

**CITY OF LEWISTON**  
**PLANNING BOARD MEETING**  
Monday, June 25, 2018 – 5:30 P.M.  
City Council Chambers – First Floor  
Lewiston City Building  
27 Pine Street, Lewiston, ME

## **AGENDA**

**I. ROLL CALL**

**II. ADJUSTMENTS TO THE AGENDA**

**III. CORRESPONDENCE**

**IV. PUBLIC HEARINGS:**

Dirigo Federal Credit Union – 381 Main Street, Major Plan Development Review

**V. OTHER BUSINESS:**

Any other business Planning Board Members may have relating to the duties of the Lewiston Planning Board.

**VI. READING OF THE MINUTES:** Motion to adopt the June 11, 2018 draft minutes

**VII. ADJOURNMENT**



## CITY OF LEWISTON

# Department of Planning & Code Enforcement

**TO: Planning Board**

**FROM: Douglas M. Greene, AICP, RLA, City Planner**

**DATE: June 22, 2018**

**RE: June 25, 2018 Agenda Item IV a**

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**Walsh Engineering Associates, Inc., on behalf of Dirigo Federal Credit Union is seeking to replace the existing building with a new building (3,922 sf. footprint and 9,635 total sf.) and 34 space parking lot at 381 Main Street.**

Walsh Engineering Associates, Inc. on behalf of Dirigo Federal Credit Union has submitted an application to replace the existing building with a new building (3,922 sf. footprint and 9,635 total sf.) and 34 space parking lot on a property located at 381 Main Street. The current building is 6,917 sf. in size with an existing parking lot of 30 spaces. All of the improvements are proposed to be located on a property .77 acres (33,722 sf.) in size. City tax maps shows that 381 Main Street consists of 2 parcels; 381 Main Street (Parcel # 194-468) and 391 Main Street (Parcel # 194-467).

The land is zoned Centreville (CV) which allows business and professional office uses as a permitted use. The Board may recall sending a unanimous favorable recommendation to the Council in January to rezone this property from Community Business (CB) to CV in support of the redevelopment of this site. The project meets all of the space and bulk requirements of the CV district. The project is considered a major development plan and is subject to development review and approval from the Planning Board pursuant to Article XIII (Development Review and Standards), Section 4 (Approval Criteria) of the Zoning and Land Use Code. The applicant has provided revisions and review comments to the satisfaction of staff. The following should be noted:

- The new 34 space parking area will be elevated and supported by a retaining wall located at the rear of the property along Oak Street.
- The 2 new driveways proposed on Main Street are a reduction to the current 4 driveways located on Main Street (2), Holland Street (1) and Oak Street (1).
- The 2 new proposed driveways are located further away from the intersection of Main and Holland Street.
- The applicant has agreed to restripe and redefine a middle turn lane on Main Street between Holland and Elm Street.
- The proposed development will result in a net reduction of impervious surface of 4,246 square feet or a reduction in the percentage of impervious area from 91% down to 78%. Stormwater will be managed through the existing and new drainage connections.

- New ADA curb ramps, with warning plates, will be installed at the two new Main Street driveways.

All review comments from city staff have been addressed by the applicant to staff's satisfaction with revisions provided by the applicant.

City staff has no additional comments at this time. Staff recommends **APPROVAL** of the proposed project, with the following conditions:

- A note is added to the grading and drainage plan (sheet C2.2) that evidence of a final inspection of the stormwater system be provided to the city by the designing engineer along with a written statement indicating that the stormwater system and all site improvements have been completed in accordance with the approved plans prior to the issuance of a certificate of occupancy.
- A note is added stating that off-site improvements/striping shall be completed prior to the issuance of a certificate of occupancy.

### **ACTION NECESSARY**

Staff recommends the Planning Board make a motion:

*“I move to approve the application submitted by Walsh Engineering Associates, Inc. on behalf of Dirigo Federal Credit Union to replace the existing building with a new building (3,922 sf. footprint and 9,635 total sf.) and to construct a new 34 space parking lot at the property located at 381 Main Street with the findings:*

- 1. The application has been deemed complete*
- 2. The application meets, but is not limited to, the standards and requirements of Article XIII (Development Review and Standards), Section 4 (Approval Criteria) of the Lewiston Zoning and Land Use Code.*

*This approval is subject to the following conditions:*

- 1. A note shall be added to the site plan (sheet C2.2, Grading and Drainage Plan) that evidence of a final inspection of the stormwater system be provided to the city by the designing engineer along with a written statement indicating that the stormwater system and all site improvements have been completed in accordance with the approved plans prior to the issuance of a certificate of occupancy.*
- 2. All offsite improvements/striping shall be completed prior to the issuance of a certificate of occupancy.”*



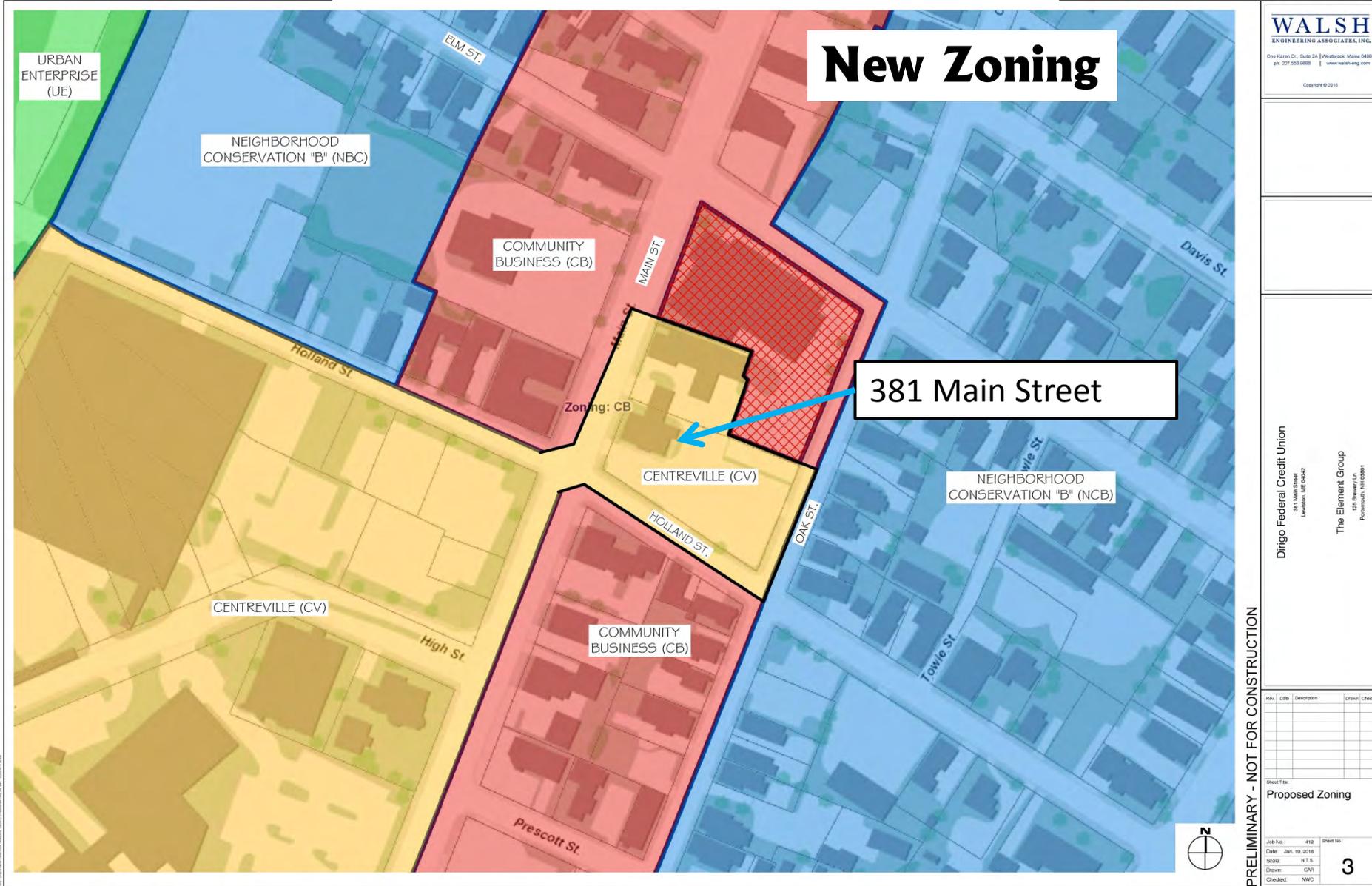
**Lewiston Planning Board**  
**June 25, 2018 Meeting**  
**Dirigo Federal Credit Union**  
**381 Main Street**

**Walsh Engineering Associates, Inc., on behalf of Dirigo Federal Credit Union is seeking to replace the existing building with a new building (3,922 sf. footprint and 9,635 total sf.) and 34 space parking lot at 381 Main Street.**

**The plan was reviewed by Staff using Article XIII (Development Review and Standards), Section 4 (Approval Criteria) of the Zoning and Land Use Code.**



# Zoning Map- 381 Main Street



**WALSH**  
ENGINEERING ASSOCIATES, INC.

One Karen Dr., Suite 24 | Westbrook, Maine 04092  
ph: 207.753.8888 | www.walsh-eng.com

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Dirigo Federal Credit Union  
381 Main Street  
Leicester, ME 04242

The Element Group  
135 Brewer Ln.  
Portsmouth, NH 03801

PRELIMINARY - NOT FOR CONSTRUCTION

Rev.	Date	Description	Drawn	Checked

Sheet Title: Proposed Zoning

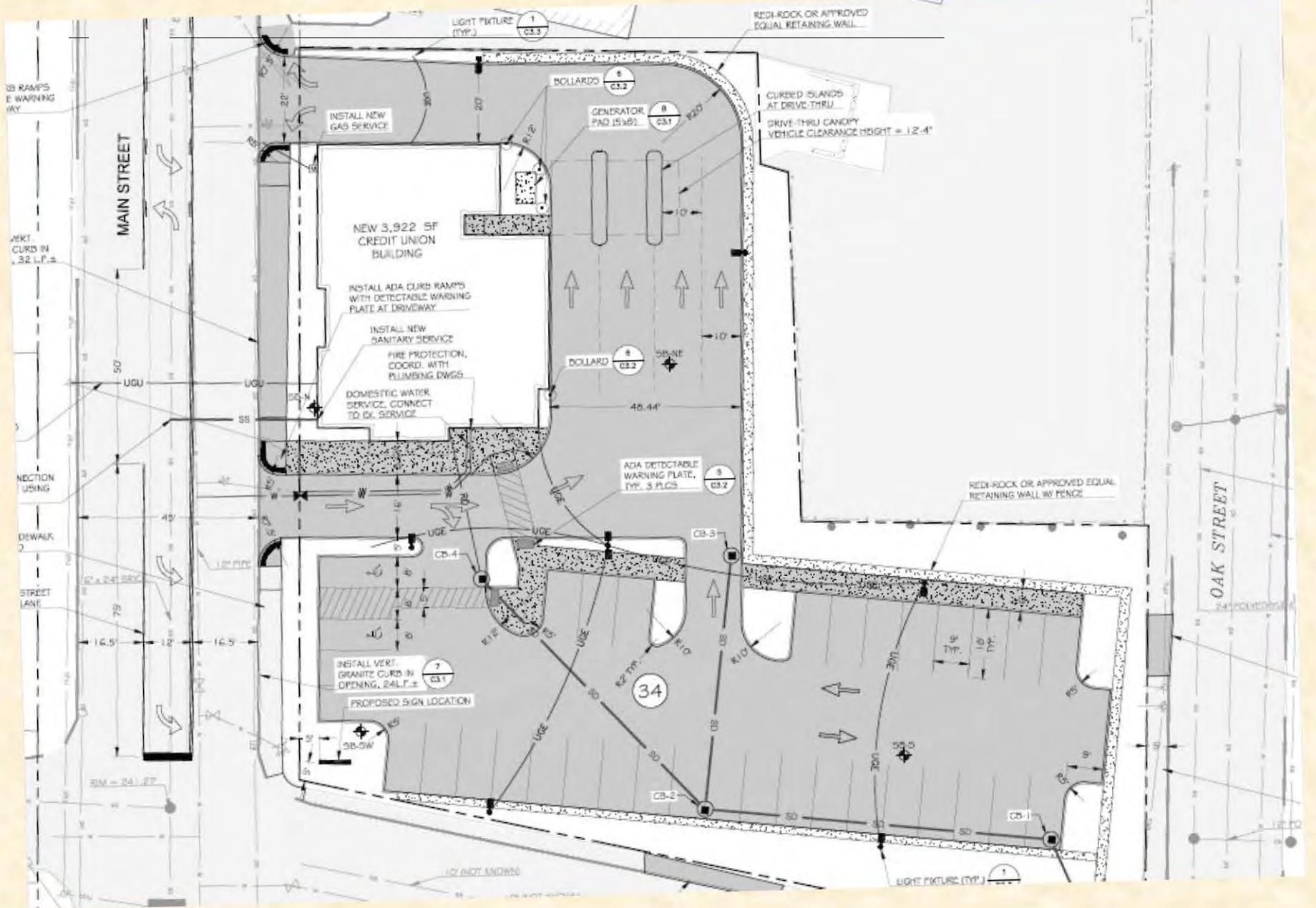
Job No. 412 Sheet No. 3  
Date: Jan 19, 2018  
Scale: N.T.S.  
Drawn: CAR  
Checked: MWC

## Zoning- Centerville District (CV)

# Aerial Map- 381 Main Street



**Existing Conditions**



**Dirigo Credit Union Proposed Site Plan**

# **ACTION NECESSARY**

Staff recommends the Planning Board make this motion:

***“I move to approve the application submitted by Walsh Engineering Associates, Inc. on behalf of Dirigo Federal Credit Union to replace the existing building with a new building (3,922 sf. footprint and 9,635 total sf.) and to construct a new 34 space parking lot at the property located at 381 Main Street with the findings:***

- 1. The application has been deemed complete***
- 2. The application meets, but is not limited to, the standards and requirements of Article XIII (Development Review and Standards), Section 4 (Approval Criteria) of the Lewiston Zoning and Land Use Code.***

***This approval is subject to the following conditions:***

- 1. A note shall be added to the site plan (sheet C2.2, Grading and Drainage Plan) that evidence of a final inspection of the stormwater system be provided to the city by the designing engineer along with a written statement indicating that the stormwater system and all site improvements have been completed in accordance with the approved plans. prior to the issuance of a certificate of occupancy.***
- 2. All offsite improvements/stiping shall be completed prior to the issuance of a certificate of occupancy.”***

**Questions?**

**WALSH**  
ENGINEERING ASSOCIATES, INC.

File: 412

June 19, 2018

Mr. Doug Greene, AICP, RLA, City Planner  
City of Lewiston  
27 Pine St  
Lewiston, ME 04240

**RE: Dirigo Federal Credit Union, 381 Main Street**

Dear Doug,

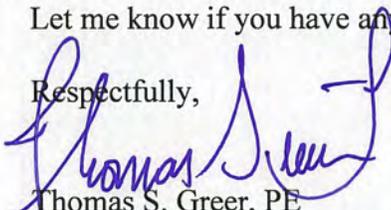
We are pleased to submit the revised plans for the Dirigo Federal Credit Union located at 381 Main Street. We have made the following revisions in response to staff comments.

- We have removed the two temporary bank structures shown on the veteran's property. We were unable to complete the negotiations with them in time for the meeting. As soon as we have a viable site we will submit a new site plan application.
- We have revised the project description in the application.
- The sewer connections will be made using Inserta tees.
- The sidewalks and curbs will be reconstructed on Main, Holland and Oak Streets.
- We have added ADA ramps on the two driveways at Main Street.
- We have included a striping plan for the full length of the block, Elm Street to Holland.
- Conduit below the roadway will be schedule 80.
- Attached is a Summary of Design Development Standards.
- We have added a signature block for the approval.
- Building elevations are provided with the height of the canopy noted.
- We are providing additional landscaping along the Oak Street side.
- The light poles have been revised to 20 feet.

We believe this project meets the standards of the Lewiston Ordinance and will be a great improvement to the Main Street area.

Let me know if you have any questions.

Respectfully,



Thomas S. Greer, PE  
Walsh Engineering Associates, Inc.

cc: Nathan Henry, File  
Enc.

File: 412

May 25, 2018

Mr. David Hediger  
City of Lewiston  
27 Pine St  
Lewiston, ME 04240

**RE: Dirigo Federal Credit Union, 381 Main Street**

Dear David,

We are pleased to submit the attached application for the new Dirigo Federal Credit Union. This project will replace the existing two credit union buildings with a single building. The entire site will be redeveloped.

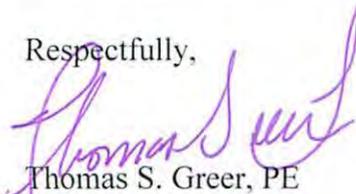
With the new Centerville Zone in place we have placed the building near Main Street, giving the site a sense of presence. This allows the drive thru to be behind the building.

The entrance has been moved away from Holland Street and the parking has been separated from the drive thru. This provides better safety for both vehicles and pedestrians.

Finally, we are showing temporary buildings on the adjacent site. This will allow current customers easy access to the credit union services during construction. The current parking on the adjacent satellite site will be utilized for customers and employees, and some construction employees.

Please review our application and let me know if you need any additional data. It is a pleasure to work with you and the Lewiston Staff. Thank you for your help.

Respectfully,



Thomas S. Greer, PE  
Walsh Engineering Associates, Inc.

cc: Nathan Henry, File  
Enc.



# PROJECT DATA

The following information is required where applicable, in order to complete the application

## IMPERVIOUS SURFACE AREA/RATIO

Existing Total Impervious Area	30,638	sq. ft.
Proposed Total Paved Area	22,470	sq. ft.
Proposed Total Impervious Area	26,392	sq. ft.
Proposed Impervious Net Change	-4,246	sq. ft.
Impervious surface ratio existing	91	% of lot area
Impervious surface ratio proposed	78	% of lot area

## BUILDING AREA/LOT COVERAGE

Existing Building Footprint	6,917	sq. ft.
Proposed Building Footprint	3,922	sq. ft.
Proposed Building Footprint Net change	-2,995	sq. ft.
Existing Total Building Floor Area	19,242	sq. ft.
Proposed Total Building Floor Area	9,635	sq. ft.
Proposed Building Floor Area Net Change	-9,607	sq. ft.
New Building	Yes	(yes or no)
Building Area/Lot coverage existing	20.5	% of lot area
Building Area/Lot coverage proposed	11.6	% of lot area

## ZONING

Existing \_\_\_\_\_

Proposed, if applicable \_\_\_\_\_

## LAND USE

Existing \_\_\_\_\_ Credit Union

Proposed \_\_\_\_\_ Credit Union

## RESIDENTIAL, IF APPLICABLE

Existing Number of Residential Units \_\_\_\_\_ n/a

Proposed Number of Residential Units \_\_\_\_\_ n/a

Subdivision, Proposed Number of Lots \_\_\_\_\_ n/a

## PARKING SPACES

Existing Number of Parking Spaces \_\_\_\_\_ 30

Proposed Number of Parking Spaces \_\_\_\_\_ 34

Required Number of Parking Spaces \_\_\_\_\_ 26

Number of Handicapped Parking Spaces \_\_\_\_\_ 2

## ESTIMATED COST OF PROJECT

\$4,000,000.00

## DELEGATED REVIEW AUTHORITY CHECKLIST

### SITE LOCATION OF DEVELOPMENT AND STORMWATER MANAGEMENT

Existing Impervious Area \_\_\_\_\_ 30,638 sq. ft.

Proposed Disturbed Area \_\_\_\_\_ 33,700 sq. ft.

Proposed Impervious Area \_\_\_\_\_ 26,392 sq. ft.

1. *If the proposed disturbance is greater than one acre, then the applicant shall apply for a Maine Construction General Permit (MCGP) with MDEP.*

2. *If the proposed impervious area is greater than one acre including any impervious area crated since 11/16/05, then the applicant shall apply for a MDEP Stormwater Management Permit, Chapter 500, with the City.*

3. *If total impervious area (including structures, pavement, etc) is greater than 3 acres since 1971 but less than 7 acres, then the applicant shall apply for a Site Location of Development Permit with the City. If more than 7 acres then the application shall be made to MDEP unless determined otherwise.*

4. *If the development is a subdivision of more than 20 acres but less than 100 acres then the applicant shall apply for a Site Location of Development Permit with the City. If more than 100 acres then the application shall be made to MDEP unless determined otherwise.*

### TRAFFIC ESTIMATE

Total traffic estimated in the peak hour-existing \_\_\_\_\_ 171 \_\_\_\_\_ passenger car equivalents (PCE)  
(Since July 1, 1997)

Total traffic estimated in the peak hour-proposed (Since July 1, 1997) \_\_\_\_\_ 171 \_\_\_\_\_ passenger car equivalents (PCE)

If the proposed increase in traffic exceeds 100 one-way trips in the peak hour then a traffic movement permit will be required.

### Zoning Summary

1. Property is located in the CV zoning district.

2. Parcel Area: 0.77 acres / 33,722 square feet(sf).

Regulations	<u>Required/Allowed</u>	<u>Provided</u>
Min Lot Area	none	/ 33,722
Street Frontage	25'	/ 187.7
Min Front Yard	none	/ 4.50
Min Rear Yard	none	/ 20.5
Min Side Yard	none	/ 24.3
Max. Building Height	35'	/ 31'
Use Designation	Office	/ Office
Parking Requirement	1 space/ per <u>300</u> square feet of floor area	
Total Parking:	26	/ 34
Overlay zoning districts (if any):	/ /	
Urban impaired stream watershed?	YES/NO If yes, watershed name <u>No</u>	

## DEVELOPMENT REVIEW APPLICATION SUBMISSION

Submission shall include payment of fee and fifteen (15) complete packets containing the following materials:

1. Full size plans containing the information found in the attached sample plan checklist.
2. Application form that is completed and signed.
3. Cover letter stating the nature of the project.
4. All written submittals including evidence of right, title and interest.
5. Copy of the checklist completed for the proposal listing the material contained in the submitted application.

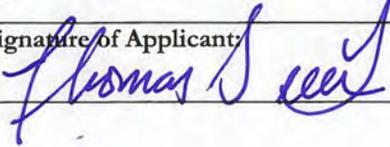
Refer to the application checklist for a detailed list of submittal requirements.

L/A's development review process and requirements have been made similar for convenience and to encourage development. Each City's ordinances are available online at their prospective websites:

**Auburn:** [www.auburnmaine.org](http://www.auburnmaine.org) under City Departments/ Planning and Permitting/Land Use Division/ Zoning Ordinance  
**Lewiston:** <http://www.ci.lewiston.me.us/clerk/ordinances.htm> Refer to Appendix A of the Code of Ordinances

I hereby certify that I am the Owner of record of the named property, or that the owner of record authorizes the proposed work and that I have been authorized by the owner to make this application as his/her authorized agent. I agree to conform to all applicable laws of this jurisdiction. In addition, I certify that the City's authorized representative shall have the authority to enter all areas covered by this permit at any reasonable hour to enforce the provisions of the codes applicable to this permit.

This application is for development review only; a Performance Guarantee, Inspection Fee, Building Permit Application and other associated fees and permits will be required prior to construction.

Signature of Applicant:  AGENT	Date: 6/19/18
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# Development Review Checklist

City of Auburn Planning and Permitting Department  
City of Lewiston Department of Planning and Code Enforcement



**THE FOLLOWING INFORMATION IS REQUIRED WHERE APPLICABLE TO BE SUBMITTED FOR AN APPLICATION TO BE COMPLETE**

PROJECT NAME: Dirigo Federal Credit Union

PROPOSED DEVELOPMENT ADDRESS and PARCEL #: 381 Main Street, Tax Maps 467 & 468

Required Information		Check Submitted		Applicable Ordinance	
		Applicant	Staff	Lewiston	Auburn
<b>Site Plan</b>					
	Owner's Names/Address	x			
	Names of Development	x			
	Professionally Prepared Plan	x			
	Tax Map or Street/Parcel Number	x			
	Zoning of Property	x			
	Distance to Property Lines	x			
	Boundaries of Abutting land				
	Show Setbacks, Yards and Buffers	x			
	Airport Area of Influence (Auburn only)	n/a			
	Parking Space Calcs	x			
	Drive Openings/Locations	x			
	Subdivision Restrictions	n/a			
	Proposed Use	x			
	PB/BOA/Other Restrictions				
	Fire Department Review				
	Open Space/Lot Coverage				
	Lot Layout (Lewiston only)				
	Existing Building (s)	x			
	Existing Streets, etc.	x			
	Existing Driveways, etc.	x			
	Proposed Building(s)	x			
	Proposed Driveways	x			
<b>Landscape Plan</b>					
	Greenspace Requirements	x			
	Setbacks to Parking	x			
	Buffer Requirements	x			
	Street Tree Requirements	x			
	Screened Dumpsters	n/a			
	Additional Design Guidelines				

	Planting Schedule	x			
<b>Stormwater &amp; Erosion Control Plan</b>					
	Compliance w/ chapter 500	n/a			
	Show Existing Surface Drainage	x			
	Direction of Flow	x			
	Location of Catch Basins, etc.	x			
	Drainage Calculations	x			
	Erosion Control Measures	x			
	Maine Construction General Permit	n/a			
	Bonding and Inspection Fees				
	Post-Construction Stormwater Plan	n/a			
	Inspection/monitoring requirements	n/a			
	Third Party Inspections (Lewiston only)	n/a			
<b>Lighting Plan</b>					
	Full cut-off fixtures	x			
	Meets Parking Lot Requirements	x			
<b>Traffic Information</b>					
	Access Management	x			
	Signage	x			
	PCE - Trips in Peak Hour	x			
	Vehicular Movements				
	Safety Concerns				
	Pedestrian Circulation				
	Police Traffic				
	Engineering Traffic				
<b>Utility Plan</b>					
	Water	x			
	Adequacy of Water Supply	n/a			
	Water main extension agreement				
	Sewer	x			
	Available city capacity	n/a			
	Electric	x			
	Natural Gas	x			
	Cable/Phone	x			
<b>Natural Resources</b>					
	Shoreland Zone	n/a			
	Flood Plain	n/a			
	Wetlands or Streams	n/a			
	Urban Impaired Stream	n/a			
	Phosphorus Check	n/a			
	Aquifer/Groundwater Protection	n/a			
	Applicable State Permits	n/a			
	No Name Pond Watershed (Lewiston only)	n/a			

	Lake Auburn Watershed (Auburn only)	n/a			
	Taylor Pond Watershed (Auburn only)	n/a			
<b>Right Title or Interest</b>					
	Verify	x			
	Document Existing Easements, Covenants, etc.	x			
<b>Technical &amp; Financial Capacity</b>					
	Cost Est./Financial Capacity				
	Performance Guarantee				
<b>State Subdivision Law</b>					
	Verify/Check	n/a			
	Covenants/Deed Restrictions	n/a			
	Offers of Conveyance to City	n/a			
	Association Documents	n/a			
	Location of Proposed Streets & Sidewalks	n/a			
	Proposed Lot Lines, etc.	n/a			
	Data to Determine Lots, etc.	n/a			
	Subdivision Lots/Blocks	n/a			
	Specified Dedication of Land	n/a			
<b>Additional Subdivision Standards</b>					
	Single-Family Cluster (Lewiston only)	n/a			
	Multi-Unit Residential Development (Lewiston only)	n/a			
	Mobile Home Parks	n/a			
	Private Commercial or Industrial Subdivisions (Lewiston only)	n/a			
	PUD (Auburn only)	n/a			
<b>A jpeg or pdf of the proposed site plan</b>		x			
<b>Final sets of the approved plans shall be submitted digitally to the City, on a CD or DVD, in AutoCAD format R 14 or greater, along with PDF images of the plans for archiving</b>		x			

To Whom It May Concern,

By this letter, the undersigned authorizes Walsh Engineering Associates, Inc. to act as the agent for the undersigned in the preparation and submission of all Federal, State, and Local City permit applications and relevant documents and correspondence for all necessary permits for the construction on the property at 381 – 393 Main Street in Lewiston Maine to attend meetings and site visits; to appear before all boards, commissions, and committees, and to provide such other services as are necessary and appropriate in furtherance of the aforementioned project.

Sincerely,

  
Signature(s) *President & CEO*

*5/11/18*  
Date

*Dirigo FCU*  
Owner(s)

**Approval Criteria**  
**Dirigo Federal Credit Union, 381 Main Street**  
**June 19, 2018**

Utilization of Site: The current plan utilizes the entire site. It places the building along Main Street with parking along the side.

Traffic Movement into and out of the Development Area: The use on this site is existing, so there will be little change in the overall traffic around the site. The Centreville Zone is appropriate for the use. The Traffic Report reviewed by the City supports the development.

Access into the Site: This plan coordinates the access into the site. It has one entrance location and one exit location. This improves the overall safety of the site. This is consistent with City Engineering review comments.

Internal Vehicle Circulation: The site has been designed to separate the drive through traffic from the parking vehicles. The drive through vehicles enter the site and circulate around the building in a counter clockwise fashion. The parking is provided off to the right as you enter, and exit using the bypass lane around the credit union. All vehicles use the same entrance and exit driveways.

Pedestrian Circulation: The building has been located adjacent the Main Street, providing direct access for pedestrians arriving from off site. Pedestrians that park in the parking lot have a sidewalk and crosswalk access to the front of the building. The new layout reduces the pedestrian access across the site through the drive through lanes; an issue with the existing layout.

Stormwater Management: The new layout reduces the amount of impervious surface on the site. Stormwater is managed through existing and new drainage connections. No formal treatment or flow control features are included in the design.

This site is an urban site that is currently fully developed. The redevelopment of the site will consolidate the use in the two existing buildings into one building.

This allows for the reduction of the impervious area on site. The current impervious area is 30,638 sq. ft.; the new impervious area is 26,392 sq. ft. This will marginally reduce the stormwater flows from the site.

The flows from the site will continue to enter the City's collection system. Due to the new reduction in impervious area no stormwater treatment and control systems have been included in the design.

The flow splits to the Main Street system and the Oak Street system. The impervious area draining to Main Street is reduced from 4,875 sq. ft. to 1,700 sq. ft. The impervious area draining to the Oak Street system is reduced from 25,763 to 24,692 sq. ft.

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# WALSH

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ENGINEERING ASSOCIATES, INC.

Erosion Control: This site has an Erosion Control Plan that will protect the off-site drainage system and minimize the tracking of soil onto the existing roads. The site is currently paved. That will assist in the management of erosion off site. Normal and customary BMP standards will be employed.

Water Supply: The re-development of this site with the same use will require minimal changes in the water supply system. It is serviced with public water currently and will continue to be serviced by public water.

Sewage Disposal: The project will continue to use the public sewer system for wastewater disposal. No significant change in volume is anticipated.

Utilities: The current site has adequate electrical and communication services. The new building will be serviced with new fiber optics and electrical services.

Natural Features: There are no significant natural features on site. A new Landscape Plan will be implemented to soften the overall look of the site.

Groundwater Protection: There will be no subsurface disposal system for the site.

Water and Air Pollution: The new development will reduce the impacts of water and air pollution. The reduced pavement size and building volume contribute to the improvement.

Exterior Lighting: The lighting system for the site will use LED lights that will reduce energy consumption. The lighting will be downlit and shielded for control. It provides for safe passage of pedestrians and vehicles.

Waste Disposal: All trash is handled inside the building using a private waste hauler. No hazardous wastes are anticipated with the operation of the credit union.

Lot Layout: N/A

Landscaping: The landscaping provides a softening effect all the way around the site. The mix of trees and shrubs provides visual interest.

Shoreland Relationship: N/A

Open Space: This project does not include any open space.

Technical and Financial Capacity: The credit union has hired the following consultants that have experience in the design and construction of credit unions. They have the financial reserves to fund the project.

Civil Engineer  
Walsh Engineering Associates, Inc.  
One Karen Drive Suite 2A  
Westbrook, ME 04092

Architect  
Gawron Turgeon Architects  
29 Black Point Rd  
Scarborough, ME 04074

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# WALSH

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ENGINEERING ASSOCIATES, INC.

Project Manager  
The Element Group  
125 Brewery Lane, Suite 1  
Portsmouth, NH 03801

Surveyor  
Maine Survey Consultants, Inc.  
PO Box 485  
Harrison, ME 04040

Landscape Architect  
Anthony Muench  
94 Commercial St  
Portland, ME 04101

Traffic Engineer  
Bill Bray  
235 Bancroft St  
Portland, ME 04102

Buffering: The project uses landscaping around the site to soften the overall impact of the development.

District Regulations: The project is complying with the Centreville Standards. The zoning chart is on the drawings.

This project has been carefully planned to minimize the impacts to our neighbors and provide a high quality building for Downtown Lewiston. The upgrading of this parcel is a strong indicator of the commitment of the credit union to Lewiston.

15660

MAINE SHORT FORM WARRANTY DEED

BK2724 PG019

MAINE REAL ESTATE  
TRANSFER TAX PAID

I, KENNETH R. L. FINLEY, of Livermore Falls, County of Androscoggin and State of Maine, for consideration paid, grant to RAINBOW FEDERAL CREDIT UNION, a federally chartered credit union with a place of business at 381 Main Street in Lewiston in said County and State, with WARRANTY COVENANTS, all and the same premises situated in Lewiston, County of Androscoggin and State of Maine, described in a deed given by Robert T. Curtis to Kenneth R. L. Finley dated November 4, 1976, recorded in the Androscoggin County Registry of Deeds in Book 1237, Page 3, a copy of the first page of which deed is attached hereto as "Exhibit A" to which exhibit and to which deed reference may be had for a more particular description.

The consideration being paid by the purchaser to the seller represents the full market value of the premises described herein.

The premises are conveyed subject to any easements and restrictions of record and this deed includes all rights, easements, privileges, and appurtenances belonging to the premises hereinabove described.

WITNESS my hand and seal this 15th day of August, 1991.

Philippe R. Moreau  
Witness

Kenneth R. L. Finley  
Kenneth R. L. Finley



STATE OF MAINE  
ANDROSCOGGIN, SS.

Personally appeared the above named KENNETH R. L. FINLEY, known to me, this 15th day of August, 1991, and acknowledged before me the foregoing instrument to be his free act and deed.



Philippe R. Moreau  
Notary Public/Attorney-at-Law

Philippe R. Moreau  
Printed Name

Jrea79.93  
File #17907

My Commission  
Expires 4-11-93

OVER

I, ROBERT T. CURTIS, of Greene, County of Androscoggin, State of Maine, for consideration paid, grant to KENNETH R. L. FINLEY, of 15 Church Street, Livermore Falls, County of Androscoggin, State of Maine, with WARRANTY COVENANTS, the land in Lewiston, County of Androscoggin, State of Maine, being more particularly described as follows:

A certain piece or parcel of land situated in said Lewiston, with the buildings thereon, bounded and described as follows, to wit: Beginning on the southerly side of Main Street at a point twelve (12) feet northeasterly from the northeast corner of the dwelling house now on said lot, said point being the northwest corner of the lot now or formerly occupied by John Reade; thence running southwesterly by the southeasterly line of Main Street one hundred (100) feet to a stake and stones on said line of Main Street; thence southeasterly at a right angle to Main Street, about one hundred and twenty (120) feet to land of Edward J. Colby; thence northeasterly by the line of said Colby's land and land occupied by John Reade, about one hundred (100) feet to the southwesterly line of said John Reade's land; thence northwesterly by the said line of said Reade's land about one hundred and twenty (120) feet to the point of commencement on Main Street.

Also a certain lot or parcel of land, situated in Lewiston aforesaid, bounded and described as follows: commencing at a point on the northwesterly line of Oak Street, formerly Brooks Street at the southwesterly corner of land conveyed to Richard C. and James F. Boothby by Daniel Holland by deed dated September 20, 1870; thence running northwesterly on the line of land deeded to said Boothbys by said Holland, September 20, 1870, to the southwesterly corner of land of Mary Scruton, to a stake, one hundred (100) feet; thence running northeasterly and parallel with Oak Street on said Mary Scruton's line, seventy-two (72) feet more or less to the line of land once, and for a long time, occupied by John Read, to a stake; thence on the line of the land occupied by John Read, in a southerly course, to a point on Oak Street forty-three (43) feet northeasterly from the point of commencement; thence southwesterly on Oak Street forty-three (43) feet to the point of beginning. This parcel is subject to the following restrictions which shall remain in force for and during the duration of the life of Elizabeth A. McKenna: First, that no building shall be constructed on said lot; Second, that no funeral procession shall be permitted to pass over the lot herein conveyed and that said lot shall be kept reasonably clean. Said restrictions shall become null and void at Elizabeth A. McKenna's decease.

Being all in the same premises conveyed to this Grantor by deed of Charles D. Jenkins dated July 1, 1965, recorded in the Androscoggin County Registry of Deeds in Book 942, Page 37.

THIS CONVEYANCE IS MADE SUBJECT TO A MORTGAGE FROM THIS GRANTOR TO CHARLES D. JENKINS DATED JULY 1, 1965, RECORDED IN THE ANDROSCOGGIN COUNTY REGISTRY OF DEEDS, BOOK 942, PAGE 38, WHICH MORTGAGE THE GRANTEE ASSUMES AND AGREES TO PAY.

POOR COPY AT TIME OF RECORDING  
WILL NOT REPRODUCE CLEARLY

ATTEST:  
*Jeanine B. Ranganow*  
REGISTER OF DEEDS

91 AUG 15 PM 2: 23

ANDROSCOGGIN, SS.  
REGISTRY OF DEEDS

## QUITCLAIM DEED

**THE ROMAN CATHOLIC BISHOP OF PORTLAND**, a body politic and corporation sole, having a chancery in Portland, County of Cumberland, State of Maine, for consideration paid, grants to **RAINBOW FEDERAL CREDIT UNION**, a federally chartered credit union, of 381 Main Street, Lewiston, County of Androscoggin, State of Maine, with **QUITCLAIM COVENANTS**, the land situated in Lewiston, County of Androscoggin, State of Maine, bounded and described as follows:

**PARCEL ONE:** Beginning at a point at the intersection of the northwesterly line of Oak Street, so called, with the northeasterly line of Holland Street, so called; thence North thirty-three degrees no minutes nineteen seconds West (N 33° 00' 19" W) along the northeasterly line of said Holland Street, a distance of one hundred and no hundredths (100.00) feet to a point at the southerly corner of land conveyed to St. Joseph's Lewiston Federal Credit Union (now Grantee) by Grantor by deed dated December 1, 1968 and recorded in the Registry of Deeds for Androscoggin County in Book 997, Page 737; thence North forty-four degrees forty-one minutes seven seconds East (N 44° 41' 07" E) along the southeasterly line of said St. Joseph's Lewiston Federal Credit Union's land and parallel to Main Street, so called, a distance of one hundred ten and eighty hundredths (110.80) feet to a point at the easterly corner of said St. Joseph's Lewiston Federal Credit Union's land and at the northerly corner of the Grantor's land; thence South forty-four degrees thirty-seven minutes forty-five seconds East (S 44° 37' 45" E) along the northeasterly line of said Grantor's land, a distance of twelve and one hundredth (12.01) feet to a point; thence South forty-two degrees thirty-five minutes twenty-seven seconds West (S 42° 35' 27" W) a distance of twenty and two hundredths (20.02) feet to a point; thence South forty-four degrees thirty-seven minutes forty-five seconds East (S 44° 37' 45" E) parallel to the northeasterly line of said Grantor's land, a distance of eighty-six and fifty-four hundredths (86.54) feet to a point in the northwesterly line of said Oak Street; thence South forty-five degrees twenty-nine minutes fifty-eight seconds West (S 45° 29' 58" W) along the northwesterly line of said Oak Street, a distance of one hundred ten and ninety-four hundredths (110.94) feet to the point of beginning.

Containing 10,190.38 square feet.

Bearings are magnetic June, 1995.

Being a portion of the premises conveyed to Grantor by Harold N. Skelton, Executor of the Estate of Elizabeth A. McKenna, by deed dated February 27, 1957 and recorded in the Androscoggin County Registry of Deeds in Book 758, Page 114.

**PARCEL TWO:** Beginning at a point at the easterly corner of land of the first parcel of land conveyed to Grantee by Kenneth R.L. Finley by deed dated August 15, 1991 and recorded in the Registry of Deeds for Androscoggin County in Book 2724, Page 19; thence South forty-four degrees thirty-seven minutes fifty-four seconds East (S 44° 37' 54" E)

0K3459 PG080

along a line which is the projection southeasterly of the northeasterly line of Grantee's land, a distance of seventy-three hundredths (0.73) feet to a point; thence South forty-three degrees twelve minutes forty-eight seconds West (S 43° 12' 48" W) a distance of twenty-eight and fifty-six hundredths (28.56) feet to a point in the southwesterly line of the Grantor's land; thence North twenty-eight degrees twenty-six minutes forty-six seconds West (N 28° 26' 46" W) along the southwesterly line of the Grantor's land, a distance of one and ninety-four hundredths (1.94) feet to a point in the southeasterly line of Grantee's land; thence North forty-five degrees twenty-nine minutes fifty-eight seconds East (N 45° 29' 58" E) along the southeasterly line of Grantee's land and parallel to Oak Street, so called, a distance of twenty-eight and no hundredths (28.00) feet to the point of beginning.

Containing 36.45 square feet.

Bearings are magnetic June, 1995.

Being a portion of the premises conveyed to Grantor by Agnes T. Davis et al. by deed dated May 26, 1953 and recorded in the Androscoggin County Registry of Deeds in Book 686, Page 591.

IN WITNESS WHEREOF, THE ROMAN CATHOLIC BISHOP OF

PORTLAND, by Joseph J. Gerry, Roman Catholic Bishop of Portland, has caused

this instrument to be signed and sealed this 31st day of July, 1995.

THE ROMAN CATHOLIC BISHOP  
OF PORTLAND

Peter-Max Beaumont, M.C.  
WITNESS

By: Joseph J. Gerry  
Joseph J. Gerry, Roman Catholic  
Bishop of Portland

STATE OF MAINE

CUMBERLAND, SS.

July 31, 1995

Personally appeared the above named Joseph J. Gerry and acknowledged the foregoing instrument to be his free act and deed individually and in his said capacity and the free act and deed of said corporation sole.

Before me,

Mary A. Delaney  
NOTARY PUBLIC  
My Commission Expires  
May 8, 2002  
MARY A. DELANEY

FAUZERSJACKIEDOC.ROMACATK.WD

RECEIVED  
ANDROSCOGGIN S.S.

95 AUG-4 PM 12:35

ATTEST:

Joseph D. Gagnier  
ROCHEL BAU FOURNIER & LEBEL, P.A., 65 EAST AVENUE, LEWISTON, MAINE 04241-1918 (207) 784-9329  
REGISTER OF DEEDS

# TRP1/RDI1/QSP1

## GeoPak Architectural Wallpacks

LED WALLPACKS

NEW



Small sized architectural wallpacks in three stylish shapes accentuate building architecture and provide excellent illumination and uniformity

- Back box accessory available for surface conduit application
- Die-cast aluminum with a hinged back-plate for ease of installation and maintenance.
- The LED bezel and trim-plate are made of stainless steel
- Wet Location Listed to UL924 and UL1598 Standard
- 0-10V dimming driver standard
- 10kA surge protector
- Universal spider plate for mounting to standard 3 1/2" and 4" square electrical boxes

- Zero uplight (U0), dark sky, neighbor friendly optics
- Drivers IP66 and RoHS compliant

• DesignLights Consortium® (DLC) qualified. Please refer to the DLC website for specific product qualifications at [www.designlights.org](http://www.designlights.org)

### Battery Backup:

- Optional Battery Backup provides emergency lighting for the required 90 minute path of egress
- Includes a long-life Lithium Iron Phosphate battery and optional battery heater for cold temperature application
- Spectron® self-testing/self-diagnostic electronics are included standard

### MADE-TO-ORDER ORDERING INFORMATION

HOUSING/FAMILY	VERSION	WATTAGE	CCT	DISTRIBUTION	VOLTAGE	FINISH	CONTROL OPTIONS	OPTIONS
TRP1 Trapezoid	12L 12 LEDs	15 15 watts	3K7 3000K, 70CRI	2 Type II	U 120V-277V	BL Black	PCU Button Photocontrol	F <sup>4</sup> Fusing
RDI1 Radius	20 20 watts	20 20 watts	4K7 4000K, 70CRI	3 Type III	1 120V	DB Bronze	SCP <sup>2,3</sup> Programmable motion sensor	E <sup>1</sup> Battery Pack (0° C)
QSP1 Qtr-Sphere	30 30 watts	30 30 watts	5K7 5000K, 70CRI	4 Type IV	2 208V 3 240V 4 277V	GR Gray PS Platinum WH White CC Custom Color		EH <sup>1</sup> Battery Pack (-30° C) with heater
							<b>SPEC SCP MOUNT HT.</b>	
							<b>8F</b> Up to 8ft mount height	
							<b>20F</b> Up to 20ft mount height	

<sup>1</sup> Voltage specific (120 or 277V only)  
<sup>2</sup> Must order minimum of one remote control to program dimming settings, 0-10V fully adjustable dimming with automatic daylight calibration and different time delay settings, 120-277V only  
<sup>3</sup> PCU option not applicable, included in sensor  
<sup>4</sup> Must specify input voltage (120, 208, 240 or 277)

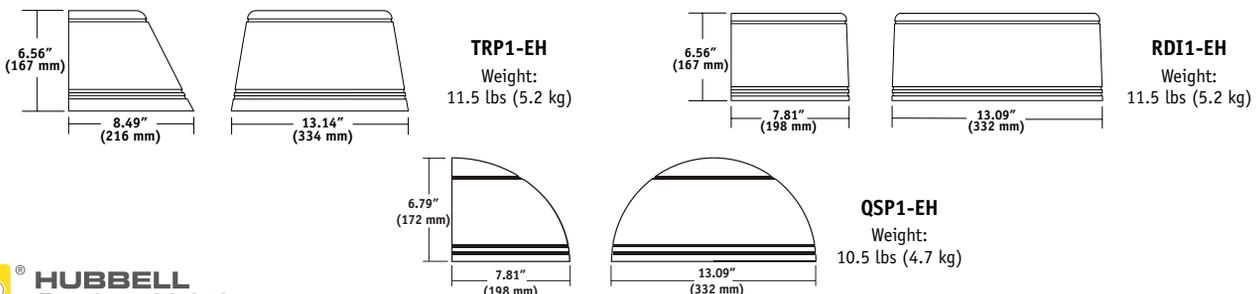
### ACCESSORIES (ORDER SEPARATELY)

Catalog Number	Description
SCP-REMOTE	Remote control for SCP option. Order at least one per project to program and control dimming settings
BB-GEO-XX	Black box with 4 - 1/2" threaded conduit holes, specify finish by replacing "XX" with finish selection, eg. Dark Bronze "DB"

### PERFORMANCE INFORMATION

Series Number	Equivalency			Energy Savings	Delivered Lumens	System Watts	Lumens Per Watt	Mounting Height	CCT	Voltage	Drivers/Current
	MH	HPS	CFL								
TRP/RDI/QSP1-12L-15-4K	70w	70w	42w	84%	1,600	14	113	7-12 ft.	4000K	120-277V	1@350mA
TRP/RDI/QSP1-12L-20-4K	100w	100w	2x32w	84%	2,200	20	109	8-14 ft.	4000K	120-277V	1@500mA
TRP/RDI/QSP1-12L-30-4K	150w	150w	2x42w	84%	2,900	28	102	9-16 ft.	4000K	120-277V	1@700mA

### DIMENSIONS



# VIPER S SERIES

Small Viper Luminaire

## SPECIFICATIONS

### Intended Use:

The Beacon Viper luminaire is available with a wide choice of different LED Wattage configurations and optical distributions designed to replace HID lighting up to 400W MH or HPS.

### Construction:

- One piece optical cartridge system consisting of an LED engine, LED lamps, optics, gasket and stainless steel bezel.
- Cartridge is held together with internal brass standoffs soldered to the board so that it can be field replaced as a one piece optical system.
- Two-piece silicone and micro-cellular polyurethane foam gasket ensures a weather-proof seal around each individual LED.

### LED/Optics:

- 100V through 277V, 50 Hz to 60 Hz (UNV), or 347V or 480V input.
- Power factor is .92 at full load.
- All electrical components are rated at 50,000 hours at full load and 25°C ambient conditions per MIL- 217F Notice 2.
- Dimming drivers are standard with connections for external dimming equipment available upon request.
- Component-to-component wiring within the luminaire may carry no more than 80% of rated load and is listed by UL for use at 600VAC at 50°C or higher.
- Plug disconnects are listed by UL for use at 600 VAC, 13A or higher. 13A rating applies to primary (AC) side only.

### Electrical:

- Fixture electrical compartment shall contain all LED driver components and shall be provided with a push-button terminal block for AC power connections.
- The housing is designed for an optional twist lock photo control receptacle.
- Ambient operating temperature -40°C to 40°C
- Surge protection - 20KA; shuts off at end of life.
- Optional 7-pin ANSI C136.41-2013 twist-lock photo control receptacle available. Compatible with ANSI C136.41 external wireless control devices.
- Lifeshield™ Circuit - protects luminaire from excessive temperature. The device shall activate at a specific, factory-preset temperature, and progressively reduce power over a finite temperature range. A luminaire equipped with the device may be reliably operated in any ambient temperature up to 55°C (131°F). Operation shall be smooth and undetectable to the eye. Thermal circuit is designed to "fail on", allowing the luminaire to revert to full power in the event of an interruption of its power supply, or faulty wiring connection to the drivers. The device shall be able to co-exist with other 0-10V control devices (occupancy sensors, external dimmers, etc.).

### Controls/Options:

- Available with an optional passive infrared (PIR) motion sensor capable of detecting motion 360° around the luminaire. When no motion is detected for the specified time, the Motion Response system reduces the Wattage to factory preset level, reducing the light level accordingly. When motion is detected by the PIR sensor, the luminaire returns to full Wattage and full light output. Please contact Beacon Products if project requirements vary from standard configuration.
- Available with Energeni for optional set dimming, timed dimming with simple delay, or timed dimming based on hours of operation or time of night (see [www.beaconproducts.com/products/energeni](http://www.beaconproducts.com/products/energeni)).
- Also available with **Beaconconnect** Wireless Control System (see **Beaconconnect** product page for more details [www.beaconproducts.com/products/beaconconnect](http://www.beaconproducts.com/products/beaconconnect)).

### Installation:

- Mounting options for horizontal arm, vertical tenon or traditional arm mounting available. Mounting hardware included.

### Finish:

- Beacote V polyester powder-coat electrostatically applied and thermocured.
- Beacote V finish consists of a five stage pretreatment regimen with a polymer primer sealer and top coated with a thermoset super TGIC polyester powder coat finish.
- The finish meets the AAMA 605.2 performance specification which includes passing a 3000 hour salt spray test for corrosion resistance and resists cracking or loss of adhesion per ASTM D522 and resists surface impacts of up to 160 inch-pounds.

### Listings:

- DesignLights Consortium (DLC) qualified, consult DLC website for more details: <http://www.designlights.org/QPL>
- Listed to UL1598 and CSA22.2#250.0-24 for wet locations and 40°C ambient temperatures
- 3G rated for ANSI C136.31 high vibration applications
- IDA approved

### Warranty:

Five year limited warranty (for more information visit: [www.hubbellighting.com/resources/warranty](http://www.hubbellighting.com/resources/warranty)).

## PRODUCT IMAGE(S)

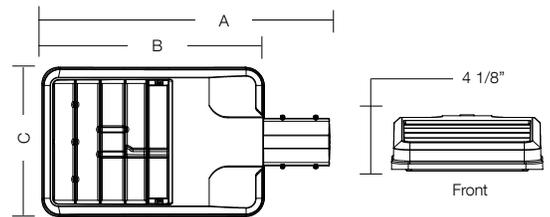


rectangular arm



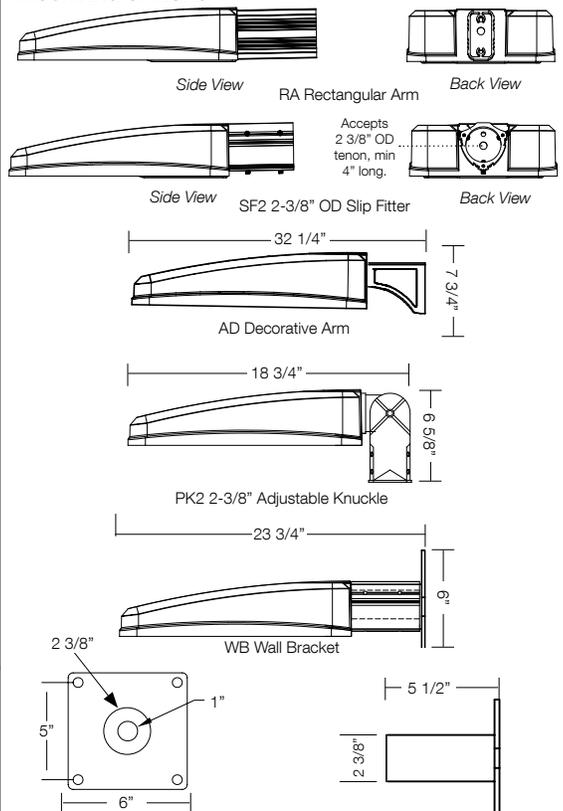
decorative arm

## DIMENSIONS



A	B	C	Weight:	EPA
22.75"	16.75"	11.25"	15.0 lbs	.67 ft <sup>2</sup>
(578 mm)	(425 mm)	(286 mm)	(6.8 kg)	

## MOUNTING OPTIONS



## CERTIFICATIONS/LISTINGS



\*3000K and warmer CCTs only

Web: [www.securitylighting.com](http://www.securitylighting.com)

2100 Golf Road, Suite 460, Rolling Meadows, IL 60008-4704

Phone: 1-800-LIGHT IT, 1-800-544-4848, Fax: 847-279-0642

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# VIPER S SERIES

Small Viper Luminaire

**ORDERING INFORMATION** ORDERING EXAMPLE: VPS/36NB-80/5K/T4/UNV/PCR-TL/BCW/BLC/RA/BBT

VPS									
SERIES	ENGINE-WATTS	LED COLOR	VOLTAGE	ELECTRICAL OPTIONS	HOUSE SIDE SHIELD OPTIONS	FINISH			
VPS viper-small	24NB-55 55W, LED array 36NB-80 80W, LED array 48NB-110 110W, LED array 60NB-136 136W, LED array	3K 3000K 4K 4000K 5K 5000K <b>OPTICS<sup>4</sup></b> T1 type I T2 type II T3 type III T4 type IV T5R type V, rectangular T5QM type V, square medium T5W type V, round wide FR front row auto optic	UNV 120-277V 347V 347V 480V 480V	PCR-TL Twist lock receptacle with photo control PCR-SC Twist lock receptacle with shorting cap PCR-U Twist lock receptacle 2PF <sup>7</sup> dual power feed	HSS-90 house side shield 90° HSS-180 house side shield 180° BLC <sup>3</sup> backlight control	BBT basic black textured BMT black matte textured WHT white textured MBT metallic bronze textured BZT bronze textured DBT dark bronze textured GYS gray smooth DPS dark platinum smooth GNT green textured MST metallic silver textured MTT metallic titanium textured OWI old world iron RAL _____			
CONTROL OPTIONS						MOUNTING OPTIONS			
BCW <sup>1,5</sup> beaconnect GENI-XX <sup>5,6</sup> energeni						RA rectangular arm for round or square pole mount. RPA included. SF2 2 3/8" OD slip-fitter PK2 2 3/8" adjustable knuckle AD Decorative Arm with universal mounting slot			
ACCESSORIES						WB wall bracket (use with SF2 or PK2), SF2 standard			

**MDD ORDERING INFORMATION:** When ordering a fixture with the motion detection option (MDD), please specify the appropriate information. These settings are specified in the ordering as shown in the example below.

VPS / 36NB-135 / 5K / T5W / UNV / MDD - 1 to 30 min. - 33% or 50% - ?? / MT



**BEACONNECT ORDERING INFORMATION:** When ordering a fixture with the Beaconnect lighting control options please specify the appropriate group and sensor information. Please provide dimming schedule information in either the Beaconnect excel spreadsheet or Beaconnect software. For more detailed information please visit [www.beaconproducts.com/beaconnect](http://www.beaconproducts.com/beaconnect) or contact beacon tech support at (800) 345-4928. These settings are specified in the ordering as shown in the example below. (Family) / 24NB-55 / 5K / T3 / UNV / BCW-(Group 1-16) \_\_\_\_\_ (Optional Zone 1-250) / BMD - \_\_\_ Time Delay (1 to 255) - \_\_\_ Dimming% (1 to 100) - \_\_\_ mounting height (1-20ft) / Example: TRV/24NB-55/5K/T3/UNV/BCW-G1 / BMD-30M-50%-10F/DBT for luminaires without sensors in the group omit the BMD ordering logic Example: TRV/24NB-55/5K/T3/UNV/BCW-G1 / DBT

<sup>1</sup> Must specify group and zone information at time of order. See [www.beaconproducts.com/controls/beaconnect](http://www.beaconproducts.com/controls/beaconnect) for further details.  
<sup>2</sup> Specify time delay, dimming level and mounting height.  
<sup>3</sup> T4 optic only.  
<sup>4</sup> To rotate optics Left or right 90 degrees, specify L or R after the optical distribution example T4L.  
<sup>5</sup> Not available with other control or sensor options.  
<sup>6</sup> When ordering Energeni, specify the routine setting code (example GENI-04). See Energeni brochure and instructions for setting table and options. Not available with sensor options.  
<sup>7</sup> Not available for 347V or 480V input.

Order Separately

Catalog Number	Description
ASM-USB-BCW	Beaconnect Software loaded on USB flash drive* (Windows based only)
ASM-TABLET-BCW	Beaconnect 7" Windows Tablet*

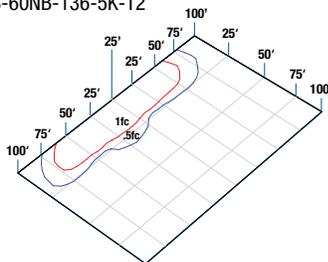
\*Includes USB Radio



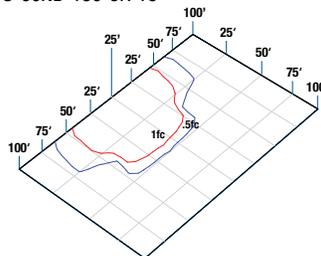
DesignLights Consortium qualified. Consult DLC website for more details: <http://www.designlights.org/QPL>

## PHOTOMETRICS

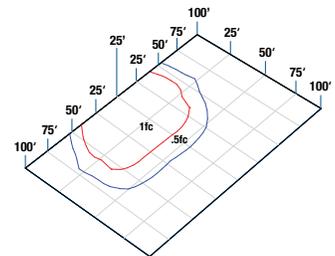
Type II  
VP-S-60NB-136-5K-T2



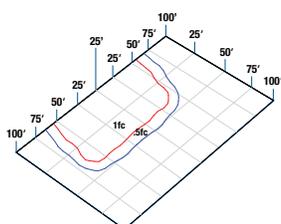
Type III  
VP-S-60NB-136-5K-T3



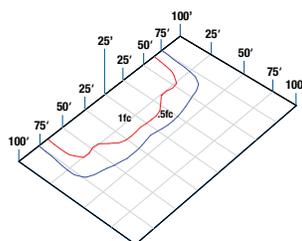
Type IV  
VP-S-60NB-136-5K-T4



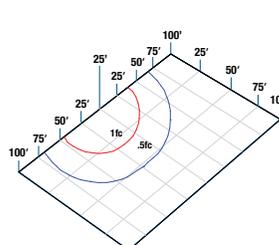
Type V Square Medium  
VP-S-60NB-136-5K-T5QM



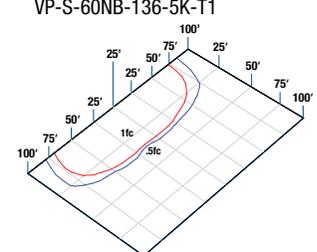
Type V Rectangular  
VP-S-60NB-136-5K-T5R



Type V Round Wide  
VP-S-60NB-136-5K-T5W



Front Row Auto Optic / Type I  
VP-S-60NB-136-5K-FR  
VP-S-60NB-136-5K-T1



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# VIPER S SERIES

Small Viper Luminaire

# LED'S	DRIVE CURRENT (MILLIAMPS)	SYSTEM WATTS	DISTRIBUTION TYPE	5K (5000K nominal, 70 CRI)					4K (4000K nominal, 70 CRI)					3K (3000K nominal, 70 CRI)				
				LUMENS	LPW <sup>1</sup>	B	U	G	LUMENS	LPW <sup>1</sup>	B	U	G	LUMENS	LPW <sup>1</sup>	B	U	G
24	700 mA	55 W	FR/T1	6339	114	1	0	1	6276	112	1	0	1	5389	97	1	0	1
			T2	5666	102	2	0	2	5610	101	2	0	2	4816	86	1	0	2
			T3	5610	101	1	0	2	5554	100	1	0	2	4784	86	1	0	2
			T4	6171	111	1	0	2	6110	109	1	0	2	5245	94	1	0	2
			T5R	6283	113	3	0	3	6221	111	3	0	3	5341	96	3	0	3
			T5QM	6171	111	3	0	1	6110	109	3	0	1	5245	94	2	0	1
			T5W	6087	109	3	0	1	6027	108	3	0	1	5201	93	3	0	1
36	700 mA	80 W	FR/T1	9515	114	1	0	1	9414	112	1	0	1	8083	96	1	0	1
			T2	8505	101	2	0	3	8415	100	2	0	3	7224	87	2	0	2
			T3	8415	100	2	0	2	8331	99	2	0	2	7175	86	2	0	2
			T4	9256	110	1	0	3	9164	109	1	0	3	7868	94	1	0	3
			T5R	9425	112	3	0	3	9331	111	3	0	3	8011	96	3	0	3
			T5QM	9257	110	3	0	1	9164	109	3	0	1	7868	94	3	0	1
			T5W	9131	109	3	0	2	9040	108	3	0	2	7801	93	3	0	2
48	700 mA	110 W	FR/T1	12679	114	2	0	1	15522	113	2	0	1	10777	97	1	0	1
			T2	11332	102	3	0	3	11220	101	3	0	3	9633	87	2	0	3
			T3	11220	101	2	0	3	11108	100	2	0	3	9567	86	2	0	3
			T4	12342	111	2	0	3	12219	110	2	0	3	10491	95	2	0	3
			T5R	12567	113	4	0	4	12441	112	4	0	4	10682	96	3	0	3
			T5QM	12342	111	3	0	2	12219	111	3	0	2	10491	95	3	0	2
			T5W	12175	110	4	0	2	12053	109	4	0	2	10402	94	4	0	2
60	700 mA	136 W	FR/T1	15848	116	2	0	1	15690	115	2	0	1	13471	98	2	0	1
			T2	14165	103	3	0	3	14025	102	3	0	3	12041	88	3	0	3
			T3	14025	102	3	0	3	13885	101	3	0	3	11959	87	3	0	3
			T4	15427	113	2	0	3	15274	111	2	0	3	13114	96	2	0	3
			T5R	15708	115	4	0	4	15259	111	4	0	4	13352	97	4	0	4
			T5QM	15427	113	4	0	2	15274	111	4	0	2	13314	96	3	0	2
			T5W	15218	111	4	0	2	15066	111	4	0	2	13002	95	4	0	2

<sup>1</sup>Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown. Actual performance may differ as a result of end-user environment and application.

## ELECTRICAL DATA

# OF LEDS	NUMBER OF DRIVERS	DRIVE CURRENT (mA)	INPUT VOLTAGE (V)	SYSTEM POWER (w)	CURRENT (Amps)
24	2	700 mA	120	55	0.5
			277		0.2
			347		0.2
			480		0.1
			120		0.7
36	1	700 mA	120	80	0.3
			277		0.2
			347		0.2
			480		0.2
			120		0.9
48	1	700 mA	120	110	0.4
			277		0.3
			347		0.2
			480		0.2
			120		1.1
60	1	700 mA	120	136	0.5
			277		0.4
			347		0.4
			480		0.3
			120		1.1

## PROJECTED LUMEN MAINTENANCE

AMBIENT TEMP.	0	25,000	50,000	TM-21-11 60,000	100,000	Calculated L70 (HOURS)
25°C / 77°C	1.00	0.97	0.95	0.95	0.92	>470,000

<sup>1</sup> Projected per IESNA TM-21-11  
Data references the extrapolated performance projections for the base model in a 40°C ambient, based on 10,000 hours of LED testing per IESNA LM-80-08.

AMBIENT TEMPERATURE	LUMEN MULTIPLIER	
0°C	32°F	1.02
10°C	50°F	1.01
20°C	68°F	1.00
25°C	77°F	1.00
30°C	86°F	0.98
40°C	104°F	0.98

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

# VIPER S SERIES

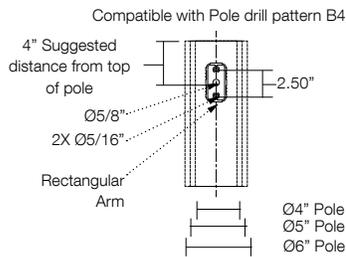
Small Viper Luminaire

## EPA

Config.	EPA
1	.67
2 @ 90°	.95
2 @ 180°	1.34

Config.	EPA
3 @ 120°	1.36
3 @ 90°	1.5
4 @ 90°	1.5

## DRILL PATTERN





**Traffic Solutions**

*William J. Bray, P.E.*

235 Bancroft Street

Portland, ME 04102

(207) 774-3603

(207) 400-6890 mobile

[trafficsolutions@maine.rr.com](mailto:trafficsolutions@maine.rr.com)

January 18, 2018

Thomas Greer, P.E.  
Walsh Engineering Associates, Inc.  
One Karen Drive, Suite 2A  
Westbrook, Maine 04092

RE: Dirigo Federal Credit Union Site Design - Holland Street Access

Dear Tom:

The proposed site design for the proposed “new” branch office building for Dirigo Federal Credit Union’s 381 Main Street location closes an existing entry only driveway on Main Street re-directing all site entry trips through the existing Holland Street entrance. We have completed a detailed traffic impact study for the proposed “new” branch office site examining the traffic implications of the proposed re-configured site design. Under existing conditions, a total of 57 entry trips circulate through the Main Street entrance, with 34 trips turning right and 23 trips turning left from Main Street. Closure of the Main Street entrance will require these additional site trips to complete their desired turning movement at Holland Street turning left into the site entrance from Holland Street. Currently, there are 8 trips that use the Holland Street entrance. Combined, the proposed re-configured site design increases the volume of left-turn movements from Holland Street to the site to a total of 65 vehicles, compared to the present volume of 8 vehicles. Forecast traffic volumes at the Holland Street entrance, based upon a strict interpretation of the highway design warrants do not meet the standards for requiring some level of left-turn treatment. Other prevailing conditions should be carefully evaluated in finalizing a decision on the appropriateness of left-turn treatment. Roadway width, street grade and existing driveway access points are critical design considerations that should be fully vetted in the decision process.

Holland Street is a narrow two-way street (approximately 29-feet in width) that follows a somewhat steep descending grade from Main Street towards Oak Street. Multiple driveways are located along the south side of the street providing access to a number of residential properties. Holland Street is presently posted with “NO Parking Anytime” along the entire south side of the street from Main Street to Oak Street, with unrestricted parking allowed on the credit union site side.

Roadway safety must be the overarching consideration in deciding whether special considerations should be made to accommodate the somewhat high volume of left-turn entry trips to the site. In my professional opinion, the north side of Holland Street should be posted “NO Parking Anytime” from Main Street to Oak Street; increasing the area of maneuverability for motorist traveling on

Holland Street to comfortably and safely “pass” by vehicles queued turning left into the credit union site.

In conclusion, the apparent low utilization of the curb parking spaces presently existing along the north side of Holland Street would suggest that the loss of on-street parking along the north side of Holland Street between Main and Oak Streets would not create an undue burden or hardship on residents of the neighborhood. The added street width gained (approximately 8 to 10-feet) with removal of on-street parking would greatly enhance traffic safety on Holland Street. Traffic Solutions respectfully recommends to the appropriate City of Lewiston officials removal of existing on-street parking on the noted block of Holland Street to more safely accommodate the added volume of site trips, specifically turning left into the “new” Dirigo Federal Credit Union site.

Very truly yours,  
JAMES BRAY  
2007  
Professional Engineer



TRAFFIC IMPACT STUDY

FOR

PROPOSED

# Dirigo Federal Credit Union

Prepared For: Walsh Engineering, Inc.  
Prepared By: William James, P.E.



## **INTRODUCTION**

Dirigo Federal Credit Union are proposing demolition of their existing branch office located at 381 Main Street and construction of a new modernized facility on a re-configured site. The proposed branch office will be a two-story 7,000 square foot building with three drive-through lanes, which is very similar in size to the existing credit union branch office building. A two-level parking deck is proposed that provides ample parking spaces to accommodate the full parking demand of the banking facility. Access to the site is modified from the existing site circulation patterns with closure of the entrance driveway on Main Street and introduction of a full-service driveway entrance on Oak Street to access the proposed second-level of the proposed parking structure. The existing two-way driveway entrance on Holland Street remains as the principal ingress point to the site.

The purpose of this study is to examine existing traffic conditions in the general vicinity of the proposed project; determine the volume and travel patterns of existing site generated trips and develop a re-assignment of the trips to the proposed site access entrances; measure the traffic impacts of those site circulation changes on the existing transportation system and recommend any required changes to the travel corridor in support of the proposed project.

## **EXISTING CONDITIONS**

**Existing Traffic:** A manual turning movement count was conducted at the Main Street/Holland Street intersection on Monday, December 11, 2017. All vehicular traffic entering the intersection was recorded in 15-minute intervals between the hours of 3:00 and 6:00 PM. From a summary of the data, it was determined that the “*evening*” peak hour falls between 4:15 and 5:15 PM at the Main Street/Holland Street intersection.

A second traffic survey was conducted on Thursday, December 14 for similar hours at each of the driveway/entrance points to the existing Dirigo Federal Credit Union site. Copies of the traffic data summary sheets are attached for reference. A peak hour summary report was prepared for the credit union site that shows a total of 171 vehicle trips were generated during the site peak hour time period. Ninety-seven (97) trips were observed entering the site and 74 trips exited the site. The traffic survey clearly shows that site traffic routinely turn left onto Main Street from the drive-through lanes, although current signage prohibits this turning movement. A total of 12 motorists made the left-turn movement during the peak hour and a total of 20 vehicles completed the traffic turn during the full duration of the traffic count.

Traffic data collected during the month of December requires an adjustment to reflect “*peak*” travel conditions experienced during the summer months of July and August. MaineDOT provides factors for adjusting traffic data collected during other periods of time. MaineDOT utilizes highway classifications of I, II, or III for all State and Local roadways. Group I roadways are defined as urban roadways or those roads that typically see commuter traffic and experience little fluctuation from week to week throughout the year. Group II roadways or arterial roads are those that see a combination of commuter and recreational traffic and; therefore, experience moderate fluctuations during the year. Group III roads or recreational roadways are typically used for recreational purposes and experience significant seasonal fluctuations. MaineDOT has designated Main Street a Group I roadway, which requires the collected traffic data to be adjusted by a factor of approximately 1.13.

Figure 1 illustratively presents the estimated 2017 Design Hour Traffic volumes for both the Main Street/Holland Street intersection and vehicle trips generated by the Dirigo Federal Credit Union site.

## **TRAFFIC ACCIDENTS**

**Existing Safety Trends:** The Maine Department of Transportation’s (MaineDOT) Accident Records Section provided the latest three-year (2014 through 2016) crash data for the section of Main Street between Holland Street and Elm Street, which encompasses the full frontage of the existing credit union property. Their report is summarized as follows:

**2014 -2016 Traffic Accident Summary  
(Section of Main Street, Holland Street to Elm Street)**

<u>Location</u>	<u>Total Crashes</u>	<u>Critical Rate Factor</u>
1. Main Street @ Holland Street	6	0.86
2. Main Street @ Elm Street	6	0.91
3. Main Street btw. Holland Street and Elm Street	6	0.94

The MaineDOT considers any roadway intersection or segment a high crash location if both of the following criteria are met:

- *8 or more accidents*
- *A Critical Rate Factor greater than 1.00*

As the data presented in the table shows, the incidence of traffic crashes occurring on the identified section of Main Street is below MaineDOT’s threshold criteria for identification of a high crash location.

**SITE TRAFFIC**

**Site Trip Generation:** The proposed Dirigo Federal Credit Union building is proposed to be of similar size as the existing site. A two-story structure is proposed with a total floor area of 7,000 square feet. The proposed site design contemplates a total of three drive-through lanes, which includes an ATM service lane. A manual traffic count conducted during the month of December documents the existing trip generation of the site. A summary of the three-hour traffic survey projects the site generates a total of 171 vehicle trips during the peak hour of the credit union site, which generally occurs between 3:30 and 4:30 PM. A total of 97 trips enter the site and 74 trips exit. Trip generation of the proposed credit union project is expected to remain somewhat consistent in total volume and distribution patterns as the existing Dirigo Federal Credit Union site.

**Site Trip Assignment:** The proposed new credit union branch office site design eliminates the Main Street driveway entrance directing all entry trips to the site through the principal site driveway entrance located on Holland Street. This change in site access, albeit a positive change, impacts travel patterns on Main Street most notably at the Holland Street intersection. Currently, a total of 34 motorists turn right into the Main Street entrance and a total of 23 motorists turn left. The proposed site design requires motorists traveling north on Main Street to turn right at Holland Street and motorists traveling south will need to turn left and proceed to the Holland Street driveway entrance. Both trips patterns, equaling 57, will travel down Holland Street and enter left into the site. Traffic Solutions has assumed that the remaining trip patterns of the Dirigo Federal Credit Union site, including the left-turn exit movement onto Main Street will remain unchanged from existing measured patterns.

Figure 2 presents the 2017 post-development traffic conditions for the Main Street/Holland Street intersection and the proposed credit union site.

**MOBILITY ANALYSIS**

Capacity analyses of both the 2017 Pre- and Post-development travel conditions were performed for the Main Street/Holland Street intersection utilizing the Synchro and SimTraffic computer traffic models.

Levels of Service rankings are similar to the academic grading system, where an “A” is very good with little delay and “F” represents very poor conditions.

The following table summarizes the relationship between delay and Level of Service for an unsignalized intersection:

**Level of Service Criteria for Unsignalized Intersections**

<b><u>Level of Service</u></b>	<b><u>Total Control Delay (sec/veh)</u></b>
A	Up to 10.0
B	10.1 to 15.0
C	15.1 to 25.0
D	25.1 to 35.0
E	35.1 to 50.0
F	Greater than 50.0

The pre-development analysis assumes stop control on both side-street approaches and free flow conditions on both Main Street approaches and a dedicated left-turn lane on the northbound approach of Main Street to Holland Street. The post-development analysis includes a second dedicated left-turn lane on the south approach of Main Street to accommodate the increased volume of site generated trips. Table 1 below provides a summary of the mobility analyses:

**Table 1  
Level of Service Summary  
2017 Pre- and Post-Development Conditions  
(PM Peak Hour)**

<b><u>Intersection/Approach</u></b>	<b>2017 Pre-Development</b>		<b>2017 Post-Development</b>	
	<b><u>Delay (sec.)</u></b>	<b><u>LOS</u></b>	<b><u>Delay (sec.)</u></b>	<b><u>LOS</u></b>
1. Main Street/Holland Street				
- Main Street NB	2 sec.	A	3 sec.	A
- Main Street SB	1 sec.	A	2 sec.	A
- Holland Street EB	100 sec.	F	70 sec.	F
- Holland Street WB	72 sec.	F	79 sec.	F
<b>Overall Intersection</b>	<b>8 sec.</b>	<b>A</b>	<b>7 sec.</b>	<b>A</b>

The mobility analysis completed for both 2017 Pre- and Post-development conditions fully demonstrates the proposed site design, which closes the Main Street entrance, has no measurable effect on traffic operations at the Main Street/Holland Street intersection. The overall intersection level of service, under both traffic conditions, is Level of Service A. Motorists on either approach of Holland Street do encounter considerable delay entering Main Street in either direction of travel under both travel conditions. Vehicle delay in the post-development condition on both Holland Street approaches is somewhat reduced with inclusion of the proposed dedicated left-turn lane on the south approach of Main Street, yet overall traffic operations remains at Level of Service F. Typically, on most heavily traveled urban streets, side-street traffic delays are the norm simply because through volumes on the principal arterial roadway are exceedingly high.

**VEHICLE QUEUE ANALYSIS**

Ninety-fifth (95%) percentile vehicle queues, an output of the detailed capacity analyses, were calculated for the existing left-turn lane on the northbound approach of Main Street and the proposed left-turn lane on the south approach of Main Street under projected 2017 Post-development travel conditions. The results of the queuing analysis is presented in the following table:

**Table**  
**Vehicle Queuing Report**  
**Main Street @ Holland Street**  
**Left-Turn Lane(s)**

	<u>Storage Length (feet)</u>	<u>2017 Post-Development 95% Queue Length</u>
<b>Main Street Northbound – Existing Left-turn Lane</b>	50 feet	40 feet
<b>Main Street Southbound – Proposed Left-turn Lane</b>	75 feet	55 feet

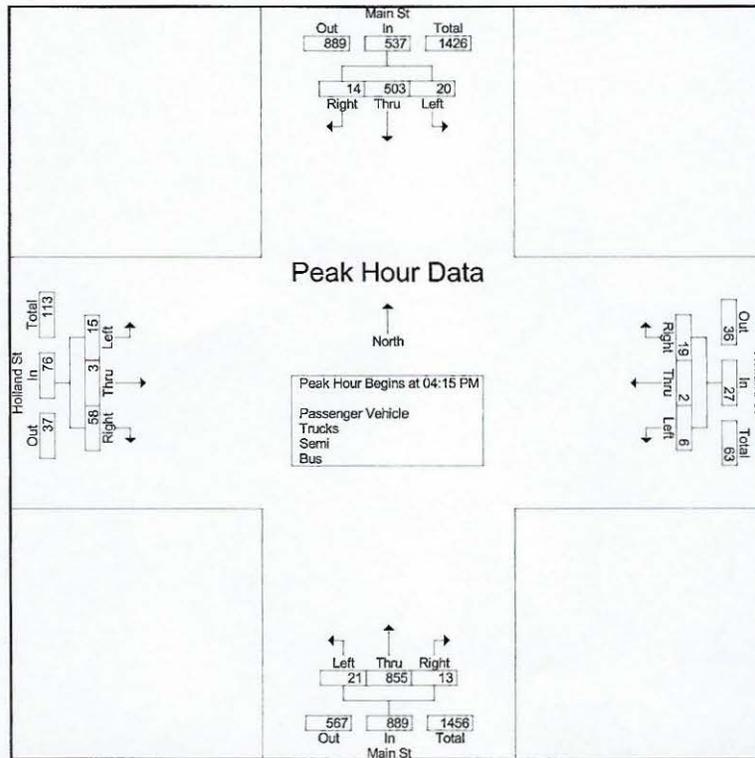
The queuing analysis performed for the “*build*” travel condition confirms the current length of the northbound left-turn bay on Main Street is adequate to accommodate the projected 95<sup>th</sup> percentile queue length. Further, the analysis provides proof that the proposed 75-foot long left-turn lane on the southbound approach is sufficient to accommodate the forecast 95<sup>th</sup> percentile queue length within the recommended turn lane.

**SUMMARY**

1. The existing Dirigo Federal Credit Union branch office at 381 Main Street generates a total of 171 vehicle trips during the PM peak hour of a typical weekday. Ninety-seven (97) of the trips enter the site and 74 trips exit. The proposed building project, which demolishes the existing branch office structure replacing with a new modernized facility, is expected to generate similar volumes of site trips and maintain existing distribution patterns as the existing branch office building.
2. MaineDOT’s most recent three-year safety audit for the reviewed section of Main Street, Holland Street to Elm Street, shows the incidences of traffic crashes is below MaineDOT’s threshold criteria for identification of a high crash location.
3. The mobility analysis completed for both 2017 Pre- and Post-development conditions fully demonstrates the proposed site design, which closes the Main Street entrance, has no measurable effect on traffic operations at the Main Street/Holland Street intersection. The overall intersection level of service, under both traffic conditions, is Level of Service A. Motorists on either approach of Holland Street do encounter considerable delay entering Main Street in either direction of travel under both travel conditions. Vehicle delay in the post-development condition on both Holland Street approaches is somewhat reduced with inclusion of the proposed dedicated left-turn lane on the south approach of Main Street, yet overall traffic operations remains at Level of Service F. Typically, on most heavily traveled urban streets, side-street traffic delays are the norm simply because through volumes on the principal arterial roadway are exceedingly high.
4. Traffic Solutions recommends that the south approach of Main Street be re-striped to accommodate a dedicated left-turn lane into Holland Street east. The left-turn lane should provide for 75-feet of vehicle storage with transitional tapers to match existing roadway striping.
5. Vehicle queuing analyses was completed for both the existing northbound and proposed southbound left-turn lanes on Main Street at Holland Street. The existing northbound left-turn lane, which is striped with approximately 50-feet of storage exceeds the estimated vehicle queue length of 40-feet. Similar results were calculated for the proposed left-turn lane on the southbound approach, with a projected 95<sup>th</sup> percentile queue length of 55-feet and a recommended storage length of 75-feet.

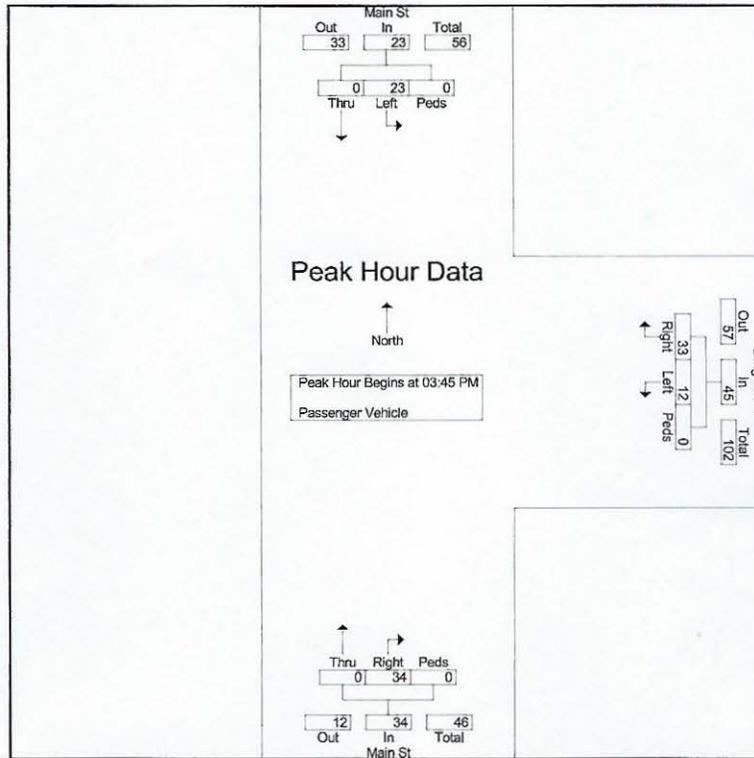
Lewiston: Holland & Main St  
 Monday December 11, 2017  
 Cloudy  
 Count By: Dawn-Marie Fahey

File Name : Lewiston Holland & Maine PM 121117  
 Site Code : 01211171  
 Start Date : 12/11/2017  
 Page No : 6



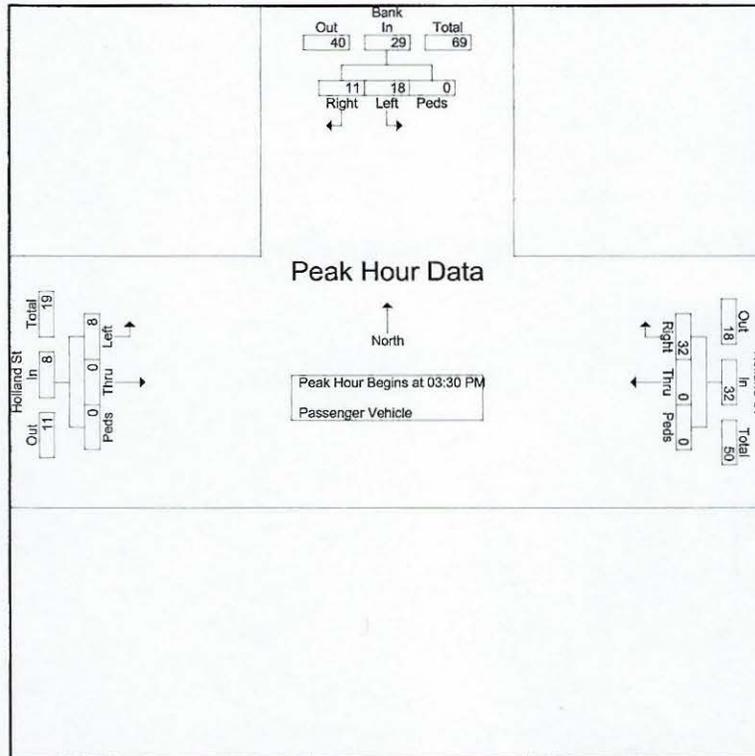
Lewiston: Dirigo Maine St  
 Thursday December 14, 2017  
 Partly Sunny  
 Count By: Dawn-Marie Fahey

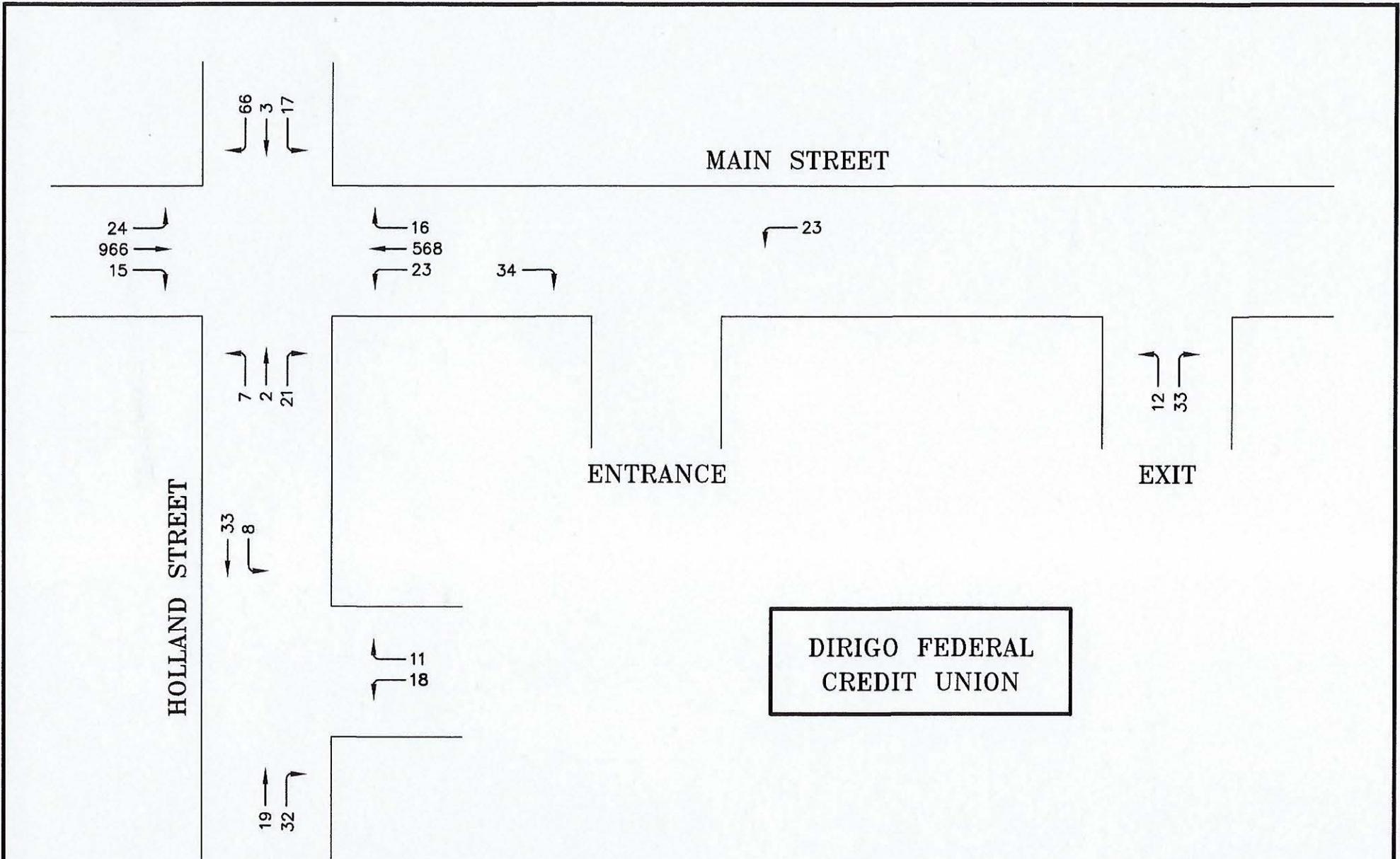
File Name : Lewiston Dirigo Main St Entrance & Exit PM 121417  
 Site Code : 01214171  
 Start Date : 12/14/2017  
 Page No : 5



Lewiston:Holland Entrance & Exit  
 Thursday December 14, 2017  
 Partly Sunny  
 Count By: Patrick Frie

File Name : Lewiston Dirigo Holland St Entrance & Exit PM 121417  
 Site Code : 00121417  
 Start Date : 12/14/2017  
 Page No : 5



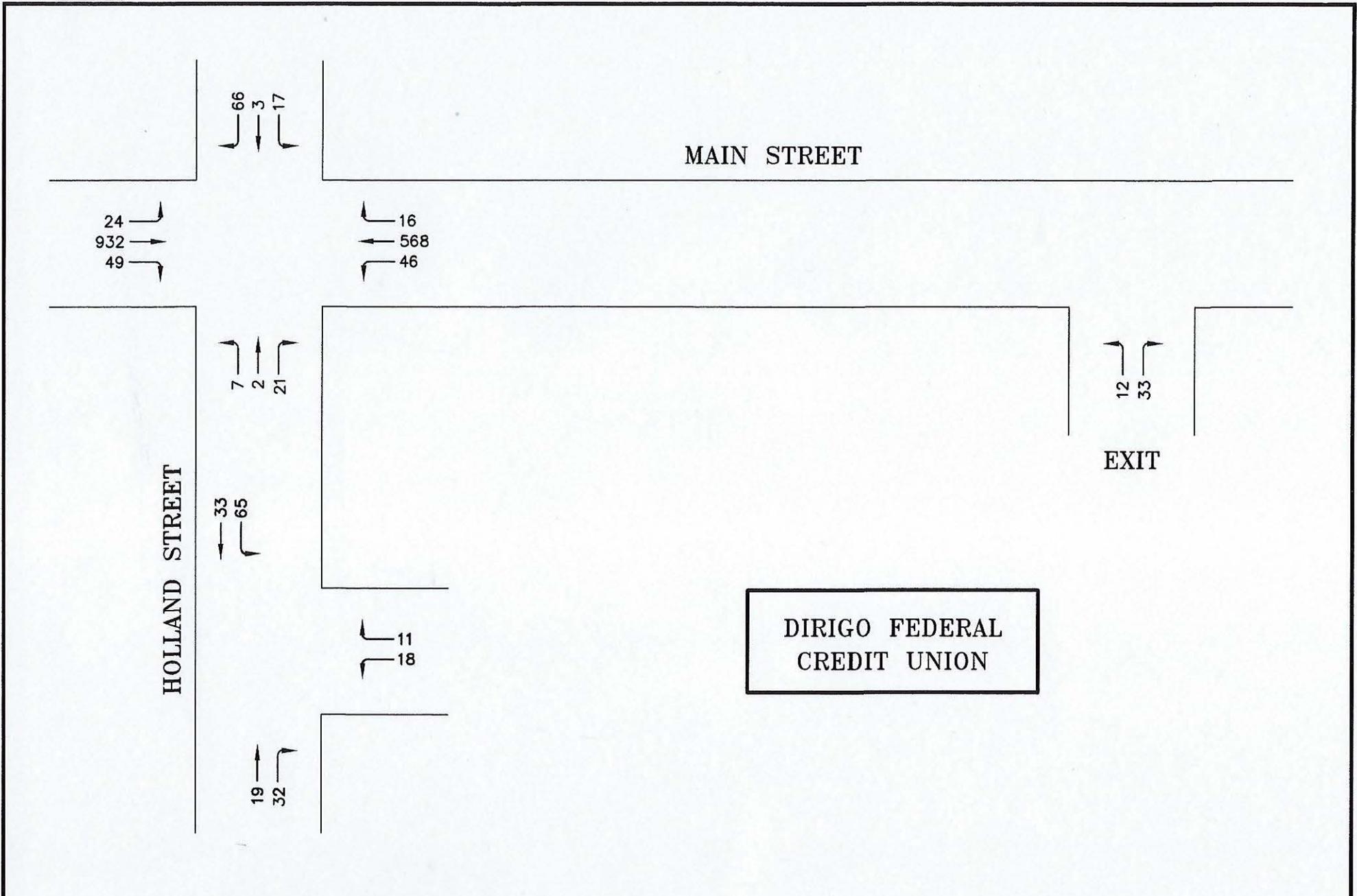


2017 DESIGN HOUR TRAFFIC  
 PM PEAK HOUR  
 FIGURE 1

E:\LAND PROJECTS\34000\344399 TRAFFIC SOLUTIONS\DIRIGO FEDERAL CREDIT UNION\PLANSET\DIRIGO FOLD.DWG

Project Name and Location: DIRIGO FEDERAL CREDIT UNION MAIN STREET, LEWISTON, MAINE	
DATE: DECEMBER, 2017	FIGURE: 1

TRAFFIC SOLUTIONS 235 BANCROFT STREET, PORTLAND, MAINE 04102-1730
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2017 POST-DEVELOPMENT TRAFFIC  
 PM PEAK HOUR  
 FIGURE 2

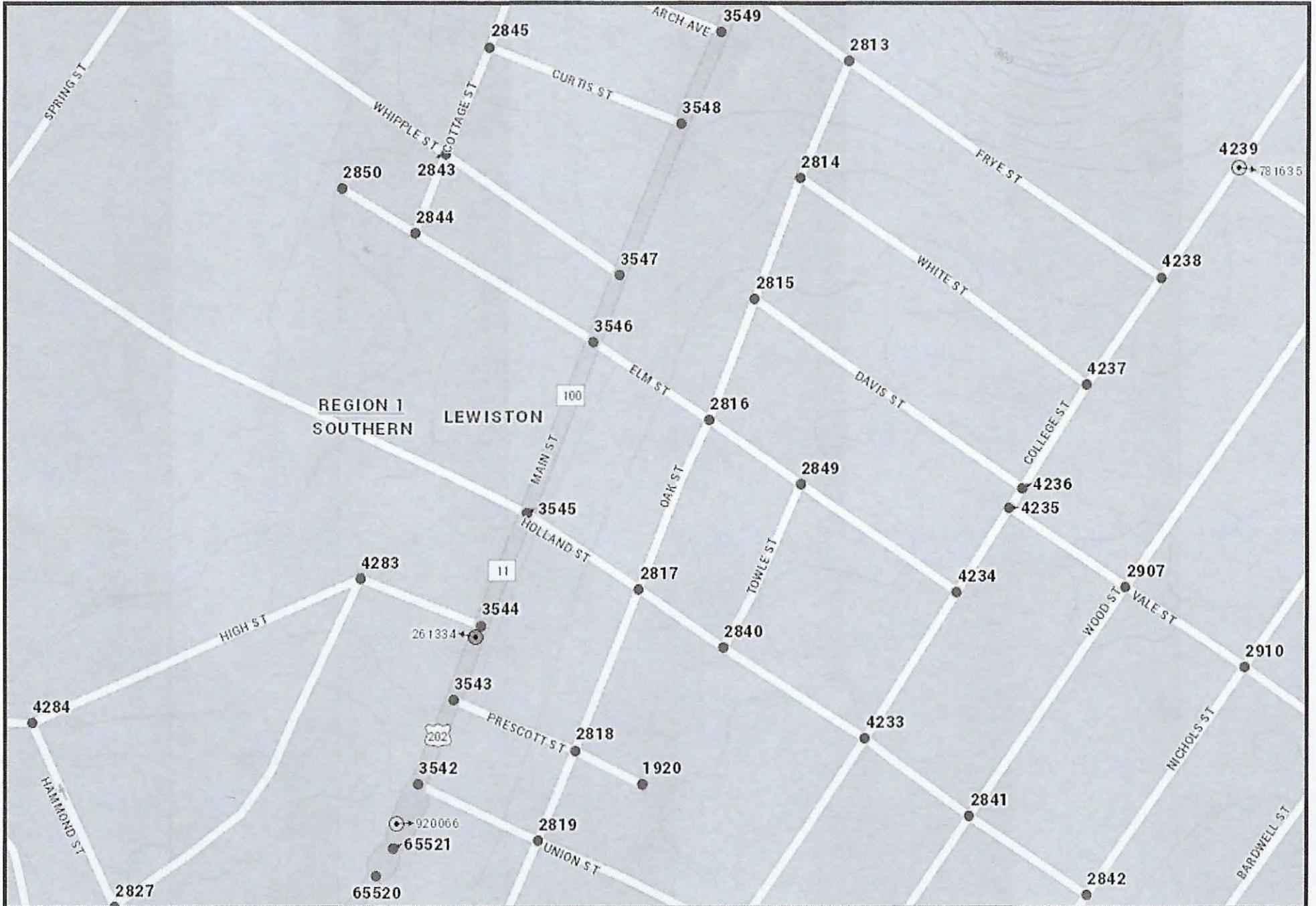
E:\LAND PROJECTS\34000\344399 TRAFFIC SOLUTIONS\DIRIGO FEDERAL CREDIT UNION\PLANSET\DIRIGO FOLDING

Project Name and Location:  
 DIRIGO FEDERAL CREDIT UNION  
 MAIN STREET, LEWISTON, MAINE  
 DATE: DECEMBER, 2017

FIGURE: 2

TRAFFIC SOLUTIONS  
 235 BANCROFT STREET, PORTLAND, MAINE 04102-1730

# DEFAULT TITLE FROM MAP DOCUMENT



The Maine Department of Transportation provides this publication for information only. Reliance upon this information is at user risk. It is subject to revision and may be incomplete depending upon changing conditions. The Department assumes no liability if injuries or damages result from this information. This map is not intended to support emergency dispatch.

0.095  
Miles  
1 inch = 0.07 miles

Date: 12/11/2017  
Time: 7:02:25 AM

## Crash Summary Report

### Report Selections and Input Parameters

#### REPORT SELECTIONS

Crash Summary I     Section Detail     Crash Summary II     1320 Public     1320 Private     1320 Summary

#### REPORT DESCRIPTION

Main St from Holland St to Elm St in Lewiston

#### REPORT PARAMETERS

Year 2014, Start Month 1 through Year 2016 End Month: 12

Route: **0202X**

Start Node: **3545**

Start Offset: **0**

Exclude First Node

End Node: **3546**

End Offset: **0**

Exclude Last Node

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

**Crash Summary I**

Nodes															
Node	Route - MP	Node Description	U/R	Total Crashes	K	Injury Crashes			PD	Percent Annual M Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF	
3545	0202X - 73.84	Int of HOLLAND ST MAIN ST	2	6	0	0	0	4	2	66.7	6.661	0.30	0.35	0.00	
												Statewide Crash Rate:	0.15		
3546	0202X - 73.91	Int of ELM ST, MAIN ST	2	6	0	0	1	1	4	33.3	6.310	0.32	0.35	0.00	
												Statewide Crash Rate:	0.15		
<b>Study Years: 3.00</b>			<b>NODE TOTALS:</b>		12	0	0	1	5	6	50.0	12.971	0.31	0.30	1.04

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

**Crash Summary I**

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section U/R Length	Total Crashes	Sections				Injury Crashes	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF	
							K	A	B	C							PD
3545	3546	3097847	0 - 0.07	0202X - 73.84 US 202	0.07	2	6	0	0	1	1	4	33.3	0.00431	464.31	496.14	0.00
Int of HOLLAND ST MAIN ST				Statewide Crash Rate: 208.01													
<b>Study Years:</b>		3.00	<b>Section Totals:</b>		0.07	6	0	0	1	1	4	33.3	0.00431	464.31	496.14	0.94	
<b>Grand Totals:</b>				0.07	18	0	0	2	6	10	44.4	0.00431	1392.93	672.84	2.07		

Summary of All Intervals

Run Number	2	3	5	6	7	Avg
Start Time	4:57	4:57	4:57	4:57	4:57	4:57
End Time	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	2204	2194	2188	2159	2165	2181
Vehs Exited	2207	2186	2188	2157	2162	2180
Starting Vehs	19	18	27	20	15	18
Ending Vehs	16	26	27	22	18	20
Travel Distance (mi)	452	448	447	439	448	447
Travel Time (hr)	24.4	24.9	23.2	24.1	24.7	24.3
Total Delay (hr)	8.7	9.2	7.7	8.8	9.1	8.7
Total Stops	587	493	459	397	550	498
Fuel Used (gal)	18.0	17.8	17.1	17.4	18.0	17.7

Interval #0 Information Seeding

Start Time	4:57
End Time	5:00
Total Time (min)	3
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60
Volumes adjusted by PHF, Growth Factors.	

Run Number	2	3	5	6	7	Avg
Vehs Entered	2204	2194	2188	2159	2165	2181
Vehs Exited	2207	2186	2188	2157	2162	2180
Starting Vehs	19	18	27	20	15	18
Ending Vehs	16	26	27	22	18	20
Travel Distance (mi)	452	448	447	439	448	447
Travel Time (hr)	24.4	24.9	23.2	24.1	24.7	24.3
Total Delay (hr)	8.7	9.2	7.7	8.8	9.1	8.7
Total Stops	587	493	459	397	550	498
Fuel Used (gal)	18.0	17.8	17.1	17.4	18.0	17.7

---

3: Main Street & Holland Street Performance by approach

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Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	1.8	0.4	1.2
Total Del/Veh (s)	100.2	72.2	2.4	1.0	7.5

Summary of All Intervals

Run Number	1	2	5	6	7	Avg
Start Time	4:57	4:57	4:57	4:57	4:57	4:57
End Time	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	2206	2243	2209	2206	2277	2227
Vehs Exited	2208	2251	2206	2216	2270	2230
Starting Vehs	18	28	21	24	21	20
Ending Vehs	16	20	24	14	28	20
Travel Distance (mi)	458	465	453	453	470	460
Travel Time (hr)	21.9	22.1	23.6	21.8	22.8	22.4
Total Delay (hr)	5.9	5.8	7.7	5.9	6.4	6.3
Total Stops	275	281	295	283	295	287
Fuel Used (gal)	17.1	17.5	17.5	16.9	17.8	17.4

Interval #0 Information Seeding

Start Time	4:57
End Time	5:00
Total Time (min)	3
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60
Volumes adjusted by PHF, Growth Factors.	

Run Number	1	2	5	6	7	Avg
Vehs Entered	2206	2243	2209	2206	2277	2227
Vehs Exited	2208	2251	2206	2216	2270	2230
Starting Vehs	18	28	21	24	21	20
Ending Vehs	16	20	24	14	28	20
Travel Distance (mi)	458	465	453	453	470	460
Travel Time (hr)	21.9	22.1	23.6	21.8	22.8	22.4
Total Delay (hr)	5.9	5.8	7.7	5.9	6.4	6.3
Total Stops	275	281	295	283	295	287
Fuel Used (gal)	17.1	17.5	17.5	16.9	17.8	17.4

---

3: Main Street & Holland Street Performance by approach

---

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	2.0	0.1	1.2
Total Del/Veh (s)	69.8	79.3	3.1	2.2	6.9

Intersection: 3: Main Street & Holland Street

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	241	101	42	32	56	66
Average Queue (ft)	75	38	14	3	28	6
95th Queue (ft)	179	86	40	17	55	34
Link Distance (ft)	374	206		398		80
Upstream Blk Time (%)						0
Queuing Penalty (veh)						2
Storage Bay Dist (ft)			50		75	
Storage Blk Time (%)			0	0	0	0
Queuing Penalty (veh)			3	0	0	0

CLIENT/PROJECT

**DIRIGO CU  
LEWISTON ME**

INFORMATION

Path:  
Issue Date: 6/7/18  
Drawn By:  
Checked By: JBJ  
Revision:

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.
- 7.
- 8.
- 9.

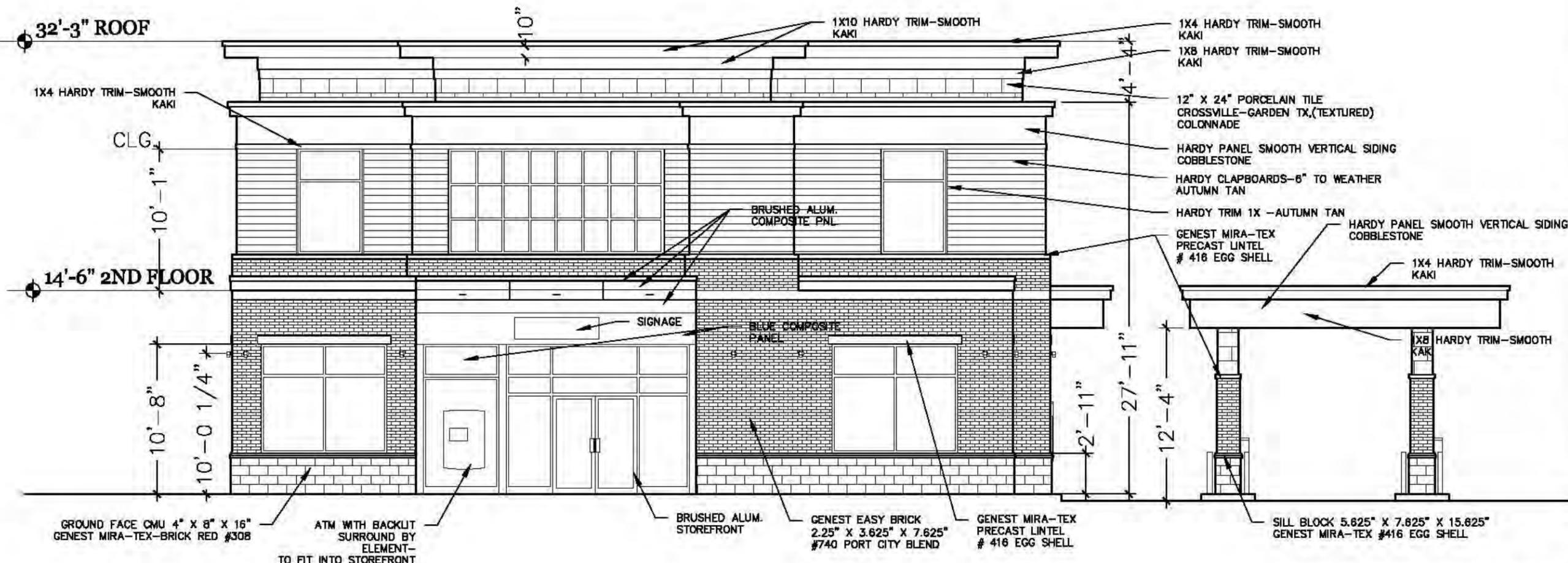
TITLE

**EXTERIOR ELEVATIONS**

SCALE

1/8"=1'-0"

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1 SOUTH ELEVATION  
A2.1 Scale: 1/8"=1'-0"



2 WEST ELEVATION  
A2.1 Scale: 1/8"=1'-0"

**A2.1**

CLIENT/PROJECT

**DIRIGO CU  
LEWISTON ME**

INFORMATION

Path:  
Issue Date: 6/7/2018  
Drawn By:  
Checked By: JBJ  
Revision:

- 1.
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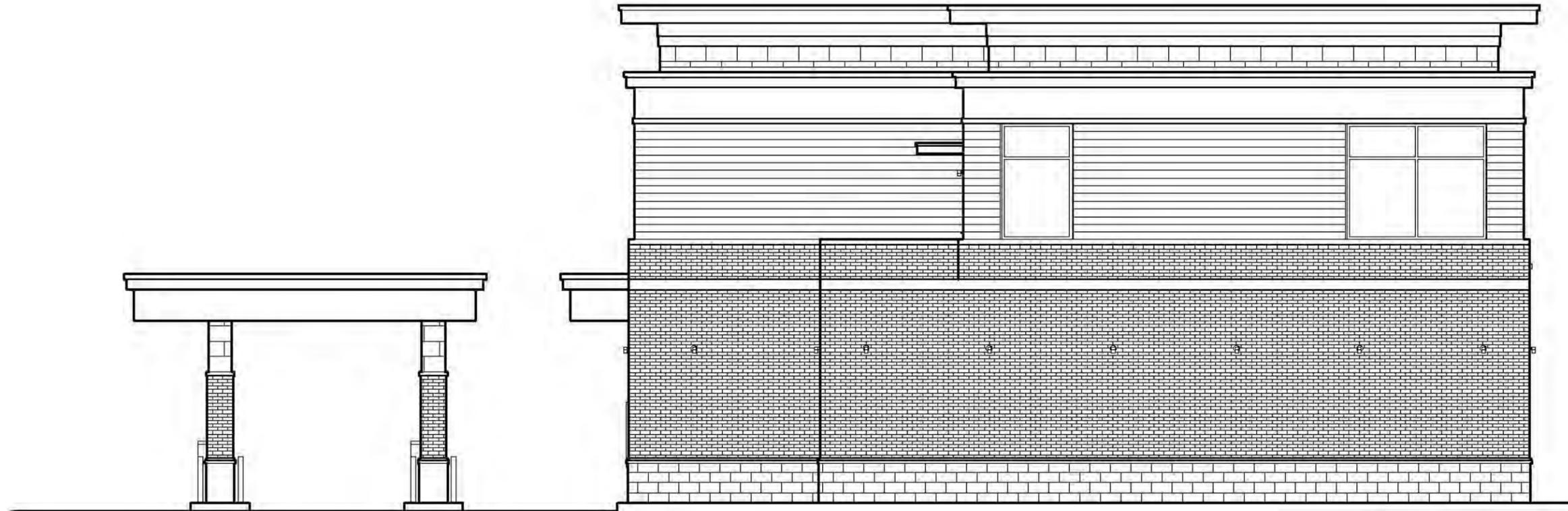
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**EXTERIOR ELEVATIONS**

SCALE

1/8"=1'-0"

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1 NORTH ELEVATION  
A2.2 Scale: 1/8"=1'-0"



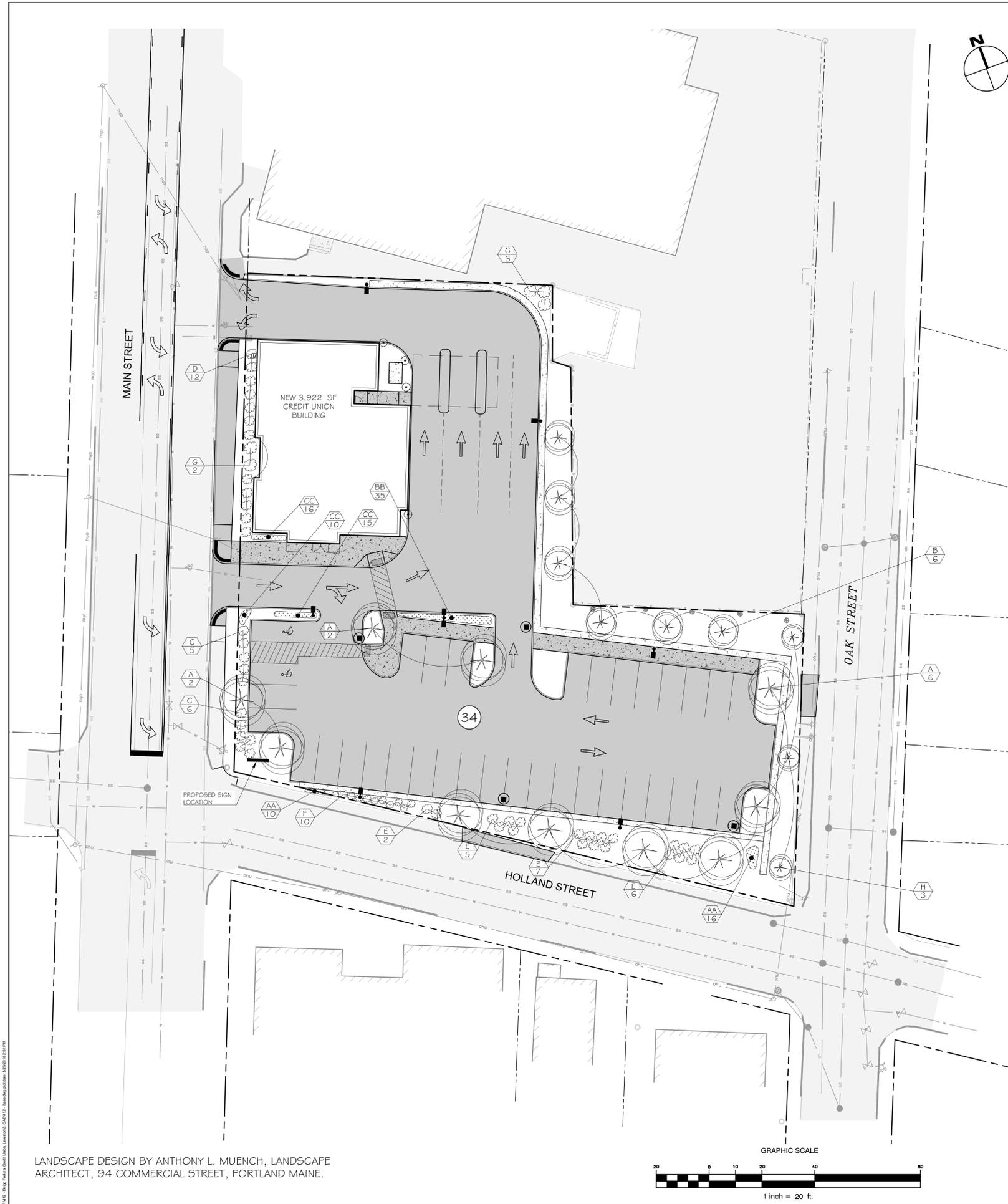
2 EAST ELEVATION  
A2.2 Scale: 1/8"=1'-0"

**A2.2**









**LANDSCAPING NOTES:**

**GENERAL:**

1. SAVE EXISTING TREES AS SHOWN. DO NOT CUT OR CLEAR ANY VEGETATION BEYOND THE IMPACT LIMIT LINE.
2. ALL PLANT MATERIALS INSTALLED ARE TO MEET THE SPECIFICATIONS OF THE "AMERICAN STANDARDS FOR NURSERY STOCK" BY THE AMERICAN ASSOCIATION OF NURSERYMEN.
3. ALL PROPOSED PLANT LOCATIONS SHALL BE AS SHOWN ON PLANS. CONTRACTOR SHALL VERIFY LOCATION OF ALL UTILITIES PRIOR TO PLANTING AND WILL NOTIFY OWNER'S REPRESENTATIVE IN THE EVENT OF CONFLICTS.
4. PLANT LOCATIONS ARE TO BE SCALED FROM THE LANDSCAPE PLAN UNLESS NOTED OTHERWISE.
5. NO PLANT MATERIAL SHALL BE INSTALLED UNTIL FINAL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
6. FINAL QUANTITY FOR EACH PLANT TYPE IS NOTED IN THE PLANT LIST. THIS NUMBER SHALL TAKE PRECEDENCE IN THE CASE OF ANY DISCREPANCY BETWEEN QUANTITIES SHOWN IN THE LIST AND ON THE PLAN.
7. ANY PROPOSED SUBSTITUTIONS MUST BE APPROVED BY THE OWNER OR THE OWNER'S REPRESENTATIVE.
8. ALL DISTURBED AREAS TO BE LOAMED AND SEEDED.

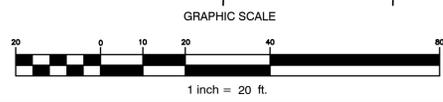
**MAINTENANCE:**

1. LAWNS: SHALL BE WATERED, FERTILIZED AND MOWN ON A REGULAR BASIS ACCORDING TO SEASON AND RAINFALL, TO PRODUCE A STRONG TURF OF 80% MIN. COVERAGE WITHIN THE FIRST YEAR, FREE FROM SIZABLE THIN OR BARE SPOTS. REGRADING AND RESEEDING WILL BE PERFORMED ON BARE SPOTS UNTIL COVERAGE IS COMPLETE.
2. TREES & SHRUBS: THE ESTABLISHMENT PERIOD SHALL BE TWO CALENDAR YEARS FROM THE DATE OF FINAL ACCEPTANCE. DURING THE ESTABLISHMENT PERIOD THE OWNER OR OWNER'S CONTRACTOR SHALL WATER, CULTIVATE AND PRUNE AS REQUIRED TO MAINTAIN A HEALTHY GROWING CONDITION.
3. AT THE END OF THE ESTABLISHMENT PERIOD AND UPON SUBSEQUENT ANNUAL INSPECTIONS, PLANTS WHICH HAVE DIED OR FAILED TO THRIVE SHALL BE REPLACED WITH EQUIVALENT SIZE AND SPECIES. AFTER THE CONTRACTOR'S GUARANTEE PERIOD HAS ENDED, IT IS THE OWNER'S RESPONSIBILITY TO MAINTAIN AND REPLACE PLANTINGS.
4. TREES, SHRUBS AND LAWNS WHICH ARE NOT IRRIGATED WITH AN AUTOMATIC SPRINKLER OR DRIP SYSTEM SHALL BE THOROUGHLY WATERED ON A REGULAR BASIS DURING PERIODS OF BELOW AVERAGE RAINFALL. SOIL SHOULD BE SAMPLED AT A DEPTH OF 12" AND IF DRY, WATER TO DEPTH OF 24".
5. MULCH IS TO BE MAINTAINED AT A DEPTH TO COMPLETELY COVER THE SOIL AND TO PRESERVE MOISTURE AND MINIMIZE WEEDS.
6. TREES, SHRUBS AND LAWNS SHALL BE FERTILIZED ANNUALLY AND TREATED WITH INSECTICIDES AND/OR FUNGICIDES AS REQUIRED FOR CONTINUED HEALTHY GROWTH.
7. SUCKERS, WEEDS, AND DEAD WOOD SHALL BE REMOVED ON A SEASONAL BASIS, AND SHRUBS SHALL BE PRUNED TWICE A YEAR ACCORDING TO THE REQUIREMENTS OF EACH SPECIES (I.E. SOME SPECIES SHOULD NOT BE PRUNED AT ALL). SHRUBS SHALL NOT BE PRUNED INTO INDIVIDUALS BUT ALLOWED TO GROW INTO A MASS.
8. WHERE TREES ARE LOCATED NEAR SIDEWALKS OR PARKING LOTS, THE CANOPY SHALL BE LIMBED UP TO PROMOTE SAFE CLEARANCE TO 8' ABOVE GRADE.
9. LAWN AREAS SHALL BE MOWN AS OFTEN AS NECESSARY TO KEEP LAWNS TO A 2 1/2 - 3" HEIGHT, AND AERATED ON A SEASONAL BASIS.
10. BEDS AND LAWN EDGES SHALL BE REGULARLY TRIMMED AND EDGED.
11. PERENNIAL AND ANNUAL BEDS SHALL BE DESIGNED, PLANTED AND MAINTAINED FOR SEASONAL COLOR AND INTEREST. ANNUALS MAY BE INCORPORATED TO A MAXIMUM LIMIT OF 25% OF THE BED AREA OF MAINTAINED BEDS FROM MAY 15 THROUGH NOVEMBER 15. PERENNIAL BEDS SHALL BE WATERED AS REQUIRED FOR HEALTHY PLANT GROWTH, AND WEEDED AND DEADHEADED ON A MONTHLY BASIS.

**PLANT LIST**

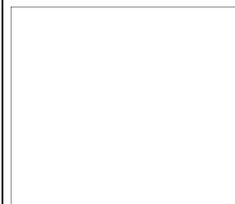
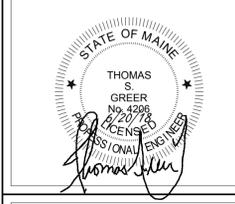
KEY	COMMON & BOTANICAL NAME	SIZE	ROOT	QTY	NOTES
<b>TREES &amp; SHRUBS</b>					
A	RED MAPLE ACER RUBRUM 'Red Sunset'	2 1/2" Cal.	B&B	10	NO BRANCHES TRIM CLEAR TO 8' ABOVE GRADE
B	STREETKEEPER HONEYLOCUST G. TRIACANTHOS Var. 'Inermis' 'Streetkeeper'	2 1/2" Cal.	B&B	6	
C	NORTHERN BAYBERRY M. PENNSYLVANICA	18-24" HT.	PTD	11	
D	COMPACT CLETHRA C. ALNIFOLIA 'Compacta'	#3	-----	12	
E	GREY OWL JUNIPER J. VIRGINIANA 'Grey owl'	#3	-----	20	
F	FRAGRANT SUNKAC RHUS AROMATICA 'Gro-Low'	#2	CONT	10	
G	SHASTA VIBURNUM V. PPLICATUM VAR. 'TOMENTOSUM' 'Shasta'	3'-4" HT	B&B	5	3 CANES
H	ARMSTRONG MAPLE ACER RUBRUM 'Armstrong'	2 1/2" Cal.	B&B	3	
<b>PERENNIALS</b>					
AA	SWITCH GRASS PANICUM VIRGATUM 'Cheyenne sky'		-----	26	@ 18" O.C.
BB	SWITCH GRASS PANICUM VIRGATUM 'Shenandoah'		-----	35	@ 18" O.C.
CC	DAYLILY VAR. HEMEROCALLIS		PTD	41	@ 18" O.C. BLOOM IN JULY THRU SEPT

LEGEND	
EXISTING	PROPOSED
---	PROPERTY LINE
○	ABUTTER LOT LINE
○	PROPERTY CORNER
---	SANITARY SEWER LINE
●	MANHOLE
□	CATCH BASIN
---	STORMDRAIN LINE
---	WATERLINE
---	WATER SHUTOFF
---	GAS LINE
---	OVERHEAD UTILITY LINE
---	UNDERGROUND UTILITY
---	UNDERGROUND ELECTRIC
○	UTILITY POLE
○	LIGHT POLE
---	BUILDING
---	METAL FENCE
---	EDGE OF PAVEMENT
---	EDGE OF CONCRETE
---	CURB
○	SOIL BORING
○	PLANTING BED
○	BUSH/SHRUB
○	TREE



LANDSCAPE DESIGN BY ANTHONY L. MUENCH, LANDSCAPE ARCHITECT, 94 COMMERCIAL STREET, PORTLAND MAINE.

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**Dirigo Federal Credit Union**  
381 Main Street  
Lewiston, ME 04042

**The Element Group**  
125 Brewery Ln  
Portsmouth, NH 03801

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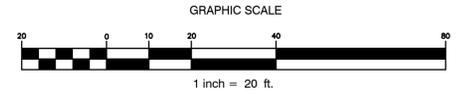
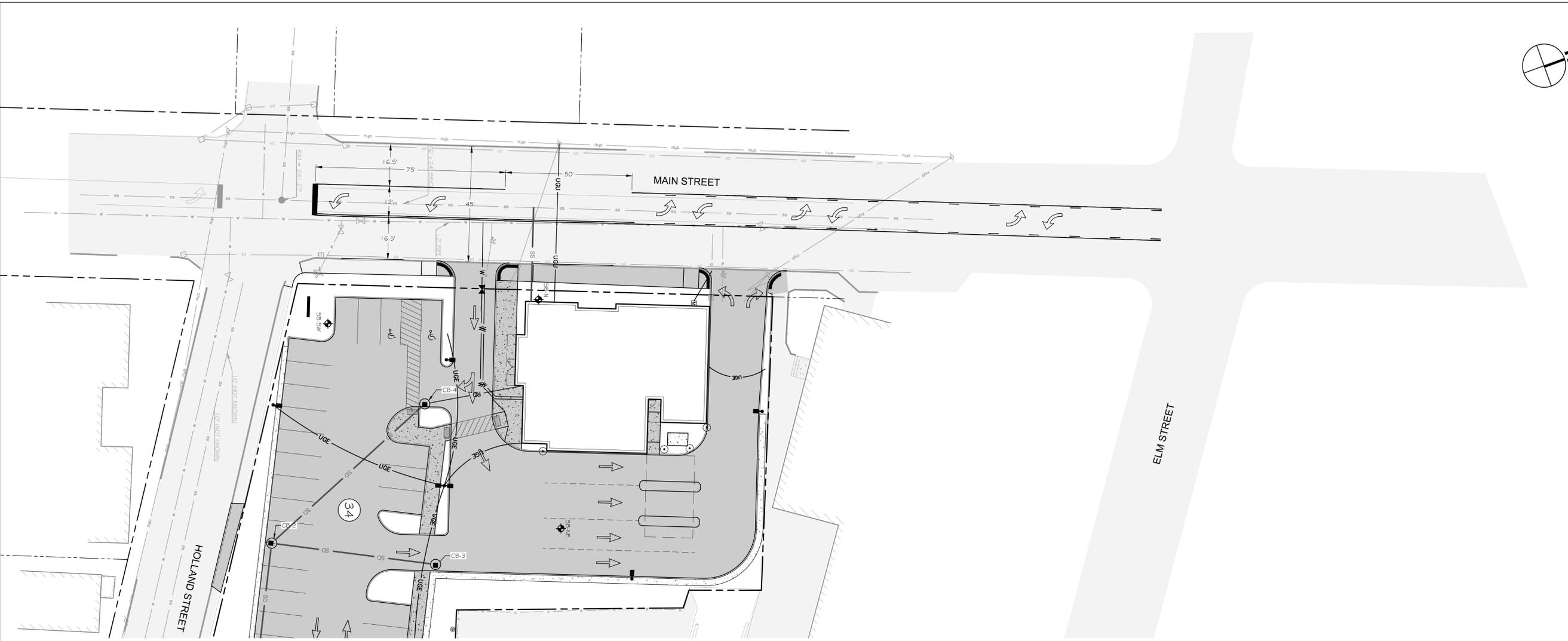
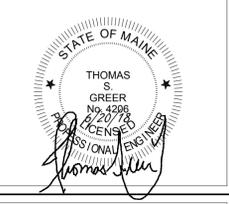
Rev.	Date	Description	Drawn	Check

Sheet Title:  
**Landscaping Plan**

Job No.: 412  
Date: JUNE 20, 2018  
Scale: 1" = 20'  
Drawn: CAR  
Checked: NGC

Sheet No.:  
**C2.1**





- LAYOUT, MATERIALS, AND UTILITY NOTES:**
- REFER TO PLAN REFERENCES SHEET C1.0 FOR BOUNDARY AND TOPOGRAPHIC INFORMATION.
  - ALL DIMENSIONS, LOCATIONS AND CONTROLS SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ANY CONSTRUCTION ACTIVITIES. ANY DISCREPANCIES SHALL BE REPORTED IMMEDIATELY TO THE OWNER OR OWNER'S REPRESENTATIVE.
  - DO NOT SCALE THE DRAWINGS FOR REQUIRED DIMENSIONS. ANY DISCREPANCIES IN DIMENSIONING SHALL BE REPORTED IMMEDIATELY TO THE OWNER'S REPRESENTATIVE.
  - ALL ANGLES ARE 90 DEGREES UNLESS OTHERWISE SHOWN.
  - ALL EDGES OF PAVING SHALL BE STAKED OUT BY THE CONTRACTOR AND REVIEWED BY THE OWNER'S REPRESENTATIVE PRIOR TO CONSTRUCTION.
  - PROVIDE A SMOOTH TRANSITION WHERE NEW WORK MEETS EXISTING.
  - ALL DISTURBED AREAS NOT OTHERWISE TREATED SHALL BE LOAMED AND SEEDED.
  - CENTERLINES OF DRIVEWAY AND WALKWAY, PROPOSED PARKING LOTS AND PROPOSED UTILITY LINES SHALL BE LOCATED AND LAID OUT BY PROFESSIONALLY LICENSED SURVEYOR.
  - SEE LANDSCAPING PLAN FOR NON-PAVED AREA SURFACE TREATMENTS.
  - ALL SITE IMPROVEMENTS INCLUDING UTILITIES MUST CONFORM TO THE CITY OF LEWISTON'S TECHNICAL GUIDELINES AND STANDARDS.
  - TEMPORARY BANK SITE ON ADJACENT PROPERTY TO BE RESTORED AS AGREED TO IN TERMS OF LEASE.

- GRADING, DRAINAGE AND UTILITIES NOTES:**
- REFER TO SHEET C1.0 FOR BOUNDARY AND TOPOGRAPHIC INFORMATION.
  - PRIOR TO ANY CONSTRUCTION ACTIVITIES, CONTRACTOR SHALL VERIFY ALL AFFECTED GRADES. ANY DISCREPANCIES SHALL BE REPORTED IMMEDIATELY TO THE OWNER OR OWNER'S REPRESENTATIVE.
  - ALL AREAS NOT REQUIRING GRADING SHALL BE LEFT UNDISTURBED. CONTRACTOR SHALL NOT DISTURB THESE AREAS AND PRESERVE EXISTING VEGETATION.
  - GRADE ALL NEW WORK FOR POSITIVE DRAINAGE AND NO PUDDLING. MATCH EXISTING GRADES SMOOTHLY AND CONTINUOUSLY.
  - DRAINAGE AT TERMINUS OF CURBING SHALL BE RIP-RAPPED UNLESS OTHERWISE SPECIFIED OR NOTED ON THE PLANS, OR AS DIRECTED BY THE OWNER OR OWNER'S REPRESENTATIVE.
  - OWNER AND PROJECT ENGINEER WILL BE CLOSELY MONITORING FINISH GRADING IN THE FIELD. CONTRACTOR SHALL PERFORM FINISH WORK AS DIRECTED BY THE OWNER OR PROJECT ENGINEER TO ACHIEVE THE FINISH GRADE CONDITIONS SHOWN ON THE PLANS.
  - ALL SITE IMPROVEMENTS INCLUDING UTILITIES MUST CONFORM TO THE TOWN OF LEWISTON'S TECHNICAL GUIDELINES AND STANDARDS.
  - ALL SEWER CONNECTIONS SHALL USE INSERTA TEES.

LEGEND	
EXISTING	PROPOSED
—	PROPERTY LINE
- - -	ABUTTER LOT LINE
○	PROPERTY CORNER
SS	SANITARY SEWER LINE
●	MANHOLE
□	CATCH BASIN
SD	STORMDRAIN LINE
W	WATERLINE
WS	WATER SHUTOFF
G	GAS LINE
OU	OVERHEAD UTILITY LINE
UGU	UNDERGROUND UTILITY
UP	UNDERGROUND ELECTRIC
☆	UTILITY POLE
★	LIGHT POLE
▨	BUILDING
- x - x -	METAL FENCE
▬	EDGE OF PAVEMENT
▬	EDGE OF CONCRETE
—	CURB
⊕	SOIL BORING

ISSUED FOR PERMITTING - NOT FOR CONSTRUCTION

Dirigo Federal Credit Union  
381 Main Street  
Lewiston, ME 04042

The Element Group  
125 Brewery Ln  
Portsmouth, NH 03801

Rev.	Date	Description	Drawn	Check

Sheet Title:  
**Main Street Striping Plan**

Job No.: 412      Sheet No.:  
Date: JUNE 20, 2018  
Scale: 1" = 20'  
Drawn: CAR  
Checked: NGC

C2.3

DWG: Dirigo Federal Credit Union, C2.3 - Main Street Striping Plan, 6/20/18 11:21 AM

**EROSION AND SEDIMENTATION CONTROL NOTES:**

**INTRODUCTION**

THE FOLLOWING PLAN FOR CONTROLLING SEDIMENTATION AND EROSION IN THIS PROJECT IS BASED ON CONSERVATION PRACTICES FOUND IN THE MAINE EROSION & SEDIMENT PRACTICES FIELD GUIDE FOR CONTRACTORS MANUAL, MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, MARCH 2014, OR LATEST EDITION. THE CONTRACTOR WHO IMPLEMENTS THIS PLAN SHALL BE FAMILIAR WITH THIS PUBLICATION AND ADHERE TO IT AND THE PRACTICES PRESENTED HEREIN.

REFERENCE IS MADE TO THE GRADING AND DRAINAGE PLANS (C3.0) WITHIN THE PLAN SET, SHOWING THE LOCATIONS AND TYPES OF PROPOSED MEASURES TO BE IMPLEMENTED.

**GENERAL EROSION AND SEDIMENTATION CONTROL PRACTICES**

THE FOLLOWING IS A LIST OF GENERAL EROSION CONTROL PRACTICES THAT WILL BE USED TO PREVENT EROSION AND SEDIMENTATION BEFORE, DURING AND AFTER THE CONSTRUCTION OF THIS PROJECT. IN ADDITION, SPECIAL CARE SHALL BE USED AT ALL TIMES TO:

**LIMIT DISTURBANCE AND, HENCE, EROSION**

- 1) CORRECT ANY EROSION PROBLEMS IMMEDIATELY
- 2) REGULARLY MONITOR THE IMPLEMENTED PRACTICES, ESPECIALLY AFTER EVERY RAINFALL
- 3) REVEGETATE DISTURBED AREAS AS SOON AS POSSIBLE AFTER CONSTRUCTION
- 4) CONFORM TO ALL REQUIREMENTS/STANDARDS OF THE STATE MAINE DEP EROSION & SEDIMENT CONTROL BMP MANUAL.

**SILT FENCE AND/OR EROSION CONTROL MIX SEDIMENT BARRIERS**

SILT FENCE AND/OR EROSION CONTROL MIX SEDIMENT BARRIERS WILL BE INSTALLED ALONG THE DOWN GRADIENT SIDE OF THE PROPOSED GROUND DISTURBANCE AREAS PRIOR TO ANY CONSTRUCTION ACTIVITIES.

**CATCH BASIN PROTECTION**

CATCH BASIN PROTECTION WILL BE INSTALLED AT THE FIRST DOWNGRADE CATCH BASIN IN STREET ADJACENT TO ANY CONSTRUCTION ACTIVITIES.

**CONSTRUCTION PHASE**

THE FOLLOWING GENERAL PRACTICES WILL BE IMPLEMENTED TO PREVENT EROSION DURING CONSTRUCTION ON THIS PROJECT:

1. ONLY THOSE AREAS UNDER ACTIVE CONSTRUCTION WILL BE CLEARED AND LEFT IN AN UNTREATED OR UNVEGETATED CONDITION. ONCE CONSTRUCTION OF AN AREA IS COMPLETE, FINAL GRADING, LOAMING AND SEEDING SHALL OCCUR IMMEDIATELY REFER TO "POST CONSTRUCTION REVEGETATION" SECTION). IF DURING FINAL GRADING, LOAMING AND SEEDING CAN NOT OCCUR IMMEDIATELY, IT SHALL BE DONE PRIOR TO ANY STORM EVENT AND WITHIN 15 DAYS OF COMPLETING CONSTRUCTION IN THE AREA. IF FINAL GRADING, LOAMING AND SEEDING CANNOT OCCUR WITHIN 7 DAYS, OR IF THE AREA IS NOT UNDER ACTIVE CONSTRUCTION FOR A PERIOD LONGER THAN 7 DAYS, SEE ITEM NO. 4 BELOW.
2. PRIOR TO THE START OF CONSTRUCTION IN A SPECIFIC AREA, SILT FENCING SHALL BE INSTALLED ON DOWNGRADE PORTIONS OF THE SITE AS LOCATED ON THE PLANS TO PROTECT AGAINST ANY CONSTRUCTION RELATED EROSION.
3. TOPSOIL WILL BE STOCKPILED WHEN NECESSARY IN AREAS WHICH HAVE MINIMUM POTENTIAL FOR EROSION AND WILL BE KEPT AS FAR AS POSSIBLE FROM EXISTING DRAINAGE AREAS AND WETLANDS. ALL STOCKPILES EXPECTED TO REMAIN LONGER THAN 7 DAYS SHALL BE:
  - A. TREATED WITH ANCHORED MULCH (WITHIN 5 DAYS OF THE LAST DEPOSIT OF STOCKPILED SOIL).
  - B. SEEDED WITH CONSERVATION MIX AND MULCHED IMMEDIATELY.
 STOCKPILES SHALL BE EITHER PLACED UPHILL OF AN EXISTING SEDIMENT BARRIER ON THE SITE OR ENCIRCLED BY A HAY BALE OR SILT FENCE BARRIER THE FIRST DAY THAT STOCKPILING COMMENCES.
4. ALL DISTURBED AREAS EXPECTED TO REMAIN LONGER THAN 7 DAYS SHALL BE:
  - A. TREATED WITH STRAW AT A RATE OF 70-90 LBS. PER 1,000 SQUARE FEET FROM 4/16 TO 1/01", OR AT A RATE OF 150-200 LBS. PER 1,000 SQUARE FEET FROM 1/01" TO 4/15".
  - B. SEEDED WITH CONSERVATION MIX OF PERENNIAL RYE GRASS (1.0 LBS/1,000 SQ. FT.) AND MULCHED IMMEDIATELY. FROM 1/01" TO 4/15, FOLLOW THE SEEDING RATES AS OUTLINED BELOW IN SUB-SECTION 4.D. OF THE "POST CONSTRUCTION REVEGETATION" SECTION.
  - C. MONITORED EVERY TWO WEEKS UNTIL SEEDING CAN OCCUR AND REMULCHED AS NEEDED TO PROTECT SLOPES.
5. ALL GRADING WILL BE HELD TO A MAXIMUM 3:1 SLOPE WHERE PRACTICAL. GREATER SLOPES MAY BE USED WHERE THE BANKS ARE PROTECTED WITH SOFT ARMOUR MATTING, EROSION CONTROL MATTING, OR RIPRAP. ALL SLOPES WILL BE STABILIZED WITH PERMANENT SEEDING IMMEDIATELY AFTER FINAL GRADING IS COMPLETE. (IT IS UNDERSTOOD THAT IMMEDIATELY MEANS WITHIN 5 DAYS OF THE COMPLETION OF WORK. SEE POST-CONSTRUCTION REVEGETATION FOR SEEDING SPECIFICATION.)
6. CONSTRUCTION TRAFFIC WILL BE DIRECTED OVER THE EXISTING SITE ENTRANCE. THE ROAD SHALL BE SWEEPED DAILY SHOULD SEDIMENT BE TRACKED ONTO IT.

**DEWATERING**

1. ALL DEWATERING DISCHARGE LOCATIONS SHALL BE LOCATED ON RELATIVELY FLAT GROUND AT LEAST 75' FROM STREAMS AND 25' FROM WETLANDS. THE CONTRACTOR SHALL UTILIZE DIRT BAGS, EROSION CONTROL MIX BERMS, OR SIMILAR METHODS FOR FILTRATION OF DEWATERING AND SHALL CONFORM TO THE MAINE EROSION AND SEDIMENT CONTROL BMP'S G-1, G-2, AND G-3.

**POST CONSTRUCTION REVEGETATION**

THE FOLLOWING GENERAL PRACTICES WILL BE IMPLEMENTED TO PREVENT EROSION AS SOON AS AN AREA IS READY TO UNDERGO FINAL GRADING:

1. A MINIMUM OF 6" OF LOAM WILL BE SPREAD OVER DISTURBED AREAS AND GRADED TO A UNIFORM DEPTH AND NATURAL APPEARANCE.
2. LAWN AREAS: "PARK MIX" GRASS SEED BY ALLEN, STERLING & LOTHROP (FALMOUTH, MAINE), OR APPROVED EQUAL.
3. MULCH SHALL BE HAY OR STRAW MULCHES THAT ARE DRY AND FREE FROM UNDESIRABLE SEEDS AND COURSE MATERIALS.
  - A. APPLICATION RATE MUST BE 2 BALES (70-90 LBS.) PER 1,000 SQUARE FEET OR 1.5 TO 2 TONS (90-100 BALES) PER ACRE TO COVER 75 TO 90% OF THE GROUND SURFACE.
  - B. DRIVE OVER WITH TRACKED CONSTRUCTION EQUIPMENT ON GRADES OF 5% AND LESS.
  - C. BLANKET WITH TACKED PHOTODEGRADABLE/Biodegradable NETTING ON GRADES GREATER THAN 5%.
4. HYDRO-MULCH SHALL CONSIST OF A MIXTURE OF ASPHALT, WOOD FIBRE OR PAPER FIBRE AND WATER, WHICH IS SPRAYED OVER A SEEDED AREA. HYDRO-MULCH SHALL NOT BE USED BETWEEN 1/01" AND 4/15".
5. CONSTRUCTION SHALL BE PLANNED TO ELIMINATE THE NEED FOR SEEDING BETWEEN OCTOBER 1ST AND APRIL 15TH. SHOULD SEEDING BE NECESSARY BETWEEN THESE DATES, THE FOLLOWING PROCEDURE SHALL BE FOLLOWED:
  - A. ONLY UNFROZEN LOAM SHALL BE USED.
  - B. LOAMING, SEEDING AND MULCHING WILL NOT BE DONE OVER SNOW OR ICE COVER. IF SNOW EXISTS, IT MUST BE REMOVED PRIOR TO PLACEMENT OF SEED.
  - C. WHERE PERMANENT SEEDING IS NECESSARY, ANNUAL WINTER RYE (1.2 LBS/1,000 S.F.) SHALL BE SOWN INSTEAD OF THE PREVIOUSLY NOTED SEEDING RATE.
  - D. WHERE TEMPORARY SEEDING IS REQUIRED, ANNUAL WINTER RYE (2.5 LBS/1,000 S.F.) SHALL BE SOWN INSTEAD OF THE PREVIOUSLY NOTED SEEDING RATE.
  - E. FERTILIZING, SEEDING AND MULCHING SHALL BE DONE ON LOAM THE DAY THE LOAM IS SPREAD.
  - F. HAY MULCH SHALL BE SECURED WITH PHOTODEGRADABLE/Biodegradable NETTING. TRACKING BY MACHINERY ALONE WILL NOT SUFFICE. WINTER MULCHING RATES, AS SPECIFIED ABOVE IN SUBSECTION 5.A. OF THE "CONSTRUCTION PHASE" SECTION, SHOULD BE APPLIED DURING THIS PERIOD.
6. FOLLOWING FINAL SEEDING, THE SITE WILL BE INSPECTED EVERY 30 DAYS UNTIL 80% COVER HAS BEEN ESTABLISHED. RESEEDING WILL BE CARRIED OUT BY THE CONTRACTOR WITHIN 10 DAYS OF NOTIFICATION BY THE DESIGN PROFESSIONAL THAT THE EXISTING CATCH IS INADEQUATE.

**MONITORING SCHEDULE**

THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING, MONITORING, MAINTAINING, REPAIRING, REPLACING AND REMOVING ALL OF THE EROSION AND SEDIMENTATION CONTROLS OR APPOINTING A QUALIFIED SUBCONTRACTOR TO DO SO.

MAINTENANCE MEASURES WILL BE APPLIED AS NEEDED DURING THE ENTIRE CONSTRUCTION CYCLE. IMMEDIATELY FOLLOWING ANY SIGNIFICANT RAINFALL, AND AT LEAST ONCE A WEEK, A VISUAL INSPECTION WILL BE MADE OF ALL EROSION AND SEDIMENTATION CONTROLS AS FOLLOWS:

1. SILT FENCE SHALL BE INSPECTED AND REPAIRED. SEDIMENT TRAPPED BEHIND THESE BARRIERS SHALL BE EXCAVATED WHEN IT REACHES A DEPTH OF 6" AND REDISTRIBUTED TO AREAS UNDERGOING FINAL GRADING.
2. CONSTRUCTION ENTRANCE SHALL BE VISUALLY INSPECTED AND REPAIRED AS NEEDED. ANY AREAS SUBJECT TO RUTTING SHALL BE STABILIZED IMMEDIATELY. IF THE VOIDS OF THE CONSTRUCTION ENTRANCE BECOME FILLED WITH MUD, MORE CRUSHED STONE SHALL BE ADDED AS NEEDED. THE PUBLIC ROADWAY SHALL BE SWEEPED SHOULD MUD BE DEPOSITED/TRACKED ONTO THEM.

**STANDARDS FOR STABILIZING SITES FOR THE WINTER CONSTRUCTION PERIOD**

THE FOLLOWING STANDARDS AND METHODOLOGIES SHALL BE USED FOR STABILIZING THE SITE DURING THE WINTER CONSTRUCTION PERIOD

1. STANDARD FOR THE TIMELY STABILIZATION OF DISTURBED SLOPES (ANY AREA HAVING A GRADE GREATER THAN 25%): THE CONTRACTOR WILL SEED AND MULCH ALL SLOPES TO BE VEGETATED BY SEPTEMBER 15TH. IF THE CONTRACTOR FAILS TO STABILIZE ANY SLOPE TO BE VEGETATED BY SEPTEMBER 15TH, THEN THE CONTRACTOR WILL TAKE ONE OF THE FOLLOWING ACTIONS TO STABILIZE THE SOIL FOR LATE FALL AND WINTER.
  - A. STABILIZE THE SOIL WITH TEMPORARY VEGETATION AND EROSION CONTROL MATS - BY OCTOBER 15TH THE CONTRACTOR WILL SEED THE DISTURBED SLOPE WITH WINTER RYE AT A RATE OF 3 POUNDS PER 1,000 SQUARE FEET AND THEN INSTALL EROSION CONTROL MATS OR ANCHORED HAY MULCH OVER THE SEEDING. THE CONTRACTOR WILL MONITOR GROWTH OF THE RYE OVER THE NEXT 30 DAYS.
  - B. STABILIZE THE SLOPE WITH WOOD-WASTE COMPOST - THE CONTRACTOR WILL PLACE A SIX-INCH LAYER OF WOOD-WASTE COMPOST ON THE SLOPE BY NOVEMBER 15TH. THE CONTRACTOR WILL NOT USE WOOD-WASTE COMPOST TO STABILIZE SLOPES HAVING GRADES GREATER THAN 50% (2H:1V) OR HAVING GROUNDWATER SEEPS ON THE SLOPE FACE.
  - C. STABILIZE THE SLOPE WITH STONE RIPRAP - THE CONTRACTOR WILL PLACE A LAYER OF STONE RIPRAP ON THE SLOPE BY NOVEMBER 15TH. THE DEVELOPMENT'S OWNER WILL HIRE A REGISTERED PROFESSIONAL ENGINEER TO DETERMINE THE STONE SIZE NEEDED FOR STABILITY ON THE SLOPE AND TO DESIGN A FILTER LAYER FOR UNDERNEATH THE RIPRAP.

2. STANDARD FOR THE TIMELY STABILIZATION OF DISTURBED SOILS - BY SEPTEMBER 15TH THE CONTRACTOR WILL SEED AND MULCH ALL DISTURBED SOILS ON THE SITE. IF THE CONTRACTOR FAILS TO STABILIZE THESE SOILS BY THIS DATE, THEN THE CONTRACTOR WILL TAKE ONE OF THE FOLLOWING ACTIONS TO STABILIZE THE SOIL FOR LATE FALL AND WINTER.
  - A. STABILIZE THE SOIL WITH TEMPORARY VEGETATION - BY OCTOBER 15TH THE CONTRACTOR WILL SEED THE DISTURBED SOIL WITH WINTER RYE AT A SEEDING RATE OF 3 POUNDS PER 1,000 SQUARE FEET, LIGHTLY MULCH THE SEEDED SOIL WITH HAY OR STRAW AT 75 POUNDS PER 1,000 SQUARE FEET, AND ANCHOR THE MULCH WITH PLASTIC NETTING. THE CONTRACTOR WILL MONITOR GROWTH OF THE RYE OVER THE NEXT 30 DAYS. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR FAILS TO COVER AT LEAST 75% OF THE DISTURBED SOIL BEFORE NOVEMBER 1, THEN THE CONTRACTOR WILL MULCH THE AREA FOR OVER-WINTER PROTECTION AS DESCRIBED IN ITEM III OF THIS STANDARD.
  - B. STABILIZE THE SOIL WITH SOD - THE CONTRACTOR WILL STABILIZE THE DISTURBED SOIL WITH PROPERLY INSTALLED SOD BY OCTOBER 15TH. PROPER INSTALLATION INCLUDES THE CONTRACTOR PINNING THE SOD ONTO THE SOIL WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, AND WATERING THE SOD TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL.
  - C. STABILIZE THE SOIL WITH MULCH - BY NOVEMBER 15TH THE CONTRACTOR WILL MULCH THE DISTURBED SOIL BY SPREADING HAY OR STRAW AT A RATE OF AT LEAST 150 POUNDS PER 1,000 SQUARE FEET ON THE AREA SO THAT NO SOIL IS VISIBLE THROUGH THE MULCH. IMMEDIATELY AFTER APPLYING THE MULCH, THE CONTRACTOR WILL ANCHOR THE MULCH WITH NETTING OR OTHER METHOD TO PREVENT WIND FROM MOVING THE MULCH OFF THE DISTURBED SOIL.

**EROSION CONTROL REMOVAL**

AN AREA IS CONSIDERED STABLE IF IT IS PAVED OR IF 80% GROWTH OF PLANTED SEEDS IS ESTABLISHED. ONCE AN AREA IS CONSIDERED STABLE, THE EROSION CONTROL MEASURES CAN BE REMOVED AS FOLLOWS:

1. SILT FENCE  
SILT FENCE SHALL BE DISPOSED OF LEGALLY AND PROPERLY OFF-SITE. ALL SEDIMENT TRAPPED BEHIND THESE CONTROLS SHALL BE DISTRIBUTED TO AN AREA UNDERGOING FINAL GRADING OR REMOVED AND RELOCATED OFF-SITE.
2. STABILIZED CONSTRUCTION ENTRANCE  
THE STABILIZED CONSTRUCTION ENTRANCE SHALL BE REMOVED ONCE THE COMPACTED ROADWAY BASE IS IN PLACE. STONE AND SEDIMENT FROM THE CONSTRUCTION ENTRANCE SHALL BE REDISTRIBUTED TO AN AREA UNDERGOING GRADING OR REMOVED AND RELOCATED OFF-SITE.
3. MISCELLANEOUS  
ONCE ALL THE TRAPPED SEDIMENTS HAVE BEEN REMOVED FROM THE TEMPORARY SEDIMENTATION DEVICES THE DISTURBED AREAS MUST BE REGRADED IN AN AESTHETIC MANNER TO CONFORM TO THE SURROUNDING TOPOGRAPHY. ONCE GRADED THESE DISTURBED AREAS MUST BE LOAMED (IF NECESSARY), FERTILIZED, SEEDED AND MULCHED IN ACCORDANCE WITH THE RATES PREVIOUSLY STATED.

THE ABOVE EROSION CONTROLS MUST BE REMOVED WITHIN 30 DAYS OF FINAL STABILIZATION OF THE SITE. CONFORMANCE WITH THIS PLAN AND FOLLOWING THESE PRACTICES WILL RESULT IN A PROJECT THAT COMPLIES WITH THE STATE REGULATIONS AND THE STANDARDS OF THE NATURAL RESOURCES PROTECTION ACT, AND WILL PROTECT WATER QUALITY IN AREAS DOWNSTREAM FROM THE PROJECT.

**MAINE CONSTRUCTION GENERAL PERMIT REQUIRED**

SUBMISSION OF A MAINE CONSTRUCTION GENERAL PERMIT (MCGP) IS REQUIRED PRIOR TO COMMENCEMENT OF ANY EXCAVATION ACTIVITIES.

**INSPECTION AND MAINTENANCE (APPENDIX B)**

**INSPECTION AND MAINTENANCE REQUIREMENTS:** INSPECT DISTURBED AND IMPERVIOUS AREAS, EROSION AND STORMWATER CONTROL MEASURES, AREAS USED FOR STORAGE THAT ARE EXPOSED TO PRECIPITATION, AND LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE. INSPECT THESE AREAS AT LEAST ONCE A WEEK AS WELL AS BEFORE AND AFTER A STORM EVENT AND PRIOR TO COMPLETION OF PERMANENT STABILIZATION MEASURES. A PERSON WITH KNOWLEDGE OF EROSION AND STORMWATER CONTROL, INCLUDING THE STANDARDS IN THE MCGP AND ANY DEPARTMENTAL COMPANION DOCUMENT TO THE MCGP, MUST CONDUCT THE INSPECTION. THIS PERSON MUST BE IDENTIFIED IN THE INSPECTION LOG. IF BEST MANAGEMENT PRACTICES (BMPs) NEED TO BE MODIFIED OR IF ADDITIONAL BMPs ARE NECESSARY, IMPLEMENTATION MUST BE COMPLETED WITHIN 7 CALENDAR DAYS AND PRIOR TO ANY STORM EVENT (RAINFALL). ALL MEASURES MUST BE MAINTAINED IN EFFECTIVE OPERATING CONDITION UNTIL AREAS ARE PERMANENTLY STABILIZED.

**INSPECTION LOG (REPORT):** A LOG (REPORT) MUST BE KEPT SUMMARIZING THE SCOPE OF THE INSPECTION, NAME(S) AND QUALIFICATIONS OF THE PERSONNEL MAKING THE INSPECTION, THE DATE(S) OF THE INSPECTION, AND MAJOR OBSERVATIONS RELATING TO OPERATION OF EROSION AND SEDIMENTATION CONTROLS AND POLLUTION PREVENTION MEASURES. MAJOR OBSERVATIONS MUST INCLUDE BMPs THAT NEED MAINTENANCE, BMPs THAT FAILED TO OPERATE AS DESIGNED OR PROVED INADEQUATE FOR A PARTICULAR LOCATION, AND LOCATION(S) WHERE ADDITIONAL BMPs ARE NEEDED. FOR EACH BMP REQUIRING MAINTENANCE, BMP NEEDING REPLACEMENT, AND LOCATION NEEDING ADDITIONAL BMPs, NOTE IN THE INSPECTION LOG THE CORRECT ACTION TAKEN AND WHEN IT WAS TAKEN. THE LOG MUST BE MADE ACCESSIBLE TO THE DEPARTMENT STAFF AND A COPY MUST BE PROVIDED UPON REQUEST. THE PERMITTEE SHALL RETAIN A COPY OF THE LOG FOR A PERIOD OF AT LEAST THREE YEARS FROM THE COMPLETION OF THE PERMANENT STABILIZATION.

**HOUSEKEEPING (APPENDIX C)**

1. SPILL PREVENTION: CONTROLS MUST BE USED TO PREVENT POLLUTANTS FROM CONSTRUCTION AND WASTE MATERIALS STORED ON-SITE, INCLUDING STORAGE PRACTICES TO MINIMIZE EXPOSURE OF THE MATERIALS TO STORMWATER AND APPROPRIATE SPILL PREVENTION, CONTAINMENT, AND RESPONSE PLANNING IMPLEMENTATION.
2. GROUNDWATER PROTECTION: DURING CONSTRUCTION, LIQUID PETROLEUM PRODUCTS AND OTHER HAZARDOUS MATERIALS WITH THE POTENTIAL TO CONTAMINATE GROUNDWATER MAY NOT BE STORED OR HANDLED IN AREAS OF THE SITE DRAINING TO AN INFILTRATION AREA. AN INFILTRATION AREA IS ANY AREA OF THE SITE THAT BY DESIGN OR AS A RESULT OF SOILS, TOPOGRAPHY, AND OTHER RELEVANT FACTORS ACCUMULATES RUNOFF THAT INFILTRATES INTO THE SOIL. DIKES, BERMS, SUMPS, AND OTHER FORMS OF SECONDARY CONTAMINATION THAT PREVENT DISCHARGE TO GROUNDWATER MAY BE USED TO ISOLATE PORTIONS OF THE SITE FOR THE PURPOSES OF STORAGE AND HANDLING OF THESE MATERIALS.

- NOTE: LACK OF APPROPRIATE POLLUTANT REMOVAL BMPs MAY RESULT IN VIOLATIONS OF THE GROUNDWATER QUALITY STANDARD ESTABLISHED BY 39 M.R.S. § 446B-C(1). ANY PROJECT PROPOSING INFILTRATION OF STORMWATER MUST PROVIDE ADEQUATE PRE-TREATMENT OF STORMWATER PRIOR TO DISCHARGE OF STORMWATER TO THE INFILTRATION AREA, OR PROVIDE TREATMENT WITHIN THE INFILTRATION AREA, IN ORDER TO PREVENT ACCUMULATION OF FINES, REDUCTIONS IN INFILTRATION RATE, AND CONSEQUENT FLOODING AND DESTABILIZATION.
- NOTE: FUGITIVE SEDIMENT AND DUST: ACTIONS MUST BE TAKEN TO ENSURE THAT ACTIVITIES DO NOT RESULT IN NOTICEABLE EROSION OF SOILS OR FUGITIVE DUST EMISSIONS DURING OR AFTER CONSTRUCTION. OIL MAY NOT BE USED FOR DUST CONTROL.

EXAMPLES OF BMPs: OPERATIONS DURING DRY MONTHS, THAT EXPERIENCE FUGITIVE DUST PROBLEMS, SHOULD WET DOWN THE ACCESS ROADS ONCE A WEEK OR MORE FREQUENTLY IF NEEDED.

DEWATERING A STREAM WITHOUT A PERMIT FROM THE DEPARTMENT VIOLATES STATE WATER QUALITY STANDARDS AND THE NATURAL RESOURCES PROTECTION ACT.

DEBRIS AND OTHER MATERIALS: LITTER, CONSTRUCTION DEBRIS, AND CONSTRUCTION CHEMICALS EXPOSED TO STORMWATER MUST BE PREVENTED FROM BECOMING A POLLUTANT SOURCE.

TO PREVENT THESE MATERIALS FROM BECOMING A SOURCE OF POLLUTANTS, CONSTRUCTION ACTIVITIES RELATED TO A PROJECT MAY BE REQUIRED TO COMPLY WITH APPLICABLE PROVISIONS OF RULES RELATED TO SOLID, UNIVERSAL AND HAZARDOUS WASTE, INCLUDING, BUT NOT LIMITED TO, THE MAINE SOLID WASTE AND HAZARDOUS WASTE MANAGEMENT RULES; MAINE HAZARDOUS WASTE MANAGEMENT RULES; MAINE OIL CONVEYANCE AND STORAGE RULES; AND MAINE PESTICIDE REQUIREMENTS.

TRENCH OR FOUNDATION DEWATERING: TRENCH DEWATERING IS THE REMOVAL OF WATER FROM TRENCHES, FOUNDATIONS, COFFER DAMS, PONDS, AND OTHER AREAS WITHIN THE CONSTRUCTION AREA THAT RETAIN WATER AFTER EXCAVATION. IN MOST CASES THE COLLECTED WATER IS HEAVILY SILTED AND HINDERS CORRECT AND SAFE CONSTRUCTION PRACTICES. THE COLLECTED WATER REMOVED FROM THE PONDED AREA, EITHER THROUGH GRAVITY OR PUMPING, MUST BE SPREAD THROUGH NATURAL WOODED BUFFERS OR REMOVED TO AREAS THAT ARE SPECIFICALLY DESIGNED TO COLLECT THE MAXIMUM AMOUNT OF SEDIMENT POSSIBLE, LIKE A COFFERDAM SEDIMENTATION BASIN. AVOID ALLOWING THE WATER TO FLOW OVER DISTURBED AREAS OF THE SITE.

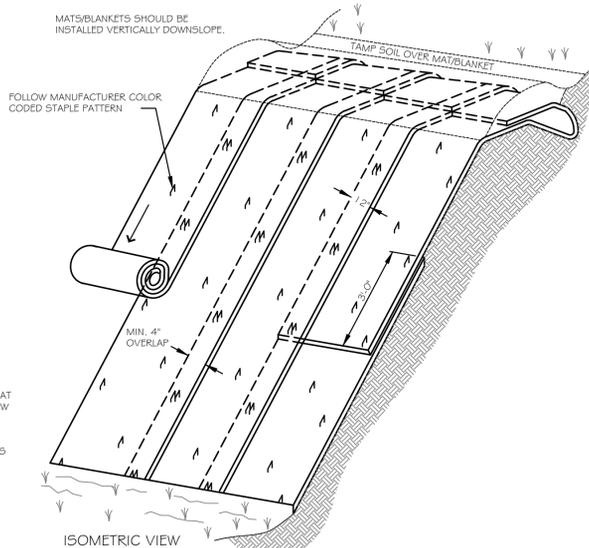
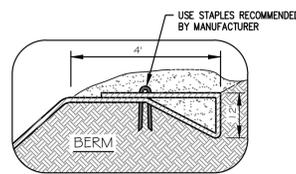
FOR GUIDANCE ON DEWATERING CONTROLS, CONSULT THE MAINE EROSION AND SEDIMENT CONTROL BMPs, PUBLISHED BY THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION.

6. NON-STORMWATER DISCHARGES- IDENTIFY AND PREVENT CONTAMINATION BY NON-STORMWATER DISCHARGES. WHERE ALLOWED NON-STORMWATER DISCHARGES EXIST, THEY MUST BE IDENTIFIED AND STEPS SHOULD BE TAKEN TO ENSURE THE IMPLEMENTATION OF APPROPRIATE POLLUTION PREVENTION MEASURES FOR THE NON-STORMWATER COMPONENT(S) OF THE DISCHARGE. AUTHORIZED NON-STORMWATER DISCHARGES ARE:
  - DISCHARGES FROM FIREFIGHTING ACTIVITIES
  - FIRE HYDRANT FLUSHINGS
  - VEHICLE WASHWATER IF DETERGENTS ARE NOT USED AND WASHING IS LIMITED TO THE EXTERIOR OF VEHICLES (ENGINE, UNDERCARRIAGE, AND TRANSMISSION WASHING IS PROHIBITED)
  - DUST CONTROL RUNOFF IN ACCORDANCE WITH PERMIT CONDITIONS AND APPENDIX (C)(3)
  - ROUTINE EXTERNAL BUILDING WASH/DOWN, NOT INCLUDING SURFACE PAINT REMOVAL, THAT DOES NOT INVOLVE DETERGENTS
  - PAVEMENT WASHWATER (WHERE SPILLS/LEAKS OF TOXIC OR HAZARDOUS MATERIALS HAVE NOT OCCURRED, UNLESS ALL SPILLED MATERIAL HAD BEEN REMOVED) IF DETERGENTS ARE NOT USED
  - UNCONTAMINATED AIR CONDITIONING OR COMPRESSOR CONDENSATE
  - UNCONTAMINATED GROUNDWATER OR SPRING WATER
  - FOUNDATION OR FOOTER DRAIN WATER WHERE FLOWS ARE NOT CONTAMINATED
  - UNCONTAMINATED EXCAVATION DEWATERING (SEE REQUIREMENTS IN APPENDIX (C)(5))
  - POTABLE WATER SOURCES INCLUDING WATERLINE FLUSHINGS

ALLOWABLE NON-STORMWATER DISCHARGES CANNOT BE AUTHORIZED UNDER THIS PERMIT UNLESS THEY ARE DIRECTLY RELATED TO AND ORIGINATE FROM A CONSTRUCTION SITE OR DEDICATED SUPPORT ACTIVITY.

**1 EROSION AND SEDIMENTATION CONTROL NOTES**

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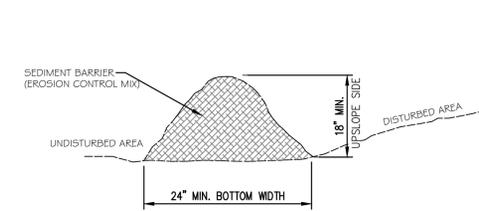
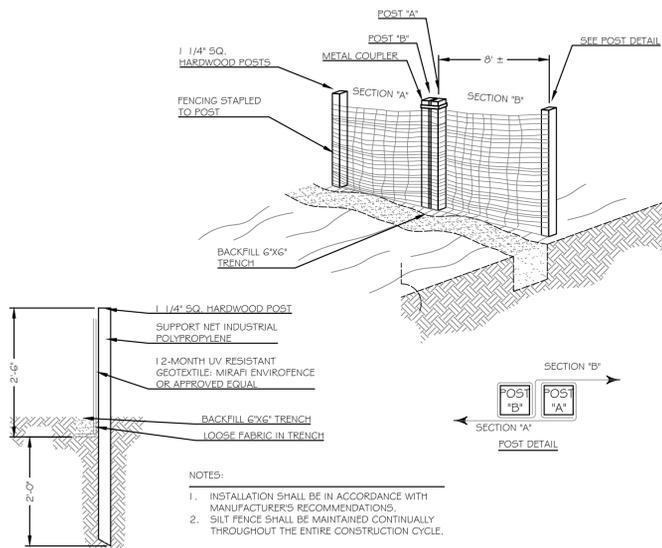


**INSTALLATION INSTRUCTIONS:**

1. TURF REINFORCEMENT MAT (TRM) MATERIAL SHALL BE ENKAMAT 7020, OR APPROVED EQUAL.
2. EROSION CONTROL BLANKET (ECB) SHALL BE BIONET 575BN SINGLE NET STRAW BLANKET BY NORTH AMERICAN GREEN OR APPROVED EQUAL.
3. FOR TRM INSTALLATION ONLY:
  - 3.1. APPLY 5" OF LOAM ONTO THE GROUND SURFACE.
  - 3.2. OVER TOP THE 5" OF LOAM, UNROLL MAT IN THE DIRECTION OF WATER FLOW.
4. MAT SHOULD LIE FLAT. DO NOT STRETCH MAT OVER GROUND. STRETCHING MAY CAUSE MAT TO BRIDGE DEPRESSIONS IN THE SURFACE AND ALLOW EROSION UNDERNEATH.
5. BURY TRANSVERSE TERMINAL ENDS OF MAT TO SECURE AND PREVENT EROSION FLOW UNDERNEATH.
6. SECURE MAT SINGLY INTO ALL TRANSVERSE CHECK SLOTS.
7. BACKFILL AND COMPACT TRENCHES AND CHECK SLOTS AFTER STAKING THE MAT IN BOTTOM OF TRENCH.
8. OVERLAP ROLL ENDS BY THREE (3) FEET (MIN.) WITH UPSLOPE MAT ON TOP TO PREVENT UPLIFT OF MAT END BY WATER FLOW. IF INSTALLING IN THE DIRECTION OF A CONCENTRATED WATER FLOW, START NEW ROLLS IN A TRANSVERSE DITCH.
9. OVERLAP ADJACENT EDGES OF MAT BY THREE (3) INCHES (MIN.) AND STAKE.
10. USE WOOD STAKES OR STAPLES FOR PINNING MAT TO THE GROUND SURFACE, PER MANUFACTURER'S RECOMMENDATIONS.
11. IN ALL TRANSVERSE TERMINAL TRENCHES AND CHECK SLOTS, STAKE EACH MAT AT ITS CENTER AND OVERLAP EDGES BEFORE BACKFILLING AND COMPACTING.
12. STAKE OVERLAPS LONGITUDINALLY AT THREE (3) TO FIVE (5) FOOT INTERVALS.
13. FOR TRM ONLY: WORK ADDITIONAL 1" OF LOAM INTO THE MAT AND THEN SEED AND MULCH.

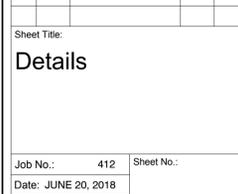
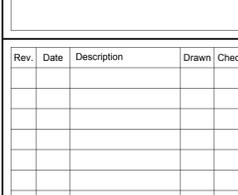
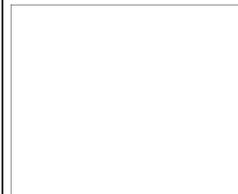
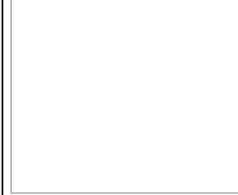
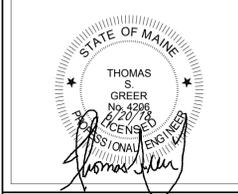
**3 PREFABRICATED SILT FENCE OR SEDIMENT BARRIER (EROSION CONTROL MIX)**

C3.0 NOT TO SCALE



**NOTES:**

1. THE EROSION CONTROL MIX SHALL CONTAIN A WELL GRADED MIXTURE OF PARTICLE SIZES AND MAY CONTAIN ROCKS LESS THAN 4" DIAMETER. EROSION CONTROL MIX MUST BE FREE OF REFUSE, PHYSICAL CONTAMINANTS, AND MATERIAL TOXIC TO PLANT GROWTH.
  - 1.1. MATERIAL SHALL MEET THE FOLLOWING REQUIREMENTS:
    - 1.2. THE ORGANIC CONTENT SHALL BE TWENTY (20) AND 100% DRY WEIGHT BASIS
    - 1.3. PARTICLE SIZE BY WEIGHT SHALL BE 100% PASSING A 6" SCREEN AND A MAXIMUM OF 85% PASSING A 0.75" SCREEN
    - 1.4. THE ORGANIC PORTION NEEDS TO BE FIBROUS AND ELONGATED
    - 1.5. LARGE PORTIONS OF SILTS, CLAYS, OR FINE SANDS ARE NOT ACCEPTABLE IN THE MIX
    - 1.6. SOLUBLE SALTS CONTENT SHALL BE <4.0 MMH2CO3
    - 1.7. THE pH SHOULD FALL BETWEEN 5.0 AND 8.0
2. PLACE BARRIER ALONG A RELATIVELY FLAT CONTOUR. CUT TALL GRASSES OR WOODY VEGETATION TO AVOID CREATING VOIDS AND BRIDGES WHERE FINES CAN WASH UNDER THE BARRIER THROUGH GRASS BLADES AND BRANCHES.
3. PLACEMENT OF BARRIER SHOULD BE:
  4. AT TOE OF THE SLOPE.
  5. - FROZEN GROUND, BEDROCK OR ROOTED FORESTED AREAS.
  6. - THE EDGE OF GRAVEL AND AREAS UNDER CONSTRUCTION.
4. BARRIER SHALL NOT BE USED ADJACENT TO WETLANDS
5. REMOVE SEDIMENT DEPOSITS WHEN THEY REACH APPROXIMATELY ONE HALF THE HEIGHT OF THE BARRIER.
6. WHEN BARRIER IS DECOMPOSED, CLOGGED WITH SEDIMENT, ERODED OR INEFFECTIVE, IT MUST BE REPLACED OR REPAIRED. THE BARRIER SHOULD BE RESHAPED AS NECESSARY.



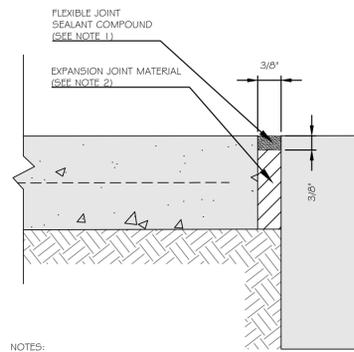
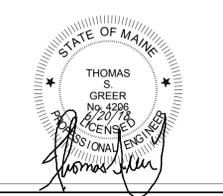
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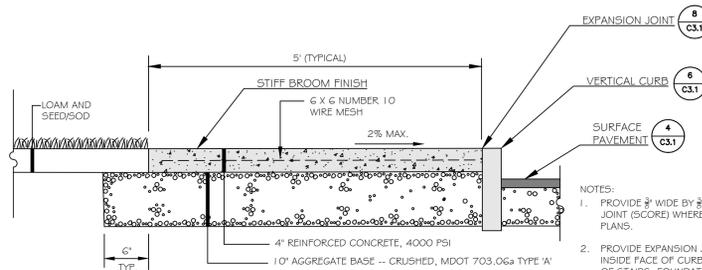
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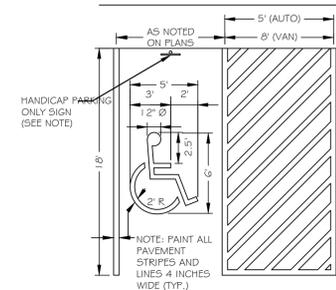
- NOTES:
- FLEXIBLE JOINT SEALANT SHALL BE POLYURETHANE SELF LEVELING SEALANT AS MANUFACTURED BY SAKRETE, OR APPROVED EQUAL.
  - EXPANSION JOINT MATERIAL SHALL BE CONCRETE EXPANSION JOINT AS MANUFACTURED BY SAKRETE, OR APPROVED EQUAL.

**1 EXPANSION JOINT DETAIL**  
C3.2 NOT TO SCALE



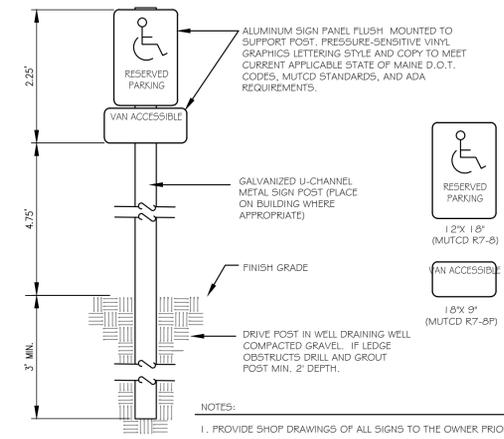
- NOTES:
- PROVIDE 1/2\"/>
  - PROVIDE EXPANSION JOINTS ALONG INSIDE FACE OF CURB AND AT INTERFACE OF STAIRS, FOUNDATION, AND RETAINING WALL.

**2 CONCRETE SIDEWALK DETAIL**  
C3.2 NOT TO SCALE



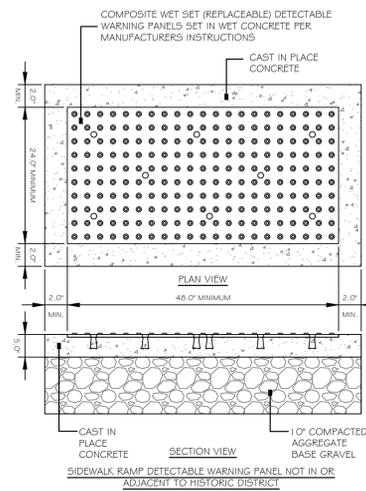
- NOTE:
- ALL ACCESSIBLE PARKING SPACE SIGNS SHALL BE MUTCD R7-8. 1' VAN ACCESSIBLE PLAQUES (MUTCD R7-8P) SHALL BE PROVIDED FOR ALL SPACES WITH AN 8' WIDE (OR WIDER) AISLE.

**3 ACCESSIBLE PARKING STALL DETAIL**  
C3.2 NOT TO SCALE



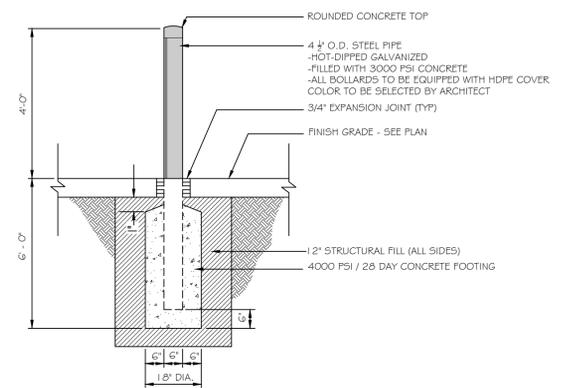
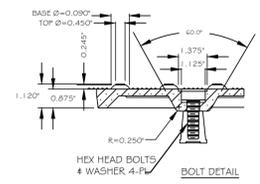
- NOTES:
- PROVIDE SHOP DRAWINGS OF ALL SIGNS TO THE OWNER PRIOR TO PURCHASING.
  - OWNER TO APPROVE ALL SIGN LOCATIONS IN THE FIELD PRIOR TO INSTALLATION.

**4 ADA SIGNAGE DETAIL**  
C3.2 NOT TO SCALE

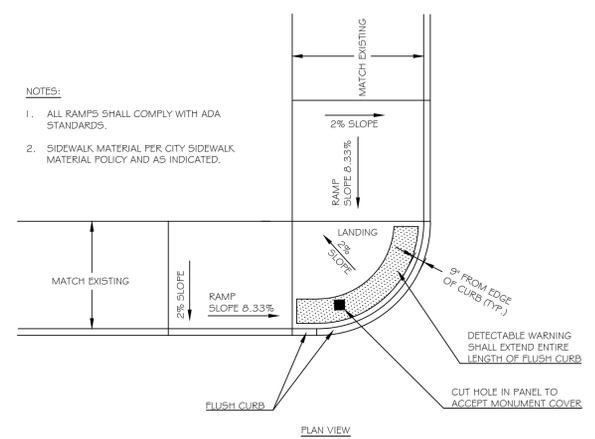


- NOTES:
- COMPOSITE WET SET (REPLACEABLE) DETECTABLE WARNING PANELS SHALL BE AS MANUFACTURED BY ADA SOLUTIONS, INC. (WWW.ADATILE.COM), OR APPROVED EQUAL.
  - CAST IN PLACE CONCRETE SHALL MEET SPECIFICATIONS FOR MAINE D.O.T. CLASS A STRUCTURAL CONCRETE, MINIMUM COMPRESSIVE STRENGTH 4,000 PSI. THE CONCRETE SHALL BE SEALED PRIOR TO SETTING PANELS. THE EXPOSED CONCRETE BORDER SHALL RECEIVE A GROOVED EDGE BETWEEN THE PANEL AND CONCRETE, ALONG WITH A UNIFORM BROOM FINISH PERPENDICULAR TO THE FLOW OF PEDESTRIAN TRAFFIC.
  - 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.
  - FOR ALL DETECTABLE WARNING PANELS (EXCEPT AS SPECIFIED IN FIGURE I-7A AND TECHNICAL MANUAL SECTION I.B.4.), FEDERAL YELLOW COLORED (#3353B) PANELS SHALL BE USED. FOLLOW MANUFACTURER'S INSTRUCTIONS FOR INSTALLATION.
  - SIZE: THE DETECTABLE WARNING PANEL(S) 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.
  - ORIENTATION: THE DETECTABLE WARNING PANEL SHALL BE LOCATED SO THAT THE EDGE NEAREST THE CURB LINE IS 2 INCHES MINIMUM AND 4 INCHES MAXIMUM FROM THE BACK OF THE CURB LINE. THE PANEL SHALL BE ORIENTED TO THE DIRECTION OF TRAVEL AS IDENTIFIED BY THE POINT OF EGRESS.

**5 SIDEWALK RAMP DETECTABLE WARNING PANEL**  
C3.2 NOT TO SCALE

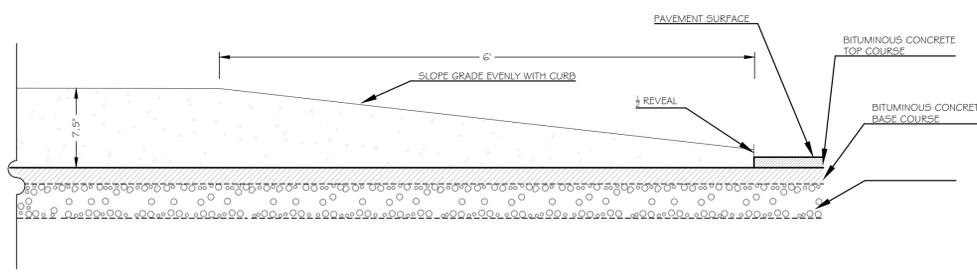


**6 BOLLARD DETAIL**  
C3.2 NOT TO SCALE



- NOTES:
- ALL RAMPS SHALL COMPLY WITH ADA STANDARDS.
  - SIDEWALK MATERIAL PER CITY SIDEWALK MATERIAL POLICY AND AS INDICATED.

**7 CURB RAMP DETAIL**  
C3.2 NOT TO SCALE



**8 CURB TIPDOWN DETAIL (SLIPFORM CONCRETE OR BIT. CONCRETE)**  
C3.2 NOT TO SCALE

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Lewiston, ME 04042

The Element Group

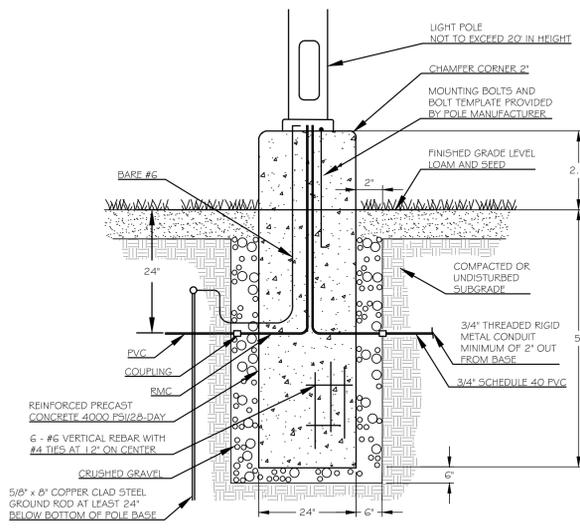
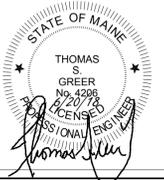
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**Details**

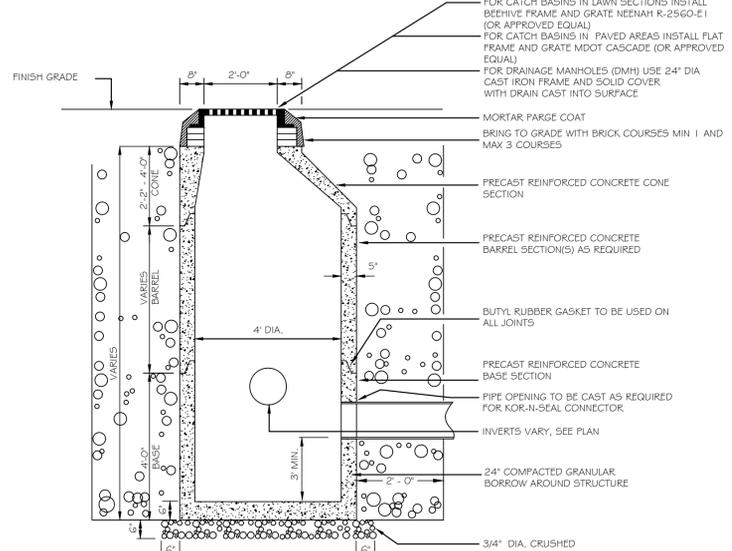
Job No.:	412	Sheet No.:	
Date:	JUNE 20, 2018	Scale:	N.T.S.
Drawn:	CAR	Checked:	NGC

C3.2



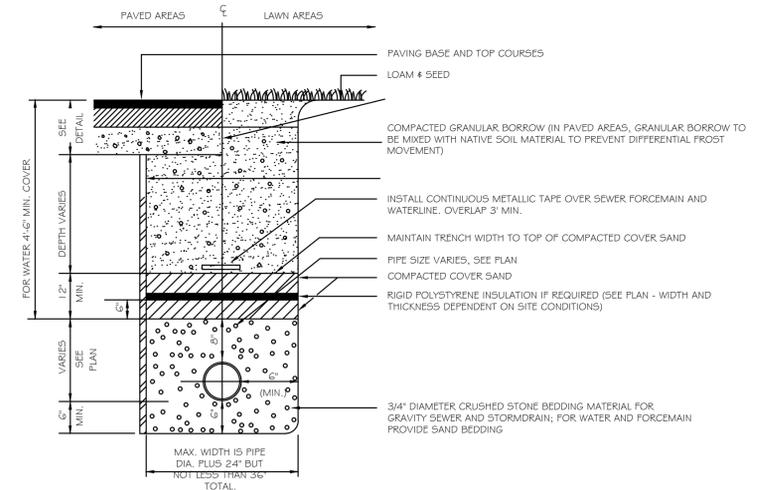
- NOTES**
- SUBMIT SHOP DRAWING FOR APPROVAL PRIOR TO ORDERING
  - COORDINATE WITH ELECTRICAL SPECIFICATIONS/ LIGHT BOLT PATTERN
  - COLD-GALVANIZE ALL CUTS
  - THE CENTER OF THE LIGHT POLE BASES SHALL BE SET 3' FROM THE EDGE OF PAVEMENT.
  - SEE LIGHTING PLANS FOR LIGHT FIXTURE SPECIFICATION/MODEL
  - BASE HEIGHT ABOVE GROUND MAY NEED TO BE INCREASED TO MAINTAIN PROPER LIGHT FIXTURE HEIGHT ABOVE AREA TO BE LIT.

**1 CONCRETE LIGHT POLE BASE DETAIL**  
C3.3 NOT TO SCALE

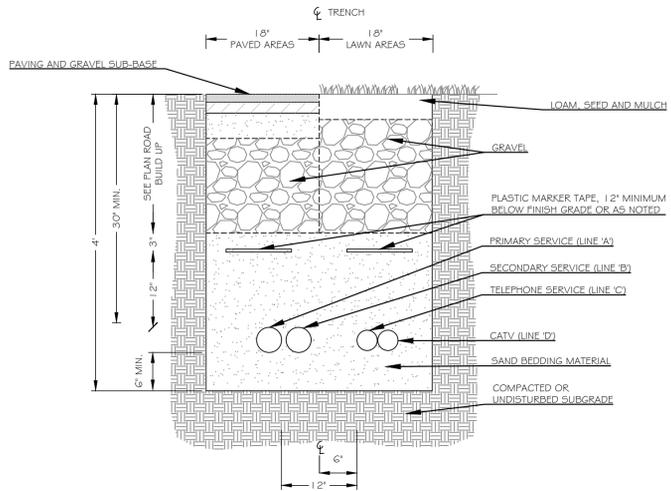


- NOTES**
- CONCRETE 4000 PSI AFTER 28 DAYS
  - REINFORCING #20 (LOADING 4x4) 4x4 W/M. SLAB TOP - NO. 5 BARS.
  - EACH CASTING TO HAVE LIFTING HOLES TO BE FILLED WITH NON-SHRINK MORTAR.

**2 PRECAST CONCRETE CATCH BASIN / DRAINAGE MANHOLE (ONSITE)**  
C3.3 NOT TO SCALE



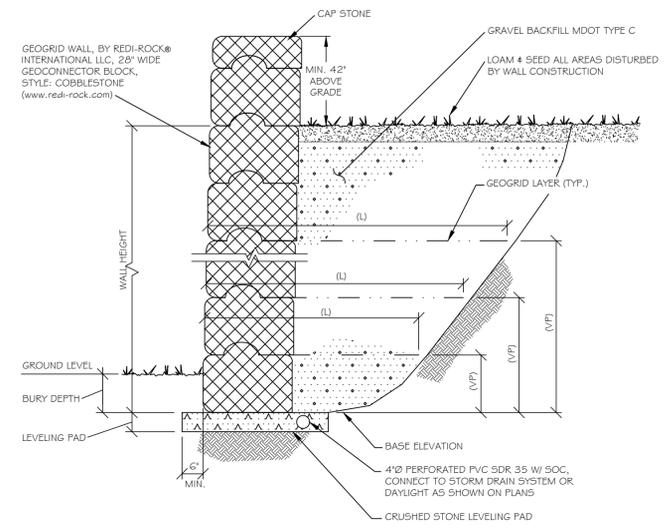
**3 TYPICAL PIPE TRENCHING DETAIL**  
C3.3 NOT TO SCALE



SERVICE	CONDUIT SIZE	CONDUIT TYPE	UTILITY
'X'	4"	SCHEDULE 80 P.V.C. ELECTRICAL GRADE	PRIMARY POWER
'S'	4"	SCHEDULE 80 P.V.C. ELECTRICAL GRADE	SECONDARY POWER
'T'	3"	SCHEDULE 80 P.V.C. ELECTRICAL GRADE	TELEPHONE
'D'	3"	SCHEDULE 80 P.V.C. ELECTRICAL GRADE	CATV

- NOTES**
- CONDUIT SIZES TO BE AS LISTED ABOVE UNLESS OTHERWISE NOTED ON PLANS.
  - ALL WORK SHALL COMPLY WITH THE RESPECTIVE UTILITY COMPANY STANDARDS.
  - SEE UTILITIES PLANS FOR CONDUIT LOCATIONS.
  - CONTRACTOR TO PROVIDE 1/4" POLYPROPYLENE PULL ROPES IN ALL CONDUITS.

**4 UNDERGROUND UTILITY TRENCH (MULTIPLE PIPE)**  
C3.3 NOT TO SCALE



WALL HEIGHT	BURY DEPTH	LEVELING PAD	MIRAFI GEOGRID TYPE	GEOGRID VERTICAL PLACEMENT (VP) AND LENGTHS (L) (SEE DIAGRAM FOR LOCATIONS) DIMENSIONS MEASURED IN FEET			
7'-6"	6"	6"	5xt	VP L	1.5 4.5	4.5 7	
9'-0"	6"	1'-0"	5xt	VP L	1.5 6	4.5 7	6 9
10'-6"	6"	1'-0"	5xt	VP L	1.5 6.5	4.5 6.5	7.5 8.5
12'-0"	7"	1'-0"	5xt	VP L	1.5 7.5	3 7.5	6 9.5

**5 MODULAR BLOCK RETAINING WALL**  
C3.3 NOT TO SCALE

ISSUED FOR PERMITTING - NOT FOR CONSTRUCTION

**Dirigo Federal Credit Union**  
381 Main Street  
Lewiston, ME 04042

**The Element Group**  
125 Brewery Ln  
Portland, ME 04101

Rev.	Date	Description	Drawn	Check

Sheet Title:  
**Details**

Job No.: 412  
Date: JUNE 20, 2018  
Scale: N.T.S.  
Drawn: CAR  
Checked: NGC

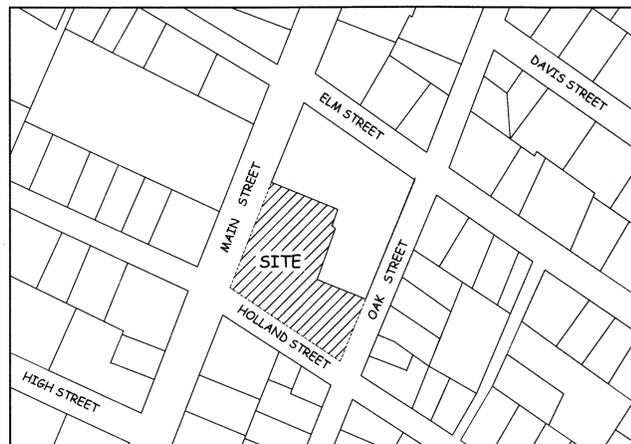
Sheet No.:  
**C3.3**

PLAN REFERENCES:

- 1) LEWISTON GIS MAPS PROVIDED BY JIM WARD GIS MANAGER/COORDINATOR.
- 2) EXISTING CONDITIONS PLAN FOR RAINBOW CREDIT UNION DATED 10-15-2010 PREPARED BY SEBAGO TECHNIQS.
- 3) STANDARD BOUNDARY SURVEY RAINBOW FEDERAL CREDIT UNION PREPARED BY TECHNICAL SERVICES, INC. DATED 06-28-2000.
- 4) DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP DATED JAN. 1998, D.O.T. FILE NO. 1-236 SHEET 3 OF 7 SHEETS.
- 5) SITE PLAN OF SITE IMPROVEMENTS RAINBOW FEDERAL CREDIT UNION PREPARED BY TAYLOR ENGINEERING ASSOCIATES DATED 05-19-1995.
- 6) PRELIMINARY STANDARD BOUNDARY SURVEY RAINBOW FEDERAL CREDIT UNION PREPARED BY A.R.C.C. SURVEYORS, INC. DATED 06-21-1995.
- 7) PLAN OF OAK STREET SIDEWALK DATED 06-04-1981 FILE NO. 7-164-81 SHEETS 4 & 5 OF 16 SHEETS.
- 8) SITE PLAN OF ST. JOSEPHS CREDIT UNION PREPARED BY ALBERTI, LAROCHELLE & HODSON DATED 11-17-72.
- 9) HOLLAND STREET CITY OF LEWISTON BOOK OF STREETS AND ROADS VOLUME 1, PAGE 163.

NOTES:

- 1) SUBSURFACE UTILITIES WERE NOT LOCATED BUT WERE TAKEN FROM VARIOUS PLANS.
- 2) CALL DIGSAFE BEFORE ANY ON SITE EXCAVATION.
- 3) GAS LINES ARE SHOWN IN VARYING LOCATIONS IN THE STREETS ABUTTING THE SUBJECT PARCEL.
- 4) ELEVATIONS ARE BASED ON NAVD88 VERTICAL DATUM DERIVED FROM STATIC GPS OBSERVATIONS MADE ON SITE.
- 5) THIS PARCEL IS IN AN AREA OF MINIMAL FLOOD HAZARD SHOWN AS ZONE X ON FEMA PANEL 230010327E EFFECTIVE DATED 07-08-2013.
- 6) THIS PARCEL IS ZONED AS COMMUNITY BUSINESS (CB) ACCORDING TO THE CITY OF LEWISTON'S GIS MAP.
- 7) AREA OF SUBJECT PARCEL = 0.77 ACRES, 33,722 SQUARE FEET.



LOCUS:  
(NOT TO SCALE)

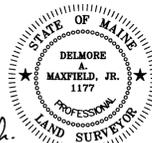
LEGEND:

- PARCEL BOUNDARY
- IRON PIPE FOUND
- IRON ROD FOUND
- UTILITY POLE
- GUY WIRE
- SQUARE CATCH BASIN
- ROUND CATCH BASIN
- DRAIN MANHOLE
- SEWER MANHOLE
- HYDRANT
- WATER VALVE
- GAS VALVE
- SIGN (SINGLE POST)
- NOW OR FORMERLY TAX MAP #, LOT #
- REGISTRY BOOK/PAGE ANDROSCOGGIN COUNTY REGISTRY OF DEEDS
- EDGE PAVED TRAVELWAY
- BUILDING
- CONTOUR
- STORM DRAIN LINE, CORRUGATED POLYETHYLENE
- OVERHEAD UTILITY LINE
- UNDERGROUND UTILITY LINE
- CHAIN LINK FENCE
- SEWER LINE, POLYETHYLENE
- WATER LINE
- SPOT ELEVATION
- CONCRETE
- PAINT MARK FOR BORING

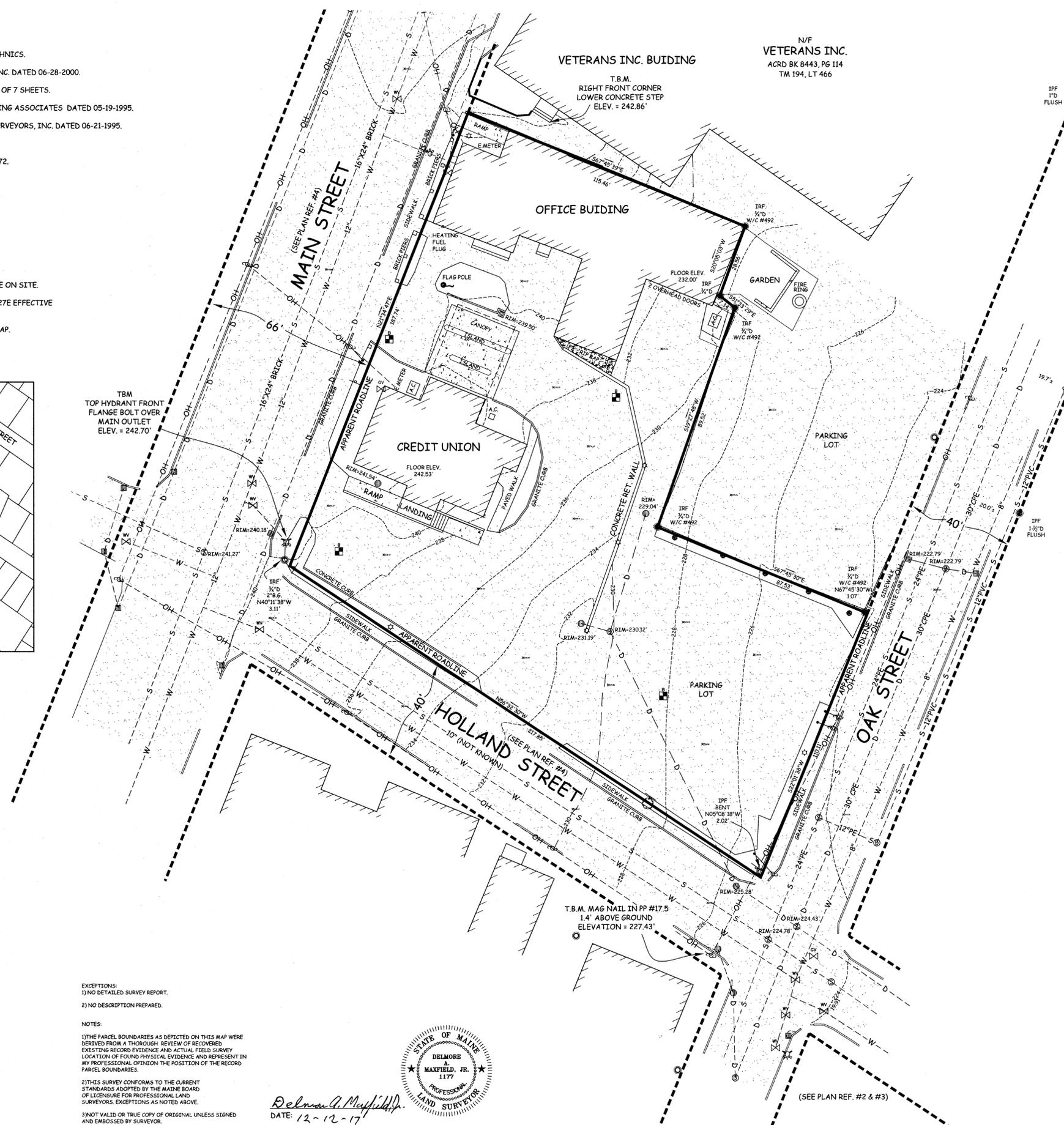
EXCEPTIONS:  
1) NO DETAILED SURVEY REPORT.  
2) NO DESCRIPTION PREPARED.

NOTES:

- 1) THE PARCEL BOUNDARIES AS DEPICTED ON THIS MAP WERE DERIVED FROM A THOROUGH REVIEW OF RECOVERED EXISTING RECORD EVIDENCE AND ACTUAL FIELD SURVEY LOCATION OF FOUND PHYSICAL EVIDENCE AND REPRESENT IN MY PROFESSIONAL OPINION THE POSITION OF THE RECORD PARCEL BOUNDARIES.
- 2) THIS SURVEY CONFORMS TO THE CURRENT STANDARDS ADOPTED BY THE MAINE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS. EXCEPTIONS AS NOTED ABOVE.
- 3) NOT VALID OR TRUE COPY OF ORIGINAL UNLESS SIGNED AND EMBOSSED BY SURVEYOR.



*Delmore A. Maxfield, Jr.*  
DATE: 12-12-17



N/F  
VETERANS INC.  
ACRD BK 8443, PG 114  
TM 194, LT 466

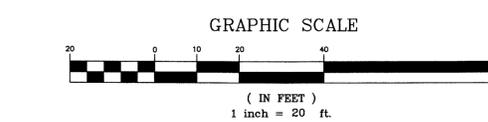
VETERANS INC. BUILDING  
T.B.M.  
RIGHT FRONT CORNER  
LOWER CONCRETE STEP  
ELEV. = 242.86'

CREDIT UNION  
FLOOR ELEV.  
242.93'

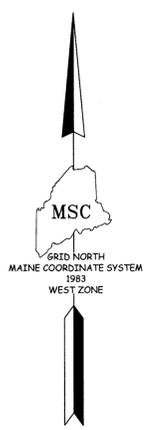
IPF  
1 1/2" D  
FLUSH

IPF  
1 1/2" D  
3" H

IPF  
1 1/2" D  
FLUSH



EXISTING CONDITIONS PLAN OF LAND  
FOR  
**PINKHAM & GREER  
CIVIL ENGINEERS**  
28 VANNAH AVE, PORTLAND, ME 04101  
OWNER OF RECORD:  
DIRIGO FEDERAL CREDIT UNION  
ACRD BOOK 3459, PAGE 79  
ACRD BOOK 2724, PAGE 19  
ACRD BOOK 997, PAGE 737  
TAX MAP 194, LOTS 467 & 468  
LOCATED AT:  
MAIN STREET  
HOLLAND STREET  
OAK STREET  
LEWISTON, MAINE  
PREPARED BY:  
MAINE SURVEY CONSULTANTS, INC.  
P.O. BOX 485 HARRISON, MAINE 04040  
SCALE: 1"=20' DATE: DECEMBER 2017  
JN/PRJ 117049/DWG BASE117049 FB 69.047





Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Parking Lot	+	4.0 fc	36.2 fc	0.7 fc	51.7:1	5.7:1
Property Line	+	1.0 fc	3.7 fc	0.0 fc	N/A	N/A
Spill Light	+	0.2 fc	3.5 fc	0.0 fc	N/A	N/A

Schedule						
Symbol	Label	Quantity	Manufacturer	Catalog Number	Light Loss Factor	Wattage
	C	6	COOPER LIGHTING - HALO	PD630D010B- PDM6B840-61VC	1	27.5
	P4	4	EATON - LUMARK (FORMER COOPER LIGHTING)	PRV-A40-D-UNV-T4-BZ-HSS	1	143
	P5	1	EATON - LUMARK (FORMER COOPER LIGHTING)	PRV-A40-D-UNV-T5-BZ	1	143
	P3	2	EATON - LUMARK (FORMER COOPER LIGHTING)	PRV-A40-D-UNV-T3-BZ-HSS	1	143

Luminaires & Lamps Furnished By Villa Lighting Inc. St Louis, MO. 63103 (800)325-0693  
www.villalighting.com

The electrical contractor shall be responsible for receiving, storage, installation and wiring of light fixtures.

The electrical contractor shall report any damaged light fixtures or missing parts to Villa Lighting within 48 hours of receipt of light fixture package.

Design is based on current information provided at the time of request. Any changes in mounting height, mounting location, lamp wattage, lamp type, and existing field conditions that affect any of the previously mentioned will void the current layout and require a change request and recalculation

Fixtures mounted at 20'  
Light level calculated on the ground