

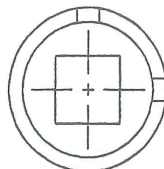
243 - B - 43

2000-0064

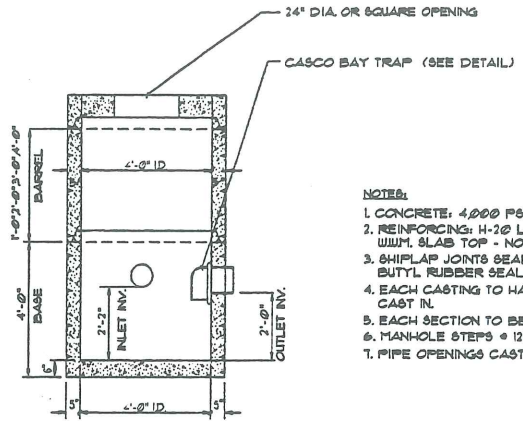
1000 Brighton Ave.

Warehouse / pk. lot Expansion

Forest City Chevrolet



PLAN VIEW

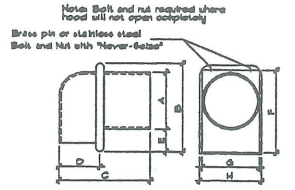


SECTION VIEW

CONCRETE CATCH BASIN

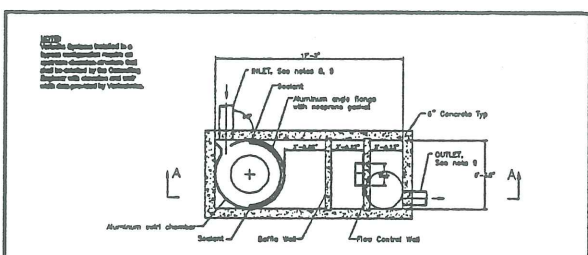
**NOTES:**

1. CONCRETE: 4,000 PSI AFTER 28 DAYS.
2. REINFORCING: H-20 LOADING 4" X 4/4" X 4" UJM, SLAB TOP - NO. 5'S @ 8" O.C.
3. SHIPLAP JOINTS SEALED WITH 1 STRIP OF BUTYL RUBBER SEALANT.
4. EACH CASTING TO HAVE LIFTING PINS CAST IN.
5. EACH SECTION TO BE LABELED AS NOTED.
6. MANHOLE STEPS @ 12" O.C. IF REQUIRED.
7. PIPE OPENINGS CAST IN AS REQUIRED.

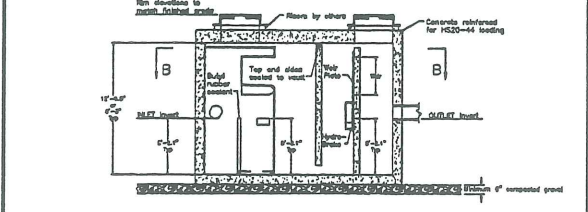


CASCO BAY TRAP

Size	A	B	C	D	E	F	G	H
0"	11 1/2"	17"	22"	27"	31 1/2"	17"	13 1/2"	13 1/2"



PLAN VIEW B - B

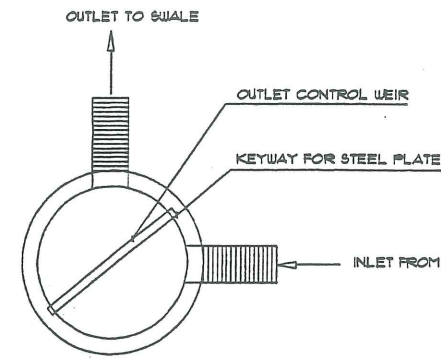


SECTION A - A

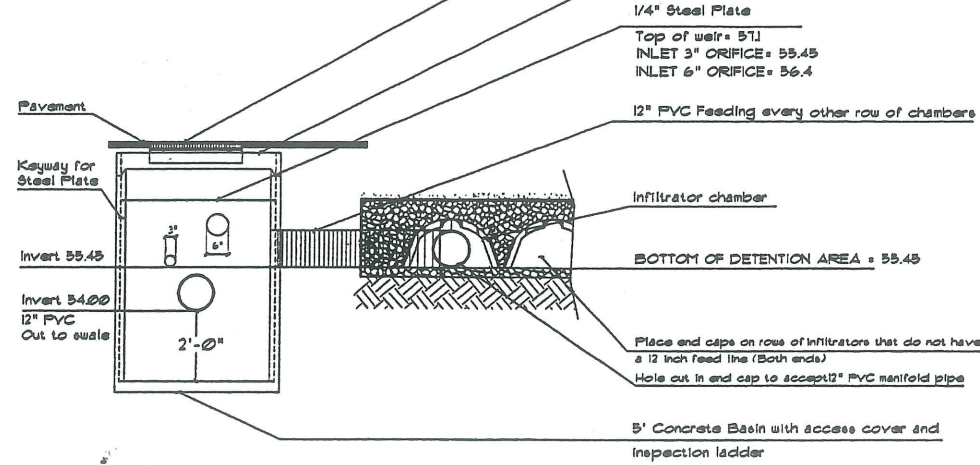
**STANDARD DETAIL**  
**STORMWATER TREATMENT SYSTEM**  
**VORTECHS™ MODEL 1000**  
 US PATENT NO. 5,794,418  
 PRODUCTION INFORMATION - NOT TO BE USED FOR CONSTRUCTION PURPOSES



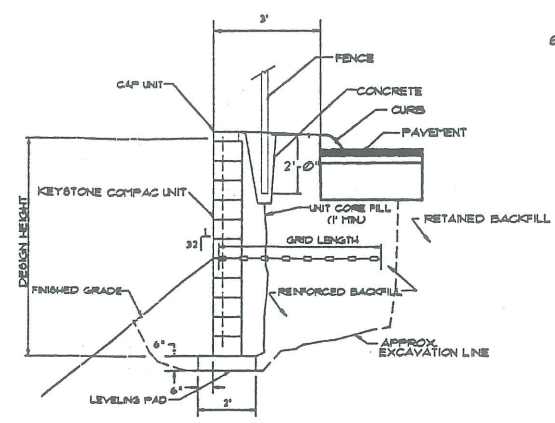
This CAD file is for the purpose of specifying stormwater treatment equipment to be furnished by Vortechs, Inc. and may only be transferred to other companies as approved by Vortechs, Inc. This information, including the Vortechs logo and the Vortechs Stormwater Treatment System, equipment and patent numbers, may be deleted if necessary. Revision to any part of this CAD file without prior consultation with Vortechs, Inc. shall be considered unauthorized use of proprietary information.



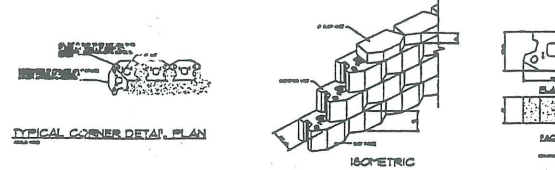
PLAN VIEW



OUTLET STRUCTURE DETAIL  
 UNDERGROUND DETENTION SYSTEM



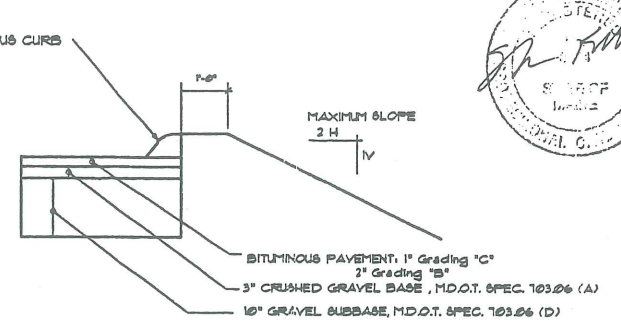
TYPICAL REINFORCED SECTION  
 COMPACT UNIT - NEAR VERTICAL WALL  
 SCALE: NONE



TYPICAL CORNER DETAIL PLAN



KEYSTONE COMPACT UNIT



TYPICAL PARKING AREA CROSS SECTION  
 NOT TO SCALE

**INSTALLATION REQUIREMENTS: H-20 INFILTRATORS**

- REQUIREMENTS TO ASSURE PROPER INSTALLATION**
- It is important to follow these requirements on all infiltrator installations to assure proper construction and to validate the warranty located in Appendix B. Refer to follow these requirements to all infiltrator contractors.
  - All systems must be designed and the plans sealed by a registered professional engineer.
  - All plans MUST be reviewed and signed off by an infiltrator representative prior to procurement of the chambers.
  - Local underground utility companies must be contacted prior to construction.
  - Infiltrator System's stormwater chambers must be contacted at 1-800-271-4434 at least five business days prior to the start of the installation to schedule a preconstruction meeting. Failure to attend the preconstruction meeting will void the warranty.
  - All infiltrator chambers must be checked for shipping damage before installation. Units that have been damaged should not be installed.
  - Infiltrator Systems Inc. must be contacted immediately upon discovery of any damage.
  - For a large bed that cannot be filled from the sides, a light-treaded vehicle such as a Caterpillar D-3 or equivalent must be used (ground pressure of tracks not to exceed 1000 LB/SQ FT). A minimum of 6' of compacted cover must be maintained beneath the tracks at all times.
  - Healed, crushed stone must be between 1 1/2" to 2" in size. Rounded or recycled stone is not acceptable. A well-graded granular soil must be used for backfill to ensure load carrying capacity. A well-graded granular soil is a soil which contains an even distribution of particle sizes, ranging from silt through sand to gravel, with a maximum of 10% fines (not passing the #20 sieve).
  - All drawings and photographs are examples of typical situations.
  - Actual designs will vary according to specifications.
  - Ready soils have special installation requirements. Refer to Appendix A for these requirements.
  - For installation assistance, call Infiltrator System's stormwater department at 1-800-271-4434.

- REQUIREMENTS FOR EXCAVATING AND PREPARING THE SITE**
1. Excavate and level the designated area. Be sure to provide at least one extra foot around the perimeter to allow for proper fit and adequate compaction.
  2. If installing the system in loose sandy soils, flood the excavated area.
  3. Compact the base to a minimum of 98% of the modified Proctor density.
  4. Place the non-covers filter fabric as specified in engineering drawings around the perimeter of the excavated bed.
  5. Place a minimum 2" layer of 1 1/2" to 2" washed, crushed stone over the entire bottom surface of the bed. Refer to the typical cross section of a High Capacity Infiltrator Chamber System figure for details.
  6. COMPACT THE STONE USING AT LEAST TWO PERPENDICULAR PASSES OF THE VIBRATORY ROLLER WITH FULL DYNAMIC FORCE APPLIED TO ACHIEVE A FLAT SURFACE.

- REQUIREMENTS FOR ATTACHING THE END PLATES**
1. According to plan, cut a hole in the closed plates to fit the distribution pipes.
  2. Secure the end plates into the inlet and outlet manifolds of the first infiltrator chamber. End plates are required only at the beginning and end of each row of chambers. They are reversible to fit either end of the chamber. Use a corrosion resistant steel screw for all connections and place the screws at the four starter holes around the perimeter of the flange.

- REQUIREMENTS FOR INSTALLING THE CHAMBERS**
1. Place the first infiltrator chamber and end plate in the inlet end of the bed with the interlocks pointing downstream.
  2. Connect the second chamber with the first by holding it at a 45° angle, engaging the interlocks with the already-installed unit, and lowering it to the ground.
  3. Repeat the connection of these two chambers with two screws using the starter holes in the top of the flange, to keep the units from engaging during connection.
  4. Continue building the row, lengthwise, until the last chamber is placed according to plan.
  5. Secure the end of this row with a closed end plate.
  6. Install the second row of chambers. Place a chamber alongside the first unit installed so that their feet are locking.
  - NOTE: Make sure the chamber feet do not overlap.
  7. Build the row (and all remaining rows) by following steps 1 through 5, until the bed size set forth in the engineering plan is achieved.
  8. Place the catch basin and other end-of-system structures as required by the engineer's plan. NOTE: Provisions must be made to avoid contamination flow into the system. This can be achieved by inserting a 100' mesh screen into the outlet pipe in the catch basin.
  9. Run a distribution pipe out of the infiltration chamber and to the chamber row according to the engineer's plan.
  10. Install the distribution pipe into the opening in the end plate according to the engineer's plan.
  - NOTE: The pipe does not run the length of the system.

- REQUIREMENTS FOR COVERING THE SYSTEM**
1. Place 6" of stone over the top of the chamber system, filling the space between the chambers.
  - NOTE: For a large bed that cannot be filled from the sides, a light-treaded vehicle such as a Caterpillar D-3 or equivalent must be used. The ground pressure of the vehicle must not exceed 1000 LB/SQ FT. Do not use asphalt or a 6' minimum of compacted cover beneath the tracks at all times.
  2. Compact the stone with a well-graded granular soil or vibratory roller, not to exceed the dynamic force of 10,000 lb.
  3. Cover the entire installation area with filter fabric by laying it from the perimeter and laying it over the top of the stone. Make sure that it overlaps onto itself by at least 2 feet.
  4. Distribute a 6" to 8" of well-graded, granular soil over the top of the filter fabric. Large rocks and organic matter such as roots, stumps, etc. must not be part of the backfill material. A well-graded soil is a soil which contains an even distribution of particle sizes, ranging from silt through sand to gravel, with a maximum of 10% fines (not passing the #20 sieve).
  5. Compact the backfill after this and each additional 1/2" to a minimum of 98% of the modified Proctor density, use a vibratory roller with minimum gross vehicle weight of 10,000 lb and a surface dynamic force of 10,000 lb.
  6. Lay 1/4" H-20 or 1/2" H-20 geogrid over the 6" of compacted backfill. If two rolls are to be placed side-by-side, or end-to-end, overlap them a minimum of 2 feet.
  - NOTE: Geogrid must extend at least 1' beyond the footprint of the chambers. Refer to manufacturer's specifications for other installation guidelines.
  7. Continue to backfill to 18" the rest of the specified height of the system is covered.
  - NOTE: Place the backfill in 6" lifts of sandy soil, compacting after each lift. Refer to special installation requirements for sandy soil.
  8. Slope the pavement base.
  - NOTE: THE BED MUST BE CORRODED OFF USING BARBERS TAPE AND ROPS TO KEEP TRAFFIC OFF UNTIL ITS PAVED.

**APPENDIX A**  
**TECHNICAL SERVICE NOTES**  
 Erosion Prevention - Very Loose to Loose Sands  
 Prepared for Infiltrator Systems, Inc. by Dr. Dave Beaman, Hydro-Geotechnical Consultant.

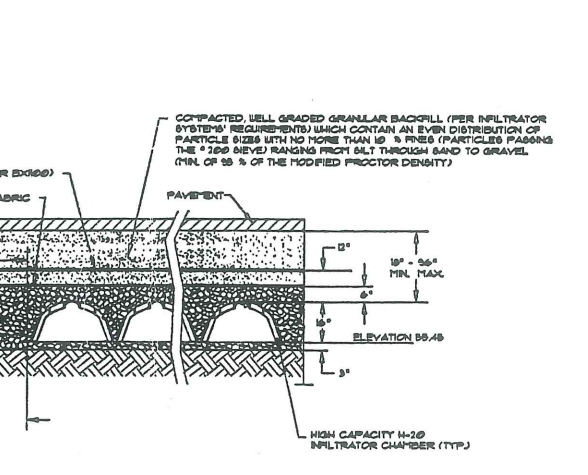
**General Information**  
 Loose cohesionless (sand) soils may undergo consolidation due to the hydraulic stresses created by the rapid collection and concentration of stormwater runoff in infiltration systems. If the type of settlement occurs, it is usually immediate (not time-dependent) and is evident after the trench reaches its first significant slug of water. After the initial settlement, the soil particles become arranged in a stronger configuration and there is usually little or no additional settlement. The mechanism of settlement is by no means an unusual phenomenon in very loose sandy soils, such as is sometimes encountered on the well-sorted ridges of Florida. Indeed, it is a common practice of contractors to address this condition by flooding foundation subgrades to achieve compaction where the water table is deep and the soils are loose and sandy.

- Engineers can assess the acceptability of a site to this type of settlement by considering the following combination of risk factors:**
1. High water table depth (1/2' or less).
  2. Natural soil profile of unconsolidated sands (with less than 1% by weight passing the U.S. No. 200 Sieve) to depths of over six feet below last surface. The same also applies for unconsolidated sand backfill.
  3. Deep water table (over six feet below last surface).
  4. Very loose to loose soil conditions as measured by Standard Penetration Test (SPT) blow counts in the range of one to six.
  5. Runoff from a large impervious contributing drainage area concentrated in a relatively narrow trench.

If preliminary review of the site data indicates that there is a potential for settlement due to hydraulic forces, Cone Penetration Tests (CPT) or Standard Penetration Tests (SPT) should be used to characterize the density of the soil profile. As a minimum, continuous testing should be performed in the uppermost ten feet of the soil profile.

**Suggested Solution**  
 If the above factors reveal that there is a risk of hydraulic-related settlement, the trench should be flooded continuously for a minimum period of eight to ten hours, prior to final grading of the cover. This flooding should simulate worst case rainfall runoff conditions and alternate groundwater or localized subsidence of the covering pavement. Settlements of the rigid materials in the trench should be monitored during the flooding and for about a week thereafter, before final grades are established over the trench. This memorandum does not address the possibility of extensive formation due to localized recharges. The information is presented for general guidance only and a professional geotechnical engineer should be consulted for project-specific recommendations.

**INFILTRATOR INSPECTION PORT DETAIL**  
 NOT TO SCALE



TYPICAL CROSS SECTION  
 HIGH CAPACITY H-20 INFILTRATOR CHAMBER



5a

Owner:  
**FOREST CITY MOTOR CO.**  
 Portland, Maine 04101

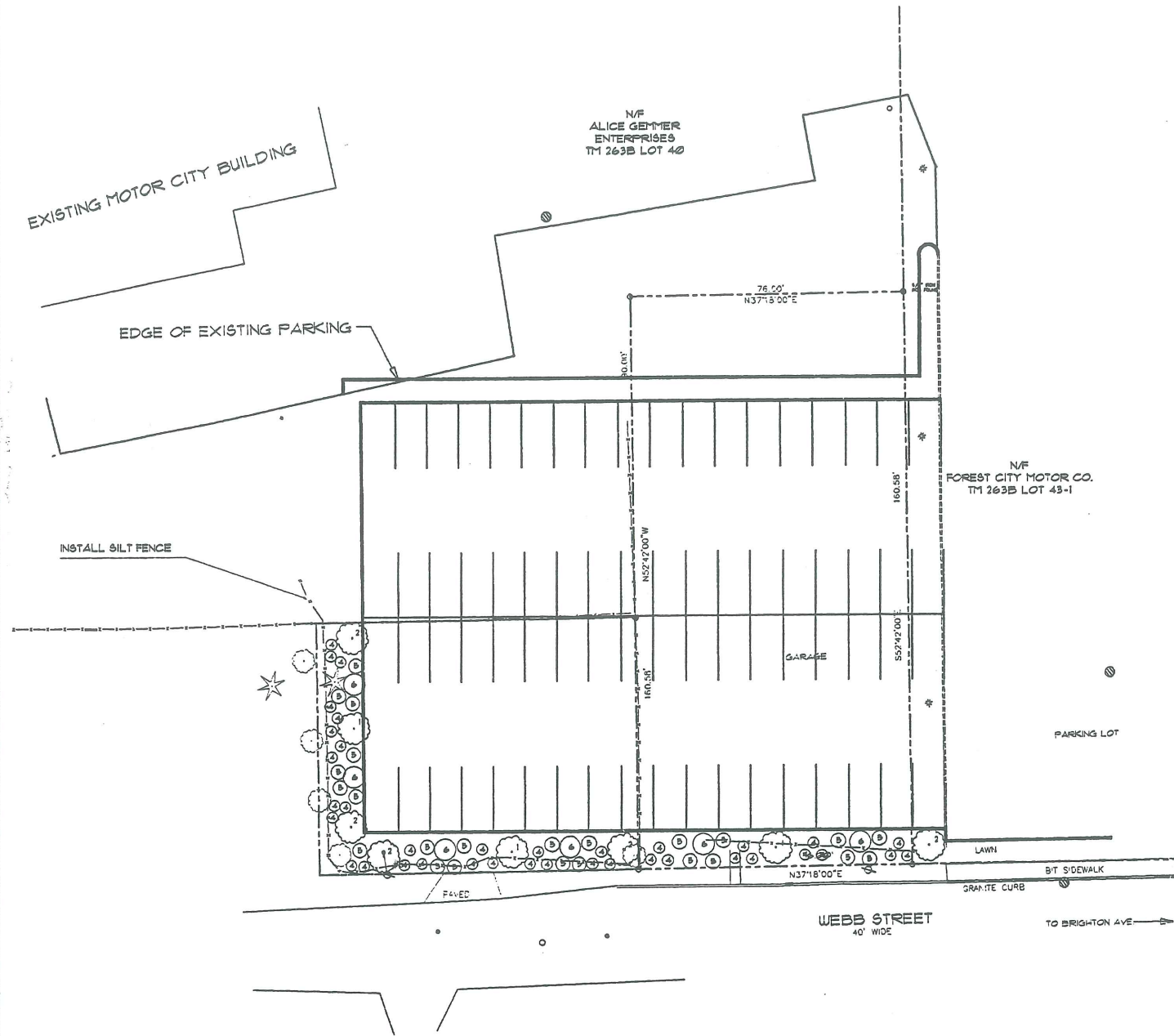
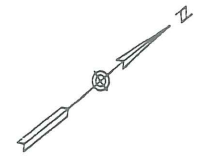
Stephen W. Tibbetts, P.E.  
 Professional Civil Engineer  
 15 Oak Ridge Road Brunswick, Maine 04011  
 (207) 725-2667 Fax (207) 725-6169

Project:  
 Motor City Parking Expansion  
 Webb Street  
 Portland, Maine

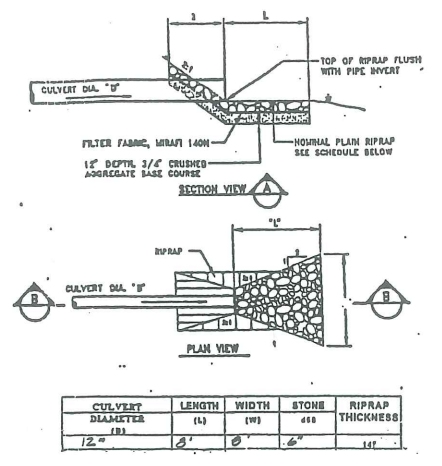
Date	Scale	AS NOTED	Revisions
MARCH 2, 2000			

**SITE DETAILS**

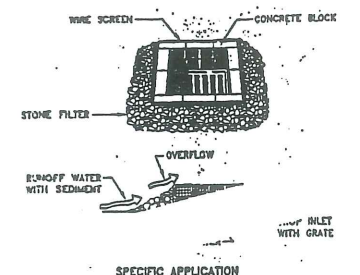
22



PLANT LIST					
SYMB.	BOTANICAL NAME	COMMON NAME	QUANT.	SIZE	REMARKS
1	ACER GINALE	AMUR MAPLE	3	6' - 8' HT	CLUMP B4B
2	CRATAEGUS PHAENOPYRUM	WASHINGTON MAPLE	4	8' - 10' HT	SPECIMEN B4B
3	PINUS MUGO MUGNUS	MUGO PINE	14	2' - 3' HT	HEAVY B4B
4	SPIRAEA BIMALDA FROEBELL	FROEBELL SPIREA	38	18" - 24" HT	3GAL
5	TAXUS MEDIA HATFIELDI	HATFIELD YEW	12	3' - 4' HT	HEAVY B4B
6	VIBURNUM TRILOBUM	CRANBERRYBUSH VIBURNUM	6	5' - 6' HT	SPECIMEN B4B



CULVERT OUTLET PROTECTION DETAIL  
NTS

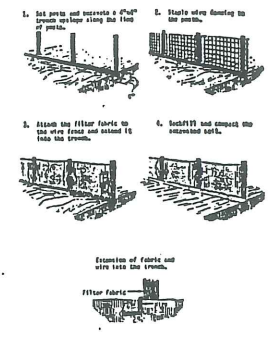


STONE CHECK DAM  
NTS

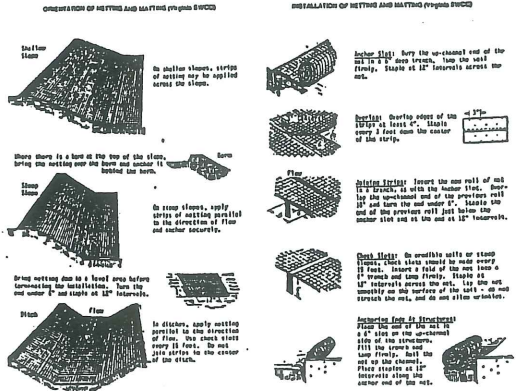
**SPECIFIC APPLICATION**  
THE METHOD OF SILT FENCE INSTALLATION IS APPLICABLE WHERE HEAVY FLOWS ARE EXPECTED AND WHERE AN OVERFLOW CAPACITY IS NECESSARY TO PREVENT EXCESSIVE FLOWING AROUND THE STRUCTURE.

1. PLACE CONCRETE BLOCKS DOWNSTREAM ON THEIR SIDES IN A SINGLE ROW AROUND THE PERIMETER OF THE SILT FENCE. THE SPACING BETWEEN BLOCKS SHOULD BE EQUAL TO THE HEIGHT OF THE BARRIERS. THE BARRIERS SHOULD BE VIBRATED AGAINST THE BARRIERS TO COMPRESS THEM TOGETHER. THE SPACING OF BLOCKS SHOULD BE AT LEAST 12 INCHES HIGH, AND NO GREATER THAN 24 INCHES.
2. WIRE MESH SHALL BE PLACED OVER THE OUTSIDE VERTICAL FACE OVERHANGING THE CONCRETE BLOCKS TO PREVENT STONE FROM BEING BRUSHED THROUGH THE HOLES IN THE BLOCKS. MINIMUM COVER ON CONCRETE SIDE WITH 1/2" SPACING SHALL BE USED.
3. STONE SHALL BE PAID AGAINST THE WIRE TO THE TOP OF THE BLOCK BARRIERS. AS SHOWN IN DETAIL. THE STONE FILTER SHALL BE 3/4" CRUSHED STONE.
4. IF THE STONE FILTER BECOMES CLOGGED WITH SEDIMENT, SO THAT IT NO LONGER ADEQUATELY PERFORMS ITS FUNCTION, THE STONE MUST BE MOVED AWAY FROM THE BLOCKS, CLEANED AND REPLACED.

STORM DRAIN INLET PROTECTION  
NTS



SILT FENCE INSTALLATION DETAIL  
NTS



EROSION CONTROL MAT INSTALLATION DETAIL  
NTS

**EROSION AND SEDIMENTATION CONTROL MEASURES**  
These proposed measures are based upon sound engineering and soil conservation practices and incorporate Best Management Practices for sedimentation and erosion control as presented in *Water Erosion and Sedimentation Control Handbook for Construction Best Management Practices*, March 1991, by the Cumberland County Soil and Water Conservation District and the State of Maine, Department of Environmental Protection. The Developer and his General Contractor are directed to have a copy of this document on hand during the construction of this project to supplement the following plan.

**GENERAL RECOMMENDATIONS**  
In order to prevent erosion and sedimentation before, during and after construction of this project, the Developer and his General Contractor will make an effort at all times to:

1. Minimize disturbed areas.
2. Seed and mulch disturbed areas ready for revegetation immediately after final grading or temporary erosion.
3. Correct any erosion problems immediately.
4. Monitor and maintain all of the proposed practices on a regular basis.

**CONSTRUCTION PHASE**  
During the construction of the pavement area, erosion and sedimentation will be controlled from this site by a series of recommended measures. They consist of a number of site specific structural and structural measures as outlined below, as well as general nonstructural measures that apply throughout the construction period.

**General Measures**  
1. Only those areas under active construction will be cleared and left in an unvegetated or unexcavated condition. Final grading, hauling and seeding will take place before August 15. Refer to *Permanent Revegetation Measures* section for details. If disturbed areas are to be left unvegetated for longer than 7 days, then temporary stabilization measures need to be taken. (See Item 5 below.)

1. Before starting construction, install sediment barriers (See construction measures) at the top of all fill slopes and in any other areas shown on the Site Plan for this project. Also install the stone sediment filters around the existing catch basins in Webb Street that will be affected by any runoff from the project construction. See the Storm Drain Inlet Protection Detail for installation guidelines.
2. Immediately after final grading of the parking area, install the stone check dams (See construction measures) in the swales at the back of the parking area as indicated on the Site Plan. See Details for installation guidelines.
3. Topsoil will be stockpiled during construction. Stockpiles will be:
  - a. Surrounded by a sediment barrier.
  - b. Placed in piles with side slopes not to exceed 2:1.
  - c. Mulched immediately and anchored with plastic netting.
4. If any disturbed areas are expected to be left exposed for longer than 14 days, they will be either:
  - a. Treated with mulch immediately, or
  - b. Seeded with a standard conservation mix of annual ryegrass at a rate of 0.9 lbs/1000 sq ft and anchored.
5. All grading will be held to a maximum slope of 2H:1V or flatter.

**Nonstructural Measures (Temporary)**  
The following temporary nonstructural measures have been recommended by the Project Engineer for this project. Reference is also made to the relevant BMP in the *Water Erosion and Sedimentation Control Handbook*. Installation details for the following measures are presented on the Site Details Sheet for this project.

**Stone Check Dams (BMP 14.0)**  
Stone check dams will be installed in the swale areas at the back of the project, as shown on the Site Plan, in order to reduce velocities.

**Sediment Barriers (BMP 14.6.2.2)**  
Synthetic silt fencing shall be installed at the top of all fill slopes shown on the Site Plan.

**Storm Drain Inlet Protection (BMP 16.0)**  
After installation of the catch basins, a storm drain inlet sediment barrier will be installed around the catch basin using riprap piers.

These sediment filters will also be installed around any existing catch basins in Webb Street that would be affected by construction activity at this site.

**Structural Measures**  
Structural erosion and sedimentation control measures designed for this development are:

**Culvert Outlet Protection (BMP 13.0)**  
The 12 inch RCP culvert outlet shall be protected as indicated in the Culvert Outlet Protection Detail shown on this Details Sheet. The protection shall consist of stone rip rap set over Concrete fabric and placed as shown in the Detail.

**Permanent Revegetation Measures**  
The following measures will be used to establish permanent grass and legume cover as soon as final grading has occurred. Refer to BMP 3.0 if a more detailed description is necessary.

1. Topsoil will be placed and graded to a uniform minimum depth of 2 inches. If the subsoil is compacted, it should be properly scarified to create the requisite bonding between subsoil and topsoil. In areas where the subsoil is determined to provide an adequate growth medium, topsoil will not be necessary.
2. Apply limestone and fertilizer according to soil test results. If testing is not feasible and timing is critical, apply fertilizer at a rate of 150 lbs/1000 sq ft. Add the Crystalline Phosphate, 46 lbs/1000 sq ft, and the Real Top (Total of 27 lbs). For Hydroseeding increase these rates by 10%. Other suitable nutrients recommended in BMP 3.0, Table 3.2 may be substituted after checking with the Project Engineer.
3. Permanent seeding shall be completed before August 15. A recommended broadcast seeding mixture from BMP 3.0, Table 3.2 is (in lbs/1000 sq ft): 40 lbs/1000 sq ft of Annual Ryegrass, 40 lbs/1000 sq ft of Perennial Ryegrass, 40 lbs/1000 sq ft of Tall Fescue, 40 lbs/1000 sq ft of Kentucky Bluegrass, 40 lbs/1000 sq ft of Orchardgrass, 40 lbs/1000 sq ft of Red Top (Total of 27 lbs). For Hydroseeding increase these rates by 10%. Other suitable mixtures recommended in BMP 3.0, Table 3.2 may be substituted after checking with the Project Engineer.
4. After seeding, an area shall be mulched immediately. In general, all disturbed areas will be mulched using straw mulch, hydro-mulch or any suitable substitute as outlined in BMP 1.6, Table 1.1, and deemed acceptable by the Project Engineer. Straw mulch shall be applied at a rate of 2 cubic yards/1000 sq ft. For Hydroseeding increase these rates by 10%. Other suitable mixtures recommended in BMP 3.0, Table 3.2 may be substituted after checking with the Project Engineer.
5. *Tensar Erosion Mat, or equivalent, shall be used in the swale after the rip rap apron for the 12" culvert has been installed. Refer to the Erosion Control Netting Installation Detail on this Details Sheet for general installation guidelines. Refer to the specific product manufacturers' Installation Guidelines for more specific details.*
6. *On all the 2H:1V slopes around the perimeter of the parking area Tensar Erosion Blankets, or equivalent will be installed. Refer to the Erosion Control Netting Installation Detail on this Details Sheet for general installation guidelines. Refer to the specific product manufacturers' Installation Guidelines for more specific details.*
7. *If permanent seeding cannot take place before August 15, then an area ready for permanent seeding shall have a temporary seeding and/or mulch applied until a permanent seeding can be undertaken in the spring of the following year. The recommended temporary seeding is Annual Ryegrass broadcast seeded at a rate of 2.4 lbs/1000 sq ft. If seeding cannot take place until late October or November, then the prepared soils shall be covered with mulch, erosion control mat or a 6 inch layer of wood chips until seeding can take place the following spring.*

**MONITORING SCHEDULE**  
The Developer and General Contractor will be responsible for installing, monitoring, maintaining, replacing and removing, where required, all of the erosion and sedimentation control measures recommended in this plan. A qualified subcontractor may be appointed for this element of the plan. The Code Enforcement Officer for the City of Portland should be kept notified of the implementation of this plan and requested to conduct follow-up inspections. Maintenance measures will be applied as needed during the construction cycle. After each rainfall event, a visual inspection will be made of all measures to insure that they are functioning as designed. Further detailed inspections must be made as follows:

1. The silt fencing and storm drain inlet sediment barriers will be inspected and repaired once a week, or immediately after any significant rainfall. Sediment trapped behind these barriers will be removed when it reaches a depth of 6" and redistributed to areas undergoing final grading.
2. Stone check dams will be inspected once a week and/or after each significant rainfall and repaired as needed. The center of the dam will be inspected to insure that the center of the dam is lower than the edges. If it is not, then it must be corrected immediately. Sediment trapped behind these dams will be removed once it reaches a depth equal to 1/2 the height of the dam. The sediment removed will be distributed off-site or to an area undergoing final grading. The sediment removal will be handled in a manner which does not result in any erosion or sedimentation of the site.
3. All Erosion Control Blankets and Mats will be inspected and repaired once a week or immediately after any significant rainfall.

**REMOVAL OF TEMPORARY EROSION CONTROL MEASURES**  
Silt fencing is a temporary measure that has to be removed once vegetation has become established and areas are stable. This occurs when there is an 80% growth of planned seeds and paving has occurred. Silt fencing will be disposed of legally and off-site. All sediment trapped behind the fencing will be either:

- a. Distributed to an area undergoing final grading.
- b. Graded in an aesthetic manner to conform to the topography, and fertilized, seeded and mulched in accordance with the Permanent Revegetation Measures section in this Plan.

Stone check dams will be removed and reused either on-site where the stone can be utilized as rip rap, or off-site. The ground below the dams will be regraded, limed, fertilized, seeded and mulched according to the measures in this Plan. Sediment trapped behind the dams will be removed and relocated off-site or to an area undergoing final grading.

**SPACING BETWEEN CHECK DAMS**

SPACING BETWEEN CHECK DAMS	(FT)	(FT)	(FT)	(FT)
0.020	75	0.030	30	
0.030	60	0.040	45	
0.040	45	0.050	30	
		0.060	15	

**STONE CHECK DAM**  
NTS

5b

Owner: FOREST CITY MOTOR CO.  
1000 Brighton Avenue  
Portland, Maine 04101

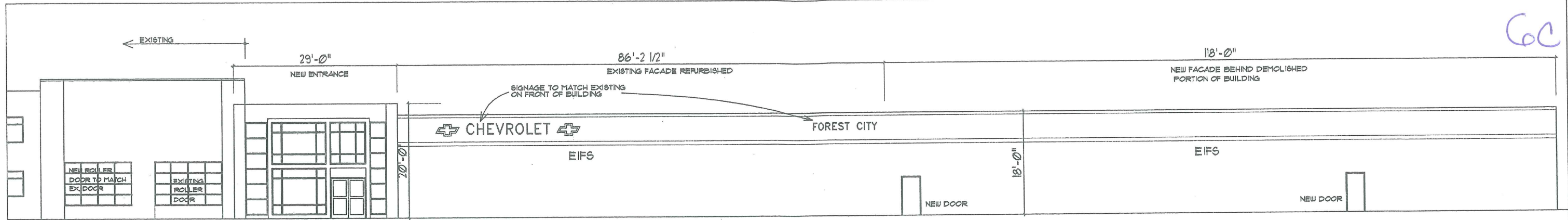
Project: FOREST CITY CHEVROLET PARKING EXPANSION  
Professional Civil Engineer: Stephen W. Tibbetts, P.E.  
15 Oak Ridge Road Brunswick, Maine 04011  
(207) 725-2661 Fax (207) 725-6168

Date: MARCH 7, 2000  
Scale: AS NOTED  
Revisions:

PLANTING PLAN AND EROSION AND SEDIMENTATION CONTROL PLAN

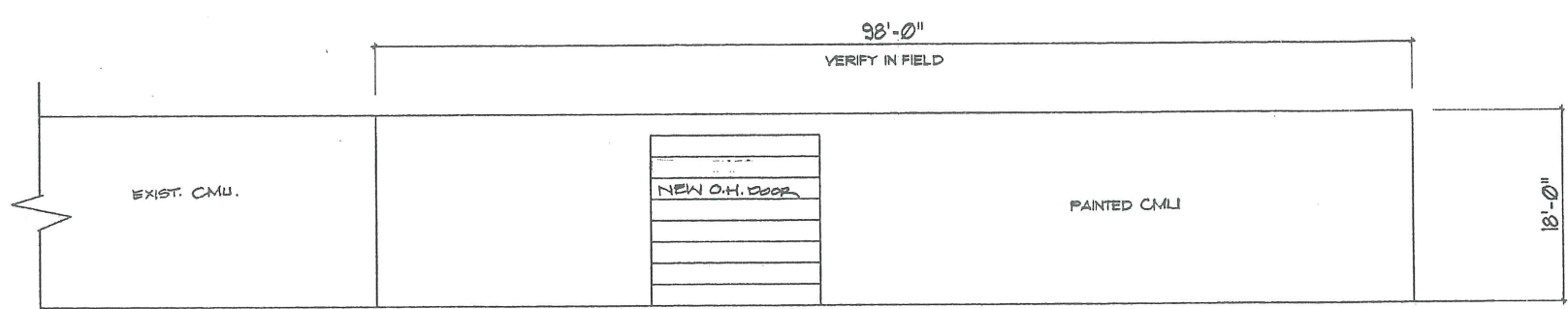
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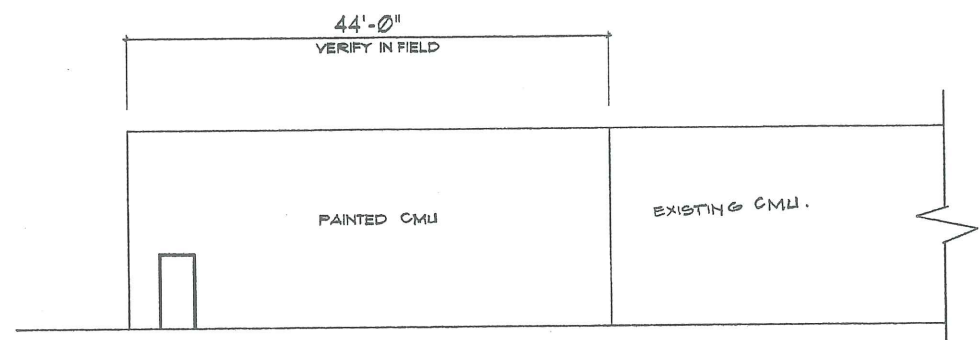
**ELEVATION 1**

SCALE 1/8" = 1'



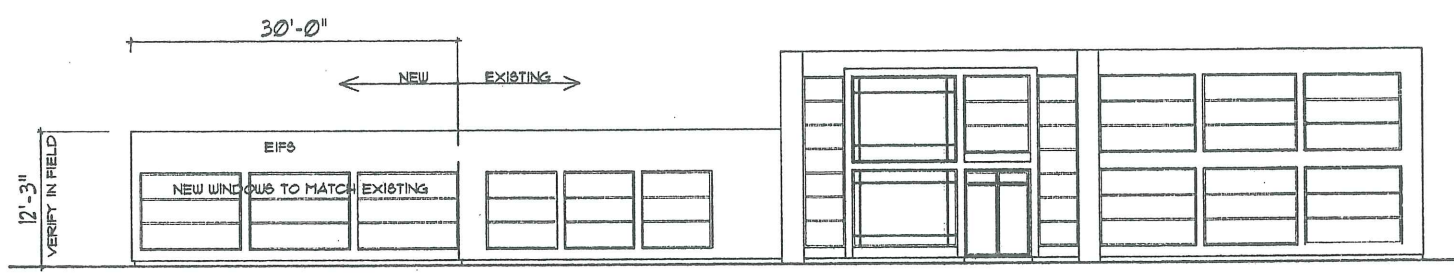
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SCALE 1/8" = 1'



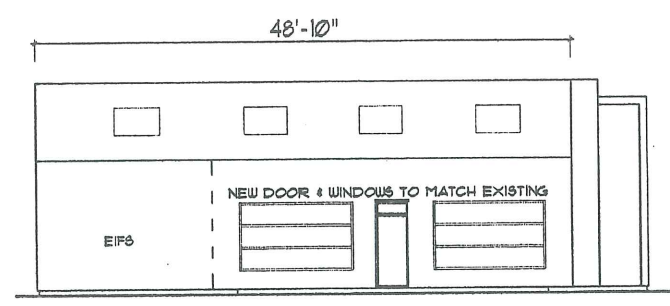
**ELEVATION 3**

SCALE 1/8" = 1'



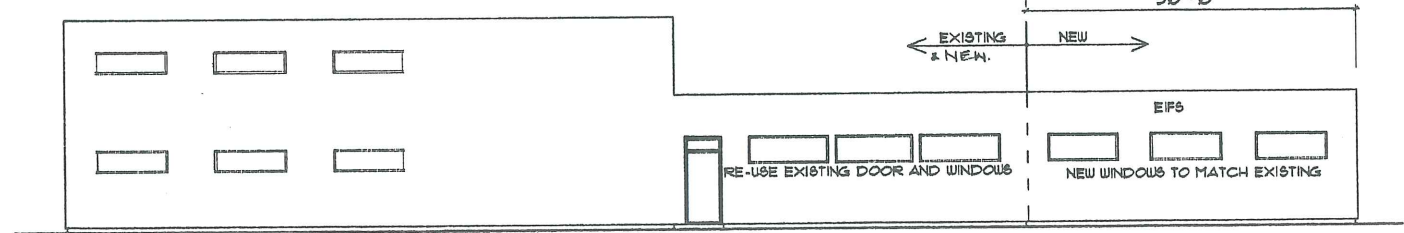
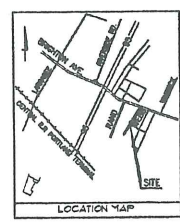
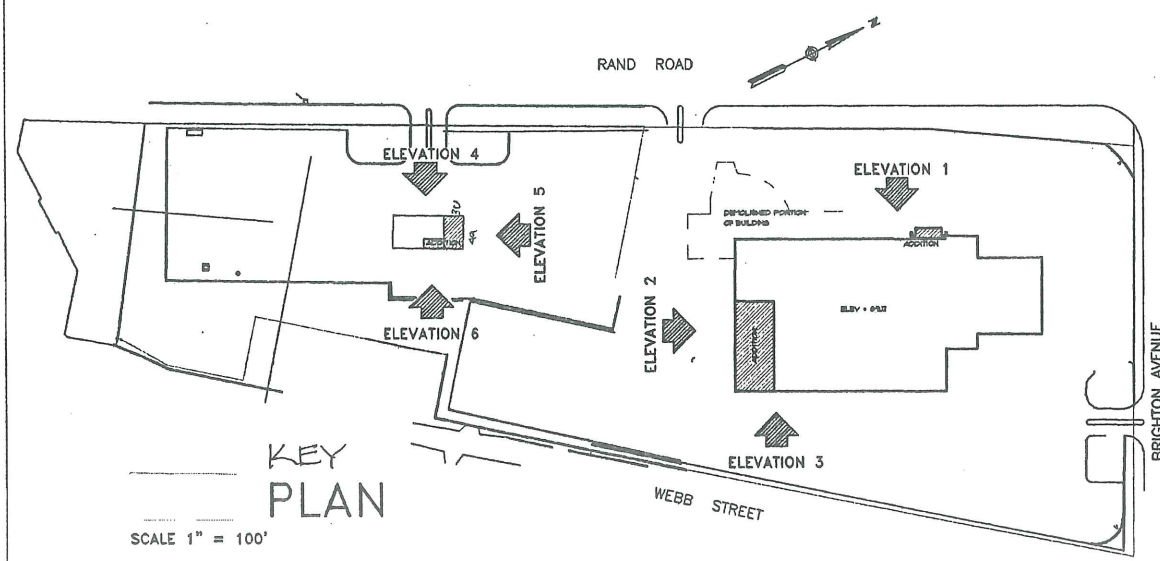
**ELEVATION 4**

SCALE 1/8" = 1'



**ELEVATION 5**

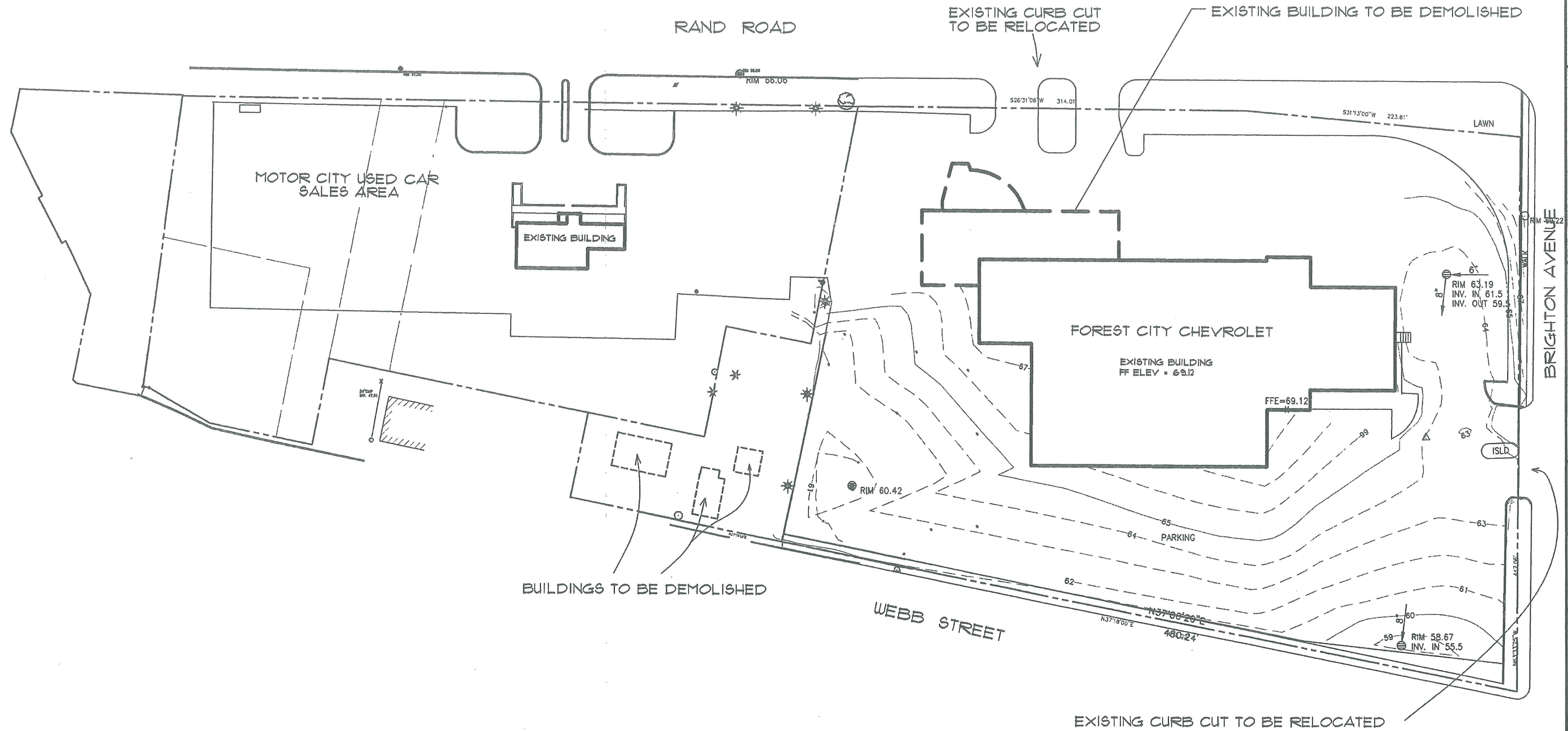
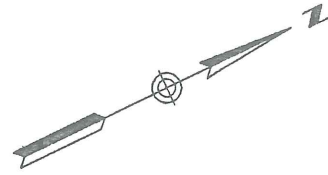
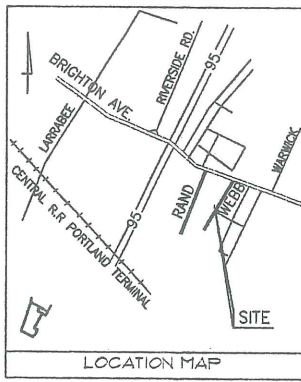
SCALE 1/8" = 1'



**ELEVATION 6**

SCALE 1/8" = 1'

<b>ELEVATIONS</b>	Date 03/13/00	Scale AS NOTED	Project: <b>CITY ENTERPRISES</b>  BRIGHTON AVENUE PORTLAND	<b>ARCHETYPE, P.A.</b> ARCHITECTS  48 Union Wharf Portland, Maine 04101 (207) 772-6022 Fax (207) 772-4056	CONTRACTOR: KEELEY CONSTRUCTION P.O. BOX 1074 PORTLAND, ME 04104 TEL: 773 - 8499 FAX: 773 - 6619	A-1
	Revisions A-3/10/00 - ELEVATIONS REVISED					



6ed

Owner:  
**FOREST CITY MOTOR CO.**  
 1000 Brighton Avenue  
 Portland, Maine 04101

Stephen W. Tibbetts, P.E.  
 Professional Civil Engineer  
 15 Oak Ridge Road Brunswick, Maine 04011  
 (207) 725-2667 Fax (207) 725-6188

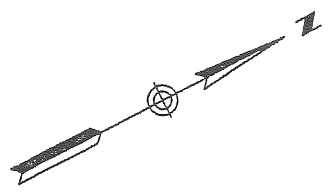
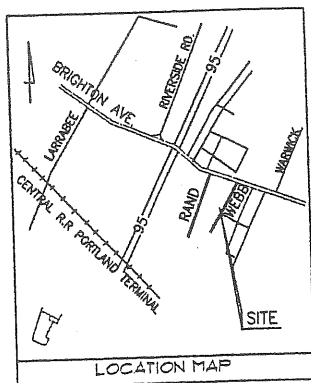
Project:  
**Forest City Chevrolet**  
 Site Modifications  
 Brighton Avenue  
 Portland, Maine

MAY 19, 2000	1" = 40'
Revisions	

EXISTING CONDITIONS

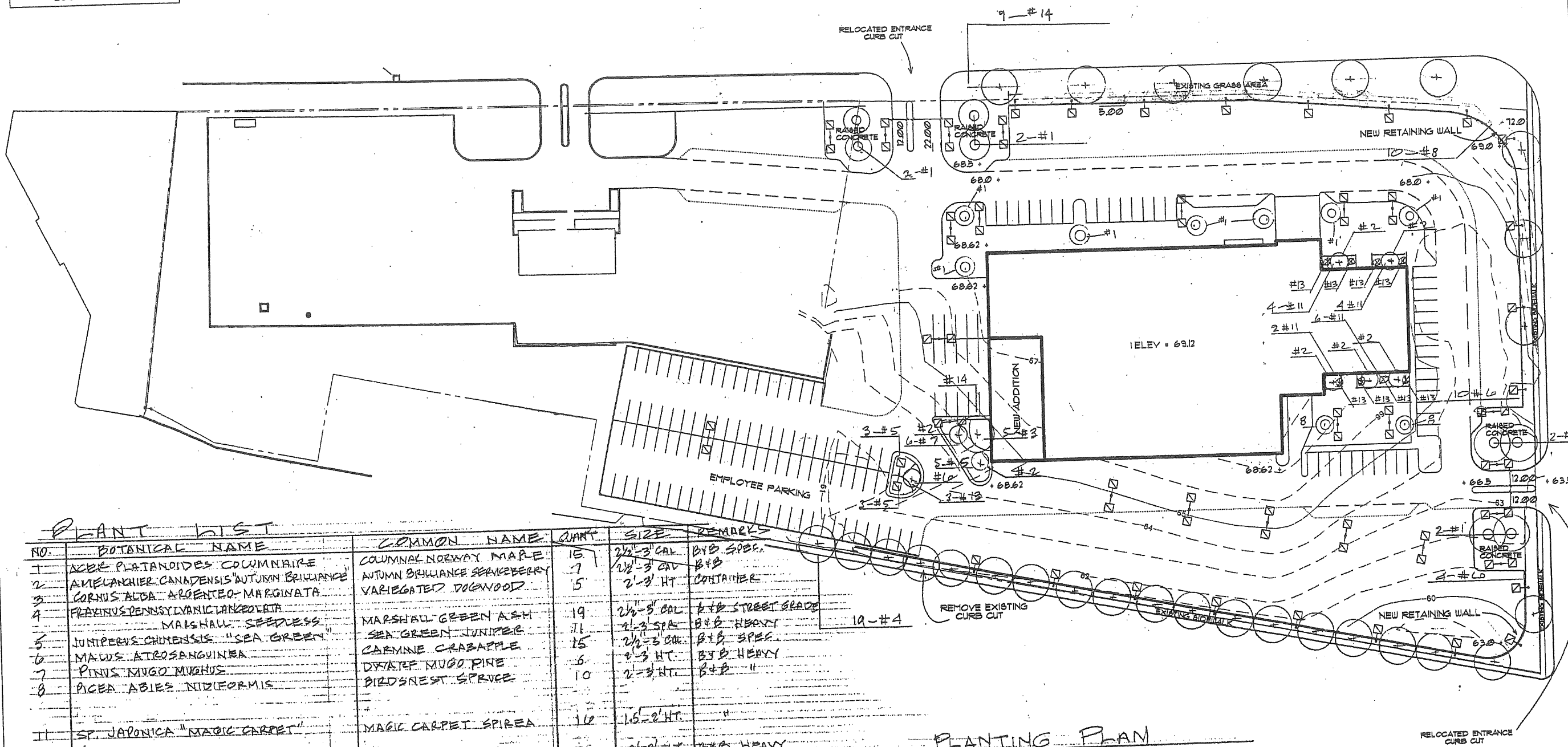
SD 1





**PLANTING KEY:**

- (+) LARGE DECID. TREE
- (+) SMALL DECID. TREE
- [ ] SHRUB GROUP
- 2-#1 QUANTITY - SPECIES



**PLANT LIST**

NO.	BOTANICAL NAME	COMMON NAME	QUANT	SIZE	REMARKS
1	ACER PLATANOIDES COLUMNARE	COLUMNAR NORWAY MAPLE	15	2 1/2" - 3" CAL	B+B SPEC.
2	AMELANCHIER CANADENSIS "AUTUMN BRILLIANCE"	AUTUMN BRILLIANCE SERVICEBERRY	7	2 1/2" - 3" CAL	B+B
3	CORNUS ALBA ARGENTEO-MARGINATA	VARIEGATED DOGWOOD	5	2' - 3' HT	CONTAINER
4	FRAXINUS PENNSYLVANICA LANCEOLATA MARSHALL SEEDLESS	MARSHALL GREEN ASH	19	2 1/2" - 3" CAL	R+R STREET GRADE
5	JUNIPERUS CHINENSIS "SEA GREEN"	SEA GREEN JUNIPER	71	2' - 3" SPE	B+B HEAVY
6	MAVUS ATROSANGVINEA	CARMINE CRABAPPLE	25	2 1/2" - 3" CAL	B+B SPEC.
7	PINUS MUGO MUGUS	DWARF MUGO PINE	6	2' - 3' HT.	B+B HEAVY
8	PICEA ABIES NIDIFORMIS	BIRD'S NEST SPRUCE	10	2' - 3' HT.	B+B "
11	SP. JAPONICA "MAGIC CARPET"	MAGIC CARPET SPIREA	12	15" - 2' HT.	"
13	TAXUS CUSPIDATA NIGRA	DARK YEW	11	2' - 3' HT.	B+B HEAVY
14	TILIA FORDATA "GREENSPIRE"	GREENSPIRE LINDEN	22	2 1/2" - 3" CAL	B+B STREET GRADE

**PLANTING PLAN**  
SCALE: 1" = 40'

Owner: **FOREST CITY MOTOR CO.**  
1000 Brighton Avenue  
Portland, Maine 04101

Project: **Forest City Chevrolet Site Modifications**  
Brighton Avenue  
Portland, Maine

MAY 15, 2000  
Revisions

PLANTING PLAN

SD3

**Site**

Calculation Summary:	Attained	Target
Zonal Cavity Illum*:	N/A fc	N/A fc
Unit Power Density:	0.05 W/sq. ft.	N/A W/sq. ft.

\*Zonal cavity illuminance does not take into account objects within the space, or daylighting.

**Room Summary:**

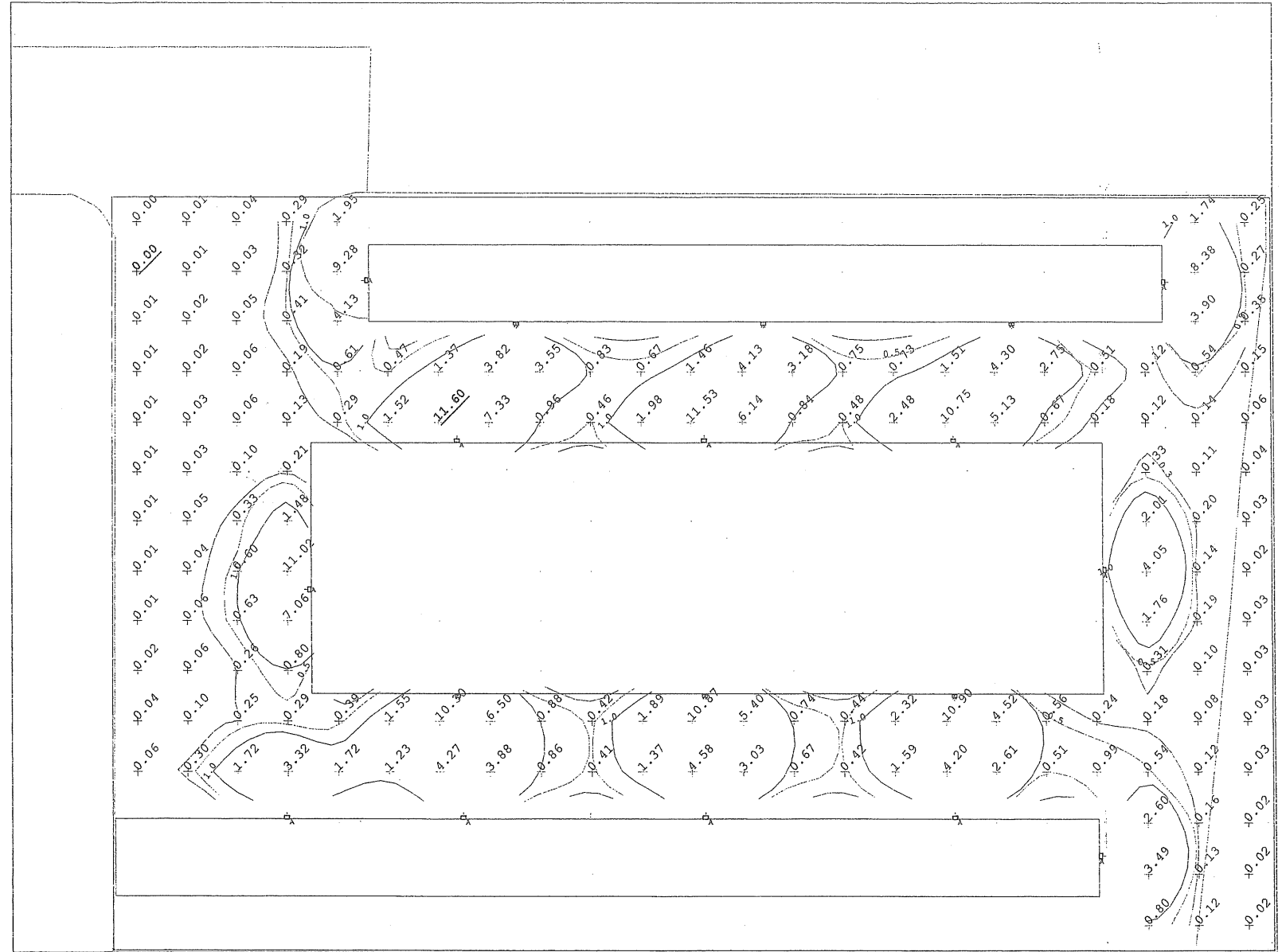
Overall Size:	255.00 ft x 190.00 ft x N/A ft
Reflectances:	Ceiling: N/A
	Walls: N/A
	Floor: N/A

Total Cost: \$0.00

**Luminaire Summary**

Type	Catalog Number	Quantity
A	SND12-100HP MTD 8'	18

SELF-STORAGE  
FACILITY  
OD-0076  
76-86 WARREN AVE  
PORTLAND ME  
GRAYBAR ELECTRIC  
PORTLAND ME  
CINDY SULLIVAN



Site Plan View  
Scale: 1"=20'



- KEYED NOTES**
- ① EXISTING HOUSE
  - ② HOUSE MOVED FROM WEBB STREET LOT.
  - ③ TM 263B LOTS 24, 25, 26.
  - ④ HOUSE MOVED FROM WEBB STREET LOT.
  - ⑤ EXISTING SEWER LINE
  - ⑥ EXISTING WATER LINE
  - ⑦ EXISTING UTILITY POLE
  - ⑧ NEW SEWER LINE
  - ⑨ NEW WATER LINE
  - ⑩ NEW OVERHEAD ELECTRIC, PHONE, TV LINES.

**LEGEND**

--- EXISTING PROPERTY LINE

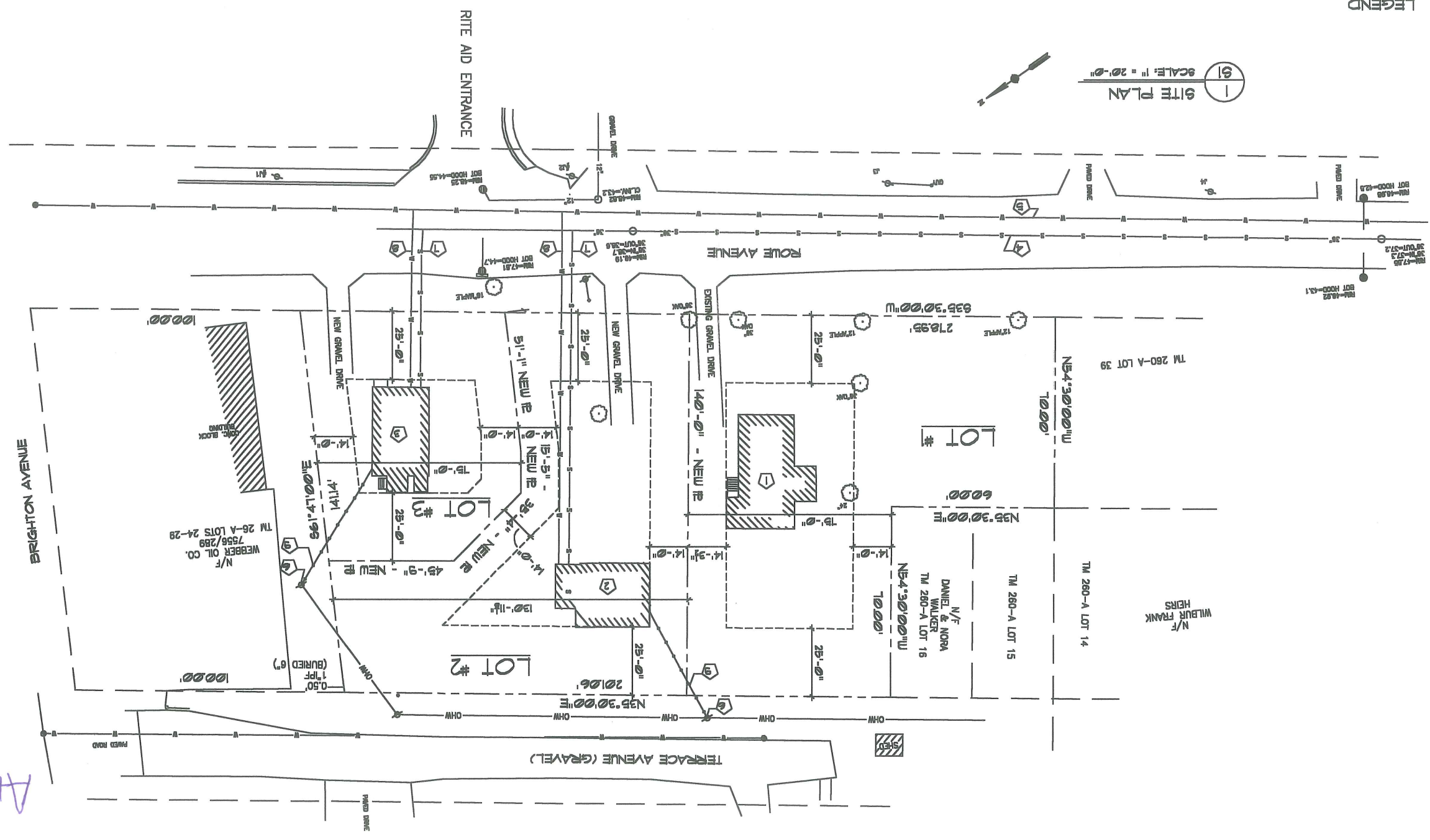
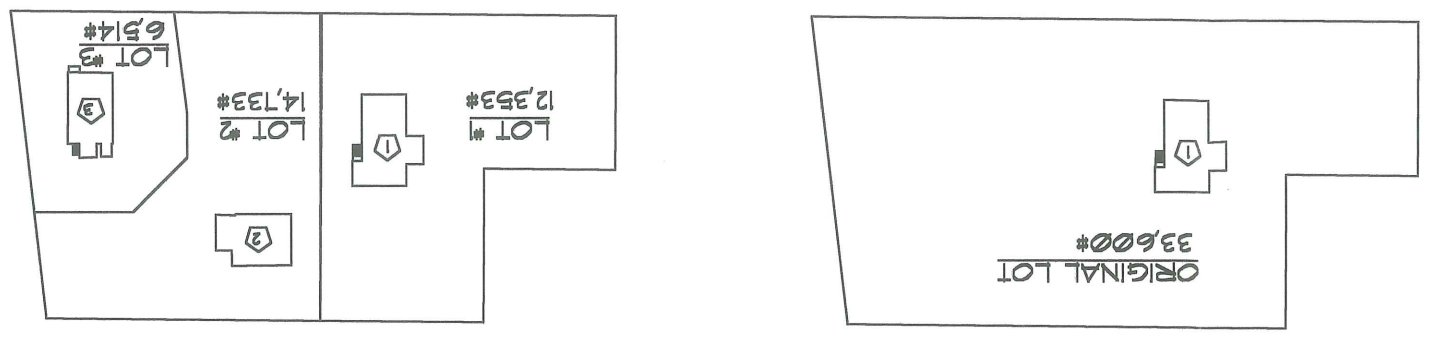
--- NEW PROPERTY LINE

--- SETBACK LINE

① **SITE PLAN** SCALE: 1" = 20'-0"

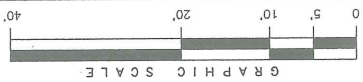
② **KEY PLAN - EXISTING SITE** SCALE: NONE

③ **KEY PLAN - PROPOSED SUBDIVISION** SCALE: NONE



Att. 10

S1	<b>SITE PLAN</b>		Date Sept. 5, 2002	Scale 1" = 20'
<b>ROWE AVENUE HOUSING</b>		Drawn By:	Checked By:	
PORTLAND, MAINE		Revised:		
<b>ARCHETYPE, P.A.</b>				
<b>ARCHITECTS</b>				
49 Union Wharf Portland, Maine 04101 (207) 772-6022 Fax (207) 772-4056				
<b>Contractor:</b>			<b>Owner:</b>	



- LEGEND:
- IRON ROD SET
  - IRON PIPE OR ROD FOUND
  - UTILITY POLE
  - LIGHT POLE
  - MANHOLE
  - CURB
  - DECIDUOUS TREE
  - CONIFEROUS TREE
  - FENCE

PLAN REFERENCE:

1. PLAN OF LOTS OF BRIGHTON AVENUE TERRACE 4-9-1906 RECORDED IN REGISTRY OF DEEDS PLAN BOOK 11 PAGE 13.
2. STANDARD BOUNDARY SURVEY ON RAND ROAD & WEBB STREET PORTLAND, MAINE MADE FOR KEELY CONSTRUCTION CO. & FOREST CITY CHEVROLET / SAAB DATED 10/14/97.
3. SITE PLAN OF PROPOSED BUILDING ADDITION FOR FOREST CITY CHEVROLET/SAAB 9/6/94 BY SEBAGO TECHNICS.

NOTES:

1. OWNER OF RECORD: FOREST CITY CHEVROLET BOOK 13915 PAGE 10.
2. THE SURVEY PREMISE IS SHOWN ON CITY TAX MAP 263B LOT 22.
3. BENCHMARK: FINISHED FLOOR ELEVATION AT FRONT ENTRANCE 67.5 OF FOREST CITY CHEVROLET AS PUBLISHED ON PLAN REFERENCE 3 HEREON.



CERTIFICATION:

OWEN HASKELL, INC. HEREBY CERTIFIES THAT THIS PLAN IS BASED ON THE BEST OF OUR KNOWLEDGE, INFORMATION AND BELIEF, IT CONFORMS TO THE BOARD OF PROFESSIONAL LAND SURVEYORS STANDARDS FOR A CATEGORY 1, CONDITION II, SURVEY WITH THE FOLLOWING EXCEPTIONS:

- 1) NO DEED DESCRIPTION PREPARED
- 2) NO REPORT

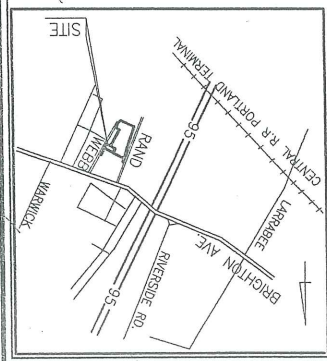
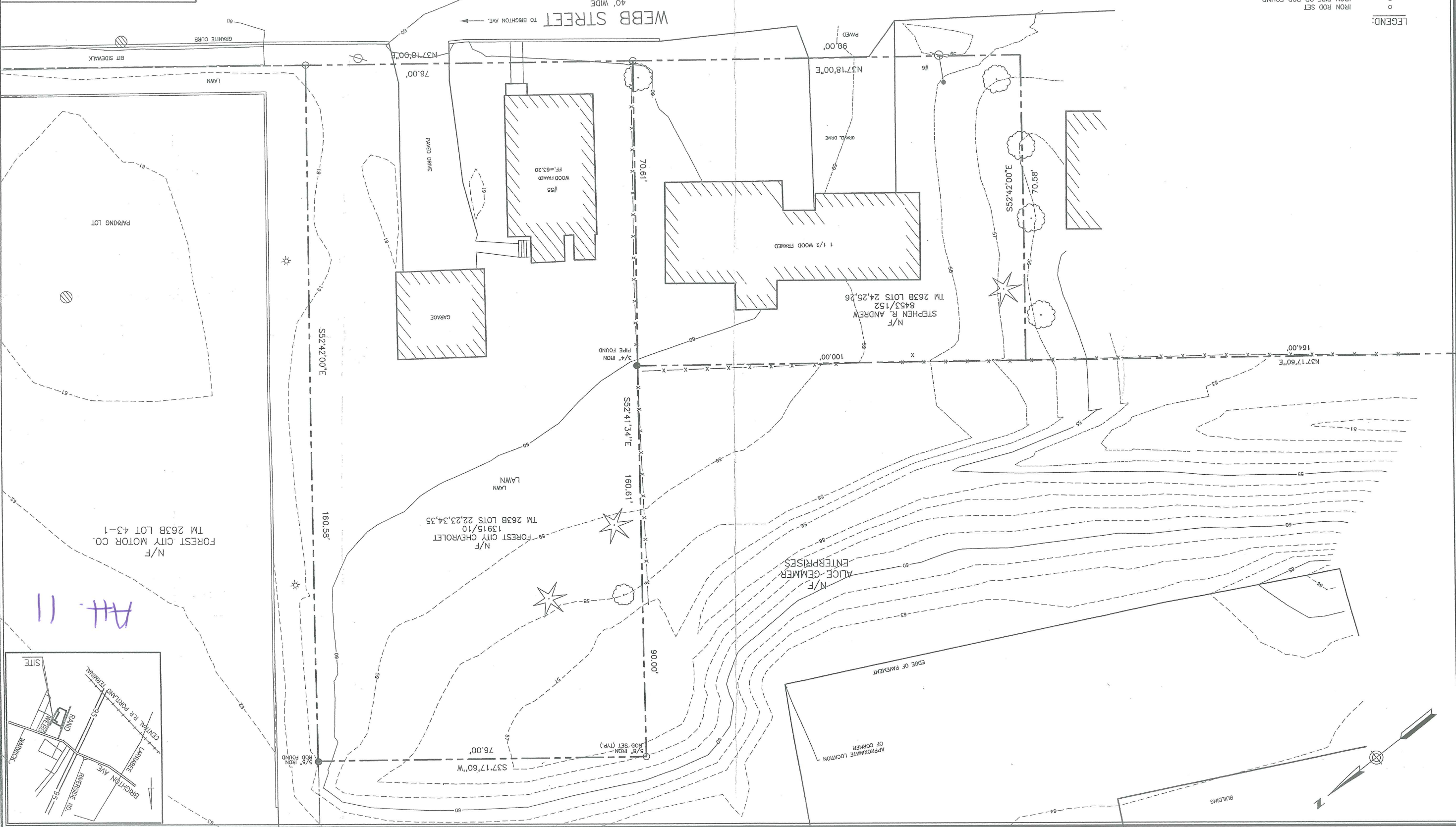
DATE 3/13/00

JOHN W. SWAN PL NO 1038

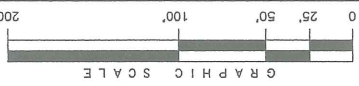
**OWEN HASKELL, INC.**  
 1000 BRIGHTON AVE. PORTLAND, MAINE  
 MADE FOR  
 WEBB STREET, PORTLAND  
 ON  
 EXISTING CONDITIONS PLAN

Drawn By: DAB  
 Trace By: RWC  
 Date: MARCH 09, 2000  
 Job No.: 97058P

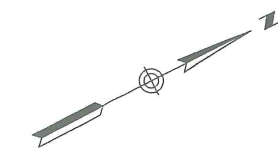
Scale: 1" = 10'  
 Check By: JWS  
 Book No.: 892



Att. 11



LEGEND:  
● 5/8" IRON ROD SET  
○ IRON PIPE FOUND



- PLAN REFERENCES:
1. PLAN OF BRIGHTON AVENUE TERRACE RECORDED IN REGISTRY OF DEEDS IN PLAN BOOK 11, PAGE 13.
  2. STATE OF MAINE HIGHWAY "708" RIGHT OF WAY MAPS, SHC FILE 3-191.
  3. SITE PLAN OF PROPOSED BUILDING ADDITIONS FOR FOREST CITY CHEVROLET/SAAB DATED SEPT. 6, 1994 BY SEBAGO TECHNICS.
  4. PLAN OF RAND BROOK HOMES RECORDED IN REGISTRY OF DEEDS IN RAND BOOK 175, PAGE 59.
  5. H.I. & E.C. JORDAN PLANS AND SURVEY DATING 1968.
  6. STANDARD BOUNDARY SURVEY ON RAND RD. AND WEBB ST. PORTLAND, MAINE FOR KEELY CONSTRUCTION CO. AND FOREST CITY CHEVROLET / SAAB BY OWEN HASKELL, INC DATED OCT. 14, 197

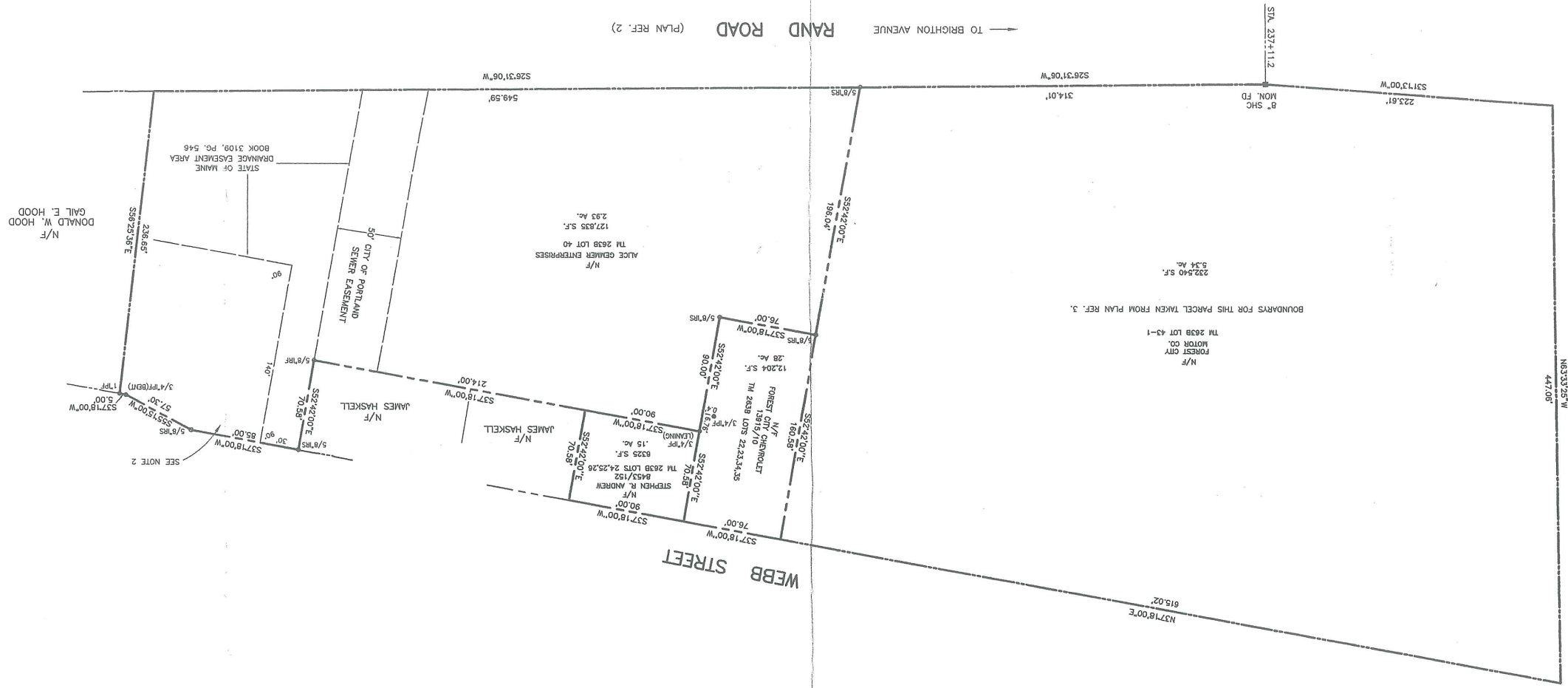
- NOTES:
1. OWNER OF RECORD: ALICE GEMMER ENTERPRISES REF. BOOK 8608, PAGE 123, AND BOOK 11411, PAGE 35.
  2. THE PREMISES ARE SUBJECT TO RIGHTS AND EASEMENTS BENEFITING THE CITY OF PORTLAND RELATIVE TO THE "WEBB STREET CULVERT" AS DESCRIBED IN BOOK 3116, PAGE 281.
  3. THE PREMISES ARE SUBJECT TO RIGHTS BENEFITING THE STATE OF MAINE RELATIVE TO THE DRAINAGE EASEMENT AREA SHOWN HEREON AS DESCRIBED IN BOOK 3109, PAGE 546.
  4. ENCROACHMENTS BY ANDREWS AND HASKELL NOT SHOWN HEREON, I.E. LAWNS, ETC.



DATE 3/13/00

JOHN W. SWAN PLS. NO. 1038

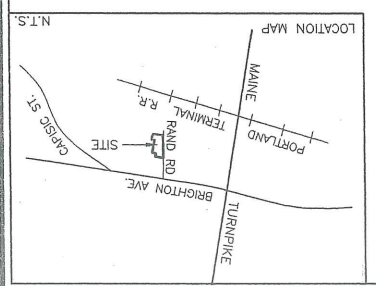
CERTIFICATION:  
OWEN HASKELL, INC. HEREBY CERTIFIES THAT THIS PLAN IS BASED ON THE RESULT OF, AN ON THE GROUND FIELD SURVEY AND THAT TO THE BEST OF OUR KNOWLEDGE, INFORMATION AND BELIEF, IT CONFORMS TO THE BOARD OF LICENSED PROFESSIONAL LAND SURVEYORS STANDARDS FOR A CATEGORY 1, CONDITION II, SURVEY WITH THE FOLLOWING EXCEPTIONS:  
1) NO DEED DESCRIPTION PREPARED  
2) NO REPORT  
3) NOT ALL CORNERS MARKED



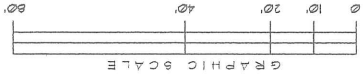
**OWEN HASKELL, INC.**  
18 CASCO ST., PORTLAND, ME 04101 (207) 774-0424  
PROFESSIONAL LAND SURVEYORS

STANDARD BOUNDARY SURVEY  
ON  
WEBB STREET, PORTLAND, MAINE  
MADE FOR  
FOREST CITY CHEVROLET  
1000 BRIGHTON AVENUE, PORTLAND, MAINE

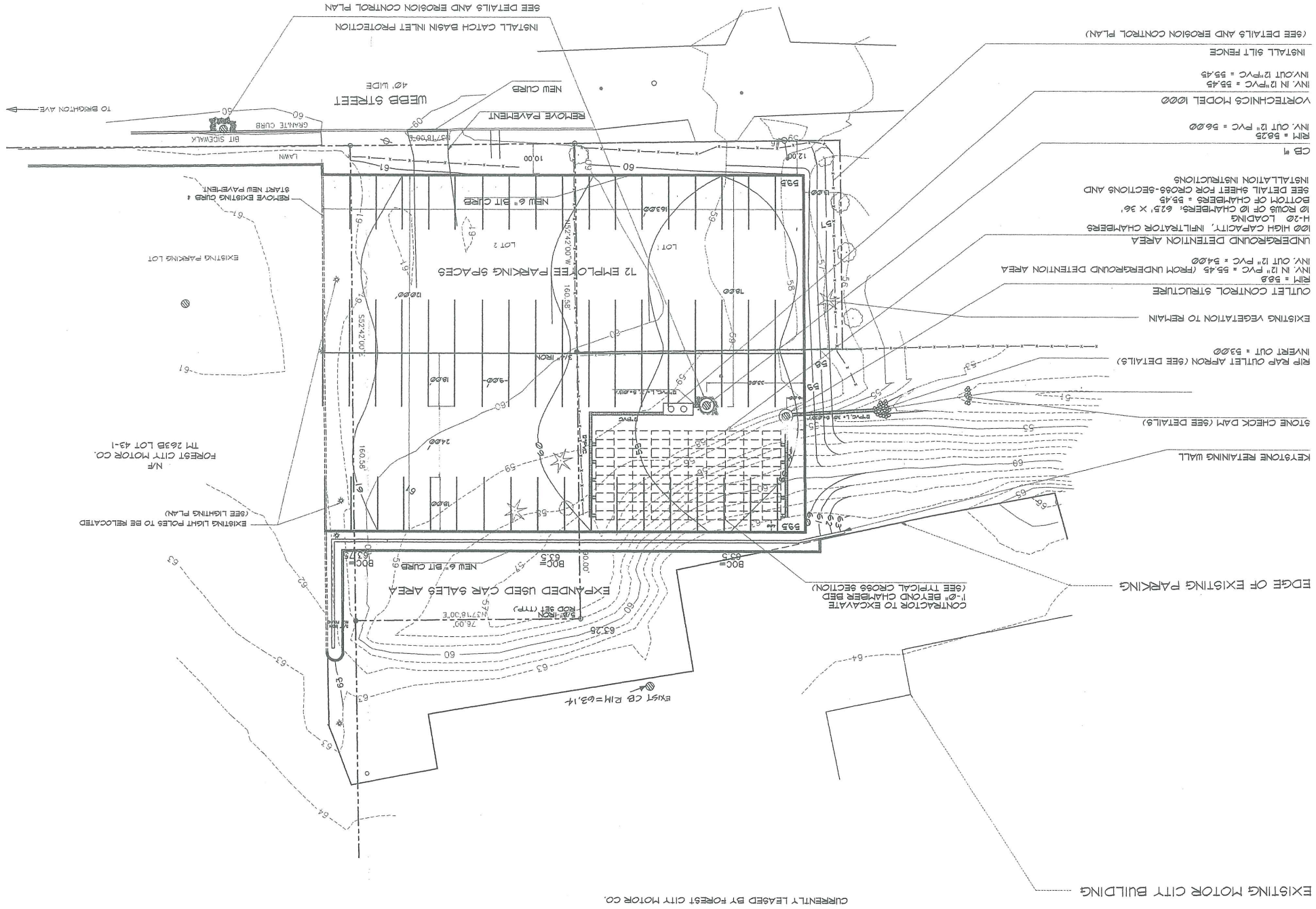
Drawn By	SSS
Date	MARCH 13, 2000
Trace By	RWC
Check By	JWS
Book No.	823
Scale	1" = 50'
Job No.	97058P
Dwg. No.	2



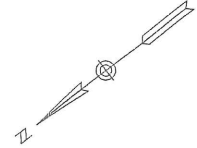
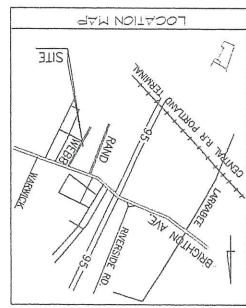
11a



- LEGEND:
- IRON ROD SET
  - IRON PIPE OR ROD FOUND
  - UTILITY POLE
  - MANHOLE
  - CURB
  - DECIDUOUS TREE
  - CONIFEROUS TREE
  - FENCE



- GENERAL NOTES**
- PROPOSED PARKING EXPANSION IS TO TAKE PLACE ON LOTS 1 AND 2 WHICH HAVE BEEN PURCHASED BY FOREST CITY MOTOR CO. WHICH HAVE BEEN PURCHASED BY FOREST CITY MOTOR CO. WHICH RECEIVED SITE PLAN APPROVAL IN 1971.
  - TOTAL AREA OF PROPOSED EXPANSION AREA BREAKS DOWN AS FOLLOWS:  
 LOT 1 = 146 ACRES  
 LOT 2 = 28 ACRES  
 MOTOR CITY FACILITY = 255 ACRES  
 TOTAL AREA OF SITE DEVELOPMENT = 338 ACRES
  - THE PROPOSED EXPANSION WILL CONSIST OF THE FOLLOWING:  
 - 12 EMPLOYEE PARKING SPACES ON THE LOWER AREA  
 - EXPANSION OF THE UPPER USED CAR STORAGE AREA
  - THE LOTS TO BE DEVELOPED ARE SHOWN ON THE ATTACHED STANDARD BOUNDARY SURVEY BY OREN HASKELL, INC. DATED 3/2/2000.
  - PROJECT IS LOCATED WITHIN THE B-2 ZONE.
  - SPACE AND BULK REQUIREMENTS:  
 MIN. FRONT SETBACK: 10'  
 MIN. REAR SETBACK: 10'  
 MIN. SIDE SETBACK: 10'  
 MIN. LOT WIDTH: 50'
  - PERCENT IMPERVIOUS AREA CALCULATIONS:  
 TOTAL AREA OF EXISTING MOTOR CITY PARCEL = 255 AC.  
 TOTAL AREA = 338 AC.  
 TOTAL AREA OF MOTOR CITY IMPERVIOUS SURFACE = 222 AC.  
 TOTAL PROPOSED NEW IMPERVIOUS SURFACE = 55 ACRES  
 TOTAL IMPERVIOUS AREA = 257 AC  
 PERCENT IMPERVIOUS AREA = 76%
  - PRIOR TO THE START OF CONSTRUCTION THE GENERAL CONTRACTOR SHALL REVIEW THE EROSION AND SEDIMENTATION CONTROL PLAN. IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO PRESENT THE PLAN.
  - IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO HAVE ALL THE UTILITIES LOCATED THEIR SERVICES PRIOR TO THE START OF THE CONSTRUCTION.
  - PRIOR TO THE BEGINNING OF THE CONSTRUCTION, THE CONTRACTOR SHALL OBTAIN A STREET OPENING PERMIT FROM THE PORTLAND PARKS AND PUBLIC WORKS DEPARTMENT.
  - PROPERTY MARKERS AND STREET LINE MONUMENTS SHALL BE PROTECTED AND SHALL NOT BE DISTURBED. IF DISTURBED, THEY SHALL BE REPLACED BY A LICENSED SURVEYOR AT THE CONTRACTOR'S EXPENSE.
  - ALL EXISTING CATCH BASINS, MANHOLES, CONNECTIONS, AND OUTLET PIPING SHALL BE COMPLETED.
  - ALL LAWN AREAS, YARDWAYS, AND DRIVEWAYS OUTSIDE THE WORK AREA, DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE.
  - THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PRESERVATION OF ALL TREES AND SHRUBS ON THE PROJECT WHICH ARE NOT TO BE REMOVED.
  - EXISTING PAVEMENT SHALL BE SAW CUT AND BUTTED TO THE NEW PAVEMENT. NO PATCHING OF PAVEMENT WILL BE PERMITTED.
  - EXISTING DRAINAGE STRUCTURES SHALL NOT BE DISTURBED UNLESS OTHERWISE NOTED.
  - TOPOGRAPHIC INFORMATION IS BASED ON SURVEYS BY OREN HASKELL, INC. AND IS IN CONFORMANCE WITH THE STATE OF MAINE BOARD OF LICENSED PROFESSIONAL LAND SURVEYORS STANDARDS OF PRACTICE, CATEGORY 1, CONDITION B.
  - FINISHED FLOOR ELEVATION AT FRONT ENTRANCE 67.5
  - CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND GRADES ON THE GROUND. ANY DISCREPANCIES SHALL BE REPORTED IMMEDIATELY TO THE PROJECT ENGINEER FOR DIRECTION AND RESOLUTION PRIOR TO ANY FURTHER WORK.
  - CONTRACTOR SHALL CONTACT DIG SAFE AT LEAST THREE (3) BUT NOT MORE THAN THIRTY (30) DAYS PRIOR TO COMMENCEMENT OF EXCAVATION TO VERIFY HORIZONTAL AND VERTICAL LOCATION OF ALL UTILITIES.
  - CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLIANCE WITH THE REQUIREMENTS OF 23 M.S.R.A. 3360-A.
  - LOCATION OF UTILITIES AND AVERYS OF PIPED UTILITIES MAY BE ADJUSTED TO MEET FIELD CONDITIONS. ONLY AFTER APPROVAL OF THE AFFECTED UTILITY COMPANY AND THE CITY OF PORTLAND.
  - CONTRACTOR SHALL THOROUGHLY FAMILIARIZE HIMSELF WITH ALL SITE CONDITIONS PRIOR TO CONSTRUCTION BIDDING.
  - IN ADDITION TO THE PROJECT MANUAL, NOTES AND SPECS SHALL BE IMMEDIATELY DISCREPANCIES BETWEEN DRAWINGS, DETAILS, NOTES AND SPECS SHALL BE IMMEDIATELY REPORTED TO THE PROJECT ENGINEER FOR FURTHER RESOLUTION BEFORE ANY ADDITIONAL WORK PROCEEDS.
- PLAN REFERENCE:**
- PLAN OF LOTS OF BRIGHTON AVENUE TERRACE 4-9-1926
  - RECORDED IN REGISTRY OF DEEDS PLAN BOOK II PAGE 13
  - STANDARD BOUNDARY SURVEY ON RAND ROAD 1 FEB 1888
  - FOREST CITY CHEYROLLET / SAAB DATED 10/14/97
  - BY OREN HASKELL, INC.
  - FOREST CITY CHEYROLLET / SAAB DATED 10/14/97
  - CHEYROLLET/SAAB 3/6/94 BY SEBASTO TECHNICAL



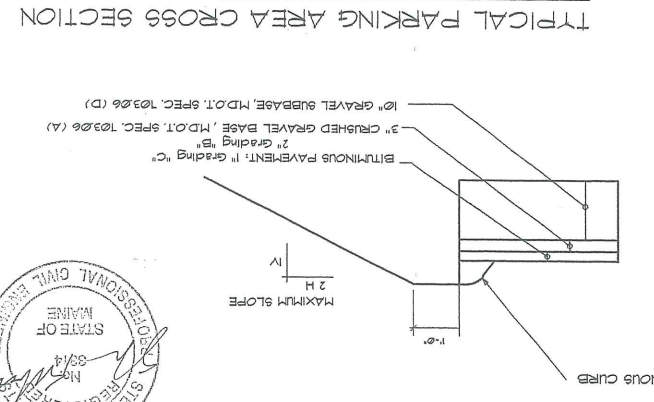
S1	SITE AND GRADING PLAN
Date March 2, 2000	Scale AS NOTED
Project: Motor City Parking Expansion Portland, Maine	Stephen W. Tibbetts, P.E. Professional Civil Engineer 15 Oak Ridge Road Brunswick Maine 04101 (207) 725-2661 Fax (207) 725-6168
Owner: FOREST CITY MOTOR CO. 1000 Brighton Avenue Portland, Maine 04101	118

SS

**SITE DETAILS**

Date	March 2, 2000
Scale	AS NOTED
Project:	Motor City Parking Expansion
Location:	Webb Street Portland, Maine
Owner:	Stephen W. Tibbets, P.E. Professional Civil Engineer 15 Oak Ridge Road, Brunswick, Maine 04011 (207) 725-2661 Fax (207) 725-6168
Client:	Forest City Motor Co. Portland, Maine 04101

**HTC**



**INSTALLATION REQUIREMENTS, H-20 INFILTRATORS**

NOT TO SCALE

**REQUIREMENTS TO ASSURE PROPER INSTALLATION**

1. It is the responsibility of the contractor to ensure that the infiltration system is installed in accordance with the design and specifications. The contractor shall be responsible for obtaining all necessary permits and approvals from the appropriate authorities.

2. The infiltration system shall be installed in a trench that is at least 18 inches wide and 18 inches deep. The trench shall be excavated to the design depth and backfilled with the specified material.

3. The infiltration system shall be installed in a trench that is at least 18 inches wide and 18 inches deep. The trench shall be excavated to the design depth and backfilled with the specified material.

4. The infiltration system shall be installed in a trench that is at least 18 inches wide and 18 inches deep. The trench shall be excavated to the design depth and backfilled with the specified material.

**REQUIREMENTS FOR EXCAVATING AND PREPARING THE SITE**

1. The contractor shall excavate the trench to the design depth and backfill with the specified material. The trench shall be excavated to the design depth and backfilled with the specified material.

2. The contractor shall excavate the trench to the design depth and backfill with the specified material. The trench shall be excavated to the design depth and backfilled with the specified material.

3. The contractor shall excavate the trench to the design depth and backfill with the specified material. The trench shall be excavated to the design depth and backfilled with the specified material.

**REQUIREMENTS FOR COVERING THE SYSTEM**

1. The contractor shall cover the infiltration system with the specified material. The cover shall be installed in accordance with the design and specifications.

2. The contractor shall cover the infiltration system with the specified material. The cover shall be installed in accordance with the design and specifications.

3. The contractor shall cover the infiltration system with the specified material. The cover shall be installed in accordance with the design and specifications.

**REQUIREMENTS FOR THE INFILTRATOR CHAMBER**

1. The infiltration chamber shall be constructed of concrete or masonry. The chamber shall be at least 18 inches wide and 18 inches deep.

2. The infiltration chamber shall be constructed of concrete or masonry. The chamber shall be at least 18 inches wide and 18 inches deep.

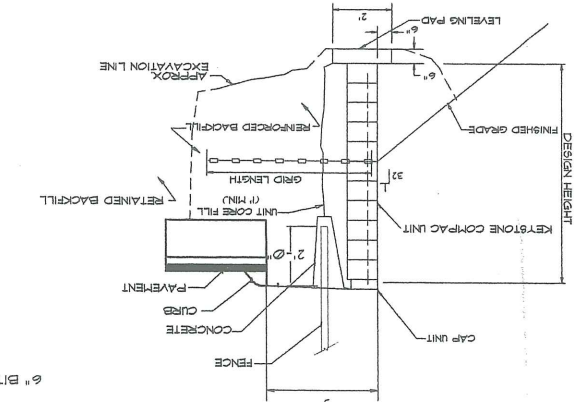
3. The infiltration chamber shall be constructed of concrete or masonry. The chamber shall be at least 18 inches wide and 18 inches deep.

**DESIGN NOTES**

1. The infiltration system shall be installed in a trench that is at least 18 inches wide and 18 inches deep. The trench shall be excavated to the design depth and backfilled with the specified material.

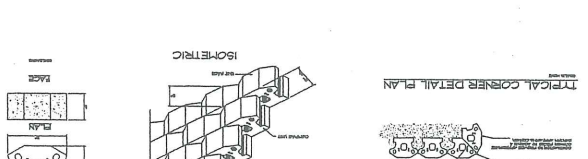
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3. The infiltration system shall be installed in a trench that is at least 18 inches wide and 18 inches deep. The trench shall be excavated to the design depth and backfilled with the specified material.



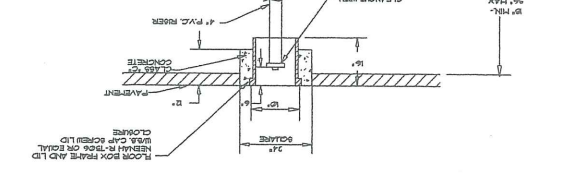
**TYPICAL CORNER DETAIL PLAN**

SCALE: NONE



**KEYSTONE COMPACT UNIT**

SCALE: NONE



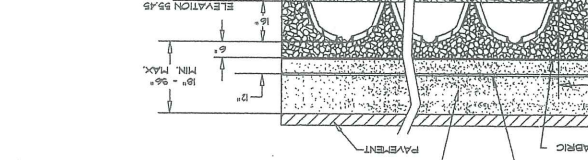
**TYPICAL REINFORCED SECTION**

SCALE: NONE



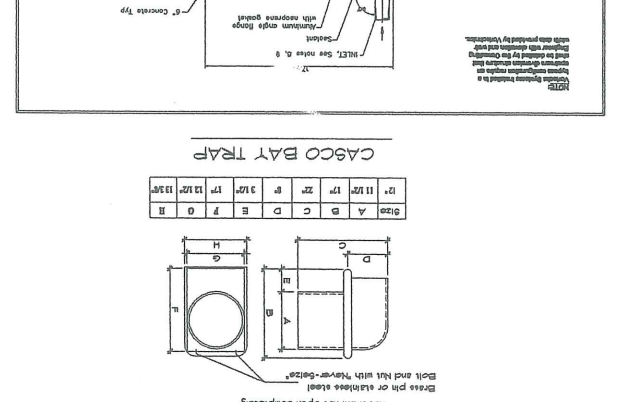
**INFILTRATOR INSPECTION PORT DETAIL**

NOT TO SCALE



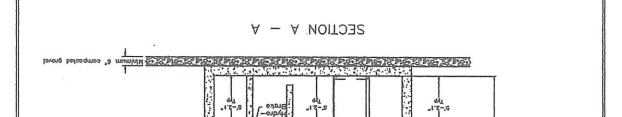
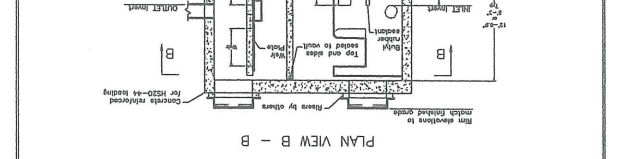
**TYPICAL CROSS SECTION**

HIGH CAPACITY H-20 INFILTRATOR CHAMBER



**CASCO BAY TRAP**

Notes: Hole and hole with 'key'-size. Hole and hole with 'key'-size. Hole and hole with 'key'-size.



**STANDARD DETAIL**

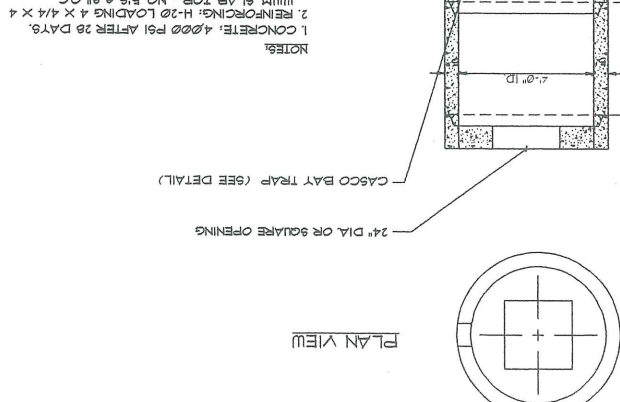
**VORTEXMATE TREATMENT SYSTEM**

SCALE: 1/4\"/>



**OUTLET STRUCTURE DETAIL**

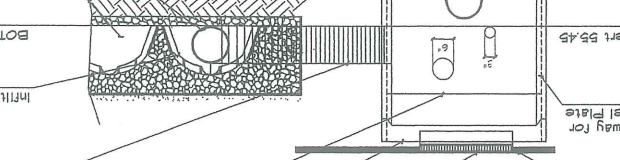
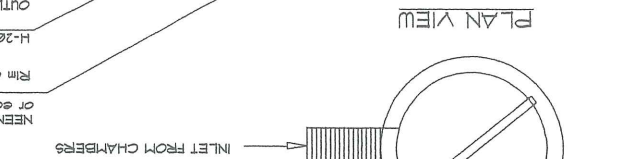
**UNDERGROUND DETENTION SYSTEM**



**CONCRETE CATCH BASIN**

NOTES:

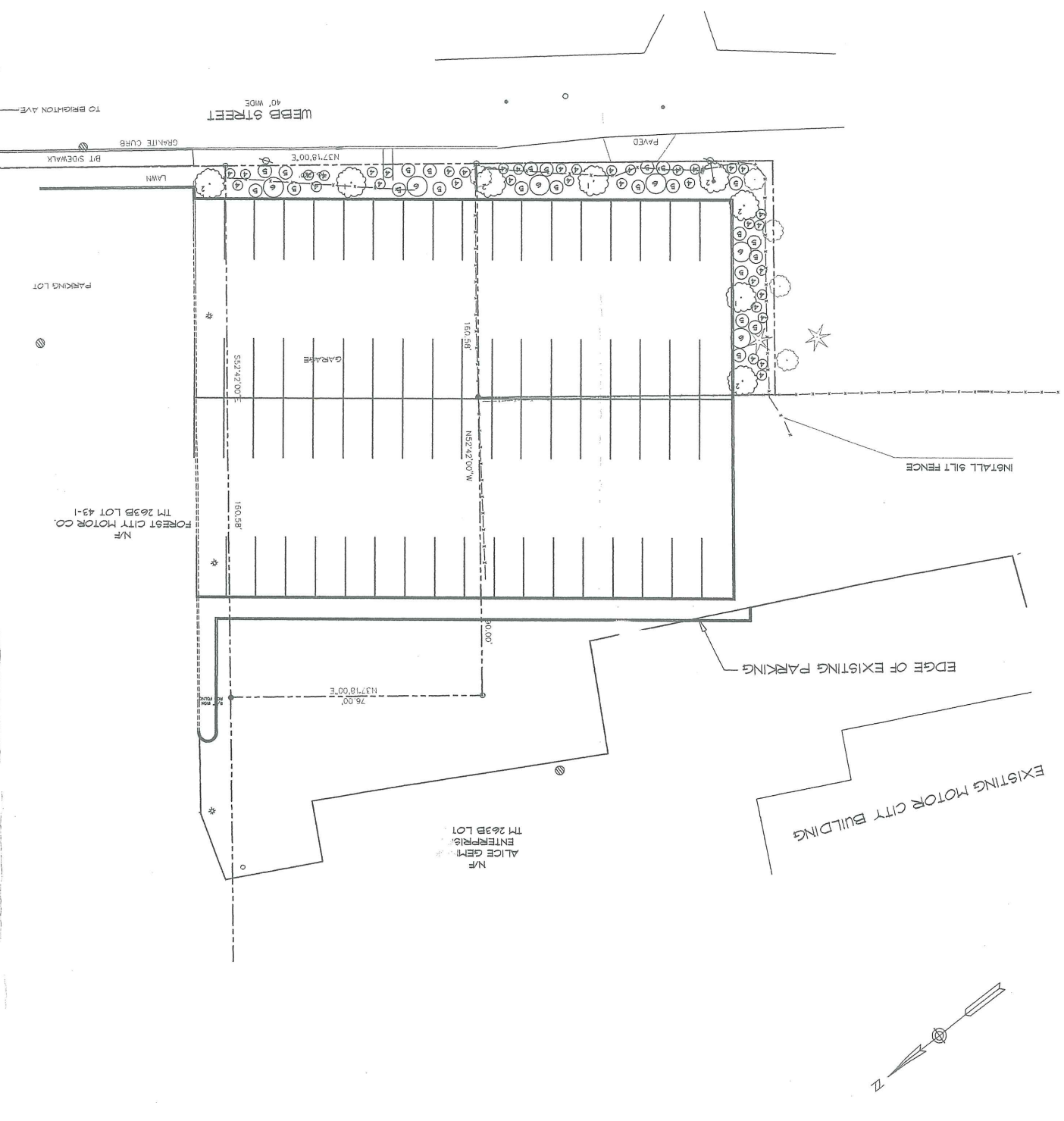
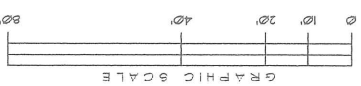
1. CONCRETE, 4000 PSI AFTER 28 DAYS.
2. REINFORCING, H-20 LOADING 4 X 4/4 X 4 W/UM, SLAB TOP - NO. B5 @ 8\"/>
- 3. GULFAP JOINTS SEALANT WITH 1 STRIP OF BUTYL RUBBER SEALANT.
- 4. EACH CASTING TO HAVE LIFTING PINS.
- 5. CAST IN.
- 6. EACH SECTION TO BE LABELED AS NOTED.
- 7. MANHOLE STEPS @ 12\"/>



**OUTLET STRUCTURE DETAIL**

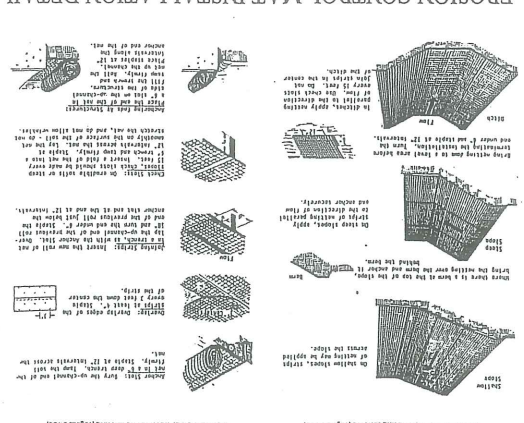
**UNDERGROUND DETENTION SYSTEM**

SYM.B.	BOTANICAL NAME	COMMON NAME	QUANT.	SIZE	REMARKS
1	ACER GINALE	AMUR MAPLE	3	6' - 8' HT	CUMP
2	CRATAEGUS PHAENOPHYLLUM	WASHINGTON MAPLE	4	8' - 10' HT	SPECIMEN
3	PINUS MUGO MUGANUS	MUGO PINE	14	2' - 3' HT	HEAVY
4	SPIRAEA BIMALDA FROEBELI	FROEBEL SPIREA	38	18" - 24" HT	3 GAL
5	TAXUS MEDIA HATFIELDI	HATFIELD YEW	12	3' - 4' HT	HEAVY
6	VIBURNUM TRILOBUM	CRANBERRYBUSH VIBURNUM	6	5' - 6' HT	SPECIMEN

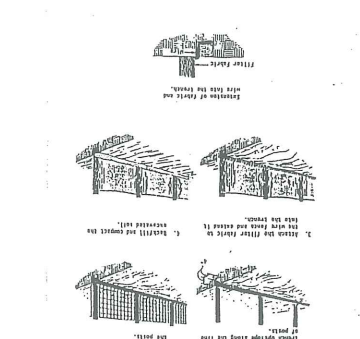


SYM.B.	BOTANICAL NAME	COMMON NAME	QUANT.	SIZE	REMARKS
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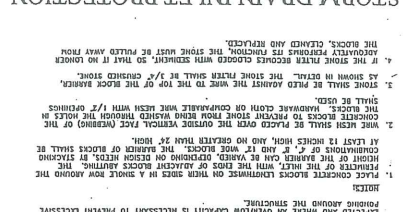
EROSION CONTROL MAT INSTALLATION DETAIL



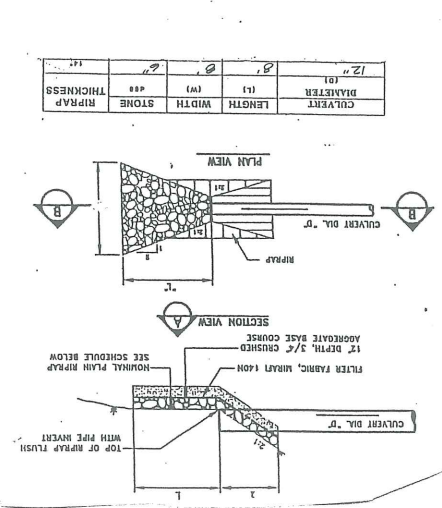
SILT FENCE INSTALLATION DETAIL



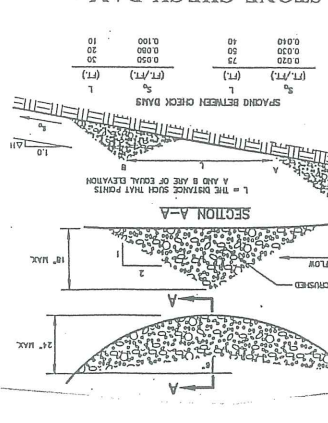
STORM DRAIN INLET PROTECTION



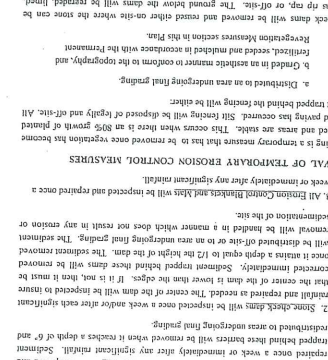
CULVERT OUTLET PROTECTION DETAIL



STONE CHECK DAM



SILT FENCE INSTALLATION DETAIL



REMOVAL OF TEMPORARY EROSION CONTROL MEASURES

1. The following measures shall be removed after the permanent vegetation has been established and the site has been graded to the original contour. The contractor shall be responsible for the removal of these measures. The contractor shall be responsible for the removal of these measures. The contractor shall be responsible for the removal of these measures.

MONITORING SCHEDULE

The Developer and General Contractor will be responsible for the monitoring of the site. The Developer and General Contractor will be responsible for the monitoring of the site. The Developer and General Contractor will be responsible for the monitoring of the site.

GENERAL RECOMMENDATIONS

1. The contractor shall be responsible for the removal of these measures. The contractor shall be responsible for the removal of these measures. The contractor shall be responsible for the removal of these measures.

PL

EROSION AND SEDIMENTATION CONTROL PLAN

Project: FOREST CITY CHEVROLET PARKING EXPANSION

Professional: Stephen W. Tibbatts, P.E. Professional Civil Engineer

Owner: FOREST CITY MOTOR CO. 1000 Brighton Avenue Portland, Maine 04101

1000 Brighton Avenue Portland, Maine 04101

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Drawing: <b>Z1</b>	Date: Sept. 10, 2002	Scale: 1" = 60' - 0"	Project: <b>Forest City Chevrolet Employee Parking Lot Brighton Avenue Portland, Maine</b>	Architect: <b>ARCHETYPE ARCHITECTS 48 Union Wharf Portland, Maine 04101</b>	Owner: <b>FOREST CITY MOTOR CO. 1000 Brighton Avenue Portland, Maine 04101</b>
Zoning Plan					