

GENERAL NOTES

- EXISTING CONDITIONS ARE BASED ON A TOPOGRAPHIC SURVEY BY GOOD DEEDS, INC., DATED JULY 2008. DATUM BASED ON USGS DISK J121, ELEVATION 63.58 (NOV 1993) AND LOCATED ON THE EAST FACE OF OLD ADMINISTRATION BUILDING, WHICH NOW HOUSES THE CIVIL AIR PATROL AND MAINE AVIATION CORPS. ADDITIONAL INFORMATION BASED ON A TOPOGRAPHIC SURVEY COMPLETED BY DURENE-HENRY / STANTIC, DATED SPRING 2000, WINTER 2006, SUMMER 2007. EXISTING PHASE 1 PARKING GARAGE RECORD DRAWING DATA & PHASE 2 PARKING GARAGE DESIGN DRAWINGS.
- ELEVATIONS ARE BASED UPON NOS BENCH MARK DISK, STAMPED J121 1955, SET VERTICALLY IN THE EAST FACE OF THE CONCRETE FOUNDATION OF THE MAINE AVIATION BUILDING, 0.7 FEET SOUTH OF THE NORTHEAST CORNER OF THE ORIGINAL BUILDING AND 1.5 FEET ABOVE GROUND. PUBLISHED ELEVATION IS 63.58 FEET NOV 1929.
- THE ENTIRE SITE SHALL BE DEVELOPED AND MAINTAINED AS DEPICTED ON THE PLANS. APPROVAL OF THE PLANNING AUTHORITY OR PLANNING BOARD SHALL BE REQUIRED FOR ANY ALTERATION TO OR DEVIATION FROM THE APPROVED PLANS.
- ALL POWER LINES SHALL BE UNDERGROUND, OR AS SHOWN ON THE ELECTRICAL PLANS.
- SHOWWALKS AND CURBING SHALL BE DESIGNED AND BUILT WITH TIP DOWN RAMPS AT ALL STREET CORNERS, CROSSWALKS AND DRIVEWAYS IN ACCORDANCE WITH THE CITY OF PORTLAND AND SOUTH PORTLAND'S TECHNICAL AND DESIGN STANDARDS AND GUIDELINES, AND ADA REQUIREMENTS.
- ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE DESIGNED IN ACCORDANCE WITH MAINE EROSION AND SEDIMENT CONTROL HANDBOOK FOR CONSTRUCTION; BEST MANAGEMENT PRACTICES, LATEST EDITION. REFER TO DRAWING C12.05 FOR MORE DETAILED INFORMATION.
- ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY SITE EXCAVATION OR REGRADING. REFER TO DRAWING C12.05 FOR ADDITIONAL INFORMATION.
- ALL DISTURBED AREAS ON THE SITE, NOT COVERED BY BUILDINGS OR PAVEMENT, SHALL BE STABILIZED WITH LOAM, SEED AND MULCH, OR OTHER METHODS AS REQUIRED BY THE SITE SPECIFIC EROSION AND SEDIMENT CONTROL PLAN, DRAWING C12.05.
- PRIOR TO CONSTRUCTION, A PRECONSTRUCTION MEETING SHALL BE HELD AT THE PROJECT SITE WITH THE CONTRACTOR, ARCHITECT, DEVELOPMENT REVIEW COORDINATOR, PUBLIC WORKS AND UTILITY COMPANY REPRESENTATIVES AND OWNER TO REVIEW THE CONSTRUCTION SCHEDULE AND CRITICAL ASPECTS OF THE SITE WORK. AT THAT TIME, THE GENERAL CONTRACTOR SHALL PROVIDE THREE COPIES EACH OF A DETAILED CONSTRUCTION SCHEDULE TO THE ATTENDING CITY REPRESENTATIVE, ARCHITECT AND OWNER.
- FRESHWATER AND TIDAL WETLAND COMMUNITIES AT PMM HAVE BEEN FIELD-DELINEATED BASED ON THE 1987 US ARMY CORPS OF ENGINEERS WETLANDS DELINEATION MANUAL (MANUAL) DURING FOUR PERIODS BETWEEN 1991 AND 2007. THE WETLANDS ARE IDENTIFIED ALPHABETICALLY ON PROJECT PLANS AND WERE DELINEATED BY THE FOLLOWING:
1991 - NORMANDEAU ASSOCIATES; AD AND AE;
1997 - THE SMART ASSOCIATES; A, D, E, F, H, I, L, AND N;
2006 - THE SMART ASSOCIATES; T, V, W, X, Y, AND Z
2007 - TRC, INC.; S
WETLANDS WERE FIELD REVIEWED AT ALL SITES OF IMPACT IN 2007 AND 2008 BY COLIN R. PETERS, PROFESSIONAL WETLAND SCIENTIST #704. DELINEATION DOCUMENTATION FOR THESE WETLANDS APPEARS IN ATTACHMENT 9 AND ASSOCIATED APPENDIX 9-A OF THE OCTOBER 2008 NEPA APPLICATION.
- FOR SOILS INFORMATION REFER TO GEOTECHNICAL DATA REPORT, DATED OCT. 13, 2008 PREPARED BY HALEY & ALDRICH, INC.

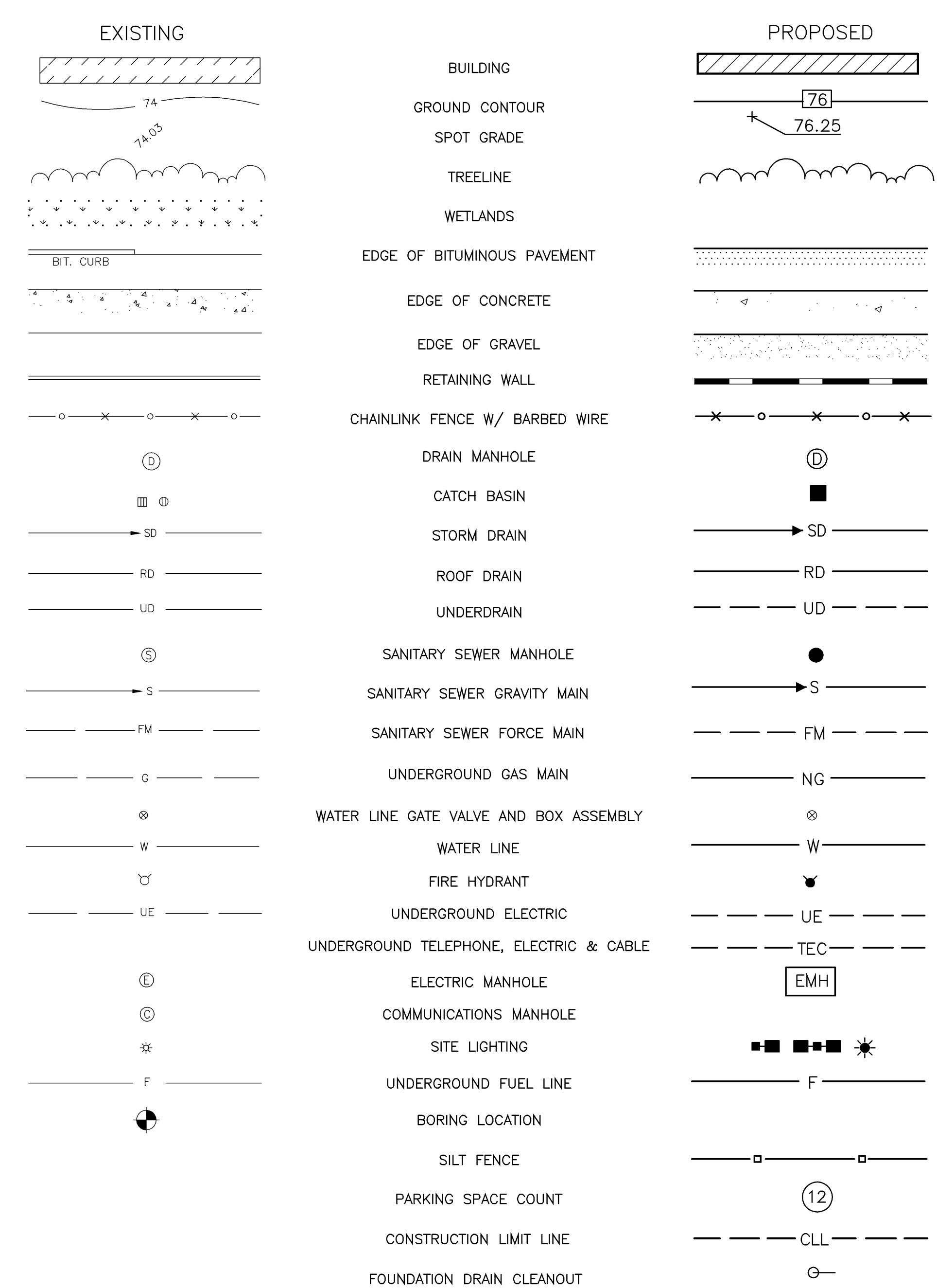
UTILITY NOTES

- THE LOCATION OF UNDERGROUND UTILITIES SHOWN IN THIS PLAN SET ARE BASED ON A TOPOGRAPHIC SURVEY BY GOOD DEEDS, INC., DATED JULY 2008. THE CONTRACTOR SHALL FIELD VERIFY ALL UTILITIES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR OF ALL DISTURBED UTILITIES DURING CONSTRUCTION AT NO EXPENSE TO THE OWNER.
- THE CONTRACTOR SHALL ARRANGE FOR ANY TEMPORARY UTILITY CONNECTIONS THAT MAY BE REQUIRED DURING CONSTRUCTION.
- EXISTING UTILITIES TO REMAIN IN OPERATION SHALL BE PROTECTED FROM DAMAGE BY THE CONTRACTOR. ANY DAMAGE TO EXISTING UTILITIES TO REMAIN SHALL BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE OWNER.
- ALL POWER LINES SHALL BE UNDERGROUND, OR AS SHOWN ON THE ELECTRICAL SITE PLAN.
- THE CONTRACTOR IS RESPONSIBLE FOR CALLING DIG-SAFE (1-800-344-7233) 72 HOURS PRIOR TO COMMENCEMENT OF CONSTRUCTION. CONTRACTOR IS ALSO RESPONSIBLE FOR CONTACTING OTHER NON DIG-SAFE MEMBER UTILITIES FOR UTILITY LOCATES 72 HOURS PRIOR TO COMMENCEMENT OF CONSTRUCTION. COST FOR LOCATING UTILITIES WITHIN THE RIGHT OF WAYS OR IN PRIVATE PROPERTIES IS THE CONTRACTOR'S RESPONSIBILITY AND WILL NOT BE PAID FOR SEPARATELY.
- PRIOR TO THE START OF CONSTRUCTION, A "UTILITY COORDINATION MEETING" SHALL BE HELD BY THE GENERAL CONTRACTOR INVITING ALL UTILITY AUTHORITIES AFFECTED BY THIS WORK. THE PURPOSE OF THIS MEETING WILL BE TO MINIMIZE IMPACTS TO EXISTING UTILITY SERVICES TO THE JETPORT.
- EXISTING WATER SERVICES SHOULD BE REUSED ONLY AS NEEDED WITHIN THE AREA OF THE RENOVATED MAIN.
- AS REQUIRED BY THE PORTLAND WATER DISTRICT, THE EXISTING WATER MAIN MUST REMAIN IN SERVICE THROUGHOUT THE DURATION OF THE PROJECT, EXCEPT FOR A SHUTDOWN APPROVED BY AND COORDINATED WITH THE PORTLAND WATER DISTRICT OF MINIMAL LENGTH AS NECESSARY TO TIE INTO THE EXISTING WATER MAIN.

CONSTRUCTION NOTES

- THE CONTRACTOR SHALL COORDINATE MATERIAL STORAGE AND LAYDOWN AREAS WITH JETPORT PERSONNEL. PARKING FOR CONTRACTOR EMPLOYEES AND SUBCONTRACTOR EMPLOYEES SHALL BE IN THE MATERIAL STORAGE AND LAYDOWN AREA. CONTRACTOR PARKING WITHIN THE WORK AREA OR IN THE EXISTING PARKING AREAS WILL NOT BE PERMITTED.
- THE CONTRACTOR SHALL FULLY COORDINATE THE WORK WITH JETPORT OPERATIONS, UTILITY COMPANIES, AFFECTED LEASE HOLDERS AND RENTAL CAR AGENCIES, ETC.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING TRAFFIC FLOW DURING THE CONSTRUCTION.
- ALL CONSTRUCTION MATERIALS SHALL BE TRANSPORTED TO AND FROM THE SITE IN COVERED VEHICLES. THE CONTRACTOR SHALL HAVE A VACUUM ASSISTED STREET SWEEPER AVAILABLE AT THE SITE ON A DAILY BASIS TO KEEP TRAFFIC AREAS CLEAN.
- CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH PORTLAND JETPORT OPERATIONS DURING THE PROCESS OF THE WORK.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING TRAFFIC FLOW DURING THE PROGRESS OF THE WORK. A DETAILED TRAFFIC CONTROL PLAN SHALL BE SUBMITTED FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION. THE TRAFFIC CONTROL PLAN SHALL CONSIDER ALL AFFECTED JETPORT OPERATIONS. THE CONTRACTOR SHALL UPDATE THE TRAFFIC CONTROL PLAN AS REQUIRED DURING THE PROJECT.
- THE CONTRACTOR SHALL SUBMIT A DETAILED CONSTRUCTION SEQUENCING PLAN FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING AIRPORT SECURITY AT ALL TIMES DURING CONSTRUCTION. THE CONTRACTOR SHALL SUBMIT A DETAILED SECURITY PLAN FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING EXISTING TRAFFIC CONTROL SIGNAGE AND INFORMATIONAL SIGNS DURING THE PROGRESS OF THE WORK.
- TRAFFIC CONTROL DEVICES SHALL BE PROVIDED BY THE CONTRACTOR.
- THE CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE O.S.H.A. REGULATIONS AND SAFETY REQUIREMENTS.
- CONTRACTOR SHALL PROVIDE QUALIFIED PERSONNEL ON SITE CAPABLE OF PROVIDING HORIZONTAL AND VERTICAL CONTROL.
- EXISTING PROPERTY AND RIGHT OF WAY PINS AND MONUMENTATION SHALL NOT BE DISTURBED BY CONSTRUCTION. IF DISTURBED, THEY SHALL BE RESET TO THEIR ORIGINAL LOCATIONS AT THE CONTRACTOR'S EXPENSE BY A REGISTERED MAINE PROFESSIONAL LAND SURVEYOR UNLESS OTHERWISE DIRECTED BY THE OWNER.
- EXCESS SURPLUS EXCAVATED MATERIAL SHALL BE REMOVED AND DISPOSED OF IN ACCORDANCE WITH ALL EXISTING LOCAL, STATE AND FEDERAL GOVERNMENT REGULATIONS AT CONTRACTORS EXPENSE.
- CATCH BASIN RIMS SHALL BE SET TO PROMOTE POSITIVE RUNOFF TO THE BASIN INLETS. SEWER MANHOLE AND DRAIN MANHOLE RIMS SHALL BE SET 1/8" BELOW FINISH GRADE. ALL REMOVED EXISTING CASTINGS SHALL BE RETAINED BY OWNER AND SHALL BE DELIVERED TO A LOCATION DESIGNATED BY THE OWNER.
- ALL UTILITY PIPE AND STRUCTURES REMOVED AS PART OF THE CONSTRUCTION SHALL BE DISPOSED OF IN ACCORDANCE WITH ALL LOCAL, STATE AND FEDERAL GOVERNMENT REGULATIONS AT THE CONTRACTORS EXPENSE.
- ALL CONSTRUCTION SIGNS SHALL BE DESIGNED TO WITHSTAND 50 MPH VELOCITY WINDS AND BE PREPARED BY A PROFESSIONAL SIGN COMPANY WITH A MINIMUM OF THREE (3) YEARS EXPERIENCE.
- THE CONTRACTOR SHALL PROVIDE POST MOUNTED AND WALL MOUNTED TRAFFIC CONTROL AND INFORMATION SIGNS IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, AS PUBLISHED BY THE DEPARTMENT OF COMMERCE.
- CONTRACTOR SHALL VERIFY SIZE, TYPE AND ORIENTATION OF ALL EXISTING UTILITIES WHERE REQUIRED TO TIE INTO NEW WORK, PRIOR TO ORDERING MATERIALS.
- WORKING HOURS SHALL COMPLY WITH THE CITY OF PORTLAND CODE OF ORDINANCE. THE OWNER, AT THEIR DISCRETION, MAY RESTRICT THESE WORKING HOURS TO MINIMIZE IMPACT TO THE EFFECTIVE OPERATION OF THE JETPORT. REQUESTED WORKING HOURS MUST BE REQUESTED IN WRITING TO THE OWNER 48 HOURS PRIOR TO THE REQUESTED WORKING PERIOD.
- WHERE CONTRACTOR REMOVES EXISTING SITE FEATURES THAT ARE TO REMAIN, TO FACILITATE INSTALLATION OF NEW WORK FOR THIS PROJECT, CONTRACTOR SHALL REPLACE THE EXISTING SITE FEATURES AT CONTRACTOR'S EXPENSE.
- CONTRACTOR SHALL BE REQUIRED TO CLEAN ALL EXISTING AND PROPOSED STORM DRAIN AND SANITARY PIPES AND STRUCTURES, PRIOR TO ACCEPTANCE BY THE OWNER. THIS COST IS INCIDENTAL TO THE INSTALLATION OF BOTH SYSTEMS.
- CONSTRUCTION SHALL NOT BEGIN UNTIL ALL OF THE TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES, AS SPECIFIED ON THE PLANS, HAVE BEEN INSTALLED.
- CONTRACTOR SHALL PROVIDE MDOT CERTIFIED AND EQUIPPED FLAGGERS TO REGULATE TRAFFIC WHEN OPERATIONS ENCRGOACH ON PUBLIC TRAFFIC LANES.
- CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL UTILITY CONNECTION/EXTENSION PERMITS AND STREET OPENING PERMITS REQUIRED BY THE LOCAL AUTHORITIES WITH JURISDICTION.
- THE CONSTRUCTION LIMIT LINE (CLL) SHOWN ON DRAWING C01.01, C02.01 AND C02.02 IS AN APPROXIMATION OF THE CONSTRUCTION LIMITS. THE CONTRACTOR IN COORDINATION WITH THE CONSTRUCTION MANAGER AND OWNER MAY MODIFY THIS LINE TO ACCOMMODATE THE EFFICIENCY OF CONSTRUCTING THIS PROJECT.

LEGEND



ABBREVIATIONS

⊙	AREA	AT
A.B.	ANCHOR BOLT	AREA ABOVE FINISHED FLOOR
A.F.F.	AGGREGATE	APPROXIMATE ARCHITECTURE
AGG	APPROXIMATE ARCHITECTURE	
ARCH		
BIT	BITUMINOUS BUILDING	
BLDG	BUILDING	
CB	CATCH BASIN	
C.I.	CAST IRON	
CMP	CORRUGATED METAL PIPE	
CONC	CONCRETE	
DI	DUCTILE IRON	
DIAM, Ø	DIAMETER	
DWG	DRAWING	
DWGS	DRAWINGS	
ELEV	ELEVATION	
EXIST	EXISTING	
FD	FOUNDATION DRAIN	
FIN	FINISH	
FIN FLR	FINISH FLOOR	
FT	FOOT	
GOVT	GOVERNMENT	
INV	INVERT	
KIP	THOUSAND POUNDS	
LB or LBS	POUND	
LOC	LOCATION	
LF	LINEAR FEET	
MANUF	MANUFACTURER	
MATL	MATERIAL	
MAX	MAXIMUM	
MH	MANHOLE	
MIN	MINIMUM	
NIC	NOT IN CONTRACT	
N.T.S.	NOT TO SCALE	
OC	ON CENTER	
OH	OVERHEAD	
P	PLATE	
PSF	POUNDS PER SQUARE FOOT	
PVC	POLYVINYL CHLORIDE	
RAP	RECONSTITUTED ASPHALT PAVEMENT	
ROP	REINFORCED CONCRETE PIPE	
RO	ROOF	
REF	REFERENCE	
REINF	REINFORCE	
REQ'D	REQUIRED	
S	SLOPE	
SCHED	SCHEDULE	
SD	STORM DRAIN	
SM	SEWER MANHOLE	
SMH	SEWER MANHOLE	
SQ. FT.	SQUARE FOOT (FEET)	
STD	STANDARD	
TEMP	TEMPORARY	
T.O.	TOP OF	
T.O.F.F.	TOP OF FINISHED FLOOR	
T.O.S.	TOP OF STEEL	
TYP	TYPICAL	
UD	UNDERDRAN	
VF	VERIFY IN FIELD	
W/	WITH	

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Issue	Date & Issue Description	By	Check
-- 1	09/22/08	W/W	AWL
-- 2	12/03/08	W/W	AWL
-- 3	01/23/09	W/W	AWL
-- 4	10/26/09	W/W	FEM

See/Signature

Project Name
PMM Terminal Enhancement

Project Number
08-8395-000
CAD File Name
T:\5330101\SHEETS\C00.01.DWG

Description
LEGEND & GENERAL NOTES

Scale

C00.01

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