

STATE OF MAINE DEPARTMENT OF TRANSPORTATION



PORTLAND CUMBERLAND COUNTY

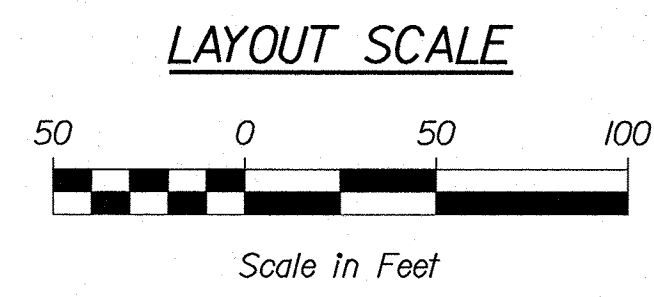
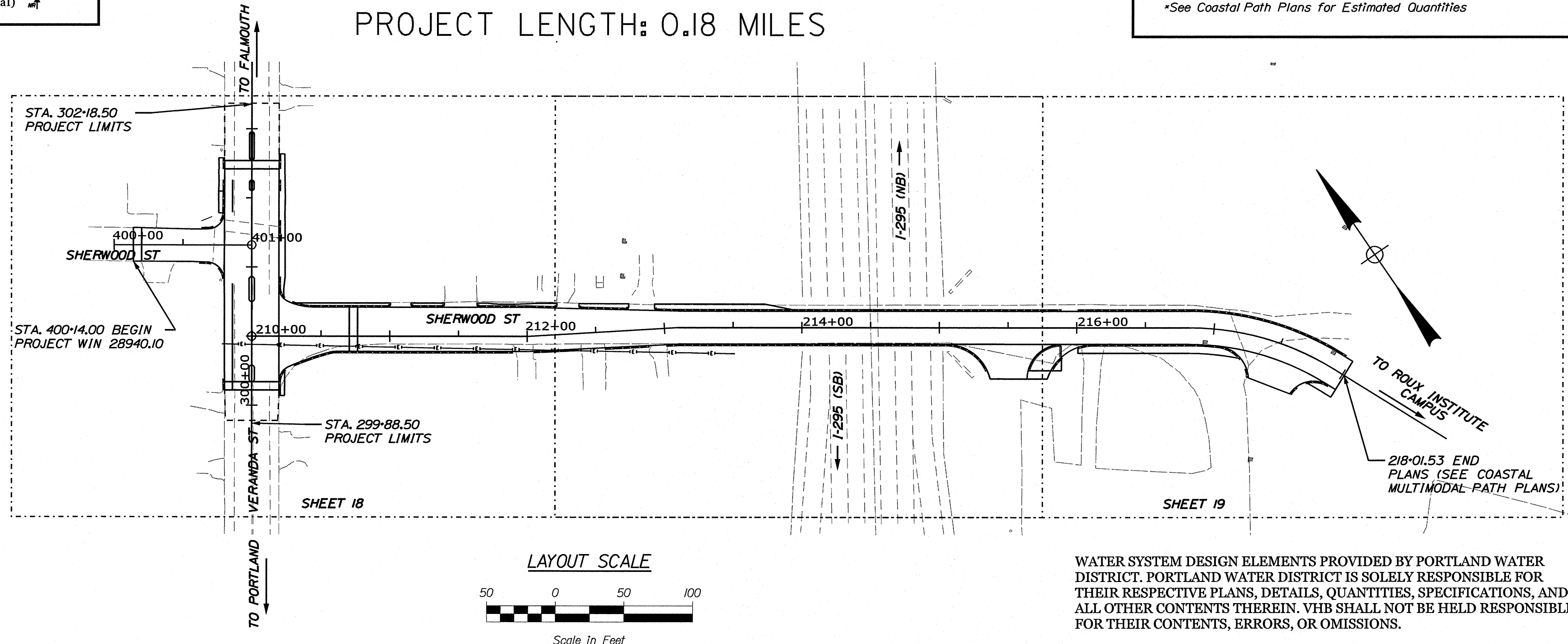
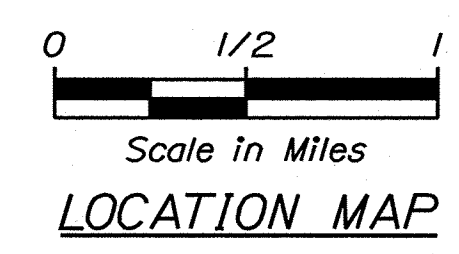
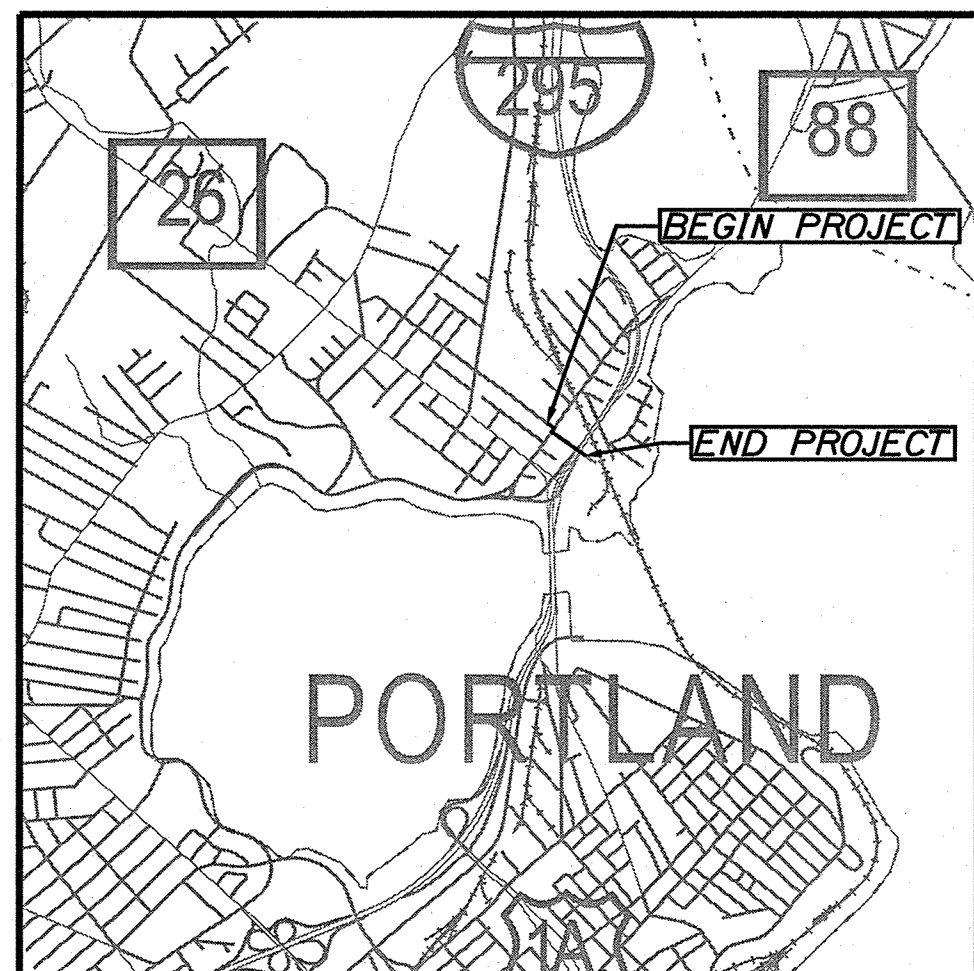
EAST DEERING PATHWAYS TO BRIDGE THE GAP
SHERWOOD STREET
WIN: 28940.10
PROJECT LENGTH: 0.18 MILES

PLANS PREPARED BY:
vhb
600 Southborough Drive, Suite 100
South Portland, Maine 04106

PLAN LEGEND	
Town, County, State	-----
Property Lines	-----
R/W Lines-Existing	-----
R/W Lines-Proposed	-----
Culvert-Existing	-----
Culvert Proposed	-----
Curbing Existing	-----
Curbing Proposed	-----
Type 1	-----
Type 3	-----
Type 5	-----
Outline of Bodies of Water	-----
Exposed Bedrock	-----
Buildings	-----
Trees	Conifer Deciduous
Tree Line	-----
Clearing Limit Line	-----
Railroad	-----
Catch Basins	Existing Proposed
Manholes	Existing Proposed
Proposed Underdrain	-----
Proposed Ditch	-----
Existing Ditch	-----
Utility Poles	Existing Proposed
Fire Hydrants	Existing Proposed
Existing Water Line	-----
Existing San. Sewer	-----
Existing San. Sewer Manhole	-----
Guardrail-Existing	-----
Guardrail-Proposed	-----
Guardrail-Cable, Other	-----
Centerline-Existing	-----
Centerline-Proposed	-----
Travelway-Existing	-----
Travelway-Proposed	-----
Boring	HB-XXX-###
Pavement Core	PC-#
Test Pit	TP-XXX-###
Probe	P-#. #X
	#. # = Depth
	X = W (Weathered Rock)
	R (Refusal)
	NR (No Refusal)

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*See Coastal Path Plans for Estimated Quantities



WATER SYSTEM DESIGN ELEMENTS PROVIDED BY PORTLAND WATER DISTRICT. PORTLAND WATER DISTRICT IS SOLELY RESPONSIBLE FOR THEIR RESPECTIVE PLANS, DETAILS, QUANTITIES, SPECIFICATIONS, AND ALL OTHER CONTENTS THEREIN. VHB SHALL NOT BE HELD RESPONSIBLE FOR THEIR CONTENTS, ERRORS, OR OMISSIONS.

PROJECT LOCATION:	SHERWOOD STREET, BEGINNING 0.02 MILES WEST OF VERANDA STREET AND EXTENDED 0.17 MILES EAST
PROGRAM AREA:	HIGHWAY PROGRAM
SCOPE OF WORK:	ROADWAY RECONSTRUCTION WITH INTERSECTION AND PEDESTRIAN IMPROVEMENTS

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
	<i>[Signature]</i>	4-6-26
	COMMISSIONER	4-3-26
	CHIEF ENGINEER	

PROJ. MANAGER	E. MARTIN	DATE	8/27/2026
DESIGN-DETAILED	AHS	BY	AG
CHECKED-REVIEWED	ECF	DATE	8/27/2026
DESIGN-DETAILED2		SIGNATURE	<i>[Signature]</i>
DESIGN-DETAILED3		P.E. NUMBER	12023
REVISIONS 1		DATE	8/27/2026
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

WIN 28940.10

PORTLAND
SHERWOOD ST
TITLE SHEET

SHEET NUMBER
1
OF 49

Date: 3/27/2026

Username: b1omic

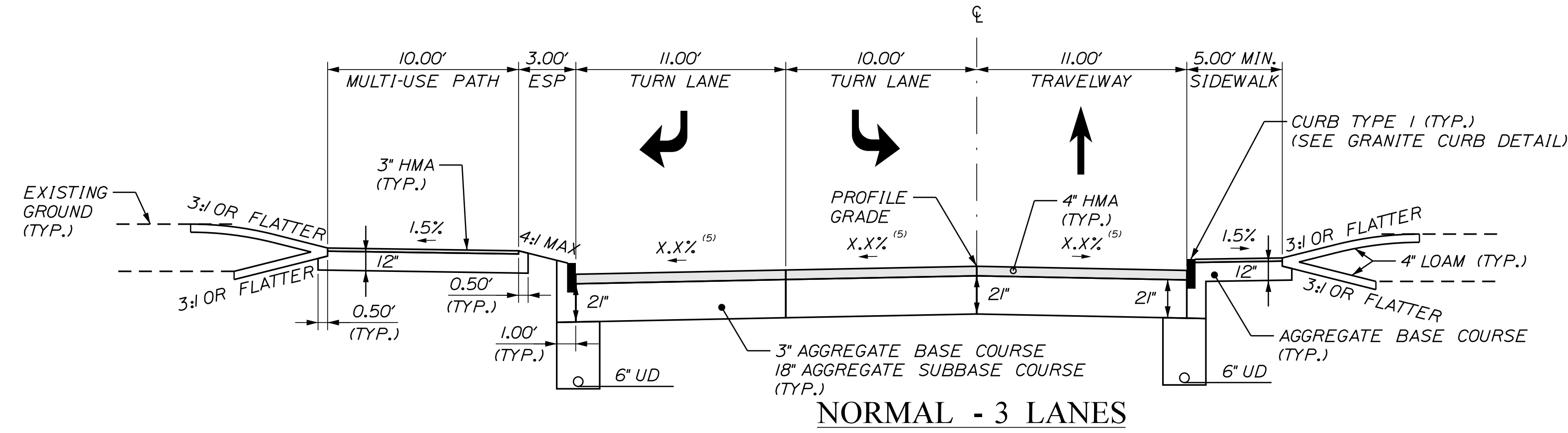
Division: HIGHWAY

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TYPICAL SECTIONS Sherwood St

NOTES:

1. THE PAVEMENT AND BASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. CROWNS FOR BOTH NORMAL AND SUPERELEVATION SECTIONS FOR ALL COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.
3. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.
4. 4" OF LOAM SHALL BE USED IN ALL DISTURBED AREAS.
5. SEE CROSS SLOPE TABLE FOR CROSS SLOPES

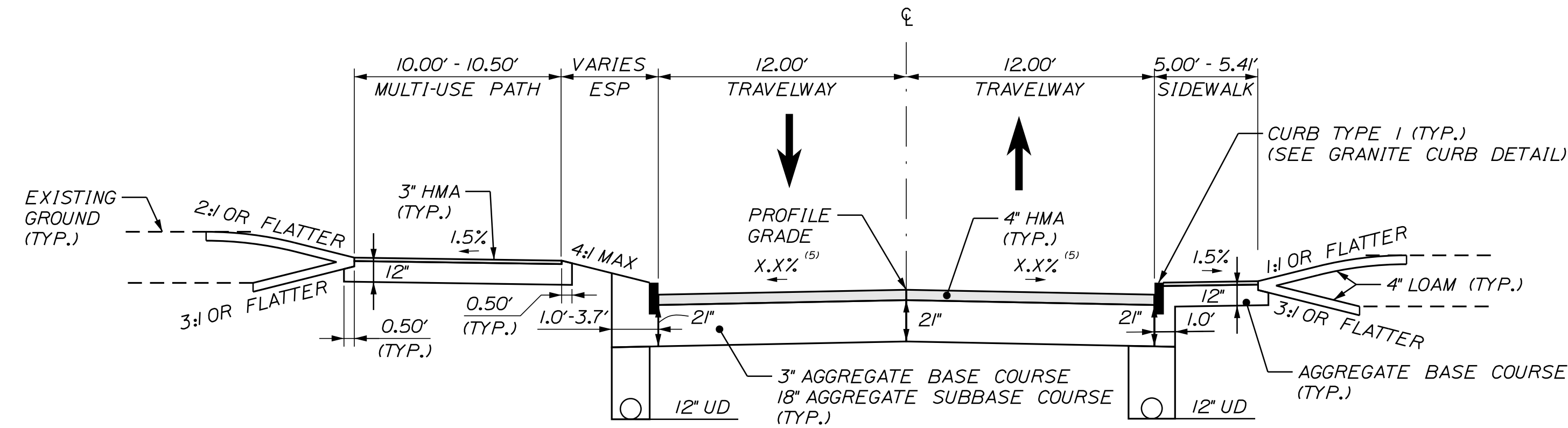


NORMAL - 3 LANES

LEFT SIDEWALK	(2) 11' WIDE LANES & (1) 10' WIDE LANE	RIGHT SIDEWALK
STATION TO STATION	STATION TO STATION	STATION TO STATION
210+60.45 TO 212+00.00	210+60.45 TO 212+00.00	210+60.45 TO 212+00.00

NOT TO SCALE

SHERWOOD STREET CROSS SLOPE TABLE			
TURN LANE (%)	TRAVEL LANE (%)	STATION	TRAVEL LANE %
START			
0.6%	0.6%	210+19.34	-0.6%
0.3%	0.3%	210+25.00	-0.8%
-0.8%	-0.8%	210+50.00	-1.4%
-2.0%	-2.0%	210+75.00	-2.0%
TO			
-2.0%	-2.0%	211+50.00	-2.0%
-2.25%	-2.25%	211+75.00	-1.5%
TO			
-	-2.25%	213+00.00	-1.5%
-	-2.1%	213+25.00	-1.8%
-	-2.0%	213+50.00	-2.0%
TO			
-	-2.0%	216+75.00	-2.0%
-	-2.0%	217+00.00	0.0%
-	-2.0%	217+25.00	2.0%
TO			
-	-2.0%	218+00.00	2.0%
-	-2.0%	218+01.53	2.0%
END			



NORMAL - 2 LANES

LEFT SIDEWALK	(2) 12' WIDE LANES	RIGHT SIDEWALK
STATION TO STATION	STATION TO STATION	STATION TO STATION
213+10.00 TO 213+98.00	213+10.00 TO 213+98.00	213+10.00 TO 213+98.00

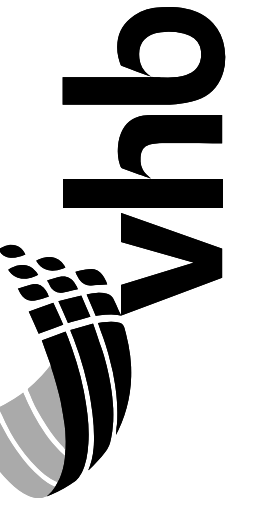
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Date: 3/27/2026

Username: btomic

Division: HIGHWAY

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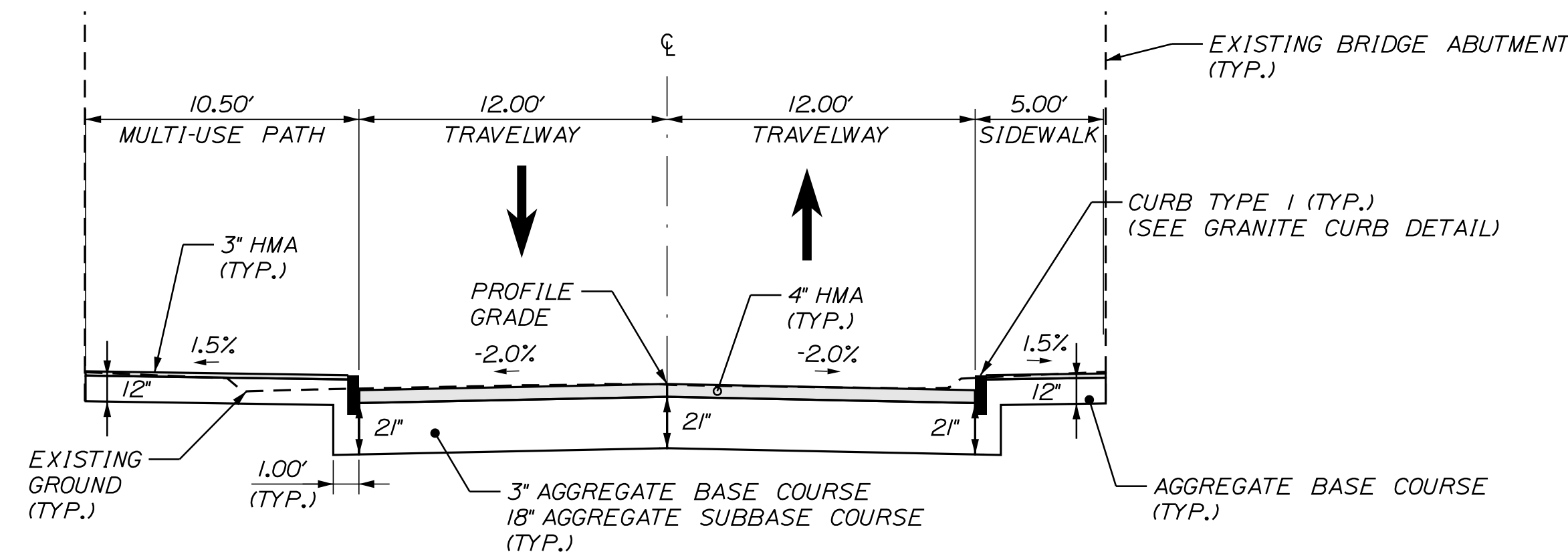
PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	AIS	SRP	3/27/2026
CHECKED-REVIEWED	ECF	AG	3/27/2026
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

TYPICAL SECTIONS

Sherwood St

NOTES:

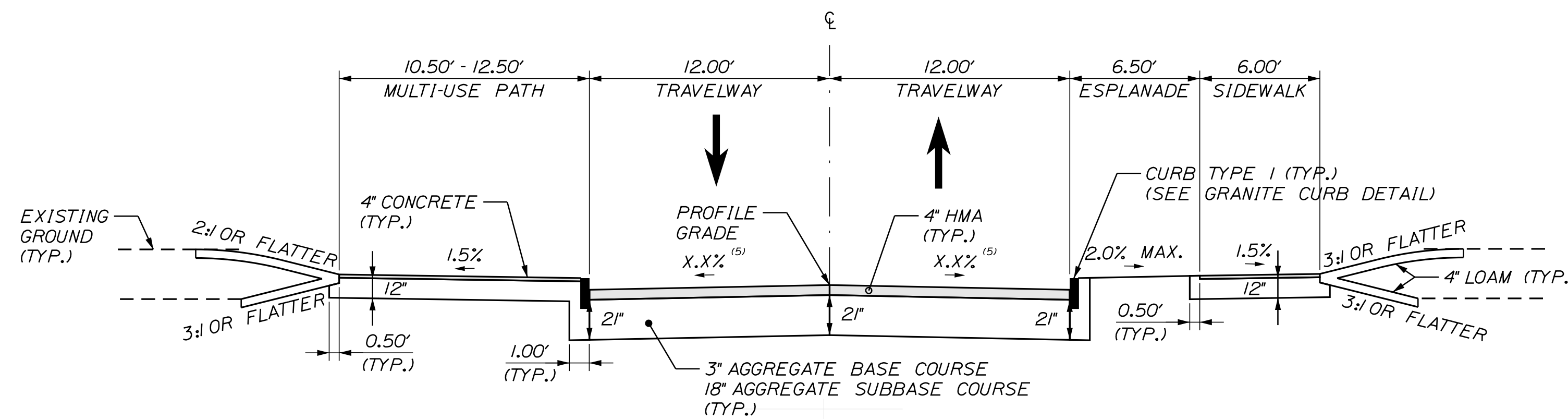
1. THE PAVEMENT AND BASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. CROWNS FOR BOTH NORMAL AND SUPERELEVATION SECTIONS FOR ALL COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.
3. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.
4. 4" OF LOAM SHALL BE USED IN ALL DISTURBED AREAS.
5. SEE CROSS SLOPE TABLE FOR CROSS SLOPES



NORMAL - 2 LANES UNDER BRIDGE

LEFT SIDEWALK	(2) 12' WIDE LANES	RIGHT SIDEWALK
STATION TO STATION	STATION TO STATION	STATION TO STATION
213+98.00 TO 215+07.25	213+98.00 TO 215+07.25	213+98.00 TO 215+07.25

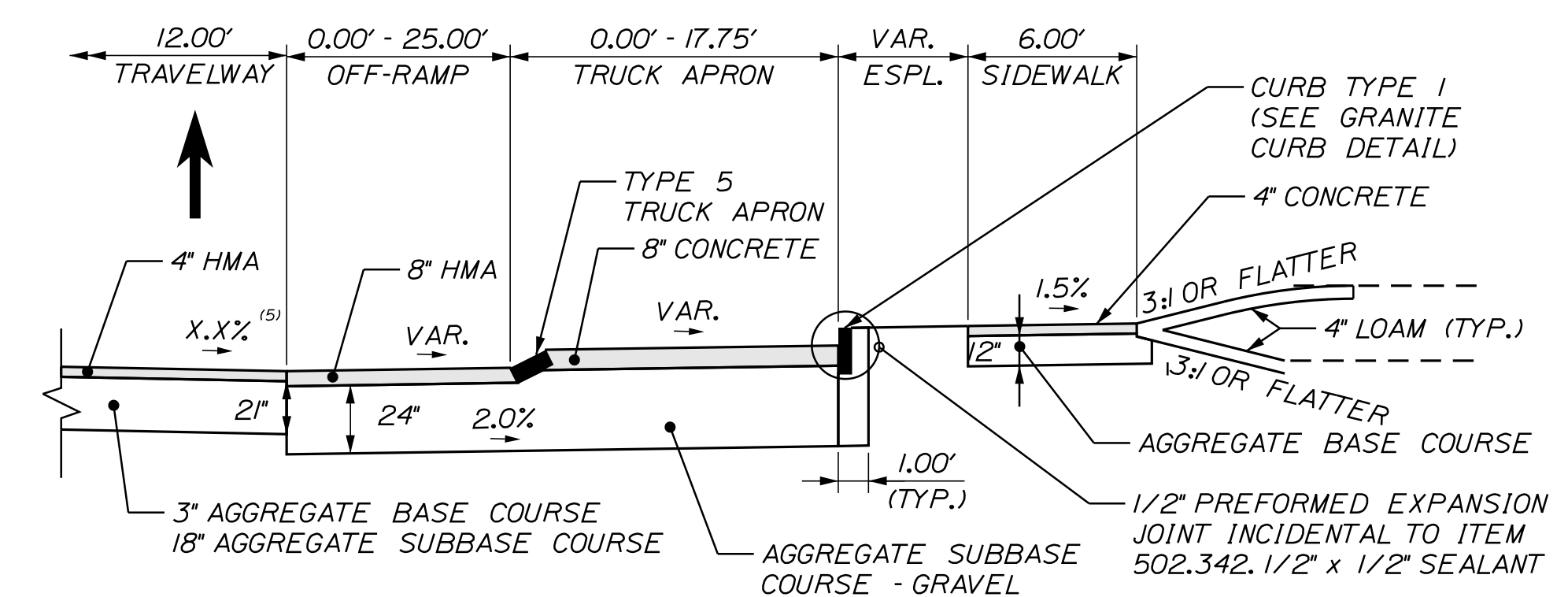
NOT TO SCALE



NORMAL - 2 LANES

LEFT SIDEWALK	(2) 12' WIDE LANES	RIGHT SIDEWALK
STATION TO STATION	STATION TO STATION	STATION TO STATION
215+07.25 TO 218+01.53	215+07.25 TO 218+01.53	216+00.90 TO 218+01.53

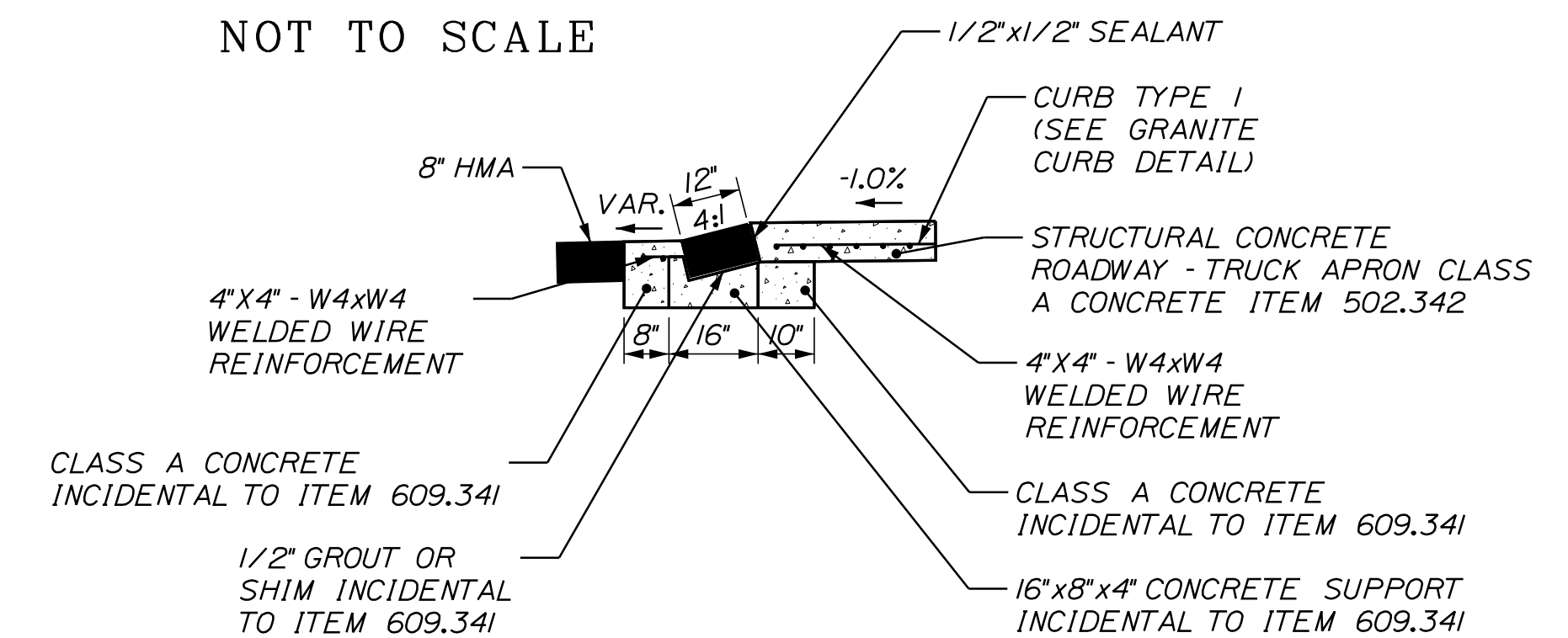
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TRUCK APRON DETAIL

STATION TO STATION
215+63.94 TO 215+88.90

NOT TO SCALE



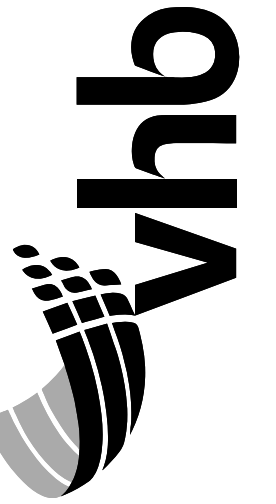
CURB TYPE 5 - TRUCK APRON
NOT TO SCALE

Date: 3/27/2026

Username: btomic

Division: HIGHWAY

Filename: ... \002_Typicals_Details.DGN



PROJ. MANAGER	DATE	BY	DATE
E. MARTIN	3/27/2026	SRP	3/27/2026
DESIGN DETAILED	3/27/2026	AG	3/27/2026
CHECKED/REVIEWED			
DESIGN DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			


GENERAL NOTES

1. PAVEMENT THICKNESSES SHOWN ON THE TYPICAL SECTIONS ARE INTENDED TO BE NOMINAL.
2. ALL JOINTS BETWEEN EXISTING AND PROPOSED HOT BITUMINOUS PAVEMENT SHALL BE BUTTED.
3. CONSTRUCT BUTT JOINTS AT ALL PAVED DRIVES AND ENTRANCES. BUTT JOINTS SHALL HAVE A MINIMUM WIDTH OF 18 INCHES OR AS DIRECTED BY THE RESIDENT.
4. THE CULVERT SIZES SHOWN ON THE PLANS ARE FOR SMOOTHLINED PIPES.
5. FLAT TOPS FOR CATCH BASINS ARE NOT ALLOWED UNLESS NOTED ON THE PLANS OR DIRECTED BY THE RESIDENT.
6. ANY NECESSARY CUTTING OF EXISTING CATCH BASINS TO ALLOW FOR PROPOSED PIPE CONNECTIONS WILL NOT BE PAID FOR SEPARATELY.
7. LOAM HAS BEEN ESTIMATED FOR ALL DISTURBED AREAS. ACTUAL PLACEMENT OF THE LOAM SHALL BE AS NOTED ON THE PLANS OR DESIGNATED BY THE RESIDENT.
8. UNLESS OTHERWISE NOTED SEEDING METHOD NO. 1 SHALL BE UTILIZED ON ALL DISTURBED AREAS.
9. LOAM SHALL BE PLACED TO A NOMINAL DEPTH OF 4 INCHES IN ALL DISTURBED AREAS.
10. NO SEPARATE PAYMENT FOR SUPERINTENDENT OR FOREMAN WILL BE MADE FOR THE SUPERVISION OF EQUIPMENT AND LAYOUT OF WORK.
11. "UNDETERMINED LOCATIONS" SHALL BE DETERMINED BY THE RESIDENT.
12. STATIONS REFERENCED ARE APPROXIMATE.
13. FINAL STRIPING FOR THE PROJECT SHALL BE DONE BY THE CONTRACTOR PER THE STRIPING LAYOUT IN THE CONTRACT DOCUMENTS OR AS DIRECTED.
14. ALL HMA FOR PATCHING AROUND ADJUSTED, ALTERED, OR REBUILT UTILITY STRUCTURES SHALL BE A 9.5 MM OR 12.5 MM APPROVED MIX DESIGN. EXCLUDING WATER AND GAS GATE VALVES, 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 2 INCHES OR LESS TO MATCH THE EXISTING PAVEMENT DEPTH OR A MAXIMUM OF 6 INCHES, AS DIRECTED BY THE RESIDENT, AND COMPACT THE HMA USING A MINIMUM OF A 150-POUND PLATE COMPACTOR.
15. 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. BACKFILL WILL BE PLACED TO SUBGRADE MATERIAL CONSISTENT WITH THE SURROUNDING MATERIAL. AGGREGATE SUBBASE COURSE GRAVEL WILL BE PLACED FROM SUBGRADE TO FINISH GRADE.
16. ALL INSLOPE AND DITCHES IN CUT AREAS SHALL BE GRADED AS SHOWN ON THE TYPICALS OR FLATTER, OR AS DIRECTED BY THE RESIDENT.
17. THE CONTRACTOR SHALL PLAN AND CONDUCT WORK SO THAT UPON COMPLETION OF THE PROJECT THERE IS NO DROP-OFF FROM THE EDGE OF THE SHOULDER PAVEMENT.

18. ALL WASTE MATERIAL NOT USED ON THE PROJECT SHALL BE DISPOSED OF OFF THE PROJECT IN ACCEPTABLE WASTE AREAS REVIEWED BY THE RESIDENT.
19. RESIDENTIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH 3 INCHES OF HOT MIX ASPHALT AND 12 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL.
20. COMMERCIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH 3 INCHES OF HOT MIX ASPHALT AND 12 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL.
21. GRASS ENTRANCES SHALL BE CONSTRUCTED WITH 12 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL AND 2 INCHES OF LOAM, SEEDED & MULCHED UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.
22. A 3-FOOT PAVED LIP SHALL BE PLACED AT ALL UNPAVED ENTRANCES UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.
23. THE INLETS AND OUTLETS OF ALL CULVERTS SHALL BE RIPRAPPED UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE RESIDENT.
24. WHITE PAVEMENT/CURB MARKING SHALL BE APPLIED TO ALL ISLAND TAPERED ENDS.
25. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING MAILBOXES TO ENSURE THAT THE MAIL WILL BE DELIVERABLE. PAYMENT FOR THIS WORK WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
26. 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.
27. STORM DRAIN MATERIAL SHALL MEET THE CITY OF PORTLAND TECHNICAL STANDARDS FOR STORM DRAINS AND UNDER DRAINS.
28. PROPOSED UNDERDRAIN MAY BE SHOWN OFFSET FOR CLARITY. SEE CROSS-SECTIONS FOR ACTUAL OFFSET.

TEMPORARY TRAFFIC CONTROL NOTES:

1. THE CONTRACTOR SHALL PROVIDE TEMPORARY TRAFFIC CONTROL AS NECESSARY AND PERFORM REQUIRED WORK IN A MANNER THAT WILL CAUSE MINIMAL DISRUPTION TO TRAFFIC.
2. THE CONTRACTOR SHALL SUBMIT TRAFFIC CONTROL PLANS MEETING MAINEDOT AND MUTCD STANDARDS TO THE CITY FOR APPROVAL PRIOR TO COMMENCING CONSTRUCTION ACTIVITIES.
3. ALL CONSTRUCTION/TRAFFIC CONTROL SIGNS SHALL CONFORM TO REQUIREMENTS OF MAINEDOT AND MUTCD, AND WILL BE INSTALLED PRIOR TO START OF CONSTRUCTION.
4. THE CONTRACTOR SHALL COORDINATE WITH CITY AND SCHOOL DEPARTMENTS AND LOCAL EMERGENCY SERVICES TO NOTIFY OF ROAD CLOSURE, IF REQUIRED, ONE WEEK AND 2 DAYS PRIOR.
5. THE CONTRACTOR SHALL MAINTAIN SAFE TRAFFIC OPERATIONS AT ALL TIMES DURING CONSTRUCTION.
6. THE CONTRACTOR SHALL REGULARLY REVIEW TEMPORARY CONSTRUCTION SIGNS AND ENSURE ALL ARE MAINTAINED AND IN PLACE OR ARE REPLACED IF MISSING.
7. SIGNS SHALL BE PLACED IN LOCATIONS THAT MAXIMIZED VISIBILITY. THE CONTRACTOR SHALL INSTALL SIGNS WITHIN R.O.W. AND NOT BLOCKING PRIVATE PROPERTY ACCESS.

	
STATE OF MAINE DEPARTMENT OF TRANSPORTATION 2894010 WIN 28940.10 HIGHWAY PLANS	SHEET NUMBER <div style="font-size: 2em; font-weight: bold; margin: 10px 0;">5</div> OF 49
PORTLAND SHERWOOD ST GENERAL NOTES	REVISIONS REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES
E. MARTIN SRP AG	DESIGN-DETAILED CHECKED-REVIEWED DESIGN-DETAILED REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES
DATE 3/27/2026 3/27/2026	BY SRP AG

CONSTRUCTION NOTES

ITEM 201.23 - REMOVING SINGLE TREE TOP ONLY
ITEM 201.24 - REMOVING STUMP

STA.	OFFSET	QUANTITY (EA)
SHERWOOD ST		
213+04	25.0 LT	1.0
213+37	25.0 LT	1.0
213+70	25.0 LT	1.0

ITEM 202.15 - REMOVING MANHOLE OR CATCH BASIN

STA.	OFFSET	QUANTITY (EA)
SHERWOOD ST		
214+44	13.0 LT	1.0
214+44	11.0 RT	1.0
214+54	2.5 LT	1.0

ITEM 202.203 - PAVEMENT BUTT JOINTS

STATION TO STATION	OFFSET	QUANTITY (SY)
RAISED INTERSECTION RAMP		
300+11	(APPROACH)	13.3
301+77	(APPROACH)	13.3
400+14	(APPROACH)	8.3

DRIVES			
211+40	TO 211+64	LT	5.3
211+90	TO 212+04	RT	2.4
212+23	TO 212+39	LT	2.9
212+39	TO 212+56	RT	3.8
212+75	TO 212+90	LT	5.1
212+88	TO 213+01	RT	2.0
400+20	TO 400+45	RT	5.6
400+30	TO 400+64	LT	7.2

ITEM 502.341 - STRUCTURAL CONCRETE, ROADWAY ISLAND

STATION TO STATION	OFFSET	QUANTITY (CY)
VERANDA ST		
300+17	TO 300+29 LT/RT	0.8
300+75	TO 300+93 LT/RT	1.3

ITEM 502.342 - STRUCTURAL CONCRETE, TRUCK APRON

STATION TO STATION	OFFSET	QUANTITY (CY)
SHERWOOD ST		
215+64	TO 216+00 RT	11.4

ITEM 604.18 - ADJUST CB OR MH TO GRADE

STA.	OFFSET	DESCR.	QUANTITY (EA)
VERANDA STREET			
301+72	0.3' LT	STORMDRAIN	1.0
300+97	18.8' RT	CATCH BASIN	1.0
300+95	0.5' RT	STORMDRAIN	1.0
SHERWOOD STREET			
215+60	6.1' RT	VAULT COVER	1.0
216+47	21.0' LT	VAULT COVER	1.0
216+77	4.4' RT	VAULT COVER	1.0
217+88	18.0' LT	CATCH BASIN #12	1.0
217+87	11.0' LT	CATCH BASIN #8	1.0
217+03	4.0' LT	CATCH BASIN #11	1.0
216+94	11.0' RT	CATCH BASIN #7	1.0

ITEM 607.25 - REMOVE AND RESET CHAIN LINK FENCE

STATION TO STATION	OFFSET	QUANTITY (LF)
SHERWOOD ST		
210+53	TO 210+87 RT	135.0
213+11	TO 213+81 LT	76.4

ITEM 608.07 - PLAIN CONCRETE SIDEWALK

STATION TO STATION	OFFSET	QUANTITY (SY)
215+07	TO 218+02 LT	420.9
215+07	TO 218+02 RT	168.0

ITEM 608.26 - CURB RAMP DETECTABLE WARNING FIELD

STA.	OFFSET	QUANTITY (SF)
SHERWOOD ST		
210+25	24.9 LT	14.8
210+25	22.0 RT	17.5
215+36	34.0 RT	12.4
215+80	33.7 RT	13.1
215+96	12.0 LT	30.0
215+96	16.4 RT	28.4
217+27	20.8 RT	21.1
217+76	20.9 RT	19.4
218+00	12.0 LT	15.0
218+00	12.0 RT	15.0

STA.	OFFSET	QUANTITY (EA)
VERANDA ST		
301+67	19.8 LT	16.0
301+67	19.8 RT	16.0

STA.	OFFSET	QUANTITY (EA)
W SHERWOOD ST		
400+76	14.8 RT	14.1
400+76	14.7 LT	15.1

ITEM 623.09 REMOVE AND RESET MONUMENT

STA.	OFFSET	QUANTITY (EA)
VERANDA STREET		
300+81	26.9' RT	1.0

ITEM 626.11 - PRECAST CONCRETE JUNCTION BOX

STA.	OFFSET	QUANTITY (EA)
SHERWOOD ST		
210+30	30.0 RT	1
210+35	22.0 LT	1

STA.	OFFSET	QUANTITY (EA)
VERANDA ST		
301+45	20.0 RT	1
301+45	20.0 LT	1

ITEM 626.251 - NON-MET UNDER PAVE COND (SCHED 80 PLUS)

STATION TO STATION	OFFSET	QUANTITY (LF)
SHERWOOD ST		
210+30	TO 210+35 LT/RT	50.0
VERANDA ST		
301+45	TO 301+45 LT/RT	50.0

ITEM 626.421 24-INCH FOUNDATION

STA.	OFFSET	QUANTITY (EA)
VERANDA ST		
301+01	33.9 LT	1.0
301+54	25.9 RT	1.0
301+85	22.0 LT	1.0
SHERWOOD ST		
210+50	22.5 LT	1.0
211+66	22.9 LT	1.0
212+49	19.2 LT	1.0
213+37	14.2 LT	1.0
SHERWOOD ST/COASTAL PATH		
215+23	28.5 RT	1.0
215+42	26.0 LT	1.0
215+84	43.3 RT	1.0
216+33	26.0 LT	1.0

ITEM 629.05 - HAND LABOR, STRAIGHT TIME

ITEM 631.12 - ALL-PURPOSE EXCAVATOR

AS DIRECTED BY THE RESIDENT, RELOCATE THE BENCH AT 301+67, LT. PAYMENT WILL BE MADE UNDER THE APPLICABLE EQUIPMENT RENTAL PAY ITEM.

ITEM 658.20 - ACRYLIC LATEX FINISH, GREEN

STATION TO STATION	OFFSET	AREA (SY)
215+64	TO 216+00 RT	51.4
301+55	TO 301+63 LT/RT	3.2
301+77	TO 301+98 LT/RT	9.0

ITEM 812.162 - ADJUST SEWER MANHOLE TO GRADE

STA.	OFFSET	DESCR.	QUANTITY (EA)
VERANDA STREET			
301+15	3.5' RT	SEWER MANHOLE	1.0
300+58	4.2' RT	SEWER MANHOLE	1.0
SHERWOOD STREET			
212+61	5.5' LT	SEWER MANHOLE	1.0
214+28	1.6' LT	SEWER MANHOLE	1.0

CONSTRUCT THE FOLLOWING DRIVES AND ENTRANCES

STATION TO STATION	OFFSET	TYPE	OPENING WIDTH
SHERWOOD ST			
211+40	TO 211+64	LT PAVED	23.8
211+90	TO 212+04	RT PAVED	15.1
212+23	TO 212+39	LT PAVED	16.1
212+39	TO 212+56	RT PAVED	16.9
212+75	TO 212+90	LT PAVED	18.9
212+88	TO 213+01	RT PAVED	12.7
400+20	TO 400+45	RT GRAVEL	25.0
400+30	TO 400+64	LT PAVED	32.4

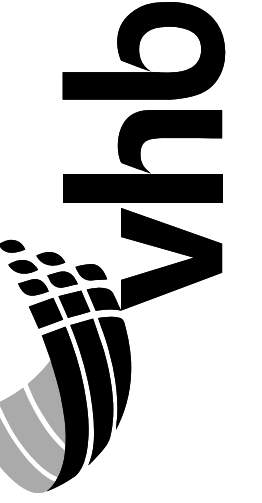
Date: 3/27/2026

Username: btomic

Division: HIGHWAY

Filename: ...006_Construction_Notes.DGN

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2894010
WIN
28940.10
HIGHWAY PLANS



PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN DETAILED	ANS	SRP	3/27/2026
CHECKED/REVIEWED	ECF	AG	3/27/2026
DESIGNS DETAILED			
DESIGNS DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PORTLAND
SHERWOOD ST
CONSTRUCTION NOTES

SHEET NUMBER

6

OF 49

Date: 3/27/2026

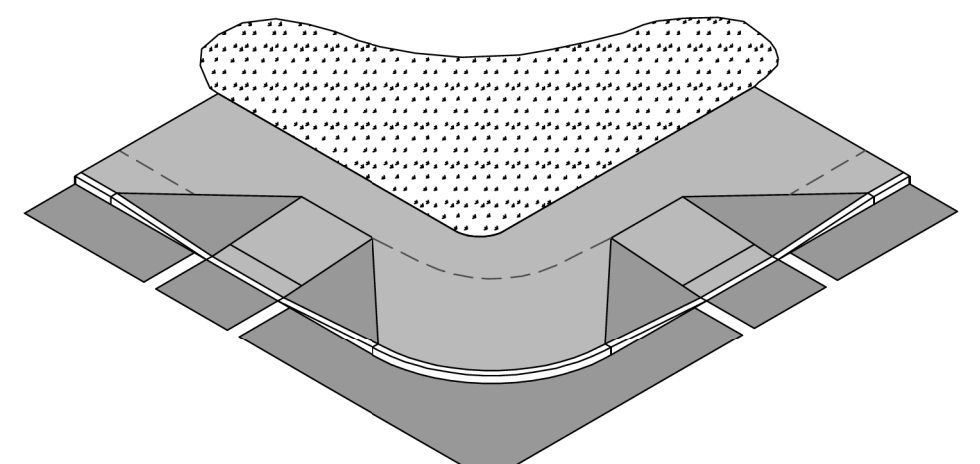
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Division: HIGHWAY

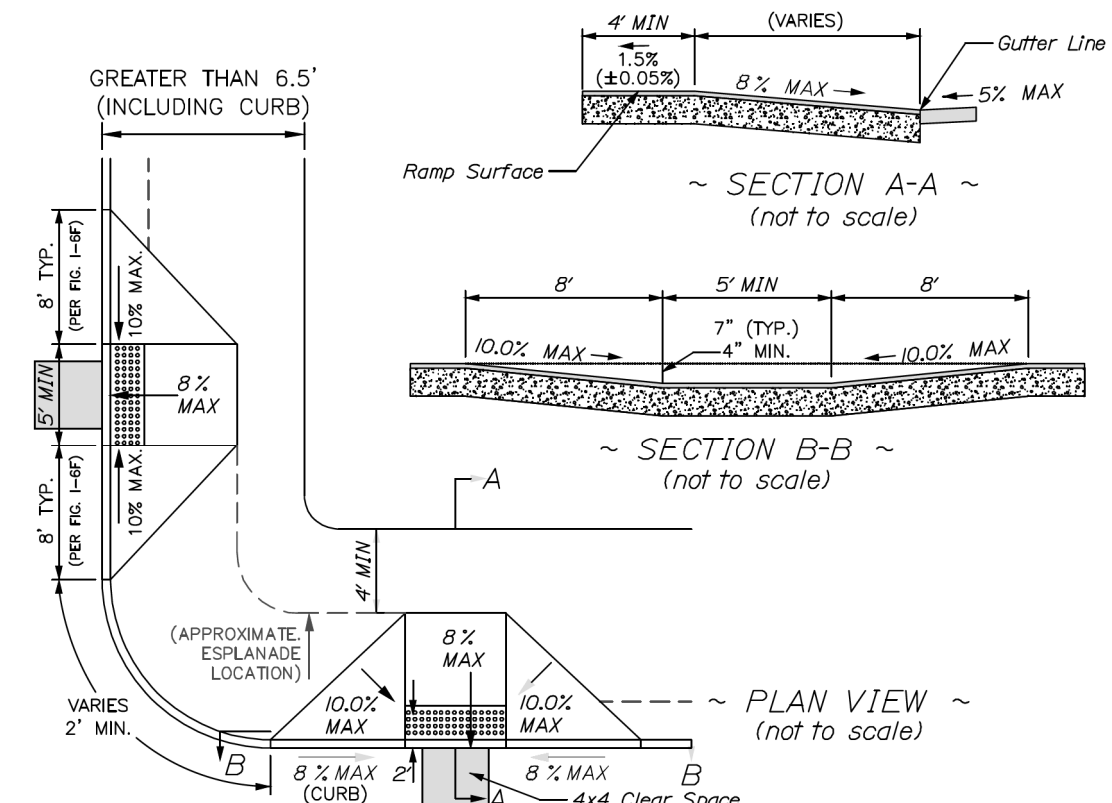
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GENERAL NOTES

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

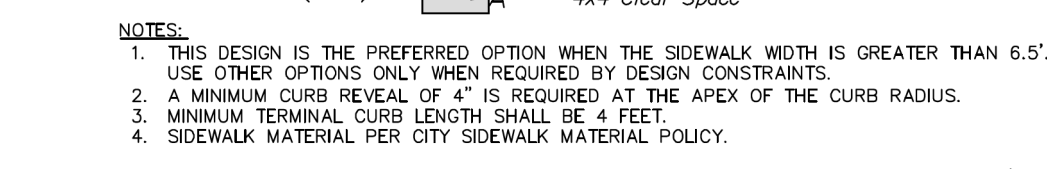


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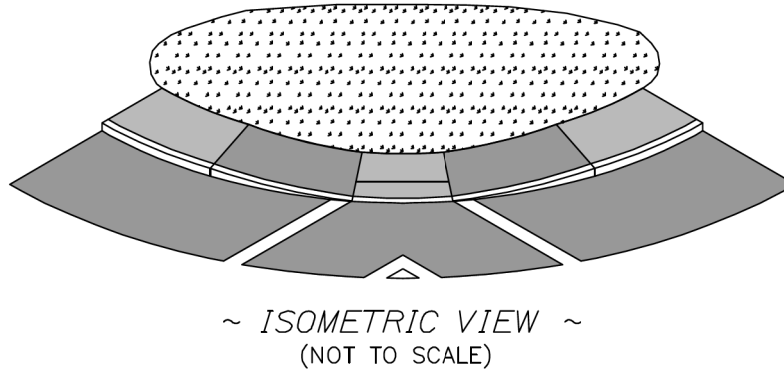
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(not to scale)

~ SECTION B-B ~
(not to scale)

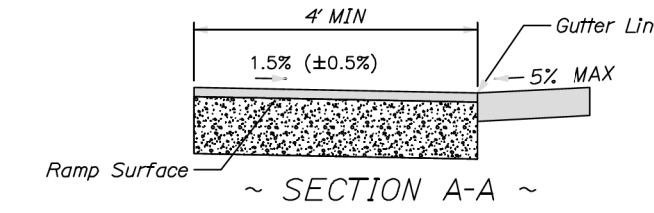


~ PLAN VIEW ~
(not to scale)

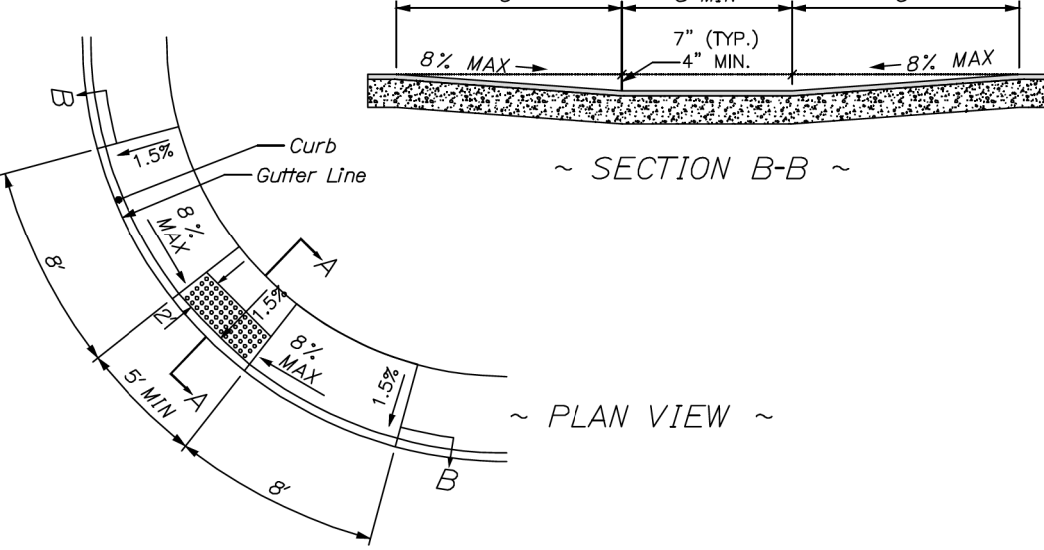
PERPENDICULAR ADA RAMP - SIDEWALK WIDTH GREATER THAN 6.5' WIDE WITH OR WITHOUT ESPLANADE
NOT TO SCALE



~ ISOMETRIC VIEW ~
(NOT TO SCALE)



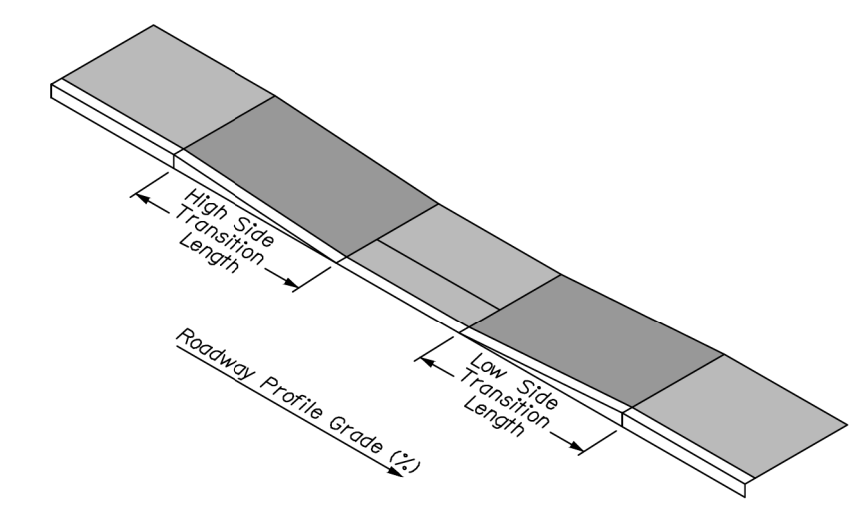
~ SECTION A-A ~



~ SECTION B-B ~

~ PLAN VIEW ~

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

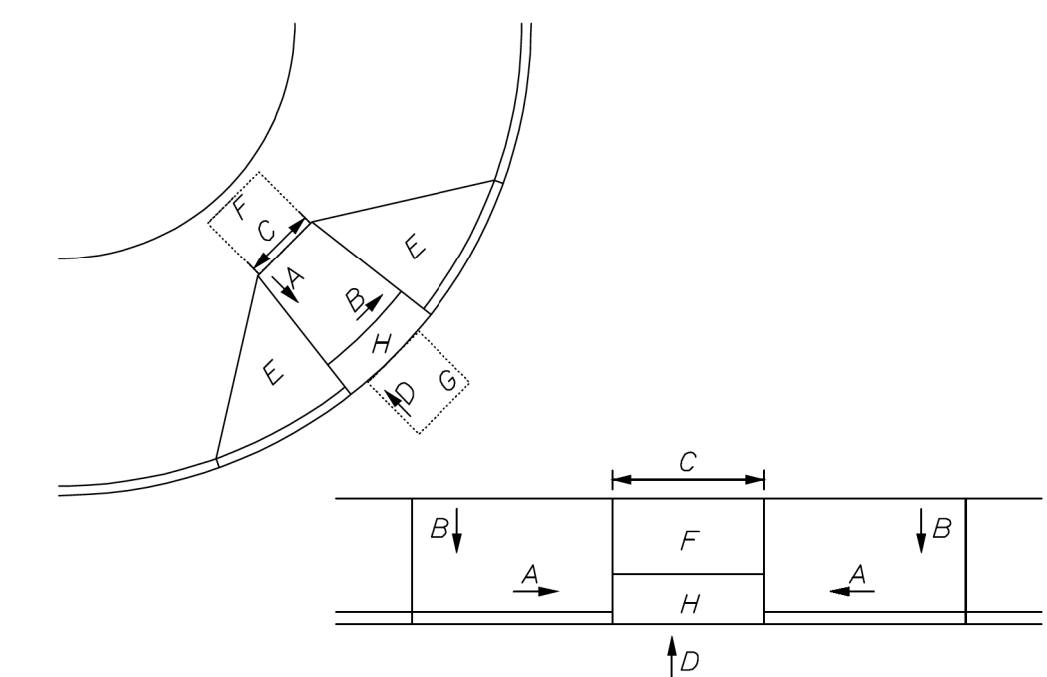


Pedestrian Ramp Length Table						
Curb Reveal (Inches)	Roadway Profile Grade	Minimum Transition Length Required (Feet)				
		7	6	5	4	3
Low Side Transition Length	-7% and Lower	4.0	4.0	4.0	4.0	4.0
	-6%	8.0	4.0	4.0	4.0	4.0
	-5%	8.0	4.0	4.0	4.0	4.0
	-4%	8.0	8.0	4.0	4.0	4.0
	-3%	8.0	8.0	4.0	4.0	4.0
	-2%	8.0	8.0	8.0	4.0	4.0
High Side Transition Length	-1%	8.0	8.0	8.0	4.0	4.0
	0%	8.0	8.0	8.0	8.0	4.0
	1%	8.0	8.0	8.0	8.0	4.0
	2%	10.0	8.0	8.0	8.0	4.0
	3%	12.0	10.0	8.0	8.0	8.0
	4%	14.0	12.0	10.0	8.0	8.0
5%	15.0	15.0	14.0	10.0	8.0	
6%	15.0	15.0	15.0	15.0	12.0	
7% and Higher	15.0	15.0	15.0	15.0	15.0	

Choose roadway profile grade by rounding up for positive grades and down for negative grades. Round to the nearest whole integer. If constraints prevent placement of the ramp length required by the table, place the maximum length possible and check the slope. If above the maximum allowable slope, consider design modifications before considering technical infeasibility.

RAMP LENGTH TABLE FOR SIDEWALK RAMPS
NOT TO SCALE

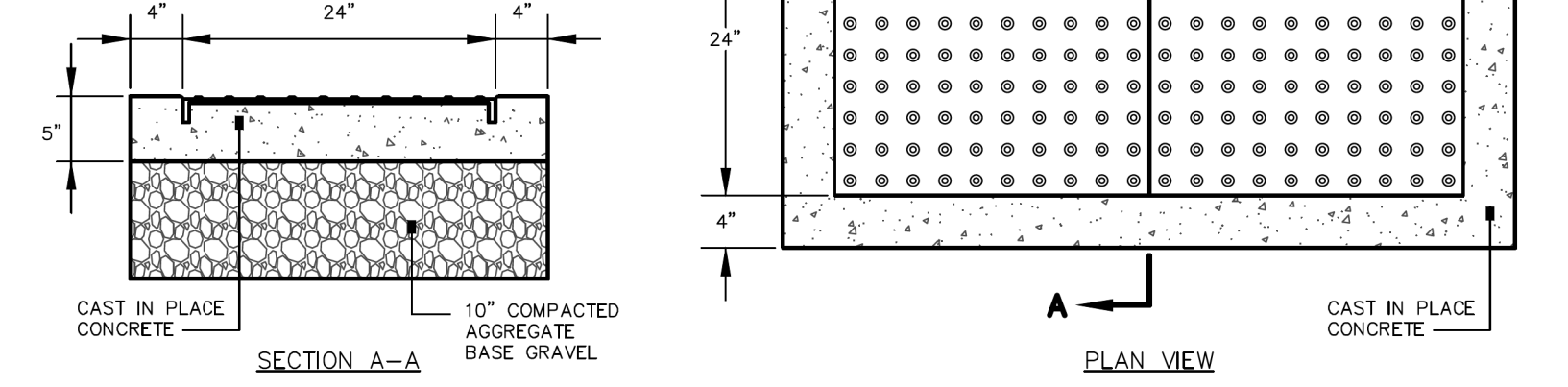
CURB RAMP REQUIREMENTS		
Running Slope	A	Max. 8.33% (1:12)
Cross Slope	B	Max. 2% (1:50) MIN. 1% <i>Ramp cross slope at street crossings without stop or signal control may match roadway profile.</i>
Clear Width	C	Min. 5 feet <i>For existing ramps only, ramp width may remain 4 feet.</i>
Counter Slope	D	Max. 5% (1:20) <i>Adjacent surface must be flush with the ramp.</i>
Flared Sides	E	Max. 10% (1:10)
Turning Space	F	4 feet by 4 feet <i>Maximum slope of 2% in any direction. May include Detectable Warnings.</i>
Clear Space	G	4 feet by 4 feet <i>Located at the bottom of the ramp outside active travel lanes.</i>
Detectable Warnings	H	Required at traffic controlled intersections and mid-block crossings, full ramp width.



PEDESTRIAN RAMP REQUIREMENTS FOR SIDEWALK RAMPS
NOT TO SCALE

NOTES:

- ALL DETECTABLE WARNING PLATES SHALL BE UNCOATED CAST IRON. FOLLOW MANUFACTURER'S INSTRUCTIONS FOR INSTALLATION.
- CAST IN PLACE CONCRETE SHALL MEET SPECIFICATIONS FOR M30 CLASS A STRUCTURAL CONCRETE, MINIMUM COMPRESSIVE STRENGTH 4,000 PSI. THE EXPOSED CONCRETE BORDER SHALL RECEIVE A UNIFORM BROOM FINISH PERPENDICULAR TO THE FLOW OF PEDESTRIAN TRAFFIC.
- TRUNCATED DOMES SHALL BE ALIGNED IN ROWS, PARALLEL AND PERPENDICULAR TO THE PREDOMINANT DIRECTION OF TRAVEL. TRUNCATED DOME BRICKS AND GRANITE PAVERS ARE NOT ALLOWED.
- SIZE: THE DETECTABLE WARNING PLATES SHALL EXTEND 24 INCHES MINIMUM IN THE DIRECTION OF TRAVEL AND THE FULL WIDTH OF THE CURB RAMP, LANDING, OR BLENDED TRANSITION TO THE STREET.
- ORIENTATION: THE DETECTABLE WARNING PANEL SHALL BE LOCATED SO THAT THE EDGE NEAREST THE CURB LINE IS 6 INCHES MINIMUM AND 8 INCHES MAXIMUM FROM THE CURB LINE. THE PANEL SHALL BE ORIENTED TO THE DIRECTION OF TRAVEL AS IDENTIFIED BY THE POINT OF EGRESS.



SIDEWALK RAMP DETECTABLE WARNING PANEL
NOT TO SCALE



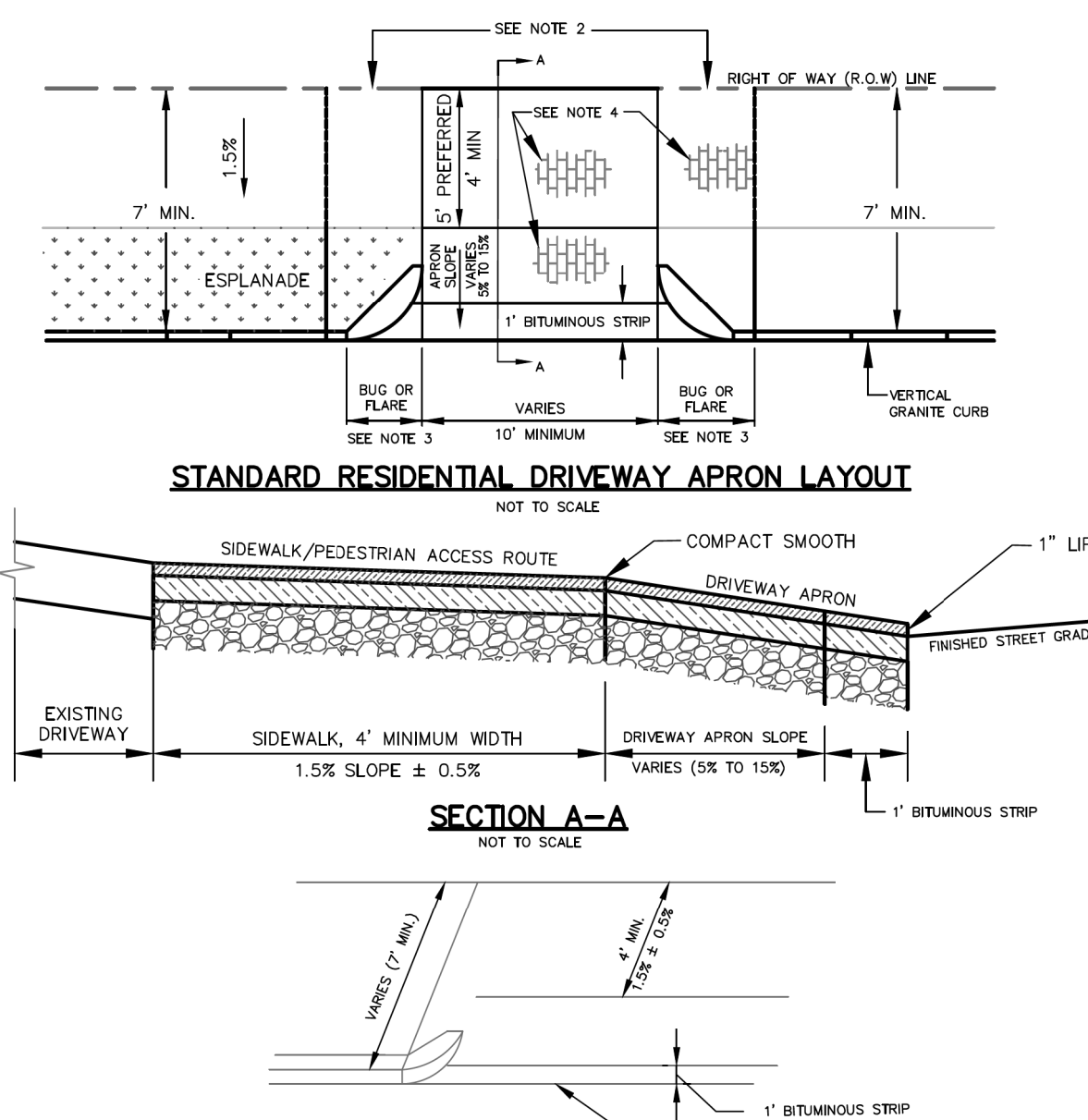
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REVISIONS 4		
FIELD CHANGES		

Date: 3/27/2026

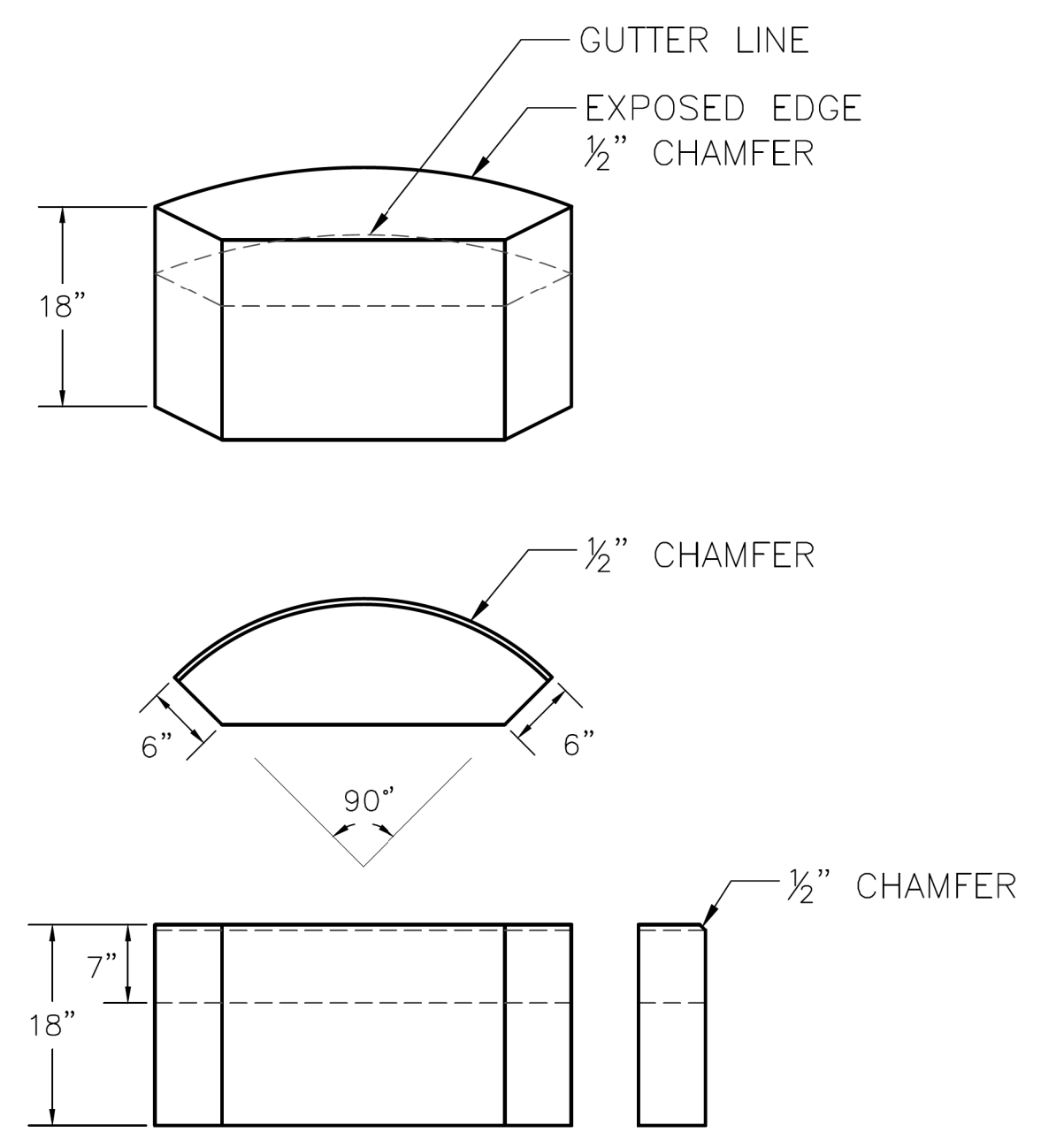
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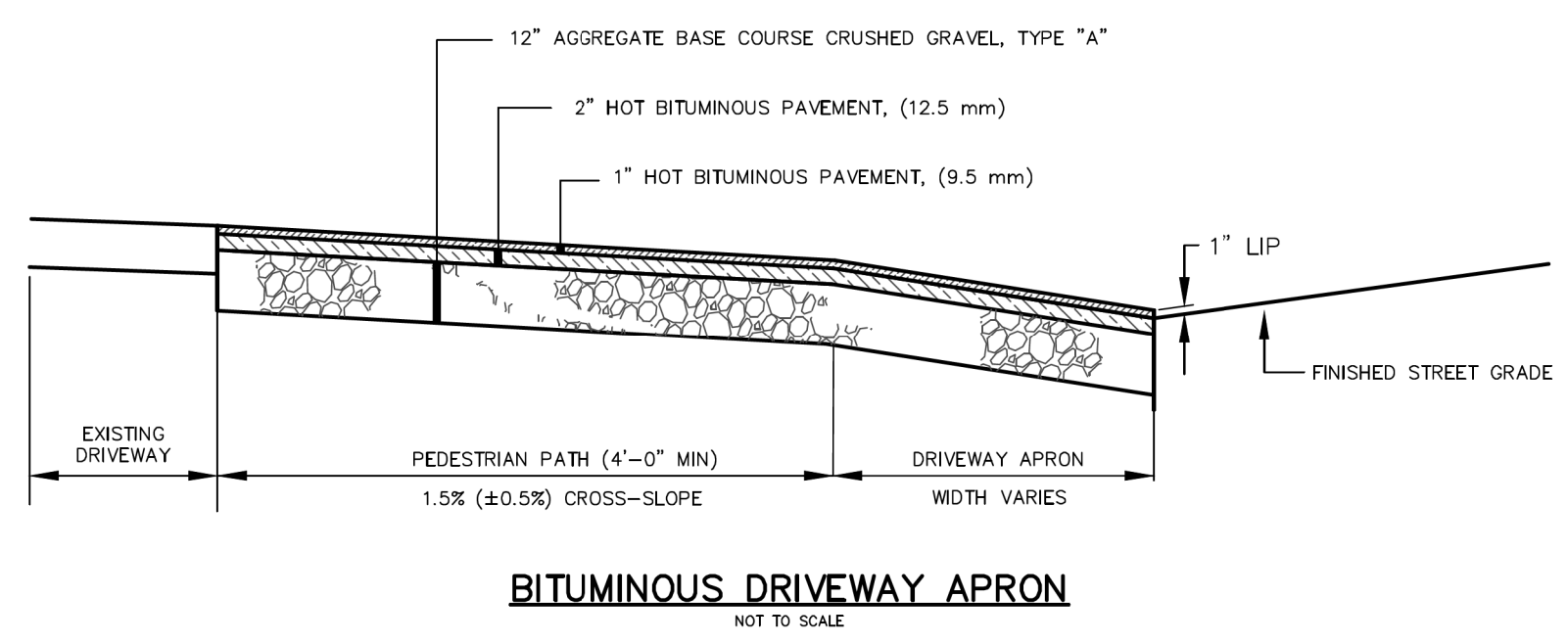
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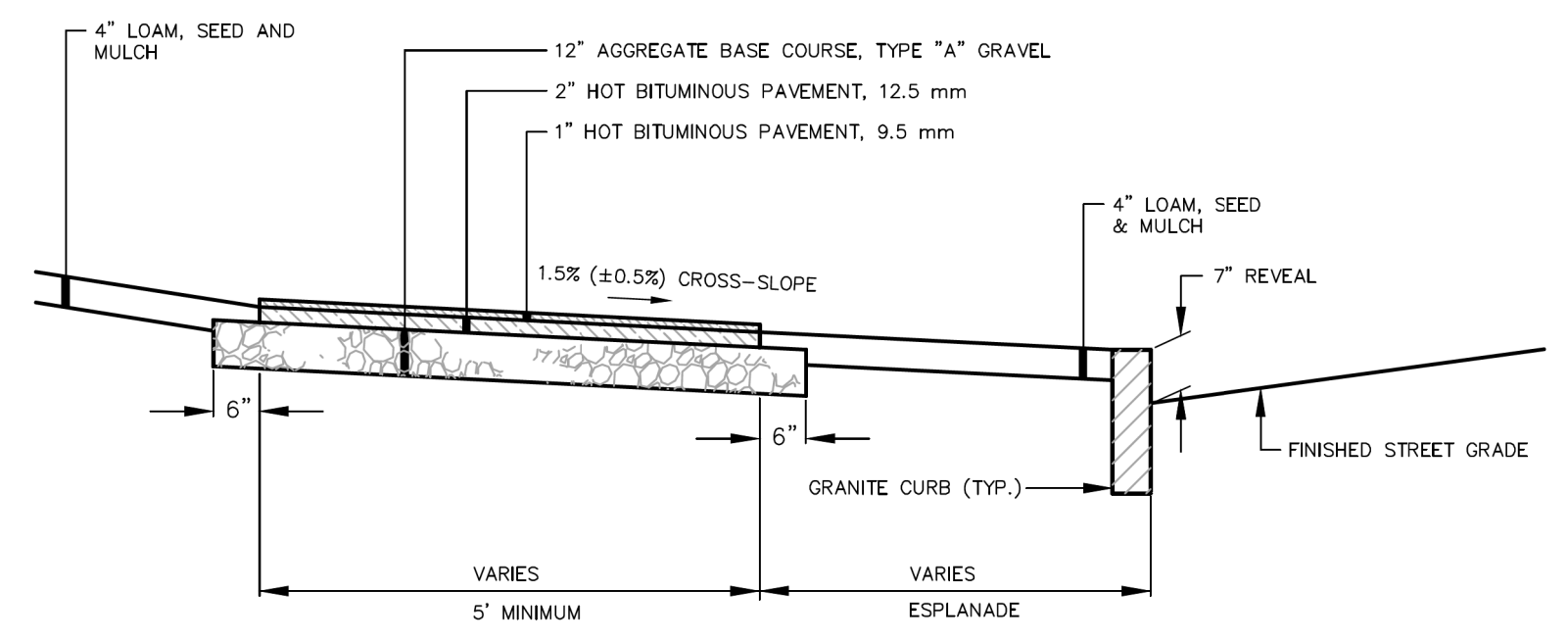
- NOTES:
1. MATCH EXISTING GRADE AT R.O.W. LINE. WHERE REQUIRED TO MEET A.D.A. AND DRIVEWAY APRON SLOPE REQUIREMENTS, A CONSTRUCTION EASEMENT MAY BE REQUIRED.
 2. IF MATCHING THE EXISTING GRADE AT ROW CAUSES APRON SLOPE TO EXCEED RECOMMENDED %, SIDEWALK TRANSITION AREAS MAY BE ADDED, BUT SHALL NOT EXCEED 8.33%.
 3. TWO-FOOT RADIUS CORNER GRANITE PIECES ("BUGS") ARE REQUIRED AT LOW-VOLUME DRIVEWAYS UNLESS OTHERWISE DIRECTED BY DPW. AT OTHER DRIVEWAYS, STANDARD FLARE/TIPDOWN TREATMENTS SHALL BE USED.
 4. ALL MATERIALS IN ROW TO COMPLY WITH CITY'S SIDEWALK & DRIVEWAY MATERIAL POLICY. BRICK IN DRIVEWAY APRONS, WHERE APPLICABLE, SHALL BE ORIENTED IN THE SAME WAY AS THE ADJACENT BRICK SIDEWALK.
 5. THIS LAYOUT MAY BE REQUIRED AT MINOR DRIVEWAYS SERVING COMMERCIAL OR INDUSTRIAL USES.



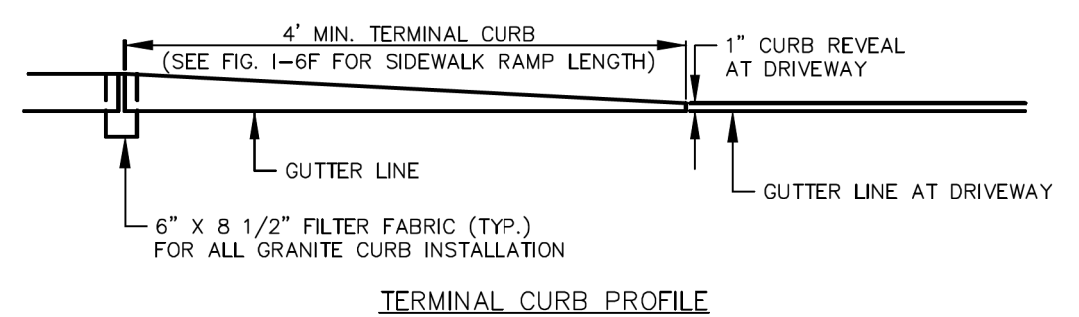
GRANITE RADIUS CORNER "BUG"
NOT TO SCALE



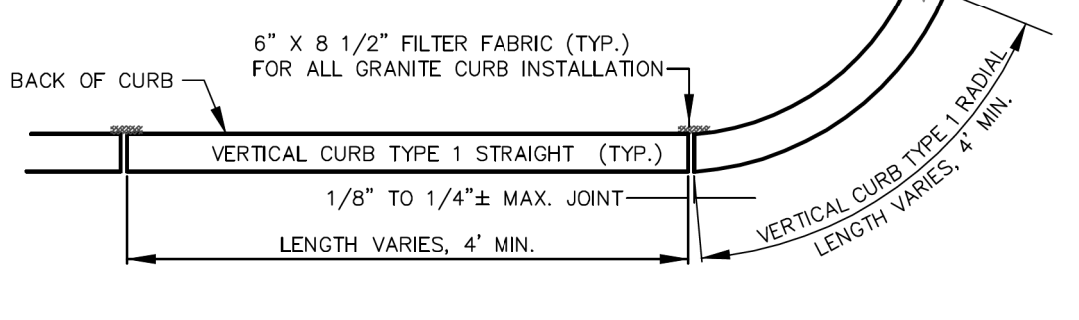
BITUMINOUS DRIVEWAY APRON
NOT TO SCALE



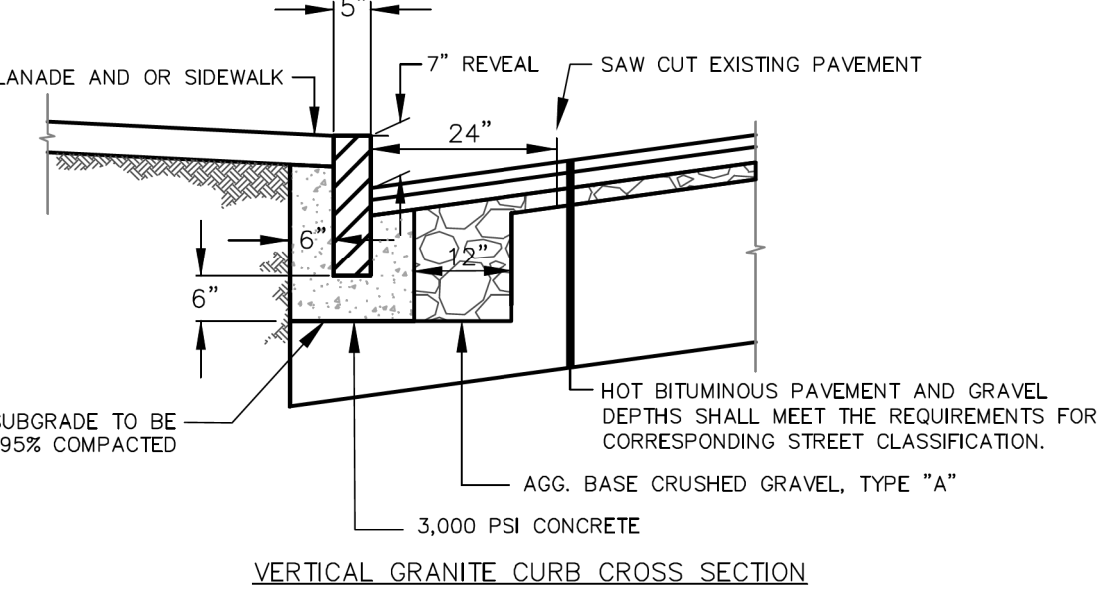
BITUMINOUS SIDEWALK
NOT TO SCALE



TERMINAL CURB PROFILE



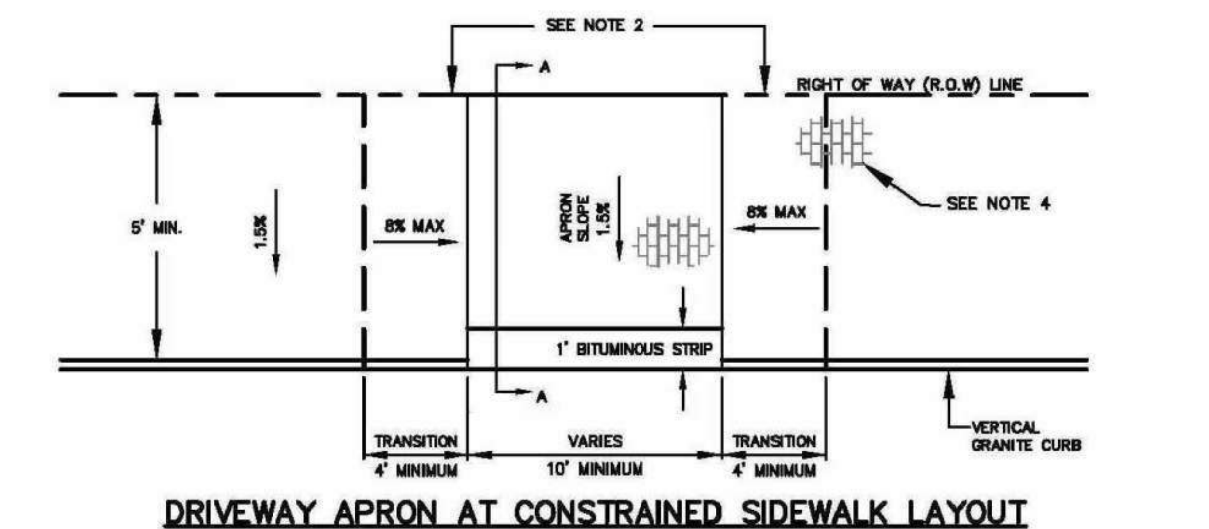
VERTICAL GRANITE CURB PLAN VIEW



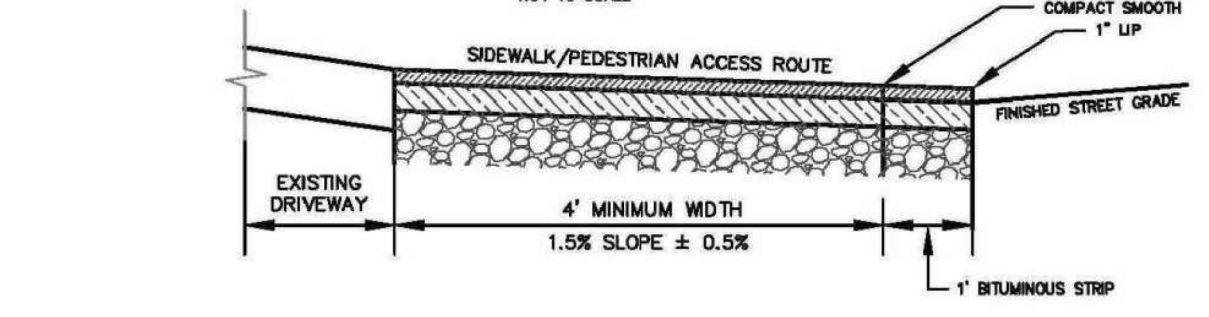
VERTICAL GRANITE CURB CROSS SECTION

- NOTES:
1. INDIVIDUAL PIECES OF CURB SHORTER THAN 4 LF. ARE NOT ALLOWED, WITH THE EXCEPTION OF RADIAL CURB.
 2. THE MINIMUM HEIGHT OF THE CONCRETE BACKING SHALL BE 10-INCHES OR TO THE BOTTOM OF THE HOT MIX ASPHALT PAVEMENT, WHICHEVER IS GREATER, MEASURED FROM THE BOTTOM OF CURB.
 3. CURBING SHALL BE SET IN A 6-INCH BED OF POURED IN PLACE 3,000 PSI CONCRETE MIX.
 4. WOODEN SHIMS MAY BE USED TO SET CURB.

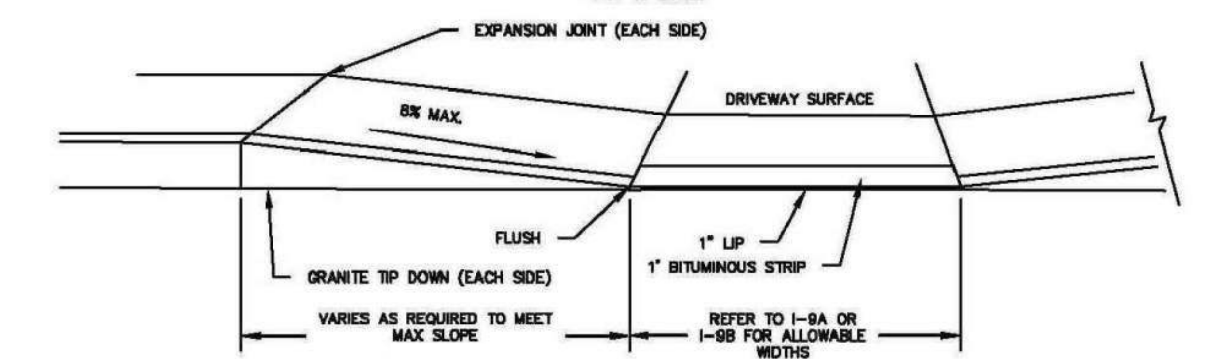
VERTICAL GRANITE CURB
NOT TO SCALE
(TYPE 1)



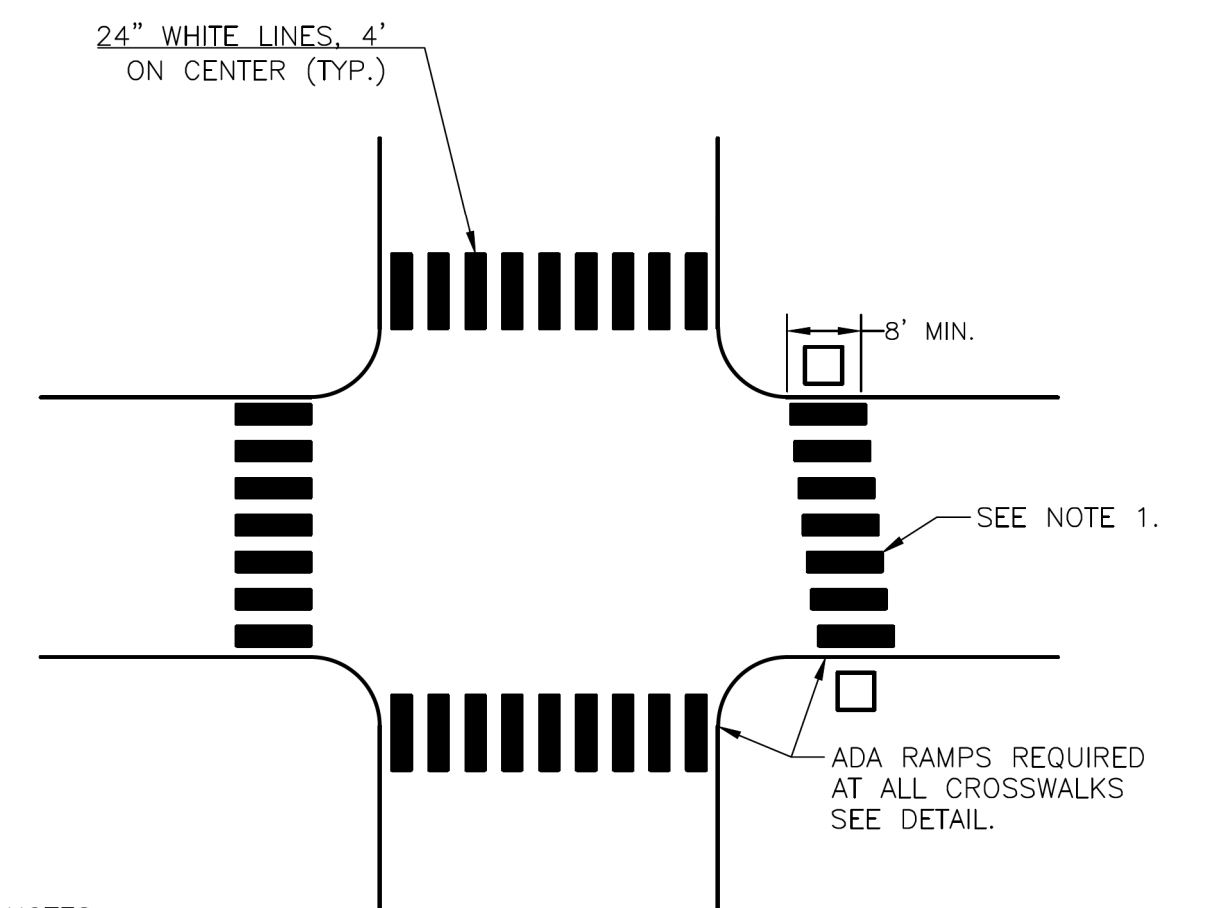
DRIVEWAY APRON AT CONSTRAINED SIDEWALK LAYOUT
NOT TO SCALE



SECTION A-A
NOT TO SCALE



- NOTES:
1. MATCH EXISTING GRADE AT R.O.W. LINE. WHERE REQUIRED TO MEET A.D.A. AND DRIVEWAY APRON SLOPE REQUIREMENTS, A CONSTRUCTION EASEMENT MAY BE REQUIRED.
 2. SIDEWALK TRANSITION SLOPE SHALL NOT EXCEED 8.33%. RAMP LENGTH SHALL ACCOMMODATE THIS CONSTRAINT UP TO 15 FOOT RAMP LENGTH OR AS OTHERWISE REQUIRED BY ADA STANDARDS.
 3. MOUNTABLE CURB (SEE DETAIL I-15) OR INCREASE IF BITUMINOUS LIP IS PREFERRED TO MAINTAIN SIDEWALK GRADE THROUGH APRON.
 4. ALL MATERIALS IN ROW TO COMPLY WITH CITY'S SIDEWALK & DRIVEWAY MATERIAL POLICY. BRICK IN DRIVEWAY APRONS, WHERE APPLICABLE, SHALL BE ORIENTED IN THE SAME WAY AS THE ADJACENT BRICK SIDEWALK.



CROSSWALK MARKINGS
NOT TO SCALE

- NOTES:
- 1.) CROSSWALK BLOCKS SHALL BE STAGGERED AND REMAIN PARALLEL TO THE ROADWAY CENTERLINE AT SKEWED CROSSING LOCATIONS.
 - 2.) CROSSWALK MARKINGS LOCATED ON ARTERIAL STREETS SHALL BE APPLIED WITH A THERMOPLASTIC MATERIAL (OR APPROVED EQUAL) MEETING ALL MANUFACTURER AND MUTCD REQUIREMENTS.
 - 3.) THE ESTABLISHMENT PERIOD FOR CROSSWALK MARKINGS SHALL BE BASED ON MANUFACTURER'S SPECIFICATIONS AND SHALL AT A MINIMUM MEET MAINE DOT STANDARD SPECIFICATION 627.07 ESTABLISHMENT PERIOD REQUIREMENTS.



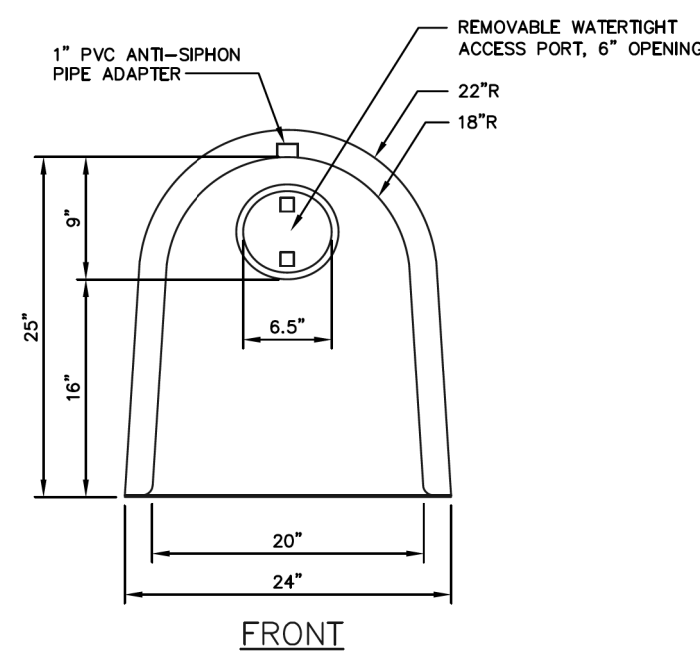
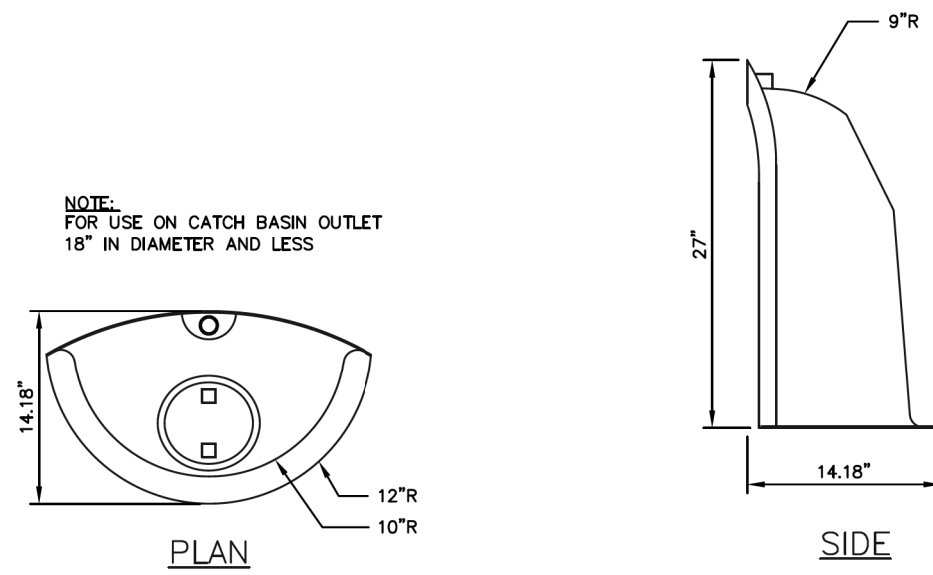
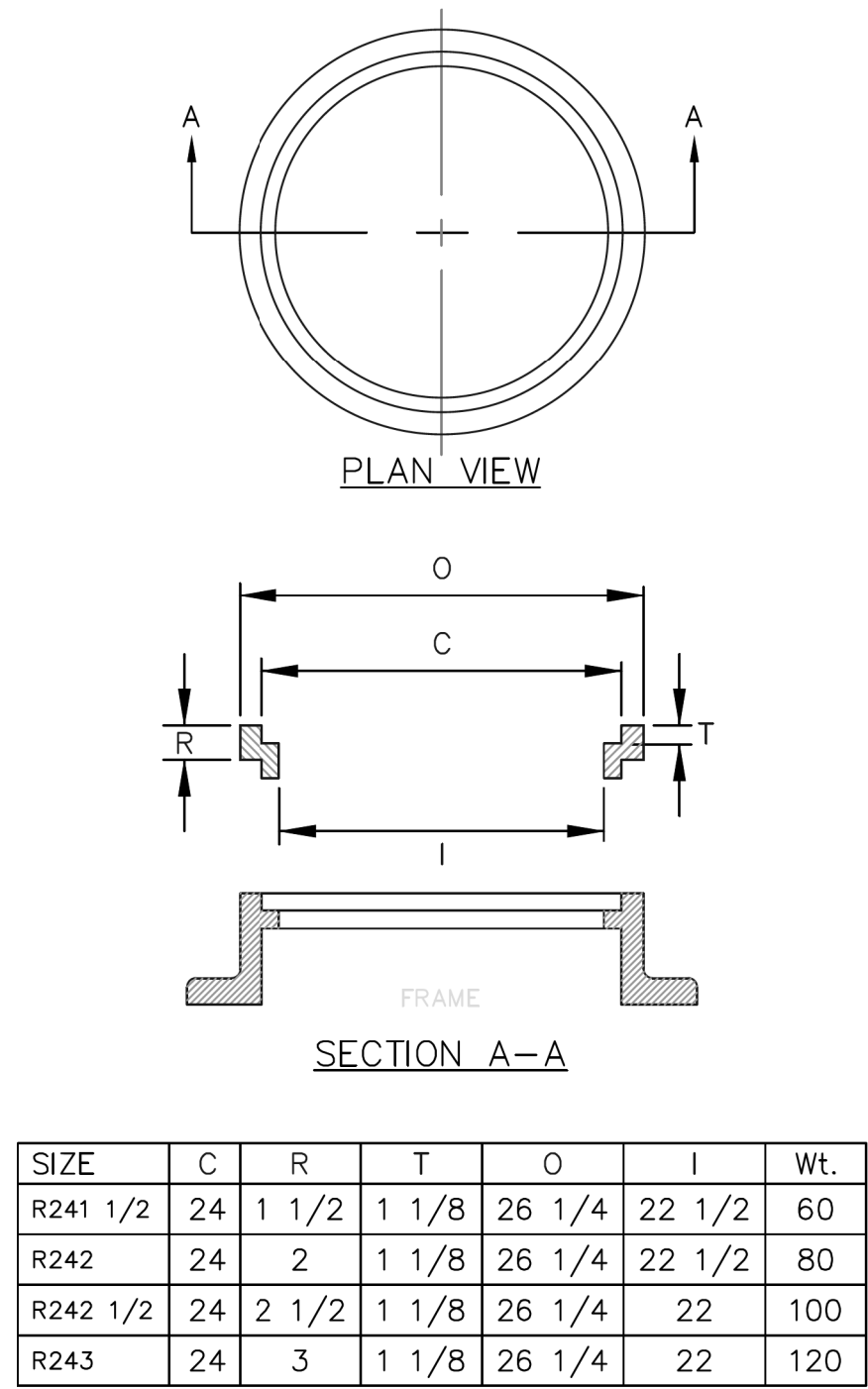
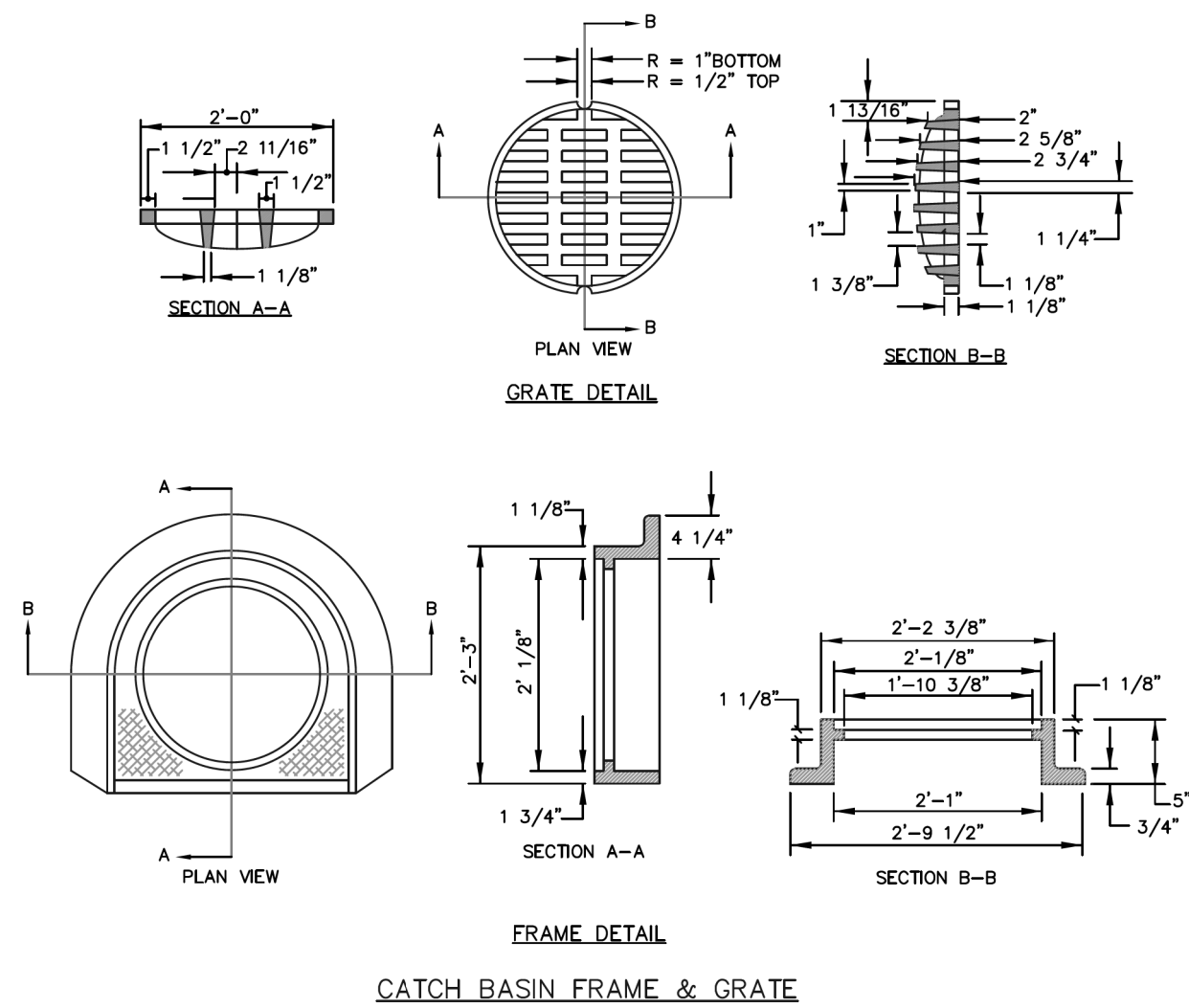
PROJ. MANAGER	DATE
E. MARTIN	5/27/2026
DESIGN-DETAILED	5/27/2026
CHECKED-REVIEWED	5/27/2026
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REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

PORTLAND
SHERWOOD ST
SPECIAL DETAILS
(2 OF 4)

- ALL CONCRETE SHALL HAVE A MINIMUM ULTIMATE COMPRESSIVE STRENGTH OF 4000 LBS. PER SQ. INCH AT THE END OF 28 DAYS, UNLESS OTHERWISE NOTED.
- MANHOLES MAY BE CONSTRUCTED OF PRECAST REINFORCED CONCRETE, OR CAST IN PLACE.
- PRECAST REINFORCED CONE BARREL MANUFACTURED PER ASTM SPEC. C-478.
- ALL PIPES ENTERING MANHOLES AND CATCH BASINS SHALL HAVE FLEXIBLE PIPE CONNECTIONS WITH STAINLESS STEEL BANDS. FILL ANY ANNUAL SPACE WITH NON SHRINK GROUT.
- ALL STORM AND SEWER MANHOLE COVERS SHALL BE SOLID
- ALL SANITARY MANHOLE COVERS SHALL HAVE "SEWER" CAST INTO THE COVER. ALL STORMWATER/DRAIN MANHOLE COVERS SHALL HAVE "DRAIN" CAST INTO THE COVER.
- SEWER BRICK SHALL CONFORM TO ASTM SPEC. DESIGNATE ON C-32-63, GRADE MA AND SA.
- INVERTS SHALL BE BUILT TO THE HEIGHT OF THE FOLLOWING AS DETERMINED BY THE LARGEST PIPE SIZE.
 - FOR PIPE SIZES 4"-12" INVERTS SHALL GO TO THE TOP OF THE PIPE.
 - FOR PIPE SIZES 15"-36" INVERTS SHALL GO TO THE SPRING LINE.
 - FOR PIPE SIZES 42"-60" INVERTS SHALL GO TO THE 1/3 OF PIPE SIZE
- ALL SANITARY MANHOLES SHALL HAVE A WATERPROOFING COATING APPLIED TO THE EXTERIOR SURFACE.
- CASTINGS SHALL CONFORM TO ASTM DESIGNATION A48-CLASS 35.
- EXISTING MANHOLES, CATCH BASINS, FRAMES, AND COVERS SHALL BE SALVAGED BY THE CONTRACTOR, AND SHALL REMAIN THE PROPERTY OF THE CITY OF PORTLAND.
- ALL CATCH BASIN OUTLETS SHALL BE INSTALLED WITH A HOOD / CASCO TRAP. SEE FIGURE 11-09.
- ALL MANHOLES AND CATCH BASINS REQUIRE BUOYANCY CALCULATIONS AND THE STRUCTURES SHALL BE MODIFIED AS NECESSARY BASED ON THOSE CALCULATIONS.

GENERAL NOTES FOR MANHOLES AND CATCH BASINS

- APPROVED CATCH BASIN FRAMES:
 - EAST JORDAN = 7375Z
 - NEENAH = R-3248
 - OR APPROVED EQUAL
- APPROVED CATCH BASIN GRATES
 - EAST JORDAN = 2440M
 - NEENAH = R-3248
 - OR APPROVED EQUAL



CATCH BASIN HOOD
NOT TO SCALE

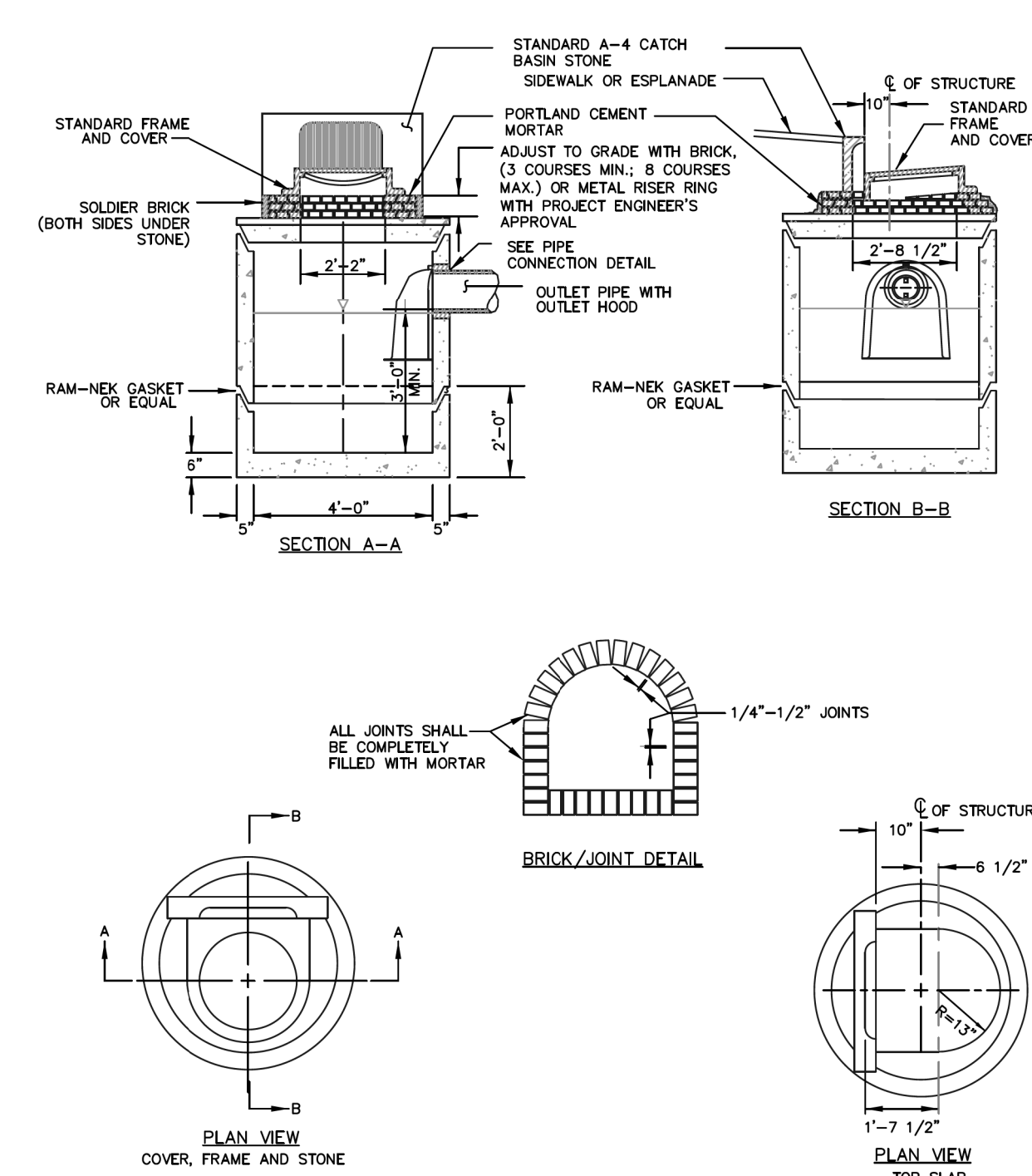
4' GRANITE HEADSTONE FOR CATCH BASIN INLET
NOT TO SCALE

4' GRANITE HEADSTONE FOR CATCH BASIN INLET
NOT TO SCALE

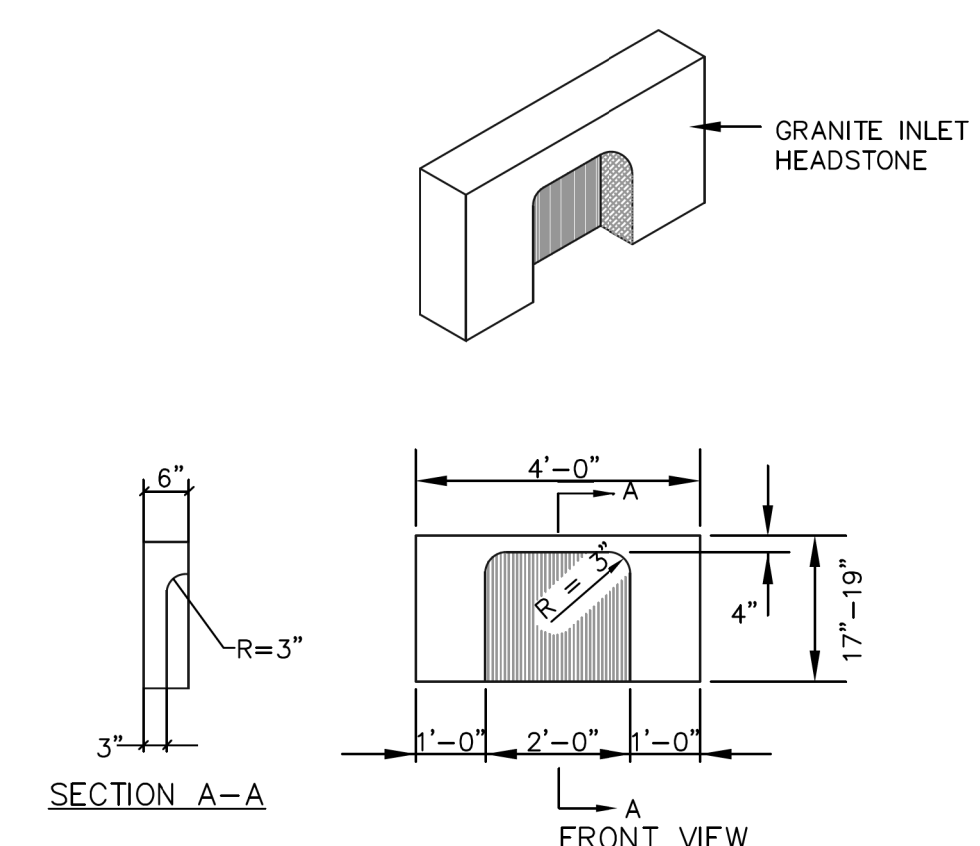
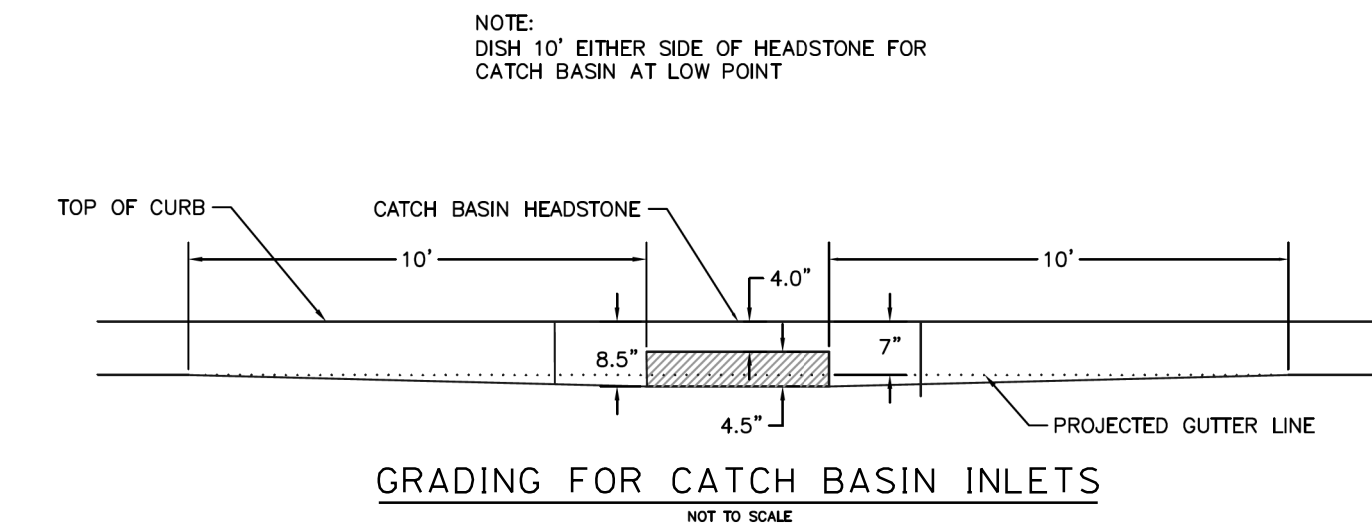
4' GRANITE HEADSTONE FOR CATCH BASIN INLET
NOT TO SCALE

4' GRANITE HEADSTONE FOR CATCH BASIN INLET
NOT TO SCALE

4' GRANITE HEADSTONE FOR CATCH BASIN INLET
NOT TO SCALE



PRECAST CONCRETE CATCH BASIN - TYPE "E"
NOT TO SCALE



4' GRANITE HEADSTONE FOR CATCH BASIN INLET
NOT TO SCALE

4' GRANITE HEADSTONE FOR CATCH BASIN INLET
NOT TO SCALE

4' GRANITE HEADSTONE FOR CATCH BASIN INLET
NOT TO SCALE



PROJ. MANAGER	DATE	BY	DATE
E. MARTIN	3/27/2026	SRP	3/27/2026
DESIGN DETAILED	3/27/2026	AG	3/27/2026
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DESIGN DETAILED			
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REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PORTLAND
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SPECIAL DETAILS
(3 OF 4)

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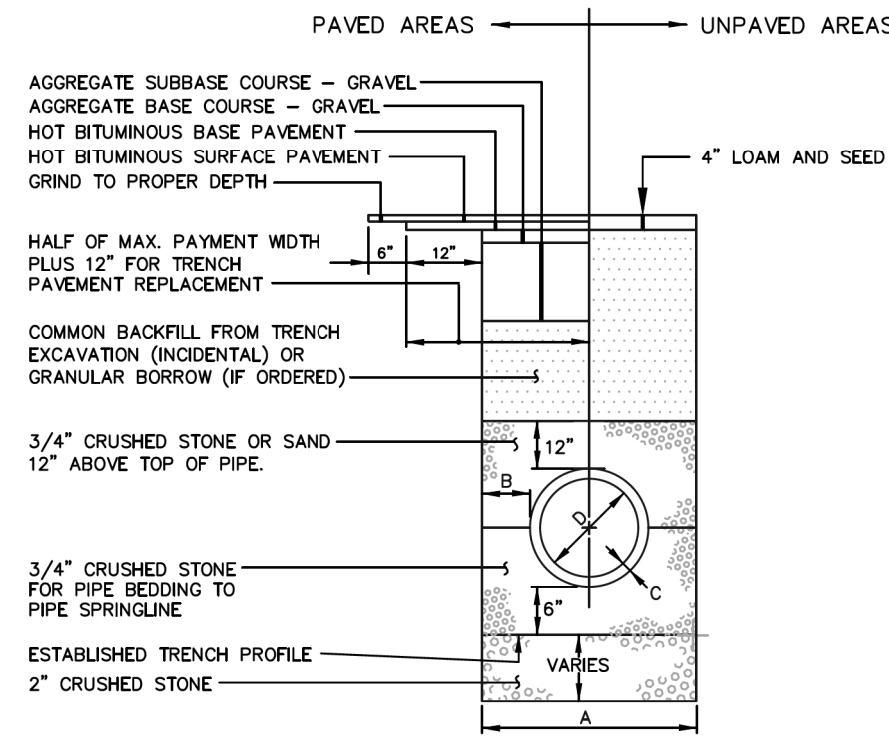
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Division: HIGHWAY

Username: btlomic

Date: 3/27/2026

NOTES:
 DEPTH OF BITUMINOUS PAVEMENT AND AGGREGATE COURSES SHALL BE DETERMINED BY STREET CLASSIFICATION.
 ANY ALTERNATE TRENCHING OR PAYMENT METHODS SHALL BE APPROVED IN ADVANCE BY THE CITY OF PORTLAND, DEPARTMENT OF PUBLIC SERVICES.

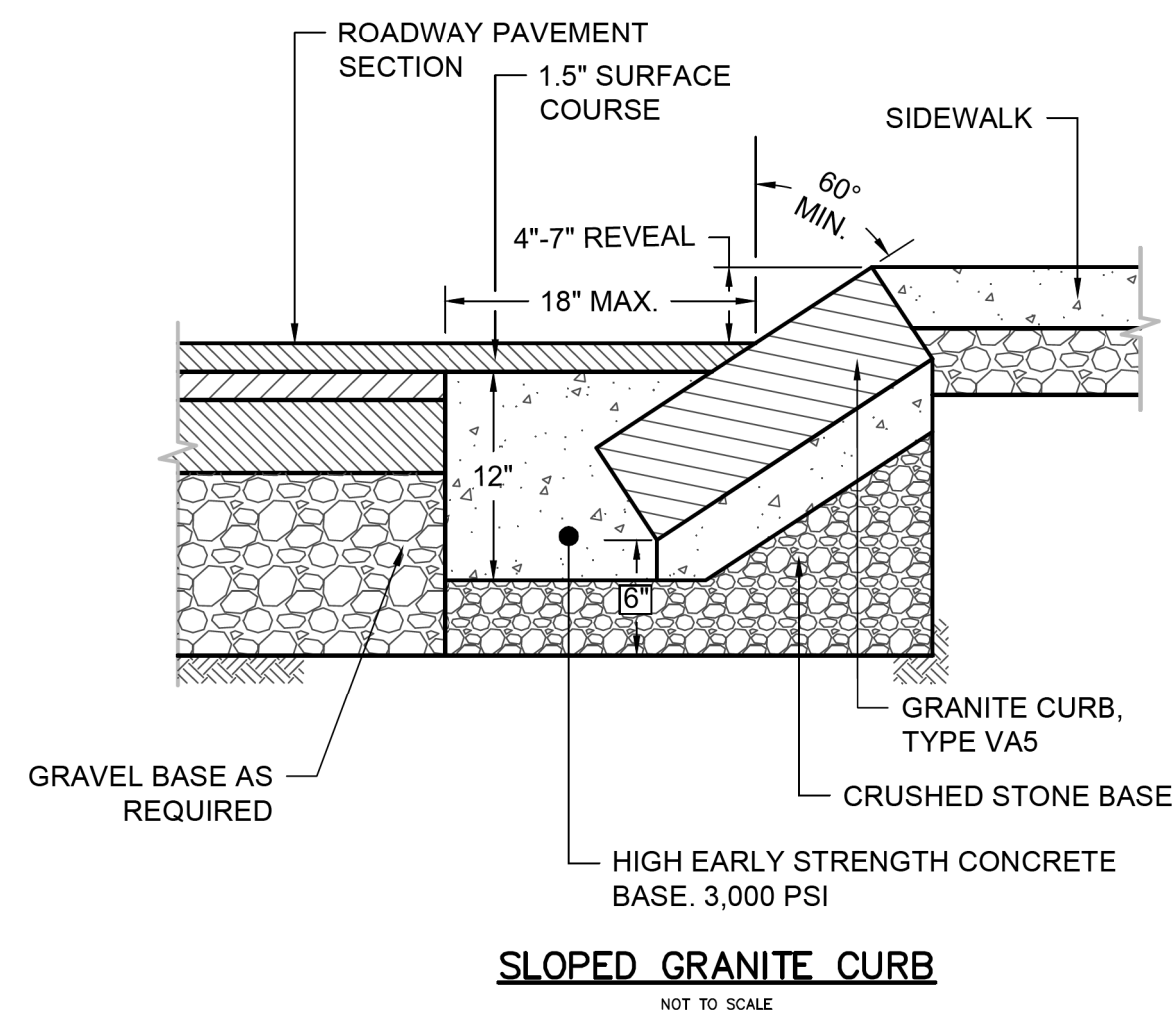


NOTES

- ALTERNATIVE CONSTRUCTION METHODS OR PAYMENT METHODS SHALL BE APPROVED IN ADVANCE BY THE CITY.
- IN PAVED AREAS, DEPTHS OF GRAVEL AND HOT MIX ASPHALT PAVEMENT SHALL MATCH THE GREATER OF EXISTING CONDITIONS OR THE REQUIREMENTS FOR THE CORRESPONDING STREET CLASSIFICATION.
- DIMENSION B SHALL BE SUFFICIENT TO ALLOW CRUSHED STONE BEDDING TO BE PLACED AND COMPACTED UNDER THE HAUNCHES OF THE PIPE; BUT IN ALL CASES DIMENSION B SHALL BE AT LEAST 9".
- DIMENSION A IS THE MAXIMUM WIDTH ALLOWED FOR CALCULATING PAY QUANTITIES UNDER GRANULAR BORROW, CRUSHED STONE, STRUCTURAL EARTH EXCAVATION, AND STRUCTURAL ROCK EXCAVATION. DIMENSION A SHALL BE BASED ON PIPE DIAMETER D, AS SET FORTH IN THE FOLLOWING TABLE.

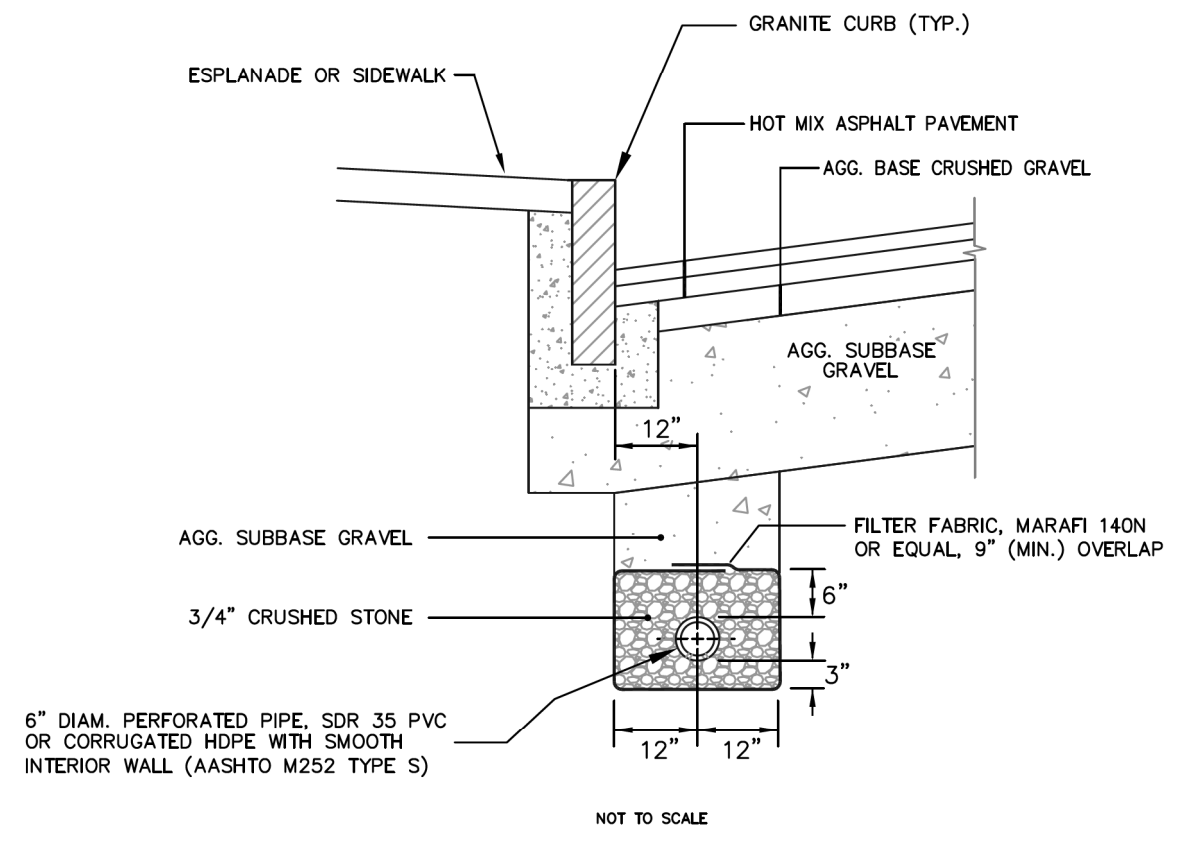
PIPE DIAMETER, D (INCHES)	MAX. TRENCH WIDTH, A (FEET)
4	4.0
6	4.0
8	4.0
10	5.0
12	5.0
15	5.0
18	5.0
21	5.0
24	5.0
27	5.0
30	5.0
36	6.0
42	7.0
48	7.0

TYPICAL PIPE TRENCH INSTALLATION NOT TO SCALE



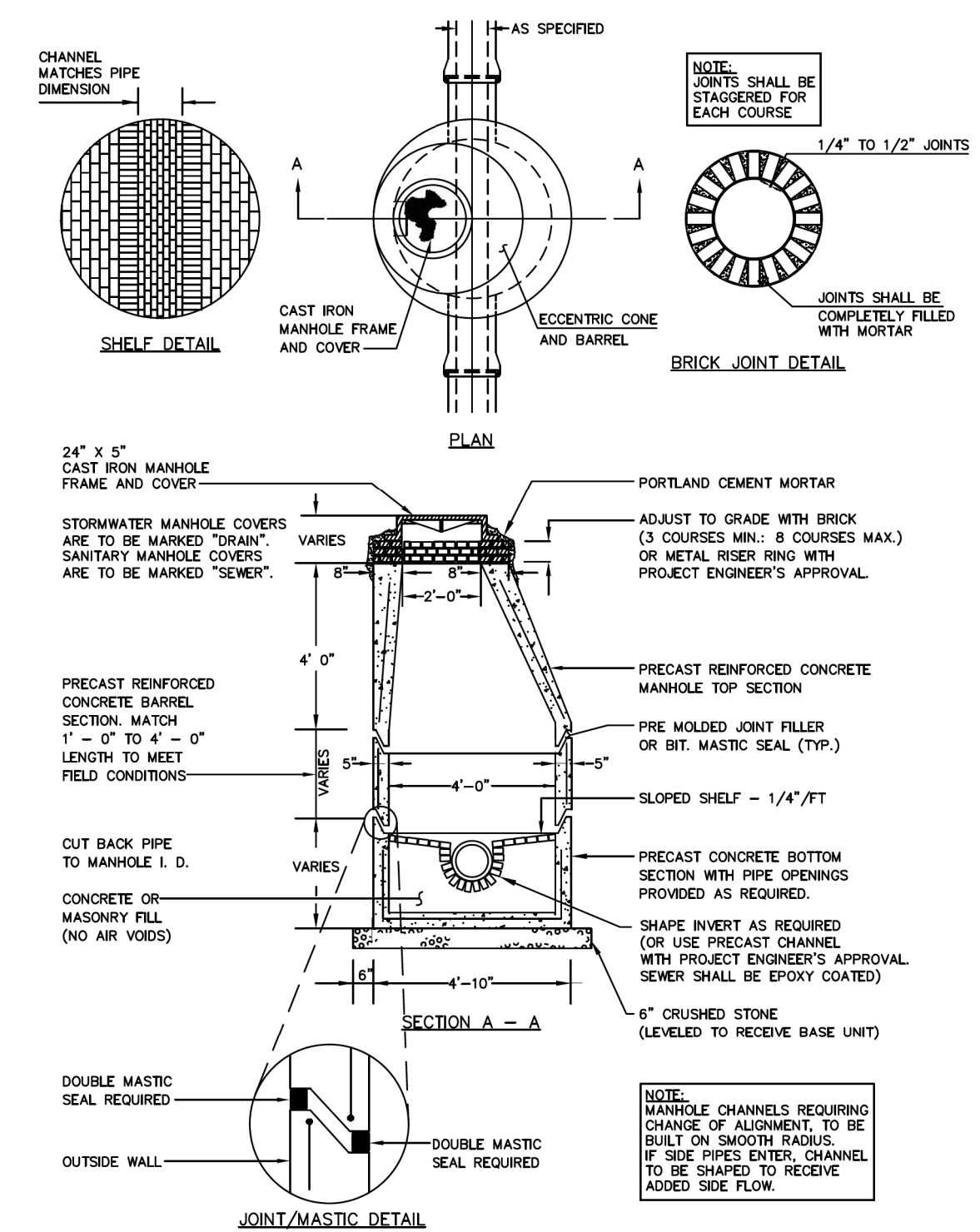
SLOPED GRANITE CURB NOT TO SCALE

TYPE "B" UNDERDRAIN INSTALLATION ALTERNATIVE A



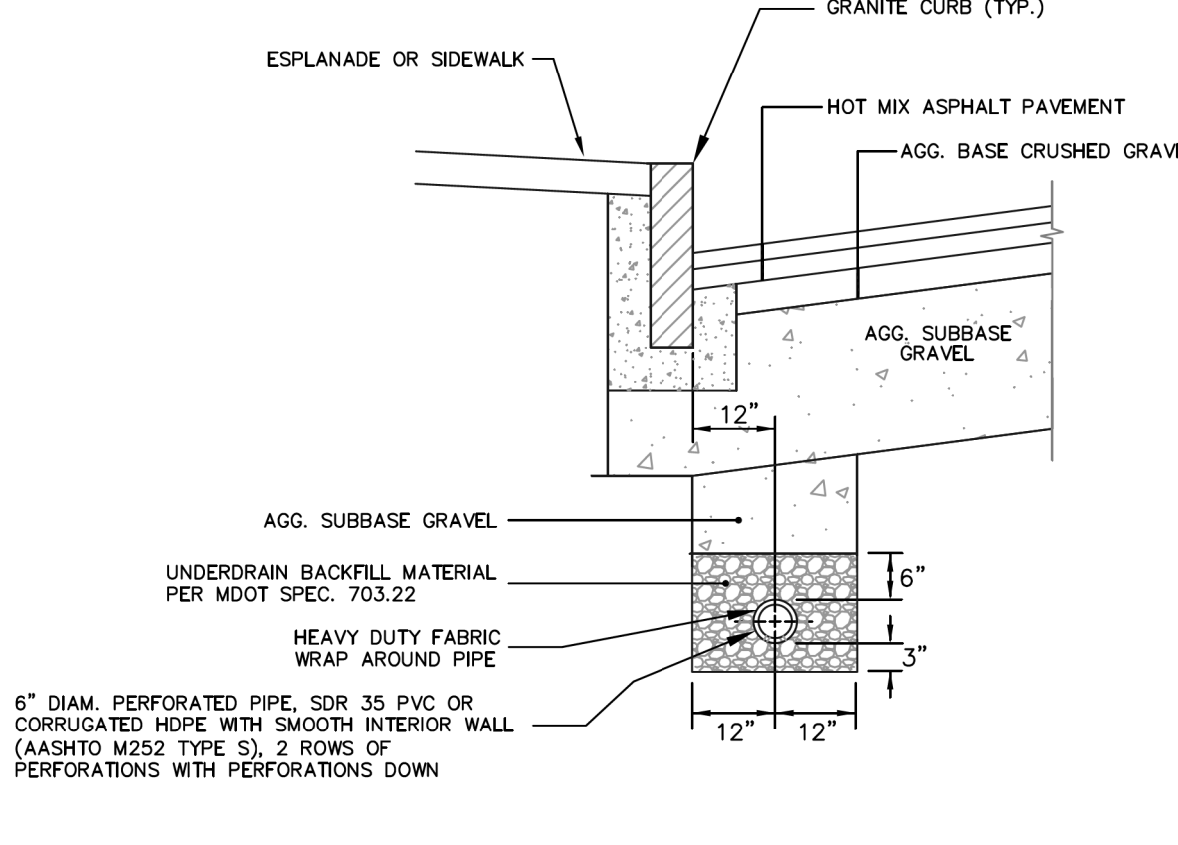
- 6" DIAM. PERFORATED PIPE, SDR 35 PVC OR CORRUGATED HDPE WITH SMOOTH INTERIOR WALL (AASHTO M252 TYPE S)
- NOTES
- UNDERDRAIN PIPE INVERT ELEVATIONS SHALL BE AT LEAST 42 INCHES BELOW GUTTER GRADES.
 - PERFORATIONS IN UNDERDRAIN PIPE SHALL BE ORIENTED DOWN.

PRECAST CONCRETE MANHOLE NOT TO SCALE



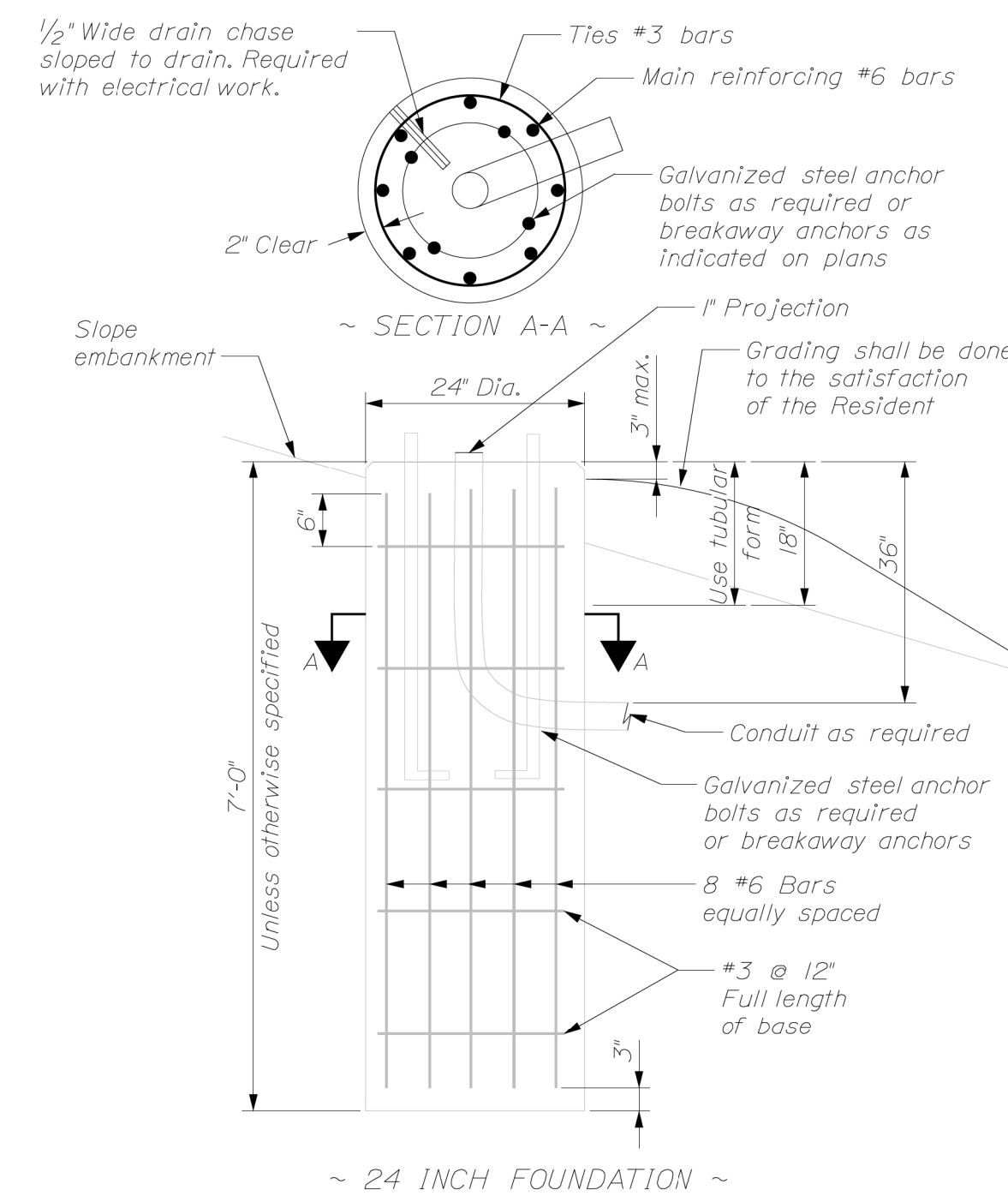
PRECAST CONCRETE MANHOLE NOT TO SCALE

TYPE "B" UNDERDRAIN INSTALLATION ALTERNATIVE B



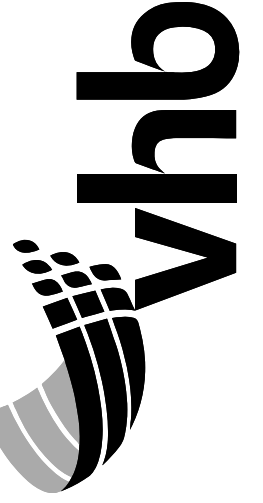
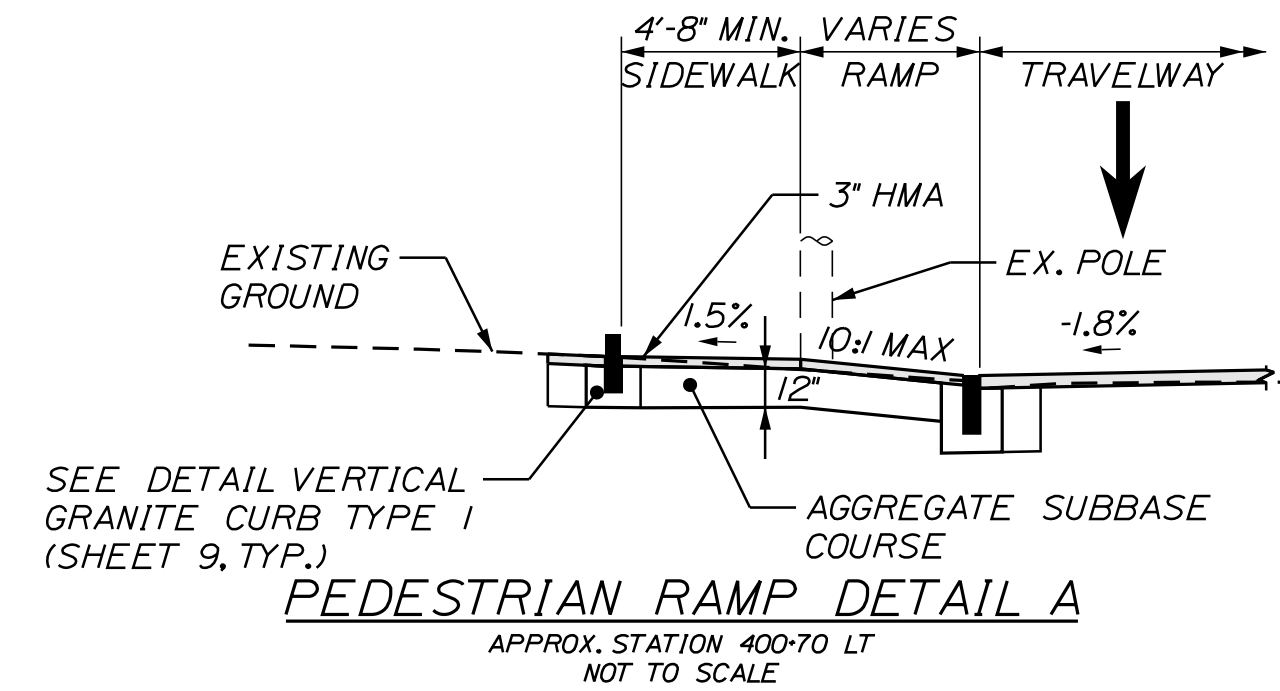
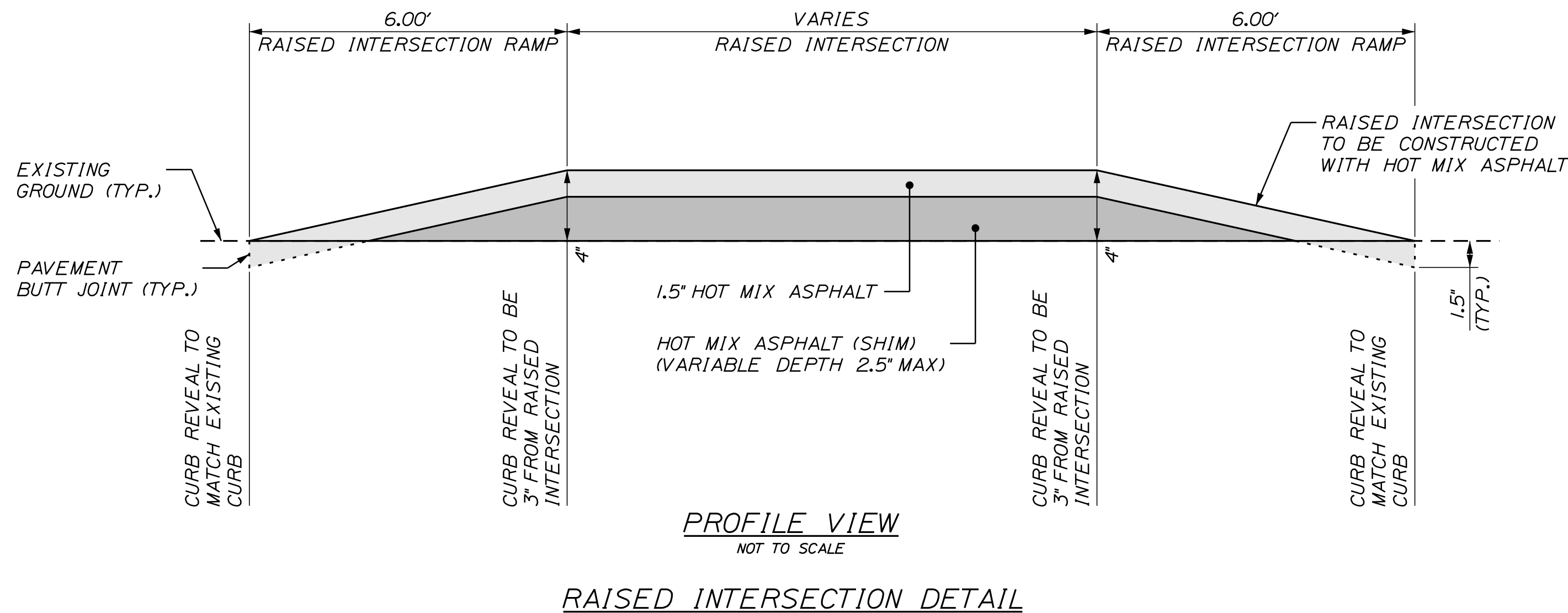
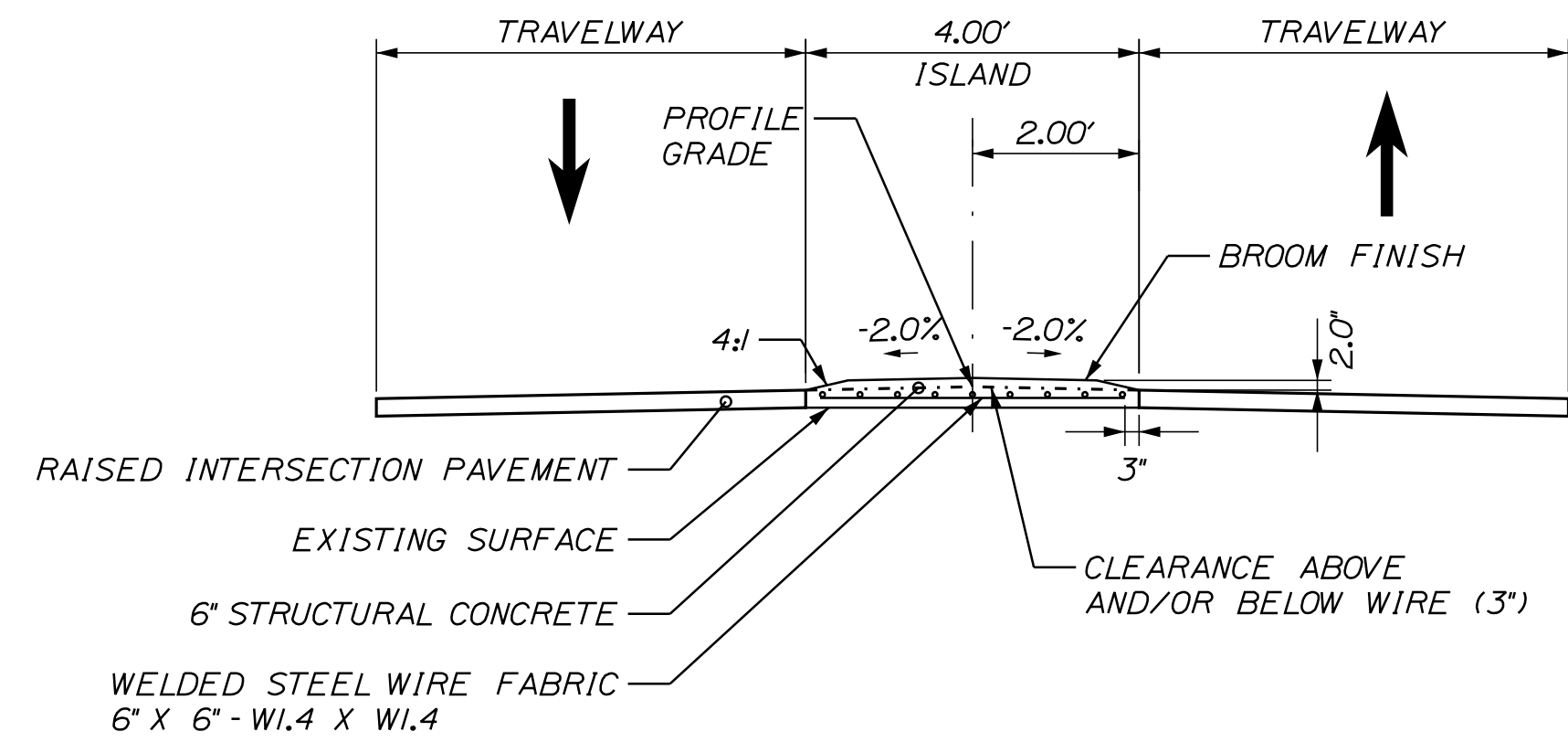
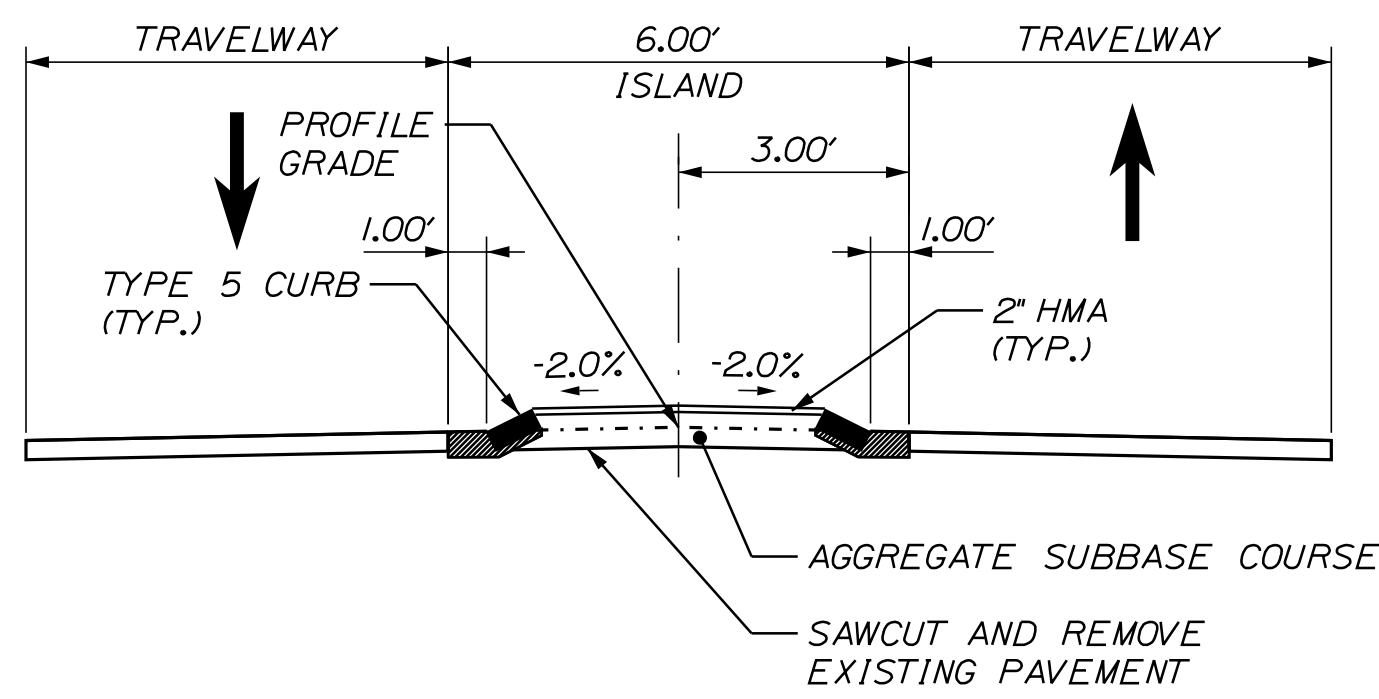
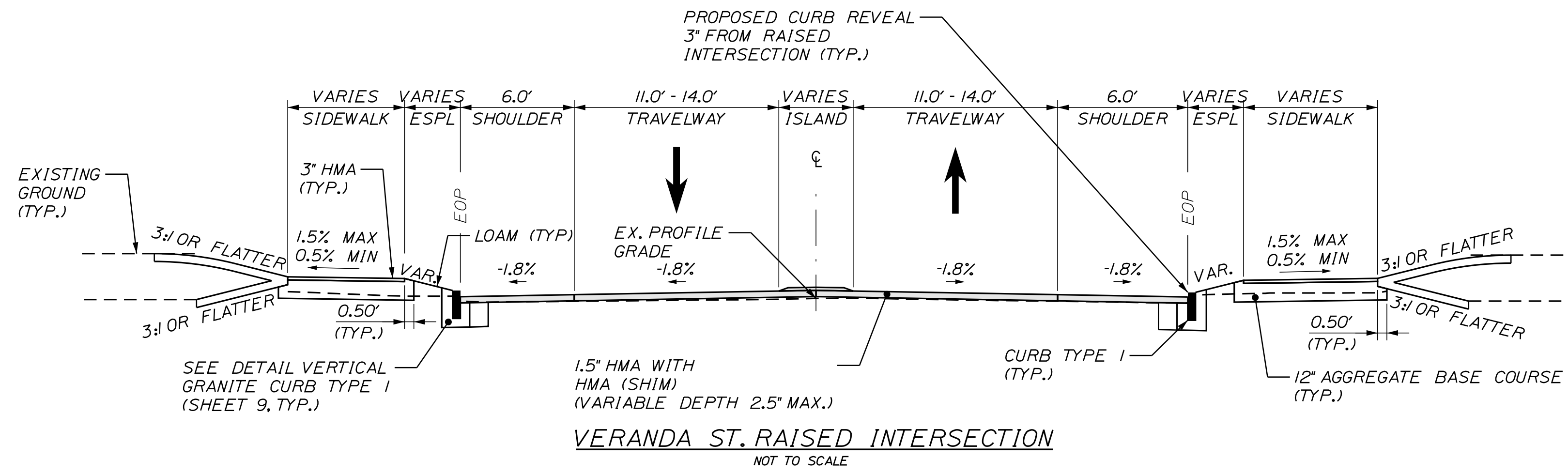
- 6" DIAM. PERFORATED PIPE, SDR 35 PVC OR CORRUGATED HDPE WITH SMOOTH INTERIOR WALL (AASHTO M252 TYPE S), 2 ROWS OF PERFORATIONS WITH PERFORATIONS DOWN
- NOTES
- UNDERDRAIN PIPE INVERT ELEVATIONS SHALL BE AT LEAST 42 INCHES BELOW GUTTER GRADES.
 - PERFORATIONS IN UNDERDRAIN PIPE SHALL BE ORIENTED DOWN. THE PIPE SHALL BE FURNISHED WITH A HEAVY DUTY FABRIC WRAP, SUCH AS "FILTER SOCK" BY ADS.

FOUNDATIONS FOR TRAFFIC SIGNALS, HIGHWAY SIGNING AND LIGHTING



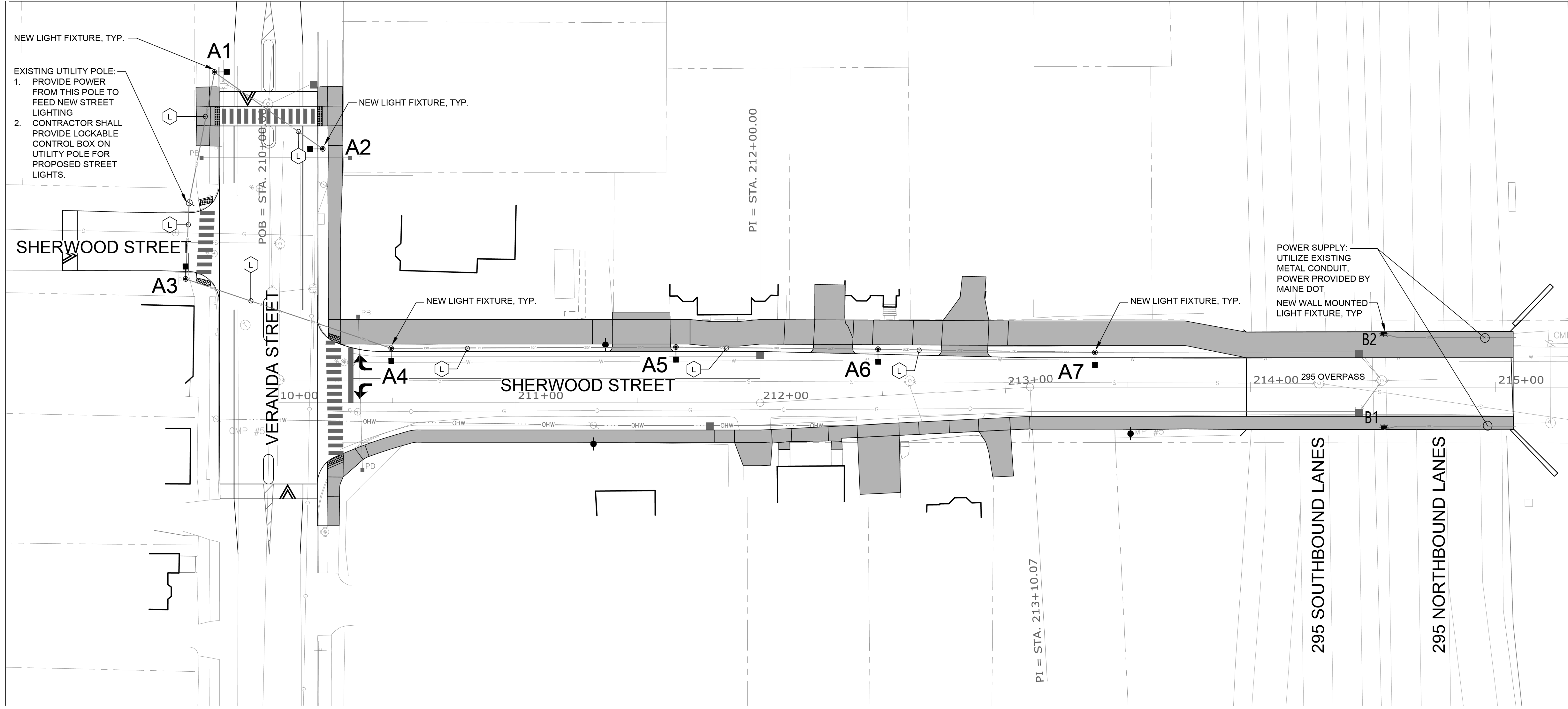
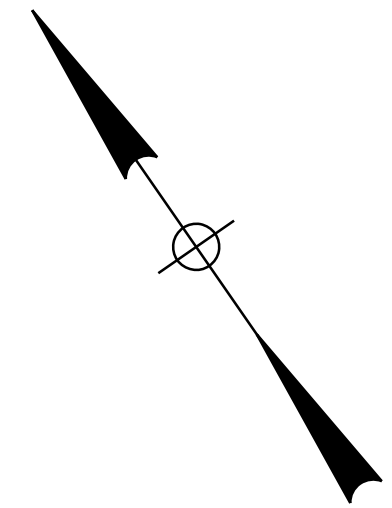
PROJ. MANAGER	DATE	BY
E. MARTIN	3/27/2026	SRP
	5/27/2026	AG

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



PROJ. MANAGER	DATE	BY	DATE
E. MARTIN	3/27/2026	SRP	3/27/2026
DESIGN-DETAILED	LAIS	AG	3/27/2026
CHECKED-REVIEWED	ECF		
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PORTLAND
SHERWOOD ST
VERANDA STREET
TYPICAL SECTIONS & DETAILS

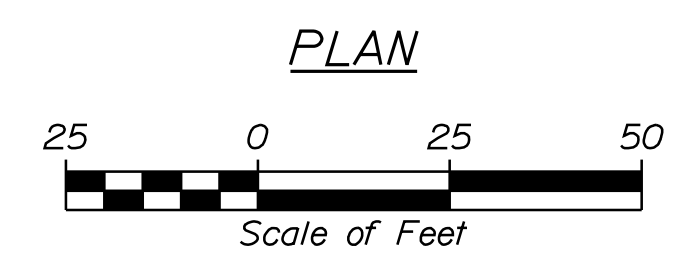


FIXTURE AND POLE SPECIFICATIONS

<p>Fixture A Manufacturer: CREE Lighting Fixture: Guideway Series - GWYS Size: M (Medium) Optics: 3M Mounting: 1 (Single) Lumen Package: 10L - 10,000 Color Temperature: 3,000K Finish: Gray Mounting Height: 25-feet</p>	<p>Fixture B Manufacturer: BEACON Fixture: VIPER Wall Series: VPW2 - Viper Wall 2 # LEDs - Wattage: 18L - 50 - 6,000 Lumens, Strike Optics CCT/CRI: 3K7 - 3000K, 70 CRI Distribution: 3 - IES TYPE 3 Voltage: UNV - 120 - 277V Color: BLT - Black Matte Textured Mounting Height: +/-10-12'</p>
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Notes:
 1. Refer to project light fixture specifications for additional information.

CONDUIT SCHEDULE		CONDUIT LABEL
KEY	CONDUIT SIZE	
L	1 1/2"	



PROJ. MANAGER	DATE	BY
E. MARTIN	3/27/2026	SRP
	3/27/2026	AG

PORTLAND
 SHERWOOD ST
 LIGHTING PLAN
 (1 OF 1)

LIGHT FIXTURE SPECIFICATIONS AND DETAILS

Fixture A

Guideway® Series

Guideway® LED Street Luminaire featuring Patented NanoComfort® Technology - Small, Medium & Large

Rev. Date: V10 04/07/2025

Product Description

The new Guideway® family of roadway lighting is a game-changing solution designed from the ground up, offering a fresh start that brings levels of performance and visual comfort previously out of reach. The Guideway® Series fundamentally shifts expectations of the standard streetlight - how it performs, its standard features, and most significantly, the degree of visual comfort it provides. With Cree Lighting's new NanoComfort® Technology, the Guideway Series hits the comfort sweet spot without the prohibitive price tag, providing demonstrably better comfort and performance for the money.

Applications: Residential roads, collector roads, multi-lane freeways, express ways, major roads, parking lots, and general area spaces.

Performance Summary

Utilizes Patented NanoComfort® Technology

Assembled in the USA by Cree Lighting from US and imported parts

Initial Delivered Lumens: 2,980 - 31,900

Efficacy: Up to 168 LPW

CRI: Minimum 70 CRI (2700K, 3000K, 4000K, 5700K); 80 CRI (2200K); 50 CRI (1900K)

CCT: 1900K, 2200K, 2700K, 3000K, 4000K, 5700K

Limited Warranty*: 5 years standard for luminaire and finish, optional 10 years for luminaire and finish; 1 year for luminaire accessories

* See <https://www.creeledighting.com/resources/warranty> for warranty terms.

Fixture shall have a 25-foot mounting height. Refer to light pole and mounting arm detail for additional requirements.

Ordering Information

Example: GWYS-A-4L-30K7-2M-UL-GY

Luminaire		A		Series		Lumen Package		CCT/CRI		Optic		Voltage		Finish		Controls		Options	
GWY	S	A	Small	19K5	2M**	UL	Universal 120-227V	BK	Black	DLI DALI Compatible	20KV 20W/10MA Surge Suppression								
	M	A	Medium	4L	2M**	UL	Universal 120-227V	BR	Bronze	40 & 80 Mounting	Replaces standard 10W/5A surge protection								
	L	A	Large	6L	2M**	UL	Universal 120-227V	GR	Grey	U No NEMA Receptacle	Available only with medium and large luminaires								
				8L	2M**	UL	Universal 120-227V	WH	White	Standard ANSI C136.41 compatible 7-pin receptacle is removed	Standard external wattage label per ANSI C136.15-2020 remains								
				10L	2M**	UL	Universal 120-227V	SL	Solar	W10 10-Year Limited Luminaire/Finish Warranty	Replaces standard 5-year limited warranty for luminaire and finish								
				13L	2M**	UL	Universal 120-227V	SL	Solar	4L Lumens package is available only with 09-G3 settings	Offers full range adjustability								
				17L	2M**	UL	Universal 120-227V	SL	Solar	Refer to pages 9-17 for power and lumen values	Available only with UL or ULH voltages								
				20L	2M**	UL	Universal 120-227V	SL	Solar	Available only with UL or ULH voltages	Lumen output is permanently locked to the setting selected								
				25L	2M**	UL	Universal 120-227V	SL	Solar	Not available with UL controls	Not available with X options								
				32L	2M**	UL	Universal 120-227V	SL	Solar	Not available with X options									

* Lumen Package codes identify approximate light output only. Actual lumen output varies depending on CCT and optic selection. Refer to Initial Delivered Lumens tables for specific lumen values.

** Available with Backlight Shield when ordered with field installed accessory (see table on page 2)



Website: creeledighting.com
US: (800) 234-6800 Canada: (800) 473-1234

Approximate 25-foot Mounting Height

CREE LIGHTING



VIPER Wall

VPW1/VPW2/VPW3 LED WALLPACK

FEATURES

- Low profile LED wall luminaire with a variety of IES distributions for lighting applications such as retail, commercial and industrial building mount
- Featuring Strike and Micro Strike Optics which maximizes target zone illumination with minimal losses at the house-side, reducing light trespass issues
- Visual Comfort - Option for Size 2 and Size 3
- Control options including photo control, occupancy sensing, NX Distributed Intelligence™, and LightGRID™
- Battery Backup options available for emergency code compliance
- Quick-mount adapter allows easy installation/maintenance
- 347V and 480V versions for industrial applications and Canada



CONTROL TECHNOLOGY



SPECIFICATIONS

CONSTRUCTION

- Die-cast housing with hidden vertical heat fins that are optimal for heat dissipation while keeping a clean smooth outer surface
- Corrosion resistant, die-cast aluminum housing with powder coat paint finish
- Powder paint finish provides durability in outdoor environments. Tested to meet 1000 hour salt spray rating

OPTICS

- Entire optical aperture illuminates to create a larger luminous surface area resulting in a low glare appearance without sacrificing optical performance
- 2700K, 3000K, 3500K, 4000K and 5000K CCTs
- Zero uplight distributions
- LED optics provide IES type II, III and IV distributions.

INSTALLATION

- Quick-mount adapter provides easy installation to wall or to recessed junction boxes (4" square junction box)
- Designed for direct j-box mount.

ELECTRICAL

- 120V-277V universal voltage 50/60Hz 0-10V dimming drivers
- 347V input is available in most wattage, 480V is available for 55W and above.
- Ambient operating temperature -40°C to 40°C
- Driver RoHS and IP66
- 10kV Surge Protector optional
- Drivers have greater than 90 power factor and less than 20% Total Harmonic Distortion
- Dual Driver option provides 2 drivers within luminaire, where Dual Power Feed provides two drivers which can be wired independently as two sets of leads are extended from the luminaire. Both options can not be included in one same fixture.
- Dimming drivers are standard. Select CD (Customer Dimming) for the dimming wires to be extended outside the fixture.

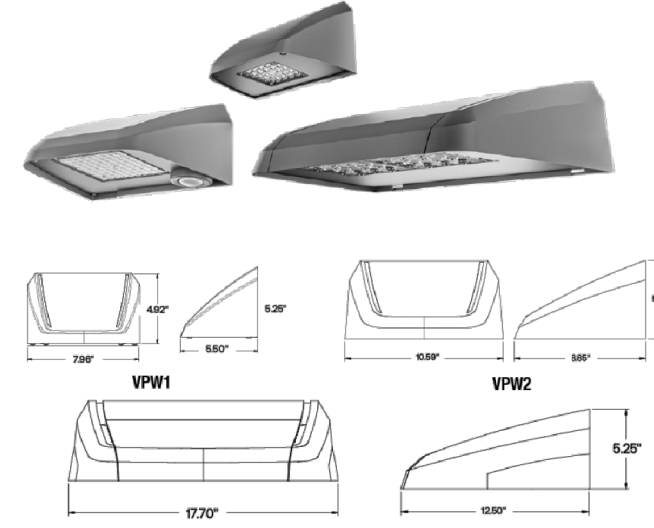
CONTROLS

- Photo control, occupancy sensor and wireless available for complete on/off and dimming control
- Button photocontrol is suitable for 120-277V operation
- NX Distributed Intelligence™ available with in fixture wireless control module, features dimming and occupancy sensor

Fixture B

DATE: _____ LOCATION: _____
TYPE: _____ PROJECT: _____
CATALOG #: _____

MICROSTRIKE | STRIKE OPTICS



Weight	Weight
VPW1	41 lbs / 186 kg
VPW2	7.15 lbs / 3.24 kg
VPW3	71 lbs / 780 kg

CONTROLS CONTINUED

- Integral Battery Backup provides emergency lighting for the required 90 minute path of egress
- Battery Backup suitable for operating temperatures -20°C to 40°C
- Please consult brand or sales representative when combining control and electrical options as some combinations may not operate as anticipated depending on your application.
- LightGRID+ available with in fixture wireless control module, features dimming and occupancy sensor.

CERTIFICATIONS

- Certified to UL 1598 and CSA 22.2#2500-24
- IP65 rated housing
- Emergency battery backup options are California Energy Commission (CEC) Title 20 Compliant
- This product meets federal procurement law requirements under the Buy American Act (FAR 52.225-3) and Trade Agreements Act (FAR 52.225-1). See Buy America(n) Solutions (link to <https://http://www.currentlighting.com/resources/americasolutions/>).

WARRANTY

- 5 year limited warranty



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Rev 06/03/24
BEA_ViperWall_Spec_Sheet_R01



VIPER Wall

VPW1/VPW2/VPW3 LED WALLPACK

ORDERING GUIDE

Example: VPW1-24L-10-3K7-2-UNV-BLS

Series	# LEDs - Wattage	CCT/CRI	Distribution	Voltage	Color
VPW1 Viper Wall 1	24L-10	1,000 Lumens	FR Auto Front Row†	UNV 120-277V	BLS Black Matte Textured
	24L-15	2,000 Lumens	2 ES TYPE 2	120 120V	BLS Black Glass Smooth
	24L-25	3,000 Lumens	3 ES TYPE 3	208 208V	DBT Dark Bronze Matte Textured
	48L-15	2,000 Lumens	4 ES TYPE 4	240 240V	DBS Dark Bronze Glass Smooth
	48L-20	3,000 Lumens	4W ES TYPE 4W	277 277V	GTT Graphite Matte Textured
	48L-30	4,000 Lumens	3K8 3000K, 80 CRI	347 347V	LGS Light Grey Glass Smooth
	48L-35	5,000 Lumens	3K8 3000K, 80 CRI	480 480V	LGT Light Grey Matte Textured
	48L-45	6,000 Lumens	3K8 3000K, 80 CRI		PSS Platinum Silver Smooth
	80L-20	3,000 Lumens	4K8 4000K, 80 CRI		WHT White Matte Textured
	80L-25	4,000 Lumens	5K8 5000K, 80 CRI		WHS White Glass Smooth
VPW2 Viper Wall 2	18L-50	6,000 Lumens, Strike Optics	AP Phosphor Converted Amber†		VTG Verde Green Textured
	18L-60	6,500 Lumens, Strike Optics			CC Custom Color
	160L-45	7,000 Lumens			
	160L-70	10,000 Lumens			
	160L-95	12,500 Lumens			
	160L-105	15,000 Lumens			
	160L-135	17,500 Lumens			
	160L-155	20,000 Lumens			
	36L-65	7,000 Lumens, Strike Optics			
	36L-80	9,500 Lumens, Strike Optics			
VPW3 Viper Wall 3	36L-100	11,500 Lumens, Strike Optics			
	36L-120	13,000 Lumens, Strike Optics			

Control Options Network†	Options
NXWS12F NX Networked Wireless Enabled Integral NX SMP2-OMNI PIR Occupancy Sensor with Automatic Dimming Protocol and Bluetooth Programming†	F Flaring‡
NXWS16F NX Networked Wireless Enabled Integral NX SMP2-LMO PIR Occupancy Sensor with Automatic Dimming Protocol and Bluetooth Programming†	E Battery‡
NXWS24F NX Networked Wireless Enabled Integral NX SMP2-OMNI-HM PIR Occupancy Sensor with Automatic Dimming Protocol and Bluetooth Programming†	EH Battery with Heater‡
NXWS40F NX Networked Wireless Enabled Integral NX SMP2-HMO PIR Occupancy Sensor with Automatic Dimming Protocol and Bluetooth Programming†	CS Corner Shield‡
NXW NX Networked Wireless Radio Module NORM2 and Bluetooth Programming, without Sensor	SP 10kA Surge Protector‡
WIR LightGRID+ In-Fixture Module‡	ZPF Dual Power Feed‡
WIRSC LightGRID+ In-Fixture Module with BTS occupancy‡	ZDR Dual Driver‡
Stand Alone Sensors†	CD Customer Dimming†
BTS-14F Bluetooth® Programmable, PIR Occupancy/Daylight Sensor‡	DTS Dimming Transfer Switch†
BTS-40F Bluetooth® Programmable, PIR Occupancy/Daylight Sensor‡	
BTS-12F Bluetooth® Programmable, PIR Occupancy/Daylight Sensor, up to 12' mounting height†	
Photocontrol†	
PC Button Photocontrol 120-277V	

Approximate 12-foot Mounting Height



currentlighting.com/beacon
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Page 2 of 10
Rev 06/03/24
BEA_ViperWall_Spec_Sheet_R01

Date: 3/27/2026

Username: btomic

Division: HIGHWAY

Filename: ... \09A_Lighting_Specs.dgn

STATE OF MAINE

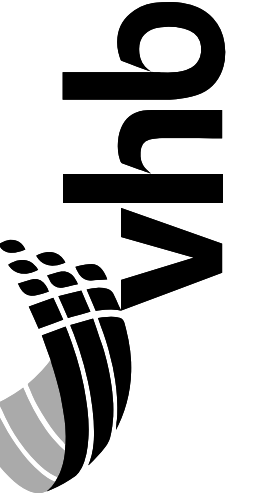
DEPARTMENT OF TRANSPORTATION

2894010

WIN

28940.10

HIGHWAY PLANS



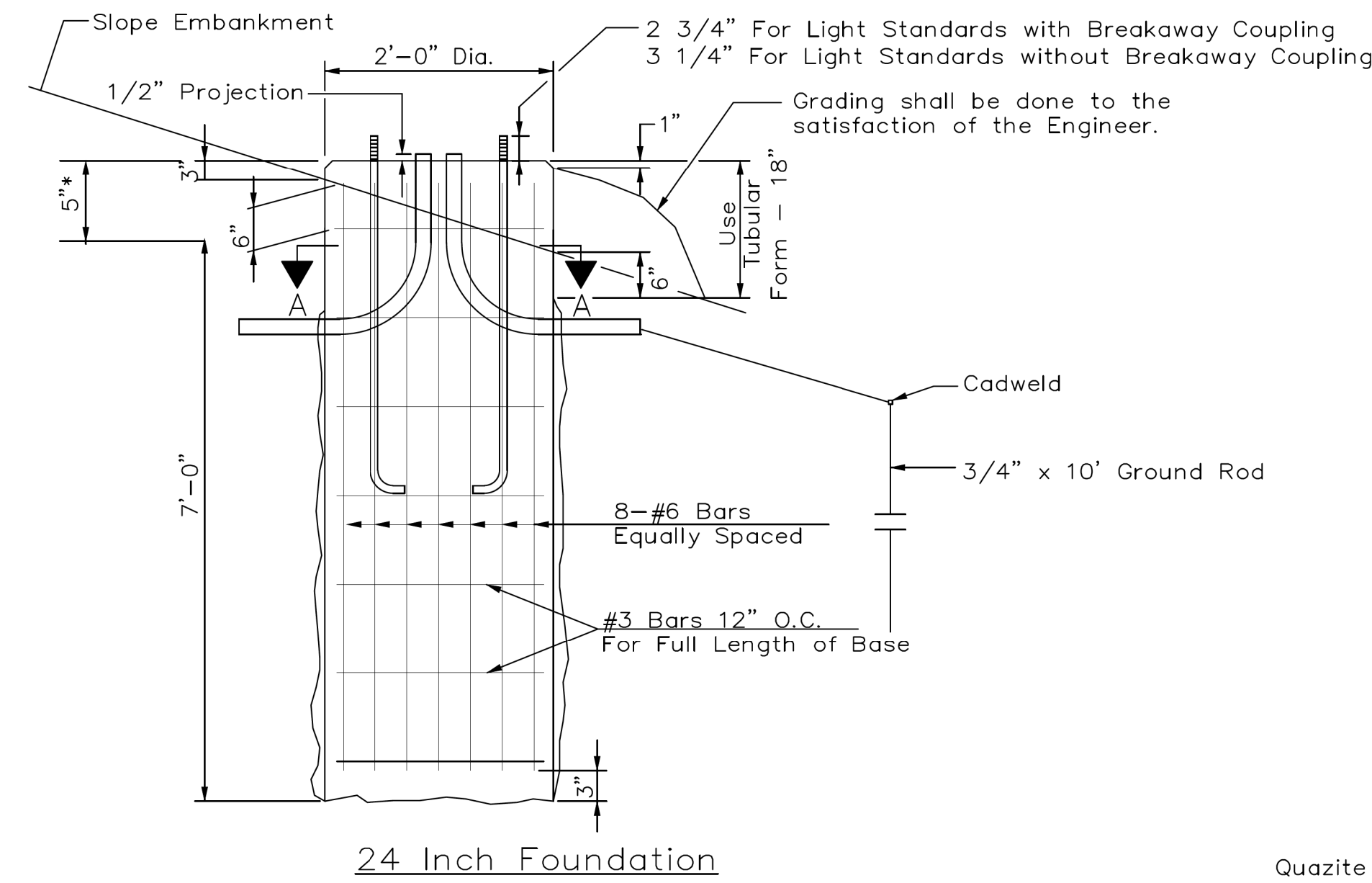
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E. MARTIN	5/27/2026	SRP	5/27/2026
LAIS	5/27/2026	AG	
DESIGN-DETAILED			
CHECKED-REVIEWED			
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PORTLAND
SHERWOOD ST
LIGHTING DETAILS
(1 OF 2)

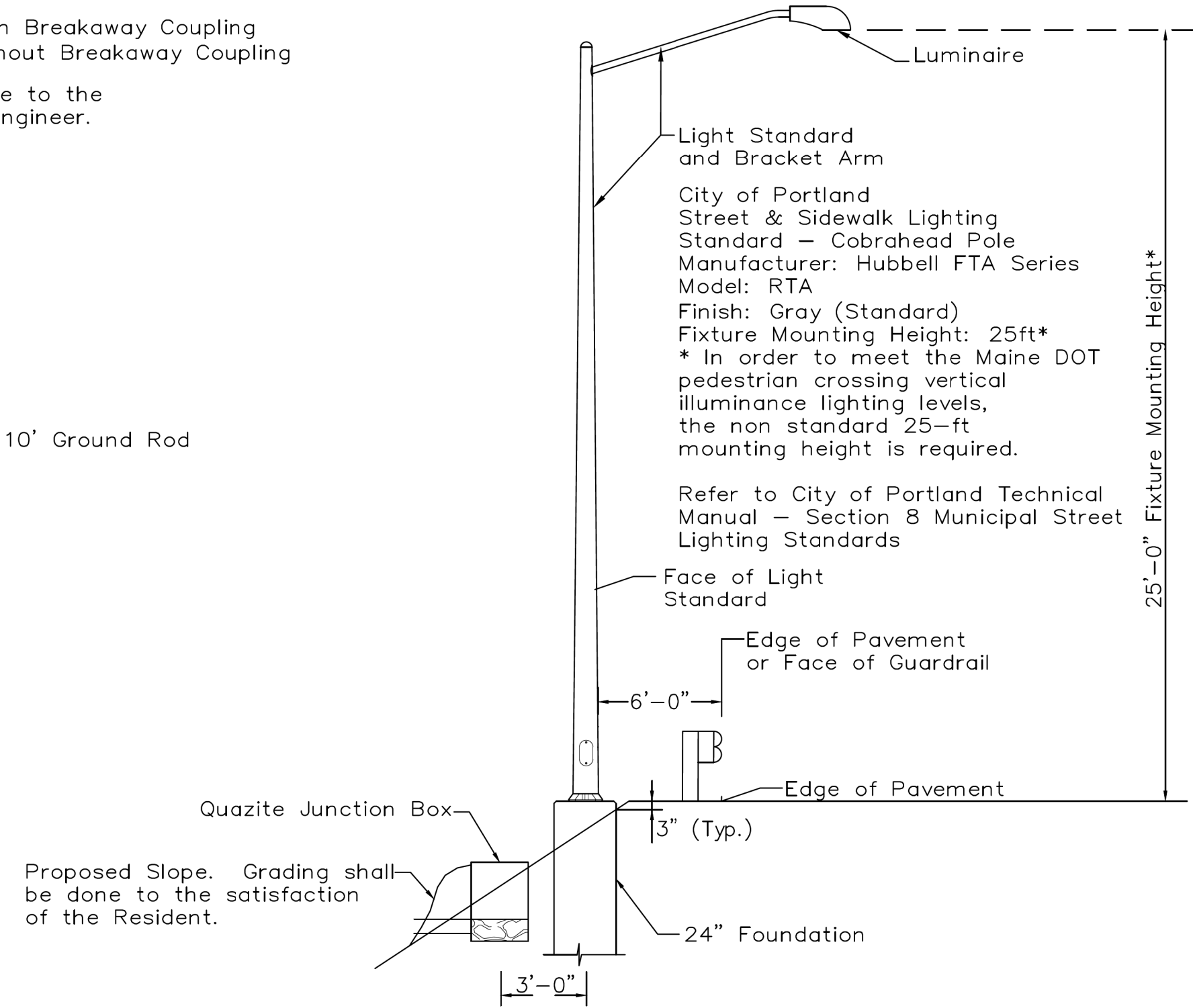
SHEET NUMBER

13

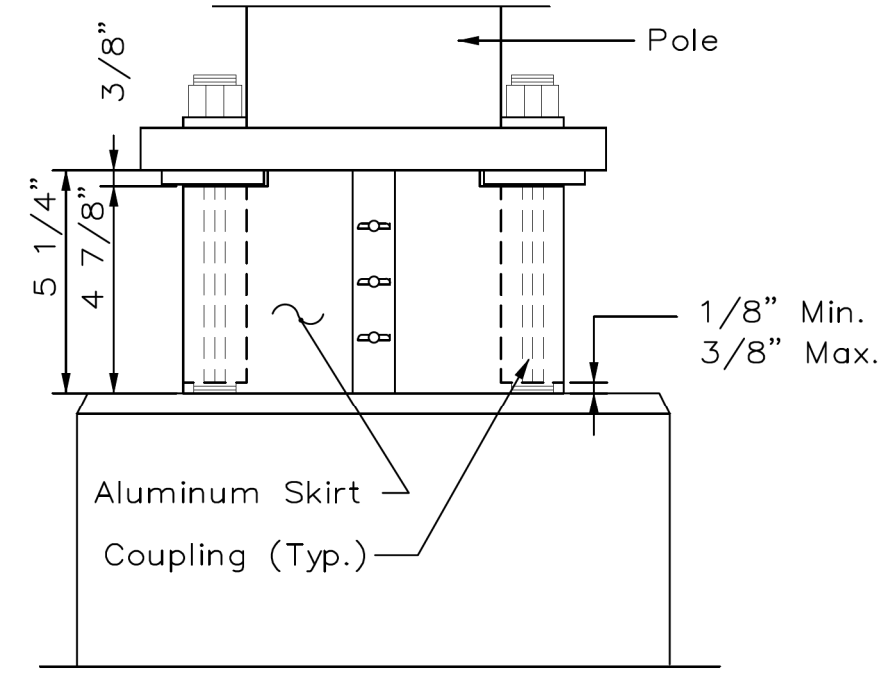
OF 49



Note:
Where solid rock is encountered at less than the required distance below ground level, reinforcing steel shall be doweled into ledge as shown on MaineDOT Standard Detail 626(06). Payment shall be incidental to the foundation pay item.

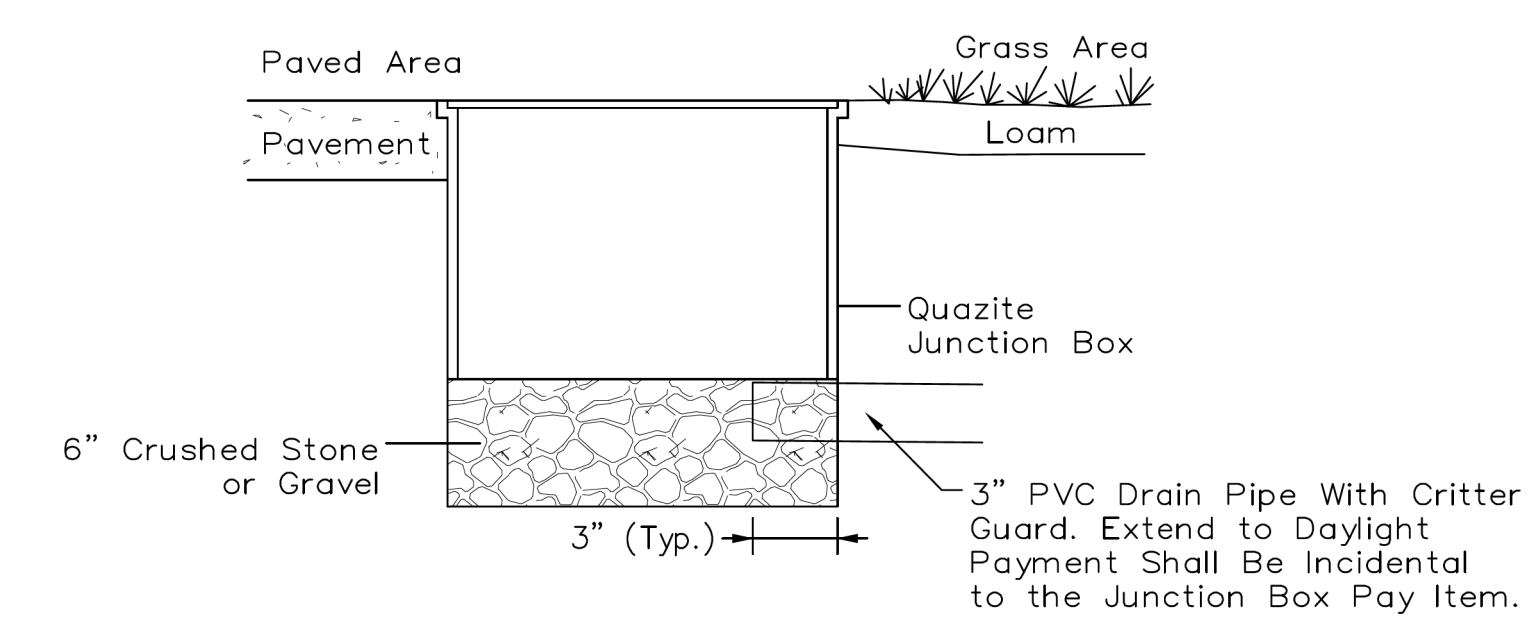


Placement of Light Standard

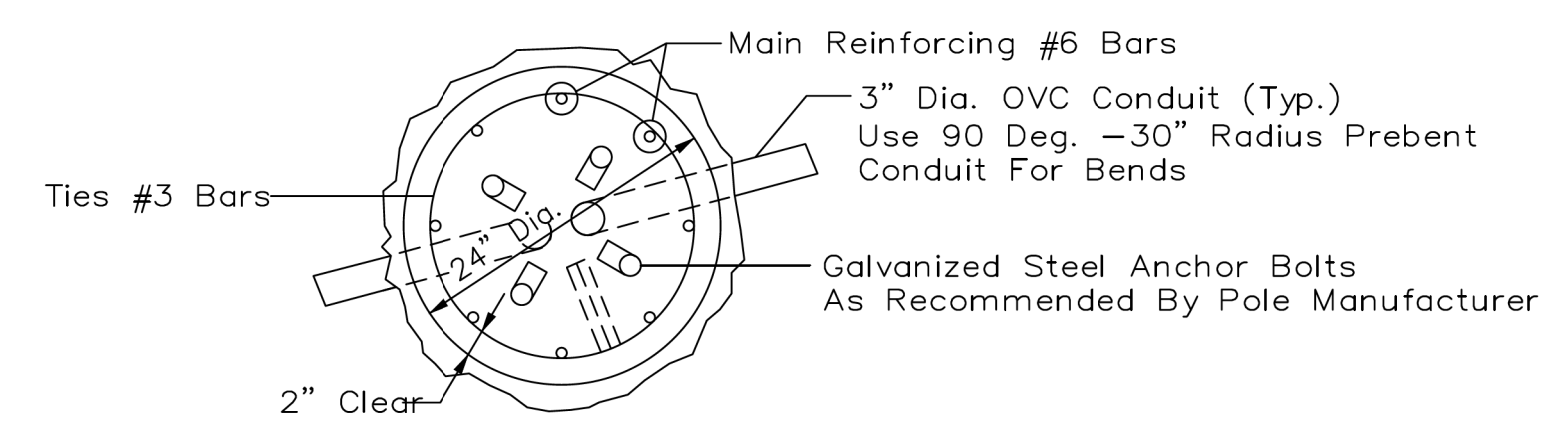


Breakaway Couplings and Skirt Detail

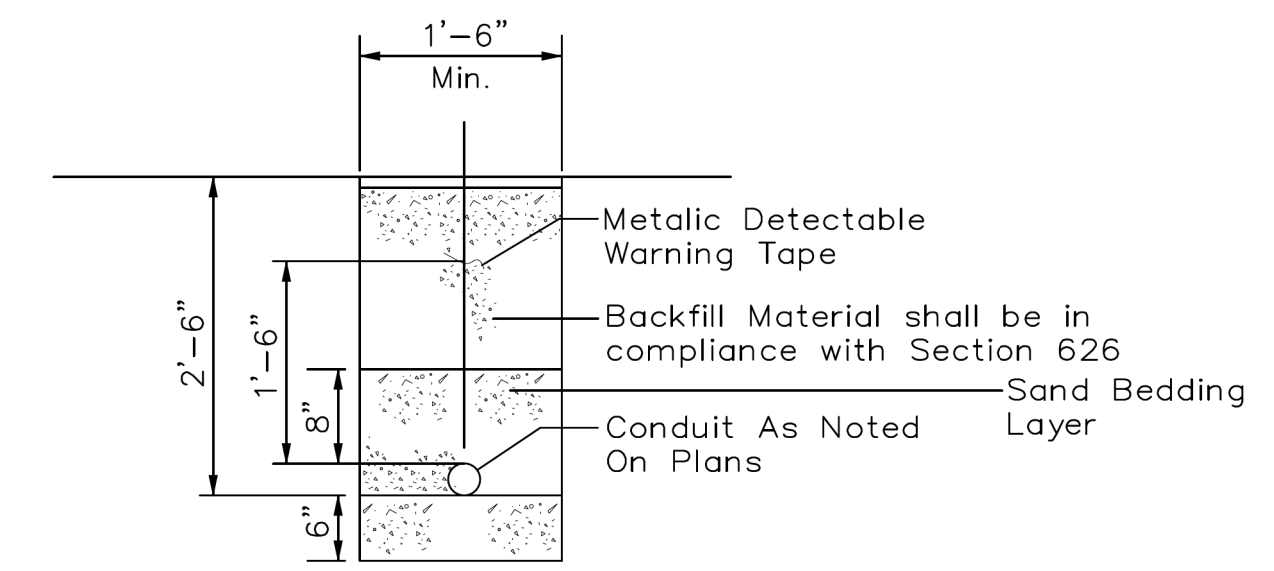
- NOTES:**
- Junction Boxes For Highway Shall Be Quazite Or Approved Equal And In Accordance With Special Provision 626.
 - Splices In Box Shall Be Made With ILSCO USPA-350SS-DB Dual Rated Insulated, In-line, Waterproof Splice, UL Listed For Direct Burial (Wire Range From 350KCMIL - 10AWG Stranded) Only, Provide Enough Slack In Wire To Allow Removal Of Splices And Neatly Arrange Wire In Box.
 - The Cover Shall Be Labeled With Function Designation In 1" Min Text As Follows:
"Lighting For Lighting Conduit"
"Communication For Communication Conduits"
"Signal" For Singal Conduits
 - Cover Shall Be Heavy Duty Type Tier 22 With (2) 1/2" Stainless Steel Penta-Head Bolts.



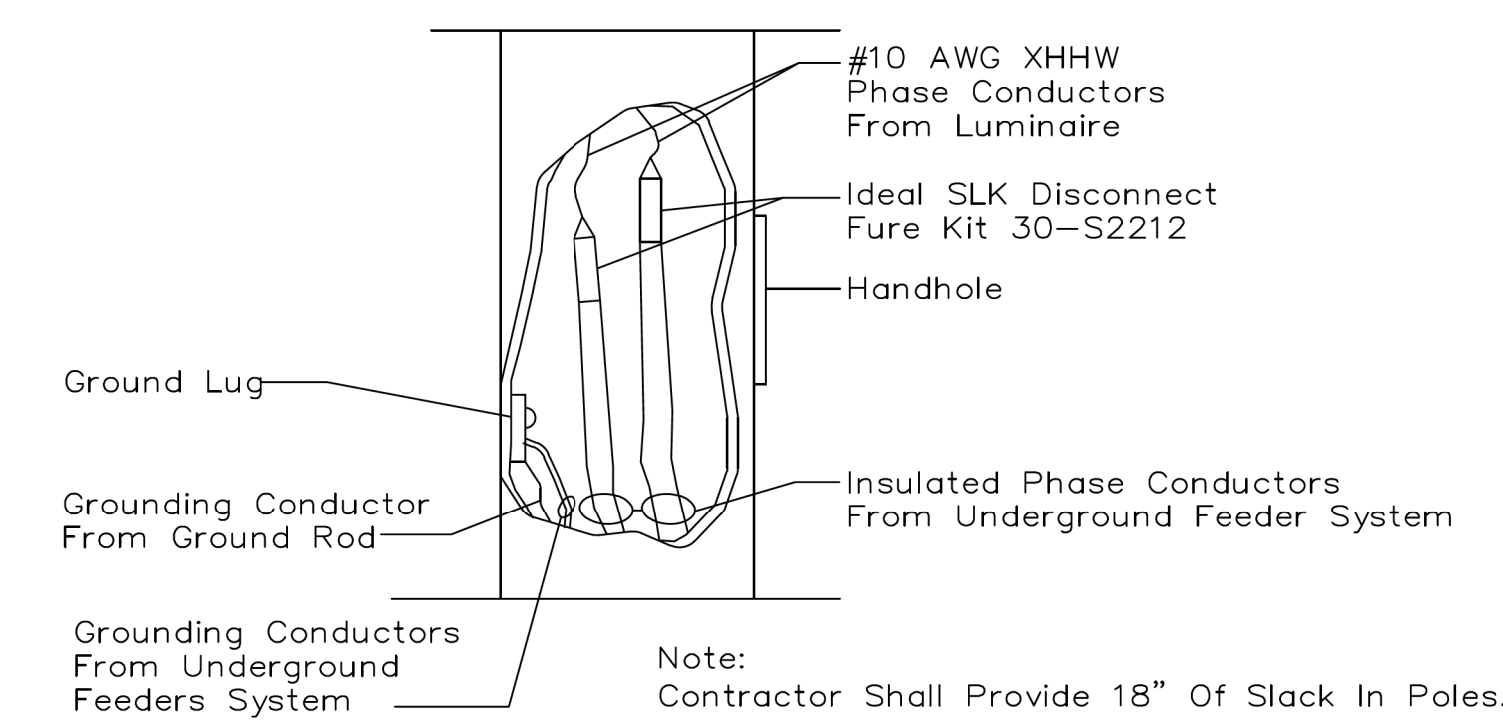
Junction Box Cover & Frame



Section A-A



Trench Cross Section



Typical Pole Wiring Detail



PROJ. MANAGER	DATE	BY	REVISIONS
E. MARTIN	3/27/2026	SRP	1
	3/27/2026	AG	2
			3
			4
			FIELD CHANGES

PORTLAND
SHERWOOD ST
LIGHTING DETAILS
(2 OF 2)

Date: 3/27/2026

Username: btomic

Division: HIGHWAY

Filename: ... \01_Geometric_Plans.DGN

ITEM 609.121 - VERTICAL CURB TYPE 1 - GRANITE RADIUS CORNER		
PT. TO PT.	RADIUS	LENGTH
7 TO 8	2.0'	3.1'
6A TO 6B	2.0'	3.1'
7A TO 7B	2.0'	3.1'
9 TO 10	2.0'	3.1'
13 TO 14	2.0'	3.2'
15 TO 16	2.0'	3.1'
17 TO 18	2.0'	3.2'
19 TO 20	2.0'	3.1'

ITEM 609.11 - VERTICAL CURB TYPE 1		
PT. TO PT.	RADIUS	LENGTH
1 TO 2	-	7.6'
6 TO 6A	-	53.4'
7B TO 7	-	20.2'
10 TO 11	-	32.5'
12 TO 13	-	17.6'
16 TO 17	-	32.1'
20 TO 86	-	15.3'
86 TO 21	-	132.3'
22 TO 122	-	5.3'
123 TO 23	-	51.6'
24 TO 26	-	10.0'
30 TO 31	-	18.4'
32 TO 33	-	117.1'
37 TO 38	-	14.9'
41 TO 42	-	12.3'
45 TO 46	-	132.4'
47 TO 124	-	5.3'
125 TO 48	-	49.3'
60 TO 62	-	15.8'
63 TO 64	-	8.0'
68 TO 69	-	8.0'
71 TO 72	-	15.0'
23 TO 81	-	74.7'
82 TO 83	-	12.0'
84 TO 85	-	74.1'
85 TO 91	212.0'	108.8'
93 TO 94	-	6.0'
106 TO 107	-	69.2'
107 TO 108	188.0'	9.4'
109 TO 110	188.0'	7.3'
120 TO 121	-	6.0'

ITEM 609.12 - VERTICAL CURB TYPE 1 - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
3 TO 4	16.9'	6.9'
5 TO 6	46.5'	8.8'
26 TO 27	12.0'	6.1'
28 TO 29	23.2'	7.4'
31 TO 32	16.0'	4.1'
48 TO 95	33.0'	30.8'
52 TO 53	13.1'	6.8'
58 TO 59	12.3'	7.6'
96 TO 97	33.0'	6.4'
98 TO 99	36.0'	6.5'
102 TO 105	36.0'	14.0'
110 TO 112	25.0'	12.3'
113 TO 114	25.0'	8.1'
117 TO 118	21.0'	7.5'

ITEM 609.221 - TERMINAL CURB TYPE 1		
PT. TO PT.	RADIUS	LENGTH
29 TO 30	-	9.5'
34 TO 35	-	8.0'
36 TO 37	-	8.0'
38 TO 39	-	12.0'
40 TO 41	-	8.0'
42 TO 43	-	12.0'
44 TO 45	-	8.2'
49 TO 50	-	8.2'
54 TO 55	-	5.4'
56 TO 57	-	4.5'
62 TO 63	-	8.0'
64 TO 65	-	8.0'
67 TO 68	-	6.8'
69 TO 70	-	8.0'
81 TO 82	-	7.0'
83 TO 84	-	7.0'
92 TO 93	-	7.0'

ITEM 609.222 - TERMINAL CURB TYPE 1 - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
2 TO 3	10.9'	9.0'
4 TO 5	46.5'	7.8'
27 TO 28	12.0'	4.2'
51 TO 52	13.1'	9.1'
53 TO 54	13.1'	3.3'
57 TO 58	12.2'	4.3'
59 TO 60	12.2'	6.6'
95 TO 96	33.0'	6.7'
99 TO 101	36.0'	6.2'
101 TO 102	36.0'	6.3'
105 TO 106	36.0'	12.1'
112 TO 113	25.0'	7.4'
114 TO 115	25.0'	7.0'
116 TO 117	21.0'	7.0'
118 TO 119	21.0'	8.0'
119 TO 120	21.0'	9.2'

ITEM 609.34 - CURB TYPE 5		
PT. TO PT.	RADIUS	LENGTH
73 TO 74	-	4.0'
75 TO 76	-	17.0'
77 TO 78	-	17.0'
79 TO 80	-	4.0'

ITEM 609.35 - CURB TYPE 5 - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
73 TO 80	2.0'	6.3'
74 TO 79	2.0'	6.3'
75 TO 78	2.0'	6.3'
76 TO 77	2.0'	6.3'

ITEM 609.341 - CURB TYPE 5 - TRUCK APRON		
PT. TO PT.	RADIUS	LENGTH
100 TO 103	25.0'	31.0'
103 TO 104	2.0'	3.3'
104 TO 102	-	7.1'

CURB INLET		
PT. TO PT.	RADIUS	LENGTH
11 TO 12	-	4.0'
21 TO 22	-	4.0'
33 TO 34	-	4.0'
46 TO 47	-	4.0'
66 TO 67	-	4.0'
91 TO 92	-	4.0'
108 TO 109	-	4.0'
122 TO 123	-	4.0'
124 TO 125	-	4.0'

SHERWOOD TOWNHOUSES
TAX MAP/BLOCK/LOT: 429/A/2
BOOK/PAGE: 27714/238
POR: 29

GRATEFUL PROPERTIES LLC
TAX MAP/BLOCK/LOT: 429/A/4
BOOK/PAGE: 39672/12
POR: 30

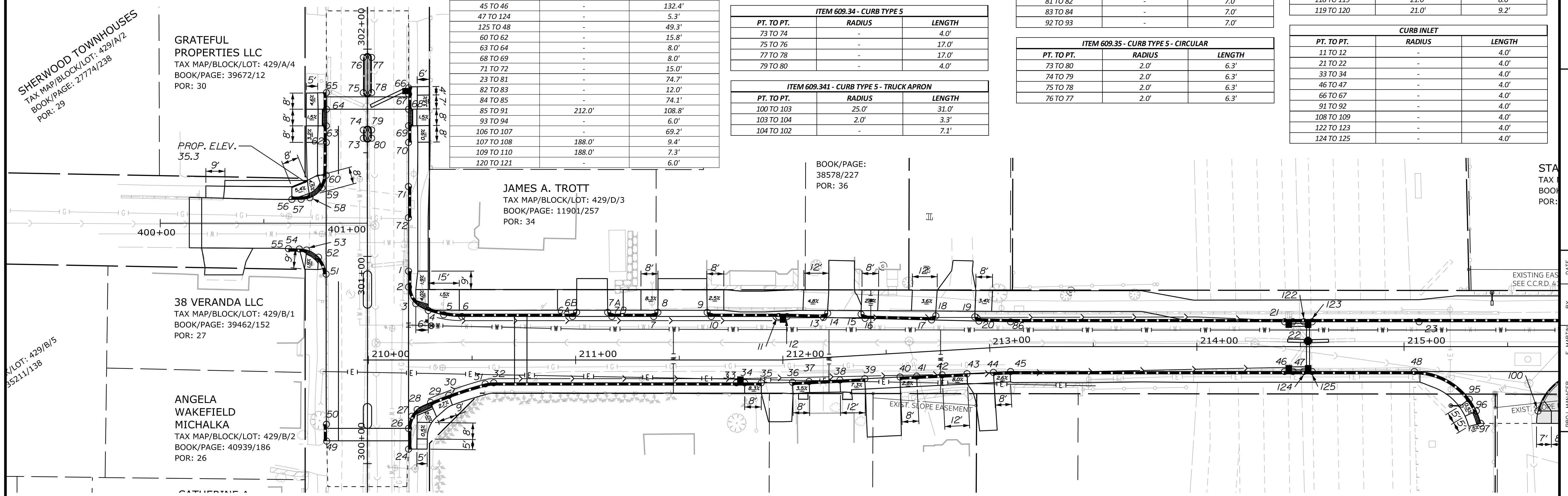
PROP. ELEV. 35.3

38 VERANDA LLC
TAX MAP/BLOCK/LOT: 429/B/1
BOOK/PAGE: 39462/152
POR: 27

ANGELA WAKEFIELD MICHALKA
TAX MAP/BLOCK/LOT: 429/B/2
BOOK/PAGE: 40939/186
POR: 26

JAMES A. TROTT
TAX MAP/BLOCK/LOT: 429/D/3
BOOK/PAGE: 11901/257
POR: 34

BOOK/PAGE: 38578/227
POR: 36



CONTROL POINTS				
POINT	STATION	OFFSET	X CORD.	Y CORD.
1	300+92.86	19.82 RT	2929012.39	309129.90
2	300+85.22	19.82 RT	2929008.04	309123.61
3	210+22.85	27.22 LT	2929006.37	309115.03
4	210+28.86	23.92 LT	2929009.43	309108.89
5	210+36.29	21.84 LT	2929014.37	309102.94
6	210+45.06	21.00 LT	2929021.09	309097.28
6A	210+98.46	21.00 LT	2929064.98	309066.87
6B	211+00.46	22.99 LT	2929067.76	309067.37
7A	211+15.48	22.99 LT	2929080.10	309058.81
7B	211+17.49	21.00 LT	2929080.62	309056.04
7	211+37.68	21.00 LT	2929097.22	309044.54
8	211+39.68	23.01 LT	2929100.01	309045.05
9	211+63.46	23.04 LT	2929119.55	309031.48
10	211+65.47	21.06 LT	2929120.07	309028.71
11	211+98.00	21.09 LT	2929146.81	309010.19
12	212+03.22	20.81 LT	2929150.07	309007.87
13	212+20.77	19.37 LT	2929164.30	308997.51
14	212+22.92	21.23 LT	2929167.11	308997.99
15	212+38.97	19.84 LT	2929180.10	308988.45
16	212+40.80	17.72 LT	2929180.56	308985.68
17	212+72.78	15.26 LT	2929206.51	308966.80
18	212+74.90	17.13 LT	2929209.31	308967.28
19	212+93.71	15.35 LT	2929224.51	308956.13
20	212+95.55	13.23 LT	2929224.97	308953.36
21	214+42.34	12.00 LT	2929346.06	308869.06
22	214+46.34	12.00 LT	2929349.35	308866.78
23	215+07.24	12.00 LT	2929399.40	308832.10
24	300+06.99	19.86 RT	2928963.52	309059.28
26	300+17.00	19.85 RT	2928969.22	309067.52
27	210+20.89	27.14 RT	2928973.81	309071.47
28	210+23.49	23.94 RT	2928977.77	309072.62
29	210+29.98	20.52 RT	2928985.05	309071.73

CONTROL POINTS				
POINT	STATION	OFFSET	X CORD.	Y CORD.
30	210+38.80	17.06 RT	2928994.27	309069.56
31	210+56.36	11.54 RT	2929011.85	309064.10
32	210+60.45	11.00 RT	2929015.52	309062.21
33	211+77.58	11.00 RT	2929111.80	308995.51
34	211+81.58	11.00 RT	2929115.09	308993.23
35	211+89.57	11.00 RT	2929121.65	308988.68
36	212+04.04	11.03 RT	2929134.21	308980.27
37	212+12.04	11.10 RT	2929141.00	308976.04
38	212+26.96	11.27 RT	2929153.65	308968.14
39	212+38.95	11.35 RT	2929163.86	308961.83
40	212+56.00	11.50 RT	2929178.33	308952.83
41	212+64.02	11.57 RT	2929185.15	308948.59
42	212+76.35	11.69 RT	2929195.62	308942.08
43	212+88.36	11.79 RT	2929205.81	308935.74
44	213+01.08	11.92 RT	2929216.62	308929.02
45	213+09.39	12.00 RT	2929223.68	308924.63
46	214+42.35	12.00 RT	2929332.40	308849.32
47	214+46.35	12.00 RT	2929335.68	308847.05
48	215+04.96	12.00 RT	2929383.87	308813.67
49	300+10.85	19.68 LT	2928933.22	309084.96
50	300+19.00	19.77 LT	2928937.79	309091.72
51	300+91.44	19.97 LT	2928978.88	309151.38
52	400+76.38	16.41 RT	2928980.52	309160.17
53	400+70.58	12.94 RT	2928977.73	309166.32
54	400+67.15	12.43 RT	2928975.91	309168.69
55	400+61.85	12.31 RT	2928970.91	309171.81
56	400+63.52	11.47 LT	2928985.82	309190.40
57	400+68.01	11.53 LT	2928989.54	309187.89
58	400+72.20	12.32 LT	2928993.44	309186.15
59	400+78.07	17.02 LT	2929000.94	309186.68

CONTROL POINTS				
POINT	STATION	OFFSET	X CORD.	Y CORD.
60	301+39.15	19.92 LT	2929006.09	309190.57
62	301+55.00	19.81 LT	2929015.20	309203.54
63	301+63.00	19.81 LT	2929019.76	309210.11
64	301+71.00	19.80 LT	2929024.33	309216.68
65	301+79.00	19.82 LT	2929028.86	309223.27
66	301+81.31	19.90 RT	2929062.81	309202.56
67	301+78.31	19.89 RT	2929061.10	309200.09
68	301+71.00	19.87 RT	2929056.92	309194.10
69	301+63.00	19.85 RT	2929052.35	309187.54
70	301+55.00	19.84 RT	2929047.79	309180.96
71	301+33.71	19.79 RT	2929035.62	309163.50
72	301+18.67	19.76 RT	2929027.04	309151.14
73	301+57.00	2.00 LT	2929030.98	309195.04
74	301+61.00	2.00 LT	2929033.26	309198.33
75	301+79.00	2.00 LT	2929043.51	309213.13
76	301+96.00	2.00 LT	2929053.19	309227.10
77	301+96.00	2.00 RT	2929056.47	309224.82
78	301+79.00	2.00 RT	2929046.79	309210.85
79	301+61.00	2.00 RT	2929036.54	309196.05
80	301+57.00	2.00 RT	2929034.27	309192.76
86	213+10.08	12.00 LT	2929237.33	308944.37
95	215+31.47	25.35 RT	2929398.06	308787.60
96	215+34.87	31.05 RT	2929397.60	308780.98
97	215+36.99	37.05 RT	2929395.93	308774.84
100	215+64.66	31.05 RT	2929422.09	308764.02
122	214+51.64	12.00 LT	2929353.70	308863.76
123	214+55.64	12.00 LT	2929356.99	308861.48
124	214+51.64	12.00 RT	2929340.04	308844.03
125	214+55.64	12.00 RT	2929343.33	308841.75

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2894010
WIN
28940.10
HIGHWAY PLANS



PROJ. MANAGER	DATE	BY	REVISION
E. MARTIN	3/27/2026	SRP	DESIGN DETAILED
	3/27/2026	AG	CHECKED/REVIEWED
			DESIGN DETAILED
			DESIGN DETAILED
			REVISIONS 1
			REVISIONS 2
			REVISIONS 3
			REVISIONS 4
			FIELD CHANGES

PORTLAND
SHERWOOD ST
GEOMETRIC PLANS
(1 OF 2)

SHEET NUMBER
16
OF 49

Date: 3/27/2026

Username: btomic

Division: HIGHWAY

Filename: ... \01_Geometric_Plans.DGN

ITEM 609.121 - VERTICAL CURB TYPE 1 - GRANITE RADIUS CORNER		
PT. TO PT.	RADIUS	LENGTH
7 TO 8	2.0'	3.1'
6A TO 6B	2.0'	3.1'
7A TO 7B	2.0'	3.1'
9 TO 10	2.0'	3.1'
13 TO 14	2.0'	3.2'
15 TO 16	2.0'	3.1'
17 TO 18	2.0'	3.2'
19 TO 20	2.0'	3.1'

ITEM 609.11 - VERTICAL CURB TYPE 1		
PT. TO PT.	RADIUS	LENGTH
1 TO 2	-	7.6'
6 TO 7	-	92.6'
10 TO 11	-	32.5'
12 TO 13	-	17.6'
16 TO 17	-	32.1'
20 TO 86	-	15.3'
86 TO 21	-	132.3'
22 TO 122	-	5.3'
123 TO 23	-	51.6'
24 TO 26	-	10.0'
30 TO 31	-	18.4'
32 TO 33	-	117.1'
37 TO 38	-	14.9'
41 TO 42	-	12.3'
45 TO 46	-	132.4'
47 TO 124	-	5.3'
125 TO 48	-	49.3'
60 TO 62	-	15.8'
63 TO 64	-	8.0'
68 TO 69	-	8.0'
71 TO 72	-	15.0'
23 TO 81	-	74.7'
82 TO 83	-	12.0'
84 TO 85	-	74.1'
85 TO 91	212.0'	108.8'
93 TO 94	-	6.0'
106 TO 107	-	69.2'
107 TO 108	188.0'	9.4'
109 TO 110	188.0'	7.3'
120 TO 121	-	6.0'

ITEM 609.12 - VERTICAL CURB TYPE 1 - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
3 TO 4	16.9'	6.9'
5 TO 6	46.5'	8.8'
26 TO 27	12.0'	6.1'
28 TO 29	23.2'	7.4'
31 TO 32	16.0'	4.1'
48 TO 95	33.0'	30.8'
52 TO 53	13.1'	6.8'
58 TO 59	12.3'	7.6'
96 TO 97	33.0'	6.4'
98 TO 99	36.0'	6.5'
102 TO 105	36.0'	14.0'
110 TO 112	25.0'	12.3'
113 TO 114	25.0'	8.1'
117 TO 118	21.0'	7.5'

ITEM 609.221 - TERMINAL CURB TYPE 1		
PT. TO PT.	RADIUS	LENGTH
29 TO 30	-	9.5'
34 TO 35	-	8.0'
36 TO 37	-	8.0'
38 TO 39	-	12.0'
40 TO 41	-	8.0'
42 TO 43	-	12.0'
44 TO 45	-	8.2'
49 TO 50	-	8.2'
54 TO 55	-	5.4'
56 TO 57	-	4.5'
62 TO 63	-	8.0'
64 TO 65	-	8.0'
67 TO 68	-	6.8'
69 TO 70	-	8.0'
81 TO 82	-	7.0'
83 TO 84	-	7.0'
92 TO 93	-	7.0'

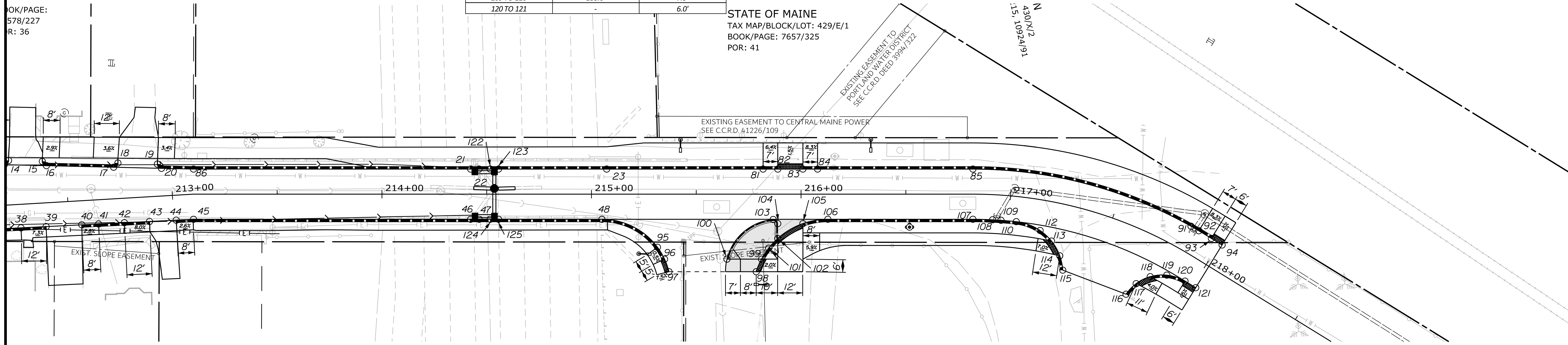
ITEM 609.222 - TERMINAL CURB TYPE 1 - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
2 TO 3	10.9'	9.0'
4 TO 5	46.5'	7.8'
27 TO 28	12.0'	4.2'
51 TO 52	13.1'	9.1'
53 TO 54	13.1'	3.3'
57 TO 58	12.2'	4.3'
59 TO 60	12.2'	6.6'
95 TO 96	33.0'	6.7'
99 TO 101	36.0'	6.2'
101 TO 102	36.0'	6.3'
105 TO 106	36.0'	12.1'
112 TO 113	25.0'	7.4'
114 TO 115	25.0'	7.0'
116 TO 117	21.0'	7.0'
118 TO 119	21.0'	8.0'
119 TO 120	21.0'	9.2'

ITEM 609.34 - CURB TYPE 5		
PT. TO PT.	RADIUS	LENGTH
73 TO 74	-	4.0'
75 TO 76	-	17.0'
77 TO 78	-	17.0'
79 TO 80	-	4.0'

ITEM 609.35 - CURB TYPE 5 - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
73 TO 80	2.0'	6.3'
74 TO 79	2.0'	6.3'
75 TO 78	2.0'	6.3'
76 TO 77	2.0'	6.3'

ITEM 609.341 - CURB TYPE 5 - TRUCK APRON		
PT. TO PT.	RADIUS	LENGTH
100 TO 103	25.0'	31.0'
103 TO 104	2.0'	3.3'
104 TO 102	-	7.1'

CURB INLET		
PT. TO PT.	RADIUS	LENGTH
11 TO 12	-	4.0'
21 TO 22	-	4.0'
33 TO 34	-	4.0'
46 TO 47	-	4.0'
66 TO 67	-	4.0'
91 TO 92	-	4.0'
108 TO 109	-	4.0'
122 TO 123	-	4.0'
124 TO 125	-	4.0'



STATE OF MAINE
 TAX MAP/BLOCK/LOT: 429/E/1
 BOOK/PAGE: 7657/325
 POR: 41

CONTROL POINTS				
POINT	STATION	OFFSET	X CORD.	Y CORD.
14	212+22.92	21.23 LT	2929167.11	308997.99
15	212+38.97	19.84 LT	2929180.10	308988.45
16	212+40.80	17.72 LT	2929180.56	308985.68
17	212+72.78	15.26 LT	2929206.51	308966.80
18	212+74.90	17.13 LT	2929209.31	308967.28
19	212+93.71	15.35 LT	2929224.51	308956.13
20	212+95.55	13.23 LT	2929224.97	308953.36
21	214+42.34	12.00 LT	2929346.06	308869.06
22	214+46.34	12.00 LT	2929349.35	308866.78
23	215+07.24	12.00 LT	2929399.40	308832.10
38	212+26.96	11.27 RT	2929153.65	308968.14
39	212+38.95	11.35 RT	2929163.86	308961.83
40	212+56.00	11.50 RT	2929178.33	308952.83
41	212+64.02	11.57 RT	2929185.15	308948.59
42	212+76.35	11.69 RT	2929195.62	308942.08
43	212+88.36	11.79 RT	2929205.81	308935.74
44	213+01.08	11.92 RT	2929216.62	308929.02
45	213+09.39	12.00 RT	2929223.68	308924.63
46	214+42.35	12.00 RT	2929332.40	308849.32
47	214+46.35	12.00 RT	2929335.68	308847.05
48	215+04.96	12.00 RT	2929383.87	308813.67
81	215+81.90	12.00 LT	2929460.78	308789.59
82	215+88.90	12.00 LT	2929466.53	308785.60
83	216+00.90	12.00 LT	2929476.40	308778.77
84	216+07.90	12.00 LT	2929482.15	308774.78
85	216+82.00	12.00 LT	2929543.09	308732.58
86	213+10.08	12.00 LT	2929237.33	308944.37

CONTROL POINTS				
POINT	STATION	OFFSET	X CORD.	Y CORD.
91	217+84.98	12.00 LT	2929613.10	308650.84
92	217+88.97	12.00 LT	2929614.95	308646.93
93	217+95.53	12.00 LT	2929617.79	308640.53
94	218+01.53	12.00 LT	2929620.19	308635.04
95	215+31.47	25.35 RT	2929398.06	308787.60
96	215+34.87	31.05 RT	2929397.60	308780.98
97	215+36.99	37.05 RT	2929395.93	308774.84
98	215+78.62	37.05 RT	2929430.16	308751.14
99	215+81.16	31.05 RT	2929435.66	308754.62
100	215+64.66	31.05 RT	2929422.09	308764.02
101	215+84.56	25.83 RT	2929441.42	308756.98
102	215+88.90	21.19 RT	2929447.64	308758.33
103	215+86.72	12.10 RT	2929451.02	308767.03
104	215+88.90	14.08 RT	2929451.69	308764.17
105	216+00.90	14.07 RT	2929461.55	308757.34
106	216+12.81	12.00 RT	2929472.52	308752.26
107	216+82.01	12.00 RT	2929529.41	308712.85
108	216+92.03	12.00 RT	2929537.02	308707.30
109	216+96.19	12.00 RT	2929540.16	308704.82
110	217+04.08	12.00 RT	2929545.78	308700.12
112	217+16.80	14.58 RT	2929552.73	308690.16
113	217+23.64	18.50 RT	2929554.31	308682.93
114	217+29.70	24.50 RT	2929553.54	308674.89
115	217+33.27	30.79 RT	2929550.83	308668.44
116	217+71.47	31.17 RT	2929569.11	308641.79
117	217+74.04	24.50 RT	2929575.97	308643.19
118	217+79.01	18.50 RT	2929583.35	308642.12
119	217+86.18	14.05 RT	2929590.27	308638.22

CONTROL POINTS				
POINT	STATION	OFFSET	X CORD.	Y CORD.
120	217+95.53	12.00 RT	2929595.80	308630.91
121	218+01.53	12.00 RT	2929598.21	308625.41
122	214+51.64	12.00 LT	2929353.70	308863.76
123	214+55.64	12.00 LT	2929356.99	308861.48
124	214+51.64	12.00 RT	2929340.04	308844.03
125	214+55.64	12.00 RT	2929343.33	308841.75

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 2894010
 WIN
 28940.10
 HIGHWAY PLANS



PROJ. MANAGER	DATE	BY	DESCRIPTION
E. MARTIN	3/27/2026	SRP	DESIGN-DETAILED
	3/27/2026	AG	CHECKED-REVIEWED
			DESIGN-DETAILED
			DESIGN-DETAILED
			REVISIONS 1
			REVISIONS 2
			REVISIONS 3
			REVISIONS 4
			FIELD CHANGES

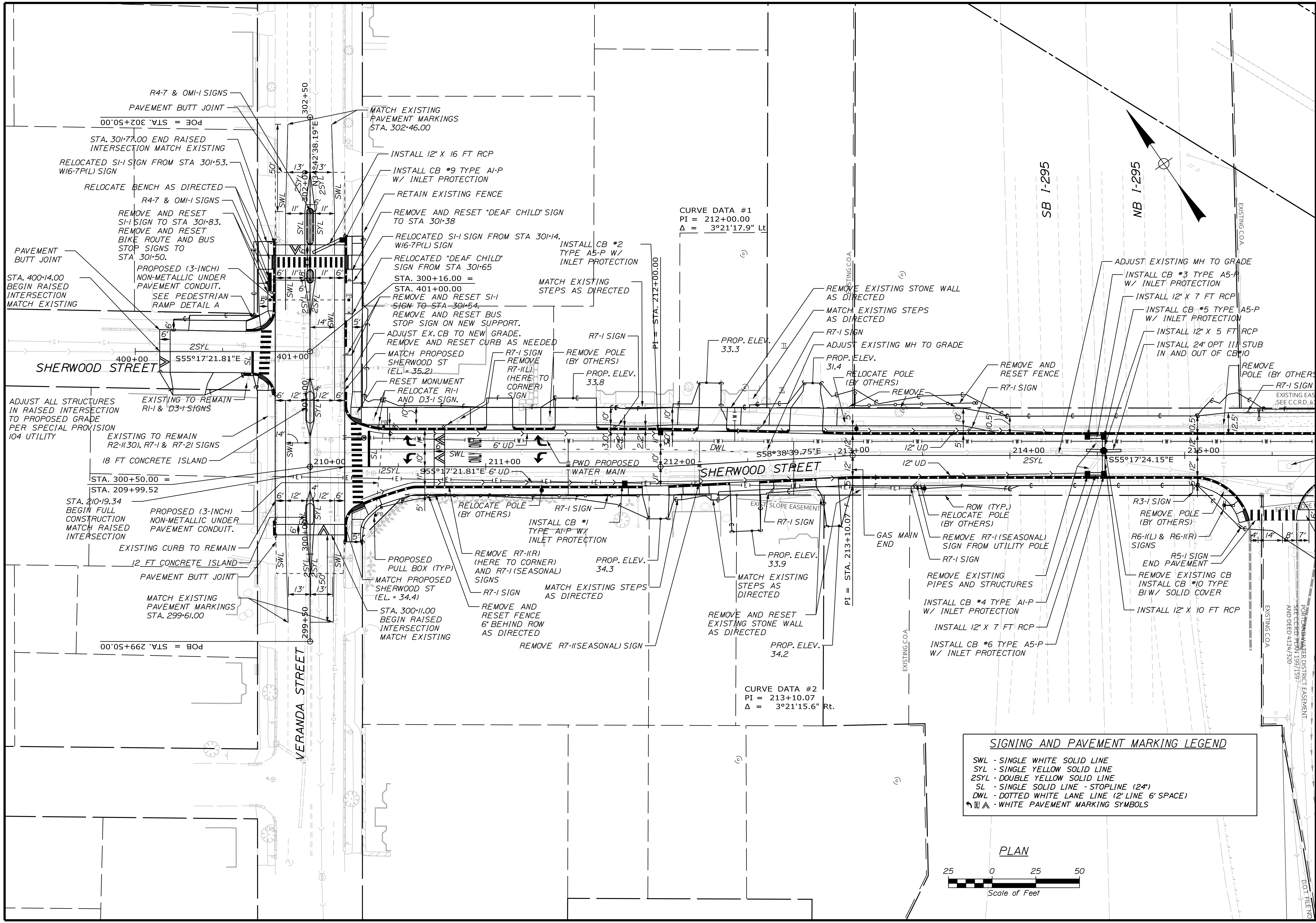
PORTLAND
 SHERWOOD ST
 GEOMETRIC PLANS
 (2 OF 2)

SHEET NUMBER
 17
 OF 49

Date: 3/27/2026

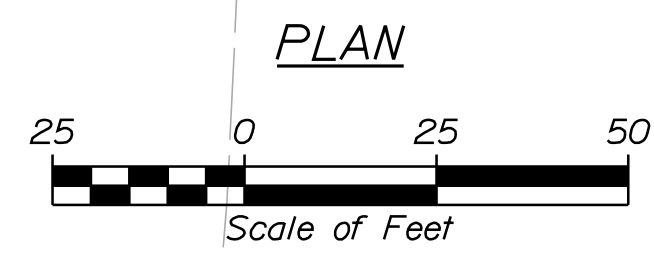
Username: btlomic

Filename: ... \012_HDPLAN_Plans_Profile_25Scale.DGN Division: HIGHWAY



SIGNING AND PAVEMENT MARKING LEGEND

- SWL - SINGLE WHITE SOLID LINE
- SYL - SINGLE YELLOW SOLID LINE
- 2SYL - DOUBLE YELLOW SOLID LINE
- SL - SINGLE SOLID LINE - STOPLINE (24')
- DWL - DOTTED WHITE LANE LINE (2' LINE 6' SPACE)
- ☐ - WHITE PAVEMENT MARKING SYMBOLS



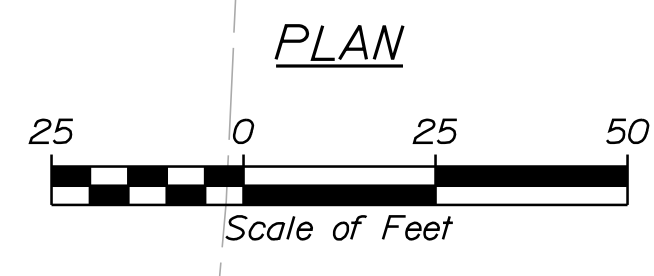
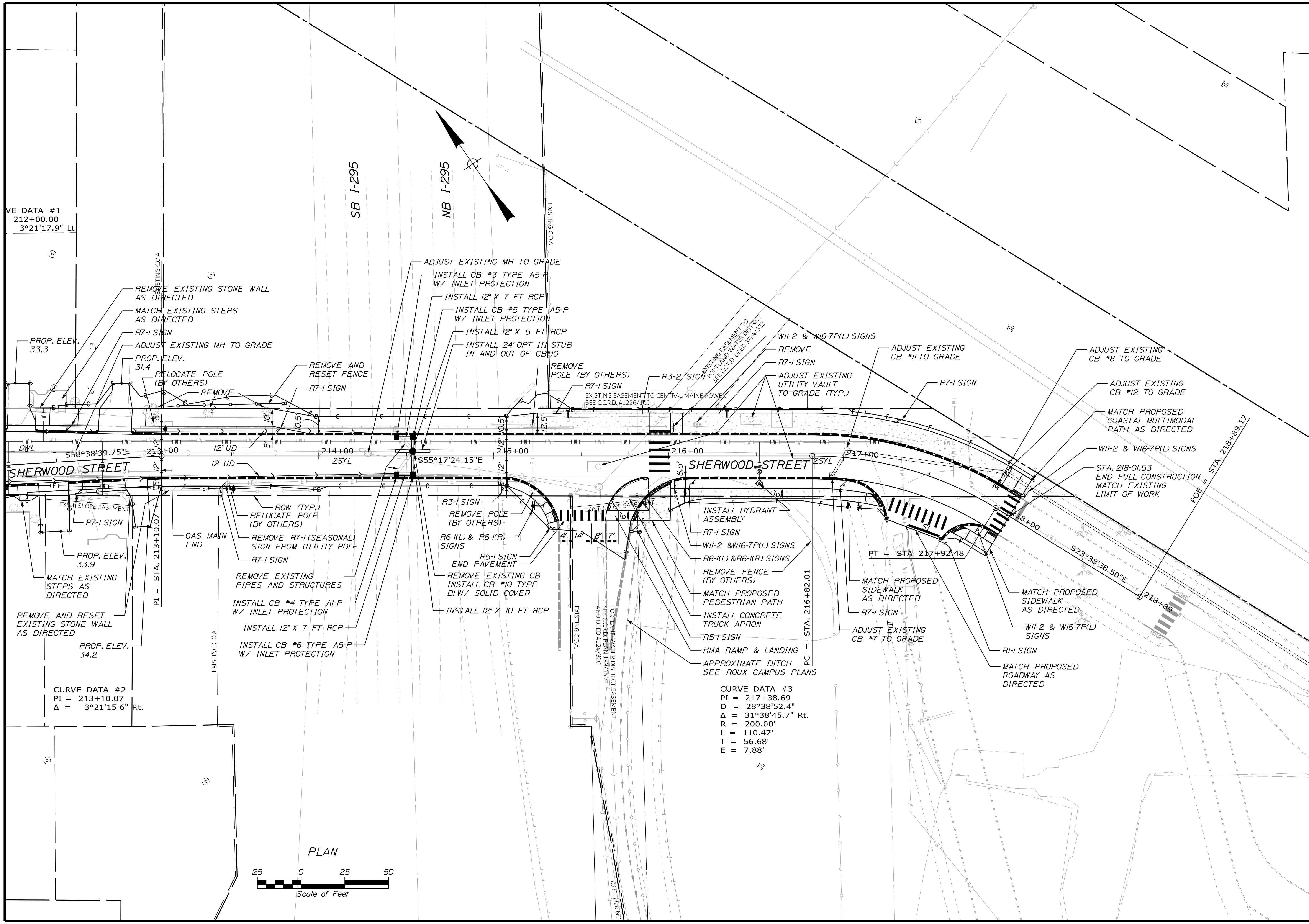
PROJ. MGR.	DATE	BY	REVISION
E. MARTIN	3/27/2026	AG	DESIGN DETAILED
	3/27/2026	AG	CHECKED/REVIEWED
			DESIGN DETAILED
			DESIGN DETAILED
			REVISIONS 1
			REVISIONS 2
			REVISIONS 3
			REVISIONS 4
			FIELD CHANGES

PORTLAND ST
SHERWOOD ST
GENERAL PLANS
(1 OF 2)

Date: 3/27/2026

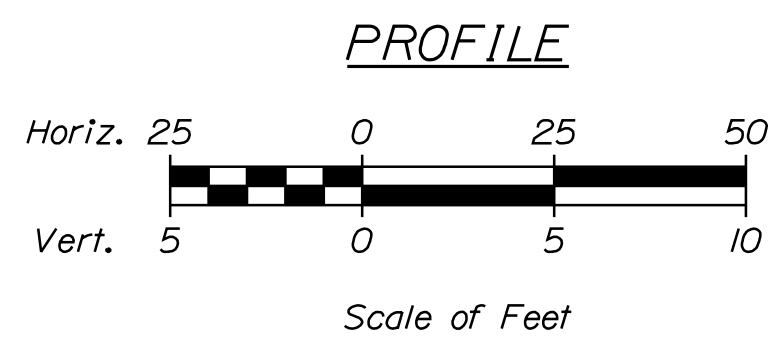
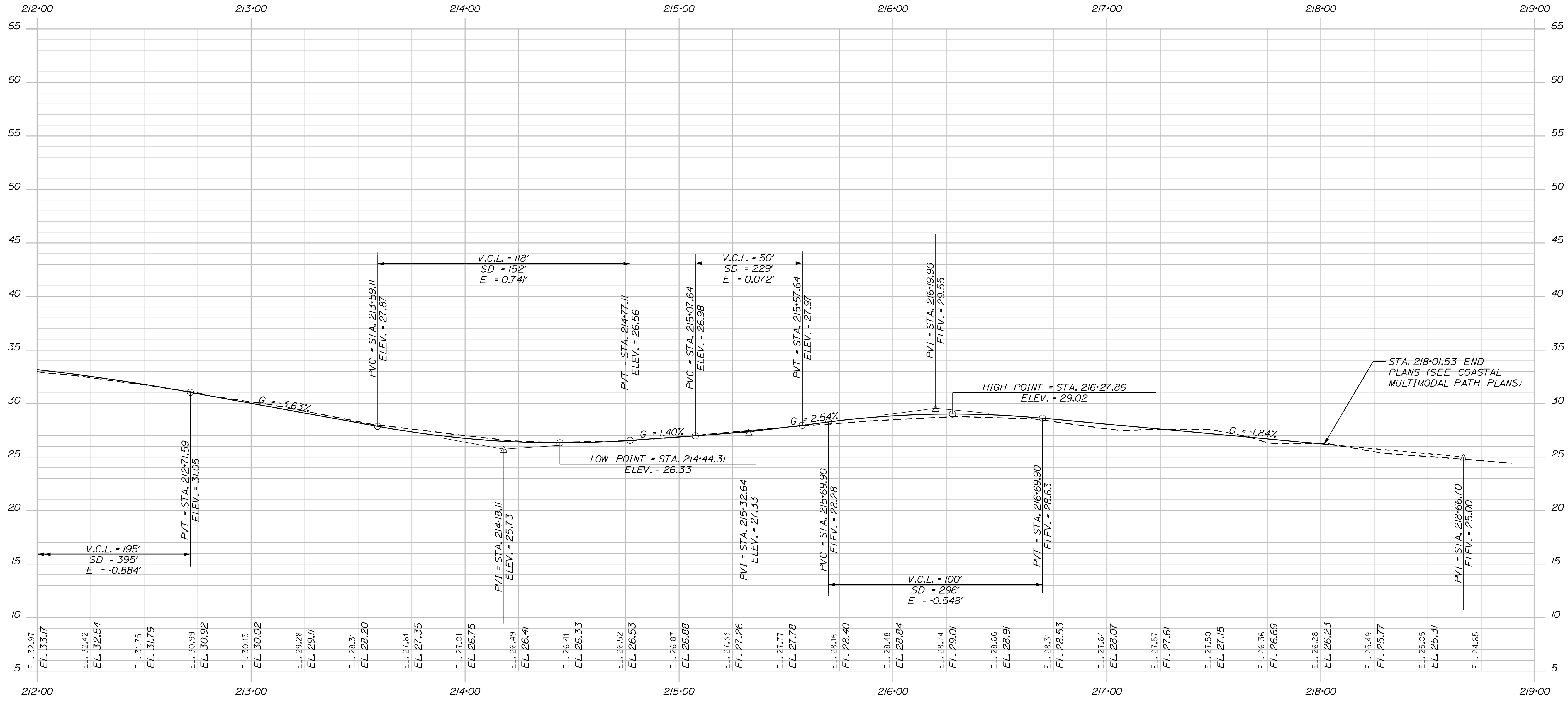
Username: btlomic

Filename: ... \012_HDPLAN_Plans_Profile_25Scale.DGN Division: HIGHWAY



PROJ. MANAGER	DATE	BY
E. MARTIN	3/27/2026	SRP
	3/27/2026	AG

PORTLAND
 SHERWOOD ST
 GENERAL PLANS
 (2 OF 2)



PROJ. MANAGER	BY	DATE
E. MARTIN	SRP	3/27/2026
	AG	3/27/2026

DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-DETAILED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES
ANS	ECF						

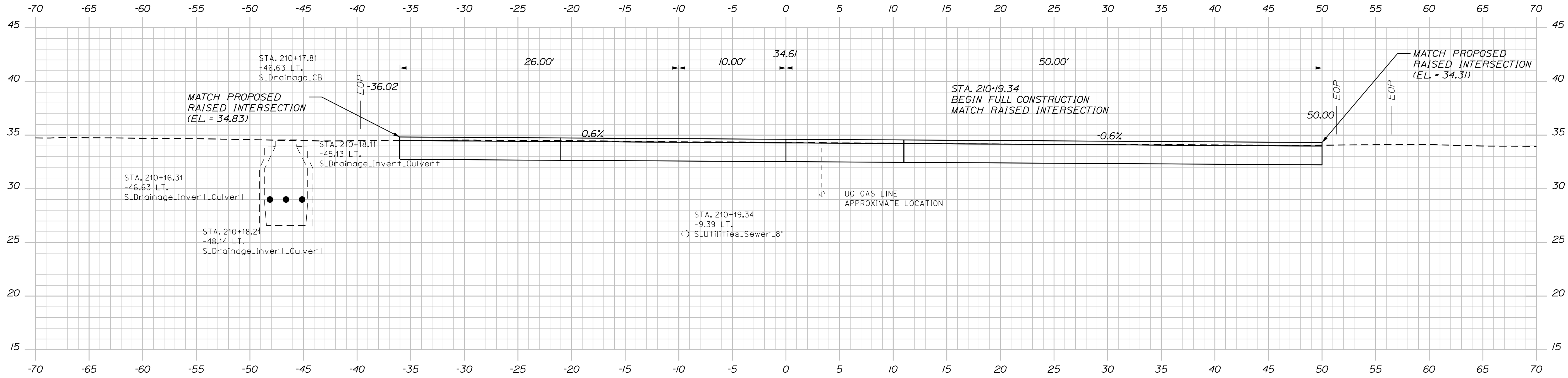
STA. 218+01.53 END PLANS (SEE COASTAL MULTIMODAL PATH PLANS)

Date: 3/27/2026

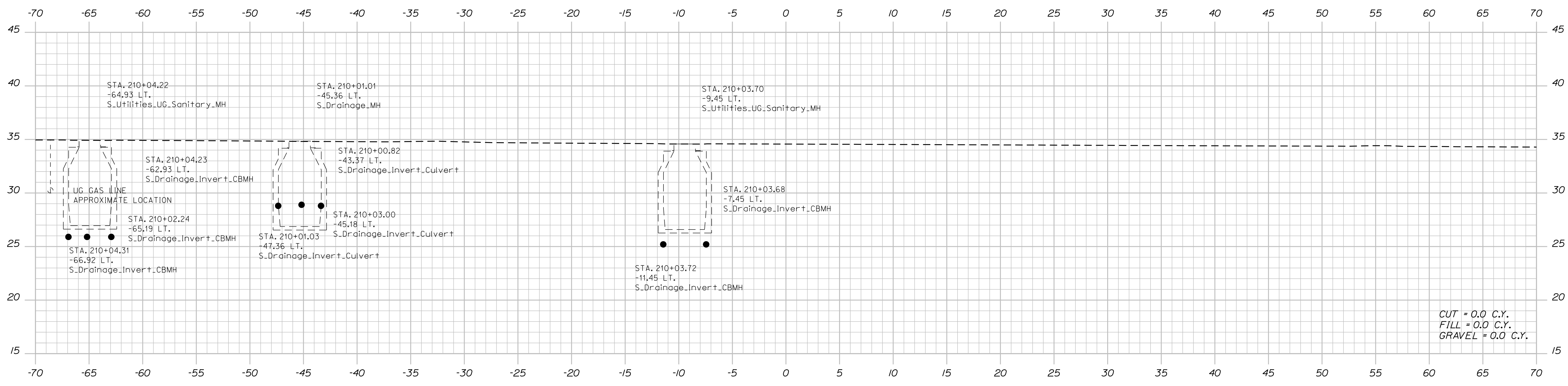
Username: btomic

Division: HIGHWAY

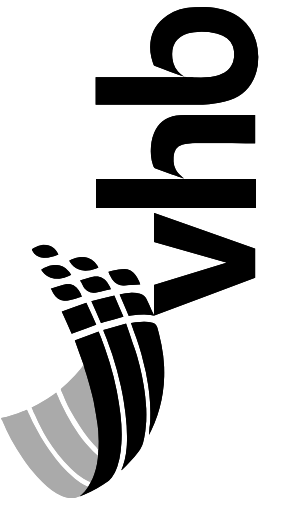
Filename: ... \Sherwood_St\013_Xsections.DGN



210+19.34



210+00.00



PROJ. MANAGER	DATE	BY	DATE
E. MARTIN	3/27/2026	SRP	3/27/2026
DESIGN-DETAILED		AG	
CHECKED-REVIEWED			
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PORTLAND
SHERWOOD ST
CROSS SECTIONS
(1 OF 21)

SHEET NUMBER

22

OF 49

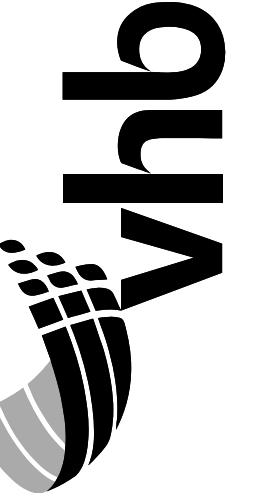
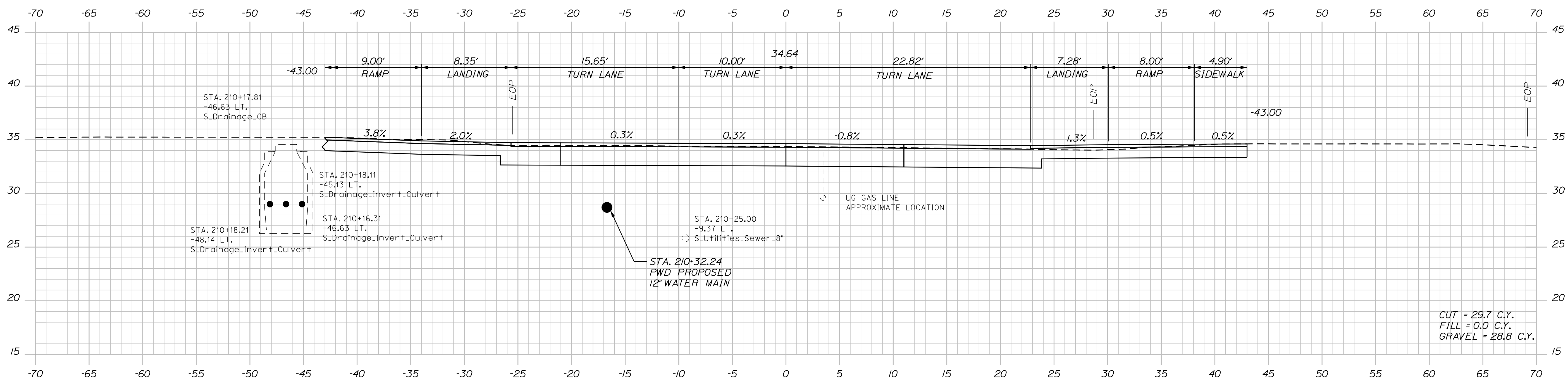
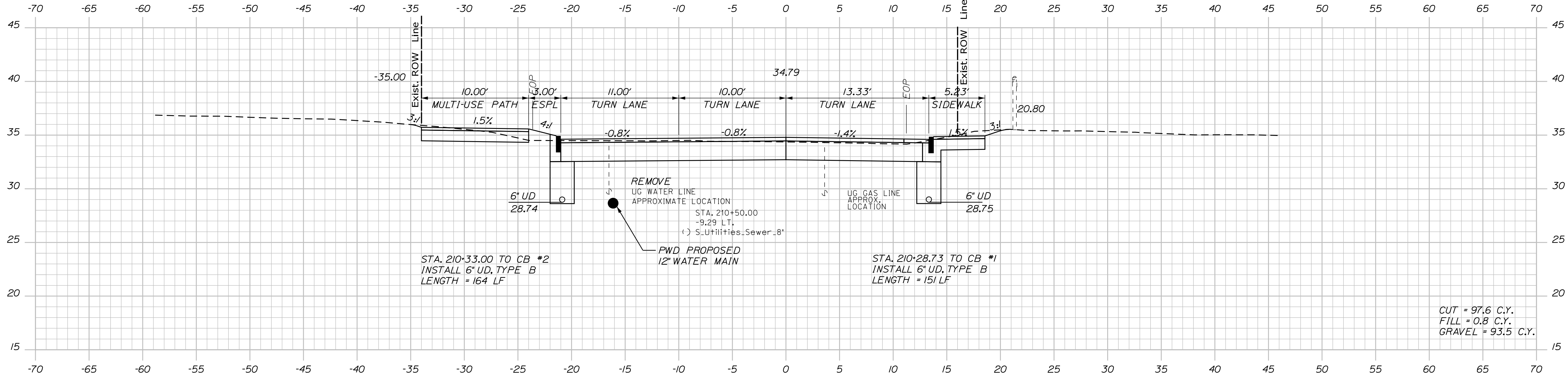
Sta. 210+00.00 to Sta. 210+19.34

Date: 3/27/2026

Username: btomic

Division: HIGHWAY

Filename: ... \Sherwood_St\013_Xsections.DGN



PROJ. MANAGER	DATE	BY	DATE
E. MARTIN	3/27/2026	SRP	3/27/2026
DESIGN-DETAILED	ANS	AG	
CHECKED-REVIEWED	ECF		
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PORTLAND
SHERWOOD ST
CROSS SECTIONS
(2 OF 21)

SHEET NUMBER

23

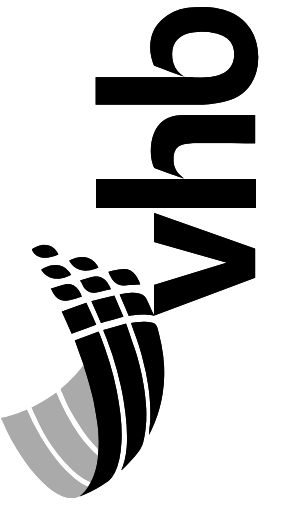
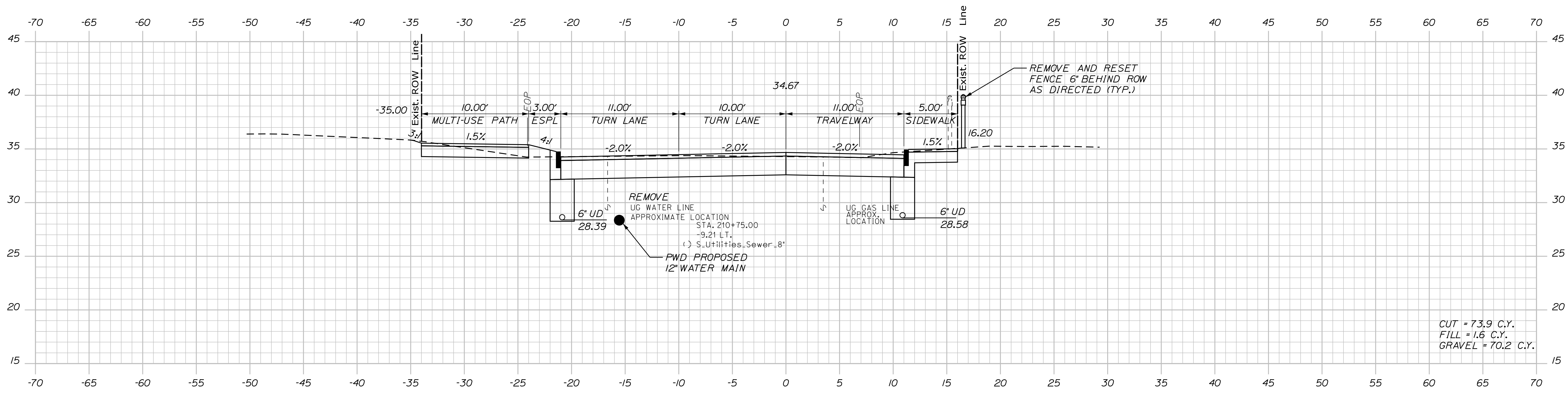
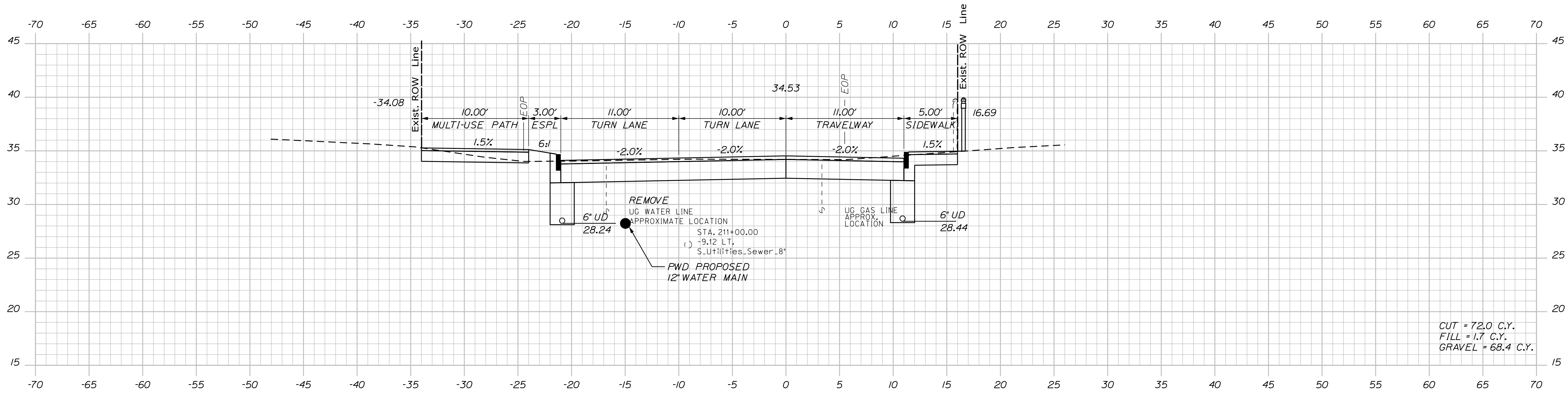
OF 49

Date: 3/27/2026

Username: btonic

Division: HIGHWAY

Filename: ... \Sherwood_St\013_Xsections.DGN



PROJ. MANAGER	DATE	BY
E. MARTIN	3/27/2026	SRP
	3/27/2026	AG
DESIGN-DETAILED		
CHECKED-REVIEWED		
DESIGN-DETAILED		
DESIGN-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PORTLAND
 SHERWOOD ST
 CROSS SECTIONS
 (3 OF 21)

SHEET NUMBER

24

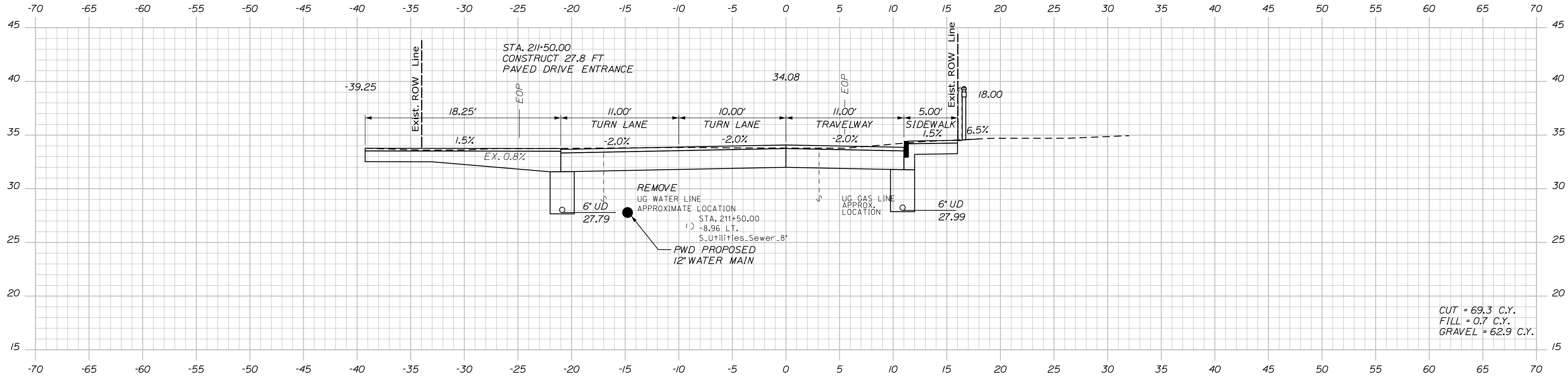
OF 49

Date: 3/27/2026

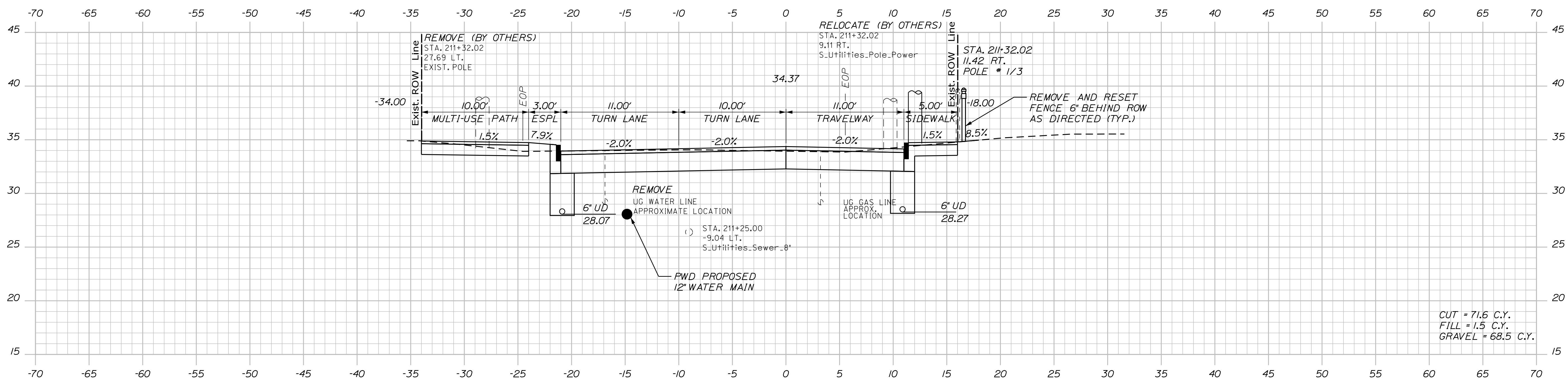
Username: btonic

Division: HIGHWAY

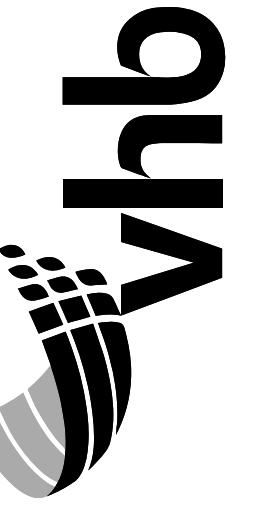
Filename: ... \Sherwood_St\013_Xsections.DGN



CUT = 69.3 C.Y.
 FILL = 0.7 C.Y.
 GRAVEL = 62.9 C.Y.



CUT = 71.6 C.Y.
 FILL = 1.5 C.Y.
 GRAVEL = 68.5 C.Y.



PROJ. MANAGER	DATE	BY	DATE
E. MARTIN	3/27/2026	SRP	3/27/2026
DESIGN-DETAILED	ANS	AG	
CHECKED-REVIEWED	ECF		
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PORTLAND
 SHERWOOD ST
 CROSS SECTIONS
 (4 OF 21)

SHEET NUMBER

25

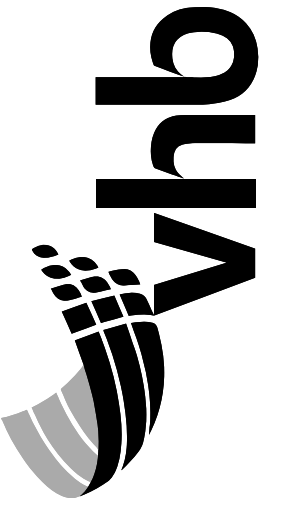
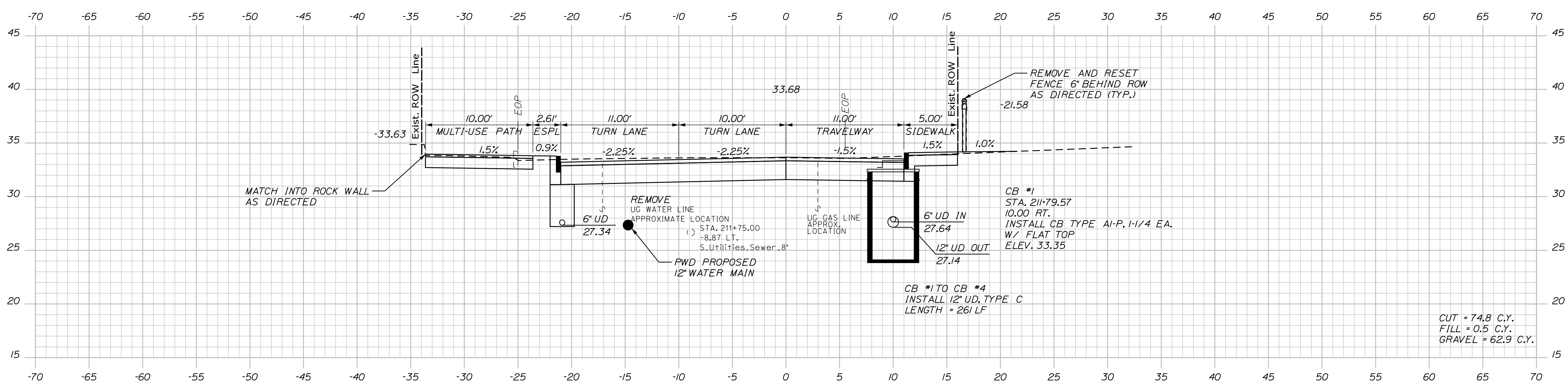
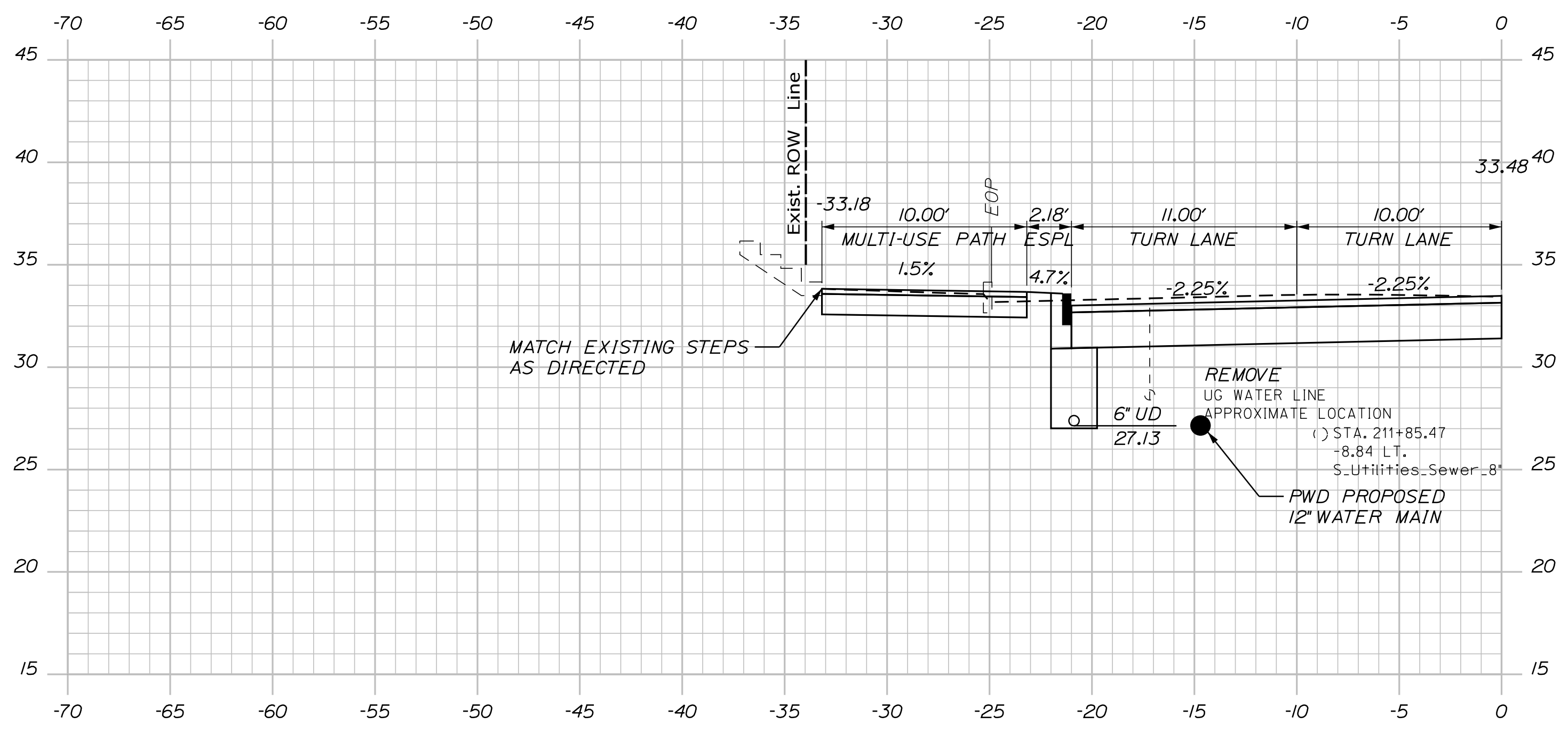
OF 49

Date: 3/27/2026

Username: btomic

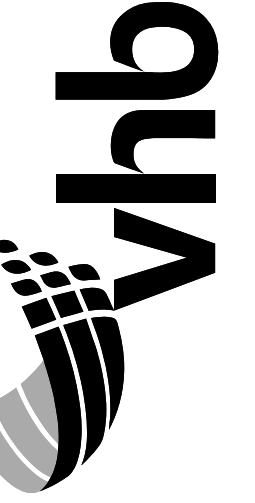
Division: HIGHWAY

Filename: ... \Sherwood_St\013_Xsections.DGN



PROJ. MANAGER	DATE	BY	REVISIONS
E. MARTIN	3/27/2026	SRP	DESIGN DETAILED
AG	3/27/2026	AG	CHECKED-REVIEWED ECF
			DESIGN DETAILED
			DESIGN DETAILED
			REVISIONS 1
			REVISIONS 2
			REVISIONS 3
			REVISIONS 4
			FIELD CHANGES

PORTLAND
SHERWOOD ST
CROSS SECTIONS
(5 OF 21)



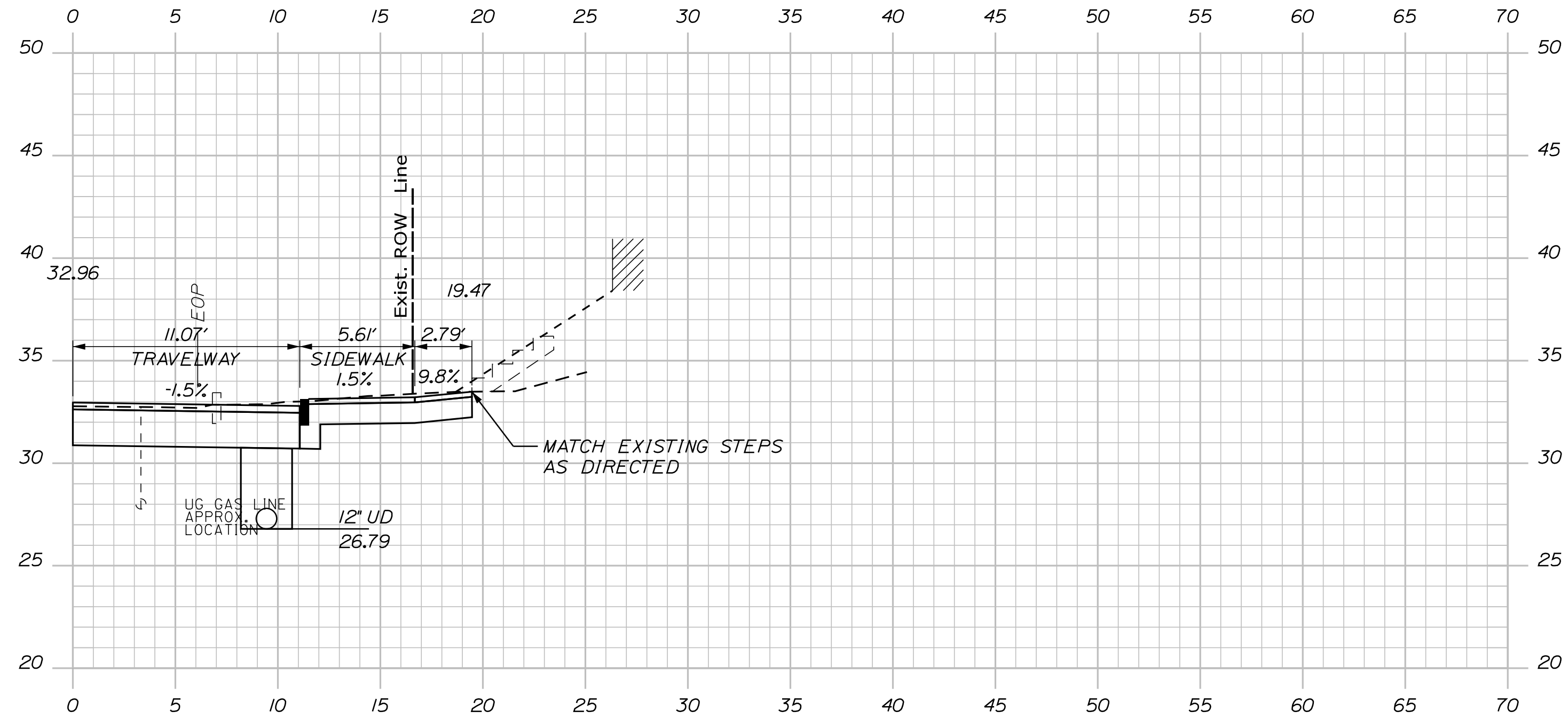
PROJ. MANAGER	DATE	BY	SRP	AG
E. MARTIN	3/27/2026			
DESIGN-DETAILED	3/27/2026			
CHECKED-REVIEWED	3/27/2026			
DESIGN-DETAILED				
DESIGN-DETAILED				
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				

PORTLAND
SHERWOOD ST
CROSS SECTIONS
(6 OF 21)

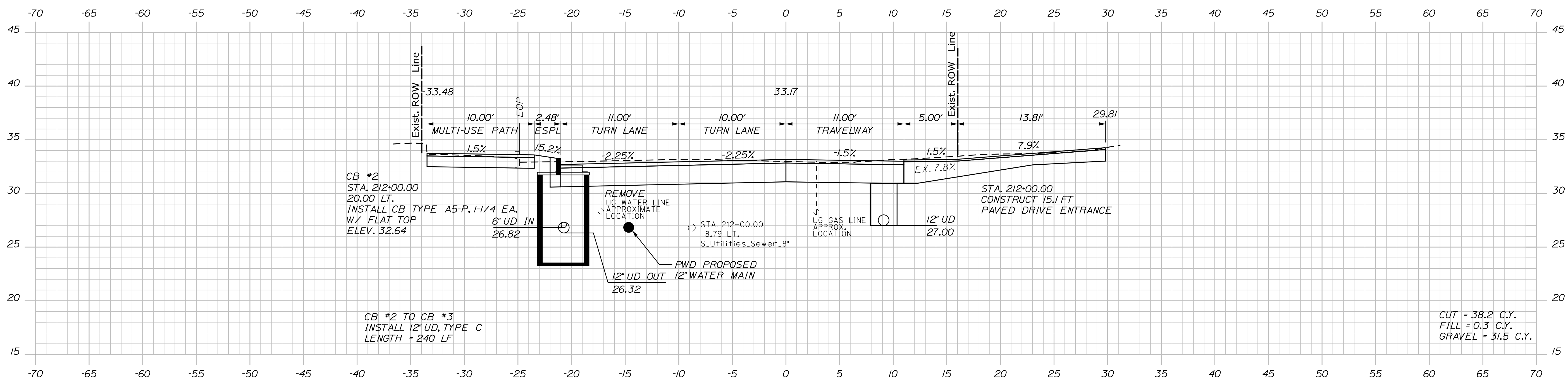
SHEET NUMBER

27

OF 49



212+08.78



212+00.00

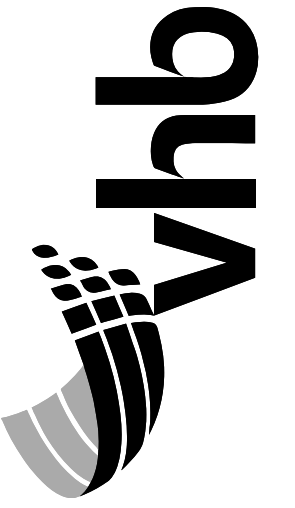
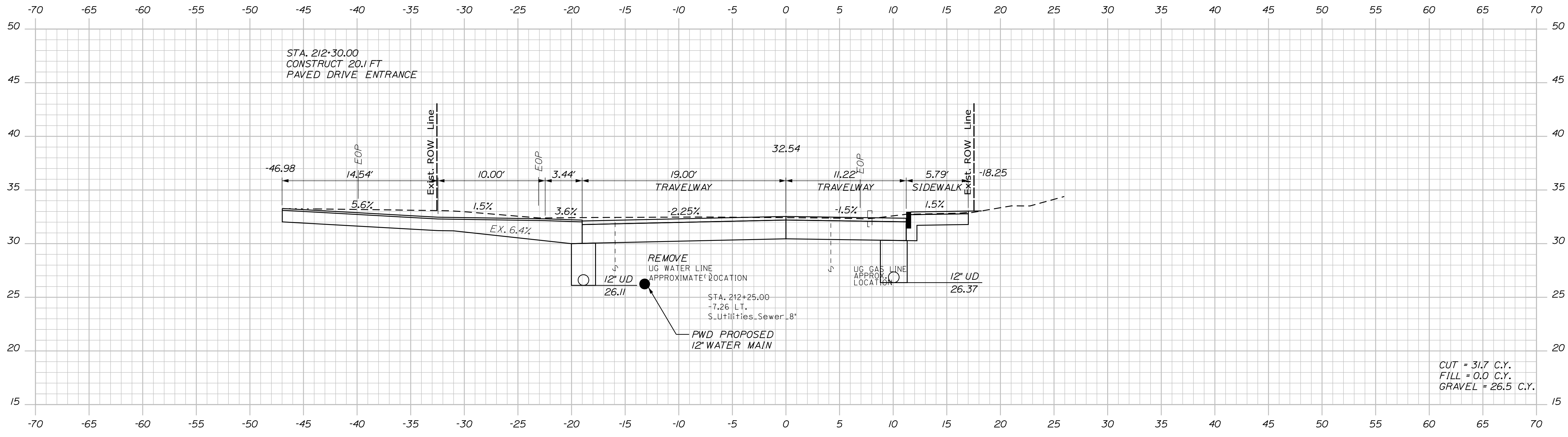
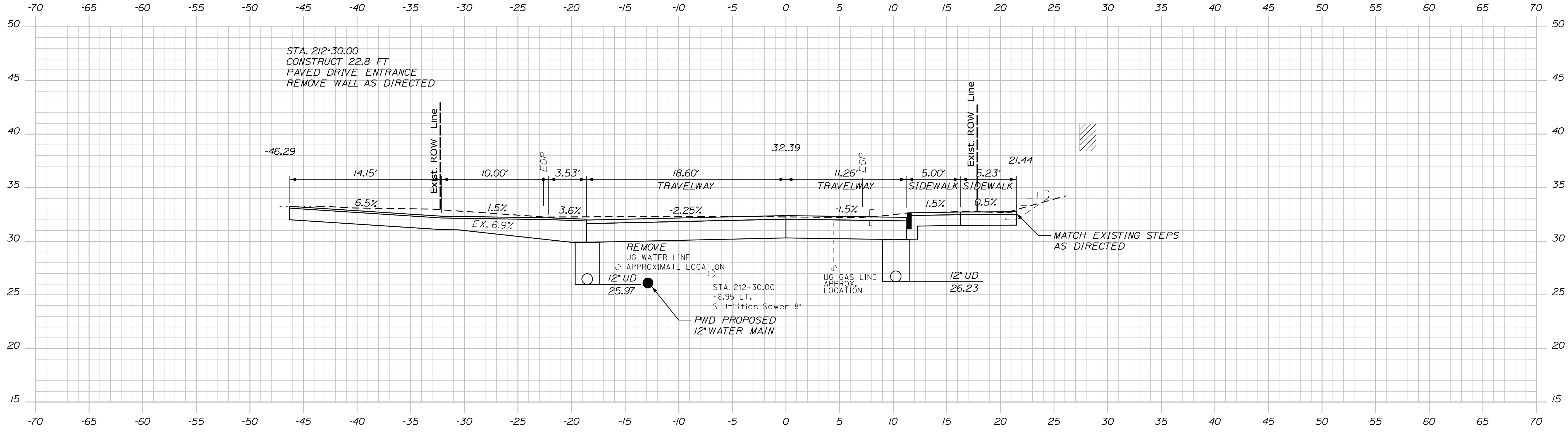
CUT = 38.2 C.Y.
FILL = 0.3 C.Y.
GRAVEL = 31.5 C.Y.

Date: 3/27/2026

Username: btomic

Division: HIGHWAY

Filename: ... \Sherwood_St\013_Xsections.DGN



PROJ. MANAGER	DATE	BY	DATE
E. MARTIN	3/27/2026	SRP	3/27/2026
DESIGN-DETAILED		AG	
CHECKED-REVIEWED			
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

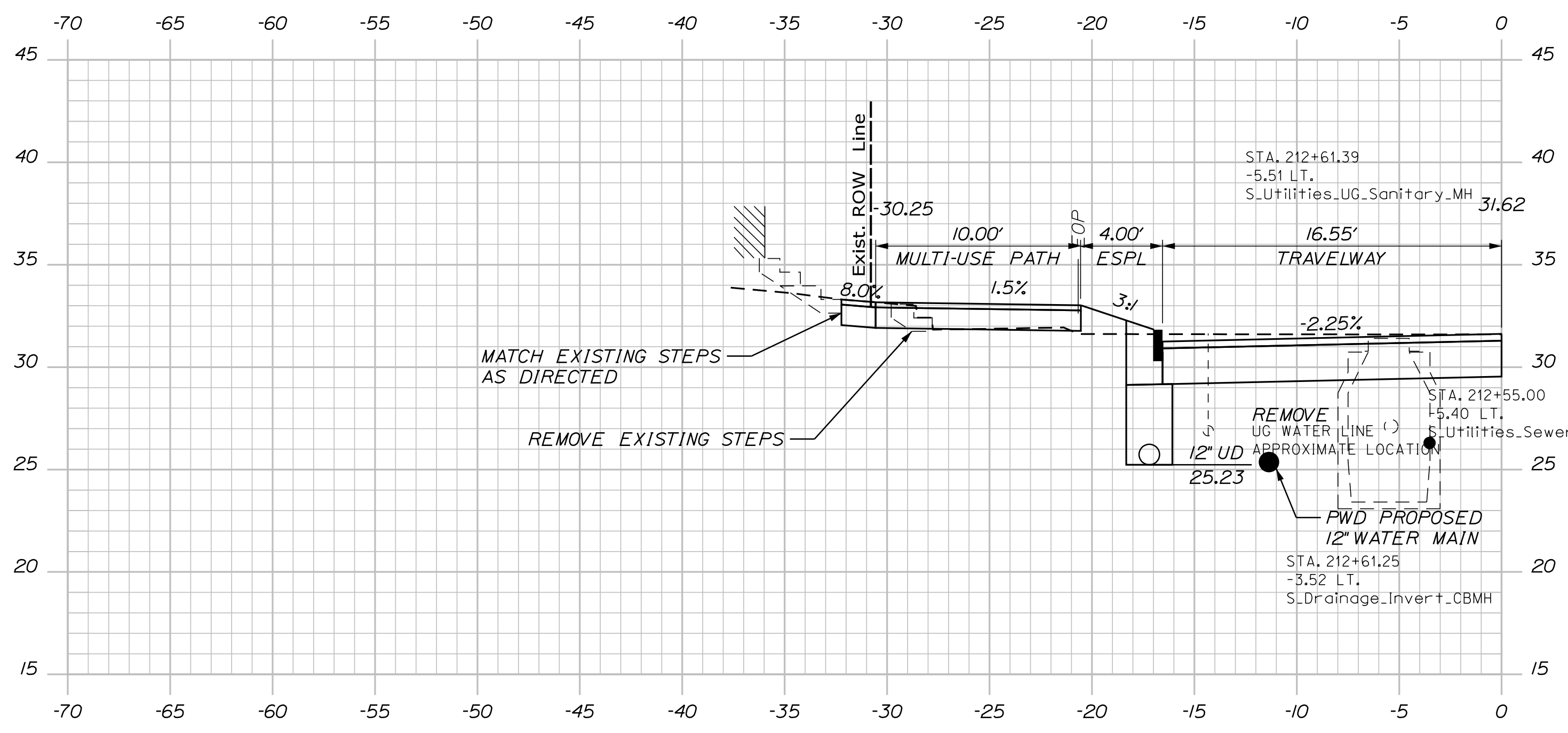
PORTLAND
SHERWOOD ST
CROSS SECTIONS
(7 OF 21)

Date: 3/27/2026

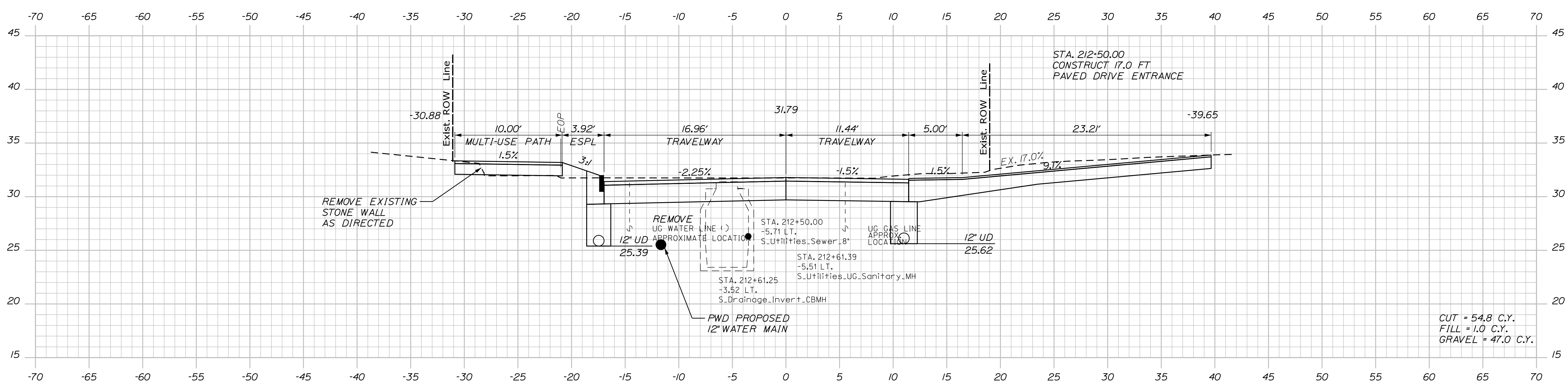
Username: btomic

Division: HIGHWAY

Filename: ... \Sherwood_St\013_Xsections.DGN

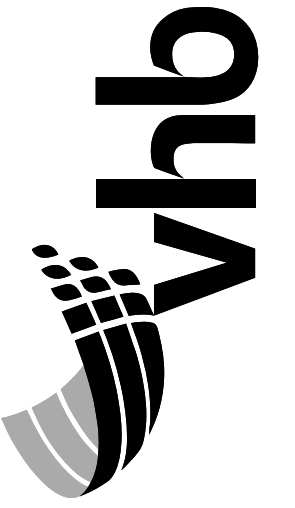


212+55.00



212+50.00

CUT = 54.8 C.Y.
FILL = 1.0 C.Y.
GRAVEL = 47.0 C.Y.



PROJ. MANAGER	DATE	BY	DATE
E. MARTIN	3/27/2026	SRP	3/27/2026
DESIGN-DETAILED		AG	
CHECKED-REVIEWED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PORTLAND
SHERWOOD ST
CROSS SECTIONS
(8 OF 21)

SHEET NUMBER

29

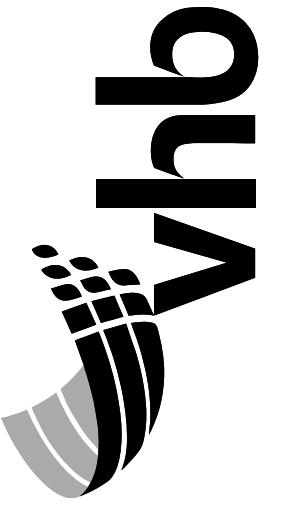
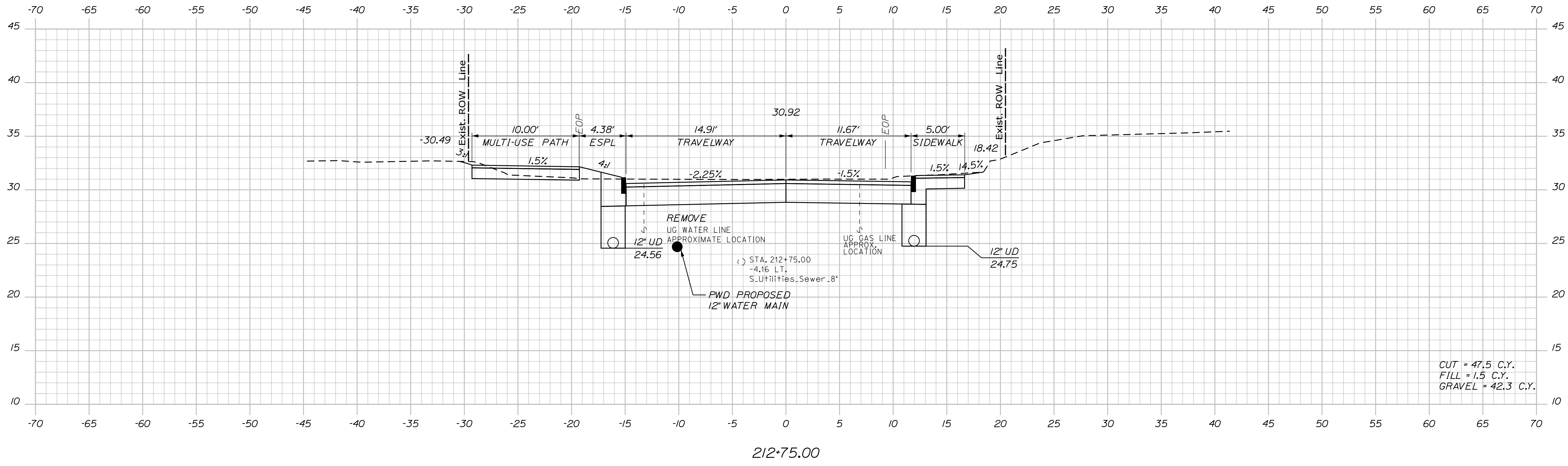
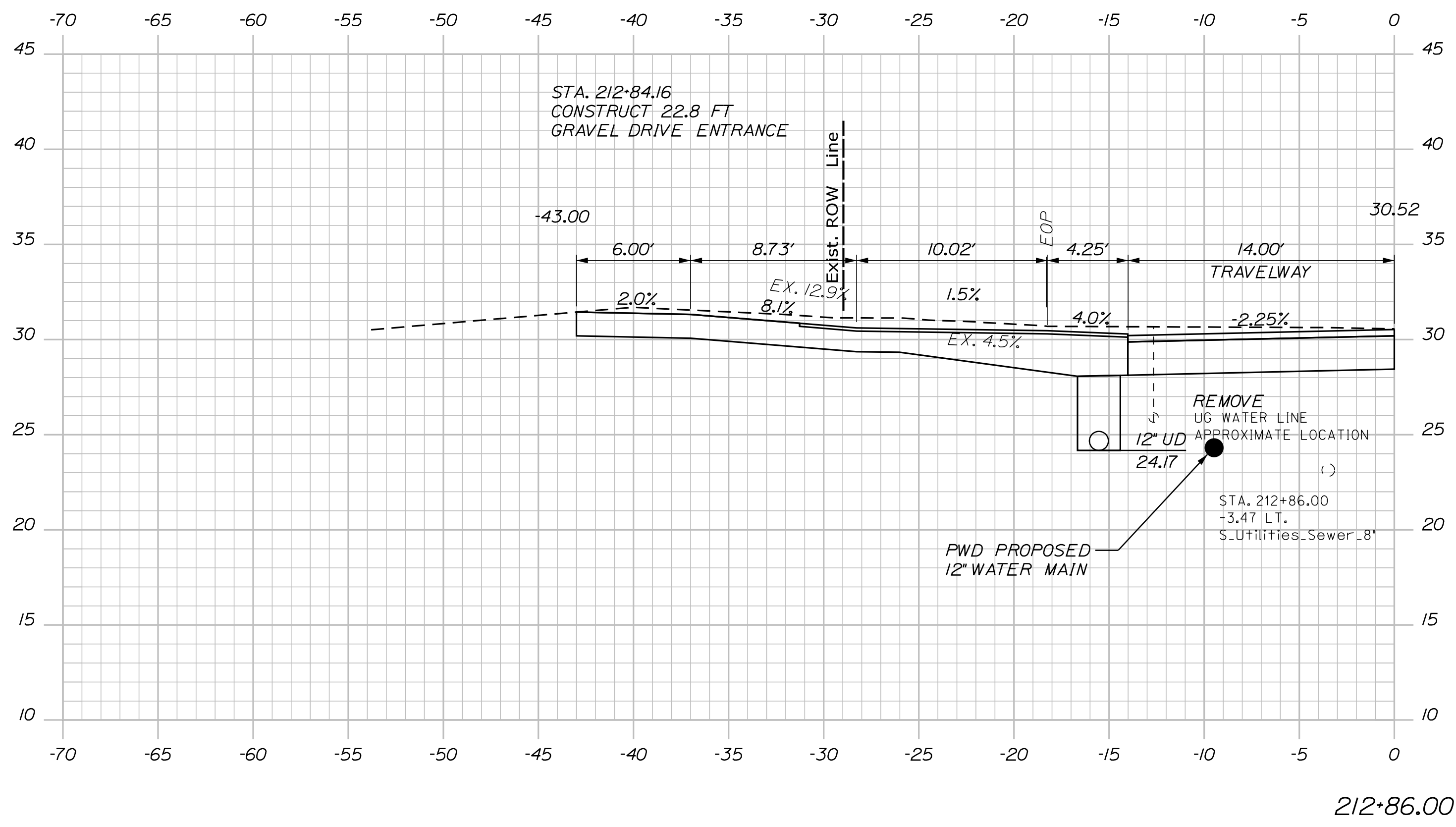
OF 49

Date: 3/27/2026

Username: btomic

Division: HIGHWAY

Filename: ... \Sherwood_St\013_Xsections.DGN



PROJ. MANAGER	DATE	BY	DATE
E. MARTIN	3/27/2026	SRP	3/27/2026
DESIGN-DETAILED	ANS	AG	
CHECKED-REVIEWED	ECF		
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

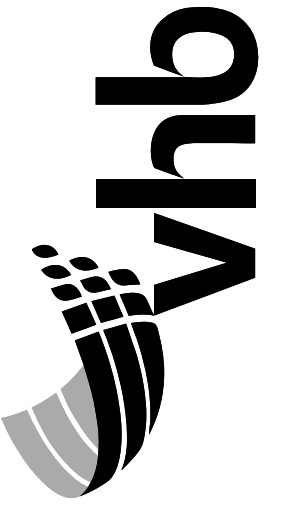
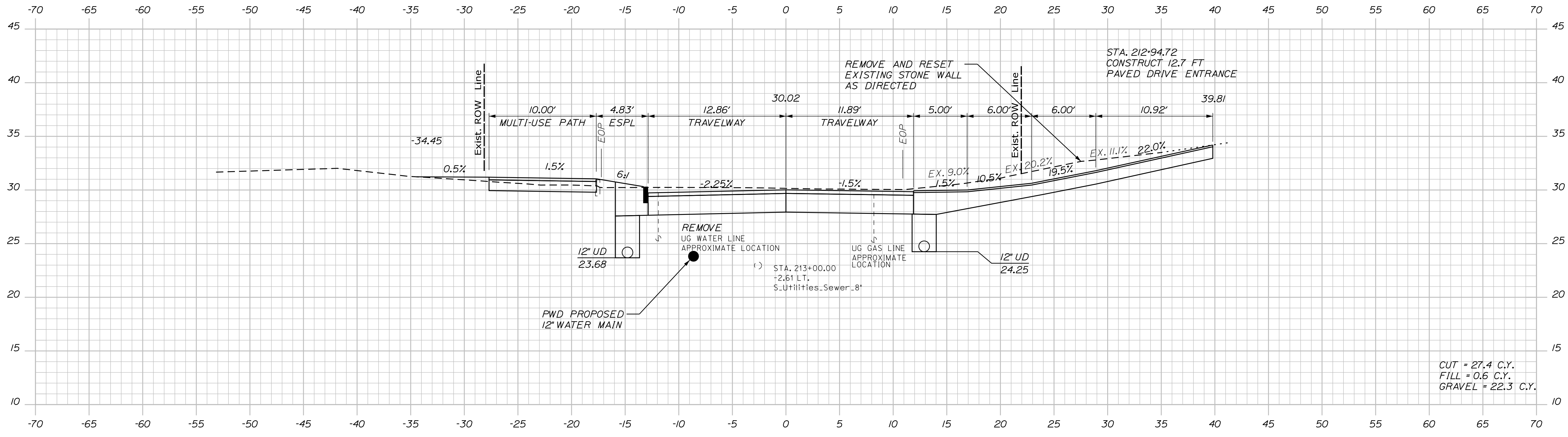
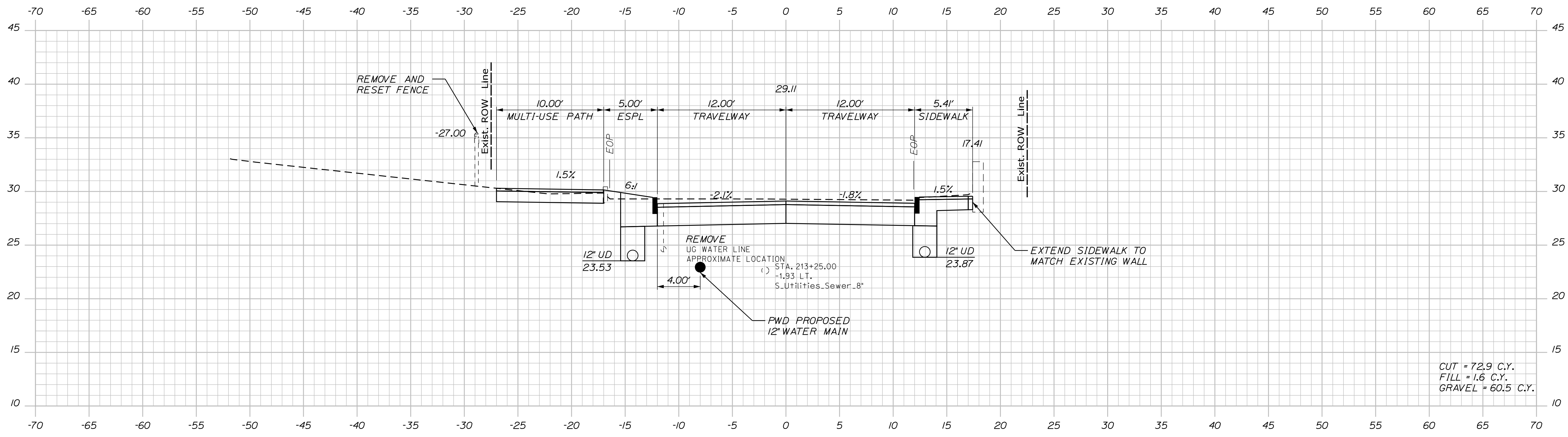
PORTLAND
SHERWOOD ST
CROSS SECTIONS
(9 OF 21)

Date: 3/27/2026

Username: btomic

Division: HIGHWAY

Filename: ... \Sherwood_St\013_Xsections.DGN



PROJ. MANAGER	DATE	BY	SRP	AG
E. MARTIN	3/27/2026	AG		
DESIGN-DETAILED				
CHECKED-REVIEWED				
DESIGN-DETAILED				
DESIGN-DETAILED				
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				

PORTLAND
SHERWOOD ST
CROSS SECTIONS
(10 OF 21)

SHEET NUMBER

31

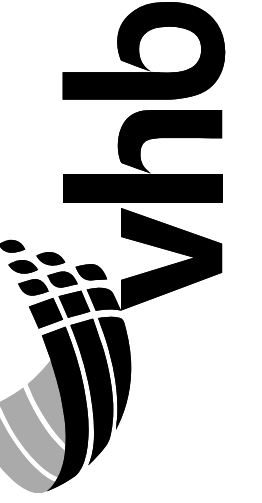
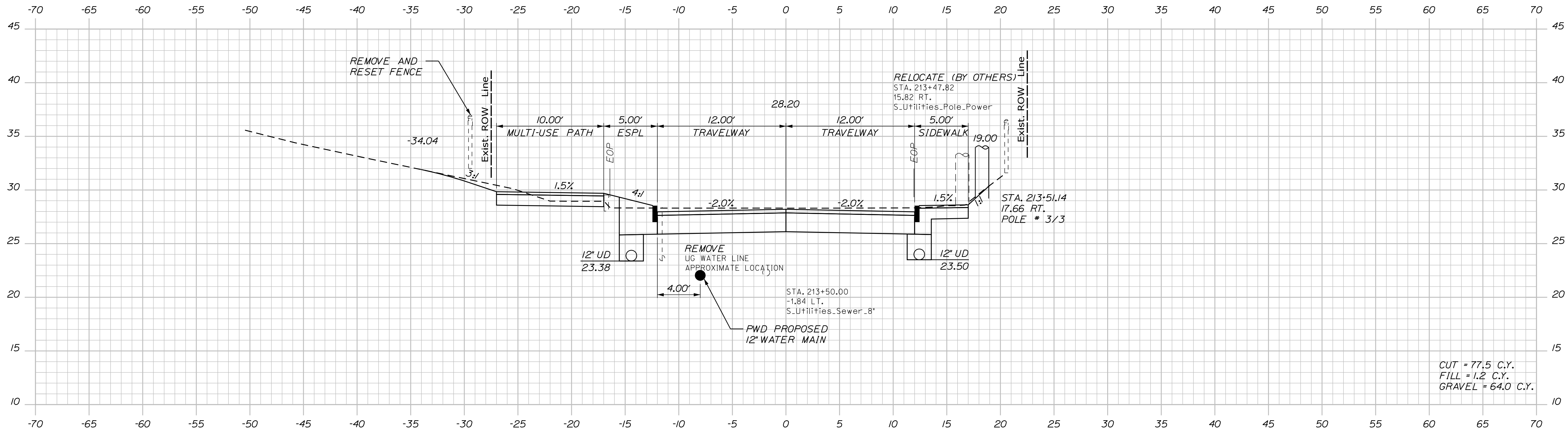
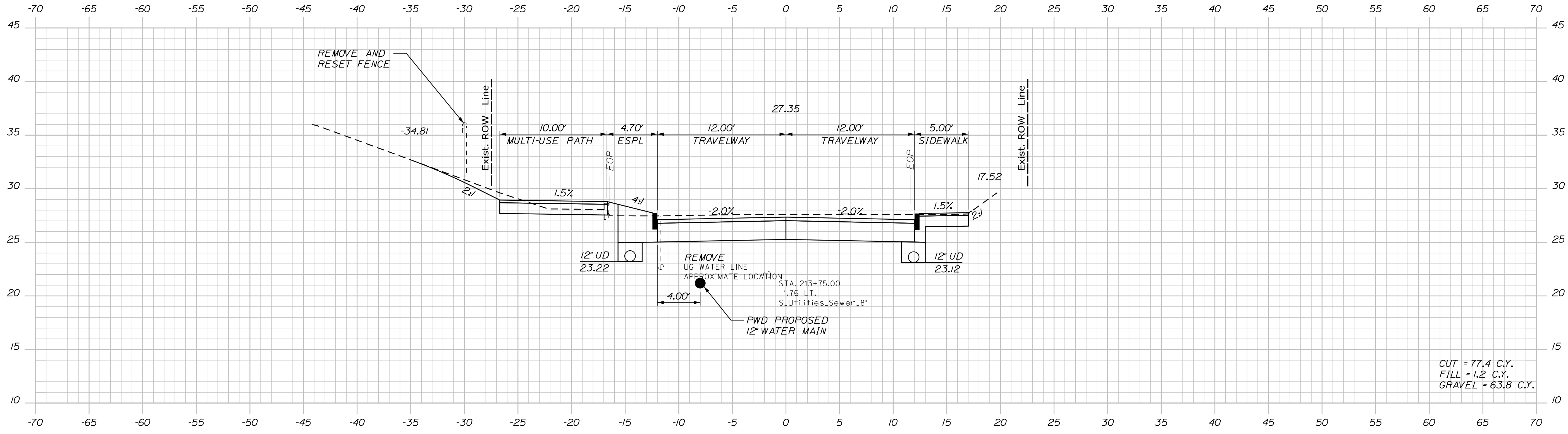
OF 49

Date: 3/27/2026

Username: btomic

Division: HIGHWAY

Filename: ... \Sherwood_St\013_Xsections.DGN



PROJ. MANAGER	DATE	BY	E. MARTIN
DESIGN-DETAILED	3/27/2026	SRP	
CHECKED-REVIEWED	3/27/2026	AG	
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PORTLAND
SHERWOOD ST
CROSS SECTIONS
(11 OF 21)

SHEET NUMBER

32

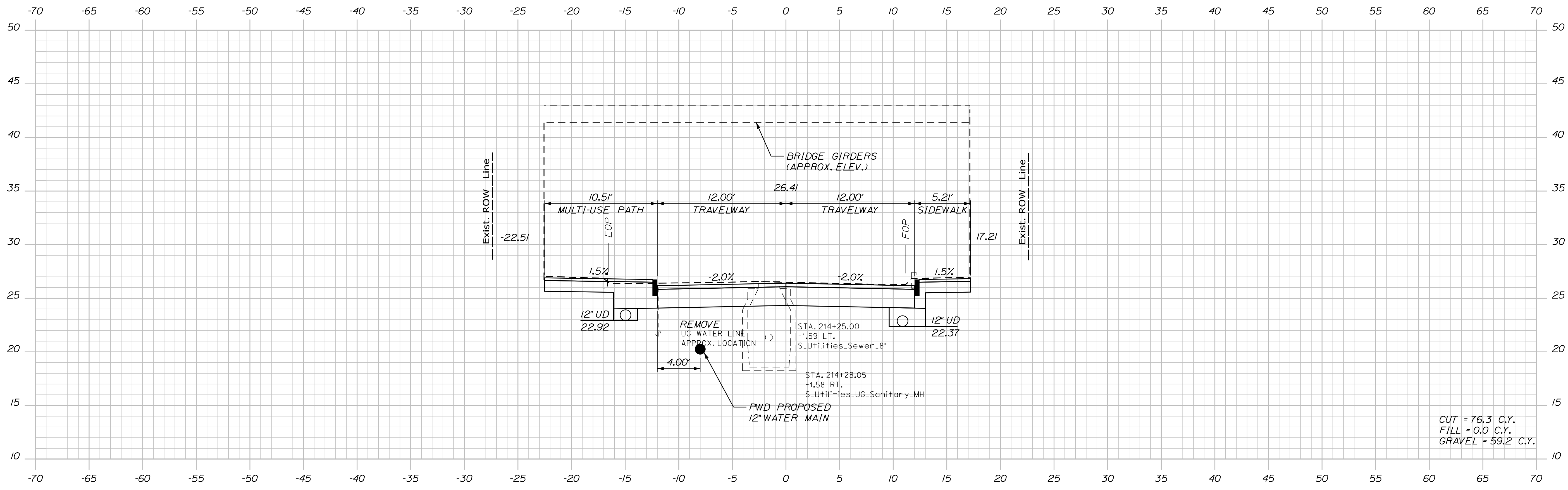
OF 49

Date: 3/27/2026

Username: btomic

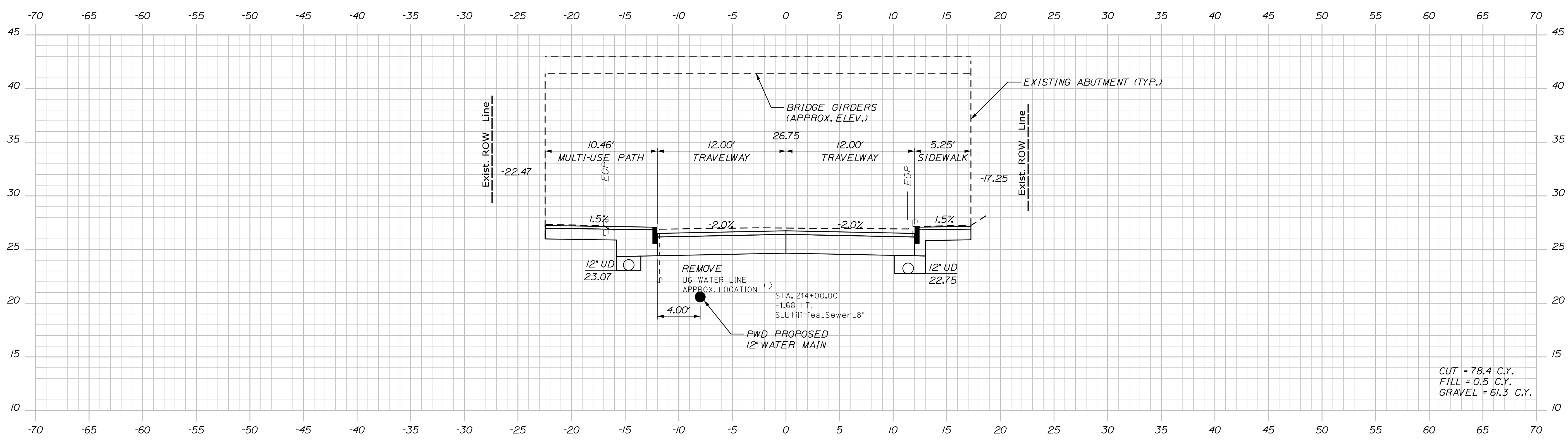
Division: HIGHWAY

Filename: ... \Sherwood_St\013_Xsections.DGN



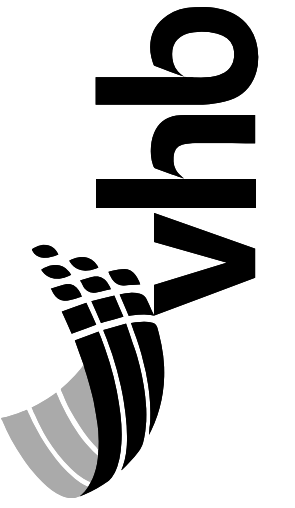
214+25.00

CUT = 76.3 C.Y.
FILL = 0.0 C.Y.
GRAVEL = 59.2 C.Y.



214+00.00

CUT = 78.4 C.Y.
FILL = 0.5 C.Y.
GRAVEL = 61.3 C.Y.



PROJ. MANAGER	DATE	BY	SRP	AG
E. MARTIN	3/27/2026	AG		
DESIGN-DETAILED				
CHECKED-REVIEWED				
DESIGN-DETAILED				
DESIGN-DETAILED				
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				

PORTLAND
SHERWOOD ST
CROSS SECTIONS
(12 OF 21)

SHEET NUMBER

33

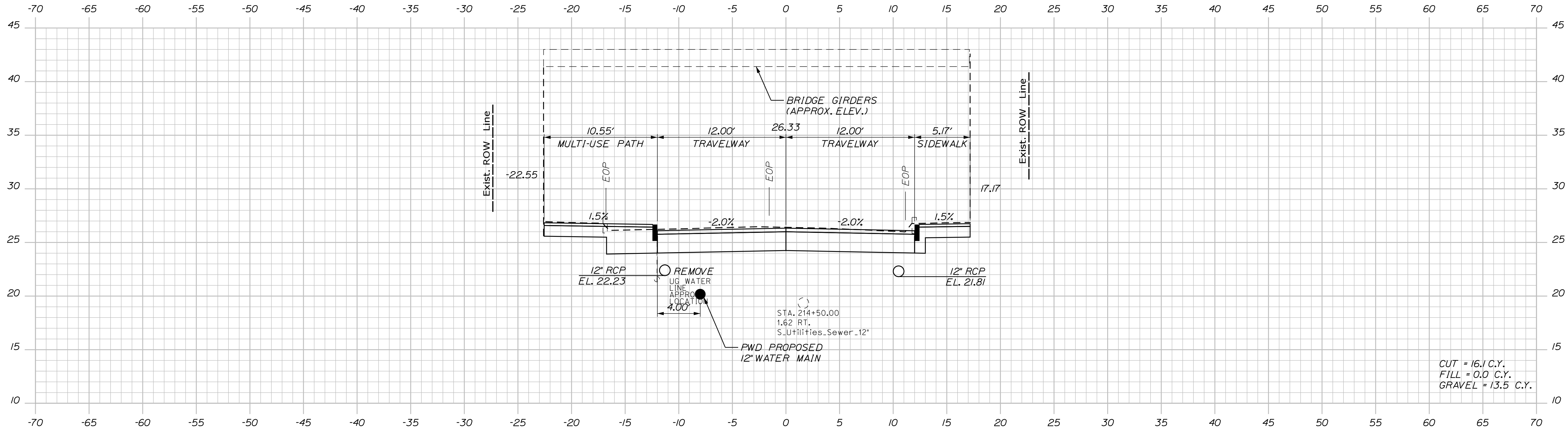
OF 49

Date: 3/27/2026

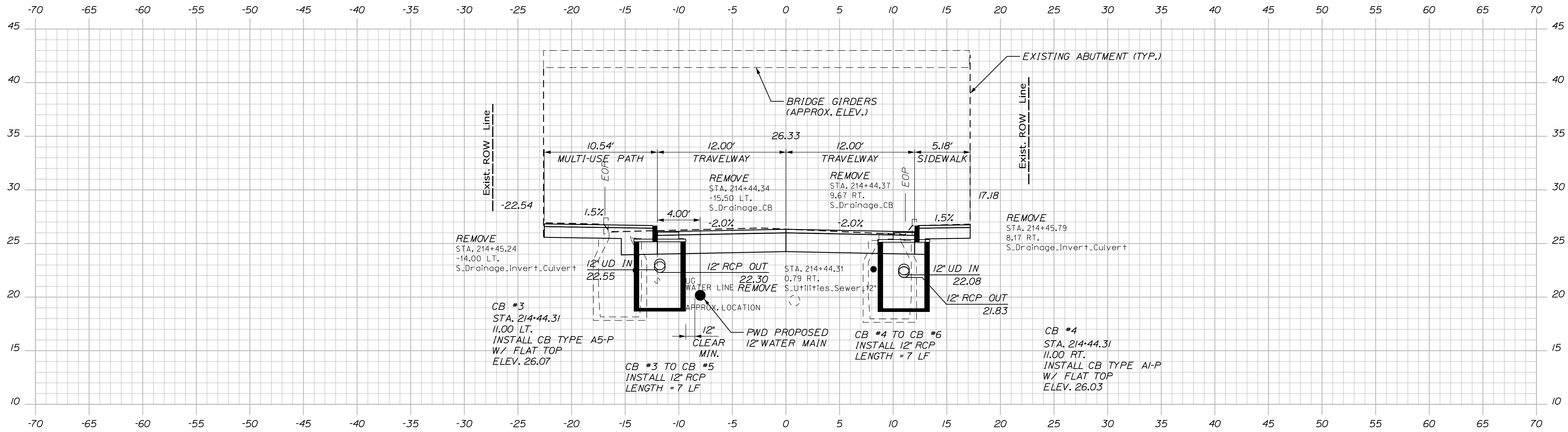
Username: btomic

Division: HIGHWAY

Filename: ... \Sherwood_St\013_Xsections.DGN

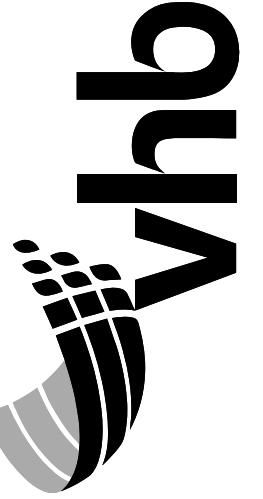


214+50.00



214+44.31

CUT = 16.1 C.Y.
FILL = 0.0 C.Y.
GRAVEL = 13.5 C.Y.



PROJ. MANAGER	DATE	BY	SRP	AG
E. MARTIN	3/27/2026			
DESIGN-DETAILED				
CHECKED-REVIEWED				
DESIGN-DETAILED				
DESIGN-DETAILED				
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				

PORTLAND
SHERWOOD ST
CROSS SECTIONS
(13 OF 21)

SHEET NUMBER

34

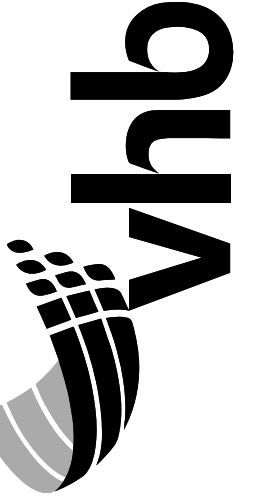
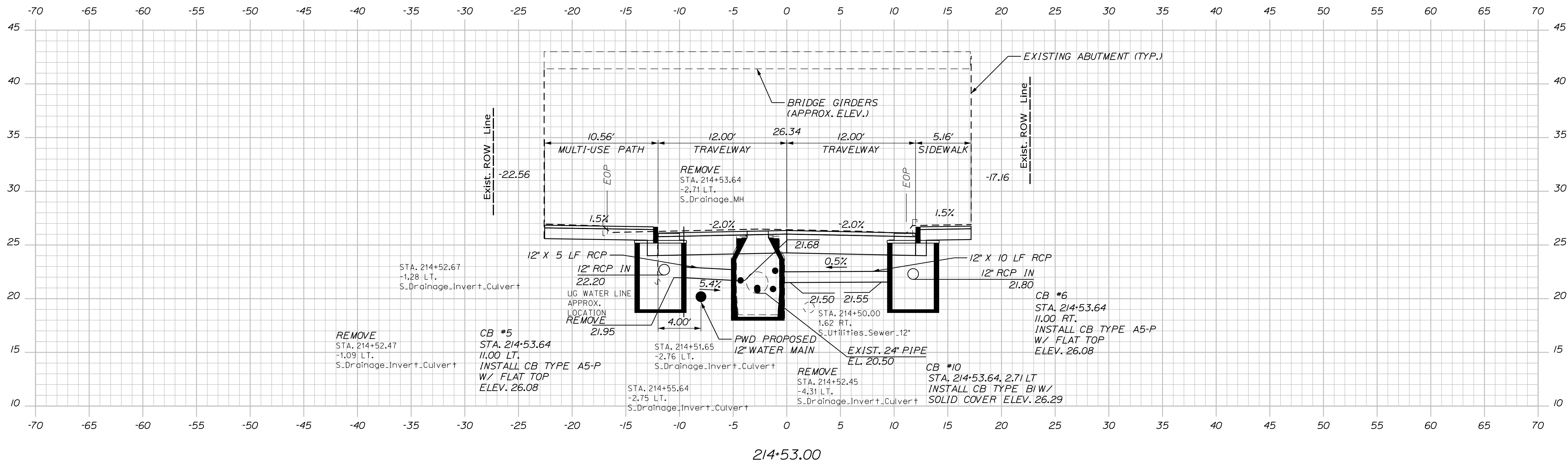
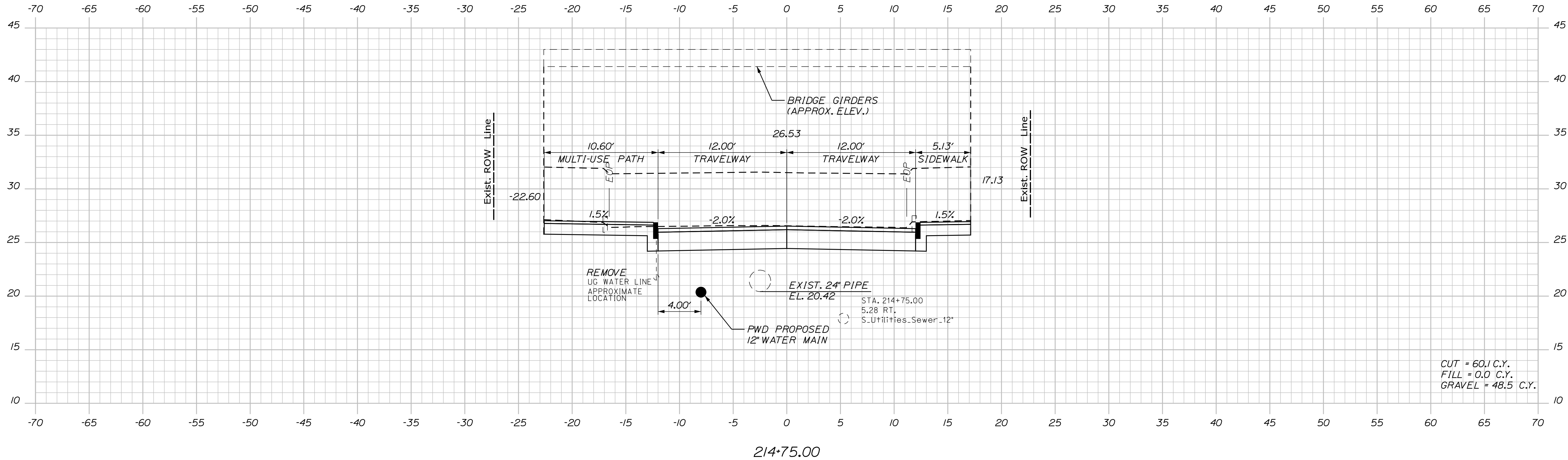
OF 49

Date: 3/27/2026

Username: btomic

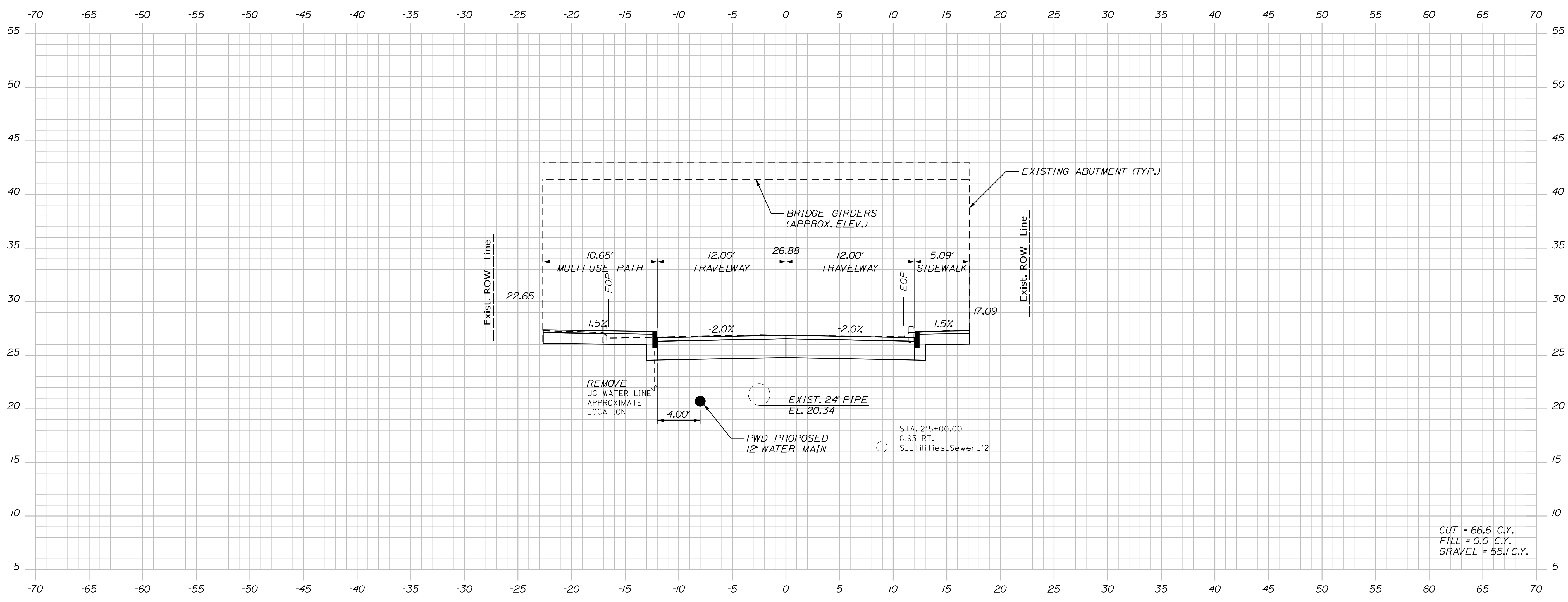
Division: HIGHWAY

Filename: ... \Sherwood_St\013_Xsections.DGN



PROJ. MANAGER	DATE	BY	DATE
E. MARTIN	3/27/2026	SRP	3/27/2026
DESIGN-DETAILED	ANS	AG	
CHECKED-REVIEWED	ECF		
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PORTLAND
SHERWOOD ST
CROSS SECTIONS
(14 OF 21)



215+00.00

CUT = 66.6 C.Y.
FILL = 0.0 C.Y.
GRAVEL = 55.1 C.Y.



PROJ. MANAGER	BY	DATE
E. MARTIN	SRP	3/27/2026
	AG	3/27/2026
DESIGN DETAILED	AG	
CHECKED-REVIEWED	AG	
DESIGN DETAILED		
DESIGN DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

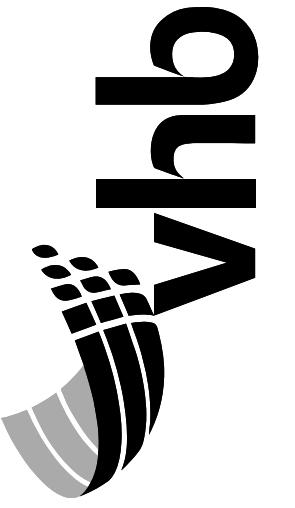
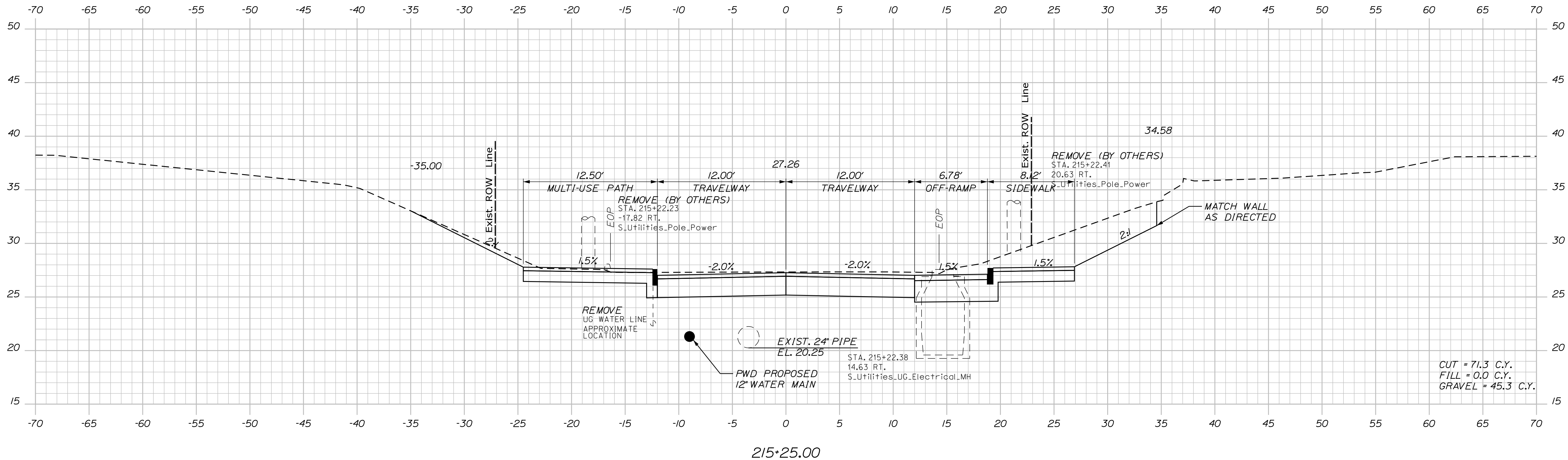
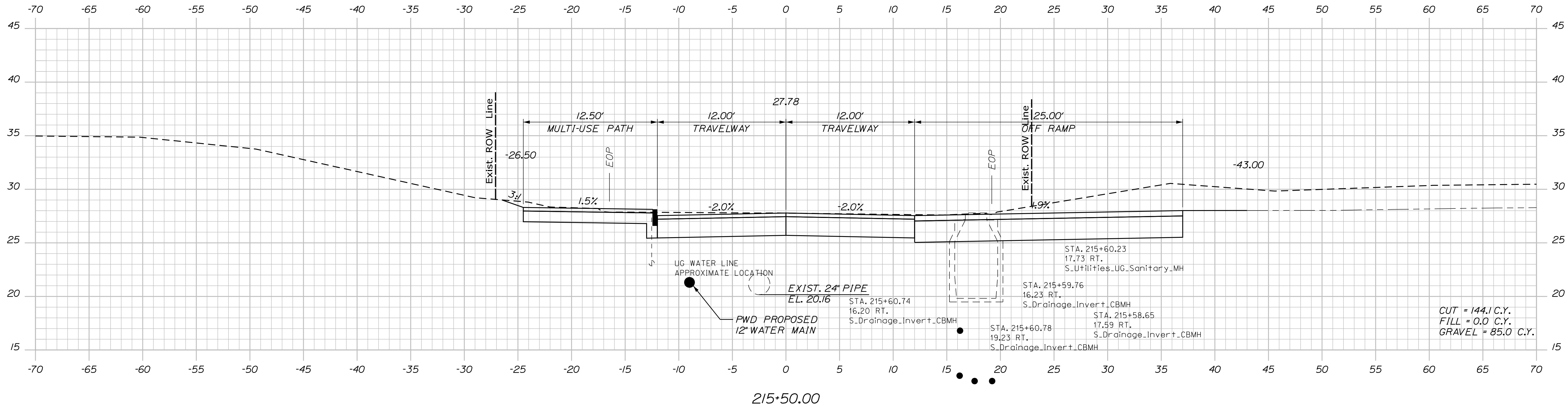
PORTLAND
SHERWOOD ST
CROSS SECTIONS
(15 OF 21)

Date: 3/27/2026

Username: btomic

Division: HIGHWAY

Filename: ... \Sherwood_St\013_Xsections.DGN



PROJ. MANAGER	DATE	BY	DATE
E. MARTIN	3/27/2026	SRP	3/27/2026
DESIGN-DETAILED		AG	
CHECKED-REVIEWED			
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

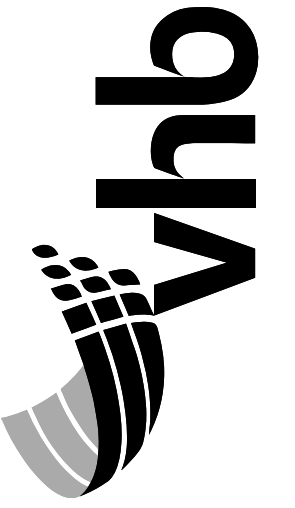
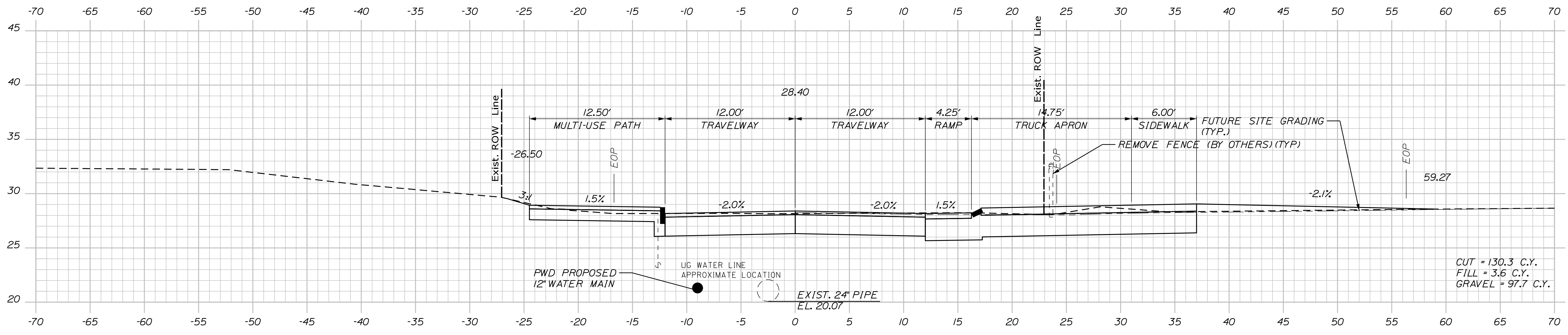
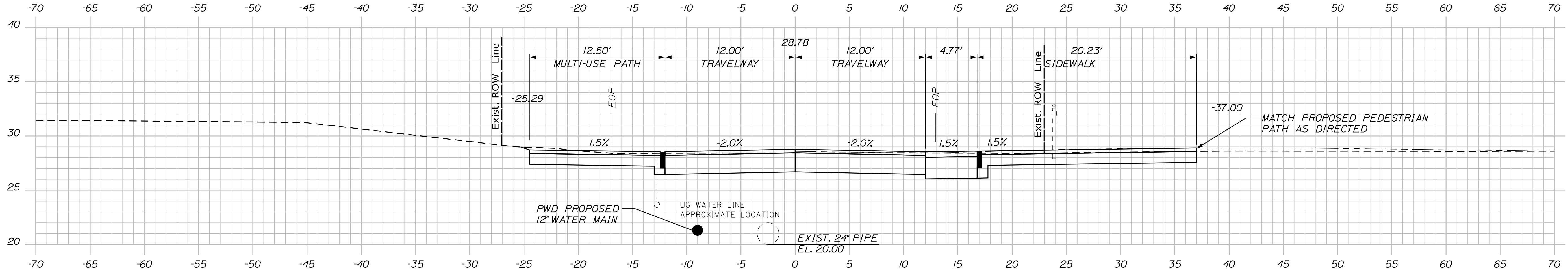
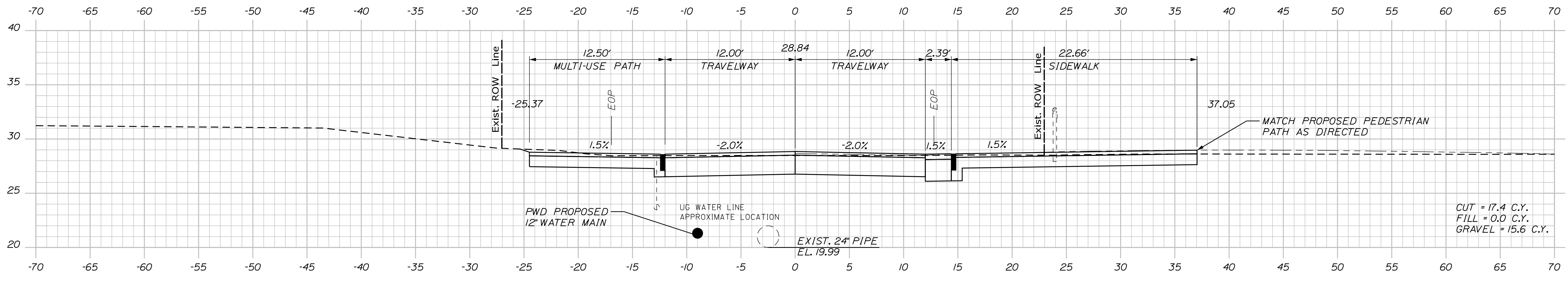
PORTLAND
SHERWOOD ST
CROSS SECTIONS
(16 OF 21)

Date: 3/27/2026

Username: btomic

Division: HIGHWAY

Filename: ... \Sherwood_St\013_Xsections.DGN



PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	DATE
E. MARTIN	ANS	AG	3/27/2026
	DESIGN-DETAILED		3/27/2026
	REVISIONS 1		
	REVISIONS 2		
	REVISIONS 3		
	REVISIONS 4		
			FIELD CHANGES

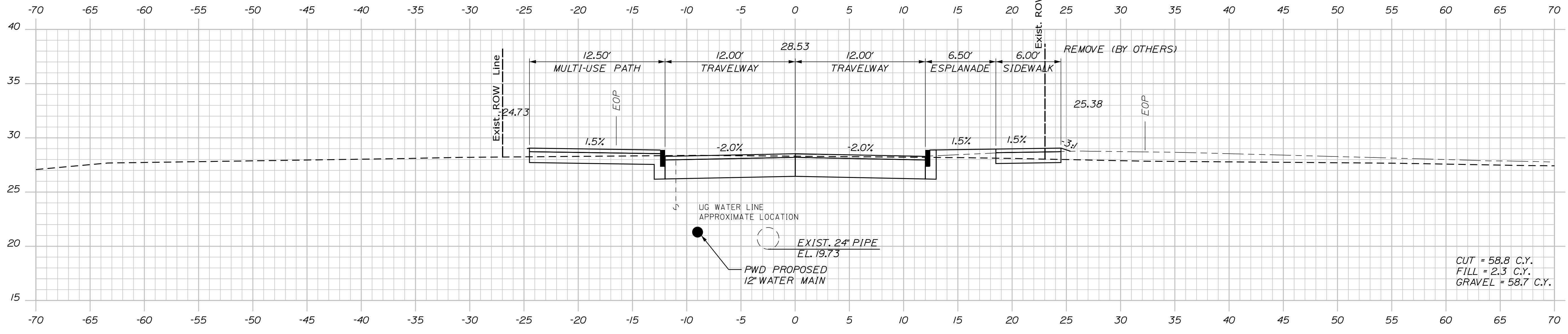
PORTLAND
SHERWOOD ST
CROSS SECTIONS
(17 OF 21)

Date: 3/27/2026

Username: btonic

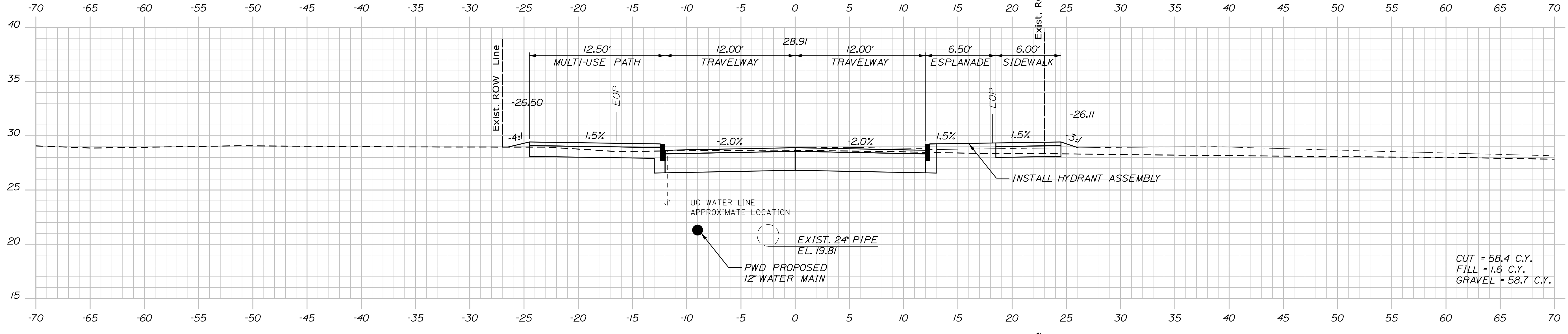
Division: HIGHWAY

Filename: ... \Sherwood_St\013_Xsections.DGN



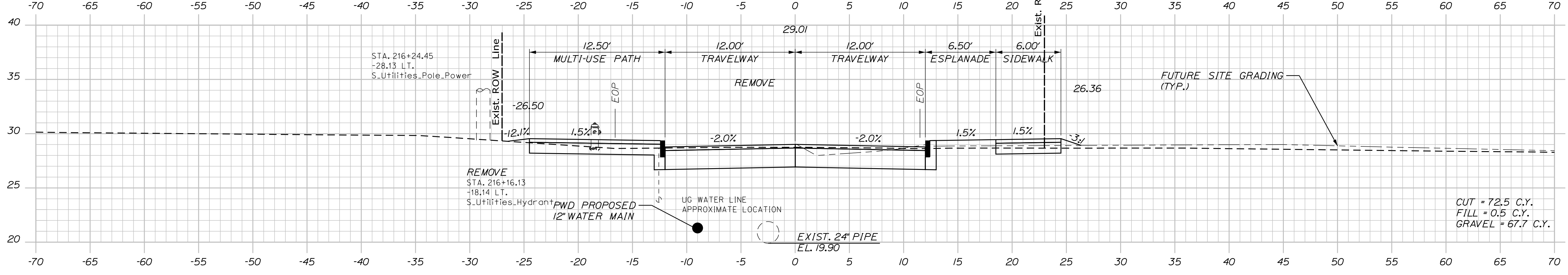
216+75.00

CUT = 58.8 C.Y.
FILL = 2.3 C.Y.
GRAVEL = 58.7 C.Y.



216+50.00

CUT = 58.4 C.Y.
FILL = 1.6 C.Y.
GRAVEL = 58.7 C.Y.



216+25.00

CUT = 72.5 C.Y.
FILL = 0.5 C.Y.
GRAVEL = 67.7 C.Y.



PROJ. MANAGER	DATE	BY	SRP	AG
E. MARTIN	3/27/2026			
DESIGN-DETAILED	ANS			
CHECKED-REVIEWED	ECF			
DESIGN-DETAILED				
DESIGN-DETAILED				
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				

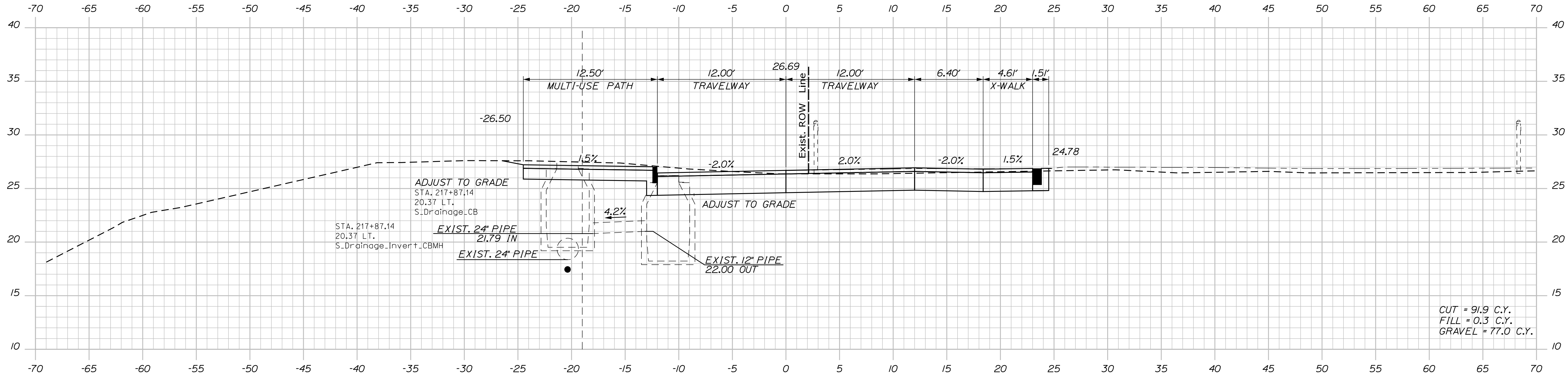
PORTLAND
SHERWOOD ST
CROSS SECTIONS
(18 OF 21)

Date: 3/27/2026

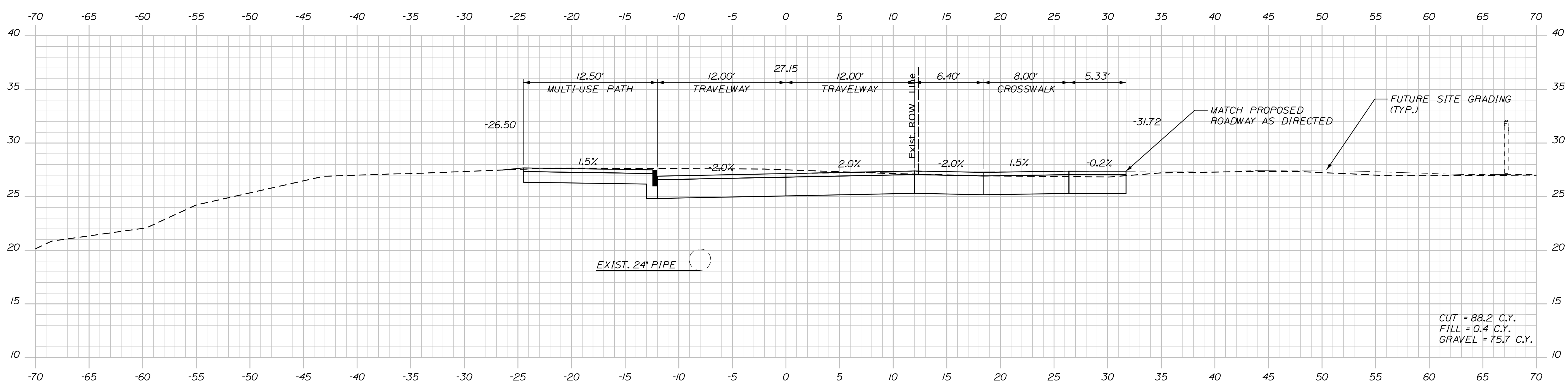
Username: btomic

Division: HIGHWAY

Filename: ... \Sherwood_St\013_Xsections.DGN



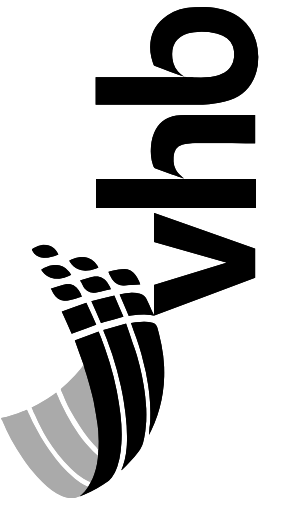
217+75.00



217+50.00

CUT = 91.9 C.Y.
FILL = 0.3 C.Y.
GRAVEL = 77.0 C.Y.

CUT = 88.2 C.Y.
FILL = 0.4 C.Y.
GRAVEL = 75.7 C.Y.



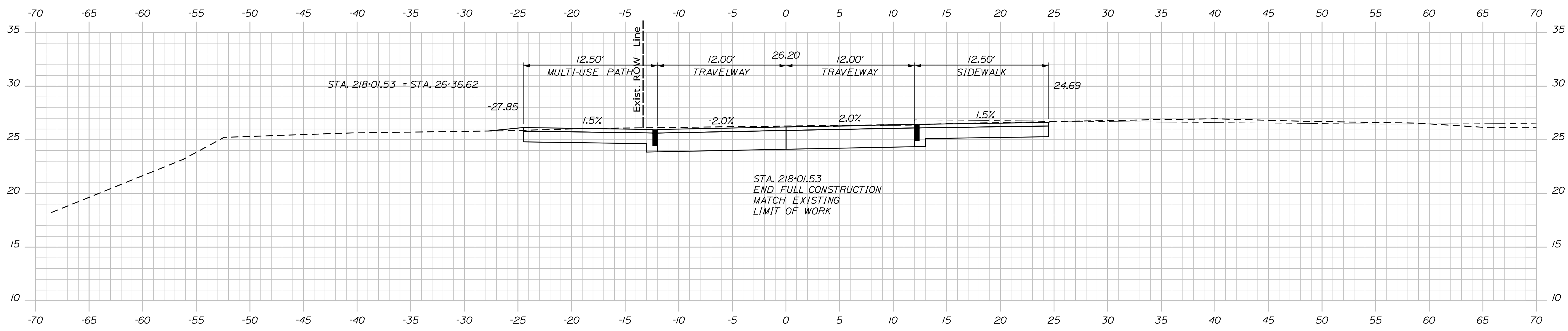
PROJ. MANAGER	DATE	BY	SRP	AG
E. MARTIN	3/27/2026	AG		
DESIGN-DETAILED	3/27/2026			
CHECKED-REVIEWED	3/27/2026			
DESIGN-DETAILED				
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				

PORTLAND
SHERWOOD ST
CROSS SECTIONS
(20 OF 21)

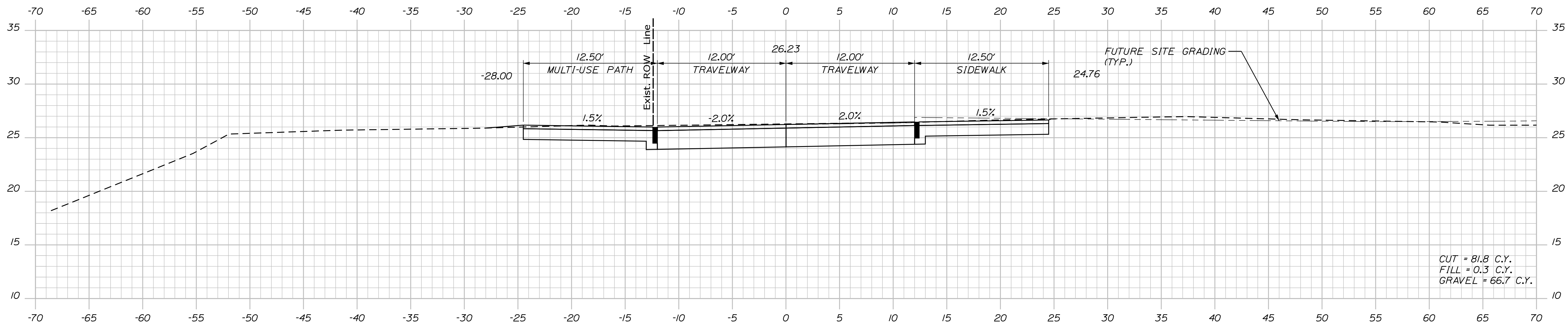
SHEET NUMBER

41

OF 49

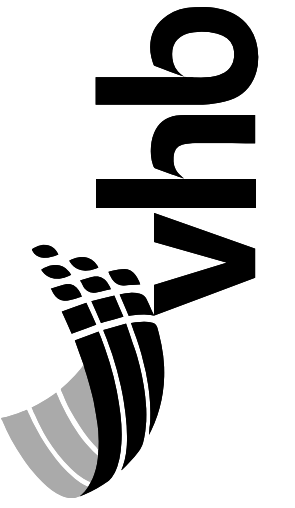


218+01.53



218+00.00

CUT = 81.8 C.Y.
FILL = 0.3 C.Y.
GRAVEL = 66.7 C.Y.



PROJ. MANAGER	DESIGN DETAILED	CHECKED/REVIEWED	DATE
E. MARTIN	AHS	SRP	3/27/2026
	ECF	AG	3/27/2026
	DESIGN DETAILED		
	REVISIONS 1		
	REVISIONS 2		
	REVISIONS 3		
	REVISIONS 4		
	FIELD CHANGES		

PORTLAND
SHERWOOD ST
CROSS SECTIONS
(21 OF 21)

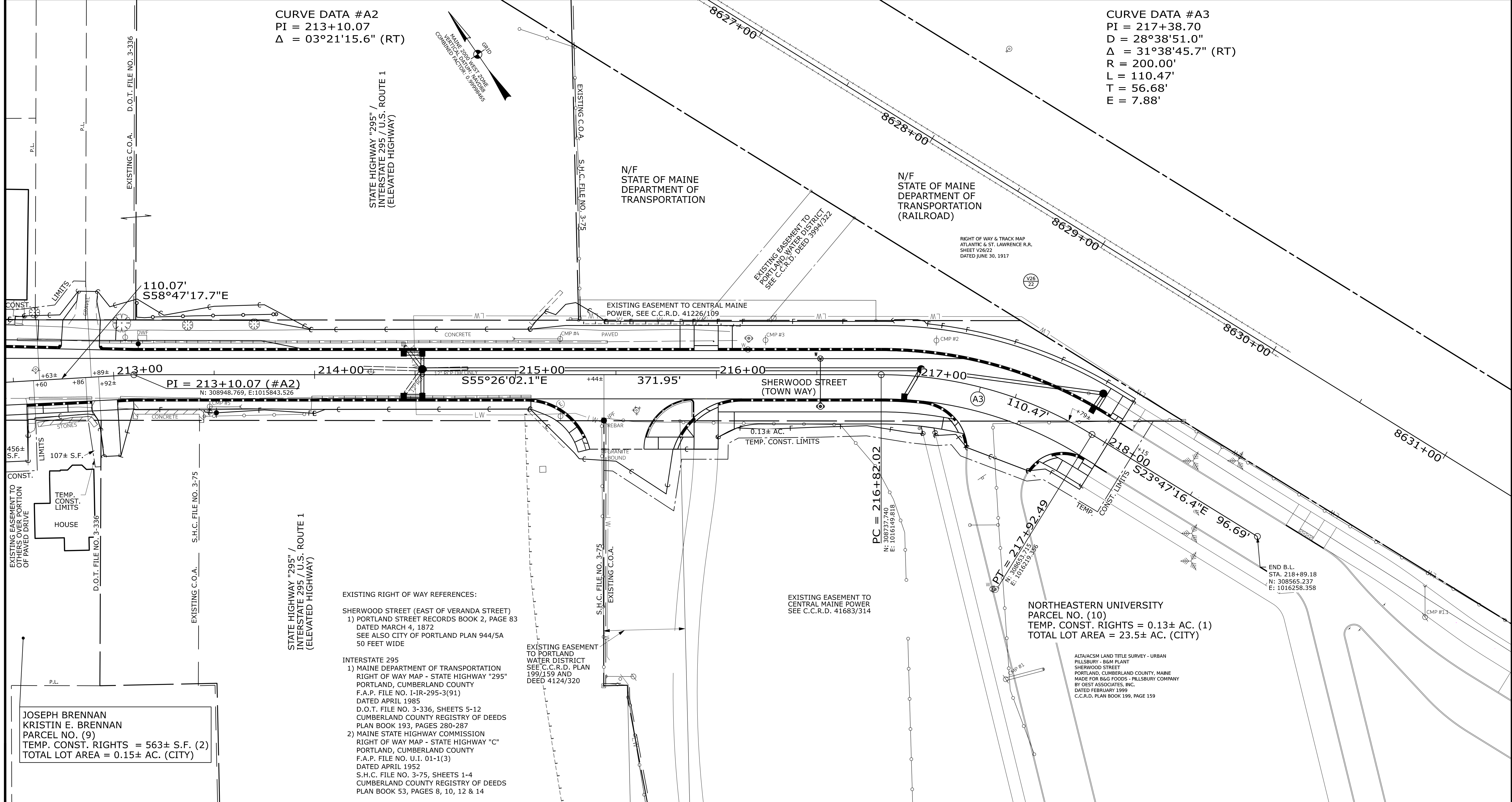
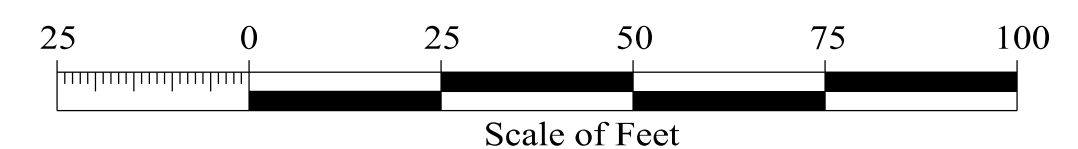
PLAN LEGEND

Town, County, State	New R/W Along Existing R/W	Existing	Proposed	Existing	Proposed	Cut Line	Fill Line
Approx. Property Lines	Building	Sanitary Sewer	Travelled Way	Ditch	Stonewall	Retaining Wall	Baseline
Existing Right of Way	Clearing Limit Line	Com. Line UG	Ditch	Catch Basin	Manhole	Manhole	Monument
Limits of Wrought Portion	Trees	Electric Line	Water Line	Manhole	Utility Pole	Fire Hydrant	Iron Rod Set
Control of Access	Conifer	Water Line	Underdrain Line	Gas Line	Guardrail	Culvert	
New Right of Way	Deciduous	Underdrain Line	Gas Line	Guardrail	Culvert		
New Easement	Water Edge	Gas Line	Guardrail	Culvert			
New Temporary Rights	Ledge	Guardrail	Culvert				
New R/W Within Existing R/W	Fence	Culvert					
	Sign						

THIS PLAN WAS PREPARED IN CONNECTION WITH THE DEPARTMENT'S ACQUISITION OF REAL PROPERTY FOR TRANSPORTATION PURPOSES. IT CANNOT BE USED TO ESTABLISH LEGAL BOUNDARIES BETWEEN ABUTTING PROPERTY OWNERS.

STATE OF MAINE
REGISTRY OF DEEDS

COUNTY OF _____
RECEIVED _____, 20____
AT _____ HRS. _____ MINS. _____ M.
AND RECORDED IN _____
PLAN BOOK (OR FILE NO.) _____, PAGE _____
ATTEST: _____ REGISTER



ITEM	EXISTING RIGHT OF WAY	PROPOSED RIGHT OF WAY	AREAS
TECH	VHB	VHB	VHB
CHECKED	B.S.	B.S. / P.N.S.	P.N.S.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, ME 04333-0016 · 207-624-3460
PORTLAND
RIGHT OF WAY MAP

REVISIONS			PLAN FILED IN PLAN BOOK		COUNTY RECORD	
NO.	DATE	DESCRIPTION	NO.	PAGE	INSTRUMENT	DATE

DALE F. DOUGHTY
ACTING COMMISSIONER
WILLIAM A. PULVER
CHIEF ENGINEER
DATE _____

EAST DEERING PATHWAYS - PART I
SHERWOOD STREET
PORTLAND CUMBERLAND COUNTY
WORK IDENTIFICATION NO. (W.I.N.) 28940.00
NOVEMBER 2025 SCALE 1" = 25'
RIGHT-OF-WAY MAP SHEET 2 OF 2
D.O.T. FILE NO. 3-686

SHEET NUMBER
44
OF 49

Date: 3/26/2026
Username: btomic

PORTLAND WATER DISTRICT

PLAN LEGEND

Town, County, State	_____	Catch Basins	▣ Existing	■ Proposed
Property Lines	-----	Manholes	○ Existing	● Proposed
R/W Lines-Existing	=====	Proposed Underdrain	-----	
R/W Lines-Proposed	=====	Proposed Ditch	-----	
Culvert-Existing	=====	Existing Ditch	-----	
Culvert Proposed	=====	Utility Poles	⊕ Existing	⊕ Proposed
Curbing	Existing Proposed	Fire Hydrants	⊕ Existing	⊕ Proposed
Type 1	=====	Prop. Water Line	-----	
Type 3	=====	Temp. Water Line	-----	
Type 5	=====	Air Valve	⊕	
Outline of Bodies of Water	=====	Gate Valve	⊕	
Exposed Bedrock	=====	Insertion Valve	⊕	
Buildings	=====	Solid Sleeve	⊕	
Trees	Conifer Deciduous	Existing San. Sewer	-----	
Tree Line	-----	Existing San. Sewer Manhole	⊕	
Clearing Limit Line	-----	Guardrail-Existing	-----	
Railroad	=====	Guardrail-Proposed	-----	
		Guardrail-Cable, Other	-----	
		Centerline-Existing	-----	
		Centerline-Proposed	-----	
		Travelway-Existing	-----	
		Travelway-Proposed	-----	
Boring	HB-XXX-###	Probe	P-#.X	
Pavement Core	● PC-#		#.# = Depth	
Test Pit	■ TP-XXX-###		X = W (Weathered Rock)	
			R (Refusal)	
			NR (No Refusal)	

PORTLAND

CUMBERLAND COUNTY

EAST DEERING PATHWAYS TO BRIDGE THE GAP

SHERWOOD STREET

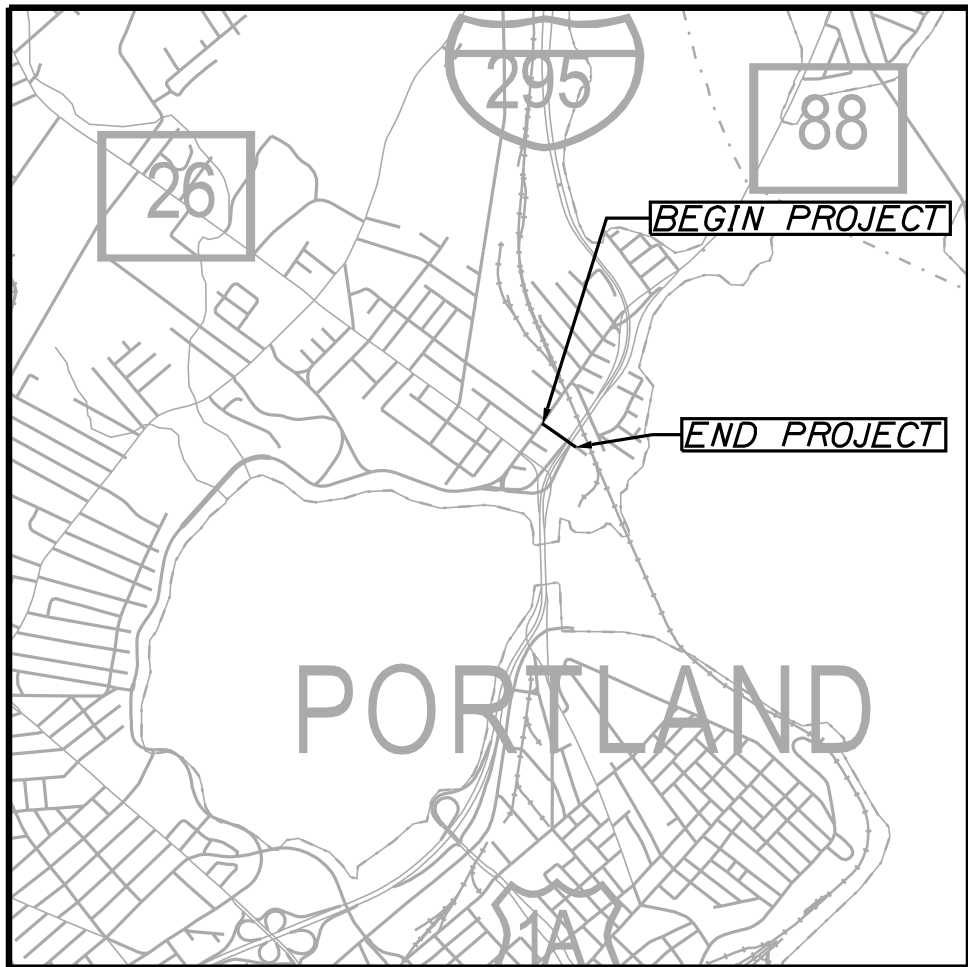
PROJECT LENGTH: 0.13 MILES

INDEX OF SHEETS

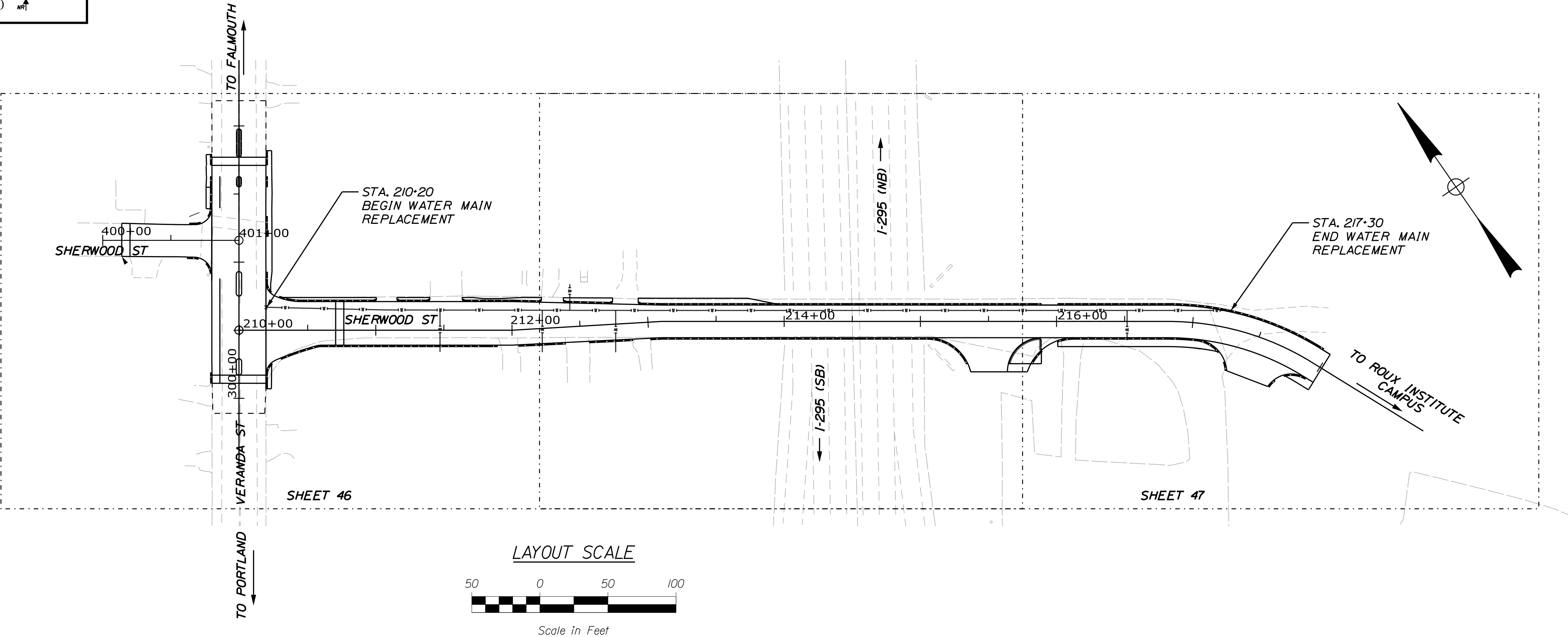
Description	Sheet No.
Title Sheet	45
Water Main Plan	46-47
Standard Water Details	48-49

*See Coastal Path Plans for Estimated Quantities

WATER SYSTEM DESIGN ELEMENTS PROVIDED BY PORTLAND WATER DISTRICT. PORTLAND WATER DISTRICT IS SOLELY RESPONSIBLE FOR THEIR RESPECTIVE PLANS, DETAILS, QUANTITIES, SPECIFICATIONS, AND ALL OTHER CONTENTS THEREIN. VHB SHALL NOT BE HELD RESPONSIBLE FOR THEIR CONTENTS, ERRORS, OR OMISSIONS.



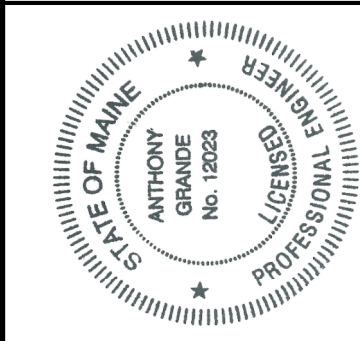
Scale in Miles
0 1/2 1
LOCATION MAP



LAYOUT SCALE

Scale in Feet
50 0 50 100

Portland Water District
ASSET MANAGEMENT & PLANNING
225 DOUGLASS STREET, PORTLAND, MAINE 04104-3553



PROJ. MANAGER	E. MARTIN	BY	SRP	AG	DATE	
DESIGN-DETAILED	BRT	CHECKED-REVIEWED	ECF		SIGNATURE	Anthony Grande
DESIGN-DETAILED		DESIGN-DETAILED			P.E. NUMBER	12023
REVISIONS 1		REVISIONS 2			P.E. NUMBER	3/27/2026
REVISIONS 3		REVISIONS 4			DATE	
FIELD CHANGES						

PORTLAND
SHERWOOD ST
TITLE SHEET

SHEET NUMBER
45
OF 49

PROJECT SEQUENCING

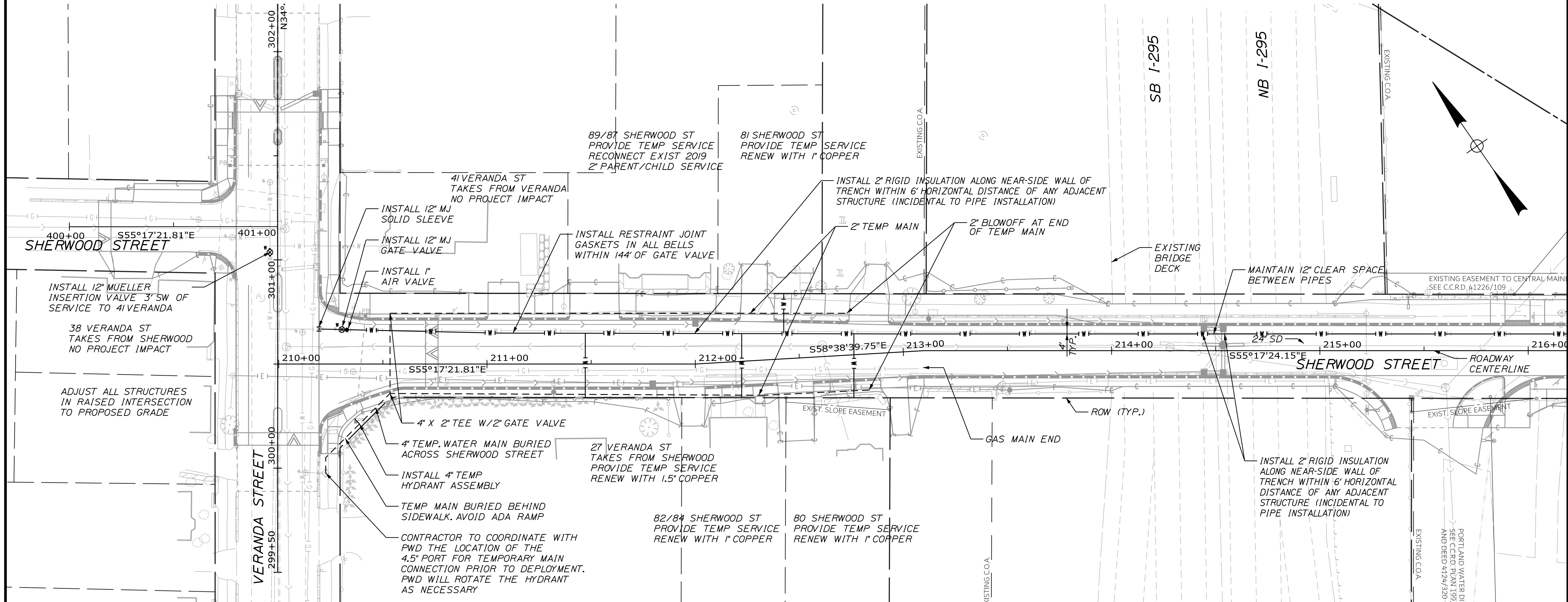
TEMP MAIN

1. INSERTION VALVES
2. TEMP MAIN INSTALLATION
3. RENEWAL

1. CONNECT TO EXISTING HYDRANT POD-HYD01306 PER PWD (02536 TEMP WATER SPECIFICATIONS 2023 REV.)
2. INSTALL TESTABLE DOUBLE CHECK VALVE BACKFLOW PREVENTER AND GATE VALVE
3. PROVIDE TEMPORARY MAIN CONNECTION TO HYDRANT USING ALL BRASS OR 304 SS ADAPTER, 304 SS NPT TO HDPE TRANSITION, AND FLANGED HDPE PIPING TO BRING PIPING ELEVATION FROM HYDRANT PORT TO GRADE. PROVIDE PIPING SUPPORTS/BLOCKING AT FITTINGS. HDPE SHALL BE AWWA C906, SDR II WITH IPS FLANGE ADAPTERS AND DI BACKUP RINGS, DIMENSIONS PER AWWA C207. ALL PIPING AND FITTINGS SHALL BE NSF 61.

4. PROVIDE FLANGED LL DOUBLE CHECK VALVE BACKFLOW DEVICE, SAME NOMINAL SIZE AS TEMP MAIN, AT EACH HYDRANT CONNECTED TO A TEMPORARY MAIN. PROVIDE FLANGED RESILIENT SEATED GATE VALVES FOR ISOLATION, AND PROVIDE UPSTREAM AND DOWNSTREAM TAPS. REMOVE BACKFLOW ONLY UPON OWNER'S REQUEST AND PROVIDE FLANGED HDPE REPLACEMENT SPOOL PIECE. HDPE SHALL BE AWWA C906, SDR II WITH IPS FLANGE ADAPTERS AND DI BACKUP RINGS. FLANGE DIMENSIONS PER AWWA C207. ALL PIPING AND FITTINGS SHALL BE NSF 61. PROVIDE DOCUMENTATION OF ANNUAL INSPECTION BY A PERSON CERTIFIED BY THE NEW ENGLAND WATER WORKS ASSOCIATION OR AMERICAN BACKFLOW PREVENTION ASSOCIATION.

5. INSTALL 4" TEMPORARY FIRE DEPARTMENT CONNECTION (TYP.), 4" GATE VALVE, 90° ELBOW, AND 4-1/2" NPT STEAMER PORT CONNECTION WITH CAP AT LOCATIONS SHOWN ON THE DRAWINGS. ALL JOINTS TO BE RESTRAINED. STEAMER PORT AND RISER TO BE ANCHORED TO THE GROUND. OUTLET TO BE BETWEEN 1' AND 2' OFF THE GROUND. OUTLET AND TEE TO BE BRACED ADEQUATELY TO WITHSTAND FORCE OF WATER PRESSURE.
6. ALL TEMPORARY WATER TO BE BURIED BELOW GRADE CROSSING DRIVEWAYS AND ROADWAYS.



TEMP MAIN

7. 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.
8. THE PORTLAND WATER DISTRICT WILL NOTIFY CUSTOMERS FOR ALL WORK INVOLVING TEMPORARY SHUTDOWN OF SERVICE. CUSTOMERS MUST RECEIVE AT LEAST 48 HOURS NOTIFICATION PRIOR TO ANY SHUTDOWN. THE DISTRICT MUST RECEIVE NOTICE FROM THE CONTRACTOR OF THE SHUTDOWN AT LEAST 4 DAYS PRIOR TO THE PROPOSED SHUTDOWN.
9. TEMPORARY WATER SYSTEM SHALL ONLY BE ACTIVE BETWEEN APRIL 15TH AND OCTOBER 15TH. ALL WATER MAIN, EITHER EXISTING OR NEWLY INSTALLED, MUST BE ACTIVE BETWEEN OCTOBER 16TH AND APRIL 14TH.

ITEM 802.10 - 12" DUCTILE IRON WATERMAIN

STATION TO STATION	OFFSET	QUANTITY (LF)
SHERWOOD ST 210+20 TO 217+30	LT	710.0

ITEM 802.168 - 12" MJ SOLID SLEEVE

STA.	OFFSET	QUANTITY (EA)
SHERWOOD ST 210+20	16.8 LT	1.0
217+30	14.5 LT	1.0

ITEM 823.31 - 12" GATE VALVE

STA.	OFFSET	QUANTITY (EA)
SHERWOOD ST 210+30	16.5 LT	1.0

ITEM 824.3010 - HYDRANT ASSEMBLY

STA.	OFFSET	QUANTITY (EA)
SHERWOOD ST 216+52	15.0 RT	1.0

ITEM 825.333 - 1" AIR RELEASE VALVE

STA.	OFFSET	QUANTITY (EA)
SHERWOOD ST 210+35	16.5 LT	1.0

ITEM 825.334 - 1" COPPER SERVICE - LONGSIDE

STA.	OFFSET	QUANTITY (EA)
SHERWOOD ST 212+20	RT	1.0
212+75	RT	1.0

ITEM 825.335 - 1" COPPER SERVICE - SHORTSIDE

STA.	OFFSET	QUANTITY (EA)
SHERWOOD ST 212+50	LT	1.0

ITEM 825.4313 - 1 1/2" COPPER SERVICE - LONGSIDE

STA.	OFFSET	QUANTITY (EA)
SHERWOOD ST 211+50	RT	1.0

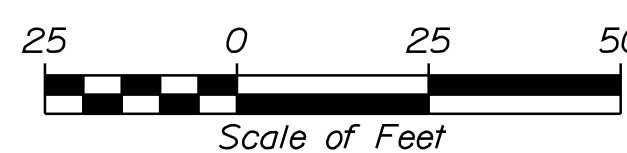
ITEM 825.544 - TEMPORARY WATERMAIN

STATION TO STATION	OFFSET	QUANTITY (LS)
SHERWOOD ST 210+25 TO 212+75	LT/RT	1.0

ITEM 825.55 - 2" WATER SERVICE - RECONNECT

STA.	OFFSET	QUANTITY (EA)
SHERWOOD ST 211+85	LT	1.0

PLAN



Portland Water District
ASSET MANAGEMENT & PLANNING DEPT.
25 DOUGLAS STREET P.O. 385 PORTLAND, MAINE 04104-3855

STATE OF MAINE
OUTDOOR
ENGINEER
No. 12023
PROFESSIONAL ENGINEER

SIGNATURE: *Anthony Grande*
DATE: 3/27/2026
P.E. NUMBER: 12023

PORTLAND WATER DISTRICT
SHERWOOD ST
WATER MAIN PLAN
(1 OF 2)

SHEET NUMBER
46
OF 49

Date: 3/27/2026

Username: btonic

Division: HIGHWAY

Filename: ... \002A_Water_Main_Plan_District.DGN

GENERAL NOTES

- ALL MAINS AND SERVICES SHALL BE INSTALLED WITH 5.5 FEET OF COVER MEASURED FROM PROPOSED ROAD GRADE UNLESS INDICATED OTHERWISE ON THE DRAWINGS OR APPROVED BY A PWD REPRESENTATIVE.
- ALL DUCTILE IRON PIPE AND FITTINGS SHALL BE POLY-WRAPPED PER SPECIFICATIONS.
- REPLACE ALL SERVICES TO BE RENEWED FROM MAIN TO STREETLINE WITH COPPER PIPING AS NOTED.
- INSTALL CURB STOPS 2' BEHIND CURB UNLESS OTHERWISE NOTED.
- ALL FITTINGS SHALL BE MECHANICAL JOINT (RETAINED).
- INSTALL SWIVEL TYPE TEES FOR ALL HYDRANTS

WATER INFRASTRUCTURE ABANDONMENT

- CONTRACTOR SHALL DISPOSE OF ALL EXCAVATED PIPING AND APPURTENANCES. SALVAGE ALL REMOVED HYDRANTS AND DELIVER TO PWD YARD AT 225 DOUGLASS ST - PORTLAND.
- REMOVE ALL OLD PIPING WITHIN 3' EITHER SIDE OF NEW MAIN
- MJ CAP BOTH ENDS OF ALL EXISTING 12" WATER MAIN PIPING LEFT FOR ABANDONMENT
- REMOVE THE TOP SECTION OF ALL ABANDONED VALVE BOXES AND FILL WITH SAND.

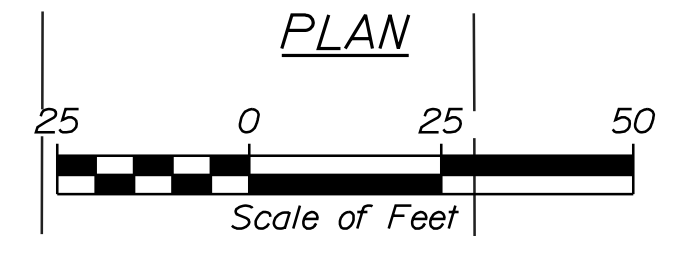
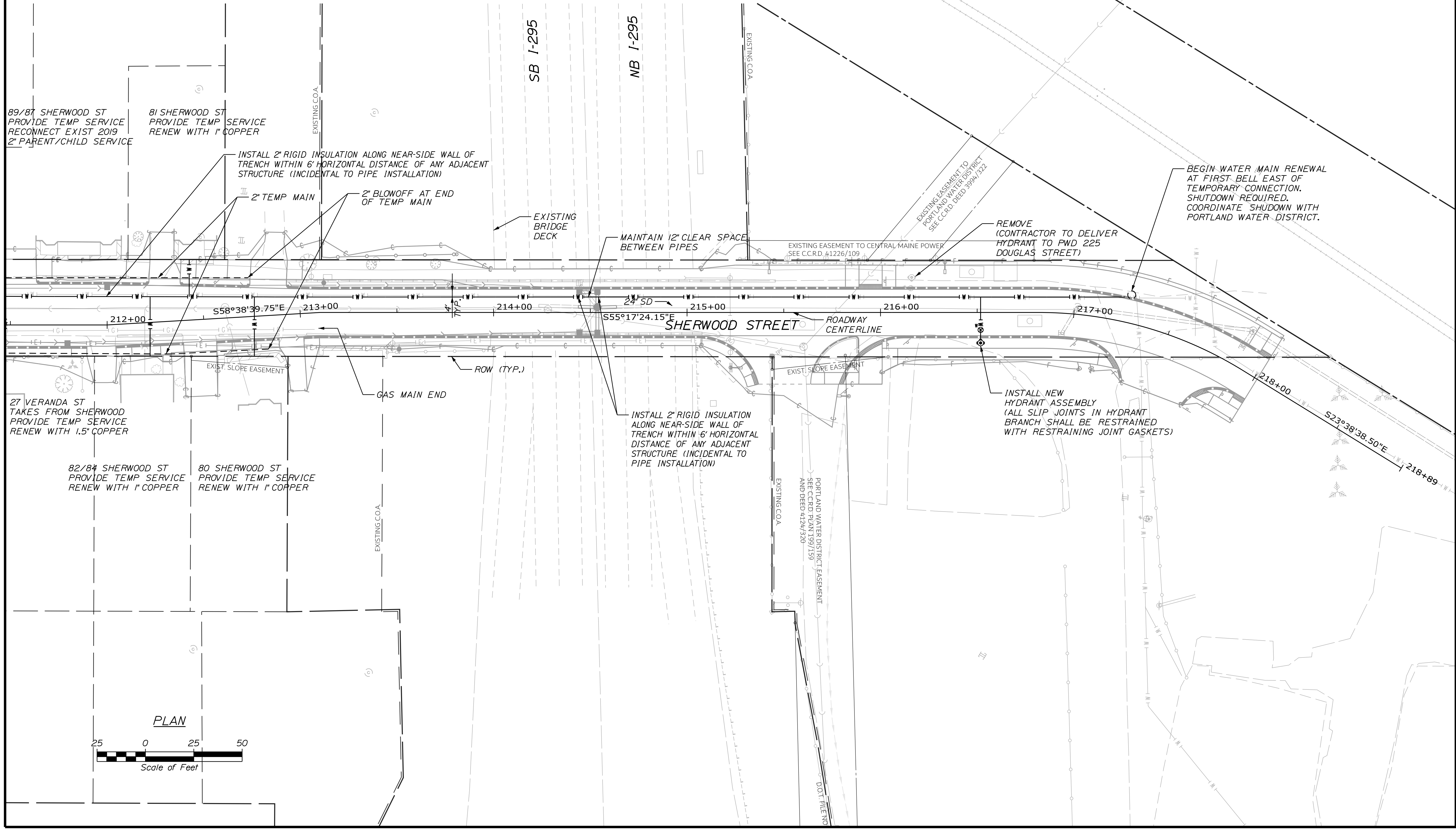
PROJECT SEQUENCING

- INSERTION VALVES
- TEMP MAIN INSTALLATION
- RENEWAL

Date: 3/27/2026

Username: btonic

Filename: ... \002A_Water_Main_Plan_District.DGN Division: HIGHWAY



Portland Water District
 ASSET MANAGEMENT & PLANNING DEPT.
 25 DOUGLASS STREET P.O. BOX 385 PORTLAND, MAINE 04104-385



Anthony Grande
 SIGNATURE
 12023
 P.E. NUMBER
 3/27/2026
 DATE

PROJ. MANAGER	DATE	BY	REVISIONS	FIELD CHANGES
E. MARTIN		SRP		
		AG		
DESIGN DETAILED		BRT		
CHECKED/REVIEWED		ECF		
DESIGN DETAILED				
DESIGN DETAILED				
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				

PORTLAND
 SHERWOOD ST
 WATER MAIN PLAN
 (2 OF 2)

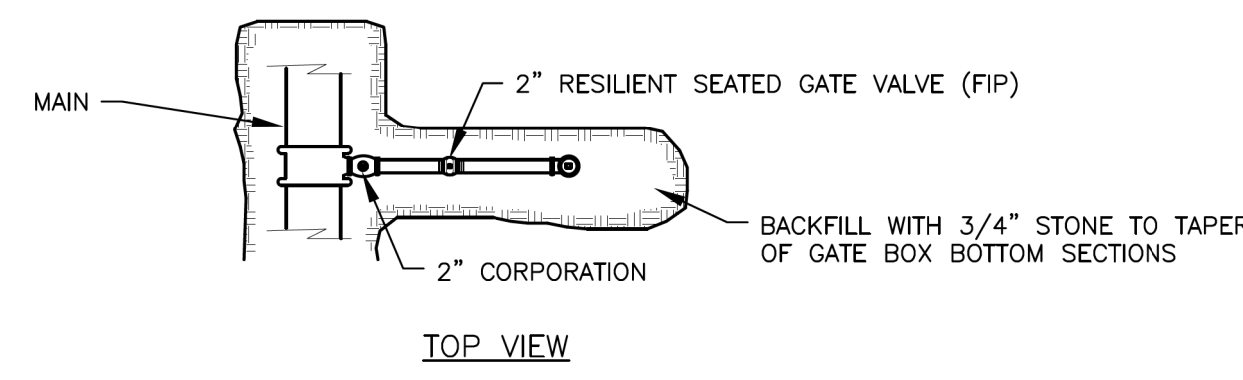
SHEET NUMBER
 47
 OF 49

Date: 3/27/2026

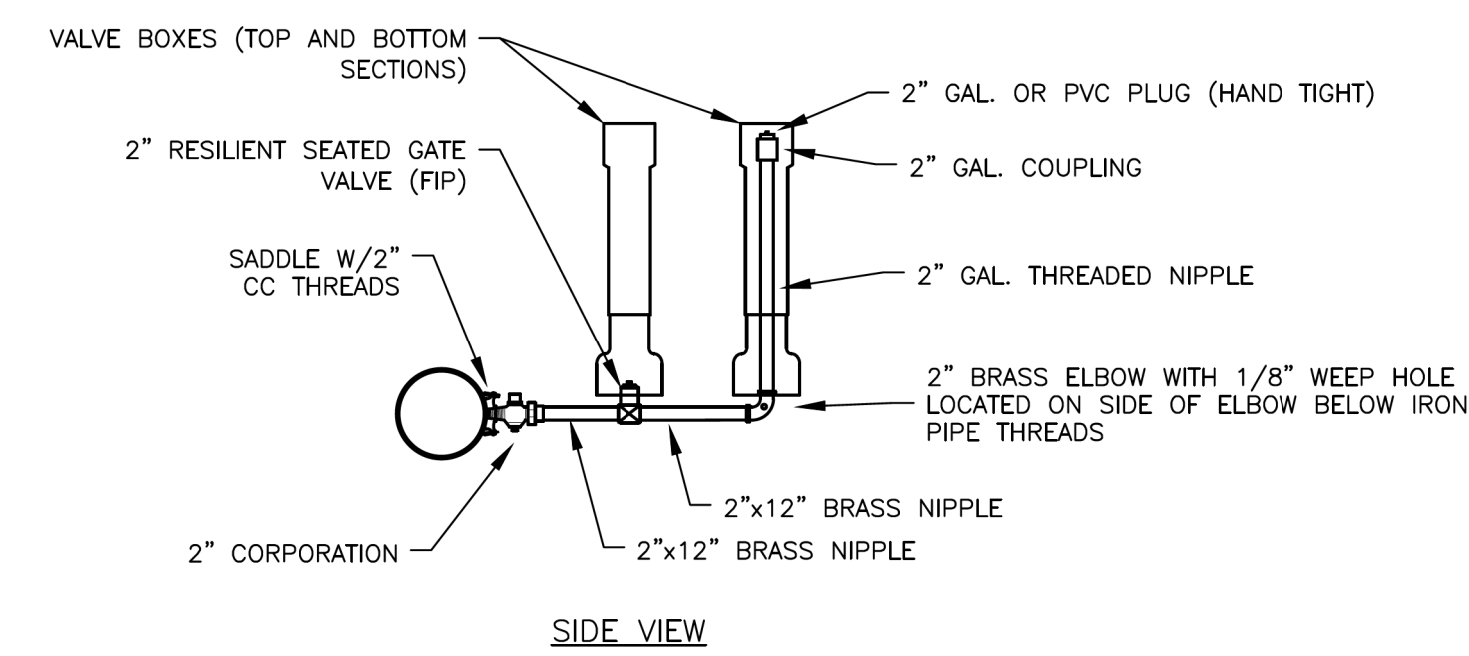
Username: btonic

Division: HIGHWAY

Filename: ... \003A_Water_Details.DGN

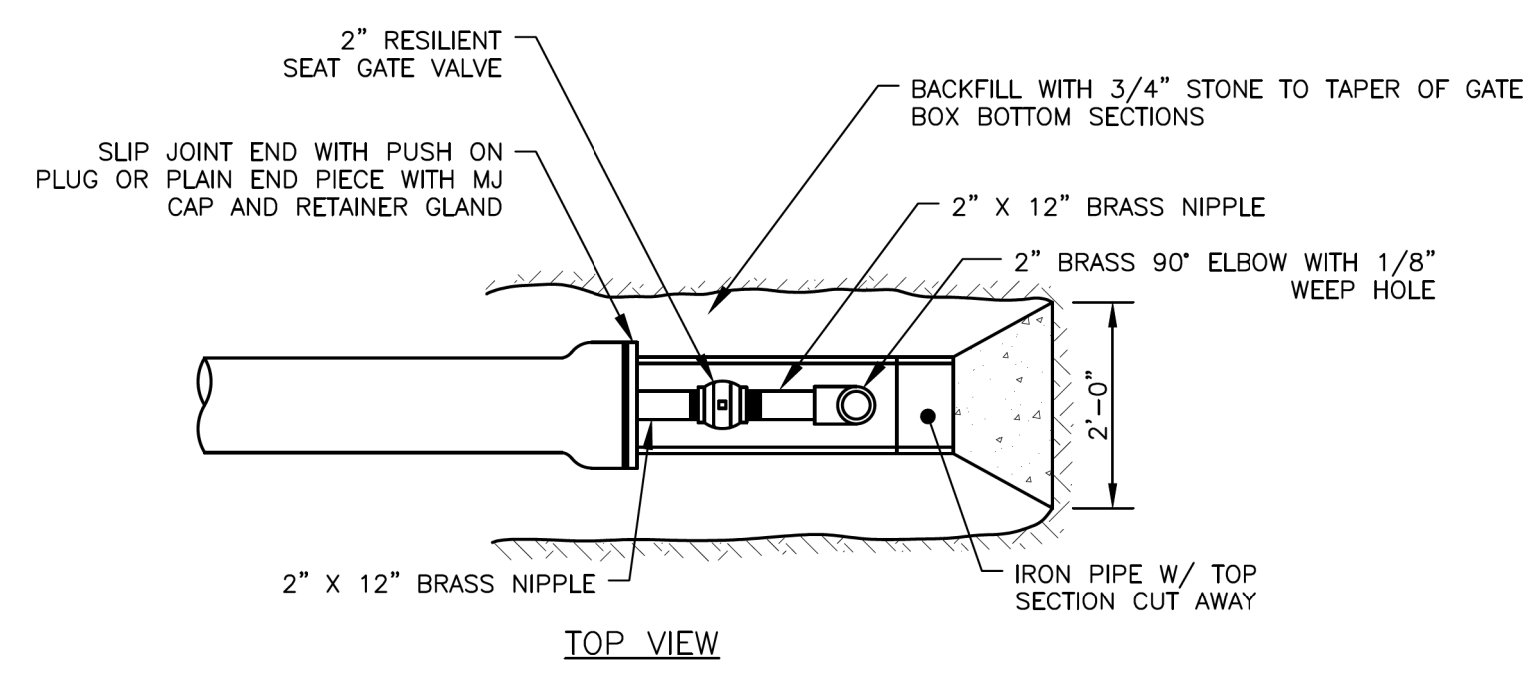


TOP VIEW

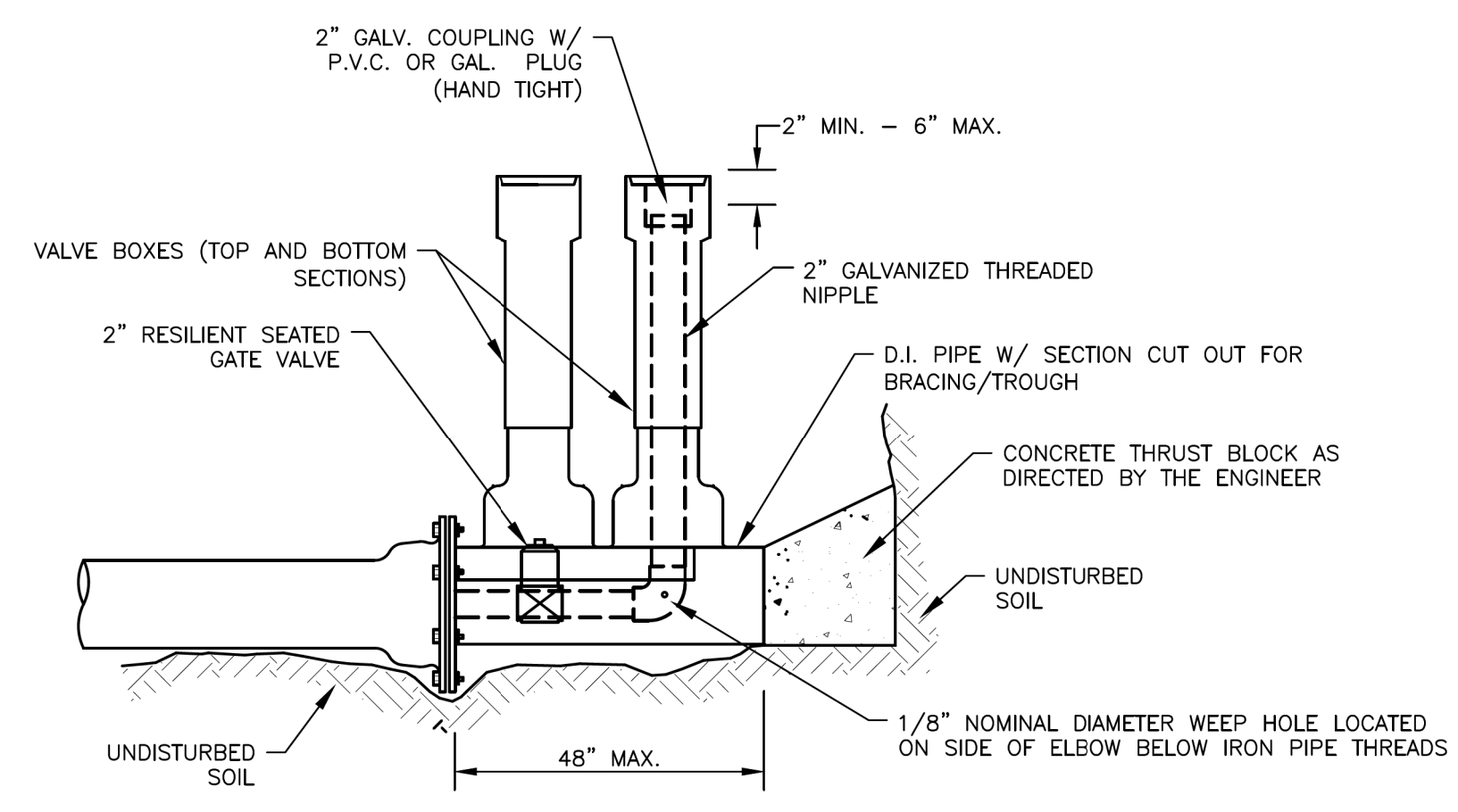


SIDE VIEW

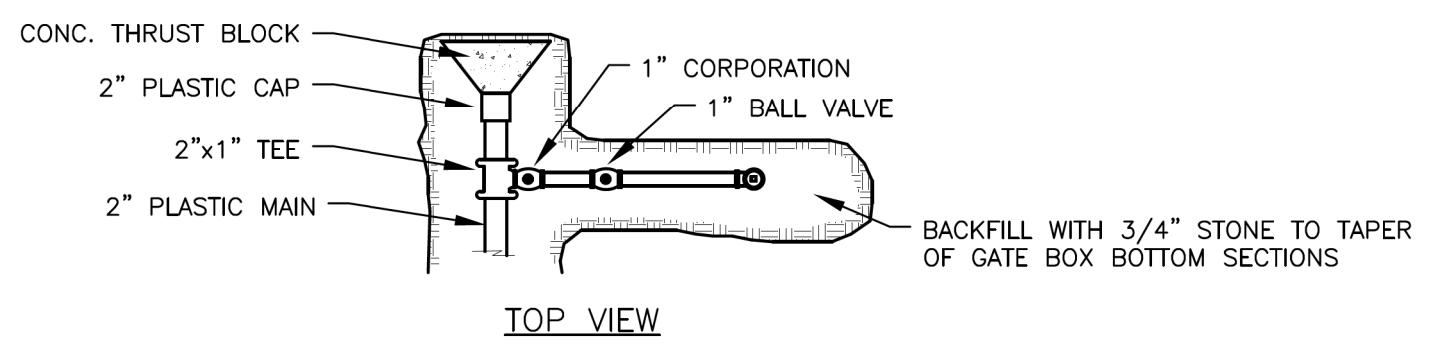
SIDE-ARM BLOW-OFF (4" & LARGER MAINS)



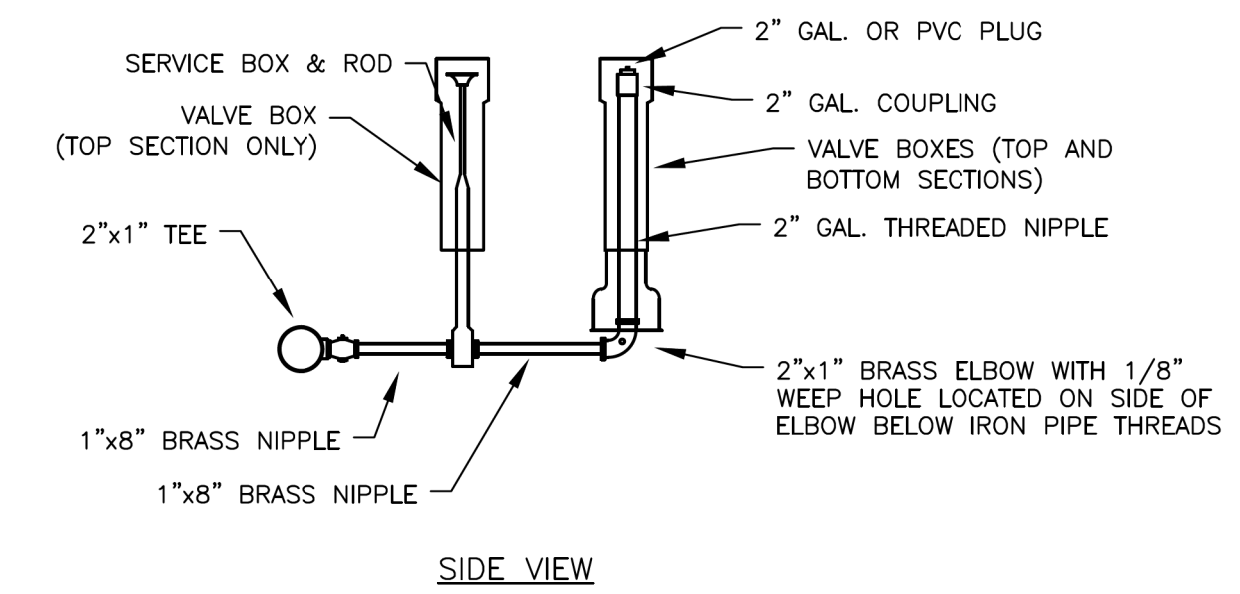
TOP VIEW



STANDARD 2" BLOW OFF

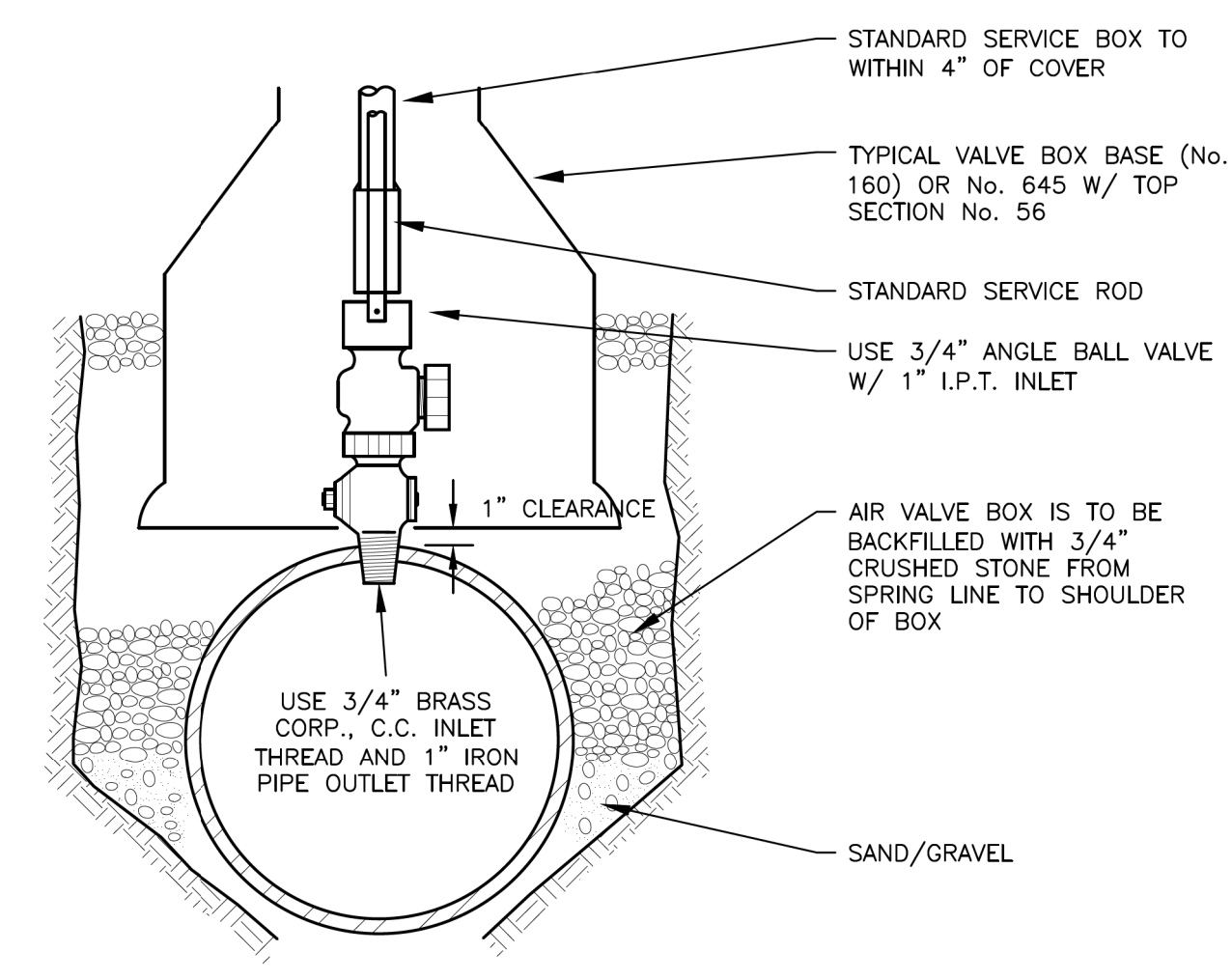


TOP VIEW

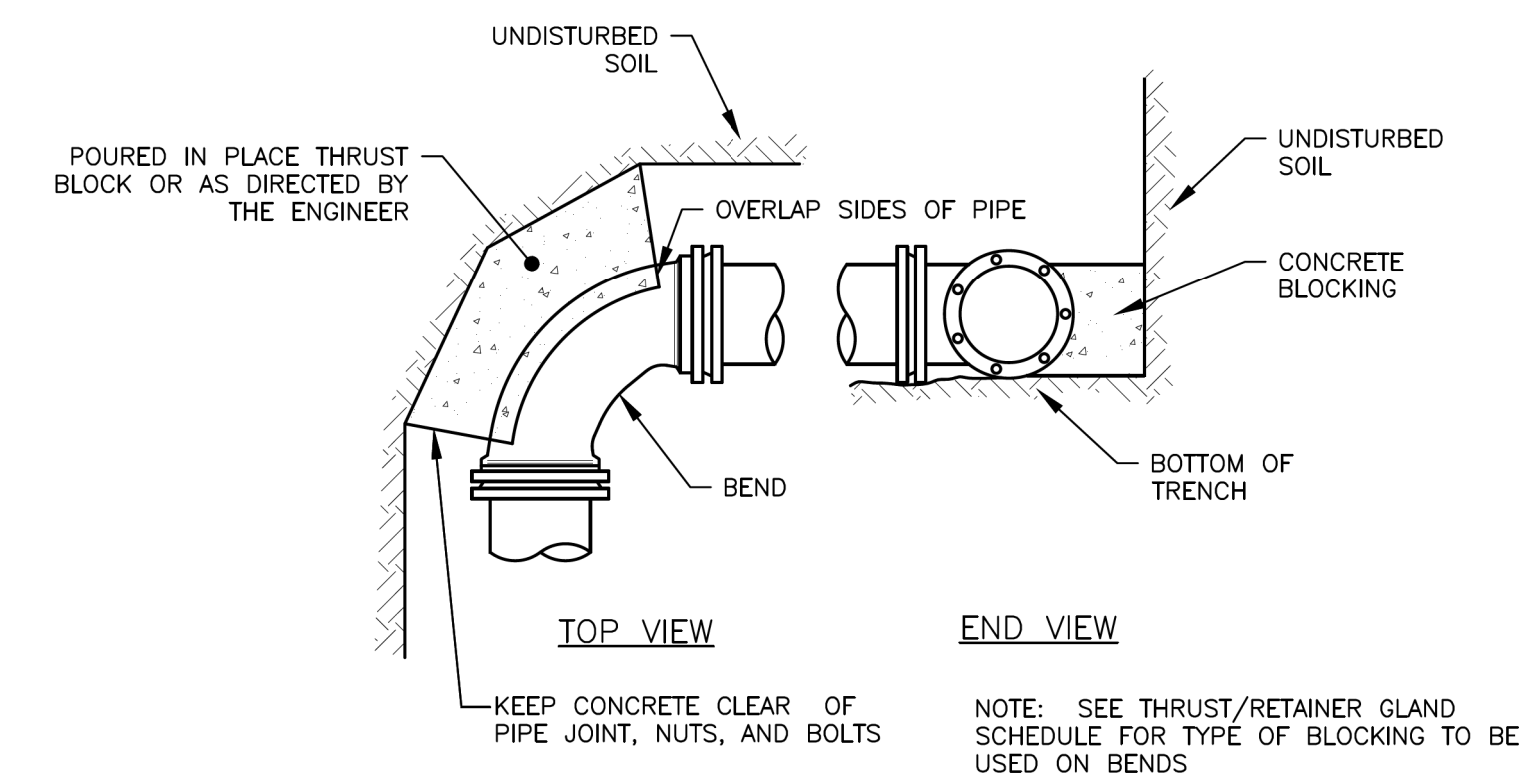


SIDE VIEW

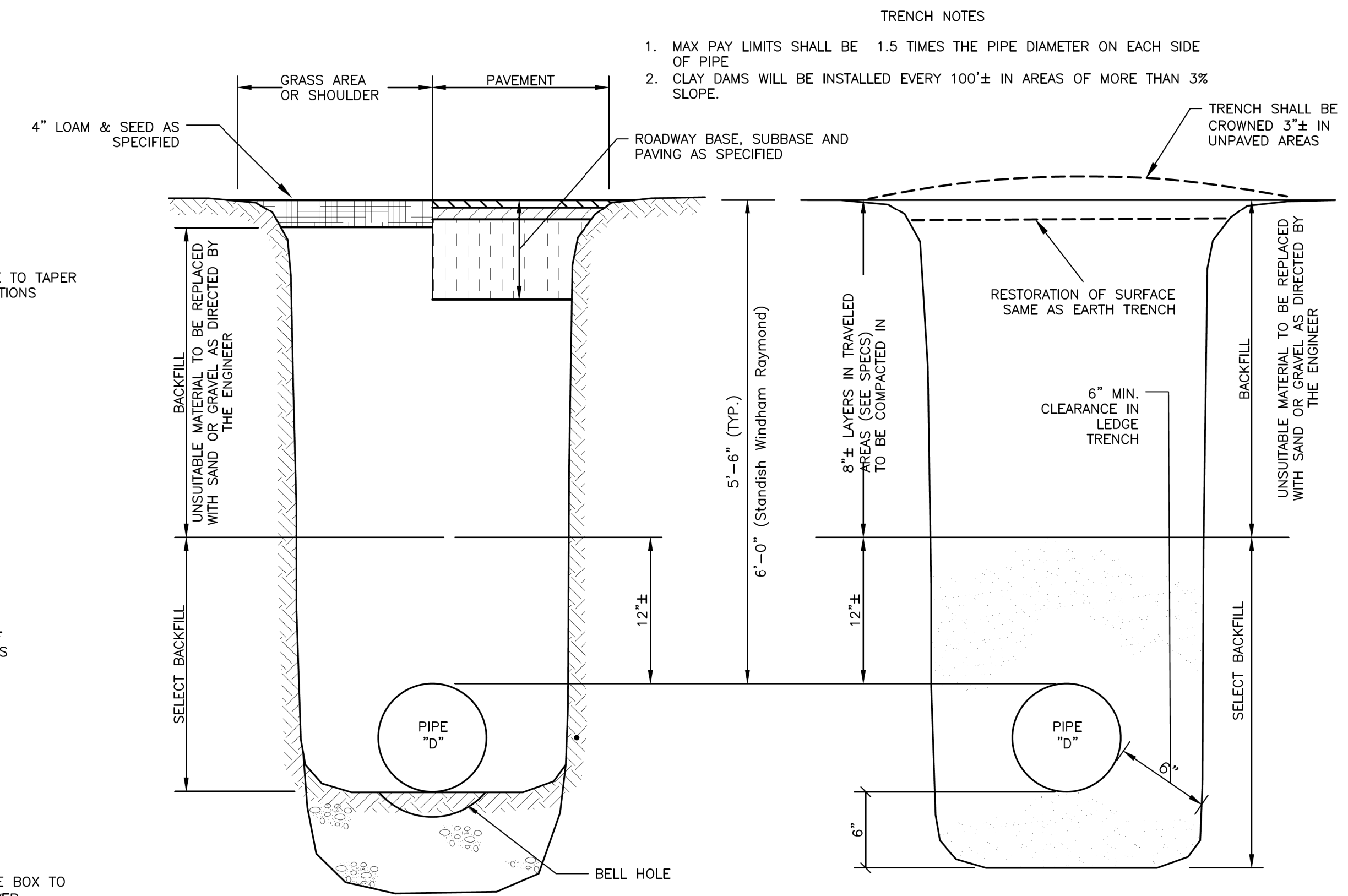
SIDE-ARM BLOW-OFF (2" MAIN)



TYPICAL AIR VALVE (1")

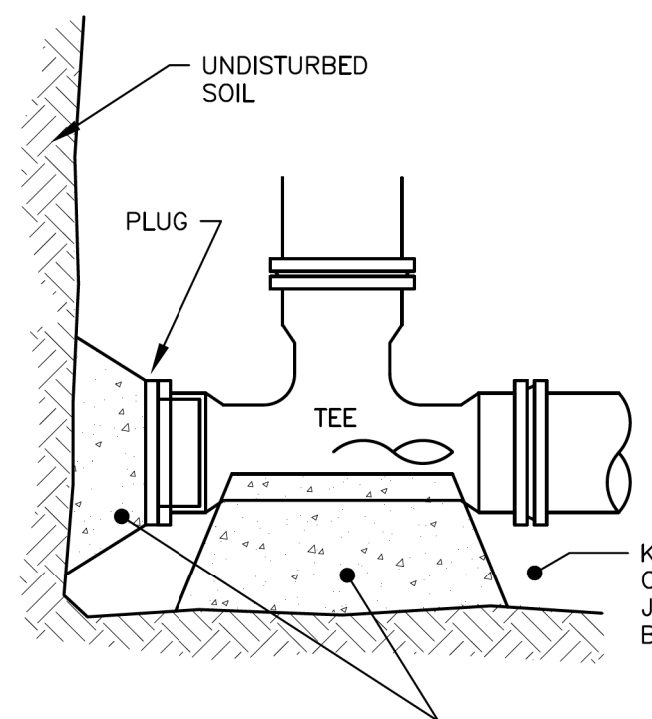


STANDARD BEND BLOCKING

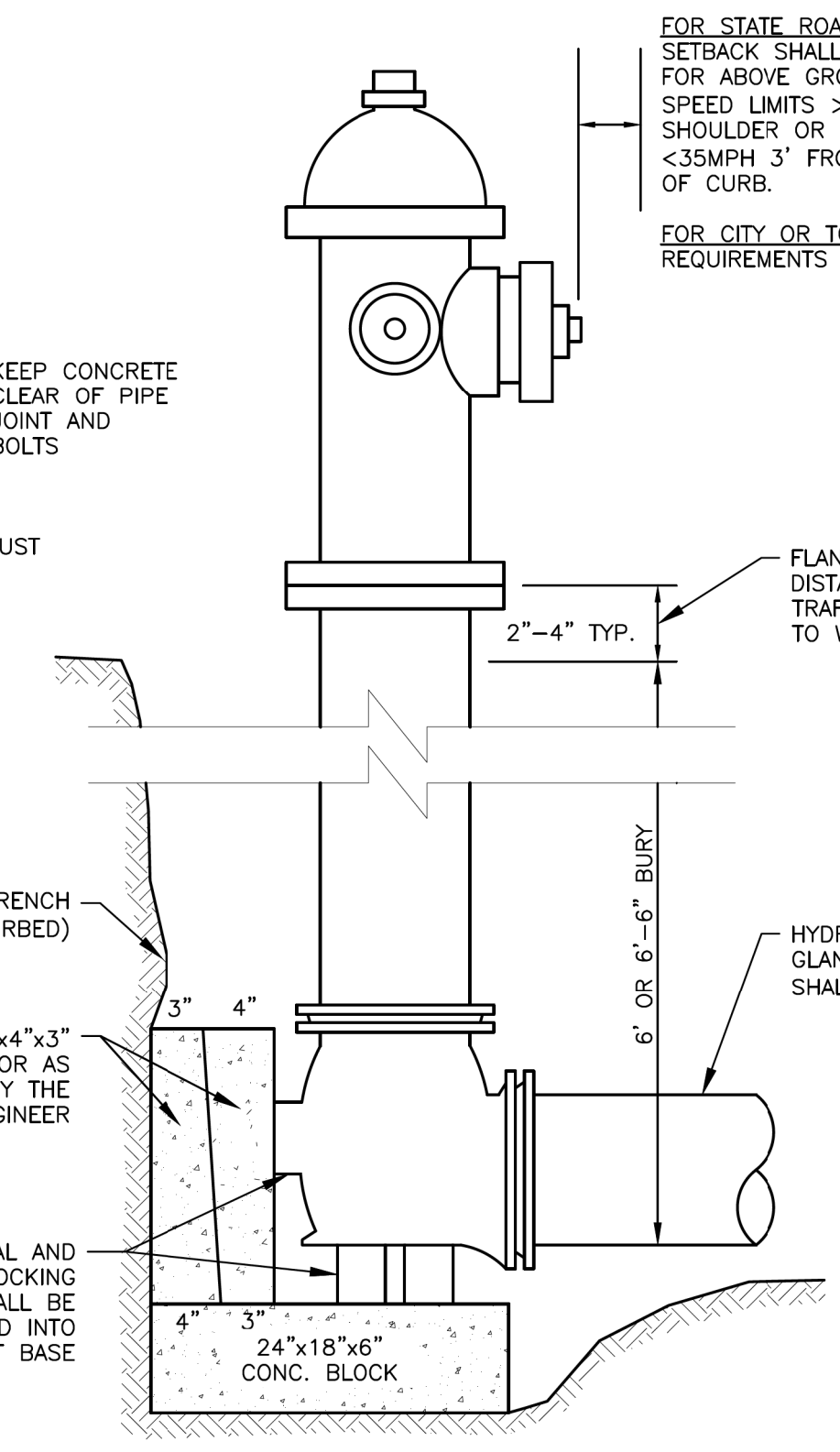


SECTION THRU EARTH TRENCH

SECTION THRU LEDGE TRENCH



NOTE: IF DEAD END WITH TEE, THRUST BLOCK WOULD BE REQUIRED OR AS DIRECTED BY THE ENGINEER



TYPICAL HYDRANT INSTALLATION DETAIL

FOR STATE ROADS
SETBACK SHALL CONFORM TO M.D.O.T. POLICY FOR ABOVE GROUND UTILITY LOCATIONS. FOR SPEED LIMITS >35MPH 6.5' FROM EDGE OF SHOULDER OR FACE OF CURB. FOR SPEED LIMITS <35MPH 3' FROM EDGE OF SHOULDER OR 1' FROM FACE OF CURB.
FOR CITY OR TOWN ROADS CHECK WITH MUNICIPALITY FOR REQUIREMENTS

PROJ. MANAGER	DATE	BY	SRP	AG
E. MARTIN				
DESIGN DETAILED				
CHECKED/REVIEWED				
DESIGN DETAILED				
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				

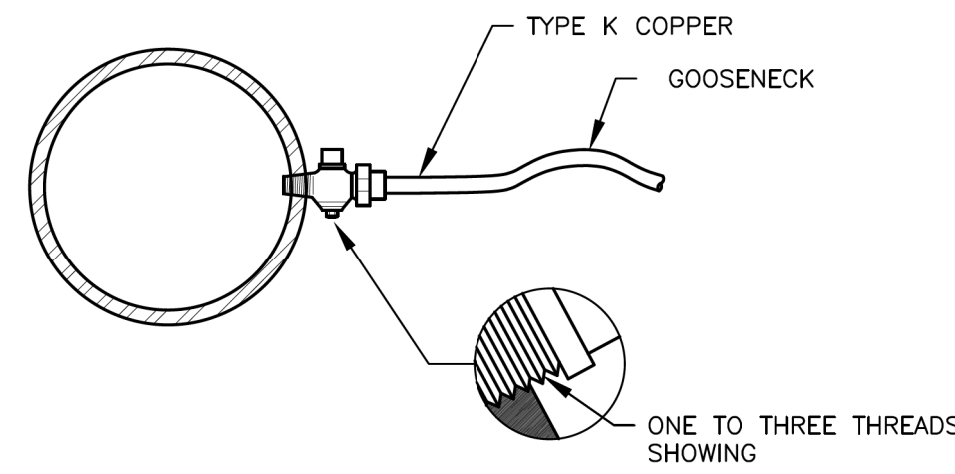
PORTLAND SHERWOOD ST
STANDARD WATER DETAILS
(1 OF 2)

SHEET NUMBER

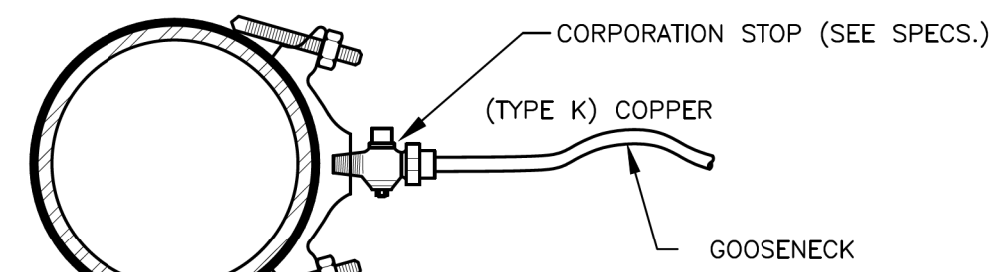
48

OF 49

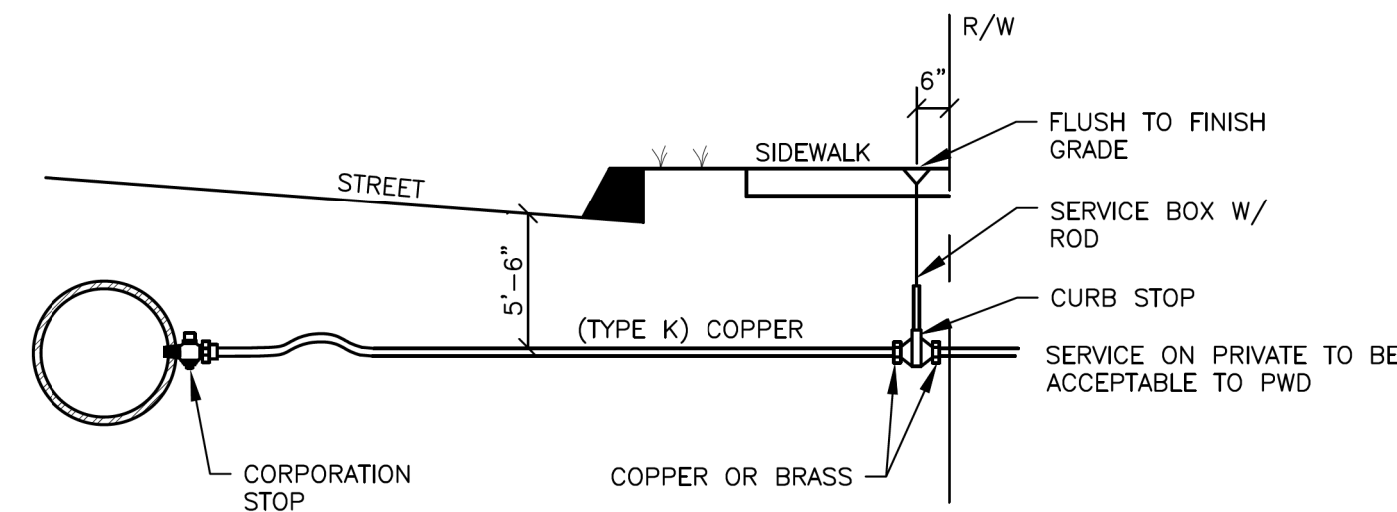
NOT TO SCALE



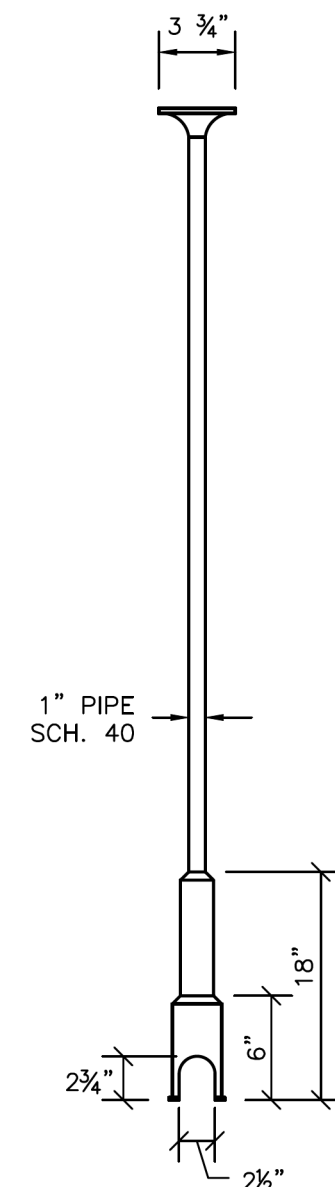
SERVICE TAP
(3/4" AND 1" C.C. THREAD)



SERVICE SADDLE
(1-1/2" AND 2" C.C. THREAD)

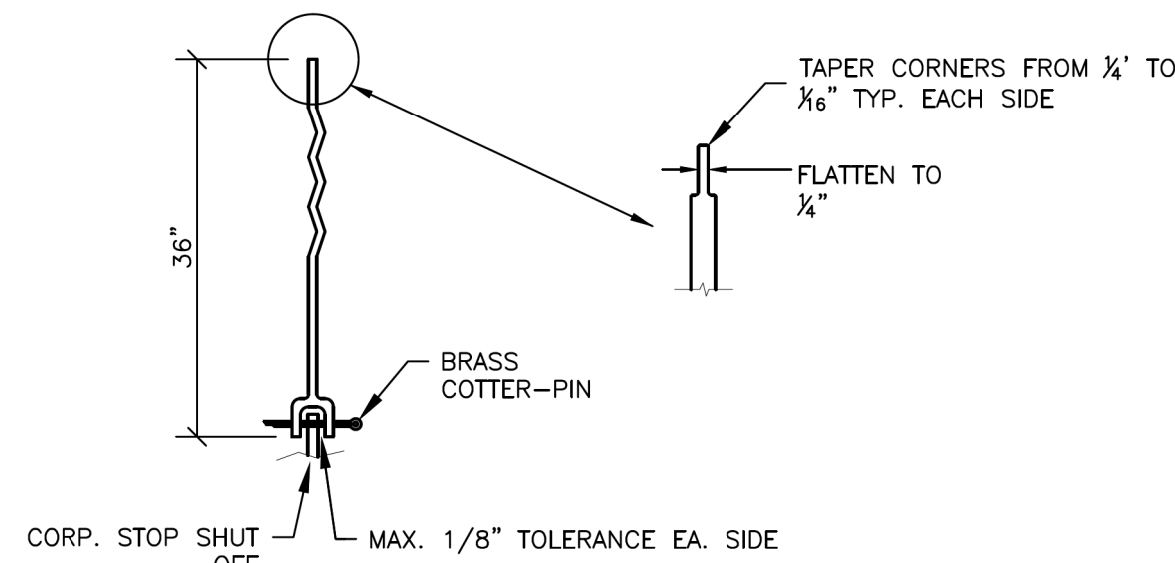


TYPICAL SERVICE CONNECTION

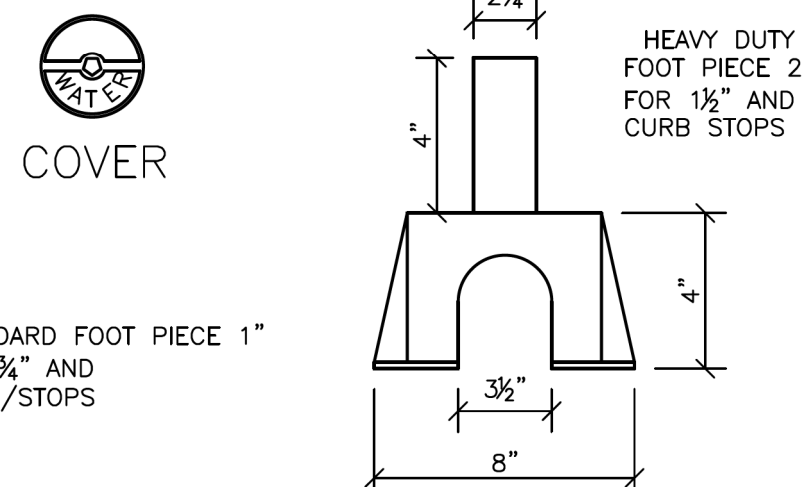


SERVICE BOX

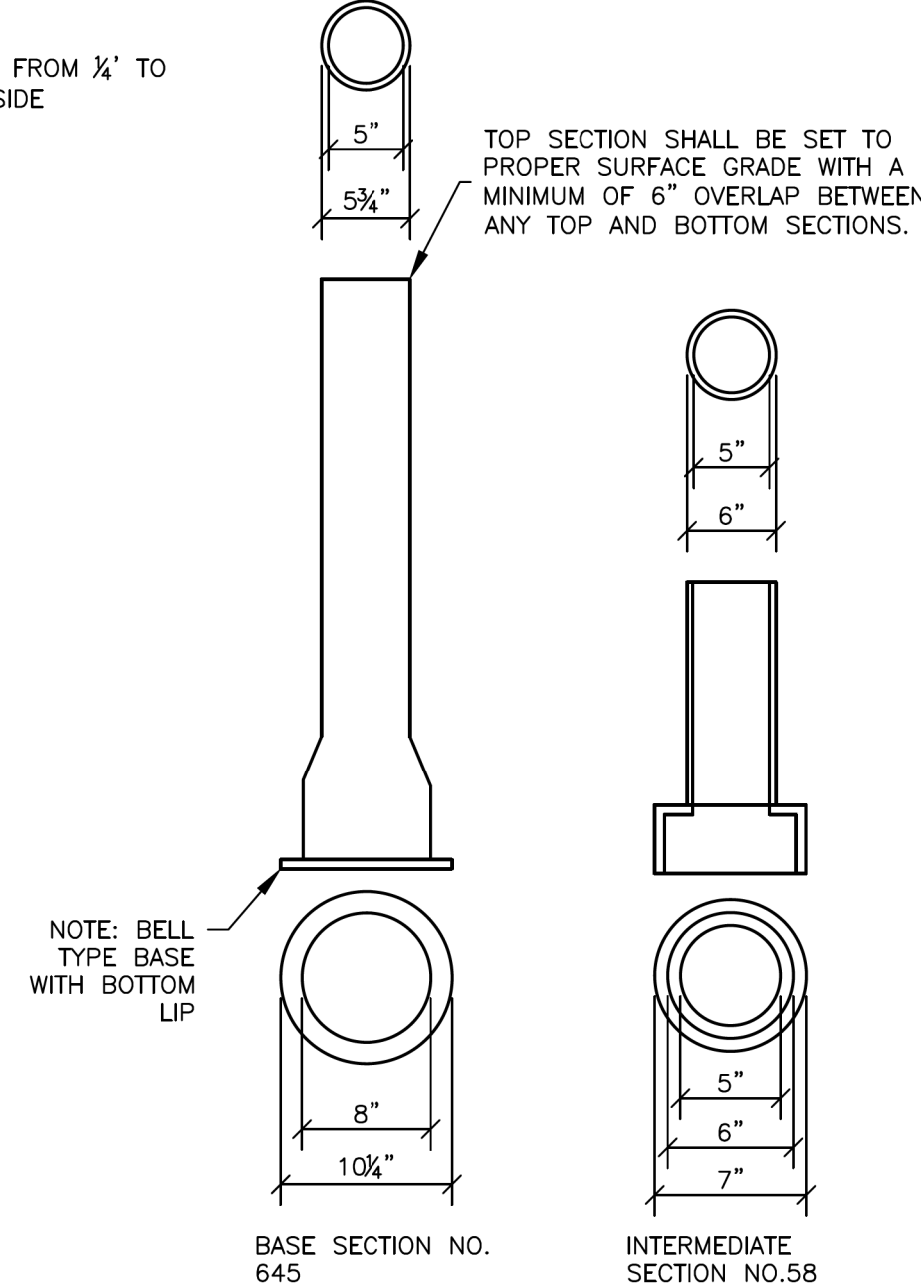
- NOTE: ANY EXTENSION OF SERVICE BOX REQUIRES:
1. 1" FEMALE IRON PIPE COUPLING
 2. 1" THREADED PIPE (THIS IS TO BE A NON-WELDED, TWO PIECE ARRANGEMENT. SLIP ON ADAPTERS ARE NOT PERMISSIBLE.)



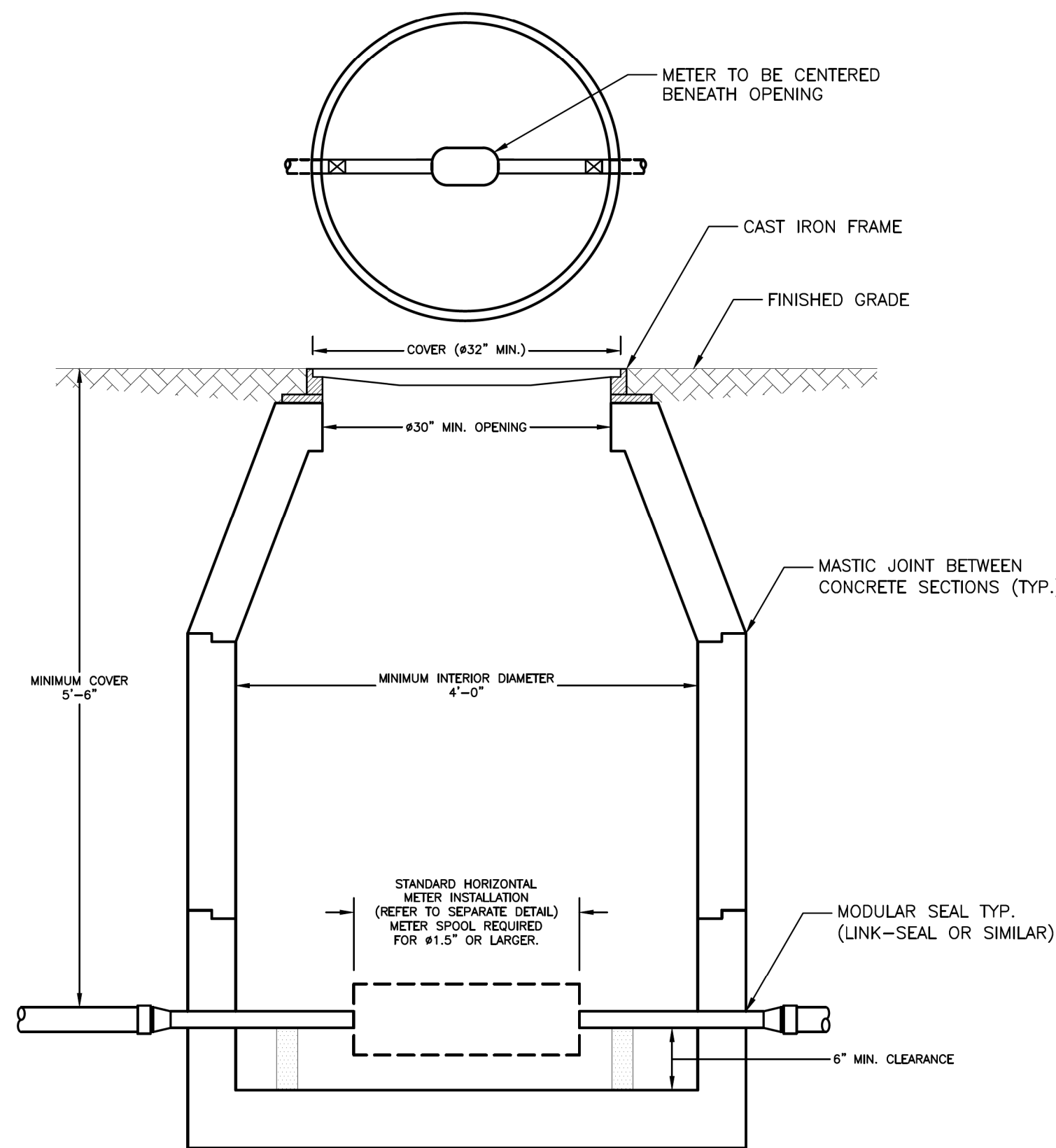
SERVICE ROD



FOOT PIECE



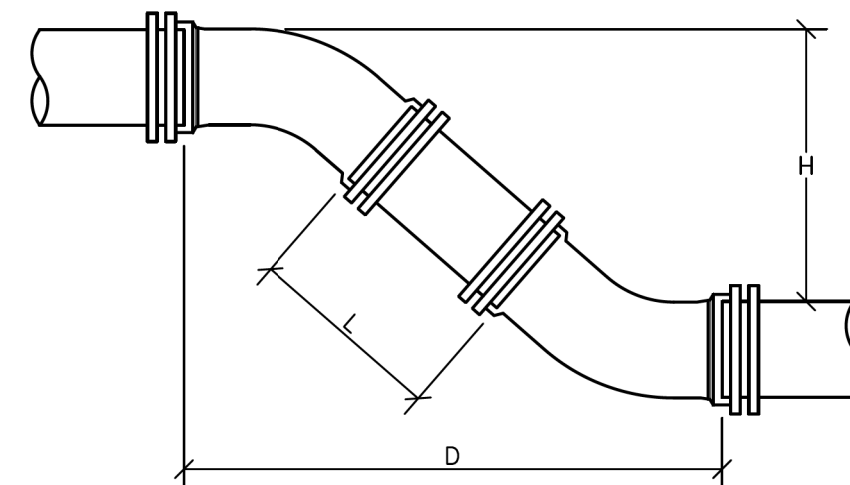
VALVE BOX & COVER



TYPICAL METER PIT - 5/8" TO 2" METER

- METER PIT AND COVER**
1. SPECIAL APPROVAL BY PWD IS REQUIRED, PRIOR TO CONSTRUCTION, FOR ALL PROPOSED METER PIT INSTALLATIONS.
 2. TESTABLE BACKFLOW PREVENTION DEVICES MAY NOT BE INSTALLED WITHIN SMALL METER PITS.
 3. METER PIT SHALL BE LOCATED ON PRIVATE PROPERTY BETWEEN 10' AND 20' FROM THE PROPERTY LINE UNLESS OTHERWISE APPROVED BY PWD.
 4. THE METER PIT SHALL BE MADE OF PRECAST CONCRETE OF SUFFICIENT SIZE TO PROVIDE 5.5' MINIMUM GROUND COVER FROM FINISHED GRADE TO THE TOP OF THE SERVICE PIPE.
 5. ALL SEAMS BETWEEN CONCRETE SECTIONS SHALL BE SEALED WITH MASTIC JOINT. ALL OPENINGS IN THE CONCRETE FOR SERVICE PIPING SHALL BE SEALED WITH A MODULAR SEAL (LINK-SEAL OR SIMILAR).
 6. METER PIT INTERIOR MUST BE AT LEAST 48" IN DIAMETER. THE OPENING MUST BE AT LEAST 30" IN DIAMETER WITH A CAST IRON FRAME. THE COVER SHALL BE CAST IRON OR STEEL, 3/2" MINIMUM IN DIAMETER, AND BE EITHER PERMANENTLY LABELED "WATER" OR HAVE NO LABEL. STEEL PLATE MATERIAL SHALL BE COATED WITH A RUST INHIBITOR PAINT.
 7. WALL-MOUNTED LADDER RUNGS ARE NOT TO BE INSTALLED WITHIN METER PIT.
 8. ALL PIPING INSIDE AND EXTENDING THROUGH THE METER PIT WILL BE MADE OF COPPER, WITH A MINIMUM OF 6" CLEARANCE FROM THE METER PIT FLOOR. USE BLOCKING AS NEEDED TO SUPPORT THE PIPE.
 9. CUSTOMER SHALL ENSURE THE METER PIT AND COVER ARE PROPERLY RATED FOR TRAFFIC FLOW, IF APPLICABLE.

- METER INSTALLATION**
10. ONLY PWD PERSONNEL ARE AUTHORIZED TO INSTALL WATER METERS. PWD PERSONNEL ARE ADDITIONALLY AUTHORIZED TO OPERATE METER VALVES AS NEEDED FOR INSTALLATION AND MAINTENANCE.
 11. PWD WILL SUPPLY THE WATER METER. ALL OTHER FITTINGS, INCLUDING A METER RESETTER FOR 1" OR SMALLER METERS, SHALL BE SUPPLIED AND INSTALLED BY CUSTOMER.
 12. FOR 1.5" AND 2" METERS, CUSTOMER WILL INSTALL A FLANGED METER SPOOL PIECE, SUPPLIED BY PWD AT NO ADDITIONAL CHARGE, PRIOR TO METER SET. THE METER SPOOL WILL BE MADE AVAILABLE FOR CUSTOMER PICKUP AT PWD CUSTOMER SERVICE, 225 DOUGLASS STREET, PORTLAND DURING NORMAL BUSINESS HOURS.
 13. CUSTOMER WILL INSTALL TWO BALL VALVES AT LEAST 24" APART FOR METER INSTALLATION, ALLOWING FOR THE WATER METER TO BE CENTERED UNDER THE METER PIT OPENING. THE BALL VALVES SHALL BE SOLDERED IN PLACE.



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' 8-1/2"	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' 8-1/8"	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' 1-1/2"
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' 3-1/2"	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' 6-5/16"	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"	5' 1-3/2"	4' 7-1/2"	5' 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' 5-9/8"	4' 10-1/2"	5' 4-9/8"	5' 2-1/2"	5' 0-9/8"
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

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