GENERAL NOTES:
1. THIS PROJECT WILL BE SUBJECT TO THE TERMS AND CONDITIONS OF ALL PERMITS ISSUED BY THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, TRANSPORTATION, LOCAL UTILITY COMPANIES AND THE CITY OF PORTLAND SITE PLAN APPROVAL.
2. THE CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF THE ENTRANCES, THE EXACT BUILDING CORNERS, PRECISE BUILDING DIMENSIONS, AND EXACT BUILDING UTILITY ENTRANCE POINTS. BUILDING COORDINATES ON THE SITE PLANS ARE FOR BUILDING ORIENTATION ONLY. USE STRUCTURAL AND ARCHITECTURAL PLANS FOR LAYOUT OF BUILDING.
3. ALL REQUIRED AND NECESSARY INSPECTIONS AND/OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICE COMPANIES SHALL BE PERFORMED PRIOR TO ANNOUNCED BUILDING POSSESSIONS AND THE FINAL SERVICE CONNECTIONS.
4. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF THE EXISTING UTILITIES, AS SHOWN ON THESE PLANS, IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. 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 RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
5. MAINTENANCE OF EROSION CONTROL MEASURES IS OF PARAMOUNT IMPORTANCE TO THE APPLICANT AND THE CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH ALL EROSION CONTROL MEASURES SHOWN ON THE PLANS. ADDITIONAL EROSION CONTROL MEASURES SHALL BE INSTALLED, IF DEEMED NECESSARY, TO COMPLY WITH THE EROSION CONTROL PLAN FOR THE PROJECT, BY ONSITE INSPECTIONS OF THE OWNER, THEIR REPRESENTATIVES, OR THE CITY OF PORTLAND.
6. 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.
7. ALL MATERIALS AND CONSTRUCTION METHODS SHALL CONFORM TO MAINE DEPARTMENT OF TRANSPORTATION SPECIFICATIONS, THE PROJECT SPECIFICATIONS, AND THE CITY OF PORTLAND REQUIREMENTS. WHERE A MORE STRINGENT APPROVAL OR STANDARD IS REQUIRED, PRICES SHALL BE BASED UPON THE MORE STRINGENT STANDARD. NOTIFY THE OWNER OF THE CONFLICT FOR A VERIFICATION PRIOR TO ORDERING MATERIALS OR CONSTRUCTION.
8. RECORDED DRAWINGS REQUIRE ALL BURIED BENDS, APPURTENANCES, AND OTHER FEATURES TO BE LOCATED BY COORDINATES. SEE DIVISION 2, SECTION 2100 FOR EXACT REQUIREMENTS.

SITE LAYOUT NOTES:
1. ALL ACCESSIBLE PARKING SPACES ARE TO RECEIVE ACCESSIBLE SIGNS AND PAVEMENT MARKINGS AS ILLUSTRATED ON THE DETAIL SHEETS. ALL WALKWAYS SHALL HAVE ACCESSIBLE RAMPS AT STREETS AND PARKING LOT EDGES.
2. ALL CURB SHALL CONFORM TO THE FOLLOWING SPECIFICATIONS AS NOTED ON THE PLANS:
A. SLOPED AND VERTICAL GRANITE CURB SHALL CONFORM TO NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION SPECIFICATIONS.
B. BITUMINOUS CONCRETE CURB SHALL MEET THE REQUIREMENTS OF MDOT 702.01, 703.07, AND 609.04.
3. ALL DIMENSIONS, UNLESS NOTED OTHERWISE, IS TO THE FACE OF CURB OR THE FACE OF THE BUILDING.
4. THE PAVEMENT TYPE TO BE USED IS SHOWN ON THE PAVEMENT DETAILS. ALL PAVEMENT OF THE SERVICE DRIVE AND BUS LOOP ARE TO BE HEAVY DUTY PAVEMENT.
5. A NH DOT 6'–0" LONG TRANSITION STONE BETWEEN TYPE I VERTICAL GRANITE AND OTHER CURB TYPES.
6. ALL INLETS NEAR THE GUTTER WHERE GRANITE CURB IS SPECIFIED ARE TO HAVE A TYPE 1 VERTICAL GRANITE INLET STONE. A 6'–0" LONG TYPE 1 TO TYPE 5 TRANSITION STONE SHALL BE USED ON EITHER SIDE OF THE INLET WHERE THE CONTINUATION OF CURB IS TYPE 5.
7. ALL ACCESSIBLE SIDEWALK RAMPS ARE TO BE CONSTRUCTED WITH ¼" EXPOSED AT THE CROSSING OR CURRENT ADA STANDARDS. ALL RAMPS SHALL HAVE A TEXTURE AND COLOR WARNING STRIP.
8. A 6'–0" LONG TYPE 1 TO TYPE 5 TRANSITION STONE AND TYPE 1 CURB WITH A SLOPED REVEAL SHALL BE INSTALLED NEAR TYPE 5 GRANITE CURBING, WHERE ACCESSIBLE RAMPS ARE REQUIRED. CURB SHALL RUN ACROSS THE RAMP.

GRADING AND DRAINAGE NOTES:
1. ALL STORM DRAIN PIPE SHALL BE SOLID WALL AND NON–CORRUGATED PROVIDING A MANNINGS ROUGHNESS COEFFICIENT OF N = .012 OR LESS.
2. ALL SLOPES IN EXCESS OF 3:1 HORIZONTAL TO VERTICAL ARE TO RECEIVE SPECIAL SLOPE TREATMENT AS DEFINED BY THE EROSION CONTROL NARRATIVE, DETAIL SHEETS, OR TYPICAL SECTIONS OF THIS PLAN SET.
3. ALL ROOF DRAIN PIPE SHALL CONFORM WITH THE PROJECT SPECIFICATIONS AND SHALL BE INSTALLED IN STRICT ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS. THE CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR THE NUMBER AND LOCATION OF ALL ROOF DRAINS.
4. AN "AS–BUILT" CERTIFICATION OF THE STORMWATER DRAINAGE SYSTEM BY A REGISTERED ENGINEER IS REQUIRED PRIOR TO THE OWNER ACCEPTING THE BUILDING. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT ANY DEVIATION FROM THE PLANS MAY DELAY THE ACCEPTANCE OF THE PROJECT.

UTILITY NOTES:
1. ALL REQUIRED UTILITIES SERVING THE PROJECT SHALL BE COORDINATED AND CONSTRUCTED BY THE DIVISION 2 CONTRACTOR TO WITHIN 5 FEET OF THE BUILDINGS, AT A LOCATION COORDINATED WITH THE DIVISION 15 OR 16 CONTRACTOR AND THE BUILDING PLANS. DIVISION 2 WORK FOR UNDERSLAB UTILITIES WITHIN 5 FEET OF THE BUILDING FACE AND WITHIN THE BUILDING SHALL CONSIST OF TRENCHING AND BACKFILLING FOR UTILITIES. INSTALLATION SHALL BE COMPLETED BY THE DIVISION 15 OR 16 CONTRACTOR. ALL REQUIRED CONNECTION FEES SHALL BE PAID BY THE GENERAL CONTRACTOR.
2. ALL WATER UTILITY MATERIALS AND INSTALLATION METHODS SHALL CONFORM TO THE PORTLAND WATER DISTRICT STANDARDS. ALL WATER DISTRIBUTION PIPING SHALL BE CLASS 52 DUCTILE IRON PIPE, CEMENT LINED AND BITUMINOUS COATED CONFORMING TO AWWA/ANSI STANDARD C651. DISINFECTION OF WATER LINES SHALL CONFORM TO AWWA STANDARD C651, LATEST REVISION. DOMESTIC SERVICE SHALL BE APPROVED BY THE PORTLAND WATER DISTRICT.

3. THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF THE UNDERGROUND TELEPHONE WITH VERIZON. CONTRACTOR SHALL BE RESPONSIBLE FOR TRENCHING OF CONDUITS AND SCHEDULING THE WORK WITH DIVISION 15/16 CONTRACTORS.
4. THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF RISER SERVICE, THE INSTALLATION OF UNDERGROUND ELECTRIC SERVICE, AND THE INSTALLATION OF THE TRANSFORMER PAD WITH CENTRAL MAINE POWER. THE DIVISION 16 ELECTRICAL CONTRACTOR SHALL BE RESPONSIBLE FOR TOTAL INSTALLATION OF THE UNDERGROUND SERVICE INCLUDING BUT NOT LIMITED TO ALL CONDUIT, PRIMARY AND SECONDARY CABLES, TERMINATORS, CONNECTORS, PULL WIRES, SPARE CONDUIT, ETC.
5. SANITARY SEWER PIPE SHALL BE POLYVINYL CHLORIDE PIPE MEETING ASTM D3034 AND THE REQUIREMENTS OF SD–35 FOR GRAVITY PIPE, UNLESS OTHERWISE NOTED ON THE PLANS. ALL SEWER UTILITY MATERIALS AND INSTALLATION METHODS SHALL CONFORM TO THE PROJECT SPECIFICATIONS AND THE REQUIREMENTS OF THE CITY OF PORTLAND.
6. THRUST BLOCKS OR LOCKING RETAINER GLANDS SHALL BE PLACED ON THE WATER DISTRIBUTION LINES AT ALL BENDS, TEES, FIRE HYDRANTS, VALVES, CHANGES IN DIRECTION, ETC. THE THRUST BLOCKS OR LOCKING RETAINER GLANDS SHALL MEET THE REQUIREMENTS OF THE PORTLAND WATER DISTRICT.

LANDSCAPE NOTES:
1. ALL PLANT MATERIALS SHALL MEET THE STANDARDS AS SET FORTH BY THE AMERICAN ASSOCIATION OF NURSERYMEN. ALL TREES ARE TO BE GUYED AND STAKED PER THE DETAIL. ALL TREES, SHRUB BEDS, ETC. ARE TO BE MULCHED WITH 4" OF SHREDDED HARDWOOD BANK MULCH.
2. ALL DISTURBED AREAS ARE TO RECEIVE A MINIMUM OF 6" OF TOPSOIL PRIOR TO PERMANENT SEEDING.
3. SUBSTITUTIONS TO THE PLANTING PLAN MUST BE APPROVED BY THE OWNER AND THE CITY OF PORTLAND.
4. ALL PLANTINGS LOCATED AT THE ENTRANCE TO THE PROJECT OR AT INTERSECTIONS WITHIN THE SITE WILL BE MAINTAINED AND WILL NOT EXCEED 3 FEET IN HEIGHT WITHIN 25 FEET OF THE TRAVELWAY.
5. ADDITIONAL LANDSCAPE NOTES ARE CONTAINED ON THE LANDSCAPE DRAWINGS.

PAD PREPARATION NOTE:
THE BUILDING PAD IS BEING PREPARED (IN PART) AS A PORTION OF A SEPARATE DEMOLITION CONTRACT. RECORD DRAWING INFORMATION ON THE DEMOLITION AND BACKFILL WILL BE PROVIDED TO THE CONTRACTORS EITHER AS AN ADDENDUM OR AS PART OF THIS PLAN SET.

ZONING:
THE SCHOOL IS IN THE R–3 ZONE OF THE CITY OF PORTLAND. THE SCHOOL IS A USE SUBJECT TO APPROVAL AS A SPECIAL EXCEPTION BY THE BOARD OF ADJUSTMENT AND APPROVALS.

SPACE STANDARDS (SUBURBAN/RESIDENTIAL)	REQUIRED	PROVIDED
MINIMUM LOT SIZE FOR SCHOOL	2 AC	6.18 AC
MINIMUM STREET FRONTAGE	50'	>1000'
FRONT YARD	25	<25'*
SIDE YARDS	8'–16'	>100'
DRIVEWAYS FROM ROAD R.O.W. INTERSECTION	150'	150'
MAXIMUM BUILDING HEIGHT	35'	<30'
MAXIMUM LOT COVERAGE	25%	18%

*THE FRONT SETBACK IS AN ITEM BEING REVIEWED BY ZBA ON 4.01.04 FOR SITUATIONAL VARIANCE

ADDITIONAL CONDITIONAL APPROVAL:
THE APPLICANT RESERVES THE RIGHT TO ADJUST THE ATHLETIC FIELD GRADES BY UP TO 6" TO ALLOW FOR DIFFERENCES IN GRUBBING DEPTH, LOSS OF MATERIAL DUE TO WEATHER OR SCHEDULING CONDITIONS AND TO REFLECT NEGOTIATIONS WITH THE SITE CONTRACTOR. THIS CHANGE MAY BE APPROVED BY THE STAFF OF THE PORTLAND PLANNING DEPARTMENT AS A DIMINIMUS CHANGE.

OUTLINE OF CONTRACT 2 WORK:
THE DIV. 2 CONTRACTOR IS RESPONSIBLE FOR A COMPLETE INSTALLATION OF UTILITIES UP TO A POINT 5 FEET FROM THE BUILDING FACE. THE DIV. 2 WORK ALSO INCLUDES PROVIDING THE TRANSFORMER PADS, CONCRETE ELECTRICAL HANDHOLES OR MANHOLES FOR DIV 16, TRENCHING, AND BACKFILLING FOR ELECTRICAL CONDUIT OR CABLE PULL WIRES, AND ALL CONCRETE FOUNDATIONS FOR LIGHTING. DIV 16 CONTRACTOR OR CMP WILL BE RESPONSIBLE FOR ALL WIRING, LUMINARIES, CONCRETE ENCASEMENT AND LIGHT STANDARDS INCLUDING SUPPLYING THE ANCHOR BOLTS FOR THE LIGHT STANDARD FOUNDATIONS. THE DIV. 2 CONTRACTOR IS RESPONSIBLE FOR ALL SITE GRADING AND FINAL SURFACES OUTSIDE THE BUILDING EXCEPT FOR CONCRETE SLABS AT STRUCTURAL ENTRANCES. THE EXCAVATION AND BACK FILL OF FOUNDATIONS AND UNDERSLAB PIPE WITHIN THE BUILDING IS ALSO PART OF THE DIV. 2 WORK. **THE DIV. 2 CONTRACTOR IS RESPONSIBLE FOR INSTALLING THE UNDERDRAINS AROUND THE PERIMETER OF THE BUILDING AND CONNECTIONS TO THE STORM DRAIN SYSTEM.**

BID ALTERNATES:

A. BID ALTERNATE 1 –RETAINING WALL ALONG THE EDGE OF BALLFIELD: THE BASE BID INCLUDES THE INSTALLATION OF THE RETAINING WALL ALONG THE BALLFIELD OUTFIELD AS SHOWN ON THE CONTRACT DRAWINGS.

THIS BID ALTERNATE IS A CREDIT ALTERNATE TO DELETE THE WALL AND GRADE THE SITE ONTO ABUTTING PROPERTY AS SHOWN ON THE CONTRACT DRAWINGS. THIS BID ALTERNATE SHALL BE A LUMP SUM ALTERNATE AS FOLLOWS:

1–A: DELETE MODULAR BLOCK RETAINING WALL AND GRADE THE SITE AS SHOWN ON THE SITE PLAN. PER LUMP SUM

THE OWNER RESERVES THE RIGHT FOR THIS BID ALTERNATE TO BE SELECTED ANY TIME BETWEEN AWARD OF THE BID AND OCTOBER 15, 2004.

B. BID ALTERNATE 7 – UPGRADE OF BITUMINOUS CURB TO GRANITE CURB: THE BASE BID CONSISTS OF PREPARATION OF THE AREA TO RECEIVE BITUMINOUS CURB AND ALL WORK TO PROVIDE AND INSTALL THE BITUMINOUS CURB ALONG THE EDGE OF THE SERVICE DRIVE.

THE BID ALTERNATE IS THE WORK TO DELETE THE BITUMINOUS CURB ALONG THE SERVICE DRIVE AND INSTALL GRANITE CURB ALONG THIS EDGE WITH THE GRANITE CURB SELECTED FROM THE FOLLOWING ITEMS:

7–A: UPGRADE OF BITUMINOUS CONCRETE TO TYPE 1 STRAIGHT VERTICAL GRANITE CURB (NHDOT SPECIFICATIONS). PER LINEAR FOOT

7–B: UPGRADE OF BITUMINOUS CURB TO TYPE 1 CIRCULAR VERTICAL GRANITE CURB (NHDOT SPECIFICATIONS). PER LINEAR FOOT

7–C: UPGRADE OF BITUMINOUS CURB TO TYPE 5 SLOPED GRANITE CURB (NHDOT SPECIFICATIONS). PER LINEAR FOOT

7–D: PROVIDE AND INSTALL 6'–0" TYPE 1 TO TYPE 5 TRANSITION CURB (NHDOT SPECIFICATIONS). PER EACH

7–E: UPGRADE OF BITUMINOUS CURB TO TYPE 1 VERTICAL GRANITE CURB INLET INCLUDING UPGRADING THE PRECAST CONCRETE CATCH BASIN TO PROVIDE A 24 BY 28 INCH RECTANGULAR OPENING AND REVISING THE CATCH BASIN FRAME FROM A FOUR FLANGE TO A THREE FLANGE UNIT. PER EACH

THE OWNER RESERVES THE RIGHT FOR THIS BID ALTERNATE TO BE SELECTED ANY TIME BETWEEN AWARD OF THE BID AND JUNE 2005.

C. BID ALTERNATE 9 – SIDEWALK UPGRADES: THE BASIC BID INCLUDES BITUMINOUS SIDEWALKS IN ALL AREAS WITHIN THE SITE PROPERTY LINES EXCEPT FOR STRUCTURAL SLABS (WITHIN PUBLIC STREET AREAS, THE BASE BID SIDEWALKS ARE BRICK). THIS ALTERNATE PROVIDES A UNIT PRICE TO UPGRADE BITUMINOUS SIDEWALKS TO EITHER REINFORCED CONCRETE, CEMENT SIDEWALKS OR, CONCRETE PAVERS. THE ALTERNATE SHALL PROVIDE A UNIT PRICE FOR:

9–A: UPGRADE BITUMINOUS CONCRETE SIDEWALKS TO REINFORCED PORTLAND CEMENT CONCRETE SIDEWALKS. PER SQUARE YARD

9–B: UPGRADE BITUMINOUS CONCRETE SIDEWALKS TO SIDEWALKS CONSTRUCTED OF CONCRETE PAVERS. PER SQUARE FOOT

THE OWNER RESERVES THE RIGHT FOR THIS BID ALTERNATE TO BE SELECTED ANY TIME BETWEEN AWARD OF THE BID AND JUNE 2005.

D. BID ALTERNATE 10: ATHLETIC FIELD TURF DRAINAGE: THE BASE BID INCLUDES PLACING A 6 INCH LAYER OF LOAM ON A PREPARED SUBGRADE. THIS BID ALTERNATE INCLUDES THE INSTALLATION OF THE UNDERDRAIN AND GRANULAR BLANKET DRAIN AS RECOMMENDED IN THE GEOTECHNICAL REPORT AND AS SHOWN ON THE CONTRACT DRAWINGS. THIS ALTERNATE SHALL BE A UNIT PRICE BID ALTERNATE AS FOLLOWS:

10–A INSTALL UNDERDRAIN BELOW THE BALLFIELD INCLUDING CLEANOUTS. PER LINEAR FOOT

10–B INSTALL BLANKET DRAIN BELOW THE BALLFIELD. PER LUMP SUM

E. BID ALTERNATE 11: ADDITIONAL LANDSCAPE AND SITE ALTERNATES ARE IDENTIFIED ON DRAWING C–8 AND C–9.0, C–9.1, AND C–9.2 OF THE PLAN SET. REFER TO DRAWINGS.

REFER TO DRAWING C–20 FOR FURTHER CLARIFICATION OF BASE BID REQUIREMENTS FOR THE SOFT PLAY AREA.

THE OWNER RESERVES THE RIGHT FOR THIS BID ALTERNATE TO BE SELECTED ANY TIME BETWEEN AWARD OF THE BID AND AUGUST 15, 2005.

F. BID ALTERNATE 13 – ADDITIONAL PAVEMENT OF PUBLIC STREETS: THE BASE BID CONTAINS THE OVERLAY ONLY SELECT SECTIONS OF NORTH STREET AND MATCHING EXISTING PAVEMENT ALONG THE EDGE OF THE STREET WHICH IS BEING WIDENED. THE BID ALTERNATE PROVIDES A UNIT PRICE FOR PLACING ADDITIONAL PAVEMENT ON PUBLIC STREETS. THIS BID ALTERNATE IS A UNIT PRICE BID ALTERNATE AS FOLLOWS:

13–A: PROVIDE ADDITIONAL OVERLAY PAVEMENT ON PUBLIC STREETS. PER TON BASED UPON CERTIFIED TRUCK SLIPS.

13–B: RAISE EXISTING MANHOLE AND CATCH BASIN CASTINGS. PER EACH.

THE OWNER RESERVES THE RIGHT FOR THIS BID ALTERNATE TO BE SELECTED ANY TIME BETWEEN AWARD OF THE BID AND JUNE 2005.

SPECIAL NOTES CONCERNING DEMOLITION

THE PORTLAND SCHOOL DEPARTMENT HAS A SEPARATE CONTRACT FOR DEMOLITION AND ATTENDANT WORK AT THE JACK SCHOOL (THIS PROJECT SITE). THE SITE WORK TO BE COMPLETED AS PART OF THE DEMOLITION OF THIS SEPARATE CONTRACT IS SHOWN ON DRAWING C-4. THE DIVISION 2 WORK FOR THIS PROJECT SHOULD BE BASED ON THIS DEMOLITION BEING COMPLETE.

NORTH STREET IMPROVEMENTS

THIS PLAN IS COMPLEMENTED BY THE ROADWAY IMPROVEMENTS FOR NORTH STREET WHICH ARE A SEPARATE SET OF DRAWINGS BUT PART OF THE DIVISION 2 WORK FOR THIS CONTRACT.

USE OF NORTH STREET

OPTIONAL USE OF NORTH STREET FOR STAGING

NORTH STREET MAY BE USED FOR LIMITED CONSTRUCTING ACTIVITIES SUBJECT TO THE FOLLOWING:

PERIOD ONE (FROM START OF CONSTRUCTION UNTIL STEEL ERECTION IS COMPLETE)

CLOSE NORTH STREET TO ALL EASTBOUND TRAFFIC FOR THIS PERIOD OF CONSTRUCTION. THE CURB-TO-CURB PAVEMENT WIDTH IS CURRENTLY 33 FEET. THE CONTRACTOR SHALL MAINTAIN AN 18-FOOT WIDE LAND FOR WESTBOUND TRAFFIC INCLUDING USE BY THE CONTRACTOR, EMERGENCY VEHICLES, AND THE METRO BUS SERVICE. EASTERLY 15 FEET OF THE STREET MAYBE USED AS A CONSTRUCTION STAGING AREA DURING THE FIRST SEVERAL MONTHS OF CONSTRUCTION AND SUBJECT TO THE FOLLOWING CONDITIONS:

- ANY CONSTRUCTION VEHICLES USING THE EMERGENCY LANE WOULD BE RESTRICTED TO THOSE BRINGING IN EQUIPMENT AND SUPPLIES FROM THE SOUTHERLY END OF THE STREET AND EXITING ON THE NORTHERLY END. THE EMERGENCY LANE WOULD NOT BE PERMITTED FOR USE BY ROUTINE OPERATIONS OF FRONT END LOADERS, ETC., ESPECIALLY THOSE ATTENDANT WITH THE CONSTRUCTION OF THE SITE WORK. IF ANY CONSTRUCTION VEHICLE WERE STOPPED IN THE EMERGENCY LANE FOR OFFLOADING, CONSTRUCTION FLAGGERS WILL BE REQUIRED.

- THE CONTRACTOR WILL BE REQUIRED TO KEEP THE EMERGENCY LANE CLEAR FOR LOCAL TRAFFIC INCLUDING SCHEDULED BUS ACTIVITY AND WILL BE REQUIRED TO PROVIDE FLAGMEN FOR A PERIOD STARTING 15 MINUTES PRIOR TO SCHEDULED METRO BUS SERVICES AND ENDING AFTER THE BUS SERVICE WAS COMPLETED.

- THE PROPOSED ON-SITE PARKING LOT SHALL BE CONSTRUCTED DURING THIS PERIOD. THIS PARKING LOT MAYBE USED FOR THE "STEEL LAY-DOWN AREA". AFTER THE STEEL WORK FOR THE BUILDING WAS ERECTED, THE PARKING LOT WOULD BE USED FOR CONSTRUCTION ACTIVITIES AND STAGING AREAS. CONSTRUCTION FIELD OFFICES SHALL BE MOVED TO THIS PARKING AREA AS WELL.

- A DETENTION AND CONSTRUCTION SIGNAGE PLAN SHALL BE SUBMITTED TO THE OWNER WITH PERMISSION FOR PERIOD ONE ACTIVITY SUBJECT TO APPROVAL OF THE DETOUR AND CONSTRUCTION SIGNAGE PLAN.

PERIOD TWO (AFTER STEEL ERECTION UNTIL NORTH STREET IS WIDENED)

AFTER THE STEEL ERECTION WAS COMPLETE AND THE STAGING AREA WITHIN THE ON-SITE PARKING LOT IS ESTABLISHED, ON-STREET PARKING SHALL BE PROHIBITED ON THE WEST SIDE OF NORTH STREET UNTIL THE WIDENING OF NORTH STREET IS COMPLETE. TWO WAY "LOCAL TRAFFIC ONLY" SHALL BE PERMITTED ON NORTH STREET. THE CONTRACTORS STAGING WITHIN NORTH STREET SHALL BE RESTRICTED TO PARKING OF SUPPLY TRAILERS AND CONSTRUCTION PERSONNEL PARKING. NO PORTION OF A SUPPLY VEHICLE WILL BE PERMITTED TO EXTEND IN FRONT OF THE NORTHERLY CURB LINE BY MORE THAN 11 FEET. THE CONTRACTOR WOULD BE RESPONSIBLE FOR ADEQUATE FLAGGERS TO MAINTAIN SAFE CONDITIONS ON THE STREET. PARKING ALONG THE NORTH SIDE OF NORTH STREET WILL NOT BE PERMITTED EXCEPT FOR CONSTRUCTION VEHICLES, SUPPLY TRAILERS AND AUTHORIZED PERSONNEL. TWO SPACES SHALL BE PROVIDED FOR ACCESS TO THE COMMUNITY GARDENS.

PERIOD THREE (NORTH STREET WIDENING)

DURING THIS PERIOD, ALL CONSTRUCTION STAGING EXCEPT FOR THAT ATTENDANT WITH THE WIDENING OF NORTH STREET SHALL BE RESTRICTED TO ON-SITE AREAS EXCEPT FOR PARKING OF CONSTRUCTION PERSONNEL VEHICLES. THE CONTRACTOR WOULD BE ABLE TO CLOSE THE STREET DURING THE WIDENING EXCEPT THAT ONE WAY LOCAL, BUS, AND EMERGENCY SERVICE WILL BE REQUIRED DURING THE DAY. DURING EVENINGS AND WEEKENDS, TWO-WAY TRAFFIC SHALL RESUME. PARKING ON THIS SECTION OF NORTH STREET WILL NOT BE PERMITTED. THIS PERIOD WOULD END AFTER THE STREET WIDENING IS COMPLETED.

PERIOD FOUR (AFTER NORTH STREET WIDENING)

DURING THE FINAL CONSTRUCTION PERIOD, BOTH SIDES OF NORTH STREET WILL BE AVAILABLE FOR PARKING AND/OR USE OF THE PARKING LANES FOR CONSTRUCTION ACTIVITY DURING THE WORKDAY. PARKING SHALL BE AVAILABLE TO THE GENERAL PUBLIC ON NIGHTS AND WEEKENDS. TWO SPACES FOR THE COMMUNITY GARDEN SHALL BE PROVIDED AT ALL TIMES.

ACCESS RESTRICTIONS

ALL CONSTRUCTION ACCESS SHALL BE FROM NORTH STREET. ACCESS FROM THE EASTERN PROMENADE IS NOT PERMITTED.

ELECTRICAL SITE PLAN

THERE ARE DIVISION 2 SITE WORK REQUIREMENTS ATTENDANT WITH THE SITE ELECTRICAL WORK FOR THIS PROJECT. REFER TO THE SITE ELECTRICAL DRAWINGS.

SEPARATE CONTRACT FOR BRICK SIDEWALK CONSTRUCTION AND COORDINATION BY THE GENERAL CONTRACTOR

THE CITY OF PORTLAND HAS ELECTED TO HAVE THE BRICK SIDEWALKS FOR THE PROJECT CONSTRUCTED UNDER A SEPARATE CONTRACT. THE FOLLOWING DEFINES THE TIME AND COORDINATION WHICH WILL BE REQUIRED BETWEEN THE SEPARATE CONTRACT FOR THE BRICK SIDEWALKS AND THE EAST END SCHOOL CONSTRUCTION CONTRACT.

THE CONSTRUCTION OF THE BRICK SIDEWALKS WILL BE CONSTRUCTED UNDER A SEPARATE CONTRACT. THE CONTRACTOR FOR THE EAST END ELEMENTARY SCHOOL CONTRACT SHALL BE RESPONSIBLE FOR COORDINATION OF THE WORK AS FOLLOWS:

› PRIOR TO SEPTEMBER 15, 2004, THE CONTRACTOR FOR THE EAST END SCHOOL SHALL INSTALL THE CONCRETE STEPS LEADING UP FROM THE EASTERN PROMENADE AND THE LIGHTING CONDUIT AND FOUNDATION. THE AREA SHALL BE RESTORED WITH LOAM AND TEMPORARY SEED. AFTER THIS DATE, THE BUILDING CONTRACTOR WILL NOT BE PERMITTED TO WORK IN THE EASTERN PROMENADE EXCEPT FOR THE LIMITED WORK REQUIRED NEAR THE SERVICE DRIVE FOR THE SCHOOL. THE CONTRACTOR INSTALLING THE BRICK SIDEWALKS WILL BE REQUIRED TO PREPARE THE AREA, REMOVE PAVEMENTS AND TURF, EXCAVATE AND INSTALL BASE GRAVEL AND BINDER PAVEMENT CONSTRUCT THE BRICK SIDEWALKS AND RESTORE ADJACENT WORK AREAS WITH 6 INCHES OF LOAM, FERTILIZER, SEED AND MULCH.

› PRIOR TO JUNE 1, 2005, THE CONTRACTOR SHALL COMPLETE THE WIDENING OF NORTH STREET INCLUDING UTILITY WORK, AND PLACEMENT OF BINDER PAVEMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ROUGH GRADING OF THE AREA OF THE NEW SIDEWALKS AND ESPLANADE (FINAL GRADE+/- 1 INCH), PLACEMENT OF COMMON BORROW AND TEMPORARY SEEDING AND MULCHING THE AREA BETWEEN THE BACK OF THE CURB TO THE BACK OF THE PROPOSED SIDEWALK. THE BUILDING CONTRACTOR WILL NOT BE PERMITTED TO WORK IN THE AREA OF THE BRICK SIDEWALKS OR ESPLANADE AFTER THIS DATE. THE CONTRACTOR INSTALLING THE BRICK SIDEWALKS WILL BE REQUIRED TO PREPARE THE AREA, REMOVE PAVEMENTS AND TURF, EXCAVATE AND INSTALL BASE GRAVEL AND BINDER PAVEMENT CONSTRUCT THE BRICK SIDEWALKS AND RESTORE THE ESPLANADE AREA WITH 6 INCHES OF LOAM, FERTILIZER, SEED AND MULCH AS WELL AS TO RESTORE THE BACK SIDE OF THE WALK ON THE SOUTH SIDE OF NORTH STREET. THE CONTRACTOR FOR THE BRICK SIDEWALKS WILL ALSO BE REQUIRED TO CONSTRUCT THE TWO CONCRETE ESPLANADES ADJACENT TO THE FOUR ADA SPACES ON NORTH STREET. THE BUILDING CONTRACTOR WILL BE REQUIRED TO COMPLETE THE RESTORATION FROM THE BACK SIDE (NORTH) OF THE SIDEWALKS ONTO THE SITE ALONG THE NORTH SIDE OF NORTH STREET.

LEGEND

EXISTING		PROPOSED
	BUILDING	
	PROPERTY LINE	
	EASEMENT LINE	
	BUILDING SETBACK	
	WETLAND BOUNDARY	
	RETAINING WALL	
	CURBING (SEE DRAWING FOR TYPES)	
	EDGE OF PAVEMENT	
	EDGE OF GRAVEL DRIVE	
50	GRADING CONTOUR LINE	100
	SPOT ELEVATION	100.31
	GUARD POST/BOLLARD	
	LIGHT POLE	
	UTILITY POLE	
GUY	GUY WIRE	
	FREESTANDING SIGN	
	PYLON SIGN	
	BARRIER FREE PARKING SYMBOL	
	PEDESTRIAN CROSSWALK	
	PAINTED DIRECTIONAL TRAFFIC ARROW	
	TRAFFIC SIGNAL	
OHE	OVERHEAD ELECTRIC & TELEPHONE	OHE/T
UE	UNDERGROUND ELECTRIC/TELEPHONE	UGE/T
W	WATER LINE	8"W
S	SEWER LINE	8" SAN. SEWER
G	GAS LINE	2" GAS
	STORM DRAIN LINE	8" SD
	CULVERT	
	HYDRANT	
	GATE VALVE	
	REDUCER	
	SHUT OFF VALVE	
	MANHOLE	
	CATCH BASIN	
	STONE WALL	
	TREELINE	
	TREES/LANDSCAPING	
	RIP RAP	
	SILT FENCE	
	WIRE LINK FENCE	
	CHAIN LINK FENCE	
	WOOD FENCE	
	GUIDE RAIL	
	STONE SEDIMENT BARRIER	
	TRANSFORMER PAD	
	EDGE OF WATER/STREAM	
W	WELL	
	MAILBOX	
N/F	NOW OR FORMERLY	

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2 03/30/2004 Second workshop submittal
3 05/06/2004 Revised per Public Works review
4 05/14/2004 Submission
5 06/28/2004 Released for Bid

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Green Consultant — Fore Solutions

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C-2

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