

CANAL LANDING

100 WEST COMMERCIAL ST. PORTLAND, ME



DRAWING LIST

| | |
|---------------|--|
| GENERAL | |
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| LST.1 | LIFE SAFETY |
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DATE OF ISSUE

SUBMISSION - DATE



LOCATION MAP

NOT TO SCALE

CONTACTS

Client:
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100 West Commercial St.
Portland, ME
04101

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48 Union Wharf
Portland, ME
04101
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Gorham, ME

Civil Engineer
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04106

**CONDITIONALLY
APPROVED**

REVIEW BY:
SAFEbuilt.
APPROVED THIRD PARTY PLAN REVIEW AGENCY
BY THE CITY OF PORTLAND, MAINE.
SEE REVIEW LETTER FOR MORE INFORMATION.
01/16/2019

NOTE: Every effort has been made to identify code violations. Any oversight by the reviewer shall not be considered as authority to violate, set aside, cancel or alter applicable codes or ordinances. The plan review and permit issuance shall not be considered a warranty or guarantee. The designer is responsible for following all applicable federal, state, and municipal codes and ordinances.



Reviewed for Code Compliance
Permitting and Inspections Department
Approved with Conditions
02/21/2019

CODE SUMMARY

Applicable Codes

- MUBEC - Maine Uniform Building and Energy Code
- 2015 International Building Code - IBC
- 2015 IECC: International Energy Conservation Code
- NFPA 101 Life Safety
- ADAAG Americans with Disabilities Act

PROJECT SUMMARY:

A 30,274 SF mixed occupancy mercantile and storage building on 2 floors with a business use on a second floor mezzanine.

Square Footages:

| | |
|---------------|-----------|
| Building Area | 24,470 SF |
| First Floor | 5,804 SF |
| Second Floor | 30,274 SF |
| Total | |

CODE SUMMARY

Chapter 1 - Scope and Administration

107.3.4.1 Deferred submittals.

Mechanical plans with energy calculations, electrical plans, sprinkler and fire protection plans, and interior plumbing plans shall be submitted to the registered design professional in responsible charge who shall review them and forward them to the building official with a notation indicating that the deferred submittal documents have been reviewed and found to be in general conformance to the design of the building.

Chapter 3 - Use and Occupancy Classification (Mixed Use)

- 304.1 Business Group B
- 309.1 Mercantile Group M
- 311.2 Storage Group S-1

Chapter 5 - General Building Heights and Areas

Table 504.3 Allowable Building Height in Feet Above Grade Plane

Occupancies B - Business, M - Mercantile, S - Storage, sprinklered Type VB = 60 feet

Table 504.4 Allowable Number of Stories Above Grade Plane

Occupancy B - Business, sprinklered Type VB = 3 stories
Occupancy M - Mercantile, sprinklered Type VB = 2 stories
Occupancy S-1 Storage, sprinklered Type VB = 2 stories

505 Mezzanines

505.2.1 Aggregate area < 1/3 of room
4405 / 3 = 1459 sf

505.2.3 Mezzanine shall be open to room

exceptions omitted.

Table 506.2 Allowable Area Factor

Group M - Mercantile (multistory) = 27,000 SF

506.2.4 mixed-occupancy, multistory buildings.

First story Allowable Area = 27,000 SF, actual area = 23,847 SF < 27,000 SF
Second Story Allowable Area = 27,000 SF, actual area = 4,842 SF

Chapter 6 - Types of Construction

Table 601 - Fire Resistance Ratings for Building Elements

Building Element **Type VB**

| | |
|--|-----------------|
| Primary Structural Frame | 0 hour |
| Bearing Walls | |
| Exterior Walls | 0 hours |
| Interior Walls | 0 hour |
| Non-Bearing Walls and Partitions, Exterior | (See Table 602) |
| Non-Bearing Walls and Partitions, Interior | 0 hour |
| Floor Construction and Secondary Members | 0 hour |
| Roof Construction and Secondary Members | 0 hour |

Table 602- Fire Resistance Rating Requirements For Exterior Walls Based on Fire Separation Distance (non-loadbearing walls)

Fire Separation Dist. **Construction Type** **Group M**

| | | |
|---------------|---------|--------|
| x < 5' | All | 2 hour |
| 5' ≤ x < 10' | Type VB | 1 hour |
| 10' ≤ x < 30' | Type VB | 0 hour |
| x ≥ 30' | All | 0 hour |

**Higher of 2 determining factors (Tables 601 and 602) indicate exterior bearing walls to be unrated.

602.2 Type V Construction

Type V construction is that type of construction in which the structural elements, exterior walls and interior walls are of any materials permitted by this code.

Table 705.8 Maximum Area of Wall Openings Based on Fire Separation Distance and Degree of Opening Protection

Fire Separation Dist. **Degree of Opening Protection** **Allowable Area**

| | | |
|----------------------|--------------------------|---------------|
| 0' to less than 3' | Unprotected, Sprinklered | Not Permitted |
| 3' to less than 5' | Unprotected, Sprinklered | 15% |
| 5' to less than 10' | Unprotected, Sprinklered | 25% |
| 10' to less than 15' | Unprotected, Sprinklered | 45% |
| 15' to less than 20' | Unprotected, Sprinklered | 75% |
| 20' to less than 25' | Unprotected, Sprinklered | No Limit |
| 25' to less than 30' | Unprotected, Sprinklered | No Limit |
| 30' or greater | Unprotected, Sprinklered | No Limit |

705.11 Parapets

Not required on exterior walls per Exception No. 1. The wall is not required to be fire-resistance rated in accordance with table 602 because of fire separation distance.

Chapter 8 - Interior Finishes

Chapter 9 - Fire Protection Systems

Table 903.2 Occupancy Related Automatic Sprinkler Thresholds

M, S-1 Combined Fire area > 24,000 sf Required

903.3.1.1 NFPA 13 Sprinkler Systems

The building will be equipped throughout with an automatic sprinkler system in accordance with NFPA 13.

903.4 Valve controlling water supply for automatic sprinkler system shall be electronically supervised by a fire alarm control unit.

905 Standpipe Systems

905.2 Standpipe Systems will be provided in accordance with NFPA 14

905.3.1 Height- Class 1 Standpipes are allowed in buildings equipped throughout with an automatic sprinkler system.

905.4 Class 1 standpipe hose connections shall be provided in the following locations:

- In every stairway at an intermediate floor level between floors, unless otherwise approved by the fire code official
- Where roof slope is less than 4:12 each standpipe shall be provided with a hose a connection either on the roof or the highest landing of a stairway with stair access to roof.
- On each side of the wall adjacent to exit opening of horizontal exit (Not required where hose stream is reachable).

906 Portable Fire Extinguishers- Required in Group M occupancies; provided in accordance with NFPA 10

907 Fire Alarm and Detection Systems

T907.2

Occupancies do not meet the threshold to require a manual fire alarm.

907.2.10.2 Automatic smoke detection system.

Ex. 1 Smoke detection in habitable spaces is not required where the facility is equipped throughout with an automatic sprinkler system installed in accordance with 903.1.1.

912.2.1 Fire Department Connections: Locations as approved by fire chief so vehicles and hose lines will not interfere with building access (visible location on street side of building).

Chapter 10 - Means of Egress

1004 Occupant Load

Table 1004.1.2 Maximum Floor Area Allowances per Occupant

| | |
|------------|--|
| Warehouse | Bldg C&D Grade Floor area = 500 gross sf |
| Mercantile | Bldg C second floor = 60 gross sf |
| Business | Bldg C mezzanine = 100 gross sf |

Bldg C&D grade floor area = 23,847 = 48 occupants
Bldg C second floor area = 4,842 sf / 60 = 81 occupants
Bldg C mezzanine = 1,459 sf/100 = 15 occupants

144 total occupants

1005 Egress Width

| Function of Space | Location | Floor Area | Occupants | Req'd Egress Width (1005.1) |
|-------------------|--------------|------------|-----------|-----------------------------|
| Storage | Bldg C&D, L1 | 23,847 | 48 x .3 | 14.4" |
| Mercantile | Bldg C, L2 | 6,301 | 81 x .3 | 24.3" |
| Business | Bldg C, Mezz | 1,459 | 15 x .3 | 4.5" |

Notes:

1. A minimum of 2 egress or stair locations provided at each floor (36" wide doors and 44" wide stairs)
2. A single exit access stair will serve the mezzanine per Table 1006.2.1

T1006.2.1 Spaces with One Exit or Exit Access Doorway

B, OL < 30 and common path of travel < 100' A single means of egress from the mezzanine provided
M, OL > 49 A minimum of 2 means of egress provided
S, OL > 29 A minimum of 2 means of egress provided

1007.9 Accessible Means of Egress

1009.3 Stairways

Exception 1 - exit access stairways from mezzanines are permitted. Clear width 48". Exception no. 2 - Not Required in buildings with automatic sprinkler system.

1010 Doors, Gates and Turnstiles

1010.1.1 Size of Doors- Minimum Clear width = 32", maximum leaf width 48"

1010.1.6 Provide a level landing on each side of door, except at exterior locations with 2% slope pitch for drainage.

1010.1.8 48" plus door width required minimum space between doors in series.

1010.1.10 Electrical rooms with equipment rated at 1200 amps or more will require panic hardware.

1011 Stairways

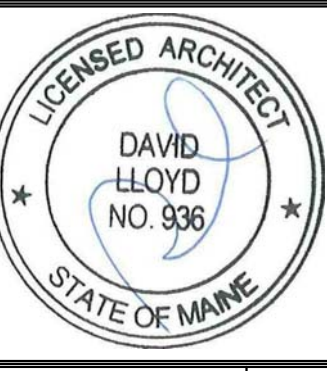
1011.2 Stairway width- Minimum required width of 44" is provided.

1011.11 Handrails required on each side of stair.

1015.1 Guard (rails) are required at stairs more than 30" above the floor and within 36" horizontally to the edge of the open side.

Section 1017 Exit Access Travel Distance

Sprinklered M, S-1 = 250' max
Sprinklered B = 300' max



Prepared For:
CANAL LANDING LLC

Consultant:
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Project:
CANAL LANDING
Portland, Maine

Revisions:
1 01-03-19 Revision 1

Date: 23 FEB 2018
Scale: 1/2" = 1'-0"
CODE SUMMARY



APPROVED THIRD PARTY PLAN REVIEW AGENCY BY THE CITY OF PORTLAND, MAINE. SEE REVIEW LETTER FOR MORE INFORMATION. 01/16/2019

ACO.1



Prepared For:
CANAL LANDING LLC
 P.O. Box 7486
 Portland, ME 04112

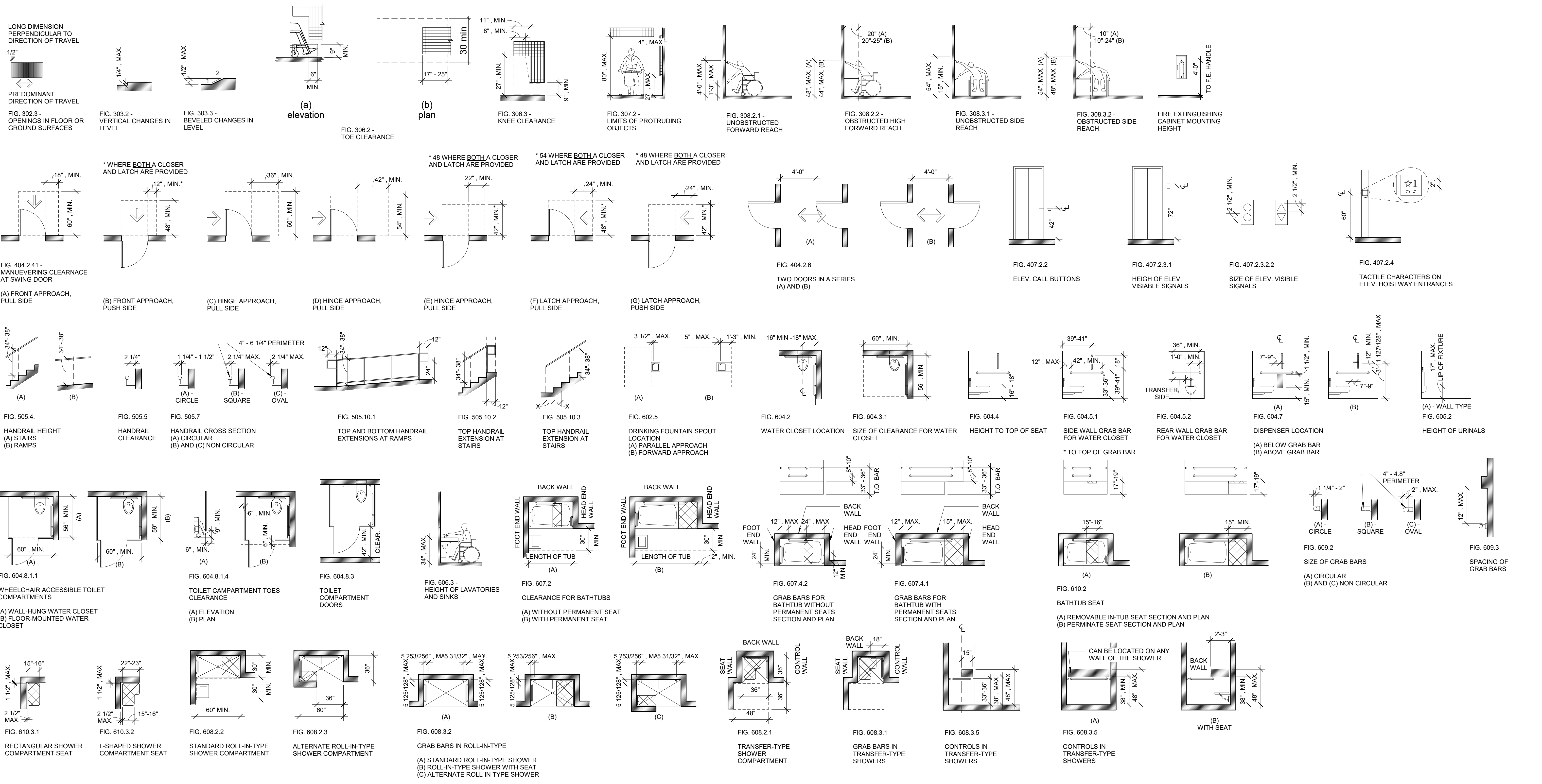
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Architect:
CANAL LANDING
 Portland, Maine

Project:
CANAL LANDING

Revisions:
 1 | 01-03-19 | Revision 1

Date: 23 FEB 2018
 Scale: As indicated



CONDITIONALLY APPROVED

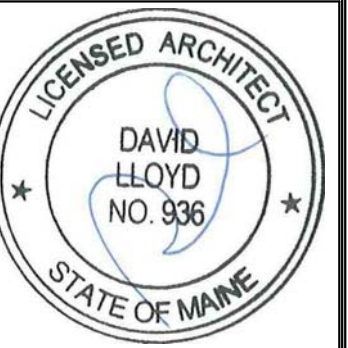
REVIEW BY:
SAFEbuilt.

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01/16/2019

AS1.1



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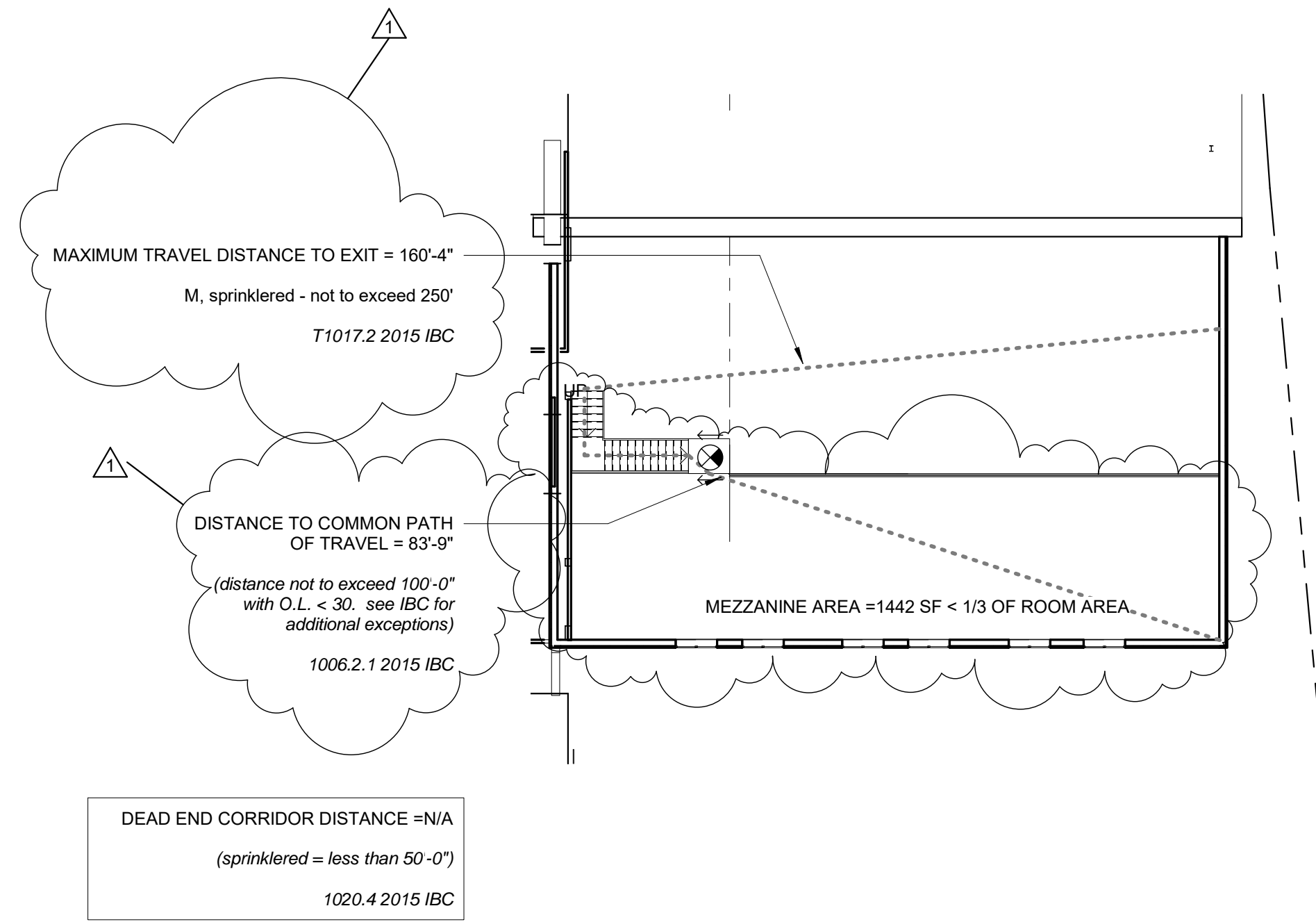
Project:
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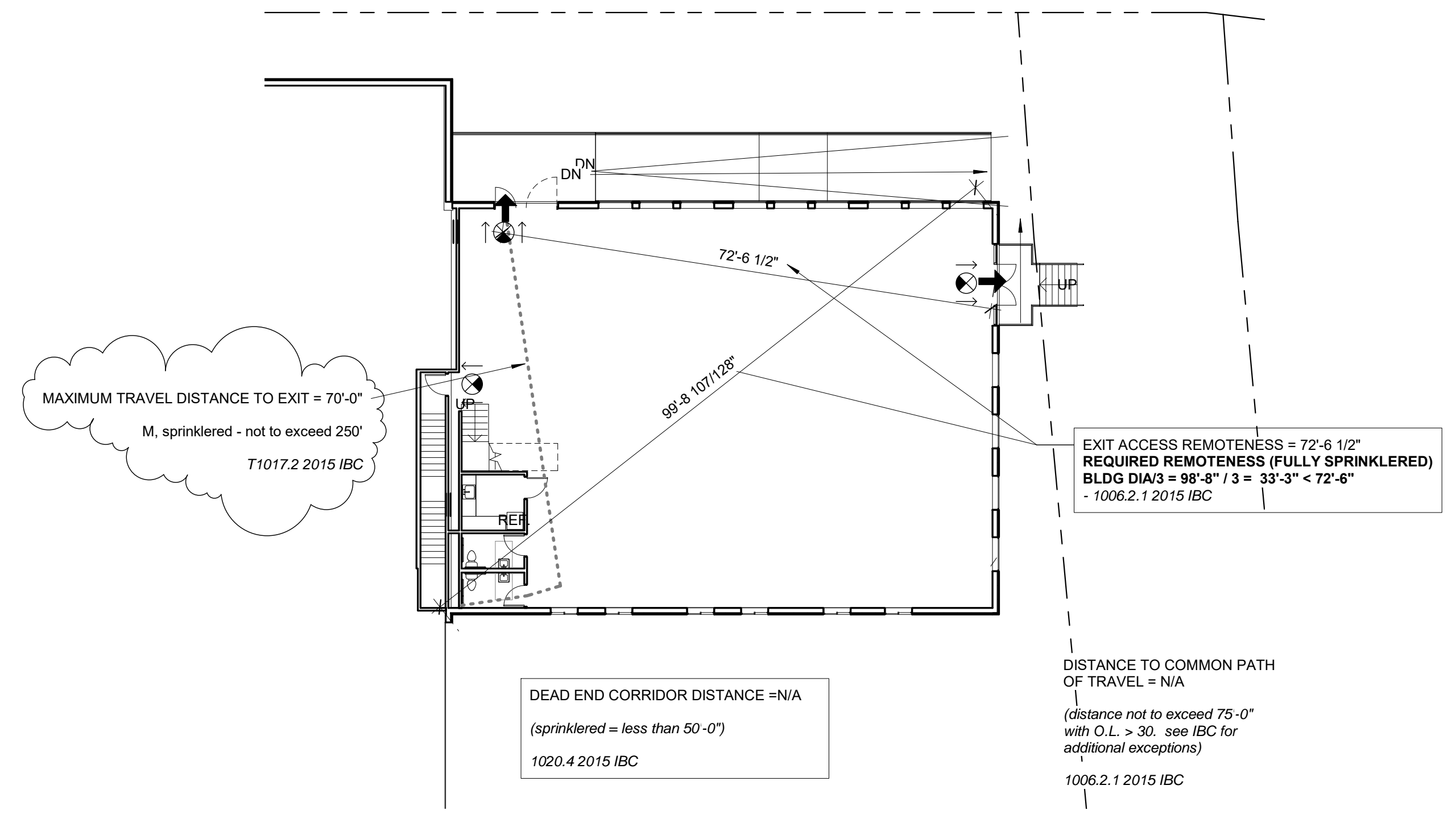
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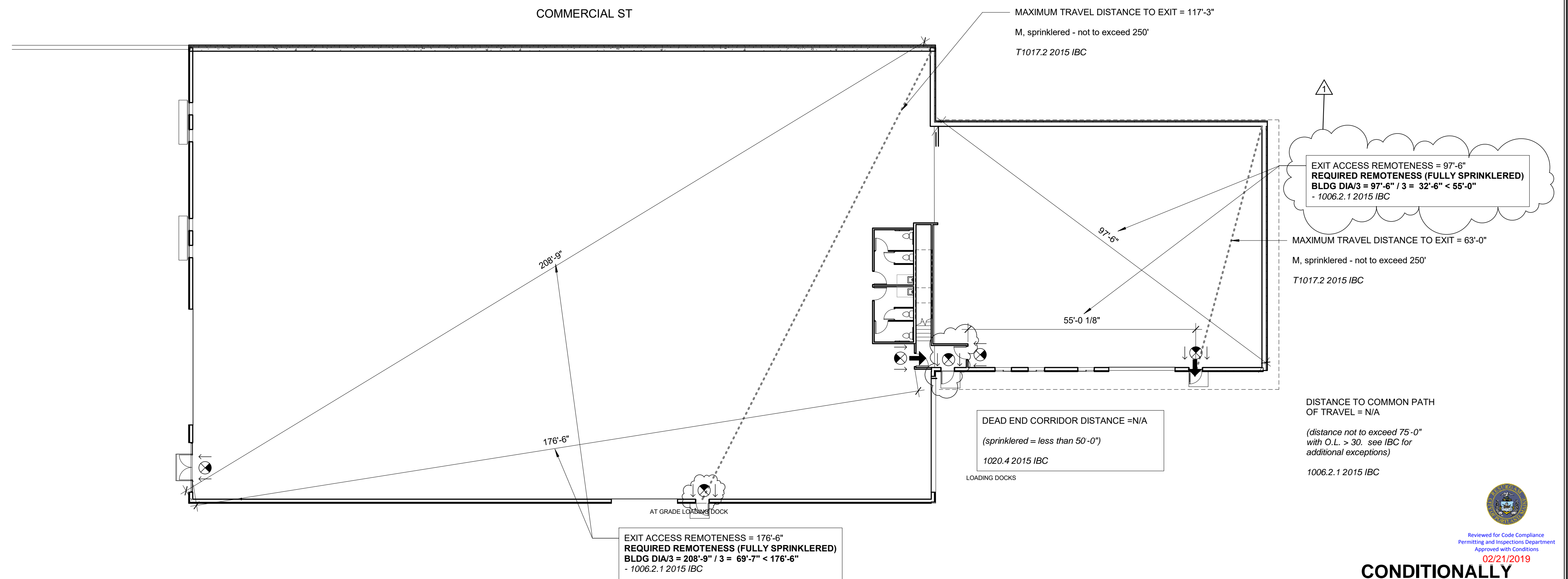
LS1.1



3 | MEZZANINE LIFE SAFETY PLAN
1/16" = 1'-0"



2 | SECOND FLOOR LIFE SAFETY
1/16" = 1'-0"



1 | FIRST FLOOR LIFE SAFETY
1/16" = 1'-0"

Reviewed for Code Compliance
Permitting and Inspections Department
Approved with Conditions
02/21/2019
CONDITIONALLY APPROVED
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01/16/2019

SITE DEVELOPMENT PLANS

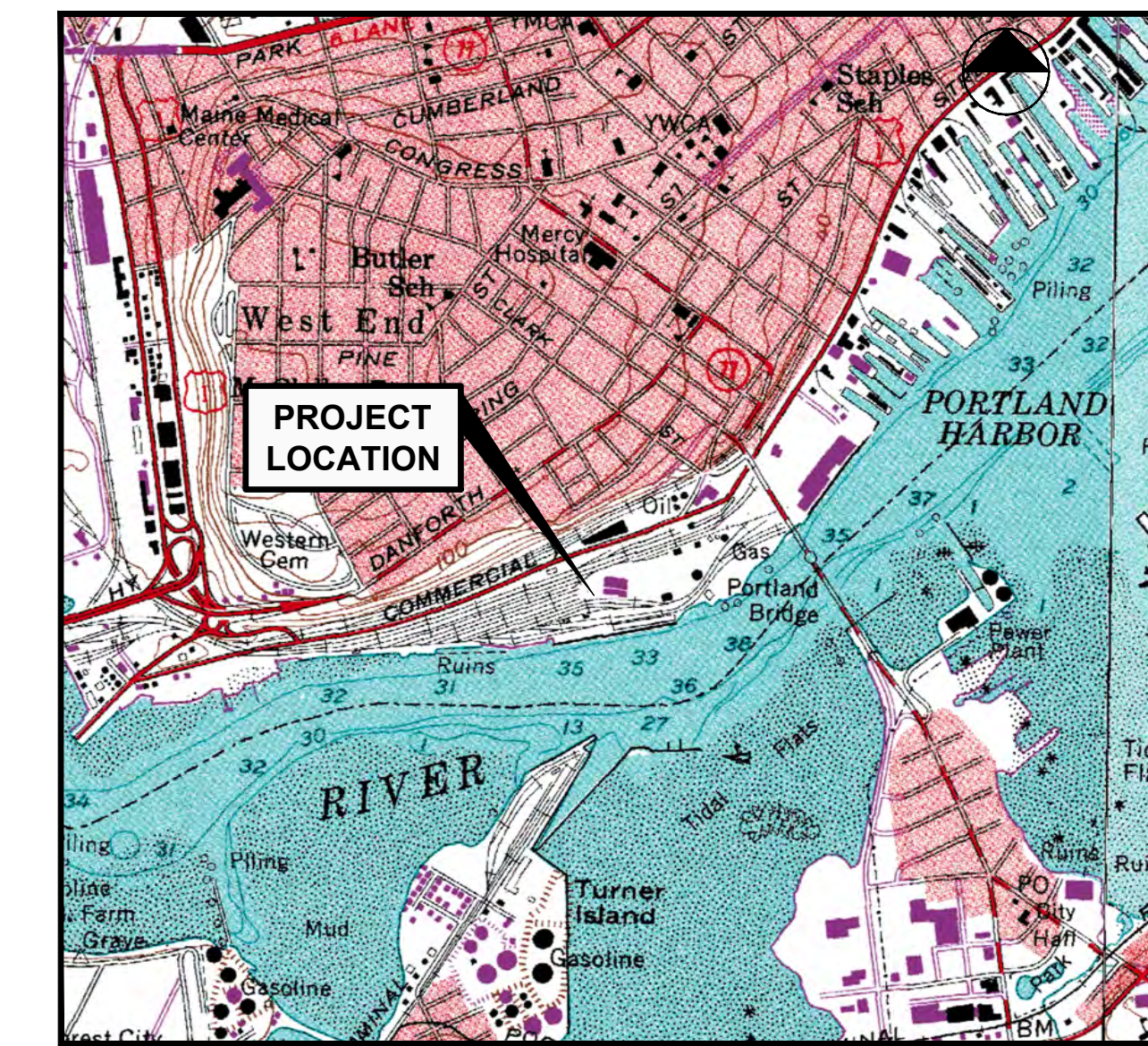
FOR

CANAL LANDING BUILDINGS C & D

NEW YARD EXPANSION - PHASE III

PORTLAND, MAINE

REVISED FINAL PLAN SUBMISSION TO SATISFY
CONDITIONS OF APPROVAL
NOVEMBER 2018



LOCATION MAP
N.T.S.

| PROJECT PARCEL SITE | | | |
|---|-------|-----------------------------|------------------------------------|
| ZONING: WATERFRONT PORT DEVELOPMENT ZONE (WPDZ) | | | |
| PORTLAND TAX ASSESSOR'S MAP AND LOT NUMBERS | | | |
| MAP | BLOCK | LOTS | OWNER |
| 59 | A | 1, 2, 5, 6, 7, 8, 9, 10, 11 | DEPARTMENT OF MAINE TRANSPORTATION |
| 59 | A | 3, 4 | NEW YARD LLC |
| 60 | F | 1,2,3, 4 | NEW YARD LLC |
| 71 | F | 2,4,5,6 | NEW YARD LLC |

OWNER / APPLICANT:

NEW YARD, LLC
101 WEST COMMERCIAL STREET
PORTLAND, ME 04101
ATTN: PHINEAS SPRAGUE, JR

C.C.R.D. BOOK 35107, PAGE 310

REFERENCE PLANS:

- STATE OF MAINE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP "LAND ACQUISITIONS" BY OWEN HASKELL, INC. DATED APRIL 2014. D.O.T. FILE NO. 3-595.
- "BOUNDARY AND TOPOGRAPHIC SURVEY - WEST COMMERCIAL STREET PORTLAND, CUMBERLAND COUNTY, MAINE" MADE FOR HNTB & THE MAINE DEPARTMENT OF TRANSPORTATION BY OWEN HASKELL, INC. DATED APRIL 4, 2014. D.O.T. FILE NO. 3-595.
- "LAND ON WEST COMMERCIAL STREET, PORTLAND, MAINE MAINE CENTRAL RAILROAD, CO. TO CANAL LANDING LLC" BY OWEN HASKELL, INC. DATED APRIL 29, 2015.

NOTES

- IN ACCORDANCE WITH A SETTLEMENT AGREEMENT THE MAINE DEPARTMENT OF TRANSPORTATION ACQUIRED BY EMINENT DOMAIN TAKING APPROXIMATELY 17.9 ACRES OF LAND FORMERLY CONTROLLED BY NEW YARD, LLC AND AS DEPICTED ON SITE DEVELOPMENT PLANS ORIGINALLY APPROVED AND SUBSEQUENTLY AMENDED AND LAST APPROVED ON OCTOBER 22, 2013.
- SEE DEVELOPMENT PLANS FOR PORTLAND INTERNATIONAL MARINE TERMINAL BY HNTB AND THE MAINE DEPARTMENT OF TRANSPORTATION FOR INFORMATION RELATED TO IMT EXPANSION AND SITE DEVELOPMENT ACTIVITY.
- THE AMENDED DRAWINGS AS INDICATED IN THE INDEX BELOW ARE INTENDED TO SUPERCEDE THE APPROVED PLANS DATED 08.20.2013. PREVIOUSLY APPROVED SHEETS, NOT OTHERWISE CONTAINED IN THIS SUBMISSION WILL CONTINUE TO APPLY.

INDEX

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- C-1.1 GENERAL NOTES AND LEGEND
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- C-8.3 UTILITY DETAILS
- C-8.4 STORM DRAIN SYSTEM DETAILS
- C-11.0 FIRE PROTECTION PLAN

UTILITIES

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REVIEW
CONDITIONAL USE PERMIT

BUILDING AND DEMOLITION
PERMITS

STREET OPENING PERMIT

PORTLAND HARBOR
COMMISSIONER REVIEW

STATE

SITE LOCATION OF
DEVELOPMENT

NATURAL RESOURCES
PROTECTION ACT (NRPA) /
MAINE CONSTRUCTION
GENERAL PERMIT

SUBMERGED LANDS LEASE

TRAFFIC MOVEMENT PERMIT

FEDERAL

U.S. ARMY CORPS OF
ENGINEERS
SECTION 404 PERMIT

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CONTACT: MATTHEW GROOMS

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GOVERNING BODY

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STATUS

PRELIMINARY PLAN SUBMISSION 08.21.12
FINAL PLAN APPROVED 12.18.12
AMENDED SITE PLAN SUBMISSION 08.27.13
AMENDED SITE PLAN APPLICATION FOR PHASE 1B 10.22.13
AMENDED SITE PLAN APPLICATION FILED 06.27.14 (APPROVED 08.12.14)
PRELIMINARY PHASE III AMENDED SITE PLAN APPLICATION FILED 06.15.15
FINAL PHASE III AMENDED SITE PLAN APPLICATION FILED 09.04.15
PHASE III AMENDED SITE PLAN APPROVED 01.12.16
PERMIT RENEWAL SUBMISSION FILED 12.14.2017
RENEWAL APPROVED 01.23.2018

TO BE FILED PRIOR TO CONSTRUCTION BY CONTRACTOR

TO BE FILED PRIOR TO CONSTRUCTION
BY CONTRACTOR

APPROVED 01.10.13
AMENDED APPLICATION AND HCR PENDING AS OF 12.13.17
HCR APPROVED 12.14.17

STATUS

FILED UNDER CITY OF PORTLAND DELEGATED
REVIEW

FILED NOVEMBER 2012
APPROVED
PERMIT ORDER #L-25823-4E-A-N
AMENDED APPLICATION MeDEP APPROVED 02.16.18

FILED NOVEMBER 2012
APPROVED 03.01.13 FOR ORIGINAL PHASE III SHOREFRONT ACTIVITIES
PHASE IV APPLICATION APPROVED 03.01.18

APPROVED 01.12.16

STATUS

FILED NOVEMBER 2012
APPROVED
PERMIT ORDER #NAE-2012-02469 FOR ORIGINAL PHASE III SHOREFRONT
ACTIVITIES
PHASE IV APPLICATION SUBMISSION AUTHORIZED 12.20.16

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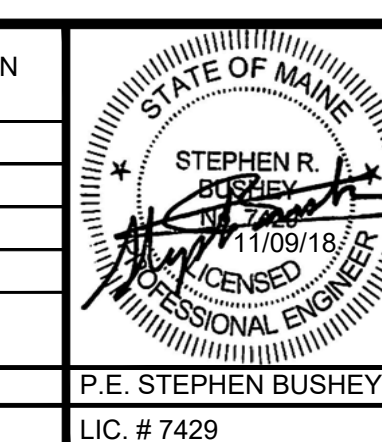
ARCHITECT:

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207.772.6022
ATTN: DAVID LLOYD

I HEREBY ACKNOWLEDGE THAT THESE PLANS AND SPECIFICATIONS WERE PREPARED UNDER MY DIRECT SUPERVISION, AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MAINE AND THAT I AM COMPETENT TO PREPARE THIS DOCUMENT.

ALL PERMITS ARE ANTICIPATED TO HAVE CONDITIONS ATTENDANT WITH THEIR APPROVAL. THE CONTRACTOR SHALL REVIEW ALL PERMITS AND THE CONDITIONS ATTENDANT WITH APPROVALS PRIOR TO THE START OF THE WORK. UNLESS OTHERWISE STIPULATED BY THE CONTRACT DOCUMENTS, THE CONTRACTOR IS REQUIRED TO COMPLY AND FULFILL ALL CONDITIONS OF APPROVAL.

| REV | DATE | DESCRIPTION | REV | DATE | DESCRIPTION |
|-----|----------|---|-----|----------|---|
| 6 | 03.16.18 | REVISED PER CITY COMMENT/FINAL PLAN SUBMISSION TO CITY | 6 | 01.19.18 | REVISED PER CITY COMMENT |
| 5 | 01.19.18 | REVISED PER CITY COMMENT | 4 | 12.14.17 | PERMIT RENEWAL SUBMISSION - LEVEL III |
| 4 | 12.14.17 | PERMIT RENEWAL SUBMISSION - LEVEL III | 3 | 11.10.15 | REVISED FINAL PLAN SUBMISSION |
| 3 | 11.10.15 | REVISED FINAL PLAN SUBMISSION | 2 | 09.04.15 | FINAL PLAN SUBMISSION TO CITY OF PORTLAND |
| 2 | 09.04.15 | FINAL PLAN SUBMISSION TO CITY OF PORTLAND | 1 | 08.15.15 | PRELIMINARY PHASE III AMENDED SITE PLAN TO CITY OF PORTLAND |
| 1 | 08.15.15 | PRELIMINARY PHASE III AMENDED SITE PLAN TO CITY OF PORTLAND | | | |



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|-------------|--|--|
| PROJECT | CANAL LANDING AMENDED SITE PLAN | STANTEC CONSULTING SERVICES INC. 482 PAYNE ROAD SCARBOROUGH, ME 04074 WWW.STANTEC.COM |
| SHEET TITLE | PHASE III COVER SHEET | DRAWN: PBF DATE: DECEMBER 2017 |
| CLIENT | NEW YARD LLC 400 WEST COMMERCIAL STREET PORTLAND, ME 04101 | DESIGNED: SRB SCALE: AS NOTED CHECKED: SRB JOB NO. 195350129 FILE NAME: 3001.04-COV SHEET C-1.0 |



GENERAL NOTES

- 1. IN ADDITION TO THESE PLANS AND NOTES, THE CONTRACTOR SHALL REFER TO THE PROJECT MANUAL OR MOST CURRENT MDOT SPECIFICATIONS FOR CONSTRUCTION SPECIFICATIONS AND BIDDING PROCEDURES.
2. THIS PROJECT WILL BE SUBJECT TO THE TERMS AND CONDITIONS OF ALL PERMITS ISSUED BY THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, THE U.S DEPARTMENT OF THE ARMY CORPS OF ENGINEERS, LOCAL UTILITY COMPANIES AND THE CITY OF PORTLAND.
3. 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. ENTRANCES IN MOST LOCATIONS REQUIRE STRUCTURAL SLABS. REFER TO THE ARCHITECTURAL AND STRUCTURAL DRAWINGS FOR INFORMATION ON THE STRUCTURAL SLAB ENTRANCES.
4. 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.
5. 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.
6. 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.
7. 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.
8. ALL MATERIALS AND CONSTRUCTION METHODS SHALL CONFORM TO THE PROJECT SPECIFICATIONS, THE CITY OF PORTLAND AND SERVICING UTILITY REQUIREMENTS, IN CASES WHERE THESE CONFLICT THE MOST STRINGENT SHALL APPLY AT NO EXTRA COST TO THE OWNER.
9. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING RECORD DRAWINGS THROUGHOUT THE PROJECT AND PROVIDING THE OWNER WITH A SET OF ELECTRONIC FINAL RECORD DRAWINGS WHEN THE PROJECT IS COMPLETE.
10. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ACCESS TO THE SITE AND ALL ADJACENT PROPERTIES INCLUDING NGL-NE SITE, AND MDOT MAINTENANCE BUILDING AT ALL TIMES. 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. THE CONTRACTOR SHALL NOTIFY THE PORTLAND PUBLIC SAFETY DIVISION ROUTINELY REGARDING TEMPORARY IMPACT OR CHANGES TO SITE ACCESS CONDITIONS.
11. THE CONTRACTOR IS RESPONSIBLE FOR PERFORMANCE OF WORK IN ACCORDANCE WITH ALL AREMA SAFETY STANDARDS AND SHALL COOPERATE FULLY WITH REPRESENTATIVES OF PAN AM RAILWAYS, MDOT, AND UNILIT AS MAY BE REQUIRED.

PERMITTING NOTES

- 1. THIS PROJECT WILL BE SUBJECT TO THE TERMS AND CONDITIONS OF A MAINE DEP NATURAL RESOURCES PROTECTION ACT PERMIT AS AMENDED FOR ACTIVITIES WITHIN 75' OF THE RIVER, WHICH WILL BE MADE A PART OF THE CONTRACT BID DOCUMENTS.
2. THIS PROJECT IS SUBJECT TO THE TERMS AND CONDITIONS OF THE AMENDED SITE PLAN REVIEW PERMIT FROM THE CITY OF PORTLAND WHICH WILL BE MADE A PART OF THE CONTRACT BID DOCUMENTS. THE CONSTRUCTION WILL BE GOVERNED BY THE ZONING ORDINANCES WHICH ARE AVAILABLE FOR VIEWING AT THE OFFICE OF THE ENGINEER OR THE MUNICIPAL OFFICE.
3. THE PROJECT IS SUBJECT TO THE TERMS AND CONDITIONS OF THE PORTLAND HARBOR COMMISSION APPROVAL AS AMENDED WHICH WILL BE MADE PART OF THE CONTRACT BID DOCUMENTS.
4. THE CONTRACTOR SHALL REVIEW THE ABOVE-REFERENCED PERMITS PRIOR TO SUBMITTING A BID FOR THIS PROJECT, AND INCLUDE COSTS AS NECESSARY TO COMPLY WITH THE CONDITIONS OF THESE PERMITS.
5. THE PROJECT CONSTRUCTION IS SUBJECT TO ALL REQUIREMENTS OF THE VOLUNTARY RESPONSE ACTION PLAN AS PREPARED BY AMEC ON BEHALF OF UNILIT FOR THE NORTHERN UTILITIES PROPERTIES. CREDEERE ASSOCIATES IS RESPONSIBLE FOR ENVIRONMENTAL CONSULTATION FOR NEW YARD, LLC AND WILL BE PREPARING ENVIRONMENTAL REPORTS RELATED TO THE PAN AM PROPERTIES FOLLOWING THE PROPERTY TRANSFER AND APPROVED BY THE MAINE DEP. SEE SEPARATE DOCUMENTS PREPARED BY CREDEERE ASSOCIATES WHICH ARE TO BE CONSIDERED PART OF THE CONTRACT DOCUMENTS.

SITE LAYOUT NOTES

- 1. BITUMINOUS CONCRETE CURB, SLIPFORM CONCRETE CURB AND GRANITE CURB SHALL MEET THE REQUIREMENTS OF MDOT 702.001, 703.07 AND 609.04.
2. ALL DIMENSIONING, UNLESS NOTED OTHERWISE, IS TO THE FACE OF CURB OR THE FACE OF THE BUILDING.
3. EXCEPT WHERE INDICATED OTHERWISE, THE PAVEMENT IS TO BE HEAVY DUTY PAVEMENT.
4. 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.

GRADING & DRAINAGE NOTES:

- 1. ALL STORM DRAIN PIPE SHALL BE SMOOTH BORE INTERIOR PROVIDING A MANNINGS ROUGHNESS COEFFICIENT OF N = 0.012 OR LESS.
2. AN "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.
3. A DETAILED O&M MANUAL FOR STORMWATER MANAGEMENT SYSTEMS IS (WILL BE) FILED WITH THE CITY OF PORTLAND DURING THE PERMIT REVIEW PROCESS. A SPECIFIC MANUAL HAS BEEN PREPARED FOR O&M OF THE DRAINAGE SYSTEM.
4. SEE EXISTING CONDITIONS FOR BENCHMARK INFORMATION.
5. SEE GRADING, DRAINAGE AND EROSION/SEDIMENT CONTROL FOR PROPOSED GRADING AND EROSION CONTROL MEASURES.
6. ALL DISTURBED AREAS NOT TO BE PAVED, GRAVELED, SODDED OR OTHERWISE TREATED SHALL RECEIVE 6" LOAM, SEED, FERTILIZER AND MULCH.
7. COMPACTION REQUIREMENTS:

Table with 3 columns: LOCATION, MINIMUM COMPACTION, and values for various areas like SUBBASE AND BASE GRAVEL, SUBGRADE FILL, etc.

- 8. ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE.
9. 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 CURBED AREAS.
10. PROVIDE STABILIZATION OR SEPARATION GEOTEXTILE FABRIC OVER UNSTABLE SOILS AS DIRECTED BY THE OWNER'S REPRESENTATIVE AND IN ACCORDANCE WITH THE FINAL GEOTECHNICAL RECOMMENDATIONS.
11. 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.

LOCAL APPROVALS, WAIVERS AND VARIANCES

THE CONSTRUCTION PLANS ARE TO BE SUBMITTED TO THE CITY OF PORTLAND FOR THEIR REVIEW, APPROVAL AND RECORDS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.

PENDING SITE PLAN CONDITIONS OF APPROVAL

STANDARD CONDITIONS OF APPROVAL

- 1. DEVELOP SITE ACCORDING TO PLAN. THE SITE SHALL BE DEVELOPED AND MAINTAINED AS DEPICTED ON THE SITE PLAN AND IN THE WRITTEN SUBMISSION OF THE APPLICANT. MODIFICATION OF ANY APPROVED SITE PLAN OR ALTERATION OF A PARCEL WHICH WAS THE SUBJECT OF SITE PLAN APPROVAL AFTER MAY 20, 1974, SHALL REQUIRE THE PRIOR APPROVAL OF A REVISED SITE PLAN BY THE PLANNING BOARD OR PLANNING AUTHORITY PURSUANT TO THE TERMS OF CHAPTER 14, LAND USE, OF THE PORTLAND CITY CODE.
2. SEPARATE BUILDING PERMITS ARE REQUIRED. THIS APPROVAL DOES NOT CONSTITUTE APPROVAL OF BUILDING PLANS, WHICH MUST BE REVIEWED AND APPROVED BY THE CITY OF PORTLAND'S INSPECTION DIVISION.
3. SITE PLAN EXPIRATION: THE SITE PLAN APPROVAL WILL BE DEEMED TO HAVE EXPIRED UNLESS WORK HAS COMMENCED WITHIN ONE (1) YEAR OF THE APPROVAL OR WITHIN A TIME PERIOD UP TO THREE (3) YEARS FROM THE APPROVAL DATE AS AGREED UPON IN WRITING BY THE CITY AND THE APPLICANT. REQUESTS TO EXTEND

APPROVALS MUST BE RECEIVED BEFORE THE ONE (1) YEAR EXPIRATION DATE.

- 4. PERFORMANCE GUARANTEE AND INSPECTION FEES: A PERFORMANCE GUARANTEE COVERING THE SITE IMPROVEMENTS, INSPECTION FEE PAYMENT OF 2.0% OF THE GUARANTEE AMOUNT AND SEVEN (7) FINAL SETS OF PLANS MUST BE SUBMITTED TO AND APPROVED BY THE PLANNING DIVISION AND PUBLIC SERVICES DEPARTMENT PRIOR TO THE RELEASE OF A BUILDING PERMIT, STREET OPENING PERMIT OR CERTIFICATE OF OCCUPANCY FOR SITE PLANS. IF YOU NEED TO MAKE ANY MODIFICATIONS TO THE APPROVED PLANS, YOU MUST SUBMIT A REVISED SITE PLAN APPLICATION FOR STAFF REVIEW AND APPROVAL.
5. DEFECT GUARANTEE: A DEFECT GUARANTEE, CONSISTING OF 10% OF THE PERFORMANCE GUARANTEE, MUST BE POSTED BEFORE THE PERFORMANCE GUARANTEE WILL BE RELEASED.
6. PRECONSTRUCTION MEETING: PRIOR TO THE RELEASE OF A BUILDING PERMIT OR SITE CONSTRUCTION, A PRE-CONSTRUCTION MEETING SHALL BE HELD AT THE PROJECT SITE. THIS MEETING WILL BE HELD WITH THE CONTRACTOR, DEVELOPMENT REVIEW COORDINATOR, PUBLIC SERVICE'S REPRESENTATIVE AND OWNER TO REVIEW THE CONSTRUCTION SCHEDULE AND CRITICAL ASPECTS OF THE SITE WORK. AT THAT TIME, THE DEVELOPMENT REVIEW COORDINATOR WILL CONFIRM THAT THE CONTRACTOR IS WORKING FROM THE APPROVED SITE PLAN. THE SITE/BUILDING CONTRACTOR SHALL PROVIDE THREE (3) COPIES OF A DETAILED CONSTRUCTION SCHEDULE TO THE ATTENDING CITY REPRESENTATIVES. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ARRANGE A MUTUALLY AGREEABLE TIME FOR THE PRE-CONSTRUCTION MEETING (IF APPLICABLE).
7. DEPARTMENT OF PUBLIC SERVICES PERMITS: IF WORK WILL OCCUR WITHIN THE PUBLIC RIGHT-OF-WAY SUCH AS UTILITIES, CURB, SIDEWALK AND DRIVEWAY CONSTRUCTION, A STREET OPENING PERMIT(S) IS REQUIRED FOR YOUR SITE. PLEASE CONTACT CAROL MERRITT AT 874-8300, EXT. 8828. (ONLY EXCAVATORS LICENSED BY THE CITY OF PORTLAND ARE ELIGIBLE.)
8. AS-BUILT FINAL PLANS: FINAL SETS OF AS-BUILT PLANS SHALL BE SUBMITTED DIGITALLY TO THE PLANNING DIVISION, ON A CD OR DVD, IN AUTOCAD FORMAT (*.DWG), RELEASE AUTOCAD 2005 OR GREATER.
9. STORMWATER MANAGEMENT: THAT THE DEVELOPER/ CONTRACTOR/ SUBCONTRACTOR MUST COMPLY WITH CONDITIONS OF THE CONSTRUCTION STORMWATER MANAGEMENT PLAN AND SEDIMENT & EROSION CONTROL PLAN BASED ON CITY STANDARDS AND STATE GUIDELINES; THAT THE OWNER/OPERATOR OF THE APPROVED STORMWATER MANAGEMENT SYSTEM AND ALL ASSIGNS SHALL COMPLY WITH THE CONDITIONS OF CHAPTER 32 STORMWATER INCLUDING ARTICLE III, POST-CONSTRUCTION STORMWATER MANAGEMENT, WHICH SPECIFIES THE ANNUAL INSPECTIONS AND REPORTING REQUIREMENTS; AND THAT A MAINTENANCE AGREEMENT FOR THE STORMWATER DRAINAGE SYSTEM, AS ATTACHED, OR IN SUBSTANTIALLY THE SAME FORM WITH ANY CHANGES TO BE APPROVED BY CORPORATION COUNSEL, SHALL BE SUBMITTED AND SIGNED PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY WITH A COPY TO THE DEPARTMENT OF PUBLIC SERVICES.

PENDING WAIVERS (SUBJECT TO AMENDED SITE PLAN REVIEW)

UTILITY NOTES

- 1. ALL REQUIRED UTILITIES SERVING THE PROJECT SHALL BE COORDINATED AND CONSTRUCTED BY THE SITE 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.
2. 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.
3. ALL SANITARY SEWER WORK SHALL MEET THE STANDARDS OF THE MAINE STATE PLUMBING CODE AND CITY OF PORTLAND PUBLIC SERVICES DIVISION CONNECTIONS TO THE 42" SAN SEWER AND 24" CSO LINE SHALL BE PERFORMED IN ACCORDANCE WITH CITY OF PORTLAND PUBLIC SERVICES DIVISION RECOMMENDATIONS AND REGULATIONS.
4. THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF ELECTRIC SERVICE WITH CENTRAL MAINE POWER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TRENCHING, CONDUIT AND BACKFILLING ASSOCIATED WITH UNDERGROUND POWER, COMMUNICATIONS AND CABLE.
5. COORDINATE ALL OTHER 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, AT NO EXTRA EXPENSE TO THE OWNER.
6. THE LOCATIONS OF THE NEW UTILITY SERVICES AND CONNECTIONS SHALL BE COORDINATED WITH THE SERVING UTILITY COMPANY, PROJECT ARCHITECTS AND MEP DESIGNERS.
7. UNDERGROUND ELECTRICAL, CONDUIT MATERIAL AND INSTALLATION SHALL CONFORM TO CENTRAL MAINE POWER STANDARDS AND PROJECT SPECIFICATIONS, WHICH EVER IS MORE STRINGENT. THE EXISTING 15KV TRANSMISSION LINE SHALL BE MARKED/FLAGGED AND PROTECTED DURING CONSTRUCTION. WORK ADJACENT TO THE LINE SHALL BE MONITORED BY CENTRAL MAINE POWER.
8. ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OR WORK TO FINISH GRADE.
9. ALL UNDERGROUND CONDUITS SHALL HAVE NYLON PULL ROPES TO FACILITATE PULLING CABLES.
10. 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.
11. 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.
12. 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.
13. THE CONTRACTOR SHALL PHASE 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.
14. REMOVAL AND RELOCATION OF THE EXISTING GAS RELATED FACILITIES SHALL BE COORDINATED WITH UNILIT AND THEIR ASSIGNS. CONTRACTOR TO COORDINATE WITH UNILIT'S CONTRACTOR FOR RELOCATION OF THE 8" GAS LINE AND INSTALLATION OF VAULT (SEE UTILITY PLAN FOR LOCATION).

EROSION CONTROL NOTES:

- 1. 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.
2. 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.
3. PRIOR TO PAVING OR GRAVEL PLACEMENT, THE CONTRACTOR SHALL REMOVE SILT FROM ALL STORM LINES AND APURTANCES.
4. ALL STORM DRAIN INLETS AND OUTLETS NOT IN PAVED AREAS ARE TO RECEIVE RIPRAP PROTECTION APRONS DURING CONSTRUCTION.
5. SILT BARRIERS SHALL BE INSPECTED, REPAIRED AND CLEANED AS NOTED IN THE EROSION CONTROL NOTES SHOWN ON THE EROSION CONTROL DETAIL SHEET.
6. THE CONTRACTOR SHALL REPAIR AND ADD STONE TO THE CONSTRUCTION ENTRANCES AS IT BECOMES SATURATED WITH MUD TO ENSURE THAT IT FUNCTIONS TO CAPTURE MUD FROM THE TIRE 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.
7. 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.
8. LAND DISTURBING ACTIVITIES SHALL BE ACCOMPLISHED IN A MANNER AND SEQUENCE WHICH CAUSE THE LEAST PRACTICAL UNPROTECTED DENUED AREAS ON THE SITE DURING CONSTRUCTION.
9. 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.
10. A FULL EROSION/SEDIMENTATION CONTROL PLAN ACCOMPANIES THIS DRAWING SET AND IS ALSO CONTAINED IN THE DIV 312513 SPECIFICATIONS.
11. 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.
12. INSPECT EROSION AND SEDIMENT CONTROL DEVICES AFTER EACH RAIN STORM OF 0.25 INCHES OR GREATER. REPAIR/MODIFY PROTECTION AS NECESSARY TO MAXIMIZE FILTER EFFICIENCY. REPLACE ALL FILTERS WHEN SEDIMENT IS 1/3 OF THE STRUCTURE HEIGHT.
13. INSTALL CURLEX EROSION CONTROL MAT OR EQUAL ON ALL SLOPES STEEPER THAN 4:1. TURF REINFORCEMENT (NORTH AMERICAN GREEN OR EQUAL) SHALL BE USED ON SLOPES STEEPER THAN 3:1 IF NOT CALLED OUT FOR RIPRAP STABILIZATION.
14. 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".

ZONING INFORMATION

Table with 3 columns: ZONE (WATERFRONT PORT DEVELOPMENT ZONE (WPDZ)), PERMITTED USES (MARINE REPAIR SERVICES / BOAT REPAIR YARD), CONDITIONAL USE PERMIT (MARINE RETAIL), and various lot/building specifications like MINIMUM LOT SIZE, FRONTAGE, DIMENSIONS, etc.

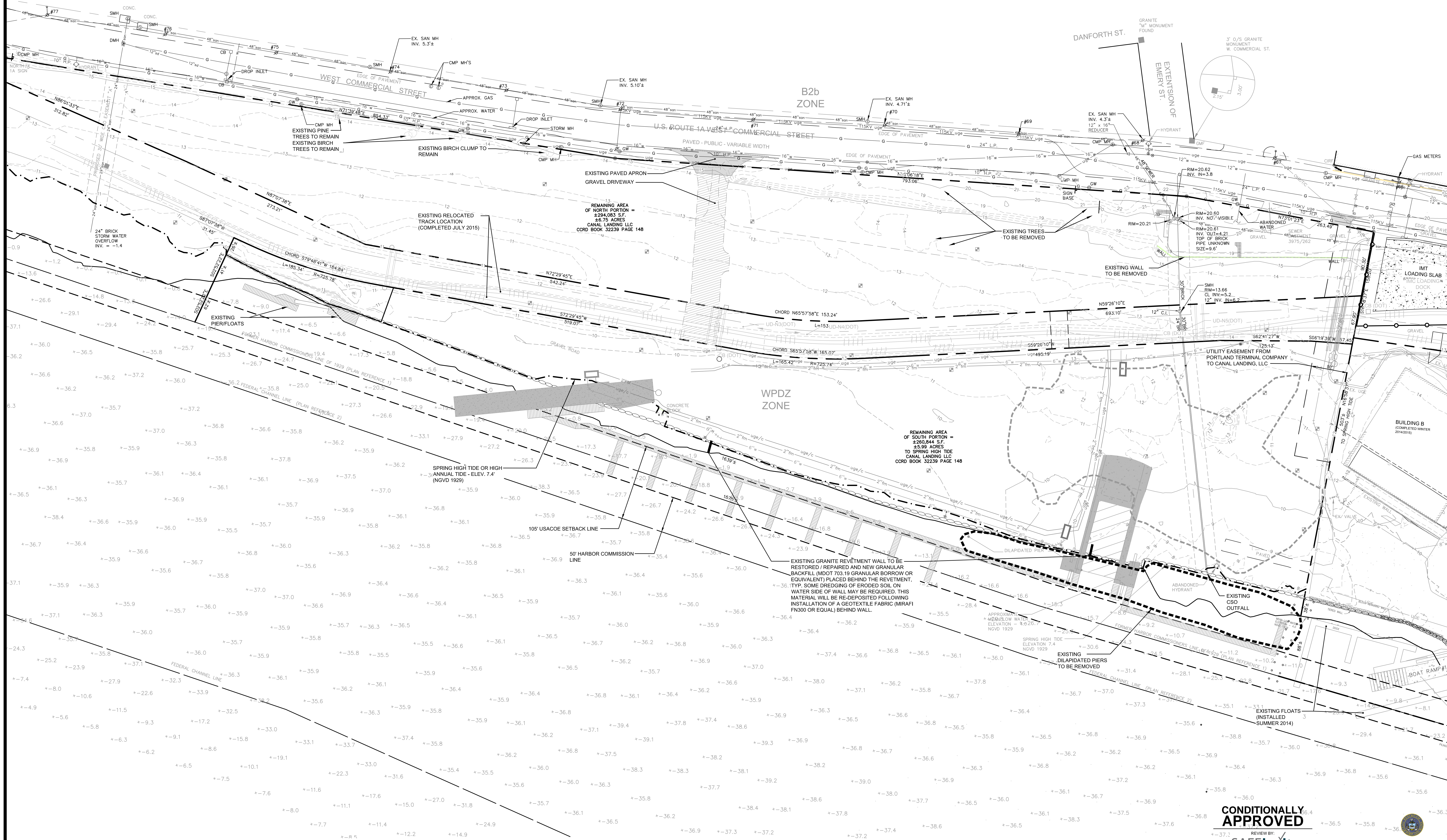
EXISTING

- IRON PIPE OR ROD FND
MONUMENT FOUND
GAS VALVE
WATER VALVE
HYDRANT
UTILITY POLE
LIGHT POLE
COMMUNICATION MANHOLE
DRAINAGE MANHOLE
ELECTRIC MANHOLE
SEWER MANHOLE
CATCH BASIN
SIGN
FENCE
EDGE OF PAVEMENT
CURB
OVERHEAD WIRES
UNDERGROUND ELECTRIC
TELEPHONE
WATER LINE
GAS LINE
SANITARY SEWER
STORM DRAIN
1' CONTOUR
MONITORING WELL
ELEVATIONS DERIVED FROM SOUNDING ON PLAN REF. 7
ELEVATIONS DERIVED FROM
TREE
BUILDING
RAIL TRACKS
RIPRAP
6" SAN
6"W
2"G
UGE
OHE
RAIL TRACKS
STONE BASE AT RAILROAD CROSSING
TIMBERS AT RAILROAD CROSSING
CONCRETE
BOATYARD SURFACE

PROPOSED

- BARRIER FREE SYMBOL
SIGN
SIGN LABEL
GUIDERAIL - METAL
GUIDERAIL - TIMBER
FENCE - CHAINLINK
FENCE - WOOD
BUILDING / BUILDING ACCESS
RETAINING WALL
PEDESTRIAN CROSSWALK
BOLLARD
VERTICAL GRANITE CURB
SLOPED GRANITE CURB
CATCH BASIN
CONTOUR LABEL
DRAIN MANHOLE
RIPRAP INLET APRON
RIPRAP OUTLET APRON
SLOPE DESIGNATION
SPOT GRADE
SPOT GRADE AT CURB (TC = TOP / BC = BOTTOM)
WATER MARK
UNDERDRAIN
STORM DRAIN
TREE LINE OR LIMIT OF CLEARING
CURB STOP
HYDRANT
LIGHT POLE WITH FIXTURE(S)
JERSEY BARRIER
SANITARY SEWER MANHOLE
TEST PIT
TRANSFORMER PAD
UTILITY POLE
VALVE
SANITARY SEWER
WATER MAIN
GAS MAIN
UNDERGROUND ELECTRIC
OVERHEAD ELECTRIC
RAIL TRACKS
RAIL TRACKS
CONCRETE
BOATYARD SURFACE

Project information block containing revision table, project name (CANAL LANDING AMENDED SITE PLAN), sheet title (PHASE III GENERAL NOTES AND LEGEND), client (NEW YARD LLC), and Stantec logo and contact information.



- PLAN REFERENCES**
- "BOUNDARY AND TOPOGRAPHIC SURVEY WEST COMMERCIAL STREET PORTLAND, CUMBERLAND COUNTY, MAINE" MADE FOR HNTB AND THE MAINE DEPARTMENT OF TRANSPORTATION BY OWEN HASKELL, INC. DATED APRIL 4, 2014.
 - PLAN TITLED "STATE OF MAINE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP" "LAND ACQUISITIONS" BY OWEN HASKELL INC. DATED APRIL 4, 2014.
 - PLAN SET TITLED "STATE OF MAINE DEPARTMENT OF TRANSPORTATION" CITY OF PORTLAND, CUMBERLAND COUNTY, PORTLAND INTERNATIONAL MARINE TERMINAL - EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION WIN: 022809.20
 - PORTLAND HARBOR, PORTLAND, ME AFTER DREDGE SURVEY - 35 FOOT CHANNEL AND TURNING BASINS BY THE U.S. ARMY CORPS OF ENGINEERS. SHEETS V-101 THROUGH V-104, DATED APRIL 16, 2014.

NOTE

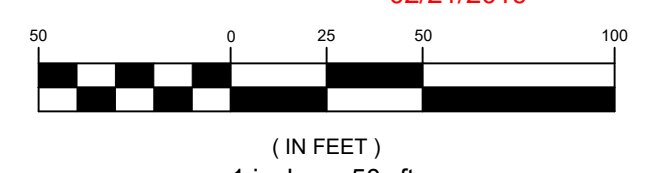
THE APPLICANT WAS GRANTED AFTER - THE - FACT APPROVAL FOR CLEARING, GROUND STABILIZATION, INITIAL WALL REPAIRS AND SITE USE FOR PARKING AND STORAGE OF BOATS, TRAILERS, EMPLOYEE VEHICLES (NO OVERNIGHT) AND RELATED MATERIALS ANCILLARY TO NEW YARDS BUSINESS OPERATIONS IN ADVANCE OF THE AMENDED PHASE III APPROVAL IN ACCORDANCE WITH SECTION 14-532 (e)2 AND (e)3 OF THE CODE

CONDITIONALLY APPROVED

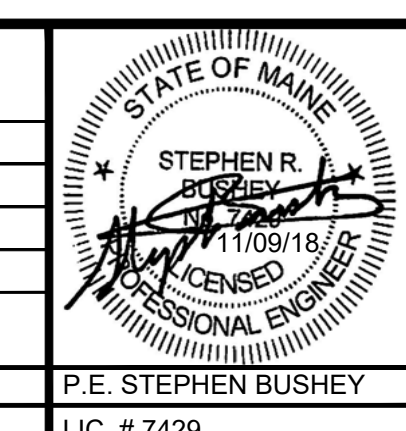
REVIEW BY:
SAFEbuilt.

APPROVED THIRD PARTY PLAN REVIEW AGENCY
BY THE CITY OF PORTLAND, MAINE.

SEE REVIEW LETTER FOR MORE INFORMATION.
01/16/2019



| REV | DATE | DESCRIPTION | REV | DATE | DESCRIPTION |
|-----|----------|---|-----|----------|---|
| 6 | 03.16.18 | REVISED PER CITY COMMENT/FINAL PLAN SUBMISSION TO CITY | 6 | 01.19.18 | REVISED PER CITY COMMENT |
| 5 | 12.14.17 | PERMIT RENEWAL SUBMISSION - LEVEL III | 4 | 11.10.15 | REVISED FINAL PLAN SUBMISSION |
| 4 | 11.10.15 | REVISED FINAL PLAN SUBMISSION | 2 | 09.04.15 | FINAL PLAN SUBMISSION TO CITY OF PORTLAND |
| 3 | 09.04.15 | FINAL PLAN SUBMISSION TO CITY OF PORTLAND | 1 | 08.15.15 | PRELIMINARY PHASE III AMENDED SITE PLAN TO CITY OF PORTLAND |
| 2 | 08.15.15 | PRELIMINARY PHASE III AMENDED SITE PLAN TO CITY OF PORTLAND | | | |
| 1 | 08.15.15 | REVISED PLANS SUBMITTED FOR OWNER REVIEW | | | |
| REV | DATE | DESCRIPTION | REV | DATE | DESCRIPTION |



PROJECT
CANAL LANDING AMENDED SITE PLAN

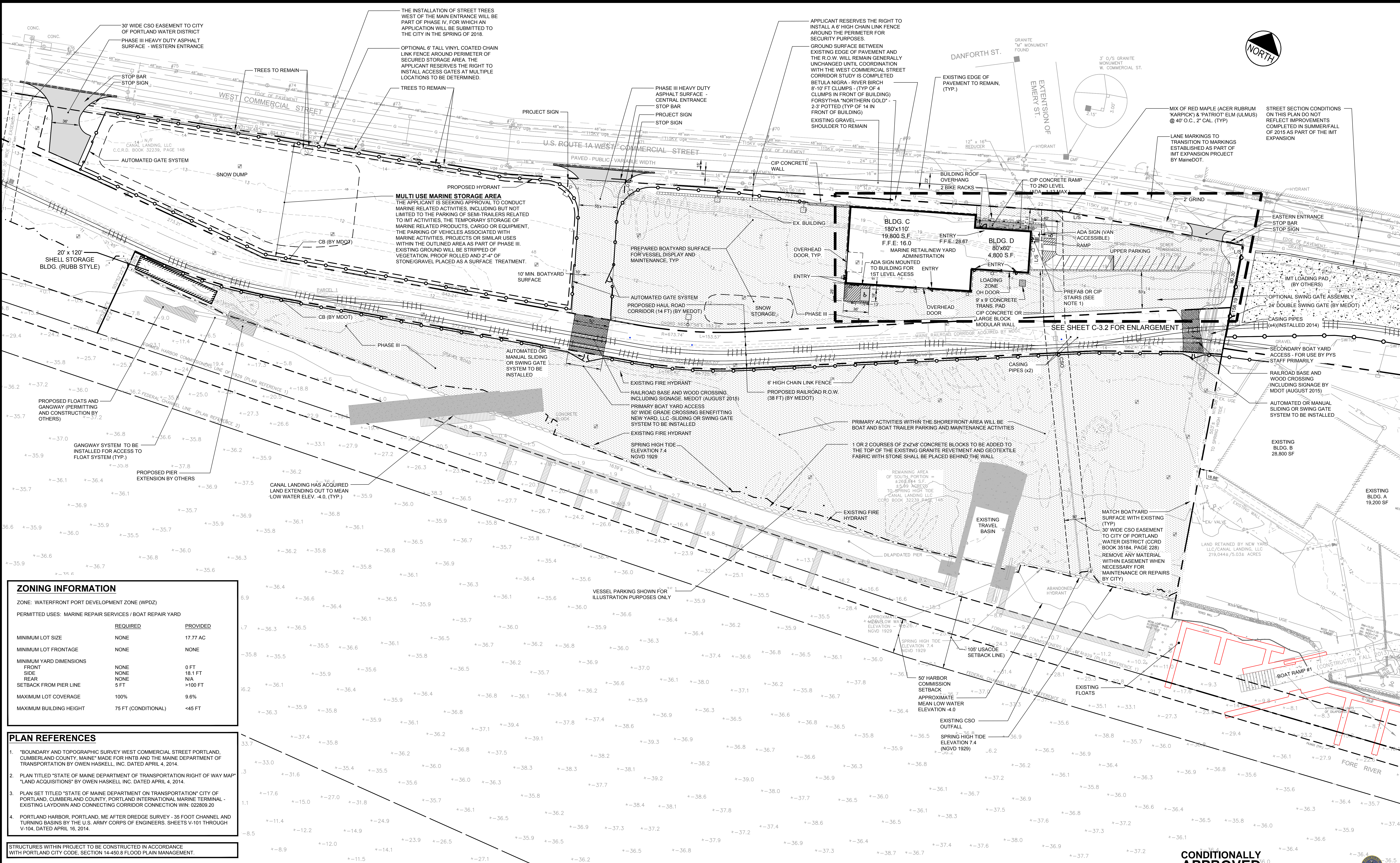
SHEET TITLE
EXISTING CONDITIONS PLAN

CLIENT
**CANAL LANDING LLC / NEW YARD LLC
400 WEST COMMERCIAL STREET
PORTLAND, ME 04101**

STANTEC CONSULTING SERVICES INC.

482 PAYNE ROAD
SCARBOROUGH, ME 04074
WWW.STANTEC.COM

DESIGNED: PBF DATE: DECEMBER 2017
CHECKED: SRB SCALE: 1" = 50'
FILE NAME: 3091.04 - EXISTING CONDITIONS SHEET
JOB NO. 195350129
C-1.3



ZONING INFORMATION

ZONE: WATERFRONT PORT DEVELOPMENT ZONE (WPDZ)

PERMITTED USES: MARINE REPAIR SERVICES / BOAT REPAIR YARD

| | REQUIRED | PROVIDED |
|-------------------------|---------------------|----------|
| MINIMUM LOT SIZE | NONE | 17.77 AC |
| MINIMUM LOT FRONTAGE | NONE | NONE |
| MINIMUM YARD DIMENSIONS | | |
| FRONT | NONE | 0 FT |
| SIDE | NONE | 18.1 FT |
| REAR | NONE | N/A |
| SETBACK FROM PIER LINE | 5 FT | >100 FT |
| MAXIMUM LOT COVERAGE | 100% | 9.6% |
| MAXIMUM BUILDING HEIGHT | 75 FT (CONDITIONAL) | <45 FT |

- PLAN REFERENCES**
- "BOUNDARY AND TOPOGRAPHIC SURVEY WEST COMMERCIAL STREET PORTLAND, CUMBERLAND COUNTY, MAINE" MADE FOR HNTB AND THE MAINE DEPARTMENT OF TRANSPORTATION BY OWEN HASKELL, INC. DATED APRIL 4, 2014.
 - PLAN TITLED "STATE OF MAINE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP" "LAND ACQUISITIONS" BY OWEN HASKELL, INC. DATED APRIL 4, 2014.
 - PLAN SET TITLED "STATE OF MAINE DEPARTMENT OF TRANSPORTATION" CITY OF PORTLAND, CUMBERLAND COUNTY, PORTLAND INTERNATIONAL MARINE TERMINAL - EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION WIN: 022809.20
 - PORTLAND HARBOR, PORTLAND, ME AFTER DREDGE SURVEY - 35 FOOT CHANNEL AND TURNING BASINS BY THE U.S. ARMY CORPS OF ENGINEERS, SHEETS V-101 THROUGH V-104, DATED APRIL 16, 2014.

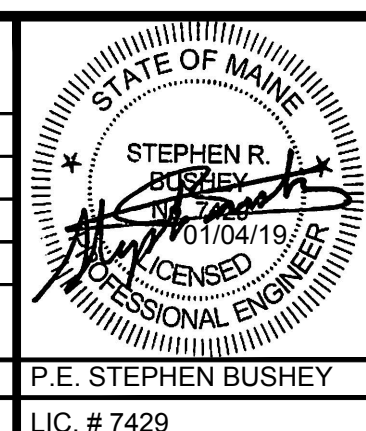
STRUCTURES WITHIN PROJECT TO BE CONSTRUCTED IN ACCORDANCE WITH PORTLAND CITY CODE, SECTION 14.450.8 FLOOD PLAIN MANAGEMENT.

LEGEND

| | |
|--|---|
| | EXISTING BUILDING |
| | PROPOSED BUILDING (PHASE III) |
| | PREPARED PERVIOUS SURFACE FOR VESSEL DISPLAY, STORAGE AND MAINTENANCE |
| | HEAVY DUTY PAVEMENT |
| | STANDARD DUTY PAVEMENT |
| | TRUEGRID PERMEABLE PAVING SURFACE |

- NOTES**
- THE OWNER SHALL BE RESPONSIBLE TO REMOVE PROPOSED STRUCTURES I.E. STAIRS, RAMPS, ETC. WITHIN THE PROPOSED 30' WIDE EASEMENT OVER THE CSO LINE IN THE EVENT THAT THE PORTLAND WATER DISTRICT MUST HAVE ACCESS FOR MAINTENANCE AND REPAIRS TO THE PIPE.

| REV | DATE | DESCRIPTION | REV | DATE | DESCRIPTION |
|-----|----------|---|-----|----------|---|
| 6 | 03.16.18 | REVISED PER CITY COMMENT/FINAL PLAN SUBMISSION TO CITY | 6 | 03.16.18 | REVISED PER CITY COMMENT/FINAL PLAN SUBMISSION TO CITY |
| 5 | 01.19.18 | REVISED PER CITY COMMENT | 5 | 01.19.18 | REVISED PER CITY COMMENT |
| 4 | 12.14.17 | PERMIT RENEWAL SUBMISSION - LEVEL III | 4 | 12.14.17 | PERMIT RENEWAL SUBMISSION - LEVEL III |
| 3 | 11.10.15 | REVISED FINAL PLAN SUBMISSION | 3 | 11.10.15 | REVISED FINAL PLAN SUBMISSION |
| 2 | 09.04.15 | FINAL PLAN SUBMISSION TO CITY OF PORTLAND | 2 | 09.04.15 | FINAL PLAN SUBMISSION TO CITY OF PORTLAND |
| 1 | 06.15.15 | PRELIMINARY PHASE III AMENDED SITE PLAN TO CITY OF PORTLAND | 1 | 06.15.15 | PRELIMINARY PHASE III AMENDED SITE PLAN TO CITY OF PORTLAND |
| REV | DATE | DESCRIPTION | REV | DATE | DESCRIPTION |



PROJECT: CANAL LANDING AMENDED SITE PLAN

SHEET TITLE: PHASE III SITE LAYOUT PLAN

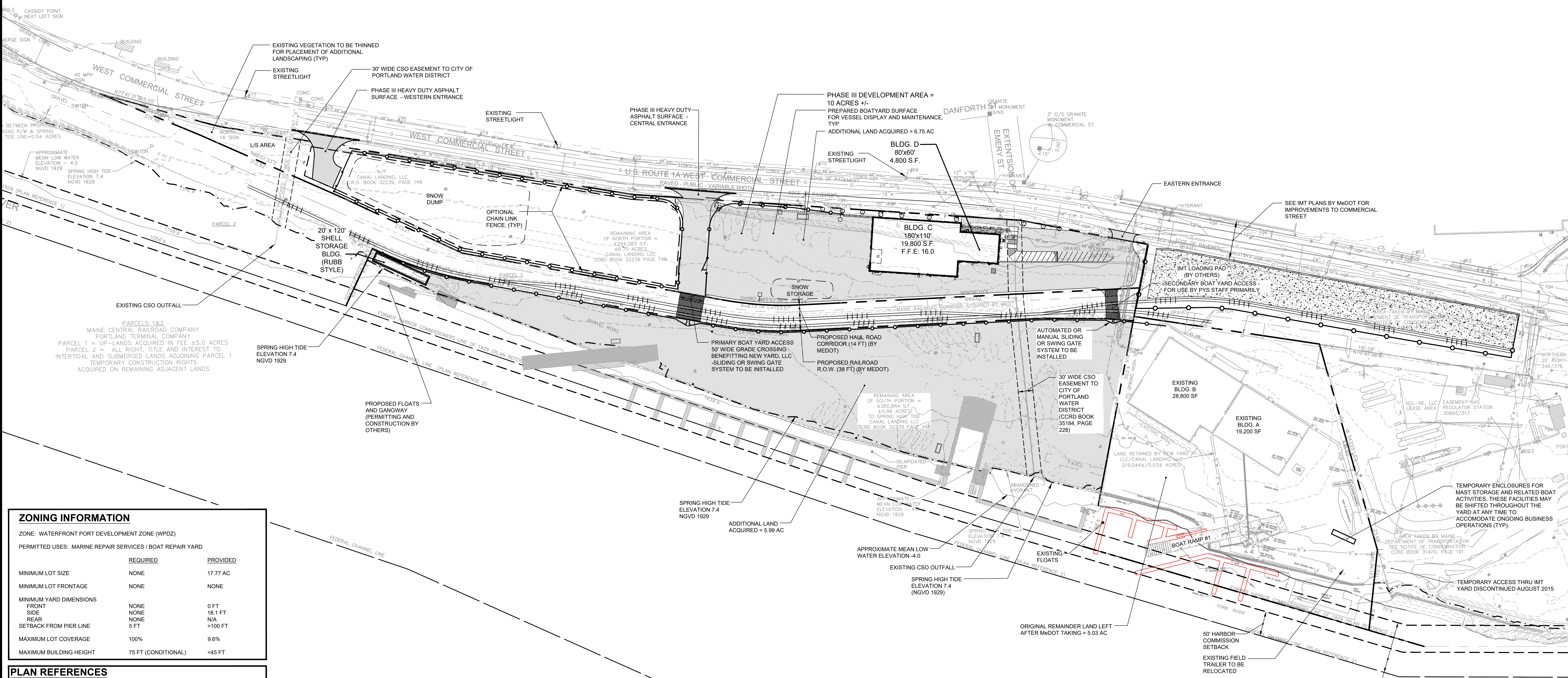
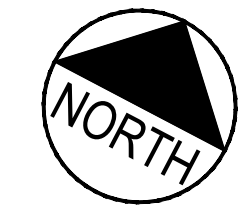
CLIENT: NEW YARD LLC
400 WEST COMMERCIAL STREET
PORTLAND, ME 04101

STANTEC CONSULTING SERVICES INC.

482 PAYNE ROAD
SCARBOROUGH, ME 04074
WWW.STANTEC.COM

DESIGNED: PBF
CHECKED: SRB
FILE NAME: 3091.04-SITE LAYOUT SHEET

DATE: DECEMBER 2017
SCALE: 1" = 50'
JOB NO: 195350129
SHEET: C-2.1



ZONING INFORMATION

ZONE: WATERFRONT PORT DEVELOPMENT ZONE (WPDZ)

PERMITTED USES: MARINE REPAIR SERVICES / BOAT REPAIR YARD

| | REQUIRED | PROVIDED |
|-------------------------|---------------------|----------|
| MINIMUM LOT SIZE | NONE | 17.77 AC |
| MINIMUM LOT FRONTAGE | NONE | NONE |
| MINIMUM YARD DIMENSIONS | | |
| FRONT | NONE | 0 FT |
| SIDE | NONE | 18.1 FT |
| REAR | NONE | N/A |
| SETBACK FROM PIER LINE | 5 FT | >100 FT |
| MAXIMUM LOT COVERAGE | 100% | 9.6% |
| MAXIMUM BUILDING HEIGHT | 75 FT (CONDITIONAL) | <45 FT |

- PLAN REFERENCES**
- "BOUNDARY AND TOPOGRAPHIC SURVEY WEST COMMERCIAL STREET PORTLAND, CUMBERLAND COUNTY, MAINE" MADE FOR HNTB AND THE MAINE DEPARTMENT OF TRANSPORTATION BY OWEN HASKELL, INC. DATED APRIL 4, 2014.
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 - PLAN SET TITLED "STATE OF MAINE DEPARTMENT OF TRANSPORTATION" CITY OF PORTLAND, CUMBERLAND COUNTY, PORTLAND INTERNATIONAL MARINE TERMINAL - EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION WIN: 022809.20
 - PORTLAND HARBOR, PORTLAND, ME AFTER DREDGE SURVEY - 35 FOOT CHANNEL AND TURNING BASINS BY THE U.S. ARMY CORPS OF ENGINEERS. SHEETS V-101 THROUGH V-104, DATED APRIL 16, 2014.

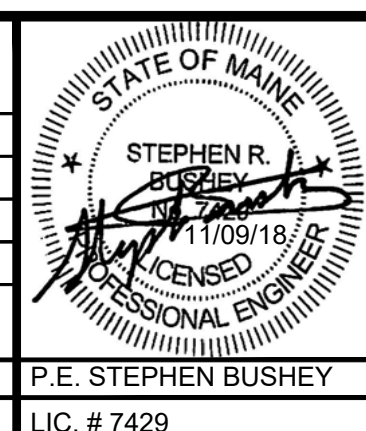
STRUCTURES WITHIN PROJECT TO BE CONSTRUCTED IN ACCORDANCE WITH PORTLAND CITY CODE, SECTION 14-450.8 FLOOD PLAIN MANAGEMENT.

LEGEND

| | |
|--|---|
| | EXISTING BUILDING |
| | PROPOSED BUILDING (PHASE III) |
| | PREPARED PERVIOUS SURFACE FOR VESSEL DISPLAY, STORAGE AND MAINTENANCE |
| | HEAVY DUTY PAVEMENT |
| | STANDARD DUTY PAVEMENT |
| | TRUEGRID PERMEABLE PAVING SURFACE |

- NOTES**
- THE OWNER SHALL BE RESPONSIBLE TO REMOVE PROPOSED STRUCTURES I.E. STAIRS, RAMPS, ETC. WITHIN THE PROPOSED 30' WIDE EASEMENT OVER THE CSO LINE IN THE EVENT THAT THE PORTLAND WATER DISTRICT MUST HAVE ACCESS FOR MAINTENANCE AND REPAIRS TO THE PIPE.

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| 4 | 12.14.17 | PERMIT RENEWAL SUBMISSION - LEVEL III | | | |
| 3 | 11.10.15 | REVISED FINAL PLAN SUBMISSION | | | |
| 10 | 11.09.18 | REVISED FINAL PHASE III PLAN SUBMISSION | | | |
| 9 | 10.05.18 | FINAL PHASE III PLAN SUBMISSION | | | |
| 8 | 06.11.18 | FINAL PLAN SUBMISSION TO CITY | | | |
| 7 | 03.23.18 | REVISED PLANS SUBMITTED FOR OWNER REVIEW | | | |
| 1 | 06.15.15 | PRELIMINARY PHASE III AMENDED SITE PLAN TO CITY OF PORTLAND | | | |



PROJECT: CANAL LANDING AMENDED SITE PLAN

SHEET TITLE: AMENDED PHASE III OVERALL PROJECT PLAN

CLIENT: NEW YARD LLC
400 WEST COMMERCIAL STREET
PORTLAND, ME 04101

STANTEC CONSULTING SERVICES INC.

482 PAYNE ROAD
SCARBOROUGH, ME 04074
WWW.STANTEC.COM

DATE: DECEMBER 2017
SCALE: 1" = 80'
JOB NO. 195350129
SHEET C-2.2

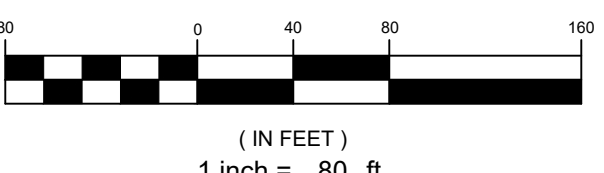
CONDITIONALLY APPROVED

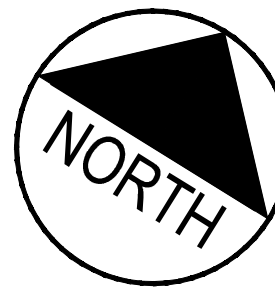
REVIEW BY: **SAFEbuilt.**

APPROVED THIRD PARTY PLAN REVIEW AGENCY BY THE CITY OF PORTLAND, MAINE.

02/21/2019

01/16/2019

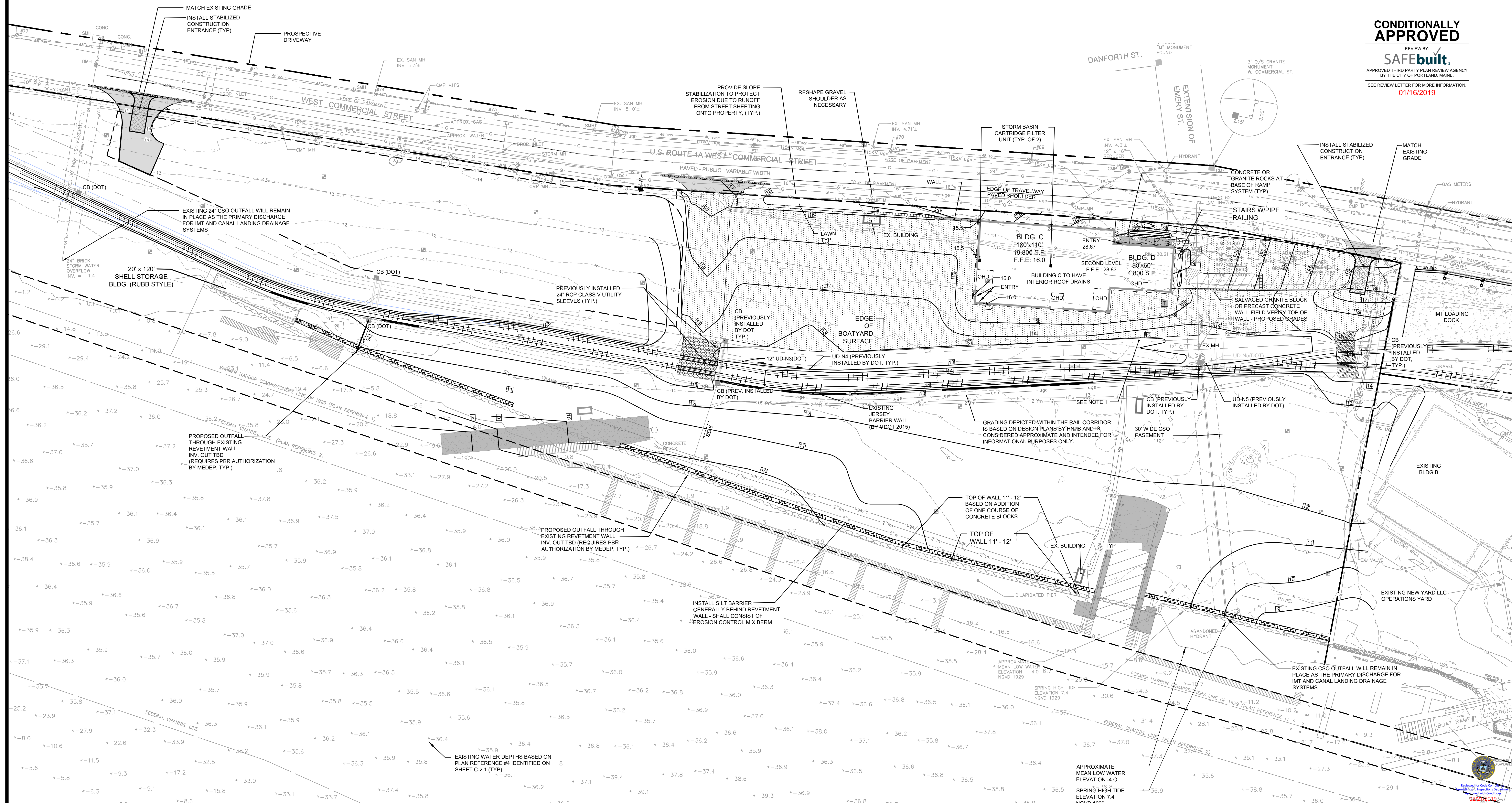




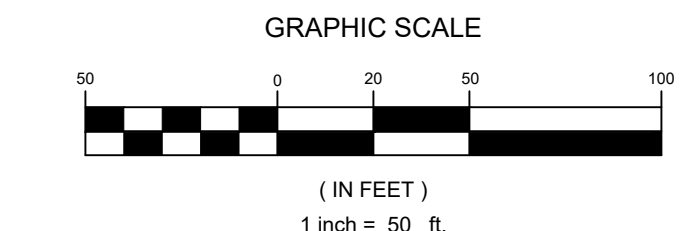
| WATER QUALITY TREATMENT SUMMARY TABLE - PHASE III CANAL LANDING | | | |
|---|--------------------|----------------------|----------------------------|
| Description | Treated Area (ac.) | Untreated Area (ac.) | Treatment % |
| Improved Impervious Area (Roof/buildings/walls) | 0.8 | 0.00 | 86% |
| Boat Yard Surface Area | 9.81 | 0.00 | 100% |
| Landscaped Area | 0.32 | 0.00 | 0% |
| Total | 10.93 | 0.80 | Total Area = 12.74 |
| Overall Impervious Area Treated | 10.93 | | 99% (exceeds 95% required) |
| Overall Developed Area Treated | 10.93 | | 86% (exceeds 80% required) |

CONDITIONALLY APPROVED

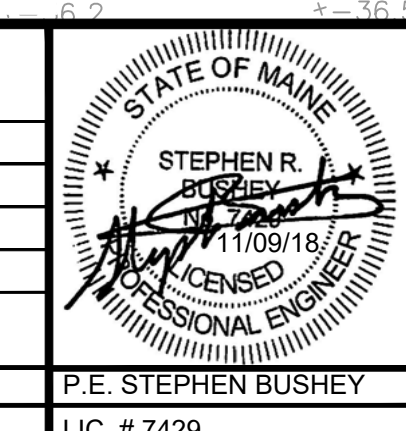
REVIEW BY:
SAFEbuilt.
APPROVED THIRD PARTY PLAN REVIEW AGENCY
BY THE CITY OF PORTLAND, MAINE
SEE REVIEW LETTER FOR MORE INFORMATION.
01/16/2019



- NOTES:**
- THE OWNER HAS RIGHTS FOR CONNECTING TO THE EXISTING DRAINAGE SYSTEMS THRU THE STATE OF MAINE RAIL R.O.W., UNDER A SUPPLEMENTAL AGREEMENT DATED JULY 8, 2014.
 - ALL FUTURE SITE ACTIVITIES INCLUDING BUILDING AND YARD AREA IMPROVEMENTS SHALL COMPLY WITH THE CHAPTER 500/CITY OF PORTLAND GENERAL STANDARDS FOR STORMWATER MANAGEMENT.



| REV | DATE | DESCRIPTION | REV | DATE | DESCRIPTION |
|-----|----------|--|-----|----------|---|
| 6 | 03.16.18 | REVISED PER CITY COMMENT/FINAL PLAN SUBMISSION TO CITY | 6 | 01.19.18 | REVISED PER CITY COMMENT |
| 10 | 11.09.18 | REVISED FINAL PHASE III PLAN SUBMISSION | 4 | 12.14.17 | PERMIT RENEWAL SUBMISSION - LEVEL III |
| 9 | 10.05.18 | FINAL PHASE III PLAN SUBMISSION | 3 | 11.10.15 | REVISED FINAL PLAN SUBMISSION |
| 8 | 06.11.18 | FINAL PHASE SUBMISSION TO CITY | 2 | 09.04.15 | FINAL PLAN SUBMISSION TO CITY OF PORTLAND |
| 7 | 03.23.18 | REVISED PLANS SUBMITTED FOR OWNER REVIEW | 1 | 08.15.15 | PRELIMINARY PHASE III AMENDED SITE PLAN TO CITY OF PORTLAND |



PROJECT
CANAL LANDING AMENDED SITE PLAN

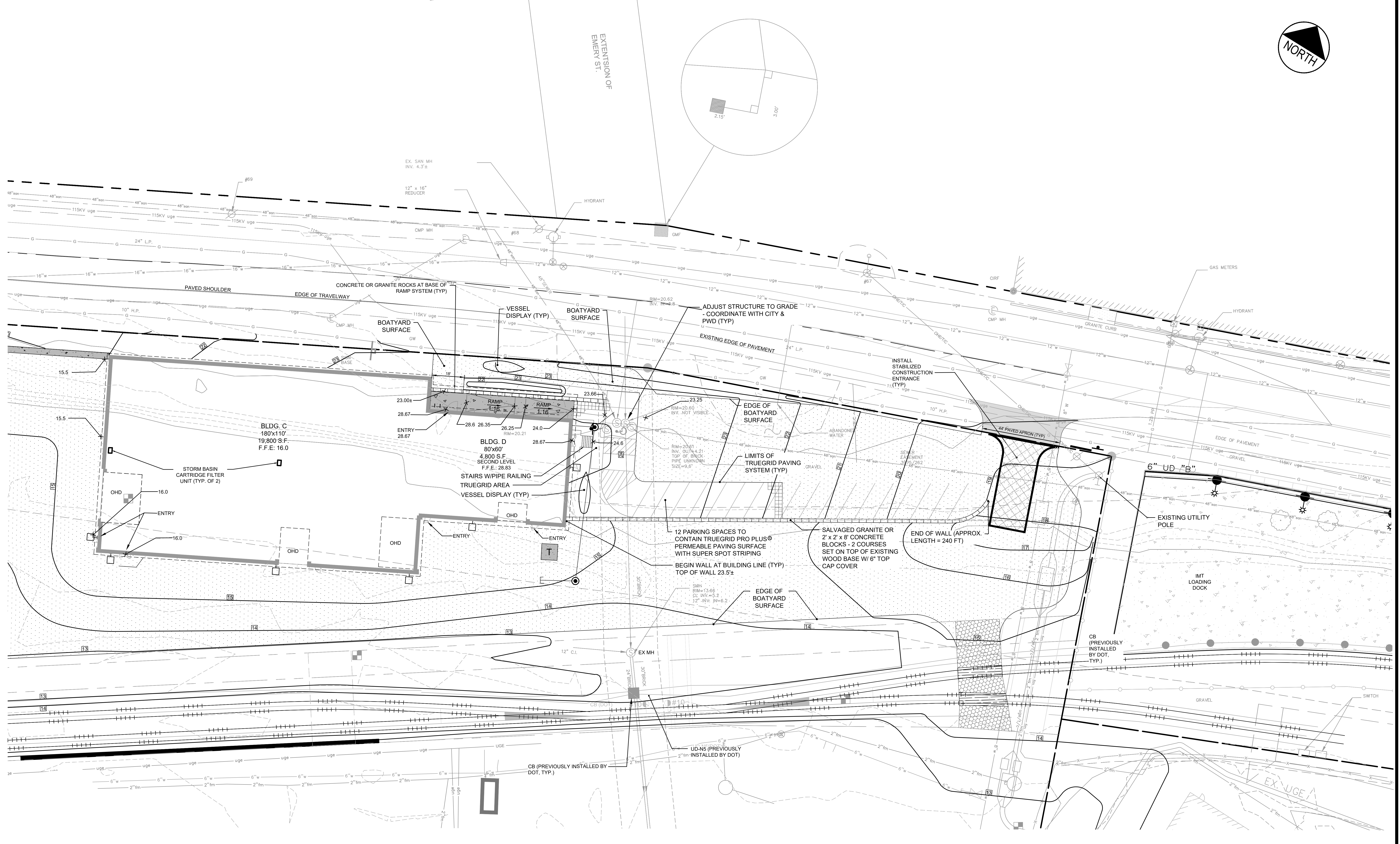
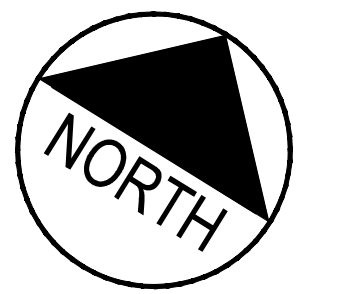
SHEET TITLE
PHASE III GRADING AND DRAINAGE PLAN

CLIENT
NEW YARD LLC
400 WEST COMMERCIAL STREET
PORTLAND, ME 04101

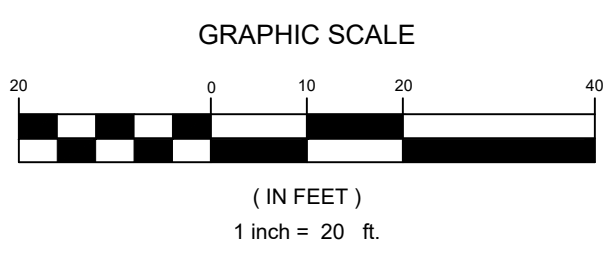
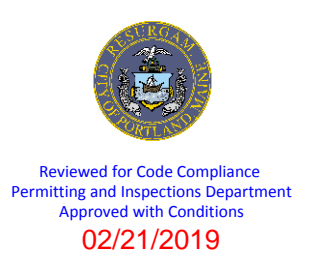
STANTEC CONSULTING SERVICES INC.

482 PAYNE ROAD
SCARBOROUGH, ME 04074
WWW.STANTEC.COM

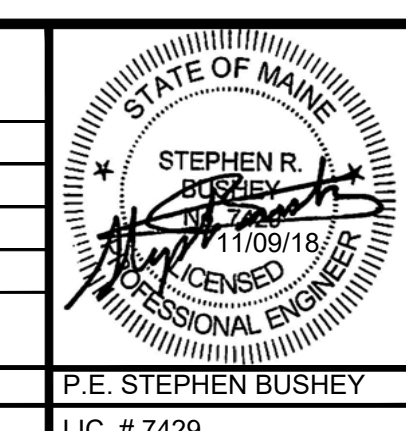
DRAWN: PBF DATE: DECEMBER 2017
DESIGNED: SRB SCALE: AS NOTED
CHECKED: SRB JOB NO: 195350129
FILE NAME: 3091.04-CONCEPT GRADING
SHEET **C-3.1**



CONDITIONALLY APPROVED
 REVIEW BY:
SAFEbuilt.
 APPROVED THIRD PARTY PLAN REVIEW AGENCY
 BY THE CITY OF PORTLAND, MAINE.
 SEE REVIEW LETTER FOR MORE INFORMATION.
 01/16/2019

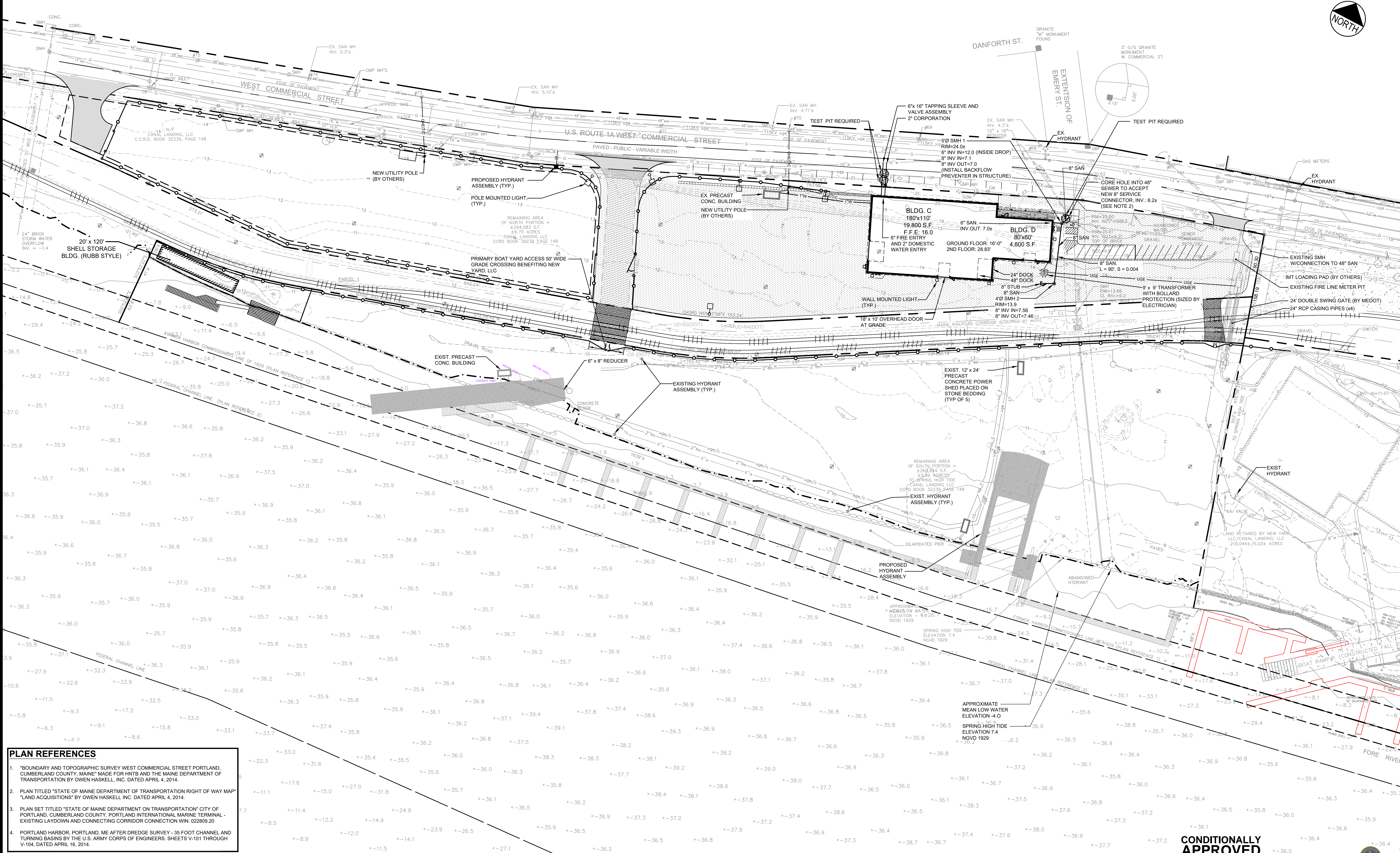


| REV | DATE | DESCRIPTION | REV | DATE | DESCRIPTION |
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| 5 | 01.19.18 | REVISED PER CITY COMMENT | 4 | 12.14.17 | PERMIT RENEWAL SUBMISSION - LEVEL III |
| 4 | 12.14.17 | PERMIT RENEWAL SUBMISSION - LEVEL III | 3 | 11.10.15 | REVISED FINAL PLAN SUBMISSION |
| 3 | 11.10.15 | REVISED FINAL PLAN SUBMISSION | 2 | 09.04.15 | FINAL PLAN SUBMISSION TO CITY OF PORTLAND |
| 2 | 09.04.15 | FINAL PLAN SUBMISSION TO CITY OF PORTLAND | 1 | 08.15.15 | PRELIMINARY PHASE III AMENDED SITE PLAN TO CITY OF PORTLAND |
| 1 | 08.15.15 | PRELIMINARY PHASE III AMENDED SITE PLAN TO CITY OF PORTLAND | | | |



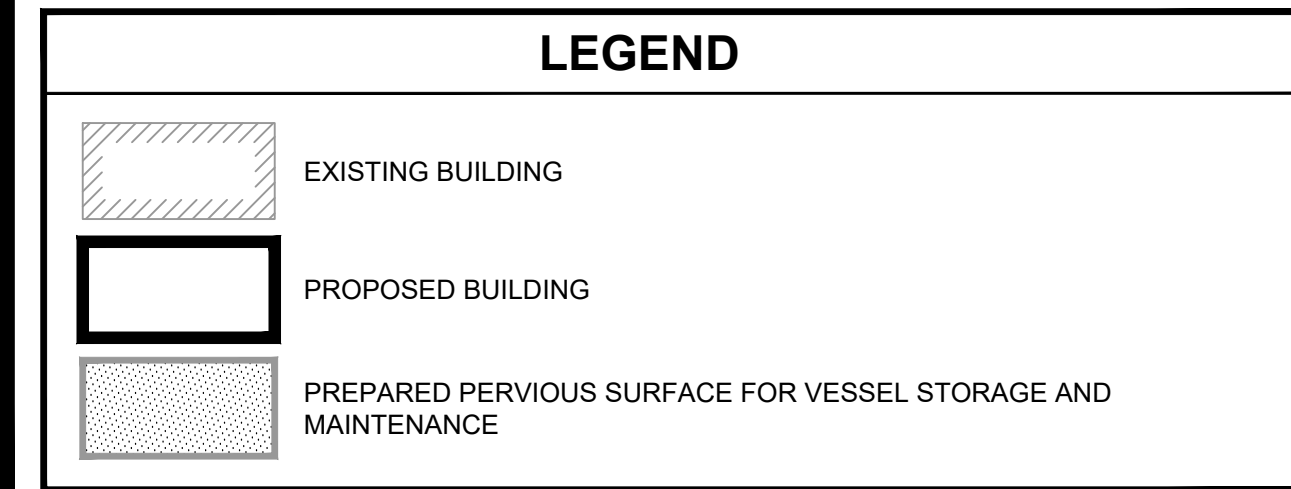
PROJECT
CANAL LANDING AMENDED SITE PLAN
 SHEET TITLE
BUILDING C & D GRADING AND DRAINAGE PLAN
 CLIENT
NEW YARD LLC
 400 WEST COMMERCIAL STREET
 PORTLAND, ME 04101

STANTEC CONSULTING SERVICES INC.
 482 PAYNE ROAD
 SCARBOROUGH, ME 04074
 WWW.STANTEC.COM
 DRAWN: PBF DATE: DECEMBER 2017
 DESIGNED: SRB SCALE: AS NOTED
 CHECKED: SRB JOB NO. 195350129
 FILE NAME: 3091.04-CONCEPT GRADING
 SHEET **C-3.2**



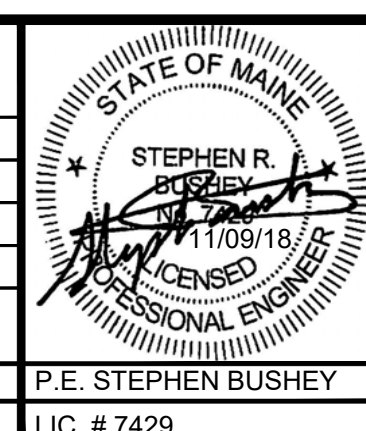
- PLAN REFERENCES**
1. "BOUNDARY AND TOPOGRAPHIC SURVEY WEST COMMERCIAL STREET PORTLAND, CUMBERLAND COUNTY, MAINE" MADE FOR HNTB AND THE MAINE DEPARTMENT OF TRANSPORTATION BY OWEN HASKELL, INC. DATED APRIL 4, 2014.
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 4. PORTLAND HARBOR, PORTLAND, ME AFTER DREDGE SURVEY - 35 FOOT CHANNEL AND TURNING BASINS BY THE U.S. ARMY CORPS OF ENGINEERS, SHEETS V-101 THROUGH V-104, DATED APRIL 16, 2014.

STRUCTURES WITHIN PROJECT TO BE CONSTRUCTED IN ACCORDANCE WITH PORTLAND CITY CODE, SECTION 14-450.8 FLOOD PLAIN MANAGEMENT.



- NOTES:**
1. THE OWNER SHALL BE RESPONSIBLE FOR THE CONTROL OF LIGHT LEVELS ON THE PROPERTY TO MAINTAIN A MAXIMUM COVERAGE OF 5.0 FC IN ACCORDANCE WITH THE CITY OF PORTLAND SITE LIGHTING TECHNICAL STANDARDS. THIS MAY INCLUDE THE USE OF DIMMER CONTROLS TO ACHIEVE COMPLIANCE.
 2. THE EXISTING SANITARY MANHOLE COVERS SHALL BE ADJUSTED TO FINISH GRADE. THE CONTRACTOR/OWNER SHALL COORDINATE WITH THE CITY OF PORTLAND PUBLIC WORKS DEPARTMENT FOR ALL ADJUSTMENTS INCLUDING MATERIALS, INSTALLATION, ETC. RELATED TO THE WORK.

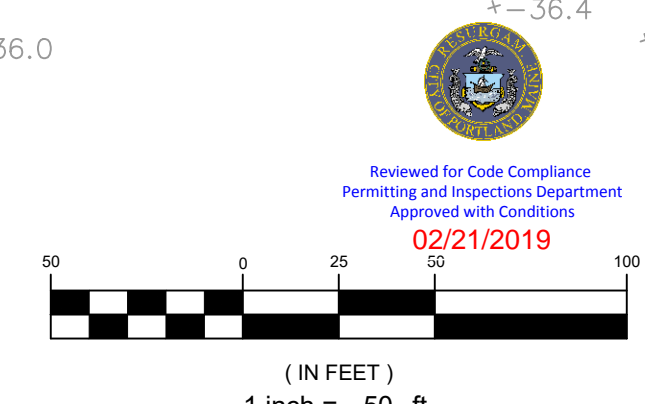
| REV | DATE | DESCRIPTION | REV | DATE | DESCRIPTION |
|-----|----------|---|-----|----------|---|
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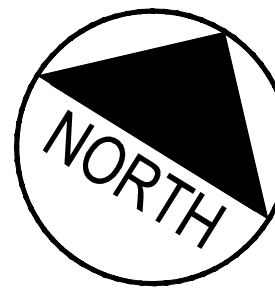


PROJECT
CANAL LANDING
AMENDED SITE PLAN
SHEET TITLE
PHASE III UTILITY PLAN
CLIENT
NEW YARD LLC
400 WEST COMMERCIAL STREET
PORTLAND, ME 04101

STANTEC CONSULTING SERVICES INC.
482 PAYNE ROAD
SCARBOROUGH, ME 04074
WWW.STANTEC.COM
DRAWN: PBF DATE: DECEMBER 2017
DESIGNED: SRB SCALE: 1" = 50'
CHECKED: SRB JOB NO: 19350129
FILE NAME: 3091.04-UTILITY
SHEET
C-4.1

CONDITIONALLY APPROVED
REVIEW BY:
SAFEbuilt.
APPROVED THIRD PARTY PLAN REVIEW AGENCY
BY THE CITY OF PORTLAND, MAINE.
SEE REVIEW LETTER FOR MORE INFORMATION.
01/16/2019





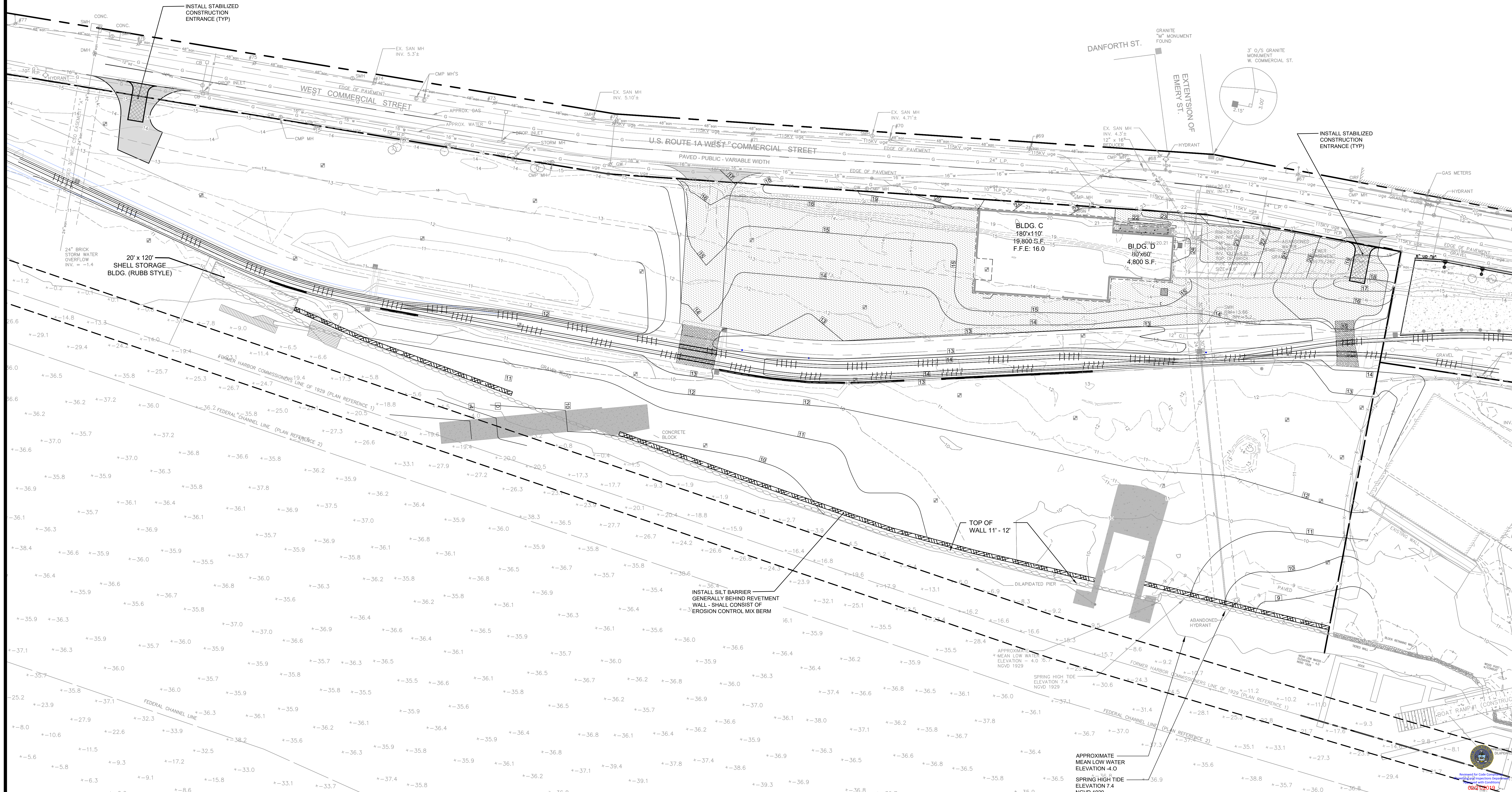
CONDITIONALLY APPROVED

REVIEW BY:
SAFEbuilt.

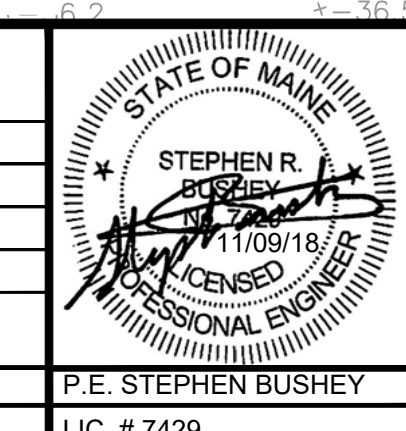
APPROVED THIRD PARTY PLAN REVIEW AGENCY
BY THE CITY OF PORTLAND, MAINE

SEE REVIEW LETTER FOR MORE INFORMATION

01/16/2019



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| 1 | 08.15.15 | PRELIMINARY PHASE III AMENDED SITE PLAN TO CITY OF PORTLAND | 1 | 08.15.15 | PRELIMINARY PHASE III AMENDED SITE PLAN TO CITY OF PORTLAND |
| 7 | 03.23.18 | REVISED PLANS SUBMITTED FOR OWNER REVIEW | 7 | 03.23.18 | REVISED PLANS SUBMITTED FOR OWNER REVIEW |



PROJECT
CANAL LANDING AMENDED EROSION AND SEDIMENT CONTROL PLAN

SHEET TITLE
PHASE III EROSION AND SEDIMENT CONTROL PLAN

CLIENT
**NEW YARD LLC
400 WEST COMMERCIAL STREET
PORTLAND, ME 04101**

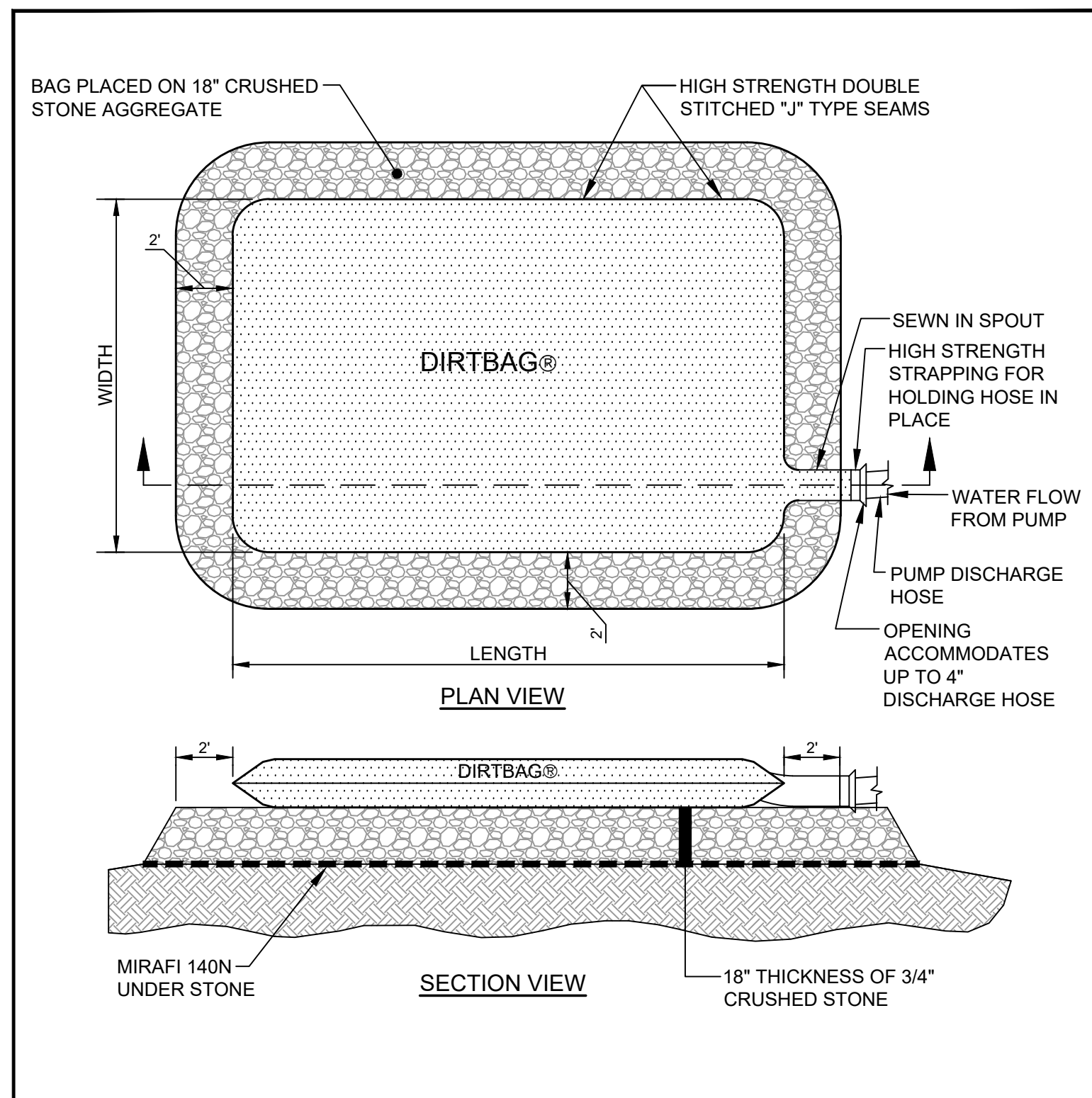
STANTEC CONSULTING SERVICES INC.
482 PAYNE ROAD
SCARBOROUGH, ME 04074
WWW.STANTEC.COM

DESIGNED: SRB
CHECKED: SRB
FILE NAME: 3091.04-CONCEPT GRADING SHEET

DATE: DECEMBER 2017
SCALE: AS NOTED
JOB NO: 195350129

Stantec

SHEET
C-6.1



NOTE:
LOCATION OF DIRTBAGS TO BE SELECTED BY THE CONTRACTOR BUT SHALL NOT BE SITED IN THE CRITICAL AREAS.

SPECIFICATIONS AND REQUIREMENTS FOR DEWATERING
THIS PROJECT WILL REQUIRE THE DISCHARGE OF CONSTRUCTION DEWATERING AND TURBID LADEN RUNOFF FROM THE SITE TO BE DIRECTED AND DISCHARGED THROUGH A DIRTBAG. THIS DESCRIPTION ALSO CONTAINS APPENDED MATERIALS DESCRIBING THE DIRTBAGS REFERRED TO IN THIS NARRATIVE.

OVERVIEW:
THE PROJECT WILL USE SHALLOW SWALES AS SEDIMENTATION BASINS DURING CONSTRUCTION. HOWEVER, IT IS RECOGNIZED THAT WEATHER CONDITIONS ARE NOT ALWAYS PREDICTABLE; THERE MAY BE EXCEPTIONAL PERIODS WHEN CONSTRUCTION ACTIVITY RESULTS IN HIGHLY TURBID WATER WHICH IS NOT CONSIDERED DESIRABLE TO DISCHARGE TO THE SWALES. OR LIMITED ACTIVITY IS REQUIRED THAT MAY NOT BE EASILY ACCOMMODATED BY THE SWALES. TRADITIONALLY, MUDPITS PERMITS HAVE HAD A STANDARD CONDITION WHICH STATES:

"THE APPLICANT SHALL TAKE ALL NECESSARY ACTIONS TO ENSURE THAT ITS ACTIVITIES OR THOSE OF ITS AGENTS DO NOT RESULT IN NOTICEABLE EROSION OF SOILS OR FUGITIVE DUST EMISSIONS ON THE SITE DURING THE CONSTRUCTION AND OPERATION OF THE PROJECT COVERED BY THIS APPROVAL."

THESE SPECIFICATIONS HAVE BEEN DEVELOPED FOR THE PURPOSE OF ADDRESSING CONSTRUCTION-DEWATERING ACTIVITIES WITH THE CONTINGENCY THAT UNPREDICTABLE WEATHER CAN CREATE. THE SPECIFICATION IS INTENDED TO "SHARE THE RISK" BETWEEN THE CONTRACTOR AND OWNER. IT IS ANTICIPATED THAT THIS METHOD WILL ALLOW THE BASE BID FOR THE PROJECT TO HAVE A REDUCED BUILT-IN-CONTINGENCY COST FOR CERTAIN WEATHER-RELATED FACTORS.

THIS SPECIFICATION IS NOT INTENDED TO DIMINISH THE RECOGNIZED AND POTENTIAL AID OF THE PROPOSED SEDIMENT SWALES TO ACT AS THE PRIMARY DEVICE TO CAPTURE AND RETAIN SUSPENDED SEDIMENT. THIS BENEFIT IS A PRINCIPAL REASON WHY THE CONSTRUCTION OF THE SWALES EARLY IN THE PROJECT IS SO IMPORTANT.

ACCEPTABLE METHODS OF DISCHARGING CONSTRUCTION SITE RUNOFF:

- DEWATERING OF THE CONSTRUCTION SITE SHALL BE ACCOMPLISHED USING ONE OF THE FOLLOWING MEASURES:
 - THE DIRECTION OF THE RUNOFF TO SEDIMENTATION SWALES BY SHEET FLOW.
 - THE PUMPING OF DIRTBAGS WITH A DISCHARGE TO THE SWALES OR MUNICIPAL DRAINAGE SYSTEM.
 - THE PUMPING OF CONSTRUCTION SITE WATER AND COLLECTED RUNOFF TO A DIRTBAG (PATENTED PRODUCT BY ACF ENVIRONMENTAL PRODUCTS) WITH RELEASE THROUGH A VEGETATED BUFFER AT LEAST 50 FEET UPGRADE OF SHOREFRONT.

REQUIREMENTS FOR DIRTBAGS:
THE SITE CONTRACTOR SHALL INCLUDE THE PRICE OF INSTALLING, OPERATING, AND REMOVAL AND DISPOSAL OF FOUR DIRTBAGS AS PART OF THE BASE BID. A UNIT PRICE SHALL BE PROVIDED FOR ADDITIONAL DIRTBAGS.

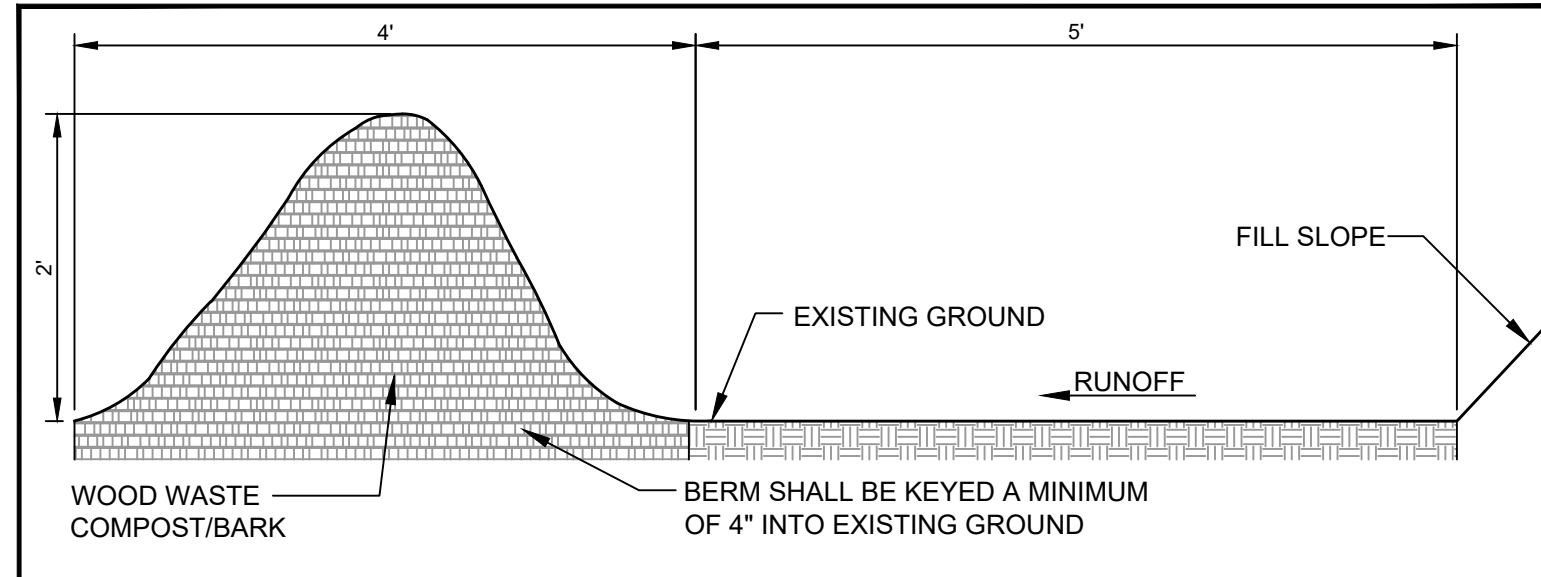
AT ALL TIMES THERE MUST BE AN UNUSED DIRTBAG AVAILABLE FOR EMERGENCY USE.
AT ALL TIMES (AFTER INITIAL SITE PREPARATION), THE CONTRACTOR SHALL HAVE ONE DIRTBAG ACTIVE OR READY FOR USE. THE DIRTBAGS SHALL BE FIELD LOCATED BY THE CONTRACTOR BUT ARE NOT TO BE INSTALLED IN ANY "CRITICAL" AREA. (THE SITE CRITICAL AREAS ARE SHOWN ON THE EROSION-SEDIMENT CONTROL PLAN.) THE DIRTBAG SHALL BE INSTALLED ON A PREPARED SUBGRADE. THIS SUBGRADE SHALL CONSIST OF THE INSTALLATION OF A LAYER OF MIRAFI 140N AND 18 INCHES OF 3/4" MCH CRUSHED STONE. THE PLAN DIMENSION OF THE CRUSHED STONE PAD SHALL EXCEED THE PLAN AREA OF THE DIRTBAG BY AT LEAST TWO FEET IN ALL DIRECTIONS. THE DIRTBAG SHALL NOT BE INSTALLED ON AN UNDERLYING SLOPE OF GREATER THAN 15 PERCENT.

CONSTRUCTION DEWATERING OPERATIONS:
ALL CONSTRUCTION-DEWATERING OPERATIONS ARE THE RESPONSIBILITY OF THE SITE CONTRACTOR. IT SHALL BE THE SITE CONTRACTOR WHO IS RESPONSIBLE FOR SELECTING THE SITE FOR THE DIRTBAG. THE SELECTION OF THE USE OF THE DIRTBAG OR THE SEDIMENTATION BASIN FOR DIRECTING DEWATERING, EXCEPT THAT THE OWNER MAY DIRECT THE SITE CONTRACTOR TO ALTER THE SELECTED OPERATION IF TURBID DISCHARGE TO THE WATER FRONT IS OBSERVED.

WINTER OPERATIONS:
IN THE EVENT THAT WINTER OPERATIONS ARE REQUIRED, THE CONTRACTOR SHALL "POLY", ENCLOSE, AND PROVIDE TEMPORARY HEAT TO PREVENT THE DIRTBAG FROM SUBSTANTIAL FREEZING.

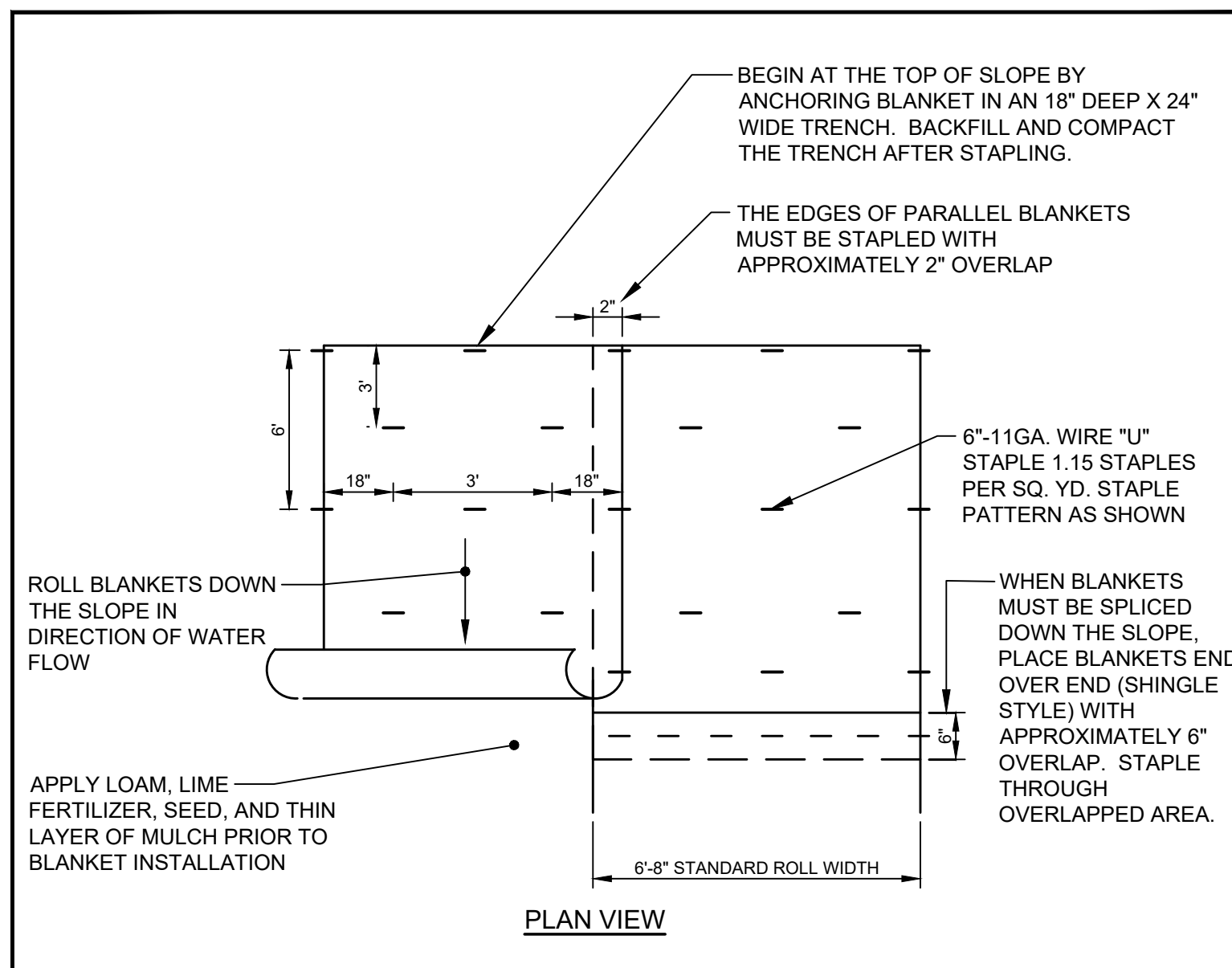
RECORD KEEPING
THE WEEKLY EROSION-SEDIMENT CONTROL REPORTS PREPARED IN ACCORDANCE WITH THE MAINE CONSTRUCTION GENERAL PERMIT SHALL MAINTAIN A LOG OF THE LOCATION, USE, AND REMOVAL OF DIRTBAGS. IN THE EVENT THAT THE STONE UNDER THE DIRTBAG BECOMES HIGHLY CONTAMINATED WITH FINES, THE NEXT DIRTBAG SHALL BE INSTALLED IN A DIFFERENT LOCATION.

(A) DIRTBAG® DETAIL AND SPECIFICATIONS
N.T.S.

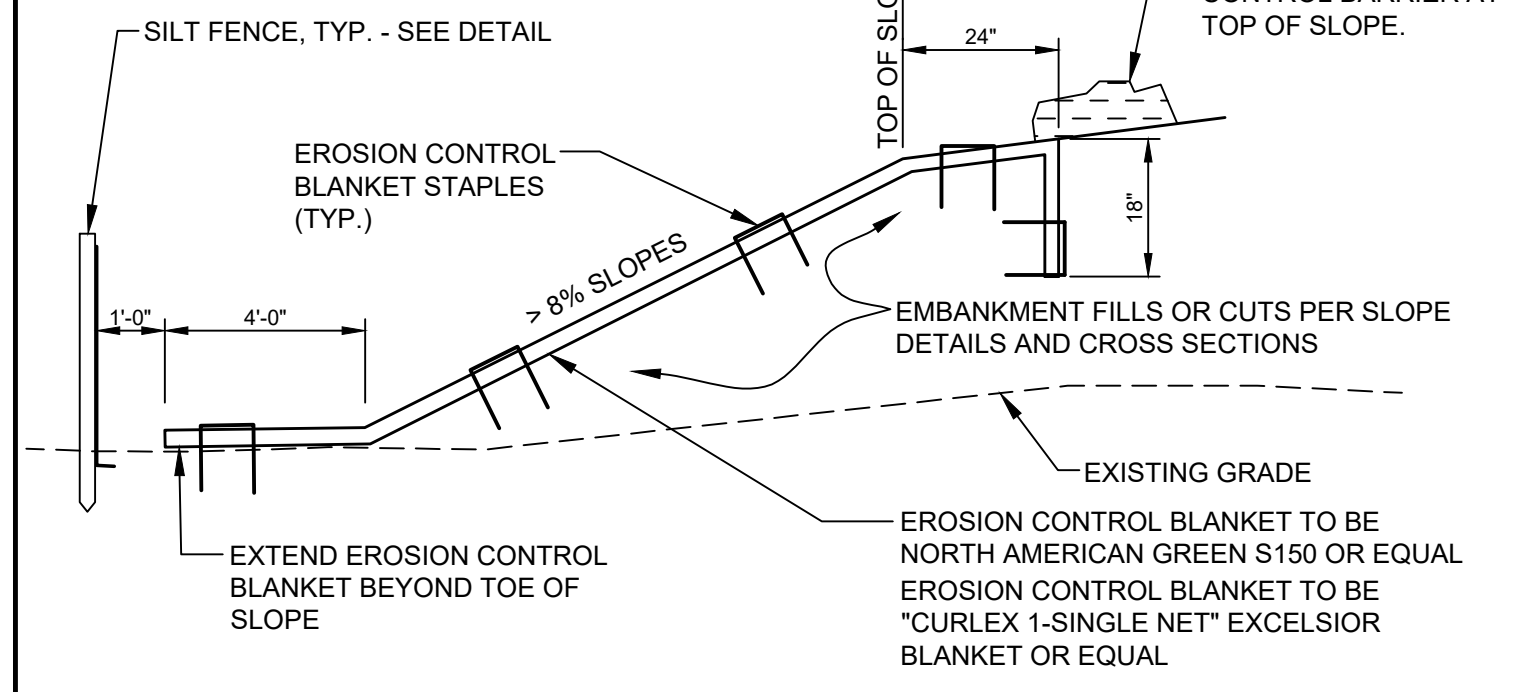


- NOTES:**
- THE WOOD WASTE COMPOST/BARK MIX SHALL CONFORM TO THE FOLLOWING STANDARDS:
 - A. MOISTURE CONTENT - 30-60%
 - B. pH - 5.0-8.0
 - C. SCREEN SIZE - 100% LESS THAN 3" MAX. 70% LESS THAN 1"
 - D. NO LESS THAN 40% ORGANIC MATERIAL (DRY WEIGHT) BY LOSS OF IGNITION
 - F. NO STONES LARGER THAN 2" IN DIAMETER
 - THE COMPOST BERM SHALL BE PLACED, UNCOMPACTED, ALONG A RELATIVELY LEVEL CONTOUR.
 - THE WOOD WASTE COMPOST/BARK FILTER BERM MAY BE USED IN LIEU OF SILTATION FENCE, AT THE TOE OF SHALLOW SLOPES, ON FROZEN GROUND, LEDGE OUT CROPS, VERY ROOTED FORESTED AREA OR AT THE EDGE OF GRAVEL PARKING AREAS.
 - BERMS SHALL REMAIN IN PLACE UNTIL UPSTREAM AREA IS COMPLETED OR 70% CATCH OF VEGETATION IS ATTAINED. BERMS SHALL BE REMOVED BY SPREADING SUCH THAT THE NATIVE EARTH CAN BE SEEN BELOW.

(B) WOOD WASTE COMPOST / BARK FILTER BERM
N.T.S.



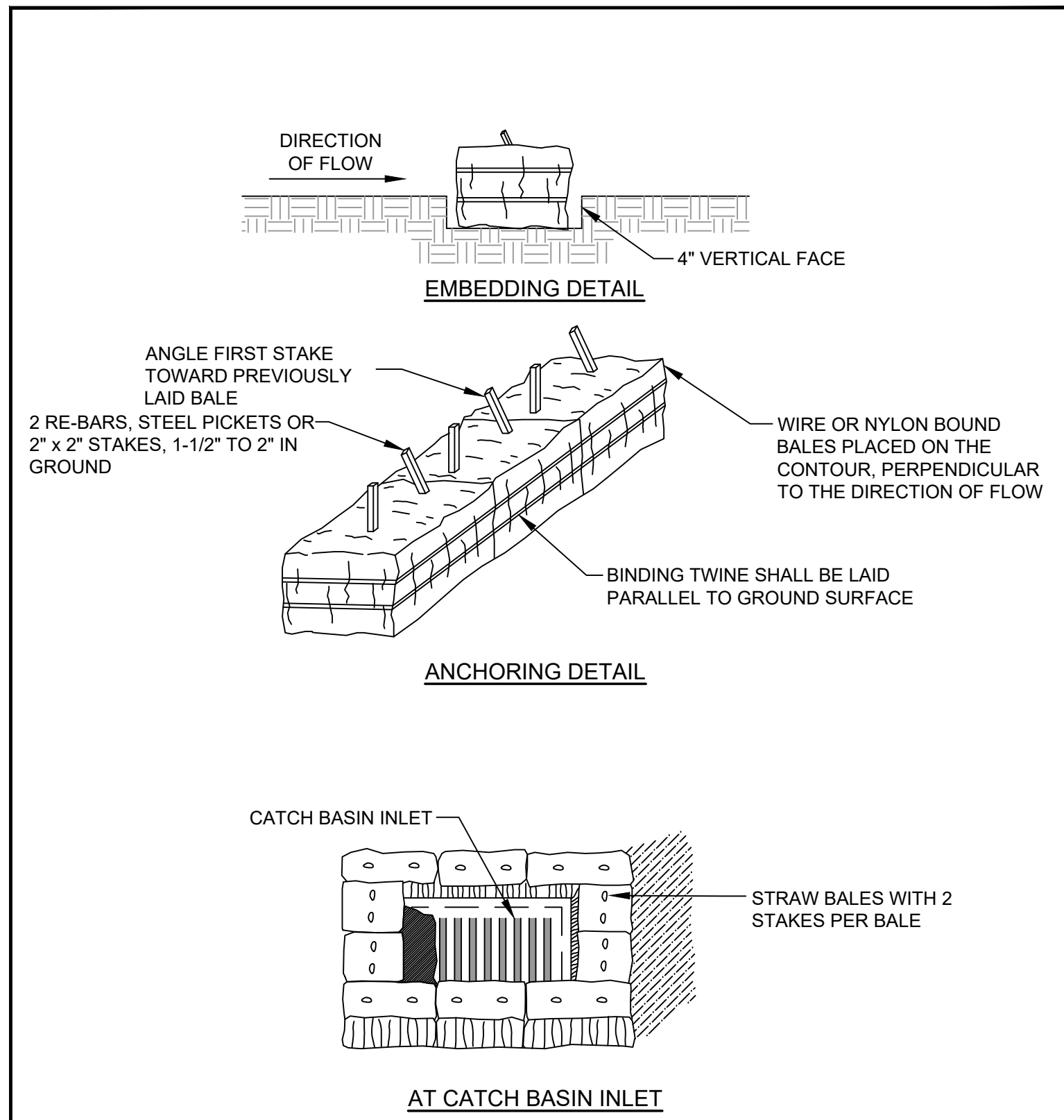
NOTE:
EROSION CONTROL BLANKET STAPLE SIZE AND DISTRIBUTION PER MANUFACTURER'S SPECIFICATIONS.



NOTE:
EROSION CONTROL BLANKET STAPLE SIZE AND DISTRIBUTION PER MANUFACTURER'S SPECIFICATIONS.

- IF GRASS CATCH IS NOT 75% BY SEPTEMBER 1, ADD #4 REBARS @ 3'-0" ROWS @ 3' CENTERS. REMOVE OR DRIVE REBARS 3" BELOW GRADE IN SPRING FOLLOWING TURF ESTABLISHMENT.
- MULCH RATE TO BE 1/2 THE RATE OTHERWISE SPECIFIED.

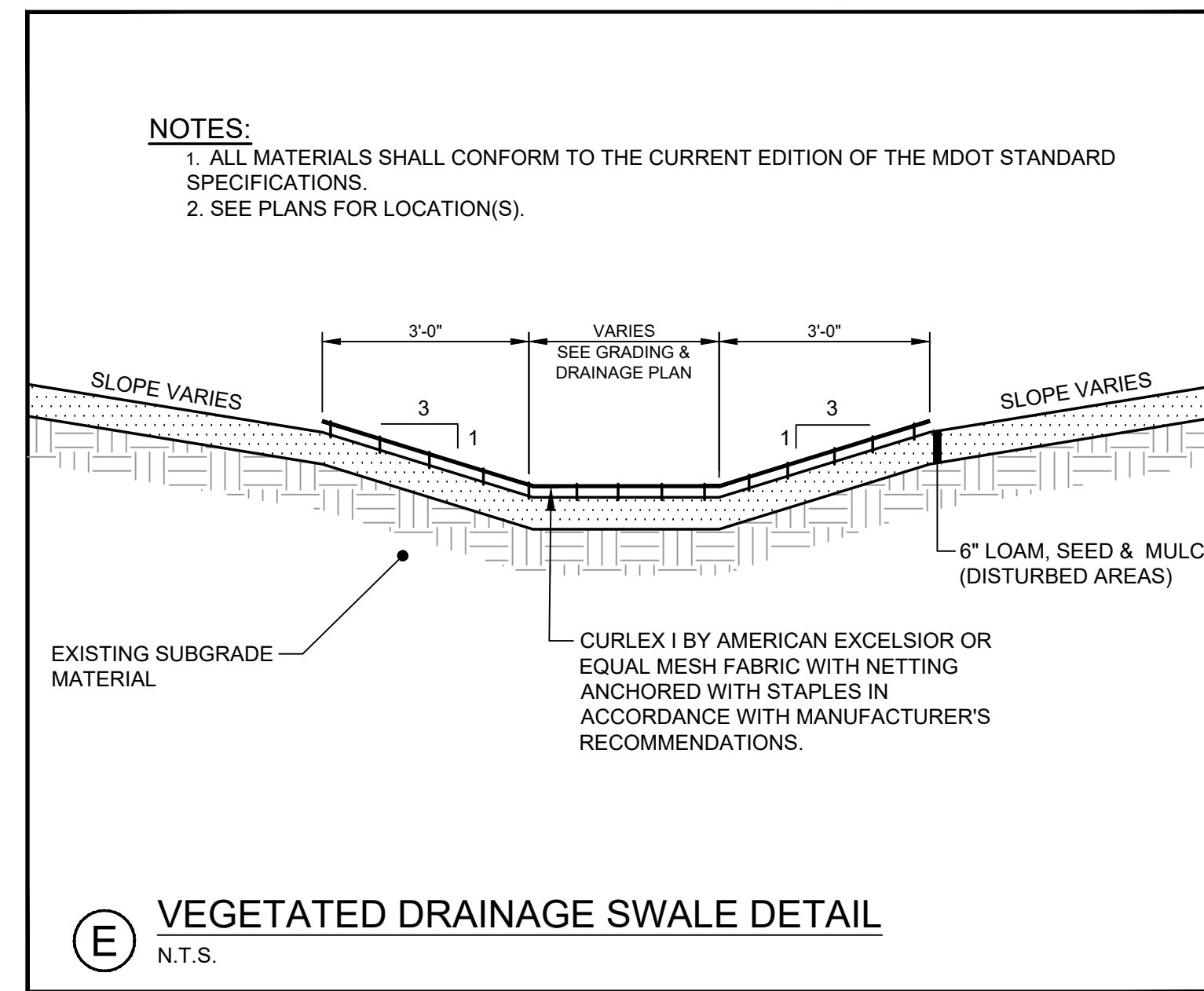
(D) EROSION CONTROL BLANKET SLOPE STABILIZATION DETAIL
N.T.S.



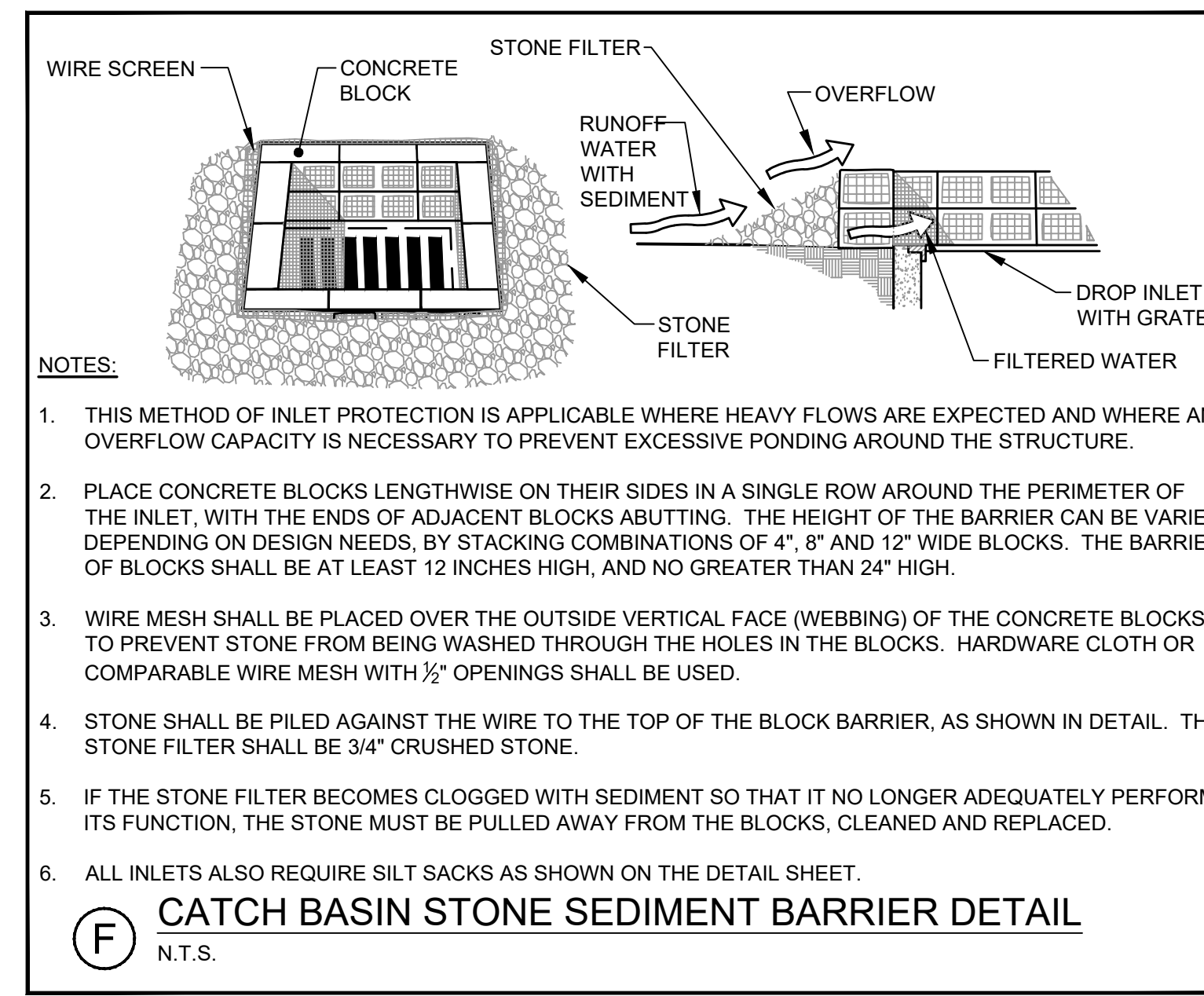
CONSTRUCTION SPECIFICATIONS

- BALES SHALL BE PLACED IN A ROW WITH ENDS TIGHTLY ABUTTING THE ADJACENT BALES.
- EACH BALE SHALL BE EMBEDDED IN THE SOIL A MINIMUM OF 4'.
- BALES SHALL BE SECURELY ANCHORED IN PLACE BY STAKES OR RE-BARS DRIVEN THROUGH THE BALES. THE FIRST STAKE IN EACH BALE WAS ANGLED TOWARD PREVIOUSLY LAID BALE TO FORCE BALES TOGETHER.
- INSPECTION WILL BE FREQUENT AND REPAIR OR REPLACEMENT SHALL BE MAKE PROMPTLY AS NEEDED.
- BALES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFULNESS SO AS NOT TO BLOCK OR IMPEDE STORM FLOW OR DRAINAGE.

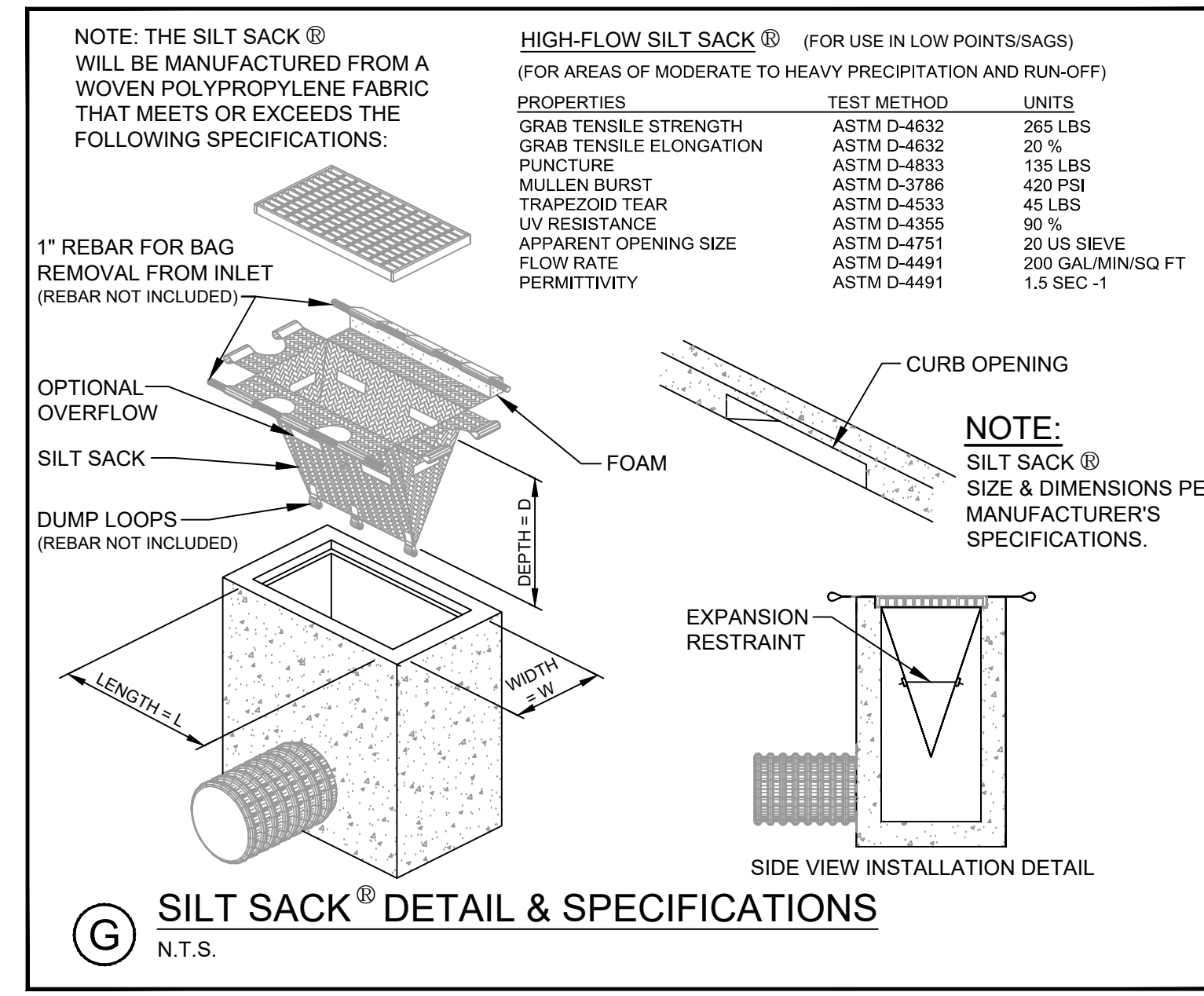
(E) STRAW OR HAY BALE BARRIER
N.T.S.



(E) VEGETATED DRAINAGE SWALE DETAIL
N.T.S.



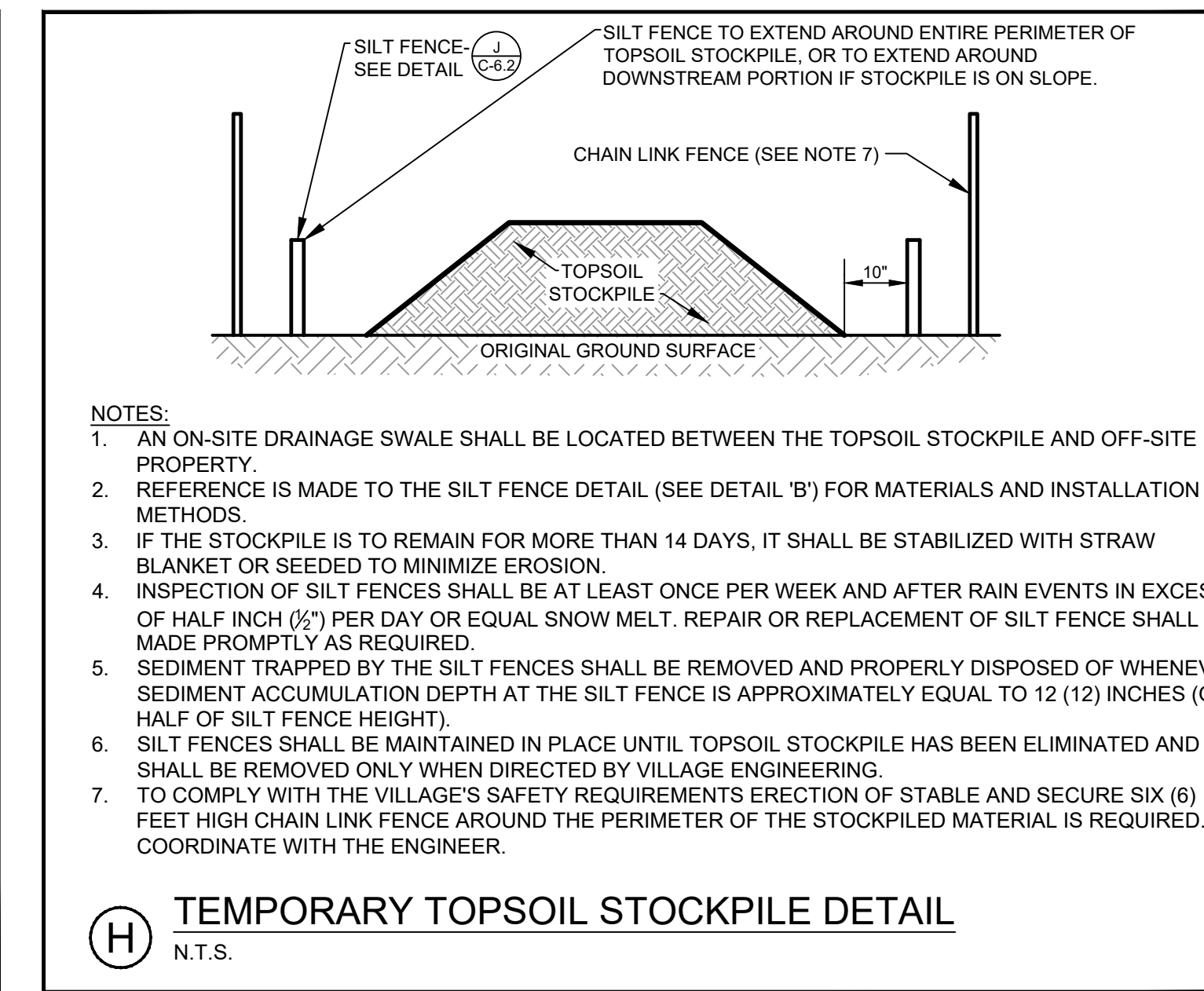
(F) CATCH BASIN STONE SEDIMENT BARRIER DETAIL
N.T.S.



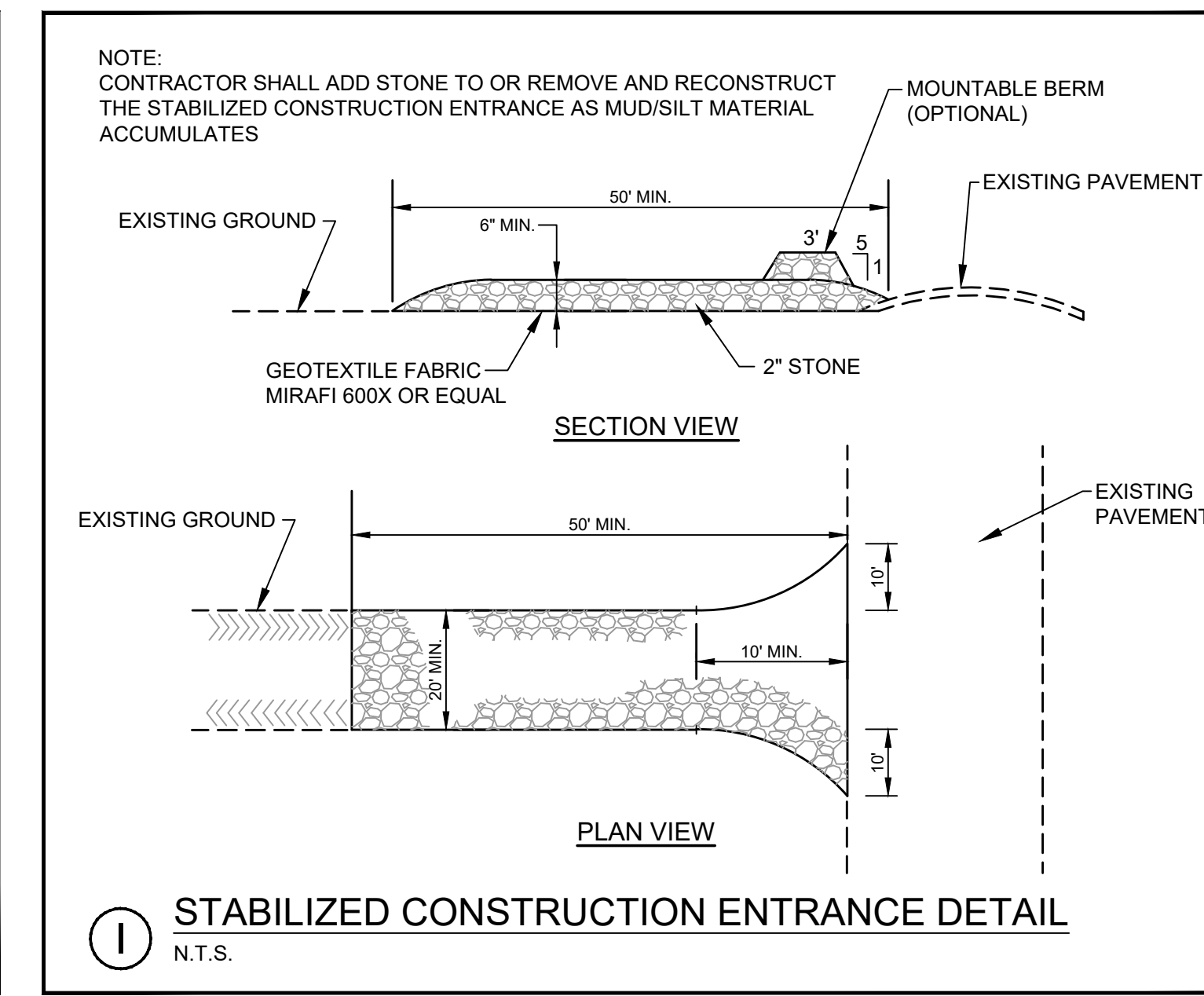
(G) SILT SACK® DETAIL & SPECIFICATIONS
N.T.S.

| REV | DATE | DESCRIPTION | REV | DATE | DESCRIPTION |
|-----|----------|--|-----|----------|---|
| | | | 6 | 03.16.18 | REVISED PER CITY COMMENT/FINAL PLAN SUBMISSION |
| | | | 5 | 01.19.18 | REVISED PER CITY COMMENT |
| | | | 4 | 12.14.17 | PERMIT RENEWAL SUBMISSION - LEVEL III |
| 10 | 11.09.18 | REVISED FINAL PHASE III PLAN SUBMISSION | 3 | 11.10.15 | REVISED FINAL PLAN SUBMISSION |
| 9 | 10.05.18 | FINAL PHASE III PLAN SUBMISSION | 2 | 09.04.15 | FINAL PLAN SUBMISSION TO CITY OF PORTLAND |
| 8 | 06.11.18 | FINAL PLAN SUBMISSION TO CITY | 1 | 08.15.15 | PRELIMINARY PHASE III AMENDED SITE PLAN TO CITY OF PORTLAND |
| 7 | 03.23.18 | REVISED PLANS SUBMITTED FOR OWNER REVIEW | | | |

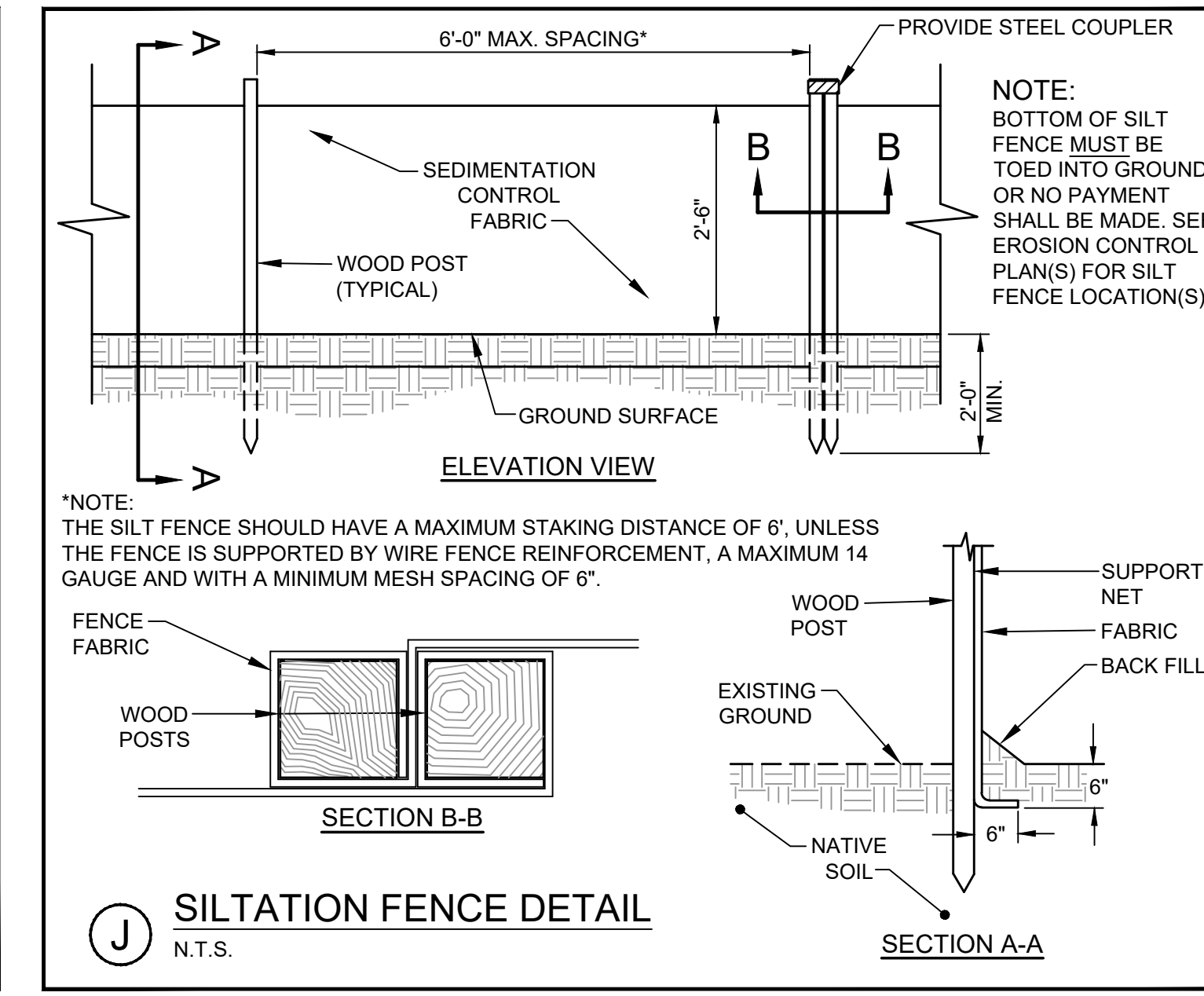
(H) TEMPORARY TOPSOIL STOCKPILE DETAIL
N.T.S.



(H) TEMPORARY TOPSOIL STOCKPILE DETAIL
N.T.S.



(I) STABILIZED CONSTRUCTION ENTRANCE DETAIL
N.T.S.



(J) SILTATION FENCE DETAIL
N.T.S.

CONDITIONALLY APPROVED

REVIEW BY: **SAFEbuilt**

APPROVED THIRD PARTY PLAN REVIEW AGENCY BY THE CITY OF PORTLAND, MAINE.

SEE REVIEW LETTER FOR MORE INFORMATION.

01/16/2019

Reviewed for Code Compliance Permitting and Inspections Department Approved with Conditions 02/21/2019

| | | |
|-------------|--|---|
| PROJECT | CANAL LANDING AMENDED SITE PLAN | STANTEC CONSULTING SERVICES INC. |
| SHEET TITLE | PHASE III EROSION AND SEDIMENT CONTROL DETAILS | 482 PAYNE ROAD SCARBOROUGH, ME 04074 WWW.STANTEC.COM |
| CLIENT | NEW YARD LLC 400 WEST COMMERCIAL STREET PORTLAND, ME 04101 | DRAWN: PBF DATE: DECEMBER 2017 DESIGNED: SRB SCALE: AS SHOWN CHECKED: SRB JOB NO. 195350129 FILE NAME: 3091-DET-EROS SHEET C-6.2 |

A. INTRODUCTION

CANAL LANDING, LLC PROPOSES TO CONSTRUCT, OWN, AND OPERATE A NEW BOAT MAINTENANCE AND REPAIR YARD WITHIN APPROXIMATELY 19 ACRES OF LAND LOCATED PROMINENTLY ALONG THE WEST COMMERCIAL STREET WATERFRONT. THE PROJECT REPRESENTS AN IDEAL REUSE OF A FORMER HIGHLY INDUSTRIALIZED PROPERTY THAT OVER THE YEARS HAS FALLEN INTO NON-USE. THE PROPERTY MAINTAINED A PROMINENT ROLE IN THE CITY'S WATERFRONT DISTRICT FOR WELL OVER A CENTURY AND A HALF AS THE MAINE CENTRAL RAILROAD OPERATED ACTIVE BUSINESS INTERESTS UP UNTIL AT LEAST THE 1970S. IN MORE RECENT TIMES, THE SITE HAS BEEN UNDEVELOPED EXCEPT FOR THE ONGOING RAIL ACTIVITIES.

THE PROPOSED PROJECT INCLUDES MULTIPLE BUILDINGS TO BE CONSTRUCTED OVER MULTIPLE PHASES ALONG WITH NEW SHOREFRONT USES INCLUDING ONE OR MORE BOAT RAMPS, DOCKS, NEW OR RECONSTRUCTED PIERS AND A TRAVEL LIFT BASIN. THE APPLICANT'S PLANS INCLUDE UP TO THREE BUILDINGS CONSTRUCTED TO SUPPORT THE BOAT MAINTENANCE AND REPAIR OPERATIONS. ADDITIONAL FUTURE BUILDINGS ARE ALSO CONTEMPLATED TO SUPPORT MARINE RELATED OPERATIONS INCLUDING RETAIL/WAREHOUSE SPACE, YACHT BROKERAGE/SALES, MARINE PRODUCT PROCESSING AND THE POTENTIAL OF LARGE VESSEL BERTHING. THE APPLICANT IS CURRENTLY SEEKING PHASE III APPROVAL FOR THE CONSTRUCTION OF ADDITIONAL BUILDINGS, RELATED YARD IMPROVEMENTS, BOAT RAMPS, AND SURFACE STABILIZATION.

THE PROJECT INCLUDES SITE DEVELOPMENT ACTIVITIES INVOLVING EARTHWORK, GRADING, SHOREFRONT STABILIZATION, PIER REHABILITATION, BOAT RAMPS, BUILDING CONSTRUCTION, UTILITIES AND OVERALL SITE STABILIZATION. THIS WORK WILL BE COMPLETED COOPERATIVELY WITH THE LANDOWNERS, AND IN ACCORDANCE WITH SITE REMEDIAL ACTIVITIES TO BE ACCOMPLISHED BY EXISTING LANDOWNERS UNDER THE STATE'S VOLUNTARY RESPONSE ACTION PROGRAM (VRAP).

THIS SECTION OF THE PERMIT APPLICATION PRESENTS THE EROSION SEDIMENT CONTROL PLAN DESIGNED FOR THE PROJECT. THE EROSION CONTROL PLANS WILL BE CONTAINED IN THE CONTRACT DOCUMENTS FOR IMPLEMENTATION BY THE CONTRACTOR WHO IS AWARDED THE BID FOR THE PROJECT. SIMILARLY, THE APPLICANT'S OWN WORK FORCE WILL ALSO COMPLY WITH THESE REQUIREMENTS. THE CONSTRUCTION OF THE PROJECT WILL BE PHASED. THIS PROJECT IS COORDINATED WITH THE MEDIER EROSION CONTROL REQUIREMENTS. THE CONTRACT DOCUMENTS WILL REQUIRE THAT TURBID DISCHARGES FROM THE SITE DO NOT OCCUR (MEASURED BY NTU) WITH NON-TURBID RUNOFF DEFINED BY REPRESENTATIVE SAMPLES WITH TURBIDITY ABOVE 280 NTU AT ANY DISCHARGE LOCATION). FUGITIVE DUST EMISSIONS WILL BE CONTROLLED, THE REQUIREMENTS OF THIS EROSION CONTROL PLAN, AND ALL PERMIT REQUIREMENTS WILL BE FULFILLED. WINTER CONSTRUCTION WILL BE REQUIRED. SPECIFIC EROSION CONTROLS STIPULATED BY THE PLAN AND THIS REPORT ARE MINIMUM REQUIREMENTS.

B. EXISTING CONDITIONS

THE SITE CONSISTS OF APPROXIMATELY ____ ACRES OF LAND THAT IS COMPOSED OF TWO PRIMARY AREAS DESCRIBED AS FOLLOWS:

OWEN HASKELL, INC. HAS COMPLETED A TOPOGRAPHIC SURVEY OF THE PROPERTY. THE SITE IS RELATIVELY FLAT WITH THE HIGHEST POINTS ALONG THE COMMERCIAL STREET FRONTAGE. SLOPING TO THE MIDDLE OF THE SITE. SITE ELEVATIONS ALONG COMMERCIAL STREET TREND DOWN FROM WEST TO EAST FROM ELEVATION 23' (NGVD 1929) TO ELEVATION 15'. THE SITES LOW AREAS ARE NEAR ELEVATION 9'-12' WHILE MOST OF THE WATERFRONT TOP OF BANK IS NEAR ELEVATION 9". THE HIGH ANNUAL TIDE LINE (HAT) FOR THE FORE RIVER IS ELEVATION 7.4' AND MEAN LOW WATER IS APPROXIMATELY ELEVATION 4.0'. OWEN HASKELL, INC. HAS ALSO COMPLETED BATHYMETRIC SURVEY DATA COLLECTION AND FOUND WATER DEPTHS WITHIN 50' OF THE LOW WATER LINE TO BE 30'. THE FEDERAL CHANNEL IS ALSO REPRESENTED ON THE PROJECT'S PRELIMINARY DRAWINGS AND IT IS GENERALLY LOCATED 60' TO 120' OFF THE SHOREFRONT. NO ACTIVITIES ARE PROPOSED BEYOND THE FEDERAL CHANNEL LINE.

GENERALLY SPEAKING, THE SITE'S RUNOFF INFILTRATES INTO THE GROUND OR DRAINS DIRECTLY TO THE FORE RIVER VIA OVERLAND FLOW. THERE ARE NO DRAINAGE SYSTEMS ON SITE, ALTHOUGH THERE IS A CLOSED STORM DRAINAGE SYSTEM WITHIN COMMERCIAL STREET. THE COMMERCIAL STREET DRAINAGE SYSTEM ULTIMATELY TIES INTO THE SEVERAL INTERCEPTOR SEWER.

DUE TO THE SITE'S HISTORIC INDUSTRIAL CONDITION MUCH OF THE SURFACE CONSISTS OF SAND AND GRAVEL FILL, ASPHALT OR OTHERWISE SPARSELY VEGETATED GROUND SURFACE.

OBSERVED SOILS CONDITIONS AT THE GROUND SURFACE INCLUDE FILL MATERIAL CONTAINING COAL, COAL ASH, CLINKER, BRICK, DEGRADED ASPHALT, AND HARDENED TAR COMINGLED WITH SCARIFIED SAND AND GRAVEL. ERODED SOILS CONDITIONS HAVE BEEN OBSERVED ALONG THE SHORELINE IN AND BEHIND THE EXISTING GRANITE RESTRICTION WALL AND REMANANT PIER AREAS. THE PROJECT'S SITE DEVELOPMENT ACTIVITIES INCLUDE RESTORATION, REHABILITATION, AND STABILIZATION OF THESE AREAS.

ACCORDING TO VARIOUS INVESTIGATION DATA, DEPTH TO GROUNDWATER VARIES FROM 3 TO 7 FEET AND THIS LIKELY VARIES WITH TIDAL CONDITIONS IN THE FORE RIVER. GENERALLY SPEAKING, THE GROUNDWATER FLOWS FROM THE NORTHWEST TO THE SOUTHEAST ACROSS THE SITE.

C. PROPOSED PROJECT

THE APPLICANT PROPOSES TO REDEVELOP THE PROPERTY IN A MANNER CONSISTENT WITH THE WP2D STANDARDS AS WELL AS VRAP REQUIREMENTS. THE DEVELOPMENT PROGRAM INCLUDES THE FOLLOWING COMPONENTS:

ON-SITE

IN ADDITION TO THE REMEDIAL ACTIVITIES, THE DEVELOPMENT PROGRAM INCLUDES PHASED DEVELOPMENT OF BOAT MAINTENANCE FACILITIES AND FUTURE ANCILLARY MARINE RELATED USES. PHASE I AND FUTURE MASTER PLAN DEVELOPMENT ACTIVITIES ARE SUMMARIZED AS FOLLOWS:

PHASE I - WILL INCLUDE:

- SITE CLEARING, STABILIZATION AND GENERAL CLEAN UP.
- CONSTRUCTION OF A 19,200 SF BUILDING FOR STORAGE AND BOAT MAINTENANCE OPERATIONS.
- CONSTRUCTION OF TWO CONCRETE BOAT RAMPS ALONG SHOREFRONT. ONE AT THE EAST END OF THE SITE AND THE SECOND TOWARDS THE WEST.
- ESTABLISHMENT OF YARD AREAS AND SURFACES FOR HEAVY EQUIPMENT INCLUDING TRAVEL LIFT, TRUCKS, AND BOAT REPAIR. (REPAIR AND MAINTENANCE OFTEN TAKES PLACE OUTSIDE, PARTICULARLY IF THE VESSEL IS LARGE AND DOES NOT FIT INTO A BUILDING.) BOATS THAT ARE OUT OF THE WATER FOR THE WINTER SEASON ALL NEED TO HAVE WORK DONE ON THEM TO PREPARE THEM FOR RE-LAUNCHING.)
- INSTALLATION OF UTILITIES FOR INITIAL BUILDING USE AS WELL AS FUTURE PHASE ACTIVITIES.
- SHORE FRONT IMPROVEMENTS INCLUDING REVETMENT REPAIRS AND GROUND SURFACE STABILIZATION WITH RIPRAP AND STABILIZED FILL.
- REHABILITATION OF FORMER PIER PILINGS FOR USE AS PART OF A NEW DOCK SYSTEM ALONG THE WATERFRONT. CUSTOM FLOATING DOCKS ARE PROPOSED TO TIE INTO THE EXISTING SYSTEM OF PILINGs AND DOLPHINS LOCATED ALONG THE WATERFRONT.
- A 20' X 36' WOOD FRAMED SINGLE STORY STRUCTURE IS PROPOSED AS AN OFFICE SPACE FOR A YACHT BROKERAGE OPERATION. THE BUILDING AND DISPLAY OF VESSELS ARE PROPOSED ALONG THE COMMERCIAL STREET FRONTAGE.
- THE LOCATION OF A 1,500 TON DRY DOCK.
- A TRAVEL LIFT BASIN TO BE CONSTRUCTED OF SHEET PILING WITHIN THE WESTERLY SHORELINE. THE TRAVEL LIFT BASIN WILL ALLOW LARGER VESSELS TO BE REMOVED FROM THE WATER FOR REPAIRS AND MAINTENANCE.
- REMEDIAL ACTIVITIES PERFORMED BY CONTRACTORS UNDER THE DIRECTION OF NORTHERN UTILITIES UNTIL.

OFF-SITE

SITE ACCESS IS PROPOSED VIA COMMERCIAL STREET AS WELL AS FROM THE FORE RIVER. A PRIMARY SITE ENTRANCE IS PROPOSED AT THE SITE'S EASTERLY FRONTAGE. THIS ENTRANCE WILL BE SHARED WITH THE MDOT FOR THEIR OCCASIONAL ACCESS TO A MAINTENANCE BUILDING. THIS PRIMARY ACCESS IS PROPOSED DURING PHASE I DEVELOPMENT.

D. OVERVIEW OF SOIL EROSION AND SEDIMENTATION CONCERNS

THE PRIMARY EMPHASIS OF THE EROSION AND SEDIMENTATION CONTROL PLAN TO BE IMPLEMENTED FOR THIS PROJECT IS AS FOLLOWS:

- **TEMPORARY MEASURES:** PLANNING THE PROJECT TO HAVE EROSION RESISTANT MEASURES IN PLACE BY IMPLEMENTING MEASURES INTENDED TO PREVENT EROSION FROM OCCURRING.
- **PHASING SEQUENCING:** THE PLAN INCLUDES MEASURES TO INTERCEPT AND CONVEY RUNOFF TO TEMPORARY SEDIMENT SUMPS AS THE CONSTRUCTION OF THE PROJECT OCCURS. THE USE OF SMALL TEMPORARY COLLECTION SUMPS WITH A CLEAN SAND FILTER ABOVE AN UNDERDRAINED DISCHARGE IS RECOMMENDED TO SUPPLEMENT THE PRINCIPAL SUMPS TO HELP REDUCE TURBIDITY.
- **USE OF TYPE I SETTLING:** INSTALLING SEDIMENT SUMPS AND SWALES EARLY IN THE CONSTRUCTION SEQUENCE TO

PROVIDE SECONDARY RELIEF FOR EROSION CONTROL MEASURES WITHIN THE SITE UNTIL LATE IN THE PROJECT WHEN THE SEDIMENTATION AREAS NEED TO BE REMOVED FOR FINAL RESTORATION.

- **RESTABILIZATION:** STABILIZATION OF AREAS DENUDED TO UNDERLYING PARENT MATERIAL. MUST OCCUR WITHIN STIPULATED TIME FRAME TO MINIMIZE THE PERIOD OF SOIL EXPOSURE AND STABILIZATION OF DRAINAGE PATHS TO AVOID RILL AND GULLY EROSION.
- **INTERM ENTRANCE:** THE USE OF ON-SITE MEASURES TO CAPTURE SEDIMENT (HAY BALES/SILT FENCE, ETC) BEFORE IT REACHES TO SEEDING SUMPS.
- **LONG TERM SITE PROTECTION:** THE IMPLEMENTATION OF LONG-TERM MEASURES FOR EROSION/SEDIMENT AND POLLUTANT TREATMENT THROUGH THE CONSTRUCTION OF PERMANENT WATER QUALITY MEASURES.
- **SPECIAL WINTER CONSTRUCTION MEASURES:** THESE WILL BE REQUIRED FOR WORK BETWEEN SEPTEMBER 15 AND APRIL 15.

E. DESCRIPTION AND LOCATION OF LIMITS OF ALL PROPOSED EARTH MOVEMENTS

THE CONSTRUCTION OF THE PROJECT WILL DISTURB ABOUT ____ ACRES OF LAND. THE LIMIT OF DISTURBANCE IS GENERALLY COINCIDENT WITH THE LIMIT OF GRADING.

THE EARTH MOVING WILL INCLUDE TRENCHING FOR UNDERGROUND UTILITIES, EARTHWORK TO RESHAPE THE SITE AND CONSTRUCT TRENCHES ALONG THE EASTERLY EDGE, EARTHWORK TO PREPARE NEW SHAPE, THE PREPARED BOATYARD SURFACE, AND EXCAVATION ATTENDANT WITH THE BUILDINGS AND EXCAVATION OR BORROW FOR THE PROJECT IMPROVEMENTS. ACTIVITIES RELATED TO PILE REMOVAL/REPLACEMENT WILL OCCUR BELOW THE MEAN LOW WATER MARK AND THESE ACTIVITIES MAY RESULT IN A TEMPORARY REDUCTION IN WATER QUALITY DUE TO SUSPENDED SOLIDS/SEDIMENTS AND ARE CONSIDERED AN UNAVOIDABLE IMPACT.

F. CRITICAL AREAS

CRITICAL RESOURCE AREAS INCLUDE THE FORE RIVER AND ASSOCIATED SHORELINE STABILIZATION. NO SPECIAL SPECIES HABITATS HAVE BEEN IDENTIFIED. IT IS NOTED THAT STORMWATER SYSTEMS CONSISTING OF AN INFILTRATION TROUGH THROUGH THE PROPOSED PREPARED BOATYARD STONE SURFACE SHALL NOT BE ACTIVATED UNTIL THE TRIBUTARY AREAS HAVE BEEN STABILIZED.

G. EROSION/SEDIMENTATION CONTROL DEVICES

AS PART OF THE SITE DEVELOPMENT, THE CONTRACTOR WILL BE OBLIGATED TO IMPLEMENT THE FOLLOWING EROSION AND SEDIMENT CONTROL DEVICES. THESE DEVICES SHALL BE INSTALLED AS INDICATED ON THE PLANS OR AS DESCRIBED WITHIN THIS REPORT. FOR FURTHER REFERENCE ON THESE DEVICES, SEE THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION EROSION AND SEDIMENT CONTROL BMPs MANUAL (MARCH, 2003).

1. SILTATION BARRIER SHALL BE INSTALLED DOWN SLOPE OF ANY DISTURBED AREAS TO TRAP RUNOFF BORNE SEDIMENTS UNTIL THE SITE IS REVEGETATED. THE SILT BARRIER SHALL BE INSTALLED PER THE DETAIL PROVIDED IN THE PLAN SET AND INSPECTED IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL. THE CONTRACTOR SHALL MAKE REPAIRS IMMEDIATELY IF THERE ARE ANY SIGNS OF EROSION OR SEDIMENTATION BELOW THE BARRIER LINE. IF SUCH EROSION IS OBSERVED, THE CONTRACTOR SHALL TAKE PROACTIVE ACTION TO IDENTIFY THE CAUSE OF THE EROSION AND TAKE ACTION TO AVOID ITS REOCCURRENCE. TYPICALLY, THIS REQUIRES THAT STABILIZATION MEASURES BE UNDERTAKEN. PROPER PLACEMENT OF STAKES AND KEEPING THE BOTTOM OF THE SILT BARRIER FABRIC INTO THE GROUND IS CRITICAL TO THE BARRIERS EFFECTIVENESS. IF THERE ARE SIGNS OF UNDERCUTTING AT THE CENTER OR THE EDGES, OR IMPOUNDING OF LARGE VOLUMES OF WATER BEHIND THE BARRIER, THE BARRIER SHALL BE REPLACED WITH A STONE CHECK DAM AND MEASURES TAKEN TO AVOID THE CONCENTRATION OF FLOWS NOT DIRECTED TO THE SILT BARRIER.
2. SILT BARRIER IS SHOWN BY THREE TYPES, DEPENDING UPON THE TIMING AND INTENT, AS FOLLOWS:

| SCHEDULE OF SILT BARRIER REQUIREMENTS | | |
|---------------------------------------|--|---|
| Silt Barrier | Type/Purpose | Time of Installation |
| Condition 1 | To trap sediment along the grading edge where the new contours nearly parallel existing contours. | At initial site preparation, prior to other work. |
| Condition 2 | To trap sediment from the work area; install in short sections parallel to existing contour; typically occurs where proposed and existing contours form a "V" shape. | At initial site preparation, prior to other work. On occasion, this needs to be deferred until the area for the silt barrier installation can be reached. |
| Condition 3 | To trap sediment along the base of proposed contours, typically in cut areas. | During construction after new grade is shaped. Time between work in area and shaping new grade to allow silt barrier to be installed shall be minimized. |

SCHEDULE OF SILT BARRIER REQUIREMENTS/SILT BARRIER TYPE/PURPOSE/TIME OF INSTALLATION/CONDITION 1 TO TRAP SEDIMENT ALONG THE GRADING EDGE WHERE THE NEW CONTOURS NEARLY PARALLEL EXISTING CONTOURS.

AT INITIAL SITE PREPARATION, PRIOR TO OTHER WORK, CONDIION 1 TO TRAP SEDIMENT FROM THE WORK AREA. INSTALL IN SHORT SECTIONS PARALLEL TO EXISTING CONTOUR, TYPICALLY OCCURS WHERE PROPOSED AND EXISTING CONTOURS FORM A "V" SHAPE. AT INITIAL SITE PREPARATION, PRIOR TO OTHER WORK. ON OCCASION, THIS NEEDS TO BE DEFERRED UNTIL THE AREA FOR THE SILT BARRIER INSTALLATION CAN BE REACHED. CONDITION 2 TO TRAP SEDIMENT ALONG THE BASE OF PROPOSED CONTOURS, TYPICALLY IN CUT AREAS. CONSTRUCTION AFTER NEW GRADE IS SHAPED. TIME BETWEEN WORK IN AREA AND SHAPING NEW GRADE TO ALLOW SILT BARRIER TO BE INSTALLED SHALL BE MINIMIZED.

CONDITIONS 2 AND 3 SILT BARRIER MAY BE USED BETWEEN PROJECT PHASES. IN THE EVENT OF FROZEN GROUND WHERE SILT BARRIER CANNOT BE INSTALLED, A WOOD WASTE BERM MAY BE USED AS A SUBSTITUTE.

3. STRAW OR HAY MULCH INCLUDING HYDROSEEDING IS INTENDED TO PROVIDE COVER FOR DENUDED OR SEEDED AREAS UNTIL REVEGETATION IS ESTABLISHED. MULCHING SHOULD BE OCCURRING SEVERAL TIMES PER WEEK WHEN THE SITE CONSTRUCTION ACTIVITY IS HIGH AND AT SUFFICIENT INTERVALS TO REDUCE THE PERIOD OF EXPOSURE OF BARE SOILS TO THE TIME LIMITS SET FORTH IN THIS PLAN. MULCH PLACED ON SLOPES OF LESS THAN 10 PERCENT SHALL BE ANCHORED BY APPLYING WATER; MULCH PLACED ON SLOPES STEEPER THAN 10 PERCENT SHALL BE COVERED WITH FABRIC NETTING AS IMMEDIATELY AFTER MULCHING AS PRACTICABLE AND ANCHORED WITH STAPLES IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. PROPOSED BARRIERS AND CHANNELS, WHICH ARE TO BE REVEGETATED, SHALL RECEIVE CURLEX BLANKETS BY AMERICAN GREEN SELECTED FOR THE SLOPE, VELOCITY, AND WHETHER THE MEASURE IS TEMPORARY OR INTENDED TO BE IN PLACE FOR A SUSTAINED PERIOD. MULCH APPLICATION RATES ARE PROVIDED IN APPENDIX A OF THIS SECTION. HAY MULCH SHALL BE AVAILABLE ON SITE AT ALL TIMES IN ORDER TO PROVIDE IMMEDIATE TEMPORARY STABILIZATION WHEN NECESSARY. WHERE NECESSARY, A WINDOW OF CRUSHED STONE AND/OR GRAVEL SHALL BE PLACED AT THE TOP OF THE SLOPE AND DIRECTED TO A TEMPORARY STONE CHANNEL OR PIPE SLUICE TO CONVEY RUNOFF DOWN SLOPES. A DISSIPATION DEVICE SUCH AS STONE OR A PLUNGE POOL SHOULD BE INSTALLED AT THE BASE OF THE SLOPE AND SLUICE OUTLET TO DISSIPATE THE ENERGY OF THE WATER FROM THE SLUICE OR CHANNEL.

4. TEMPORARY SEDIMENT SUMPS WILL PROVIDE SEDIMENTATION CONTROL FOR STORMWATER RUNOFF FROM DISTURBED AREAS DURING CONSTRUCTION UNTIL STABILIZATION HAS BEEN ACHIEVED. THE SEDIMENT SUMPS NEED TO INCLUDE A SAND FILTER ABOVE AN UNDERDRAIN OR A CHEMICAL COAGULANT TO REMOVE FINE-GRAINED SEDIMENT. APPROPRIATE MEASURES TO REDUCE SEDIMENT SUSPENDED IN DISCHARGES TO LESS THAN 280 NTU'S WILL BE REQUIRED.

5. RIPRAP SLOPES, DITCH LININGS, STONE CHECK DAMS, HAY BALE BARRIERS, AND CULVERT OUTLET APRONS ARE INTENDED TO STABILIZE AND PROTECT DENUDED SUBGRADES OR DISSIPATE THE ENERGY OF EROSION FORCE FROM CONCENTRATED FLOWS. INSTALLATION DETAILS AND STONE SIZES ARE PROVIDED IN THE CONSTRUCTION PLAN SET ON THE EROSION CONTROL DETAIL SHEETS.

6. A CONSTRUCTION ENTRANCE WILL BE CONSTRUCTED AT ALL ACCESS POINTS ONTO THE SITE TO PREVENT TRACKING OF SOIL ONTO ADJACENT LOCAL ROADS AND STREETS. ROUTINE PAVEMENT SWEEPING WILL BE NECESSARY DURING CONSTRUCTION AND AS PART OF REGULAR OPERATIONS.

7. STONE SEDIMENT TRAPS OR A PREMANUFACTURED SILTSACK™ AND A SEDIMENT BAG WILL BE INSTALLED AT CATCH BASIN INLETS TO PREVENT SILT FROM ENTERING THE STORM DRAIN SYSTEM. INSTALLATION DETAILS ARE PROVIDED IN THE PLAN SET ON THE EROSION CONTROL DETAIL SHEETS.

8. DIRTBAGS™ WILL BE REQUIRED TO BE ON SITE AND AVAILABLE FOR CONSTRUCTION DEWATERING. THE CONTRACTOR WILL BE REQUIRED TO PROVIDE FOUR DIRTBAGS™ WITH ONE PREPARED FOR OPERATION PRIOR TO COMMENCING ANY TRENCHING OPERATIONS. DIRTBAGS™ WILL NEED TO BE INSTALLED ABOVE FILTER SAND AND CRUSHED STONE IN ACCORDANCE WITH THE DETAILS SHOWN ON THE PLAN SET WILL NEED TO BE INSTALLED.

9. LOAM AND SEED IS INTENDED TO SERVE AS THE PRIMARY PERMANENT REVEGETATIVE MEASURE FOR ALL DENUDED AREAS NOT PROVIDED WITH OTHER EROSION CONTROL MEASURES, SUCH AS RIPRAP OR MANMADE PEROUVS SURFACE. APPLICATION RATES ARE PROVIDED IN APPENDIX A OF THIS SECTION FOR TEMPORARY AND PERMANENT SEEDING. IT IS ANTICIPATED THERE WILL BE A LIMITED AREA OF GRASS ESTABLISHMENT BEYOND WHAT CURRENTLY EXISTS BASED ON THE PROJECT'S NEEDS FOR BOAT STORAGE.

10. STONE CHECK DAMS WILL BE INSTALLED IN AREAS NOTED ON THE PLAN OR AS WARRANTED, BASED UPON OBSERVATIONS DURING CONSTRUCTION OF THE SITE.

11. SILT LOGS ARE AN OPTION FOR STONE CHECK DAMS AND MAY BE SUBSTITUTED PROVIDED THE DEVICES ARE WELL ANCHORED.

12. SORBENT BOOMS ARE INTENDED TO CAPTURE OILS AND THE ASPHALT SHEEN FROM PAVED SURFACES AND SHALL BE INSTALLED IN ALL CATCH BASINS ADJACENT TO PAVED DRIVES PRIOR TO PAVEMENT BEING INSTALLED.

13. DIRTGLUE™ IS AN ACCEPTABLE MEANS OF TEMPORARY STABILIZATION AND IS INTENDED TO FORM A "CRUST" ON THE SURFACE THAT IS RESISTANT TO EROSION. HOWEVER, APPLICATIONS WHERE DIRTGLUE™ IS USED MUST BE PROTECTED FROM TRAFFIC THAT WOULD CRACK THE CRUST AND THE DIRTGLUE™ HAS TEMPERATURE LIMITATIONS THAT RESTRICT THE PERIODS OF USE. USE OF THIS MATERIAL SHALL CONFORM TO THE REQUIREMENTS OF APPENDIX D.

H. TEMPORARY EROSION/SEDIMENTATION CONTROL MEASURES

THE FOLLOWING ARE PLANNED AS TEMPORARY EROSION/SEDIMENTATION CONTROL MEASURES DURING CONSTRUCTION:

1. CRUSHED STONE-STABILIZED CONSTRUCTION ENTRANCES SHALL BE PLACED AT ANY CONSTRUCTION ACCESS POINTS FROM ADJACENT STREETS OR THE EXISTING PARKING LOT. THE LOCATIONS OF THE CONSTRUCTION ENTRANCES SHOWN ON THE DRAWINGS SHOULD BE CONSIDERED ILLUSTRATIVE AND WILL NEED TO BE ADJUSTED AS APPROPRIATE AND LOCATED AT ANY AREA WHERE THERE IS THE POTENTIAL FOR TRACKING OF MUD AND DEBRIS ONTO EXISTING ROADS OR STREETS. STONE STABILIZED CONSTRUCTION ENTRANCES WILL REQUIRE THE STONE TO BE REMOVED AND REPLACED, AS IT BECOMES COVERED OR FILLED WITH MUD AND MATERIAL TRACKED BY VEHICLES EXITING THE SITE.
2. CONDITION 1 AND 2 SILT BARRIER SHALL BE INSTALLED ALONG THE DOWNGRADIENT SIDE OF THE PROPOSED IMPROVEMENT AREAS. THE SILT BARRIER WILL REMAIN IN PLACE AND PROPERLY MAINTAINED UNTIL THE SITE IS ACCEPTABLY

RE-VEGETATED. CONDITION 3 SILT BARRIER IS TO BE USED ALONG THE CONTOUR OF SIGNIFICANT FILL SLOPES AS ILLUSTRATED ON THE EROSION CONTROL PLAN SITE DRAWINGS. SILT BARRIER NEEDS TO BE CHECKED TO INSURE THE BOTTOM IS PROPERLY KEVED IN AND INSPECTED AFTER SIGNIFICANT RAINS. WOOD CHIPS OR EROSION CONTROL MESH IS OPTIM USED ON THE CONSTRUCTION SIDE OF THE SILT BARRIER TO PROVIDE AN EXTRA MARGIN OF SAFETY AND SECURITY FOR THE SILT BARRIER. THIS PRACTICE IS ENCOURAGED, PROVIDED THE CHIPS ARE REMOVED WHEN THE BARRIER IS REMOVED.

3. DIRTBAGS™ SHALL BE USED IN ACCORDANCE WITH THE DETAILS IN THE PLAN SET. THE PURPOSE OF THE DIRTBAGS™ IS TO RECEIVE ANY WATER PUMPED FROM EXCAVATIONS DURING CONSTRUCTION. A DIRTBAG™ SHALL BE INSTALLED AND PREPARED FOR OPERATION PRIOR TO ANY TRENCHING ON SITE. WHEN DIRTBAGS™ ARE OBSERVED TO BE AT 50% CAPACITY, THEY SHALL BE CLEANED OR REPLACED UNDER THE DIRTBAG™ SHALL BE REMOVED AND REPLACED CONCURRENTLY WITH THE REPLACEMENT OF THE DIRTBAG™.

4. TEMPORARY STOCKPILES OF COMMON EXCAVATION WILL BE PROTECTED AS FOLLOWS:

- a) TEMPORARY STOCKPILES SHALL NOT BE LOCATED AT LEAST 50 FEET UPGRADEMENT OF THE PERIMETER SILT BARRIER.
- b) INACTIVE STOCKPILES SHALL BE STABILIZED WITHIN 5 DAYS BY EITHER TEMPORARILY SEEDING THE STOCKPILE WITH A HYDROSEED METHOD CONTAINING AN EMULSIFIED MULCH TACKIFIER OR BY COVERING THE STOCKPILE WITH MULCH. IF NECESSARY, MESH SHALL BE INSTALLED TO PREVENT WIND FROM REMOVING THE MULCH.
5. ALL DENUDED AREAS EXCEPT GRAVEL AREAS SHALL RECEIVE MULCH, EROSION CONTROL MESH FABRIC, OR OTHER APPROVED TEMPORARY EROSION SEDIMENT MEASURE WITHIN 7 DAYS OF INITIAL DISTURBANCE OF SOIL OR BEFORE A PREDICTED RAIN EVENT OF >1/2" UNLESS PERMANENT MEASURES ARE INSTALLED.
6. ALL SOILS DISTURBED BETWEEN SEPTEMBER 15 AND APRIL 15 WILL BE COVERED WITH MULCH WITHIN 5 DAYS OF DISTURBANCE, PRIOR TO ANY PREDICTED STORM EVENT OF THE EQUIVALENT OF 1/2" OF RAINFALL IN A 24-HOUR PERIOD, OR PRIOR TO ANY WORK SHUTDOWN LASTING MORE THAN 35 HOURS (INCLUDING WEEKENDS AND HOLIDAYS). THE MULCH RATE SHALL BE DOUBLE THE NORMAL RATE.

FOR WORK THAT IS CONDUCTED BETWEEN SEPTEMBER 15 AND APRIL 15 OF ANY CALENDAR YEAR, ALL DENUDED AREAS WILL BE COVERED WITH HAY MULCH APPLIED AT TWICE THE NORMAL APPLICATION RATE, AND (IN AREAS OVER 10% GRADE) ANCHORED WITH A FABRIC NETTING. THE TIME PERIOD FOR APPLYING MULCH SHALL BE LIMITED TO 5 DAYS FOR ALL AREAS, OR IMMEDIATELY IN ADVANCE OF A PREDICTED RAINFALL EVENT.

7. STONE CHECK DAMS, SILT LOGS, OR HAY BALE BARRIERS WILL BE INSTALLED AT ANY EVIDENT CONCENTRATED FLOW DISCHARGE POINTS DURING CONSTRUCTION AND EARTHWORK OPERATIONS.

8. SILT FENCING WITH A MAXIMUM STAKE SPACING OF 6 FEET SHOULD BE USED, UNLESS THE FENCE IS SUPPORTED BY WIRE FENCE REINFORCEMENT OF 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 SHOULD BE PROPERLY ANCHORED A MINIMUM OF 6" PER THE PLAN DETAIL AND BACKFILLED. ANY SILT FENCE IDENTIFIED BY THE OWNER OR REVIEWING AGENCIES AS NOT BEING PROPERLY INSTALLED DURING CONSTRUCTION SHALL BE IMMEDIATELY REPAIRED IN ACCORDANCE WITH THE INSTALLATION DETAILS.

9. STORM DRAIN CATCH BASIN INLET PROTECTION SHALL BE PROVIDED THROUGH THE USE OF STONE SEDIMENT BARRIERS OR A PREMANUFACTURED SILTSACK™. STONE SEDIMENT BARRIER INSTALLATION DETAILS ARE PROVIDED IN THE PLAN SET. THE BARRIERS OR SILTSACKS™ SHALL BE INSPECTED AFTER EACH RAINFALL AND REPAIRS MADE AS NECESSARY, INCLUDING THE REMOVAL OF SEDIMENT. SEDIMENT SHALL BE REMOVED AND THE BARRIER OR SILTSACK™ RESTORED TO ITS ORIGINAL DIMENSIONS WHEN THE SEDIMENT HAS ACCUMULATED TO ONE-HALF THE DESIGN DEPTH OF THE BARRIER. SEDIMENT SHALL BE REMOVED FROM SILTSACKS™ AS NECESSARY. INLET PROTECTION SHALL BE REMOVED WHEN THE TRIBUTARY DRAINAGE AREA HAS BEEN STABILIZED.

10. ALL SLOPES STEEPER THAN 4:1 SHALL RECEIVE EROSION CONTROL MESH.

11. SLOPES STEEPER THAN 3:1 SHALL RECEIVE REINFORCED TURF.

12. CONDITION 3 SILT BARRIERS SHALL BE INSTALLED AS CONSTRUCTION PROGRESSES.

13. AREAS OF VISIBLE EROSION AND THE TEMPORARY SEDIMENT SUMPS SHALL BE STABILIZED WITH CRUSHED STONE. THE SIZE OF THE STONE SHALL BE DETERMINED BY THE CONTRACTOR'S DESIGNATED REPRESENTATIVE IN CONSULTATION WITH THE OWNER.

14. ALL CATCH BASINS, WHICH RECEIVE RUNOFF FROM CURRENT OR PAVED AREAS BEING CONSTRUCTED AS PART OF THIS PROJECT, SHALL HAVE A SORBENT BOOM INSTALLED PRIOR TO PLACING THE BASIN IN OPERATION. INSTALLING BINDER PAVEMENT, OR OVERLAYS, THESE SORBENT BOOMS SHALL BE CHECKED WEEKLY FOR THE THREE WEEKS FOLLOWING PAVING AND REPLACED AS NECESSARY WITH THE BOOMS DISPOSED OF IN ACCORDANCE WITH LOCAL AND STATE REGULATIONS.

15. ANY FLOW FROM THE SITE THAT IS CONCENTRATED MUST BE DIRECTED TO A SUMP WITH SAND FILTER AND UNDERDRAINED DISCHARGE. FOR PERMITTED WINTER CONSTRUCTION, THE EROSION CONTROL MEASURES ARE SUBSTANTIALLY MORE STRINGENT DUE TO THE COLD TEMPERATURES AND LACK OF WEATHER CONDITIONS WHICH AID IN DRYING THE SUBGRADE SOILS THROUGH EVAPORATION.

16. CONCENTRATED RUNOFF SHALL BE DIVERTED AWAY FROM SLOPES OF OVER 10 PERCENT UNLESS THE SLOPE IS ARMORED WITH STONE.

17. UNDERGROUND UTILITIES MUST BE INSTALLED IN COMPLIANCE WITH THE FOLLOWING STANDARDS AND OTHER REQUIREMENTS OF THIS EROSION CONTROL PLAN:

- NO MORE THAN 500 LINEAR FEET OF TRENCH MAY BE OPENED AT ONE TIME;
- EXCAVATED MATERIALS SHALL BE PLACED ON THE UPHILL SIDE OF TRENCHES;
- DEWATERING OF THE TRENCH SHALL BE PUMPED THROUGH A DIRTBAG™ AND APPROPRIATE SEDIMENT CONTROL FACILITIES TO AVOID A TURBID DISCHARGE; AND
- STABILIZATION SHALL OCCUR AS SOON AS PRACTICABLE.

18. RICE STRAW WATTLES SHALL BE USED TO CONTROL LOCALIZED EROSION.

19. MAINTENANCE OF THE EROSION CONTROL, SEDIMENTATION FACILITIES, AND CONTROL OF FUGITIVE DUST MUST OCCUR UNTIL THE SITE IS STABILIZED WITH PERMANENT EROSION CONTROL MEASURES.

I. STANDARDS FOR STABILIZING SITES FOR THE WINTER

THE CONSTRUCTION OF THE PROJECT MAY REQUIRE WINTER CONSTRUCTION. THE PROJECT IS ANTICIPATED TO REQUIRE ABOUT 6 MONTHS TO COMPLETE. FOR PERMITTED WINTER CONSTRUCTION, THE EROSION CONTROL MEASURES ARE SUBSTANTIALLY MORE STRINGENT DUE TO THE COLD TEMPERATURES AND LACK OF WEATHER CONDITIONS WHICH AID IN DRYING THE SUBGRADE SOILS THROUGH EVAPORATION.

IF CONSTRUCTION ACTIVITIES INVOLVING EARTH DISTURBANCE CONTINUE PAST SEPTEMBER 15 OR BEGIN BEFORE APRIL 15, THE FOLLOWING MUST BE INCORPORATED WITH THE EROSION CONTROL PLAN AND IMPLEMENTATION:

1. ENLARGED ACCESS POINTS MUST BE STABILIZED TO PROVIDE FOR SNOW STOCKPILING.
2. LIMITS OF DISTURBANCE SHALL BE REDUCED TO THE EXTENT PRACTICABLE.
3. A SNOW MANAGEMENT PLAN INCLUDING ADEQUATE STORAGE AND CONTROL OF SNOWMELT, REQUIRING CLEARED SNOW TO BE STORED DOWNGRADEMENT OF ALL AREA OF DISTURBANCE SHALL BE PREPARED BY THE CONTRACTOR AND SUBMITTED TO THE OWNER FOR REVIEW AND APPROVAL.
4. SNOW SHALL NOT BE STORED IN SEDIMENT BASINS OR TO PRECLUDE DRAINAGE STRUCTURES FROM OPERATING AS INTENDED.
5. A MINIMUM 25-FOOT BUFFER MAINTAINED FROM PERIMETER CONTROLS SUCH AS SILT FENCE SHALL BE MAINTAINED ON THE "WORK AREA SIDE" TO ALLOW FOR SNOW CLEARING AND MAINTENANCE.
6. DRAINAGE SYSTEMS INTENDED TO OPERATE DURING THE WINTER SHALL BE CATALOGUED, SHOWN ON A PLAN, AND INSPECTED BEFORE EACH SNOW REMOVAL PERIOD TO MAKE SURE THE DRAINAGE STRUCTURES ARE OPEN AND FREE OF SNOW AND ICE DAMS.
7. TO ENSURE COVER OF DISTURBED SOIL IN ADVANCE OF A MELT EVENT, AREAS OF DISTURBED SOIL MUST BE STABILIZED AT THE END OF EACH WORK DAY, WITH THE FOLLOWING EXCEPTIONS:
 - IF NO PRECIPITATION WITHIN 24 HOURS IS FORECAST AND WORK WILL RESUME IN THE SAME DISTURBED AREA WITHIN 24 HOURS, DAILY STABILIZATION IS NOT NECESSARY.
 - DISTURBED AREAS THAT COLLECT AND RETAIN RUNOFF, SUCH AS HOUSE FOUNDATIONS OR OPEN UTILITY TRENCHES.

8. STANDARD FOR THE TIMELY STABILIZATION OF DITCHES AND CHANNELS: THE CONTRACTOR SHALL CONSTRUCT AND STABILIZE ALL STONE-LINED DITCHES AND CHANNELS ON THE SITE BY SEPTEMBER 15. THE CONTRACTOR SHALL CONSTRUCT AND STABILIZE ALL GRASS-LINED DITCHES AND CHANNELS ON THE SITE BY SEPTEMBER 1. IF THE CONTRACTOR FAILS TO STABILIZE A DITCH OR CHANNEL TO BE GRASS-LINED BY SEPTEMBER 1, THEN THE CONTRACTOR SHALL TAKE ONE OF THE FOLLOWING ACTIONS TO STABILIZE THE DITCH FOR LATE FALL AND WINTER.

a. INSTALL A SOD LINING IN THE DITCH. THE CONTRACTOR SHALL LINE THE DITCH WITH PROPERLY INSTALLED SOD BY SEPTEMBER 15. PROPER INSTALLATION INCLUDES THE APPLICATION PINNING THE SOD ONTO THE SOIL 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, AND ANCHORING THE SOD WITH JUTE OR PLASTIC MESH TO PREVENT THE SOD STRIPS FROM SLOUGHING DURING FLOW CONDITIONS.

ii. INSTALL A STONE LINING IN THE DITCH. THE CONTRACTOR SHALL LINE THE DITCH WITH STONE RIPRAP BY SEPTEMBER 15. THE CONTRACTOR SHALL HIRE A REGISTERED PROFESSIONAL ENGINEER TO DETERMINE THE STONE SIZE AND LINING THICKNESS NEEDED TO WITHSTAND THE ANTICIPATED FLOW VELOCITIES AND FLOW DEPTHS WITHIN THE DITCH. IF NECESSARY, THE CONTRACTOR SHALL REGRADE THE DITCH PRIOR TO PLACING THE STONE LINING SO AS TO PREVENT THE STONE LINING FROM REDUCING THE DITCH'S CROSS-SECTIONAL AREA.

9. STANDARD FOR THE TIMELY STABILIZATION OF DISTURBED SLOPES: THE CONTRACTOR SHALL CONSTRUCT AND STABILIZE STONE-COVERED SLOPES BY SEPTEMBER 15. THE CONTRACTOR SHALL SEED AND MULCH ALL SLOPES TO BE VEGETATED BY SEPTEMBER 1. THE DEPARTMENT WILL CONSIDER ANY AREA HAVING A GRADE GREATER THAN 15% (10H:1V) TO BE A SLOPE. IF THE CONTRACTOR FAILS TO STABILIZE ANY SLOPE TO BE VEGETATED BY SEPTEMBER 1, THEN THE CONTRACTOR SHALL TAKE ONE OF THE FOLLOWING ACTIONS TO STABILIZE THE SLOPE FOR LATE FALL AND WINTER.

- i. STABILIZE THE SOIL WITH TEMPORARY VEGETATION AND EROSION CONTROL MESH. BY SEPTEMBER 15, THE CONTRACTOR SHALL SEED THE DISTURBED SLOPE WITH WINTER RYE AT A SEEDING RATE OF 3 POUNDS PER 1,000 SQUARE FEET AND APPLY EROSION CONTROL MATS OVER THE MULCHED SLOPE. THE CONTRACTOR SHALL MONITOR GROWTH OF THE RYE OVER THE NEXT 30 DAYS. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR FAILS TO COVER AT LEAST 75% OF THE DISTURBED SLOPE BY SEPTEMBER 15, THEN THE CONTRACTOR SHALL COVER THE SLOPE WITH A LAYER OF WOOD WASTE COMPOST AS DESCRIBED IN ITEM III OF THIS STANDARD OR WITH STONE RIP RAP AS DESCRIBED IN ITEM IV OF THIS STANDARD.

ii. STABILIZE THE SLOPE WITH SOD. THE CONTRACTOR SHALL STABILIZE THE DISTURBED SLOPE WITH PROPERLY INSTALLED SOD BY SEPTEMBER 15. PROPER INSTALLATION INCLUDES THE CONTRACTOR 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 CONTRACTOR SHALL NOT USE LATE-SEASON SOD INSTALLATION TO STABILIZE SLOPES HAVING A GRADE GREATER THAN 33% (3H:1V) OR HAVING GROUNDWATER SEEPS ON THE SLOPE FACE.

iii. STABILIZE THE SLOPE WITH WOOD WASTE COMPOST. THE CONTRACTOR SHALL PLACE A SIX-INCH LAYER OF WOOD WASTE COMPOST ON THE SLOPE BY SEPTEMBER 15. PRIOR TO PLACING THE WOOD WASTE COMPOST, THE CONTRACTOR

SHALL REMOVE ANY SNOW ACCUMULATION ON THE DISTURBED SLOPE. THE CONTRACTOR SHALL NOT USE WOOD WASTE COMPOST TO STABILIZE SLOPES HAVING GRADES GREATER THAN 50% (2H:1V) OR HAVING GROUNDWATER SEEPS ON THE SLOPE FACE.

iv. STABILIZE THE SLOPE WITH STONE RIP RAP. THE CONTRACTOR SHALL PLACE A LAYER OF STONE RIPRAP ON THE SLOPE BY SEPTEMBER 15. THE CONTRACTOR SHALL HIRE A REGISTERED PROFESSIONAL ENGINEER TO DETERMINE THE STONE SIZE NEEDED FOR STABILITY AND TO DESIGN A FILTER LAYER FOR UNDERNEATH THE RIPRAP.

10. STANDARD FOR THE TIMELY STABILIZATION OF DISTURBED SOIL: BY SEPTEMBER 1, THE CONTRACTOR SHALL SEED AND MULCH ALL DISTURBED SOILS ON AREAS HAVING A SLOPE LESS THAN 15%. IF THE CONTRACTOR FAILS TO STABILIZE THESE SOILS BY THIS DATE, THEN THE CONTRACTOR SHALL TAKE ONE OF THE FOLLOWING ACTIONS TO STABILIZE THE SOIL FOR LATE FALL AND WINTER.

i. STABILIZE THE SOIL WITH TEMPORARY VEGETATION. BY SEPTEMBER 15, THE CONTRACTOR SHALL SEED THE DISTURBED SOIL WITH WINTER RYE AT A SEEDING RATE OF 3 POUNDS PER 1,000 SQUARE FEET, LIGHTLY MULCH THE SEEDED SOIL WITH HAY OR STRAW AT 75 POUNDS PER 1,000 SQUARE FEET, AND ANCHOR THE MULCH WITH PLASTIC NETTING. THE CONTRACTOR SHALL MONITOR THE GROWTH OF THE RYE OVER THE NEXT 30 DAYS. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR FAILS TO COVER AT LEAST 75% OF THE DISTURBED SOIL BEFORE SEPTEMBER 15, THEN THE CONTRACTOR SHALL MULCH THE AREA FOR OVER-WINTER PROTECTION AS DESCRIBED IN ITEM III OF THIS STANDARD.

ii. STABILIZE THE SOIL WITH SOD. THE CONTRACTOR SHALL STABILIZE THE DISTURBED SOIL WITH PROPERLY INSTALLED SOD BY SEPTEMBER 15. PROPER INSTALLATION INCLUDES THE CONTRACTOR PINNING THE SOD ONTO THE SOIL WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, AND WATERING THE SOD TO PROMOTE ROOT GROWTH

N. CONTRACTING PROCEDURE

THE ONSITE COMPONENTS OF THE PROJECT WILL BE CONSTRUCTED BY A GENERAL CONTRACTOR UNDER CONTRACT TO THE APPLICANT. THE CONTRACTOR SHALL SUBMIT A SCHEDULE FOR THE COMPLETION OF THE WORK, WHICH WILL SATISFY THE FOLLOWING CRITERIA:

1. THE CONSTRUCTION SEQUENCE OF SECTION M SHOULD GENERALLY BE COMPLETED IN THE SPECIFIED ORDER; HOWEVER, SEVERAL SEPARATE ITEMS MAY BE CONSTRUCTED SIMULTANEOUSLY. WORK MUST ALSO BE SCHEDULED OR PHASED TO PREVENT THE DURATION OF AREAS EXPOSED OR SUSCEPTIBLE TO EROSION AS SPECIFIED BELOW. THE INTENT OF THIS SEQUENCE IS TO PROVIDE FOR EROSION CONTROL AND TO HAVE STRUCTURAL MEASURES SUCH AS SILT BARRIERS AND CONSTRUCTION ENTRANCES IN PLACE BEFORE LARGE AREAS OF LAND ARE DENUDED.
2. THE WORK SHALL BE CONDUCTED IN SECTIONS WHICH WILL:
 - a) LIMIT THE AMOUNT OF EXPOSED AREA TO THOSE AREAS IN WHICH WORK IS EXPECTED TO BE UNDERTAKEN DURING THE PRECEDING 30 DAYS.
 - b) REVEGETATE DISTURBED AREAS AS RAPIDLY AS POSSIBLE. ALL AREAS SHALL BE PERMANENTLY STABILIZED WITHIN 7 DAYS OF FINAL GRADING AND TEMPORARILY STABILIZED WITHIN 7 DAYS OF INITIAL DISTURBANCE OR BEFORE A PREDICTED STORM EVENT OF OVER ½" OF RAIN.
 - c) INCORPORATE PLANNED INLETS AND DRAINAGE SYSTEM AS EARLY AS POSSIBLE INTO THE CONSTRUCTION PHASE. THE DITCHES SHALL BE IMMEDIATELY LINED OR REVEGETATED AS SOON AS THEIR INSTALLATION IS COMPLETE.
3. ONCE FINAL GRADE HAS BEEN ESTABLISHED, THE CONTRACTOR MAY CHOOSE TO DORMANT SEED THE DISTURBED AREAS PRIOR TO PLACEMENT OF MULCH AND PLACEMENT OF FABRIC NETTING ANCHORED WITH STAPLES.
 - a) IF DORMANT SEEDING IS USED FOR THE SITE, ALL DISTURBED AREAS SHALL RECEIVE 6" OF LOAM AND SEED AT AN APPLICATION RATE OF 561,000 S.F.
 - ALL AREAS SEEDED DURING THE WINTER MONTHS WILL BE INSPECTED IN THE SPRING FOR ADEQUATE CATCH. ALL AREAS INSUFFICIENTLY VEGETATED (LESS THAN 75 PERCENT CATCH) SHALL BE REVEGETATED BY REPLACING LOAM, SEED, AND MULCH.
 - b) IF DORMANT SEEDING IS NOT USED FOR THE SITE, ALL DISTURBED AREAS SHALL BE REVEGETATED IN THE SPRING.
4. THE AREA OF DENUDED, NON-STABILIZED CONSTRUCTION SHALL BE LIMITED TO THE MINIMUM AREA PRACTICABLE. AN AREA SHALL BE CONSIDERED TO BE DENUDED UNTIL THE SUBBASE GRAVEL IS INSTALLED IN PARKING AREAS, OR THE AREAS OF FUTURE LOAM AND SEED HAVE BEEN LOAMED, SEEDED, AND MULCHED. THE MULCH RATE SHALL BE TWICE THE RATE SPECIFIED IN THE SEEDING PLAN. [FOR EXAMPLE, 115#/1,000 S.F. X 2 = 230#/S.F.]
5. WITHIN THE EXPOSED WORK AREA, TEMPORARY SEDIMENTATION SUMPS SHALL BE PROVIDED IN ANY CONCENTRATED FLOW AREA WITH A SAND FILTER OR CHEMICAL COAGULATION. ADDITIONAL INFORMATION IS PROVIDED IN PRIOR SECTIONS OF THIS NARRATIVE AND ON THE EROSION CONTROL DETAILS OF THE PLAN SET. ALONG THE SEDIMENTATION SUMPS, BARRIERS SHALL BE PROVIDED AT SUFFICIENT INTERVALS TO PERMIT RUNOFF TO BE ACCUMULATED TO A MINIMUM DEPTH OF 12" BEFORE OVERFLOWING.
6. THE SCHEDULE SHALL BE SUBJECT TO THE APPROVAL OF THE OWNER.

7. THE CONTRACTOR MUST MAINTAIN AN ACCURATE SET OF RECORD DRAWINGS INDICATING THE DATE WHEN AN AREA IS FIRST DENUDED, THE DATE OF TEMPORARY STABILIZATION, AND THE DATE OF FINAL STABILIZATION.

8. THE CONTRACTOR MUST INSTALL ANY ADDED MEASURES WHICH MAY BE NECESSARY TO CONTROL EROSION/SEDIMENTATION AND FUGITIVE DUST EMISSIONS FROM THE SITE, WITH ADJUSTMENTS MADE DEPENDENT UPON FORECASTED AND ACTUAL SITE AND WEATHER CONDITIONS.

9. THE CONTRACTOR SHALL NOTE THAT NO AREA WITHIN 50 FEET OF A SLOPE WITH A VERTICAL DROP OF MORE THAN 3' IN 50 FEET SHALL REMAIN DENUDED FOR A PERIOD OF OVER 5 DAYS BEFORE IT IS TEMPORARILY STABILIZED. TEMPORARY STABILIZATION SHALL BE THE INSTALLATION OF MULCHING. ALL OTHER AREAS SHALL BE STABILIZED WITHIN 7 DAYS OR BEFORE A PREDICTED RAIN EVENT. FOR CONSTRUCTION BETWEEN SEPTEMBER 15 AND APRIL 15 OF ANY CALENDAR YEAR, ALL AREAS SHALL BE TEMPORARILY STABILIZED AT THE EARLIER TIME FRAME SPECIFIED ABOVE.

10. THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) IS DEFINED TO CONSIST OF THE EROSION CONTROL REPORT, THE STORMWATER MANAGEMENT PLAN, AND THE STORMWATER O&M PLAN. THE SWPPP SHALL BE MAINTAINED AT A SECURE LOCKED LOCATION AT THE CONTRACTOR'S FIELD TRAILER FROM COMMENCEMENT OF THE PROJECT. THESE DOCUMENTS SHALL BE MOVED TO A DESIGNATED LOCKED LOCATION INSIDE THE BUILDING(S) AT THE PERIOD WHEN THE CONTRACTOR'S TRAILERS ARE REMOVED AND MAINTAINED UNTIL THE NOTICE OF TERMINATION HAS BEEN FILED BY THE OWNER.

A NOTICE AND POINT OF CONTACT WITH CELL PHONE NUMBER SHALL BE POSTED AT THE TRAILER TO PERMIT ACCESS TO THE RECORDS DURING NORMAL WORK HOURS AND IN CASE OF EMERGENCY AT OTHER TIMES. ALL ADDITIONS AND CONSTRUCTION RECORDS SHALL BE COPIED VIA E-MAIL TO THE FOLLOWING ADDRESSES:

SBUSHEY@ESTINC.COM

PHIN@PORTLANDYACHT.COM

THE OWNER RESERVES THE RIGHT TO ADD ADDITIONAL PERSONNEL TO THIS LIST AT THE PRE-CONSTRUCTION CONFERENCE OR AT REASONABLE INTERVALS DURING THE PROJECT.

11. THE OWNER WILL PROVIDE A COPY OF THE NOI ACCEPTANCE LETTER TO THE CONTRACTOR. THIS LETTER SHALL BE MAINTAINED AT THE SITE WITH THE SWPPP.

12. ANY REVISIONS TO THE SWPPP MUST BE AUTHORIZED IN WRITING BY THE PREPARER OF THE PLAN (DELUCA-HOFFMAN ASSOCIATES, INC.) THE PREPARER OF THE PLAN SHALL BE PERMITTED REASONABLE TIME TO REVIEW AND NOTIFY THE CITY AND OTHER AGENCIES OF SAID CHANGES. REVISIONS TO THE SWPPP WILL BE REQUIRED:

- a. WHENEVER THE CURRENT PROVISIONS PROVE TO BE INEFFECTIVE IN MINIMIZING POLLUTANTS IN STORMWATER DISCHARGES FROM THE SITE;
 - b. WHENEVER THERE IS A CHANGE IN DESIGN, CONSTRUCTION, OR OPERATION AT THE CONSTRUCTION SITE THAT HAS OR COULD HAVE AN EFFECT ON THE DISCHARGE OF POLLUTANTS; AND
 - c. TO ADDRESS ISSUES OR DEFICIENCIES IDENTIFIED DURING AN INSPECTION BY THE *QUALIFIED REPRESENTATIVE*, THE DEPARTMENT, OR OTHER REGULATORY AUTHORITY.
13. SHOULD THE OWNER NOTIFY THE CONTRACTOR THAT THE ACTIVITY ON THE SITE IS IN VIOLATION OF THE SWPPP, THE CONTRACTOR SHALL AT ITS SOLE COST CORRECT THE DEFICIENCIES AND FILE A PHOTOGRAPHIC LOG WITH A LIST OF CORRECTIVE ACTIONS WITH THE OWNER WITHIN 7 DAYS OF NOTIFICATION BY THE OWNER.

14. THE PROJECT IS CURRENTLY UNDERGOING ENVIRONMENTAL STUDY. THE RESULTS OF THIS STUDY WILL BE PROVIDED AS PART OF THE VRAP PLAN AND AS AN APPENDIX TO THE SWPPP PLAN PRIOR TO THE PRECONSTRUCTION CONFERENCE, AND SHALL BE INCORPORATED BY REFERENCE WHEN APPENDED.

15. THE CONTRACTOR SHALL ENGAGE A QUALIFIED REPRESENTATIVE TO MONITOR THE WORK. THIS REPRESENTATIVE SHALL BE APPROVED BY THE OWNER PRIOR TO THE INDIVIDUAL BEING ENGAGED ON THE PROJECT. THIS INSPECTION SHALL BE A PART OF THE CONTRACTOR'S QUALITY CONTROL PLAN FOR THE PROJECT BY THE CONTRACTOR. THE REPRESENTATIVE'S QUALIFICATIONS AND DUTIES THAT HE SHALL PERFORM ARE AS FOLLOWS:

- a. LICENSED PROFESSIONAL ENGINEER OR CERTIFIED PROFESSIONAL IN EROSION CONTROL
- b. COVERED BY WORKMAN'S COMPENSATION INSURANCE
- c. EXPERIENCED IN THIS TYPE OF WORK, THE SPECIFIC EROSION CONTROLS APPLICABLE TO THIS PROJECT WITH A RESUME APPROVED BY THE ENGINEER
- d. COMPENSATED ON A UNIT RATE BASIS WITH NO INCENTIVES FOR REDUCED COSTS OR SUBJECT TO ANY TYPE OF COMPENSATION FOR PASSING INSPECTIONS
- e. APPROVED BY THE OWNER AND THE PREPARER OF THIS PLAN

THE *QUALIFIED REPRESENTATIVES* SHALL CONDUCT SITE INSPECTIONS IN ACCORDANCE WITH THE FOLLOWING TIMETABLE:

a. WHERE SOIL DISTURBANCE ACTIVITIES ARE ON-GOING, THE QUALIFIED REPRESENTATIVE SHALL CONDUCT A SITE INSPECTION AT LEAST ONCE EVERY SEVEN (7) CALENDAR DAYS.

b. WHERE SOIL DISTURBANCE ACTIVITIES HAVE BEEN TEMPORARILY SUSPENDED (E.G. WINTER SHUTDOWN) AND TEMPORARY STABILIZATION MEASURES HAVE BEEN APPLIED TO ALL DISTURBED AREAS, THE QUALIFIED REPRESENTATIVE SHALL CONDUCT A SITE INSPECTION AT LEAST ONCE EVERY THIRTY (30) CALENDAR DAYS. THE OWNER OR OPERATOR SHALL NOTIFY THE CITY'S STORMWATER CONTACT PERSON OR, IN AREAS UNDER THE JURISDICTION OF A REGULATED TRADITIONAL LAND USE CONTROL MSA, THE MSA PROVIDED THE MSA IS NOT THE OWNER OR OPERATOR OF THE CONSTRUCTION ACTIVITY) IN WRITING PRIOR TO REDUCING THE FREQUENCY OF INSPECTIONS.

c. WHERE SOIL DISTURBANCE ACTIVITIES HAVE BEEN SHUT DOWN WITH PARTIAL PROJECT COMPLETION, THE QUALIFIED REPRESENTATIVE CAN STOP CONDUCTING INSPECTIONS IF ALL AREAS DISTURBED AS OF THE PROJECT SHUTDOWN DATE HAVE ACHIEVED FINAL STABILIZATION AND ALL POST-CONSTRUCTION STORMWATER MANAGEMENT PRACTICES

REQUIRED FOR THE COMPLETED PORTION OF THE PROJECT HAVE BEEN CONSTRUCTED IN CONFORMANCE WITH THE SWPPP AND ARE OPERATIONAL. THE OWNER OR OPERATOR SHALL NOTIFY THE CITY'S STORMWATER CONTACT PERSON IN WRITING PRIOR TO THE SHUTDOWN. IF SOIL DISTURBANCE ACTIVITIES ARE NOT RESUMED WITHIN 2 YEARS FROM THE DATE OF SHUTDOWN, THE CONTRACTOR SHALL HAVE THE QUALIFIED REPRESENTATIVE PERFORM A FINAL INSPECTION AND CERTIFY THAT ALL DISTURBED AREAS HAVE ACHIEVED FINAL STABILIZATION, AND ALL TEMPORARY STRUCTURAL EROSION AND SEDIMENT CONTROL MEASURES HAVE BEEN REMOVED, AND THAT ALL POST-CONSTRUCTION STORMWATER MANAGEMENT PRACTICES HAVE BEEN CONSTRUCTED IN CONFORMANCE WITH THE SWPPP BY SIGNING THE "FINAL STABILIZATION" AND "POST-CONSTRUCTION STORMWATER MANAGEMENT PRACTICE" CERTIFICATION STATEMENTS ON THE NOTICE OF TERMINATION. THE OWNER OR OPERATOR SHALL THEN SUBMIT THE COMPLETED NOTICE OF TERMINATION FORM TO THE CITY OF PORTLAND.

AT A MINIMUM, THE *QUALIFIED REPRESENTATIVE* SHALL INSPECT ALL EROSION AND SEDIMENT CONTROL PRACTICES TO ENSURE INTEGRITY AND EFFECTIVENESS. ALL POST-CONSTRUCTION STORMWATER MANAGEMENT PRACTICES UNDER CONSTRUCTION TO ENSURE THAT THEY ARE CONSTRUCTED IN CONFORMANCE WITH THE SWPPP. ALL AREAS OF DISTURBANCE THAT HAVE NOT ACHIEVED *FINAL STABILIZATION*, ALL POINTS OF DISCHARGE TO NATURAL SURFACE WATER BODIES LOCATED WITHIN, OR IMMEDIATELY ADJACENT TO, THE PROPERTY BOUNDARIES OF THE CONSTRUCTION SITE, AND ALL POINTS OF DISCHARGE FROM THE CONSTRUCTION SITE.

THE *QUALIFIED REPRESENTATIVE* SHALL PREPARE AN INSPECTION REPORT SUBSEQUENT TO EACH AND EVERY INSPECTION. AT A MINIMUM, THE INSPECTION REPORT SHALL INCLUDE AND/OR ADDRESS THE FOLLOWING:

- a. DATE AND TIME OF INSPECTION;
- b. NAME AND TITLE OF PERSON(S) PERFORMING INSPECTION;
- c. A DESCRIPTION OF THE WEATHER WHICH SHALL BE CONSISTENT WITH THE NATIONAL WEATHER SERVICE FORECAST OFFICE, PORTLAND-GRAY, ME AND SOIL CONDITIONS (E.G. DRY, WET, SATURATED) AT THE TIME OF THE INSPECTION;
- d. A DESCRIPTION OF THE CONDITION OF THE RUNOFF AT ALL POINTS OF DISCHARGE FROM THE CONSTRUCTION SITE. THIS SHALL INCLUDE IDENTIFICATION OF ANY DISCHARGES OF SEDIMENT FROM THE CONSTRUCTION SITE. INCLUDE DISCHARGES FROM CONVEYANCE SYSTEMS (I.E. PIPES, CULVERTS, DITCHES, ETC.) AND OVERLAND FLOW;
- e. A DESCRIPTION OF THE CONDITION OF ALL NATURAL SURFACE WATER BODIES LOCATED WITHIN, OR IMMEDIATELY ADJACENT TO, THE PROPERTY BOUNDARIES OF THE CONSTRUCTION SITE WHICH RECEIVED RUNOFF FROM DISTURBED AREAS. THIS SHALL INCLUDE IDENTIFICATION OF ANY DISCHARGE OF SEDIMENT TO THE SURFACE WATER BODY;
- f. IDENTIFICATION OF ALL EROSION AND SEDIMENT CONTROL PRACTICES THAT NEED REPAIR OR MAINTENANCE;
- g. IDENTIFICATION OF ALL EROSION AND SEDIMENT CONTROL PRACTICES THAT WERE NOT INSTALLED PROPERLY OR ARE NOT FUNCTIONING AS DESIGNED AND NEED TO BE REINSTALLED OR REPLACED;
- h. DESCRIPTION AND SKETCH OF AREAS THAT ARE DISTURBED AT THE TIME OF THE INSPECTION AND AREAS THAT HAVE BEEN STABILIZED (TEMPORARY AND/OR FINAL) SINCE THE LAST INSPECTION;
- i. CURRENT PHASE OF CONSTRUCTION OF ALL POST-CONSTRUCTION STORMWATER MANAGEMENT PRACTICES AND IDENTIFICATION OF ALL CONSTRUCTION THAT IS NOT IN CONFORMANCE WITH THE SWPPP AND TECHNICAL STANDARDS;
- j. CORRECTIVE ACTION(S) THAT MUST BE TAKEN TO INSTALL, REPAIR, REPLACE OR MAINTAIN EROSION AND SEDIMENT CONTROL PRACTICES; AND TO CORRECT DEFICIENCIES IDENTIFIED WITH THE CONSTRUCTION OF THE POST-CONSTRUCTION STORMWATER MANAGEMENT PRACTICE(S); AND
- k. DIGITAL PHOTOGRAPHS, WITH DATE STAMP, THAT CLEARLY SHOW THE CONDITION OF ALL PRACTICES THAT HAVE BEEN IDENTIFIED AS NEEDING CORRECTIVE ACTIONS. THE QUALIFIED REPRESENTATIVE SHALL ATTACH PAPER COLOR COPIES OF THE DIGITAL PHOTOGRAPHS TO THE INSPECTION REPORT BEING MAINTAINED ONSITE WITHIN SEVEN (7) CALENDAR DAYS OF THE DATE OF THE INSPECTION. THE QUALIFIED REPRESENTATIVE SHALL ALSO TAKE DIGITAL PHOTOGRAPHS, WITH DATE STAMP, THAT CLEARLY SHOW THE CONDITION OF THE PRACTICE(S) AFTER THE CORRECTIVE ACTION HAS BEEN COMPLETED. THE QUALIFIED REPRESENTATIVE SHALL ATTACH PAPER COLOR COPIES OF THE DIGITAL PHOTOGRAPHS TO THE INSPECTION REPORT THAT DOCUMENTS THE COMPLETION OF THE CORRECTIVE ACTION WORK WITHIN SEVEN (7) CALENDAR DAYS OF THAT INSPECTION.

WITHIN ONE BUSINESS DAY OF THE COMPLETION OF AN INSPECTION, THE *QUALIFIED REPRESENTATIVE* SHALL NOTIFY THE OWNER THE APPROPRIATE CONTRACTOR OR SUBCONTRACTOR OF ANY CORRECTIVE ACTIONS THAT NEED TO BE TAKEN. THE CONTRACTOR OR SUBCONTRACTOR SHALL BEGIN IMPLEMENTING THE CORRECTIVE ACTIONS WITHIN ONE BUSINESS DAY OF THIS NOTIFICATION AND SHALL COMPLETE THE CORRECTIVE ACTIONS IN A REASONABLE TIME FRAME, AT ITS SOLE COST.

ALL INSPECTION REPORTS SHALL BE SIGNED BY THE *QUALIFIED REPRESENTATIVE*. THE INSPECTION REPORTS SHALL BE MAINTAINED ON SITE WITH THE SWPPP AND DISTRIBUTED VIA EMAIL AT THE TIME OF FILING.

16. THE OWNER RESERVES THE RIGHT TO HAVE QUALITY ASSURANCE MONITORING OF THE WORK. THE CONTRACTOR SHALL, AT ITS SOLE COST, COOPERATE WITH THE OWNER AND THEIR QUALITY ASSURANCE MONITORING OF THE WORK INCLUDING MAINTAINING AN ACCURATE SCHEDULE FOR PERFORMING THE WORK. THE OWNER WILL NOTIFY THE CONTRACTOR IF ANY PARTICULAR ELEMENTS OF THE WORK SHOULD BE UNCOVERED OR AVAILABLE FOR OBSERVATION BY THE QUALITY ASSURANCE MONITOR SELECTED BY THE OWNER. THE OWNER RESERVES THE RIGHT TO CONDUCT THE QUALITY ASSURANCE MONITORING DURING WORKING HOURS AT ANY TIME DURING THE PROJECT.

N. PROVISIONS FOR MAINTENANCE OF THE EROSION/SEDIMENTATION CONTROL FEATURES

THE PROJECT WILL BE CONTRACTED TO A GENERAL CONTRACTOR. THE PROJECT IS SUBJECT TO THE REQUIREMENTS OF THE LOCAL PERMITS, AND A STATE REGULATED CONSTRUCTION GENERAL PERMIT AND SITE LOCATION OF DEVELOPMENT PERMIT (ADMINISTERED BY THE CITY OF PORTLAND).

THIS PROJECT REQUIRES THE CONTRACTOR TO PREPARE A LIST AND DESIGNATE BY NAME, ADDRESS AND TELEPHONE NUMBER ALL INDIVIDUALS WHO WILL BE RESPONSIBLE FOR IMPLEMENTATION, INSPECTION, AND MAINTENANCE OF ALL EROSION CONTROL MEASURES IDENTIFIED WITHIN THIS SECTION AND AS CONTAINED IN THE EROSION AND SEDIMENTATION CONTROL PLAN OF THE CONTRACT DRAWINGS. SPECIFIC RESPONSIBILITIES OF THE QUALIFIED REPRESENTATIVE(S) WILL INCLUDE:

1. EXECUTION OF THE CONTRACTOR/SUBCONTRACTOR CERTIFICATION CONTAINED IN APPENDIX B BY ANY AND ALL PARTIES RESPONSIBLE FOR EROSION CONTROL MEASURES ON THE SITE AS REQUIRED BY THE PERMIT AUTHORITIES.
2. ASSURING AND CERTIFYING THE OWNER'S CONSTRUCTION SEQUENCE IS IN CONFORMANCE WITH THE SPECIFIED SCHEDULE OF THIS SECTION. A WEEKLY CERTIFICATION STATING COMPLIANCE, ANY DEVIATIONS, AND CORRECTIVE MEASURES NECESSARY TO COMPLY WITH THE EROSION CONTROL REQUIREMENTS OF THIS SECTION SHALL BE PREPARED AND SIGNED BY THE QUALIFIED REPRESENTATIVE(S).
3. IN ADDITION TO THE WEEKLY CERTIFICATIONS, THE REPRESENTATIVE(S) SHALL MAINTAIN WRITTEN REPORTS RECORDING CONSTRUCTION ACTIVITIES ON SITE WHICH INCLUDE:
 - DATES WHEN MAJOR GRADING ACTIVITIES OCCUR IN A PARTICULAR AREAS.
 - DATES WHEN MAJOR CONSTRUCTION ACTIVITIES CEASE IN A PARTICULAR AREA, EITHER TEMPORARILY OR PERMANENTLY.
 - DATES WHEN AN AREA IS STABILIZED.
4. INSPECTION OF THIS PROJECT WORK SITE ON A WEEKLY BASIS AND AFTER EACH SIGNIFICANT RAINFALL EVENT (0.5 INCH OR MORE WITHIN ANY CONSECUTIVE 24-HOUR PERIOD) DURING CONSTRUCTION UNTIL PERMANENT EROSION CONTROL MEASURES HAVE BEEN PROPERLY INSTALLED AND THE SITE HAS BEEN STABILIZED. INSPECTION OF THE PROJECT WORK SITE SHALL INCLUDE:
 - IDENTIFICATION OF PROPER EROSION CONTROL MEASURE INSTALLATION IN ACCORDANCE WITH THE EROSION CONTROL DETAIL SHEET OR AS SPECIFIED IN THIS SECTION.
 - DETERMINE WHETHER EACH EROSION CONTROL MEASURE IS PROPERLY OPERATING. IF NOT, IDENTIFY DAMAGE TO THE CONTROL DEVICE AND DETERMINE REMEDIAL MEASURES.
 - IDENTIFY AREAS WHICH APPEAR VULNERABLE TO EROSION AND DETERMINE ADDITIONAL EROSION CONTROL MEASURES WHICH SHOULD BE USED TO IMPROVE CONDITIONS.
 - INSPECT AREAS OF PERCENT SEEDING TO DETERMINE PERCENT CATCH OF GRASS. A MINIMUM CATCH OF 90 PERCENT IS REQUIRED PRIOR TO REMOVAL OF EROSION CONTROL MEASURES.
 - ALL EROSION CONTROLS SHALL BE REMOVED WITHIN 30 DAYS OF PERMANENT STABILIZATION EXCEPT FOR MULCH AND NETTING NOT DETRIMENTAL TO THE PROJECT. REMOVALS SHALL INCLUDE BUT NOT BE LIMITED TO ALL SILT FENCE OR BARRIER, HAY BALES, INLET PROTECTION, AND STONE CHECK DAMS.
 - ACCUMULATED SILT/SEDIMENT SHOULD BE REMOVED WHEN THE DEPTH OF SEDIMENT REACHES 50 PERCENT OF THE BARRIER HEIGHT. ACCUMULATED SILT/SEDIMENT SHOULD BE REMOVED FROM BEHIND SILT FENCING WHEN THE DEPTH OF THE SEDIMENT REACHES 6 INCHES.
 - SILT SACKS SHOULD BE REMOVED AND REPLACED AT LEAST EVERY THREE MONTHS AND AT ANY TIME WHERE THE WEEKLY INSPECTION REVEALS THAT SILTATION HAS SIGNIFICANTLY RETARDED THE RATE OF FLOW THROUGH THE SILT SACK.
 - DISCHARGES SHOULD BE MEASURED DURING STORM EVENTS TO DOCUMENT THE TURBIDITY OF STORMWATER DISCHARGE IS <280 NTU.
5. IF INSPECTION OF THE SITE INDICATES A CHANGE SHOULD BE MADE TO THE EROSION CONTROL PLAN, TO EITHER IMPROVE EFFECTIVENESS OR CORRECT A SITE-SPECIFIC DEFICIENCY, THE QUALIFIED REPRESENTATIVE SHALL IMMEDIATELY IMPLEMENT THE CORRECTIVE MEASURE AND NOTIFY THE OWNER OF THE CHANGE.
6. ARRANGING FOR AN ON-SITE MEETING PRIOR TO COMMENCING WINTER CONSTRUCTION TO ASSURE THAT ALL SPECIAL WINTER CONSTRUCTION MEASURES WILL BE IMPLEMENTED AND TO REVIEW THE SPECIFIC REQUIREMENTS OF THIS PLAN FOR WINTER CONSTRUCTION.

ALL CERTIFICATIONS, INSPECTION FORMS, AND WRITTEN REPORTS PREPARED BY THE QUALIFIED REPRESENTATIVE(S) SHALL BE FILED WITH THE OWNER, AND THE PERMIT FILE CONTAINED ON THE PROJECT SITE. ALL WRITTEN CERTIFICATIONS, INSPECTION FORMS, AND WRITTEN REPORTS MUST BE FILED WITHIN ONE (1) WEEK OF THE INSPECTION DATE.

THE CONTRACTOR HAS SOLE RESPONSIBILITY FOR COMPLYING WITH THE EROSION/SEDIMENT CONTROL REPORT,

INCLUDING CONTROL OF FUGITIVE DUST, AND SHALL BE RESPONSIBLE FOR ANY MONETARY PENALTIES RESULTING FROM FAILURE TO COMPLY WITH THESE STANDARDS.

ONCE CONSTRUCTION HAS BEEN COMPLETED, LONG-TERM MAINTENANCE OF THE STORMWATER MANAGEMENT SYSTEM WILL BE THE RESPONSIBILITY OF THE APPLICANT. INSPECTION AND MAINTENANCE ITEMS WITH A LIST OF MAINTENANCE REQUIREMENTS AND FREQUENCY ARE DESCRIBED IN A SEPARATE DOCUMENT. IN THE EVENT OF DEFECTIVE WORKMANSHIP OR ANY FAILURE BY THE CONTRACTOR AND ITS SUBCONTRACTORS TO ADHERE TO THE STANDARDS SET FORTH IN THESE DOCUMENTS, THE CONTRACTOR SHALL BE RESPONSIBLE TO CORRECT, AT ITS SOLE COST, ANY LATENT DEFECTS TOGETHER WITH REIMBURSEMENT OF OWNER FOR ANY EXPENSES BORNE BY THE OWNER UP TO THE TIME OF SAID CORRECTION. THIS PROVISION SHALL REMAIN IN EFFECT BEYOND ANY STATED OR IMPLIED WARRANTY PERIOD.

P. PRECONSTRUCTION CONFERENCE

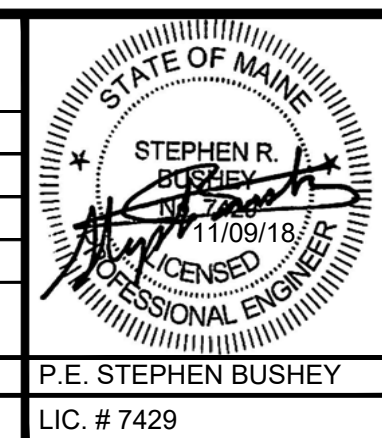
PRIOR TO ANY CONSTRUCTION AT THE SITE, REPRESENTATIVES OF THE CONTRACTOR, THE OWNER, THE CITY OF PORTLAND, AND THE SITE DESIGN ENGINEER AND ANY PERSONNEL IDENTIFIED IN THE PERMIT CONDITIONS SHALL MEET TO DISCUSS THE SCHEDULING OF THE SITE CONSTRUCTION AND THE DESIGNATION OF THE RESPONSIBLE PARTIES FOR IMPLEMENTING THE PLAN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SCHEDULING THE MEETING. PRIOR TO THE MEETING, THE CONTRACTOR WILL PREPARE A DETAILED SCHEDULE AND A MARKED-UP SITE PLAN INDICATING AREAS AND COMPONENTS OF THE WORK AND KEY DATES SHOWING DATE OF DISTURBANCE AND COMPLETION OF THE WORK. THE CONTRACTOR SHALL CONDUCT A MEETING WITH EMPLOYEES AND SUB-CONTRACTORS TO REVIEW THE EROSION CONTROL PLAN, THE CONSTRUCTION TECHNIQUES WHICH WILL BE EMPLOYED TO IMPLEMENT THE PLAN, AND PROVIDE A LIST OF ATTENDEES AND ITEMS DISCUSSED AT THE MEETING TO THE OWNER. THREE COPIES OF THE SCHEDULE, THE CONTRACTOR'S MEETING MINUTES, AND MARKED-UP SITE PLAN SHALL BE PROVIDED TO THE OWNER.

CONDITIONALLY APPROVED

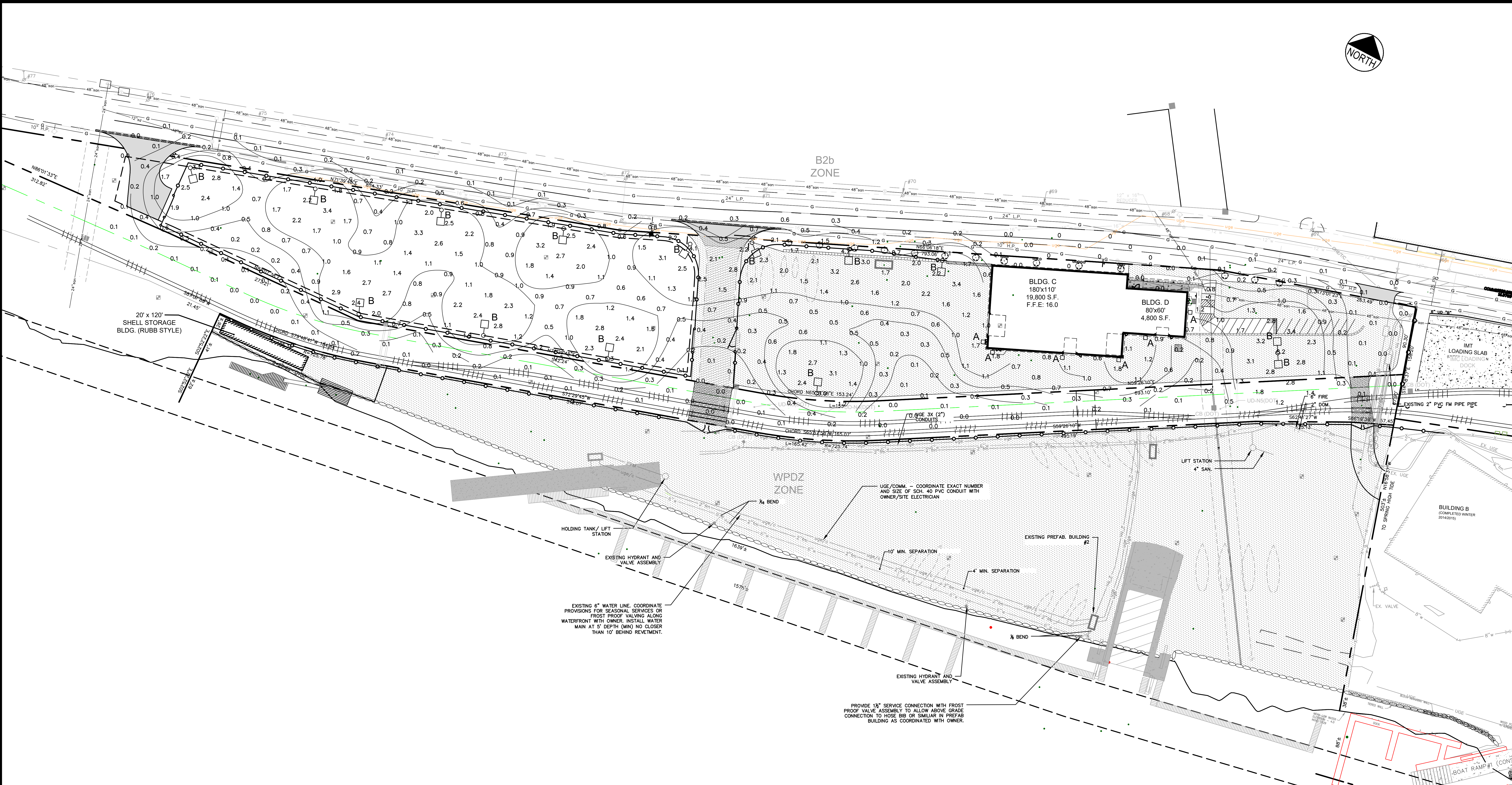
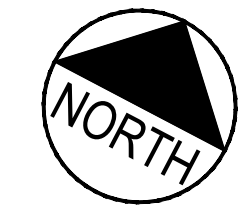
REVIEWED BY:
SAFEbuilt.
APPROVED THIRD PARTY PLAN REVIEW AGENCY
BY THE CITY OF PORTLAND, MAINE.
SEE REVIEW LETTER FOR MORE INFORMATION.
01/16/2019



| REV | DATE | DESCRIPTION | REV | DATE | DESCRIPTION |
|-----|----------|--|-----|----------|---|
| | | | 6 | 03.16.18 | REVISED PER CITY COMMENT/FINAL PLAN SUBMISSION TO CITY |
| | | | 5 | 01.19.18 | REVISED PER CITY COMMENT |
| | | | 4 | 12.14.17 | PERMIT RENEWAL SUBMISSION - LEVEL III |
| 10 | 11.09.18 | REVISED FINAL PHASE III PLAN SUBMISSION | 3 | 11.10.15 | REVISED FINAL PLAN SUBMISSION |
| 9 | 10.05.18 | FINAL PHASE III PLAN SUBMISSION | 2 | 09.04.15 | FINAL PLAN SUBMISSION TO CITY OF PORTLAND |
| 8 | 06.11.18 | FINAL PLAN SUBMISSION TO CITY | 1 | 08.15.15 | PRELIMINARY PHASE III AMENDED SITE PLAN TO CITY OF PORTLAND |
| 7 | 03.23.18 | REVISED PLANS SUBMITTED FOR OWNER REVIEW | | | |
| REV | DATE | DESCRIPTION | REV | DATE | DESCRIPTION |



| | | |
|-------------|--|---|
| PROJECT | CANAL LANDING AMENDED SITE PLAN | STANTEC CONSULTING SERVICES INC. 482 PAYNE ROAD SCARBOROUGH, ME 04074 WWW.STANTEC.COM |
| SHEET TITLE | PHASE III EROSION AND SEDIMENT CONTROL NARRATIVE | DRAWN: PBF DATE: DECEMBER 2017 DESIGNED: SRB SCALE: AS SHOWN CHECKED: SRB JOB NO. 195350129 |
| CLIENT | NEW YARD LLC 400 WEST COMMERCIAL STREET PORTLAND, ME 04101 | FILE NAME: 3091-DET SHEET C-6.4 |



- PLAN REFERENCES**
- "BOUNDARY AND TOPOGRAPHIC SURVEY WEST COMMERCIAL STREET PORTLAND, CUMBERLAND COUNTY, MAINE" MADE FOR HNTB AND THE MAINE DEPARTMENT OF TRANSPORTATION BY OWEN HASKELL, INC. DATED APRIL 4, 2014.
 - PLAN TITLED "STATE OF MAINE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP" "LAND ACQUISITIONS" BY OWEN HASKELL, INC. DATED APRIL 4, 2014.
 - PLAN SET TITLED "STATE OF MAINE DEPARTMENT ON TRANSPORTATION" CITY OF PORTLAND, CUMBERLAND COUNTY, PORTLAND INTERNATIONAL MARINE TERMINAL - EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION WIN: 022809.20
 - PORTLAND HARBOR, PORTLAND, ME AFTER DREDGE SURVEY - 35 FOOT CHANNEL AND TURNING BASINS BY THE U.S. ARMY CORPS OF ENGINEERS, SHEETS V-101 THROUGH V-104, DATED APRIL 16, 2014.

| LUMINAIRE SCHEDULE | | | | |
|--------------------|------|---|----------------------|-----------------|
| LABEL | QTY. | DESCRIPTION | MFG. # | MOUNTING HEIGHT |
| A | 6 | LAREDO SERIES WALL MOUNTED LMC - 30LEDS, SPAULDING LIGHTING | LMC-30LU-4K-4 | 20' |
| B | 14 | CIMARRON POLE MOUNTED LED LIGHT, SPAULDING LIGHTING | CL1-A-90L-1-5K-4-105 | 30' |

- NOTES:**
- PHOTOMETRIC DATA GENERATED USING DESIGN MASTER SOFTWARE
 - GRID SPACING = 30' X 30'
 - LIGHT LOSS FACTOR - LED: 0.90
 - ELECTRICAL ENGINEER TO VERIFY VOLTAGE PRIOR TO ORDERING

STRUCTURES WITHIN PROJECT TO BE CONSTRUCTED IN ACCORDANCE WITH PORTLAND CITY CODE, SECTION 14.450.8 FLOOD PLAIN MANAGEMENT.

LEGEND

- EXISTING BUILDING
- PROPOSED BUILDING (PHASE III)
- PREPARED PERVIOUS SURFACE FOR VESSEL DISPLAY, STORAGE AND MAINTENANCE
- HEAVY DUTY PAVEMENT
- STANDARD DUTY PAVEMENT
- TRUEGRID PERMEABLE PAVING SURFACE

| REV | DATE | DESCRIPTION | REV | DATE | DESCRIPTION |
|-----|----------|---|-----|----------|--|
| 6 | 03.16.18 | REVISED PER CITY COMMENT/FINAL PLAN SUBMISSION TO CITY | 10 | 11.09.18 | REVISED FINAL PHASE III PLAN SUBMISSION |
| 5 | 01.19.18 | REVISED PER CITY COMMENT | 9 | 10.05.18 | FINAL PHASE III PLAN SUBMISSION |
| 4 | 12.14.17 | PERMIT RENEWAL SUBMISSION - LEVEL III | 8 | 06.11.18 | FINAL PLAN SUBMISSION TO CITY |
| 3 | 11.10.15 | REVISED FINAL PLAN SUBMISSION | 7 | 03.23.18 | REVISED PLANS SUBMITTED FOR OWNER REVIEW |
| 2 | 09.04.15 | FINAL PLAN SUBMISSION TO CITY OF PORTLAND | | | |
| 1 | 06.15.15 | PRELIMINARY PHASE III AMENDED SITE PLAN TO CITY OF PORTLAND | | | |

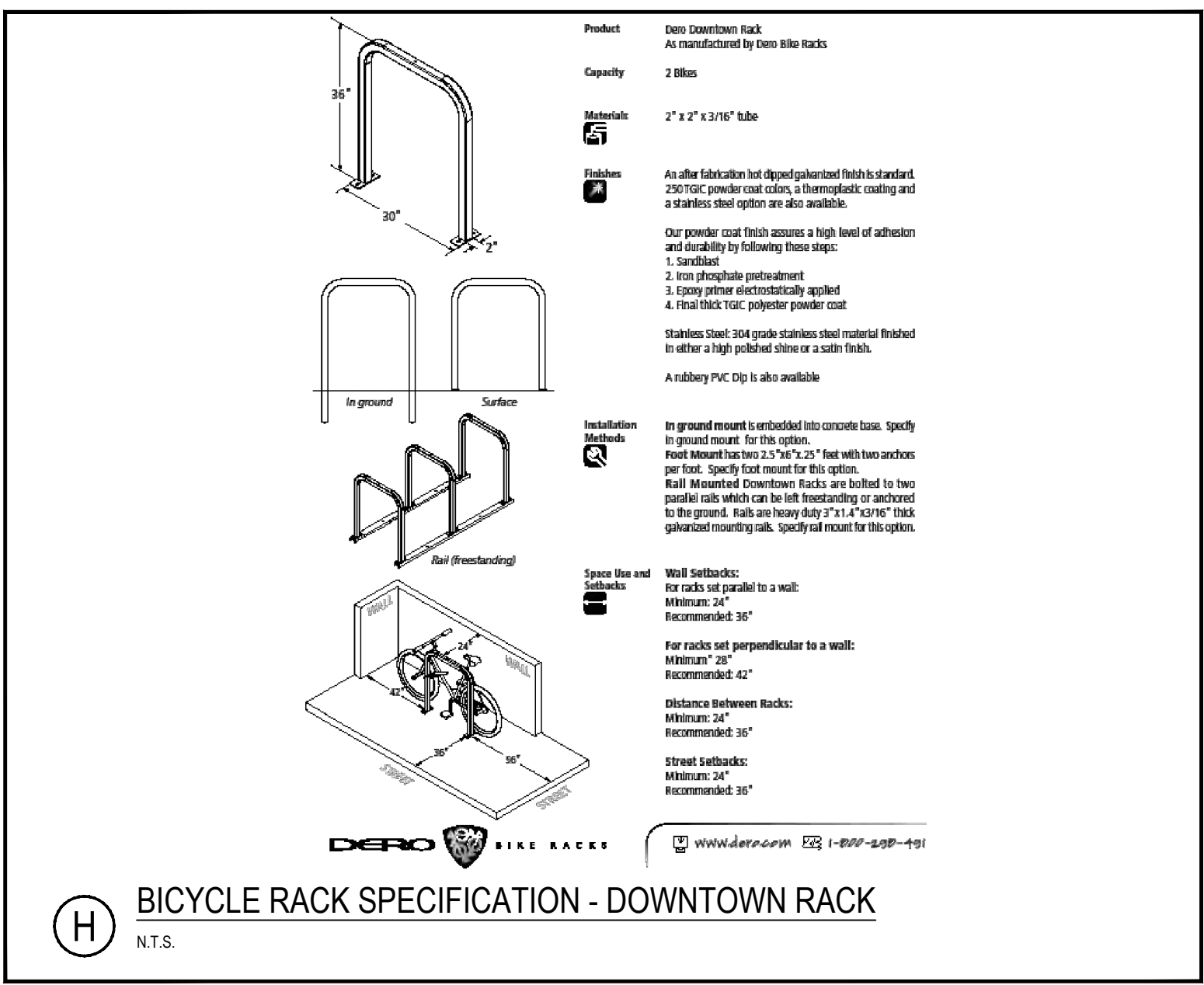
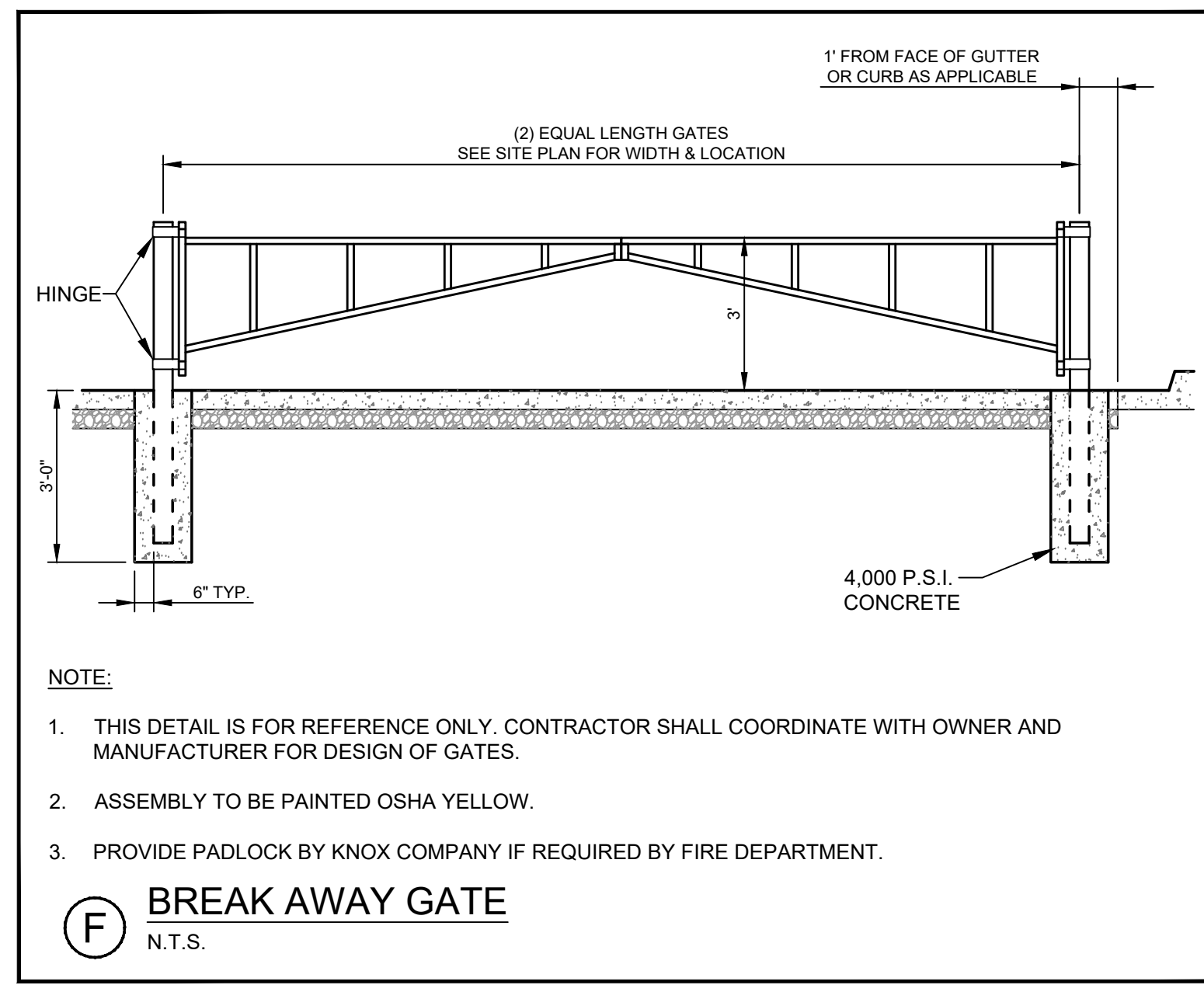
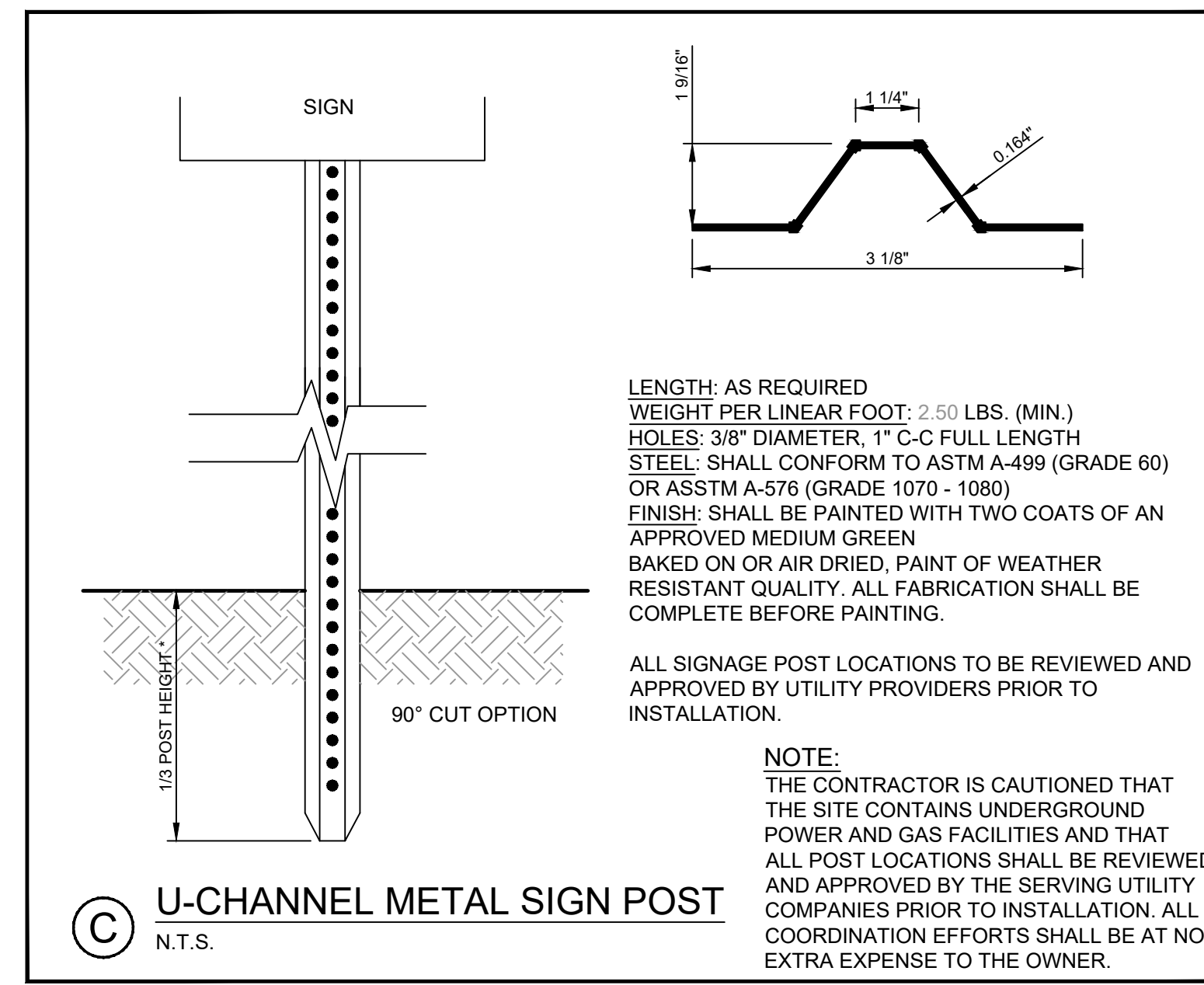
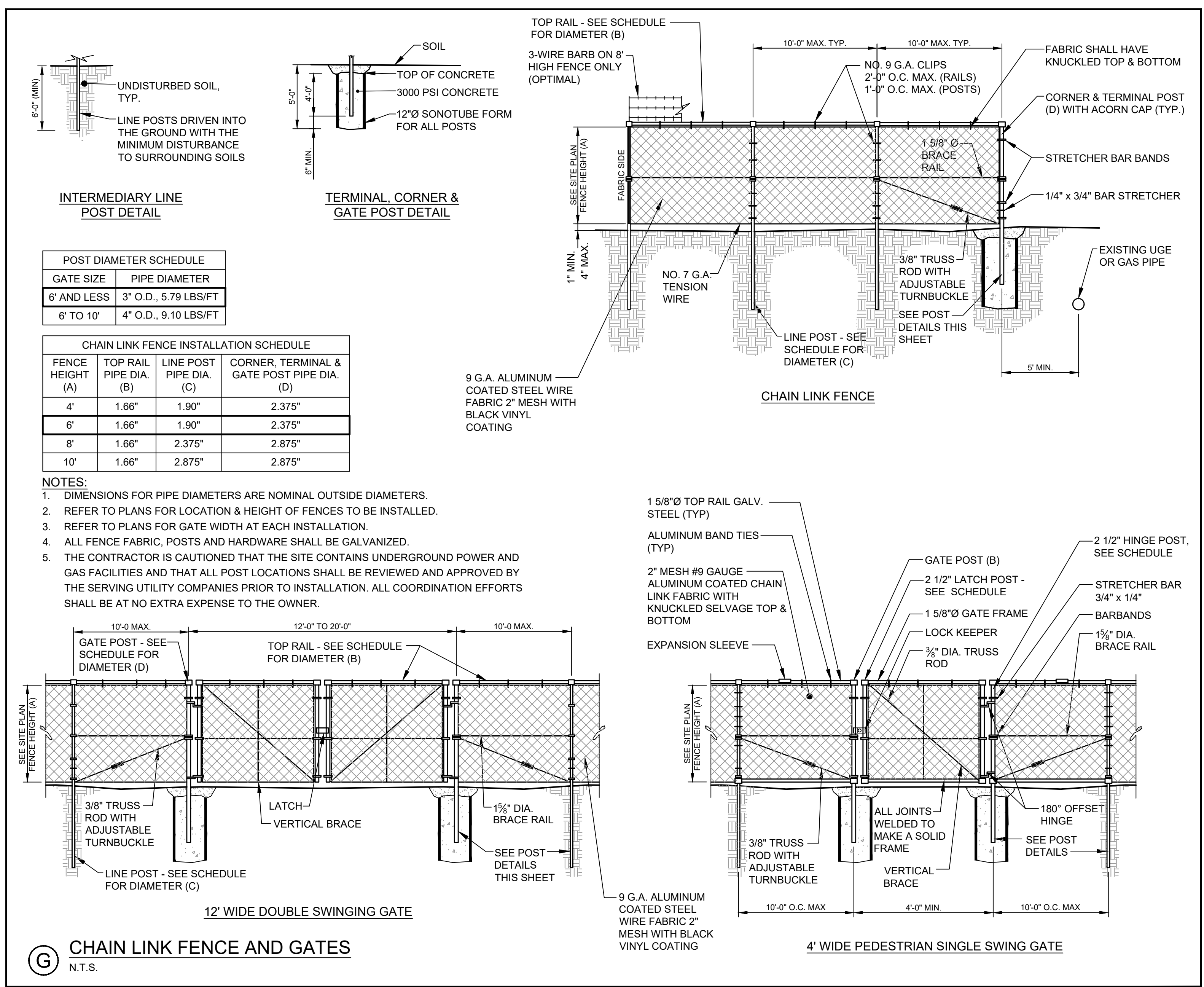
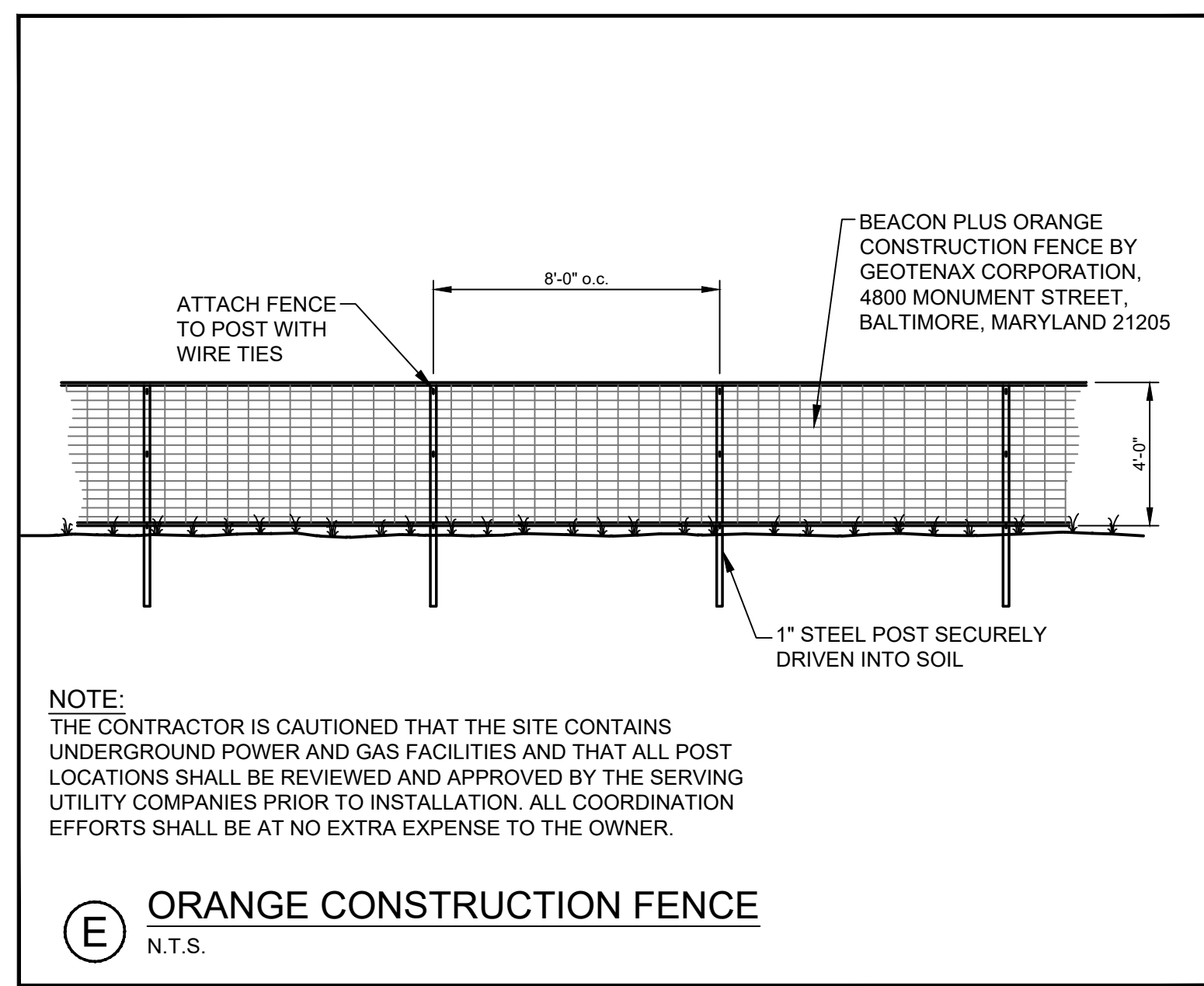
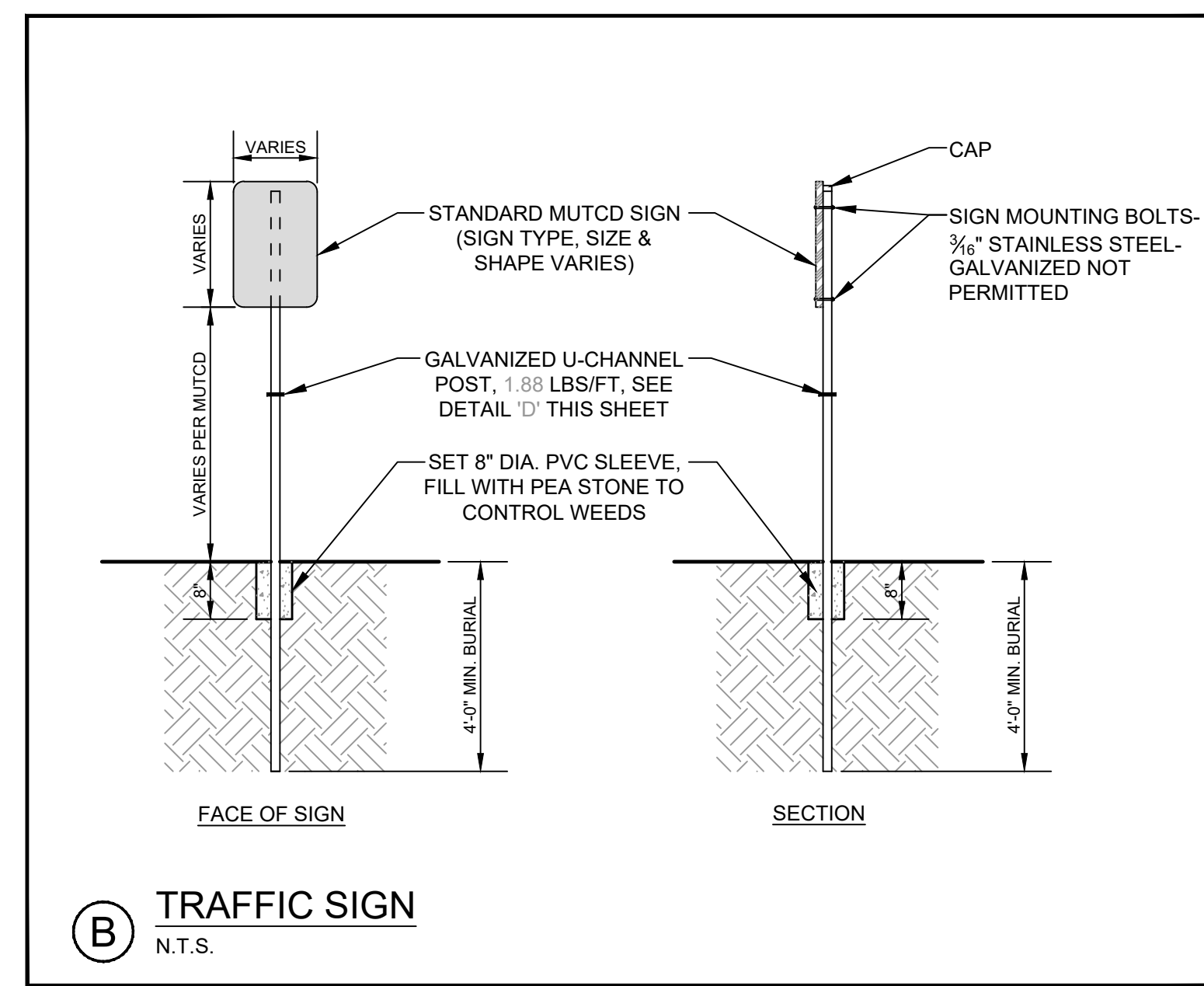
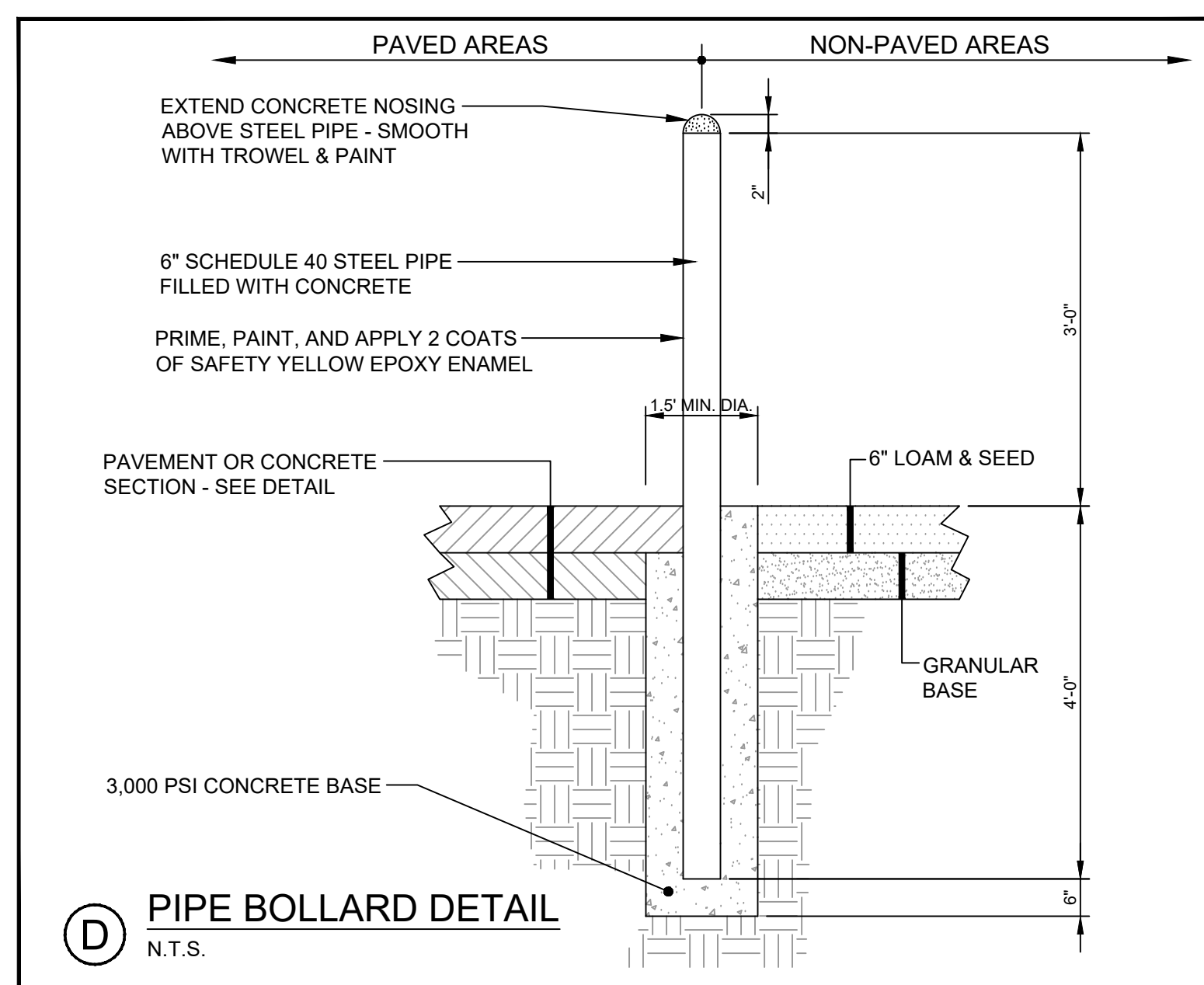
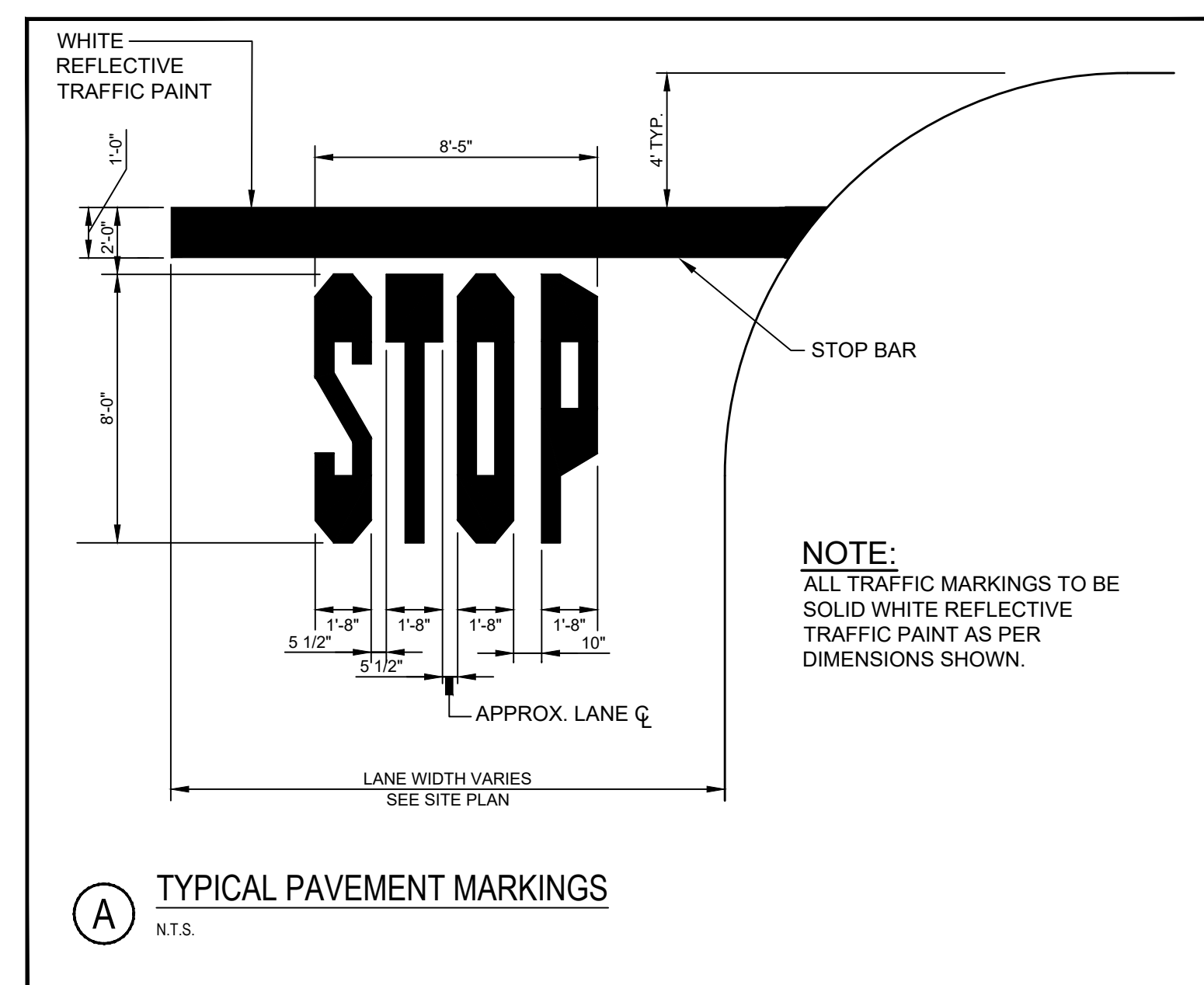
STATE OF MAINE
 PROFESSIONAL ENGINEER
 STEPHEN R. BUSHEY
 11/09/18
 LIC. # 7429

PROJECT
CANAL LANDING AMENDED SITE PLAN
 SHEET TITLE
LIGHTING PLAN
 CLIENT
NEW YARD LLC
 400 WEST COMMERCIAL STREET
 PORTLAND, ME 04101

STANTEC CONSULTING SERVICES INC.
 482 PAYNE ROAD
 SCARBOROUGH, ME 04074
 WWW.STANTEC.COM
 DRAWN: PBF DATE: DECEMBER 2017
 DESIGNED: SRB SCALE: 1" = 50'
 CHECKED: SRB JOB NO. 195350129
 FILE NAME: 3091.04-SITE LAYOUT SHEET
C-7.0

CONDITIONALLY APPROVED
 REVIEW BY:
SAFEbuilt.
 APPROVED THIRD PARTY PLAN REVIEW AGENCY BY THE CITY OF PORTLAND, MAINE.
 SEE REVIEW LETTER FOR MORE INFORMATION.
 01/16/2019





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REVIEW BY:
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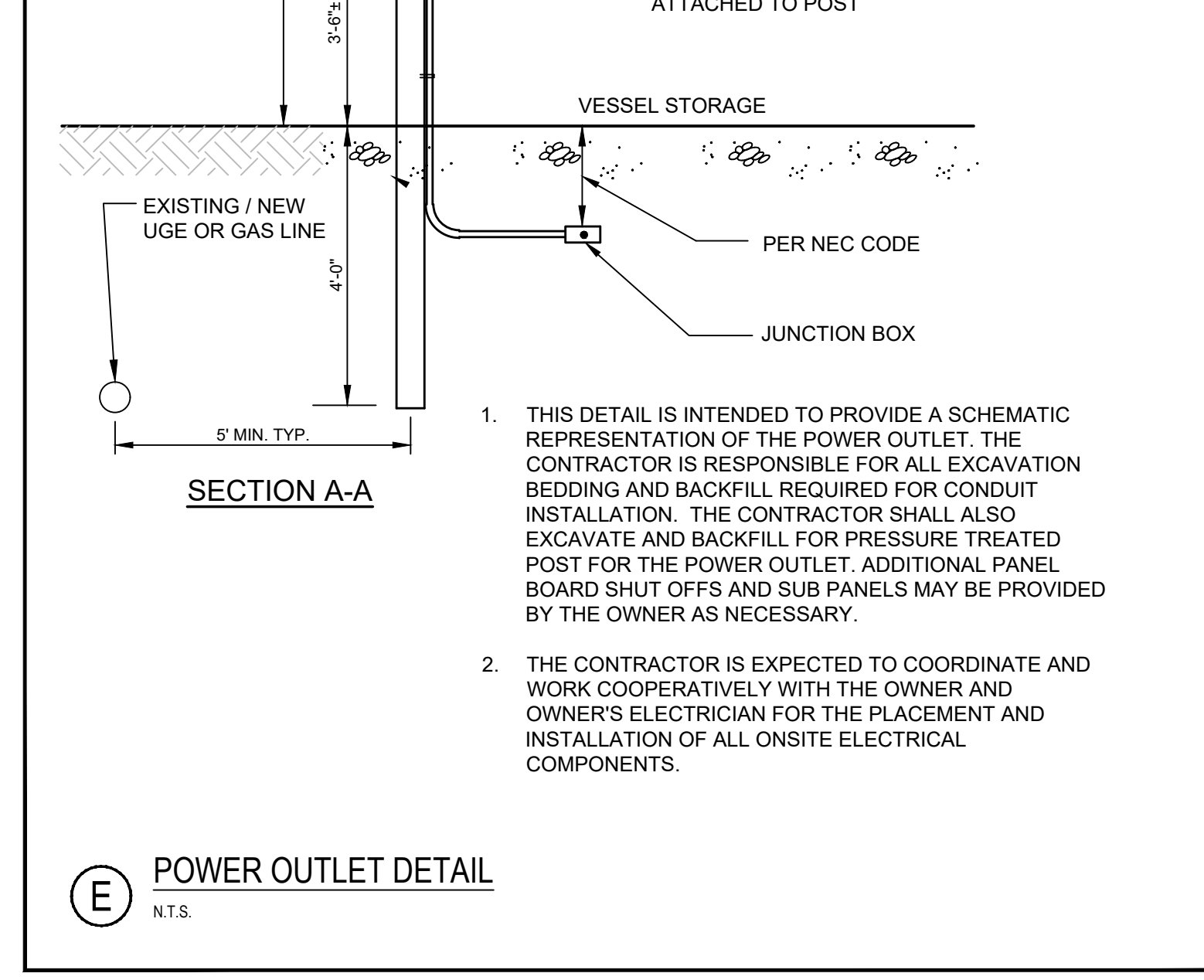
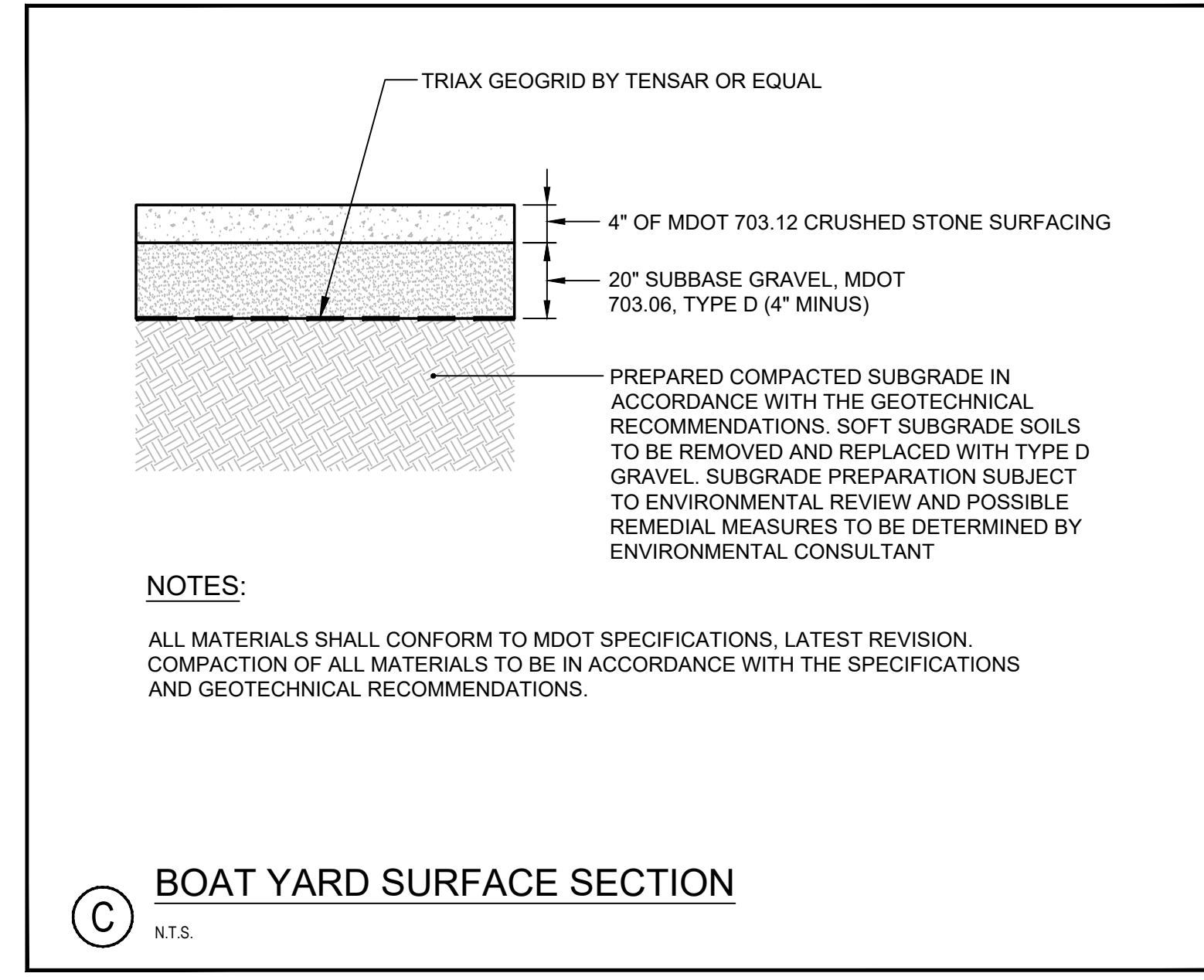
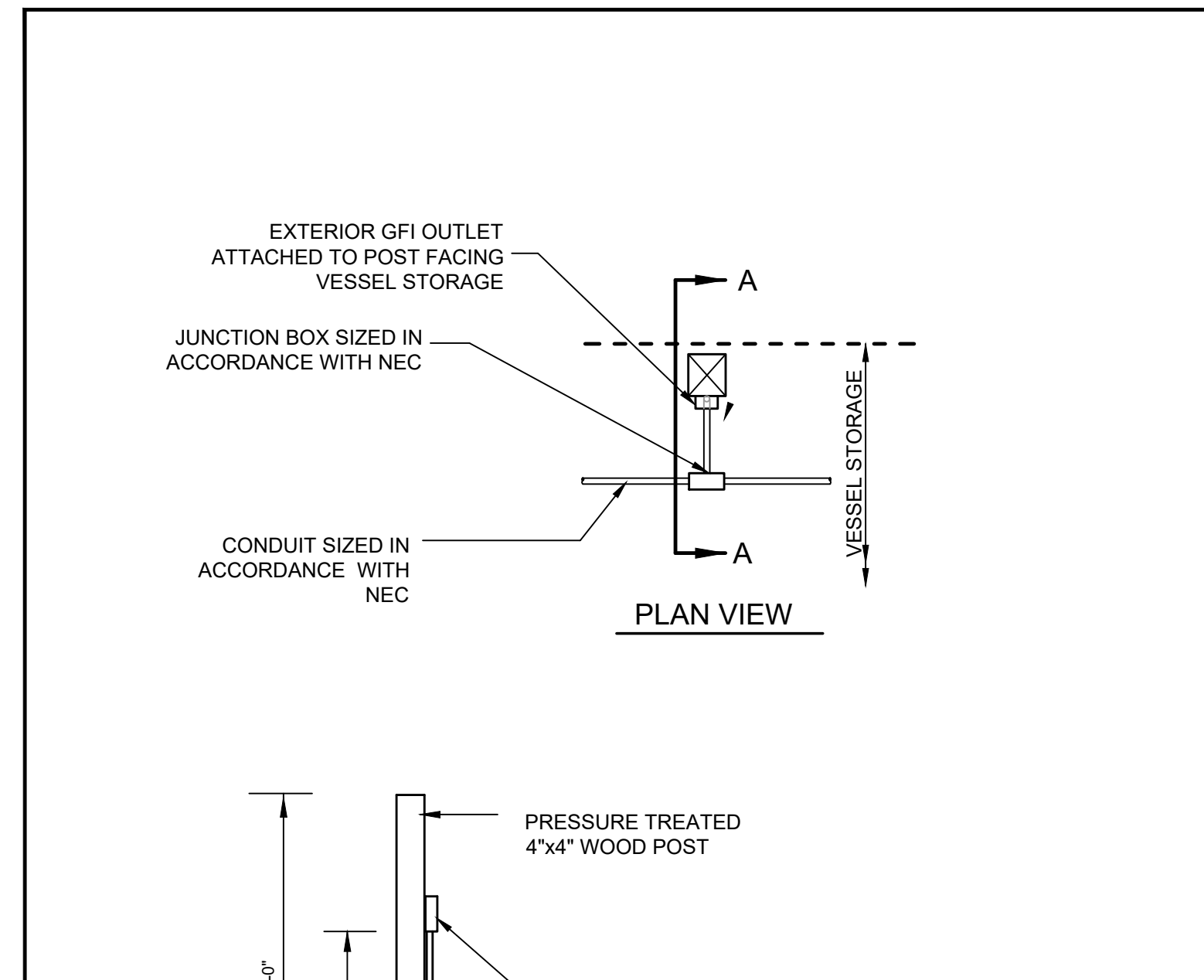
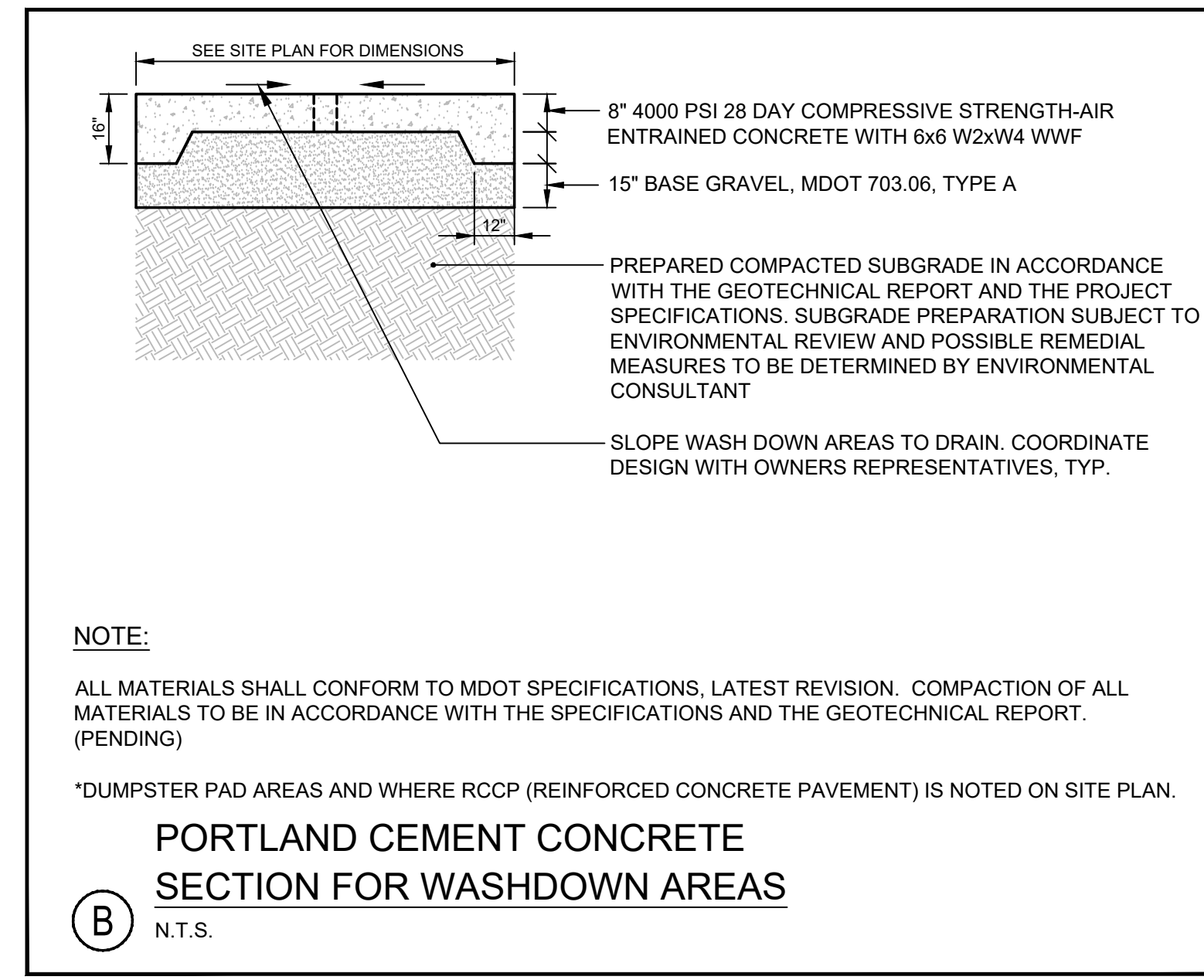
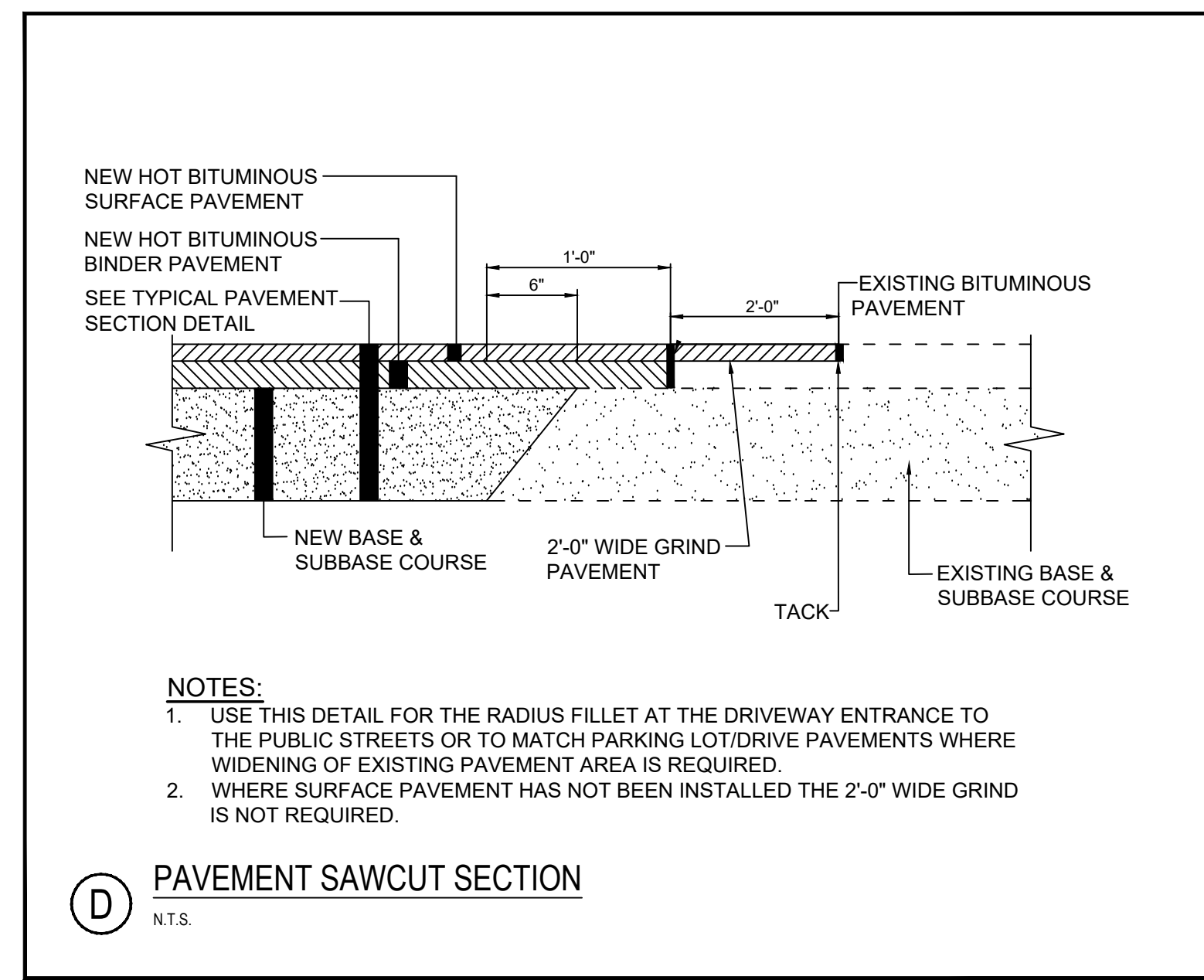
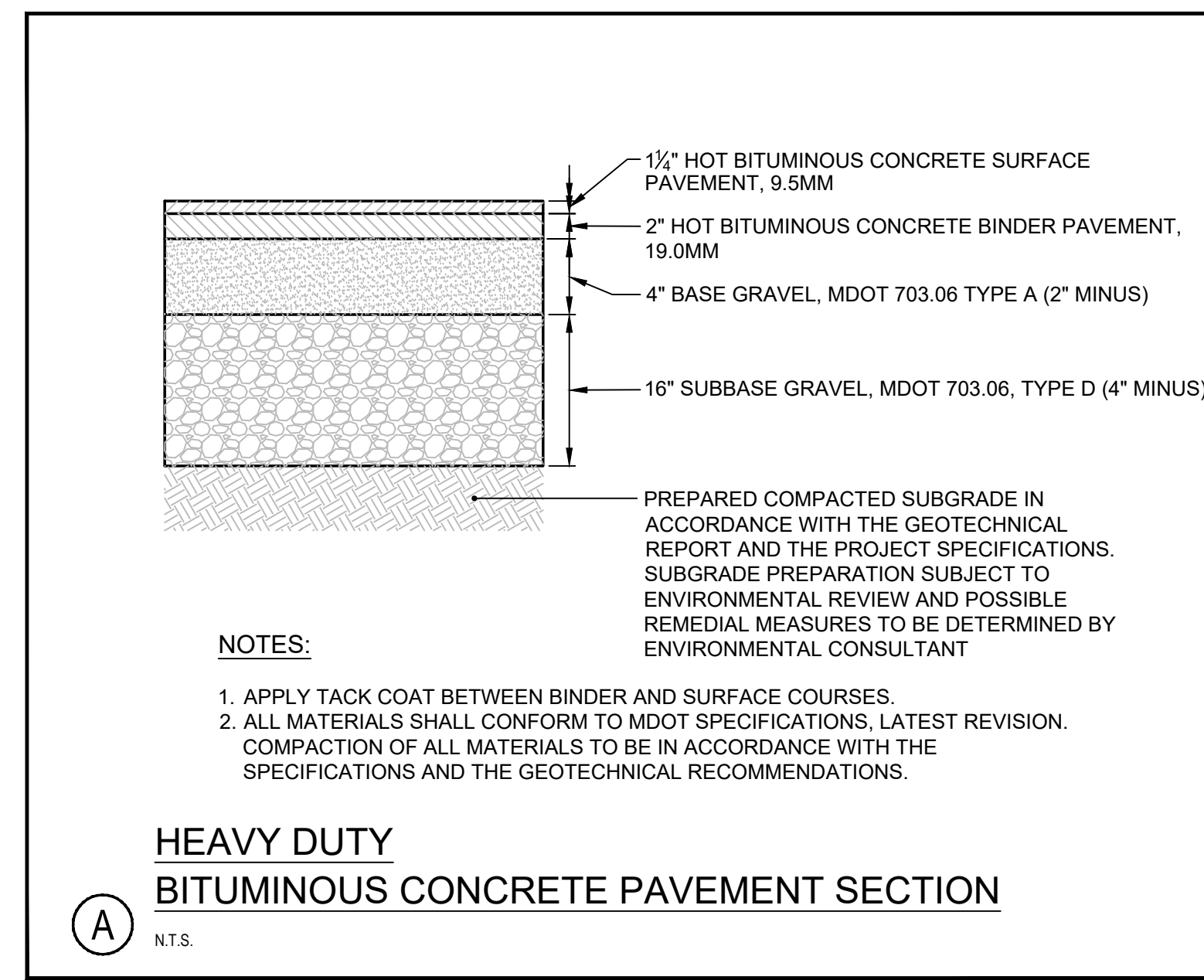
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| 3 | 11.10.15 | REVISED FINAL PLAN SUBMISSION | 3 | 11.10.15 | REVISED FINAL PLAN SUBMISSION |
| 2 | 09.04.15 | FINAL PLAN SUBMISSION TO CITY OF PORTLAND | 2 | 09.04.15 | FINAL PLAN SUBMISSION TO CITY OF PORTLAND |
| 1 | 08.15.15 | PRELIMINARY PHASE III AMENDED SITE PLAN TO CITY OF PORTLAND | 1 | 08.15.15 | PRELIMINARY PHASE III AMENDED SITE PLAN TO CITY OF PORTLAND |

PROJECT: CANAL LANDING AMENDED SITE PLAN
SHEET TITLE: PHASE III SITE DETAILS 1 OF 2
CLIENT: NEW YARD LLC
400 WEST COMMERCIAL STREET
PORTLAND, ME 04101

STANTEC CONSULTING SERVICES INC.
482 PAYNE ROAD
SCARBOROUGH, ME 04074
WWW.STANTEC.COM

DESIGNED: SRB
CHECKED: SRB
FILE NAME: 3091.04-DET SHEET

DATE: DECEMBER 2017
SCALE: AS SHOWN
JOB NO. 195350129
C-8.0

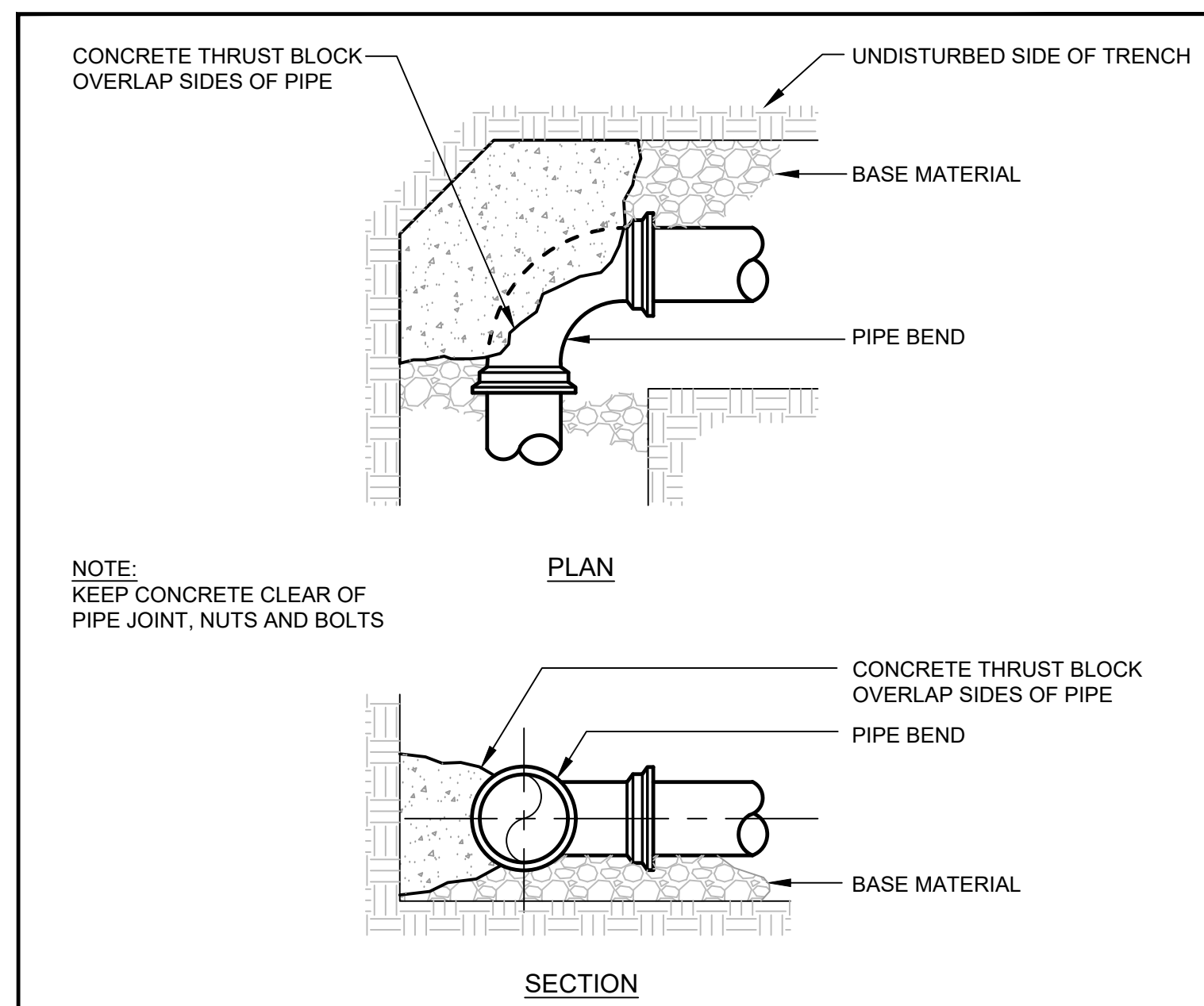


CONDITIONALLY APPROVED
REVIEW BY:
SAFEbuilt
APPROVED THIRD PARTY PLAN REVIEW AGENCY BY THE CITY OF PORTLAND, MAINE.
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01/16/2019



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| 1 | 06.15.15 | PRELIMINARY PHASE III AMENDED SITE PLAN TO CITY OF PORTLAND | | | |
| 7 | 03.23.18 | REVISED PLANS SUBMITTED FOR OWNER REVIEW | | | |
| 8 | 06.11.18 | FINAL PHASE III PLAN SUBMISSION | | | |
| 9 | 10.05.18 | FINAL PHASE III PLAN SUBMISSION | | | |
| 10 | 11.09.18 | REVISED FINAL PHASE III PLAN SUBMISSION | | | |

| | | |
|---|---|--|
| | PROJECT CANAL LANDING AMENDED SITE PLAN | STANTEC CONSULTING SERVICES INC. 482 PAYNE ROAD SCARBOROUGH, ME 04074 WWW.STANTEC.COM |
| | SHEET TITLE PHASE III SITE DETAILS 2 OF 2 | DRAWN: PBF DATE: DECEMBER 2017 DESIGNED: SRB SCALE: AS SHOWN CHECKED: SRB JOB NO. 195350129 FILE NAME: 3091.04-DET SHEET C-8.1 |
| CLIENT NEW YARD LLC 400 WEST COMMERCIAL STREET PORTLAND, ME 04101 | | |



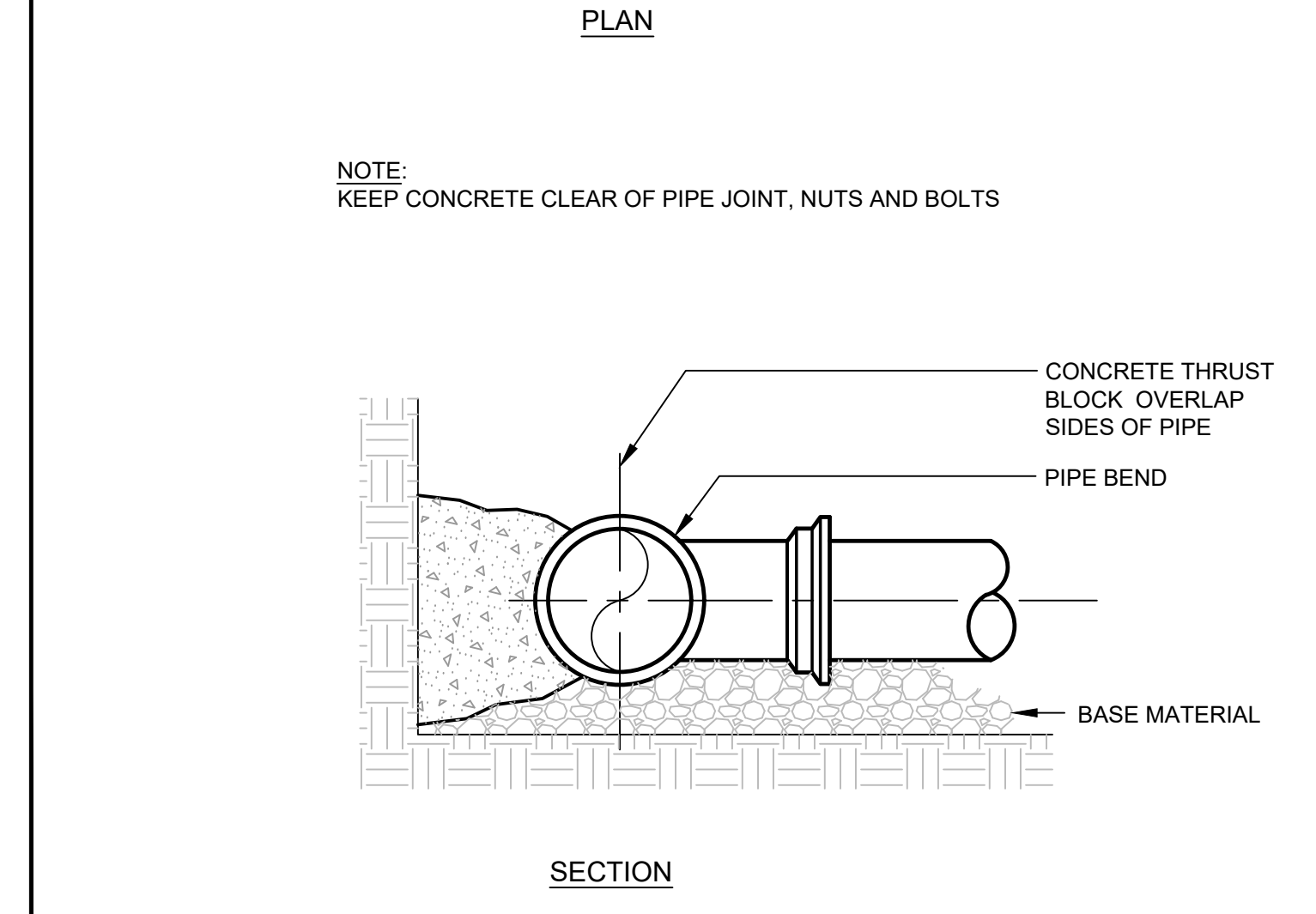
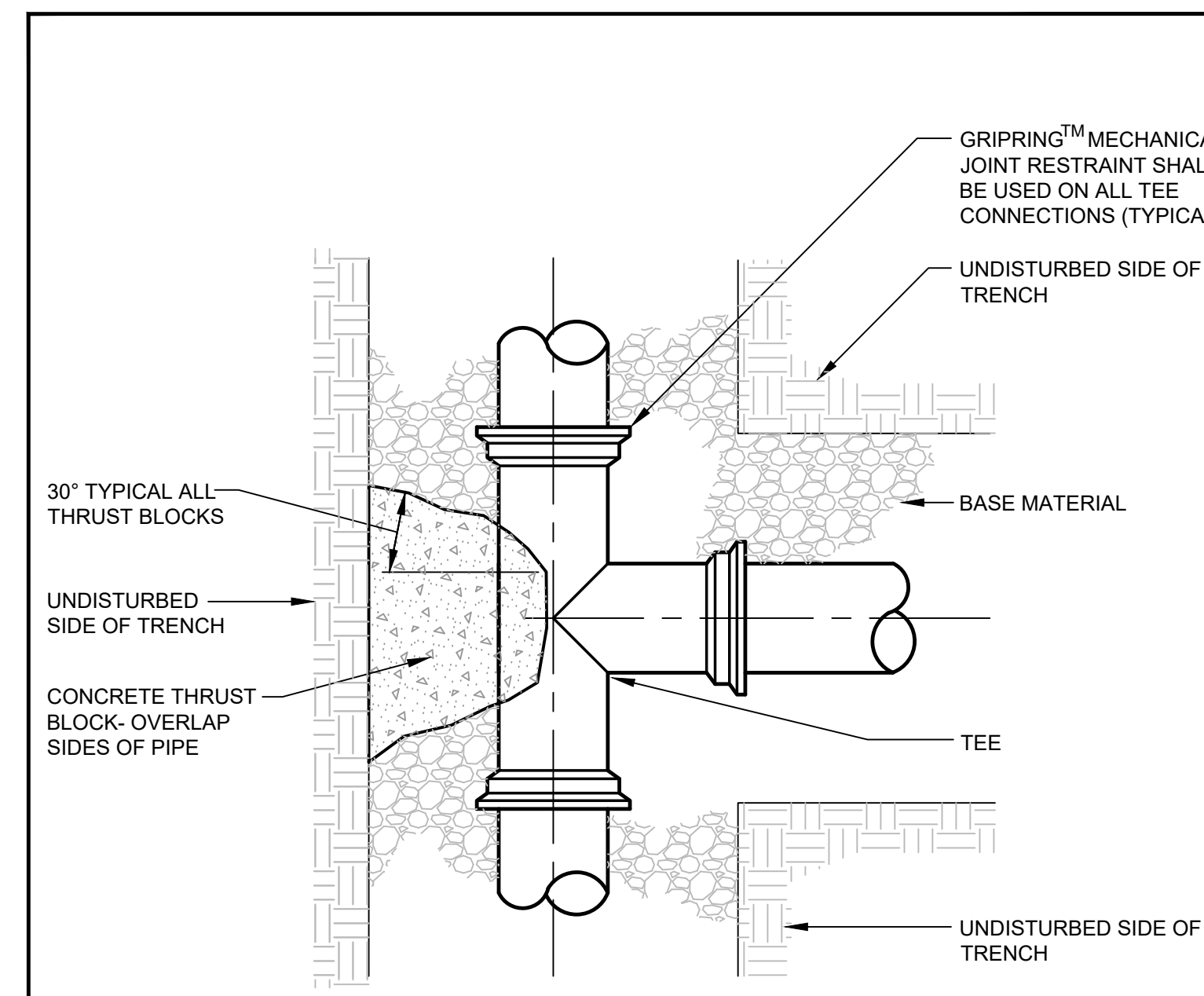
| THRUST/RETAINER GLAND SCHEDULE | | |
|--------------------------------|-----------|--|
| 1/4 BEND | (90°) | USE POURED-IN-PLACE THRUST BLOCK WITH GRIPRING™ MECHANICAL JOINT RESTRAINT |
| 1/8 BEND | (45°) | THRUST BLOCK W/ GRIPRING™ |
| 1/16 BEND | (22 1/2°) | THRUST BLOCK W/ GRIPRING™ |
| 1/32 BEND | (11 1/4°) | THRUST BLOCK W/ GRIPRING™ |

THE ABOVE SCHEDULE IS SUBJECT TO THE APPROVAL OF THE ON-SITE INSPECTOR DUE TO SOILS AND WORKING PRESSURES IN THE AREA.

NOTES:

- THE PORTLAND WATER DISTRICT MAY HAVE INSPECTION FEES AND REQUIRE OBSERVATION OF ALL PIPING INSTALLATION BEFORE BURIAL. REFER TO SPECIFICATIONS.
- REFER TO SPECIFICATIONS FOR TESTING AND CHLORINATION REQUIREMENTS.
- ALL HYDRANTS AND VALVES TO BE EPOXY COATED, NUTS & BOLTS TO BE STAINLESS STEEL.
- SERVICE RODS FOR DOMESTIC SERVICE OR AIR VALVES TO BE STAINLESS STEEL.

(A) TYPICAL THRUST BLOCK PLACEMENT ON BENDS DETAIL
N.T.S.



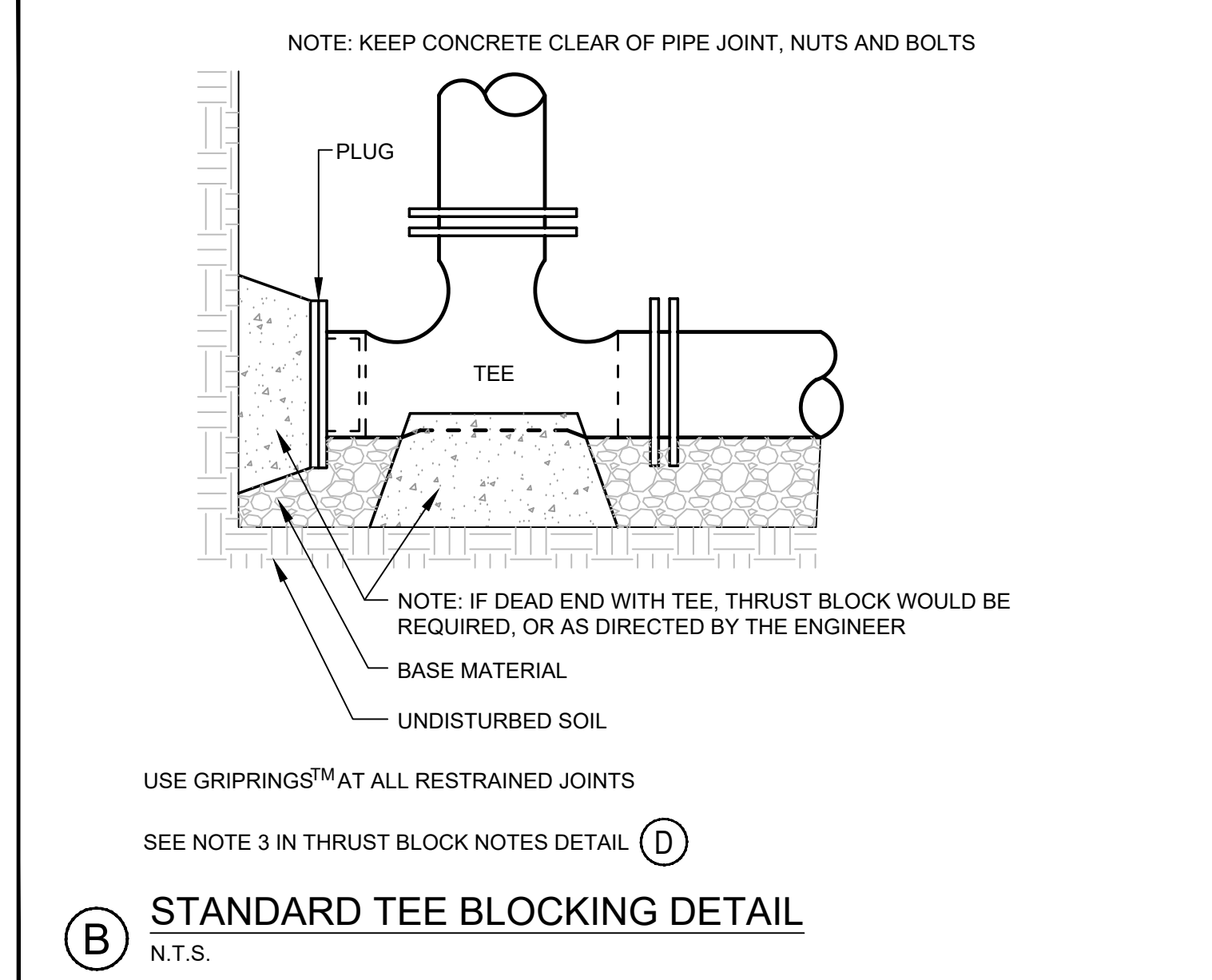
(C) TYPICAL THRUST BLOCK PLACEMENT ON TEES DETAIL
N.T.S.

- INSTALL POLY BARRIER BETWEEN PIPE AND ALL THRUST BLOCKS.
- ANY MODIFICATION TO THRUST BLOCK SIZING OR PIPE RESTRAINT REVISIONS SHALL BE APPROVED IN WRITING BY THE ENGINEER PRIOR TO IMPLEMENTATION IN THE FIELD.
- ANY WORK RELATING TO WATER PIPING OR DETAILS SHALL BE IN ACCORDANCE WITH THE PORTLAND WATER DISTRICT SPECIFICATIONS.
- ALL RESTRAINED JOINTS MUST HAVE GRIPRING™.

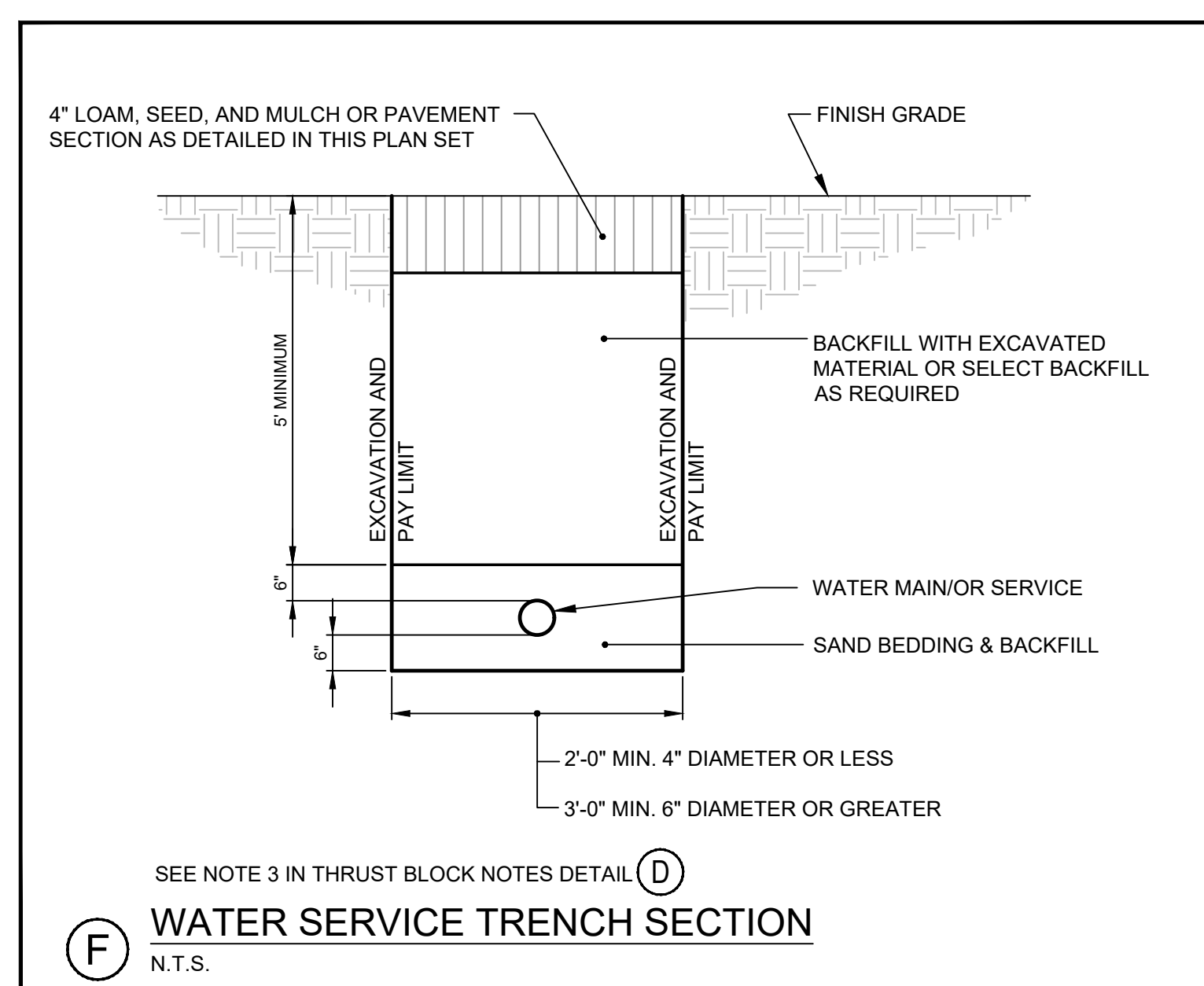
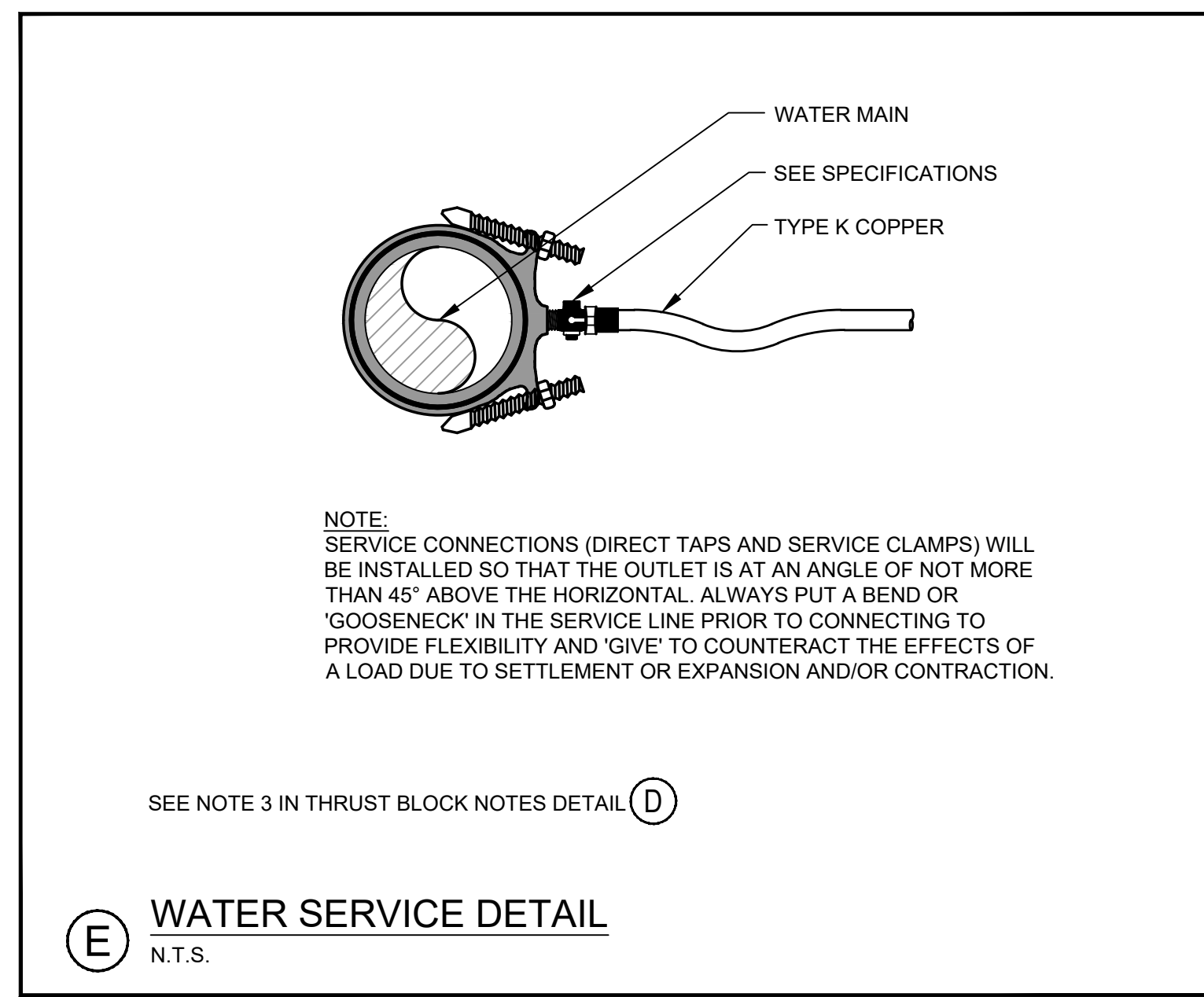
BEARING SURFACE REQUIRED IN SQUARE FEET

| PIPE SIZE | 1/4 BEND | 1/8 BEND | 1/16 BEND | 1/32 BEND | TEES/CAPS |
|-----------|----------|----------|-----------|-----------|-----------|
| 6" / 8" | 5.0 | 5.0 | 5.0 | 6.5 | 5.0 |
| 12" | 11.5 | 11.5 | 11.5 | 20.0 | 22.0 |

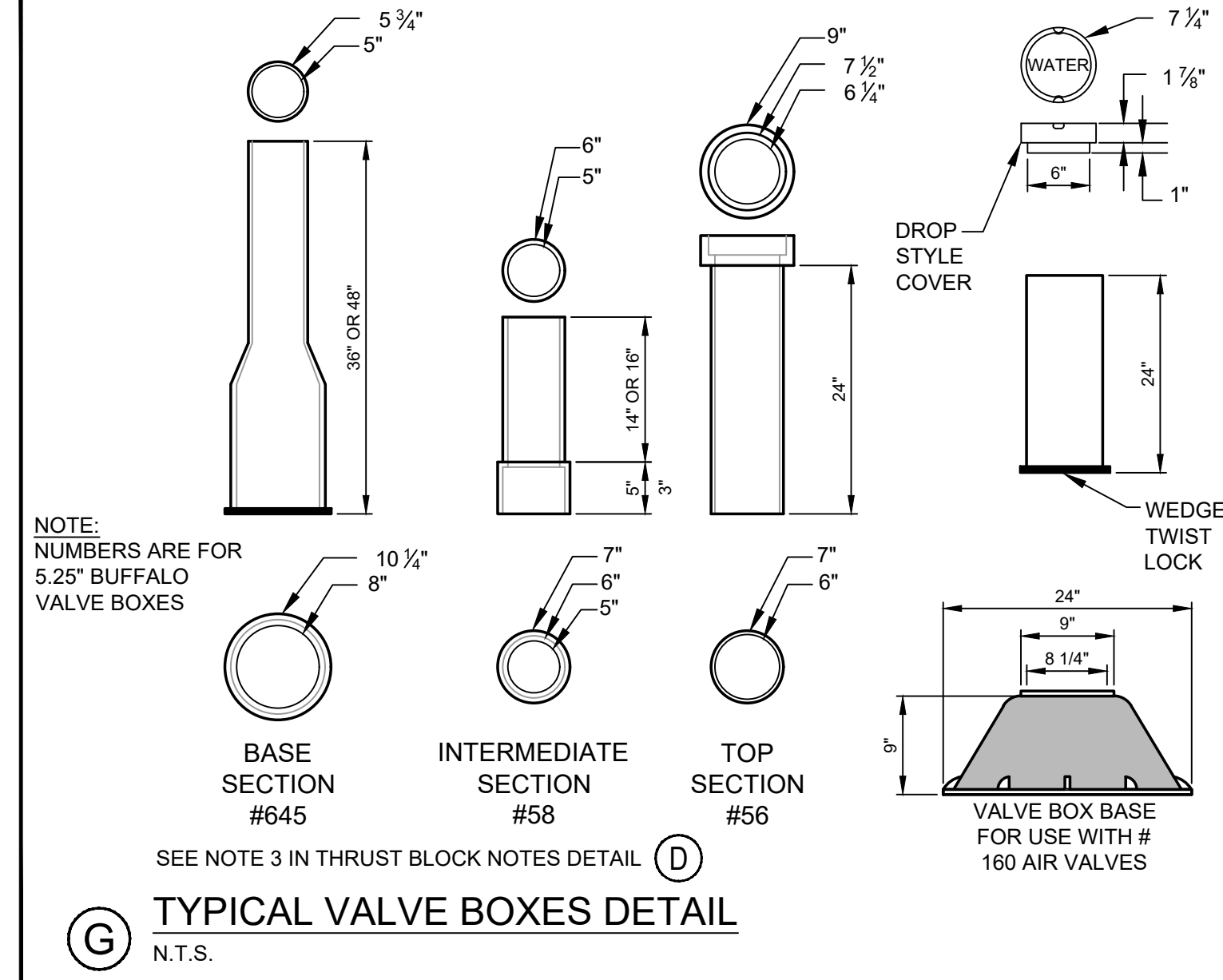
(D) THRUST BLOCK NOTES
N.T.S.



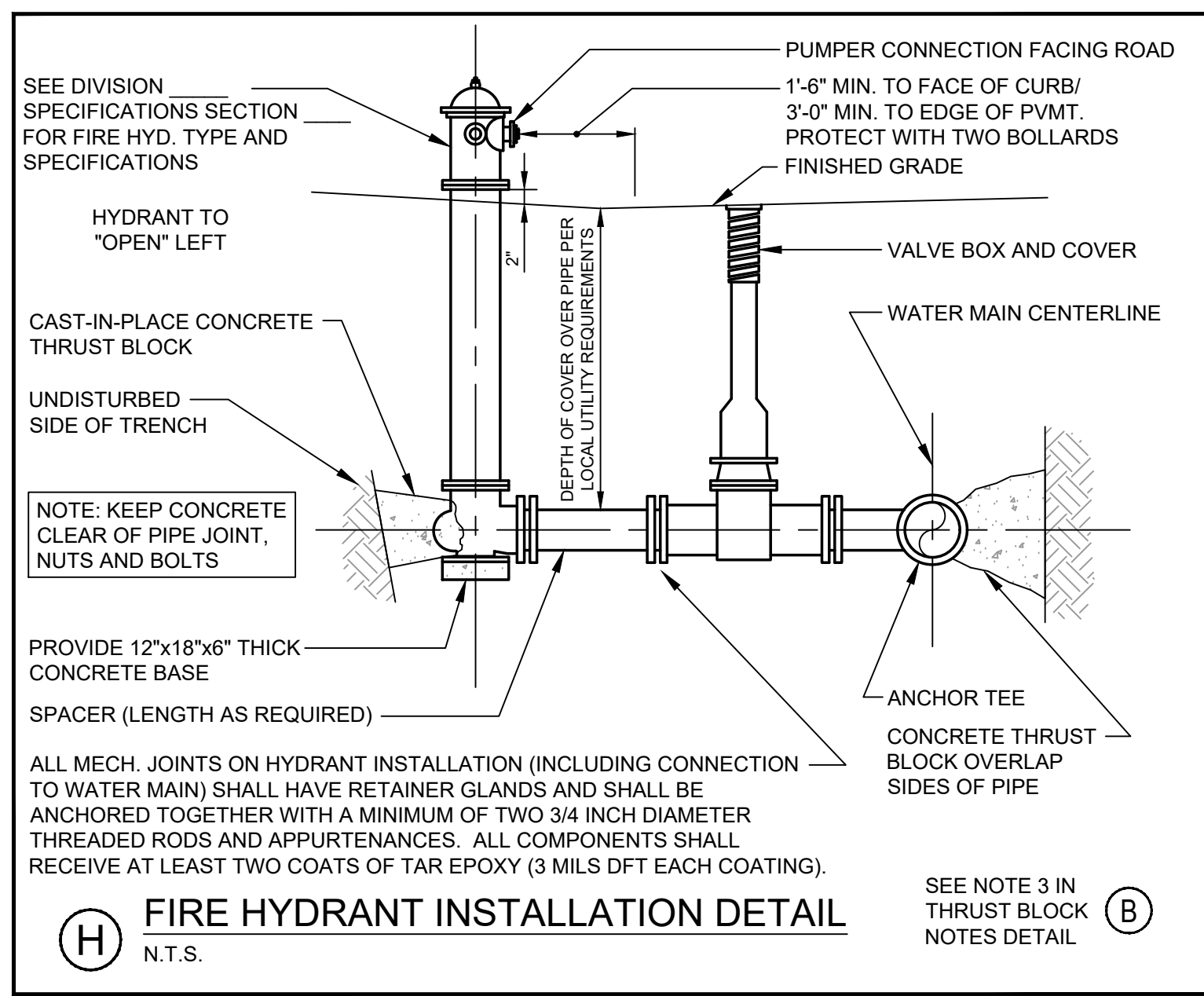
(B) STANDARD TEE BLOCKING DETAIL
N.T.S.



(F) WATER SERVICE TRENCH SECTION
N.T.S.



(G) TYPICAL VALVE BOXES DETAIL
N.T.S.



(H) FIRE HYDRANT INSTALLATION DETAIL
N.T.S.

CONDITIONALLY APPROVED

REVIEW BY:
SAFEbuilt.
APPROVED THIRD PARTY PLAN REVIEW AGENCY BY THE CITY OF PORTLAND, MAINE.
SEE REVIEW LETTER FOR MORE INFORMATION.
01/16/2019

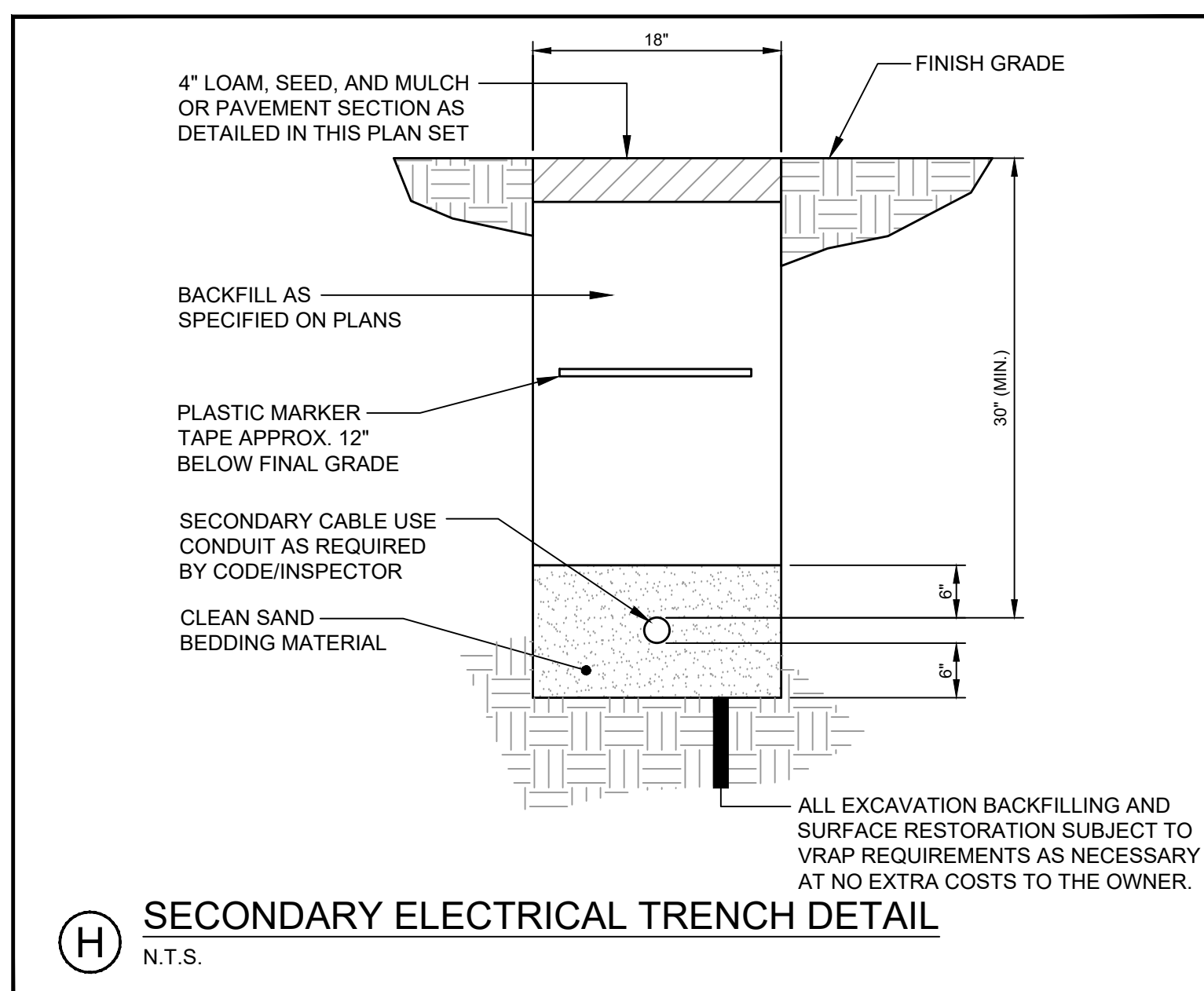
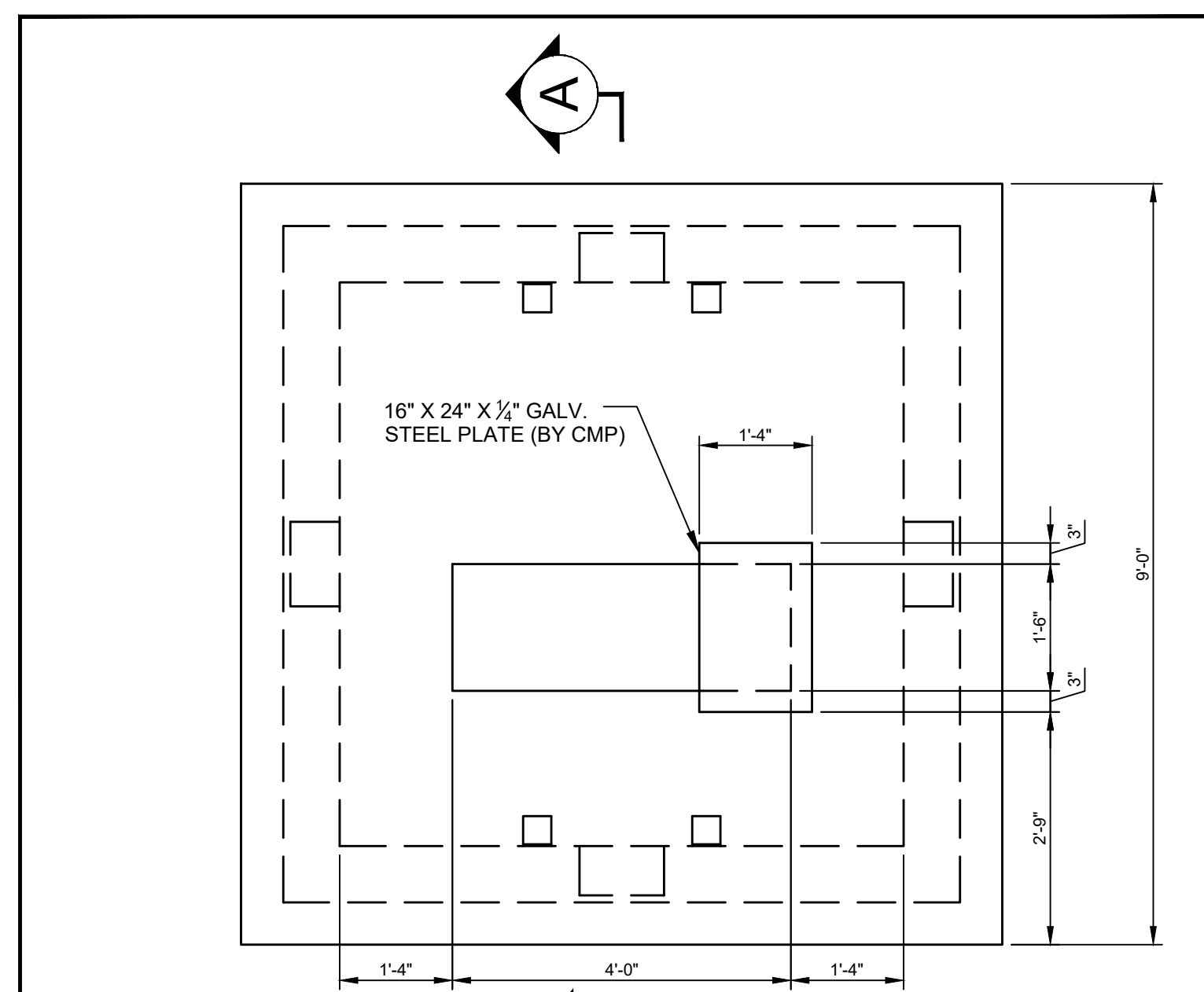
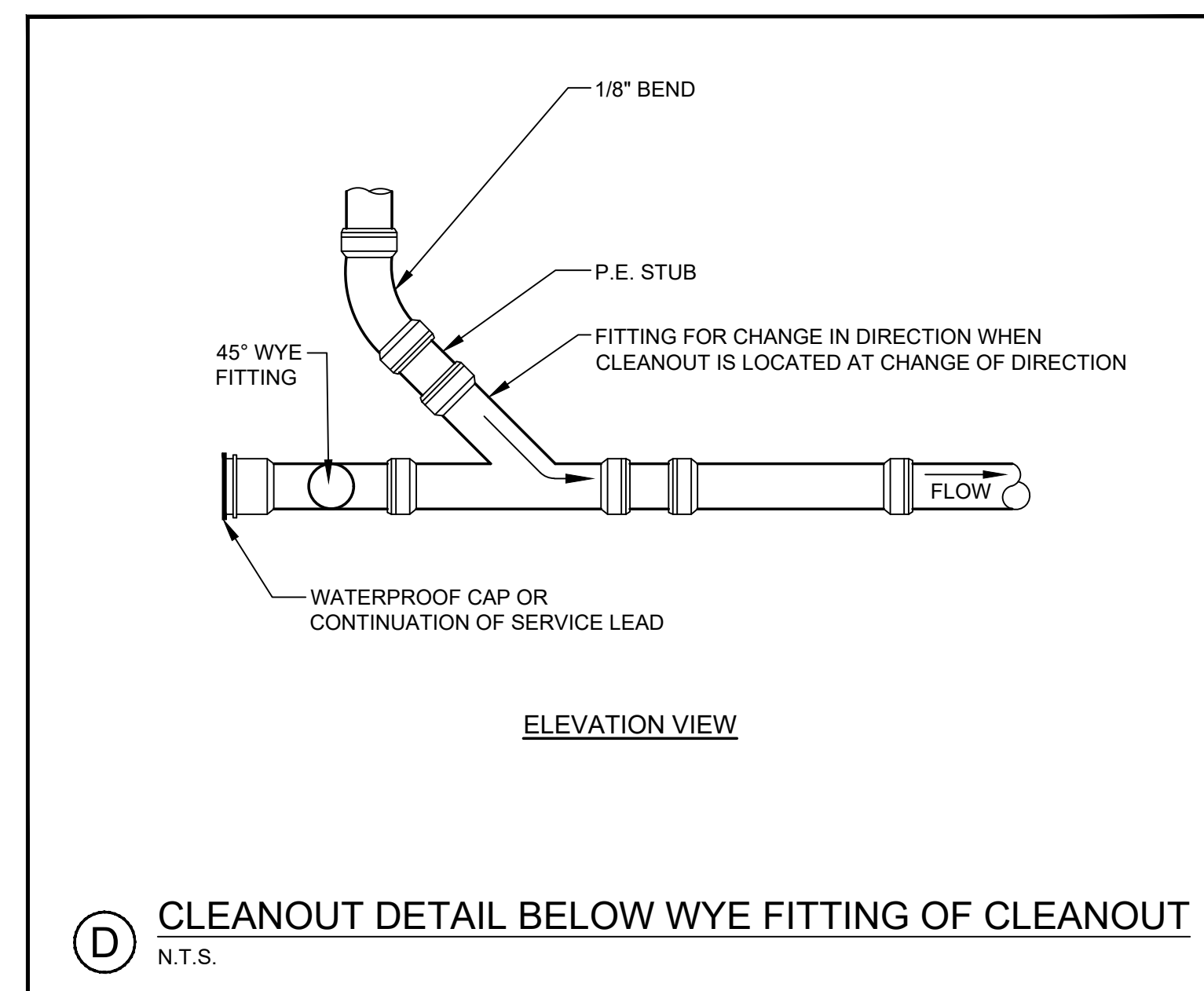
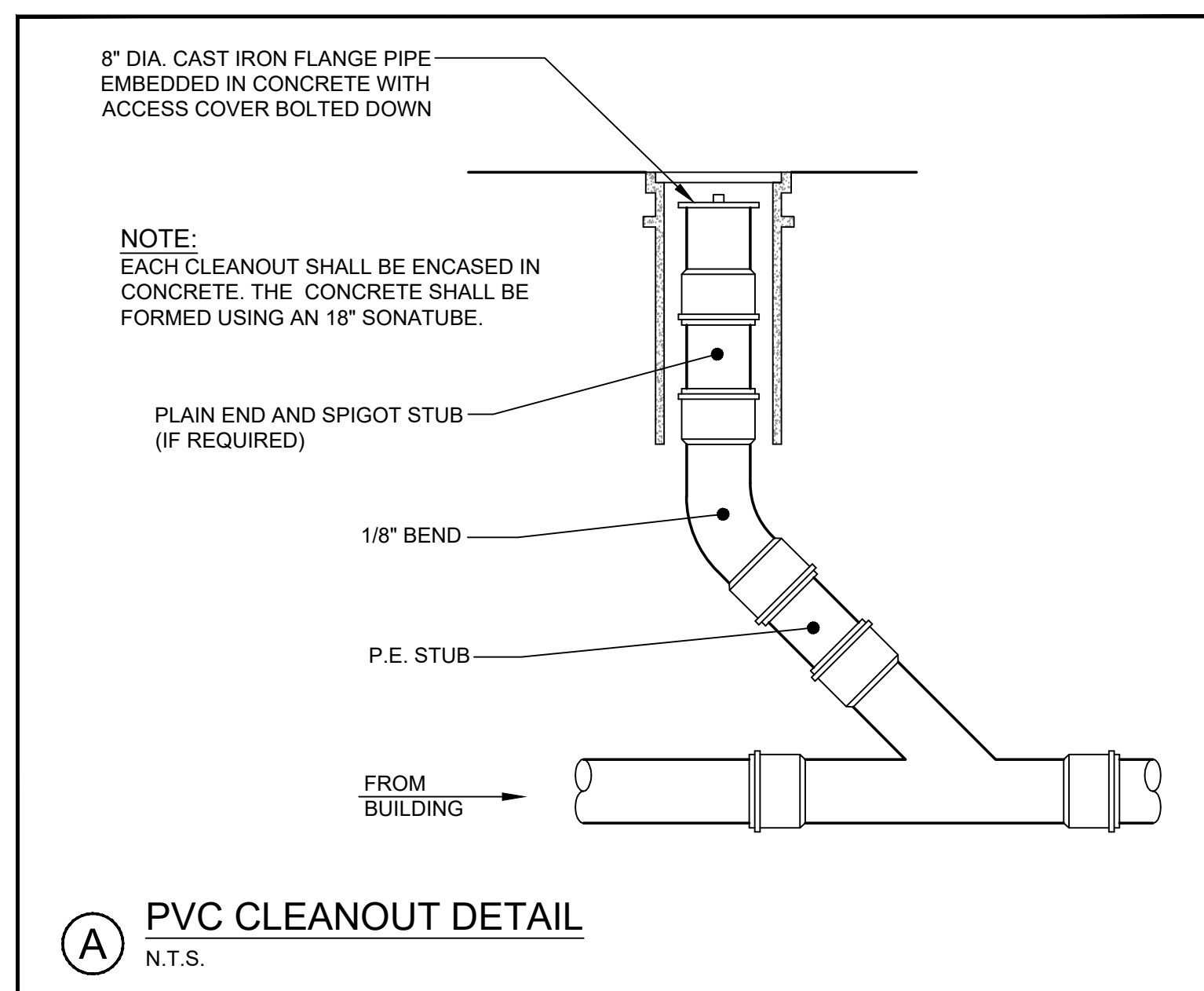


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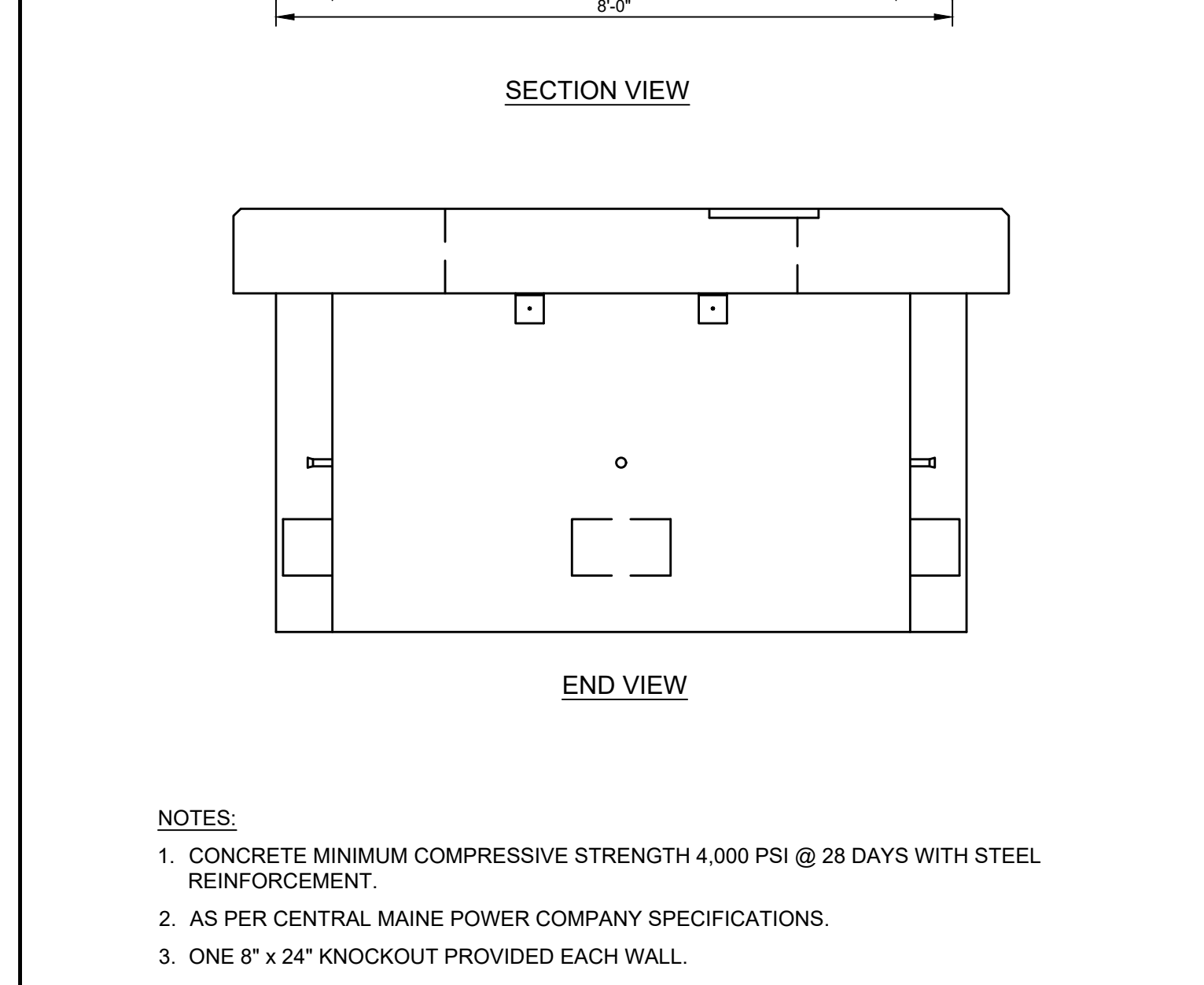
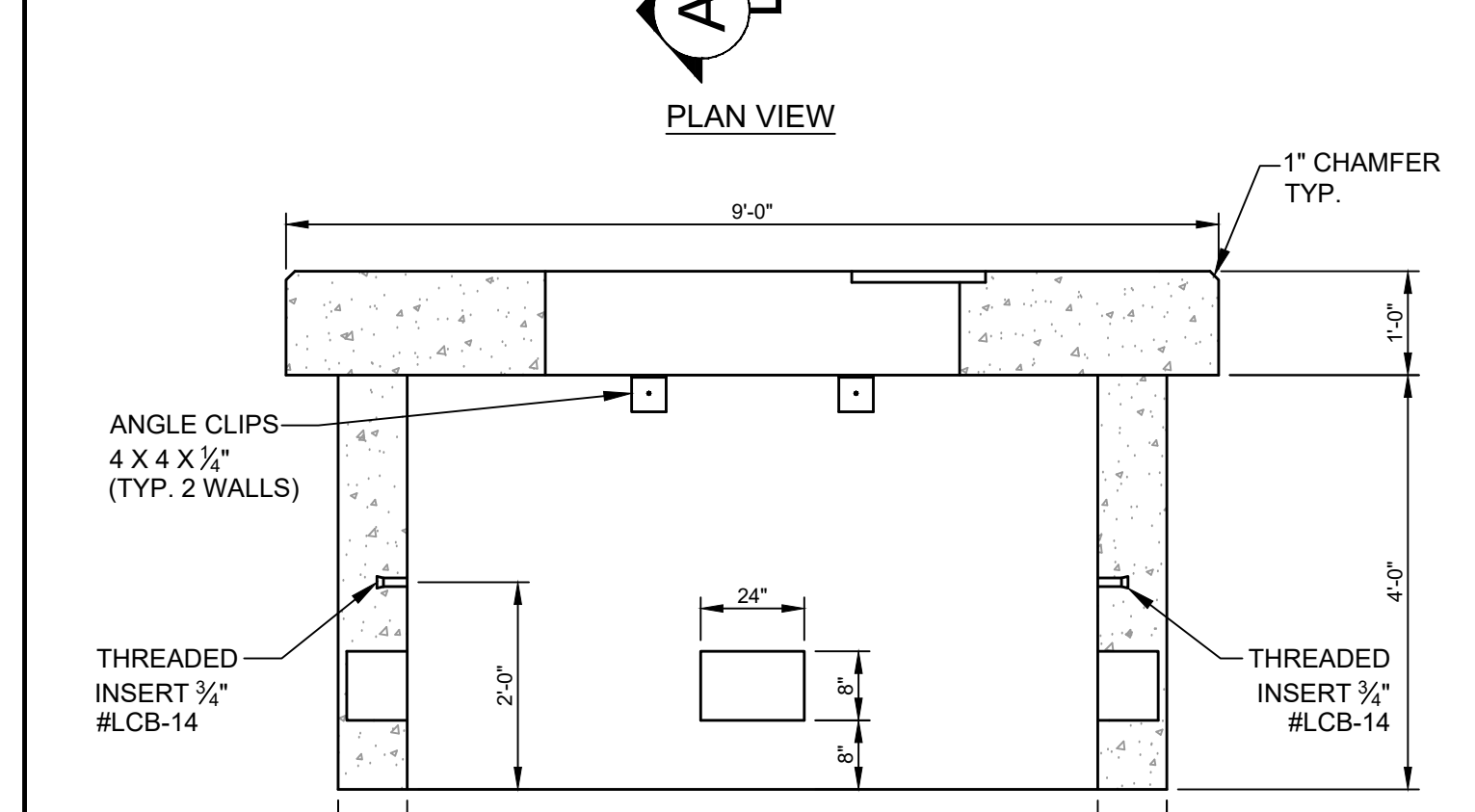
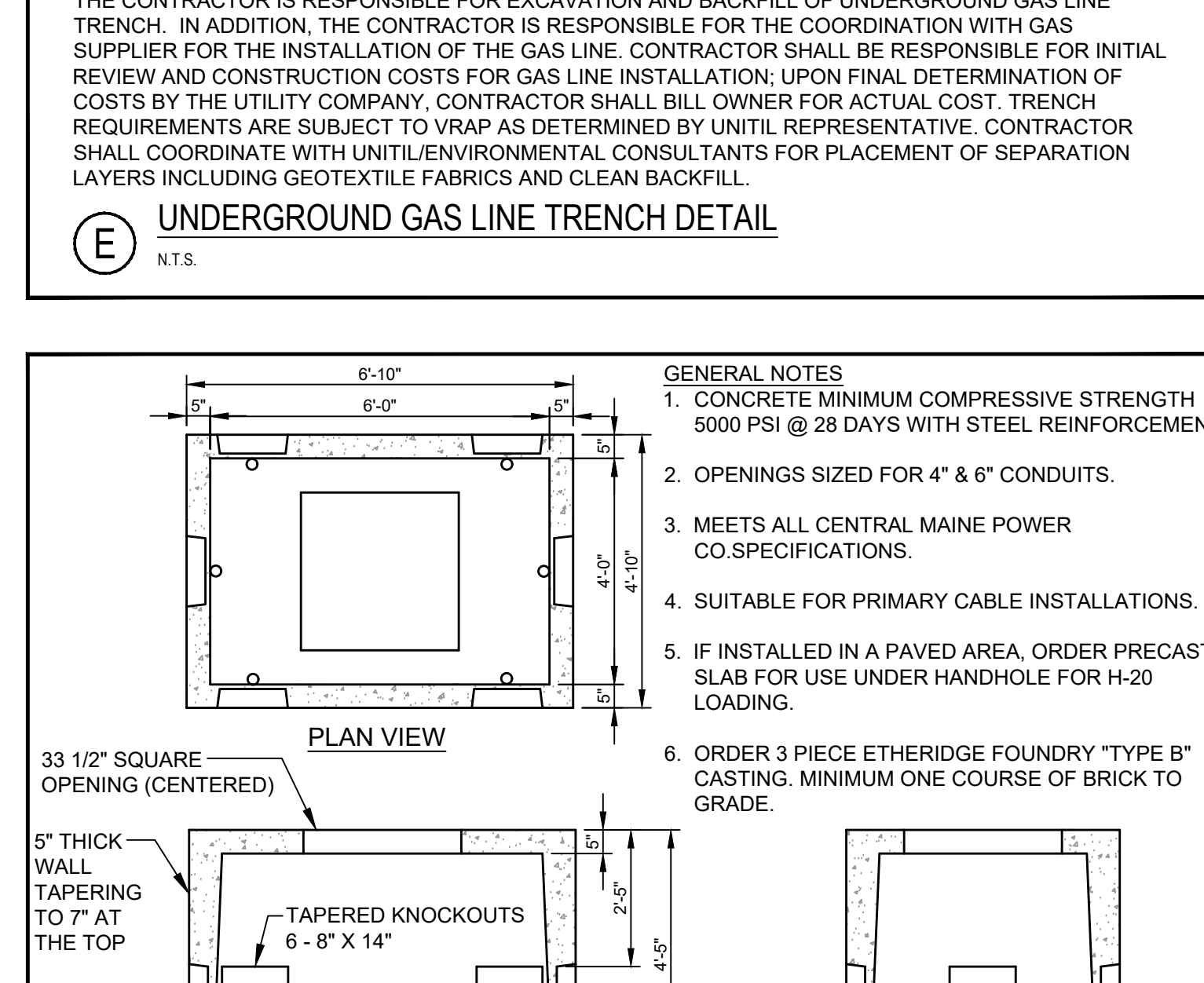
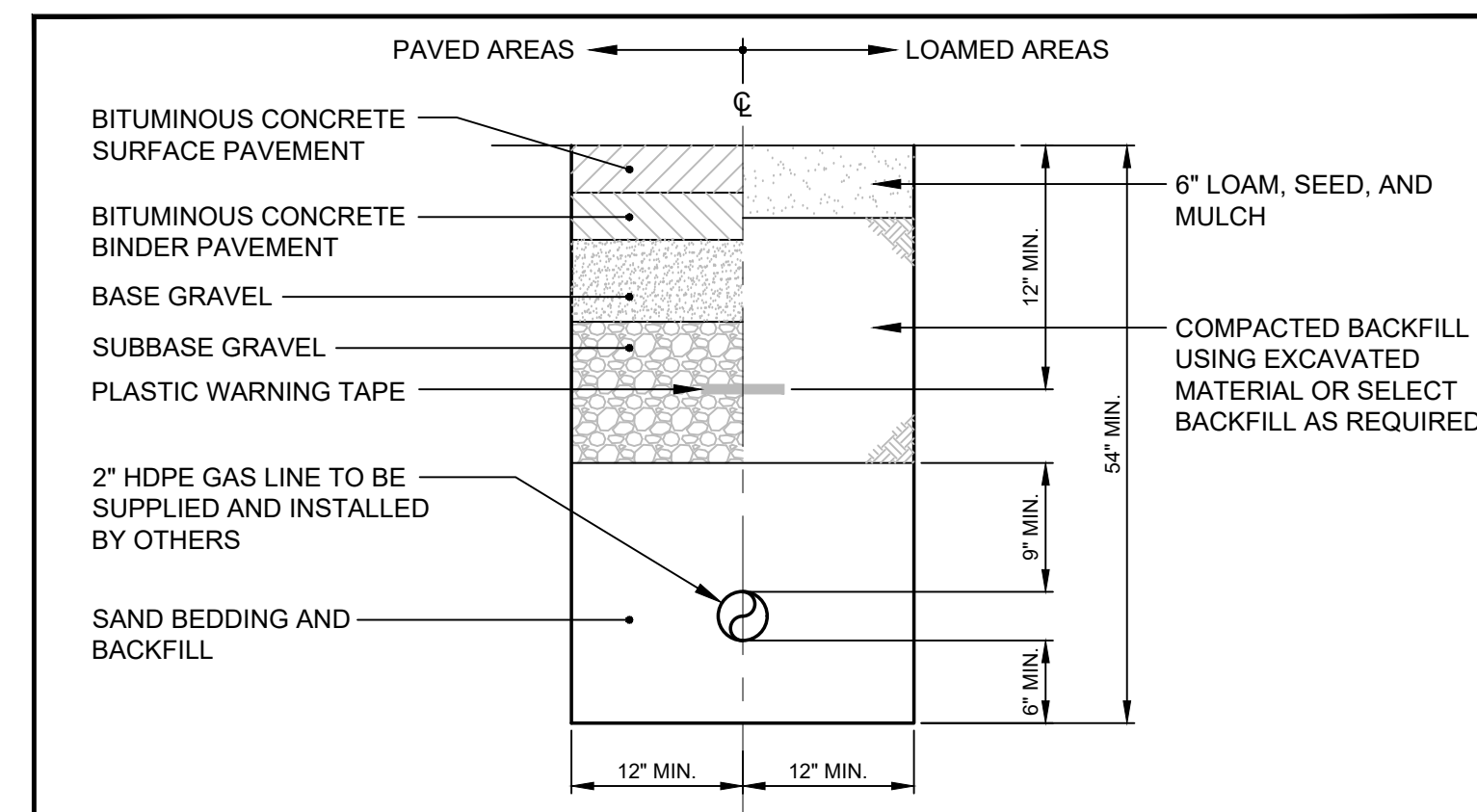
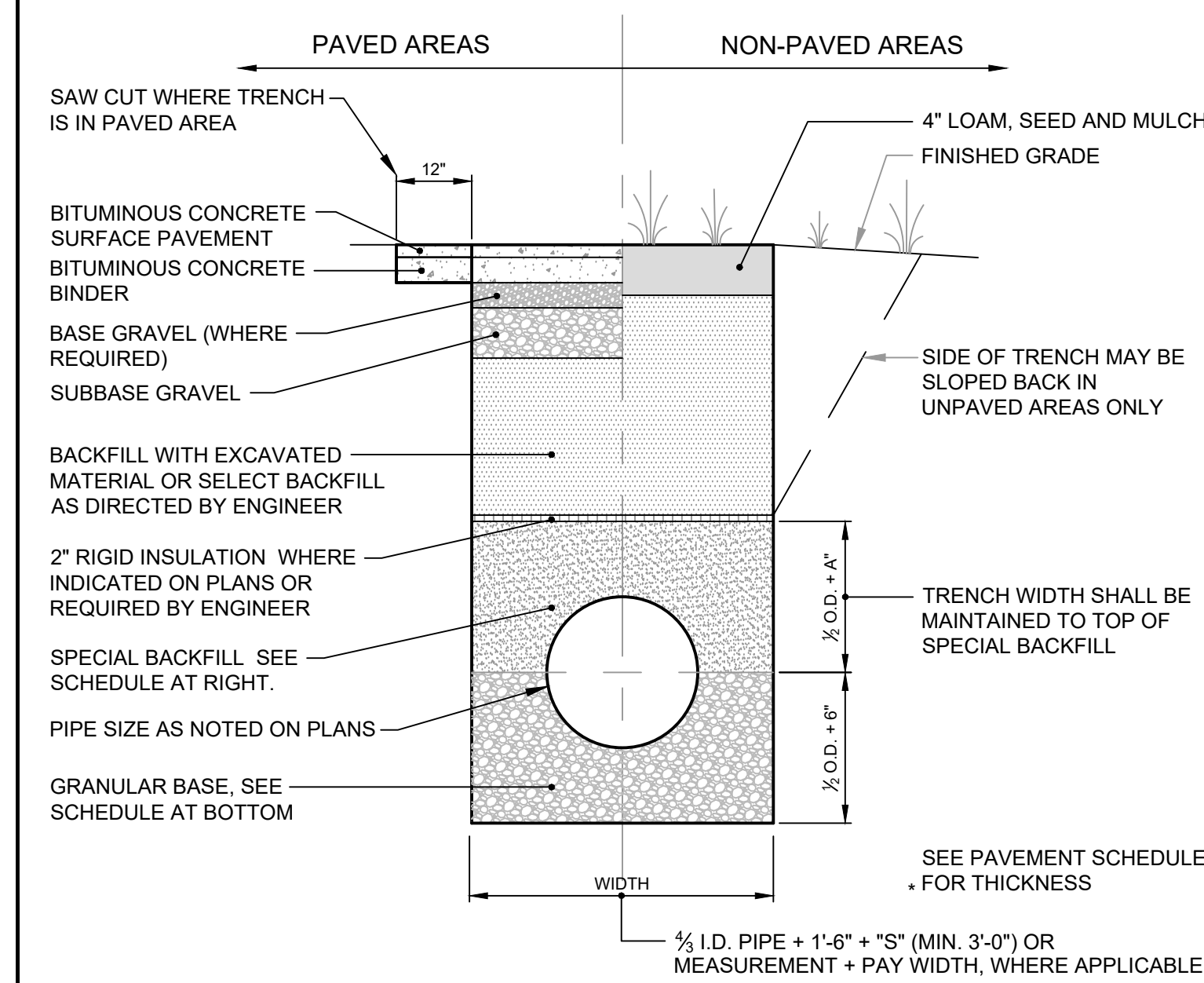
PROJECT: CANAL LANDING AMENDED SITE PLAN
SHEET TITLE: PHASE III WATER SYSTEM DETAILS
CLIENT: NEW YARD LLC
400 WEST COMMERCIAL STREET
PORTLAND, ME 04101

STANTEC CONSULTING SERVICES INC.
482 PAYNE ROAD
SCARBOROUGH, ME 04074
WWW.STANTEC.COM

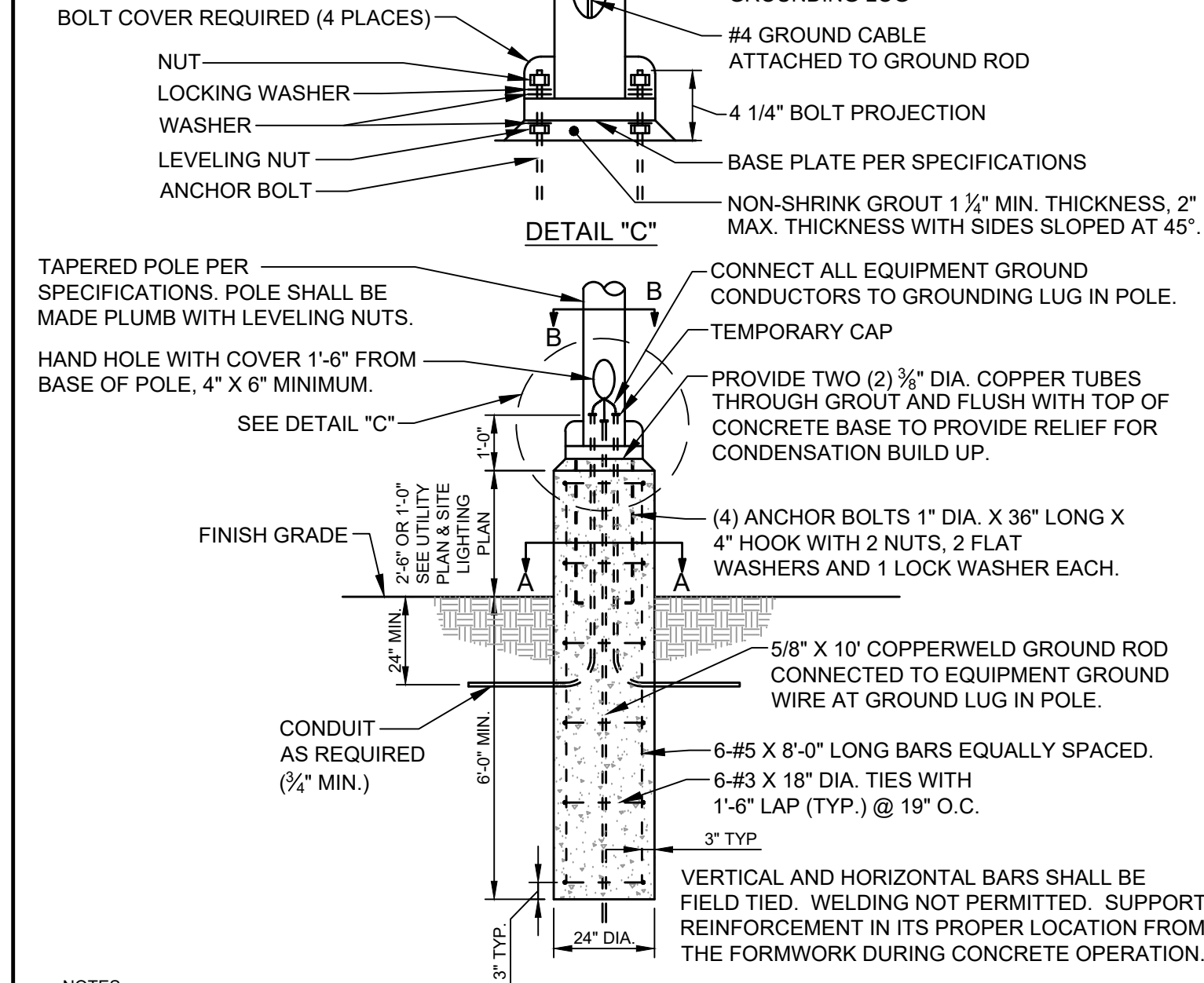
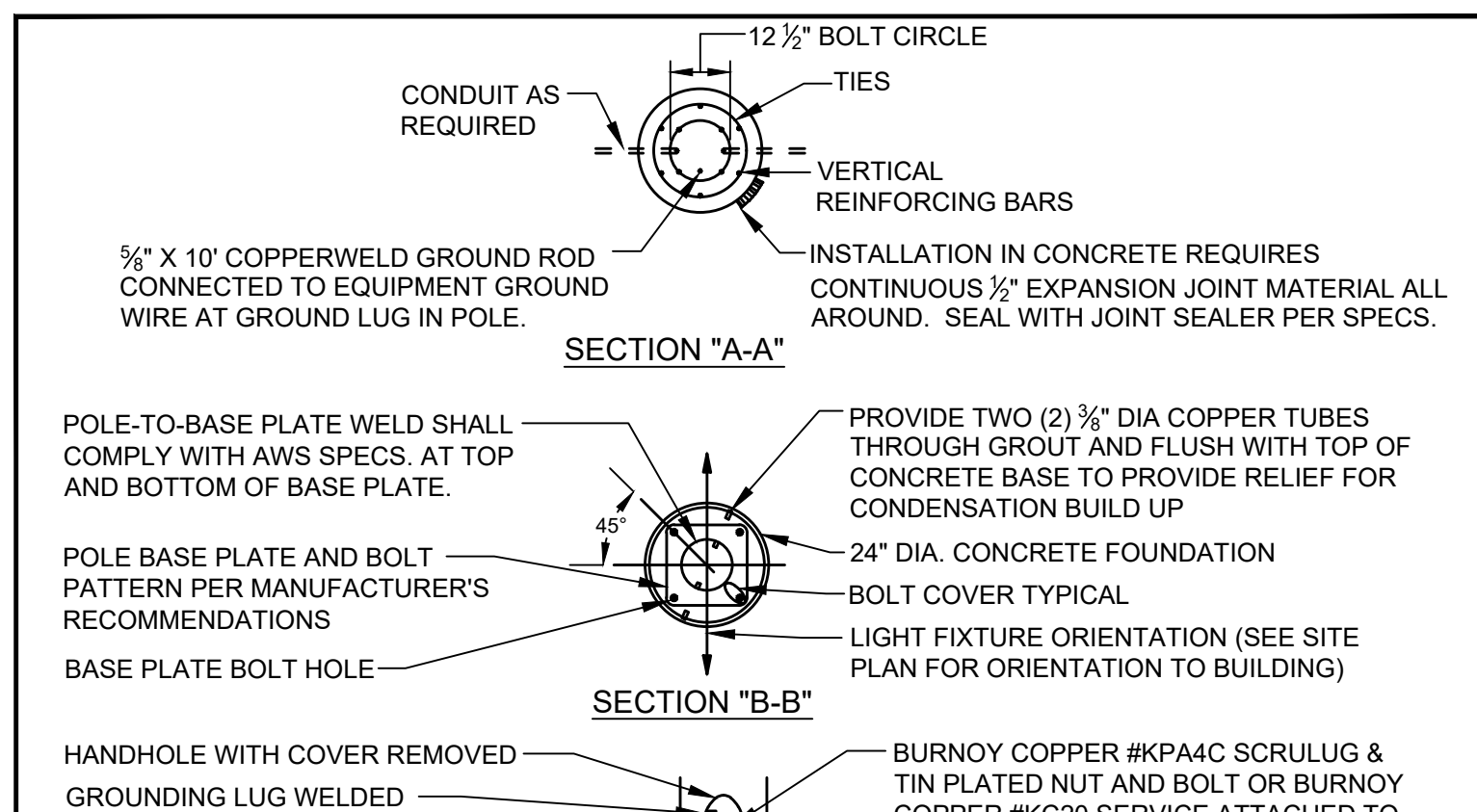
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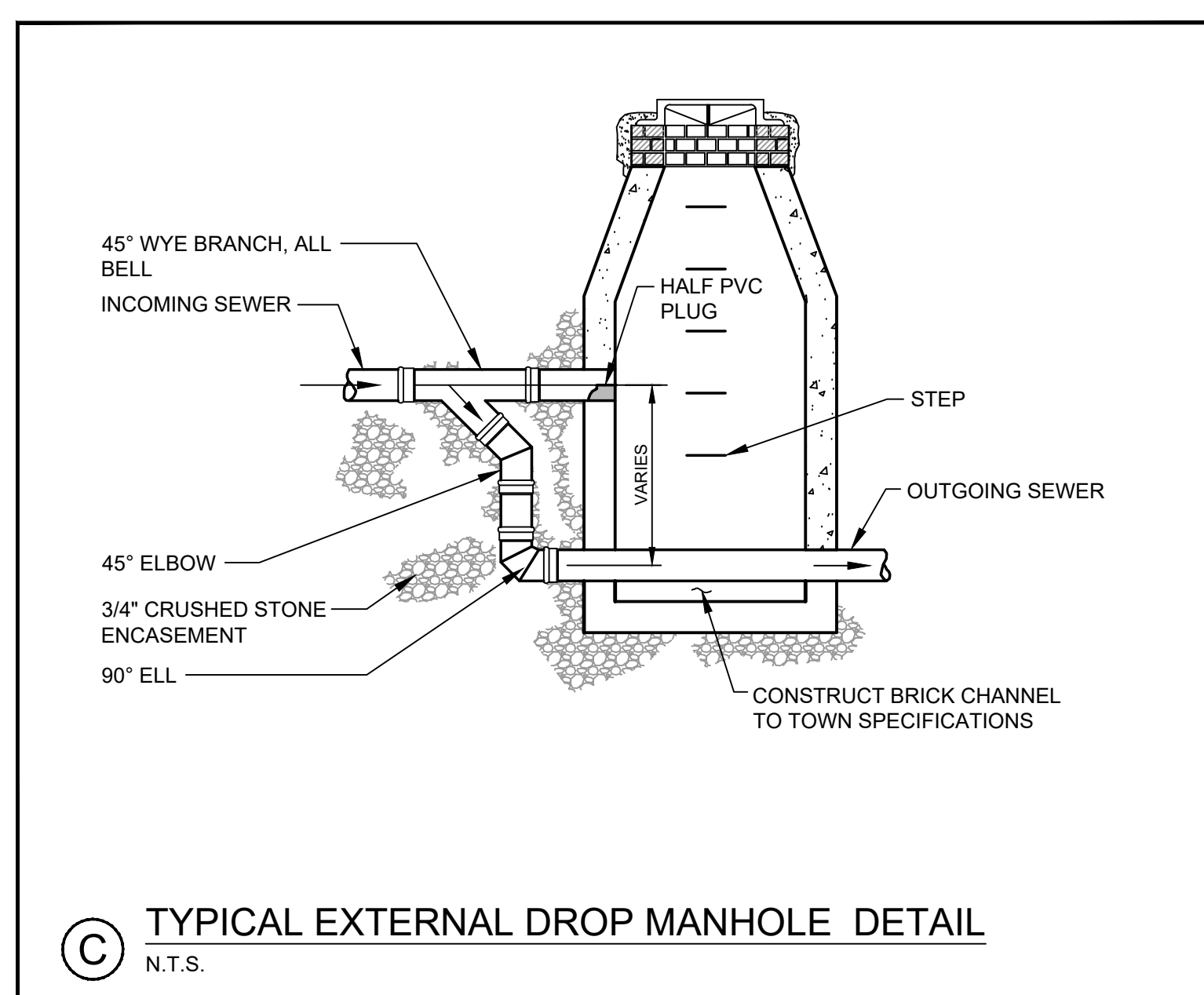
| TRENCH SECTION BACKFILL SCHEDULE | | | | |
|----------------------------------|---------------------------------------|---------------------------------------|---------------------------------|---------------------------------------|
| TYPE OF PIPE | GRANULAR BASE MATERIAL | SPECIAL BACKFILL | SPECIAL BACKFILL COVER "A" (IN) | SELECT BACKFILL |
| CONCRETE | GRANULAR AASHTO M145-49 A-3 OR BETTER | GRANULAR AASHTO M145-49 A-3 OR BETTER | 12" | GRANULAR AASHTO M145-49 A-3 OR BETTER |
| PVC | 3/4" CRUSHED STONE | GRANULAR AASHTO M145-49 A-3 OR BETTER | 6" | GRANULAR AASHTO M145-49 A-3 OR BETTER |
| DUCTILE IRON | GRANULAR AASHTO M145-49 A-3 OR BETTER | GRANULAR AASHTO M145-49 A-3 OR BETTER | 6" | GRANULAR AASHTO M145-49 A-3 OR BETTER |
| UNDER-DRAINS | 3/4" CRUSHED STONE | 3/4" CRUSHED STONE | 6" | GRANULAR AASHTO M145-49 A-3 OR BETTER |



- NOTES:**
- CONCRETE MINIMUM COMPRESSIVE STRENGTH 4,000 PSI @ 28 DAYS WITH STEEL REINFORCEMENT.
 - AS PER CENTRAL MAINE POWER COMPANY SPECIFICATIONS.
 - ONE 8" X 24" KNOCKOUT PROVIDED EACH WALL.
 - FOR 750 - 5000 KVA THREE PHASE TRANSFORMER.
 - FINISH GRADE SHALL BE GRADED TO ALLOW SURFACE WATER TO FLOW AWAY FROM THE PAD.



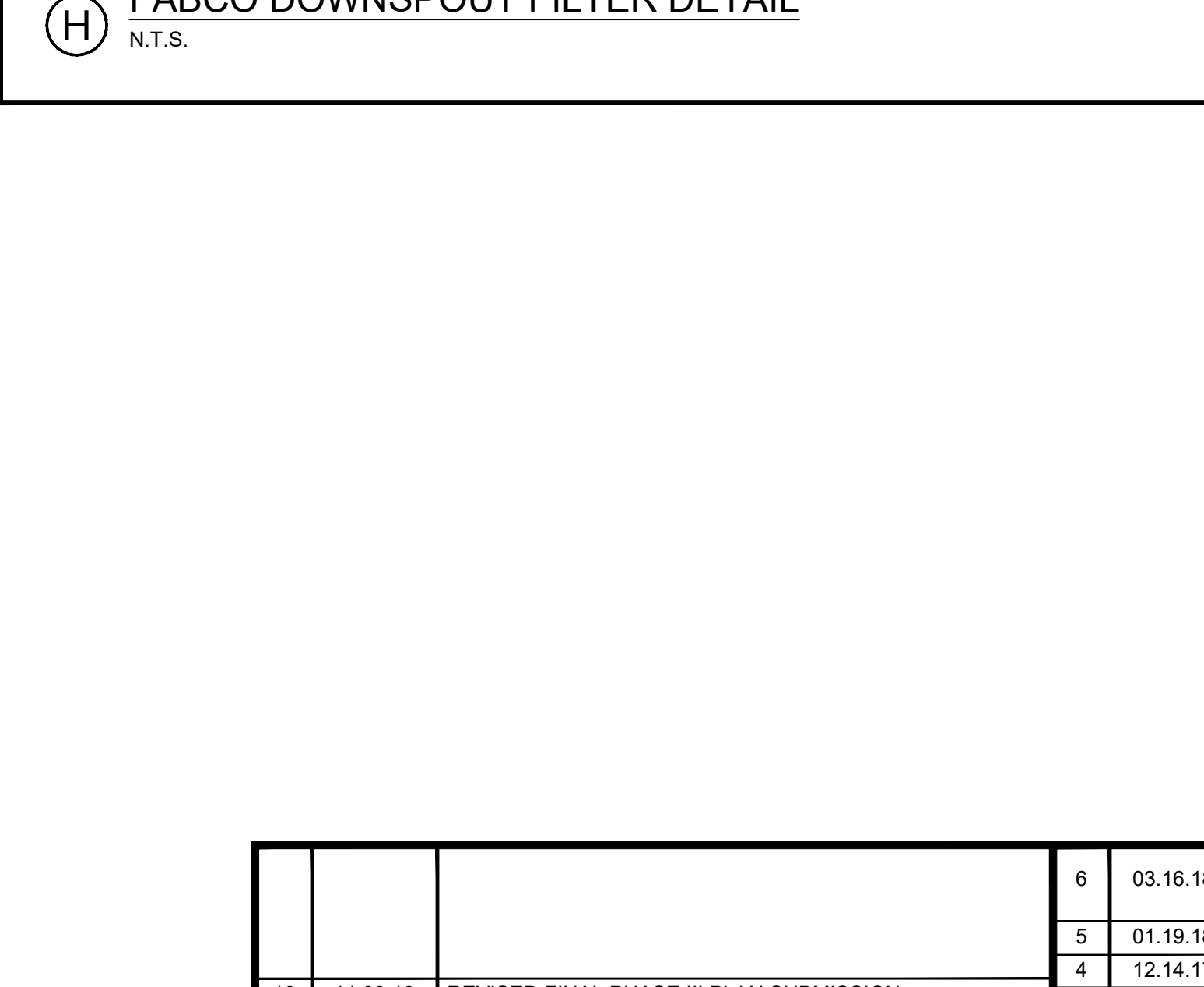
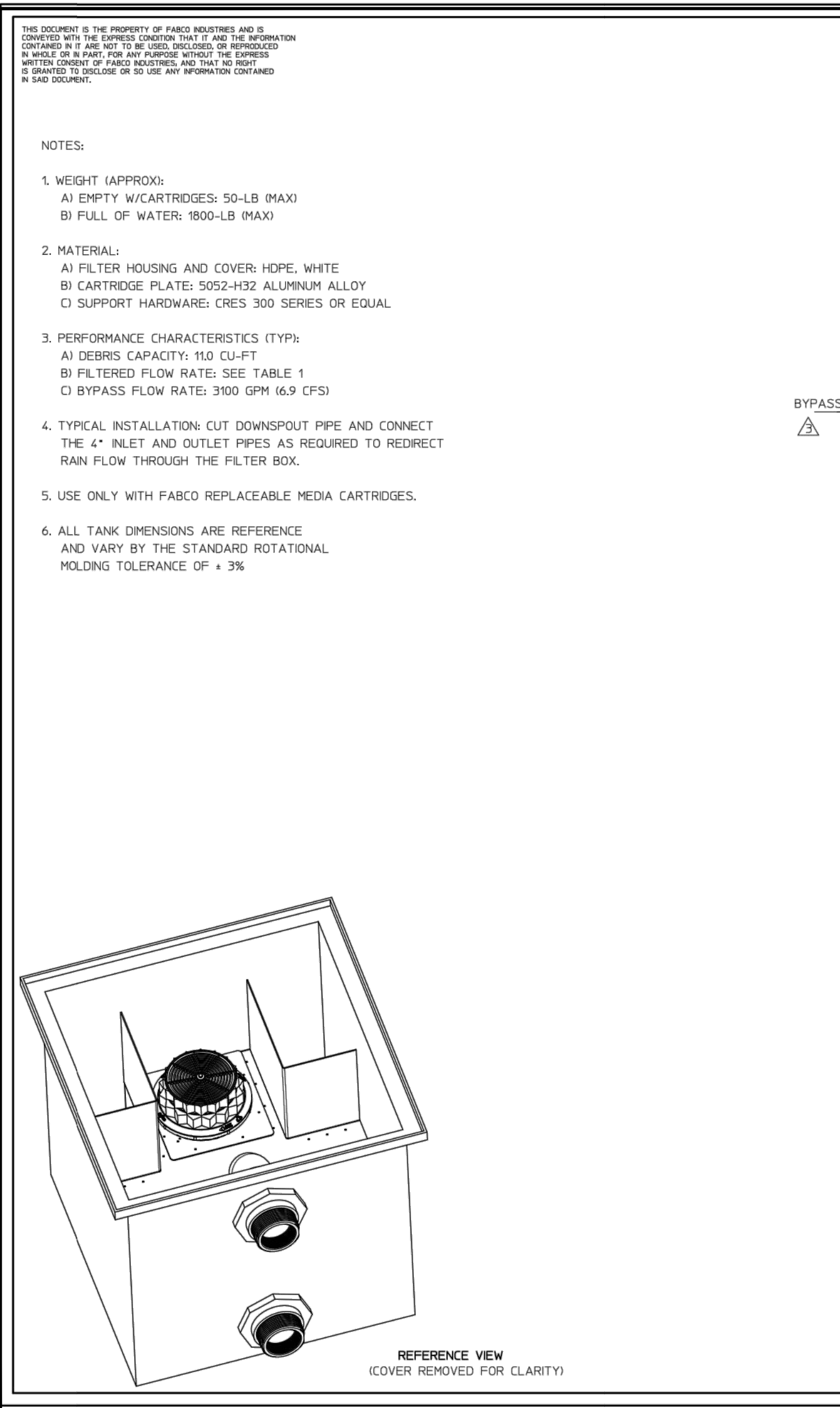
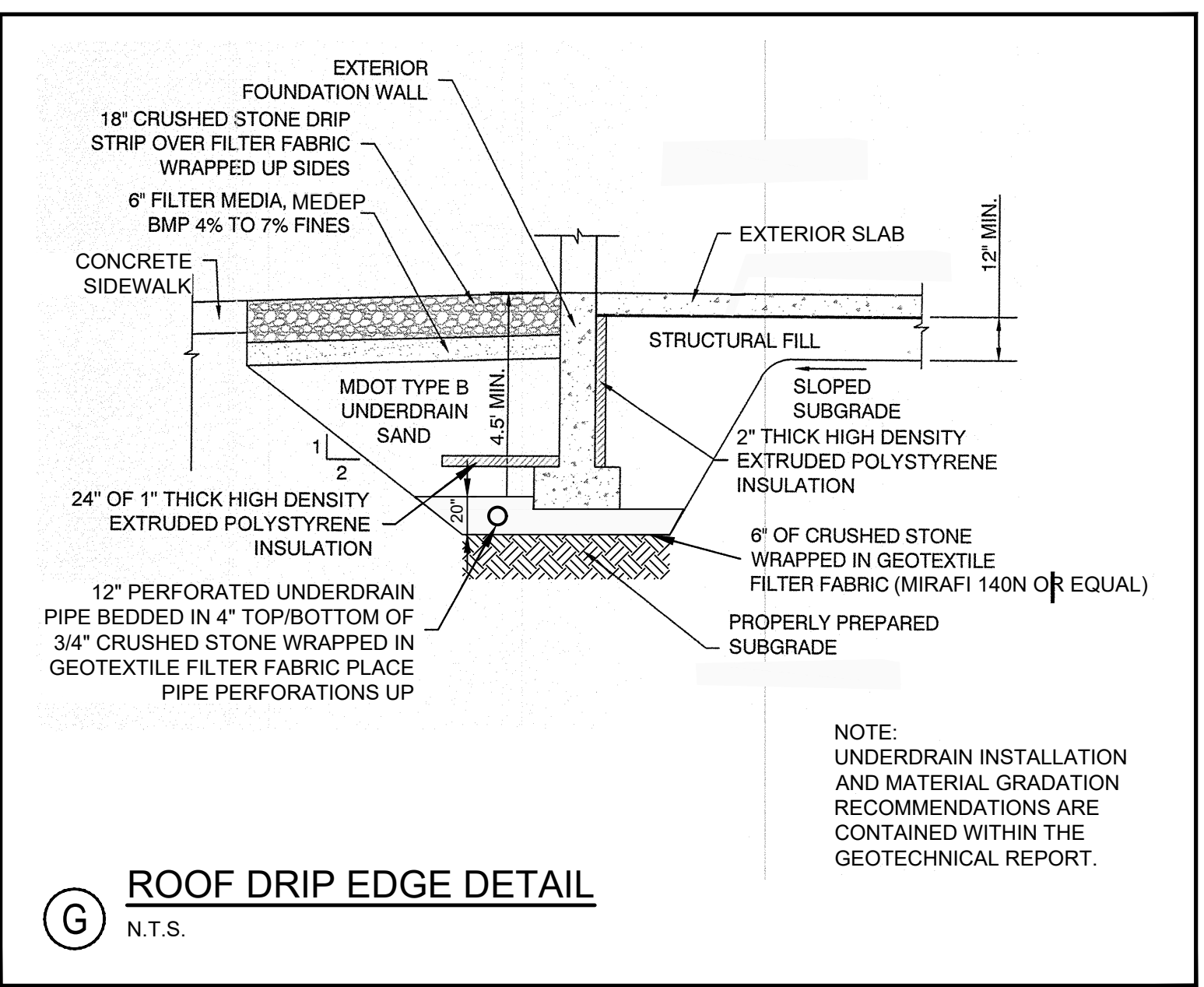
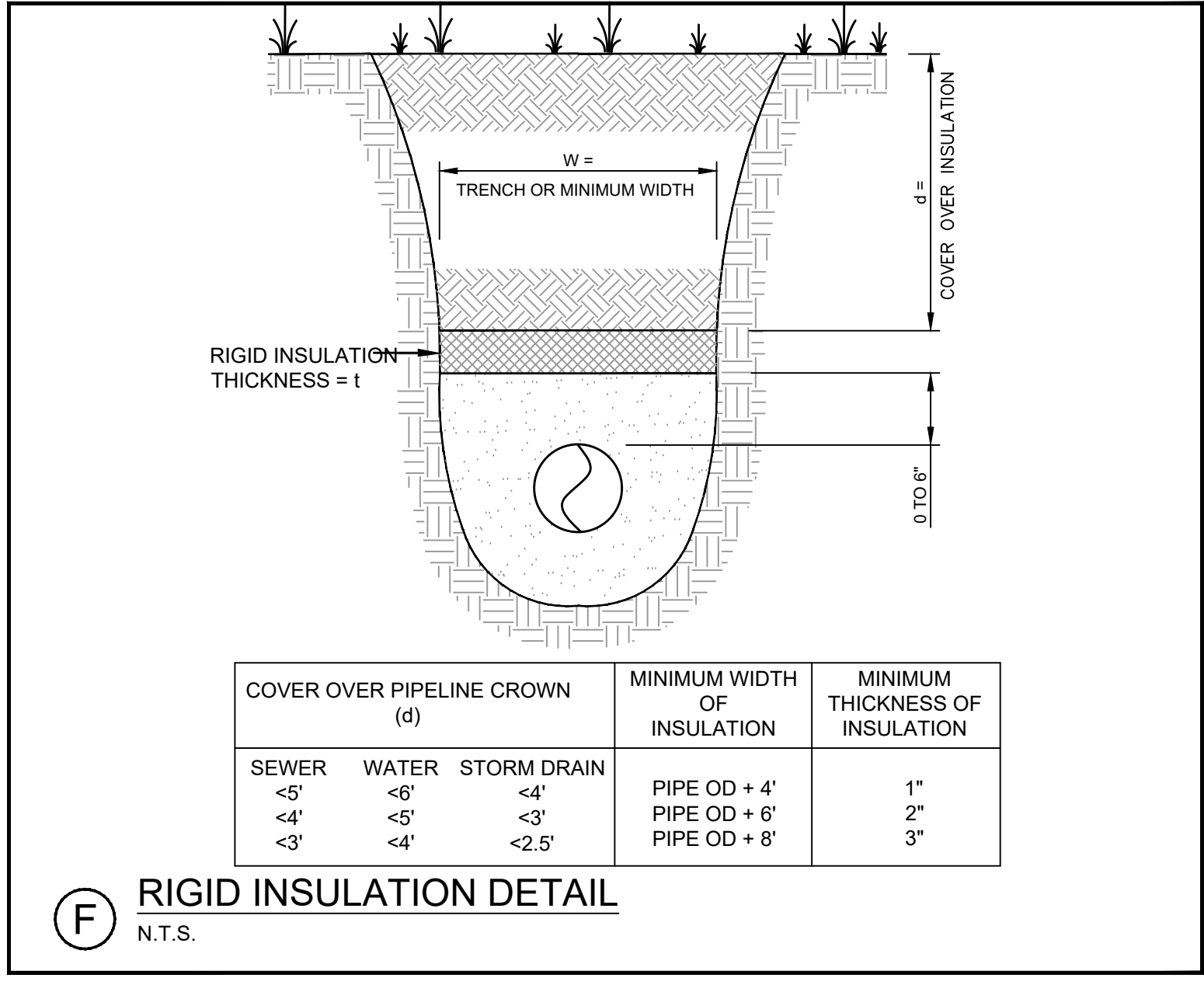
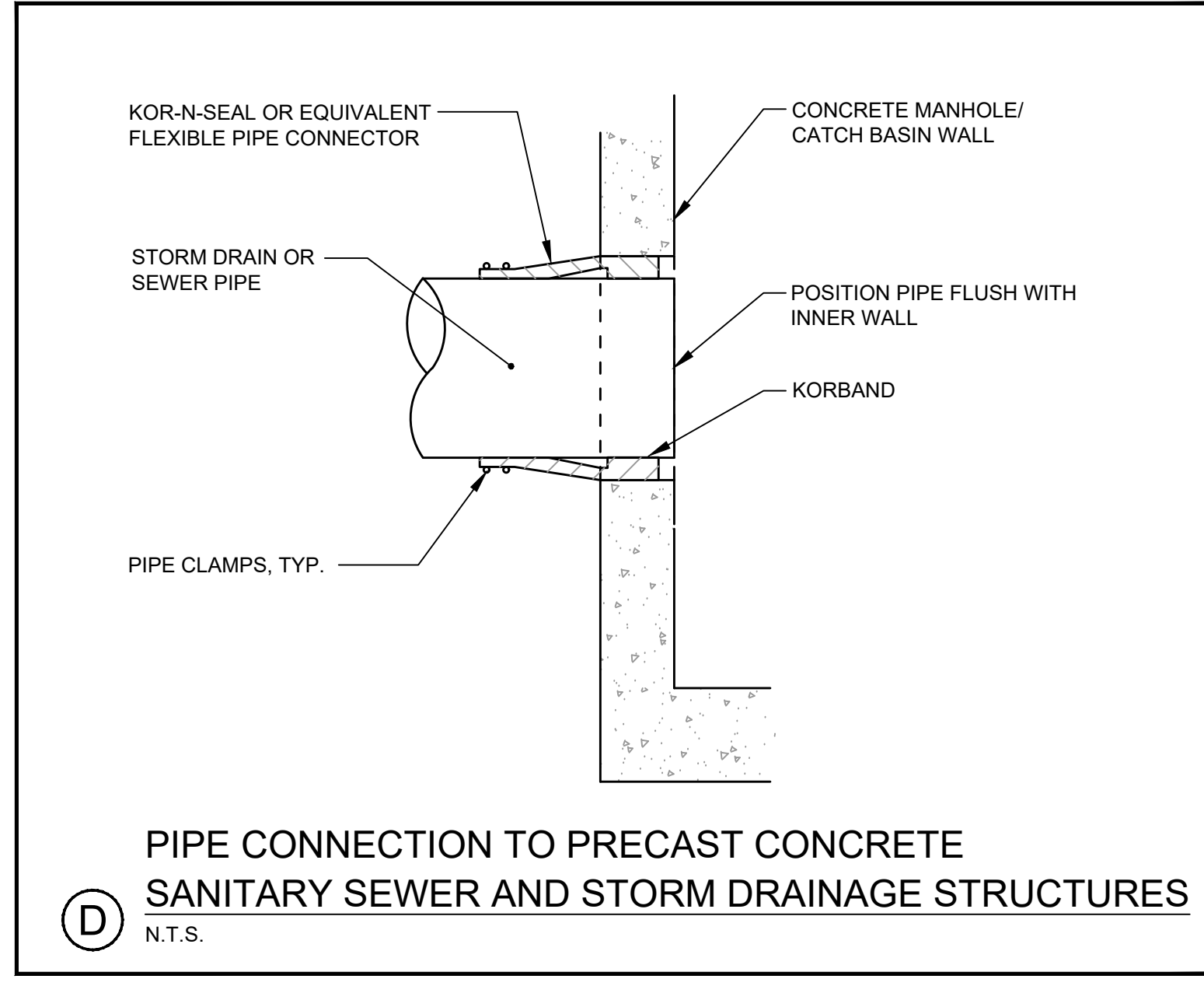
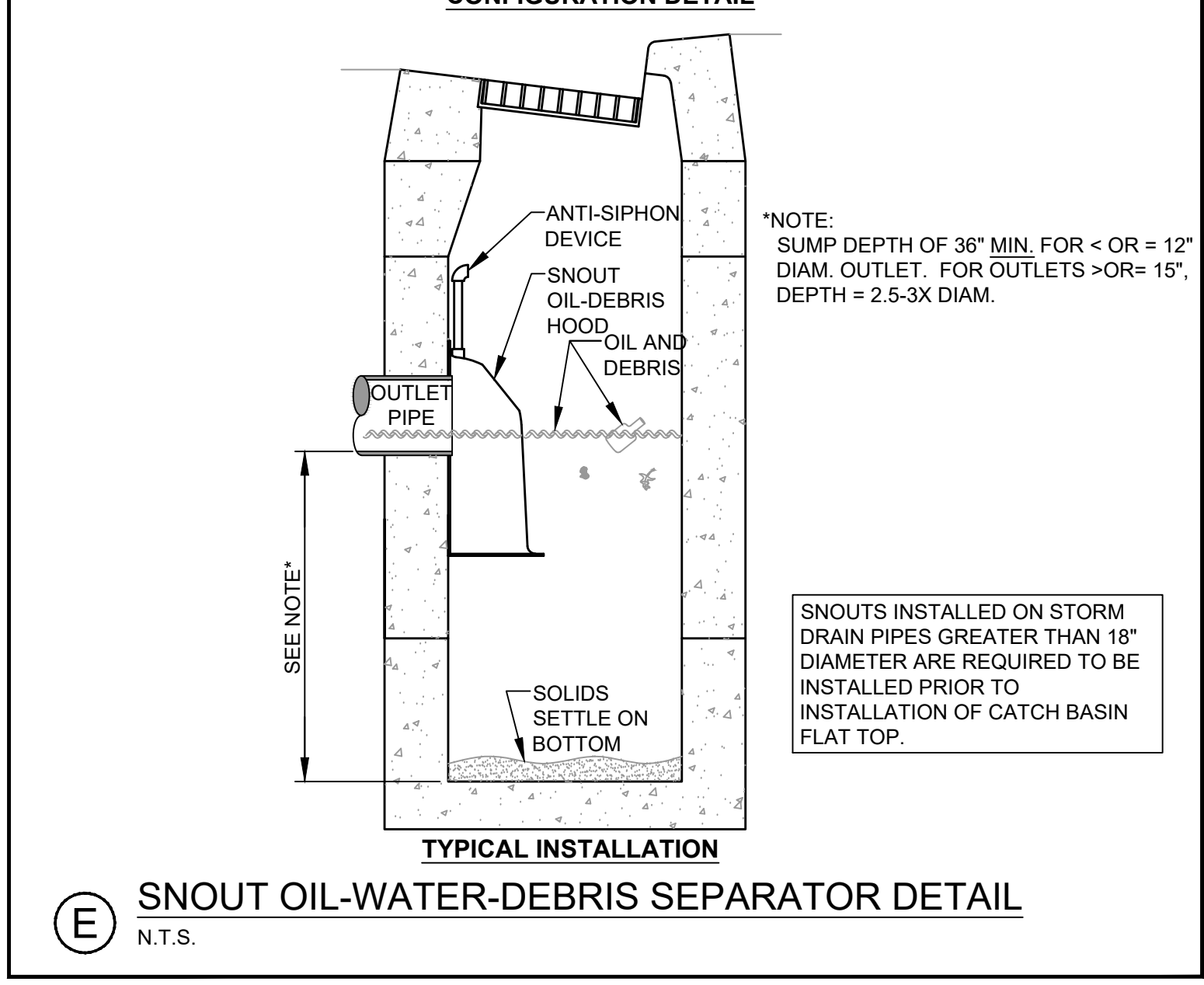
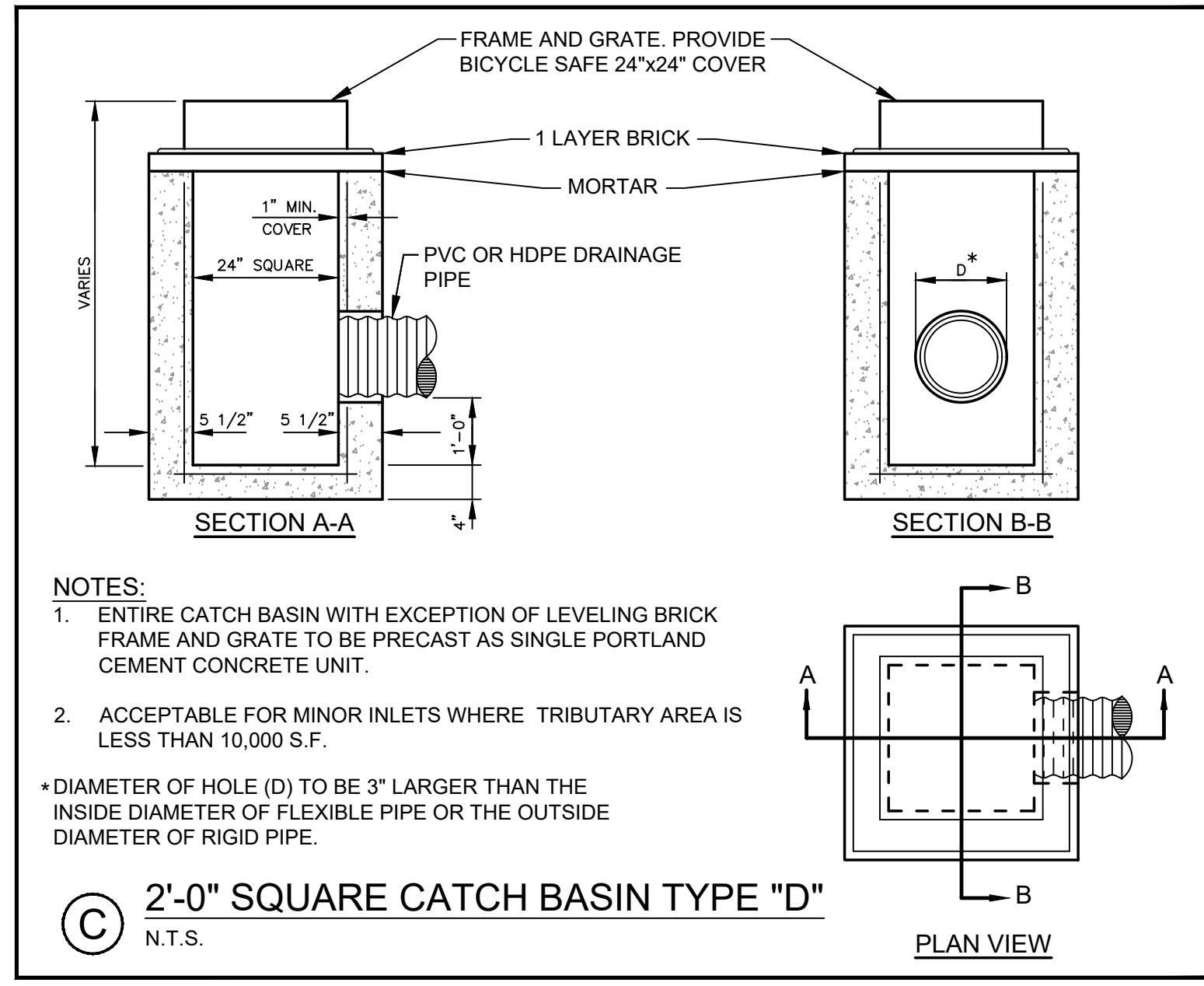
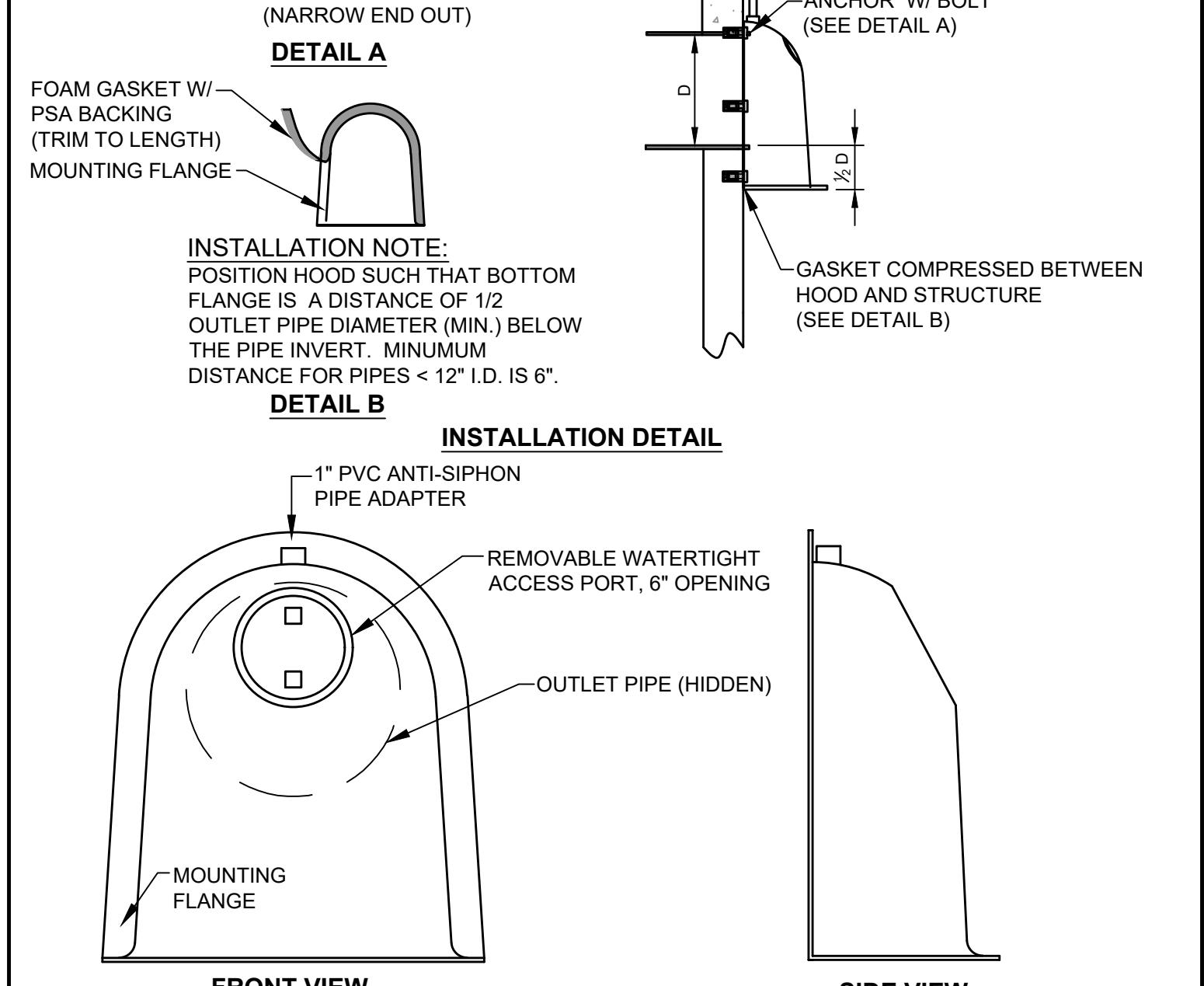
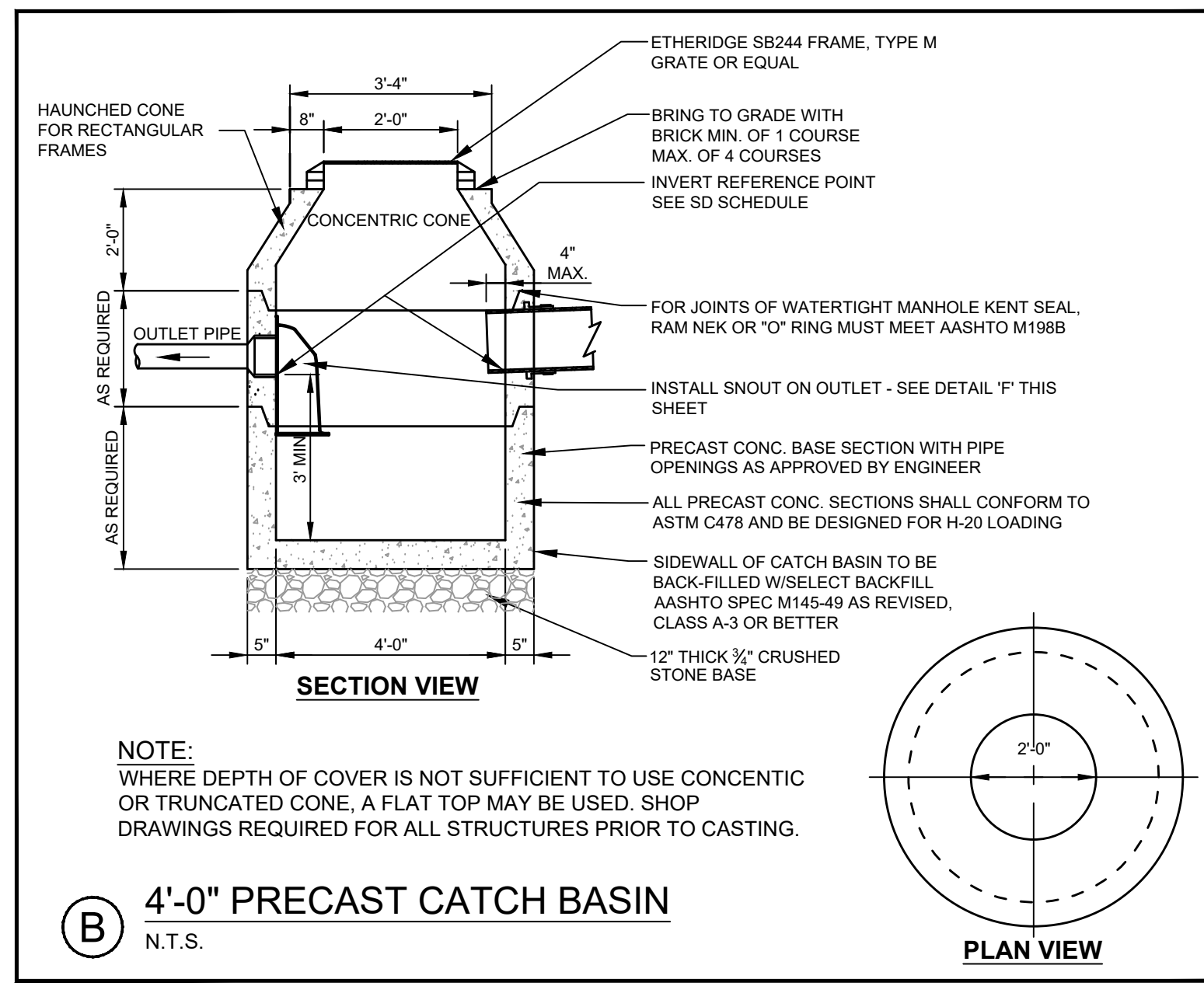
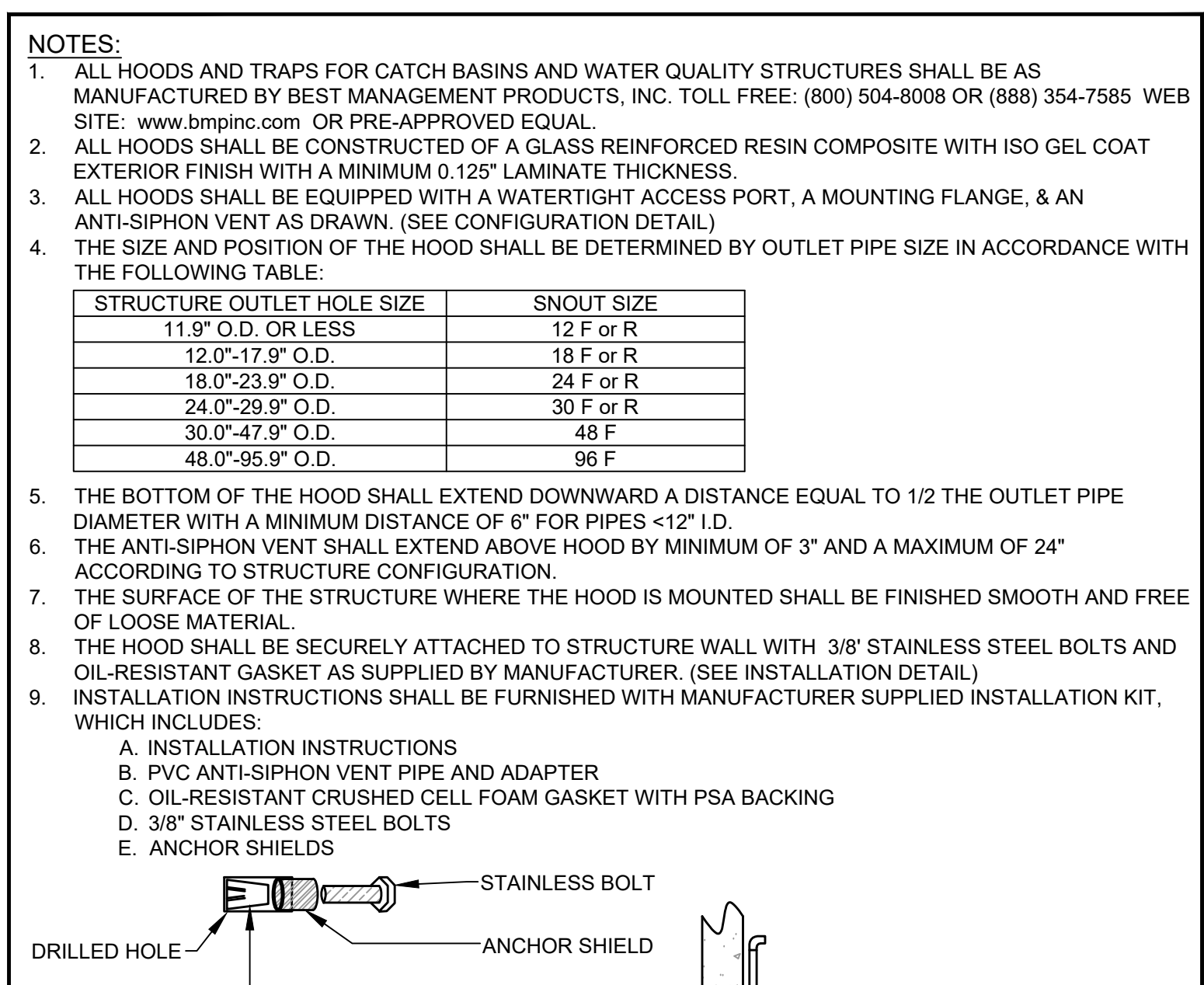
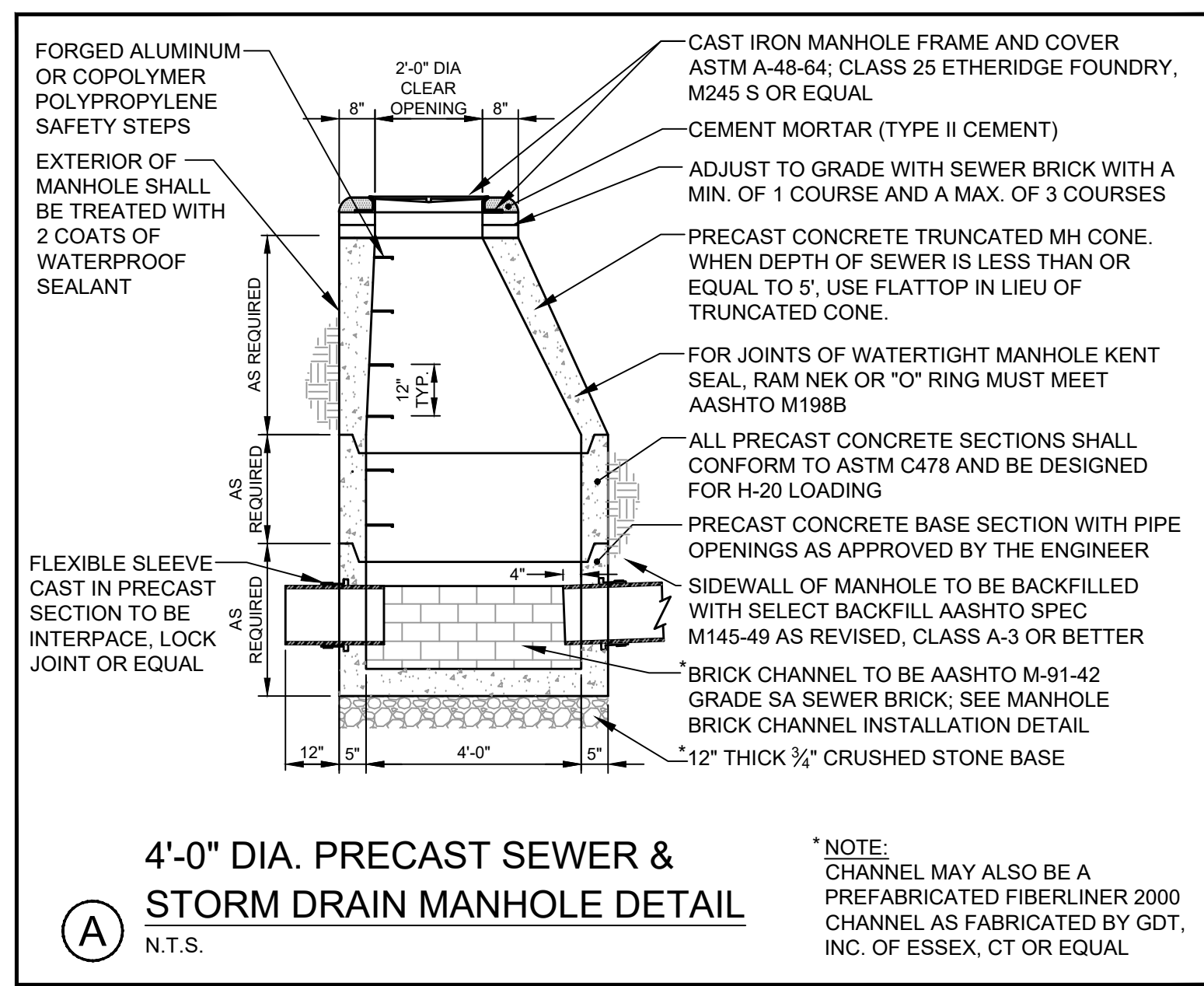
- NOTES:**
- 3500 P.S.I. MIN. 28 DAY COMPRESSIVE STRENGTH CONC. WITH GRADE 60 REINF. STEEL.
 - IF WATER IS PRESENT IN HOLE, REMOVE BEFORE POURING CONCRETE.
 - FOUNDATION EXCAVATION SHALL BE BY 24" AUGER IN UNDISTURBED OR PROPERLY COMPACTED FILL PER SPECIFICATIONS.
 - FOUNDATION SHALL HAVE A MINIMUM ALLOWABLE END BEARING OF 2000 PSF.
 - FOUNDATION HAS BEEN DESIGNED FOR A COHESIVE SOIL BASED ON A MINIMUM COHESIVE VALUE OF 1000 PSF.
 - FOUNDATION HAS BEEN DESIGNED FOR A GRANULAR SOIL BASED ON A MINIMUM LATERAL SOIL PRESSURE OF 1000 PSF.
 - UTILIZING AASHTO FIGURE 18.2(2)(4) OF EMBEDMENT OF POSTS WITH OVERTURNING LOADS.
 - DETAIL FOR MAX. 39' POLE WITH MAX. FIXTURE EPA 4.6 F. ACTUAL POLES MAY ALLOW SMALLER FOUNDATION.
 - CONFIRM ANCHOR BOLT PLACEMENT AND PATTERN WITH LIGHT POLE MANUFACTURER BEFORE PREPARING FOUNDATION.
 - EXCAVATION WILL LIKELY BE BELOW WATER TABLE - DO NOT LEAVE EXCAVATION OPEN FOR EXTENDED PERIODS.
 - SHOP DRAWINGS TO CONFIRM SIZING AND NUMBER ARE REQUIRED PRIOR TO ORDERING FOUNDATIONS.



CONDITIONALLY APPROVED
REVIEW BY:
SAFEbuilt.
APPROVED THIRD PARTY PLAN REVIEW AGENCY
BY THE CITY OF PORTLAND, MAINE.
SEE REVIEW LETTER FOR MORE INFORMATION.
01/16/2019

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| PROJECT | CANAL LANDING AMENDED SITE PLAN | STANTEC CONSULTING SERVICES INC. |
| SHEET TITLE | PHASE III UTILITY DETAILS | 482 PAYNE ROAD SCARBOROUGH, ME 04074 WWW.STANTEC.COM |
| CLIENT | NEW YARD LLC 400 WEST COMMERCIAL STREET PORTLAND, ME 04101 | DRAWN: PBF DATE: DECEMBER 2017 |
| | | DESIGNED: SRB SCALE: AS SHOWN |
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| | | C-8.3 |

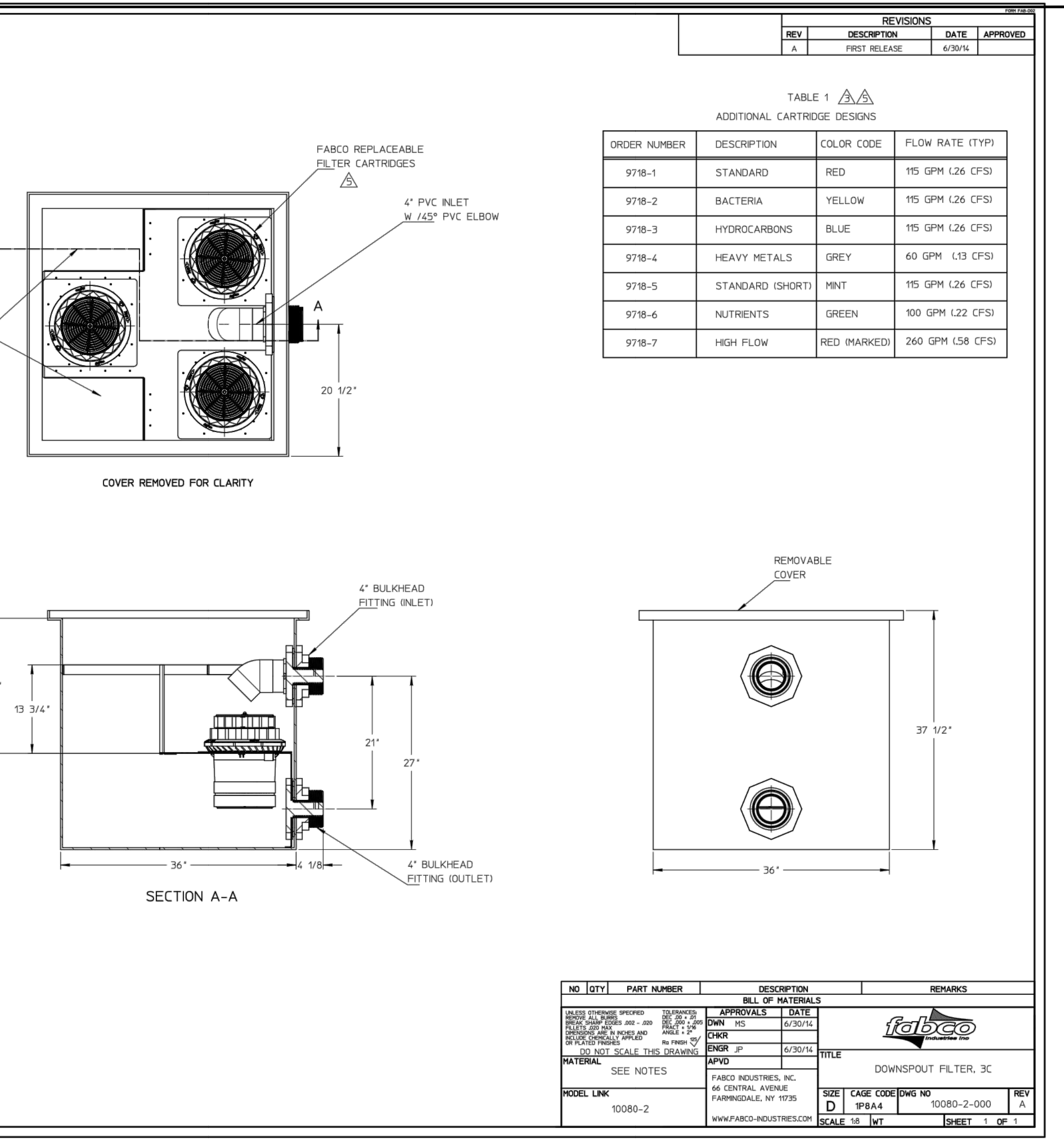


REVISIONS

| REV | DESCRIPTION | DATE | APPROVED |
|-----|---------------|---------|----------|
| A | FIRST RELEASE | 6/30/14 | |

TABLE 1
ADDITIONAL CARTRIDGE DESIGNS

| ORDER NUMBER | DESCRIPTION | COLOR CODE | FLOW RATE (TYP) |
|--------------|------------------|--------------|-------------------|
| 9718-1 | STANDARD | RED | 115 GPM (L26 CFS) |
| 9718-2 | BACTERIA | YELLOW | 115 GPM (L26 CFS) |
| 9718-3 | HYDROCARBONS | BLUE | 115 GPM (L26 CFS) |
| 9718-4 | HEAVY METALS | GREY | 60 GPM (L13 CFS) |
| 9718-5 | STANDARD (SHORT) | MINT | 115 GPM (L26 CFS) |
| 9718-6 | NUTRIENTS | GREEN | 100 GPM (L22 CFS) |
| 9718-7 | HIGH FLOW | RED (MARKED) | 260 GPM (L58 CFS) |



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PROJECT
CANAL LANDING AMENDED SITE PLAN

SHEET TITLE
PHASE III STORM DRAIN SYSTEM DETAILS

CLIENT
NEW YARD LLC
400 WEST COMMERCIAL STREET
PORTLAND, ME 04101

DESIGNED BY: **SRB**
CHECKED BY: **SRB**
DATE: **DECEMBER 2017**
SCALE: **AS SHOWN**
JOB NO: **195350129**

REVISIONS

REVIEW BY: **STEPHEN R. BUSHEY**
LIC. # 7429

CONDITIONALLY APPROVED

REVIEW BY:
SAFEbuilt.

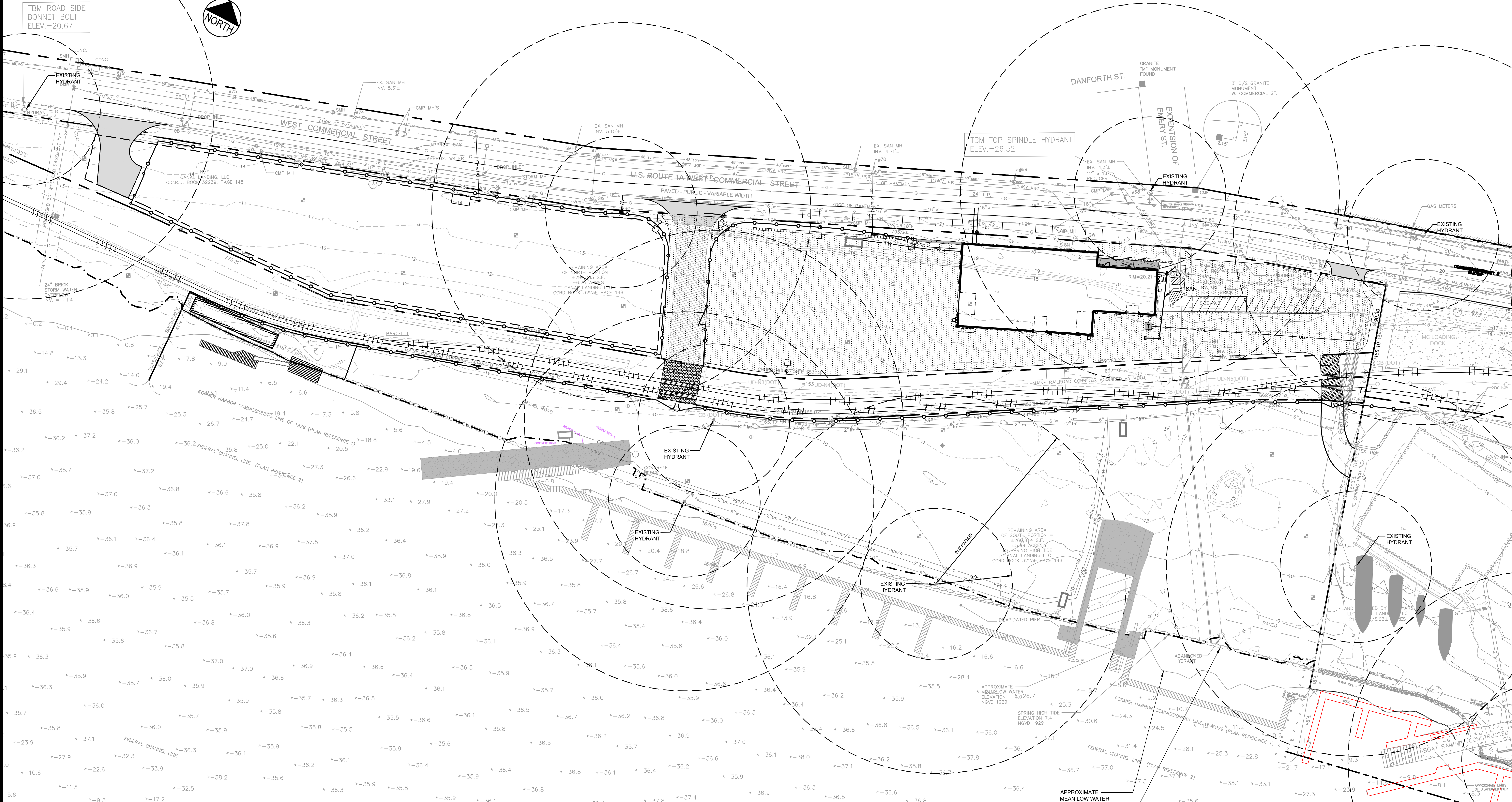
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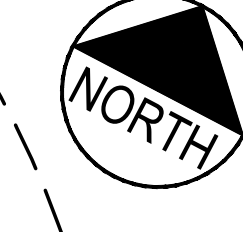
Stantec

SHEET
C-8.4





TBM ROAD SIDE BONNET BOLT ELEV.=20.67



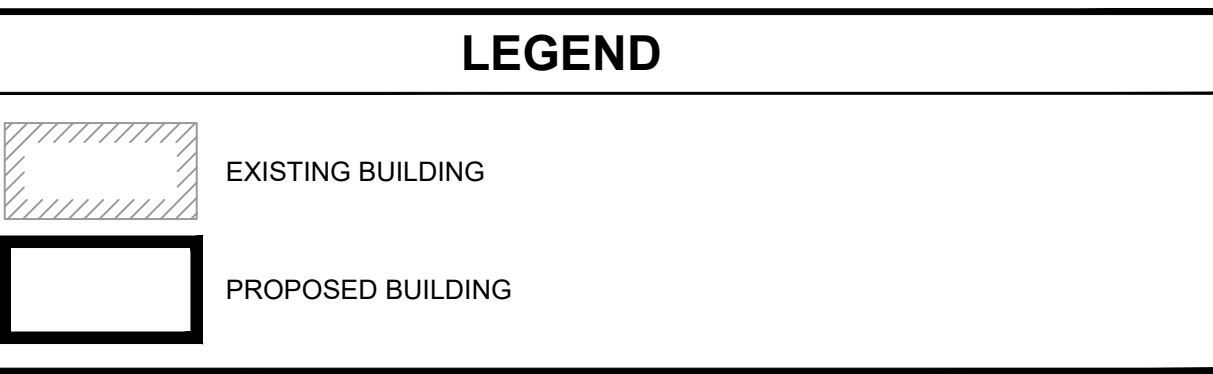
TBM TOP SPINDLE HYDRANT ELEV.=26.52

EXTENSION OF EMERY ST.

3" O/S GRANITE MONUMENT W. COMMERCIAL ST.

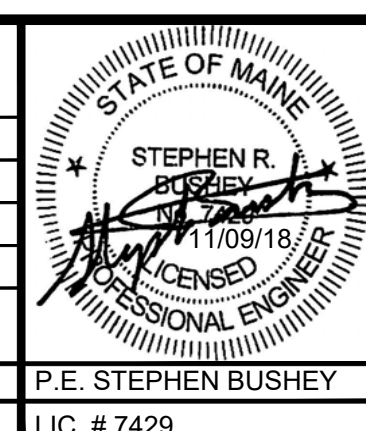
- PLAN REFERENCES**
- "BOUNDARY AND TOPOGRAPHIC SURVEY WEST COMMERCIAL STREET PORTLAND, CUMBERLAND COUNTY, MAINE" MADE FOR HNTB AND THE MAINE DEPARTMENT OF TRANSPORTATION BY OWEN HASKELL, INC. DATED APRIL 4, 2014.
 - PLAN TITLED "STATE OF MAINE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP" "LAND ACQUISITIONS" BY OWEN HASKELL, INC. DATED APRIL 4, 2014.
 - PLAN SET TITLED "STATE OF MAINE DEPARTMENT OF TRANSPORTATION" CITY OF PORTLAND, CUMBERLAND COUNTY, PORTLAND INTERNATIONAL MARINE TERMINAL - EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION WIN: 022809.20
 - PORTLAND HARBOR, PORTLAND, ME AFTER DREDGE SURVEY - 35 FOOT CHANNEL AND TURNING BASINS BY THE U.S. ARMY CORPS OF ENGINEERS, SHEETS V-101 THROUGH V-104, DATED APRIL 16, 2014.

STRUCTURES WITHIN PROJECT TO BE CONSTRUCTED IN ACCORDANCE WITH PORTLAND CITY CODE, SECTION 14-450.8 FLOOD PLAIN MANAGEMENT.



- NOTE**
- PER THE AMENDED SITE PLAN CONDITIONS OF APPROVAL THE TEMPORARY ACCESS AND EGRESS FOR THE PROJECT WILL BE VIA THE EXISTING DRIVEWAY NEAR THE CASCO BAY BRIDGE DURING THE IMT CONSTRUCTION. NEW YARD, LLC / CANAL LANDING, LLC SHALL COORDINATE WITH THE MEDCO'S CONTRACTOR FOR ALL TEMPORARY ACCESS PROVISIONS INCLUDING THE PREPARATION OF A CONSTRUCTION MANAGEMENT PLAN.
 - PER THE AMENDED SITE PLAN CONDITIONS OF APPROVAL THE APPLICANT SHALL RESERVE ONE OR MORE AREAS FOR BICYCLE PARKING UP TO FIVE (5) BICYCLES. THE APPLICANT RESERVES THE RIGHT TO MOVE THESE BICYCLE PARKING AREAS FROM TIME TO TIME DEPENDING ON BOAT YARD ACTIVITIES. A MOVEABLE BIKE RACK SHALL BE PROVIDED AT THESE LOCATIONS TO ALLOW FOR BIKE SECURITY.
 - PER THE AMENDED SITE PLAN CONDITIONS OF APPROVAL CANAL LANDING LLC SHALL MAINTAIN A 30 FOOT WIDE ACCESS ROUTE AS GENERALLY DEPICTED ON THIS PLAN AT ALL TIMES. THE ROUTE MAY VARY TO ALLOW FOR THE PLACEMENT OF VESSELS ON THE SITE.

| REV | DATE | DESCRIPTION | REV | DATE | DESCRIPTION |
|-----|----------|---|-----|----------|---|
| 6 | 03.16.18 | REVISED PER CITY COMMENT/FINAL PLAN SUBMISSION TO CITY | 6 | 03.16.18 | REVISED PER CITY COMMENT/FINAL PLAN SUBMISSION TO CITY |
| 5 | 01.19.18 | REVISED PER CITY COMMENT | 5 | 01.19.18 | REVISED PER CITY COMMENT |
| 4 | 12.14.17 | PERMIT RENEWAL SUBMISSION - LEVEL III | 4 | 12.14.17 | PERMIT RENEWAL SUBMISSION - LEVEL III |
| 3 | 11.10.15 | REVISED FINAL PLAN SUBMISSION | 3 | 11.10.15 | REVISED FINAL PLAN SUBMISSION |
| 2 | 09.04.15 | FINAL PLAN SUBMISSION TO CITY OF PORTLAND | 2 | 09.04.15 | FINAL PLAN SUBMISSION TO CITY OF PORTLAND |
| 1 | 06.15.15 | PRELIMINARY PHASE III AMENDED SITE PLAN TO CITY OF PORTLAND | 1 | 06.15.15 | PRELIMINARY PHASE III AMENDED SITE PLAN TO CITY OF PORTLAND |
| REV | DATE | DESCRIPTION | REV | DATE | DESCRIPTION |



PROJECT
CANAL LANDING AMENDED SITE PLAN

SHEET TITLE
FIRE PROTECTION PLAN

CLIENT
NEW YARD LLC
400 WEST COMMERCIAL STREET
PORTLAND, ME 04101

STANTEC CONSULTING SERVICES INC.
482 PAYNE ROAD
SCARBOROUGH, ME 04074
WWW.STANTEC.COM

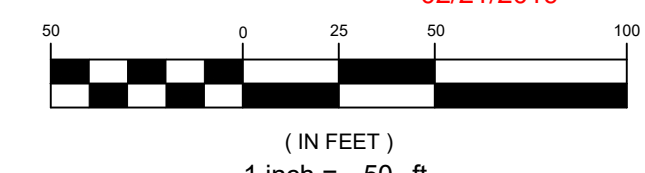
DESIGNED: SRB
CHECKED: SRB
FILE NAME: 3091.04-UTILITY SHEET

DATE: DECEMBER 2017
SCALE: 1" = 50'
JOB NO.: 193530129

C-11.0

CONDITIONALLY APPROVED

REVIEW BY:
SAFEbuilt.
APPROVED THIRD PARTY PLAN REVIEW AGENCY BY THE CITY OF PORTLAND, MAINE.
SEE REVIEW LETTER FOR MORE INFORMATION.
01/16/2019



PROJECT: CANAL LANDING

SUBJECT: HAMILTON MARINE & PORTLAND YACHT FOUNDATIONS

ITEM: FOOTINGS & FLOOR JOINTS

GAGNON ENGINEERING INC.

Structural Consultants

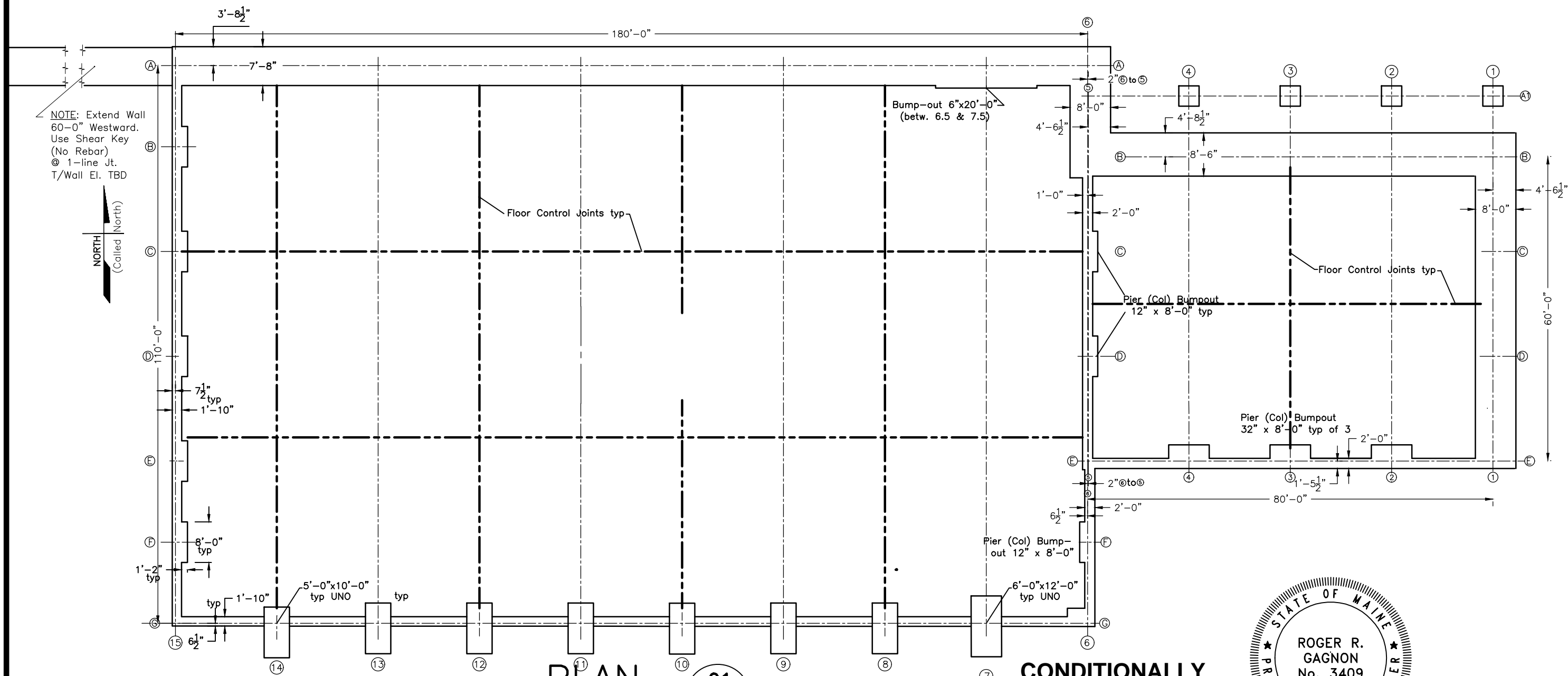
REV 07/23/18

DATE: 03/10/18

BY: RG

SHEET: 1a OF 9999

PROJECT NO. 701CB



PLAN

01

SCALE: 1"=20'-0"
PORTLAND YACHT BUILDINGS
FOOTINGS & FLOOR JOINTS

CONDITIONALLY APPROVED

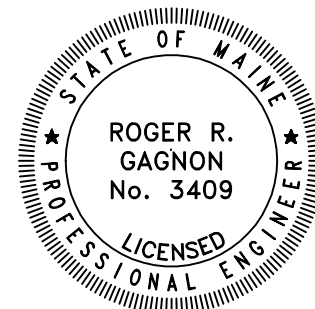
REVIEW BY:

SAFEbuilt

APPROVED THIRD PARTY PLAN REVIEW AGENCY
BY THE CITY OF PORTLAND, MAINE.

SEE REVIEW LETTER FOR MORE INFORMATION.

01/16/2019



July 23 2018
11 Sheets total

R. Gagnon



Reviewed for Code Compliance
Permitting and Inspections Department
Approved with Conditions

02/21/2019

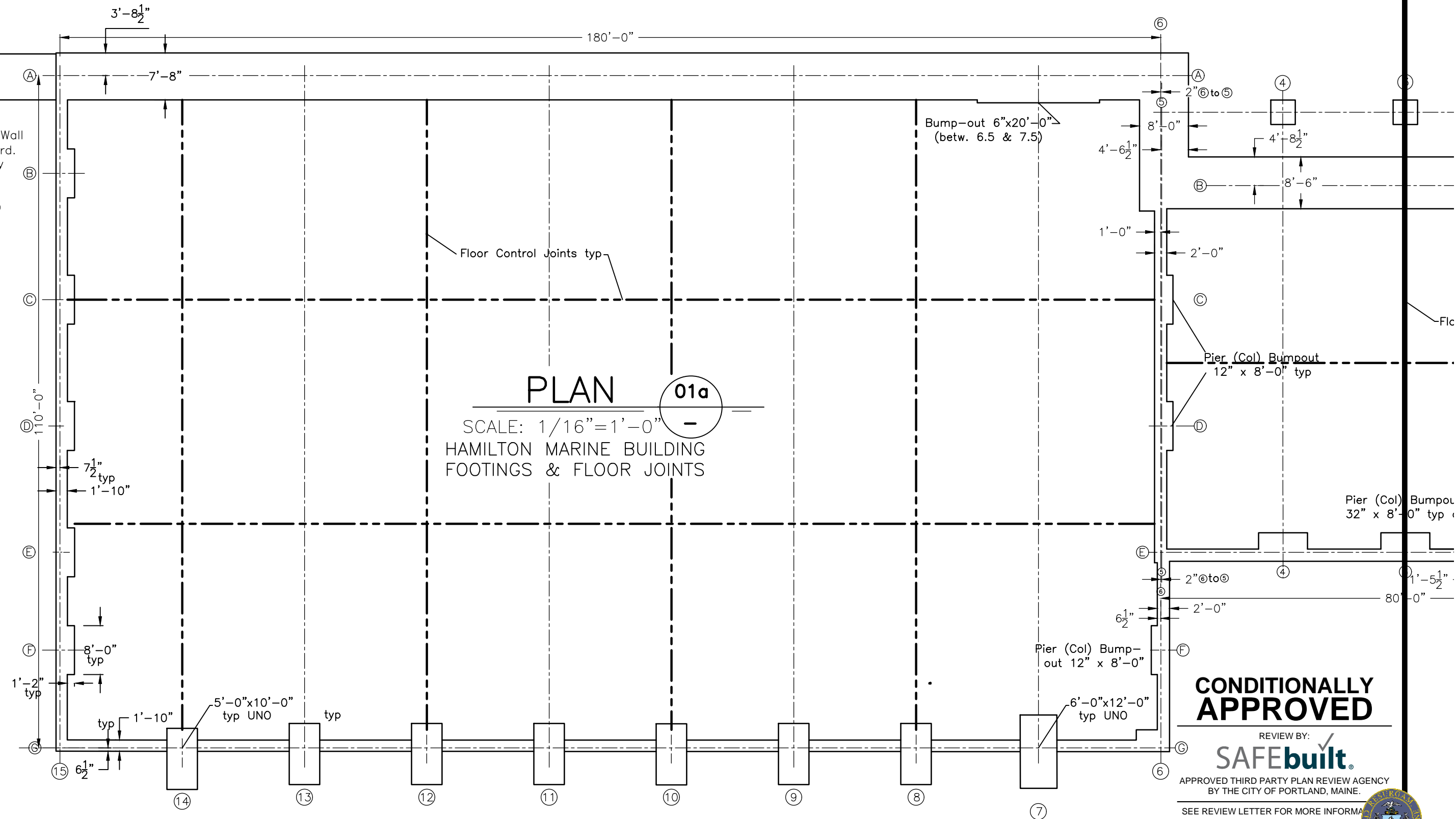
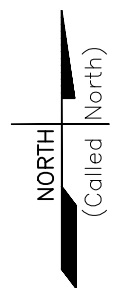
PROJECT: CANAL LANDING
 SUBJECT: HAMILTON MARINE BUILDING FOUNDATIONS
 ITEM: FOOTINGS & FLOOR JOINTS

GAGNON ENGINEERING INC.
 Structural Consultants

REV 07/23/18

DATE: 03/10/18
 BY: RG
 SHEET: 1b OF 9999
 PROJECT NO. 701CB

NOTE: Extend Wall
 60'-0" Westward.
 Use Shear Key
 (No Rebar)
 @ 1-line Jt.
 T/Wall El. TBD



PLAN 01a

SCALE: 1/16" = 1'-0"
 HAMILTON MARINE BUILDING
 FOOTINGS & FLOOR JOINTS

CONDITIONALLY APPROVED

REVIEW BY:
SAFEbuilt

APPROVED THIRD PARTY PLAN REVIEW AGENCY
 BY THE CITY OF PORTLAND, MAINE.

SEE REVIEW LETTER FOR MORE INFORMATION

01/16/2019



Reviewed for Code Compliance
 Permitting and Inspections Department
 Approved with Conditions

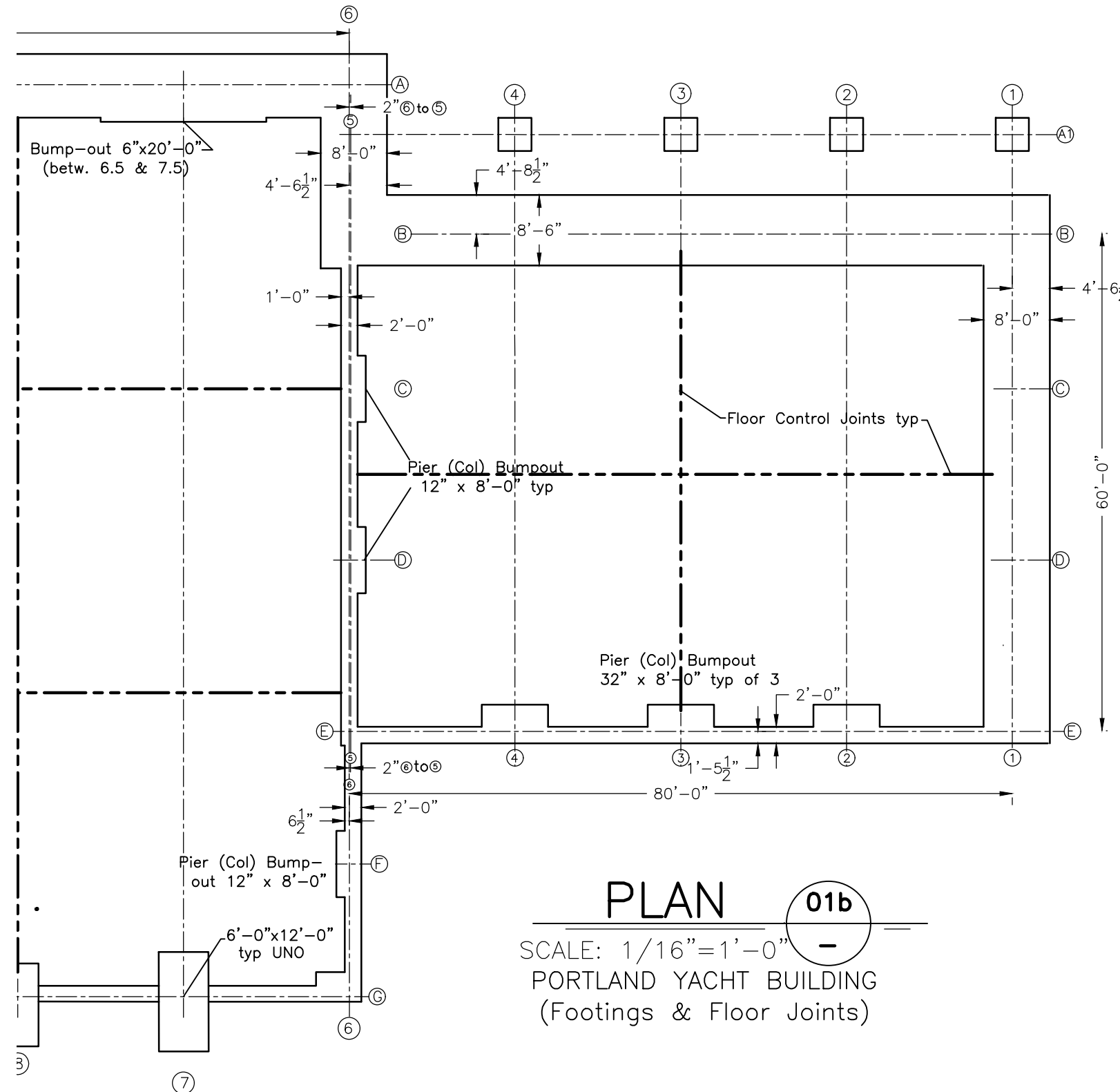
02/21/2019

PROJECT: CANAL LANDING
 SUBJECT: PORTLAND YACHT BUILDING FOUNDATION
 ITEM: FOOTINGS & FLOOR JOINTS

GAGNON ENGINEERING INC.
 Structural Consultants

REV 07/23/18

DATE: 03/10/18
 BY: RG
 SHEET: 1c OF 9999
 PROJECT NO. 701CB



PLAN 01b
 SCALE: 1/16" = 1'-0"
 PORTLAND YACHT BUILDING
 (Footings & Floor Joints)



Reviewed for Code Compliance
 Permitting and Inspections Department
 Approved with Conditions
 02/21/2019

CONDITIONALLY APPROVED

REVIEW BY:
SAFEbuilt.
 APPROVED THIRD PARTY PLAN REVIEW AGENCY
 BY THE CITY OF PORTLAND, MAINE.

SEE REVIEW LETTER FOR MORE INFORMATION.

01/16/2019



Reviewed for Code Compliance
 Permitting and Inspections Department
 Approved with Conditions
 02/21/2019

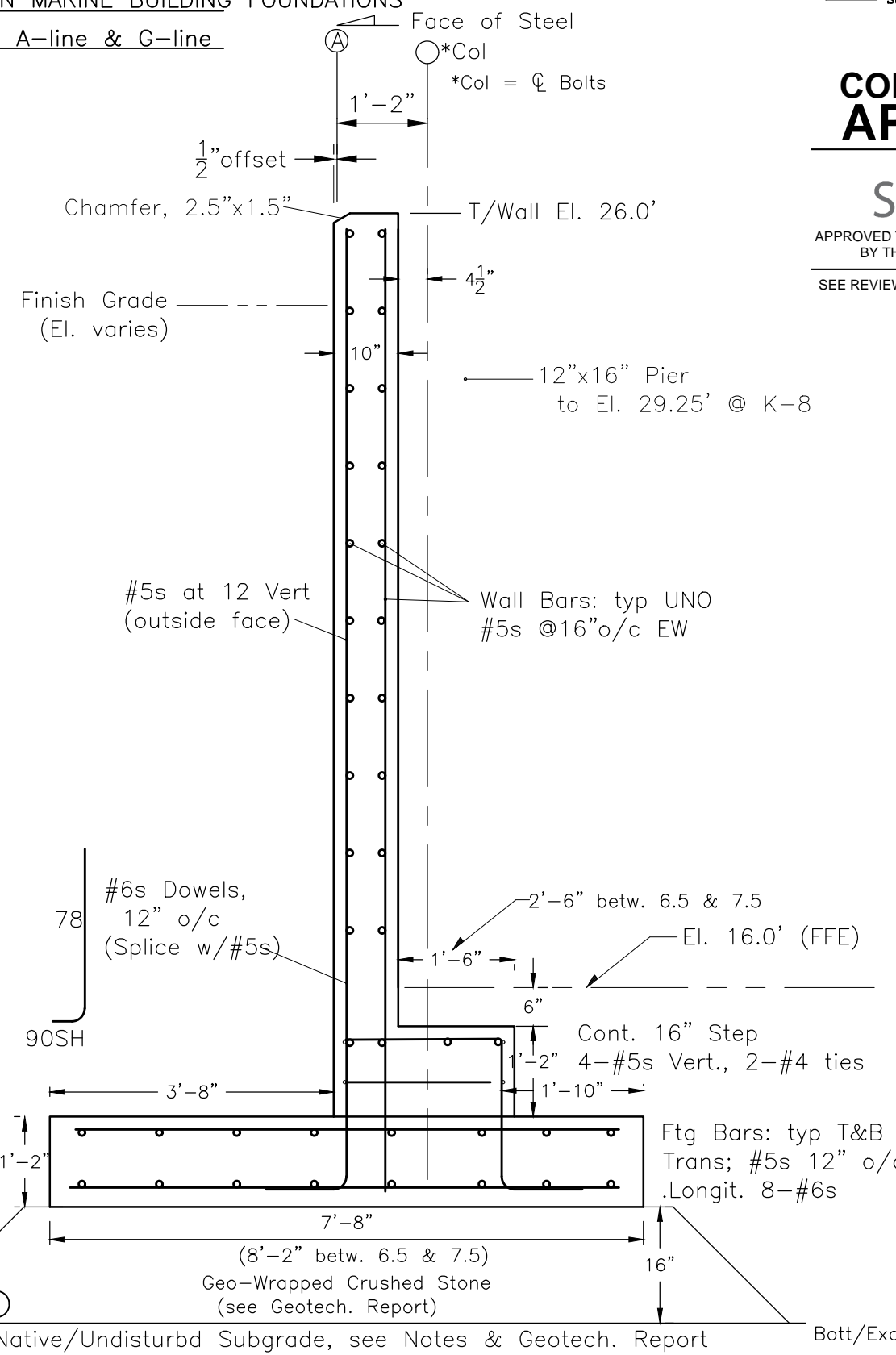
PROJECT: CANAL LANDING
 SUBJECT: HAMILTON MARINE BUILDING FOUNDATIONS
 ITEM: Sections at A-line & G-line

GAGNON ENGINEERING INC.
 Structural Consultants

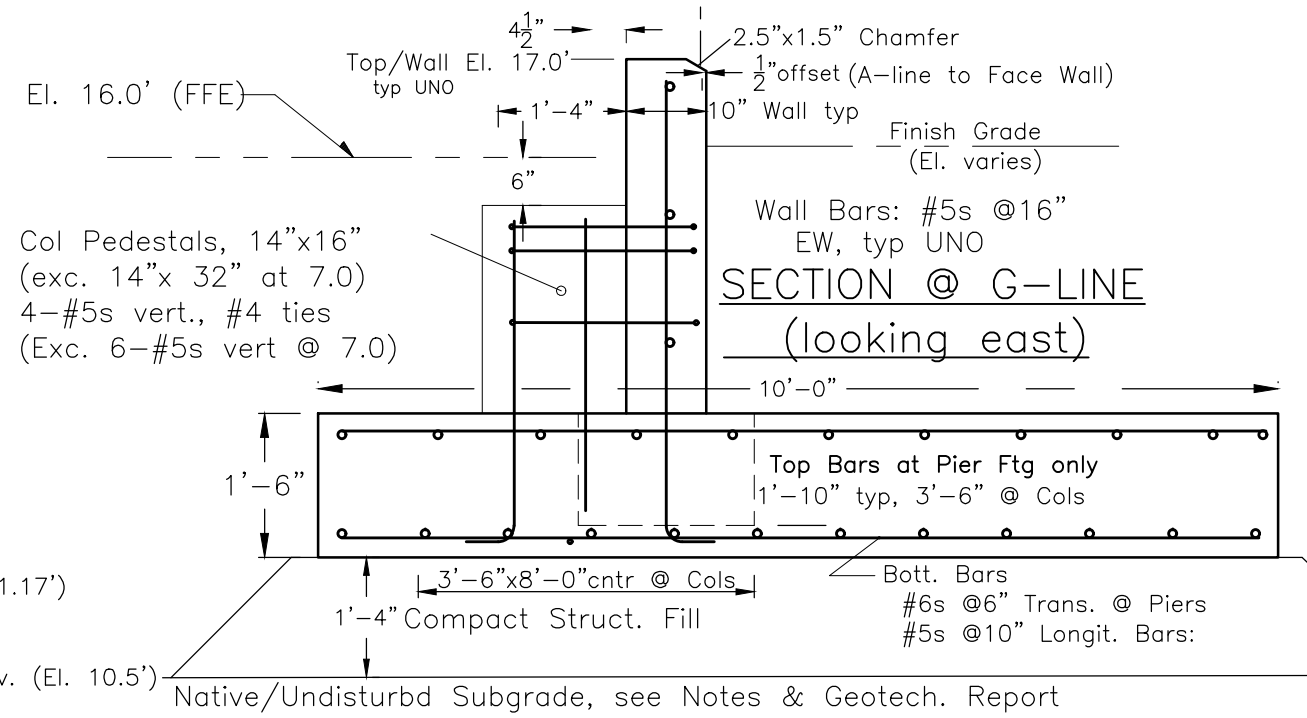
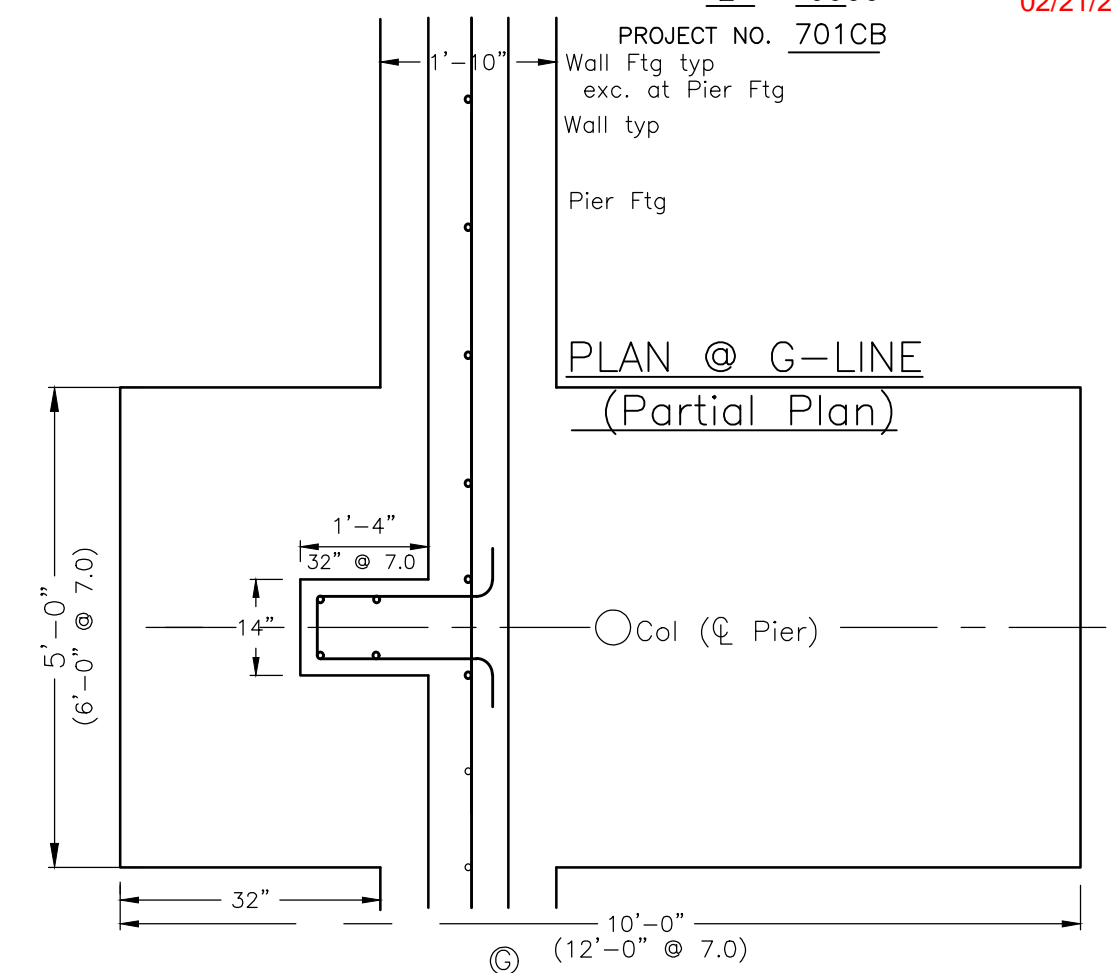
REV 07/23/18

DATE: 03/10/18
 BY: RG
 SHEET: 2 OF 9999
 PROJECT NO. 701CB

CONDITIONALLY APPROVED
 REVIEW BY: **SAFEbuilt**
 APPROVED THIRD PARTY PLAN REVIEW AGENCY
 BY THE CITY OF PORTLAND, MAINE.
 SEE REVIEW LETTER FOR MORE INFORMATION.
 01/16/2019



SECTION @ A-LINE
 (looking east)



SECTION @ G-LINE
 (looking east)

SCALE: 1/2"=1'-0"



Reviewed for Code Compliance
 Permitting and Inspections Department
 Approved with Conditions
 02/21/2019

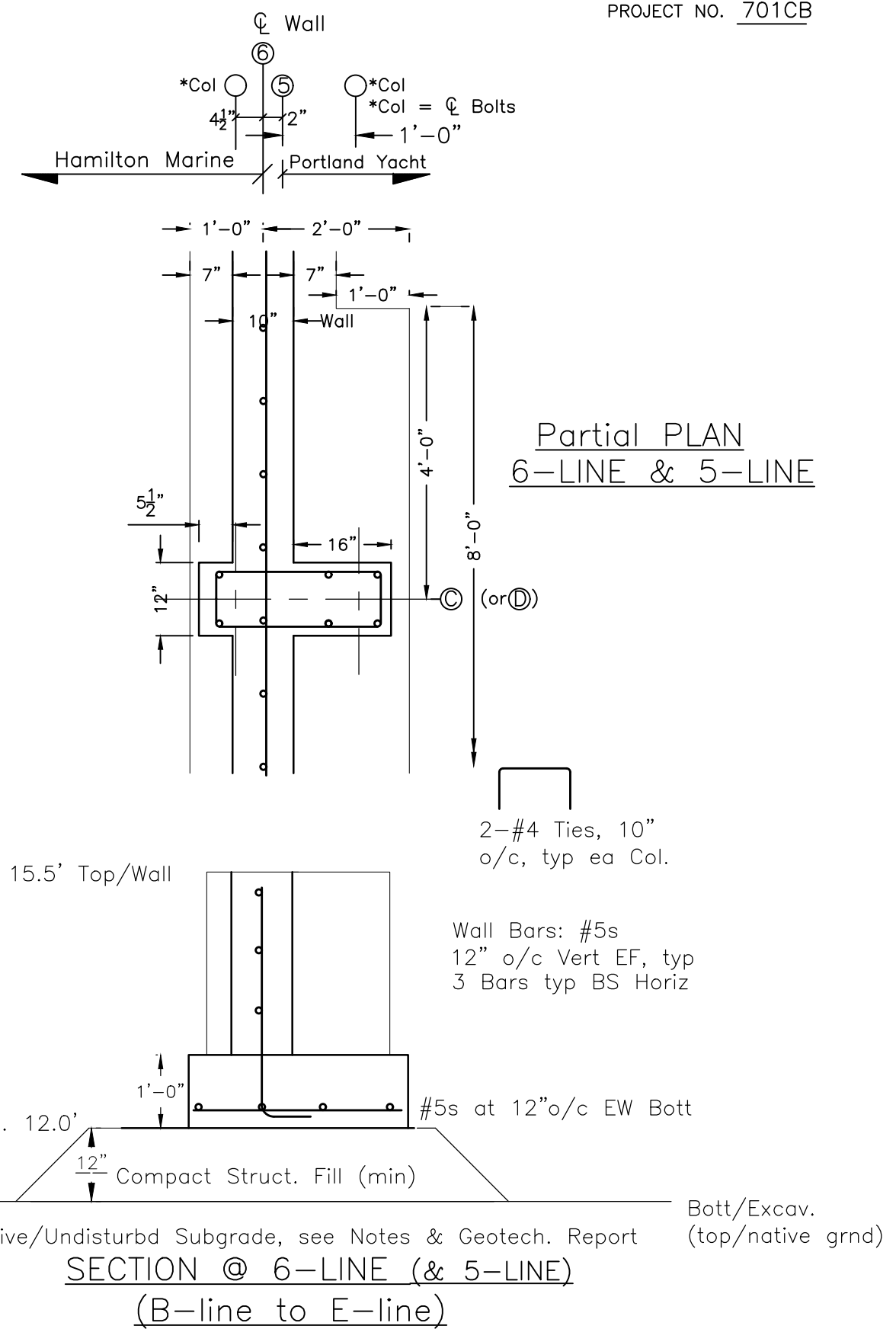
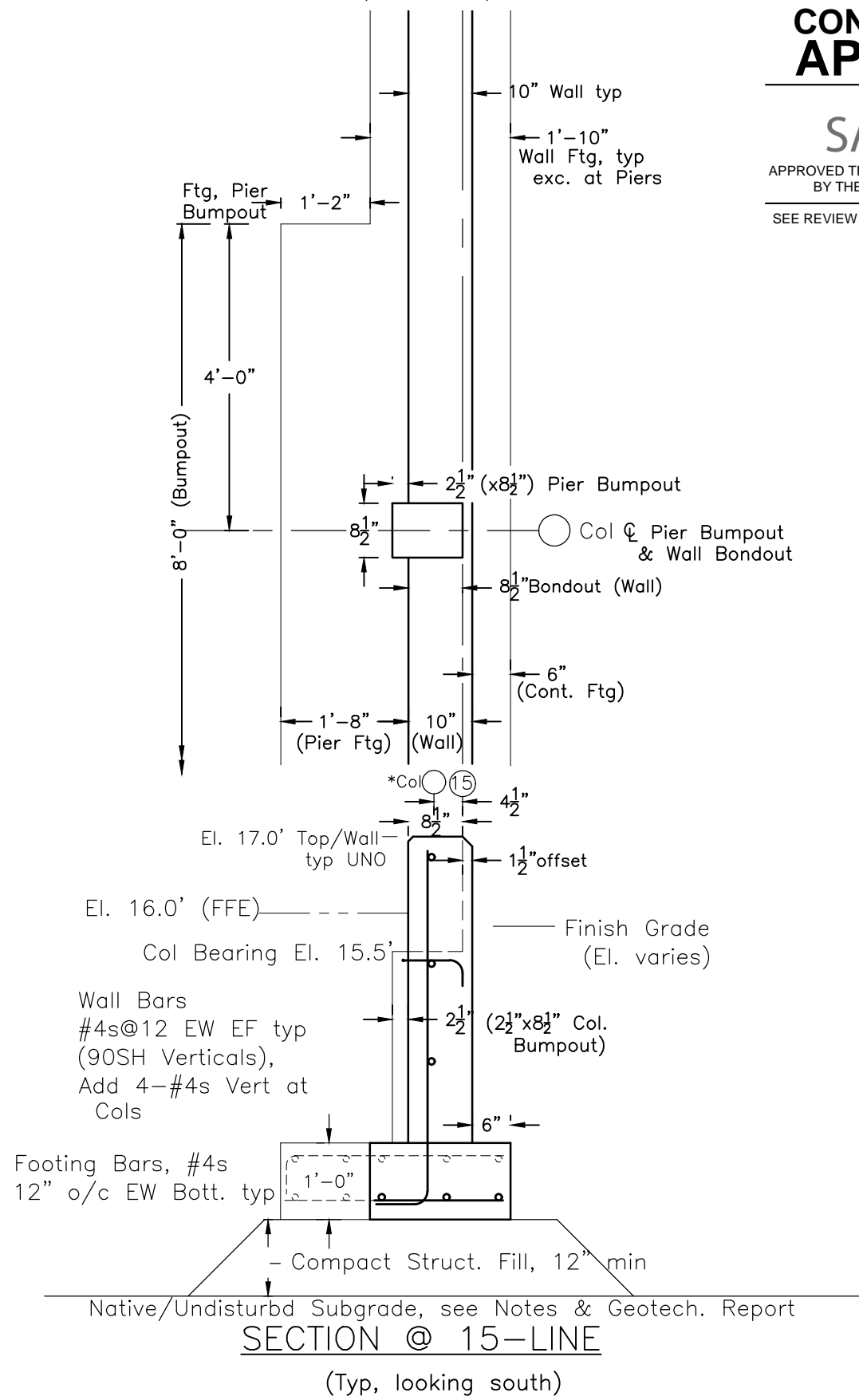
PROJECT: CANAL LANDING
 SUBJECT: HAMILTON MARINE & PORTLAND YACHT BLDG FOUNDATIONS
 ITEM: Details at 15-line and 6-line (& 5-LINE)

GAGNON ENGINEERING INC.
 Structural Consultants

REV 07/23/18

DATE: 03/10/18
 BY: RG
 SHEET: 3 OF 9999
 PROJECT NO. 701CB

CONDITIONALLY APPROVED
 REVIEW BY:
SAFEbuilt.
 APPROVED THIRD PARTY PLAN REVIEW AGENCY
 BY THE CITY OF PORTLAND, MAINE.
 SEE REVIEW LETTER FOR MORE INFORMATION.
 01/16/2019

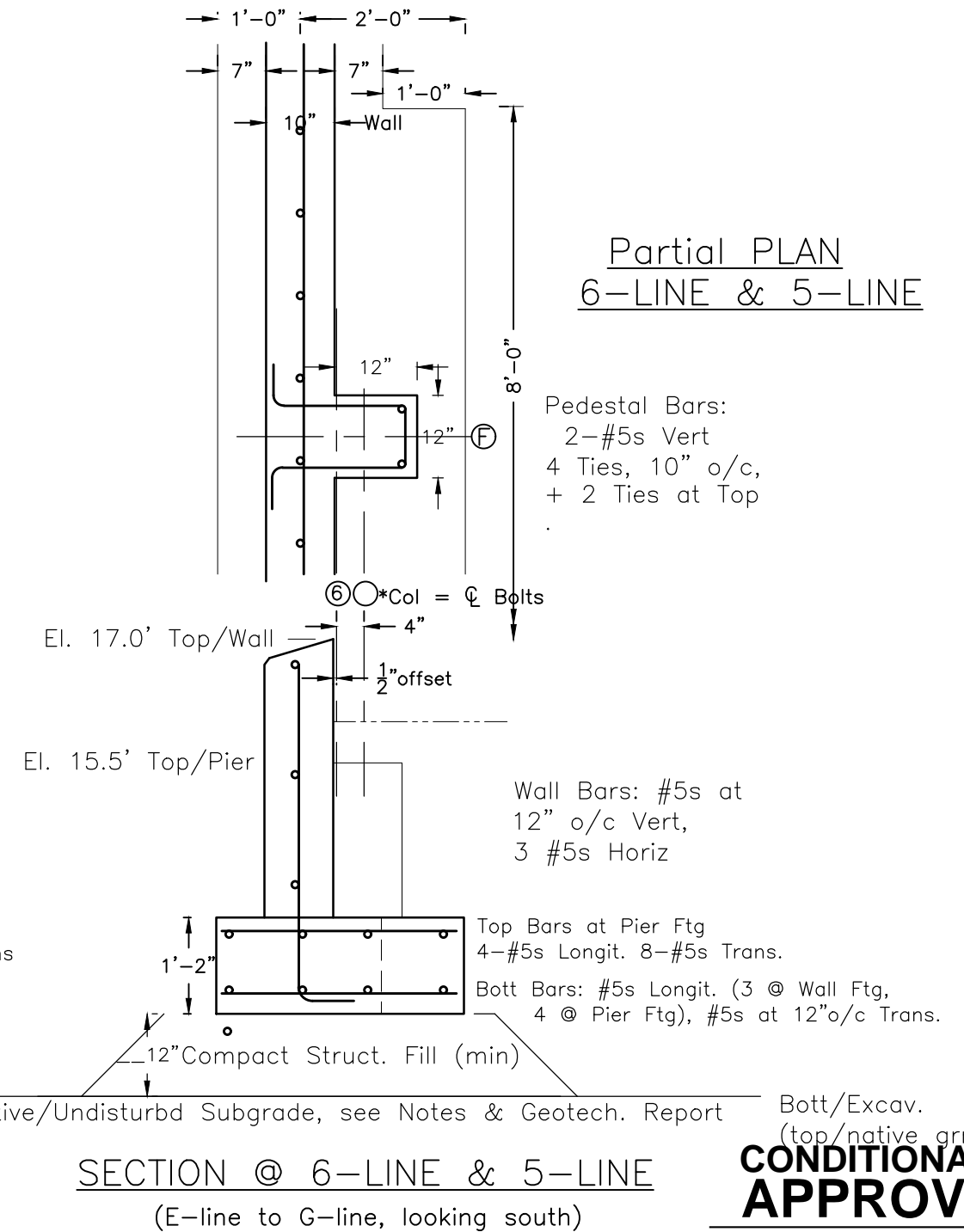
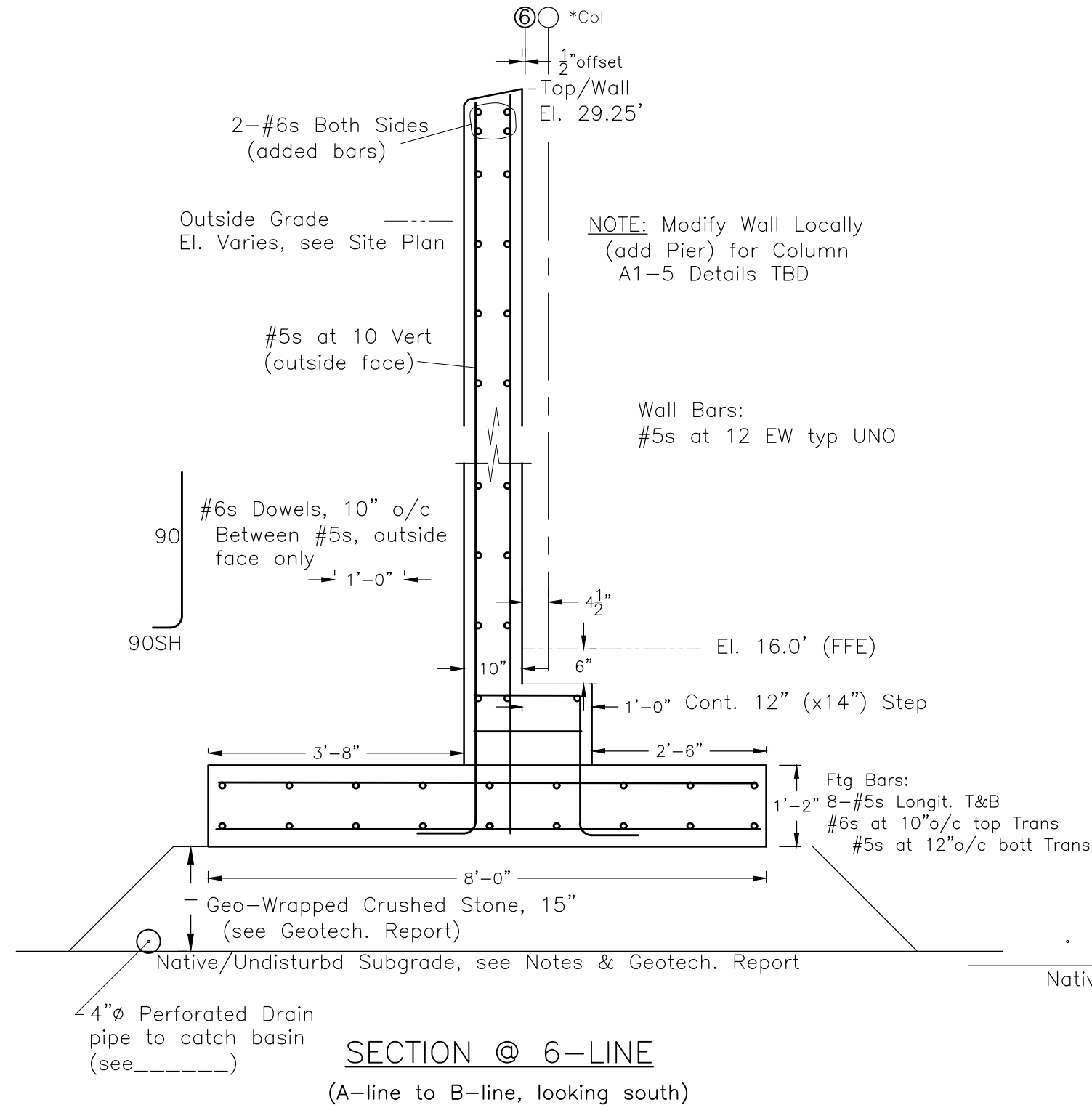
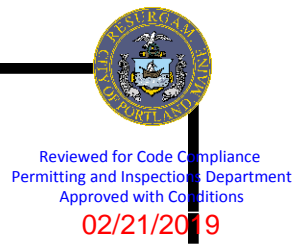


PROJECT: CANAL LANDING
 SUBJECT: HAMILTON MARINE BUILDING FOUNDATIONS
 ITEM: Sections at 6-line

GAGNON ENGINEERING INC.
 Structural Consultants

REV 07/23/18

DATE: 03/10/18
 BY: RG
 SHEET: 4 OF 9999
 PROJECT NO. 701CB



3.0'

Bott/Excav.
 (top/native grd)
CONDITIONALLY APPROVED

REVIEW BY:
SAFEbuilt.
 APPROVED THIRD PARTY PLAN REVIEW AGENCY
 BY THE CITY OF PORTLAND, MAINE.
 SEE REVIEW LETTER FOR MORE INFORMATION.
 01/16/2019



Reviewed for Code Compliance
Permitting and Inspections Department
Approved with Conditions
02/21/2019

PROJECT: CANAL LANDING
SUBJECT: HAMILTON MARINE BUILDING FOUNDATIONS
ITEM: Interior Column Fndn Details.

GAGNON ENGINEERING INC.
Structural Consultants

REV 07/23/18

DATE: 03/10/18
BY: RG
SHEET: 5 OF 9999
PROJECT NO. 701CB

THIS SHEET DELETED

**CONDITIONALLY
APPROVED**

REVIEW BY:

SAFEbuilt

APPROVED THIRD PARTY PLAN REVIEW AGENCY
BY THE CITY OF PORTLAND, MAINE.

SEE REVIEW LETTER FOR MORE INFORMATION.

01/16/2019

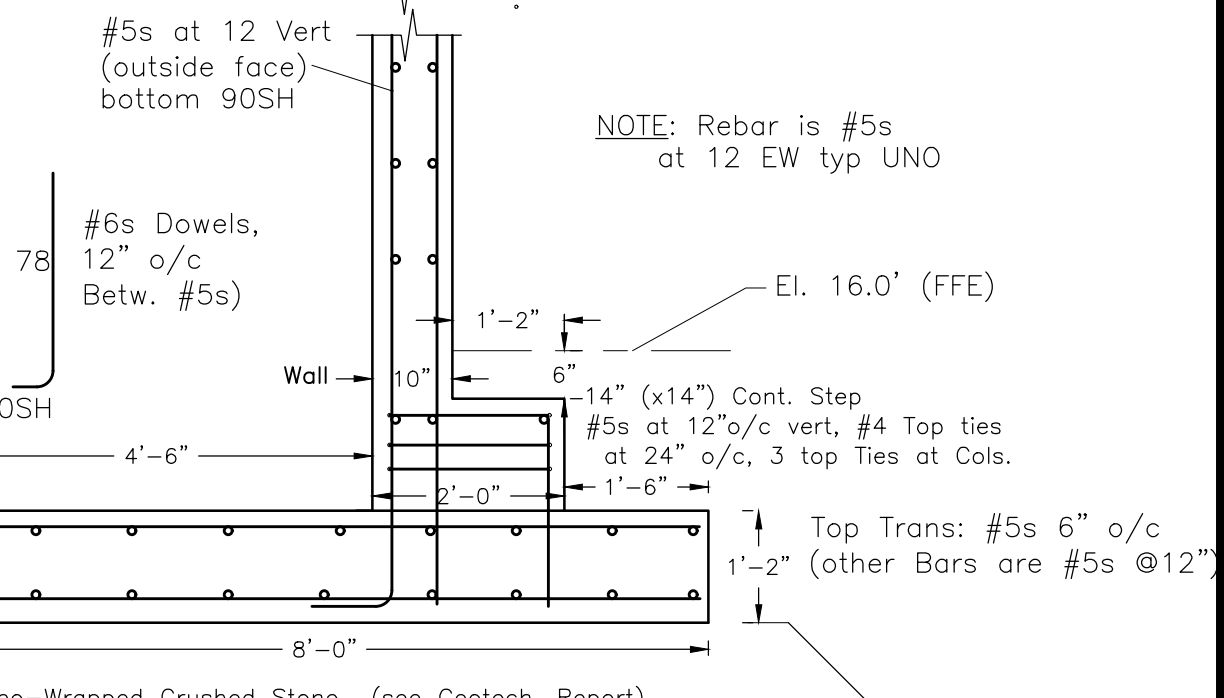
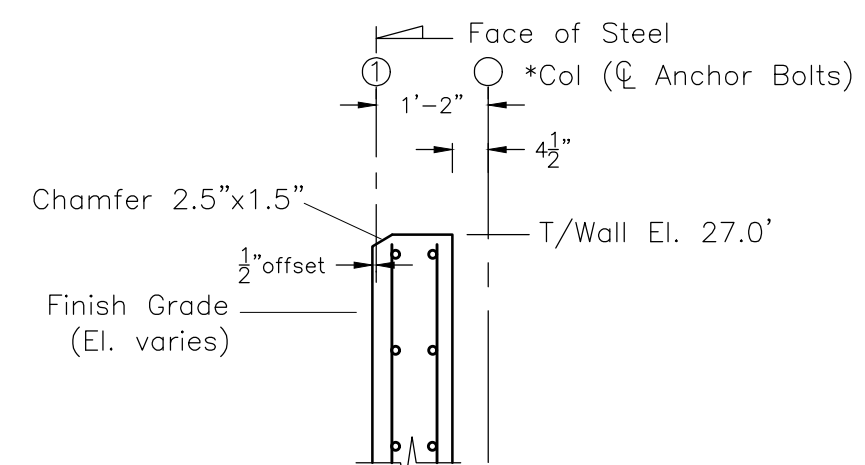
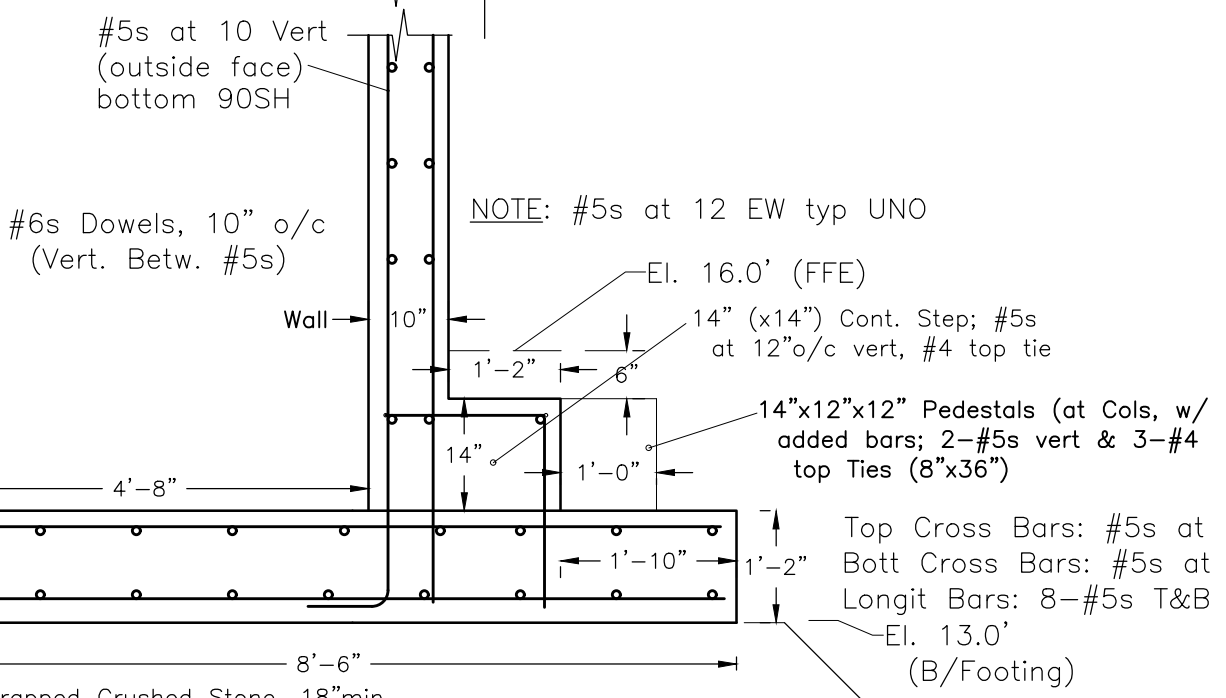
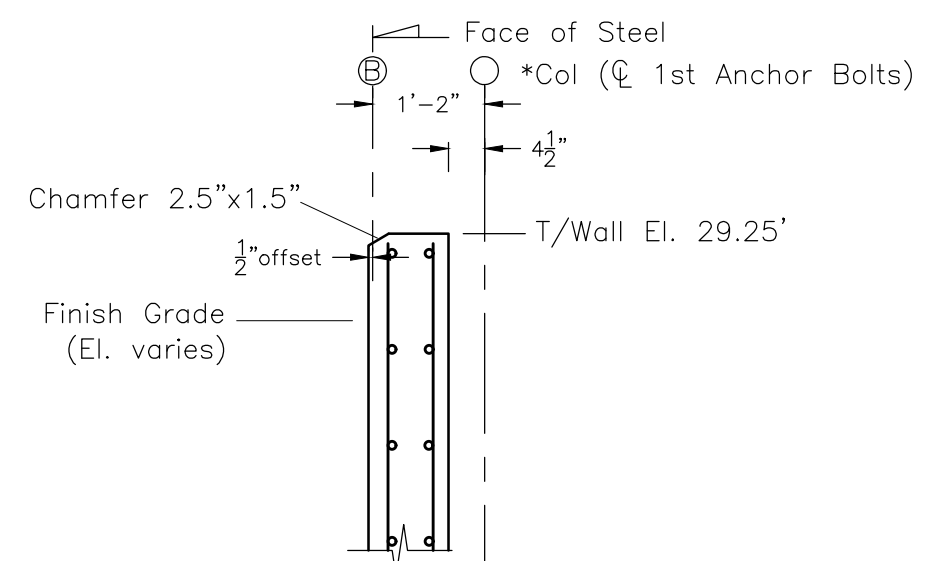


Reviewed for Code Compliance
 Permitting and Inspections Department
 Approved with Conditions
 02/21/2019

PROJECT: CANAL LANDING
 SUBJECT: PORTLAND YACHT BUILDING FOUNDATIONS
 ITEM: Sections at B-line & 1-line

GAGNON ENGINEERING INC.
 Structural Consultants

REV 07/23/18 DATE: 03/10/18
 BY: RG
 SHEET: 6 OF 9999
 PROJECT NO. 701CB



NOTE: Rebar is #5s
 at 12 EW typ UNO

SECTION @ B-LINE
 (looking East)

SECTION @ 1-LINE
 (looking South)

CONDITIONALLY APPROVED

REVIEW BY:
 APPROVED THIRD PARTY PLAN REVIEW AGENCY
 BY THE CITY OF PORTLAND, MAINE.
 SEE REVIEW LETTER FOR MORE INFORMATION.
 01/16/2019



Reviewed for Code Compliance
 Permitting and Inspections Department
 Approved with Conditions
 02/21/2019

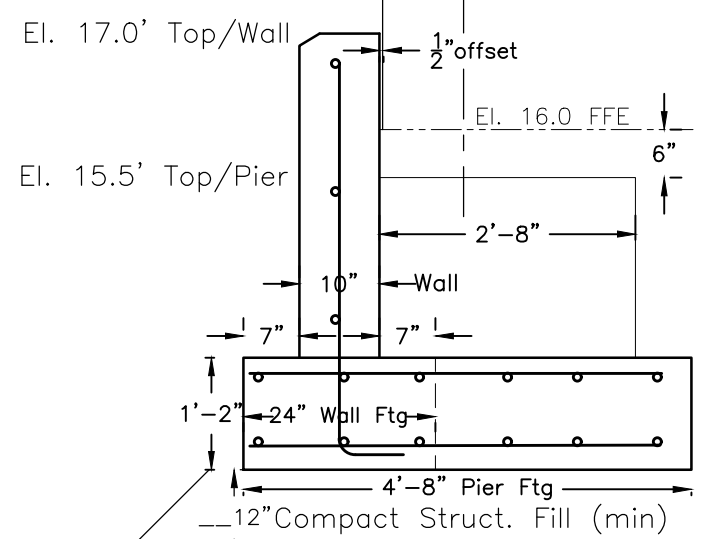
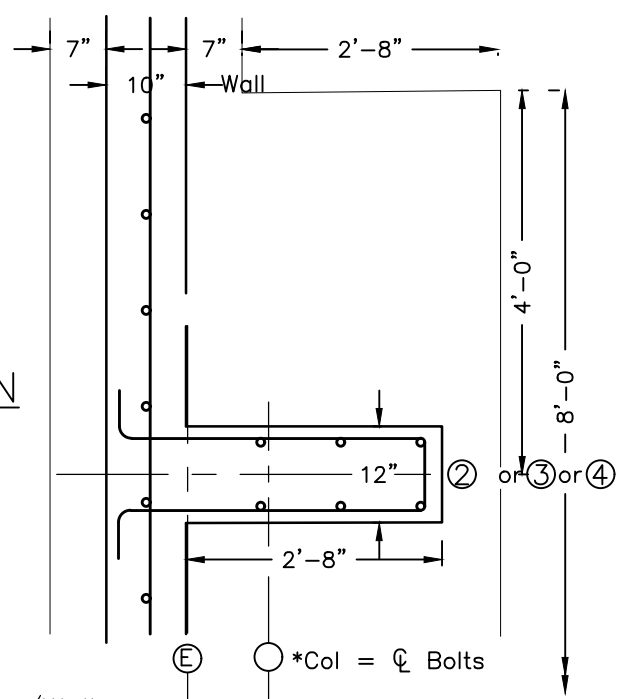
PROJECT: CANAL LANDING
 SUBJECT: PORTLAND YACHT Building
 ITEM: DETAILS at E-Line & A1-Line

GAGNON ENGINEERING INC.
 Structural Consultants

REV 07/23/18

DATE: 03/10/18
 BY: RG
 SHEET: 7 OF 9999
 PROJECT NO. 701CB

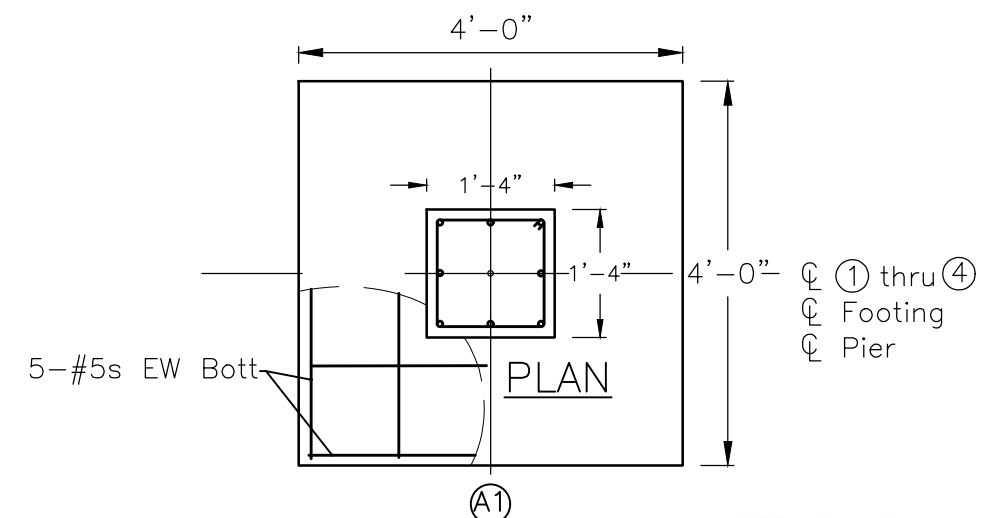
Partial PLAN
 E-LINE



2-#4 Ties, 10" o/c, typ ea Col.
 Wall Bars: #5s at 12" o/c Vert, 3 #5s Horiz
 Top Bars at Pier Ftg: 4-#5s Longit, 8-#5s Trans.
 Bott Bars: #5s Longit. (3 @ Wall Ftg, 4 @ Pier Ftg), #5s at 12" o/c Trans.

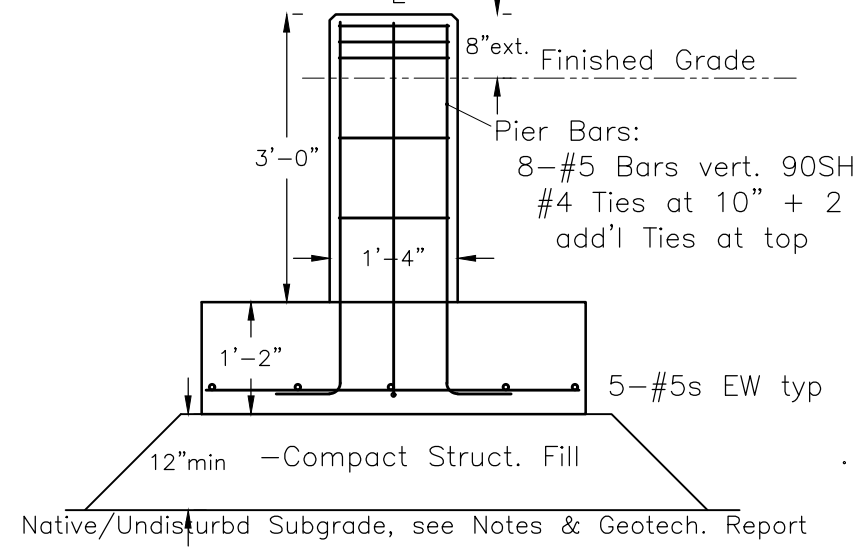
Native/Undisturbed Subgrade, see Notes & Geotech. Report
 Bott/Excav. (top/native grnd)

SECTION @ E-LINE
 (looking West)



A1
 C Column
 C Footing
 C Pier

NOTE: For Pier at Column A1-5 see Hamilton Marine Wall at Line 6, A-B



Pier Bars:
 8-#5 Bars vert. 90SH
 #4 Ties at 10" + 2 add'l Ties at top

Native/Undisturbed Subgrade, see Notes & Geotech. Report

SECTION @ A1-Line

CONDITIONALLY APPROVED

REVIEW BY:
SAFEbuilt.
 APPROVED THIRD PARTY PLAN REVIEW AGENCY
 BY THE CITY OF PORTLAND, MAINE.

SEE REVIEW LETTER FOR MORE INFORMATION.

01/16/2019



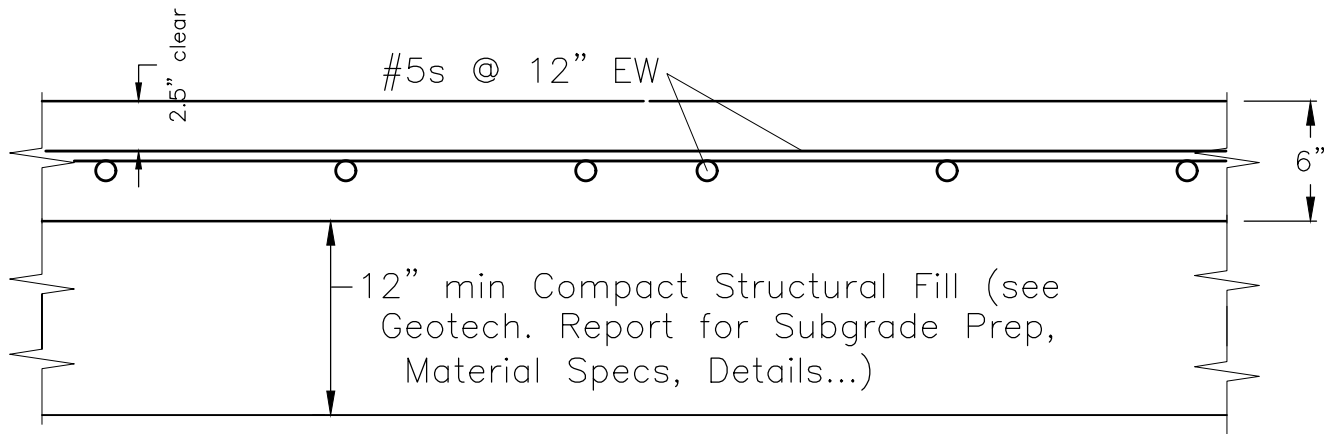
Reviewed for Code Compliance
Permitting and Inspections Department
Approved with Conditions
02/21/2019

PROJECT: CANAL LANDING
SUBJECT: HAMILTON MARINE & PORTLAND YACHT BLDGS
ITEM: Floor Slab Details

GAGNON ENGINEERING INC.
Structural Consultants

REV 07/23/18

DATE: 03/10/18
BY: RG
SHEET: 8 OF 9999
PROJECT NO. 701CB



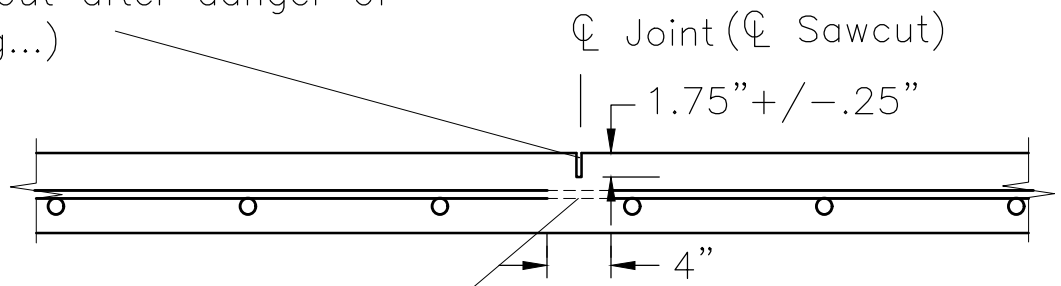
SLAB SECTION (typ UNO)

See Details for Control Joints, Interior Column bondouts,

SLAB NOTES:

Concrete: 4000 psi concrete, no entrined air, 4" maximum slump, steel trowel finish. See Specific for testing and other requirements..
Reinforcing Bars: ASTM A615 Grade 60, detailed according to ACI 315, 40 diameter splices UNO
Place concrete up to walls & piers, UNO. See Details for interior column bondouts, sawcut control joints...

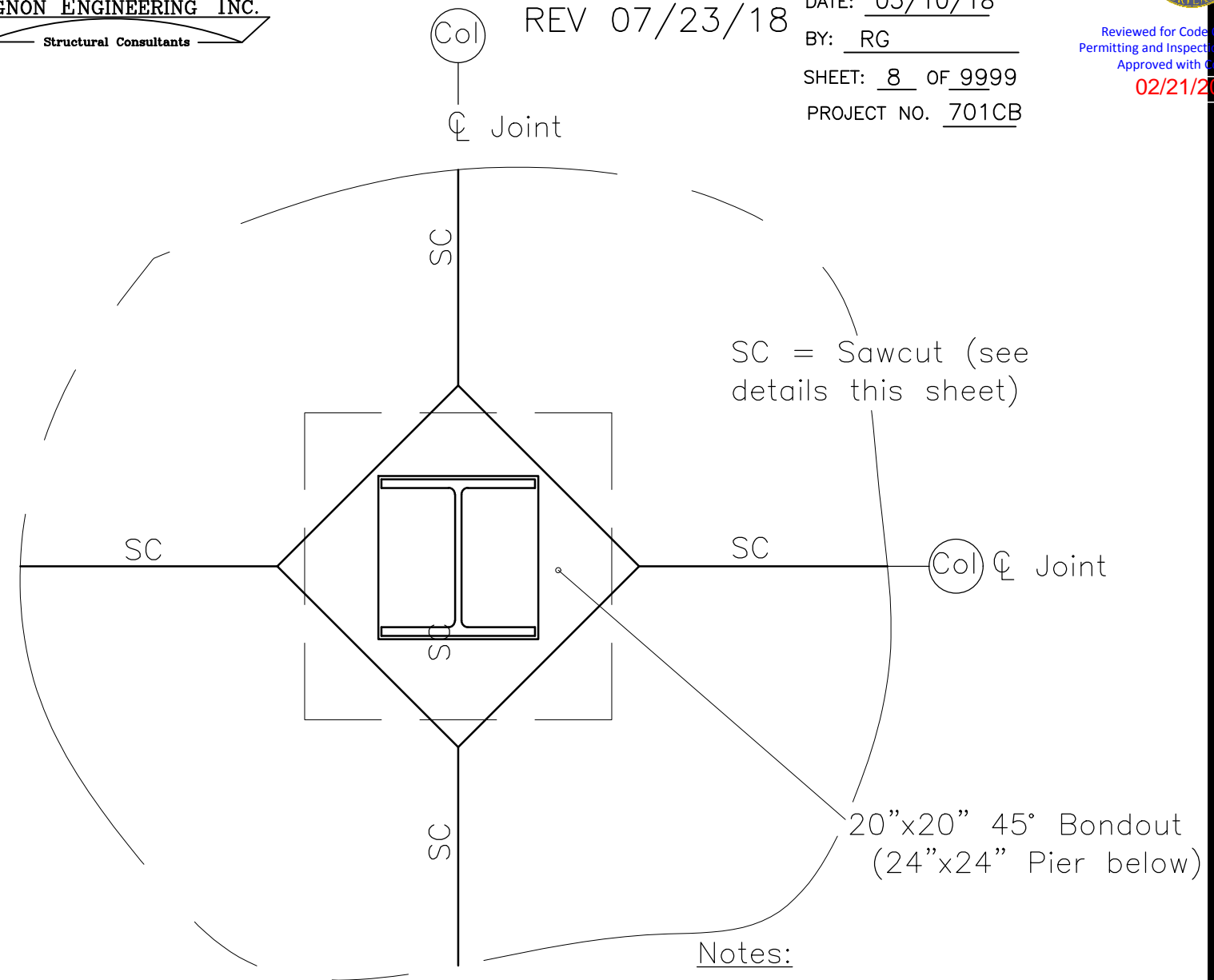
1.75" deep Sawcut Joint; cut immediately after finishing slab (but after danger of tearing...)



Slab Control Joint Detail

Typical all Interior Column Lines

Cut-out/remove every third (33% of) crossing bars w/in 2" of Joint. Keep parallel (to Joint) bars back 2" from Joint.



Column Bondout Detail

Typical all Interior Columns

Do not Place Slab Concrete within bondout area, in-fill with plain concrete after 7 days Sawcut Joints as shown immediately after finishing slab. (see details this sheet)

CONDITIONALLY APPROVED

REVIEW BY: **SAFEbuilt.**

APPROVED THIRD PARTY PLAN REVIEW AGENCY BY THE CITY OF PORTLAND, MAINE.

SEE REVIEW LETTER FOR MORE INFORMATION.

01/16/2019

PROJECT: CANAL LANDING
SUBJECT: PORTLAND YACHT BLDGs
ITEM: NOTES & MATERIALS



REV 07/23/18

DATE: 03/10/18
BY: RG
SHEET: 9 OF 9999
PROJECT NO. 701CB

NOTES & MATERIALS

REFERENCES:

ESSEX STRUCTURAL STEEL CO., INC. PROJECTS S-1867A & S-1867B,
HAMILTON MARINE & PORTLAND YACHT, COMMERCIAL ST. PORTLAND
MAINE. (HEREIN REFERRED TO AS "ESSEX PLANS").
S.W.COLE ENGINEERING, INC. GEOTECHNICAL ENGINEERING SERVICES,
PROPOSED BUILDINGS C & D, NEW YARD, LLC. PORTLAND MAINE
(HEREIN REFERRED TO AS "GEOTECHNICAL REPORT")

REPORT DISCREPANCIES WITHIN THESE PLANS, BETWEEN THESE PLANS
AND OTHER PROJECT PLANS & REFERENCES, OR BETWEEN THESE PLANS AND
EXISTING CONDITIONS. DO NOT PROCEED WITH DEPENDENT WORK UNTIL
DISCREPANCIES HAVE BEEN RESOLVED BY THE ENGINEER.

DETERMINATION OF "NATIVE/UNDISTURBED SUBGRADE" SHALL BE BY THE PROJECT
GEOTECHNICAL ENGINEER (S.W.COLE ENGINEERING). FOOTINGS SHALL BE FOUNDED
ON NATIVE/UNDISTRUBED SUBGRADES, ONLY. ANTICIPATED LEVELS OF
NATIVE/UNDISTURBED ARE NOTED ON THE PLANS, ACTUAL LEVELS MAY VARY.
PROOF-ROLL (COMPACT SUBGRADES PRIOR TO INSTALLING STRUCTURAL FILL.

REFER TO ESSEX PLANS FOR ANCHOR BOLT LAYOUTS, SIZES, SETTING DEPTHS,
MATERIAL SPECIFICATIONS....

REFER TO GEOTECHNICAL REPORT FOR SUBGRADE PREPARATIONS, EXCAVATION
DEPTHS, FILL & BACKFILL REQUIREMENTS, SUB-SLAB PREPARATIONS, TESTING....

CONCRETE: 4000 PSI, 4" MAXIMUM SLUMP, 5% to 7% ENTRAINED AIR (UNO),
TEST FIRST TRUCK + 25% OF OTHER/RANDOM TRUCKS: FOR SLUMP, AIR
CONTENT, TEMPERATURE... TAKE 4 TEST CYLINDERS FROM EACH SAMPLED TRUCK,
BREAK CYLINDERS AT 7 DAYS AND 28 DAYS & HOLD ONE CYLINDER IN RESERVE.
TESTING SHALL BE BY A QUALIFIED INDEPENDENT AGENT; SUBMIT CERTIFIED
SAMPLING & TESTING RESULTS TO THE ENGINEER. COMPLIANCE:
ASTM STANDARDS: C172, C1064, C231, C143, C31, C39 AS APPLICABLE.

REINFORCING STEEL: ASTM A615, GRADE 60 DEFORMED BARS.

STRUCTURAL FILL: WELL-GRADED CRUSHED GRAVEL, 3 INCH MAXIMUM SIZE,
COMPACTED TO 95% OF ASTM D1557 (SEE GEOTECHNICAL REPORT) MeDOT SPEC
703.06 TYPE C OR BETTER.

CRUSHED STONE: MDOT SPEC. 703.22 "UNDERDRAIN BACKFILL, TYPE C"

GRANULAR BORROW: SEE GEOTECHNICAL REPORT.

SUBGRADE PREP & DEWATERING: SUMP & PUMP AS REQUIRED TO KEEP GROUND
WATER 6 INCHES (MIN) BELOW WORKING LEVEL. (SEE GEOTECHNICAL REPORT).

SUBMIT REINFORCING FABRICATION DRAWINGS, DETAILED IN COMPLIANCE WITH ACI
315 AND ACI 318 (LATEST EDITIONS), FOR ENGINEER REVIEW & COMMENT.



Reviewed for Code Compliance
Permitting and Inspections Department
Approved with Conditions

02/21/2019

**CONDITIONALLY
APPROVED**

REVIEW BY:

SAFEbuilt

APPROVED THIRD PARTY PLAN REVIEW AGENCY
BY THE CITY OF PORTLAND, MAINE.

SEE REVIEW LETTER FOR MORE INFORMATION.

01/16/2019



ESSEX STRUCTURAL STEEL CO., INC.
607 ROUTE 13
CORTLAND, NEW YORK 13045

PROJECT: S-1867-A
100 WEST COMMERCIAL STREET
PORTLAND YACHT STORAGE
PORTLAND, MAINE 04101

CONTRACTOR:
IRISHSPAN INDUSTRIES, INC.

BUILDING LOADS / DESCRIPTION:
WIDTH: 110. FT LENGTH: 180. FT HEIGHT: 27.5 FT /27.5 FT
TAPERED COLUMN CLEAR SPAN BUILDING
ROOF PITCH: 1/2 TO 12
(BUILDING DIMENSIONS ARE NOMINAL. REFER TO PLANS).

THIS STRUCTURE IS DESIGNED UTILIZING THE LOADS INDICATED AND APPLIED AS REQUIRED BY : IBC 2015

CONFIRM THAT THESE LOADS COMPLY WITH THE REQUIREMENTS OF THE LOCAL BUILDING DEPARTMENT.

SOIL CLASSIFICATION: E - Soil
TERRAIN: B - Urban/Suburban
BUILDING CATEGORY: 2 - All Others
EXPOSURE: 2 - Partially
THERMAL FACTOR: ENCLOSED, HEATED, 1.0
SEISMIC DESIGN CATEGORY: C
WIND IMPORTANCE: 1.00
SNOW IMPORTANCE: 1.00
SEISMIC IMPORTANCE: 1.00
LIVE FRAMES: 12. PSF
LIVE PURLINS: 20. PSF
WIND SPEED: 118. MPH
WIND PRESSURE: 30.30 PSF
GROUND SNOW: 60. PSF
UNBALANCED, UNIFORM LEEWARD SIDE: 63 PSF
UNBALANCED, UNIFORM WINDWARD SIDE: 12.6 PSF
ROOF SNOW + DRIFT FOR END BAY AT FRAME LINE 6/7: 119 PSF
ROOF SNOW: 42. PSF
COLLATERAL DEAD: 10. PSF
FRAME DEAD LOAD: 5.0 PSF

CONDITIONALLY APPROVED

REVIEW BY:
SAFEbuilt.
APPROVED THIRD PARTY PLAN REVIEW AGENCY
BY THE CITY OF PORTLAND, MAINE.
SEE REVIEW LETTER FOR MORE INFORMATION.
02/20/2019



BUILDER/CONTRACTOR NOTES

IT IS THE RESPONSIBILITY OF THE BUILDER/CONTRACTOR TO INSURE THAT ALL PROJECT PLANS AND SPECIFICATIONS COMPLY WITH THE APPLICABLE REQUIREMENTS OF ANY GOVERNING BUILDING AUTHORITIES. THE SUPPLIER OF SEALED ENGINEERING DATA AND DRAWINGS FOR THE METAL BUILDING SYSTEMS DOES NOT IMPLY OR CONSTITUTE AN AGREEMENT THAT ESSEX STRUCTURAL STEEL OR ITS DESIGN ENGINEER IS ACTING AS THE ENGINEER OF RECORD OR DESIGN PROFESSIONAL FOR A CONSTRUCTION PROJECT.

THE CONTRACTOR MUST SECURE ALL REQUIRED APPROVALS AND PERMITS FROM APPROPRIATE AGENCY AS REQUIRED.

APPROVAL OF ESSEX DRAWINGS AND CALCULATIONS INDICATE THAT ESSEX STRUCTURAL STEEL CORRECTLY INTERPRETED AND APPLIED THE REQUIREMENTS OF THE CONTRACT DRAWINGS AND SPECIFICATIONS.

WHERE DISCREPANCIES EXIST BETWEEN ESSEX STRUCTURAL STEEL PLANS AND THE PLANS FOR OTHER TRADES, THE STRUCTURAL STEEL PLANS SHALL GOVERN. (SECT. 9.3 AISC CODE OF STANDARD PRACTICE 9TH ED.) DESIGN CONSIDERATIONS OF ANY MATERIALS IN THE STRUCTURE WHICH ARE NOT FURNISHED BY ESSEX STRUCTURAL STEEL ARE THE RESPONSIBILITY OF THE CONTRACTOR AND ENGINEERS OTHER THAN ESSEX STRUCTURAL STEEL ENGINEERS UNLESS SPECIFICALLY INDICATED.

THE CONTRACTOR IS RESPONSIBLE FOR ALL ERECTION OF STEEL AND ASSOCIATED WORK IN COMPLIANCE WITH ESSEX STRUCTURAL STEEL CONSTRUCTION DRAWINGS.

PRODUCTS SHIPPED TO BUILDER OR HIS CUSTOMER SHALL BE INSPECTED BY BUILDER IMMEDIATELY UPON ARRIVAL. CLAIMS FOR SHORTAGE OR DEFECTIVE MATERIALS IF NOT PACKAGED MUST BE MAILED OR FAXED TO ESSEX WITHIN (5) DAYS AFTER RECEIPT OF SHIPMENT. HOWEVER, IF A DEFECT IS OF SUCH A NATURE THAT REASONABLE VISUAL INSPECTION WOULD FAIL TO DISCLOSE IT, THEN THE CLAIM MUST BE MADE WITHIN (5) DAYS AFTER THE BUILDER LEARNS OF THE DEFECT. ESSEX WILL NOT BE LIABLE FOR ANY DEFECT UNLESS CLAIM IS MADE WITHIN (1) YEAR AFTER THE DATE OF ORIGINAL SHIPMENT BY ESSEX TO BUILDER OR HIS CUSTOMER. ESSEX WILL BE GIVEN A REASONABLE OPPORTUNITY TO INSPECT DEFECTIVE MATERIALS UPON RECEIPT OF CLAIM BY BUILDER.

IF A DEFECT IS OF SUCH A NATURE THAT IT CAN BE REMEDIED BY A FIELD OPERATION AT THE JOB SITE WITHOUT THE NECESSITY OF RETURNING THE MATERIAL TO ESSEX, THEN UPON WRITTEN AUTHORIZATION OF ESSEX, THE BUILDER MAY REPAIR OR CAUSE THE MATERIAL TO BE REPAIRED AND ESSEX WILL REIMBURSE THE BUILDER FOR THE COST OF THE REPAIR IN ACCORDANCE WITH THE WRITTEN AUTHORIZATION.

ALL BRACING AS SHOWN AND PROVIDED BY ESSEX FOR THIS BUILDING IS REQUIRED AND SHALL BE INSTALLED BY THE ERECTOR AS A PERMANENT PART OF THIS STRUCTURE.

TEMPORARY SUPPORTS, SUCH AS TEMPORARY GUIDES, BRACES, FALSEWORK, CRIBBING OR OTHER ELEMENTS REQUIRED FOR THE ERECTION OPERATION WILL BE DETERMINED, FURNISHED AND INSTALLED BY THE ERECTOR. THESE TEMPORARY SUPPORTS WILL SECURE THE STEEL FRAMING, OR ANY PARTLY ASSEMBLED STEEL FRAMING, AGAINST LOADS COMPARABLE IN INTENSITY TO THOSE FOR WHICH THE STRUCTURE WAS DESIGNED, RESULTING FROM WIND, SEISMIC FORCES AND ERECTION OPERATIONS, BUT NOT UNPREDICTABLE LOADS SUCH AS THOSE DUE TO TORNADO, EXPLOSION OR COLLISION. (SECT. 7.9.1 AISC CODE OF STANDARD PRACTICE, 9TH ED.)

APPROVAL NOTES

THE FOLLOWING CONDITIONS APPLY IF THESE DRAWINGS ARE USED AS APPROVAL DRAWINGS:

- A) IT IS IMPERATIVE THAT ANY CHANGES TO THESE DRAWINGS:
 - 1) BE MADE IN RED INK
 - 2) ALL CHANGES CLEARLY INDICATED.
 - 3) BE LEGIBLE AND UNAMBIGUOUS
 - 4) MARK UP (2) SETS OF DRAWINGS, RETURN (1) SET WITH ANY CORRECTIONS AND ADVISE IF WE CAN PROCEED WITH FABRICATIONS, PER THOSE MARKED-UP DRAWINGS.
- B) DATED SIGNATURE IS REQUIRED ON ALL PAGES
- C) MANUFACTURER RESERVES THE RIGHT TO RESUBMIT DRAWINGS WITH EXTENSIVE OR COMPLEX CHANGES REQUIRED TO AVOID MISFABRICATION. THIS MAY IMPACT DELIVERY SCHEDULE.
- D) APPROVAL OF THESE DRAWINGS INDICATES CONCLUSIVELY THAT ESSEX HAS CORRECTLY INTERPRETED THE CONTRACT REQUIREMENTS, AND FURTHER CONSTITUTES AGREEMENT THAT THE BUILDING AS DRAWN, OR AS DRAWN WITH INDICATED CHANGES REPRESENTS THE MATERIALS TO BE SUPPLIED BY MANUFACTURER.
- E) ANY CHANGES NOTED ON THE DRAWINGS NOT IN CONFORMANCE WITH THE TERMS AND REQUIREMENTS OF THE CONTRACT BETWEEN MANUFACTURER AND ITS CUSTOMER ARE NOT BINDING ON MANUFACTURER UNLESS SUBSEQUENTLY SPECIFICALLY ACKNOWLEDGED AND AGREED TO IN WRITING BY CHANGE ORDER OR SEPARATE DOCUMENTATION. MANUFACTURER RECOGNIZES THAT RUBBER STAMPS ARE ROUTINELY USED FOR INDICATING APPROVAL, DISAPPROVAL, REJECTION, OR MERE REVIEW OF THE DRAWINGS, SUBMITTED. HOWEVER, MANUFACTURER DOES NOT ACCEPT CHANGES OR ADDITIONS TO CONTRACTUAL TERMS AND CONDITIONS THAT MAY APPEAR WITH USE OF A STAMP OR SIMILAR INDICATION OF APPROVAL, DISAPPROVAL, ETC. SUCH LANGUAGE APPLIED TO MANUFACTURER'S DRAWINGS BY THE CUSTOMER, ARCHITECT, ENGINEER, OR ANY OTHER PARTY WILL BE CONSIDERED AS UNACCEPTABLE ALTERATIONS TO THESE DRAWINGS NOTES, AND WILL NOT ALTER THE CONTRACTUAL RIGHTS AND OBLIGATIONS EXISTING BETWEEN MANUFACTURER AND ITS CUSTOMER.

GENERAL NOTES

THE STRUCTURE UNDER THIS CONTRACT HAS BEEN DESIGNED AND DETAILED FOR THE LOADS AND CONDITIONS STIPULATED IN THE CONTRACT AND SHOWN ON THESE DRAWINGS. ANY ALTERATIONS TO THE STRUCTURAL SYSTEM OR REMOVAL OF ANY COMPONENT PARTS, OR ADDITIONS OF OTHER CONSTRUCTION MATERIALS OR LOADS MUST BE DONE UNDER THE ADVICE AND DIRECTION OF A REGISTERED ARCHITECT OR STRUCTURAL ENGINEER.

ESSEX STRUCTURAL STEEL WILL ASSUME NO RESPONSIBILITY FOR ANY LOADS NOT INDICATED. THIS METAL BUILDING IS DESIGNED WITH ESSEX STRUCTURAL STEEL STANDARD PRACTICES WHICH ARE BASED ON PERTINENT PROCEDURES AND RECOMMENDATIONS OF THE FOLLOWING ORGANIZATIONS AND CODES:

1. AMERICAN INSTITUTE OF STEEL CONSTRUCTION "SPECIFICATIONS FOR THE DESIGN, FABRICATION AND ERECTION OF STRUCTURAL STEEL BUILDINGS"
2. AMERICAN IRON AND STEEL INSTITUTE "SPECIFICATIONS FOR THE DESIGN OF COLD FORMED STEEL STRUCTURAL MEMBERS"
3. AMERICAN WELDING SOCIETY "STRUCTURAL WELDING CODE" AWS D11.
4. METAL BUILDING MANUFACTURER'S ASSOCIATION "LOW RISE BUILDING SYSTEMS MANUAL" MATERIALS PROPERTIES OF STEEL PLATE USED IN THE FABRICATION OF PRIMARY RIGID FRAMES, AND OTHER PRIMARY STRUCTURAL EXCLUSIVE OF COLD-FORMED SECTION, CONFORM TO ASTM-A570 OR A-572 FLANGES WITH THICKNESS OF ONE INCH OR LESS AND WIDTH OF 12" OR LESS CONFORM TO A-329 WITH YIELD POINT OF 55,000 PSI. FLANGES GREATER THAN 1" IN THICKNESS OR 12" IN WIDTH CONFORM TO A-572 WITH A MINIMUM YIELD POINT OF 55,000 PSI. WEB MATERIAL CONFORMS TO ASTM-A36 MODIFIED WITH A MINIMUM YIELD POINT OF 55,000 PSI.
5. MATERIALS PROPERTIES OF TUBE SECTIONS CONFORM TO ASTM-A53 TYPE E GRADE B WITH A MINIMUM YIELD POINT OF 46,000 PSI.
6. MATERIAL PROPERTIES OF HOT ROLLED STEEL MEMBERS CONFORM TO THE REQUIREMENTS OF ASTM-A36 OR A572 WITH A MINIMUM YIELD POINT OF 50,000 PSI.
7. MATERIAL PROPERTIES OF COLD FORMED LIGHT GAGE STEEL MEMBERS CONFORM TO ASTM-A570 OR A607 GRADE 55 MODIFIED WITH A MINIMUM YIELD POINT OF 57,000 PSI.
8. MATERIAL PROPERTIES OF ROOF/WALL SHEETING, BASE METAL CONFORM TO ASTM-A792 GRADES D OR E WITH MINIMUM YIELD POINT OF 50,000 PSI AND 80,000 PSI, RESPECTIVELY, AS REQUIRED BY DESIGN. COATING OF BASE MATERIAL IS 55% ALUMINUM ALLOY IN ACCORDANCE WITH A255 SPECIFICATIONS.

CABLE UTILIZED FOR BRACING MEMBER CONFORM TO ASTM-A473
ROD AND ANGLE UTILIZED FOR BRACING MEMBER CONFORM TO ASTM-A36
STRUCTURAL JOINTS WITH A.S.T.M. A325 HIGH STRENGTH BOLTS, WHERE INDICATED ON THE DRAWINGS, SHALL BE ASSEMBLED AND THE BOLTS TIGHTENED IN ACCORDANCE WITH "TURN OF NUT" METHOD AS DESCRIBED IN THE SPECIFICATIONS FOR STRUCTURAL JOINTS USING A.S.T.M. A-325 OR A-490 BOLTS (6-30-04). UNLESS OTHERWISE NOTED, ALL JOINTS WILL BE ASSEMBLED WITHOUT WASHERS UNLESS OTHERWISE NOTED.
ALL STEEL MEMBERS EXCEPT BOLTS, FASTENERS AND CABLE SHALL RECEIVE ONE SHOP COAT OF IRON OXIDE CORROSION INHIBITIVE PRIMER, MEETING THE PERFORMANCE REQUIREMENTS OF TFP-636. RED OXIDE PRIMER IS PROVIDED WITH EVERY JOB, SO ONLY TOUCH UP CAN BE MADE TO MATERIALS THAT MAY HAVE HAD PROLONGED EXPOSURE.

DESIGN WIND CAPACITY FOR COMPONENT AND CLADDING FASTENING SHALL CONFORM TO ASCE 7 CHAP 6
SHOP AND FIELD INSPECTIONS AND ASSOCIATED FEES ARE THE RESPONSIBILITY OF THE CONTRACTOR, UNLESS STIPULATED OTHERWISE IN THE CONTRACT.

FOUNDATION DESIGN AND CONSTRUCTION ARE NOT THE RESPONSIBILITY OF ESSEX STRUCTURAL STEEL. THE BUILDING REACTION DATA REPORTS THE LOADS WHICH THIS BUILDING PLACES ON THE FOUNDATION. ANCHOR BOLTS (NOT BY ESSEX) SHALL BE ACCURATELY SET TO TOLERANCE OF +/- 1/8" IN BOTH ELEVATION AND LOCATION. COLUMN BASE PLATES ARE DESIGNED NOT TO EXCEED A BEARING PRESSURE OF 1125 POUNDS PER SQUARE INCH.

SAFETY COMMITMENT

ESSEX STRUCTURAL STEEL HAS A COMMITMENT TO MANUFACTURE QUALITY BUILDING COMPONENTS THAT CAN BE SAFELY ERECTED. HOWEVER, THE SAFETY COMMITMENT AND THE JOB SITE PRACTICES OF THE ERECTOR ARE BEYOND THE CONTROL OF ESSEX STRUCTURAL STEEL.

IT IS STRONGLY RECOMMENDED THAT SAFE WORKING CONDITIONS AND ACCIDENT PREVENTION PRACTICES BE THE TOP PRIORITY OF ANY JOB SITE.

LOCAL, STATE AND FEDERAL SAFETY AND HEALTH STANDARDS SHOULD ALWAYS BE FOLLOWED TO HELP INSURE WORKER SAFETY.

MAKE CERTAIN ALL EMPLOYEES KNOW THE SAFEST AND MOST PRODUCTIVE WAY OF ERECTING A BUILDING. EMERGENCY PROCEDURES SHOULD BE KNOWN BY ALL EMPLOYEES.

DAILY MEETINGS HIGHLIGHTING SAFETY PROCEDURES ARE ALSO RECOMMENDED. THE USE OF HARD HATS, RUBBER SOLE SHOES FOR ROOF WORK, PROPER EQUIPMENT FOR HANDLING MATERIALS, AND SAFETY NETS WHERE APPLICABLE, ARE RECOMMENDED.

UNLOADING, HANDLING & STORING MATERIAL

A CRANE AND/OR FORKLIFT IS NECESSARY FOR UNLOADING THE COMPONENTS OF A METAL BUILDING. CARE SHOULD BE ALWAYS BE TAKEN TO AVOID DAMAGING MATERIAL. LONG PANELS MAY BE DIFFICULT TO HANDLE BY LIFTING THE BUNDLE FROM UNDERNEATH.

ALWAYS SPREAD THE FORKS AS WIDE AS POSSIBLE TO PREVENT THE PANELS FROM BENDING. EVEN WITH THE FORKS AS WIDE AS POSSIBLE, IT STILL MAY BE NECESSARY TO LIFT CERTAIN LOADS WITH A CRANE AND SPREADER BAR TO AVOID DAMAGING MATERIAL.

STRUCTURAL

A GREAT AMOUNT OF TIME AND TROUBLE CAN BE SAVED IF THE BUILDING PARTS ARE UNLOADED AT THE SITE ACCORDING TO A PREARRANGED PLAN. PROPER LOCATION AND HANDLING OF COMPONENTS WILL ELIMINATE UNNECESSARY HANDLING.

INSPECT ALL SHIPMENTS PRIOR TO RELEASING THE TIE DOWNS FOR LOADS THAT MAY HAVE SHIFTED DURING TRANSIT! REMEMBER SAFETY FIRST!

BLOCKING UNDER THE COLUMNS AND RAFTERS PROTECTS THE SPLICE PLATES AND THE SLAB FROM DAMAGE DURING THE UNLOADING PROCESS. IT IS ALSO FACILITATES THE PLACING OF SLINGS OR CABLES AROUND THE MEMBER FOR LATER LIFTING AND ALLOWS MEMBER TO BE BOLTED TOGETHER INTO SUBASSEMBLIES WHILE ON THE GROUND. EXTRA CARE SHOULD ALWAYS BE EXERCISED IN THE UNLOADING OPERATION TO PREVENT INJURIES FROM HANDLING THE STEEL AND TO PREVENT DAMAGE TO MATERIALS AND THE CONCRETE SLAB.

IF WATER IS ALLOWED TO REMAIN FOR EXTENDED PERIODS IN BUNDLES OF PRIMED PARTS SUCH AS GRITS, PURLINS, ETC., THE PIGMENT WILL FADE AND THE POINT WILL GRADUALLY SOFTEN REDUCING ITS BOND TO THE STEEL. THEREFORE, UPON RECEIPT OF A JOB, ALL BUNDLES OF PRIMED PARTS SHOULD BE STORED AT AN ANGLE TO ALLOW TRAPPED WATER TO DRAIN AWAY AND PERMIT AIR CIRCULATION FOR DRYING. PUDDLES OF WATER SHOULD NOT BE ALLOWED TO COLLECT AND REMAIN ON COLUMNS OR RAFTERS FOR THE SAME REASONS. ALL PRIMER SHOULD BE TOUCHED UP AS REQUIRED BEFORE ERECTION!!
PIECE MARKS ARE WRITTEN ON THE END PLATES OF THE STRUCTURAL MEMBERS.

WALL & ROOF PANELS

ESSEX BUILDINGS WALLS AND ROOF PANELS ARE COLOR COATED GALVALUME STEEL PROVIDING EXCELLENT SERVICE UNDER WIDELY VARIED CONDITIONS. ALL UNLOADING AND ERECTION PERSONNEL SHOULD FULLY UNDERSTAND THAT THESE PANELS ARE QUALITY MERCHANDISE WHICH MERIT CAUTIOUS CARE IN HANDLING.

UNDER NO CIRCUMSTANCES SHOULD PANELS BE HANDLED ROUGHLY. PACKAGES OF SHEETS SHOULD BE LIFTED OFF THE TRUCK WITH EXTREME CARE TAKEN TO INSURE THAT NO DAMAGE OCCURS TO ENDS OF THE SHEETS OR TO SIDE RIBS. THE PACKAGES SHOULD BE STORED OFF THE GROUND SUFFICIENTLY HIGH TO ALLOW AIR CIRCULATION UNDERNEATH THE PACKAGES. THIS AVOIDS GROUND MOISTURE AND DETERS PEOPLE FROM WALKING ON THE PACKAGES. ONE END SHOULD ALWAYS BE ELEVATED TO ENCOURAGE DRAINAGE IN CASE OF RAIN.

ALL STACKED METAL PANELS ARE SUBJECT, TO SAME DEGREE, TO LOCALIZED DISCOLORATION OR STAIN WHEN WATER IS TRAPPED BETWEEN THEIR CLOSELY NESTED SURFACES. ESSEX STRUCTURAL STEEL EXERCISES

EXTREME CAUTION DURING FABRICATION AND SHIPPING OPERATIONS TO INSURE THAT ALL PANEL STOCK IS KEPT DRY. HOWEVER, DUE TO CLIMATIC CONDITIONS, WATER FORMED BY CONDENSATION OF HUMID AIR CAN BECOME TRAPPED BETWEEN STACKED SHEETS. WATER CAN ALSO BE TRAPPED BETWEEN STACKED SHEETS WHEN EXPOSED TO RAIN. THIS DISCOLORATION CAUSED BY TRAPPED MOISTURE IS OFTEN CALLED WET STORAGE STAIN.

THE STAIN IS USUALLY SUPERFICIAL AND HAS LITTLE EFFECT ON THE APPEARANCE OR SERVICE LIFE OF THE PANEL AS LONG AS IT IS NOT PERMITTED TO REMAIN ON THE PANELS. HOWEVER, MOISTURE IN CONTACT WITH THE SURFACE OF THE PANELS OVER AN EXTENDED PERIOD CAN SEVERELY ATTACK THE FINISH AND REDUCE THE EFFECTIVE SERVICE LIFE. THEREFORE, IT IS IMPERATIVE THAT ALL PANELS BE INSPECTED FOR MOISTURE UPON RECEIPT OF ORDER.

IF MOISTURE IS PRESENT, DRY THE PANELS AT ONCE AND STORE IN A DRY, WARM PLACE. CAUTION CARE SHOULD BE TAKEN WHEN WALKING ON PANELS. USE SAFETY LINES AND NETS WHEN NECESSARY. PANELS ARE SLIPPERY. OIL OR WAX APPLIED TO THE ROOF AND WALL PANELS FOR PROTECTION AGAINST WEATHER DAMAGE WILL MAKE THEM A VERY SLIPPERY SURFACE. Wipe dry any oil that has puddled from bundles stored on a slope. DEW, FROST OR OTHER FORMS OF MOISTURE GREATLY INCREASES THE SLIPPERINESS OF THE PANELS. ALWAYS ASSUME PANEL SURFACE IS SLIPPERY AND ACT ACCORDINGLY. THINK SAFETY!!!

USE WOOD BLOCKING TO ELEVATE AND SLOPE THE PANELS IN A MANNER THAT WILL ALLOW MOISTURE TO DRAIN. WOOD BLOCKING PLACED BETWEEN BUNDLES WILL PROVIDE ADDITIONAL AIR CIRCULATION. COVER THE STACKED BUNDLES WITH A TARP OR PLASTIC COVER LEAVING ENOUGH OPENING AT BOTTOM FOR AIR TO CIRCULATE.

WHEN HANDLING OR UNCRATING THE PANELS, LIFT RATHER THAN SLIDE THEM APART. BURRED EDGES MAY SCRATCH THE COATED SURFACES WHEN SHEETS ARE SLID OVER ONE ANOTHER. NEVER ALLOW PANELS TO WALKED ON WHILE ON THE GROUND.

NOTE: USE GLOVES WHEN HANDLING METAL PANELS TO PREVENT HAND INJURIES. BE AWARE OF THE DANGERS OF HANDLING PANELS ON A WINDY DAY. A LARGE PANEL CAN CATCH ENOUGH WIND TO KNOCK A WORKER OFF HIS FEET, EVEN OF THE GROUND LEVEL!! SAFETY FIRST!!

ABBREVIATIONS

| | |
|--------|------------------------|
| A.F.F. | ABOVE FINISHED FLOOR |
| @ | AT |
| APPRX | APPROXIMATE |
| COL | COLUMN |
| CONC | CONCRETE |
| CONT | CONTINUOUS |
| DIA | DIAMETER |
| EA | EACH |
| ELEV | ELEVATION |
| EXIST | EXISTING |
| F.O. | FRAMED OPENING |
| FRM | FRAME |
| GA | GAGE |
| GALV | GALVALUME |
| INSUL | INSULATION |
| MAX | MAXIMUM |
| MIN | MINIMUM |
| O.C. | ON CENTER |
| O.H. | OVERHEAD |
| REQ'D | REQUIRED |
| SWL | LEFT SIDEWALL |
| SWR | RIGHT SIDEWALL |
| TYP | TYPICAL |
| UND. | UNLESS NOTED OTHERWISE |

"PBR" PANELS

THE "PBR" PANELS ARE DESIGNED FOR ROOF APPLICATION, BUT MAY ON OCCASION BE INSTALLED ON THE WALL. THE PROFILE IS THE SAME AS THE "R" PANELS, EXCEPT FOR THE ADDITION OF THE SUPPORT LEG ON THE LEADING EDGE ON ONE SIDE. ERECTION OF THIS PANEL REQUIRES THAT THE PROPER DIRECTION OF ITS APPLICATION BE ESTABLISHED. THE SUPPORT LEG ALLOWS FOR BETTER NESTING WITH THE OVERLAPPING RIB OF THE NEXT PANEL. THE INSTALLATION OF THE PANELS WOULD PROCEED FROM LEFT TO RIGHT.

NOTE: DO NOT STEP ON THE MAJOR RIBS OF THE PBR PANEL. ALWAYS FOLLOW ALL OSHA SAFETY RECOMMENDATIONS. SAFETY FIRST!!

"A" & "REVERSE RUN R-PANEL"

THESE PANELS ARE DESIGNED FOR WALL APPLICATION ONLY. THE INVERTED RIBS INCORPORATED INTO ITS DESIGN PRODUCE SMOOTH SHADOW LINES AND SEMI-CONCEALED FASTENERS. SHEETING CAN BEGIN FROM EITHER END OF THE BUILDING, AND APPLICATION OF THE ARCHITECTURAL PANEL IS NOT DIRECTIONAL. PROPERLY INSTALLED, THE TOP EDGES WILL HAVE MINIMUM VISIBILITY.

NOTE: THE PANELS ARE ADVERSELY AFFECTED BY AN UNEVEN GIRT LINE, AND/OR INSULATION THAT CAUSES AN UNEVEN GIRT LINE. EITHER SITUATION COULD CAUSE OIL CANNING IN THE PANELS.

THE DESIGN OF THE PANEL LAP ALLOWS FOR EDGES TO BE VISIBLE WHEN INSTALLED. EQUIPMENT LIMITATIONS AND MANUFACTURING TOLERANCES, AS OTHER FACTORS CAN CONTRIBUTE TO WAIVNESS AT VISIBLE EDGES.

NOTE: DO NOT APPLY PRESSURE TO THE PANELS DURING INSTALLATION, WHEN THE PRESSURE IS RELEASED "OIL CANNING" WILL OCCUR. SAFETY FIRST!!

FASTENER INSTALLATION

CORRECT FASTENER INSTALLATION IS ONE OF THE MOST CRITICAL STEP WHEN INSTALLING ROOF PANELS. DRIVE THE FASTENER IN UNTIL IT IS TIGHT AND THE WASHER IS FIRMLY SEATED. DO NOT OVERDRIVE FASTENERS. A SLIGHT EXTRUSION OF NEOPRENE AROUND THE WASHER IS GOOD VISUAL TIGHTNESS CHECK.

ALWAYS USE THE PROPER TOOL TO INSTALL FASTENERS. A FASTENER DRIVER (SCREW GUN) WITH AN RPM OF 1700-2000 SHOULD BE USED FOR SELF TAPPING SCREWS. DISCARD WORN SOCKETS. THESE CAUSE THE FASTENER TO WADDLE DURING INSTALLATION.

THE DESIGN OF THE PANEL LAP ALLOWS FOR EDGES TO BE VISIBLE WHEN INSTALLED. EQUIPMENT LIMITATIONS AND MANUFACTURING TOLERANCES, AS OTHER FACTOR CAN CONTRIBUTE TO WAIVNESS AT VISIBLE EDGE.

NOTE: ALWAYS REMOVE METAL FILLINGS FROM SURFACE OF PANELS AT THE END OF EACH WORK PERIOD. RESTING FILLINGS CAN DESTROY THE PAINT FINISH AND VOID ANY WARRANTY.

MASTIC SEALANT

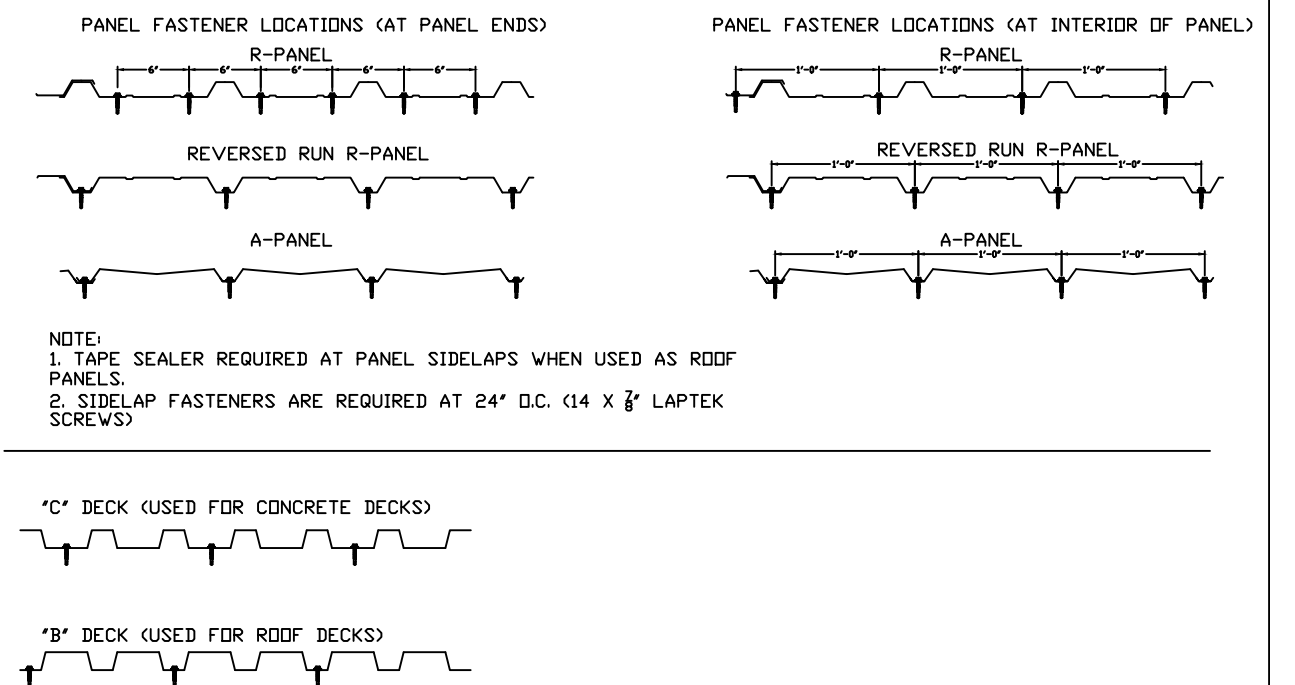
PROPER MASTIC APPLICATION IS CRITICAL TO WEATHER TIGHTNESS OF BUILDING. MASTIC SHOULD NOT BE STRETCHED WHEN INSTALLED. APPLY ONLY TO CLEAN, DRY SURFACES. KEEP ONLY ENOUGH MASTIC ON THE ROOF THAT CAN BE INSTALLED IN A DAY. STORE THE REMAINING MASTIC IN A COOL DRY PLACE. AFTER MASTIC HAS BEEN APPLIED, KEEP PROTECTIVE PAPER IN PLACE UNTIL PANEL IS READY TO BE INSTALLED.

SEALING THE SIDE LAP

APPLY THE SIDE LAP TAPE SEALANT TO THE WEATHER SIDE EDGE OF THE LOWER PANELS. MAJOR RIB. THE TAPE SEALANT SHOULD ONLY BE APPLIED TO CLEAN, DRY SURFACES. WITH THE RELEASE PAPER IN PLACE, PRESS FIRMLY ALONG THE LENGTH OF THE SEALANT TO INSURE PROPER ADHESION. IN REMOVING THE PROTECTIVE PAPER FROM THE TAPE SEALANT, CARE SHOULD BE TAKEN NOT TO PULL THE TAPE SEALANT AWAY FROM THE PANEL. INSTALL THE ADJOINING PANEL POSITIONING THE OVERLAPPING RIB WITH CARE. DRILL, AT THE CENTER OF THE CLEARANCE HOLES IN THE OVERLAPPING PANEL, STITCH THE LAP WITH THE NO. 14 SELF DRILLING FASTENERS SUPPLIED WITH THE JOB. NEVER ALLOW THE SEALANT TO BE PLACED IN OTHER LOCATIONS.

NOTE: USE OSHA APPROVED EYE PROTECTION WHEN OPERATING A DRILL. SWEEP UP ALL DRILL SHAVINGS FROM PANELS AT END OF EACH WORK PERIOD TO MINIMIZE SURFACE RUST AND DAMAGE TO PANEL FINISH. SAFETY FIRST!!

PANEL FASTENER LOCATIONS



ERECTION REQUIRES MINOR ADJUSTMENTS

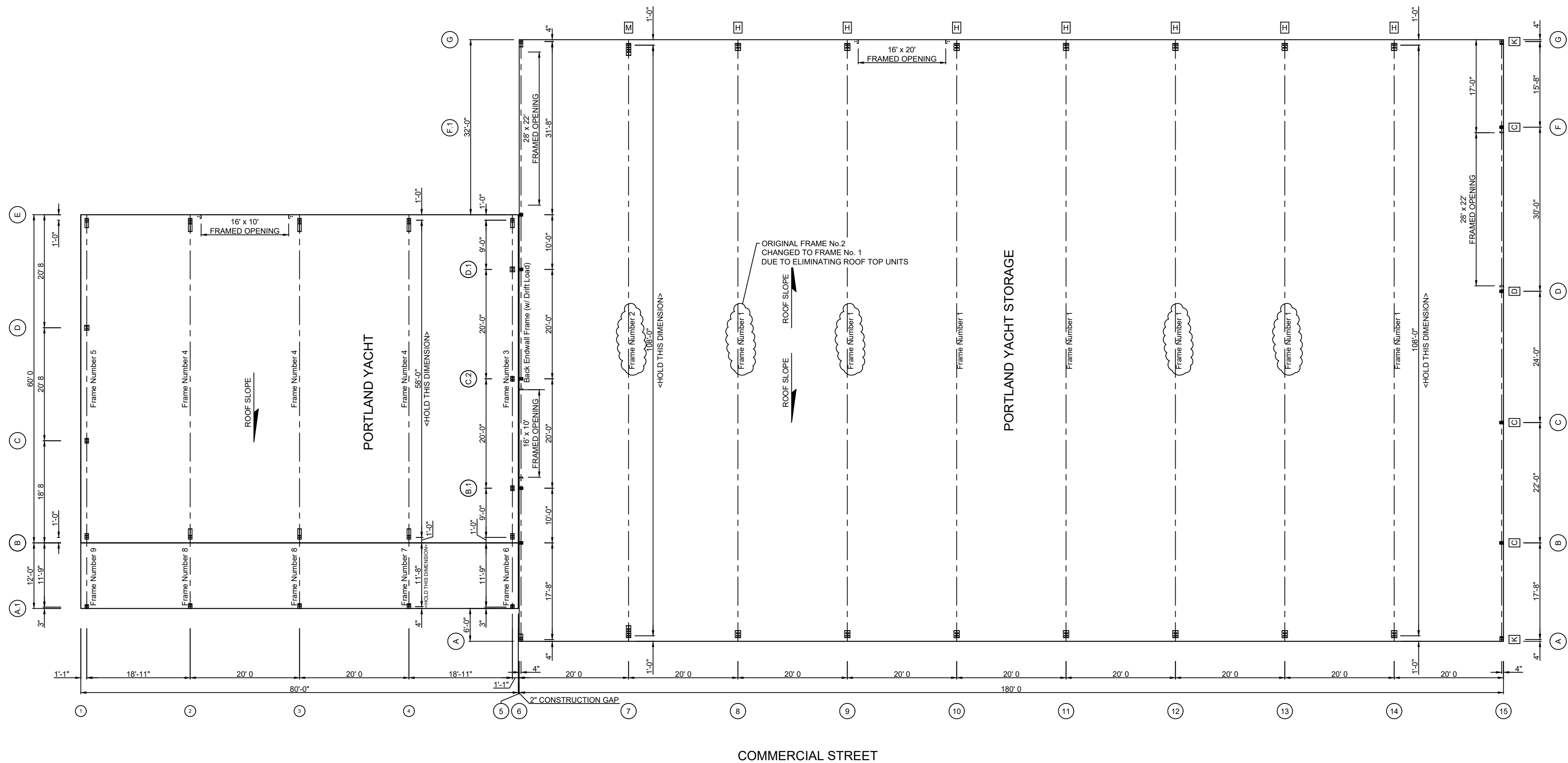
ESSEX STRUCTURAL STEEL CO., INC.
PORTLAND, NEW YORK 13045

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|---------------|--|
| REVISIONS | PROJECT: 100 WEST COMMERCIAL STREET PORTLAND YACHT STORAGE PORTLAND MAINE, 04101 |
| | CONTRACTOR: IRISHSPAN INDUSTRIES, INC. |
| | PROJECT NO.: S-1867-A |
| TITLE: NOTES | SHEET: A |
| DRAWN BY: CRJ | DATE: 6/15/18 |
| | SCALE: D.N.S. |



1-14-19

WATER SIDE



COMMERCIAL STREET

NOTE:
 THIS PLAN IS TO SHOW HOW THE TWO BUILDINGS ARE TO GO TOGETHER. FOR MORE DETAIL REFER TO THE CONTRACT DRAWINGS SPECIFIC TO EACH BUILDING.

ERECTION REQUIRES MINOR ADJUSTMENTS

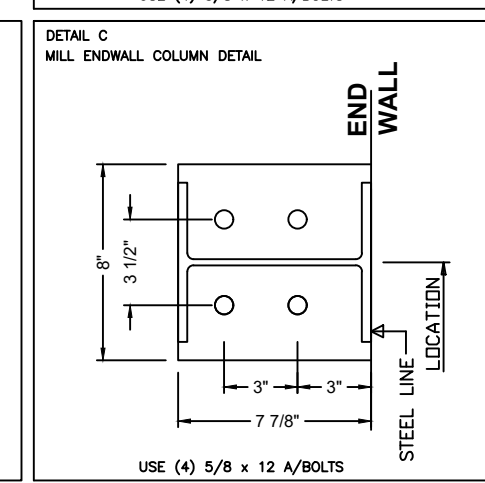
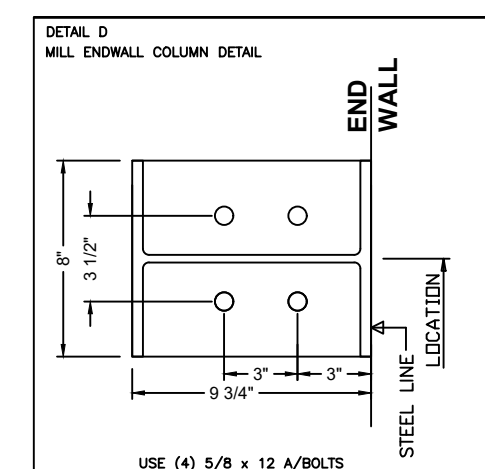
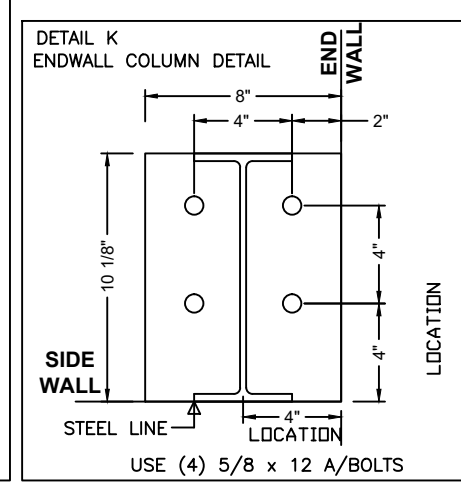
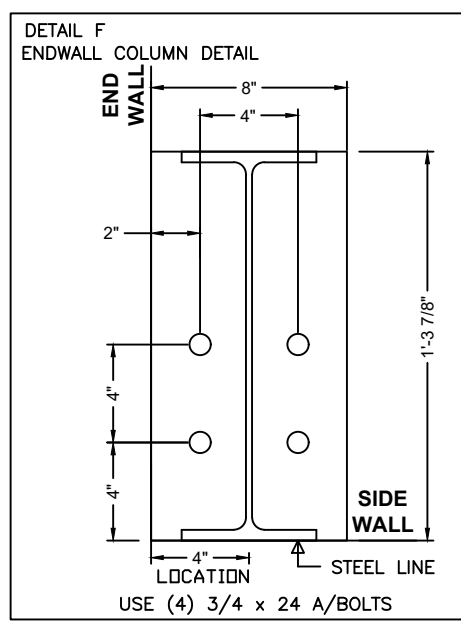
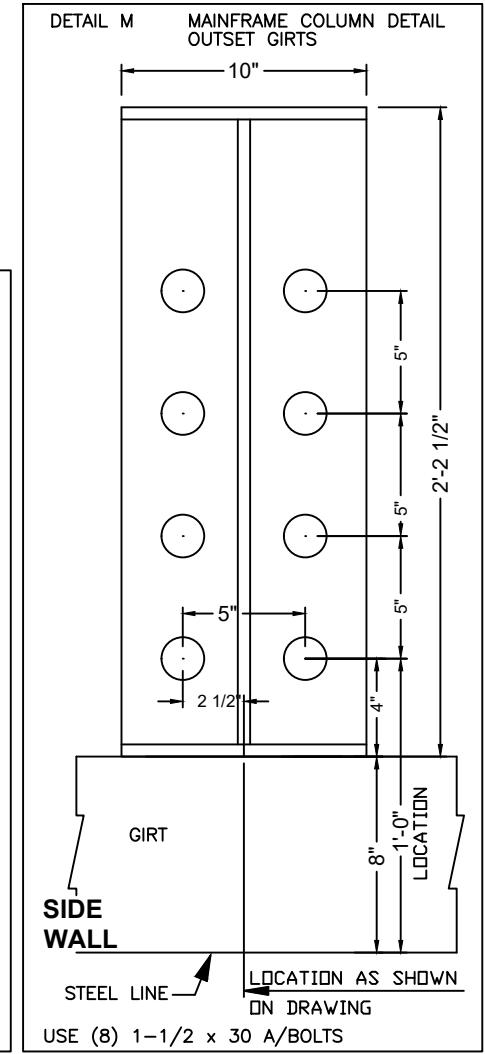
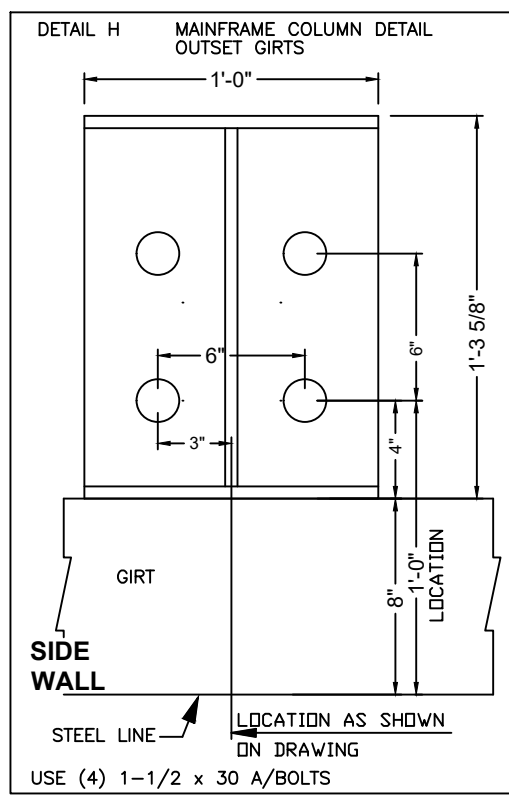
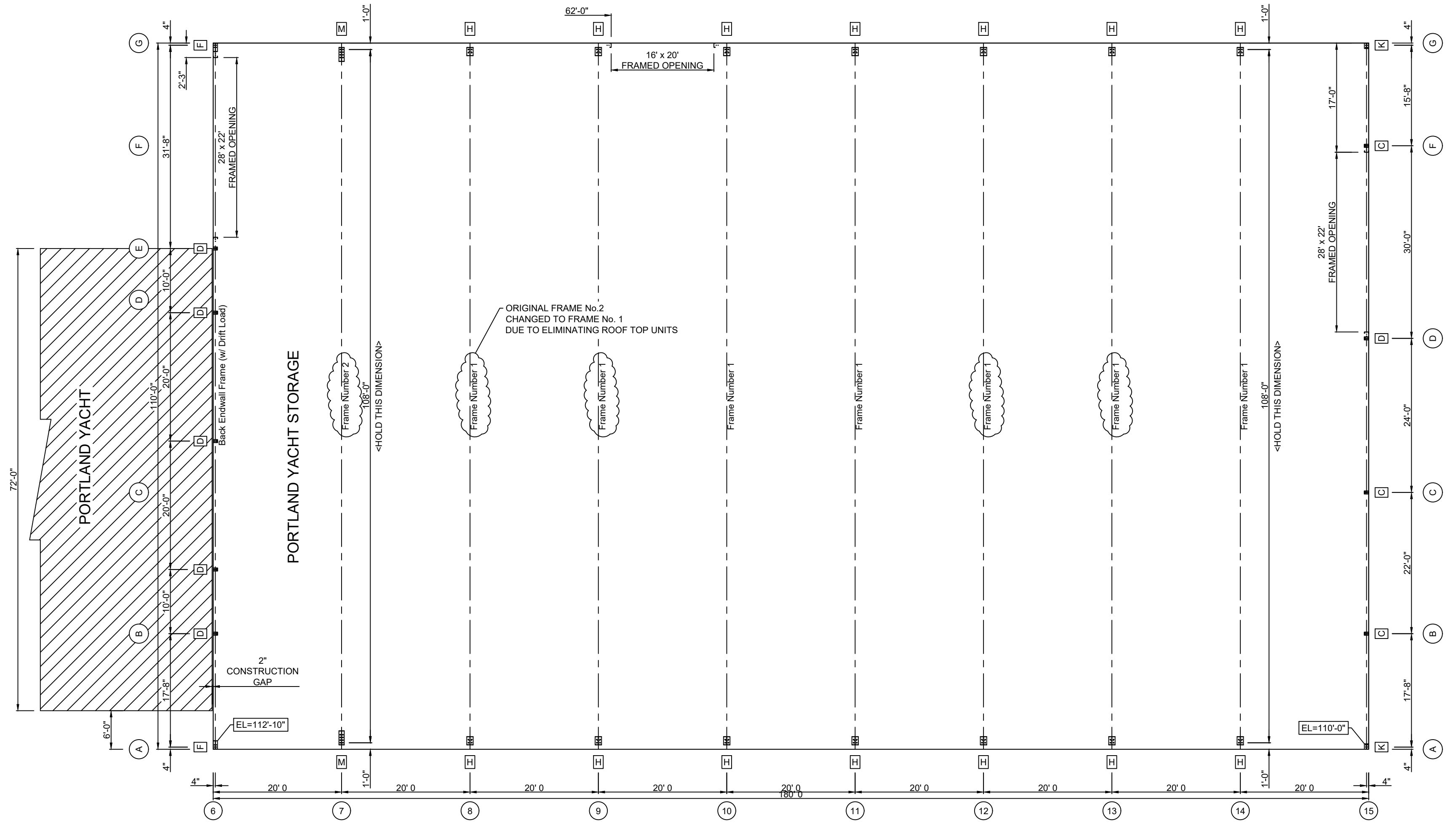


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| ESSEX STRUCTURAL STEEL CO., INC. CORTLAND, NEW YORK 13045 | |
| REVISIONS | PROJECT: 100 WEST COMMERCIAL STREET PORTLAND YACHT STORAGE PORTLAND MAINE, 04101 |
| WITH DOOR OPENINGS 10/03/18 | CONTRACTOR: IRISHSPAN INDUSTRIES, INC. |
| | PROJECT NO.: S-1867-A |
| | TITLE: PLAN FOR PORTLAND YACHT AND PORTLAND YACHT STORAGE |
| | SHEET: 1 |
| DRAWN BY: CRJ | DATE: 6/15/18 |
| | SCALE: D.N.S. |

Reviewed for Code Compliance
 Permitting and Inspections Department
 Approved with Conditions
 02/21/2019

CONDITIONALLY APPROVED

REVIEWED BY: **SAFEbuilt.**
 APPROVED THIRD PARTY PLAN REVIEW AGENCY
 BY THE CITY OF PORTLAND, MAINE.
 SEE REVIEW LETTER FOR MORE INFORMATION
 01/16/2019



NOTE: FINISHED FLOOR ELEVATION AT 100'-0"
 ALL BASE PLATE ELEVATIONS AT 99'-6" UNLESS OTHERWISE NOTED
 NOTE: ALL TAIL DIMENSIONS FOR OPENINGS ARE FROM STEEL LINE
 NOTE: NOT TO SCALE

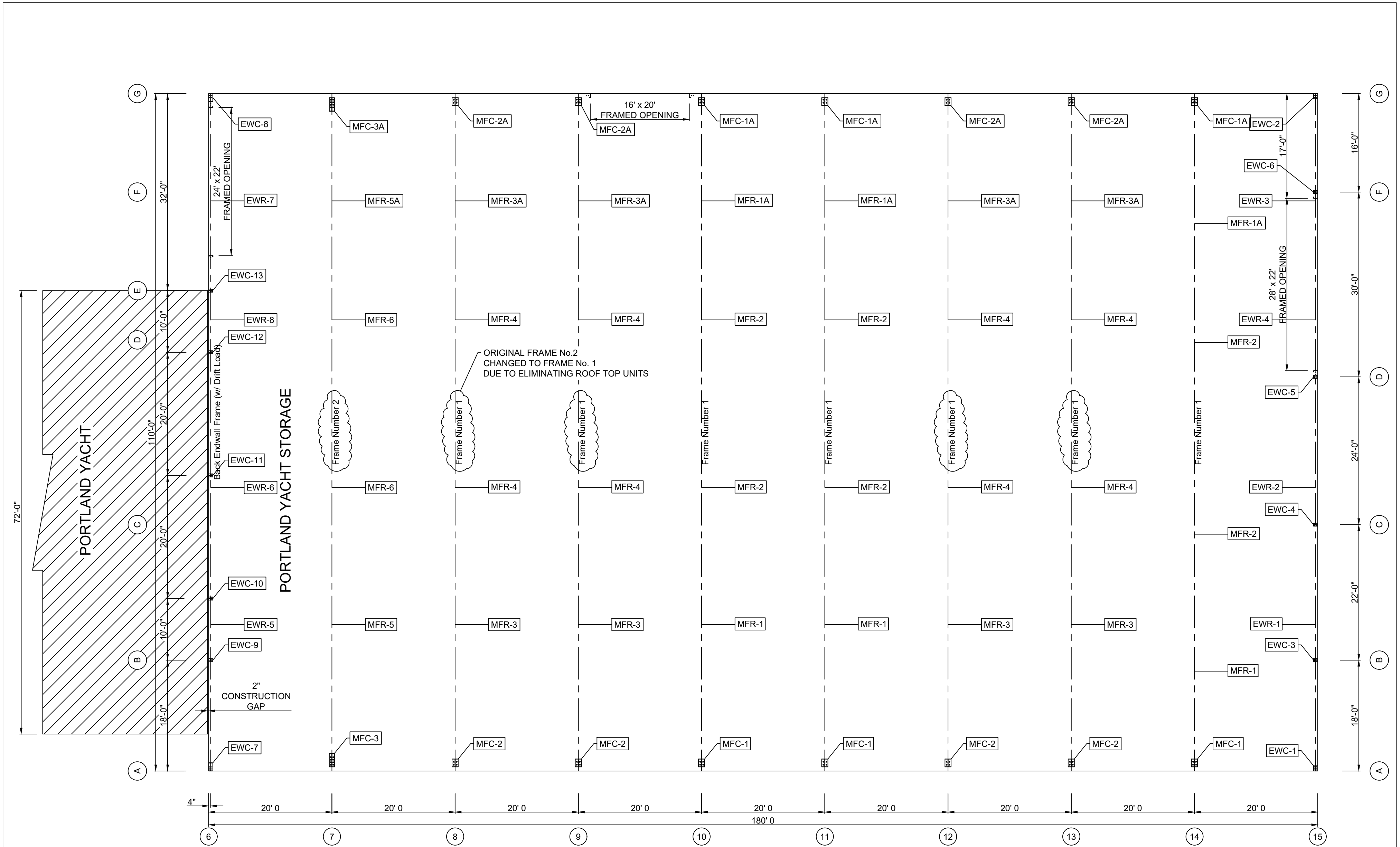
| QTY | DESCRIPTION | PROJECTION (IN) |
|-----|-------------|-----------------|
| 4 | AB.5X6 | 1.50 |
| 44 | AB.62X12 | 2.00 |
| 8 | AB.75X24 | 2.00 |
| 72 | AB1.5X30 | 3.00 |

ERECTION REQUIRES MINOR ADJUSTMENTS

ESSEX STRUCTURAL STEEL CO., INC.
 CORTLAND, NEW YORK 13045

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|--------------------------------|--|
| REVISIONS | PROJECT: 100 WEST COMMERCIAL STREET PORTLAND YACHT STORAGE PORTLAND MAINE, 04101 |
| 9/04/18 ENDWALL COLUMN SPACING | CONTRACTOR: IRISHSPAN INDUSTRIES, INC. |
| 9/04/18 FRAMED OPENINGS ADDED | PROJECT NO.: S-1867-A |
| TITLE: ANCHOR BOLT LAYOUT | SHEET: 1A |
| DRAWN BY: CRJ | DATE: 6/15/18 |
| | SCALE: D.N.S. |





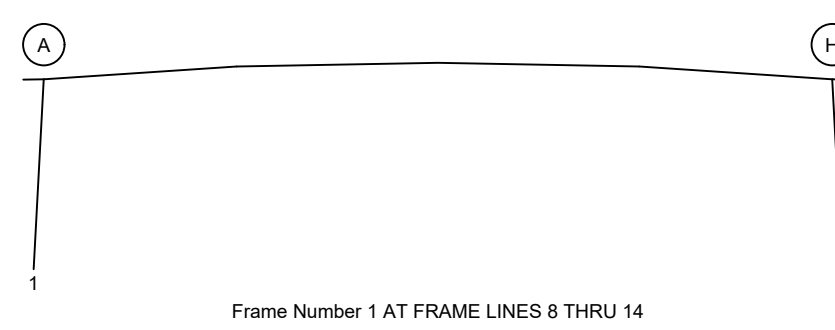
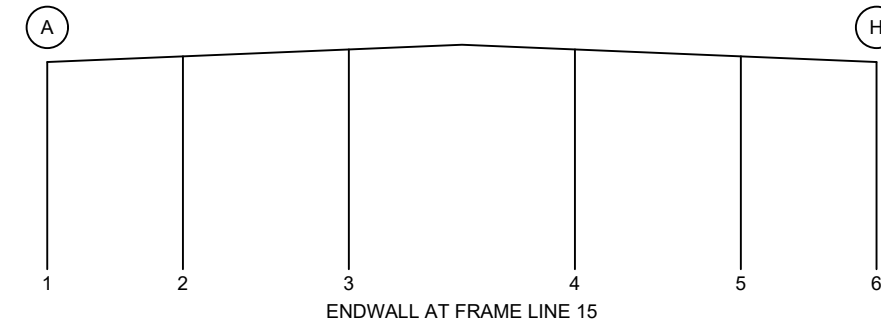
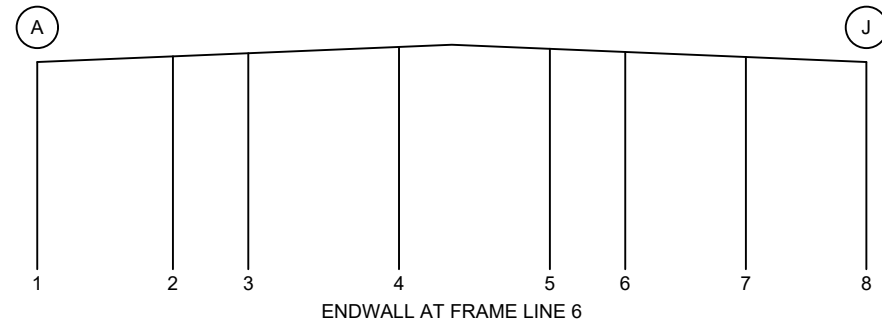
ERECTION REQUIRES MINOR ADJUSTMENTS

ESSEX STRUCTURAL STEEL CO., INC.
CORTLAND, NEW YORK 13045

| | | |
|-----------|--|---------------------|
| REVISIONS | PROJECT: 100 WEST COMMERCIAL STREET PORTLAND YACHT STORAGE PORTLAND MAINE, 04101 | SHEET: 1B |
| | CONTRACTOR: IRISHSPAN INDUSTRIES, INC. PROJECT NO.: S-1867-A | |
| | TITLE: MEMBER LOCATION PLAN | |
| | DRAWN BY: CRJ | DATE: 6/15/18 |
| | | SCALE: D.N.S. |



Reviewed for Code Compliance
Permitting and Inspections Department
Approved with Conditions
02/21/2019
CONDITIONALLY APPROVED
REVIEW BY: **SAFEbuilt.**
APPROVED THIRD PARTY PLAN REVIEW AGENCY
BY THE CITY OF PORTLAND, MAINE.
SEE REVIEW LETTER FOR MORE INFORMATION
01/16/2019



NOTE: (+) VERT = BEARING ON THE FOUNDATION; (-) VERT = ANCHOR RODS IN TENSION

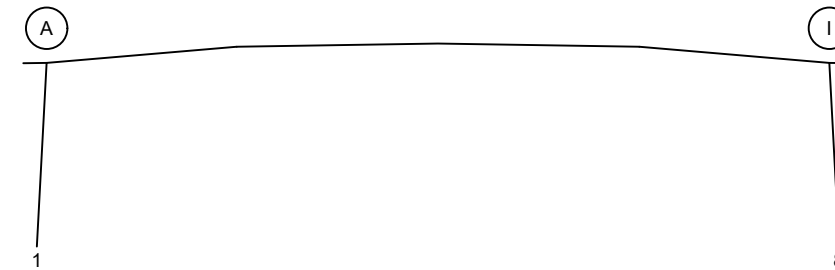
NOTE: (+) VERT = BEARING ON THE FOUNDATION; (-) VERT = ANCHOR RODS IN TENSION

NOTE: (+) VERT = BEARING ON THE FOUNDATION; (-) VERT = ANCHOR RODS IN TENSION

| DESCRIPTION | SUPPORT | REACTION | |
|--------------------|---------|--------------|-------------|
| | | HORIZ (KIPS) | VERT (KIPS) |
| 1 D+Lr | 2 | .00 | 4.37 |
| 2 D+S | 2 | .00 | 21.92 |
| 3 D+.6W C1IP | 2 | -2.26 | -1.91 |
| 3 D+.6W C1IS | 2 | -1.49 | -1.16 |
| 3 D+.6W C2IP | 2 | 1.28 | .80 |
| 3 D+.6W C2IS | 2 | 2.04 | 1.56 |
| 4 D+.75L+.45W C1IP | 2 | -1.69 | .23 |
| 4 D+.75L+.45W C1IS | 2 | -1.12 | .80 |
| 4 D+.75L+.45W C2IP | 2 | .96 | 2.27 |
| 4 D+.75L+.45W C2IS | 2 | 1.53 | 2.83 |
| 5 D+.45W+.75S C1IP | 2 | -1.69 | 13.39 |
| 5 D+.45W+.75S C1IS | 2 | -1.12 | 13.96 |
| 5 D+.45W+.75S C2IP | 2 | .96 | 15.43 |
| 5 D+.45W+.75S C2IS | 2 | 1.53 | 15.99 |
| 6 0.6D+.6W C1IP | 2 | -2.26 | -2.22 |
| 6 0.6D+.6W C1IS | 2 | -1.49 | -1.47 |
| 6 0.6D+.6W C2IP | 2 | 1.28 | .50 |
| 6 0.6D+.6W C2IS | 2 | 2.04 | 1.25 |
| 1 D+Lr | 3 | .00 | 3.42 |
| 2 D+S | 3 | .00 | 17.16 |
| 3 D+.6W C1IP | 3 | -2.53 | -1.50 |
| 3 D+.6W C1IS | 3 | -1.67 | -.91 |
| 3 D+.6W C2IP | 3 | 1.43 | .63 |
| 3 D+.6W C2IS | 3 | 2.29 | 1.22 |
| 4 D+.75L+.45W C1IP | 3 | -1.90 | .18 |
| 4 D+.75L+.45W C1IS | 3 | -1.25 | .62 |
| 4 D+.75L+.45W C2IP | 3 | 1.08 | 1.78 |
| 4 D+.75L+.45W C2IS | 3 | 1.72 | 2.22 |
| 5 D+.45W+.75S C1IP | 3 | -1.90 | 10.48 |
| 5 D+.45W+.75S C1IS | 3 | -1.25 | 10.92 |
| 5 D+.45W+.75S C2IP | 3 | 1.08 | 12.08 |
| 5 D+.45W+.75S C2IS | 3 | 1.72 | 12.52 |
| 6 0.6D+.6W C1IP | 3 | -2.53 | -1.74 |
| 6 0.6D+.6W C1IS | 3 | -1.67 | -1.15 |
| 6 0.6D+.6W C2IP | 3 | 1.43 | .39 |
| 6 0.6D+.6W C2IS | 3 | 2.29 | .98 |
| 1 D+Lr | 4 | .00 | 6.17 |
| 2 D+S | 4 | .00 | 30.95 |
| 3 D+.6W C1IP | 4 | -3.23 | -2.69 |
| 3 D+.6W C1IS | 4 | -2.04 | -1.63 |
| 3 D+.6W C2IP | 4 | 1.71 | 1.14 |
| 3 D+.6W C2IS | 4 | 2.90 | 2.20 |
| 4 D+.75L+.45W C1IP | 4 | -2.42 | -.34 |
| 4 D+.75L+.45W C1IS | 4 | -1.53 | 1.13 |
| 4 D+.75L+.45W C2IP | 4 | 1.28 | 3.21 |
| 4 D+.75L+.45W C2IS | 4 | 2.17 | 4.00 |
| 5 D+.45W+.75S C1IP | 4 | -2.42 | 18.92 |
| 5 D+.45W+.75S C1IS | 4 | -1.53 | 19.71 |
| 5 D+.45W+.75S C2IP | 4 | 1.28 | 21.79 |
| 5 D+.45W+.75S C2IS | 4 | 2.17 | 22.59 |
| 6 0.6D+.6W C1IP | 4 | -3.23 | -3.12 |
| 6 0.6D+.6W C1IS | 4 | -2.04 | -2.06 |
| 6 0.6D+.6W C2IP | 4 | 1.71 | .71 |
| 6 0.6D+.6W C2IS | 4 | 2.90 | 1.77 |
| 1 D+Lr | 5 | .00 | 1.00 |
| 2 D+S | 5 | .00 | 5.04 |
| 3 D+.6W C1IP | 5 | -2.59 | -.42 |
| 3 D+.6W C1IS | 5 | -1.71 | -.25 |
| 3 D+.6W C2IP | 5 | 1.47 | .19 |
| 3 D+.6W C2IS | 5 | 2.35 | .36 |
| 4 D+.75L+.45W C1IP | 5 | -1.94 | .07 |
| 4 D+.75L+.45W C1IS | 5 | -1.28 | .19 |
| 4 D+.75L+.45W C2IP | 5 | 1.10 | .52 |
| 4 D+.75L+.45W C2IS | 5 | 1.76 | .66 |
| 5 D+.45W+.75S C1IP | 5 | -1.94 | 3.10 |
| 5 D+.45W+.75S C1IS | 5 | -1.28 | 3.22 |
| 5 D+.45W+.75S C2IP | 5 | 1.10 | 3.55 |
| 5 D+.45W+.75S C2IS | 5 | 1.76 | 3.68 |
| 6 0.6D+.6W C1IP | 5 | -2.59 | -.49 |
| 6 0.6D+.6W C1IS | 5 | -1.71 | -.32 |
| 6 0.6D+.6W C2IP | 5 | 1.47 | .12 |
| 6 0.6D+.6W C2IS | 5 | 2.35 | .29 |
| 1 D+Lr | 6 | .00 | 8.92 |
| 2 D+S | 6 | .00 | 44.73 |
| 3 D+.6W C1IP | 6 | -3.23 | -3.92 |
| 3 D+.6W C1IS | 6 | -2.05 | -2.38 |
| 3 D+.6W C2IP | 6 | 1.72 | 1.64 |
| 3 D+.6W C2IS | 6 | 2.90 | 3.17 |
| 4 D+.75L+.45W C1IP | 6 | -2.43 | .46 |
| 4 D+.75L+.45W C1IS | 6 | -1.53 | 1.62 |
| 4 D+.75L+.45W C2IP | 6 | 1.29 | 4.63 |
| 4 D+.75L+.45W C2IS | 6 | 2.18 | 5.78 |
| 5 D+.45W+.75S C1IP | 6 | -2.43 | 27.32 |
| 5 D+.45W+.75S C1IS | 6 | -1.53 | 28.48 |
| 5 D+.45W+.75S C2IP | 6 | 1.29 | 31.49 |
| 5 D+.45W+.75S C2IS | 6 | 2.18 | 32.64 |
| 6 0.6D+.6W C1IP | 6 | -3.23 | -4.54 |
| 6 0.6D+.6W C1IS | 6 | -2.05 | -3.00 |
| 6 0.6D+.6W C2IP | 6 | 1.72 | 1.02 |
| 6 0.6D+.6W C2IS | 6 | 2.90 | 2.55 |

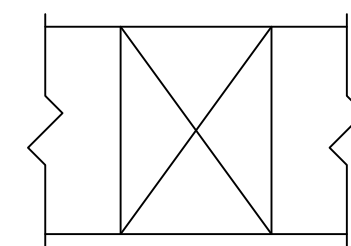
| DESCRIPTION | SUPPORT | REACTION | |
|--------------------|---------|--------------|-------------|
| | | HORIZ (KIPS) | VERT (KIPS) |
| 1 D+Lr | 2 | .00 | 5.35 |
| 2 D+S | 2 | .00 | 12.06 |
| 3 D+.6W C1IP | 2 | -3.01 | -3.22 |
| 3 D+.6W C1IS | 2 | -1.90 | -2.19 |
| 3 D+.6W C2IP | 2 | 1.60 | .49 |
| 3 D+.6W C2IS | 2 | 2.70 | 1.51 |
| 4 D+.75L+.45W C1IP | 2 | -2.26 | -.30 |
| 4 D+.75L+.45W C1IS | 2 | -1.43 | .47 |
| 4 D+.75L+.45W C2IP | 2 | 1.20 | 2.49 |
| 4 D+.75L+.45W C2IS | 2 | 2.03 | 3.25 |
| 5 D+.45W+.75S C1IP | 2 | -2.26 | 4.73 |
| 5 D+.45W+.75S C1IS | 2 | -1.43 | 5.51 |
| 5 D+.45W+.75S C2IP | 2 | 1.20 | 7.52 |
| 5 D+.45W+.75S C2IS | 2 | 2.03 | 8.28 |
| 6 0.6D+.6W C1IP | 2 | -3.01 | -3.39 |
| 6 0.6D+.6W C1IS | 2 | -1.90 | -2.37 |
| 6 0.6D+.6W C2IP | 2 | 1.60 | .32 |
| 6 0.6D+.6W C2IS | 2 | 2.70 | 1.34 |
| 1 D+Lr | 3 | .00 | 5.18 |
| 2 D+S | 3 | .00 | 11.69 |
| 3 D+.6W C1IP | 3 | -3.66 | -3.12 |
| 3 D+.6W C1IS | 3 | -2.32 | -2.12 |
| 3 D+.6W C2IP | 3 | 1.94 | .47 |
| 3 D+.6W C2IS | 3 | 3.29 | 1.47 |
| 4 D+.75L+.45W C1IP | 3 | -2.75 | -.28 |
| 4 D+.75L+.45W C1IS | 3 | -1.74 | .46 |
| 4 D+.75L+.45W C2IP | 3 | 1.46 | 2.41 |
| 4 D+.75L+.45W C2IS | 3 | 2.47 | 3.15 |
| 5 D+.45W+.75S C1IP | 3 | -2.75 | 4.59 |
| 5 D+.45W+.75S C1IS | 3 | -1.74 | 5.34 |
| 5 D+.45W+.75S C2IP | 3 | 1.46 | 7.28 |
| 5 D+.45W+.75S C2IS | 3 | 2.47 | 8.03 |
| 6 0.6D+.6W C1IP | 3 | -3.66 | -3.29 |
| 6 0.6D+.6W C1IS | 3 | -2.32 | -2.29 |
| 6 0.6D+.6W C2IP | 3 | 1.94 | .31 |
| 6 0.6D+.6W C2IS | 3 | 3.29 | 1.30 |
| 1 D+Lr | 4 | .00 | 6.81 |
| 2 D+S | 4 | .00 | 15.35 |
| 3 D+.6W C1IP | 4 | -4.34 | -4.07 |
| 3 D+.6W C1IS | 4 | -2.75 | -2.77 |
| 3 D+.6W C2IP | 4 | 2.30 | .62 |
| 3 D+.6W C2IS | 4 | 3.90 | 1.93 |
| 4 D+.75L+.45W C1IP | 4 | -3.26 | -.35 |
| 4 D+.75L+.45W C1IS | 4 | -2.06 | .62 |
| 4 D+.75L+.45W C2IP | 4 | 1.73 | 3.16 |
| 4 D+.75L+.45W C2IS | 4 | 2.92 | 4.15 |
| 5 D+.45W+.75S C1IP | 4 | -3.26 | 6.05 |
| 5 D+.45W+.75S C1IS | 4 | -2.06 | 7.02 |
| 5 D+.45W+.75S C2IP | 4 | 1.73 | 9.57 |
| 5 D+.45W+.75S C2IS | 4 | 2.92 | 10.55 |
| 6 0.6D+.6W C1IP | 4 | -4.34 | -4.29 |
| 6 0.6D+.6W C1IS | 4 | -2.75 | -2.99 |
| 6 0.6D+.6W C2IP | 4 | 2.30 | .40 |
| 6 0.6D+.6W C2IS | 4 | 3.90 | 1.71 |
| 1 D+Lr | 5 | .00 | 6.38 |
| 2 D+S | 5 | .00 | 14.38 |
| 3 D+.6W C1IP | 5 | -3.46 | -3.84 |
| 3 D+.6W C1IS | 5 | -2.19 | -2.62 |
| 3 D+.6W C2IP | 5 | 1.83 | .58 |
| 3 D+.6W C2IS | 5 | 3.10 | 1.80 |
| 4 D+.75L+.45W C1IP | 5 | -2.59 | -.35 |
| 4 D+.75L+.45W C1IS | 5 | -1.64 | .57 |
| 4 D+.75L+.45W C2IP | 5 | 1.38 | 2.96 |
| 4 D+.75L+.45W C2IS | 5 | 2.33 | 3.88 |
| 5 D+.45W+.75S C1IP | 5 | -2.59 | 5.65 |
| 5 D+.45W+.75S C1IS | 5 | -1.64 | 6.57 |
| 5 D+.45W+.75S C2IP | 5 | 1.38 | 8.96 |
| 5 D+.45W+.75S C2IS | 5 | 2.33 | 9.88 |
| 6 0.6D+.6W C1IP | 5 | -3.46 | -4.05 |
| 6 0.6D+.6W C1IS | 5 | -2.19 | -2.82 |
| 6 0.6D+.6W C2IP | 5 | 1.83 | .38 |
| 6 0.6D+.6W C2IS | 5 | 3.10 | 1.60 |

| DESCRIPTION | SUPPORT | REACTION | | |
|-------------|---------|--------------|-------------|------------------|
| | | HORIZ (KIPS) | VERT (KIPS) | MOMENT (KIPS-FT) |
| 49 D | 1 | -14.32 | 21.73 | .00 |
| 49 D | 8 | 14.32 | 21.73 | .00 |
| 50 L | 1 | -8.70 | 13.20 | .00 |
| 50 L | 8 | 8.70 | 13.20 | .00 |
| 51 S | 1 | -30.46 | 46.20 | .00 |
| 51 S | 8 | 30.46 | 46.20 | .00 |
| 52 W C1IP L | 1 | 13.77 | -20.35 | .00 |
| 52 W C1IP L | 8 | -6.66 | -13.84 | .00 |
| 53 W C1IP R | 1 | 6.66 | -13.84 | .00 |
| 53 W C1IP R | 8 | -13.77 | -20.35 | .00 |
| 54 W C1IS L | 1 | 10.25 | -12.37 | .00 |
| 54 W C1IS L | 8 | -3.14 | -5.86 | .00 |
| 55 W C1IS R | 1 | 3.14 | -5.86 | .00 |
| 55 W C1IS R | 8 | -10.25 | -12.37 | .00 |
| 56 W C2IP L | 1 | 7.22 | -19.47 | .00 |
| 56 W C2IP L | 8 | -7.57 | -14.73 | .00 |
| 57 W C2IP R | 1 | 7.57 | -14.73 | .00 |
| 57 W C2IP R | 8 | -7.22 | -19.47 | .00 |
| 58 W C2IS L | 1 | 3.70 | -11.49 | .00 |
| 58 W C2IS L | 8 | -4.05 | -6.75 | .00 |
| 59 W C2IS R | 1 | 4.05 | -6.75 | .00 |
| 59 W C2IS R | 8 | -3.70 | -11.49 | .00 |
| 60 EL | 1 | 2.45 | -1.16 | .00 |
| 60 EL | 8 | 2.45 | 1.16 | .00 |
| 61 ER | 1 | -2.45 | 1.16 | .00 |
| 61 ER | 8 | -2.45 | -1.16 | .00 |



NOTE: (+) VERT = BEARING ON THE FOUNDATION; (-) VERT = ANCHOR RODS IN TENSION

| DESCRIPTION | SUPPORT | REACTION | | |
|-------------|---------|--------------|-------------|------------------|
| | | HORIZ (KIPS) | VERT (KIPS) | MOMENT (KIPS-FT) |
| 49 D | 1 | -19.00 | 28.05 | .00 |
| 49 D | 8 | 19.00 | 28.05 | .00 |
| 50 L | 1 | -8.94 | 13.20 | .00 |
| 50 L | 8 | 8.94 | 13.20 | .00 |
| 51 S | 1 | -88.66 | 130.92 | .00 |
| 51 S | 8 | 88.66 | 130.92 | .00 |
| 52 W C1IP L | 1 | 13.97 | -20.46 | .00 |
| 52 W C1IP L | 8 | -7.05 | -13.86 | .00 |
| 53 W C1IP R | 1 | 7.05 | -13.86 | .00 |
| 53 W C1IP R | 8 | -13.97 | -20.46 | .00 |
| 54 W C1IS L | 1 | 10.28 | -12.53 | .00 |
| 54 W C1IS L | 8 | -3.36 | -5.93 | .00 |
| 55 W C1IS R | 1 | 3.36 | -5.93 | .00 |
| 55 W C1IS R | 8 | -10.28 | -12.53 | .00 |
| 56 W C2IP L | 1 | 7.53 | -19.61 | .00 |
| 56 W C2IP L | 8 | -7.89 | -14.71 | .00 |
| 57 W C2IP R | 1 | 7.89 | -14.71 | .00 |
| 57 W C2IP R | 8 | -7.53 | -19.61 | .00 |
| 58 W C2IS L | 1 | 3.84 | -11.68 | .00 |
| 58 W C2IS L | 8 | -4.21 | -6.78 | .00 |
| 59 W C2IS R | 1 | 4.21 | -6.78 | .00 |
| 59 W C2IS R | 8 | -3.84 | -11.68 | .00 |
| 60 EL | 1 | 4.29 | -2.00 | .00 |
| 60 EL | 8 | 4.29 | 2.00 | .00 |
| 61 ER | 1 | -4.29 | 2.00 | .00 |
| 61 ER | 8 | -4.29 | -2.00 | .00 |



SIDEWALL WIND BRACING

NOTE: REACTIONS ARE AT THE BASE OF EACH COLUMN TO WHICH A BRACE ATTACHES.

| DESCRIPTION | REACTION | | |
|---------------------------------|----------------|--------------|-------------|
| | TENSION (KIPS) | HORIZ (KIPS) | VERT (KIPS) |
| MAXIMUM REACTION LEFT SIDEWALL | 17.49 | 10.29 | 14.14 |
| MAXIMUM REACTION RIGHT SIDEWALL | 17.49 | 10.29 | 14.14 |



1-14-19

ERECTION REQUIRES MINOR ADJUSTMENTS

ESSEX STRUCTURAL STEEL CO., INC.
CORTLAND, NEW YORK 13045

| | |
|--|--|
| REVISIONS | PROJECT: 100 WEST COMMERCIAL STREET PORTLAND YACHT STORAGE PORTLAND MAINE, 04101 |
| 12/27/18: WIND LOAD CHANGED FROM 115 MPH TO 118 MPH | CONTRACTOR: IRISHSPAN INDUSTRIES, INC. |
| | PROJECT NO.: S-1867-A |
| | TITLE: REACTIONS |
| | SCALE: D.N.S. |
| | DATE: 6/15/18 |
| | DRAWN BY: CRJ |

SHEET: 2



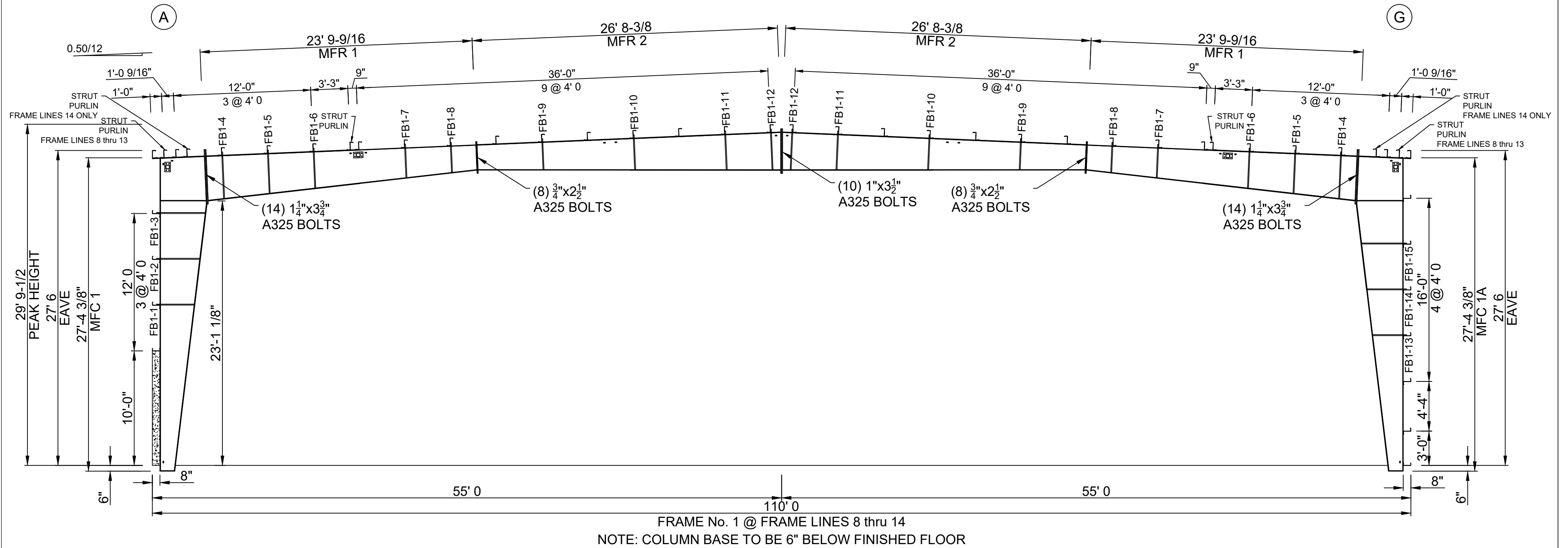
Reviewed for Code Compliance
Permitting and Inspections Department
Approved with Conditions
02/21/2019

CONDITIONALLY APPROVED

SAFEbuilt.
APPROVED THIRD PARTY PLAN REVIEW AGENCY
BY THE CITY OF PORTLAND, MAINE.

SEE REVIEW LETTER FOR MORE INFORMATION
01/16/2019

| Mark | Web Depth | | Web Plate | | Outside Flange | | Inside Flange | |
|--------|---------------|--------|-----------|---------------------|---------------------|--------------------|------------------|--|
| | Start/End | Thick | Length | W x Thk x Length | W x Thk x Length | W x Thk x Length | W x Thk x Length | |
| MFC-1 | 14.5/37.563 | 0.3125 | 191.50 | 12 x 1/2" x 327.25 | 12 x 5/8" x 191.50 | 12 x 3/4" x 89.625 | | |
| | 37.563/48.125 | 0.50 | 137.625 | | | | | |
| MFR-1 | 46.0/34.5 | 0.375 | 160.125 | 10 x 5/8" x 160.125 | 10 x 5/8" x 172.125 | | | |
| | 34.5/25.625 | 0.3125 | 122.875 | 10 x 3/8" x 122.875 | 10 x 1/2" x 111.625 | | | |
| MFR-2 | 25.625/28.94 | 0.250 | 78.75 | 10 x 5/8" x 318.75 | 10 x 1/2" x 160.188 | | | |
| | 28.94/39.00 | 0.250 | 240.00 | | 10 x 5/8" x 157.188 | | | |
| MFC-1A | 14.5/37.563 | 0.3125 | 191.50 | 12 x 1/2" x 327.25 | 12 x 5/8" x 191.50 | 12 x 3/4" x 89.625 | | |
| | 37.563/48.125 | 0.50 | 137.625 | | | | | |



| FLANGE BRACE TABLE | | | | |
|--------------------|------------|-----------|-----------|----------|
| PARTMARK | LENGTH | PLACEMENT | QTY/FRAME | QTY/BLDG |
| FB1-1 | 3'10-5/16 | NS/FS | 2 | 6 |
| FB1-2 | 4' 3- 1/ 8 | NS/FS | 2 | 6 |
| FB1-3 | 4' 8-1/ 8 | NS/FS | 2 | 6 |
| FB1-4 | 4' 6-3/ 8 | NS/FS | 4 | 12 |
| FB1-5 | 4' 3-3/ 8 | NS/FS | 4 | 12 |
| FB1-6 | 4' 0-1/ 2 | NS/FS | 4 | 12 |
| FB1-7 | 3' 6- 3/ 4 | NS/FS | 4 | 12 |
| FB1-8 | 3' 4-3/16 | NS/FS | 4 | 12 |
| FB1-9 | 3' 5-1/16 | NS/FS | 4 | 12 |
| FB1-10 | 3' 8-3/16 | NS/FS | 4 | 12 |
| FB1-11 | 3' 11-3/ 8 | NS/FS | 4 | 12 |
| FB1-12 | 4' 1-1/16 | NS/FS | 4 | 12 |
| FB1-13 | 3' 7-1/ 4 | NS/FS | 2 | 6 |
| FB1-14 | 3' 11-7/ 8 | NS/FS | 2 | 6 |
| FB1-15 | 4' 4-13/16 | NS/FS | 2 | 6 |



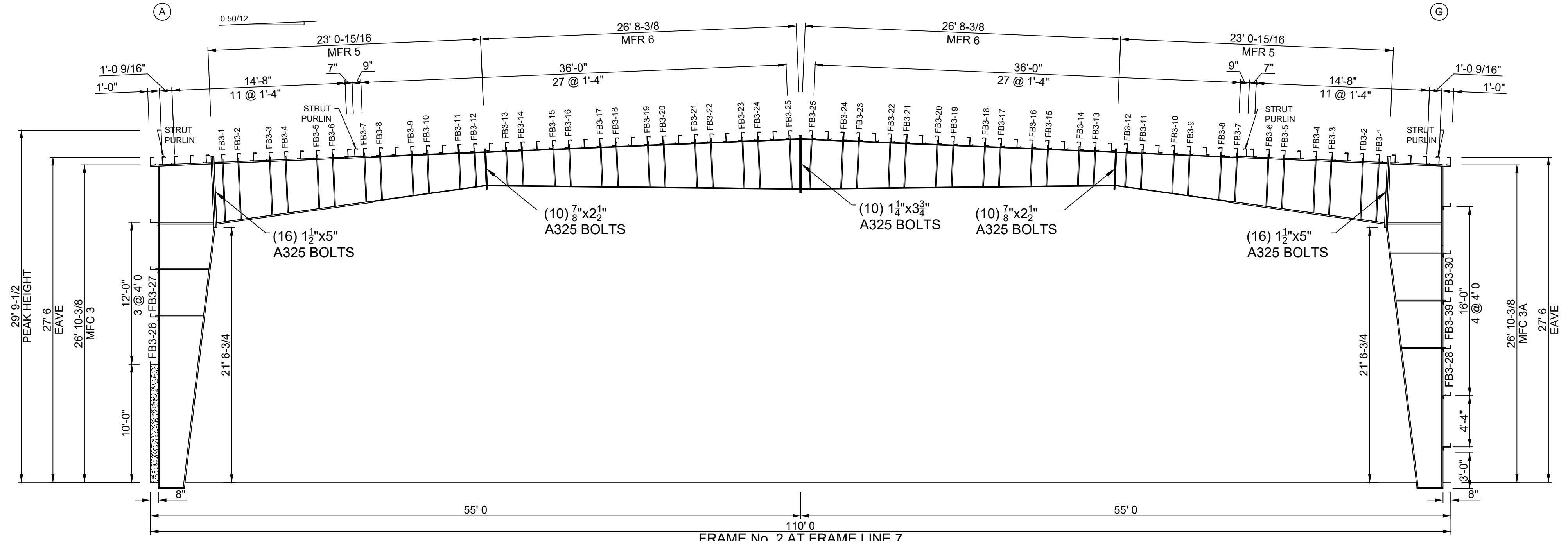
ERECTION REQUIRES MINOR ADJUSTMENTS

ESSEX STRUCTURAL STEEL CO., INC.
CORTLAND, NEW YORK 13045

| | | |
|-----------|--|----------|
| REVISIONS | PROJECT: 100 WEST COMMERCIAL STREET PORTLAND YACHT STORAGE PORTLAND MAINE, 04101 | SHEET: 3 |
| | CONTRACTOR: IRISHSPAN INDUSTRIES, INC. PROJECT NO.: S-1867-A | |
| | TITLE: FRAME CROSS SECTION | |
| | DRAWN BY: CRJ DATE: 6/15/18 SCALE: D.N.S. | |



| Mark | Web Depth | | Web Plate | | Outside Flange | | Inside Flange | |
|--------|---------------|--------|-----------|----------------------|----------------------|----------------------|----------------------|--|
| | Start/End | Thick | Length | W x Thk x Length | W x Thk x Length | W x Thk x Length | W x Thk x Length | |
| MFC-3 | 24.0/44.25 | 0.50 | 171.75 | 10 x 1.25" x 326.625 | 10 x 1.25" x 160.125 | 10 x 1.25" x 160.125 | 10 x 1.25" x 266.063 | |
| | 44.25/55.1875 | 0.625 | 157.063 | | 10 x 1/2" x 114.688 | 10 x 1/2" x 116.00 | | |
| MFR-5 | 60.0/33.313 | 0.50 | 274.813 | | | | | |
| MFR-6 | 33.313/41.75 | 0.375 | 160.25 | 12 x 5/8" x 160.25 | 12 x 3/4" x 240.00 | 12 x 3/4" x 240.00 | 12 x 3/4" x 77.125 | |
| | 41.75/50.0 | 0.3125 | 158.50 | 12 x 3/4" x 158.50 | | | | |
| MFC-3A | 24.0/44.25 | 0.50 | 171.75 | 10 x 1.25" x 326.625 | 10 x 1.25" x 160.125 | 10 x 1.25" x 160.125 | 10 x 1.25" x 266.063 | |
| | 44.25/55.1875 | 0.625 | 157.063 | | | | | |



FRAME No. 2 AT FRAME LINE 7
 NOTE: COLUMN BASE TO BE 6" BELOW FINISHED FLOOR

| PARTMARK | LENGTH | PLACEMENT | QTY/FRAME | QTY/BLDG |
|----------|-------------|-----------|-----------|----------|
| FB3-1 | 5' 7-13/16" | NS/FS | 4 | 4 |
| FB3-2 | 5' 6-3/8" | FS ONLY | 2 | 2 |
| FB3-3 | 5' 3-9/16" | NS/FS | 4 | 4 |
| FB3-4 | 5' 2-3/16" | FS ONLY | 2 | 2 |
| FB3-5 | 4' 11-3/8" | NS/FS | 4 | 4 |
| FB3-6 | 4' 9-15/16" | FS ONLY | 2 | 2 |
| FB3-7 | 4' 6-5/8" | NS/FS | 4 | 4 |
| FB3-8 | 4' 5-1/4" | FS ONLY | 2 | 2 |
| FB3-9 | 4' 2-5/8" | NS/FS | 4 | 4 |
| FB3-10 | 4' 1-5/16" | FS ONLY | 2 | 2 |
| FB3-11 | 3' 10-3/4" | NS/FS | 4 | 4 |
| FB3-12 | 3' 9-1/2" | FS ONLY | 2 | 2 |
| FB3-13 | 3' 9-5/8" | NS/FS | 4 | 4 |
| FB3-14 | 3' 10-5/16" | FS ONLY | 2 | 2 |
| FB3-15 | 3' 11-5/8" | NS/FS | 4 | 4 |
| FB3-16 | 4' 0-3/8" | FS ONLY | 2 | 2 |
| FB3-17 | 4' 1-3/4" | NS/FS | 4 | 4 |
| FB3-18 | 4' 2-7/16" | FS ONLY | 2 | 2 |
| FB3-19 | 4' 4" | NS/FS | 4 | 4 |
| FB3-20 | 4' 4-3/4" | FS ONLY | 2 | 2 |
| FB3-21 | 4' 6-3/16" | NS/FS | 4 | 4 |
| FB3-22 | 4' 6-7/8" | FS ONLY | 2 | 2 |
| FB3-23 | 4' 8-3/8" | NS/FS | 4 | 4 |
| FB3-24 | 4' 9-1/8" | FS ONLY | 2 | 2 |
| FB3-25 | 4' 10-5/8" | NS/FS | 4 | 4 |
| FB3-26 | 4' 6-9/16" | NS/FS | 2 | 2 |
| FB3-27 | 4' 11-9/16" | NS/FS | 2 | 2 |
| FB3-28 | 4' 3-5/16" | NS/FS | 2 | 2 |
| FB3-29 | 4' 8-1/4" | NS/FS | 2 | 2 |
| FB3-30 | 5' 1-1/4" | NS/FS | 2 | 2 |



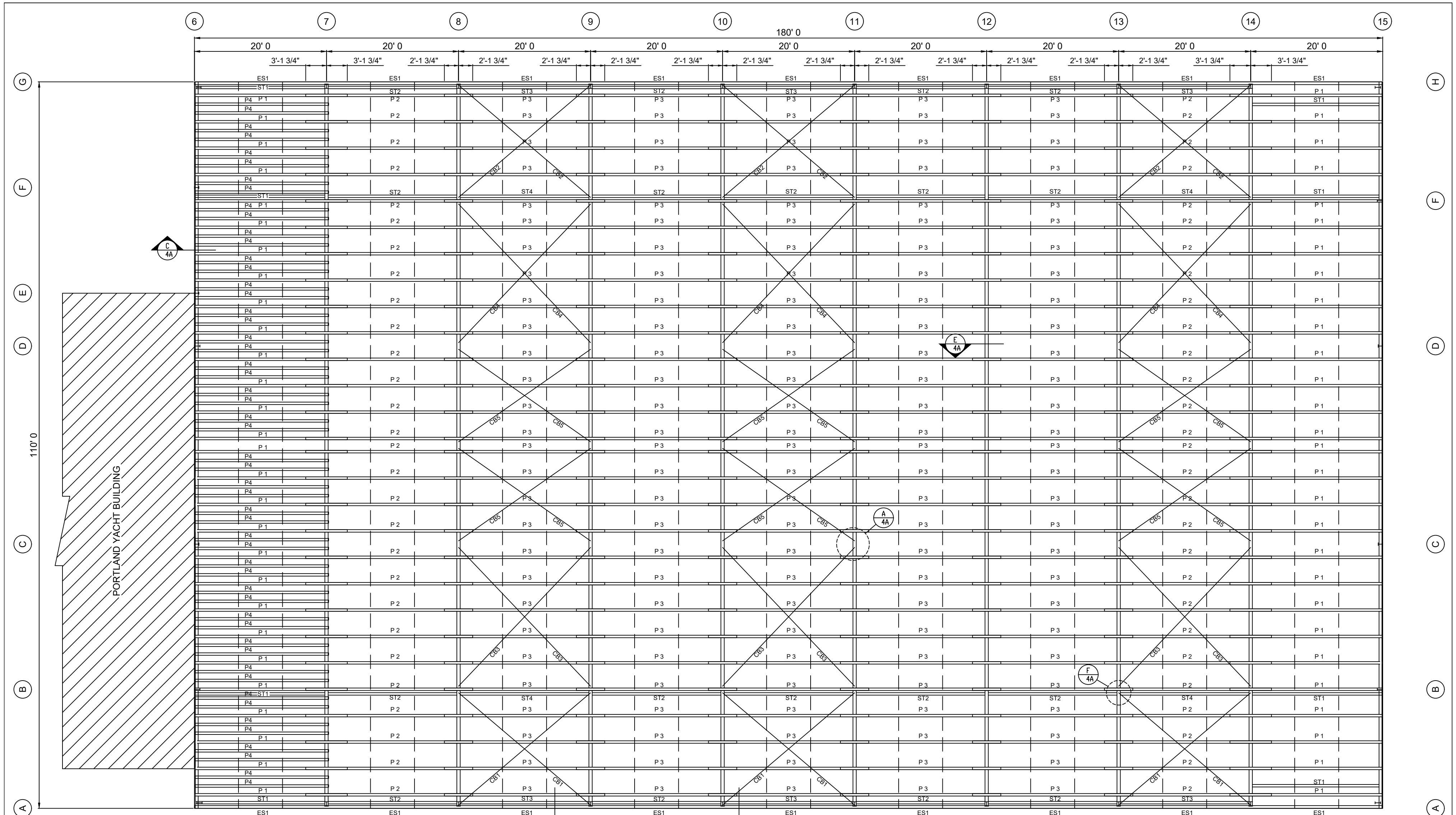
ERECTION REQUIRES MINOR ADJUSTMENTS

| | | | |
|--|--------------|---|---------------|
| ESSEX STRUCTURAL STEEL CO., INC. CORTLAND, NEW YORK 13045 | | | |
| REVISIONS | PROJECT: | 100 WEST COMMERCIAL STREET PORTLAND YACHT STORAGE PORTLAND MAINE, 04101 | |
| | CONTRACTOR: | IRISHSPAN INDUSTRIES, INC. | |
| | PROJECT NO.: | S-1867-A | |
| | TITLE: | FRAME CROSS SECTION | SHEET: 3A |
| | DRAWN BY: | CRJ | DATE: 6/15/18 |
| | | SCALE: | D.N.S. |

Reviewed for Code Compliance
 Permitting and Inspections Department
 Approved with Conditions
 02/21/2019

CONDITIONALLY APPROVED

REVIEW BY: **SAFEbuilt.**
 APPROVED THIRD PARTY PLAN REVIEW AGENCY
 BY THE CITY OF PORTLAND, MAINE.
 SEE REVIEW LETTER FOR MORE INFORMATION
 01/16/2019



| QTY | PART MARK | DESCRIP | LENGTH |
|-----|-----------|--------------|-------------|
| 6 | CB1 | CABL.5 | 25'10- 1/2 |
| 6 | CB2 | CABL.5 | 24' 8- 1/2 |
| 6 | CB3 | CABL.375 | 29' 4- 7/ 8 |
| 6 | CB4 | CABL.375 | 30'10- 1/2 |
| 12 | CB5 | CABLE.25 | 24'11 |
| 56 | P 1 | 8Z25 12 | 23' 1- 1/2 |
| 56 | P 2 | 8Z25 14 | 25' 3- 1/2 |
| 140 | P 3 | 8Z25 14 | 24' 3- 1/2 |
| 52 | P 4 | 8Z25 12 | 20' 3- 1/2 |
| 18 | ES1 | 8ES14 | 19'11- 1/2 |
| 8 | ST1 | 8Z25 16 | 19'11- 1/2 |
| 18 | ST2 | 8Z25 16 | 20' 7- 1/2 |
| 6 | ST3 | TS 4x4x3/16" | 19'11- 1/2 |
| 4 | ST4 | TS 4x4x3/16" | 19'11-11/16 |

ERECTION REQUIRES MINOR ADJUSTMENTS

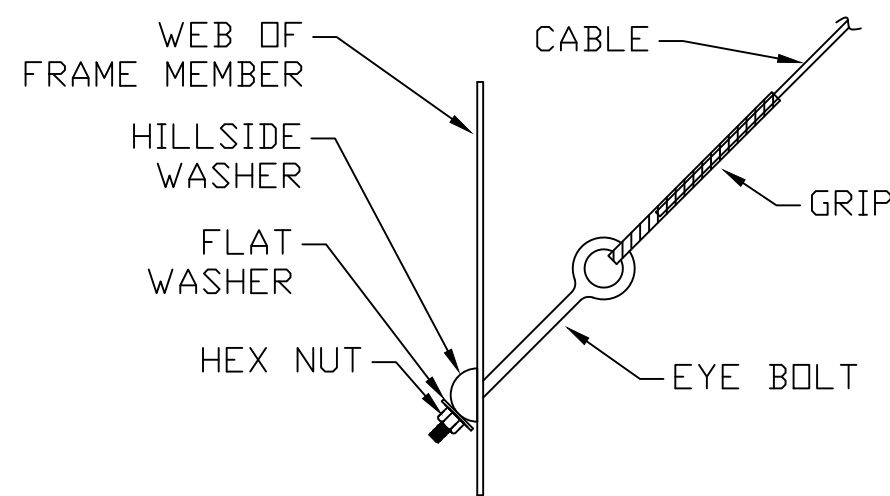
ESSEX STRUCTURAL STEEL CO., INC.
CORTLAND, NEW YORK 13045



| REVISIONS | PROJECT: | 100 WEST COMMERCIAL STREET PORTLAND YACHT STORAGE PORTLAND MAINE, 04101 |
|-----------|--------------|---|
| | CONTRACTOR: | IRISHSPAN INDUSTRIES, INC. |
| | PROJECT NO.: | S-1867-A |
| | TITLE: | ROOF FRAMING PLAN |
| | DRAWN BY: | CRJ |
| | DATE: | 6/15/18 |
| | SCALE: | D.N.S. |
| | SHEET: | 4 |



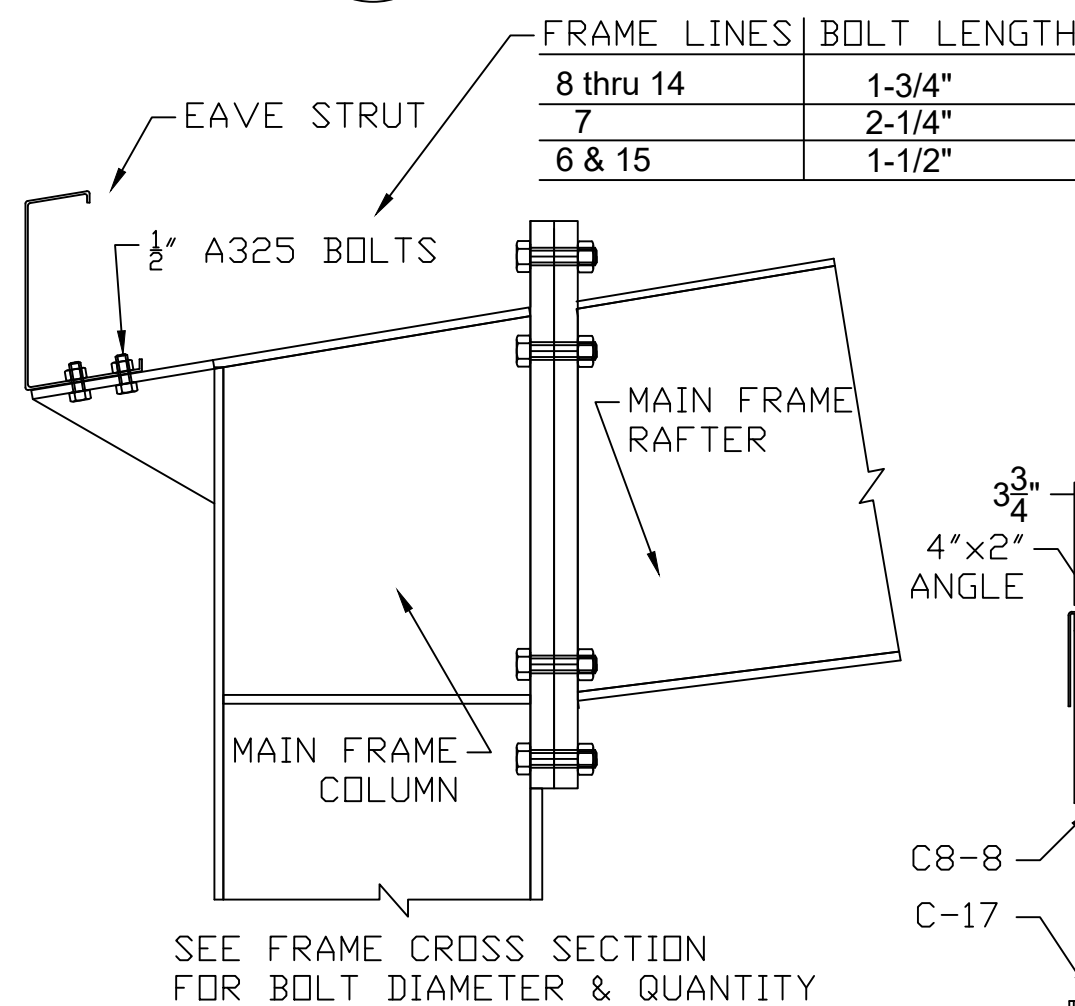
Reviewed for Code Compliance
Permitting and Inspections Department
Approved with Conditions
02/21/2019
CONDITIONALLY APPROVED
SAFEbuilt
APPROVED THIRD PARTY PLAN REVIEW AGENCY
BY THE CITY OF PORTLAND, MAINE.
SEE REVIEW LETTER FOR MORE INFORMATION
01/16/2019



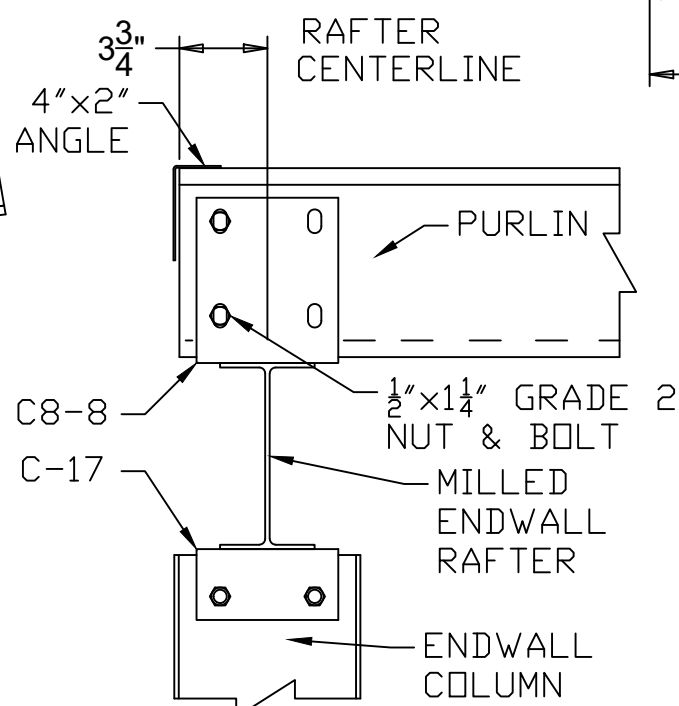
1. PUT GRIP THRU EYE BOLT
2. SLIDE CABLE UP TO PAINT MARK
3. WRAP ONE LEG OF GRIP AROUND CABLE
4. WRAP 2ND LEG AROUND 1ST & CABLE
5. CHECK LENGTH BEFORE ASSEMBLING THE OPPOSITE END

| CABLE SIZE(NOMINAL) | EYEBOLT SIZE | GRIP COLOR | GRIP LENGTH |
|---------------------|--------------|------------|-------------|
| 1/4" | 5/8" | YELLOW | 19-1/2" |
| 5/16" | 5/8" | BLACK | 21" |
| 3/8" | 5/8" | ORANGE | 26" |
| 1/2" | 7/8" | BLUE | 34" |

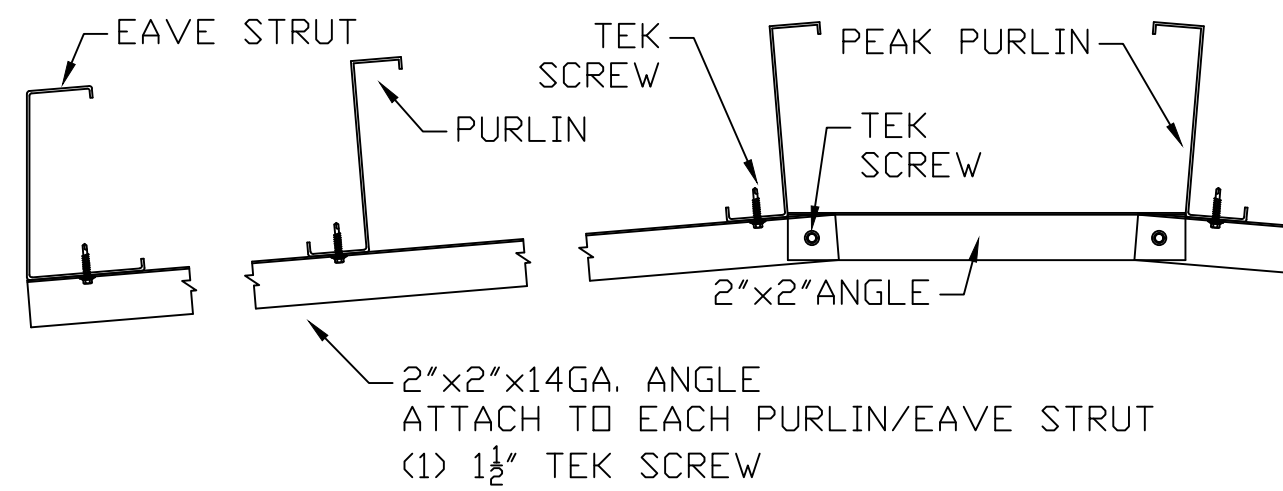
A SECTION
4A



D SECTION
4A

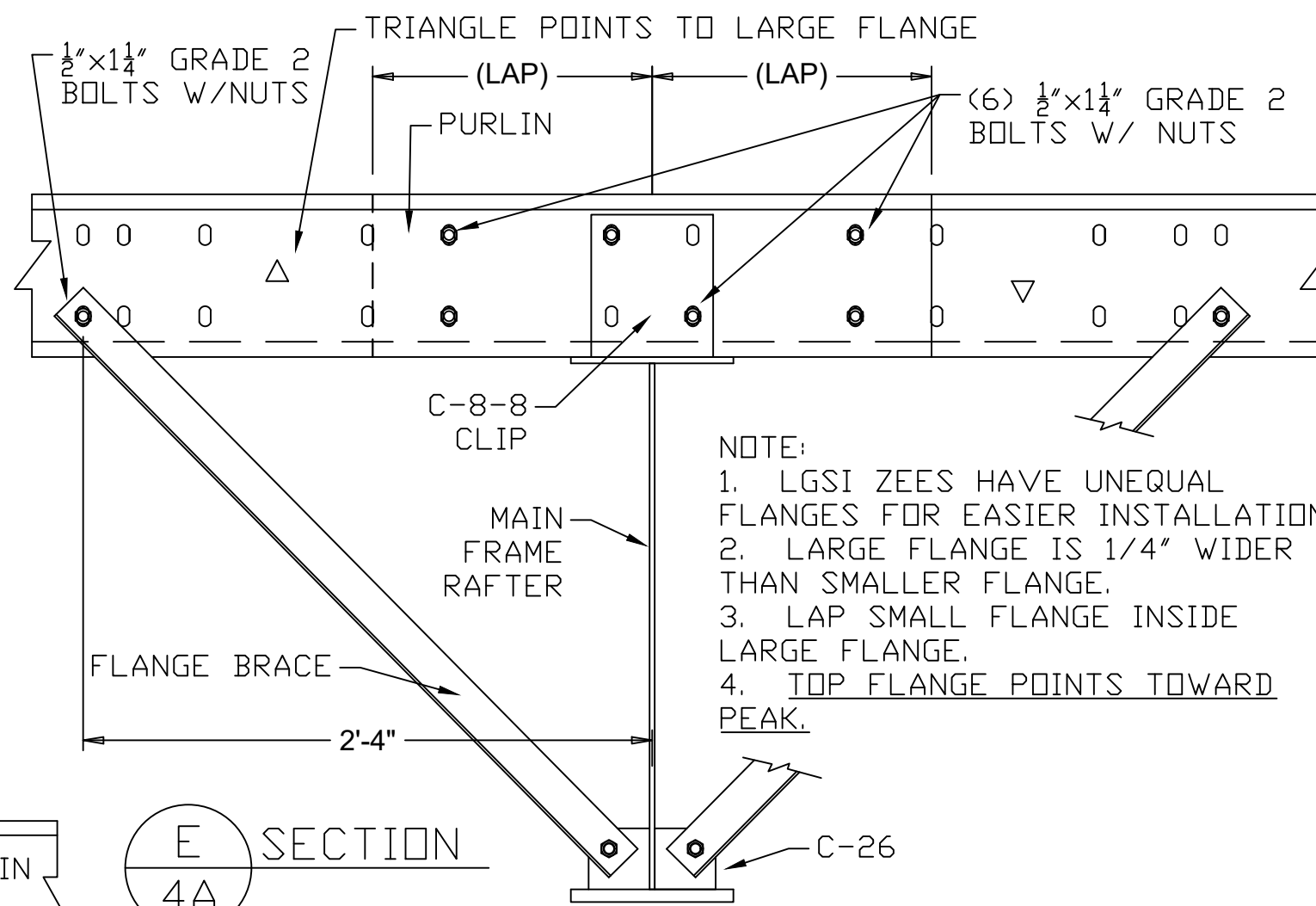


C SECTION
4A



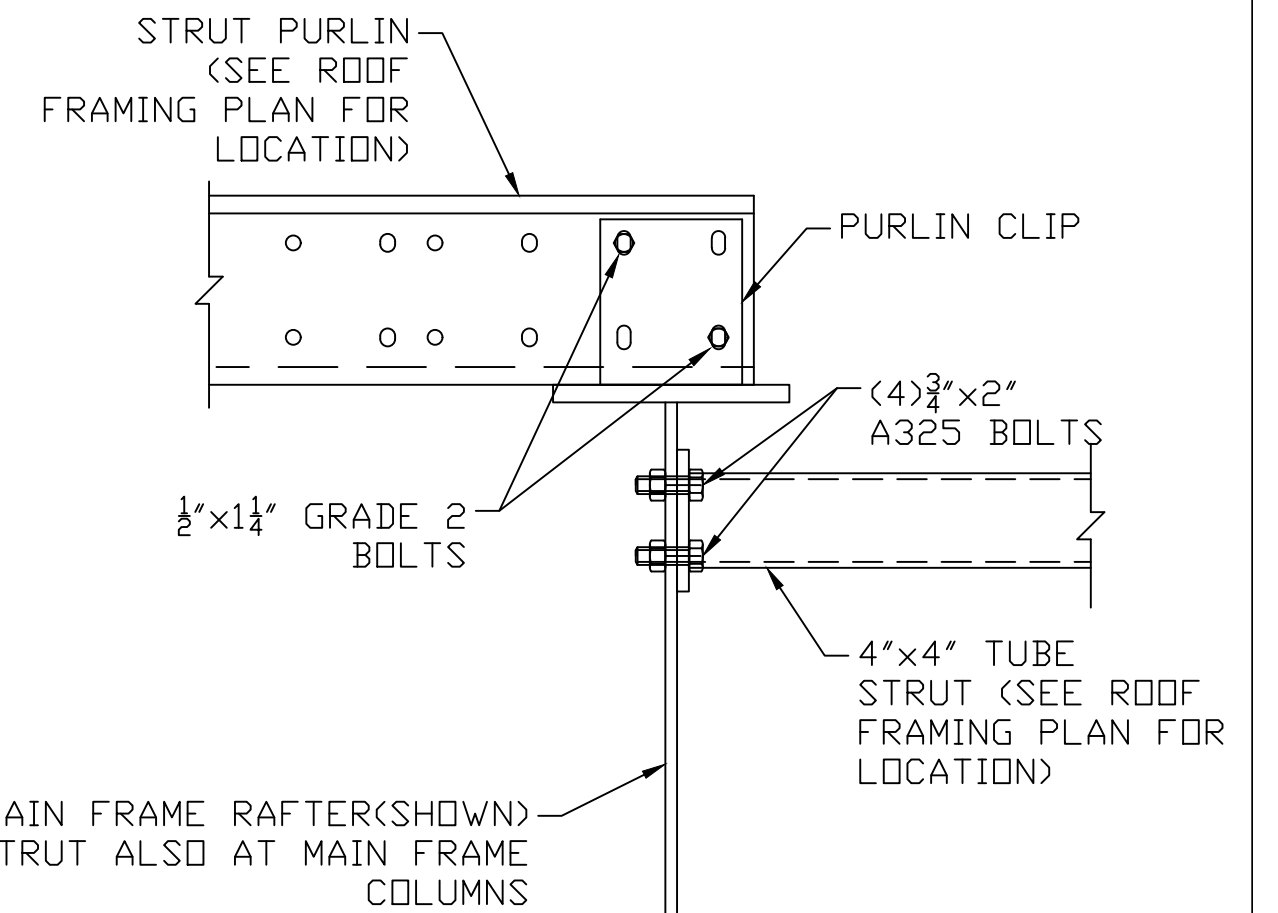
- NOTES:
1. SCREW THROUGH ANGLE INTO PURLIN
 2. SEE LAYOUT FOR ROWS PER BAY
 3. SPACE EVENLY ACROSS BAYS

B SECTION
4A



- NOTE:
1. LGSI ZEES HAVE UNEQUAL FLANGES FOR EASIER INSTALLATION.
 2. LARGE FLANGE IS 1/4" WIDER THAN SMALLER FLANGE.
 3. LAP SMALL FLANGE INSIDE LARGE FLANGE.
 4. TOP FLANGE POINTS TOWARD PEAK.

E SECTION
4A



F SECTION
4A

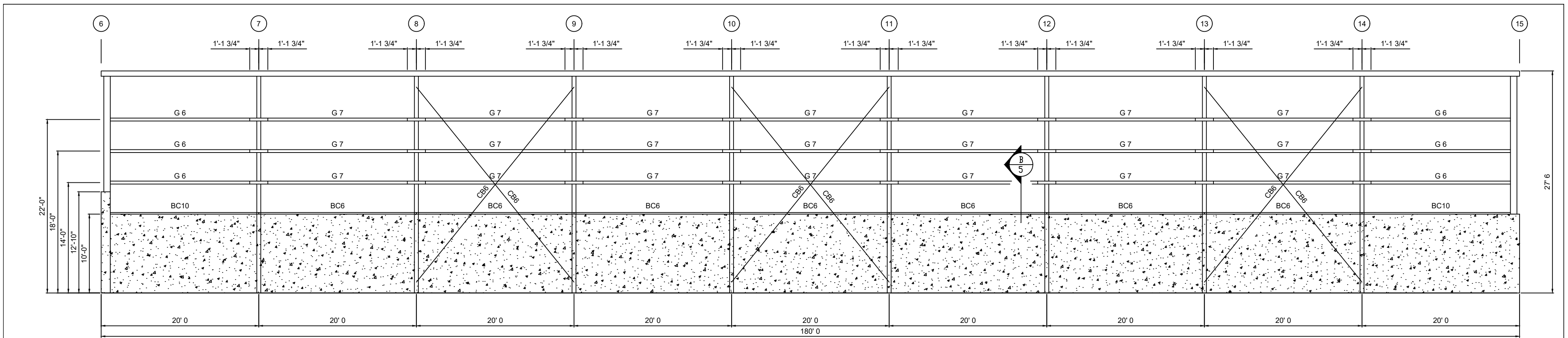
ERECTION REQUIRES MINOR ADJUSTMENTS

ESSEX STRUCTURAL STEEL CO., INC.
CORTLAND, NEW YORK 13045

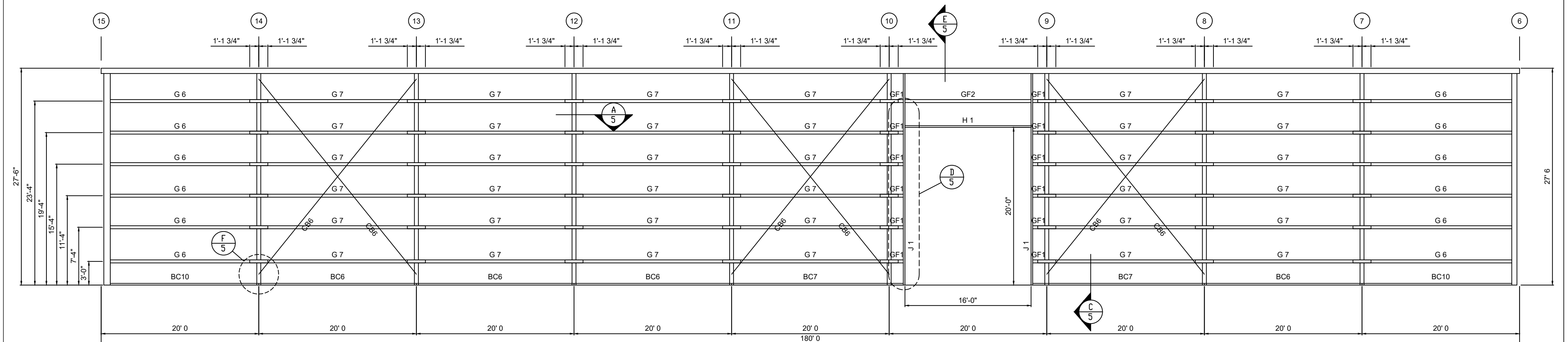
| REVISIONS | PROJECT: | 100 WEST COMMERCIAL STREET HAMILTON MARINE PORTLAND MAINE, 04101 |
|-----------|--------------|--|
| | CONTRACTOR: | IRISHSPAN INDUSTRIES, INC. |
| | PROJECT NO.: | S-1867-A |
| | TITLE: | ROOF FRAMING DETAILS |
| | DRAWN BY: | CRJ |
| | DATE: | 6/15/18 |
| | SCALE: | D.N.S. |

SHEET:
4A

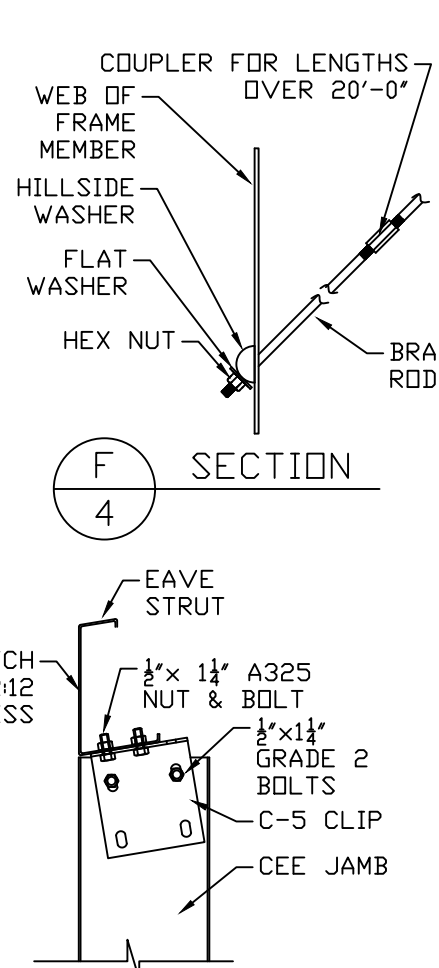
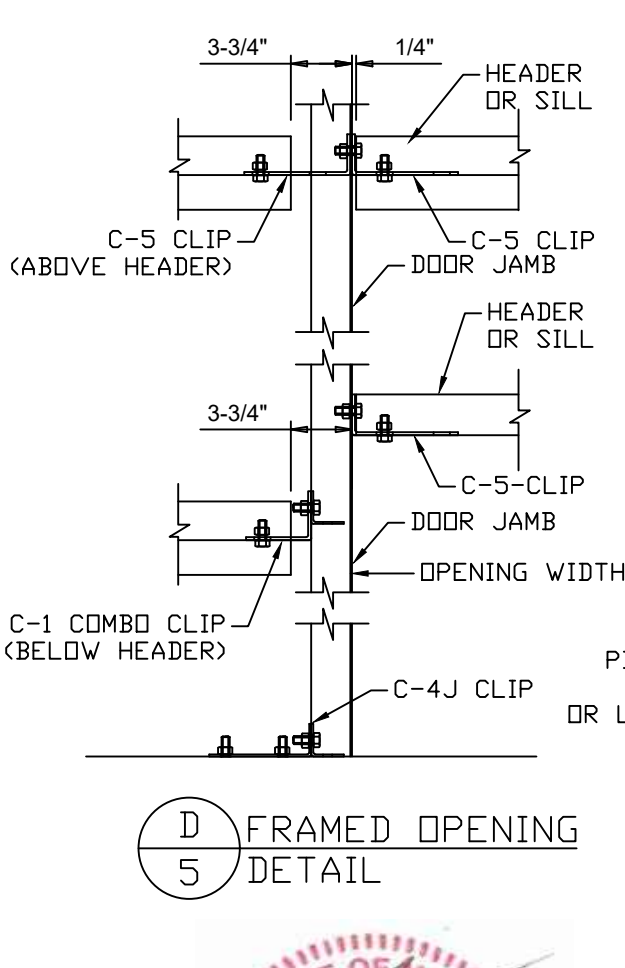
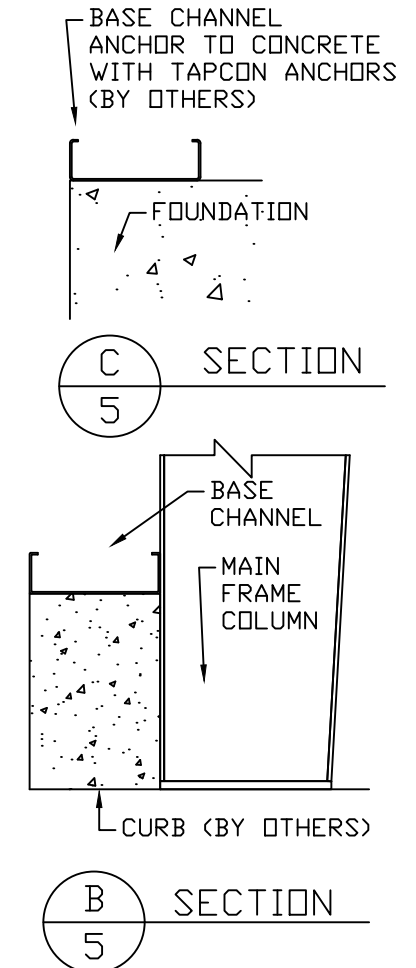
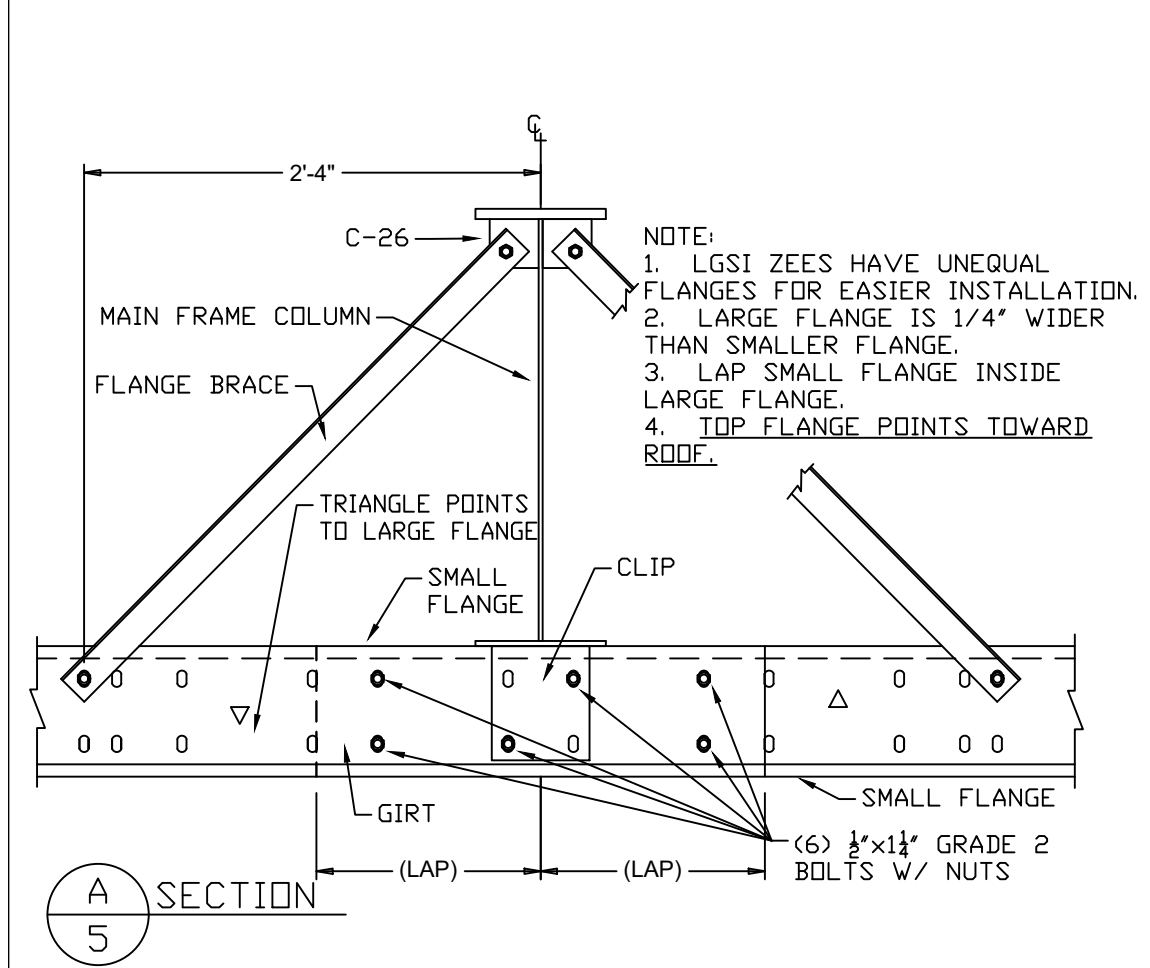




SIDEWALL AT A



SIDEWALL AT G



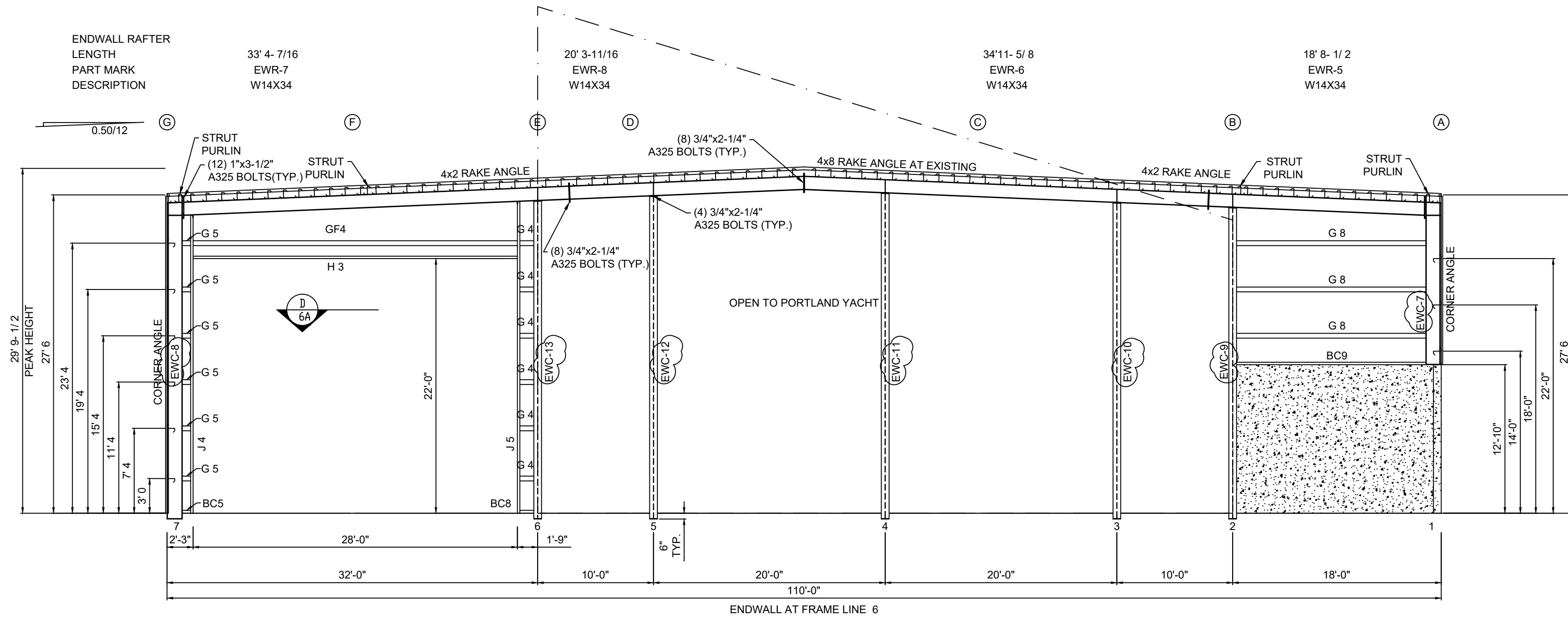
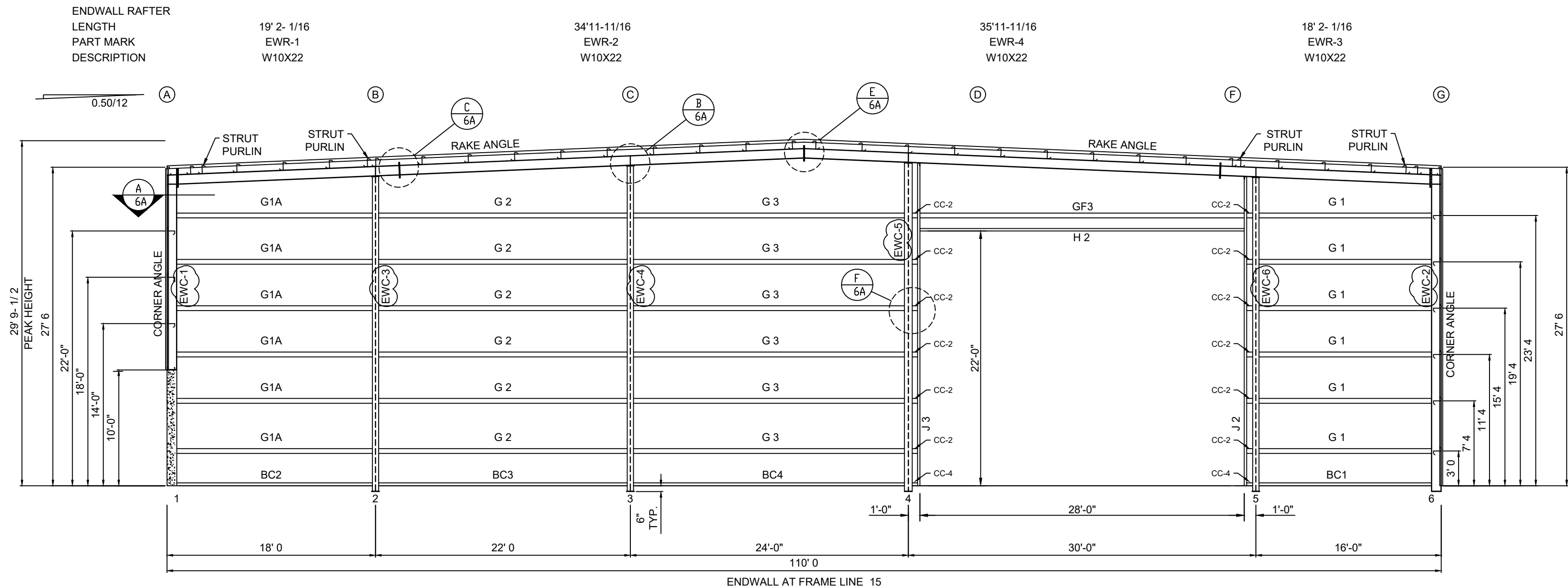
| QTY | PART MARK | DESCRIP | LENGTH |
|-----|-----------|----------|-------------|
| 12 | CB6 | 3/4" ROD | 33' 1- 1/ 2 |
| 18 | G 6 | 8Z25 16 | 20' 5- 1/ 2 |
| 57 | G 7 | 8Z25 16 | 22' 3- 1/ 2 |
| 12 | GF1 | 8Z25 14 | 2'10 |
| 1 | GF2 | 8Z25 14 | 15'11- 1/ 2 |
| 2 | J 1 | 8C25 12 | 26' 9- 3/ 4 |
| 1 | H 1 | 8C25 12 | 15'11- 1/ 2 |
| 11 | BC6 | 8C25 16 | 19'11- 1/ 2 |
| 2 | BC7 | 8C25 16 | 21' 9 |
| 4 | BC10 | 8C25 16 | 19' 3- 1/ 2 |

ERECTION REQUIRES MINOR ADJUSTMENTS

ESSEX STRUCTURAL STEEL CO., INC.
 CORTLAND, NEW YORK 13045

| | |
|---------------------------------|--|
| REVISIONS | PROJECT: 100 WEST COMMERCIAL STREET PORTLAND YACHT STORAGE PORTLAND MAINE, 04101 |
| 09/04/18: FRAMED OPENINGS ADDED | CONTRACTOR: IRISHSPAN INDUSTRIES, INC. PROJECT NO.: S-1867-A |
| | TITLE: SIDEWALL FRAMING PLAN |
| | SCALE: D.N.S. |
| | SHEET: 5 |





SEE SHT. 6A FOR COLUMN & SECONDARY SIZING

ERECTION REQUIRES MINOR ADJUSTMENTS

| | |
|---|---|
| ESSEX STRUCTURAL STEEL CO., INC. CORTLAND, NEW YORK 13045 | |
| REVISIONS 09/04/18: FRAMED OPENINGS ADDED 09/04/18: COLUMN SPACING CHANGED 12/18/18: DESIGNATION ADDED TO END WALL COLUMNS | PROJECT: 100 WEST COMMERCIAL STREET PORTLAND YACHT STORAGE PORTLAND MAINE, 04101 CONTRACTOR: IRISHSPAN INDUSTRIES, INC. PROJECT NO.: S-1867-A |
| TITLE: ENDWALL FRAMING PLAN | SHEET: 6 |
| DRAWN BY: CRJ | DATE: 6/15/18 |
| SCALE: D.N.S. | |



ENDWALL AT FRAME LINE 15

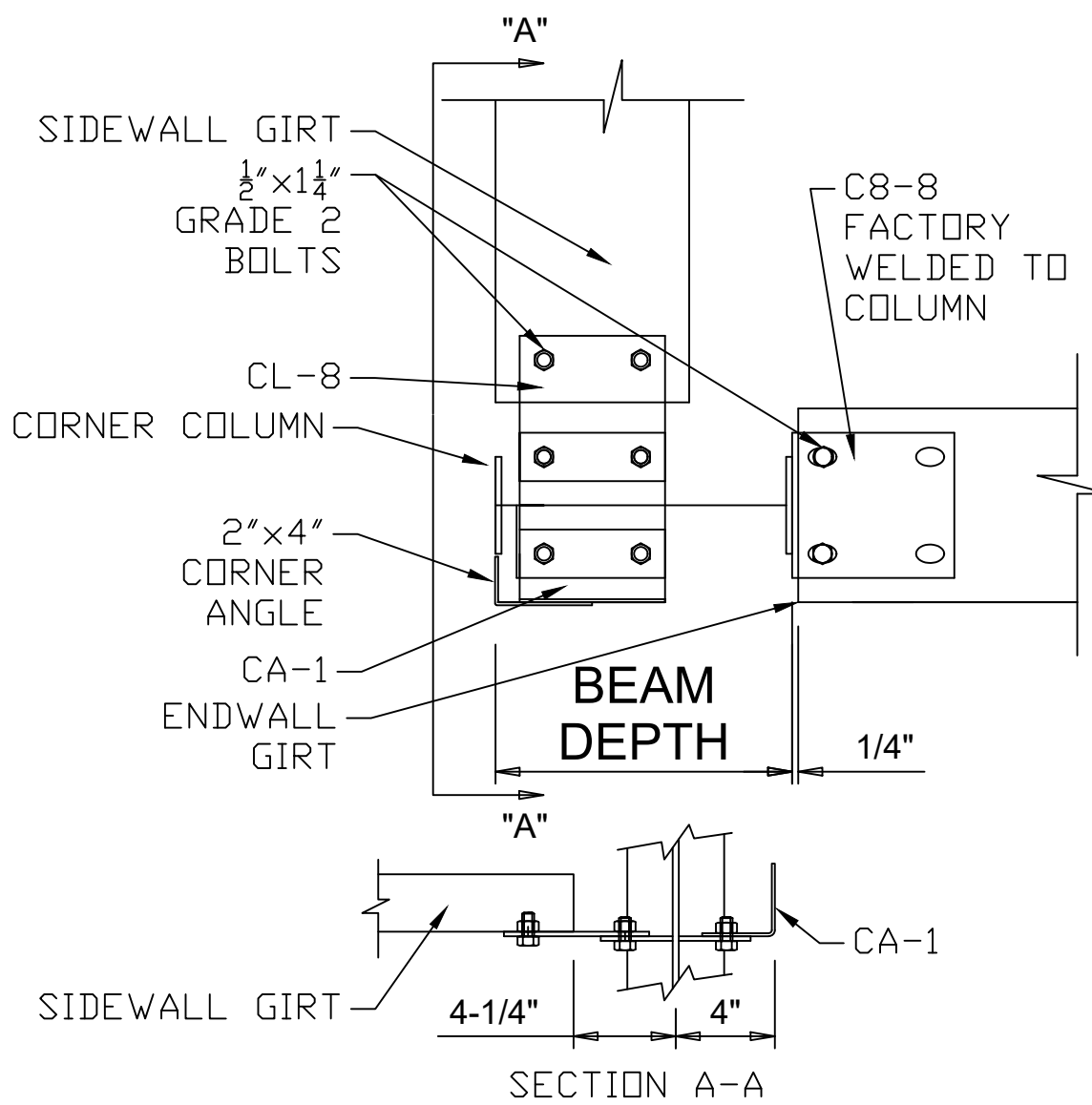
| ENDWALL COLUMNS | | | |
|-----------------|----------|-------------|-------------|
| PART MARK | LOCATION | LENGTH | DESCRIPTION |
| EWC-1 | 1 | 16'10" | W10x19 |
| EWC-3 | 2 | 27' 2- 7/ 8 | W 8x24 |
| EWC-4 | 3 | 28' 1- 7/ 8 | W 8x24 |
| EWC-5 | 4 | 28' 4- 7/ 8 | W10x33 |
| EWC-6 | 5 | 27' 1- 7/ 8 | W 8x24 |
| EWC-2 | 6 | 26'10" | W10x19 |

ENDWALL AT FRAME LINE 6

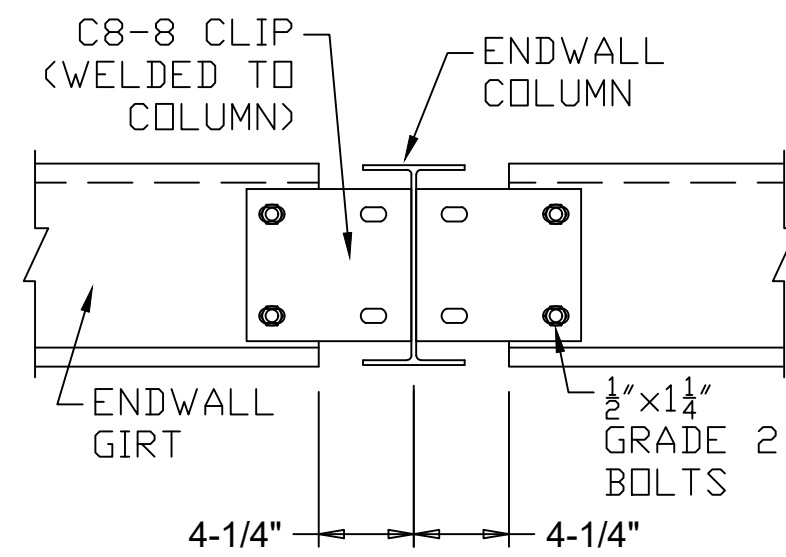
| ENDWALL COLUMNS | | | |
|-----------------|----------|--------------|-------------|
| PART MARK | LOCATION | LENGTH | DESCRIPTION |
| EWC-7 | 1 | 14' 0" | W16x31 |
| EWC-9 | 2 | 26' 11- 1/16 | W10x33 |
| EWC-10 | 3 | 27' 4- 1/16 | W10x33 |
| EWC-11 | 4 | 28' 2- 1/16 | W10x33 |
| EWC-12 | 5 | 27'11- 1/16 | W10x33 |
| EWC-13 | 6 | 27' 6- 1/16 | W10x33 |
| EWC-8 | 7 | 27' 4" | W16x31 |

| QTY | PART MARK | DESCRIP | LENGTH |
|-----|-----------|----------|-------------|
| 6 | G 1 | 8Z25 16 | 14' 9- 1/ 4 |
| 6 | G1A | 8Z25 16 | 16' 9- 1/ 4 |
| 6 | G 2 | 8Z25 14 | 21' 3- 1/ 2 |
| 1 | GF3 | 8Z25 12 | 27'11- 1/ 2 |
| 1 | GF4 | 10Z25 12 | 27'11- 1/ 2 |
| 6 | G 3 | 8Z25 14 | 23' 3- 1/ 2 |
| 6 | G 4 | 10Z25 12 | 1' 1" |
| 6 | G 5 | 10Z25 12 | 0' 7- 1/ 8 |
| 3 | G 8 | 10Z25 16 | 16' 3- 5/ 8 |
| 1 | J 2 | 8C25 12 | 26' 8- 1/ 8 |
| 1 | J 3 | 8C25 12 | 27'10-1/ 8 |
| 1 | J 4 | 10C25 12 | 25' 8- 7/ 8 |
| 1 | J 5 | 10C25 12 | 26'10- 7/ 8 |
| 1 | H 2 | 8C25 12 | 27'11- 1/ 2 |
| 1 | H 3 | 10C25 12 | 27'11- 1/ 2 |
| 1 | BC1 | 8C25 16 | 14' 9- 1/ 4 |
| 1 | BC2 | 8C25 16 | 16' 9- 1/ 4 |
| 1 | BC3 | 8C25 16 | 21' 3- 1/ 2 |
| 1 | BC4 | 8C25 16 | 23' 3- 1/ 2 |
| 1 | BC5 | 10C25 16 | 0' 8- 1/ 8 |
| 1 | BC8 | 10C25 16 | 1' 2" |
| 1 | BC9 | 10C25 16 | 16' 3- 5/ 8 |

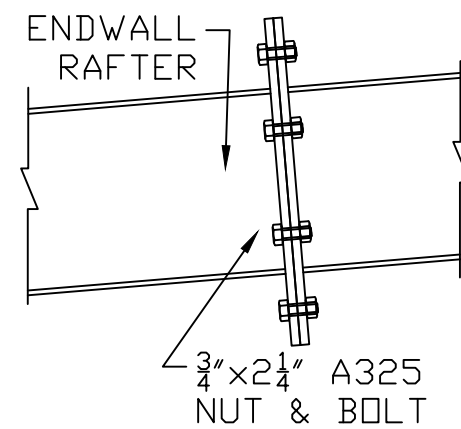
NOTE:
GIRT G3 CHANGED TO 14 GA. FROM 16 GA.
DUE TO CHANGE IN WIND LOAD.



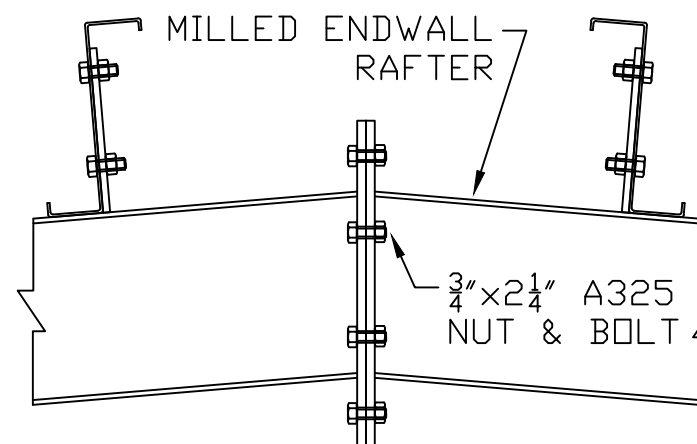
A CORNER DETAIL
6A



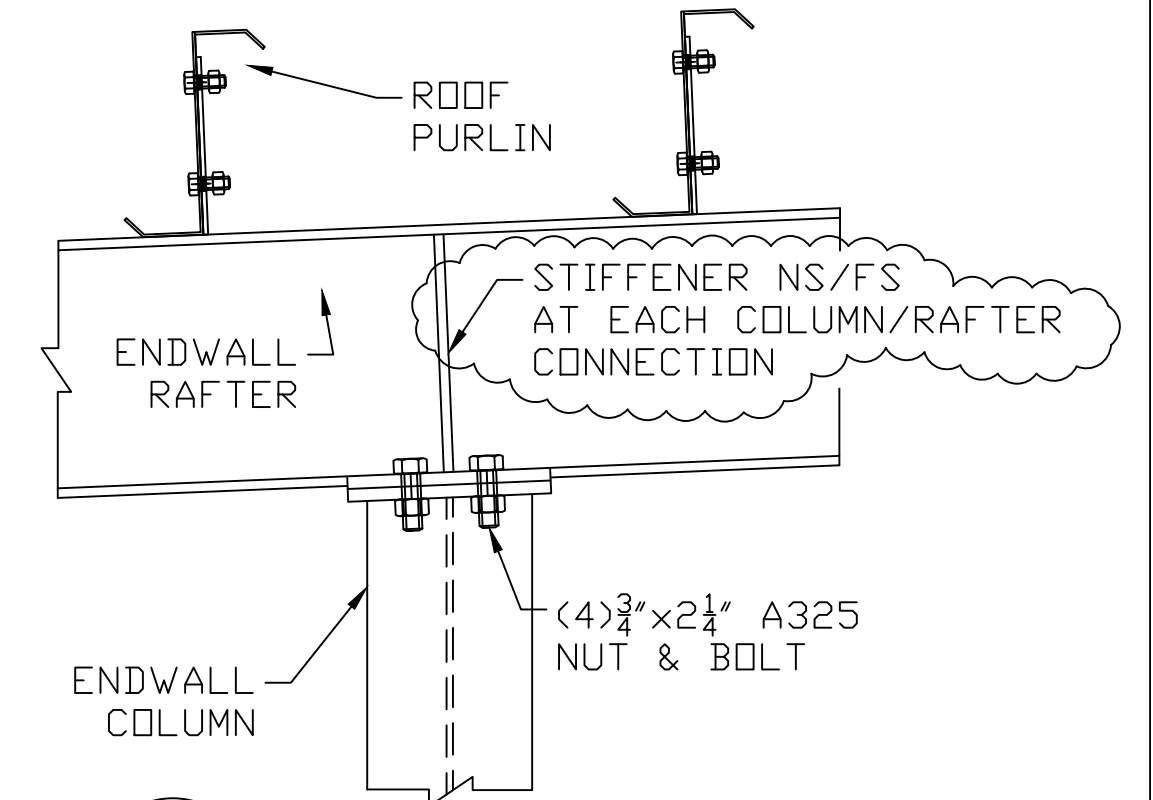
D SECTION
6A



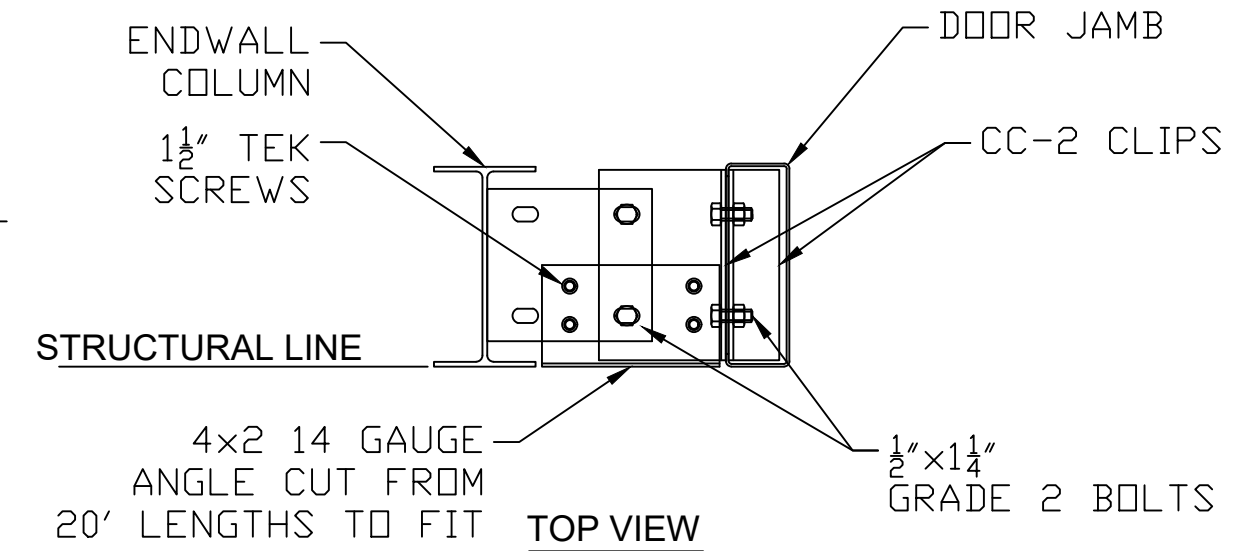
C SECTION
6A



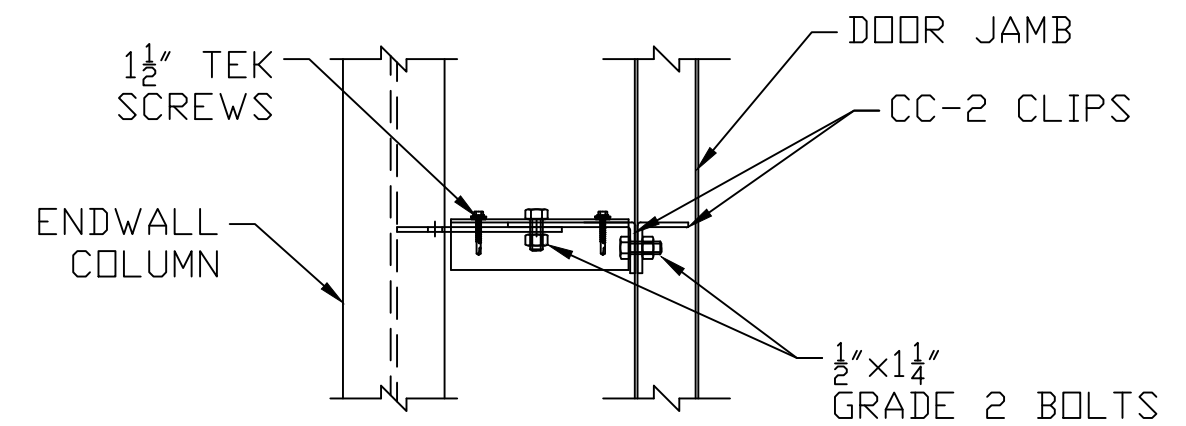
E SECTION
6A



B SECTION
6A



TOP VIEW



FRONT VIEW

F CC-2 DETAIL
6A

ERECTION REQUIRES MINOR ADJUSTMENTS

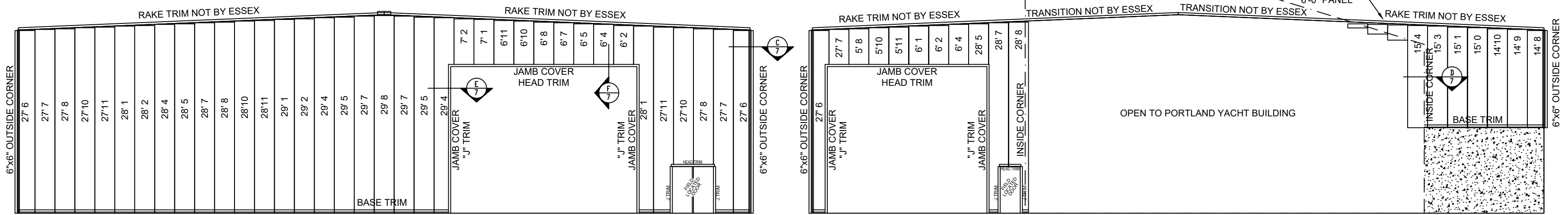
ESSEX STRUCTURAL STEEL CO., INC.
CORTLAND, NEW YORK 13045

| REVISIONS | PROJECT: | 100 WEST COMMERCIAL STREET PORTLAND YACHT STORAGE PORTLAND MAINE, 04101 |
|---|--------------|---|
| 12/18/18: STIFFENER ADDED TO DETAIL B/6A | CONTRACTOR: | IRISHSPAN INDUSTRIES, INC. |
| | PROJECT NO.: | S-1867-A |
| | TITLE: | ENDWALL FRAMING DETAILS |
| | DRAWN BY: | CRJ |
| | DATE: | 6/15/18 |
| | SCALE: | D.N.S. |

SHEET:
6A

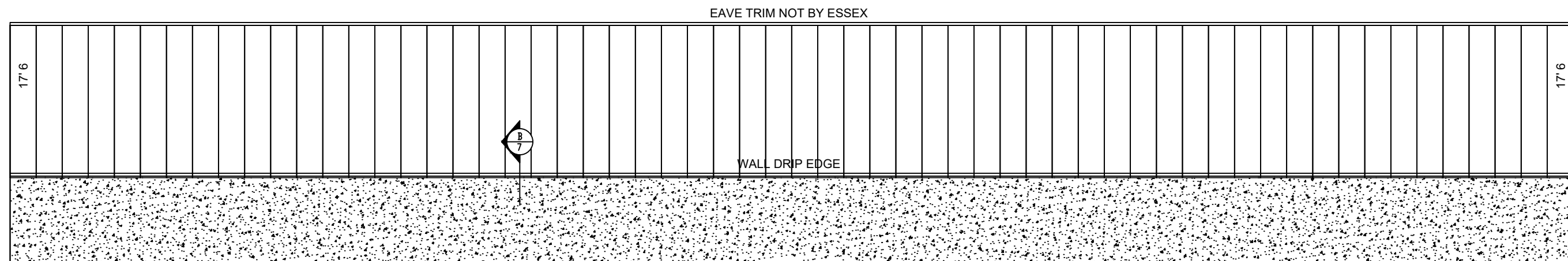


Reviewed for Code Compliance
Permitting and Inspections Department
Approved with Conditions
02/21/2019
CONDITIONALLY APPROVED
SAFEbuilt
APPROVED THIRD PARTY PLAN REVIEW AGENCY
BY THE CITY OF PORTLAND, MAINE.
SEE REVIEW LETTER FOR MORE INFORMATION
01/16/2019

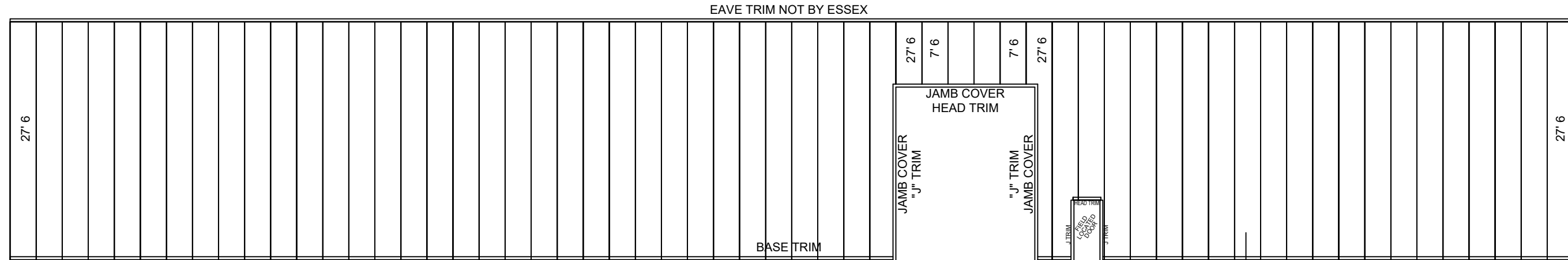


ENDWALL AT FRAME LINE 15

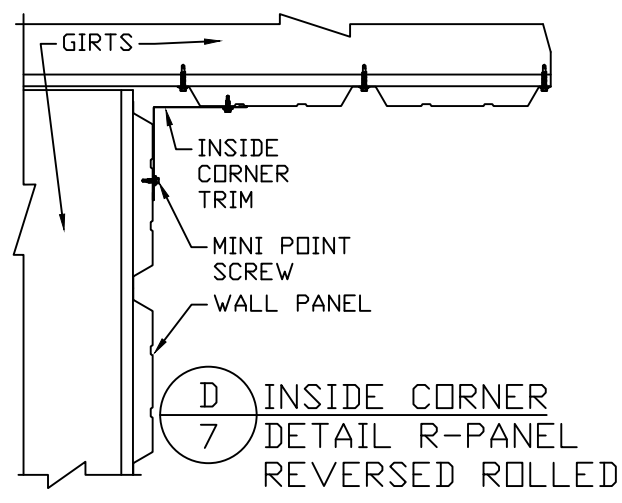
ENDWALL AT FRAME LINE 6



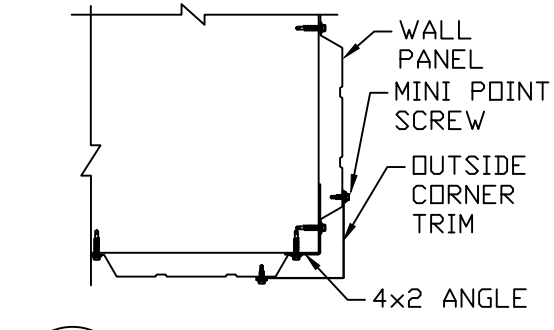
SIDEWALL AT A



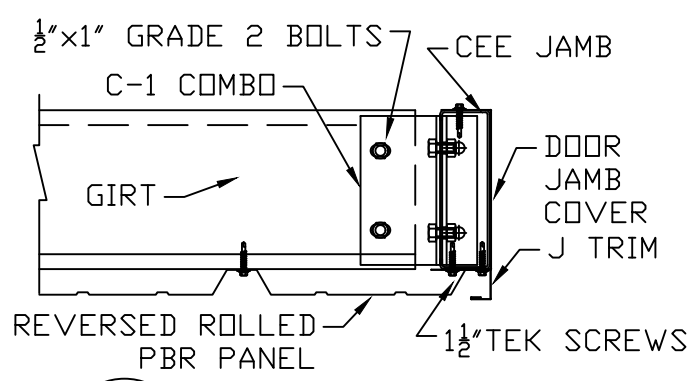
SIDEWALL AT G



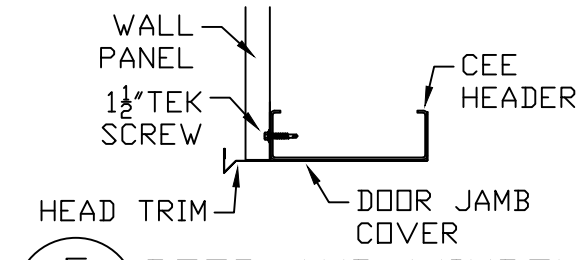
D INSIDE CORNER
DETAIL R-PANEL
REVERSED ROLLED



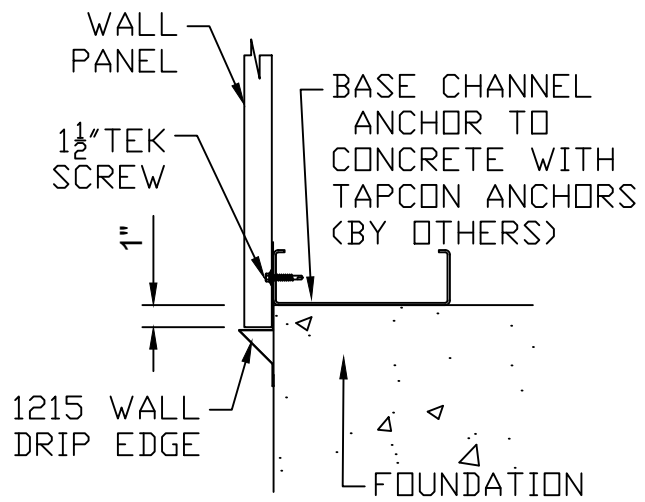
C CORNER DETAIL
R-PANEL REVERSED
ROLLED



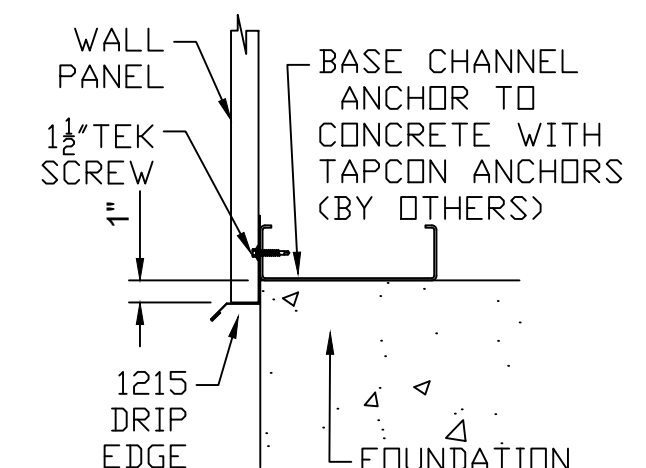
E DOOR AND WINDOW
JAMB DETAIL



F DOOR AND WINDOW
HEAD TRIM DETAIL



B SECTION



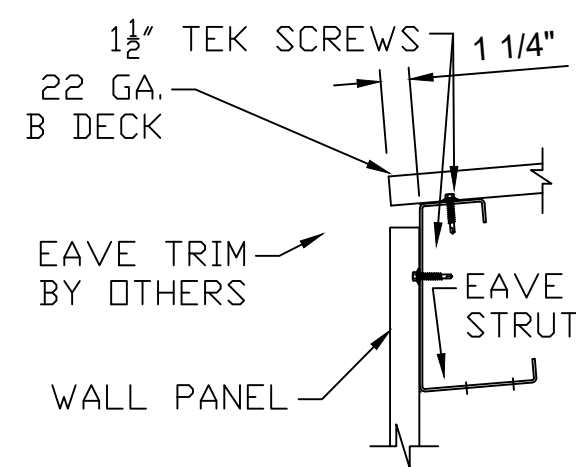
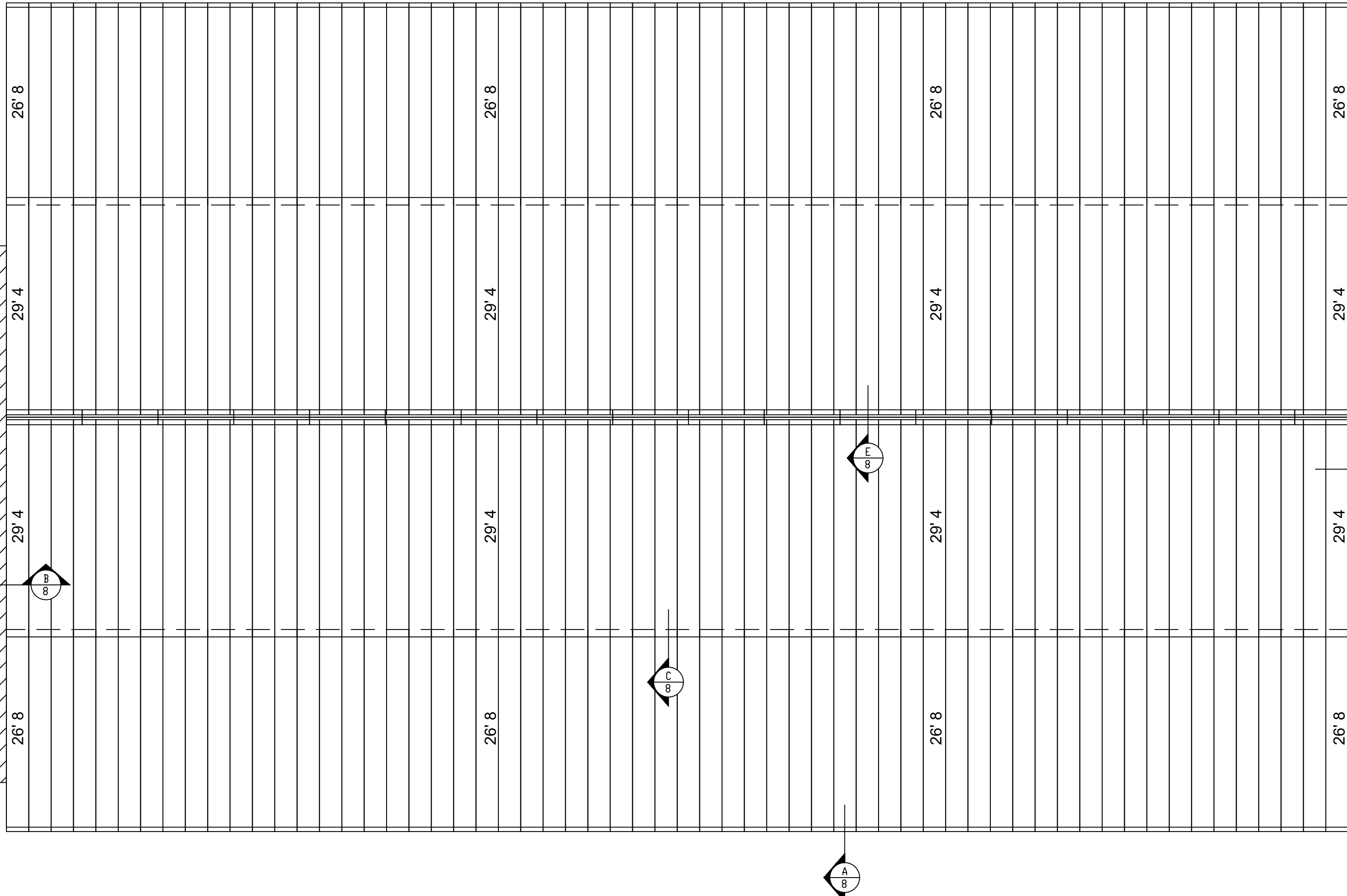
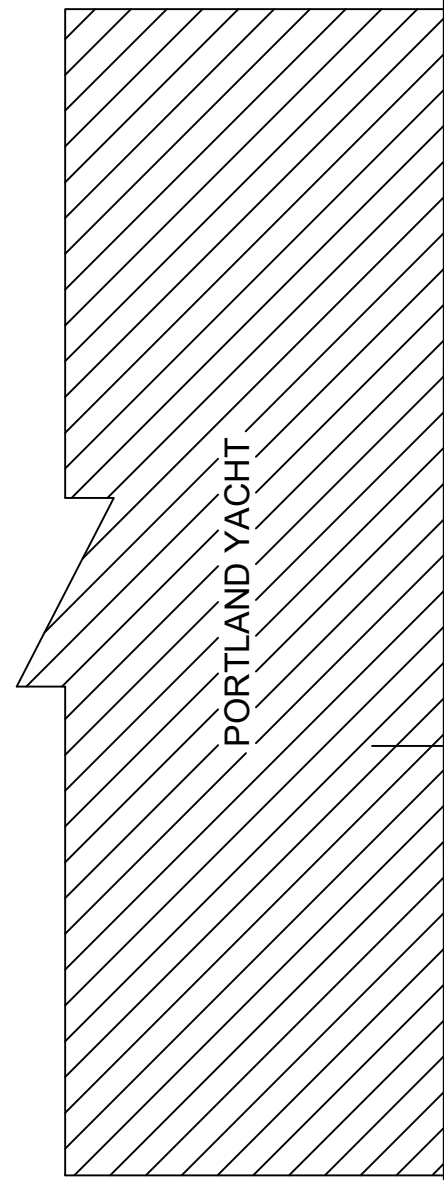
A SECTION

ERECTION REQUIRES MINOR ADJUSTMENTS

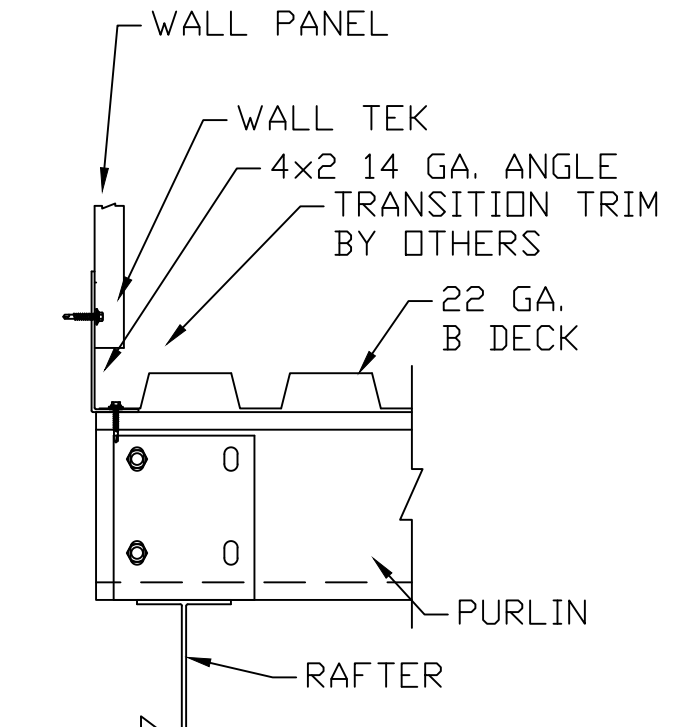
| | | | |
|--|--------------|---|---------------|
| ESSEX STRUCTURAL STEEL CO., INC. CORTLAND, NEW YORK 13045 | | | |
| REVISIONS | PROJECT: | 100 WEST COMMERCIAL STREET PORTLAND YACHT STORAGE PORTLAND MAINE, 04101 | |
| | CONTRACTOR: | IRISHSPAN INDUSTRIES, INC. | |
| | PROJECT NO.: | S-1867-A | |
| | TITLE: | WALL PANEL AND INSULATION PLAN | |
| | DRAWN BY: | CRJ | DATE: 6/15/18 |
| | | | SCALE: D.N.S. |
| | | | SHEET: 7 |

NOTE:
WALL PANEL TO BE: 26 GA. "PBR" REVERSE ROLLED, PAINTED
TRIM TO BE 26 GA. PAINTED
INSULATION BY OTHERS

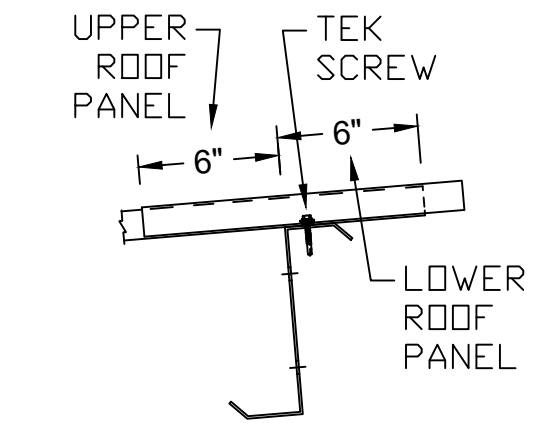




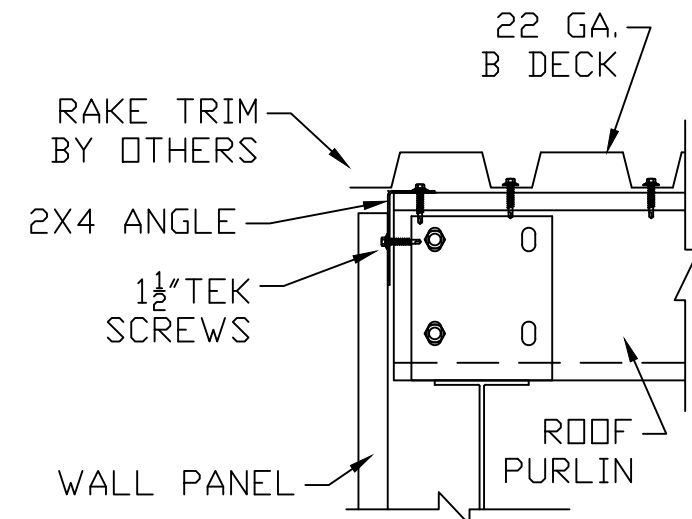
A SECTION AT EAVE



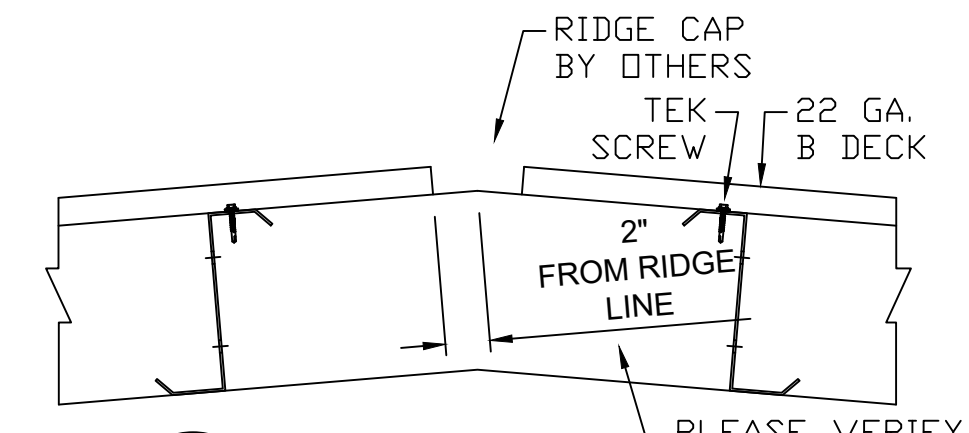
B RAKE TRANSITION DETAIL



C LAP DETAIL



D RAKE TRIM DETAIL



E RIDGE DETAIL

ERECTION REQUIRES MINOR ADJUSTMENTS

ESSEX STRUCTURAL STEEL CO., INC.
CORTLAND, NEW YORK 13045

| | |
|---------------|--|
| REVISIONS | PROJECT: 100 WEST COMMERCIAL STREET PORTLAND YACHT STORAGE PORTLAND MAINE, 04101 |
| | CONTRACTOR: IRISHSPAN INDUSTRIES, INC. |
| | PROJECT NO.: S-1867-A |
| | TITLE: ROOF PANEL AND INSULATION PLAN |
| | SHEET: 8 |
| DRAWN BY: CRJ | DATE: 6/15/18 |
| | SCALE: D.N.S. |





ESSEX STRUCTURAL STEEL CO., INC.
607 ROUTE 13
CORTLAND, NEW YORK 13045

PROJECT: S-1867-B
100 WEST COMMERCIAL STREET
PORTLAND YACHT
PORTLAND, ME 04101

CONTRACTOR:
IRISHSPAN INDUSTRIES, INC.



BUILDING LOADS / DESCRIPTION:
WIDTH: 60. FT LENGTH: 80. FT HEIGHT: 25.33 FT /43.75 FT
STRAIGHT COLUMN, CLEAR SPAN SINGLE SLOPE BUILDING
WITH 12'x80'x21'-4" OPEN LEAN-TO ATTACHED
PITCH: 3-11/16 : 12
(BUILDING DIMENSIONS ARE NOMINAL. REFER TO PLANS).

THIS STRUCTURE IS DESIGNED UTILIZING THE LOADS
INDICATED AND APPLIED AS REQUIRED BY : IBC 2015

CONFIRM THAT THESE LOADS COMPLY WITH THE
REQUIREMENTS OF THE LOCAL BUILDING DEPARTMENT.

MAIN BUILDING:

SOIL: D - Stiff Soil
TERRAIN: B - Urban/Suburban
BUILDING CATEGORY: 2 - All Others
EXPOSURE: 2 - Partially
THERMAL FACTOR: ENCLOSED,
HEATED, 1.0

SEISMIC DESIGN CATEGORY: B
WIND IMPORTANCE: 1.00
SNOW IMPORTANCE: 1.00
SEISMIC IMPORTANCE: 1.00
LIVE FRAMES: 12. PSF
LIVE PURLINS: 20. PSF
WIND SPEED: 118. MPH
WIND PRESSURE: 30.30 PSF
GROUND SNOW: 60. PSF
ROOF SNOW: 42. PSF
COLLATERAL DEAD: 10. PSF
MAIN FRAME DEAD LOAD: 8.5 PSF
FRONT EW FRAME DEAD LOAD: 9.5 PSF
BACK EW FRAME DEAD LOAD: 9.0 PSF

LEAN-T0:

SOIL: D - Stiff Soil
TERRAIN: B - Urban/Suburban
BUILDING CATEGORY: 2 - All Others
EXPOSURE: 2 - Partially
THERMAL FACTOR: OPEN,
UNHEATED, 1.2

SEISMIC DESIGN CATEGORY: B
WIND IMPORTANCE: 1.00
SNOW IMPORTANCE: 1.00
SEISMIC IMPORTANCE: 1.00
LIVE FRAMES: 12. PSF
LIVE PURLINS: 20. PSF
WIND SPEED: 118. MPH
WIND PRESSURE: 30.30 PSF
GROUND SNOW: 60. PSF
ROOF SNOW + DRIFT @ BAY 4/5
FROM "A.1" TO "B": 143.3 PSF
COLLATERAL DEAD: 0. PSF
MAIN FRAME DEAD LOAD: 6.75 PSF

BUILDER/CONTRACTOR NOTES

IT IS THE RESPONSIBILITY OF THE BUILDER/CONTRACTOR TO INSURE THAT ALL PROJECT PLANS AND SPECIFICATIONS COMPLY WITH THE APPLICABLE REQUIREMENTS OF ANY GOVERNING BUILDING AUTHORITIES. THE SUPPLIER OF SEALED ENGINEERING DATA AND DRAWINGS FOR THE METAL BUILDING SYSTEMS DOES NOT IMPLY OR CONSTITUTE AN AGREEMENT THAT ESSEX STRUCTURAL STEEL OR ITS DESIGN ENGINEER IS ACTING AS THE ENGINEER OF RECORD OR DESIGN PROFESSIONAL FOR A CONSTRUCTION PROJECT.

THE CONTRACTOR MUST SECURE ALL REQUIRED APPROVALS AND PERMITS FROM APPROPRIATE AGENCY AS REQUIRED.

APPROVAL OF ESSEX DRAWINGS AND CALCULATIONS INDICATE THAT ESSEX STRUCTURAL STEEL CORRECTLY INTERPRETED AND APPLIED THE REQUIREMENTS OF THE CONTRACT DRAWINGS AND SPECIFICATIONS.

WHERE DISCREPANCIES EXIST BETWEEN ESSEX STRUCTURAL STEEL PLANS AND THE PLANS FOR OTHER TRADES, THE STRUCTURAL STEEL PLANS SHALL GOVERN. (SECT. 9.3 AISC CODE OF STANDARD PRACTICE 9TH ED.) DESIGN CONSIDERATIONS OF ANY MATERIALS IN THE STRUCTURE WHICH ARE NOT FURNISHED BY ESSEX STRUCTURAL STEEL ARE THE RESPONSIBILITY OF THE CONTRACTOR AND ENGINEERS OTHER THAN ESSEX STRUCTURAL STEEL ENGINEERS UNLESS SPECIFICALLY INDICATED.

THE CONTRACTOR IS RESPONSIBLE FOR ALL ERECTION OF STEEL AND ASSOCIATED WORK IN COMPLIANCE WITH ESSEX STRUCTURAL STEEL CONSTRUCTION DRAWINGS.

PRODUCTS SHIPPED TO BUILDER OR HIS CUSTOMER SHALL BE INSPECTED BY BUILDER IMMEDIATELY UPON ARRIVAL. CLAIMS FOR SHORTAGE OR DEFECTIVE MATERIALS IF NOT PACKAGED MUST BE MAILED OR FAXED TO ESSEX WITHIN (5) DAYS AFTER RECEIPT OF SHIPMENT. HOWEVER, IF A DEFECT IS OF SUCH A NATURE THAT REASONABLE VISUAL INSPECTION WOULD FAIL TO DISCLOSE IT, THEN THE CLAIM MUST BE MADE WITHIN (5) DAYS AFTER THE BUILDER LEARNS OF THE DEFECT. ESSEX WILL NOT BE LIABLE FOR ANY DEFECT UNLESS CLAIM IS MADE WITHIN (1) YEAR AFTER THE DATE OF ORIGINAL SHIPMENT BY ESSEX TO BUILDER OR HIS CUSTOMER. ESSEX WILL BE GIVEN A REASONABLE OPPORTUNITY TO INSPECT DEFECTIVE MATERIALS UPON RECEIPT OF CLAIM BY BUILDER.

IF A DEFECT IS OF SUCH A NATURE THAT IT CAN BE REMEDIED BY A FIELD OPERATION AT THE JOB SITE WITHOUT THE NECESSITY OF RETURNING THE MATERIAL TO ESSEX, THEN UPON WRITTEN AUTHORIZATION OF ESSEX, THE BUILDER MAY REPAIR OR CAUSE THE MATERIAL TO BE REPAIRED AND ESSEX WILL REIMBURSE THE BUILDER FOR THE COST OF THE REPAIR IN ACCORDANCE WITH THE WRITTEN AUTHORIZATION.

ALL BRACING AS SHOWN AND PROVIDED BY ESSEX FOR THIS BUILDING IS REQUIRED AND SHALL BE INSTALLED BY THE ERECTOR AS A PERMANENT PART OF THIS STRUCTURE.

TEMPORARY SUPPORTS, SUCH AS TEMPORARY GUIDES, BRACES, FALSEWORK, CRIBBING OR OTHER ELEMENTS REQUIRED FOR THE ERECTION OPERATION WILL BE DETERMINED, FURNISHED AND INSTALLED BY THE ERECTOR. THESE TEMPORARY SUPPORTS WILL SECURE THE STEEL FRAMING, OR ANY PARTLY ASSEMBLED STEEL FRAMING, AGAINST LOADS COMPARABLE IN INTENSITY TO THOSE FOR WHICH THE STRUCTURE WAS DESIGNED, RESULTING FROM WIND, SEISMIC FORCES AND ERECTION OPERATIONS, BUT NOT UNPREDICTABLE LOADS SUCH AS THOSE DUE TO TORNADO, EXPLOSION OR COLLISION. (SECT. 7.9.1 AISC CODE OF STANDARD PRACTICE, 9TH ED.)

APPROVAL NOTES

THE FOLLOWING CONDITIONS APPLY IF THESE DRAWINGS ARE USED AS APPROVAL DRAWINGS:

- IT IS IMPERATIVE THAT ANY CHANGES TO THESE DRAWINGS:
 - BE MADE IN RED INK
 - ALL CHANGES CLEARLY INDICATED.
 - BE LEGIBLE AND UNAMBIGUOUS
 - MARK UP (2) SETS OF DRAWINGS, RETURN (1) SET WITH ANY CORRECTIONS AND ADVISE IF WE CAN PROCEED WITH FABRICATIONS, PER THOSE MARKED-UP DRAWINGS.
- DATED SIGNATURE IS REQUIRED ON ALL PAGES
- MANUFACTURER RESERVES THE RIGHT TO RESUBMIT DRAWINGS WITH EXTENSIVE OR COMPLEX CHANGES REQUIRED TO AVOID MISFABRICATION. THIS MAY IMPACT DELIVERY SCHEDULE.
- APPROVAL OF THESE DRAWINGS INDICATES CONCLUSIVELY THAT ESSEX HAS CORRECTLY INTERPRETED THE CONTRACT REQUIREMENTS, AND FURTHER CONSTITUTES AGREEMENT THAT THE BUILDING AS DRAWN, OR AS DRAWN WITH INDICATED CHANGES REPRESENTS THE MATERIALS TO BE SUPPLIED BY MANUFACTURER.
- ANY CHANGES NOTED ON THE DRAWINGS NOT IN CONFORMANCE WITH THE TERMS AND REQUIREMENTS OF THE CONTRACT BETWEEN MANUFACTURER AND ITS CUSTOMER ARE NOT BINDING ON MANUFACTURER UNLESS SUBSEQUENTLY SPECIFICALLY ACKNOWLEDGED AND AGREED TO IN WRITING BY CHANGE ORDER OR SEPARATE DOCUMENTATION. MANUFACTURER RECOGNIZES THAT RUBBER STAMPS ARE ROUTINELY USED FOR INDICATING APPROVAL, DISAPPROVAL, REJECTION, OR MERE REVIEW OF THE DRAWINGS. SUBMITTED, HOWEVER, MANUFACTURER DOES NOT ACCEPT CHANGES OR ADDITIONS TO CONTRACTUAL TERMS AND CONDITIONS THAT MAY APPEAR WITH USE OF A STAMP OR SIMILAR INDICATION OF APPROVAL, DISAPPROVAL, ETC. SUCH LANGUAGE APPLIED TO MANUFACTURER'S DRAWINGS BY THE CUSTOMER, ARCHITECT, ENGINEER, OR ANY OTHER PARTY WILL BE CONSIDERED AS UNACCEPTABLE ALTERATIONS TO THESE DRAWINGS NOTES, AND WILL NOT ALTER THE CONTRACTUAL RIGHTS AND OBLIGATIONS EXISTING BETWEEN MANUFACTURER AND ITS CUSTOMER.

GENERAL NOTES

THE STRUCTURE UNDER THIS CONTRACT HAS BEEN DESIGNED AND DETAILED FOR THE LOADS AND CONDITIONS STIPULATED IN THE CONTRACT AND SHOWN ON THESE DRAWINGS. ANY ALTERATIONS TO THE STRUCTURAL SYSTEM OR REMOVAL OF ANY COMPONENT PARTS, OR ADDITIONS OF OTHER CONSTRUCTION MATERIALS OR LOADS MUST BE DONE UNDER THE ADVICE AND DIRECTION OF A REGISTERED ARCHITECT OR STRUCTURAL ENGINEER.

ESSEX STRUCTURAL STEEL WILL ASSUME NO RESPONSIBILITY FOR ANY LOADS NOT INDICATED. THIS METAL BUILDING IS DESIGNED WITH ESSEX STRUCTURAL STEEL STANDARD PRACTICES WHICH ARE BASED ON PERTINENT PROCEDURES AND RECOMMENDATIONS OF THE FOLLOWING ORGANIZATIONS AND CODES:

- AMERICAN INSTITUTE OF STEEL CONSTRUCTION "SPECIFICATIONS FOR THE DESIGN, FABRICATION AND ERECTION OF STRUCTURAL STEEL BUILDINGS"
- AMERICAN IRON AND STEEL INSTITUTE "SPECIFICATIONS FOR THE DESIGN OF COLD FORMED STEEL STRUCTURAL MEMBERS"
- AMERICAN WELDING SOCIETY "STRUCTURAL WELDING CODE" AWS D11.
- METAL BUILDING MANUFACTURER'S ASSOCIATION "LOW RISE BUILDING SYSTEMS MANUAL" MATERIALS PROPERTIES OF STEEL PLATE USED IN THE FABRICATION OF PRIMARY RIGID FRAMES, AND OTHER PRIMARY STRUCTURAL EXCLUSIVE OF COLD-FORMED SECTION, CONFORM TO ASTM-A570 OR A-572 FLANGES WITH THICKNESS OF ONE INCH OR LESS AND WIDTH OF 12" OR LESS CONFORM TO A-329 WITH YIELD POINT OF 55,000 PSI. FLANGES GREATER THAN 1" IN THICKNESS OR 12" IN WIDTH CONFORM TO A-572 WITH A MINIMUM YIELD POINT OF 55,000 PSI. WEB MATERIAL CONFORMS TO ASTM-A36 MODIFIED WITH A MINIMUM YIELD POINT OF 55,000 PSI.

MATERIALS PROPERTIES OF TUBE SECTIONS CONFORM TO ASTM-A53 TYPE E. GRADE B WITH A MINIMUM YIELD POINT OF 46,000 PSI.

MATERIAL PROPERTIES OF HOT ROLLED STEEL MEMBERS CONFORM TO THE REQUIREMENTS OF ASTM-A36 OR A572 WITH A MINIMUM YIELD POINT OF 50,000 PSI.

MATERIAL PROPERTIES OF COLD FORMED LIGHT GAGE STEEL MEMBERS CONFORM TO ASTM-A570 OR A607 GRADE 55 MODIFIED WITH A MINIMUM YIELD POINT OF 57,000 PSI.

MATERIAL PROPERTIES OF ROOF/WALL SHEETING, BASE METAL CONFORM TO ASTM-A792 GRADES D OR E WITH MINIMUM YIELD POINT OF 50,000 PSI AND 80,000 PSI, RESPECTIVELY, AS REQUIRED BY DESIGN. COATING OF BASE MATERIAL IS 55% ALUMINUM ALLOY IN ACCORDANCE WITH A255 SPECIFICATIONS.

CABLE UTILIZED FOR BRACING MEMBER CONFORM TO ASTM-A473

ROD AND ANGLE UTILIZED FOR BRACING MEMBER CONFORM TO ASTM-A36

STRUCTURAL JOINTS WITH A.S.T.M. A325 HIGH STRENGTH BOLTS, WHERE INDICATED ON THE DRAWINGS, SHALL BE ASSEMBLED AND THE BOLTS TIGHTENED IN ACCORDANCE WITH "TURN OF NUT" METHOD AS DESCRIBED IN THE SPECIFICATIONS FOR STRUCTURAL JOINTS USING A.S.T.M. A-325 OR A-490 BOLTS (6-30-04). UNLESS OTHERWISE NOTED, ALL JOINTS WILL BE ASSEMBLED WITHOUT WASHERS UNLESS OTHERWISE NOTED.

ALL STEEL MEMBERS EXCEPT BOLTS, FASTENERS AND CABLE SHALL RECEIVE ONE SHOP COAT OF IRON OXIDE CORROSION INHIBITIVE PRIMER, MEETING THE PERFORMANCE REQUIREMENTS OF TTP-636. RED OXIDE PRIMER IS PROVIDED WITH EVERY JOB, SO ONLY TOUCH UP CAN BE MADE TO MATERIALS THAT MAY HAVE HAD PRO LONGED EXPOSURE.

DESIGN WIND CAPACITY FOR COMPONENT AND CLADDING FASTENING SHALL CONFORM TO ASCE 7 CHAP 6 SHOP AND FIELD INSPECTIONS AND ASSOCIATED FEES ARE THE RESPONSIBILITY OF THE CONTRACTOR, UNLESS STIPULATED OTHERWISE IN THE CONTRACT.

FOUNDATION DESIGN AND CONSTRUCTION ARE NOT THE RESPONSIBILITY OF ESSEX STRUCTURAL STEEL. THE BUILDING REACTION DATA REPORTS THE LOADS WHICH THIS BUILDING PLACES ON THE FOUNDATION. ANCHOR BOLTS (NOT BY ESSEX) SHALL BE ACCURATELY SET TO TOLERANCE OF +/- 1/4" IN BOTH ELEVATION AND LOCATION. COLUMN BASE PLATES ARE DESIGNED NOT TO EXCEED A BEARING PRESSURE OF 1125 POUNDS PER SQUARE INCH.

SAFETY COMMITMENT

ESSEX STRUCTURAL STEEL HAS A COMMITMENT TO MANUFACTURE QUALITY BUILDING COMPONENTS THAT CAN BE SAFELY ERECTED. HOWEVER, THE SAFETY COMMITMENT AND THE JOB SITE PRACTICES OF THE ERECTOR ARE BEYOND THE CONTROL OF ESSEX STRUCTURAL STEEL.

IT IS STRONGLY RECOMMENDED THAT SAFE WORKING CONDITIONS AND ACCIDENT PREVENTION PRACTICES BE THE TOP PRIORITY OF ANY JOB SITE.

LOCAL, STATE AND FEDERAL SAFETY AND HEALTH STANDARDS SHOULD ALWAYS BE FOLLOWED TO HELP INSURE WORKER SAFETY.

MAKE CERTAIN ALL EMPLOYEES KNOW THE SAFEST AND MOST PRODUCTIVE WAY OF ERECTING A BUILDING. EMERGENCY PROCEDURES SHOULD BE KNOWN BY ALL EMPLOYEES.

DAILY MEETINGS HIGHLIGHTING SAFETY PROCEDURES ARE ALSO RECOMMENDED. THE USE OF HARD HATS, RUBBER SOLE SHOES FOR ROOF WORK, PROPER EQUIPMENT FOR HANDLING MATERIALS, AND SAFETY NETS WHERE APPLICABLE, ARE RECOMMENDED.

UNLOADING, HANDLING & STORING MATERIAL

A CRANE AND/OR FORKLIFT IS NECESSARY FOR UNLOADING THE COMPONENTS OF A METAL BUILDING. CARE SHOULD BE ALWAYS BE TAKEN TO AVOID DAMAGING MATERIAL. LONG PANELS MAY BE DIFFICULT TO HANDLE BY LIFTING THE BUNDLE FROM UNDERNEATH.

ALWAYS SPREAD THE FORKS AS WIDE AS POSSIBLE TO PREVENT THE PANELS FROM BENDING. EVEN WITH THE FORKS AS WIDE AS POSSIBLE, IT STILL MAY BE NECESSARY TO LIFT CERTAIN LOADS WITH A CRANE AND SPREADER BAR TO AVOID DAMAGING MATERIAL.

STRUCTURAL

A GREAT AMOUNT OF TIME AND TROUBLE CAN BE SAVED IF THE BUILDING PARTS ARE UNLOADED AT THE SITE ACCORDING TO A PREARRANGED PLAN. PROPER LOCATION AND HANDLING OF COMPONENTS WILL ELIMINATE UNNECESSARY HANDLING.

INSPECT ALL SHIPMENTS PRIOR TO RELEASING THE TIE DOWNS FOR LOADS THAT MAY HAVE SHIFTED DURING TRANSIT! REMEMBER SAFETY FIRST!

BLOCKING UNDER THE COLUMNS AND RAFTERS PROTECTS THE SPLICE PLATES AND THE SLAB FROM DAMAGE DURING THE UNLOADING PROCESS. IT IS ALSO FACILITATES THE PLACING OF SLINGS OR CABLES AROUND THE MEMBER FOR LATER LIFTING AND ALLOWS MEMBER TO BE BOLTED TOGETHER INTO SUBASSEMBLIES WHILE ON THE GROUND. EXTRA CARE SHOULD ALWAYS BE EXERCISED IN THE UNLOADING OPERATION TO PREVENT INJURIES FROM HANDLING THE STEEL AND TO PREVENT DAMAGE TO MATERIALS AND THE CONCRETE SLAB.

IF WATER IS ALLOWED TO REMAIN FOR EXTENDED PERIODS IN BUNDLES OF PRIMED PARTS SUCH AS GRITS, PURLINS, ETC., THE PIGMENT WILL FADE AND THE POINT WILL GRADUALLY SOFTEN REDUCING ITS BOND TO THE STEEL. THEREFORE, UPON RECEIPT OF A JOB, ALL BUNDLES OF PRIMED PARTS SHOULD BE STORED AT AN ANGLE TO ALLOW TRAPPED WATER TO DRAIN AWAY AND PERMIT AIR CIRCULATION FOR DRYING. PUDDLES OF WATER SHOULD NOT BE ALLOWED TO COLLECT AND REMAIN ON COLUMNS OR RAFTERS FOR THE SAME REASONS. ALL PRIMER SHOULD BE TOUCHED UP AS REQUIRED BEFORE ERECTION!!

PIECE MARKS ARE WRITTEN ON THE END PLATES OF THE STRUCTURAL MEMBERS.

WALL & ROOF PANELS

ESSEX BUILDINGS WALLS AND ROOF PANELS ARE COLOR COATED GALVALUME STEEL PROVIDING EXCELLENT SERVICE UNDER WIDELY VARIED CONDITIONS. ALL UNLOADING AND ERECTION PERSONNEL SHOULD FULLY UNDERSTAND THAT THESE PANELS ARE QUALITY MERCHANDISE WHICH MERIT CAUTIOUS CARE IN HANDLING.

UNDER NO CIRCUMSTANCES SHOULD PANELS BE HANDLED ROUGHLY. PACKAGES OF SHEETS SHOULD BE LIFTED OFF THE TRUCK WITH EXTREME CARE TAKEN TO INSURE THAT NO DAMAGE OCCURS TO ENDS OF THE SHEETS OR TO SIDE RIBS. THE PACKAGES SHOULD BE STORED OFF THE GROUND SUFFICIENTLY HIGH TO ALLOW AIR CIRCULATION UNDERNEATH THE PACKAGES. THIS AVOIDS GROUND MOISTURE AND DETERS PEOPLE FROM WALKING ON THE PACKAGES. ONE END SHOULD ALWAYS BE ELEVATED TO ENCOURAGE DRAINAGE IN CASE OF RAIN.

ALL STACKED METAL PANELS ARE SUBJECT, TO SAME DEGREE, TO LOCALIZED DISCOLORATION OR STAIN WHEN WATER IS TRAPPED BETWEEN THEIR CLOSELY NESTED SURFACES. ESSEX STRUCTURAL STEEL EXERCISES EXTREME CAUTION DURING FABRICATION AND SHIPPING OPERATIONS TO INSURE THAT ALL PANEL STOCK IS KEPT DRY. HOWEVER, DUE TO CLIMATIC CONDITIONS, WATER FORMED BY CONDENSATION OF HUMID AIR CAN BECOME TRAPPED BETWEEN STACKED SHEETS. WATER CAN ALSO BE TRAPPED BETWEEN STACKED SHEETS WHEN EXPOSED TO RAIN. THIS DISCOLORATION CAUSED BY TRAPPED MOISTURE IS OFTEN CALLED WET STORAGE STAIN.

THE STAIN IS USUALLY SUPERFICIAL AND HAS LITTLE EFFECT ON THE APPEARANCE OR SERVICE LIFE OF THE PANEL AS LONG AS IT IS NOT PERMITTED TO REMAIN ON THE PANELS. HOWEVER, MOISTURE IN CONTACT WITH THE SURFACE OF THE PANELS OVER AN EXTENDED PERIOD CAN SEVERELY ATTACK THE FINISH AND REDUCE THE EFFECTIVE SERVICE LIFE. THEREFORE, IT IS IMPERATIVE THAT ALL PANELS BE INSPECTED FOR MOISTURE UPON RECEIPT OF ORDER.

IF MOISTURE IS PRESENT, DRY THE PANELS AT ONCE AND STORE IN A DRY, WARM PLACE. CAUTION CARE SHOULD BE TAKEN WHEN WALKING ON PANELS. USE SAFETY LINES AND NETS WHEN NECESSARY. PANELS ARE SLIPPERY. OIL OR WAX APPLIED TO THE ROOF AND WALL PANELS FOR PROTECTION AGAINST WEATHER DAMAGE WILL MAKE THEM A VERY SLIPPERY SURFACE. WAX, DRY ANY OIL THAT HAS PUDDLED FROM BUNDLES STORED ON A SLOPE. DEW, FROST OR OTHER FORMS OF MOISTURE GREATLY INCREASES THE SLIPPERINESS OF THE PANELS. ALWAYS ASSUME PANEL SURFACE IS SLIPPERY AND ACT ACCORDINGLY. THINK SAFETY!!!

USE WOOD BLOCKING TO ELEVATE AND SLOPE THE PANELS IN A MANNER THAT WILL ALLOW MOISTURE TO DRAIN. WOOD BLOCKING PLACED BETWEEN BUNDLES WILL PROVIDE ADDITIONAL AIR CIRCULATION. COVER THE STACKED BUNDLES WITH A TARP OR PLASTIC COVER LEAVING ENOUGH OPENING AT BOTTOM FOR AIR TO CIRCULATE.

WHEN HANDLING OR UNCRATING THE PANELS, LIFT RATHER THAN SLIDE THEM APART. BURRED EDGES MAY SCRATCH THE COATED SURFACES WHEN SHEETS ARE SLID OVER ONE ANOTHER. NEVER ALLOW PANELS TO WALKED ON WHILE ON THE GROUND.

NOTE: USE GLOVES WHEN HANDLING METAL PANELS TO PREVENT HAND INJURIES. BE AWARE OF THE DANGERS OF HANDLING PANELS ON A WINDY DAY. A LARGE PANEL CAN CATCH ENOUGH WIND TO KNOCK A WORKER OFF HIS FEET, EVEN OF THE GROUND LEVEL!! SAFETY FIRST!!

ABBREVIATIONS

| | |
|--------|------------------------|
| A.F.F. | ABOVE FINISHED FLOOR |
| @ | AT |
| APPROX | APPROXIMATE |
| COL | COLUMN |
| CONC | CONCRETE |
| CONT | CONTINUOUS |
| DIA | DIAMETER |
| EA | EACH |
| ELEV | ELEVATION |
| EXIST | EXISTING |
| F.O. | FRAMED OPENING |
| FRM | FRAME |
| GA | GAGE |
| GALV | GALVALUME |
| INSUL | INSULATION |
| MAX | MAXIMUM |
| MIN | MINIMUM |
| O.C. | ON CENTER |
| O.H. | OVERHEAD |
| REQ'D | REQUIRED |
| SWL | LEFT SIDEWALL |
| SWR | RIGHT SIDEWALL |
| TYP | TYPICAL |
| UND. | UNLESS NOTED OTHERWISE |

"PBR" PANELS

THE "PBR" PANELS ARE DESIGNED FOR ROOF APPLICATION, BUT MAY ON OCCASION BE INSTALLED ON THE WALL. THE PROFILE IS THE SAME AS THE "R" PANELS, EXCEPT FOR THE ADDITION OF THE SUPPORT LEG ON THE LEADING EDGE ON ONE SIDE. ERECTION OF THIS PANEL REQUIRES THAT THE PROPER DIRECTION OF ITS APPLICATION BE ESTABLISHED. THE SUPPORT LEG ALLOWS FOR BETTER NESTING WITH THE OVERLAPPING RIB OF THE NEXT PANEL. THE INSTALLATION OF THE PANELS WOULD PROCEED FROM LEFT TO RIGHT.

NOTE: DO NOT STEP ON THE MAJOR RIBS OF THE PBR PANEL. ALWAYS FOLLOW ALL OSHA SAFETY RECOMMENDATIONS. SAFETY FIRST!!

"A" & "REVERSE RUN R-PANEL"

THESE PANELS ARE DESIGNED FOR WALL APPLICATION ONLY. THE INVERTED RIBS INCORPORATED INTO ITS DESIGN PRODUCE SMOOTH SHADOW LINES AND SEMI-CONCEALED FASTENERS. SHEETING CAN BEGIN FROM EITHER END OF THE BUILDING, AND APPLICATION OF THE ARCHITECTURAL PANEL IS NOT DIRECTIONAL. PROPERLY INSTALLED, THE TOP EDGES WILL HAVE MINIMUM VISIBILITY.

NOTE: THE PANELS ARE ADVERSELY AFFECTED BY AN UNEVEN GIRT LINE, AND/OR INSULATION THAT CAUSES AN UNEVEN GIRT LINE. EITHER SITUATION COULD CAUSE OIL CANNING IN THE PANELS.

THE DESIGN OF THE PANEL LAP ALLOWS FOR EDGES TO BE VISIBLE WHEN INSTALLED. EQUIPMENT LIMITATIONS AND MANUFACTURING TOLERANCES, AS OTHER FACTORS CAN CONTRIBUTE TO WAIVENESS AT VISIBLE EDGES.

NOTE: DO NOT APPLY PRESSURE TO THE PANELS DURING INSTALLATION, WHEN THE PRESSURE IS RELEASED "OIL CANNING" WILL OCCUR. SAFETY FIRST!!

FASTENER INSTALLATION

CORRECT FASTENER INSTALLATION IS ONE OF THE MOST CRITICAL STEP WHEN INSTALLING ROOF PANELS. DRIVE THE FASTENER IN UNTIL IT IS TIGHT AND THE WASHER IS FIRMLY SEATED. DO NOT OVERDRIVE FASTENERS. A SLIGHT EXTRUSION OF NEOPRENE AROUND THE WASHER IS GOOD VISUAL TIGHTNESS CHECK.

ALWAYS USE THE PROPER TOOL TO INSTALL FASTENERS. A FASTENER DRIVER (SCREW GUN) WITH AN RPM OF 1700-2000 SHOULD BE USED FOR SELF TAPPING SCREWS. DISCARD WORN SOCKETS. THESE CAUSE THE FASTENER TO WADDLE DURING INSTALLATION.

THE DESIGN OF THE PANEL LAP ALLOWS FOR EDGES TO BE VISIBLE WHEN INSTALLED. EQUIPMENT LIMITATIONS AND MANUFACTURING TOLERANCES, AS OTHER FACTOR CAN CONTRIBUTE TO WAIVENESS AT VISIBLE EDGE.

NOTE: ALWAYS REMOVE METAL FILLINGS FROM SURFACE OF PANELS AT THE END OF EACH WORK PERIOD. RESTING FILLINGS CAN DESTROY THE PAINT FINISH AND VOID ANY WARRANTY.

MASTIC SEALANT

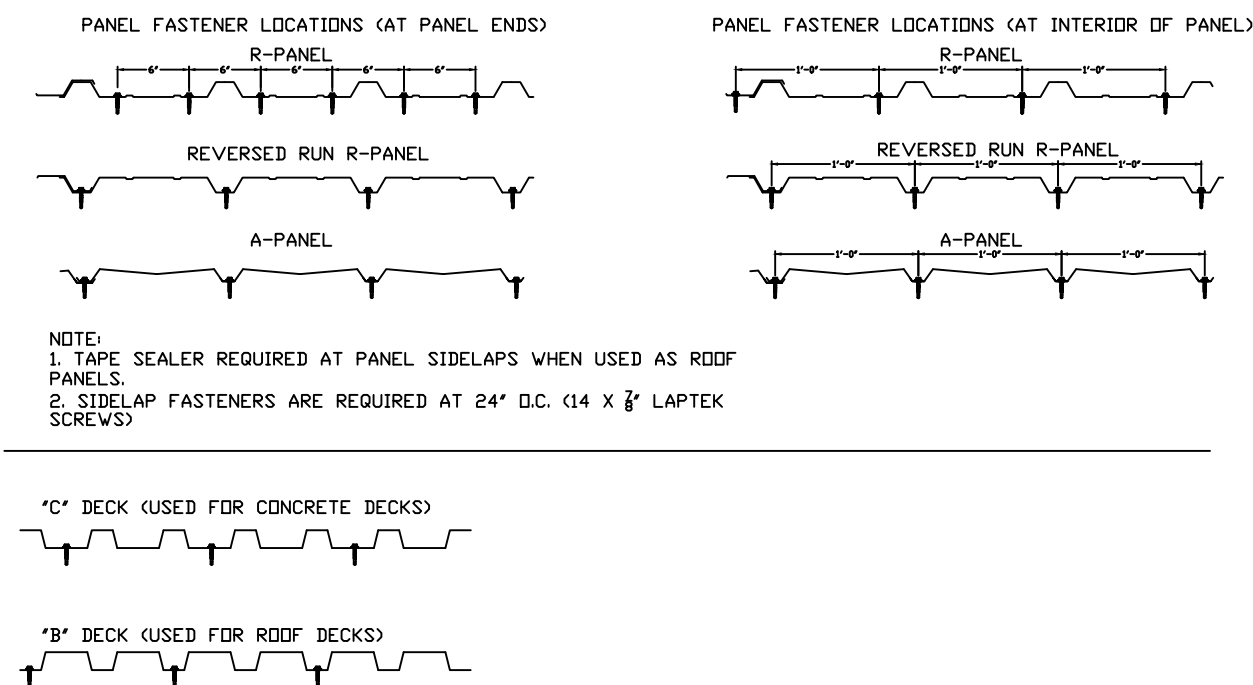
PROPER MASTIC APPLICATION IS CRITICAL TO WEATHER TIGHTNESS OF BUILDING. MASTIC SHOULD NOT BE STRETCHED WHEN INSTALLED. APPLY ONLY TO CLEAN, DRY SURFACES. KEEP ONLY ENOUGH MASTIC ON THE ROOF THAT CAN BE INSTALLED IN A DAY. STORE THE REMAINING MASTIC IN A COOL DRY PLACE. AFTER MASTIC HAS BEEN APPLIED, KEEP PROTECTIVE PAPER IN PLACE UNTIL PANEL IS READY TO BE INSTALLED.

SEALING THE SIDE LAP

APPLY THE SIDE LAP TAPE SEALANT TO THE WEATHER SIDE EDGE OF THE LOWER PANELS. MAJOR RIB. THE TAPE SEALANT SHOULD ONLY BE APPLIED TO CLEAN, DRY SURFACES. WITH THE RELEASE PAPER IN PLACE, PRESS FIRMLY ALONG THE LENGTH OF THE SEALANT TO INSURE PROPER ADHESION. IN REMOVING THE PROTECTIVE PAPER FROM THE TAPE SEALANT, CARE SHOULD BE TAKEN NOT TO PULL THE TAPE SEALANT AWAY FROM THE PANEL. INSTALL THE ADJOINING PANEL POSITIONING THE OVERLAPPING RIB WITH CARE. DRILL, AT THE CENTER OF THE CLEARANCE HOLES IN THE OVERLAPPING PANEL, STITCH THE LAP WITH THE NO. 14 SELF DRILLING FASTENERS SUPPLIED WITH THE JOB. NEVER ALLOW THE SEALANT TO BE PLACED IN OTHER LOCATIONS.

NOTE: USE OSHA APPROVED EYE PROTECTION WHEN OPERATING A DRILL. SWEEP UP ALL DRILL SHAVINGS FROM PANELS AT END OF EACH WORK PERIOD TO MINIMIZE SURFACE RUST AND DAMAGE TO PANEL FINISH. SAFETY FIRST!!

PANEL FASTENER LOCATIONS



ERECTION REQUIRES MINOR ADJUSTMENTS

| | | | |
|--|--------------|---|---------------|
| ESSEX STRUCTURAL STEEL CO., INC. CORTLAND, NEW YORK 13045 | | | |
| REVISIONS | PROJECT: | 100 WEST COMMERCIAL STREET PORTLAND YACHT PORTLAND, MAINE 04101 | |
| | CONTRACTOR: | IRISHSPAN INDUSTRIES, INC. | |
| | PROJECT NO.: | S-1867-B | |
| | TITLE: | NOTES | |
| | DRAWN BY: | CRJ | SHEET: A |
| | DATE: | 06/15/18 | SCALE: D.N.S. |

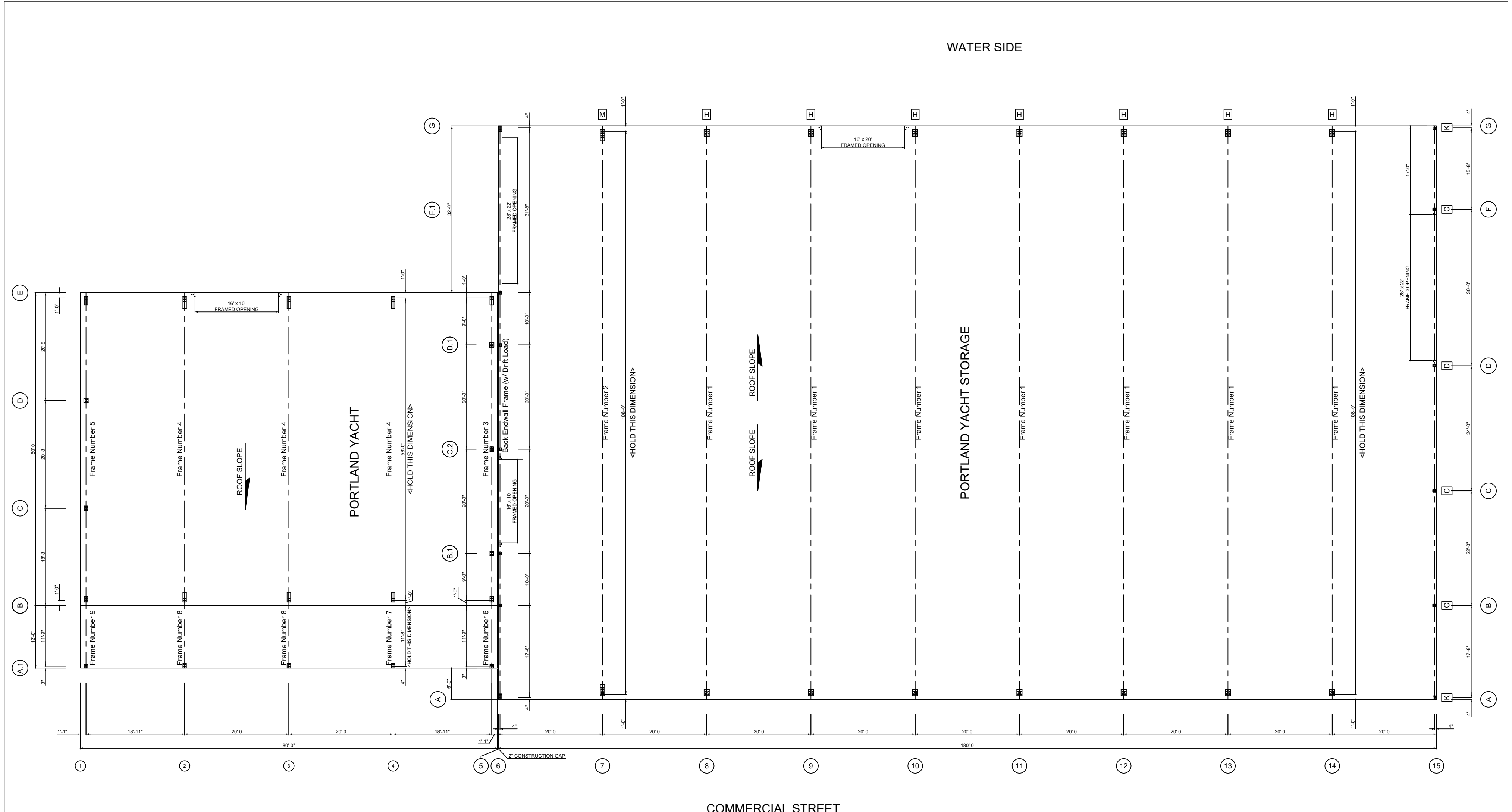


Reviewed for Code Compliance
Permitting and Inspections Department
Approved with Conditions
02/21/2019

CONDITIONALLY APPROVED

REVIEW BY:
SAFEbuilt.

APPROVED THIRD PARTY PLAN REVIEW AGENCY
BY THE CITY OF PORTLAND, MAINE.
SEE REVIEW LETTER FOR MORE INFORMATION
01/16/2019



WATER SIDE

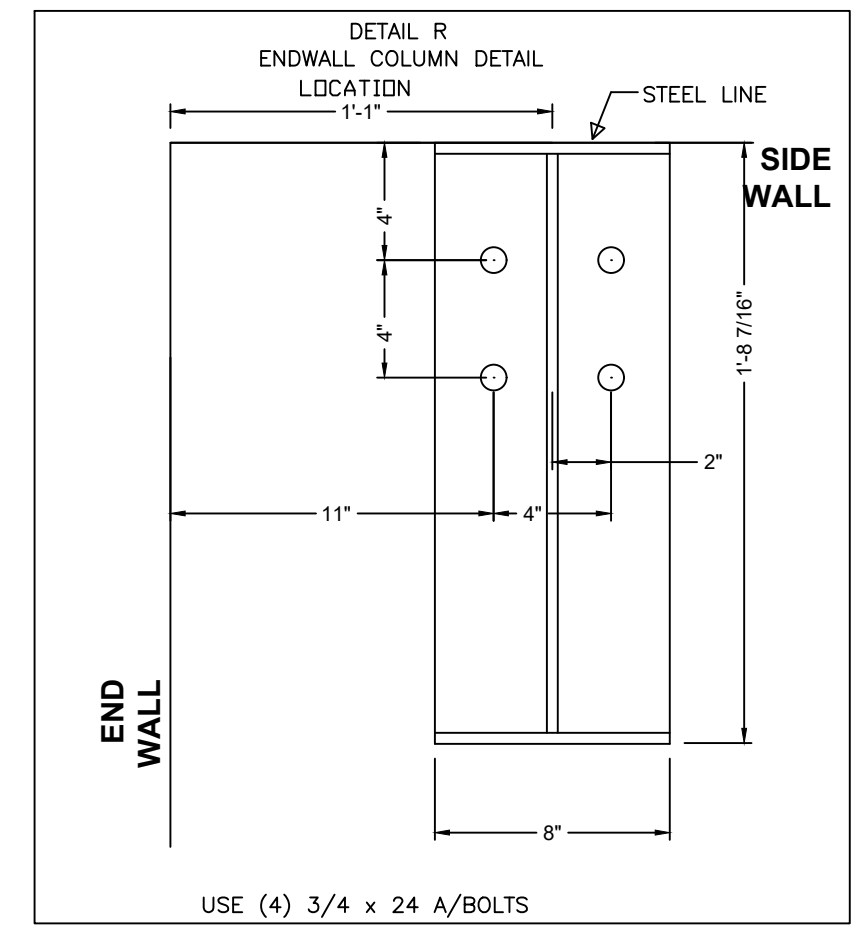
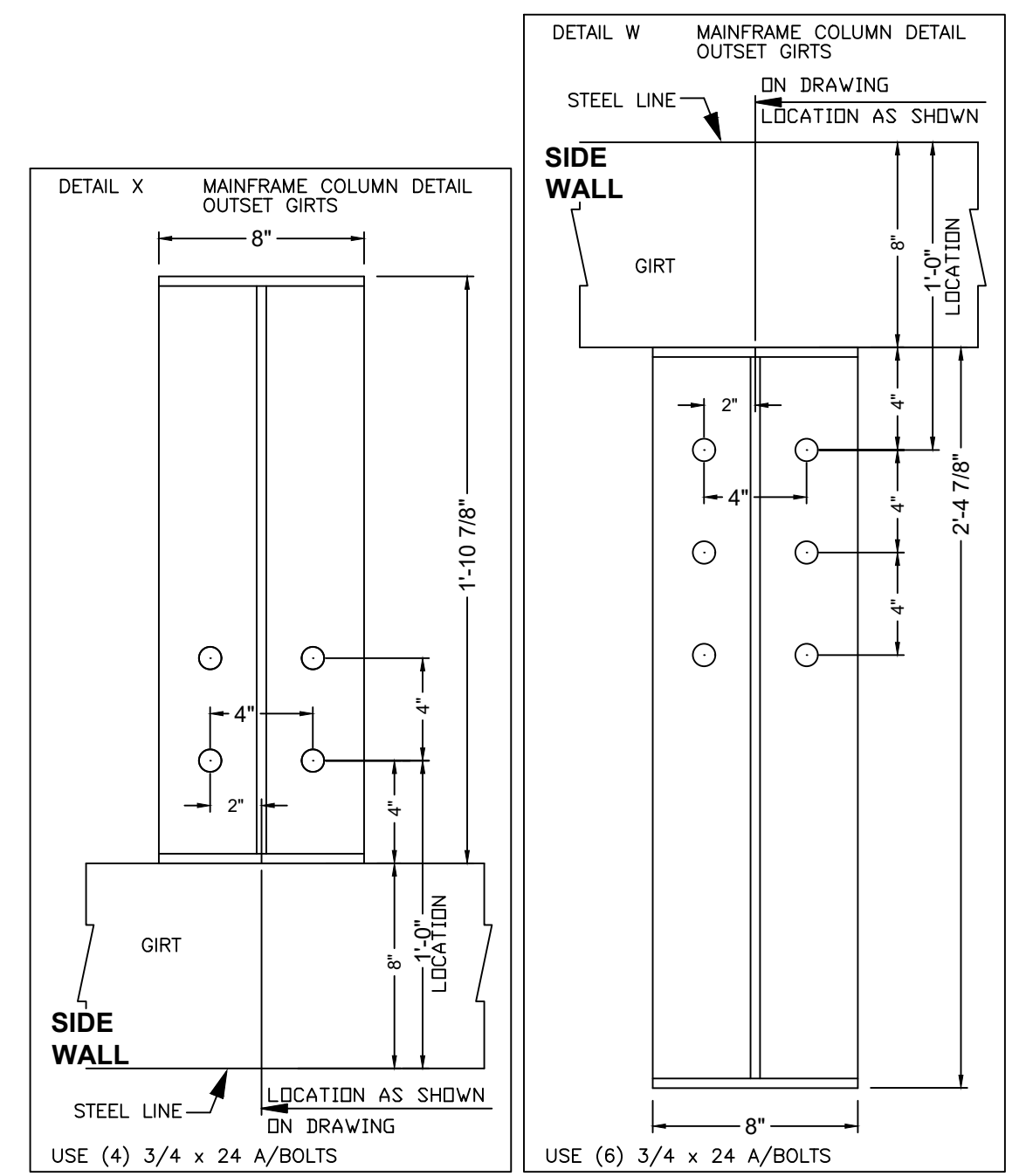
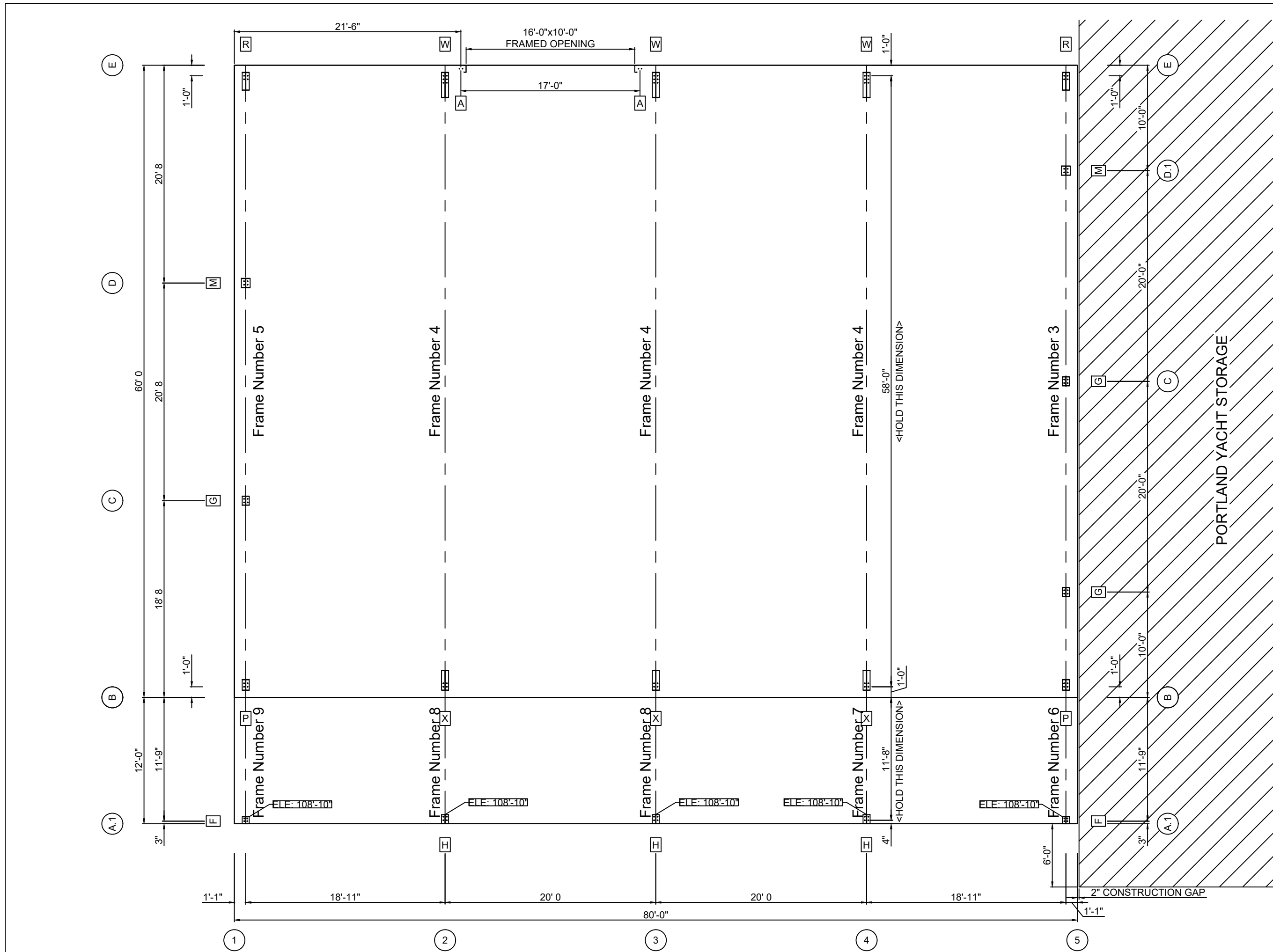
COMMERCIAL STREET

NOTE:
 THIS PLAN IS TO SHOW HOW THE TWO BUILDINGS ARE TO GO TOGETHER. FOR MORE DETAIL REFER TO THE CONTRACT DRAWINGS SPECIFIC TO EACH BUILDING.

ERECTION REQUIRES MINOR ADJUSTMENTS

| | | | |
|--|---|---------------|---------------------------------|
| ESSEX STRUCTURAL STEEL CO., INC. CORTLAND, NEW YORK 13045 | | | |
| REVISIONS 12/27/18: REVISED FRAME NUMBERING | PROJECT: 100 WEST COMMERCIAL STREET PORTLAND YACHT PORTLAND, MAINE 04101 CONTRACTOR: IRISHSPAN INDUSTRIES, INC. PROJECT NO.: S-1867-B | SHEET: 1 | |
| | TITLE: PLAN FOR PORTLAND YACHT AND PORTLAND YACHT STORAGE | DRAWN BY: CRJ | DATE: 06/15/18 SCALE: D.N.S. |





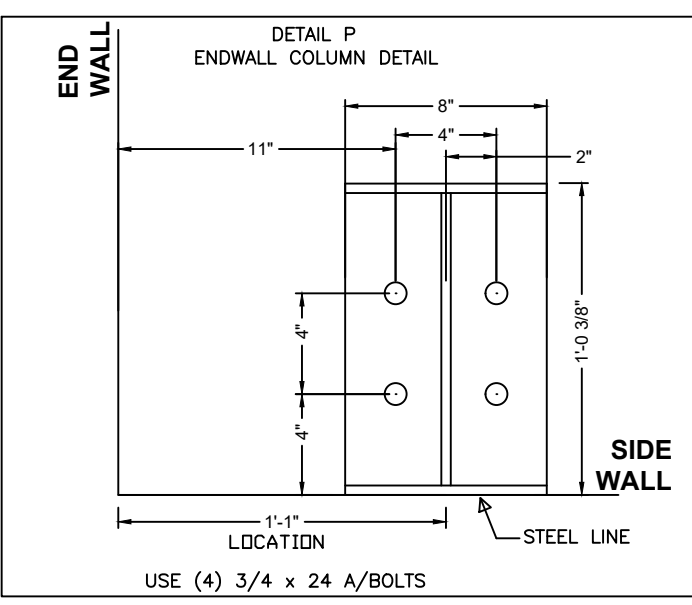
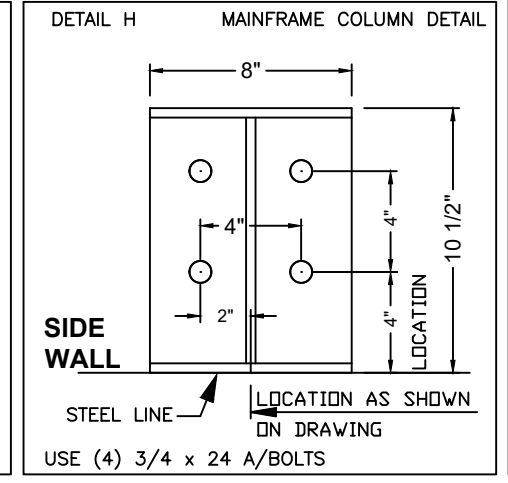
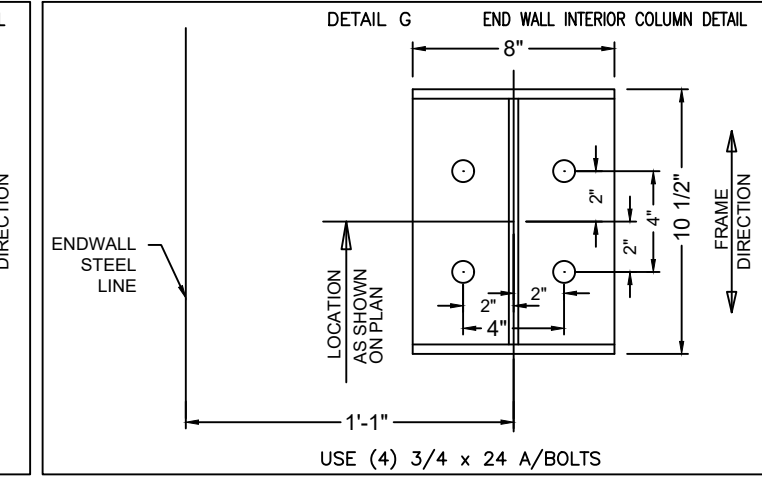
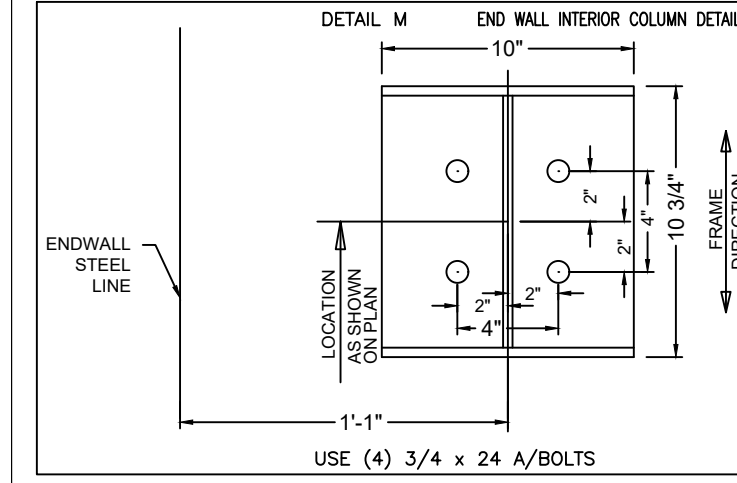
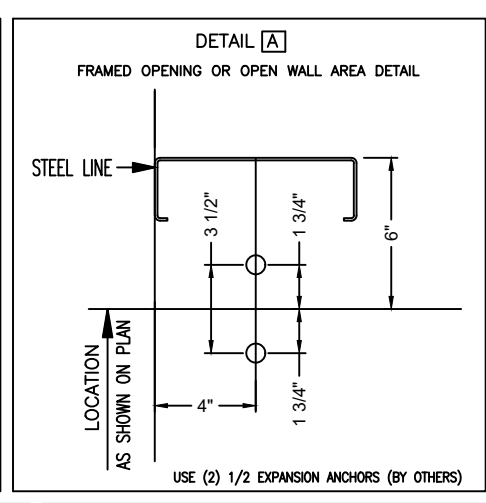
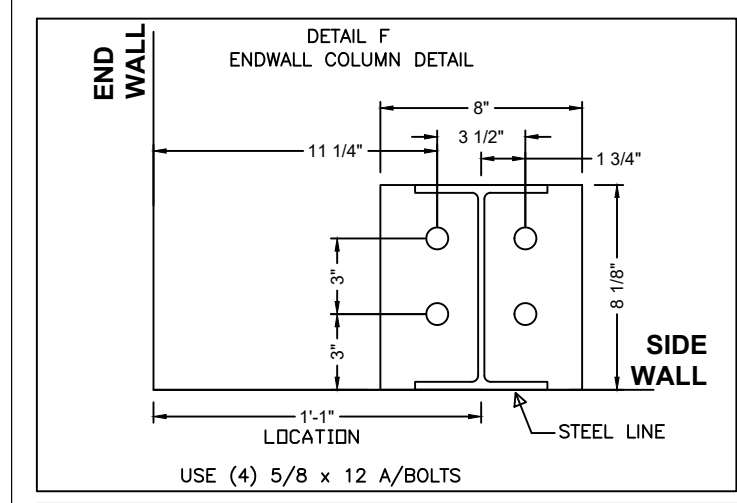
NOTE: FINISHED FLOOR ELEVATION AT 100'-0"
 ALL BASE PLATE ELEVATIONS AT 99'-6"
 UNLESS OTHERWISE NOTED
 NOTE: ALL TAIL DIMENSIONS FOR OPENINGS ARE FROM STEEL LINE
 NOTE: NOT TO SCALE

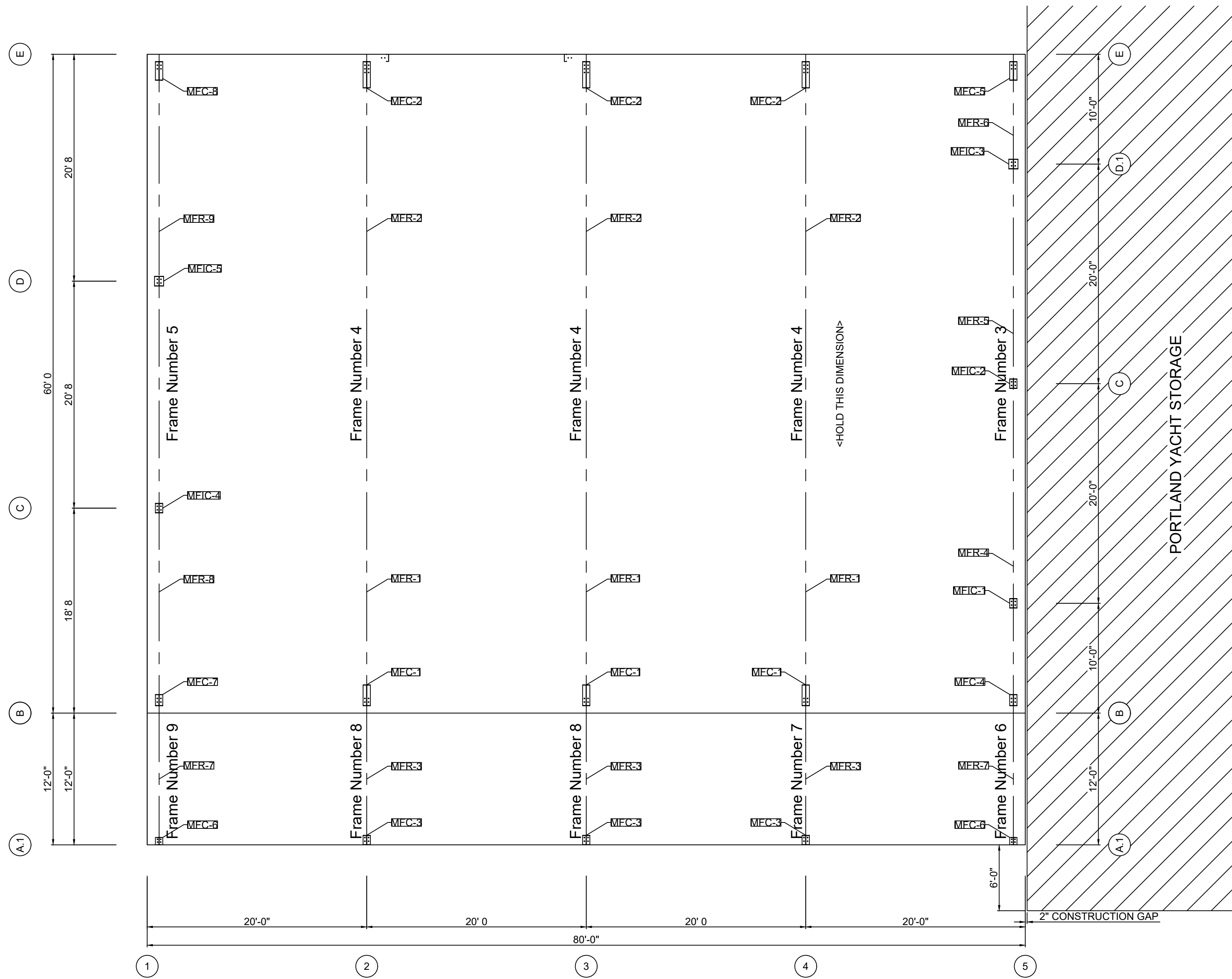
| QTY | DESCRIPTION | PROJECTION (IN) |
|-----|-------------|-----------------|
| 86 | AB.75X24 | 2.00 |

ERECTION REQUIRES MINOR ADJUSTMENTS

ESSEX STRUCTURAL STEEL CO., INC.
 CORTLAND, NEW YORK 13045

| | |
|-----------------------------------|--|
| REVISIONS | PROJECT: 100 WEST COMMERCIAL STREET PORTLAND YACHT PORTLAND, MAINE 04101 |
| 12/27/18: REVISED FRAME NUMBERING | CONTRACTOR: IRISHSPAN INDUSTRIES, INC. PROJECT NO.: S-1867-B |
| | TITLE: ANCHOR BOLT LAYOUT |
| | SCALE: D.N.S. |
| | DATE: 06/15/18 |
| | DRAWN BY: CRJ |





ERECTION REQUIRES MINOR ADJUSTMENTS

ESSEX STRUCTURAL STEEL CO., INC.
CORTLAND, NEW YORK 13045

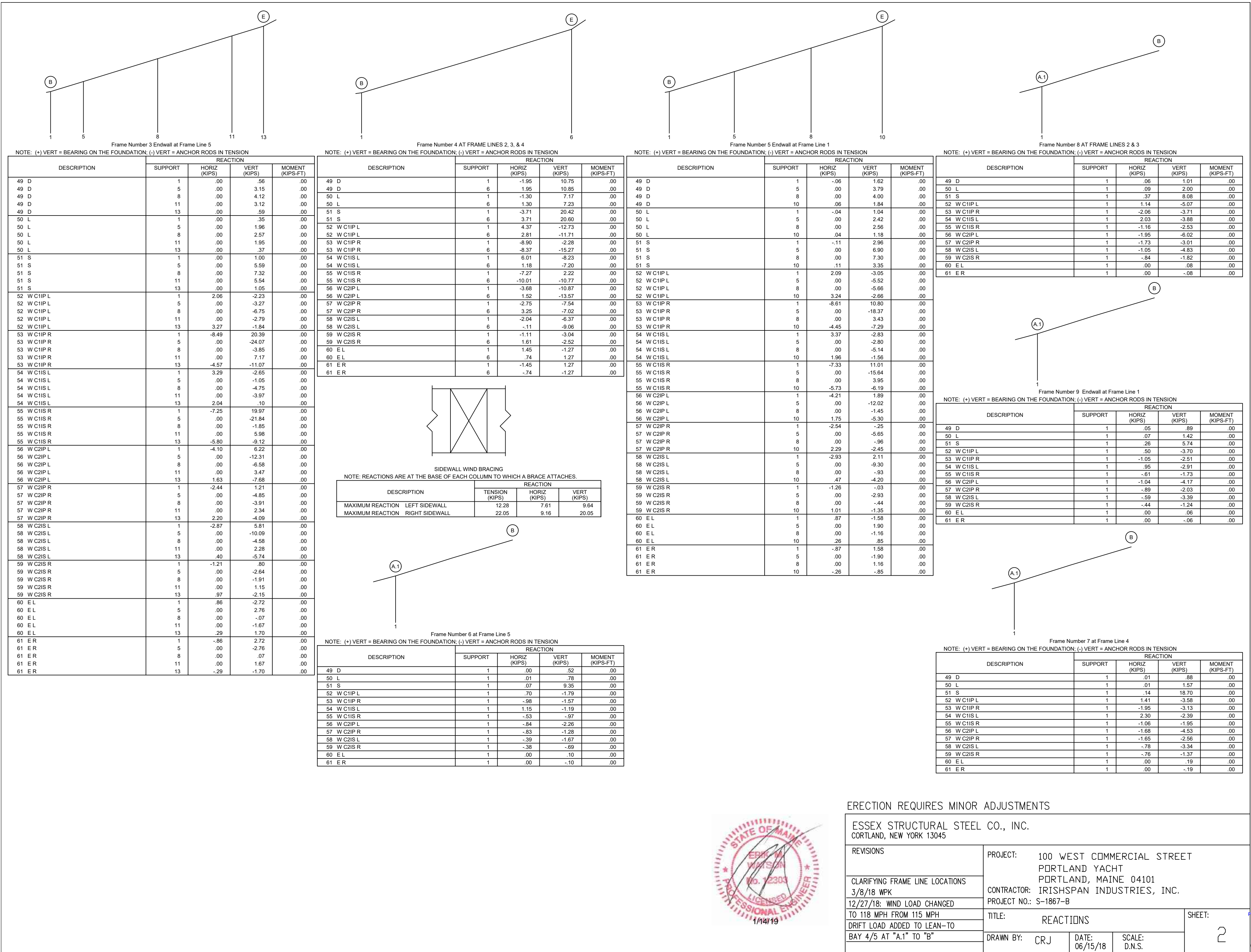
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|-----------------------------------|--------------|---|--------|
| REVISIONS | PROJECT: | 100 WEST COMMERCIAL STREET PORTLAND YACHT PORTLAND, MAINE 04101 | SHEET: |
| 12/27/18: REVISED FRAME NUMBERING | CONTRACTOR: | IRISHSPAN INDUSTRIES, INC. | |
| | PROJECT NO.: | S-1867-B | 1B |
| | TITLE: | ANCHOR BOLT LAYOUT | |
| | DRAWN BY: | CRJ | |
| | DATE: | 06/15/18 | SCALE: |
| | | | D.N.S. |



Reviewed for Code Compliance
Permitting and Inspections Department
Approved with Conditions
02/21/2019

CONDITIONALLY APPROVED

REVIEW BY:
SAFEbuilt.
APPROVED THIRD PARTY PLAN REVIEW AGENCY
BY THE CITY OF PORTLAND, MAINE.
SEE REVIEW LETTER FOR MORE INFORMATION
01/16/2019

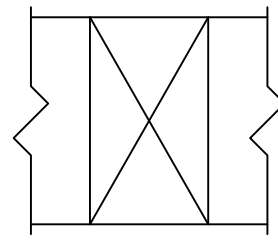


NOTE: (+) VERT = BEARING ON THE FOUNDATION; (-) VERT = ANCHOR RODS IN TENSION

| DESCRIPTION | SUPPORT | REACTION | | |
|-------------|---------|--------------|-------------|------------------|
| | | HORIZ (KIPS) | VERT (KIPS) | MOMENT (KIPS-FT) |
| 49 D | 1 | .00 | .56 | .00 |
| 49 D | 5 | .00 | 3.15 | .00 |
| 49 D | 8 | .00 | 4.12 | .00 |
| 49 D | 11 | .00 | 3.12 | .00 |
| 49 D | 13 | .00 | .59 | .00 |
| 50 L | 1 | .00 | .35 | .00 |
| 50 L | 5 | .00 | 1.96 | .00 |
| 50 L | 8 | .00 | 2.57 | .00 |
| 50 L | 11 | .00 | 1.95 | .00 |
| 50 L | 13 | .00 | .37 | .00 |
| 51 S | 1 | .00 | 1.00 | .00 |
| 51 S | 5 | .00 | 5.59 | .00 |
| 51 S | 8 | .00 | 7.32 | .00 |
| 51 S | 11 | .00 | 5.54 | .00 |
| 51 S | 13 | .00 | 1.05 | .00 |
| 52 W C1P L | 1 | 2.06 | -2.23 | .00 |
| 52 W C1P L | 5 | .00 | -3.27 | .00 |
| 52 W C1P L | 8 | .00 | -6.75 | .00 |
| 52 W C1P L | 11 | .00 | -2.79 | .00 |
| 52 W C1P L | 13 | 3.27 | -1.84 | .00 |
| 53 W C1P R | 1 | -8.49 | 20.39 | .00 |
| 53 W C1P R | 5 | .00 | -24.07 | .00 |
| 53 W C1P R | 8 | .00 | -3.85 | .00 |
| 53 W C1P R | 11 | .00 | 7.17 | .00 |
| 53 W C1P R | 13 | -4.57 | -11.07 | .00 |
| 54 W C1S L | 1 | 3.29 | -2.65 | .00 |
| 54 W C1S L | 5 | .00 | -1.05 | .00 |
| 54 W C1S L | 8 | .00 | -4.75 | .00 |
| 54 W C1S L | 11 | .00 | -3.97 | .00 |
| 54 W C1S L | 13 | 2.04 | .10 | .00 |
| 55 W C1S R | 1 | -7.25 | 19.97 | .00 |
| 55 W C1S R | 5 | .00 | -21.84 | .00 |
| 55 W C1S R | 8 | .00 | -1.85 | .00 |
| 55 W C1S R | 11 | .00 | 5.98 | .00 |
| 55 W C1S R | 13 | -5.80 | -9.12 | .00 |
| 56 W C2P L | 1 | -4.10 | 6.22 | .00 |
| 56 W C2P L | 5 | .00 | -12.31 | .00 |
| 56 W C2P L | 8 | .00 | -6.58 | .00 |
| 56 W C2P L | 11 | .00 | 3.47 | .00 |
| 56 W C2P L | 13 | 1.63 | -7.68 | .00 |
| 57 W C2P R | 1 | -2.44 | 1.21 | .00 |
| 57 W C2P R | 5 | .00 | -4.85 | .00 |
| 57 W C2P R | 8 | .00 | -3.91 | .00 |
| 57 W C2P R | 11 | .00 | 2.34 | .00 |
| 57 W C2P R | 13 | 2.20 | -4.09 | .00 |
| 58 W C2S L | 1 | -2.87 | 5.81 | .00 |
| 58 W C2S L | 5 | .00 | -10.09 | .00 |
| 58 W C2S L | 8 | .00 | -4.58 | .00 |
| 58 W C2S L | 11 | .00 | 2.28 | .00 |
| 58 W C2S L | 13 | .40 | -5.74 | .00 |
| 59 W C2S R | 1 | -1.21 | .80 | .00 |
| 59 W C2S R | 5 | .00 | -2.64 | .00 |
| 59 W C2S R | 8 | .00 | -1.91 | .00 |
| 59 W C2S R | 11 | .00 | 1.15 | .00 |
| 59 W C2S R | 13 | .97 | -2.15 | .00 |
| 60 E L | 1 | .86 | -2.72 | .00 |
| 60 E L | 5 | .00 | 2.76 | .00 |
| 60 E L | 8 | .00 | -.07 | .00 |
| 60 E L | 11 | .00 | -1.67 | .00 |
| 60 E L | 13 | .29 | 1.70 | .00 |
| 61 E R | 1 | -.86 | 2.72 | .00 |
| 61 E R | 5 | .00 | -2.76 | .00 |
| 61 E R | 8 | .00 | .07 | .00 |
| 61 E R | 11 | .00 | 1.67 | .00 |
| 61 E R | 13 | -.29 | -1.70 | .00 |

NOTE: (+) VERT = BEARING ON THE FOUNDATION; (-) VERT = ANCHOR RODS IN TENSION

| DESCRIPTION | SUPPORT | REACTION | | |
|-------------|---------|--------------|-------------|------------------|
| | | HORIZ (KIPS) | VERT (KIPS) | MOMENT (KIPS-FT) |
| 49 D | 1 | -1.95 | -10.75 | .00 |
| 49 D | 6 | 1.95 | 10.85 | .00 |
| 50 L | 1 | -1.30 | 7.17 | .00 |
| 50 L | 6 | 1.30 | 7.23 | .00 |
| 51 S | 1 | -3.71 | 20.42 | .00 |
| 51 S | 6 | 3.71 | 20.60 | .00 |
| 52 W C1P L | 1 | 4.37 | -12.73 | .00 |
| 52 W C1P L | 6 | 2.81 | -11.71 | .00 |
| 53 W C1P R | 1 | -8.90 | -2.28 | .00 |
| 53 W C1P R | 6 | -8.37 | -15.27 | .00 |
| 54 W C1S L | 1 | 6.01 | -8.23 | .00 |
| 54 W C1S L | 6 | 1.18 | -7.20 | .00 |
| 55 W C1S R | 1 | -7.27 | 2.22 | .00 |
| 55 W C1S R | 6 | -10.01 | -10.77 | .00 |
| 56 W C2P L | 1 | -3.68 | -10.87 | .00 |
| 56 W C2P L | 6 | 1.52 | -13.57 | .00 |
| 57 W C2P R | 1 | -2.75 | -7.54 | .00 |
| 57 W C2P R | 6 | 3.25 | -7.02 | .00 |
| 58 W C2S L | 1 | -2.04 | -6.37 | .00 |
| 58 W C2S L | 6 | -1.11 | -9.06 | .00 |
| 59 W C2S R | 1 | -1.11 | -3.04 | .00 |
| 59 W C2S R | 6 | 1.61 | -2.52 | .00 |
| 60 E L | 1 | 1.45 | -1.27 | .00 |
| 60 E L | 6 | .74 | 1.27 | .00 |
| 61 E R | 1 | -1.45 | 1.27 | .00 |
| 61 E R | 6 | -.74 | -1.27 | .00 |



SIDEWALL WIND BRACING

NOTE: REACTIONS ARE AT THE BASE OF EACH COLUMN TO WHICH A BRACE ATTACHES.

| DESCRIPTION | REACTION | | |
|---------------------------------|----------------|--------------|-------------|
| | TENSION (KIPS) | HORIZ (KIPS) | VERT (KIPS) |
| MAXIMUM REACTION LEFT SIDEWALL | 12.28 | 7.61 | 9.64 |
| MAXIMUM REACTION RIGHT SIDEWALL | 22.05 | 9.16 | 20.05 |

NOTE: (+) VERT = BEARING ON THE FOUNDATION; (-) VERT = ANCHOR RODS IN TENSION

| DESCRIPTION | SUPPORT | REACTION | | |
|-------------|---------|--------------|-------------|------------------|
| | | HORIZ (KIPS) | VERT (KIPS) | MOMENT (KIPS-FT) |
| 49 D | 1 | .00 | .52 | .00 |
| 50 L | 1 | .01 | .78 | .00 |
| 51 S | 1 | .07 | 9.35 | .00 |
| 52 W C1P L | 1 | .70 | -1.79 | .00 |
| 53 W C1P R | 1 | -.98 | -1.57 | .00 |
| 54 W C1S L | 1 | 1.15 | -1.19 | .00 |
| 55 W C1S R | 1 | -.53 | -.97 | .00 |
| 56 W C2P L | 1 | -.84 | -2.26 | .00 |
| 57 W C2P R | 1 | -.83 | -1.28 | .00 |
| 58 W C2S L | 1 | -.39 | -1.67 | .00 |
| 59 W C2S R | 1 | -.38 | -.69 | .00 |
| 60 E L | 1 | .00 | .10 | .00 |
| 61 E R | 1 | .00 | -.10 | .00 |

NOTE: (+) VERT = BEARING ON THE FOUNDATION; (-) VERT = ANCHOR RODS IN TENSION

| DESCRIPTION | SUPPORT | REACTION | | |
|-------------|---------|--------------|-------------|------------------|
| | | HORIZ (KIPS) | VERT (KIPS) | MOMENT (KIPS-FT) |
| 49 D | 1 | -.06 | 1.62 | .00 |
| 49 D | 5 | .00 | 3.79 | .00 |
| 49 D | 8 | .00 | 4.00 | .00 |
| 49 D | 10 | .06 | 1.84 | .00 |
| 50 L | 1 | -.04 | 1.04 | .00 |
| 50 L | 5 | .00 | 2.42 | .00 |
| 50 L | 8 | .00 | 2.56 | .00 |
| 50 L | 10 | .04 | 1.18 | .00 |
| 51 S | 1 | -.11 | 2.96 | .00 |
| 51 S | 5 | .00 | 6.90 | .00 |
| 51 S | 8 | .00 | 7.30 | .00 |
| 51 S | 10 | .11 | 3.35 | .00 |
| 52 W C1P L | 1 | 2.09 | -3.05 | .00 |
| 52 W C1P L | 5 | .00 | -5.52 | .00 |
| 52 W C1P L | 8 | .00 | -5.66 | .00 |
| 52 W C1P L | 10 | 3.24 | -2.66 | .00 |
| 53 W C1P R | 1 | -8.61 | 10.80 | .00 |
| 53 W C1P R | 5 | .00 | -18.37 | .00 |
| 53 W C1P R | 8 | .00 | 3.43 | .00 |
| 53 W C1P R | 10 | -4.45 | -7.29 | .00 |
| 54 W C1S L | 1 | 3.37 | -2.83 | .00 |
| 54 W C1S L | 5 | .00 | -2.80 | .00 |
| 54 W C1S L | 8 | .00 | -5.14 | .00 |
| 54 W C1S L | 10 | 1.96 | -1.56 | .00 |
| 55 W C1S R | 1 | -7.33 | 11.01 | .00 |
| 55 W C1S R | 5 | .00 | -15.64 | .00 |
| 55 W C1S R | 8 | .00 | 3.95 | .00 |
| 55 W C1S R | 10 | -5.73 | -6.19 | .00 |
| 56 W C2P L | 1 | -4.21 | 1.89 | .00 |
| 56 W C2P L | 5 | .00 | -12.02 | .00 |
| 56 W C2P L | 8 | .00 | -1.45 | .00 |
| 56 W C2P L | 10 | 1.75 | -5.30 | .00 |
| 57 W C2P R | 1 | -2.54 | -.25 | .00 |
| 57 W C2P R | 5 | .00 | -5.65 | .00 |
| 57 W C2P R | 8 | .00 | -.96 | .00 |
| 57 W C2P R | 10 | 2.29 | -2.45 | .00 |
| 58 W C2S L | 1 | -2.93 | 2.11 | .00 |
| 58 W C2S L | 5 | .00 | -9.30 | .00 |
| 58 W C2S L | 8 | .00 | -.93 | .00 |
| 58 W C2S L | 10 | .47 | -4.20 | .00 |
| 59 W C2S R | 1 | -1.26 | -.03 | .00 |
| 59 W C2S R | 5 | .00 | -2.93 | .00 |
| 59 W C2S R | 8 | .00 | -.44 | .00 |
| 59 W C2S R | 10 | 1.01 | -1.35 | .00 |
| 60 E L | 1 | .87 | -1.58 | .00 |
| 60 E L | 5 | .00 | 1.90 | .00 |
| 60 E L | 8 | .00 | -1.16 | .00 |
| 60 E L | 10 | .26 | .85 | .00 |
| 61 E R | 1 | -.87 | 1.58 | .00 |
| 61 E R | 5 | .00 | -1.90 | .00 |
| 61 E R | 8 | .00 | 1.16 | .00 |
| 61 E R | 10 | -.26 | -.85 | .00 |

NOTE: (+) VERT = BEARING ON THE FOUNDATION; (-) VERT = ANCHOR RODS IN TENSION

| DESCRIPTION | SUPPORT | REACTION | | |
|-------------|---------|--------------|-------------|------------------|
| | | HORIZ (KIPS) | VERT (KIPS) | MOMENT (KIPS-FT) |
| 49 D | 1 | .06 | 1.01 | .00 |
| 50 L | 1 | .09 | 2.00 | .00 |
| 51 S | 1 | .37 | 8.08 | .00 |
| 52 W C1P L | 1 | 1.14 | -5.07 | .00 |
| 53 W C1P R | 1 | -2.06 | -3.71 | .00 |
| 54 W C1S L | 1 | 2.03 | -3.88 | .00 |
| 55 W C1S R | 1 | -1.16 | -2.53 | .00 |
| 56 W C2P L | 1 | -1.95 | -6.02 | .00 |
| 57 W C2P R | 1 | -1.73 | -3.01 | .00 |
| 58 W C2S L | 1 | -1.05 | -4.83 | .00 |
| 59 W C2S R | 1 | -.84 | -1.82 | .00 |
| 60 E L | 1 | .00 | .08 | .00 |
| 61 E R | 1 | .00 | -.08 | .00 |

NOTE: (+) VERT = BEARING ON THE FOUNDATION; (-) VERT = ANCHOR RODS IN TENSION

| DESCRIPTION | SUPPORT | REACTION | | |
|-------------|---------|--------------|-------------|------------------|
| | | HORIZ (KIPS) | VERT (KIPS) | MOMENT (KIPS-FT) |
| 49 D | 1 | .05 | .89 | .00 |
| 50 L | 1 | .07 | 1.42 | .00 |
| 51 S | 1 | .26 | 5.74 | .00 |
| 52 W C1P L | 1 | .50 | -3.70 | .00 |
| 53 W C1P R | 1 | -1.05 | -2.51 | .00 |
| 54 W C1S L | 1 | .95 | -2.91 | .00 |
| 55 W C1S R | 1 | -.61 | -1.73 | .00 |
| 56 W C2P L | 1 | -1.04 | -4.17 | .00 |
| 57 W C2P R | 1 | -.89 | -2.03 | .00 |
| 58 W C2S L | 1 | -.59 | -3.39 | .00 |
| 59 W C2S R | 1 | -.44 | -1.24 | .00 |
| 60 E L | 1 | .00 | .06 | .00 |
| 61 E R | 1 | .00 | -.06 | .00 |

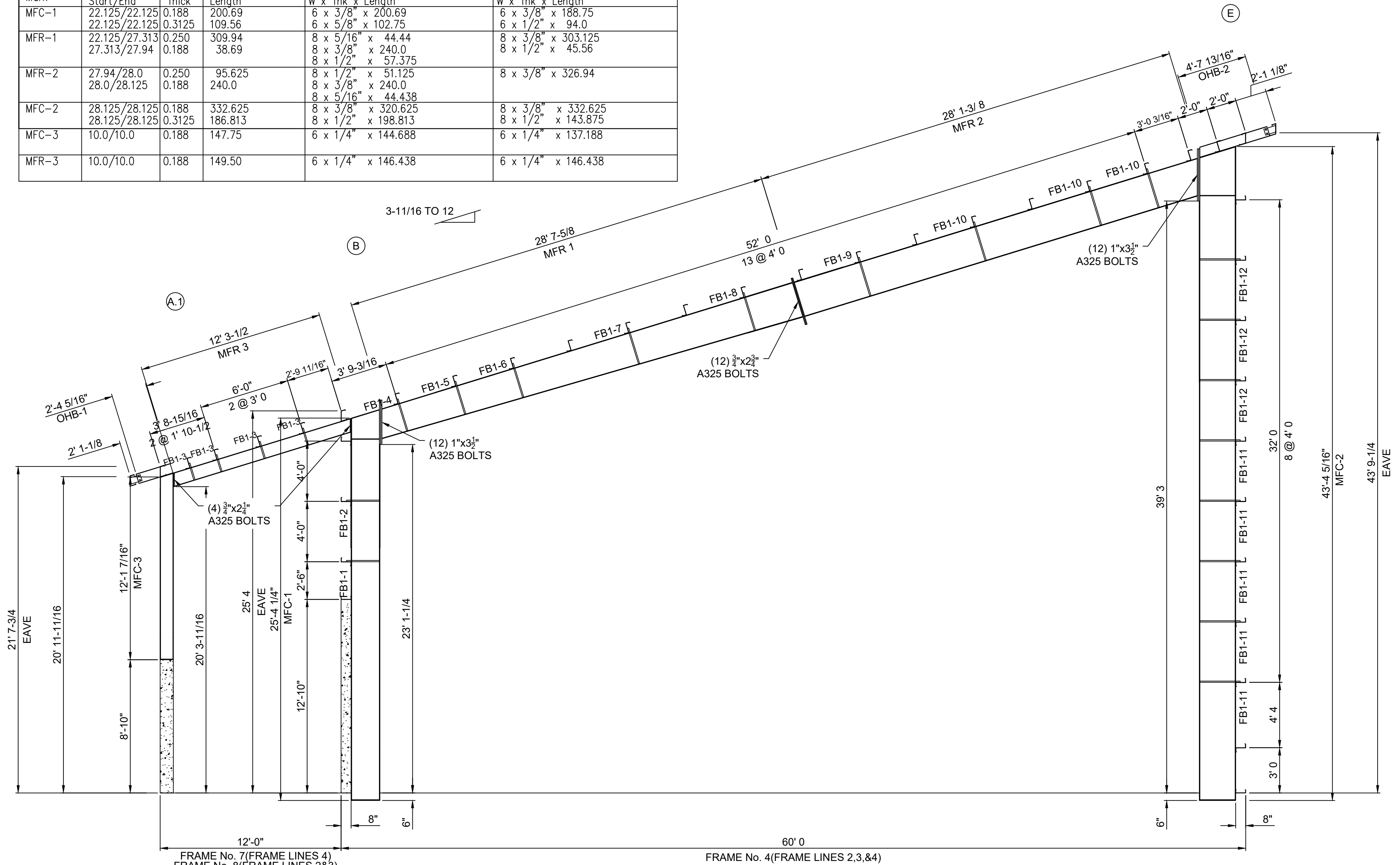
ERECTION REQUIRES MINOR ADJUSTMENTS

ESSEX STRUCTURAL STEEL CO., INC.
CORTLAND, NEW YORK 13045

| | |
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| REVISIONS | PROJECT: 100 WEST COMMERCIAL STREET PORTLAND YACHT PORTLAND, MAINE 04101 |
| CLARIFYING FRAME LINE LOCATIONS 3/8/18 WPK | CONTRACTOR: IRISHSPAN INDUSTRIES, INC. |
| 12/27/18: WIND LOAD CHANGED TO 118 MPH FROM 115 MPH | PROJECT NO.: S-1867-B |
| DRIFT LOAD ADDED TO LEAN-TO BAY 4/5 AT "A.1" TO "B" | TITLE: REACTIONS |
| | DRAWN BY: CRJ DATE: 06/15/18 SCALE: D.N.S. |
| | SHEET: 2 |



| MEMBER TABLE | | | | | | | | | |
|--------------|---------------|-------|-----------|--------------------|--------------------|------------------|------------------|---------|--------------------|
| Mark | Web Depth | | Web Plate | | Outside Flange | | Inside Flange | | |
| | Start/End | Thick | Length | W x Thk x Length | W x Thk x Length | W x Thk x Length | W x Thk x Length | | |
| MFC-1 | 22.125/22.125 | 0.188 | 200.69 | 6 x 3/8" x 200.69 | 6 x 3/8" x 188.75 | 22.125/22.125 | 0.3125 | 109.56 | 6 x 5/8" x 102.75 |
| MFR-1 | 22.125/27.313 | 0.250 | 309.94 | 8 x 5/16" x 44.44 | 8 x 3/8" x 303.125 | 27.313/27.94 | 0.188 | 38.69 | 8 x 1/2" x 45.56 |
| MFR-2 | 27.94/28.0 | 0.250 | 95.625 | 8 x 1/2" x 51.125 | 8 x 3/8" x 326.94 | 28.0/28.125 | 0.188 | 240.0 | 8 x 5/16" x 44.438 |
| MFC-2 | 28.125/28.125 | 0.188 | 332.625 | 8 x 3/8" x 320.625 | 8 x 3/8" x 332.625 | 28.125/28.125 | 0.3125 | 186.813 | 8 x 1/2" x 198.813 |
| MFC-3 | 10.0/10.0 | 0.188 | 147.75 | 6 x 1/4" x 144.688 | 6 x 1/4" x 137.188 | | | | |
| MFR-3 | 10.0/10.0 | 0.188 | 149.50 | 6 x 1/4" x 146.438 | 6 x 1/4" x 146.438 | | | | |



| FLANGE BRACE TABLE | | | | |
|--------------------|-------------|-----------|-----------|----------|
| PARTMARK | LENGTH | PLACEMENT | QTY/FRAME | QTY/BLDG |
| FB1-1 | 3' 0-3/8" | NS/FS | 2 | 6 |
| FB1-2 | 3' 0-9/16" | NS/FS | 2 | 6 |
| FB1-3 | 2' 5-15/16" | NS/FS | 8 | 24 |
| FB1-4 | 3' 0-9/16" | NS/FS | 2 | 6 |
| FB1-5 | 3' 1-1/8" | NS/FS | 2 | 6 |
| FB1-6 | 3' 1-11/16" | NS/FS | 2 | 6 |
| FB1-7 | 3' 2-13/16" | NS/FS | 2 | 6 |
| FB1-8 | 3' 3-15/16" | NS/FS | 2 | 6 |
| FB1-9 | 3' 4-1/2" | NS/FS | 2 | 6 |
| FB1-10 | 3' 4-9/16" | NS/FS | 4 | 12 |
| FB1-11 | 3' 4-9/16" | NS/FS | 10 | 30 |
| FB1-12 | 3' 4-11/16" | NS/FS | 6 | 18 |

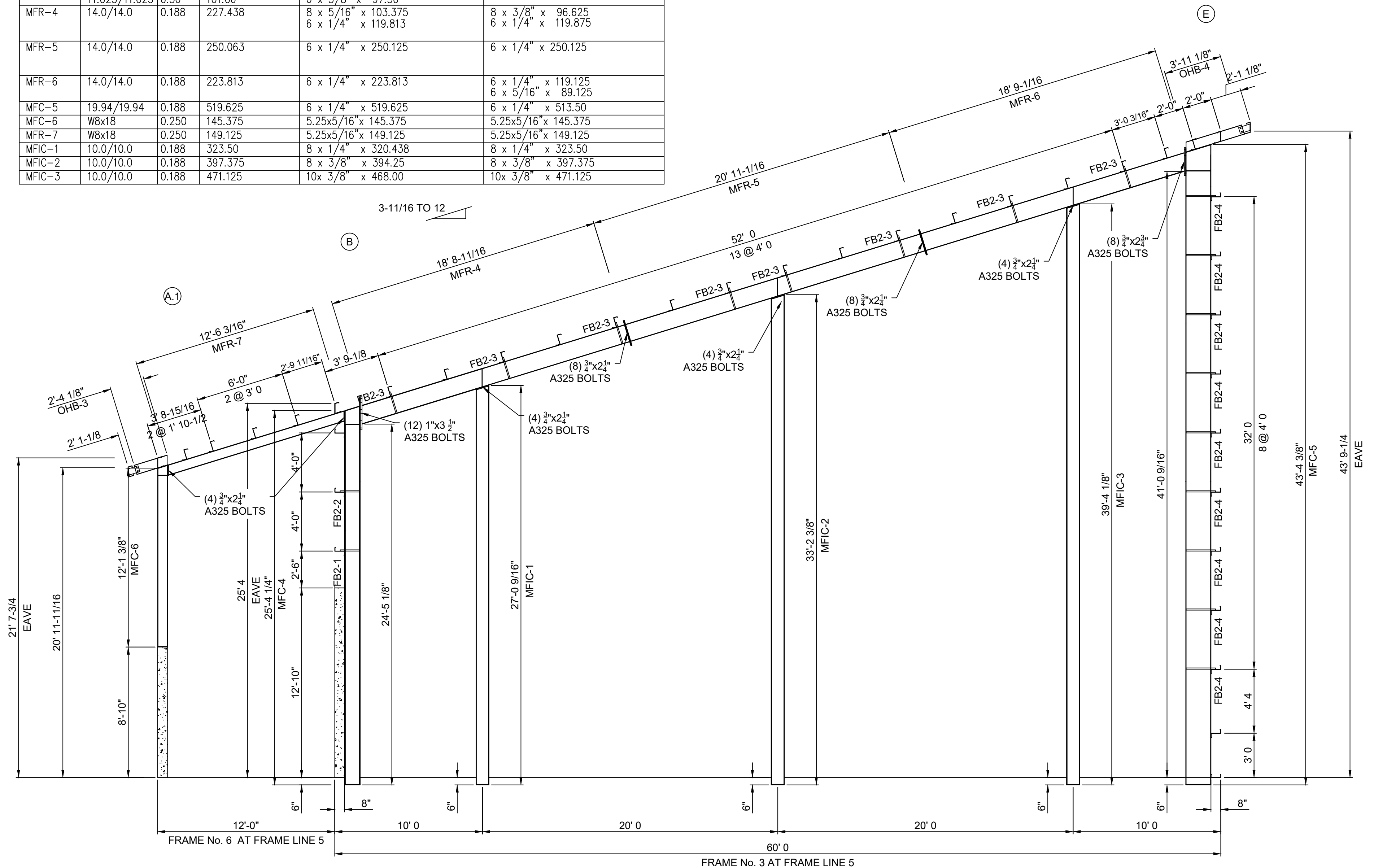


ERECTION REQUIRES MINOR ADJUSTMENTS

| | |
|--|--|
| ESSEX STRUCTURAL STEEL CO., INC. CORTLAND, NEW YORK 13045 | |
| REVISIONS | PROJECT: 100 WEST COMMERCIAL STREET PORTLAND YACHT PORTLAND, MAINE 04101 |
| | CONTRACTOR: IRISHSPAN INDUSTRIES, INC. |
| | PROJECT NO.: S-1867-B |
| TITLE: FRAME CROSS SECTION | SHEET: 3 |
| DRAWN BY: CRJ | DATE: 06/15/18 |
| | SCALE: D.N.S. |



| MEMBER TABLE | | | | | | |
|--------------|---------------|-------|-----------|----------------------|----------------------|---------------|
| Mark | Web Depth | | Web Plate | | Outside Flange | Inside Flange |
| | Start/End | Thick | Length | W x Thk x Length | W x Thk x Length | |
| MFC-4 | 11.625/11.625 | 0.188 | 205.94 | 6 x 1/2" x 205.94 | 6 x 1/2" x 288.063 | |
| MFC-4 | 11.625/11.625 | 0.50 | 101.06 | 6 x 5/8" x 97.50 | | |
| MFR-4 | 14.0/14.0 | 0.188 | 227.438 | 8 x 5/16" x 103.375 | 8 x 3/8" x 96.625 | |
| MFR-4 | 14.0/14.0 | 0.188 | 227.438 | 6 x 1/4" x 119.813 | 6 x 1/4" x 119.875 | |
| MFR-5 | 14.0/14.0 | 0.188 | 250.063 | 6 x 1/4" x 250.125 | 6 x 1/4" x 250.125 | |
| MFR-6 | 14.0/14.0 | 0.188 | 223.813 | 6 x 1/4" x 223.813 | 6 x 1/4" x 119.125 | |
| MFC-5 | 19.94/19.94 | 0.188 | 519.625 | 6 x 1/4" x 519.625 | 6 x 1/4" x 513.50 | |
| MFC-6 | W8x18 | 0.250 | 145.375 | 5.25x5/16" x 145.375 | 5.25x5/16" x 145.375 | |
| MFR-7 | W8x18 | 0.250 | 149.125 | 5.25x5/16" x 149.125 | 5.25x5/16" x 149.125 | |
| MFC-1 | 10.0/10.0 | 0.188 | 323.50 | 8 x 1/4" x 320.438 | 8 x 1/4" x 323.50 | |
| MFC-2 | 10.0/10.0 | 0.188 | 397.375 | 8 x 3/8" x 394.25 | 8 x 3/8" x 397.375 | |
| MFC-3 | 10.0/10.0 | 0.188 | 471.125 | 10x 3/8" x 468.00 | 10x 3/8" x 471.125 | |



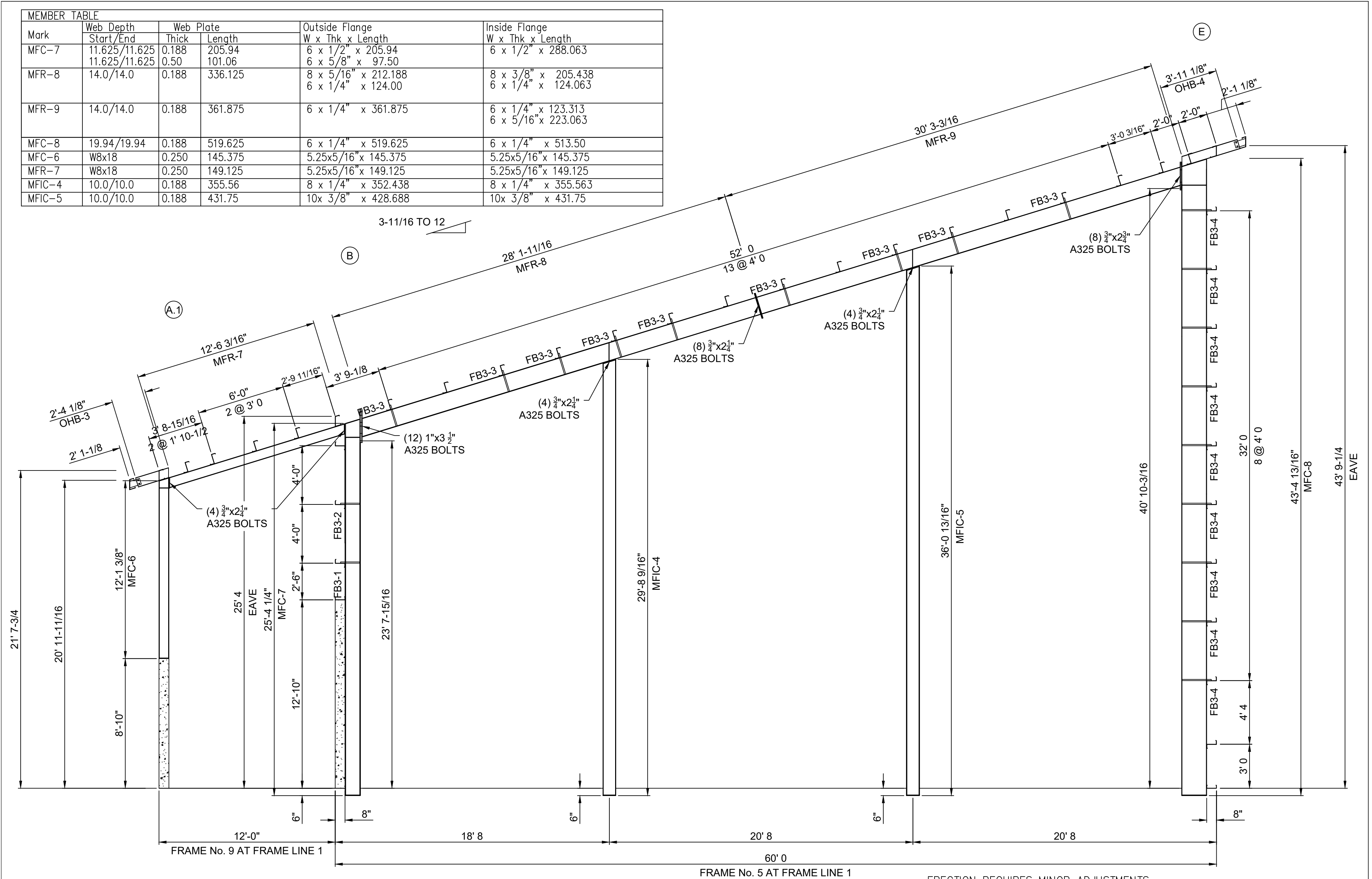
| FLANGE BRACE TABLE | | | | |
|--------------------|--------------|-------------|-----------|----------|
| PARTMARK | LENGTH | PLACEMENT | QTY/FRAME | QTY/BLDG |
| FB2-1 | 2' 6-11/16" | INSIDE ONLY | 1 | 1 |
| FB2-2 | 2' 6-3/4" | INSIDE ONLY | 1 | 1 |
| FB2-3 | 2' 7-5/8" | INSIDE ONLY | 8 | 8 |
| FB2-4 | 2' 10-15/16" | INSIDE ONLY | 9 | 9 |



| | | | |
|--|--------------|---|----------------|
| ERECTOR REQUIRES MINOR ADJUSTMENTS | | | |
| ESSEX STRUCTURAL STEEL CO., INC. CORTLAND, NEW YORK 13045 | | | |
| REVISIONS | PROJECT: | 100 WEST COMMERCIAL STREET PORTLAND YACHT PORTLAND, MAINE 04101 | |
| | CONTRACTOR: | IRISHSPAN INDUSTRIES, INC. | |
| | PROJECT NO.: | S-1867-B | |
| | TITLE: | FRAME CROSS SECTION | |
| | DRAWN BY: | CRJ | DATE: 06/15/18 |
| | | SCALE: | D.N.S. |
| | SHEET: | 3A | |

Reviewed for Code Compliance
Permitting and Inspections Department
Approved with Conditions
02/21/2019
CONDITIONALLY APPROVED
SAFEbuilt.
APPROVED THIRD PARTY PLAN REVIEW AGENCY
BY THE CITY OF PORTLAND, MAINE.
SEE REVIEW LETTER FOR MORE INFORMATION
01/16/2019

| MEMBER TABLE | | | | | | |
|--------------|---------------|-------|-----------|--|---|---------------|
| Mark | Web Depth | | Web Plate | | Outside Flange | Inside Flange |
| | Start/End | Thick | Length | W x Thk x Length | W x Thk x Length | |
| MFC-7 | 11.625/11.625 | 0.188 | 205.94 | 6 x 1/2" x 205.94 | 6 x 1/2" x 288.063 | |
| MFR-8 | 14.0/14.0 | 0.188 | 336.125 | 8 x 5/16" x 212.188 6 x 1/4" x 124.00 | 8 x 3/8" x 205.438 6 x 1/4" x 124.063 | |
| MFR-9 | 14.0/14.0 | 0.188 | 361.875 | 6 x 1/4" x 361.875 | 6 x 1/4" x 123.313 6 x 5/16" x 223.063 | |
| MFC-8 | 19.94/19.94 | 0.188 | 519.625 | 6 x 1/4" x 519.625 | 6 x 1/4" x 513.50 | |
| MFC-6 | W8x18 | 0.250 | 145.375 | 5.25x5/16" x 145.375 | 5.25x5/16" x 145.375 | |
| MFR-7 | W8x18 | 0.250 | 149.125 | 5.25x5/16" x 149.125 | 5.25x5/16" x 149.125 | |
| MFIC-4 | 10.0/10.0 | 0.188 | 355.56 | 8 x 1/4" x 352.438 | 8 x 1/4" x 355.563 | |
| MFIC-5 | 10.0/10.0 | 0.188 | 431.75 | 10x 3/8" x 428.688 | 10x 3/8" x 431.75 | |



| FLANGE BRACE TABLE | | | | |
|--------------------|--------------|-------------|-----------|----------|
| PARTMARK | LENGTH | PLACEMENT | QTY/FRAME | QTY/BLDG |
| FB3-1 | 2' 6-11/16" | INSIDE ONLY | 1 | 1 |
| FB3-2 | 2' 6-3/4" | INSIDE ONLY | 1 | 1 |
| FB3-3 | 2' 7-5/8" | INSIDE ONLY | 9 | 9 |
| FB3-4 | 2' 10-15/16" | INSIDE ONLY | 9 | 9 |

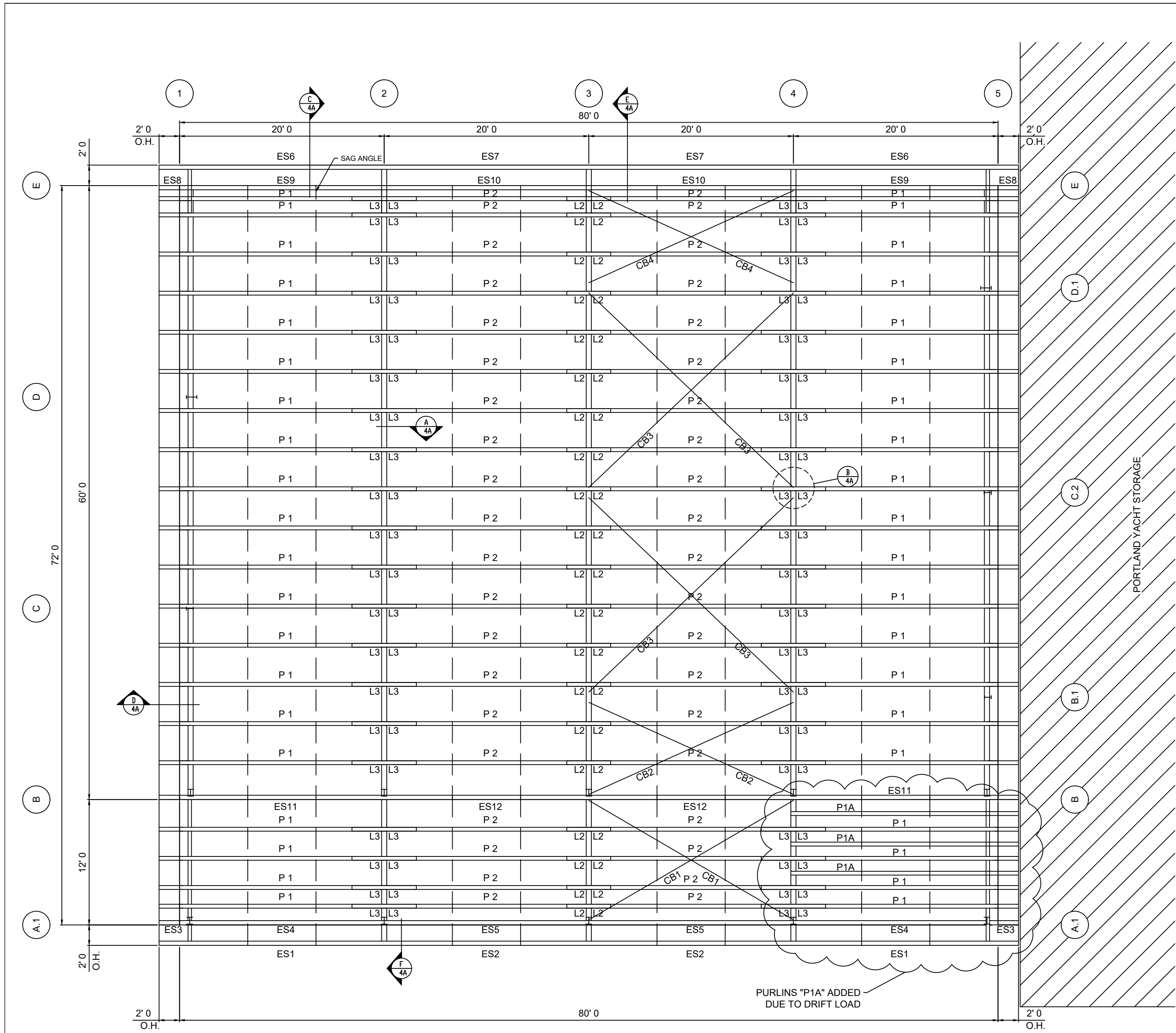


| | | | |
|--|--------------|---|----------------|
| ERECTOR REQUIRES MINOR ADJUSTMENTS | | | |
| ESSEX STRUCTURAL STEEL CO., INC. CORTLAND, NEW YORK 13045 | | | |
| REVISIONS | PROJECT: | 100 WEST COMMERCIAL STREET PORTLAND YACHT PORTLAND, MAINE 04101 | |
| | CONTRACTOR: | IRISHSPAN INDUSTRIES, INC. | |
| | PROJECT NO.: | S-1867-B | |
| | TITLE: | FRAME CROSS SECTION | SHEET: 3B |
| | DRAWN BY: | CRJ | DATE: 06/15/18 |
| | | | SCALE: D.N.S. |

Reviewed for Code Compliance
Permitting and Inspections Department
Approved with Conditions
02/21/2019

CONDITIONALLY APPROVED

SAFEbuilt.
APPROVED THIRD PARTY PLAN REVIEW AGENCY
BY THE CITY OF PORTLAND, MAINE.
SEE REVIEW LETTER FOR MORE INFORMATION
01/16/2019



| SECTION LAP AT SUPPORTS | |
|-------------------------|-----------------------|
| LAP INDICATOR | LAP LENGTH (FT & IN) |
| L 1 | 1' 1- 3/ 4 |
| L 2 | 2' 1- 3/ 4 |
| L 3 | 3' 1- 3/ 4 |

| QTY | PART MARK | DESCRIP | LENGTH |
|-----|-----------|----------|-------------|
| 2 | CB1 | CAB.250 | 23' 5 |
| 2 | CB2 | CABL.50 | 21' 6- 7/ 8 |
| 4 | CB3 | CAB.3125 | 28' 8- 1/ 4 |
| 2 | CB4 | CABL.50 | 21' 5 |
| 40 | P 1 | 8Z25 13 | 25' 1- 1/ 2 |
| 3 | P1A | 8Z25 12 | 22' 3- 1/ 2 |
| 40 | P 2 | 8Z25 14 | 25' 3- 1/ 2 |
| 2 | ES1 | 8ES12 | 21' 11-1/2" |
| 2 | ES2 | 8ES12 | 19' 11-1/2" |
| 2 | ES3 | 8ES12 | 2' 8-1/2" |
| 2 | ES4 | 8ES12 | 18' 2-1/2" |
| 2 | ES5 | 8ES12 | 19' 3-1/2" |
| 2 | ES6 | 8ES12DS | 21' 11-1/2" |
| 2 | ES7 | 8ES12DS | 19' 11-1/2" |
| 2 | ES8 | 8ES12DS | 2' 8-1/2" |
| 2 | ES9 | 8ES12DS | 18' 2-1/2" |
| 2 | ES10 | 8ES12DS | 19' 3-1/2" |
| 2 | ES11 | 8ES12 | 21' 11-1/2" |
| 2 | ES12 | 8ES12 | 19' 11-1/2" |

ERECTION REQUIRES MINOR ADJUSTMENTS

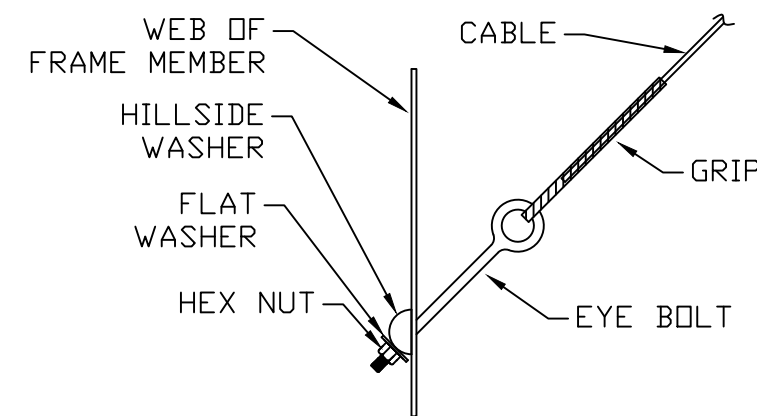
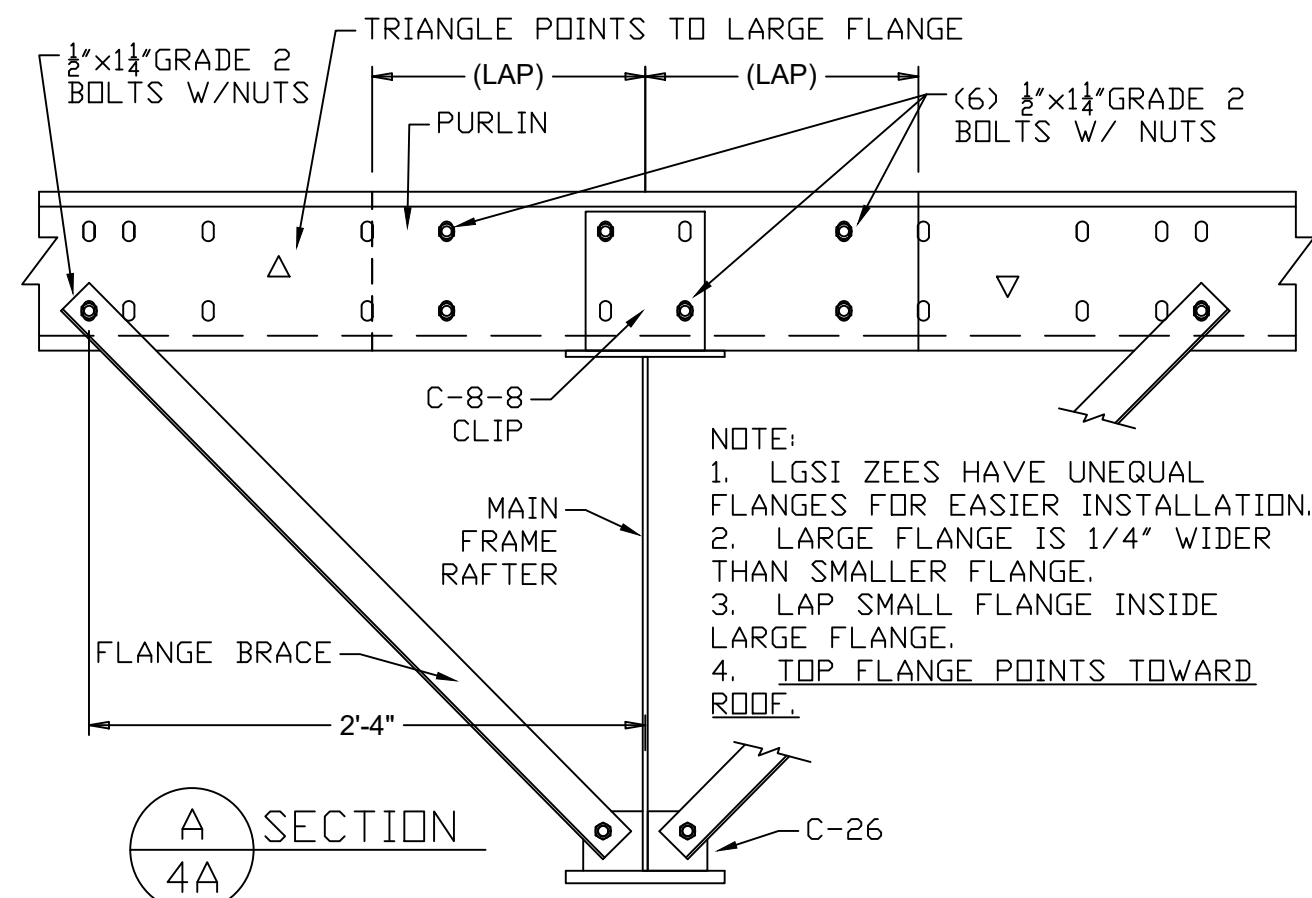
| | |
|--|--|
| ESSEX STRUCTURAL STEEL CO., INC. CORTLAND, NEW YORK 13045 | |
| REVISIONS | PROJECT: 100 WEST COMMERCIAL STREET PORTLAND YACHT PORTLAND, MAINE 04101 |
| | CONTRACTOR: IRISHSPAN INDUSTRIES, INC. |
| | PROJECT NO.: S-1867-B |
| | TITLE: ROOF FRAMING PLAN |
| | DATE: 02/26/18 |
| | SCALE: D.N.S. |
| | SHEET: 4 |



Reviewed for Code Compliance
Permitting and Inspections Department
Approved with Conditions
02/21/2019

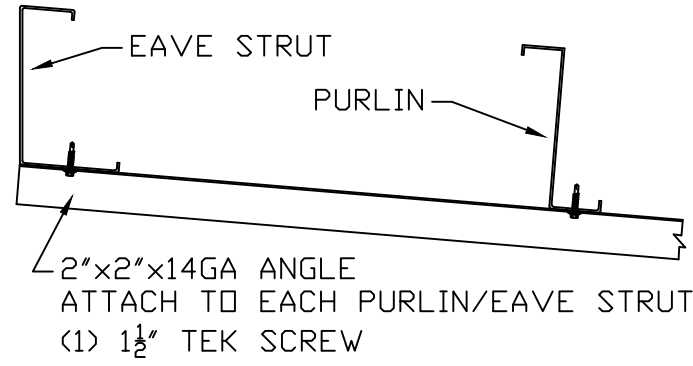
CONDITIONALLY APPROVED

REVIEWED BY: **SAFEbuilt.**
APPROVED THIRD PARTY PLAN REVIEW AGENCY
BY THE CITY OF PORTLAND, MAINE.
SEE REVIEW LETTER FOR MORE INFORMATION
01/16/2019

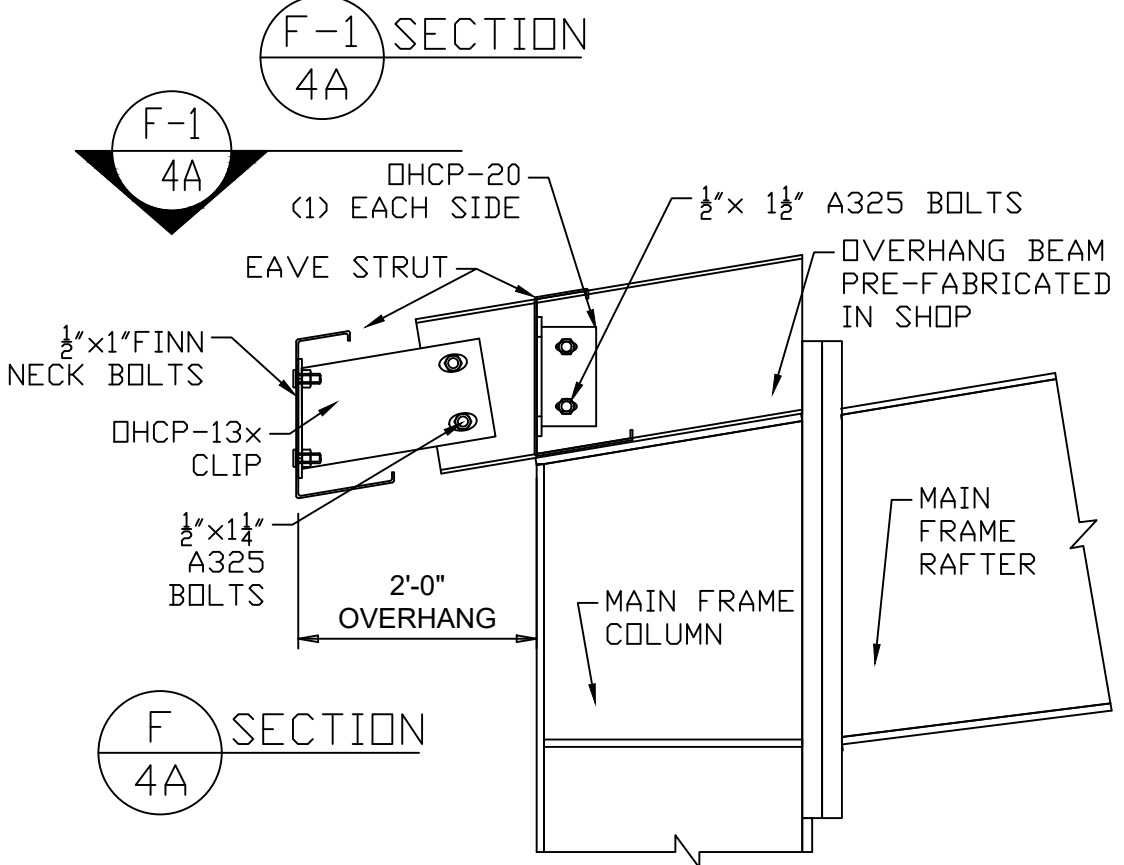
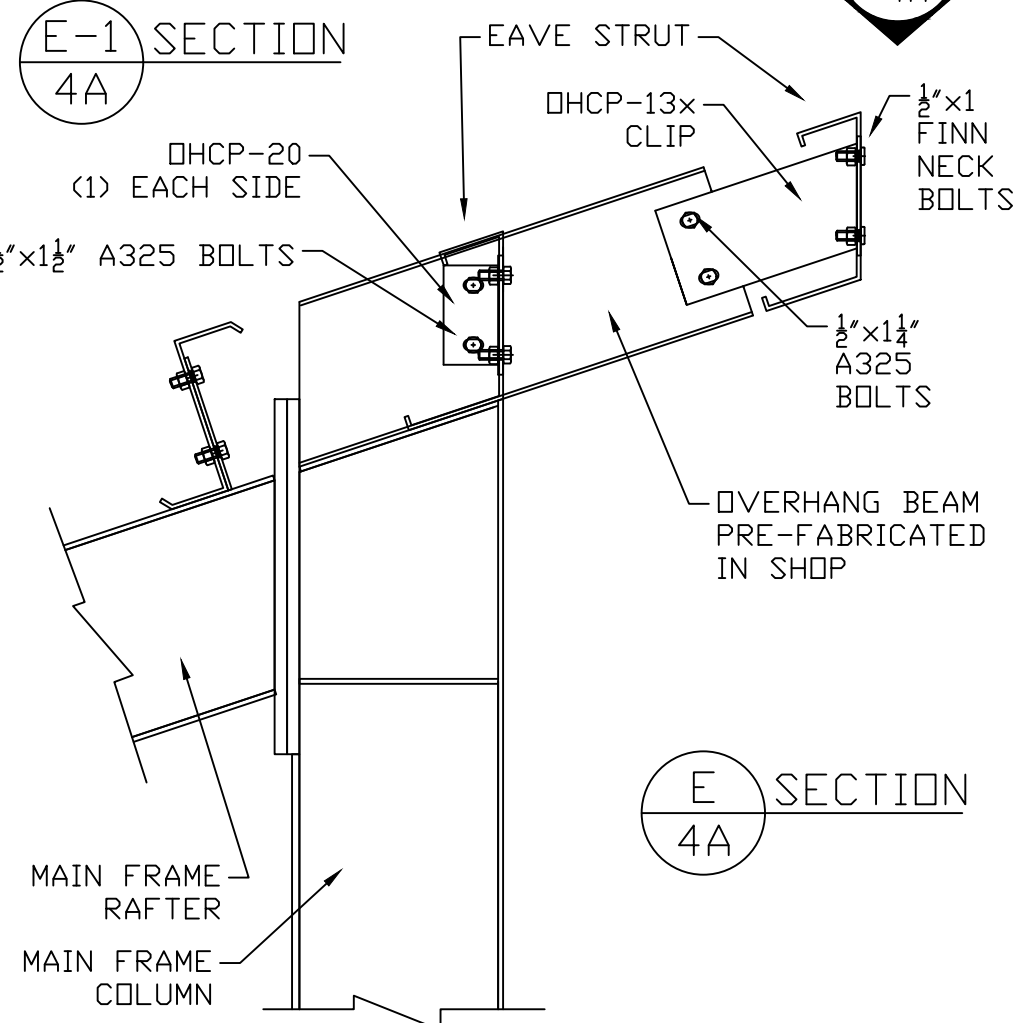
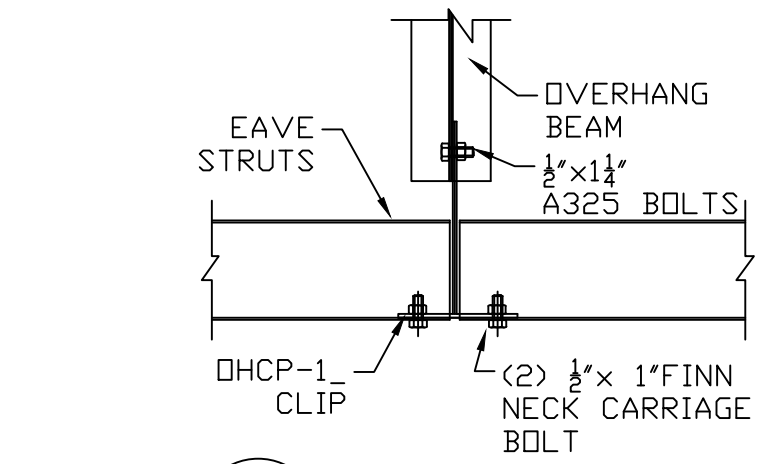
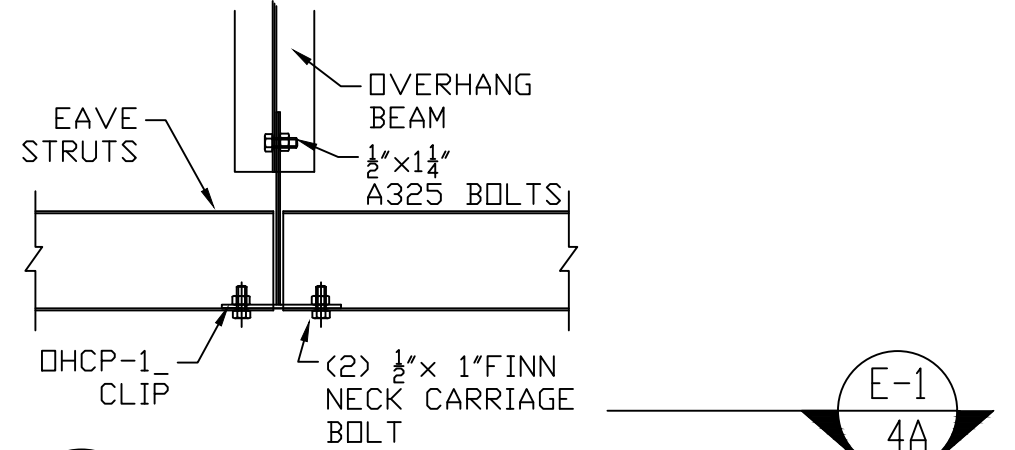
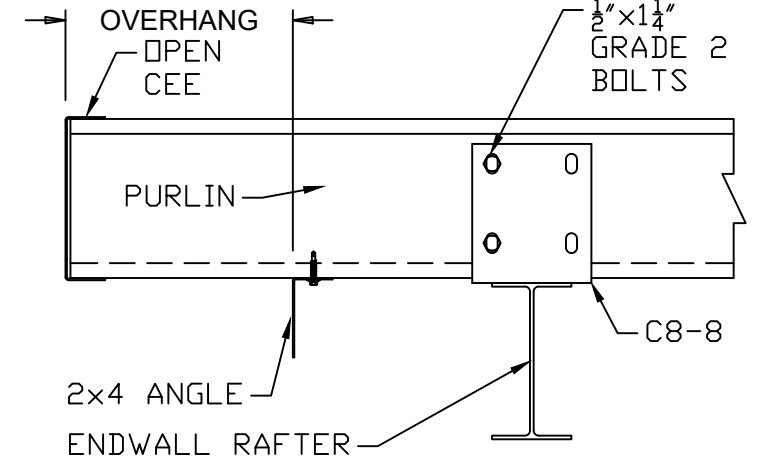


1. PUT GRIP THRU EYE BOLT
2. SLIDE CABLE UP TO PAINT MARK
3. WRAP ONE LEG OF GRIP AROUND CABLE
4. WRAP 2ND LEG AROUND 1ST & CABLE
5. CHECK LENGTH BEFORE ASSEMBLING THE OPPOSITE END

| CABLE SIZE (NOMINAL) | EYEBOLT SIZE | GRIP COLOR | GRIP LENGTH |
|----------------------|--------------|------------|-------------|
| 1/4" | 5/8" | YELLOW | 19-1/2" |
| 5/16" | 5/8" | BLACK | 21" |
| 3/8" | 5/8" | ORANGE | 26" |
| 1/2" | 7/8" | BLUE | 34" |



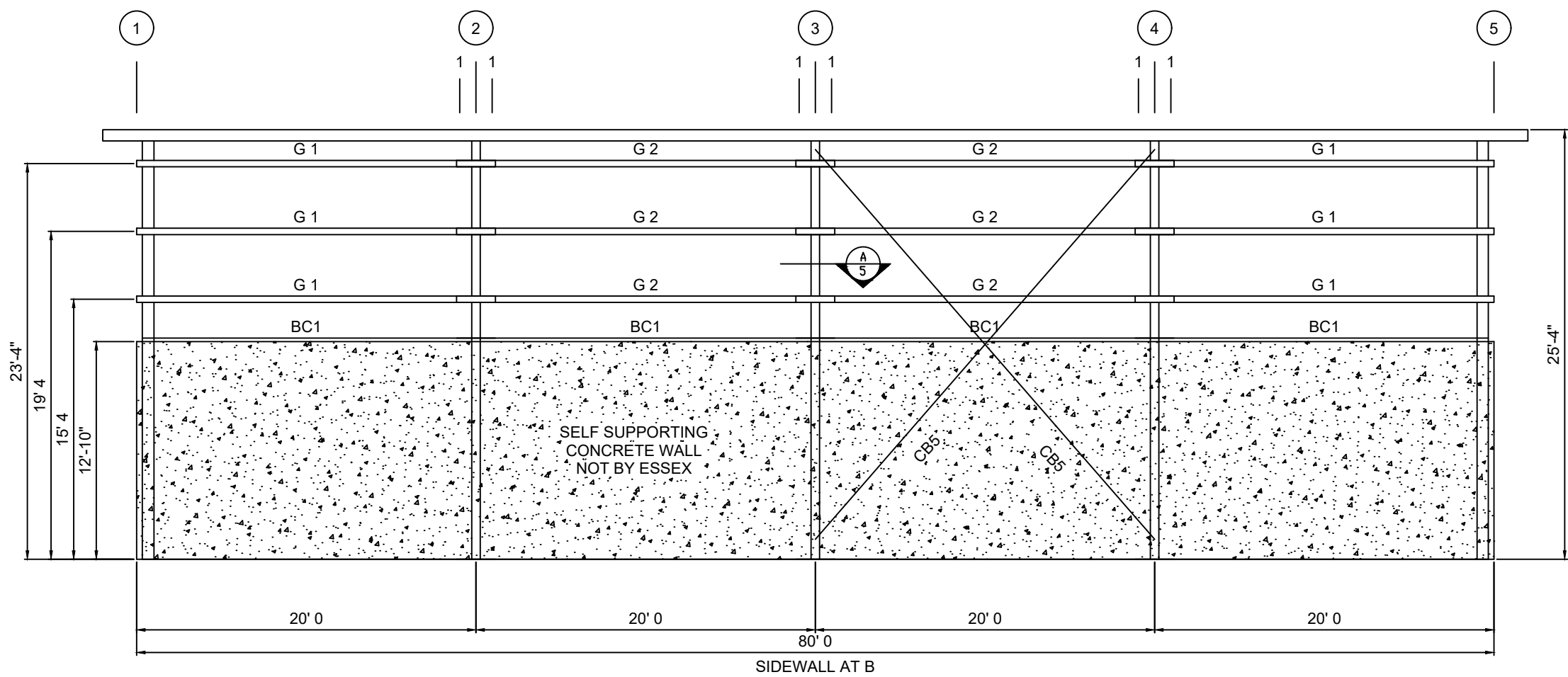
- NOTES:
1. SCREW THROUGH ANGLE INTO PURLIN
 2. SEE LAYOUT FOR ROWS PER BAY
 3. SPACE EVENLY ACROSS BAYS



ERECTION REQUIRES MINOR ADJUSTMENTS

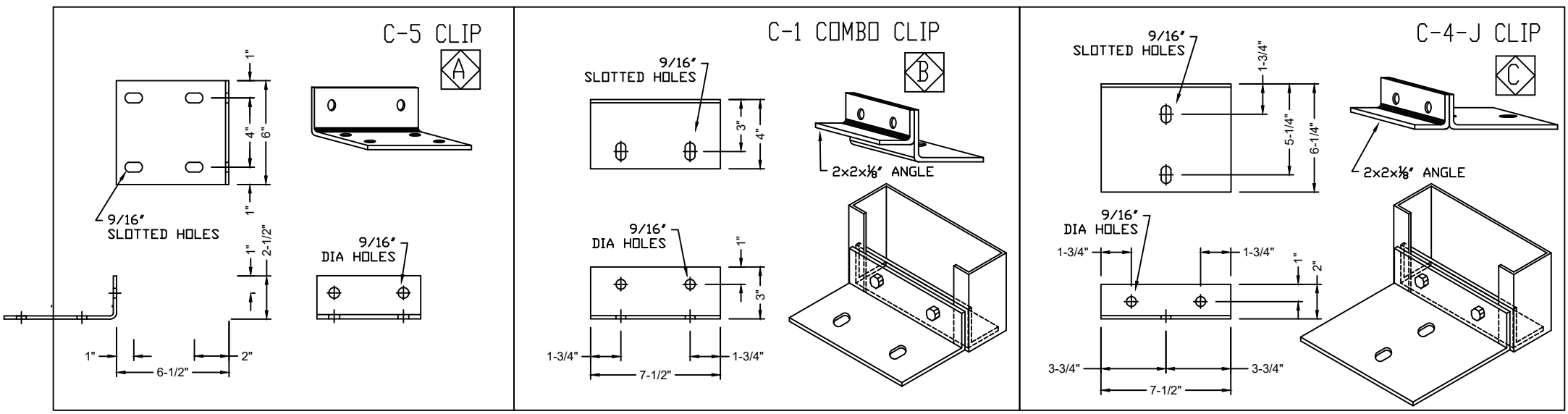
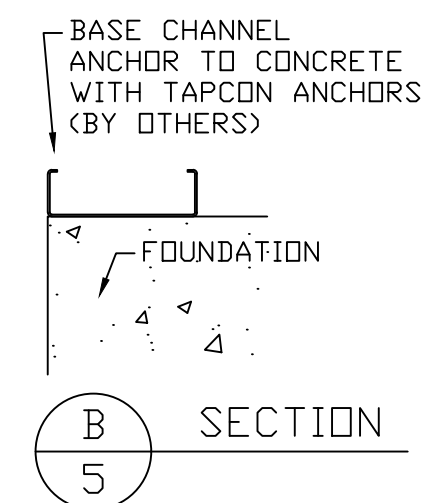
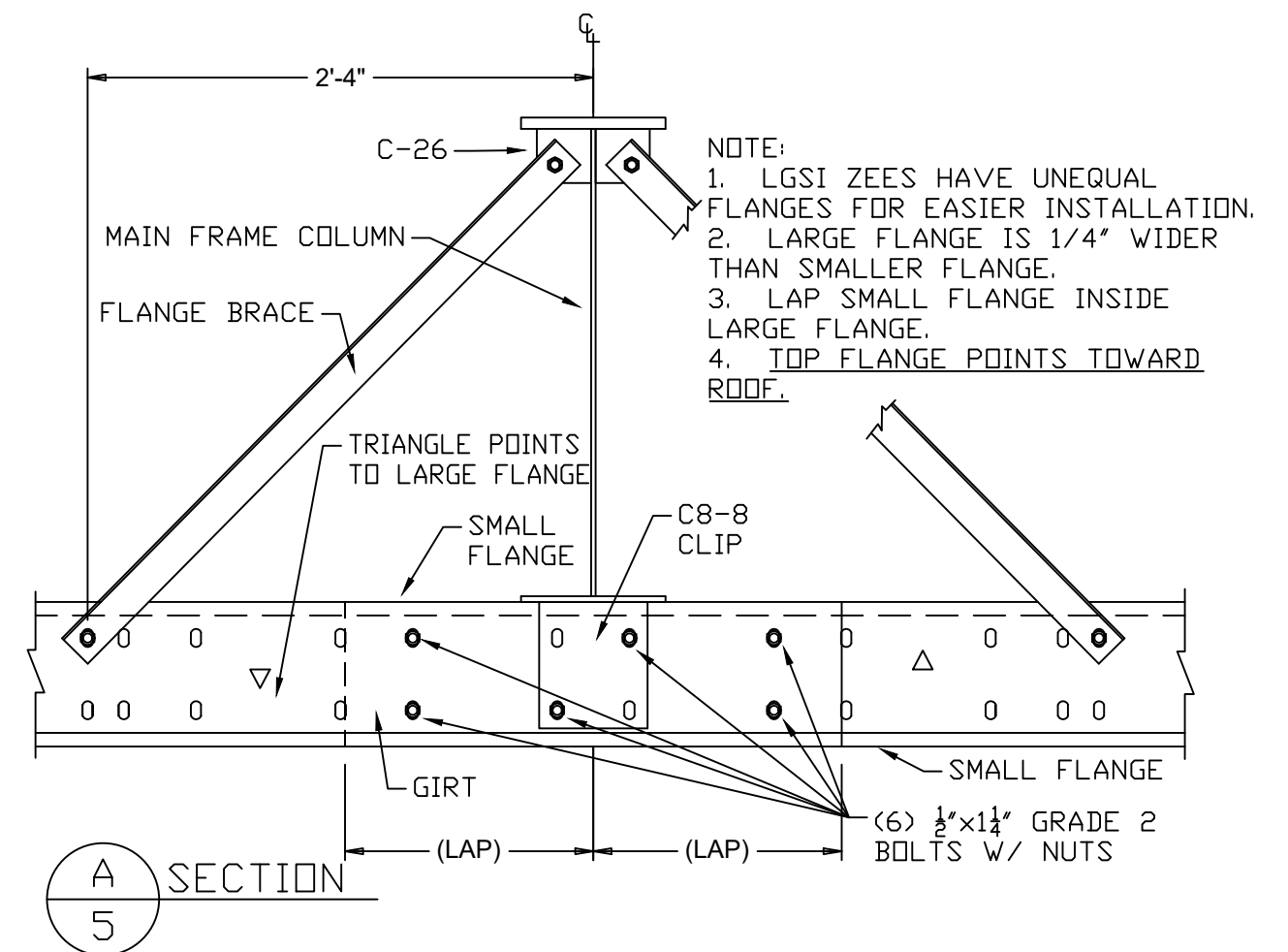
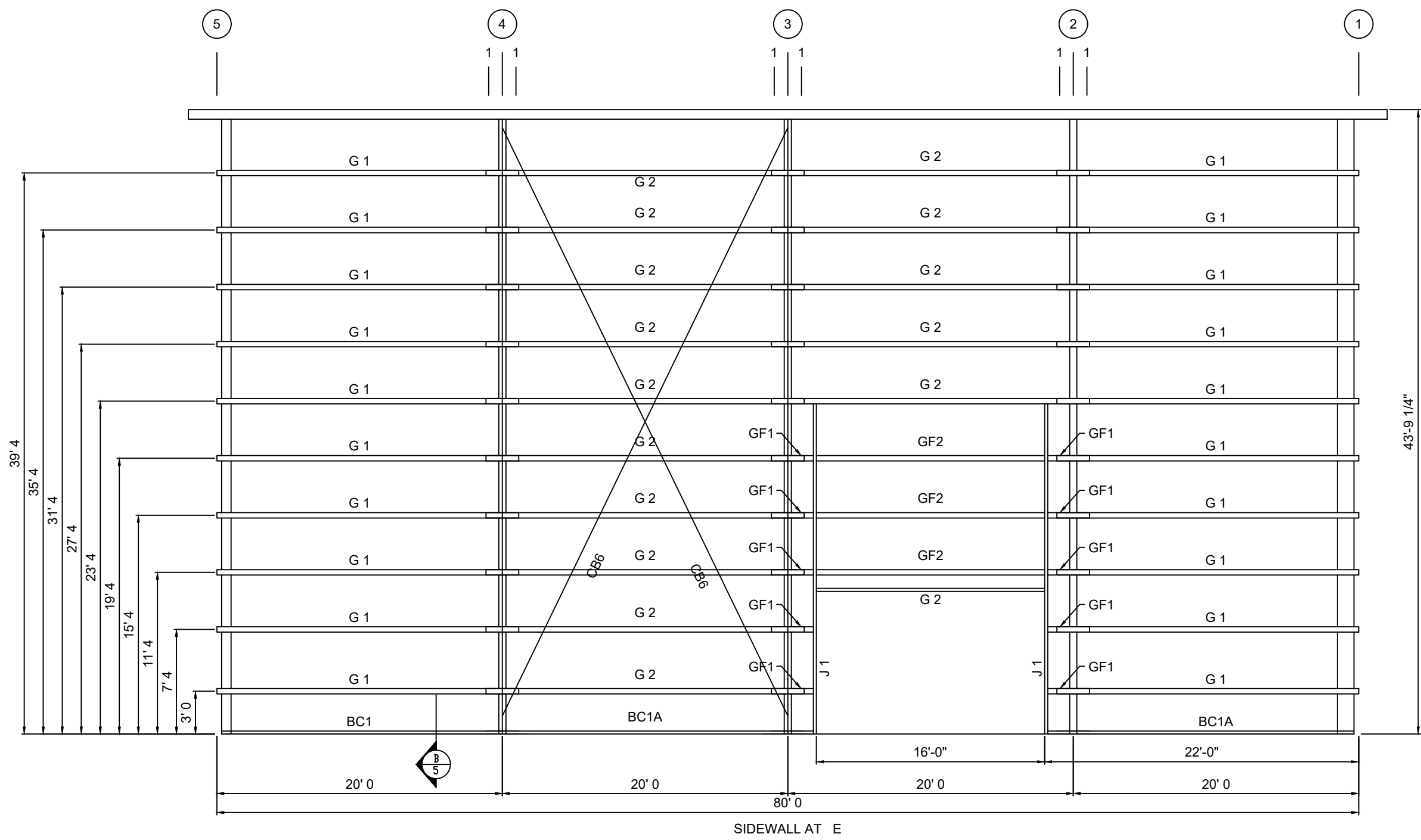
| | |
|--|--|
| ESSEX STRUCTURAL STEEL CO., INC. CORTLAND, NEW YORK 13045 | |
| REVISIONS | PROJECT: 100 WEST COMMERCIAL STREET PORTLAND YACHT PORTLAND, MAINE 04101 |
| | CONTRACTOR: IRISHSPAN INDUSTRIES, INC. |
| | PROJECT NO.: S-1867-B |
| | TITLE: ROOF FRAMING DETAILS |
| | SHEET: 4A |
| DRAWN BY: CRJ | DATE: 02/26/18 |
| | SCALE: D.N.S. |





| SECTION LAP AT SUPPORTS | |
|-------------------------|----------------------|
| LAP INDICATOR | LAP LENGTH (FT & IN) |
| 1 | 1' 1-3/4 |
| 2 | 2' 1-3/4 |
| 3 | 3' 1-3/4 |

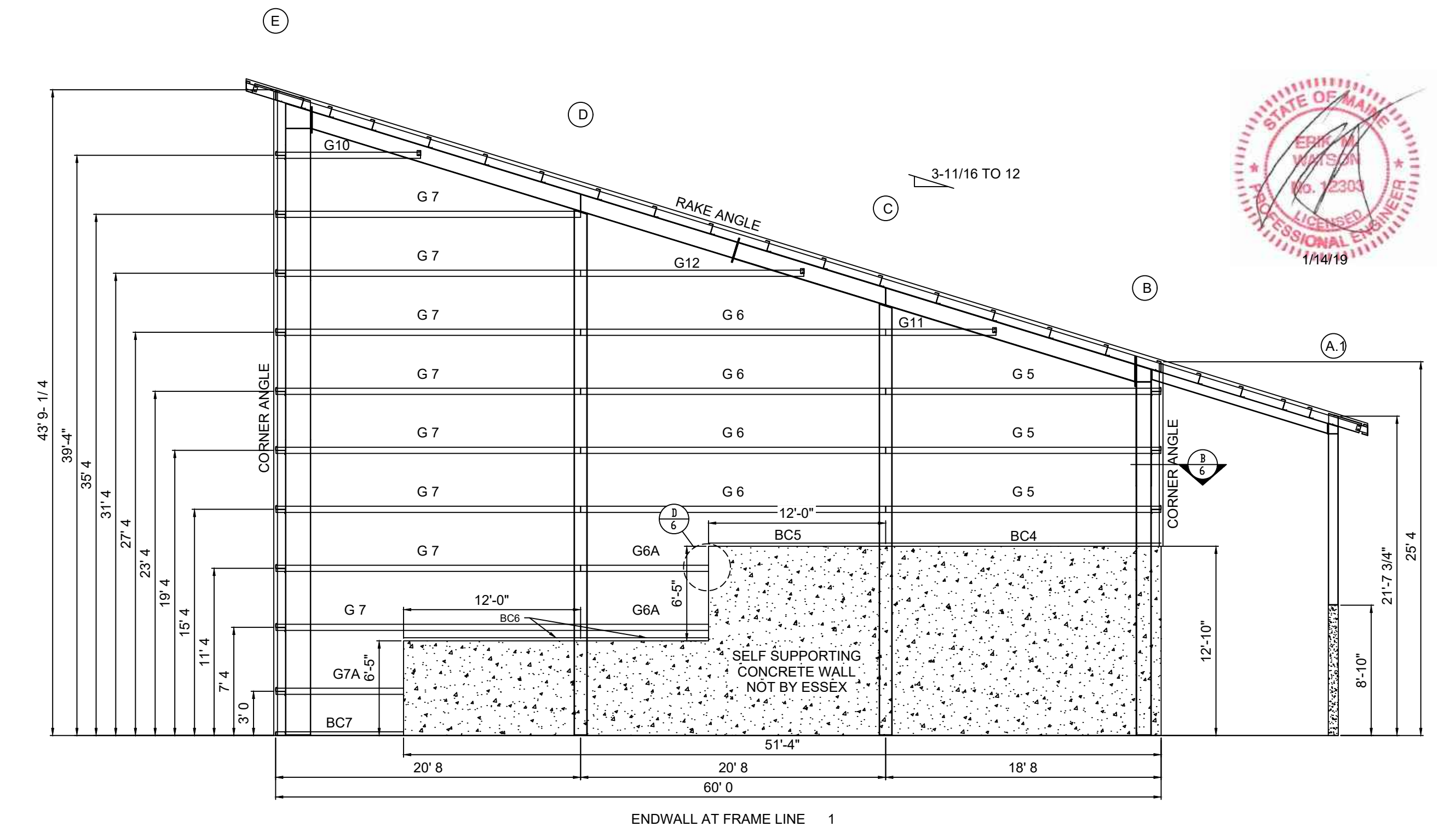
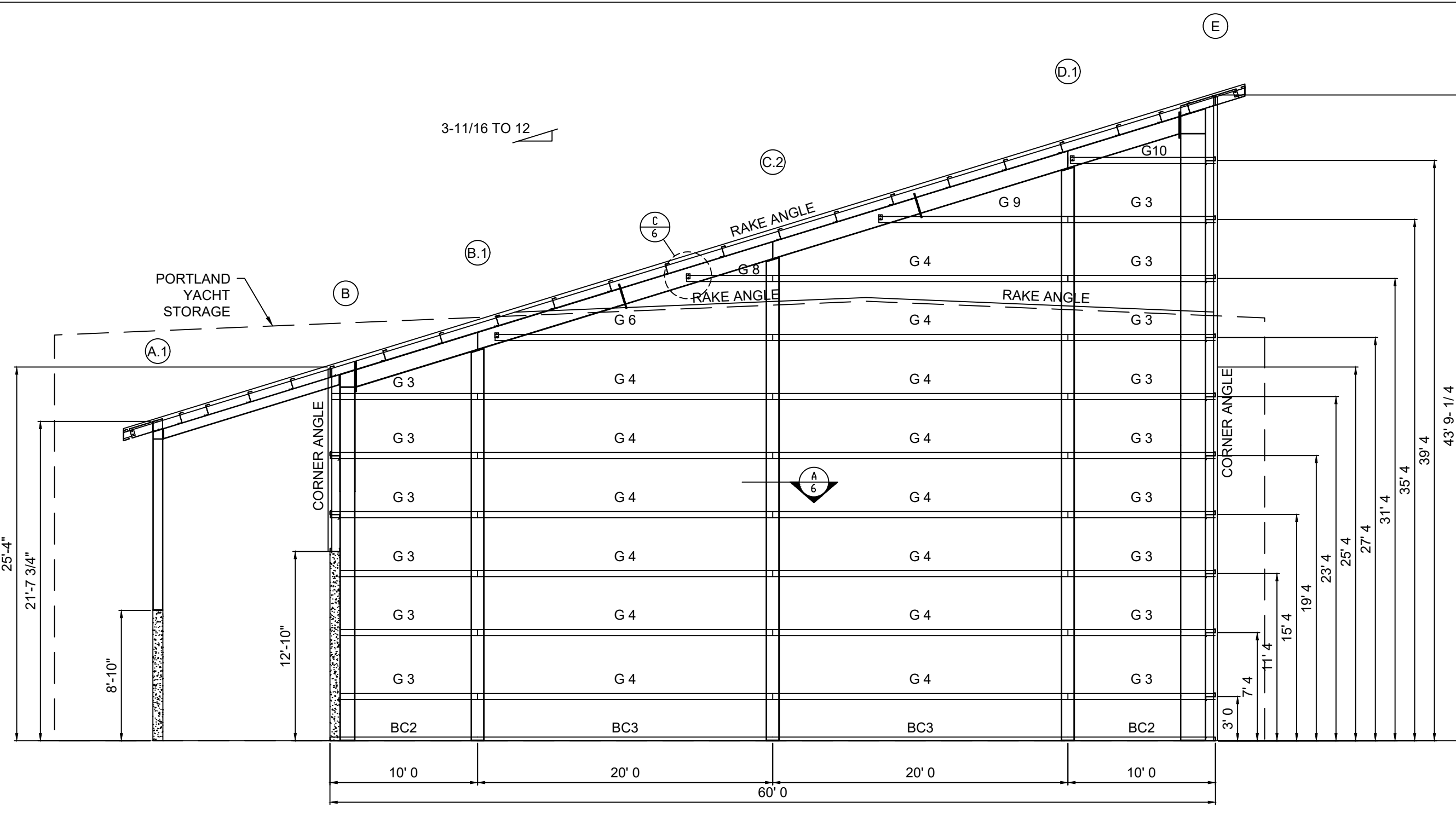
| QTY | PART MARK | DESCRIP | LENGTH |
|-----|-----------|---------|-------------|
| 2 | CB5 | CABL.5 | 31' 4-5/8 |
| 2 | CB6 | ROD .75 | 46' 7-1/4 |
| 26 | G 1 | 8Z25 16 | 21' 1-1/2" |
| 21 | G 2 | 8Z25 16 | 22' 3-1/2" |
| 10 | GF1 | 8Z25 16 | 2' 10" |
| 3 | GF2 | 8Z25 16 | 15' 11-1/2" |
| 1 | H 1 | 8C25 12 | 15' 11-1/2" |
| 2 | J 1 | 8C25 12 | 23' 0-1/4" |
| 6 | BC1 | 8C25 16 | 19' 11-1/2" |
| 2 | BC1A | 8C25 16 | 21' 9" |



ERECTION REQUIRES MINOR ADJUSTMENTS

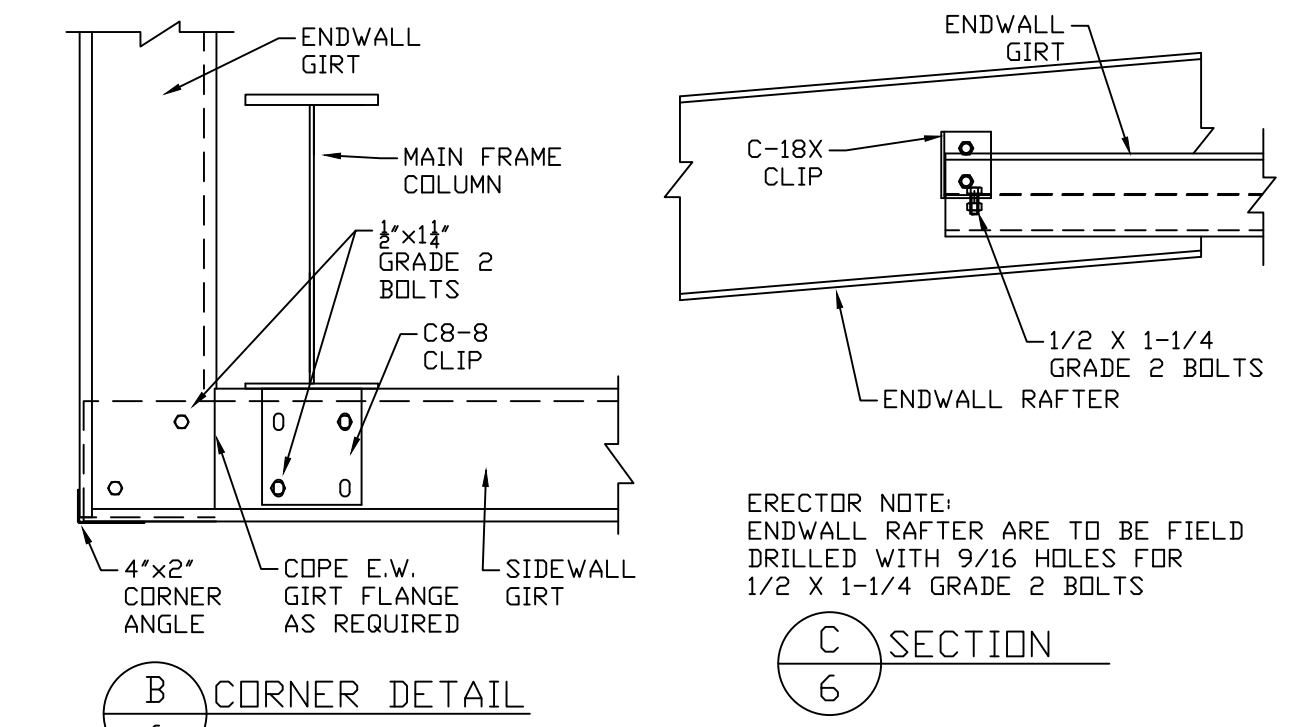
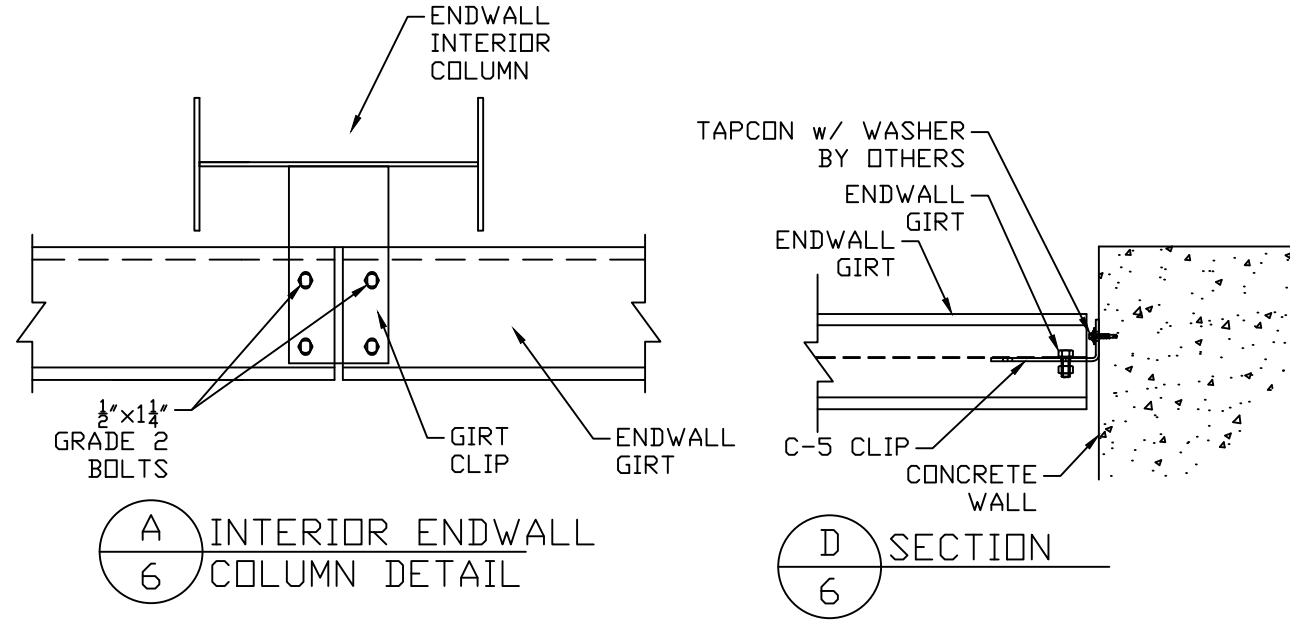
| | | | |
|--|----------------|--|--|
| ESSEX STRUCTURAL STEEL CO., INC. CORTLAND, NEW YORK 13045 | | PROJECT: 100 WEST COMMERCIAL STREET PORTLAND YACHT PORTLAND, MAINE 04101 | |
| CONTRACTOR: IRISHSPAN INDUSTRIES, INC. | | PROJECT NO.: S-1867-B | |
| TITLE: SIDEWALL FRAMING PLAN | | SHEET: 5 | |
| DRAWN BY: CRJ | DATE: 06/15/18 | SCALE: D.N.S. | |





| QTY | PART MARK | DESCRIP | LENGTH |
|-----|-----------|---------|-------------|
| 15 | G 3 | 8Z25 16 | 9' 11-1/2" |
| 14 | G 4 | 8Z25 14 | 19' 11-1/2" |
| 3 | G 5 | 8Z25 14 | 18' 7-1/2" |
| 4 | G 6 | 8Z25 14 | 20' 7-1/2" |
| 2 | G6A | 8Z25 14 | 8' 7-1/2" |
| 8 | G 7 | 8Z25 13 | 20' 7-1/2" |
| 1 | G7A | 8Z25 14 | 8' 7-1/2" |
| 1 | G 8 | 8Z25 16 | 5' 9-3/4" |
| 1 | G 9 | 8Z25 16 | 12' 9-1/2" |
| 2 | G10 | 8Z25 16 | 9' 9-1/2" |
| 1 | G11 | 8Z25 16 | 7' 5-1/2" |
| 1 | G12 | 8Z25 16 | 15' 1-1/4" |
| 2 | BC2 | 8C25 16 | 9' 11-1/2" |
| 2 | BC3 | 8C25 16 | 19' 11-1/2" |
| 1 | BC4 | 8C25 16 | 18' 7-1/2" |
| 1 | BC5 | 8C25 16 | 11' 11-1/2" |
| 1 | BC6 | 8C25 16 | 20' 7-1/2" |
| 1 | BC7 | 8C25 16 | 8' 7-1/2" |

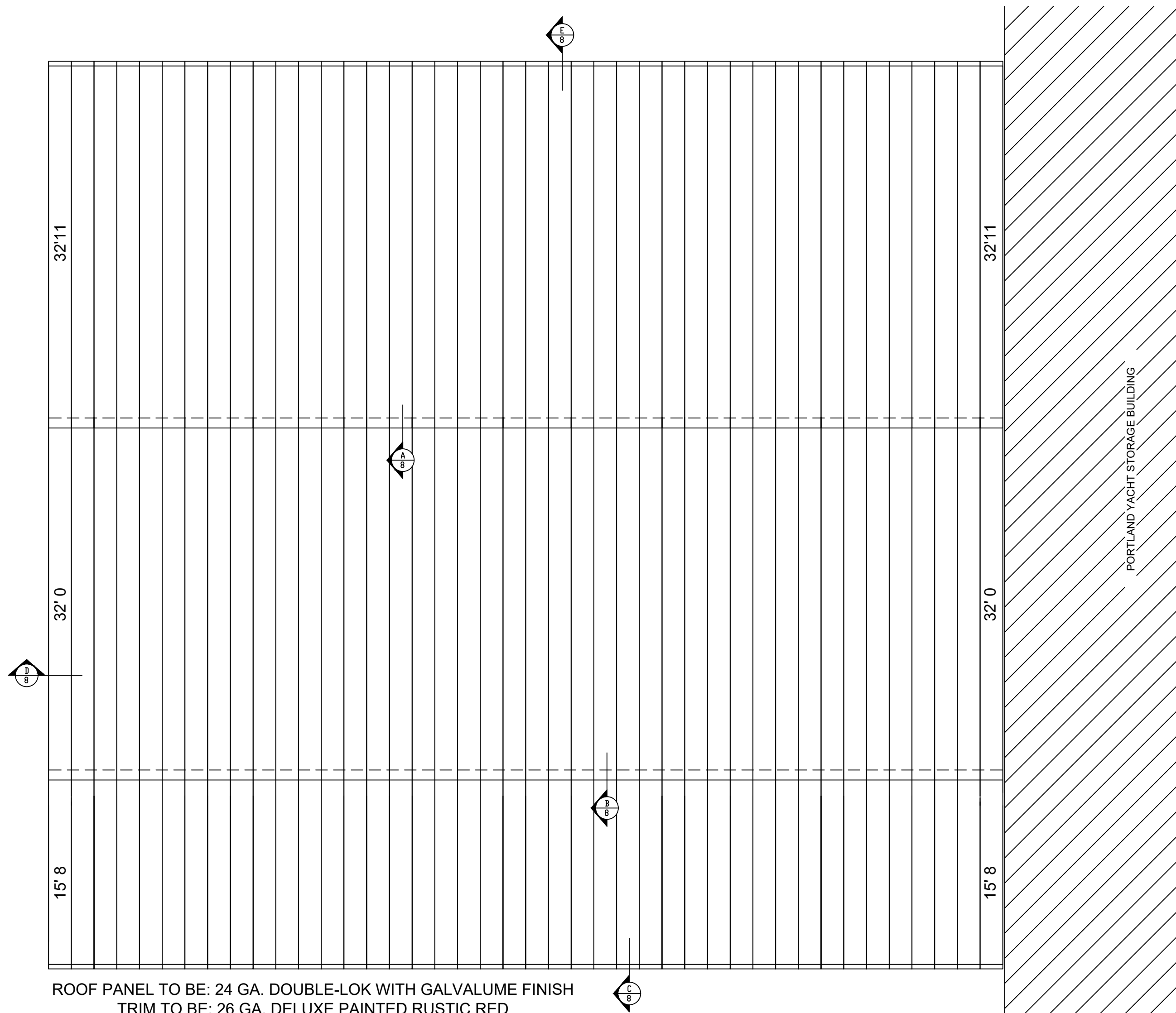
NOTE:
GIRTS "G5"&"G7" CHANGED IN GAUGE
DUE TO WIND LOAD CHANGE



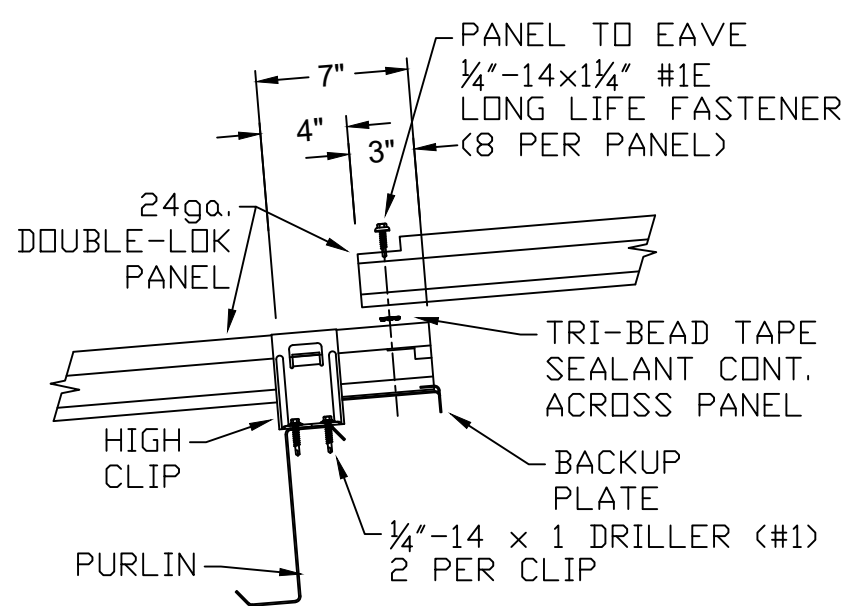
ERECTION REQUIRES MINOR ADJUSTMENTS

| | | | |
|--|----------------|--|--|
| ESSEX STRUCTURAL STEEL CO., INC. CORTLAND, NEW YORK 13045 | | PROJECT: 100 WEST COMMERCIAL STREET PORTLAND YACHT PORTLAND, MAINE 04101 | |
| CONTRACTOR: IRISHSPAN INDUSTRIES, INC. | | PROJECT NO.: S-1867-B | |
| TITLE: ENDWALL FRAMING PLAN | | SHEET: 6 | |
| DRAWN BY: CRJ | DATE: 06/15/18 | SCALE: D.N.S. | |

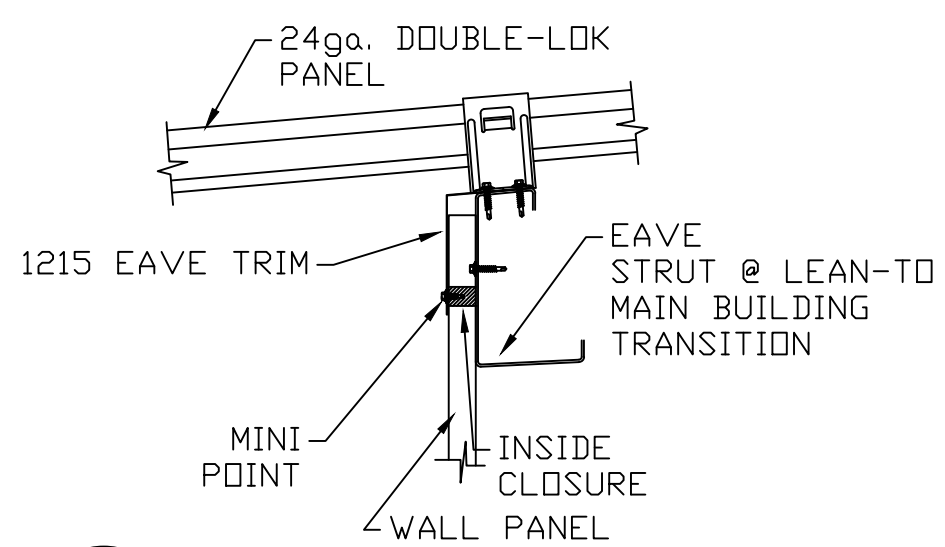




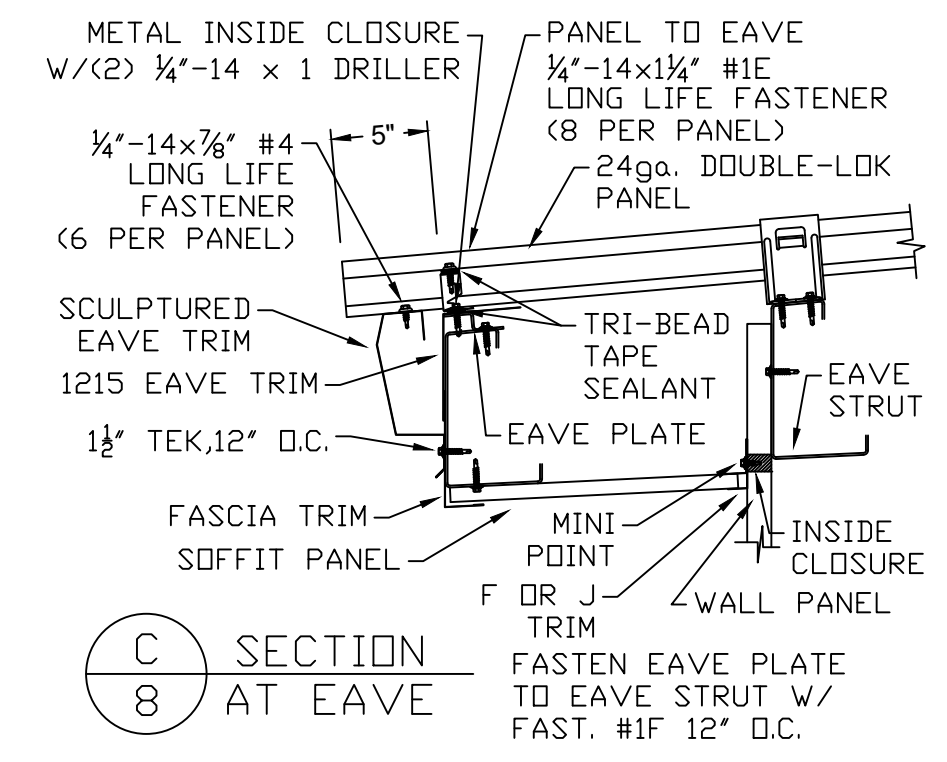
ROOF PANEL TO BE: 24 GA. DOUBLE-LOK WITH GALVALUME FINISH
TRIM TO BE: 26 GA. DELUXE PAINTED RUSTIC RED



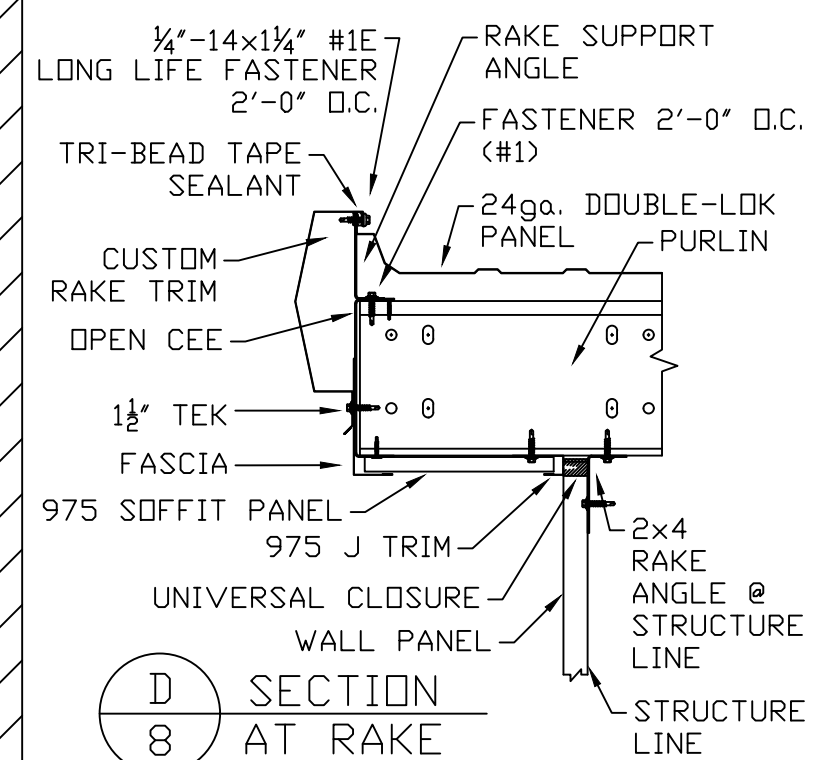
A SECTION
8 AT LAP



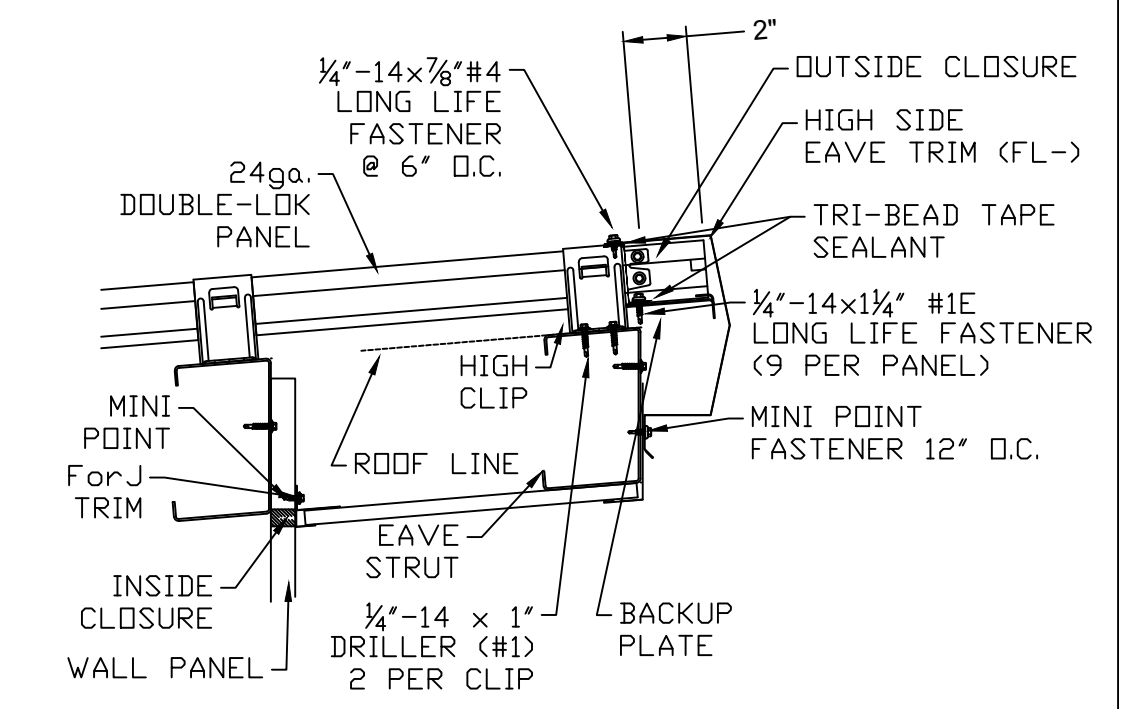
B SECTION
8 AT EAVE



C SECTION
8 AT EAVE
FASTEN EAVE PLATE TO EAVE STRUT W/ FAST. #1F 12" O.C.



D SECTION
8 AT RAKE

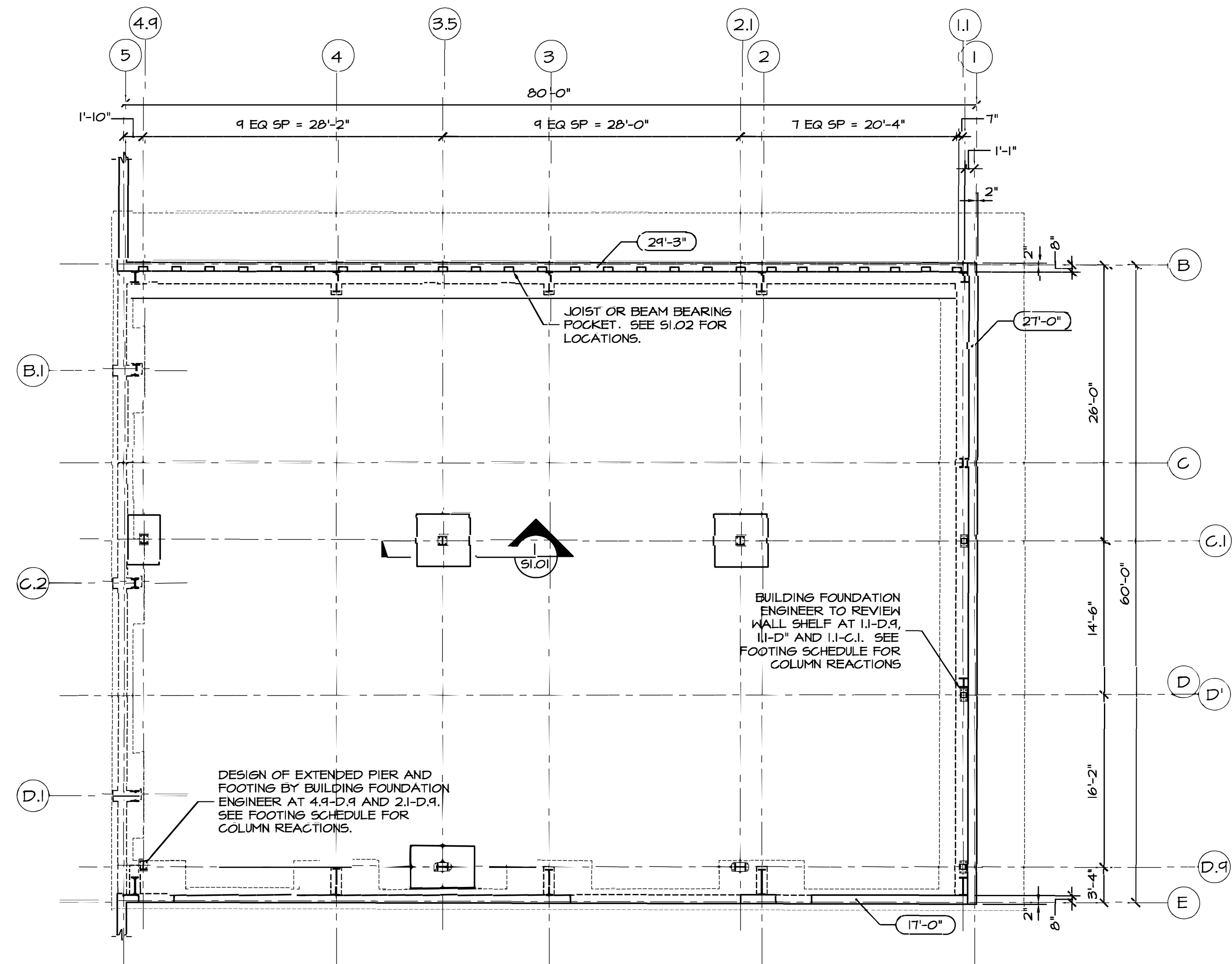


E SECTION AT
8 HIGHSIDE EAVE

ERECTION REQUIRES MINOR ADJUSTMENTS

| | |
|--|---|
| ESSEX STRUCTURAL STEEL CO., INC. CORTLAND, NEW YORK 13045 | |
| REVISIONS | PROJECT: 100 WEST COMMERCIAL STREET PORTLAND YACHT PORTLAND, MAINE 04101 CONTRACTOR: IRISHSPAN INDUSTRIES, INC. PROJECT NO.: S-1867-B |
| TITLE: ROOF PANEL AND INSULATION PLAN | SHEET: 8 |
| DRAWN BY: CRJ | DATE: 06/15/18 |
| SCALE: D.N.S. | |



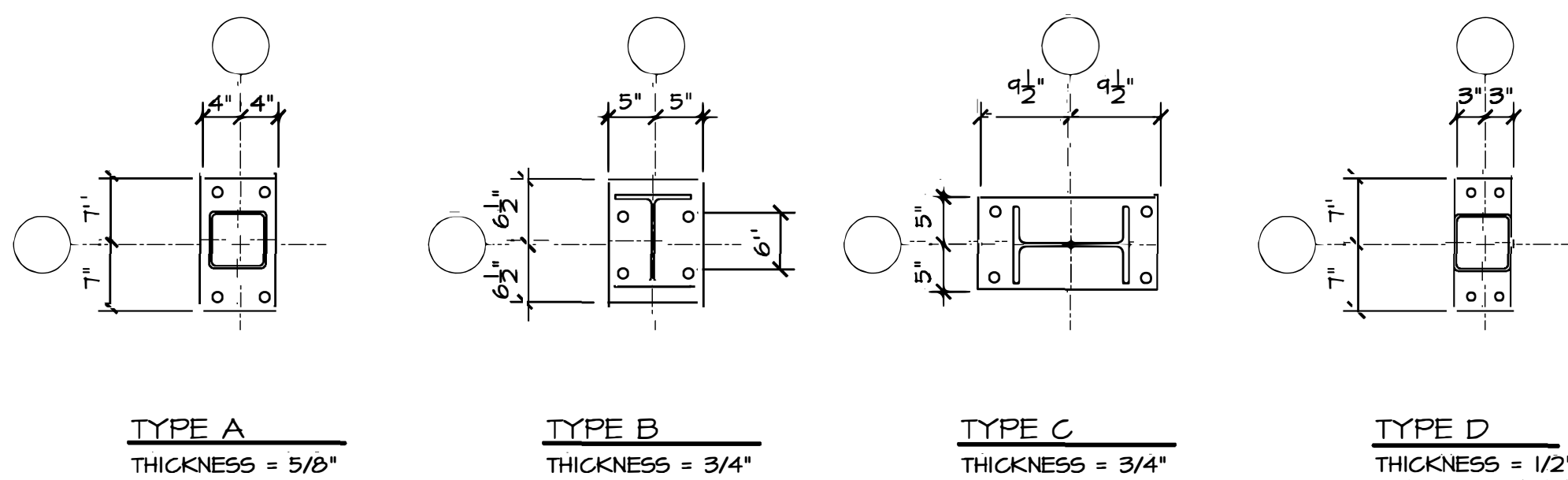
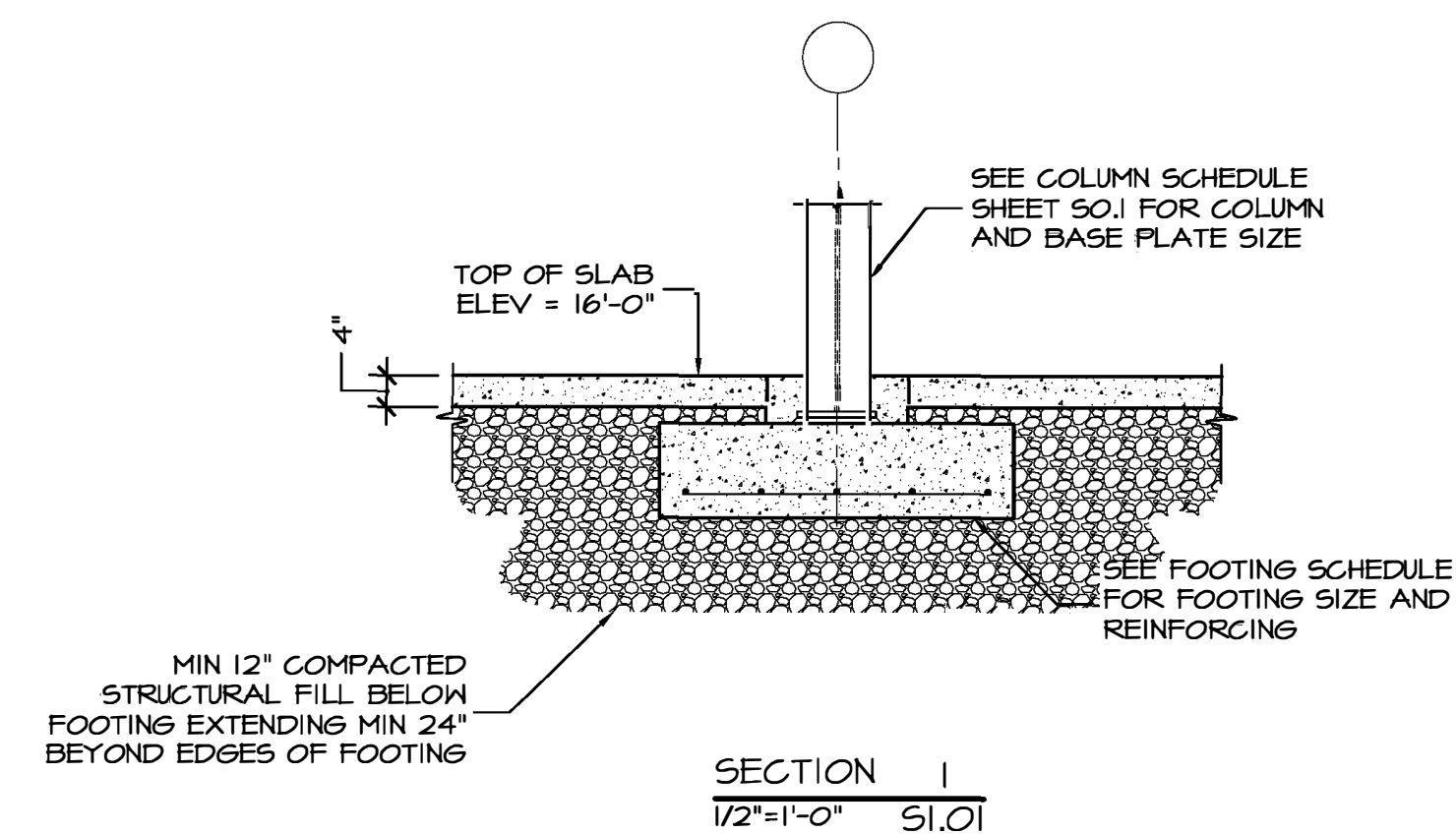


2ND FLOOR AND MEZZANINE FOUNDATION PLAN
1/8"=1'-0"

SEE PLANS PREPARED BY GAGNON ENGINEERING, INC. FOR BUILDING FOUNDATION. SEE PLANS PREPARED BY ESSEX STRUCTURAL STEEL CO, INC. FOR BUILDING.

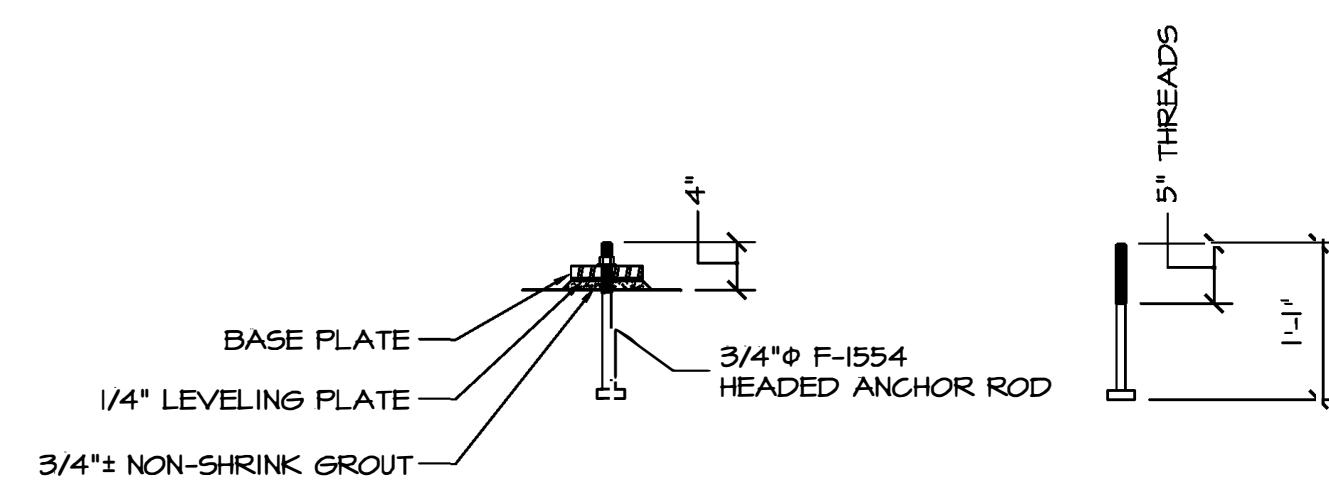
| COLUMN SCHEDULE | | | | |
|----------------------------|-------------|-----------------------|--------------|---------------------|
| COLUMN MARK | SIZE | BOT. OF BASE PL ELEV. | BASE PL TYPE | TOP OF COLUMN ELEV. |
| 4.9-D.1 | W10x33 | 15'-7" | B | 34'-5 1/2" |
| 3.5-D.1 2.1-D.1 | W12x50 | 15'-7" | C | 34'-5 1/2" |
| 1.1-D.1 1.1-D.2 | HSS6x6x0.25 | 15'-7" | A | 34'-5 1/2" |
| 4.9-C.1 3.5-C.1 2.1-C.1 | W10x33 | 15'-7" | B | 28'-7 1/2" |
| 1.1-C.1 | HSS6x6x0.25 | 15'-7" | A | 28'-7 1/2" |
| 4.9-D.2 3.5-D.2 2.1-D.2 | HSS6x6x0.25 | 28'-5" | D | 34'-5 1/2" |

| FOOTING SCHEDULE | | | |
|------------------|--|-----------------------------------|---|
| COLUMN MARK | SIZE | REINFORCING | NOTES |
| 4.9-D.1 | COLUMN TO BEAR ON EXTENDED PIER OF BUILDING FOUNDATION | | BUILDING FOUNDATION ENGINEER TO CONFIRM DL=25.2k LL=23.0k |
| 3.5-D.1 | 4'-0"x6'-0"x1'-0" | (5)#6 LONG WAY (7)#6 SHORT WAY | |
| 2.1-D.1 | COLUMN TO BEAR ON EXTENDED PIER OF BUILDING FOUNDATION | | BUILDING FOUNDATION ENGINEER TO CONFIRM DL=43.3k LL=34.8k |
| 1.1-D.1 | COLUMN TO BEAR ON BUILDING FOUNDATION WALL SHELF | | BUILDING FOUNDATION ENGINEER TO CONFIRM DL=18.7k LL=19.7k |
| 1.1-D.2 | COLUMN TO BEAR ON BUILDING FOUNDATION WALL SHELF | | BUILDING FOUNDATION ENGINEER TO CONFIRM DL=5.3k LL=8.1k |
| 4.9-C.1 | 3'-0"x4'-6"x1'-0" | (3)#6 LONG WAY (5)#6 SHORT WAY | |
| 3.5-C.1 2.1-C.1 | 5'-0"x5'-0"x1'-0" | (5)#6 BOTH WAYS | |
| 1.1-C.1 | COLUMN TO BEAR ON BUILDING FOUNDATION WALL SHELF | | BUILDING FOUNDATION ENGINEER TO CONFIRM DL=18.4k LL=19.3k |



TYPICAL BASE PLATE DETAILS
3/4"=1'-0"

HOLE DIA = 1 1/16" UN.O.
HOLE EDGE DIST = 1 1/2" UN.O.



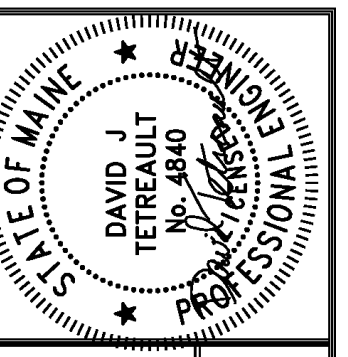
TYPICAL ANCHOR ROD DETAILS
3/4"=1'-0"

CONDITIONALLY APPROVED

REVIEW BY: **SAFEbuilt.**

APPROVED THIRD PARTY PLAN REVIEW AGENCY BY THE CITY OF PORTLAND, MAINE.

SEE REVIEW LETTER FOR MORE INFORMATION.
01/16/2019



Prepared For:
CANAL LANDING, LLC
100 WEST COMMERCIAL STREET
PORTLAND, ME 04101

Consulting Engineer:
STRUCTURAL CONSULTING, INC.
18 Seaside Road
Lebanon, NH 03756
Tel: 207.332.2884

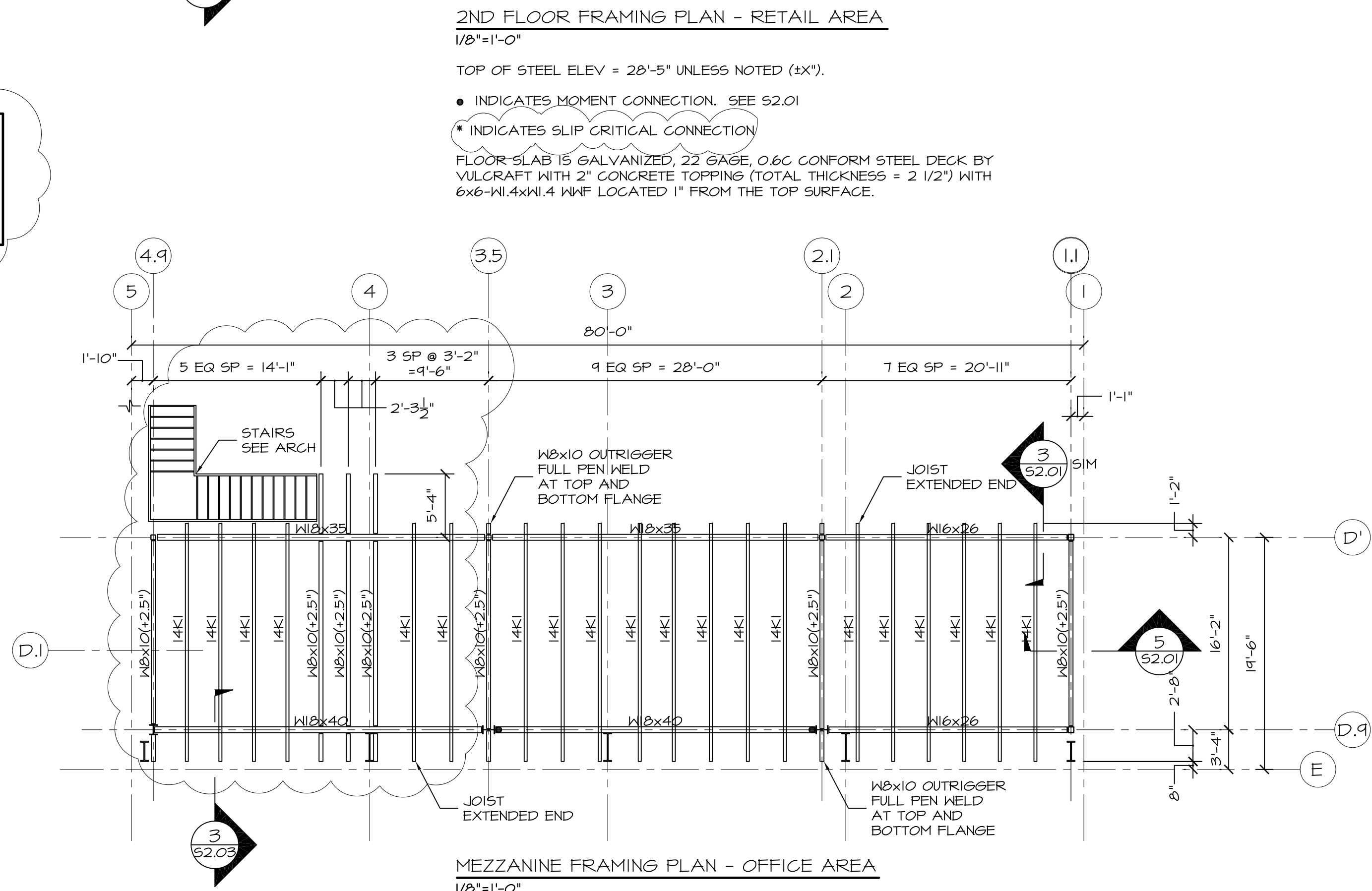
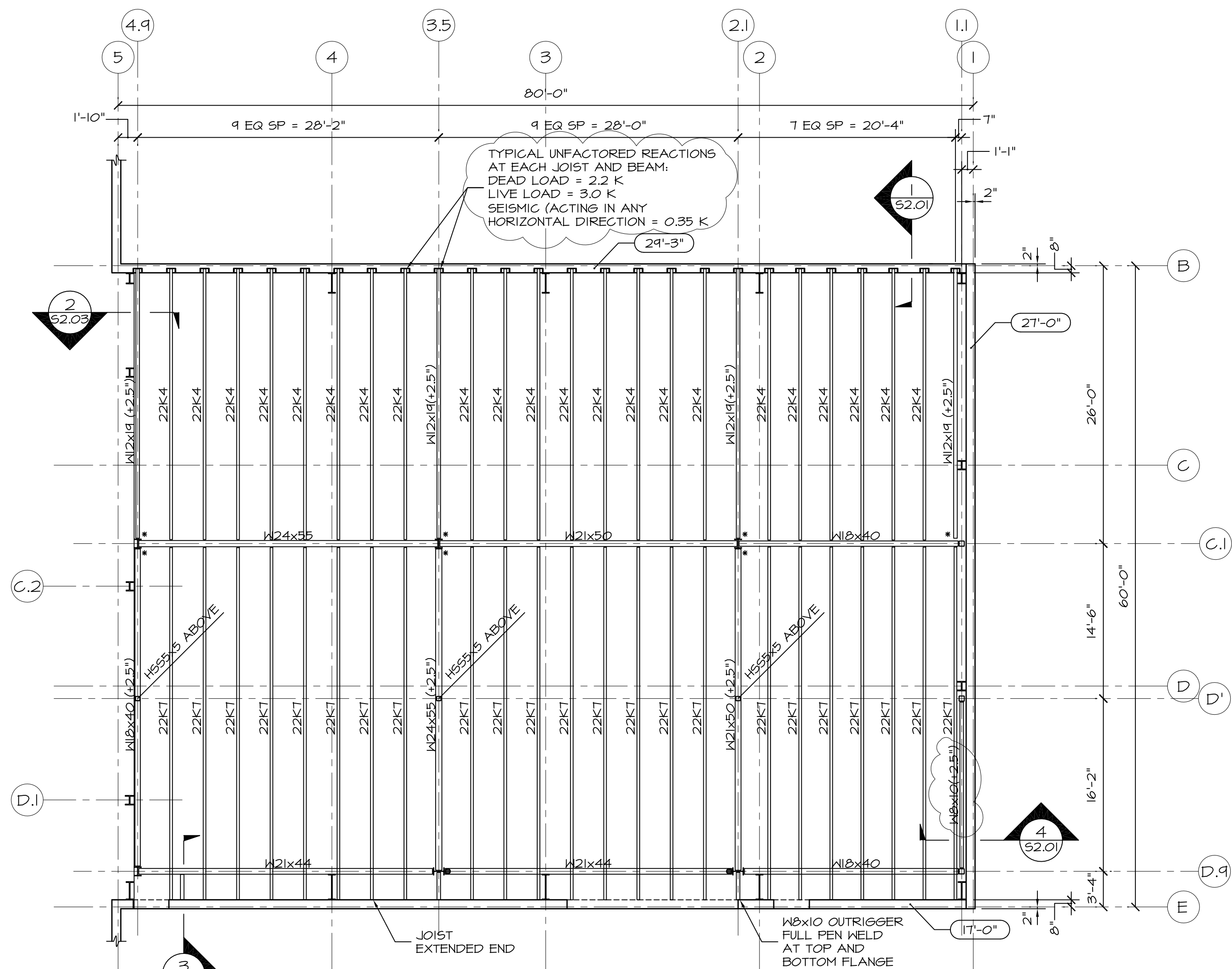
Architect:
ARCHETYPE Architects
48 Union Wharf Portland, Maine 04101
(207) 772-6022 Fax (207) 772-4056

Project:
CANAL LANDING
BUILDING D
2ND FLOOR AND
MEZZANINE
Portland, Maine

Revisions:
Issued for Construction 10/26/18

Scale: As Noted
Date: 26 OCT 2018
FOUNDATION PLAN
FOOTING AND COLUMN
SCHEDULES

S1.01



NOTE:
ADJUST THE SPACING OF STEEL JOISTS AT THE 2ND FLOOR AND THE MEZZANINE IN THE BAY BETWEEN GRIDS E AND C.1 TO AVOID WALL BRACING AT GRID E. MAXIMUM C-C SPACING OF STEEL JOISTS = 3'-6"

GENERAL NOTES:

ALL DIMENSIONS, ELEVATIONS AND CONDITIONS MUST BE VERIFIED IN THE FIELD BY THE GENERAL CONTRACTOR. ANY DISCREPANCY SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER BEFORE PROCEEDING WITH THE AFFECTED PART OF THE WORK. THE CONTRACTOR SHALL DETERMINE ALL NECESSARY DIMENSIONS, ELEVATIONS AND CONDITIONS REQUIRED FOR THE FABRICATION AND ERECTION OF THE BUILDING'S COMPONENTS PRIOR TO THE SUBMISSION OF SHOP DRAWINGS. ALL SHOP DRAWINGS SHALL ACCURATELY REFLECT THE GENERAL CONTRACTOR'S VERIFICATION OF FIELD CONDITIONS.

SHOP DRAWINGS SHALL BE ORIGINAL DRAWINGS PREPARED BY THE GENERAL CONTRACTOR OR A SUBCONTRACTOR. REPRODUCTION OF ANY STRUCTURAL DRAWING FOR USE AS A SHOP DRAWING IS NOT ACCEPTABLE.

THE STRUCTURE IS DESIGNED TO BE SELF-SUPPORTING AND STABLE AFTER THE BUILDING IS COMPLETE. IT IS SOLELY THE GENERAL CONTRACTOR'S RESPONSIBILITY TO DETERMINE ERECTION PROCEDURES AND SEQUENCING TO ENSURE THE SAFETY OF THE BUILDING AND ITS COMPONENTS DURING ERECTION. THIS INCLUDES THE ADDITION OF NECESSARY SHORING, SHEETING, TEMPORARY BRACING, GUYS AND/OR TIEDOWNS. SUCH MATERIAL SHALL REMAIN THE PROPERTY OF THE GENERAL CONTRACTOR AFTER COMPLETION OF THE BUILDING.

SECTIONS AND DETAILS SHOWN ON THE STRUCTURAL DRAWINGS SHALL BE CONSIDERED TYPICAL AND USED IN SIMILAR CONDITIONS.

THE GENERAL CONTRACTOR AND ALL SUBCONTRACTORS SHALL FOLLOW ALL APPLICABLE FEDERAL, STATE AND MUNICIPAL REGULATIONS INCLUDING THE FEDERAL DEPARTMENT OF LABOR OCCUPATIONAL SAFETY AND HEALTH ACT.

DESIGN CRITERIA:

| | |
|----------------------|-------------------------------|
| LIVE LOADS | 75 PSF |
| SECOND FLOOR RETAIL | 80 PSF PLUS 15 PSF PARTITIONS |
| MEZZANINE OFFICE | 100 PSF |
| STAIRS AND EXIT WAYS | |

| | |
|------------------------------------|-------|
| BEAM AND JOIST DEFLECTION CRITERIA | L/360 |
| LIVE LOAD | L/240 |
| TOTAL LOAD | |

MATERIAL PROPERTIES

CONCRETE:

ALL WORK SHALL BE IN CONFORMANCE WITH ACI 318.

SUBMITTALS -

SUBMIT SHOP DRAWINGS FOR FABRICATION AND PLACEMENT OF CONCRETE REINFORCEMENT IN COMPLIANCE WITH ACI 318

REINFORCING ASTM A615, GRADE 60
WELDED WIRE FABRIC ASTM A185 PROVIDED IN FLAT SHEETS

PROPORTION DESIGN MIXES TO PROVIDE CONCRETE WITH THE FOLLOWING PROPERTIES:

ELEVATED SLABS ON METAL DECK:
STRENGTH: 4000 PSI @ 28 DAYS, 3/4" AGGR.
MAX. W/C RATIO: 0.48
ENTRAINED AIR: NON-AIR-ENTRAINED
SLUMP: 3"-4"

FOOTINGS:
STRENGTH: 3000 PSI @ 28 DAYS, 3/4" AGGR.
MAX. W/C RATIO: 0.50
ENTRAINED AIR: 6%
SLUMP: 3"-4"

STRUCTURAL STEEL:

SUBMITTALS -

SUBMIT SHOP DRAWINGS INCLUDING COMPLETE SCHEDULES AND DETAILS FOR FABRICATION OF STRUCTURAL STEEL MEMBERS

SUBMIT DESIGN CALCULATIONS PREPARED AND STAMPED BY A PROFESSIONAL REGISTERED IN THE STATE OF MAINE FOR ALL CONNECTIONS NOT TABULATED IN THE AISC "MANUAL OF STEEL CONSTRUCTION"

| | |
|----------------------------------|-------------------------------|
| WIDE FLANGE SHAPES | ASTM A992, GRADE 50 |
| OTHER STRUCTURAL SHAPES | ASTM A36 |
| HSS SHAPES | ASTM A500, GRADE B, Fy 46 KSI |
| COLUMN ANCHOR RODS | ASTM F1554, GRADE 36 |
| HIGH-STRENGTH THREADED FASTENERS | ASTM A325 |

STEEL JOISTS:

SUBMITTALS -

SUBMIT DETAILED SHOP DRAWINGS SHOWING LAYOUT OF JOIST UNITS, SPECIAL CONNECTIONS, JOINTING AND ACCESSORIES. INCLUDE MARK, NUMBER, LOCATION AND SPACING OF JOISTS AND BRIDGING.

STEEL PRIME PAINT COMPLY WITH SJI "SPECIFICATION" MANUFACTURER'S STANDARD COMPLYING WITH SSPC 15-68T, TYPE 1

METAL DECKING:

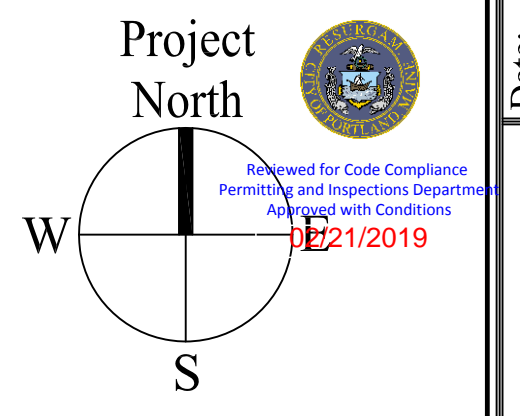
SUBMITTALS -

SUBMIT DETAILED SHOP DRAWINGS SHOWING LAYOUT AND TYPE OF DECK PANELS, ANCHORAGE DETAILS AND CONDITIONS REQUIRING CLOSURE PANELS, SUPPLEMENTAL FRAMING OR OTHER ACCESSORIES.

DECKING FOR FLOOR CONSTRUCTION SHALL BE GALVANIZED STEEL FORM DECK.

| | |
|-------------------------------|--|
| STEEL SHEET METAL ACCESSORIES | ASTM A 446 |
| GALVANIZING | ASTM A 526 GALVANIZED ASTM A 525, G60 |

CONDITIONALLY APPROVED
REVIEW BY: **SAFEbuilt.**
APPROVED THIRD PARTY PLAN REVIEW AGENCY BY THE CITY OF PORTLAND, MAINE.
SEE REVIEW LETTER FOR MORE INFORMATION.
01/16/2019



STATE OF MAINE
DAVID J. TERRELL
REGISTERED PROFESSIONAL ENGINEER

Prepared For: CANAL LANDING, LLC
100 WEST COMMERCIAL STREET
PORTLAND, ME 04101

Consulting Engineer: STRUCTURAL DESIGN CONSULTING, INC.
18 SCENE ROAD UNIT 2
LEWISTON, ME 04240
Tel: 207.232.2964

Architect: ARCHITECTURE ARCHITECTS
48 Union Wharf Portland, Maine 04101
(207) 772-6022 Fax (207) 772-4056

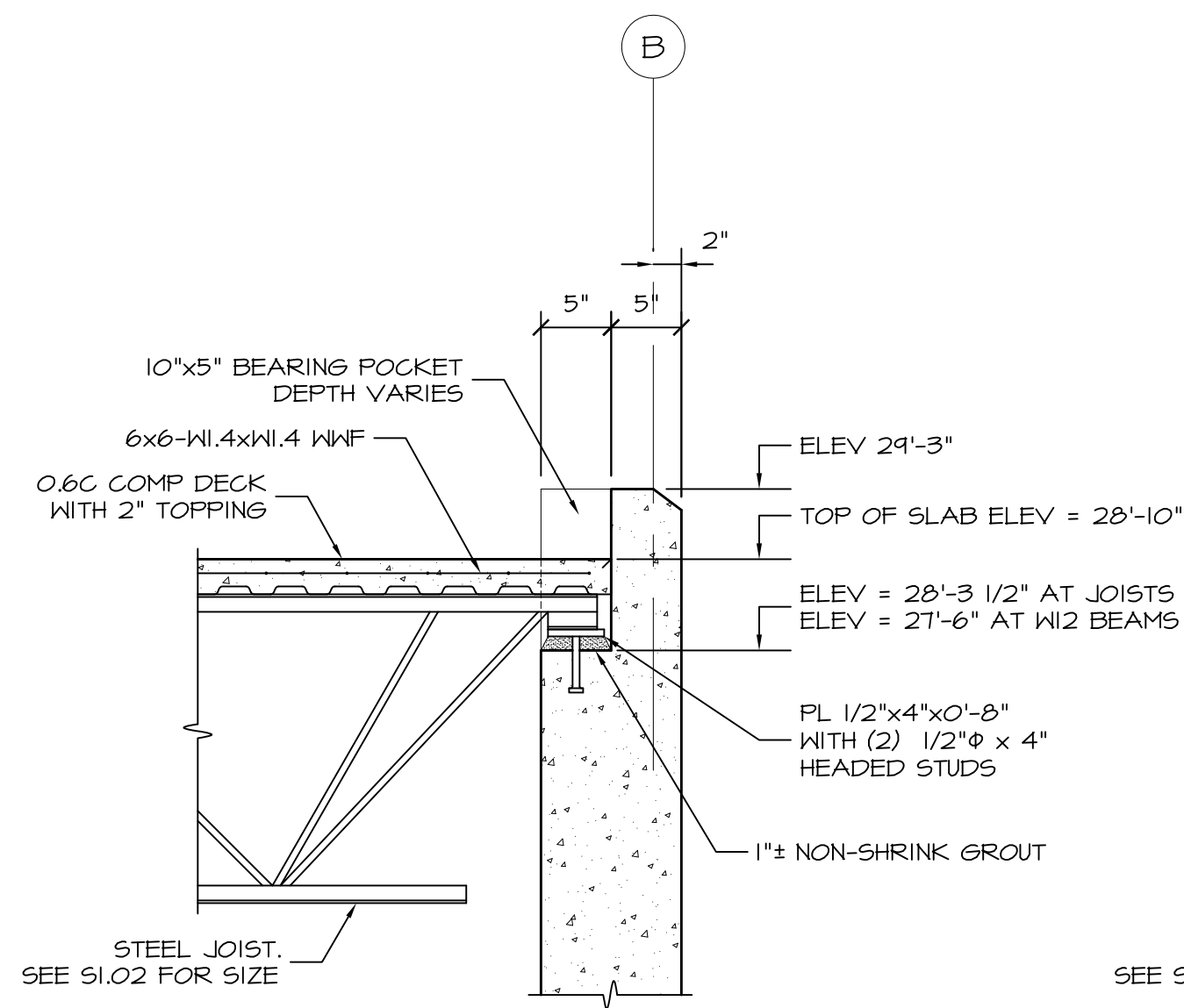
Project: CANAL LANDING BUILDING D 2ND FLOOR AND MEZZANINE
Portland, Maine

Revisions:
Issued for Construction 10/26/18
Rev 1 12/20/18

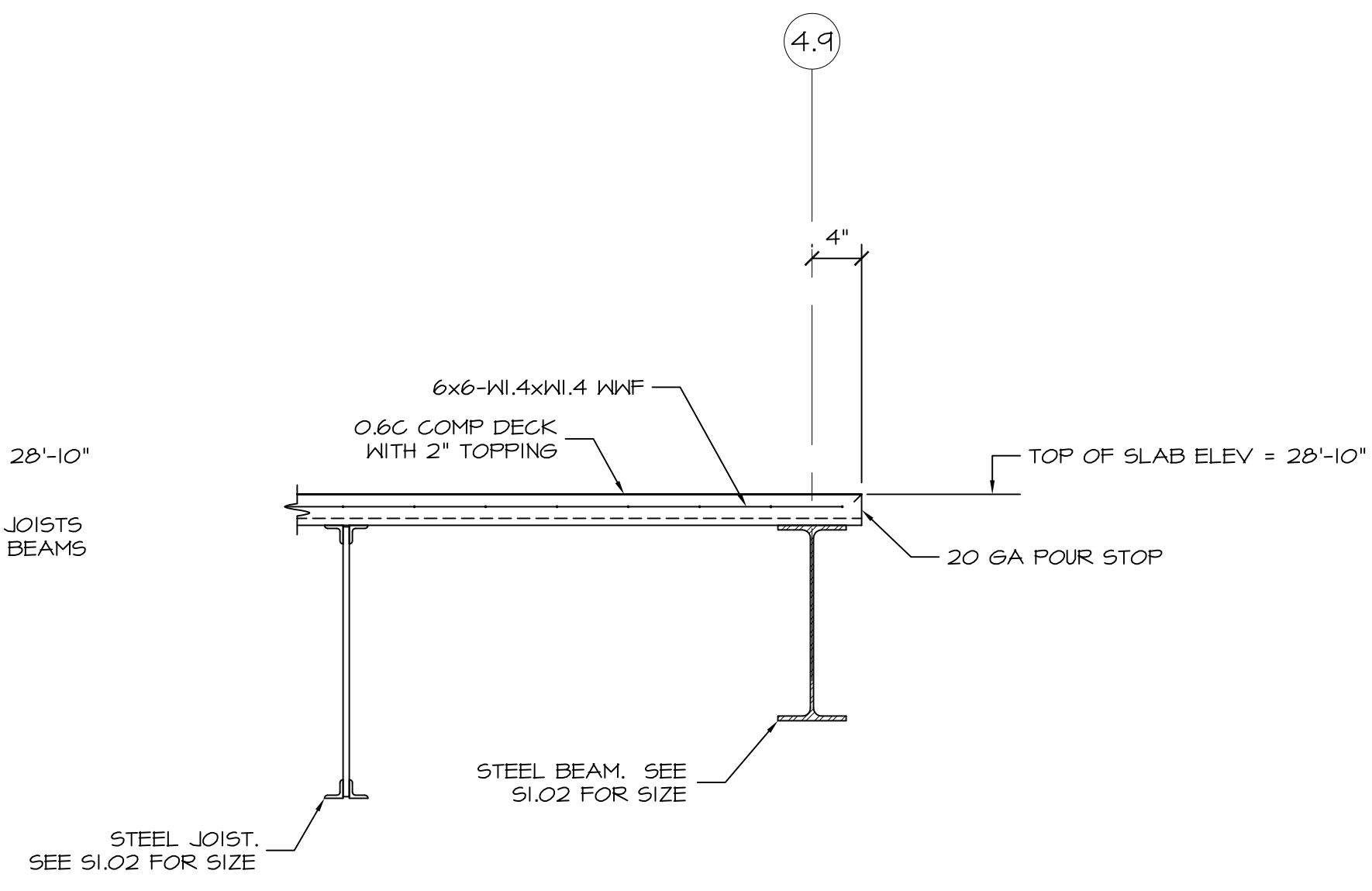
Date: 26 OCT 2018
Scale: 1/8"=1'-0"

2ND FLOOR AND MEZZANINE FRAMING PLANS

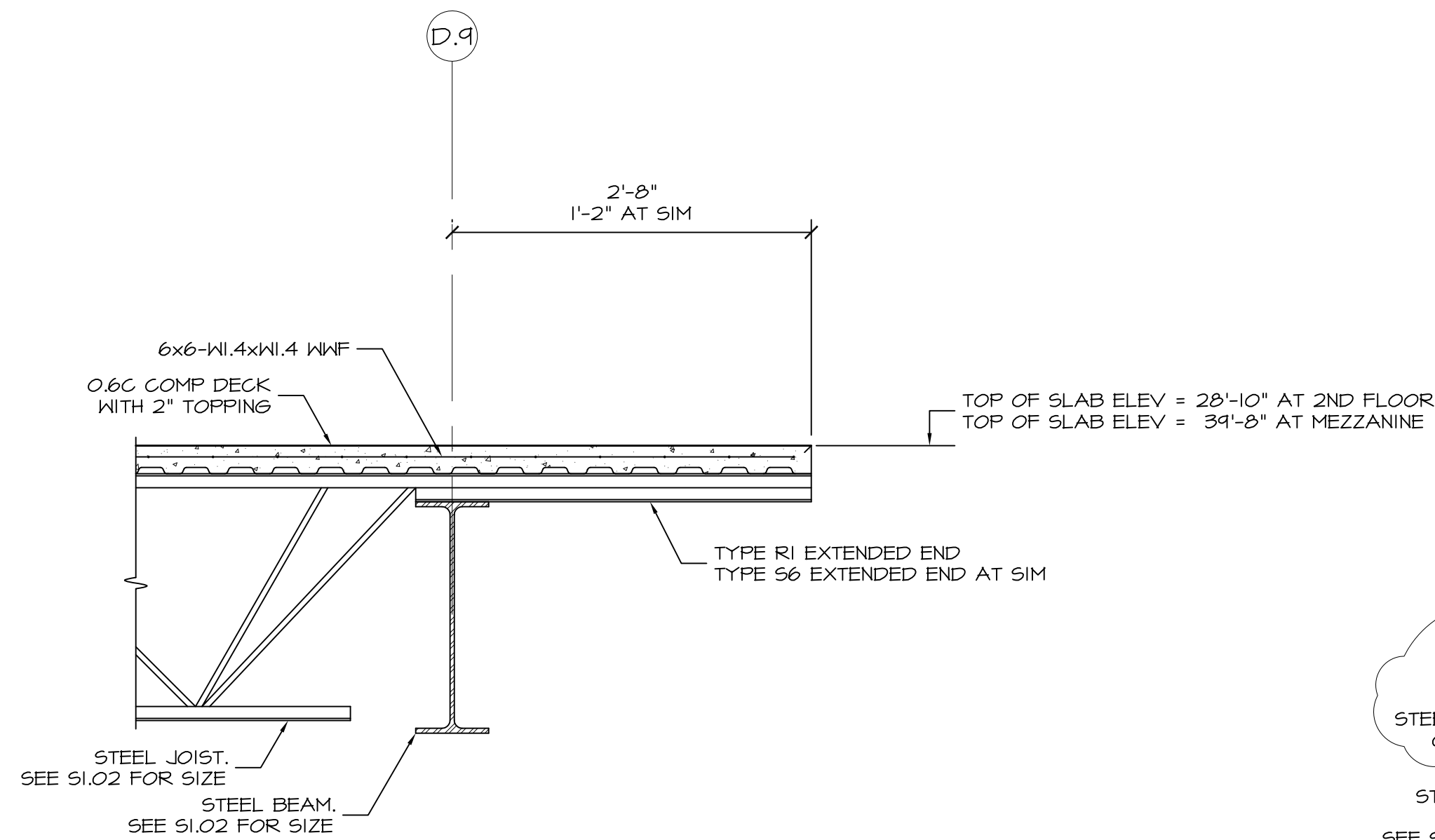
S1.02



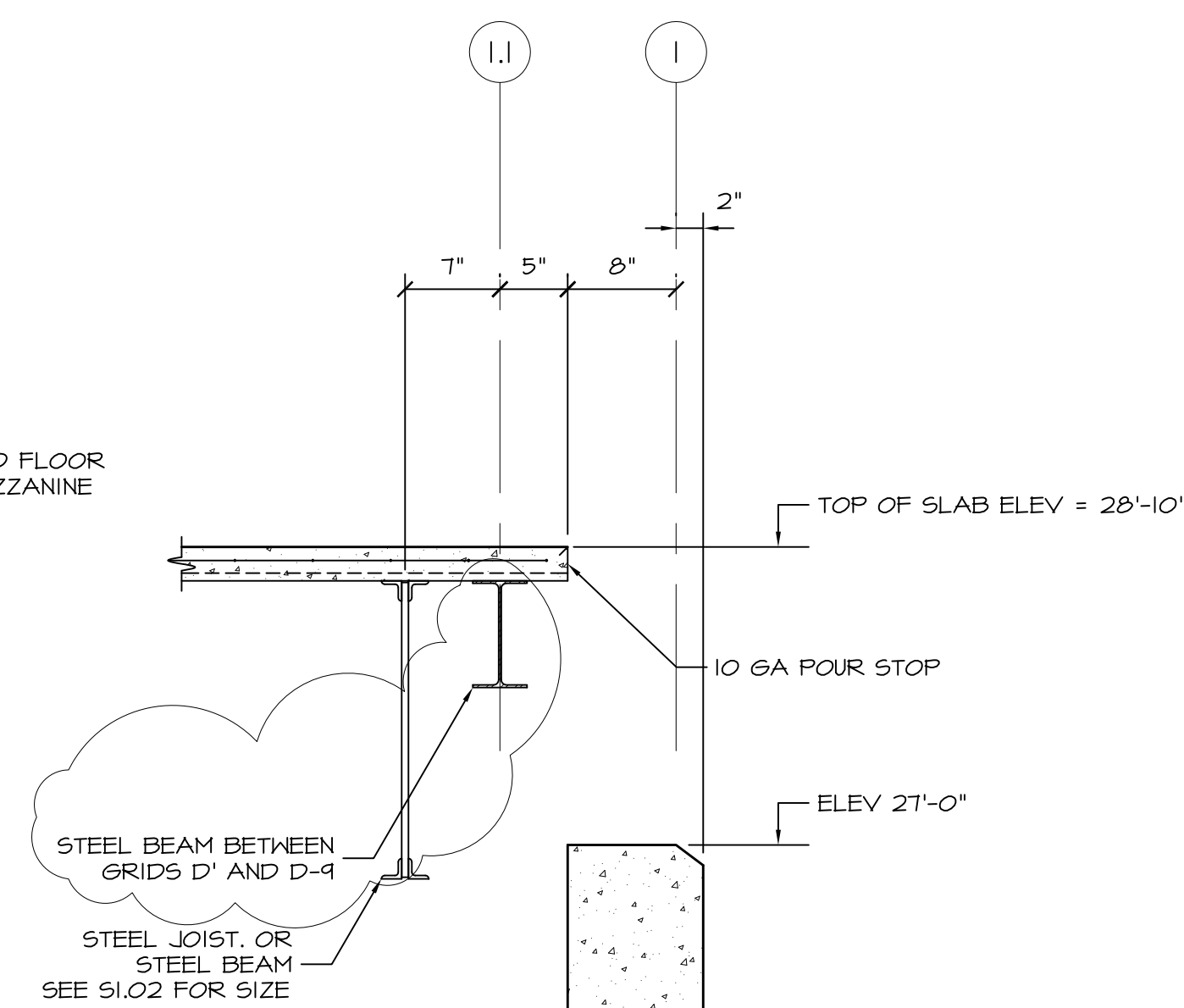
SECTION 1
1"=1'-0" S1.02



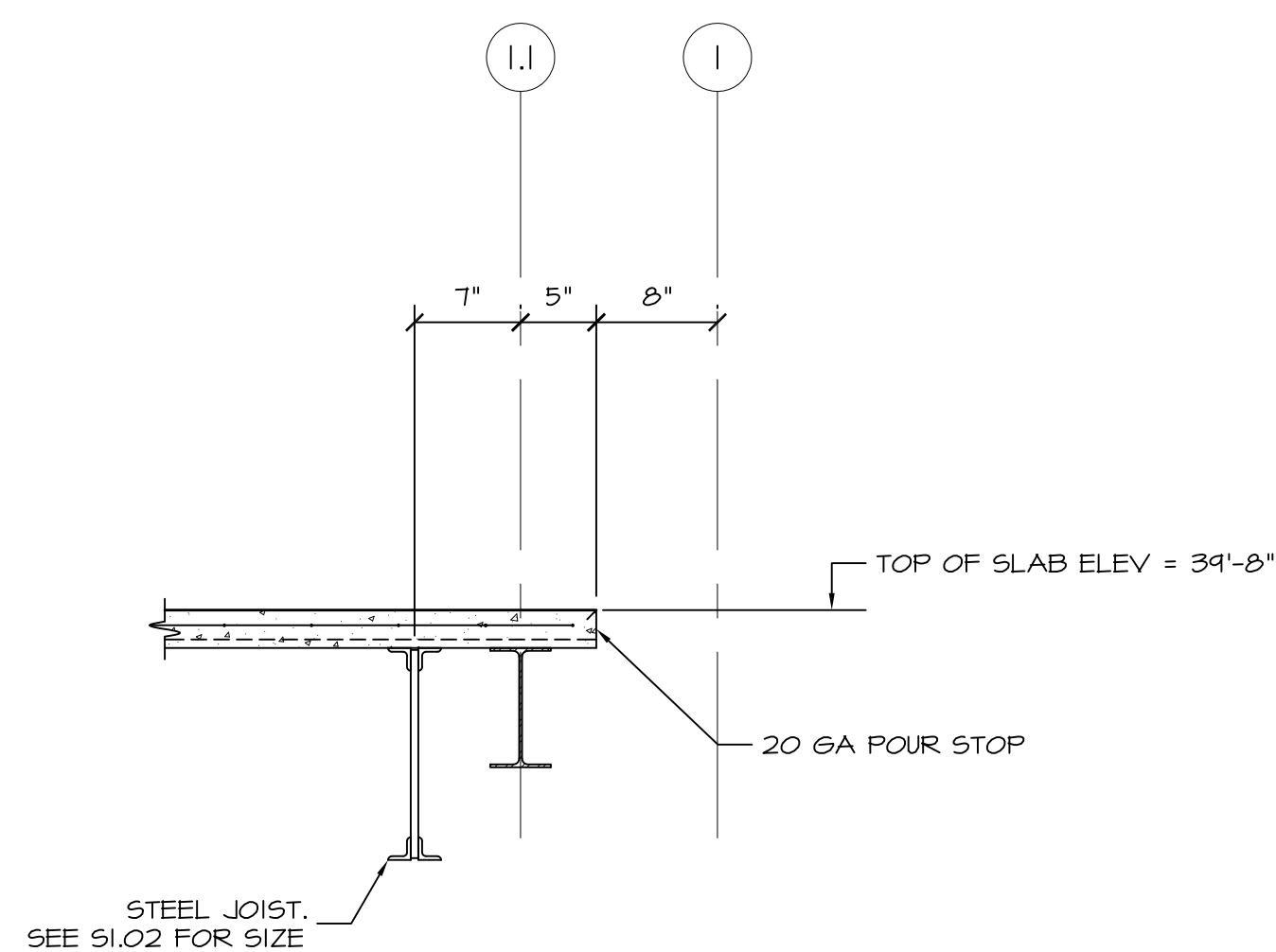
SECTION 2
1"=1'-0" S1.02



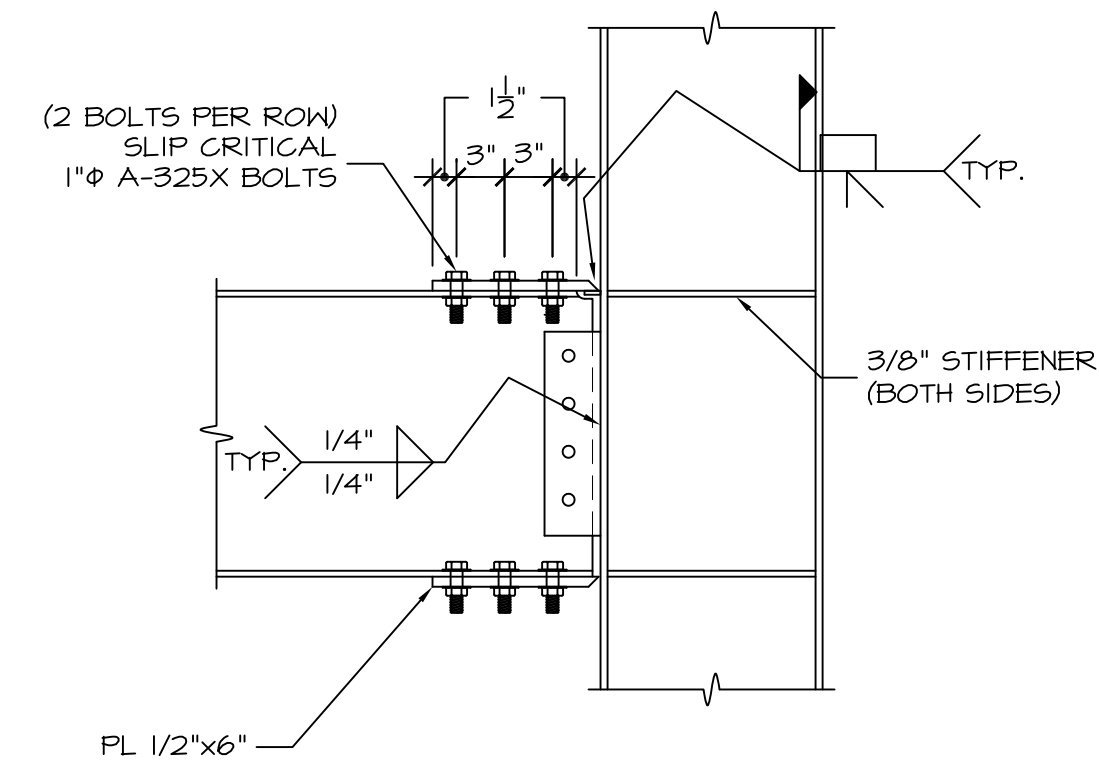
SECTION 3
1"=1'-0" S1.02



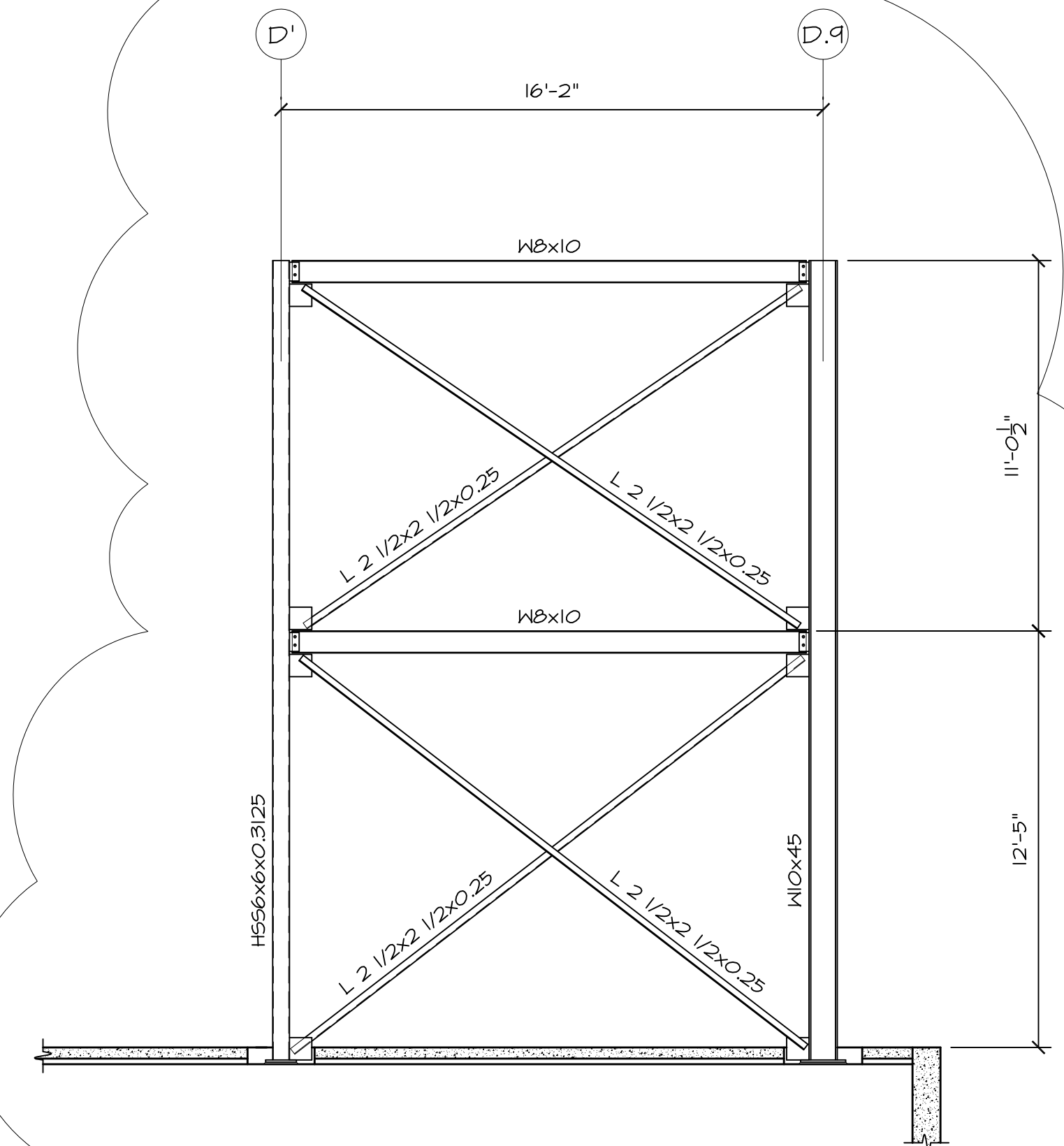
SECTION 4
1"=1'-0" S1.02



SECTION 5
1"=1'-0" S1.02



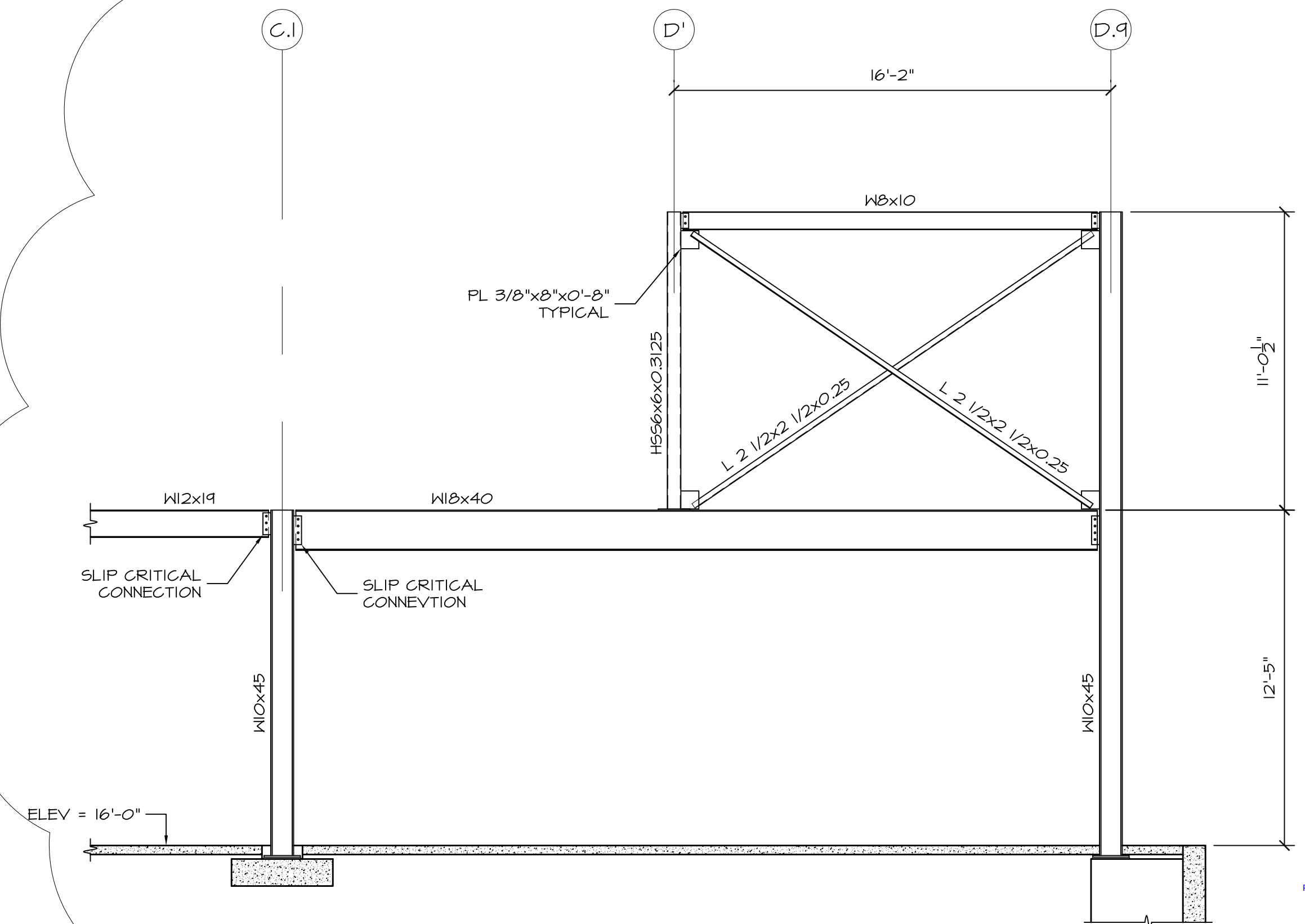
TYPICAL MOMENT CONNECTION
1"=1'-0"



BRACE ELEVATION AT GRID I.1
1/4"=1'-0"

BRACING WORK POINTS ARE CENTERLINE OF BEAMS, CENTERLINE OF COLUMNS AND TOP OF BASE PLATES.

WELD CONNECTION PLATES TO COLUMNS AND BRACES TO CONNECTION PLATES WITH 1/4" FILLET WELDS ON BOTH SIDES.



BRACE ELEVATION AT GRID 4.1
1/4"=1'-0"

BRACING WORK POINTS ARE CENTERLINE OF BEAMS AND CENTERLINE OF COLUMNS.

WELD CONNECTION PLATES TO COLUMNS AND BRACES TO CONNECTION PLATES WITH 1/4" FILLET WELDS ON BOTH SIDES.



Reviewed for Code Compliance
Permitting and Inspections Department
Approved with Conditions
02/21/2019

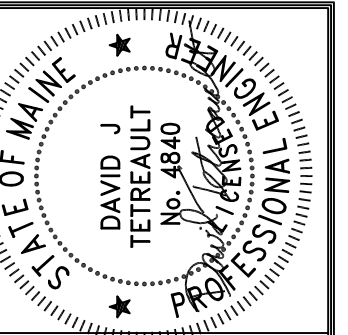
CONDITIONALLY APPROVED

REVIEW BY: **SAFEbuilt.**

APPROVED THIRD PARTY PLAN REVIEW AGENCY BY THE CITY OF PORTLAND, MAINE.

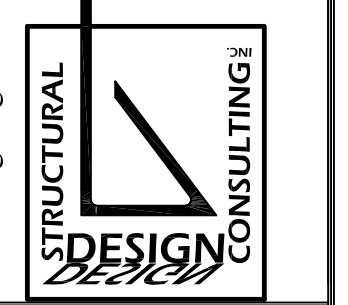
SEE REVIEW LETTER FOR MORE INFORMATION.

01/16/2019



Prepared For:
CANAL LANDING, LLC
100 WEST COMMERCIAL STREET
PORTLAND, ME 04101

18 Scene Road
Unit 2
Lisbon, ME 04049
Tel: 207.232.2964



Project:
CANAL LANDING BUILDING D 2ND FLOOR AND MEZZANINE
Portland, Maine

Revisions:
Issued for Construction 10/26/18
Rev 1 12/20/18

Scale:
As Noted

Date:
26 OCT 2018

Scale:
As Noted

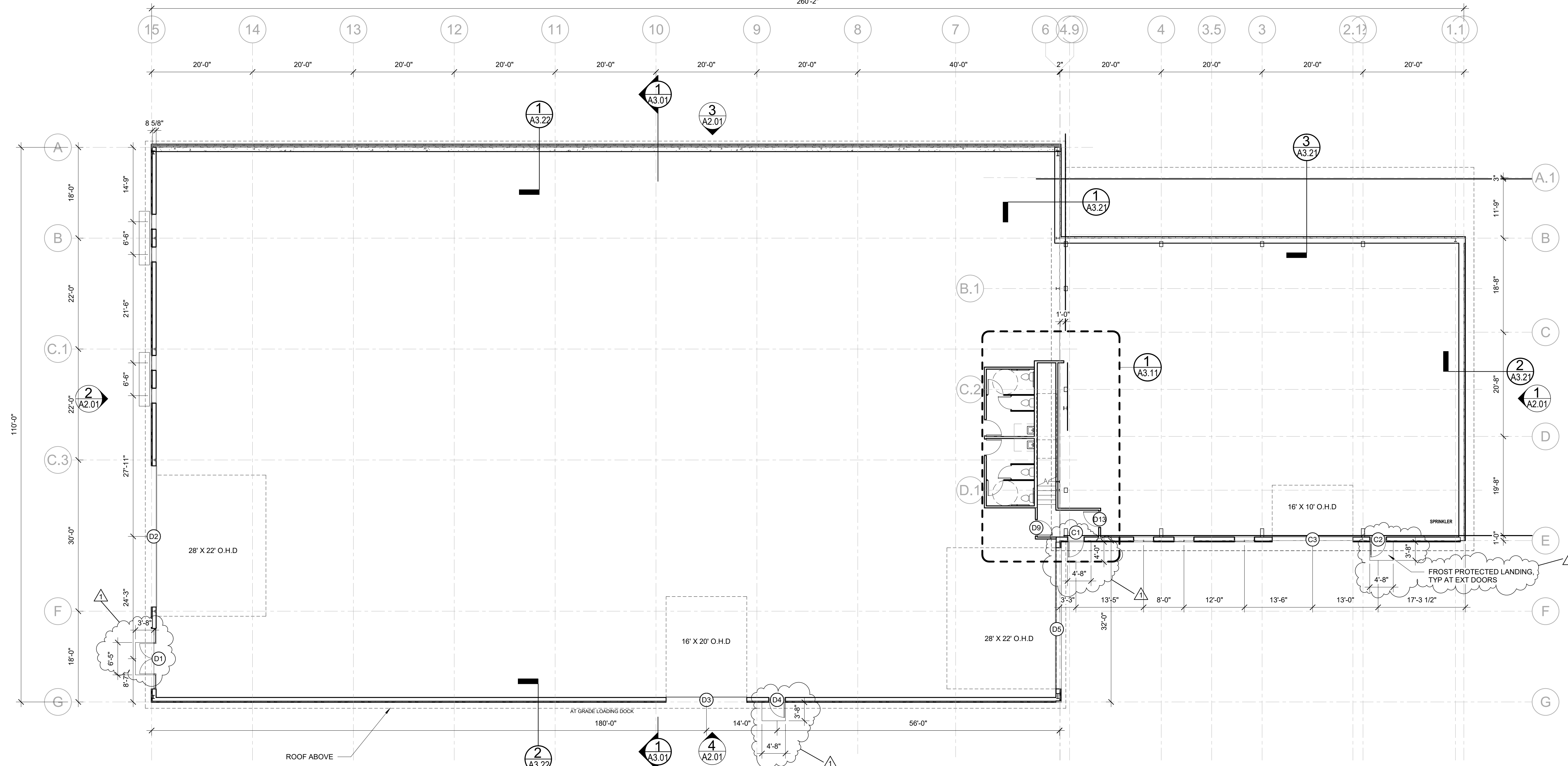
Date:
26 OCT 2018

FRAMING SECTIONS

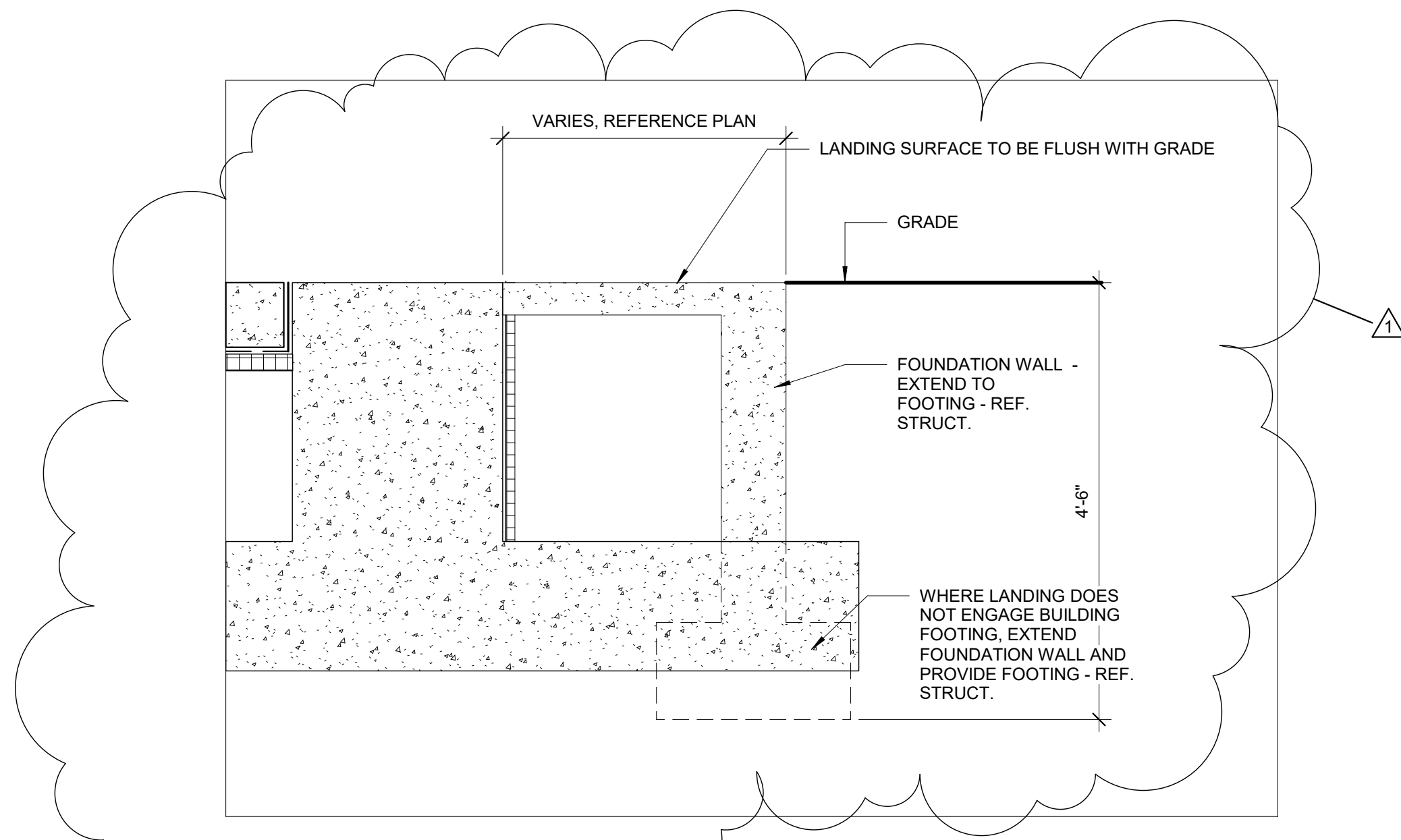
S2.01

COMMERCIAL ST

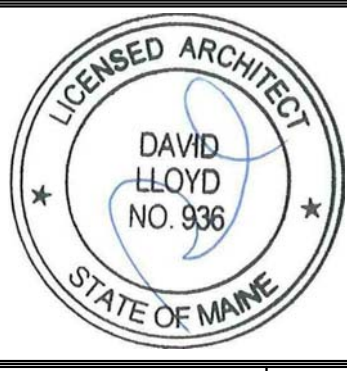
260'-2"



1 | FIRST FLOOR
3/32" = 1'-0"



2 | LANDING DETAIL
3/4" = 1'-0"



Prepared For:
CANAL LANDING LLC

Consultant:
ARCHETYPE Architects
48 Union Wharf Portland, Maine 04101
(207) 772-6022 Fax (207) 772-4056

Project:
CANAL LANDING
Portland, Maine

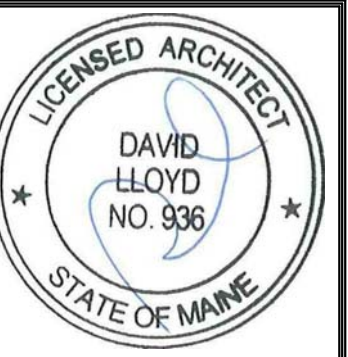
Revisions:
1 01-03-1 Revision 1
9

Date: 23 FEB 2018
Scale: As indicated
FIRST FLOOR PLAN

CONDITIONALLY APPROVED
REVIEW BY:
SAFEbuilt.
APPROVED THIRD PARTY PLAN REVIEW AGENCY
BY THE CITY OF PORTLAND, MAINE.
SEE REVIEW LETTER FOR MORE INFORMATION.
01/16/2019



A1.01



Prepared For:
CANAL LANDING LLC

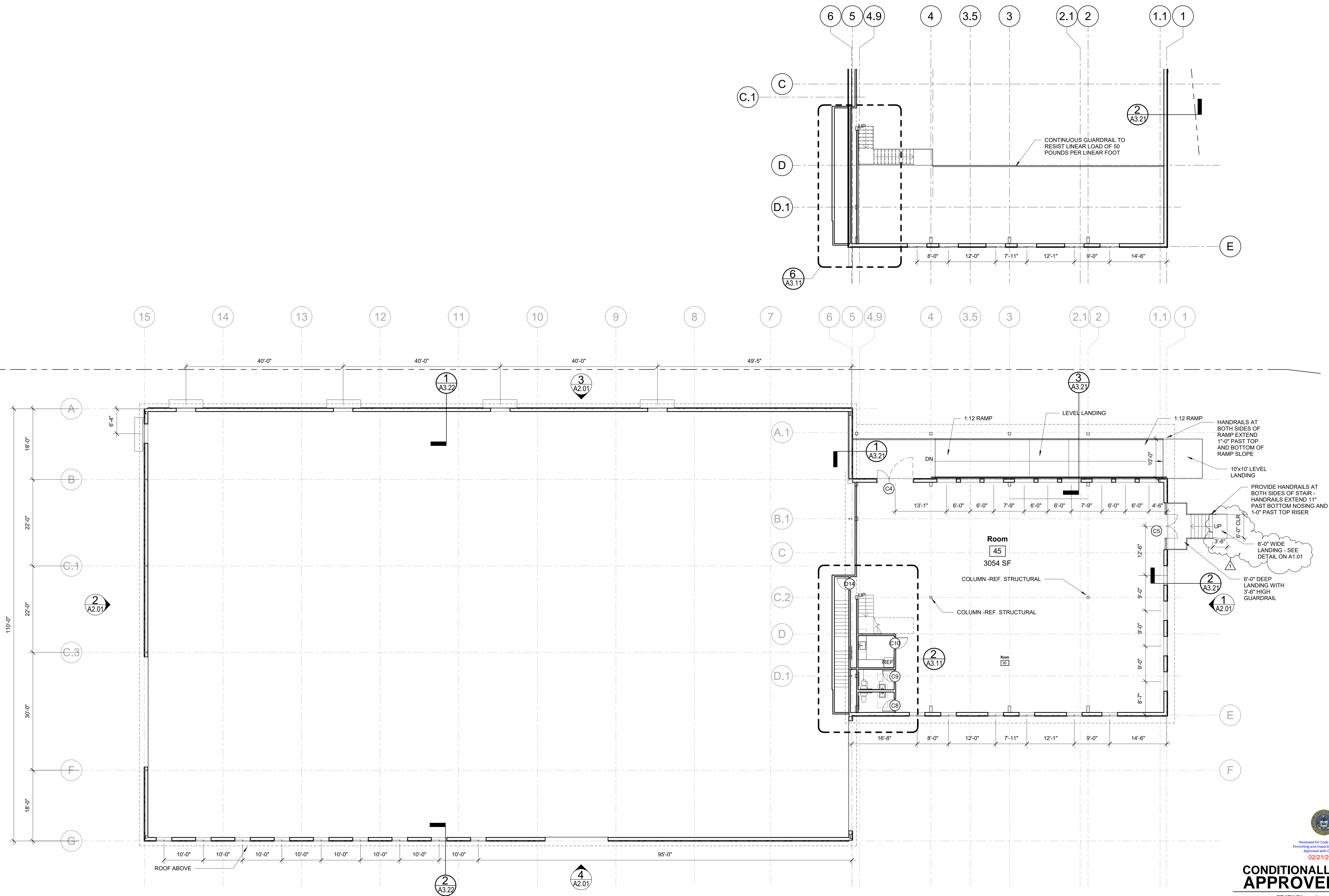
Consultant:
ARCHETYPE architects
48 Union Wharf Portland, Maine 04101
(207) 772-6022 Fax (207) 772-4056

Project:
CANAL LANDING
Portland, Maine

Revisions:
1 01-03-1 Revision 1
9

Date: 23 FEB 2018
Scale: 3/32" = 1'-0"
SECOND FLOOR PLAN

A1.02

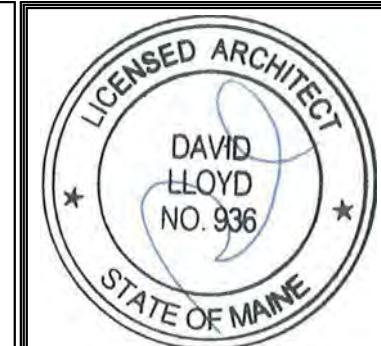


Reviewed for Code Compliance
Permitting and Inspections Department
Approved with Conditions
02/21/2019

CONDITIONALLY APPROVED

REVIEW BY:
SAFEbuilt.
APPROVED THIRD PARTY PLAN REVIEW AGENCY
BY THE CITY OF PORTLAND, MAINE.
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01/16/2019

1 | SECOND FLOOR
3/32" = 1'-0"



Prepared For:
**CANAL
LANDING LLC**

Consultant:
**ARCHETYPE
architects**
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Project:
**CANAL
LANDING**
Portland, Maine

Revisions:

Date: 23 FEB 2018
Scale: 3/32" = 1'-0"

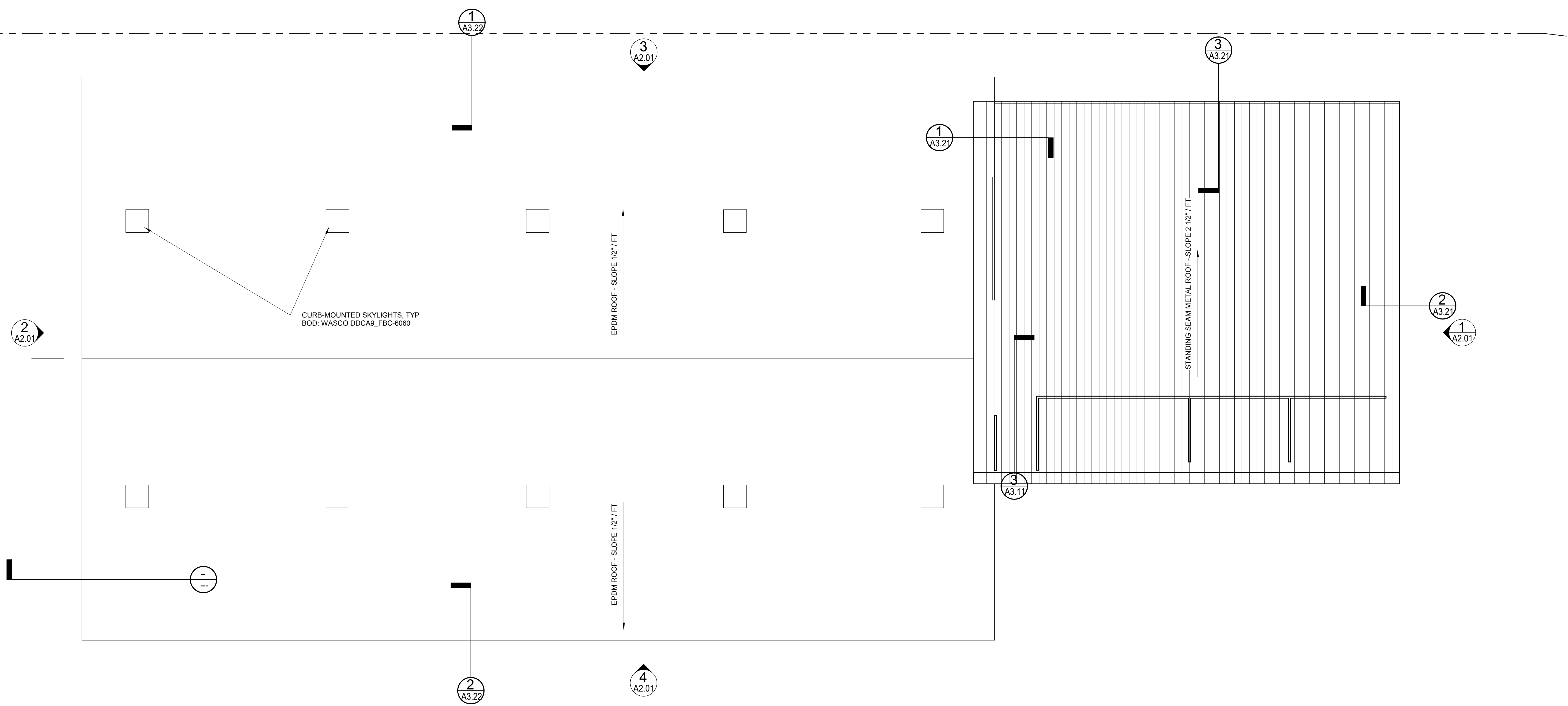
REVIEW BY:
SAFEbuilt.
APPROVED THIRD PARTY PLAN REVIEW AGENCY
BY THE CITY OF PORTLAND, MAINE.
SEE REVIEW LETTER FOR MORE INFORMATION.
01/16/2019



Reviewed for Code Compliance
Permitting and Inspection Department
Approved with Conditions
02/21/2019

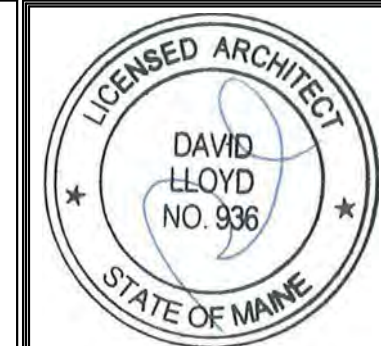
**CONDITIONALLY
APPROVED**

REVIEW BY:
SAFEbuilt.
APPROVED THIRD PARTY PLAN REVIEW AGENCY
BY THE CITY OF PORTLAND, MAINE.
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01/16/2019



1 | ROOF PLAN
3/32" = 1'-0"

A1.03



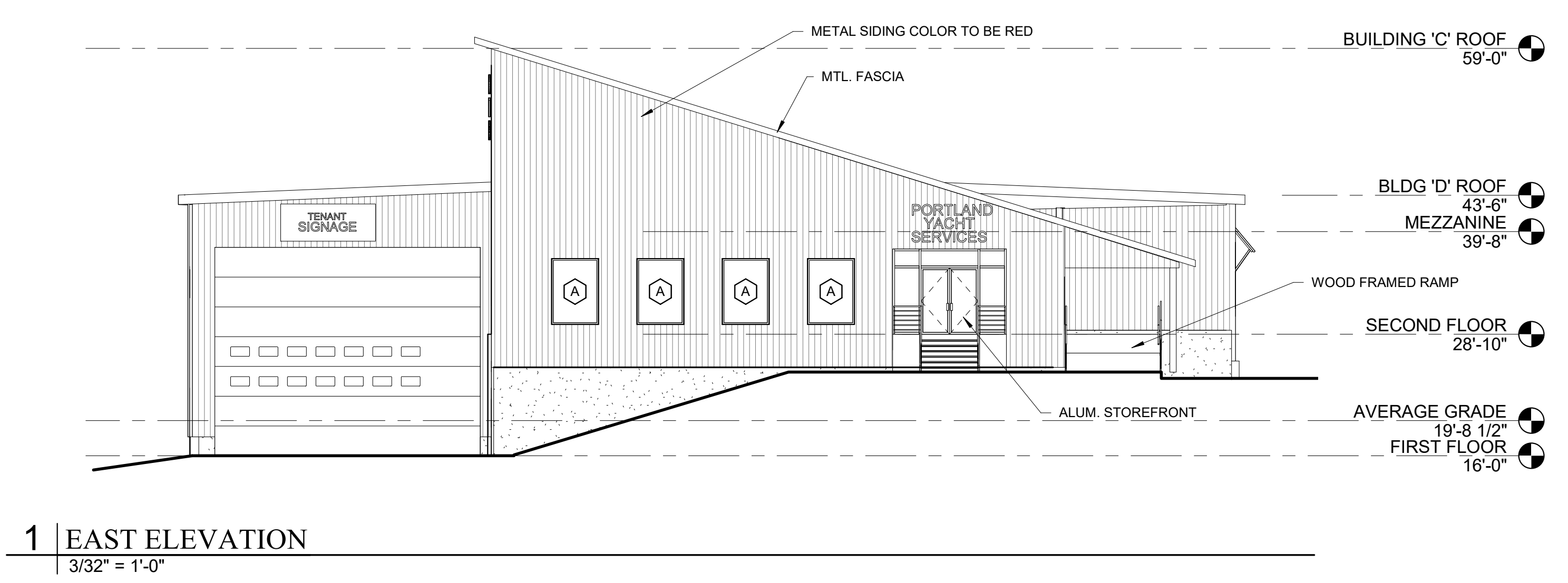
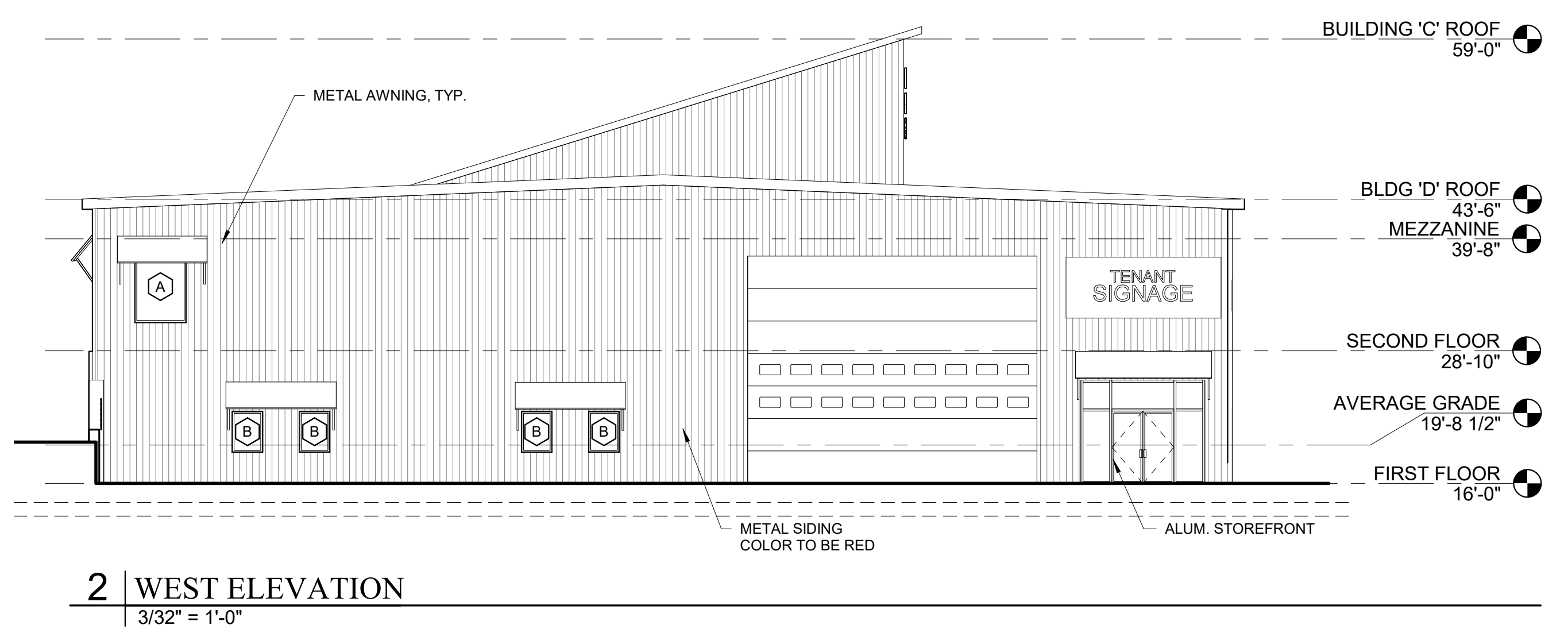
Prepared For:
CANAL LANDING LLC

Consultant:
ARCHETYPE architects
48 Union Wharf Portland, Maine 04101
(207) 772-6022 Fax (207) 772-4056

Project:
CANAL LANDING
Portland, Maine

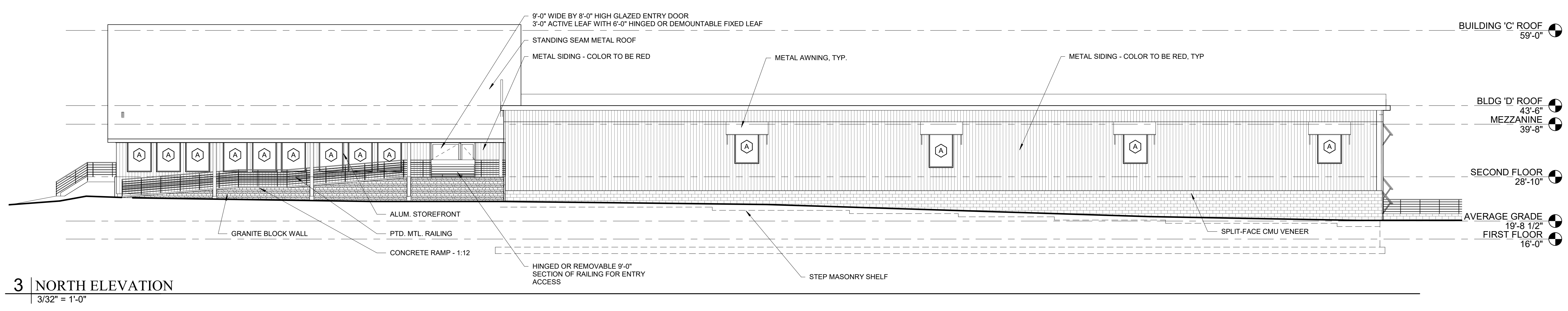
Revisions:
Date: 23 FEB 2018
Scale: 3/32" = 1'-0"

BUILDING ELEVATIONS
A2.01

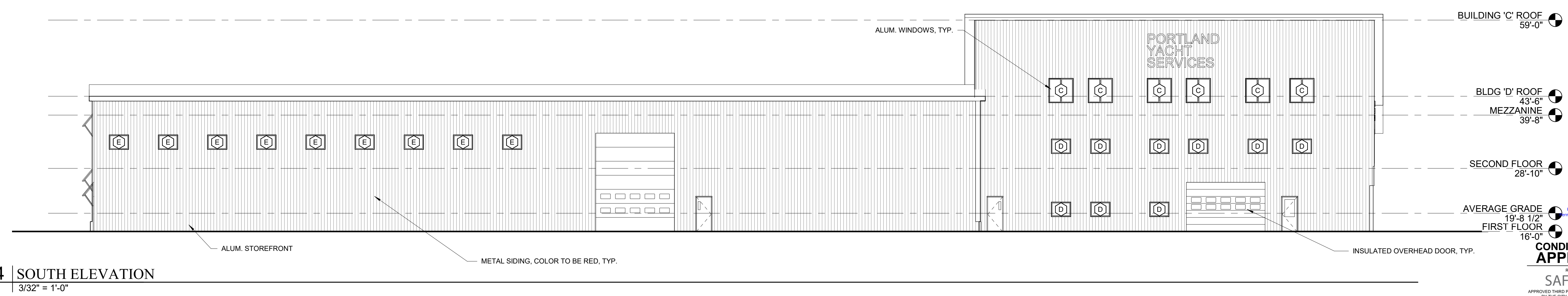


2 | WEST ELEVATION
3/32" = 1'-0"

1 | EAST ELEVATION
3/32" = 1'-0"

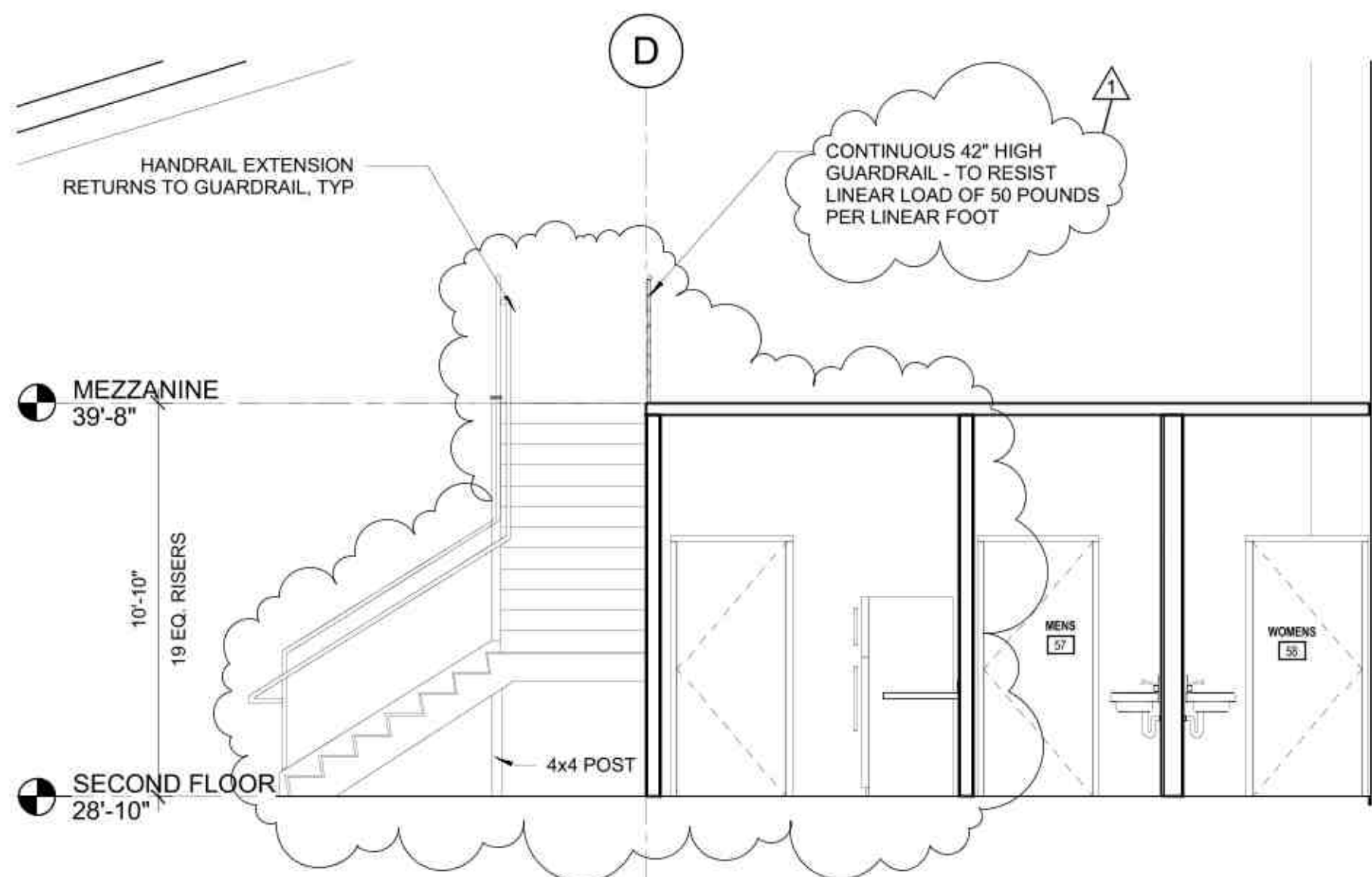


3 | NORTH ELEVATION
3/32" = 1'-0"

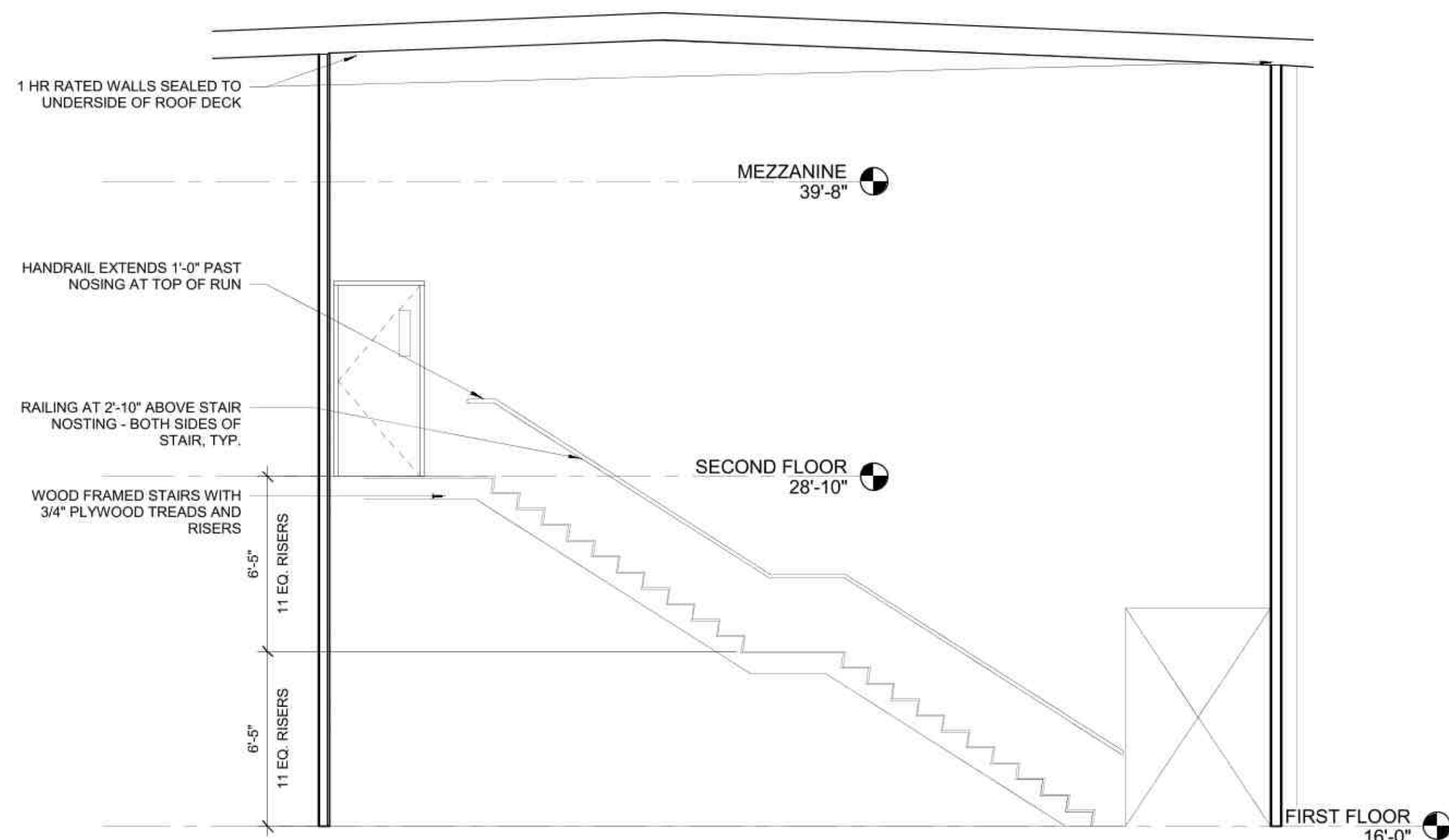


4 | SOUTH ELEVATION
3/32" = 1'-0"

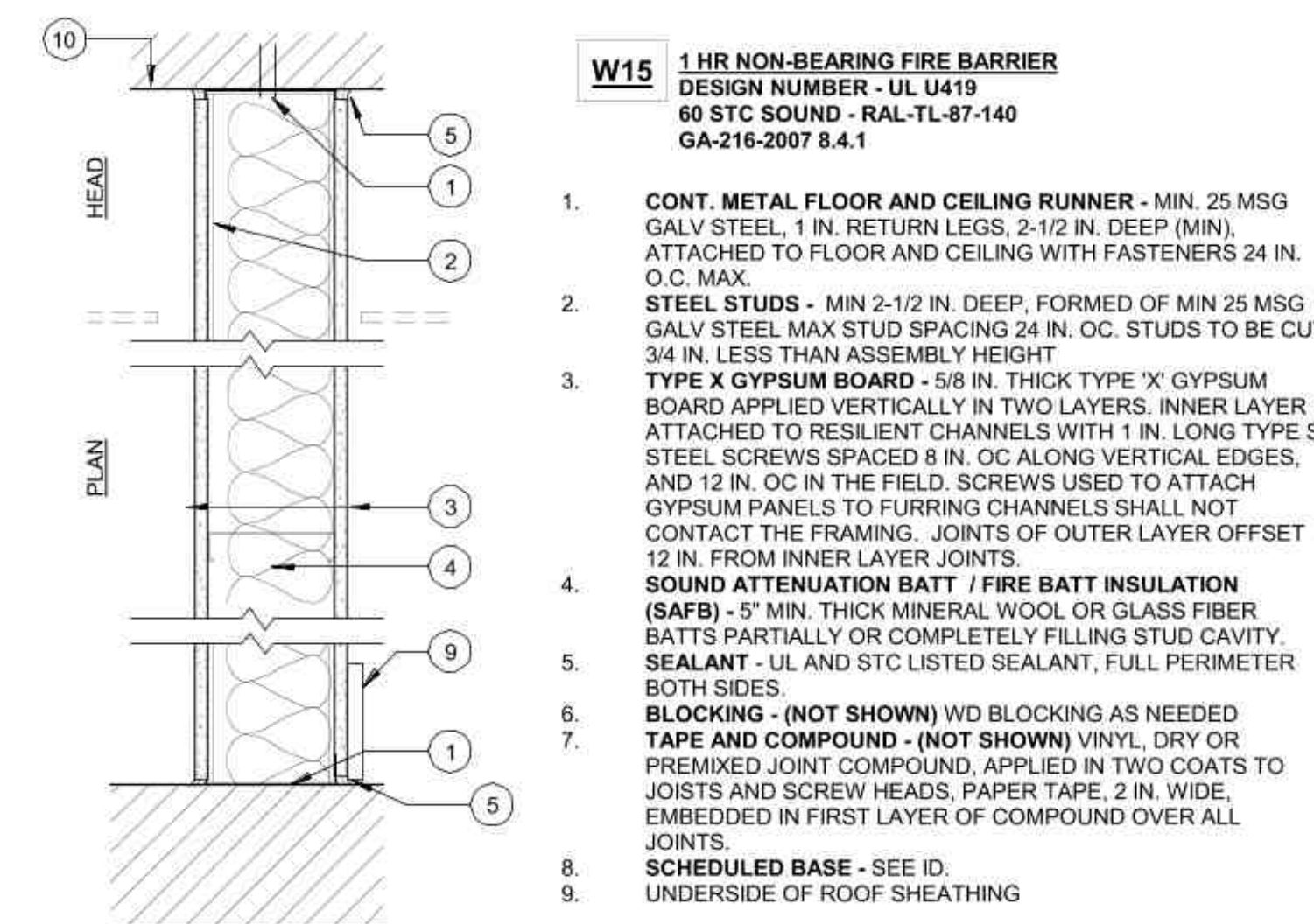




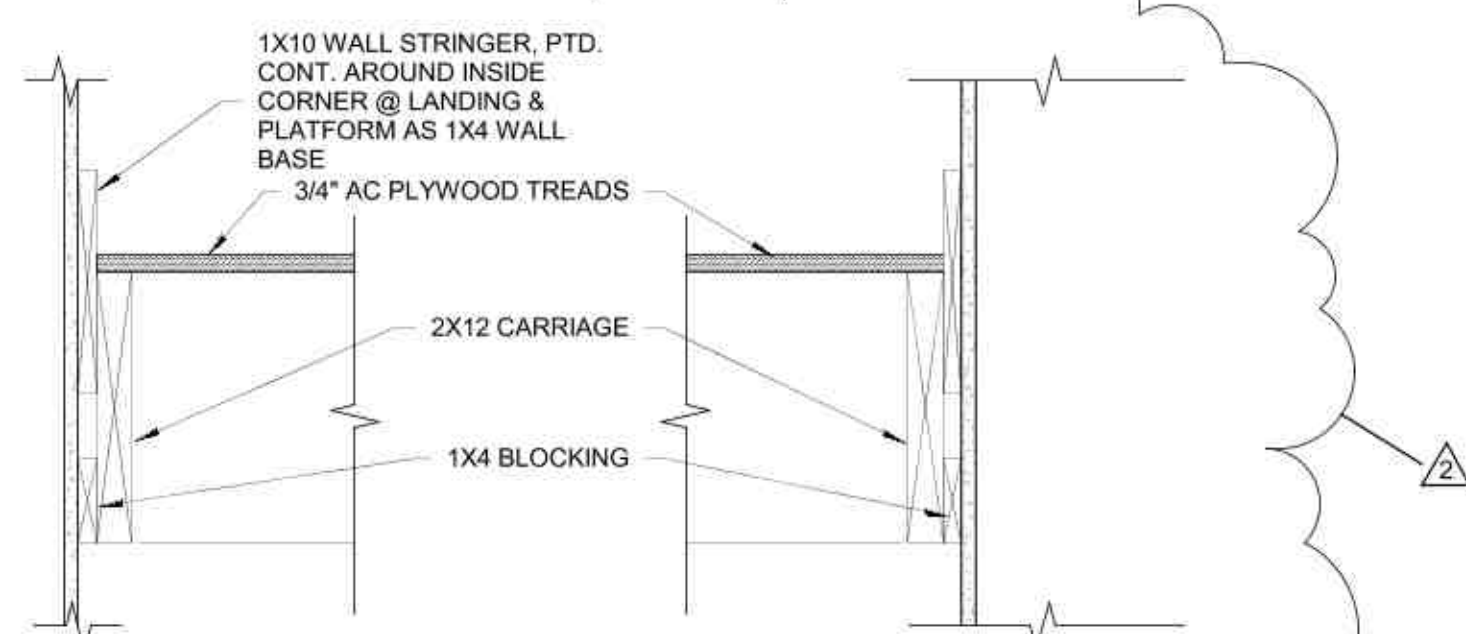
3 | MEZZANINE STAIR SECTION
1/4" = 1'-0"



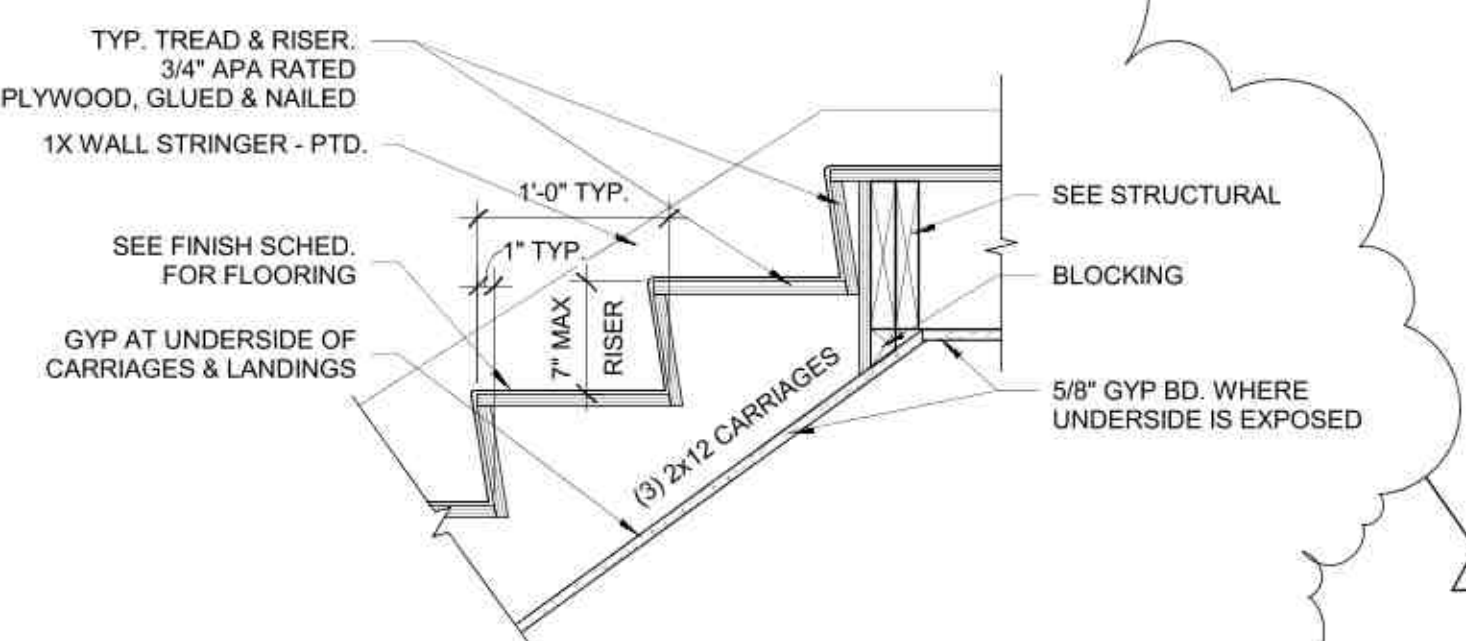
4 | EXIT STAIR SECTION
1/4" = 1'-0"



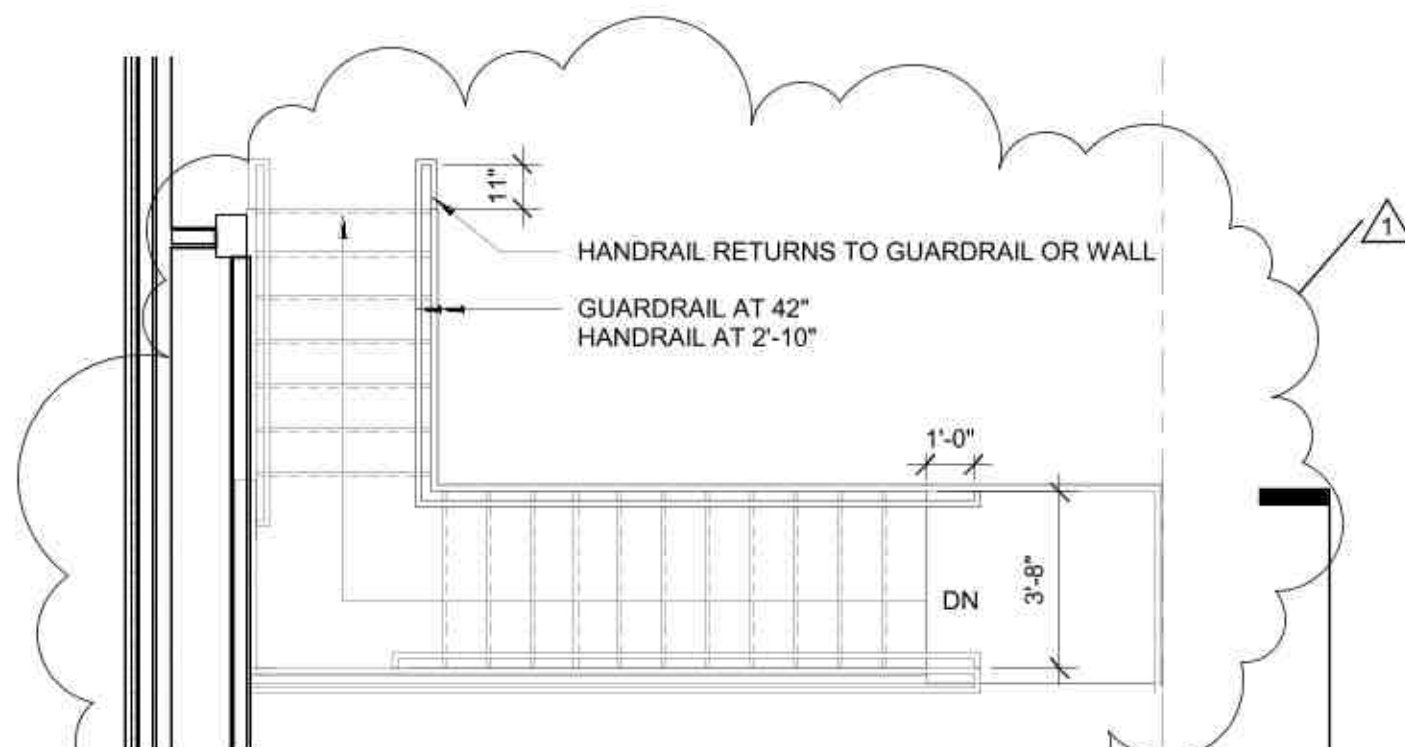
5 | 1 HR RATED STAIR WALL
1 1/2" = 1'-0"



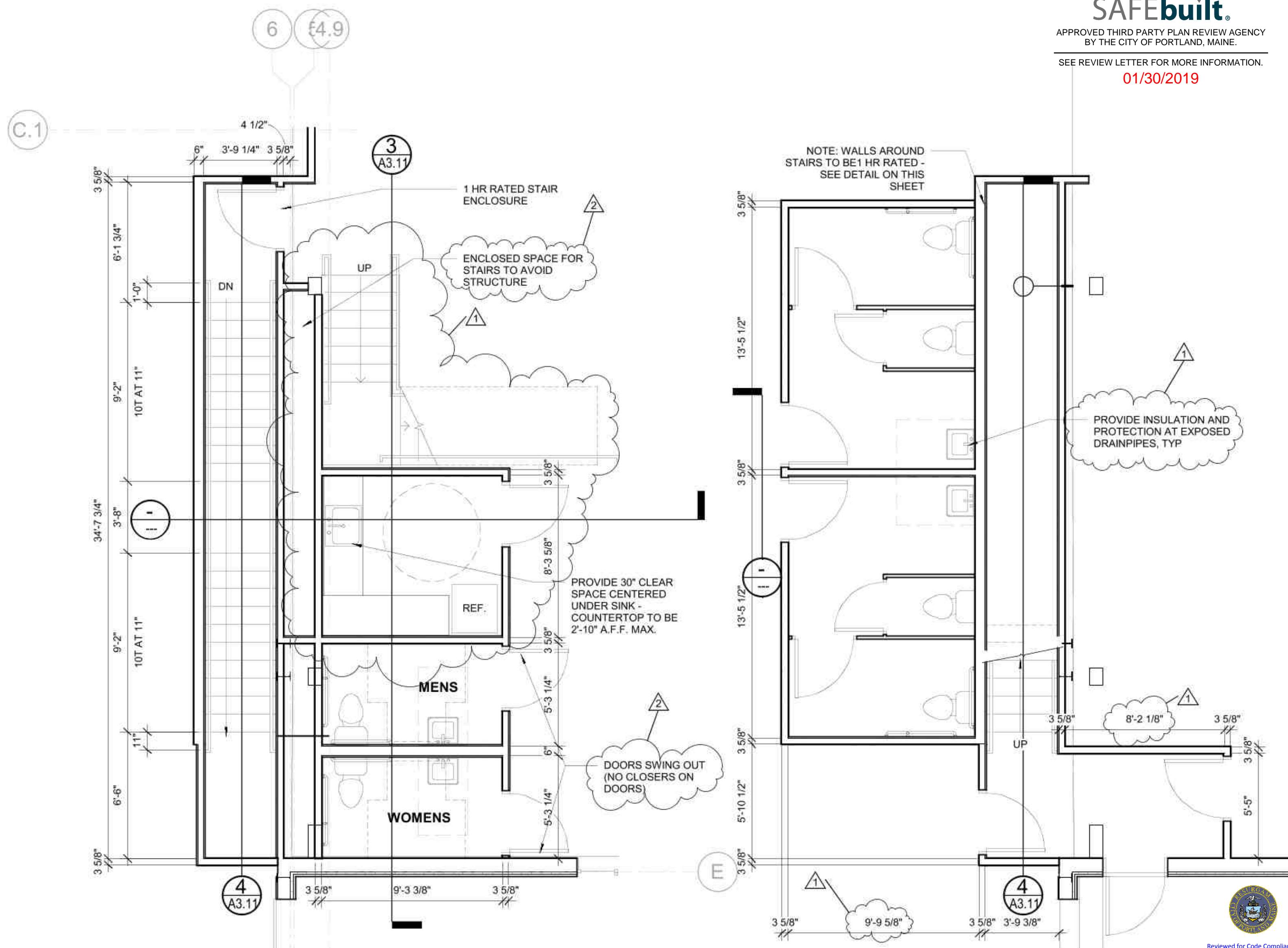
8 | STRINGER DETAIL
1 1/2" = 1'-0"



7 | STAIR LANDING DETAIL
1" = 1'-0"



6 | MEZZANINE STAIR PLAN
1/4" = 1'-0"



2 | SECOND FLOOR STAIR PLAN
1/4" = 1'-0"

1 | FIRST FLOOR STAIR PLAN
1/4" = 1'-0"

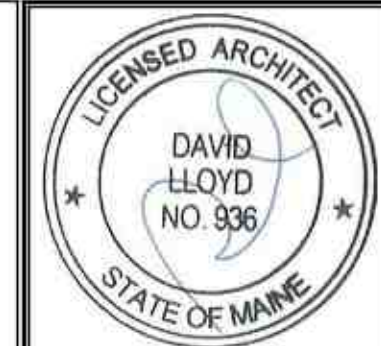
CONDITIONALLY APPROVED

REVIEW BY: **SAFEbuilt.**

APPROVED THIRD PARTY PLAN REVIEW AGENCY BY THE CITY OF PORTLAND, MAINE.

SEE REVIEW LETTER FOR MORE INFORMATION.

01/30/2019



Prepared For:
CANAL LANDING LLC
Address
City, State

Consultant:
ARCHETYPE architects
48 Union Wharf Portland, Maine 04101
(207) 772-0023 ARCHETYPE@ARCHETYPEPEA.COM

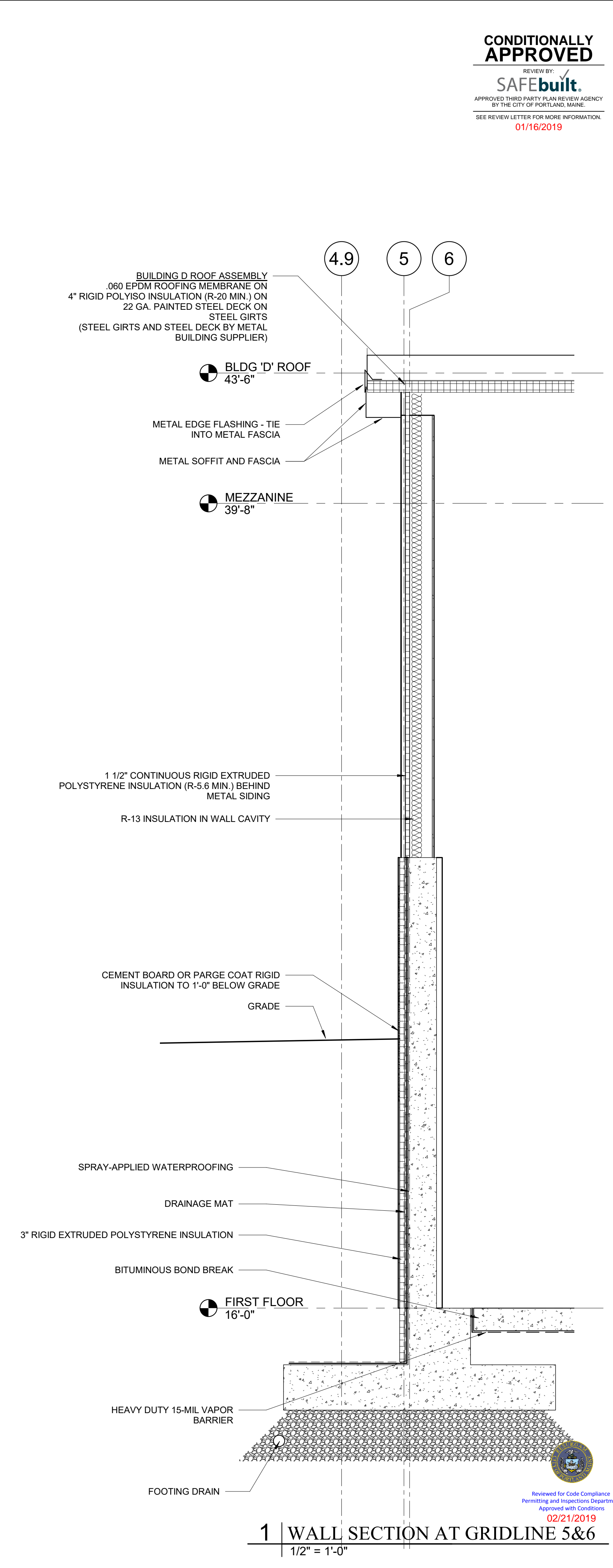
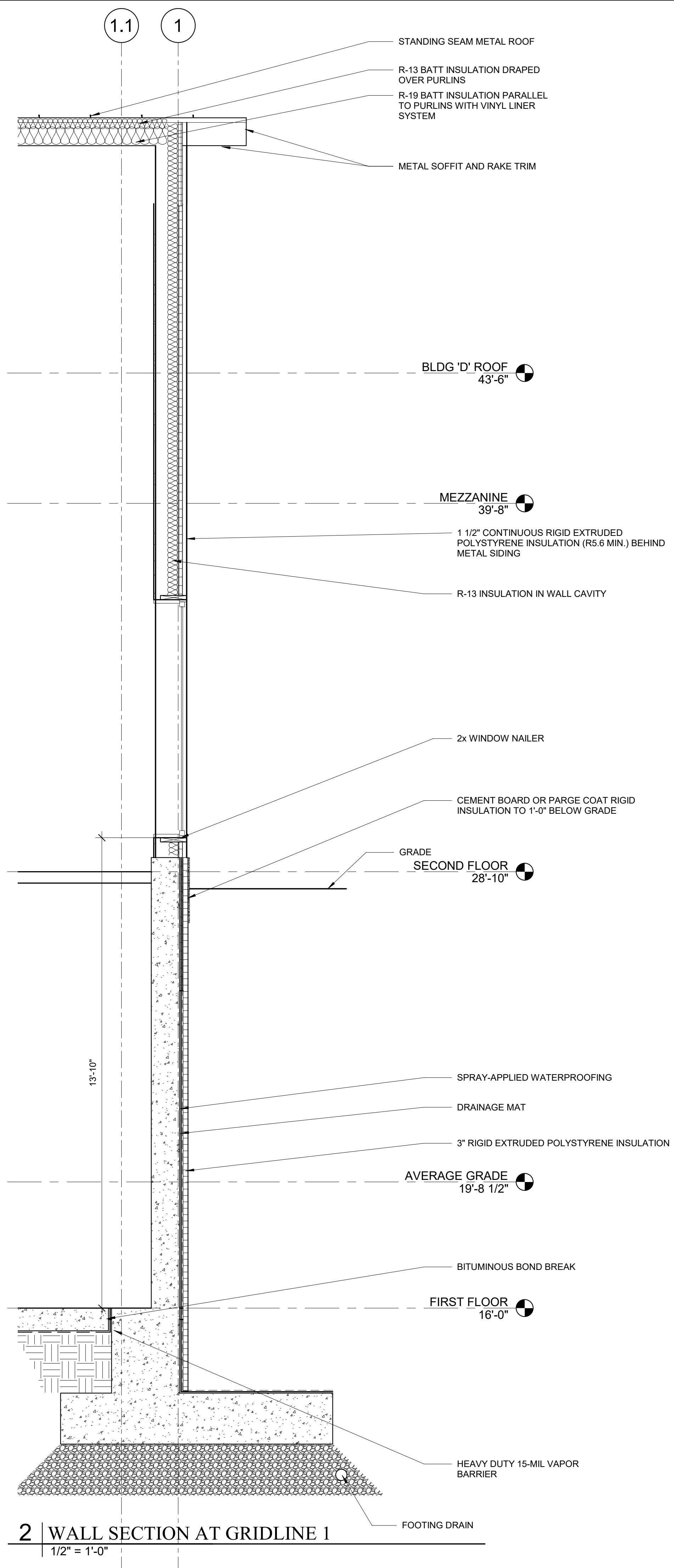
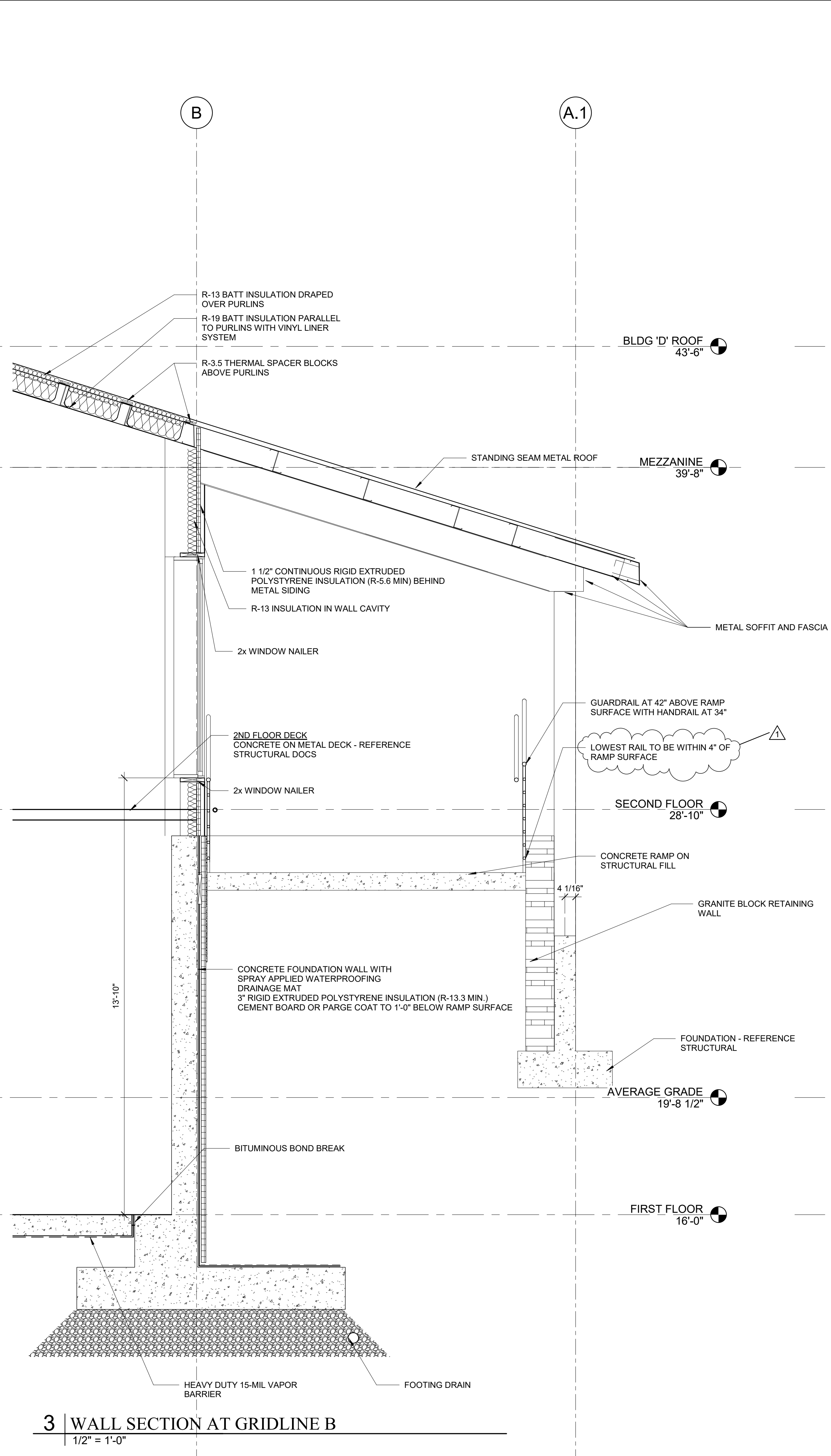
Project:
CANAL LANDING
Portland, Maine

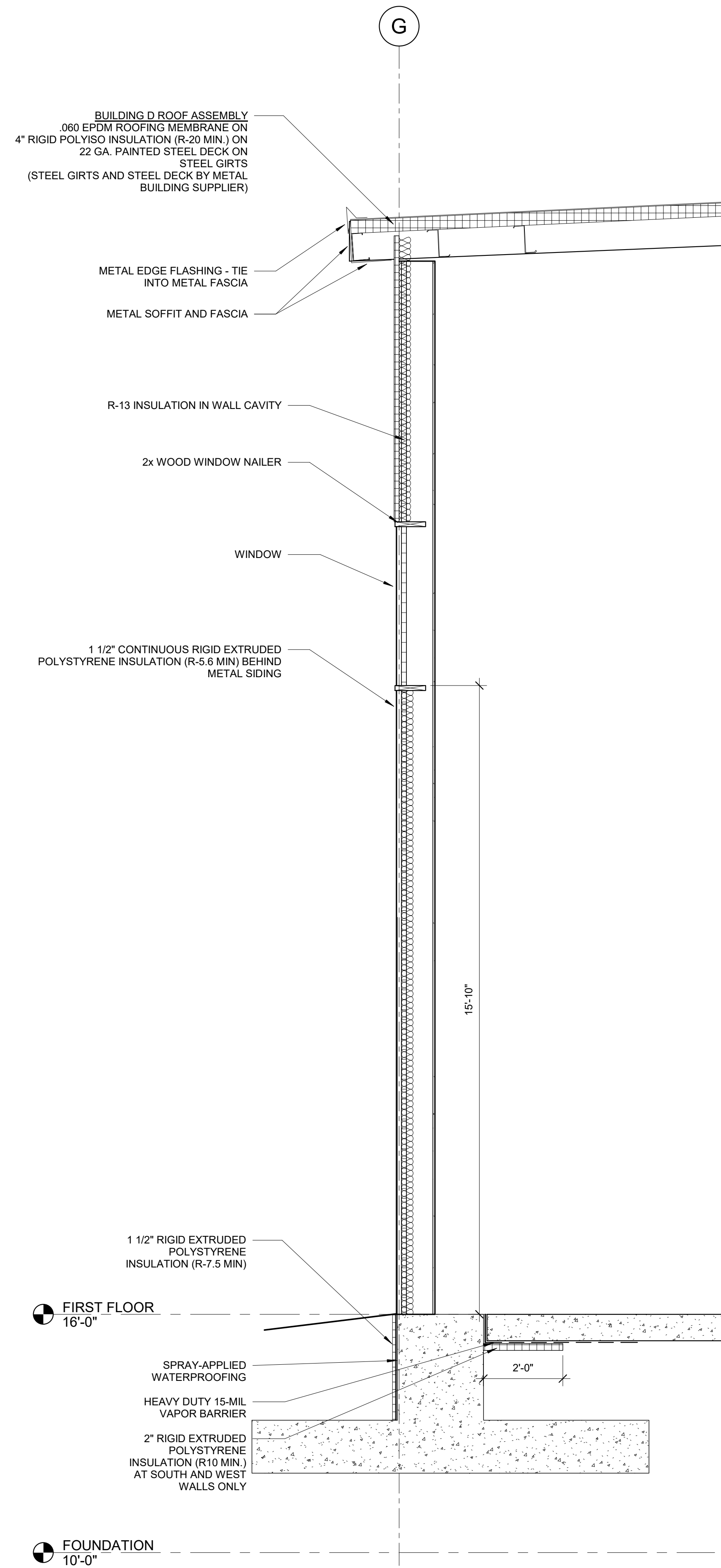
Revisions:
1 01-03-19 Revision 1
2 01-30-19 Revision 2

Date: 23 FEB 2018
Scale: As indicated
ENLARGED STAIR AND TOILET PLANS

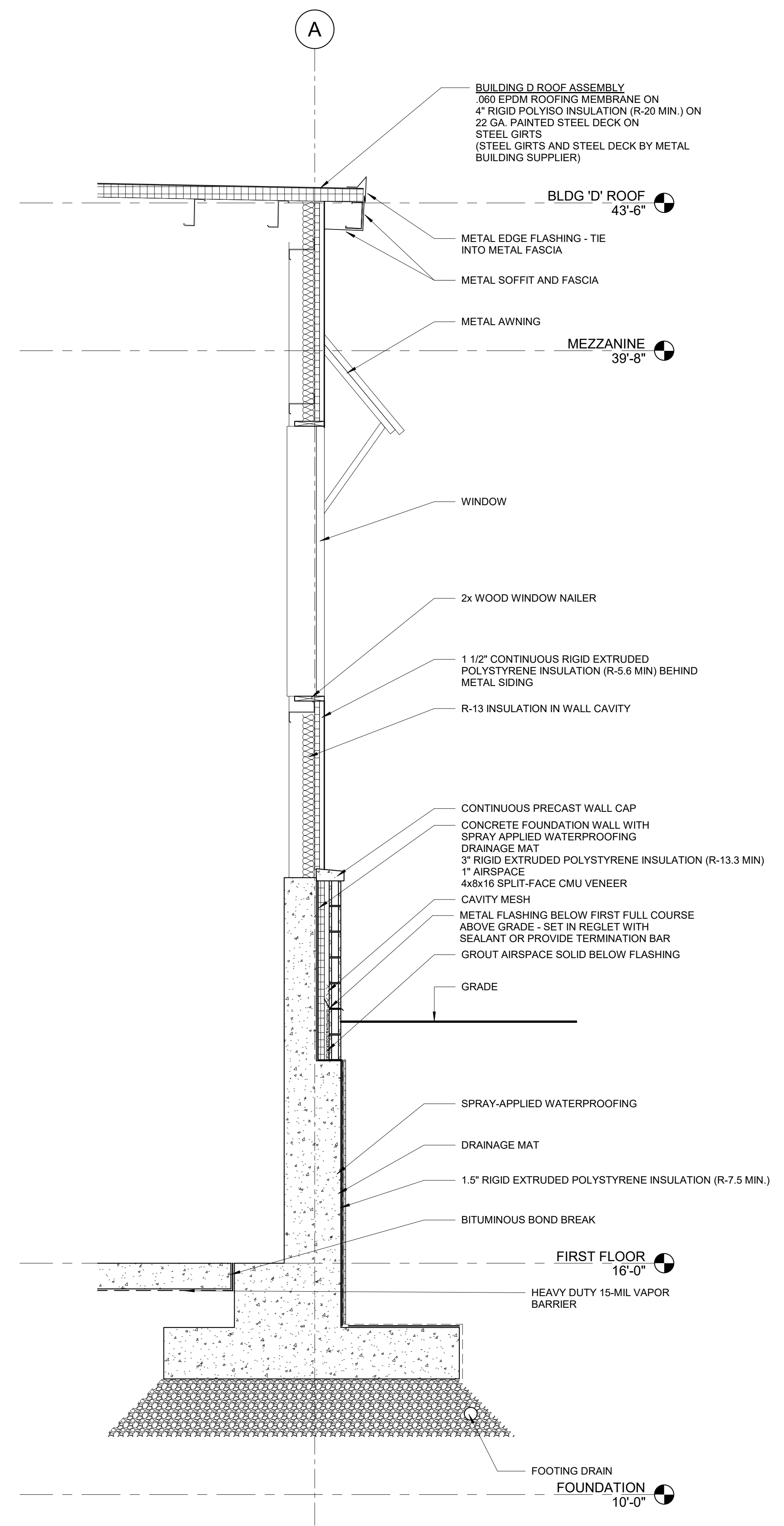
A3.11



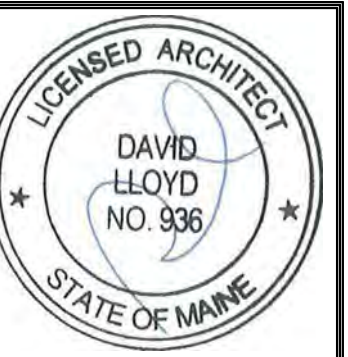




2 | WALL SECTION AT GRIDLINE G
1/2" = 1'-0"



1 | WALL SECTION AT GRIDLINE A
1/2" = 1'-0"



Prepared For:
CANAL LANDING LLC

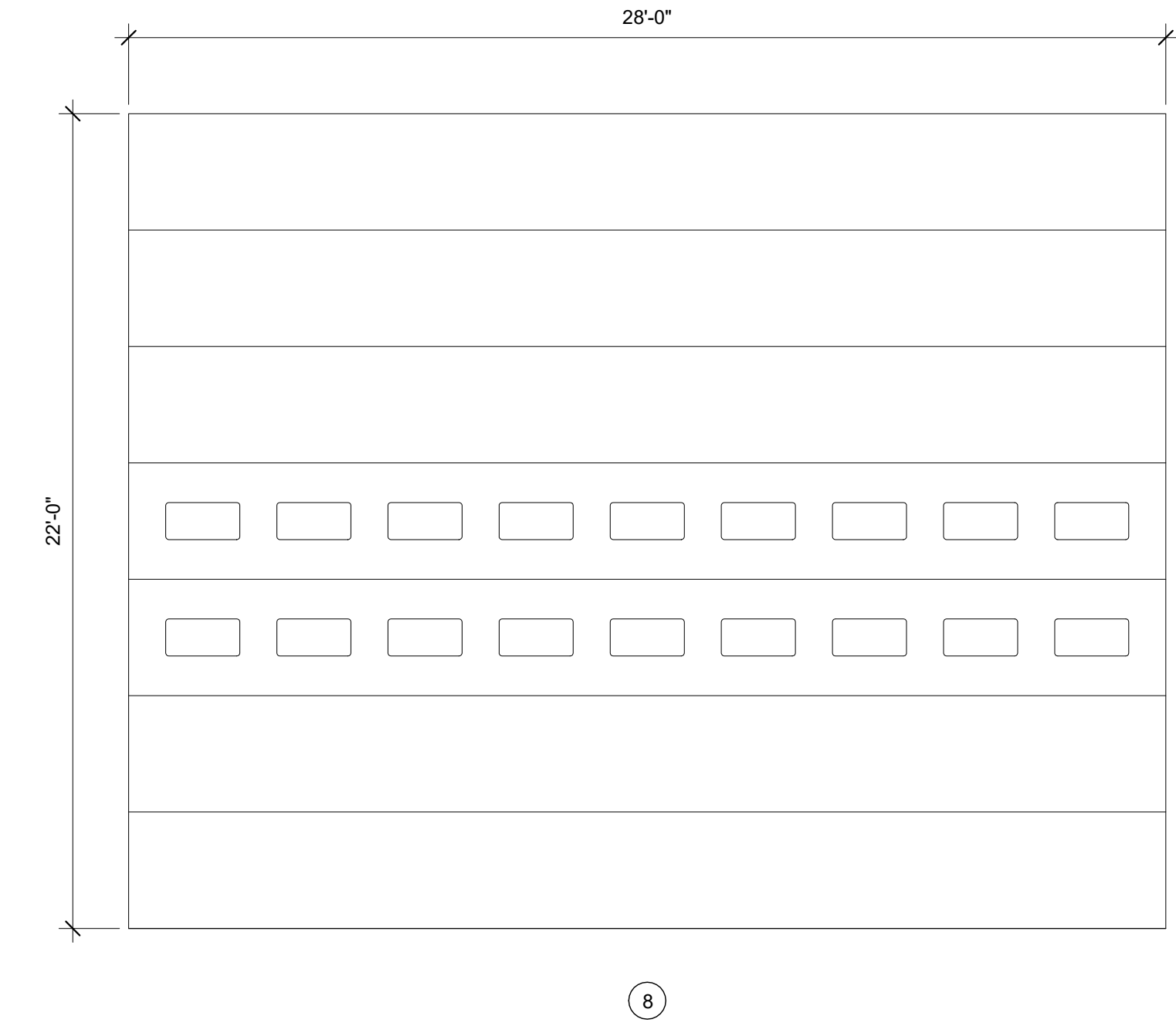
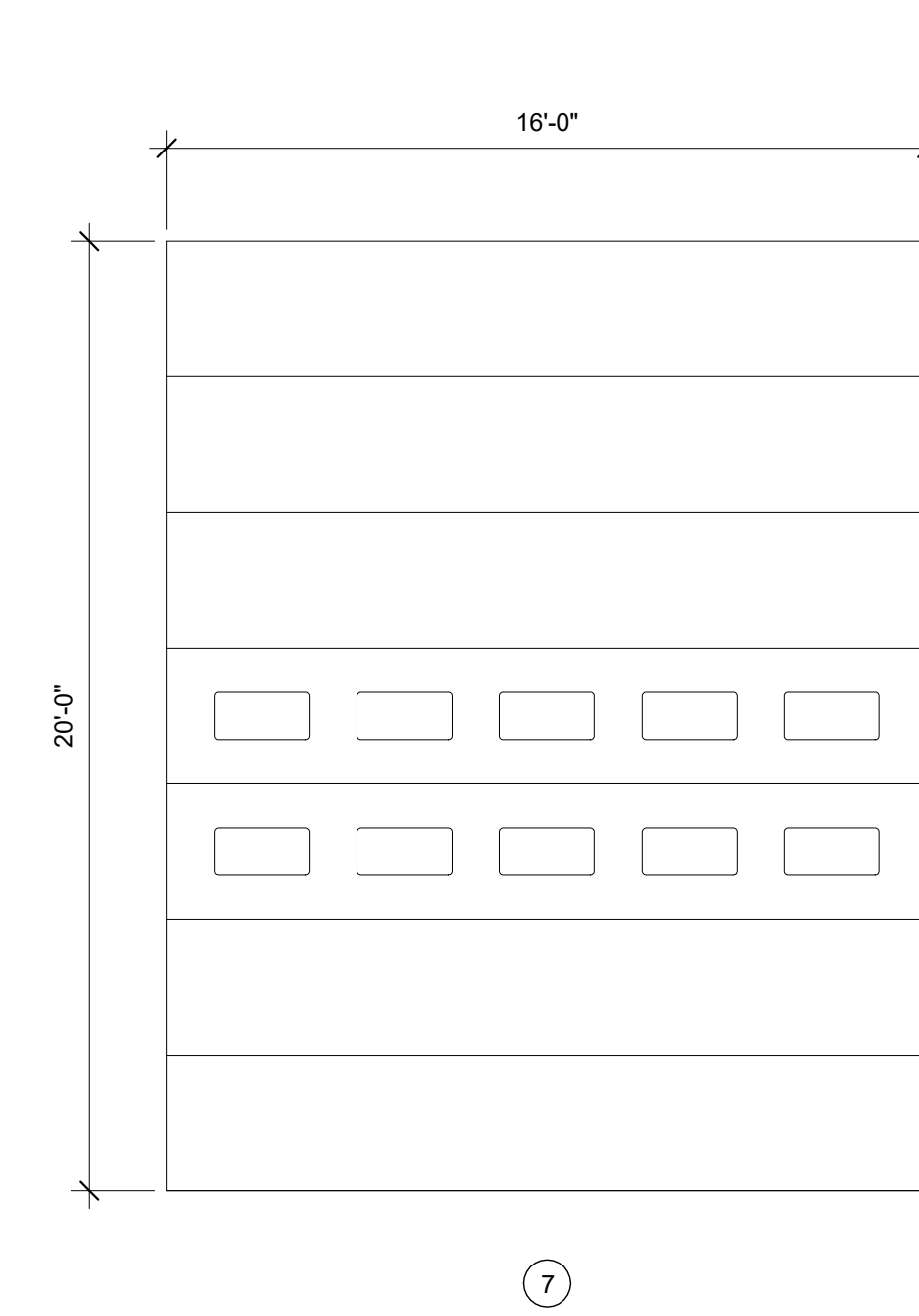
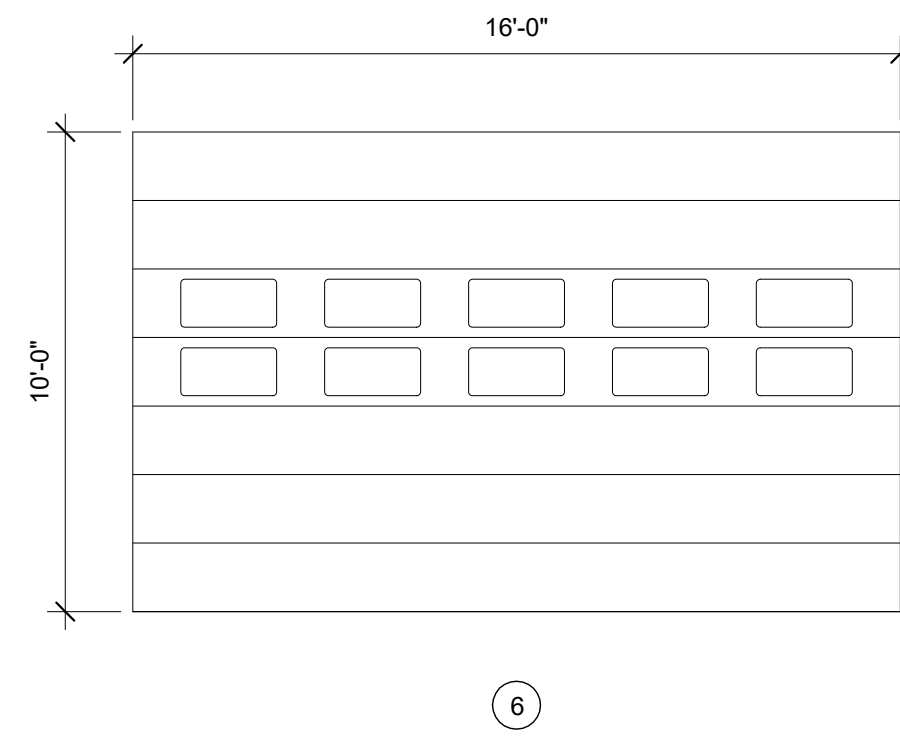
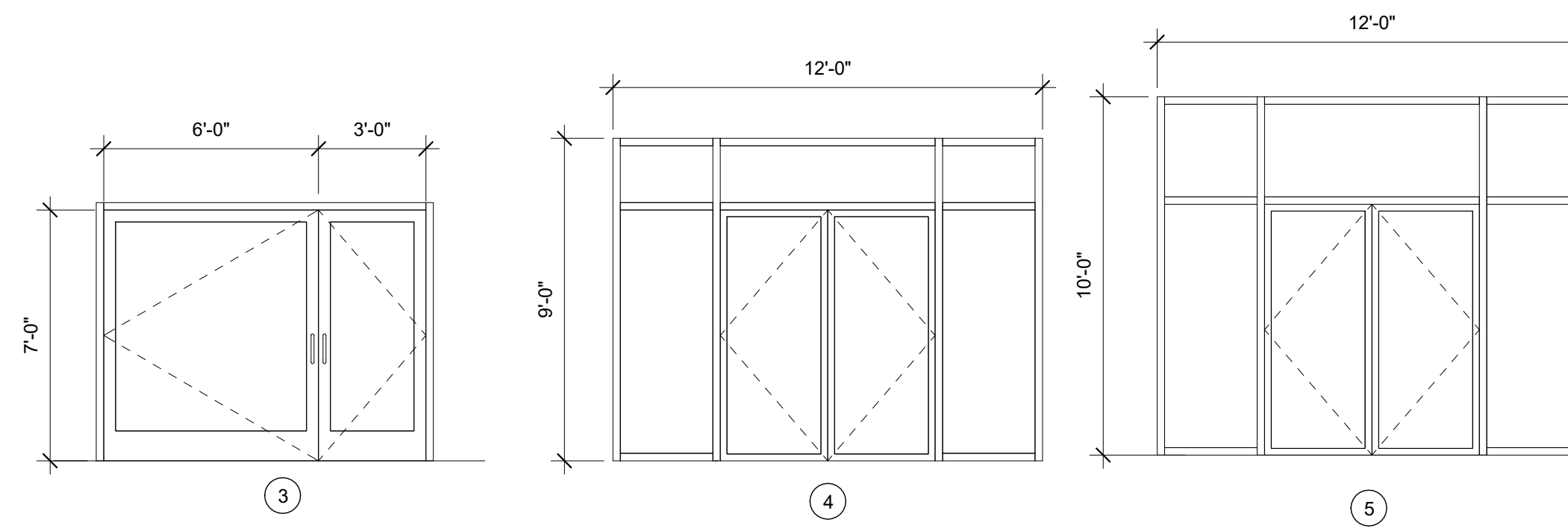
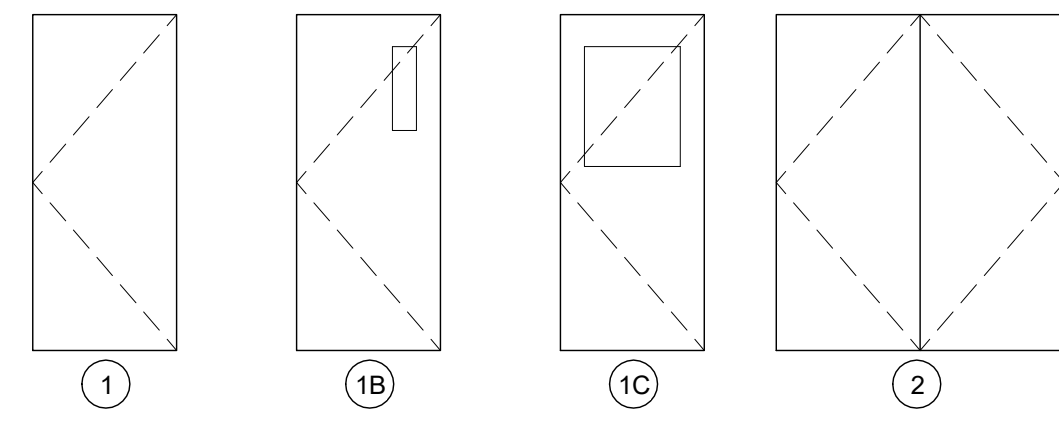
Consultant:
ARCHETYPE architects
48 Union Wharf Portland, Maine 04101
(207) 772-6022 ARCHETYPE@ARCHETYPEPA.COM

Project:
CANAL LANDING
Portland, Maine

Revisions:
Date: 23 FEB 2018
Scale: 1/2" = 1'-0"
WALL SECTIONS



A3.22



CONDITIONALLY APPROVED
 REVIEW BY:
SAFEbuilt.
 APPROVED THIRD PARTY PLAN REVIEW AGENCY
 BY THE CITY OF PORTLAND, MAINE
 SEE REVIEW LETTER FOR MORE INFORMATION.
 01/16/2019



Prepared For:
CANAL LANDING LLC
 400 WEST COMMERCIAL STREET
 Portland, ME 04101

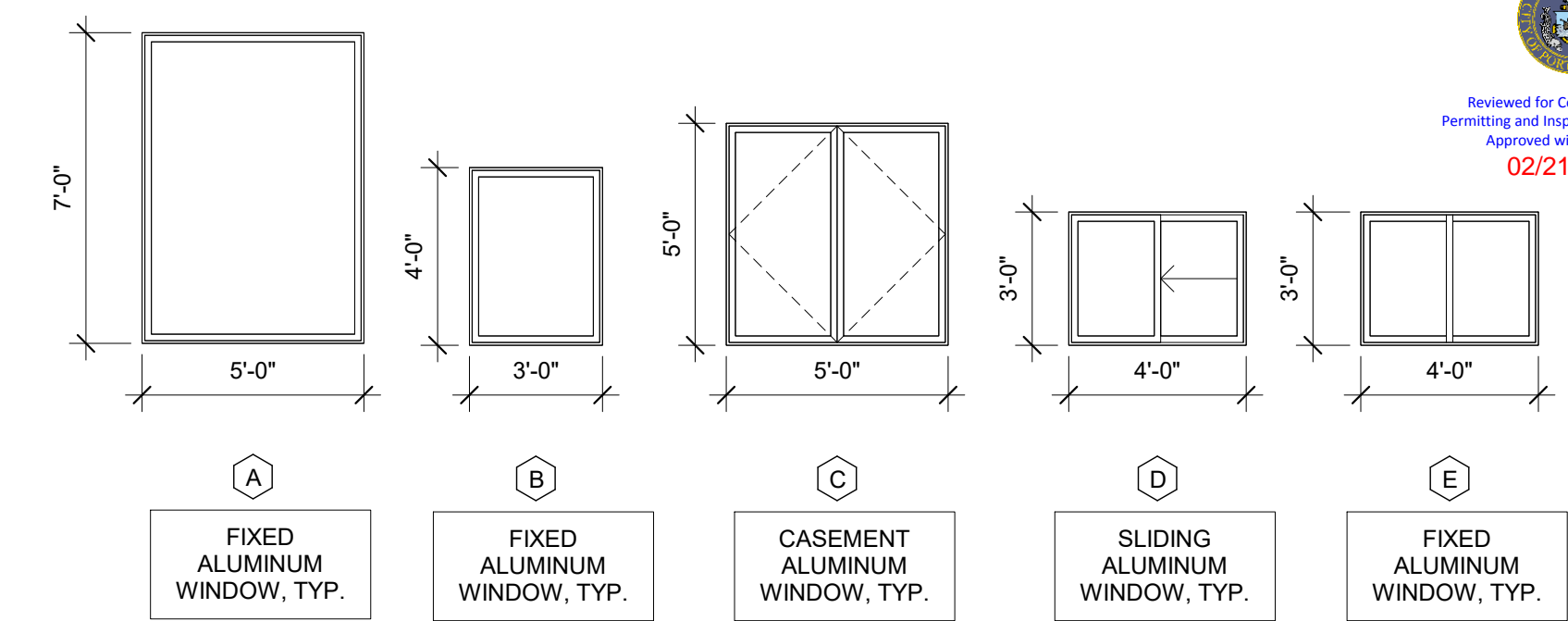
Consultant:

Architect:
ARCHETYPE architects
 48 Union Wharf Portland, Maine 04101
 (207) 772-6022 ARCHETYPE@ARCHETYPEPA.COM

Project:
CANAL LANDING
 Portland, Maine

| DOOR SCHEDULE | | | | | | |
|---------------|--------|--------|------|----------------------------------|--|--|
| DOOR No. | DOOR W | H | TYPE | MATL | REMARKS | |
| C1 | 3'-0" | 7'-0" | 1B | GALV. INSULATED HM DOOR | PROVIDE CLOSER AND WEATHERSTRIPPING | |
| C2 | 3'-0" | 7'-0" | 1C | GALV. INSULATED HM DOOR | PROVIDE CLOSER AND WEATHERSTRIPPING | |
| C3 | 16'-0" | 10'-0" | 6 | GALV. INSULATED OVERHEAD DOOR | PROVIDE CLOSER | |
| C4 | 3'-0" | 7'-0" | 3 | ALUMINUM STOREFRONT ENTRY SYSTEM | 3'-0" ACTIVE LEAF WITH 6'-0" HINGED OR DEMOUNTABLE FIXED LEAF - PROVIDE CLOSER | |
| C5 | 6'-0" | 7'-0" | 4 | ALUMINUM STOREFRONT ENTRY SYSTEM | PROVIDE CLOSER | |
| C8 | 3'-0" | 7'-0" | 1 | | PRIVACY FUNCTION | |
| C9 | 3'-0" | 7'-0" | 1 | | PRIVACY FUNCTION | |
| C10 | 3'-0" | 7'-0" | 1 | | PRIVACY FUNCTION | |
| D1 | 6'-0" | 7'-0" | 5 | ALUMINUM STOREFRONT ENTRY SYSTEM | PROVIDE CLOSER | |
| D2 | 28'-0" | 22'-0" | 8 | | | |
| D3 | 16'-0" | 20'-0" | 7 | | | |
| D4 | 3'-0" | 7'-0" | 1B | | PROVIDE CLOSER AND WEATHERSTRIPPING | |
| D5 | 28'-0" | 22'-0" | 8 | | | |
| D9 | 3'-0" | 7'-0" | 1B | | PROVIDE CLOSER - DOOR TO BE 60 MIN RATED | |
| D13 | 3'-0" | 7'-0" | 1B | | PROVIDE CLOSER - DOOR TO BE 60 MIN RATED | |
| D14 | 3'-0" | 7'-0" | 1B | | PROVIDE CLOSER - DOOR TO BE 60 MIN RATED | |
| D15 | 3'-0" | 7'-0" | 1 | | PRIVACY FUNCTION | |
| D18 | 3'-0" | 7'-0" | 1 | | PRIVACY FUNCTION | |

PROVIDE CLOSER - DOOR TO BE 60 MIN RATED
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Reviewed for Code Compliance
 Permitting and Inspection Department
 Approved with Conditions
 02/21/2019

Revisions:
 1 01-03-19 Revision 1

Date: 23 FEB 2018
 Scale: 1/4" = 1'-0"
DOOR SCHEDULE

A8.01