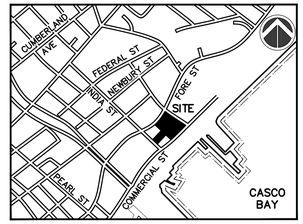
PROPOSED AC HOTEL PORTLAND

FORE STREET / HANCOCK STREET / THAMES STREET

PORTLAND, MAINE



OWNER:

PORTLAND NORWICH GROUP, LLC.
2330 PALM RIDGE ROAD #305
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ARCHITECT:

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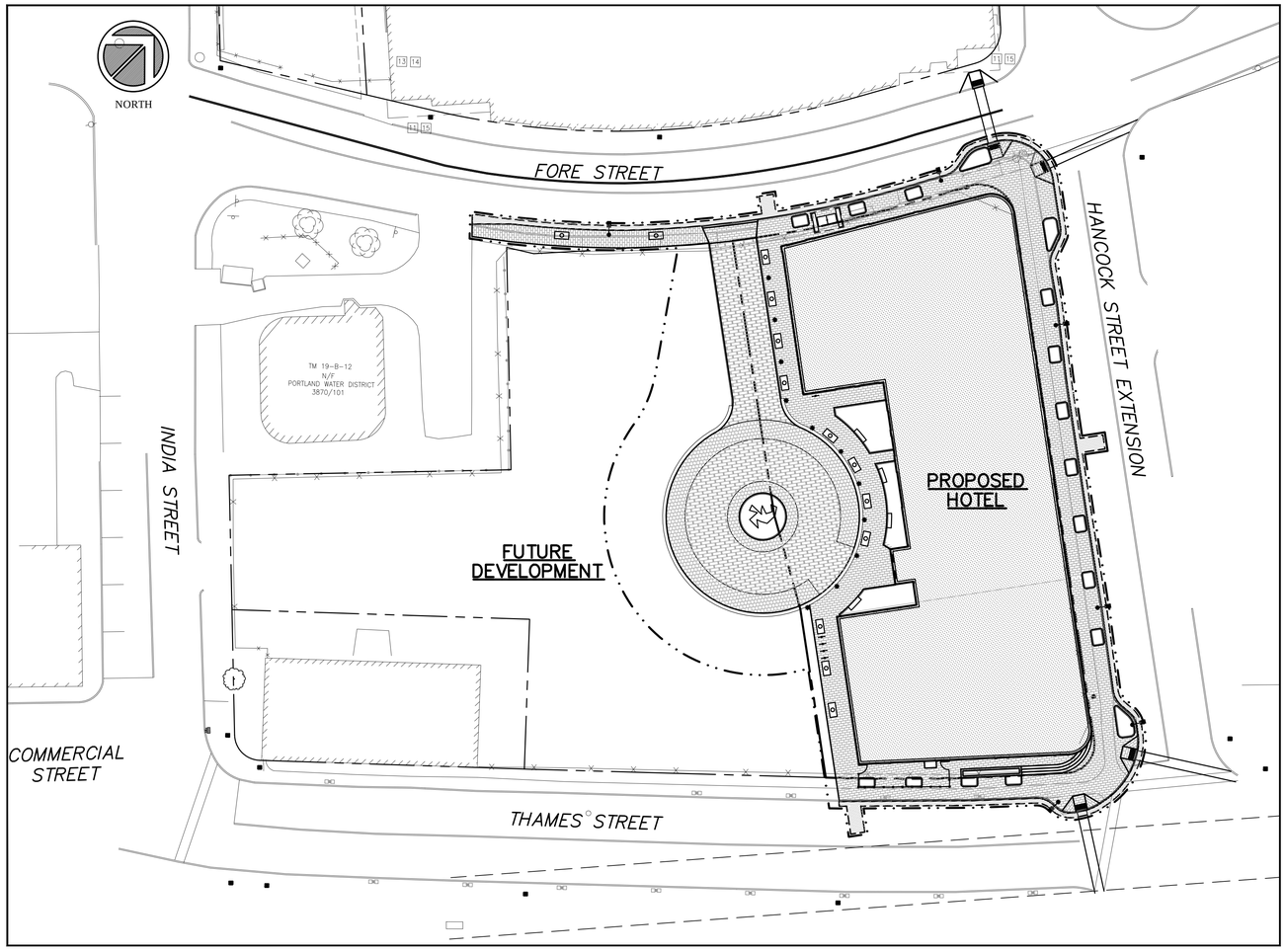

SCALE: 1" = 30'

SHEET INDEX:

NORTH

NOTE

RECORDING PLAT BY OWEN HASKELL, DATED MARCH 11, 2016 TO DIVIDE EXISTING LOT INTO LOTS 1 AND 2. TO BE RECORDED IN CUMBERLAND COUNTY REGISTRY OF DEEDS.

SCALE

0 10 20 40

SCALE in FEET
1"=20'

Site:

PROPOSED AC HOTEL PORTLAND

FORE STREET /
HANCOCK STREET /
THAMES STREET
PORTLAND, MAINE

Prepared for:

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SANIBEL, FLORIDA 33957

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EXISTING CONDITIONS PLAN

No.	Revision/Issue	Date
F	APPROVED CITY PLAN	02/15/17
E	RESPONSE TO COMMENTS	05/17/16
D	RESPONSE TO COMMENTS	05/10/16
C	FINAL SUBMISSION	03/15/16
B	PRELIMINARY SUBMISSION	09/29/15

Design by: MPM	Checked by: SJB
Drawn by: JAR	Approved by: SJB
Project: 150.06094	Date: AUGUST 2015

Sheet No: C0.1
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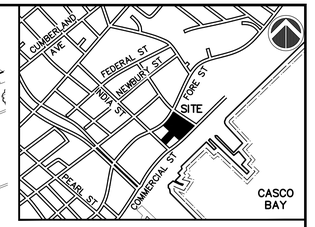
NORTH



BENEFITS 25 INDIA STREET LLC

DOUBLE YELLOW LINE

12.0'

SINGLE WEST-BOUND LANE

FORE STREET

SINGLE EASTBOUND LANE

PAVED – PUBLIC VARIABLE WIDTH

7.5'

5.0'

PHASE 1 – LIMITS OF CONSTRUCTION

NEW BRICK SIDEWALK

FLUSH TREE GRATES, TYPICAL

BRICK PAVER DRIVEWAY APRON

20' WIDE PERVIOUS PAVER SYSTEM TRAVELWAY

VERTICAL GRANITE CURB, TYPICAL

SNOW STORAGE AREA

EXTENT OF CMP VAULT WITHIN RIGHT OF WAY SHOWN AS HATCHED AREA

SAWCUT AND TACK COAT, TYPICAL

PROPOSED TREE GRATE, TYPICAL

BRICK SIDEWALK

VERTICAL GRANITE CURB TRANSITIONS TO SLOPED GRANITE CURB

20.0'

10.0'

99.7'

NEW STREET LIGHT, TYPICAL

R=10'

R=20'

SEE NOTE 1, TYPICAL

PHASE 1 – LIMITS OF CONSTRUCTION

REMOVE AND RESET EXISTING GRANITE CURB AS NECESSARY

227.4'

PROPOSED LOADING ZONE. SEE NOTE 3

VERTICAL GRANITE CURB TRANSITIONS TO SLOPED GRANITE CURB

PHASE 1 LIMITS OF CONSTRUCTION

R=15'

R=15'

8' WIDE COBBLESTONE LOADING/UNLOADING

18' WIDE PERVIOUS PAVER SYSTEM TRAVELWAY

5' WIDE COBBLESTONE BAND

VERTICAL GRANITE CURB CENTER ISLAND

SLOPED GRANITE CURB

SNOW STORAGE AREA

LOT 1

PROPOSED BIKE RACK, TYPICAL

L/A

LANDSCAPE AREA, TYPICAL

LIGHT BOLLARD, TYPICAL

PROPOSED HOTEL

10.0'

5.0'

18.0'

8.0'

SLOPED GRANITE CURB

SLOPED GRANITE TRANSITIONS TO FLUSH GRANITE

SLOPED GRANITE TRANSITIONS TO FLUSH GRANITE

RAISED GRANITE TREE PLANTER, TYPICAL

BRICK SIDEWALK

10.9'

99.7'

GRANITE STEPS

GRANITE STEPS

PLANTER, TYPICAL

NEW BRICK SIDEWALK, TYPICAL

SEASONAL/MOVABLE FENCING

N/F MAINE D.O.T. 26' WIDE "RAIL CORRIDOR"

LOT 2

INDIA STREET

PAVED – PUBLIC 66' WIDE

ONE INDIA STREET

N46°21'51"E 53.22'

L=16.68'
R=11.00'

S46°41'14"W 112.38'

COMMERCIAL STREET

PAVED – PUBLIC 100' WIDE

THAMES STREET

HANCOCK STREET

PAVED – PUBLIC

SPACE AND BULK STANDARDS

	REQUIRED	PROPOSED
MINIMUM LOT SIZE. . . .	0 S.F.	28,540 S.F. (LOT 1)
ROAD FRONTAGE	0'.	>226'
BUILDING SETBACKS (MIN./MAX.)		
FRONT	0'/10'	
SIDE	0'/10'	
REAR	0'	
BUILDING HEIGHT . .	65'.	<65' (6 FLOORS)

GENERAL NOTES

1. ALL NEW (OR RESET) GRANITE CURB WITHIN THE RIGHT-OF-WAY SHALL BE RADIUS CURBING WHEN USED IN AREAS SUBJECT TO PLOWING. CURB LENGTH SHALL BE A MINIMUM OF 4 FEET.
2. COORDINATE FORE STREET IMPROVEMENT PLAN WITH CITY OF PORTLAND TRAFFIC CONSULTANT.
3. COORDINATE PROPOSED HANCOCK STREET LOADING ZONE WITH CITY OF PORTLAND TRAFFIC CONSULTANT.
4. ALL ON-STREET PARKING ON FORE STREET WILL BE DESIGNATED AS 1-HOUR PARKING. COORDINATE WITH CITY AND TRAFFIC CONSULTANT.

LEGEND

- PHASE 1 – LIMIT OF CONSTRUCTION
- PROPERTY LINE
- PERVIOUS BRICK PAVERS
- COBBLE STONE PAVERS
- BRICK SIDEWALK PAVERS
- NEW BITUMINOUS PAVEMENT

SCALE

0 10 20 40

SCALE in FEET
1"=20'

Site:

PROPOSED AC HOTEL PORTLAND

FORE STREET /
HANCOCK STREET /
THAMES STREET
PORTLAND, MAINE

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SITE PLAN

No.	Revision/Issue	Date
F	APPROVED CITY PLAN	02/15/17
E	RESPONSE TO COMMENTS	05/17/16
D	RESPONSE TO COMMENTS	05/10/16
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Design by: MPM	Checked by: SJB
Drawn by: JAR	Approved by: SJB
Project: 150.06094	Date: AUGUST 2015

Sheet No:

C1.0

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NORTH

FORE STREET

INDIA STREET

HANCOCK STREET

COMMERCIAL STREET
PAVED – PUBLIC 100' WIDE

THAMES STREET

PROPOSED HOTEL

ONE INDIA STREET

25 INDIA STREET LLC

BENEFITS 25 INDIA STREET LLC

OCEAN GATEWAY GARAGE LLC
24419/111
37,626 S.F.

TM 19-B-12
N/F
PORTLAND WATER DISTRICT
3870/101

N/F MAINE D.O.T. 26' WIDE
"RAIL CORRIDOR" 2" W

P.O.B.
OCEAN GATEWAY
GARAGE LLC

EXISTING ENCASED CONCRETE DUCT BANK WITH (4) 5" CONDUITS PER CMP DRAWING 905-3768

CONNECT TO EXISTING ELECTRICAL DUCT BANK

REMOVE EXISTING POWER POLE AND GUY WIRES. COORDINATE WITH CMP AND CITY DPW

BELOW GRADE ELECTRICAL TRANSFORMER VAULT

4" DOMESTIC WATER SERVICE

6" FIRE WATER SERVICE

UNDERGROUND ELECTRIC CONDUIT, COORDINATE WITH CMP

NATURAL GAS SERVICE

UNDERGROUND DATA, TELEPHONE AND CABLE TELEVISION SERVICE

SAWCUT PAVEMENT AND TRENCH REPAIR (TYP.)

OIL AND GREASE SEPARATOR

6" PVC SANITARY SEWER FROM KITCHEN

NEW SANITARY SEWER MANHOLE
RIM: AT GRADE
6" INV IN:

SMH 1
SMH 2
SMH 3
SMH 6
SMH 7
DMH 1
DMH 2
DMH 3
DMH 4
DMH 7
CB 1
CB 2
CB 3
CB 4
CB 11

GENERAL NOTES

1. THE GAS MAIN ALONG FORE STREET SHALL BE RELOCATED AT THE DIRECTION OF UNITIL PRIOR TO EXCAVATION FOR THE BUILDING.
2. EXISTING UTILITIES SHOWN ARE APPROXIMATE AND SHALL BE FIELD VERIFIED.
3. COORDINATE INSTALLATION OF FIRE SERVICE AND DOMESTIC WATER SERVICE WITH PORTLAND WATER DISTRICT.
4. A LICENSE FROM THE CITY OF PORTLAND SHALL BE REQUIRED FOR ANY GREASE TRAP AND BACKWATER VALVES WITHIN THE CITY RIGHT-OF-WAY.
5. ELECTRICAL CONDUIT IDENTIFIED IN SIDEWALK ON HANCOCK STREET IS FOR EXISTING LIGHTING CIRCUIT AND WILL BE RELOCATED WITH FIXTURE REPLACEMENT. FIELD VERIFY PRIOR TO CONSTRUCTION. COORDINATE WITH CITY DPW.
6. BACKWATER VALVES (BACKFLOW PREVENTER) SHALL BE INSTALLED ON EACH SANITARY LINE AS IT EXITS THE BUILDING. EACH VALVE SHALL BE PLACED WITHIN AN ACCESS BOX SUPPLIED BY MANUFACTURER.

SCALE

0 10 20 40

SCALE in FEET
1"=20'

Site:

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THAMES STREET
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UTILITY PLAN

No.	Revision/Issue	Date
E	APPROVED CITY PLAN	02/15/17
D	RESPONSE TO COMMENTS	05/10/16
C	FINAL SUBMISSION	03/15/16
B	PRELIMINARY SUBMISSION	09/29/15
A	CLIENT REVIEW	09/15/15

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Project: 150.06094	Date: AUGUST 2015

Sheet No: C1.1

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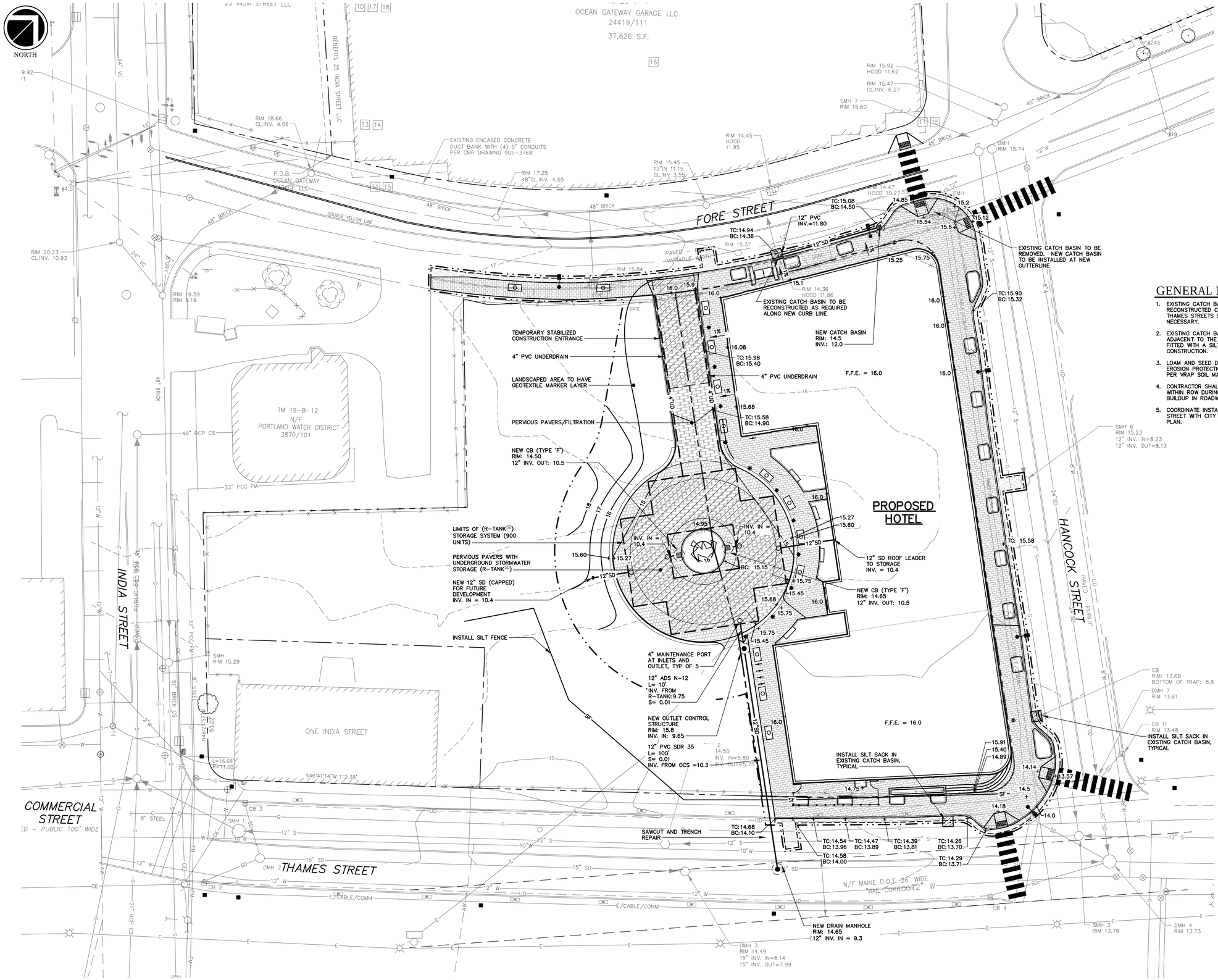

GENERAL NOTES

1. EXISTING CATCH BASIN STRUCTURES ALONG THE RECONSTRUCTED CURB LINE AT FORE, HANCOCK AND THAMES STREETS SHALL BE RECONSTRUCTED AS NECESSARY.
2. EXISTING CATCH BASINS WITHIN THE RIGHT-OF-WAY, ADJACENT TO THE LIMITS OF CONSTRUCTION SHALL BE FITTED WITH A SILT SACK FOR THE DURATION OF CONSTRUCTION.
3. LOAM AND SEED DISTURBED AREAS OF LOTS 1 & 2 FOR EROSION PROTECTION. INCLUDE GEOTEXTILE MARKER LAYER PER VRAP SOIL MANAGEMENT PLAN.
4. CONTRACTOR SHALL PROVIDE FREQUENT STREET SWEEPING WITHIN ROW DURING CONSTRUCTION TO MINIMIZE SEDIMENT BUILDUP IN ROADWAY.
5. COORDINATE INSTALLATION OF NEW CATCH BASIN ON FORE STREET WITH CITY DPW AND FUTURE STORM SEPARATION PLAN.

SCALE

0 10 20 40

SCALE in FEET
1"=20'

Site:

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GRADING, DRAINAGE AND EROSION CONTROL PLAN

No.	Revision/Issue	Date
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Sheet No: C1.2
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EROSION CONTROL NOTES

EROSION CONTROL MEASURES AND SITE STABILIZATION

THE PRIMARY EMPHASIS OF THE EROSION AND SEDIMENT CONTROL PLAN IS AS FOLLOWS:

- RAPID VEGETATION OF EXPOSED AREAS TO MINIMIZE THE PERIOD OF SOIL EXPOSURE.
- RAPID STABILIZATION OF DRAINAGE PATHS TO AVOID CHANNEL EROSION.
- THE USE OF ON–SITE MEASURES TO CAPTURE SEDIMENT (HAY BALES, STONE CHECK DAMS, SILT FENCE, SILT SAC, PLUNGE POOL, ETC.)
- DEVELOPMENT OF A CAREFUL CONSTRUCTION SEQUENCE.

THE FOLLOWING TEMPORARY AND PERMANENT EROSION AND SEDIMENT CONTROL DEVICES WILL BE IMPLEMENTED AS PART OF THE SITE DEVELOPMENT. THESE DEVICES SHALL BE INSTALLED AS INDICATED ON THE PLANS OR AS DESCRIBED WITHIN THIS REPORT. FOR FURTHER REFERENCE, SEE THE MAINE EROSION AND SEDIMENT CONTROL BMPs, MARCH 2003.

TEMPORARY EROSION CONTROL MEASURES

THE FOLLOWING MEASURES ARE PLANNED AS TEMPORARY EROSION & SEDIMENTATION CONTROL MEASURES DURING CONSTRUCTION. THESE TEMPORARY EROSION CONTROL MEASURES SHOULD BE REMOVED WITHIN 30 DAYS AFTER PERMANENT STABILIZATION HAS BEEN ESTABLISHED.

1. CRUSHED STONE–STABILIZED CONSTRUCTION ENTRANCES SHALL BE PLACED AT SITE ENTRANCES.

2. SILTATION FENCE OR WOOD WASTE COMPOST BERMS (EROSION CONTROL BERM) SHALL BE INSTALLED DOWNSTREAM OF ANY DISTURBED AREAS TO TRAP RUNOFF BORNE SEDIMENTS UNTIL THE TRIBUTARY AREAS ARE VEGETATED. THE SILT FENCE AND/OR THE EROSION CONTROL BERMS SHALL BE INSTALLED PER THE DETAILS PROVIDED AND INSPECTED REGULARLY, INCLUDING BEFORE AND AFTER A STORM EVENT OF 0.5 INCHES OR GREATER. REPAIRS SHALL BE MADE IF THERE ARE ANY SIGNS OF EROSION OR SEDIMENTATION BELOW THE FENCE OR BERM LINE. IF THERE ARE SIGNS OF UNDERCUTTING AT THE CENTER OR THE EDGES, OR IMPOUNDING OF LARGE VOLUMES OF WATER BEHIND FENCE OR BERM, THE BARRIER SHALL BE REPLACED WITH A STONE CHECK DAM.

3. STRAW, HAY MULCH AND HYDROSEEDING IS INTENDED TO PROVIDE COVER FOR BARE OR SEEDED AREAS UNTIL VEGETATION IS ESTABLISHED AND SHOULD BE APPLIED WITHIN 7 DAYS AT A RATE OF 90 POUNDS PER 1,000 SQUARE FEET. MULCH PLACED BETWEEN APRIL 15TH AND SEPEMBER 30TH (ON SLOPES OF LESS THEN 15%) SHALL BE ANCHORED BY APPLYING WATER. MULCH PLACED ON SLOPES OF EQUAL TO OR STEEPER THAN 15% SHALL BE COVERED BY FABRIC NETTING AND ANCHORED WITH STAPLES IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATION. SLOPES STEEPER THAN 3:1 SHALL RECEIVE EROSION CONTROL BLANKETS.

4. STOCKPILES SHALL BE STABILIZED WITHIN SEVEN DAYS BY EITHER TEMPORARILY SEEDING THE STOCKPILE BY A HYDROSEED METHOD (MAINTAINING AN EMULSIFIED MULCH TACKIER OR BY COVERING THE STOCKPILE WITH MULCH, SUCH AS SHREDDED HAY, STRAW, OR EROSION CONTROL MIX. STOCKPILES SHALL BE SURROUNDED BY SEDIMENTATION BARRIER AT THE TIME OF FORMATION.

5. STATE AND LOCAL ROADS SHALL BE SWEPT TO CONTROL MUD AND DUST AS NECESSARY. ADDITIONAL STONE SHALL BE ADDED TO THE STABILIZED CONSTRUCTION ENTRANCE TO MINIMIZE THE TRACKING OF MATERIAL OFF THE SITE AND ONTO THE SURROUNDING ROADWAYS.

6. DURING GRUBBING OPERATIONS STONE CHECK DAMS SHALL BE INSTALLED AT ANY EVIDENT CONCENTRATED FLOW DISCHARGE POINTS AND AS DIRECTED ON THE EROSION CONTROL PLANS.

7. SILT FENCE HAS A MINIMUM STAKE SPACING OF 6 FEET, UNLESS THE FENCE IS SUPPORTED BY WIRE FENCE REINFORCEMENT (MINIMUM 14 GAUGE AND WITH A MAXIMUM MESH SPACING OF 6 INCHES), IN WHICH CASE STAKES MAY BE SPACED A MAXIMUM OF 10 FEET APART. THE BOTTOM OF THE FENCE MUST BE ANCHORED. SEE DETAIL ON PLAN SET.

8. STORM DRAIN CATCH BASIN INLET PROTECTION SHALL BE PROVIDED THROUGH THE USE OF STONE SEDIMENT BARRIERS OR APPROVED SEDIMENT BAGS (SUCH AS SILT SACK). INSTALLATION DETAILS ARE PROVIDED IN THE PLAN SET. THE BARRIERS SHALL BE INSPECTED AFTER EACH RAINFALL AND REPAIRS MADE AS NECESSARY. SEDIMENT SHALL BE REMOVED AND THE BARRIER RESTORED TO ITS ORIGINAL DIMENSIONS WHEN THE SEDIMENT HAS ACCUMULATED TO HALF THE DESIGN DEPTH OF THE BARRIER. THE BARRIER SHALL BE REMOVED WHEN THE TRIBUTARY DRAINAGE AREA HAS BEEN STABILIZED.

9. WATER AND/OR CALCIUM CHLORIDE SHALL BE FURNISHED AND APPLIED IN ACCORDANCE WITH MDOT SPECIFICATIONS–SECTION 637–DUST CONTROL.

10. LOAM AND SEED IS INTENDED TO SERVE AS THE PRIMARY PERMANENT VEGETATIVE MEASURE FOR ALL BARE AREAS NOT PROVIDED WITH OTHER EROSION CONTROL MEASURES, SUCH AS RIPRAP.

11. WATER FROM CONSTRUCTION TRENCH DEWATERING OR TEMPORARY STREAM DIVERSION SHALL PASS FIRST THROUGH A FILTER BAG OR SECONDARY CONTAINMENT STRUCTURE (e.g. HAYBALE LINED POOL) PRIOR TO DISCHARGE. THE DISCHARGE SITE SHALL BE SELECTED TO AVOID FLOODING, ICING AND SEDIMENT DISCHARGES TO A PROTECTED RESOURCE. IN NO CASE SHALL THE FILTER BAG OR CONTAINMENT STRUCTURE BE LOCATED WITHIN 75 FEET OF A PROTECTED NATURAL RESOURCE.

PERMANENT EROSION CONTROL MEASURES

THE FOLLOWING PERMANENT EROSION CONTROL MEASURES HAVE BEEN DESIGNED AS PART OF THE EROSION/SEDIMENTATION CONTROL PLAN:

12. ALL AREAS DISTURBED DURING CONSTRUCTION, BUT NOT SUBJECT TO OTHER RESTORATION (PAVING, RIPRAP, ETC.) WILL BE LOAMED, LIMED, FERTILIZED, MULCHED AND SEEDED. ALL EXPOSED SOIL WHICH WILL REMAIN FOR 1 YEAR AFTER COMPLETION OF CONSTRUCTION SHALL BE MULCHED USING EROSION CONTROL MIX AS SPECIFIED IN MAINE DOT SECTION 619 OR SHALL BE LOAMED AND SEEDED.

13. CATCH BASINS SHALL BE PROVIDED WITH SEDIMENT SUMPS AND INLET HOODS FOR ALL OUTLET PIPES THAT ARE 18" IN DIAMETER OR LESS.

IMPLEMENTATION SCHEDULE

THE FOLLOWING CONSTRUCTION SEQUENCE SHALL BE REQUIRED TO INSURE THE EFFECTIVENESS OF THE EROSION AND SEDIMENTATION CONTROL MEASURES ARE OPTIMIZED:
NOTE: FOR ALL GRADING ACTIVITIES, THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION NOT TO OVEREXPOSE THE SITE BY LIMITING THE DISTURBED AREA. THE CONSTRUCTION OF BMPs SHOULD EITHER BE PERFORMED AFTER THE TRIBUTARY AREA IS STABILIZED OR TEMPORARY EROSION CONTROL MEASURES NEED TO BE IMPLEMENTED TO PROTECT THE BMPs FROM BEING CLOGGED WITH CONSTRUCTION SEDIMENT.

14. INSTALL CRUSHED STONE TO STABILIZED CONSTRUCTION ENTRANCES.

15. INSTALL PERIMETER SILT FENCE.

16. CLEAR AND GRUB SITE WITHIN THE SPECIFIED CLEARING LIMITS.

17. COMMENCE INSTALLATION OF DRAINAGE INFRASTRUCTURE.

18. COMMENCE EARTHWORK AND GRADING TO SUBGRADE.

19. COMMENCE STORM WATER BMPs CONSTRUCTION.

20. COMMENCE INSTALLATION OF ELECTRICAL SERVICE.

IMPLEMENTATION SCHEDULE (CONTINUED)

21. COMMENCE INSTALLATION OF WATER AND SEWER INFRASTRUCTURE.

22. CONTINUE EARTHWORK AND GRADING TO SUBGRADE AS NECESSARY FOR CONSTRUCTION.

23. COMPLETE INSTALLATION OF UNDERGROUND UTILITIES TO WITHIN 5' OF THE BUILDINGS.

24. INSTALL LIGHT POLE FOUNDATIONS AND UTILITY POLES.

25. COMPLETE REMAINING EARTHWORK OPERATIONS.

26. COMPLETE INSTALLATION OF DRAINAGE INFRASTRUCTURE.

27. INSTALL SUBBASE AND BASE GRAVEL WITHIN PROPOSED ROADWAYS AND PARKING LOTS.

28. INSTALL CURBING AS NEEDED/REQUIRED.

29. INSTALL BASE COURSE PAVING FOR ACCESS DRIVE AND PARKING AREA AS WELL AS CONCRETE SURFACES.

30. LOAM, LIME, FERTILIZE, SEED AND MULCH DISTURBED AREAS AND COMPLETE ALL LANDSCAPING.

31. INSTALL SURFACE COURSE PAVING FOR ACCESS DRIVE AND PARKING AREAS.

32. ONCE THE SITE IS STABILIZED AND A 90% CATCH OF VEGETATION HAS BEEN OBTAINED, REMOVE ALL TEMPORARY EROSION CONTROL MEASURES.

33. TOUCH UP LOAM AND SEED.

NOTE: ALL BARE AREAS NOT SUBJECT TO FINAL PAVING, RIPRAP OR GRAVEL; SHALL BE VEGETATED.

PRIOR TO CONSTRUCTION OF THE PROJECT, THE CONTRACTOR SHALL SUBMIT TO THE OWNER A SCHEDULE FOR THE COMPLETION OF THE WORK, WHICH WILL SATISFY THE ABOVE CONSTRUCTION SEQUENCE IN THE SPECIFIED ORDER, HOWEVER, SEVERAL SEPARATE ITEMS MAY BE CONSTRUCTED SIMULTANEOUSLY. WORK MUST ALSO BE SCHEDULED OR PHASED TO REDUCE THE EXTENT OF THE EXPOSED AREAS AS SPECIFIED BELOW. THE INTENT OF THIS SEQUENCE IS TO PROVIDE FOR EROSION CONTROL AND TO HAVE STRUCTURAL MEASURES SUCH AS SILT FENCE AND CONSTRUCTION ENTRANCES IN PLACE BEFORE LARGE AREAS OF LAND ARE STRIPPED.

EROSION, SEDIMENTATION AND STABILIZATION CONTROL PLAN

THE EROSION CONTROL PLAN IS INCLUDED IN THE PLAN SET.

WINTER STABILIZATION PLAN

THE WINTER CONSTRUCTION PERIOD IS FROM NOVEMBER 1 THROUGH APRIL 15. IF THE CONSTRUCTION SITE IS NOT STABILIZED WITH PAVEMENT, A ROAD GRAVEL BASE, 75% MATURE VEGETATION COVER OR RIPRAP BY NOVEMBER 15TH, THEN THE SITE SHALL BE PROTECTED WITH OVER–WINTER STABILIZATION.

WINTER EXCAVATION AND EARTHWORK SHALL BE COMPLETED SUCH THAT ANY AREA LEFT EXPOSED CAN BE CONTROLLED BY THE CONTRACTOR. EXPOSED AREAS SHALL BE LIMITED TO THOSE AREAS IN WHICH WORK IS EXPECTED TO COMMENCE AND COMPLETE IN THE NEXT FIFTEEN (15) DAYS AND THAT CAN BE MULCHED WITHIN ONE DAY PRIOR TO ANY SNOW EVENT.

ALL AREAS SHALL BE CONSIDERED TO BE BARE UNTIL THE SUBBASE GRAVEL IS INSTALLED WITHIN PAVEMENT/BUILDING AREAS OR THE AREAS HAVE BEEN LOAMED, SEEDED AND MULCHED. HAY AND STRAW MULCH RATE SHALL BE A MINIMUM OF 150 POUNDS PER 1,000 SQUARE FEET (3 TONS/ACRE) AND SHALL BE PROPERLY ANCHORED.

THE CONTRACTOR SHALL INSTALL ANY ADDED MEASURES, WHICH MAY BE NECESSARY TO CONTROL EROSION/SEDIMENTATION FROM THE SITE DEPENDENT UPON THE ACTUAL SITE AND WEATHER CONDITIONS. CONTINUATION OF EARTHWORK OPERATIONS ON ADDITIONAL AREAS SHALL NOT BEGIN UNTIL THE EXPOSED SOIL SURFACE ON THE AREA BEING WORKED HAS BEEN STABILIZED, IN ORDER TO MINIMIZE AREAS WITHOUT EROSION CONTROL PROTECTION.

34. SOIL STOCKPILES
STOCKPILES OF SOIL OR SUBSOIL SHALL BE MULCHED FOR OVER WINTER PROTECTION WITH HAY. OR STRAW AT TWICE THE NORMAL RATE OR AT 150 LBS/1,000 SF (3 TONS PER ACRE) OR WITH A FOUR–INCH LAYER OF WOODWASTE EROSION CONTROL MIX. THIS SHALL BE DONE WITHIN 24 HOURS OF STOCKING AND RE–ESTABLISHED PRIOR TO ANY RAINFALL OR SNOWFALL. ANY SOIL STOCKPILE SHALL NOT BE PLACED (EVEN COVERED WITH HAY OR STRAW) WITHIN 100 FEET FROM ANY NATURAL RESOURCES.

35. NATURAL RESOURCE PROTECTION
ANY AREAS WITHIN 75 FEET FROM ANY NATURAL RESOURCES, IF NOT STABILIZED WITH A MINIMUM OF 90% MATURE VEGETATION CATCH, SHALL BE MULCHED BY DECEMBER 1ST AND ANCHORED WITH PLASTIC NETTING OR PROTECTED WITH EROSION CONTROL MATS. DURING WINTER CONSTRUCTION, A DOUBLE LINE OF SEDIMENT BARRIERS (I.E. SILT FENCE BUCKED WITH HAY BALES OR EROSION CONTROL MIX) SHALL BE PLACED BETWEEN ANY NATURAL RESOURCE AND THE DISTURBED AREA. PROJECTS CROSSING THE NATURAL RESOURCE SHALL BE PROTECTED A MINIMUM DISTANCE OF 75 FEET ON EITHER SIDE FROM THE RESOURCE. EXISTING PROJECTS NOT STABILIZED BY DECEMBER 1ST SHALL BE PROTECTED WITH THE SECOND LINE OF SEDIMENT BARRIER TO ENSURE FUNCTIONALITY DURING THE SPRING THAW AND RAINS.

36. SEDIMENT BARRIERS
DURING FROZEN CONDITIONS, SEDIMENT BARRIERS SHALL CONSIST OF WOODWASTE FILTER BERMS AS FROZEN SOIL PREVENTS THE PROPER INSTALLATION OF HAY BALES AND SEDIMENT SILT FENCES.

37. MULCHING
AN AREA SHALL BE CONSIDERED BARE UNTIL AREAS OF FUTURE LOAM AND SEED HAVE BEEN LOAMED, SEEDED AND MULCHED. HAY AND STRAW MULCH SHALL BE APPLIED AT A RATE OF 150 LBS. PER 1,000 SQUARE FEET OR 3 TONS/ACRE (TWICE THE NORMAL ACCEPTED RATE OF 75 LBS. PER 1,000 S.F. OR 1.5 TONS/ACRE) AND SHALL BE PROPERLY ANCHORED. MULCH SHALL NOT BE SPREAD ON TOP OF SNOW. THE SNOW SHALL BE REMOVED DOWN TO A ONE INCH DEPTH OR LESS PRIOR TO APPLICATION. AFTER EACH DAY OF FINAL GRADING, THE AREA SHALL BE PROPERLY STABILIZED WITH ANCHORED HAY OR STRAW OR EROSION CONTROL MATTING. AN AREA SHALL BE CONSIDERED TO HAVE BEEN EITHER MULCHED WITH STRAW OR HAY AT A RATE OF 150 LBS. PER 1,000 S.F. (3 TONS/ACRE) AND ADEQUATELY ANCHORED THAT GROUND SURFACE IS NOT VISIBLE THROUGH THE MULCH.

BETWEEN THE DATES OF NOVEMBER 1ST AND APRIL 15TH ALL MULCH SHALL BE ANCHORED BY PEG LINE, MULCH NETTING, TRACKING OR WOOD CELLULOSE FIBER. WHEN GROUND SURFACE IS NOT VISIBLE THROUGH THE MULCH THEN COVER IS SUFFICIENT. AFTER NOVEMBER 1ST, MULCH AND ANCHORING OF ALL BARE SOIL SHALL OCCUR AT THE END OF EACH FINAL GRADING WORKDAY.

38. MULCHING ON SLOPES AND DITCHES
SLOPES SHALL NOT BE LEFT EXPOSED FOR ANY EXTENDED TIME OF WORK SUSPENSION UNLESS FULLY MULCHED AND ANCHORED WITH PEG AND NETTING OR WITH EROSION CONTROL BLANKETS. MULCHING SHALL BE APPLIED AT A RATE OF 230 LBS./1,000 S.F. ON ALL SLOPES GREATER THAN 8%.

MULCH NETTING SHALL BE USED TO ANCHOR MULCH IN ALL DRAINAGE WAYS WITH A SLOPE GREATER THAN 3% FOR SLOPES EXPOSED TO DIRECT WINDS AND FOR ALL OTHER SLOPES GREATER THAN 8%. EROSION CONTROL BLANKETS SHALL BE USED IN LIEU OF MULCH IN ALL DRAINAGE WAYS WITH SLOPES GREATER THAN 8%. EROSION CONTROL MIX CAN BE USED TO SUBSTITUTE EROSION CONTROL BLANKETS ON ALL SLOPES EXCEPT DITCHES.

WINTER STABILIZATION PLAN (CONTINUED)

39. SEEDING
BETWEEN THE DATES OF OCTOBER 15TH AND APRIL 1ST, LOAM OR SEED WILL NOT BE REQUIRED. DURING PERIODS OF ABOVE FREEZING TEMPERATURES, FINISHED AREAS SHALL BE FINE GRADED AND EITHER PROTECTED WITH MULCH OR TEMPORARILY SEEDED AND MULCHED UNTIL SUCH TIME AS THE FINAL TREATMENT CAN BE APPLIED. IF THE DATE IS AFTER NOVEMBER 1ST AND IF THE EXPOSED AREA HAS BEEN LOAMED, FINAL GRADED WITH A UNIFORM SURFACE, THEN THE AREA MAY BE DORMANT SEEDED AT A RATE OF THREE TIMES HIGHER THAN SPECIFIED FOR PERMANENT SEED AND THEN MULCHED. DORMANT SEEDING MAY BE SELECTED TO BE PLACED PRIOR TO THE PLACEMENT OF MULCH AND FABRIC NETTING ANCHORED WITH STAPLES. IF DORMANT SEEDING IS USED FOR THE SITE, ALL DISTURBED AREAS SHALL RECEIVE 4" OF LOAM AND SEED AT AN APPLICATION RATE OF 5 LBS./1,000 S.F.

ALL AREAS SEEDED DURING THE WINTER SHALL BE INSPECTED IN THE SPRING FOR ADEQUATE CATCH. ALL AREAS INSUFFICIENTLY VEGETATED (LESS THAN 90% CATCH) SHALL BE REVEGETATED BY REPLACING LOAM, SEED AND MULCH. IF DORMANT SEEDING IS NOT USED FOR THE SITE, ALL DISTURBED AREAS SHALL BE REVEGETATED IN THE SPRING.

40. DEWATERING AND TEMPORARY STREAM DIVERSION
WATER FROM CONSTRUCTION TRENCH DEWATERING OR TEMPORARY STREAM DIVERSION SHALL PASS FIRST THROUGH A FILTER BAG OR SECONDARY CONTAINMENT STRUCTURE (E.G. HAY BALE LINED POOL) PRIOR TO DISCHARGE. THE DISCHARGE SITE SHALL BE SELECTED TO AVOID FLOODING, ICING AND SEDIMENT DISCHARGES TO A PROTECTED RESOURCE. IN NO CASE SHALL THE FILTER BAG OF CONTAINMENT STRUCTURE BE LOCATED WITHIN 75 FEET OF A PROTECTED NATURAL RESOURCE.

41. INSPECTION AND MONITORING
MAINTENANCE MEASURES SHALL BE APPLIED AS NEEDED DURING THE ENTIRE CONSTRUCTION SEASON. AFTER EACH RAINFALL, SNOW STORM OR PERIOD OF THAWING AND RUNOFF, THE SITE CONTRACTOR SHALL PERFORM A VISUAL INSPECTION OF ALL INSTALLED EROSION CONTROL MEASURES AND PERFORM REPAIRS AS NEEDED TO INSURE THEIR CONTINUOUS FUNCTION. FOLLOWING THE TEMPORARY AND/OR FINAL SEEDING AND MULCHING, THE CONTRACTOR SHALL IN THE SPRING INSPECT AND REPAIR ANY DAMAGES AND/OR UNESTABLISHED SPOTS. ESTABLISHED VEGETATIVE COVER MEANS A MINIMUM OF 85% TO 90% OF AREAS VEGETATED WITH VIGOROUS GROWTH.

STANDARDS FOR TIMELY STABILIZATION OF CONSTRUCTION SITES DURING WINTER

1. STANDARD FOR THE TIMELY STABILIZATION OF DISTURBED SLOPES. THE APPLICANT SHALL CONSTRUCT AND STABILIZE STONE–COVERED SLOPES BY NOVEMBER 15TH. THE APPLICANT SHALL SEED AND MULCH ALL SLOPES TO BE VEGETATED BY SEPTEMBER 1ST. THE DEPARTMENT SHALL CONSIDER ANY AREA HAVING A GRADE GREATER THAN 15% TO BE A SLOPE. IF THE APPLICANT FAILS TO STABILIZE ANY SLOPE TO BE VEGETATED BY SEPTEMBER 1ST, THEN THE APPLICANT SHALL TAKE ONE OF THE FOLLOWING ACTIONS TO STABILIZE THE SLOPE FOR LATE FALL AND WINTER.

   STABILIZE THE SOIL WITH TEMPORARY VEGETATION AND EROSION CONTROL MATS––BY OCTOBER 1ST, THE APPLICANT SHALL SEED THE DISTURBED SLOPE WITH WINTER RYE AT A SEEDING RATE OF 3 LBS./1,000 S.F. AND APPLY EROSION CONTROL MATS OVER THE MULCHED SLOPE. THE APPLICANT SHALL MONITOR GROWTH OF THE RYE OVER THE NEXT 30 DAYS. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR COVER AT LEAST 75% OF THE DISTURBED SLOPE BY NOVEMBER 1ST, THEN THE APPLICANT SHALL COVER THE SLOPE WITH A LAYER OF WOODWASTE COMPOST OR WITH STONE RIPRAP.

   STABILIZE THE SLOPE WITH SOD––THE APPLICANT SHALL STABILIZE THE DISTURBED SLOPE WITH PROPERLY INSTALLED SOD BY OCTOBER 1ST. PROPER INSTALLATION INCLUDES THE APPLICANT PINNING THE SOD ONTO THE SLOPE WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, AND WATERING THE SOD TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL. THE APPLICANT SHALL NOT USE LATE–SEASON SOD INSTALLATION TO STABILIZE SLOPES HAVING A GRADE GREATER THAN 33%.

   STABILIZE THE SLOPE WITH WOODWASTE COMPOST––THE APPLICANT SHALL PLACE A SIX–INCH LAYER OF WOODWASTE COMPOST ON THE SLOPE BY NOVEMBER 15TH. PRIOR TO PLACING THE WOODWASTE COMPOST, THE APPLICANT SHALL REMOVE ANY SNOW ACCUMULATION ON THE DISTURBED SLOPE. THE APPLICANT SHALL NOT USE WOODWASTE COMPOST TO STABILIZE SLOPES HAVING GRADES GREATER THAN 50% OR HAVING GROUNDWATER SEEPS ON THE SLOPE FACE.

   STABILIZE THE SLOPE WITH STONE RIPRAP––THE APPLICANT SHALL PLACE A LAYER OF STONE RIPRAP ON THE SLOPE BY NOVEMBER 1ST. THE APPLICANT SHALL HIRE A REGISTERED PROFESSIONAL ENGINEER TO DETERMINE THE STONE SIZE NEEDED FOR STABILITY AND TO DESIGN A FILTER LAYER FOR UNDERNEATH THE RIPRAP.

2. STANDARD FOR THE TIMELY STABILIZATION OF DISTURBED SOILS BY SEPTEMBER 15TH THE APPLICANT SHALL SEED AND MULCH ALL DISTURBED SOILS ON AREAS HAVING A SLOPE LESS THAN 15%. IF THE APPLICANT FAILS TO STABILIZE THESE SOILS BY THIS DATE, THEN THE APPLICANT SHALL TAKE ONE OF THE FOLLOWING ACTIONS TO STABILIZE THE SOIL FOR LATE FALL AND WINTER.

   STABILIZE THE SOIL WITH TEMPORARY VEGETATION––BY OCTOBER 1ST THE APPLICANT SHALL SEED THE DISTURBED SOIL WITH WINTER RYE AT A SEEDING RATE OF 3 LBS./ 1,00 S.F., LIGHTLY MULCH THE SEEDED SOIL WITH HAY OR STRAW AT 75 LBS./1,000 S.F., AND ANCHOR THE MULCH WITH PLASTIC NETTING. THE APPLICANT SHALL MONITOR GROWTH OF THE RYE OVER THE NEXT 30 DAYS. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR COVER AT LEAST 75% OF THE DISTURBED SOIL BEFORE NOVEMBER 15TH, THEN THE APPLICANT SHALL MULCH THE AREA FOR OVER–WINTER PROTECTION AS DESCRIBED ABOVE.

   STABILIZE THE SLOPE WITH SOD––THE APPLICANT SHALL STABILIZE THE DISTURBED SLOPE WITH PROPERLY INSTALLED SOD BY OCTOBER 1ST. PROPER INSTALLATION INCLUDES THE APPLICANT PINNING THE SOD ONTO THE SLOPE WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, AND WATERING THE SOD TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL. THE APPLICANT SHALL NOT USE LATE–SEASON SOD INSTALLATION TO STABILIZE SLOPES HAVING A GRADE GREATER THAN 33%.

   STABILIZE THE SLOPE WITH WOODWASTE COMPOST––THE APPLICANT SHALL PLACE A SIX–INCH LAYER OF WOODWASTE COMPOST ON THE SLOPE BY NOVEMBER 15TH. PRIOR TO PLACING THE WOODWASTE COMPOST, THE APPLICANT SHALL REMOVE ANY SNOW ACCUMULATION ON THE DISTURBED SLOPE. THE APPLICANT SHALL NOT USE WOODWASTE COMPOST TO STABILIZE SLOPES HAVING GRADES GREATER THAN 50% OR HAVING GROUNDWATER SEEPS ON THE SLOPE FACE.

   STABILIZE THE SLOPE WITH STONE RIPRAP––THE APPLICANT SHALL PLACE A LAYER OF STONE RIPRAP ON THE SLOPE BY NOVEMBER 1ST. THE APPLICANT SHALL HIRE A REGISTERED PROFESSIONAL ENGINEER TO DETERMINE THE STONE SIZE NEEDED FOR STABILITY AND TO DESIGN A FILTER LAYER FOR UNDERNEATH THE RIPRAP.

MAINTENANCE OF FACILITIES

THE STORM WATER FACILITIES WILL BE MAINTAINED BY THE APPLICANT. THE CONTRACT DOCUMENTS WILL REQUIRE THE CONTRACTOR TO DESIGNATE A PERSON RESPONSIBLE FOR MAINTENANCE OF THE SEDIMENTATION CONTROL FEATURES DURING CONSTRUCTION AS REQUIRED BY THE EROSION CONTROL REPORT AND/OR CONSTRUCTION PLANS. LONG–TERM OPERATION/MAINTENANCE RECOMMENDED FOR THE STORM WATER FACILITIES IS PRESENTED BELOW AND SHOULD BE RECERTIFIED EVERY FIVE YEARS.

THE RESPONSIBLE PARTY MAY CONTRACT WITH SUCH PROFESSIONALS, AS MAY BE NECESSARY IN ORDER TO COMPLY WITH THIS PROVISION AND MAY RELY ON THE ADVICE OF SUCH PROFESSIONALS IN CARRYING OUT ITS DUTY HERE UNDER, PROVIDED THAT THE FOLLOWING OPERATION AND MAINTENANCE PROCEDURES ARE HEREBY ESTABLISHED AS A MINIMUM FOR COMPLIANCE WITH THIS SECTION.

INSPECTION AND MAINTENANCE FREQUENCY AND CORRECTIVE MEASURES: THE FOLLOWING AREAS, FACILITIES AND MEASURES WILL BE INSPECTED AND THE IDENTIFIED DEFICIENCIES WILL BE CORRECTED. CLEAN–OUT MUST INCLUDE THE REMOVAL AND LEGAL DISPOSAL OF ANY ACCUMULATED SEDIMENTS AND DEBRIS.

CATCH BASINS:
INSPECT CATCH BASINS TWO TIMES PER YEAR (PREFERABLY IN SPRING AND FALL) TO ENSURE THAT THE CATCH BASINS ARE WORKING IN THEIR INTENDED FASHION AND THAT THEY ARE FREE OF DEBRIS. CLEAN STRUCTURES WHEN SEDIMENT DEPTHS REACH 12" FROM INVERT OF OUTLET. IF THE BASIN OUTLET IS DESIGNED WITH A HOOD TO TRAP FLOATABLE MATERIALS (I.E. SNOUT) CHECK TO ENSURE WATERTIGHT SEAL IS WORKING. AT A MINIMUM, REMOVE FLOATING DEBRIS AND HYDROCARBONS AT THE TIME OF THE INSPECTION.

VEGETATED AREAS:
INSPECT SLOPES AND EMBANKMENT EARLY IN THE GROWING SEASON TO IDENTIFY ACTIVE OR POTENTIAL PROBLEMS. REPLANT BARE AREAS OR AREAS WITH SPARSE GROWTH. WHERE EROSION IS EVIDENT, ARMOR THE AREA WITH AN APPROPRIATE LINING OR DIVERT THE EROSIVE FLOWS TO ON–SITE AREAS ABLE TO WITHSTAND THE CONCENTRATED FLOWS. THE FACILITIES WILL BE INSPECTED AFTER MAJOR STORMS AND ANY IDENTIFIED DEFICIENCIES WILL BE CORRECTED.

DITCHES, SWALES AND OTHER OPEN STORM WATER CHANNELS: INSPECT TWO TIMES PER YEAR (PREFERABLY IN SPRING AND FALL) TO ENSURE THEY ARE WORKING IN THEIR INTENDED FASHION AND THAT THEY ARE FREE OF SEDIMENT AND DEBRIS. REMOVE ANY OBSTRUCTIONS TO FLOW, INCLUDING ACCUMULATED SEDIMENTS, DEBRIS AND VEGETATED GROWTH. REPAIR ANY EROSION OF THE DITCH LINING.

VEGETATED DITCHES WILL BE MOWED AT LEAST ANNUALLY OR OTHERWISE MAINTAINED TO CONTROL THE GROWTH OF WOODY VEGETATION AND MAINTAIN FLOW CAPACITY. ANY WOODY VEGETATION GROWING THROUGH RIPRAP LININGS MUST ALSO BE REMOVED. REPAIR ANY SLUMPING SIDE SLOPES AS SOON AS PRACTICABLE. IF THE DITCH HAS A RIPRAP LINING, REPLACE RIPRAP ON AREAS WHERE ANY UNDERLYING FILTER FABRIC OR UNDERDRAIN GRAVEL IS SHOWING THROUGH THE STONE OR WHERE STONES HAVE DISLODGED. CORRECT ANY EROSION OF THE CHANNEL'S BOTTOM OR SIDESLOPES. THE FACILITIES SHOULD BE INSPECTED AFTER MAJOR STORMS AND ANY IDENTIFIED DEFICIENCIES WILL BE CORRECTED.

ROADWAYS AND PARKING SURFACES:
CLEAR ACCUMULATIONS OF WINTER SAND IN PARKING LOTS AND ALONG ROADWAYS AT LEAST ONCE A YEAR, PREFERABLY IN THE SPRING. ACCUMULATIONS ON PAVEMENT MAY BE REMOVED BY PAVEMENT SWEEPING. ACCUMULATIONS OF SAND ALONG ROAD SHOULDERS MAY BE REMOVED BY GRADING EXCESS SAND TO THE PAVEMENT EDGE AND REMOVING IT MANUALLY OR BY A FRONT–END LOADER.

CONSTRUCTION NOTES

SUBGRADE PREPARATION

1. SUBGRADE PREPARATION IN SHOULD BE IN ACCORDANCE WITH GEOTECHNICAL ENGINEER RECOMMENDATIONS FOUND IN THE GEOTECHNICAL REPORT BY HALEY AND ALDRICH, INC. DATED MAY 16, 2007.

2. EXCAVATE THE FULL THICKNESS OF FILL MATERIALS BELOW THE BUILDING FOOTPRINT (AND FOUNDATION BEARING ZONES) AND REPLACE WITH COMPACTED GRANULAR FILL. SUITABLE FOUNDATION SUBGRADES INCLUDE UNDISTURBED NATIVE SOILS OR COMPACTED GRANULAR FILL PLACED ABOVE UNDISTURBED NATIVE SOILS. IN GENERAL, REMOVAL OF UNSUITABLE SOILS FROM THE PROPOSED BUILDING FOOTPRINT AND FOUNDATION BEARING ZONES SHOULD BE ANTICIPATED TO DEPTHS OF APPROXIMATELY 1 TO 3 FEET. GREATER DEPTHS OF OVER–EXCAVATION MAY BE REQUIRED IN LOCALIZED AREAS TO COMPLETELY REMOVE UNSUITABLE SOILS FROM THESE AREAS. REMOVAL OF UNSUITABLE SOILS SHOULD BE OBSERVED BY THE PROJECT GEOTECHNICAL ENGINEER PRIOR TO BACKFILLING WITH COMPACTED STRUCTURAL FILL

3. ALL TOPSOIL, PAVEMENTS, DEBRIS, FROZEN SOILS, AND LOOSE OR DISTURBED SOILS SHOULD BE REMOVED FROM AREAS RECEIVING NEW CONSTRUCTION.

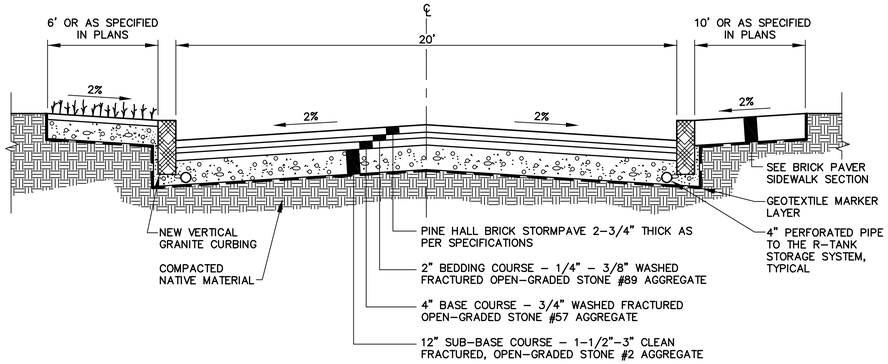
4. EXISTING FOUNDATIONS, SLABS, AND/OR UTILITIES ASSOCIATED WITH FORMER SITE BUILDINGS AND ANY PAST USES, IF ENCOUNTERED, SHOULD BE REMOVED FROM BELOW THE PROPOSED BUILDING FOOTPRINT. THESE MATERIALS SHOULD BE COMPLETELY REMOVED FROM FOUNDATION BEARING ZONES AND REPLACED WITH COMPACTED GRANULAR FILL.

5. UNDERGROUND STRUCTURES AND UNDERGROUND PIPING, LOCATED BENEATH THE PROPOSED PAVEMENTS OR LANDSCAPED AREAS SHOULD BE REMOVED TO AT LEAST 2 FEET BELOW PROPOSED FINISHED GRADE.

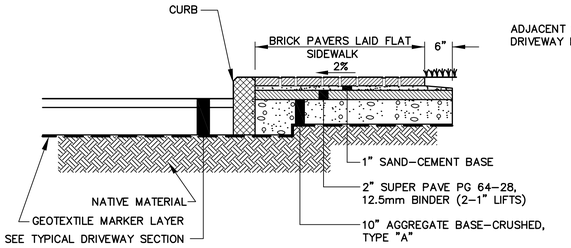
6. THE ENDS OF UNDERGROUND PIPES AND UTILITY CONDUITS TO BE ABANDONED IN–PLACE SHOULD BE CAPPED AND/OR FILLED WITH CONCRETE OR GROUTED.

7. ANY UNSTABLE AREAS IDENTIFIED SHOULD BE UNDERCUT AT LEAST 12 INCHES, OR TO COMPETENT SOIL, AND REPLACED WITH COMPACTED STRUCTURAL FILL, CRUSHED STONE, OR COMMON FILL. THE DEPTH OF UNDERCUTTING AND TYPE OF BACKFILL MATERIAL SHOULD BE SELECTED WITH CONSIDERATION OF PROPOSED USE (I.E., BUILDING OR PAVEMENT) AND SOIL AND WEATHER CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

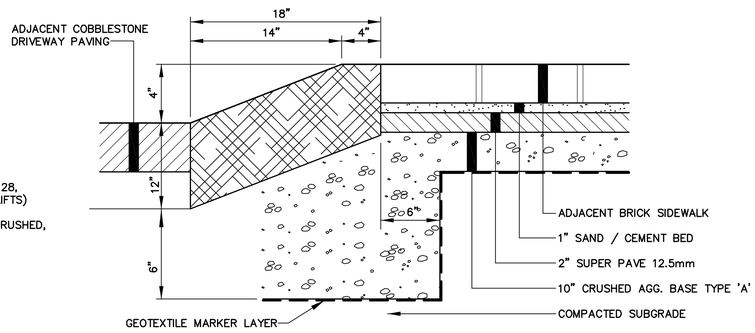
8. FINAL FOUNDATION AND FLOOR SLAB SUBGRADE PREPARATION SHOULD INCLUDE RE–COMPACTION OF BEARING SURFACES. CARE SHOULD BE TAKEN T



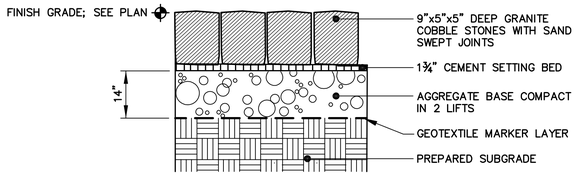
1 TYPICAL PERVIOUS PAVER DRIVEWAY SECTION
NOT TO SCALE



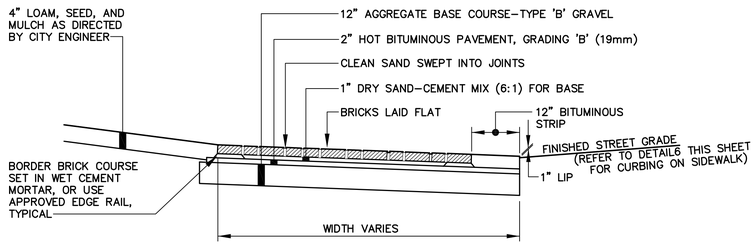
2 BRICK PAVER SIDEWALK SECTION (TYPICAL WITHIN SITE)
NOT TO SCALE



3 SLOPED GRANITE CURB DETAIL
NOT TO SCALE



4 GRANITE COBBLE STONE PAVING
NOT TO SCALE

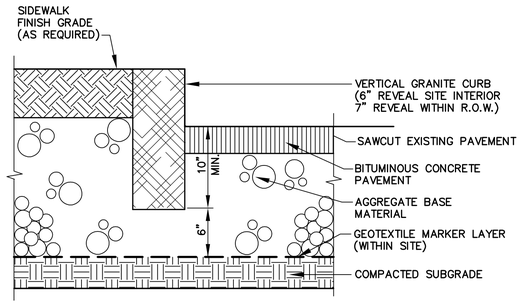


BRICKS TO BE USED:

NEW CONSTRUCTION:
4"x8" PINE HALL PATHWAY PAVER BRICK MANUFACTURED BY PINE HALL BRICK CO., MADISON, NORTH CAROLINA. LACHANCE ITEM # 193623, PINE HALL PATHWAY BRICK.

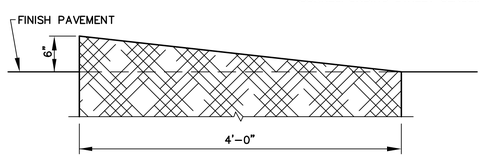
REPAIR/MAINTENANCE TO EXISTING BRICK SIDEWALKS:
VERMONT PAVER SUPPLIED BY GAGNE AND SONS. SPECIFICATION # VERMONT BACKER BRICK, ITEM # VBBB.

CITY OF PORTLAND BRICK SIDEWALK OR DRIVEWAY APRON WITH BITUMINOUS BASE (TYPICAL WITHIN CITY RIGHT-OF-WAY)
NOT TO SCALE

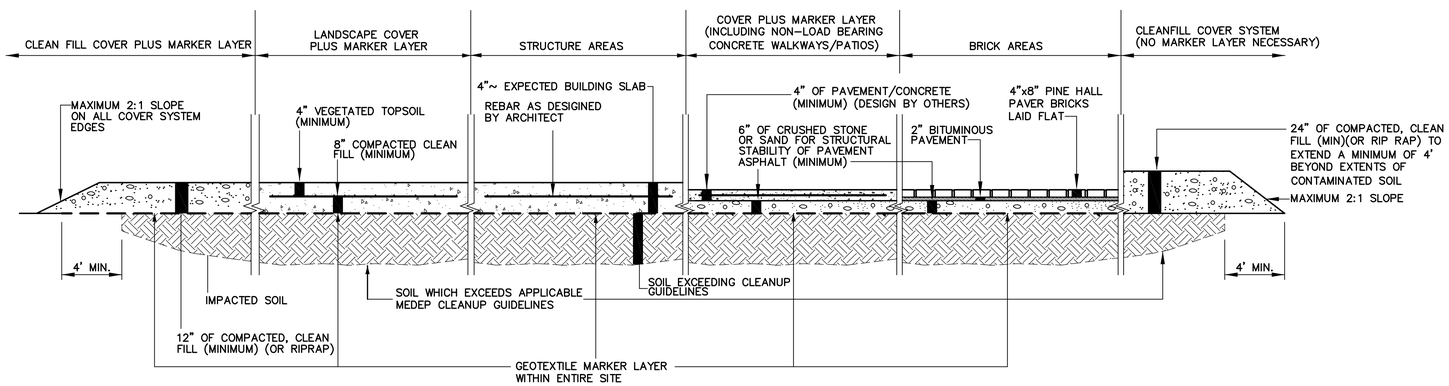


6 VERTICAL GRANITE CURBING
NOT TO SCALE

NOTE:
PAVEMENT DEPTH TO MATCH GREATER OF EXISTING PAVEMENT OR STANDARDS FOR CORRESPONDING STREET CLASSIFICATION

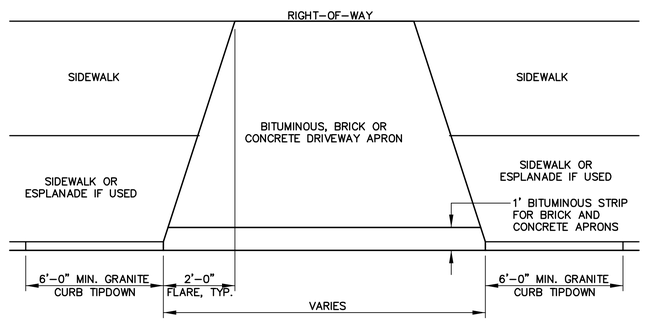


7 TYPICAL TIPDOWN CURB INSTALLATION
NOT TO SCALE



NOTE:
THE QUANTITIES IDENTIFIED ARE MINIMUM REQUIREMENTS FOR COVERING OF THE IDENTIFIED CONTAMINATED SOILS. ADDITIONAL SUB-BASE MATERIALS MAY BE REQUIRED IN AREAS PROPOSED FOR ASPHALT PAVING, BUILDINGS AND/OR CONCRETE SIDEWALKS/PATIOS, AS NECESSARY, TO MAINTAIN STRUCTURAL INTEGRITY OF THESE MATERIALS. THE SITE DESIGN ENGINEER IS REQUIRED TO MAKE THE DETERMINATION OF STRUCTURAL SUITABILITY.

8 SOIL COVER SYSTEM (WITHIN LIMITS OF SITE)
NOT TO SCALE



9 DRIVEWAY APRON LAYOUT
NOT TO SCALE

Site:
PROPOSED AC HOTEL
PORTLAND
FORE STREET /
HANCOCK STREET /
THAMES STREET
PORTLAND, MAINE

Prepared for:
PORTLAND NORWICH GROUP, LLC.
2330 PALM RIDGE ROAD #305
SANIBEL, FLORIDA 33957

STATE OF MAINE
STEPHEN J. BRADSTREET #5740
LICENSED PROFESSIONAL ENGINEER

CIVIL ENGINEER:
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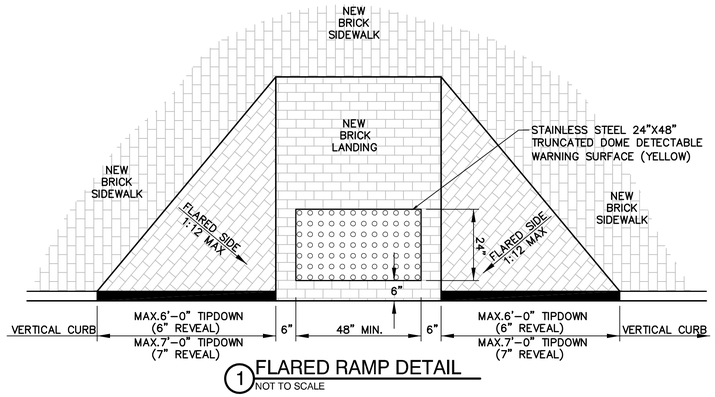
CONSTRUCTION DETAILS

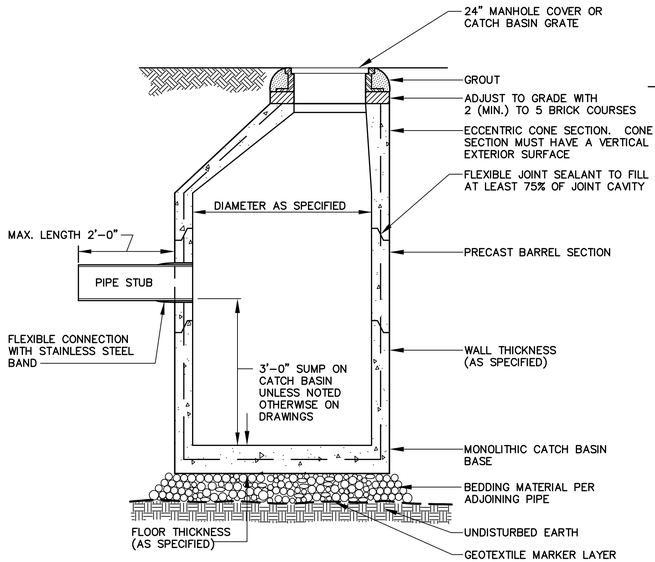
No.	Revision/Issue	Date
E	APPROVED CITY PLAN	02/15/17
D	RESPONSE TO COMMENTS	05/10/16
C	FINAL SUBMISSION	03/15/16
B	PRELIMINARY SUBMISSION	09/29/15
A	CLIENT REVIEW	09/15/15

Design by: MPM	Checked by: SJB
Drawn by: JAR	Approved by: SJB
Project: 150.06094	Date: AUGUST 2015

Sheet No:
C2.1
Sheet 8 of 17

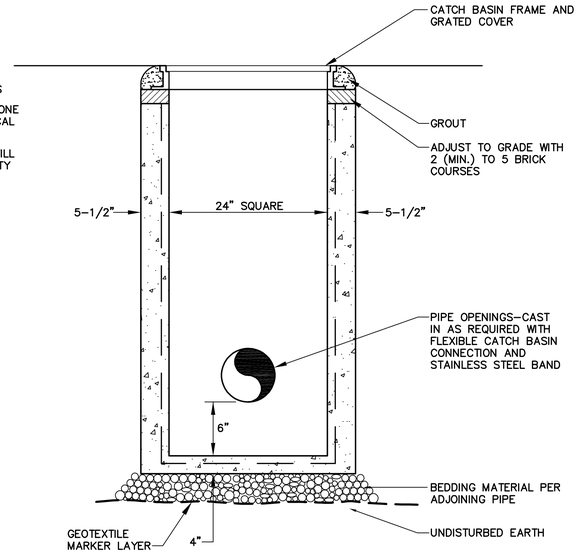


1 FLARED RAMP DETAIL
NOT TO SCALE

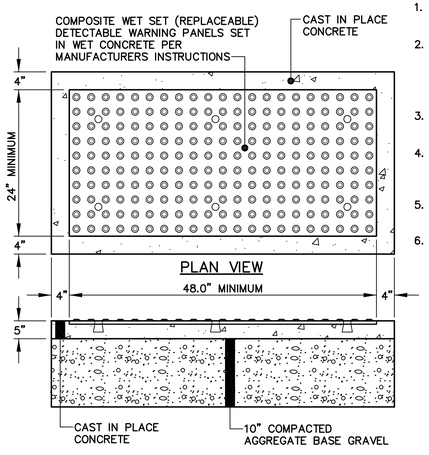


I.D.	WALL WIDTH	FLOOR THICKNESS
4'-0"	5"	6"
5'-0"	6"	6"
6'-0"	7"	6"
8'-0"	8"	8"
10'-0"	10"	9"

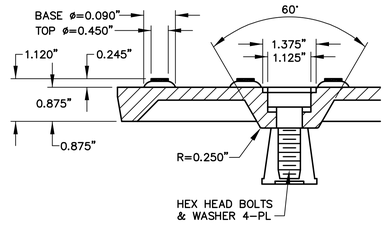
2 PRECAST CONCRETE MANHOLE
NOT TO SCALE



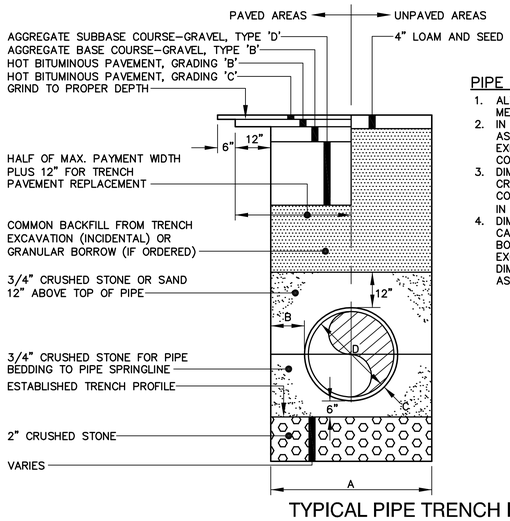
3 PRECAST CONCRETE CATCH BASIN-TYPE "F"
NOT TO SCALE



NOTES:
1. COMPOSITE WET SAND (REPLACEABLE) DETECTABLE WARNING PANELS SHALL BE AS MANUFACTURED BY ADA SOLUTIONS, INC. (WWW.ADATILE.COM), OR APPROVED EQUAL.
2. CAST IN PLACE CONCRETE SHALL MEET SPECIFICATIONS FOR MAINE D.O.T. CLASS A STRUCTURAL CONCRETE, MINIMUM COMPRESSIVE STRENGTH 4,000 PSI. THE CONCRETE SHALL BE SEALED PRIOR TO SETTING PANELS. THE EXPOSED CONCRETE BORDER SHALL RECEIVE A GROOVED EDGE BETWEEN THE PANEL AND CONCRETE, ALONG WITH A UNIFORM BROOM FINISH PERPENDICULAR TO THE FLOW OF PEDESTRIAN TRAFFIC.
3. 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.
4. FOR ALL DETECTABLE WARNING PANELS (EXCEPT AS SPECIFIED IN FIGURE I-7A AND TECHNICAL MANUAL SECTION 1.8.4), FEDERAL YELLOW COLORED (#33538) PANELS SHALL BE USED. FOLLOW MANUFACTURER'S INSTRUCTIONS FOR INSTALLATION.
5. SIZE: THE DETECTABLE WARNING PANEL(S) 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.
6. 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.



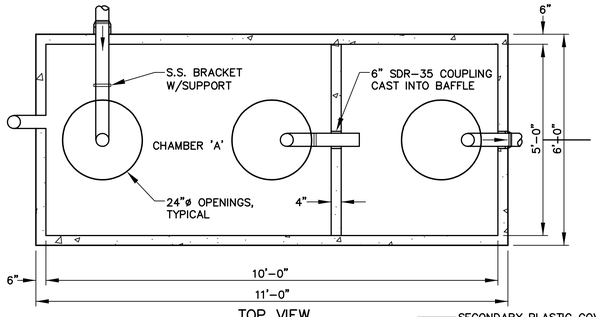
4 SIDEWALK RAMP DETECTABLE WARNING PANEL
NOT TO SCALE

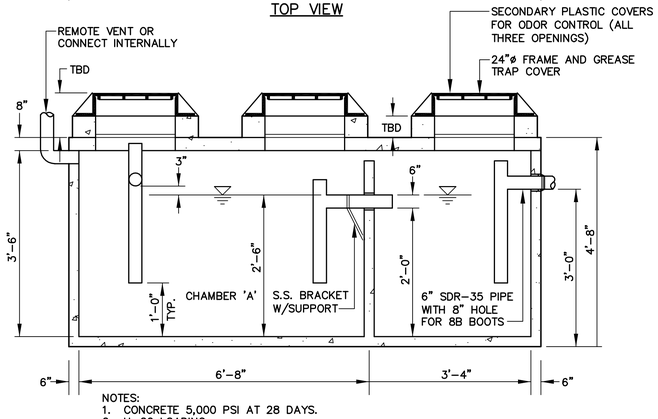


PIPE INSTALLATION NOTES
1. ALTERNATE CONSTRUCTION METHODS OR PAYMENT METHODS SHALL BE APPROVED BY THE CITY.
2. IN PAVED AREAS, DEPTHS OF GRAVEL AND HOT MIX ASPHALT PAVEMENT SHALL MATCH THE GREATER OF EXISTING CONDITIONS OR THE REQUIREMENTS FOR THE CORRESPONDING STREET CLASSIFICATION.
3. DIMENSION B SHALL 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".
4. 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	4.0
12	5.0
15	5.0
18	5.0
21	5.0
24	6.0
27	6.0
30	6.0
36	6.0
42	7.0
48	7.0

5 TYPICAL PIPE TRENCH INSTALLATION (WITHIN CITY RIGHT-OF-WAY)
NOT TO SCALE





NOTES:
1. CONCRETE 5,000 PSI AT 28 DAYS.
2. H-20 LOADING.
3. JOINTS SEALED WITH BUTYL RUBBER JOINT SEALANT (ASSHTO M-19).
4. ALL TEES/BAFFLES PROVIDED BY PRECAST.

THIS STRUCTURE MUST DISCHARGE TO A CITY OF PORTLAND STANDARD MANHOLE WITH CHANNEL (CONTROL/SAMPLING MANHOLE.

FORMULA FOR SIZING THE TRAP: CHAMBER 'A' (2/3 OF TANK VOLUME) MUST BE EQUIVALENT TO THE AVERAGE DAILY PROCESS FLOW FROM THE FACILITY WITH NO SANITARY OR OTHER EXTRANEOUS WASTES FLOWING THROUGH IT.

6 EXTERNAL GREASE TRAP DESIGN
NOT TO SCALE

Site:

PROPOSED AC HOTEL PORTLAND

FORE STREET / HANCOCK STREET / THAMES STREET
PORTLAND, MAINE

Prepared for:

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SANIBEL, FLORIDA 33957

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CONSTRUCTION DETAILS

No.	Revision/Issue	Date
E	APPROVED CITY PLAN	02/15/17
D	RESPONSE TO COMMENTS	05/10/16
C	FINAL SUBMISSION	03/15/16
B	PRELIMINARY SUBMISSION	09/29/15
A	CLIENT REVIEW	09/15/15

Design by: MPM	Checked by: SJB
Drawn by: JAR	Approved by: SJB
Project: 150.06094	Date: AUGUST 2015

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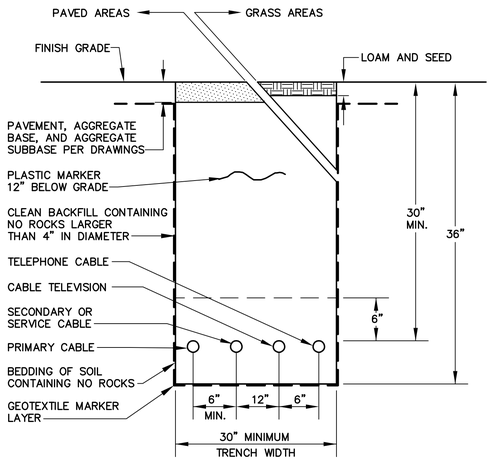
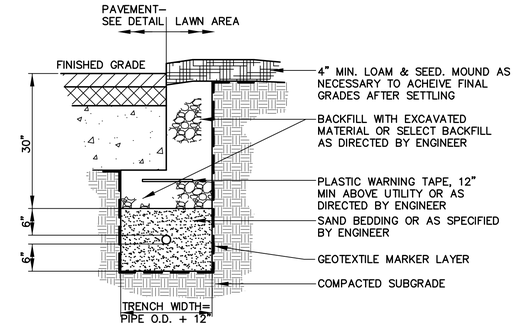
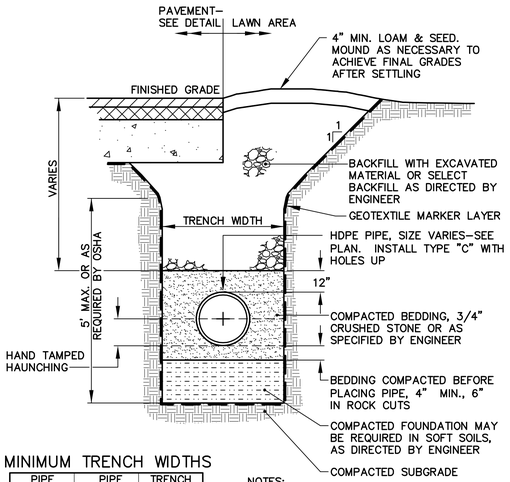


1 UNDERGROUND UTILITY TRENCH DETAIL (WITHIN SITE)
NOT TO SCALE



NOTES:
1. ALL WORK TO COMPLY WITH UTILTY COMPANY STANDARDS.
2. CONTRACTOR TO PROVIDE ¼" POLYPROPYLENE PULL ROPES IN ALL CONDUITS.

2 GAS OR ELECTRIC UTILITY TRENCH SECTION
NOT TO SCALE

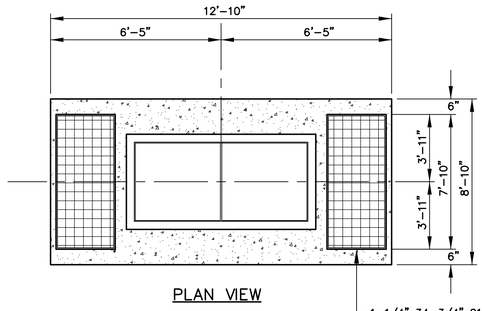


MINIMUM TRENCH WIDTHS

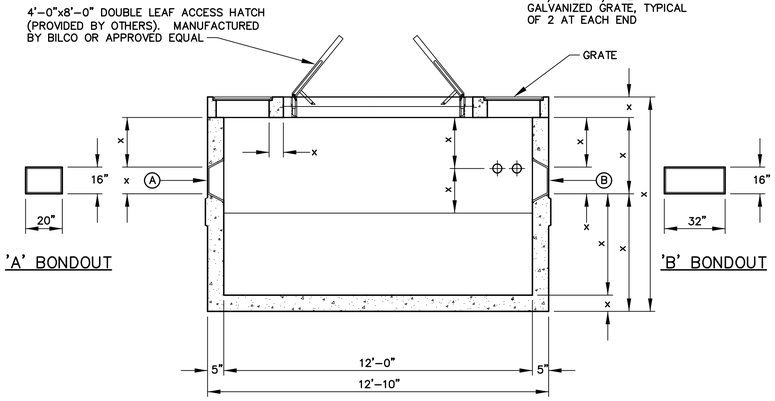
PIPE DIA.	PIPE O.D.	TRENCH WIDTH
12"	14.45"	31"
15"	17.65"	34"
18"	21.10"	39"
24"	28.30"	48"
30"	36.10"	66"
36"	42.25"	78"
42"	47.00"	83"
48"	53.00"	89"
60"	66.30"	102"

NOTES:
1. WHERE TRENCHES PENETRATE DETENTION BASIN EMBANKMENTS OR OTHER SUCH SPECIAL SECTIONS, BACKFILL SHALL CONFORM TO THE THEIR REQUIREMENTS.
2. INSTALL WATER STOPS EVERY 100' OR AS NECESSARY TO PREVENT FINES FROM MIGRATING.
3. TRENCH WIDTH SHALL BE WIDE ENOUGH TO ACCOMMODATE COMPACTION EQUIPMENT.

3 STORM/SANITARY PIPE TRENCH
NOT TO SCALE



PLAN VIEW



'A' BONDOUT 'B' BONDOUT

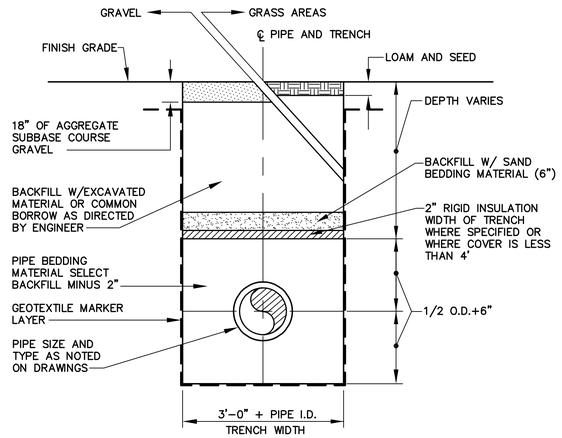
SECTION VIEW

NOTES:
1. CONCRETE: 5,000 PSI AFTER 28 DAYS.
2. JOINTS TO BE SEALED WITH CONSEAL CS102 JOINT SEALANT.
3. KNOCKOUTS EXTEND 6" INTO THE WALL WITH SIDES SLOPED @ 45° FORMING A BELL TYPE OPENING. KNOCKOUTS SHOULD BE CLEAR OF ANY REINFORCING.
4. REINFORCING: DESIGNED FOR H–20 LOADING.
5. HATCH AND GALVANIZED GRATING PROVIDED BY OTHERS.
6. VAULT SHALL BE DESIGNED TO WITHSTAND H–20 WHEEL LOADING WITH 6 INCHES OF OVERBURDEN. THE DESIGN SHALL ALSO COMPLY WITH THE STRENGTH REQUIREMENTS OF NATIONAL ELECTRICAL SAFETY CODE SECTION 323A. PROVIDE SHOP DRAWINGS STAMPED BY A STATE OF MAINE REGISTERED PROFESSIONAL ENGINEER UPON REQUEST.
7. JOINTS SEALED WITH ASPHALT.
8. MOUNTINGS FOR CABLE HOOKS, ETC. CAST IN WALL BY FURTHER PLANE OR FIELD LOCATED.
9. MANHOLE SHALL BE SET ON A SUITABLE GRAVEL BASE.
10. CABLES ARE TO BE RACKED ALONG ONE WALL ONLY.

CASTING WEIGHTS:
BASE: 16,850 LBS.
BARREL: 8,980 LBS.
COVER: 6,750 LBS.

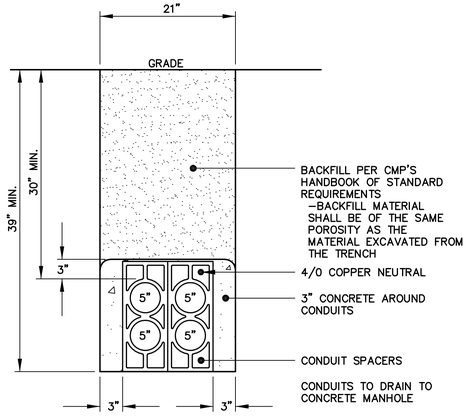
WEIGHTS SHOWN DO NOT INCLUDE LIFTING GEAR.

5 8' x 12' SIDEWALK VAULT
NOT TO SCALE

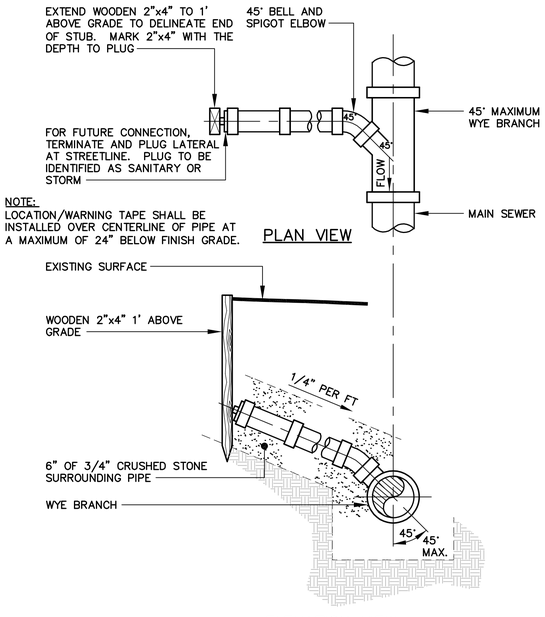


1. SAND BACKFILL AND RIGID INSULATION AS REQUIRED.

4 WATER TRENCH SECTION
NOT TO SCALE



6 CONCRETE ENCASED DUCT
NOT TO SCALE



ELEVATION VIEW

7 TYPICAL HOUSE LATERAL TEE/WYE CONNECTION
NOT TO SCALE

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CONSTRUCTION DETAILS

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D	APPROVED CITY PLAN	02/15/17
C	FINAL SUBMISSION	03/15/16
B	PRELIMINARY SUBMISSION	09/29/15
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Design by: MPM
Checked by: SJB
Drawn by: JAR
Approved by: SJB
Project: 150.06094
Date: AUGUST 2015

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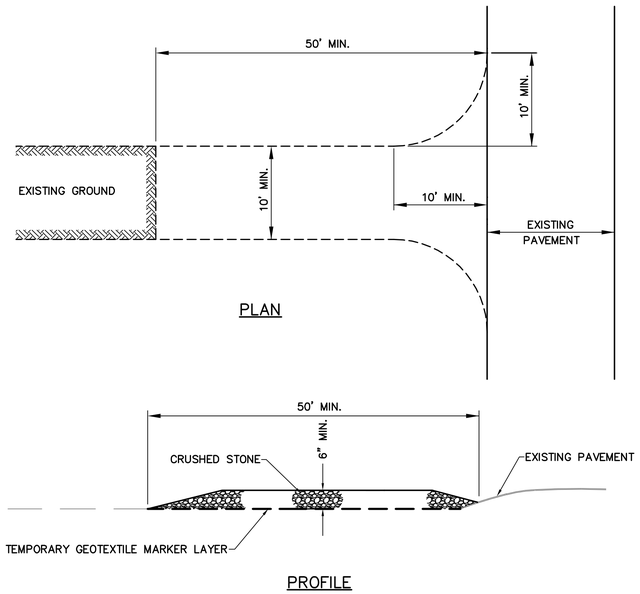
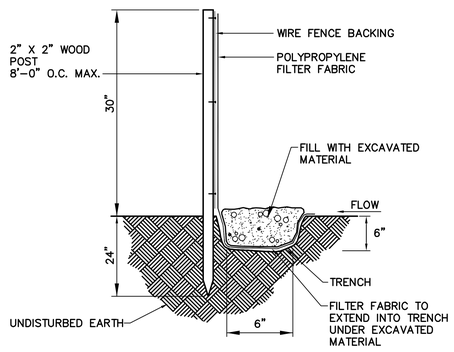
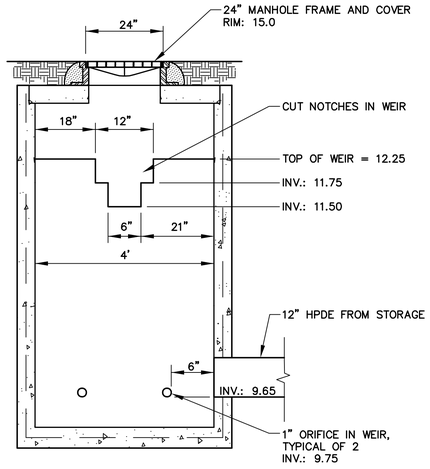


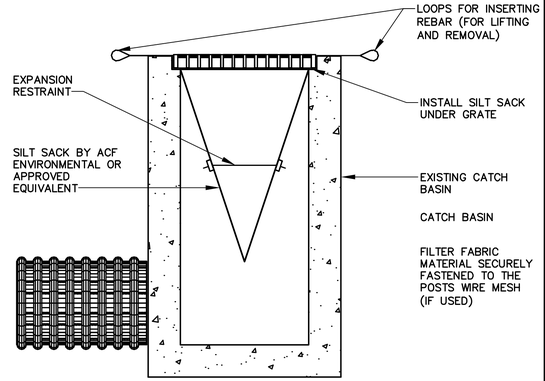
1 STABILIZED CONSTRUCTION ENTRANCE
NOT TO SCALE



2 EROSION CONTROL FENCE DETAIL
NOT TO SCALE

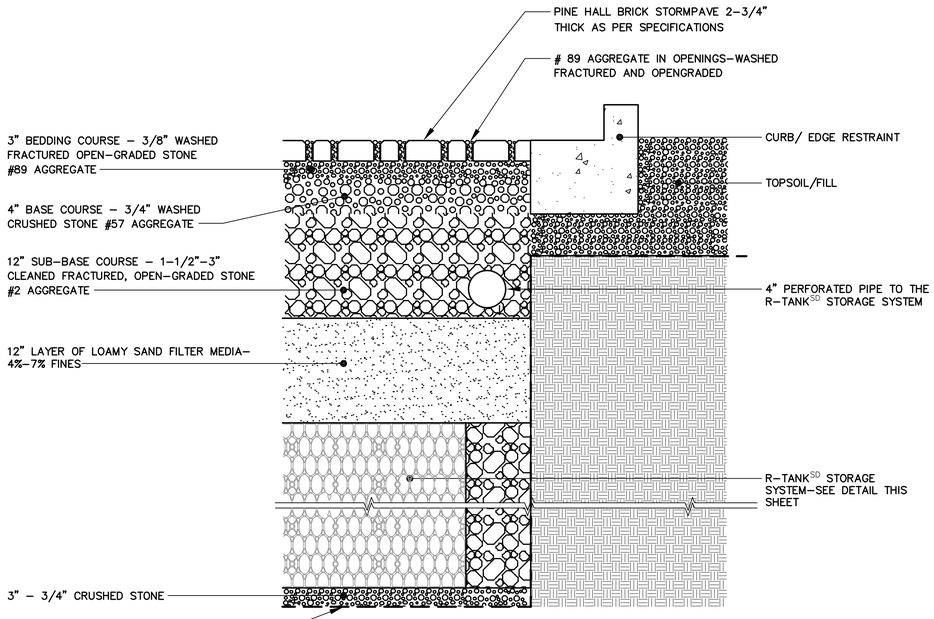


3 OUTLET CONTROL STRUCTURE
NOT TO SCALE



NOTES:
1. INSTALL SILTSACK PER MANUFACTURER'S RECOMMENDATIONS.
2. SILTSACKS SHALL BE CHECKED FOR SEDIMENT LEVEL AND OVERALL CONDITION IMMEDIATELY AFTER EVERY RAIN EVENT AND AT LEAST EVERY DAY DURING PROLONGED RAINFALL..
3. SEDIMENT SHALL BE REMOVED WHEN THE SEDIMENT HAS ACCUMULATED TO 1/2 THE DESIGN DEPTH OF THE SILTSACK. REMOVED SEDIMENT SHALL BE DEPOSITED IN A SUITABLE AREA AND IN SUCH A MANNER THAT WILL NOT ERODE.
4. SEDIMENT SHALL ONLY BE REMOVED BY REMOVING THE SILTSACKS FROM THE CATCH BASINS ACCORDING TO MANUFACTURER RECOMMENDATIONS.
6. CARE SHALL BE TAKEN TO AVOID SPILLING SEDIMENT WHILE REMOVING THE SILTSACK.
7. ANY DAMAGED SILTSACK SHALL BE REPLACED WITH A NEW SILTSACK.

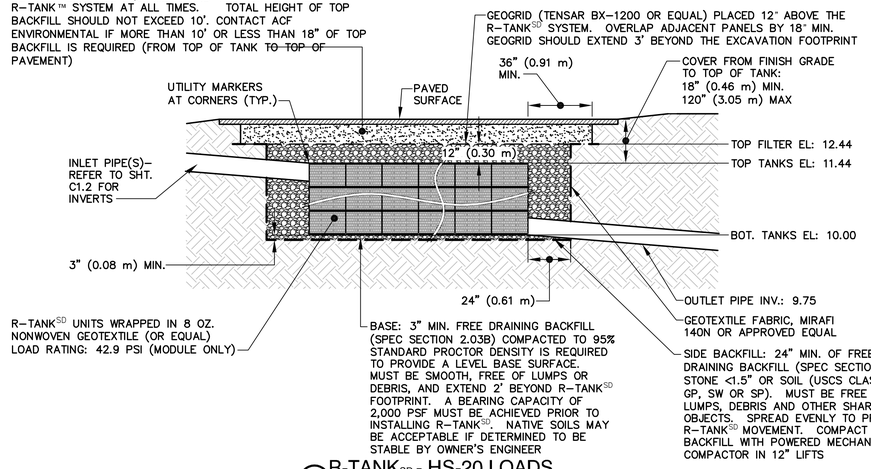
4 INLET PROTECTION - SILT SACK
NOT TO SCALE



5 PERVIOUS PAVER ABOVE R-TANK^{SD} (TYPICAL)
NOT TO SCALE

TOTAL COVER: 18" MINIMUM AND 120" MAXIMUM. FIRST 12" MUST BE FREE DRAINING BACKFILL (SPEC SECTION 2.03B): STONE <1.5" OR SOIL (USCS CLASS GW, GP, SW OR SP). ADDITIONAL FILL MAY BE STRUCTURAL FILL (SPEC SECTION 2.03C): STONE OR SOIL (USCS CLASS SM, SP, SW, GM, GP OR GW) WITH MAX CLAY CONTENT<10%, MAX 25% PASSING NO. 200 SIEVE, AND MAX PLASTICITY INDEX OF 4. A MIN. 12" COVER MUST BE MAINTAINED BETWEEN BACKFILL EQUIPMENT AND THE TOP OF THE R-TANK™ SYSTEM AT ALL TIMES. TOTAL HEIGHT OF TOP BACKFILL SHOULD NOT EXCEED 10'. CONTACT ACF ENVIRONMENTAL IF MORE THAN 10' OR LESS THAN 18" OF TOP BACKFILL IS REQUIRED (FROM TOP OF TANK TO TOP OF PAVEMENT)

NOTES:
- FOR COMPLETE MODULE DATA, SEE APPROPRIATE R-TANK^{SD} MODULE SHEET
- INSTALLATIONS PER THIS DETAIL MEET GUIDELINES OF H20 LOADING PER THE 1983, 13TH EDITION OF THE AMERICAN ASSOCIATION OF STATE, HIGHWAY AND TRAFFIC OFFICIALS (AASHTO) STANDARD SPECIFICATIONS
- PRE-TREATMENT STRUCTURES NOT SHOWN



6 R-TANK$_{SD}$ - HS-20 LOADS
NOT TO SCALE

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Design by: MPM | Checked by: SJB
Drawn by: JAR | Approved by: SJB
Project: 150.06094 | Date: AUGUST 2015

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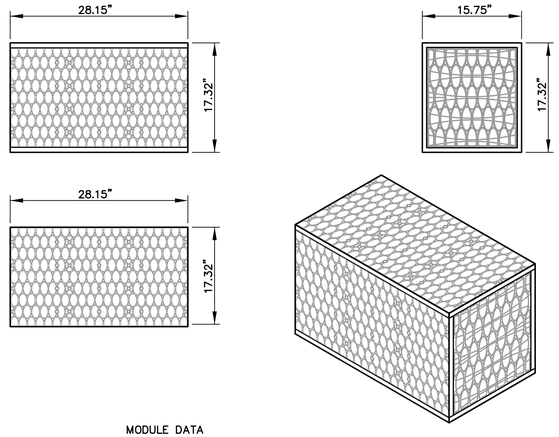
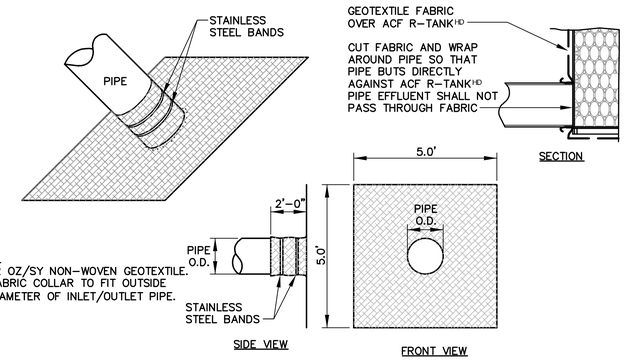


MODULE DATA

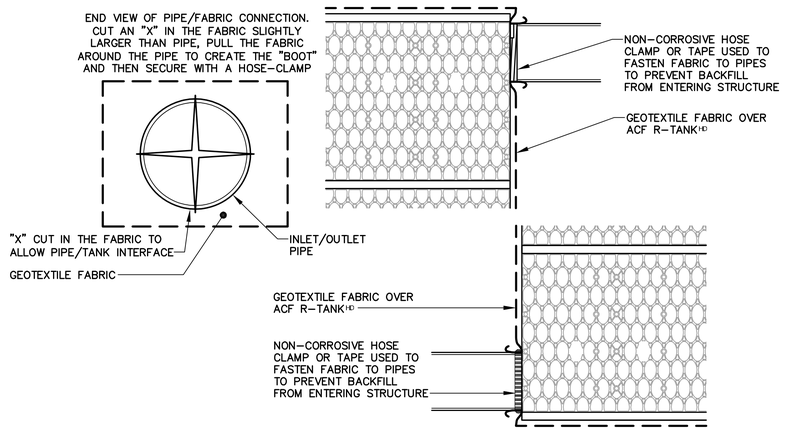
GEOMETRY:	LENGTH = 28.15 IN. (715 MM) WIDTH = 15.75 IN. (400 MM) HEIGHT = 17.32 IN. (440 MM) STORAGE VOLUME = 4.22 CF (119 L) VOID INTERNAL VOLUME: 95% VOID SURFACE AREA: 90%	LOAD RATING: MATERIAL:	40 PSI, (MODULE ONLY) HS25, (WITH ACF COVER SYSTEM) 85% RECYCLED POLYPROPYLENE

1 R-TANK$_{HD}$ - SINGLE MODULE DETAIL
NOT TO SCALE



NOTES:
1. 12 OZ/SY NON-WOVEN GEOTEXTILE.
2. FABRIC COLLAR TO FIT OUTSIDE DIAMETER OF INLET/OUTLET PIPE.

2 FABRIC PIPE BOOT FOR R-TANK$_{HD}$
NOT TO SCALE



3 R-TANK$_{HD}$ TYPICAL TANK INLET/OUTLET
NOT TO SCALE

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Design by: MPM	Checked by: SJB
Drawn by: JAR	Approved by: SJB
Project: 150.06094	Date: AUGUST 2015

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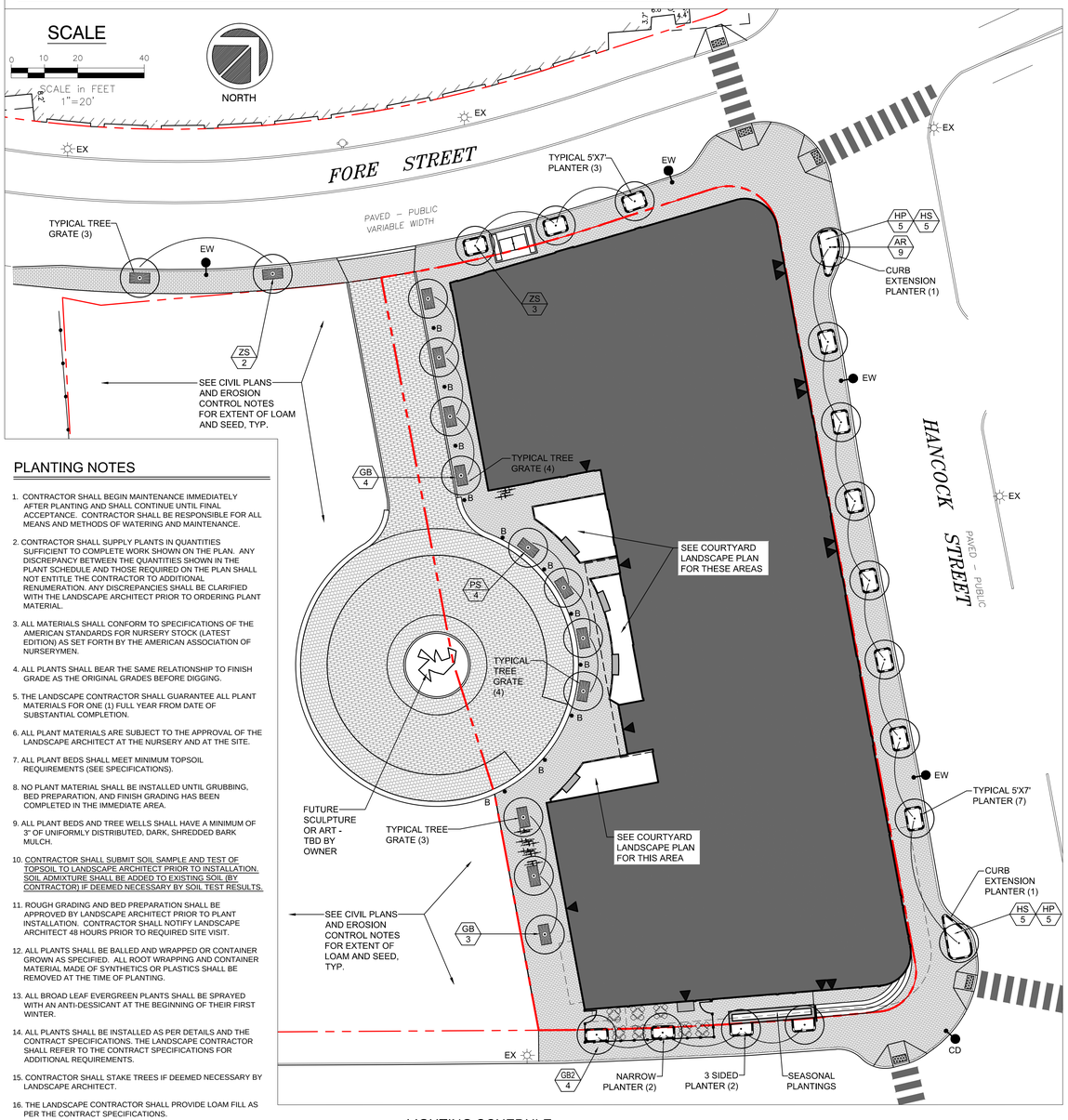
PLANT SCHEDULE

QTY.	SYM.	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
		TREES			
9	AR	ACER RUBRUM 'KARPICK'	RED MAPLE	3" CAL.	B&B / HEAVY
1	AK	ABIES KOREANA	KOREAN FIR	7' HT.	B&B / HEAVY
7	GB	GINKGO BILOBA 'PRINCETON SENTRY'	GINKGO	3" CAL.	B&B / HEAVY
4	GB2	GINKGO BILOBA 'PRINCETON SENTRY'	GINKGO	2" CAL.	B&B / HEAVY
4	PS	PRUNUS SARGENTII 'PINK FLAIR'	CHERRY	3" CAL.	B&B / HEAVY
5	ZS	ZELKOVA SERRATA 'GREEN VASE'	ZELKOVA	3" CAL.	B&B / HEAVY
		SHRUBS / GROUNDCOVERS			
10	HP	HEMEROCALLIS 'PURPLE D'ORO'	DAYLILY	#2 CONT.	
10	HS	HEMEROCALLIS 'STEPHANIE RETURNS'	DAYLILY	#2 CONT.	
25	MD	MICROBIOTA DECUSSATA	SIBERIAN CARPET CYPRESS	#7 CONT.	
9	RB	RHODODENDRON BOULE-DE-NEIGE	RHODODENDRON	3-3.5' HT.	B&B / HEAVY
50	SS	SCHIZACHYRIUM SCOPARIUM 'PRARIE BLUES'	LITTLE BLUESTEM	#3 CONT.	



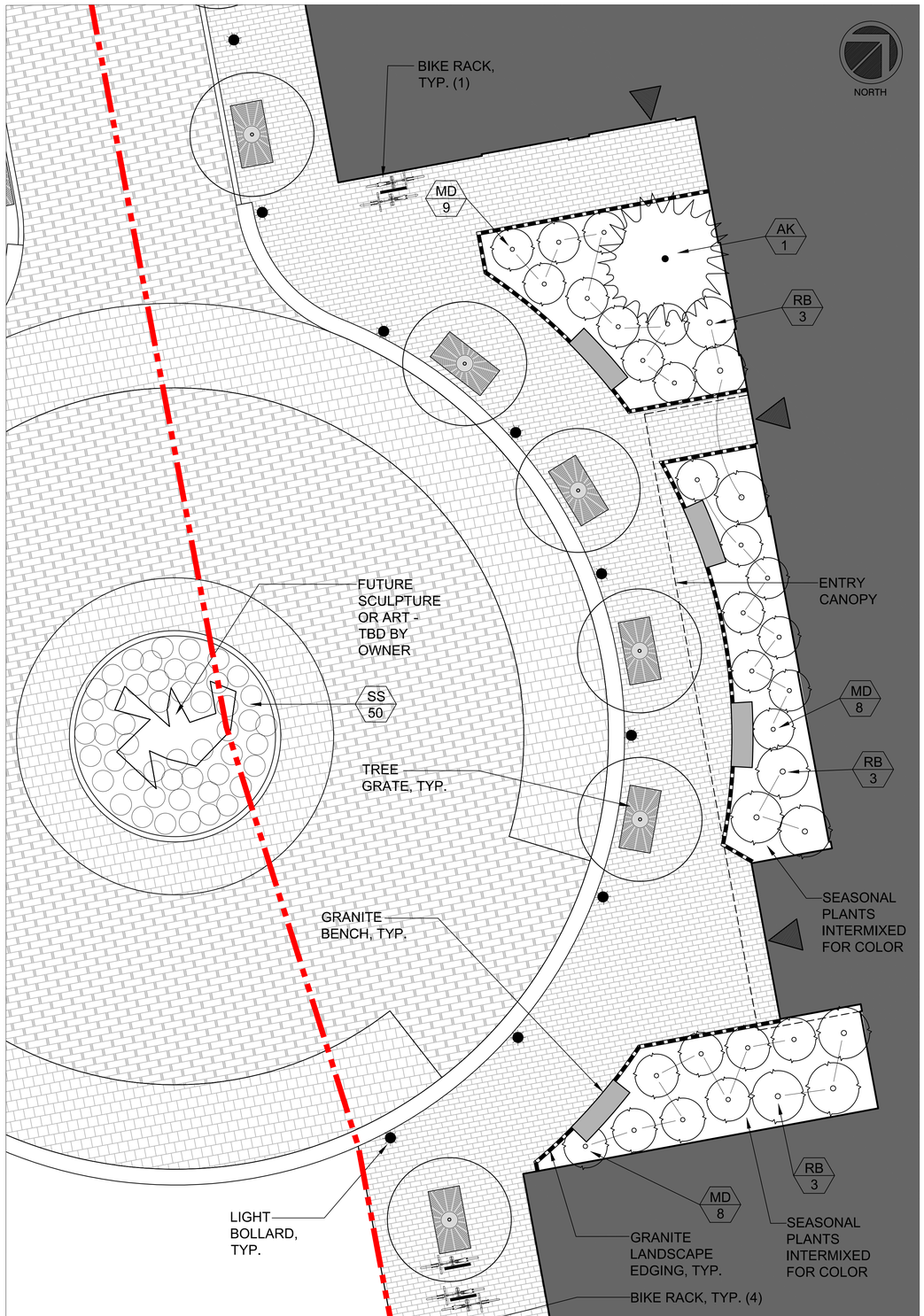
PLANTING NOTES

1. CONTRACTOR SHALL BEGIN MAINTENANCE IMMEDIATELY AFTER PLANTING AND SHALL CONTINUE UNTIL FINAL ACCEPTANCE. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL MEANS AND METHODS OF WATERING AND MAINTENANCE.
2. CONTRACTOR SHALL SUPPLY PLANTS IN QUANTITIES SUFFICIENT TO COMPLETE WORK SHOWN ON THE PLAN. ANY DISCREPANCY BETWEEN THE QUANTITIES SHOWN IN THE PLANT SCHEDULE AND THOSE REQUIRED ON THE PLAN SHALL NOT ENTITLE THE CONTRACTOR TO ADDITIONAL RENUMERATION. ANY DISCREPANCIES SHALL BE CLARIFIED WITH THE LANDSCAPE ARCHITECT PRIOR TO ORDERING PLANT MATERIAL.
3. ALL MATERIALS SHALL CONFORM TO SPECIFICATIONS OF THE AMERICAN STANDARDS FOR NURSERY STOCK (LATEST EDITION) AS SET FORTH BY THE AMERICAN ASSOCIATION OF NURSERYMEN.
4. ALL PLANTS SHALL BEAR THE SAME RELATIONSHIP TO FINISH GRADE AS THE ORIGINAL GRADES BEFORE DIGGING.
5. THE LANDSCAPE CONTRACTOR SHALL GUARANTEE ALL PLANT MATERIALS FOR ONE (1) FULL YEAR FROM DATE OF SUBSTANTIAL COMPLETION.
6. ALL PLANT MATERIALS ARE SUBJECT TO THE APPROVAL OF THE LANDSCAPE ARCHITECT AT THE NURSERY AND AT THE SITE.
7. ALL PLANT BEDS SHALL MEET MINIMUM TOPSOIL REQUIREMENTS (SEE SPECIFICATIONS).
8. NO PLANT MATERIAL SHALL BE INSTALLED UNTIL GRUBBING, BED PREPARATION, AND FINISH GRADING HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
9. ALL PLANT BEDS AND TREE WELLS SHALL HAVE A MINIMUM OF 3" OF UNIFORMLY DISTRIBUTED, DARK, SHREDDED BARK MULCH.
10. CONTRACTOR SHALL SUBMIT SOIL SAMPLE AND TEST OF TOPSOIL TO LANDSCAPE ARCHITECT PRIOR TO INSTALLATION. SOIL ADMIXTURE SHALL BE ADDED TO EXISTING SOIL (BY CONTRACTOR) IF DEEMED NECESSARY BY SOIL TEST RESULTS.
11. ROUGH GRADING AND BED PREPARATION SHALL BE APPROVED BY LANDSCAPE ARCHITECT PRIOR TO PLANT INSTALLATION. CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT 48 HOURS PRIOR TO REQUIRED SITE VISIT.
12. ALL PLANTS SHALL BE BALLED AND WRAPPED OR CONTAINER GROWN AS SPECIFIED. ALL ROOT WRAPPING AND CONTAINER MATERIAL MADE OF SYNTHETICS OR PLASTICS SHALL BE REMOVED AT THE TIME OF PLANTING.
13. ALL BROAD LEAF EVERGREEN PLANTS SHALL BE SPRAYED WITH AN ANTI-DESSICANT AT THE BEGINNING OF THEIR FIRST WINTER.
14. ALL PLANTS SHALL BE INSTALLED AS PER DETAILS AND THE CONTRACT SPECIFICATIONS. THE LANDSCAPE CONTRACTOR SHALL REFER TO THE CONTRACT SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.
15. CONTRACTOR SHALL STAKE TREES IF DEEMED NECESSARY BY LANDSCAPE ARCHITECT.
16. THE LANDSCAPE CONTRACTOR SHALL PROVIDE LOAM FILL AS PER THE CONTRACT SPECIFICATIONS.
17. ALL PLANTS SHALL BE WATERED BY THE CONTRACTOR, AS NECESSARY TO INSURE HEALTH UNTIL FINAL ACCEPTANCE.
18. THE LANDSCAPE CONTRACTOR SHALL REFER TO THE PLANT LIST AND PLANTING SPECIFICATIONS FOR SEASONAL REQUIREMENTS AND OTHER RESTRICTIONS RELATED TO THE TIME AND SEASON OF PLANTING.

LIGHTING SCHEDULE

QTY.	SYM.	FIXTURE MODEL + MAKE	LAMP	FIXTURE HT.	POLE
4	EW	EASTERN WATERFRONT DISTRICT (BLACK) - HOLOPHANE	175 WATT METAL HALIDE	19'-3"	ROUND TAPERED STEEL
1	CD	COMMERCIAL STREET DISTRICT (DK. GREEN) - HOLOPHANE	250 WATT METAL HALIDE	18'-4"	ROUND TAPERED STEEL
11	B	LIGHT COLUMN BOLLARD (STAINLESS STEEL) - FORMS+SURFACES	17 WATT LED	50" TOTAL HT.	6" DIAMETER

1 STREET TREE + LIGHTING PLAN



2 COURTYARD LANDSCAPE PLAN

Site:

PROPOSED AC HOTEL PORTLAND

THAMES STREET
PORTLAND, MAINE

Prepared for:

PORTLAND NORWICH GROUP, LLC
2330 PALM RIDGE ROAD
#305
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LANDSCAPE AND LIGHTING PLAN

No.	Revision/Issue	Date
F	APPROVED CITY PLANS	02/15/17
E	STAFF REVIEW	12/6/16
D	STAFF REVIEW COMMENTS	05/18/16
C	STAFF REVIEW COMMENTS	05/10/16
B	FINAL SITE PLAN REVIEW	03/15/16
A	PRELIMINARY REVIEW	09/29/15

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Checked by: PC
Drawn by: MAP
Approved by: PC
Project: 150.06094
Date: FEBRUARY 2016

Sheet No:

L1.0

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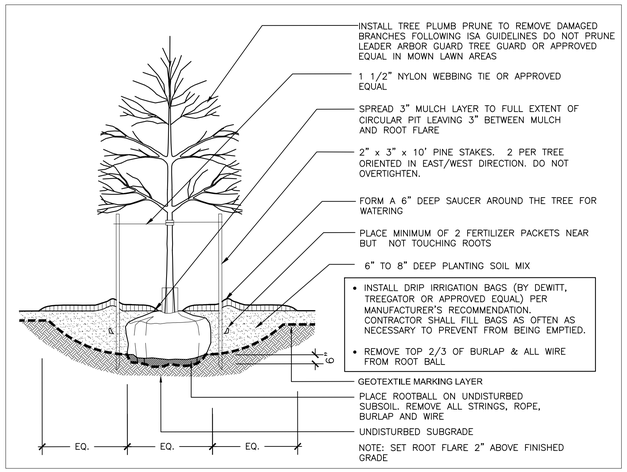
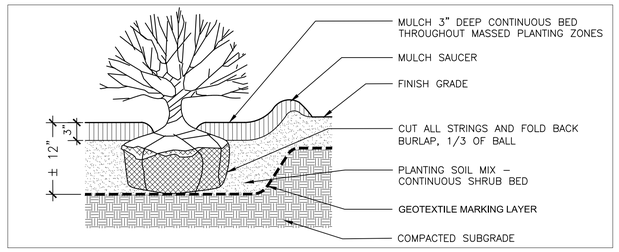
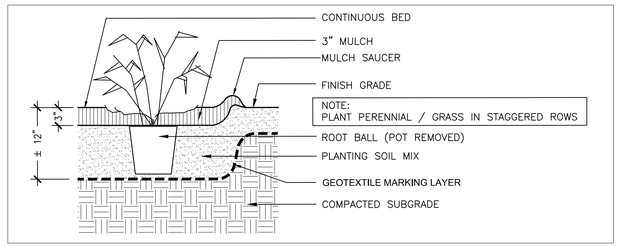


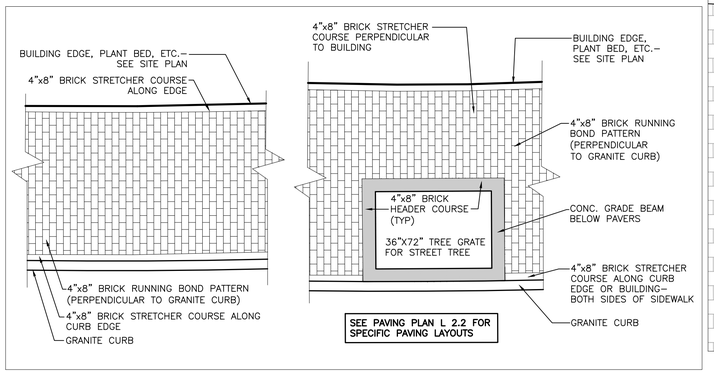
1 TYPICAL TREE PLANTING



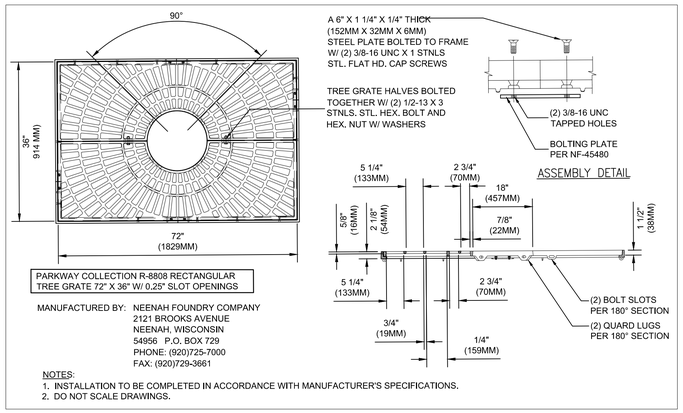
2 TYPICAL SHRUB PLANTING



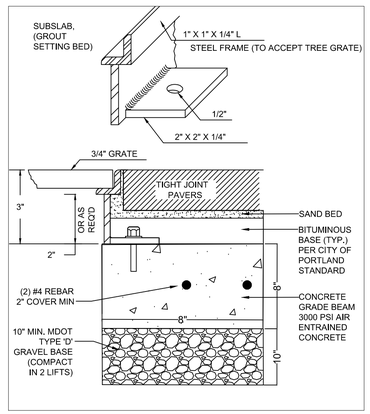
3 TYPICAL PERENNIAL / ORNAMENTAL GRASS PLANTING

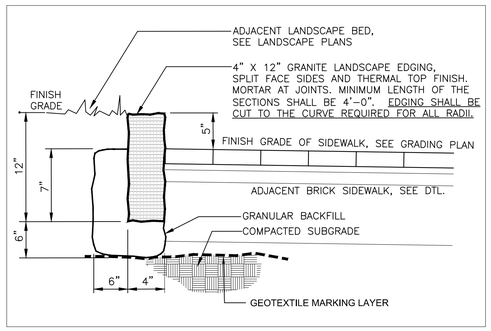


4 TYPICAL BRICK SIDEWALK PAVING PATTERNS (IN R.O.W.)

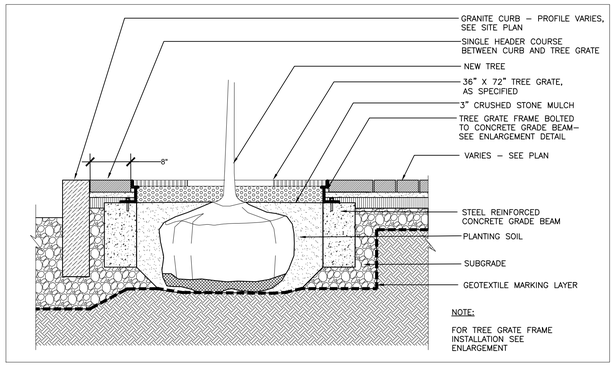


5 TREE GRATE AND FRAME ANCHORING

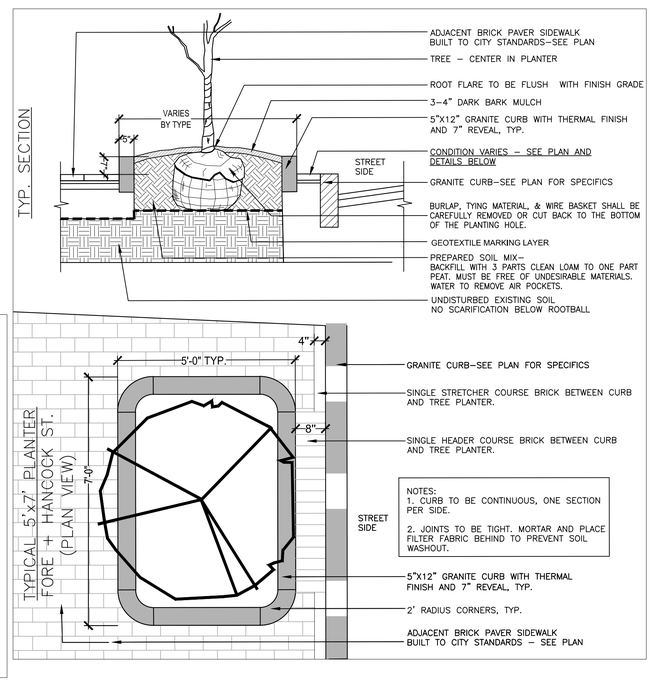




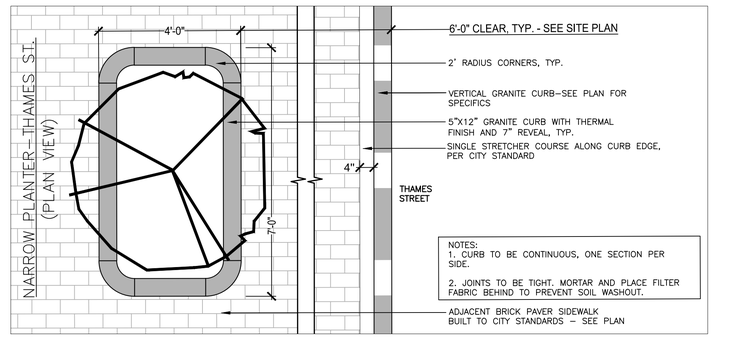
8 GRANITE LANDSCAPE EDGING

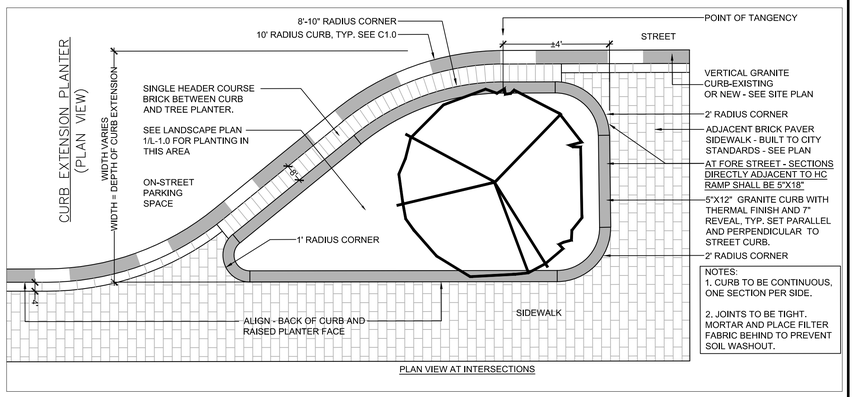


6 TREE GRATE AND PLANTING DETAIL



7 GRANITE TREE PLANTER AND PLANTING DETAIL





PLAN VIEW AT INTERSECTIONS

Site:

PROPOSED AC HOTEL PORTLAND

THAMES STREET
PORTLAND, MAINE

Prepared for:

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LANDSCAPE DETAILS

No.	Revision/Issue	Date
D	APPROVED CITY PLANS	02/15/17
C	STAFF REVIEW COMMENTS	05/10/16
B	FINAL SITE PLAN REVIEW	03/15/16
A	PRELIMINARY REVIEW	09/29/15

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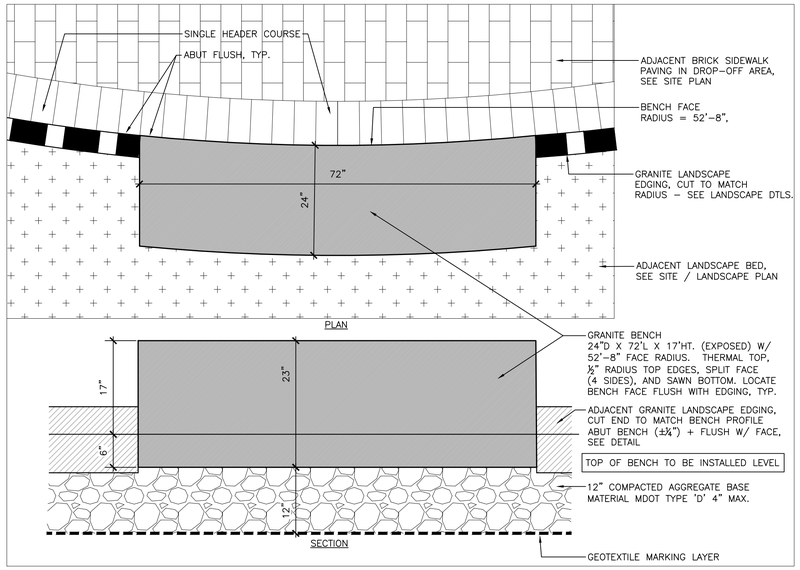
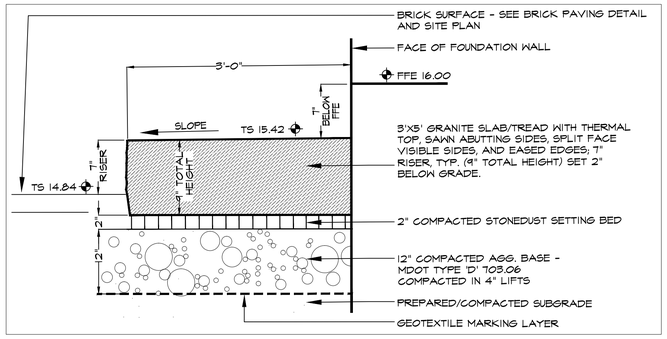
Project: 150.06094
Date: FEBRUARY 2016

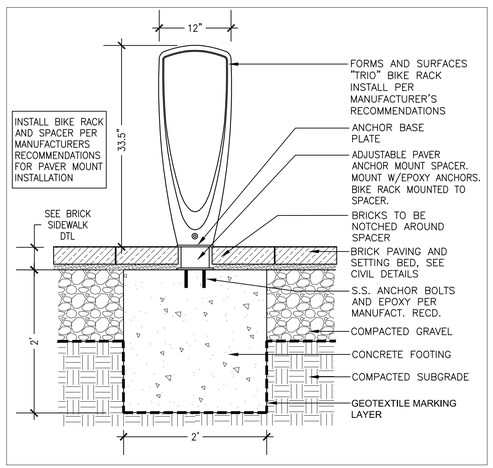
Sheet No: L2.0
Sheet 1 of 00



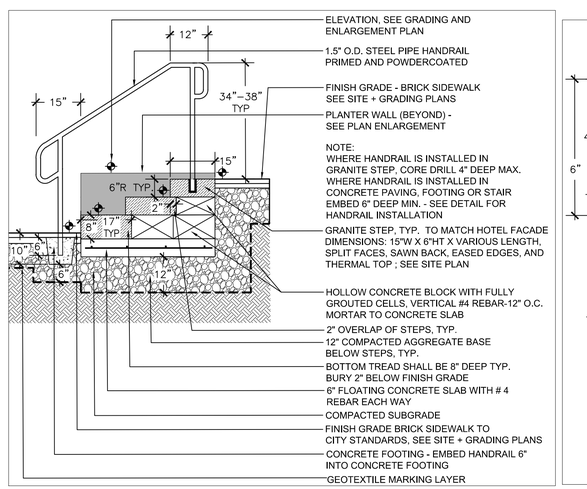
1 GRANITE BENCH

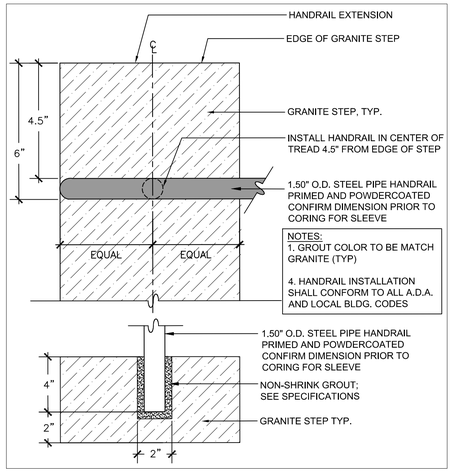


2 GRANITE LANDING / STEP

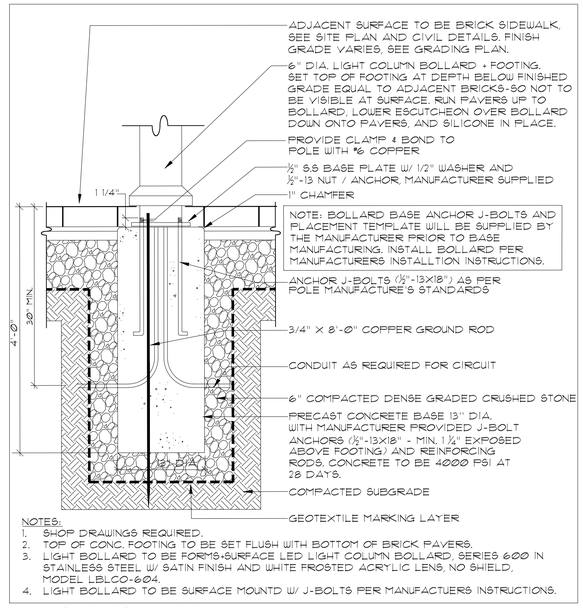


3 BIKE RACK





4 GRANITE STEPS & HANDRAILING



5 LIGHT BOLLARD

Site:

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Project: 150.06094	Date: FEBRUARY 2016

Sheet No:

L2.1

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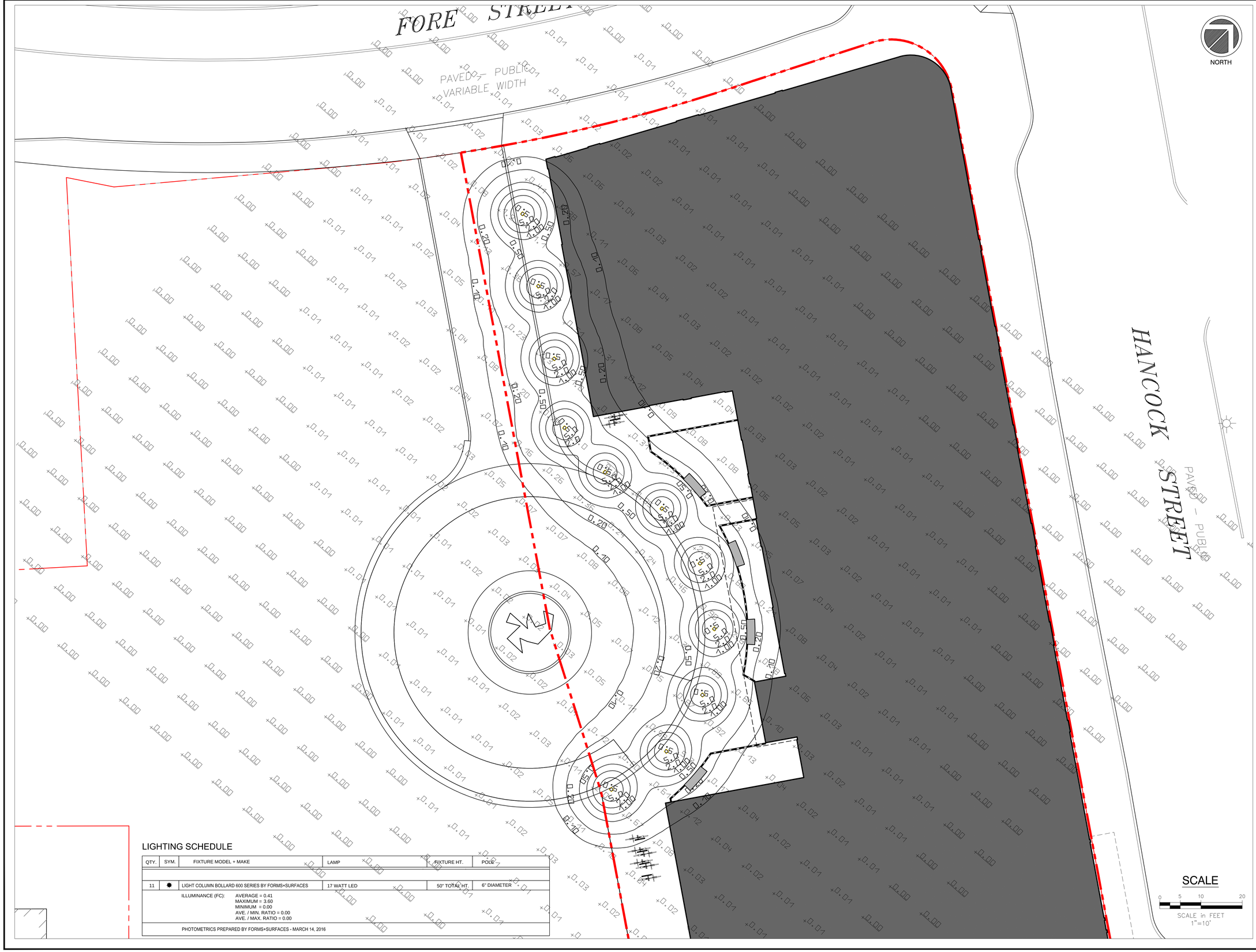

LIGHTING SCHEDULE

QTY.	SYM.	FIXTURE MODEL + MAKE	LAMP	FIXTURE HT.	POLE
11	✹	LIGHT COLUMN BOLLARD 600 SERIES BY FORMS+SURFACES	17 WATT LED	50" TOTAL HT.	6" DIAMETER

ILLUMINANCE (FC): AVERAGE = 0.41
MAXIMUM = 3.60
MINIMUM = 0.00
AVE. / MIN. RATIO = 0.00
AVE. / MAX. RATIO = 0.00

PHOTOMETRICS PREPARED BY FORMS+SURFACES - MARCH 14, 2016

Site:

PROPOSED AC HOTEL PORTLAND

THAMES STREET
PORTLAND, MAINE

Prepared for:

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PHOTOMETRIC PLAN (COURTYARD / DRIVE)

No.	Revision/Issue	Date
D	APPROVED CITY PLANS	02/15/17
C	STAFF REVIEW COMMENTS	05/10/16
B	FINAL SITE PLAN REVIEW	03/15/16
A	PRELIMINARY REVIEW	09/29/15

Design by: MAP/PC
Checked by: PC
Drawn by: MAP
Approved by: PC
Project: 150.06094
Date: FEBRUARY 2016

Sheet No: L3.0
Sheet 1 of 00

MAINTAIN EXISTING WIDTH AT STOP BAR

MAINTAIN EXISTING STOP BAR LOCATION

24" STOP BAR

TIE INTO EXISTING END OF STRIPING

EXISTING CENTER LINE TO BE REMOVED

4" PROPOSED DOUBLE YELLOW CENTERLINE

LOCATION OF PARKING SPACES SHOWN FOR ILLUSTRATION PURPOSES ONLY.

HANDICAP RAMP TO MAINTAIN MINIMUM 5' CLEARANCE TO BUILDING

(TYP. OF 2)

SEE CROSSWALK DETAIL (TYP.)

12'

12'

20' TYP.

8' TYP.

4' MIN. (TYP)

24" STOP BAR

FORE STREET

PAVED - PUBLIC VARIABLE WIDTH

BRICK PAVER DRIVEWAY APRON

EXTEND RAMP TO EVEN WITH CURBING FOR PLANTER

LOCATION OF PARKING SPACES SHOWN FOR ILLUSTRATION PURPOSES ONLY.

LOADING ZONE

6"

5'

29'

8'

HANCOCK STREET

PAVED - PUBLIC

EXISTING CENTERLINE TO BE REMOVED

INDIA STREET

PAVED - PUBLIC WIDE

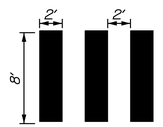
ONE INDIA STREET

COMMERCIAL STREET

PAVED - PUBLIC 100' WIDE

NOTES:

1. REMOVE CONFLICTING PAVEMENT MARKINGS OR SIGNAGE.
2. ALL NEW PEDESTRIAN RAMPS SHALL MEET OR EXCEED ADA AND CITY STANDARDS.
3. REFER TO APPROVED SITE PLANS FOR ADDITIONAL PEDESTRIAN RAMP DETAILS.
4. ALL SIGNS AND SIGN PLACEMENT SHALL MEET OR EXCEED CITY AND MUTCD STANDARDS.



CROSSWALK DETAIL
NOT TO SCALE

PEDESTRIAN CROSSING ASSEMBLY
NOT TO SCALE

PLAN

20 0 20 40

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PIN

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER		
DESIGN-DETAILED	M. CUNDIFF	2/09/2017
CHECKED-REVIEWED	R. DUNTON	2/09/2017
DESIGN2-DETAILED2	R. DUNTON	- -
DESIGN3-DETAILED3	- -	- -
REVISIONS 1	- -	- -
REVISIONS 2	- -	- -
REVISIONS 3	- -	- -
REVISIONS 4	- -	- -
FIELD CHANGES	- -	- -

SIGNATURE

P.E. NUMBER

DATE

AC HOTEL PORTLAND

Striping Plan

SHEET NUMBER

2

OF XXX