

CITY OF PORTLAND, MAINE

HISTORIC PRESERVATION BOARD



Julia Sheridan, Chair
Robert O'Brien, Vice Chair
Ian Jacob
Joy Naifeh
Penny Pollard
Julia Tate
John Turk

AGENDA

HISTORIC PRESERVATION BOARD MEETING

The Historic Preservation Board will hold a remote meeting on Wednesday, September 16, 2020, 5:00 pm. This meeting will take place using Zoom.

Virtual meetings are allowed using emergency legislation approved by LD 2167; 1 M.R.S. §403-A, that authorizes cities and towns to conduct meetings online.

Allow your computer to install the free Zoom app to get the best meeting experience.

For public comment, you will need to use the "raise your hand" feature. To raise your hand via the telephone, please hit *9. You will be un-muted by the host when it is time for public comment.

ZOOM MEETING INSTRUCTIONS

You are invited to a Zoom webinar.

When: Sep 16, 2020 05:00 PM Eastern Time (US and Canada)

Topic: HP Board Public Hearing 09/16/2020

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/85198293169>

Or iPhone one-tap :

US: +19292056099,,85198293169# or +13017158592,,85198293169#

Or Telephone:

Dial(for higher quality, dial a number based on your current location):

US: +1 929 205 6099 or +1 301 715 8592 or +1 312 626 6799 or +1 669 900 6833 or +1 253 215 8782 or +1 346 248 7799

Webinar ID: 851 9829 3169

International numbers available: <https://us02web.zoom.us/j/85198293169>

For more information on how to use Zoom, please go to: <https://www.portlandmaine.gov/remotepud>

Public comments will be taken for each item on the agenda and written comments should be submitted to hp@portlandmaine.gov

- 1. ROLL CALL AND DECLARATION OF QUORUM**
- 2. REPORTS OF DECISIONS AT THE MEETING HELD ON SEPTEMBER 2, 2020**

- i. Election of Officers: The Board voted 4-1 (Jacob and Turk absent) to approve the following state of officers: Penny Pollard, Chair and Robert O' Brien, Vice Chair.

153 State Street: The Board voted 4-1 (Jacob and Turk absent) to approve the application, subject to conditions.

Sculpture in Deering Oaks: The Board voted 4-0 (Jacob and Turk absent) to approve the application, subject to conditions.

3. COMMUNICATION AND REPORTS

4. PUBLIC HEARING - 5:00 PM

- i. Proposal for Site Improvements Program to Satisfy Condition of Previous Approval; 58 Fore Street (Portland Company Historic District); Portland Foreside Development Company, Applicant.
- ii. Certificate of Appropriateness for Site Improvements; 75 State Street; Avesta and Seventy-Five State Street, Applicant.

5. CONSENT AGENDA

HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE

PUBLIC HEARING
58 FORE STREET, PORTLAND COMPANY HISTORIC DISTRICT

TO: Members of the Historic Preservation Board
FROM: Deb Andrews, Historic Preservation Program Manager
DATE: September 9, 2020
RE: September 16, 2020 PUBLIC HEARING

Application for: Satisfaction of Outstanding Condition of Approval re:
Interpretive Program for Portland Company Complex

Address: Portland Company Historic District
58 Fore Street

Applicant: Portland Foreside Development Company

Applicant Representative: James Kuhnert

Introduction

Representatives of Portland Foreside Development Company are returning to the Board with a proposal for a comprehensive program of site interpretation designed to communicate the history and significance of the former Portland Company. While the design and specifications of some of the specific contributing elements have yet not been finalized, the applicant's plan for site interpretation is now sufficiently detailed to provide a clear understanding of the nature, type and range of elements envisioned to tell the story of the former industrial site.

The question of site interpretation was a significant topic of discussion throughout the Board's review of the applicant's proposal for 58 Fore Street's Block 2 redevelopment. The Board wanted a level of assurance as to the nature, ready accessibility and prominence of interpretive elements. At the time the proposal for building rehabilitation and new additions were presented for final review and approval, the interpretation program was still strictly conceptual. As such, the Board approved the Block 2 redevelopment plans subject to the following condition:

**Applicant to provide on-site, readily accessible, interpretative elements that convey the history and significance of the Portland Company at the local, state and national level. This material shall include a written narrative component at*

or near major gateways to the historic complex, in addition to any interpretive program within the buildings themselves. Detailed plans and specifications for interpretive site features and/or exterior signage to be submitted for Historic Preservation Board review and approval within nine months of this approval. Installation of interpretive site features and/or exterior signage to be completed within one year of a Certificate of Occupancy for any historic structure within the Portland Company Historic District.

Portland Foreside Development Company's proposed interpretive program is attached to this report. James Kuhnert, who developed the program for the developer, will review components of the multifaceted program at the upcoming meeting.

Proposed Site Interpretation Program

As the enclosed submittal explains and illustrates, the proposed interpretation program for the former Portland Company industrial complex is a multi-component one which employs both traditional and unexpected methods of interpretation, all of which are intended to enhance and reinforce the visitor's experience and understanding of the evolution of the Portland Company; the enormous scale of its production; the range of machinery, equipment and architectural elements produced on site; and the importance of the Portland Company to the history of Portland, the state of Maine and the country.

Given the thoroughness of the attached proposal, there is no need to describe the specific components of the interpretation program in this report.

Staff Comments

Staff finds the proposed interpretative program to be both comprehensive in scope and original in its presentation. The only component of the overall program that might warrant some level of moderation is the "Suggestive Elements & Cues" component, which includes street naming within the complex and employee/worker uniforms to reinforce the industrial theme. While staff trusts that this will be handled with restraint, every effort should be made to avoid creating a theme park atmosphere.

If the Board decides that the proposed program generally satisfies the outstanding condition of approval but that details of specific features (such as the pedestal-mounted informational panels) warrant final review, the Board might require that such details be submitted to staff for sign-off.

Motion for Consideration

On the basis of plans and illustrations submitted by the applicant for the September 16, 2020 public hearing and information included in the accompanying staff report, the Board finds that the proposed site interpretation program for the former Portland Company complex

satisfies (fails to satisfy) the Historic Preservation Board's January 22, 2020 condition of approval for the redevelopment of Block 2 at 58 Fore Street (subject to the following conditions.....)

Attachments

1. Proposal for site interpretive program

Historical Interpretive Approaches

Preserving Portland's historical gem

In December 2019, during one of the Historic Preservation Board workshops associated with 58 Fore Street, the Portland Historic Preservation Board (PHPB) emphasized the need for interpretive material that could explain the origin of the site's manufacturing history. The PHPB also expressed the need to acknowledge the important effect The Portland Company's location had on the infrastructure and development of the City of Portland's eastern waterfront.

Portland Foreside Development Company (PFDC), led by and their design teams, seeks to create and deploy the interpretive historical elements highlighted in this presentation to inform and direct the public's attention to the site's rich development history. Highlighting the history of this site allows visitors of all ages, types and interest-levels to fully realize its unique past and paramount role in shaping the history of Portland, American manufacturing, and our nation.

PFDC considers these historical artifacts, elements, and programming to be vital to the visitor experience. The goal is to provide a fluid, holistic historical experience to every visitor - from the 6-year-old girl clutching her mom's cell phone, to the 75-year-old history buff, to everyone in between. Each unique visitor responds to and consumes historical information differently - some are naturally curious and seek it out, while others are passive and are simply coming to a "new place" to shop.

PFDC is proposing a 4-fold, multifaceted approach to "History Making" that will populate the site with inventive, diverse, and engaging historical content, presented in multiple formats for a wide range visitors to enjoy, so no visitor can walk the site without internalizing its historical character and significance.

Private made public

The redevelopment of 58 Fore Street is unique, in that the private 10-acre site is being utilized and made available to the public to utilize. The history of The Portland Company belongs to all Portlanders and all shall be granted access and welcomed.

History will be "felt" both outdoor and indoor. Not only can one appreciate the sheer scale of these goliath structures from the exteriors, but one can go inside and revel in the same space (mostly unchanged) our forefathers worked in. Because the flow of traffic will be indoor/outdoor we can utilize our interiors to showcase the site's past, preserving the raw architectural integrity of our exterior facades.

Sacrifice, invention, ingenuity and progress happened within these walls and yards - let's explore...

Our 4-fold methodology to history making

Our holistic experiential approach maximizes the historical experience for all types of visitors, from traditional formats to the experimental and entertainment driven styles as well. There are many mediums to convey history, but to be successful, it most importantly must “connect”, engage, and inspire the public. The experience must be authentic to truly work.

1.

Historical narrative

A traditional linear presentation of historical information utilizing photography, imagery and text. This is the museum exhibit format we all know and love. It is factual, informative, and detailed.

A visitor must stop, look, and read. This format appeals particularly well to history buffs or those genuinely interested in the site's history. These displays will be hard to miss, but also non obtrusive for those who wish to ignore. These displays present the most detailed level of information, they include:

- Mounted interior large format photos
- Overlook pedestal at grand stairway entrance & walking trail
- Online historical website
- Original building numbers & plaques

2.

Material Connections: Environmental Artifacts

Material connections are the large historical artifacts salvaged from the site that will dot the property throughout. These artifacts are unique, large and can't be missed.

The sheer size of these artifacts engages everyone. “Daddy... what is that? Why did they make those things and what were they for?” These structural artifacts appeal to all, provide a visceral historical experience, and elicit conversations and comments, they include:

- Boiler Passage / Boiler artifacts
- Locomotive and ship parts
- Gates
- Pattern mold wall display
- Visible original Seawall
- Chapman's elevator
- Restored brick buildings
- Portland Co. Locomotive / Narrow gauge railroad

3.

Suggestive Elements & Cues

Suggestive elements and cues are designed and fabricated in the present day to augment the historical experience of old. While not technically historical artifacts, they provide visitors with historical cues, language, and sensory surprises which creates a richer historical experience.

These elements are often subconscious but will be witnessed by most visitors in some fashion. A train whistle signals day's end at 4pm. Our seating bench is not just a normal bench but stacks of railroad ties that serve a seating function, while also suggestive of the type of material that would have been in the yard circa 1900.

Suggestive elements and cues include:

- Street naming
- Auditory embellishments & Soundscapes
- Way-finding elements
- Signage & Language
- Employee / worker uniforms
- Elevator design
- Bike racks & Benches

4.

Historical Programming

The ongoing celebration of our site's history in the form of events, reenactments, laser shows, tours and talks with a focus on community engagement and educating and engaging youth. We strive to keep the past alive and present in modern creative ways. The manner in which we present history will change with the times, technology, and current events.

Informative but also entertaining, in order to win over new converts and spark wonder in young people.

History comes alive!

- Revolving exhibits with MHS
- Laser shows on historic buildings
- “History Comes Alive” night
- Historical reenactments
- Historical themed events & benefits
- Revolving historical exhibit space

Serving our diverse audiences.

All visitors will interact in some manner with our site's historical elements. We seek to inspire and encourage everyone to "feel" a true sense of place while acknowledging those that walked these same grounds before.

Tourists to Portland:

This is Portland's unique, historic location that serves as a living symbol of American invention and manufacturing, both in the past and present. The site sits above Portland's largest international marina which will supply a heavy seasonal flow of new traffic. The public will enjoy 58 Fore Street and learn a bit about our its rich past.

Local Employees/Workers:

This waterfront side of Portland is a modern day "working waterfront" with not just the water dependent uses, but also the recent additions of large technology businesses. The historic development provides a welcoming venue for events, food and exploring.

Teachers / Local educators:

Perhaps our most treasured visitors, local teachers are on the front lines of continued innovation. This site was the first innovator of it's time, and still is! Unique opportunities to bring their classrooms through the site and interiors.

On-site residents:

People living in the site's residential units are in a unique position to celebrate the convergence of both a new evolving neighborhood and an incredibly relevant historical site.

Local residents:

Many local residents have never experienced the interiors of these buildings. A wonderful opportunity awaits to explore.

Relatives of Portland Co workers:

Relatives can now freely explore the same buildings their grandfather or grandmother (or more likely - great grandfather/grandmother) worked in.

Train buffs:

For years The Maine Narrow Gauge Railroad has attracted train enthusiasts both young and old. There's nothing like experiencing a child hear the whistle blow for the first time, awestruck by the scale of classic steam locomotives. Now these visitors can gain a deeper understanding and pass through the buildings where these tin lizards were manufactured.

Event guests:

People attending special events at the site (weddings, cultural programs, events).

Grand overlook pedestal / Fore Street

The pedestal is situated at the busiest entrance to the development – the grand stair. This is the perfect vantage point for the presentation of architectural content as it can be viewed in context, mixing reality and representation. Visitors approach from Fore Street and can gaze downward into the development matching existing structures to the model. Modern, tasteful, tactile & informative, our pedestal is designed to engage children as well as curious adults. This pedestal features a bronze 3D sitemap of The Portland Company circa 1900, complete with historical summery and building annotations. Visitors can cross reference and obtain more detailed information on each building over time via our historical website module.

Materials:

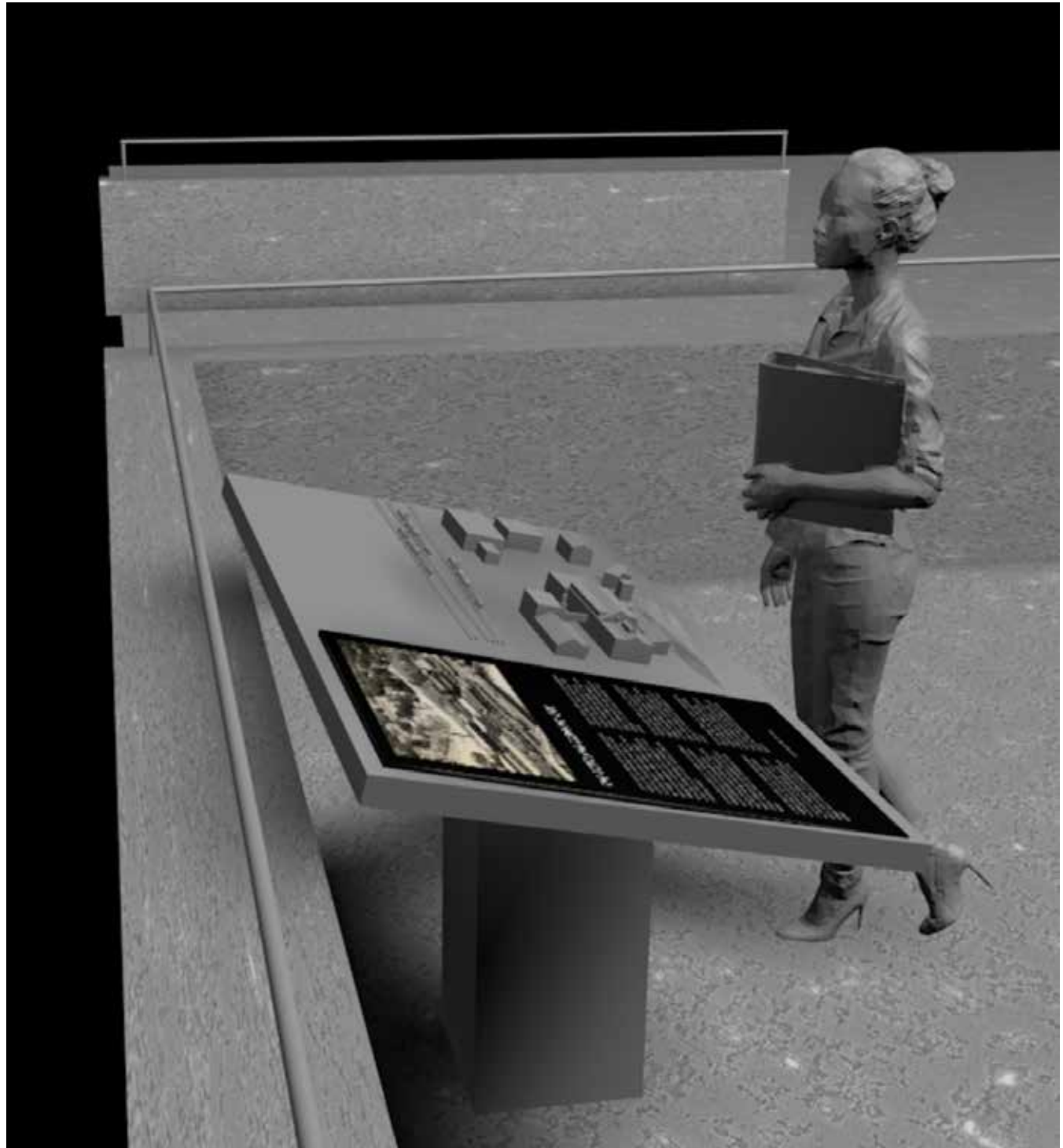
Glass, brass, composite, steel

Dimensions:

4'x2.5'

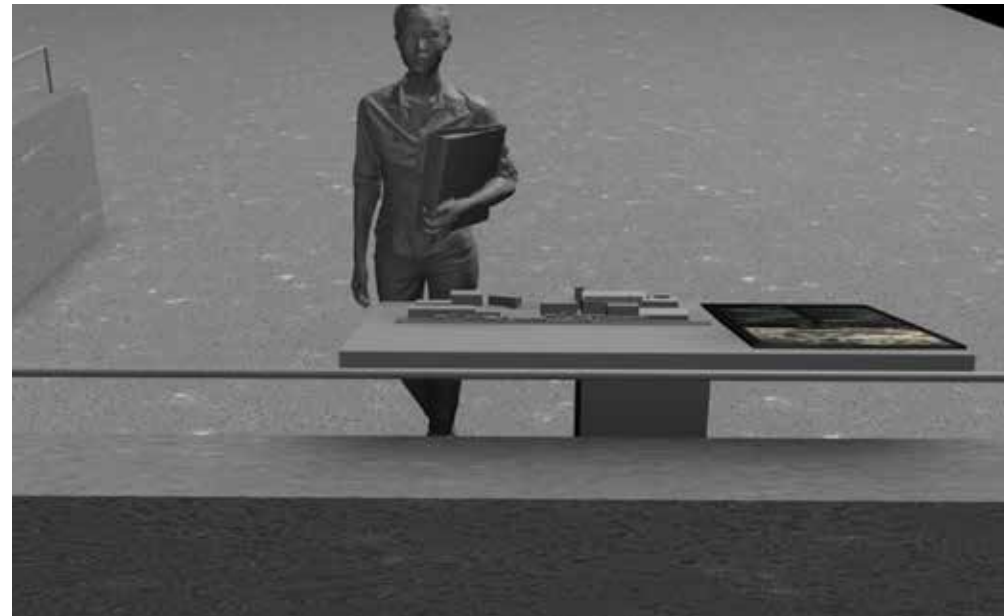
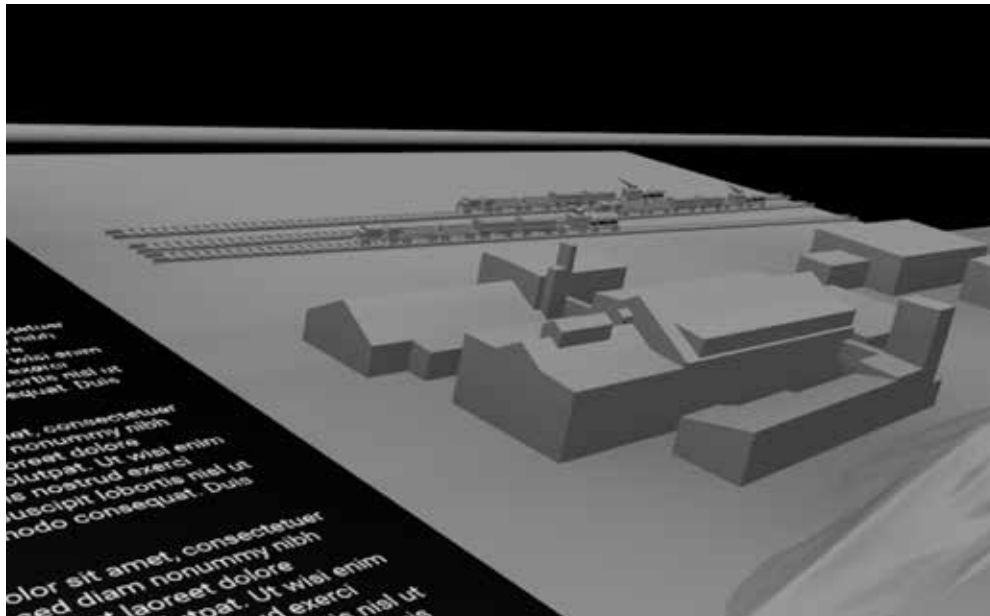
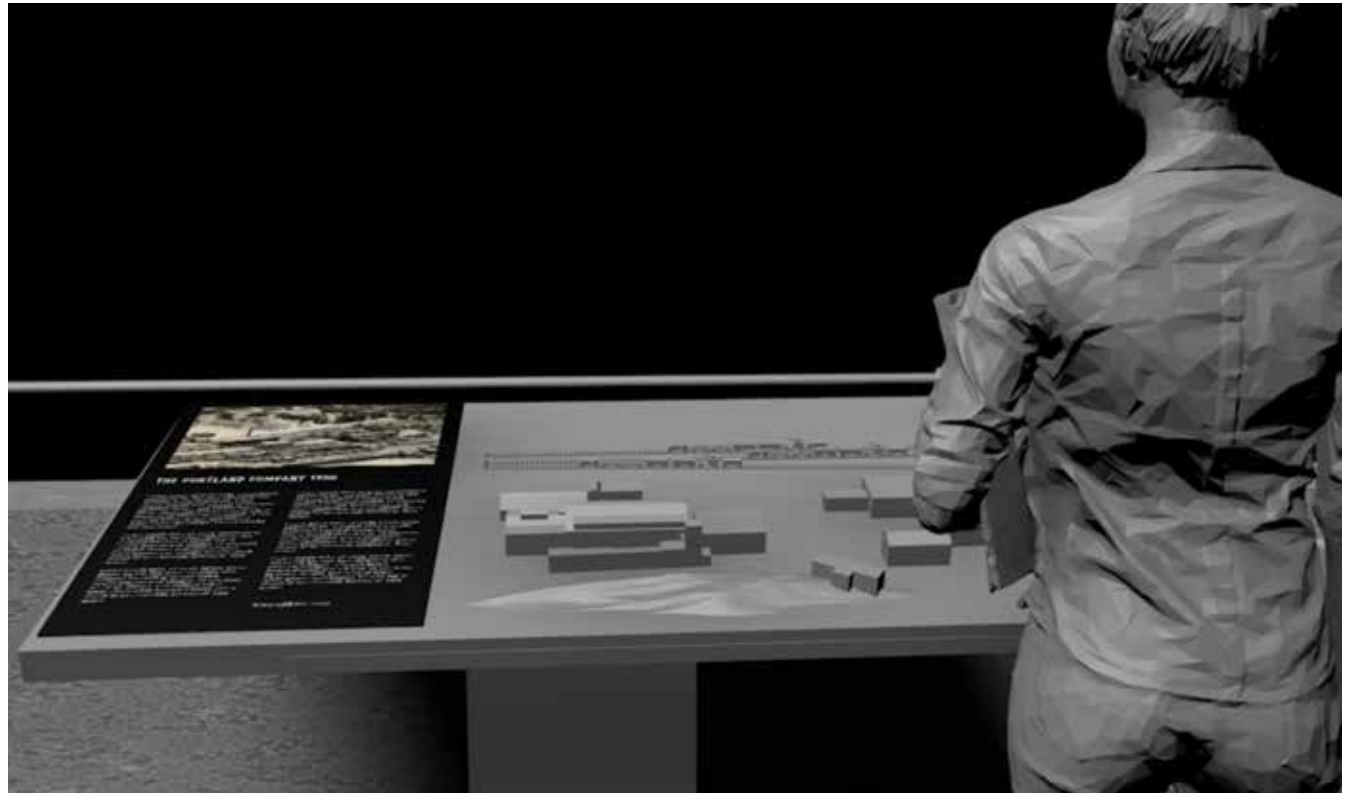
Historic siteplan year represented:

TBD



Grand overlook pedestal / Fore Street

Renderings not to scale



Grand overlook pedestal / Fore Street

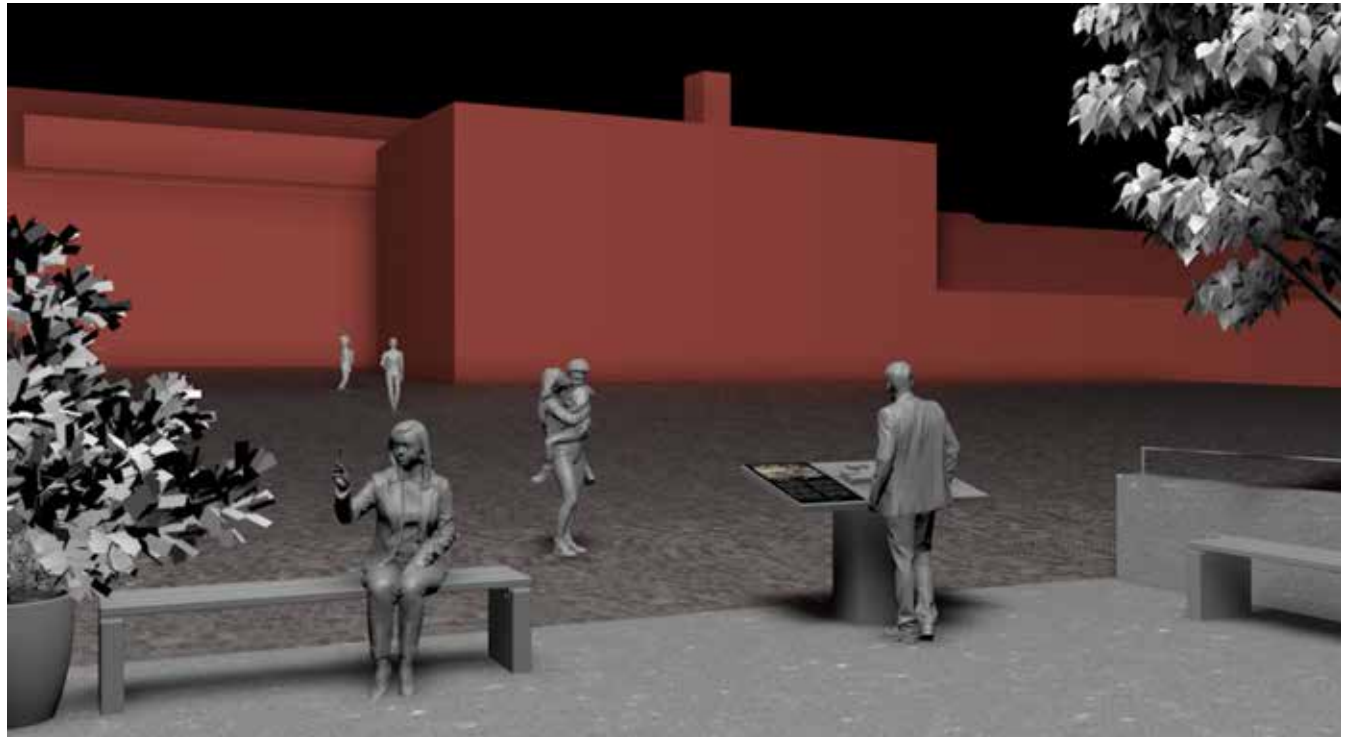
Pedestal location:

Our pedestal sits atop the grand stairway at the entrance of the development.



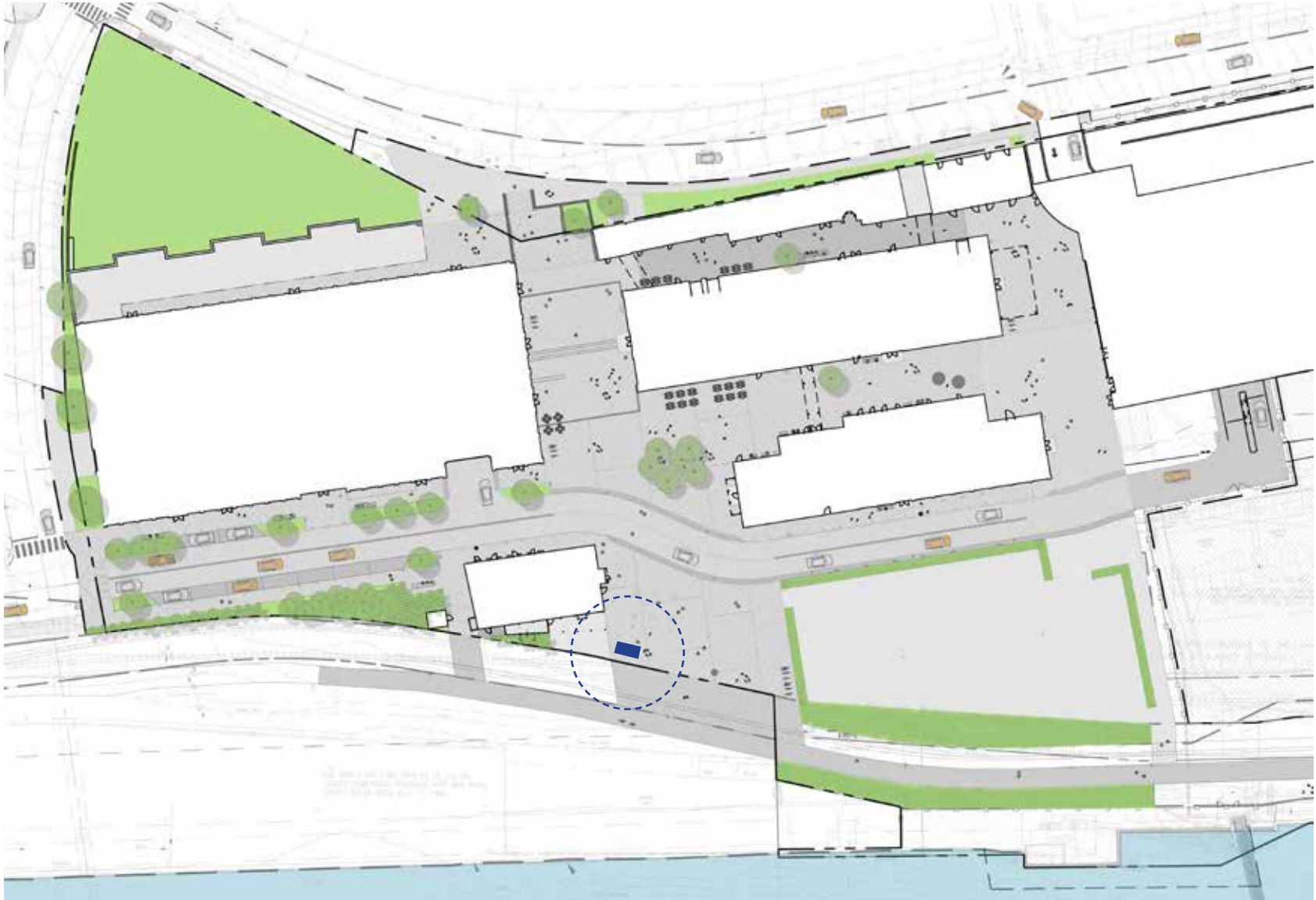
Second Informational Pedestal Accessible from the Eastern Promenade Trail

A second informational pedestal will be installed adjacent to the Eastern Promenade Trail between Building 12 and Block 3. The pedestal will include a different view of the former Portland Company complex and associated buildings and continue to inform the public about the history of the site. The text will be different from what is on the Grand Stair pedestal.



Second Informational Pedestal Accessible from the Eastern Promenade Trail

The location of a second informational pedestal along the Eastern Promenade Trail is shown in the image below.



Interior historical large-format photography

Points of Recognition:

Portland People and the Passage of Time

Elicit the recognition of past occupants and their activities in the exact location of today's viewer. The medium for sharing this historic information is photographic. Images can vary in scale according to location. Large-scale images can be directly applied on indoor brick walls and steel panels. Smaller images can be in more intimate interior locations, sometimes alongside related artifacts. Large-format photographs will be accompanied with informational placards. Large-format original blueprints will be produced using a traditional cyanotype process.

Possible rotational photographic themes may include:

“From Rail to Sea and beyond”

John Poor's powerful vision for international trade, transportation, and manufacturing.

“Technology”

When it meant cast iron, rivets, and steam.

“Hard Work”

Work environments in manufacturing at the site through time.

“Women at War”

Portland's women answer the call for increased wartime production of munitions and machinery - WW1.



Dimensions:

Variable. 6'x3'

Materials:

Wheat-paste on board with varnish

Original building numbers & descriptions

Individual buildings will retain The Portland Company's numbering system with painted numbers and historic use/names prominently displayed on the exterior. Visitors will clearly see the plaques that display the building's original use, function and dates of operation. Visitors can peruse more detailed historical information about the actual buildings via our historical website.

Building 1: Erecting Shop, 1918, original site location marked in plaza pavement

Building 2: Machine Shop, c. 1847

Building 3: Machine Shop, c. 1847 and 1895

Building 4: 1895, Foundry One Bay

Building 6: Blacksmith & Tank Shop, 1883; 1896-1904

Building 12: Pattern Storehouse Addition, 1895 moved and reconstructed 2021

Building 14: Former Drafting Room and Storehouse location, 1858-64

Buildings 15 & 16: Boiler Houser and Brass Foundry, 1858-64; 1864-71

Building 24: Vault, c. 1905 and 1924

Original building number signage



Original building numbers & descriptions

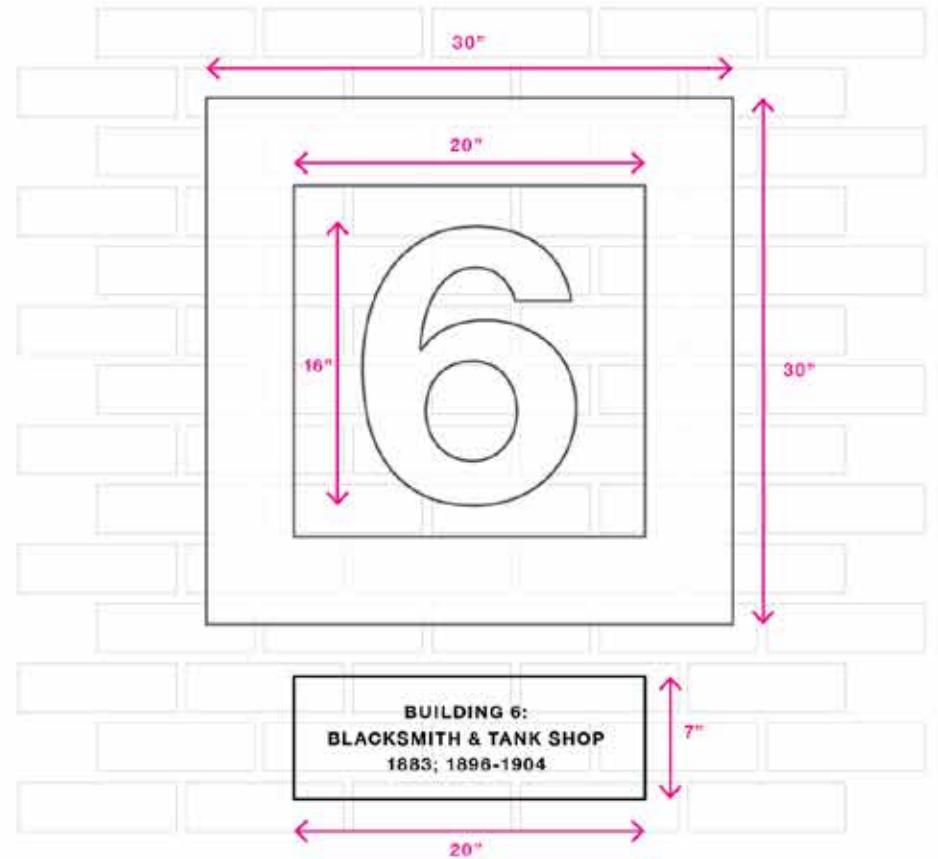
Specifications & materials



Numerals:
White paint on brick

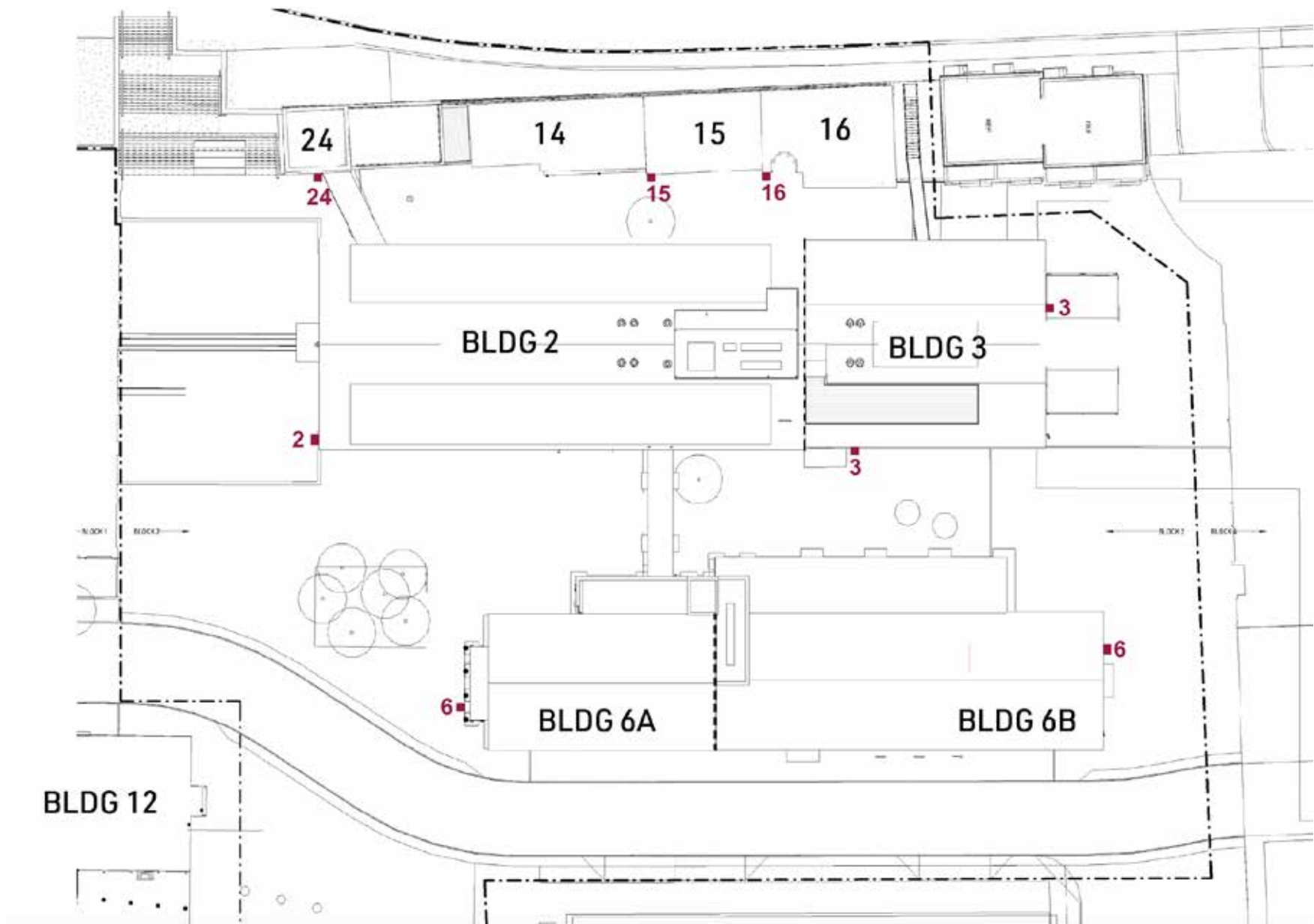
Typeface:
Helvetica Neue Bold

Plaque:
Aluminum with raised typography



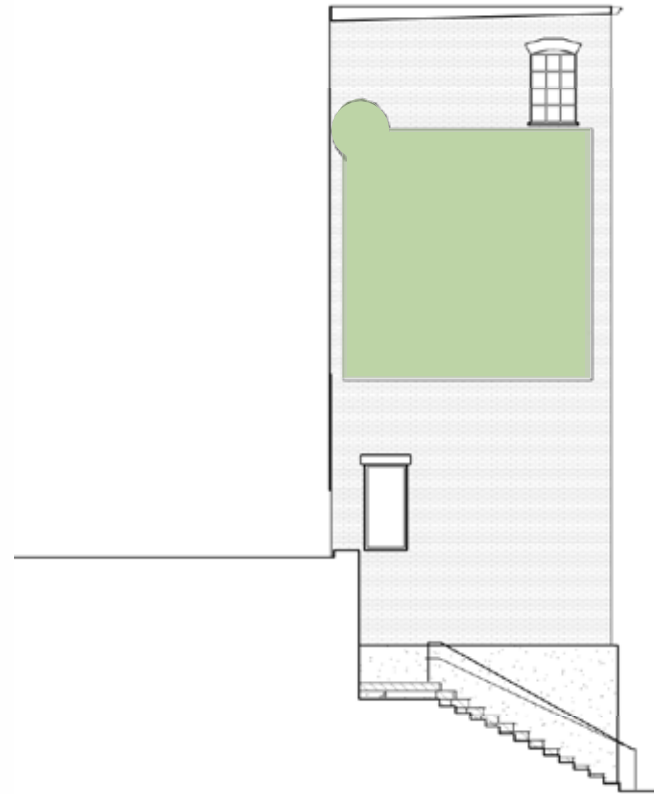
Original building numbers & descriptions

Number locations



Original building numbers & descriptions

Restored original “Portland Company” signage on building 24 tower. This is an exact recreation of the original signage minus “MARINE COMPLEX” verbiage that was below “THE PORTLAND COMPANY” typography.



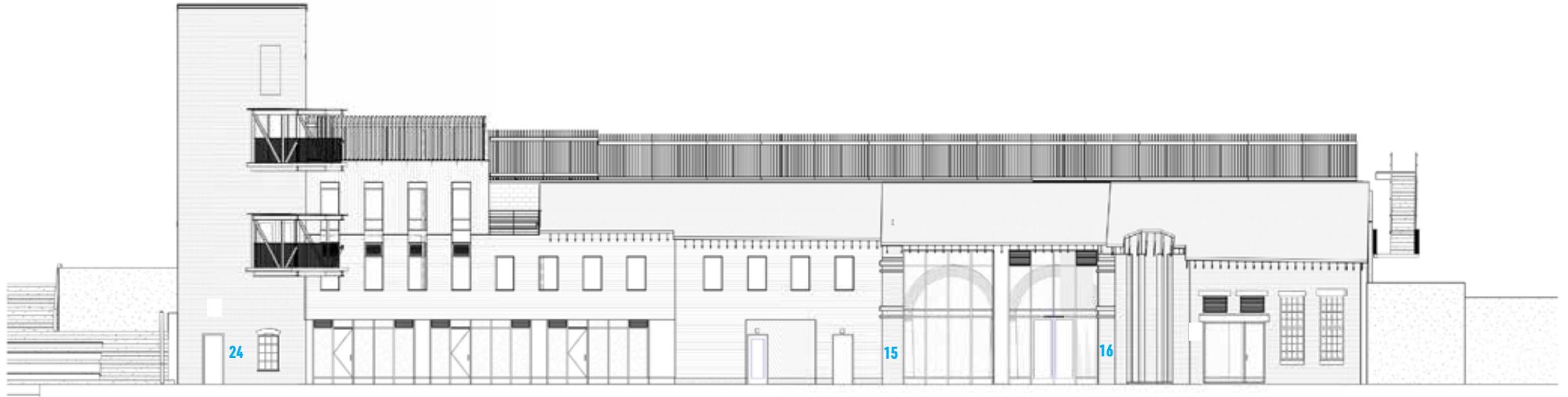
Building 24 - painted signage location / West elevation

Materials:

Painted signage on brick

Original building numbers & descriptions

Frontal & side elevation placements of historical numbers/plaques



Building 24/15/16 - South Elevation



Building 6 - East elevation

Original building numbers & descriptions

Restored original building signage on building 24 tower.



Building 2/3 - South elevation



Building 3 - East elevation



Building 2/3 - West Elevation

Historical website

PFDC will be designing a comprehensive Portland Company historical website. This fully featured web module will offer a detailed historical overview of the personalities, manufacturing, historical timelines and accomplishments – all available to the public.

Our buildings, on-site installations, and historical programming will reference the web module and direct users to this site for further information.

This website can also inform the public about rotating exhibits as they become available. We will also coordinate and connect with the Maine Historical Preservation society. We are developing our historical content archive with the help of local resident - Jacob Spitzer, who is currently pursuing his PHD in History at Yale University.



CONNECT WITH US | SIGN UP TO RECEIVE UPDATES, REVIEWS AND INFORMATION VIA MONTHLY NEWSLETTERS

THE STORY | THE PEOPLE | THE BUILDINGS | THE TECHNOLOGY | THE LEGACY | THE SITE | EVENTS



FACTORY LIFE

1900-1910

Building America's Trains

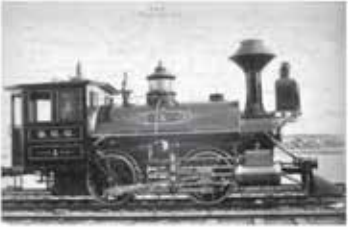
At its conception, the Portland Company's primary purpose was to manufacture trains. Beyond producing the first locomotive built in the state of Maine, the company supplied locomotives, engines and other train parts for the St. Lawrence & Atlantic Railroad but soon expanded its client far and wide.

Among the earliest of the large corporations established in town, was the 'Portland Company' for the manufacture of steam engines, and all the equipment of a railroad, and of other works in wood and iron... within the first three years, it turned out ten locomotives, nine passenger cars, thirty platform, and forty box freight cars...the quality of their manufactures was so good, that they acquired a wide and honorable reputation which brought orders from foreign countries and distant parts of our own.

Unlike the interchangeable parts revolution that was



Within the first 55 years of its existence, at least 630 steam locomotives and hundreds of freight and passenger cars were built for a variety of domestic and international railroad companies, as well as for the U.S. government during war time. Aside from the proven quality of the company's output, it also had to compensate for various widths of rail gauges in standard track width was not implemented until the 1870s. The gauge length between the St. Lawrence & Atlantic line and the Portland, Saco & Portsmouth line—which traveled down the New England Coast and connected to the St. Lawrence & Atlantic on Commercial Street—was different, for example, which meant that goods would have to be transferred to entirely different trains when shipping from Canada to Boston. Maine would become known for its "unique system of railroads" that lay on tracks only ten feet wide called the Narrow Gauge railroad.



Environmental Artifacts: Boilers

We seek to forge “material connections” with the public. The sheer scale and physicality of The Portland Company’s manufactures are important to communicate both pictorially and with direct contact with salvaged artifacts. The boilers, the stones in the seawall surfaces within the embankment buildings, and salvaged artifacts will be strategically located throughout the site.

Our boilers are the largest of our salvaged artifacts and dot the property in two prominent locations. The enormity of these artifacts engage everyone. “Daddy... what is that - why did they make those things and what were they for?” These structural artifacts appeal to all, provide a visceral historical experience, and elicit conversations and comments. Salvaging these boilers is a herculean undertaking, requiring a multi-stage remediation, restoration and securing process.



Boiler placement

Two boilers will be prominently placed in the pedestrian corridor between building 6 & 2/3. This passage is a central pedestrian thoroughfare, where visitors congregate, eat and socialize.

The third boiler will remain in building 15 along the back alley seawall.



Preserved Interior Artifacts

Numerous interior artifacts exist in The Portland Company buildings located at 58 Fore Street. It is with appreciation and care that PFDC will restore as many as we can for the public and tenants of these buildings. For example, the Queen post trusses and machinery in Building 3 will remain in their current location. These artifacts help communicate The Portland Company story to the public and bring forth an authenticity that can be experienced.



Building 3 / Queen post trusses and machinery



Preserved Interior Artifacts



Other interior artifacts exist in Building 2 and include the ceilings, walls, windows and interior brick with light blue paint. The way these elements co-exist together communicates scale, construction methods of the time and a sense of history. The interior of this Building and others onsite will be restored as much as possible while also meeting current Building Code standards.

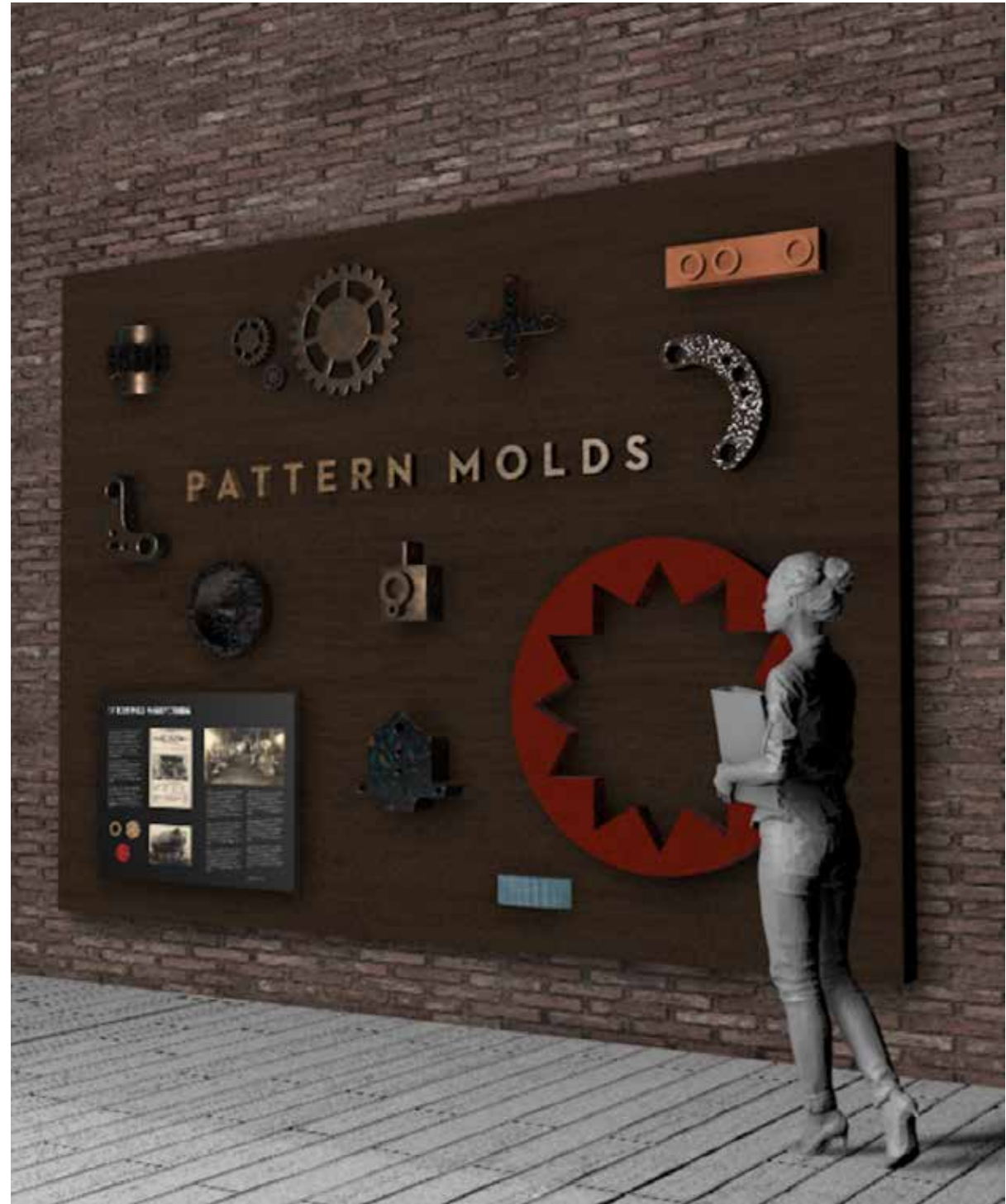


Pattern mold – wall installation

The salvaged pattern molds from The Portland Company complex are interesting objects – all unique shapes, parts and pieces of a past industrial era. This is not the new 3D printing we are used to in the modern age - these molds shaped a nation.

Using cast iron metals such as iron contributed to the rapid expansion of the entire country in the 19th century. Using molds at The Portland Company was unprecedented as was having all stages of production for large machines in one place. This forethought along with the pattern mold technology of the time demonstrated the early days of efficient production. Remaining today are both cast iron and wooden pattern molds. The wooden pattern molds were used to make the iron castings in the Foundry Building. These molds were costly for The Portland Company to invest in and preserving them was important.

We are designing and building a 10x15 interior wall display that showcases these unique pattern mold objects and familiarizes visitors with their function and significance.



Pattern mold – wall installation

Photographic reference of salvaged pattern molds. Molds will be cleaned and fixed to a mounting board wall complete with annotations and a summary of why the pattern molds were used during the manufacturing process at The Portland Company complex.



Pattern mold – wall installation



Chapman's elevator

PFDC has included a custom designed “Chapman’s Elevator” with original braking invention schematics and annotations as an element to convey the history of The Portland Company.

There’s no better context to tell the William Chapman story than in an elevator. In the early twentieth century, inventor and electrical engineer William H. Chapman (1860 - 1944) was in charge of The Portland Company’s research department and did important work that led to the development of microwave technology as well as experimentation and invention related to the use of electricity in manufacturing.

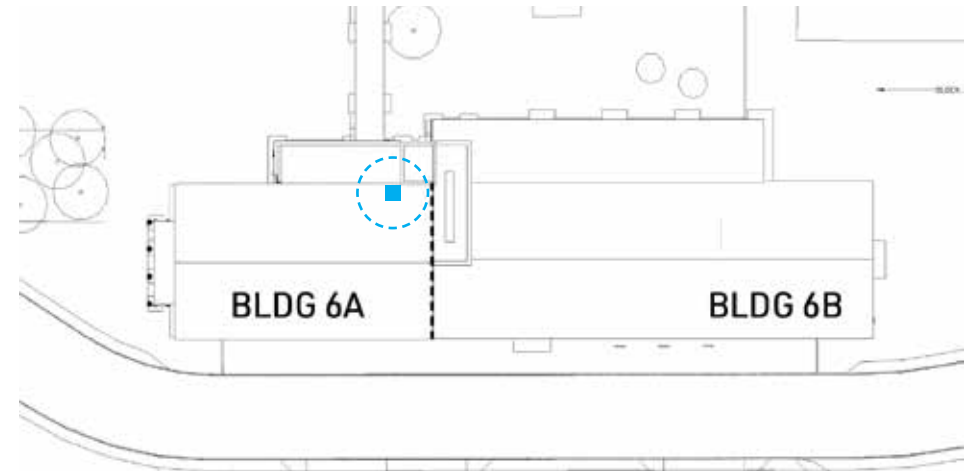
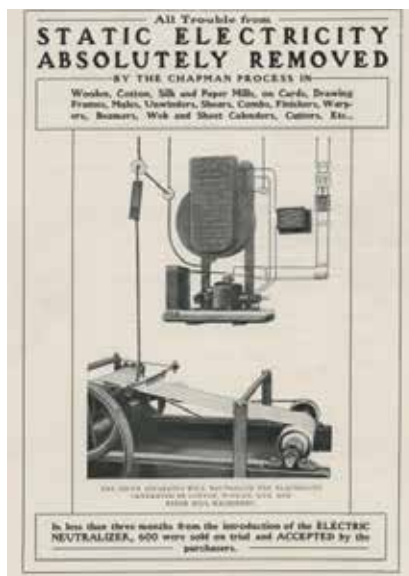
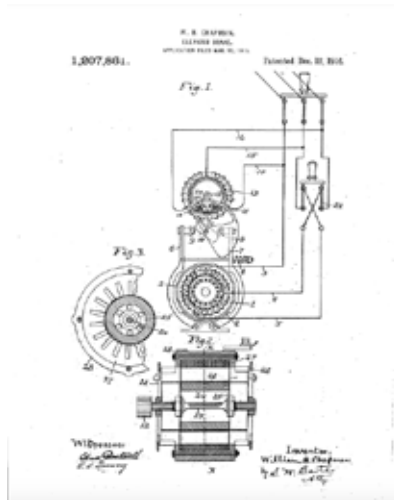
The Portland Company voltage regulators were used in mills and factories throughout Maine and beyond. Chapman also invented the Chapman Electric Neutralizing Machine while at The Portland Company in 1906. This device removed static electricity during the manufacturing process and was critical to the paper and textile industries of Maine. Who’s Who in New England, 1909, lists Chapman as electrical engineer for The Portland Company and also as director and electrical engineer for Chapman Electric Neutralizer Company, with an office at 58 Fore Street. This information indicates that Chapman had his own company within the complex of The Portland Company, while working for the company as well. Chapman received a second patent for improvements to the original electric neutralizing design in 1916, the same year he patented an elevator brake.



10. *Journal of the American Medical Association*, 2000; 283: 2689-2696.

Location:

Building 6 third floor.



Approved street names

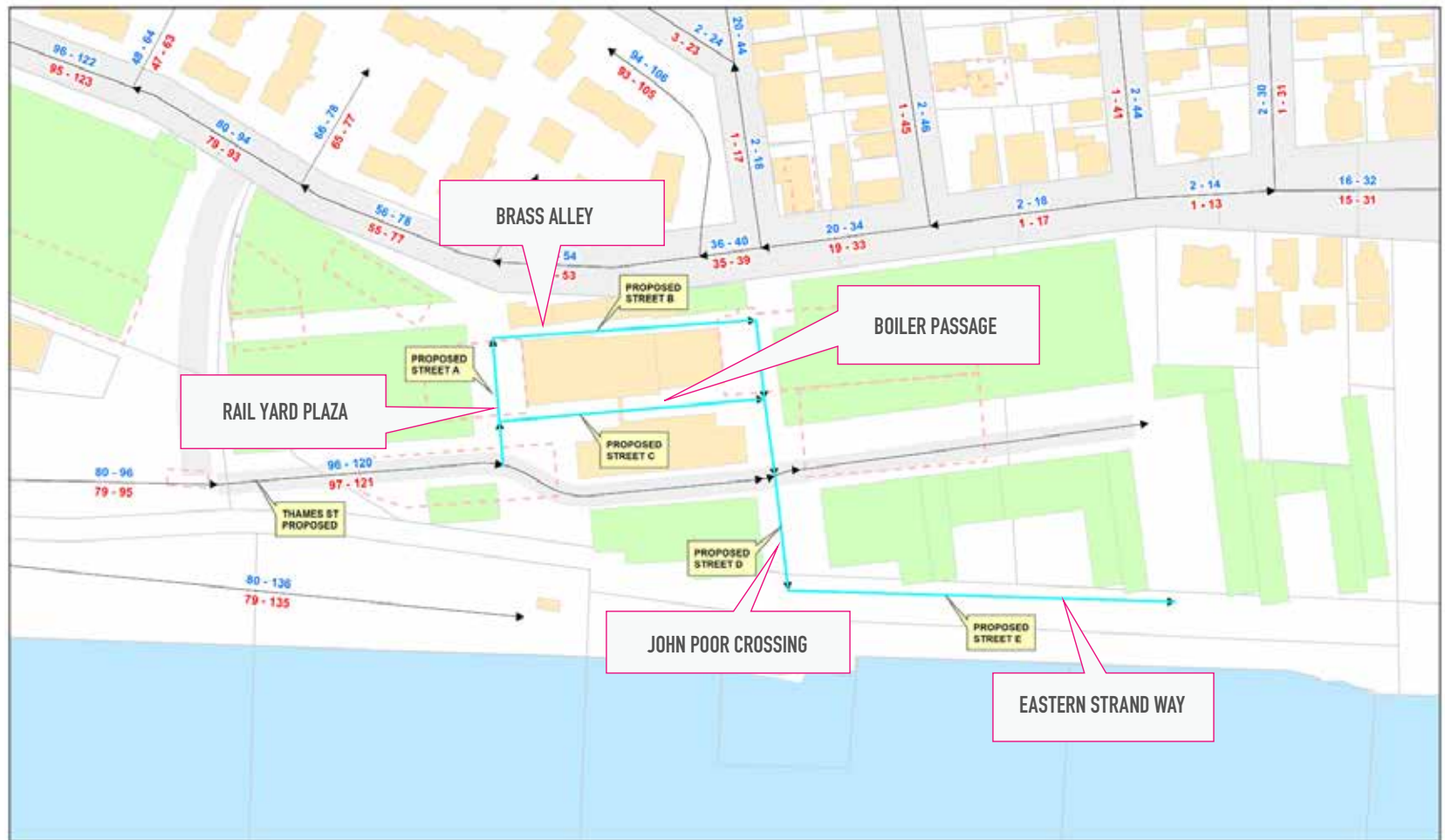
Careful attention was given to street naming to evoke the site's rich manufacturing past. PFDC worked in collaboration with The City of Portland to find legal street names that would also be suggestive of past activity.

“Brass Alley” is the alley way aside the original seawall. The historic location of the brass foundry.

“Boiler Passage” is a major pedestrian thruway. Also the site of the salvaged boilers from building 15.

“Rail yard plaza” is the central gathering plaza on the property. The site of future outdoor events and activities, we hope the name will further equate the site with historic railroad manufacturing.

“John Poor Crossing” pays homage to the Portland Company's founder and visionary.



PORTLAND FORESIDE - 05.18.20

Map showing the proposed street locations for the project at 58 Fore St

Portland, Maine
March 6, 2021



Historical Programming

The ongoing celebration of our site's history in the form of events, reenactments, laser shows, tours and talks with a focus on community engagement and educating / engaging the young.

We strive to keep the past alive and present in modern creative ways. The manner in which we present history will change with the times, technology, and current events.

Informative but also entertaining, in order to win over new converts and spark wonder in young people.

History comes alive!

- Revolving exhibits with MHS
- Laser shows on historic buildings
- "History Comes Alive" night
- Historical reenactments
- Historical themed events & benefits

History Comes Alive Night

Laser projections on building faces tell the Portland Company story, complete with steam and audio. A night for all Portlanders to remember. →



Historical Programming

Inspirational examples:

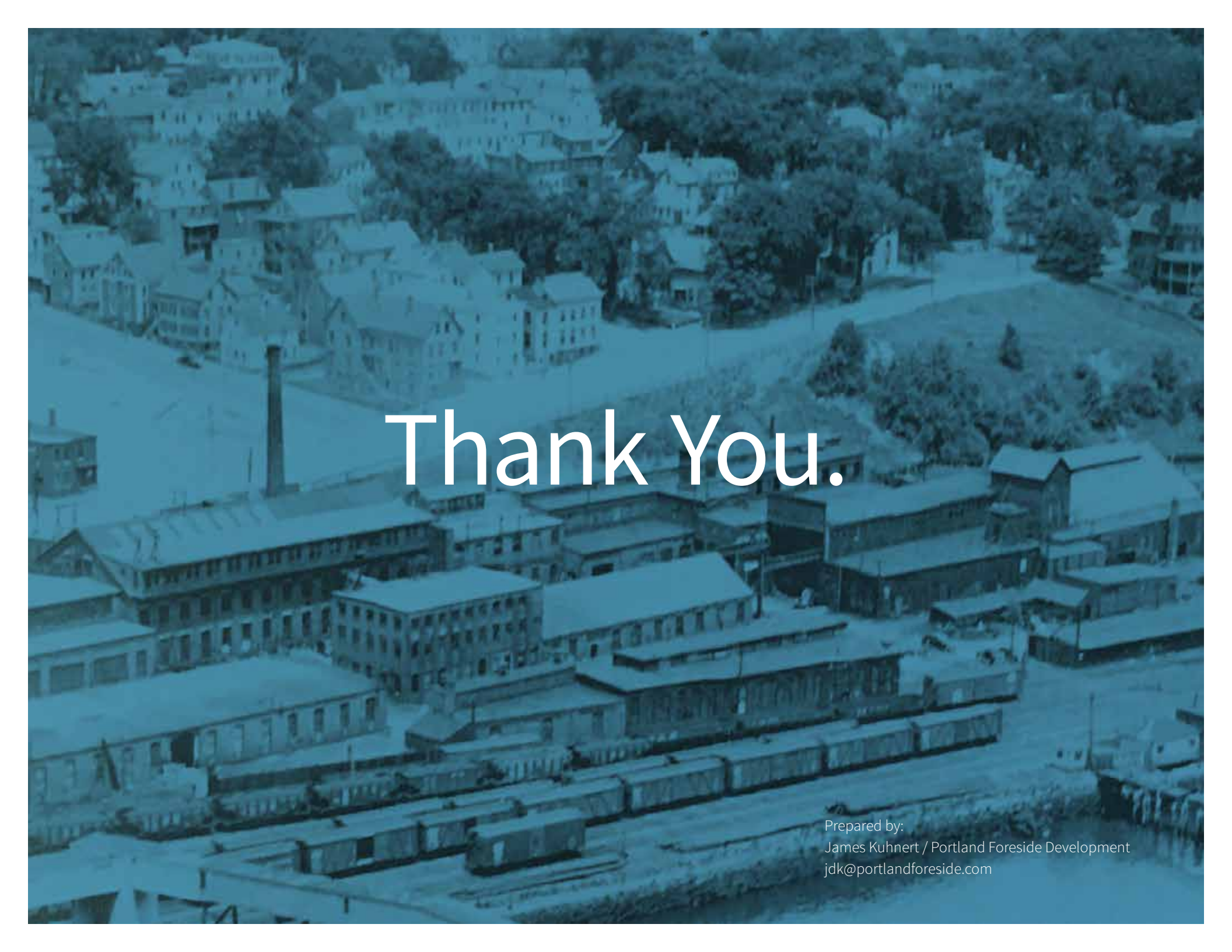
<https://vimeo.com/52693160>

<https://vimeo.com/155969729>

<https://www.youtube.com/watch?v=4crETJKhell>

<https://www.youtube.com/watch?v=MU7MuRhCAUk&feature=share>



An aerial photograph of an industrial area, likely a port or manufacturing district, with a blue tint. The image shows a dense cluster of industrial buildings, a large body of water, and a railway line with several freight trains. The text "Thank You." is overlaid in the center.

Thank You.

Prepared by:
James Kuhnert / Portland Foreside Development
jdk@portlandforeside.com

HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE

PUBLIC HEARING
SEVENTY-FIVE STATE STREET

TO: Chair Pollard and Members of the Historic Preservation Board
FROM: Rob Wiener, Preservation Compliance Coordinator
DATE: September 11, 2020
RE: September 16, 2020 **PUBLIC HEARING** – Final Review of Site Alterations

Address: Seventy-Five State Street (17-21 Gray Street)

Applicant: Seventy-Five State Street / Avesta Housing

Site Planner: Rick Meek, Sebago Technics

Project Architect: Rebecca Bagley, CWS Architects

Contractor: Wright-Ryan Construction

Introduction

On behalf of owners Seventy-Five State Street and Avesta Housing, Rick Meek of Sebago Technics has requested final review for site alterations at Seventy-Five State Street. The project proposal includes sidewalk and ADA improvements along Gray Street, new patio features near the corner with State Street, and enlargement of the employee parking lot near the corner of Park Street. As part of the plan for the corner of State and Gray the former main entrance to the complex that faces State Street, is being de-emphasized, with the proposed removal of a set of stairs and creation of a more enclosed patio with new metal fencing, seating, and a pergola.

This public hearing on September 16 follows a workshop held last January 15, 2020, which at the time included review of a new canopy at the Gray Street entrance. Because of setback limitations, the canopy design is not part of the revised proposal. A level 1 site plan application is also in review by Planning Department staff, and no Planning Board review is needed, but technical aspects of sidewalk, ADA, and apron work will be part of the planning review, with input from the Public Works Department.

The planting plan is a significant part of the current review, because last spring a miscommunication between the building management and an arborist contractor caused

the unexpected removal of plantings and mature trees on the east side of the 75 State complex along Park Street, and resulted in a dramatic alteration in the streetscape. That corner of the property has a somewhat complex history; a large historic residence known as the Carroll Mansion was demolished in 1989 despite some public opposition (prior to Portland's adoption of the Historic Preservation Ordinance,) to make way for the parking lot. The current proposal to expand the parking lot makes the landscape treatment all the more vital to character of the Park Street neighborhood.

Mr. Meek of Sebago Technics has taken over the project since January; he has supplied a detailed site plan submission and some street view renderings, as well as design details and cut sheets on lighting, benches, fencing, and the pergola. Also on the presentation team will be project architect Rebecca Bagley and 75 State Street Board member David Eaton. Staff has added photos of existing and former conditions.

Subject Property

Seventy-Five State Street is a large brick elderly housing complex that was built in 1975 in what was then the Spring Street Historic District - which became part of the Western Promenade Historic District when Portland's local historic preservation ordinance took effect in 1990. Because of its construction date the property is noncontributing. Board members will recall that Seventy-five State Street is a large complex that occupies most of the block bounded by State, Gray, Park, and Danforth Streets. The West Wing – the Home for Aged Women – was built in 1975 along State Street, and the East Wing was added in 1984. In Portland's 1990 Historic Resources Inventory the architectural description states:

“Seventy-Five State Street exemplifies how a large scale 20th Century multi-family structure can blend into a historic district unobtrusively if sensitively sited and built of high quality compatible materials.” And, “The higher elevations are in the back where they are least obtrusive from the street. The windows are either tripartite with transoms or project as small greenhouses, adding diversity (and avoiding what could have been a monotonous brick wall as at 100 State Street) and still declaring itself very much a development of its own time.”

When the project was built the primary entrance faced State Street, where a wide sidewalk and setback is consistent with the rest of nearby State Street. The original entrance is approached by a wide brick walk and appears rather understated. The main reception area now faces Gray Street, where vehicle access is easier and the entrance is central to both wings. An existing flat-roofed brick canopy over the Gray Street vehicle driveway may date to the 1984 expansion. It is cramped and too low for modern emergency vehicles, but the canopy redesign proposed at the workshop encountered setback issues, and is not part of the current scope of review.

January 15, 2020 Workshop

At the workshop last January the concepts presented for the State Street corner patio and the Park Street corner parking expansion were generally consistent with the revised schemes prepared for the upcoming public hearing, but a number of design details were less developed and less well integrated with the complex. Considerable time was spent in January on the design of a new canopy on Gray Street, which is no longer part of the project scope.

Little time was spent during the workshop on the changes to the Park Street end of Gray Street, and the parking expansion, but since that time all of the mature trees along Park Street were removed, drawing attention to the site planning there. Staff asked at the time for more detail about the width of the remaining green strip next to the sidewalk and the vegetative treatments planned.

Just before the workshop, the proposal for a new sidewalk along Gray Street was changed from concrete (with a goal of exposing pedestrians to fewer slipping and tripping hazards) to new brick. The latter is in keeping with sidewalk standards for historic districts, and less icy and bumpy than older brick sidewalks when installed with new methods.

For the patio alterations planned at the corner of State and Gray Streets, the Board understood the motivations for moves that included removal of the stairs and enclosure of the patio with fencing and brick, but members noted a number of concerns:

- In a general sense, the cutting off of the building from State Street was a concern for all, prompting requests for exploration of ways to keep some feeling of openness and connection on that side.
- Designers were encouraged to work with existing elements and the design vocabulary of the building to create an amenity fitting the character and combining features that all worked together harmoniously.
- It was suggested that a combination of fencing, low brick walls or pillars, and plantings could create a semi-public patio that balanced security and connection to the street.
- The pergola cut sheet that was supplied was judged to be out of character with the design and era of the building, as were the bench and lantern-shaped lights.

Proposed Project

A brief project summary supplied by the consultants is included as Attachment 1. Improved ADA ramps are shown at Park and State Streets, with cast iron ADA warning panels at the crossings. Portland's Technical Manual addresses sidewalk materials in historic districts, and standards also exist for ADA warning panels. The Level 1 site plan review will cover any adjustments that may be needed to meet standards – such as the width of the ADA warning panels.

At the corner of State Street, the former main entrance to 75 State Street is proposed to be cut off from direct State Street access by the removal of stairs and installation of black steel fencing between brick pillars. Fencing and pillar details have been supplied on the

details sheet, and a cut sheet for steel fence is also included. It appears that existing brick walls and fencing to the south of the doors and the existing State Street entrance stairs (currently defining a small seating area) are not proposed to be changed.

The brick walk and patio at the State Street corner is shown as a new concrete patio bordered by brick, with a gate leading to Gray Street. More details are supplied in renderings of the pergola and Exterior Improvements, which may not be completely accurate in its depiction of the southern end of the existing patio.

The new pergola design is composed of a black steel frame with brick bases matching the fence piers, wire grid trellis on the two street sides, and natural wood slats above, spanning the upper frame for partial shade. The bench and light fixture have been updated since January, to be more simply compatible with the architecture of the complex.

At the Park Street end of the block, the parking area is proposed to increase by 9' in the direction of Park Street, to allow double loaded parking spaces for staff. This will result in a reduction of the green strip from approximately 31' between sidewalk and parking currently, to about 22'. The aging chain-link fence bordering the property is to be replaced by black steel fencing, and a detailed planting plan and renderings show a recreated vegetative screen that is intended to robustly restore the former feel of the street border.

Staff Comments

Design details for the northwest corner improvements have been developed in response to the Board's comments in January, resulting in a more integrated and compatible patio area. The subject property is a noncontributing building due to its date of construction, yet it is a significant part of the historic district and the surrounding streetscapes, and thus harmonious site treatments are essential.

- Staff notes that the relationship to State Street was a primary concern of Board members at the workshop. The changes proposed for the State Street corner will provide a friendlier and somewhat safer and semi-private amenity for residents, but will present a less welcoming face toward State Street. The transition of the primary entrance to Gray Street will be complete with these alterations.
- While the new fencing design presents a more open border for the patio and it will be softened with plantings, there is still no pedestrian access planned from State Street. It is understandable that the design is intended to enclose a somewhat secure, semi-public gathering space for residents, but one hopes that they will also feel a part of the larger community, and not behind walls and fences that cut them and their home off from the world.
- The new pergola design shares a common design language with the canopy that is now on hold due to space limitations at the Gray Street entrance. It is much more compatible than the anachronistic iron frame with decorative curves – as proposed in January.
- The wire screen on two sides of the pergola is designed to support climbing vines, but

staff wonders if it will appear quite large and solid at the most prominent corner of the property.

- If the wire screen is not covered by green vines, perhaps in the off-season, staff wonders if the structure will feel cage-like, again at the salient corner of the complex.
- Light fixtures are also less anachronistic than those proposed in January, but the more modern lumiere fixtures proposed may be less compatible with the light pole bases which don't appear to have been updated from the January cut sheet.
- At the southern end of the patio, to the right of the existing State Street stairs, some fencing and brick wall is proposed to remain. Staff would like to see how the new and old fencing and brick treatments will be integrated harmoniously. Designers intend to match existing brick, but staff also wonders about fence and wall designs and heights.

At the eastern end of the complex, the relationship of the complex grounds with the Park Street historic neighborhood deserves careful consideration. Last June the mistaken removal of all trees in that area created a furor among neighbors, and concern for staff about the essential buffer and the integrity of the streetscape.

- Six new parking spaces that will be somewhat inconvenient to use are to be created, but the increased paving width is only 9'.
- As noted above, since the Carroll Mansion was demolished to create parking in 1989, the maintenance of a buffer for Park Street has always been emphasized.
- The Board should insure that the red maples that are to be planted will be large specimens, not small caliber trees that will take years to fill in and restore the edge. (The Level 1 site plan review process no doubt will scrutinize this also.)
- While the new brick sidewalk is shown to be continuous at the Gray Street entrance, the site plan shows it being interrupted by an asphalt entrance into the Park Street parking. City standards will require brick aprons and a continuous brick sidewalk.
- Existing curb cuts have rounded granite corners at the curb, known as "bugs." These should be salvaged and re-used, rather than replaced by modern tip-down curbing.

Applicable Standards of Review

- 1) Every reasonable effort shall be made to provide a compatible use for the property which requires minimal alteration to the character-defining features of the structure, object or site and its environment or to use a property for its originally intended purpose.
- 9) Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant cultural, historical, architectural or archeological materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the size, scale, color, material and character of the property, neighborhood or environment.
- 10) Wherever possible, new additions or alterations to structures and objects shall be undertaken in such a manner that, if such additions or alterations were to be removed in

the future, the essential form and integrity of the historic property would be unimpaired.

Motion for Consideration

On the basis of plans and specifications submitted by the applicant for the September 16, 2020 public hearing and information included in the accompanying staff report, the Board finds that the proposed site alterations at 75 State Street **meet (fail to meet)** the historic preservation ordinance's Standards for Review of Alterations **(subject to the following conditions.....)**

Attachments

1. Project summary
2. Site plans
3. Renderings – State Street end
4. Pergola details
5. Lighting, fencing, and seating product information
6. Renderings – Park Street end
7. Photos of streetscape – before June 2020 cutting
8. Staff photos of existing conditions

Seventy-Five State Street
Site Improvements Summary
September, 2020

The proposed design scope is largely sitework intended to provide improved safety, usability, and aesthetics for residents and staff at 75 State Street. The scope of the project is visible from State Street, along Gray Street, and rounding the corner onto Park Street. Improvements consist of removal and replacement of existing deteriorated brick sidewalks, and patio areas immediately adjacent to the State Street and Gray Street entrances to 75 State Street. Sidewalk surfaces will be replaced in kind with brick, while patio areas will be composed of concrete to ensure longevity and resident safety. The existing brick wall along State Street will be removed and replaced with open fencing between brick piers to provide greater visibility and connection with passersby, while still providing a sense of privacy and security to patio users. Additionally, the patio and Gray Street entry areas will include bench seating, pergola, and plantings to encourage resident use and improve aesthetics. Along Park Street, the former trees (already removed) will be replaced with red maples, to re-establish the tree line along that street, while allowing for expansion to the existing parking lot.

While the previous application included removal of the existing brick entry canopy and provision of a new canopy, that is no longer in the scope; though the design of the new pergola is in keeping with the potential future entry canopy, should that come to fruition at a later date.

75 STATE STREET SITE IMPROVEMENTS

Att. 2

75 STATE STREET
PORTLAND, ME

APPLICANT:

75 STATE STREET
10 DANFORTH ST
PORTLAND, ME 04101

CONSTRUCTION MANAGER:

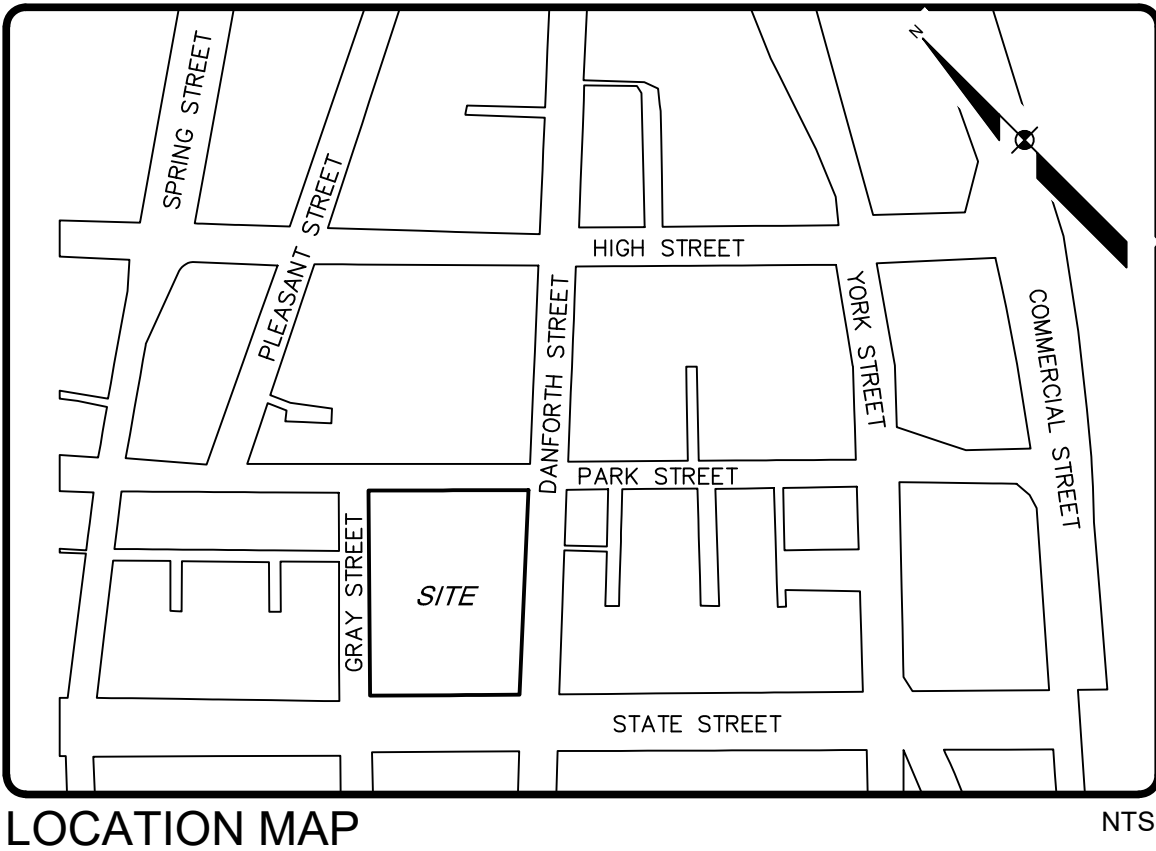
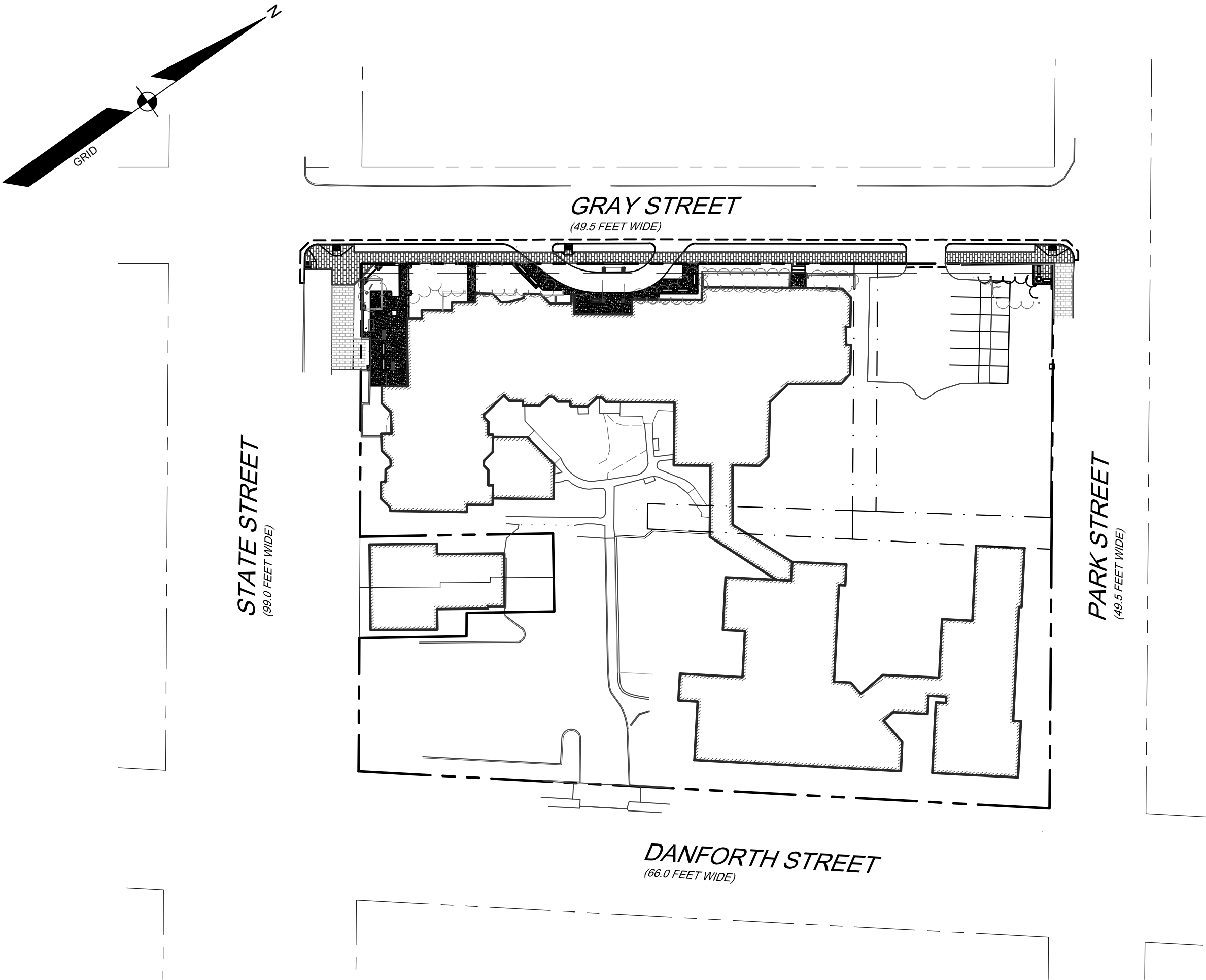
WRIGHT-RYAN
CONSTRUCTION CO.
10 DANFORTH ST
PORTLAND, ME 04101

ENGINEER/SURVEYOR/
LANDSCAPE ARCHITECT:



PROJECT ARCHITECT:

CWS ARCHITECTURE
264 U.S. ROUTE ONE
SCARBOROUGH, ME 04074



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COVER SHEET

OF:
75 STATE STREET SITE IMPROVEMENTS
75 STATE STREET
PORTLAND, ME

FOR:
75 STATE STREET
10 DANFORTH ST
PORTLAND, ME 04101

DESIGNED	WTC
DRAWN	BVD
CHECKED	WTC
DATE	11/4/2019
SCALE	1" = 50'
PROJECT	18330

18330C.dwg, Tab C

SHEET 1 OF 17

RICHARD L. MEEK, P.E. 10668

09-10-20

G	RLM	09-10-20	REVISE PER REVIEW COMMENTS
F	RLM	09-03-20	REVISE PER REVIEW COMMENTS
E	RLM	07-27-20	REVISE PER REVIEW COMMENTS
D	RLM	07-07-20	MODIFY FENCING
C	RLM	05-18-20	MODIFY PARKING LOT AND LANDSCAPING
B	WTC	01-31-20	RESUBMIT TO CITY IN RESPONSE TO REVIEW COMMENTS
A	WTC	11-22-19	RESUBMIT TO CITY
REV.	BY	DATE	STATUS

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC.

LEGEND

EXISTING	DESCRIPTION	PROPOSED
----	PROPERTY LINE/R.O.W.	----
----	ABUTTER LINE/R.O.W.	----
----	DEED LINE/R.O.W.	----
----	TIE LINE	----
----	SETBACK	----
----	EASEMENT	----
----	BUFFER	----
----	FLOODPLAIN	----
----	FLOODWAY	----
----	CENTERLINE	----
■	MONUMENT	■
⊙	IRON PIPE/ROD	●
⊙	DRILL HOLE	●
C1/L1	DEED CALL	C1/L1
----	CURVE/LINE NO.	----
----	SOILS	----
----	ZONE LINE	----
----	ZONE LINE ON PL	----
BENCHMARK DESCRIPTION WITH ELEVATION	BENCHMARK	
▲	SURVEY CONTROL	
TP-1	TEST PIT	
MW-1	MONITORING WELL	
⊙	BORING	
▬	BUILDING	▬
▬	DECK/STEPS/ OVERHANG	▬
----	EDGE WETLAND	----
▬	WETLANDS	▬
▬	UPLANDS	▬
▬	STREAM	▬
▬	LEDGE	▬
▬	EDGE PAVEMENT	▬
▬	PAVEMENT SAWCUT	▬
▬	EDGE CONCRETE	▬
▬	PAVEMENT PAINT	▬
▬	EDGE GRAVEL	▬
▬	CURB LINE	▬
▬	EDGE OF WATER	▬
▬	TREELINE	▬
----	CONTOURS	----
X 120.00	SPOT GRADE	+120.00
○	CHAIN LINK FENCE	○
X	BARB WIRE FENCE	X
▬	STOCKADE FENCE	▬
▬	GUARD RAIL	▬
○	STONE WALL	○
▬	RETAINING WALL	▬
○	DECIDUOUS TREE	⊗
⊗	CONIFEROUS TREE	⊗
▬	MULCH LINE	----
○	BOLLARD	●
▬	SIGN	▬
▬	RAILROAD	▬
▬	GAS	▬
⊗	GAS GATE VALVE	⊗
⊗	GAS METER	⊗
⊗	GAS MANHOLE	⊗
▬	WATER	▬
⊗	WATER GATE VALVE	⊗
⊗	WATER SHUT OFF	⊗
⊗	HYDRANT	⊗
⊗	WATER MANHOLE	⊗
⊗	WELL	⊗
▬	SANITARY SEWER	▬
▬	FORCE MAIN	▬
⊗	SANITARY MANHOLE	⊗
▬	STORM DRAIN	▬
▬	UNDER DRAIN	▬
⊗	DRAINAGE MANHOLE	⊗
⊗	CATCH BASIN	⊗
OHU	OVERHEAD UTILITY	OHU
UGU	UNDERGROUND UTILITY	UGU
▬	TRANSFORMER PAD	▬
⊗	ELECTRICAL MANHOLE	⊗
⊗	ELECTRIC METER	⊗
⊗	HVAC UNIT	⊗
⊗	TELEPHONE MANHOLE	⊗
⊗	LIGHT POLE	⊗
⊗	UTILITY POLE	⊗
▬	GUY WIRE	▬
▬	DRAINAGE DITCH	▬
▬	EROSION CONTROL BLANKET	▬
▬	FILTER BARRIER	▬
▬	RIPRAP	▬
▬	CHECK DAM	▬
▬	INLET PROTECTION	▬
▬	BOULDER	▬

GENERAL NOTES

- THE RECORD OWNER OF THE PARCEL IS 75 STATE STREET BY THE FOLLOWING DEEDS RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS (CCRD):
BOOK 7996, PAGE 183 DATED SEPTEMBER 30, 1987
75 STATE STREET WAS FORMERLY KNOWN AS THE HOME FOR AGED WOMEN AND ACQUIRED TITLE UNDER THE FOLLOWING DOCUMENT:
BOOK 15650, PAGE 135 DATED APRIL 3, 1987
- THE PROPERTY IS SHOWN AS LOTS 5-11 & LOTS 13-15 ON THE CITY OF PORTLAND TAX MAP 44 AND IS LOCATED IN THE RESIDENTIAL (R6) DISTRICT.
- SPACE AND BULK CRITERIA FOR THE RESIDENTIAL (R6) DISTRICT ARE AS FOLLOWS:
MINIMUM LOT SIZE: 1,000 SQUARE FEET PER DWELLING UNIT
MINIMUM STREET FRONTAGE: 20 FEET
MINIMUM FRONT YARD: 5 FEET - OR THE AVERAGE DEPTHS OF ADJACENT FRONT YARDS
MINIMUM SIDE YARD: 5 FEET
MINIMUM SIDE YARD ON SIDE STREET NONE
MINIMUM REAR YARD: 10 FEET
MAXIMUM BUILDING HEIGHT: 45 FEET
* SEE ORDINANCE FOR MORE PARTICULAR INFORMATION.
- TOTAL AREA OF PARCEL IS APPROXIMATELY 91,205 SQUARE FEET OR 2.09 ACRES.
- BOUNDARY AND TOPOGRAPHIC INFORMATION SHOWN HEREON IS BASED UPON A FIELD SURVEY PERFORMED BY SEBAGO TECHINCS, INC. IN NOVEMBER OF 2018.
- PLAN REFERENCES:
A. "PLAN OF PROPERTY IN PORTLAND, MAINE MADE FOR THE HOME FOR AGED WOMEN" DATED JUNE 2, 1973 BY H.I. AND E.C. JORDAN.
B. "PLAN FOR THE HOME FOR AGED WOMEN, "75 STATE STREET" PORTLAND, MAINE" LAST REVISED JULY 13, 1983 BY MORTON & ROSE ASSOC. AND RECORDED AT CCRD IN PLAN BOOK 138, PAGE 58.
C. SEE WORKING PLANS FOR GRAY, STATE, DANFORTH AND PARK STREETS.
- ALL WORK SHALL CONFORM TO THE APPLICABLE CODES AND ORDINANCES.
- CONTRACTOR SHALL VISIT THE SITE AND FAMILIARIZE HIM OR HERSELF WITH ALL CONDITIONS AFFECTING THE PROPOSED WORK AND SHALL MAKE PROVISIONS AS TO THE COST THEREOF. CONTRACTOR SHALL BE RESPONSIBLE FOR FAMILIARIZING HIM OR HERSELF WITH ALL CONTRACT DOCUMENTS, FIELD CONDITIONS AND DIMENSIONS AND CONFIRMING THAT THE WORK MAY BE ACCOMPLISHED AS SHOWN PRIOR TO PROCEEDING WITH CONSTRUCTION. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO THE COMMENCEMENT OF WORK.
- CONTRACTOR SHALL NOTIFY ENGINEER OF ALL PRODUCTS OR ITEMS NOTED AS "EXISTING" WHICH ARE NOT FOUND IN THE FIELD.
- PROVIDE ALL EQUIPMENT AND MATERIALS IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND OWNER'S REQUIREMENTS UNLESS SPECIFICALLY OTHERWISE INDICATED OR WHERE LOCAL CODES OR REGULATIONS TAKE PRECEDENCE.
- CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO FABRICATION AND ERECTION OF ANY MATERIAL. ANY UNUSUAL CONDITIONS SHALL BE REPORTED TO THE ATTENTION OF THE ENGINEER.
- CONTRACTOR SHALL CLEAN AND REMOVE DEBRIS AND SEDIMENT DEPOSITED ON PUBLIC STREETS, SIDEWALKS, ADJACENT AREAS, OR OTHER PUBLIC WAYS DUE TO CONSTRUCTION.
- CONTRACTOR SHALL INCORPORATE PROVISIONS AS NECESSARY IN CONSTRUCTION TO PROTECT EXISTING STRUCTURES, PHYSICAL FEATURES, AND MAINTAIN SITE STABILITY DURING CONSTRUCTION. CONTRACTOR SHALL RESTORE ALL AREAS TO ORIGINAL CONDITION AND AS DIRECTED BY DESIGN DRAWINGS.
- SITE CONTRACTOR SHALL OBTAIN ALL REQUIRED PERMITS PRIOR TO CONSTRUCTION.
- ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED IN ACCORDANCE WITH "MAINE EROSION AND SEDIMENT CONTROL BMPs" PUBLISHED BY THE BUREAU OF LAND AND WATER QUALITY OF THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, OCTOBER 2016 OR LATEST EDITION. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO POSSESS A COPY OF THE EROSION CONTROL PLAN AT ALL TIMES.
- THE CONTRACTOR IS HEREBY CAUTIONED THAT ALL SITE FEATURES SHOWN HEREON ARE BASED ON FIELD OBSERVATIONS BY THE SURVEYOR AND BY INFORMATION PROVIDED BY UTILITY COMPANIES. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR SHALL CONTACT DIG SAFE (811) AT LEAST THREE (3) BUT NOT MORE THAN THIRTY (30) DAYS PRIOR TO COMMENCEMENT OF EXCAVATION OR DEMOLITION TO VERIFY HORIZONTAL AND VERTICAL LOCATION OF ALL UTILITIES.
- CONTRACTOR SHALL BE AWARE THAT DIG SAFE ONLY NOTIFIES ITS "MEMBER" UTILITIES ABOUT THE DIG. WHEN NOTIFIED, DIG SAFE WILL ADVISE CONTRACTOR OF MEMBER UTILITIES IN THE AREA. CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING AND CONTACTING NON-MEMBER UTILITIES DIRECTLY. NON-MEMBER UTILITIES MAY INCLUDE TOWN OR CITY WATER AND SEWER DISTRICTS AND SMALL LOCAL UTILITIES, AS WELL AS USG PUBLIC WORKS SYSTEMS.
- CONTRACTORS SHALL BE RESPONSIBLE FOR COMPLIANCE WITH THE REQUIREMENTS OF 23 MRSA 3360-A. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE WITH THE APPROPRIATE UTILITIES TO OBTAIN AUTHORIZATION PRIOR TO RELOCATION OF ANY EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THESE PLANS. IF A UTILITY CONFLICT ARISES, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE OWNER, THE MUNICIPALITY AND APPROPRIATE UTILITY COMPANY PRIOR TO PROCEEDING WITH ANY RELOCATION.
- ALL PAVEMENT MARKINGS AND DIRECTIONAL SIGNAGE SHOWN ON THE PLAN SHALL CONFORM TO THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) STANDARDS.
- ALL PAVEMENT JOINTS SHALL BE SAWCUT PRIOR TO PAVING TO PROVIDE A DURABLE AND UNIFORM JOINT.
- NO HOLES, TRENCHES OR STRUCTURES SHALL BE LEFT OPEN OVERNIGHT IN ANY EXCAVATION ACCESSIBLE TO THE PUBLIC OR IN PUBLIC RIGHTS-OF-WAY.
- IMMEDIATELY UPON COMPLETION OF CUTS/FILLS, THE CONTRACTOR SHALL STABILIZE DISTURBED AREAS IN ACCORDANCE WITH EROSION CONTROL NOTES AND AS SPECIFIED ON PLANS.
- THE CONTRACTOR SHALL BE FULLY AND SOLELY RESPONSIBLE FOR THE REMOVAL, REPLACEMENT AND RECTIFICATION OF ALL DAMAGED AND DEFECTIVE MATERIAL AND WORKMANSHIP IN CONNECTION WITH THE CONTRACT WORK. THE CONTRACTOR SHALL REPLACE OR REPAIR AS DIRECTED BY THE OWNER ALL SUCH DAMAGED OR DEFECTIVE MATERIALS WHICH APPEAR WITHIN A PERIOD OF ONE YEAR FROM THE DATE OF SUBSTANTIAL COMPLETION.
- ALL WORK PERFORMED BY THE GENERAL CONTRACTOR AND/OR TRADE SUBCONTRACTOR SHALL CONFORM TO THE REQUIREMENTS OF LOCAL, STATE OR FEDERAL LAWS, AS WELL AS ANY OTHER GOVERNING REQUIREMENTS, WHETHER OR NOT SPECIFIED ON THE DRAWINGS.
- WHERE THE TERMS "APPROVED EQUAL", "OTHER APPROVED", "EQUAL TO", "ACCEPTABLE" OR OTHER GENERAL QUALIFYING TERMS ARE USED IN THESE NOTES, IT SHALL BE UNDERSTOOD THAT REFERENCE IS MADE TO THE RULING AND JUDGEMENT OF SEBAGO TECHINCS, INC.
- THE GENERAL CONTRACTOR SHALL PROVIDE ALL NECESSARY PROTECTION FOR THE WORK UNTIL TURNED OVER TO THE OWNER.
- THE GENERAL CONTRACTOR SHALL MAINTAIN A CURRENT AND COMPLETE SET OF CONSTRUCTION DRAWINGS ON SITE DURING ALL PHASES OF CONSTRUCTION FOR USE OF ALL TRADES.
- THE CONTRACTOR SHALL TAKE FULL RESPONSIBILITY FOR ANY CHANGES AND DEVIATION OF APPROVED PLANS NOT AUTHORIZED BY THE ARCHITECT/ENGINEER AND/OR CLIENT/OWNER.
- DETAILS ARE INTENDED TO SHOW END RESULT OF DESIGN. ANY MODIFICATION TO SUIT FIELD DIMENSION AND CONDITION SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO ANY WORK.
- BEFORE THE FINAL ACCEPTANCE OF THE PROJECT, THE CONTRACTOR SHALL REMOVE ALL EQUIPMENT AND MATERIALS, REPAIR OR REPLACE PRIVATE OR PUBLIC PROPERTY WHICH MAY HAVE BEEN DAMAGED OR DESTROYED DURING CONSTRUCTION, CLEAN THE AREAS WITHIN AND ADJACENT TO THE PROJECT WHICH HAVE BEEN OBSTRUCTED BY HIS/HER OPERATIONS, AND LEAVE THE PROJECT AREA NEAT AND PRESENTABLE.

- ALL GRAVITY CONDUIT PIPES SHALL BE INSTALLED USING A PIPE LASER AND TARGET SYSTEM THROUGH THE PIPE. ON PIPE RUNS 50 FEET OR LESS, THE THE CONTRACTOR SHALL REQUEST ENGINEER'S APPROVAL TO USE A GROUND LASER.
- SIDESLOPES SHALL NOT BE STEEPER THAN 3:1 (H:V) EXCEPT AS OTHERWISE IDENTIFIED ON THIS PLAN. ALL SIDESLOPES STEEPER THAN 3:1 (H: V) SHALL BE LINED WITH EROSION CONTROL BLANKET.
- CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING FLOW THROUGH THE EXISTING CLOSED STORM DRAINAGE SYSTEM DURING CONSTRUCTION AND SHALL SUBMIT A WORK PLAN FOR APPROVAL BY THE DESIGN ENGINEER.
- BOUNDARY INFORMATION SHOWN HEREON IS BASED UPON LIDAR DATA AVAILABLE FROM THE TOWN OF STANDISH AND AS DEPICTED IN PLAN REFERENCE 7A. THE TOPOGRAPHICAL INFORMATION SHOWN HEREON IS SOLELY BASED UPON LIDAR TOPOGRAPHICAL INFORMATION PROVIDED BY THE OWNER, SEBAGO TECHINCS, INC. MAKES NO REPRESENTATION AS TO THE ACCURACY OF THIS INFORMATION, AND THROUGH DIRECTION OF THE OWNER, HAS RELIED UPON THIS INFORMATION FOR THE DESIGN.

GRADING & EROSION NOTES

- SIDESLOPES SHALL NOT BE STEEPER THAN 3:1 (H:V) EXCEPT AS OTHERWISE IDENTIFIED ON THIS PLAN. ALL SIDESLOPES STEEPER THAN 3:1 (H: V) SHALL BE LINED WITH EROSION CONTROL BLANKET, OR ADDITIONAL MEASURES AS INDICATED.
- ALL SEDIMENT AND EROSION CONTROL MEASURES SHALL BE INSTALLED IN ACCORDANCE WITH "MAINE EROSION AND SEDIMENT CONTROL BMPs" MANUAL PUBLISHED BY BUREAU OF LAND AND WATER QUALITY MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, OCTOBER 2016 OR LATEST EDITION. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO POSSESS A COPY OF THE EROSION CONTROL PLAN AT ALL TIMES.
- ALL AREAS DISTURBED DURING CONSTRUCTION AND NOT RESTORED WITH IMPERVIOUS SURFACES (BUILDINGS, PAVEMENTS, WALKS, ETC.) SHALL RECEIVE LOAM AND SEED PER DETAIL.
- SEE UTILITY DRAWINGS FOR PIPE AND STRUCTURE DATA TABLES.
- FINISHED FLOOR ELEVATION VARIES FOR GREENHOUSE COMPLEX. REFER TO ARCHITECTURAL DRAWINGS FOR INFORMATION ON STEPPED FINISH FLOOR, SEE SPOT GRADES ON SHEET CU104.

CONSTRUCTION PLAN

- PROVIDE EROSION CONTROL MEASURES PRIOR TO SITE DISTURBANCE.
- BEFORE TREE CLEARING, REFER TO PLANS FOR WOODED BUFFER LOCATIONS. TREES SHALL NOT BE CLEARED WITHIN DESIGNATED WOODED BUFFER AREAS.
- GRADING AND CLEARING LIMITS SHALL NOT ENCROACH ON ADJACENT PROPERTIES UNLESS NOTED OTHERWISE ON THE PLANS.
- OPEN AREAS SHALL BE LIMITED TO AREAS BEING WORKED IN. THE AREA STRIPPED OF EXISTING VEGETATION AT ANY GIVEN TIME SHALL BE MINIMIZED AND BE PHASED WHERE PRACTICAL SO THAT AREAS ARE REVEGETATED AND PERMANENTLY STABILIZED BEFORE ADDITIONAL AREAS ARE STRIPPED OF EXISTING VEGETATION. CONSTRUCTION BY USE OF RIPRAP, SEED, MULCH, OR OTHER GROUND COVER WITHIN ONE WEEK FROM THE TIME IT WAS ACTIVELY WORKED. SURFACES SHALL BE STABILIZED PRIOR TO DIRECTING STORMWATER RUNOFF TOWARD STORMWATER BMPs. PLEASE REFER TO DRAINAGE PLANS FOR WATERSHED AREAS.

LANDSCAPE NOTES

- PLANT QUANTITIES SHOWN ON PLANT LISTS ARE FOR CONVENIENCE TO THE CONTRACTOR ONLY. THE CONTRACTOR IS RESPONSIBLE FOR ALL PLANT MATERIAL INSTALLATION AS SHOWN ON PLANS.
- SIZE AND GRADING STANDARDS OF PLANT MATERIALS SHALL CONFORM TO THE LATEST EDITION OF "U.S.A. STANDARD FOR NURSERY STOCK," BY THE AMERICAN ASSOCIATION OF NURSERYMEN, INC.
- ALL PLANT MATERIAL SHALL BE FREE FROM INSECTS AND DISEASE.
- ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH ACCEPTABLE HORTICULTURAL PRACTICES. THIS IS TO INCLUDE PROPER PLANTING MIX, PLANT BED AND TREE PIT PREPARATION, PRUNING, STAKING OR GUYING, WRAPPING, SPRAYING, FERTILIZATION, PLANTING AND ADEQUATE MAINTENANCE UNTIL ACCEPTANCE BY THE OWNER.
- PLANT MATERIAL SHALL BE GUARANTEED FOR A PERIOD OF ONE YEAR BY THE CONTRACTOR AND A PERIOD OF TWO YEARS THEREAFTER BY THE OWNER FROM DATE OF INSTALLATION. DURING THE ONE YEAR GUARANTEE PERIOD, DEAD PLANT MATERIAL SHALL BE REPLACED AT NO COST TO THE OWNER. AT THE END OF THE ONE YEAR PERIOD, THE CONTRACTOR SHALL OBTAIN FINAL ACCEPTANCE FROM THE OWNER.
- ALL GRASS, OTHER VEGETATION AND DEBRIS SHALL BE REMOVED FROM ALL PLANTING AREAS PRIOR TO PLANTING.
- EXISTING TREES TO BE PRESERVED WILL BE PROTECTED DURING CONSTRUCTION AND SHALL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR.
- THE LANDSCAPE CONTRACTOR IS ADVISED OF THE PRESENCE OF THE UNDERGROUND UTILITIES AND SHALL VERIFY THE EXISTENCE AND LOCATION OF SAME BEFORE COMMENCING AND DIGGING OPERATIONS. THE LANDSCAPE CONTRACTOR SHALL REPLACE OR REPAIR UTILITIES, PAVING, WALKS, CURBING, ETC. DAMAGED IN PERFORMANCE OF THIS JOB AT NO ADDITIONAL COST TO THE OWNER.
- ALL SHRUB BEDS SHALL BE MULCHED WITH 3" CLEAN SHREDDED DARK BROWN BARK MULCH.
- THE CONTRACTOR SHALL PROVIDE 4" LOAM FOR ALL AREAS TO BE SODDED OR SEEDED. PLANTING AREAS SHALL RECEIVE 12" ROLLED THICKNESS OF LOAM. THE LANDSCAPE CONTRACTOR SHALL COORDINATE SUBGRADE PREPARATION WITH THE GENERAL CONTRACTOR PRIOR TO PLACING LOAM.
- ANY DEVIATION FROM THE LANDSCAPE PLAN, INCLUDING PLANT LOCATION, SELECTION, SIZE, QUANTITY OR CONDITION SHALL BE REVIEWED AND APPROVED BY THE OWNER AND LANDSCAPE ARCHITECT (AND MUNICIPAL AUTHORITY, IF APPLICABLE) PRIOR TO INSTALLATION ON SITE.
- WHERE INDICATED ON PLAN, PLANTING SOIL MIXTURE FOR PERENNIAL AND ANNUAL FLOWER BED AREAS SHALL CONSIST OF FOUR PARTS TOPSOIL, TWO PARTS SPHAGNUM PEAT MOSS, AND ONE PART HORTICULTURAL PERLITE BY VOLUME. PEAT MOSS MAY BE SUBSTITUTED WITH WELL-ROTTED OR DEHYDRATED MANURE OR COMPOST. ROTOTILL BEDS TO A DEPTH OF 8 INCHES.

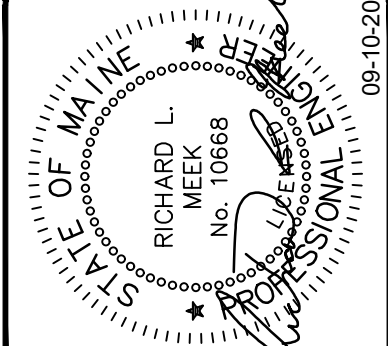
GENERAL NOTES AND LEGEND

OF:
75 STATE STREET SITE IMPROVEMENTS
75 STATE STREET
PORTLAND, ME
FOR:
75 STATE STREET
10 DANFORTH ST
PORTLAND, ME 04101

DESIGNED	WTC
DRAWN	BVD
CHECKED	WTC
DATE	11/4/2019
SCALE	1" = ##
PROJECT	18330

SHEET 2 OF 17

RICHARD L. MEEK, P.E. 10668



G	R/L	09-10-20	REVISE PER REVIEW COMMENTS
F	R/L	09-03-20	REVISE PER REVIEW COMMENTS
E	R/L	07-27-20	REVISE FENCING
D	R/L	07-07-20	MODIFY PARKING LOT AND LANDSCAPING
C	R/L	05-18-20	RESUBMIT TO CITY IN RESPONSE TO REVIEW COMMENTS
B	R/L	01-31-20	RESUBMIT TO CITY
A	WTC	11-22-19	SUBMIT FOR CITY REVIEW
REV:	BY:	DATE:	STATUS:
THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHINCS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHINCS, INC.			



STATE STREET
(99.0 FEET WIDE)

GRAY STREET
(49.5 FEET WIDE)

DEMOLITION KEY NOTES:

- 1 SAW CUT PAVEMENT
- 2 REMOVE ASPHALT PAVEMENT
- 3 REMOVE AND SALVAGE BRICK PAVERS. STORE IN PALLETS AND DELIVER TO CITY OF PORTLAND FACILITY ON DISTRICT ROAD.
- 4 REMOVE AND SALVAGE GRANITE CURB
- 5 REMOVE TREE
- 6 REMOVE SIGN
- 7 PACHYSANDRA TO REMAIN
- 8 IVY TO REMAIN
- 9 HOLLY SHRUB TO REMAIN
- 10 REMOVE MISCELLANEOUS PLANTS
- 11 REMOVE BENCH
- 12 REMOVE AND SALVAGE FLAGPOLE
- 13 REMOVE BRICK WALL
- 14 REMOVE STAIR TREADS
- 15 REMOVE LIGHT FIXTURE
- 16 REMOVE CONCRETE CURB
- 17 REMOVE ADA TACTILE SURFACE
- 18 PROTECT COLUMNS DURING DEMOLITION/CONSTRUCTION
- 19 REMOVE AND SALVAGE GRANITE STEPS
- 20 BRICK WALL TO REMAIN
- 21 REMOVE BOULDER
- 22 REMOVE FENCE
- 23 FENCE TO REMAIN
- 24 REMOVE OVERHEAD UTILITY

REV	BY	DATE	STATUS
G	RLM	09-10-20	REVISE PER REVIEW COMMENTS
F	RLM	09-03-20	REVISE PER REVIEW COMMENTS
E	RLM	07-27-20	REVISE PER REVIEW COMMENTS
D	RLM	07-07-20	REVISE PER REVIEW COMMENTS
C	RLM	05-18-20	REVISE PER REVIEW COMMENTS
B	WTC	01-31-20	REVISE PER REVIEW COMMENTS
A	WTC	11-22-19	REVISE PER REVIEW COMMENTS

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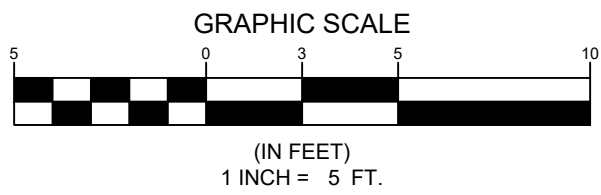
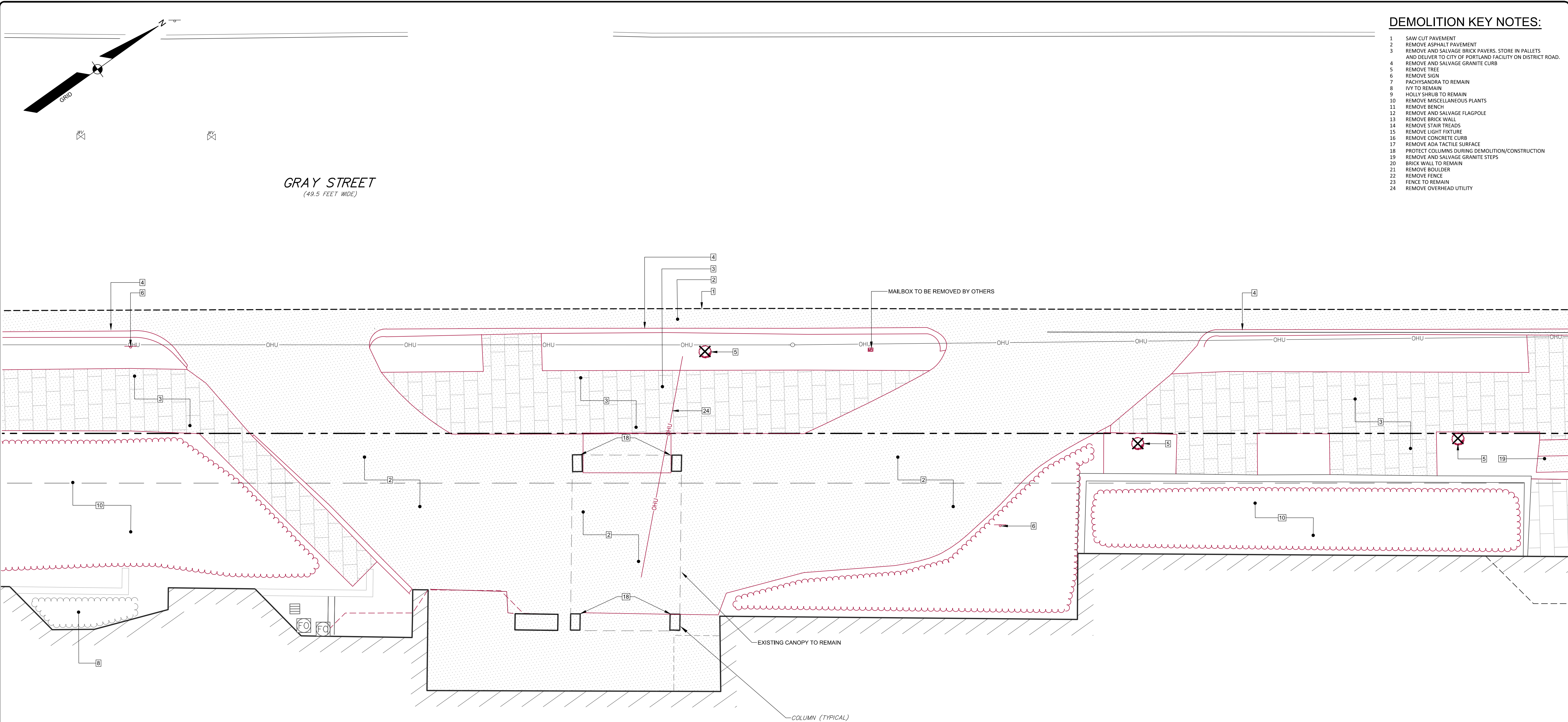
SEBAGO
TECHNICS
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100
WWW.SEAGOTECHNICS.COM

DEMOLITION PLAN - AREA 1
OF:
75 STATE STREET SITE IMPROVEMENTS
PORTLAND, ME
FOR:
75 STATE STREET
10 DANFORTH ST
PORTLAND, ME 04101

DESIGNED	WTC
DRAWN	BVD
CHECKED	WTC
DATE	11/4/19
SCALE	1" = 5'
PROJECT	18330

SHEET 3 OF 17

18330.DEMO.dwg, TAB DEMO1



DEMOLITION KEY NOTES:

- 1 SAW CUT PAVEMENT
- 2 REMOVE ASPHALT PAVEMENT
- 3 REMOVE AND SALVAGE BRICK PAVERS, STORE IN PALLETS AND DELIVER TO CITY OF PORTLAND FACILITY ON DISTRICT ROAD.
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- 6 REMOVE SIGN
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- 19 REMOVE AND SALVAGE GRANITE STEPS
- 20 BRICK WALL TO REMAIN
- 21 REMOVE BOULDER
- 22 REMOVE FENCE
- 23 FENCE TO REMAIN
- 24 REMOVE OVERHEAD UTILITY

RICHARD L. MEEK, P.E. 10688



REV.	BY	DATE	STATUS
G	RLM	09-10-20	REVISE PER REVIEW COMMENTS
F	RLM	09-09-20	REVISE PER REVIEW COMMENTS
E	RLM	07-27-20	REVISE PER REVIEW COMMENTS
D	RLM	07-07-20	REVISE PER REVIEW COMMENTS
C	RLM	05-18-20	REVISE PER REVIEW COMMENTS
B	WTC	01-31-20	REVISE PER REVIEW COMMENTS
A	WTC	11-22-19	REVISE PER REVIEW COMMENTS

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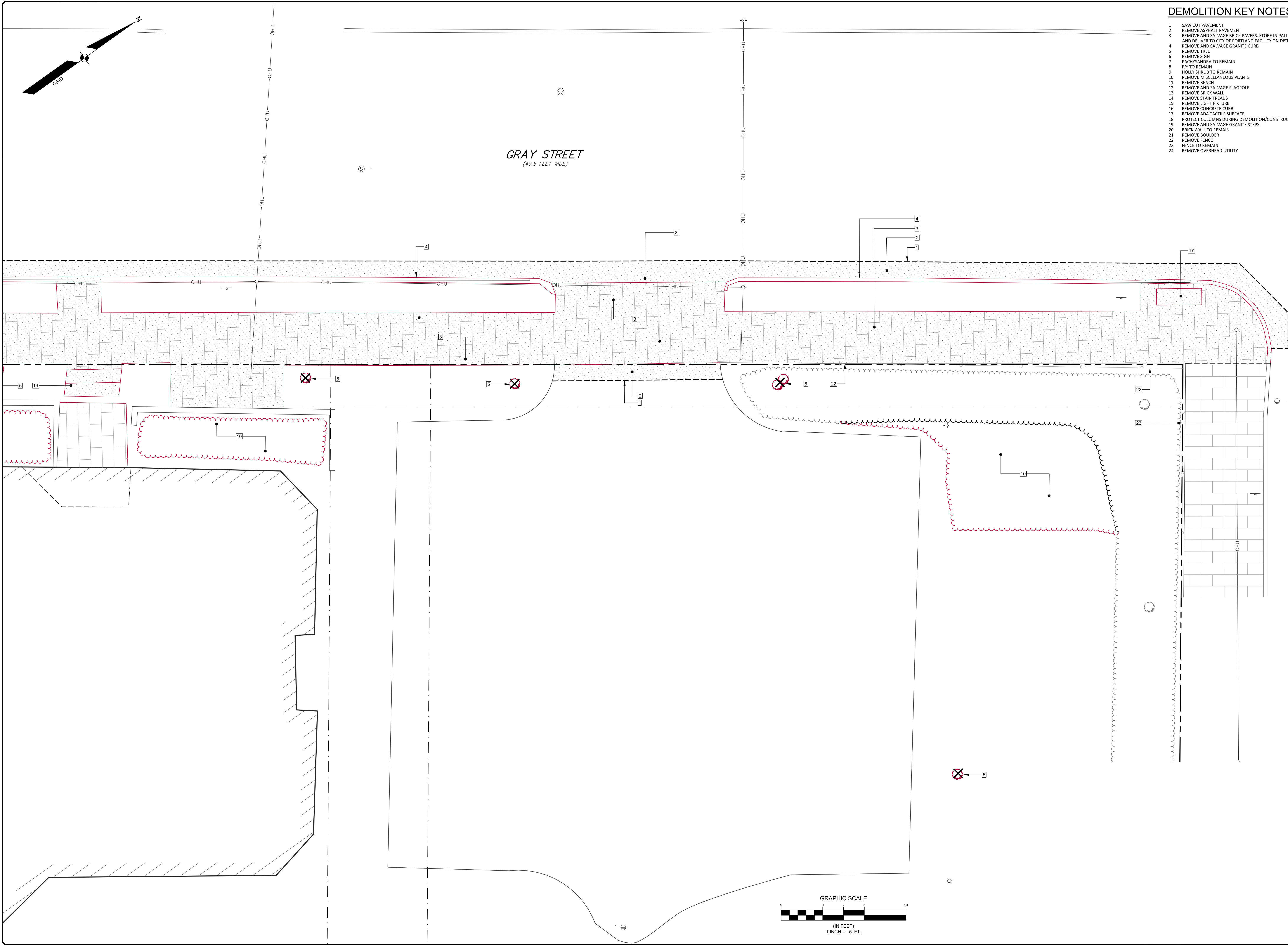
SEBAGO
TECHNIQS
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100
WWW.SEAGOTECHNIQS.COM

DEMOLITION PLAN - AREA 2

OF:
75 STATE STREET SITE IMPROVEMENTS
75 STATE STREET
PORTLAND, ME

FOR:
75 STATE STREET
10 DANFORTH ST
PORTLAND, ME 04101

DESIGNED	WTC
DRAWN	BVD
CHECKED	WTC
DATE	11/4/19
SCALE	1" = 5'
PROJECT	18330



DEMOLITION KEY NOTES:

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- 2 REMOVE ASPHALT PAVEMENT
- 3 REMOVE AND SALVAGE BRICK PAVERS- STORE IN PALLETS AND DELIVER TO CITY OF PORTLAND FACILITY ON DISTRICT ROAD.
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- 21 REMOVE BOULDER
- 22 REMOVE FENCE
- 23 FENCE TO REMAIN
- 24 REMOVE OVERHEAD UTILITY

RICHARD L. MEEK, P.E. 10668

STATE OF MAINE

REGISTERED PROFESSIONAL ENGINEER

RICHARD L. MEEK, P.E.

10668

REV.	BY	DATE	STATUS
G	RLM	09-10-20	REVISE PER REVIEW COMMENTS
F	RLM	09-09-20	REVISE PER REVIEW COMMENTS
E	RLM	07-27-20	REVISE PER REVIEW COMMENTS
D	RLM	07-07-20	MODIFY PARKING LOT AND LANDSCAPING
C	RLM	05-18-20	RESUBMIT TO CITY IN RESPONSE TO REVIEW COMMENTS
B	WTC	01-31-20	RESUBMIT TO CITY
A	WTC	11-22-19	SUBMIT FOR CITY REVIEW

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SEBAGO

TECHNIQS

WWW.SEAGOTECHNIQS.COM

75 John Roberts Rd.

Suite 4A

South Portland, ME 04106

Tel. 207-200-2100

DEMOLITION PLAN - AREA 3

OF:

75 STATE STREET SITE IMPROVEMENTS

75 STATE STREET

PORTLAND, ME

FOR:

75 STATE STREET

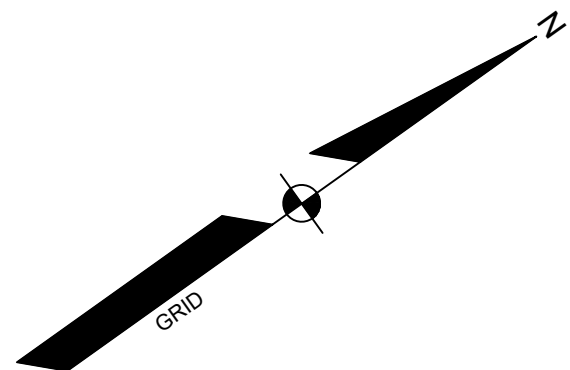
10 DANFORTH ST

PORTLAND, ME 04101

DESIGNED	WTC
DRAWN	BVD
CHECKED	WTC
DATE	11/4/19
SCALE	1" = 5'
PROJECT	18330

SHEET 5 OF 17

18330.DEMO.dwg, TAB DEMO3

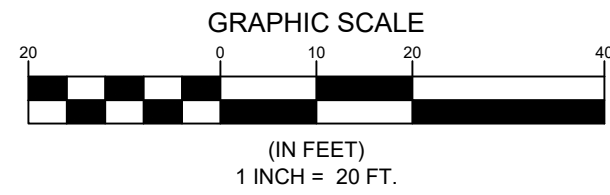
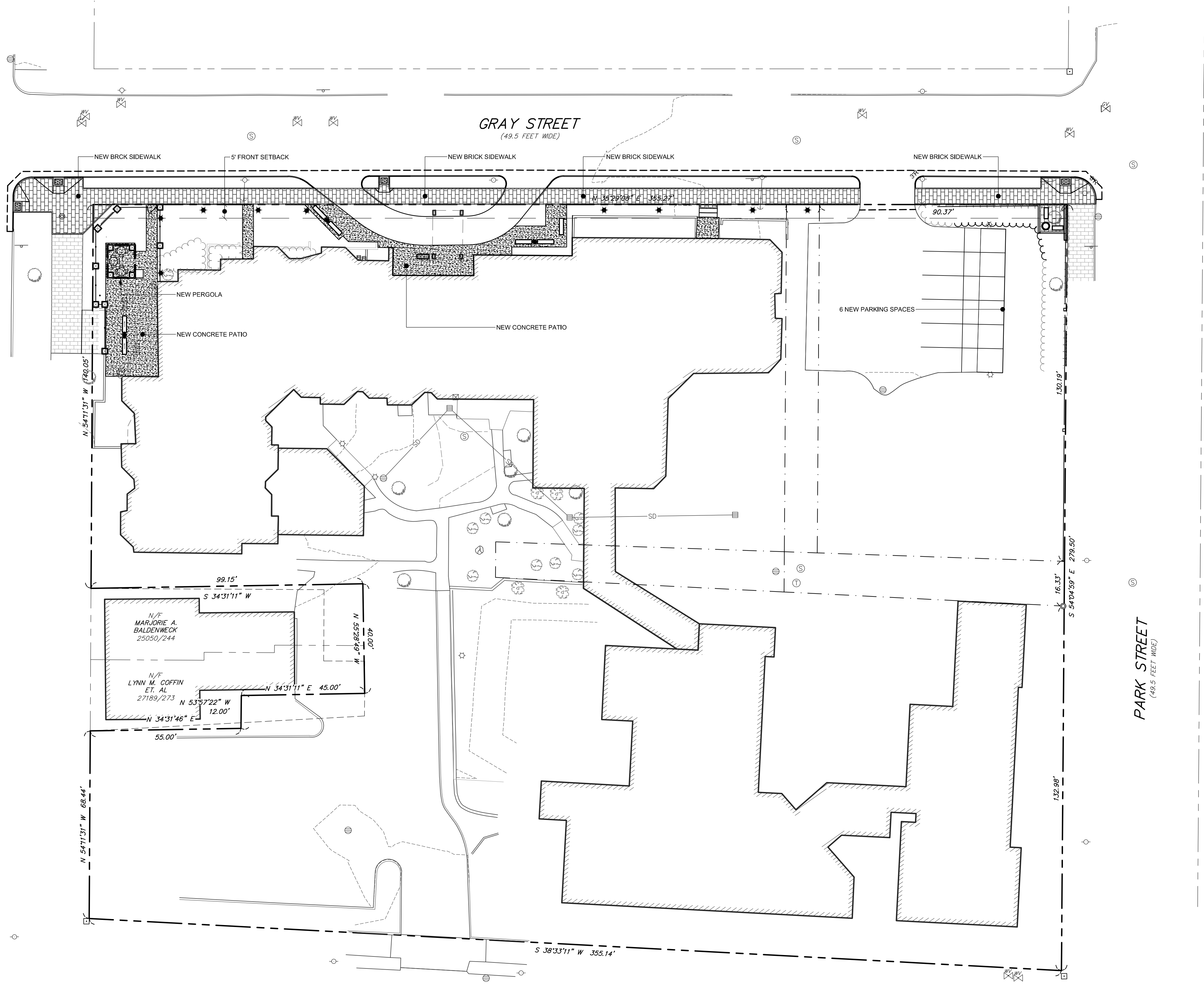


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○

○

STATE STREET
(99.0 FEET WIDE)



183305.dwg, TAB 5

DESIGNED	WTC
DRAWN	BVD
CHECKED	WTC
DATE	11/4/19
SCALE	1" = 20'
PROJECT	18330

SHEET 6 OF 17

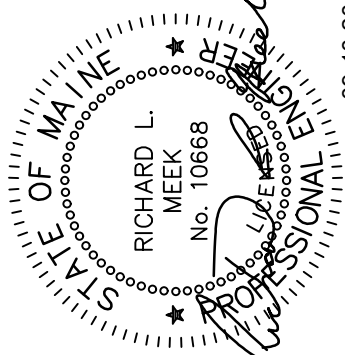
OVERALL SITE PLAN
OF:
75 STATE STREET SITE IMPROVEMENTS
75 STATE STREET
PORTLAND, ME
FOR:
75 STATE STREET
10 DANFORTH ST
PORTLAND, ME 04101

SEBAGO
TECHNICS
WWW.SEAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel: 207-200-2100

G	RLM	09-10-20	REVISE PER REVIEW COMMENTS
F	RLM	09-03-20	REVISE PER REVIEW COMMENTS
E	RLM	07-27-20	REVISE PER REVIEW COMMENTS
D	RLM	07-07-20	MODIFY PARKING LOT AND LANDSCAPING
C	RLM	05-18-20	RESUBMIT TO CITY IN RESPONSE TO REVIEW COMMENTS
B	WTC	01-31-20	RESUBMIT TO CITY
A	WTC	11-22-19	SUBMIT FOR CITY REVIEW
REV:	BY:	DATE:	STATUS:

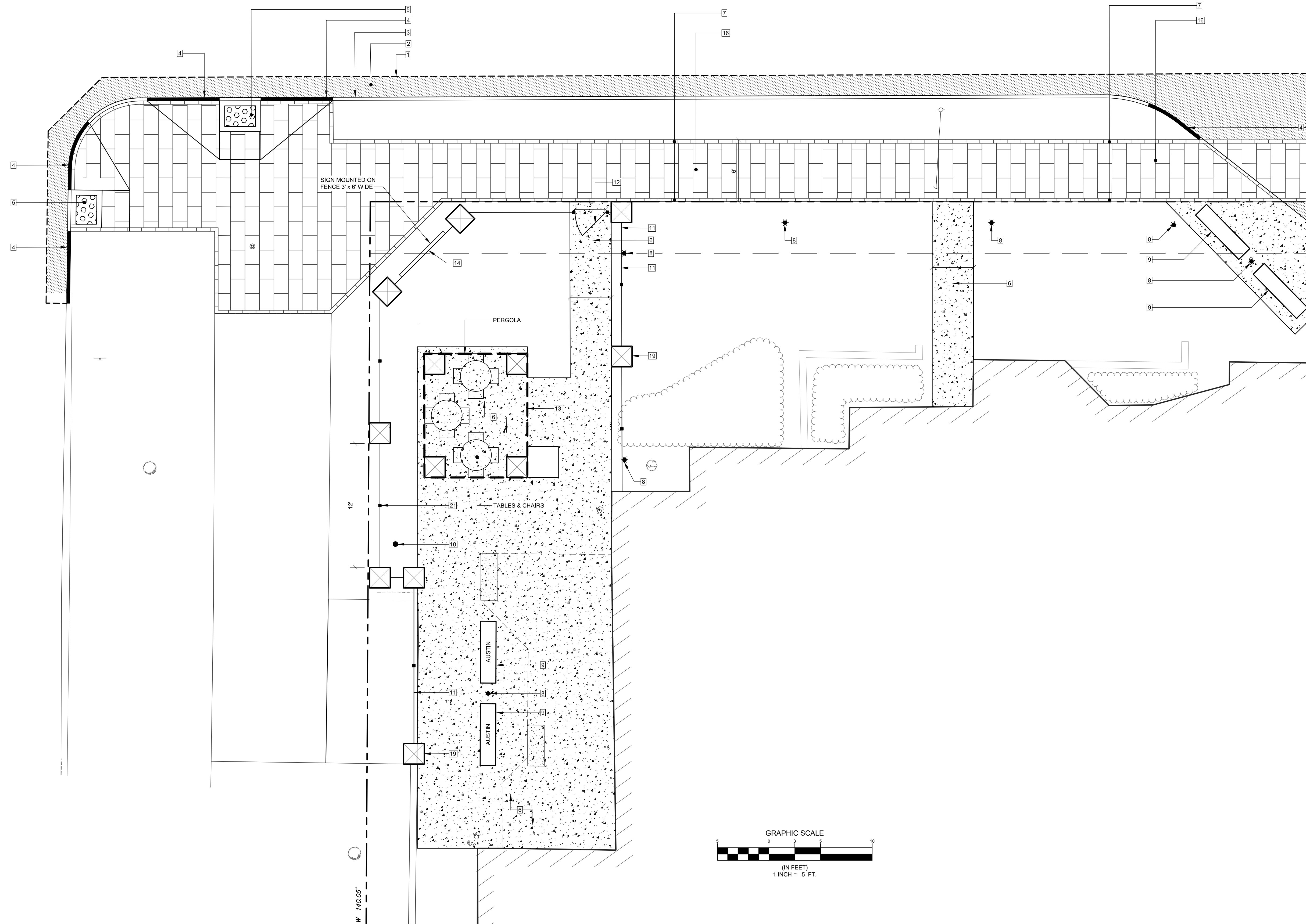
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RICHARD L. MEEK, P.E. 10668



STATE STREET
(99.0 FEET WIDE)

GRAY STREET
(49.5 FEET WIDE)



SITE PLAN KEY NOTES:

- 1 PAVEMENT SAW CUT - SEE DEMOLITION PLANS
- 2 ASPHALT STREET PAVING
- 3 RESET SALVAGED GRANITE CURB - 7" REVEAL
- 4 TIP DOWN CURB, COORDINATE WITH CITY TO SALVAGE AND RESET EXISTING CURB STONES
- 5 ADA TACTILE WARNING PANEL
- 6 4" CONCRETE RAVING
- 7 EDGE OF WALKWAY SHALL BE A BRICK SHINER COURSE
- 8 PROPOSED LIGHT FIXTURE - ARCHITECTURE AREA LIGHTING
- 9 - LARGENT SVLT, COLOR BLACK, IN FOOT BASE MOUNTED
- 10 PROPOSED BENCH LANDSCAPE FORMS AUSTIN, BACKED WITH ARMS, 24" X 72" X 33", COLOR MERCURY, IPE WOOD SEAT
- 11 EXISTING FLAGPOLE TO BE RELOCATED
- 12 WROUGHT IRON FENCE
- 13 3 FT. WIDE WROUGHT IRON GATE
- 14 PERGOLA - SEE CWS PLANS
- 15 PROPOSED PROJECT SIGN
- 16 NOT USED
- 17 NEW BRICK PAVING
- 18 RESET GRANITE STEPS
- 19 4" WHITE PAINTED LINES
- 20 12" SQUARE BRICK PILLAR
- 21 BRICK DRIVEWAY APRON
- 22 FENCE POST IN SONOTUBE FOOTING
- 36" WROUGHT IRON FENCE

SITE PLAN - AREA 1
OF:
75 STATE STREET SITE IMPROVEMENTS
75 STATE STREET
PORTLAND, ME
FOR:
75 STATE STREET
10 DANFORTH ST
PORTLAND, ME 04101

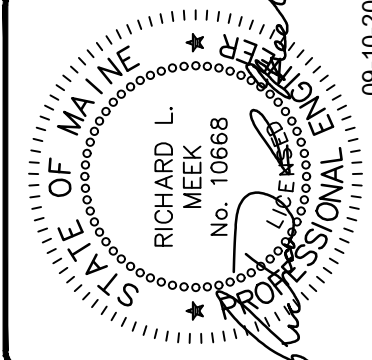
DESIGNED	WTC
DRAWN	BVD
CHECKED	WTC
DATE	11/4/19
SCALE	1" = 5'
PROJECT	18330

SHEET 7 OF 17

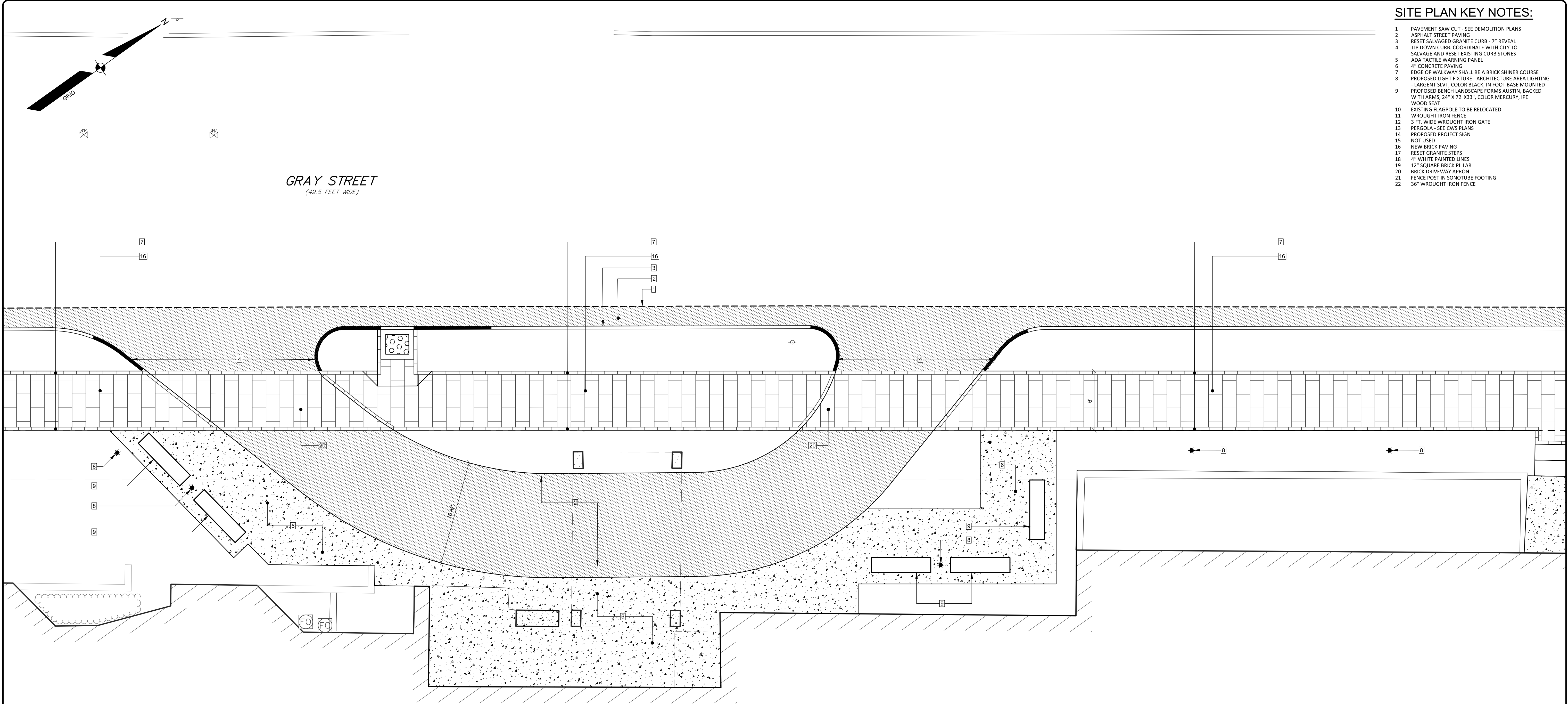
SEBAGO
TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

G	RLM	09-10-20	REVISE PER REVIEW COMMENTS
F	RLM	09-03-20	REVISE PER REVIEW COMMENTS
E	RLM	07-27-20	REVISE PER REVIEW COMMENTS
D	RLM	07-07-20	MODIFY PARKING LOT AND LANDSCAPING
C	RLM	05-18-20	RESUBMIT TO CITY IN RESPONSE TO REVIEW COMMENTS
B	WTC	01-31-20	RESUBMIT TO CITY
A	WTC	11-22-19	SUBMIT FOR CITY REVIEW
REV.	BY:	DATE:	STATUS:

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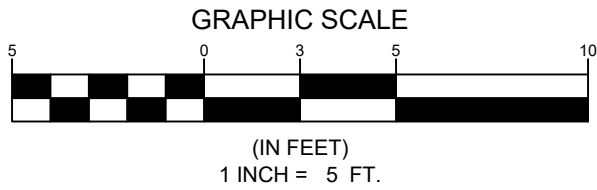


RICHARD L. MEER, PE 10668



SITE PLAN KEY NOTES:

- 1 PAVEMENT SAW CUT - SEE DEMOLITION PLANS
- 2 ASPHALT STREET PAVING
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- 4 TIP DOWN CURB, COORDINATE WITH CITY TO SALVAGE AND RESET EXISTING CURB STONES
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- 14 PROPOSED PROJECT SIGN
- 15 NOT USED
- 16 NEW BRICK PAVING
- 17 RESET GRANITE STEPS
- 18 4" WHITE PAINTED LINES
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- 20 BRICK DRIVEWAY APRON
- 21 FENCE POST IN SONOTUBE FOOTING
- 22 36" WROUGHT IRON FENCE



183305.dwg, TAB 52

SHEET 8 OF 17

SITE PLAN - AREA 2

OF:
75 STATE STREET SITE IMPROVEMENTS
75 STATE STREET
PORTLAND, ME

FOR:
75 STATE STREET
10 DANFORTH ST
PORTLAND, ME 04101

DESIGNED	WTC
DRAWN	BVD
CHECKED	WTC
DATE	11/4/19
SCALE	1" = 5'
PROJECT	18330

SEBAGO
TECHNICS

75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

WWW.SEBAGOTECHNICS.COM

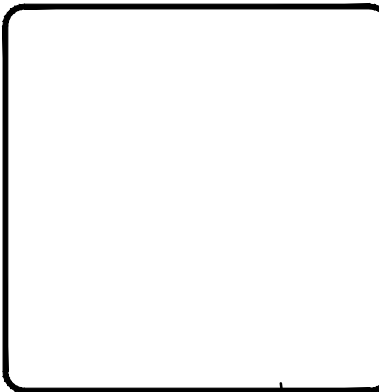
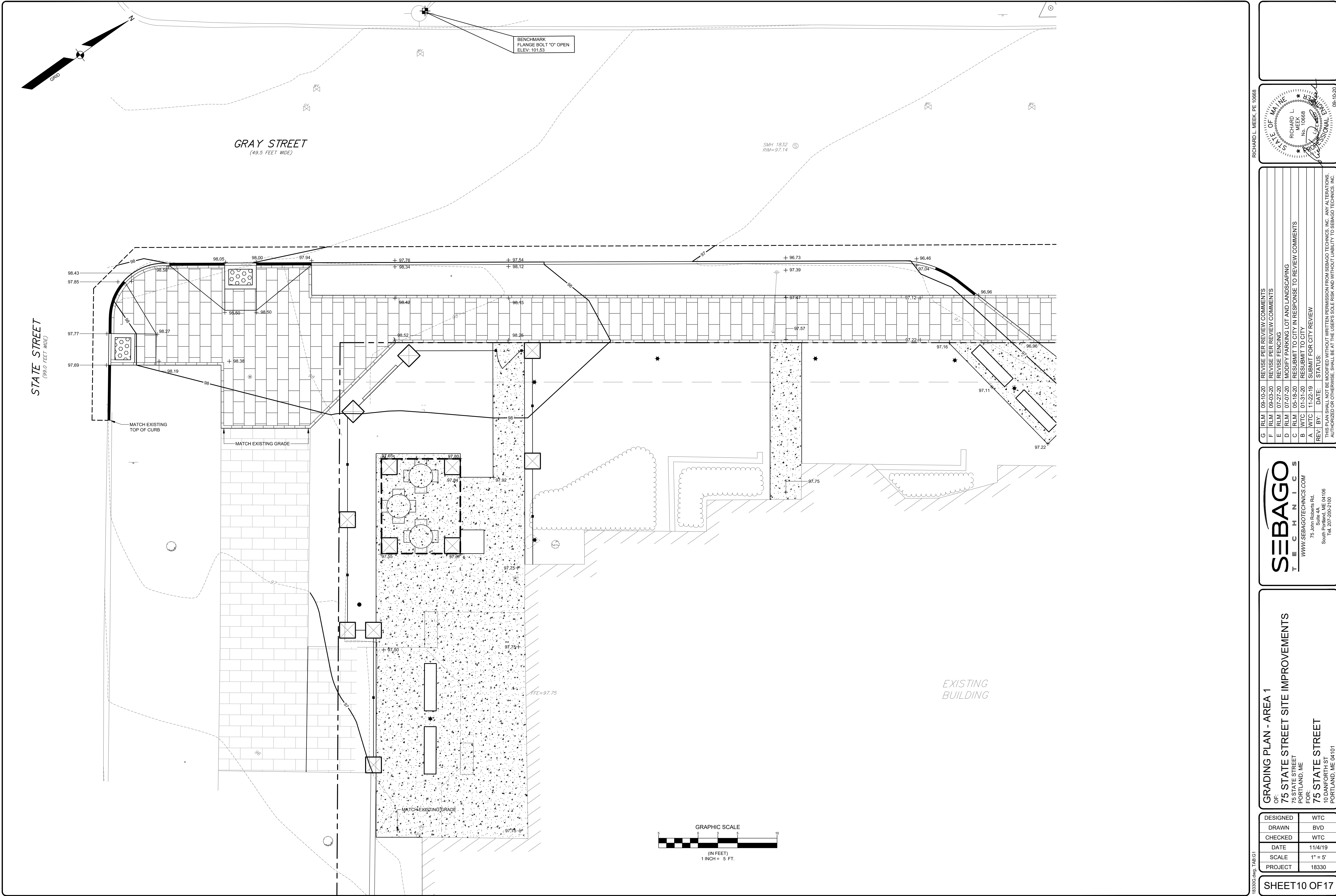
G	RLM	09-10-20	REVISE PER REVIEW COMMENTS
F	RLM	09-03-20	REVISE PER REVIEW COMMENTS
E	RLM	07-27-20	REVISE PER REVIEW COMMENTS
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B	WTC	01-31-20	RESUBMIT TO CITY
A	WTC	11-22-19	SUBMIT FOR CITY REVIEW

REV: BY: DATE: STATUS:

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RICHARD L. MEEK, P.E. 10668

STATE OF MAINE
REGISTERED PROFESSIONAL ENGINEER
RICHARD L. MEEK
No. 10668
09-10-20



REV	BY	DATE	STATUS
G	RLM	09-10-20	REVISE PER REVIEW COMMENTS
F	RLM	09-03-20	REVISE PER REVIEW COMMENTS
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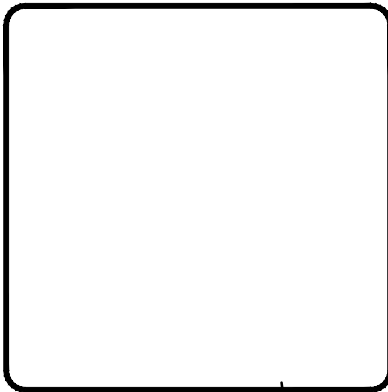
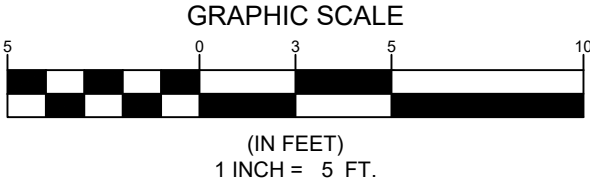
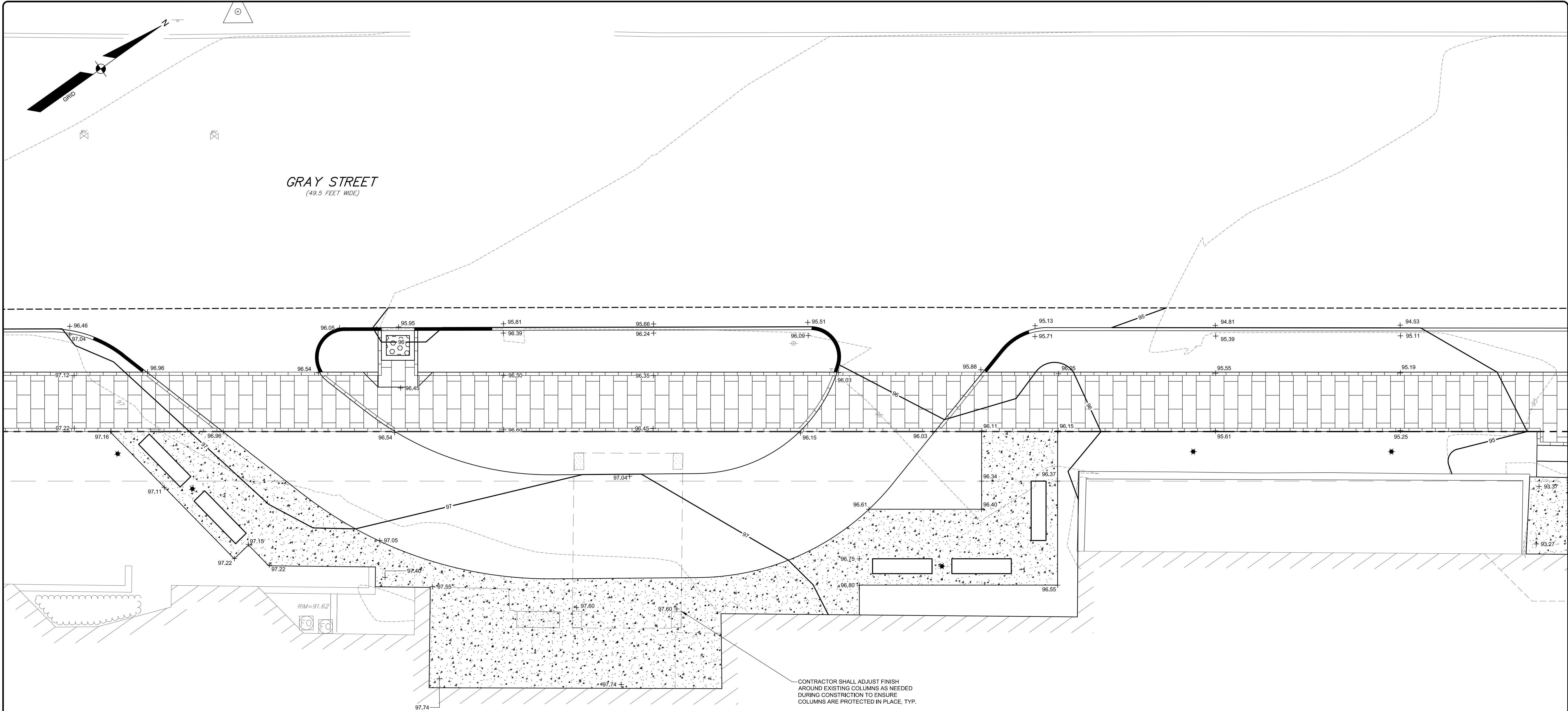
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TECHNICS
www.sebagotechnics.com

75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel: 207-200-2100

GRADING PLAN - AREA 1
OF:
75 STATE STREET SITE IMPROVEMENTS
75 STATE STREET
PORTLAND, ME

FOR:
75 STATE STREET
10 DANFORTH ST
PORTLAND, ME 04101

DESIGNED	WTC
DRAWN	BVD
CHECKED	WTC
DATE	11/4/19
SCALE	1" = 5'
PROJECT	18330



RICHARD L. MEER, P.E. 10668
08-10-20

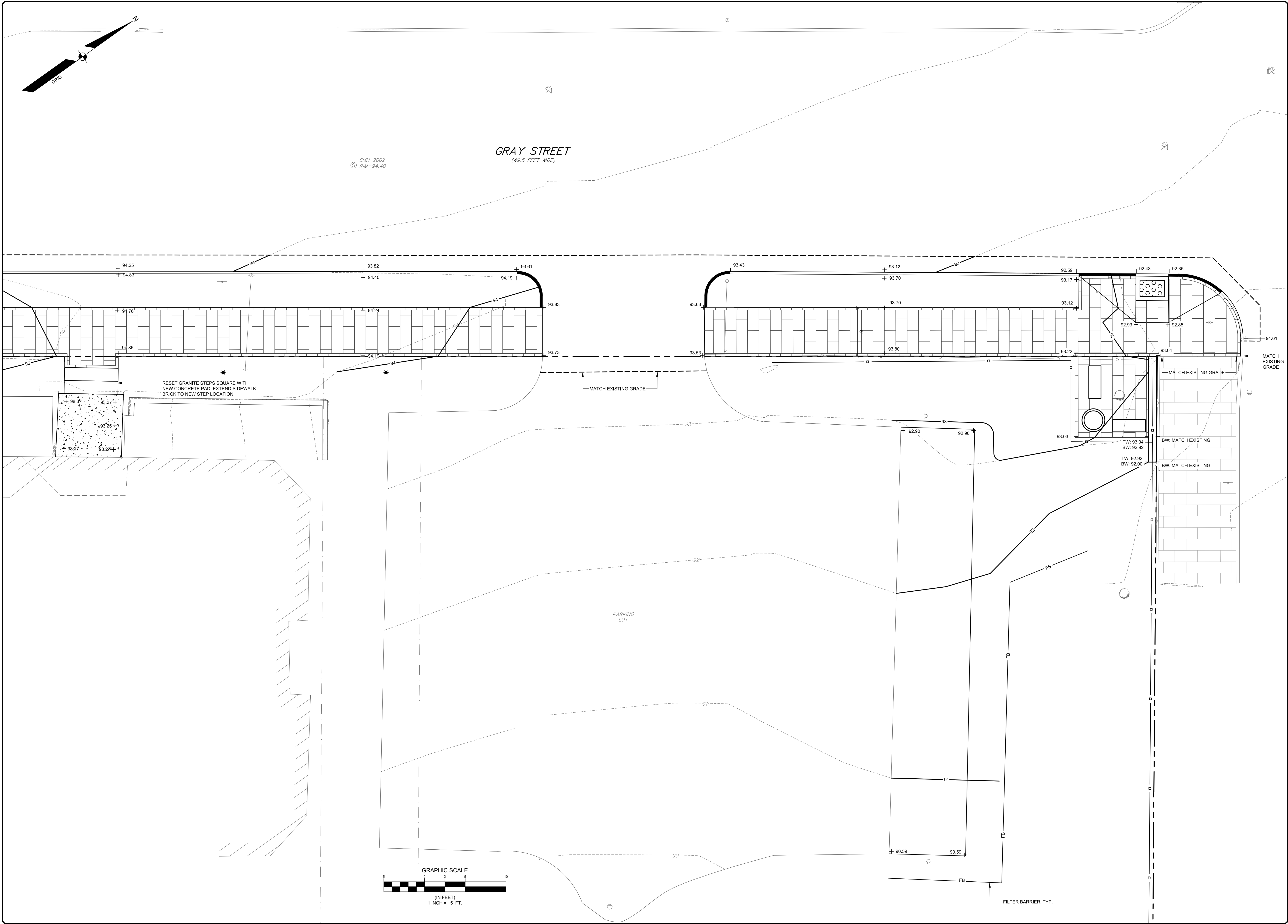
REV.	BY	DATE	STATUS
G	RLM	09-10-20	REVISE PER REVIEW COMMENTS
F	RLM	09-03-20	REVISE PER REVIEW COMMENTS
E	RLM	07-27-20	REVISE FENCING
D	RLM	07-07-20	MODIFY PARKING LOT AND LANDSCAPING
C	RLM	05-18-20	RESUBMIT TO CITY IN RESPONSE TO REVIEW COMMENTS
B	WTC	01-31-20	RESUBMIT TO CITY
A	WTC	11-22-19	SUBMIT FOR CITY REVIEW

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GRADING PLAN - AREA 2
OF:
75 STATE STREET SITE IMPROVEMENTS
75 STATE STREET
PORTLAND, ME
FOR:
75 STATE STREET
10 DANFORTH ST
PORTLAND, ME 04101

DESIGNED	WTC
DRAWN	BVD
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DATE	11/4/19
SCALE	1" = 5'
PROJECT	18330



183305.dwg, TAB C3

GRADING PLAN - AREA 3

OF:
75 STATE STREET SITE IMPROVEMENTS
75 STATE STREET
PORTLAND, ME

FOR:
75 STATE STREET
10 DANFORTH ST
PORTLAND, ME 04101

DESIGNED	WTC
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PROJECT	18330

SHEET12 OF 17

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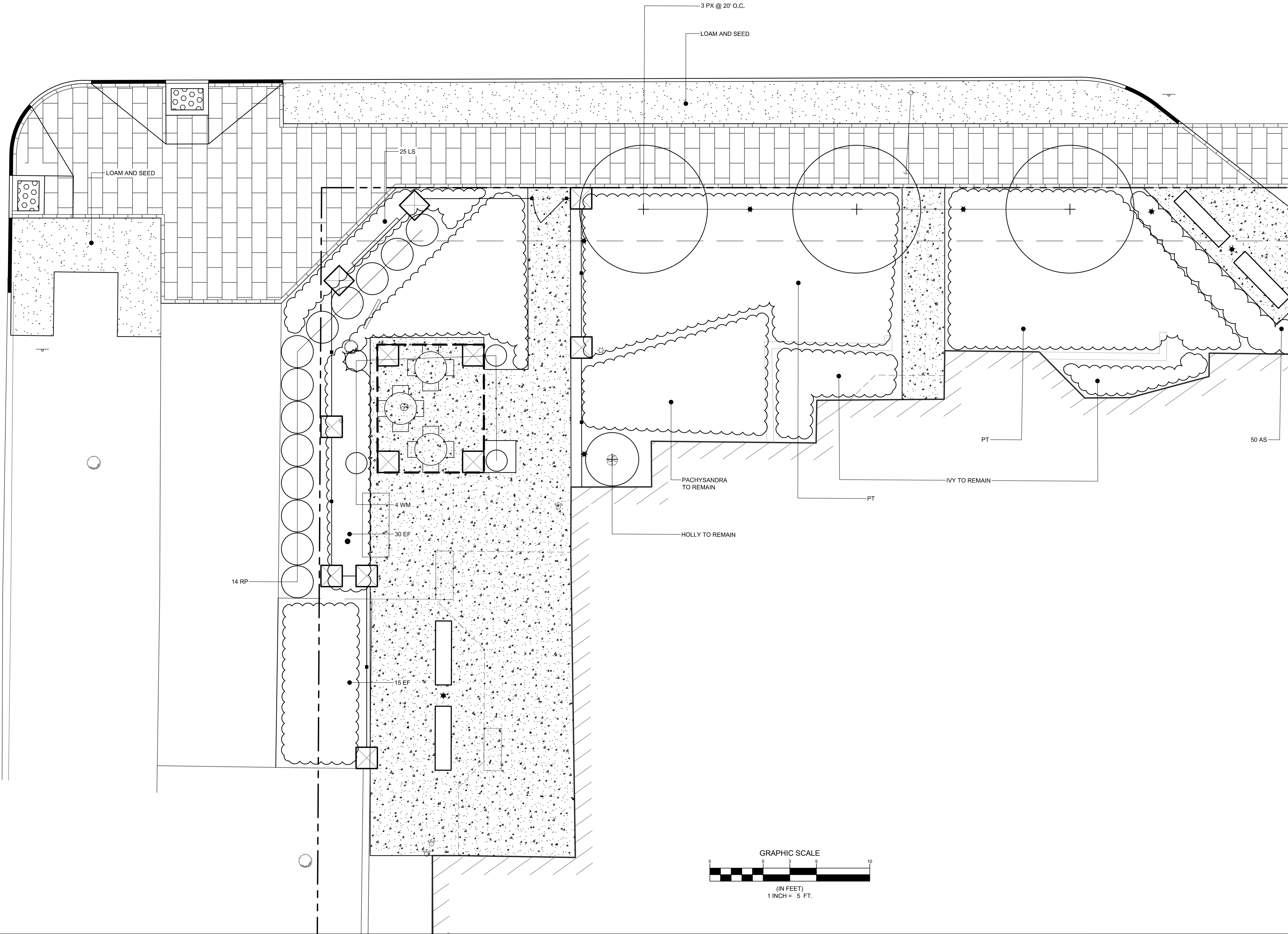
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RICHARD L. MEEK, P.E. 10668

STATE OF MAINE
RICHARD L. MEEK
Professional Engineer
No. 10668
09-10-20

STATE STREET
(99.0 FEET WIDE)

GRAY STREET
(49.5 FEET WIDE)



PLANT SCHEDULE

KEY	BOTANIC NAME	COMMON NAME	SIZE/NOTES
AR	ACER RUBRUM 'REDPOINT'	REDPOINT RED MAPLE	2.5" CALIPER
AC	AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE'	AUTUMN BRILLIANCE SERVICEBERRY	3-4" HGT.
MG	MYRICA GALE	SWEETGALE	MULTI-LEADER
HP	HYDRANGEA PANICULATA 'GRANDIFLORA'	PEEGEE TREE HYDRANGEA	18-24" HGT
RA	RHUS AROMATICA	FRAGRANT SUMAC	4" HGT
CA	CALAMAGROSTIS X ACUTIFOLIA	DWARF KARL FOERESTER GRASS	#2 CONT.
PO	PHYSOCARPUS OPULIFOLIUS 'LADY IN RED'	LADY IN RED NINEBARK	#3 CONT.
SN	SPIREA NIPPONICA 'SNOWMOUND'	SNOWMOUND SPIREA	#5 CONT.
SP	SYRINGA PATULA 'MISS KIM'	MISS KIM LILAC	24-36" HGT
PX	PRUNUS X 'ACCOLADE'	ACCOLADE CHERRY	18-24" HGT
TO	THUJA OCCIDENTALIS 'SMARAGD'	SMARAGD ARBORVITAE	3 IN. CALIPER
RP	RHODODENDRON 'WINDBEAM'	RHODODENDRON	8' HEIGHT
KN	KALMIA 'NATHAN HALE'	MOUNTAIN LAUREL	NO. 5 CONTAINER
LF	LEUCOTHOE FONTANESIANA	LEUCOTHOE	NO. 5 CONTAINER
EF	EUONYMUS F. RADICANS	GREEN EUONYMUS	NO. 3 CONTAINER
CA	CALAMAGROSTIS ACUTIFLORA 'AVALANCHE'	KARL FOERESTER GRASS	NO. 3 CONTAINER
WM	WISTERIA M. 'BLUE MOON'	WISTERIA VINE	NO. 5 CONTAINER
AS	ASTILBE A. 'BRIDAL VEIL'	BRIDAL VEIL ASTILBE	NO. 1 CONTAINER
LS	LEUCANTHEMUM S. 'BECKY'	SHASTA DAISY	NO. 1 CONTAINER
PT	PACHYSANDRA TERMINALIS	JAPANESE SPURGE	FLATS, PLANTS 6" O.C.

LOAM AND SEED ALL DISTURBED AREAS WITH MDOT SEED MIX #1

REV	BY	DATE	STATUS
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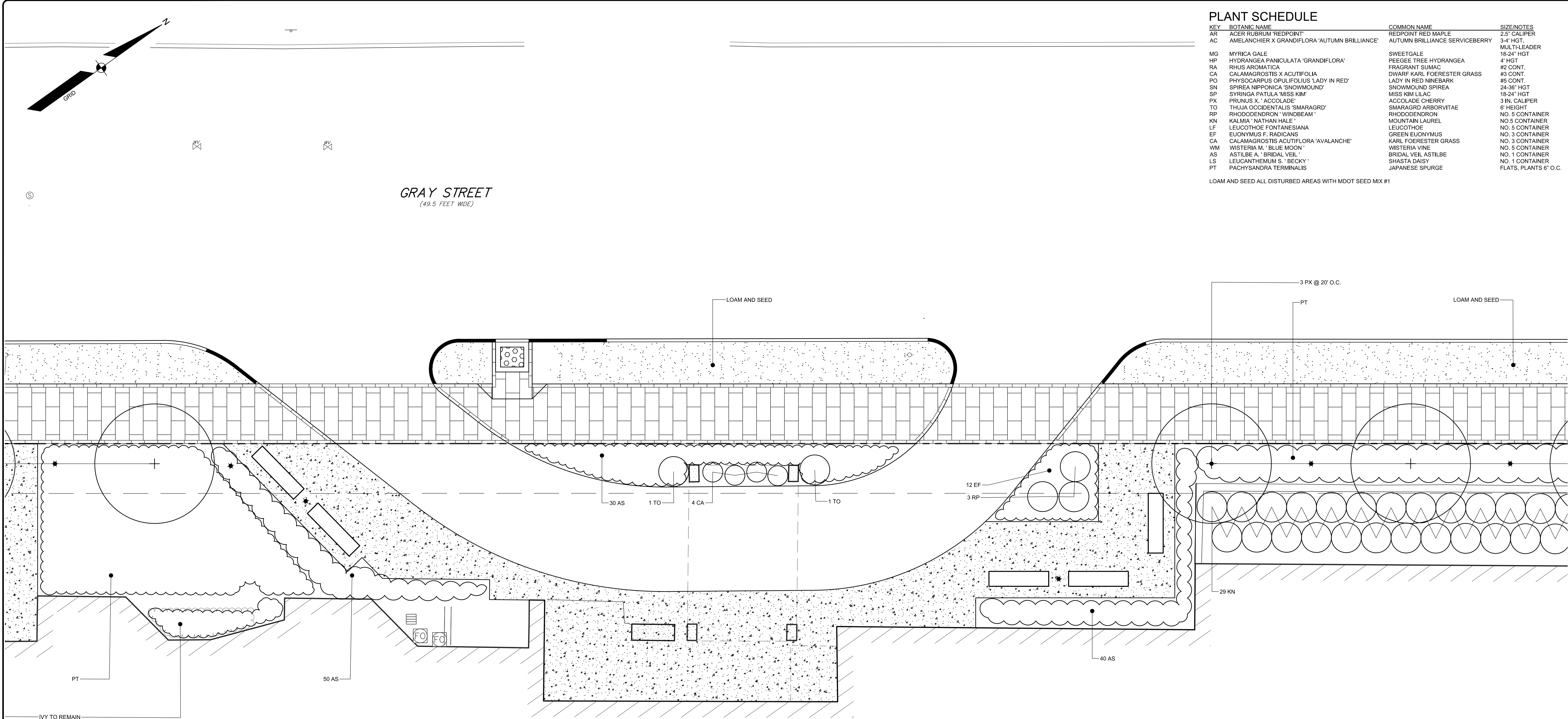
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10 DANFORTH ST
PORTLAND, ME 04101

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DATE	11/4/19
SCALE	1" = 5'
PROJECT	18330

LANDSCAPE ARCHITECT
HENRY A. HESS
18330 LING TAB L1
09/11/2020

HENRY A. HESS, RLA 4841



PLANT SCHEDULE

KEY	BOTANIC NAME	COMMON NAME	SIZE/NOTES
AR	ACER RUBRUM 'REDPOINT'	REDPOINT RED MAPLE	2.5' CALIPER
AC	AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE'	AUTUMN BRILLIANCE SERVICEBERRY	3-4' HGT
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HP	HYDRANGEA PANCULATA 'GRANDIFLORA'	PEECEE TREE HYDRANGEA	18-24" HGT
RA	RHUS AROMATICA	FRAGRANT SUMAC	4' HGT
CA	CALAMAGROSTIS X ACUTIFOLIA	DWARF KARL FOERESTER GRASS	#2 CONT.
PO	PHYSOCARPUS OPUILIFOLIUS 'LADY IN RED'	LADY IN RED NINEBARK	#3 CONT.
SN	SPIREA NIPPONICA 'SNOWMOUND'	SNOWMOUND SPIREA	#5 CONT.
SP	SYRINGA PATULA 'MISS KIM'	MISS KIM LILAC	24-30" HGT
PX	PRUNUS X 'ACCOLADE'	ACCOLADE CHERRY	18-24" HGT
TO	THUJA OCCIDENTALIS 'SMARAGRD'	SMARAGRD ARBORVITAE	3 IN. CALIPER
RP	RHODODENDRON 'WINDBEAM'	RHODODENDRON	6' HEIGHT
KN	KALMIA 'NATHAN HALE'	MOUNTAIN LAUREL	NO. 5 CONTAINER
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AS	ASTILBE A. 'BRIDAL VEIL'	BRIDAL VEIL ASTILBE	NO. 1 CONTAINER
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PT	PACHYSANDRA TERMINALIS	JAPANESE SPURGE	FLATS, PLANTS 6" O.C.

LOAM AND SEED ALL DISTURBED AREAS WITH MDOT SEED MIX #1

LANDSCAPE PLAN - AREA 2

OF: 75 STATE STREET SITE IMPROVEMENTS

FOR: 75 STATE STREET

DESIGNED: WTC

DRAWN: BVD

CHECKED: WTC

DATE: 11/4/19

SCALE: 1" = 5'

PROJECT: 18330

SHEET 14 OF 17

G	RLM	09-10-20	REVISE PER REVIEW COMMENTS
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LANDSCAPE PLAN - AREA 2

OF: 75 STATE STREET SITE IMPROVEMENTS

FOR: 75 STATE STREET

DESIGNED: WTC

DRAWN: BVD

CHECKED: WTC

DATE: 11/4/19

SCALE: 1" = 5'

PROJECT: 18330

SHEET 14 OF 17

LANDSCAPE PLAN - AREA 2

OF: 75 STATE STREET SITE IMPROVEMENTS

FOR: 75 STATE STREET

DESIGNED: WTC

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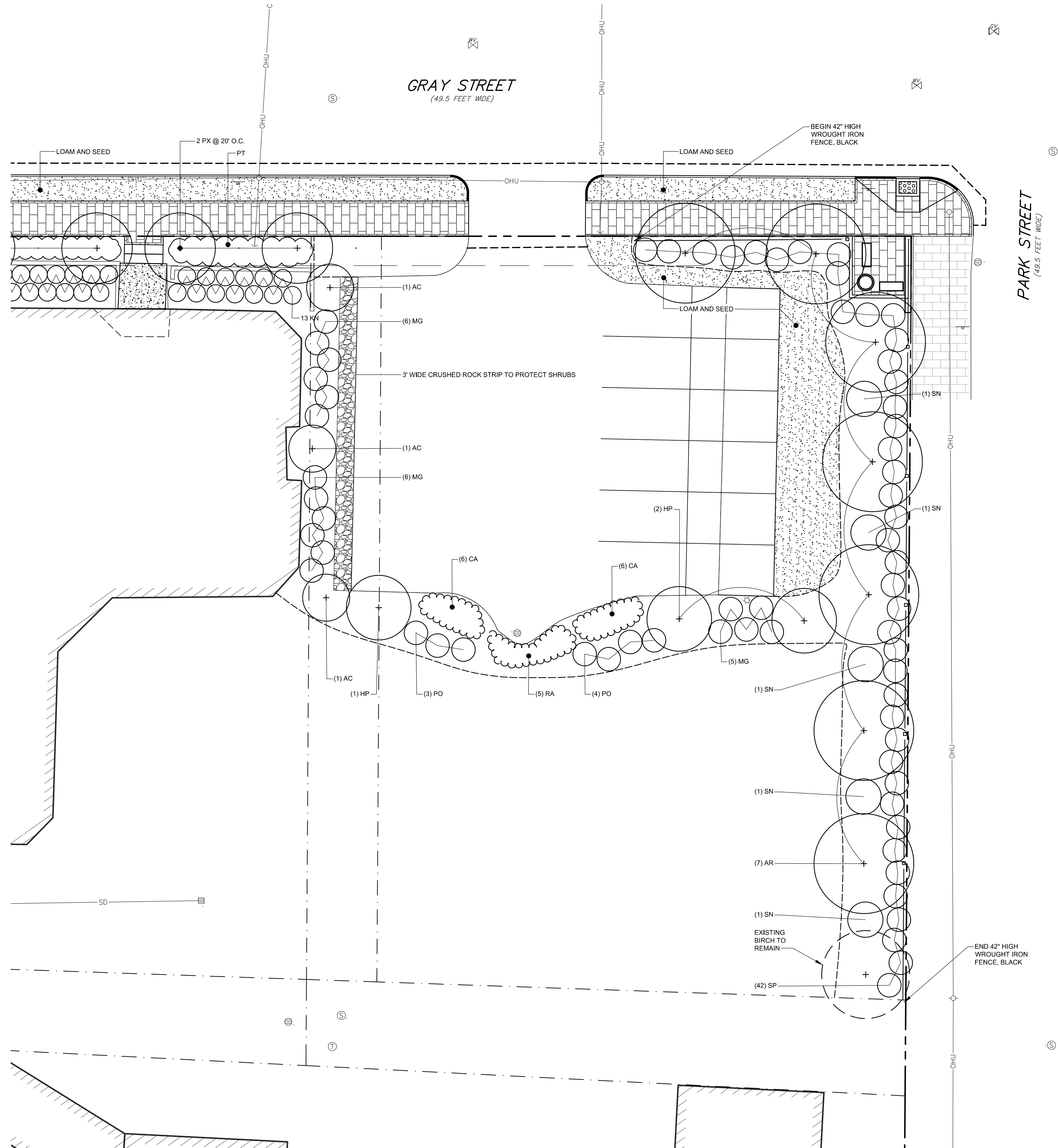
SCALE: 1" = 5'

PROJECT: 18330

SHEET 14 OF 17

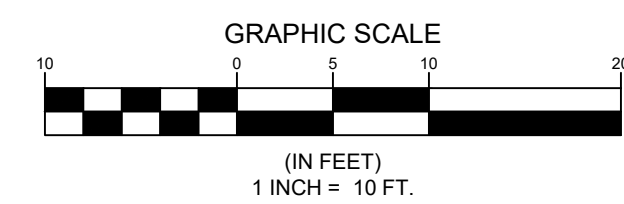
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SHEET 14 OF 17



KEY	COMMON NAME	SIZES/NOTES
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AC	AMELANCHIER X 'GRANDIFLORA' 'AUTUMN BRILLIANCE'	3-4" HGT. MULTI-LEADER
MG	MYRICCA GALE	18-24" HGT.
HA	HYDRANGEA 'PANCULATA' 'GRANDIFLORA'	4" HGT.
RA	RHUS ARATICA	#2 CONT.
CA	CALAMAGROSTIS X ACUTIFOLIA	DWARF KRAFL. FORESTER GRASS
PO	PHYSCARPUS OULIPULFOLIS 'LADY IN RED'	18-24" HGT.
SP	SPHEREA NIPONICA 'SNOWMOUND SPIRA'	#5 CONT.
SY	SYRINGA PATULA 'MISS KIM'	MISS KIM LILAC
PP	PRUNUS X 'ACCOLADE'	ACCOLADE CHERRY
CC	CELAJUGA OCCIDENTALIS 'SUNMAGAROD'	3 IN. CALIPER
RP	RHO DENDRON 'WINDBEAEM'	6" HEIGHT RHODODENDRON
NK	NALMIA 'NATHAN LAEL'	MOUNTAIN LAUREL
LF	LEUCOTHOE FONTANESIANA	LEUCOTHOE
EL	EUCOMYUS F. RADICANS	GREEN EUONYMUS
CA	CALAMAGROSTIS ACUTIFOLIA 'AVALANCHE'	KRAFL. FORESTER GRASS
WM	WISTERIA M. 'BLUE MOON'	WISTERIA VINE
AS	ASTREBE A. 'BRIDAL VEIL ASTLE'	BRIDAL VEIL ASTLE
LS	LEUCANTHEMUM S. 'BECKY'	SHASTA DAISY
PT	PACHYSANDRA TERMINALIS	JAPANESE SPURGE

NOTE SCALE CHANGE
FOR THIS PLAN.



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LANDSCAPE PLAN - AREA 3
OF:
75 STATE STREET SITE IMPROVEMENTS
75 STATE STREET
PORTLAND, ME
FOR:
75 STATE STREET
10 DANFORTH ST
PORTLAND, ME 04101

DESIGNED	WTC
DRAWN	BVD
CHECKED	WTC
DATE	11/4/19
SCALE	1" = 10'
PROJECT	18330

SHEET15 OF17

18330L.dwg, TAB:L3-10 Scale

EROSION CONTROL MEASURES

PRE-CONSTRUCTION PHASE

PRIOR TO THE BEGINNING OF ANY CONSTRUCTION, SEDIMENT BARRIERS (SILT FENCE) WILL BE STAKED/INSTALLED ACROSS THE SLOPE(S), ON THE CONTOUR AT OR JUST BELOW THE LIMITS OF CLEARING OR GRUBBING, AND/OR JUST ABOVE ANY ADJACENT PROPERTY LINE OR WATERCOURSE TO PROTECT AGAINST CONSTRUCTION RELATED EROSION. THE PLACEMENT OF SEDIMENT BARRIERS SHALL BE COMPLETED IN ACCORDANCE WITH GUIDELINES ESTABLISHED IN BEST MANAGEMENT PRACTICES AND IN ACCORDANCE WITH THIS EROSION CONTROL PLAN AND DETAILS IN THIS PLAN SET. THIS NETWORK IS TO BE MAINTAINED BY THE CONTRACTOR UNTIL ALL EXPOSED SLOPES HAVE AT LEAST 90% VIGOROUS PERENNIAL VEGETATIVE COVER TO PREVENT EROSION. TEMPORARY EROSION CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER PERMANENT STABILIZATION IS ATTAINED.

PRIOR TO ANY CLEARING OR GRUBBING, A CONSTRUCTION ENTRANCE/EXIT SHALL BE CONSTRUCTED AT THE INTERSECTION OF THE PROPOSED ENTRANCES AND EXISTING ROADWAY TO AVOID TRACKING OF MUD, DUST AND DEBRIS FROM THE SITE.

PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL PREPARE A DETAILED SCHEDULE AND MARKED UP PLAN INDICATING AREAS AND COMPONENTS OF THE WORK AND KEY DATES SHOWING DATE OF DISTURBANCE AND COMPLETION OF THE WORK. THE CONTRACTOR SHALL SCHEDULE A PRE-CONSTRUCTION MEETING WITH THE MUNICIPAL STAFF. THREE COPIES OF THE SCHEDULE AND MARKED UP PLAN SHALL BE PROVIDED TO THE MUNICIPALITY THREE DAYS PRIOR TO THE SCHEDULED PRE-CONSTRUCTION MEETING. SPECIAL ATTENTION SHALL BE GIVEN TO THE 14 DAY LIMIT OF DISTURBANCE IN THE SCHEDULE ADDRESSING TEMPORARY AND PERMANENT VEGETATION MEASURES.

CONSTRUCTION AND POST-CONSTRUCTION PHASE

AREAS UNDERGOING ACTUAL CONSTRUCTION SHALL ONLY EXPOSE THAT AMOUNT OF MINERAL SOIL NECESSARY FOR PROGRESSIVE AND EFFICIENT CONSTRUCTION. AN AREA CONSIDERED OPEN IS ANY AREA NOT STABILIZED WITH PAVEMENT, VEGETATION, MULCHING, EROSION CONTROL MATS, RIPRAP OR GRAVEL BASE ON A ROAD, SUCH AS ACTIVE EXCAVATION AND ACTIVE GRADING. LIMIT THE EXPOSED AREA TO THOSE AREAS IN WHICH WORK IS ACTIVELY OCCURRING OR CAN BE MULCHED IN THE SAME DAY. OPEN AREAS SHALL BE ANCHORED WITH TEMPORARY EROSION CONTROL, AS SHOWN ON THE DESIGN PLANS AND AS DESCRIBED WITHIN THIS EROSION CONTROL PLAN WITHIN SEVEN (7) DAYS OF DISTURBANCE. AREAS LOCATED WITHIN 100 FEET OF STREAMS SHALL BE ANCHORED WITH TEMPORARY EROSION CONTROL WITHIN SEVEN (7) DAYS. REFER TO WINTER EROSION CONTROL NOTES FOR THE TREATMENT OF OPEN AREAS AFTER OCTOBER 1ST OF THE CONSTRUCTION YEAR.

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

EROSION CONTROL APPLICATIONS & MEASURES

THE PLACEMENT OF EROSION CONTROL MEASURES SHALL BE COMPLETED IN ACCORDANCE WITH GUIDELINES ESTABLISHED IN BEST MANAGEMENT PRACTICES AND IN ACCORDANCE WITH THE EROSION CONTROL PLAN AND DETAILS IN THE PLAN SET.

1. TEMPORARY MULCHING:

ALL DISTURBED AREAS SHALL BE MULCHED WITH MATERIALS SPECIFIED BELOW PRIOR TO ANY STORM EVENT. ALL DISTURBED AREAS NOT FINAL GRADED WITHIN 14 DAYS SHALL BE MULCHED. DISTURBED AREAS ADJACENT TO NATURAL RESOURCES THAT ARE NOT GRADED WITHIN SEVEN (7) DAYS SHALL BE MULCHED. ALSO, AREAS, WHICH HAVE BEEN TEMPORARILY OR PERMANENTLY SEEDED, SHALL BE MULCHED IMMEDIATELY FOLLOWING SEEDING. EROSION CONTROL BLANKETS ARE RECOMMENDED TO BE USED AT THE BASE OF GRASSED WATERWAYS AND ON SLOPES GREATER THAN 33%. MULCH ANCHORING SHOULD BE USED ON SLOPES GREATER THAN 5% AFTER SEPTEMBER 15TH OF THE CONSTRUCTION YEAR (SEE WINTER EROSION CONTROL NOTES).

TYPES OF MULCH:
HAY OR STRAW: SHALL BE APPLIED AT A RATE OF 75 LBS/1,000 S.F. (1.5 TONS PER ACRE).

EROSION CONTROL MIX: SHALL BE PLACED EVENLY AND MUST PROVIDE 100% SOIL COVERAGE. EROSION CONTROL MIX SHALL BE APPLIED SUCH THAT THE THICKNESS ON SLOPES 3:1 OR LESS IS 2 INCHES PLUS 1/2 INCH PER 20 FEET OF SLOPE UP TO 100 FEET. THE THICKNESS ON SLOPES BETWEEN 3:1 AND 2:1 SHALL BE 4 INCHES PLUS 1/2 INCH PER 20 FEET OF SLOPE UP TO 100 FEET. THIS SHALL NOT BE USED ON SLOPES GREATER THAN 2:1.

EROSION CONTROL BLANKET: SHALL BE INSTALLED SUCH THAT CONTINUOUS CONTACT BETWEEN THE MAT AND THE SOIL IS OBTAINED. INSTALL BLANKETS AND STAPLE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

2. SOIL STOCKPILES:

STOCKPILES OF SOIL OR SUBSOIL SHALL BE MULCHED WITH HAY OR STRAW AT A RATE OF 75 LBS/1,000 S.F. (1.5 TONS PER ACRE) OR WITH A FOUR-INCH LAYER OF WOOD WASTE EROSION CONTROL MIX. THIS WILL BE DONE WITHIN 48 HOURS OF STOCKING AND RE-ESTABLISHED PRIOR TO ANY RAINFALL. ANY SOIL STOCKPILE WILL NOT BE PLACED (EVEN COVERED WITH HAY OR STRAW) WITHIN 100 FEET FROM ANY NATURAL RESOURCES. SEDIMENT BARRIERS SHALL BE INSTALLED DOWNGRADEMENT OF STOCKPILES, AND STORMWATER SHALL BE PREVENTED FROM RUNNING ONTO THE STOCKPILE.

3. NATURAL RESOURCES PROTECTION:

ANY AREAS WITHIN 100 FEET FROM ANY NATURAL RESOURCES SHALL BE MULCHED USING TEMPORARY MULCHING (AS DESCRIBED IN PART 1 OF THIS SECTION) WITHIN 7 DAYS OF EXPOSURE OR PRIOR TO ANY STORM EVENT. SEDIMENT BARRIERS (AS DESCRIBED IN PART 4 OF THIS SECTION) SHALL BE PLACED BETWEEN ANY NATURAL RESOURCE AND THE DISTURBED AREA. PROJECTS CROSSING THE NATURAL RESOURCE SHALL BE PROTECTED A MINIMUM DISTANCE OF 100 FEET ON EITHER SIDE FROM THE RESOURCE.

4. SEDIMENT BARRIERS:

PRIOR TO THE BEGINNING OF ANY CONSTRUCTION, SEDIMENT BARRIERS SHALL BE STAKED ACROSS THE SLOPE(S), ON THE CONTOUR AT OR JUST BELOW THE LIMITS OF CLEARING OR GRUBBING, AND/OR JUST ABOVE ANY ADJACENT PROPERTY LINE OR WATERCOURSE TO PROTECT AGAINST CONSTRUCTION RELATED EROSION. SEDIMENT BARRIERS SHALL BE MAINTAINED BY THE CONTRACTOR UNTIL ALL EXPOSED SLOPES HAVE AT LEAST 90% VIGOROUS PERENNIAL VEGETATIVE COVER TO PREVENT EROSION.

SILT FENCE, SHALL BE INSTALLED PER THE DETAIL ON THE PLANS. THE EFFECTIVE HEIGHT OF THE FENCE SHALL NOT EXCEED 36 INCHES. IT IS RECOMMENDED THAT SILT FENCE BE REMOVED BY CUTTING THE FENCE MATERIALS AT GROUND LEVEL SO AS TO AVOID ADDITIONAL SOIL DISTURBANCE.

HAY BALES, SHALL NOT BE INSTALLED ADJACENT TO WETLAND. INSTALL PER THE DETAIL ON THE PLANS. BALES SHALL BE WIRE-BOUND OR STRING-TIED AND THESE BINDINGS MUST REMAIN PARALLEL WITH THE GROUND SURFACE DURING INSTALLATION TO PREVENT DETERIORATION OF THE BINDINGS. BALES SHALL BE INSTALLED WITHIN A MINIMUM 4 INCH DEEP TRENCH LINE WITH ENDS OF ADJACENT BALES TIGHTLY ABUTTING ONE ANOTHER.

EROSION CONTROL MIX: SHALL NOT BE USED ADJACENT TO WETLANDS. INSTALL PER THE DETAIL ON THE PLANS. THE MIX SHALL CONSIST PRIMARILY OF ORGANIC MATERIAL AND CONTAIN A WELL-GRADED MIXTURE OF PARTICLE SIZES AND MAY CONTAIN ROCKS LESS THAN 4 INCHES IN DIAMETER. THE MIX COMPOSITION SHALL MEET THE STANDARDS DESCRIBED WITHIN THE BMP BEST MANAGEMENT PRACTICES. NO TRENCING IS REQUIRED FOR INSTALLATION OF THIS BARRIER. EROSION CONTROL MIX BERMS SHALL NOT BE USED AT THE BOTTOM OF STEEP SLOPES (>8%) OR SLOPES WITH FLOWING WATER.

CONTINUOUS CONTAINED BERM: SHALL BE INSTALLED PER THE DETAIL ON THE PLANS. THIS SEDIMENT BARRIER IS EROSION CONTROL MIX PLACED WITHIN A SYNTHETIC TUBULAR NETTING AND PERFORMS AS A STURDY SEDIMENT BARRIER THAT WORKS WELL ON HARD GROUND SUCH AS FROZEN CONDITIONS, TRAVELED AREAS OR PAVEMENT. NO TRENCING IS REQUIRED FOR INSTALLATION OF THIS BARRIER.

5. TEMPORARY CHECK DAMS:

SHALL BE INSTALLED PER THE DETAIL ON THE PLANS. CHECK DAMS ARE TO BE PLACED WITHIN DITCHES/ SWALES AS SPECIFIED ON THE DESIGN PLANS IMMEDIATELY AFTER FINAL GRADING. CHECK DAMS SHALL BE 2 FEET HIGH. TEMPORARY CHECK DAMS MAY BE REMOVED ONLY AFTER THE ROADWAYS ARE PAVED AND THE VEGETATED SWALE ARE ESTABLISHED WITH AT LEAST 90% OF VIGOROUS PERENNIAL GROWTH. THE AREA BENEATH THE CHECK DAM MUST BE SEEDED AND MULCHED IMMEDIATELY AFTER REMOVAL OF THE CHECK DAM.

STONE CHECK DAMS: STONE DAMS SHOULD BE CONSTRUCTED OF 2 TO 3 INCH STONE AND PLACED SUCH THAT COMPLETE COVERAGE OF THE SWALE IS OBTAINED AND THAT THE CENTER OF THE DAM IS 6 INCHES LOWER THAT THE OUTER EDGES.

HAY BALE CHECK DAMS: BALES SHALL BE WIRE-BOUND OR STRING-TIED. BALES SHALL BE INSTALLED WITHIN A MINIMUM 4 INCH DEEP TRENCH LINE WITH ENDS OF ADJACENT BALES TIGHTLY ABUTTING ONE ANOTHER. HAY BALES SHALL BE PLACED SUCH THAT COMPLETE COVERAGE OF THE SWALE IS OBTAINED AND THAT THE CENTER OF THE DAM IS 6 INCHES LOWER THAT THE OUTER EDGES.

MANUFACTURED CHECK DAMS: MANUFACTURED CHECK DAMS, AS SPECIFIED IN THE DETAIL ON THE PLANS, MAY BE USED IF AUTHORIZED BY THE PROPER LOCAL, STATE OR FEDERAL REGULATING AGENCIES. THESE UNITS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURE'S RECOMMENDATIONS.

6. STORMDRAIN INLET PROTECTION:

INLET PROTECTION SHALL BE PLACED AROUND A STORMDRAIN DROP INLET OR CURB INLET PRIOR TO PERMANENT STABILIZATION OF THE IMMEDIATE AND UPSTREAM DISTURBED AREAS. THEY SHALL BE CONSTRUCTED IN A MANNER THAT WILL FACILITATE CLEAN-OUT AND DISPOSAL OF TRAPPED SEDIMENTS AND MINIMIZE INTERFERENCE WITH CONSTRUCTION ACTIVITIES. ANY RESULTANT PONDING OF WATER FROM THE PROTECTION METHOD MUST NOT CAUSE EXCESSIVE INCONVENIENCE OR DAMAGE TO ADJACENT AREAS OR STRUCTURES.

HAY BALE DROP INLET PROTECTION: WE DO NOT RECOMMEND THE USE OF HAY BALES AS INLET PROTECTION.

CONCRETE BLOCK AND STONE INLET SEDIMENT FILTER (DROP OR CURB INLET): SHALL BE INSTALLED PER THE DETAIL ON THE PLANS. THE HEIGHT OF THE CONCRETE BLOCK BARRIER CAN VARY BUT MUST BE BETWEEN 12 AND 24 INCHES TALL. A MINIMUM OF 1 INCH CRUSHED STONE SHALL BE USED.

MANUFACTURED SEDIMENT BARRIERS AND FILTER (DROP OR CURB INLET): MANUFACTURED FILTERS, AS SPECIFIED IN THE DETAIL ON THE PLANS, MAY BE USED IF INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

7. STABILIZED CONSTRUCTION ENTRANCE/EXIT:

PRIOR TO CLEARING AND/OR GRUBBING THE SITE A STABILIZED CONSTRUCTION ENTRANCE/EXIT SHALL BE CONSTRUCTED WHEREVER TRAFFIC WILL EXIT THE CONSTRUCTION SITE ONTO A PAVED ROADWAY IN ORDER TO MINIMIZE THE TRACKING OF SEDIMENT AND DEBRIS FROM THE CONSTRUCTION SITE ONTO PUBLIC ROADWAYS. THE ENTRANCES AND ADJACENT ROADWAY AREAS SHALL BE PERIODICALLY SWEEP TO FURTHER MINIMIZE THE TRACKING OF MUD, DUST OR DEBRIS FROM THE CONSTRUCTION AREA. THE TERM "SWEEP" IS UNDERSTOOD TO MEAN REMOVAL AND RECOVERY OF TRACKED SEDIMENT WITH A STREET SWEEPER, NOT BRUSHING THE MATERIAL INTO SWALES OR STRUCTURES WITH A MECHANICAL BROOM. STABILIZED CONSTRUCTION EXITS SHALL BE CONSTRUCTED IN AREAS SPECIFIED ON THE PLANS AND AS DETAILED ON THE PLANS. THE CONTRACTOR SHALL MAINTAIN THE STABILIZED CONSTRUCTION ENTRANCE UNTIL ALL DISTURBED AREAS ARE STABILIZED.

DUST CONTROL:

DUST CONTROL DURING CONSTRUCTION SHALL BE ACHIEVED BY THE USE OF A WATERING TRUCK TO PERIODICALLY SPRINKLE THE EXPOSED ROADWAY AREAS AS NECESSARY TO REDUCE DUST DURING THE DRY MONTHS. APPLYING OTHER DUST CONTROL PRODUCTS SUCH AS CALCIUM CHLORIDE OR OTHER MANUFACTURED PRODUCTS ARE ALLOWED IF AUTHORIZED BY THE PROPER LOCAL, STATE AND/OR FEDERAL REGULATING AGENCIES. HOWEVER, IT IS THE CONTRACTOR'S ULTIMATE RESPONSIBILITY TO MITIGATE DUST AND SOIL LOSS FROM THE SITE. IF OFFSITE TRACKING OCCURS, PUBLIC ROADS SHOULD BE SWEEP IMMEDIATELY AND NOT LESS THAN ONCE A WEEK AND PRIOR TO SIGNIFICANT STORM EVENTS.

TEMPORARY VEGETATION:

TEMPORARY VEGETATION SHALL BE APPLIED TO DISTURBED AREAS THAT WILL NOT RECEIVE FINAL GRADING FOR PERIODS UP TO 12 MONTHS. THIS PROCEDURE SHOULD BE USED EXTENSIVELY IN AREAS ADJACENT TO NATURAL RESOURCES. SEEDBED PREPARATION AND APPLICATION OF SEED SHALL BE CONDUCTED AS INDICATED IN THE PERMANENT VEGETATION SECTION OF THIS NARRATIVE. SPECIFIC SEEDS (FAST GROWING AND SHORT LIVING) SHALL BE SELECTED FROM THE MAINE EROSION AND SEDIMENT CONTROL BMP MANUALS FOR CONTRACTORS AND ENGINEERS, 2016 OR LATEST REVISION. ALTERNATIVE EROSION CONTROL MEASURES SHOULD BE USED IF SEEDING CAN NOT BE DONE BEFORE SEPTEMBER 15TH OF THE CONSTRUCTION YEAR.

PERMANENT VEGETATION:

REVEGETATION MEASURES SHALL COMMENCE IMMEDIATELY UPON COMPLETION OF FINAL GRADING OF AREAS TO BE LOAMED AND SEEDED. THE APPLICATION OF SEED SHALL BE CONDUCTED BETWEEN APRIL 1ST AND OCTOBER 1ST OF THE CONSTRUCTION YEAR, PLEASE REFER TO THE WINTER EROSION CONTROL NOTES FOR MORE DETAIL. REVEGETATION MEASURES SHALL CONSIST OF THE FOLLOWING:

SEEDBED PREPARATION:

- A. FOUR (4) INCHES OF LOAM SHALL BE SPREAD OVER DISTURBED AREAS AND SMOOTHED TO A UNIFORM SURFACE. LOAM SHALL BE FREE OF SUBSOIL, CLAY LUMPS, STONES AND OTHER OBJECTS OVER 2 INCHES OR LARGER IN ANY DIMENSION, AND WITHOUT WEEDS, ROOTS OR OTHER OBJECTIONABLE MATERIAL.
- B. SOILS TESTS SHALL BE TAKEN AT THE TIME OF SOIL STRIPPING TO DETERMINE FERTILIZATION REQUIREMENTS. SOILS TESTS SHALL BE TAKEN PROMPTLY AS TO NOT INTERFERE WITH THE 14-DAY LIMIT ON SOIL EXPOSURE. BASED UPON TEST RESULTS, SOIL AMENDMENTS SHALL BE INCORPORATED INTO THE SOIL PRIOR TO FINAL SEEDING. IN LIEU OF SOIL TESTS, SOIL AMENDMENTS MAY BE APPLIED AS FOLLOWS:

ITEM	APPLICATION RATE
10-20-20 FERTILIZER (N-20%P-20% OR EQUAL)	18.4 LBS/1,000 S.F.
GROUND LIMESTONE (50% CALCIUM & MAGNESIUM OXIDE)	138 LBS/1,000 S.F.
C. WORK LIMES AND FERTILIZER INTO THE SOIL AS NEARLY AS PRACTICAL, TO A DEPTH OF 4 INCHES WITH PROPER EQUIPMENT. ROLL THE AREA TO FIRM THE SEEDBED EXCEPT ON CLAY OR SILTY SOILS OR COARSE SAND.	

APPLICATION OF SEED:

A. SEEDING: SHALL BE CONDUCTED BETWEEN APRIL 1ST AND OCTOBER 1ST OF THE CONSTRUCTION YEAR. GENERALLY A SEED MIXTURE MAY BE APPLIED AS FOLLOWS: (MDEP SEED MIX 2 IS DISPLAYED)

SEED TYPE	APPLICATION RATE
CREEPING RED FESCUE	0.46 LBS/1,000 S.F. (20 LBS/ACRE)
REDTOP	0.05 LBS/1,000 S.F. (2 LBS/ACRE)
TALL FESCUE	0.46 LBS/1,000 S.F. (20 LBS/ACRE)
TOTAL:	0.97 LBS/1,000 S.F. (42 LBS/ACRE)

NOTE: A SPECIFIC SEED MIXTURE SHOULD BE CHOSEN TO MATCH THE SOILS CONDITION OF THE SITE. VARIOUS AGENCIES CAN RECOMMEND SEED MIXTURES. MDEP RECOMMENDED SEED MIXTURES ARE IN THE EROSION AND SEDIMENT CONTROL BMP MANUAL DATED 2016 OR LATEST REVISION.

B. HYDROSEEDING: SHALL BE CONDUCTED ON PREPARED AREAS WITH SLOPES LESS THAN 2:1. LIME AND FERTILIZER MAY BE APPLIED SIMULTANEOUSLY WITH THE SEED. RECOMMENDED SEEDING RATES MUST BE INCREASED BY 10% WHEN HYDROSEEDING.

C. MULCHING: SHALL COMMENCE IMMEDIATELY AFTER SEED IS APPLIED. REFER TO THE TEMPORARY MULCHING SECTION OF THIS NARRATIVE FOR DETAILS.

SODDING:

FOLLOWING SEEDBED PREPARATION, SOD CAN BE APPLIED IN LIEU OF SEEDING IN AREAS WHERE IMMEDIATE VEGETATION IS MOST BENEFICIAL, SUCH AS DITCHES, AROUND STORMWATER DROP INLETS AND AREAS OF AESTHETIC VALUE. SOD SHOULD BE LAID AT RIGHT ANGLES TO THE DIRECTION OF FLOW, STARTING AT THE LOWEST ELEVATION. SOD SHOULD BE ROLLED OR TAMPED DOWN TO EVEN OUT THE JOINTS ONCE LAID DOWN. WHERE FLOW IS PREVALENT THE SOD MUST BE PROPERLY ANCHORED DOWN. IRRIGATE THE SOD IMMEDIATELY AFTER INSTALLATION. IN MOST CASES, SOD CAN BE ESTABLISHED BETWEEN APRIL 1ST AND NOVEMBER 15TH OF THE CONSTRUCTION YEAR, HOWEVER, REFER TO THE WINTER EROSION CONTROL NOTES FOR ANY ACTIVITIES AFTER OCTOBER 1ST.

STANDARDS FOR TIMELY STABILIZATION:

STANDARD FOR THE TIMELY STABILIZATION OF DISTURBED SLOPES -- THE CONTRACTOR WILL CONSTRUCT AND STABILIZE STONE-COVERED SLOPES BY NOVEMBER 15. THE CONTRACTOR WILL SEED AND MULCH ALL SLOPES TO BE VEGETATED BY SEPTEMBER 15. THE MDEP WILL CONSIDER ANY AREA HAVING A GRADE GREATER THAN 15% (19H:1V) TO BE A SLOPE. IF THE CONTRACTOR FAILS TO STABILIZE ANY SLOPE TO BE VEGETATED BY SEPTEMBER 15, THEN THE CONTRACTOR WILL TAKE ONE OF THE FOLLOWING ACTIONS TO STABILIZE THE SLOPE FOR LATE FALL AND WINTER.

- A. STABILIZE THE SOIL WITH TEMPORARY VEGETATION AND EROSION CONTROL MATS -- BY OCTOBER 1 THE CONTRACTOR WILL 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 WILL MONITOR GROWTH OF THE RYE OVER THE NEXT 30 DAYS. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR COVER AT LEAST 75% OF THE DISTURBED SLOPE BY NOVEMBER 1, THEN THE APPLICANT WILL COVER THE SLOPE WITH A LAYER OF WOOD WASTE COMPOST AS DESCRIBED IN ITEM 2(C) OF THIS STANDARD OR WITH STONE RIPRAP AS DESCRIBED IN ITEM 2(D) OF THIS STANDARD.
- B. STABILIZE THE SLOPE WITH SOD -- THE CONTRACTOR WILL STABILIZE THE DISTURBED SLOPE WITH PROPERLY INSTALLED SOD BY OCTOBER 1. PROPER INSTALLATION INCLUDES THE APPLICANT PINNING THE SOD ONTO THE SLOPE WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, AND WATERING THE SOD TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL. THE APPLICANT WILL NOT USE LATE-SEASON SOD INSTALLATION TO STABILIZE SLOPES HAVING A GRADE GREATER THAN 33% (3H:1V).
- C. STABILIZE THE SLOPE WITH WOOD WASTE COMPOST -- THE CONTRACTOR WILL PLACE A SIX-INCH LAYER OF WOOD WASTE COMPOST ON THE SLOPE BY NOVEMBER 15. PRIOR TO PLACING THE WOOD WASTE COMPOST, THE APPLICANT WILL REMOVE ANY SNOW ACCUMULATION ON THE DISTURBED SLOPE. THE APPLICANT WILL NOT USE WOOD WASTE COMPOST TO STABILIZE SLOPES HAVING GRADES GREATER THAN 50% (2H:1V) OR HAVING GROUNDWATER SEEPS ON THE SLOPE FACE.
- D. STABILIZE THE SLOPE WITH STONE RIPRAP -- THE CONTRACTOR WILL PLACE A LAYER OF STONE RIPRAP ON THE SLOPE BY NOVEMBER 15. THE APPLICANT WILL HIRE A REGISTERED PROFESSIONAL ENGINEER TO DETERMINE THE STONE SIZE NEEDED FOR STABILITY AND TO DESIGN A FILTER LAYER FOR UNDERNEATH THE RIPRAP.

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

- A. STABILIZE THE SOIL WITH TEMPORARY VEGETATION -- BY OCTOBER 1 THE CONTRACTOR WILL SEED THE DISTURBED SOIL WITH WINTER RYE AT A SEEDING RATE OF 3 POUNDS PER 1000 SQUARE FEET, LIGHTLY MULCH THE SEEDED SOIL WITH HAY OR STRAW AT 75 POUNDS PER 1000 SQUARE FEET, AND ANCHOR THE MULCH WITH PLASTIC NETTING. THE APPLICANT WILL MONITOR GROWTH OF THE RYE OVER THE NEXT 30 DAYS. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR COVER AT LEAST 75% OF THE DISTURBED SOIL BEFORE NOVEMBER 15, THEN THE APPLICANT WILL MULCH THE AREA FOR OVER-WINTER PROTECTION AS DESCRIBED IN ITEM 3(C.) OF THIS STANDARD.
- B. STABILIZE THE SOIL WITH SOD -- THE APPLICANT WILL STABILIZE THE DISTURBED SOIL WITH PROPERLY INSTALLED SOD BY OCTOBER 1. PROPER INSTALLATION INCLUDES THE APPLICANT 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.
- C. STABILIZE THE SOIL WITH MULCH -- BY NOVEMBER 15 THE APPLICANT WILL MULCH THE DISTURBED SOIL BY SPREADING HAY OR STRAW AT A RATE OF AT LEAST 150 POUNDS PER 1000 SQUARE FEET ON THE AREA SO THAT NO SOIL IS VISIBLE THROUGH THE MULCH. PRIOR TO APPLYING THE MULCH, THE APPLICANT WILL REMOVE ANY SNOW ACCUMULATION ON THE DISTURBED AREA. IMMEDIATELY AFTER APPLYING THE MULCH, THE APPLICANT WILL ANCHOR THE MULCH WITH PLASTIC NETTING TO PREVENT WIND FROM MOVING THE MULCH OFF THE DISTURBED SOIL.

1. MAINTENANCE MEASURES SHALL BE APPLIED AS NEEDED DURING THE ENTIRE CONSTRUCTION CYCLE. AFTER EACH RAINFALL, SNOW STORM OR PERIOD OF THAWING AND RUNOFF, AND AT LEAST EVERY SEVEN (7) DAYS, THE CONTRACTOR SHALL PERFORM A VISUAL INSPECTION OF ALL INSTALLED EROSION CONTROL MEASURES. THE CONTRACTOR SHALL PERFORM REPAIRS NO LATER THAN THE END OF THE NEXT WORKDAY, TO ALLOW CONTINUED PROPER FUNCTIONING OF THE EROSION CONTROL MEASURE. THE CONTRACTOR SHALL PROVIDE THE NECESSARY REGULATING AGENCIES WITH WRITTEN DOCUMENTATION DESCRIBING DATES OF INSPECTIONS AND NECESSARY FOLLOW-UP WORK TO MAINTAIN EROSION CONTROL MEASURES MEETING THE REQUIREMENTS OF THIS PLAN WITHIN SEVEN (7) DAYS.

2. FOLLOWING THE TEMPORARY AND/OR FINAL SEEDINGS, THE CONTRACTOR SHALL INSPECT THE WORK AREA SEMIMONTHLY UNTIL THE SEEDINGS HAVE BEEN ESTABLISHED. ESTABLISHED MEANS A MINIMUM OF 90% OF AREAS VEGETATED WITH VIGOROUS GROWTH. RESEEDING SHALL BE CARRIED OUT BY THE CONTRACTOR WITH FOLLOW-UP INSPECTIONS IN THE EVENT OF ANY FAILURES UNTIL VEGETATION IS ADEQUATELY ESTABLISHED.

HOUSEKEEPING:

1. SPILL PREVENTION: CONTROLS MUST BE USED TO PREVENT POLLUTANTS FROM CONSTRUCTION AND WASTE MATERIALS STORED ON SITE TO ENTER STORMWATER, WHICH INCLUDES STORAGE PRACTICES TO MINIMIZE EXPOSURE OF THE MATERIALS TO STORMWATER, THE SITE CONTRACTOR OR OPERATOR MUST DEVELOP, AND IMPLEMENT AS NECESSARY, APPROPRIATE SPILL PREVENTION, CONTAINMENT, AND RESPONSE PLANNING MEASURES.

2. GROUNDWATER PROTECTION: DURING CONSTRUCTION, LIQUID PETROLEUM PRODUCTS AND OTHER HAZARDOUS MATERIALS WITH THE POTENTIAL TO CONTAMINATE GROUNDWATER MAY NOT BE STORED OR HANDLED IN AREAS OF THE SITE DRAINING TO AN INFILTRATION AREA. AN "INFILTRATION AREA" IS ANY AREA OF THE SITE THAT BY DESIGN OR AS A RESULT OF SOIL, TOPOGRAPHY AND OTHER RELEVANT FACTORS ACCUMULATES RUNOFF THAT INFILTRATES INTO THE SOIL, DIKES, BERMS, SUMPS, AND OTHER FORMS OF SECONDARY CONTAINMENT THAT PREVENT DISCHARGE TO GROUNDWATER MAY BE USED TO ISOLATE PORTIONS OF THE SITE FOR THE PURPOSES OF STORAGE AND HANDLING OF THESE MATERIALS. ANY PROJECT PROPOSING INFILTRATION OF STORMWATER MUST PROVIDE ADEQUATE PRE-TREATMENT OF STORMWATER PRIOR TO DISCHARGE OF STORMWATER TO THE INFILTRATION AREA, OR PROVIDE FOR TREATMENT WITHIN THE INFILTRATION AREA, IN ORDER TO PREVENT THE ACCUMULATION OF FINES, REDUCTION IN INFILTRATION RATE, AND CONSEQUENT FLOODING AND DESTABILIZATION.

3. FUGITIVE SEDIMENT AND DUST: ACTIONS MUST BE TAKEN TO ENSURE THAT ACTIVITIES DO NOT RESULT IN NOTICEABLE EROSION OF SOILS OR FUGITIVE DUST EMISSIONS DURING OR AFTER CONSTRUCTION. OIL MAY NOT BE USED FOR DUST CONTROL, BUT OTHER WATER ADDITIVES MAY BE CONSIDERED AS NEEDED. A STABILIZED CONSTRUCTION ENTRANCE (SCE) SHOULD BE INCLUDED TO MINIMIZE TRACKING OF MUD AND SEDIMENT. IF OFF-SITE TRACKING OCCURS, PUBLIC ROADS SHOULD BE SWEEP IMMEDIATELY AND NO LESS THAN ONCE A WEEK AND PRIOR TO SIGNIFICANT STORM EVENTS. OPERATIONS DURING DRY MONTHS, THAT EXPERIENCE FUGITIVE DUST PROBLEMS, SHOULD WET DOWN UNPAVED ACCESS ROADS ONCE A WEEK OR MORE FREQUENTLY AS NEEDED WITH A WATER ADDITIVE TO SUPPRESS FUGITIVE SEDIMENT AND DUST.

4. DEBRIS AND OTHER MATERIALS: MINIMIZE THE EXPOSURE OF CONSTRUCTION DEBRIS, BUILDING AND LANDSCAPING MATERIALS, TRASH, FERTILIZERS, PESTICIDES, HERBICIDES, DETERGENTS, SANITARY WASTE AND OTHER MATERIALS TO PRECIPITATION AND STORMWATER RUNOFF. THESE MATERIALS MUST BE PREVENTED FROM BECOMING A POLLUTANT SOURCE.

5. EXCAVATION DE-WATERING: EXCAVATION DE-WATERING IS THE REMOVAL OF WATER FROM TRENCHES, FOUNDATIONS, COFFER DAMS, PONDS, AND OTHER AREAS WITHIN THE CONSTRUCTION AREA THAT RETAIN WATER AFTER EXCAVATION. IN MOST CASES THE COLLECTED WATER IS HEAVILY SILTED AND HINDERS CORRECT AND SAFE CONSTRUCTION PRACTICES. THE COLLECTED WATER REMOVED FROM THE PONDED AREA, EITHER THROUGH GRAVITY OR PUMPING, MUST BE SPREAD THROUGH NATURAL WOODDED BUFFERS OR REMOVED TO AREAS THAT ARE SPECIFICALLY DESIGNED TO COLLECT THE MAXIMUM AMOUNT OF SEDIMENT POSSIBLE, LIKE A COFFERDAM SEDIMENTATION BASIN. AVOID ALLOWING THE WATER TO FLOW OVER DISTURBED AREAS OF THE SITE. EQUIVALENT MEASURES MAY BE TAKEN IF APPROVED BY THE DEPARTMENT.

6. AUTHORIZED NON-STORMWATER DISCHARGES: IDENTIFY AND PREVENT CONTAMINATION BY NON-STORMWATER DISCHARGES. WHERE ALLOWED NON-STORMWATER DISCHARGES EXIST, THEY MUST BE IDENTIFIED AND STEPS SHOULD BE TAKEN TO ENSURE THE IMPLEMENTATION OF APPROPRIATE POLLUTION PREVENTION MEASURES FOR THE NON-STORMWATER COMPONENT(S) OF THE DISCHARGE. AUTHORIZED NON-STORMWATER DISCHARGES ARE:

- A. DISCHARGES FROM FIREFIGHTING ACTIVITY;
- B. FIRE HYDRANT FLUSHINGS;
- C. VEHICLE WASHWATER IF DETERGENTS ARE NOT USED AND WASHING IS LIMITED TO THE EXTERIOR OF VEHICLES (ENGINE, UNDERCARRIAGE AND TRANSMISSION WASHING IS PROHIBITED);
- D. DUST CONTROL RUNOFF IN ACCORDANCE WITH PERMIT CONDITIONS;
- E. ROUTINE EXTERNAL BUILDING WASHDOWN, NOT INCLUDING SURFACE PAINT REMOVAL, THAT DOES NOT INVOLVE DETERGENTS;
- F. PAVEMENT WASHWATER (WHERE SPILLS/LEAKS OF TOXIC OR HAZARDOUS MATERIALS HAVE NOT OCCURRED, UNLESS ALL SPILLED MATERIAL HAD BEEN REMOVED) IF DETERGENTS ARE NOT USED;
- G. UNCONTAMINATED AIR CONDITIONING OR COMPRESSOR CONDENSATE;
- H. UNCONTAMINATED GROUNDWATER OR SPRING WATER;
- I. FOUNDATION OR FOOTER DRAIN-WATER WHERE FLOWS ARE NOT CONTAMINATED;
- J. UNCONTAMINATED EXCAVATION DEWATERING;
- K. POTABLE WATER SOURCES INCLUDING WATERLINE FLUSHINGS; AND
- L. LANDSCAPE IRRIGATION.

7. UNAUTHORIZED NON-STORMWATER DISCHARGES: THE DEPARTMENT'S APPROVAL DOES NOT AUTHORIZE A DISCHARGE THAT IS MIXED WITH A SOURCE OF NON-STORMWATER, OTHER THAN THOSE DISCHARGES. SPECIFICALLY, THE DEPARTMENT'S APPROVAL DOES NOT AUTHORIZE DISCHARGES OF THE FOLLOWING:

A. WASTEWATER FROM THE WASHOUT OR CLEAN OUT OF CONCRETE, STUCCO, PAINT, FORM RELEASE OILS, CURING COMPOUNDS OR OTHER CONSTRUCTION MATERIALS;

B. FUELS, OILS OR OTHER POLLUTANTS USED IN VEHICLE AND EQUIPMENT OPERATION AND MAINTENANCE;

C. SOAPS, SOLVENTS, OR DETERGENTS USED IN VEHICLE AND EQUIPMENT WASHING; AND

D. TOXIC OR HAZARDOUS SUBSTANCES FROM A SPILL OR OTHER RELEASE.

WINTER EROSION CONTROL MEASURES

THE WINTER CONSTRUCTION PERIOD IS FROM OCTOBER 1 THROUGH APRIL 15. IF THE CONSTRUCTION SITE IS NOT STABILIZED WITH PAVEMENT, A ROAD GRAVEL BASE, 75% MATURE VEGETATION COVER OR RIPRAP BY NOVEMBER 15 THEN THE SITE NEEDS TO BE PROTECTED WITH OVER-WINTER STABILIZATION. AN AREA CONSIDERED OPEN IS ANY AREA NOT STABILIZED WITH PAVEMENT, VEGETATION, MULCHING, EROSION CONTROL MATS, RIPRAP OR GRAVEL BASE ON A ROAD. LIMIT THE EXPOSED AREA TO THOSE AREAS IN WHICH WORK IS EXPECTED TO BE UNDER TAKEN DURING THE PROCEEDING 15 DAYS AND THAT CAN BE MULCHED IN ONE DAY PRIOR TO ANY SNOW EVENT. ALL AREAS SHALL BE CONSIDERED TO BE DENUDED UNTIL, THE SUBBASE GRAVEL IS INSTALLED IN ROADWAY AREAS OR THE AREAS OF FUTURE LOAM AND SEED HAVE BEEN LOAMED. SEEDED AREAS SHALL BE PROPERLY ANCHORED WITH HAY OR STRAW AT A RATE OF 1,000 S.F. (3 TONS/ACRE) AND SHALL BE PROPERLY ANCHORED. THE CONTRACTOR MUST INSTALL ANY ADDED MEASURES WHICH MAY BE NECESSARY TO CONTROL EROSION/SEDDIMENTATION FROM THE SITE DEPENDENT UPON THE ACTUAL SITE AND WEATHER CONDITIONS. CONTINUATION OF EARTHWORK OPERATIONS ON ADDITIONAL AREAS SHALL NOT BEGIN UNTIL THE EXPOSED SOIL SURFACE ON THE AREA BEING WORKED HAS BEEN STABILIZED, IN ORDER TO MINIMIZE AREAS WITHOUT EROSION CONTROL PROTECTION.

1. SOIL STOCKPILES

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

2. NATURAL RESOURCES PROTECTION

ANY AREAS WITHIN 100 FEET FROM ANY NATURAL RESOURCES, IF NOT STABILIZED WITH A MINIMUM OF 75% MATURE VEGETATION CATCH, SHALL BE MULCHED BY DECEMBER 1 AND ANCHORED WITH PLASTIC NETTING OR PROTECTED WITH EROSION CONTROL MATS. DURING WINTER CONSTRUCTION, A DOUBLE LINE OF SEDIMENT BARRIERS (I.E. SILT FENCE BACKED WITH HAY BALES OR EROSION CONTROL MIX) WILL BE PLACED BETWEEN ANY NATURAL RESOURCE AND THE DISTURBED AREA.

PROJECTS CROSSING THE NATURAL RESOURCE SHALL BE PROTECTED A MINIMUM DISTANCE OF 100 FEET ON EITHER SIDE FROM THE RESOURCE. EXISTING PROJECTS NOT STABILIZED BY DECEMBER 1 SHALL BE PROTECTED WITH THE SECOND LINE OF SEDIMENT BARRIER TO ENSURE FUNCTIONALITY DURING THE SPRING THAW AND RAINS.

3. SEDIMENT BARRIERS

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

4. MULCHING

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

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

5. MULCHING ON SLOPES AND DITCHES

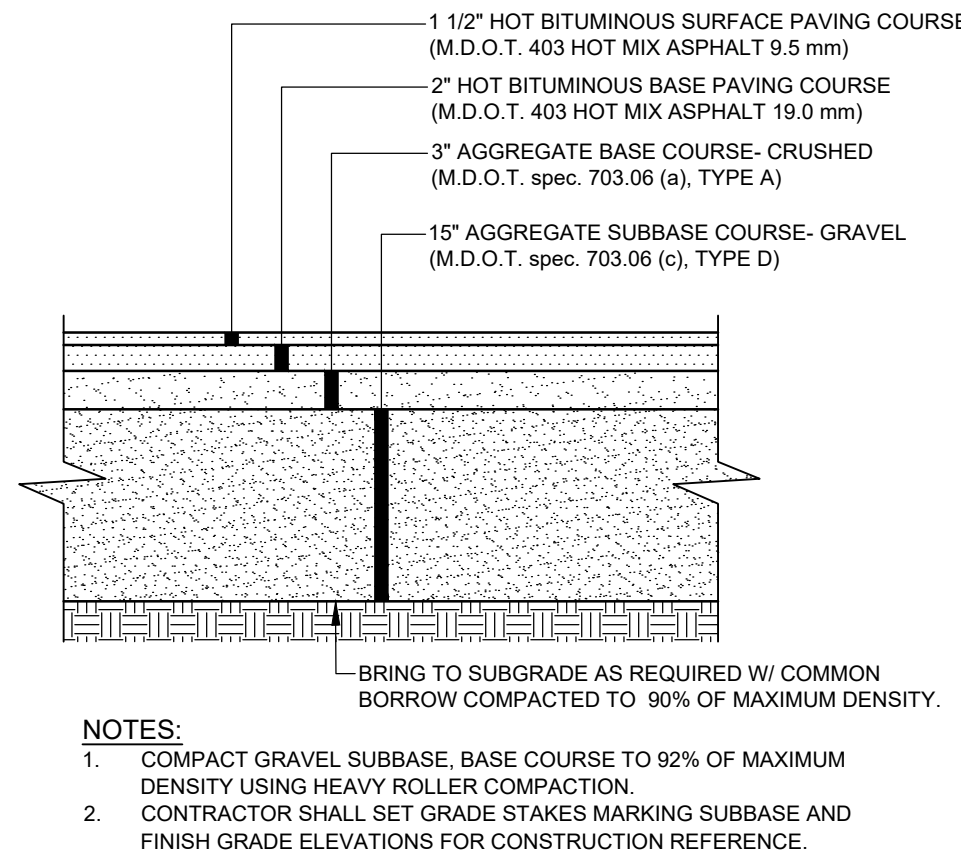
SLOPES SHALL NOT BE LEFT EXPOSED FOR ANY EXTENDED TIME OF WORK SUSPENSION UNLESS FULLY MULCHED AND ANCHORED WITH PEG AND NETTING OR WITH EROSION CONTROL BLANKETS. MULCHING SHALL BE APPLIED AT A RATE OF 230 LBS/1,000 S.F. ON ALL SLOPES GREATER THAN 8%. MULCH NETTING SHALL BE USED TO ANCHOR MULCH IN ALL DRAINAGE WAYS WITH A SLOPE GREATER THAN 3% FOR SLOPES EXPOSED TO DIRECT WINDS AND FOR ALL OTHER SLOPES GREATER THAN 8%. EROSION CONTROL BLANKETS SHALL BE USED IN LIEU OF MULCH IN ALL DRAINAGE WAYS WITH SLOPES 8%. EROSION CONTROL MIX CAN BE USED TO SUBSTITUTE EROSION CONTROL BLANKETS ON ALL SLOPES EXCEPT DITCHES.

6. SEEDING

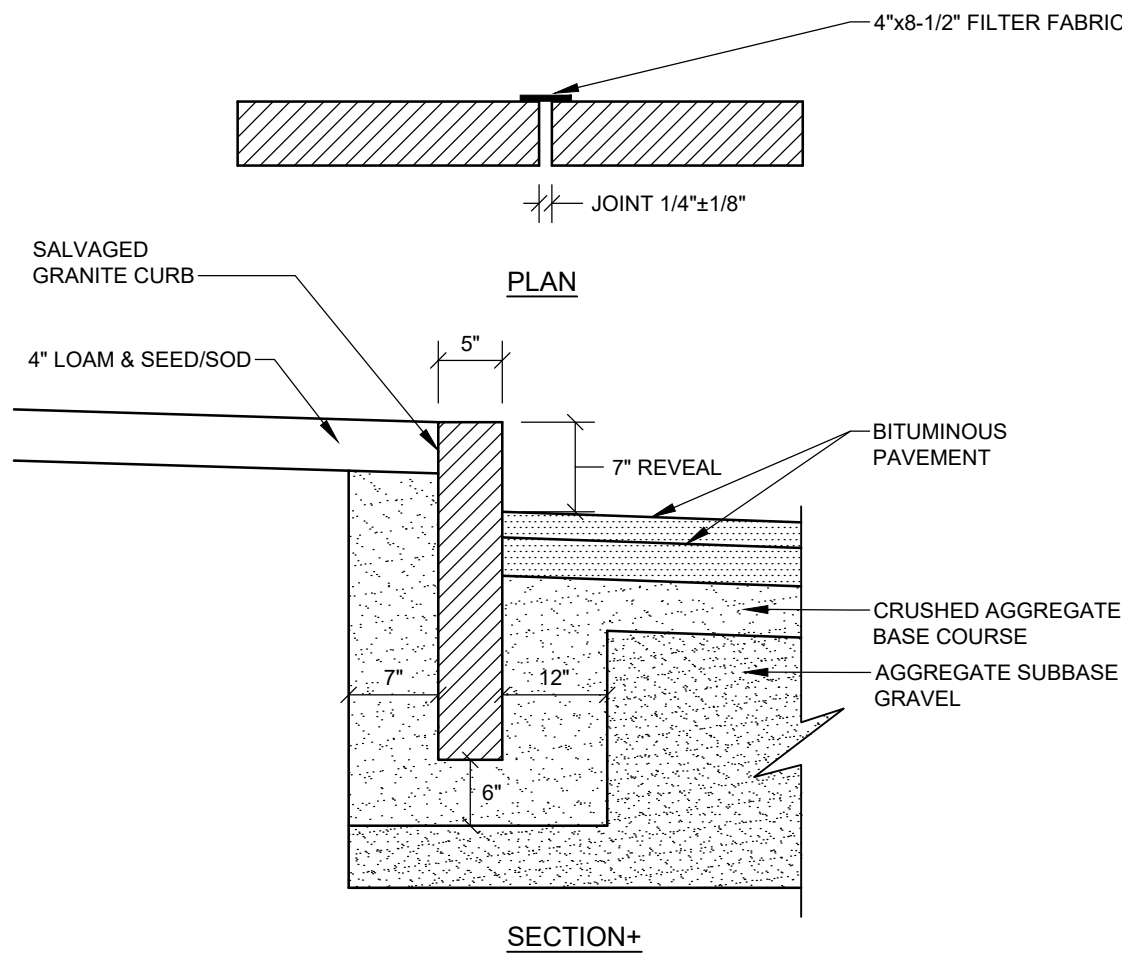
BETWEEN THE DATES OF OCTOBER 15 AND APRIL 1ST, LOAM OR SEED WILL NOT BE REQUIRED. DURING PERIODS OF ABOVE FREEZING TEMPERATURES FINISHED AREAS SHALL BE FINE GRADED AND EITHER PROTECTED WITH MULCH OR TEMPORARILY SEEDED AND MULCHED UNTIL SUCH TIME AS THE FINAL TREATMENT CAN BE APPLIED. IF THE DATE IS AFTER NOVEMBER 1ST AND IF THE EXPOSED AREA HAS BEEN LOAMED, FINED GRADED WITH A UNIFORM SURFACE, THEN THE AREA MAY BE DORMANT SEEDED AT A RATE OF 3 TIMES THE DITCH OR CHANNEL RATE. DORMANT SEEDING MAY BE SELECTED TO BE PLACED PRIOR TO THE PLACEMENT OF MULCH AND FABRIC NETTING ANCHORED WITH STAPLES. IF DORMANT SEEDING IS USED FOR THE SITE, ALL DISTURBED AREAS SHALL RECEIVE 4" OF LOAM AND SEED AT AN APPLICATION RATE OF 5LBS/1000 S.F. ALL AREAS SEEDED DURING THE WINTER WILL BE INSPECTED IN THE SPRING FOR ADEQUATE CATCH. ALL AREAS SUFFICIENTLY VEGETATED (LESS THAN 75% CATCH) SHALL BE RESEEDING BY REPLACING LOAM, SEED AND MULCH. IF DORMANT SEEDING IS NOT USED FOR THE SITE, ALL DISTURBED AREAS SHALL BE REVEGETATED IN THE SPRING. SEED TYPE SHALL BE WINTER RYE.

7. INSPECTION AND MONITORING

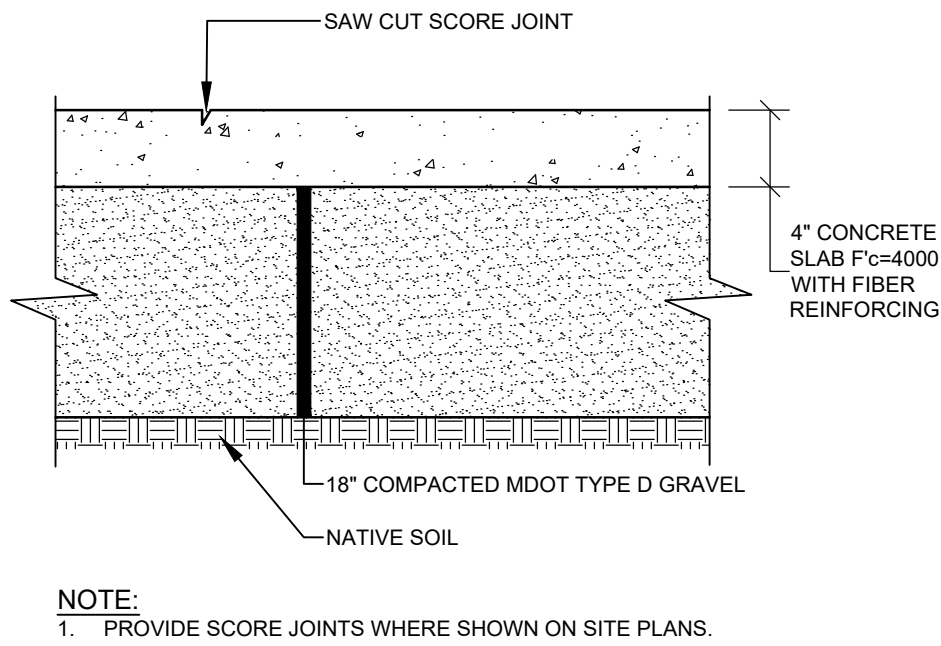
MAINTENANCE MEASURES SHALL BE APPLIED AS NEEDED DURING THE ENTIRE CONSTRUCTION SEASON. AT A MINIMUM, AFTER EACH RAINFALL, SNOW STORM OR PERIOD OF THAWING AND RUN



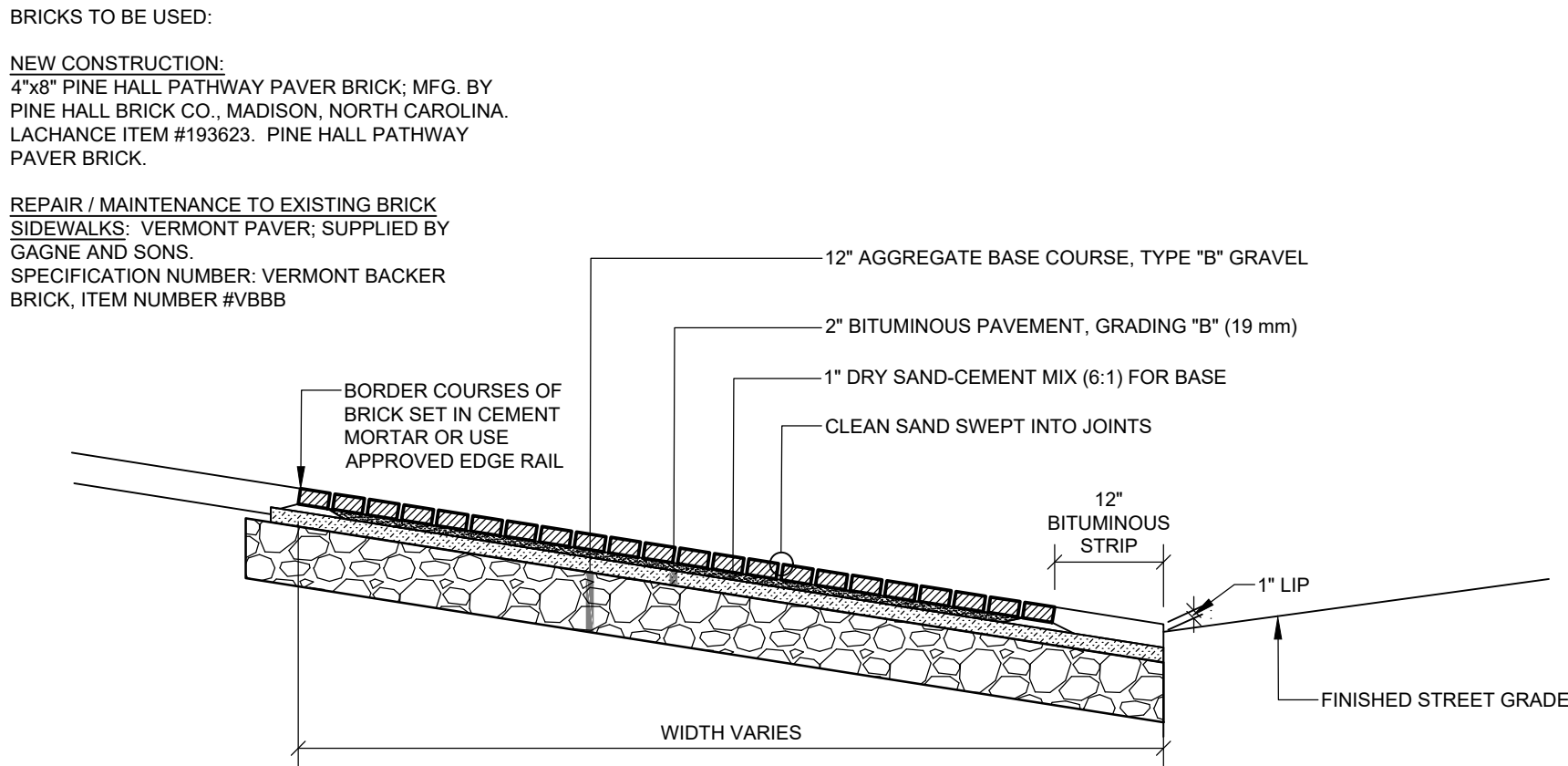
PAVED LOCAL STREET SECTION
NOT TO SCALE



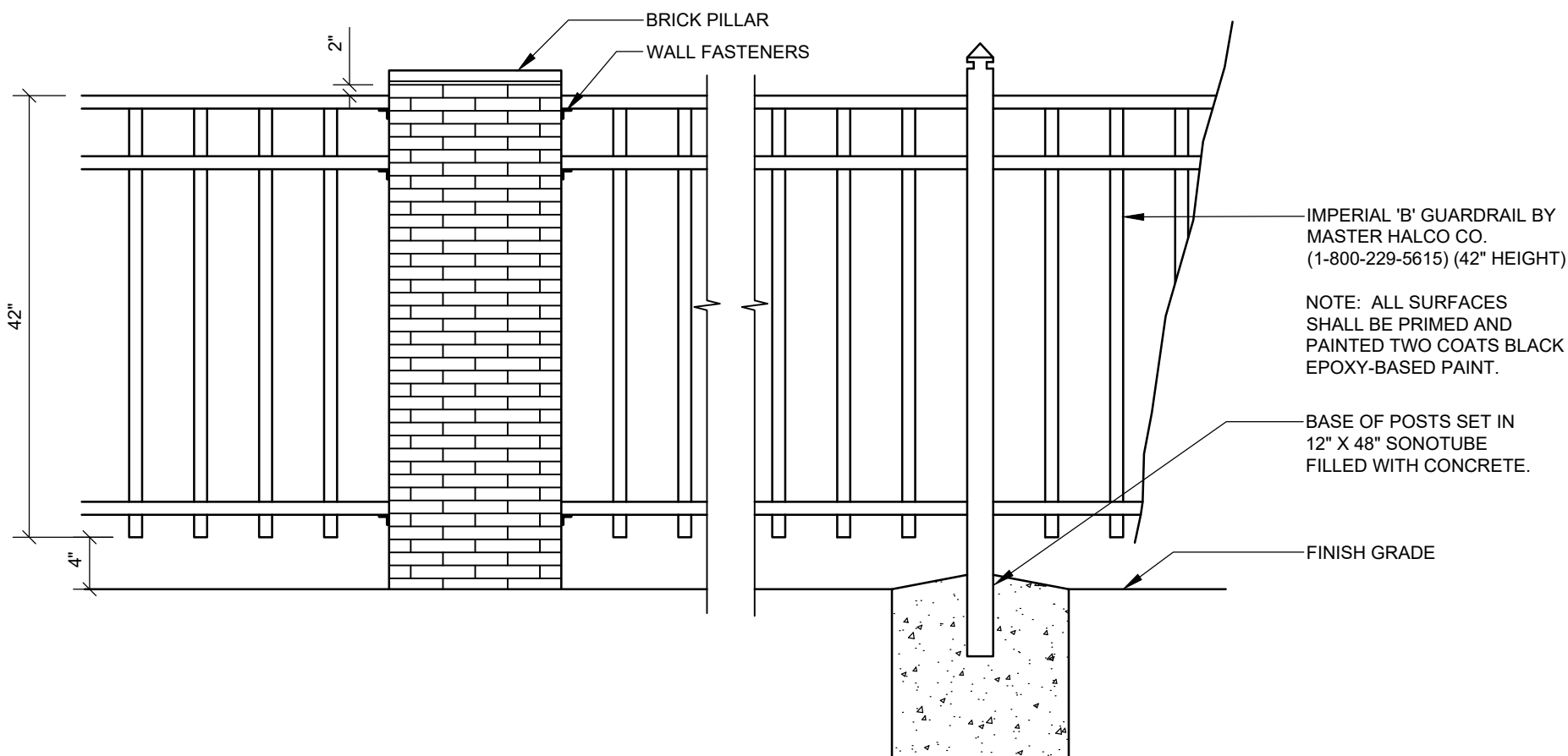
VERTICAL GRANITE CURB
NOT TO SCALE



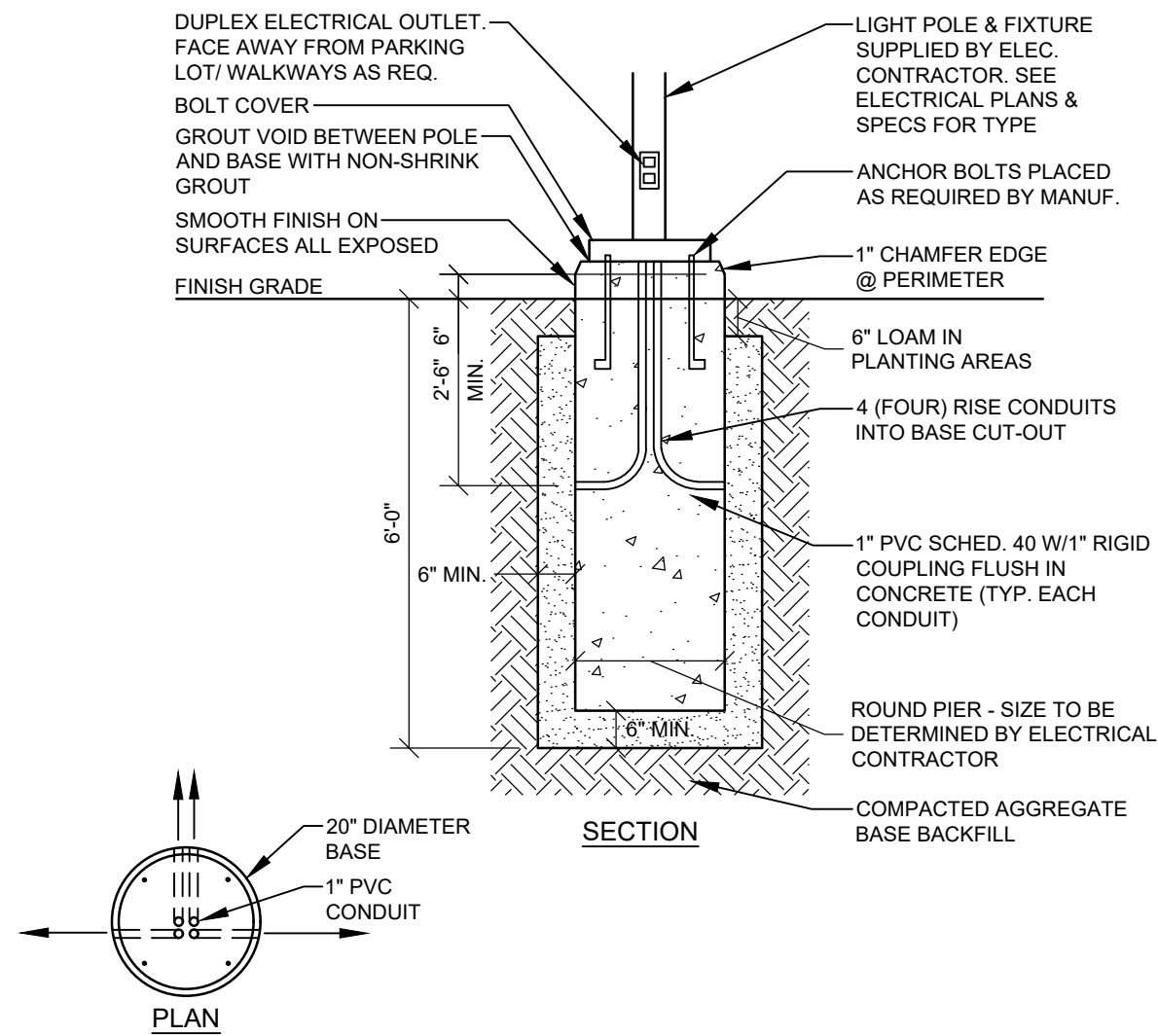
4" CONCRETE PAVING
NOT TO SCALE



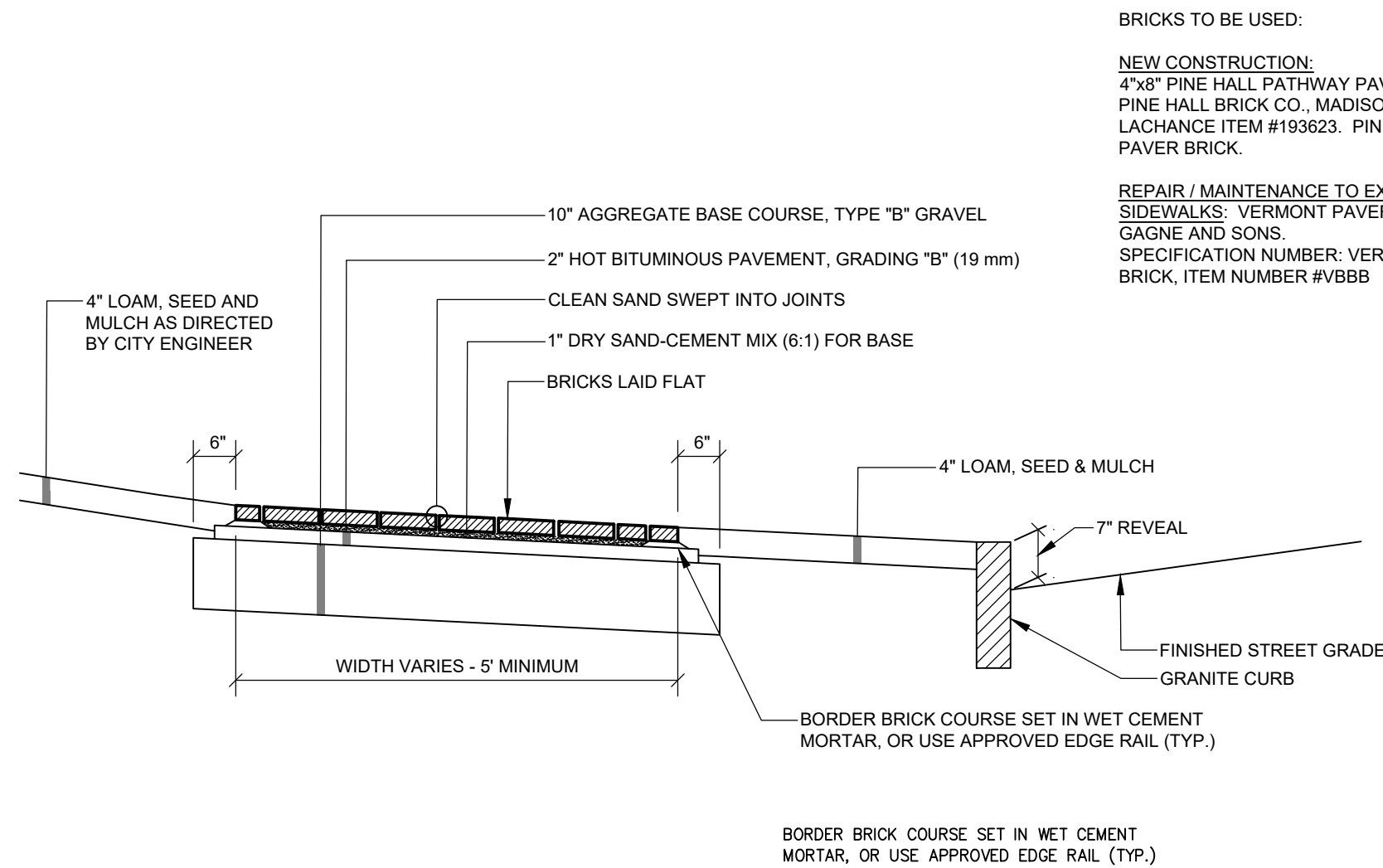
BRICK DRIVEWAY APRON WITH BITUMINOUS BASE
NOT TO SCALE



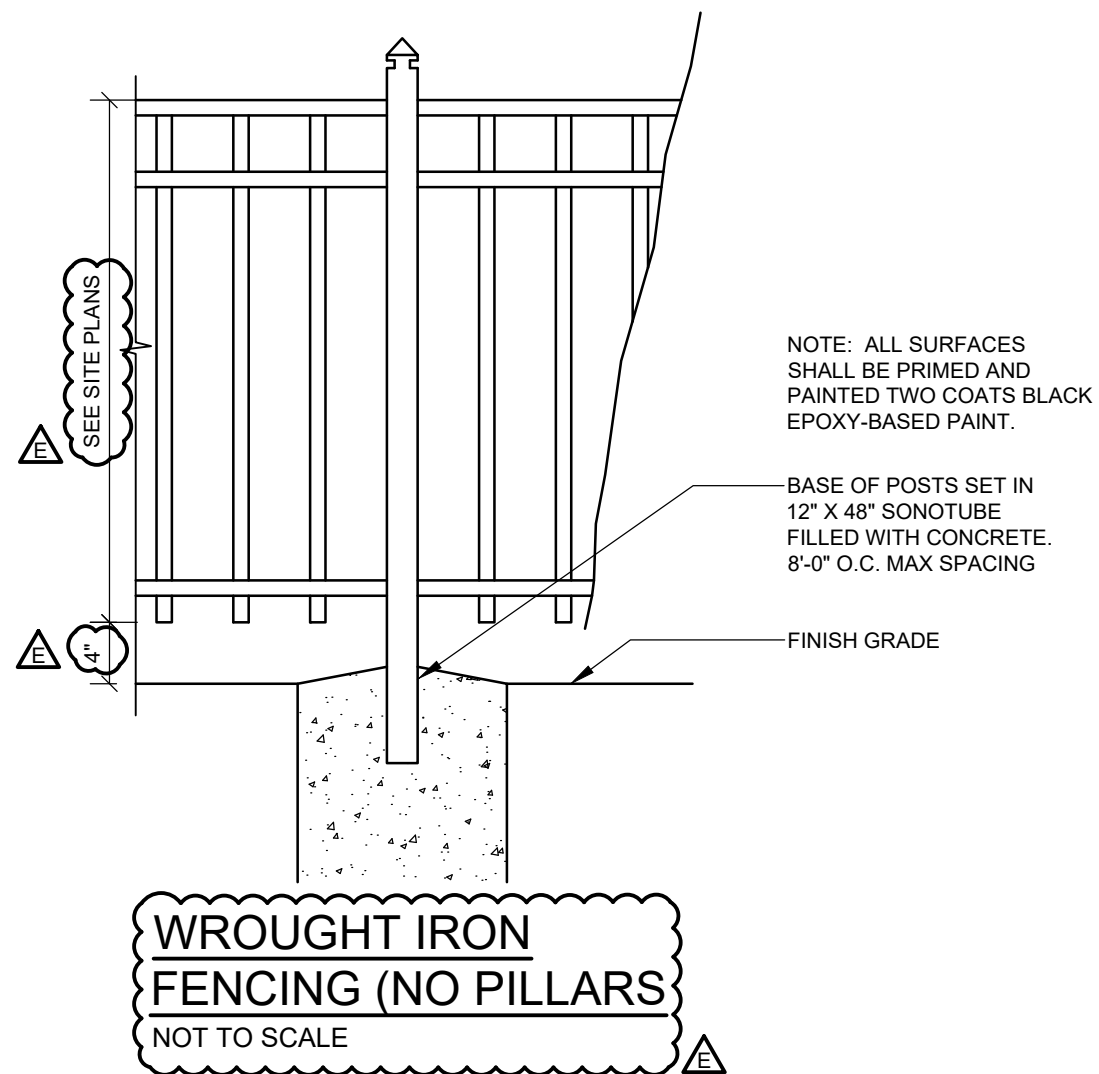
WROUGHT IRON FENCING
NOT TO SCALE



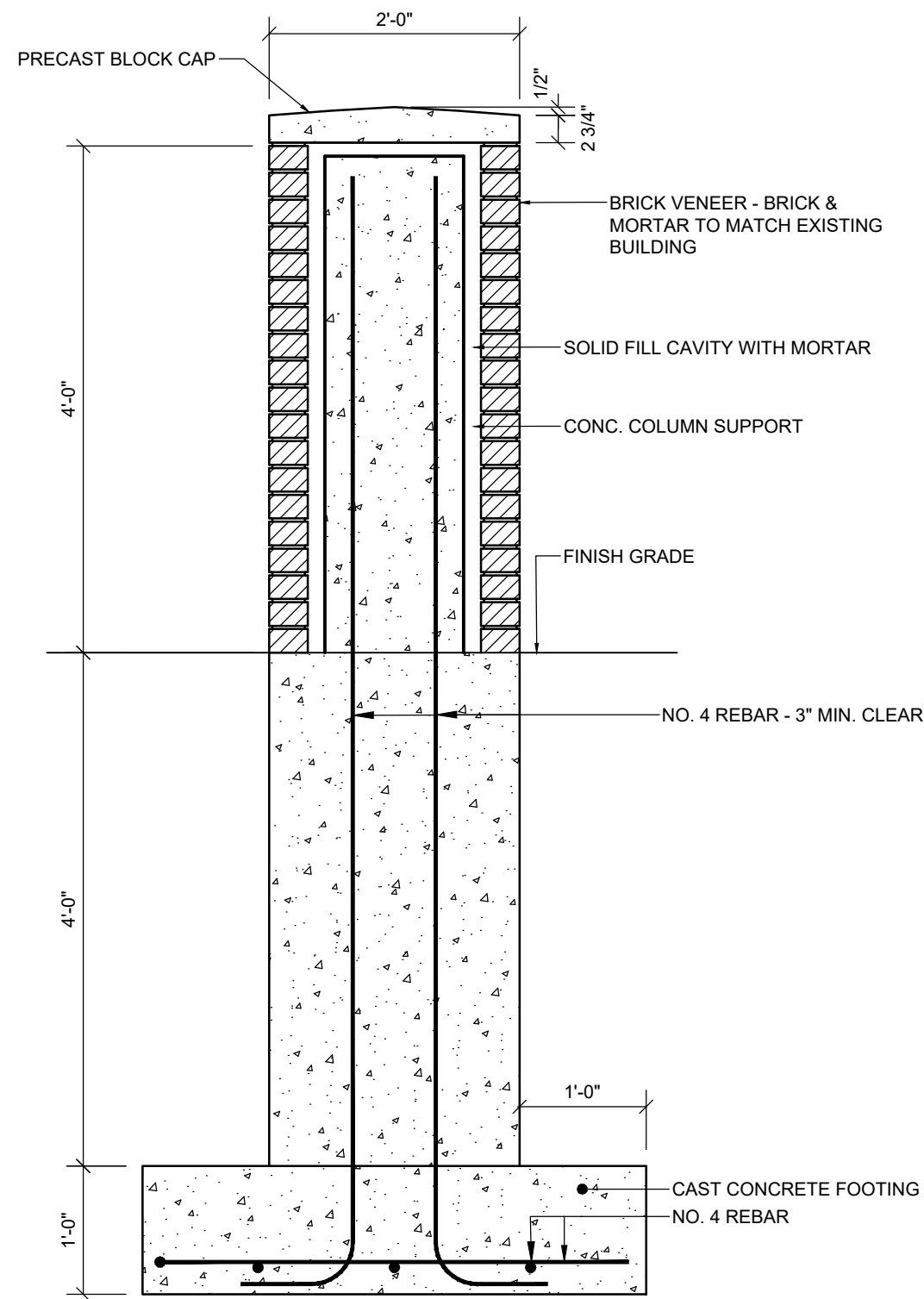
20" ROUND LIGHT POLE BASE
NOT TO SCALE



BRICK SIDEWALK WITH BITUMINOUS BASE
NOT TO SCALE

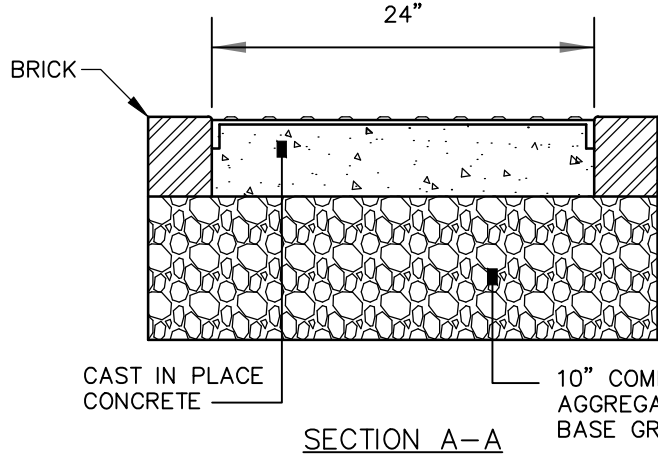


WROUGHT IRON FENCING (NO PILLARS)
NOT TO SCALE

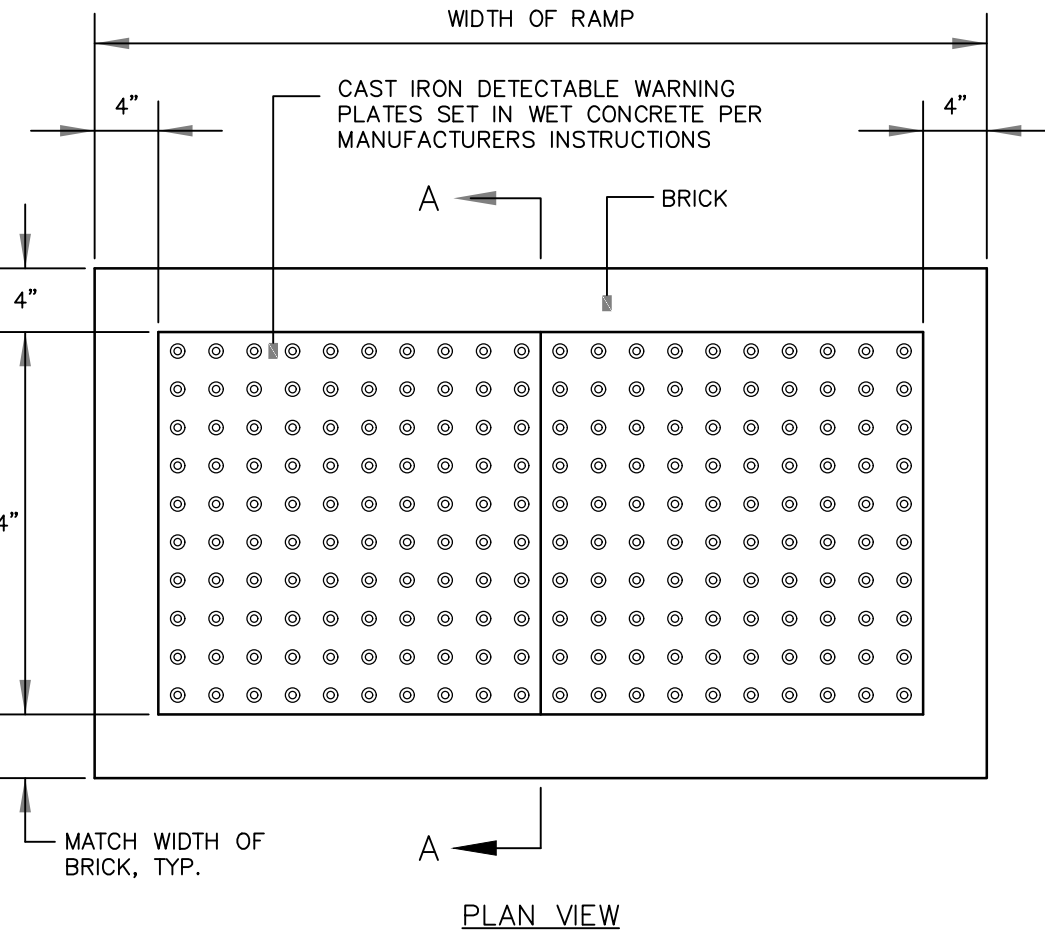


BRICK PILLAR DETAIL
NOT TO SCALE

- NOTES:
1. ALL DETECTABLE WARNING PLATES SHALL BE UNCOATED CAST IRON. FOLLOW MANUFACTURER'S INSTRUCTIONS FOR INSTALLATION.
 2. CAST IN PLACE CONCRETE SHALL MEET SPECIFICATIONS FOR MDOT CLASS A STRUCTURAL CONCRETE, MINIMUM COMPRESSIVE STRENGTH 4,000 PSI. THE EXPOSED CONCRETE BORDER SHALL RECEIVE A UNIFORM BROOM FINISH PERPENDICULAR TO THE FLOW OF PEDESTRIAN TRAFFIC.
 3. TRUNCATED DOMES SHALL BE ALIGNED IN ROWS, PARALLEL AND PERPENDICULAR TO THE PREDOMINANT DIRECTION OF TRAVEL. TRUNCATED DOME BRICKS AND GRANITE PAVERS ARE NOT ALLOWED.
 4. SIZE: THE DETECTABLE WARNING PLATES SHALL EXTEND 24 INCHES MINIMUM IN THE DIRECTION OF TRAVEL AND THE PLATE WIDTH + CONCRETE SHALL EXTEND THE WIDTH OF THE CURB RAMP, LANDING, OR BLENDED TRANSITION TO THE STREET.
 5. ORIENTATION: THE DETECTABLE WARNING PANEL SHALL BE LOCATED SO THAT THE EDGE NEAREST THE CURB LINE IS 6 INCHES MINIMUM INCHES MAXIMUM FROM THE CURB LINE. THE PANEL SHALL BE ORIENTED TO THE DIRECTION OF TRAVEL AS IDENTIFIED BY THE POINT OF EGRESS.



SIDEWALK RAMP DETECTABLE WARNING PANEL
NOT TO SCALE

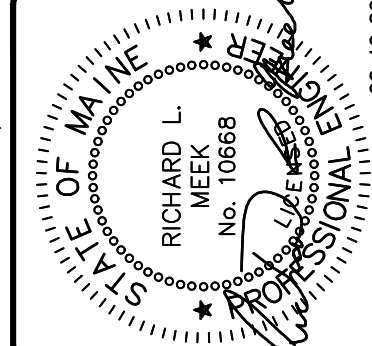


DETAILS
OF:
75 STATE STREET SITE IMPROVEMENTS
75 STATE STREET
PORTLAND, ME
FOR:
75 STATE STREET
10 DANFORTH ST
PORTLAND, ME 04101

DESIGNED	WTC
DRAWN	BVD
CHECKED	WTC
DATE	11/4/2019
SCALE	1" = ##
PROJECT	18330

SHEET 17 OF 17

RICHARD L. MEEK, P.E. 10668

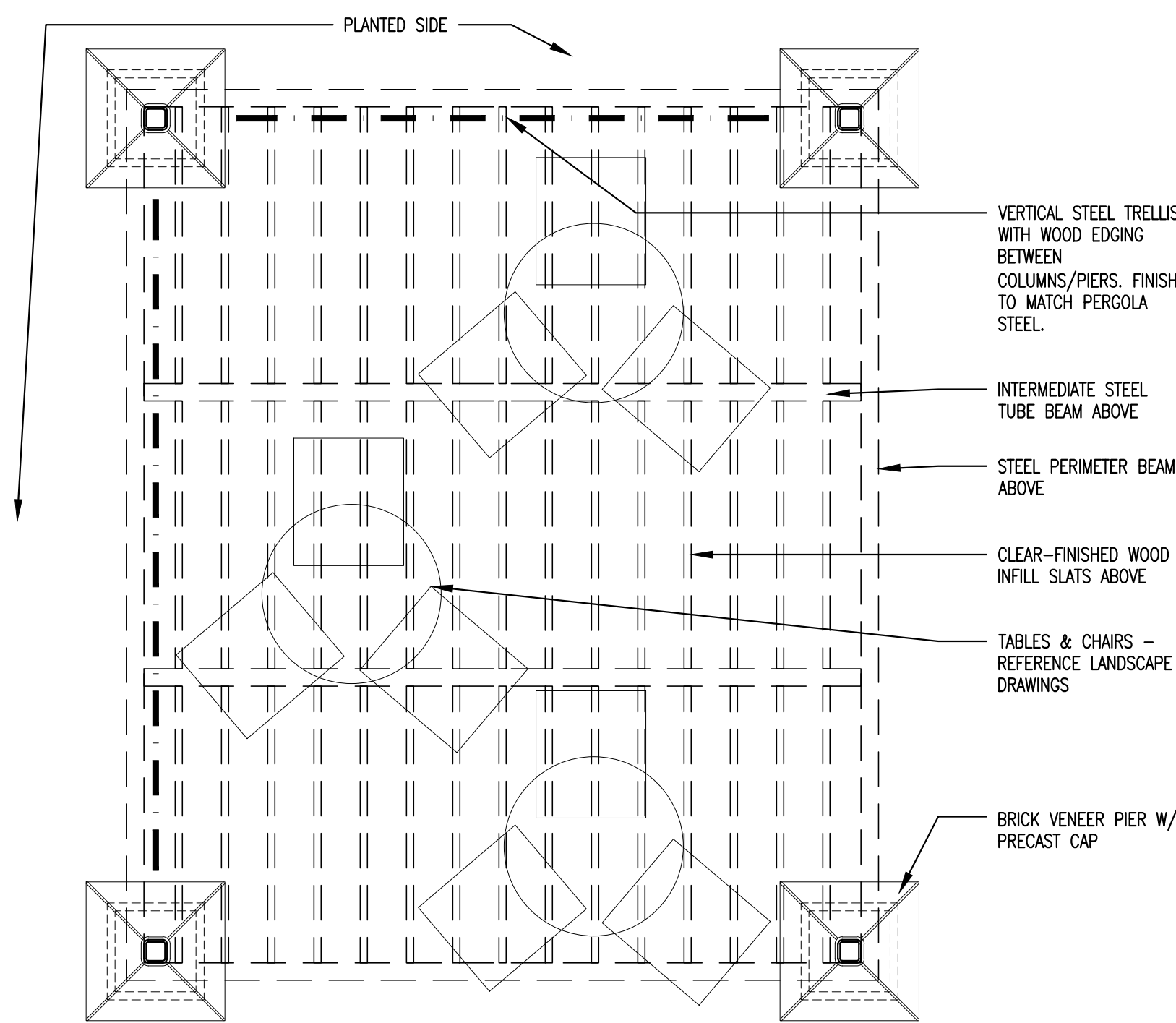


REV.	BY	DATE	STATUS
G	RLM	09-10-20	REVISE PER REVIEW COMMENTS
F	RLM	09-03-20	REVISE PER REVIEW COMMENTS
E	RLM	07-27-20	REVISE FENCING
D	RLM	07-07-20	MODIFY PARKING LOT AND LANDSCAPING
C	RLM	05-18-20	RESUBMIT TO CITY IN RESPONSE TO REVIEW COMMENTS
B	WTC	01-31-20	RESUBMIT TO CITY
A	WTC	11-22-19	SUBMIT FOR CITY REVIEW

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC.

SEBAGO
TECHNICS
WWW.SEAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

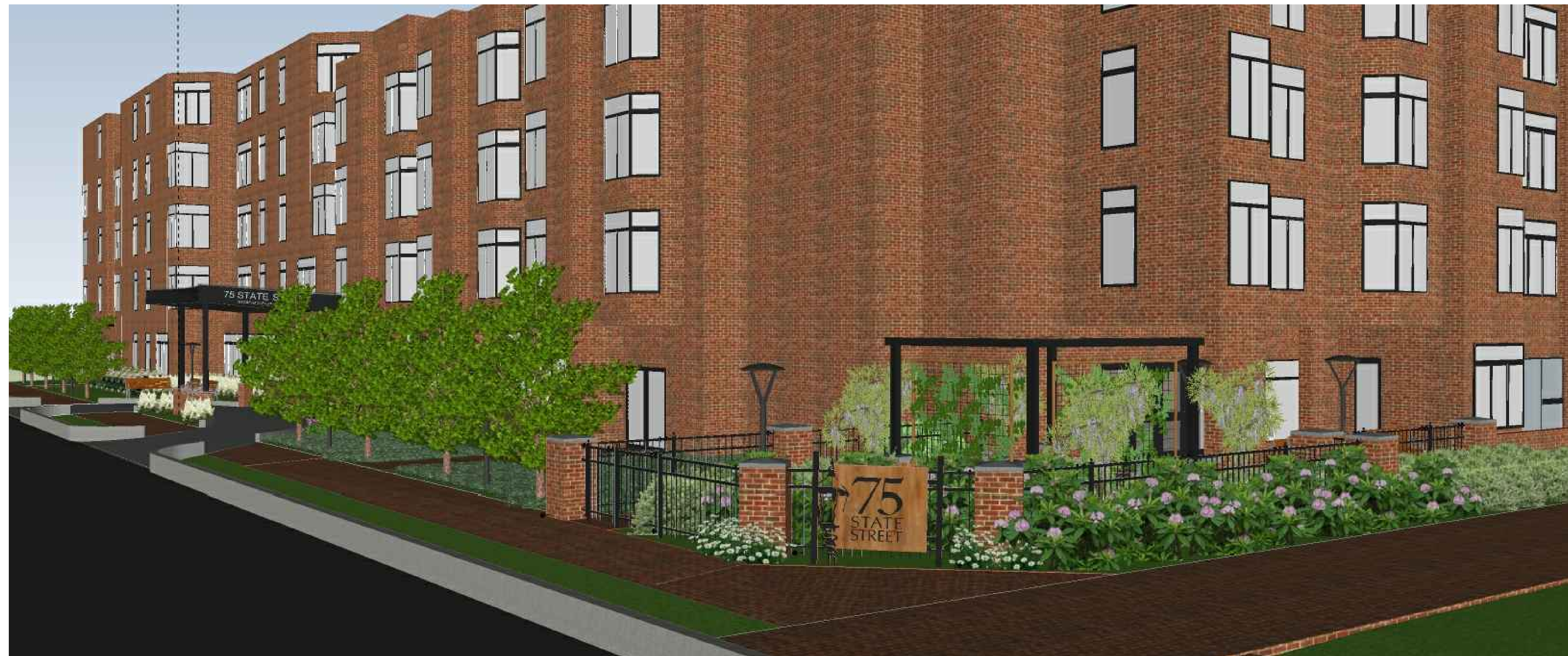
18330D.dwg, TAB 02



PERGOLA PLAN

MATERIAL INSPIRATION IMAGES

PEDESTRIAN VIEW FROM STATE STREET



PERSPECTIVE 1 - OVERALL VIEW FROM STATE AND GRAY



STREET SIGNAGE OPTION 1



STREET SIGNAGE OPTION 2

DB1 – Decorative Pole

TYPE

4" ROUND (RD) & FLUTED (FL) DECORATIVE BASE



DB1

1. BASE	2. POLE	3. OAH	4. COLOR	5. OPTIONS/ACCESSORIES

1. BASE	2. POLE	3. OAH	MAXIMUM ALLOWABLE EPA (MPH)									
			SHAFT	WT	85	90	100	110	120	130	140	150
DB1	4R10-125	10' (3.1m)	4" RD x .125" 44	19.4	17.1	13.5	10.8	8.9	7.4	6.3	5.5	
DB1	4R12-125	12' (3.7m)	4" RD x .125" 48	15.3	13.4	10.5	8.3	6.7	5.6	4.7	4.0	
DB1	4R14-125	14' (4.3m)	4" RD x .125" 51	12.3	10.7	8.2	6.3	5.0	4.1	3.4	2.9	
DB1	4R16-125	16' (4.9m)	4" RD x .125" 55	10.0	8.6	6.4	4.8	3.6	2.9	2.4	2.0	
DB1	4R10-226	10' (3.1m)	4" RD x .226" 55	23.8	21.0	16.7	13.5	11.1	9.3	8.0	6.9	
DB1	4R12-226	12' (3.7m)	4" RD x .226" 61	19.2	16.9	13.3	10.6	8.6	7.2	6.1	5.3	
DB1	4R14-226	14' (4.3m)	4" RD x .226" 67	15.9	13.9	10.8	8.4	6.8	5.6	4.7	4.0	
DB1	4R16-226	16' (4.9m)	4" RD x .226" 74	12.4	12.3	9.4	7.3	5.7	4.7	4.0	3.3	
DB1	4F10-188	10' (3.1m)	4" FL x .188" 51	22.1	19.5	15.4	12.4	10.2	8.5	7.1	6.1	
DB1	4F12-188	12' (3.7m)	4" FL x .188" 56	17.6	15.4	12.1	9.6	7.7	6.4	5.3	4.4	
DB1	4F14-188	14' (4.3m)	4" FL x .188" 61	14.3	12.5	9.6	7.5	5.9	4.8	3.9	3.2	
DB1	4F16-188	16' (4.9m)	4" FL x .188" 67	11.7	10.1	7.6	5.8	4.4	3.5	2.7	2.2	

Note: Overall height is measured to top of pole.

SPECIFICATIONS

Base shall be cast aluminum #356 alloy, free of any porosity, foreign materials, or cosmetic fillers. Base casting shall be heat treated to a T-6 condition, and of uniform wall thickness, with no warping or mold shifting.

WARNINGS

Caution must be exercised in the selection of a design wind speed when the pole is to be installed in a special wind region (as indicated by the wind map) or in an area where wind speed is unpredictable.

AAL recommends consulting a local engineer when the pole is to be installed in an area that may be subject to extreme weather and exposure.

Poles installed on structures such as buildings and bridges may be subjected to vibration, oscillations, and other fatigue effects which are not covered by the AAL warranty.

The use of banners or other appendages can severely affect the loading of a pole. No banner or other appendage should be attached to an AAL pole unless approved by AAL.

If the products are to be used on an existing foundation or on other structures, the customer assumes all responsibility for the structural integrity of the existing foundation, anchorage or structures and all the consequences arising therefrom

CAUTION

Poles should never be erected without the luminaire installed.

Anchor bolts shall be hot dip galvanized steel. Six galvanized hex nuts and flat washers, and a bolt circle template shall be provided. Anchor bolt for poles are 3/4" x 24" x 3".

CERTIFICATION

Certified UL 1598 in accordance with Article 410 of ANSI/NFPA 70, National Electrical Code.

2. COLOR

Standard Color

WH	Arctic White
BL	Black
BLT	Matte Black
DB	Dark Bronze
DGN	Dark Green
TT	Titanium
WDB	Weathered Bronze
MDB	Bronze Metallic
VBU	Verde Blue
CRT	Corten
MAL	Matte Aluminum
MG	Medium Grey
AGN	Antique Green
LG	Light Grey

Premium Color

SHK	Shamrock
SPP	Salt and Pepper
SFM	Seafoam
WCP	Weathered Copper
RAL	RAL 4 digit Color
CUSTOM	Custom Color

3. OPTIONS / ACCESSORIES

- FH (Flag holder. Specify location on pole.)
- FS1 (Single weatherproof fuse holder. Fuse by others.)
- FS2 (Double weatherproof fuse holder. Fuse by others.)
- LR (Ladder rest. Slips over a 4" O.D. pole.)
- PCA-T (Rotatable photocell housing. The housing slips over a 4"/100mm o.d. pole. a fixture slips over the 4"/100mm O.D. tenon. Includes an internal twist lock receptacle, and an access cover with integral lens and stainless steel tether. Adds 5"/125mm to the overall height of the pole/fixture assembly. Prewired on the load side and line side for easy installation. Photocell by others.)
- PCR (Low profile twist lock photocell receptacle with cast pole cap top. Secures to the top of the pole with three stainless steel set screws. Photocell by others.)
- PLT (Plant Hanger. For 4" O.D. poles. Specify location on pole)
- RBC (Cast aluminum receptacle housing, integrally welded to the pole. Includes a NEC approved clear weatherproof cover. Does not include a receptacle or internal wiring.)

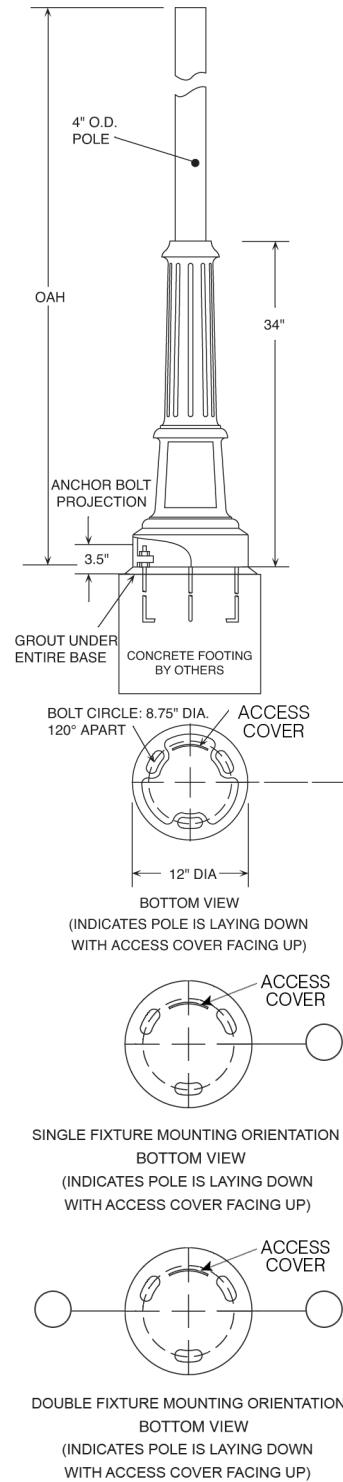
JOB _____
 TYPE _____
 NOTES _____



ARCHITECTURAL AREA LIGHTING
 16555 East Gale Ave. | City of Industry | CA 91745
 P 626.968.5666 | F 626.369.2695 | www.aal.net
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4" ROUND (RD) & FLUTED (FL) DECORATIVE BASE

DIMENSIONS



NOTICE
TAKING ORDERS STARTING
1/2/2020. MICROCORE
IS BEING DISCONTINUED.

DATE: LOCATION:
TYPE: PROJECT:
CATALOG #:

FEATURES

- Reliable, uniform, glare free illumination
- 3000K, 4000K, 5000K CCT
- Superior BUG ratings
- Type II, III, IV, V, and custom distributions



Largent™



RELATED PRODUCTS

[SLVT2-LK](#)

[SLVT2 Install](#)

SPECIFICATIONS

CONSTRUCTION

- All housing components shall be die-cast aluminum 360 alloy, sealed with continuous silicone rubber gaskets
- Standard configurations do not require a flat lens, optional lenses shall be tempered glass
- All internal and external hardware shall be stainless steel
- Luminaire finish shall consist of a five stage pretreatment regimen with a polymer primer sealer, oven dry off, and top coated with a thermoset super TGIC polyester powder coat finish.
- Optical bezel finish shall match the luminaire housing

OPTICS

- Optical cartridge system consisting of a die cast heat sink, LED engine, LED lamps, TIR optics, gasket and bezel plate.
- Cartridge is easily disassembled to replace components. Optics are held in place without the use of adhesives.
- Molded silicone gasket ensures a weather-proof seal around each individual LED.
- Features revolutionary individual LED optical control based on high performance TIR optical designs.
- House Side Shield is available on Standard and Clear Lens options except any Type 5 distribution. House Side Shield is not available for any distribution using a Diffused Lens.

INSTALLATION

- Luminaire shall be attached to the arm assembly with three stainless steel bolts. The connection shall be sealed with a silicone compression gasket

INSTALLATION (CONTINUED)

- Post top arms and brackets shall slip over a 4"/100mm O.D. or a 5"/127mm as configured and secured with six stainless steel set screws.
- Wall mounted arms and brackets shall require mounting hardware by others

ELECTRICAL

- Luminaires shall have integral surge protection that shall be U.L. recognized and have a surge current rating of 10,000 Amps using the industry standard 8/20uSec wave and surge rating of 372J
- Drivers shall be U.L. recognized with an inrush current maximum of <20.0 Amps maximum at 230VAC
- Drivers shall not be compatible with current sourcing dimmers, consult factory for current list of known compatible dimming systems, approved dimmers include Lutron Diva AVTV, Lutron Nova NFTV and NTFTV
- Driver and surge suppressor shall be mounted to a prewired tray with quick disconnects that may be removed from the gear compartment

CONTROLS

- SCP shall have an integral surge protection device with a current rating of 10,000 Amps using the industry standard 8/20uSec wave and surge rating of 372J
- Sensor not intended for use with additional photo-control, wireless control or dimming systems.
- Egress adapter(s) shall slip over a 4"/100mm DIA. pole with the luminaire or arm slipping over the adapter to add a total of 4.5"/114mm to the overall height. Adapter(s) shall be prewired, independently rotatable 359°, and have a cast access cover with an integral lens and lanyard.

CONTROLS (CONTINUED)

- Photocell adapter shall include an internal twist lock receptacle. Photocell by others.
- Egress adapter shall require an auxiliary 120 volt supply for operation of an integral MR16 lamp in the event of emergency. The lamp may be aimed and locked into position with an adjustment range of 15°-45°. Adapter shall have a socket that accepts miniature bi-pin MR16 lamps up to 50 watts, lamp by others

CERTIFICATIONS

- Luminaire shall be listed with ETL for outdoor, wet location use, UL1598, UL 8750 and Canadian CSA Std. C22.2 no.250.
- IDA approved, 3000K and warmer CCTs only.

WARRANTY

- See [HLI Standard Warranty](#) for additional information

KEY DATA	
LUMEN RANGE	2,806–17,582
WATTAGE RANGE	63.6–158.9
EFFICACY RANGE (LPW)	37.9–128.9
LIFE (HOURS)	L70/60,000
INPUT CURRENT RANGE (mA)	285/335/430/500/615 mA
WEIGHT	27 lbs / 12.25 kg
EPA	0.80

DATE:	LOCATION:
TYPE:	PROJECT:
CATALOG #:	

ORDERING GUIDE

Example: SLVT2-72L-500-4K7-3-BL-STND_MNT-UNV

CATALOG #	
-----------	--

HOUSING

SLVT2					
Housing	LED Quantity	Lumen Package	CCT/CRI	Distribution	Optional Lens
SLVT2 Largent 2.0	72L 72 LED	285 450 mA Microcore Crossover	AMB Amber, 590nm Peak	1 Type I	CL Clear Lens
		335 335mA, 8500 Lumens	3K7 3000K, 70 CRI	2 Type II	DL Diffused Lens ¹
		430 700 mA Microcore Crossover	4K7 4000K, 70 CRI	3 Type III	
		500 500mA, 12000 Lumens	5K7 5000K, 70 CRI	4W Type IV Wide	
		700 700mA, 16000 Lumens		5Q Type V Square	
				5W Type V Wide	

Optional Shield	Finish	Optional SCP	Optional Fuse	Mounting Options
HS House Side Shield ²	AGN Antique Green	SCP Sensor Control Programmable	SF Single Fuse (120, 277)	Pole Mount
	BL Black		DF Double Fuse (208, 240)	STND_MNT Standard Mout
	BLT Matte Black			5"ODX188" Slips inside A 5" ODx188" Pole
	CRT Corton			PT3 Slips inside A 3" OD Tenon
	DB Dark Bronze			PT23 Slips inside A 2 3/8" OD Tenon
	DGN Dark Green			PM1 PM1
	GT Graphite			PM2 PM2
	LG Light Gray			PM3 PM3
	MAL Matte Aluminum			SLA1 SLA1
	MDB Metallic Bronze			SLA1-2 SLA1-2
	MG Medium Gray			TRA5U-4 TRA5U-4
	TT Titanium			TRA6U-4 TRA6U-4
	VBV Verde Blue			SLA8U-4 SLA8U-4
	WDB Weathered Blue			SLA22U-4 SLA22U-4
	WH White			TRA5U-5 TRA5U-5
	CC Custom Color ³			TRA6U-5 TRA6U-5
				SLA8U-5 SLA8U-5
				SLA22U-5 SLA22U-5
				Wall Mount
				WMA35U WMA35U
				WMA36U WMA36U
				WMA7 WMA7
				WMA9U WMA9U
				WMA22U WMA22U

Photocontrol Egress Adaptor	Optional Post Top Adaptor	Voltage
PCA-C Photocontrol Adaptor Contemporary	AD5 Adaptor-5" OD Pole	UNV 120-277V
PCA-T Photocontrol Adaptor Traditional		347 347V
EPA-C Egress Adaptor Contemporary		480 480V
EPA-T Egress Adaptor Traditional		

Notes:

- 1 Diffused Lens is available only with T3 and T5W distribution
- 2 House side Shield is available only with T1, T2, T3 and T4W distributions
- 3 Consult factory

DATE:	LOCATION:
TYPE:	PROJECT:
CATALOG #:	

DELIVERED LUMENS

The table below shows the delivered lumens for the various lumen outputs and beam distributions. Use this chart in connection with the lumen factor (LF) capability to deliver any output required.

LED #	Drive Current	Lumen Package	Lens	Distribution	3000K 70CRI					4000K 70CRI					5000K 70CRI				
					Lumen	Bug Rating			Efficacy (Lm/W)	Lumen	Bug Rating			Efficacy (Lm/W)	Lumen	Bug Rating			Efficacy (Lm/W)
72	285	450mA Microcore Crossover	None	1	7624	1	0	1	119.9	7941	1	0	1	124.9	8199	1	0	1	128.9
				2	7246	1	0	2	113.9	7548	1	0	2	118.7	7793	1	0	2	122.5
				3	7191	1	0	2	113.1	7490	1	0	2	117.8	7734	1	0	2	121.6
				4	7087	1	0	3	111.4	7382	1	0	3	116.1	7622	1	0	3	119.8
				1-HS	4045	0	0	1	63.6	4213	0	0	1	66.2	4350	0	0	1	68.4
				2-HS	3541	0	0	1	55.7	3689	0	0	1	58.0	3808	0	0	1	59.9
				3-HS	3395	0	0	1	53.4	3536	0	0	1	55.6	3651	0	0	1	57.4
				4-HS	3300	0	0	1	51.9	3438	0	0	1	54.0	3549	0	0	1	55.8
			Clear	5Q	7369	2	0	1	115.9	7675	3	0	1	120.7	7925	3	0	1	124.6
				5W	6863	3	0	1	107.9	7148	3	0	1	112.4	7380	3	0	1	116.0
				1-CL	6483	1	0	1	101.9	6752	1	0	1	106.2	6972	1	0	1	109.6
				2-CL	6161	1	0	1	96.9	6417	1	0	1	100.9	6626	1	0	1	104.2
				3-CL	6115	1	0	2	96.1	6369	1	0	2	100.1	6576	1	0	2	103.4
				4-CL	6026	1	0	2	94.8	6277	1	0	2	98.7	6481	1	0	2	101.9
				1-CL-HS	3439	0	0	1	54.1	3582	0	0	1	56.3	3699	0	0	1	58.2
				2-CL-HS	3011	0	0	1	47.3	3136	0	0	1	49.3	3238	0	0	1	50.9
				3-CL-HS	2886	0	0	1	45.4	3006	0	0	1	47.3	3104	0	0	1	48.8
				4-CL-HS	2806	0	0	1	44.1	2923	0	0	1	46.0	3018	0	0	1	47.5
			Diffused	5Q-CL	6265	2	0	1	98.5	6526	2	0	1	102.6	6738	2	0	1	105.9
				5W-CL	5835	3	0	1	91.7	6078	3	0	1	95.6	6275	3	0	1	98.7
				3-DL	4884	1	0	1	76.8	5087	1	0	1	80.0	5252	1	0	1	82.6
				5W-DL	4660	2	0	1	73.3	4854	2	0	1	76.3	5012	2	0	1	78.8
	335	8500	None	1	8796	1	0	1	116.5	9162	1	0	1	121.4	9460	1	0	1	125.6
				2	8360	2	0	2	110.7	8708	2	0	2	115.3	8991	2	0	2	119.1
				3	8297	1	0	2	110.1	8642	2	0	2	115.0	8923	2	0	2	118.8
				4	8177	1	0	3	108.3	8517	1	0	3	112.8	8794	1	0	3	116.4
				1-HS	4667	0	0	1	61.8	4861	0	0	1	64.4	5019	0	0	1	66.9
				2-HS	4086	0	0	1	54.1	4256	0	0	1	56.4	4394	0	0	1	58.4
				3-HS	3917	0	0	1	51.9	4079	0	0	1	54.0	4212	0	0	1	56.1
				4-HS	3808	0	0	1	50.4	3966	0	0	1	52.5	4095	0	0	1	54.5
			Clear	5Q	8502	3	0	1	112.6	8855	3	0	1	117.3	9143	3	0	1	121.6
				5W	7918	3	0	2	104.9	8247	3	0	2	109.2	8515	3	0	2	113.0
				1-CL	7479	1	0	1	99.0	7790	1	0	1	103.2	8044	1	0	1	106.5
				2-CL	7108	1	0	2	94.1	7404	1	0	2	98.0	7645	1	0	2	101.2
				3-CL	7055	1	0	2	93.4	7348	1	0	2	97.3	7587	1	0	2	100.5
				4-CL	6953	1	0	3	92.1	7242	1	0	3	95.9	7477	1	0	3	99.0
				1-CL-HS	3968	0	0	1	52.5	4133	0	0	1	54.7	4268	0	0	1	56.5
				2-CL-HS	3474	0	0	1	46.0	3618	0	0	1	47.9	3736	0	0	1	49.5
				3-CL-HS	3330	0	0	1	44.1	3469	0	0	1	45.9	3581	0	0	1	47.4
				4-CL-HS	3238	0	0	1	42.9	3372	0	0	1	44.7	3482	0	0	1	46.1
			Diffused	5Q-CL	7229	2	0	1	95.7	7529	2	0	1	99.7	7774	3	0	1	102.9
				5W-CL	6732	3	0	1	89.1	7012	3	0	1	92.9	7240	3	0	1	95.9
				3-DL	5613	1	0	1	74.4	5847	2	0	1	77.5	6037	2	0	1	80.0
				5W-DL	5397	2	0	1	71.5	5621	2	0	1	74.5	5804	2	0	1	77.0

DELIVERED LUMENS (CONTINUED)

The table below shows the delivered lumens for the various lumen outputs and beam distributions. Use this chart in connection with the lumen factor (LF) capability to deliver any output required.

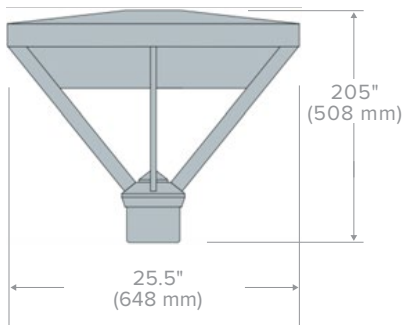
LED #	Drive Current	Lumen Package	Lens	Distribution	3000K 70CRI					4000K 70CRI					5000K 70CRI				
					Lumen	Bug Rating			Efficacy (Lm/W)	Lumen	Bug Rating			Efficacy (Lm/W)	Lumen	Bug Rating			Efficacy (Lm/W)
72	430	700mA Microcore Crossover	None	1	10936	1	0	1	112.5	11390	1	0	1	117.2	11761	1	0	1	121.0
				2	10393	2	0	2	106.9	10826	2	0	2	111.4	11178	2	0	2	115.0
				3	10315	2	0	2	106.1	10744	2	0	2	110.5	11093	2	0	3	114.1
				4	10166	2	0	3	104.6	10588	2	0	3	108.9	10933	2	0	3	112.5
				1-HS	5802	0	0	1	59.7	6043	0	0	1	62.2	6240	0	0	1	64.2
				2-HS	5079	0	0	1	52.3	5291	0	0	1	54.4	5463	0	0	1	56.2
				3-HS	4869	0	0	1	50.1	5071	0	0	1	52.2	5236	1	0	1	53.9
				4-HS	4734	0	0	1	48.7	4931	1	0	1	50.7	5091	1	0	1	52.4
			Clear	5Q	10569	3	0	1	108.7	11009	3	0	1	113.3	11367	3	0	1	116.9
				5W	9843	3	0	2	101.3	10252	3	0	2	105.5	10586	3	0	2	108.9
				1-CL	9298	1	0	1	95.7	9685	1	0	1	99.6	10000	1	0	1	102.9
				2-CL	8837	2	0	2	90.9	9205	2	0	2	94.7	9504	2	0	2	97.8
				3-CL	8770	2	0	2	90.2	9135	2	0	2	94.0	9432	2	0	2	97.0
				4-CL	8644	1	0	3	88.9	9003	1	0	3	92.6	9296	1	0	3	95.6
				1-CL-HS	4933	0	0	1	50.8	5138	0	0	1	52.9	5305	0	0	1	54.6
				2-CL-HS	4319	0	0	1	44.4	4498	0	0	1	46.3	4645	0	0	1	47.8
				3-CL-HS	4140	0	0	1	42.6	4312	0	0	1	44.4	4452	0	0	1	45.8
				4-CL-HS	4025	0	0	1	41.4	4192	0	0	1	43.1	4329	0	0	1	44.5
			Diffused	5Q-CL	8987	3	0	1	92.5	9360	3	0	1	96.3	9665	3	0	1	99.4
				5W-CL	8369	3	0	2	86.1	8717	3	0	2	89.7	9001	3	0	2	92.6
				3-DL	7005	2	0	2	72.1	7296	2	0	2	75.1	7533	2	0	2	77.5
				5W-DL	6684	2	0	1	68.8	6962	2	0	1	71.6	7189	2	0	1	74.0
	500	12000	None	1	12455	1	0	1	108.8	12973	1	0	1	113.3	13394	2	0	1	117.0
				2	11837	2	0	2	103.4	12329	2	0	2	107.7	12730	2	0	2	111.2
				3	11748	2	0	3	102.6	12236	2	0	3	106.9	12634	2	0	3	110.4
				4	11578	2	0	3	101.2	12059	2	0	3	105.4	12451	2	0	3	108.8
				1-HS	6608	0	0	1	57.7	6883	0	0	1	60.1	7106	0	0	1	62.1
				2-HS	5785	1	0	1	50.5	6026	1	0	1	52.6	6221	1	0	1	54.4
				3-HS	5545	1	0	1	48.4	5776	1	0	1	50.5	5964	1	0	1	52.1
				4-HS	5391	1	0	1	47.1	5615	1	0	2	49.1	5798	1	0	2	50.7
			Clear	5Q	12037	3	0	1	105.2	12538	3	0	1	109.5	12945	3	0	1	113.1
				5W	11210	4	0	2	97.9	11677	4	0	2	102.0	12056	4	0	2	105.3
				1-CL	10590	1	0	1	92.5	11030	1	0	1	96.4	11389	1	0	1	99.5
				2-CL	10065	2	0	2	87.9	10483	2	0	2	91.6	10824	2	0	2	94.6
				3-CL	9989	2	0	2	87.3	10404	2	0	2	90.9	10742	2	0	2	93.9
				4-CL	9844	2	0	3	86.0	10254	2	0	3	89.6	10587	2	0	3	92.5
				1-CL-HS	5618	0	0	1	49.1	5852	0	0	1	51.1	6042	0	0	1	52.8
				2-CL-HS	4919	0	0	1	43.0	5123	0	0	1	44.8	5290	0	0	1	46.2
				3-CL-HS	4715	0	0	1	41.2	4911	0	0	1	42.9	5071	0	0	1	44.3
				4-CL-HS	4584	0	0	1	40.0	4775	1	0	1	41.7	4930	1	0	1	43.1
			Diffused	5Q-CL	10235	3	0	1	89.4	10661	3	0	1	93.1	11007	3	0	1	96.2
				5W-CL	9532	3	0	2	83.3	9928	3	0	2	86.7	10251	3	0	2	89.6
				3-DL	7978	2	0	2	69.7	8309	2	0	2	72.6	8580	2	0	2	75.0
				5W-DL	7613	2	0	1	66.5	7930	3	0	2	69.3	8187	3	0	2	71.5

DELIVERED LUMENS (CONTINUED)

The table below shows the delivered lumens for the various lumen outputs and beam distributions. Use this chart in connection with the lumen factor (LF) capability to deliver any output required.

LED #	Drive Current	Lumen Package	Lens	Distribution	3000K 70CRI					4000K 70CRI					5000K 70CRI				
					Lumen	Bug Rating			Efficacy (Lm/W)	Lumen	Bug Rating			Efficacy (Lm/W)	Lumen	Bug Rating			Efficacy (Lm/W)
72	700	16000	None	1	16349	2	0	2	102.9	17028	2	0	2	107.2	17582	2	0	2	110.7
				2	15538	2	0	2	97.8	16184	3	0	3	101.9	16710	3	0	3	105.2
				3	15421	2	0	3	97.1	16062	2	0	3	101.1	16584	2	0	3	104.4
				4	15198	2	0	4	95.7	15830	2	0	4	99.6	16344	2	0	4	102.9
				1-HS	8674	1	0	1	54.6	9034	1	0	1	56.9	9328	1	0	1	58.7
				2-HS	7594	1	0	1	47.8	7909	1	0	1	49.8	8167	1	0	1	51.4
				3-HS	7279	1	0	2	45.8	7582	1	0	2	47.7	7828	1	0	2	49.3
				4-HS	7077	1	0	2	44.5	7371	1	0	2	46.4	7611	1	0	2	47.9
				5Q	15801	4	0	2	99.5	16458	4	0	2	103.6	16993	4	0	2	107.0
			5W	14715	4	0	2	92.6	15327	4	0	2	96.5	15826	4	0	2	99.6	
			Clear	1-CL	13901	2	0	1	87.5	14479	2	0	2	91.1	14950	2	0	2	94.1
				2-CL	13212	2	0	2	83.2	13761	2	0	2	86.6	14208	2	0	2	89.4
				3-CL	13112	2	0	3	82.5	13657	2	0	3	86.0	14101	2	0	3	88.8
				4-CL	12922	2	0	3	81.3	13459	2	0	3	84.7	13897	2	0	3	87.5
				1-CL-HS	7375	0	0	1	46.4	7682	0	0	1	48.4	7931	1	0	1	49.9
				2-CL-HS	6457	1	0	1	40.6	6725	1	0	1	42.3	6944	1	0	1	43.7
				3-CL-HS	6189	1	0	1	39.0	6447	1	0	1	40.6	6656	1	0	2	41.9
				4-CL-HS	6017	1	0	2	37.9	6268	1	0	2	39.5	6471	1	0	2	40.7
				5Q-CL	13435	3	0	1	84.6	13994	3	0	2	88.1	14449	3	0	2	90.9
			5W-CL	12512	4	0	2	78.8	13032	4	0	2	82.0	13456	4	0	2	84.7	
			Diffused	3-DL	10472	2	0	2	65.9	10907	2	0	2	68.7	11262	2	0	2	70.9
				5W-DL	9993	3	0	2	62.9	10409	3	0	2	65.5	10747	3	0	2	67.6

DIMENSIONS



PHOTOMETRY

SLVT2-72L-700-4K7-1

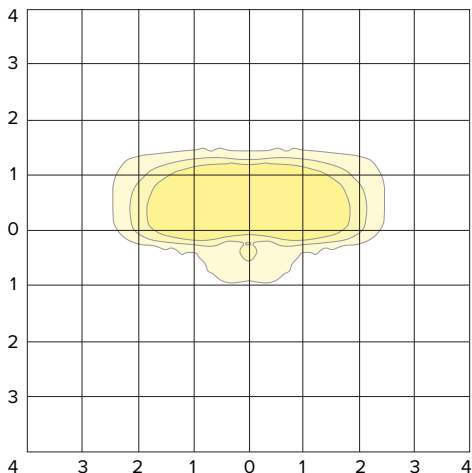
LUMINAIRE DATA

Description	4000 Kelvin, 70CRI
Delivered Lumens	17028
Watts	158.9
Efficacy	107.2
IES Type	I
BUG Rating	B2-U0-G2
Mounting Height	30 ft
Grid Scale	30 ft

ZONAL LUMEN SUMMARY

Zone	Lumens	% Luminaire
Downward Street Side	14666	86%
Downward House Side	2362	14%
Downward Total	17028	100%
Upward Street Side	0	0%
Upward House Side	0	0%
Upward Total	0	0%
Total Flux	17028	100%

ISOFOOT CANDLE PLOT



30' Mounting Height

1.0 FC
0.5 FC
0.2 FC

SLVT2-72L-700-4K7-2

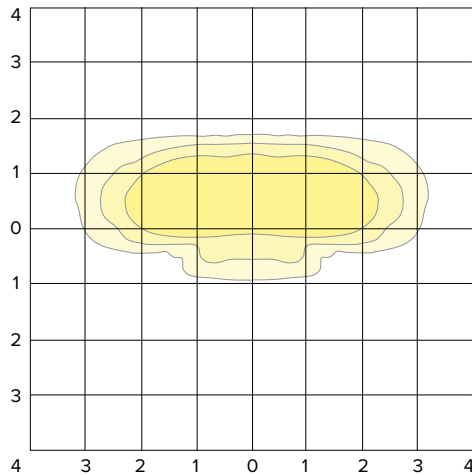
LUMINAIRE DATA

Description	4000 Kelvin, 70CRI
Delivered Lumens	16184
Watts	158.9
Efficacy	101.9
IES Type	II
BUG Rating	B3-U0-G3
Mounting Height	30 ft
Grid Scale	30 ft

ZONAL LUMEN SUMMARY

Zone	Lumens	% Luminaire
Downward Street Side	13166	81%
Downward House Side	3018	19%
Downward Total	16184	100%
Upward Street Side	0	0%
Upward House Side	0	0%
Upward Total	0	0%
Total Flux	16184	100%

ISOFOOT CANDLE PLOT



30' Mounting Height

1.0 FC
0.5 FC
0.2 FC

SLVT2-72L-700-4K7-3

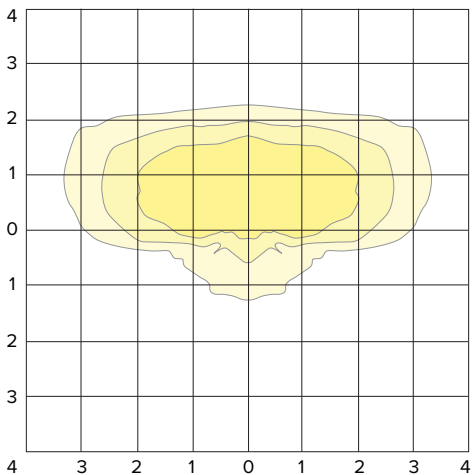
LUMINAIRE DATA

Description	4000 Kelvin, 70CRI
Delivered Lumens	16062
Watts	158.9
Efficacy	101.1
IES Type	III
BUG Rating	B2-U0-G3
Mounting Height	30 ft
Grid Scale	30 ft

ZONAL LUMEN SUMMARY

Zone	Lumens	% Luminaire
Downward Street Side	13411	83%
Downward House Side	2651	17%
Downward Total	16062	100%
Upward Street Side	0	0%
Upward House Side	0	0%
Upward Total	0	0%
Total Flux	16062	100%

ISOFOOT CANDLE PLOT



30' Mounting Height

1.0 FC
0.5 FC
0.2 FC

PHOTOMETRY

SLVT2-72L-700-4K7-4W

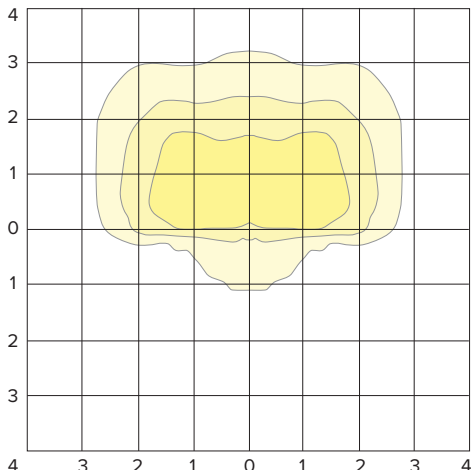
LUMINAIRE DATA

Description	4000 Kelvin, 70CRI
Delivered Lumens	15830
Watts	158.9
Efficacy	99.6
IES Type	IV
BUG Rating	B2-U0-G4
Mounting Height	30 ft
Grid Scale	30 ft

ZONAL LUMEN SUMMARY

Zone	Lumens	% Luminaire
Downward Street Side	13680	86%
Downward House Side	2150	14%
Downward Total	15830	100%
Upward Street Side	0	0%
Upward House Side	0	0%
Upward Total	0	0%
Total Flux	15830	100%

ISOFOOT CANDLE PLOT



30' Mounting Height

1.0 FC
0.5 FC
0.2 FC

SLVT2-72L-700-4K7-5Q

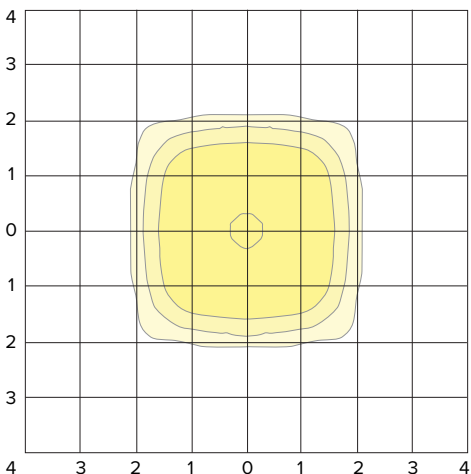
LUMINAIRE DATA

Description	4000 Kelvin, 70CRI
Delivered Lumens	16458
Watts	158.9
Efficacy	103.6
IES Type	VS
BUG Rating	B4-U0-G2
Mounting Height	30 ft
Grid Scale	30 ft

ZONAL LUMEN SUMMARY

Zone	Lumens	% Luminaire
Downward Street Side	8229	50%
Downward House Side	8229	50%
Downward Total	16458	100%
Upward Street Side	0	0%
Upward House Side	0	0%
Upward Total	0	0%
Total Flux	16458	100%

ISOFOOT CANDLE PLOT



30' Mounting Height

1.0 FC
0.5 FC
0.2 FC

SLVT2-72L-700-4K7-5W

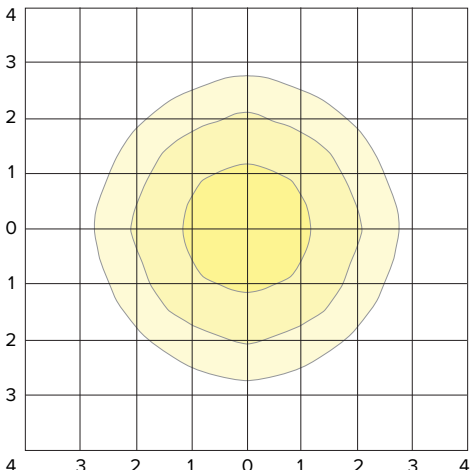
LUMINAIRE DATA

Description	4000 Kelvin, 70CRI
Delivered Lumens	15327
Watts	158.9
Efficacy	96.5
IES Type	VS
BUG Rating	B4-U0-G2
Mounting Height	30 ft
Grid Scale	30 ft

ZONAL LUMEN SUMMARY

Zone	Lumens	% Luminaire
Downward Street Side	7664	50%
Downward House Side	7664	50%
Downward Total	15327	100%
Upward Street Side	0	0%
Upward House Side	0	0%
Upward Total	0	0%
Total Flux	15327	100%

ISOFOOT CANDLE PLOT

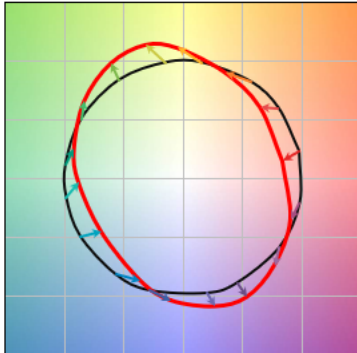


30' Mounting Height

1.0 FC
0.5 FC
0.2 FC

TM-30 DATA

COLOR VECTOR GRAPHIC

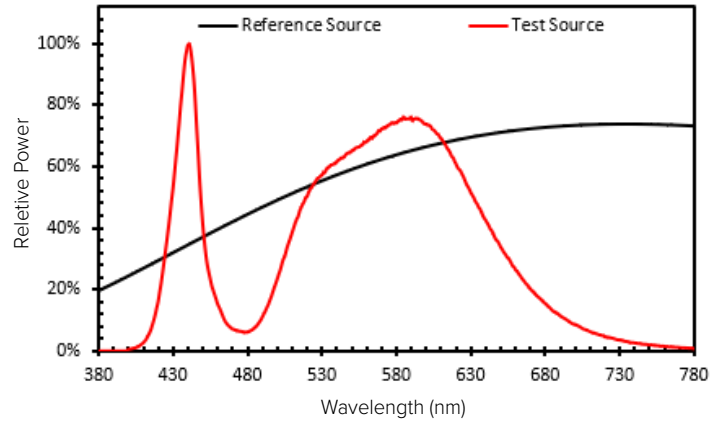


— Reference Illuminant — Test Source

TEST SOURCE

MBM TEST RESULTS	
CCT (K)	3947
CIE Ra	72
Duv	0.0004
x	0.3831
y	0.3793
Rf	68
Rg	99

SPECTRAL POWER DISTRIBUTION COMPARISON



ELECTRICAL DATA

Electrical											Dimming					
System Current	System Watts	Line Voltage		Amps AC						Min. Power Factor	Max THD (%)	Dimming Range	Source current out of 0-10V		Absolute voltage range on 0-10V (+)	
		VAC	HZ	120	208	240	277	347	480				Min	Max	Min	Max
285 mA	63.6	120-277	50/60	0.53	0.31	0.27	0.23	0.18	0.13	>0.9	20	10% to 100%	0mA	1mA	0V	10V
335 mA	75.5			0.63	0.36	0.31	0.27	0.22	0.16							
430 mA	97.2			0.81	0.47	0.41	0.35	0.28	0.20							
500 mA	114.5			0.95	0.55	0.48	0.41	0.33	0.24							
700 mA	158.9			1.32	0.76	0.66	0.57	0.46	0.33							



Create a timeless moment.®



CR-138

The refined style and grace of this bench makes it one of the most appealing choices for public sites.

4 or 6 ft (1.2 or 1.8 m) lengths. Vertical steel scrolls. Surface mount.

STANDARD

All fabricated metal components are steel shotblasted, etched, phosphatized, preheated and electrostatically powder-coated with TGIC polyester powder coatings.

Victor Stanley castings are genuine DUCTILE-IRON and carry our 10-year warranty against breakage.

OPTIONS

Intermediate armrests (bolt-on).

[RETURN TO STANDARD VIEW](#)

MATERIAL

Ductile-Iron Casting

Recycled Solid Steel Bar

COLORS

Standard



Optional RAL



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Most Victor Stanley benches are ADA compliant. Member of the ASLA. Member of the USGBC.



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Geometric				
GreenSites				
Homestead				
Ironsites®				
Parsons				
Perenne				
Production				
ProTone™				

OPTIONS:

Fence Heights:

- ☐ 4 ft
- ☐ 5 ft
- ☐ 6 ft
- ☐ 7 ft
- ☐ 8 ft

Post Option:

- ☐ 2-1/2" sq. 14 ga.
- ☐ 2-1/2" sq. 12 ga.
- ☐ 3" sq. 12 ga.

Picket Gauge:

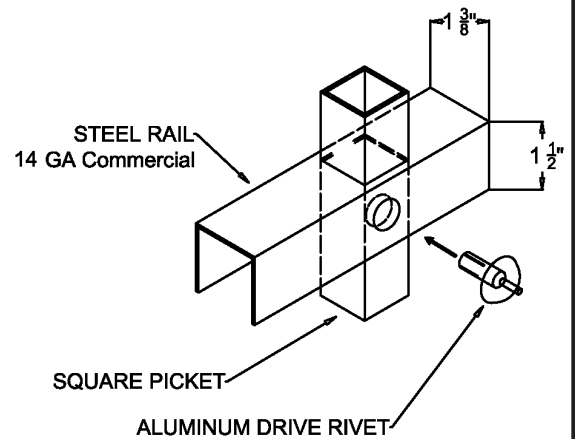
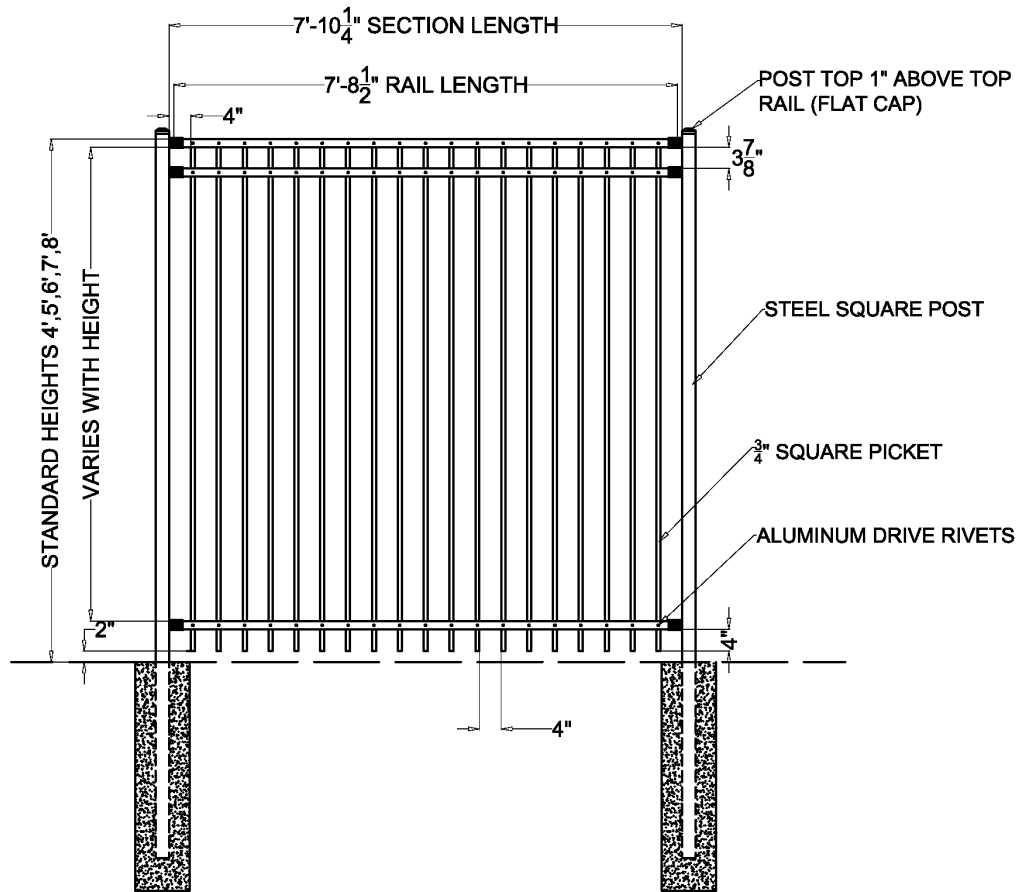
- ☐ 18 gauge
- ☐ 16 gauge

Cap Style:

- ☐ Ball Style
- ☐ Flat Style

Color:

- ☐ Black (standard)
- ☐ Bronze
- ☐ Green
- ☐ White



MONUMENTAL IRON WORKS

IMPERIAL B - 3/4" PICKET PANEL

BY: es & sw

DATE: 5/7/18

REV:

REV DATE:

3010 Lyndon B. Johnson Fwy
Ste. 800, Dallas, TX 75234
www.masterhalco.com
Phone No. 800-883-8384

Installer:

Project:

DWG:

PART NO:





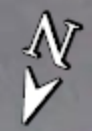


July 2018



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10 ft

October 2016



Google Earth

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