATION OUTSIDE THIS PERIOD MUST BE APPROVED BY PWD.
  - CONTRACTOR MUST ALLOW OWNER SUFFICIENT TIME TO TRANSFER WATER SERVICES FROM EXISTING WATER MAIN TO TEMPORARY WATER SERVICES INSTALLED BY CONTRACTOR AND TO TRANSFER SERVICE TO NEW WATER MAIN/SERVICE LINE UPON SUCCESSFUL TESTING OF SAMPLE FOR ABSENCE OF BACTERIA. THE CONTRACTOR SHALL NOT CLAIM ANY DELAY-RELATED COSTS OR TIME RELATED TO THIS WORK.
  - SIDEWALKS MUST REMAIN OPEN AT ALL TIMES OR REASONABLE DETOURS PROVIDED.
  - LOCATIONS OF UTILITIES OTHER THAN WATER ARE APPROXIMATE, AND NOT ALL UTILITIES ARE SHOWN. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING, SUPPORTING AND PROTECTING ALL UTILITIES DURING INSTALLATION OF THE WATER MAIN.
  - ALL CUT-IN VALVES AND INSERTION VALVES SHALL BE INSTALLED PRIOR TO ACTIVATION OF THE TEMPORARY MAINS. A SHUTDOWN IS REQUIRED FOR INSTALLATION OF ALL CUT-IN VALVES.
  - INSTALLATIONS SHALL OCCUR IN THE FOLLOWING SEQUENCE: PHASE 1, PHASE 2, PHASE 3, AND PHASE 4. TESTING AND ACTIVATION OF ALL NEW INSTALLATIONS IN EACH PHASE SHALL BE COMPLETE BEFORE PROCEEDING TO NEXT PHASE.
  - SALVAGE ALL REMOVED HYDRANTS AND DELIVER TO PW YARD AT 225 DOUGLASS ST - PORTLAND.
  - INSTALL SWIVEL TYPE TEES ON ALL BRANCH CONNECT TO VALVES.
  - INSTALL A MECHANICAL JOINT CAP ON ENDS OF ALL ABANDONED MAINS.
  - LEDGE WAS ENCOUNTERED ON THE EXISTING WATER MAIN INSTALLATION APPROXIMATELY BETWEEN STA. 33+40 - 34+30 AND BETWEEN 34+90 - 42+50 (DEPTH UNKNOWN).
  - TEMPORARY MAINS SHALL BE BURIED BELOW EXISTING GRADE ACROSS ALL STREET AND DRIVEWAY CROSSINGS. INSTALL AND MAINTAIN TEMPORARY PAVEMENT IN THESE AREAS. FINAL RESTORATION OF PAVEMENT SHALL MATCH EXISTING DEPTH FOR DRIVEWAY CROSSINGS.
  - ALL SERVICES SHALL BE RENEWED TO STREET LINE. SIZE AND MATERIAL SHALL BE 1" COPPER UNLESS OTHERWISE NOTED.
  - IN THE EVENT THAT DISCREPANCIES OR CONFLICTS BETWEEN MAINE DOT SPECIFICATIONS, SPECIAL PROVISIONS AND PLANS, MAINE DOT OR MORE RESTRICTIVE SHALL PREVAIL.

**LEGEND**

	EXISTING WATER MAIN
	PROPOSED WATER MAIN
	TEMPORARY WATER MAIN
	PROPOSED/RENEWED SERVICE
	RECONNECT SERVICE

PROJECT: **284244**

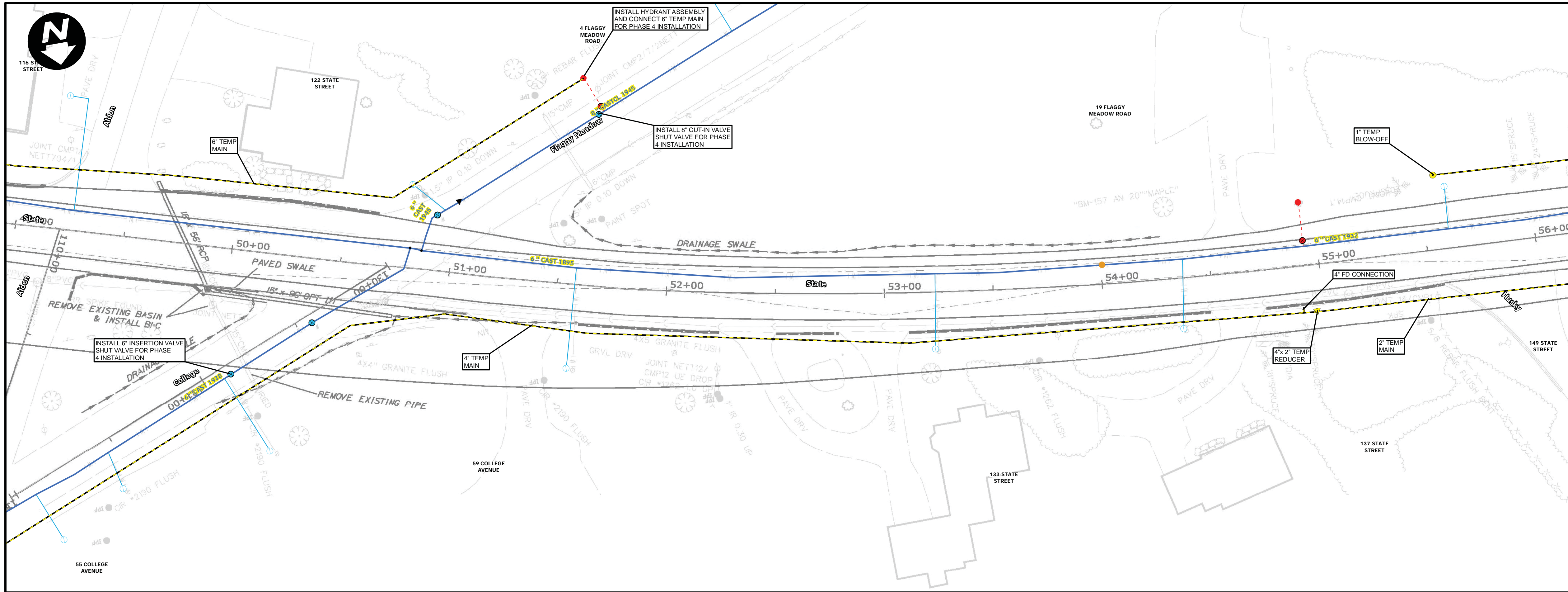
**STATE STREET  
GORHAM, MAINE  
WATER MAIN REPLACEMENT**



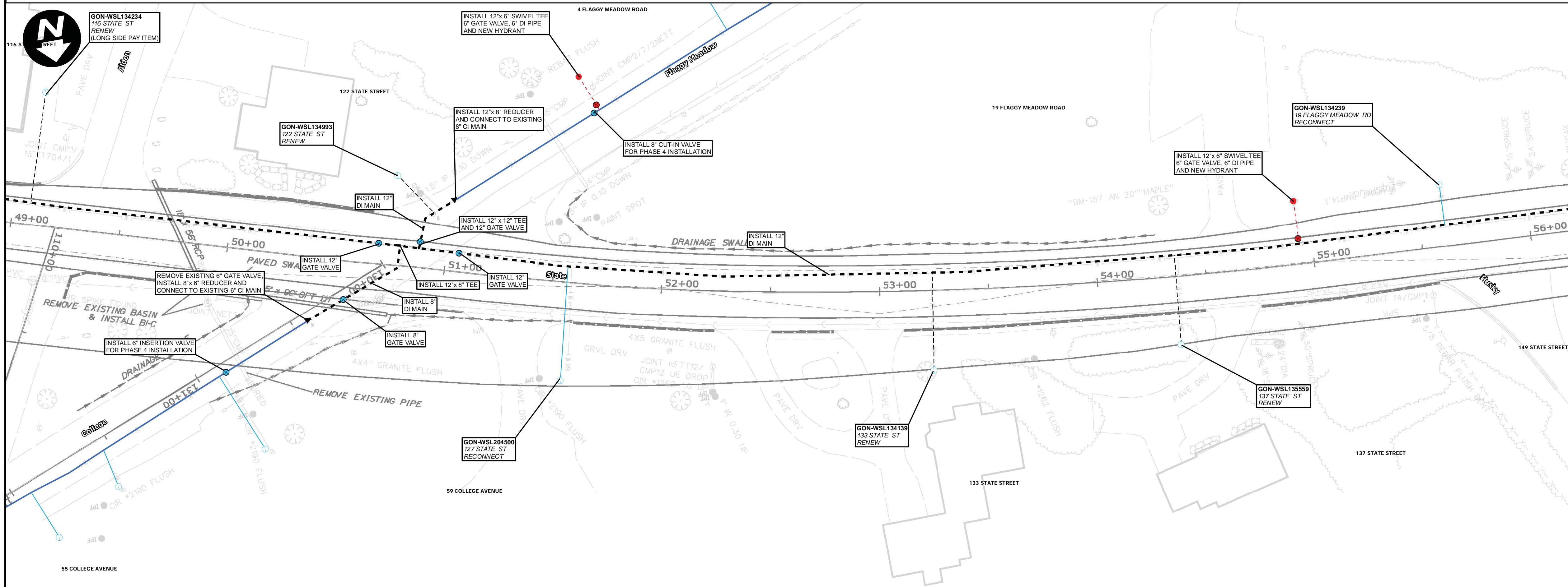
DRAWN BY: BJS  
DESIGN BY: TM  
DATE: 06/21/2017

**Portland Water District**  
ASSET MANAGEMENT AND PLANNING DEPARTMENT  
225 DOUGLASS STREET, PORTLAND ME 04104  
(207) 774-5961 • WWW.PWD.ORG

SHEET: **W7 OF W11**



EXISTING AND TEMPORARY MAINS  
1" = 25'



PROPOSED MAINS  
1" = 25'

NOTES

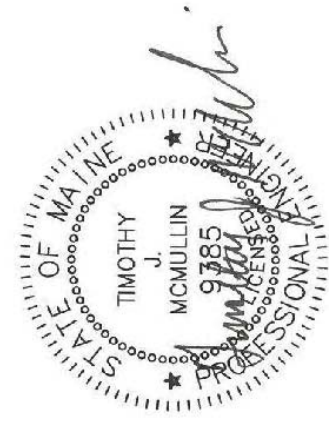
- CONTRACTOR SHALL DISPOSE OF ALL EXCAVATED PIPING AND APPURTENANCES.
- ALL MAINS AND SERVICES SHALL BE INSTALLED WITH 5.5' OF COVER MEASURED FROM PROPOSED ROAD GRADE UNLESS APPROVED BY A PWD REPRESENTATIVE.
- THE PORTLAND WATER DISTRICT WILL NOTIFY CUSTOMERS FOR ALL WORK INVOLVING TEMPORARY SHUT DOWN OF SERVICE. CUSTOMERS MUST RECEIVE AT LEAST 48 HOURS NOTIFICATION PRIOR TO ANY SHUT DOWN. THE DISTRICT MUST RECEIVE NOTICE FROM THE CONTRACTOR OF THE SHUT DOWN AT LEAST 48 HOURS PRIOR TO CUSTOMER NOTIFICATION.
- ALL DUCTILE IRON PIPE AND FITTINGS SHALL BE POLY-WRAPPED PER SPECIFICATIONS.
- IF PROPERTIES REQUIRING A TEMPORARY WATER CONNECTION HAVE MALFUNCTIONING SILCOCKS OR NO EXTERIOR PLUMBING, IT MAY BE NECESSARY TO EXCAVATE AND CONNECT INTO THE EXISTING SERVICE LINE BEHIND THE EXISTING SHUT-OFF VALVE TO PROVIDE TEMPORARY SERVICE.
- INSTALL 4" TEMPORARY FIRE DEPT CONNECTION (TYP), 4" GATE VALVE, 90° ELBOW, RISER PIPE, 90° ELBOW AND 4-1/2" NPT STEAMER PORT CONNECTION WITH CAP. ALL JOINTS TO BE RESTRAINED. STEAMER PORT, RISER AND TEE TO BE ANCHORED TO THE GROUND. OUTLET TO BE BETWEEN 1' AND 2' OFF THE GROUND.
- REMOVE ALL OLD PIPING NOT EXPLICITLY CALLED OUT FOR ABANDONMENT.
- TEMPORARY WATER SYSTEM SHALL ONLY BE ACTIVE BETWEEN APRIL 15TH AND OCTOBER 15TH. ACTIVATION OUTSIDE THIS PERIOD MUST BE APPROVED BY PWD.
- CONTRACTOR MUST ALLOW OWNER SUFFICIENT TIME TO TRANSFER WATER SERVICES FROM EXISTING WATER MAIN TO TEMPORARY WATER SERVICES INSTALLED BY CONTRACTOR AND TO TRANSFER SERVICE TO NEW WATER MAIN/SERVICE LINE UPON SUCCESSFUL TESTING OF SAMPLE FOR ABSENCE OF BACTERIA. THE CONTRACTOR SHALL NOT CLAIM ANY DELAY-RELATED COSTS OR TIME RELATED TO THIS WORK.
- SIDEWALKS MUST REMAIN OPEN AT ALL TIMES OR REASONABLE DETOURS PROVIDED.
- LOCATIONS OF UTILITIES OTHER THAN WATER ARE APPROXIMATE, AND NOT ALL UTILITIES ARE SHOWN. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING, SUPPORTING AND PROTECTING ALL UTILITIES DURING INSTALLATION OF THE WATER MAIN.
- ALL CUT-IN VALVES AND INSERTION VALVES SHALL BE INSTALLED PRIOR TO ACTIVATION OF THE TEMPORARY MAINS. A SHUTDOWN IS REQUIRED FOR INSTALLATION OF ALL CUT-IN VALVES.
- INSTALLATIONS SHALL OCCUR IN THE FOLLOWING SEQUENCE: PHASE 1, PHASE 2, PHASE 3, AND PHASE 4. TESTING AND ACTIVATION OF ALL NEW INSTALLATIONS IN EACH PHASE SHALL BE COMPLETE BEFORE PROCEEDING TO NEXT PHASE.
- SALVAGE ALL REMOVED HYDRANTS AND DELIVER TO PW YARD AT 225 DOUGLASS ST - PORTLAND.
- INSTALL SWIVEL TYPE TEES ON ALL BRANCH CONNECT TO VALVES.
- INSTALL A MECHANICAL JOINT CAP ON ENDS OF ALL ABANDONED MAINS.
- LEDGE WAS ENCOUNTERED ON THE EXISTING WATER MAIN INSTALLATION APPROXIMATELY BETWEEN STA. 33+40 - 34+30 AND BETWEEN 34+90 - 42+50 (DEPTH UNKNOWN).
- TEMPORARY MAINS SHALL BE BURIED BELOW EXISTING GRADE ACROSS ALL STREET AND DRIVEWAY CROSSINGS. INSTALL AND MAINTAIN TEMPORARY PAVEMENT IN THESE AREAS. FINAL RESTORATION OF PAVEMENT SHALL MATCH EXISTING DEPTH FOR DRIVEWAY CROSSINGS.
- ALL SERVICES SHALL BE RENEWED TO STREET LINE. SIZE AND MATERIAL SHALL BE 1" COPPER UNLESS OTHERWISE NOTED.
- IN THE EVENT THAT DISCREPANCIES OR CONFLICTS BETWEEN MAINE DOT SPECIFICATIONS, SPECIAL PROVISIONS AND PLANS, MAINE DOT OR MORE RESTRICTIVE SHALL PREVAIL.

LEGEND

- EXISTING WATER MAIN
- PROPOSED WATER MAIN
- TEMPORARY WATER MAIN
- PROPOSED/RENEWED SERVICE
- RECONNECT SERVICE

PROJECT:  
**284244**

**STATE STREET  
GORHAM, MAINE  
WATER MAIN REPLACEMENT**

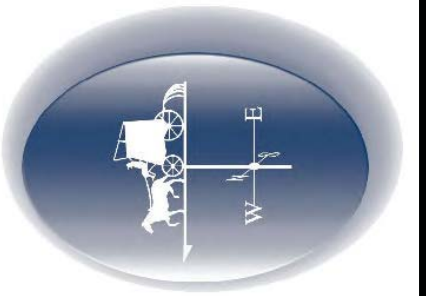


DRAWN BY:  
BSJ

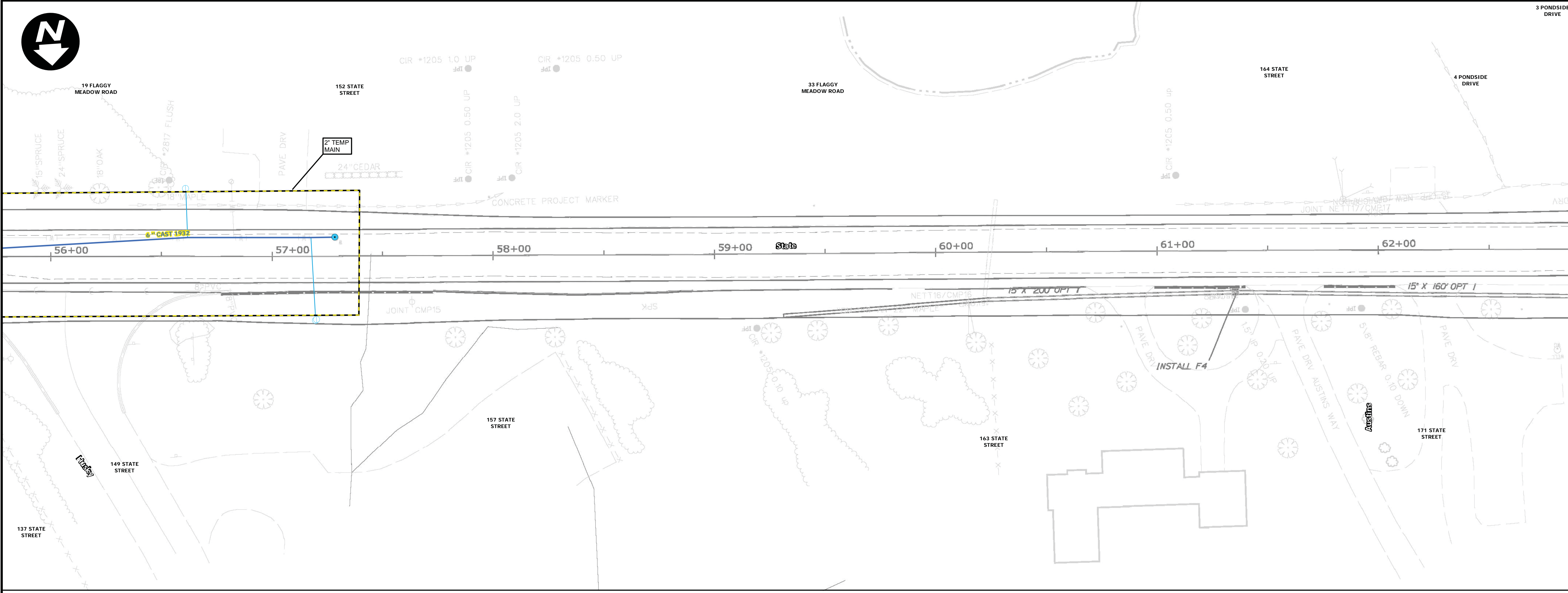
DESIGN BY:  
TM

DATE:  
06/21/2017

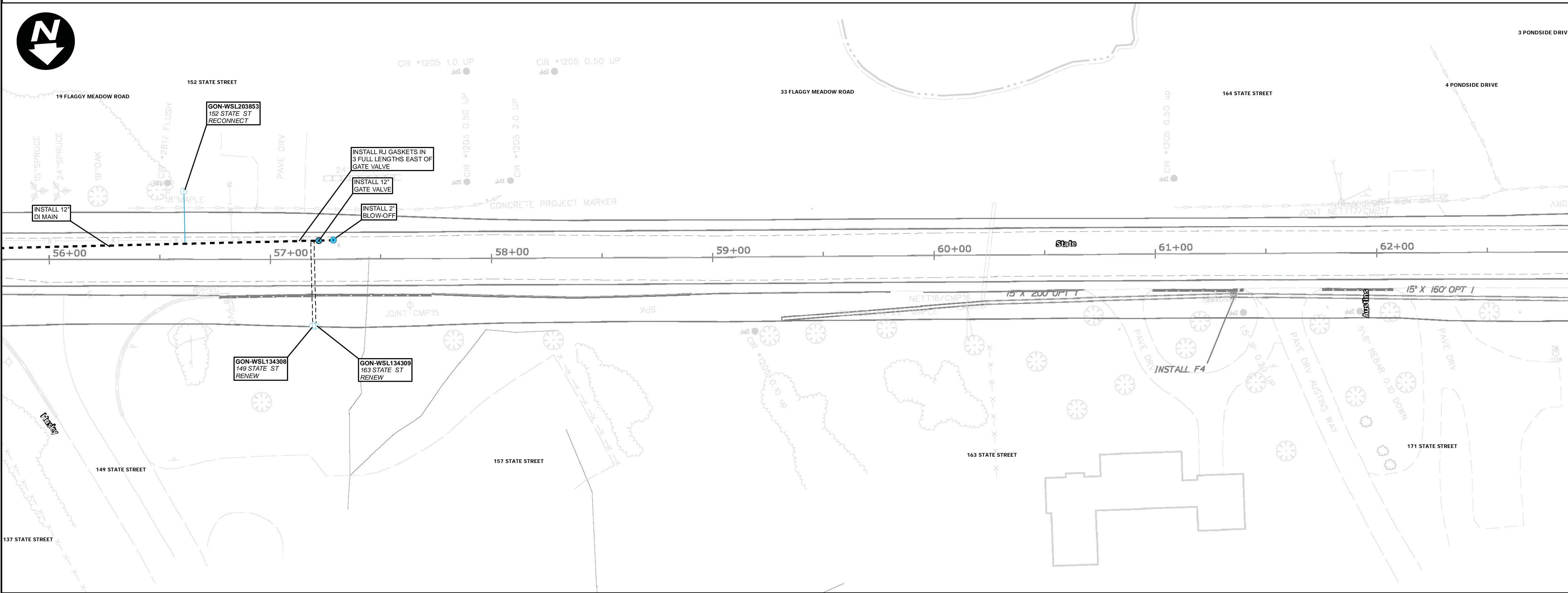
**Portland Water District**  
ASSET MANAGEMENT AND PLANNING DEPARTMENT  
225 DOUGLASS STREET, PORTLAND ME 04104  
(207) 774-5961 • WWW.PWD.ORG



SHEET:  
**W8 OF W11**



EXISTING AND TEMPORARY MAINS  
1" = 25'



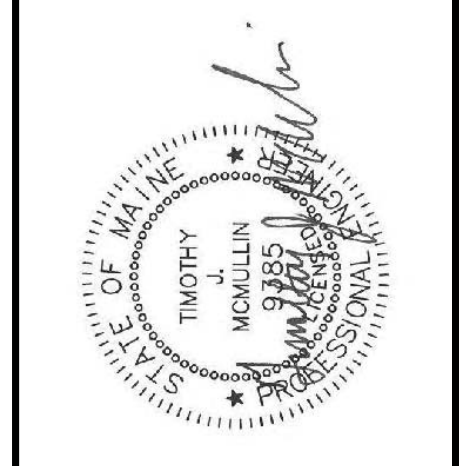
PROPOSED MAINS  
1" = 25'

- NOTES**
- CONTRACTOR SHALL DISPOSE OF ALL EXCAVATED PIPING AND APPURTENANCES.
  - ALL MAINS AND SERVICES SHALL BE INSTALLED WITH 5.5' OF COVER MEASURED FROM PROPOSED ROAD GRADE UNLESS APPROVED BY A PWD REPRESENTATIVE.
  - THE PORTLAND WATER DISTRICT WILL NOTIFY CUSTOMERS FOR ALL WORK INVOLVING TEMPORARY SHUT DOWN OF SERVICE. CUSTOMERS MUST RECEIVE AT LEAST 48 HOURS NOTIFICATION PRIOR TO ANY SHUT DOWN. THE DISTRICT MUST RECEIVE NOTICE FROM THE CONTRACTOR OF THE SHUT DOWN AT LEAST 48 HOURS PRIOR TO CUSTOMER NOTIFICATION.
  - ALL DUCTILE IRON PIPE AND FITTINGS SHALL BE POLY-WRAPPED PER SPECIFICATIONS.
  - IF PROPERTIES REQUIRING A TEMPORARY WATER CONNECTION HAVE MALFUNCTIONING SILCOCKS OR NO EXTERIOR PLUMBING, IT MAY BE NECESSARY TO EXCAVATE AND CONNECT INTO THE EXISTING SERVICE LINE BEHIND THE EXISTING SHUT-OFF VALVE TO PROVIDE TEMPORARY SERVICE.
  - INSTALL 4" TEMPORARY FIRE DEPT CONNECTION (TYP), 4" GATE VALVE, 90° ELBOW, RISER PIPE, 90° ELBOW AND 4-1/2" NPT STEAMER PORT CONNECTION WITH CAP. ALL JOINTS TO BE RESTRAINED. STEAMER PORT, RISER AND TEE TO BE ANCHORED TO THE GROUND. OUTLET TO BE CALLED OUT 1' AND 2' OFF THE GROUND.
  - REMOVE ALL OLD PIPING NOT EXPLICITLY CALLED OUT FOR ABANDONMENT.
  - TEMPORARY WATER SYSTEM SHALL ONLY BE ACTIVE BETWEEN APRIL 15TH AND OCTOBER 15TH. ACTIVATION OUTSIDE THIS PERIOD MUST BE APPROVED BY PWD.
  - CONTRACTOR MUST ALLOW OWNER SUFFICIENT TIME TO TRANSFER WATER SERVICES FROM EXISTING WATER MAIN TO TEMPORARY WATER SERVICES INSTALLED BY CONTRACTOR AND TO TRANSFER SERVICE TO NEW WATER MAIN/SERVICE LINE UPON SUCCESSFUL TESTING OF SAMPLE FOR ABSENCE OF BACTERIA. THE CONTRACTOR SHALL NOT CLAIM ANY DELAY-RELATED COSTS OR TIME RELATED TO THIS WORK.
  - SIDEWALKS MUST REMAIN OPEN AT ALL TIMES OR REASONABLE DETOURS PROVIDED.
  - LOCATIONS OF UTILITIES OTHER THAN WATER ARE APPROXIMATE, AND NOT ALL UTILITIES ARE SHOWN. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING, SUPPORTING AND PROTECTING ALL UTILITIES DURING INSTALLATION OF THE WATER MAIN.
  - ALL CUT-IN VALVES AND INSERTION VALVES SHALL BE INSTALLED PRIOR TO ACTIVATION OF THE TEMPORARY MAINS. A SHUTDOWN IS REQUIRED FOR INSTALLATION OF ALL CUT-IN VALVES.
  - INSTALLATIONS SHALL OCCUR IN THE FOLLOWING SEQUENCE: PHASE 1, PHASE 2, PHASE 3, AND PHASE 4. TESTING AND ACTIVATION OF ALL NEW INSTALLATIONS IN EACH PHASE SHALL BE COMPLETE BEFORE PROCEEDING TO NEXT PHASE.
  - SALVAGE ALL REMOVED HYDRANTS AND DELIVER TO PWD YARD AT 225 DOUGLASS ST - PORTLAND.
  - INSTALL SWIVEL TYPE TEES ON ALL BRANCH CONNECTION TO VALVES.
  - INSTALL A MECHANICAL JOINT CAP ON ENDS OF ALL ABANDONED MAINS.
  - LEDGE WAS ENCOUNTERED ON THE EXISTING WATER MAIN INSTALLATION APPROXIMATELY BETWEEN STA. 33+40 - 34+30 AND BETWEEN 34+90 - 42+50 (DEPTH UNKNOWN).
  - TEMPORARY MAINS SHALL BE BURIED BELOW EXISTING GRADE ACROSS ALL STREET AND DRIVEWAY CROSSINGS. INSTALL AND MAINTAIN TEMPORARY PAVEMENT IN THESE AREAS. FINAL RESTORATION OF PAVEMENT SHALL MATCH EXISTING DEPTH FOR DRIVEWAY CROSSINGS.
  - ALL SERVICES SHALL BE RENEWED TO STREET LINE. SIZE AND MATERIAL SHALL BE 1" COPPER UNLESS OTHERWISE NOTED.
  - IN THE EVENT THAT DISCREPANCIES OR CONFLICTS BETWEEN MAINE DOT SPECIFICATIONS, SPECIAL PROVISIONS AND PLANS, MAINE DOT OR MORE RESTRICTIVE SHALL PREVAIL.

- LEGEND**
- EXISTING WATER MAIN
  - - - - - PROPOSED WATER MAIN
  - - - - - TEMPORARY WATER MAIN
  - - - - - PROPOSED/RENEWED SERVICE
  - ——— RECONNECT SERVICE

PROJECT: 284244

**STATE STREET  
GORHAM, MAINE  
WATER MAIN REPLACEMENT**



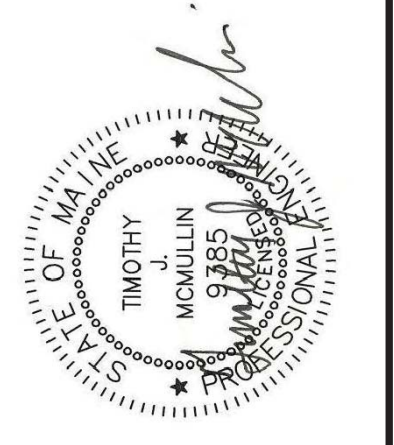
DRAWN BY: BSJ  
DESIGN BY: TM  
DATE: 06/21/2017

**Portland Water District**  
ASSET MANAGEMENT AND PLANNING DEPARTMENT  
225 DOUGLASS STREET, PORTLAND ME 04104  
(207) 774-5961 • WWW.PWD.ORG



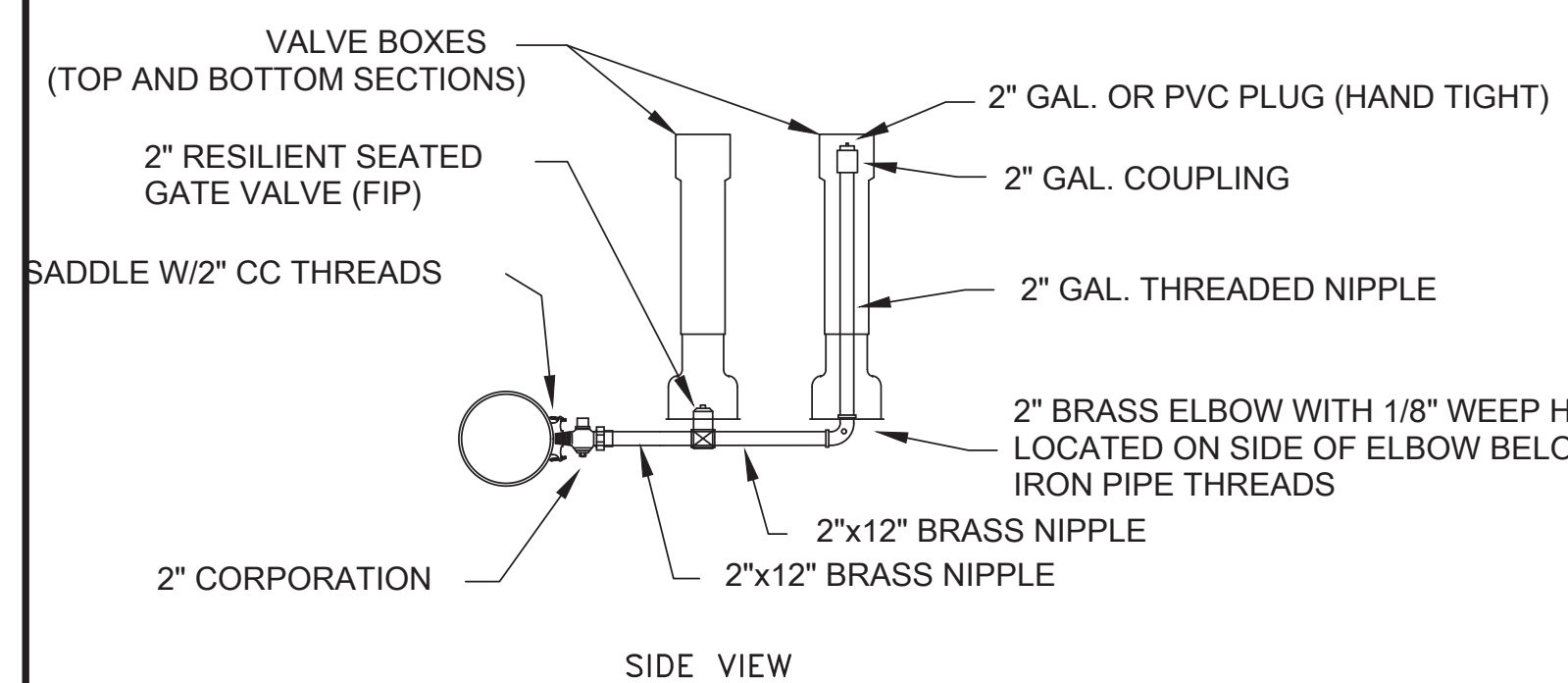
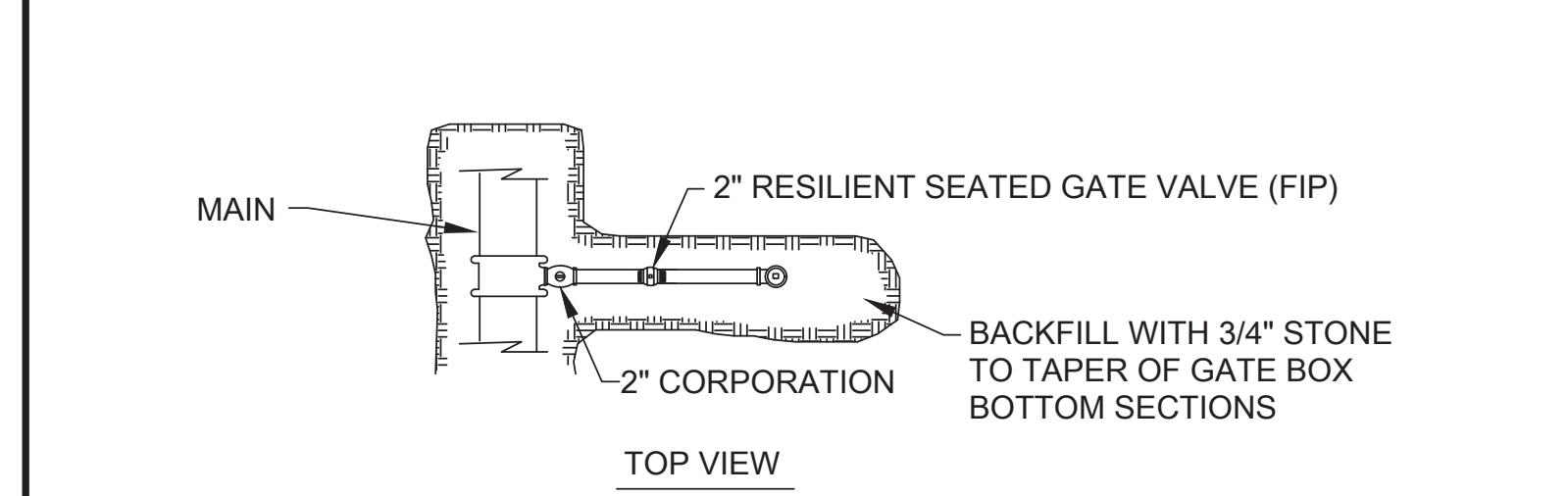
SHEET: W9 OF W11

**MAIN STREET & STATE STREET  
GORHAM, MAINE  
WATER MAIN REPLACEMENT  
STANDARD DETAILS**

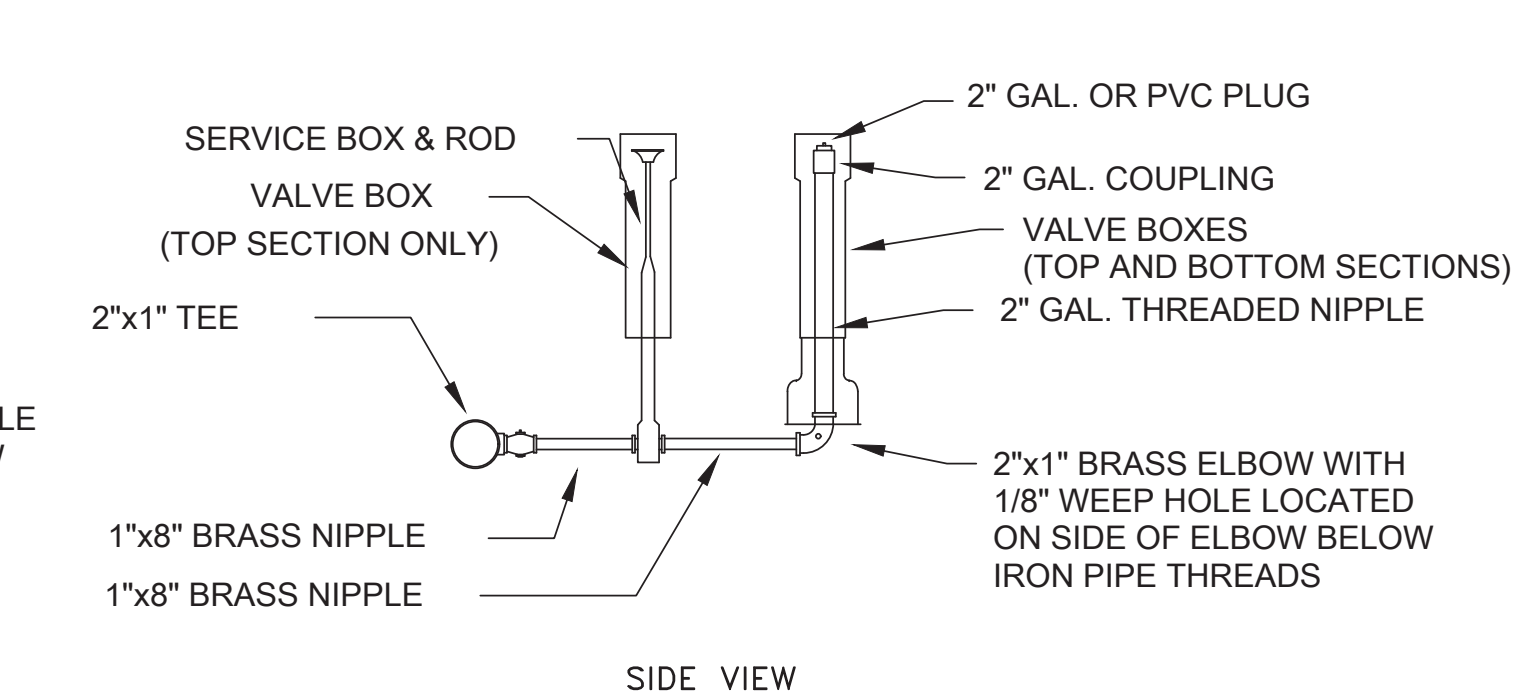
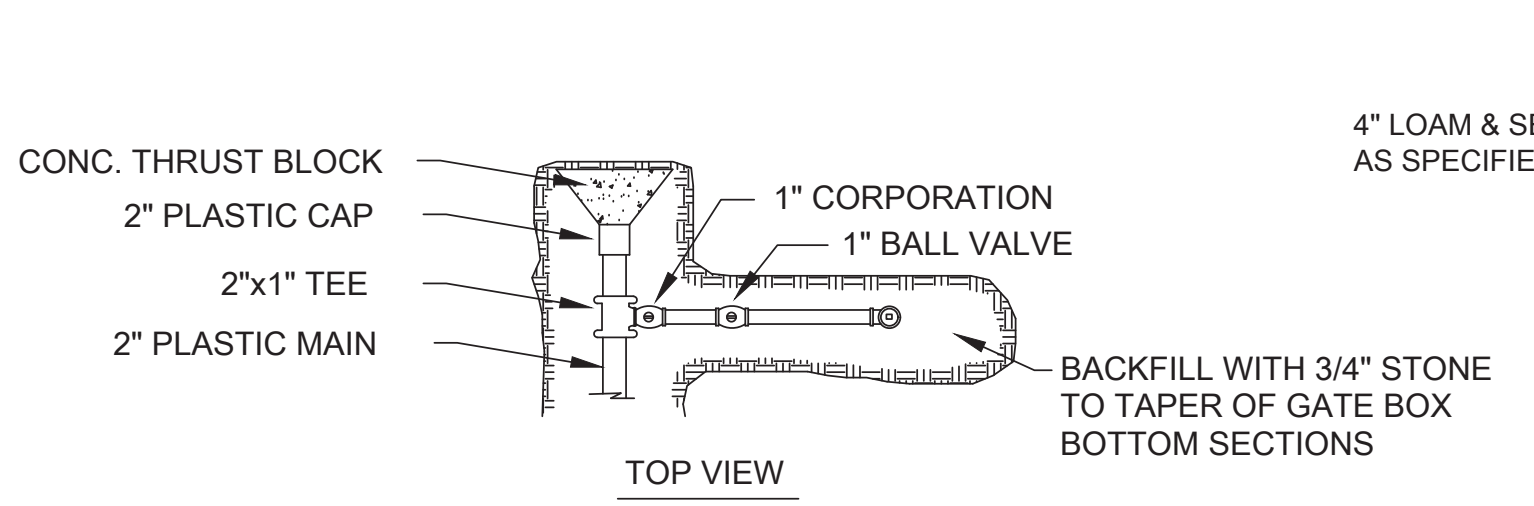


DRAWN BY: BSJ  
CHECKED BY: TM  
DATE: 02/05/2018

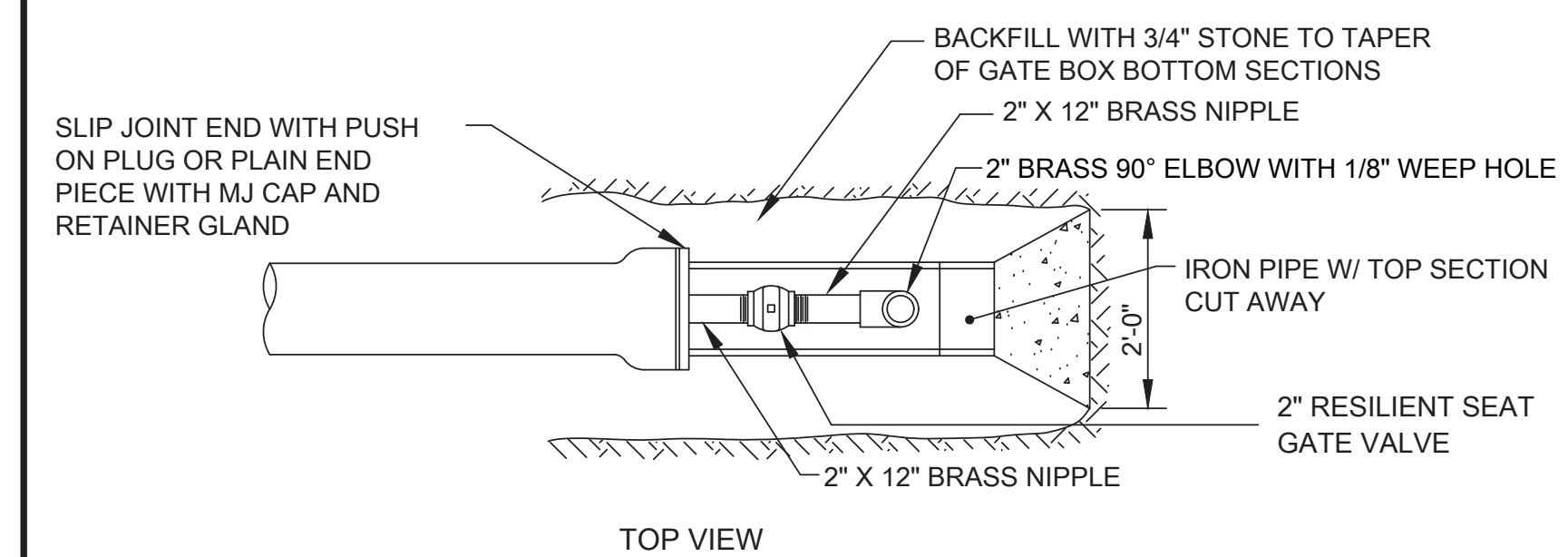
**Portland Water District**  
ASSET MANAGEMENT AND PLANNING DEPARTMENT  
225 DOUGLASS STREET, PORTLAND ME 04104  
(207) 774-5961 EXT. 3041 • MEANS@PWD.ORG



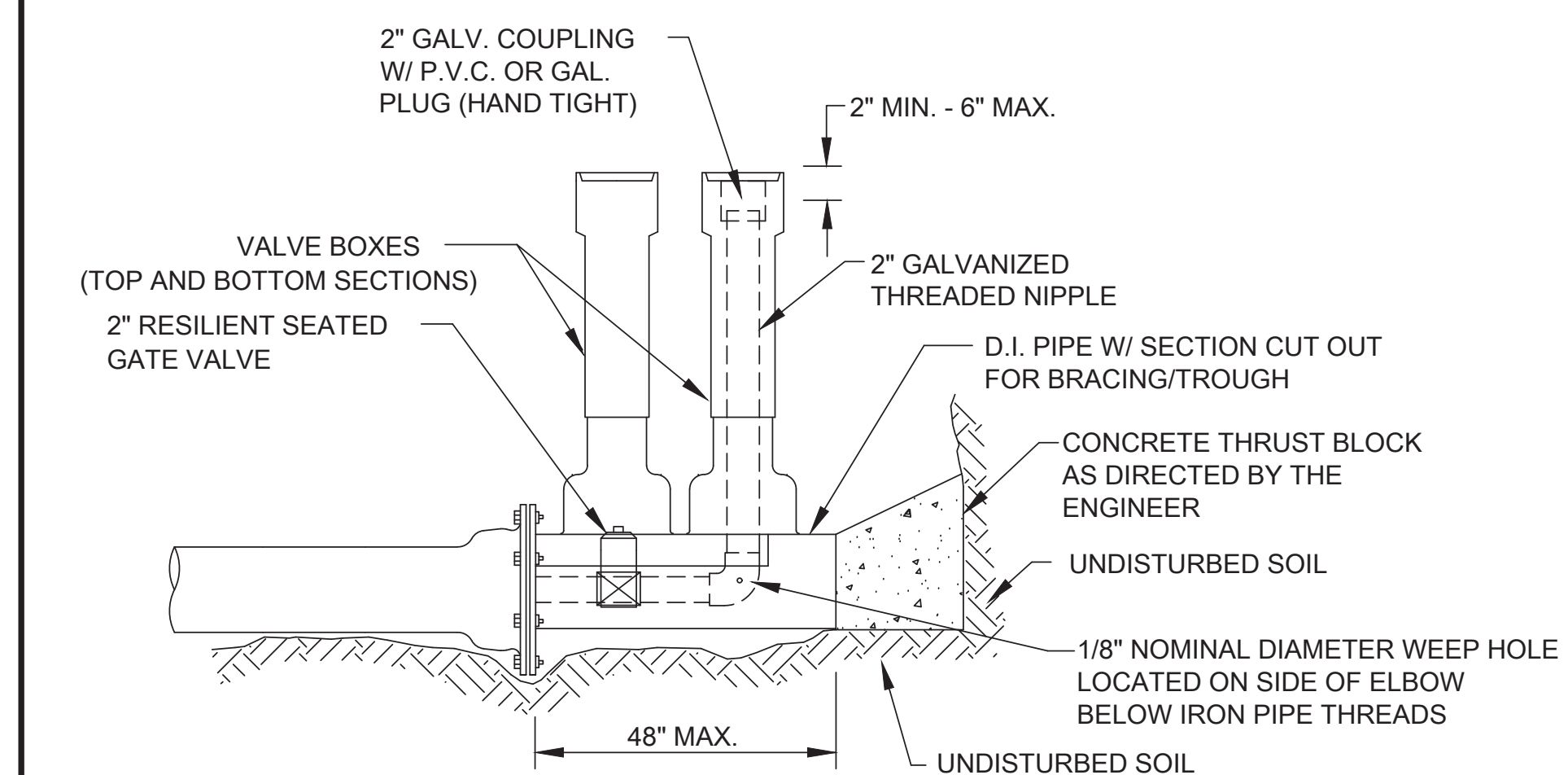
**SIDE-ARM BLOW-OFF  
4" & LARGER MAINS**



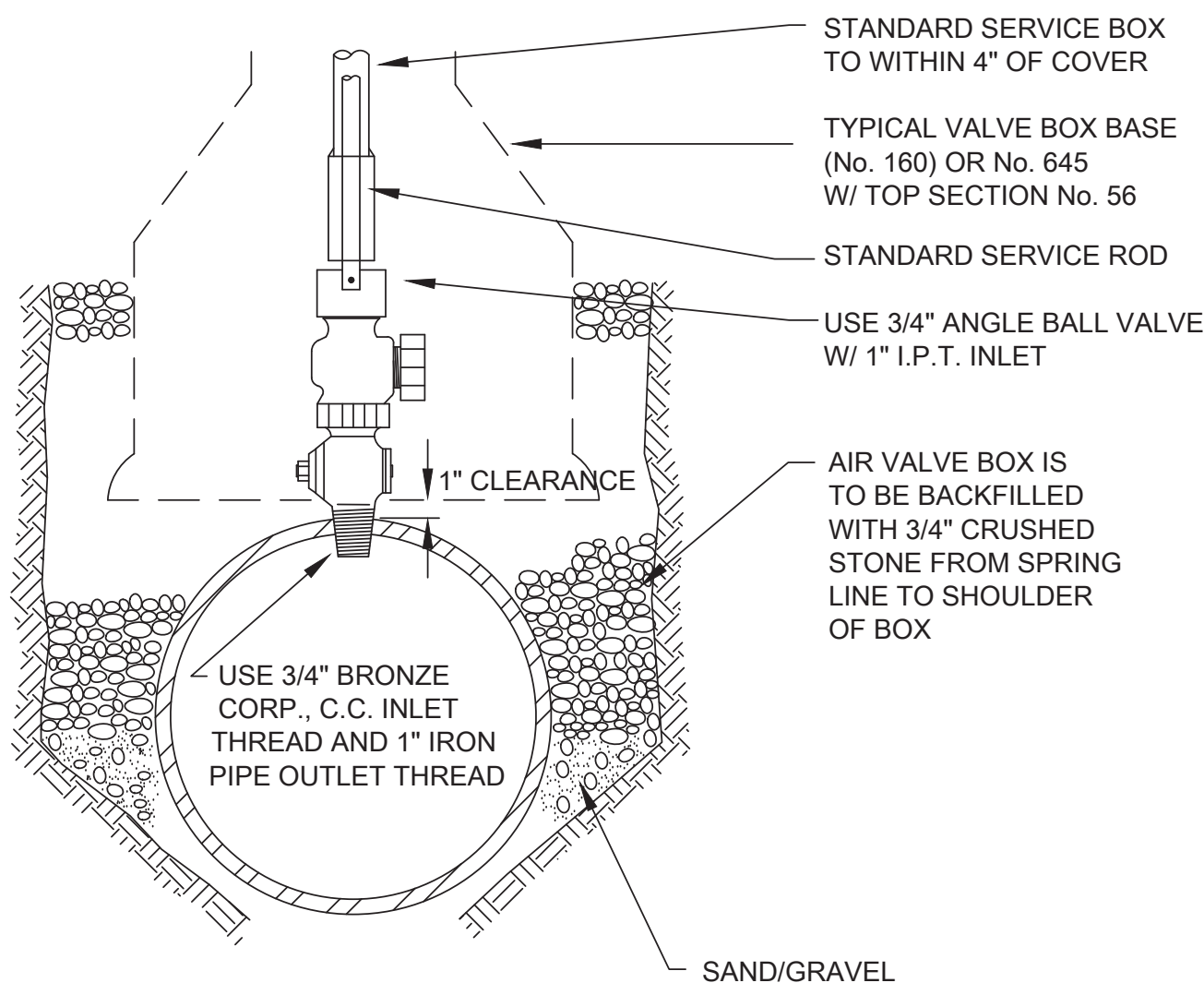
**SIDE-ARM BLOW-OFF  
2" MAIN**



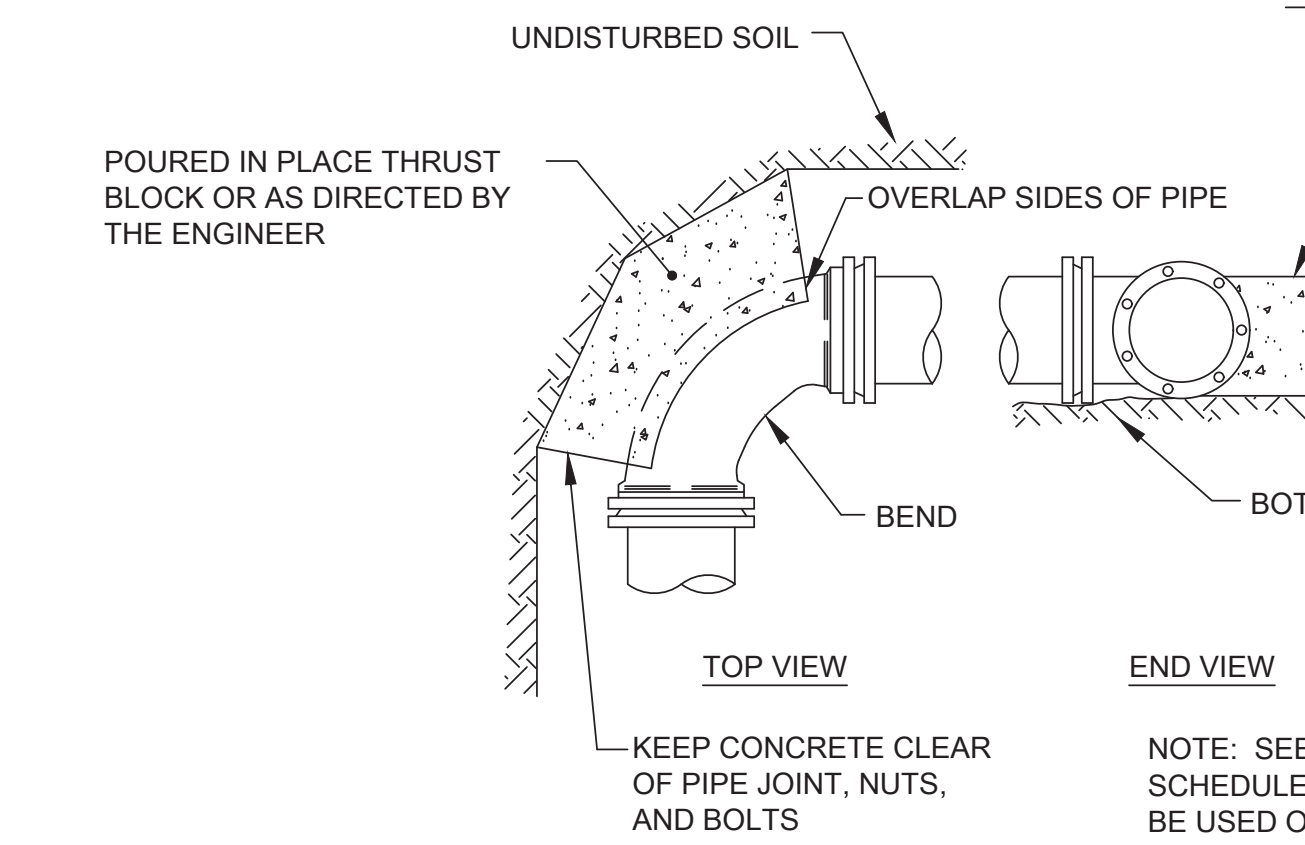
**TOP VIEW**



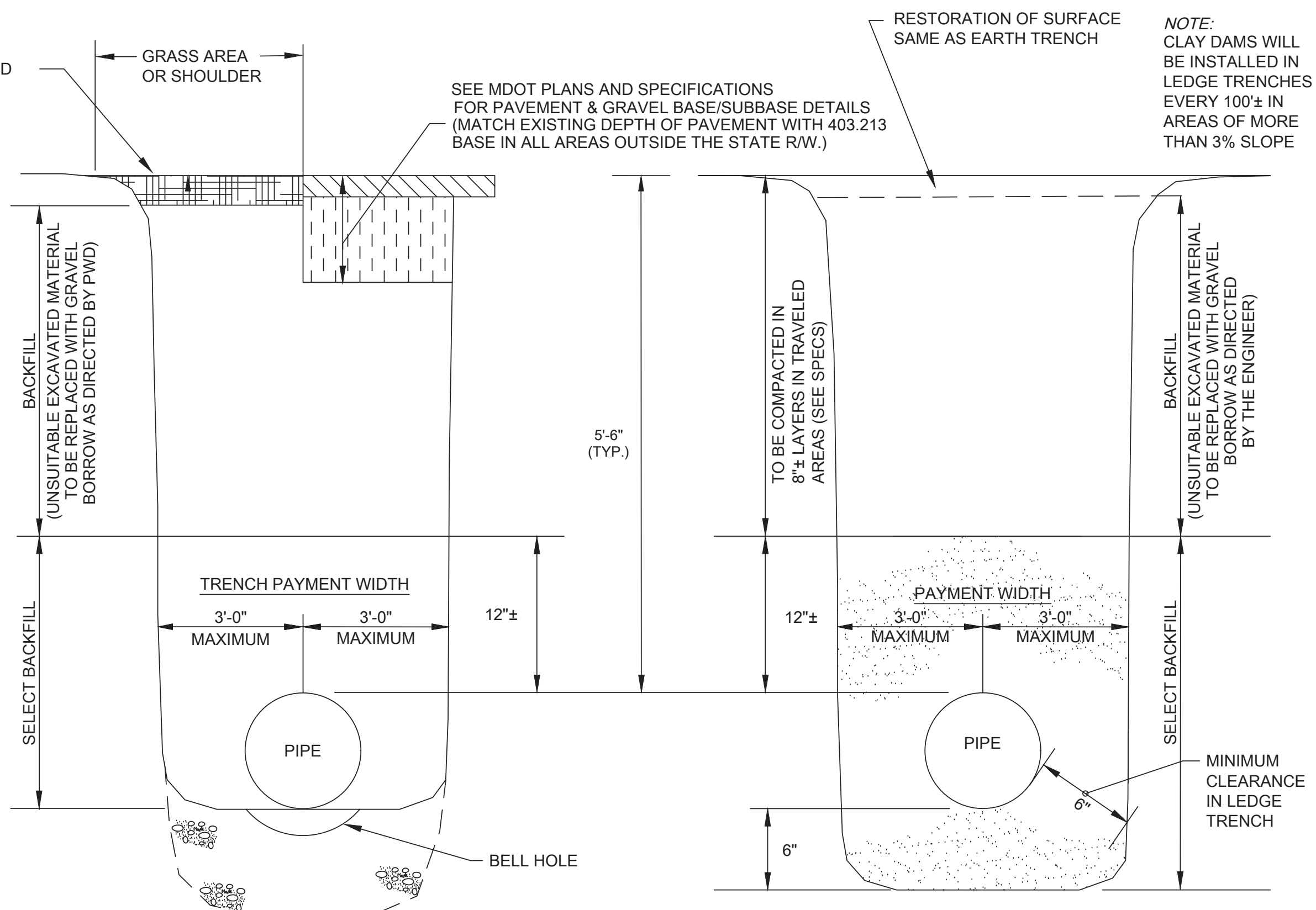
**STANDARD 2" BLOW OFF**



**TYPICAL AIR VALVE (1")**

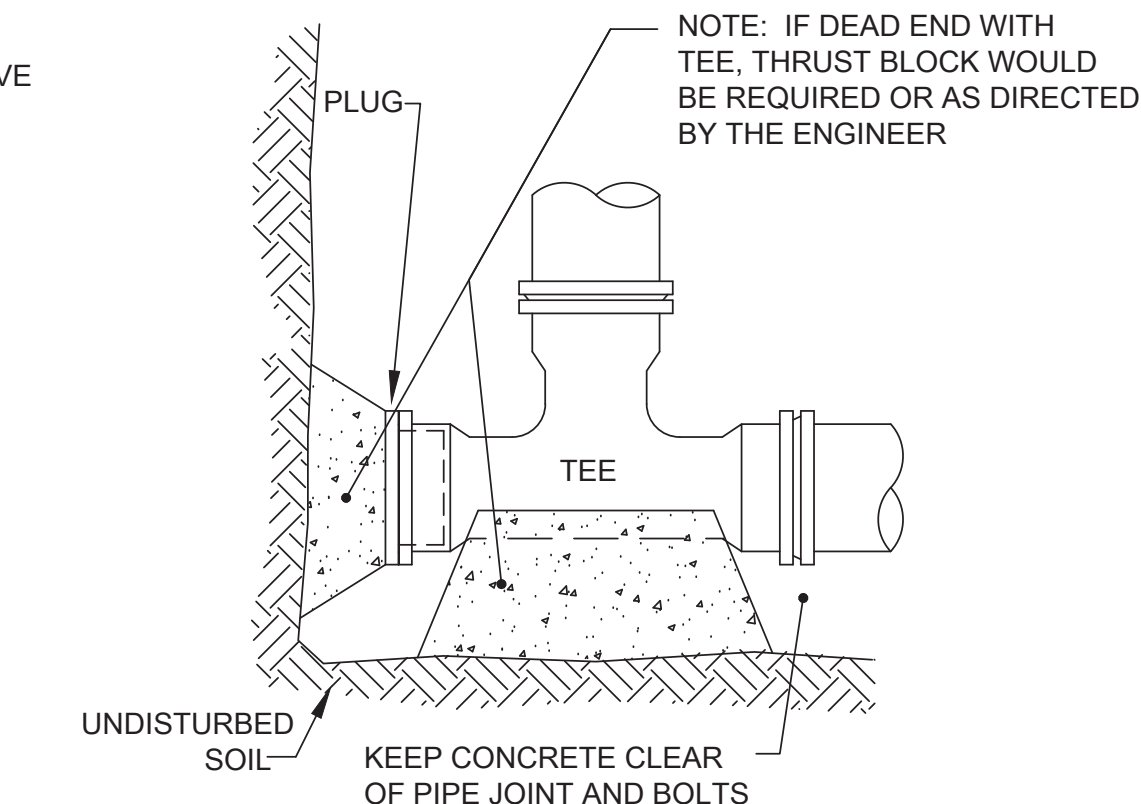


**STANDARD BEND BLOCKING**

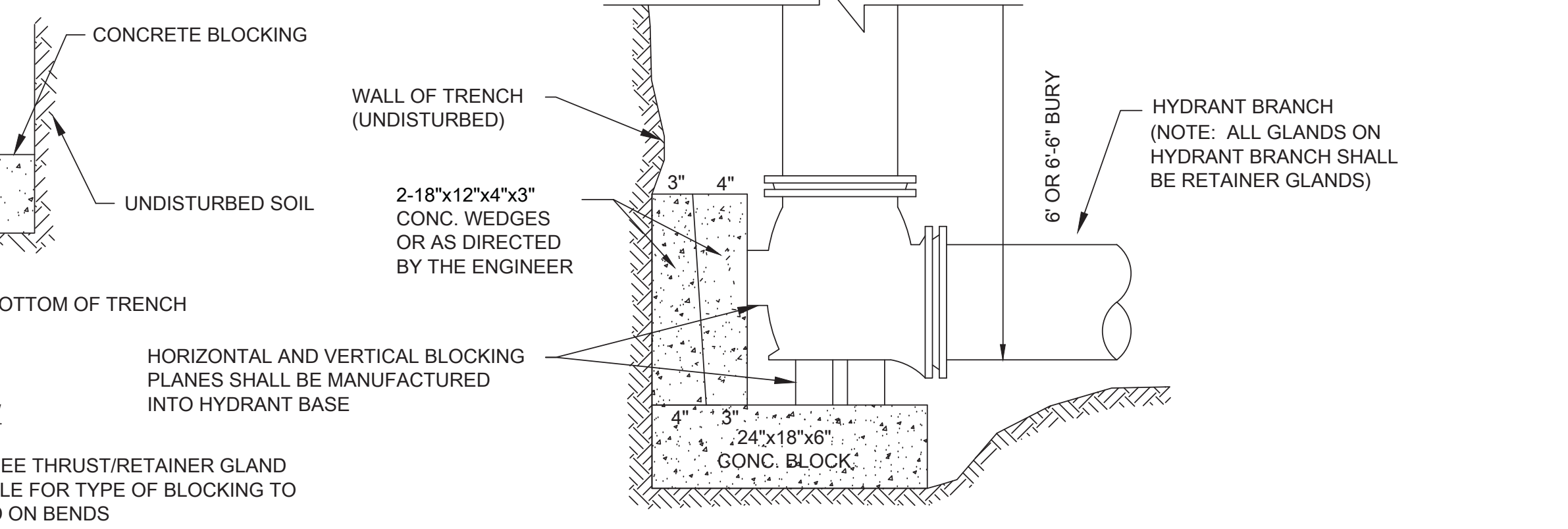


**SECTION THRU EARTH TRENCH**

**SECTION THRU LEDGE TRENCH**



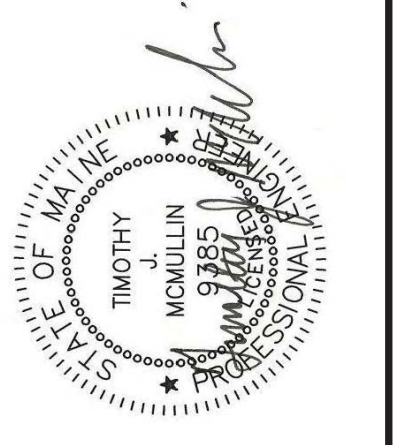
**STANDARD TEE BLOCKING**



**TYPICAL HYDRANT  
INSTALLATION DETAIL**

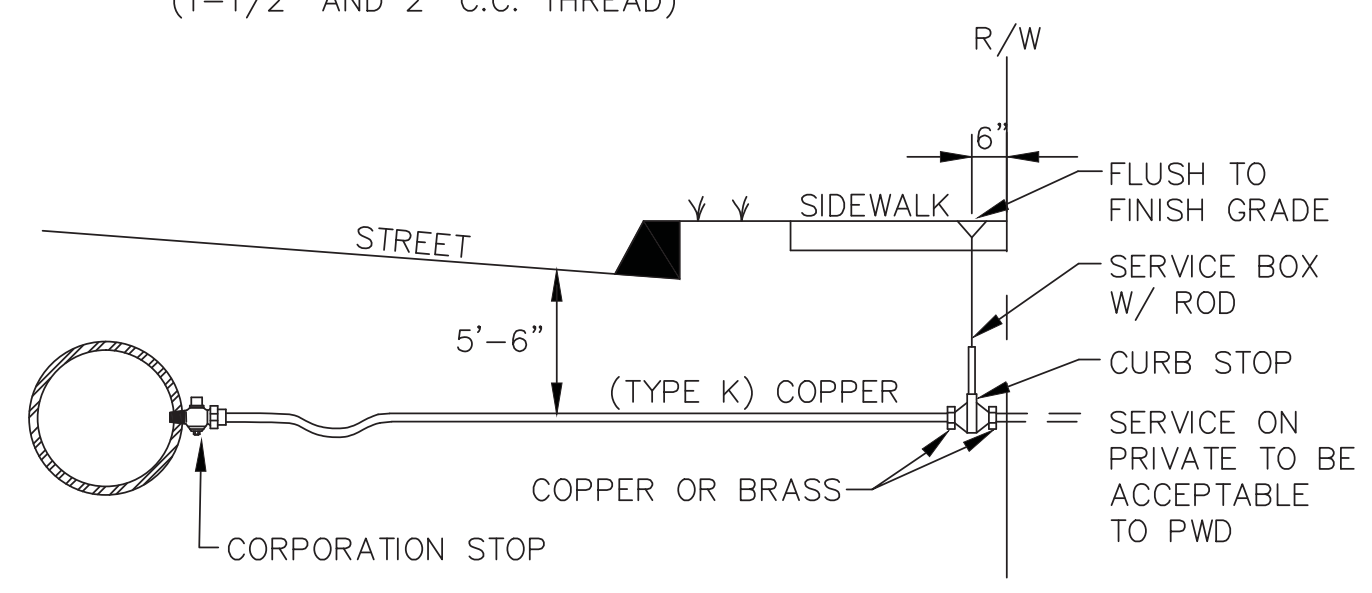
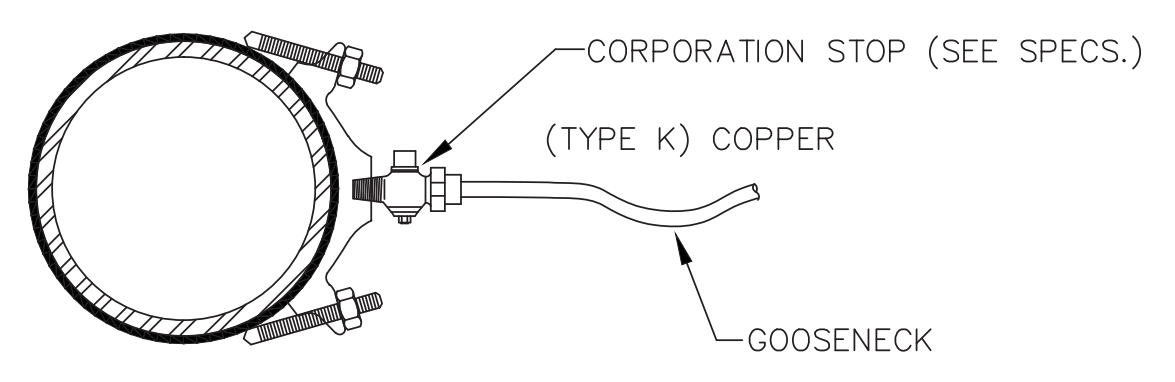
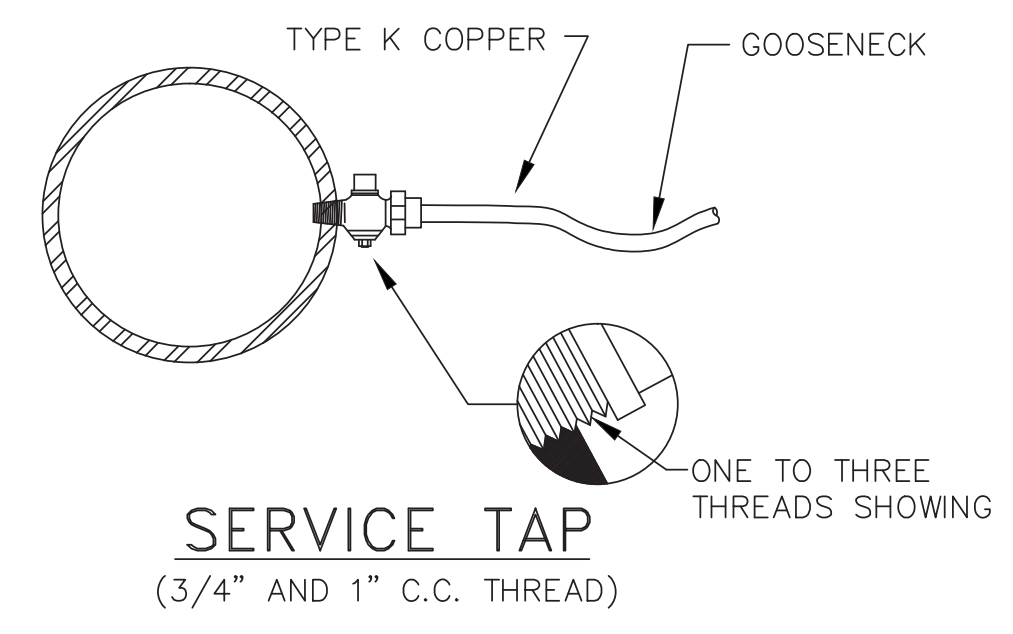
NOTE: SEE THRUST/RETAINER GLAND SCHEDULE FOR TYPE OF BLOCKING TO BE USED ON BENDS

**MAIN STREET & STATE STREET  
GORHAM, MAINE  
WATER MAIN REPLACEMENT  
STANDARD DETAILS**

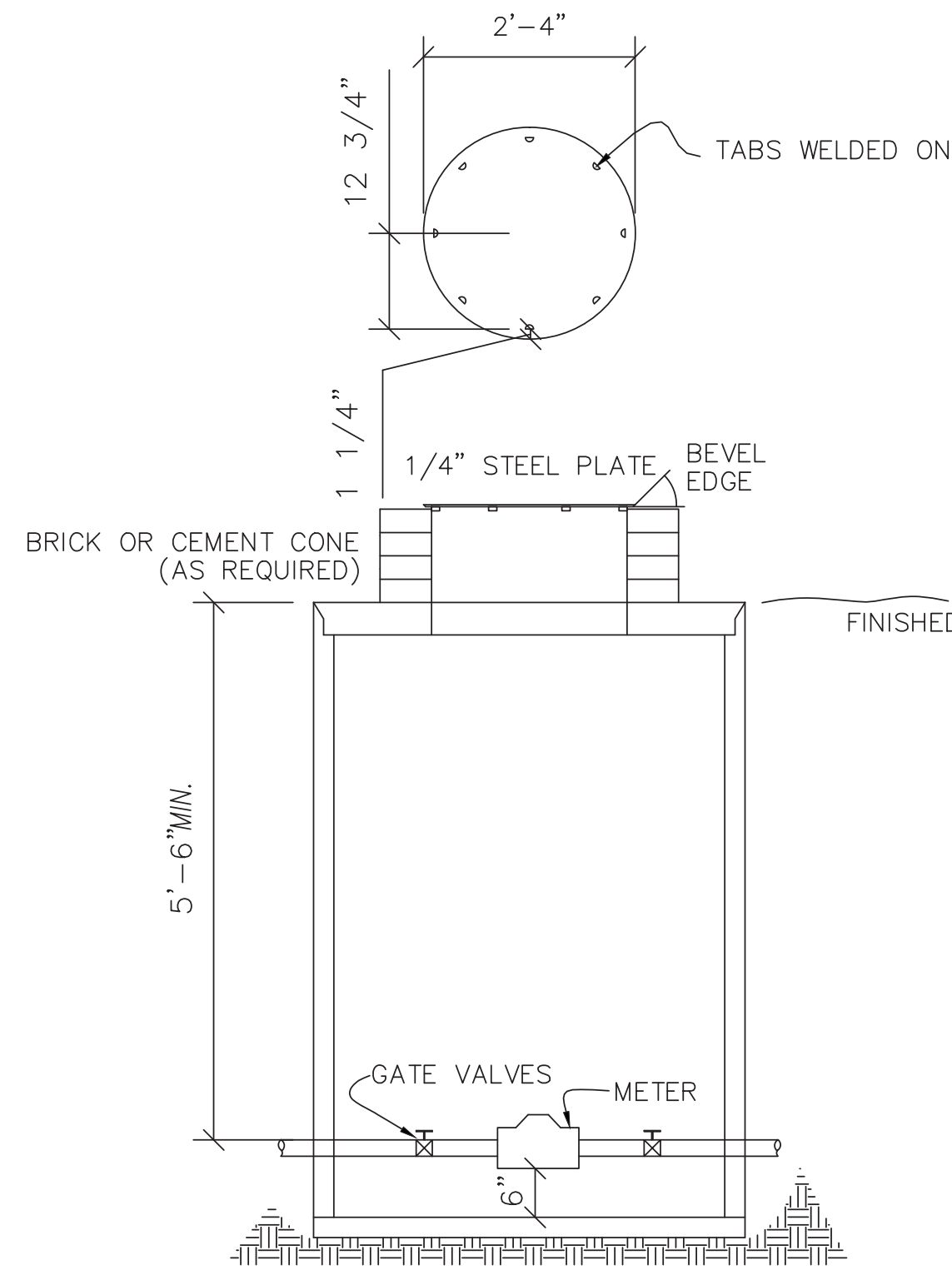
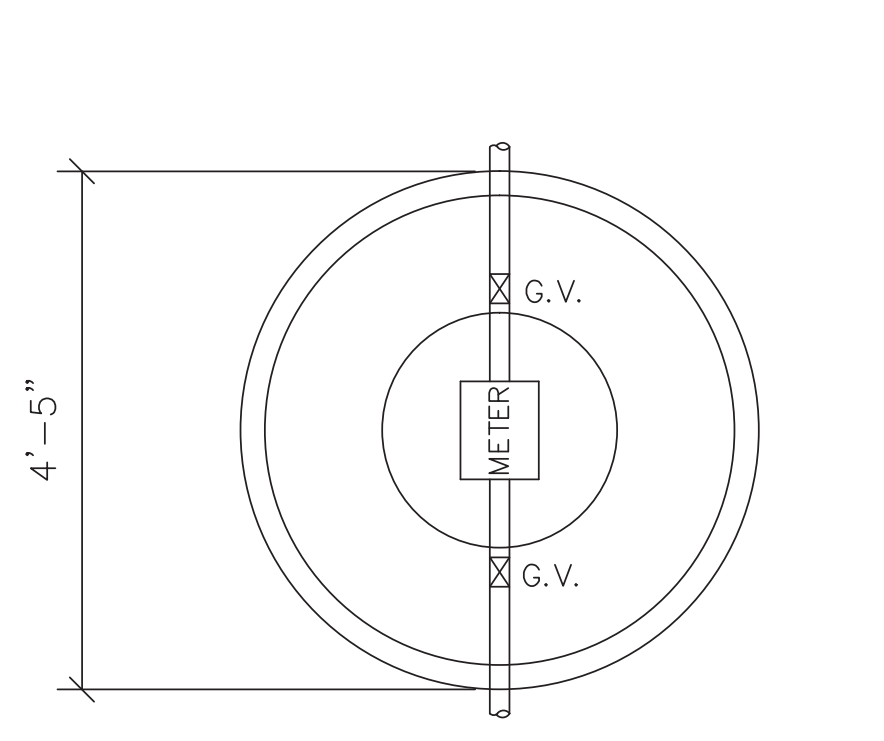


DRAWN BY: BSJ  
CHECKED BY: TM  
DATE: 06/21/2017

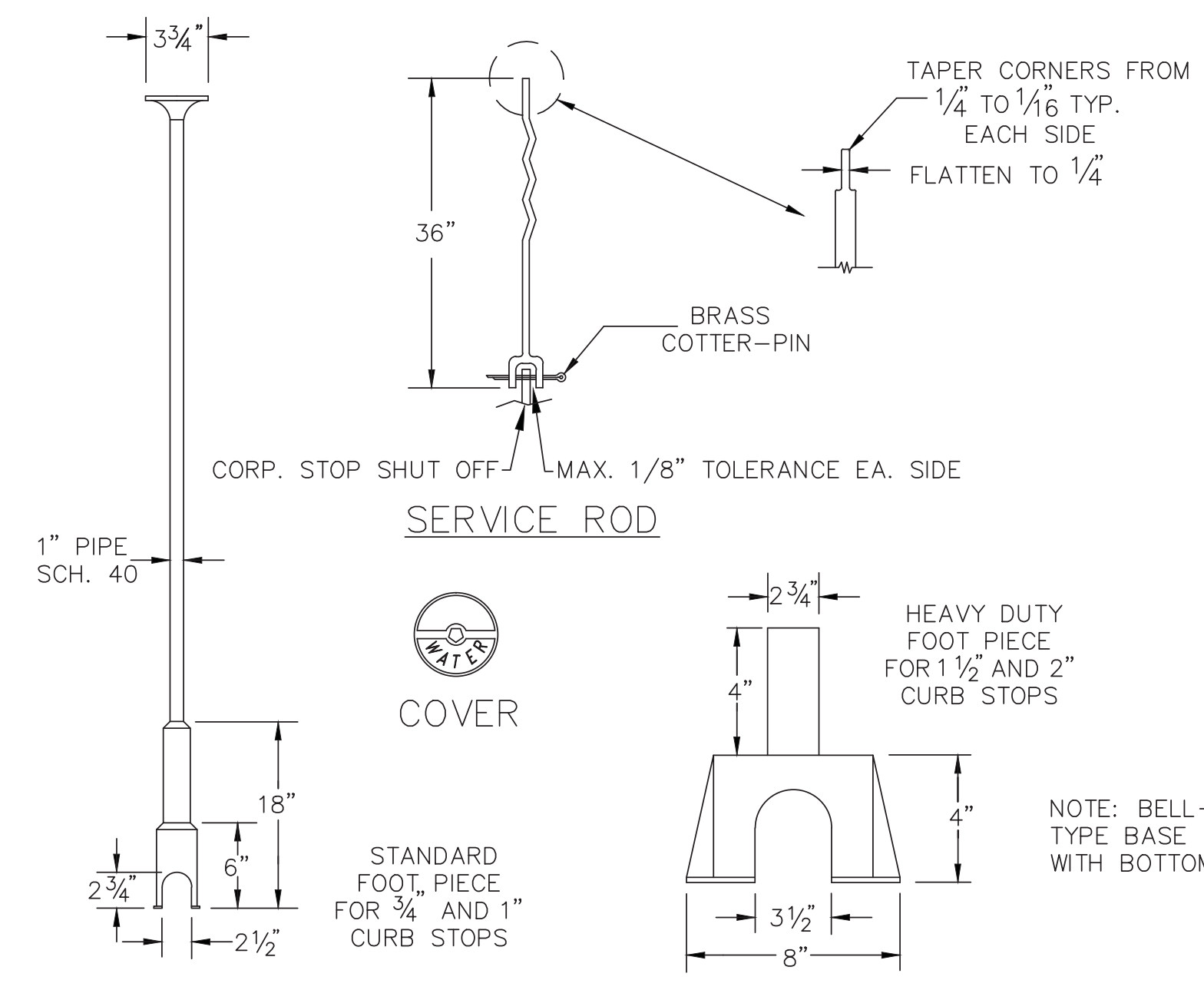
**Portland Water District**  
ASSET MANAGEMENT AND PLANNING DEPARTMENT  
225 DOUGLASS STREET, PORTLAND ME 04104  
(207) 774-5961 EXT. 3041 • MEANS@PWD.ORG



**TYPICAL SERVICE CONNECTION**

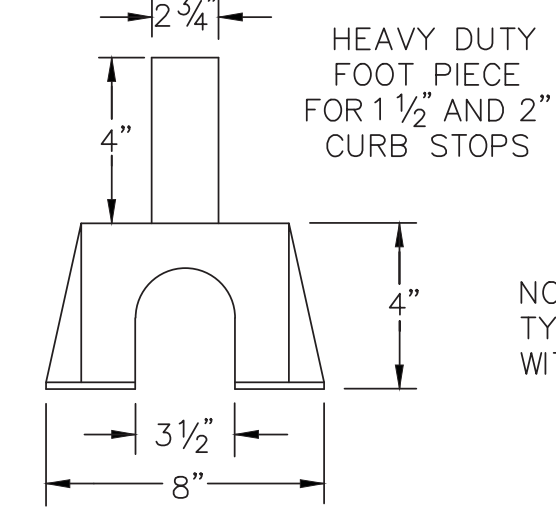


**TYPICAL METER PIT**



**SERVICE BOX**

NOTE : ANY EXTENSION OF SERVICE BOX REQUIRES:  
1) 1" FEMALE IRON PIPE COUPLING  
2) 1" THREADED PIPE  
(THIS IS TO BE A NON-WELDED, TWO PIECE ARRANGEMENT. SLIP ON ADAPTERS ARE NOT PERMISSIBLE.)



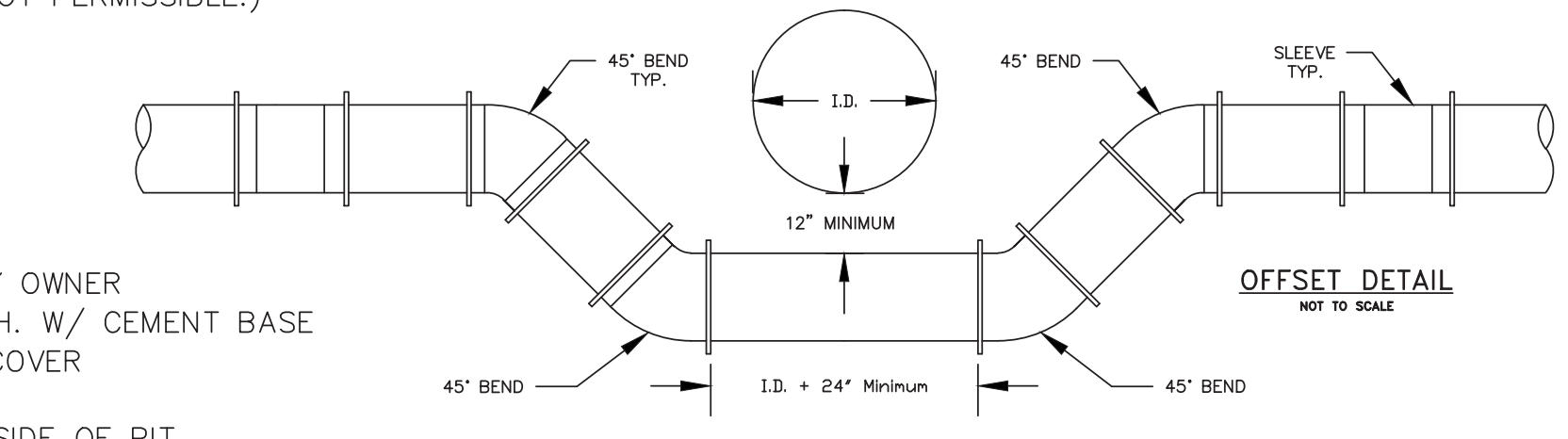
**FOOT PIECE**

**5/8" TO 2" METERS**

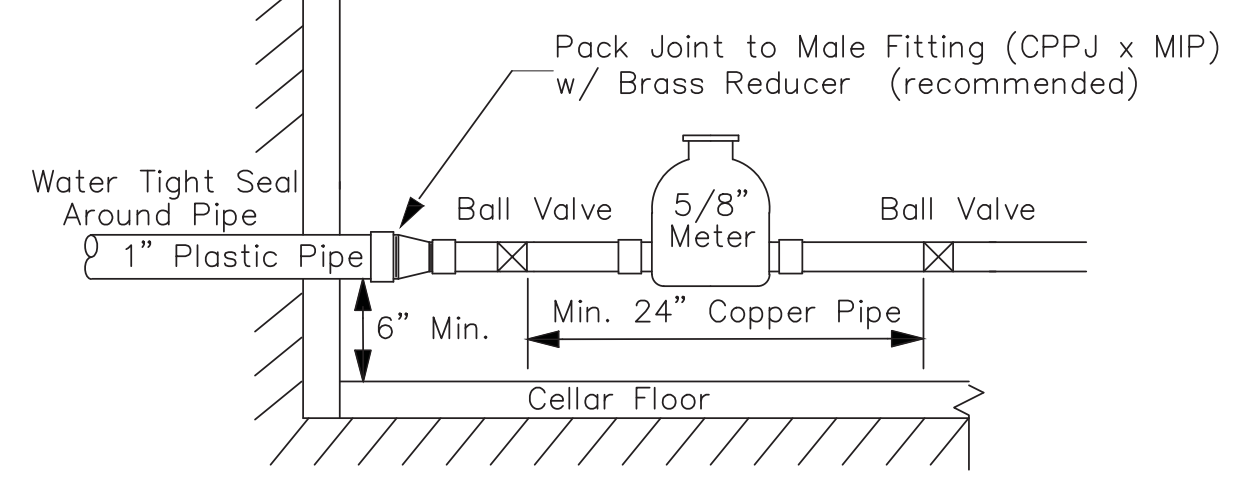
- METER BOX**
- 1) TO BE INSTALLED AND SUPPLIED BY OWNER
  - 2) MINIMUM 4'-0" DIAMETER CONC. M.H. W/ CEMENT BASE
  - 3) WATER METER TO HAVE 5'-6" OF COVER AND IS TO BE SUPPLIED BY P.W.D.
  - 4) OWNER IS TO SUPPLY 2 VALVES INSIDE OF PIT (MINIMUM SEPARATION OF 2'-0")
  - 5) COPPER PIPE REQUIRED THRU METER PIT

- COVER PLATE**
- 1) COVER MUST WEIGH LESS THAN 60 lbs.
  - 2) MINIMUM SIZE OF COVER WILL BE 28" DIAMETER.
  - 3) IF STEEL PLATE IS USED, TREAT WITH A COAT OF RUST INHIBITING PAINT.

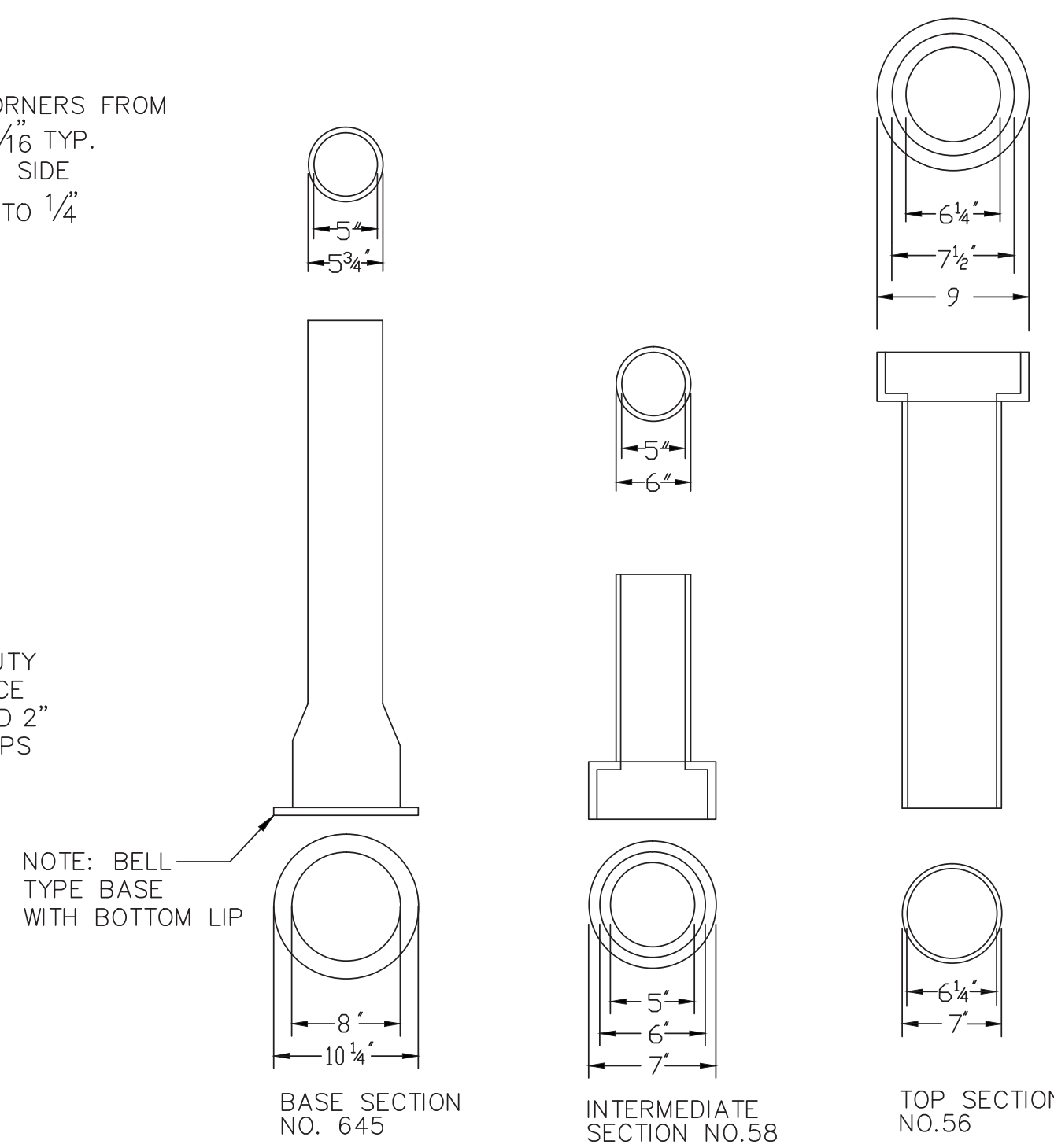
- NOTES**
- 1) THIS PIT IS TO BE PLACED ON PRIVATE PROPERTY NEAR THE STREET LINE.
  - 2) THIS TYPICAL PIT WAS NOT DESIGNED FOR ANY TRAFFIC LOAD
  - 3) THE PIT CAN BE ORDERED THRU OTHERS WITH SPECIAL DETAILS SUCH AS LARGER M.H. COVERS, ETC.
  - 4) THIS PIT WILL HOUSE UP TO TWO 5/8", 3/4", OR 1" METERS



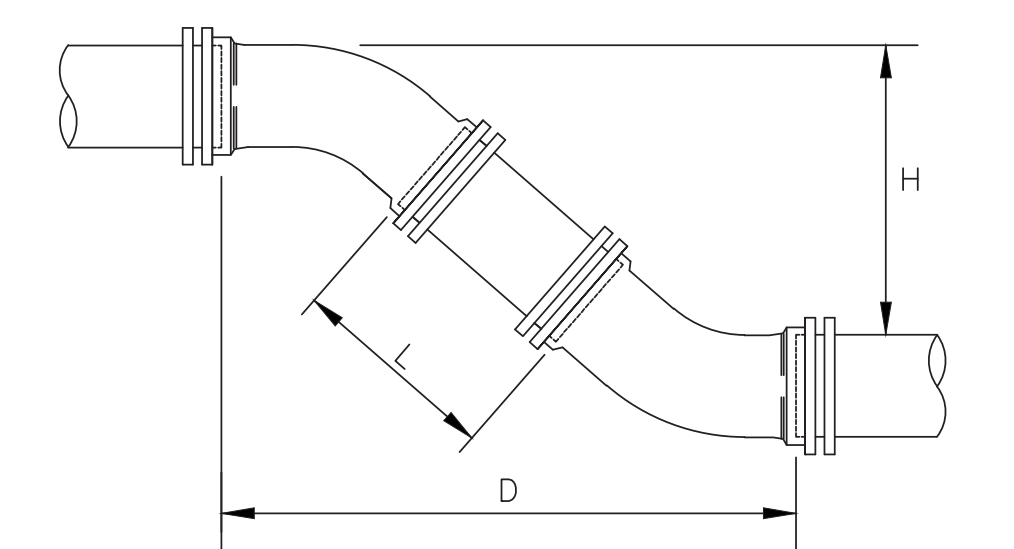
- NOTES:**
- 1) Meter, Horn & Connections Installed by PWD
  - 2) Meter Will Be Read Electronically From Outside of Building. Contact PWD if Pre-Wiring is Required.
  - 3) Meter Must Not Be Permanently "Boxed" Without Sufficient Access & Room For Future Servicing (36" min. around Meter for Servicing).
  - 4) PWD to Supply Meter and Meter Horn. All Other Materials to be Supplied by Homeowner.
  - 5) Meter to be Installed Maximum 18" from Entrance.
  - 6) Only Authorized Personnel Shall Operate Service Curb Stop.



**TYP. HORIZONTAL METER SET**



**VALVE BOX & COVER**



H	6" PIPE		8" PIPE		12" PIPE	
	D	L	D	L	D	L
12"	1' 6-1/2"	0' 10-1/2"	1' 7-1/2"	0' 9-1/2"	1' 11-1/2"	0' 5-1/2"
13"	1' 7-1/2"	0' 11-7/8"	1' 8-1/2"	0' 10-7/8"	2' 0-1/2"	0' 6-7/8"
14"	1' 8-1/2"	1' 1-5/16"	1' 9-1/2"	1' 0-5/16"	2' 1-1/2"	0' 8-5/16"
15"	1' 9-1/2"	1' 2-11/16"	1' 10-1/2"	1' 1-11/16"	2' 2-1/2"	0' 9-11/16"
16"	1' 10-1/2"	1' 4-1/8"	1' 11-1/2"	1' 3-1/8"	2' 3-1/2"	0' 11-1/8"
17"	1' 11-1/2"	1' 5-9/16"	2' 0-1/2"	1' 4-9/16"	2' 4-1/2"	1' 0-9/16"
18"	2' 0-1/2"	1' 6-15/16"	2' 1-1/2"	1' 5-15/16"	2' 5-1/2"	1' 1-15/16"
19"	2' 1-1/2"	1' 8-3/8"	2' 2-1/2"	1' 7-3/8"	2' 6-1/2"	1' 3-3/8"
20"	2' 2-1/2"	1' 9-13/16"	2' 3-1/2"	1' 8-13/16"	2' 7-1/2"	1' 4-13/16"
21"	2' 3-1/2"	1' 11-3/16"	2' 4-1/2"	1' 10-3/16"	2' 8-1/2"	1' 6-3/16"
22"	2' 4-1/2"	2' 0-5/8"	2' 5-1/2"	1' 11-5/8"	2' 9-1/2"	1' 7-5/8"
23"	2' 5-1/2"	2' 2"	2' 6-1/2"	2' 1"	2' 10-1/2"	1' 9"
24"	2' 6-1/2"	2' 3-7/16"	2' 7-1/2"	2' 2-7/16"	2' 11-1/2"	1' 10-7/16"
25"	2' 7-1/2"	2' 4-7/8"	2' 8-1/2"	2' 3-7/8"	3' 0-1/2"	1' 11-7/8"
26"	2' 8-1/2"	2' 6-1/4"	2' 9-1/2"	2' 5-1/4"	3' 1-1/2"	2' 1-1/4"
27"	2' 9-1/2"	2' 7-11/16"	2' 10-1/2"	2' 6-11/16"	3' 2-1/2"	2' 2-11/16"
28"	2' 10-1/2"	2' 9-1/8"	2' 11-1/2"	2' 8-1/8"	3' 3-1/2"	2' 4-1/8"
29"	2' 11-1/2"	2' 10-1/2"	3' 0-1/2"	2' 9-1/2"	3' 4-1/2"	2' 5-1/2"
30"	3' 0-1/2"	2' 11-15/16"	3' 1-1/2"	2' 10-15/16"	3' 5-1/2"	2' 6-15/16"
31"	3' 1-1/2"	3' 1-5/16"	3' 2-1/2"	3' 0-5/16"	3' 6-1/2"	2' 8-5/16"
32"	3' 2-1/2"	3' 2-3/4"	3' 3-1/2"	3' 1-3/4"	3' 7-1/2"	2' 9-3/4"
33"	3' 3-1/2"	3' 4-3/16"	3' 4-1/2"	3' 3-3/16"	3' 8-1/2"	2' 11-3/16"
34"	3' 4-1/2"	3' 5-9/16"	3' 5-1/2"	3' 4-9/16"	3' 9-1/2"	3' 0-9/16"
35"	3' 5-1/2"	3' 7"	3' 6-1/2"	3' 6"	3' 10-1/2"	3' 2"
36"	3' 6-1/2"	3' 8-7/16"	3' 7-1/2"	3' 7-7/16"	3' 11-1/2"	3' 3-7/16"
37"	3' 7-1/2"	3' 9-13/16"	3' 8-1/2"	3' 8-13/16"	4' 0-1/2"	3' 4-13/16"
38"	3' 8-1/2"	3' 11-1/4"	3' 9-1/2"	3' 10-1/4"	4' 1-1/2"	3' 6-1/4"
39"	3' 9-1/2"	4' 0-11/16"	3' 10-1/2"	3' 11-11/16"	4' 2-1/2"	3' 7-11/16"
40"	3' 10-1/2"	4' 2-1/16"	3' 11-1/2"	4' 1-1/16"	4' 3-1/2"	3' 9-1/16"
41"	3' 11-1/2"	4' 3-1/2"	4' 0-1/2"	4' 2-1/2"	4' 4-1/2"	3' 10-1/2"
42"	4' 0-1/2"	4' 4-7/8"	4' 1-1/2"	4' 3-7/8"	4' 5-1/2"	3' 11-7/8"
43"	4' 1-1/2"	4' 5-5/16"	4' 2-1/2"	4' 5-5/16"	4' 6-1/2"	4' 1-5/16"
44"	4' 2-1/2"	4' 7-3/4"	4' 3-1/2"	4' 6-3/4"	4' 7-1/2"	4' 2-3/4"
45"	4' 3-1/2"	4' 9-1/8"	4' 4-1/2"	4' 8-1/8"	4' 8-1/2"	4' 4-1/8"
46"	4' 4-1/2"	4' 10-9/16"	4' 5-1/2"	4' 9-9/16"	4' 9-1/2"	4' 5-9/16"
47"	4' 5-1/2"	4' 11-15/16"	4' 6-1/2"	4' 10-15/16"	4' 10-1/2"	4' 6-15/16"
48"	4' 6-1/2"	4' 1-3/8"	4' 7-1/2"	4' 0-3/8"	4' 11-1/2"	4' 8-3/8"
49"	4' 7-1/2"	5' 2-13/16"	4' 8-1/2"	5' 1-13/16"	5' 0-1/2"	4' 9-13/16"
50"	4' 8-1/2"	5' 4-3/16"	4' 9-1/2"	5' 3-3/16"	5' 1-1/2"	4' 11-3/16"
51"	4' 9-1/2"	5' 5-5/8"	4' 10-1/2"	5' 4-5/8"	5' 2-1/2"	5' 0-5/8"
52"	4' 10-1/2"	5' 7-1/16"	4' 11-1/2"	5' 6-1/16"	5' 3-1/2"	5' 2-1/16"
53"	4' 11-1/2"	5' 8-7/16"	5' 0-1/2"	5' 7-7/16"	5' 4-1/2"	5' 3-7/16"
54"	5' 0-1/2"	5' 9-7/8"	5' 1-1/2"	5' 8-7/8"	5' 5-1/2"	5' 4-7/8"
55"	5' 1-1/2"	5' 11-5/16"	5' 2-1/2"	5' 10-5/16"	5' 6-1/2"	5' 6-5/16"

**TYPICAL MAIN OFFSET**