

GENERAL NOTES

- IN ADDITION TO THESE PLANS AND NOTES, THE CONTRACTOR SHALL REFER TO THE PROJECT MANUAL FOR CONSTRUCTION SPECIFICATIONS AND BIDDING PROCEDURES.
- THIS PROJECT WILL BE SUBJECT TO THE TERMS AND CONDITIONS OF ALL PERMITS ISSUED BY THE MAINE DEPARTMENT OF TRANSPORTATION, THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, LOCAL UTILITY COMPANIES AND THE CITY OF PORTLAND.
- THE CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF THE ENTRANCE, PAVING, PRECISE BUILDING DIMENSIONS, AND EXACT BUILDING UTILITY ENTRANCE POINTS. THE MASTER PLAN AND PRELIMINARY SITE PLANS DO NOT REFLECT FINAL BUILDING DESIGN. THEREFORE, CONNECTION LOCATIONS WILL CHANGE TO REFLECT SUBSEQUENT DESIGN STEPS.
- 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.
- THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR THE 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, AT ITS SOLE COST. UTILITY ELEVATION INFORMATION INCLUDED DATA FROM THE 2012 OWEN HASKELL EXISTING CONDITIONS PLAN, THE 2008 SGC PLAN, AND THE CITY OF PORTLAND RECORD DRAWINGS FOR SOMERSET STREET. THE ELEVATION AT SIMILAR LOCATIONS VARIES BY 4" CONSEQUENTLY, ALL CONNECTIONS TO GRAVITY SYSTEMS AND UTILITY CROSSINGS REQUIRE TEST PITS TO CONFIRM ELEVATIONS.
- 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 BY ONSITE INSPECTIONS OF THE OWNER, THEIR REPRESENTATIVES, OR THE CITY, AT NO ADDITIONAL COST TO THE OWNER.
- 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.
- ALL MATERIALS AND CONSTRUCTION METHODS SHALL CONFORM TO THE PROJECT SPECIFICATIONS, THE CITY OF PORTLAND AND SERVICING UTILITY REQUIREMENTS, WHERE THESE REQUIREMENTS CONFLICT, THE MOST STRINGENT SHALL APPLY AT NO EXTRA COST TO THE OWNER, UNLESS OTHERWISE APPROVED IN WRITING BY THE OWNER OR HIS AUTHORIZED REPRESENTATIVE.
- THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING RECORD DRAWINGS THROUGHOUT THE PROJECT AND PROVIDING THE OWNER AND THE CITY OF PORTLAND WITH A SET OF ELECTRONIC FINAL RECORD DRAWINGS AS EACH SEQUENCE OF THE PROJECT IS COMPLETED.
- THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ACCESS TO PROPERTIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TEMPORARY MARKINGS, SIGNAGE AND INCIDENTALS TO MAINTAIN SAFE VEHICLE AND PEDESTRIAN ACCESS THROUGHOUT THE LIFE OF THE PROJECT INCLUDING DETOURS FOR THE PUBLIC TRAIL. THE CONTRACTOR SHALL NOTIFY THE PORTLAND PUBLIC SAFETY DIVISION ROUTINELY REGARDING TEMPORARY IMPACT OR CHANGES TO EMERGENCY SITE ACCESS CONDITIONS.
- THIS PROJECT REQUIRES THE USE OF LIGHT WEIGHT CONCRETE FILL FOR ALL AREAS OUTSIDE OF THE BUILDING OR GARAGE FOOTPRINTS WHERE THE PROPOSED GRADE EXCEEDS EXISTING GRADES BY MORE THAN 6". THE AREA WHERE LIGHT WEIGHT FILL IS REQUIRED SHALL BE EXCAVATED TO THE FOLLOWING DEPTH [(PROPOSED GRADE - EXISTING GRADE) - 6"] * 1.5 FOR EXAMPLE A 3' FILL WOULD REQUIRE 3.75' OF LIGHT WEIGHT CONCRETE PLACED BELOW EXISTING GRADE. (3.0' - 0.5') = 2.5
2.5 * 1.5= 3.75'
- ALL MARKINGS WITHIN THE PUBLIC RIGHT OF WAY SHALL CONFORM TO THE CITY OF PORTLAND STANDARDS. AN ONSITE "PRE-MARKING" MEETING SHALL BE CONDUCTED WITH THE OWNER AND THE CITY OF PORTLAND DPW BEFORE ANY MARKINGS ARE INSTALLED.
- CONSULT WITH THE CITY OF PORTLAND PARKING DIVISION TO COORDINATE THE INSTALLATION OF PARKING METERS.
- THE PROPOSED WORK SCHEDULE INCLUDES TEMPORARY CLOSURE OF SOMERSET ST BETWEEN CHESTNUT ST AND PEARL ST, AND BETWEEN CHESTNUT ST AND ELM ST. REFER TO CONSTRUCTION SEQUENCING PLAN.
- ALL WORK IN PUBLIC RIGHT OF WAYS AND CITY OF PORTLAND PROPERTY SHALL CONFORM TO THE TECHNICAL STANDARDS AND SPECIFICATIONS OF THE CITY OF PORTLAND.

SITE LAYOUT NOTES

- ALL HANDICAP PARKING SPACES ARE TO RECEIVE HANDICAP SIGNS AND PAVEMENT MARKINGS AS ILLUSTRATED ON THE DETAIL SHEETS.
- SLIPFORM CONCRETE CURB AND GRANITE CURB SHALL MEET THE REQUIREMENTS OF MDOT 702.001, 703.07 AND 609.04.
- ALL DIMENSIONING, UNLESS NOTED OTHERWISE, IS TO THE FACE OF CURB OR THE FACE OF THE BUILDING.
- ALL TRAFFIC CONTROL SIGNS INDICATED ON THE SITE LAYOUT PLAN ARE TO MEET ALL REQUIREMENTS & STANDARDS OF THE MAINE DEPARTMENT OF TRANSPORTATION, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITIONS AND THE AMERICANS WITH DISABILITIES ACT REQUIREMENTS.
- STRIPED PARKING AREAS, DRIVES AND ROADWAY AS SHOWN, INCLUDING PARKING SPACES, STOP BARS, CROSSWALKS, HANDICAP SYMBOLS, PAINTED ISLANDS AND FIRE LANES. (ALL MARKINGS EXCEPT MEDIAN ISLANDS AND CENTERLINES TO BE CONSTRUCTED USING WHITE TRAFFIC PAINT). ALL TRAFFIC PAINT SHALL MEET THE REQUIREMENTS OF AASHTO M248 TYPE "F". MEDIAN ISLANDS AND CENTERLINES TO BE CONSTRUCTED USING YELLOW TRAFFIC PAINT.
- SEE DETAILS FOR PARKING STALL DIMENSIONS, HANDICAP SYMBOLS, SIGNS AND SIGN POSTS.
- STOP BARS SHALL BE 12" WIDE.
- PAINTED ISLANDS SHALL BE 4" WIDE DIAGONAL LINES @ 3'-0" O.C. BORDERED BY 4" WIDE LINES.

GRADING & DRAINAGE NOTES:

- ALL STORM DRAIN PIPE SHALL BE SMOOTH BORE INTERIOR PROVIDING A MANNINGS ROUGHNESS COEFFICIENT OF N = 0.012 OR LESS.
- UNDERGROUND STORAGE CONFIGURATIONS WILL VARY BY VENDOR. HOWEVER, THE FOOTPRINT SHALL NOT BE CHANGED BY MORE THAN 15% AND ANY FOOTPRINT CHANGE REQUIRES APPROVAL OF THE CITY OF PORTLAND AND THE OWNER.
- AS "AS-BUILT" CERTIFICATION AND PLANS OF THE STORMWATER DRAINAGE SYSTEM IS REQUIRED PRIOR TO THE OWNER ACCEPTING ANY BUILDINGS AND PROPERTY. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT ANY DEVIATION FROM THE PLANS MAY DELAY THE ACCEPTANCE OF THE PROJECT, WITH CONTRACTOR RESPONSIBLE FOR ANY ASSOCIATED COSTS.
- A DETAILED O&M MANUAL FOR STORMWATER MANAGEMENT SYSTEMS HAS BEEN FILED WITH THE CITY OF PORTLAND DURING THE PERMIT REVIEW PROCESS.
- SEE THE EXISTING CONDITIONS PLAN PREPARED BY OWEN HASKELL FOR BENCHMARK INFORMATION.
- SEE GRADING, DRAINAGE AND EROSION/SEDIMENT CONTROL FOR PROPOSED GRADING AND EROSION CONTROL MEASURES.

COMPACTION REQUIREMENTS:

LOCATION	MINIMUM COMPACTION* (TO BE CONFIRMED WITH HALEY AND ALDRICH)
SUBBASE AND BASE GRAVEL BELOW PAVED OR CONCRETE AREAS	95%
SUBGRADE FILL BELOW PAVED AREAS	90%
TRENCH BEDDING MATERIAL AND SAND BLANKET BACKFILL	95%
BELOW LOAM AND SEED AREAS	90%
FILL WITHIN PROPOSED BUILDING AREA	85%
SELECT FILL ADJACENT BUILDING FOUNDATIONS, EXTERIOR FOUNDATIONS AND WITHIN 8 INCHES OF THE SLAB-ON-GRADE	95%

- *ALL PERCENTAGES OF COMPACTION SHALL BE OF THE MAXIMUM DRY DENSITY AT THE OPTIMUM MOISTURE CONTENT AS DETERMINED AND CONTROLLED IN ACCORDANCE WITH ASTM-D-1557.
- ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE. GRADES PROVIDED ON THE DRAWING SHALL BE REVIEWED WITH THE OWNER'S REPRESENTATIVE. MINOR GRADE CHANGES MAY BE MADE AT NO COST TO THE OWNER.
 - CONTRACTOR SHALL PROVIDE A FINISH PAVEMENT SURFACE FREE OF LOW SPOTS AND PONDING AREAS. CRITICAL AREAS INCLUDE BUILDING ENTRANCE AND EXIT RAMPS ADJACENT TO THE BUILDING AND ALONG NEW GUTTER AREAS.
 - PROVIDE STABILIZATION OR SEPARATION GEOTEXTILE FABRIC OVER UNSTABLE SOILS AS DIRECTED BY THE OWNER'S REPRESENTATIVE AND IN ACCORDANCE WITH THE FINAL GEOTECHNICAL RECOMMENDATIONS.
 - NATIVE SOILS RANGE FROM GRANULAR TO CLAYEY AND SILTY. CARE MUST BE EXERCISED TO LIMIT DISTURBANCE OF THE BEARING SOILS. THE NATIVE CLAYEY OR SILTY SOILS SHOULD NOT BE PROOF-ROLLED. SHOULD THE SUBGRADE BECOME YIELDING OR DIFFICULT TO WORK, DISTURBED AREAS SHOULD BE EXCAVATED AND BACKFILLED WITH COMPACTED SELECT FILL OR CRUSHED STONE AT NO EXTRA EXPENSE TO THE OWNER. ALL SUBGRADE PREPARATION IS SUBJECT TO THE RECOMMENDATIONS OF THE PROJECT GEOTECHNICAL ENGINEER (HALEY AND ALDRICH)
 - PROFILE GRADES ARE VERY FLAT. THEREFORE, A SURVEY OF ALL GUTTER GRADES IS REQUIRED AFTER BINDER PAVEMENT IS PLACED. GRINDING AND/OR SHIMS TO ELIMINATE SURFACE PONDING SHALL BE COMPLETED PRIOR TO PLACEMENT OF FINISH PAVEMENT.
 - ELEVATIONS, LOCATIONS, AND SIZES OF PROPOSED DRAINAGE SYSTEMS WHICH INCLUDE WATER QUALITY TREATMENT MEASURE ARE PROVIDED IN THE SCHEDULE AT THE END OF THE "C-3" SERIES DRAWINGS.

LOCAL APPROVALS, WAIVERS AND VARIANCES

THE LEVEL III APPLICATIONS INCLUDE REQUESTED WAIVERS FOR THE PROJECT. PLEASE REFER TO THE FST TECHNICAL APPENDICES PROVIDED WITH THE APPLICATIONS.

UTILITY NOTES

- ALL REQUIRED UTILITIES SERVING THE PROJECT SHALL BE COORDINATED AND CONSTRUCTED BY THE CONTRACTOR TO WITHIN 5 FEET OF THE BUILDINGS, AT A LOCATION COORDINATED WITH THE MEP CONTRACTOR(S) AND THE BUILDING PLANS. SITE WORK WITHIN 5 FEET OF UNDERSLAB UTILITIES SHALL CONSIST OF TRENCHING AND BACKFILLING. ACTUAL UTILITY INSTALLATION SHALL BE BY THE MEP CONTRACTOR. ALL REQUIRED CONNECTION FEES SHALL BE PAID BY THE GENERAL CONTRACTOR.
- THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF AND/OR RELOCATION OF OVERHEAD AND UNDERGROUND TELEPHONE WITH FAIRPOINT COMMUNICATIONS. CONTRACTOR SHALL BE RESPONSIBLE FOR CONDUITS, PULL WIRES, TRENCHING AND BACKFILLING NECESSARY TO COMPLETE THE WORK.
- ALL SANITARY SEWER WORK SHALL MEET THE STANDARDS OF THE MAINE STATE PLUMBING CODE AND CITY OF PORTLAND PUBLIC SERVICES DIVISION.
- THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF ELECTRIC SERVICE WITH CENTRAL MAINE POWER.
- COORDINATE ALL UTILITY WORK WITH THE APPROPRIATE UTILITY COMPANY. ALL UTILITY WORK SHALL CONFORM TO THE STANDARDS OF THE UTILITY COMPANY AND PROJECT SPECIFICATIONS, WHICHEVER IS MORE STRINGENT.
- THE LOCATIONS OF THE NEW UTILITY SERVICES AND CONNECTIONS SHALL BE COORDINATED WITH THE SERVING UTILITY COMPANY, PROJECT ARCHITECTS AND MEP DESIGNERS.
- UNDERGROUND ELECTRICAL, CONDUIT MATERIAL AND INSTALLATION SHALL CONFORM TO UTILITY COMPANY STANDARDS AND PROJECT SPECIFICATIONS, WHICH EVER IS MORE STRINGENT.
- ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OR WORK TO FINISH GRADE.
- ALL UNDERGROUND CONDUITS SHALL HAVE NYLON PULL ROPES TO FACILITATE PULLING CABLES.
- THE CONTRACTOR SHALL OBTAIN, PAY FOR, AND COMPLY WITH ALL REQUIRED PERMITS, ARRANGE FOR ALL INSPECTIONS, AND SUBMIT COPIES OF ACCEPTANCE CERTIFICATES TO THE OWNER PRIOR TO COMPLETION OF THE PROJECT.
- THE CONTRACTOR SHALL PROVIDE AND INSTALL ALL BOXES, FITTINGS, CONNECTORS, COVER PLATES AND OTHER MISCELLANEOUS ITEMS NOT NECESSARILY DETAILED ON THE DRAWINGS TO RENDER INSTALLATION OF UTILITIES COMPLETE AND OPERATIONAL, AT NO EXTRA EXPENSE TO THE OWNER.
- A 10 FOOT MINIMUM EDGE TO EDGE HORIZONTAL SEPARATION SHALL BE PROVIDED BETWEEN ALL WATER AND SANITARY SEWER LINES. AN 18 INCH OUTSIDE TO OUTSIDE VERTICAL SEPARATION SHALL BE PROVIDED AT ALL WATER AND SANITARY SEWER CROSSINGS.
- THE CONTRACTOR SHALL SEQUENCE UTILITY CONSTRUCTION AND PROVIDE TEMPORARY SERVICES AS REQUIRED TO PROVIDE CONTINUOUS SERVICE TO THE JOB SITE. TEMPORARY SERVICES SHALL COMPLY WITH ALL FEDERAL, STATE, LOCAL AND UTILITY COMPANY STANDARDS. COORDINATE ALL TEMPORARY SERVICES WITH UTILITY COMPANY, OWNER AND AFFECTED BUSINESSES.
- THE LIGHT WEIGHT CONCRETE CONSTRUCTION WILL REQUIRE CAREFUL SEQUENCING AND SCHEDULING OF THE WORK. CERTAIN UTILITY LINES WILL REQUIRE SPECIAL PROVISIONS TO RESIST BUOYANT UPLIFT OF THE CONCRETE.

LANDSCAPE NOTES

(SUBJECT TO COORDINATION WITH LANDSCAPE DOCUMENTS. IN CASE OF CONFLICT BETWEEN THESE NOTES AND THE LANDSCAPE DOCUMENTS, THE LANDSCAPING DOCUMENTS SHALL GOVERN)

- LANDSCAPE, HARDSCAPE, AND RELATED DETAILS ARE SHOWN ON THE PLANS PREPARED BY MITCHELL ASSOCIATES AND ARE NOT IN CIVIL SERIES DRAWING SET. REFER TO SEPARATE DRAWINGS BY MITCHELL ASSOCIATES.
- ALL PLANTS SHALL BE NURSERY GROWN AND WORKMANSHIP SHALL CONFORM TO THE AMERICAN ASSOCIATION OF NURSERYMEN, STANDARDS AND SHALL BE SUBJECT TO THE APPROVAL OF THE OWNERS REPRESENTATIVE BEFORE AND AFTER PLANTING.
- PLANTS SHALL BE GUARANTEED FOR A PERIOD OF ONE (1) YEAR AFTER INSPECTION AND ACCEPTANCE, AND SHALL HAVE AT LEAST 80% HEALTHY GROWTH AT THE END OF THE GUARANTEED PERIOD.
- ALL DISTURBED AREAS NOT TO BE PAVED OR OTHERWISE TREATED SHALL RECEIVE 6" LOAM AND SEED.
- THREE (3) INCH BARK MULCH IS TO BE USED AROUND THE TREE AND SHRUB PLANTING AS SPECIFIED IN THE DETAILS. WHERE BARK MULCH IS USED IN A CURBED ISLAND, THE BARK SHALL MEET THE TIP INSIDE EDGE OF THE CURB. ALL OTHER AREAS SHALL RECEIVE 4" LOAM AND SEED.
- THE CONTRACTOR SHALL SUPPLY ALL PLANT MATERIALS IN QUANTITIES SUFFICIENT TO COMPLETE THE PLANTING AS SHOWN.
- REMOVE ALL CONSTRUCTION DEBRIS BEFORE TOPSOILING. TOPSOIL SHALL BE PLACED TO TOP OF CURB.
- ALL PLANT MATERIAL SHALL BE APPROVED BY THE OWNER OR THE OWNERS REPRESENTATIVE PRIOR TO ARRIVAL ON THE SITE.
- PLANT MATERIAL SHALL BEAR THE SAME RELATIONSHIP TO FINISHED GRADE AS TO THE ORIGINAL PLANTING GRADE PRIOR TO DIGGING.
- THE CONTRACTOR SHALL LOCATE, VERIFY, AND MARK ALL EXISTING AND NEWLY INSTALLED UNDERGROUND UTILITIES PRIOR TO ANY LAWN WORK OR PLANTING. ANY CONFLICTS WHICH MIGHT OCCUR BETWEEN PLANTINGS AND UTILITIES SHALL BE IMMEDIATELY REPORTED TO THE OWNER SO THAT ALTERNATE PLANTING LOCATIONS CAN BE DETERMINED.
- NO SUBSTITUTION OF PLANT MATERIALS SHALL BE ALLOWED WITHOUT THE PRIOR WRITTEN APPROVAL OF THE OWNER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL PLANTING AND LAWNS AGAINST DAMAGE FROM ONGOING CONSTRUCTION. THIS PROTECTION SHALL BEGIN AT THE TIME THE PLANT IS INSTALLED AND CONTINUE UNTIL THE FORMAL ACCEPTANCE OF ALL THE PLANTINGS.
- SEE PLANTING DETAILS FOR WEED BARRIER INFORMATION.
- ALL PLANTINGS LOCATED AT INTERSECTIONS WILL BE MAINTAINED AND SHALL NOT EXCEED 3 FEET IN HEIGHT WITHIN A TRIANGLE WITH 25' FEET ON EACH INTERSECTING LEG OR TO 6' BEHIND THE STOP BAR, WHICHEVER IS GREATER.

EROSION CONTROL NOTES:

- PRIOR TO BEGINNING ANY LAND DISTURBING ACTIVITIES, CLEARING AND GRADING LIMITS SHALL BE STAKED BY THE CONTRACTOR BASED ON THE LIMITS OF GRADING SHOWN ON THE DRAWINGS AND ACCEPTED BY THE OWNER'S REPRESENTATIVE IN THE FIELD. AFTER THE CLEARING AND GRADING LIMITS HAVE BEEN ACCEPTED, THE CONTRACTOR SHALL INSTALL THE PERIMETER SILT FENCES, SEDIMENT BARRIERS AND THE CONSTRUCTION ENTRANCES ASSOCIATED WITH THE PROJECT.
- ALL GROUND AREAS GRADED FOR CONSTRUCTION SHALL BE GRADED, LOAMED, SEEDED AND MULCHED AS SOON AS POSSIBLE. TEMPORARY / PERMANENT SEED MIXTURES SHALL CONFORM TO THE SEEDING PLAN CONTAINED IN THE EROSION CONTROL PROJECT PREPARED FOR THIS PROJECT BY FST.
- PRIOR TO PAVING, THE CONTRACTOR SHALL REMOVE SILT FROM ALL STORM LINES AND APPURTANCES.
- ALL STORM DRAIN INLETS AND OUTLETS NOT IN PAVED AREAS ARE TO RECEIVE RIPRAP PROTECTION APRONS DURING CONSTRUCTION.
- SILT FENCES SHALL BE INSPECTED, REPAIRED AND CLEANED AS NOTED IN THE EROSION CONTROL NOTES SHOWN ON THE EROSION CONTROL DETAIL SHEET.
- THE CONTRACTOR SHALL REPAIR AND ADD STONE TO THE CONSTRUCTION ENTRANCE AS IT BECOMES SATURATED WITH MUD TO ENSURE THAT IT FUNCTIONS TO CAPTURE MUD FROM THE TIRES OF CONSTRUCTION VEHICLES DURING CONSTRUCTION. THE PURPOSE OF THE CONSTRUCTION ENTRANCE IS TO KEEP ADJACENT STREETS CLEAR OF DIRT AND MUD. SWEEPING OF THE ROADWAYS SHALL BE PERFORMED BY THE CONTRACTOR ON AN AS NEEDED BASIS, BUT AT A MINIMUM ONCE A WEEK AT NO EXTRA EXPENSE TO THE OWNER.
- SILT REMOVED FROM AROUND INLETS AND BEHIND THE SILT FENCES SHALL BE PLACED ON A TOPSOIL STOCKPILE AND MIXED INTO TOPSOIL FOR USE IN LANDSCAPING OPERATIONS.
- LAND DISTURBING ACTIVITIES SHALL BE ACCOMPLISHED IN A MANNER AND SEQUENCE WHICH CAUSE THE LEAST PRACTICAL UNPROTECTED DENUDED AREAS ON THE SITE DURING CONSTRUCTION.
- THE CONTRACTOR IS CAUTIONED THAT FAILURE TO COMPLY WITH THE SEQUENCE OF CONSTRUCTION, EROSION/SEDIMENT CONTROL PLAN, AND OTHER PERMIT REQUIREMENTS MAY RESULT IN MONETARY PENALTIES AS ENFORCED BY THE MEDEP OR LOCAL AGENCIES. THE CONTRACTOR SHALL BE ASSESSED ALL SUCH PENALTIES AT NO COST TO THE OWNER OR PERMITTEE.
- A FULL EROSION/SEDIMENTATION CONTROL PLAN ACCOMPANIES THIS DRAWING SET AND IS ALSO CONTAINED IN THE DIV 312513 SPECIFICATIONS.
- PROVIDE INLET PROTECTION BARRIERS AROUND ALL EXISTING AND PROPOSED STORM DRAINAGE INLETS AS SHOWN AND MAINTAIN FOR THE DURATION OF THE PROJECT UNTIL PAVEMENT HAS BEEN INSTALLED.
- INSPECT EROSION AND SEDIMENT CONTROL DEVICES AFTER EACH RAIN STORM OF 0.25 INCHES OR GREATER. REPAIR/MODIFY PROTECTION AS NECESSARY TO MAXIMIZE EFFICIENCY FILTER. REPLACE ALL FILTERS WHEN SEDIMENT IS 1/3 OF THE STRUCTURE HEIGHT.
- INSTALL CURLEX EROSION CONTROL MAT OR EQUAL ON ALL SLOPES STEEPER THAN 3:1.
- THE CONTRACTOR SHALL INSTALL ALL EROSION CONTROL MEASURES IN ACCORDANCE WITH THE "MAINE EROSION AND SEDIMENT CONTROL HANDBOOK FOR CONSTRUCTION: BEST MANAGEMENT PRACTICES, CUMBERLAND COUNTY SOIL AND WATER CONSERVATION DISTRICT AND MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, MARCH 2003".
- PERFORMANCE STANDARDS FOR EROSION CONTROL ARE SET FORTH IN THE EROSION CONTROL PLAN FOR THIS PROJECT.

LEGEND

EXISTING	PROPOSED

PRELIMINARY - NOT FOR CONSTRUCTION

	PROJECT	midtown PORTLAND, MAINE	FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106 FORMERLY DELUCA-HOFFMAN ASSOCIATES									
	SHEET TITLE	GENERAL NOTES AND LEGEND										
<table border="1"> <tr> <td>1</td> <td>11.14.14</td> <td>FINAL LEVEL III SUBMISSION TO CITY OF PORTLAND</td> </tr> <tr> <td>REV</td> <td>DATE</td> <td>DESCRIPTION</td> </tr> <tr> <td colspan="3">REVISIONS</td> </tr> </table>	1	11.14.14	FINAL LEVEL III SUBMISSION TO CITY OF PORTLAND	REV	DATE	DESCRIPTION	REVISIONS			CLIENT	THE FEDERATED COMPANIES	DRAWN: LA DATE: OCTOBER 2014 DESIGNED: WGH/BEK SCALE: NONE CHECKED: WGH/SRB JOB NO. SP-M037B FILE NAME: 3062-COV-GEN SHEET C-1.1
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