

SITE DEVELOPMENT PLANS

FOR ONE KIDDIE DRIVE AVON, MA

AUGUST 10, 2020

SHEET INDEX						
SHEET No.	DESCRIPTION	LATEST REVISED DATE	CONSTRUCTION	REVISIONS		
1	COVER SHEET					
2	EXISTING CONDITIONS PLAN					
3	LAYOUT PLAN					
4	GRADING PLAN					
5	SEWER, DRAIN & UTILITY PLAN					
6	DETAIL SHEET					
7	DETAIL SHEET					

OWNER/APPLICANT:

KRUPA/LZK PROPERTIES LLC
455 DORCHESTER AVENUE
BOSTON, MA 02127

CIVIL ENGINEERS:

KELLY ENGINEERING GROUP, INC.
0 CAMPANELLI DRIVE
BRAintree, MA 02184

ARCHITECT:

RKB ARCHITECTS, INC.
0 CAMPANELLI DRIVE
BRAintree, MA 02184

ATTORNEY:

FRANK MARINELLI
439 WASHINGTON STREET
BRAintree, MA 02184



Digitally signed by David Noel Kelly P.E.
DN: cn=David Noel Kelly P.E., o=Kelly Engineering Group, Inc., ou, email=dnoel@kellyengineeringgroup.com, c=US
Date: 2020.08.12 15:10:08 -0400

LOCATION MAP

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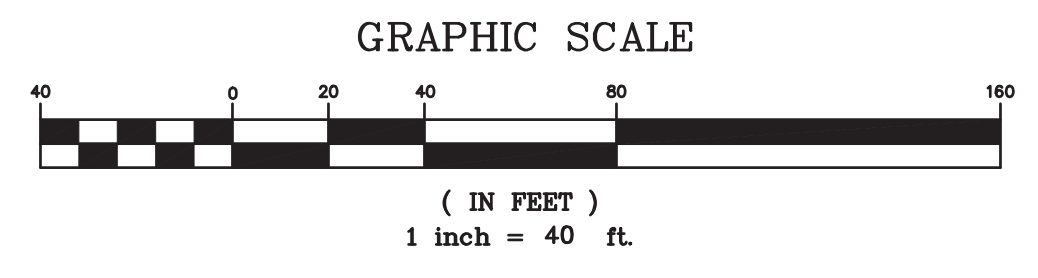
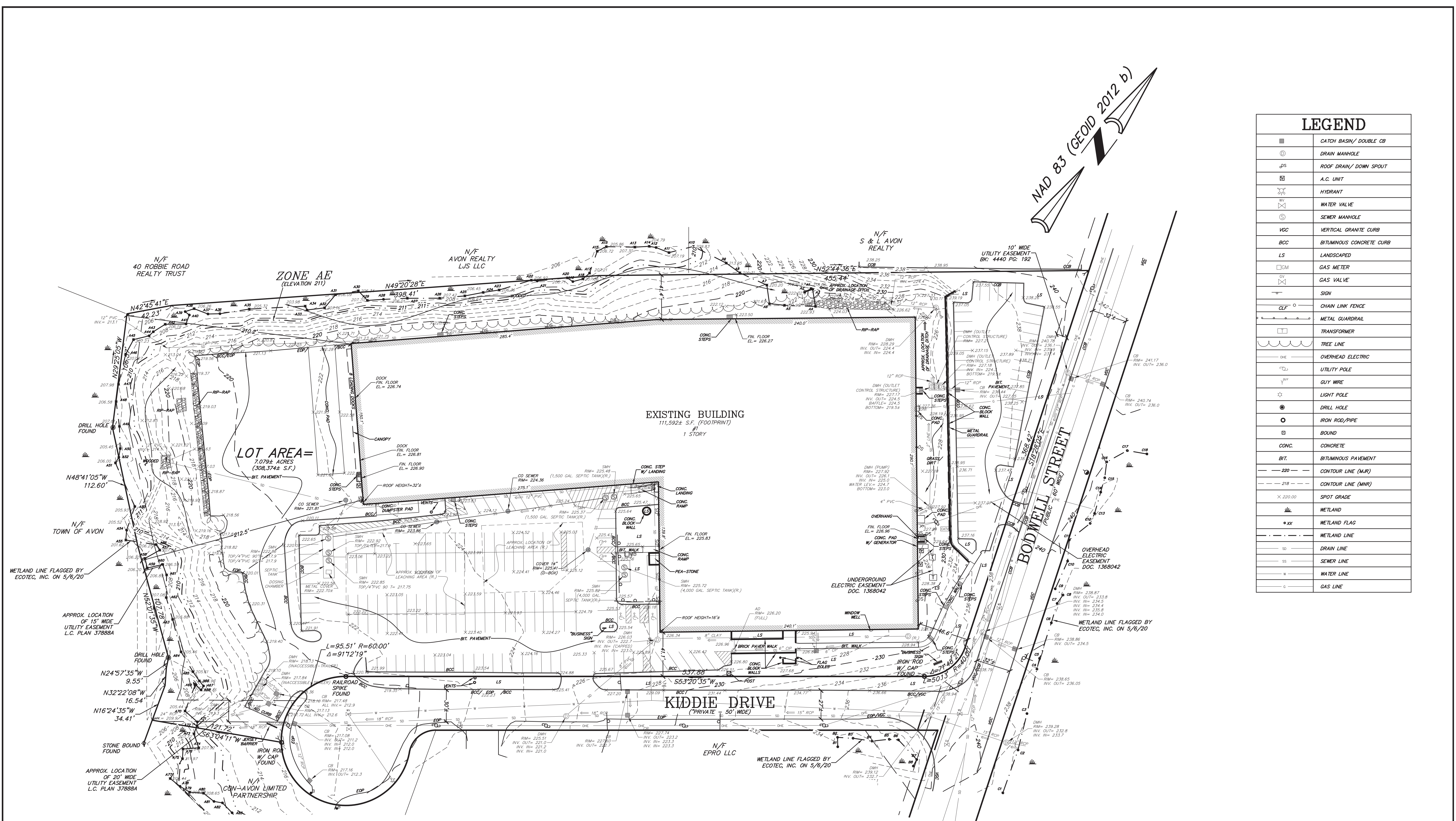
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	SCALE	JOB #	ONE KIDDIE DRIVE AVON, MA	KELLY ENGINEERING GROUP civil engineering consultants 0 Campanelli Drive, Braintree, MA 02184 Phone: 781-843-4333 www.kellyengineeringgroup.com	SHEET NO. 1
	DATE	DRAWN BY			
	SHEET	CHKD BY			
	FILE #	APPD BY			
	2020-017-TS00	DNK			



LEGEND	
	CATCH BASIN/ DOUBLE CB
	DRAIN MANHOLE
	ROOF DRAIN/ DOWN SPOUT
	A.C. UNIT
	HYDRANT
	WATER VALVE
	SEWER MANHOLE
	VERTICAL GRANITE CURB
	BITUMINOUS CONCRETE CURB
	LANDSCAPED
	GAS METER
	GAS VALVE
	SIGN
	CHAIN LINK FENCE
	METAL GUARDRAIL
	TRANSFORMER
	TREE LINE
	OVERHEAD ELECTRIC
	UTILITY POLE
	GUY WIRE
	LIGHT POLE
	DRILL HOLE
	IRON ROD/PIPE
	BOUND
	CONC.
	BIT.
	CONTOUR LINE (MNR)
	CONTOUR LINE (MWR)
	SPOT GRADE
	WETLAND
	WETLAND FLAG
	WETLAND LINE
	DRAIN LINE
	SEWER LINE
	WATER LINE
	GAS LINE



PLAN REFERENCES:
1.) LC Plan 37888A

- NOTES:**
- 1.) UNDERGROUND FEATURES HAVE BEEN COMPILED, IN PART, BASED UPON INFORMATION FURNISHED BY OTHERS. THIS INFORMATION IS TO BE CONSIDERED APPROXIMATE AND KELLY ENGINEERING GROUP, INC. DOES NOT TAKE RESPONSIBILITY FOR SUBSEQUENT ERRORS OR OMISSIONS WHICH MAY HAVE BEEN INCORPORATED INTO THIS PLAN AS A RESULT. ADDITIONALLY, OTHER SUCH FEATURES MAY EXIST ON THE SITE, THE EXISTENCE OF WHICH ARE UNKNOWN TO KELLY ENGINEERING GROUP, INC. THE SIZE, LOCATION, AND EXISTENCE OF ALL SUCH FEATURES MUST BE VERIFIED BY THE APPROPRIATE AUTHORITIES PRIOR TO CONSTRUCTION.
 - 2.) THE LOCATION OF ALL UTILITIES SHOWN HEREON HAVE BEEN ESTABLISHED USING ASCE 38-02 (STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA) QUALITY LEVEL C.
 - 3.) THE SITE DETAIL AND SURFACE IMPROVEMENTS DEPICTED HEREON WERE OBTAINED FROM AN ON THE GROUND SURVEY PERFORMED BY KELLY ENGINEERING GROUP, INC. IN FEBRUARY, MARCH AN MAY OF 2020.
 - 4.) ELEVATIONS SHOWN ARE BASED ON THE NORTH AMERICAN DATUM OF 1988 (NAVD88). VERTICAL CONTROL WAS PROVIDED BY GPS RTK SURVEY PERFORMED BY KELLY ENGINEERING GROUP, INC.

CURRENT OWNER:
OUTRI III, LLC
LAND COURT DOC. # 1187598
ASSESSOR'S PARCEL ID # B6/1/1

SCALE 1" = 40'			
DATE 08/10/20	REV	DATE	REVISION
SHEET 2 OF 7			
FILE # XREF-EX00	KARAS & KARAS GLASS 1 KIDDIE DRIVE AVON, MA EXISTING CONDITIONS PLAN		
DRAWN BY JPM			
CHKD BY SMH	KELLY ENGINEERING GROUP civil engineering consultants 0 Campanelli Drive, Braintree, MA 02184 Phone: 781-843-4333 www.kellyengineeringgroup.com		
APPD BY SMH			
			SHEET NO. 2

KELLY ENGINEERING GROUP SHALL NOT BE RESPONSIBLE FOR CONSTRUCTION METHODS, MEASUREMENTS, OR PROCEDURES UTILIZED BY THE CONTRACTOR. THIS PLAN IS FOR INFORMATION ONLY AND DOES NOT CONSTITUTE A CONTRACT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE ACCURACY OF ALL INFORMATION SHOWN ON THIS PLAN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AUTHORITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL UTILITIES AND STRUCTURES SHOWN ON THIS PLAN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR RESTORING ALL AREAS TO ORIGINAL OR BETTER CONDITION AFTER COMPLETION OF WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AUTHORITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL UTILITIES AND STRUCTURES SHOWN ON THIS PLAN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR RESTORING ALL AREAS TO ORIGINAL OR BETTER CONDITION AFTER COMPLETION OF WORK.

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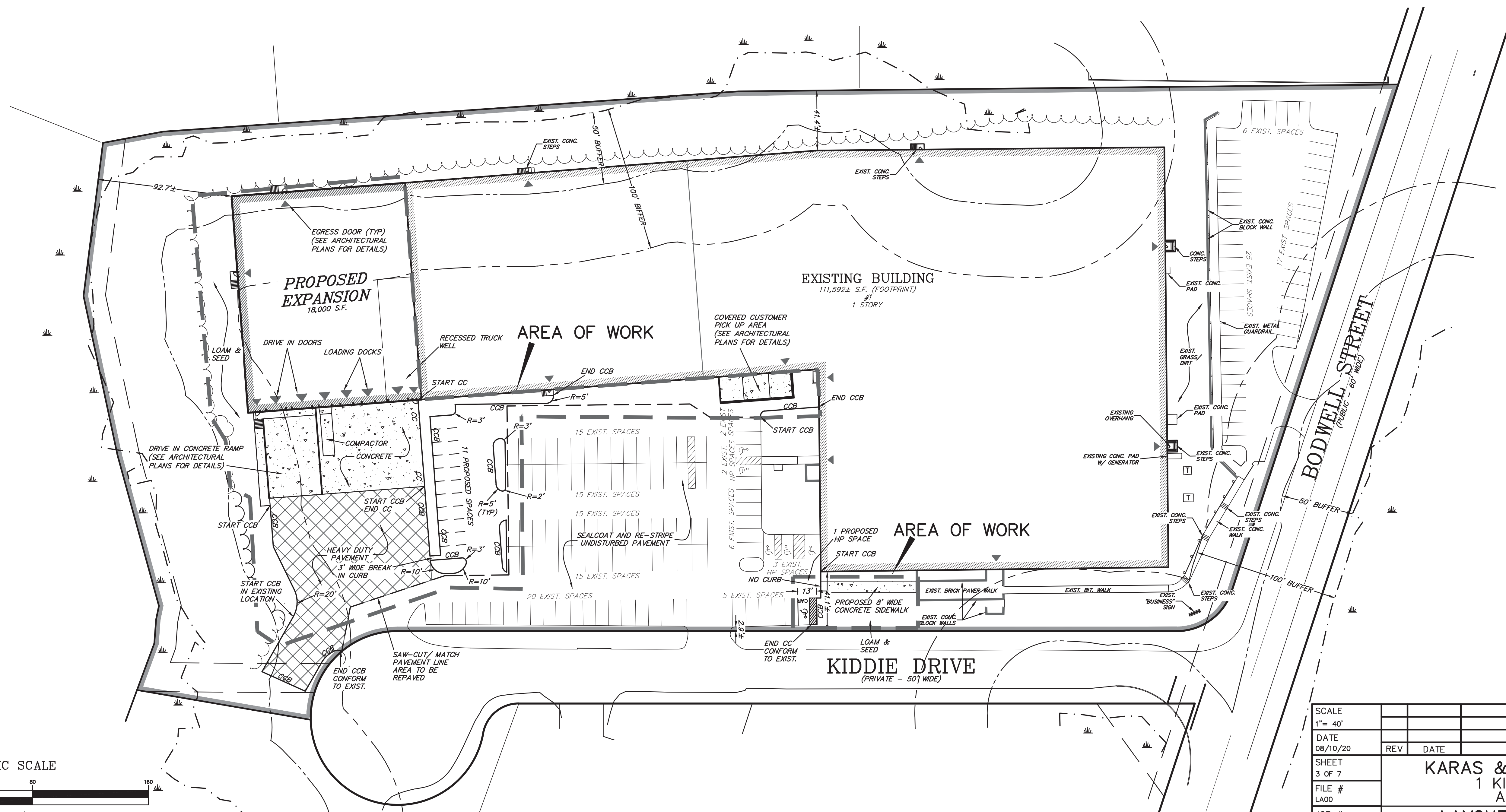
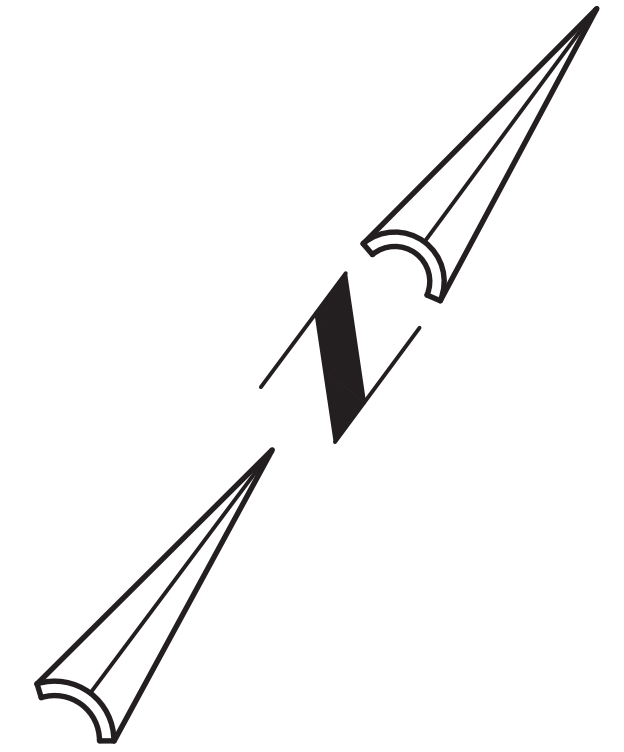
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ZONING LEGEND

ZONING DISTRICT: INDUSTRIAL (OVERLAY: WATER SUPPLY PROTECTION DISTRICT)

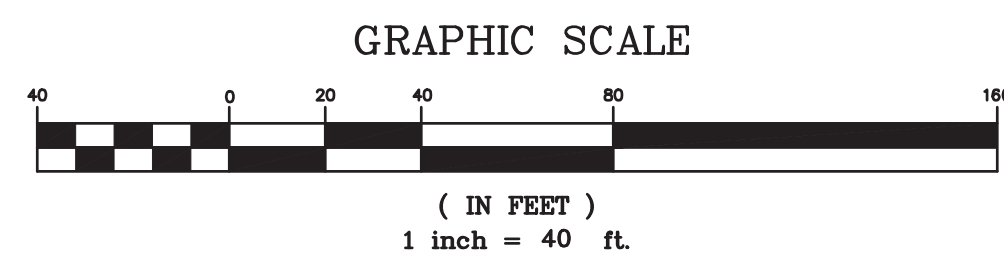
	REQUIRED	EXISTING	PROVIDED	COMPLIANCE
MIN. AREA	40,000 S.F.	308,374 S.F.	308,374 S.F.	YES
MIN. FRONTAGE	200'	>200'	>200'	YES
MIN. YARD -FRONT	40'	41.1'±	41.1'±	YES
-SIDE	25'	>25'	92.7'±	YES
-REAR	40'	41.4'±	41.4'±	YES
MAX. HEIGHT	40'	<40'	<40'	YES
MAX. LOT COV	15%	68.7% ±	67.1% ±	EXISTING NON-COMFORMING
MAX. BLD COVERAGE	60%	36.3% ±	42.1% ±	YES
PARKING TOTAL	132	198	158	YES
-SIZE	ADEQUATE	ADEQUATE	ADEQUATE	COMPLIES
-HANDICAP	6	5	6	YES
-LOADING	4	8	6	YES
PARKING SETBACK				
-FRONT	40'	2.9'±	2.9'±	EXISTING NON-COMFORMING
-SIDE	NONE	COMPLIES	COMPLIES	COMPLIES
-REAR	NONE	COMPLIES	COMPLIES	COMPLIES
aisle width	ADEQUATE	ADEQUATE	ADEQUATE	COMPLIES
MAX. DRVWY. WIDTH	24'	>24'	EXISTING	EXISTING NON-COMFORMING

- NOTES:
- 1) CORNER LOT, FRONT LOT LINE IS DESIGNATED AS STREET LINE ALONG KIDDIE DRIVE
 - 2) ON LOTS ABUTTING STREETS ON MORE THAN ONE SIDE, THE FRONT YARD REQUIREMENTS SHALL APPLY TO EACH OF THE ABUTTING STREETS.
 - 3) PARKING REQUIRED:
WHOLESALE ESTABLISHMENT WITH 18,000 S.F. ACCESSORY WAREHOUSE, 33,280 S.F. ACCESSORY OFFICE, & 1,722 S.F. MEZZANINE
REQUIRED = 1 SPACE / 1,000 S.F.
131,434 S.F. / 1,000 S.F. = 132 SPACES
 - 4) LOADING REQUIRED:
TOTAL S.F. 131,434 S.F.
2 DOCKS FOR FIRST 40,000 S.F. & 1 PER EACH ADDITIONAL 60,000 S.F.
131,434-40,000 = 91,434 S.F. / 60,000 S.F. = 1.5 DOCKS
TOTAL REQUIRED = 4 DOCKS



PROPOSED LEGEND

CCB	CAPE COD BERM
CC	CONCRETE CURB
♿	HANDICAP SPACE
---	SAW CUT/ MATCH PAVEMENT LINE
XXXX	HEAVY DUTY PAVEMENT



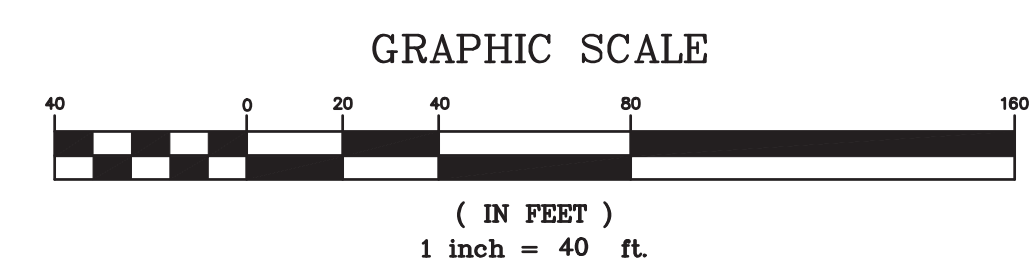
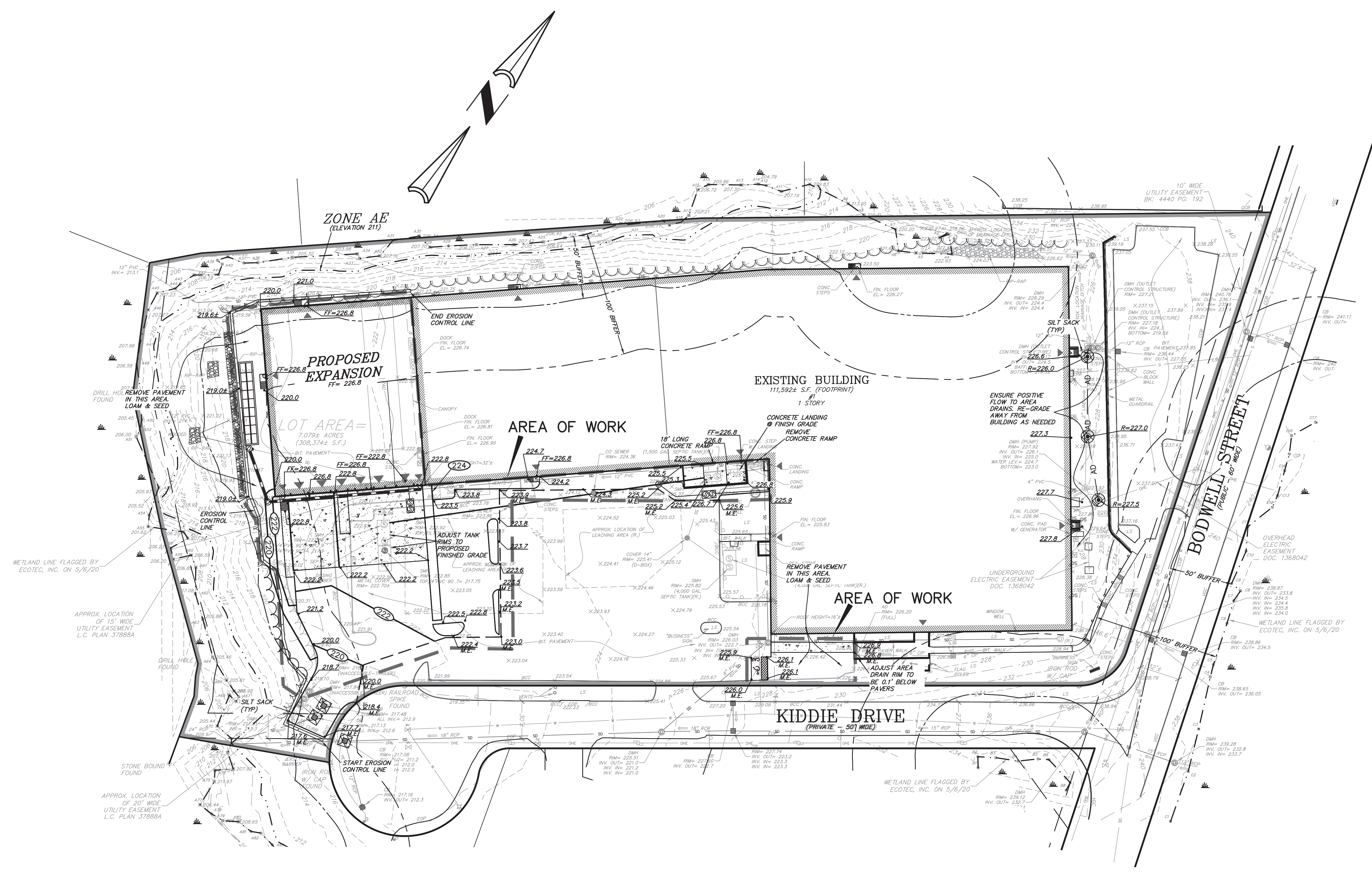
SCALE 1" = 40'	REV	DATE	REVISION	BY
DATE 08/10/20				
SHEET 3 OF 7	KARAS & KARAS GLASS 1 KIDDIE DRIVE AVON, MA LAYOUT AND ZONING PLAN			
FILE # LA00				
JOB # F:\P\2020-017	DRAWN BY C.L. CHKD BY GSH APPD BY DNK			
		SHEET NO. <h1>3</h1>		

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PROPOSED LEGEND

	RIP RAP
	FLARED END SECTION
	CATCH BASIN
	AREA DRAIN
	DRAIN MANHOLE
	DRAIN LINE
	SAW CUT/ MATCH PAVEMENT LINE
	CONTOUR LINE
	SPOT GRADE
	MATCH EXISTING
	HIGH POINT
	HIGH POINT LINE
	EROSION CONTROL LINE
	SILT SACK
	SILT SACK

NOTES:
 1. ALL STRUCTURE INVERTS ARE LISTED WITH OUTLET FIRST THEN CLOCKWISE AROUND STRUCTURE.
 2. FOR EXISTING SYMBOL LEGEND SEE SHEET 2



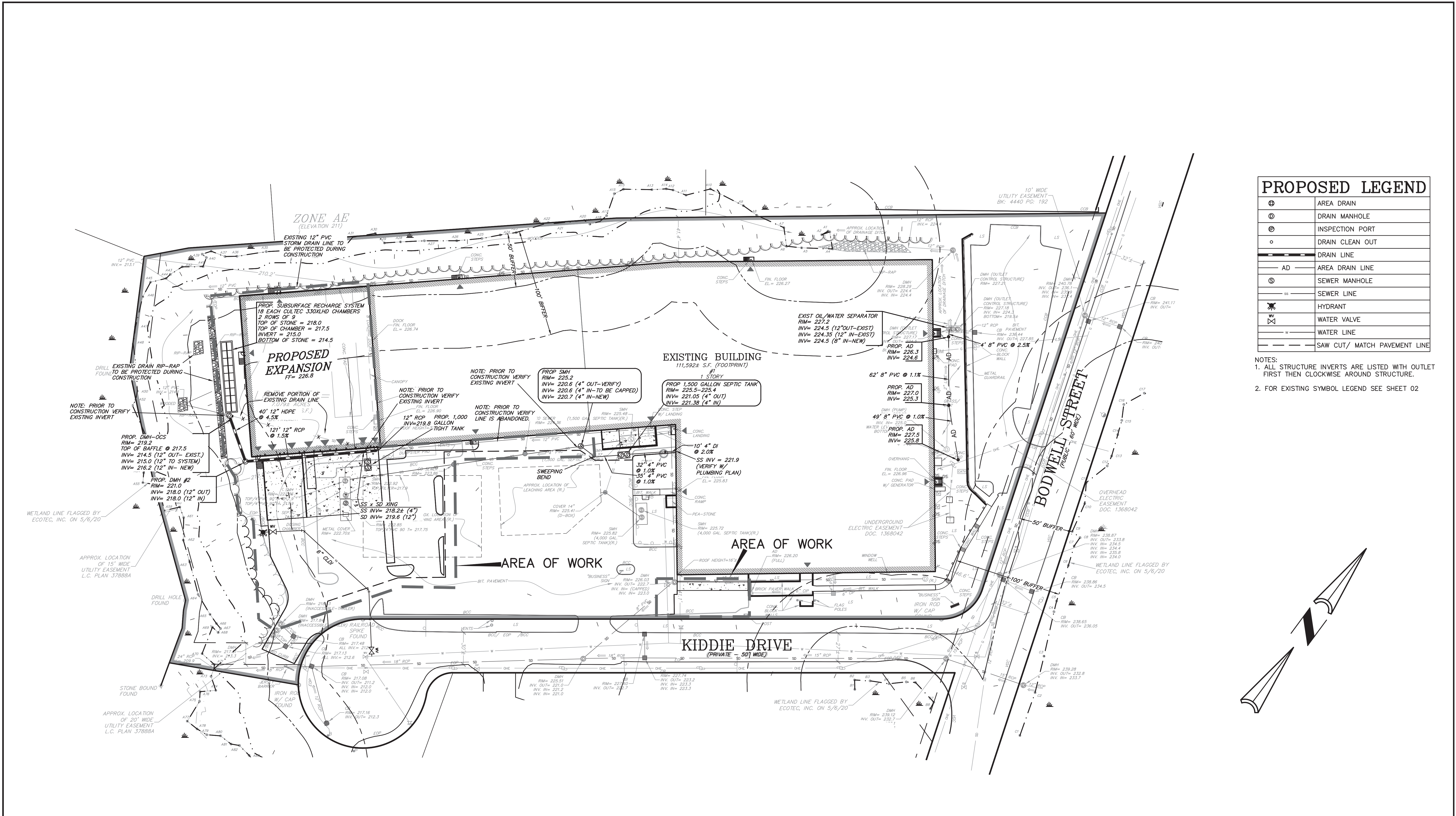
SCALE 1" = 40'			
DATE 08/10/20	REV	DATE	REVISION
SHEET 4 OF 7			
FILE # G000	KARAS & KARAS GLASS 1 KIDDIE DRIVE AVON, MA GRADING PLAN		
JOB # F:\P\2020-017			
DRAWN BY C.L.	KELLY ENGINEERING GROUP civil engineering consultants 0 Campanelli Drive, Braintree, MA 02184 Phone: 781-843-4333 www.kellyengineeringgroup.com		
CHKD BY GSH			
APPD BY DNK			
			SHEET NO. 4

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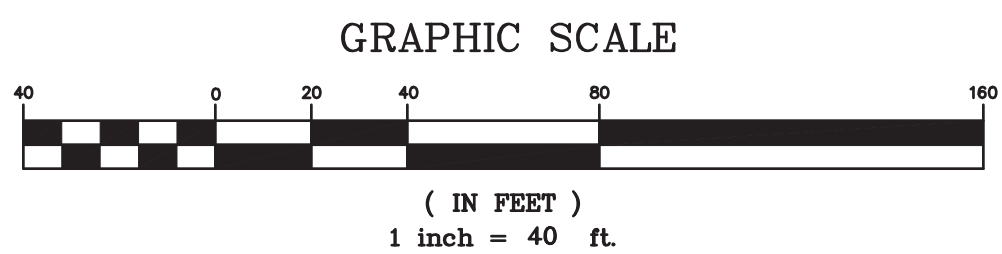
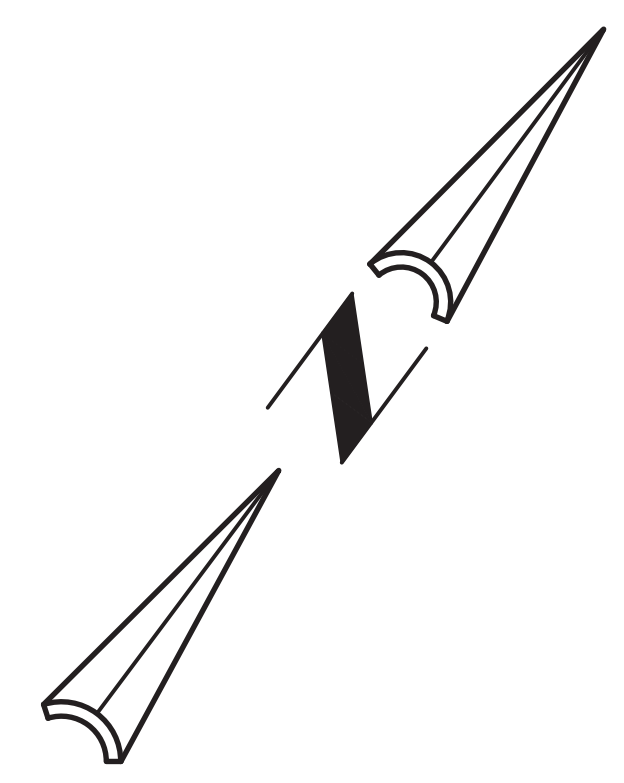
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Seal of David Noel Kelly, a Professional Engineer in the State of Massachusetts, License No. 37942. The seal includes the text "DAVID NOEL KELLY CIVIL NO. 37942 PROFESSIONAL ENGINEER" and "STATE OF MASSACHUSETTS".



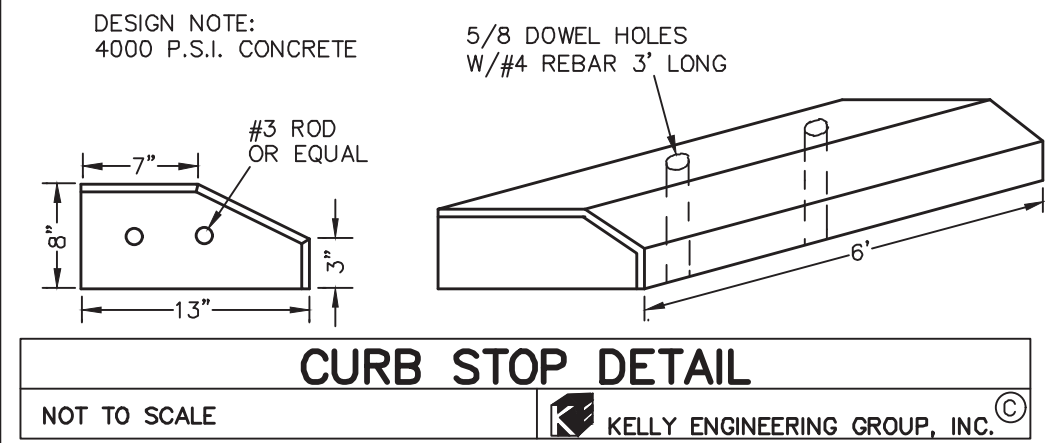
PROPOSED LEGEND	
⊕	AREA DRAIN
⊙	DRAIN MANHOLE
⊖	INSPECTION PORT
○	DRAIN CLEAN OUT
—	DRAIN LINE
AD	AREA DRAIN LINE
⊗	SEWER MANHOLE
—	SEWER LINE
⊕	HYDRANT
⊕	WATER VALVE
—	WATER LINE
—	SAW CUT/ MATCH PAVEMENT LINE

NOTES:
 1. ALL STRUCTURE INVERTS ARE LISTED WITH OUTLET FIRST THEN CLOCKWISE AROUND STRUCTURE.
 2. FOR EXISTING SYMBOL LEGEND SEE SHEET 02

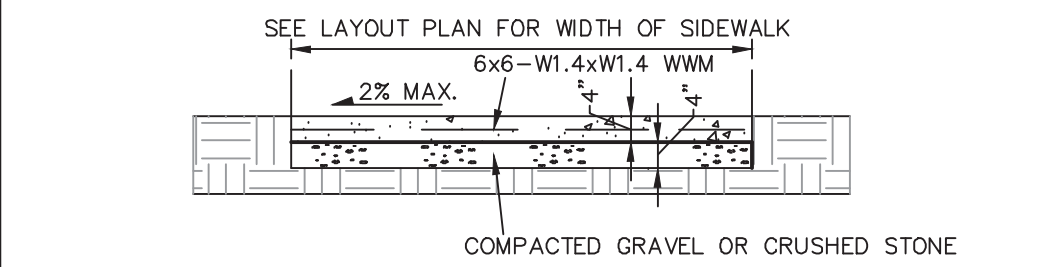


SCALE 1" = 40'				
DATE 08/10/20	REV	DATE	REVISION	BY
SHEET 5 of 7	KARAS & KARAS GLASS 1 KIDDIE DRIVE AVON, MA SEWER, DRAIN & UTILITY PLAN			
FILE # 2020-017-SP00				
JOB # F:\P\2020-017	KELLY ENGINEERING GROUP civil engineering consultants 0 Campanelli Drive, Braintree, MA 02184 Phone: 781-843-4333 www.kellyengineeringgroup.com			
DRAWN BY C.L.				
CHKD BY GSH				
APPD BY DNK	SHEET NO. <h1>5</h1>			

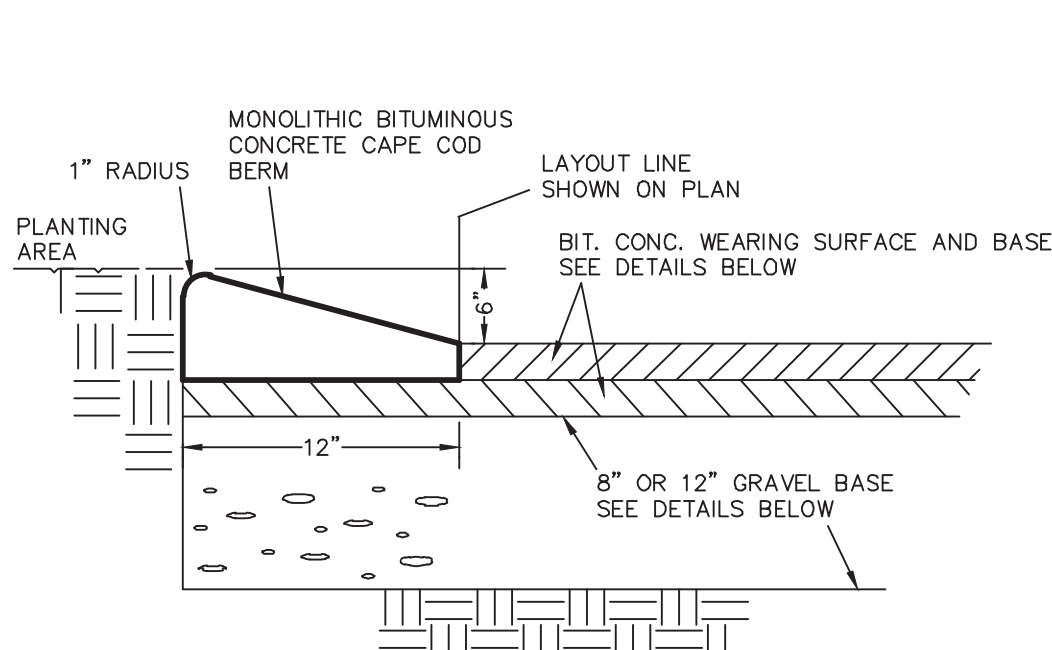
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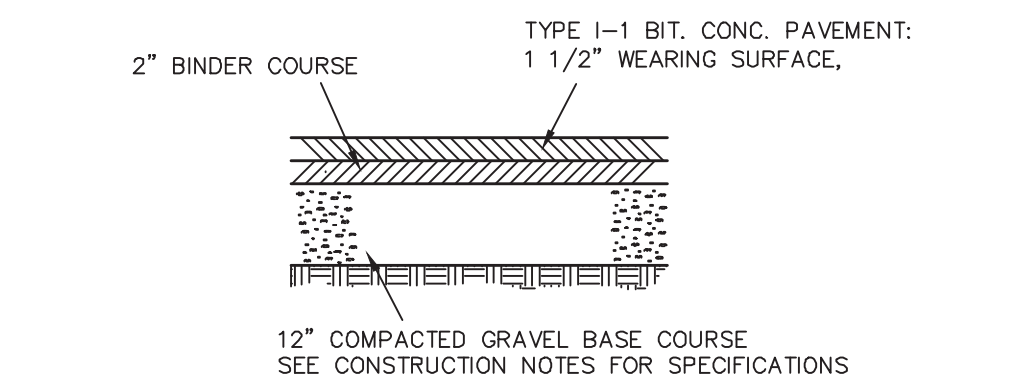
CURB STOP DETAIL
NOT TO SCALE
KELLY ENGINEERING GROUP, INC.



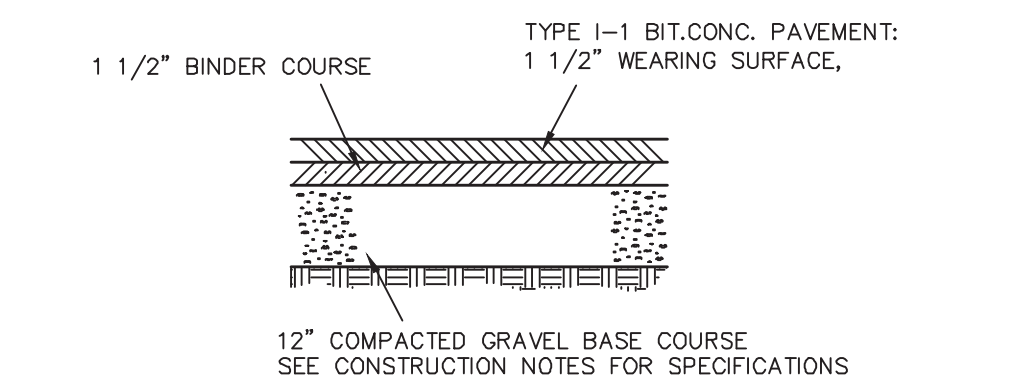
CONCRETE WALK DETAIL
NOT TO SCALE
KELLY ENGINEERING GROUP, INC.



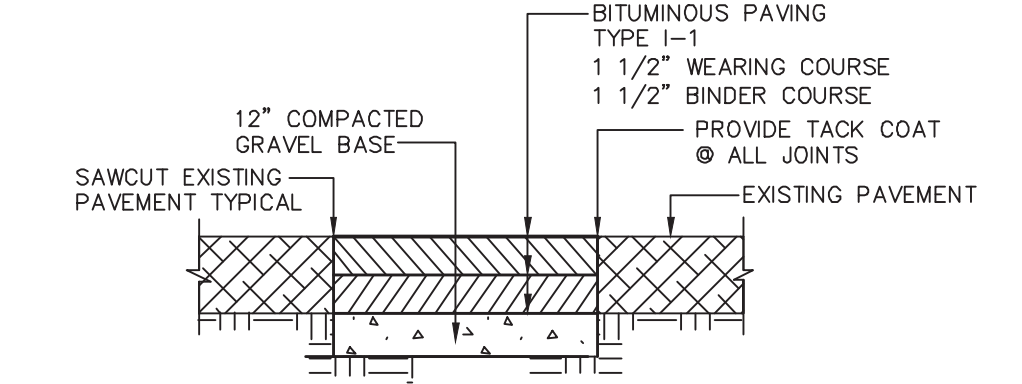
CAPE COD BERM DETAIL
NOT TO SCALE
KELLY ENGINEERING GROUP, INC.



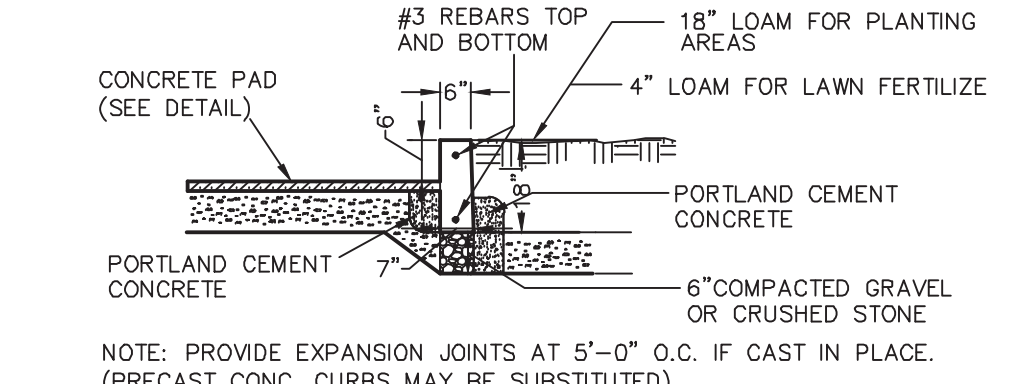
BITUMINOUS CONCRETE PAVEMENT (HEAVY DUTY)
NOT TO SCALE
KELLY ENGINEERING GROUP, INC.



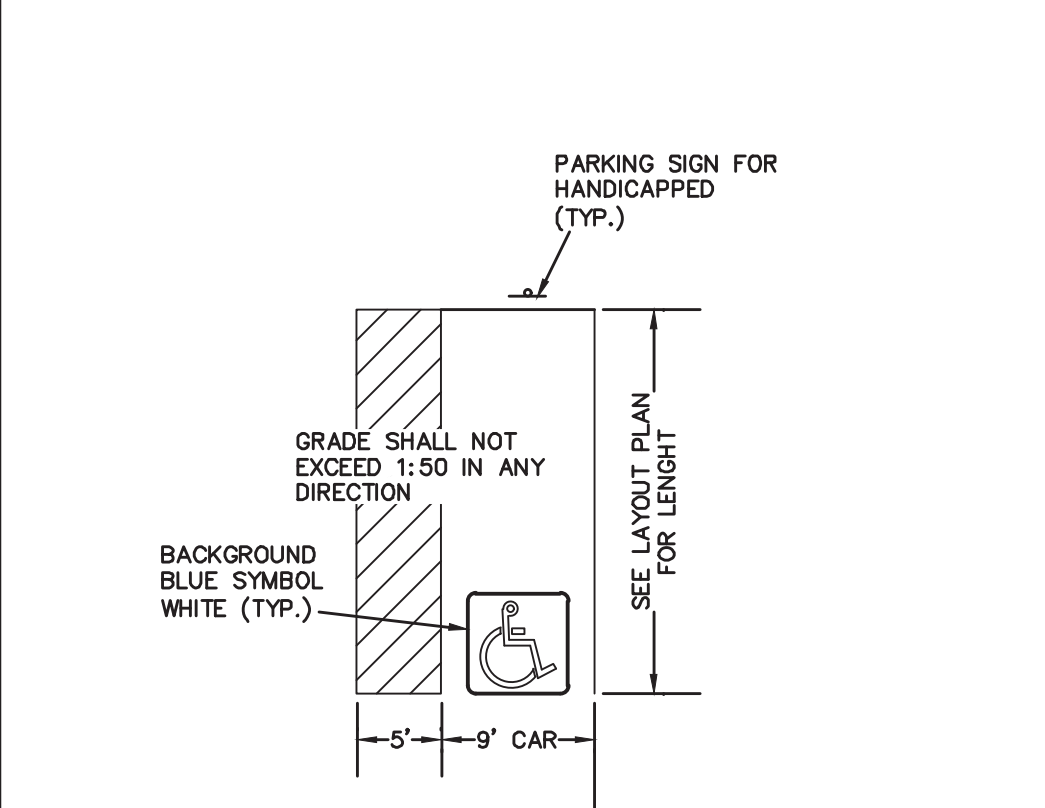
BITUMINOUS CONCRETE PAVEMENT (STANDARD)
NOT TO SCALE
KELLY ENGINEERING GROUP, INC.



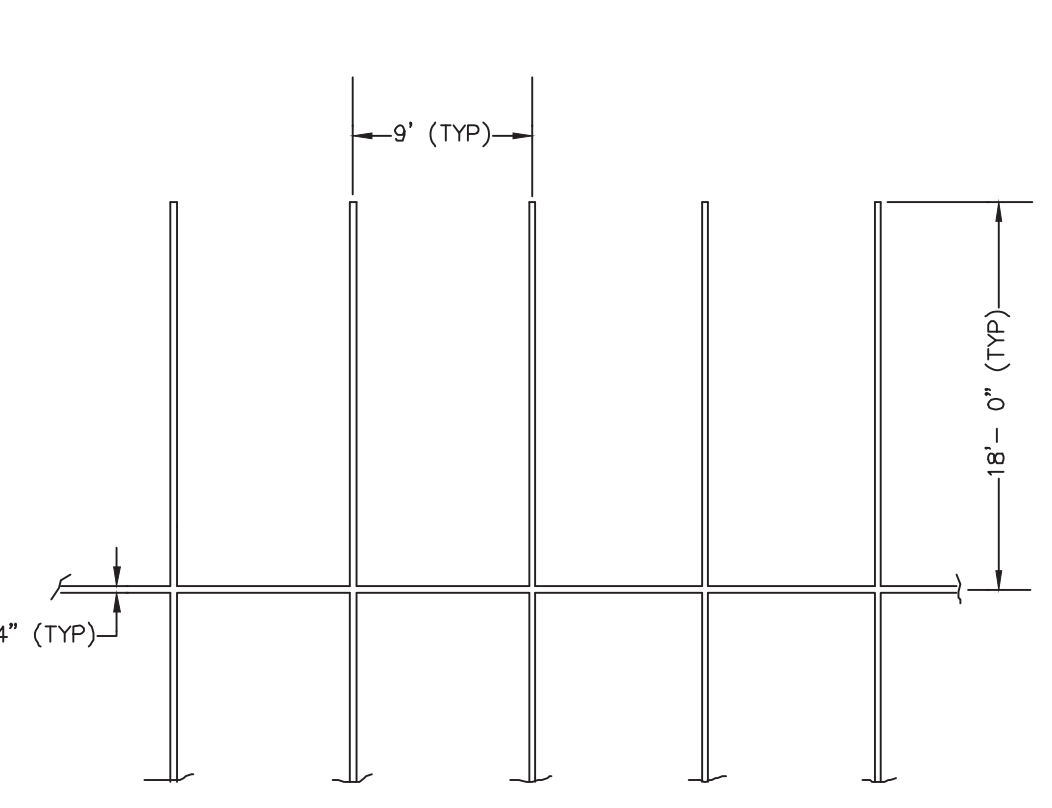
PAVEMENT MATCH/ SAW-CUT DETAIL
NOT TO SCALE
KELLY ENGINEERING GROUP, INC.



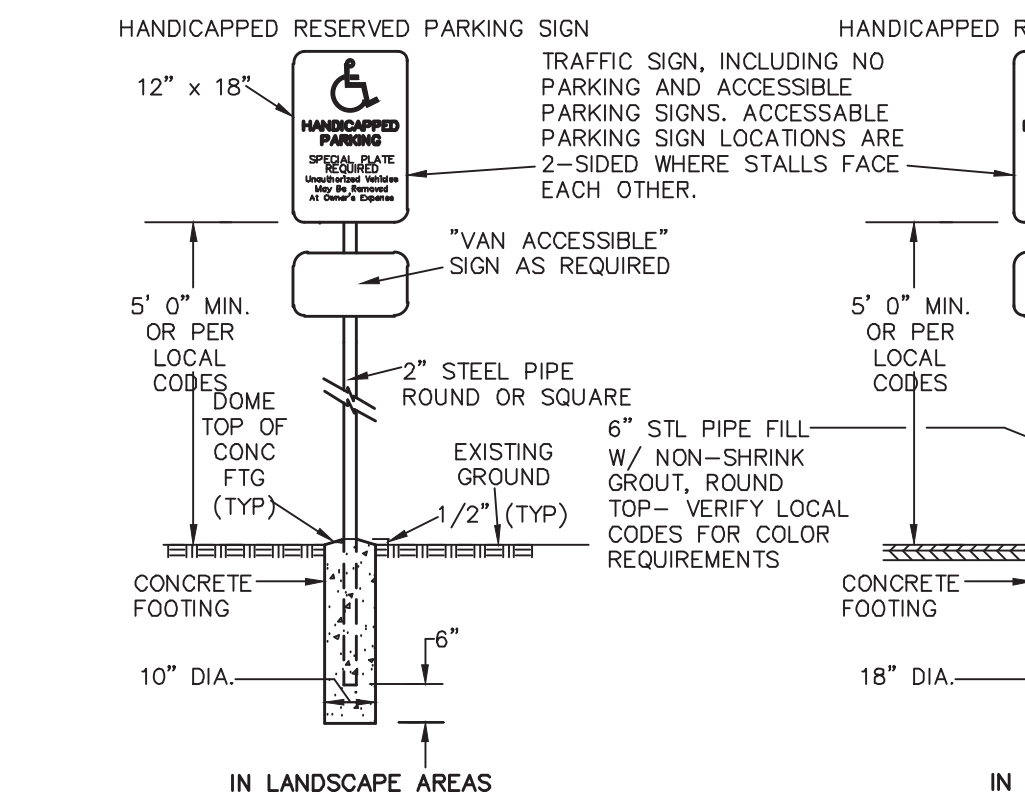
CONCRETE CURB DETAIL
NOT TO SCALE
KELLY ENGINEERING GROUP, INC.



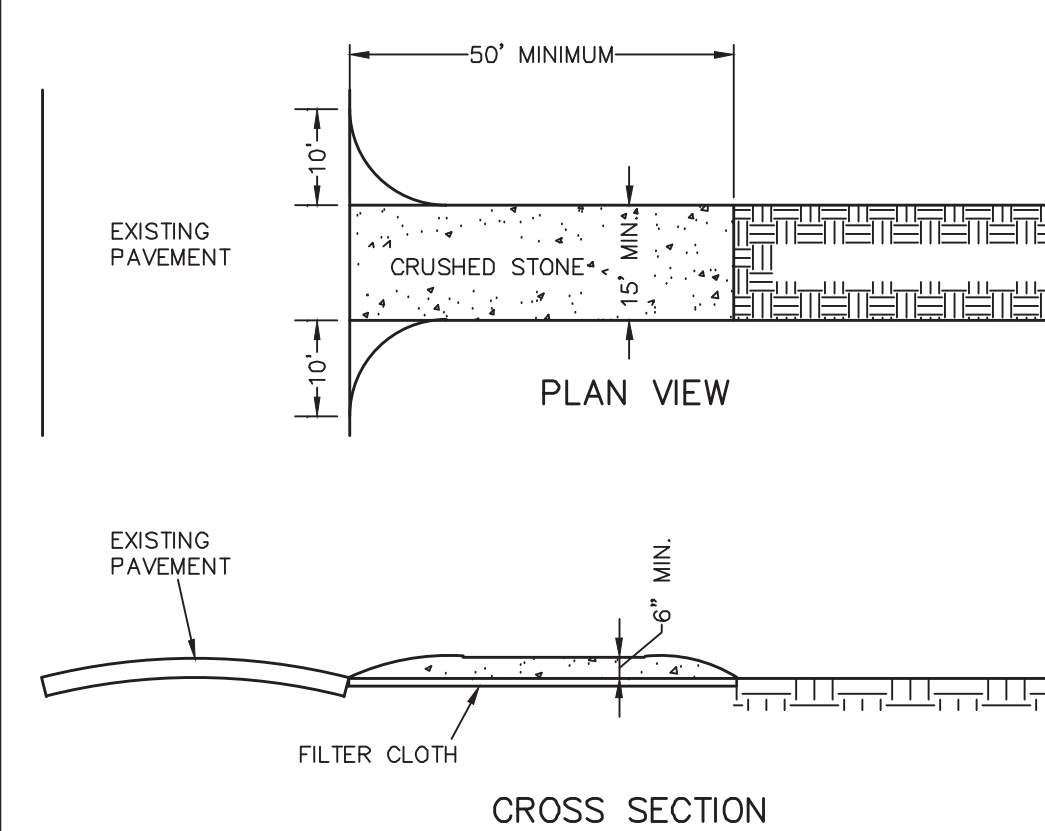
HANDICAP PARKING DETAIL
NOT TO SCALE
KELLY ENGINEERING GROUP, INC.



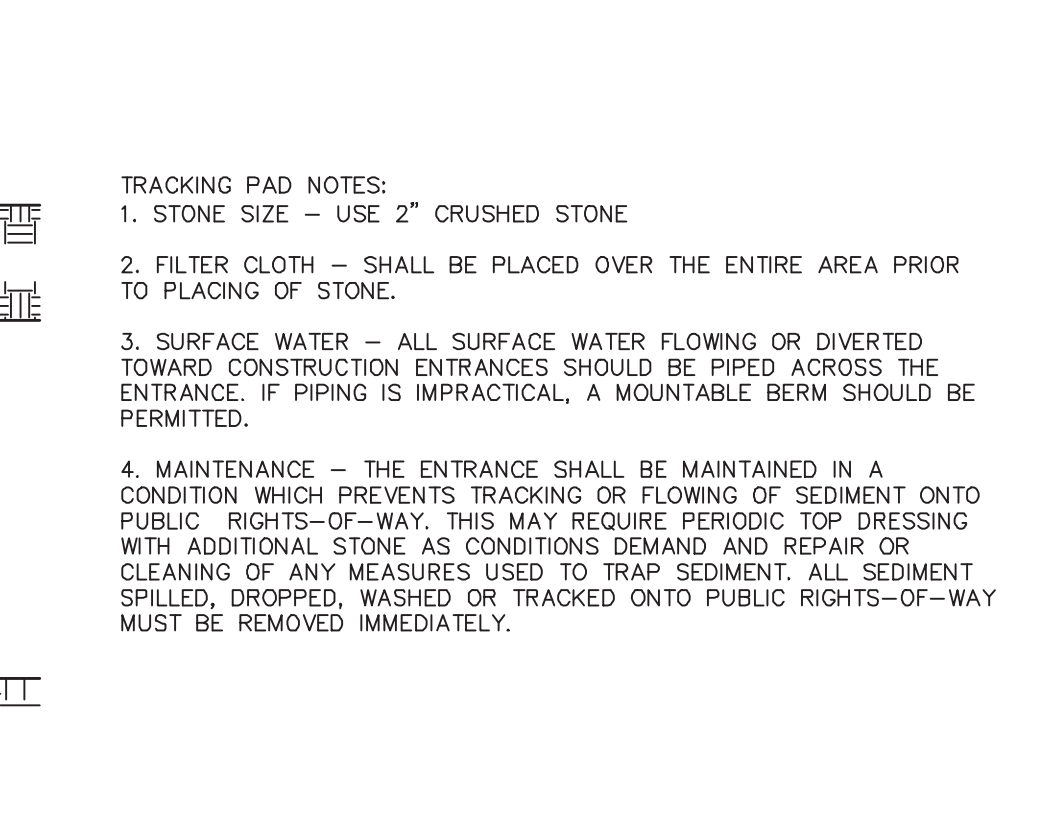
TYPICAL STRIPING DETAIL
NOT TO SCALE
KELLY ENGINEERING GROUP, INC.



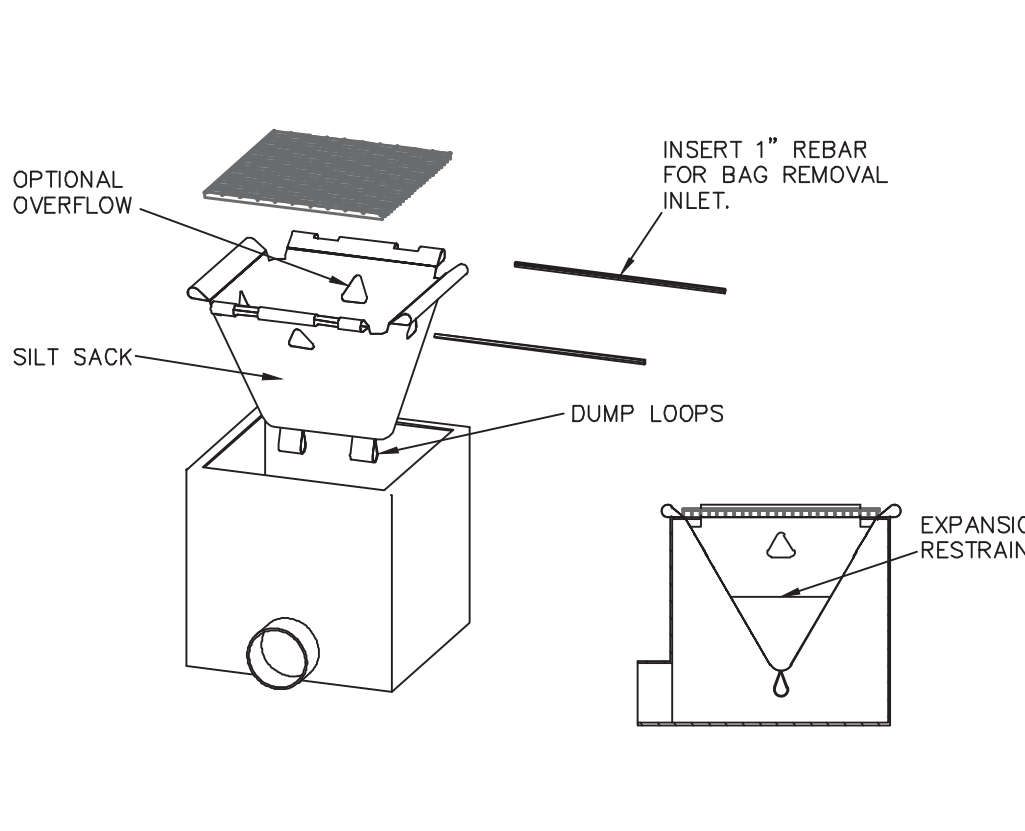
HANDICAP SIGN DETAIL
NOT TO SCALE
KELLY ENGINEERING GROUP, INC.



CONSTRUCTION TRACKING PAD
NOT TO SCALE
KELLY ENGINEERING GROUP, INC.



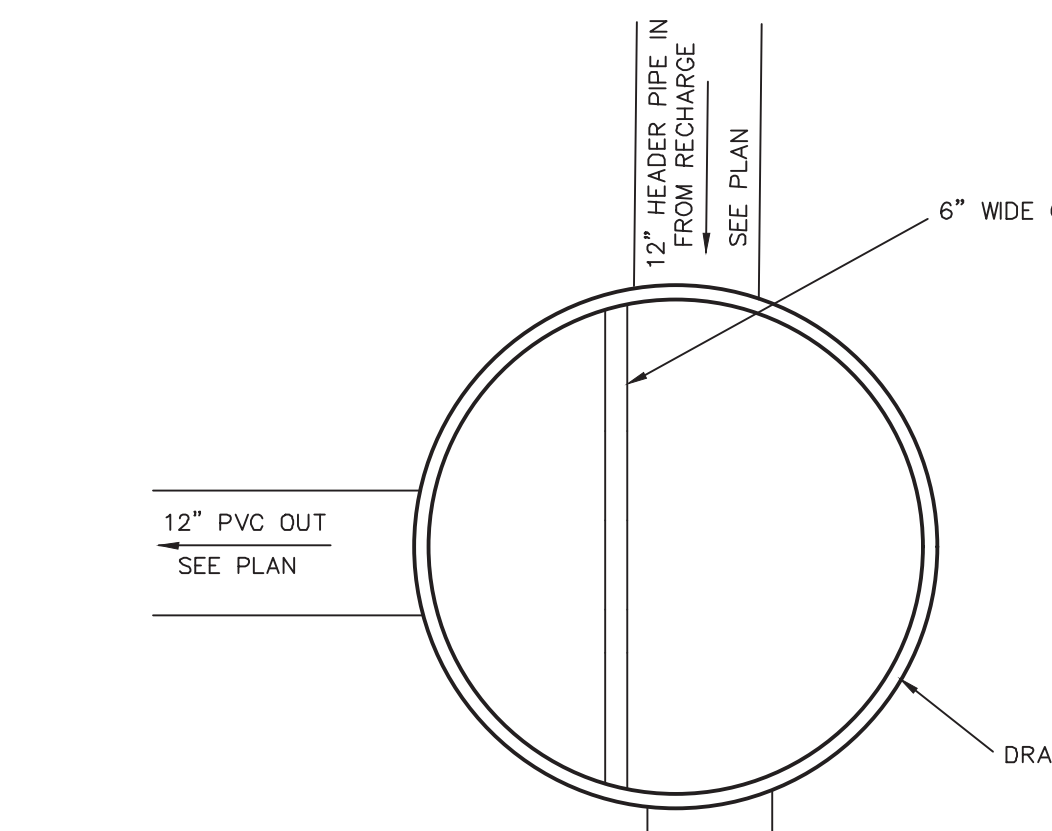
SILT SACK - TYPE A DETAIL
NOT TO SCALE
KELLY ENGINEERING GROUP, INC.



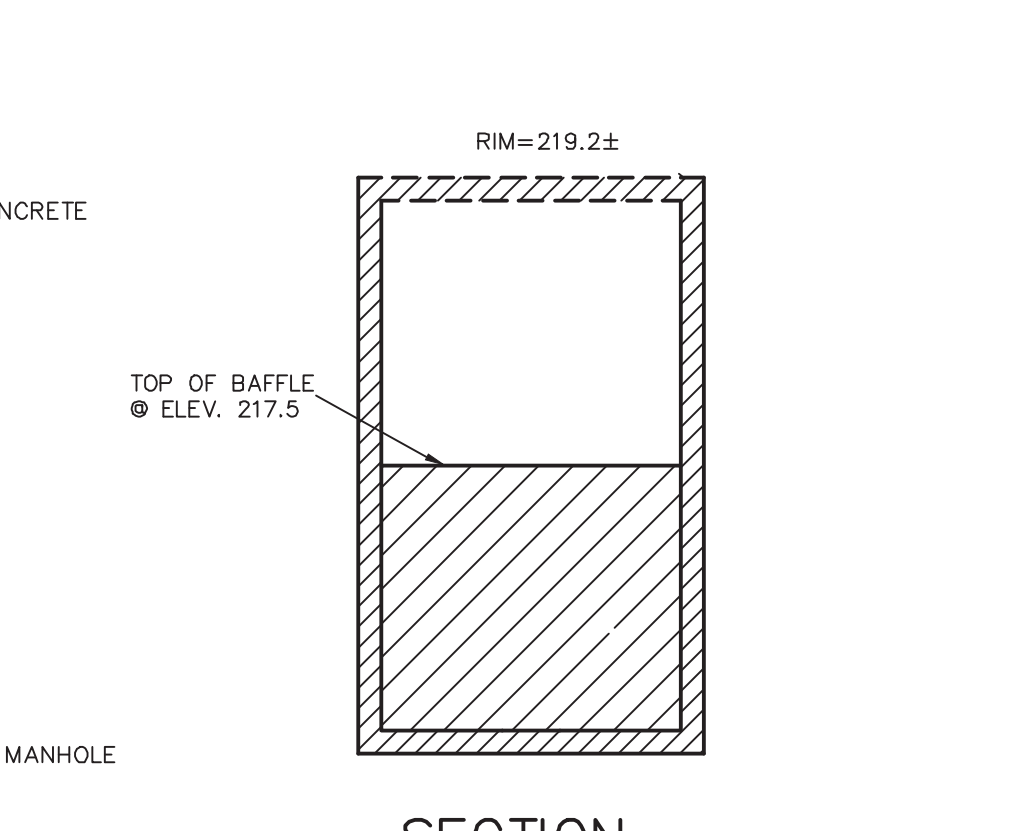
SILT SOCK LINE DETAIL
NOT TO SCALE
KELLY ENGINEERING GROUP, INC.



CONTROL STRUCTURE MANHOLE
NOT TO SCALE
KELLY ENGINEERING GROUP, INC.



YARD DRAIN DETAIL
NOT TO SCALE
KELLY ENGINEERING GROUP, INC.



HYDRANT SETTING DETAIL
NOT TO SCALE
KELLY ENGINEERING GROUP, INC.

CONSTRUCTION NOTES

1. THE CONTRACTOR SHALL REPORT TO THE OWNER AND ENGINEER OF ANY SIGNIFICANT VARIATIONS IN EXISTING SITE CONDITIONS FROM THOSE SHOWN ON THESE PLANS. ANY PROPOSED REVISIONS TO THE WORK, IF REQUIRED BY THESE SITE CONDITIONS, SHALL NOT BE UNDERTAKEN UNTIL REVIEWED AND APPROVED BY THE OWNER AND THE ENGINEER.
2. THE CONTRACTOR SHALL NOTIFY THE TOWN OF AVON DEPARTMENT OF PUBLIC WORKS AT LEAST 48 HOURS IN ADVANCE OF ANY REQUIRED INSPECTIONS.
3. IN ORDER TO PROTECT THE PUBLIC SAFETY DURING CONSTRUCTION, THE CONTRACTOR IS RESPONSIBLE FOR INSTALLING AND MAINTAINING AT ALL TIMES ALL NECESSARY SAFETY DEVICES AND PERSONNEL, WARNING LIGHTS, BARRICADES, AND POLICE OFFICERS.
4. ALL WORK SHALL CONFORM TO A PERMIT TO BE ISSUED BY THE TOWN OF AVON.
5. FOR ANY PROJECT THAT INVOLVES 1 ACRE OR MORE OF DISTURBANCE, THE CONTRACTOR SHALL SECURE A PERMIT PRIOR TO BEGINNING ANY GRADING ACTIVITIES.
6. ALL WORK SHALL CONFORM TO AN ORDER OF CONDITIONS TO BE ISSUED BY THE TOWN OF AVON.
7. ALL WORK SHALL CONFORM TO THE GEOTECHNICAL REPORT.
8. THE LOCATION OF UNDERGROUND UTILITIES AS REPRESENTED ON THESE PLANS IS BASED UPON PLANS AND INFORMATION PROVIDED BY THE RESPECTIVE UTILITY COMPANIES OR MUNICIPAL DEPARTMENTS SUPPLEMENTED BY FIELD IDENTIFICATION WHEREVER POSSIBLE. NO WARRANTY IS MADE AS TO THE ACCURACY OF THESE LOCATIONS OR THAT ALL UNDERGROUND UTILITIES ARE SHOWN. THE CONTRACTOR SHALL CONTRACT TO AT LEAST 72 HOURS PRIOR TO THE START OF CONSTRUCTION. DIG SAFE TELEPHONE NUMBER IS 1-888-344-7233.
9. THE CONTRACTOR SHALL VERIFY THE LOCATION, SIZE AND DEPTH OF EXISTING UTILITIES PRIOR TO TAPPING INTO, CROSSING OR EXTENDING THEM. IF THE NEW WORK POSES A CONFLICT WITH EXISTING UTILITIES, THE ENGINEER SHALL BE NOTIFIED PRIOR TO THE CONTRACTOR CONTINUING.
10. REFER TO ARCHITECTURAL PLANS FOR EXACT BUILDING DIMENSION AND DOOR LOCATIONS.
11. BENCHMARK ELEVATION IS SHOWN ON SHEET 2. DATUM IS NAVD.
12. ALL PROPOSED SITE GAS, ELECTRIC, TELEPHONE, CATV FEATURES SHOWN ON SITE DEVELOPMENT PLANS ARE INTENDED AS A GUIDE ONLY. FINAL CONFIGURATION TO BE CONFIRMED WITH PROJECT MEP ENGINEER AND UTILITY PROVIDER.
13. REFER TO ELECTRICAL PLANS FOR THE LIGHTING CIRCUITS, FIXTURE DETAIL AND BUILDING CONNECTION LOCATION.
14. ALL H.D.P.E. HIGH DENSITY POLYETHYLENE PIPE SHALL BE ADS N-12 OR APPROVED EQUAL. SEWER SHALL BE SDR 35 WITH RUBBER RING JOINTS. WATER LINES SHALL BE CL 52 D.I.P. (DUCTILE IRON PIPE), REINFORCED CONCRETE PIPE RCP SHALL BE CLASS III.
15. NO LEDGE, BOULDERS, OR OTHER UNYIELDING MATERIALS ARE TO BE LEFT WITHIN 6" OF THE SEWER IN THE TRENCH, NOR ARE THEY TO BE USED FOR BACKFILL FOR THE FIRST 12" ABOVE THE PIPES.
16. WALKS SHALL BE 4" THICK AND SHALL BE CONSTRUCTED ON 6" OF COMPACTED BANK GRAVEL. CONCRETE FOR WALKS SHALL HAVE A MINIMUM 28 DAY COMPRESSION STRENGTH OF 4,000 PSI. WALKS SHALL BE REINFORCED WITH WMM 6x6 W1.4/W1.4 CONFORMING TO ASTM A184.
17. BASE MATERIAL SHALL BE CLEAN BANK RUN GRAVEL, CONFORMING TO M.D.P.W. M1.03.1, WITH NO STONES LARGER THAN THREE (3) INCHES IN DIAMETER AND SHALL BE PLACED AND ROLLED WITH AT LEAST A TEN TON ROLLER. THE SURFACES SHALL BE WET DURING ROLLING TO BIND THE MATERIAL. ALL STONES OF 4" DIAMETER OR LARGER SHALL BE REMOVED FROM THE SUB-BASE PRIOR TO PLACING BASE MATERIAL. PULVERIZED MATERIAL MAY BE USED AS BASE MATERIAL PROVIDING IT MEETS THIS SPECIFICATIONS. AREAS TO BE REPAVED SHALL BE PULVERIZED AND REPAVED TO PROVIDE POSITIVE FLOW TO DRAINAGE AND AWAY FROM BUILDING. PAVE WITH 1 1/2" WEARING COURSE ON 1 1/2" BINDER COURSE. ALL VALVES, BOXES, MANHOLES AND OTHER UTILITIES APPURTENANCES SHALL BE ADJUSTED TO CONFORM TO FINAL GRADE.
18. TRANSFORMER PAD SHALL BE INSTALLED PER PROVIDERS SPECIFICATIONS. GENERATOR PADS SHALL BE INSTALLED PER MANUFACTURING SPECIFICATIONS.
19. PAVEMENT AREA SHALL BE PAVED TO A THICKNESS AS SHOWN ON THE PLANS MEASURED AFTER COMPACTION, WITH A BINDER COURSE AND TOP COURSE OF CLASS I BITUMINOUS CONCRETE PAVEMENT, TYPE 1-1.
20. THE AGGREGATE SHALL BE COMPOSED, MIXED AND LAID HOT IN TWO COURSES AS SPECIFIED IN THE "COMMONWEALTH OF MASSACHUSETTS STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGE", 1988 EDITION, SECTION 460 FOR CLASS I BITUMINOUS CONCRETE PAVEMENT, AS SPECIFICALLY SET FORTH IN SECTION 460.20 AND 460.82.
21. DUMPSTER PAD SHALL BE 8" THICK REINFORCED CONCRETE SLAB WITH CONTROL JOINTS EVERY 10'. THE PAD SHALL BE CONSTRUCTED OVER 6" OF GRAVEL BASE, COMPACT TO 95% REINFORCEMENT SHALL BE WWF 6x6 - W1.4 x W1.4 PLACED AT THE CENTER OF THE SLAB. THE FRONT END OF COMPACTOR PAD SHALL HAVE EMBEDDED A 6"x 6"x 3/8" STEEL ANGLE.
22. THE DOLLY PADS SHALL BE 6" THICK REINFORCED CONCRETE SLABS WITH CONTROL JOINTS EVERY 10' AND LAYOUT WHERE SLAB ABUTS BUILDING. THE PADS SHALL BE CONSTRUCTED OVER 12" OF GRAVEL BASE COMPACT TO 95% REINFORCEMENT SHALL BE WWF 6 x 6 - 2 W1.4 x W1.4 PLACED AT CENTER OF SLAB.
23. ALL EXISTING PAVING TO BE DISTURBED SHALL BE CUT ALONG A STRAIGHT LINE THROUGH ITS ENTIRE THICKNESS. BUTT NEW PAVING INTO THE EXISTING PAVEMENT TO REMAIN AND TACK COAT THE JOINT.
24. ANY PAVEMENT REMOVED FOR UTILITY TRENCH EXCAVATION OR OTHERWISE DAMAGED DURING CONSTRUCTION SHALL BE REPLACED WITH A PAVEMENT SECTION CONSISTING OF 1 1/2" WEARING COURSE OVERLAYING A 1 1/2" BINDER COURSE OVERLAYING A 12" COMPACTED GRAVEL BASE COURSE.
25. ALL AREAS TO BE PLANTED WITH GRASS SHALL BE TREATED WITH 100 POUNDS OF GROUND LIMESTONE PER 1,000 S.F. OF AREA PLANTED. ALL AREAS TO BE PLANTED WITH GRASS SHALL BE FERTILIZED WITH 10-10-10 AT THE RATE OF 1,000 POUNDS PER ACRE OR AS REQUIRED BY SOIL TEST. 40% OF THE NITROGEN SHALL BE ORGANIC FORM.
26. ALL LANDSCAPED AREAS TO BE LOAMED AND SEEDED SHALL HAVE THE FOLLOWING MIX:
PERENNIAL RYE 25%
KENTUCKY BLUEGRASS 25%
GREENING RED FESCUE OR PENNLAWN FESCUE 50%
SEED AT THE RATE OF 5#/1,000 S.F.
27. ALL DISTURBED AREAS TO BE LOAMED AND SEEDED SHALL HAVE A MINIMUM OF 4 INCHES OF TOPSOIL SPREAD EVENLY THROUGHOUT. PROVIDE EROSION CONTROL MEASURES AS NECESSARY TO PROVIDE SLOPE STABILITY UNTIL VEGETATION IS ESTABLISHED. (NOTE: IF THERE IS A CONFLICT BETWEEN THESE PLANS AND LANDSCAPE PLANS THE LANDSCAPE PLANS SHALL DICTATE.)
28. THE CONTRACTOR SHALL REGULARLY INSPECT THE PERIMETER OF THE PROPERTY TO CLEANUP AND REMOVE LOOSE CONSTRUCTION DEBRIS BEFORE IT LEAVES THE SITE. ALL DEMOLITION DEBRIS SHALL BE PROMPTLY REMOVED FROM THE SITE TO A LEGAL DUMP SITE. ALL TRUCKS LEAVING THE SITE SHALL BE COVERED.
29. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO INSTITUTE EROSION CONTROL MEASURES ON AN AS NECESSARY BASIS, SUCH THAT EXCESSIVE SOIL EROSION DOES NOT OCCUR. MEASURES SHALL INCLUDE SILT SACKS IN DRAINAGE INLETS, MULCHING AND PLANTING OF DISTURBED AREAS.
30. PRIOR TO THE COMMENCEMENT OF ANY OTHER WORK A SILT SACK SHALL BE INSTALLED IN EACH EXISTING DRAINAGE INLET.
31. AFTER INSTALLATION OF EACH DRAINAGE INLET A SILT SACK SHALL BE INSTALLED IN EACH INLET TO PREVENT SEDIMENT FROM ENTERING THE STORM DRAIN SYSTEM.
32. AT THE END OF CONSTRUCTION ALL DRAINAGE STRUCTURES ARE TO BE CLEANED OF SILT, STONES AND OTHER DEBRIS.
33. DURING CONSTRUCTION THE EROSION CONTROL MEASURES SHALL BE INSPECTED ONCE PER WEEK AND WITHIN 24 HOURS OF ANY STORM EVENT GENERATING MORE THAN 1/2" OF RAINFALL. THE EROSION CONTROL MEASURES SHALL BE CLEANED REGULARLY AND ADJUSTED IF NECESSARY TO ENSURE THAT NO SILT OR DEBRIS LEAVES THE SITE.
34. STABILIZATION MEASURES (SEEDING OR PLANTING, APPLYING MULCH OR OTHER NON-VEGETATIVE PRODUCT) OF EXPOSED SOILS SHALL BEGIN AS SOON AS PRACTICABLE AND IMMEDIATELY AFTER EARTH-DISTURBING ACTIVITIES HAVE PERMANENTLY OR TEMPORARILY CEASED. STABILIZATION TO BE COMPLETED WITHIN 14 DAYS.
35. SILT SOCKS SHALL BE INSTALLED ON THE DOWNSTREAM SIDE OF ALL STOCK PILES.
36. SPARE EROSION/SEDIMENT CONTROL MATERIALS SHALL BE AVAILABLE ON SITE FOR USE IN CONTINGENCY CONDITIONS OR AT THE DIRECTION OF CODE ENFORCEMENT PERSONNEL.
37. ALL STORM DRAIN INLETS SHOWN TO BE ABANDONED SHALL BE ABANDONED AS FOLLOWS SUCH THAT THE TOPS ARE NO LESS THAN 3" FROM FINISHED GRADE:
(A) PRECAST DRAINAGE INLETS SHALL HAVE THE GRATE, FRAME AND CONE SECTION REMOVED. THE STORM DRAIN PIPE SHALL BE PLUGGED USING BRICK AND MORTAR AND THE REMAINING STRUCTURE SHALL BE BACK FILLED AND COMPACTED, OR THE ENTIRE STRUCTURE SHALL BE REMOVED AND REMAINING VOID SHALL BE BACKFILLED AND COMPACTED.
(B) BLOCK DRAINAGE INLETS SHALL BE GRATE AND FRAMED REMOVED AND THE STORM DRAIN PLUGGED AS IN (A) ABOVE. THE STRUCTURE SHALL THEN BE CRUSHED, BACKFILLED AND COMPACTED.
38. ALL STORM DRAINS TO BE ABANDONED WHICH ARE WITHIN 3' OF FINISHED GRADE SHALL BE REMOVED. ALL OTHERS SHALL BE PLUGGED AT EACH END.

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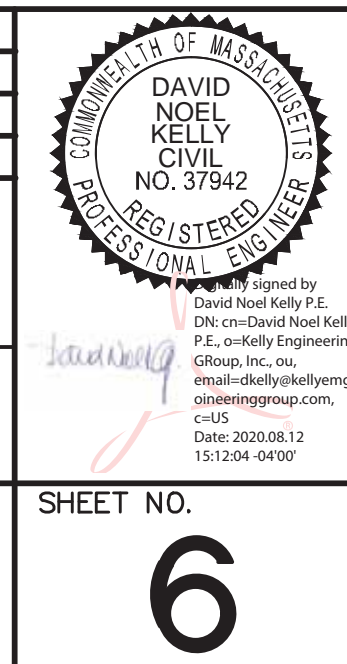
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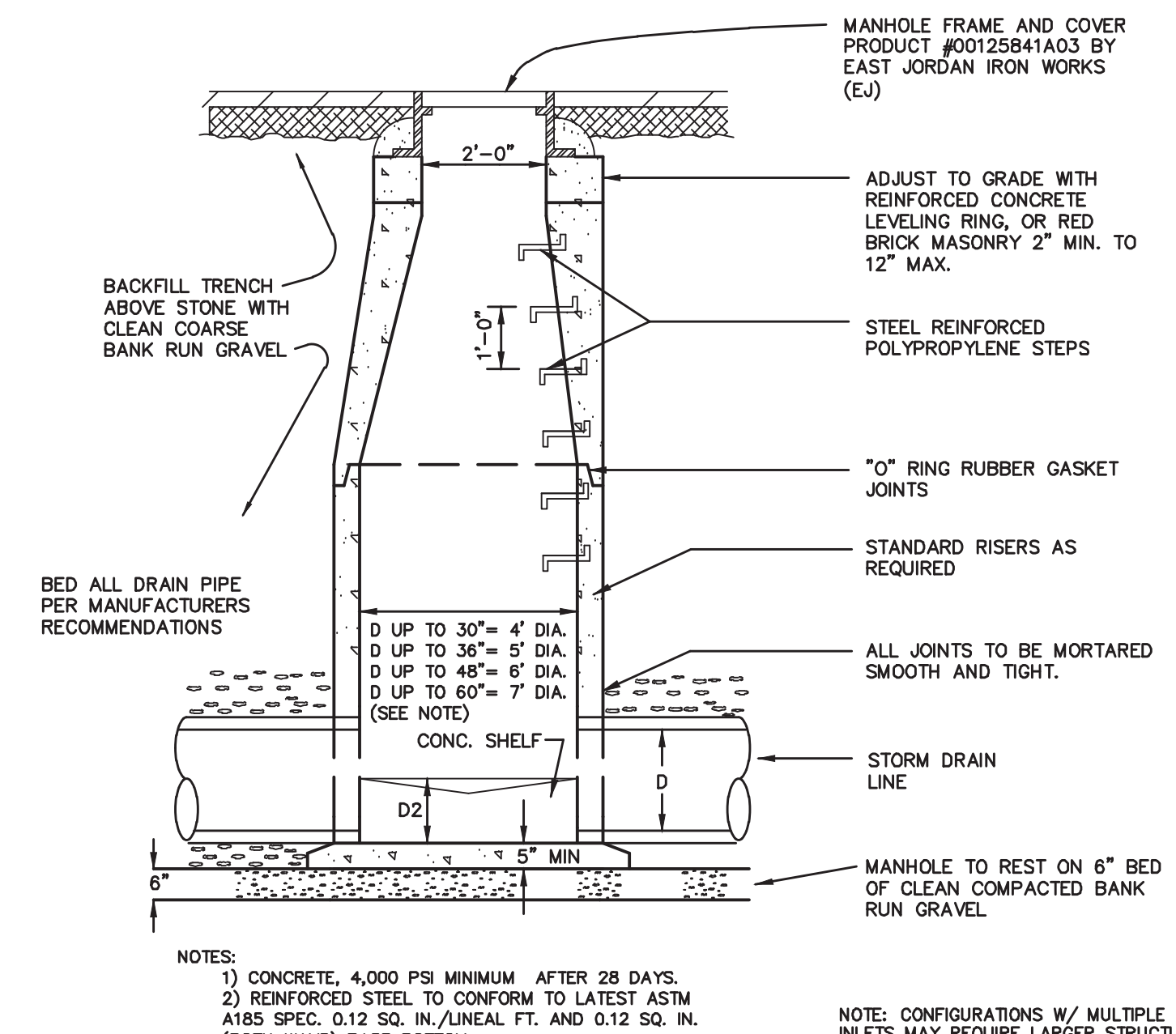
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SHEET NO. **6**

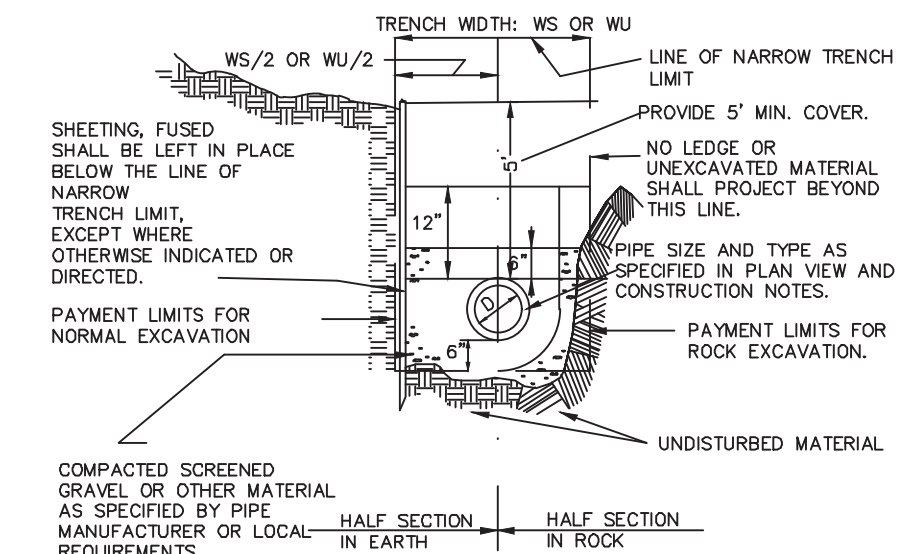




- MANHOLE FRAME AND COVER PRODUCT #00125841A03 BY EAST JORDAN IRON WORKS (EJ)
- ADJUST TO GRADE WITH REINFORCED CONCRETE LEVELING RING, OR RED BRICK MASONRY 2" MIN. TO 12" MAX.
- STEEL REINFORCED POLYPROPYLENE STEPS
- 0" RING RUBBER GASKET JOINTS
- STANDARD RISERS AS REQUIRED
- ALL JOINTS TO BE MORTARED SMOOTH AND TIGHT.
- STORM DRAIN LINE
- MANHOLE TO REST ON 6" BED OF CLEAN COMPACTED BANK RUN GRAVEL
- CONC. SHELF
- 4" CI VENT TO BUILDING
- 48" LIQUID LEVEL
- CAST IRON
- SEE PLAN VIEW FOR INVERT
- NOTES:
- 1) CONCRETE, 4,000 PSI MINIMUM AFTER 28 DAYS.
 - 2) REINFORCED STEEL TO CONFORM TO LATEST ASTM A193 SPEC, 0.12 SQ. IN./LINEAL FT. AND 0.12 SQ. IN. (BOTH WAYS) BASE BOTTOM.
 - 3) H-20 DESIGN LOADING PER AASHTO HS-20-44; ASTM C478 SPEC. FOR "PRECAST REINFORCED CONCRETE MANHOLE SECTIONS".
 - 4) STEEL REINFORCED COPOLYMER POLYPROPYLENE PLASTIC STEP TO CONFORM TO LATEST ASTM C478 SPEC.
- NOTE: CONFIGURATIONS W/ MULTIPLE INLETS MAY REQUIRE LARGER STRUCTURES

PRECAST DRAIN MANHOLE DETAIL
NOT TO SCALE

TRENCH WIDTH WS OR WU	
DIAM. OF PIPE	WS UNSHIELDED
12" AND SMALLER	3'-0"
15" AND LARGER	D.D.+20"
	WS SHIELDED
	4'-0"
	D.D.+36"



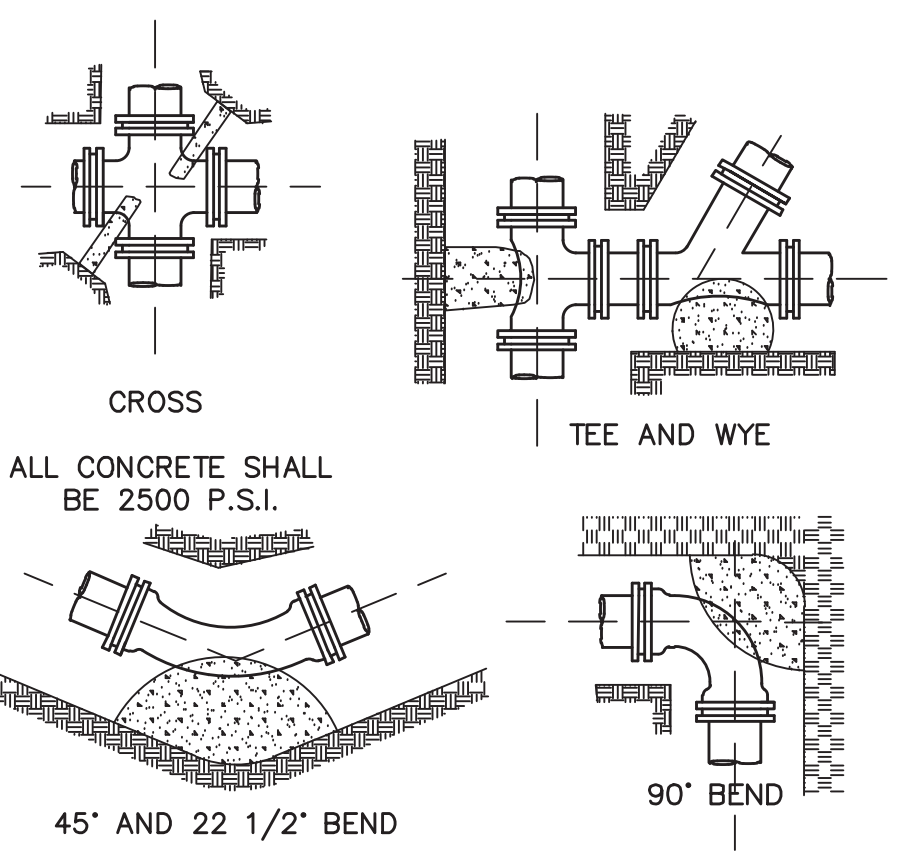
WATER TRENCH SECTION
NOT TO SCALE

THRUST BLOCK SCHEDULE

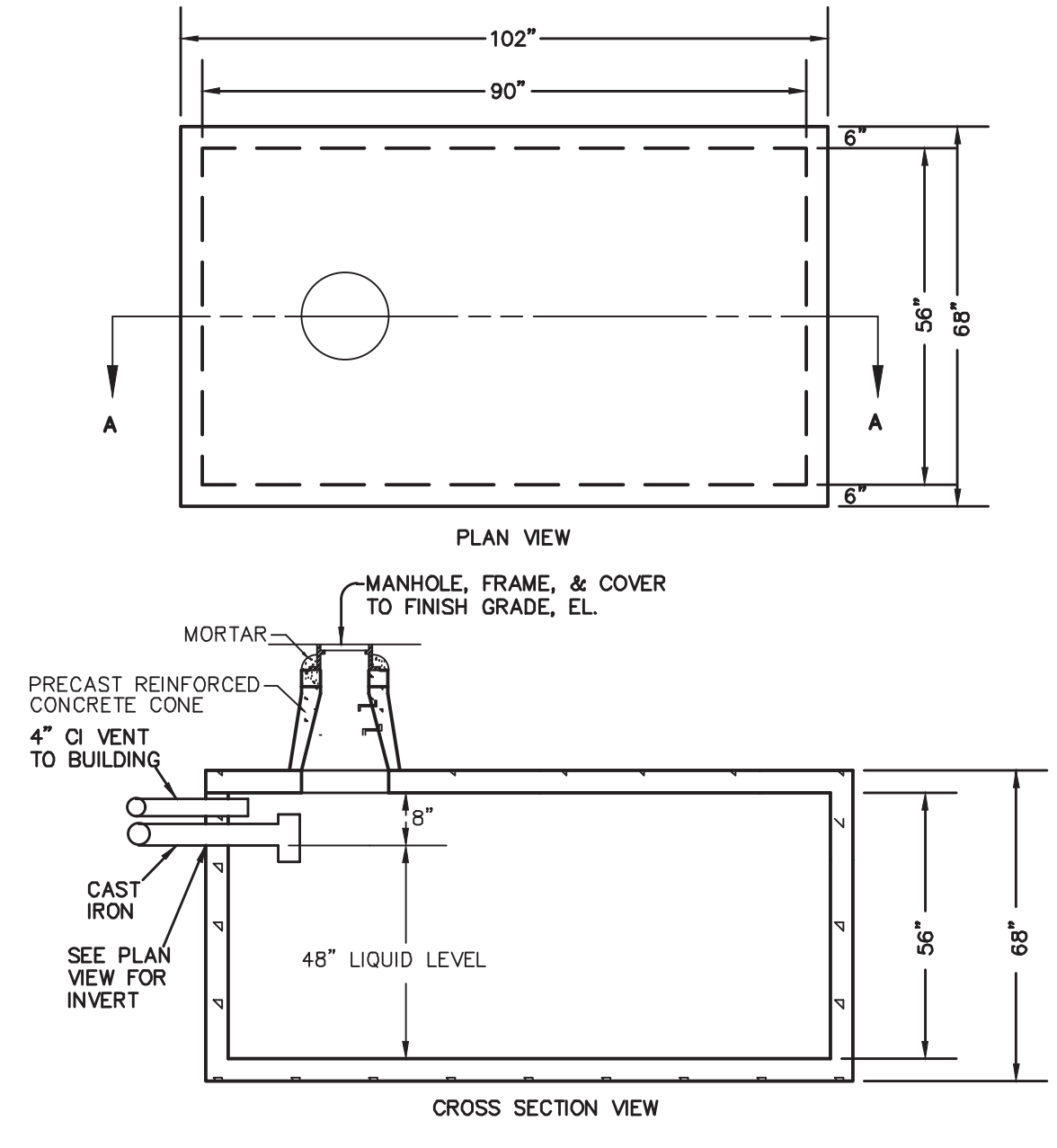
TABLE OF MINIMUM BEARING AREA IN SQ. IN. AGAINST UNDISTURBED SOIL FOR 8 IN. DIA. PIPE

SOIL BEARING CAPACITY (PSF)	90 DEGREE BEND	TEE	45 DEGREE BEND
1000	945	674	516
1500	630	450	344
2000	473	337	258
3000	315	225	172

NOTE: FOR FITTINGS W/ LESS THAN 45° DEFLECTION USE BEARING AREA FOR 45° BEND BASED ON INTERNAL PRESSURE OF 80 PSI

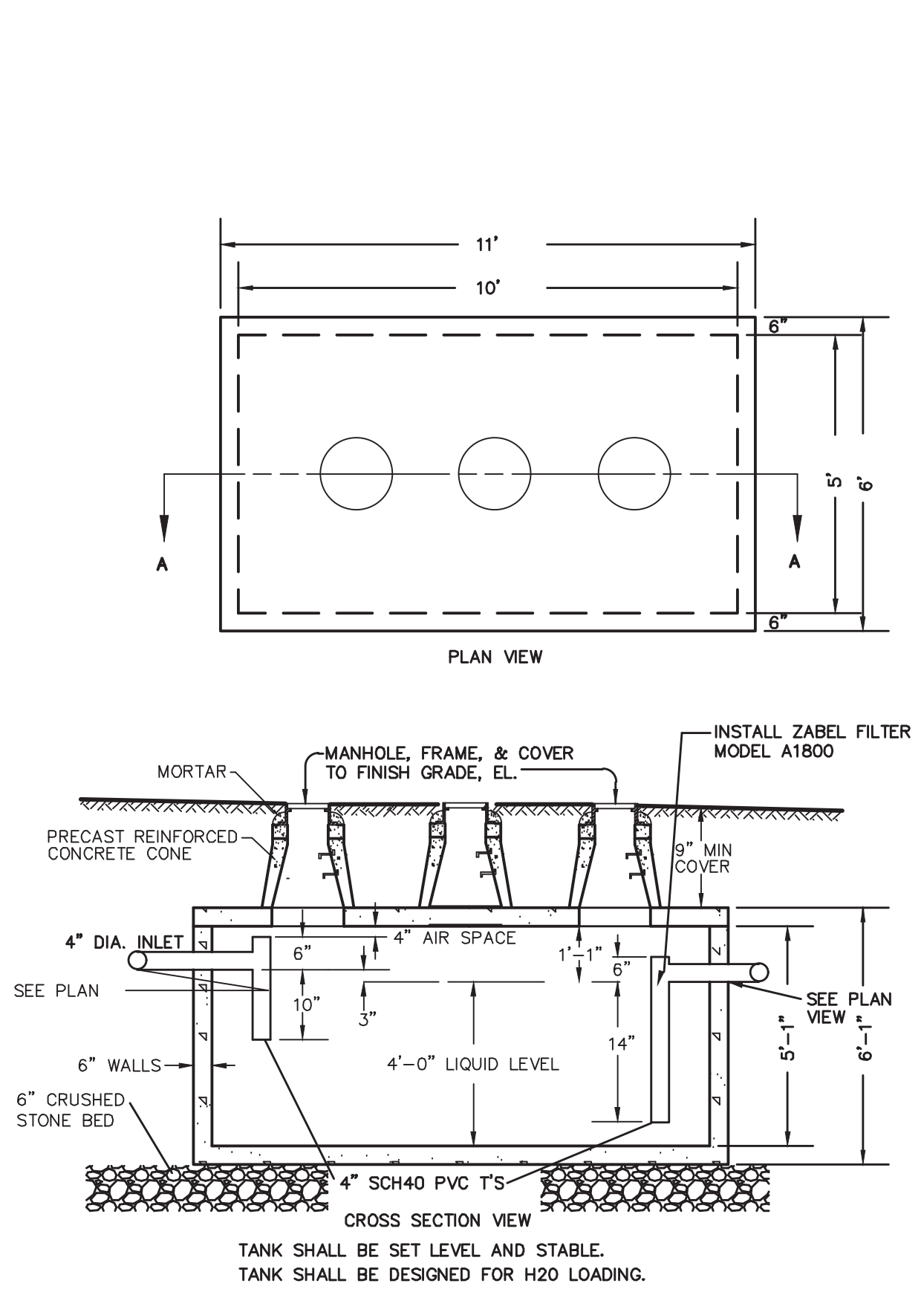


THRUST BLOCK
NOT TO SCALE



- MANHOLE, FRAME, & COVER TO FINISH GRADE, EL.
- MORTAR
- PRECAST REINFORCED CONCRETE CONE
- 4" CI VENT TO BUILDING
- 48" LIQUID LEVEL
- CAST IRON
- SEE PLAN VIEW FOR INVERT
- NOTES:
1. HOLDING TANK SHALL BE CONSTRUCTED OF PRECAST CONCRETE, FIBERGLASS OR OTHER DEP APPROVED TANK MATERIALS APPLICABLE FOR INDUSTRIAL WASTEWATER HOLDING REQUIREMENTS. SECONDARY CONTAINMENT SHALL BE SPRAYED ON EPOXY SUCH AS SIKAGARD 62 EPOXY COATING, OR APPROVED EQUAL.
 2. CONCRETE 4,000 PSI MIN. AFTER 28 DAYS
 3. CEMENT/PORTLAND TYPE I OR III, ASTM C150-81.
 4. ADMIXTURES, ASTM C233-82
 5. REINFORCEMENT ASTM A615
 6. TANK AND FRAMES/ COVERS SHALL BE H2O LOADING RATED.
 7. JOINTS SEALED WITH BUTYL RUBBER
 8. THE TANK SHALL HAVE A FLOAT SET AT 75% OF TANK CAPACITY (BELOW INVERT CAPACITY). THE FLOAT WILL BE CONNECTED TO A CONTROL PANEL TO BE MOUNTED INSIDE THE BUILDING THAT WILL HAVE AN AUDIBLE AND VISUAL ALARM TO NOTIFY THE FACILITY THAT THE TANK IS TO BE PUMPED.
 9. OWNER SHALL ENTER INTO A PUMPING CONTRACT WITH A LOCAL HAULING COMPANY.
 10. LINK SEAL CORRECTION SHALL BE UTILIZED TO SEAL AND SECURE INLET PIPE.
 11. INSTALLER SHALL COORDINATE WITH ENGINEER TO PERFORM WATER TIGHT TEST BY FILLING TANK WITH WATER, MEASURING WATER LEVELS, AND RE-MEASURING WATER LEVEL AFTER 24 HOURS.
 12. CONTRACTOR SHALL PROVIDE BUOYANCY CALCULATIONS.
 13. A SIGN SHALL BE INSTALLED ADJACENT TO THE TANK LABELED "NON-HAZARDOUS INDUSTRIAL WASTEWATER".

1,000 GALLONS INDUSTRIAL WASTEWATER HOLDING TANK
NOT TO SCALE

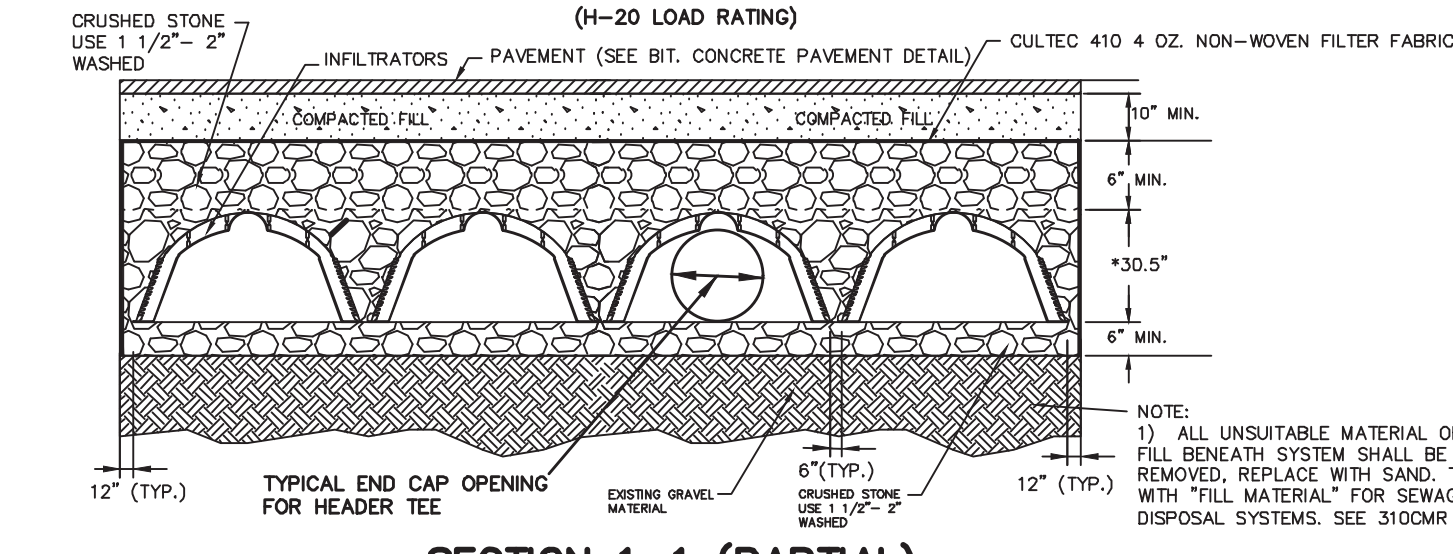


- MANHOLE, FRAME, & COVER TO FINISH GRADE, EL.
- MORTAR
- PRECAST REINFORCED CONCRETE CONE
- 4" DIA. INLET
- 4" AIR SPACE
- 4" LIQUID LEVEL
- 6" WALLS
- 6" CRUSHED STONE BED
- 4" SCH40 PVC T'S
- INSTALL ZABEL FILTER MODEL A1800
- 9" MIN COVER
- SEE PLAN VIEW
- SEE PLAN VIEW
- TANK SHALL BE SET LEVEL AND STABLE.
- TANK SHALL BE DESIGNED FOR H2O LOADING.

1,500 GALLONS COMMERCIAL SEPTIC TANK
NOT TO SCALE

TYPICAL SUBSURFACE RECHARGE AREA (CULTEC 330XLHD) PLAN VIEW (INFILTRATION TO BE CULTEC OR APPROVED EQUAL)

*SEE CULTEC RECHARGER 330XLHD STORMWATER MANAGEMENT SYSTEM DESIGN FOR INSTALLATION INSTRUCTIONS PROPRIETARY SHOP DRAWINGS TO BE PROVIDED PRIOR TO INSTALLATION



SECTION 1-1 (PARTIAL)
*18.5" FOR 150XLHD SYSTEM

- STORMWATER MANAGEMENT SYSTEM CONSTRUCTION OPERATION + MAINTENANCE NOTES:**
1. EXTREME CARE SHALL BE TAKEN DURING CONSTRUCTION TO AVOID SILTATION DURING THE CONSTRUCTION PROCESS. SILT GAGES AND HAYBALE DIKES SHALL BE INSPECTED DAILY AND REPLACED IF NECESSARY
 2. EXTREME CARE SHALL BE TAKEN TO PREVENT COMPACTION OF UNDISTURBED SOILS BEHIND RECHARGE SYSTEM.
 3. THERE SHALL BE NO DISCHARGE OF WATER FOR CONSTRUCTION DEWATERING ACTIVITIES INTO THE STORMWATER MANAGEMENT SYSTEM.
 4. THERE SHALL BE NO DISCHARGE OF STORMWATER INTO THE RECHARGE SYSTEM UNTIL THE SITE HAS BEEN STABILIZED.

CONSTRUCTION INSPECTION AND MAINTENANCE SCHEDULE:

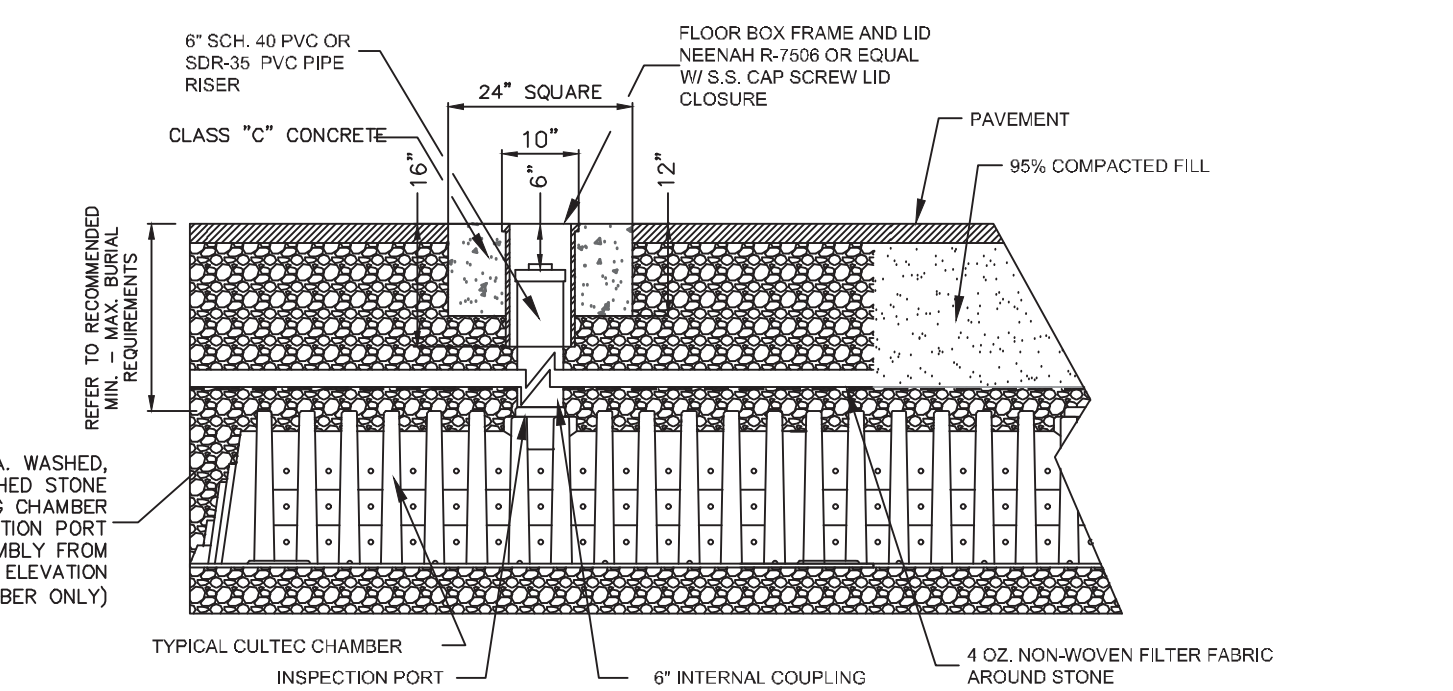
- CONSTRUCTION INSPECTION SCHEDULE**
1. WEEKLY INSPECTIONS SHALL BE PERFORMED BY THE APPLICANTS ENGINEER AND A REPRESENTATIVE FROM THE TOWN'S ENGINEERING DEPARTMENT.
 2. INSPECTIONS SHALL INCLUDE THE PAVEMENT TO DETERMINE IF ACCUMULATED SEDIMENT IS TO BE REMOVED, OF THE CATCH BASINS TO DETERMINE DEPTH OF SEDIMENTS AND REQUIRED CLEANING, INSPECTION OF THE STORMCEPTOR TO DETERMINE IF CLEANING IS NECESSARY AND INSPECTION OF THE LEACHING SYSTEM SHALL BE CONDUCTED BY THE ENGINEER AND THE TOWN'S ENGINEERING DEPARTMENT.
 3. AN INSPECTION OF THE EXCAVATION OF THE LEACHING SYSTEM SHALL BE CONDUCTED BY THE ENGINEER AND A REPRESENTATIVE OF THE TOWN'S ENGINEERING DEPARTMENT PRIOR TO PLACEMENT OF ANY MATERIAL OR CHAMBERS.

CONSTRUCTION MAINTENANCE SCHEDULE

1. WHEN THE BINDER COURSE HAS BEEN INSTALLED THE PAVEMENT SHALL BE KEPT CLEAR OF ACCUMULATED SEDIMENTS. IF ACCUMULATED SEDIMENTS ARE DEPOSITED ON THE PAVEMENT THE SEDIMENT SHALL BE CLEANED IMMEDIATELY. THE PAVEMENT SHALL BE SWEEP AS NECESSARY BASED ON THE WEEKLY INSPECTIONS. THE CONTRACTOR SHALL INSPECT THE PAVEMENT ON A DAILY BASIS AND REMOVE ACCUMULATED SEDIMENTS AS NECESSARY.
2. "SILT SAKS" SHALL BE INSTALLED AT ALL CATCH BASIN AND DROP INLET LOCATIONS. THE CONTRACTOR SHALL INSPECT THE "SILT SAKS" ON A WEEKLY BASIS AND AFTER HEAVY RAINSTORMS AND EMPTIED BASED ON MANUFACTURERS RECOMMENDATIONS.
3. THE CATCH BASINS SHALL BE INSPECTED ON A WEEKLY BASIS AND AFTER HEAVY RAINSTORMS. THE CATCH BASINS SHALL BE CLEANED WHEN 6" OF SEDIMENT HAS ACCUMULATED IN THE SUMP.
4. THE STORMCEPTOR SHALL BE INSPECTED ON A WEEKLY BASIS AND AFTER HEAVY RAINSTORMS. THE STORMCEPTOR SHALL BE CLEANED BASED ON THE MANUFACTURERS RECOMMENDATIONS.
5. THE INFILTRATION GALLEYS SHALL BE INSPECTED ON A WEEKLY BASIS AND AFTER HEAVY RAINSTORMS AND SHALL BE CLEANED WHEN 2" OF SEDIMENT HAS ACCUMULATED IN THE INLET CHAMBER.

INFILTRATOR SUBSURFACE DETENTION AREA PLAN VIEW

NOT TO SCALE (INFIL-SUB-DET) KELLY ENGINEERING GROUP, INC.



TYPICAL H2O INSPECTION PORT DETAIL

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