

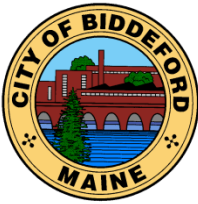
City of Biddeford
Staff Review Committee
September 28, 2022 1:00 PM Second Floor Conference Room & Zoom
<https://biddeford.zoom.us/j/96455023071>
Webinar ID #964 5502 3071

1. Status: Staff Review Committee, Wednesday, September 28, 2022, 1:00 PM, Second Floor Conference Room

2. New Business

- 2.1. 2022.35 The Staff Review Committee will hold a Public Hearing and take comments for a Site Plan Review for Southern Maine Health Care to build a new bus stop structure and access sidewalks to the existing hospital. The property is in the Medical Zone at 1 Medical Center Drive (Tax Map 2, Lot 50).

[2022.35 SMHC 1 Medical Center Dr SR.pdf](#)
[Site Plan Application_Binder 0801522.pdf](#)
[2022.35 SMHC 1 Medical Center Dr FOF.pdf](#)
[1182_Binder 081522.pdf](#)
[11-19-2019_Thatcher_Brook_Stream_CFUP-Explanation.pdf](#)
[Maine DEP Ch. 501 - Compensation Requirements.pdf](#)
[1182 Comment Response 092622.pdf](#)
[AE_1182_BINDER_092622.pdf](#)



CITY OF BIDDEFORD

Planning and Development Department

Matthew Grooms, AICP
Deputy Director/City Planner
205 Main Street
P.O. Box 586
Biddeford, ME 04005
(207) 284-9115
Matthew.Grooms@biddefordmaine.org

STAFF REVIEW COMMITTEE REPORT

TO: Biddeford Staff Review Committee

FROM: Matthew Grooms, AICP, City Planner

DATE: September 22, 2022

RE: 2022.35 Site Plan review for Southern Maine Health Care to build a bus shelter and access sidewalks at 1 Medical Center Drive (Tax Map 2, Lot 50) in the M-Medical Zone.

MEETING DATE: Wednesday, September 28 2022 at 1:00 pm

1. INTRODUCTION

Southern Maine Health Care (SMHC) requests site plan review and approval to construct a new bus stop shelter for the Zoom Express bus service, and access sidewalks to provide better pedestrian access to two hospital entrances, along with adjustments to the adjacent parking lot entrance/exit to accommodate current traffic patterns. These improvements will result in just under 2,000 square feet of new impervious surface, which triggers a minor site plan review, subject to review by the City's Staff Review Committee. As part of this application, the applicant is requesting a waiver of the City's full site plan requirements, due to the limited scope of this project, and discussed in detail below.

2. PROJECT INFORMATION

	<u>SUBJECT</u>	<u>INFORMATION</u>
1.	Applicant/Property Owner	Southern Maine Health Care, c/o Scott Young 1 Medical Center Drive Biddeford, ME 04005
2.	Agent	Travis Letellier, P.E. Acorn Engineering, INC PO Box 3372 Portland, ME 04104
3.	Engineer/Surveyor	Same as Agent
4.	Project Location	5 Morin Street
5.	Map/Lot	Map 2, Lot 50
6.	City Approvals Required	Minor Site Plan
7.	Existing Zoning	M-Medical Zone

8.	Overlay Zoning	None
9.	Existing Use	Hospital
10.	Proposed Use	Hospital
11.	Parcel Size	26 acres
12.	Water Supply	Public
13.	Sewerage Disposal	Public
14.	Solid Waste Disposal	Public
15.	Fire Protection	City of Biddeford
16.	Parking Spaces Required	N/A
17.	Parking Spaces Provided	N/A
18.	Ownership of Road	Public
19.	Waivers Needed/Requested	Full Site Plan Review
20.	Waivers Granted	None
21.	Additional Approvals/Permits Needed	None
22.	Fees Paid (LDR Attachment A)	Yes
23.	Review History	Staff Review Committee: 9/28/22

3. COMPLIANCE WITH CITY ORDINANCES

Article XI, Chapter II, Section 4.B.I *Development Review classification and thresholds*

The proposed project, located in the Medical Zone, contains between 1,000 square feet and 4,999 square feet of new impervious surface, and is therefore classified as a minor site plan, and can be reviewed by the Staff Review Committee.

Article XI, Chapter I, Section 5.B *Site design criteria*

The application provided has been deemed complete, and addresses each of the applicable site design criteria. Certain criteria are not applicable, due to the limited nature of this project; introducing a bus shelter at an existing transit stop, better defining traffic flow patterns, and introducing new sidewalks. These changes for example, are not expected to result in discernible changes to how the Hospital operates today. All conditions are satisfied by the application.

4. WAIVER REQUESTS

Article XI, Site Plan Review

The applicant has requested that the City waive full site plan review requirements, and be reviewed based upon the materials submitted.

Recommendation: Grant waiver due to minimal impacts anticipated by this development.

5. OUTSTANDING ITEMS TO BE ADDRESSED

The City, in its review of this application, has identified the following items as either needing to be addressed or be clarified. This feedback is generally technical in nature, and staff are recommending that these be responded to as a condition of approval for this project, to be addressed prior to any ground disturbance or construction.

Of particular note, the project is located within the Thatcher Brook Watershed, and is required to pay into the Thatcher Brook Stormwater Compensation Fund or provide off-site mitigation in accordance with Maine DEP Ch. 501. *Stormwater Management Compensation Fees and Mitigation Credit (attached)*.

City review comments are as follows:

Application

1. The project is in the Thatcher Brook watershed; this should be reflected on the planning application, and the applicant is responsible for paying into the Thatcher Brook Stormwater Compensation Fund.
2. The applicant states there is a 1,935-SF increase in impervious cover, with only 951-SF of new building/paving
 - a. Is the remaining 984-SF sidewalks?

Drawing C-10

3. No existing or proposed topography is shown/annotated; without any topography, unable to tell if drainage design is adequate
 - a. Existing contours need to be shown
 - b. Proposed contours need to be shown
 - c. Proposed spot elevations need to be shown for the following
 - i. All pavement and curb tie-in locations
 - ii. All road and sidewalk geometric layout locations (PC, PT, etc.)
 - iii. All ADA walkways/accessible ramps
 - iv. Bottom-of-curb and top-of-curb locations (BC/TC)
4. Why does the bus lane's dashed 'painted turning radius' cross the entire northern drive entrance?
 - a. Shouldn't it follow the curbline to avoid confusion?
5. Design engineer should confirm there will be no negative impacts to the newly-allowed 'left-turn-out' of the existing parking area
6. Directional arrow striping should be added for all traffic lanes/stop sign maneuvers
 - a. Western parking lot
 - b. Two-way northern drive entrance
 - c. One-way eastern drive entrance
7. Why does the new stop bar on the northern drive entrance stop at the sawcut?
8. Missing stop signs at northern and eastern drive entrances
9. Specify where the new bus stop sign will be located (since the existing sign is to be removed)
10. No callout provided for the new stop bar on the eastern drive entrance
11. Specify the number of down gradient inlet protections that should be provided
12. What is the proposed future condition of the landscaped area being traversed by the sidewalk?
13. The applicant should provide additional detail on lighting levels along proposed walkways and at the bus shelter location, and determine whether additional lighting is appropriate for a safe pedestrian environment.

Drawing C-40

14. Vertical depth of the proposed granite curb should be specified
15. Is the 'Bus Shelter Siting' detail applicable? If so – where? The dimensions/layout does not match plan view
16. No gravel is proposed underneath the 6" concrete pad?

Drawing C-41

17. Is any silt fence or filter sock proposed?

6. STAFF RECOMMENDATIONS

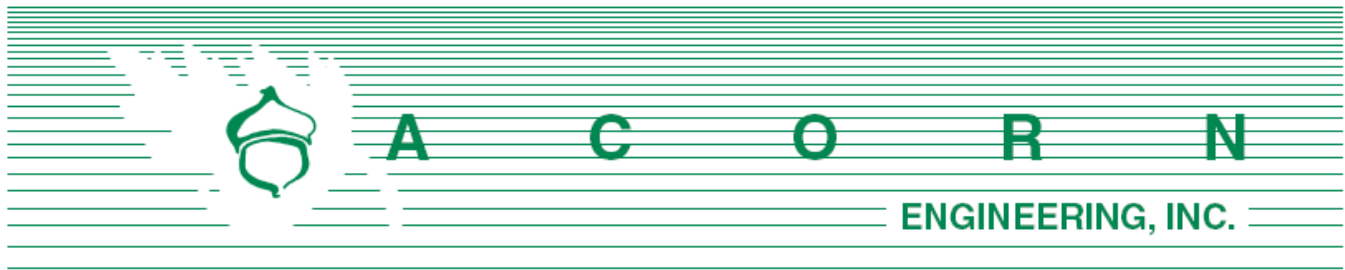
Staff recommends that both the waiver for full site plan review, and the proposed site plan be approved by the Staff Review Committee, subject to the following conditions of approval:

Prior to any Ground Disturbance

- a. In accordance with the City of Biddeford Thatcher Brook Stormwater Compensation Fee Utilization Plan and Compensation Fund, the applicant shall either pay a fee or propose and complete off-site mitigation in accordance with Maine DEP Ch. 501 requirements.
- b. The applicant shall provide a detailed response and revise plans and application materials as necessary to address outstanding City review comments.
- c. A pre-construction meeting with the contractor needs to be held with City staff to discuss inspection requirements.
- d. A performance guarantee (acceptable to the Engineering Department) in the amount of 150% of the value of all proposed site work, shall be submitted to the Planning Department.

Prior to the Release of the Performance Guarantee

- e. Best management practices shall be adhered to during all ground disturbance. All catch basins in the vicinity of site work shall have silt sacks installed & maintained for the duration of the work.
- f. All erosion and sediment control measures need to be installed. Applicant shall notify the Engineering Department once installed so that Staff may inspect said installation, as necessary.
- g. The applicant shall obtain all other pertinent local, state and federal permits, licenses, and insurance as required prior to commencing work.
- h. Once completed, as-built drawings of the site shall be provided to the Planning Department.
- i. Upon completion of work, the project engineer shall certify that the project has been completed in accordance with the approved plans or shall note any deviations from the approved plans.
- j. The City's Engineering Department shall complete a final inspection of the project to confirm project has been built to the approved plans.
- k. Standard conditions of approval shall apply



Planning Division
City of Biddeford, Maine
PO Box 586, 205 Main Street
Biddeford, Maine 04005

August 15, 2022

**Subject: Site Plan Review Application
Bus Stop – Southern Maine Health Care**

To Whom It May Concern:

Acorn Engineering, Inc. (Acorn) is pleased to submit this application for Site Plan Review on behalf of Southern Maine Health Care (SMHC) to construct a new bus stop shelter and access sidewalks to the existing hospital.

The Zoom Express bus service currently stops at this location on its Orange/Black line in front of the Hospital's main entrance and currently provides only a sign and bench for the stop at this location. When the bus is boarding it blocks travel in the southerly direction along the hospital's main access driveway.

The purpose of this application is for SMHC to add a pull over style bus stop at this location, along with formal access ways to two hospital entrances. The new stop will include a pull over lane exclusively for the bus along with new paved access routes to the nearest entrances to the hospital.

The proposed project also involves updating the entrance/exit of the adjacent parking lot to reflect actual traffic patterns that occur at this location. In the existing condition, traffic coming out of the adjacent parking lot is directed "right only", to travel along the one-way pattern towards the main entrance. Often, contrary to existing signage and pavement markings, traffic will turn left out of the parking lot to expedite their exit. This plan aims to create a left turn for traffic out of the parking lot in a safe controlled manner.

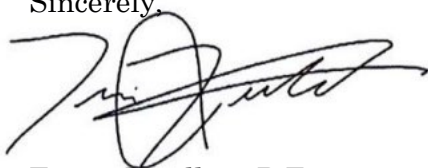
The plan calls for just under 2,000 square feet of new impervious areas. These areas will drain to existing catch basins. This new area will create an increase in stormwater discharge it will be negligible in comparison to the overall development on this property. Erosion control will be provided at all downgradient catch basins that will collect stormwater runoff during and after construction.

Additionally, many of the site plan criteria and submission requirements are not applicable to this

development and therefore a waiver request to bypass the site plan review has been attached to this submission. The waiver request offers an explanation for your consideration.

Overall, we do not anticipate any detrimental effects to traffic, environmental concerns, public utilities, or city services in conjunction with this project. We believe that these minor site changes will create a safer situation for everyone using this bus service and be a public benefit.

Sincerely,

A handwritten signature in black ink, appearing to read 'Travis Letellier', written over a horizontal line.

Travis Letellier, P.E.
Project Manager
Acorn Engineering, Inc.



Waiver Request

Ordinance Section

Article XI Site Plan Review

Waiver Request

Eliminate full site plan review requirements. Ask to review the application based on the applicable information provided.

Explanation

This is a small re-development project that will involve less than 2,000 square feet of new impervious cover. The project involves installing new paved surfaces for a bus stop and will not negatively impact traffic, public safety, public services, environmental concerns, stormwater, or any other site plan review criteria.

In addition, many of the site plan review criteria and submission materials are not applicable to this proposed re-development. Rather than ask for a waiver for each criterion or submission material, this waiver will allow the application to be reviewed based on the submitted materials.

**City of Biddeford – Planning Department****Planning Board Application**

P.O. Box 586, 205 Main Street Biddeford, Maine 04005
207-284-9115

Type of Application:

☐ Shoreland Zoning Permit ☒ Site Plan Review ☐ Extraction
☐ Conditional Use Permit ☐ Subdivision ☐ Private Way
☐ Other: _____

Applicant Information:

Name: Southern Maine Health Care, c/o Scott Young
 Mailing Address: 1 Medical Center Drive, Biddeford, Maine 04005
 Telephone: 207-283-7254
 Email: Scott.Young@mainehealth.org

What is your legal interest in the property?

☒ Owner ☐ Potential Buyer with Contract ☐ Lease/Rental Agreement

Owner's Information:

Name: [same as applicant]
 Mailing Address: _____
 Telephone: _____
 Email: _____

Agent's Information:

Name: Acron Engineering, Inc c/o Travis Letellier, P.E.
 Mailing Address: PO Box 3372, Portland, Maine 04104
 Telephone: 207-775-2655
 Email: tletellier@acron-engineering.com

Engineer/Surveyor's Information:

Name: [same as agent]
 Mailing Address: _____
 Telephone: _____
 Email: _____

Project Location and Lot Information:

Street Address: 1 Medical Center Drive Drainage Watershed: _____
Tax Map: 2 Lot: 50
Current Zoning: M - Medical Shoreland Zoning: _____
 Size of Lot: 26 (X) acres () s.f. Lot Frontage: _____
 Existing Use of Property: Hospital

Property currently serviced by:

☒ City Road ☒ Public Sewer ☒ Public Water ☒ Public Trash
☐ Private Road ☐ Septic System ☐ Private Well ☐ Private Hauler

Slope Conditions in Area of Construction (if applicable):

☒ Flat (0-3% slope) ☐ Rolling (3-8% slope) ☐ Hilly (8-15% slope) ☐ Steep (15%+ Slope)

Are there any wetlands or waterbodies on the site? ☒ (Yes) ☐ (No) if yes attach information

Is the project within the 100-year floodplain? ☐ (Yes) ☒ (No) if yes attach information

Do you plan to bring fill onto the lot? ☐ (Yes) ☒ (No) If yes attach information

Description of proposed use of property:

Project/Proposed Use:

Construct a new bus stop with new sidewalks

Property to be Serviced by:

☒ City Road ☒ Public Sewer ☒ Public Water ☒ Public Trash
☐ Private Road ☐ Septic System ☐ Private Well ☐ Private Hauler

Limits of Disturbance: 2,400 () acres (X)s.f.

Net change in impervious cover: +1,935 () acres (X)s.f.

Is this project part of a larger project? ☐ (Yes) ☒ (No)

Is the project proposing a new Private or Public Road? ☐ (Yes, Private) ☐ (Yes, Public) ☒ (No)

Is this project within the Urbanized Area/MS4 (see [City Drainage Map](#)) ☒ (Yes) ☐ (No)

Is the project proposing any Stormwater facilities/BMPs? ☐ (Yes) ☒ (No)

Will a Traffic Movement Permit (TMP) be required?: ☐ (Yes) ☒ (No)

If in a Shoreland Zone:

Percent of residential lot coverage (Max 20%): _____

Percent of structure expansion (Max 30%): _____

If Subdivision Review, number of lots proposed: _____

If a Private Way is proposed, number of lots served: _____

If Site Plan Review, you must provide the following information:

Total new square feet footprint of structure: 40 sf

Total new square feet paving/parking: 911 sf

Waiver Requests (attach details):

1. Full Site Plan Review
2. _____
3. _____
4. _____
5. _____

Required Submittal Attachments:

- A. Letters of Approval
n/a Fire Department – Contact Chief or Deputy Chief – 282-9986
n/a Ability to Serve for Water Service – Maine Water – 282-1543
n/a Ability to Serve for Sewer Service – Engineering Department – Tom Milligan 284-9118
n/a Police Department – e-911 Road Name Designation – Contact Joanne Fisk 282-5127
- B. Letter to Planning Board describing project, Waiver requests, proposed improvements, addressing permit requirements, etc.
- C. Photographs of Site.
- D. Architectural renderings/drawings of proposed buildings, as required.
- E. Engineering Plans, as required.
- F. Stormwater Management Report, as required.

Fees (Due at time of Submission):

- \$75 Nonrefundable Administration Fee is required for every application.
- Refer to “Attachment A Fees and Charges” of the Land Development Regulations for more information. Consult with Planning Staff if you have questions.

Required Signatures:

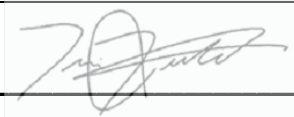
By signing this application, as the foresaid applicant or authorized agent:

- I certify that I have read and completely understand the application;
- I certify that the information contained in this application and its attachments are true and correct;
- I understand that all information provided on this form and all other documents submitted as part of my proposal is a matter of public record;
- I understand that copies of this information may be supplied upon request to an interested party.
- I understand that additional funds may be required through the course of the review for special studies, legal review costs, and/or engineering review.
- I understand that by submitting an application I am not guaranteed a place on any particular agenda. I further understand that the City Planner will place me on an agenda for review when the application is deemed substantially complete.

Will the proposed project cause 1 acre or more of site disturbance?: ☐ (Yes) ☒ (No)

- **If Yes, applicant is responsible for any required Maine Construction General Permits and shall comply with the requirements of DEP Chapter 500 Stormwater Regulations, as they apply.**

Signature of Applicant: _____



Date 08/15/2022

Signature of Property Owner: _____

Date _____

DIGITAL SUBMITTAL REQUIREMENTS FOR ALL SUBMITTALS:

A) PDF OF SIGNED APPLICATION

B) PDFs OF ALL DRAWING SETS AND OTHER REQUIRED SUBMITTAL ATTACHMENTS NOTED ABOVE

HARD-COPY SUBMITTAL REQUIREMENTS FOR PLANNING BOARD APPLICATIONS:

A) SEVEN (7) FULL-SIZE PAPER COPIES OF DRAWING SETS

DIGITAL SUBMITTAL REQUIREMENTS FOR FINAL APPROVAL:

A) INDIVIDUALLY NAMED PDFs OF EACH DRAWING (NOT A COMBINED PDF SET)

- *Individual Drawing PDF Naming Format: 'PROJECT/SHEETSET NAME_INDIVIDUAL DRAWING NAME.pdf'*

B) PDF COPIES OF ALL PERMIT APPROVALS, APPLICATIONS, REPORTS, NARRATIVES, LETTERS, ETC.

C) FINAL CAD REFERENCE FILES IN DWG FORMAT (SURVEY & PROPOSED DESIGN LINEWORK)

- *All drawings & CAD reference files must be to-scale and within the following coordinate systems:*

- *MAINE STATE PLANE WEST NAD83 (Horizontal Datum) & NAVD88 (Vertical Datum)*

HARD-COPY SUBMITTAL REQUIREMENTS FOR FINAL APPROVAL:

A) THREE (3) FULL-SIZE PAPER COPIES OF INDIVIDUAL DRAWINGS REQUIRING BOARD SIGNATURE

B) ONE (1) FULL-SIZE PAPER COPY OF ENTIRE DRAWING SET FOR ENGINEERING RECORDS

PLEASE CONFIRM WITH PLANNING STAFF FOR CLARIFICATION



MAINE

Department of the Secretary of State
Bureau of Corporations, Elections and Commissions

Corporate Name Search

Information Summary

[Subscriber activity report](#)

This record contains information from the CEC database and is accurate as of: Thu Jun 30 2022 14:28:46. Please print or save for your records.

Legal Name	Charter Number	Filing Type	Status
SOUTHERN MAINE HEALTH CARE	19690077ND	NONPROFIT CORPORATION (T13-B)	MERGED

Filing Date	Expiration Date	Jurisdiction
06/09/1969	N/A	MAINE

Other Names (A=Assumed ; F=Former)

SOUTHERN MAINE HEALTH CARE	A
SENIOR LINK	A
SOUTHERN MAINE MEDICAL CENTER	A
THE WEBBER HOSPITAL ASSOCIATION	F

Clerk/Registered Agent

NATHAN HOWELL
ONE MEDICAL CENTER DRIVE
BIDDEFORD, ME 04005

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List of Filings

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No additional information available for this entity.

You will need Adobe Acrobat version 3.0 or higher in order to view PDF files.
If you encounter problems, visit the [troubleshooting page](#).



If you encounter technical difficulties while using these services, please contact the [Webmaster](#). If

Know all Men by these Presents,

That we, PHILIP J. SPANG, JR. and PRISCILLA A. SPANG, both of Kennebunkport, in the County of York and State of Maine,

in consideration of ONE (1) DOLLAR and other valuable consideration

paid by WEBBER HOSPITAL ASSOCIATION, a corporation duly organized and existing by law and having an established place of business at Biddeford, in the County of York and State of Maine, and whose mailing address is Elm Street, Biddeford, Maine

the receipt whereof we do hereby acknowledge, do hereby

give, grant, bargain, sell and convey unto the said WEBBER HOSPITAL

ASSOCIATION, its successors ~~HEIR~~ and assigns forever,

~~and to the heirs, assigns and assigns forever~~

A certain lot or parcel of land, together with any buildings thereon, situated on the Southeasterly side of the Alfred Road, so-called, in Biddeford, in the County of York and State of Maine, being more specifically bounded and described as follows:

Beginning at an iron pipe driven into the ground on the Southeasterly sideline of the Mountain Road, so-called, said point being the Northerly corner of the parcel of land conveyed by the within Grantors to Roger J. P. Robert and Donald G. Belliveau by deed dated January 22, 1973 and recorded in the York County Registry of Deeds, Book 1980, Page 417, said point being also the Westerly corner of the parcel herein conveyed; thence North 56° 19' 52" East by said Mountain Road one hundred and seven and eighty-six hundredths (107.86) feet to a point; thence North 75° 46' 30" East by said Road, forty-nine and sixty-two hundredths (49.62) feet to a point and the Southerly sideline of the Alfred Road, also known as U. S. Route 111; thence North 88° 58' 50" East by said Road, twenty-nine and no hundredths (29.00) feet to an iron pipe; thence continuing the same course by said Alfred Road, one hundred thirty-six and ninety-nine hundredths (136.99) feet to an iron pipe; thence South 17° 34' 29" West by land, now or formerly, of Delisle one hundred forty-nine and forty-two hundredths (149.42) feet to an iron pipe; thence South 88° 37' 43" East by said Delisle's land two hundred and three and seven hundredths (203.07) feet to an iron pipe; thence South 88° 17' 09" East by land now or formerly of Thibault one hundred and fifty and forty-six hundredths (150.46) feet to an iron pipe; thence North 1° 41' 17" East by said Thibault's land one hundred and fifty and no hundredths (150.00) feet to the Southerly sideline of the Alfred Road; thence South 88° 18' 43" East by said Alfred Road two hundred and seventy-two and five hundredths (272.05) feet to an iron pipe and land now or formerly of Gagnon; thence South 1° 58' 24" West by said Gagnon's land ninety-six and eighty hundredths (96.80) feet to an iron pipe; thence South 88° 18' 42" East by said Gagnon's land seventy-four and sixty-four hundredths (74.64) feet to an iron pipe; thence South 1° 33' 22" West by land now or formerly of Courtois, ninety-eight and twenty-five hundredths (98.25) feet to an iron pipe; thence South 89° 58' 36" East by land of said Courtois ninety-three and twenty-seven hundredths (93.27) feet to an iron pipe and land now or formerly of Katon; thence South 40° 30' 56" East by said Katon's land thirty-one and seventy hundredths (31.70) feet to an iron pipe; thence North 49° 19' 16" East by said

Katon's land ninety-nine and ninety-two hundredths (99.92) feet to an iron pipe and the Southwesterly sideline of the Cole Road; thence South 40° 54' 10" East by said Cole Road, six hundred and twenty-four and nine hundredths (624.09) feet to an iron pipe; thence South 54° 35' 17" West by land now or formerly of Northern Utilities, Inc., one thousand five hundred and no hundredths (1500.00) feet to an iron pipe; thence North 20° 39' 39" West by other land of the Grantors, one thousand one hundred and fifteen and sixty-eight hundredths (1115.68) feet to an iron pipe and the Southerly corner of the land conveyed to said Robert and Belliveau; thence North 45° 56' 28" East by said Robert and Belliveau land two hundred and fifty-five and forty-five hundredths (255.45) feet to an iron pipe; thence North 30° 15' 49" West by said Robert and Belliveau land, two hundred and forty-three and sixty-one hundredths (243.61) feet to the point of beginning, containing thirty-one and eighty-two hundredths (31.82) Acres. Being the same parcel as shown on the plan entitled "Plan Showing proposed Conveyance of Land to Webber Hospital Association, Biddeford, Maine" by DesRoberts & Henry, Inc., dated June 12, 1975 and recorded in the York County Registry of Deeds, Plan Book 78 , Page 21 .

Title reference is made to Warranty Deed from James R. Spang of recent date to be recorded herewith; Warranty Deed from Lucien A. Bourque, et al, dated August 1, 1961 and recorded in said Registry, Book 1451, Page 446 and; Warranty Deed from Edward R. Winslow, et al, dated October 5, 1962 and recorded in said Registry, Book 1508, Page 417.

The warranty covenants as included in the within instrument do not extend to the accuracy of the surveyed description employed herein, said survey and description having been researched, completed and drafted by the Grantee's engineer. Provided, however, that said warranty covenants do include the representation by the Grantors that the boundary described as running North 20° 39' 39" West, intersects the land hereby conveyed and remaining land of the Grantors.

The within conveyance is further made subject to: an easement running in favor of Central Maine Power Company, which passes along the Southeasterly boundary line of the property herein conveyed; zoning ordinances of the City of Biddeford and other governmental statutes, ordinances, rules, regulations and the like, not appearing of record, which may encumber said premises and; the burden of obtaining any and all necessary governmental permits, licenses, waivers, approvals and the like in the development of said premises without responsibility therefor accruing to the Grantors. Provided, however, that some governmental regulations such as Title 30, M.R.S.A. §4956, may require that the Grantors participate as applicants in the securing of various approvals, permits and licenses arising from the fact that the Grantors own remaining land and in those instances the Grantors hereby agree to join in such applications with the Grantee, provided further that in such instances no costs or expenses shall accrue to the Grantors.

To have and to hold the aforegranted and bargained premises with all the privileges and appurtenances thereof to the said WEBBER HOSPITAL ASSOCIATION, it successors

~~xxxxxx~~ and assigns, to it and their use and behoof forever. successors

And we do COVENANT with the said Grantee, its / ~~xxxxxx~~ and assigns, that we are lawfully seized in fee of the premises that they are free of all encumbrances: except as above noted

that we have good right to sell and convey the same to the said Grantee to hold as aforesaid; and that we and our heirs shall and will WARRANT and DEFEND the same to the said Grantee, its / successors ~~xxxxxx~~ and assigns forever, against the lawful claims and demands of all persons.

In Witness Whereof, we, the said PHILIP J. SPANG, JR. and PRISCILLA A. SPANG, husband and wife, and each with the other

~~xxxx~~

~~xxxx~~

~~XXXXXXXXXXXX~~

joining in this deed as Grantors, and relinquishing and conveying all rights by descent and all other rights in the above described premises, have hereunto set our hands and seal this 15th day of January in the year of our Lord one thousand nine hundred and seventy-six.

Signed, Sealed and Delivered in presence of

Joseph L. Audie
.....
.....

Philip J. Spang
Priscilla A. Spang
.....
.....

State of Maine, York } ss.

January 15, 1976 .

Personally appeared the above named PHILIP J. SPANG, JR.

and acknowledged the above instrument to be his free act and deed.

Before me,

York, ss.

Received JAN 16 1976 at 9h.15m, 14 M
and recorded from the original

Joseph L. Audie
Justice of the Peace.
Notary Public.
~~XXXXXXXXXXXX~~

00648

DISCHARGE

The debt and claims secured by the foregoing mortgage deed having been discharged by the Mortgagor, the YORK COUNTY SAVINGS BANK as Mortgagee does hereby discharge said mortgage and release to the said mortgagor, heirs and assigns, all its title in the estate therein described which it has under said deed; and in witness thereof has caused its corporate seal to be hereto attached and this instrument to be signed in its name and behalf by the Treasurer.

JANUARY 15, 19 76

Witness

By *Richard P. Belisle*

YORK COUNTY SAVINGS BANK

(Corporate Seal)

By

Leo B. Shevenell
TREASURER
YORK COUNTY SAVINGS BANK
1004 B. BIDDEFORD, MAINE

State of Maine — York, ss.

JANUARY 15, 1976.

Then personally appeared the above named LEO B. SHEVENELL Treasurer of said YORK COUNTY SAVINGS BANK, and acknowledged the above instrument to be the free act and deed, of said YORK COUNTY SAVINGS BANK.

Before me,

Richard P. Belisle

JUSTICE OF THE PEACE

YORK COUNTY

Recorded according to the endorsement on the original received JAN 16 1976, at 9 h. 15 m. A. M.

York, ss. — Register of Deeds.

Received JAN 16 1976

19, at

9 h. 15 m.

A. M., and recorded in

Book

BOOK 2111 PAGE 832

Attest:

Phyllis F. Deschambeault
REGISTER

MORTGAGE DEED

FROM

RICHARD P. BELISLE

TO

YORK COUNTY SAVINGS BANK

YORK, ss.

Registry of Deeds

Received DEC 5 1975

19

at 9 h., 38 m., A. M., and

recorded in Book 2107 PAGE 397

ATTEST:

Phyllis F. Deschambeault
REGISTER

Charge to:

WATERHOUSE, CARROLL & CYR
234 Main Street
BIDDEFORD, MAINE

Return to:

Same

FINDINGS OF FACT AND CONCLUSIONS OF LAW

SITE PLAN REVIEW

Project Number: 2022.35

New Bus Shelter, Sidewalks and Driveway Enhancements at Southern Maine Health Care, 1 Medical Center Drive (Tax Map 2, Lot 50)

Pursuant to the provisions of the City of Biddeford Code of Ordinances Land Development Regulations, Article XI (Site Plan Review), and Article VI (Performance Standards), the Biddeford Staff Review Committee has considered the application of **Southern Maine Health Care** to construct a bus shelter, access sidewalks, and driveway alterations at 1 Medical Center Drive in the M-Medical Zone. Based on its review, including supportive data, public hearing testimony and related materials contained in the record, the Staff Review Committee makes the following Findings of Fact and Conclusions of Law:

FINDINGS OF FACT:

	<u>SUBJECT</u>	<u>INFORMATION</u>
1.	Applicant/Property Owner	Southern Maine Health Care, c/o Scott Young 1 Medical Center Drive Biddeford, ME 04005
2.	Agent	Travis Letellier, P.E. Acorn Engineering, INC PO Box 3372 Portland, ME 04104
3.	Engineer/Surveyor	Same as Agent
4.	Project Location	5 Morin Street
5.	Map/Lot	Map 2, Lot 50
6.	City Approvals Required	Minor Site Plan
7.	Existing Zoning	M-Medical Zone
8.	Overlay Zoning	None
9.	Existing Use	Hospital
10.	Proposed Use	Hospital
11.	Parcel Size	26 acres
12.	Water Supply	Public
13.	Sewerage Disposal	Public
14.	Solid Waste Disposal	Public
15.	Fire Protection	City of Biddeford
16.	Parking Spaces Required	N/A
17.	Parking Spaces Provided	N/A
18.	Ownership of Road	Public
19.	Waivers Needed/Requested	Full Site Plan Review

20.	Waivers Granted	None
21.	Additional Approvals/Permits Needed	None
22.	Fees Paid (LDR Attachment A)	Yes
23.	Review History	Staff Review Committee: 9/28/22

CONCLUSIONS OF LAW:

1. The proposed use meets specific requirements set forth in this ordinance and would be in compliance with applicable state or federal laws;
2. The proposed use would not create fire safety hazards by providing adequate access to the site, or to the buildings on the site, for emergency vehicles and would not create hazards through the storage of chemicals and wastes;
3. The proposed exterior lighting, where allowed, would not create hazards to motorists traveling on adjacent public streets or is adequate for the safety of occupants or users of the site or would not damage the value and diminish the usability of adjacent properties;
4. The provisions for buffers and on-site landscaping provide adequate protection to neighboring properties from detrimental or unsightly features of the development;
5. The proposed use would not have a significant, detrimental effect on the use and peaceful enjoyment of abutting property as the result of noise, vibrations, fumes, odor, dust, glare, hours of operation, or other causes;
6. The provisions for vehicular loading and unloading and parking and for vehicular and pedestrian circulation on the site and onto adjacent public streets would not create hazards to public safety or traffic congestion;
7. The proposed use would generate a volume of traffic that can reasonably be accommodated by the existing road network, or would not create unreasonable traffic hazards or would not exacerbate an existing traffic hazard, or would not create unreasonable traffic congestion;
8. The proposed use would not have a significant, detrimental effect on the value of adjacent properties which could be avoided by reasonable modification of the proposal;
9. The proposed use would not have an adverse impact on the privacy of the residents of the immediate area (within 500 feet) which could be avoided by reasonable modification of the proposal;
10. The proposed use would be in compliance with Biddeford's Comprehensive Plan;
11. The proposed use would not have an adverse impact on the immediate neighborhood or the community relative to architectural design, scale, bulk and building height, identity and

historical character, or visual integrity, which could be avoided by reasonable modification of the proposal;

12. The design of the site would not result in significant flood hazards or flood damage or would be in conformance with applicable flood hazard protection requirements;
13. Adequate provision has been made for disposal of wastewater or solid waste or for the prevention of ground or surface water contamination;
14. Adequate provision has been made to control erosion or sedimentation;
15. Adequate provision has been made to handle stormwater runoff or other drainage problems on the site; and the proposed development will not unduly burden off-site surface water systems;
16. The proposed water supply would meet the demands of the proposed use for fire protection purposes;
17. Adequate provision has been made for the transportation, storage, and disposal of hazardous substances and materials as defined by state law;
18. The proposed use would not have an adverse impact on scenic vistas or on significant wildlife habitat or wetland areas and water bodies which could be avoided by reasonable modification of the proposal;
19. When located in the Shoreland Zone, the proposed use would meet the purposes of Shoreland Zoning as identified in Article XIV, Section 1 (Purposes) of this ordinance.

APPROVAL GRANTED

Based on the evidence available and the conclusions above, the Biddeford Staff Review Committee approves the minor site plan for the proposed project summarized above, located at 1 Medical Center Drive (Tax Map 2, Lot 50) in accordance with the submitted application, supporting data, representations made, other related materials on file, and the following Conditions of Approval:

Prior to any Ground Disturbance

1. **In accordance with the City of Biddeford Thatcher Brook Stormwater Compensation Fee Utilization Plan and Compensation Fund, the applicant shall either pay a fee or propose and complete off-site mitigation in accordance with Maine DEP Ch. 501 requirements.**
2. **The applicant shall provide a detailed response and revise plans and application materials as necessary to address outstanding City review comments.**
3. **A pre-construction meeting with the contractor needs to be held with City staff to discuss inspection requirements.**
4. **A performance guarantee (acceptable to the Engineering Department) in the amount of 150% of the value of all proposed site work, shall be submitted to the Planning Department.**

Prior to the Release of the Performance Guarantee

5. Best management practices shall be adhered to during all ground disturbance. All catch basins in the vicinity of site work shall have silt sacks installed & maintained for the duration of the work.
6. All erosion and sediment control measures need to be installed. Applicant shall notify the Engineering Department once installed so that Staff may inspect said installation, as necessary.
7. The applicant shall obtain all other pertinent local, state and federal permits, licenses, and insurance as required prior to commencing work.
8. Once completed, as-built drawings of the site shall be provided to the Planning Department.
9. Upon completion of work, the project engineer shall certify that the project has been completed in accordance with the approved plans or shall note any deviations from the approved plans.
10. The City's Engineering Department shall complete a final inspection of the project to confirm project has been built to the approved plans.
11. Standard conditions of approval shall apply
12. Upon completion of the work the project engineer shall certify that the project has been completed as per the approved plans or shall note any deviations from the approved plans.
13. Standard Conditions of Approval apply.

Staff Review Committee Chairperson

Date

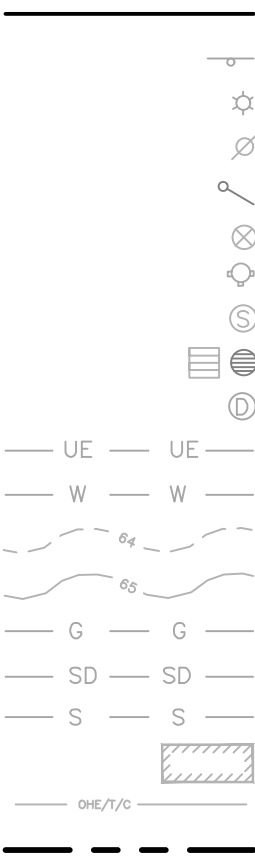
BUS STOP - SOUTHERN MAINE HEALTH CARE

SOUTHERN MAINE HEALTH CARE
BIDDEFORD, MAINE

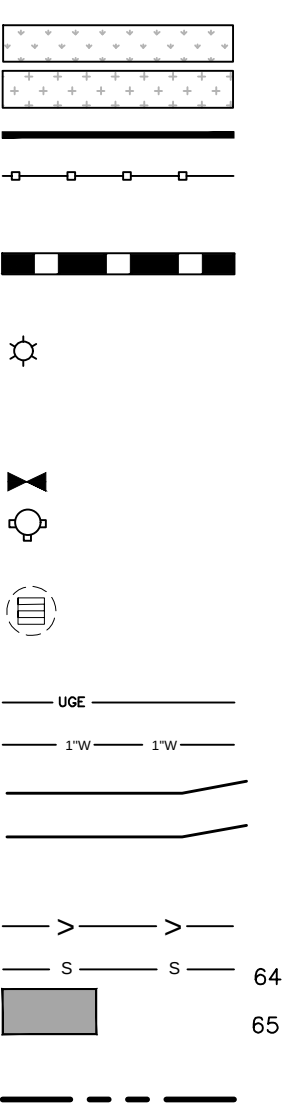
LEGEND

EXISTING

REFER TO THE
EXISTING
CONDITIONS PLAN
FOR ADDITIONAL
INFORMATION



PROPOSED



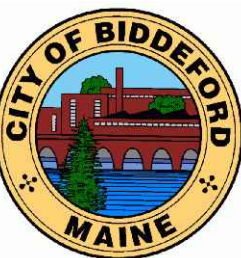
INDEX

- C-01 COVER SHEET & LEGEND
- C-02 GENERAL NOTES
- C-10 SITE, GRADING, & DRAINAGE PLAN
- C-40 SITE DETAILS - 1
- C-41 EROSION CONTROL DETAILS & NOTES

UTILITIES

SEWER

DEPARTMENT OF PUBLIC WORKS (DPW)
205 MAIN STREET
BIDDEFORD, MAINE 04005
CONTACT: TOM MILLIGAN, P.E.
(207) 284-9118



WATER

MAINE WATER COMPANY
93 INDUSTRIAL PARK ROAD
SACO, MAINE 04072
CONTACT: MARCUS KNIPP
(207) 282-1543



ELECTRIC

CENTRAL MAINE POWER COMPANY (CMP)
162 CANCO ROAD
PORTLAND, MAINE 04103
CONTACT: VAN HOBGOOD
(207) 590-1684



TELEPHONE

CONSOLIDATED COMMUNICATIONS
(FORMERLY FAIRPOINT)
45 FOREST AVENUE
PORTLAND, MAINE 04101
CONTACT: JAY CUNHA
(207) 745-9363



CABLE

SPECTRUM CABLE
118 JOHNSON ROAD
PORTLAND, MAINE, 04102
CONTACT: MARK PELLETIER
(877) 546-0962



NATURAL GAS

UNITIL SERVICE CORP
1075 FOREST AVENUE
PORTLAND, ME 04103
CONTACT: BRIDGET HARMON
(207) 541-2536

UNITIL SERVICE CORP
1075 FOREST AVENUE
PORTLAND, ME 04103
CONTACT: SCOTT CARPENTER
(207) 541-2543

DEVELOPER

CONTACT: SOUTHERN MAINE HEALTH CARE
1 MEDICAL CENTER DRIVE
BIDDEFORD, MAINE 04005
(207) 284-7254

OWNER'S REPRESENTATIVE

CONTACT:

ARCHITECT

N/A

SURVEYOR

N/A

TRAFFIC ENGINEER

N/A

GEOTECHNICAL ENGINEER

N/A

PROJECT TEAM

STRUCTURAL ENGINEER

N/A

CIVIL ENGINEER:

ACORN ENGINEERING, INC.
PORTLAND, MAINE
CONTACT: WILLIAM SAVAGE, P.E.
(207) 775-2655

LANDSCAPE ARCHITECT

N/A

FIRE ENGINEER

N/A

GENERAL CONTRACTOR

TBD

MEP DESIGNER

N/A

ABBREVIATIONS

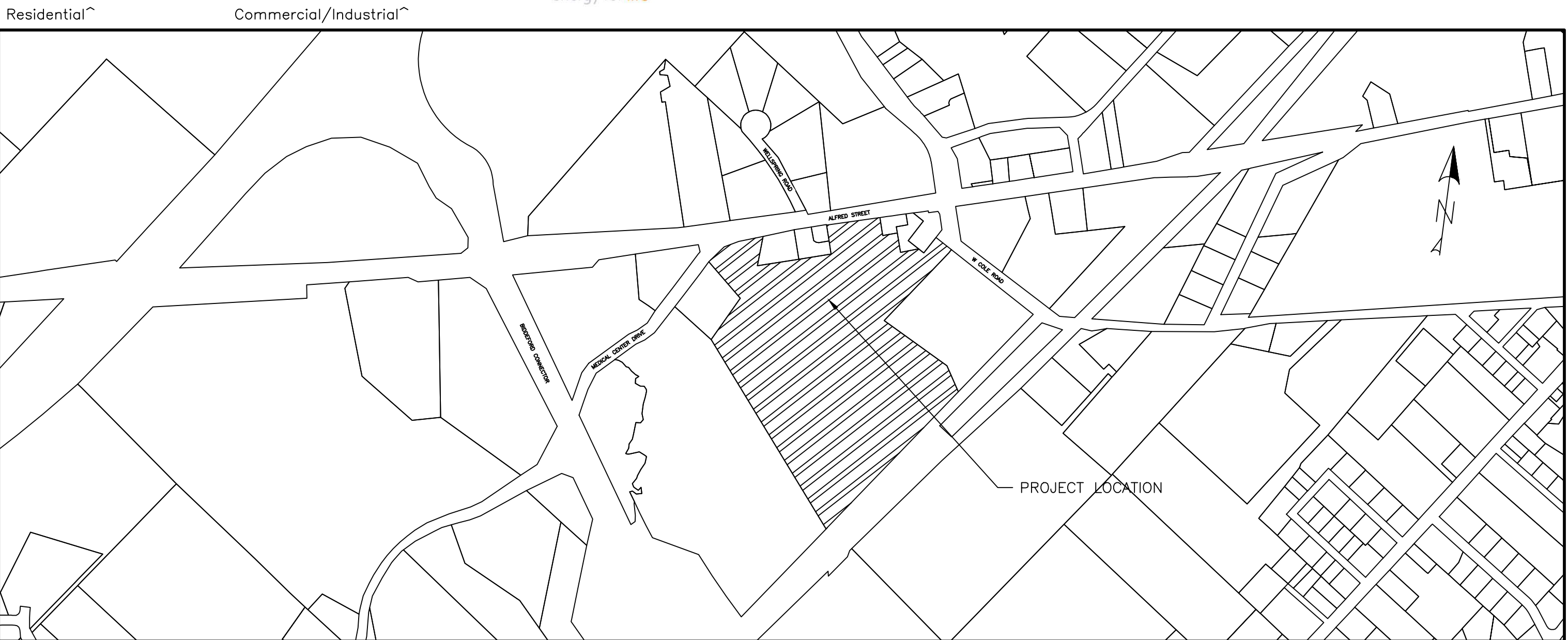
PARTIAL LIST OF ABBREVIATIONS AND THEIR CORRESPONDING MEANING. PLEASE
CONTACT THE ENGINEER FOR ANY CLARIFICATION

APPROX.	APPROXIMATE
BC	BOTTOM OF CURB
BMP	BEST MANAGEMENT PRACTICE
BOT.	BOTTOM
CB	CATCH BASIN
CF	CUBIC FOOT
CIP	CAST IN PLACE
CL	CENTERLINE
CM	CONSTRUCTION MANAGER
CMP	CENTRAL MAINE POWER
CONC.	CONCRETE
CPP	CORRUGATED PLASTIC PIPE
CY	CUBIC YARD
DI	DUCTILE IRON PIPE
DIA.	DIAMETER
DIM.	DIMENSION
EA.	EACH
ELEC.	ELECTRICAL
ELEV.	ELEVATION
EQUIV.	EQUIVALENT
EST.	ESTIMATE
EX.	EXISTING
FFE	FINISH FLOOR ELEVATION
FT.	FEET
HDPE	HIGH DENSITY POLY ETHYLENE
ID	INNER DIAMETER
IN.	INCH
INV.	INVERT
L	LENGTH
MAX.	MAXIMUM
MDEP	MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION
MDOT	MAINE DEPARTMENT OF TRANSPORTATION
M.E.P	MECHANICAL, ELECTRICAL, PLUMBING DESIGNER
MFG.	MANUFACTURED
MH	MANHOLE
MIN.	MINIMUM
O.C.	ON CENTER
OD	OUTSIDE DIAMETER
OHE/T/C	OVERHEAD ELECTRIC/TELEPHONE/CABLE
PC	PRECAST
PE	PROFESSIONAL ENGINEER
PL	PROPERTY LINE
PLS	PROFESSIONAL LAND SURVEYOR
PROP.	PROPOSED
PSI	POUNDS PER SQUARE INCH
PVC	POLYVINYL CHLORIDE
PWD	PORTLAND WATER DISTRICT
R	RADIUS
RD	ROOF DRAIN
RET.	RETAINING
ROW	RIGHT OF WAY
S	SLOPE
SD	STORM DRAIN
SDR	STANDARD DIMENSION RATIO
SF	SQUARE FEET
SMH	SEWER MANHOLE
SPEC.	SPECIFICATION
TC	TOP OF CURB
TW	TOP OF WALL
TYP.	TYPICAL
UD	UNDERDRAIN
UGE	UNDERGROUND ELECTRIC
VIF	VERIFY IN FIELD

PERMIT PLANS
NOT ISSUED FOR
CONSTRUCTION

VICINITY MAP

SCALE: 1"=500'



CALL BEFORE YOU DIG
1-888-DIG-SAFE
1-888-344-7233

ISSUED FOR
SITE PLAN REVIEW

BY
DATE
TAL
08/15/22

COVER SHEET & LEGEND

BUS STOP - SOUTHERN MAINE HEALTH CARE

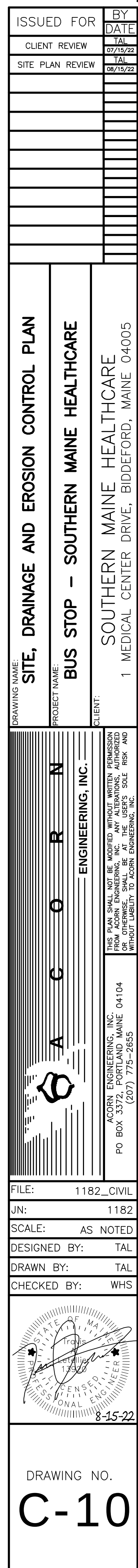
SOUTHER MAINE HEALTH CARE
1 MEDICAL CENTER DRIVE BIDDEFORD, MAINE 04005

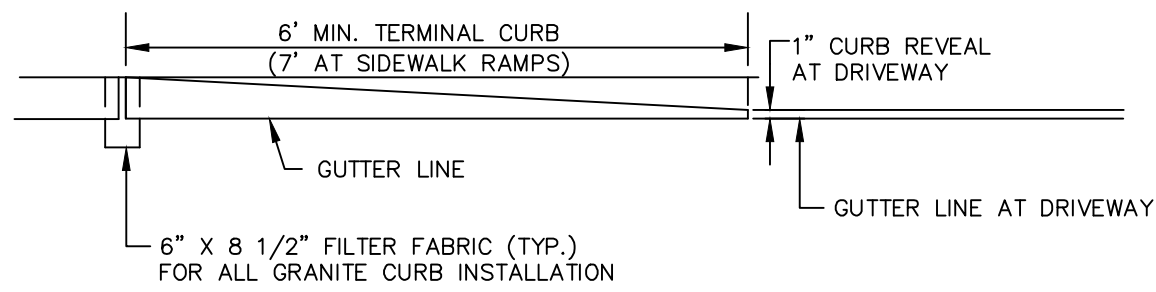
ACORN ENGINEERING, INC.
PO BOX 3372, PORTLAND MAINE 04104
(207) 775-2655

STATE OF MAINE
WILLIAM H. SAVAGE
11419
8/15/2022
PROFESSIONAL ENGINEER

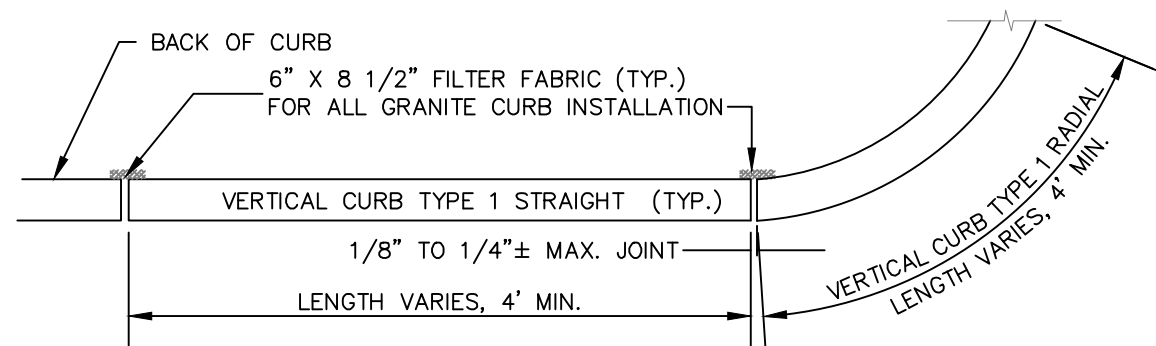
FILE: 1182_DETAILS
JN: 1182
SCALE: AS NOTED
DESIGNED BY: TAL
DRAWN BY: TAL
CHECKED BY: WHS

DRAWING NO.
C-01

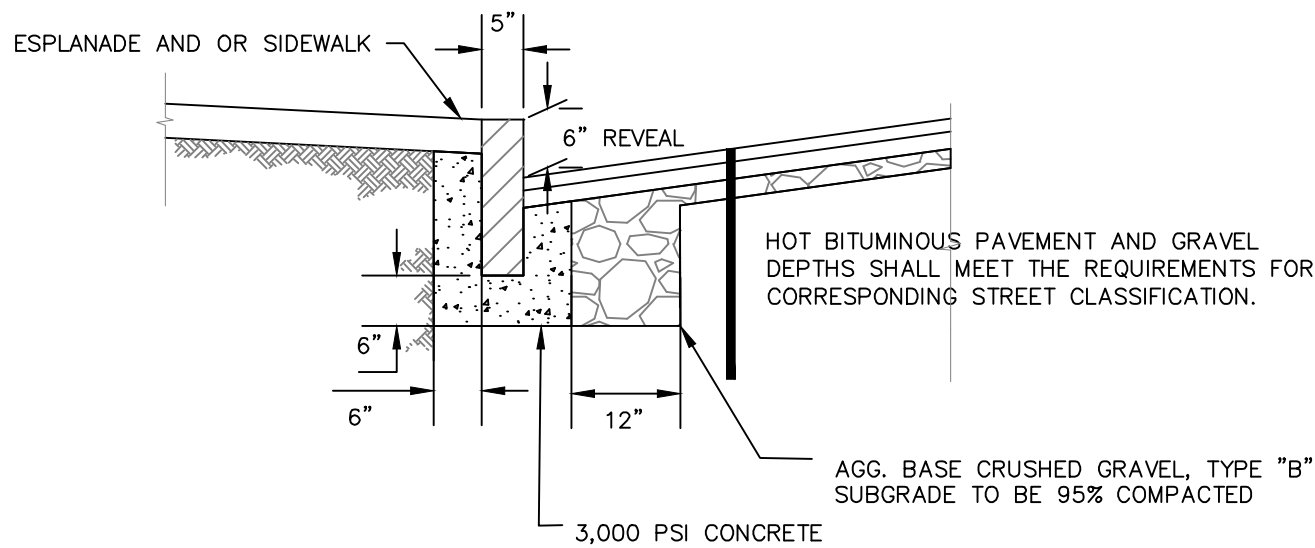




TERMINAL CURB PROFILE



VERTICAL GRANITE CURB PLAN VIEW



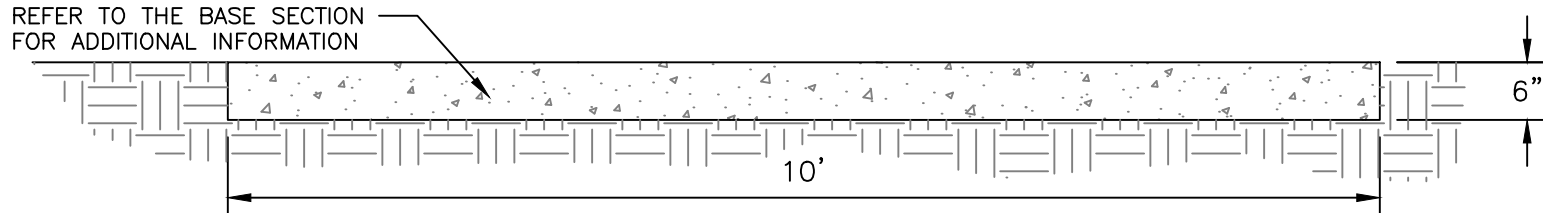
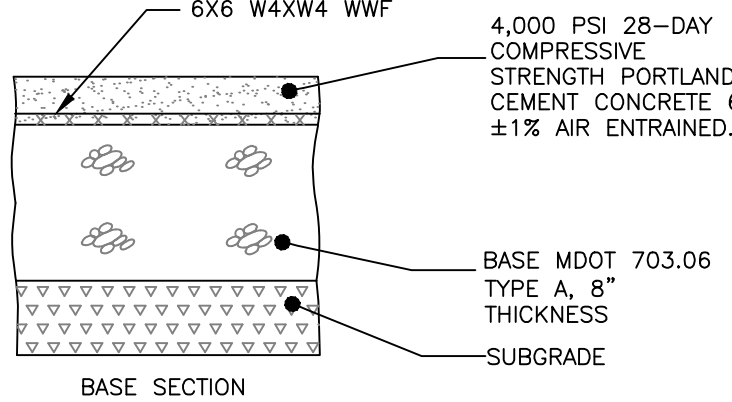
VERTICAL GRANITE CURB CROSS SECTION

- NOTES:
1. INDIVIDUAL PIECES OF CURB SHORTER THAN 4 L.F. ARE NOT ALLOWED, WITH THE EXCEPTION OF RADIAL CURB.
 2. THE MINIMUM HEIGHT OF THE CONCRETE BACKING SHALL BE 10-INCHES OR TO THE BOTTOM OF THE HOT MIX ASPHALT PAVEMENT, WHICHEVER IS GREATER, MEASURED FROM THE BOTTOM OF CURB.
 3. CURBING SHALL BE SET IN A 6-INCH BED OF POURED IN PLACE 3,000 PSI CONCRETE MIX.
 4. WOODEN SHIMS MAY BE USED TO SET CURB.

VERTICAL GRANITE CURB
NOT TO SCALE

NOTES:

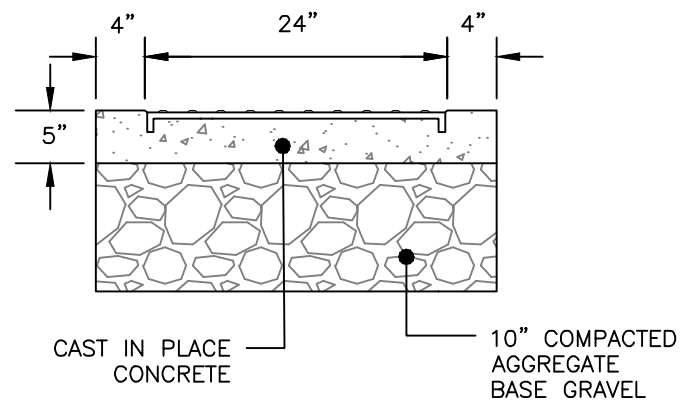
1. THE CONCRETE PAD SHALL BE 10'X3.25'X6" IN SIZE.
2. COMPACT SUBGRADE TO 95% MAXIMUM DRY DENSITY IN ACCORDANCE WITH ASTM D-1557.
3. FINISH WITH A STIFF, COARSE, FIBER BROOM.



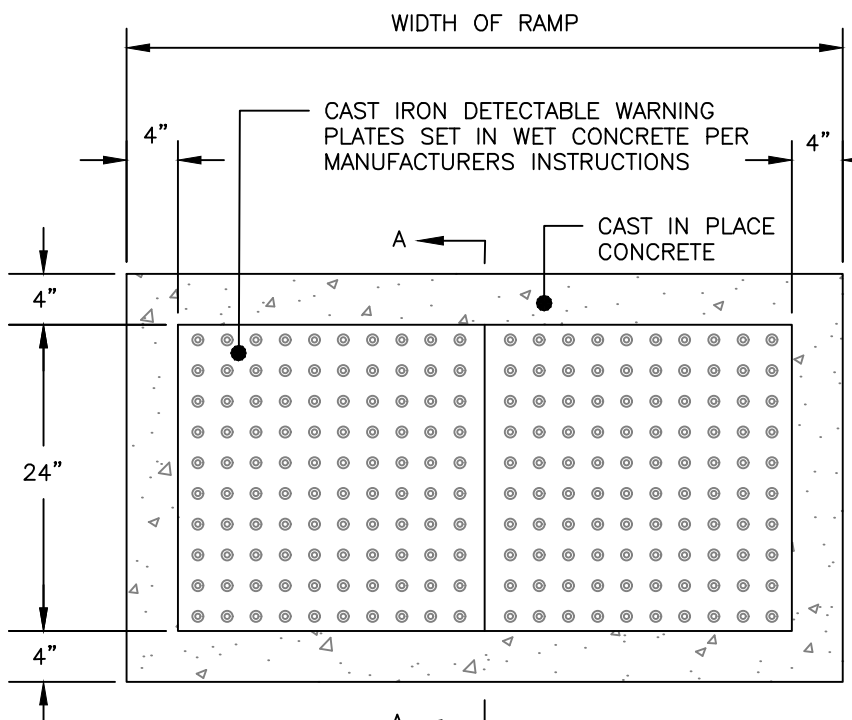
CONCRETE PAD DETAIL
NOT TO SCALE

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 FULL 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 AND 8 INCHES MAXIMUM FROM THE CURB LINE. THE PANEL SHALL BE ORIENTED TO THE DIRECTION OF TRAVEL AS IDENTIFIED BY THE POINT OF EGRESS.



SECTION A-A

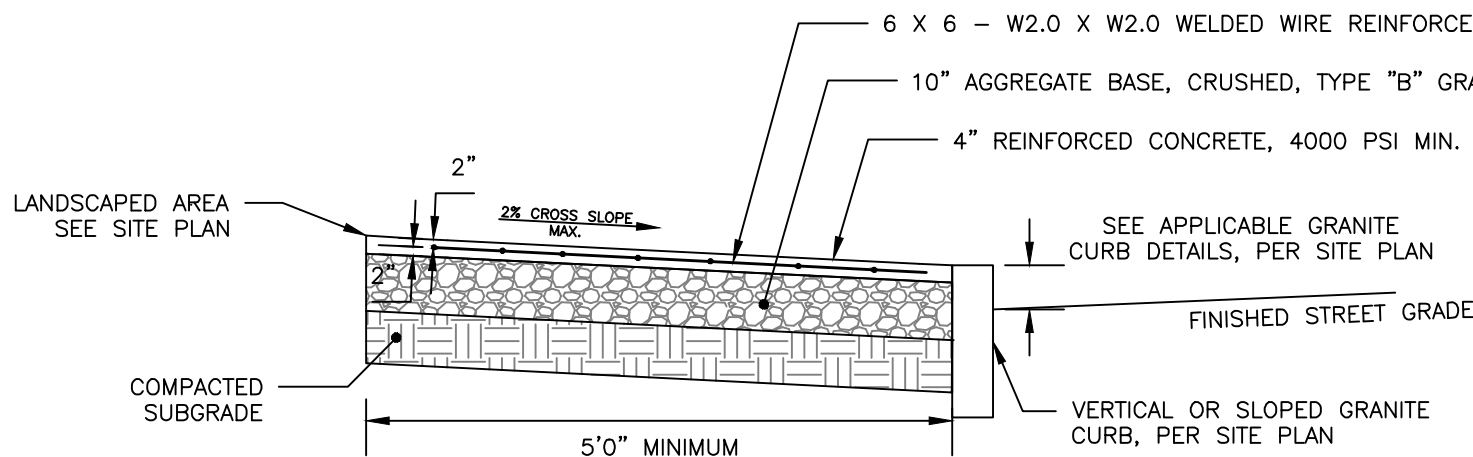


PLAN VIEW

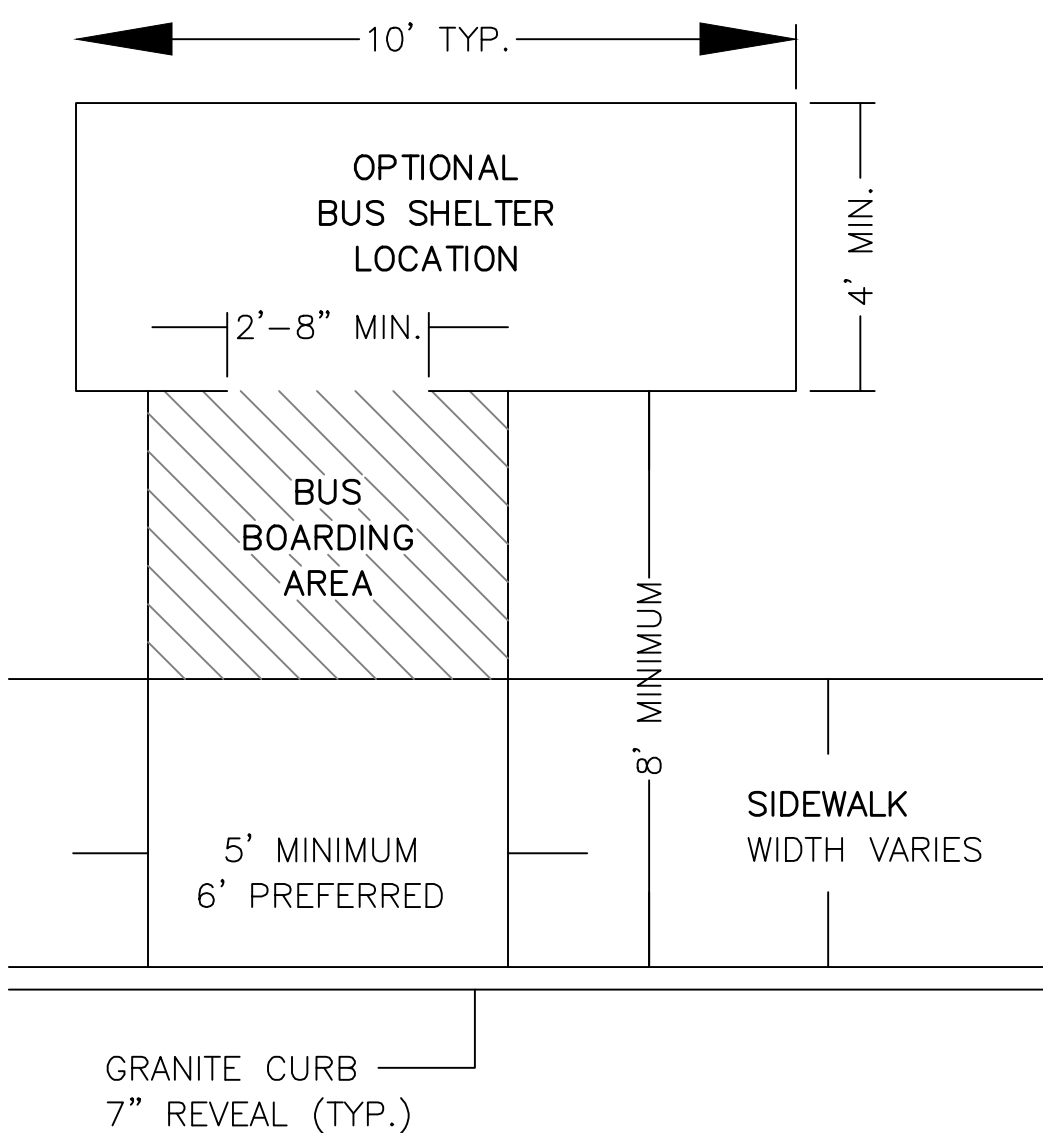
SIDEWALK RAMP DETECTABLE WARNING PANEL
NOT TO SCALE

NOTES:

1. AT A MINIMUM, TESTING SHALL CONSIST OF ENTRAINED AIR AND SLUMP TESTS ON SITE PRIOR TO POURING THE SIDEWALKS. ENTRAINED AIR TESTS SHALL BE DONE IN ACCORDANCE WITH AASHTO T152. TEST FIRST TWO LOADS AND EVERY THIRD LOAD THEREAFTER PROVIDED CONSISTENT RESULTS ARE ACHIEVED.
2. WELDED WIRE FABRIC SHALL BE PLACED 2 INCHES ABOVE THE CRUSHED GRAVEL, AND 2 INCHES FROM ALL FINISHED EDGES, EXPANSION JOINTS AND CURBS. ALL FABRIC JOINTS SHALL BE OVERLAPPED A MINIMUM OF 1 FOOT AND BE PROPERLY TIED. IF THE CONTRACTOR ELECTS TO USE REBAR, ONLY 4-GAUGE WILL BE ACCEPTABLE. IF THE CONTRACTOR ELECTS TO USE A PRE-MIXED FIBER MESH, A SPECIFICATION SHEET MUST BE SUBMITTED AND PRE-APPROVED BY THE ENGINEER PRIOR TO ITS APPLICATION.
3. SLABS SHALL BE PLACED ALTERNATELY IN LENGTHS NOT TO EXCEED 30 FEET OR AS DIRECTED AND SHALL BE SEPARATED BY AN EXPANSION JOINT OF PREFORMED EXPANSION FILLER 1/2 INCH IN THICKNESS.
4. WHEN CONSTRUCTED ADJACENT TO A BUILDING, RETAINING WALL OR OTHER FIXED STRUCTURE, A 1/2 INCH THICK PREFORMED JOINT FILLER SHALL BE USED BETWEEN THE SLAB AND THE STRUCTURE.
5. THE SIDEWALK SURFACE SHALL BE SCORED INTO BLOCK UNITS NO GREATER THAN 40 SQUARE FEET AS DIRECTED. THE DEPTH OF THE SCORING SHALL BE AT LEAST ONE QUARTER OF THE THICKNESS OF THE SLAB.
6. ANY MATCHING INTO EXISTING SIDEWALKS SHALL BE DONE SO WITH A CLEAN VERTICAL FACE CONNECTION.
7. THE SURFACE SHALL BE FINISHED TO PRODUCE A BROOMLIKE "BROOKLYN" PATTERN. NO PLASTERING OF THE SURFACE WITH MORTAR WILL BE PERMITTED. THE FINISH SHALL RESULT IN A SURFACE OF UNIFORM TEXTURE AND COLOR. ALL OUTSIDE EDGES OF THE SLAB AND ALL JOINTS SHALL BE ROUNDED WITH A 1/2 INCH RADIUS EDGING TOOL.
8. CONCRETE SHALL BE CURED FOR 72 HOURS. CURING SHALL BE BY MEANS OF THOMPSON'S WATER SEAL AS MANUFACTURED BY E.A. THOMPSON CO., INC. OF MEMPHIS, TENNESSEE, BOILED LINSEED OIL, WHITE PIGMENTED CURING COMPOUND, OR BY OTHER APPROVED METHODS. CONCRETE SIDEWALK TO BE SEALED WITH CONSOLIDECK SALTGUARD WB OR APPROVED EQUAL 28 DAYS AFTER PLACEMENT. FOLLOW MANUFACTURER'S RECOMMENDATIONS FOR APPLICATION.
9. GENERAL CONTRACTOR TO COLLECT DELIVERY SLIPS AND TRANSFER TO THE OWNER.
10. WHERE REINFORCED CONCRETE SIDEWALK IS PROPOSED IN A PUBLIC RIGHT OF WAY, THE DETAIL MUST BE APPROVED BY THE PUBLIC WORKS DEPARTMENT PRIOR TO THE INSTALLATION OF THE WALK.



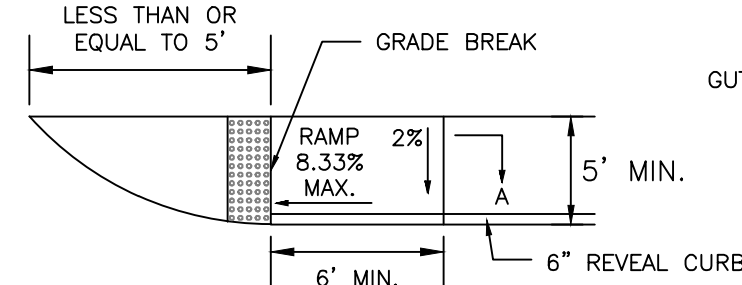
REINFORCED CONCRETE SIDEWALK
NOT TO SCALE



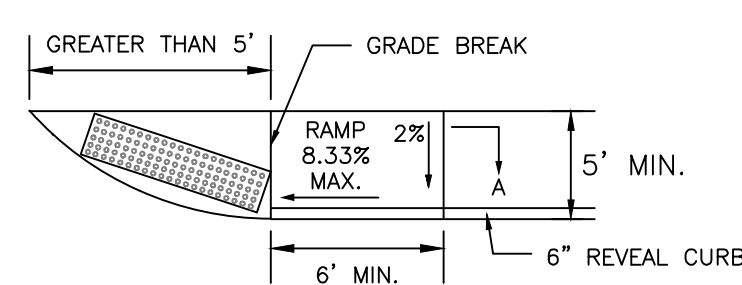
BUS SHELTER AND SHELTER SITING WITHOUT ESPLANADE
NOT TO SCALE

NOTES:

1. ALL PEDESTRIAN RAMPS SHALL COMPLY WITH ADA STANDARDS.
2. PEDESTRIAN RAMP CROSS SLOPE SHALL BE A MAXIMUM OF 2%.
3. ADJACENT SURFACE TO PEDESTRIAN RAMP SHALL BE FLUSH WITH THE BOTTOM OF THE PEDESTRIAN RAMP.
4. DETECTABLE WARNING SHALL SPAN THE WIDTH OF THE PEDESTRIAN RAMP.
5. FOR USE ONLY WHEN NO SIDEWALK IS PRESENT ON THE SIDE ROAD.

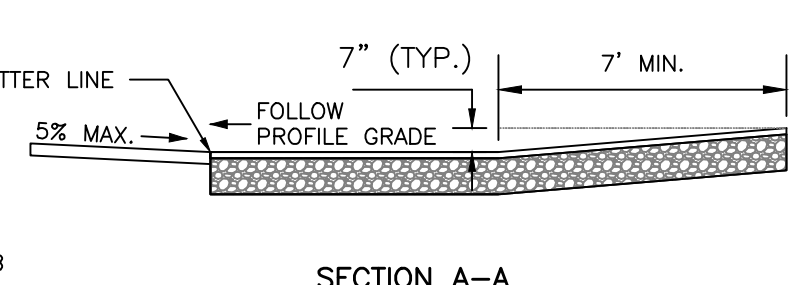


PLAN VIEW

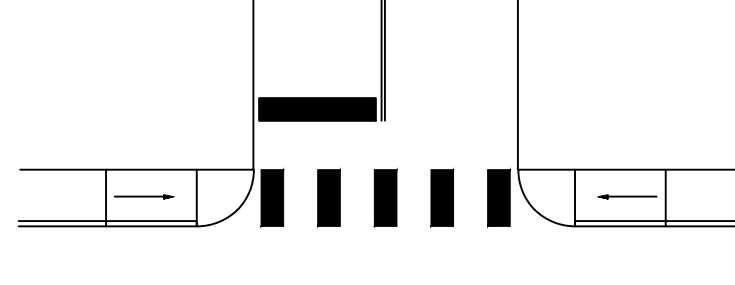


PLAN VIEW

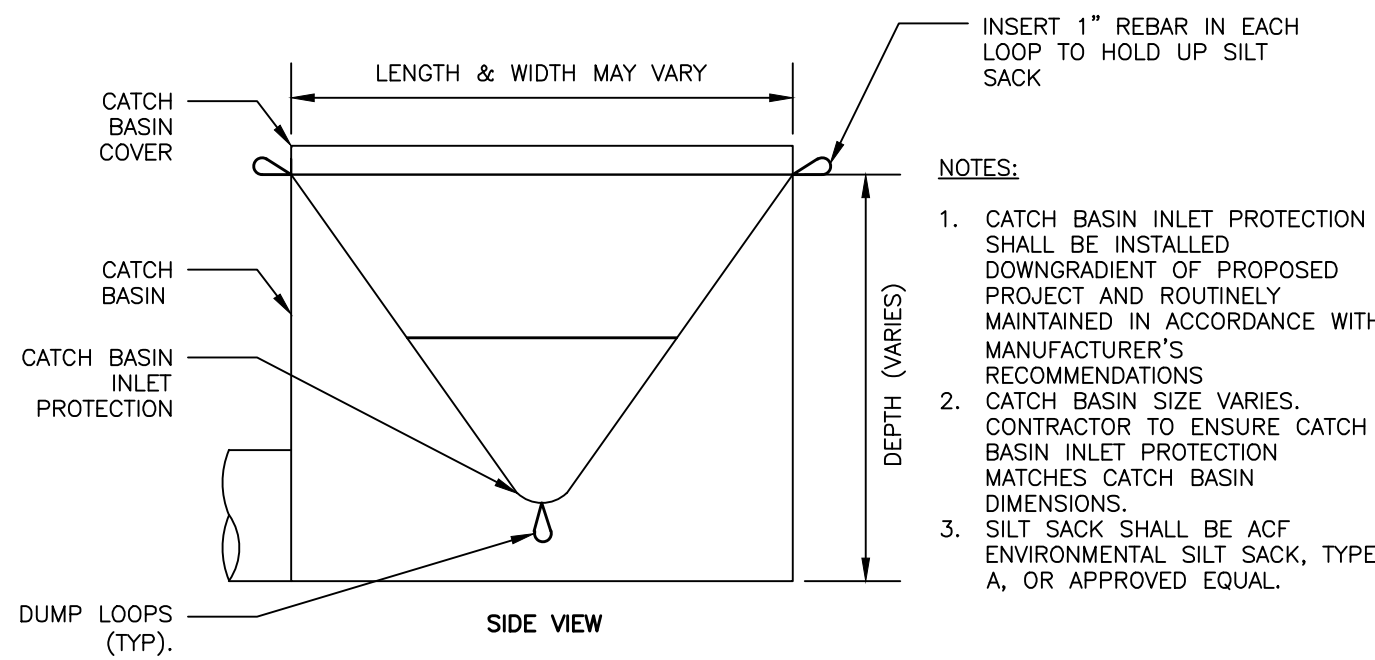
SIDE STREET PEDESTRIAN RAMP DETAIL
NOT TO SCALE



SECTION A-A

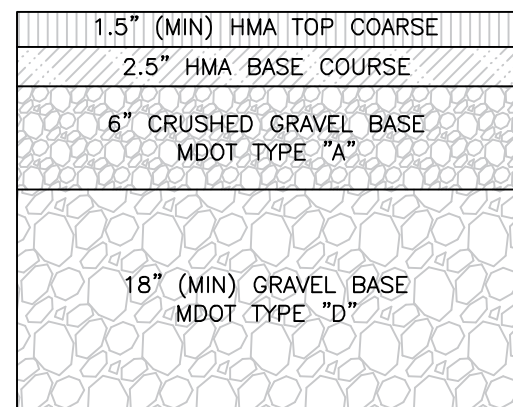


TYPICAL SIDE STREET CONFIGURATION



CATCH BASIN INLET PROTECTION
NOT TO SCALE

- NOTES:
1. CATCH BASIN INLET PROTECTION SHALL BE INSTALLED DOWNGRADIENT OF PROPOSED PROJECT AND ROUTINELY MAINTAINED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
 2. CATCH BASIN SIZE VARIES. CONTRACTOR TO ENSURE CATCH BASIN INLET PROTECTION MATCHES CATCH BASIN DIMENSIONS.
 3. SILT SACK SHALL BE ACF ENVIRONMENTAL SILT SACK, TYPE A, OR APPROVED EQUAL.



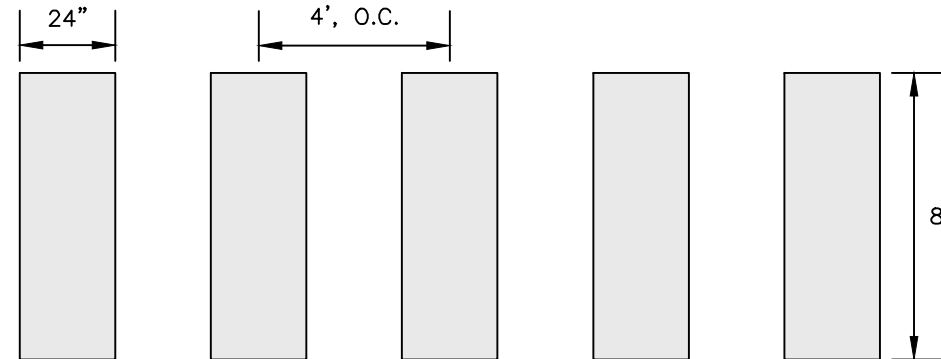
NOTES:

1. ALL DIMENSIONS ARE MINIMUMS, IF EXISTING LAYER DEPTHS ARE GREATER, CONTRACTOR SHALL MEET EXISTING THICKNESS.
2. MAINE DOT SPECIFICATIONS.

NEW PAVEMENT SECTION
NOT TO SCALE

NOTE:

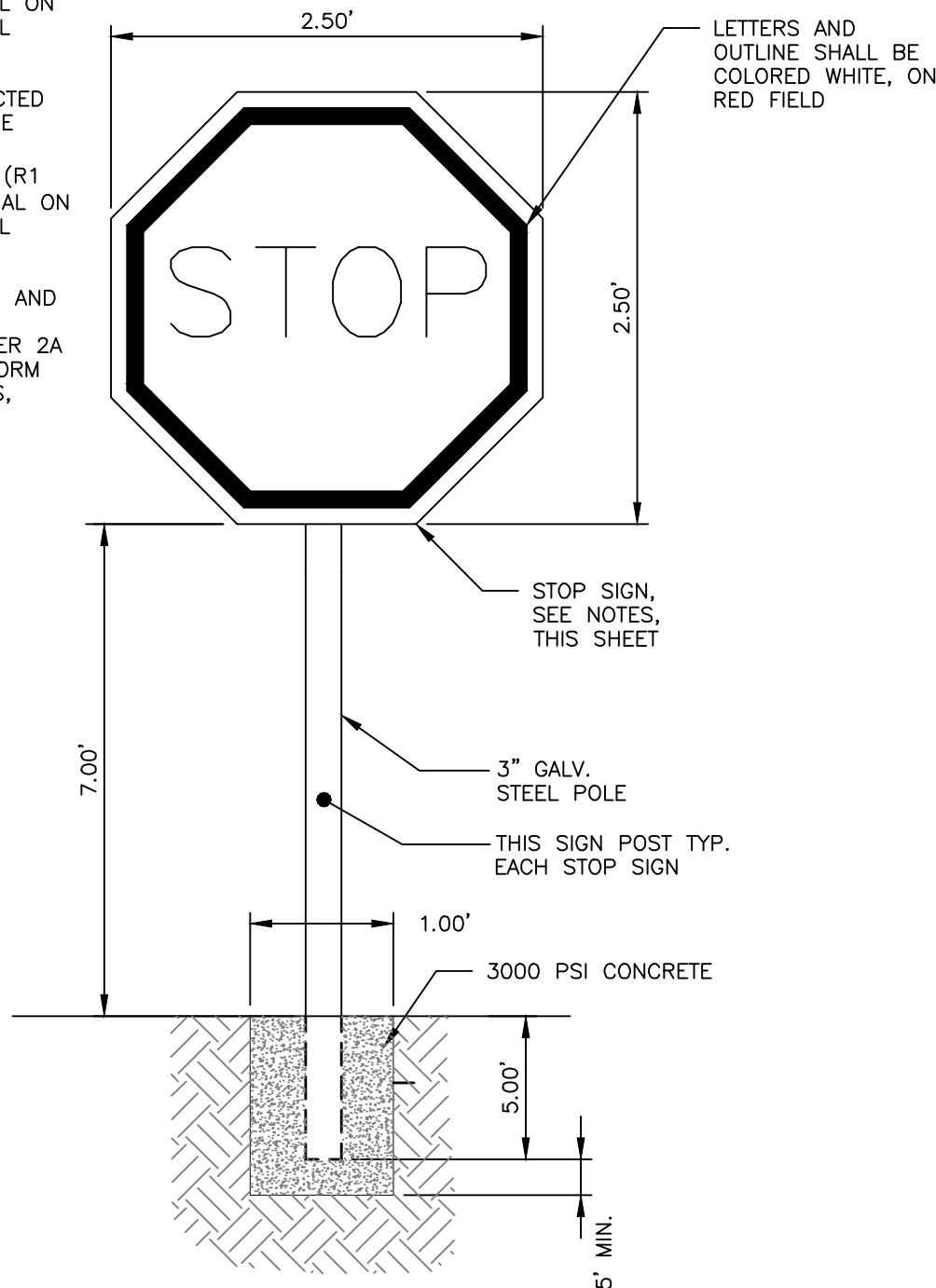
1. CROSSWALKS TO BE BUILT IN CONFORMANCE WITH MUTCD STANDARDS, LATEST EDITION.
2. CROSSWALKS ARE TO BE PAINTED WHITE MEETING MAINE DOT SPECIFICATIONS.
3. BLOCKS TO BE PARALLEL TO THE DIRECTION OF CAR TRAFFIC.



BLOCK CROSSWALK
NOT TO SCALE

NOTES:

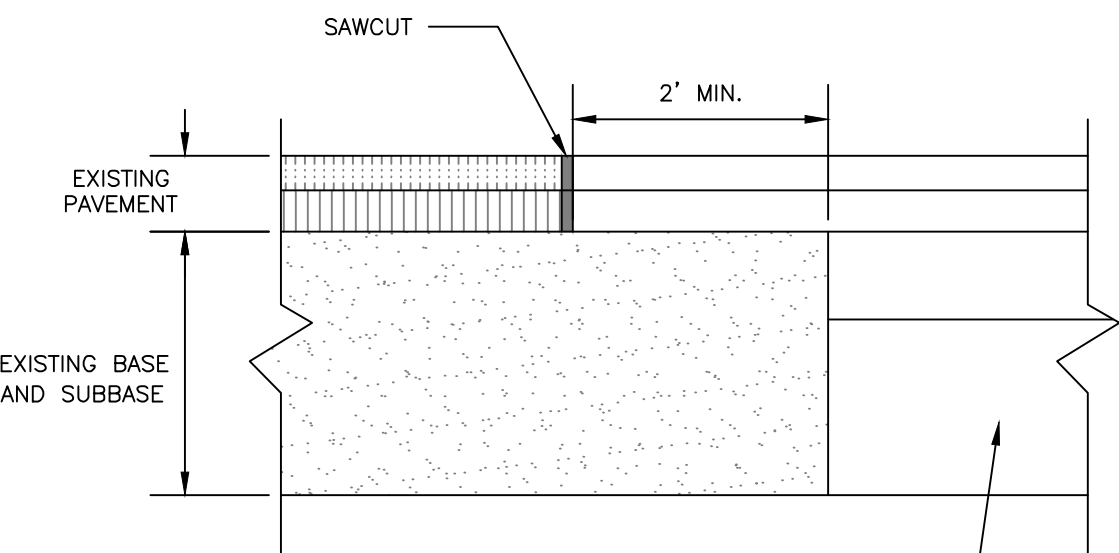
1. ALL ASPECTS OF STOP SIGN CONSTRUCTION SHALL BE IN ACCORDANCE WITH MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, 2009 OR MOST RECENT EDITION.
2. SIGN SHALL BE CONSTRUCTED AS SIGN R1-1 UNDER THE "REGULATORY SIGNS, BARRICADES, AND GATES" (R1 SERIES) WITHIN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, 2009 OR MOST RECENT EDITION.
3. SIGN POST CONSTRUCTION AND MOUNTING SHALL BE IN ACCORDANCE WITH CHAPTER 2A OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, 2009 OR MOST RECENT EDITION.



TRAFFIC SIGN DETAIL
NOT TO SCALE

NOTES:

1. SAWCUT EXISTING PAVEMENT AND REMOVE 2' STRIP OF EXISTING PAVEMENT. CREATE UNIFORM AND RIGID BUTT JOINT AND APPLY BITUMINOUS TACK COAT AT AN APPLICATION RATE OF 0.10 TO 0.14 GALLONS PER SQUARE YARD PRIOR TO PLACEMENT OF NEW BITUMINOUS PAVEMENT.
2. THE NEW PAVEMENT SECTION SHALL MEET THE CITY OF PORTLAND BITUMINOUS PAVEMENT SECTION DETAIL AT A MINIMUM OR THE THE EXISTING PAVEMENT AND AGGREGATE BASE AND SUBBASE DEPTH WHICHEVER IS GREATER.



PAVEMENT SAWCUT DETAIL
NOT TO SCALE

PERMIT PLANS
NOT ISSUED FOR
CONSTRUCTION

ISSUED FOR	BY
SITE PLAN REVIEW	TAL
	08/15/22
DRAWING NAME	
PROJECT NAME	
BUS STOP - SOUTHERN MAINE HEALTH CARE	
CLIENT	
SOUTHERN MAINE HEALTH CARE	
1 MEDICAL CENTER DRIVE BIDDEFORD, MAINE 04005	
FILE: 1182_DETAILS	
JN: 1182	
SCALE: AS NOTED	
DESIGNED BY: TAL	
DRAWN BY: TAL	
CHECKED BY: WHS	
DRAWING NO. C-40	

Thatcher Brook Stormwater Compensation Fee Utilization Plan and Compensation Fund

Purpose: The City of Biddeford recognizes that, depending on the alterations proposed, properties in the Thatcher Brook watershed are subject to the Urban Impaired Stream standard contained in the Maine Department of Environmental Protection (DEP) Rule Chapter 500 Stormwater Management regulations. This standard requires that developers either (1) mitigate any adverse water quality impacts on-site, (2) mitigate any adverse water quality impacts by improving the quality of stormwater runoff at an off-site location or (3) pay into a compensation fund if a Compensation Fee Utilization Plan (CFUP) has been created and approved by the Maine DEP.

A large portion of the mapped Thatcher Brook Watershed is included in the City of Biddeford Growth Area which includes mixed use zoning districts. The City of Biddeford's Land Use policies support and allows intense residential and non-residential uses. These policies have been articulated in the City's Comprehensive Plan and were deemed consistent with State Comprehensive Planning. To allow developers to pay a Compensation Fee in lieu of seeking appropriate off-site mitigation projects, the City of Biddeford hereby establishes a Thatcher Brook Watershed Compensation Fund.

Urban Impaired Stream: Thatcher Brook in City of Biddeford.

Limits of Area: Attachment 1 shows the area in City of Biddeford that falls within the boundaries of the Thatcher Brook (and its tributaries) Watershed in which projects would be subject to the Urban Impaired Stream Standard if applicable pursuant to Chapter 500 of DEP rules and / or subject to the City of Biddeford's development impact policies.

Process for Determining the Amount of the Fee to be Paid: The amount to be paid into the fund by all projects is determined by a formula applied to Site Development Projects within the Thatcher Brook Watershed subject to the Urban Impaired stream standards. All new development projects subject to site plan and / or subdivision review shall be required to pay this fee to be determined based on the formula presented in Chapter 501 and considering off site mitigation measures to be taken as part of the project. The developer may then determine whether they would like to pay the compensation fee, or mitigate off site. The Maine DEP / City will determine the amount of monetary compensation or off-site mitigation required.

For redevelopment projects, the City staff review the proposed project and determine whether water quality will be adversely impacted or not from the new impervious surface. Redevelopment projects that adversely impact water quality will be subject to the standard.

Process for Receiving Compensation Funds: A developer electing to pay into the Thatcher Brook Watershed Compensation Fund will notify the Planning Department in writing. Upon receiving the compensation fee, the City of Biddeford will provide the developer with a receipt confirming payment of the fee. The applicant must then submit this receipt to the Department of Environmental Protection prior to the start of construction on projects where DEP is issuing a permit.

The City of Biddeford will deposit the funds in the Thatcher Brook Watershed Compensation Fund. The Fund will accumulate interest at the standard rate applied to all City accounts. The fund and any interest earned may only be used for implementation of projects described in Attachment 2 (Thatcher Brook Watershed Based Plan, as amended), which are designed to mitigate the effects of stormwater discharges and riparian encroachment on Thatcher Brook Watershed

Process for implementing proposed compensation work: The City of Biddeford will determine when sufficient funds have been collected to begin a project using funds collected in the Thatcher Brook Watershed Compensation Fund. The process for initiating projects will be as follows:

1. Projects receiving funding from the Thatcher Brook Watershed Compensation Fund will be chosen using the Thatcher Brook Watershed Management Plan (using the latest adopted amendment date). Specifically, section **8.3. Action Plan**, all Projects with Overall Priority listings of medium to high shall be eligible for funding.
2. When the project is located on private property, city staff will re-contact the property owner(s) to confirm continued interest in completing the project selected. Refinements to the selected project may be made as agreed to by both the City of Biddeford and the property owner.
3. With input from the property owner(s), and, if necessary, assistance from consultants contracted for the purpose, the City of Biddeford will develop detailed design plans and specifications for the project.
4. With approval from the property owner, the City of Biddeford will formalize the plan for long term maintenance of the stormwater Best Management Practices (BMPs) to be installed or implemented on the site. The maintenance plan will identify the parties responsible for maintenance, a schedule for inspections and regular maintenance, and any

- penalties for failure to implement the maintenance plan. The maintenance plan will conform to the Maine Stormwater BMP Manual (most current version).
5. With approval from the property owner, the City of Biddeford will construct, or contract with a qualified contractor to construct the project.

Authorization and Revisions to Proposed Compensation Work: The CFUP has been developed by the City of Biddeford and has been approved by the Maine DEP. Any revisions of the CFUP by the City will require review and approval by the Maine DEP.

Reference Materials:

- Thatcher Brook Watershed Management Plan (January 2015)
- Chapter 502 Rule, Urban Impaired Streams, Chapter 500, and Chapter 501
- City Code of Ordinances Chapter Section 62, Studies and Impact Development Fees

**Chapter 501: STORMWATER MANAGEMENT COMPENSATION FEES AND
MITIGATION CREDIT**

SUMMARY: This Chapter establishes standards for applicants paying a compensation fee or undertaking mitigation to meet the requirements of the *Stormwater Management Law*, 38 M.R.S. §420-D(11) and Department rules.

- 1. Applicability.** This Chapter applies to all projects for which an applicant pays a compensation fee or undertakes mitigation to meet the requirements of the Department’s 06-096 CMR ch. 500, *Stormwater Management* rules. Compensation fees must be paid to the Department’s compensation fund or to an organization authorized by the Department pursuant to the *Stormwater Management Law* 38 M.R.S. §420-D(11).
- 2. Definitions**
 - A. Compensation fee utilization plan.** “Compensation fee utilization plan” means a plan that specifies how funds received as a compensation fee payment will be allocated to reduce the impact of stormwater pollution to an impaired water resource.
 - B. Developed area.** “Developed area” means an impervious area, landscaped area, or unvegetated area. Developed area includes all disturbed areas except an area that is returned to a condition that existed prior to the disturbance and is revegetated within one calendar year of being disturbed, provided the area is not mowed more than twice per year.
 - C. Direct watershed of a waterbody or wetland.** “Direct watershed of a waterbody or wetland” means the land area that drains via overland flow, drainageways, waterbodies, or wetlands to a given waterbody or wetland without first passing through a lake or pond.
 - D. Disturbed area.** “Disturbed area” means all land areas that are stripped, graded, grubbed, filled, bulldozed or excavated at any time during the site preparation or removal of vegetation for, or construction of, a project. “Disturbed area” does not include maintenance. A land area on which the cutting of trees, without grubbing, stump removal, disturbance or exposure of soil has taken place is not considered a “disturbed area”.
 - E. Drainageway.** “Drainageway” means a natural or man-made channel or course to or from which surface discharge of water may occur. Drainageways include, but are not limited to streams (whether intermittent or perennial), swales, ditches, pipes, culverts, and wetlands with localized discharge of water.
 - E. High use parking lot.** “High use parking lot” means a commercial or other parking lot where parking is used most days and each visit is typically for a duration of less than two consecutive hours, such as a parking lot serving a convenience store, high-turnover restaurant, shopping center, or supermarket.
 - G. Impervious area.** “Impervious area” means the total area of a parcel covered with a low-permeability material that is highly resistant to infiltration by water, such as asphalt, concrete, or rooftop, and areas such as gravel roads and unpaved parking areas that will be compacted through design or use to reduce their permeability. Common impervious areas include, but are not limited to, rooftops, walkways, patios, driveways, parking lots or storage areas, concrete or asphalt

paving, gravel roads, packed earthen materials, and macadam or other surfaces which similarly impede the natural infiltration of stormwater. Pervious pavement, pervious pavers, pervious concrete and underdrained artificial turf fields are all considered impervious.

H. Infiltration. “Infiltration” means the process by which runoff percolates through the unsaturated overburden and fractured bedrock to the water table, including any process specifically used to meet all or part of the stormwater standards of this Chapter by actively directing all or part of the stormwater into the soil. For the purposes of this Chapter, infiltration does not include:

- (1) Incidental wetting of soil in ditches, detention basins or the equivalent;
- (2) Wetting of underdrained basins, dry swales, or similar filtration systems that do not subsequently discharge to groundwater; or
- (3) Wetting of buffers meeting Department requirements for use as stormwater control.

Discharge of runoff to areas of the site where the water will collect and percolate into the ground is considered infiltration if the volume, rate, or quality of the discharge does not meet Department standards for use of the area as a stormwater treatment buffer. Underdrained swales, underdrained ponds, and similar practices that discharge to surface waters or to buffer strips meeting Department requirements in 06-096 CMR ch. 500, Appendix F for stormwater buffers are not considered infiltration systems, although these may be used to treat runoff prior to discharge to an infiltration area.

I. Lake or pond. “Lake or pond” means a lake or pond classified as GPA under the Water Classification Program, 38 M.R.S. §464 *et seq.*

J. Landscaped area. “Landscaped area” means an area of land that has been disturbed and re-planted or covered with one or more of the following: grass or other herbaceous plants, shrubs, trees, or mulch; but not including area that has reverted to a natural, vegetated condition. An area of grass is considered landscaped if it is mowed more than twice per twelve month period.

K. Maintenance. “Maintenance” means an activity undertaken to maintain operating condition, original line and grade, hydraulic capacity, and original purpose of the project. Paving an impervious gravel surface at original line, grade and hydraulic capacity is considered maintenance. Replacement of a building is not considered maintenance of the building.

L. Medium use parking lot. “Medium use parking lot” means a parking lot that is used most days and where vehicles are parked for an extended period of time, typically longer than two consecutive hours, such as an “employees only” parking lot, a school, and long-term parking at an intermodal transportation facility such as an airport, bus terminal or railroad station,

M. Pre-development area. “Pre-development area” means an impervious or developed area created prior to the effective date of the *Stormwater Management Law* for a stormwater project, or the effective date of the jurisdictional threshold under which a development is licensed for a Site Law development.

N. Site Law. “Site Law” means the *Site Location of Development Law*, 38 M.R.S. §§ 481-490.

- O. Stormwater.** “Stormwater” means the part of precipitation, including runoff from rain or melting ice and snow, that flows across the surface as sheet flow, shallow concentrated flow, or in drainageways.
- P. Stormwater Management Law.** “Stormwater Management Law” means the *Stormwater Management Law*, 38 M.R.S. §420-D.
- Q. Stream.** “Stream” means a river, stream, or brook as defined in the Natural Resources Protection Act at 38 M.R.S. §480-B.
- R. Urban impaired stream.** “Urban impaired stream” means a stream or stream segment that meets the criteria of 06-096 CMR ch. 502 subsection (3)(B) and is listed in 06-096 CMR ch. 502, Appendix B.
- S. Waterbody.** “Waterbody” means a lake, pond, river or stream.
- T. Watershed.** “Watershed” means the land area that drains, via overland flow, drainageways, waterbodies, or wetlands to a given waterbody or wetland.
- U. Wetland.** “Wetlands” means coastal and freshwater wetlands as defined in the Natural Resources Protection Act, 38 M.R.S. §480-B.
- 3. Mitigation through compensation fees or projects.** This Section applies to projects for which the applicant pays a compensation fee and/or undertakes mitigation through compensation projects in order to meet, or in lieu of meeting, certain stormwater standards. Mitigation projects eliminate off-site sources, or may reduce on-site sources as provided in this Section.
- A. Projects required to meet the urban impaired stream standard**
- (1) Compensation fees or mitigation credits used to meet the urban impaired stream standard.** If a project is required to meet the urban impaired stream standard described in 06-096 CMR ch. 500 subsection (4)(D), compensation fees or mitigation credits used to meet the urban impaired standard are determined based on Table 1, whether or not the developed area will be receiving treatment to meet the general standards.

Table 1
Compensation or Mitigation Based on Development Type

Type of surface	Compensation fee (per acre*)	Mitigation credits required (per acre*)
Non-roof impervious area	\$12,500	0.5 credits
Roof	\$5,000	0.2 credits
Landscaped area	\$2,500	0.1 credits

*fees or credits for fractions of an acre are prorated.

- (2) Compensation fees.** Compensation fees may only be used in watersheds where a compensation fee utilization plan developed by a municipality or other entity has been approved by the Department. A compensation fee utilization plan specifies how funds

received from an applicant will be allocated to reduce the impact of stormwater pollution to an urban impaired stream. A plan must include provision to ensure that money will only be used for the intended purpose through establishment of a dedicated account. If a compensation fee utilization plan is proposed by an entity other than a municipality, the entity must demonstrate that the plan has been submitted to the municipality in which the project is located for review and adoption prior to submittal of an application to the Department.

- (3) **Amount of mitigation credit.** Table 2 indicates the amount of on-site or off-site mitigation credit earned by a project in the direct watershed of an urban impaired stream for a variety of allowed off-site and on-site pre-development mitigation activities.

Table 2
Mitigation Credits Based on Type of Activity and Type of Development

Mitigation activity	Development type	Credit earned (per acre* treated)
Retrofit with general standards at 1/3 required sizing or with approved flow through sedimentation device	Road or high use parking lot	0.5 credit
	Medium use parking lot	0.4 credit
	Other parking lot	0.3 credit
	Roof or other impervious area	0.2 credit
	Landscaped area	0.1 credit
Retrofit with general standards at 2/3 required sizing	Road or high use parking lot	1.0 credit
	Medium use parking lot	0.8 credit
	Other parking lot	0.6 credit
	Roof or other impervious area	0.4 credit
	Landscaped area	0.2 credit
Retrofit with general standards at required sizing	Road or high use parking lot	1.5 credit
	Medium use parking lot	1.2 credit
	Other parking lot	0.9 credit
	Roof or other impervious area	0.6 credit
	Landscaped area	0.3 credit
Eliminate impervious source area, replace with landscaped area	Road or high use parking lot	1.0 credit
	Medium use parking lot	0.7 credit
	Other parking lot	0.4 credit
	Roof or other impervious area	0.2 credit
Eliminate impervious source area, replace with a	Road or high use parking lot	2.0 credit
	Medium use parking lot	1.5 credit
	Other parking lot	1.0 credit

designed planting and approved maintenance plan that will result in a forest	Roof or other impervious area	0.5 credit
Retrofit detention with vegetated gravel under-drains	Impervious areas only	0.5 credit

*credits earned for fractions of an acre-are prorated.

In addition to the use of on-site or off-site mitigation or compensation fees, the Department may approve other mitigation measures on a case-by-case basis. Other measures proposed by an applicant must provide at least equivalent protection as measures described in Table 2 above, as determined by the Department.

- (4) **Reduction of compensation fees or mitigation credit for projects in watersheds with an approved watershed management plan.** The Department may waive or reduce compensation fees or mitigation credit if a municipality, or quasi-municipal entity having jurisdiction over the area in which the project is located has developed and is implementing a watershed management plan for the watershed in which the project is located. The watershed management plan must be approved by the Department as meeting the purpose of restoring water quality. Within a designated growth area of a municipality with an adopted comprehensive plan that the Maine Department of Agriculture, Conservation & Forestry has found to be consistent with the Planning and Land Use Regulation Act, or within a watershed located in a Service Center Community identified pursuant to 30-A M.R.S. §4301(14-A), implementation of the watershed management plan may be deferred for up to five years from the date of Department approval, or until state or federal financial assistance is available, whichever comes first.

- B. A project required to meet the general standards that is not in the direct watershed of an urban impaired stream.** If a project is required to meet the general standards described in 06-096 CMR ch. 500 subsection (4)(C) and it is not in the direct watershed of an urban impaired stream, the Department may allow the portion of a project's impervious or developed acreage that must be treated to be reduced through mitigation by eliminating or reducing an off-site or an on-site pre-development impervious stormwater source. For Site Law projects, the amount of reduction in treatment allowed is limited to 50%.

- (1) **Source reduction or elimination.** A source is considered to be eliminated if impervious area is removed, the underlying soil is aerated, and the area revegetated and returned to a wooded condition. A source is considered to be reduced if the impervious area is removed, the underlying soil is aerated and the area revegetated and maintained as a lawn or other non-forested area. The amount of reduction in the project's treated acreage allowed will be determined on a case-by-case basis by the Department, based on the existing and future uses of the project site, the existing and future use of the eliminated or reduced off-site or on-site pre-development impervious area, and the equivalency of these uses. In determining whether to approve a mitigation proposal, the Department will determine whether the expected reduction in stormwater pollutant export and stormwater flows can reasonably be expected to exceed the stormwater pollutant export and stormwater flow resulting from the untreated acreage at the project site.

- (2) **When the amount of roof or non-impervious developed acreage that must be treated may be reduced.** The Department may reduce the portion of a project's roof or non-impervious developed acreage that must be treated by an equivalent area of on-site, pre-development roof, parking or road surfaces for which the applicant agrees to incorporate and maintain stormwater treatment structures.

C. A project in the direct watershed of a lake that is required to meet the phosphorus standards. If a project is required to meet the phosphorus standards described in 06-096 CMR ch. 500 subsection (4)(D), a compensation fee may be paid, or an off-site mitigation credit may be allowed as follows:

- (1) **Elimination or reduction of off-site sources of phosphorus.** A source is considered to be eliminated if impervious area is removed, and the area is revegetated and returned to a wooded condition. A source is considered to be reduced if the impervious area is removed, and the area is revegetated and maintained as lawn or other non-forested area. For every two pounds of estimated off-site phosphorus export that is removed from the watershed, estimated on-site phosphorus export may be reduced by one pound. If the applicant can demonstrate, based on type of impervious area and intensity of use, that the level of phosphorus export from the eliminated or reduced off-site area is equivalent to or greater than that expected from the proposed impervious area, then a credit may be allowed at a ratio of 1 to 1.
- (2) **Treatment of certain off-site sources of phosphorus**
- (a) Paving of a road to eliminate erosion of the road surface if the Department determines it is a significant source of phosphorus. The amount of credit will be established based on modeling to determine the amount of phosphorus that will be removed.
 - (b) Repairing a chronic erosion site if the Department determines it is a significant source of phosphorus. The amount of credit will be based on the Department's determination of the life expectancy of the erosion repair. The ratio of the life expectancy to a 50 year period will determine the percent credit given; e.g., an erosion site that is expected to need repair every 10 years will be given 20% credit for the actual amount of phosphorus that will be removed from the source.
 - (c) Credit for other treated phosphorus sources will be determined on a case-by-case basis.
 - (d) A Department-approved inspector may be required to conduct weekly inspections during the period of construction as a condition of approval.
- (3) A compensation fee per pound of phosphorous export as described in 38 M.R.S. §420-D(11)(A), or off-site mitigation is allowed at the Department's discretion, depending on the availability of suitable compensation projects. This option, which permits an applicant to pay a compensation fee in lieu of reducing phosphorous export beyond a project's allotment, is only allowed for sites where the phosphorous export from the proposed development site has already been reduced by at least 60%. This compensation fee option is not available for projects or portions of projects that are residential subdivisions or roads within residential subdivisions, unless the project is using only wooded or meadow buffers and associated level spreaders and ditch turnouts as described in 06-096 CMR ch. 500 Appendix F to address the remaining phosphorus export reduction required to meet the projects phosphorus allocation, or unless a mitigation project is

identified and approved by the Department in the same watershed. The compensation fee per pound of phosphorous export shall be determined based on Table 3.

Table 3
Compensation Fee Per Pound of Phosphorus Export

Percentage of Project's Phosphorous Export	Additional Phosphorous Compensation Fee (dollars per pound)*
60%	\$25,000
75%	\$12,500
100%	\$0

* fees are prorated.

- D. Location.** The mitigation activity must be located in the same watershed as the project to off-set the impact of the pollutant export from the project. More than one mitigation activity may be applied to a project.
- E. Protection from alteration.** Areas in which an off-site or on-site pre-development stormwater source has been reduced or eliminated as described in subsections 3(A), 3(B), and 3(C) above, must be protected from alteration through deed restrictions, a conservation easement to which the Department is a party, or similar measures. These covenants must specify that they may only be modified with Department approval. See Appendix A of this Chapter.
- F. Maintenance and transfer.** Areas revegetated to off-set project impacts must be maintained and any transfer of these areas must be made subject to deed restrictions that require such maintenance and are enforceable by the Department. These deed restrictions must specify that they may only be modified with Department approval.

STATUTORY AUTHORITY: 38 M.R.S. §420-D(11)

EFFECTIVE DATE:

January 13, 2015 – filing 2015-003

AMENDED:

May 22, 2016 – filing 2016-094

**APPENDIX A. Suggested templates for deed restrictions and conservation easements
for use under the Stormwater Management Law**

1. Forested buffer, limited disturbance

DECLARATION OF RESTRICTIONS (Forested Buffer, Limited Disturbance)

THIS DECLARATION OF RESTRICTIONS is made this _____ day of _____,
20____, by _____, _____,
(name) (street address)
_____, _____ County, Maine, _____, (herein referred to as the
(city or town) (county) (zip code)
"Declarant"), pursuant to a permit received from the Maine Department of Environmental Protection
under the *Stormwater Management Law*, to preserve a buffer area on a parcel of land near
_____.
(road name) (known feature and/or town)

WHEREAS, the Declarant holds title to certain real property situated in _____, Maine
(town)
described in a deed from _____ to _____ dated
(name) (name of Declarant)
_____, 20____, and recorded in Book ____ Page ____ at the _____ County
Registry of Deeds, herein referred to as the "property"; and

WHEREAS, Declarant desires to place certain restrictions, under the terms and conditions herein, over a
portion of said real property (hereinafter referred to as the "Restricted Buffer") described as follows:
(Note: Insert description of restricted buffer area location here)

WHEREAS, pursuant to the *Stormwater Management Law*, 38 M.R.S. Section 420-D and Chapter 501 of
rules promulgated by the Maine Department of Environmental Protection, Declarant has agreed to impose
certain restrictions on the Restricted Buffer Area as more particularly set forth herein and has agreed that
these restrictions may be enforced by the Maine Department of Environmental Protection or any
successor (hereinafter the "MDEP"),

NOW, THEREFORE, the Declarant hereby declares that the Restricted Buffer Area is and shall forever
be held, transferred, sold, conveyed, occupied and maintained subject to the conditions and restrictions set
forth herein. The Restrictions shall run with the Restricted Buffer Area and shall be binding on all parties
having any right, title or interest in and to the Restricted Buffer Area, or any portion thereof, and their
heirs, personal representatives, successors, and assigns. Any present or future owner or occupant of the
Restricted Buffer Area or any portion thereof, by the acceptance of a deed of conveyance of all or part of
the Covenant Area or an instrument conveying any interest therein, whether or not the deed or instrument
shall so express, shall be deemed to have accepted the Restricted Buffer Area subject to the Restrictions
and shall agree to be bound by, to comply with and to be subject to each and every one of the Restrictions
hereinafter set forth.

1. **Restrictions on Restricted Buffer Area.** Unless the owner of the Restricted Buffer Area, or any successors or assigns, obtains the prior written approval of the MDEP, the Restricted Buffer Area must remain undeveloped in perpetuity. To maintain the ability of the Restricted Buffer Area to filter and absorb stormwater, and to maintain compliance with the *Stormwater Management Law* and the permit issued thereunder to the Declarant, the use of the Restricted Buffer Area is hereinafter limited as follows.
 - a. No soil, loam, peat, sand, gravel, concrete, rock or other mineral substance, refuse, trash, vehicle bodies or parts, rubbish, debris, junk waste, pollutants or other fill material may be placed, stored or dumped on the Restricted Buffer Area, nor may the topography of the area be altered or manipulated in any way;
 - b. Any removal of trees or other vegetation within the Restricted Buffer Area must be limited to the following:
 - (i) No purposefully cleared openings may be created and an evenly distributed stand of trees and other vegetation must be maintained. An "evenly distributed stand of trees " is defined as maintaining a minimum rating score of 24 points in any 25 foot by 50 foot rectangle 1,250 square feet) area, as determined by the rating scheme in Table 3:

Table 3
Point System for Determining an Evenly
Distributed Stand of Trees

Diameter of tree at 4½ feet above ground level	Points
2 - 4 inches	1
4 - 8 inches	2
8 - 12 inches	4
>12 inches	8

Where existing trees and other vegetation result in a rating score less than 24 points, no trees may be cut or sprayed with biocides except for the normal maintenance of dead, windblown or damaged trees and for pruning of tree branches below a height of 12 feet provided two thirds of the tree's canopy is maintained;

- (ii) No undergrowth, ground cover vegetation, leaf litter, organic duff layer or mineral soil may be disturbed except that one winding path, that is no wider than six feet and that does not provide a downhill channel for runoff, is allowed through the area;
- c. No building or other temporary or permanent structure may be constructed, placed or permitted to remain on the Restricted Buffer Area, except for a sign, utility pole or fence;
- d. No trucks, cars, dirt bikes, ATVs, bulldozers, backhoes, or other motorized vehicles or mechanical equipment may be permitted on the Restricted Buffer Area;
- e. Any level lip spreader directing flow to the Restricted Buffer Area must be regularly inspected and adequately maintained to preserve the function of the level spreader.

Any activity on or use of the Restricted Buffer Area inconsistent with the purpose of these Restrictions is prohibited. Any future alterations or changes in use of the Restricted Buffer Area must receive prior approval in writing from the MDEP. The MDEP may approve such alterations and changes in use if such alterations and uses do not impede the stormwater control and treatment capability of the Restricted Buffer Area or if adequate and appropriate alternative means of stormwater control and treatment are provided.

2. **Enforcement.** The MDEP may enforce any of the Restrictions set forth in Section 1 above.
3. **Binding Effect.** The restrictions set forth herein shall be binding on any present or future owner of the Restricted Buffer Area. If the Restricted Buffer Area is at any time owned by more than one owner, each owner shall be bound by the foregoing restrictions to the extent that any of the Restricted Buffer Area is included within such owner's property.
4. **Amendment.** Any provision contained in this Declaration may be amended or revoked only by the recording of a written instrument or instruments specifying the amendment or the revocation signed by the owner or owners of the Restricted Buffer Area and by the MDEP.
5. **Effective Provisions of Declaration.** Each provision of this Declaration, and any agreement, promise, covenant and undertaking to comply with each provision of this Declaration, shall be deemed a land use restriction running with the land as a burden and upon the title to the Restricted Buffer Area.
6. **Severability.** Invalidity or unenforceability of any provision of this Declaration in whole or in part shall not affect the validity or enforceability of any other provision or any valid and enforceable part of a provision of this Declaration.
7. **Governing Law.** This Declaration shall be governed by and interpreted in accordance with the laws of the State of Maine.

(NAME)

STATE OF MAINE _____ County, _____, 20__.
(County) (date)

Personally appeared before me the above named _____, who swore to the truth of the foregoing to the best of (his/her) knowledge, information and belief and acknowledged the foregoing instrument to be (his/her) free act and deed.

Notary Public

2. Forested buffer, no disturbance

DECLARATION OF RESTRICTIONS

(Forested Buffer, No Disturbance)

THIS DECLARATION OF RESTRICTIONS is made this _____ day of _____, 20____,
by _____, _____,
(name) (street address)
_____, _____ County, Maine, _____, (herein referred to as the
(city or town) (county) (zip code)
"Declarant", pursuant to a permit received from the Maine Department of Environmental Protection under
the *Stormwater Management Law*, to preserve a buffer area on a parcel of land near
_____, _____.
(road name) (known feature and/or town)

WHEREAS, the Declarant holds title to certain real property situated in _____, Maine
(town)
described in a deed from _____ to _____, dated
(name) (name of Declarant)
_____, 20____, and recorded in Book ____ Page ____ at the _____ County
Registry of Deeds, herein referred to as the "property"; and

WHEREAS, Declarant desires to place certain restrictions, under the terms and conditions herein, over a
portion of said real property (hereinafter referred to as the "Restricted Buffer") described as follows:
(Note: Insert description of restricted buffer location here)

WHEREAS, pursuant to the *Stormwater Management Law*, 38 M.R.S. Section 420-D and Chapter 501 of
rules promulgated by the Department of Environmental Protection, Declarant has agreed to impose
certain restrictions on the Restricted Buffer Area as more particularly set forth herein and has agreed that
these restrictions may be enforced by the Maine Department of Environmental Protection or any
successor (hereinafter the "MDEP"),

NOW, THEREFORE, the Declarant hereby declares that the Restricted Buffer Area is and shall forever
be held, transferred, sold, conveyed, occupied and maintained subject to the conditions and restrictions set
forth herein. The Restrictions shall run with the Restricted Buffer Area and shall be binding on all parties
having any right, title or interest in and to the Restricted Buffer Area, or any portion thereof, and their
heirs, personal representatives, successors, and assigns. Any present or future owner or occupant of the
Restricted Buffer Area or any portion thereof, by the acceptance of a deed of conveyance of all or part of
the Covenant Area or an instrument conveying any interest therein, whether or not the deed or instrument
shall so express, shall be deemed to have accepted the Restricted Buffer Area subject to the Restrictions

and shall agree to be bound by, to comply with and to be subject to each and every one of the Restrictions hereinafter set forth.

1. **Restrictions on Restricted Buffer Area.** Unless the owner of the Restricted Buffer Area, or any successors or assigns, obtains the prior written approval of the MDEP, the Restricted Buffer Area must remain undeveloped in perpetuity. To maintain the ability of the Restricted Buffer Area to filter and absorb stormwater, and to maintain compliance with the *Stormwater Management Law* and the permit issued thereunder to the Declarant, the use of the Restricted Buffer Area is hereinafter limited as follows.
 - a. No soil, loam, peat, sand, gravel, concrete, rock or other mineral substance, refuse, trash, vehicle bodies or parts, rubbish, debris, junk waste, pollutants or other fill material will be placed, stored or dumped on the Restricted Buffer Area, nor shall the topography of the area be altered or manipulated in any way;
 - b. No trees may be cut or sprayed with biocides except for the normal maintenance of dead, windblown or damaged trees and for pruning of tree branches below a height of 12 feet provided two thirds of the tree's canopy is maintained;
 - c. No undergrowth, ground cover vegetation, leaf litter, organic duff layer or mineral soil may be disturbed except that one winding path, that is no wider than six feet and that does not provide a downhill channel for runoff, is allowed through the area;
 - d. No building or other temporary or permanent structure may be constructed, placed or permitted to remain on the Restricted Buffer Area, except for a sign, utility pole or fence;
 - e. No trucks, cars, dirt bikes, ATVs, bulldozers, backhoes, or other motorized vehicles or mechanical equipment may be permitted on the Restricted Buffer Area;
 - f. Any level lip spreader directing flow to the Restricted Buffer Area must be regularly inspected and adequately maintained to preserve the function of the level spreader.

Any activity on or use of the Restricted Buffer Area inconsistent with the purpose of these Restrictions is prohibited. Any future alterations or changes in use of the Restricted Buffer Area must receive prior approval in writing from the MDEP. The MDEP may approve such alterations and changes in use if such alterations and uses do not impede the stormwater control and treatment capability of the Restricted Buffer Area or if adequate and appropriate alternative means of stormwater control and treatment are provided.

2. **Enforcement.** The MDEP may enforce any of the Restrictions set forth in Section 1 above.
3. **Binding Effect.** The restrictions set forth herein shall be binding on any present or future owner of the Restricted Buffer Area. If the Restricted Buffer Area is at any time owned by more than one owner, each owner shall be bound by the foregoing restrictions to the extent that any of the Restricted Buffer Area is included within such owner's property.
4. **Amendment.** Any provision contained in this Declaration may be amended or revoked only by the recording of a written instrument or instruments specifying the amendment or the revocation signed by the owner or owners of the Restricted Buffer Area and by the MDEP.

5. **Effective Provisions of Declaration.** Each provision of this Declaration, and any agreement, promise, covenant and undertaking to comply with each provision of this Declaration, shall be deemed a land use restriction running with the land as a burden and upon the title to the Restricted Buffer Area.
6. **Severability.** Invalidity or unenforceability of any provision of this Declaration in whole or in part shall not affect the validity or enforceability of any other provision or any valid and enforceable part of a provision of this Declaration.
7. **Governing Law.** This Declaration shall be governed by and interpreted in accordance with the laws of the State of Maine.

(NAME)

STATE OF MAINE, _____ County, dated _____, 20__.
(County)

Personally appeared before me the above named _____, who swore to the truth of the foregoing to the best of (his/her) knowledge, information and belief and acknowledged the foregoing instrument to be (his/her) free act and deed.

Notary Public

(Non-Wooded Meadow Buffer)

(name) _____ (street address) _____
_____, _____ County, Maine, _____, (herein referred to as the
(city or town) (county) (zip code)

_____, _____
(road name) (known feature and/or town)

described in a deed from _____ to _____, dated
(name) (name of Declarant)

WHEREAS, Declarant desires to place certain restrictions, under the terms and conditions herein, over a portion of said real property (hereinafter referred to as the "Restricted Buffer") described as follows: (Note: Insert description of restricted buffer location here)

NOW, THEREFORE, the Declarant hereby declares that the Restricted Buffer Area is and shall forever be held, transferred, sold, conveyed, occupied and maintained subject to the conditions and restrictions set forth herein. The Restrictions shall run with the Restricted Buffer Area and shall be binding on all parties having any right, title or interest in and to the Restricted Buffer Area, or any portion thereof, and their heirs, personal representatives, successors, and assigns. Any present or future owner or occupant of the Restricted Buffer Area or any portion thereof, by the acceptance of a deed of conveyance of all or part of the Covenant Area or an instrument conveying any interest therein, whether or not the deed or instrument shall so express, shall be deemed to have accepted the Restricted Buffer Area subject to the Restrictions and shall agree to be bound by, to comply with and to be subject to each and every one of the Restrictions hereinafter set forth.

1. **Restrictions on Restricted Buffer Area.** Unless the owner of the Restricted Buffer Area, or any successors or assigns, obtains the prior written approval of the MDEP, the Restricted Buffer Area must remain undeveloped in perpetuity. To maintain the ability of the Restricted Buffer Area to filter and absorb stormwater, and to maintain compliance with the Stormwater Management Law and the permit issued thereunder to the Declarant, the use of the Restricted Buffer Area is hereinafter limited as follows.
 - a. No soil, loam, peat, sand, gravel, concrete, rock or other mineral substance, refuse, trash, vehicle bodies or parts, rubbish, debris, junk waste, pollutants or other fill material will be placed, stored or dumped on the Restricted Buffer Area, nor may the topography or the natural mineral soil of the area be altered or manipulated in any way;
 - b. A dense cover of grassy vegetation must be maintained over the Restricted Buffer Area, except that shrubs, trees and other woody vegetation may also be planted or allowed to grow in the area. The Restricted Buffer Area may not be maintained as a lawn or used as a pasture. If vegetation in the Restricted Buffer Area is mowed, it may be mown no more than two times per year.
 - c. No building or other temporary or permanent structure may be constructed, placed or permitted to remain on the Restricted Buffer Area, except for a sign, utility pole or fence;
 - d. No trucks, cars, dirt bikes, ATVs, bulldozers, backhoes, or other motorized vehicles or mechanical equipment may be permitted on the Restricted Buffer Area, except for vehicles used in mowing;
 - e. Any level lip spreader directing flow to the Restricted Buffer Area must be regularly inspected and adequately maintained to preserve the function of the level spreader.

Any activity on or use of the Restricted Buffer Area inconsistent with the purpose of these Restrictions is prohibited. Any future alterations or changes in use of the Restricted Buffer Area must receive prior approval in writing from the MDEP. The MDEP may approve such alterations and changes in use if such alterations and uses do not impede the stormwater control and treatment capability of the Restricted Buffer Area or if adequate and appropriate alternative means of stormwater control and treatment are provided.

2. **Enforcement.** The MDEP may enforce any of the Restrictions set forth in Section 1 above.
3. **Binding Effect.** The restrictions set forth herein shall be binding on any present or future owner of the Restricted Buffer Area. If the Restricted Buffer Area is at any time owned by more than one owner, each owner shall be bound by the foregoing restrictions to the extent that any of the Restricted Buffer Area is included within such owner's property.
4. **Amendment.** Any provision contained in this Declaration may be amended or revoked only by the recording of a written instrument or instruments specifying the amendment or the revocation signed by the owner or owners of the Restricted Buffer Area and by the MDEP.
5. **Effective Provisions of Declaration.** Each provision of this Declaration, and any agreement, promise, covenant and undertaking to comply with each provision of this Declaration, shall be deemed a land use restriction running with the land as a burden and upon the title to the Restricted Buffer Area.

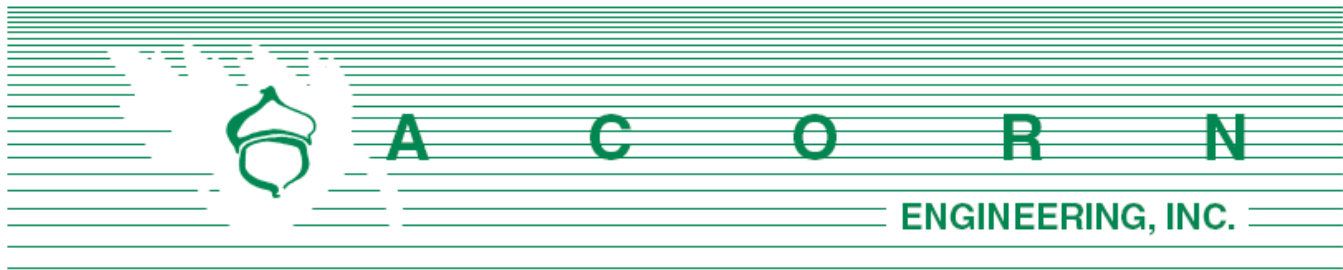
6. **Severability.** Invalidity or unenforceability of any provision of this Declaration in whole or in part shall not affect the validity or enforceability of any other provision or any valid and enforceable part of a provision of this Declaration.
7. **Governing Law.** This Declaration shall be governed by and interpreted in accordance with the laws of the State of Maine.

(NAME)

STATE OF MAINE, _____, County, dated _____, 20__ .
(County)

Personally appeared before me the above named _____, who swore to the truth of the foregoing to the best of (his/her) knowledge, information and belief and acknowledged the foregoing instrument to be (his/her) free act and deed.

Notary Public



Planning Division
City of Biddeford, Maine
PO Box 586, 205 Main Street
Biddeford, Maine 04005

September 26, 2022

**Subject: City Review Comment Response
Bus Stop – Southern Maine Health Care**

To Whom It May Concern:

Acorn Engineering, Inc. (Acorn) received a Staff Review Committee Report, dated September 22, 2022 via email on September 26, 2022. The report included City review comments as noted below.

Following each review comment I have provided a response **in bold text**.

Application

1. The project is in the Thatcher Brook watershed; this should be reflected on the planning application, and the applicant is responsible for paying into the Thatcher Brook Stormwater Compensation Fund.
Based on the fee noted, \$12,500 per impervious acre, the proposed 1,935 sf impervious area will require a fee of \$555.27. We will coordinate with the Thatcher Brook Stormwater Compensation Fund and notify the planning department when the fee has been paid.
2. The applicant states there is a 1,935-SF increase in impervious cover, with only 951-SF of new building/paving
 - a. Is the remaining 984-SF sidewalks?
This is correct.

Drawing C-10

3. No existing or proposed topography is shown/annotated; without any topography, unable to tell if drainage design is adequate
 - a. Existing contours need to be shown
 - b. Proposed contours need to be shown
 - c. Proposed spot elevations need to be shown for the following
 - i. All pavement and curb tie-in locations
 - ii. All road and sidewalk geometric layout locations (PC, PT, etc.)
 - iii. All ADA walkways/accessible ramps
 - iv. Bottom-of-curb and top-of-curb locations (BC/TC)**The site is relatively flat, and the intent is for the area to be developed based on the slopes, dimensions and callouts identified on the plan along with slopes**

and dimensions within the site details, all of which meet ADA standards. There are no proposed revisions to the existing drainage patterns on site.

4. Why does the bus lane's dashed 'painted turning radius' cross the entire northern drive entrance?
 - a. Shouldn't it follow the curbline to avoid confusion?
The striping has been updated on the revised plans per this suggestion.
5. Design engineer should confirm there will be no negative impacts to the newly-allowed 'left-turn-out' of the existing parking area
There are no anticipated negative impacts due to this revision. As stated in the application, this movement is already being used by the majority of traffic even with the current road/curb set up as a right turn only. This revision aims to formalize this traffic movement and create a safer intersection.
6. Directional arrow striping should be added for all traffic lanes/stop sign maneuvers
 - a. Western parking lot
 - b. Two-way northern drive entrance
 - c. One-way eastern drive entrance**At all three locations allow for a driver to turn in either direction, directional arrows aren't warranted in this condition.**
7. Why does the new stop bar on the northern drive entrance stop at the sawcut?
An oversight, the stop bar will be updated on the revised plans.
8. Missing stop signs at northern and eastern drive entrances
A new stop sign has been added to the plan at the northern drive, the eastern drive is served by an existing sign that was left off the previous plan, the existing and proposed stop signs will be identified on the updated plans.
9. Specify where the new bus stop sign will be located (since the existing sign is to be removed)
It was my intent to retain the stop sign at this location, the removal call out was intended to be associated with the existing bus stop sign only. The plan will be updated to reflect this.
10. No callout provided for the new stop bar on the eastern drive entrance
One of the proposed stop bars is called out at the exit location of western parking lot and has uses the denotation of "Typ." With this notation I would typically refrain from calling out similar items on the same plan sheet to avoid crowding the plan with unnecessary notes.
11. Specify the number of down gradient inlet protections that should be provided.
There are three downgradient catch basins that will require inlet protection, this note will be revised on the plan.



12. What is the proposed future condition of the landscaped area being traversed by the sidewalk?
It is the hospital's intention to retain as much of the landscaping as possible along with adding new plantings and is anticipated to be updated after the sidewalk construction. No formal plan has been created; however it is their intention to maintain appealing landscaping at their main entrance. A note to this affect has been added to the updated plans.
13. The applicant should provide additional detail on lighting levels along proposed walkways and at the bus shelter location, and determine whether additional lighting is appropriate for a safe pedestrian environment.
This is the hospitals main entrance and is a very well-lit area. The proposed bus stop is surrounded by 6 existing lighting features along with other existing lighting under the entrance canopy. See attached image, no additional lighting will be needed to provide safe pedestrian access to the new bus stop.



Drawing C-40

14. Vertical depth of the proposed granite curb should be specified.
Note 2 of the details calls for a minimum depth of the concrete backing for the curb to be ten inches, the curb must be a minimum of this depth plus the concrete sidewalk depth of 4 inches which equals 14 inches. Most granite curbing is 16-18 inches deep and should satisfy the proposed detail.
15. Is the 'Bus Shelter Siting' detail applicable? If so – where? The dimensions/layout does not match plan view
Agreed, this detail has been taken off the updated plans, the location of the shelter shall be sited per the site plan, Sheet C-10.



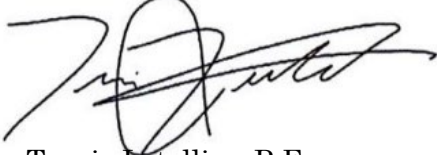
16. No gravel is proposed underneath the 6" concrete pad?
The detail includes a "base section" that details 8 inches of MDOT type A material under the concrete slab.

Drawing C-41

17. Is any silt fence or filter sock proposed?
There is no silt fence proposed nor filter sock. Drainage from the work site is directed to existing paved areas with catch basins. Catch basin inlet protection is proposed at all catch basins that may receive stormwater from the project area. The plan has been updated to remove these typical details.

I have also included an updated plan set for review that reflect the revisions as noted above.
Please let me know if you have any further questions or comments regarding this application.

Sincerely,



Travis Letellier, P.E.
Project Manager
Acorn Engineering, Inc.



SOUTHERN MAINE HEALTH CARE
BIDDEFORD, MAINE

CALL BEFORE YOU DIG
1-888-DIG-SAFE
1-888-344-7233

SCALE: 1"=500'

N/A

PERMIT PLANS
NOT ISSUED FOR
CONSTRUCTION

C-01

1. THE CONTRACTOR SHALL CALL THE APPROPRIATE UTILITY COMPANIES AND DIG SAFE AT LEAST 72 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION FOR UTILITIES. OTHERWISE IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF UNDERGROUND UTILITIES AND LOCATE ANY POTENTIAL CONFLICTS WITH THE APPROVED PLANS PRIOR TO CONSTRUCTION.
2. THE CONTRACTOR IS RESPONSIBLE FOR MAINTENANCE OF ALL EROSION CONTROL MEASURES SHOWN ON THE PLAN. IF DEEMED NECESSARY BY THE OWNER OR OWNER'S REPRESENTATIVE (IF APPLICABLE), ADDITIONAL EROSION CONTROL MEASURES SHALL BE INSTALLED AT NO ADDITIONAL COST TO THE OWNER.
3. THE CONTRACTOR SHALL PREPARE THEIR OWN MATERIAL SCHEDULE BASED ON THE PLANS AND FIELD VERIFICATION BY THE CONTRACTOR. ALL MATERIAL SCHEDULES SHOWN WITHIN THE PLAN SET ARE FOR GENERAL INFORMATION ONLY.
4. ALL CONSTRUCTION METHODS, TESTING AND MATERIALS SHALL CONFORM TO THE MAINE DEPARTMENT OF TRANSPORTATION SPECIFICATIONS, THE CITY OF PORTLAND AND SERVICING UTILITY REQUIREMENTS, IF ANY. IN CASES WHERE THESE CONFLICT THE MOST STRINGENT SPECIFICATION SHALL APPLY AT NO ADDITIONAL COST TO THE OWNER.
5. THE SITE CONTRACTOR SHALL MAINTAIN A SET OF PAPER AND CAD DRAWINGS WHICH SHALL RECORD THE ACTUAL LOCATION, DIMENSIONS, ELEVATIONS, MATERIALS OF THEIR WORK, INDICATING THEREON ALL VARIATIONS FROM THE CONTRACT DRAWINGS. THE CONTRACTOR SHALL PROVIDE THE OWNER WITH ONE COMPLETE SET OF REPRODUCIBLE RECORD DRAWINGS, IN .DWG FORMAT AND PAPER, STAMPED "AS-BUILT". IF AUTOCAD CAPABILITY IS NOT AVAILABLE, EXCLUDE FROM BID IN WRITING.
6. THE CONTRACTOR WILL REMAIN SOLELY AND COMPLETELY RESPONSIBLE FOR ENFORCEMENT OF AND COMPLIANCE WITH 1) ALL CONTRACT PLANS AND SPECIFICATIONS, 2) APPLICABLE INTERNATIONAL BUILDING CODE REQUIREMENTS, AND 3) ALL SITE WORKING CONDITIONS AND SAFETY REQUIREMENTS, DAY AND NIGHT, FOR BOTH PERSONS AND PROPERTY, IN EACH CASE BOTH BY THE CONTRACTOR AND ITS SUBCONTRACTORS. THESE INCLUDE ALL OSHA, NIOSH, U.S. EPA AND ANY OTHER APPLICABLE GOVERNMENTAL REGULATIONS.
7. EXISTING CONDITIONS, BASE PLAN DERIVED FROM GIS, AERIAL, & OTHER PUBLICLY AVAILABLE INFORMATION.
8. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ACCESS TO THE SITE AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TEMPORARY MARKINGS, SIGNAGE AND INCIDENTALS TO MAINTAIN A SAFE VEHICLE AND PEDESTRIAN ACCESS. THOUGH THE LIFE OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PORTLAND PUBLIC SAFETY DIVISION ROUTINELY REGARDING TEMPORARY IMPACTS OR CHANGES TO SITE ACCESS CONDITIONS.
9. CONTRACTOR TO DETERMINE SOIL CLASSIFICATION INDEPENDENTLY FOR TRENCH, SHORING, AND OTHER SIMILAR CONSTRUCTION MEANS AND METHODS APPLICATIONS.
10. NO HOLES, TRENCHES, OR STRUCTURES SHALL BE LEFT OPEN OR UNATTENDED OVERNIGHT IN ANY AREA ACCESSIBLE TO THE PUBLIC OR WITHIN THE PUBLIC RIGHT-OF-WAY.
11. THE CONTRACTOR SHALL CONDUCT A PRE-CONSTRUCTION SURVEY OF INTERIOR SUBGRADE AND ABOVE GRADE ACCESSIBLE WALLS, CEILINGS, FLOORS, ROOF AND VISIBLE EXTERIOR AS VIEWED FROM THE GRADE LEVEL IF APPLICABLE
12. THE CONTRACTOR SHALL SURVEY ROCK SURFACE PRIOR TO EXCAVATION AND DEVELOP VOLUME CALCULATIONS TO SHARE WITH THE ENGINEER, ACORN ENGINEERING INC. (ACORN), IF ANY.
13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PRESERVATION OF ALL TREES AND SHRUBS ON THE PROJECT WHICH ARE NOT TO BE REMOVED.
14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING ANY TRENCH PAVEMENT THAT HAS EXPERIENCED EXCESSIVE SETTLEMENT, CRACKING, OR OPENING OF JOINTS. REPAIRS MAY INCLUDE OVERLAY. REMOVAL OF WORK MAY BE NECESSARY AFTER THE FINAL ACCEPTANCE OF WORK OR PRIOR TO THE END OF THE WARRANTY PERIOD. THIS WORK SHALL BE DONE AT THE CONTRACTOR'S EXPENSE.

CIVIL SITE NOTES:

1. THE CONTRACTOR SHALL SUBMIT IN WRITING ANY REQUESTS TO ACORN TO MODIFY THE CONTRACT DOCUMENTS.
2. ALL SHOP, ERECTION, AND CONSTRUCTION DRAWINGS SHALL BE CHECKED AND STAMPED BY THE CONTRACTOR PRIOR TO SUBMISSION FOR ACORN'S REVIEW. ANY UNCHECKED OR NON-STAMPED SUBMITTALS WILL BE RETURNED WITHOUT REVIEW.
3. CONTRACTOR SHALL THOROUGHLY INSPECT AND SURVEY EXISTING STRUCTURES AND SITE TO VERIFY CONDITIONS THAT AFFECT THE WORK SHOWN ON THE DRAWINGS. CONTRACTOR TO NOTIFY ACORN OF ANY DISCREPANCIES PRIOR TO PROCEEDING.
4. DETAILS SHOWN APPLY TO ALL SIMILAR CONDITIONS UNLESS OTHERWISE INDICATED.
5. ALTHOUGH ALL DUE DILIGENCE HAS BEEN APPLIED TO MAKE THE DRAWINGS AS COMPLETE AS POSSIBLE, NOT ALL DETAILS ARE ILLUSTRATED, NOR IS EVERY EXCEPTION CONDITION ADDRESSED WITHIN THE CONTRACT DOCUMENTS.
6. ALL PROPRIETARY CONNECTIONS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
7. THE CONTRACTOR IS RESPONSIBLE FOR THE COORDINATION OF ALL WORK, INCLUDING DIMENSION AND LAYOUT VERIFICATION, MATERIALS COORDINATION, SHOP DRAWING REVIEW, AND THE WORK OF ANY SUBCONTRACTORS.
8. UNLESS OTHERWISE SPECIFICALLY INDICATED, THE DRAWINGS DO NOT DESCRIBE OR DIRECT MEANS OR METHODS OF CONSTRUCTION.
9. THE CONTRACTOR, IN THE PROPER SEQUENCE, SHALL PERFORM OR SUPERVISE ALL WORK NECESSARY TO ACHIEVE THE FINAL COMPLETED STRUCTURE, AND TO PROTECT THE STRUCTURE, WORKMEN, AND OTHERS DURING THE CONSTRUCTION. SUCH WORK SHALL INCLUDE, BUT NOT BE LIMITED TO, BRACING, SHORING FOR CONSTRUCTION EQUIPMENT, SHORING FOR EXCAVATION, FORMWORK, SCAFFOLDING, SAFETY DEVICES AND PROGRAMS OF ALL KINDS, SUPPORT AND BRACING FOR CRANES AND OTHER ERECTION EQUIPMENT.
10. DO NOT BACKFILL AGAINST RETAINING WALLS UNTIL SUPPORTING SLABS AND FLOOR FRAMING ARE IN PLACE AND SECURELY ANCHORED, UNLESS ADEQUATE BRACING IS PROVIDED. PRIOR TO BACKFILLING, CONCRETE SHALL BE CURED PER STRUCTURAL ENGINEER'S SPECIFICATIONS.
11. TEMPORARY BRACING SHALL REMAIN IN PLACE UNTIL ALL FLOORS, WALLS, ROOFS AND OTHER SUPPORTING ELEMENTS ARE IN PLACE, IF APPLICABLE.
12. ALL PAVEMENT JOINTS SHALL BE SAWCUT AND APPLIED WITH TACK COAT PRIOR TO PAVING TO PROVIDE A DURABLE AND UNIFORM JOINT.
13. ACORN BEARS NO RESPONSIBILITY FOR THE ABOVE ITEMS, AND SITE OBSERVATION VISITS DO NOT IN ANY WAY INCLUDE INSPECTION OF THEM.
14. EXCAVATIONS ACCOMPLISHED AS PART OF THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH SUBPART P OF 29 CRF PART 1926.650-.652 (CONSTRUCTION STANDARD FOR EXCAVATIONS).
15. ALL TRENCH PAVEMENT REPAIR SHALL BE COMPLETED WITH THE USE OF A STREET PAVER WITH A SCREED WIDTH CAPABLE OF SPANNING THE FULL WIDTH OF THE TRENCH UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.

SPECIAL INSPECTION NOTES

1. ALL SITE DRAINAGE-RELATED WORK SHALL BE REVIEWED BY ACORN ENGINEERING.
2. NORMAL REVIEWS BY LOCAL BUILDING DEPARTMENT. NOTIFY 48 HOURS PRIOR TO REQUIRED REVIEW.
3. REQUIRED SPECIAL INSPECTIONS PER I.B.C. SECTION 1705.6 BY AN APPROVED SPECIAL INSPECTOR RETAINED BY OWNER. CONTRACTOR TO COORDINATE SPECIAL INSPECTIONS.
4. SPECIAL INSPECTOR SHALL BE A QUALIFIED PERSON WHO SHALL DEMONSTRATE COMPETENCE, TO THE SATISFACTION OF THE BUILDING OFFICIAL, FOR INSPECTION OF THE PARTICULAR TYPE OF CONSTRUCTION OR OPERATION REQUIRING SPECIAL INSPECTION.
 - 4.1. DUTIES AND RESPONSIBILITIES OF THE SPECIAL INSPECTOR SHALL BE TO OBSERVE AND/OR TEST THE WORK ASSIGNED AND OUTLINE ABOVE FOR CONFORMANCE WITH THE CONTRACT DOCUMENTS, ALL DISCREPANCIES SHALL BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE CONTRACTOR FOR CORRECTION.
 - 4.2. THE SPECIAL INSPECTOR SHALL FURNISH REGULAR REPORTS TO THE BUILDING OFFICIAL, THE ARCHITECT AND ENGINEER OF RECORD, AND OTHER DESIGNATED PERSONS. PROGRESS REPORTS FOR CONTINUOUS INSPECTION SHALL BE FURNISHED WEEKLY. INDIVIDUAL REPORTS OF PERIODIC INSPECTIONS SHALL BE FURNISHED WITHIN ONE WEEK OF INSPECTION DATES. THE REPORTS SHALL NOTE UNCORRECTED DEFICIENCIES, AND NET CHANGES TO THE APPROVED CONSTRUCTION DOCUMENTS.

THE SPECIAL INSPECTOR SHALL SUBMIT A FINAL SIGNED REPORT WITHIN TEN DAYS OF THE FINAL INSPECTION STATING WHETHER THE WORK REQUIRING A SPECIAL INSPECTION WAS, TO THE BEST OF THE INSPECTOR'S KNOWLEDGE AND BELIEF, IN CONFORMANCE WITH THE APPROVED CONSTRUCTION DOCUMENTS AND THE APPLICABLE WORKMANSHIP PROVISIONS OF THE INTERNATIONAL BUILDING CODE. WORK NOT IN COMPLIANCE SHALL BE NOTED IN THE REPORT.

LAYOUT NOTES:

1. MONUMENTS DELINEATING PROPERTY LINES OR RIGHT OF WAYS SHALL NOT BE DISTURBED DURING CONSTRUCTION OPERATIONS. IN THE CASE A MONUMENT IS DISTURBED, AT THE CONTRACTOR'S EXPENSE, THE MONUMENT SHALL BE RESET TO ITS ORIGINAL LOCATION AND ELEVATION BY A LICENSED PROFESSIONAL LAND SURVEYOR.
2. ALL DIMENSIONS ON THE FOLLOWING SHEETS TAKE PRECEDENT OVER SCALED DIMENSIONS. EACH DRAWING WITH A BAR SCALE MEANS THAT THE DRAWING/DETAIL HAS BEEN SCALED AS ACCURATELY AS POSSIBLE, AND THE BAR SCALE IS FOR GENERAL REFERENCE ONLY. IF NO BAR SCALE IS PRESENT, THEN THERE IS NO SCALE TO THAT DRAWING/DETAIL. AT NO TIME SHOULD DRAWINGS BE SCALED FROM. ANY DISCREPANCIES BETWEEN DRAWINGS, DETAILS, SPECIFICATIONS AND THE FIELD CONDITION SHALL BE IMMEDIATELY REPORTED TO ACORN FOR FURTHER DIRECTIONS BEFORE ANY ADDITIONAL WORK PROCEEDS.
3. SIGNAGE, STRIPING, AND PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
4. ALL TRAFFIC CONTROL SIGNS INDICATED ON THE SITE LAYOUT PLAN ARE TO MEET ALL REQUIREMENTS & CONDITIONS OF THE CITY OF PORTLAND, MAINE DEPARTMENT OF TRANSPORTATION AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
5. THE CONTRACTOR SHALL OBTAIN THE SERVICES OF A LICENSED PROFESSIONAL LAND SURVEYOR TO PROVIDE A MINIMUM OF TWO TEMPORARY BENCHMARKS WITHIN THE SITE AND TO LOCATE PROPOSED STRUCTURE CORNERS.
6. CONTRACTOR TO ENSURE THAT ACCESS, INCLUDING BUT NOT LIMITED TO WALKWAYS, DRIVEWAYS, AND MAILBOXES ADJACENT TO THE PROJECT REMAIN FUNCTIONAL AND AVAILABLE FOR USE AT ALL TIMES.

PERMITTING NOTES

1. THIS PROJECT IS SUBJECT TO THE TERMS AND CONDITIONS OF **SITE PLAN REVIEW FROM THE CITY OF BIDDEFORD**.
2. THE CONTRACTOR SHALL REVIEW THE ABOVE REFERENCED PERMITS PRIOR TO SUBMITTING A BID FOR THIS PROJECT, AND INCLUDE COSTS AS NECESSARY TO COMPLY WITH THE CONDITIONS OF THESE PERMITS.

GRADING AND DRAINAGE NOTES:

1. TOPSOIL STRIPPED FROM THE SITE THAT IS SUITABLE FOR REUSE AS LOAM (MEETS THE REQUIREMENTS WITHIN SECTION 615 OF THE MDOT STANDARD SPECIFICATIONS, MOST RECENT VERSION AND IS FREE OF TRACEABLE AMOUNTS OF CONTAMINANTS) SHALL BE STOCKPILED WITHIN THE PROPOSED LIMIT OF WORK AREA. THE CONTRACTOR SHALL NOT ASSUME THAT ANY STRIPPED TOPSOIL WILL BE ACCEPTABLE FOR REUSE WITH THEIR ESTIMATE.
2. THE CONTRACTOR SHALL ANTICIPATE THAT GROUNDWATER WILL BE ENCOUNTERED DURING CONSTRUCTION AND SHALL INCLUDE SUFFICIENT COSTS WITHIN THEIR BID TO PROVIDE DEWATERING AS NECESSARY; NO SEPARATE PAYMENT SHALL BE MADE TO THE CONTRACTOR FOR DEWATERING. DEWATERING SHALL INCLUDE TREATMENT OF SILT THROUGH THE USE OF A DIRTBAG BY ACF ENVIRONMENTAL OR APPROVED EQUIVALENT. FLOWS FROM DEWATERING ACTIVITIES SHALL NOT BE DISCHARGED INTO SANITARY SEWERS.
3. THE OWNER SHALL BE RESPONSIBLE FOR OBTAINING ANY EASEMENT OR TEMPORARY CONSTRUCTION RIGHTS AS NECESSARY BY PRIVATE ADJACENT LAND OWNERS. THE CONTRACTOR SHALL NOT DISTURB ANY SOIL BEYOND THE PROPERTY LINE WITHOUT NOTIFYING AND OBTAINING SUCH EASEMENT OR TEMPORARY CONSTRUCTION RIGHT FROM THE ADJACENT LAND OWNERS. PRIOR TO THE CONTRACTOR PRICING THE WORK, THEY SHALL PROVIDE ACORN WITH PROOF OF SUCH EASEMENT OR TEMPORARY RIGHTS. SHOULD EASEMENTS OR TEMPORARY RIGHTS NOT BE AVAILABLE, THE CONTRACTOR SHALL INCLUDE COST FOR BRACING AND SHORING AS NECESSARY.
4. THE MINIMUM SLOPE SHALL MEET OR EXCEED 0.5% IN ALL CASES WHERE NOT NOTED ON THE GRADING PLAN. SLOPES IDENTIFIED ON THE GRADING PLAN TAKE PRECEDENT. ALL SLOPES SHALL BE AWAY FROM BUILDINGS AND TOP OF PAVEMENT SHALL BE AT OR BELOW EXISTING FINISH FLOOR ELEVATIONS.
5. CONTRACTOR TO REVIEW EXISTING SOIL CONDITIONS, TEST PITS, AND BORINGS. THERE WILL BE NO ADDITIONAL PAYMENT FOR UNSUITABLE SOILS.
6. ALL STORM DRAIN PIPE SHALL BE SMOOTH BORE INTERIOR PROVIDING A MANNINGS ROUGHNESS COEFFICIENT OF N=0.012 OR LESS.
7. ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE.
8. NATIVE SOILS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LIMIT THE DISTURBANCE TO SUBGRADE SOILS. SHOULD THE SUBGRADE BECOME YIELDING OR DIFFICULT TO WORK, CONTACT ACORN. THE DISTURBED AREAS SHALL BE EXCAVATED AND BACKFILLED WITH COMPACTED SELECT FILL OR CRUSHED STONE AT NO ADDITIONAL EXPENSE TO THE OWNER.
9. ALL SUBGRADE PREPARATION IS SUBJECT TO THE RECOMMENDATIONS OF THE PROJECT **CIVIL** ENGINEER, IF APPLICABLE.

EROSION CONTROL NOTES:

1. DISTURBED AREAS ARE DEFINED AS THOSE SURFACES WHERE EXISTING VEGETATION OR STRUCTURES HAVE BEEN REMOVED, EXPOSING NATIVE SOIL TO THE ELEMENTS.
2. ALL ROUTINE WORK ACTIVITIES SHALL BE CONDUCTED IN SUCH A WAY TO LIMIT THE AMOUNT OF DISTURBED AREA AT ONE TIME TO THE EXTENT PRACTICABLE.
3. PRIOR TO THE START OF ANY CLEARING/LAND DISTURBING ACTIVITIES, THE CONTRACTOR SHALL INSTALL APPLICABLE EROSION CONTROL DEVICES SUCH AS PERIMETER SILT FENCE, AND OTHER APPLICABLE MEASURES. IN THE EVENT THE CONTRACTOR IS NOT SURE A EROSION CONTROL MEASURE SHOULD BE IMPLEMENTED, THE CONTRACTOR SHALL CONTACT THE ENGINEER OF RECORD TO CONFIRM IMPLEMENTATION OF ANY EROSION CONTROL DEVICES.
4. ALL GROUND AREAS GRADED FOR CONSTRUCTION SHALL BE GRADED, LOAMED, SEEDED AND MULCH SHALL BE APPLIED AS SOON AS POSSIBLE WITHIN 7 DAYS FOLLOWING THE COMPLETION OF ANY SOIL DISTURBANCE, AND PRIOR TO ANY STORM EVENT.
5. EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE INSTALLED TO THE SATISFACTION OF THE CITY. THE CONTRACTOR SHALL REFERENCE THE APPROVED EROSION AND SEDIMENTATION CONTROL REPORT FOR TEMPORARY AND PERMANENT EROSION AND SEDIMENTATION CONTROL DEVICES IN ADDITION TO THE PLAN SET. THE CONTRACTOR SHALL ALSO REFER TO THE MAINE D.E.P.'S PERMIT CONDITIONS, FINDINGS OF FACT AND ORDER (IF ANY), AND THE CURRENT MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL FOR ADDITIONAL INFORMATION.
6. PRIOR TO PAVING, THE CONTRACTOR SHALL REMOVE ALL SEDIMENT FROM STORM DRAINS, CATCH BASINS, AND APPURTENANCES.
7. REFER TO THE EROSION CONTROL DETAILS & NOTES FOR ADDITIONAL INFORMATION.

UTILITY NOTES:

1. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND ELEVATION OF THE EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED UPON RECORDS OF VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THIS INFORMATION IS NOT TO BE RELIED UPON AS BEING EXACT OR COMPLETE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO TEST PIT TO DETERMINE THE EXACT LOCATION AND ELEVATION OF UTILITIES TO COORDINATE WITH THE PROPOSED CONNECTIONS OR CROSSING. ANY DISCREPANCIES SHALL BE IMMEDIATELY REPORTED TO ACORN FOR FURTHER DIRECTIONS BEFORE ANY ADDITIONAL WORK PROCEEDS.
2. **CONTRACTOR TO BYPASS EXISTING SEWER FLOW CONTROL AT CONNECTION TO EXISTING SYSTEM AT NO ADDITIONAL COST.**
3. CONTRACTOR SHALL, AT NO ADDITIONAL COST TO THE OWNER, CONDUCT EXPLORATORY EXCAVATIONS AT LOCATIONS WHERE PROPOSED EXCAVATION WILL INTERSECT WITH EXISTING UTILITIES, PRIOR TO THE ORDERING OF STRUCTURES.
4. ALL NEW SANITARY MANHOLES SHALL BE VACUUM TESTED AND SHOWN TO PASS PRIOR TO BACKFILLING. TESTING SHALL BE COMPLETED IN ACCORDANCE WITH TECHNICAL REPORT #16 (TR-16); GUIDES FOR THE DESIGN OF WASTEWATER TREATMENT WORKS, PREPARED BY THE NEW ENGLAND INTERSTATE WATER POLLUTION CONTROL COMMISSION.

1. MONUMENTS DELINEATING PROPERTY LINES OR RIGHT OF WAYS SHALL NOT BE DISTURBED DURING CONSTRUCTION OPERATIONS. IN THE CASE A MONUMENT IS DISTURBED, AT THE CONTRACTOR'S EXPENSE, THE MONUMENT SHALL BE RESET TO ITS ORIGINAL LOCATION AND ELEVATION BY A LICENSED PROFESSIONAL LAND SURVEYOR.
2. ALL DIMENSIONS ON THE FOLLOWING SHEETS TAKE PRECEDENT OVER SCALED DIMENSIONS. EACH DRAWING WITH A BAR SCALE MEANS THAT THE DRAWING/DETAIL HAS BEEN SCALED AS ACCURATELY AS POSSIBLE, AND THE BAR SCALE IS FOR GENERAL REFERENCE ONLY. IF NO BAR SCALE IS PRESENT, THEN THERE IS NO SCALE TO THAT DRAWING/DETAIL. AT NO TIME SHOULD DRAWINGS BE SCALED FROM. ANY DISCREPANCIES BETWEEN DRAWINGS, DETAILS, SPECIFICATIONS AND THE FIELD CONDITION SHALL BE IMMEDIATELY REPORTED TO ACORN FOR FURTHER DIRECTIONS BEFORE ANY ADDITIONAL WORK PROCEEDS.
3. SIGNAGE, STRIPING, AND PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
4. ALL TRAFFIC CONTROL SIGNS INDICATED ON THE SITE LAYOUT PLAN ARE TO MEET ALL REQUIREMENTS & CONDITIONS OF THE CITY OF PORTLAND, MAINE DEPARTMENT OF TRANSPORTATION AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
5. THE CONTRACTOR SHALL OBTAIN THE SERVICES OF A LICENSED PROFESSIONAL LAND SURVEYOR TO PROVIDE A MINIMUM OF TWO TEMPORARY BENCHMARKS WITHIN THE SITE AND TO LOCATE PROPOSED STRUCTURE CORNERS.
6. CONTRACTOR TO ENSURE THAT ACCESS, INCLUDING BUT NOT LIMITED TO WALKWAYS, DRIVEWAYS, AND MAILBOXES ADJACENT TO THE PROJECT REMAIN FUNCTIONAL AND AVAILABLE FOR USE AT ALL TIMES.

1. THIS PROJECT IS SUBJECT TO THE TERMS AND CONDITIONS OF SITE PLAN REVIEW FROM THE CITY OF BIDDEFORD.
2. THE CONTRACTOR SHALL REVIEW THE ABOVE REFERENCED PERMITS PRIOR TO SUBMITTING A BID FOR THIS PROJECT, AND INCLUDE COSTS AS NECESSARY TO COMPLY WITH THE CONDITIONS OF THESE PERMITS.

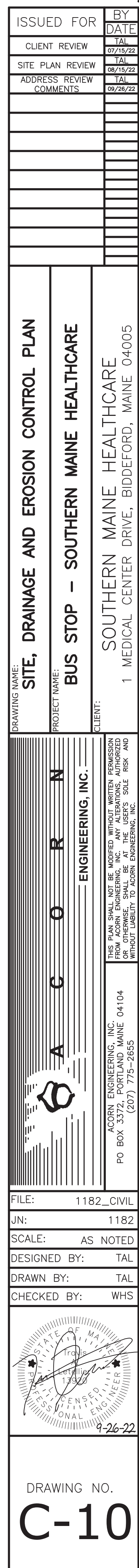
1. TOPSOIL STRIPPED FROM THE SITE THAT IS SUITABLE FOR REUSE AS LOAM (MEETS THE REQUIREMENTS WITHIN SECTION 615 OF THE MDOT STANDARD SPECIFICATIONS, MOST RECENT VERSION AND IS FREE OF TRACEABLE AMOUNTS OF CONTAMINANTS) SHALL BE STOCKPILED WITHIN THE PROPOSED LIMIT OF WORK AREA. THE CONTRACTOR SHALL NOT ASSUME THAT ANY STRIPPED TOPSOIL WILL BE ACCEPTABLE FOR REUSE WITH THEIR ESTIMATE.
2. THE CONTRACTOR SHALL ANTICIPATE THAT GROUNDWATER WILL BE ENCOUNTERED DURING CONSTRUCTION AND SHALL INCLUDE SUFFICIENT COSTS WITHIN THEIR BID TO PROVIDE DEWATERING AS NECESSARY; NO SEPARATE PAYMENT SHALL BE MADE TO THE CONTRACTOR FOR DEWATERING. DEWATERING SHALL INCLUDE TREATMENT OF SILT THROUGH THE USE OF A DIRTBAK BY ACF ENVIRONMENTAL OR APPROVED EQUIVALENT. FLOWS FROM DEWATERING ACTIVITIES SHALL NOT BE DISCHARGED INTO SANITARY SEWERS.
3. THE OWNER SHALL BE RESPONSIBLE FOR OBTAINING ANY EASEMENT OR TEMPORARY CONSTRUCTION RIGHTS AS NECESSARY BY PRIVATE ADJACENT LAND OWNERS. THE CONTRACTOR SHALL NOT DISTURB ANY SOIL BEYOND THE PROPERTY LINE WITHOUT NOTIFYING AND OBTAINING SUCH EASEMENT OR TEMPORARY CONSTRUCTION RIGHT FROM THE ADJACENT LAND OWNERS. PRIOR TO THE CONTRACTOR PRICING THE WORK, THEY SHALL PROVIDE ACORN WITH PROOF OF SUCH EASEMENT OR TEMPORARY RIGHTS. SHOULD EASEMENTS OR TEMPORARY RIGHTS NOT BE AVAILABLE, THE CONTRACTOR SHALL INCLUDE COST FOR BRACING AND SHORING AS NECESSARY.
4. THE MINIMUM SLOPE SHALL MEET OR EXCEED 0.5% IN ALL CASES WHERE NOT NOTED ON THE GRADING PLAN. SLOPES IDENTIFIED ON THE GRADING PLAN TAKE PRECEDENT. ALL SLOPES SHALL BE AWAY FROM BUILDINGS AND TOP OF PAVEMENT SHALL BE AT OR BELOW EXISTING FINISH FLOOR ELEVATIONS.
5. CONTRACTOR TO REVIEW EXISTING SOIL CONDITIONS, TEST PITS, AND BORINGS. THERE WILL BE NO ADDITIONAL PAYMENT FOR UNSUITABLE SOILS.
6. ALL STORM DRAIN PIPE SHALL BE SMOOTH BORE INTERIOR PROVIDING A MANNINGS ROUGHNESS COEFFICIENT OF $N=0.012$ OR LESS.
7. ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE.
8. NATIVE SOILS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LIMIT THE DISTURBANCE TO SUBGRADE SOILS. SHOULD THE SUBGRADE BECOME YIELDING OR DIFFICULT TO WORK, CONTACT ACORN. THE DISTURBED AREAS SHALL BE EXCAVATED AND BACKFILLED WITH COMPACTED SELECT FILL OR CRUSHED STONE AT NO ADDITIONAL EXPENSE TO THE OWNER.
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4. ALL GROUND AREAS GRADED FOR CONSTRUCTION SHALL BE GRADED, LOAMED, SEEDED AND MULCH SHALL BE APPLIED AS SOON AS POSSIBLE WITHIN 7 DAYS FOLLOWING THE COMPLETION OF ANY SOIL DISTURBANCE, AND PRIOR TO ANY STORM EVENT.
5. EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE INSTALLED TO THE SATISFACTION OF THE CITY. THE CONTRACTOR SHALL REFERENCE THE APPROVED EROSION AND SEDIMENTATION CONTROL REPORT FOR TEMPORARY AND PERMANENT EROSION AND SEDIMENTATION CONTROL DEVICES IN ADDITION TO THE PLAN SET. THE CONTRACTOR SHALL ALSO REFER TO THE MAINE D.E.P.'S PERMIT CONDITIONS, FINDINGS OF FACT AND ORDER (IF ANY), AND THE CURRENT MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL FOR ADDITIONAL INFORMATION.
6. PRIOR TO PAVING, THE CONTRACTOR SHALL REMOVE ALL SEDIMENT FROM STORM DRAINS, CATCH BASINS, AND APPURTENANCES.
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2. CONTRACTOR TO BYPASS EXISTING SEWER FLOW CONTROL AT CONNECTION TO EXISTING SYSTEM AT NO ADDITIONAL COST.
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4. ALL NEW SANITARY MANHOLES SHALL BE VACUUM TESTED AND SHOWN TO PASS PRIOR TO BACKFILLING. TESTING SHALL BE COMPLETED IN ACCORDANCE WITH TECHNICAL REPORT #16 (TR-16): GUIDES FOR THE DESIGN OF WASTEWATER TREATMENT WORKS, PREPARED BY THE NEW ENGLAND INTERSTATE WATER POLLUTION CONTROL COMMISSION.

4. THE CLIENT HAS NOT REQUESTED NOR HAS ACORN COMPLETED A PHASE I – ENVIRONMENTAL SITE ASSESSMENT FOR THE PROPERTY.

[illegible]



1. THE CONCRETE PAD SHALL BE 10'X3.25'X6" IN SIZE.
2. COMPACT SUBGRADE TO 95% MAXIMUM DRY DENSITY IN ACCORDANCE WITH ASTM D-1557.
3. FINISH WITH A STIFF, COARSE, FIBER BROOM.

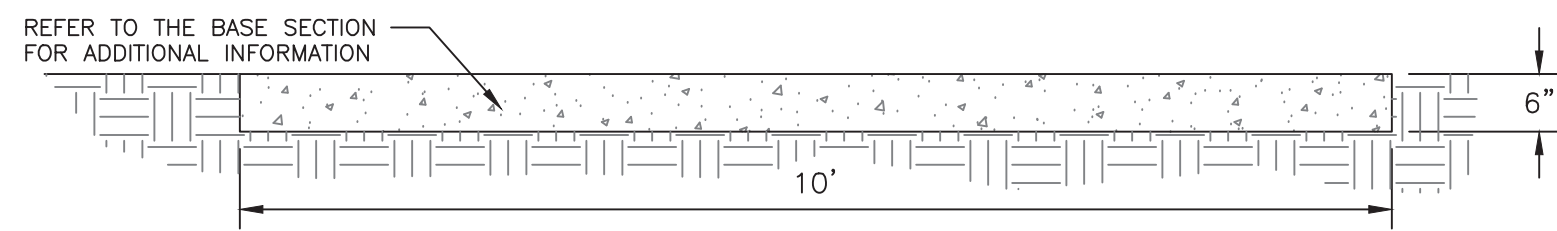


Diagram illustrating the construction of a catch basin inlet protection. The structure is shown in cross-section, with labels indicating its components and dimensions:

- CATCH BASIN COVER**: The top horizontal surface of the structure.
- CATCH BASIN**: The main body of the structure.
- CATCH BASIN INLET PROTECTION**: The structure designed to prevent debris from entering the catch basin.
- DUMP LOOPS (TYP.)**: The loops of material used to construct the inlet protection.
- LENGTH & WIDTH MAY VARY**: Dimension indicating the horizontal extent of the structure.
- DEPTH (VARIES)**: Dimension indicating the vertical height of the structure.
- INSERT 1" REBAR IN EACH LOOP TO HOLD UP SILT SACK**: Instruction for reinforcing the structure.

NOTES:

1. CATCH BASIN INLET PROTECTION SHALL BE INSTALLED DOWNGRADEMENT OF PROPOSED PROJECT AND ROUTINELY MAINTAINED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
2. CATCH BASIN SIZE VARIES. CONTRACTOR TO ENSURE CATCH BASIN INLET PROTECTION MATCHES CATCH BASIN DIMENSIONS.
3. SILT SACK SHALL BE ACF ENVIRONMENTAL SILT SACK, TYPE A, OR APPROVED EQUAL.

SIDE VIEW

Diagram illustrating the installation of a granite curb. The curb is 6" MIN. TERMINAL CURB (7" AT SIDEWALK RAMP) and is installed with a 1" CURB REVEAL AT DRIVEWAY. The gutter line is shown, and the gutter line at the driveway is also indicated. The curb is supported by 6" X 8 1/2" FILTER FABRIC (TYP.) FOR ALL GRANITE CURB INSTALLATION.

ESPLANADE AND OR SIDEWALK

5"

6" REVEAL

6"

6"

12"

3,000 PSI CONCRETE

HOT BITUMINOUS PAVEMENT AND GRAVEL DEPTHS SHALL MEET THE REQUIREMENTS FOR CORRESPONDING STREET CLASSIFICATION.

AGG. BASE CRUSHED GRAVEL, TYPE "B" SUBGRADE TO BE 95% COMPACTED

NOTES:

1. INDIVIDUAL PIECES OF CURB SHORTER THAN 4 L.F. ARE NOT ALLOWED, WITH THE EXCEPTION OF RADIAL CURB.
2. THE MINIMUM HEIGHT OF THE CONCRETE BACKING SHALL BE 10-INCHES OR TO THE BOTTOM OF THE HOT MIX ASPHALT PAVEMENT, WHICHEVER IS GREATER, MEASURED FROM THE BOTTOM OF CURB.
3. CURBING SHALL BE SET IN A 6-INCH BED OF POURED IN PLACE 3,000 PSI CONCRETE MIX.
4. WOODEN SHIMS MAY BE USED TO SET CURB.

1. ALL DETECTABLE WARNING PLATES SHALL BE UNCOATED CAST IRON. FOLLOW MANUFACTURER'S INSTRUCTIONS FOR INSTALLATION.

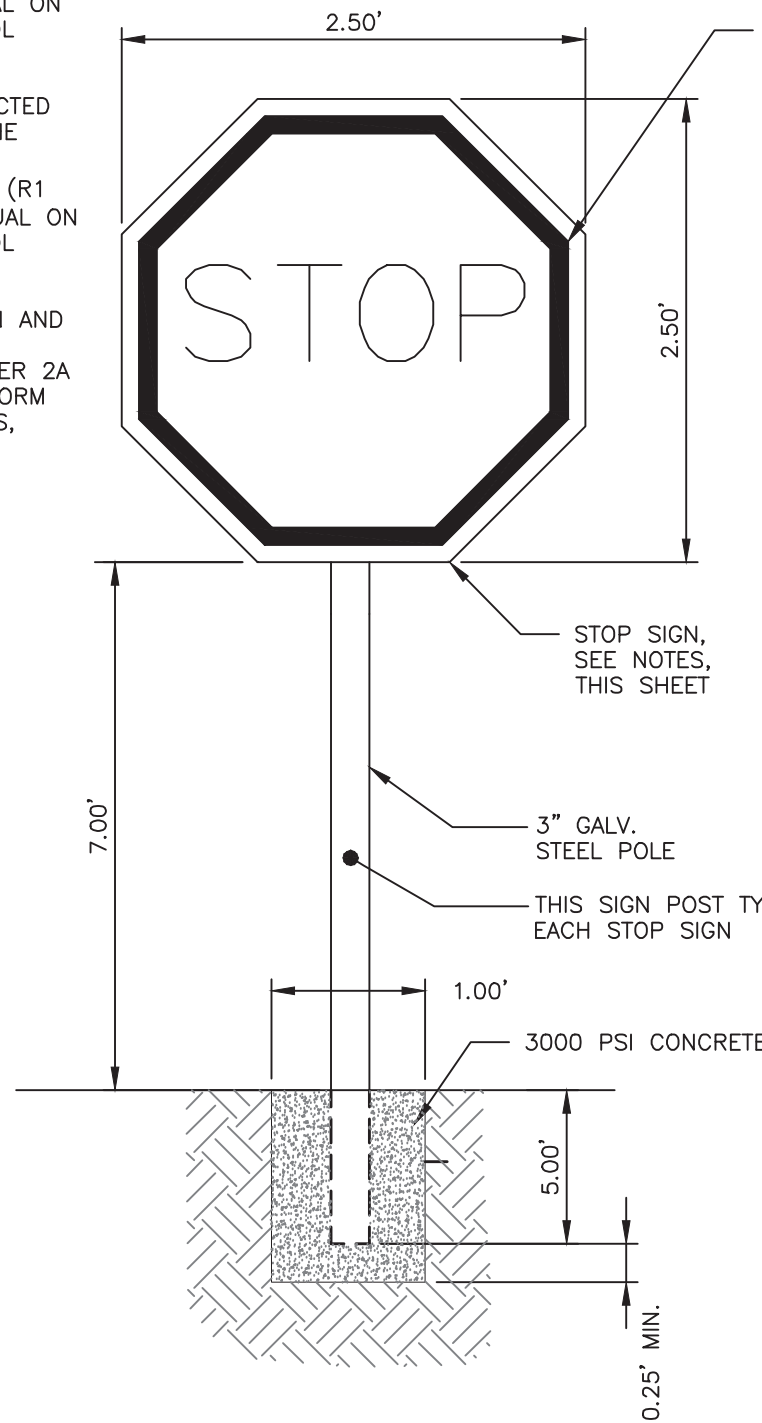
- THE DETECTABLE WARNING PLATES SHALL EXTEND 24 INCHES MINUS THE DIRECTION OF TRAVEL AND THE FULL WIDTH OF THE CURB RAMP, LANDING, OR BLENDED TRANSITION TO THE STREET.
- NOTATION: THE DETECTABLE WARNING PANEL SHALL BE LOCATED SUCH THAT THE EDGE NEAREST THE CURB LINE IS 6 INCHES MINIMUM AND 8 INCHES MAXIMUM FROM THE CURB LINE. THE PANEL SHALL BE ORIENTED TO THE DIRECTION OF TRAVEL AS IDENTIFIED BY THE SIGN OF EGRESS.
-
- The drawing consists of two views: a top view (left) and a side view (right).
- Top View:** Shows a rectangular panel with a total width of 24 inches. The panel is divided into three horizontal sections: a top section of 4 inches, a middle section of 5 inches, and a bottom section of 4 inches. The middle section is labeled "10" COMPACTED AGGREGATE BASE GRAVEL". The top and bottom sections are labeled "CAST IN PLACE CONCRETE". A circular "CAST IRON DETECTABLE WARNING PLATES" is shown in the center of the panel, oriented towards the right. The panel is set in a "WET CONCRETE PER MANUFACTURERS INSTRUCTIONS".
- Side View:** Shows the panel's profile. The total height is 24 inches. The top section is 4 inches high, the middle section is 24 inches high, and the bottom section is 4 inches high. The middle section is labeled "CAST IRON DETECTABLE WARNING PLATES SET IN WET CONCRETE PER MANUFACTURERS INSTRUCTIONS". The panel is set in a "WET CONCRETE PER MANUFACTURERS INSTRUCTIONS". The side view also shows the "WIDTH OF RAMP" and the "DIRECTION OF TRAVEL" indicated by an arrow pointing right.

NOTES:

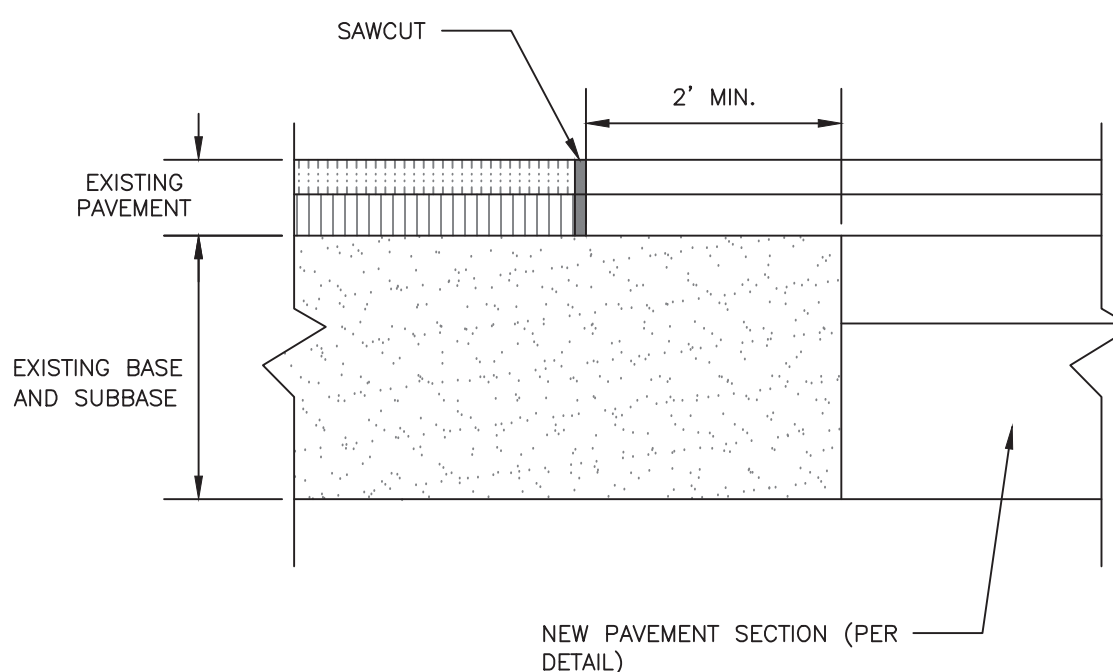
1. ALL PEDESTRIAN RAMPS SHALL COMPLY WITH ADA STANDARDS.
2. PEDESTRIAN RAMP CROSS SLOPE SHALL BE A MAXIMUM OF 2%.
3. ADJACENT SURFACE TO PEDESTRIAN RAMP SHALL BE FLUSH WITH THE BOTTOM OF THE PEDESTRIAN RAMP.
4. DETECTABLE WARNINGS SHALL SPAN THE WIDTH OF THE PEDESTRIAN RAMP.
5. FOR USE ONLY WHEN NO SIDEWALK IS PRESENT ON THE SIDE ROAD.

1. ALL ASPECTS OF STOP SIGN CONSTRUCTION SHALL BE IN ACCORDANCE WITH MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, 2009 OR MOST RECENT EDITION.
2. SIGN SHALL BE CONSTRUCTED AS SIGN R1-1 UNDER THE "REGULATORY SIGNS, BARRICADES, AND GATES" (R1 SERIES) WITHIN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, 2009 OR MOST RECENT EDITION.
3. SIGN POST CONSTRUCTION AND MOUNTING SHALL BE IN ACCORDANCE WITH CHAPTER 24 OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, 2009 OR MOST RECENT EDITION.

Diagram of a standard octagonal stop sign. The sign is octagonal with a thick black border. The word "STOP" is written in the center in a large, sans-serif font. Dimensions are indicated: the overall width is 2.50' and the overall height is 2.50'. Callouts point to the border and the text, stating: "LETTERS AND OUTLINE SHALL BE COLORED WHITE, ON RED FIELD" and "STOP SIGN, SEE NOTES, THIS SHEET".



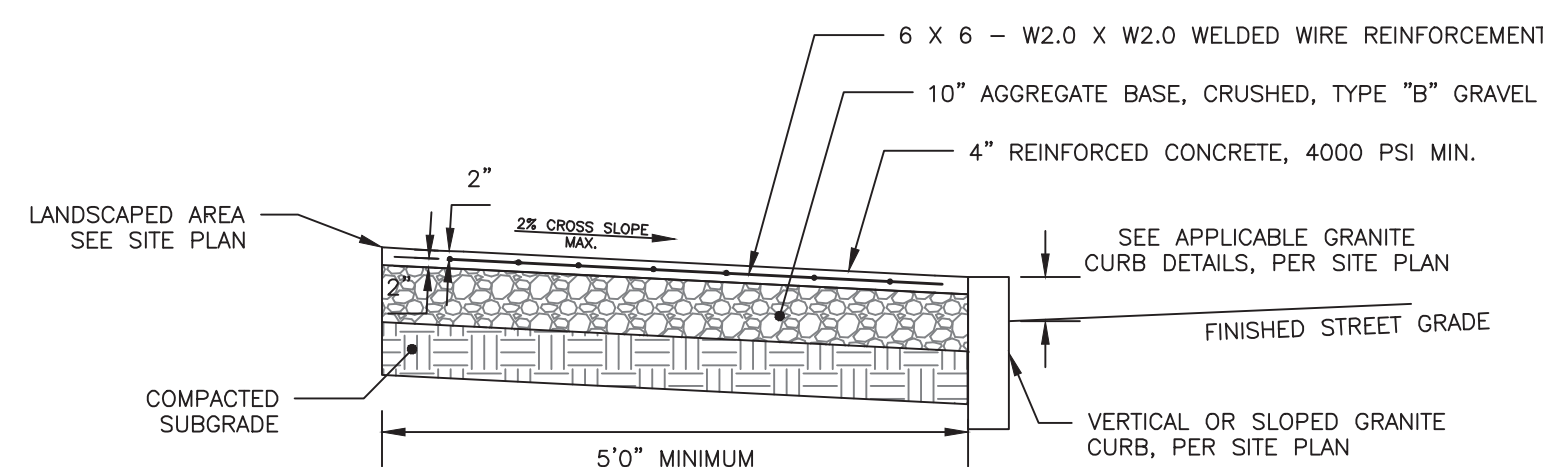
1. SAWCUT EXISTING PAVEMENT AND REMOVE 2" STRIP OF EXISTING PAVEMENT. CREATE UNIFORM AND RIGID BUTT JOINT AND APPLY BITUMINOUS TACK COAT AT AN APPLICATION RATE OF 0.10 TO 0.14 GALLONS PER SQUARE YARD PRIOR TO PLACEMENT OF NEW BITUMINOUS PAVEMENT.
2. THE NEW PAVEMENT SECTION SHALL MEET THE CITY OF PORTLAND BITUMINOUS PAVEMENT SECTION DETAIL AT A MINIMUM OR THE THE EXISTING PAVEMENT AND AGGREGATE BASE AND SUBBASE DEPTH WHICHEVER IS GREATER.



1.5" (MIN) HMA TOP COARSE
2.5" HMA BASE COURSE
6" CRUSHED GRAVEL BASE MDOT TYPE "A"
18" (MIN) GRAVEL BASE MDOT TYPE "D"

1. ALL DIMENSIONS ARE MINIMUMS
IF EXISTING LAYER DEPTHS ARE
GREATER, CONTRACTOR SHALL
MEET EXISTING THICKNESS
2. MAINE DOT SPECIFICATIONS.

1. AIR TESTS SHALL BE DONE IN ACCORDANCE WITH AASHTO T152. TEST FIRST TWO LOADS AND EVERY THIRD LOAD THEREAFTER PROVIDED CONSISTENT RESULTS ARE ACHIEVED.
2. WELDED WIRE FABRIC SHALL BE PLACED 2 INCHES ABOVE THE CRUSHED GRAVEL, AND 2 INCHES FROM ALL FINISHED EDGES, EXCEPT JOINTS. JOINTS OF FABRIC JOINTS SHALL BE OVERLAP A MINIMUM OF 1 FOOT AND BE PREPARED IF THE CONTRACTOR ELECTS TO USE REBAR, ONE 4-GAUGE WILL BE ACCEPTABLE. IF THE CONTRACTOR ELECTS TO USE A PRE-MIXED FIBER SLASH, A SPECIFICATION SHEET MUST BE SUBMITTED AND PRE-APPROVED BY THE ENGINEER PRIOR TO ITS APPLICATION.
3. MESH SHALL BE PLACED ALTERNATELY IN LENGTHS NOT TO EXCEED 30 FEET OR AS DIRECTED AND SHALL BE SEPARATED BY AN EXPOSED JOINT PERFORMED AND EXPLORED.
4. WHEN CONSTRUCTED ADJACENT TO A BUILDING, RETAINING WALL OR OTHER FIXED STRUCTURE, A 1/4 INCH THICK PREFORMED JOINT FILLER SHALL BE USED BETWEEN THE SLAB AND THE STRUCTURE.
5. THE SIDEWALK SURFACE SHALL BE SCORED INTO BLOCK UNITS NO GREATER THAN 40 SQUARE FEET AS DIRECTED. THE DEPTH OF THE SCORING SHALL BE AT LEAST ONE-FOURTH (1/4) THE THICKNESS OF THE SLAB.
6. MATCHING TO EXISTING SIDEWALK SHALL BE DONE WITH A CLEAN VERTICAL FACE CONNECTION.
7. THE SURFACE SHALL BE FINISHED TO PRODUCE A BROOKLINE "BRUSHED" PATTERN. NO PLASTERING OF THE SURFACE WITH MORTAR WILL BE PERMITTED. THE FINISH SHALL RESULT IN A SURFACE OF UNIFORM TEXTURE AND COLOR. ALL OUTSIDE EDGES OF THE SLAB AND ALL JOINTS SHALL BE ROUNDED WITH A 1/4 INCH RADII EDGING TOOL.
8. THE SLAB SHALL BE CURED WITH A MINIMUM OF 7 DAYS. IF THE USE OF THOMPSON'S WATER SEAL AS MANUFACTURED BY E.A. THOMPSON CO., INC. OF MEMPHIS, TENNESSEE, BOILED LINSEED OIL, WHITE PIGMENTED CURING COMPOUND, OR BY OTHER APPROVED METHODS, CONCRETE SIDEWALK TO BE SEALED WITH CONSOLIDEX SALTGUARD BW OR APPROVED EQUAL 28 DAYS AFTER PLACEMENT. FOLLOW MANUFACTURER'S RECOMMENDATIONS FOR APPLICATION.
9. GENERAL CONTRACTOR TO COLLECT DELIVERY SLIPS AND TRANSFER TO THE OWNER.
10. WHEN REINFORCED CONCRETE SIDEWALK IS PROVIDED AS A PUBLIC RIGHT OF WAY, THE DETAIL MUST BE APPROVED BY THE PUBLIC WORKS DEPARTMENT PRIOR TO THE INSTALLATION OF THE WALK.



NEW PAVEMENT SECTION (PER _____)
DETAIL)

PAVEMENT SAWCUT DETAIL
NOT TO SCALE

PERMIT PLANS
NOT ISSUED FOR
CONSTRUCTION

[illegible]NAME: _____
BUS STOP – SOUTHERN MAINE HEALTH CARE

SOUTHER MAINE HEALTH CARE

11 MEDICAL CENTER DRIVE BIDDEFORD, MAINE 04005

DRAWING NAME:

PROJECT NAME:

CLIENT:


A C O R N

ENGINEERING, INC.

PO BOX 10400 • SAN JOSE, CALIF. 95131 • TEL. (415) 251-0404
 FAX (415) 251-0404 • CABLE ACORN INC. • TELETYPE (415) 251-0404
 CIRCLE 10 ON READER SERVICE CARD

FILE: 1182_DETAILS

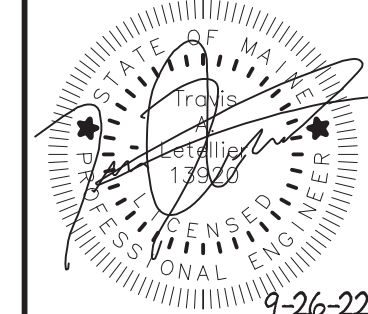
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SCALE: AS NOTED

DESIGNED BY: TAL

DRAWN BY: TAL

CHECKED BY:	WHS



DRAWING NO.

C-40

