

CONVENTIONAL SYMBOLS

EXISTING	PROPOSED	EXISTING	PROPOSED
Iron pin found	Stockade fence	Catch basin	Water Shutoff
Monument found	Chain link fence	Sewer manhole	Drain manhole
Utility pole	Fire hydrant	Tree	Guy wire
Construction Baseline	Overhead electric	Sign	Building
Edge of pavement	Water line	Refusal	
Curb	Storm drain		
Right of way line	Underdrain		
Existing contour			

MAIN STREET IMPROVEMENTS
CUMBERLAND, MAINE

CUMBERLAND COUNTY

MAINEDOT WIN: 21777.00

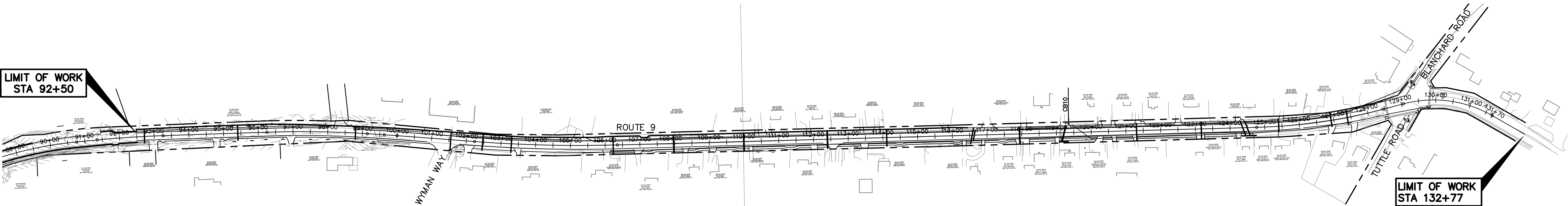
PROJECT LENGTH: 0.74 MILES

ROADWAY IMPROVEMENTS PROJECT

JANUARY 2018

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
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5 - 11	GEOMETRICS PLAN & PROFILE
12	BID ALT 1 - SKILLIN ROAD OVERLAY AND RECONSTRUCTION

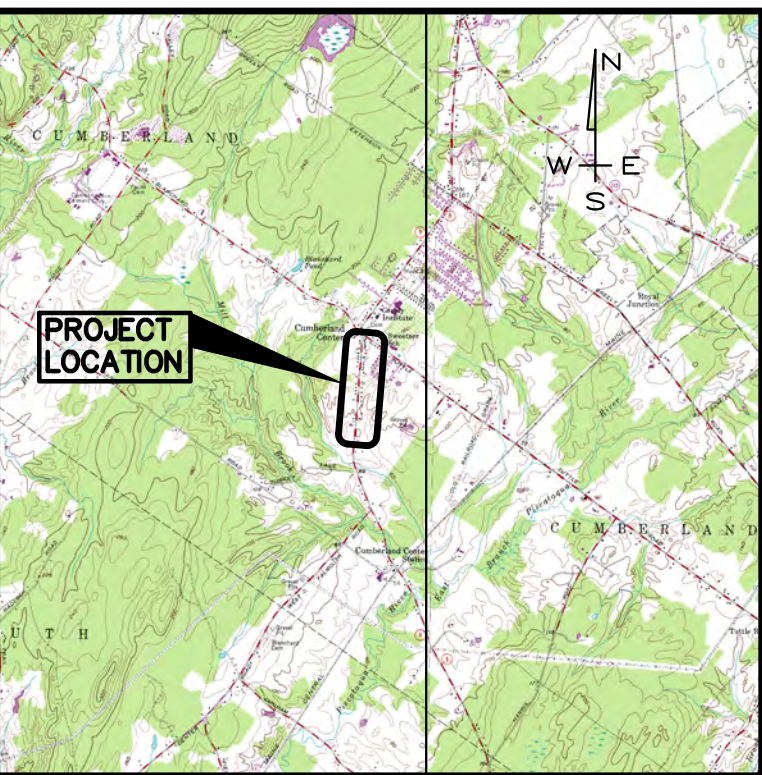


MAINE DOT DESIGN EXCEPTIONS:

SPEED LIMIT: 30/35 MPH
AADT: 7,180 (2016)

CLEAR ZONE:
PROPOSED: NO UTILITY POLE
RELOCATIONS OUTSIDE TRAVELWAY
REQUIRED: 5 FEET TO 7 FEET FROM
EDGE OF TRAVEL WAY

150 0 75 150 300
1 inch = 150 ft.



LOCATION MAP

A PORTION OF CUMBERLAND COUNTY

NOTE:
GORRILL PALMER WILL BE CONDUCTING THE FIELD
OBSERVATION/ENGINEERING DURING CONSTRUCTION. DOUGLAS
REYNOLDS, P.E. WILL BE THE ENGINEER RESPONSIBLE FOR THE
PROJECT.

NOTE:
ALL WORK CONTEMPLATED UNDER THIS CONTRACT SHALL BE
GOVERNED BY AND BE IN CONFORMITY WITH THE STANDARD
SPECIFICATIONS FOR HIGHWAYS AND BRIDGES (NOVEMBER 2014
EDITION), AND THE STANDARD DETAILS (NOVEMBER 2014) EXCEPT
AS MODIFIED BY THE PLANS OR SPECIFICATION SPECIAL PROVISIONS
AND ANY AND ALL CORRECTIONS, REVISIONS OR ADDITIONS ISSUED
BY MAINEDOT.

NOTE:
* MAINTENANCE OF TRAFFIC PER MANUAL ON UNIFORM TRAFFIC
CONTROL DEVICES (MUTCD)
* CONTRACTOR SHALL USE THE B.M.P. (BEST MANAGEMENT
PRACTICES FOR EROSION AND SEDIMENT CONTROL) AS A MINIMUM
STANDARD.

THIS PLAN SET IS ISSUED FOR BIDDING PURPOSES.

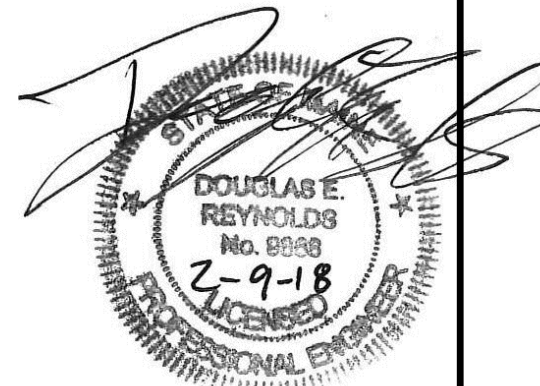
CLIENT:

Town of Cumberland
290 Tuttle Road
Cumberland, Maine 04021

Prepared By:



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-	-	-	BIDDING PURPOSES	2/9/18	DER
Rev.	Date	Revision	CLIENT REVIEW	JAN 2018	DER
			Issued For	Date	By

1. THE MAINDOT AND THE TOWN OF CUMBERLAND SHALL HAVE THE RIGHT AND AUTHORITY TO DETERMINE THE ACCEPTABILITY OF WORK AND MATERIALS WHICH ARE PROGRESS OR COMPLETED. THE TOWN OF CUMBERLAND SHALL HAVE THE RIGHT TO REJECT ANY WORK OR MATERIALS WHICH DO NOT CONFORM, IN ITS SOLE OPINION, TO THE PLANS OR SPECIFICATIONS.

2. ALL SIGNING, SIGNAL AND STRIPING MATERIALS AND PLACEMENT SHALL CONFORM TO THE MAINDOT STANDARD SPECIFICATIONS, NOVEMBER 2014 EDITION, SUPPLEMENTAL SPECIFICATIONS AND STANDARD DETAILS AND WITH THE FEDERAL HIGHWAY ADMINISTRATION "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", 2009 EDITION.

3. ALL DISTURBED AREAS SHALL BE LOAMED AND SEEDED. UNLESS OTHERWISE NOTED, SEEDING METHOD NO. 1 SHALL BE UTILIZED ON ALL LAWNS AND DEVELOPED AREAS, AND SEEDING METHOD NO. 2 SHALL BE USED IN ALL OTHER LOCATIONS. LOAM SHALL BE PLACED TO A MINIMUM DEPTH OF 4" IN METHOD NO. 1 AREAS, AND 2" IN ALL OTHER AREAS UNLESS OTHERWISE NOTED OR DIRECTED.

4. DISPOSAL OF SURPLUS MATERIAL SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. SURPLUS MATERIAL SHALL NOT BE DISPOSED OF ON THE PROJECT SITE. DISPOSAL SHALL BE MADE ONLY AT WASTE AREAS WHICH ARE LICENSED TO ACCEPT SUCH MATERIALS, UNLESS THE MATERIALS CAN BE INCORPORATED IN FILLS IN OTHER PROJECTS OF THE CONTRACTOR, ALL WASTE AREAS SHALL BE APPROVED BY THE RESIDENTS.

5. EXCAVATIONS ACCOMPLISHED AS PART OF THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH SUBPART P OF 29 CRF PART 1926.650--652 (CONSTRUCTION STANDARD FOR EXCAVATIONS).

6. THE CONTRACTOR SHALL CONTACT DIG-SAFE AND APPROPRIATE AUTHORITIES PRIOR TO ANY SUBSURFACE ACTIVITIES.

7. IF FOUNDATION MATERIAL IS REQUIRED UNDER CULVERTS, IT SHALL MEET THE REQUIREMENTS FOR GRANULAR BORROW UNDERWATER BACKFILL.

8. ALL CLEARING AND TRIMMING SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO SEPARATE PAYMENT WILL BE MADE. THE ACTUAL LINES FOR CLEARING AND TRIMMING SHALL BE ESTABLISHED BY THE CONTRACTOR AND APPROVED IN THE FIELD BY THE ENGINEER.

9. BUTT JOINTS SHALL BE USED AT ALL LOCATIONS WHERE THE PROPOSED PAVEMENT MEETS EXISTING PAVEMENT.

10. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING OPENING PERMITS. CONTRACTOR SHALL BE RESPONSIBLE APPLYING FOR AND ALL COSTS ASSOCIATED WITH OBTAINING OPENING PERMITS FROM THE TOWN IF REQUIRED.

11. MAINTENANCE OF TRAFFIC SHALL BE PER THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", 2009 EDITION.

12. THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN ALL NECESSARY BARRICADES, LIGHTS, WARNING SIGNS AND OTHER DEVICES TO SAFEGUARD TRAFFIC PROPERLY WHILE WORK IS IN PROGRESS FOR THE DURATION OF THE PROJECT.

13. DRIVEWAY ACCESSSES SHALL BE MAINTAINED AT ALL TIMES.

14. THE CONTRACTOR SHALL SUBMIT A PLAN TO CONTROL TRAFFIC DURING THE PERIOD OF CONSTRUCTING THE IMPROVEMENTS TO THE MAINDOT, ENGINEER AND THE TOWN OF CUMBERLAND FOR APPROVAL WHICH CONFORMS TO THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", 2009 EDITION. THE CONTRACTOR MUST MAINTAIN TWO WAY TRAFFIC WHENEVER PRACTICABLE AND MUST MAINTAIN AT LEAST ONE WAY ALTERNATING TRAFFIC FLOW AT ALL TIMES. ALL TRAFFIC SHALL BE CONTROLLED DURING THE PERIOD OF CONSTRUCTION IN ACCORDANCE WITH THE TRAFFIC CONTROL PLAN APPROVED BY THE MAINDOT.

15. THE CONTRACTOR SHALL COMPLY WITH THE INSURANCE REQUIREMENTS OUTLINED UNDER SECTION 110 IN THE DEPARTMENT'S STANDARD SPECIFICATIONS NOVEMBER 2014 EDITION (HEREAFTER STANDARD SPECIFICATIONS). MINIMUM INSURANCE REQUIREMENTS SHALL INCLUDE AT LEAST WORKERS' COMPENSATION INSURANCE, COMMERCIAL GENERAL LIABILITY AND AUTOMOBILE LIABILITY INSURANCE AS DEFINED THEREIN. THE CONTRACTOR SHALL PROVIDE THE DEPARTMENT WITH SATISFACTORY PROOF OF SUCH INSURANCE COVERAGE. IN THE EVENT THAT SUCH INSURANCE IS TERMINATED OR CANCELED WITHOUT BEING REPLACED WITH COMPARABLE INSURANCE, THE DEPARTMENT MAY SUSPEND OR TERMINATE THE CONSTRUCTION OF ALL TRAFFIC IMPROVEMENTS IN PROGRESS AT THE TIME OF SUCH TERMINATION OR CANCELLATION.

16. THE CONTRACTOR SHALL PROVIDE THE MAINDOT AND THE TOWN WITH A PERFORMANCE BOND, CERTIFIED CHECK OR OTHER NEGOTIABLE SECURITY ACCEPTABLE TO THE OWNER IN THE FULL AMOUNT OF THE COST TO CONSTRUCT SUCH IMPROVEMENTS WHICH CONFORMS TO THE GENERAL REQUIREMENTS FOR SUCH SURETY AS OUTLINED UNDER SECTION 110.2 IN THE STANDARD SPECIFICATIONS.

17. THE CONTRACTOR SHALL PROVIDE THE DEPARTMENT AND THE TOWN OF CUMBERLAND WITH A SCHEDULE OF WORK FOR CONSTRUCTING THE IMPROVEMENTS, AND AN EMERGENCY CONTACT LIST.

18. ALL IMPROVEMENTS SHALL BE CONSTRUCTED AS SHOWN ON THE FINAL PLANS IN ACCORDANCE WITH THE MAINDOT STANDARD SPECIFICATIONS NOVEMBER 2014 EDITION, DETAILS AND ANY REVISIONS.

19. THE CONTRACTOR SHALL ALLOW OR ARRANGE FOR THE MAINDOT, ITS INSPECTORS, AGENTS, EMPLOYEES, CONTRACTORS OR INVITED GUESTS, TO ENTER UPON ANY LAND OWNED OR CONTROLLED BY THE CONTRACTOR OUTSIDE OF AND ADJOINING THE RIGHT-OF-WAY OF ANY HIGHWAY OR PUBLIC WAY, WHICH MAYBE USED FOR CONSTRUCTION OF THE TRAFFIC IMPROVEMENTS, AT ANY AND ALL TIMES AND FOR ANY AND ALL PURPOSES NECESSARY OR INCIDENTAL TO SUCH INSPECTION OR TESTING.

20. THE PLACEMENT OF BITUMINOUS PAVING MATERIALS SHALL BE SUBJECT TO ALL OF THE WEATHER AND SEASONAL LIMITATIONS OUTLINED UNDER MAINE DOT STANDARD SPECIFICATIONS, NOVEMBER 2014 EDITION DIVISION 400, PAVEMENTS, SECTION 401, PARAGRAPH 401.06.

21. ALL LABOR, MATERIALS AND EQUIPMENT NECESSARY TO REMOVE AND RESET POST SIGNS, MAILBOXES, AND POLES SHALL BE CONSIDERED INCIDENTAL TO THE EXISTING BID PRICES. IF ANY DAMAGE OCCURS TO THE CONTRACTOR, TO THE SATISFACTION OF THE ENGINEER, AT NO ADDITIONAL COST TO THE OWNER, THE DAMAGED MATERIALS SHALL BE REPLACED BY THE CONTRACTOR.

22. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR THE ELEVATION OF THE EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON THE RECORDS OF THE VARIOUS UTILITY COMPANIES AND WHERE POSSIBLE MEASUREMENTS TAKEN IN THE FIELD. UNDERGROUND FACILITIES INDICATED ON THE CROSS SECTIONS HAVE BEEN CARRIED OVER FROM THE PLAN VIEW DATA AND MAY ALSO INCLUDE FEWER APPROXIMATIONS OF THE ELEVATIONS (DEPTHS) BASED UPON STRAIGHT LINE INTERPOLATION FROM THE NEAREST MANHOLES, GATE VALVES, OR TEST PITS. THIS INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AND DIG SAFE AT LEAST 72 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE HIS WORK AND SCHEDULE AND THE UTILITY RELOCATION WORK WITH THE PROPER UTILITY COMPANY. UTILITY CONTACTS FOR THIS PROJECT ARE:

CENTRAL MAINE POWER ATTN: SKIP MCWAY 57 OLD WINTHROP ROAD AUGUSTA, ME 04330 (207) 626-9445	FAIRPOINT ATTN: MARTY PEASE 5 DAVIS FARM ROAD PORTLAND, ME 04103 (207) 797-1119	SUMMIT NATURAL GAS ATTN: BRYAN FOSTER 442 CIVIC CENTER DRIVE AUGUSTA, ME 04330 (207) 716-6228
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PORTLAND WATER DISTRICT
ATTN: JAY ARNOLD
PO BOX 3553
225 DOUGLASS STREET
PORTLAND, ME 04104
(207) 774-5961

TIME WARNER
ATTN: MARK PELLETIER
118 JOHNSON ROAD
PORTLAND, ME 04102
(207) 253-2324

23. ALL MATERIAL SCHEDULES SHOWN ON THE PLANS ARE FOR GENERAL INFORMATION ONLY. THE CONTRACTOR SHALL PREPARE HIS OWN MATERIAL SCHEDULES BASED UPON HIS PLAN REVIEW. ALL SCHEDULES SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS OR PERFORMING WORK.

24. PROPERTY LINE AND R.O.W. MONUMENTS SHALL NOT BE DISTURBED BY CONSTRUCTION. IF DISTURBED, THEY SHALL BE RESET TO THEIR ORIGINAL LOCATIONS AT THE CONTRACTOR'S EXPENSE, BY A MAINE PROFESSIONAL LAND SURVEYOR.

25. EXISTING CONDITIONS BASED ON SURVEY COMPLETED BY BOUNDARY POINTS.

26. CONSTRUCTION SHALL NOT COMMENCE UNTIL AUTHORIZED BY THE TOWN, THE MAINDOT AND THE ENGINEER.

27. THE CONTRACTOR SHALL SUBMIT A QC PLAN AS OUTLINED UNDER MAINE DOT STANDARD SPECIFICATIONS, NOVEMBER 2014 EDITION DIVISION 400, PAVEMENTS, SECTION 401, PARAGRAPH 401.19, FOR APPROVAL BY THE MAINDOT AND ENGINEER. THE ACCEPTANCE METHOD SHALL BE METHOD D. THE CONTRACTOR SHALL NOTIFY THE ENGINEER 48 HOURS IN ADVANCE OF ANY PAVING. THE DENSITY REQUIREMENTS AND DISINCENTIVE SHALL APPLY AS OUTLINED IN SECTION 401.204 OF THE MAINE DOT, SECTION 401. CORES WILL NOT BE REQUIRED. THE TOWN MAY TAKE SAMPLES FOR TESTING AT THEIR DISCRETION TO DETERMINE IF THE MIX IS WITHIN THE TOLERANCES LISTED IN TABLE 8 OF SECTION 401.204.

28. ALL PAVEMENT MARKINGS THAT CONFLICT WITH THE PROPOSED SHALL BE REMOVED IN ACCORDANCE WITH THE MAINDOT SPECIFICATIONS.

29. ALL NEW SIGNS SHALL HAVE HIGH INTENSITY RETRO-REFLECTIVE SHEETING. WHEN WOOD POSTS ARE USED THEY SHALL BE PRESSURE TREATED.

30. A TACK COAT OF EMULSIFIED ASPHALT, RS-1 OR HFM-1 SHALL BE APPLIED TO ANY EXISTING PAVEMENT AT A RATE OF APPROXIMATELY 0.025 GALLON/S.Y., AND ON MILLED PAVEMENT APPROXIMATELY 0.050 GALLONS/S.Y. A FOG COAT OF EMULSIFIED ASPHALT SHALL BE BETWEEN SHIM/INTERMEDIATE COURSE AND THE SURFACE COURSE, AT A RATE NOT TO EXCEED 0.025 GALLONS/S.Y.

31. THE CONTRACTOR SHALL COMPLETE THE WORK WITHIN RIGHTS-OF-WAY OR EASEMENTS, AND WILL BE RESPONSIBLE IF TRESPASSING OCCURS ON PRIVATE PROPERTY.

32. ALL EXISTING WATER VALVE COVERS AND ANY OTHER EXISTING UTILITIES SHALL BE ADJUSTED TO GRADE BY THE APPROPRIATE UTILITY COMPANY.

33. ALL EXISTING DRAINAGE CATCH BASIN AND OUTLET INFORMATION SHALL BE FIELD VERIFIED PRIOR TO ORDERING NEW STRUCTURES.

34. ALL GUARDRAIL SHALL BE GALVANIZED OR APPROVED EQUIVALENT.

3. ACTUAL GRUBBING LIMITS MAY VARY BASED ON FIELD CONDITIONS AS DIRECTED BY THE RESIDENT. ESTIMATED GRUBBING DEPTHS ARE 6 INCHES IN FIELD AREAS AND 12 INCHES IN WOODED AREAS.

36. DRIVEWAY FILL SIDE SLOPES SHALL BE THE SAME AS THE NON-GUARDRAIL FILL SLOPES UNLESS OTHERWISE NOTED ON THE PLANS.

37. GRANULAR BORROW UNDER TO BACKFILL MUCK EXCAVATION OR IN LOW WET AREAS TO 1' ABOVE WATER LEVEL OR OLD GROUND SHALL MEET REQUIREMENTS FOR GRANULAR BORROW UNDERWATER BACKFILL.

38. RESIDENT PAVED ENTRANCES SHALL BE CONSTRUCTED WITH: 2 INCHES HOT MIX ASPHALT 9.5mm, COMMERCIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH: 3" HMA AND 11" AGGREGATE SUBBASE COURSE GRAVEL. THE EXTENT OF RECONSTRUCTION SHALL BE COORDINATED WITH THE ENGINEER.

39. ANY NECESSARY CLEANING OF EXISTING PAVEMENT PRIOR TO PAVING SHALL BE INCIDENTAL TO THE RELATED PAVING ITEMS.

40. THE FOLLOWING SHALL BE INCIDENTAL TO THE 603 ITEM(S):

- ANY CUTTING OF EXISTING CULVERTS AND OR CONNECTORS NECESSARY TO INSTALL NEW CULVERT REPLACEMENTS OR EXTENSIONS
- ALL PIPE EXCAVATION INCLUDING ANY CUTTING AND REMOVAL OF PAVEMENT
- ALL DITCHING AT PIPE ENDS
- FURNISHING, PLACING, GRADING, AND COMPACTING OF ANY NEW GRAVEL AND/OR FILL MATERIAL INCLUDING GRANULAR BORROW USED UNDER PIPES.
- GRANULAR BORROW UNDER THE PIPE SHALL MEET THE REQUIREMENTS FOR UNDERWATER BACKFILL
- ALL WORK NECESSARY TO CONNECT TO EXISTING PIPES AND DRAINAGE STRUCTURES
- FLOW LINES MAY BE CHANGED BY 1.5 FT
- ANY NECESSARY CLEARING OF BRUSH AND NON-PAY TREES AT CULVERT ENDS
- BACKFILL
- ANY NECESSARY CUTTING OF EXISTING PIPES TO FIT AREAS OF PROPOSED CATCH BASINS

41. NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE RESIDENT.

42. INLETS AND OUTLETS OF ALL CULVERTS SHALL BE RIPRAPPED UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE RESIDENT.

43. ALL 6" UNDERDRAIN SHOWN ON THE CROSS SECTIONS WILL HAVE THE FLOW LINE SCALED FROM THE CROSS SECTIONS. ALL FLOW LINE ELEVATIONS ARE SUBJECT TO APPROVAL BY THE RESIDENT.

44. A 3 FT. X 3 FT. SQUARE RIPRAP PAD SHALL BE CONSTRUCTED AT U.D. OUTLETS.

45. GUARDRAIL END TREATMENTS SHALL BE INSTALLED CONCURRENTLY WITH THE PLACEMENT OF EACH SECTION OF BEAM GUARDRAIL.

46. HOLES CREATED BY GUARDRAIL INSTALLATION WILL BE FILLED AND COMPACTED WITH APPROVED MATERIALS AS DIRECTED BY THE RESIDENT. PAYMENT TO BE CONSIDERED INCIDENTAL TO THE GUARDRAIL ITEMS.

47. TWO REFLECTORIZED FLEXIBLE G.R. MARKERS WILL BE INSTALLED AT EACH GUARDRAIL END, AND SHALL BE INCIDENTAL TO THE 606 ITEMS.

48. A DELINEATOR POST (ITEM 606.35) WILL BE INSTALLED AT EACH UNDERDRAIN OUTLET, AND SHALL BE INCIDENTAL TO THE 606 ITEMS.

49. LOAM HAS BEEN ESTIMATED FOR DISTURBED AREAS. ACTUAL PLACEMENT OF THE LOAM SHALL BE AS NOTED ON THE PLANS OR DESIGNATED BY THE RESIDENT.

50. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING MAILBOXES TO ENSURE THAT THE MAIL WILL BE DELIVERABLE. MAILBOXES SHALL BE RELOCATED SO THAT THE POSTS ARE 1 FOOT BEHIND EDGE OF SHOULDER OR AS DIRECTED BY THE ENGINEER. NO SEPARATE PAYMENT WILL BE MADE FOR THIS WORK; IT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

51. THE CONTRACTOR IS RESPONSIBLE FOR THE CAREFUL SIDE STAKING OF EXISTING CENTERLINE AS PER STANDARD SPECIFICATION 105.6.2. SIDE STAKES SHALL BE PLACED SAFELY OUTSIDE OF THE CONSTRUCTION LIMITS AND THE EXISTING CENTERLINE GRADES SHALL BE TRANSFERRED TO THESE STAKES.

52. 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.

53. ESTIMATED QUANTITIES FOR REQUIRED STRUCTURAL EARTH EXCAVATION, DRAINAGE AND MINOR STRUCTURES ARE INFORMATIONAL ONLY AND REPRESENT THE APPROXIMATE MINIMUM QUANTITY REQUIRED TO INSTALL DRAINAGE STRUCTURES. ADDITIONAL EXCAVATION FOR THE CONTRACTOR'S CONVENIENCE OR TO COMPLY WITH BACKSLOPING REQUIREMENTS WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO THE RELATED DRAINAGE ITEMS.

54. NO SEPARATE PAYMENT FOR SUPERINTENDENT OR FOREMAN WILL BE MADE FOR THE SUPERVISION OF EQUIPMENT BEING PAID FOR UNDER THE EQUIPMENT RENTAL ITEMS.

55. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE MAINE DEPARTMENT OF TRANSPORTATION'S BEST MANAGEMENT PRACTICES FOR EROSION CONTROL & SEDIMENT CONTROL, FEBRUARY, 2008.

56. PRIOR TO ROADWAY CONSTRUCTION, CONTRACTOR SHALL TRIM ALL TREE BRANCHES WITHIN RIGHT OF WAY, TO 18 FEET ABOVE THE PAVEMENT. AFTER PAVING IS COMPLETED, CONTRACTOR SHALL TRIM ANY BRANCHES DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION, TRIMMING OF BRANCHES SHALL BE INCIDENTAL TO THE CONTRACT.

57. TEST PITS OF ALL UTILITY CROSSINGS SHALL BE COMPLETED TWO WEEKS IN ADVANCE OF THE START OF CONSTRUCTION OR ORDERING OF MATERIALS. TEST PIT INFORMATION SHALL BE PROMPTLY PROVIDED TO ENGINEER FOR REVIEW.

58. THE CONTRACTOR SHALL ANTICIPATE THAT GROUNDWATER WILL BE ENCOUNTERED DURING CONSTRUCTION AND SHALL INCLUDE SUFFICIENT COSTS WITHIN THEIR BID TO PROVIDE DEWATERING AS NECESSARY. NO SEPARATE PAYMENT SHALL BE MADE TO THE CONTRACTOR FOR DEWATERING.

59. LOCATION OF WATER MAINS ARE APPROXIMATE AND BASED ON A COMPOSITE OF AS-BUILT PLANS AND SURVEYED FEATURES SUCH AS VALVES.

60. COORDINATE WITH APPROPRIATE UTILITY COMPANY FOR SUPPORT OF UTILITY POLES AS NECESSARY.

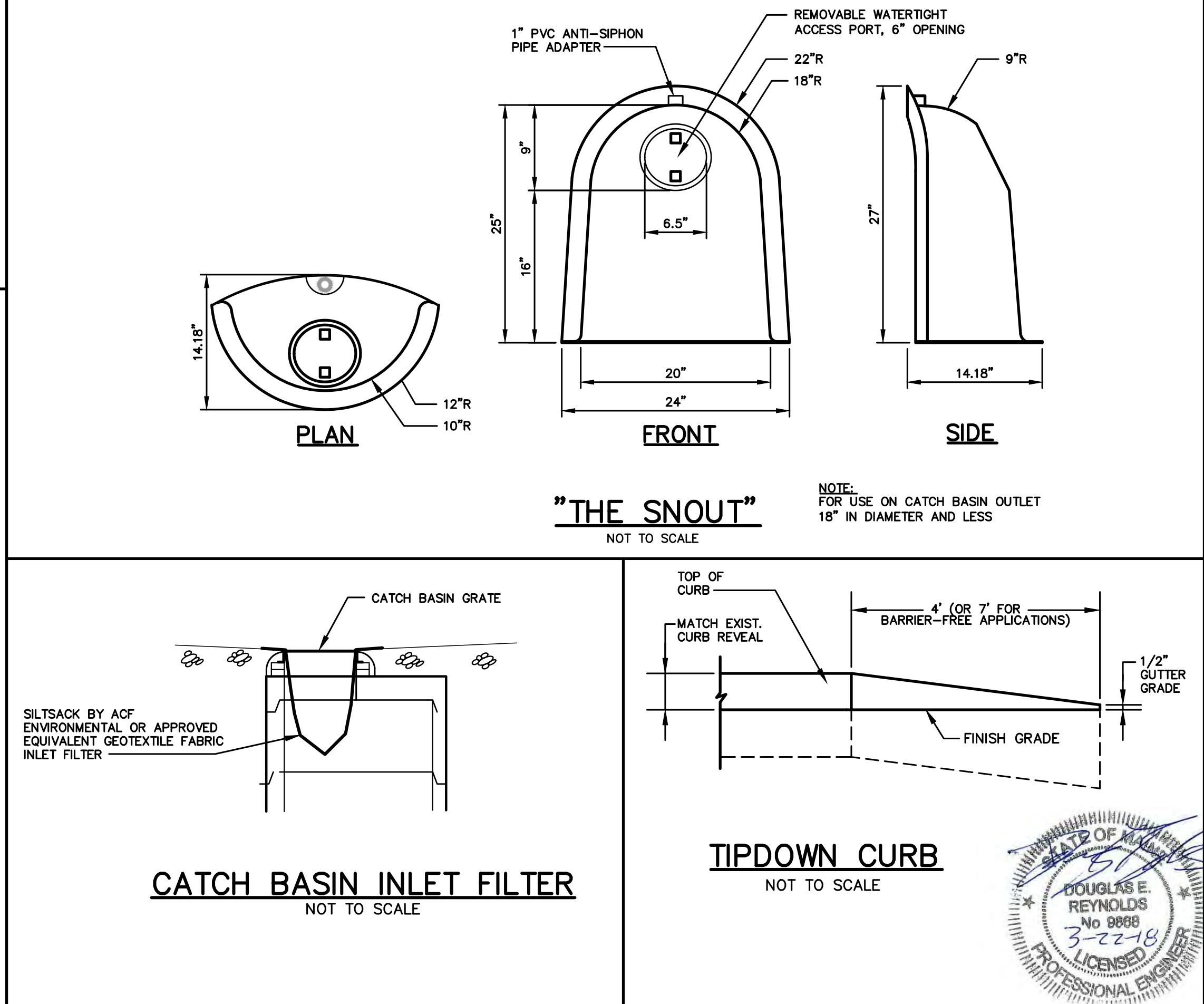
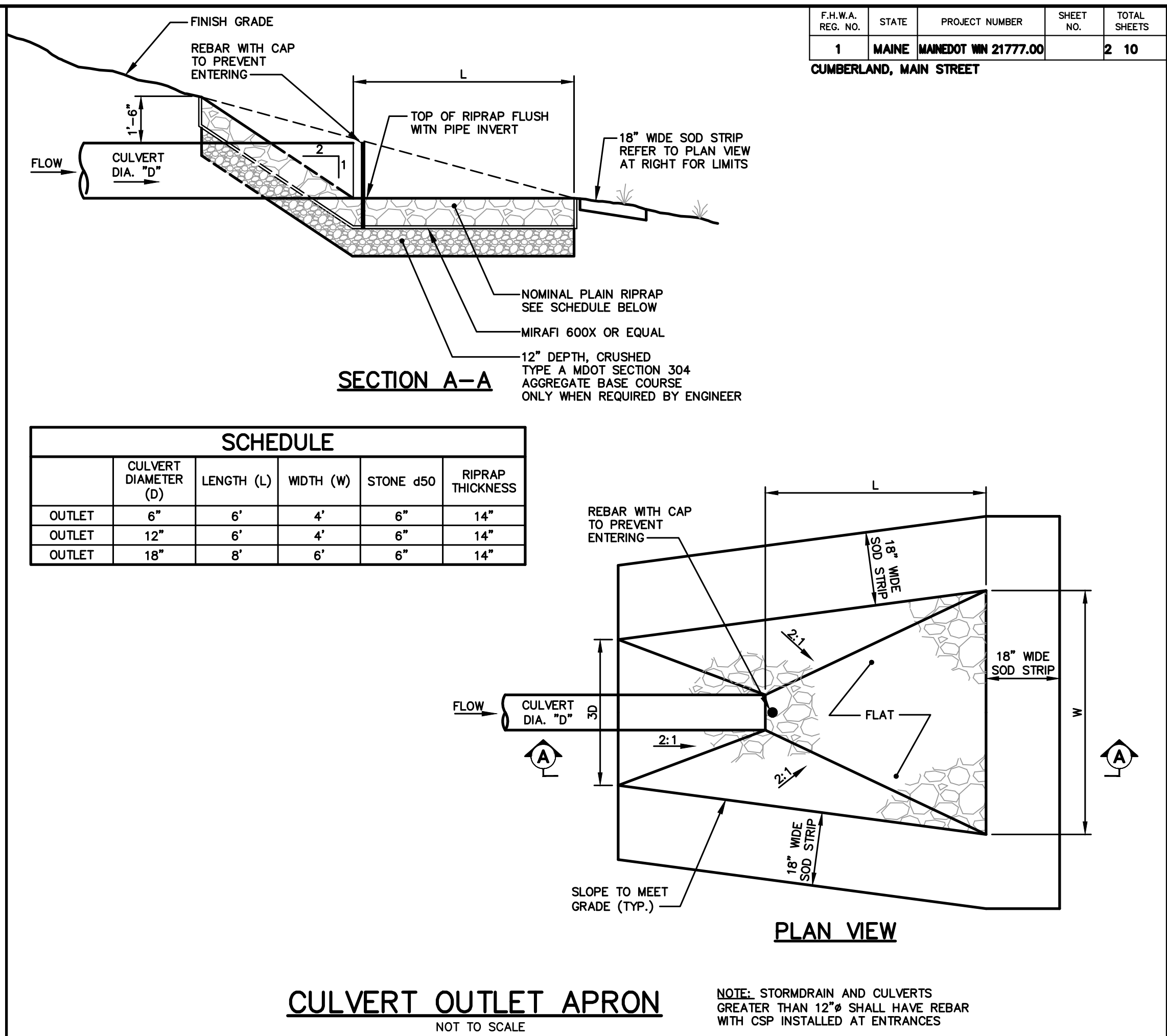
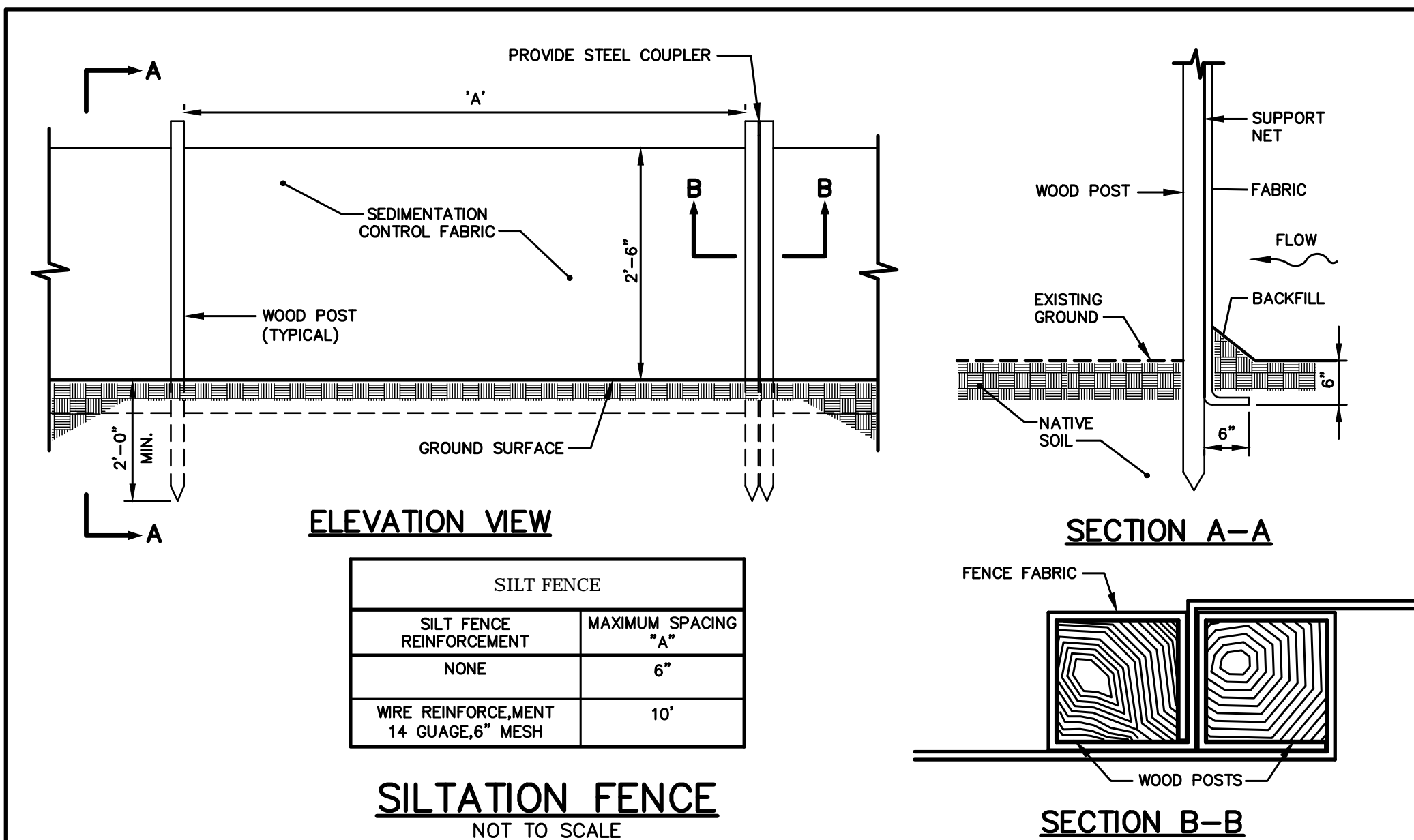
61. TEST PITS SHALL BE COMPLETED PRIOR TO ORDERING STRUCTURES TO DETECT EXACT ELEVATION/LOCATION OF EXISTING UTILITIES. TEST PIT INFORMATION SHALL BE PROVIDED TO THE ENGINEER TO REVIEW PRIOR TO ORDERING STRUCTURES FOR THEIR REVIEW. TEST PITS SHALL INCLUDE ALL EXCAVATION, BACKFILL AND TEMPORARY PAVEMENT IN ROAD SECTIONS.

62. ANY DAMAGE CAUSED TO THE EXISTING UTILITIES BY THE CONTRACTORS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND NO SEPARATE PAYMENT SHALL BE MADE.

63. SEDIMENT OUTLET HOODS SHALL BE INSTALLED ON ALL CATCH BASIN OUTLET PIPES 18 INCHES AND SMALLER. THE COSTS FOR SEDIMENT OUTLET HOODS SHALL BE INCIDENTAL TO THE RESPECTIVE CATCH BASIN.

64. ALL CATCH BASINS SHALL HAVE 2 FOOT SUMPS.

65. ANY BASE PAVEMENT NOT SURFACED BEFORE WINTER WILL REQUIRE TEMPORARY PAVEMENT MARKINGS OF PAINT, BOTH YELLOW CENTERLINE AND WHITE EDGE LINES AND WILL BE CONSIDERED PART OF ITEM 627.76.



	4/5/18	PLAN SET MODIFICATION
Rev.	Date	Revision

CONSTRUCTION	3/22/18	DER
CLIENT REVIEW	1/02/18	DER
Issued For	Date	By

Design: DJG	Draft: CG	Date: JAN 2018
Checked: DER	Scale:	Job No.: 1636.88
File Name: 1636.88--GEN.dwg		

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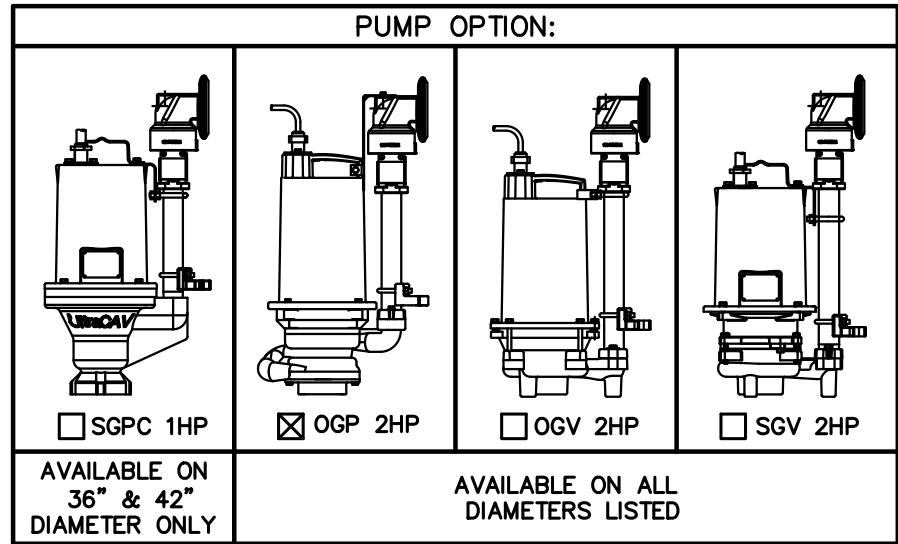
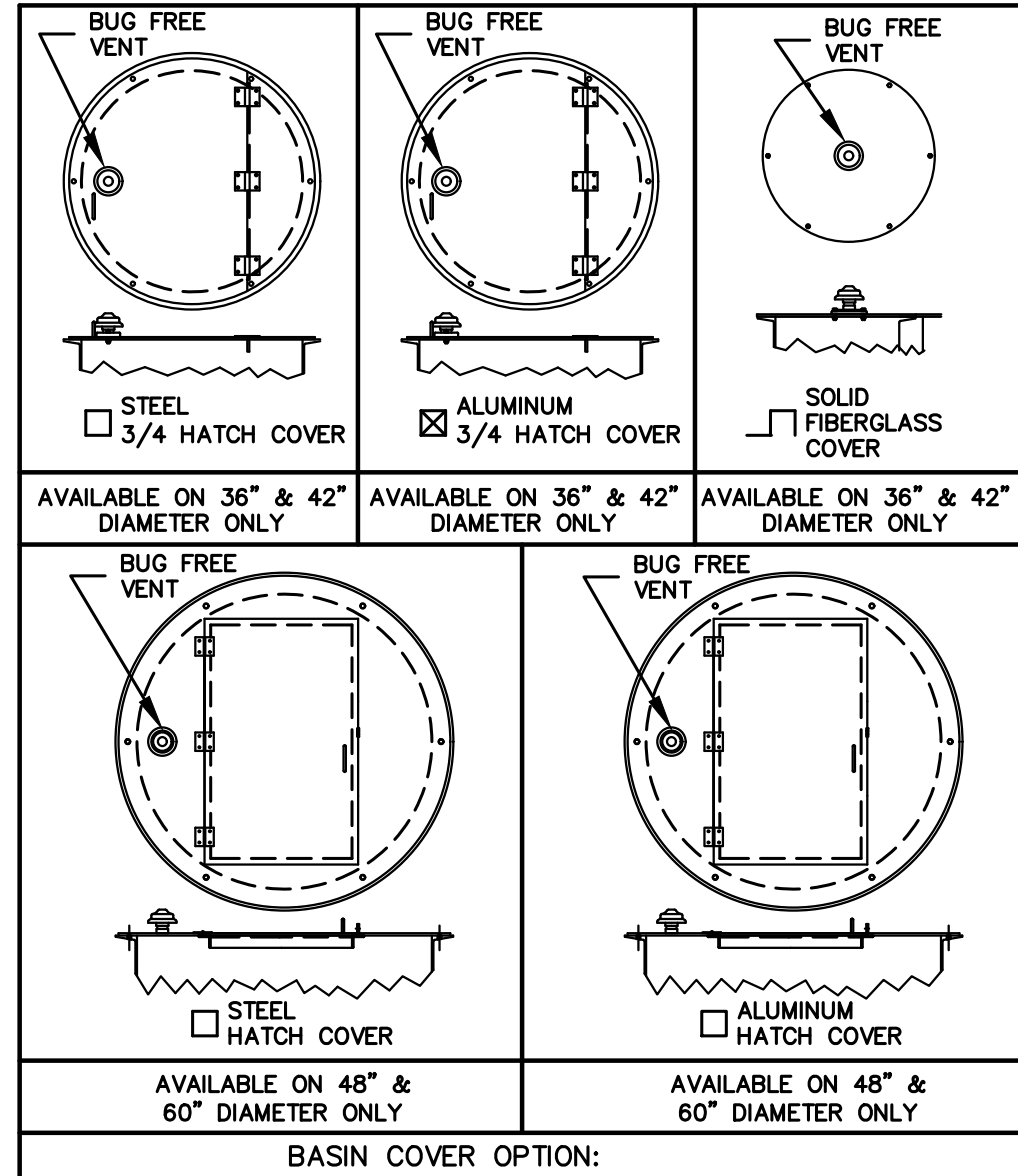
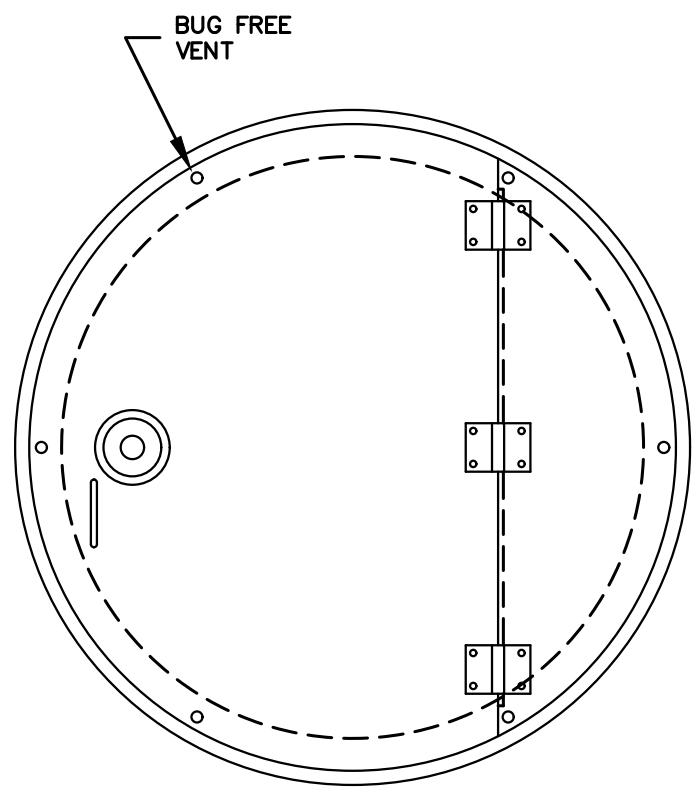
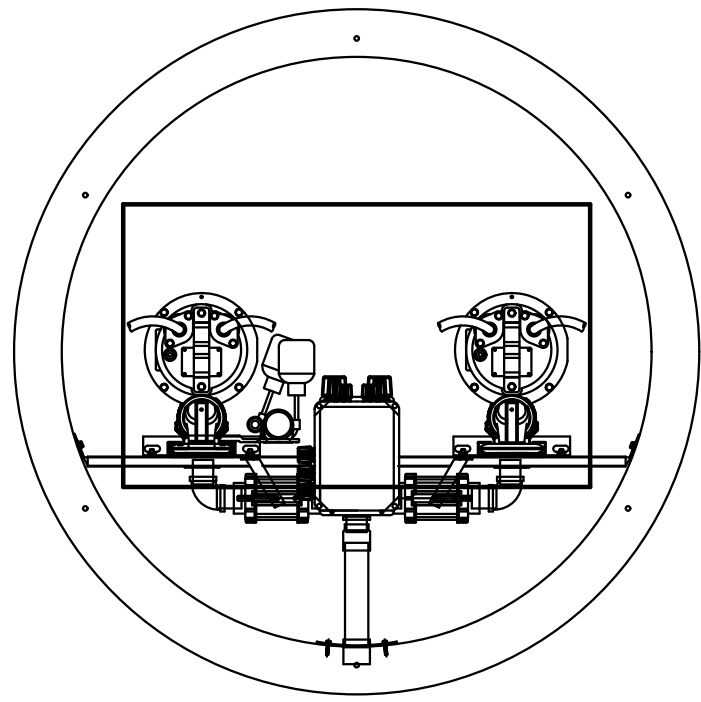
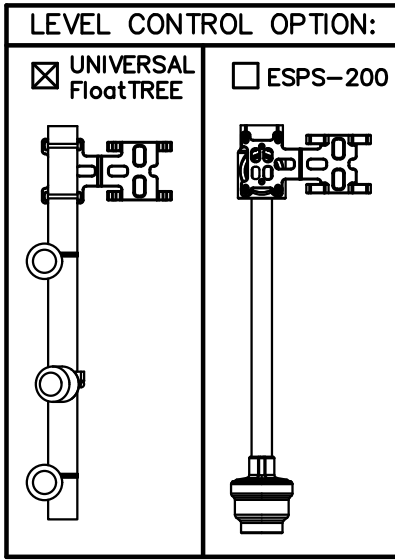


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Drawing Name:	General Notes and Details
Project:	Main Street Reconstruction Cumberland, Maine
Client:	Town of Cumberland 290 Tuttle Road, Cumberland, Maine 04021

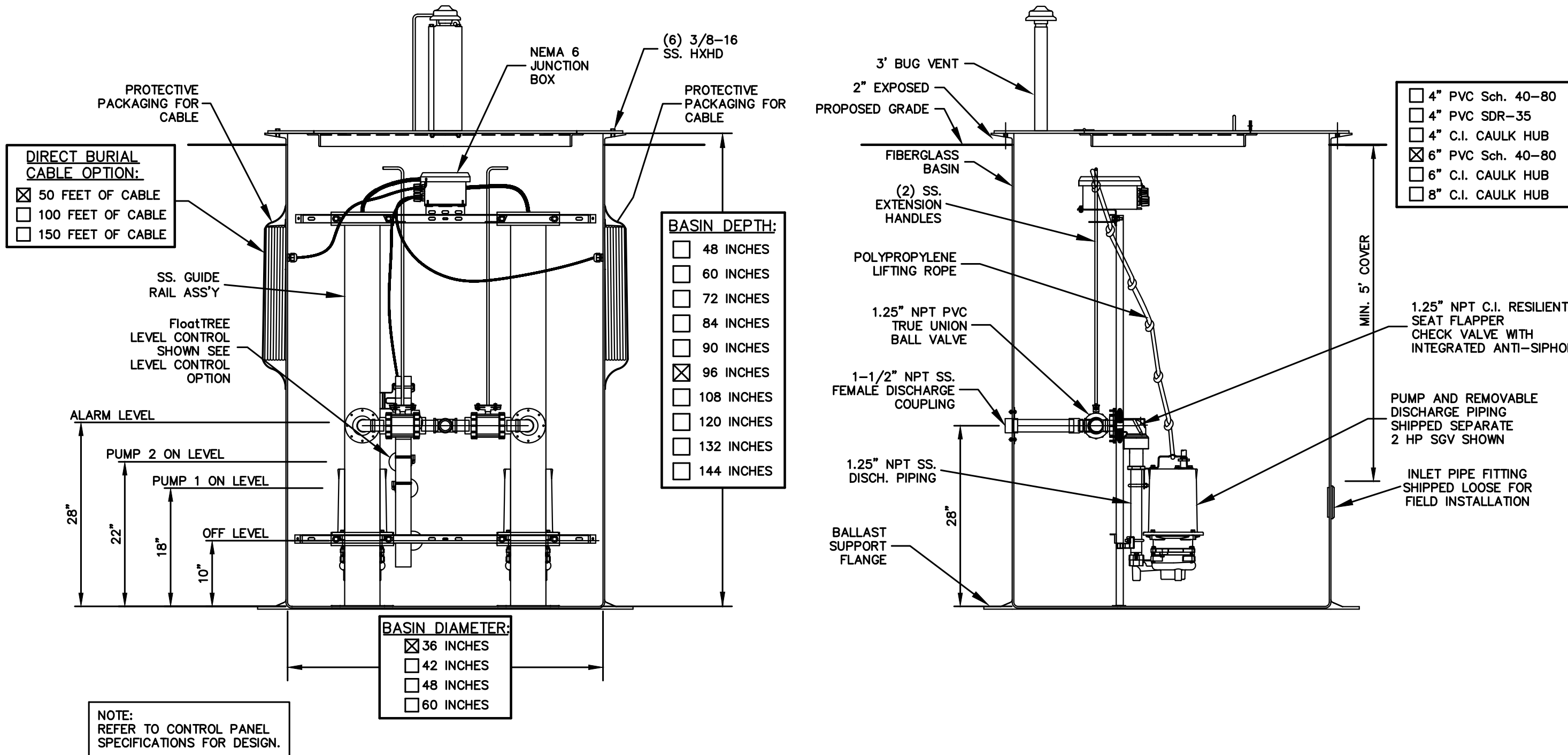
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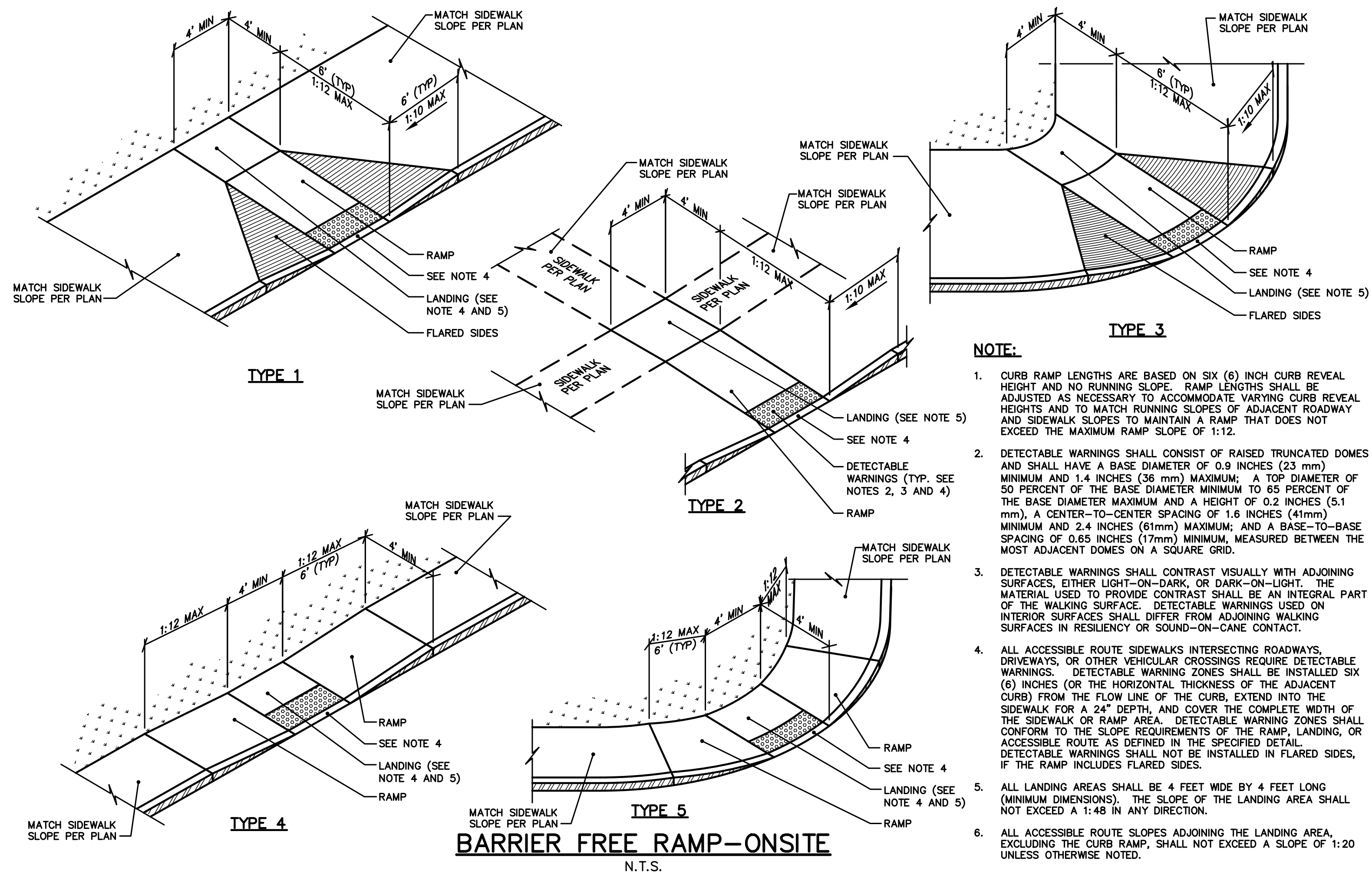
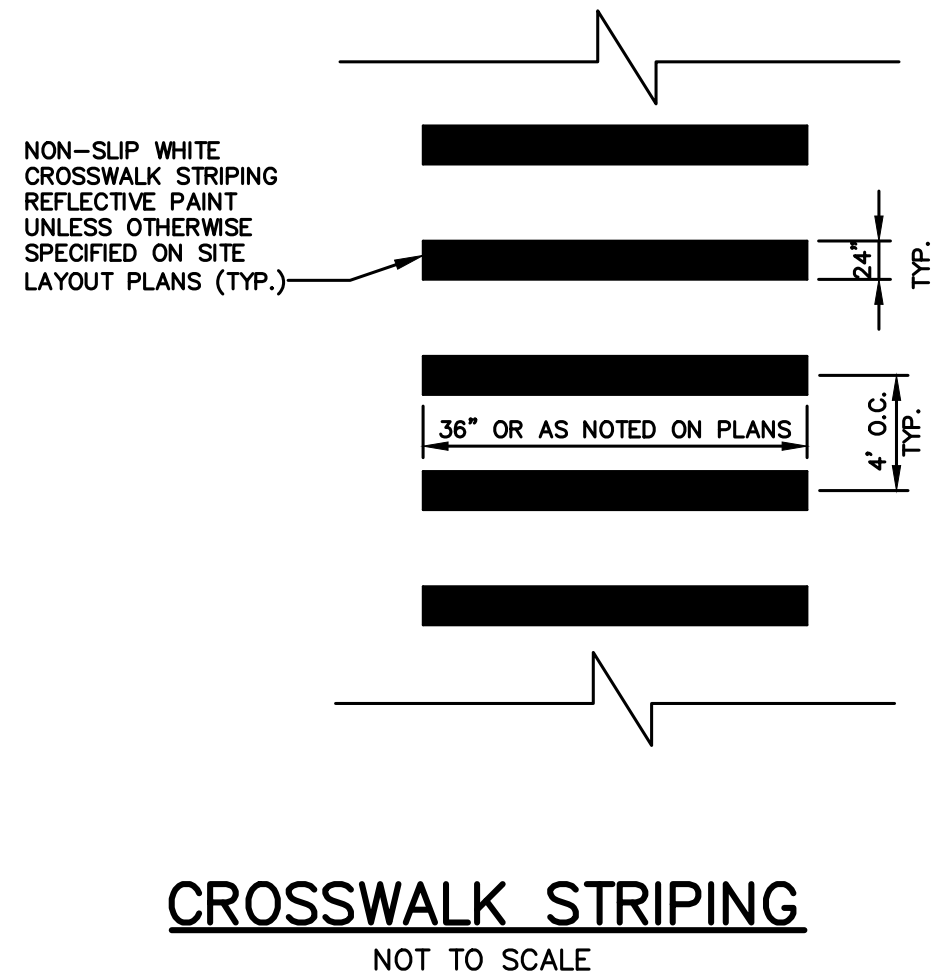
NOTES:

- ALL DIMENSIONS TO BE $\pm 1/4"$ UNLESS OTHERWISE SPECIFIED.
- INTERMEDIATE SUPPORT SUPPLIED FOR DEPTHS 12 FT. AND DEEPER.
- CONSULT FACTORY FOR OTHER DEPTHS.
- 5 HORSEPOWER 1 PHASE SGV PUMPS ARE NOT AVAILABLE PRE-WIRED.



DUPLEX GRINDER PUMP STATION (LIBRARY)

N.T.S.



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Rev.	Date	Revision
4/5/18	PLAN SET MODIFICATION	

CONSTRUCTION	3/22/18	DER
CLIENT REVIEW	1/02/18	DER
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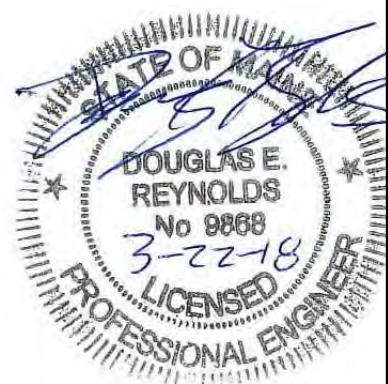


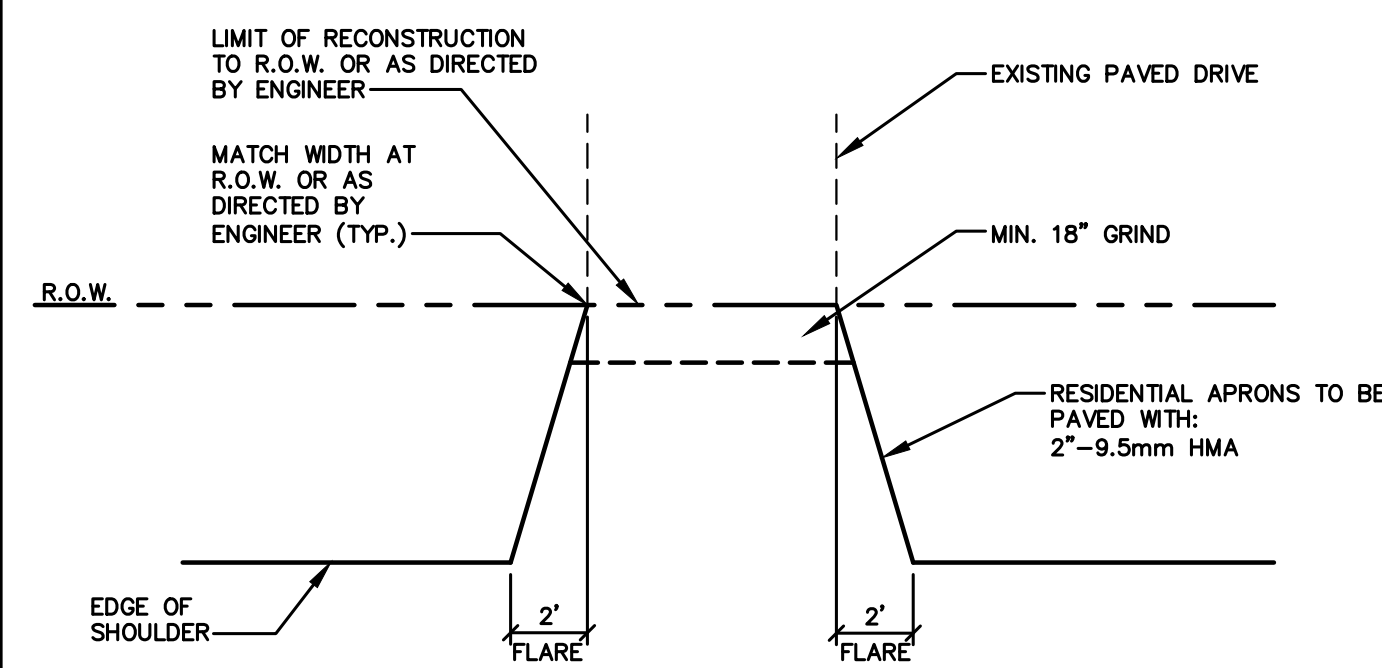
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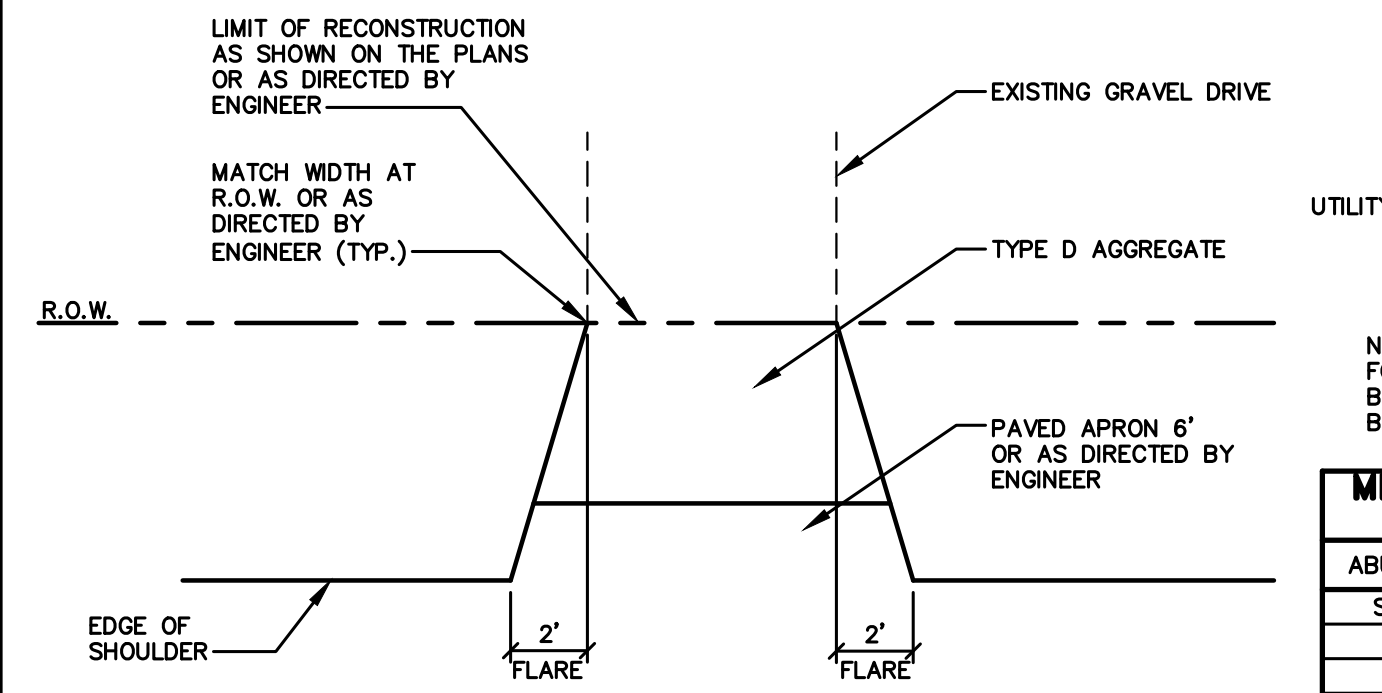
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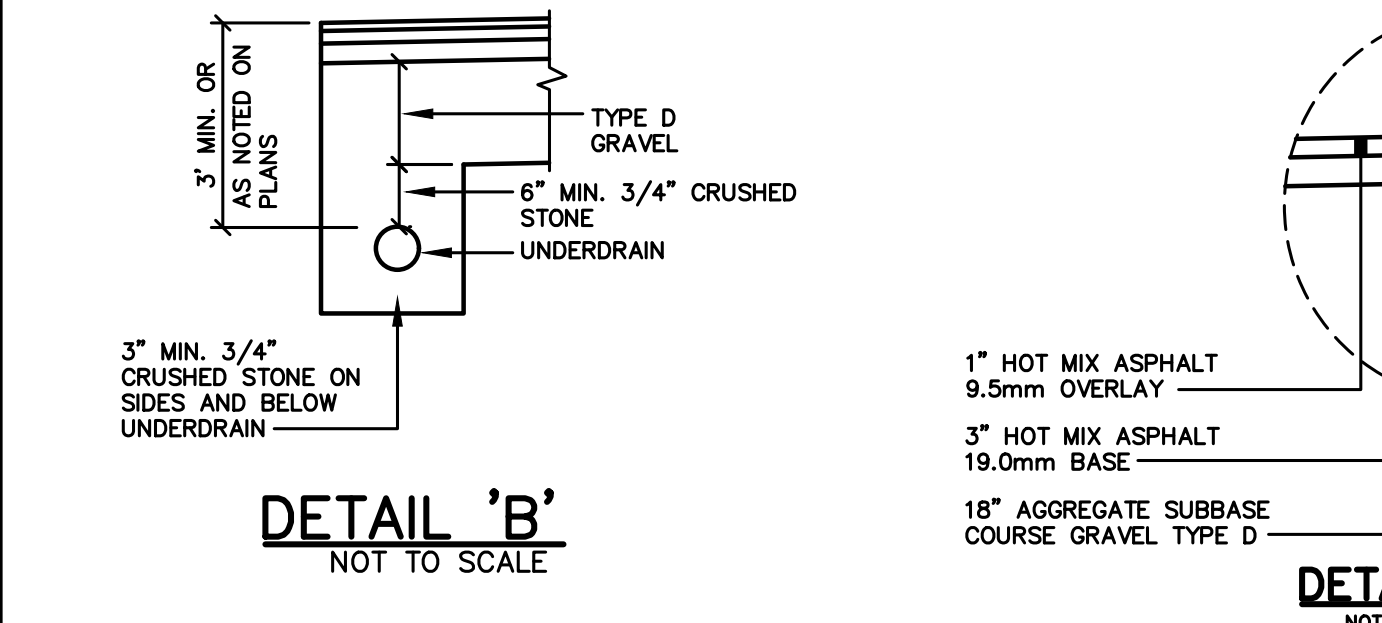




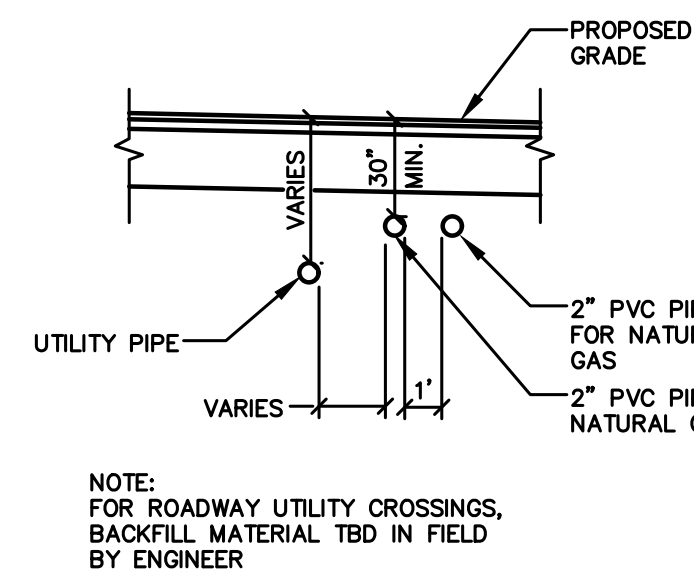
PAVED DRIVEWAY DETAIL



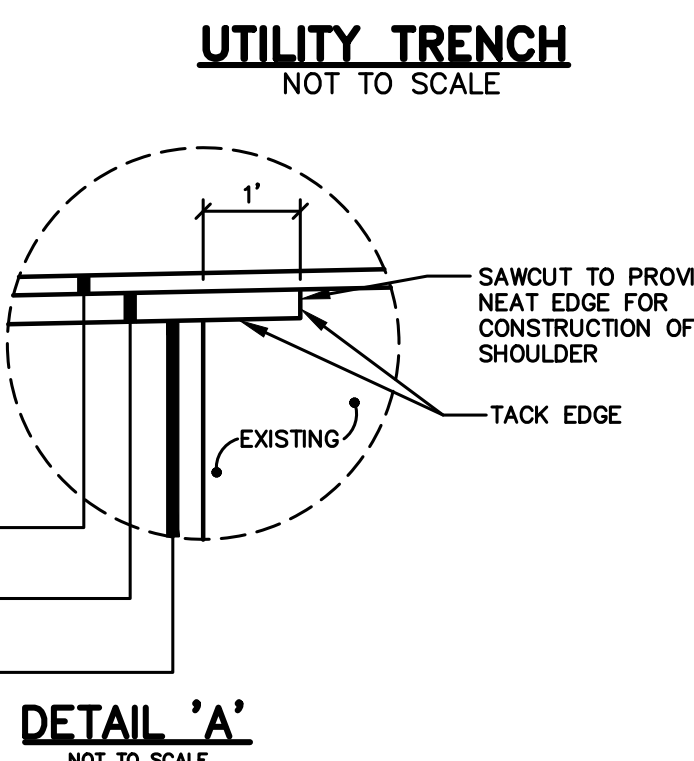
GRAVEL DRIVEWAY DETAIL



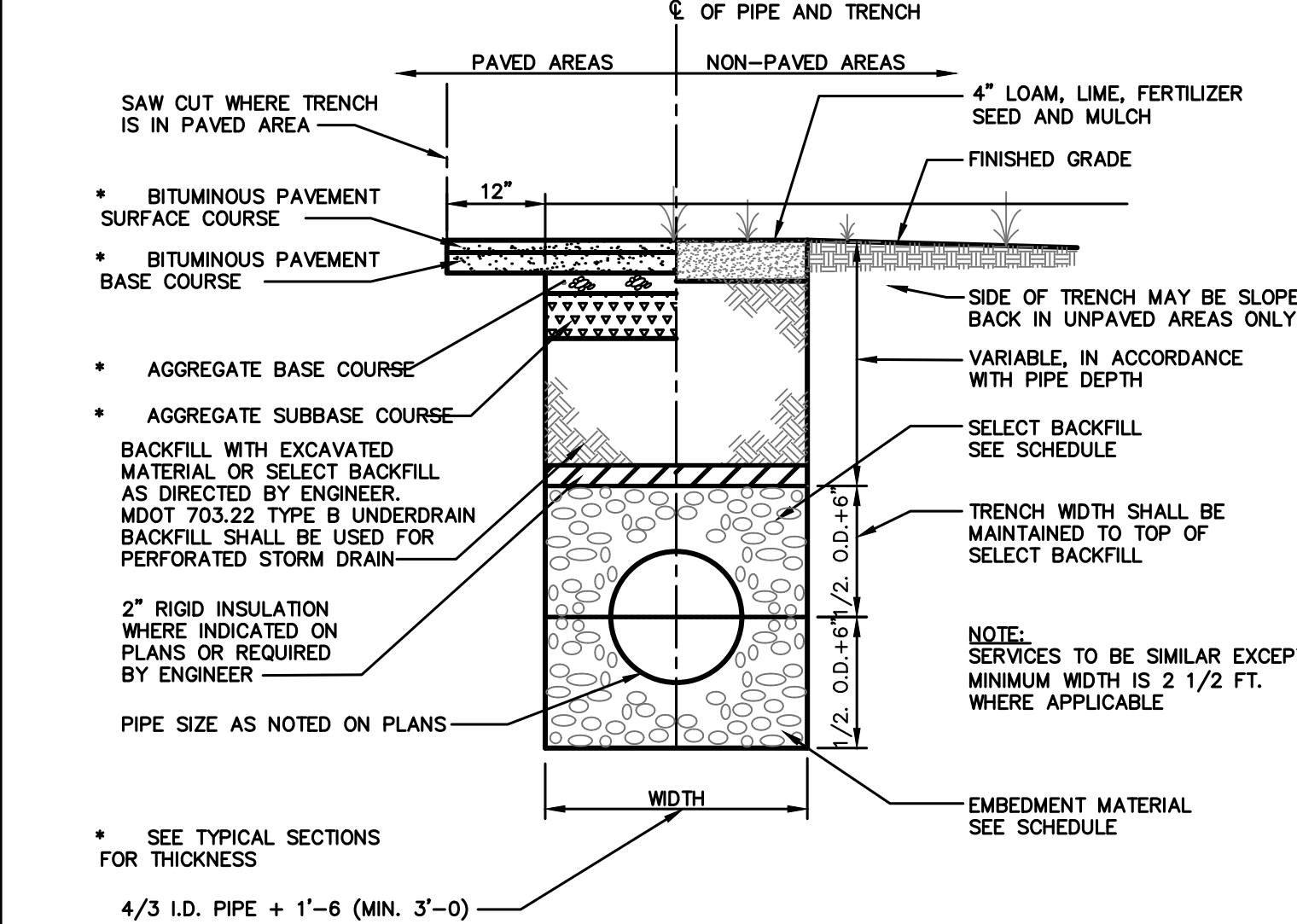
DETAIL 'B' NOT TO SCALE



MIN. SEPARATION FOR GAS PVC SLEEVES	
ABUTTING UTILITY	MIN. REQUIRED SEPARATION
STORM DRAIN	4 FT.
SEWER	6 FT.
WATER	6 FT.
GAS	1 FT.



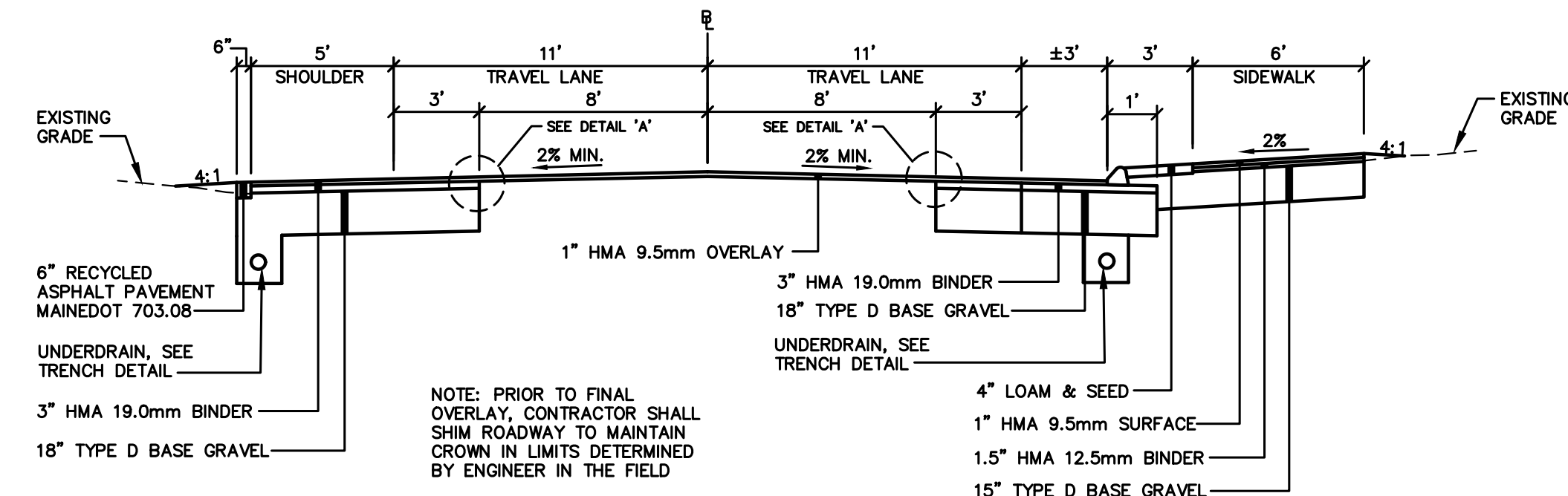
DETAIL 'A' NOT TO SCALE



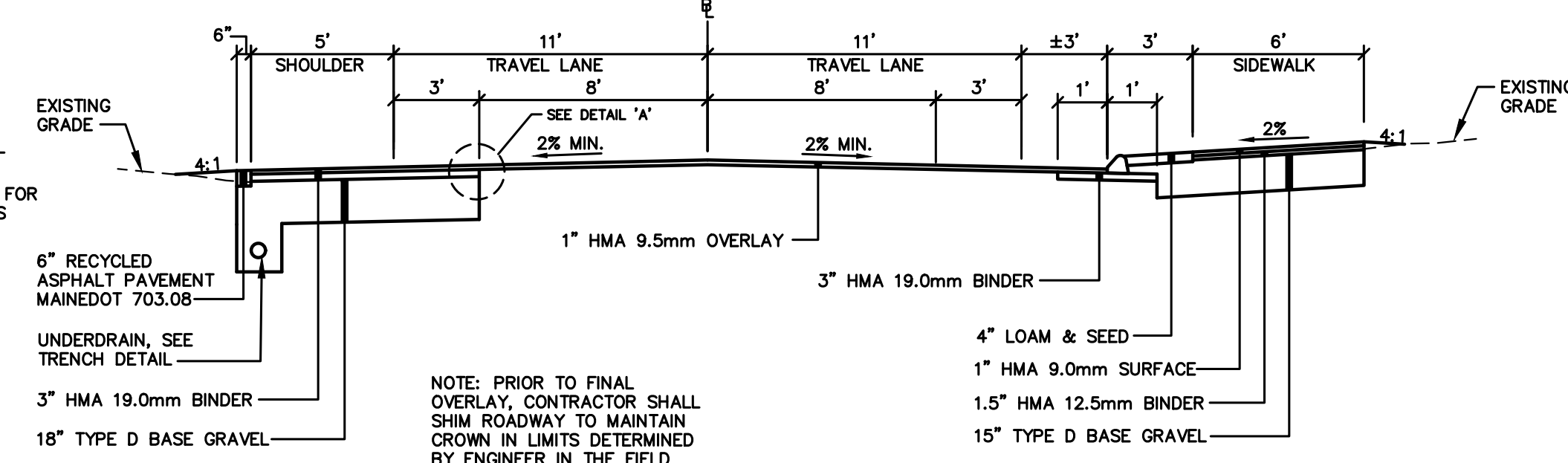
TRENCH SECTION N.T.S.

SCHEDULE OF TRENCH BACKFILL		
TYPE OF PIPE	EMBEDMENT MATERIAL	SELECT BACKFILL
CMP DUCTILE IRON RCP	MDOT 703.22 TYPE B UD BACKFILL	MDOT 703.22 TYPE B UD BACKFILL
PVC-SDR 35 HDPE	MDOT 703.22 TYPE C 3/4" CRUSHED STONE	MDOT 703.22 TYPE B UD BACKFILL
PERFORATED PVC-SDR35 HDPE	MDOT 703.22 TYPE C 3/4" CRUSHED STONE	MDOT 703.22 TYPE C 3/4" CRUSHED STONE

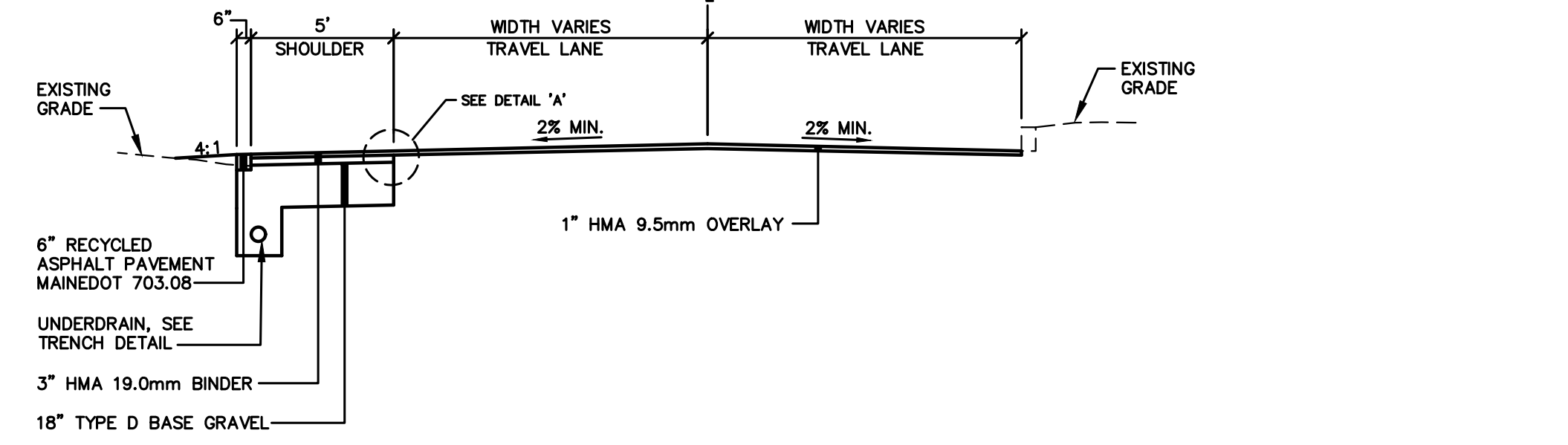
- NOTE:
- BRACING AND SHEETING OR OTHER TRENCH PROTECTION TO BE PROVIDED TO MEET APPLICABLE STATE AND O.S.H.A. SAFETY STANDARDS. ALL SUCH TRENCH PROTECTION TO BE THE RESPONSIBILITY OF THE CONTRACTOR.
 - INSTALL WARNING TAPE DIRECTLY ABOVE FORCE MAIN AND GAS UTILITIES, 12" BELOW FINISH GRADE



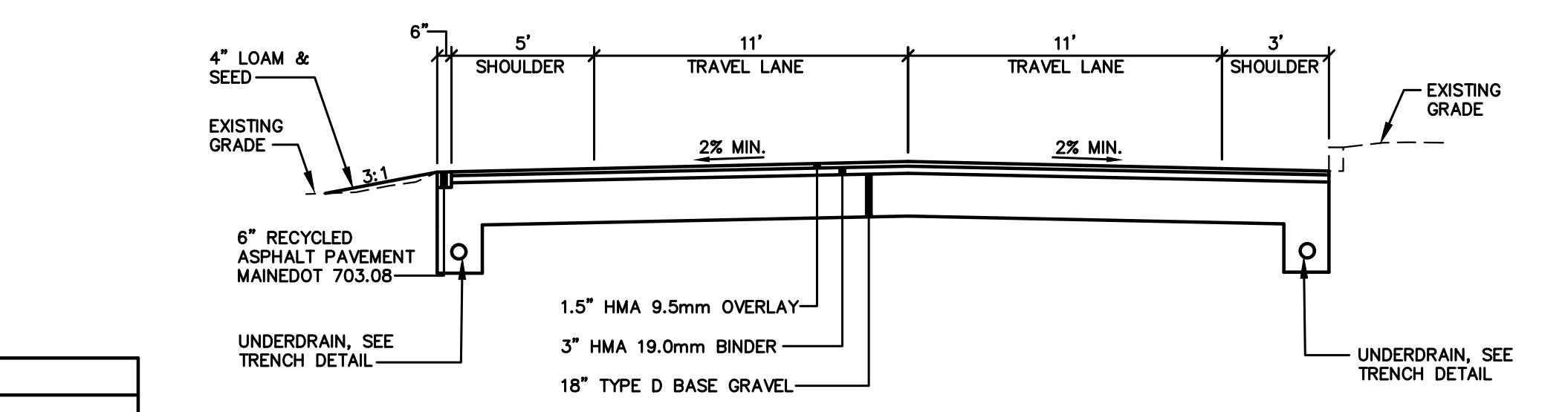
TYPICAL ROADWAY & SIDEWALK SECTION STA. 116+60 TO STA. 117+80



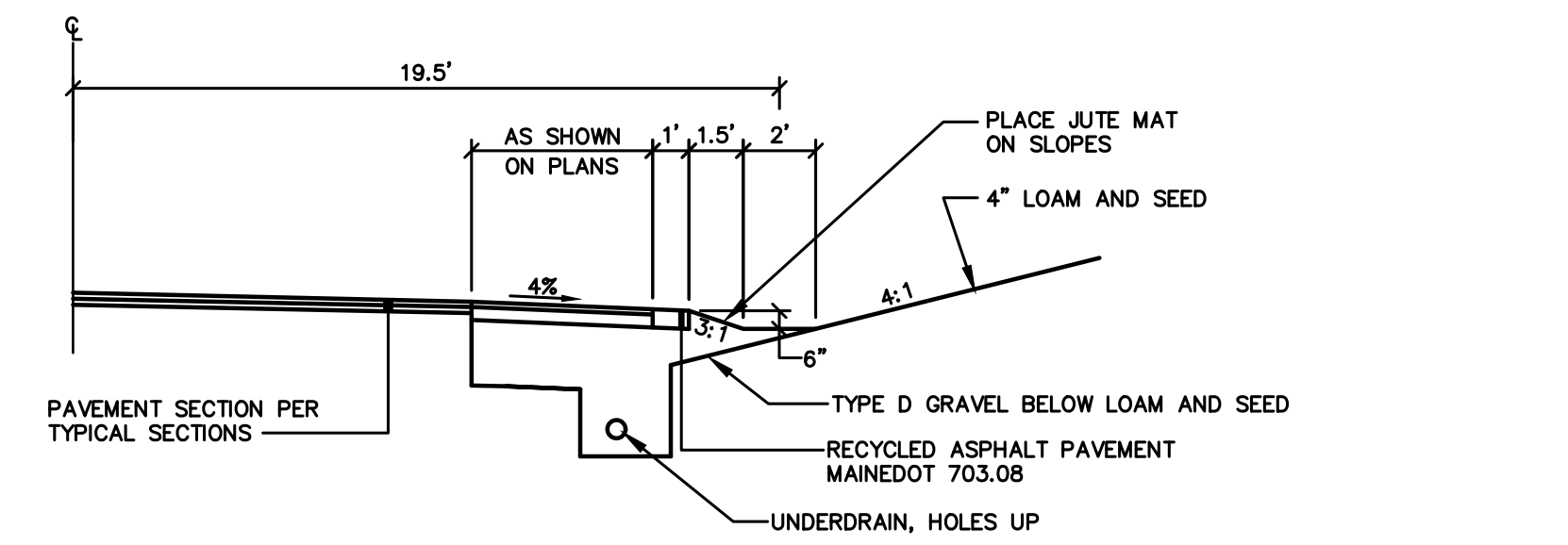
TYPICAL ROADWAY & SIDEWALK SECTION STA. 117+80 TO STA. 124+60



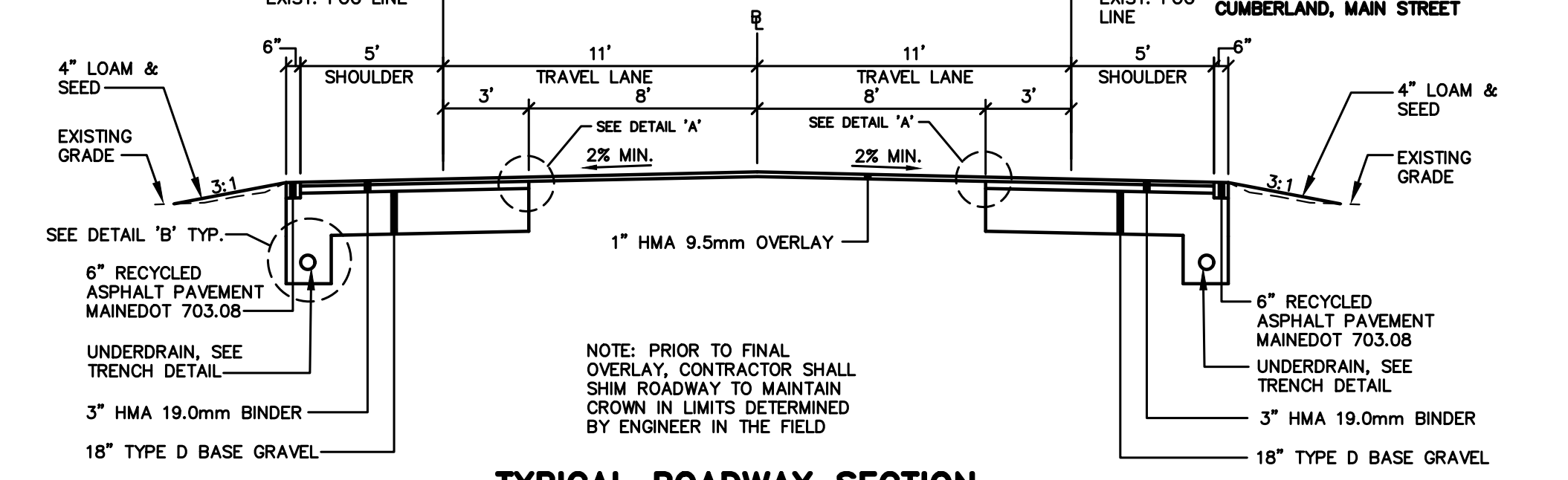
TYPICAL ROADWAY & SIDEWALK SECTION STA. 124+60 TO STA. 125+00



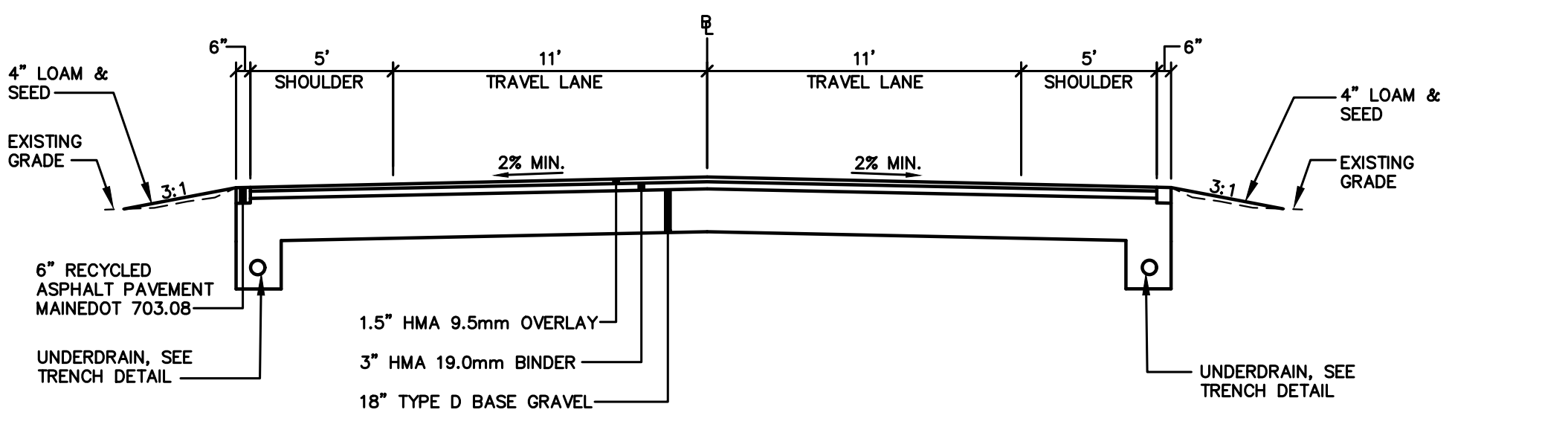
TYPICAL ROADWAY RECONSTRUCTION SECTION STA. 125+00 TO STA. 127+50



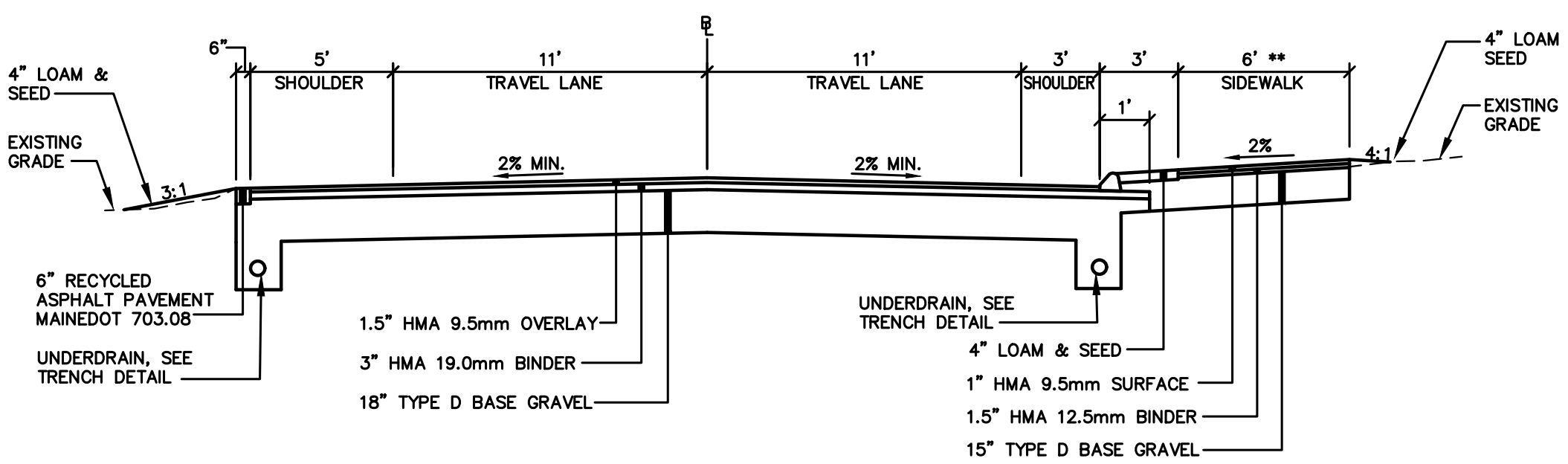
TYPICAL SWALE LOCATION NOT TO SCALE



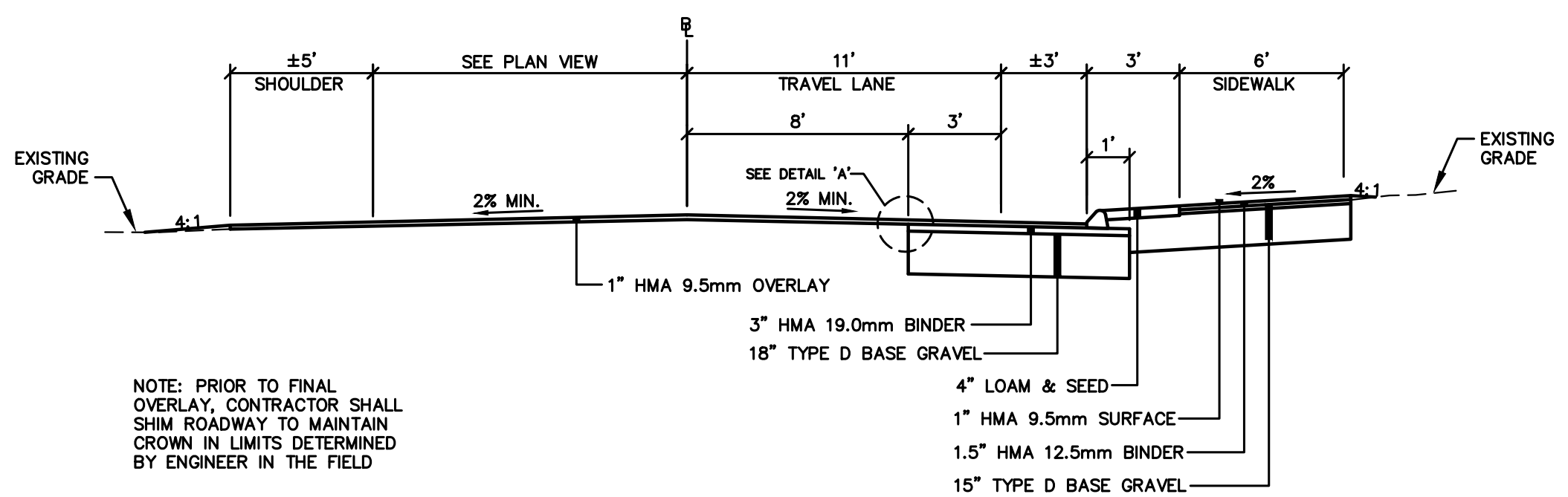
TYPICAL ROADWAY SECTION STA. 92+50 TO STA. 98+50



TYPICAL ROADWAY RECONSTRUCTION SECTION STA. 98+50 TO STA. 102+25



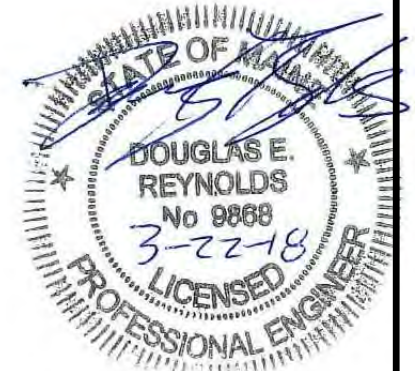
TYPICAL ROADWAY & SIDEWALK SECTION STA. 102+25 TO STA. 105+00



TYPICAL ROADWAY SIDEWALK SECTION (RT) STA. 105+00 TO STA. 116+60

GENERAL NOTES:

- THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
- THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.
- DO NOT EXCAVATE FOR AGGREGATE SUBBASE COURSE GRAVEL WHERE EXISTING MATERIAL IS SUITABLE AS DETERMINED BY THE RESIDENT.
- USE GRANULAR BORROW UNDER TYPICAL SECTIONS IN FILL AREAS. GRUB TO REMOVE ORGANICS.
- CONSTRUCT UNDERDRAIN PIPE WHERE NOTED ON PLAN AND PROFILE SHEETS.



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Rev.	Date	Revision
1	3/28/18	ADDendum #2 MODIFICATION

CONSTRUCTION	3/22/18	DER
CLIENT REVIEW	1/02/18	DER
Issued For	Date	By

Design: DJG	Draft: CG	Date: JAN 2018
Checked: DER	Scale: NTS	Job No.: 1636.88
File Name: 1636.88-TYP.dwg		
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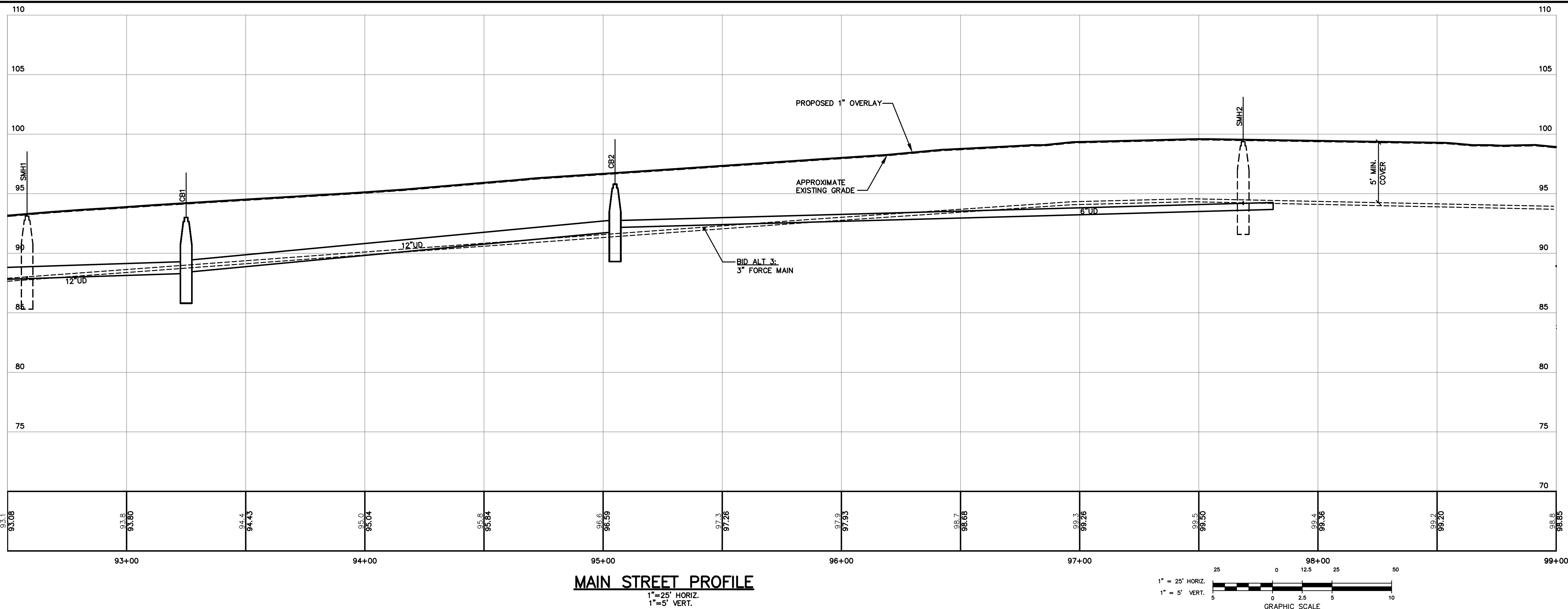
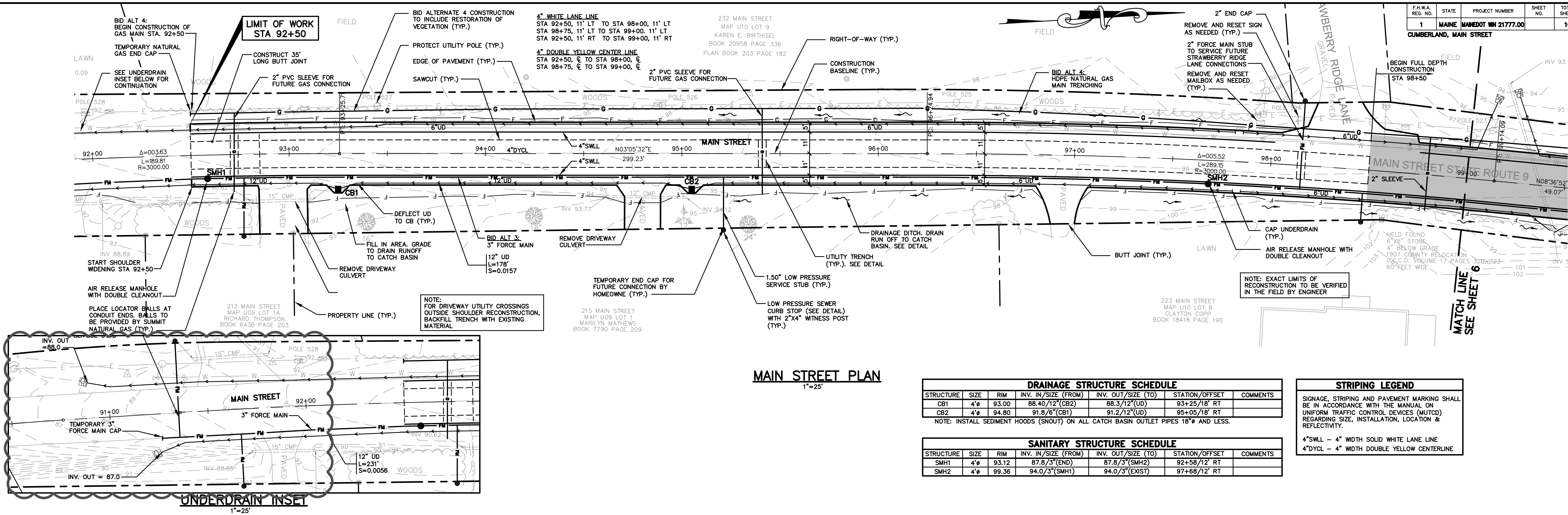


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207.772.2515

Drawing Name:	
Typical Sections	
Project:	Main Street Reconstruction Cumberland, Maine
Client:	Town of Cumberland 290 Tuttle Road, Cumberland, Maine 04021

Drawing No.
4

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Rev.	Date	Revision
4/5/18	PLAN SET MODIFICATION	

CONSTRUCTION	3/22/18	DER
CLIENT REVIEW	1/02/18	DER
Issued For	Date	By

Design: DJG	Draft: CG	Date: JAN 2018
Checked: DER	Scale:	Job No.: 1636.88
File Name: 1636.88-PBASE.dwg		
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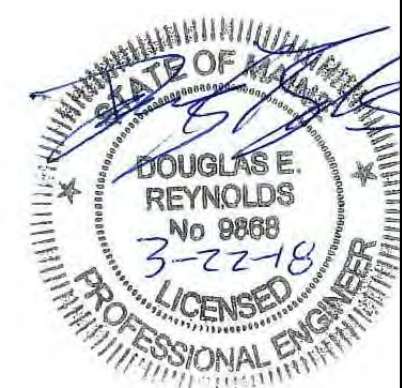


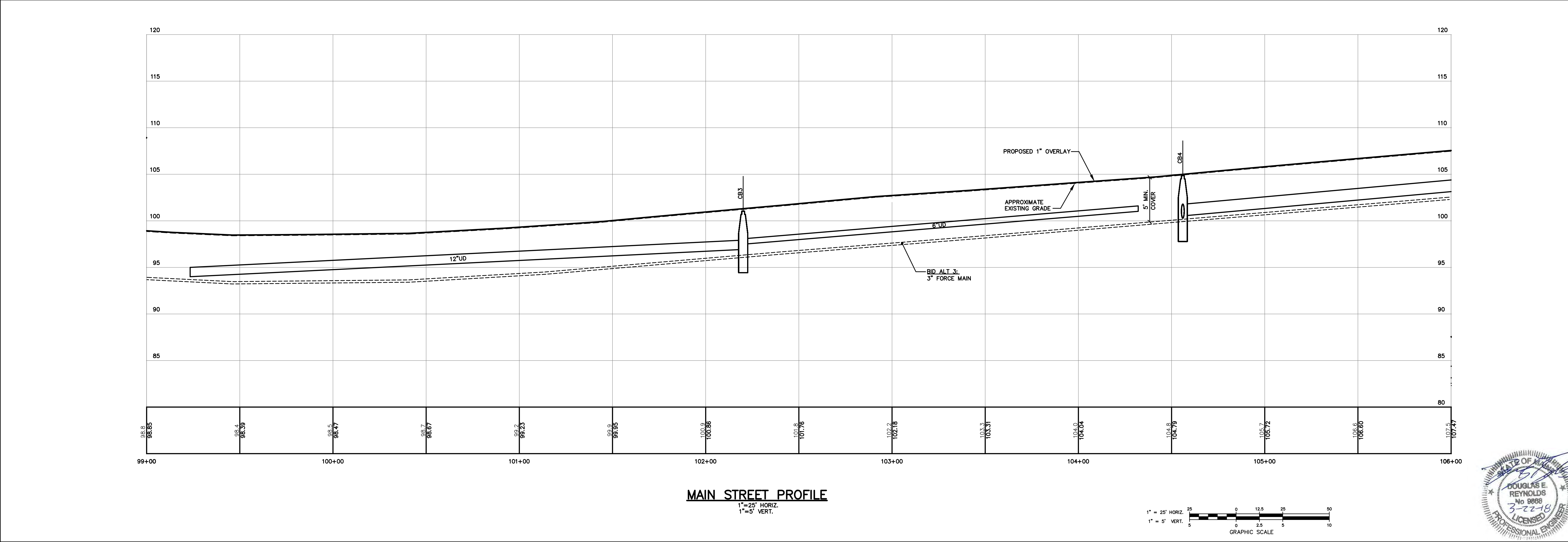
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Drawing Name:	Plan and Profile
Project:	Main Street Reconstruction Cumberland, Maine
Client:	Town of Cumberland 290 Tuttle Road, Cumberland, Maine 04021

Drawing No.

5





Drawing No.
6

LM DR.

STRIPING LEGEND

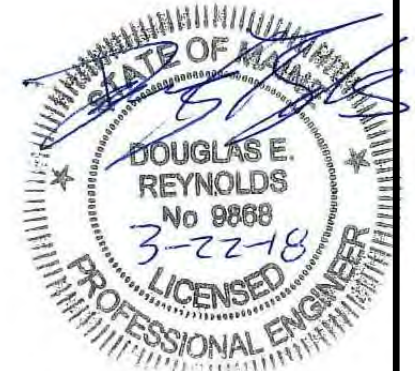
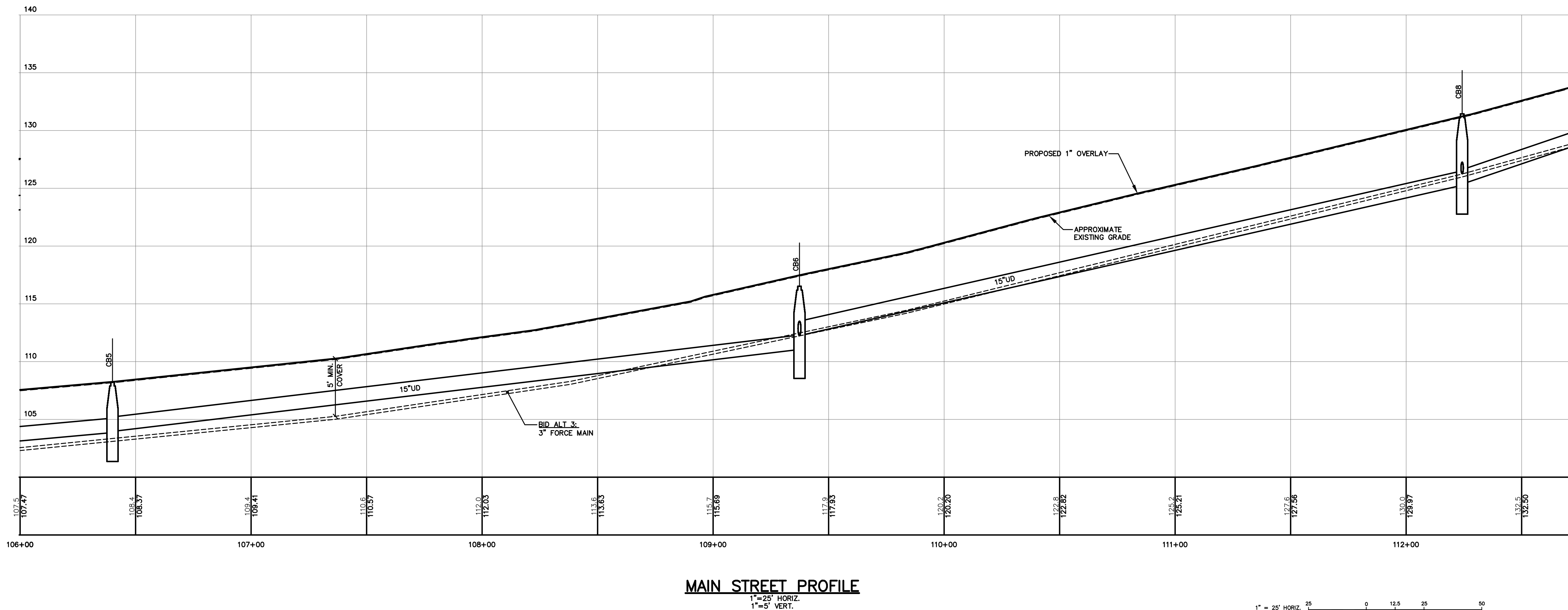
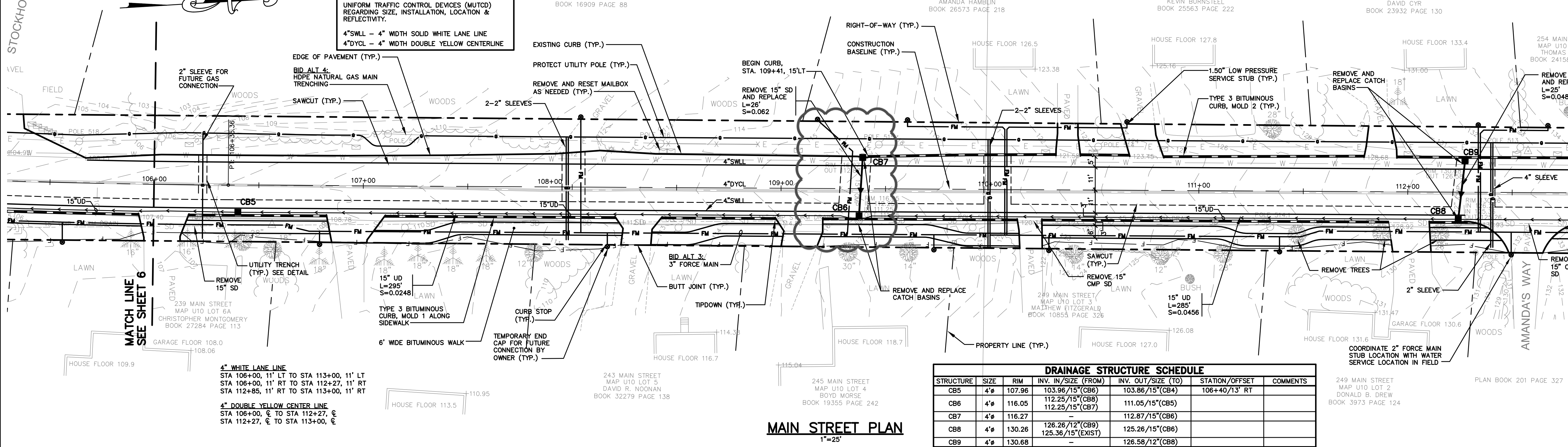
244 MAIN STREET
MAP U10 LOT 10
PAUL & LINDA DRAPER

SIGNAGE, STRIPING AND PAVEMENT MARKING SHALL
BE IN ACCORDANCE WITH THE MANUAL ON

248 MAIN STREET
MAP U10 LOT 11

250 MAIN STREET
MAP U10 LOT 12

252 MAIN STREET
MAP U10 LOT 13



	4/5/18	PLAN SET MODIFICATION
Rev.	Date	Revision

CONSTRUCTION	3/22/18	DER
CLIENT REVIEW	1/02/18	DER
Issued For	Date	By

Design: DJG	Draft: CG	Date: JAN 2018
Checked: DER	Scale:	Job No.: 1636.88
File Name: 1636.88--PBASE.dwg		
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Drawing Name:	Plan and Profile
Project:	Main Street Reconstruction Cumberland, Maine
Client:	Town of Cumberland 290 Tuttle Road, Cumberland, Maine 04021

Drawing No.

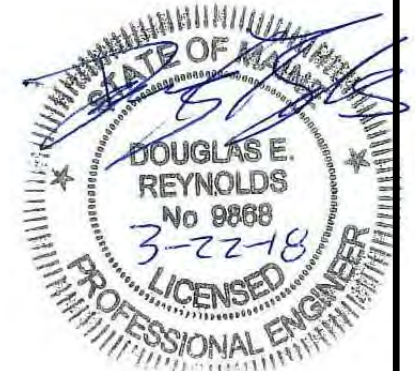
7

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DRAINAGE STRUCTURE SCHEDULE						
STRUCTURE	SIZE	RIM	INV. IN/SIZE (FROM)	INV. OUT/SIZE (TO)	STATION/OFFSET	COMMENTS
EXIST. CB1	4"Ø	160.22	156.12/12'(EXIST.) 155.12/12'(EXIST.)	155.02/15'(CB8)		
EXIST. CB2	4"Ø	160.66	157.46/12'(UD)	157.36/12'(EXIST)		

MAIN STREET PLAN



	4/5/18	PLAN SET MODIFICATION
Rev.	Date	Revision

CONSTRUCTION	3/22/18	DER
CLIENT REVIEW	1/02/18	DER
Issued For	Date	By

Design: DJG	Draft: CG	Date: JAN 2018
Checked: DER	Scale:	Job No.: 1636.88
File Name: 1636.88--PBASE.dwg		

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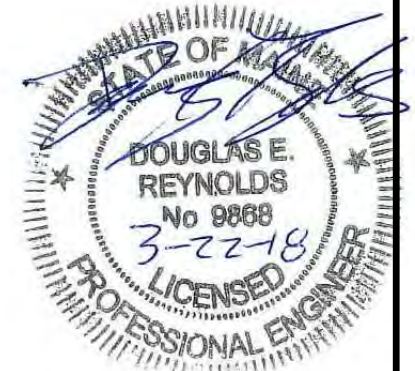
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Project:	Main Street Reconstruction Cumberland, Maine
Client:	Town of Cumberland 290 Tuttle Road, Cumberland, Maine 04021

Drawing No.

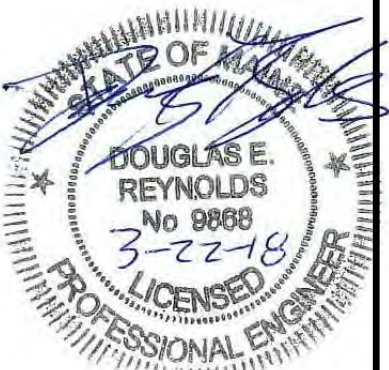
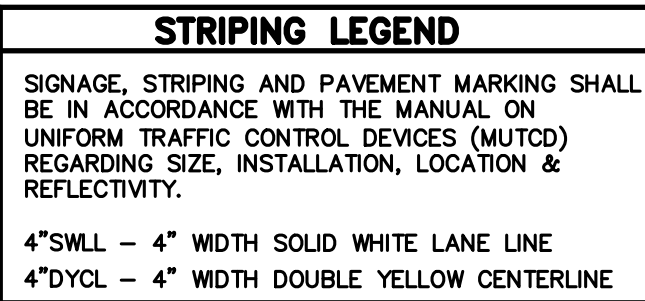
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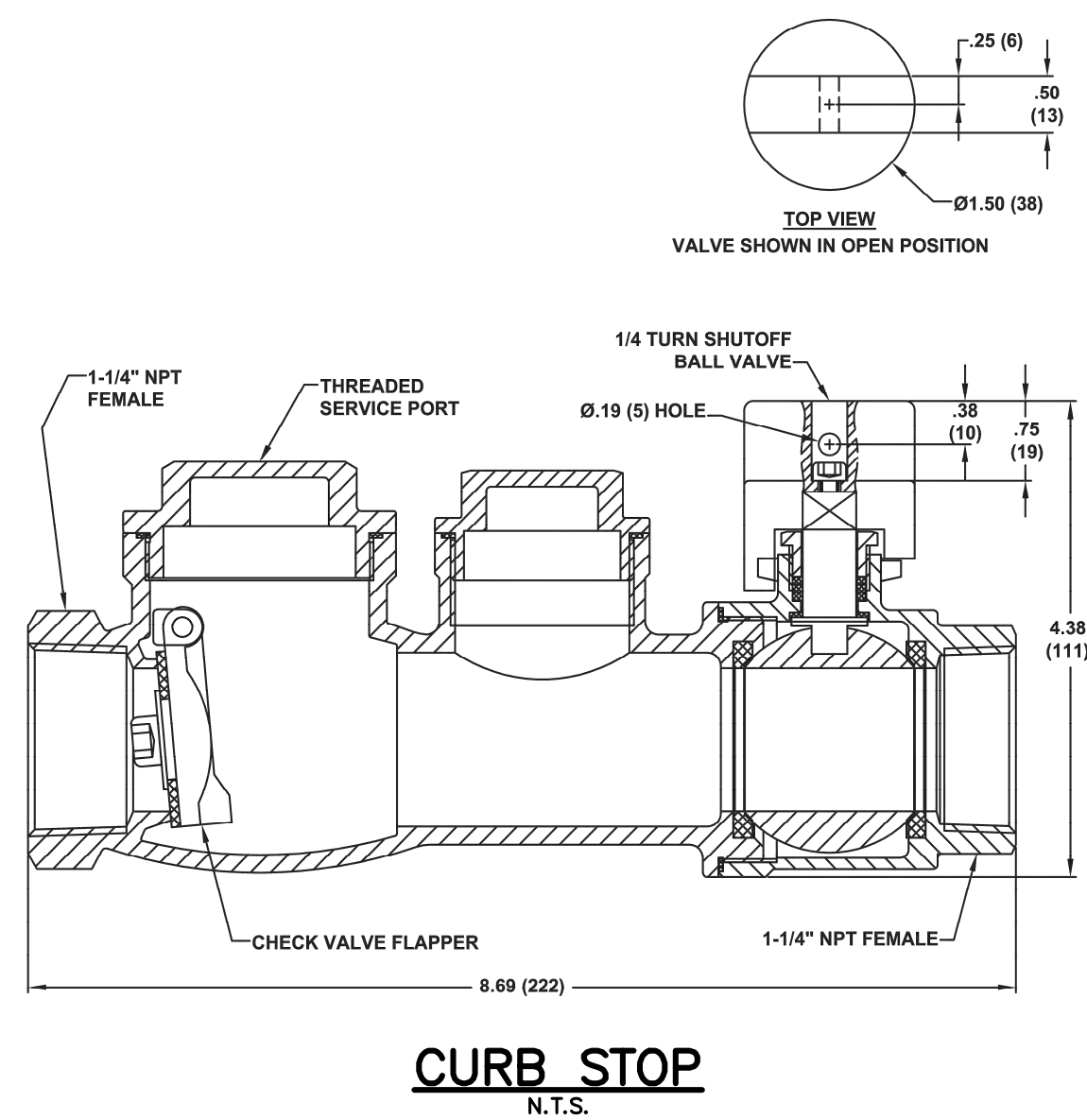
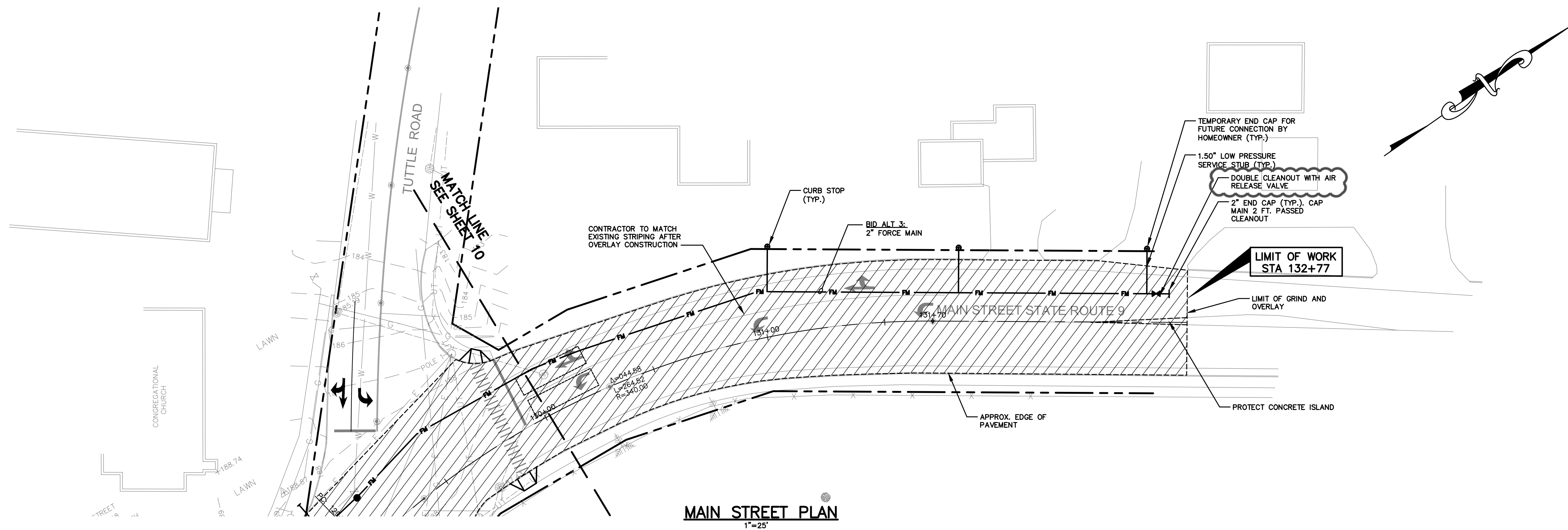
1"=25' HORIZ.
1"=5' VERT.

9

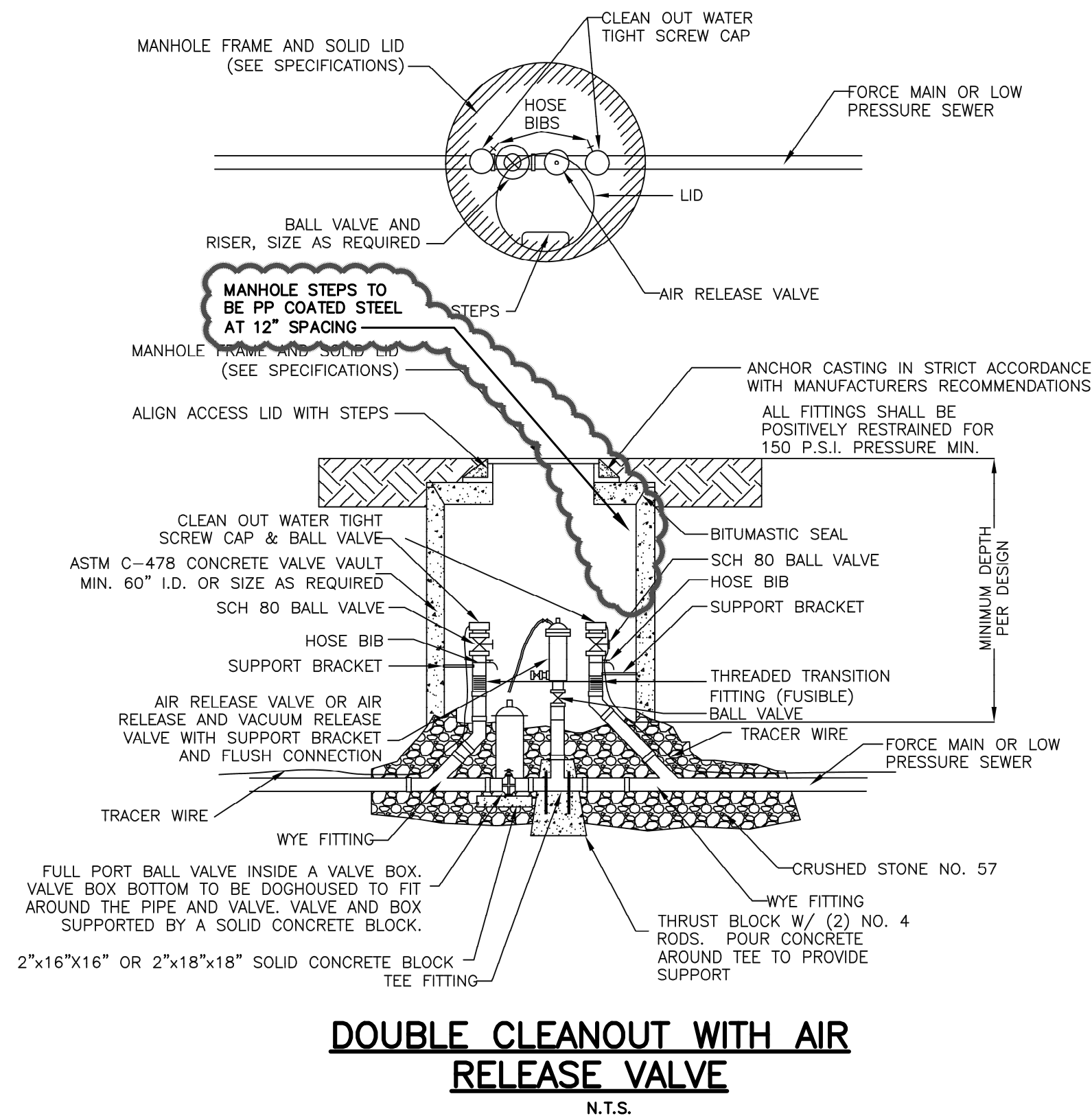
MAIN STREET PLAN



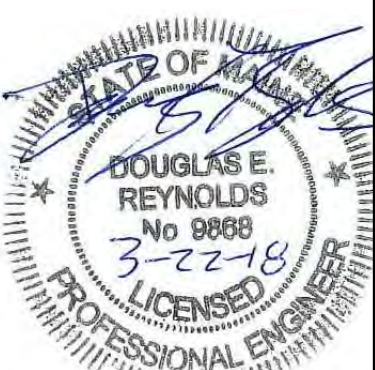
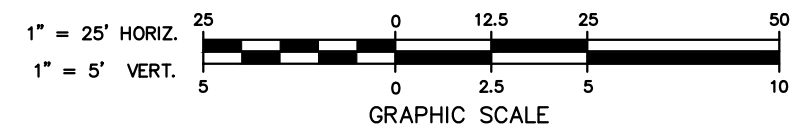
Drawing No.
10



CURB STOP
N.T.S.



**DOUBLE CLEANOUT WITH AIR
RELEASE VALVE**
N.T.S.



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Rev.	Date	Revision
4/5/18	PLAN SET MODIFICATION	

CONSTRUCTION	3/22/18	DER
CLIENT REVIEW	1/02/18	DER
Issued For	Date	By

Design: DJG	Draft: CG	Date: JAN 2018
Checked: DER	Scale:	Job No.: 1636.88
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207.772.2515

Drawing Name:	Force Main Plan and Details
Project:	Main Street Reconstruction Cumberland, Maine
Client:	Town of Cumberland 290 Tuttle Road, Cumberland, Maine 04021

Drawing No.	11
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