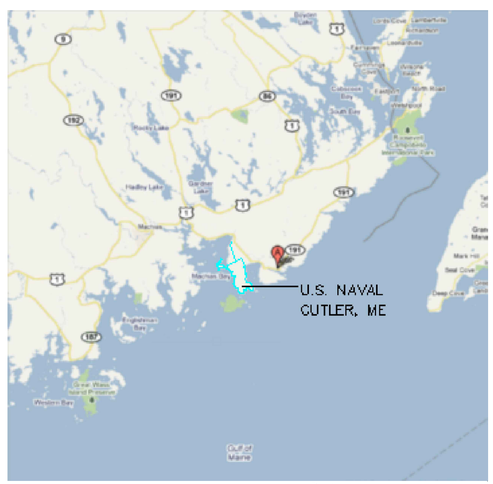
CONTROLLED BY: [NAME OF DOD COMPONENT] (ONLY IF NOT ON LETTERHEAD)
CONTROLLED BY: [NAME OF OFFICE]
CUI CATEGORY(IES): (LIST CATEGORY OR CATEGORIES OF CUI)
LIMITED DISSEMINATION CONTROL:
POC: [NAME AND PHONE OR EMAIL ADDRESS]

NCTCS CUTLER
CUTLER, ME

RM18-0917 PERIMETER SECURITY ROAD REPAIRS

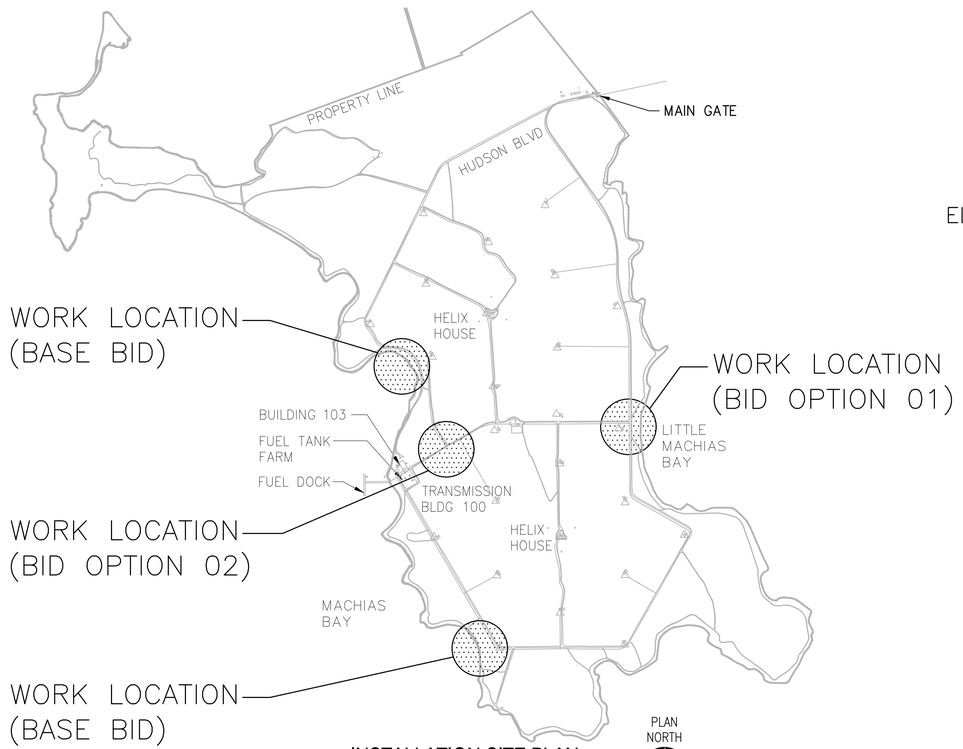
AREA MAP
SCALE AS SHOWN

PLAN NORTH



VICINITY MAP
NOT TO SCALE

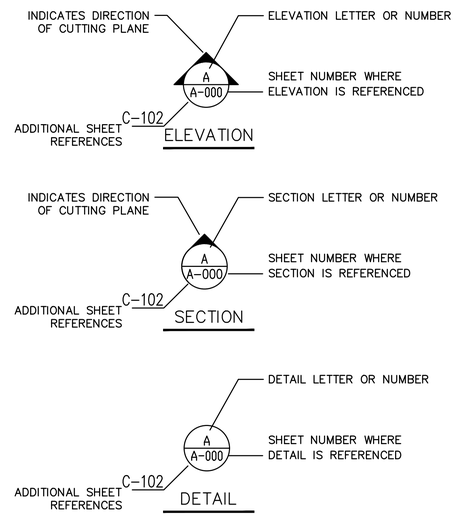
PLAN NORTH



INSTALLATION SITE PLAN
SCALE: 1" 1200'

PLAN NORTH

ELEVATION, SECTION OR DETAIL SYMBOLS



SYM	DESCRIPTION	DATE	APPR
0	ISSUED FOR BID	10/22/2024	BMG

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION
SEAL

PWD-MAINE IN HOUSE DESIGN

APPROVED
COMMANDER, NAVFAC

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
NAVFAC MID-ATLANTIC
PUBLIC WORKS DEPARTMENT - MAINE
NAVAL SHIPYARD - PORTSMOUTH, NH
PORTSMOUTH NAVAL SHIPYARD
KITTERY, MAINE
RM18-0917 PERIMETER SECURITY ROAD REPAIRS

TITLE SHEET

EPROJECT NO.: 1585749
NAVFAC DRAWING NO.: 12916775
SHEET 1 OF 68

G-001 | FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018

FILE NAME: T:\CI\PWD_Maine\Project Folder (P)\ME\Cutler\Sitework\2025_1585749_RM18-0917_Perimeter Security Road Repairs\B_Design\Drawings\Autocad Files\1585749_PERIMETER SECURITY ROAD REPAIRS.dwg LAYOUT NAME: G-001 PLOTTED: Tuesday, November 12, 2024 - 9:17am USER: david.j.mclaughlin6

LIST OF DRAWINGS

SHEET	SHEET NO.	PWD–ME NO.	NAVFAC DWG. NO.	DRAWING TITLE
1 OF 68	G–001	XXX–XX–XXX	12916775	TITLE SHEET
2 OF 68	G–001A	XXX–XX–XXX	12916776	LIST OF DRAWINGS
3 OF 68	G–002	XXX–XX–XXX	12916777	KEY PLAN
4 OF 68	G–003	XXX–XX–XXX	12916778	GENERAL NOTES
5 OF 68	G–004	XXX–XX–XXX	12916779	GENERAL NOTES
6 OF 68	G–005	XXX–XX–XXX	12916780	GENERAL CONSTRUCTION FENCE DETAILS AND NOTES
7 OF 68	V–101	XXX–XX–XXX	12916781	AREA G – EXISTING CONDITIONS – PLAN 1
8 OF 68	V–102	XXX–XX–XXX	12916782	AREA G – EXISTING CONDITIONS – PLAN 2
9 OF 68	V–103	XXX–XX–XXX	12916783	AREA G – EXISTING CONDITIONS – PLAN 3
10 OF 68	V–104	XXX–XX–XXX	12916784	AREA G – EXISTING CONDITIONS – PLAN 4
11 OF 68	V–105	XXX–XX–XXX	12916785	AREA H – EXISITING CONDITIONS – PLAN 1
12 OF 68	V–106	XXX–XX–XXX	12916786	AREA H – EXISITING CONDITIONS – PLAN 2
13 OF 68	CEC001	XXX–XX–XXX	12916787	EROSION CONTROL NOTES
14 OF 68	CEC002	XXX–XX–XXX	12916788	EROSION CONTROL DETAIL 1
15 OF 68	CEC003	XXX–XX–XXX	12916789	EROSION CONTROL DETAIL 2
16 OF 68	CEC101	XXX–XX–XXX	12916790	AREA G – WORK AREA ONE EROSION CONTROL PLAN
17 OF 68	CEC102	XXX–XX–XXX	12916791	AREA G – WORK AREA TWO EROSION CONTROL PLAN
18 OF 68	CEC103	XXX–XX–XXX	12916792	AREA G – WORK AREA THREE EROSION CONTROL – PLAN 1
19 OF 68	CEC104	XXX–XX–XXX	12916793	AREA G – WORK AREA THREE EROSION CONTROL – PLAN 2
20 OF 68	CEC105	XXX–XX–XXX	12916794	AREA G – WORK AREA FOUR EROSION CONTROL PLAN
21 OF 68	CEC106	XXX–XX–XXX	12916795	AREA G – WORK AREA FIVE EROSION CONTROL – PLAN 1
22 OF 68	CEC107	XXX–XX–XXX	12916796	AREA G – WORK AREA FIVE EROSION CONTROL – PLAN 2
23 OF 68	CEC108	XXX–XX–XXX	12916797	AREA G – WORK AREA SIX EROSION CONTROL PLAN
24 OF 68	CEC109	XXX–XX–XXX	12916798	AREA G – WORK AREA SEVEN EROSION CONTROL – PLAN 1
25 OF 68	CEC110	XXX–XX–XXX	12916799	AREA G – WORK AREA SEVEN EROSION CONTROL – PLAN 2
26 OF 68	CEC111	XXX–XX–XXX	12916800	AREA H – WORK AREA ONE EROSION CONTROL PLAN
27 OF 68	CEC112	XXX–XX–XXX	12916801	AREA H – WORK AREA TWO EROSION CONTROL – PLAN 1
28 OF 68	CEC113	XXX–XX–XXX	12916802	AREA H – WORK AREA TWO EROSION CONTROL – PLAN 2
29 OF 68	CEC114	XXX–XX–XXX	12916803	AREA H – WORK AREA THREE EROSION CONTROL PLAN
30 OF 68	C–101	XXX–XX–XXX	12916804	LAYDOWN PLAN
31 OF 68	C–102	XXX–XX–XXX	12916805	AREA G – PLAN 1
32 OF 68	C–103	XXX–XX–XXX	12916806	AREA G – PLAN 2
33 OF 68	C–104	XXX–XX–XXX	12916807	AREA G – PLAN 3
34 OF 68	C–105	XXX–XX–XXX	12916808	AREA G – PLAN 4
35 OF 68	C–106	XXX–XX–XXX	12916809	AREA H – PLAN 1
36 OF 68	C–107	XXX–XX–XXX	12916810	AREA H – PLAN 2
37 OF 68	C–201	XXX–XX–XXX	12916811	AREA G – PROFILE 1
38 OF 68	C–202	XXX–XX–XXX	12916812	AREA G – PROFILE 2
39 OF 68	C–203	XXX–XX–XXX	12916813	AREA G – PROFILE 3
40 OF 68	C–204	XXX–XX–XXX	12916814	AREA G – PROFILE 4
41 OF 68	C–205	XXX–XX–XXX	12916815	AREA G – PROFILE 5
42 OF 68	C–206	XXX–XX–XXX	12916816	AREA G – PROFILE 6
43 OF 68	C–207	XXX–XX–XXX	12916817	AREA H – PROFILE
44 OF 68	C–301	XXX–XX–XXX	12916818	AREA G – TYPICAL SECTIONS
45 OF 68	C–302	XXX–XX–XXX	12916819	AREA H – TYPICAL SECTIONS
46 OF 68	C–303	XXX–XX–XXX	12916820	AREA G – CROSS SECTIONS 1
47 OF 68	C–304	XXX–XX–XXX	12916821	AREA G – CROSS SECTIONS 2
48 OF 68	C–305	XXX–XX–XXX	12916822	AREA G – CROSS SECTIONS 3
49 OF 68	C–306	XXX–XX–XXX	12916823	AREA G – CROSS SECTIONS 4
50 OF 68	C–307	XXX–XX–XXX	12916824	AREA G – CROSS SECTIONS 5
51 OF 68	C–308	XXX–XX–XXX	12916825	AREA G – CROSS SECTIONS 6
52 OF 68	C–309	XXX–XX–XXX	12916826	AREA G – CROSS SECTIONS 7
53 OF 68	C–310	XXX–XX–XXX	12916827	AREA H – CROSS SECTIONS 1
54 OF 68	C–311	XXX–XX–XXX	12916828	AREA H – CROSS SECTIONS 2
55 OF 68	C–312	XXX–XX–XXX	12916829	AREA H – CROSS SECTIONS 3
56 OF 68	C–313	XXX–XX–XXX	12916830	AREA H – CROSS SECTIONS 4
57 OF 68	C–501	XXX–XX–XXX	12916831	CONSTRUCTION DETAILS 1
58 OF 68	C–502	XXX–XX–XXX	12916832	AREA G – BORING LOGS 1
59 OF 68	C–503	XXX–XX–XXX	12916833	AREA G – BORING LOGS 2
60 OF 68	C–701	XXX–XX–XXX	12916834	BID OPTION 01 – DEMO SITE PLAN
61 OF 68	C–702	XXX–XX–XXX	12916835	BID OPTION 01 – SITE PLAN
62 OF 68	C–703	XXX–XX–XXX	12916836	BID OPTION 01 – STRIPING PLAN
63 OF 68	C–704	XXX–XX–XXX	12916837	BID OPTION 01 – CONSTRUCTION DETAILS 1
64 OF 68	C–705	XXX–XX–XXX	12916838	BID OPTION 01 – CONSTRUCTION DETAILS 2
65 OF 68	C–706	XXX–XX–XXX	12916839	BID OPTION 02 – OVERALL EXISTING SITE PLAN
66 OF 68	C–707	XXX–XX–XXX	12916840	BID OPTION 02 – CULVERT REPLACEMENT PLAN
67 OF 68	C–801	XXX–XX–XXX	12916841	TRAFFIC MANAGEMENT PLAN 1
68 OF 68	C–802	XXX–XX–XXX	12916842	TRAFFIC MANAGEMENT PLAN 2

STM	DESCRIPTION	DATE	APPR
0	ISSUED FOR BID	10/22/2024	BMG

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

PWD-MAINE
IN HOUSE DESIGN

APPROVED
for COMMANDER, NAVFAC

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT – MAINE

NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND – MID-ATLANTIC
NAVAL SHIPYARD – PORTSMOUTH, NH

PORTSMOUTH NAVAL SHIPYARD
KITTERY, MAINE

RM18–0917 PERIMETER SECURITY ROAD REPAIRS

LIST OF DRAWINGS

EPROJECT NO.: 1585749

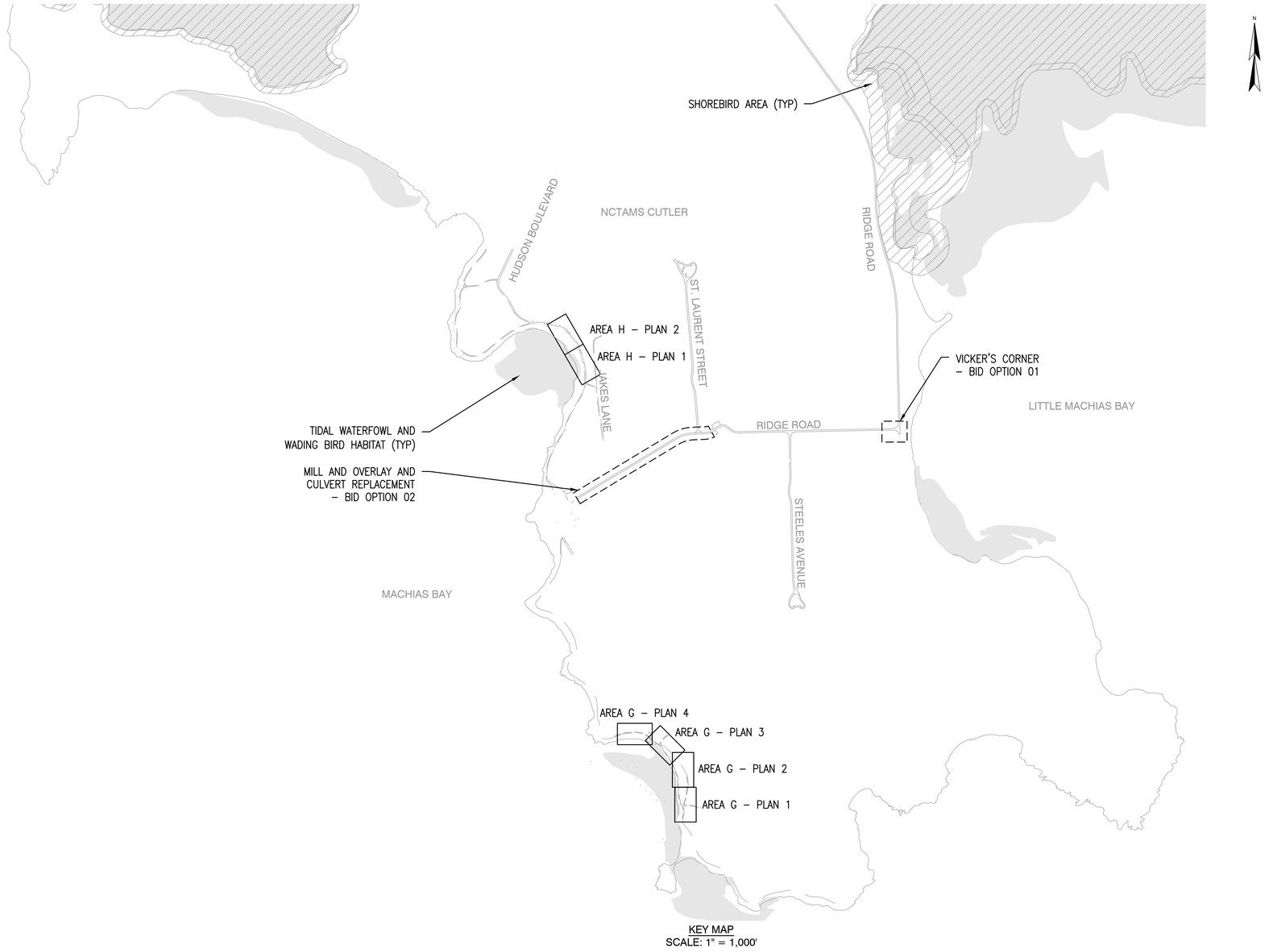
NAVFAC DRAWING NO.
12916776

SHEET 2 OF 68

G-001A | FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018

FILE NAME: T:\CI\PWD_Maine\Project Folder (P)\ME\Cutler\Sitework\2025_1585749_RM18-0917_Perimeter Security Road Repairs\B_Design\Drawings\Autocad Files\1585749_PERIMETER SECURITY ROAD REPAIRS.dwg LAYOUT NAME: G-001A PLOTTED: Tuesday, November 12, 2024 - 9:17am USER: david.j.mclaughlin6

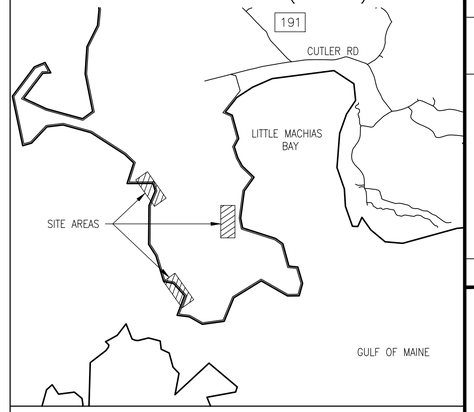


KEY MAP
SCALE: 1" = 1,000'

AREA G SHEET TITLE	AREA G DRAWING NUMBER			
	PLAN 1	PLAN 2	PLAN 3	PLAN 4
AREA G - EXISTING CONDITIONS	7	8	9	10
AREA G - PROPOSED	29	30	31	32
AREA G - WORK AREA ONE EROSION CONTROL PLAN	14	X	X	X
AREA G - WORK AREA TWO EROSION CONTROL PLAN	15	X	X	X
AREA G - WORK AREA THREE EROSION CONTROL PLAN	16	17	X	X
AREA G - WORK AREA FOUR EROSION CONTROL PLAN	18	X	X	X
AREA G - WORK AREA FIVE EROSION CONTROL PLAN	19	20	X	X
AREA G - WORK AREA SIX EROSION CONTROL PLAN	21	X	X	X
AREA G - WORK AREA SEVEN EROSION CONTROL PLAN	22	23	X	X

AREA H SHEET TITLE	AREA H DRAWING NUMBER	
SHEET REFERENCE:	PLAN 1	PLAN 2
AREA H - EXISTING CONDITIONS	11	12
AREA H - PROPOSED	33	34
AREA H - WORK AREA ONE EROSION CONTROL PLAN	24	X
AREA H - WORK AREA TWO EROSION CONTROL PLAN	25	26
AREA H - WORK AREA THREE EROSION CONTROL PLAN	27	X

LOCATION MAP (N.T.S.)



SURVEY NOTES

1. FIELD SURVEY AT AREA G WAS PERFORMED BY DOUCET SURVEY LLC DURING FEBRUARY 2024 USING A TOTAL STATION AND A SURVEY GRADE GPS WITH A DATA COLLECTOR AND A DIGITAL LEVEL. TRAVERSE ADJUSTMENT BASED ON LEAST SQUARES ANALYSIS.
2. HORIZONTAL DATUM IS BASED ON NAD83(2011) MAINE EAST 1801 DERIVED FROM MULTIPLE STATIC GPS/GNSS OBSERVATIONS PROCESSED BY THE NATIONAL GEODETIC SURVEY ONLINE USER POSITIONING SYSTEM (OPUS).
3. VERTICAL DATUM IS BASED ON NAVD88 PER TIDAL DISK "841–1250M TIDAL" HAVING AN ELEVATION OF 22.047' AS PUBLISHED BY THE MAINE DEPARTMENT OF TRANSPORTATION.
4. WETLANDS AT AREA G WERE DELINEATED BY NORMANDEAU ASSOCIATES, INC. (NORMANDEAU) ON APRIL 22–23, 2024. WETLAND BOUNDARIES WERE DELINEATED ACCORDING TO THE 1987 CORPS OF ENGINEERS WETLAND DELINEATION MANUAL AND REGIONAL SUPPLEMENT TO THE CORPS OF ENGINEERS WETLAND DELINEATION MANUAL: NORTHCENTRAL AND NORTHEAST REGION (VERSION 2.0). THE 1987 CORPS MANUAL AND THE REGIONAL SUPPLEMENT DESCRIBE THE METHODOLOGY THAT IS REQUIRED FOR WETLAND DELINEATIONS THAT ARE SUBJECT TO REVIEW UNDER THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION (MEDEP) NATURAL RESOURCES PROTECTION ACT (NRPA) CHAPTER 310.
5. ALL OCEANSIDE WETLAND FLAGS WERE NOT PRESENT AND SELECT LANDSIDE WETLANDS FLAGS WERE NOT FOUND DURING THE FIELD SURVEY. ALL SAID WETLAND FLAG LOCATIONS WERE PROVIDED BY NORMANDEAU ASSOCIATES, INC.
6. UNDERGROUND UTILITIES SHOWN HEREON ARE BASED ON OBSERVED PHYSICAL EVIDENCE AND PAINT MARKS FOUND ON–SITE. THE ACCURACY OF MEASURED UTILITY INVERTS AND PIPE SIZES/TYPES IS SUBJECT TO NUMEROUS FIELD CONDITIONS, INCLUDING; THE ABILITY TO MAKE VISUAL OBSERVATIONS, DIRECT ACCESS TO THE VARIOUS ELEMENTS, MANHOLE CONFIGURATION, ETC.
7. ALL ELECTRIC, GAS, TEL. WATER, SEWER AND DRAIN SERVICES ARE SHOWN IN SCHEMATIC FASHION, THEIR LOCATIONS ARE NOT PRECISE OR NECESSARILY ACCURATE. NO WORK WHATSOEVER MUST BE UNDERTAKEN ON THIS SITE USING THIS PLAN TO LOCATE THE ABOVE SERVICES. CONSULT WITH THE PROPER AUTHORITIES CONCERNED WITH THE SUBJECT SERVICE LOCATIONS FOR INFORMATION REGARDING SUCH. CALL DIG–SAFE AT 1–888–DIG–SAFE.
8. EXISTING CONDITIONS AT AREA H AND ALONG RIDGE ROAD AREA FROM "CUTLER TOTAL MAP" CAD FILE PROVIDED BY NAVFAC THAT INCLUDES PREVIOUSLY COMPLETED SURVEY AND LIDAR INFORMATION.

GRAPHIC SCALE

1" = 1000'
1000 500 0 1000 2000 3000
scale feet

NO.	DESCRIPTION	DATE	APPR
0	ISSUED FOR BID	10/22/2024	BMG

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION
SEAL

NAVD-MAINE
IN HOUSE DESIGN

APPROVED
for COMMANDING OFFICER

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT – MAINE
PORTSMOUTH NAVAL SHIPYARD

NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND ~ MID-ATLANTIC
NAVAL SHIPYARD – PORTSMOUTH, NH

KITTERY, MAINE

RM18–0917 PERIMETER SECURITY ROAD REPAIRS

KEY PLAN

EPROJECT NO.: 1585749
NAVFAC DRAWING NO. 12916777
SHEET 2 OF 68
G-002 FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018

FILE NAME: T:\CV\PWD_Maine\Project Folder (P)\ME\Cutler\Sitework\2025_1585749_RM18–0917_Perimeter Security Road Repairs\B_Design\Drawings\Autocad Files\G002.dwg LAYOUT NAME: G–002 PLOTTED: Tuesday, November 12, 2024 – 9:19am USER: david.j.mclaughlin6

GENERAL NOTES:

1. PLANS HAVE BEEN COMPILED FROM EXISTING RECORD PLANS, ON-SITE FIELD SURVEY AND OBSERVATION.
2. EXISTING CONDITION CONTOURS SHOWN DEVELOPED BY AERIAL MAPPING PERFORMED BY AERIAL SURVEY & PHOTO, NORRIDGEWOCK, MAINE, JULY 27, 2001 AND REFERENCE PNSY VERTICAL DATUM MLLW = 96.779 (NAVD 88 00.00). SEE "TOPOGRAPHIC PLAN OF THE PORTSMOUTH NAVAL SHIPYARD KITTERY, MAINE FOR TETRA TECH NUS" DATED 11-22-02.
3. VERTICAL DATUM: NAVD 88.
4. HORIZONTAL DATUM: MAINE STATE COORDINATES. WEST ZONE NAD 83.
5. UNLESS OTHERWISE NOTED, ALL EXISTING FEATURES DESIGNATED ON THE PLANS TO REMAIN INCLUDING, BUT NOT LIMITED TO, TREES, SIGNS, SIGN POSTS, CURBS, SIDEWALKS AND BACK OF SIDEWALK FEATURES MUST BE VERIFIED, LOCATED, AND PROTECTED DURING ALL PHASES OF CONSTRUCTION.
6. SURVEY CONTROL BOUNDS AND STREET LINE MONUMENTATION MUST NOT BE DISTURBED DURING THE COURSE OF WORK AND MUST BE PROTECTED. SHOULD ANY BOUND BE DISTURBED, THE CONTRACTOR MUST HIRE, AT HIS OWN EXPENSE, A PROFESSIONAL LAND SURVEYOR LICENSED IN THE STATE OF MAINE TO REPLACE AND / OR RESET THE BOUND TO ITS ORIGINAL POSITION.
7. SALVAGED ITEMS ARE TO BECOME THE PROPERTY OF THE GOVERNMENT.
8. FEATURES MAY BE SHOWN WITHIN THE LIMIT OF WORK THAT ARE NOT EXPLICITLY CALLED OUT FOR REMOVAL OR DEMOLITION. DEMOLISH ALL FEATURES WITHIN THE LIMIT OF WORK REQUIRED TO COMPLETE THE WORK OF THE PROJECT.
9. PREVENT ANY DISTURBANCE OR DAMAGE TO ADJACENT PROPERTIES.
10. N/A
11. REPORT ALL SPILLS AND LEAKS OF OIL OR OTHER HAZARDOUS SUBSTANCES. (IE OIL, ANTIFREEZE, CHEMICALS, ETC.) OCCURRING DURING THE PERFORMANCE OF THIS CONTRACT IMMEDIATELY UPON DISCOVERY, REGARDLESS OF THE QUANTITY. CALL THE FIRE DEPARTMENT AND CONTRACTING OFFICER TO REPORT THE SPILL. THE GOVERNMENT RESERVES THE RIGHT TO CLEAN UP, PACKAGE AND DISPOSE OF CONTRACTOR SPILLS OCCURRING ON THE SITE, AND BILL SUCH COSTS TO THE CONTRACTOR.
12. UNFORESEEN HAZARDOUS MATERIAL
THE DESIGN HAS IDENTIFIED MATERIALS SUCH AS PCB, LEAD PAINT, AND FRIABLE AND NON-FRIABLE ASBESTOS. IF ADDITIONAL MATERIAL, NOT INDICATED, THAT MAY BE HAZARDOUS TO HUMAN HEALTH UPON DISTURBANCE DURING CONSTRUCTION OPERATIONS IS ENCOUNTERED, STOP THAT PORTION OF WORK AND NOTIFY THE CONTRACTING OFFICER IMMEDIATELY.
13. ACCESS TO THIS SECURED FACILITY IS CONTROLLED. COORDINATE MATERIAL DELIVERIES, HAUL ROUTES, AND WORK SCHEDULE WITH THE CONTRACTING OFFICER.
14. WHERE CONFLICTS OCCUR WITHIN THE DOCUMENTS OR BETWEEN THE DOCUMENTS AND CODES, INDUSTRY STANDARDS, OR MANUFACTURER'S RECOMMENDATIONS, THE MORE STRINGENT REQUIREMENT, AS DETERMINED BY THE CONTRACTING OFFICER, WILL APPLY.
15. NO DEVIATIONS FROM THE CONTRACT DOCUMENTS ARE PERMITTED, UNLESS APPROVED BY THE CONTRACTING OFFICER.
16. THE PROJECT SITE CONTAINS HISTORIC AND/OR CULTURALLY SIGNIFICANT STRUCTURES AND LANDSCAPE FEATURES. DEVIATIONS FROM THE CONTRACT DOCUMENTS MAY REQUIRE ADDITIONAL CONSULTATION WITH THE STATE OF MAINE HISTORIC PRESERVATION OFFICE.

CONSTRUCTION NOTES:

1. WHEELED OR TRACKED VEHICLES MUST NOT OPERATE IN THE WATER. EQUIPMENT MAY OPERATE ON SHORE AND REACH INTO THE WATER WITH A BUCKET OR SIMILAR EXTENSION.
2. AVAILABLE STORAGE AND LAYDOWN AREAS ARE EXPLICITLY SHOWN ON THE DRAWINGS. NO OTHER SPACE IS AVAILABLE. COORDINATE FINAL DETAILS WITH THE CONTRACTING OFFICER.
3. ALL CONSTRUCTION MATERIALS MUST BE TRANSPORTED TO AND FROM THE SITE IN COVERED VEHICLES. PROVIDE VACUUM ASSISTED STREET SWEEPER AT THE SITE AS NECESSARY TO KEEP TRAFFIC AREAS CLEAN.
4. COORDINATE WITH CONTRACTING OFFICER OPERATIONS DURING THE PROCESS OF THE WORK.
5. SUBMIT A DETAILED CONSTRUCTION SEQUENCING PLAN FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION.
6. MAINTAIN SECURITY AT ALL TIMES DURING CONSTRUCTION.
7. COMPLY WITH ALL APPLICABLE O.S.H.A. REGULATIONS AND SAFETY REQUIREMENTS.
8. ALL CONSTRUCTION SIGNS MUST BE DESIGNED TO WITHSTAND 50MPH WINDS VELOCITY WINDS AND BE PREPARED BY A PROFESSIONAL SIGN COMPANY WITH A MINIMUM OF THREE (3) YEARS EXPERIENCE.
9. WHERE CONTRACTOR REMOVES EXISTING SITE FEATURES THAT ARE TO REMAIN TO FACILITATE INSTALLATION OF NEW WORK FOR THIS PROJECT, REPLACE THE EXISTING SITE FEATURES AT CONTRACTORS EXPENSE.
10. THE CONSTRUCTION LIMIT LINE SHOWN ON DRAWING IS AN APPROXIMATION OF THE CONSTRUCTION LIMITS. THE CONTRACTOR IN COORDINATION WITH THE CONTRACTING OFFICER MAY MODIFY THIS LINE TO ACCOMMODATE THE EFFICIENCY OF CONSTRUCTION PROJECT.

EROSION CONTROL NOTES:

1. ALL SITE WORK CONDUCTED ON OR AFTER JANUARY 1, 2013 IN THE STATE OF MAINE SHORELAND ZONE, INCLUDING ANY FILLING, EXCAVATION, LANDSCAPING, AND/OR OTHER EARTHWORK IN EXCESS OF ONE CUBIC YARD OF DISTURBANCE, MUST COMPLY WITH STATE OF MAINE REQUIREMENTS FOR CERTIFICATION IN EROSION AND SEDIMENTATION CONTROL PRACTICES. A CERTIFIED INDIVIDUAL MUST BE RESPONSIBLE FOR MANAGEMENT OF EROSION CONTROL PRACTICES AT THE SITE EACH DAY EARTH MOVING ACTIVITIES OCCUR. A CERTIFIED INDIVIDUAL IS REQUIRED TO VISIT THE SITE EVERY DAY TO ENSURE PROPER EROSION AND SEDIMENT CONTROL PRACTICES ARE FOLLOWED. AS AN ALTERNATIVE, THE CONTRACTOR MAY CHOOSE TO CONTRACT WITH A CERTIFIED INDIVIDUAL TO SUPERVISE THE CONTRACTORS WORK IN SHORELAND AREAS. UNDER THE STATE OF MAINE'S SHORELAND ZONING STATUES, THE SITE IS LOCATED ENTIRELY WITHIN THE STATE'S SHORELAND ZONE.
2. ALL EROSION AND SEDIMENT CONTROL MEASURES MUST BE DESIGNED IN ACCORDANCE WITH THE MAINE EROSION AND SEDIMENTATION CONTROL HANDBOOK FOR CONSTRUCTION: BEST MANAGEMENT PRACTICES, LATEST EDITION.
3. ALL EROSION CONTROL MEASURES MUST BE INSTALLED PRIOR TO ANY SITE EXCAVATION OR REGRADING. ALL DISTURBED AREAS ON THE SITE, NOT COVERED BY BUILDINGS OR PAVEMENT, MUST BE STABILIZED WITH LOAM, SEED AND MULCH, OR OTHER METHODS AS REQUIRED BY THE SITE SPECIFIC EROSION AND SEDIMENT CONTROL PLAN.
4. CONSTRUCTION MUST NOT BEGIN UNTIL ALL OF THE TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES, HAVE BEEN INSTALLED.

TRAFFIC NOTES:

1. MAINTAIN TRAFFIC FLOW DURING THE PROGRESS OF THE WORK. A DETAILED TRAFFIC CONTROL PLAN MUST BE SUBMITTED FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION. THE TRAFFIC CONTROL PLAN MUST CONSIDER ALL AFFECTED PORTSMOUTH SHIPYARD OPERATIONS. THE CONTRACTOR MUST UPDATE THE TRAFFIC CONTROL PLAN AS REQUIRED DURING THE PROJECT.
2. MAINTAIN EXISTING TRAFFIC CONTROL SIGNAGE AND INFORMATIONAL SIGNS DURING THE PROCESS OF WORK.
3. PROVIDE TEMPORARY TRAFFIC CONTROL DEVICES.
4. PROVIDE POST MOUNTED AND WALL MOUNTED TRAFFIC CONTROL AND INFORMATION SIGNS IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, AS PUBLISHED BY THE FHWA.

HAZARDOUS MATERIALS NOTES:

1. AN ENVIRONMENTAL AND HAZARDOUS BUILDING MATERIALS SURVEY WAS COMPLETED IN JANUARY 2024. THE SURVEY INCLUDED LABORATORY TESTING OF SOIL AND HAZARDOUS MATERIALS WITHIN THE WORK AREA. THE SAMPLING RESULTS INDICATE THAT THE SOIL CONTAINS LOW CONCENTRATIONS OF METALS AND PETROLEUM, ALL OF WHICH ARE BELOW THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION (MEDEP) COMMERCIAL WORKER AND CONSTRUCTION WORKER REMEDIAL ACTION GUIDELINES (RAGS). HAZARDOUS MATERIAL SAMPLING RESULTS INDICATE THAT THE PAINTED METAL TOWERS AND A PATCHING COMPOUND APPLIED TO THE TOWER FOUNDATIONS CONTAIN VARIOUS CONCENTRATIONS OF LEAD, CADMIUM, AND CHROMIUM. TESTING FOR ASBESTOS-CONTAINING MATERIAL (ACM) IDENTIFIED MORE THAN 1% ASBESTOS IN THE SEA ANCHORS WITHIN THE WORK AREA. THE SAMPLING LOCATIONS AND A SUMMARY OF THE RESULTS ARE PROVIDED IN THE ENVIRONMENTAL AND HAZARDOUS MATERIALS DATA REPORT DATED APRIL 23, 2024.
2. OSHA REGULATIONS WILL APPLY TO DEMOLITION ACTIVITIES THAT DISTURB MATERIALS CONTAINING LEAD, CADMIUM, AND CHROMIUM. OCCUPATIONAL EXPOSURE TO METALS IS REGULATED BY OSHA AND APPLICABLE STATE REGULATIONS. DISPOSAL OF HAZARDOUS MATERIALS/DEBRIS CONTAINING LEAD, CADMIUM, AND CHROMIUM IS SUBJECT TO THE REQUIREMENTS OF THE RESOURCE CONSERVATION AND RECOVERY ACT (RCRA).
3. DEMOLITION OR DISTURBANCE OF MATERIALS CONTAINING EQUAL TO OR GREATER THAN 1% ASBESTOS WILL REQUIRE APPROPRIATE MANAGEMENT ACCORDING TO STATE AND FEDERAL REQUIREMENTS. ABATEMENT OF ACM REQUIRES THE USE OF A PROPERLY TRAINED AND LICENSED ASBESTOS ABATEMENT CONTRACTOR.

ENVIRONMENTAL NOTES:

1. WETLAND BOUNDARIES SHOWN IN AREA H ON THESE PLANS ARE HISTORICAL BOUNDARIES DEVELOPED BY NAVFAC. WETLAND BOUNDARIES SHOWN IN AREA G WERE DELINEATED BY A CERTIFIED WETLAND SCIENTIST IN APRIL 2024.
2. DUNE, WADING BIRD AND WATERFOWL, AND SHOREBIRD HABITAT BOUNDARIES SHOWN ON THESE PLANS WERE OBTAINED FROM MAINE GEOLOGICAL SURVEY GIS MAPS.
3. COASTAL WETLAND BOUNDARIES ARE DETERMINED BY MAINE DEP BY USING HIGHEST ANNUAL TIDE (HAT) LEVELS PUBLISHED BY THE NATIONAL OCEAN SERVICE (NOAA). ALTERNATIVELY, A QUALIFIED PROFESSIONAL COULD BE USED TO DETERMINE THE EDGE OF COASTAL WETLANDS. A WETLAND DELINEATION OF AREA G WAS PERFORMED BY A CWS, AND THE WETLAND LINES SHOWN ON THESE PLANS AT AREA G REPRESENT THE WETLANDS DELINEATED BY THE CWS. THE WETLAND IMPACTS QUANTIFIED FOR THE WORK USED THE WETLAND BOUNDARIES DETERMINED BY THE CWS AT AREA G, AS THEY ARE THE MOST RECENT, FIELD VERIFIED BOUNDARY AND YIELD THE HIGHEST WETLAND IMPACT QUANTITIES.
4. THE NATIONAL OCEAN SERVICE REFERS TO HAT AS HIGHEST ASTRONOMICAL TIDE RATHER THAN HIGHEST ANNUAL TIDE. IN ADDITION TO THE FIELD DELINEATED WETLAND LINES, THE MOST RECENT HIGHEST ANNUAL TIDE FOR THE AREA BASED ON ELEVATION (PUBLISHED BY MAINEDEP), THE MOST RECENT HIGHEST ASTRONOMICAL TIDE OF THE AREA BASED ON ELEVATION (PUBLISHED BY NOAA), AND GIS OF THE HIGHEST ASTRONOMICAL TIDE OF THE AREA (PUBLISHED BY MAINE GEOLOGICAL SURVEY, BASED ON NOAA) ARE ALSO SHOWN ON THE PLANS FOR REFERENCE.

CULTURAL RESOURCE NOTES:

1. A PORTION OF BAYVIEW ROAD IS WITHIN AN AREA IDENTIFIED AS HAVING MODERATE PROBABILITY FOR HAVING CULTURAL RESOURCES. EXCAVATIONS MUST BE MONITORED BY AN ARCHEOLOGIST.
2. IN THE EVENT A POTENTIAL ARCHAEOLOGICAL RESOURCE IS ENCOUNTERED DURING GROUND DISTURBING ACTIVATES, STOP ALL WORK IN THE IMMEDIATE AREA AND NOTIFY THE COR. DO NOT RESUME WORK UNTIL SO DIRECTED.

GENERAL NOTES:
1. THE CONTRACTOR MUST CALL DIGSAFE AT 1-888-344-7233 AT LEAST 72 HOURS, SATURDAYS, AND HOLIDAYS EXCLUDED, PRIOR TO EXCAVATING AT ANY LOCATION. A COPY OF THE DIGSAFE PROJECT REFERENCE NUMBER(S) MUST BE GIVEN TO NAVFAC PRIOR TO EXCAVATION.

DESIGN NOTES:
1. DESIGN FEATURE INFORMATION AND BACKUP CAN BE FOUND IN BASIS OF DESIGN DOCUMENT INCLUDED WITH 65% PLAN SUBMITTAL.

GENERAL NOTES:

1. THE CONTRACTOR MUST CALL DIGSAFE AT 1-888-344-7233 AT LEAST 72 HOURS, SATURDAYS, AND HOLIDAYS EXCLUDED, PRIOR TO EXCAVATING AT ANY LOCATION. A COPY OF THE DIGSAFE PROJECT REFERENCE NUMBER(S) MUST BE GIVEN TO NAVFAC PRIOR TO EXCAVATION.

DESIGN NOTES:

1. DESIGN FEATURE INFORMATION AND BACKUP CAN BE FOUND IN BASIS OF DESIGN DOCUMENT INCLUDED WITH 65% PLAN SUBMITTAL.

STM	DESCRIPTION	DATE	APPR
0	ISSUED FOR BID	10/22/2024	BMG

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

PWD-MAINE IN HOUSE DESIGN

APPROVED

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PWBE JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND ~ MID-ATLANTIC
PUBLIC WORKS DEPARTMENT - MAINE
NAVAL SHIPYARD - PORTSMOUTH, NH
PORTSMOUTH NAVAL SHIPYARD
KITTERY, MAINE

RM18-0917 PERIMETER SECURITY ROAD REPAIRS

GENERAL NOTES

EPROJECT NO.: 1585749

NAVFAC DRAWING NO. 12916778

SHEET 4 OF 68

G-003 | FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018

FILE NAME: T:\C\PWD_Maine\Project Folder (P)\WE\Cutler\Sitework\2025_1585749_RM18-0917_Perimeter Securrity Road Repairs\B_Design\Drawings\Autocad Files\1585749_PERIMETER SECURITY ROAD REPAIRS.dwg LAYOUT NAME: G-003 PLOTTED: Tuesday, November 12, 2024 - 9:22am USER: david.j.mclaughlin6

UTILITY NOTES:

1. VERIFY ALL EXISTING UTILITY INFORMATION AND TIE IN LOCATIONS NEEDED TO COMPLETE THE CONSTRUCTION OF NEW UTILITY SYSTEMS AND SITE IMPROVEMENTS. VERIFICATION METHODS MUST INCLUDE BUT NOT BE LIMITED TO TESTS PITS AND CCTV TO VERIFY LOCATION, ELEVATION, SIZE, MATERIAL, AND ANY OTHER INFORMATION REQUIRED TO COMPLETE THE CONSTRUCTION.

2. UTILITIES NOT SHOWN ON THESE PLANS MAY EXIST. THE LOCATION, ELEVATION, SIZE AND MATERIAL OF ALL UTILITIES MUST BE VERIFIED BEFORE PROCEEDING WITH CONSTRUCTION. ALL UTILITY LINES AND ASSOCIATED STRUCTURES NOT AFFECTED BY THIS PROJECT MUST BE PROTECTED THROUGHOUT ALL PHASES OF WORK.

3. THE LOCATION OF UNDERGROUND UTILITIES WITHIN THE LIMITS OF THE EXCAVATION OR GROUND PENETRATING WORK MUST BE LOCATED PRIOR TO COMMENCING ANY EXCAVATION OR GROUND PENETRATING WORK. "DIG SAFE" (1-888-344-7233) MUST BE NOTIFIED WITHIN 14 CALENDAR DAYS, BUT NO MORE THEN 30 DAYS, PRIOR TO THE COMMENCEMENT OF THE EXCAVATION OR GROUND PENETRATING ACTIVITY. THE STATE OF MAINE "DIG SAFE" LAW (TITLE 23, MRSA 3360-A) MUST BE FULLY COMPILED WITH.

4. THE EXCAVATOR MUST PREPARE A "PWD ME DIG SAFE UTILITY LOCATE REQUEST FORM" AT LEAST 14 CALENDAR DAYS PRIOR TO THE COMMENCEMENT OF THE EXCAVATION OR GROUND PENETRATING ACTIVITY AND SUBMIT THE FORM TO THE CONTRACTING OFFICER (OBTAIN FORM FROM NAVFAC ET).

5. THE GOVERNMENT MUST LOCATE AND MARK THE UNDERGROUND UTILITIES WITHIN 14 CALENDAR DAYS OF RECEIVING THE DIG SAFE NOTIFICATION.

6. EXCAVATION OR GROUND PENETRATION ACTIVITIES CAN NOT COMMENCE UNTIL THE UTILITIES HAVE BEEN MARKED IN THE FIELD AND THE PWD ME DIG SAFE UTILITY LOCATE REQUEST FORM HAS BEEN RETURNED INDICATING THE PWD ME DIG SAFE REVIEW PROCESS HAS BEEN COMPLETED AND EXCAVATION HAS BEEN APPROVED BY THE CONTRACTING OFFICER.

7. IF THE EXCAVATION OR GROUND PENETRATING ACTIVITIES DO NOT COMMENCE WITHIN 27 DAYS OF DIG SAFE NOTIFICATION OR THE EXCAVATION WORK IS EXPANDED OUTSIDE THE LOCATION ORIGINALLY SPECIFIED IN THE NOTIFICATION, THE EXCAVATOR MUST RE-NOTIFY DIG SAFE, THE CONTRACTING OFFICER AND THE PWD ME DIG SAFE COORDINATOR.

8. MAINTAIN THE UTILITY MARKINGS THROUGHOUT THE CONTRACT PERIOD. IF ADDITIONAL MARKINGS ARE REQUIRED, THE EXCAVATOR MUST RE-NOTIFY DIG SAFE, THE CONTRACTING OFFICER, AND THE PWD ME DIG SAFE COORDINATOR AT 207-438-1082.

9. ALL SEWER AND DRAIN FRAMES AND GRATES OR COVERS MUST BE ADJUSTED TO MATCH FINISHED GRADE. EXISTING FRAMES AND GRATES OR COVERS MUST BE REMOVED AND NEW FRAMES AND GRATES OR COVERS MUST BE PROVIDED IF EXISTING ITEMS ARE DAMAGED DURING THE COURSE OF WORK.

10. ALL ELECTRIC POWER MANHOLE FRAMES AND COVERS MUST BE ADJUSTED TO MATCH FINISH GRADE. REMOVE EXISTING FRAMES AND COVERS AND PROVIDE NEW FRAMES AND COVERS WHEN DAMAGED DURING THE COURSE OF WORK.

11. SHORING SYSTEMS: MECHANICAL MEANS OF EXCAVATION MUST NOT BE USED WHEN EXCAVATING WITHIN 48 INCHES OF ANY MARKED UNDERGROUND UTILITY UNTIL THE UNDERGROUND UTILITY HAS BEEN EXPOSED. MECHANICAL MEANS MAY BE USED, AS NECESSARY, FOR INITIAL PENETRATION AND REMOVAL OF PAVEMENT, ROCK, OR OTHER MATERIALS REQUIRING USE OF MECHANICAL MEANS OF EXCAVATION. ONCE THE UNDERGROUND UTILITIES HAVE BEEN EXPOSED, FURTHER EXCAVATION MUST BE PERFORMED EMPLOYING REASONABLE PRECAUTIONS TO AVOID DAMAGE TO THE UNDERGROUND UTILITIES, INCLUDING BUT NOT LIMITED TO ANY SUBSTANTIAL WEAKENING OF STRUCTURAL OR LATERAL SUPPORT OF THE UTILITY OR PENETRATION OR DESTRUCTION OF THE UTILITY OR THEIR PROTECTIVE COATINGS.

12. ADJUST ALL GATE VALVE BOXES AND CURB STOP BOXES TO FINISH GRADE. REMOVE EXISTING GATE VALVE BOXES AND CURB STOP BOXES AND PROVIDE NEW GATE VALVE BOXES AND CURB STOP BOXES WHEN DAMAGED DURING THE COURSE OF WORK.

13. THE COST FOR THE ADJUSTMENT OR RELOCATION OF PUBLIC AND PRIVATE UTILITY PIPES, STRUCTURES AND CASTINGS, INCLUDING BUT NOT LIMITED TO GAS, CABLE TV, AND TELEPHONE, MUST BE PAID BY THE CONTRACTOR. COMPLETION OF SUCH WORK MAY OR MAY NOT BE COMPLETED BY THE PUBLIC AND PRIVATE UTILITY OWNER. THE CONTRACTOR MUST COORDINATE ALL WORK WITH THE PUBLIC UTILITY COMPANIES.

14. PREVENT DEBRIS FROM ENTERING INLETS AND BASINS. PROVIDE AND MAINTAIN INLET PROTECTION FOR THE DURATION OF THE WORK. INSPECT INLETS WEEKLY AND AFTER EACH STORM EVENT, AND REMOVE ACCUMULATED DEBRIS. CLEAN ALL STRUCTURES AT THE COMPLETION OF THE WORK.

15. WHERE ITEMS SUCH AS UTILITY STRUCTURES AND EARTHWORK MATERIALS ARE INDICATED BY TYPE, SEE THE MEDOT STANDARD SPECIFICATIONS, HIGHWAY AND BRIDGES AND SUPPLEMENTARY STANDARD CONSTRUCTION DETAILS FOR CONSTRUCTION, LATEST EDITIONS.

UTILITY LOCATION NOTES

UTILITY LOCATIONS:

1. THE CONTRACTOR MUST PROVIDE THE SERVICES OF A THIRD PARTY, QUALIFIED INDEPENDENT UTILITY LOCATING COMPANY/PERSON(S) (CANNOT BE THE GOVERNMENT'S UTILITY LOCATING FIRM) TO POSITIVELY IDENTIFY UNDERGROUND UTILITIES IN THE WORK AREA. THE THIRD PARTY INDEPENDENT LOCATING FIRM IS IN ADDITION TO THE PWD ME DIG SAFE PROCESS.

2. THE THIRD PARTY REVIEW MUST BE COMPLETED AFTER THE PWD ME DIG SAFE MARKING HAVE BEEN COMPLETED. ONCE THE THIRD PARTY LOCATE COMPANY HAS COMPLETED THEIR REVIEW OF THE EXCAVATION AREA AND THE GOVERNMENT MARKINGS ARE CONFIRMED, THE THIRD PARTY LOCATE COMPANY & CONTRACTOR MUST SIGN THE THIRD PARTY UTILITY LOCATE CERTIFICATION FORM AND SUBMIT THE FORM TO THE CONTRACTING OFFICER PRIOR TO COMMENCING EXCAVATION. IF THE THIRD PARTY LOCATE COMPANY FINDS ANY DISCREPANCIES WITH THE GOVERNMENT'S UTILITY MARKINGS, THE CONTRACTOR MUST NOTIFY THE CONTRACTING OFFICER IMMEDIATELY.

UTILITY LOCATION VERIFICATION:

1. PHYSICALLY VERIFY UNDERGROUND UTILITY LOCATIONS, INCLUDING UTILITY DEPTH, BY HAND DIGGING USING WOOD OR FIBERGLASS HANDLED TOOLS WHEN ANY ADJACENT CONSTRUCTION WORK IS EXPECTED TO COME WITHIN 3 FEET OF THE UNDERGROUND SYSTEM.

UTILITIES WITHIN AND UNDER CONCRETE, BITUMINOUS ASPHALT, AND OTHER IMPERVIOUS SURFACES:

1. UTILITIES LOCATED WITHIN AND UNDER CONCRETE SLABS OR PIER STRUCTURES, BRIDGES, PARKING AREAS, AND THE LIKE, ARE EXTREMELY DIFFICULT TO IDENTIFY. WHENEVER CONTRACT WORK INVOLVES CHIPPING, SAW CUTTING, OR CORE DRILLING THROUGH CONCRETE, BITUMINOUS ASPHALT OR OTHER IMPERVIOUS SURFACES, THE EXISTING UTILITY LOCATION MUST BE COORDINATED WITH STATION UTILITY DEPARTMENTS IN ADDITION TO LOCATION AND DEPTH VERIFICATION BY A THIRD PARTY, INDEPENDENT, PRIVATE LOCATING COMPANY. THE THIRD PARTY, INDEPENDENT, PRIVATE LOCATING COMPANY MUST LOCATE UTILITY DEPTH BY USE OF GROUND PENETRATING RADAR (GPR), X-RAY, BORE SCOPE, OR ULTRASOUND PRIOR TO THE START OF DEMOLITION AND CONSTRUCTION. OUTAGES TO ISOLATE UTILITY SYSTEMS MUST BE USED IN CIRCUMSTANCES WHERE UTILITIES ARE UNABLE TO BE POSITIVELY IDENTIFIED. THE USE OF HISTORICAL DRAWINGS DOES NOT ALLEVIATE THE CONTRACTOR FROM MEETING THIS REQUIREMENT.

2. THE CONTRACTOR MUST ENSURE WORK IS CONDUCTED AND COMPLETED IN SUCH A MANNER TO ALLOW ACCESS FOR EMERGENCY RESPONSE VEHICLES THROUGHOUT THE CONSTRUCTION PERIOD.

(DM TO CONFIRM IF THERE ARE HAZARDOUS AND/OR MISSION CRITICAL UTILITIES WITHIN THE EXCAVATION AREAS. THIS SHOULD BE REVIEWED WITH THE UEM DSC.)

EXCAVATING WITH HAZARDOUS AND/OR MISSION CRITICAL UTILITIES WITHIN THE EXCAVATION AREA:

1. THE FOLLOWING UTILITIES WITH THE EXCAVATION LIMITS FOR THIS PROJECT ARE HAZARDOUS AND/OR MISSION CRITICAL:

(DM TO LIST THE HAZARDOUS AND/OR MISSION CRITICAL UTILITIES)

a. THE CONTRACTOR MUST EMPLOY SUPPLEMENT DAILY DIG SAFE PROCEDURES TO INCLUDE AN ADDITIONAL CHECKOFF ON CONTRACTOR DAILY ACTIVITY PLAN ASKING IF ALL UTILITIES HAVE BEEN CLEARLY MARKED AND REVIEWED WITH THE SSHO.

b. THE CONTRACTOR MUST HAVE A DIG SAFE LAMINATED UTILITY COLOR CODING SYSTEM POSTED IN OR NEAR ALL HEAVY DIGGING EQUIPMENT FOR EASY REFERENCE TO TYPE OF UTILITY.

c. CONTRACTOR'S SSHO MUST COMPLETE A PRE-EXCAVATION WALK AS PART OF THE MORNING PROCEDURE TO HELP ENSURE ALL KNOWN UTILITIES ARE IDENTIFIED AND MARKINGS ARE REFRESHED WITH THE APPROPRIATE COLOR-CODED PAINT.

d. CONTRACTOR MUST PROVIDE ADDITIONAL DANGER SIGNAGE, TO MARK AREAS OF KNOWN LIVE UNDERGROUND UTILITIES.

e. CONTRACTOR MUST ENSURE A 'SPOTTER' ACCOMPANIES THE EQUIPMENT OPERATOR DURING EXCAVATION WORK.

f. CONTRACTOR MUST PROVIDE CONSTRUCTION CM/ET NOTIFICATION NO LATER THAN 7 WORKING DAYS PRIOR TO THE PREPARATORY AND INITIAL PRE-EXCAVATION/DEMO SAFETY REVIEW MEETING WILL BE HELD.

g. THE CONTRACTOR MUST CONFIRM & IDENTIFY THE CLOSEST UTILITY ISOLATION POINTS & DEVELOP MITIGATION STRATEGIES WITH THE UTILITY OWNER (COORDINATE WITH THE PWD ME DSC) TO ENSURE THE SAFE EXCAVATION ADJACENT TO THESE UTILITIES. UTILITY OUTAGES TO ISOLATE UTILITY SYSTEMS MAY NEED TO BE CONSIDERED IN CIRCUMSTANCES WHERE THE EXCAVATION WORK CANNOT BE COMPLETED SAFELY.

(DM TO CONFIRM IF THE FOLLOWING NOTES ARE REQUIRED & CONFIRM THE NUMBER OF TEST HOLES REQUIRED)

UTILITY LOCATION NOTES

THE CONTRACTOR MUST VERIFY LOCATION OF UNDERGROUND UTILITIES WITHIN THE EXCAVATION AREAS BY COMPLETING 10 TEST HOLES PRIOR TO THE PRIMARY EXCAVATION WORK. THE TEST HOLES MUST BE COMPLETED BY A QUALIFIED SUBSURFACE UTILITY ENGINEERING (SUE) CONTRACTOR AND MUST HAVE A MINIMUM OF THREE (3) YEARS OF VERIFIABLE EXPERIENCE INVOLVING WORK OF SIMILAR NATURE.

1. TEST HOLE METHOD
   - A. THE CONTRACTOR MUST USE MINIMALLY INTRUSIVE EXCAVATION TECHNIQUES, ACCEPTABLE TO PWD ME, THAT ENSURE THE SAFETY OF THE EXCAVATION, THE INTEGRITY OF THE UTILITY LINE TO BE MEASURED, AND THAT OF OTHER LINES WHICH MAY BE ENCOUNTERED DURING EXCAVATION.
   - B. EXCAVATION MUST BE BY MEANS OF AIR- OR WATER-ASSISTED VACUUM EXCAVATION EQUIPMENT MANUFACTURED SPECIFICALLY FOR THE PURPOSE. PROVIDED, HOWEVER, THAT APPROVAL OF WATER-ASSISTED VACUUM EXCAVATION MAY BE SUBJECT TO ADDITIONAL FINDINGS BY PWD ME THAT SUCH METHOD POSES MINIMAL RISK OF DAMAGE TO THE FACILITY OR UTILITY LINES.
   - C. THE CONTRACTOR MUST COMPLETE A AHA PRIOR TO COMPLETING TEST HOLES AND THE SSHO MUST BE PRESENT TO ENSURE ALL SAFETY PROCEDURES ARE FOLLOWED DURING THE EXCAVATION OF TEST HOLES.

2. COMPLIANCE WITH PWD ME DIG SAFE
   - A. THE CONTRACTOR MUST COMPLY WITH ALL APPLICABLE PROVISIONS OF PWD ME DIG SAFE PROCEDURES WHEN PERFORMING EXCAVATIONS AT UTILITY TEST HOLE SITES.

3. EXCAVATION OF TEST HOLES
   - A. CLEAR THE TEST HOLE AREA OF SURFACE DEBRIS.
   - B. IN PAVED AREAS, NEATLY CUT AND REMOVE EXISTING PAVEMENT, WHICH CUT MUST NOT EXCEED 225 SQUARE INCHES UNLESS OTHERWISE APPROVED.
   - C. EXCAVATE THE TEST HOLE BY THE METHOD(S) ACCEPTABLE TO PWD ME AND TO THE STANDARDS SET FORTH HEREIN (SEE ALSO "SELECTION OF METHOD" ABOVE). THE NOMINAL DIAMETER OF THE TEST HOLE MUST NOT EXCEED 8 INCHES UNLESS OTHERWISE APPROVED.
   - D. EXPOSE THE UTILITY ONLY TO THE EXTENT REQUIRED FOR IDENTIFICATION AND DATA COLLECTION PURPOSES.
   - E. AVOID DAMAGE TO LINES, WRAPPINGS, COATINGS, CATHODIC PROTECTION OR OTHER PROTECTIVE COVERINGS AND FEATURES.
   - F. HAND-DIG AS NEEDED TO SUPPLEMENT MECHANICAL EXCAVATION AND TO ENSURE SAFETY.
   - G. REVISE THE TEST HOLE LOCATION AS NECESSARY TO POSITIVELY EXPOSE THE UTILITY.
   - H. STORE EXCAVATED MATERIAL FOR RE-USE OR DISPOSAL, AS APPROPRIATE.
   - I. ANY DAMAGE TO ANY UTILITIES MUST BE REPORTED TO THE PWD ME DM IMMEDIATELY. THE CONTRACTOR IS RESPONSIBLE FOR ANY UTILITY DAMAGE.

4. COLLECTION, RECORDING, AND PRESENTATION OF DATA

   MEASURE AND/OR RECORD THE FOLLOWING INFORMATION AND PROVIDE THE DATA TO THE CONTRACTING OFFICER:
   - A. ELEVATION OF TOP AND/OR BOTTOM OF THE UTILITY TIED TO THE PROJECT DATUM, TO A VERTICAL ACCURACY OF +/- 0.05 FEET.
   - B. ELEVATION OF EXISTING GRADE OVER UTILITY AT TEST HOLE.
   - C. HORIZONTAL LOCATION REFERENCED TO PROJECT COORDINATE DATUM.
   - D. FIELD SKETCH SHOWING HORIZONTAL LOCATION REFERENCED TO A MINIMUM OF THREE (3) SWING TIES TO PHYSICAL STRUCTURES EXISTING IN THE FIELD AND SHOWN ON THE PROJECT PLANS.
   - E. APPROXIMATE CENTERLINE BEARING OF UTILITY LINE.
   - F. OUTSIDE DIAMETER OF PIPE, WIDTH OF DUCT BANKS, AND CONFIGURATION OF NON-ENCASED MULTI-CONDUIT SYSTEMS.
   - G. UTILITY STRUCTURE MATERIAL COMPOSITION, WHEN REASONABLY ASCERTAINABLE.
   - H. IDENTITY OF BENCHMARKS USED TO DETERMINE ELEVATIONS.

EXCAVATIONS ADJACENT TO ANY GAS LINES:

1. WORK WITHIN 20' OF GAS MAINS: CONTRACTOR MUST CONTACT UNITIL (866-933-3820) A MINIMUM OF 96 HOURS PRIOR TO DIGGING within 20' OF ANY GAS MAIN. CONTRACTOR MUST COMPLY WILTH ALL UNITIL REQUIREMENTS TO DIG IN THIS AREA. ANY COSTS ASSOCIATED WITH THIS COORDINATION AND RESULTANT REQUIREMENTS MUST BE THE RESPONSIBILITY OF THE CONTRACTOR

SOIL EXCAVATION NOTES

1. COSTS ASSOCIATED WITH EXCAVATION OR SOIL MANAGEMENT ARE THE RESPONSIBILITY OF THE CONTRACTOR WHICH INCLUDE, BUT ARE NOT LIMITED TO: STOCKPILING, TESTING, TRANSPORT, AND DISPOSAL.

2. SOIL TRANSPORTED OFF NCTAMS CUTLER MUST BE DISPOSED OF AT A LICENSED NON-MUNICIPAL LANDFILL FACILITY. LANDFILL SELECTION MUST BE REVIEWED BY PWD-ME ENVIRONMENTAL.

3. SOIL MUST BE TESTED FOR CONTAMINANTS AS PRESCRIBED AND REQUIRED BY THE SELECTED LANDFILL.

4. A WASTE CHARACTERIZATION PLAN MUST BE SUBMITTED TO PWD-ME ENVIRONMENTAL FOR REVIEW PRIOR TO SAMPLING. SAMPLING MUST BE CONDUCTED BY A QUALIFIED ENVIRONMENTAL PROFESSIONAL FOLLOWING ALL FEDERAL AND STATE SAMPLING PROTOCOL. SAMPLES MUST BE SENT TO A STATE LICENSED LABORATORY FOR CHEMICAL ANALYSIS.

5. IF SUSPECT CONTAMINATION IS ENCOUNTERED IN SOIL, EXCAVATION MUST STOP IMMEDIATELY AND NOTIFICATION MUST BE PROVIDED TO THE CONTRACTING OFFICERS REPRESENTATIVE.

STM	DESCRIPTION	DATE	APPR
0	ISSUED FOR BID	10/22/2024	BMG

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

PWD-MAINE IN HOUSE DESIGN

APPROVED

COMMANDING OFFICER

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT - MAINE

NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND - MID-ATLANTIC
NAVAL SHIPYARD - PORTSMOUTH, NH

KITTERY, MAINE
PORTSMOUTH NAVAL SHIPYARD

RM18-0917 PERIMETER SECURITY ROAD REPAIRS

GENERAL NOTES

EPROJECT NO.: 1585749

NAVFAC DRAWING NO. 12916779

SHEET 5 OF 68

G-004 | FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018

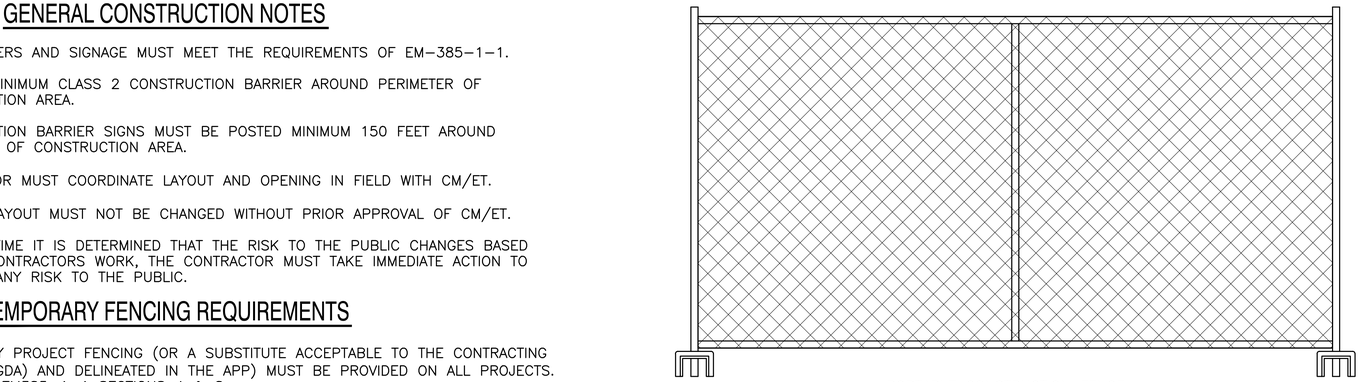
FILE NAME: T:\CI\PWD_Maine\Project Folder (P)\ME\Cutler\Sitework\2025_1585749_RM18-0917_Perimeter Security Road Repairs\B_Design\Drawings\Autocad Files\1585749_PERIMETER SECURITY ROAD REPAIRS.dwg LAYOUT NAME: G-004 PLOTTED: Tuesday, November 12, 2024 - 9:22am USER: dawid.j.mclaughlin6

GENERAL CONSTRUCTION NOTES

1. ALL BARRIERS AND SIGNAGE MUST MEET THE REQUIREMENTS OF EM-385-1-1.
2. PROVIDE MINIMUM CLASS 2 CONSTRUCTION BARRIER AROUND PERIMETER OF CONSTRUCTION AREA.
3. CONSTRUCTION BARRIER SIGNS MUST BE POSTED MINIMUM 150 FEET AROUND PERIMETER OF CONSTRUCTION AREA.
4. CONTRACTOR MUST COORDINATE LAYOUT AND OPENING IN FIELD WITH CM/ET.
5. BARRIER LAYOUT MUST NOT BE CHANGED WITHOUT PRIOR APPROVAL OF CM/ET.
6. IF AT ANYTIME IT IS DETERMINED THAT THE RISK TO THE PUBLIC CHANGES BASED ON THE CONTRACTORS WORK, THE CONTRACTOR MUST TAKE IMMEDIATE ACTION TO ADDRESS ANY RISK TO THE PUBLIC.

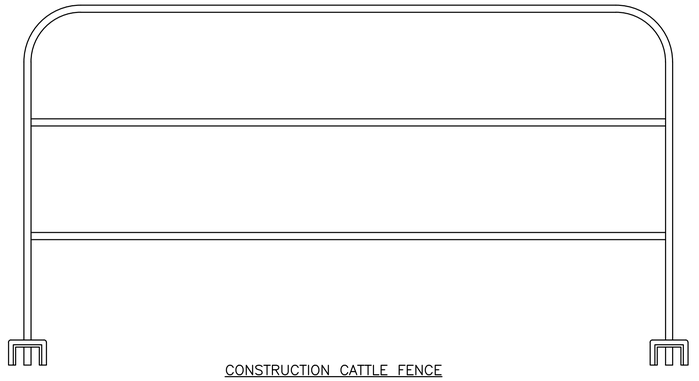
TEMPORARY FENCING REQUIREMENTS

1. TEMPORARY PROJECT FENCING (OR A SUBSTITUTE ACCEPTABLE TO THE CONTRACTING OFFICER (GDA) AND DELINEATED IN THE APP) MUST BE PROVIDED ON ALL PROJECTS. SEE ALSO EM385-1-1 SECTIONS 4 & 8.
   - A. FENCING MUST EXTEND FROM GRADE TO A MINIMUM OF 4 FT ABOVE GRADE AND MUST HAVE A MAXIMUM MESH SIZE OF 2 IN. FENCING MUST REMAIN RIGID/TAUT WITH A MINIMUM OF 200 LBS OF FORCE EXERTED ON IT FROM ANY DIRECTION WITH LESS THAN 4 IN OF DEFLECTION.
   - B. SIGNS WARNING OF THE PRESENCE OF CONSTRUCTION HAZARDS AND REQUIRING UNAUTHORIZED PERSONS TO KEEP OUT OF THE CONSTRUCTION AREA MUST BE POSTED ON THE FENCING. AT MINIMUM, SIGNS MUST BE POSTED EVERY 150 FT. FENCED SIDES OF PROJECTS THAT ARE LESS THAN 150 FT MUST, AT MINIMUM, HAVE AT LEAST ON WARNING SIGN.
   - C. DEPENDING UPON THE NATURE AND LOCATION OF THE PROJECT SITE, THE CONTRACTOR MAY REQUEST TO MODIFY THE TYPE OF BARRIER OR NOT INSTALL TEMPORARY FENCING IN SOME SECTIONS OF THE PROJECT SITE. THE CONTRACTOR'S SSHO MUST SUBMIT A RISK ANALYSIS OF PUBLIC EXPOSURE AND OTHER PROJECT SPECIFIC CONSIDERATIONS, AND MUST BE INCLUDED IN THE APPLICABLE AHA.
2. IF THE CONTRACTING OFFICER APPROVES THE REQUEST AND HAS DETERMINED FENCING IS NOT REQUIRED, THE CONTRACTOR MUST INSTALL SIGNS, OTHER ACCEPTABLE BARRIERS SYSTEMS, WARNING OF CONSTRUCTION HAZARDS, MUST BE CONSPICUOUSLY POSTED.
3. IF AT ANY TIME IT IS DETERMINED THE RISK TO THE PUBLIC CHANGES BASED ON THE CONTRACTOR'S WORK, THE CONTRACTOR MUST TAKE IMMEDIATE ACTION TO ADDRESS ANY RISK TO THE PUBLIC.
4. THE CONTRACTOR MUST DISPOSE OF ALL REMOVED MATERIALS IN ACCORDANCE WITH THE SHIPYARD/FACILITY, LOCAL, STATE AND FEDERAL REGULATIONS.



CONSTRUCTION BARRIER SIGN

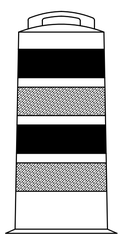
PORTABLE CONSTRUCTION FENCE



CONSTRUCTION CATTLE FENCE

CLASS 2 CONSTRUCTION BARRIER

CONES WITH BARRIER POLE



CONSTRUCTION BARREL

CLASS 3 CONSTRUCTION BARRIER

NO.	DESCRIPTION	DATE	APPR
0	ISSUED FOR BID	10/22/2024	BMG

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

PWD-MAINE IN HOUSE DESIGN

APPROVED
COMMANDER, NAVFAC

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

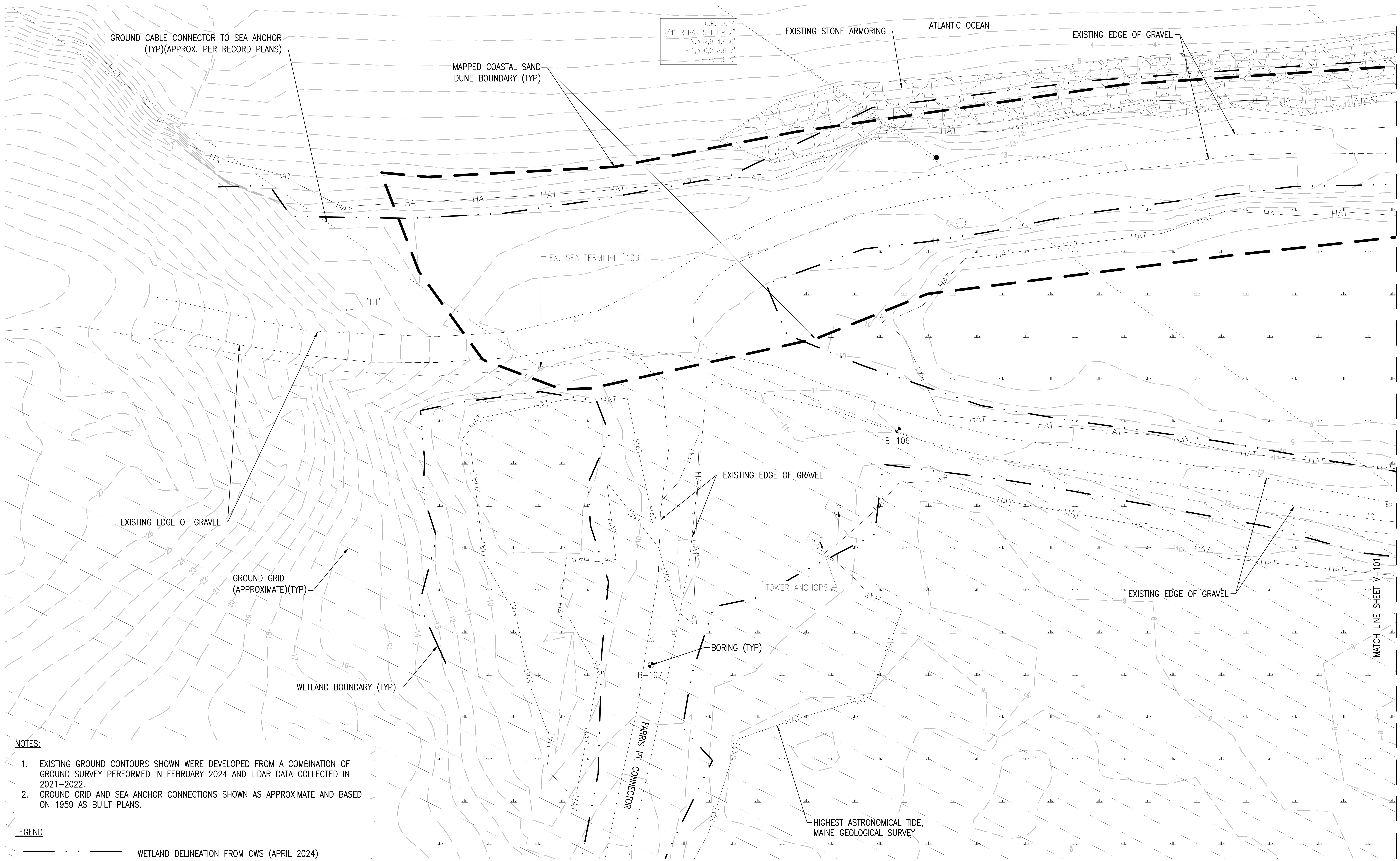
DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT - MAINE
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND - MID-ATLANTIC
NAVAL SHIPYARD - PORTSMOUTH, NH
PORTSMOUTH NAVAL SHIPYARD
KITTERY, MAINE

RM18-0917 PERIMETER SECURITY ROAD REPAIRS

GENERAL CONSTRUCTION FENCE DETAILS AND NOTES

EPROJECT NO.: 1585749
NAVFAC DRAWING NO.: 12916780
SHEET 6 OF 68
G-005 FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018



NOTES:

1. EXISTING GROUND CONTOURS SHOWN WERE DEVELOPED FROM A COMBINATION OF GROUND SURVEY PERFORMED IN FEBRUARY 2024 AND LIDAR DATA COLLECTED IN 2021–2022.
2. GROUND GRID AND SEA ANCHOR CONNECTIONS SHOWN AS APPROXIMATE AND BASED ON 1959 AS BUILT PLANS.

LEGEND

— · — WETLAND DELINEATION FROM CWS (APRIL 2024)

—HAT— HIGHEST ASTRONOMICAL TIDE (MAINE GEOLOGIC SURVEY)

AREA "G" - EXISTING CONDITIONS - PLAN 1
SCALE: 1" = 20'

PLAN NORTH

GRAPHIC SCALE
1" = 20' 20 10 0 20 40 60 scale feet

SYM	DESCRIPTION	DATE	APPR
0	ISSUED FOR BID	10/22/2024	BM6

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

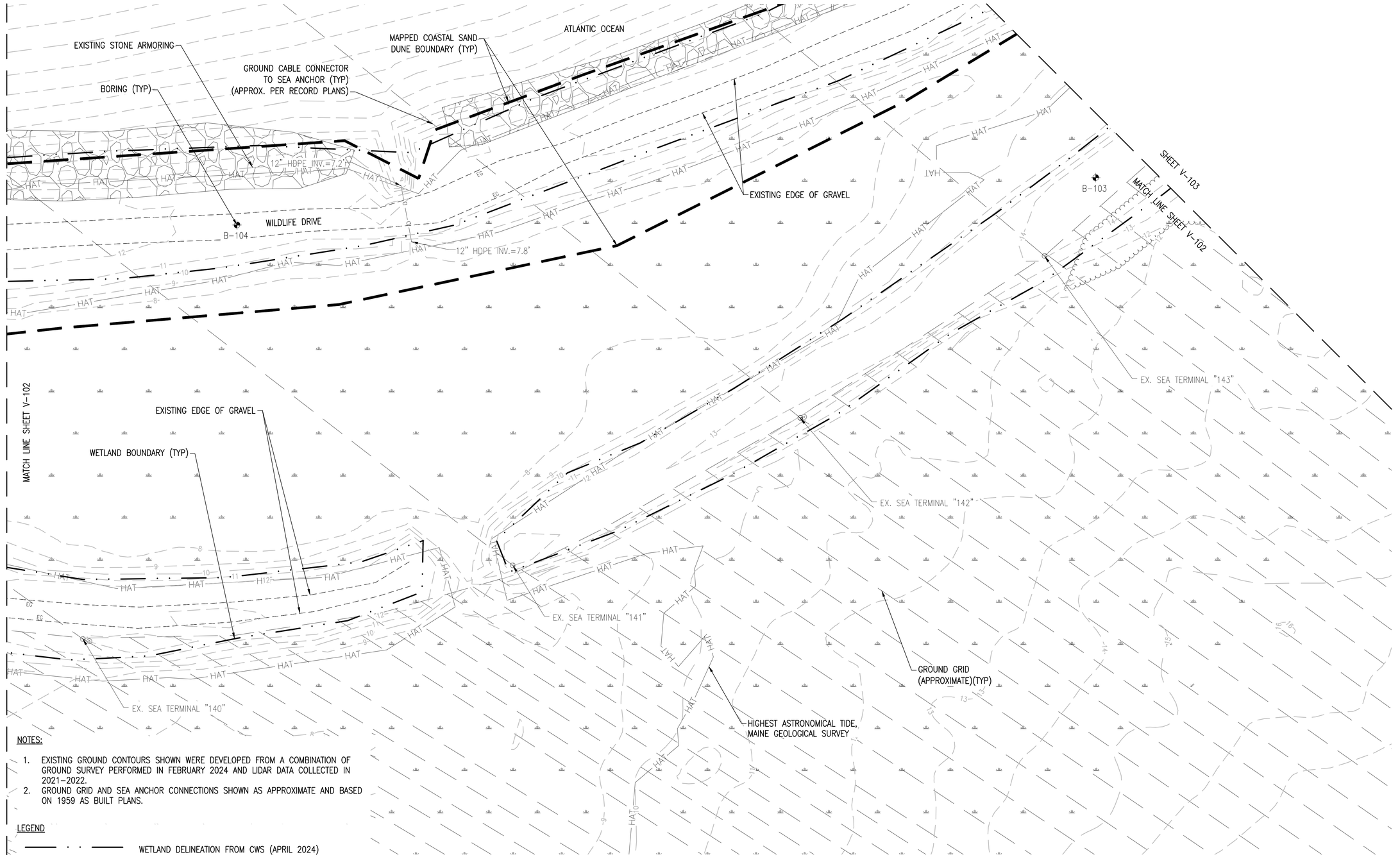
PWD-MAINE IN HOUSE DESIGN

APPROVED FOR COMMANDER NAVFAC
ACTIVITY
SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND ~ MID-ATLANTIC
PUBLIC WORKS DEPARTMENT – MAINE NAVAL SHIPYARD – PORTSMOUTH, NH
PORTSMOUTH NAVAL SHIPYARD KITTERY, MAINE
RM18-0917 PERIMETER SECURITY ROAD REPAIRS
AREA G – EXISTING CONDITIONS – PLAN 1

EPROJECT NO.: 1585749
NAVFAC DRAWING NO. 12916781
SHEET 7 OF 68
V-101 FAC-YR-NUM
DRAWFORM REVISION: DECEMBER 2018



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2. GROUND GRID AND SEA ANCHOR CONNECTIONS SHOWN AS APPROXIMATE AND BASED ON 1959 AS BUILT PLANS.

LEGEND

WETLAND DELINEATION FROM CWS (APRIL 2024)

HAT — HIGHEST ASTRONOMICAL TIDE (MAINE GEOLOGIC SURVEY)

AREA "G" - EXISTING CONDITIONS - PLAN 2

SCALE: 1" = 20'

PLAN NORTH

GRAPHIC SCALE

1" = 20' — 20 10 0 20 40 60 — scale / feet

NO.	DESCRIPTION	DATE	APPR
0	ISSUED FOR BID	10/22/2024	BMG

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

NAVFAC MID-ATLANTIC
IN-HOUSE DESIGN

APPROVED
for COMMANDING OFFICER

ACTIVITY

SATISFACTORY TO DATE

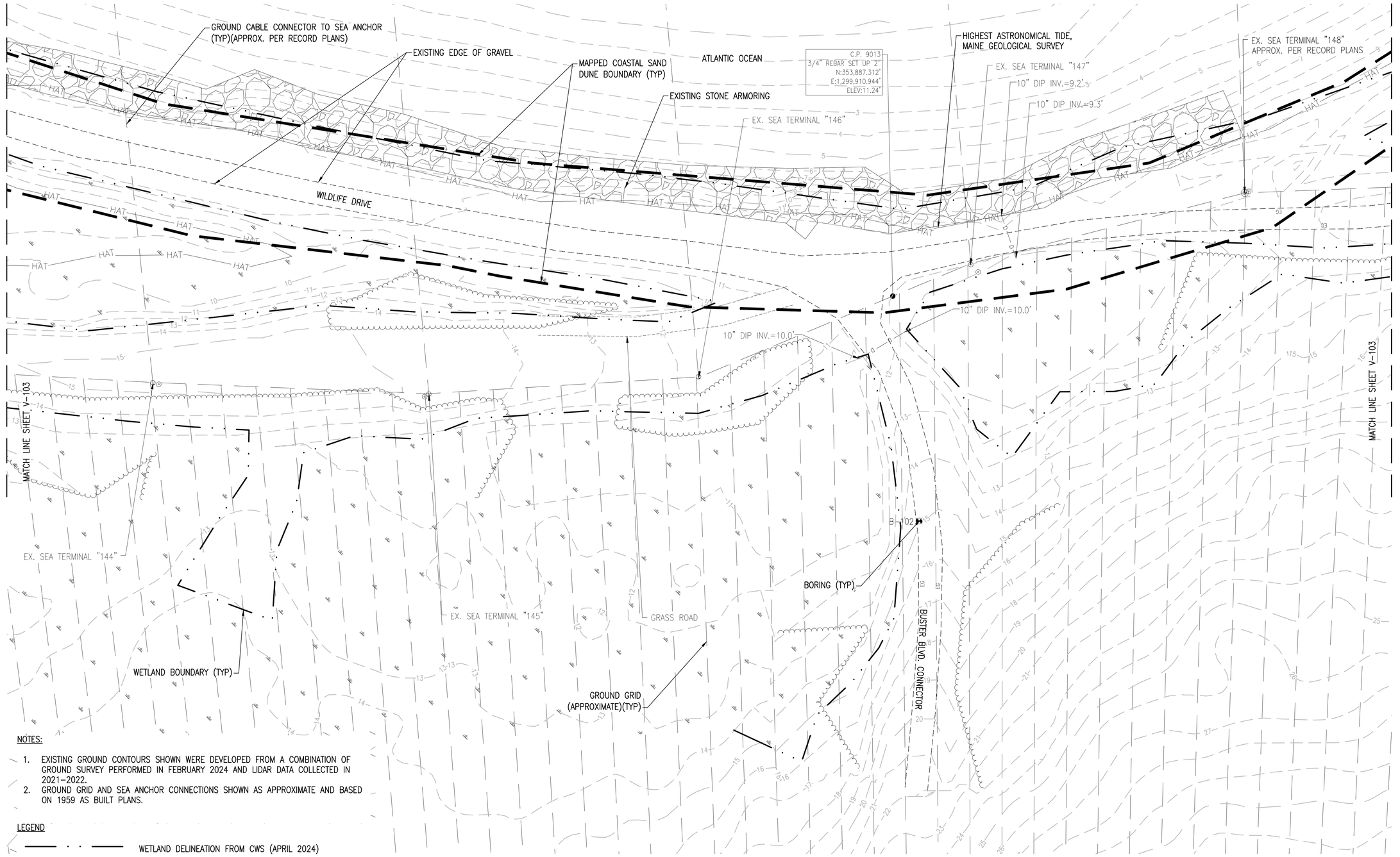
DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
LEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT – MAINE
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND – MID-ATLANTIC
NAVAL SHIPYARD – PORTSMOUTH, NH
PORTSMOUTH NAVAL SHIPYARD
KITTERY, MAINE
RM18–0917 PERIMETER SECURITY ROAD REPAIRS
AREA G – EXISTING CONDITIONS – PLAN 2

EPROJECT NO.: 1585749
NAVFAC DRAWING NO. 12916782
SHEET 8 OF 68
V-102 FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018

FILE NAME: T:\CV\PWD_Maine\Project Folder (P)\ME\Cutler\Sitework\2025_1585749_RM18-0917_Perimeter Security Road Repairs\B_Design\Drawings\Autocad Files\V101-V104.dwg LAYOUT NAME: V-102 PLOTTED: Tuesday, November 12, 2024 - 9:23am USER: dsixd_mclaughlin6



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2. GROUND GRID AND SEA ANCHOR CONNECTIONS SHOWN AS APPROXIMATE AND BASED ON 1959 AS BUILT PLANS.

LEGEND

WETLAND DELINEATION FROM CWS (APRIL 2024)

HAT — HIGHEST ASTRONOMICAL TIDE (MAINE GEOLOGIC SURVEY)

AREA "G" - EXISTING CONDITIONS - PLAN 3

SCALE: 1" = 20'

PLAN NORTH

GRAPHIC SCALE

1" = 20'

20 10 0 20 40 60

scale feet

STM	DESCRIPTION	DATE	APPR
0	ISSUED FOR BID	10/22/2024	BMG

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

NAVFAC MID-ATLANTIC
IN HOUSE DESIGN

APPROVED

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
LEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT – MAINE
PORTSMOUTH NAVAL SHIPYARD

NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND – MID-ATLANTIC
NAVAL SHIPYARD – PORTSMOUTH, NH

KITTERY, MAINE
RM18–0917 PERIMETER SECURITY ROAD REPAIRS

AREA G – EXISTING CONDITIONS – PLAN 3

EPROJECT NO.: 1585749

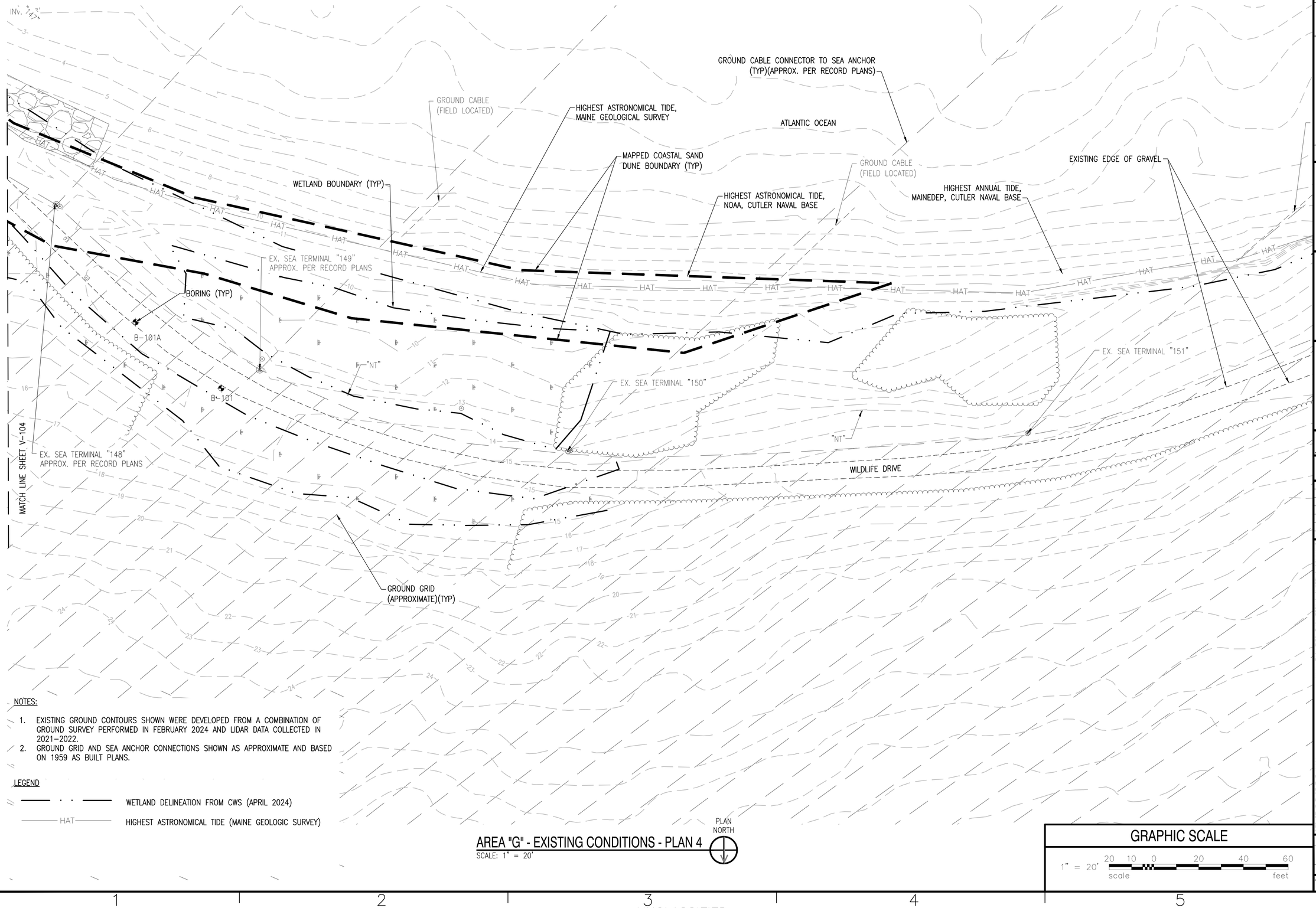
NAVFAC DRAWING NO. 12916783

SHEET 9 OF 68

V-103 FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018

FILE NAME: T:\CV\PWD_Maine\Project Folder (P)\ME\Cutler\Sitework\2025_1585749_RM18-0917_Perimeter Security Road Repairs\B_Design\Drawings\Autocad Files\V101-V104.dwg LAYOUT NAME: V-103 PLOTTED: Tuesday, November 12, 2024 - 9:23am USER: dsixd_jmclaughlin6



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2. GROUND GRID AND SEA ANCHOR CONNECTIONS SHOWN AS APPROXIMATE AND BASED ON 1959 AS BUILT PLANS.

LEGEND

WETLAND DELINEATION FROM CWS (APRIL 2024)

HAT — HIGHEST ASTRONOMICAL TIDE (MAINE GEOLOGIC SURVEY)

AREA "G" - EXISTING CONDITIONS - PLAN 4

SCALE: 1" = 20'

PLAN NORTH

GRAPHIC SCALE

1" = 20' — 20 10 0 20 40 60 — scale / feet

NO.	DESCRIPTION	DATE	APPR
0	ISSUED FOR BID	10/22/2024	BMG

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

NAVFAC MID-MAINE IN HOUSE DESIGN

APPROVED for COMMAND RELEASE

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
LEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT – MAINE

NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND ~ MID-ATLANTIC
NAVAL SHIPYARD – PORTSMOUTH, NH

PORTSMOUTH NAVAL SHIPYARD — KITTERY, MAINE

RM18–0917 PERIMETER SECURITY ROAD REPAIRS

AREA G – EXISTING CONDITIONS – PLAN 4

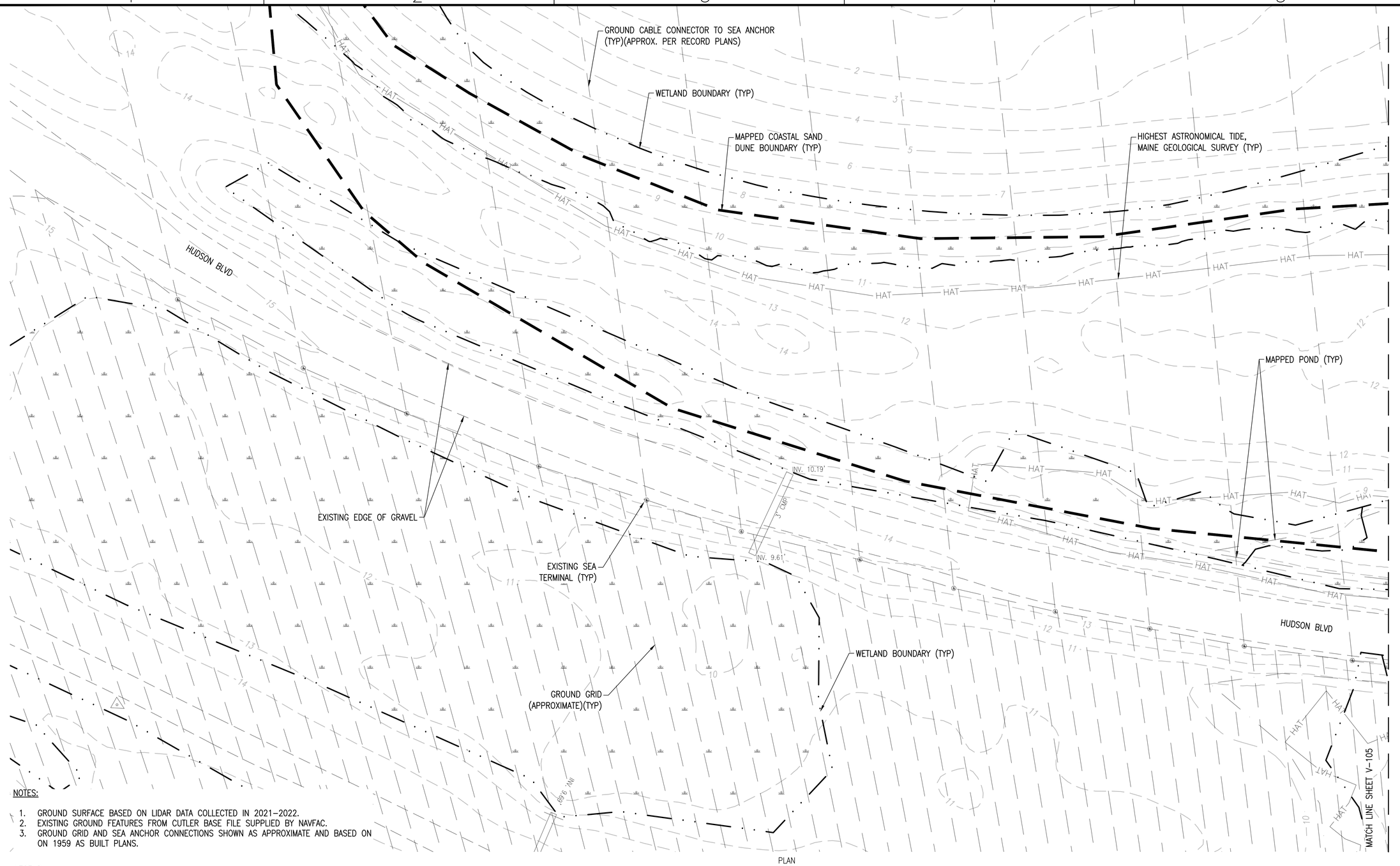
EPROJECT NO.: 1585749

NAVFAC DRAWING NO. 12916785

SHEET 10 OF 68

V-104 | FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018



NOTES:

1. GROUND SURFACE BASED ON LIDAR DATA COLLECTED IN 2021–2022.
2. EXISTING GROUND FEATURES FROM CUTLER BASE FILE SUPPLIED BY NAVFAC.
3. GROUND GRID AND SEA ANCHOR CONNECTIONS SHOWN AS APPROXIMATE AND BASED ON ON 1959 AS BUILT PLANS.

LEGEND

WETLAND DELINEATION FROM NAVFAC BASE PLAN

HAT HIGHEST ASTRONOMICAL TIDE (MAINE GEOLOGIC SURVEY)

PLAN NORTH

AREA H - EXISTING CONDITIONS - PLAN 1

SCALE: 1" = 20'

GRAPHIC SCALE

1" = 20' 20 10 0 20 40 60 scale feet

APPR	DATE	DESCRIPTION	STM
BMG	10/22/2024	0 ISSUED FOR BID	

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

PWD-MAINE IN HOUSE DESIGN

APPROVED

for COMMANDING OFFICER

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT – MAINE
PORTSMOUTH NAVAL SHIPYARD

NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND – MID-ATLANTIC
NAVAL SHIPYARD – PORTSMOUTH, NH

KITTERY, MAINE

RM18–0917 PERIMETER SECURITY ROAD REPAIRS

AREA H – EXISITING CONDITIONS – PLAN 1

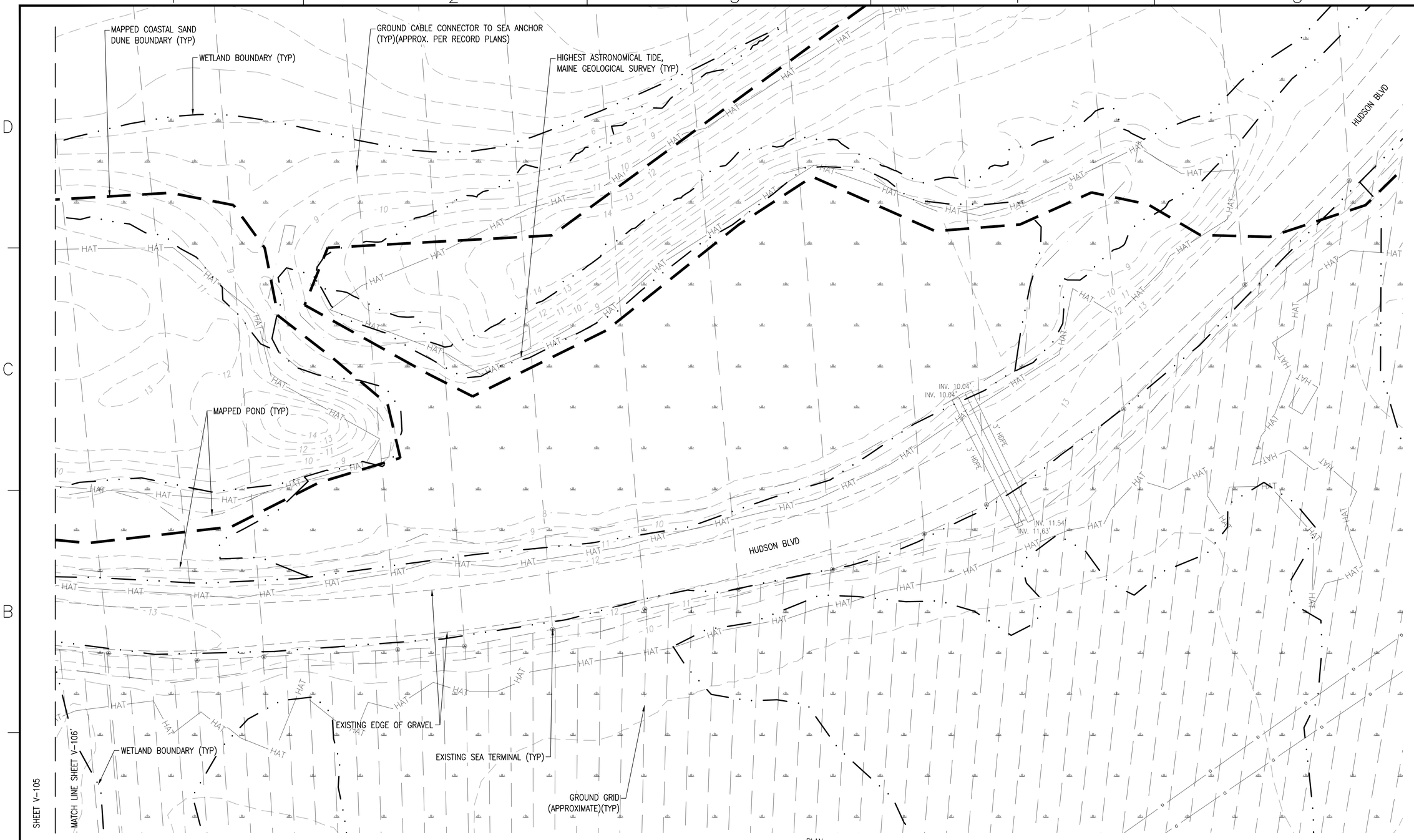
EPROJECT NO.: 1585749

NAVFAC DRAWING NO. 12916776

SHEET 11 OF 68

V-105 FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018



LEGEND

WETLAND DELINEATION FROM NAVFAC BASE PLAN

HAT HIGHEST ASTRONOMICAL TIDE (MAINE GEOLOGIC SURVEY)

PLAN NORTH

AREA H - EXISTING CONDITIONS - PLAN 2

SCALE: 1" = 20'

NOTES:

1. GROUND SURFACE BASED ON LIDAR DATA COLLECTED IN 2021–2022.
2. EXISTING GROUND FEATURES FROM CUTLER BASE FILE SUPPLIED BY NAVFAC.
3. GROUND GRID AND SEA ANCHOR CONNECTIONS SHOWN AS APPROXIMATE AND BASED ON 1959 AS BUILT PLANS.

GRAPHIC SCALE

1" = 20' 20 10 0 20 40 60 scale feet

STM	DESCRIPTION	DATE	APPR
0	ISSUED FOR BID	10/22/2024	BMG

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

PWD-MAINE IN HOUSE DESIGN

APPROVED FOR COMMANDER NAVFAC

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT – MAINE
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND – MID-ATLANTIC
NAVAL SHIPYARD – PORTSMOUTH, NH
KITTERY, MAINE
PORTSMOUTH NAVAL SHIPYARD
RM18-0917 PERIMETER SECURITY ROAD REPAIRS

AREA H – EXISITING CONDITIONS – PLAN 2

EPROJECT NO.: 1585749
NAVFAC DRAWING NO.: 12916777
SHEET 12 OF 68
V-106 FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018

EROSION CONTROL NOTES

A. GENERAL NOTES

DURING CONSTRUCTION, AND THEREAFTER, EROSION CONTROL MEASURES ARE TO BE IMPLEMENTED AS NOTED. THE SMALLEST PRACTICAL AREA OF LAND MUST BE EXPOSED AT ONE TIME DURING CONSTRUCTION. WHEN LAND IS EXPOSED DURING DEVELOPMENT, THE EXPOSURE MUST BE KEPT AT A MAXIMUM OF 30 DAYS.

EROSION AND SEDIMENT CONTROL PRACTICES INCLUDE THE USE OF THE FOLLOWING: SILT FENCE BARRIERS, TURF REINFORCEMENT MATTING, TEMPORARY CHECK DAMS, INLET PROTECTION, TEMPORARY CONSTRUCTION EXITS, TEMPORARY DIVERSION DIKES, SEDIMENT BASINS, AND PUMPED DISCHARGE SEDIMENT CONTROL DEVICES.

CONTRACTOR MUST DESIGNATE AN ENVIRONMENTAL MANAGER WHO MUST BE RESPONSIBLE FOR INSPECTING ALL INSTALLED EROSION CONTROL MEASURES, MONITORING THEIR EFFECTIVENESS, AND TO ASSESS RE-VEGETATION PROGRESS.

SUBMIT EROSION AND SEDIMENT CONTROL INSPECTION REPORTS TO THE CONTRACTING OFFICER ONCE EVERY 7 CALENDAR DAYS AND BEFORE AND AFTER (24 HOURS) A STORM EVENT PRIOR TO PERMANENT STABILIZATION. EROSION AND SEDIMENT CONTROL MEASURES REQUIRING MODIFICATION OR REPAIRS, OR IF ADDITIONAL MEASURES ARE DEEMED NECESSARY MUST BE COMPLETED WITHIN 7 DAYS AND PRIOR TO THE NEXT STORM EVENT.

THE PLACEMENT OF SEDIMENT BARRIERS MUST BE COMPLETED IN ACCORDANCE WITH GUIDELINES ESTABLISHED BY MEDEP STANDARDS AND IN ACCORDANCE WITH THE EROSION CONTROL PLAN AND DETAILS HEREIN. EROSION CONTROL MEASURES MUST CONFORM TO THE LATEST REVISION MAINE EROSION AND SEDIMENT CONTROL BMPS, PUBLISHED BY BUREAU OF LAND AND WATER QUALITY MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION.

CONTRACTOR MUST PREPARE DETAILED SCHEDULE AND MARKED UP SITE PLAN INDICATING AREAS OF WORK AND DATES OF DISTURBANCE. EROSION CONTROL MEASURES MUST REMAIN INSTALLED AND MAINTAINED UNTIL ALL EXPOSED SLOPES HAVE A MINIMUM 85% VIGOROUS PERENNIAL VEGETATIVE COVER. EROSION CONTROL MEASURES MUST BE REMOVED WITHIN 30 DAYS OF PERMANENT VEGETATIVE STABILIZATION BEING ATTAINED.

CONTRACTOR MUST INSTALL ADDITIONAL MEASURES TO CONTROL EROSION AS IS NECESSARY GIVEN SITE AND WEATHER CONDITIONS. SITE ENTRANCES AND ADJACENT ROADWAYS MUST BE PERIODICALLY SWEPT TO MINIMIZE TRACKING OF SEDIMENT AND DEBRIS. ALL CATCH BASINS AND DRAINAGE INLETS SUBJECT TO RUNOFF FROM PROJECT SITE MUST BE CLEANED AFTER THE SITE HAS BEEN FULLY STABILIZED.

KEEP DUST DOWN AT ALL TIMES, INCLUDING DURING NONWORKING PERIODS. SPRINKLE OR TREAT, WITH DUST SUPPRESSANTS, THE SOIL AT THE SITE, HAUL ROADS, AND OTHER AREAS DISTURBED BY OPERATIONS. DRY POWER BROOMING WILL NOT BE PERMITTED. INSTEAD, USE VACUUMING, WET MOPPING, WET SWEEPING, OR WET POWER BROOMING.

TEMPORARY VEGETATION MUST BE ESTABLISHED ON DISTURBED AREAS NOT RECEIVING FINAL GRADING WITHIN 30 DAYS TO 1 YEAR. AS SUCH, THEIR USE WILL NOT BE PERMITTED.

SOIL STOCKPILES MUST BE MULCHED WITH HAY OR STRAW AT A RATE OF 75 LBS. PER 1000 S.F. OR WITH A 4" LAYER OF EROSION CONTROL MIX WITHIN 7 DAYS OF STOCKING. SMALL STOCKPILES MUST BE COVERED WITH A TARP.

B. VEGETATIVE MEASURES

1. TOPSOIL STOCKPILING. TOPSOIL MUST BE STRIPPED AND STOCKPILED FOR LATER USE ON CRITICAL AREAS AND ALL OTHER AREAS TO BE SEEDED. THE STOCKPILE MUST NOT BE COMPACTED AND MUST BE STABILIZED AGAINST EROSION WITH TEMPORARY SEEDING.

2. TEMPORARY SEEDING
   (A) BEDDING – REMOVE STONES AND TRASH THAT WILL INTERFERE WITH SEEDING THE AREA. WHERE FEASIBLE, TILL THE SOIL TO A DEPTH OF ABOUT 3" TO PREPARE SEED BED AND MIX THE FERTILIZER INTO THE SOIL.

   (B) FERTILIZER – FERTILIZER MUST BE UNIFORMLY SPREAD OVER THE AREA PRIOR TO BEING TILLED INTO THE SOIL. A 10-10-10 MIX OF FERTILIZER MUST BE APPLIED AT A RATE OF 300 POUNDS PER ACRE (OR 7 POUNDS PER 1,000 SF)

   (C) SEED MIXTURE – USE ANY OF THE FOLLOWING IN UPLAND AREAS:

SEEDING RATE:

SPECIES	PER ACRE	PER 1.000 S.F.	DATES	DEPTH
WINTER RYE	112 LBS.	2.6 LBS.	8/15-10/1	1-1 ½ IN
OATS	80 LBS.	1.8 LBS.	4/1-7/1	1-1 ½ IN
ANNUAL GRASS	40 LBS.	0.9 LBS.	4/1-7/1	¼ IN
SUDAN GRASS	40 LBS.	0.9 LBS.	5/15-8/15	½-1 IN
PERENNIAL	40 LBS.	0.9 LBS.	8/15-9/15	¼ IN

   (D) MULCHING – WHERE IT IS IMPRACTICAL TO INCORPORATE FERTILIZER AND SEED INTO MOIST SOIL, THE SEEDED AREA MUST BE MULCHED TO FACILITATE GERMINATION. MULCH IN THE FORM OF HAY OR STRAW MUST BE APPLIED AT A RATE OF 70 TO 90 LBS PER 1,000 SF

   (E) INSPECTION – CONTRACTOR MUST INSPECT THE SITE TWICE PER MONTH UNTIL A MINIMUM OF 85% OF THE AREA IS VEGETATED WITH VIGOROUS GROWTH.

3. PERMANENT SEEDING, TURF REINFORCEMENT MATTING, AND EROSION CONTROL BLANKET:

   (A) SITE PREPARATION – INSTALL NEEDED SURFACE WATER CONTROL MEASURES PRIOR TO SEEDING. GRADE TO PERMIT USE OF CONVENTIONAL EQUIPMENT FOR SEEDBED PREPARATION. PROVIDE ADEQUATE DRAINAGE WHERE INTERNAL WATER MOVEMENT MAY CAUSE SEEPS OR SLIPPAGE BEFORE SEEDING IS WELL ESTABLISHED. STONES LARGER THAN 2", TRASH, ROOTS AND OTHER DEBRIS THAT WILL INTERFERE WITH SEEDING AND FUTURE MAINTENANCE OF THE AREA MUST BE REMOVED.

   (B) BEDDING – 4" OF LOAM MUST BE SPREAD OVER DISTURBED AREAS AND SMOOTHED TO A UNIFORM SURFACE. LOAM IS TO BE FREE OF SUBSOIL, CLAY, LUMPS, STONES AND OTHER OBJECTS OVER 1" IN DIAMETER, AND WITHOUT WEEDS, ROOTS OR OTHER OBJECTIONABLE MATERIAL. PERFORM ALL CULTURAL OPERATIONS AT RIGHT ANGLES TO THE SLOPE.

   (C) FERTILIZER – LIME AND FERTILIZER MUST BE APPLIED EVENLY OVER THE AREA PRIOR TO OR AT THE TIME OF SEEDING AND INCORPORATED INTO THE SOIL. SOIL TESTS MUST BE TAKEN AT THE TIME OF SOIL STRIPPING TO DETERMINE FERTILIZATION REQUIREMENTS. BASED UPON TEST RESULTS, SOIL AMENDMENTS WILL BE INCORPORATED INTO THE SOIL PRIOR TO FINAL SEEDING. IF FERTILIZER IS REQUIRED, IT MUST BE WORKED INTO THE FULL 4" LAYER OF LOAM WITH PROPER EQUIPMENT.

   (D) SEED MIXTURE – SEEDING MUST TAKE PLACE BETWEEN APRIL 1 AND SEPTEMBER 15. AN APPROPRIATE SEED MIXTURE IS AS FOLLOWS:

SEED TYPE	APPLICATION RATE
KENTUCKY BLUEGRASS	65 LBS/ACRE
RED FESCUE	39 LBS/ACRE
RED TOP	13 LBS/ACRE
PERENNIAL RYEGRASS	13 LBS/ACRE
TOTAL	130 LBS/ACRE

   (E) MULCHING – MULCH MUST BE USED ON ALL FRESHLY SEEDED AREAS. REFER TO TEMPORARY MULCHING GUIDELINES.

   (F) HYDROSEEDING – MUST BE CONDUCTED ON SLOPES STEEPER THAN 2H:1V. LIME AND FERTILIZER MAY BE APPLIED SIMULTANEOUSLY WITH THE SEED. RECOMMENDED SEEDING RATES MUST BE INCREASED BY 10% WHEN HYDROSEEDING.

   (G) SODDING – SODDING MUST BE PLACED WHERE IT IS DESIRABLE TO RAPIDLY ESTABLISH COVER ON A DISTURBED AREA. SODDING AN AREA MAY BE SUBSTITUTED FOR PERMANENT SEEDING PROCEDURES ANYWHERE ON SITE. BED PREPARATION, FERTILIZING, AND PLACEMENT. OF SOD MUST BE PERFORMED ACCORDING TO THE USEPA-BMP. SODDING IS RECOMMENDED FOR STEEP SLOPED AREAS, AREAS IMMEDIATELY ADJACENT TO SENSITIVE WATER COURSES, EASILY ERODIBLE SOILS (FINE SAND/SILT) ETC.

   (H) TURF REINFORCEMENT MATTING AND EROSION CONTROL BLANKETS MUST BE INSTALLED ON THE BASE OF GRASS WATERWAYS, SLOPES STEEPER THAN 15%, AND ANY DISTURBED SOIL WITHIN 100 FEET OF LAKES, PONDS, RIVERS, STREAMS AND WETLAND AREAS.

C. STRUCTURAL MEASURES

SILT SCREEN FENCES: SILT SCREEN FENCES MUST BE INSTALLED IN THE AREAS SHOWN ON THE DRAWINGS. THEY ARE INTENDED PRIMARILY TO INTERCEPT AND FILTER SMALL VOLUMES OF "SHEET FLOWING" RUNOFF, OR AS SEDIMENT TRAPS IN SMALL SWALES. SILT SCREEN FENCES WILL FUNCTION 6 MONTHS OR LONGER IF KEPT FREE OF SEDIMENT ACCUMULATIONS (SEE DETAILS FOR ADDITIONAL INFORMATION).

SWALES: TEMPORARY AND/OR PERMANENT SWALES MUST BE INSTALLED AS SHOWN ON THE DRAWINGS. SWALES ARE USED TO CONVERT SHEET FLOW TO CHANNEL FLOW AND CONVEY THE RUNOFF TO A PERMANENT CHANNEL, STORM DRAIN, OR DETENTION/SEDIMENT STRUCTURE. SWALES ARE INTENDED TO INTERCEPT RUNOFF AND DIVERT IT FROM EXPOSED OR NEWLY SEEDED AREAS TOWARD AN ACCEPTABLE OUTLET (GRASS SWALES, SEDIMENTATION POND, ETC.) OR TO REDUCE THE VELOCITY OF RUNOFF FLOWING DOWN FROM A DRAINAGE AREA.

D. MAINTENANCE

DURING THE PERIOD OF CONSTRUCTION AND/OR UNTIL LONG TERM VEGETATION IS ESTABLISHED:

1. SEEDED AREAS MUST BE FERTILIZED. MULCHED, AND MUST BE SEEDED TO INSURE NEGATIVE ESTABLISHMENT.
2. ALL DIVERSION CHANNELS AND SWALES MUST BE CHECKED WEEKLY AND REPAIRED UNTIL ADEQUATE VEGETATION IS ESTABLISHED
3. ALL SILT SCREEN FENCES MUST BE CHECKED WEEKLY. REPAIRS MUST BE MADE TO CORRECT UNDERMINING OR DETERIORATION OF THE BARRIERS.

E. WINTER CONSTRUCTION

"WINTER CONSTRUCTION" IS CONSTRUCTION ACTIVITY PERFORMED DURING THE PERIOD FROM NOVEMBER 1 THROUGH APRIL 15. IF DISTURBED AREAS ARE NOT STABILIZED WITH PERMANENT MEASURES BY NOVEMBER 1 OR IF NEW SOIL DISTURBANCE OCCURS AFTER NOVEMBER 1, BUT BEFORE APRIL 15, THEN THESE AREAS MUST BE PROTECTED AND RUNOFF FROM THEM MUST BE CONTROLLED BY ADDITIONAL MEASURES AND RESTRICTIONS.

WINTER EROSION CONTROL MEASURES MUST CONFORM TO MAINE EROSION AND SEDIMENT CONTROL BMPS SECTION A-3.

WINTER EXCAVATION AND EARTHWORK MUST BE COMPLETED SUCH THAT NO MORE THAN 1 ACRE OF THE SITE IS WITHOUT STABILIZATION AT ANY ONE TIME. LIMIT THE EXPOSED AREA TO THOSE AREAS IN WHICH WORK IS TO OCCUR DURING THE FOLLOWING 15 DAYS AND THAT CAN BE MULCHED IN ONE DAY PRIOR TO ANY SNOW EVENT.

DISTURBED SOILS – BY SEPTEMBER 15 THE CONTRACTOR MUST SEED AND MULCH ALL DISTURBED SOILS ON THE SITE. IF THE CONTRACTOR FAILS TO STABILIZE THESE SOILS BY THIS DATE, THE CONTRACTOR MUST TAKE ONE OF THE FOLLOWING ACTIONS TO STABILIZE THE SOIL FOR LATE FALL AND WINTER:

1. STABILIZE THE SOIL WITH TEMPORARY VEGETATION – BY OCTOBER 1 THE CONTRACTOR MUST SEED THE DISTURBED SOIL WITH WINTER RYE AT A SEEDING RATE OF 3 POUNDS PER 1000 SQUARE FEET. LIGHTLY MULCH THE SEEDED SOIL WITH HAY OR STRAW AT 75 POUNDS PER 1000 SQUARE FEET, AND ANCHOR THE MULCH WITH PLASTIC NETTING. THE CONTRACTOR MUST 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 15, THEN THE CONTRACTOR MUST MULCH THE AREA FOR OVER-WINTER PROTECTION AS DESCRIBED IN THE "STABILIZE THE SOIL WITH MULCH" SECTION BELOW.

2. STABILIZE THE SOIL WITH SOD – THE CONTRACTOR MUST STABILIZE THE DISTURBED SOIL WITH PROPERLY INSTALLED SOD BY OCTOBER 1. PROPER INSTALLATION INCLUDES 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 HE DISTURBED SOIL.

3. STABILIZE THE SOIL WITH MULCH – BY NOVEMBER 15 THE CONTRACTOR MUST MULCH THE DISTURBED SOIL BY SPREADING HAY OR STRAW AT A RATE OF AT LEAST 150 POUNDS PER 1000 SQUARE FEET ON THE AREA SO THAT NO SOIL IS VISIBLE THROUGH THE MULCH, IMMEDIATELY AFTER APPLYING THE MULCH. THE CONTRACTOR MUST ANCHOR THE MULCH WITH NETTING OR OTHER METHOD TO PREVENT WIND FROM MOVING THE MULCH OFF THE DISTURBED SOIL.

STM	DESCRIPTION	DATE	APPR
0	ISSUED FOR BID	10/22/2024	BMG

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

PWD-MAINE IN HOUSE DESIGN

APPROVED

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT - MAINE
PORTSMOUTH NAVAL SHIPYARD

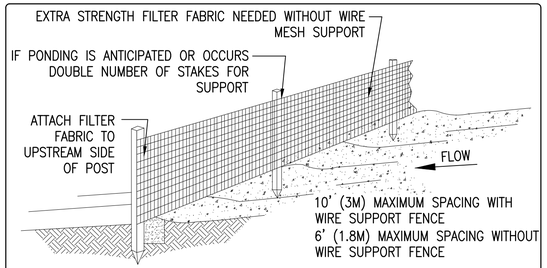
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND ~ MID-ATLANTIC
NAVAL SHIPYARD - PORTSMOUTH, NH
KITTERY, MAINE

RM18-0917 PERIMETER SECURITY ROAD REPAIRS

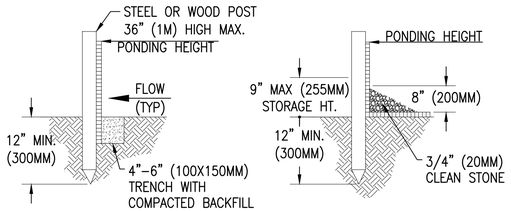
EROSION CONTROL NOTES

EPROJECT NO.: 1585749
NAVFAC DRAWING NO. 12916787
SHEET 13 OF 68
CEC001 FAC-YR-NUM
DRAWFORM REVISION: DECEMBER 2018

FILE NAME: T:\C\PWD_Maine\Project Folder (P)\ME\Cutler\Sheets\2025_1585749_RM18-0917_Perimeter Security Road Repairs\B_Design\Drawings\Autocad Files\CEC001-CEC003.dwg LAYOUT NAME: CEC001 PLOTTED: Tuesday, November 12, 2024 - 9:25am USER: dovid.j.mclaughlin6



NOTE: PRE-FABRICATED SILT FENCE IS ACCEPTABLE IF INSTALLED PER MANUFACTURER

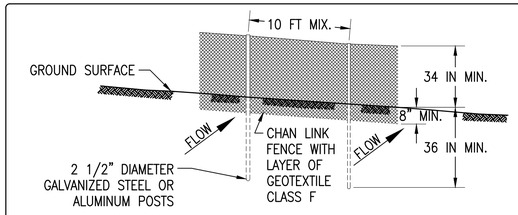


TRENCH DETAIL
NOT TO SCALE

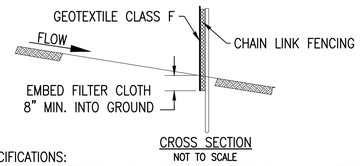
LEDGE, FROZEN GROUND, HEAVY ROOTS INSTALLATION WITHOUT TRENCHING
NOT TO SCALE

NOTES:
1. SILT FENCE MUST BE PLACED ON SLOPE CONTOURS TO MAXIMIZE PONDING EFFICIENCY.
2. INSPECT AND REPAIR FENCE AFTER EACH STORM EVENT AND REMOVE SEDIMENT WHEN NECESSARY. 9" (225MM) MAXIMUM RECOMMENDED STORAGE HEIGHT.
3. REMOVED SEDIMENT MUST BE DEPOSITED TO AN AREA THAT WILL NOT CONTRIBUTE SEDIMENT OFF-SITE AND CAN BE PERMANENTLY STABILIZED.
4. DO NOT PLACE SILT FENCE IN STREAMS OR CONCENTRATED FLOW CONDITIONS.
5. THE LENGTH OF THE SILT FENCE MUST NOT EXCEED 100 FEET

SILT FENCE



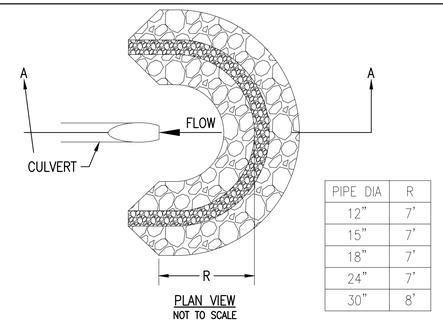
PERSPECTIVE VIEW
NOT TO SCALE



CROSS SECTION
NOT TO SCALE

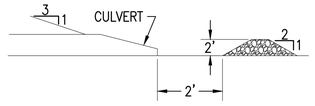
CONSTRUCTION SPECIFICATIONS:
1. PLACE MINIMUM 9 GAUGE FENCING 42 INCHES IN HEIGHT CHAIN LINK FENCING. POSTS DO NOT NEED TO BE SET IN CONCRETE. DRIVE 2 ½ INCH DIAMETER FENCE POST 36 INCHES INTO THE GROUND. NO SECTION OF SILT FENCE SHOULD EXCEED A GRADE OF 5% FOR GREATER THAN 50 FEET.
2. FASTEN CHAIN LINK FENCE SECURELY TO THE FENCE POSTS WITH WIRE TIES OR STAPLES. THE LOWER TENSION WIRE, BRACE AND TRUSS RODS, DRIVE ANCHORS, AND POST CAPS ARE NOT REQUIRED EXCEPT ON THE ENDS OF THE FENCE.
3. FASTEN GEOTEXTILE SECURELY TO THE CHAIN LINK FENCE WITH TIES SPACED EVERY 24 INCHES AT THE TOP AND MID SECTION. EMBED GEOTEXTILE A MINIMUM OF 8 INCHES INTO THE GROUND.
4. WHEN TWO SECTIONS OF GEOTEXTILE ADJOIN EACH OTHER, OVERLAP BY 6 INCHES AND FOLD.
5. PERFORM MAINTENANCE AS NEEDED AND REMOVE SILT BUILDUPS WHEN "BULGES" DEVELOP IN THE SILT FENCE, OR WHEN SILT REACHES 50% OF THE FENCE HEIGHT.
6. USE GEOTEXTILE CLASS F AS DESCRIBED BELOW:
   TYPE OF GEOTEXTILE = WOVEN
   GRAB TENSILE STRENGTH = 100 LB PER ASTM D4632
   PERMITTIVITY = 0.05 /SEC PER ASTM D4491
   MAXIMUM APPARENT OPENING SIZE = 0.60 mm PER ASTM D4751
   ULTRAVIOLET STABILITY = 70% AFTER 500 HOURS PER ASTM D4355

SUPER SILT FENCE



PIPE DIA	R
12"	7'
15"	7'
18"	7'
24"	7'
30"	8'

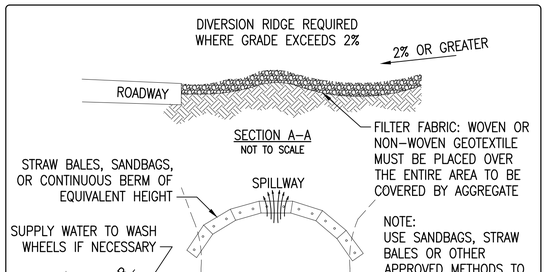
PLAN VIEW
NOT TO SCALE



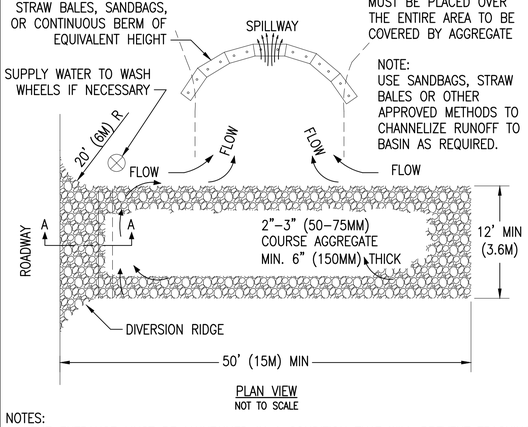
SECTION A-A
NOT TO SCALE

NOTES:
1. USE 2" TO 3" STONE
2. PLACE STONE OVER GEOTEXTILE
3. ONCE THE AREAS UPSTREAM FROM THE CHECK DAM ARE STABILIZED BY VEGETATION. THE SEDIMENT TRAPPED BEHIND/WITHIN THE DAM MUST BE RELOCATED TO AN AREA UNDERGROUND FINAL GRADING.
4. THE CHECK DAMS MUST BE FLATTENED AND GRADED IN A MANNER WHICH PROTECTS THE AREA FROM EROSION AND CHANNEL BLOCKAGE. (GEOTEXTILE MUST BE REMOVED
5. THE GEOTEXTILE MUST BE DISPOSED OF OFFSITE
6. THE AREA CONTRIBUTING TO THE CHECK DAM MUST NOT EXCEED 10 ACRES.

TEMPORARY CHECK DAM AT CULVERT ENTRANCE



SECTION A-A
NOT TO SCALE

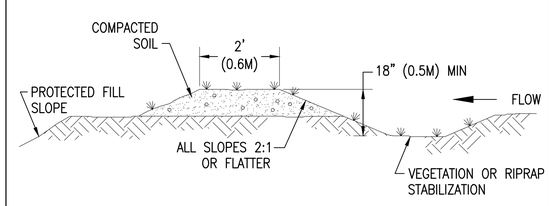


NOTE:
USE SANDBAGS, STRAW BALES OR OTHER APPROVED METHODS TO CHANNELIZE RUNOFF TO BASIN AS REQUIRED.

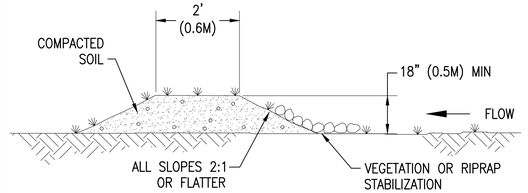
PLAN VIEW
NOT TO SCALE

NOTES:
1. THE ENTRANCE MUST BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-TO-WAYS. THIS MAY REQUIRE TOP DRESSING, REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT.
2. WHEN NECESSARY, WHEELS MUST BE CLEANED PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY
3. WHEN WASHING IS REQUIRED, IT MUST BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN

TEMPORARY GRAVEL CONSTRUCTION ENTRANCE/EXIT



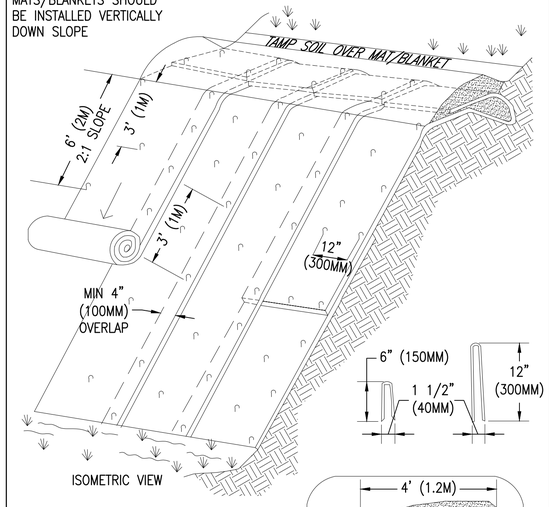
TYPICAL FILL DIVERSION
NOT TO SCALE



TYPICAL TEMPORARY DIVERSION DIKE
NOT TO SCALE

NOTES:
1. THE CHANNEL BEHIND THE DIKE MUST HAVE POSITIVE GRADE TO A STABILIZED OUTLET
2. THE DIKE MUST BE ADEQUATELY COMPACTED TO PREVENT FAILURE
3. THE DIKE MUST BE STABILIZED WITH TEMPORARY OR PERMANENT SEEDING OR RIPRAP

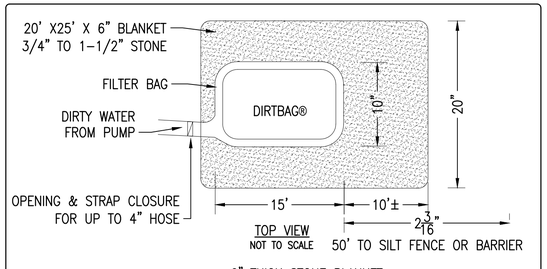
TEMPORARY DIVERSION DIKE

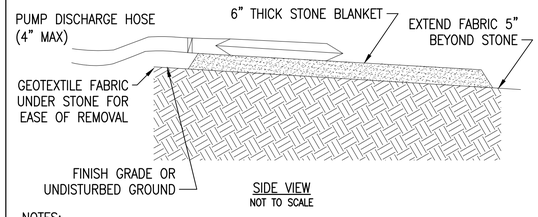


TYPICAL SLOPE SOIL STABILIZATION
NOT TO SCALE

NOTES:
1. SLOPE SURFACE MUST BE FREE OF ROCKS, CLODS, STICKS AND GRASS.
MATS/BLANKETS MUST HAVE GOOD SOIL CONTACT
2. APPLY PERMANENT SEEDING BEFORE PLACING BLANKETS
3. BLANKETS LOOSELY AND STAKE OR STAPLE TO MAINTAIN DIRECT CONTRACT WITH THE SOIL DO NOT STRETCH

EROSION BLANKETS & TURF REINFORCEMENT MATS SLOPE INSTALLATION





NOTES:
1. DIRT BAG MATERIAL ON PARTICLE SIZE IN DIRTY WATER, I.E. FOR COARSE PARTICLES A WOVEN MATERIAL; FOR SLITS/CLAYS A NON-WOVEN MATERIAL
2. DO NOT OVER PRESSURIZE DIRT BAG OR USE BEYOND CAPACITY.
3. LOCATE DISCHARGE SITE ON FLAT UPLAND AREAS AS FAR AWAY AS POSSIBLE FROM STREAMS, WETLANDS, OTHER RESOURCES AND POINTS OF CONCENTRATED FLOW
4. DOWNGRADIENT RECEIVING AREA MUST BE WELL VEGETATED OR OTHERWISE STABLE FROM EROSION, E.G. FOREST FLOOR OR COARSE GRAVEL / STONE.
5. DISCHARGE NOT PERMITTED WITHIN 25' OF A STREAM OR WELAND CONSULT DEP IF STRUCTURE MUST BE WITHIN 75' OF STREAM OR WATER BODY SECONDARY CONTAINMENT MAY BE REQUIRED.
6. AN OIL/WATER SEPARATOR OR FILTRATION MECHANISM MUST BE INSTALLED PRIOR TO DISCHARGE IS CONTAMINATED WITH PETROLEUM PRODUCTS.

PUMPED DISCHARGE SEDIMENT CONTROL DEVICE ("DIRT BAG")

0	ISSUED FOR BID	10/22/2024	BMG
STM	DESCRIPTION	DATE	APPR

NAVFAC

PRELIMINARY FOR CONSTRUCTION

SEAL

PWD-MAINE IN-HOUSE DESIGN

APPROVED

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT - MAINE
PORTSMOUTH NAVAL SHIPYARD

NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND ~ MID-ATLANTIC
NAVAL SHIPYARD - PORTSMOUTH, NH

KITTERY, MAINE

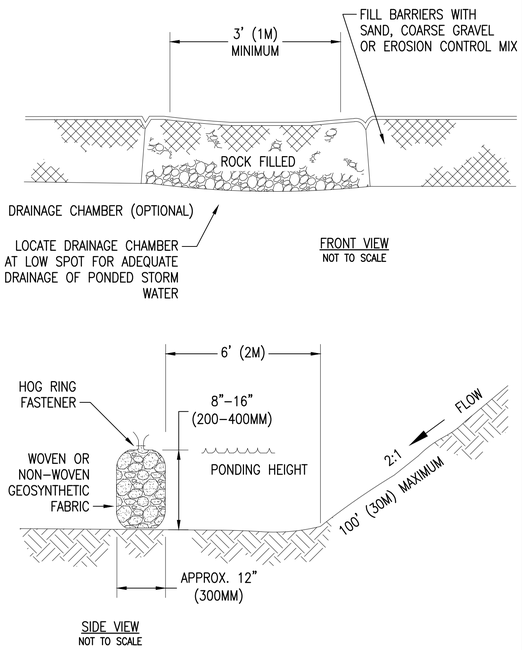
RM18-0917 PERIMETER SECURITY ROAD REPAIRS

EROSION CONTROL DETAIL 1

EPROJECT NO.: 1585749
NAVFAC DRAWING NO. 12916788
SHEET 14 OF 68
CEC002 FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018

FILE NAME: T:\CIV\PWD_Maine\Project Folder (P)\ME\Cutler\Sitework\2025_1585749_RM18-0917_Perimeter Security Road Repairs\B_Design\Drawings\Autocad Files\CEC001-CEC003.dwg LAYOUT NAME: CEC002 PLOTTED: Tuesday, November 12, 2024 - 9:25am USER: david.j.mclaughlin6



CONTINUOUS BERM (ON HARD SURFACE)

CONTINUOUS CONTAINED BERMS:

BERMS MUST BE FILLED WITH EROSION CONTROL MIX CONSISTING OF A WELL–GRADED MIXTURE OF PARTICLE SIZES AND MAY CONTAIN ROCKS LESS THAN 4" IN DIAMETER. EROSION CONTROL MIX MUST BE FREE OF REFUSE, PHYSICAL CONTAMINANTS, AND MATERIAL TOXIC TO PLANT GROWTH. THE MIX COMPOSITION MUST MEET THE FOLLOWING STANDARDS:

THE ORGANIC MATTER CONTENT MUST BE BETWEEN 80 AND 100%, DRY WEIGHT BASIS. PARTICLE SIZE BY WEIGHT MUST BE 100 % PASSING A 6" SCREEN AND A MINIMUM OF 70 %, MAXIMUM OF 85%, PASSING A 0.75" SCREEN.

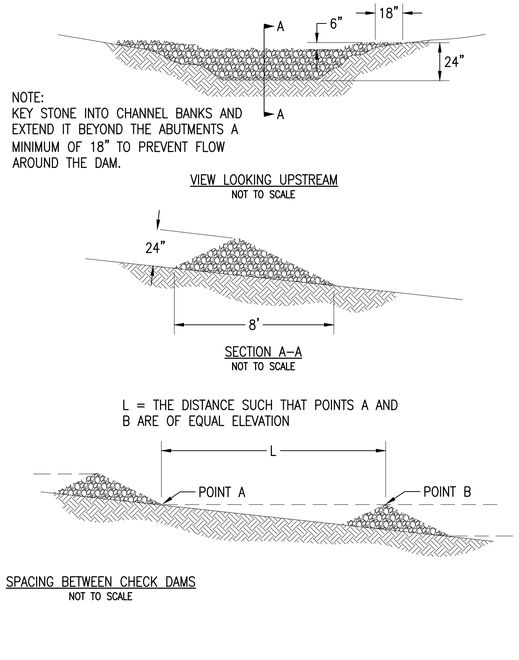
THE ORGANIC PORTION NEEDS TO BE FIBROUS AND ELONGATED. LARGE PORTIONS OF SILTS, CLAYS OR FINE SANDS ARE NOT ACCEPTABLE IN THE MIX. SOLUBLE SALTS CONTENT MUST BE < 4.0 MMHOS/CM. THE PH SHOULD FALL BETWEEN 5.0 AND 8.0.

BERMS MUST BE INSPECTED IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL. THEY MUST BE REPAIRED IMMEDIATELY IF THERE ARE ANY SIGNS OF EROSION OR SEDIMENTATION BELOW THEM. IF THERE ARE SIGNS OF UNDERCUTTING AT THE CENTER OR THE EDGES OF THE BARRIER, OR IMPOUNDING OF LARGE VOLUMES OF WATER BEHIND THEM, THEY MUST BE REPLACED WITH A TEMPORARY CHECK DAM.

FABRIC MUST BE REPLACED PROMPTLY SHOULD IT DECOMPOSE OR BECOME INEFFECTIVE PRIOR TO THE EXPECTED USABLE LIFE. BERMS SHOULD BE RESHAPED AS NEEDED.

SEDIMENT DEPOSITS SHOULD BE REMOVED AFTER EACH STORM EVENT. THEY MUST BE REMOVED WHEN DEPOSITS REACH ONE–HALF THE HEIGHT OF THE BARRIER.

ANY SEDIMENT DEPOSITS REMAINING AFTER THE BERM IS NO LONGER REQUIRED SHOULD BE DRESSED TO CONFORM TO THE EXISTING GRADE, PREPARED AND SEEDED.



STONE CHECK DAM

STONE CHECK DAM:

CHECK DAMS ARE INTENDED FOR USE IN AREAS OF CONCENTRATED FLOW, BUT MUST NOT BE USED IN STREAM CHANNELS (WHETHER PERENNIAL OR INTERMITTENT). THE CHECK DAM MAY BE LEFT IN PLACE PERMANENTLY TO AVOID UNNECESSARY DISTURBANCE OF THE SOIL ON REMOVAL, BUT ONLY IF THE PROJECT DESIGN HAS ACCOUNTED FOR THEIR HYDRAULIC PERFORMANCE AND CONSTRUCTION PLANS CALL FOR THEM TO BE RETAINED.

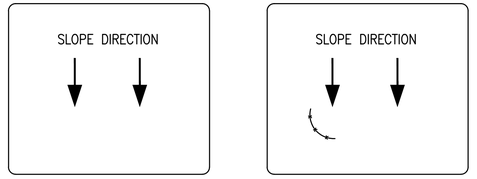
CHECK DAMS SHOULD BE INSPECTED AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL. NECESSARY REPAIRS SHOULD BE MADE IMMEDIATELY.

INSPECTIONS SHOULD VERIFY THAT THE CENTER OF THE DAM IS LOWER THAN THE EDGES. EROSION CAUSED BY HIGH FLOWS AROUND THE EDGES OF THE DAM MUST BE CORRECTED IMMEDIATELY. IF EVIDENCE OF SILTATION IN THE WATER IS APPARENT DOWNSTREAM FROM THE CHECK DAM, THE CHECK DAM SHOULD BE INSPECTED AND ADJUSTED IMMEDIATELY.

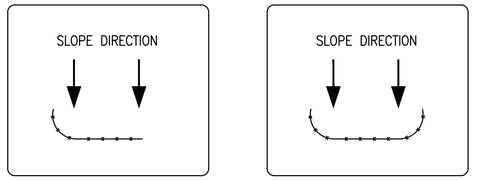
CHECK DAMS SHOULD BE CHECKED FOR SEDIMENT ACCUMULATION AFTER EACH SIGNIFICANT RAINFALL. SEDIMENT SHOULD BE REMOVED WHEN IT REACHES ½ OF THE ORIGINAL HEIGHT OR BEFORE.

THE MAXIMUM CONTRIBUTING DRAINAGE AREA OF THE DAM SHOULD BE LESS THAN ONE ACRE. THE MAXIMUM HEIGHT OF THE DAM SHOULD BE 2 FEET, AND THE CENTER OF THE DAM SHOULD BE AT LEAST 6 INCHES LOWER THAN THE OUTER EDGES.

THE MAXIMUM SPACING BETWEEN THE DAMS SHOULD BE SUCH THAT THE TOE OF THE UPSTREAM DAM IS AT THE SAME ELEVATION AS THE OVERFLOW ELEVATION OF THE DOWNSTREAM DAM. STONE CHECK DAMS SHOULD BE CONSTRUCTED OF A WELL–GRADED ANGULAR STONE RANGING FROM 2–3 INCHES IN SIZE. ¾ INCH STONE ON THE UP–GRADIENT FACE IS RECOMMENDED FOR BETTER FILTERING.



STEP 1 – CONSTRUCT LEG

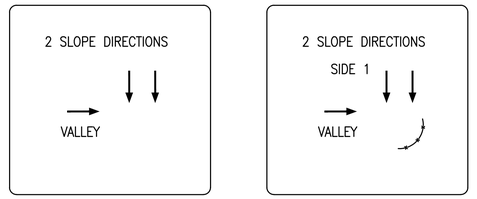


STEP 2 – CONSTRUCT DAM

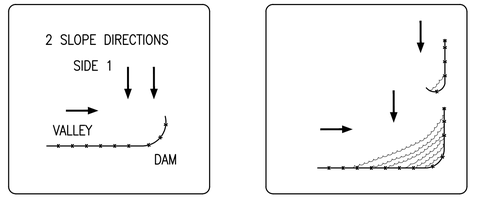
STEP 3 – CONSTRUCT LEG 2

INSTALLATION WITH J–HOOKS OR "SIMLES" INCREASES EROSION CONTROL MIX BERM EFFICIENCY.

EROSION CONTROL MIX BERM TYPICAL PLACEMENT–ONE SLOPE



STEP 1 – CONSTRUCT A DAM

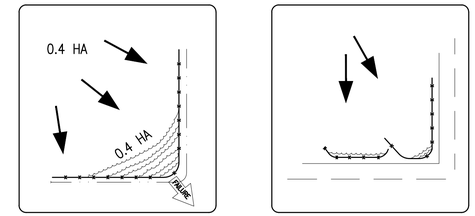


STEP 2 – CONSTRUCT SIDE 2

STEP 3 – CONSTRUCT J–HOOKS AS NEEDED

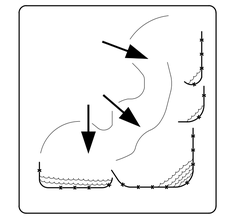
INSTALLATION WITH J–HOOKS WILL INCREASE EROSION CONTROL MIX BERM EFFICIENCY AND REDUCE EROSION–CAUSING FAILURES

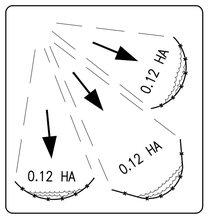
EROSION CONTROL MIX BERM TYPICAL PLACEMENT–TWO SLOPE



INCORRECT – DO NOT LAYOUT "PERIMETER CONTROL" CONTROL MIX BERMS ALONG PROPERTY LINES. ALL SEDIMENT LADEN RUNOFF WILL CONCENTRATE AND OVERWHELM THE SYSTEM.

CORRECT – INSTALL J–HOOKS





DISCREET SEGMENTS OF COMPOST BERMS, INSTALLED WITH J–HOODS OR "SMILES" WILL BE MUCH MORE EFFECTIVE.

EROSION CONTROL MIX BERM TYPICAL PLACEMENT FOR PERIMETER CONTROL

EROSION CONTROL MIX BERM:

TEMPORARY MULCHING WITH EROSION CONTROL MIX (ECM) CAN BE VERY EFFECTIVE AS A BMP. THE NAVY HIGHLY ENCOURAGES ITS USE IN BERMS AND TO PROTECT EXPOSED SOILS. ECM MUST MEET THE REQUIREMENTS OF THE STATE OF MAINE, INCLUDING, BUT NOT LIMITED TO, THE FOLLOWING:

ECM MUST BE COMPOSED OF 80–100% ORGANIC MATTER, FIBROUS AND ELONGATED, WITH THE REMAINING PERCENTAGE OF CONTENT BEING A WELL–GRADED MIXTURE HAVING NO ROCKS EXCEEDING 4 INCHES IN DIAMETER. THE ENTIRETY OF THE MIX MATERIAL MUST PASS A 6" SCREEN AND 70–85% MUST PASS A 0.75" SCREEN. THE MIX MATERIAL MUST NOT CONTAIN ANY SILTS, CLAYS, OR FINE SANDS.

ECM MUST NOT CONTAIN WOOD OR BARK CHIPS, GROUND CONSTRUCTION DEBRIS OR REPROCESSED WOOD PRODUCTS. SHREDDED BARK, STUMP GRINDINGS, AND COMPOSTED BARK CAN BE USED AS ORGANIC CONTENT. A BARRIER OR BERM CONTAINING ECM MUST BE CONSTRUCTED ON A LEVEL CONTOUR AND MUST HAVE MINIMUM HEIGHT OF 12 INCHES.

ON SLOPES LESS THAN 5% OR AT THE BOTTOM OF STEEPER SLOPES (<2:1) UP TO 20 FEET LONG, THE BARRIER MUST BE A MINIMUM OF 12 INCHES HIGH, AS MEASURED ON THE UPHILL SIDE OF THE BARRIER, AND A MINIMUM OF 24 INCHES WIDE. ON LONGER OR STEEPER SLOPES, THE BARRIER SHOULD BE WIDER TO ACCOMMODATE THE ADDITIONAL RUNOFF.

OTHER BMP'S SHOULD BE USED AT LOW POINTS OF CONCENTRATED RUNOFF, BELOW CULVERT OUTLET APRONS, AROUND CATCH BASINS AND CLOSED STORM SYSTEMS, AND AT THE BOTTOM OF STEEP PERIMETER SLOPES THAT ARE MORE THAN 50 FEET FROM TOP TO BOTTOM.

STM	DESCRIPTION	DATE	APPR
0	ISSUED FOR BID	10/22/2024	BMG

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

PWD-MAINE IN HOUSE DESIGN

APPROVED

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT – MAINE
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND – MID-ATLANTIC
NAVAL SHIPYARD – PORTSMOUTH, NH
PORTSMOUTH NAVAL SHIPYARD – KITTERY, MAINE

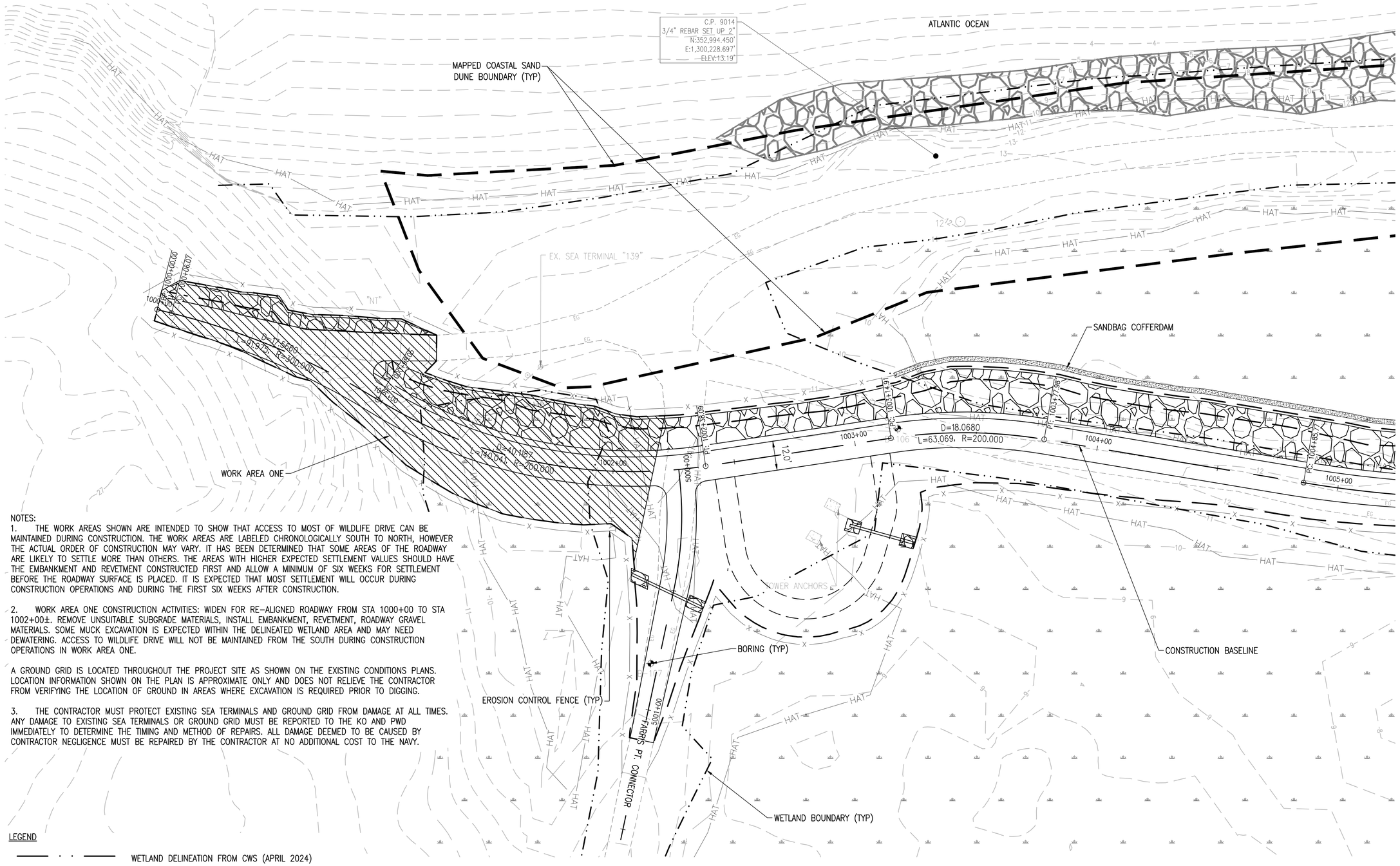
RM18–0917 PERIMETER SECURITY ROAD REPAIRS

EROSION CONTROL DETAIL 2

EPROJECT NO.: 1585749
NAVFAC DRAWING NO. 12916789
SHEET 15 OF 68
CEC003 FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018

FILE NAME: T:\CV\PWD_Maine\Project Folder (P)\MEC\Cutler\Sitework\2025_1585749_RM18–0917_Perimeter Security Road Repairs\B_Design\Drawings\Autocad Files\CEC001–CEC003.dwg LAYOUT NAME: CEC003 PLOTTED: Tuesday, November 12, 2024 – 9:25am USER: dlvid1.mclaughlin6



NOTES:

1. THE WORK AREAS SHOWN ARE INTENDED TO SHOW THAT ACCESS TO MOST OF WILDLIFE DRIVE CAN BE MAINTAINED DURING CONSTRUCTION. THE WORK AREAS ARE LABELED CHRONOLOGICALLY SOUTH TO NORTH, HOWEVER THE ACTUAL ORDER OF CONSTRUCTION MAY VARY. IT HAS BEEN DETERMINED THAT SOME AREAS OF THE ROADWAY ARE LIKELY TO SETTLE MORE THAN OTHERS. THE AREAS WITH HIGHER EXPECTED SETTLEMENT VALUES SHOULD HAVE THE EMBANKMENT AND REVETMENT CONSTRUCTED FIRST AND ALLOW A MINIMUM OF SIX WEEKS FOR SETTLEMENT BEFORE THE ROADWAY SURFACE IS PLACED. IT IS EXPECTED THAT MOST SETTLEMENT WILL OCCUR DURING CONSTRUCTION OPERATIONS AND DURING THE FIRST SIX WEEKS AFTER CONSTRUCTION.

2. WORK AREA ONE CONSTRUCTION ACTIVITIES: WIDEN FOR RE-ALIGNED ROADWAY FROM STA 1000+00 TO STA 1002+00±. REMOVE UNSUITABLE SUBGRADE MATERIALS, INSTALL EMBANKMENT, REVETMENT, ROADWAY GRAVEL MATERIALS. SOME MUCK EXCAVATION IS EXPECTED WITHIN THE DELINEATED WETLAND AREA AND MAY NEED DEWATERING. ACCESS TO WILDLIFE DRIVE WILL NOT BE MAINTAINED FROM THE SOUTH DURING CONSTRUCTION OPERATIONS IN WORK AREA ONE.

A GROUND GRID IS LOCATED THROUGHOUT THE PROJECT SITE AS SHOWN ON THE EXISTING CONDITIONS PLANS. LOCATION INFORMATION SHOWN ON THE PLAN IS APPROXIMATE ONLY AND DOES NOT RELIEVE THE CONTRACTOR FROM VERIFYING THE LOCATION OF GROUND IN AREAS WHERE EXCAVATION IS REQUIRED PRIOR TO DIGGING.

3. THE CONTRACTOR MUST PROTECT EXISTING SEA TERMINALS AND GROUND GRID FROM DAMAGE AT ALL TIMES. ANY DAMAGE TO EXISTING SEA TERMINALS OR GROUND GRID MUST BE REPORTED TO THE KO AND PWD IMMEDIATELY TO DETERMINE THE TIMING AND METHOD OF REPAIRS. ALL DAMAGE DEEMED TO BE CAUSED BY CONTRACTOR NEGLIGENCE MUST BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE NAVY.

LEGEND

- WETLAND DELINEATION FROM CWS (APRIL 2024)
- HAT — HIGHEST ASTRONOMICAL TIDE (MAINE GEOLOGIC SURVEY)
- WORK AREA

AREA "G" - WORK AREA ONE EROSION CONTROL PLAN

SCALE: 1" = 20'

PLAN NORTH

GRAPHIC SCALE

1" = 20' — 20 10 0 20 40 60 — scale feet

NO	DESCRIPTION	DATE	APPR
0	ISSUED FOR BID	10/22/2024	BMG

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

PWD-MAINE IN HOUSE DESIGN

APPROVED

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT - MAINE
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND ~ MID-ATLANTIC
NAVAL SHIPYARD - PORTSMOUTH, NH
KITTERY, MAINE
PORTSMOUTH NAVAL SHIPYARD
RM18-0917 PERIMETER SECURITY ROAD REPAIRS

AREA G - WORK AREA ONE EROSION CONTROL PLAN

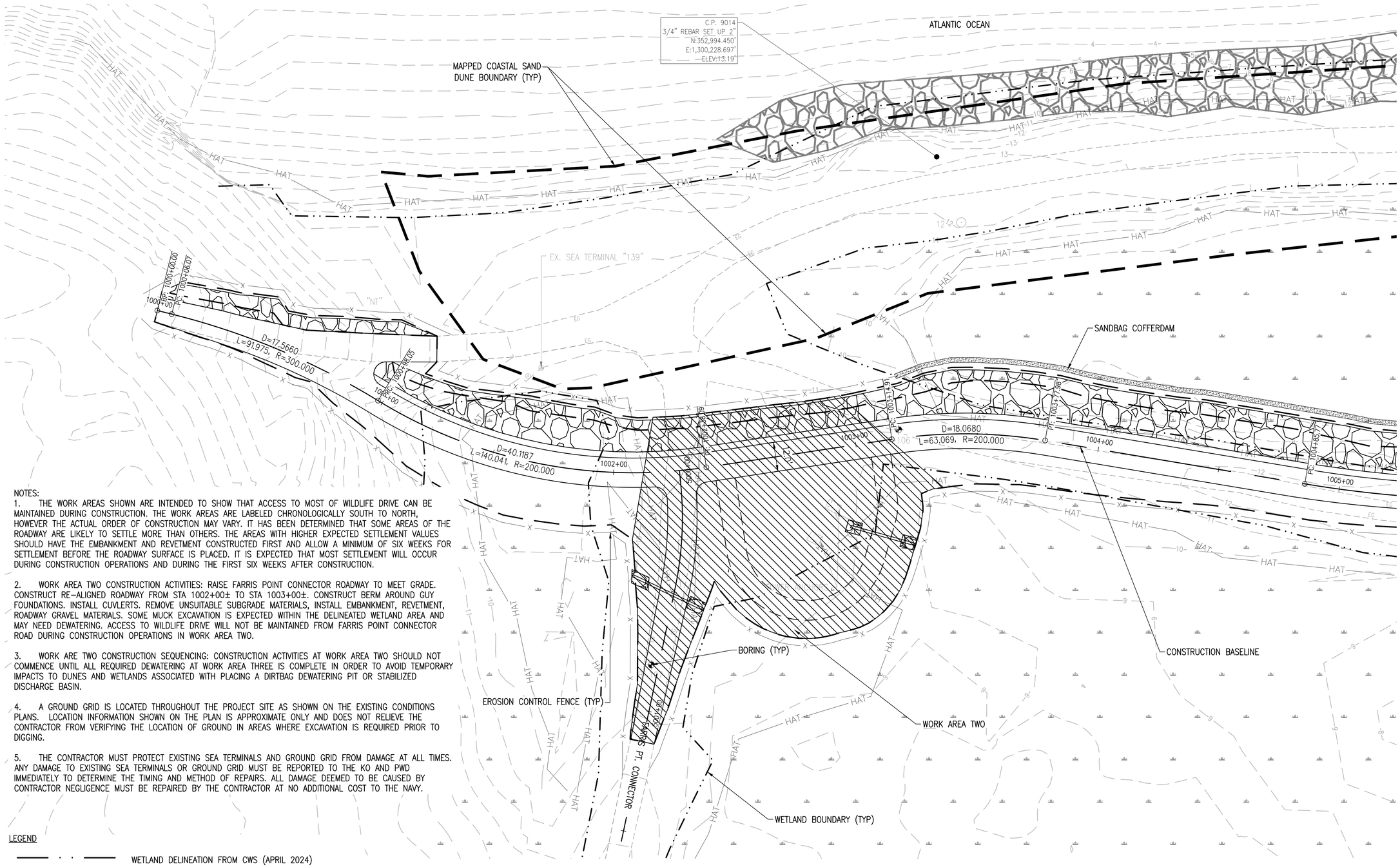
EPROJECT NO.: 1585749

NAVFAC DRAWING NO. 12916790

SHEET 16 OF 68

CEC101 | FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018



NOTES:

1. THE WORK AREAS SHOWN ARE INTENDED TO SHOW THAT ACCESS TO MOST OF WILDLIFE DRIVE CAN BE MAINTAINED DURING CONSTRUCTION. THE WORK AREAS ARE LABELED CHRONOLOGICALLY SOUTH TO NORTH, HOWEVER THE ACTUAL ORDER OF CONSTRUCTION MAY VARY. IT HAS BEEN DETERMINED THAT SOME AREAS OF THE ROADWAY ARE LIKELY TO SETTLE MORE THAN OTHERS. THE AREAS WITH HIGHER EXPECTED SETTLEMENT VALUES SHOULD HAVE THE EMBANKMENT AND REVETMENT CONSTRUCTED FIRST AND ALLOW A MINIMUM OF SIX WEEKS FOR SETTLEMENT BEFORE THE ROADWAY SURFACE IS PLACED. IT IS EXPECTED THAT MOST SETTLEMENT WILL OCCUR DURING CONSTRUCTION OPERATIONS AND DURING THE FIRST SIX WEEKS AFTER CONSTRUCTION.

2. WORK AREA TWO CONSTRUCTION ACTIVITIES: RAISE FARRIS POINT CONNECTOR ROADWAY TO MEET GRADE. CONSTRUCT RE-ALIGNED ROADWAY FROM STA 1002+00± TO STA 1003+00±. CONSTRUCT BERM AROUND GUY FOUNDATIONS. INSTALL CUVLERTS. REMOVE UNSUITABLE SUBGRADE MATERIALS, INSTALL EMBANKMENT, REVETMENT, ROADWAY GRAVEL MATERIALS. SOME MUCK EXCAVATION IS EXPECTED WITHIN THE DELINEATED WETLAND AREA AND MAY NEED DEWATERING. ACCESS TO WILDLIFE DRIVE WILL NOT BE MAINTAINED FROM FARRIS POINT CONNECTOR ROAD DURING CONSTRUCTION OPERATIONS IN WORK AREA TWO.

3. WORK ARE TWO CONSTRUCTION SEQUENCING: CONSTRUCTION ACTIVITIES AT WORK AREA TWO SHOULD NOT COMMENCE UNTIL ALL REQUIRED DEWATERING AT WORK AREA THREE IS COMPLETE IN ORDER TO AVOID TEMPORARY IMPACTS TO DUNES AND WETLANDS ASSOCIATED WITH PLACING A DIRTBAG DEWATERING PIT OR STABILIZED DISCHARGE BASIN.

4. A GROUND GRID IS LOCATED THROUGHOUT THE PROJECT SITE AS SHOWN ON THE EXISTING CONDITIONS PLANS. LOCATION INFORMATION SHOWN ON THE PLAN IS APPROXIMATE ONLY AND DOES NOT RELIEVE THE CONTRACTOR FROM VERIFYING THE LOCATION OF GROUND IN AREAS WHERE EXCAVATION IS REQUIRED PRIOR TO DIGGING.

5. THE CONTRACTOR MUST PROTECT EXISTING SEA TERMINALS AND GROUND GRID FROM DAMAGE AT ALL TIMES. ANY DAMAGE TO EXISTING SEA TERMINALS OR GROUND GRID MUST BE REPORTED TO THE KO AND PWD IMMEDIATELY TO DETERMINE THE TIMING AND METHOD OF REPAIRS. ALL DAMAGE DEEMED TO BE CAUSED BY CONTRACTOR NEGLIGENCE MUST BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE NAVY.

LEGEND

- WETLAND DELINEATION FROM CWS (APRIL 2024)
- HAT — HIGHEST ASTRONOMICAL TIDE (MAINE GEOLOGIC SURVEY)
- WORK AREA

AREA "G" - WORK AREA TWO EROSION CONTROL PLAN

SCALE: 1" = 20'

PLAN NORTH

GRAPHIC SCALE

1" = 20' — 20 10 0 20 40 60 — scale feet

APPR	DATE	DESCRIPTION	STM
BMG	10/22/2024	0 ISSUED FOR BID	

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

PWD-MAINE IN HOUSE DESIGN

APPROVED

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT - MAINE

NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND - MID-ATLANTIC
NAVAL SHIPYARD - PORTSMOUTH, NH

PORTSMOUTH NAVAL SHIPYARD KITTERY, MAINE

RM18-0917 PERIMETER SECURITY ROAD REPAIRS

AREA G - WORK AREA TWO EROSION CONTROL PLAN

EPROJECT NO.: 1585749

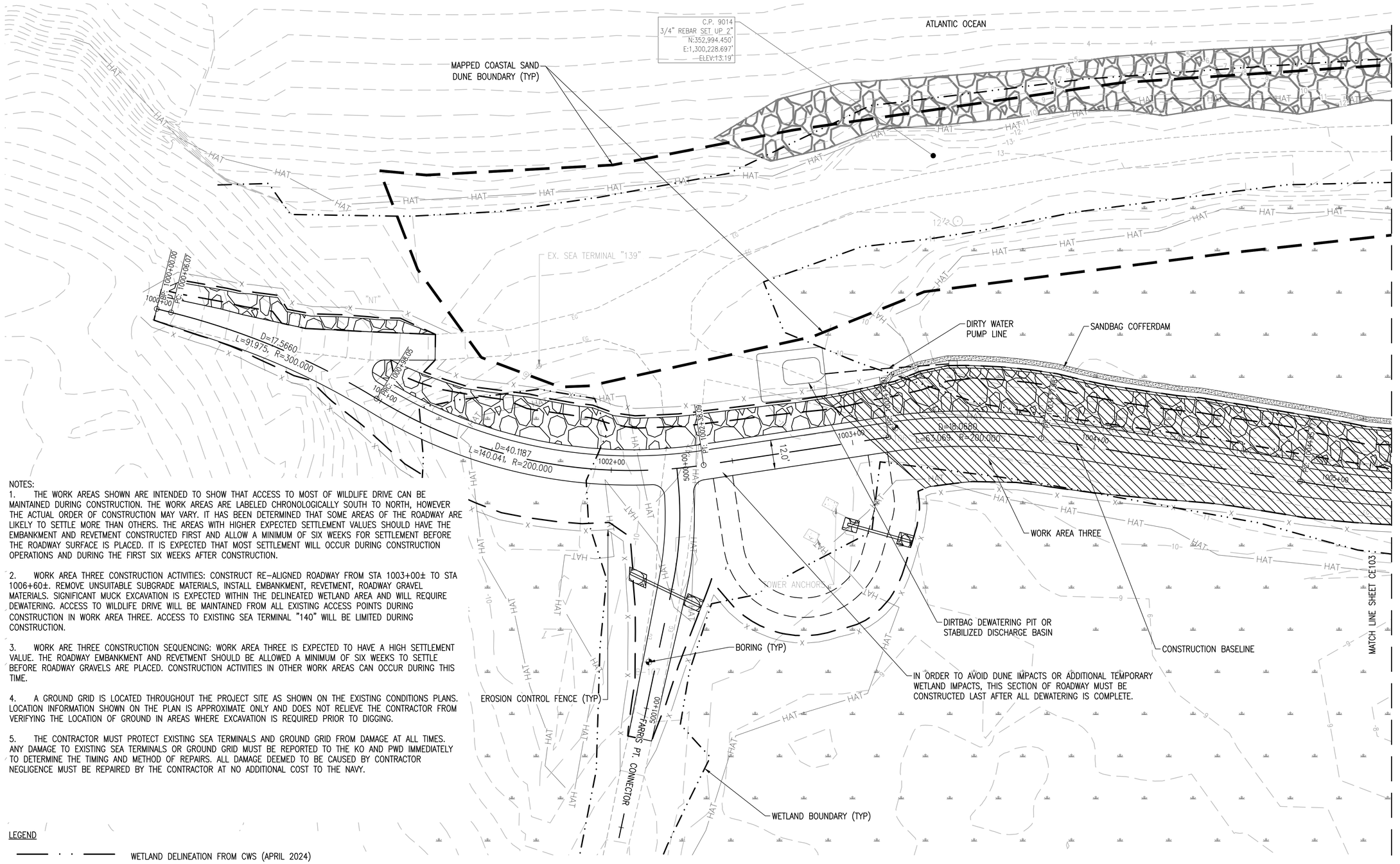
NAVFAC DRAWING NO. 12916791

SHEET 17 OF 68

CEC102 | FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018

FILE NAME: T:\GV\PWD_Maine\Project Folder (P)\ME\Cutler\Sitework\2025_1585749_RM18-0917_Perimeter Security Road Repairs\B_Design\Drawings\Autocad Files\CEC101 - CEC110.dwg LAYOUT NAME: CEC102 PLOTTED: Tuesday, November 12, 2024 - 9:27am USER: dlvid.j.mclaughlin6



NOTES:

1. THE WORK AREAS SHOWN ARE INTENDED TO SHOW THAT ACCESS TO MOST OF WILDLIFE DRIVE CAN BE MAINTAINED DURING CONSTRUCTION. THE WORK AREAS ARE LABELED CHRONOLOGICALLY SOUTH TO NORTH, HOWEVER THE ACTUAL ORDER OF CONSTRUCTION MAY VARY. IT HAS BEEN DETERMINED THAT SOME AREAS OF THE ROADWAY ARE LIKELY TO SETTLE MORE THAN OTHERS. THE AREAS WITH HIGHER EXPECTED SETTLEMENT VALUES SHOULD HAVE THE EMBANKMENT AND REVETMENT CONSTRUCTED FIRST AND ALLOW A MINIMUM OF SIX WEEKS FOR SETTLEMENT BEFORE THE ROADWAY SURFACE IS PLACED. IT IS EXPECTED THAT MOST SETTLEMENT WILL OCCUR DURING CONSTRUCTION OPERATIONS AND DURING THE FIRST SIX WEEKS AFTER CONSTRUCTION.

2. WORK AREA THREE CONSTRUCTION ACTIVITIES: CONSTRUCT RE-ALIGNED ROADWAY FROM STA 1003+00± TO STA 1006+60±. REMOVE UNSUITABLE SUBGRADE MATERIALS, INSTALL EMBANKMENT, REVETMENT, ROADWAY GRAVEL MATERIALS. SIGNIFICANT MUCK EXCAVATION IS EXPECTED WITHIN THE DELINEATED WETLAND AREA AND WILL REQUIRE DEWATERING. ACCESS TO WILDLIFE DRIVE WILL BE MAINTAINED FROM ALL EXISTING ACCESS POINTS DURING CONSTRUCTION IN WORK AREA THREE. ACCESS TO EXISTING SEA TERMINAL "140" WILL BE LIMITED DURING CONSTRUCTION.

3. WORK ARE THREE CONSTRUCTION SEQUENCING: WORK AREA THREE IS EXPECTED TO HAVE A HIGH SETTLEMENT VALUE. THE ROADWAY EMBANKMENT AND REVETMENT SHOULD BE ALLOWED A MINIMUM OF SIX WEEKS TO SETTLE BEFORE ROADWAY GRAVELS ARE PLACED. CONSTRUCTION ACTIVITIES IN OTHER WORK AREAS CAN OCCUR DURING THIS TIME.

4. A GROUND GRID IS LOCATED THROUGHOUT THE PROJECT SITE AS SHOWN ON THE EXISTING CONDITIONS PLANS. LOCATION INFORMATION SHOWN ON THE PLAN IS APPROXIMATE ONLY AND DOES NOT RELIEVE THE CONTRACTOR FROM VERIFYING THE LOCATION OF GROUND IN AREAS WHERE EXCAVATION IS REQUIRED PRIOR TO DIGGING.

5. THE CONTRACTOR MUST PROTECT EXISTING SEA TERMINALS AND GROUND GRID FROM DAMAGE AT ALL TIMES. ANY DAMAGE TO EXISTING SEA TERMINALS OR GROUND GRID MUST BE REPORTED TO THE KO AND PWD IMMEDIATELY TO DETERMINE THE TIMING AND METHOD OF REPAIRS. ALL DAMAGE DEEMED TO BE CAUSED BY CONTRACTOR NEGLIGENCE MUST BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE NAVY.

LEGEND

- WETLAND DELINEATION FROM CWS (APRIL 2024)
- HAT — HIGHEST ASTRONOMICAL TIDE (MAINE GEOLOGIC SURVEY)
- WORK AREA

PLAN NORTH

AREA "G" - WORK AREA THREE EROSION CONTROL - PLAN 1

SCALE: 1" = 20'

GRAPHIC SCALE

1" = 20' — 20 10 0 20 40 60 — scale feet

NO	DESCRIPTION	DATE	APPR
0	ISSUED FOR BID	10/22/2024	BMG

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

PWD-MAINE IN HOUSE DESIGN

APPROVED
COMMANDER NAVFAC

ACTIVITY

SATISFACTORY TO DATE

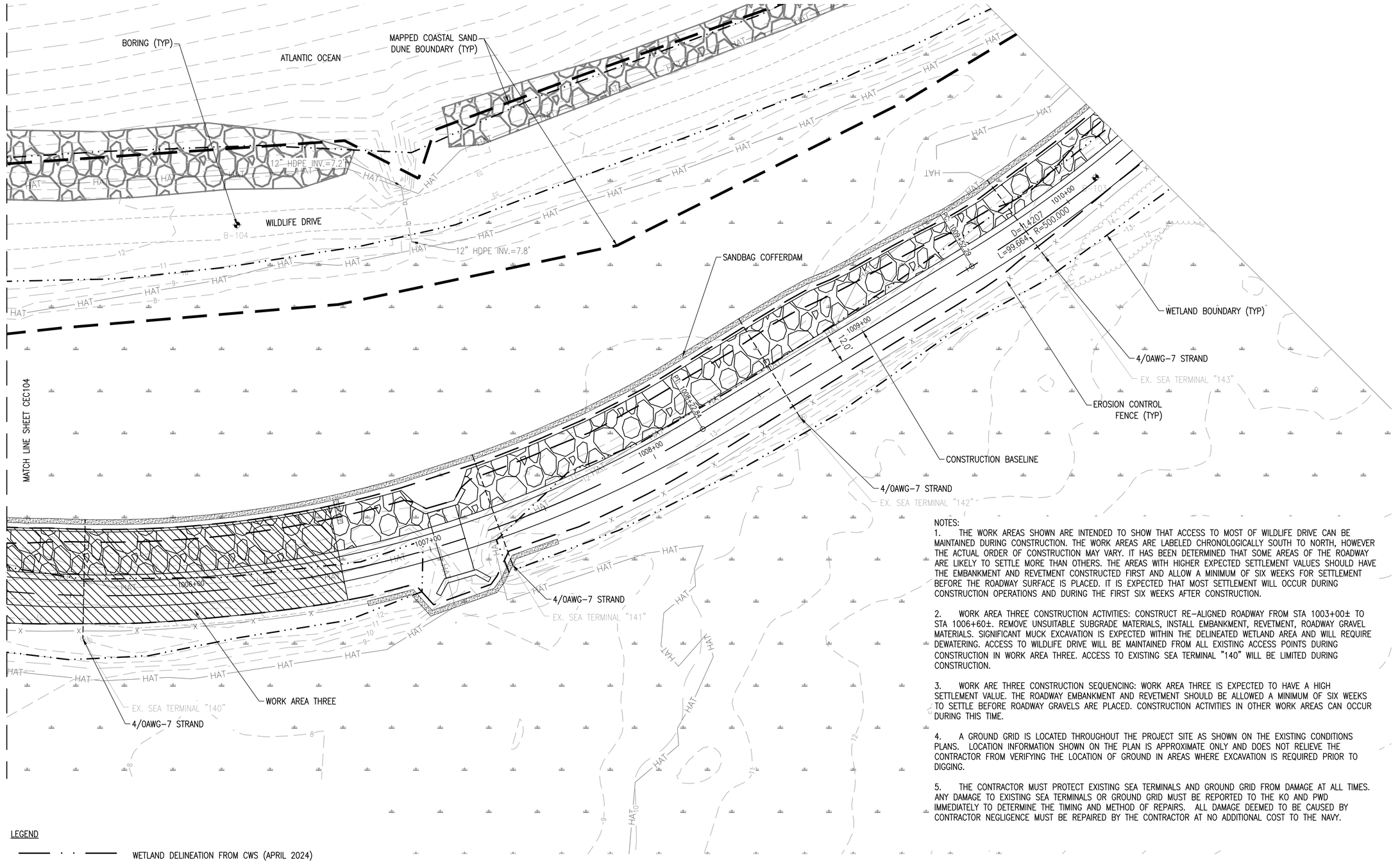
DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT - MAINE
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND - MID-ATLANTIC
NAVAL SHIPYARD - PORTSMOUTH, NH
KITTERY, MAINE
PORTSMOUTH NAVAL SHIPYARD
RM18-0917 PERIMETER SECURITY ROAD REPAIRS
AREA G - WORK AREA THREE EROSION CONTROL - PLAN 1

EPROJECT NO.: 1585749
NAVFAC DRAWING NO. 12916792
SHEET 18 OF 68
CEC103 FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018

FILE NAME: T:\O\PWD_Maine\Project Folder (P)\ME\Cutler\Sitework\2025_1585749_RM18-0917_Perimeter Security Road Repairs\B_Design\Drawings\Autocad Files\CEC101-CEC110.dwg LAYOUT NAME: CEC103 PLOTTED: Tuesday, November 12, 2024 - 9:27am USER: dsvid.j.mclaughlin6



SHEET CEC103

MATCH LINE SHEET CEC104

NOTES:

1. THE WORK AREAS SHOWN ARE INTENDED TO SHOW THAT ACCESS TO MOST OF WILDLIFE DRIVE CAN BE MAINTAINED DURING CONSTRUCTION. THE WORK AREAS ARE LABELED CHRONOLOGICALLY SOUTH TO NORTH, HOWEVER THE ACTUAL ORDER OF CONSTRUCTION MAY VARY. IT HAS BEEN DETERMINED THAT SOME AREAS OF THE ROADWAY ARE LIKELY TO SETTLE MORE THAN OTHERS. THE AREAS WITH HIGHER EXPECTED SETTLEMENT VALUES SHOULD HAVE THE EMBANKMENT AND REVETMENT CONSTRUCTED FIRST AND ALLOW A MINIMUM OF SIX WEEKS FOR SETTLEMENT BEFORE THE ROADWAY SURFACE IS PLACED. IT IS EXPECTED THAT MOST SETTLEMENT WILL OCCUR DURING CONSTRUCTION OPERATIONS AND DURING THE FIRST SIX WEEKS AFTER CONSTRUCTION.

2. WORK AREA THREE CONSTRUCTION ACTIVITIES: CONSTRUCT RE-ALIGNED ROADWAY FROM STA 1003+00± TO STA 1006+60±. REMOVE UNSUITABLE SUBGRADE MATERIALS, INSTALL EMBANKMENT, REVETMENT, ROADWAY GRAVEL MATERIALS. SIGNIFICANT MUCK EXCAVATION IS EXPECTED WITHIN THE DELINEATED WETLAND AREA AND WILL REQUIRE DEWATERING. ACCESS TO WILDLIFE DRIVE WILL BE MAINTAINED FROM ALL EXISTING ACCESS POINTS DURING CONSTRUCTION IN WORK AREA THREE. ACCESS TO EXISTING SEA TERMINAL "140" WILL BE LIMITED DURING CONSTRUCTION.

3. WORK ARE THREE CONSTRUCTION SEQUENCING: WORK AREA THREE IS EXPECTED TO HAVE A HIGH SETTLEMENT VALUE. THE ROADWAY EMBANKMENT AND REVETMENT SHOULD BE ALLOWED A MINIMUM OF SIX WEEKS TO SETTLE BEFORE ROADWAY GRAVELS ARE PLACED. CONSTRUCTION ACTIVITIES IN OTHER WORK AREAS CAN OCCUR DURING THIS TIME.

4. A GROUND GRID IS LOCATED THROUGHOUT THE PROJECT SITE AS SHOWN ON THE EXISTING CONDITIONS PLANS. LOCATION INFORMATION SHOWN ON THE PLAN IS APPROXIMATE ONLY AND DOES NOT RELIEVE THE CONTRACTOR FROM VERIFYING THE LOCATION OF GROUND IN AREAS WHERE EXCAVATION IS REQUIRED PRIOR TO DIGGING.

5. THE CONTRACTOR MUST PROTECT EXISTING SEA TERMINALS AND GROUND GRID FROM DAMAGE AT ALL TIMES. ANY DAMAGE TO EXISTING SEA TERMINALS OR GROUND GRID MUST BE REPORTED TO THE KO AND PWD IMMEDIATELY TO DETERMINE THE TIMING AND METHOD OF REPAIRS. ALL DAMAGE DEEMED TO BE CAUSED BY CONTRACTOR NEGLIGENCE MUST BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE NAVY.

LEGEND

- WETLAND DELINEATION FROM CWS (APRIL 2024)
- HAT — HIGHEST ASTRONOMICAL TIDE (MAINE GEOLOGIC SURVEY)
- WORK AREA

AREA "G" - WORK AREA THREE EROSION CONTROL - PLAN 2

SCALE: 1" = 20'

PLAN NORTH

GRAPHIC SCALE

1" = 20' — 20 10 0 20 40 60 — scale feet

NO	DESCRIPTION	DATE	APPR
0	ISSUED FOR BID	10/22/2024	BMG

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

PWD-MAINE IN HOUSE DESIGN

APPROVED

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
LEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT - MAINE
PORTSMOUTH NAVAL SHIPYARD

NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND ~ MID-ATLANTIC
NAVAL SHIPYARD - PORTSMOUTH, NH
KITTERY, MAINE

RM18-0917 PERIMETER SECURITY ROAD REPAIRS

AREA G - WORK AREA THREE EROSION CONTROL - PLAN 2

EPROJECT NO.: 1585749

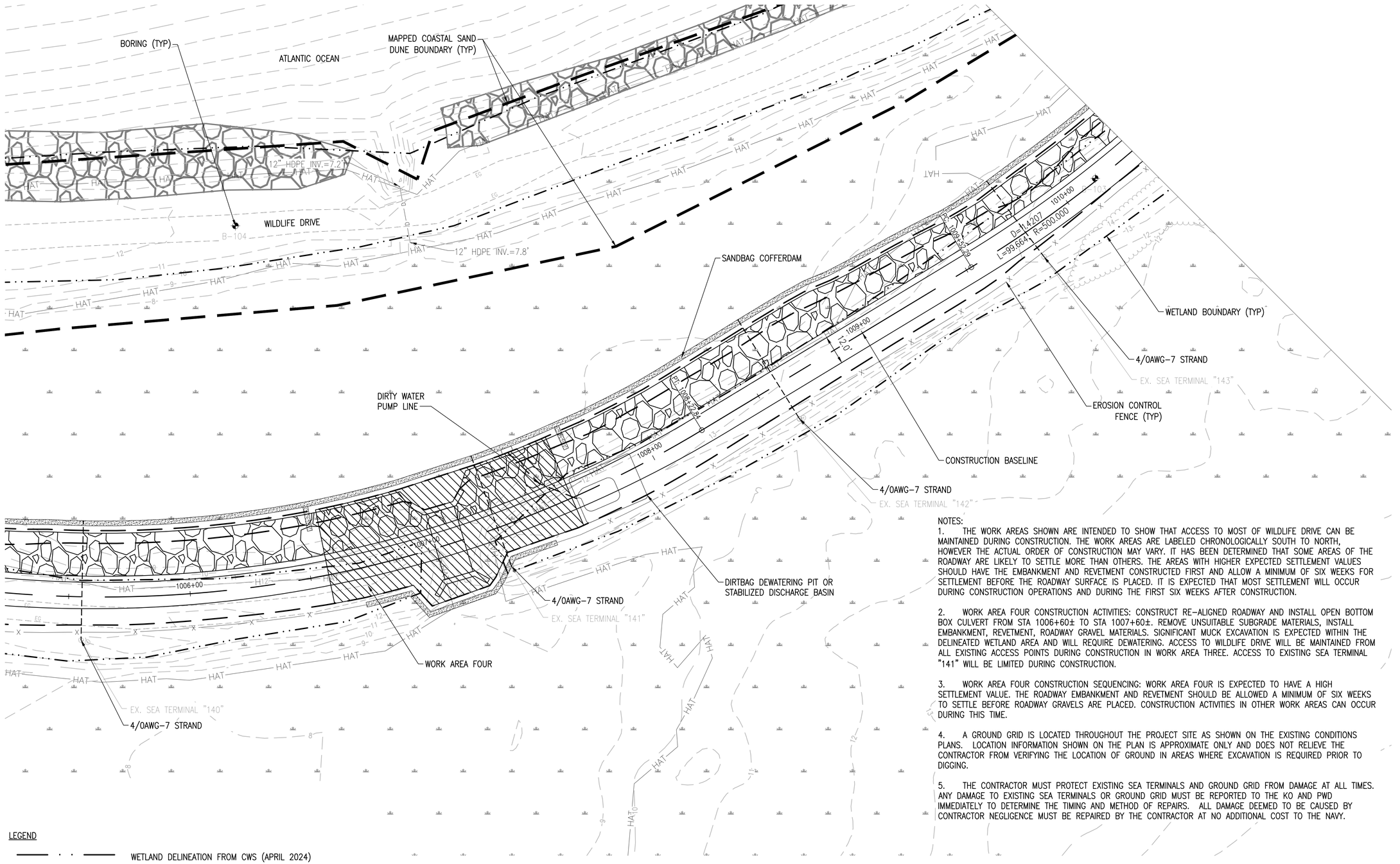
NAVFAC DRAWING NO. 12916793

SHEET 19 OF 68

CEC104 FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018

FILE NAME: T:\CIV\PWD_Maine\Project Folder (P)\ME\Cutler\Sitework\2025_1585749_RM18-0917_Perimeter Security Road Repairs\B_Design\Drawings\Autocad Files\CEC101-CEC110.dwg LAYOUT NAME: CEC104 PLOTTED: Tuesday, November 12, 2024 - 9:27am USER: david.j.mclaughlin6



NOTES:

1. THE WORK AREAS SHOWN ARE INTENDED TO SHOW THAT ACCESS TO MOST OF WILDLIFE DRIVE CAN BE MAINTAINED DURING CONSTRUCTION. THE WORK AREAS ARE LABELED CHRONOLOGICALLY SOUTH TO NORTH, HOWEVER THE ACTUAL ORDER OF CONSTRUCTION MAY VARY. IT HAS BEEN DETERMINED THAT SOME AREAS OF THE ROADWAY ARE LIKELY TO SETTLE MORE THAN OTHERS. THE AREAS WITH HIGHER EXPECTED SETTLEMENT VALUES SHOULD HAVE THE EMBANKMENT AND REVETMENT CONSTRUCTED FIRST AND ALLOW A MINIMUM OF SIX WEEKS FOR SETTLEMENT BEFORE THE ROADWAY SURFACE IS PLACED. IT IS EXPECTED THAT MOST SETTLEMENT WILL OCCUR DURING CONSTRUCTION OPERATIONS AND DURING THE FIRST SIX WEEKS AFTER CONSTRUCTION.

2. WORK AREA FOUR CONSTRUCTION ACTIVITIES: CONSTRUCT RE-ALIGNED ROADWAY AND INSTALL OPEN BOTTOM BOX CULVERT FROM STA 1006+60± TO STA 1007+60±. REMOVE UNSUITABLE SUBGRADE MATERIALS, INSTALL EMBANKMENT, REVETMENT, ROADWAY GRAVEL MATERIALS. SIGNIFICANT MUCK EXCAVATION IS EXPECTED WITHIN THE DELINEATED WETLAND AREA AND WILL REQUIRE DEWATERING. ACCESS TO WILDLIFE DRIVE WILL BE MAINTAINED FROM ALL EXISTING ACCESS POINTS DURING CONSTRUCTION IN WORK AREA THREE. ACCESS TO EXISTING SEA TERMINAL "141" WILL BE LIMITED DURING CONSTRUCTION.

3. WORK AREA FOUR CONSTRUCTION SEQUENCING: WORK AREA FOUR IS EXPECTED TO HAVE A HIGH SETTLEMENT VALUE. THE ROADWAY EMBANKMENT AND REVETMENT SHOULD BE ALLOWED A MINIMUM OF SIX WEEKS TO SETTLE BEFORE ROADWAY GRAVELS ARE PLACED. CONSTRUCTION ACTIVITIES IN OTHER WORK AREAS CAN OCCUR DURING THIS TIME.

4. A GROUND GRID IS LOCATED THROUGHOUT THE PROJECT SITE AS SHOWN ON THE EXISTING CONDITIONS PLANS. LOCATION INFORMATION SHOWN ON THE PLAN IS APPROXIMATE ONLY AND DOES NOT RELIEVE THE CONTRACTOR FROM VERIFYING THE LOCATION OF GROUND IN AREAS WHERE EXCAVATION IS REQUIRED PRIOR TO DIGGING.

5. THE CONTRACTOR MUST PROTECT EXISTING SEA TERMINALS AND GROUND GRID FROM DAMAGE AT ALL TIMES. ANY DAMAGE TO EXISTING SEA TERMINALS OR GROUND GRID MUST BE REPORTED TO THE KO AND PWD IMMEDIATELY TO DETERMINE THE TIMING AND METHOD OF REPAIRS. ALL DAMAGE DEEMED TO BE CAUSED BY CONTRACTOR NEGLIGENCE MUST BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE NAVY.

LEGEND

- WETLAND DELINEATION FROM CWS (APRIL 2024)
- HAT — HIGHEST ASTRONOMICAL TIDE (MAINE GEOLOGIC SURVEY)
- WORK AREA

AREA "G" - WORK AREA FOUR EROSION CONTROL PLAN

SCALE: 1" = 20'

PLAN NORTH

GRAPHIC SCALE

1" = 20'

20 10 0 20 40 60

scale feet

NO.	DESCRIPTION	DATE	APPR
0	ISSUED FOR BID	10/22/2024	BMG

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

PWD-MAINE IN HOUSE DESIGN

APPROVED

COMMANDING OFFICER

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT - MAINE
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND - MID-ATLANTIC
NAVAL SHIPYARD - PORTSMOUTH, NH
PORTSMOUTH NAVAL SHIPYARD
KITTERY, MAINE

RM18-0917 PERIMETER SECURITY ROAD REPAIRS

AREA G - WORK AREA FOUR EROSION CONTROL PLAN

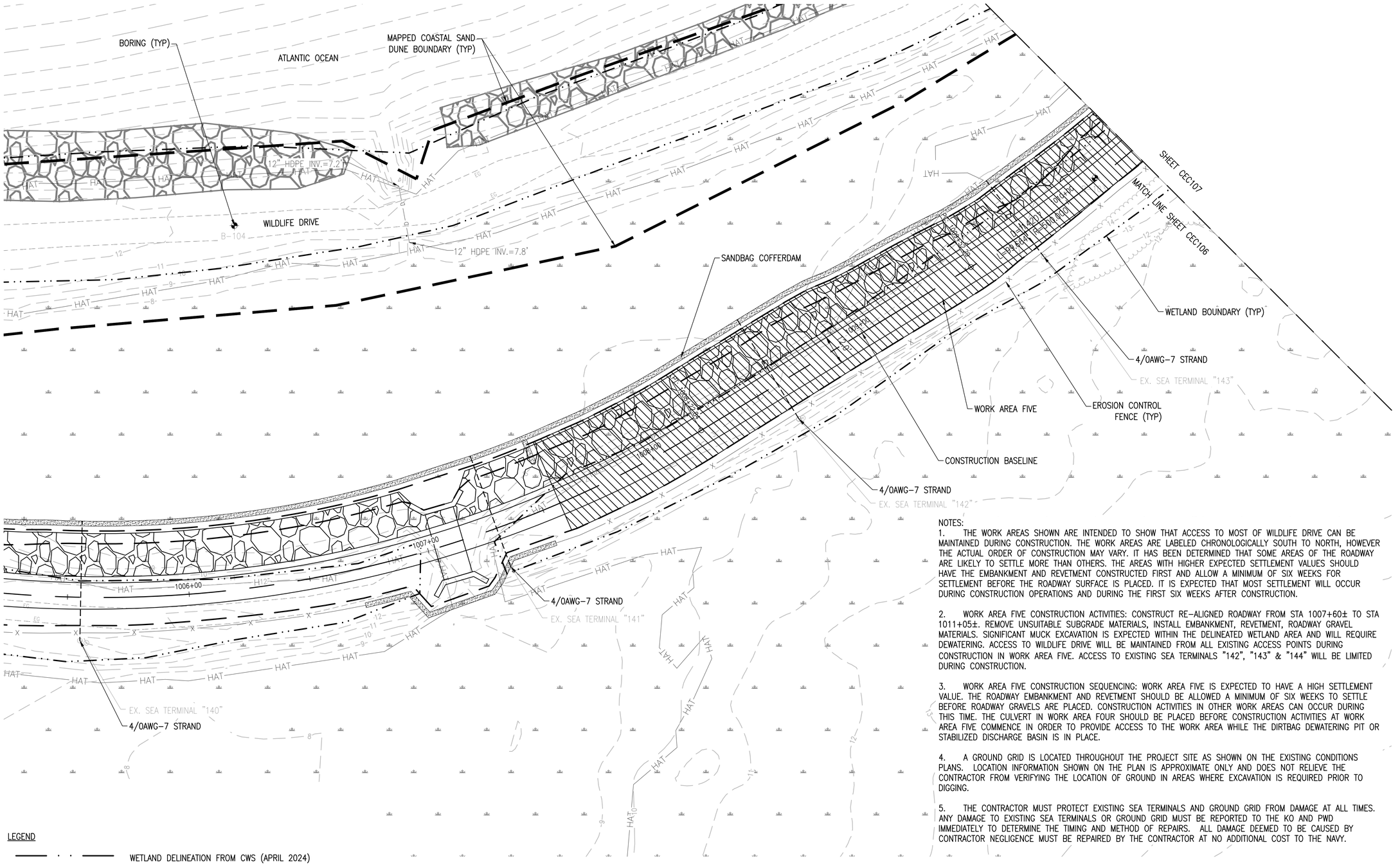
EPROJECT NO.: 1585749

NAVFAC DRAWING NO. 12916794

SHEET 20 OF 68

CEC105 FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018



NOTES:

1. THE WORK AREAS SHOWN ARE INTENDED TO SHOW THAT ACCESS TO MOST OF WILDLIFE DRIVE CAN BE MAINTAINED DURING CONSTRUCTION. THE WORK AREAS ARE LABELED CHRONOLOGICALLY SOUTH TO NORTH, HOWEVER THE ACTUAL ORDER OF CONSTRUCTION MAY VARY. IT HAS BEEN DETERMINED THAT SOME AREAS OF THE ROADWAY ARE LIKELY TO SETTLE MORE THAN OTHERS. THE AREAS WITH HIGHER EXPECTED SETTLEMENT VALUES SHOULD HAVE THE EMBANKMENT AND REVETMENT CONSTRUCTED FIRST AND ALLOW A MINIMUM OF SIX WEEKS FOR SETTLEMENT BEFORE THE ROADWAY SURFACE IS PLACED. IT IS EXPECTED THAT MOST SETTLEMENT WILL OCCUR DURING CONSTRUCTION OPERATIONS AND DURING THE FIRST SIX WEEKS AFTER CONSTRUCTION.

2. WORK AREA FIVE CONSTRUCTION ACTIVITIES: CONSTRUCT RE-ALIGNED ROADWAY FROM STA 1007+60± TO STA 1011+05±. REMOVE UNSUITABLE SUBGRADE MATERIALS, INSTALL EMBANKMENT, REVETMENT, ROADWAY GRAVEL MATERIALS. SIGNIFICANT MUCK EXCAVATION IS EXPECTED WITHIN THE DELINEATED WETLAND AREA AND WILL REQUIRE DEWATERING. ACCESS TO WILDLIFE DRIVE WILL BE MAINTAINED FROM ALL EXISTING ACCESS POINTS DURING CONSTRUCTION IN WORK AREA FIVE. ACCESS TO EXISTING SEA TERMINALS "142", "143" & "144" WILL BE LIMITED DURING CONSTRUCTION.

3. WORK AREA FIVE CONSTRUCTION SEQUENCING: WORK AREA FIVE IS EXPECTED TO HAVE A HIGH SETTLEMENT VALUE. THE ROADWAY EMBANKMENT AND REVETMENT SHOULD BE ALLOWED A MINIMUM OF SIX WEEKS TO SETTLE BEFORE ROADWAY GRAVELS ARE PLACED. CONSTRUCTION ACTIVITIES IN OTHER WORK AREAS CAN OCCUR DURING THIS TIME. THE CULVERT IN WORK AREA FOUR SHOULD BE PLACED BEFORE CONSTRUCTION ACTIVITIES AT WORK AREA FIVE COMMENCE IN ORDER TO PROVIDE ACCESS TO THE WORK AREA WHILE THE DIRTBAG DEWATERING PIT OR STABILIZED DISCHARGE BASIN IS IN PLACE.

4. A GROUND GRID IS LOCATED THROUGHOUT THE PROJECT SITE AS SHOWN ON THE EXISTING CONDITIONS PLANS. LOCATION INFORMATION SHOWN ON THE PLAN IS APPROXIMATE ONLY AND DOES NOT RELIEVE THE CONTRACTOR FROM VERIFYING THE LOCATION OF GROUND IN AREAS WHERE EXCAVATION IS REQUIRED PRIOR TO DIGGING.

5. THE CONTRACTOR MUST PROTECT EXISTING SEA TERMINALS AND GROUND GRID FROM DAMAGE AT ALL TIMES. ANY DAMAGE TO EXISTING SEA TERMINALS OR GROUND GRID MUST BE REPORTED TO THE KO AND PWD IMMEDIATELY TO DETERMINE THE TIMING AND METHOD OF REPAIRS. ALL DAMAGE DEEMED TO BE CAUSED BY CONTRACTOR NEGLIGENCE MUST BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE NAVY.

LEGEND

- WETLAND DELINEATION FROM CWS (APRIL 2024)
- HAT — HIGHEST ASTRONOMICAL TIDE (MAINE GEOLOGIC SURVEY)
- WORK AREA

PLAN NORTH

AREA "G" - WORK AREA FIVE EROSION CONTROL - PLAN 1

SCALE: 1" = 20'

GRAPHIC SCALE

1" = 20' — 20 10 0 20 40 60 — scale / feet

NO.	DESCRIPTION	DATE	APPR
0	ISSUED FOR BID	10/22/2024	BMG

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

PWD-MAINE IN HOUSE DESIGN

APPROVED

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT - MAINE
PORTSMOUTH NAVAL SHIPYARD

NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND ~ MID-ATLANTIC
NAVAL SHIPYARD - PORTSMOUTH, NH

KITTERY, MAINE

RM18-0917 PERIMETER SECURITY ROAD REPAIRS

AREA G - WORK AREA FIVE EROSION CONTROL - PLAN 1

EPROJECT NO.: 1585749

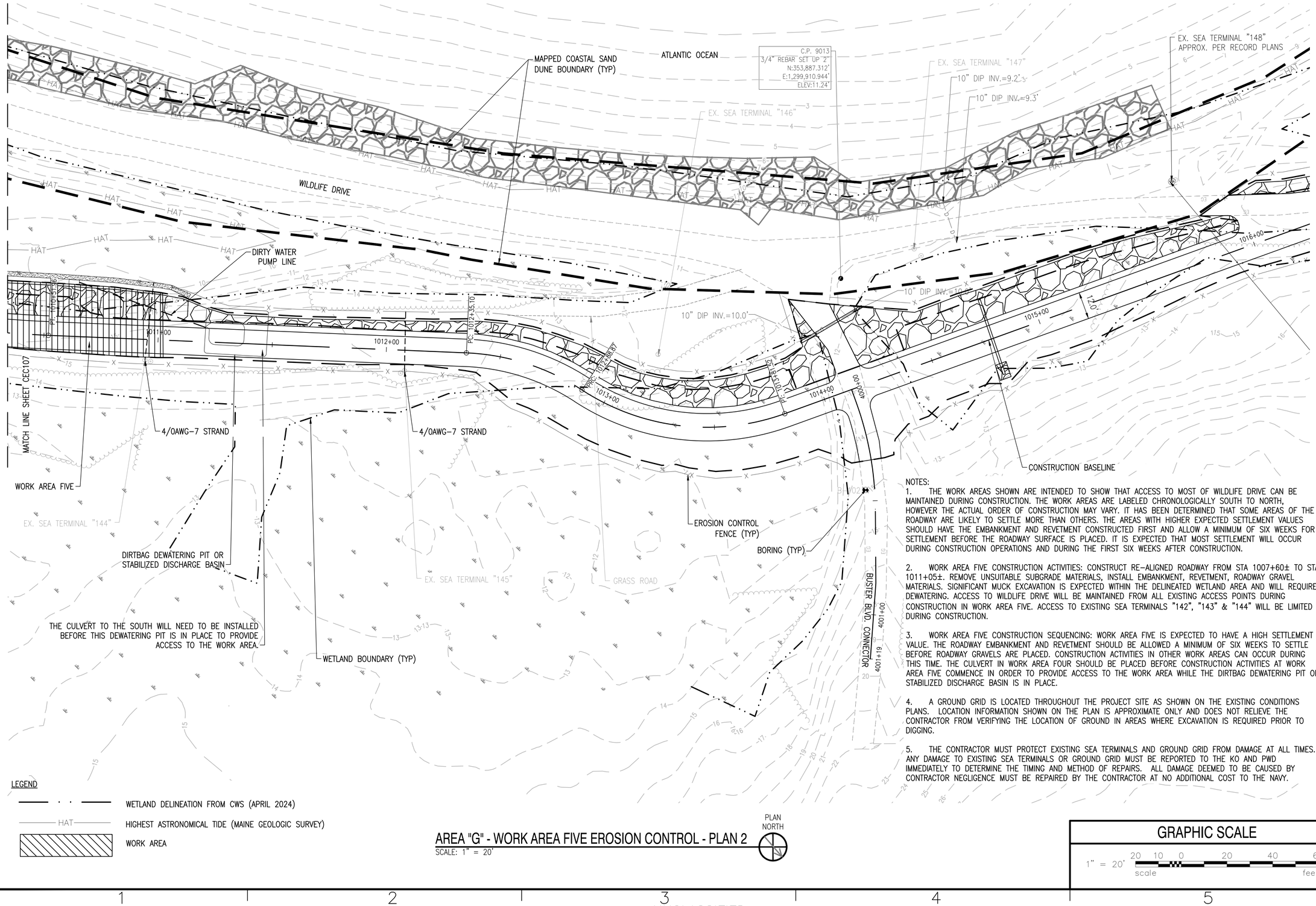
NAVFAC DRAWING NO. 12916795

SHEET 21 OF 68

CEC106 | FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018

FILE NAME: T:\CV\PWD_Maine\Project Folder (P)\ME\Cutler\Sitework\2025_1585749_RM18-0917_Perimeter Security Road Repairs\B_Design\Drawings\Autocad Files\CEC101-CEC110.dwg LAYOUT NAME: CEC106 PLOTTED: Tuesday, November 12, 2024 - 9:27am USER: dlovis1_mclaughlin6



NOTES:

1. THE WORK AREAS SHOWN ARE INTENDED TO SHOW THAT ACCESS TO MOST OF WILDLIFE DRIVE CAN BE MAINTAINED DURING CONSTRUCTION. THE WORK AREAS ARE LABELED CHRONOLOGICALLY SOUTH TO NORTH, HOWEVER THE ACTUAL ORDER OF CONSTRUCTION MAY VARY. IT HAS BEEN DETERMINED THAT SOME AREAS OF THE ROADWAY ARE LIKELY TO SETTLE MORE THAN OTHERS. THE AREAS WITH HIGHER EXPECTED SETTLEMENT VALUES SHOULD HAVE THE EMBANKMENT AND REVETMENT CONSTRUCTED FIRST AND ALLOW A MINIMUM OF SIX WEEKS FOR SETTLEMENT BEFORE THE ROADWAY SURFACE IS PLACED. IT IS EXPECTED THAT MOST SETTLEMENT WILL OCCUR DURING CONSTRUCTION OPERATIONS AND DURING THE FIRST SIX WEEKS AFTER CONSTRUCTION.

2. WORK AREA FIVE CONSTRUCTION ACTIVITIES: CONSTRUCT RE-ALIGNED ROADWAY FROM STA 1007+60± TO STA 1011+05±. REMOVE UNSUITABLE SUBGRADE MATERIALS, INSTALL EMBANKMENT, REVETMENT, ROADWAY GRAVEL MATERIALS. SIGNIFICANT MUCK EXCAVATION IS EXPECTED WITHIN THE DELINEATED WETLAND AREA AND WILL REQUIRE DEWATERING. ACCESS TO WILDLIFE DRIVE WILL BE MAINTAINED FROM ALL EXISTING ACCESS POINTS DURING CONSTRUCTION IN WORK AREA FIVE. ACCESS TO EXISTING SEA TERMINALS "142", "143" & "144" WILL BE LIMITED DURING CONSTRUCTION.

3. WORK AREA FIVE CONSTRUCTION SEQUENCING: WORK AREA FIVE IS EXPECTED TO HAVE A HIGH SETTLEMENT VALUE. THE ROADWAY EMBANKMENT AND REVETMENT SHOULD BE ALLOWED A MINIMUM OF SIX WEEKS TO SETTLE BEFORE ROADWAY GRAVELS ARE PLACED. CONSTRUCTION ACTIVITIES IN OTHER WORK AREAS CAN OCCUR DURING THIS TIME. THE CULVERT IN WORK AREA FOUR SHOULD BE PLACED BEFORE CONSTRUCTION ACTIVITIES AT WORK AREA FIVE COMMENCE IN ORDER TO PROVIDE ACCESS TO THE WORK AREA WHILE THE DIRTBAG DEWATERING PIT OR STABILIZED DISCHARGE BASIN IS IN PLACE.

4. A GROUND GRID IS LOCATED THROUGHOUT THE PROJECT SITE AS SHOWN ON THE EXISTING CONDITIONS PLANS. LOCATION INFORMATION SHOWN ON THE PLAN IS APPROXIMATE ONLY AND DOES NOT RELIEVE THE CONTRACTOR FROM VERIFYING THE LOCATION OF GROUND IN AREAS WHERE EXCAVATION IS REQUIRED PRIOR TO DIGGING.

5. THE CONTRACTOR MUST PROTECT EXISTING SEA TERMINALS AND GROUND GRID FROM DAMAGE AT ALL TIMES. ANY DAMAGE TO EXISTING SEA TERMINALS OR GROUND GRID MUST BE REPORTED TO THE KO AND PWD IMMEDIATELY TO DETERMINE THE TIMING AND METHOD OF REPAIRS. ALL DAMAGE DEEMED TO BE CAUSED BY CONTRACTOR NEGLIGENCE MUST BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE NAVY.

LEGEND

- WETLAND DELINEATION FROM CWS (APRIL 2024)
- HAT — HIGHEST ASTRONOMICAL TIDE (MAINE GEOLOGIC SURVEY)
- WORK AREA

AREA "G" - WORK AREA FIVE EROSION CONTROL - PLAN 2

SCALE: 1" = 20'

PLAN NORTH

GRAPHIC SCALE

1" = 20' — 20 10 0 20 40 60 — scale feet

NO	DESCRIPTION	DATE	APPR
0	ISSUED FOR BID	10/22/2024	BMG

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

PWD-MAINE IN HOUSE DESIGN

APPROVED

COMMENTS:

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT - MAINE
PORTSMOUTH NAVAL SHIPYARD

NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND ~ MID-ATLANTIC
NAVAL SHIPYARD ~ PORTSMOUTH, NH

KITTERY, MAINE

RM18-0917 PERIMETER SECURITY ROAD REPAIRS

AREA G - WORK AREA FIVE EROSION CONTROL - PLAN 2

EPROJECT NO.: 1585749

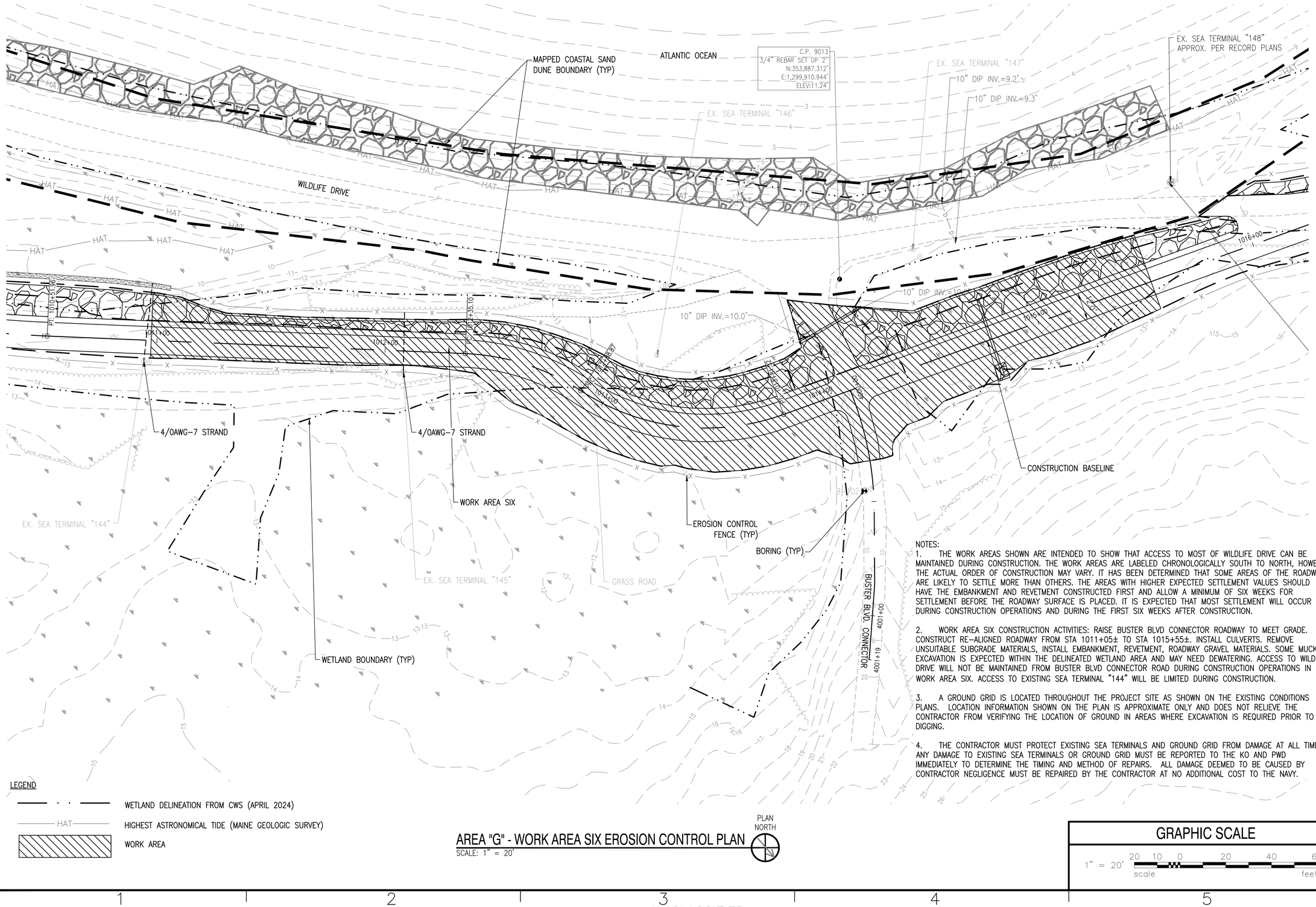
NAVFAC DRAWING NO. 12916796

SHEET 22 OF 68

CEC107 FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018

FILE NAME: T:\CI\PWD_Maine\Project Folder (P)\ME\Cutler\Sitework\2025_1585749_RM18-0917_Perimeter Security Road Repairs\B_Design\Drawings\Autocad Files\CEC101-CEC110.dwg LAYOUT NAME: CEC107 PLOTTED: Tuesday, November 12, 2024 - 9:27am USER: dovid.j.mclaughlin6



NOTES:

1. THE WORK AREAS SHOWN ARE INTENDED TO SHOW THAT ACCESS TO MOST OF WILDLIFE DRIVE CAN BE MAINTAINED DURING CONSTRUCTION. THE WORK AREAS ARE LABELED CHRONOLOGICALLY SOUTH TO NORTH, HOWEVER THE ACTUAL ORDER OF CONSTRUCTION MAY VARY. IT HAS BEEN DETERMINED THAT SOME AREAS OF THE ROADWAY ARE LIKELY TO SETTLE MORE THAN OTHERS. THE AREAS WITH HIGHER EXPECTED SETTLEMENT VALUES SHOULD HAVE THE EMBANKMENT AND REVETMENT CONSTRUCTED FIRST AND ALLOW A MINIMUM OF SIX WEEKS FOR SETTLEMENT BEFORE THE ROADWAY SURFACE IS PLACED. IT IS EXPECTED THAT MOST SETTLEMENT WILL OCCUR DURING CONSTRUCTION OPERATIONS AND DURING THE FIRST SIX WEEKS AFTER CONSTRUCTION.

2. WORK AREA SIX CONSTRUCTION ACTIVITIES: RAISE BUSTER BLVD CONNECTOR ROADWAY TO MEET GRADE. CONSTRUCT RE-ALIGNED ROADWAY FROM STA 1011+05± TO STA 1015+55±. INSTALL CULVERTS. REMOVE UNSUITABLE SUBGRADE MATERIALS, INSTALL EMBANKMENT, REVETMENT, ROADWAY GRAVEL MATERIALS. SOME MUCK EXCAVATION IS EXPECTED WITHIN THE DELINEATED WETLAND AREA AND MAY NEED DEWATERING. ACCESS TO WILDLIFE DRIVE WILL NOT BE MAINTAINED FROM BUSTER BLVD CONNECTOR ROAD DURING CONSTRUCTION OPERATIONS IN WORK AREA SIX. ACCESS TO EXISTING SEA TERMINAL "144" WILL BE LIMITED DURING CONSTRUCTION.

3. A GROUND GRID IS LOCATED THROUGHOUT THE PROJECT SITE AS SHOWN ON THE EXISTING CONDITIONS PLANS. LOCATION INFORMATION SHOWN ON THE PLAN IS APPROXIMATE ONLY AND DOES NOT RELIEVE THE CONTRACTOR FROM VERIFYING THE LOCATION OF GROUND IN AREAS WHERE EXCAVATION IS REQUIRED PRIOR TO DIGGING.

4. THE CONTRACTOR MUST PROTECT EXISTING SEA TERMINALS AND GROUND GRID FROM DAMAGE AT ALL TIMES. ANY DAMAGE TO EXISTING SEA TERMINALS OR GROUND GRID MUST BE REPORTED TO THE KO AND PWD IMMEDIATELY TO DETERMINE THE TIMING AND METHOD OF REPAIRS. ALL DAMAGE DEEMED TO BE CAUSED BY CONTRACTOR NEGLIGENCE MUST BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE NAVY.

LEGEND

- WETLAND DELINEATION FROM CWS (APRIL 2024)
- HAT — HIGHEST ASTRONOMICAL TIDE (MAINE GEOLOGIC SURVEY)
- WORK AREA

PLAN NORTH

AREA "G" - WORK AREA SIX EROSION CONTROL PLAN

SCALE: 1" = 20'

GRAPHIC SCALE

1" = 20' — 20 10 0 20 40 60 — scale / feet

0	ISSUED FOR BID	10/22/2024	BMG
STM	DESCRIPTION	DATE	APPR

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

NAVFAC MID-ATLANTIC
PWD-MAINE
IN HOUSE DESIGN

APPROVED
FOR COMMAND

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
LEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT - MAINE
PERFORMANCE: NAVAL SHIPYARD

NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND ~ MID-ATLANTIC
NAVAL SHIPYARD - PORTSMOUTH, NH

KITTERY, MAINE

RM18-0917 PERIMETER SECURITY ROAD REPAIRS

AREA G - WORK AREA SIX EROSION CONTROL PLAN

EPROJECT NO.: 1585749

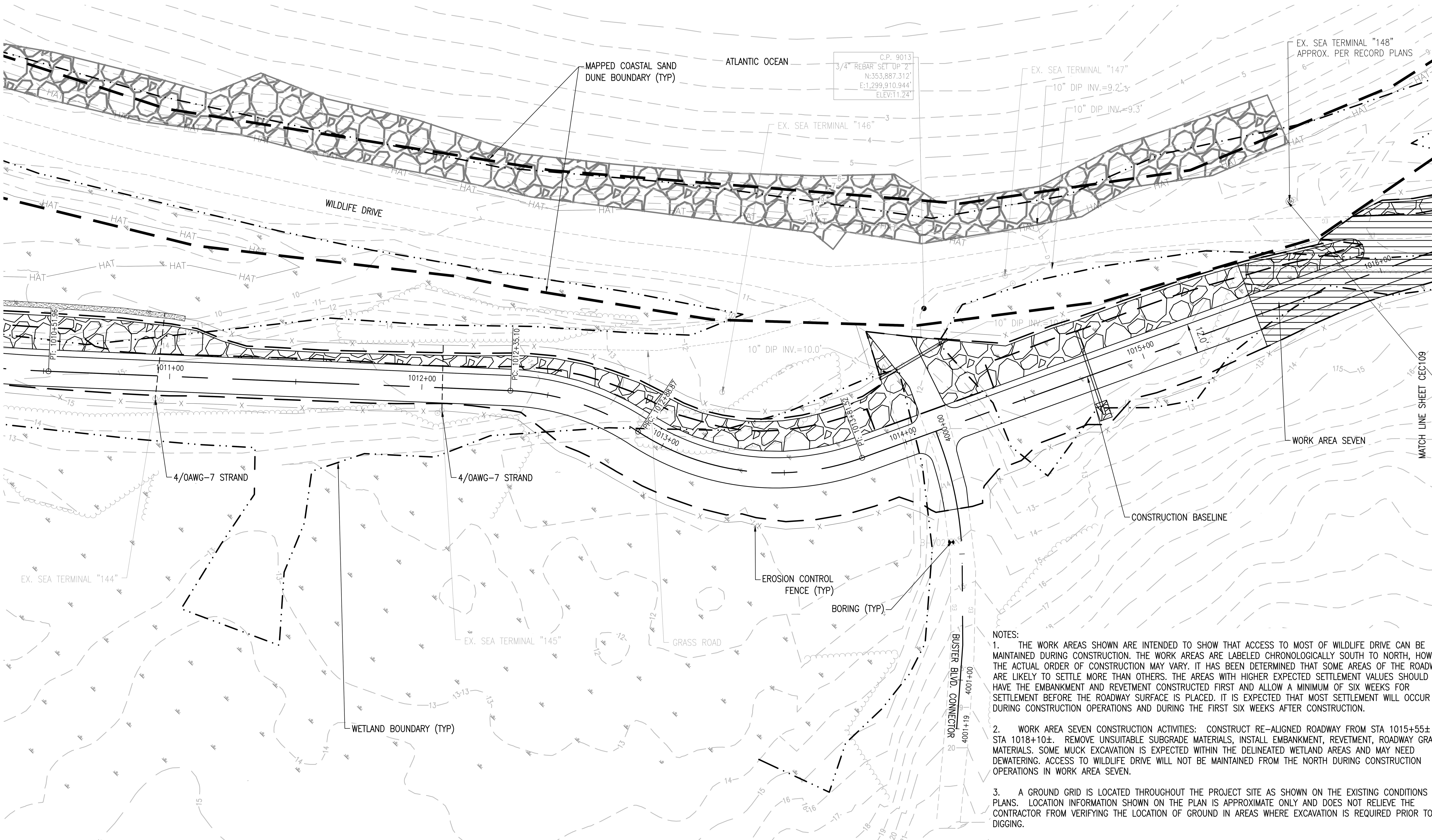
NAVFAC DRAWING NO.
12916797

SHEET 23 OF 68

CEC108 | FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018

FILE NAME: T:\CI\PWD_Maine\Project Folder (P)\ME\Cutler\Sitework\2025_1585749_RM18-0917_Perimeter Security Road Repairs\B_Design\Drawings\Autocad Files\CEC101-CEC110.dwg LAYOUT NAME: CEC108 PLOTTED: Tuesday, November 12, 2024 - 9:27am USER: david.j.mclaughlin6



NOTES:

1. THE WORK AREAS SHOWN ARE INTENDED TO SHOW THAT ACCESS TO MOST OF WILDLIFE DRIVE CAN BE MAINTAINED DURING CONSTRUCTION. THE WORK AREAS ARE LABELED CHRONOLOGICALLY SOUTH TO NORTH, HOWEVER THE ACTUAL ORDER OF CONSTRUCTION MAY VARY. IT HAS BEEN DETERMINED THAT SOME AREAS OF THE ROADWAY ARE LIKELY TO SETTLE MORE THAN OTHERS. THE AREAS WITH HIGHER EXPECTED SETTLEMENT VALUES SHOULD HAVE THE EMBANKMENT AND REVETMENT CONSTRUCTED FIRST AND ALLOW A MINIMUM OF SIX WEEKS FOR SETTLEMENT BEFORE THE ROADWAY SURFACE IS PLACED. IT IS EXPECTED THAT MOST SETTLEMENT WILL OCCUR DURING CONSTRUCTION OPERATIONS AND DURING THE FIRST SIX WEEKS AFTER CONSTRUCTION.

2. WORK AREA SEVEN CONSTRUCTION ACTIVITIES: CONSTRUCT RE-ALIGNED ROADWAY FROM STA 1015+55± TO STA 1018+10±. REMOVE UNSUITABLE SUBGRADE MATERIALS, INSTALL EMBANKMENT, REVETMENT, ROADWAY GRAVEL MATERIALS. SOME MUCK EXCAVATION IS EXPECTED WITHIN THE DELINEATED WETLAND AREAS AND MAY NEED DEWATERING. ACCESS TO WILDLIFE DRIVE WILL NOT BE MAINTAINED FROM THE NORTH DURING CONSTRUCTION OPERATIONS IN WORK AREA SEVEN.

3. A GROUND GRID IS LOCATED THROUGHOUT THE PROJECT SITE AS SHOWN ON THE EXISTING CONDITIONS PLANS. LOCATION INFORMATION SHOWN ON THE PLAN IS APPROXIMATE ONLY AND DOES NOT RELIEVE THE CONTRACTOR FROM VERIFYING THE LOCATION OF GROUND IN AREAS WHERE EXCAVATION IS REQUIRED PRIOR TO DIGGING.

4. THE CONTRACTOR MUST PROTECT EXISTING SEA TERMINALS AND GROUND GRID FROM DAMAGE AT ALL TIMES. ANY DAMAGE TO EXISTING SEA TERMINALS OR GROUND GRID MUST BE REPORTED TO THE KO AND PWD IMMEDIATELY TO DETERMINE THE TIMING AND METHOD OF REPAIRS. ALL DAMAGE DEEMED TO BE CAUSED BY CONTRACTOR NEGLIGENCE MUST BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE NAVY.

LEGEND

- WETLAND DELINEATION FROM CWS (APRIL 2024)
- HAT — HIGHEST ASTRONOMICAL TIDE (MAINE GEOLOGIC SURVEY)
- WORK AREA

AREA "G" - WORK AREA SEVEN EROSION CONTROL - PLAN 1

SCALE: 1" = 20'

PLAN NORTH

GRAPHIC SCALE

1" = 20' — 20 10 0 20 40 60 — scale feet

SYM	DESCRIPTION	DATE	APPR
0	ISSUED FOR BID	10/22/2024	BM6

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

PWD-MAINE IN HOUSE DESIGN

APPROVED: FOR COMMANDER NAVFAC

ACTIVITY

SATISFACTORY TO — DATE

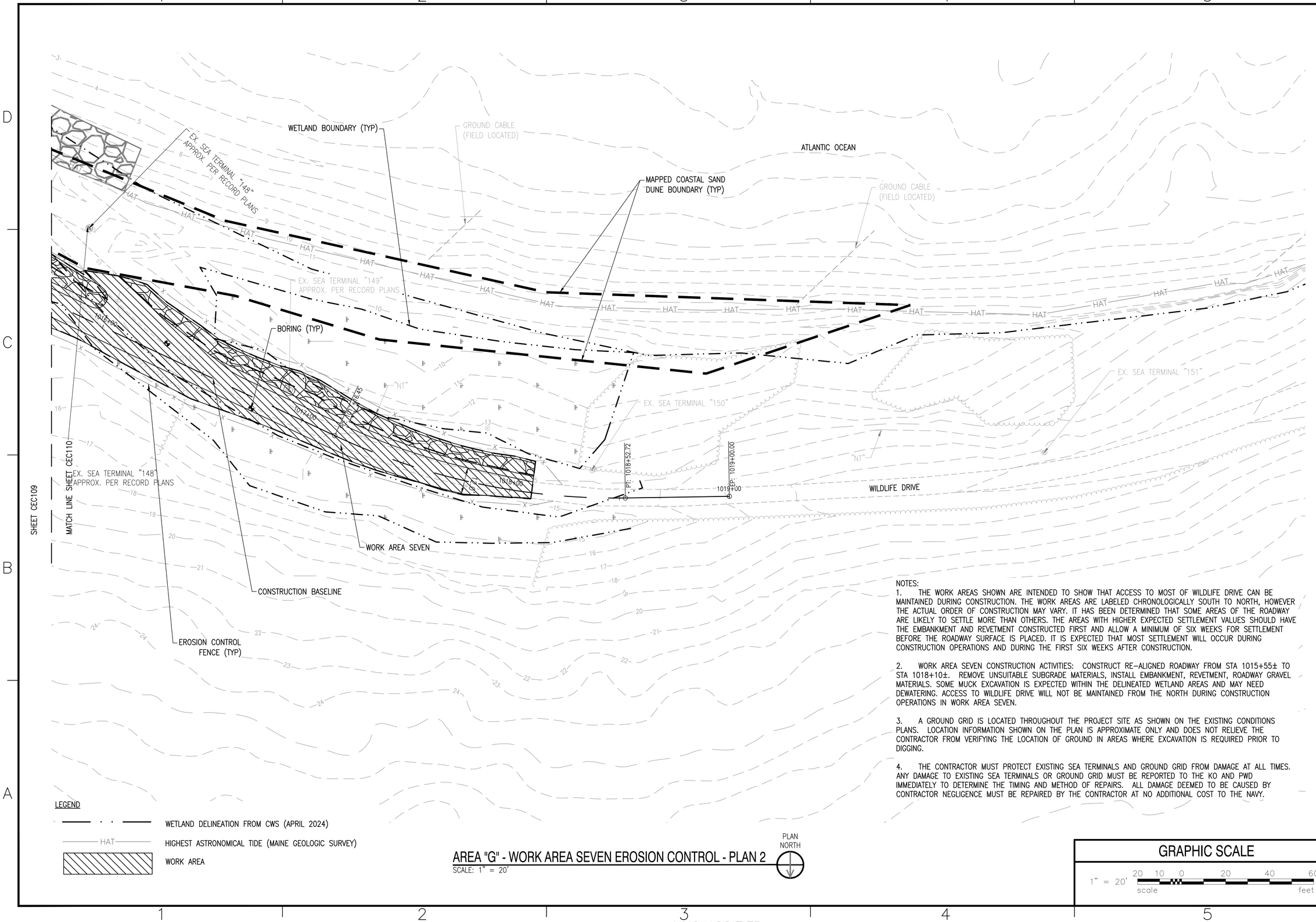
DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND ~ MID-ATLANTIC
PUBLIC WORKS DEPARTMENT – MAINE — NAVAL SHIPYARD – PORTSMOUTH, NH
PORTSMOUTH NAVAL SHIPYARD — KITTERY, MAINE

RM18-0917 PERIMETER SECURITY ROAD REPAIRS

AREA G – WORK AREA SEVEN EROSION CONTROL – PLAN 1

EPROJECT NO.: 1585749
NAVFAC DRAWING NO. 12916798
SHEET 24 OF 68
CEC109 | FAC-YR-NUM



NOTES:

1. THE WORK AREAS SHOWN ARE INTENDED TO SHOW THAT ACCESS TO MOST OF WILDLIFE DRIVE CAN BE MAINTAINED DURING CONSTRUCTION. THE WORK AREAS ARE LABELED CHRONOLOGICALLY SOUTH TO NORTH, HOWEVER THE ACTUAL ORDER OF CONSTRUCTION MAY VARY. IT HAS BEEN DETERMINED THAT SOME AREAS OF THE ROADWAY ARE LIKELY TO SETTLE MORE THAN OTHERS. THE AREAS WITH HIGHER EXPECTED SETTLEMENT VALUES SHOULD HAVE THE EMBANKMENT AND REVETMENT CONSTRUCTED FIRST AND ALLOW A MINIMUM OF SIX WEEKS FOR SETTLEMENT BEFORE THE ROADWAY SURFACE IS PLACED. IT IS EXPECTED THAT MOST SETTLEMENT WILL OCCUR DURING CONSTRUCTION OPERATIONS AND DURING THE FIRST SIX WEEKS AFTER CONSTRUCTION.

2. WORK AREA SEVEN CONSTRUCTION ACTIVITIES: CONSTRUCT RE-ALIGNED ROADWAY FROM STA 1015+55± TO STA 1018+10±. REMOVE UNSUITABLE SUBGRADE MATERIALS, INSTALL EMBANKMENT, REVETMENT, ROADWAY GRAVEL MATERIALS. SOME MUCK EXCAVATION IS EXPECTED WITHIN THE DELINEATED WETLAND AREAS AND MAY NEED DEWATERING. ACCESS TO WILDLIFE DRIVE WILL NOT BE MAINTAINED FROM THE NORTH DURING CONSTRUCTION OPERATIONS IN WORK AREA SEVEN.

3. A GROUND GRID IS LOCATED THROUGHOUT THE PROJECT SITE AS SHOWN ON THE EXISTING CONDITIONS PLANS. LOCATION INFORMATION SHOWN ON THE PLAN IS APPROXIMATE ONLY AND DOES NOT RELIEVE THE CONTRACTOR FROM VERIFYING THE LOCATION OF GROUND IN AREAS WHERE EXCAVATION IS REQUIRED PRIOR TO DIGGING.

4. THE CONTRACTOR MUST PROTECT EXISTING SEA TERMINALS AND GROUND GRID FROM DAMAGE AT ALL TIMES. ANY DAMAGE TO EXISTING SEA TERMINALS OR GROUND GRID MUST BE REPORTED TO THE KO AND PWD IMMEDIATELY TO DETERMINE THE TIMING AND METHOD OF REPAIRS. ALL DAMAGE DEEMED TO BE CAUSED BY CONTRACTOR NEGLIGENCE MUST BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE NAVY.

LEGEND

- WETLAND DELINEATION FROM CWS (APRIL 2024)
- HAT — HIGHEST ASTRONOMICAL TIDE (MAINE GEOLOGIC SURVEY)
- WORK AREA

AREA "G" - WORK AREA SEVEN EROSION CONTROL - PLAN 2

SCALE: 1" = 20'

PLAN NORTH

GRAPHIC SCALE

1" = 20' — 20 10 0 20 40 60 — scale / feet

0	ISSUED FOR BID	10/22/2024	BMG
STM	DESCRIPTION	DATE	APPR

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

PWD-MAINE IN HOUSE DESIGN

APPROVED

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PMAE JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT - MAINE
PORTSMOUTH NAVAL SHIPYARD

NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND ~ MID-ATLANTIC
NAVAL SHIPYARD - PORTSMOUTH, NH

KITTERY, MAINE

RM18-0917 PERIMETER SECURITY ROAD REPAIRS

AREA G - WORK AREA SEVEN EROSION CONTROL - PLAN 2

EPROJECT NO.: 1585749

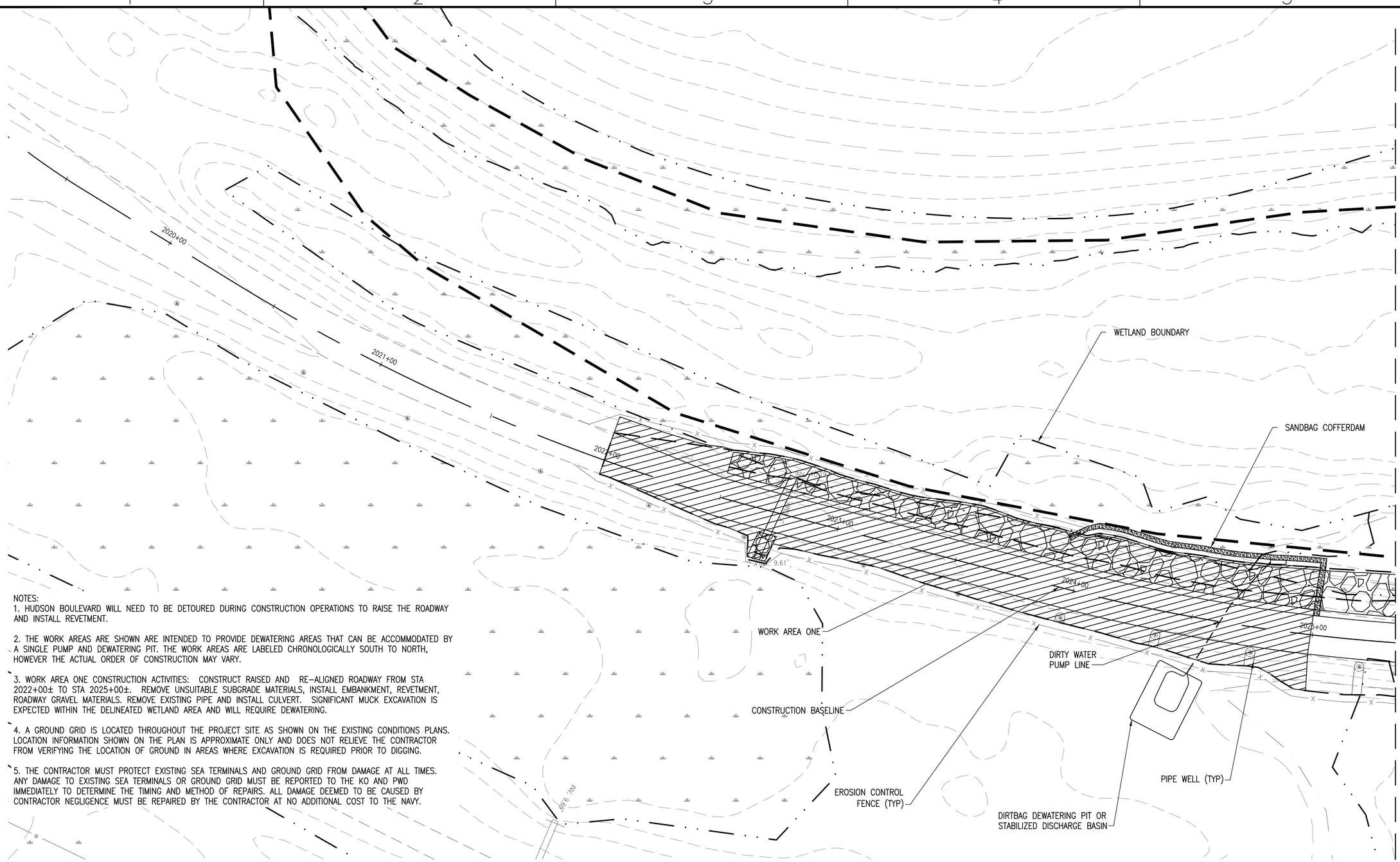
NAVFAC DRAWING NO. 12916799

SHEET 25 OF 68

CEC110 | FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018

FILE NAME: T:\C\PWD_Maine\Project Folder (P)\ME\Cutler\Sitework\2025_1585749_RM18-0917_Perimeter Security Road Repairs\3_Design\Drawings\Autocad Files\CEC101-CEC110.dwg LAYOUT NAME: CEC110 PLOTTED: Tuesday, November 12, 2024 - 9:27am USER: dlovid.jmclaughlin6



NOTES:
1. HUDSON BOULEVARD WILL NEED TO BE DETOURED DURING CONSTRUCTION OPERATIONS TO RAISE THE ROADWAY AND INSTALL REVETMENT.

2. THE WORK AREAS ARE SHOWN ARE INTENDED TO PROVIDE DEWATERING AREAS THAT CAN BE ACCOMMODATED BY A SINGLE PUMP AND DEWATERING PIT. THE WORK AREAS ARE LABELED CHRONOLOGICALLY SOUTH TO NORTH, HOWEVER THE ACTUAL ORDER OF CONSTRUCTION MAY VARY.

3. WORK AREA ONE CONSTRUCTION ACTIVITIES: CONSTRUCT RAISED AND RE-ALIGNED ROADWAY FROM STA 2022+00± TO STA 2025+00±. REMOVE UNSUITABLE SUBGRADE MATERIALS, INSTALL EMBANKMENT, REVETMENT, ROADWAY GRAVEL MATERIALS. REMOVE EXISTING PIPE AND INSTALL CULVERT. SIGNIFICANT MUCK EXCAVATION IS EXPECTED WITHIN THE DELINEATED WETLAND AREA AND WILL REQUIRE DEWATERING.

4. A GROUND GRID IS LOCATED THROUGHOUT THE PROJECT SITE AS SHOWN ON THE EXISTING CONDITIONS PLANS. LOCATION INFORMATION SHOWN ON THE PLAN IS APPROXIMATE ONLY AND DOES NOT RELIEVE THE CONTRACTOR FROM VERIFYING THE LOCATION OF GROUND IN AREAS WHERE EXCAVATION IS REQUIRED PRIOR TO DIGGING.

5. THE CONTRACTOR MUST PROTECT EXISTING SEA TERMINALS AND GROUND GRID FROM DAMAGE AT ALL TIMES. ANY DAMAGE TO EXISTING SEA TERMINALS OR GROUND GRID MUST BE REPORTED TO THE KO AND PWD IMMEDIATELY TO DETERMINE THE TIMING AND METHOD OF REPAIRS. ALL DAMAGE DEEMED TO BE CAUSED BY CONTRACTOR NEGLIGENCE MUST BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE NAVY.

LEGEND

- WETLAND DELINEATION FROM NAVFAC BASE PLAN
- HAT — HIGHEST ASTRONOMICAL TIDE (MAINE GEOLOGIC SURVEY)
- WORK AREA

AREA "H" - WORK AREA ONE EROSION CONTROL PLAN - PLAN 1

SCALE: 1" = 20'

PLAN NORTH

GRAPHIC SCALE

1" = 20' 20 10 0 20 40 60 scale feet

NO	DESCRIPTION	DATE	APPR
0	ISSUED FOR BID	10/22/2024	BMG

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

PWD-MAINE IN-HOUSE DESIGN

APPROVED

for COMMANDER, NAVFAC

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
LEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT - MAINE
PORTSMOUTH NAVAL SHIPYARD

NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND ~ MID-ATLANTIC
NAVAL SHIPYARD ~ PORTSMOUTH, NH

KITTERY, MAINE

RM18-0917 PERIMETER SECURITY ROAD REPAIRS

AREA H – WORK AREA ONE EROSION CONTROL PLAN

EPROJECT NO.: 1585749

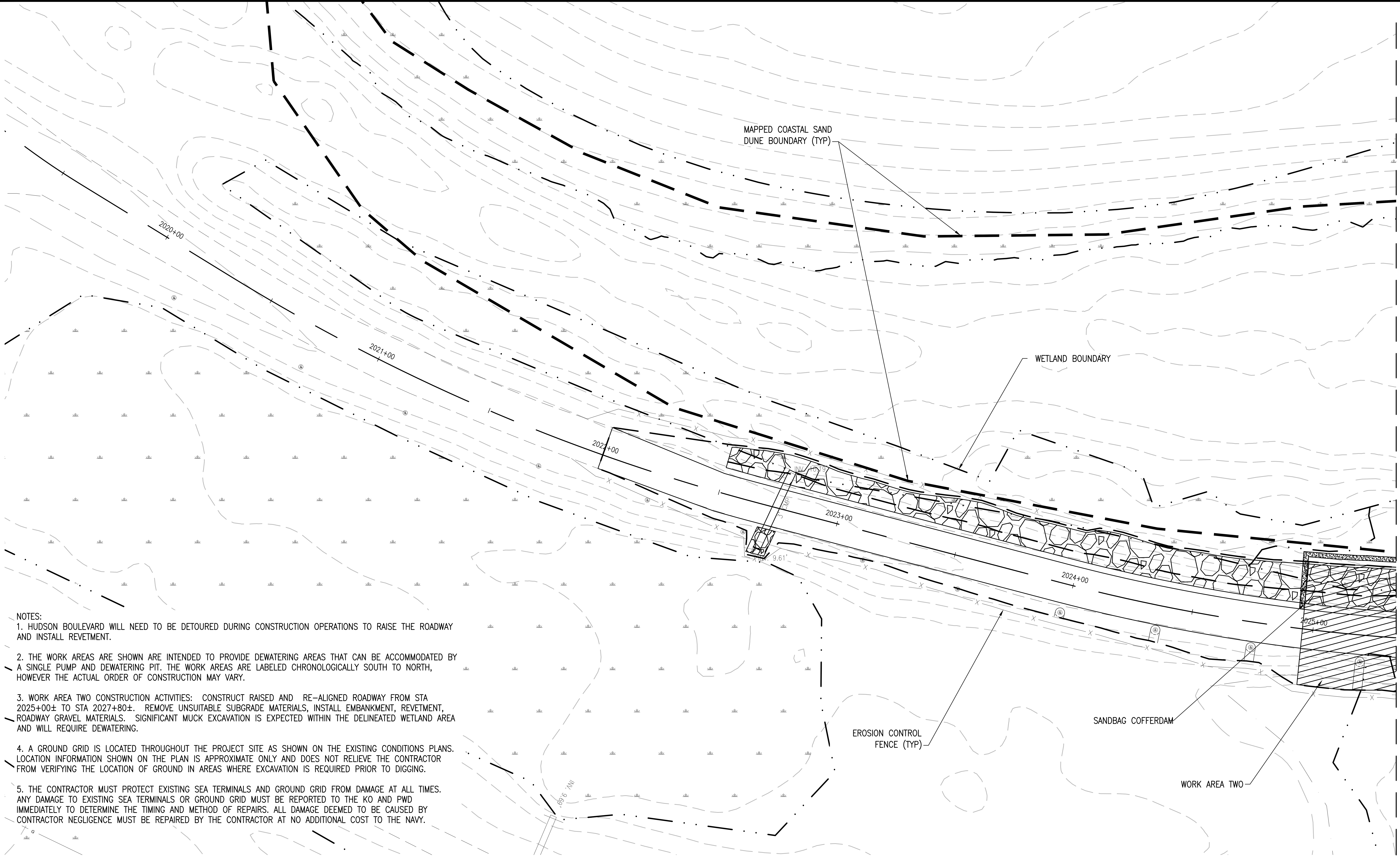
NAVFAC DRAWING NO. 12916800

SHEET 26 OF 68

CEC111 | FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018

FILE NAME: T:\CV\PWD_Maine\Project Folder (P)\ME\Cutler\Sitework\2025_1585749_RM18-0917_Perimeter Security Road Repairs\B_Design\Drawings\Autocad Files\CEC111-CEC114.dwg LAYOUT NAME: CEC111 PLOTTED: Tuesday, November 12, 2024 - 9:30am USER: dlmclaughlin6



NOTES:

1. HUDSON BOULEVARD WILL NEED TO BE DETOURED DURING CONSTRUCTION OPERATIONS TO RAISE THE ROADWAY AND INSTALL REVETMENT.

2. THE WORK AREAS ARE SHOWN ARE INTENDED TO PROVIDE DEWATERING AREAS THAT CAN BE ACCOMMODATED BY A SINGLE PUMP AND DEWATERING PIT. THE WORK AREAS ARE LABELED CHRONOLOGICALLY SOUTH TO NORTH, HOWEVER THE ACTUAL ORDER OF CONSTRUCTION MAY VARY.

3. WORK AREA TWO CONSTRUCTION ACTIVITIES: CONSTRUCT RAISED AND RE-ALIGNED ROADWAY FROM STA 2025+00± TO STA 2027+80±. REMOVE UNSUITABLE SUBGRADE MATERIALS, INSTALL EMBANKMENT, REVETMENT, ROADWAY GRAVEL MATERIALS. SIGNIFICANT MUCK EXCAVATION IS EXPECTED WITHIN THE DELINEATED WETLAND AREA AND WILL REQUIRE DEWATERING.

4. A GROUND GRID IS LOCATED THROUGHOUT THE PROJECT SITE AS SHOWN ON THE EXISTING CONDITIONS PLANS. LOCATION INFORMATION SHOWN ON THE PLAN IS APPROXIMATE ONLY AND DOES NOT RELIEVE THE CONTRACTOR FROM VERIFYING THE LOCATION OF GROUND IN AREAS WHERE EXCAVATION IS REQUIRED PRIOR TO DIGGING.

5. THE CONTRACTOR MUST PROTECT EXISTING SEA TERMINALS AND GROUND GRID FROM DAMAGE AT ALL TIMES. ANY DAMAGE TO EXISTING SEA TERMINALS OR GROUND GRID MUST BE REPORTED TO THE KO AND PWD IMMEDIATELY TO DETERMINE THE TIMING AND METHOD OF REPAIRS. ALL DAMAGE DEEMED TO BE CAUSED BY CONTRACTOR NEGLIGENCE MUST BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE NAVY.

LEGEND

- WETLAND DELINEATION FROM NAVFAC BASE PLAN
- HAT — HIGHEST ASTRONOMICAL TIDE (MAINE GEOLOGIC SURVEY)
- WORK AREA

AREA "H" - WORK AREA TWO EROSION CONTROL PLAN - PLAN 1

SCALE: 1" = 20'

PLAN NORTH

GRAPHIC SCALE

1" = 20' — 20 10 0 20 40 60 scale feet

SYM	DESCRIPTION	DATE	APPR
0	ISSUED FOR BID	10/22/2024	BM6

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

PWD-MAINE IN HOUSE DESIGN

APPROVED

FOR COMMANDER NAVFAC

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

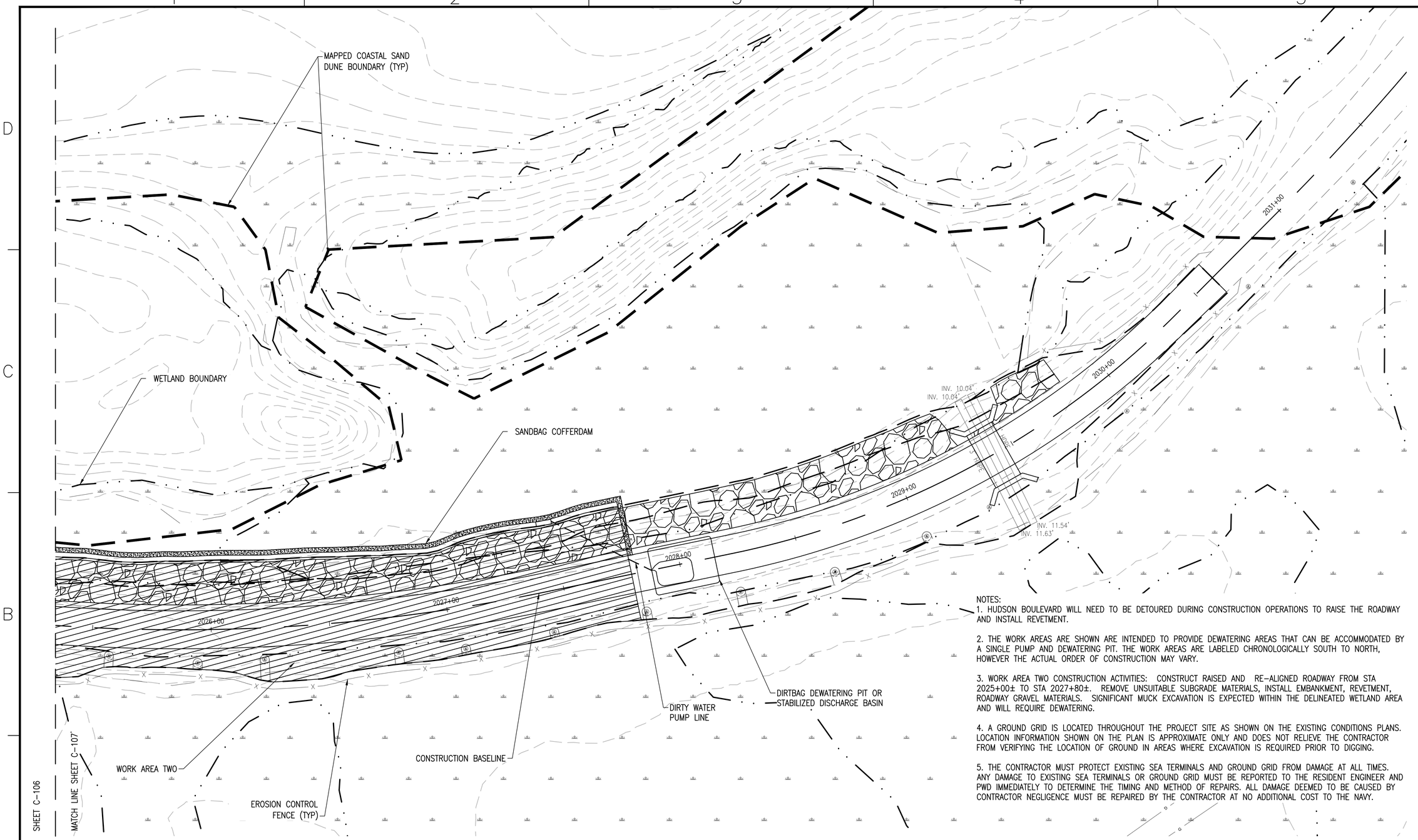
DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND ~ MID-ATLANTIC
PUBLIC WORKS DEPARTMENT – MAINE NAVAL SHIPYARD – PORTSMOUTH, NH

PORTSMOUTH NAVAL SHIPYARD KITTERY, MAINE
RM18-0917 PERIMETER SECURITY ROAD REPAIRS

AREA H – WORK AREA TWO EROSION CONTROL – PLAN 1

EPROJECT NO.: 1585749
NAVFAC DRAWING NO. 12916801
SHEET 27 OF 68
CEC112 FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018



NOTES:
1. HUDSON BOULEVARD WILL NEED TO BE DETOURED DURING CONSTRUCTION OPERATIONS TO RAISE THE ROADWAY AND INSTALL REVETMENT.

2. THE WORK AREAS ARE SHOWN ARE INTENDED TO PROVIDE DEWATERING AREAS THAT CAN BE ACCOMMODATED BY A SINGLE PUMP AND DEWATERING PIT. THE WORK AREAS ARE LABELED CHRONOLOGICALLY SOUTH TO NORTH, HOWEVER THE ACTUAL ORDER OF CONSTRUCTION MAY VARY.

3. WORK AREA TWO CONSTRUCTION ACTIVITIES: CONSTRUCT RAISED AND RE-ALIGNED ROADWAY FROM STA 2025+00± TO STA 2027+80±. REMOVE UNSUITABLE SUBGRADE MATERIALS, INSTALL EMBANKMENT, REVETMENT, ROADWAY GRAVEL MATERIALS. SIGNIFICANT MUCK EXCAVATION IS EXPECTED WITHIN THE DELINEATED WETLAND AREA AND WILL REQUIRE DEWATERING.

4. A GROUND GRID IS LOCATED THROUGHOUT THE PROJECT SITE AS SHOWN ON THE EXISTING CONDITIONS PLANS. LOCATION INFORMATION SHOWN ON THE PLAN IS APPROXIMATE ONLY AND DOES NOT RELIEVE THE CONTRACTOR FROM VERIFYING THE LOCATION OF GROUND IN AREAS WHERE EXCAVATION IS REQUIRED PRIOR TO DIGGING.

5. THE CONTRACTOR MUST PROTECT EXISTING SEA TERMINALS AND GROUND GRID FROM DAMAGE AT ALL TIMES. ANY DAMAGE TO EXISTING SEA TERMINALS OR GROUND GRID MUST BE REPORTED TO THE RESIDENT ENGINEER AND PWD IMMEDIATELY TO DETERMINE THE TIMING AND METHOD OF REPAIRS. ALL DAMAGE DEEMED TO BE CAUSED BY CONTRACTOR NEGLIGENCE MUST BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE NAVY.

LEGEND

- WETLAND DELINEATION FROM NAVFAC BASE PLAN
- HAT — HIGHEST ASTRONOMICAL TIDE (MAINE GEOLOGIC SURVEY)
- WORK AREA

AREA "H" - WORK AREA TWO EROSION CONTROL PLAN - PLAN 2

SCALE: 1" = 20'

PLAN NORTH

GRAPHIC SCALE

1" = 20' — 20 10 0 20 40 60 — scale feet

NO	DESCRIPTION	DATE	APPR
0	ISSUED FOR BID	10/22/2024	BMG

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

PWD-MAINE IN-HOUSE DESIGN

APPROVED

for CONTRACTING OFFICER

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT - MAINE
PORTSMOUTH NAVAL SHIPYARD

NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND ~ MID-ATLANTIC
NAVAL SHIPYARD ~ PORTSMOUTH, NH

KITTERY, MAINE
RM18-0917 PERIMETER SECURITY ROAD REPAIRS

AREA H - WORK AREA TWO EROSION CONTROL - PLAN 2

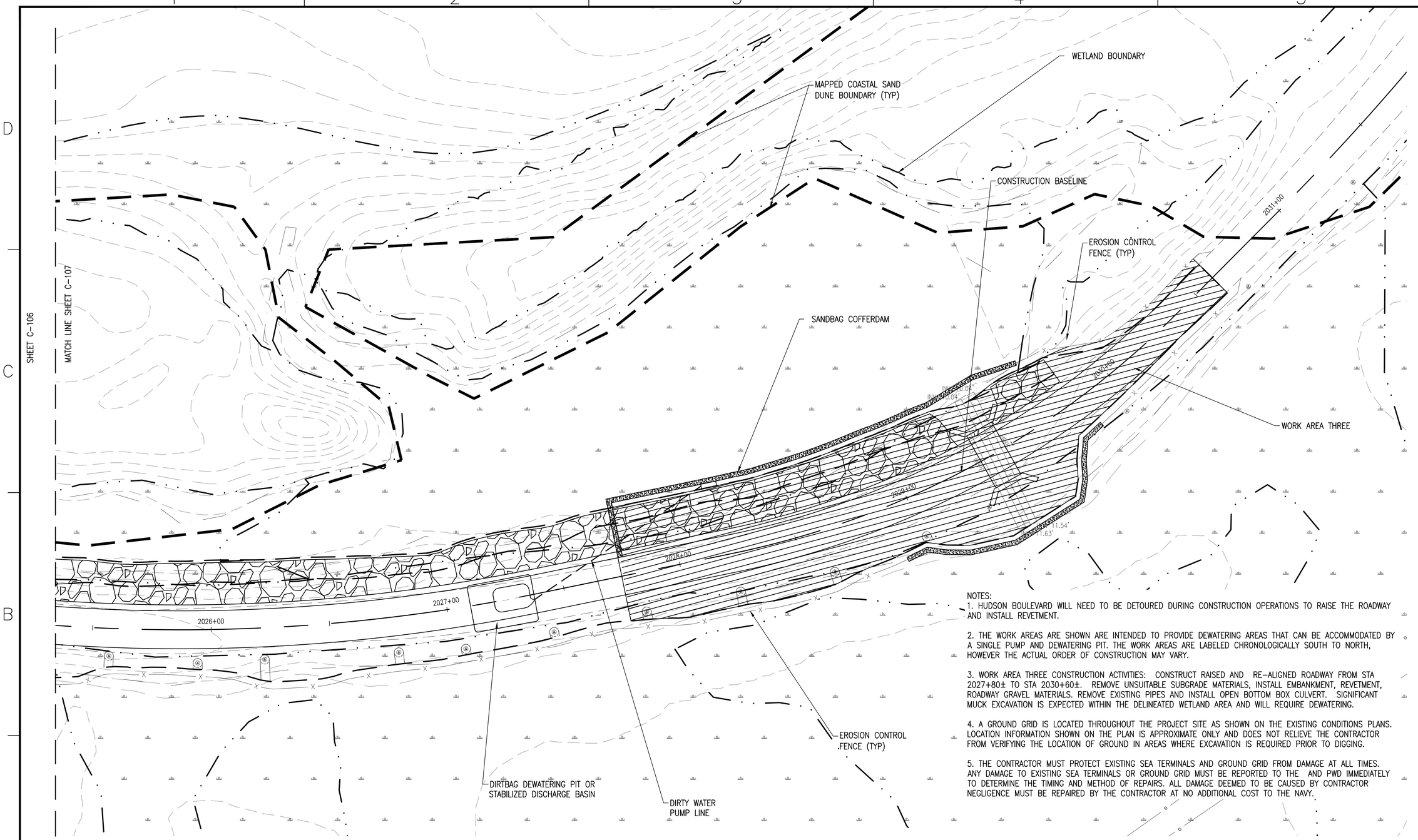
EPROJECT NO.: 1585749

NAVFAC DRAWING NO. 12916802

SHEET 28 OF 68

CEC113 | FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018



NOTES:
1. HUDSON BOULEVARD WILL NEED TO BE DETOURED DURING CONSTRUCTION OPERATIONS TO RAISE THE ROADWAY AND INSTALL REVETMENT.

2. THE WORK AREAS ARE SHOWN ARE INTENDED TO PROVIDE DEWATERING AREAS THAT CAN BE ACCOMMODATED BY A SINGLE PUMP AND DEWATERING PIT. THE WORK AREAS ARE LABELED CHRONOLOGICALLY SOUTH TO NORTH, HOWEVER THE ACTUAL ORDER OF CONSTRUCTION MAY VARY.

3. WORK AREA THREE CONSTRUCTION ACTIVITIES: CONSTRUCT RAISED AND RE-ALIGNED ROADWAY FROM STA 2027+80± TO STA 2030+60±. REMOVE UNSUITABLE SUBGRADE MATERIALS, INSTALL EMBANKMENT, REVETMENT, ROADWAY GRAVEL MATERIALS. REMOVE EXISTING PIPES AND INSTALL OPEN BOTTOM BOX CULVERT. SIGNIFICANT MUCK EXCAVATION IS EXPECTED WITHIN THE DELINEATED WETLAND AREA AND WILL REQUIRE DEWATERING.

4. A GROUND GRID IS LOCATED THROUGHOUT THE PROJECT SITE AS SHOWN ON THE EXISTING CONDITIONS PLANS. LOCATION INFORMATION SHOWN ON THE PLAN IS APPROXIMATE ONLY AND DOES NOT RELIEVE THE CONTRACTOR FROM VERIFYING THE LOCATION OF GROUND IN AREAS WHERE EXCAVATION IS REQUIRED PRIOR TO DIGGING.

5. THE CONTRACTOR MUST PROTECT EXISTING SEA TERMINALS AND GROUND GRID FROM DAMAGE AT ALL TIMES. ANY DAMAGE TO EXISTING SEA TERMINALS OR GROUND GRID MUST BE REPORTED TO THE AND PWD IMMEDIATELY TO DETERMINE THE TIMING AND METHOD OF REPAIRS. ALL DAMAGE DEEMED TO BE CAUSED BY CONTRACTOR NEGLIGENCE MUST BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE NAVY.

LEGEND

- WETLAND DELINEATION FROM NAVFAC BASE PLAN
- HAT — HIGHEST ASTRONOMICAL TIDE (MAINE GEOLOGIC SURVEY)
- WORK AREA

PLAN NORTH

AREA "H" - WORK AREA THREE EROSION CONTROL PLAN - PLAN 2

SCALE: 1" = 20'

GRAPHIC SCALE

1" = 20' — 20 10 0 20 40 60 — scale feet

0	ISSUED FOR BID	10/22/2024	BMG
STM	DESCRIPTION	DATE	APPR

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

PWD-MAINE IN HOUSE DESIGN

APPROVED

for COMMANDER, NAVFAC

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT - MAINE
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND ~ MID-ATLANTIC
NAVAL SHIPYARD - PORTSMOUTH, NH
PORTSMOUTH NAVAL SHIPYARD, KITTERY, MAINE

RM18-0917 PERIMETER SECURITY ROAD REPAIRS

AREA H - WOEK AREA THREE EROSION CONTROL PLAN

EPROJECT NO.: 1585749

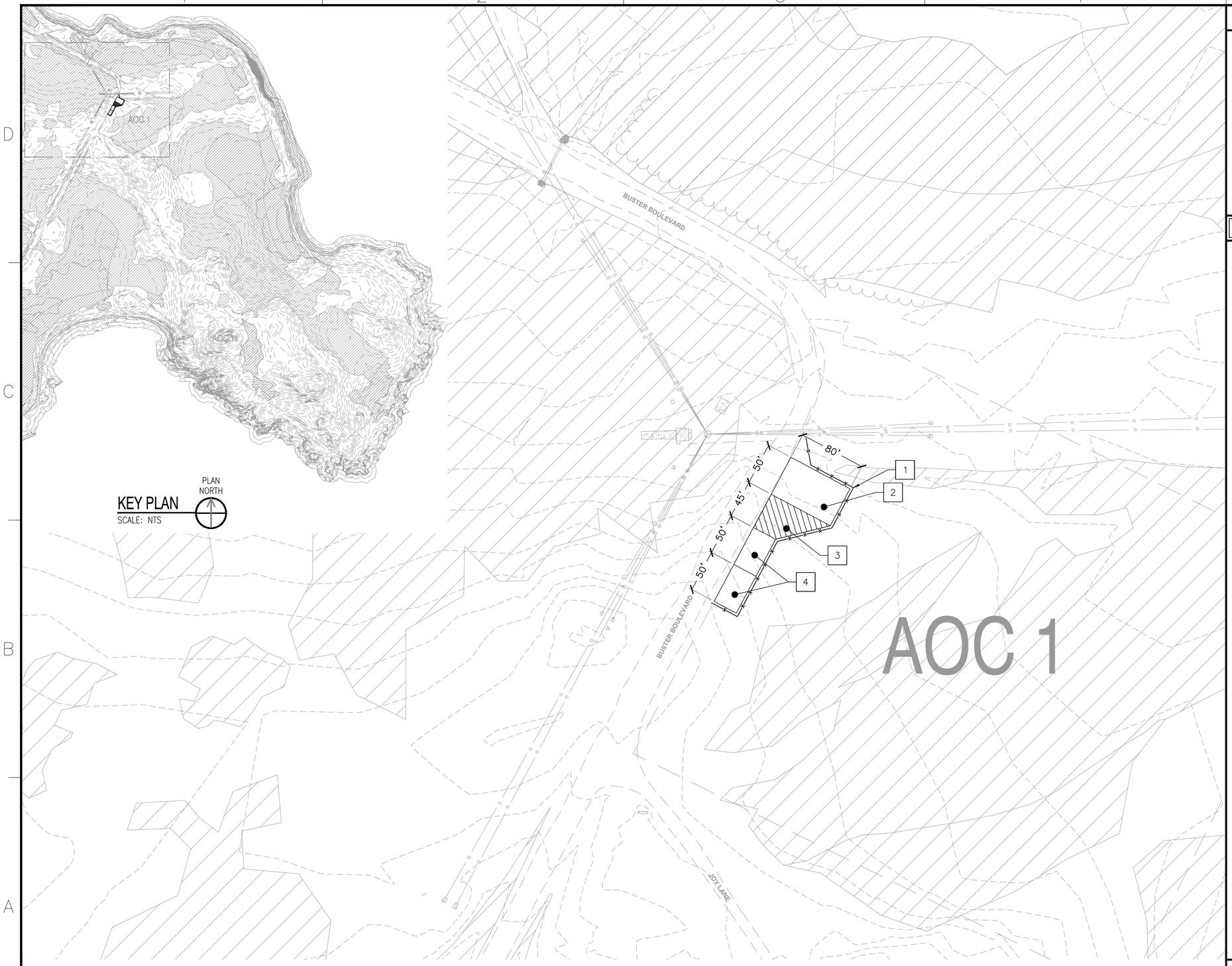
NAVFAC DRAWING NO. 12916803

SHEET 29 OF 68

CEC114 | FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018

FILE NAME: T:\CI\PWD_Maine\Project Folder (P)\MC\Cutler\Sitework\2025_1585749_RM18-0917_Perimeter Security Road Repairs\B_Design\Drawings\Autocad Files\CEC111-CEC114.dwg LAYOUT NAME: CEC114 PLOTTED: Tuesday, November 12, 2024 - 9:30am USER: dlvid.jmclaughlin6



GENERAL SHEET NOTES

1. CONTRACTOR TO INSTALL EROSION AND SEDIMENTATION CONTROL DEVICES IN ACCORDANCE WITH MAINE EROSION AND SEDIMENTATION CONTROL HANDBOOK FOR CONSTRUCTION: BEST MANAGEMENT PRACTICES, LATEST EDITION.
2. ADDITIONAL LAYDOWN AREA MAY BE PROVIDED UPON REQUEST. SUBMIT REQUEST TO CONTRACTING OFFICER REPRESENTATIVE.
3. LAYDOWN AREAS MUST BE RESTORED TO THEIR ORIGINAL CONDITION AT THE COMPLETION OF WORK.

KEYNOTES

1. EROSION AND SEDIMENTATION CONTROL BARRIER.
2. CONSTRUCT SOIL BIN FOR EXCESS SOIL DISPOSAL.
3. EQUIPMENT LAYDOWN AND STORAGE AREA.
4. CONSTRUCT SOIL BINS TO ALLOW STOCKPILING OF NEW MATERIAL.

GRAPHIC SCALE

1" = 60'

60 30 0 60 120 180

scale feet

CHECK GRAPHIC SCALE BEFORE USING

STM	DESCRIPTION	DATE	APPR
0	ISSUED FOR BID	10/22/2024	BMG

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

PWD-MAINE IN HOUSE DESIGN

APPROVED FOR COMMAND NAVFAC

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT - MAINE
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND ~ MID-ATLANTIC
NAVAL SHIPYARD - PORTSMOUTH, NH
KITTERY, MAINE
PORTSMOUTH NAVAL SHIPYARD
RM18-0917 PERIMETER SECURITY ROAD REPAIRS

LAYDOWN PLAN

EPROJECT NO.: 1585749

NAVFAC DRAWING NO. 12916804

SHEET 30 OF 68

C-101 | FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018

IMPACTED AREA ESTIMATES
ROADWAY = 24,538 SF
RIPRAP = 22,438 SF
OVERLAPPING IMPERVIOUS = (5,967 SF)
NEW IMPERVIOUS AREA = 41,009 SF = 0.93 ACRES

LOAM & SEED = 18,500 SF
TOTAL DISTURBED AREA = 65,400 SF

PERMANENT IMPACTS WITHIN DELINEATED WETLANDS = 30,000 SF
TEMPORARY IMPACTS WITHIN DELINEATED WETLANDS = 5,841 SF

C.P. 9014
3/4" REBAR SET UP 2"
N:352,994.450'
E:1,300,228.697'
ELEV:13.19'

ATLANTIC OCEAN

MAPPED COASTAL SAND DUNE BOUNDARY (TYP)

LIMIT OF WORK MEET EXISTING

EX. SEA TERMINAL "139"

2.5' GRASS BUFFER

NATURAL FILL MATERIAL PLACED OVER REVETMENT TO MATCH EXISTING GROUND

SANDBAG COFFERDAM

STONE REVETMENT

BURIED REVETMENT TOE

LIMIT OF WORK STA. 1000+00.00 MEET EXISTING

ALIGNMENT=AREA G PROPOSED BASELINE
STATION=1000+00.00
OFFSET=0.00
NORTHING=352675.28
EASTING=1300291.64

GRAVEL ROADWAY

EROSION CONTROL FENCE (TYP)

WETLAND BOUNDARY (TYP)

INV. 10.2'

INV. 9.9'

INV. 9.3'

INV. 10.2'

12 INCH EQUALIZATION CULVERT

8 FT WIDE GRASS BERM

BORING (TYP)

LIMIT OF WORK MEET EXISTING

FARRIS PT. CONNECTOR

EDGE OF GRAVEL ROAD (TYP)

12 INCH DRAIN CULVERT WITH BACKFLOW DEVICE

TOE OF SLOPE

CONSTRUCTION BASELINE

MATCH LINE SHEET C-102

SHEET C-103

LEGEND

WETLAND DELINEATION FROM CWS (APRIL 2024)

HAT — HIGHEST ASTRONOMICAL TIDE (MAINE GEOLOGIC SURVEY)

AREA "G" - PLAN 1
SCALE: 1" = 20'

PLAN NORTH

GRAPHIC SCALE
1" = 20'
20 10 0 20 40 60
scale feet

0	ISSUED FOR BID	10/22/2024	BMG
STM	DESCRIPTION	DATE	APPR

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

NAVFAC MID-ATLANTIC
IN-HOUSE DESIGN

APPROVED
CONTRACTING OFFICER

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT – MAINE
NAVAL SHIPYARD – PORTSMOUTH, NH
PORTSMOUTH NAVAL SHIPYARD
KITTERY, MAINE

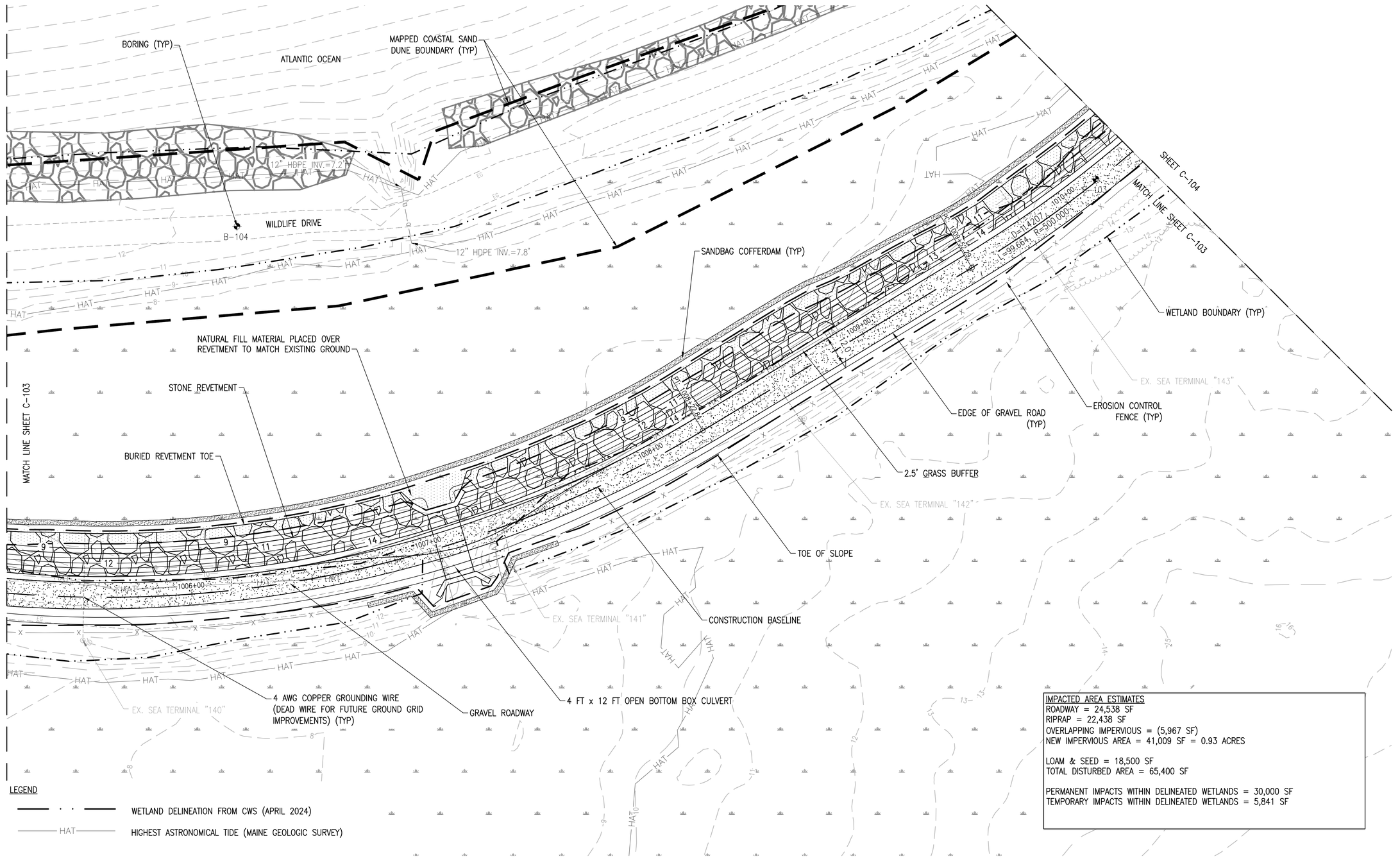
RM18-0917 PERIMETER SECURITY ROAD REPAIRS

AREA G – PLAN 1

EPROJECT NO.: 1585749
NAVFAC DRAWING NO.: 12616805
SHEET 31 OF 68
C-102 FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018

FILE NAME: T:\OI\PWD_Maine\Project Folder (P)\MEC\utter\Sitework\2025_1585749_RM18-0917_Perimeter Security Road Repairs\B_Design\Drawings\Autocad Files\C-102-C105_C201-C206.dwg LAYOUT NAME: C-102 PLOTTED: Tuesday, November 12, 2024 - 9:36am USER: david.j.mclaughlin6



LEGEND

WETLAND DELINEATION FROM CWS (APRIL 2024)

HAT — HIGHEST ASTRONOMICAL TIDE (MAINE GEOLOGIC SURVEY)

IMPACTED AREA ESTIMATES
ROADWAY = 24,538 SF
RIPRAP = 22,438 SF
OVERLAPPING IMPERVIOUS = (5,967 SF)
NEW IMPERVIOUS AREA = 41,009 SF = 0.93 ACRES

LOAM & SEED = 18,500 SF
TOTAL DISTURBED AREA = 65,400 SF

PERMANENT IMPACTS WITHIN DELINEATED WETLANDS = 30,000 SF
TEMPORARY IMPACTS WITHIN DELINEATED WETLANDS = 5,841 SF

AREA "G" - PLAN 2
SCALE: 1" = 20'

PLAN NORTH

GRAPHIC SCALE
1" = 20'
20 10 0 20 40 60
scale feet

NO	DESCRIPTION	DATE	APPR
0	ISSUED FOR BID	10/22/2024	BMG

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

NWD-MAINE IN HOUSE DESIGN

APPROVED
COMMANDER, NAVFAC

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
LEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT - MAINE
NAVAL SHIPYARD - PORTSMOUTH, NH
PORTSMOUTH NAVAL SHIPYARD
KITTERY, MAINE

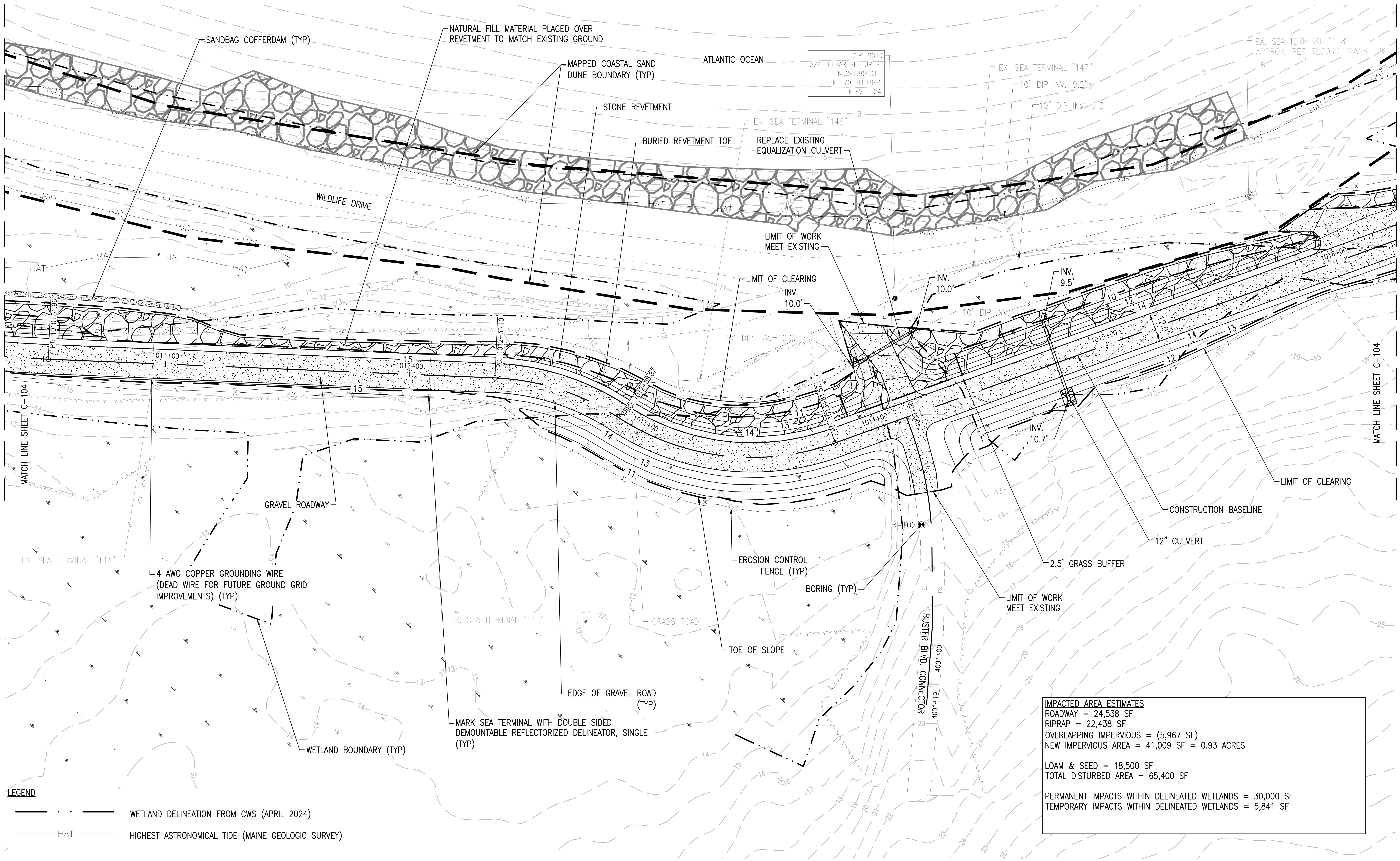
RM18-0917 PERIMETER SECURITY ROAD REPAIRS

AREA G - PLAN 2

EPROJECT NO.: 1585749
NAVFAC DRAWING NO. 12916806
SHEET 32 OF 68
C-103 FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018

FILE NAME: T:\GV\PWD_Maine\Project Folder (PF)\WE\Cutler\Sitework\2025_1585749_RM18-0917_Perimeter Security Road Repairs\B_Design\Drawings\Autocad Files\C102-C105_C201-C206.dwg LAYOUT NAME: C-103 PLOTTED: Tuesday, November 12, 2024 - 9:36am USER: davidj.mclaughlin6


ATLANTIC OCEAN
SANDBAG COFFERDAM (TYP)
NATURAL FILL MATERIAL PLACED OVER REVETMENT TO MATCH EXISTING GROUND
MAPPED COASTAL SAND DUNE BOUNDARY (TYP)
STONE REVETMENT
BURIED REVETMENT TOE
REPLACE EXISTING EQUALIZATION CULVERT
C.P. 9013
3/4" REBAR SET OP 2"
N:353,887.312'
E:1,299,910.944'
ELEV:11.24'
EX. SEA TERMINAL "146"
EX. SEA TERMINAL "147"
10" DIP INV.=9.2'
10" DIP INV.=9.3'
EX. SEA TERMINAL "148" APPROX. PER RECORD PLANS
WILDLIFE DRIVE
LIMIT OF WORK MEET EXISTING
LIMIT OF CLEARING
INV. 10.0'
INV. 10.0'
INV. 9.5'
10" DIP INV.=10.0'
10" DIP INV.=10.0'
INV. 10.7'
MATCH LINE SHEET C-104
SHEET C-103
MATCH LINE SHEET C-104
SHEET C-105
GRAVEL ROADWAY
EX. SEA TERMINAL "144"
4 AWG COPPER GROUNDING WIRE (DEAD WIRE FOR FUTURE GROUND GRID IMPROVEMENTS) (TYP)
EX. SEA TERMINAL "145"
GRASS ROAD
EROSION CONTROL FENCE (TYP)
BORING (TYP)
B-102
TOE OF SLOPE
EDGE OF GRAVEL ROAD (TYP)
MARK SEA TERMINAL WITH DOUBLE SIDED DEMOUNTABLE REFLECTORIZED DELINEATOR, SINGLE (TYP)
WETLAND BOUNDARY (TYP)
BUSTER BLVD. CONNECTOR
LIMIT OF WORK MEET EXISTING
2.5' GRASS BUFFER
12" CULVERT
CONSTRUCTION BASELINE
LIMIT OF CLEARING
1011+00
1012+00
1013+00
1014+00
1015+00
1016+00
4001+00
4001+19
HAT

IMPACTED AREA ESTIMATES
ROADWAY = 24,538 SF
RIPRAP = 22,438 SF
OVERLAPPING IMPERVIOUS = (5,967 SF)
NEW IMPERVIOUS AREA = 41,009 SF = 0.93 ACRES

LOAM & SEED = 18,500 SF
TOTAL DISTURBED AREA = 65,400 SF

PERMANENT IMPACTS WITHIN DELINEATED WETLANDS = 30,000 SF
TEMPORARY IMPACTS WITHIN DELINEATED WETLANDS = 5,841 SF

LEGEND

— · · — WETLAND DELINEATION FROM CWS (APRIL 2024)

—HAT— HIGHEST ASTRONOMICAL TIDE (MAINE GEOLOGIC SURVEY)

PLAN NORTH

AREA "G" - PLAN 3
SCALE: 1" = 20'

GRAPHIC SCALE
1" = 20'
20 10 0 20 40 60
scale feet

SYM	DESCRIPTION	DATE	APPR
0	ISSUED FOR BID	10/22/2024	BMG

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

PWD-MAINE IN HOUSE DESIGN

APPROVED
ACTIVITY
SATISFACTORY TO DATE
DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND ~ MID-ATLANTIC
PUBLIC WORKS DEPARTMENT – MAINE NAVAL SHIPYARD – PORTSMOUTH, NH
PORTSMOUTH NAVAL SHIPYARD KITTERY, MAINE
RM18-0917 PERIMETER SECURITY ROAD REPAIRS
AREA G – PLAN 3

EPROJECT NO.: 1585749
NAVFAC DRAWING NO. 12916807
SHEET 33 OF 68
C-104 FAC-YR-NUM
DRAWFORM REVISION: DECEMBER 2018

IMPACTED AREA ESTIMATES
ROADWAY = 24,538 SF
RIPRAP = 22,438 SF
OVERLAPPING IMPERVIOUS = (5,967 SF)
NEW IMPERVIOUS AREA = 41,009 SF = 0.93 ACRES
LOAM & SEED = 18,500 SF
TOTAL DISTURBED AREA = 65,400 SF
PERMANENT IMPACTS WITHIN DELINEATED WETLANDS = 30,000 SF
TEMPORARY IMPACTS WITHIN DELINEATED WETLANDS = 5,841 SF

LIMIT OF WORK MEET EXISTING

NATURAL FILL MATERIAL PLACED OVER REVETMENT TO MATCH EXISTING GROUND

GROUND CABLE (FIELD LOCATED)

WETLAND BOUNDARY (TYP)

ATLANTIC OCEAN

MAPPED COASTAL SAND DUNE BOUNDARY (TYP)

GROUND CABLE (FIELD LOCATED)

EX. SEA TERMINAL "149" APPROX. PER RECORD PLANS

BORING (TYP)

STONE REVETMENT

BURIED REVETMENT TOE

2.5' GRASS BUFFER

EX. SEA TERMINAL "151"

EX. SEA TERMINAL "150"

EROSION CONTROL FENCE (TYP)

EX. SEA TERMINAL "148" APPROX. PER RECORD PLANS

PT: 1018+52.72

1019+00.00

1019+00

WILDLIFE DRIVE

MATCH LINE SHEET C-104

SHEET C-105

PIPE WELL (TYP)

CONSTRUCTION BASELINE

ALIGNMENT=AREA G PROPOSED BASELINE
STATION=1019+00.00
OFFSET=0.00
NORTHING=354081.69
EASTING=1299487.51

LIMIT OF WORK STA. 1018+10.00 MEET EXISTING

LIMIT OF CLEARING

EDGE OF GRAVEL ROAD (TYP)

TOE OF SLOPE

GRAVEL ROADWAY

LEGEND

WETLAND DELINEATION FROM CWS (APRIL 2024)

HAT — HIGHEST ASTRONOMICAL TIDE (MAINE GEOLOGIC SURVEY)

AREA "G" - PLAN 4
SCALE: 1" = 20'

PLAN NORTH

GRAPHIC SCALE
1" = 20'
20 10 0 20 40 60
scale feet

NO	DESCRIPTION	DATE	APPR
0	ISSUED FOR BID	10/22/2024	BMG

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

PWD-MAINE IN HOUSE DESIGN

APPROVED

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT – MAINE
PORTSMOUTH NAVAL SHIPYARD

NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND ~ MID-ATLANTIC
NAVAL SHIPYARD ~ PORTSMOUTH, NH

RM18-0917 PERIMETER SECURITY ROAD REPAIRS
KITTERY, MAINE

AREA G – PLAN 4

EPROJECT NO.: 1585749
NAVFAC DRAWING NO. 12916808
SHEET 34 OF 68
C-105 FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018

FILE NAME: T:\GD\PWD_Maine\Project Folder (P)\MCL\Cutler\Stewart\2025_1585749_RM18-0917_Perimeter Security Road Repairs\B_Design\Drawings\Autocad Files\C102-C105_C201-C206.dwg LAYOUT NAME: C-105 PLOTTED: Tuesday, November 12, 2024 - 9:36am USER: david.j.mclaughlin6

IMPACTED AREA ESTIMATES
ROADWAY = 13,807 SF
RIPRAP = 10,717 SF
OVERLAPPING IMPERVIOUS = (13,630 SF)
NEW IMPERVIOUS AREA = 10,894 SF = 0.30 ACRES
LOAM & SEED = 11,776 SF
TOTAL DISTURBED AREA = 36,409 SF
PERMANENT IMPACTS WITHIN MAPPED WETLANDS = 8,546 SF
PERMANENT IMPACTS WITHIN THE HIGHEST ASTRONOMICAL TIDE (MAINE GIS) = 7,249 SF
TEMPORARY IMPACTS WITHIN MAPPED WETLANDS = 4,276 SF
PERMANENT IMPACTS WITHIN THE HIGHEST ASTRONOMICAL TIDE (MAINE GIS) = 2,483 SF

PT: 2019+57.52
HUDSON BLVD
2020+00
PC: 2020+32.22
2021+00
2022+00
ALIGNMENT=HUDSON BLVD
STATION=2022+00.00
OFFSET=0.00
NORTHING=360081.60
EASTING=1298685.13
PT: 2022+67.45
D=16.8469
L=235.228
R=800.000
2023+00
2024+00
D=26.3813
L=345.331
R=750.000
2025+00
HUDSON BLVD
WETLAND BOUNDARY (TYP)
MAPPED COASTAL SAND DUNE BOUNDARY (TYP)
HIGHEST ASTRONOMICAL TIDE, MAINE GEOLOGICAL SURVEY (TYP)
STONE REVETMENT
NATURAL FILL MATERIAL PLACED OVER REVETMENT TO MATCH EXISTING GROUND
SANDBAG COFFERDAM (TYP)
INV. 10.0
INV. 10.25
9.61'
16.00'
LIMIT OF WORK STA 2022+00 MATCH EXISTING
EXISTING SEA TERMINAL (TYP)
REPLACE EXISTING 36" CULVERT (STRUCTURE 35) WITH 42" CULVERT
4 AWG COPPER GROUNDING WIRE (DEAD WIRE FOR FUTURE GROUND GRID IMPROVEMENTS) (TYP)
EROSION CONTROL FENCE (TYP)
2.5' GRASS BUFFER
WETLAND BOUNDARY (TYP)
EDGE OF GRAVEL (TYP)
TOE OF SLOPE
PIPE WELL. SEE CONSTRUCTION DETAILS SHEET 27 (TYP)
MATCH LINE SHEET C-106
SHEET C-107
.89% NW

LEGEND
WETLAND DELINEATION FROM NAVFAC BASE PLAN
HAT — HIGHEST ASTRONOMICAL TIDE (MAINE GEOLOGIC SURVEY)

PLAN NORTH

AREA "H" - PLAN 1
SCALE: 1" = 20'

GRAPHIC SCALE
1" = 20'
20 10 0 20 40 60
scale feet

NO	DESCRIPTION	DATE	APPR
0	ISSUED FOR BID	10/22/2024	BMG

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION
SEAL

PWD-MAINE IN-HOUSE DESIGN

APPROVED
for CONTRACTING OFFICER

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT – MAINE
PORTSMOUTH NAVAL SHIPYARD

NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND – MID-ATLANTIC
NAVAL SHIPYARD – PORTSMOUTH, NH

KITTERY, MAINE
RM18-0917 PERIMETER SECURITY ROAD REPAIRS

AREA H – PLAN 1

EPROJECT NO.: 1585749
NAVFAC DRAWING NO. 12916809
SHEET 35 OF 68
C-106 FAC-YR-NUM
DRAWFORM REVISION: DECEMBER 2018

FILE NAME: T:\CI\PWD_Maine\Project Folder (P)\ME\Cutler\Sitework\2025_1585749_RM18-0917_Perimeter Security Road Repairs\B_Design\Drawings\Autocad Files\C106-C107.dwg LAYOUT NAME: C-106 PLOTTED: Tuesday, November 12, 2024 - 9:39am USER: david.j.mcloughlin6

IMPACTED AREA ESTIMATES
ROADWAY = 13,807 SF
RIPRAP = 10,717 SF
OVERLAPPING IMPERVIOUS = (13,630 SF)
NEW IMPERVIOUS AREA = 10,894 SF = 0.30 ACRES

LOAM & SEED = 11,776 SF
TOTAL DISTURBED AREA = 36,409 SF

PERMANENT IMPACTS WITHIN MAPPED WETLANDS = 8,546 SF
PERMANENT IMPACTS WITHIN THE HIGHEST ASTRONOMICAL TIDE (MAINE GIS) = 7,249 SF

TEMPORARY IMPACTS WITHIN MAPPED WETLANDS = 4,276 SF
PERMANENT IMPACTS WITHIN THE HIGHEST ASTRONOMICAL TIDE (MAINE GIS) = 2,483 SF

MAPPED COASTAL SAND DUNE BOUNDARY (TYP)
HIGHEST ASTRONOMICAL TIDE, MAINE GEOLOGICAL SURVEY (TYP)
HIGHEST ANNUAL TIDE, MAINEDEP, CUTLER NAVAL BASE
HIGHEST ASTRONOMICAL TIDE, NOAA, CUTLER NAVAL BASE
WETLAND BOUNDARY (TYP)
ALIGNMENT=HUDSON BLVD
STATION=2030+60.00
OFFSET=0.00
NORTHING=360749.83
EASTING=1298216.51
HUDSON BLVD
2031+00
PC: 2031+00.00
PT: 2030+39.00
LIMIT OF WORK STA 2030+60 MATCH EXISTING
SANDBAG COFFERDAM (TYP)
STONE REVETMENT
NATURAL FILL MATERIAL PLACED OVER REVETMENT TO MATCH EXISTING GROUND
INV=10.04'
2030+00
2029+00
2028+00
2027+00
2026+00
D=33.5344
R=370.000
L=216.556
D=26.3813
R=750.000
L=345.331
HUDSON BLVD
REPLACE EXISTING 2 36" CULVERTS (STRUCTURE 26) WITH 3'x12' OPEN BOTTOM BOX CULVERT
EROSION CONTROL FENCE (TYP)
TOE OF SLOPE
EDGE OF GRAVEL (TYP)
PIPE WELL. SEE CONSTRUCTION DETAILS SHEET 27 (TYP)
4 AWG COPPER GROUNDING WIRE (DEAD WIRE FOR FUTURE GROUND GRID IMPROVEMENTS) (TYP)
2.5' GRASS BUFFER
SHEET C-106
MATCH LINE SHEET C-107
MATCH LINE SHEET C-107

LEGEND
WETLAND DELINEATION FROM NAVFAC BASE PLAN
HAT HIGHEST ASTRONOMICAL TIDE (MAINE GEOLOGIC SURVEY)

AREA "H" - PLAN 2
SCALE: 1" = 20'

PLAN NORTH

GRAPHIC SCALE
1" = 20'
20 10 0 20 40 60
scale feet

0	ISSUED FOR BID	10/22/2024	BMG
STM	DESCRIPTION	DATE	APPR

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

PWD-MAINE IN HOUSE DESIGN

APPROVED
COMMANDER, NAVFAC

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

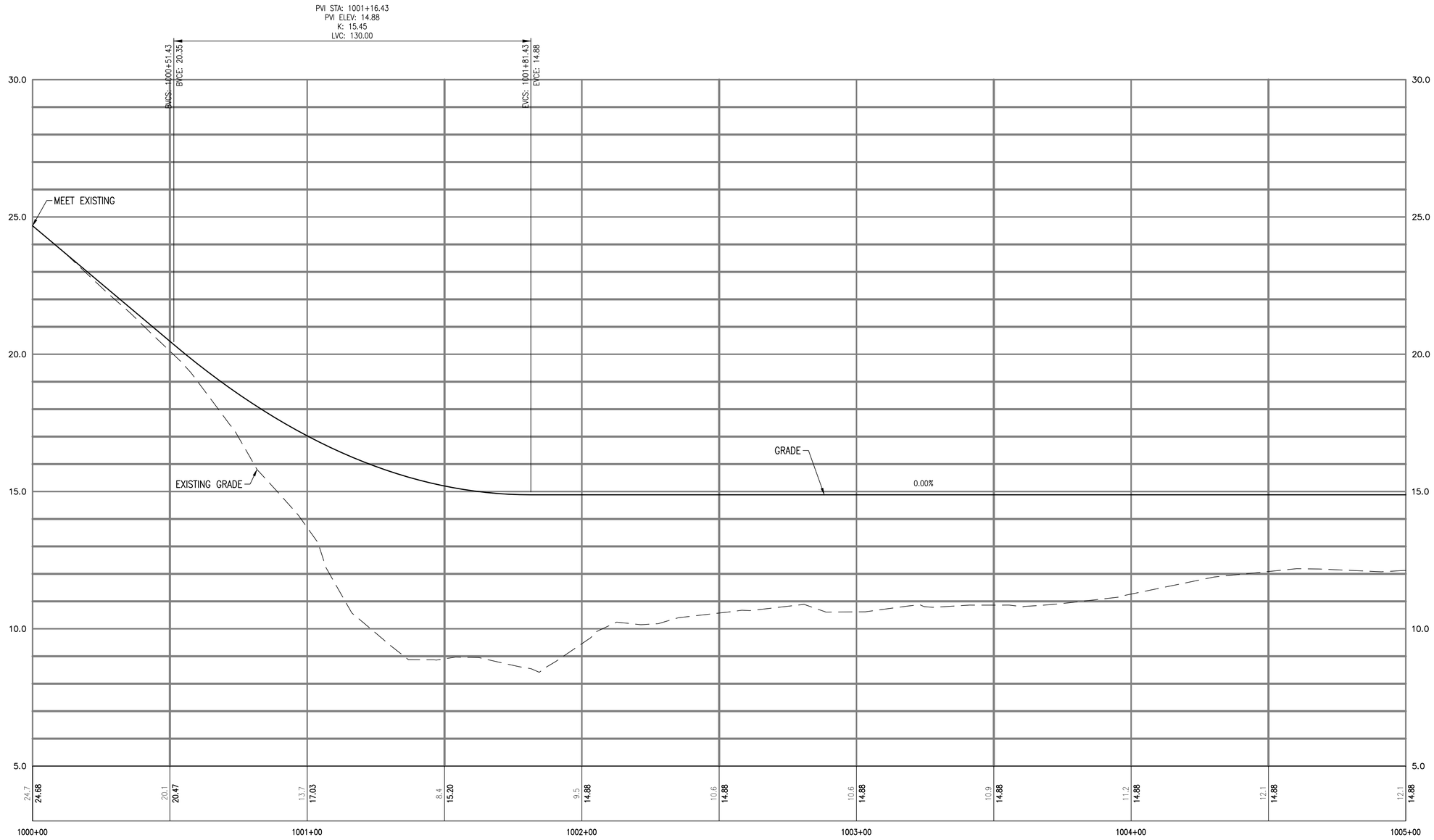
DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT – MAINE
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND – MID-ATLANTIC
NAVAL SHIPYARD – PORTSMOUTH, NH
KITTERY, MAINE
PORTSMOUTH NAVAL SHIPYARD

RM18-0917 PERIMETER SECURITY ROAD REPAIRS

AREA H – PLAN 2

EPROJECT NO.: 1585749
NAVFAC DRAWING NO. 12916810
SHEET 36 OF 68
C-107 FAC-YR-NUM
DRAWFORM REVISION: DECEMBER 2018

FILE NAME: I:\O\PWD_Maine\Project Folder (P)\ME\Cutler\Sitework\2025_1585749_RM18-0917_Perimeter Security Road Repairs\B_Design\Drawings\Autocad Files\C106-C107.dwg LAYOUT NAME: C-107 PLOTTED: Tuesday, November 12, 2024 - 9:39am USER: david.j.mclaughlin6



WILDLIFE DRIVE - PROFILE 1

HORIZONTAL SCALE: 1" = 20' VERTICAL SCALE: 1" = 2'

PLAN NORTH

NOTE:
1. EXISTING GRADES SHOWN WITHIN THE PROJECT LIMITS IS A COMBINATION OF TOPOGRAPHIC SURVEY PERFORMED IN MARCH 2024 AND LIDAR SURFACE DATED APRIL 2024.

GRAPHIC SCALE

1" = 20' 20 10 0 20 40 60
scale feet

NO.	DESCRIPTION	DATE	APPR
0	ISSUED FOR BID	10/22/2024	BMG

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

PWD-MAINE IN-HOUSE DESIGN

APPROVED FOR COMMAND RELEASE

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT – MAINE
PORTSMOUTH NAVAL SHIPYARD

NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND – MID-ATLANTIC
NAVAL SHIPYARD – PORTSMOUTH, NH

KITTERY, MAINE

RM18–0917 PERIMETER SECURITY ROAD REPAIRS

AREA G – PROFILE 1

EPROJECT NO.: 1585749

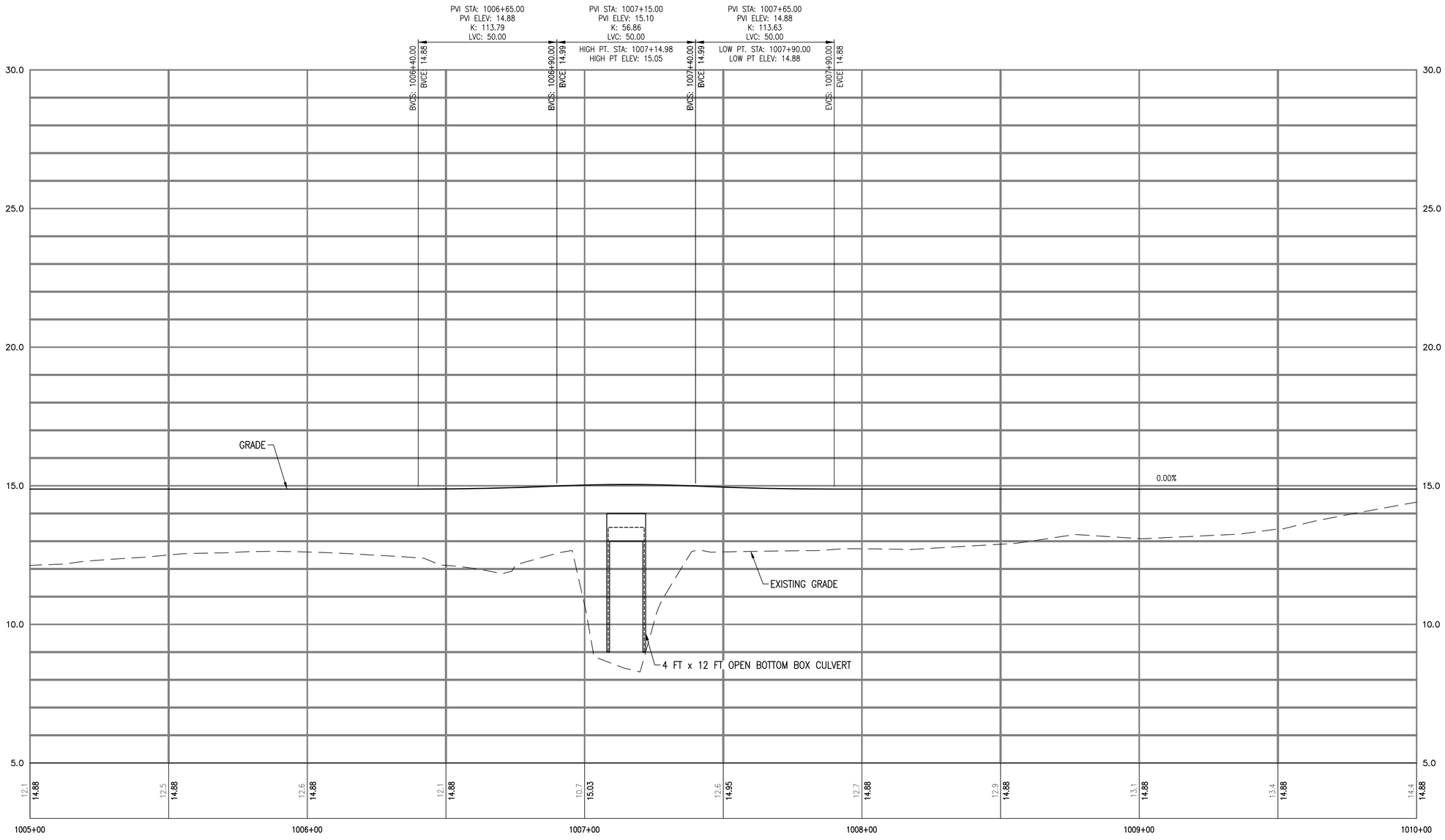
NAVFAC DRAWING NO. 12916811

SHEET 37 OF 68

C-201 FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018

FILE NAME: T:\CIV\PWD_Maine\Project Folder (P)\ME\Cutler\Sitework\2025_1585749_RM18-0917_Perimeter Security Road Repairs\B_Design\Drawings\Autocad Files\C102-C105_C201-C206.dwg LAYOUT NAME: C-201 PLOTTED: Tuesday, November 12, 2024 - 9:41:am USER: david.j.mclaughlin6



NOTE:
1. EXISTING GRADES SHOWN WITHIN THE PROJECT LIMITS IS A COMBINATION OF TOPOGRAPHIC SURVEY PERFORMED IN MARCH 2024 AND LIDAR SURFACE DATED APRIL 2024.

PLAN NORTH

WILDLIFE DRIVE - PROFILE 2

HORIZONTAL SCALE: 1" = 20' VERTICAL SCALE: 1" = 2'

GRAPHIC SCALE

1" = 20' scale 20 10 0 20 40 60 feet

NO	DESCRIPTION	DATE	APPR
0	ISSUED FOR BID	10/22/2024	BMG

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

PWD-MAINE IN HOUSE DESIGN

APPROVED

CONTRACTING OFFICER

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT – MAINE
PORTSMOUTH NAVAL SHIPYARD

NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND – MID-ATLANTIC
NAVAL SHIPYARD – PORTSMOUTH, NH

KITTERY, MAINE

RM18–0917 PERIMETER SECURITY ROAD REPAIRS

AREA G – PROFILE 2

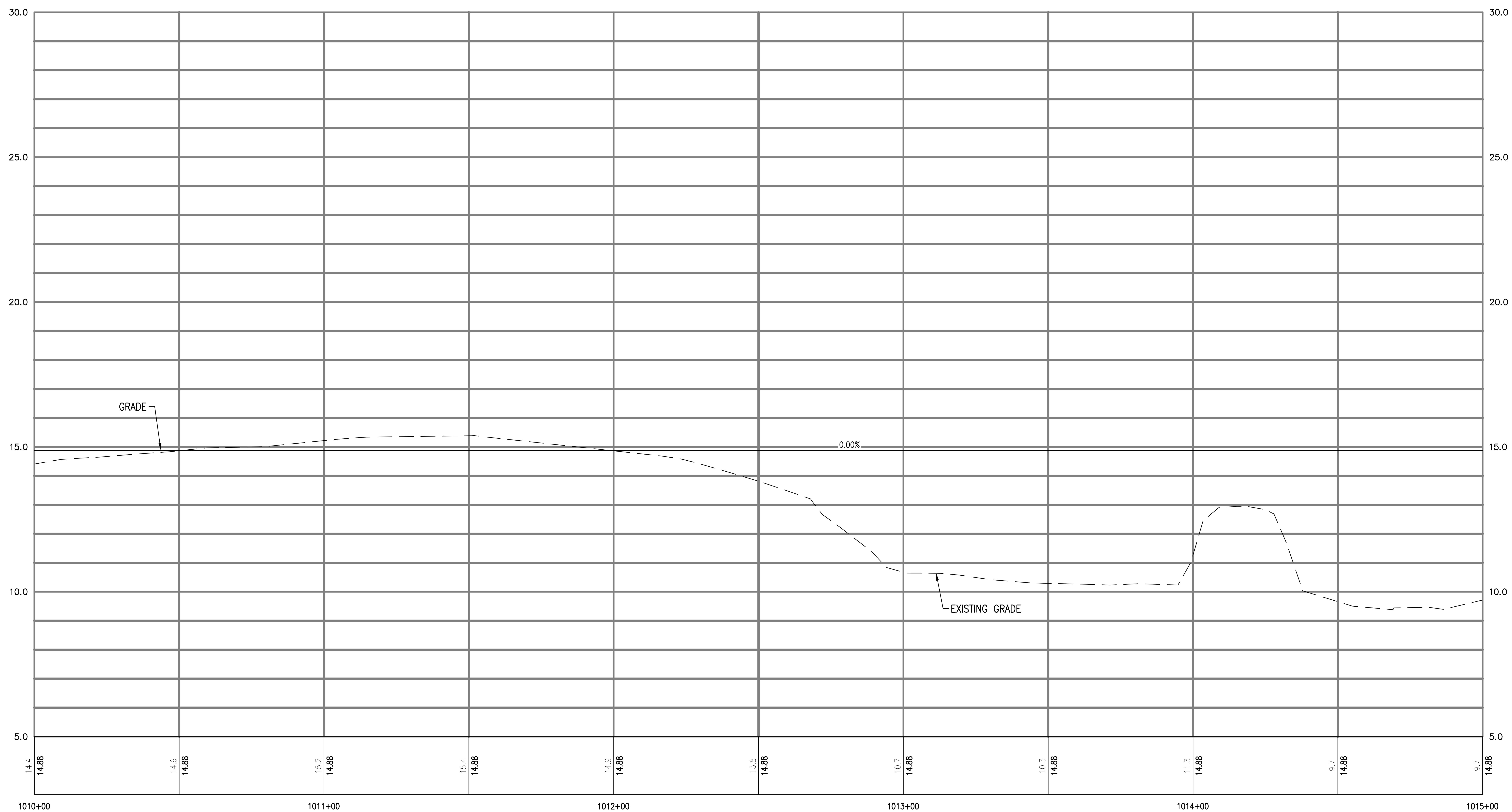
EPROJECT NO.: 1585749

NAVFAC DRAWING NO.
12916812

SHEET 38 OF 68

C-202 FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018



WILDLIFE DRIVE - PROFILE 3

HORIZONTAL SCALE: 1" = 20' VERTICAL SCALE: 1" = 2'

PLAN NORTH

GRAPHIC SCALE

1" = 20' — 20 10 0 20 40 60 — scale — feet

SYM	DESCRIPTION	DATE	APPR
0	ISSUED FOR BID	10/22/2024	BM6

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

PWD-MAINE IN HOUSE DESIGN

APPROVED

FOR COMMANDER NAVFAC

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND ~ MID-ATLANTIC
PUBLIC WORKS DEPARTMENT - MAINE
NAVAL SHIPYARD - PORTSMOUTH, NH
PORTSMOUTH NAVAL SHIPYARD KITTERY, MAINE

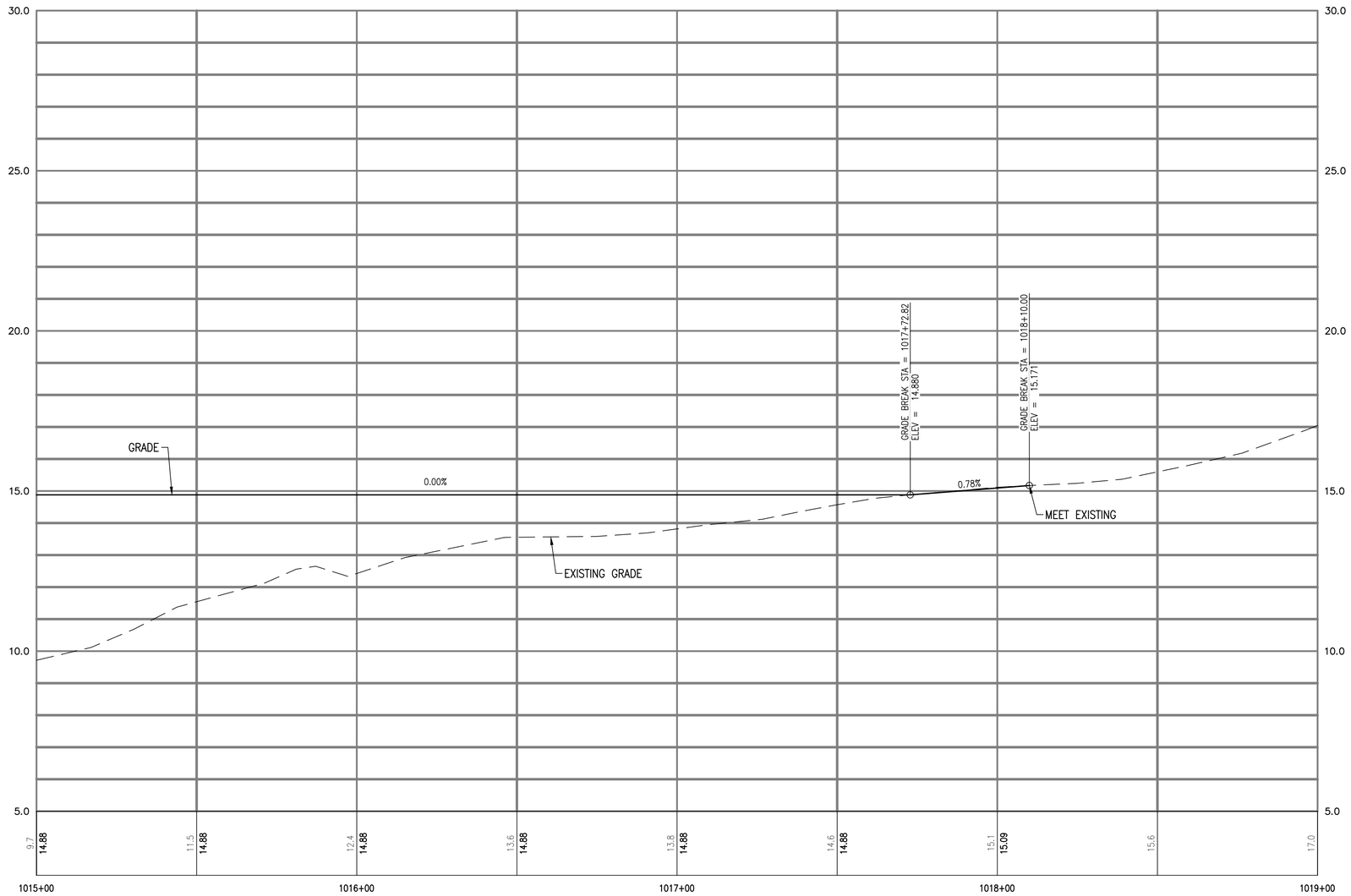
RM18-0917 PERIMETER SECURITY ROAD REPAIRS

AREA G - PROFILE 3

EPROJECT NO.: 1585749
NAVFAC DRAWING NO. 12916813
SHEET 39 OF 68

C-203 FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018



WILDLIFE DRIVE - PROFILE 4

HORIZONTAL SCALE: 1" = 20' VERTICAL SCALE: 1" = 2'

PLAN NORTH

GRAPHIC SCALE

1" = 20' scale 20 10 0 20 40 60 feet

NO.	DESCRIPTION	DATE	APPR
0	ISSUED FOR BID	10/22/2024	BMG

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

PWD-MAINE IN-HOUSE DESIGN

APPROVED

for COMMANDING OFFICER

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
LEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT - MAINE
PORTSMOUTH NAVAL SHIPYARD

NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND ~ MID-ATLANTIC
NAVAL SHIPYARD ~ PORTSMOUTH, NH

KITTERY, MAINE

RM18-0917 PERIMETER SECURITY ROAD REPAIRS

AREA G – PROFILE 4

EPROJECT NO.: 1585749

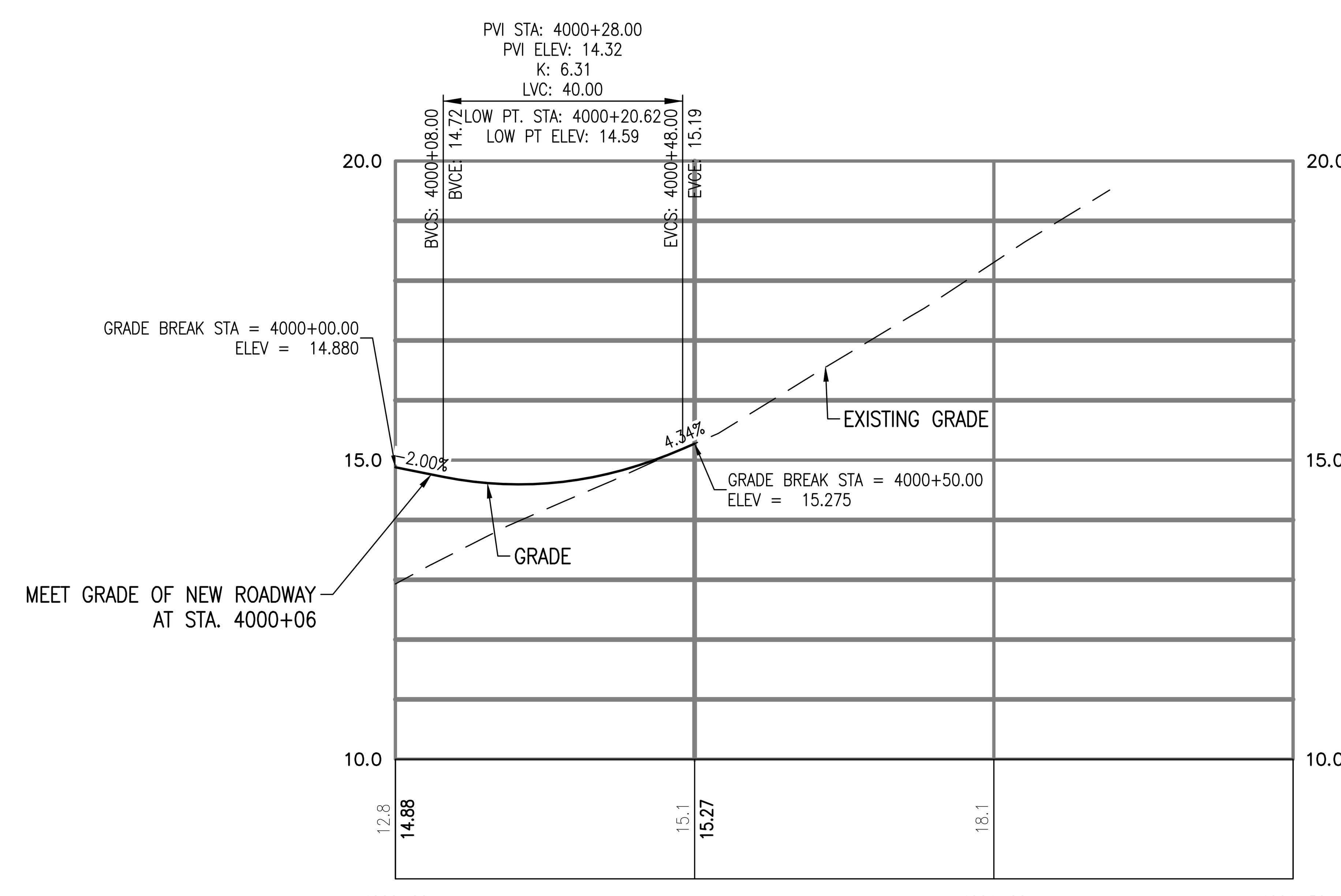
NAVFAC DRAWING NO. 12916814

SHEET 40 OF 68

C-204 FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018

FILE NAME: T:\CV\PWD_Maine\Project Folder (P)\ME\Cutler\Sitework\2025_1585749_RM18-0917_Perimeter Security Road Repairs\B_Design\Drawings\Autocad Files\C102-C105_C201-C206.dwg LAYOUT NAME: C-204 PLOTTED: Tuesday, November 12, 2024 - 9:41am USER: david.jmclaughlin6



BUSTER BLVD CONNECTOR - PROFILE 5

HORIZONTAL SCALE: 1" = 20' VERTICAL SCALE: 1" = 2'

PLAN NORTH

GRAPHIC SCALE

1" = 20'

20 10 0 20 40 60

scale feet

SYM	DESCRIPTION	DATE	APPR
0	ISSUED FOR BID	10/22/2024	BM6

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

PWD-MAINE IN HOUSE DESIGN

APPROVED

COMMANDER NAVFAC

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND ~ MID-ATLANTIC
PUBLIC WORKS DEPARTMENT - MAINE
NAVAL SHIPYARD - PORTSMOUTH, NH
PORTSMOUTH NAVAL SHIPYARD KITTERY, MAINE

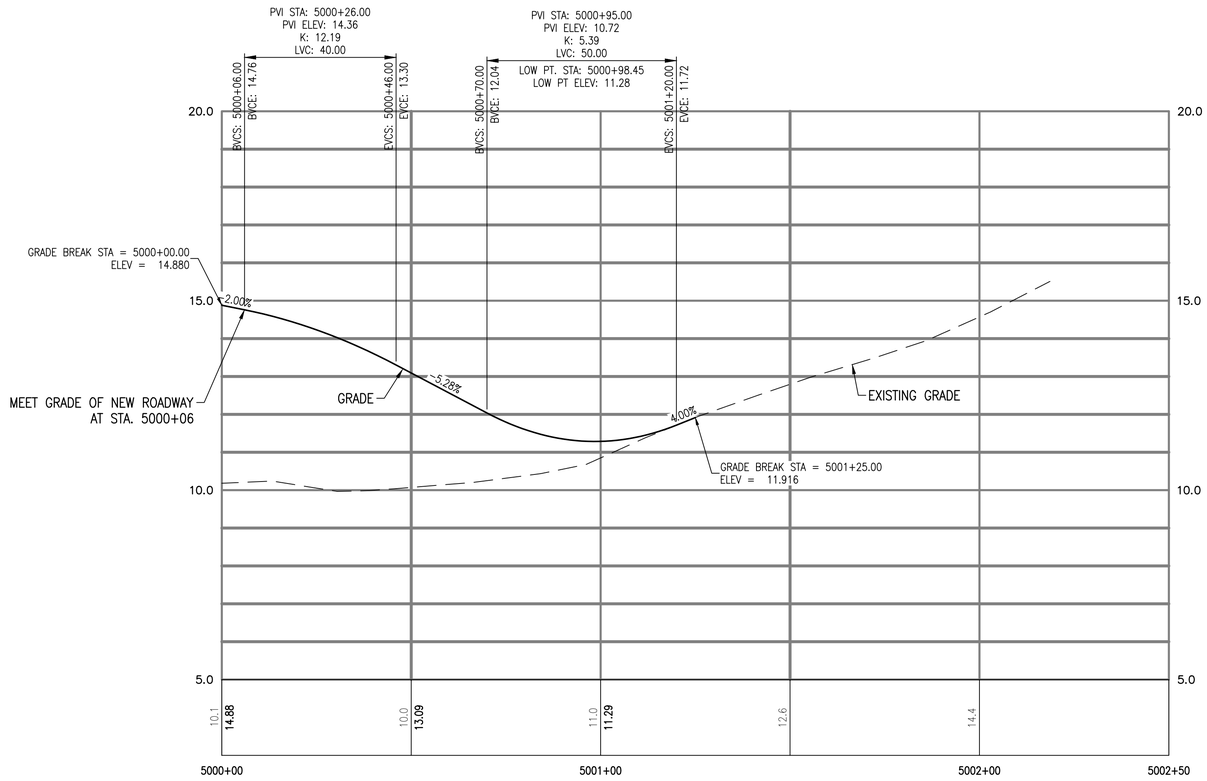
RM18-0917 PERIMETER SECURITY ROAD REPAIRS

AREA G - PROFILE 5

EPROJECT NO.: 1585749
NAVFAC DRAWING NO. 12916815
SHEET 41 OF 68

C-205 FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018



FARRIS PT CONNECTOR - PROFILE 6

HORIZONTAL SCALE: 1" = 20' VERTICAL SCALE: 1" = 2'

PLAN NORTH

GRAPHIC SCALE

1" = 20'

20 10 0 20 40 60

scale feet

0	ISSUED FOR BID	10/22/2024	BMG
STM	DESCRIPTION	DATE	APPR

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

PWD-MAINE IN HOUSE DESIGN

APPROVED

LT COMMDR, CEC, USN

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT – MAINE
PORTSMOUTH NAVAL SHIPYARD

NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND ~ MID-ATLANTIC
NAVAL SHIPYARD – PORTSMOUTH, NH

KITTERY, MAINE

RM18–0917 PERIMETER SECURITY ROAD REPAIRS

AREA G – PROFILE 6

EPROJECT NO.: 1585749

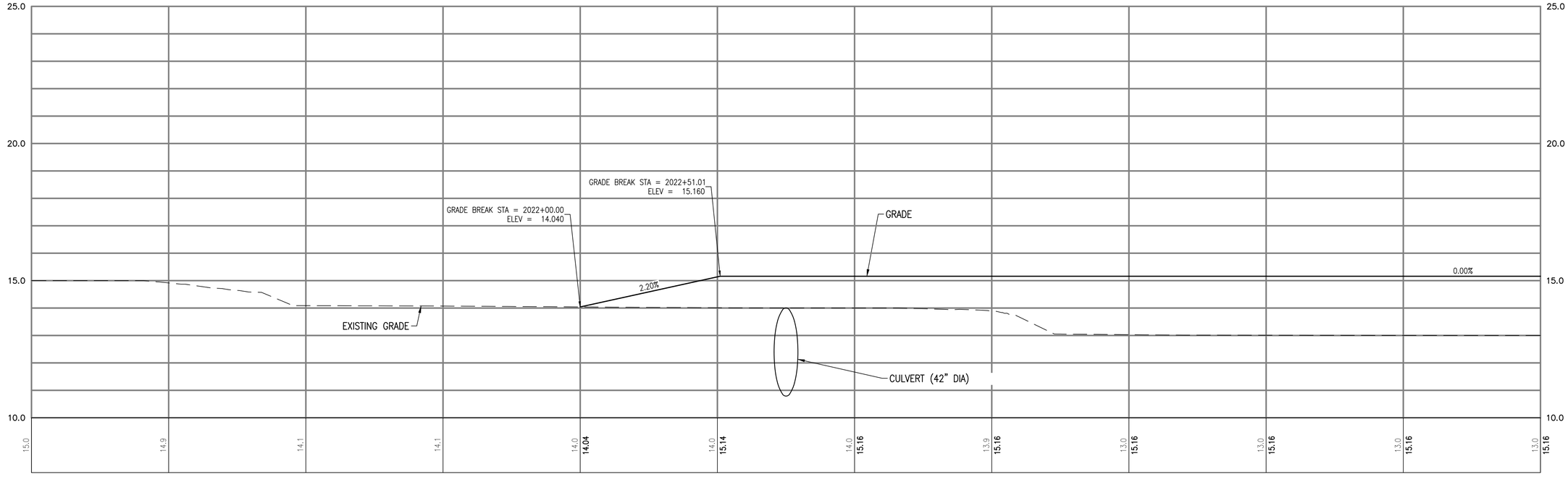
NAVFAC DRAWING NO. 12916816

SHEET 42 OF 68

C-206 FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018

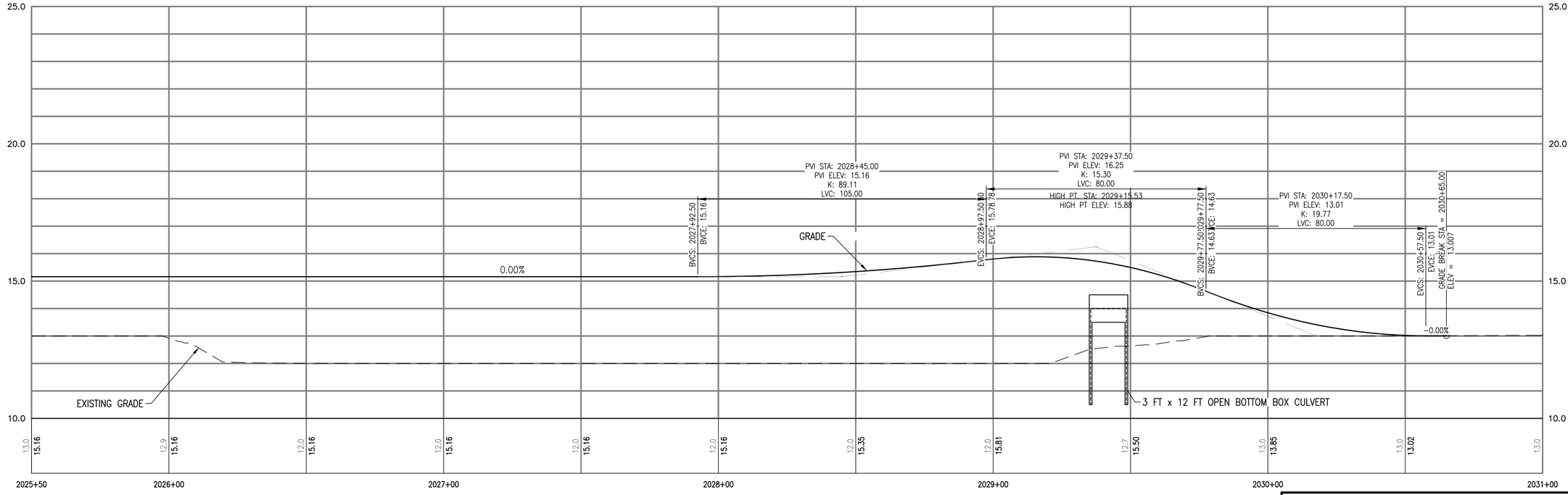
FILE NAME: T:\CV\PWD_Maine\Project Folder (P)\ME\Cutler\Sitework\2025_1585749_RM18-0917_Perimeter Security Road Repairs\B_Design\Drawings\Autocad Files\C102-C105_C201-C206.dwg LAYOUT NAME: C-206 PLOTTED: Tuesday, November 12, 2024 - 9:41am USER: david.j.mclaughlin6



PLAN NORTH

AREA H - PROFILE 1

HORIZONTAL SCALE: 1" = 20' VERTICAL SCALE: 1" = 2'



PLAN NORTH

AREA H - PROFILE 2

HORIZONTAL SCALE: 1" = 20' VERTICAL SCALE: 1" = 2'

GRAPHIC SCALE

1" = 20' 20 10 0 20 40 60 scale feet

0	ISSUED FOR BID	10/22/2024	BMG
STM	DESCRIPTION	DATE	APPR

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

PWD-MAINE IN HOUSE DESIGN

APPROVED

COMMANDER, NAVFAC

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT – MAINE
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND – MID-ATLANTIC
NAVAL SHIPYARD – PORTSMOUTH, NH
PORTSMOUTH NAVAL SHIPYARD
KITTERY, MAINE

RM18-0917 PERIMETER SECURITY ROAD REPAIRS

AREA H – PROFILE

EPROJECT NO.: 1585749

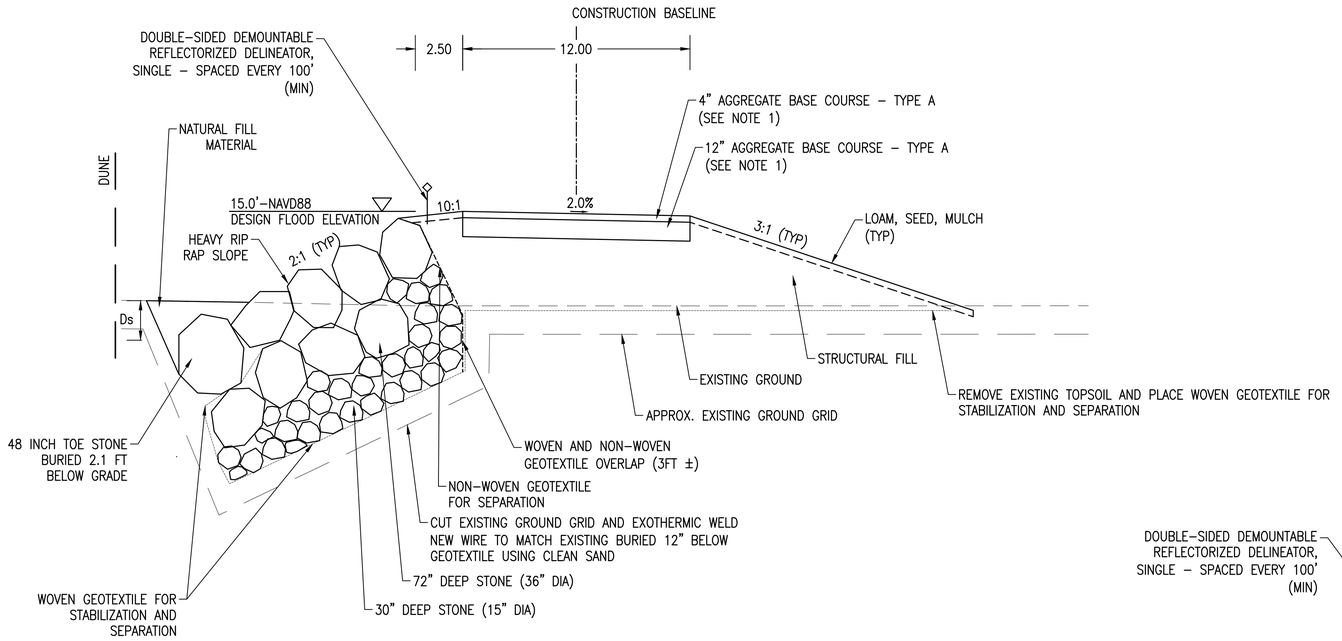
NAVFAC DRAWING NO.
12916817

SHEET 43 OF 68

C-207 FAC-YR-NUM

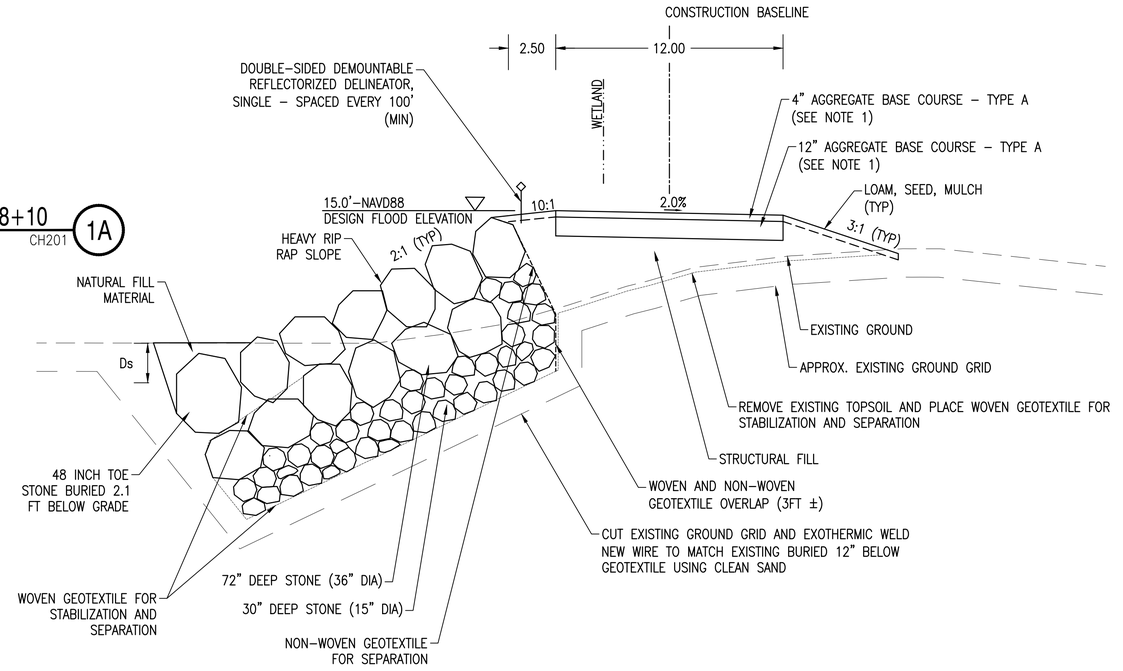
DRAWFORM REVISION: DECEMBER 2018

FILE NAME: T:\CI\PWD_Maine\Project Folder (P)\MEC\Cutler\Sitework\2025_1585749_RM18-0917_Perimeter Security Road Repairs\B_Design\Drawings\Autocad Files\C207.dwg LAYOUT NAME: C-207 PLOTTED: Tuesday, November 12, 2024 – 9:43am USER: david.j.mclaughlin6



TYPICAL SECTION - AREA G - WILDLIFE DR - STA 1000+00 TO 1003+00, 1013+00 TO 1018+10 (1A)

NOT TO SCALE — CH201



TYPICAL SECTION - AREA G - WILDLIFE DR - STA 1003+00 TO STA 1013+00 (1B)

NOT TO SCALE — CH202

NOTES:

1. THE GRAVEL ROADWAY IS COMPOSED OF MATERIALS CONFORMING TO MAINEDOT ITEM 304.14: AGGREGATE BASE COURSE – TYPE A. THE ROADWAY MUST HAVE TWO DIFFERENT GRADATIONS OF MATERIAL. THE BOTTOM 12" MUST MEET ALL THE SPECIFICATIONS OF MAINEDOT ITEM 304.14: AGGREGATE BASE COURSE – TYPE A. THE TOP 4" MUST MEET ALL THE SPECIFICATIONS OF MAINEDOT ITEM 304.14: AGGREGATE BASE COURSE – TYPE A, EXCEPT IT MUST MEET THE FOLLOWING GRADATION REQUIREMENTS:

SIEVE SIZE	% PASSING BY WEIGHT
2"	95 – 100%
1/2"	30 – 65%
#200	7 – 12%

   THE GRADATION REQUIREMENTS OUTLINED ABOVE INCREASE THE AMOUNT OF "FINES" IN THE MATERIAL, WHICH HELPS TO PROMOTE SURFACE DRAINAGE AND TO KEEP THE ROADWAY COMPACTED AND DUST FREE. SEE MAINEDEP "GRAVEL ROAD MAINTENANCE MANUAL" AND MAINEDOT "MAINTAINING GRAVEL ROADS SPECS" FOR MORE INFORMATION.

2. THE BASE FLOOD ELEVATION (BFE) FOR AREA G HAS BEEN DETERMINED TO BE 13.36' NAVD88 BASED ON THE DEPARTMENT OF DEFENSE REGIONAL SEA LEVEL (DRSL) DATABASE FOR A 2045 DESIGN YEAR. THE DESIGN FLOOD ELEVATION (DFE) HAS BEEN SET TO 15.0' NAVD88 AT THE SEA–WARD EDGE OF ROADWAY IN ORDER TO PROVIDE FREEBOARD AND TO ACCOUNT FOR SETTLEMENT OF THE ROADWAY. SETTLEMENT OF THE ROADWAY IS POSSIBLE DUE TO EXISTING SOFT ORGANICS IN THE AREA WHERE THE ROADWAY IS PROPOSED.

GRAPHIC SCALE

1" = 4' (4 2 0 4 8 12) scale feet

NO	DESCRIPTION	DATE	APPR
0	ISSUED FOR BID	10/22/2024	BMG

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

PWD-MAINE IN HOUSE DESIGN

APPROVED

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT – MAINE
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND – MID-ATLANTIC
NAVAL SHIPYARD – PORTSMOUTH, NH
PORTSMOUTH NAVAL SHIPYARD, KITTERY, MAINE

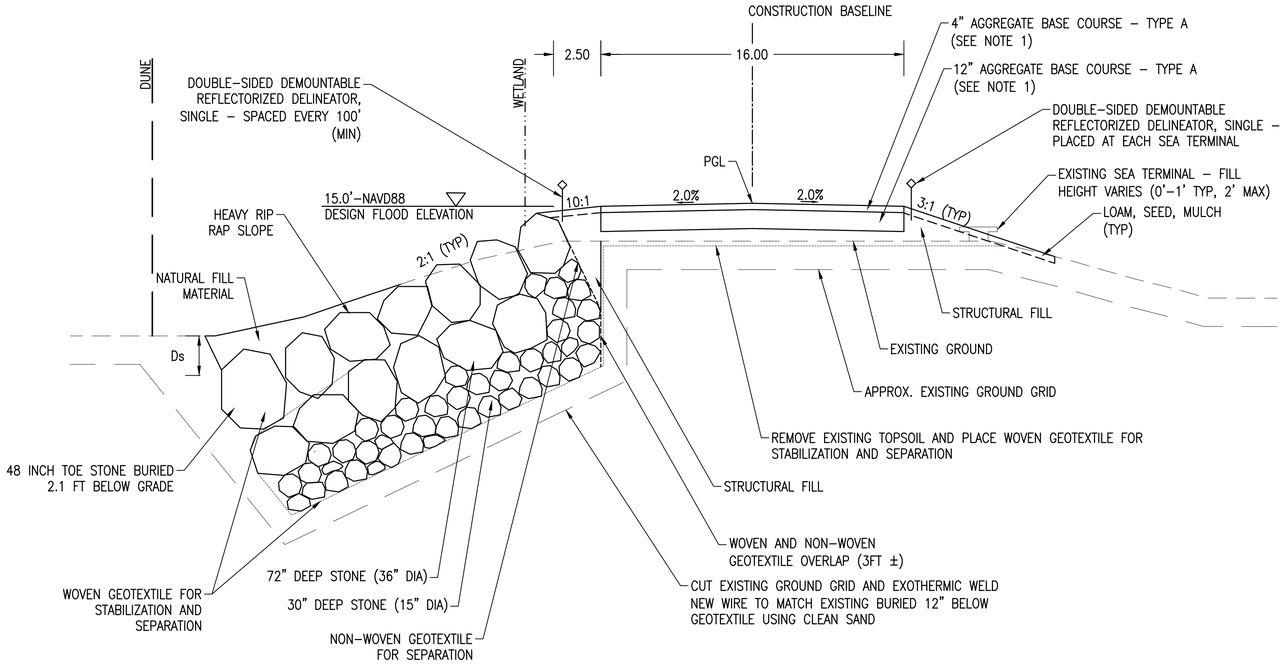
RM18–0917 PERIMETER SECURITY ROAD REPAIRS

AREA G – TYPICAL SECTIONS

EPROJECT NO.: 1585749
NAVFAC DRAWING NO. 12916818
SHEET 44 OF 68
C-301 FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018

FILE NAME: T:\CV\PWD_Maine\Project Folder (PF)\ME\Cutler\Sitework\2025_1585749_RM18-0917_Perimeter Security Road Repairs\B_Design\Drawings\Autocad Files\C301-C302.dwg LAYOUT NAME: C-301 PLOTTED: Tuesday, November 12, 2024 - 9:44am USER: david.j.mclaughlin6



TYPICAL SECTION - AREA H - HUDSON BLVD - STA 2022+00 TO 2030+60

NOT TO SCALE — CH601 — 2A

NOTES:

1. THE GRAVEL ROADWAY IS COMPOSED OF MATERIALS CONFORMING TO MAINEDOT ITEM 304.14: AGGREGATE BASE COURSE – TYPE A. THE ROADWAY MUST HAVE TWO DIFFERENT GRADATIONS OF MATERIAL. THE BOTTOM 12" MUST MEET ALL THE SPECIFICATIONS OF MAINEDOT ITEM 304.14: AGGREGATE BASE COURSE – TYPE A. THE TOP 4" MUST MEET ALL THE SPECIFICATIONS OF MAINEDOT ITEM 304.14: AGGREGATE BASE COURSE – TYPE A, EXCEPT IT MUST MEET THE FOLLOWING GRADATION REQUIREMENTS:

SIEVE SIZE	% PASSING BY WEIGHT
2"	95 – 100%
1/2"	30 – 65%
#200	7 – 12%

   THE GRADATION REQUIREMENTS OUTLINED ABOVE INCREASE THE AMOUNT OF "FINES" IN THE MATERIAL, WHICH HELPS TO PROMOTE SURFACE DRAINAGE AND TO KEEP THE ROADWAY COMPACTED AND DUST FREE. SEE MAINEDEP "GRAVEL ROAD MAINTENANCE MANUAL" AND MAINEDOT "MAINTAINING GRAVEL ROADS SPECS" FOR MORE INFORMATION.

2. THE BASE FLOOD ELEVATION (BFE) FOR AREA H HAS BEEN DETERMINED TO BE 13.36' NAVD88 BASED ON THE DEPARTMENT OF DEFENSE REGIONAL SEA LEVEL (DRSL) DATABASE FOR A 2045 DESIGN YEAR. THE DESIGN FLOOD ELEVATION (DFE) HAS BEEN SET TO 15.0' NAVD88 AT THE SEA–WARD EDGE OF ROADWAY IN ORDER TO PROVIDE FREEBOARD AND TO ACCOUNT FOR SETTLEMENT OF THE ROADWAY. SETTLEMENT OF THE ROADWAY IS POSSIBLE DUE TO EXISTING SOFT ORGANICS IN THE AREA WHERE THE ROADWAY IS PROPOSED.

GRAPHIC SCALE

1" = 4' — 4 2 0 4 8 12 — scale feet

NO	DESCRIPTION	DATE	APPR
0	ISSUED FOR BID	10/22/2024	BMG

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

PWD-MAINE IN HOUSE DESIGN

APPROVED

COMMANDER, NAVFAC

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT – MAINE
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND – MID-ATLANTIC
NAVAL SHIPYARD – PORTSMOUTH, NH
KITTERY, MAINE
PORTSMOUTH NAVAL SHIPYARD
RM18–0917 PERIMETER SECURITY ROAD REPAIRS

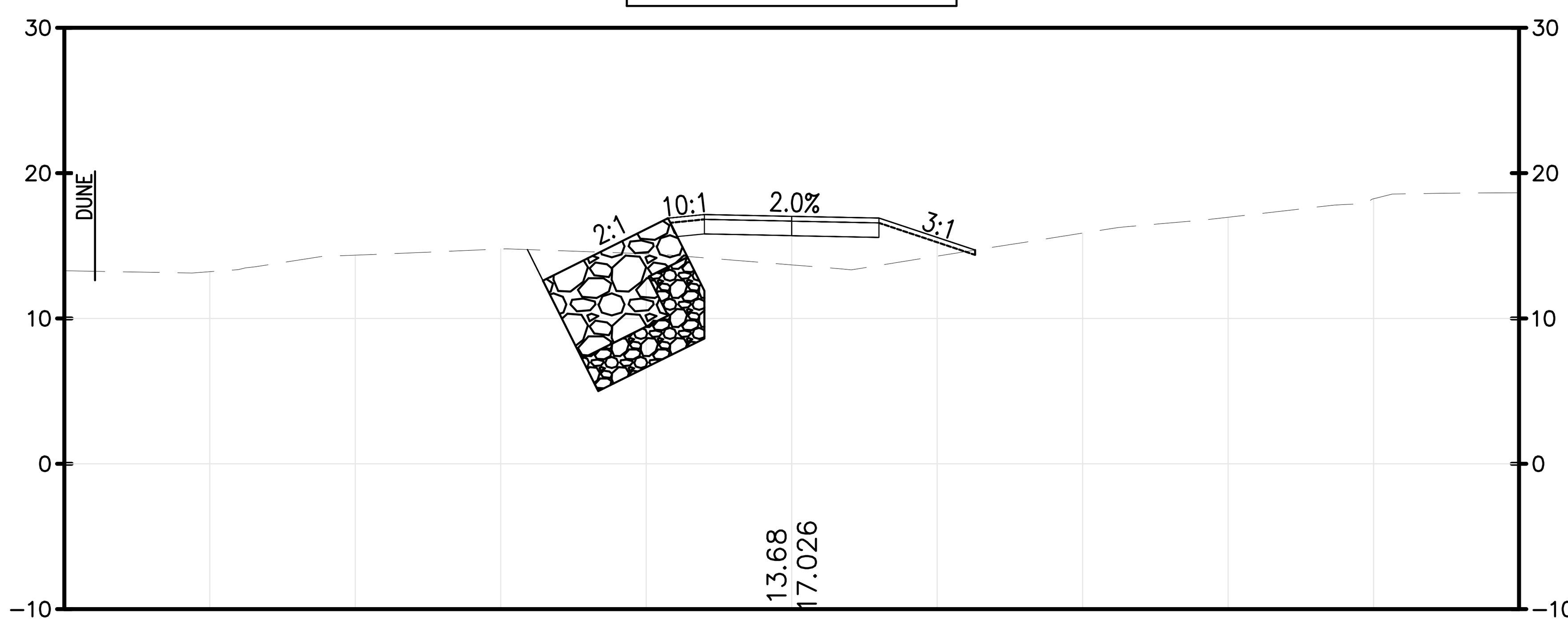
AREA H – TYPICAL SECTIONS

EPROJECT NO.: 1585749
NAVFAC DRAWING NO. 12916819
SHEET 45 OF 68
C-302 | FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018

FILE NAME: T:\CA\PWD_Maine\Project Folder (P)\ME\Cutler\Sitework\2025_1585749_RM18-0917_Perimeter Security Road Repairs\B_Design\Drawings\Autocad Files\C301-C302.dwg LAYOUT NAME: C-302 PLOTTED: Tuesday, November 12, 2024 - 9:44am USER: david.j.mcdaughlin6

1001+00.00



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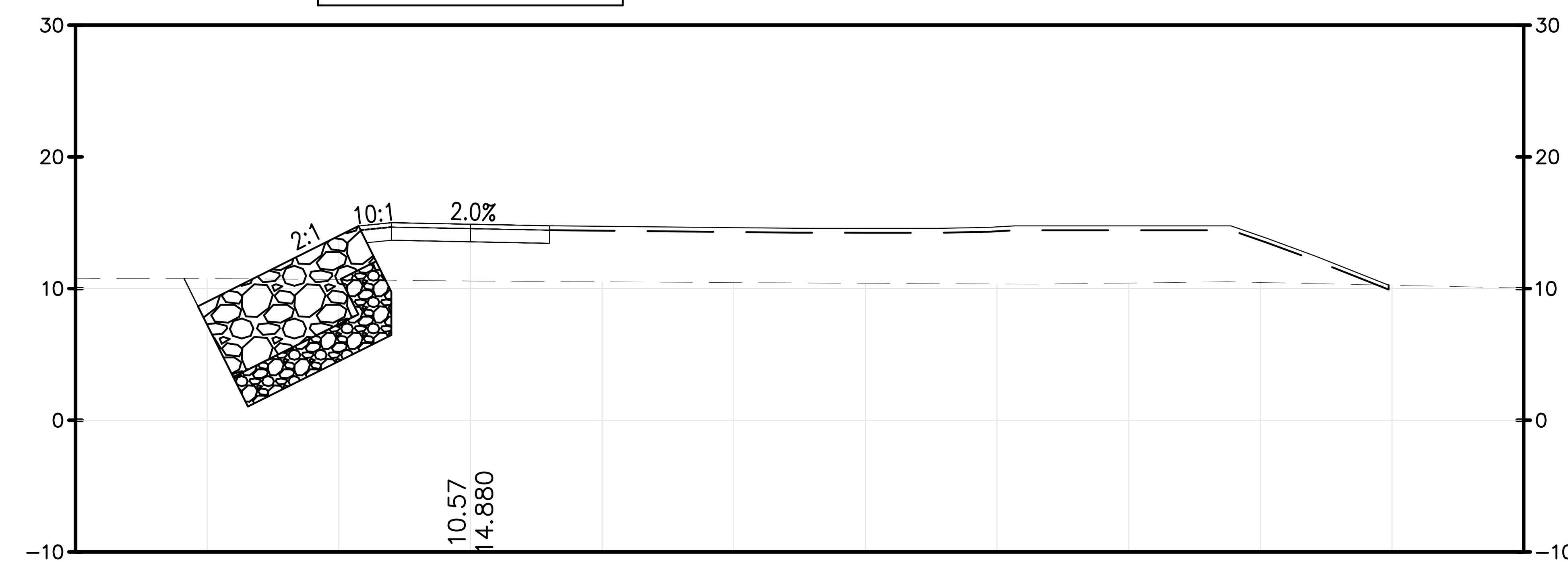

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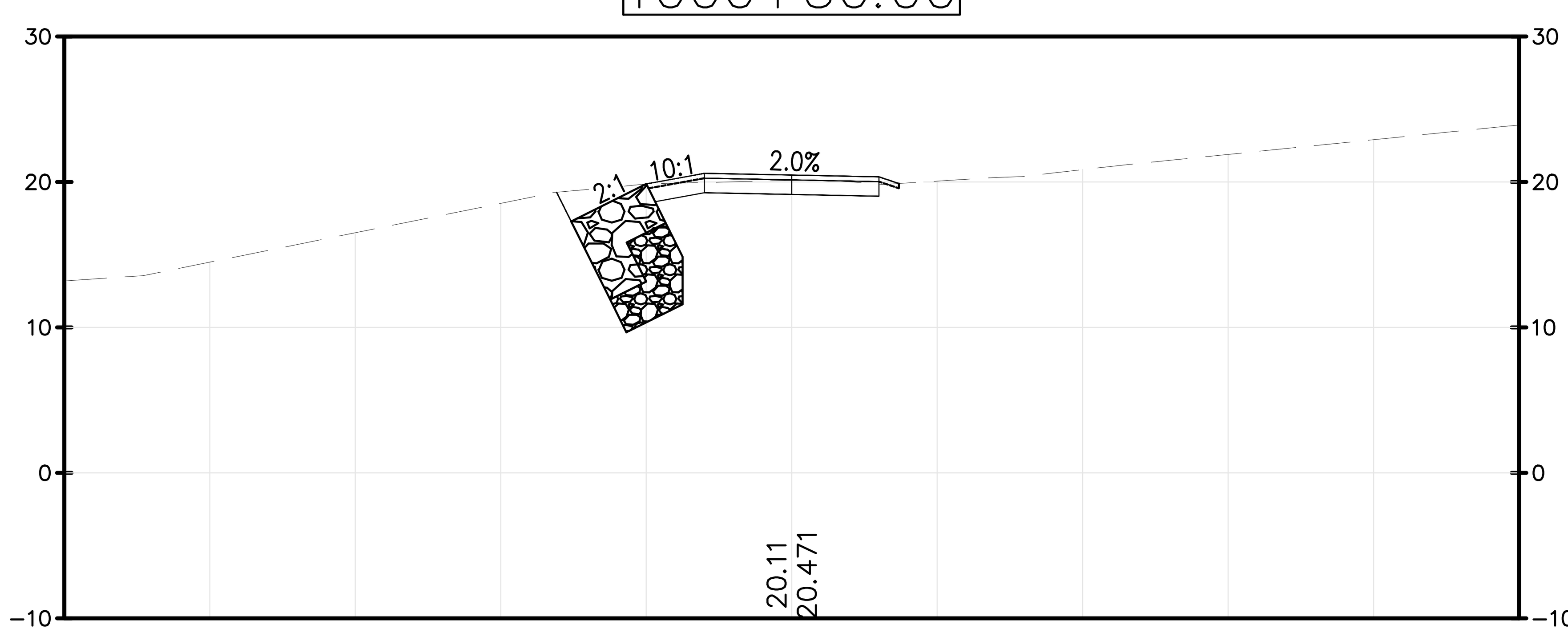

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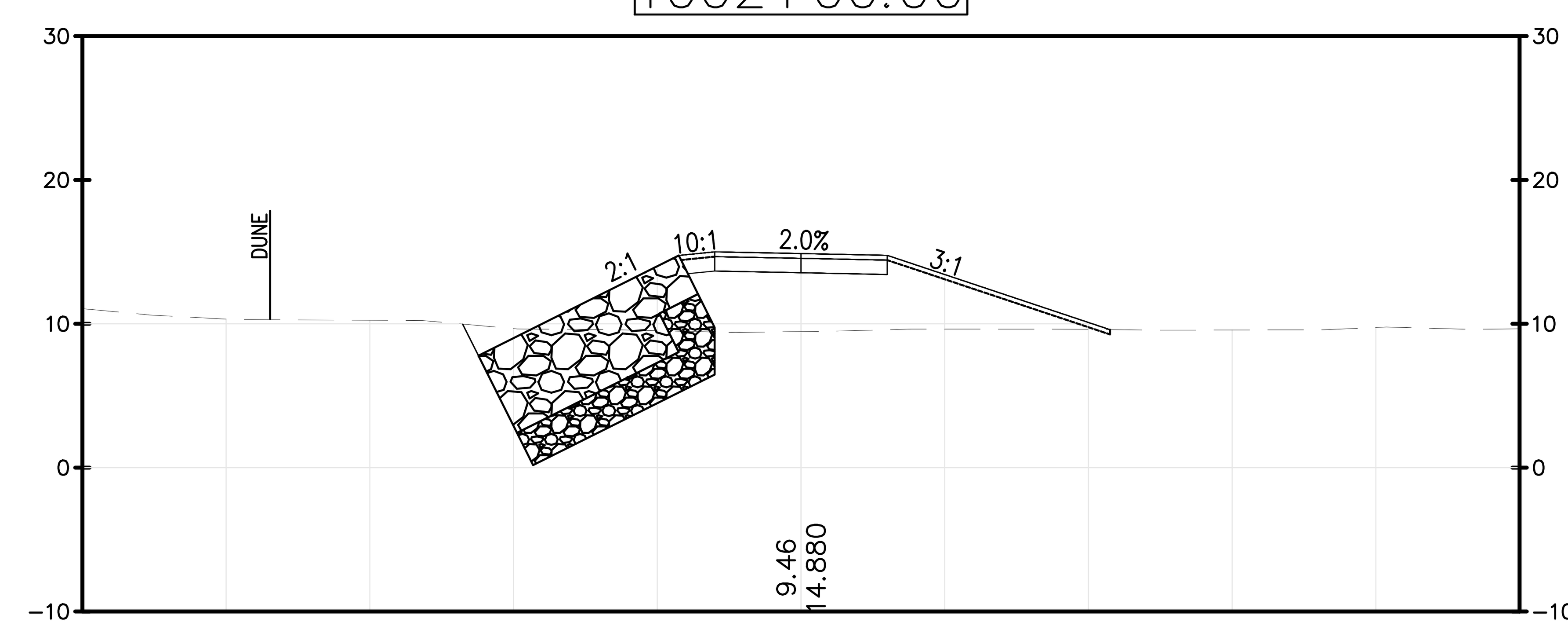

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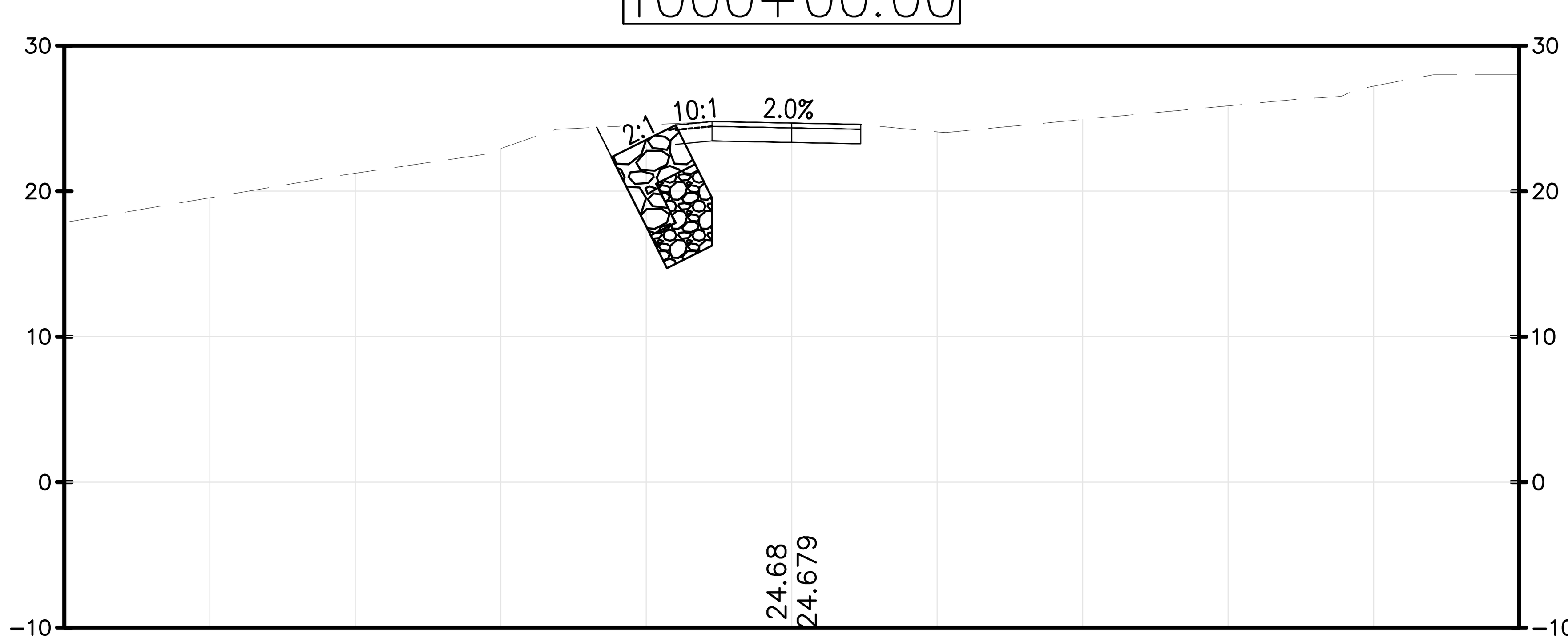
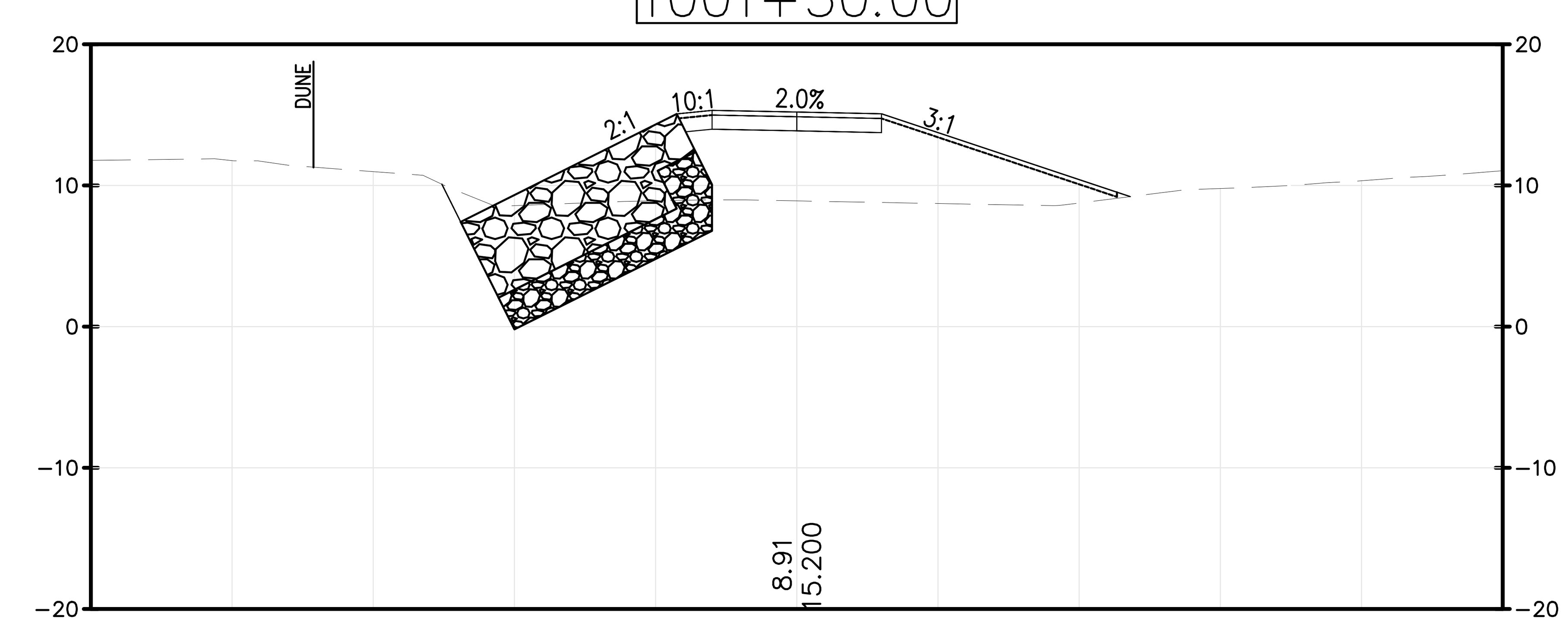


1001+50.00



GRAPHIC SCALE

1" = 10'

SYM	DESCRIPTION	DATE	APPR
0	ISSUED FOR BID	10/22/2024	BM6

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

PWD-MAINE IN HOUSE DESIGN

APPROVED FOR COMMANDER NAVFAC

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

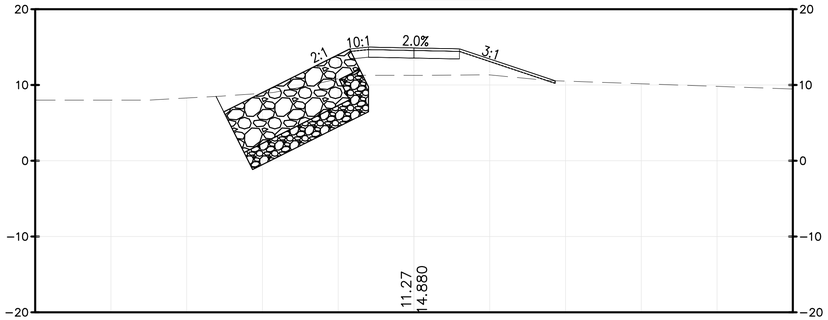
DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND ~ MID-ATLANTIC
PUBLIC WORKS DEPARTMENT – MAINE NAVAL SHIPYARD – PORTSMOUTH, NH
PORTSMOUTH NAVAL SHIPYARD KITTERY, MAINE

RM18-0917 PERIMETER SECURITY ROAD REPAIRS

AREA G – CROSS SECTIONS 1

EPROJECT NO.: 1585749
NAVFAC DRAWING NO. 12916820
SHEET 46 OF 68
C-303 FAC-YR-NUM

1004+00.00



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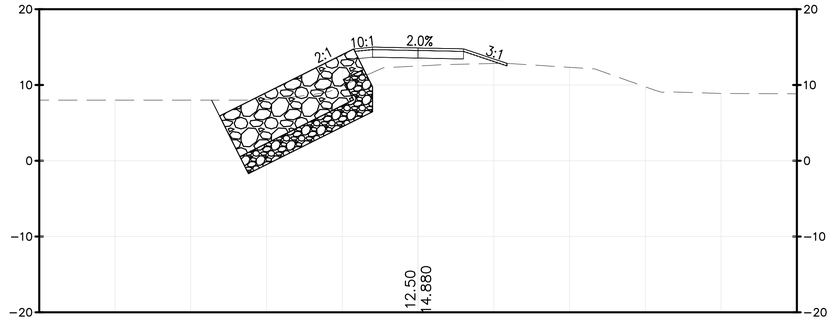

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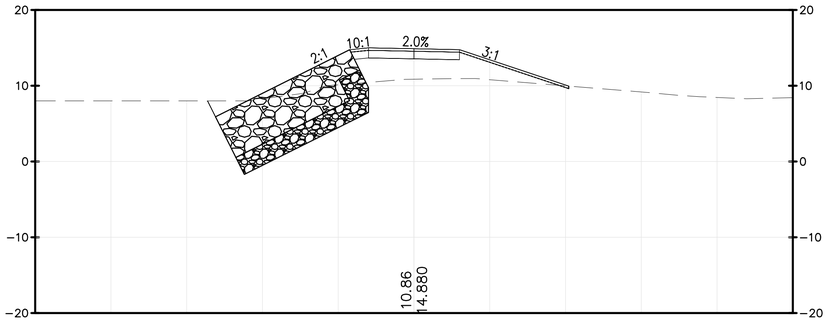

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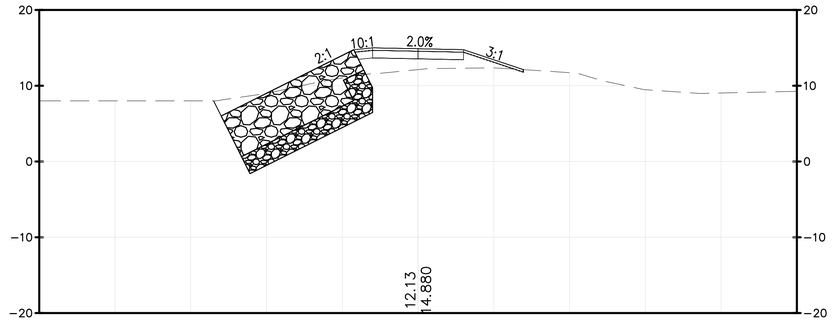

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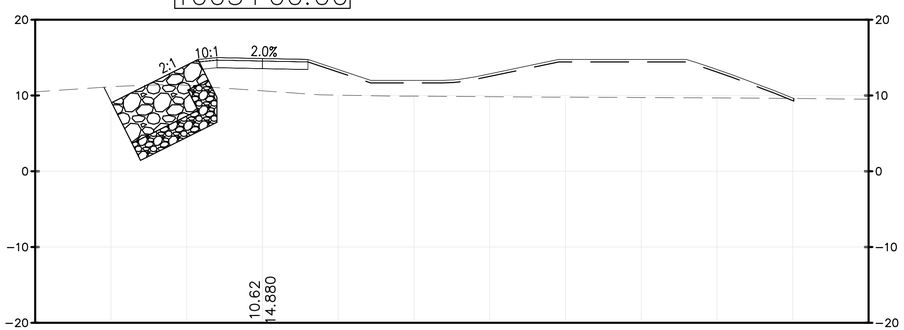
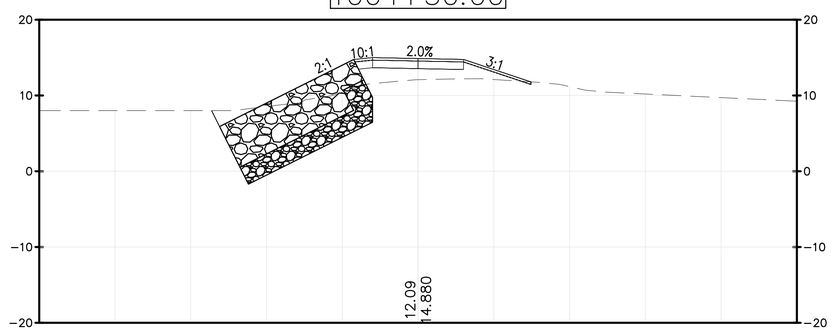


1004+50.00



GRAPHIC SCALE

1" = 10'

10 5 0 10 20 30

scale feet

NO.	DESCRIPTION	DATE	APPR
0	ISSUED FOR BID	10/22/2024	BMG

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

PWD-MAINE IN HOUSE DESIGN

APPROVED

COMMANDER, NAVFAC

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT – MAINE

NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND – MID-ATLANTIC
NAVAL SHIPYARD – PORTSMOUTH, NH

PORTSMOUTH NAVAL SHIPYARD — KITTERY, MAINE

RM18–0917 PERIMETER SECURITY ROAD REPAIRS

AREA G – CROSS SECTIONS 2

EPROJECT NO.: 1585749

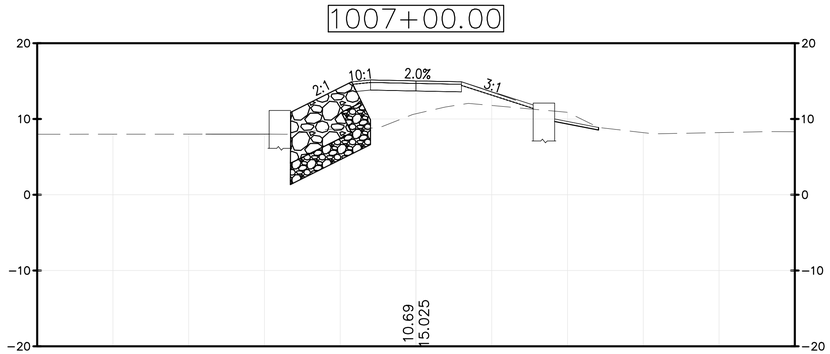
NAVFAC DRAWING NO.
12916821

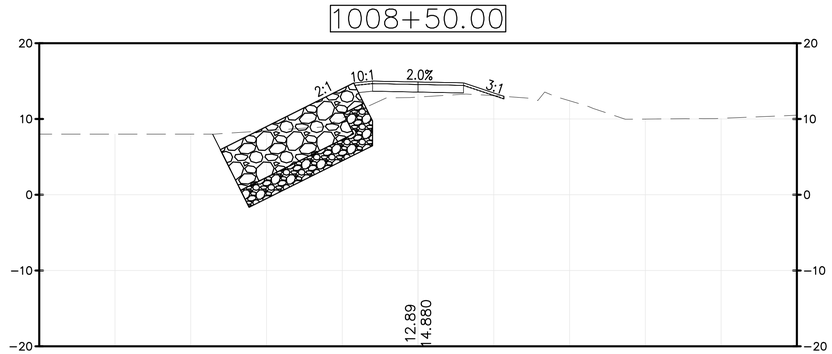
SHEET 47 OF 68

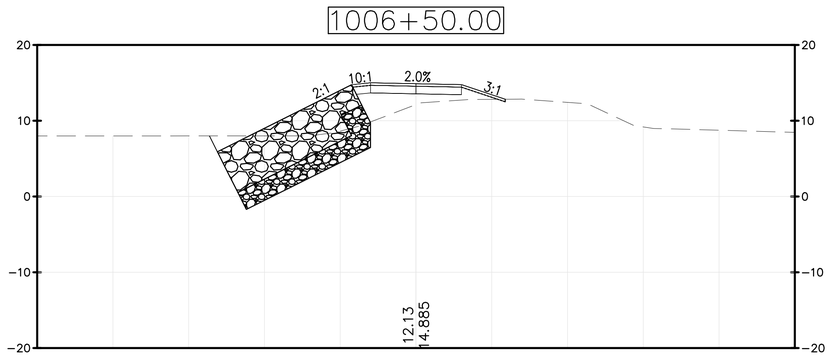
C-304 FAC-YR-NUM

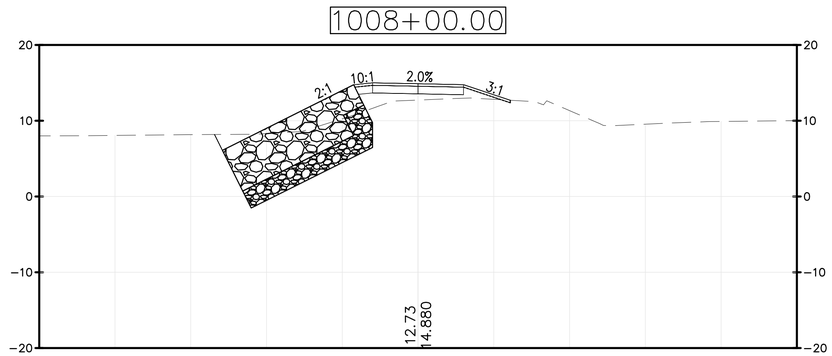
DRAWFORM REVISION: DECEMBER 2018

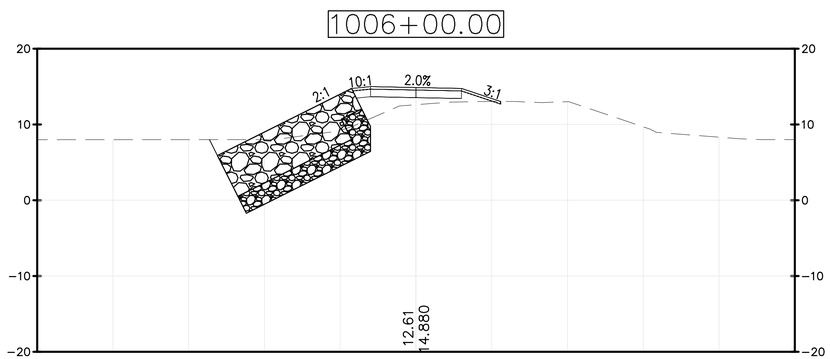
FILE NAME: T:\CA\PWD_Maine\Project Folder (P)\ME\Cutler\Sitework\2025_1585749_RM18-0917_Perimeter Security Road Repairs\B_Design\Drawings\Autocad Files\C303-C309.dwg LAYOUT NAME: C-304 PLOTTED: Tuesday, November 12, 2024 - 9:45am USER: david.j.mclaughlin6

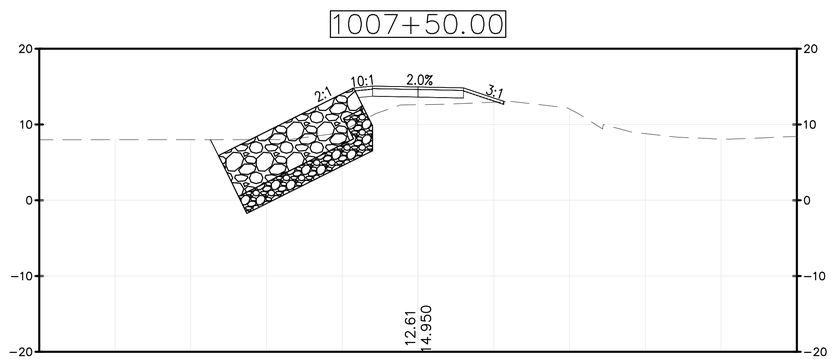












NO	STM	DESCRIPTION	DATE	APPR
0		ISSUED FOR BID	10/22/2024	BMG

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

PWD-MAINE IN HOUSE DESIGN

APPROVED

COMMANDER, NAVFAC

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT – MAINE
PORTSMOUTH NAVAL SHIPYARD

NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND – MID-ATLANTIC
NAVAL SHIPYARD – PORTSMOUTH, NH
KITTERY, MAINE

RM18–0917 PERIMETER SECURITY ROAD REPAIRS

AREA G – CROSS SECTIONS 3

EPROJECT NO.: 1585749

NAVFAC DRAWING NO.
12916822

SHEET 48 OF 68

C-305 FAC-YR-NUM

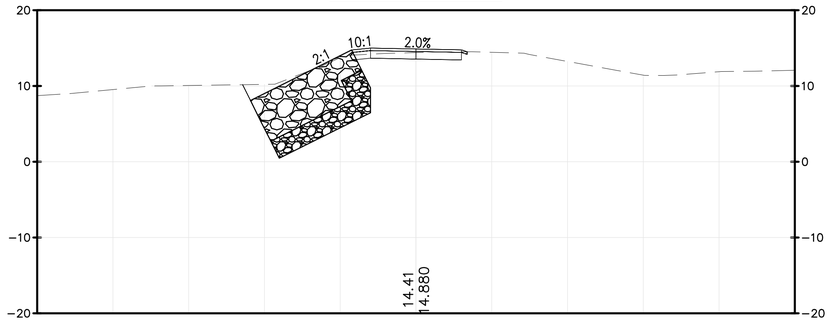
DRAWFORM REVISION: DECEMBER 2018

GRAPHIC SCALE

1" = 10' 10 5 0 10 20 30
scale feet

FILE NAME: T:\CA\PWD_Maine\Project Folder (P)\ME\Cutler\Sitework\2025_1585749_RM18-0917_Perimeter Security Road Repairs\B_Design\Drawings\Autocad Files\C303-C309.dwg LAYOUT NAME: C-305 PLOTTED: Tuesday, November 12, 2024 - 9:46am USER: david.j.mclaughlin6

1010+00.00



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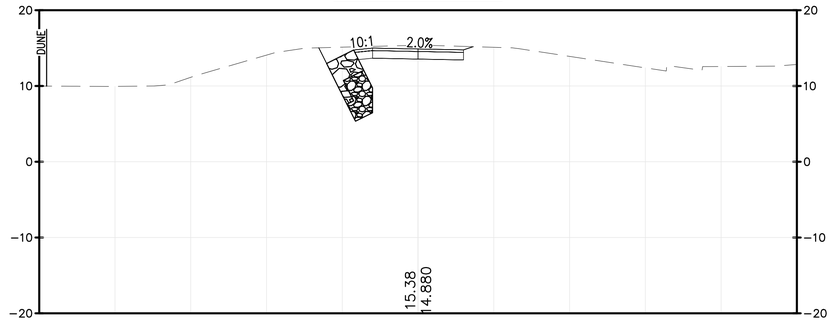
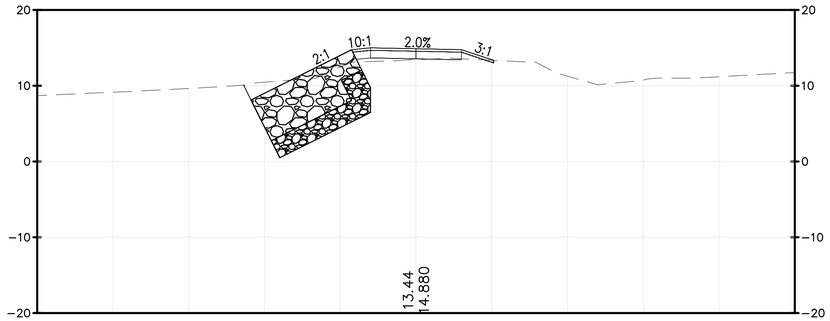


1009+50.00



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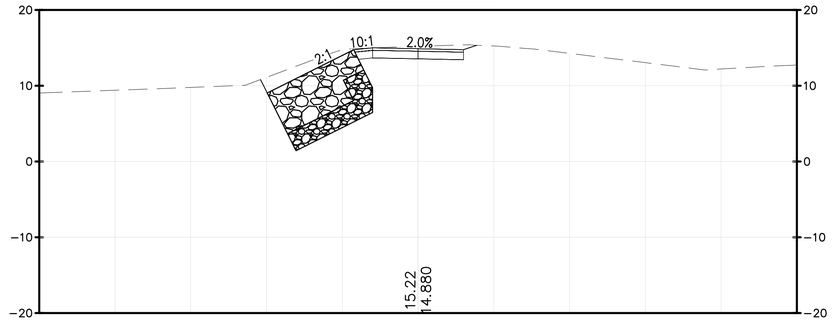

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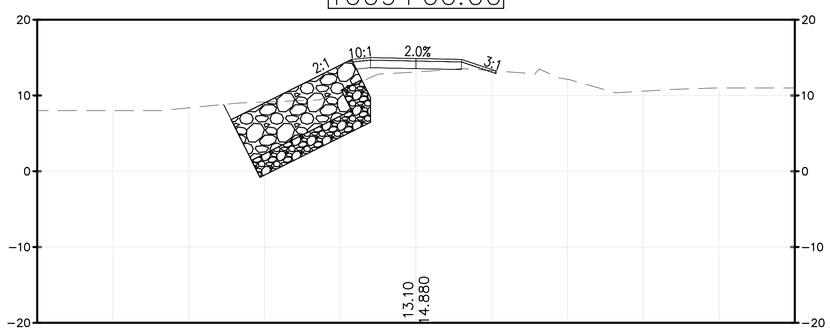

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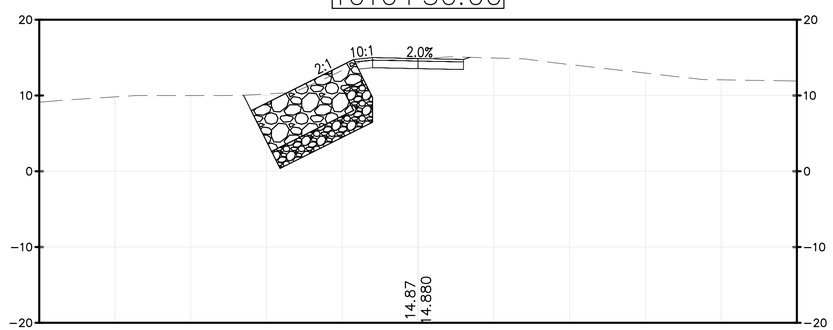


GRAPHIC SCALE

1" = 10'

10 5 0 10 20 30

scale feet

NO.	DESCRIPTION	DATE	APPR
0	ISSUED FOR BID	10/22/2024	BMG

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

PWD-MAINE IN HOUSE DESIGN

APPROVED

COMMANDER, NAVFAC

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT – MAINE
PORTSMOUTH NAVAL SHIPYARD

NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND – MID-ATLANTIC
NAVAL SHIPYARD – PORTSMOUTH, NH
KITTERY, MAINE

RM18–0917 PERIMETER SECURITY ROAD REPAIRS

AREA G – CROSS SECTIONS 4

EPROJECT NO.: 1585749

NAVFAC DRAWING NO.
12916823

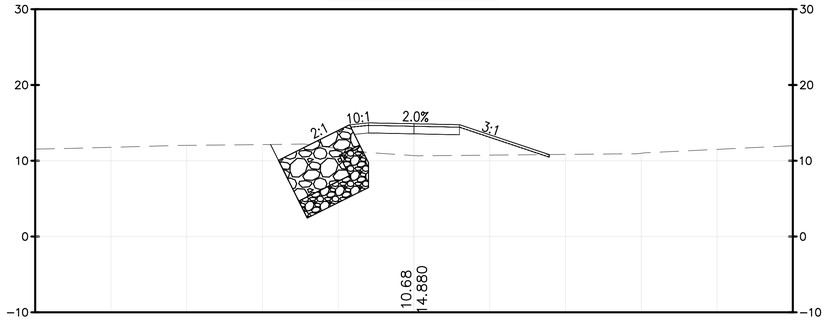
SHEET 49 OF 68

C-306 FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018

FILE NAME: T:\CA\PWD_Maine\Project Folder (P)\ME\Cutler\Sitework\2025_1585749_RM18-0917_Perimeter Security Road Repairs\B_Design\Drawings\Autocad Files\C303-C309.dwg LAYOUT NAME: C-306 PLOTTED: Tuesday, November 12, 2024 - 9:46am USER: david.j.mclaughlin6

1013+00.00



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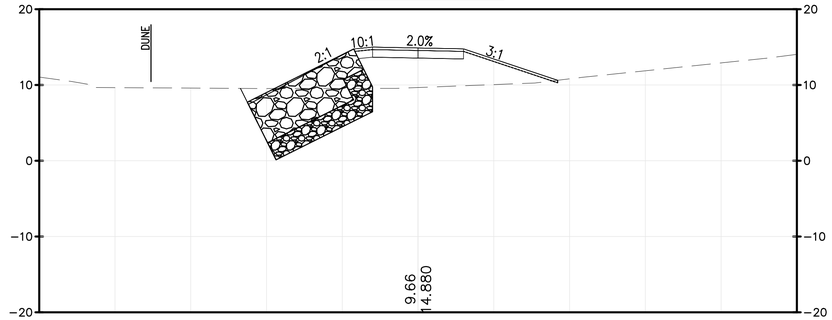

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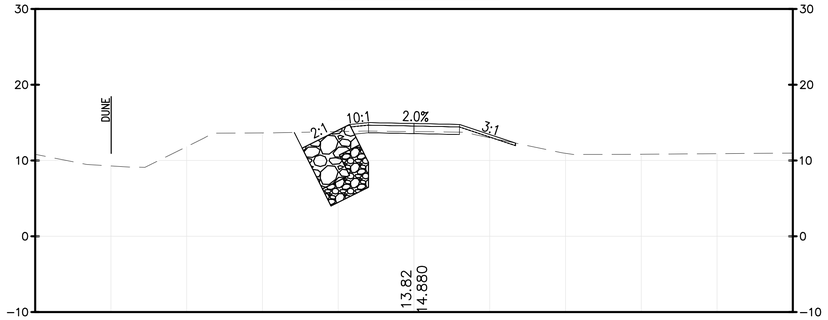

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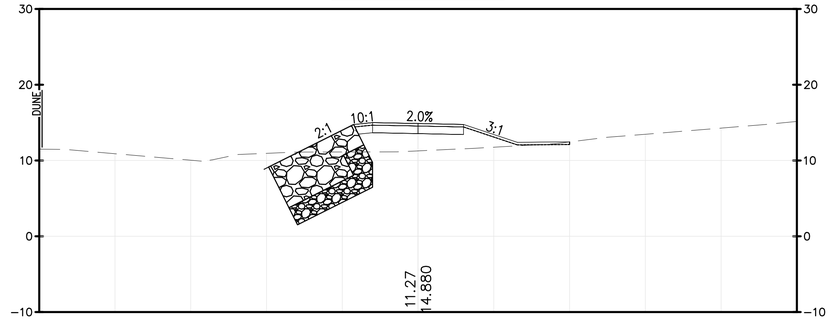

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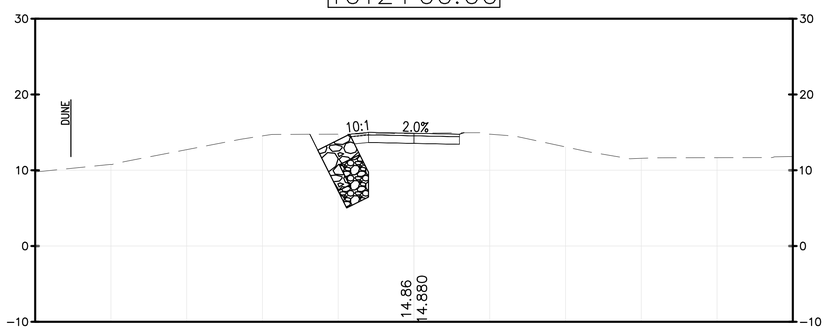

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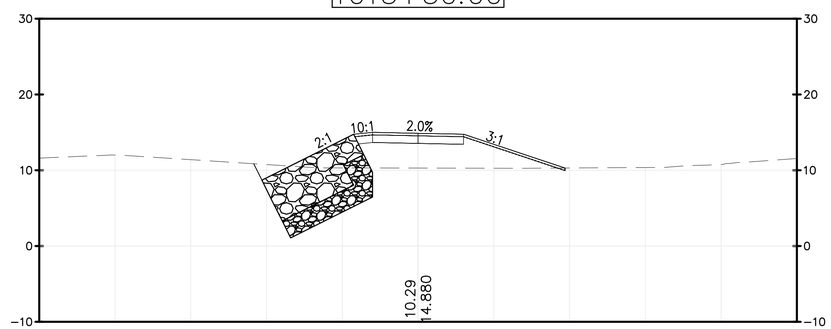


GRAPHIC SCALE

1" = 10'

10 5 0 10 20 30

scale feet

NO.	DESCRIPTION	DATE	APPR
0	ISSUED FOR BID	10/22/2024	BMG

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

PWD-MAINE IN HOUSE DESIGN

APPROVED

COMMANDING OFFICER

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT – MAINE
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND – MID-ATLANTIC
NAVAL SHIPYARD – PORTSMOUTH, NH
PORTSMOUTH NAVAL SHIPYARD KITTERY, MAINE
RM18–0917 PERIMETER SECURITY ROAD REPAIRS

AREA G – CROSS SECTIONS 5

EPROJECT NO.: 1585749

NAVFAC DRAWING NO. 12916824

SHEET 50 OF 68

C-307 FAC-YR-NUM

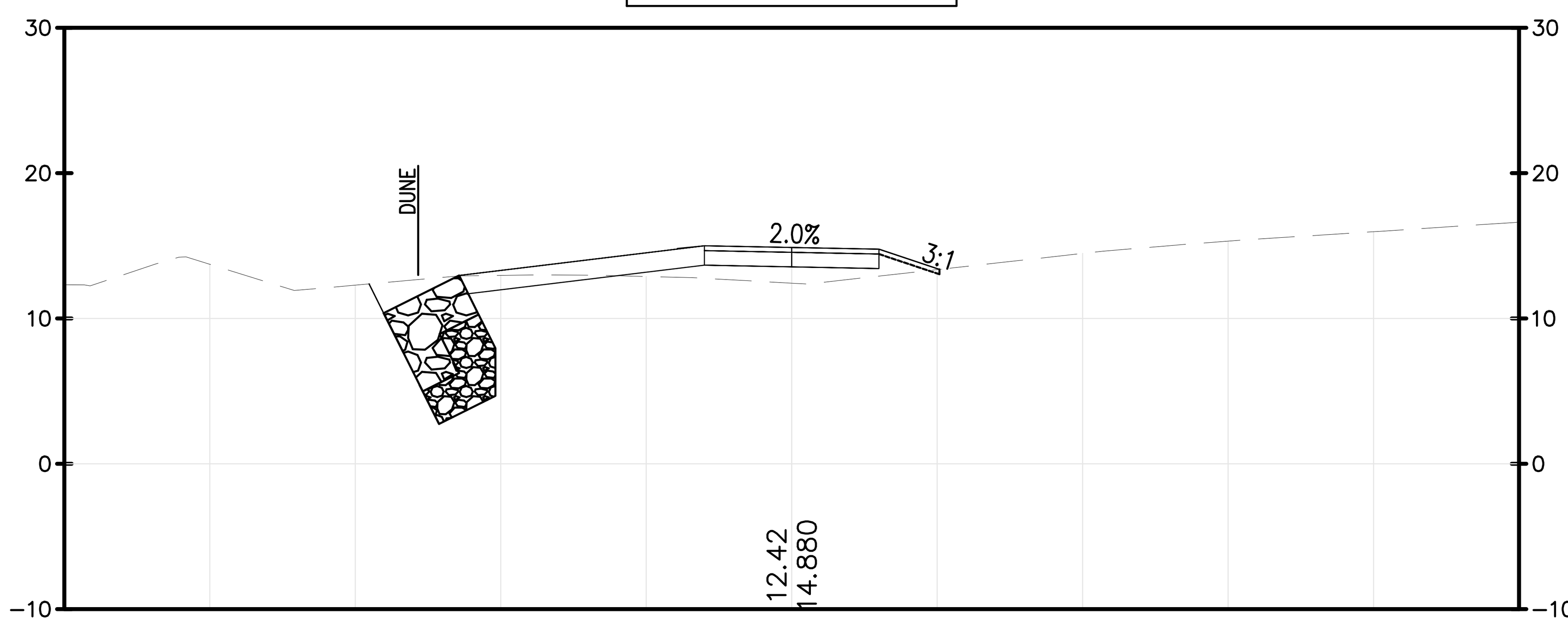
DRAWFORM REVISION: DECEMBER 2018

FILE NAME: T:\CH\PWD_Maine\Project Folder (P)\WE\Cutler\Sitework\2025_1585749_RM18-0917_Perimeter Security Road Repairs\B_Design\Drawings\Autocad Files\C303-C309.dwg LAYOUT NAME: C-307 PLOTTED: Tuesday, November 12, 2024 - 9:46am USER: david.j.mclaughlin6

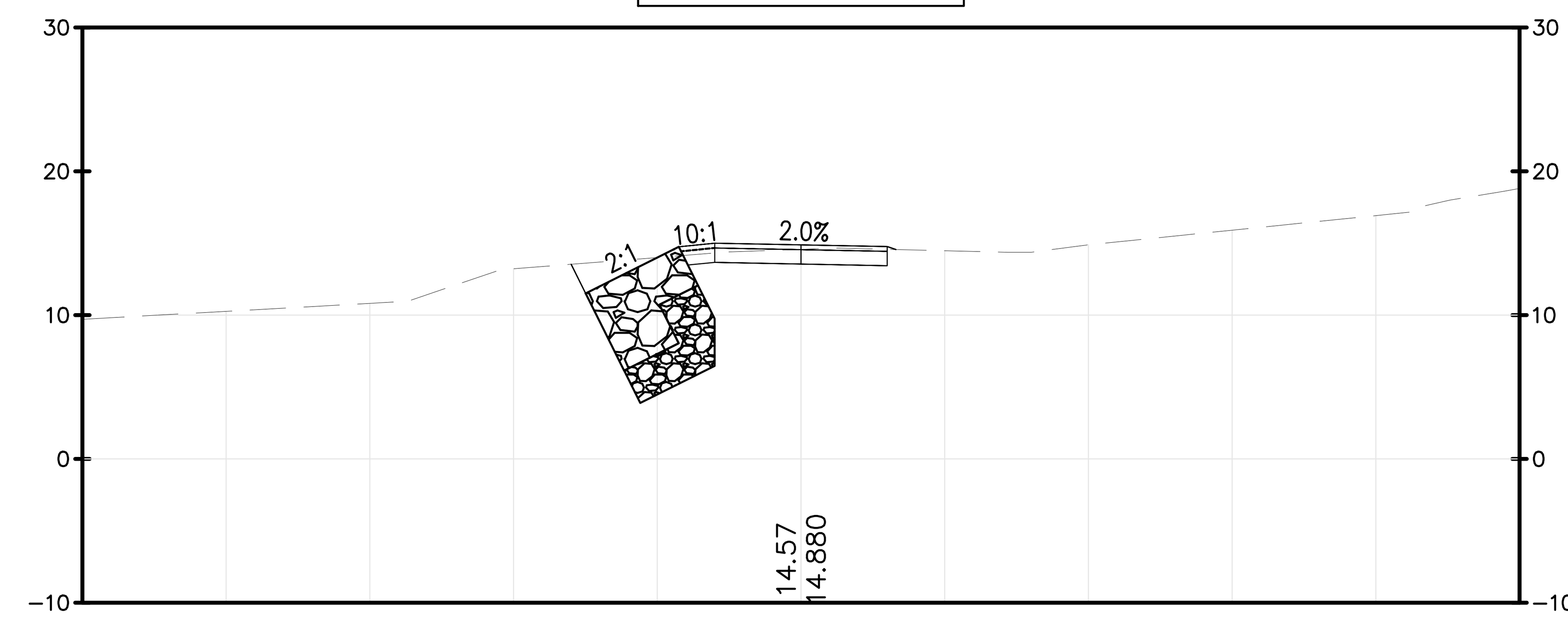
1 2 3 4 5

D C B A

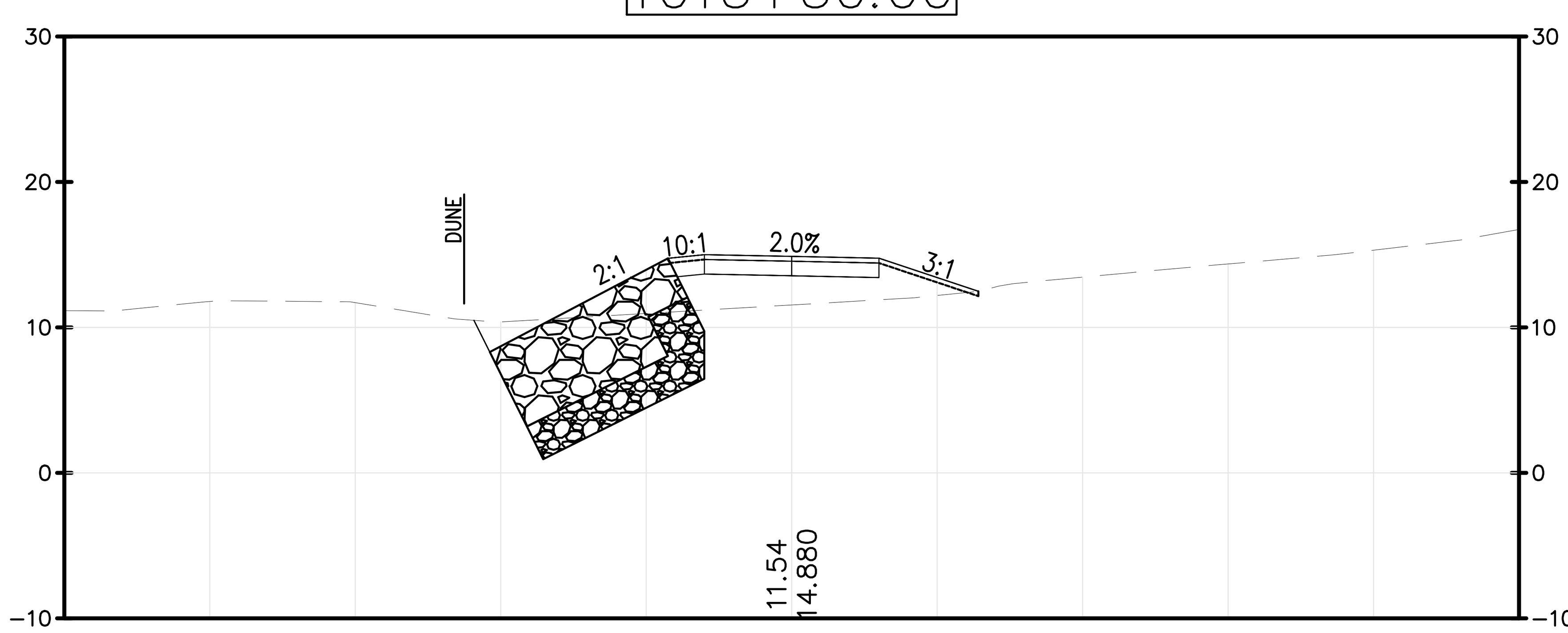
1016+00.00



1017+50.00



1015+50.00



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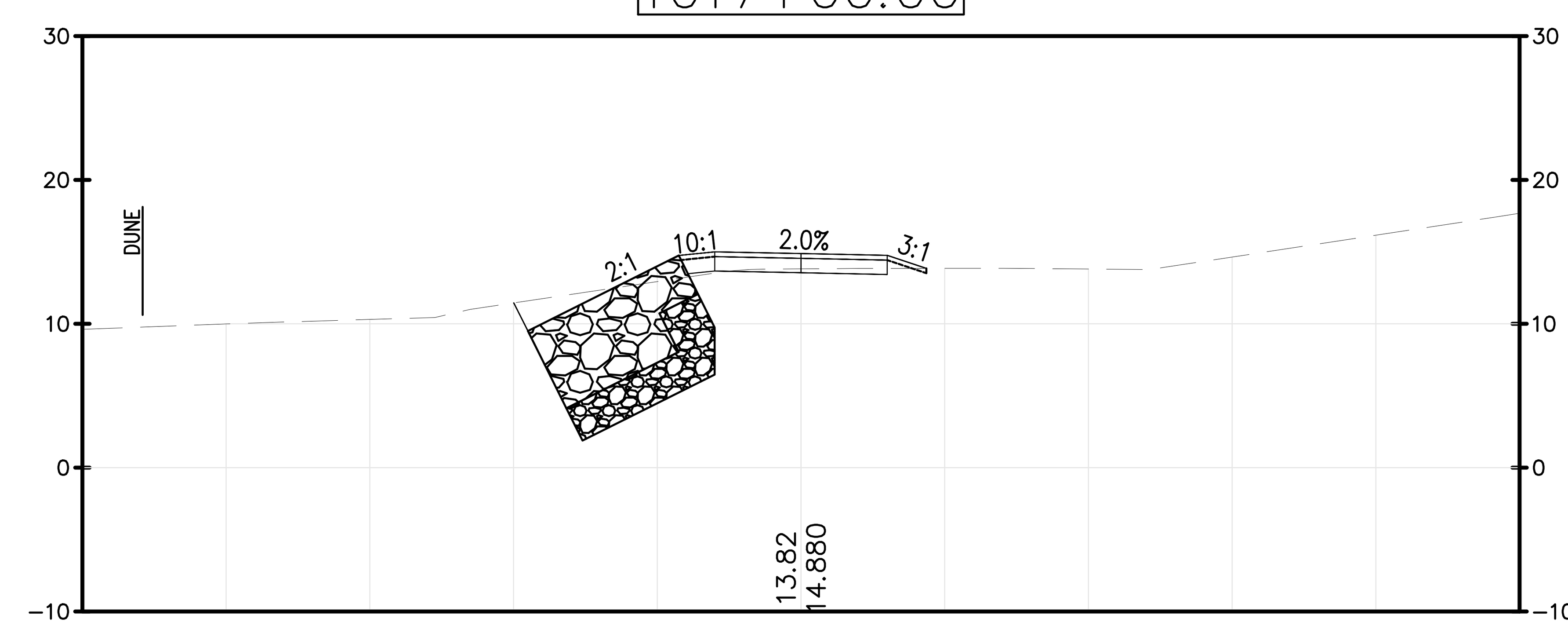
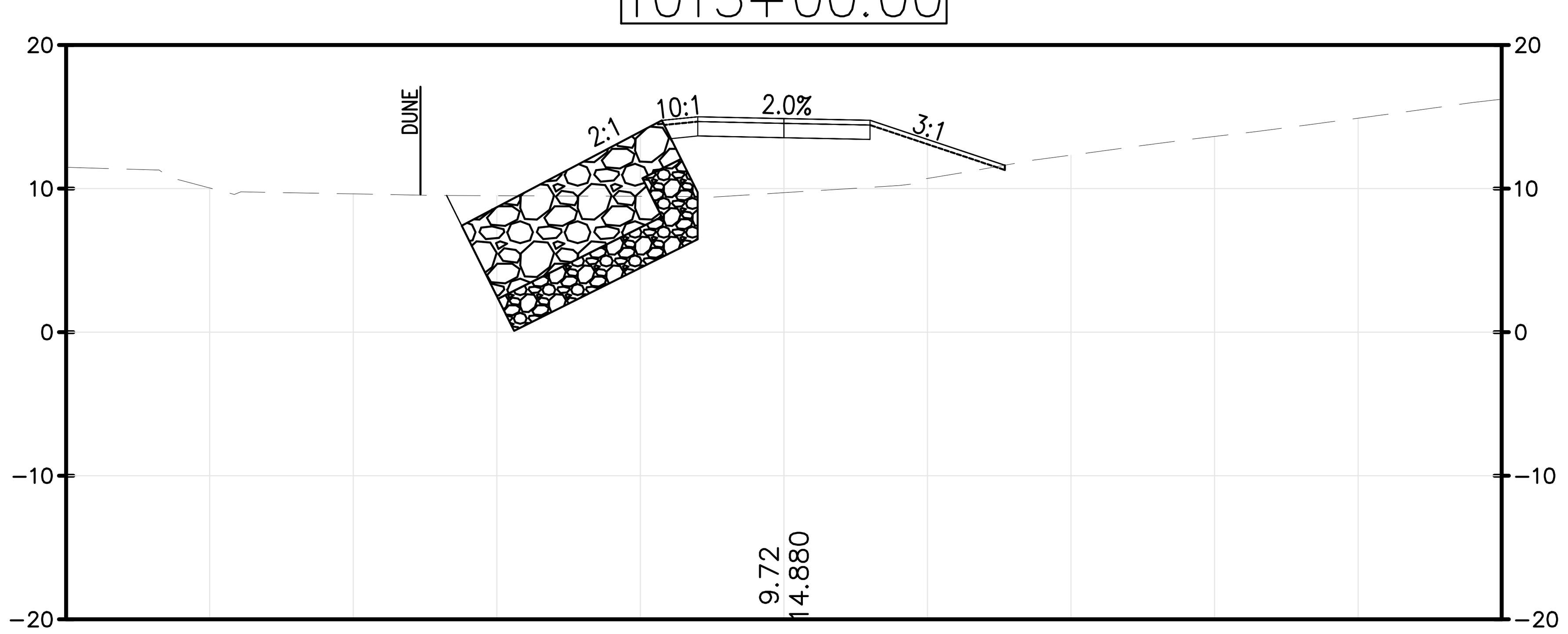
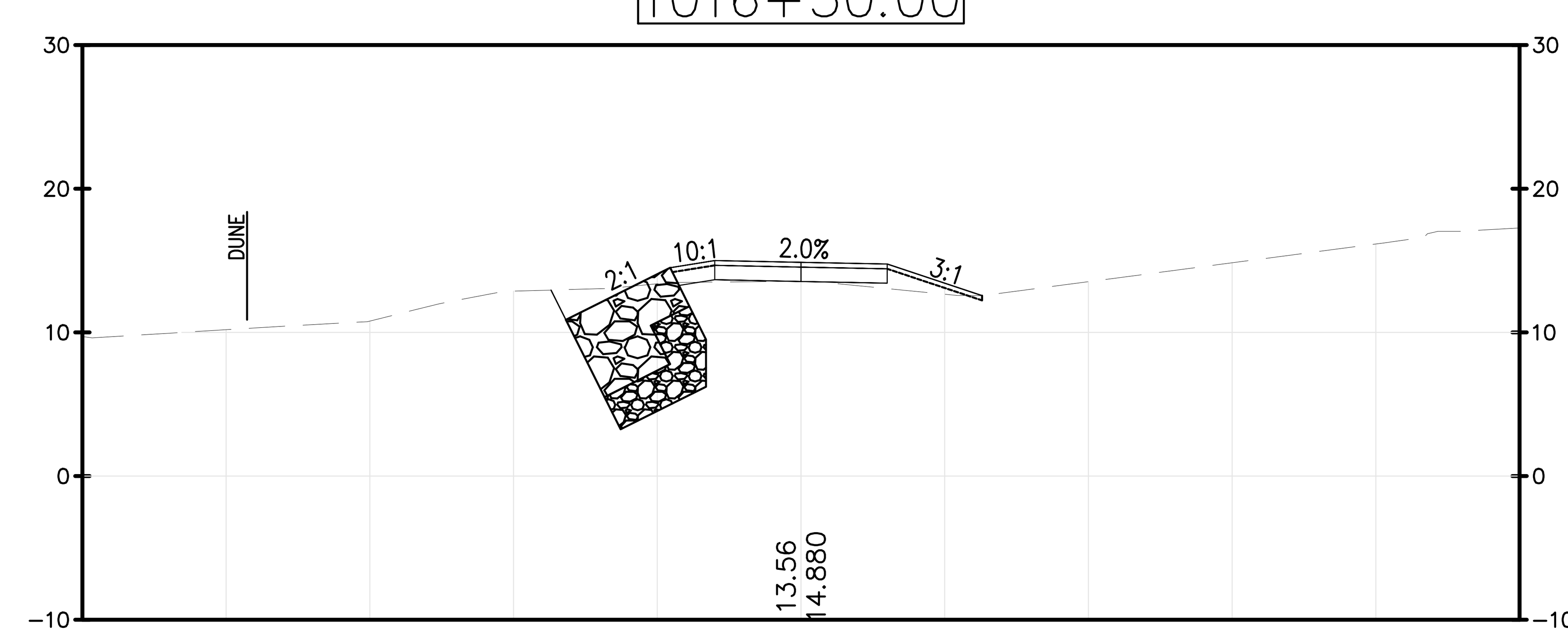


1015+00.00



1016+50.00



GRAPHIC SCALE

1" = 10'   10 5 0 10 20 30   scale   feet

SYM	DESCRIPTION	DATE	APPR
0	ISSUED FOR BID	10/22/2024	BM6

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

PWD-MAINE IN HOUSE DESIGN

APPROVED

COMMANDER NAVFAC

ACTIVITY

SATISFACTORY TO   DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND ~ MID-ATLANTIC
PUBLIC WORKS DEPARTMENT – MAINE   NAVAL SHIPYARD – PORTSMOUTH, NH
PORTSMOUTH NAVAL SHIPYARD   KITTERY, MAINE

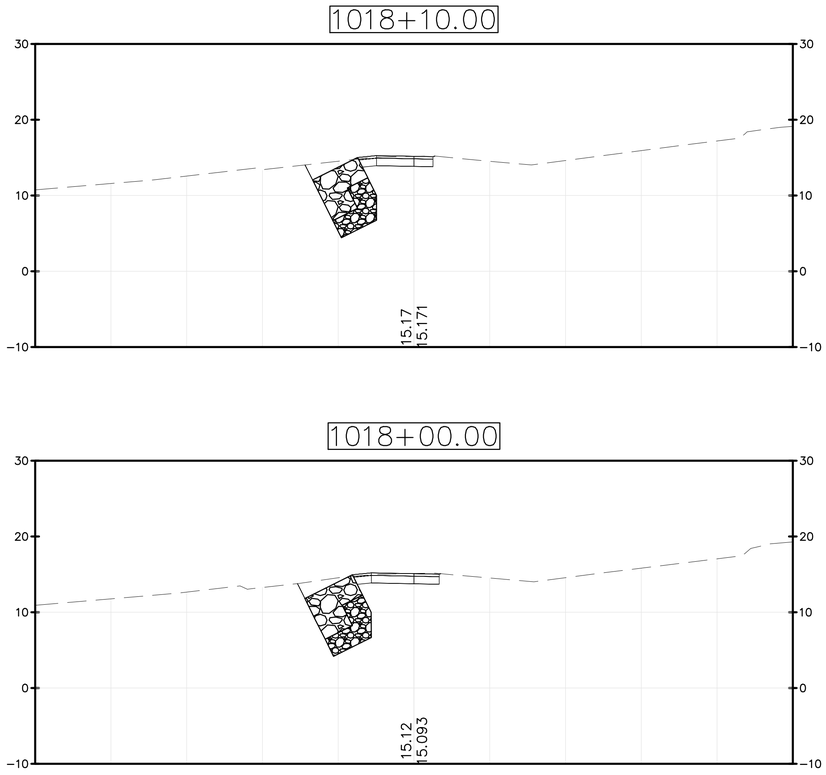
RM18-0917 PERIMETER SECURITY ROAD REPAIRS

AREA G – CROSS SECTIONS 6

EPROJECT NO.: 1585749
NAVFAC DRAWING NO. 12916825
SHEET 51 OF 68
C-308   FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018

FILE NAME: T:\CF\PWD_Maine\Project Folder (P)\ME\Cutler\Sitework\2025_1585749_RM18-0917_Perimeter Security Road Repairs\B_Design\Drawings\Autocad Files\C303-C309.dwg   LAYOUT NAME: C-308   PLOTTED: Tuesday, November 12, 2024 - 9:46pm   USER: david.j.mclaughlin6



MK	DESCRIPTION	DATE	APPR
0	ISSUED FOR BID	10/22/2024	BMG

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

NWD-MAINE IN-HOUSE DESIGN

APPROVED
for COMMANDER, NAVFAC

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT – MAINE
PORTSMOUTH NAVAL SHIPYARD

NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND – MID-ATLANTIC
NAVAL SHIPYARD – PORTSMOUTH, NH
KITTERY, MAINE

RM18–0917 PERIMETER SECURITY ROAD REPAIRS

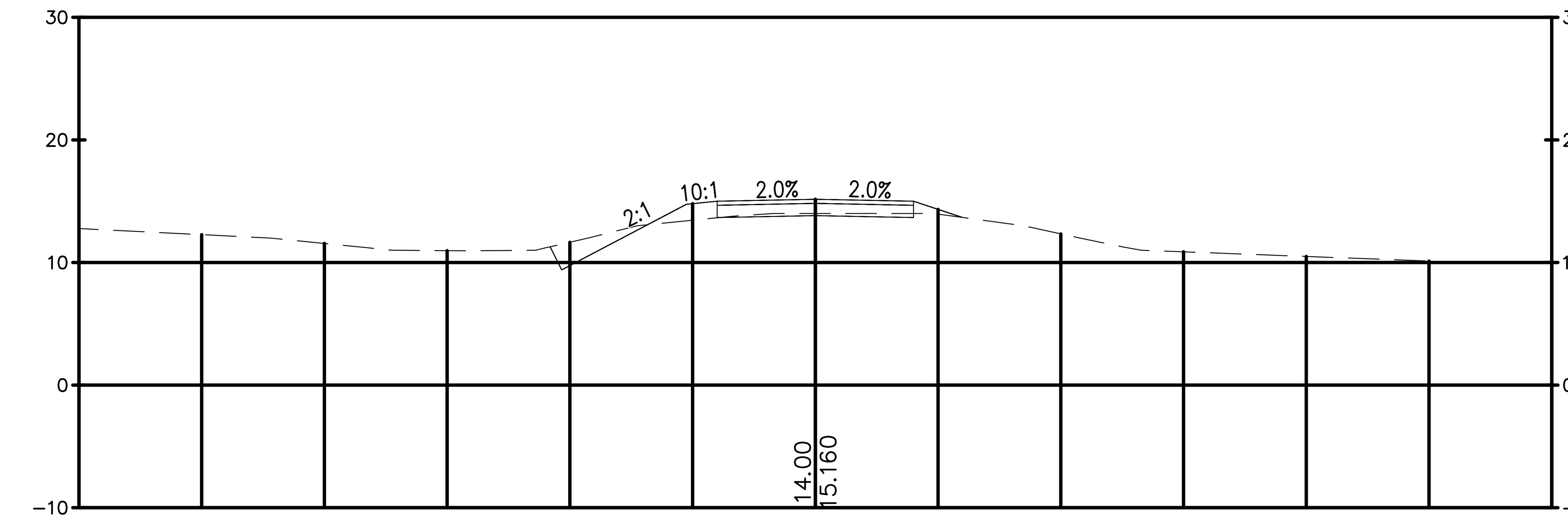
AREA G – CROSS SECTIONS 7

GRAPHIC SCALE
1" = 10'
10 5 0 10 20 30
scale feet

EPROJECT NO.: 1585749
NAVFAC DRAWING NO. 12916826
SHEET 52 OF 68
C-309 FAC-YR-NUM
DRAWFORM REVISION: DECEMBER 2018

FILE NAME: I:\CA\PWD_Maine\Project Folder (PF)\ME\Cutler\Sitework\2025_1585749_RM18-0917_Perimeter Security Road Repairs\B_Design\Drawings\Autocad Files\C303-C309.dwg LAYOUT NAME: C-309 PLOTTED: Tuesday, November 12, 2024 - 9:46am USER: david.j.mclaughlin6

2023+00.00



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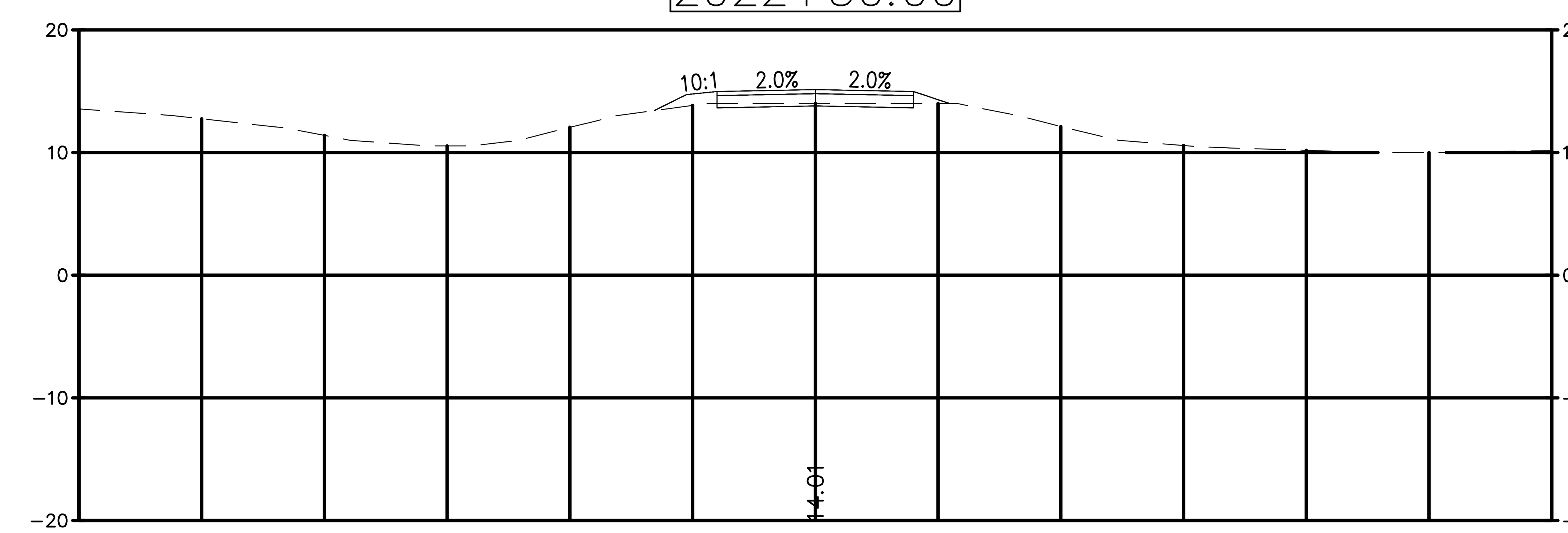

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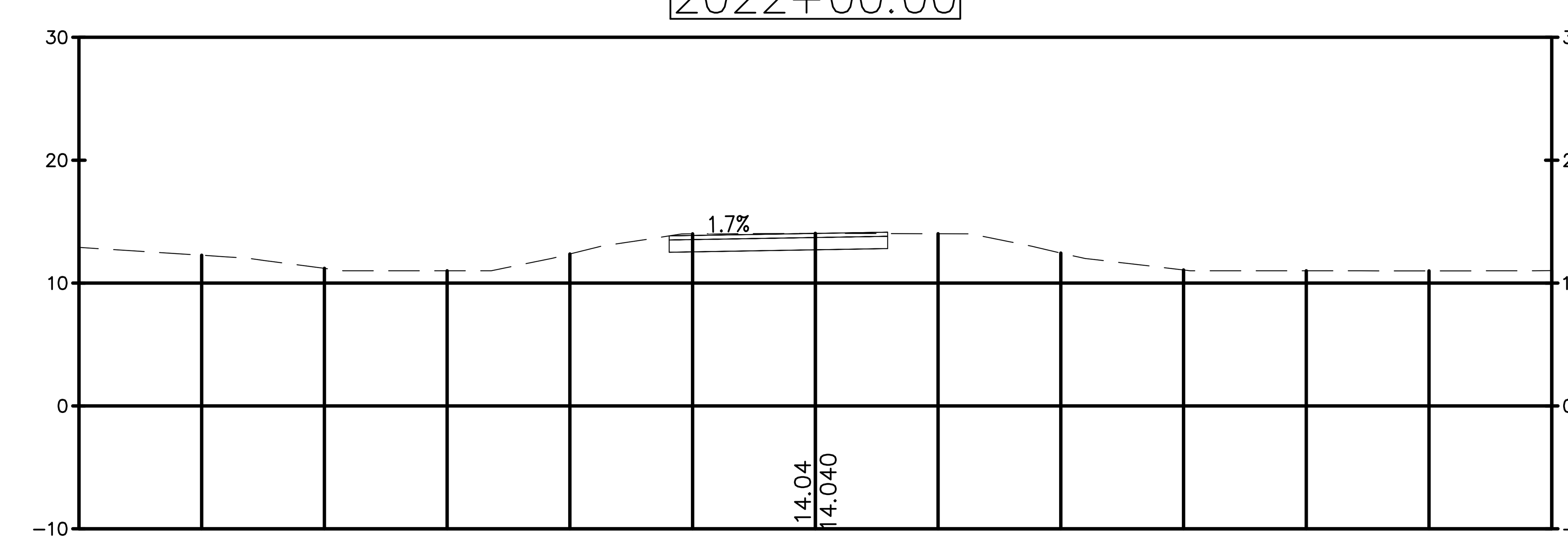
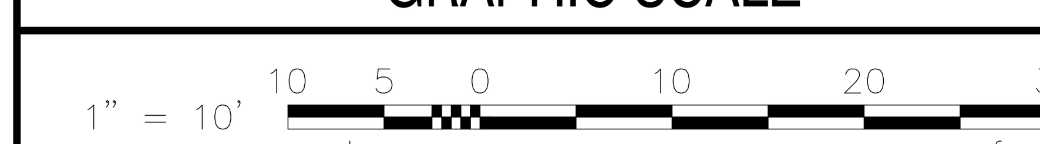


GRAPHIC SCALE



SYM	DESCRIPTION	DATE	APPR
0	ISSUED FOR BID	10/22/2024	BM6

PRELIMINARY NOT FOR CONSTRUCTION

PWD-MAINE IN HOUSE DESIGN

APPROVED
FOR COMMANDER NAVFAC
ACTIVITY
SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND ~ MID-ATLANTIC
PUBLIC WORKS DEPARTMENT – MAINE
NAVAL SHIPYARD – PORTSMOUTH, NH
PORTSMOUTH NAVAL SHIPYARD KITTERY, MAINE

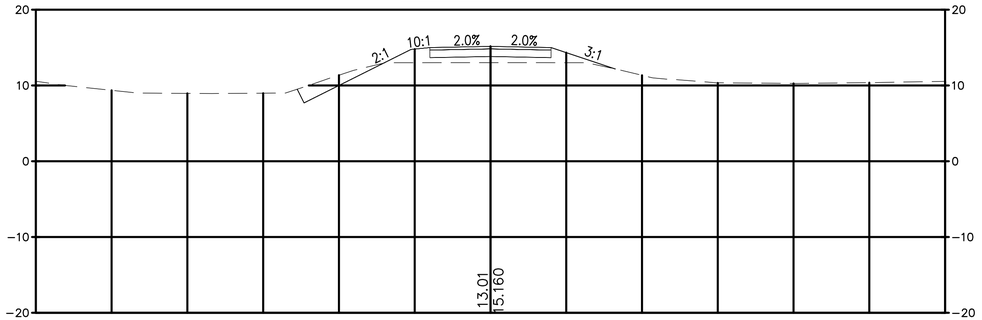
RM18-0917 PERIMETER SECURITY ROAD REPAIRS

AREA H – CROSS SECTIONS 1

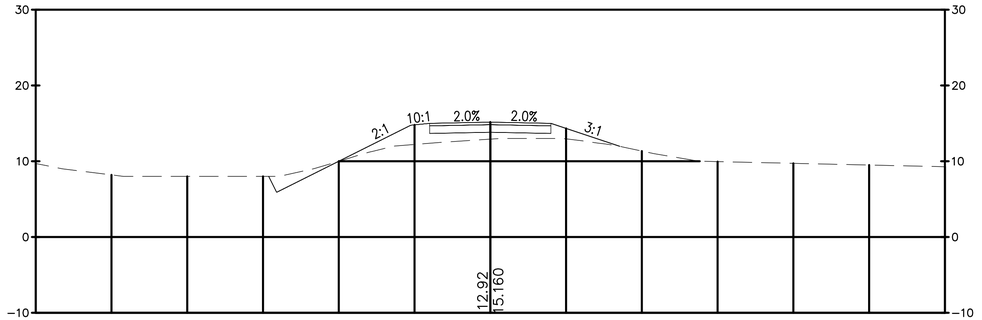
EPROJECT NO.: 1585749
NAVFAC DRAWING NO. 12916827
SHEET 53 OF 68
C-310 FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018

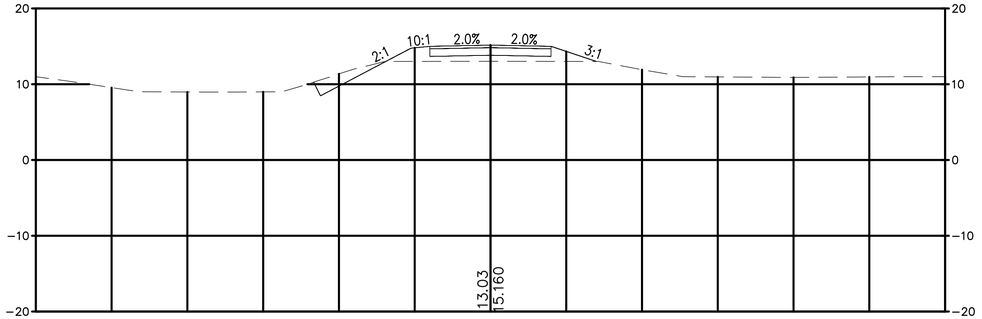
2024+50.00



2026+00.00



2024+00.00



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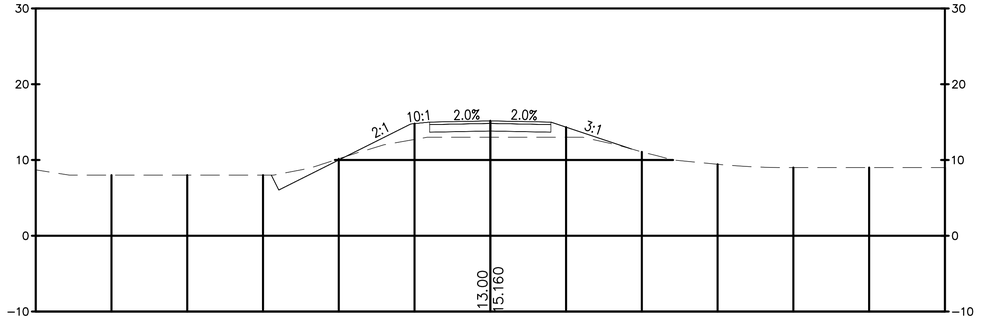
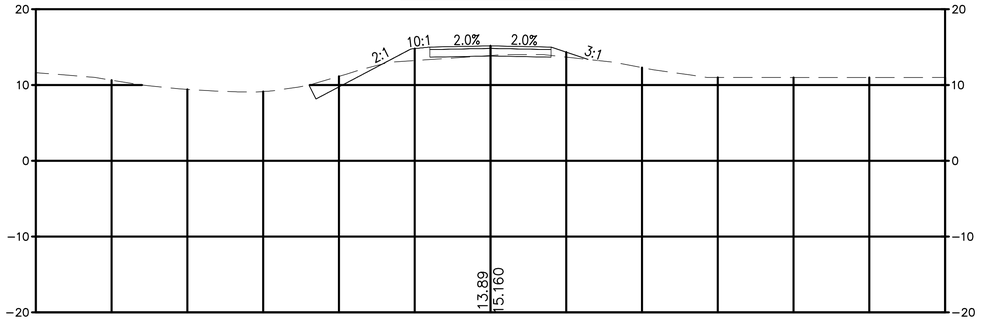
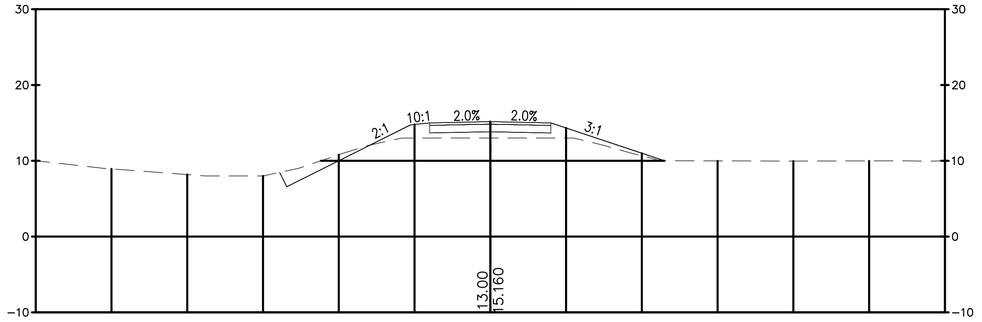


2023+50.00



2025+00.00



GRAPHIC SCALE

1" = 10'

10 5 0 10 20 30

scale feet

APPR	DATE	DESCRIPTION	STM
BMG	10/22/2024	ISSUED FOR BID	0

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

PWD-MAINE IN-HOUSE DESIGN

APPROVED

for COMMANDER, NAVFAC

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT – MAINE
PORTSMOUTH NAVAL SHIPYARD

NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND ~ MID-ATLANTIC
NAVAL SHIPYARD – PORTSMOUTH, NH
KITTERY, MAINE

RM18–0917 PERIMETER SECURITY ROAD REPAIRS

AREA H – CROSS SECTIONS 2

EPROJECT NO.: 1585749

NAVFAC DRAWING NO. 12916828

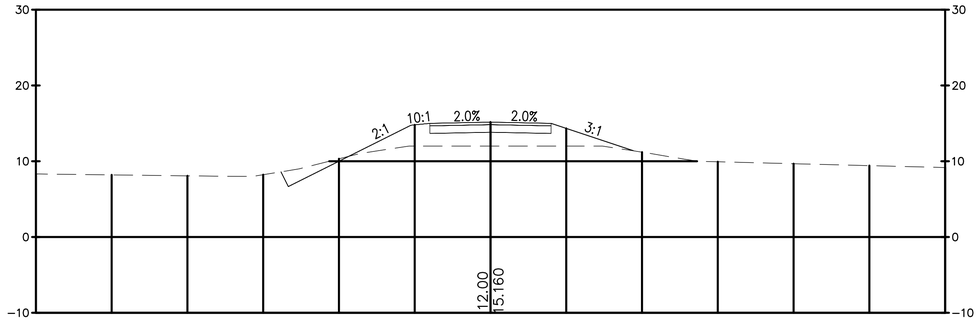
SHEET 54 OF 68

C-311 FAC-YR-NUM

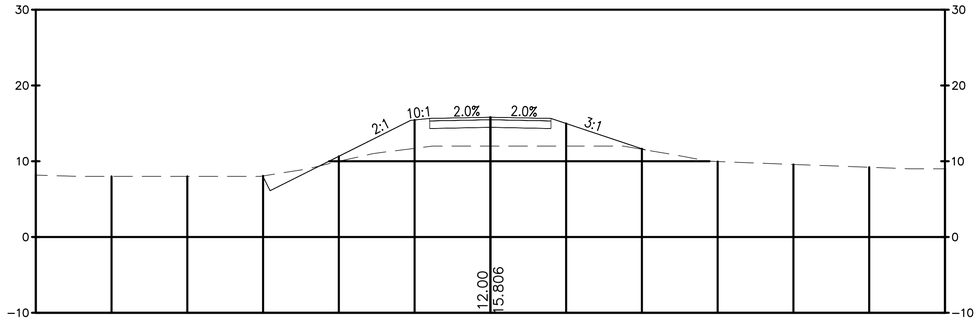
DRAWFORM REVISION: DECEMBER 2018

FILE NAME: T:\CV\PWD_Maine\Project Folder (P)\ME\Cutler\Sitework\2025_1585749_RM18-0917_Perimeter Security Road Repairs\B_Design\Drawings\Autocad Files\C310-C313.dwg LAYOUT NAME: C-311 PLOTTED: Tuesday, November 12, 2024 - 9:48am USER: david.j.mclaughlin6

2027+50.00



2029+00.00



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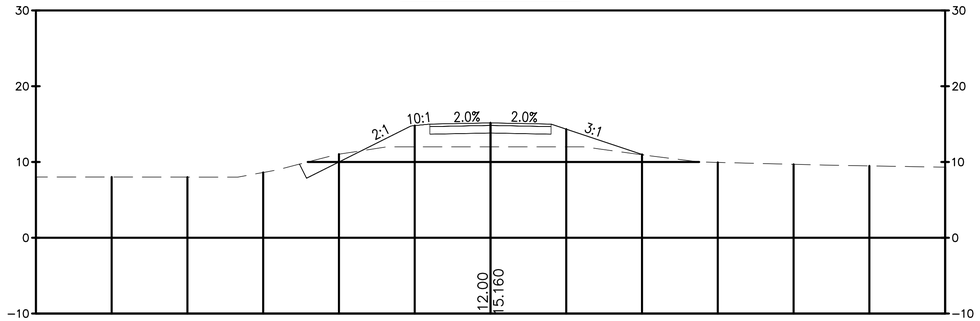
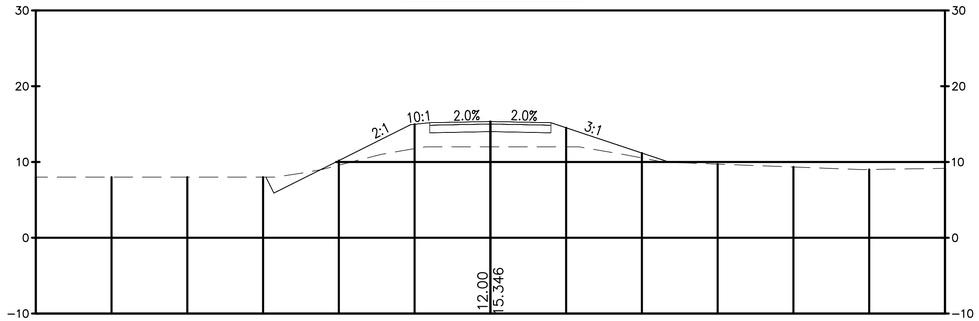
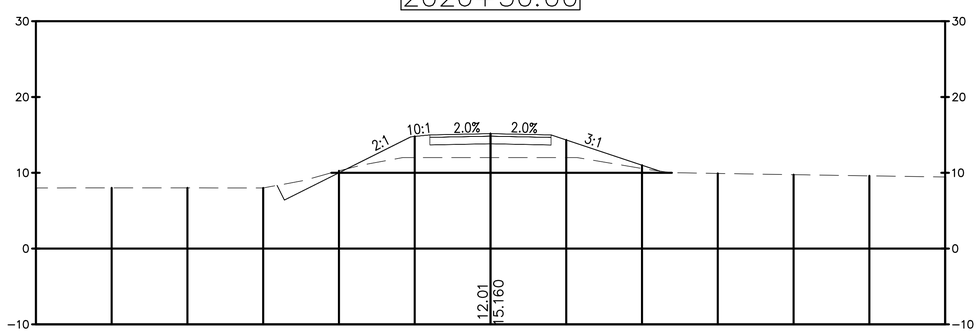


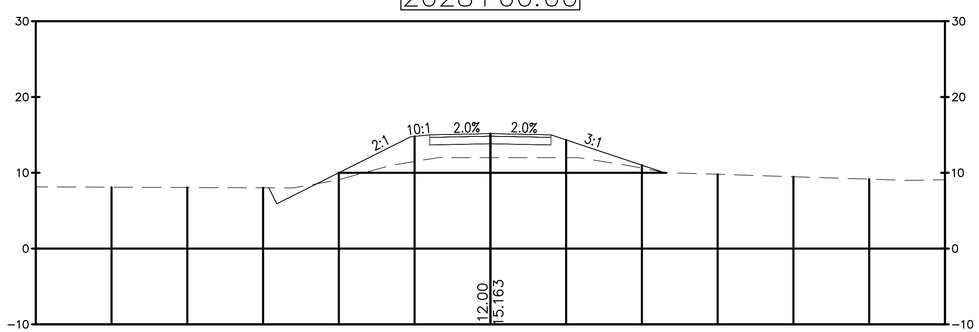
2028+50.00



2026+50.00



2028+00.00



GRAPHIC SCALE

1" = 10'

10 5 0 10 20 30

scale feet

NO.	DESCRIPTION	DATE	APPR
0	ISSUED FOR BID	10/22/2024	BMG

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

PWD-MAINE IN HOUSE DESIGN

APPROVED

COMMANDING OFFICER

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT – MAINE
NAVAL SHIPYARD – PORTSMOUTH, NH
PORTSMOUTH NAVAL SHIPYARD KITTERY, MAINE

RM18–0917 PERIMETER SECURITY ROAD REPAIRS

AREA H – CROSS SECTIONS 3

EPROJECT NO.: 1585749

NAVFAC DRAWING NO.
12916829

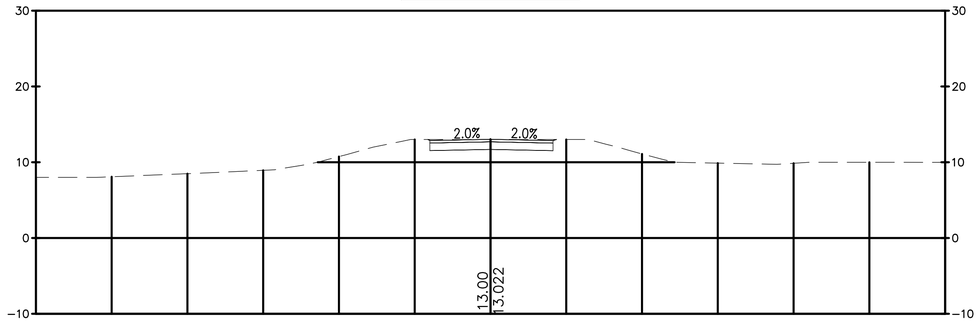
SHEET 55 OF 68

C-312 FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018

FILE NAME: T:\GV\PWD_Maine\Project Folder (P)\ME\Outer\Sitework\2025_1585749_RM18-0917_Perimeter Security Road Repairs\B_Design\Drawings\Autocad Files\C310-C313.dwg LAYOUT NAME: C-312 PLOTTED: Tuesday, November 12, 2024 - 9:48am USER: david.j.mclaughlin6

2030+50.00



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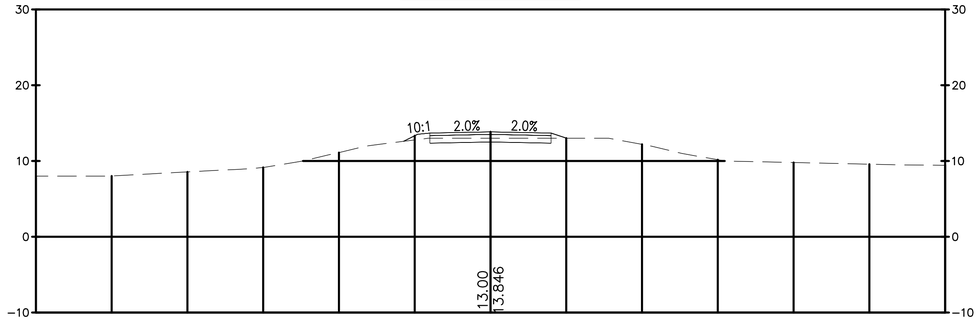
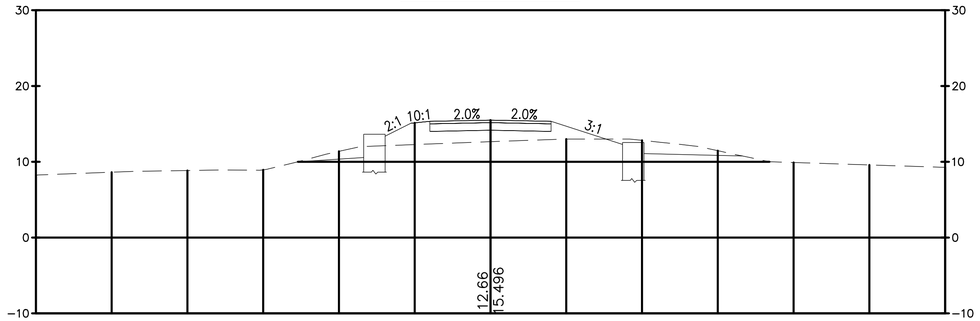
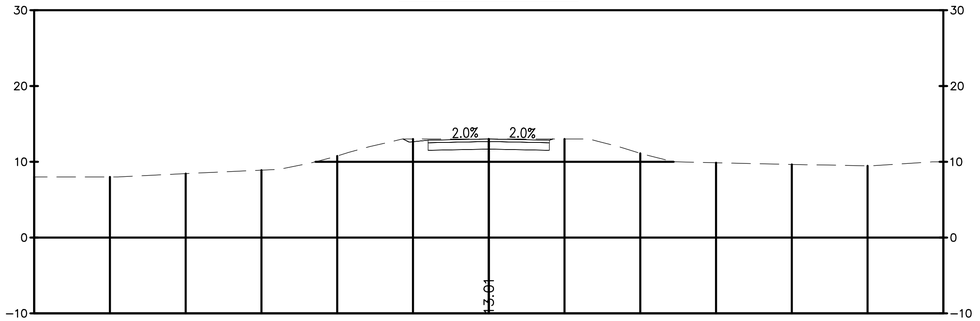


2029+50.00



2030+60.00



GRAPHIC SCALE

1" = 10'

10 5 0 10 20 30

scale feet

0	ISSUED FOR BID	10/22/2024	BM6
MJS	DESCRIPTION	DATE	APPR

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

PWD-MAINE IN-HOUSE DESIGN

APPROVED

for COMMANDER, NAVFAC MA

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT – MAINE
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND – MID-ATLANTIC
NAVAL SHIPYARD – PORTSMOUTH, NH
PORTSMOUTH NAVAL SHIPYARD
KITTERY, MAINE

RM18–0917 PERIMETER SECURITY ROAD REPAIRS

AREA H – CROSS SECTIONS 4

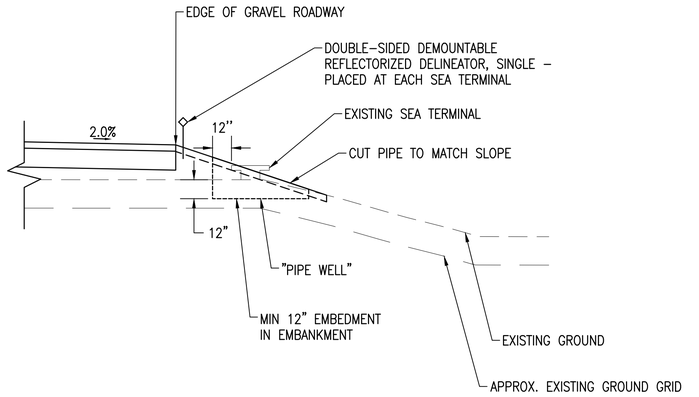
EPROJECT NO.: 1585749

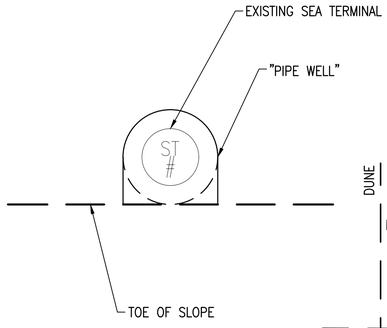
NAVFAC DRAWING NO. 12916830

SHEET 56 OF 68

C-313 FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018



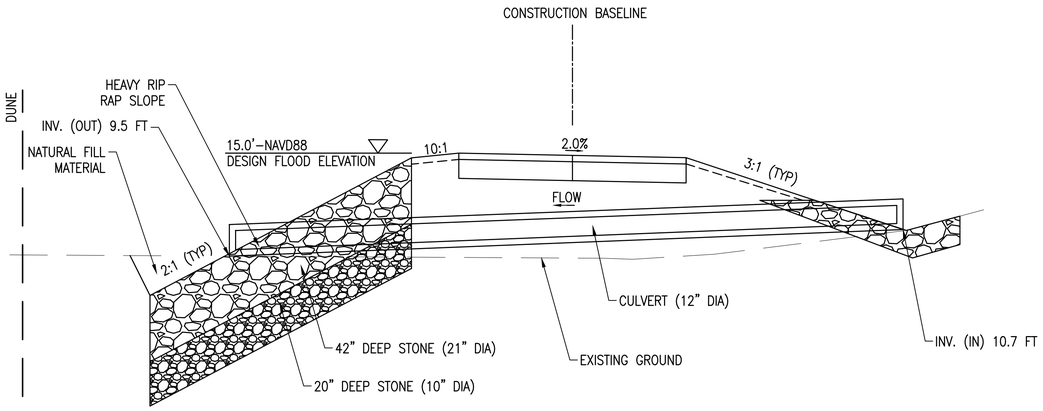


NOTES:

1. "PIPE WELL" MUST USE GALVANIZED CORRUGATED STEEL PIPE OR DOUBLE WALL HDPE PLASTIC PIPE ANGLE CUT TO MATCH SLOPE OR PIPE ARCH SIZED BASED ON THE REQUIREMENTS ABOVE. THE LIMITS WILL BE BASED ON SLOPE DIMENSION AND REQUIRED OFFSET FROM SEA TERMINAL TO ALLOW ACCESS.
2. CONTRACTOR TO VERIFY EXISTING GROUND GRID LOCATION AND ELEVATION BEFORE PLACING PIPE WELL. IF EXISTING GROUND GRID WIRE MAY INTERFERE WITH 12 INCH EMBEDMENT DEPTH, CONTRACTOR MUST CUT NOTCHES IN THE PIPE IN ORDER TO FIT PIPE AROUND GROUND GRID AND PROVIDE 12 INCH EMBEDMENT.
3. ALL TERMINAL ANCHORS AND PIPE WELLS SHOULD BE MARKED WITH A DOUBLE–SIDED DEMOUNTABLE REFLECTORIZED DELINEATOR.

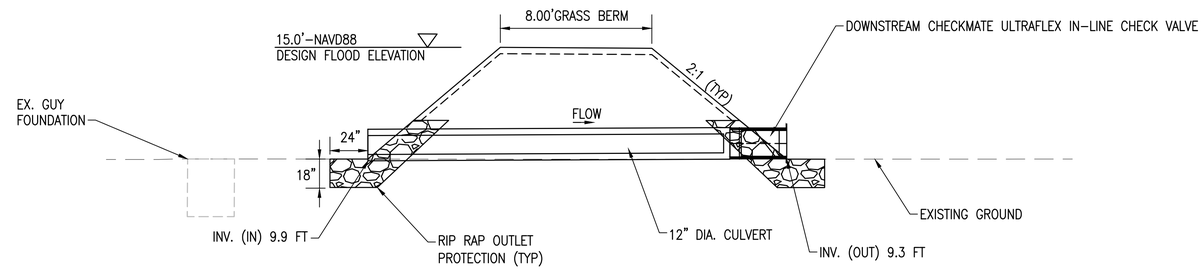
"PIPE WELL"
SCALE 1" = 4'

1



CULVERT WITH BACKFLOW DEVICE UNDER WILDLIFE DRIVE STA 15+75
NOT TO SCALE

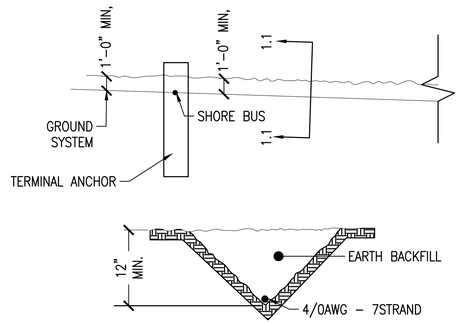
2



NOTES:
1. IN–LINE CHECK VALVES MUST BE RED VALVE CHECKMATE ULTRAFLEX OR APPROVED EQUAL

DRAIN CULVERT WITH BACKFLOW DEVICE TO DRAIN GUY FOUNDATIONS
NOT TO SCALE

3



SECTION 1.1
NOT TO SCALE CEC104–CEC109

4

GRAPHIC SCALE
1" = 4'
4 2 0 4 8 12
scale feet

0	ISSUED FOR BID	10/22/2024	BMG
STM	DESCRIPTION	DATE	APPR

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

DAVID-MAINE IN HOUSE DESIGN

APPROVED

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
LEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT – MAINE
PORTSMOUTH NAVAL SHIPYARD

NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND ~ MID-ATLANTIC
NAVAL SHIPYARD – PORTSMOUTH, NH

KITTERY, MAINE

RM18–0917 PERIMETER SECURITY ROAD REPAIRS

CONSTRUCTION DETAIL – 1

EPROJECT NO.: 1585749

NAVFAC DRAWING NO. 12916831

SHEET 57 OF 68

C-501 | FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018

FILE NAME: T:\CV\PWD_Maine\Project Folder (P)\ME\Cutler\Sitework\2025_1585749_RM18–0917_Perimeter Security Road Repairs\B_Design\Drawings\Autocad Files\C501.dwg LAYOUT NAME: C–501 PLOTTED: Tuesday, November 12, 2024 – 9:49am USER: david.j.mclaughlin6

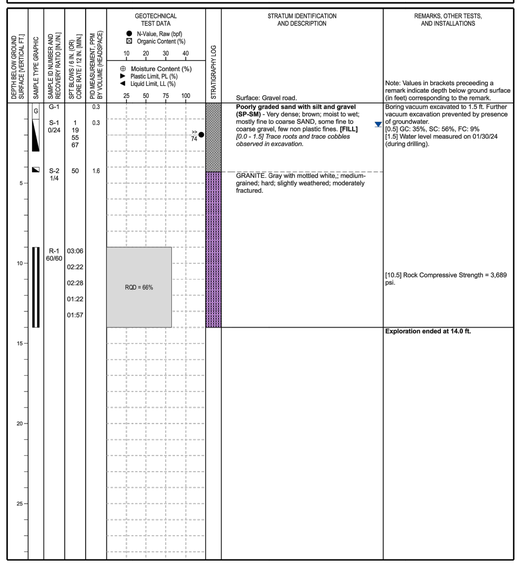
Weston & Sampson

Perimeter Security Road Repairs
Cutler, ME

BORING ID: B-101

WSE Project: ENG23-0409 — Page 1 of 1

CONTRACTOR:	NE Boring Contractors, Inc.	BORING LOCATION:	See Attached Figure	DATE START:	January 30, 2024
FOREMAN:	Bradford Enos	ADVANCE METHOD:	Vacuum to Rotary Wash Drilling	DATE FINISH:	January 30, 2024
LOGGED BY:	H. Flores, PE	AUGER DIAMETER:	N/A	GROUND EL:	Not Available
CHECKED BY:	DRAFT	SUPPORT CASING:	Driven Flush-Joint Casing (4" ID)	FINAL DEPTH:	14.0 ft.
EQUIPMENT:	Mobile B-53, ATV Mounted	CORING METHOD:	NX Conventional	GRID COORDS:	N:354042.2600 / E:1299707.5400
SPT HAMMER:	Automatic (140-lb.)	BACKFILL MATERIAL:	Drill Cuttings	GRID SYSTEM:	NAD83 State Plane (ME)



Refer to the attached index sheets for important information about this log including general notes, legends, and guidance on description methods and procedures.

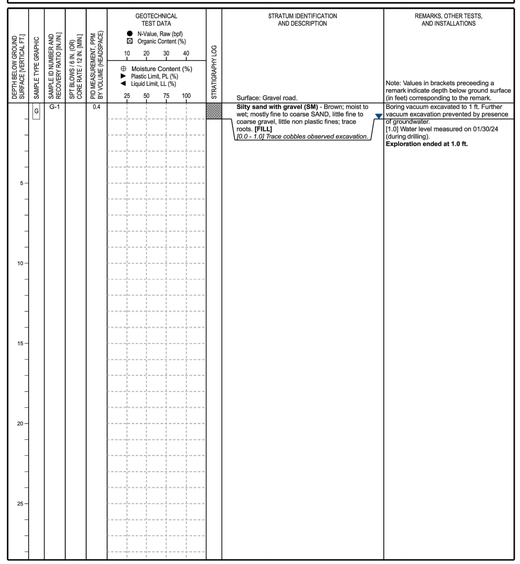
Weston & Sampson

Perimeter Security Road Repairs
Cutler, ME

BORING ID: B-101A

WSE Project: ENG23-0409 — Page 1 of 1

CONTRACTOR:	NE Boring Contractors, Inc.	BORING LOCATION:	See Attached Figure	DATE START:	January 30, 2024
FOREMAN:	Bradford Enos	ADVANCE METHOD:	Vacuum Excavation	DATE FINISH:	January 30, 2024
LOGGED BY:	H. Flores, PE	AUGER DIAMETER:	N/A	GROUND EL:	Not Available
CHECKED BY:	DRAFT	SUPPORT CASING:	N/A	FINAL DEPTH:	1.0 ft.
EQUIPMENT:	Vacuum Excavator	CORING METHOD:	N/A	GRID COORDS:	N:354012.9280 / E:1299745.7300
SPT HAMMER:	N/A	BACKFILL MATERIAL:	Excavated Soil	GRID SYSTEM:	NAD83 State Plane (ME)



Refer to the attached index sheets for important information about this log including general notes, legends, and guidance on description methods and procedures.

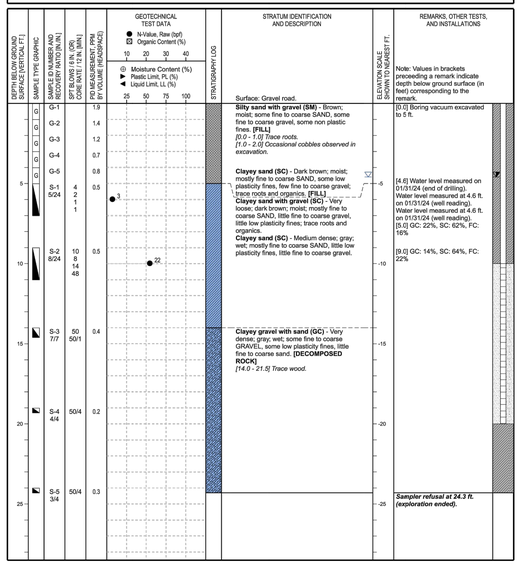
Weston & Sampson

Perimeter Security Road Repairs
Cutler, ME

BORING ID: B-103

WSE Project: ENG23-0409 — Page 1 of 1

CONTRACTOR:	NE Boring Contractors, Inc.	BORING LOCATION:	See Attached Figure	DATE START:	January 30, 2024
FOREMAN:	Bradford Enos	ADVANCE METHOD:	Vacuum to Rotary Wash Drilling	DATE FINISH:	January 31, 2024
LOGGED BY:	H. Flores, PE	AUGER DIAMETER:	N/A	GROUND EL:	Not Available
CHECKED BY:	DRAFT	SUPPORT CASING:	Driven Flush-Joint Casing (4" ID)	FINAL DEPTH:	24.3 ft.
EQUIPMENT:	Mobile B-53, ATV Mounted	CORING METHOD:	N/A	GRID COORDS:	N:353631.7140 / E:1300199.5000
SPT HAMMER:	Automatic (140-lb.)	BACKFILL MATERIAL:	Drill Cuttings	GRID SYSTEM:	NAD83 State Plane (ME)



Refer to the attached index sheets for important information about this log including general notes, legends, and guidance on description methods and procedures.

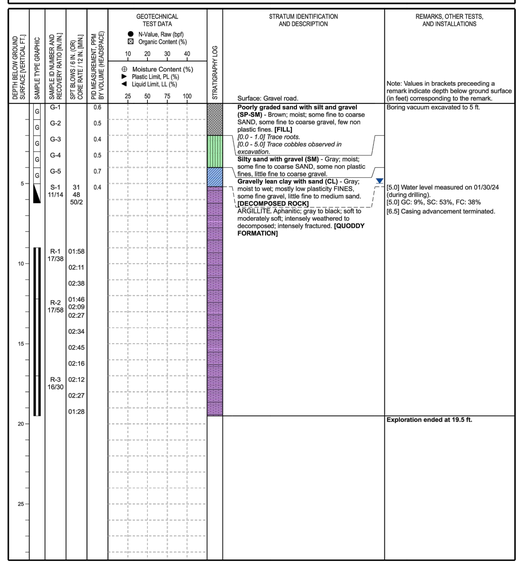
Weston & Sampson

Perimeter Security Road Repairs
Cutler, ME

BORING ID: B-102

WSE Project: ENG23-0409 — Page 1 of 1

CONTRACTOR:	NE Boring Contractors, Inc.	BORING LOCATION:	See Attached Figure	DATE START:	January 30, 2024
FOREMAN:	Bradford Enos	ADVANCE METHOD:	Vacuum to Rotary Wash Drilling	DATE FINISH:	January 31, 2024
LOGGED BY:	H. Flores, PE	AUGER DIAMETER:	N/A	GROUND EL:	Not Available
CHECKED BY:	DRAFT	SUPPORT CASING:	Driven Flush-Joint Casing (4" ID)	FINAL DEPTH:	19.5 ft.
EQUIPMENT:	Mobile B-53, ATV Mounted	CORING METHOD:	NX Conventional	GRID COORDS:	N:353961.2260 / E:1299971.4580
SPT HAMMER:	Automatic (140-lb.)	BACKFILL MATERIAL:		GRID SYSTEM:	NAD83 State Plane (ME)



Refer to the attached index sheets for important information about this log including general notes, legends, and guidance on description methods and procedures.

NO	DESCRIPTION	DATE	APPR
0	ISSUED FOR BID	10/22/2024	BMG

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

PWD-MAINE IN HOUSE DESIGN

APPROVED

LT COMMDR, USN

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT – MAINE

NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND ~ MID-ATLANTIC
NAVAL SHIPYARD – PORTSMOUTH, NH
KITTERY, MAINE

PORTSMOUTH NAVAL SHIPYARD
RM18–0917 PERIMETER SECURITY ROAD REPAIRS

AREA G BORING LOGS – 1

EPROJECT NO.: 1585749

NAVFAC DRAWING NO.
12916832

SHEET 58 OF 68

C-502 | FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018

FILE NAME: T:\CV\PWD_Maine\Project Folder (P)\ME\Cutler\Sitework\2025_1585749_RM18-0917_Perimeter Security Road Repairs\B_Design\Drawings\Autocad Files\C-502--C503.dwg LAYOUT NAME: C-502 PLOTTED: Tuesday, November 12, 2024 - 9:50am USER: david.j.mclaughlin6

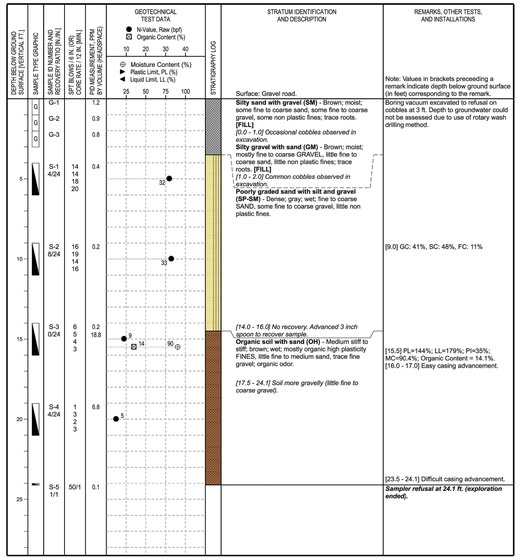
Weston & Sampson

Perimeter Security Road Repairs
Cutler, ME

BORING ID: B-104

WSE Project: ENG23-0409 — Page 1 of 1

CONTRACTOR:	NE Boring Contractors, Inc.	BORING LOCATION:	See Attached Figure
FOREMAN:	Bradford Enos	ADVANCE METHOD:	Vacuum to Rotary Wash Drilling
LOGGED BY:	H. Flores, PE	AUGER DIAMETER:	N/A
CHECKED BY:	DRAFT	SUPPORT CASING:	Driven Flush-Joint Casing (4" ID)
EQUIPMENT:	Mobile B-53, ATV Mounted	CORING METHOD:	N/A
SPT HAMMER:	Automatic (140-lb.)	BACKFILL MATERIAL:	Drill Cuttings
DATE START:	January 29, 2024		
DATE FINISH:	February 1, 2024		
GROUND EL:	Not Available		
FINAL DEPTH:	24.1 ft.		
GRID COORDS:	N:353278.3170 / E:1300219.6800		
GRID SYSTEM:	NAD83 State Plane (ME)		



Refer to the attached index sheets for important information about this log including general notes, legends, and guidance on description methods and procedures.

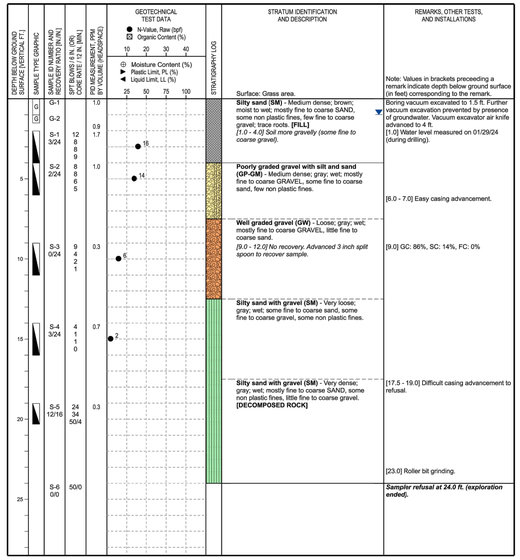
Weston & Sampson

Perimeter Security Road Repairs
Cutler, ME

BORING ID: B-105

WSE Project: ENG23-0409 — Page 1 of 1

CONTRACTOR:	NE Boring Contractors, Inc.	BORING LOCATION:	See Attached Figure
FOREMAN:	Bradford Enos	ADVANCE METHOD:	Vacuum to Rotary Wash Drilling
LOGGED BY:	H. Flores, PE	AUGER DIAMETER:	N/A
CHECKED BY:	DRAFT	SUPPORT CASING:	Driven Flush-Joint Casing (4" ID)
EQUIPMENT:	Mobile B-53, ATV Mounted	CORING METHOD:	N/A
SPT HAMMER:	Automatic (140-lb.)	BACKFILL MATERIAL:	Drill Cuttings
DATE START:	January 29, 2024		
DATE FINISH:	February 1, 2024		
GROUND EL:	Not Available		
FINAL DEPTH:	24.0 ft.		
GRID COORDS:	N:353306.9280 / E:1300548.8140		
GRID SYSTEM:	NAD83 State Plane (ME)		



Refer to the attached index sheets for important information about this log including general notes, legends, and guidance on description methods and procedures.

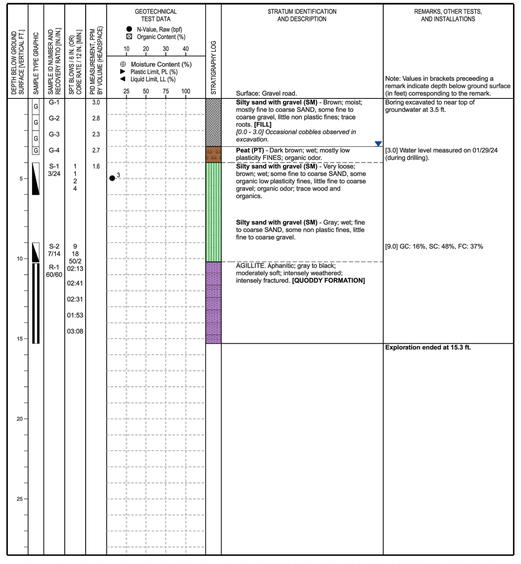
Weston & Sampson

Perimeter Security Road Repairs
Cutler, ME

BORING ID: B-107

WSE Project: ENG23-0409 — Page 1 of 1

CONTRACTOR:	NE Boring Contractors, Inc.	BORING LOCATION:	See Attached Figure
FOREMAN:	Bradford Enos	ADVANCE METHOD:	Vacuum to Rotary Wash Drilling
LOGGED BY:	H. Flores, PE	AUGER DIAMETER:	N/A
CHECKED BY:	DRAFT	SUPPORT CASING:	Driven Flush-Joint Casing (4" ID)
EQUIPMENT:	Mobile B-53, ATV Mounted	CORING METHOD:	NX Conventional
SPT HAMMER:	Automatic (140-lb.)	BACKFILL MATERIAL:	Drill Cuttings
DATE START:	January 29, 2024		
DATE FINISH:	February 1, 2024		
GROUND EL:	Not Available		
FINAL DEPTH:	15.3 ft.		
GRID COORDS:	N:352878.3190 / E:1300439.3300		
GRID SYSTEM:	NAD83 State Plane (ME)		



Refer to the attached index sheets for important information about this log including general notes, legends, and guidance on description methods and procedures.

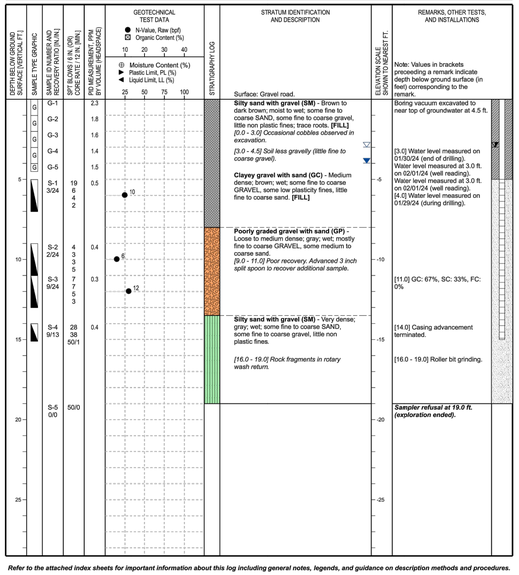
Weston & Sampson

Perimeter Security Road Repairs
Cutler, ME

BORING ID: B-106

WSE Project: ENG23-0409 — Page 1 of 1

CONTRACTOR:	NE Boring Contractors, Inc.	BORING LOCATION:	See Attached Figure
FOREMAN:	Bradford Enos	ADVANCE METHOD:	Vacuum to Rotary Wash Drilling
LOGGED BY:	H. Flores, PE	AUGER DIAMETER:	N/A
CHECKED BY:	DRAFT	SUPPORT CASING:	Driven Flush-Joint Casing (4" ID)
EQUIPMENT:	Mobile B-53, ATV Mounted	CORING METHOD:	N/A
SPT HAMMER:	Automatic (140-lb.)	BACKFILL MATERIAL:	Drill Cuttings
DATE START:	January 29, 2024		
DATE FINISH:	January 30, 2024		
GROUND EL:	Not Available		
FINAL DEPTH:	19.0 ft.		
GRID COORDS:	N:352979.7100 / E:1300343.0400		
GRID SYSTEM:	NAD83 State Plane (ME)		



Refer to the attached index sheets for important information about this log including general notes, legends, and guidance on description methods and procedures.

APPR	DATE	DESCRIPTION	MK
BM6	10/22/2024	0 ISSUED FOR BID	

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

NAVFAC MID-ATLANTIC
IN HOUSE DESIGN

APPROVED
LT COMMDR, CEC, USN

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
LEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT – MAINE
PORTSMOUTH NAVAL SHIPYARD

NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND ~ MID-ATLANTIC
NAVAL SHIPYARD ~ PORTSMOUTH, NH
KITTERY, MAINE

RM18–0917 PERIMETER SECURITY ROAD REPAIRS

AREA G BORING LOGS – 2

EPROJECT NO.: 1585749

NAVFAC DRAWING NO.
12916833

SHEET 59 OF 68

C-503 | FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018

FILE NAME: T:\CV\PWD_Maine\Project Folder (P)\ME\Cutler\Sitework\2025_1585749_RM18-0917_Perimeter Security Road Repairs\B_Design\Drawings\Autocad Files\C502--C503.dwg LAYOUT NAME: C-503 PLOTTED: Tuesday, November 12, 2024 - 9:50am USER: david.j.mclaughlin6

DEMO SITE PLAN (BID OPTION 01)

SCALE: 1" = 20'

PLAN NORTH

GENERAL SHEET NOTES

1. EROSION AND SEDIMENTATION CONTROL DEVICES MUST BE INSTALLED PRIOR TO START OF DEMOLITION WORK. SEE SITE PLAN CS101 FOR APPROXIMATE LOCATION.

DEMOLITION KEYNOTES

1. REMOVE AND DISPOSE OF EXISTING SIGNAGE.
2. SAWCUT PAVEMENT.

LEGEND

PAVEMENT REMOVAL AREA
(APPROX. 14,238 SF

GRAPHIC SCALE

1" = 20' 20 10 0 20 40 60
scale feet

CHECK GRAPHIC SCALE BEFORE USING

SYM	DESCRIPTION	DATE	APPR
0	ISSUED FOR BID	10/22/2024	BMG

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

PWD-MAINE
IN HOUSE DESIGN

APPROVED
FOR COMMAND PWO

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
LEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT - MAINE
PORTSMOUTH NAVAL SHIPYARD

NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND ~ MID-ATLANTIC
NAVAL SHIPYARD ~ PORTSMOUTH, NH

KITTERY, MAINE

RM18-0917 PERIMETER SECURITY ROAD REPAIRS

BID OPTION 01 - DEMO SITE PLAN

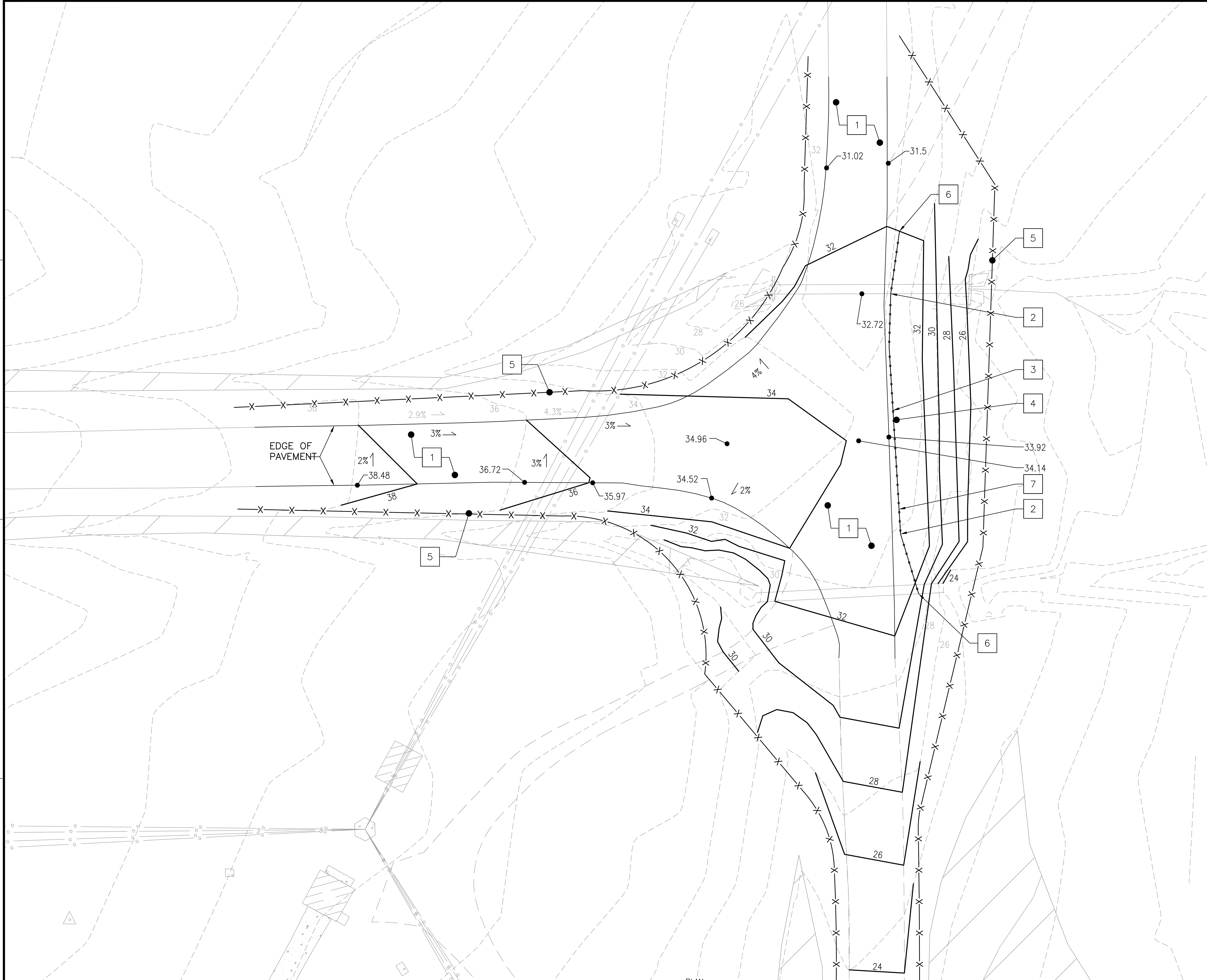
EPROJECT NO.: 1585749

NAVFAC DRAWING NO.
12916834

SHEET 60 OF 68

C-701 FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018



SITE PLAN
SCALE: 1" = 20'

PLAN NORTH

GENERAL SHEET NOTES

1.

KEYNOTES

1. PROVIDE BITUMINOUS ASPHALT PAVEMENT.
2. PROVIDE 24'-0" GUARDRAIL TANGENT TERMINAL.
3. PROVIDE 90'-0" 31" W BEAM GUARDRAIL MID-WAY SPLICE.
4. PROVIDE REFLECTORIZED FLEXIBLE GUARDRAIL MARKER.
5. PROVIDE SILT FENCE.
6. PROVIDE TERMINAL END GUARDRAIL.
7. PROVIDE REFLECTORIZED GUARDRAIL MARKER SPACED AT 20 FEET ALONG GUARDRAIL.

GRAPHIC SCALE

1" = 20'
20 10 0 20 40 60
scale feet
CHECK GRAPHIC SCALE BEFORE USING

SYM	DESCRIPTION	DATE	APPR
0	ISSUED FOR BID	10/22/2024	BM6

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

PWD-MAINE IN HOUSE DESIGN

APPROVED
FOR COMMANDER NAVFAC

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

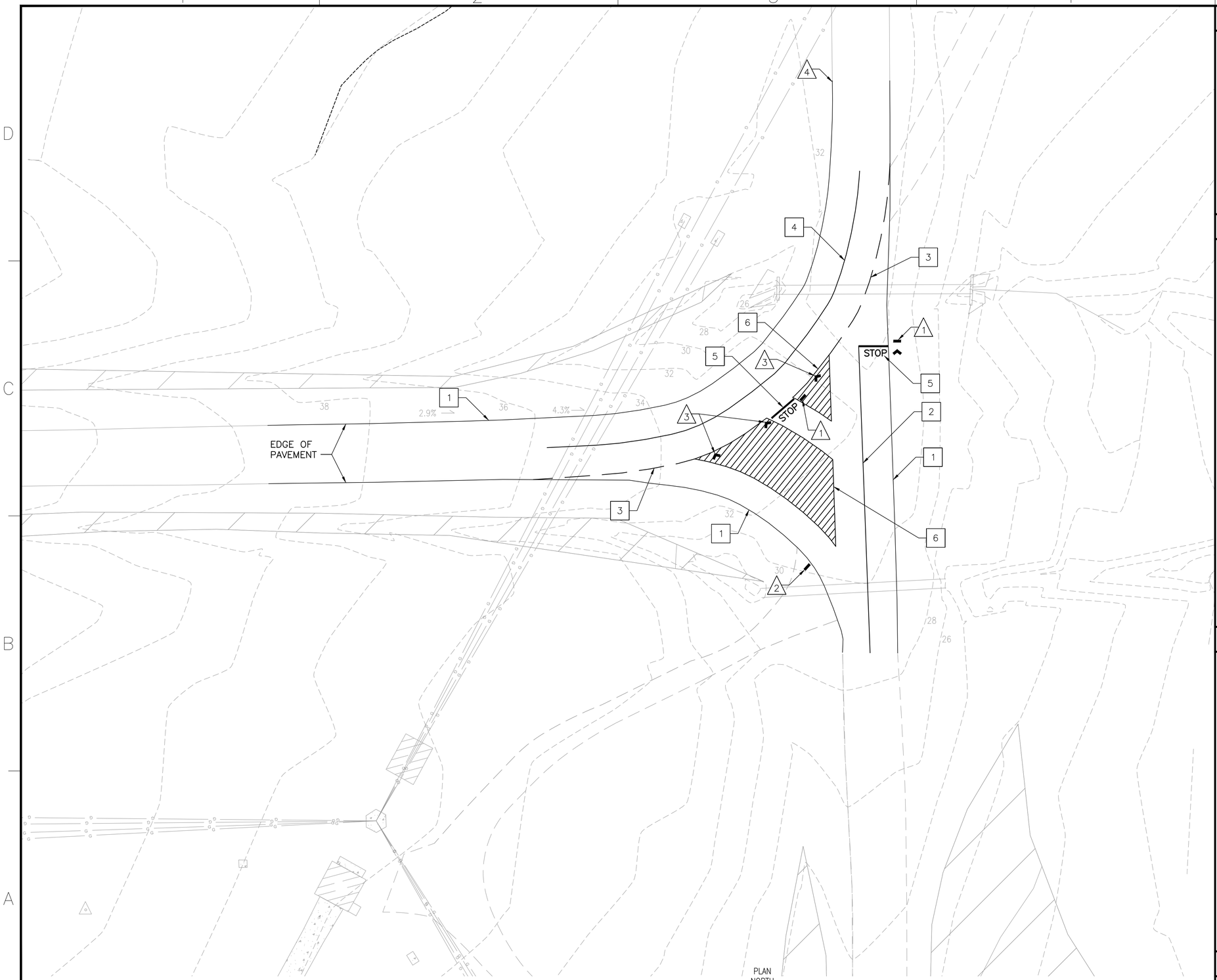
DEPARTMENT OF THE NAVY NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND ~ MID-ATLANTIC
PUBLIC WORKS DEPARTMENT – MAINE NAVAL SHIPYARD – PORTSMOUTH, NH

PORTSMOUTH NAVAL SHIPYARD KITTERY, MAINE
RM18-0917 PERIMETER SECURITY ROAD REPAIRS

BID OPTION 01 – SITE PLAN

EPROJECT NO.: 1585749
NAVFAC DRAWING NO. 12916835
SHEET 61 OF 68
C-702 FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018



STRIPING PLAN (BID OPTION 01)

SCALE: 1" = 20'

PLAN NORTH

GENERAL SHEET NOTES

1. PAVEMENT MARKINGS MUST BE IN GENERAL ACCORDANCE WITH THE MAINE DOT TRAFFIC ENGINEERING STRIPING & STENCILING HANDBOOK.
2. SIGNAGE MUST BE IN GENERAL ACCORDANCE WITH MUTCD, LATEST EDITION.

KEYNOTES

1. 4" SOLID WHITE LANE LINE.
2. 4" SOLID YELLOW CENTER LINE.
3. 4" DASHED WHITE LANE LINE.
4. 4" DOUBLE YELLOW CENTER LINE.
5. 24" STOP BAT WITH "STOP" PAINTED AT STOP BAR.
6. PAINTED ISLAND. SEE STRIPING DETAIL C1.

SIGNS

1. PROVIDE STOP SIGN (MUTCD R1-1).
2. PROVIDE YIELD SIGN (MUTCD R1-2).
3. PROVIDE SOLAR POWER, LED FLASHING CHEVRON ALIGNMENT SIGN (3-W1-8R AND 3-W1-8L).
4. PROVIDE COMBINATION HORIZONTAL ALIGNMENT/INTERSECTION (MUTCD W1-10R).

GRAPHIC SCALE

1" = 20'

20 10 0 20 40 60

scale feet

CHECK GRAPHIC SCALE BEFORE USING

STM	DESCRIPTION	DATE	APPR
0	ISSUED FOR BID	10/22/2024	BMG

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

PWD-MAINE
IN-HOUSE DESIGN

APPROVED
FOR COMMAND

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT - MAINE
PORTSMOUTH NAVAL SHIPYARD

NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND ~ MID-ATLANTIC
NAVAL SHIPYARD - PORTSMOUTH, NH

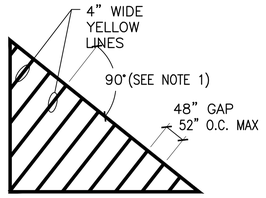
RM18-0917 PERIMETER SECURITY ROAD REPAIRS
KITTERY, MAINE

BID OPTION 01 - STRIPING PLAN

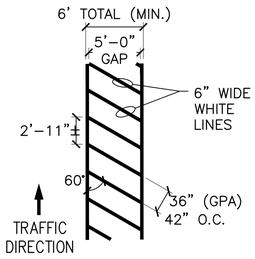
EPROJECT NO.: 1585749
NAVFAC DRAWING NO. 12916836
SHEET 62 OF 68

C-703 | FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018



TYPICAL NO PARKING/TRAFFIC CONTROL AREA DETAIL

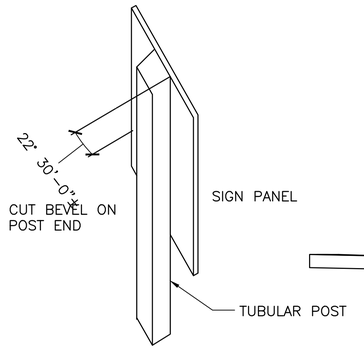


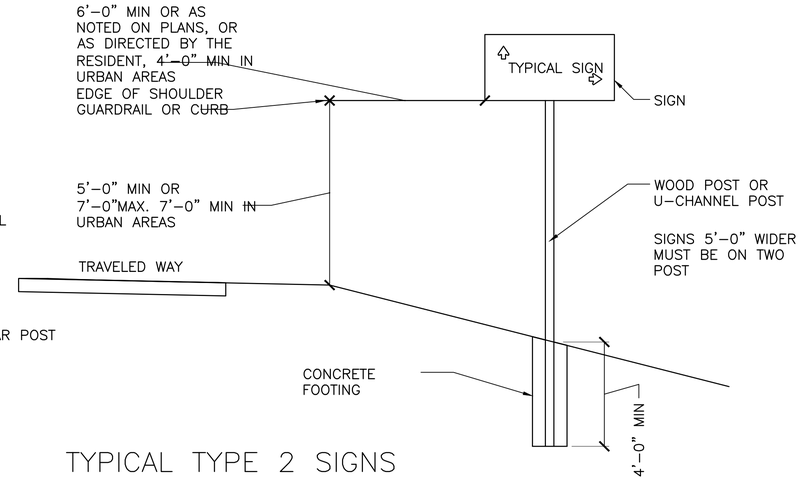
PAINTED WALKWAY STRIPING DETAIL

NOTE 1. – HATCH ORIENTATION @ 60° TO THROUGH TRAFFIC

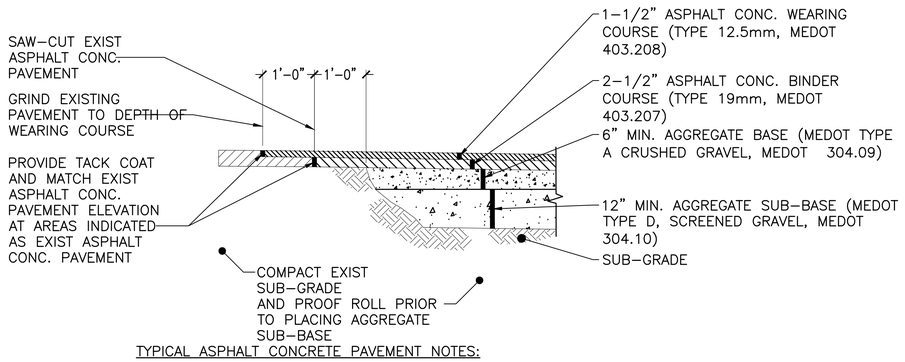
STRIPING DETAILS — C1

SCALE: NOT TO SCALE





TYPICAL TYPE 2 SIGNS



TYPICAL ASPHALT CONCRETE PAVEMENT NOTES:

1. PROVIDE AND CONSTRUCT HOT MIX ASPHALT IN ACCORDANCE WITH MEDOT STANDARD SPECIFICATIONS, DIVISION 400 – PAVEMENTS.
2. PROVIDE AND CONSTRUCT SUB-BASE AND BASE MATERIALS IN ACCORDANCE WITH MEDOT STANDARD SPECIFICATIONS, DIVISION 300 – BASES.
3. MATERIALS MUST COMPLY WITH APPLICABLE SECTIONS OF MEDOT SPECIFICATIONS DIVISION 700 – MATERIALS.

TYPICAL ASPHALT CONCRETE PAVEMENT DETAIL — C2

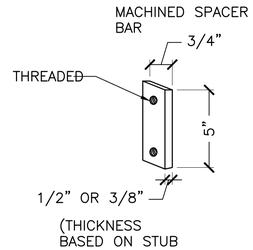
SCALE: NOT TO SCALE

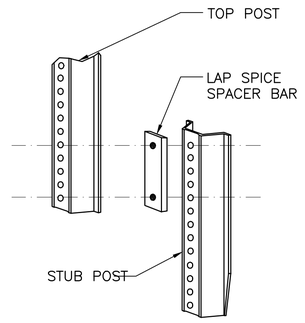
LAP SPLICE NOTES:

1. GOLD SPACERS (1/2" THICK) ARE COUPLED WITH 3, 4 OR 5 LB/FT STUB POST.
2. SILVER SPACERS (3/8" THICK) ARE COUPLED WITH 2, 2-1/2", OR 2-3/4" LB/FT STUB POST.
3. SECURE GRADE 9 BOLTS WITH 20 FOOT POUNDS OF TORQUE.
4. SAME WEIGHT POST AND STUBS LEAVE A SMALL GAP BETWEEN THE SPACER BAR AND POST (THIS IS ACCEPTABLE ACCORDING TO THE MANUFACTURER).

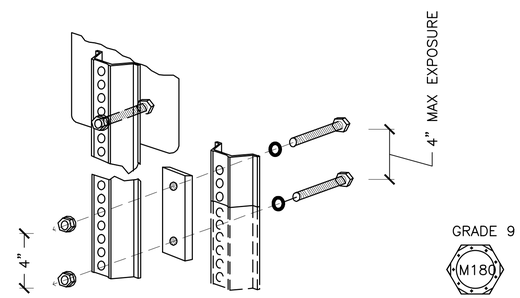
INSTALLATION NOTES:

1. REQUIRED MATCHING SHAPED U-CHANNELS. (WEIGHT PER FOOT DOES NOT NEED TO MATCH).
2. MOUNT PERMANENT SIGNS THAT ARE WIDER THAN 30" (LARGER THAN 6'-0 1/4") ON WOOD POST.
3. MOUNT SIGNS 5'-0" MIN ABOVE PAVEMENT OR CURB (WHEN PRESENT) IN RURAL AREAS, 7'-0" MIN WHERE PARKING IS PERMITTED WITHIN 200'-0" OF THE SIGN (URBAN AREAS).





2 FLAT WASHERS AND SELF-LOCKING HEX NUTS PER POST. A 3/4" x 5" PLATED SPACER BAR MUST BE USED PER POST. THIS SPACER IS TO STIFFEN THE CONNECTION.



U-CHANNEL – LAP SPLICE (CRASH WORTHY) BREAKWAY SYSTEM

U-CHANNEL BREAK AWAYS INSTALLATION OF TYPE 2 SIGNS HIGHWAY SIGNING AND BREAK AWAY POSTS 645(09)A

NO	DESCRIPTION	DATE	APPR
0	ISSUED FOR BID	10/22/2024	BMG

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

PWD-MAINE IN HOUSE DESIGN

APPROVED

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
LEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT – MAINE
PORTSMOUTH NAVAL SHIPYARD

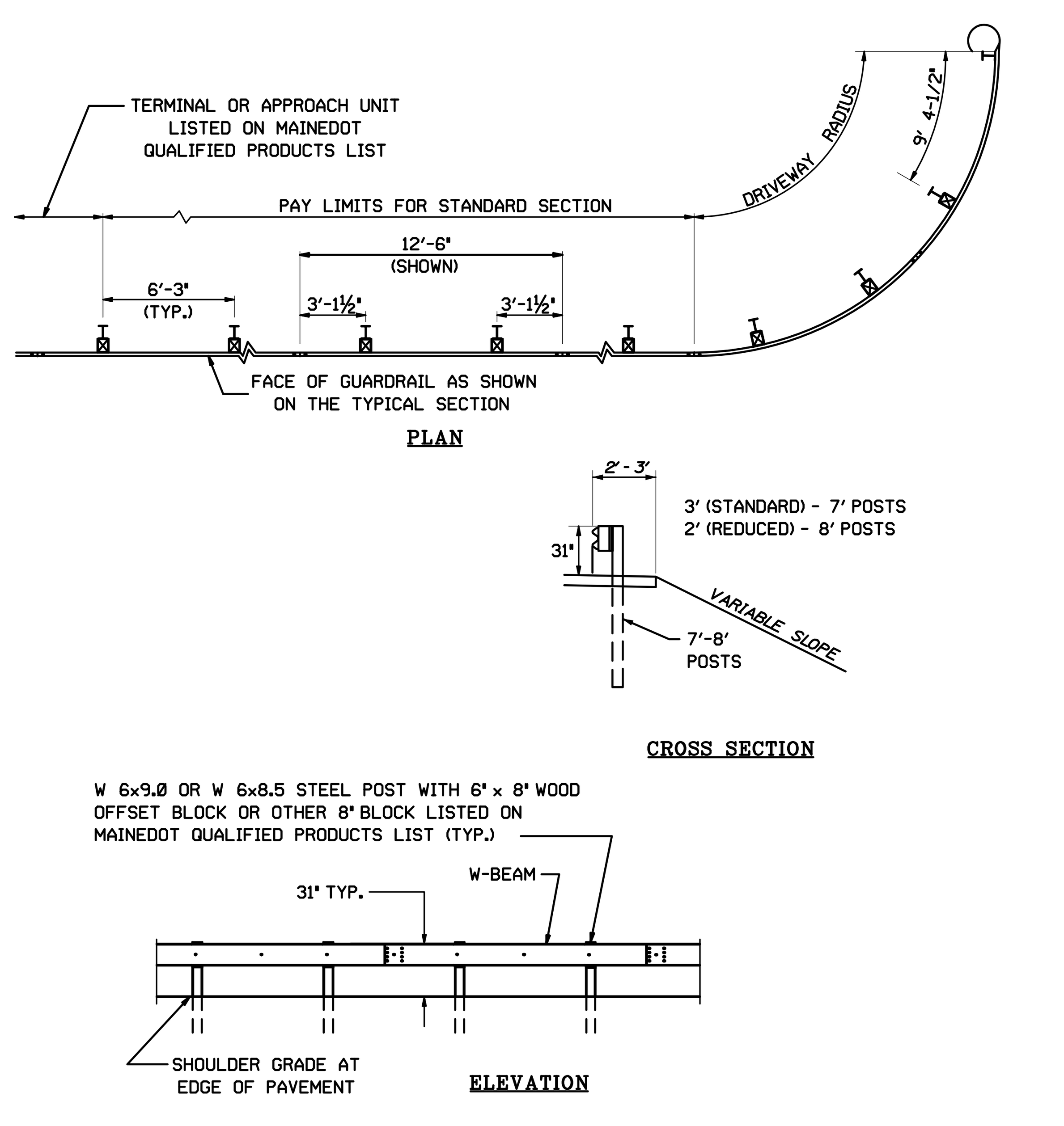
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND – MID-ATLANTIC
NAVAL SHIPYARD – PORTSMOUTH, NH
KITTERY, MAINE

RM18-0917 PERIMETER SECURITY ROAD REPAIRS

BID OPTION 01 – CONSTRUCTION DETAILS 1

EPROJECT NO.: 1585749
NAVFAC DRAWING NO. 12916837
SHEET 63 OF 68
C-704 FAC-YR-NUM

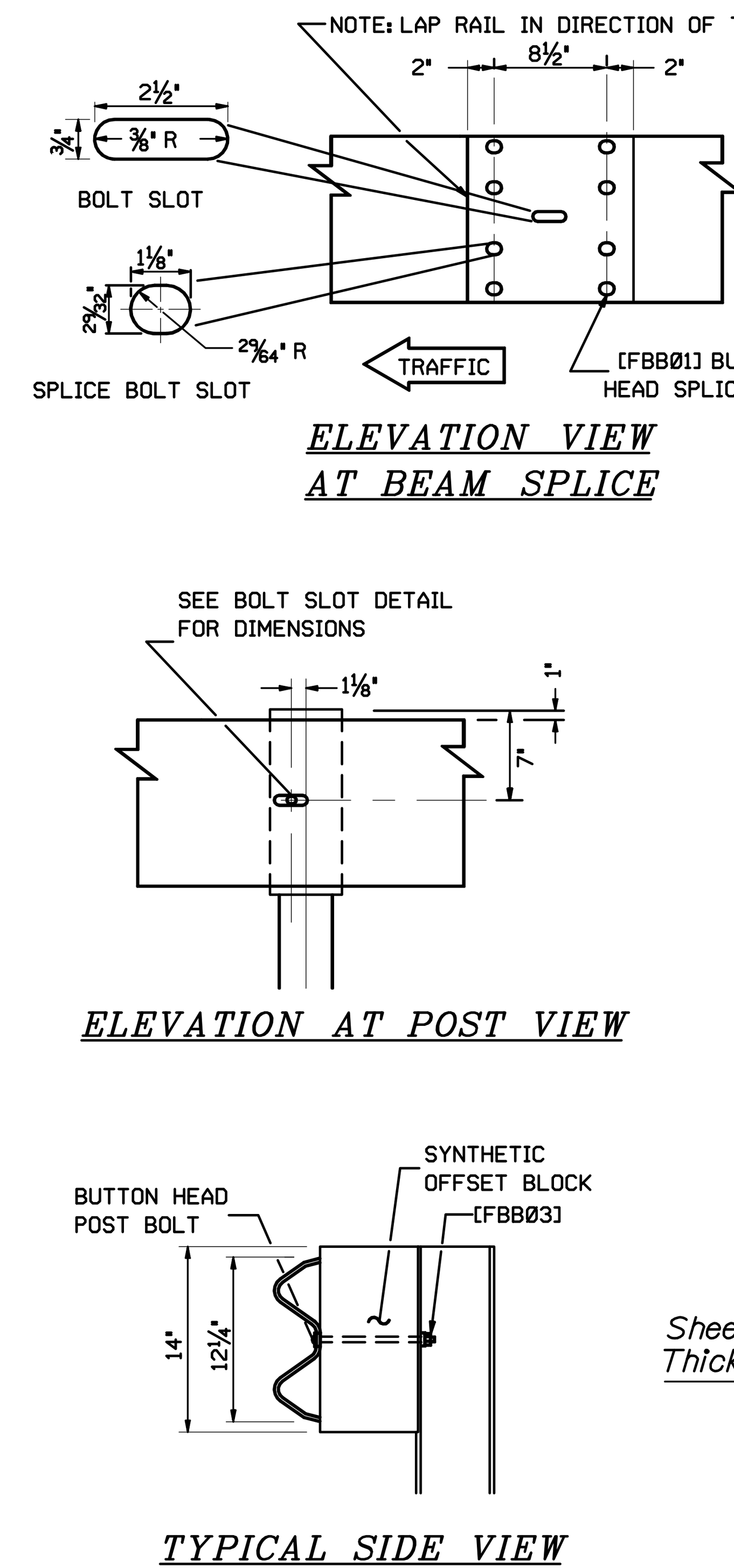
DRAWFORM REVISION: DECEMBER 2018



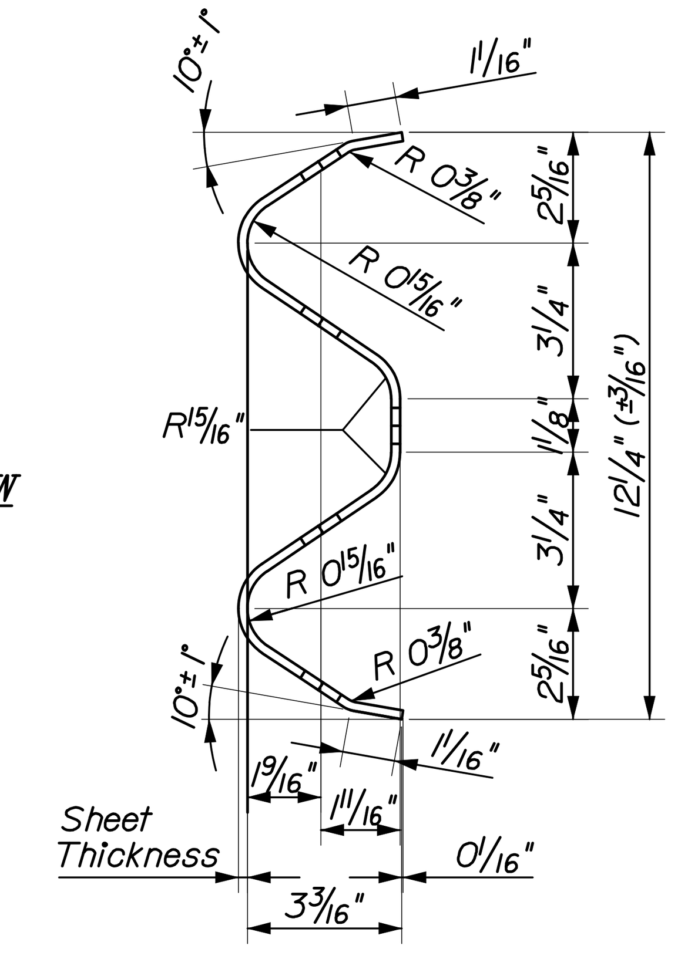
31" W-BEAM GUARDRAIL - MID-WAY SPLICE

Identification letters and numbers on drawings refer to the standard detail drawings shown in "A guide to Standardized Highway Barrier Hardware" by AASHTO-AGC-ARTBA Joint Committee.

GUARDRAIL
606(03)

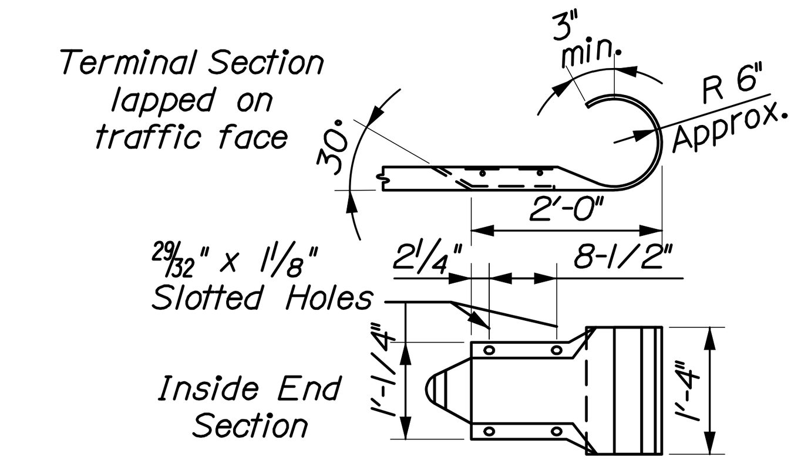


NOTE:
All dimensions subject to manufacturing tolerances



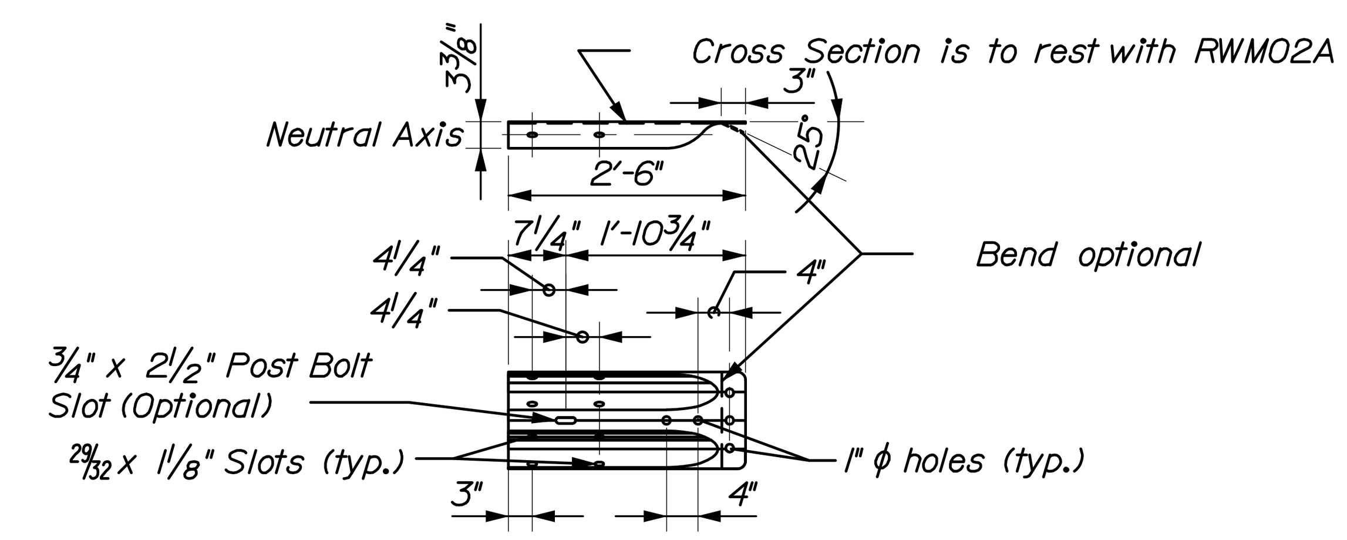
~ GUARDRAIL BEAM
DETAIL RWM02A ~

GUARDRAIL
606(04)



~ GUARDRAIL TERMINAL END - RWE03A ~

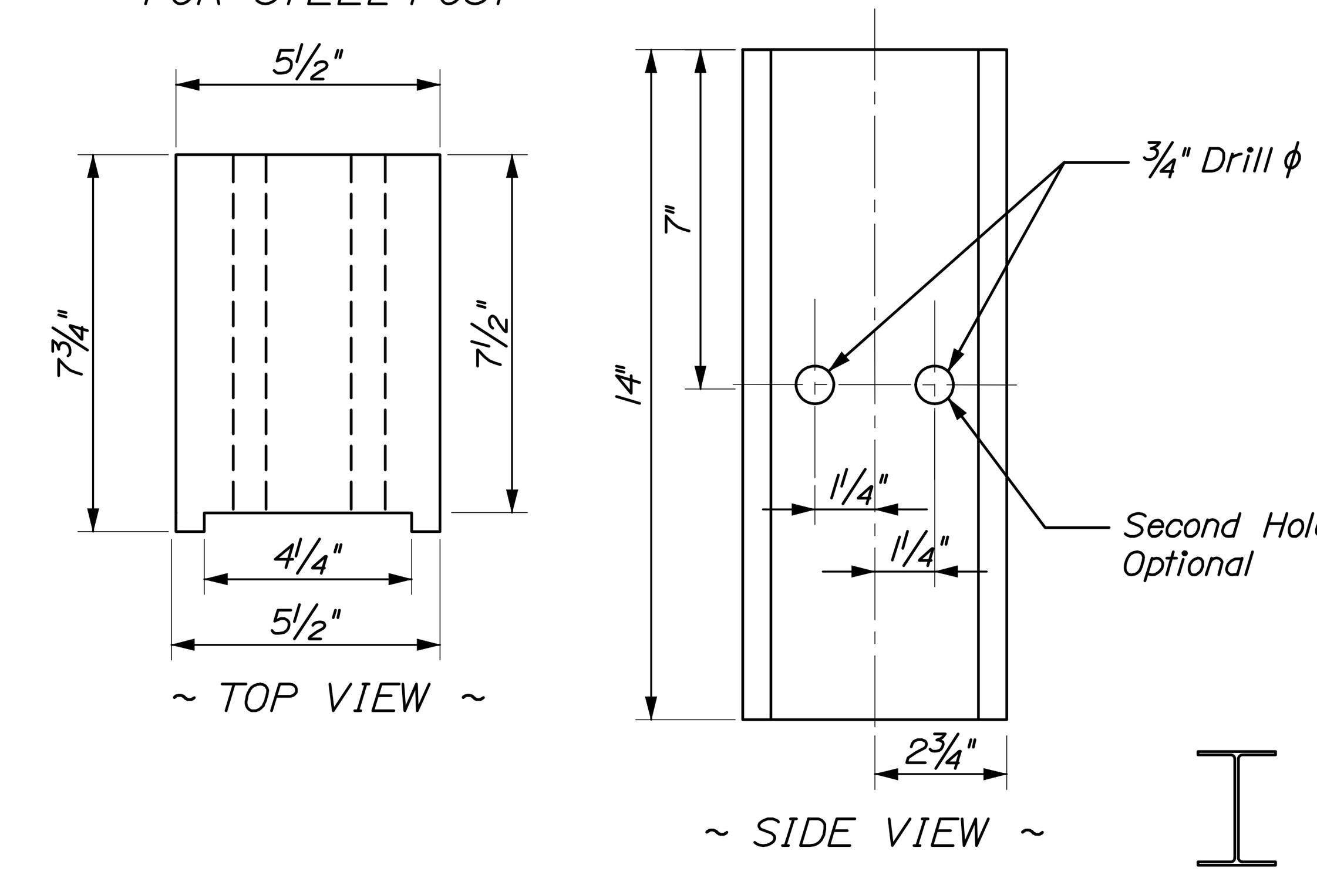
1. Use only on the end of circular guardrail at driveways.
2. Use only on the trailing end of guardrail on divided highways with washers (fwr03) installed on the last 9 posts.



~ W-BEAM TERMINAL CONNECTOR RWE02A ~

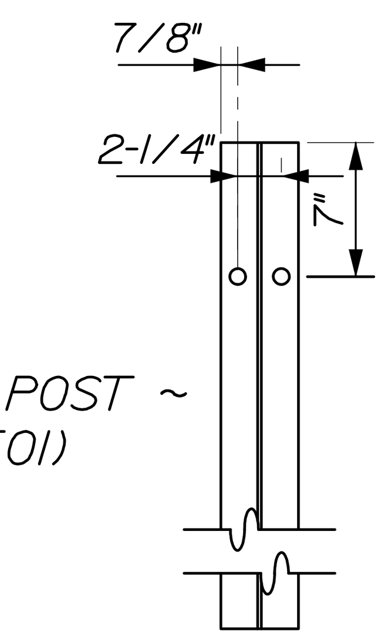
GUARDRAIL
606(05)

~ OFFSET BLOCK DETAIL
FOR STEEL POST ~



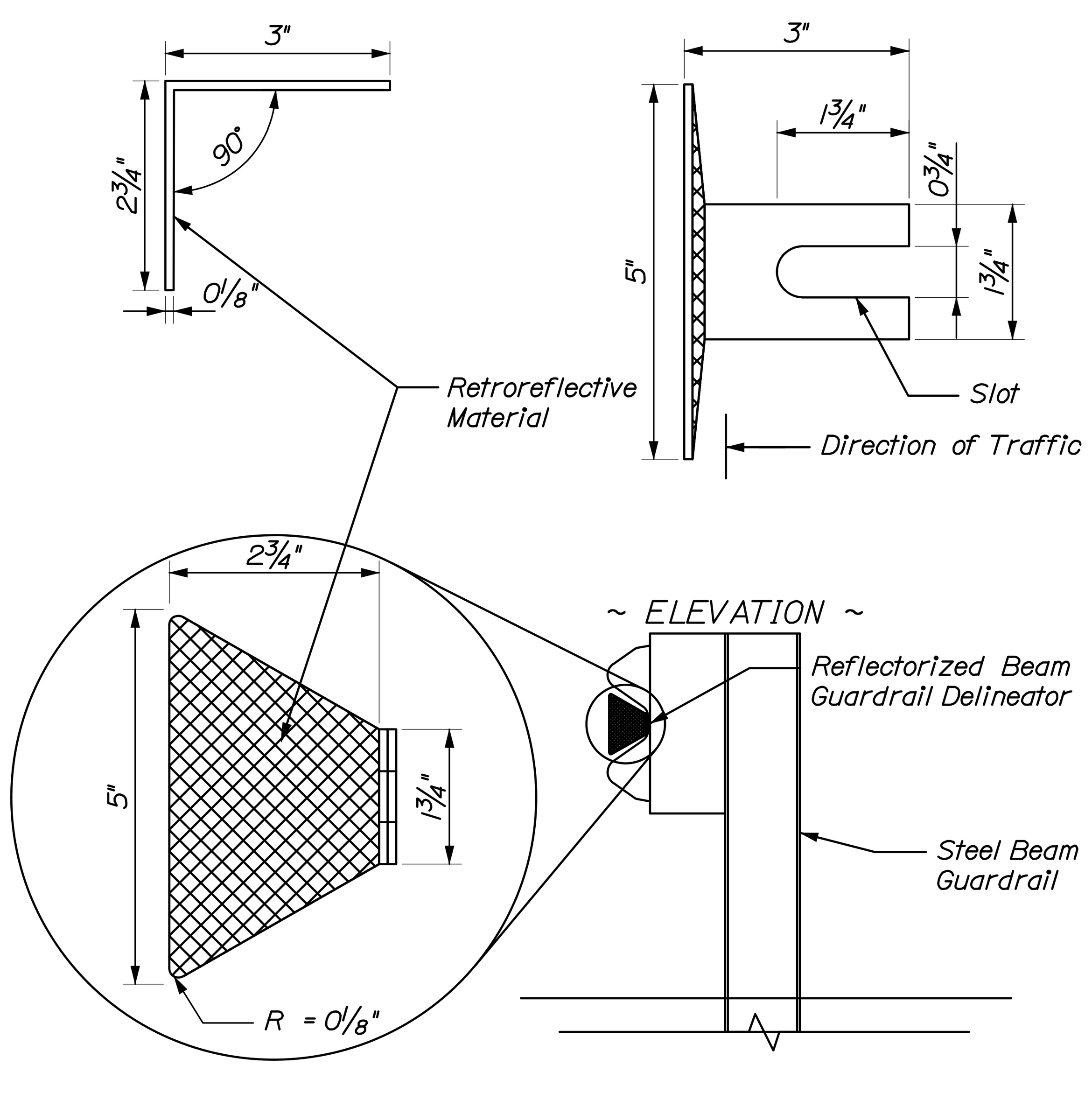
Offset Block and Post shall be bolted with one FBB03 Post Bolt. Holes to be 3/4" ϕ.

Location of holes for attaching Offset Block to Steel Post (second Hole is Optional)



~ STEEL POST ~
(PWE01)

GUARDRAIL
606(06)



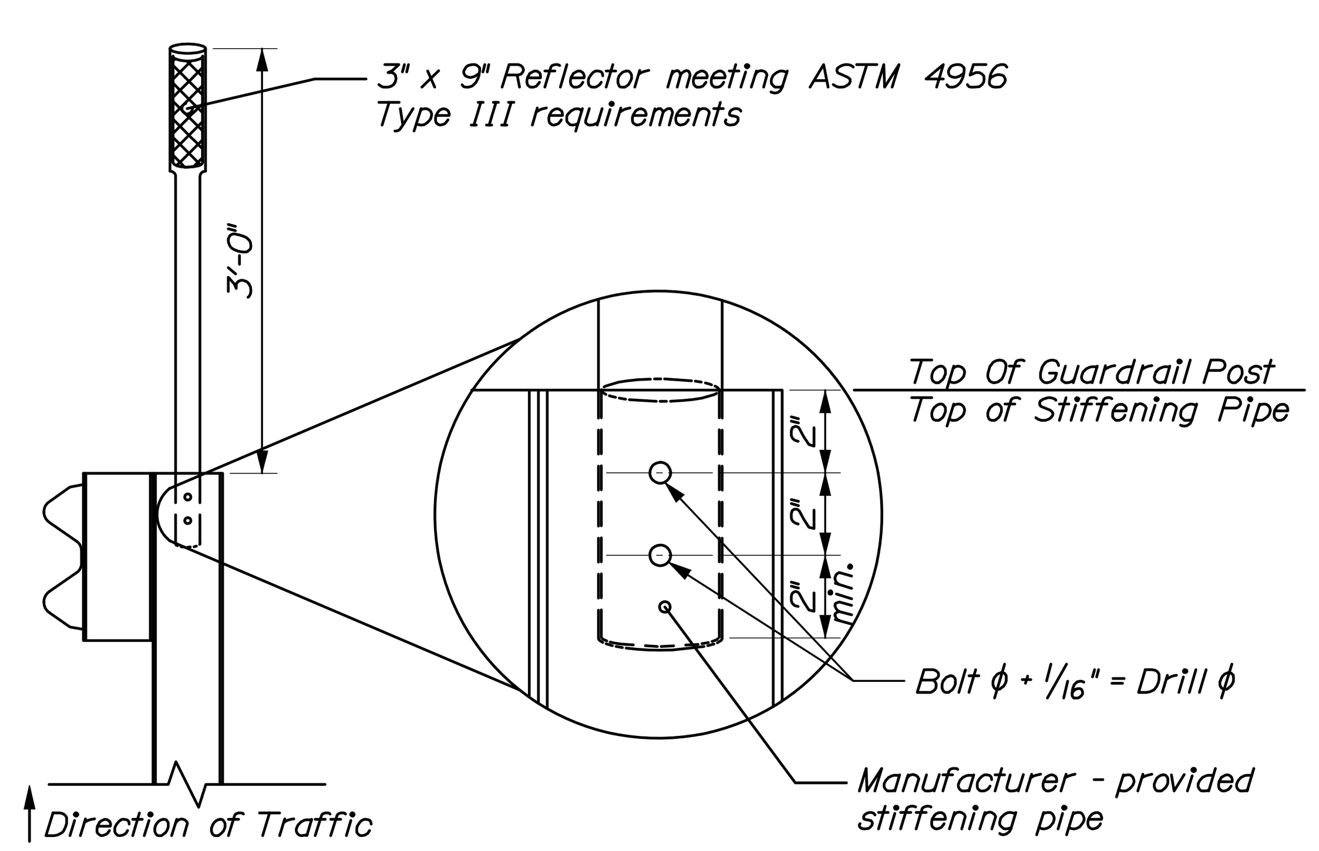
All dimensions are in inches and subject to manufacturing tolerances.

REFLECTORIZED BEAM GUARDRAIL
DELINEATOR DETAILS
606(07)

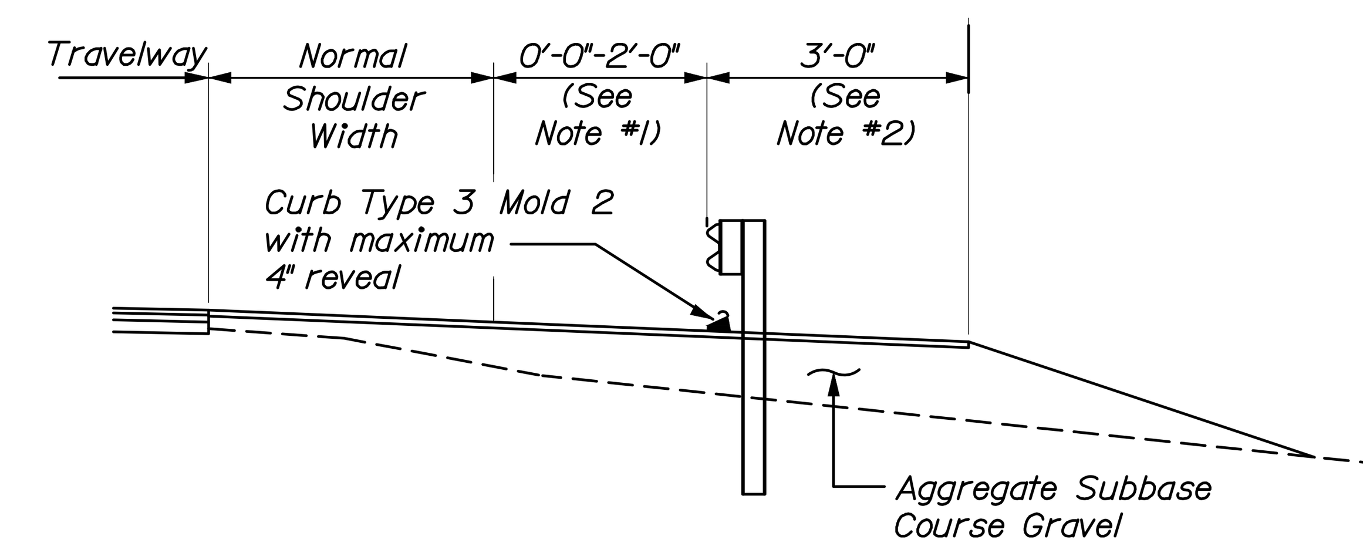
NOTES:

1. Reflectorized Flexible Guardrail Markers shall be from Maine DOT's Approved Product List of Guardrail Material.

2. Installation:
   a. Each bolt-hole diameter shall be the bolt diameter + 1/16".
   b. Wood post attachment - attach marker with 2, 5/16" diameter galvanized lag bolts, having 3" of embedment into the wood post. Use 5/16" flat galvanized steel washers.
   c. Steel post attachment - attach marker with 2, 5/16" diameter galvanized hex head bolt, washer and nut assemblies, having 1/2" of bolt extension behind steel post. Washers shall be 5/16" flat galvanized steel.
   d. When provided by the marker manufacturer, a stiffening pipe shall be inserted into the base of the marker prior to drilling bolt holes and shall remain in-place.



REFLECTORIZED FLEXIBLE GUARDRAIL
MARKER DETAILS
606(08)



~ SECTION ~

~ NOTES ~

1. Typical barrier location should be two feet beyond the normal shoulder edge, or 16 feet from centerline.

2. A minimum of three feet shall be provided between the face of the barrier and the break in a fill embankment. When impacts are an issue, a two foot space may be used, but eight foot guardrail posts are required.

3. Curb should be placed in front of guardrail only when necessary for drainage purposes. The face of the curb should be flush with the face of the guardrail. Curb shall have a maximum 4" reveal.

4. Curb shall not be placed in front of guardrail terminals unless approved by the Project Manager.

GUARDRAIL AND CURB PLACEMENT
606(10)

SYM	DESCRIPTION	DATE	APPR
0	ISSUED FOR BID	10/22/2024	BM6

PRELIMINARY
NOT FOR CONSTRUCTION

PWD-MAINE
IN-HOUSE DESIGN

APPROVED
FOR COMMANDER NAVFAC
ACTIVITY
SATISFACTORY TO DATE
DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND ~ MID-ATLANTIC
PUBLIC WORKS DEPARTMENT - MAINE
NAVAL SHIPYARD - PORTSMOUTH, NH
PORTSMOUTH NAVAL SHIPYARD KITTERY, MAINE

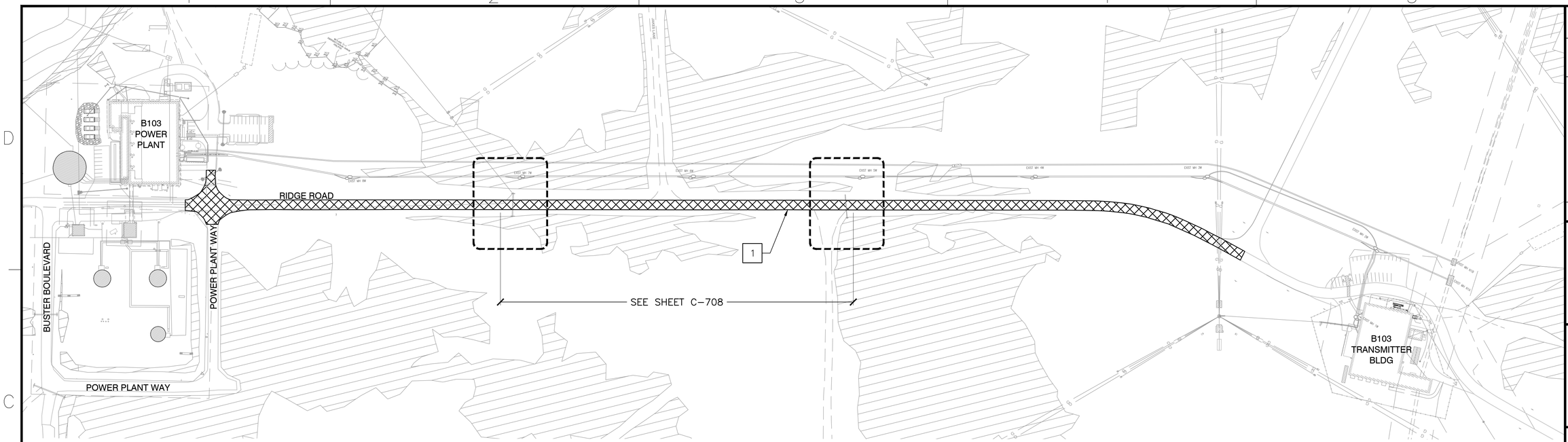
RM18-0917 PERIMETER SECURITY ROAD REPAIRS

BID OPTION 01 - CONSTRUCTION DETAILS 2

EPROJECT NO. 1585749
NAVFAC DRAWING NO. 12916838
SHEET 64 OF 68
C-705 FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018

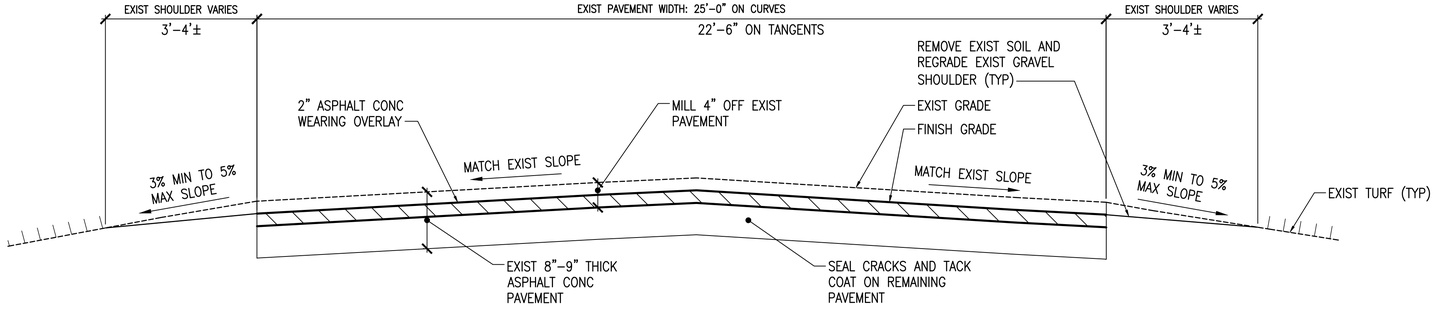
FILE NAME: T:\CI\PWD_Maine\Project Folder (P)\ME\Cutler\Sitework\2025_1585749_RM18-0917_Perimeter Security Road Repairs\B_Design\Drawings\Autocad Files\1585749_PERIMETER SECURITY ROAD REPAIRS.dwg LAYOUT NAME: C-705 PLOTTED: Tuesday, November 12, 2024 - 9:53am USER: david.j.mclaughlin6



OVERALL EXISTING SITE PLAN (OPTION 02)

SCALE: 1" = 120'

PLAN NORTH



MILL AND OVERLAY NOTE:

1. PROVIDE 4" WIDE DOUBLE YELLOW CENTER LINES, AND 4" WIDE SINGLE WHITE SIDE-LINES (CENTERED 6" FROM EDGE OF PAVEMENT) TO MATCH EXISTING PAVEMENT MARKINGS.

MILL AND OVERLAY DETAIL (OPTION 2)

C1

SCALE: HORIZ: 1/2"=1'-0"
SCALE: VERT: 1"=1'-0"

GENERAL SHEET NOTES

1. MILL AND OVERLAY BOTH LANES OF PAVEMENT AT RIDGE ROAD BETWEEN B103 AND B100. PAVEMENT MUST BE REMOVED BY MILLING. CRACKS REMAINING AFTER THE MILLING MUST BE SEALED AND THE ROADWAYS MUST RECEIVE AN OVERLAY WITH NEW PAVEMENT MARKINGS.

KEYNOTES

1. LIMITS OF MILL OVERLAY
2. MILL 4" AND PROVIDE 2" WEARING COURSE OVERLAY. SEAL CRACKS AFTER MILLING AND PRIOR TO OVERLAYING. SEE DETAIL C4/C-707.

GRAPHIC SCALE

1/2" = 1' — 2 1 0 2 4 6 — scale — feet

1" = 1' — 1 .5 0 1 2 3 — scale — feet

1" = 120' — 120 60 0 120 240 360 — scale — feet

CHECK GRAPHIC SCALE BEFORE USING

0	ISSUED FOR BID	10/22/2024	BM6
STM	DESCRIPTION	DATE	APPR

NAVFAC

PRELIMINARY NOT FOR CONSTRUCTION

SEAL

PWD-MAINE
IN HOUSE DESIGN

APPROVED
for COMMANDING OFFICER

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT - MAINE

NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND ~ MID-ATLANTIC
NAVAL SHIPYARD - PORTSMOUTH, NH
PORTSMOUTH NAVAL SHIPYARD KITTERY, MAINE

RM18-0917 PERIMETER SECURITY ROAD REPAIRS

OVERALL EXISTING SITE PLAN (OPTION 02)

EPROJECT NO.: 1585749
NAVFAC DRAWING NO. 12916839
SHEET 65 OF 68
C-706 FAC-YR-NUM

DRAWFORM REVISION: DECEMBER 2018

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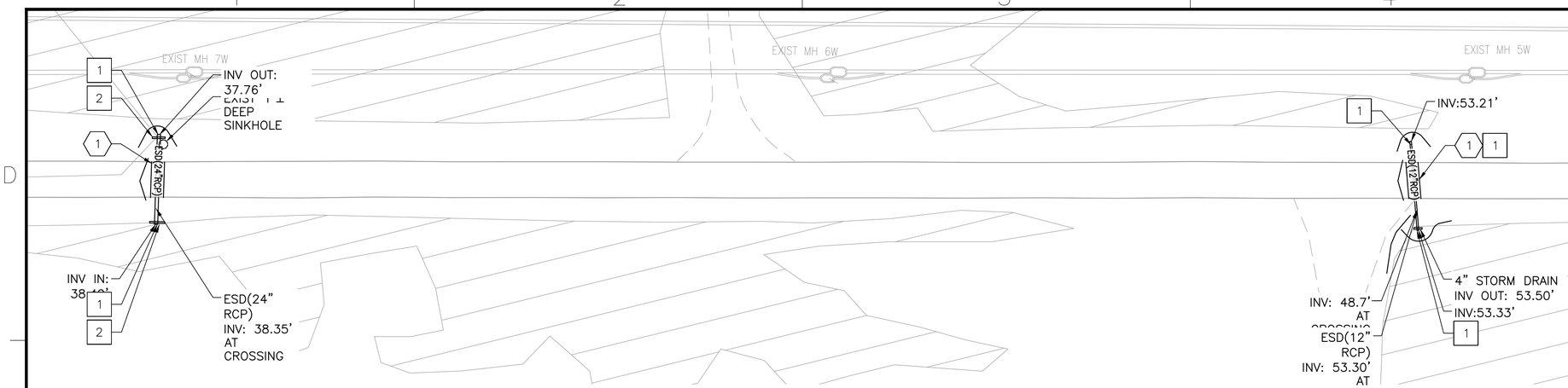


CONCRETE CULVERT PLAN (OPTION 2)

SCALE: 1" = 40'

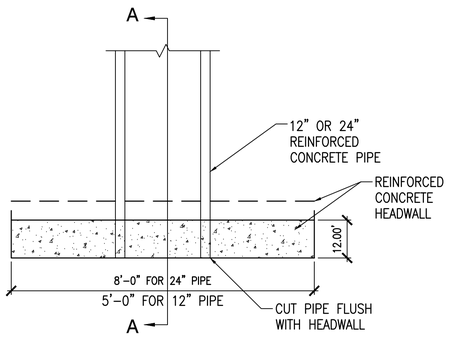
PLAN NORTH

DEMOLITION KEYNOTES

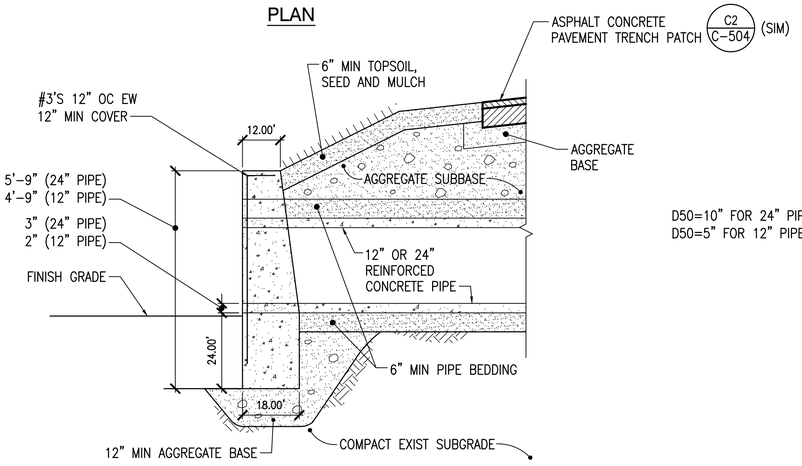
1. OPTION 2:
   SAWCUT AND REMOVE EXISTING ASPHALT CONCRETE PAVEMENT, REMOVE EXISTING 12"± OR 24"± (AS INDICATED) DIAMETER RCP CULVERTS, REINFORCED CONCRETE HEADWALLS.

KEYNOTES

1. CLEAR BRUSH, SEDIMENT IN EXISTING PIPE, AND PROVIDE RIP-RAP AT INLET AND OUTLET, SEE DETAIL A4/C-504.
2. OPTION 2:
   A. REINFORCED CONCRETE CULVERT AND REINFORCED CONCRETE HEADWALLS, SEE DETAIL A2/C-504. MATCH EXISTING INVERTS.



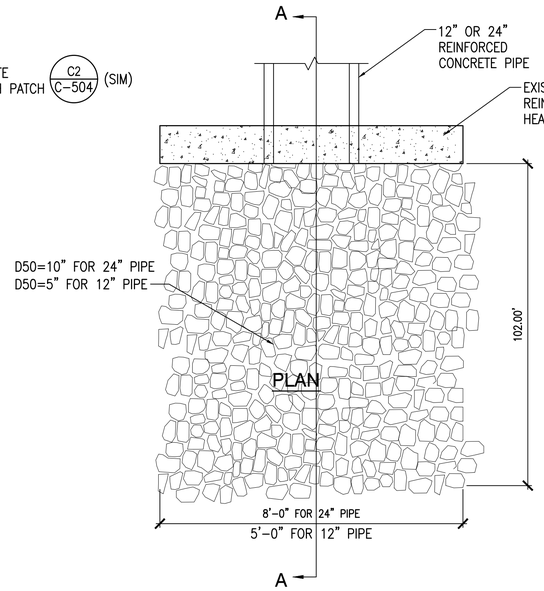
PLAN



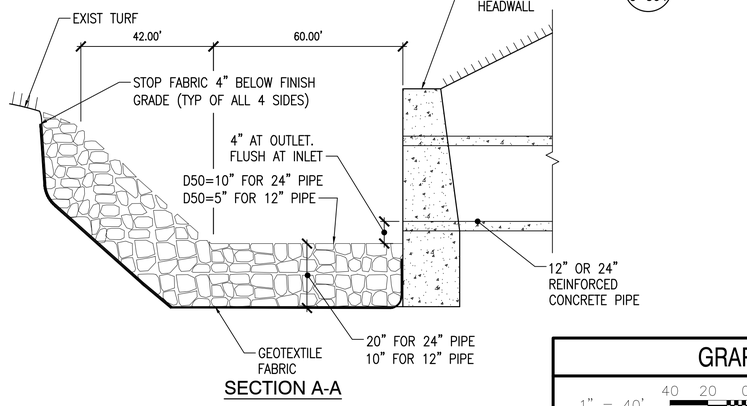
CULVERT AND HEADWALL DETAIL (OPTION 2)

SCALE: 1/2"=1'-0"

C-102 C4



PLAN



SECTION A-A

RIP RAP INLET/OUTLET DETAIL

SCALE: 1/2"=1'-0"

C-102 C5

GRAPHIC SCALE

1" = 40'	40	20	0	40	80	120	scale feet
1/2" = 1'	2	1	0	2	4	6	scale feet
1" = 1'	1	.5	0	1	2	3	scale feet

CHECK GRAPHIC SCALE BEFORE USING

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STM	DESCRIPTION	DATE	APPR

NAVFAC

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SEAL

PWD-MAINE IN HOUSE DESIGN

APPROVED

COMMANDER, NAVFAC

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT - MAINE
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND - MID-ATLANTIC
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PORTSMOUTH NAVAL SHIPYARD
KITTERY, MAINE

RM18-0917 PERIMETER SECURITY ROAD REPAIRS

BID OPTION 02 - CULVERT REPLACEMENT PLAN

EPROJECT NO.: 1585749

NAVFAC DRAWING NO. 12916840

SHEET 66 OF 68

C-707 FAC-YR-NUM

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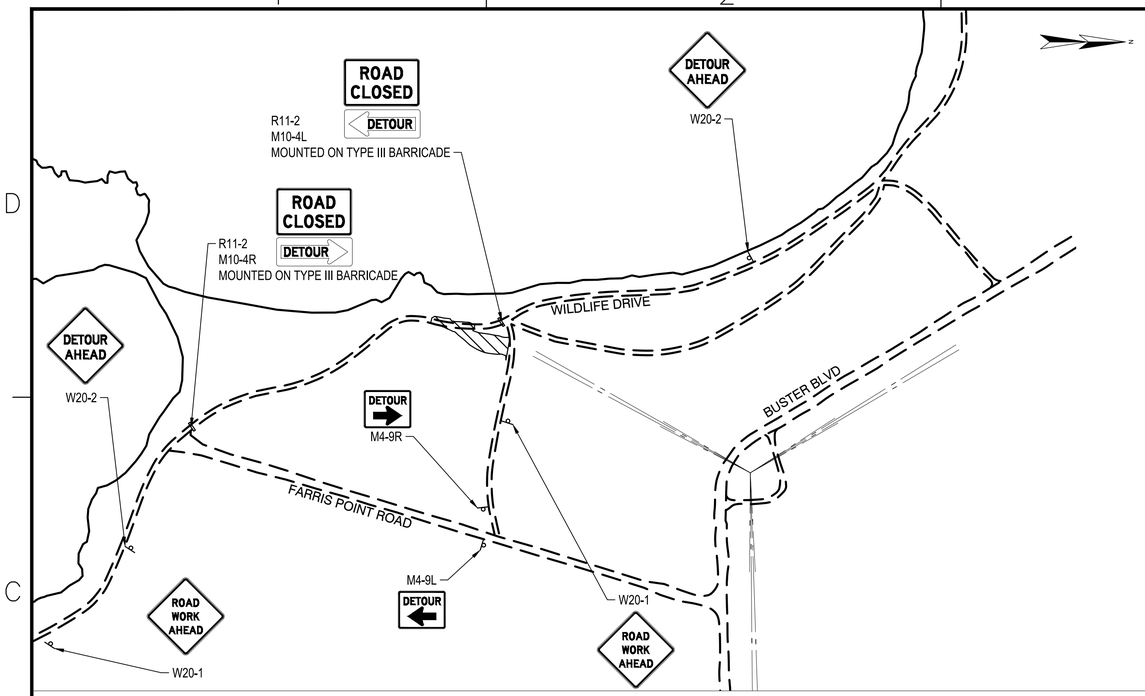
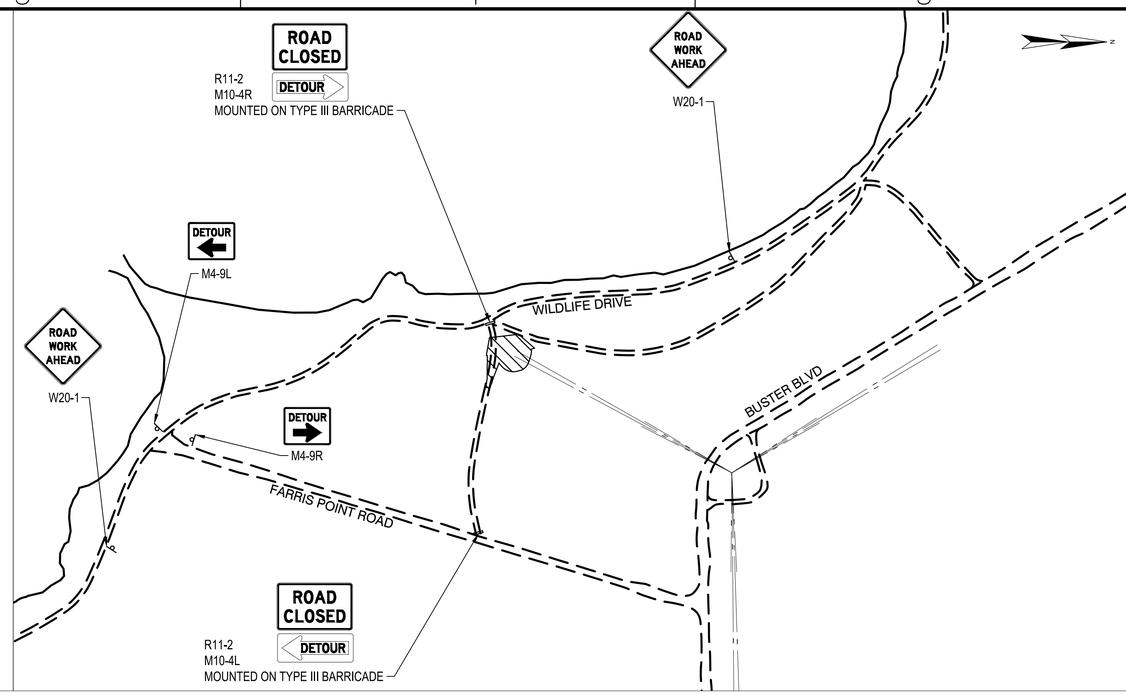


AREA G, WORK AREA 1 - TRAFFIC SIGN PLAN
SCALE 1 IN = 200 FT



AREA G, WORK AREA 2 - TRAFFIC SIGN PLAN
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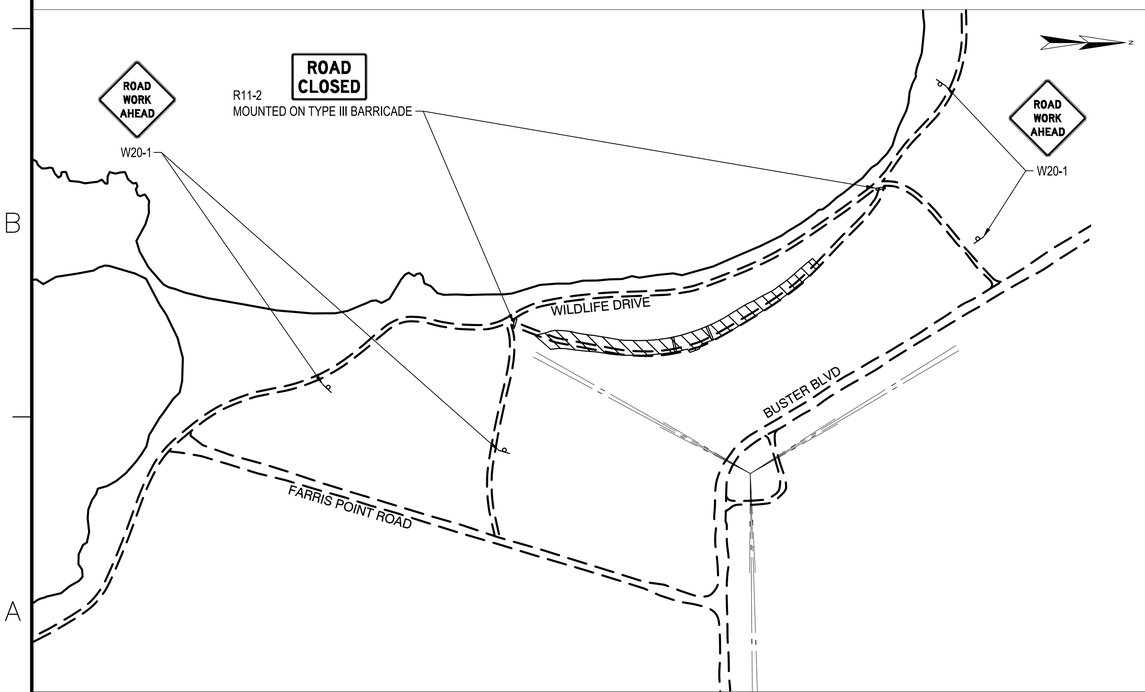
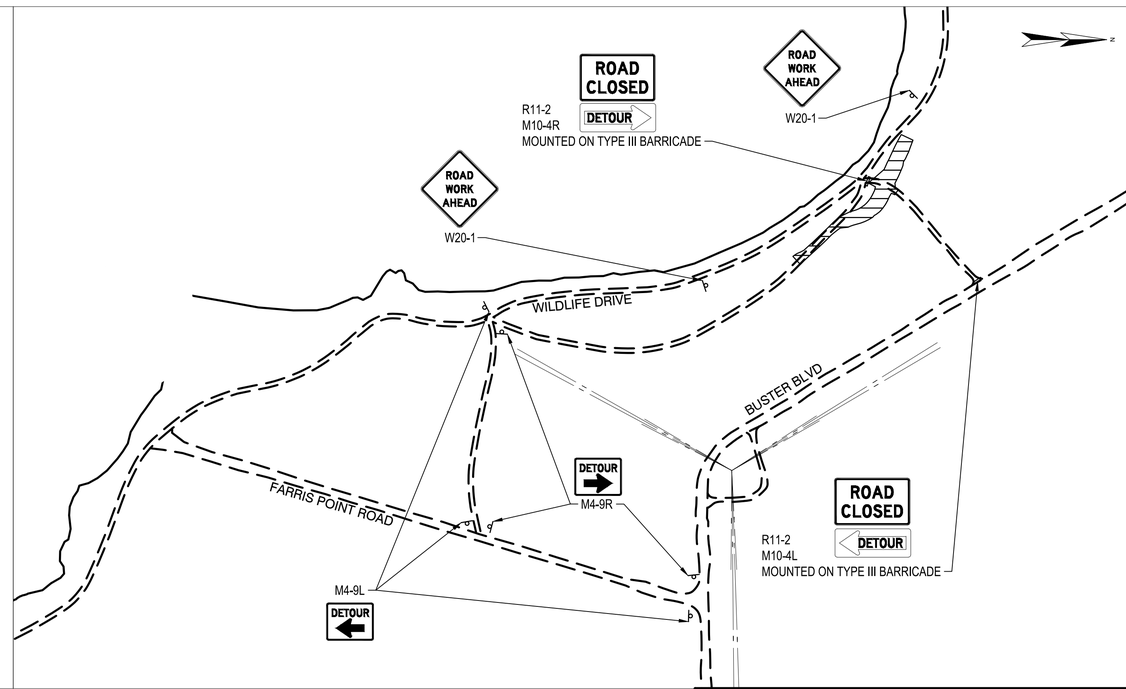


AREA G, WORK AREA 3, 4, 5 - TRAFFIC SIGN PLAN
SCALE 1 IN = 200 FT



AREA G, WORK AREA 6 - TRAFFIC SIGN PLAN
SCALE 1 IN = 200 FT

GRAPHIC SCALE

1" = 400' 400 200 0 400 800 1200
scale feet

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MJG	DESCRIPTION	DATE	APPR

NAVFAC

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SEAL

PWD-MAINE
IN HOUSE DESIGN

APPROVED
for COMMANDER, NAVFAC MID-LANT

ACTIVITY

SATISFACTORY TO DATE

DESIGNER BEN GRONDIN
DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT – MAINE
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND – MID-ATLANTIC
NAVAL SHIPYARD – PORTSMOUTH, NH
PORTSMOUTH NAVAL SHIPYARD
KITTERY, MAINE

RM18–0917 PERIMETER SECURITY ROAD REPAIRS

TRAFFIC MANAGEMENT PLAN 1

EPROJECT NO.: 1585749
NAVFAC DRAWING NO. 12916841
SHEET 67 OF 68
C-801 FAC-YR-NUM

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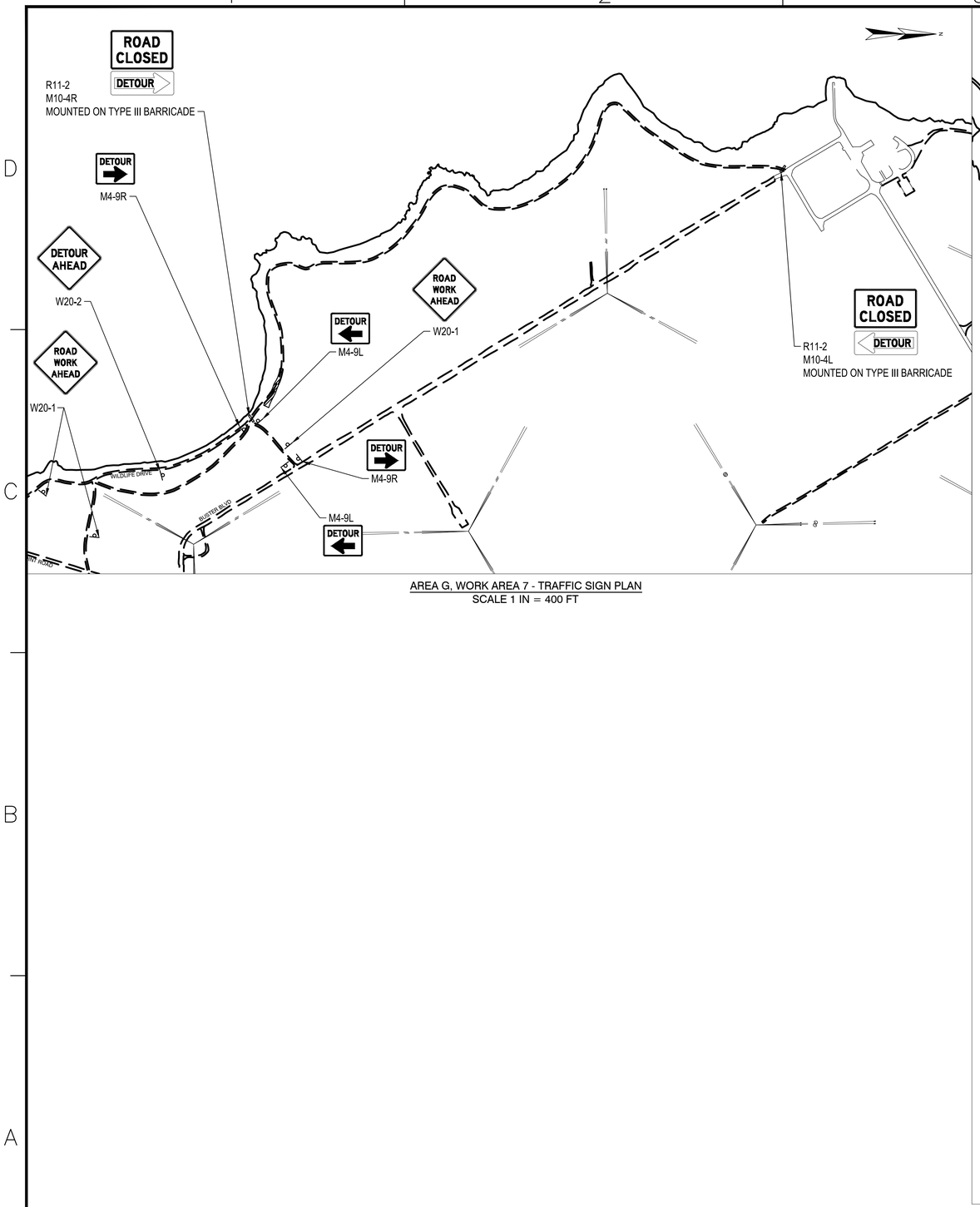
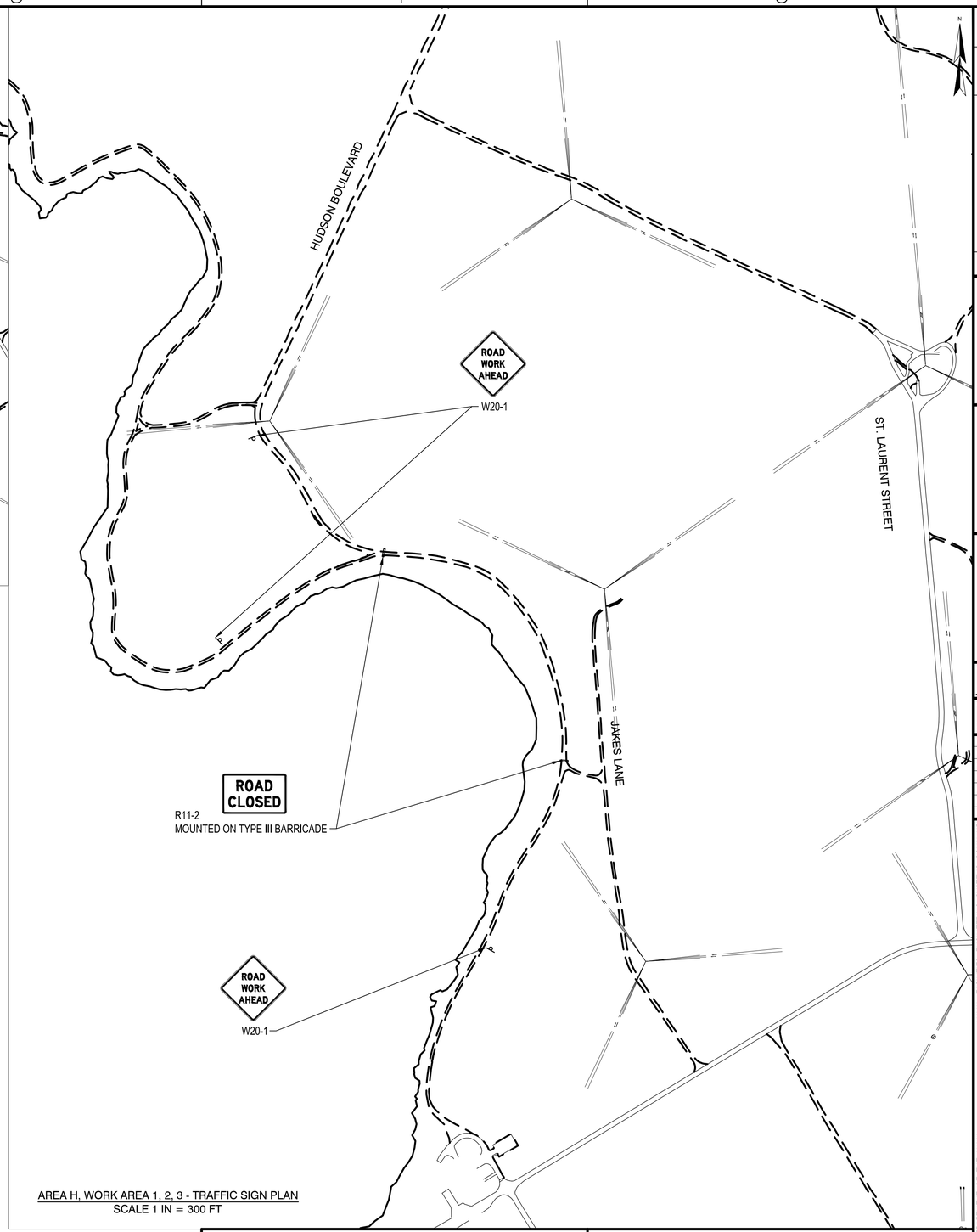


AREA G, WORK AREA 7 - TRAFFIC SIGN PLAN
SCALE 1 IN = 400 FT



AREA H, WORK AREA 1, 2, 3 - TRAFFIC SIGN PLAN
SCALE 1 IN = 300 FT

GRAPHIC SCALE
1" = 300' 300 150 0 300 600 900
scale feet

GRAPHIC SCALE
1" = 400' 400 200 0 400 800 1200
scale feet

0	ISSUED FOR BID	10/22/2024	BMG
STM	DESCRIPTION	DATE	APPR

NAVFAC

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SEAL

PWD-MAINE
IN HOUSE DESIGN

APPROVED
for COMMANDER, NAVFAC

ACTIVITY

SATISFACTORY TO DATE

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DRAWN BY DAVID MCLAUGHLIN
CHECKED BY DAN FISH
DESIGN MANAGER BEN GRONDIN
PROJECT MANAGER BEN GRONDIN
FEAD/PM&E JEFF HOYT
FIRE PROTECTION XXX

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND
PUBLIC WORKS DEPARTMENT – MAINE
PORTSMOUTH NAVAL SHIPYARD

NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND – MID-ATLANTIC
NAVAL SHIPYARD – PORTSMOUTH, NH

RM18-0917 PERIMETER SECURITY ROAD REPAIRS
KITTERY, MAINE

TRAFFIC MANAGEMENT PLAN 2

EPROJECT NO.: 1585749
NAVFAC DRAWING NO.
12916842
SHEET 68 OF 68

C-802 FAC-YR-NUM

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