



Planning Commission

City Building

City of Sandusky, Ohio 44870

**October 24th, 2018
1ST FLOOR CONFERENCE ROOM
4:30 P.M.
AGENDA**

1. Meeting called to order – Roll Call
2. Review minutes from the September 26th, 2018 meeting
3. Kevin Boehler, on behalf of S & S Realty Ltd, Has submitted an application for site plan approval for 1931 Cleveland Road.
4. Discussion on Mural definition and regulations
5. Other business
6. Meeting Adjourned

NEXT MEETING: November 28th, 2018

Please notify staff at least 2 days in advance of the meeting if you cannot attend. Thank you.

Planning Commission
September 26th, 2018
"DRAFT" Meeting Minutes

The following members were present: Mr. David Miller, Mr. David Waddington, Chairman Zuilhof, Mr. McGory, Mr. Galea, and Mr. Whelan. Ms. Angie Byington, Mr. Greg Voltz represented the Planning Department; Mr. Trevor Hayberger represented the Law Department and Ms. Casey Sparks, Clerk from Community Development. Mr. Jim Jackson arrived at 5:00 PM.

Mr. Miller motioned to approve the minutes from August 2, 2018; Mr. McGory seconded the motion.

Mr. Miller motioned to approve the minutes from August 22nd, 2018; Mr. McGory seconded the motion.

Chairman noted the agenda change on item four, Shoreline Drive discussion of traffic calming and safety alternatives including alternate A.

Chairman Zuilhof stated the application is from Cedar Point Park, LLC for petitions for the following vacations: a petition for the vacation of a portion of Farwell Street located between 1800 Cleveland Road and 1810 Cleveland Road and a petition for the vacation of a 10' alley located between 1706 Cleveland Road and 1800 Cleveland Road.

Mr. Voltz stated that Cedar Point Park, LC has submitted a petition for the vacation of a portion of Farwell Street located between 1800 Cleveland Road and 1810 Cleveland Road. Cedar Point Park, LLC has also submitted a petition for a 10' alley located between 1706 Cleveland Road and 1800 Cleveland Road, the existing use of the area is vacant building and land. The current zoning of the property is General Business. The alley proposed to be vacated is located between parcels 57-01884.000 and 57-04694.000. The proposed vacated portion of Farwell Street is located between parcels 57-04694.000, 57-0775.000, and 57-04750.000. The proposed vacation of the alley and street would be divided between the properties, in this case the only property owner is Cedar Point Park, LLC. The applicant proposed to utilize the area for future development of these parcels. Engineering staff has reviewed the proposed vacation and stated that the applicant needs to maintain access to sewer and water and would request easements to maintain access to a 36" interceptor sewer on Farwell Street.

Mr. Voltz stated that in conclusion planning staff has no objections to recommending approval of the requested vacation to City Commission contingent upon easements for Engineering to access and maintain the sewer line on Farwell Street.

Mr. McGory asked staff if the short alley just beneath Route 6 sign was ever extend further.

Mr. Voltz stated that this was previously vacated.

Mr. McGory asked staff if the larger Farwell street extension is this another roadway.

Mr. Voltz stated that this is the original Cleveland Ave right-of-way.

Mr. McGory asked if there is a requirement for the surrounding homes to weigh in regarding the proposed vacation.

Mr. Voltz stated that if Cleveland Ave were to be vacated it would be a requirement but not for this area.

Mr. McGory stated that because there is right-of-way between the properties it is not necessary, their property would have to abut this area for notification requirements.

Mr. Miller ask if the application is an encroachment on easement.

Mr. Voltz stated that it would appear to be an encroachment on the easement.

Mr. Miller ask if they were to combine the lots is there still a prohibition about building onto of the sewer.

Mr. Voltz stated that they will be restricted to 15' on either side of the easement in which they would not be able to build.

Mr. McGory made a motion to approve the vacations of both parcels with staff's conditions; Mr. Whelan seconded the motion.

With no further discussion the motion passed 7/0.

Chairman Zuillhof stated that the next item on the agenda is discussion of traffic calming and safety alternatives.

Ms. Byington stated Planning Commission has previously approved a conceptual drawing for Shoreline Drive. During the design process thought has been given to the east end of Shoreline Drive specifically to improve pedestrian and vehicular safety. Your packets have alternative A, this evening they are looking for input and opinion on the proposed alternatives from the Commission. The final plan will still come back to Planning Commission approval, Mr. Klein is here to explain the alternatives.

Mr. Klein stated that he can explain how they arrived at this point and explain what they are proposing through the design build process. This came to Planning Commission in November and City Commission in December, City Commission decided to go with the design build process. The design build process takes the plan to 30%. Going through this process, the budget numbers began looking high so they began looking at several possibilities. When it got to the far east end of the street, there was a lot of discussions regarding safety, the consultants knew the conversations that had happened during the planning process and why that drive entrance was to be closed off at the park. The base bid in design build documents only showed a buffer between the condos drive entrance and the roadway. This could be accomplished with a curbed buffer or rain gardens, however this is not fully designed as it is only at 30%. This area needs to be improved from a safety standpoint it is a blind turn. The reason in the plans presented only two options is because they need to show cost on these options. They tried to determine if there is a cost savings with closing the east end of the road. They received the base bid price and the alternate price. Staff would like to go to Commission in October stating that we are not certain of what we are going to do, however we want to include the alternatives and costs. We initially have developed concepts, we now need to develop a design. Looking for support for this body to say that something needs to be done. Staff has not seen the traffic accident reports but would not want to wait until something happens, they will do the public process and get buy in for the final recommendations.

Mr. McGory ask staff if one of the alternative is that they clean up the area and leave it how it is.

Mr. Klein stated that is correct.

Mr. McGory ask if the second alternative is change to change it from a thru public street to a private drive for condos.

Mr. Klein stated that a private drive is not an alternative they are proposing and explained the proposed drive entrance.

Mr. Wobser stated that drive proposed is to be access drive that would prohibit all 13 condos from all backing into Shoreline Drive.

Mr. McGory stated that another option that they are considering is to close off the entrance to Water Street and extend green space to the condos.

Mr. Klein confirmed that this is one of the options, closing the street and create green space.

Mr. Klein stated that everything is on the table.

Mr. Whelan asked if there a visual representation for an option of closing the street where the rain gardens behind the condominiums.

Mr. Klein stated that this does not occur until the drawings are at 60%.

Mr. Miller asked if it is the case that the western entrance of the park is eliminated in all alternatives, is that within the base bid.

Ms. Byington stated the ideas that they would like to get from the Commission this evening would be thoughts on narrowing the road to try to calm traffic, a large bump out, and determine if you are all in agreement that something needs to be done and if so what needs to be done.

Mr. Galea asked if whatever alternative is selected, a driveway will need to be maintained to these condos. The question could be is if it is a thru drive or a private drive.

Mr. Miller confirmed if the commission is to task engineering, planning staff, or the consultants to come up with a range of possibilities.

Mr. Klein stated that they will be looking to Commission and everyone for ideas, however they will have a budget so there will be give and take.

Mr. Miller asked with any alternative that would be considered would there be a trade off with something else on the project. Are there line items for certain aspects of the project, for example is there a certain budget for utilities and a certain budget for streetscape work.

Mr. Klein stated that those conversations have been occurring for two months and they reduced the scope of the project to meet the available budget that they had. They are proposing burying some of the utilities from Wayne Street to the marina, just that piece. If those things are locked in they will stay, if an alternative stays in they could see if there is savings elsewhere or come back to commission to get additional funding. The City Manager's office is trying to find funding to accommodate certain things such as this.

Mr. Zuilhof stated that he was hoping for utilities to be buried along Shoreline Drive, he is worried that whatever does not get done in this process we will have to wait a long time to get done.

Mr. Wobser stated the through this process stakeholders expressed that they would like to see the utility lines buried as much as possible. The base bid we had as Wayne Street to marina, we do not have the funds available to go east of Wayne Street. It would be an additional \$400,000-500,000 to bury the lines from Wayne to Hancock, however we will look to find alternative funding if possible. For safety and aesthetics the city would like to bury as much as possible.

Mr. Zuilhof stated another idea for cost savings would be to eliminate separated bike lanes within this area to reduce cost.

Mr. Wobser stated that he would not eliminate the bike path within this area, this is supposed to be mile zero for people to go on and off the back bike path downtown. The plans call for allowing pedestrians and bikers to share the sidewalk which does not appear to be uncommon.

Mr. Klein stated that if utilities are not buried now staff will not be going back to them for another 15 years. Now would be the best time to do bury the utilities.

Mr. Zuilhof stated that expanding the park and eliminate motor vehicle traffic could cause an issue because it would make public uses right under the windows of the condominiums, and he would suggest a small buffer.

Mr. Galea stated that if it should come to pass that Shoreline Drive is closed there could be a berm or permanent landscaping so park users will be encouraged to the park area and away from the access drive, creating a barrier for privacy of the residents in that area.

Mr. Zuilhof stated that the Bayfront Corridor Committee was invited to listen to presentation. That committee will be discussing this on their regular scheduled meeting. If there is interest in hearing public comment the commission will need to make a motion to take public comment.

Mr. McGory moved to hear public comment; Mr. Whelan seconded the motion.

Tim Schwanger, stated that he was under the impression that Planning Commission was going to approve alternate A which included closing off Shoreline Drive between Franklin and Hancock Street. Mr. Schwanger ask if the agenda was amended.

Mr. Zuilhof stated that it was amended and they are here to review options provided by Engineering on this issue.

Mr. Schwanger stated that there is an issue with the park entrance, he would support closing off the entrance to the park not closing the street.

Mr. Wieber, 335 East Water Street, thanked the Commission for allowing him to comment on improving safety and calming traffic. He lives in the condos along Shoreline Drive and he has witnessed a number of times where a car nearly misses children and bikers. There is a blind curve when approaching from the east and there is only 30' between the edge of the building crosswalk as it terminates into East Water Street. People speed within this location. He has also witnessed ODNr dodge people when trying to back out of their research vessels into their facility. He believes that closing this street will assist in calming the traffic and creating a safe area.

Mr. McGory asked Mr. Weber if as a resident he supports the closing of the street completely.

Mr. Weber stated that he does support closing the street completely.

Marcy Platt, 1217 Columbus Ave stated that looking at the drawing she is wondering why they are not concerned about parking. She believes the intersection of Facer Park is worse than the area of Shoreline Park.

She stated that she is concerned about the proposed back in parking, if the commission is really concerned about safety they should review this issue again.

Mr. Galea stated that in light of the comments made and what Mr. Klein stated on behalf of what engineering and staff want to do, he would like to make a motion to support engineering and staff to study and develop traffic calming and safety alternatives for the east end of Shoreline Drive at their discretion, otherwise not taking any options off the table, also concurrent with that to bury the utilities along Shoreline Drive recognizing that this may be our one shot for the foreseeable future to do that; Mr. Waddington seconded the motion. Mr. Waddington seconded the motion.

With no further discussion the motion was passed 7/0.

Mr. McGory motioned to adjourn the meeting; Mr. Jackson seconded the motion.

With no further business, the meeting at 5:21 PM.

APPROVED:

Debi Eversole, Clerk

Michael Zuilhof, Chairman

CITY OF SANDUSKY, OHIO
DEPARTMENT OF DEVELOPMENT
DIVISION OF PLANNING

PLANNING COMMISSION REPORT

APPLICATION FOR SITE PLAN APPROVAL
FOR HOLIDAY INN EXPRESS EXPANSION AT
1931 CLEVELAND ROAD

Reference Number: PC-21-2018

Date of Report: October 16, 2018

Report Author: Greg Voltz, Planner



City of Sandusky, Ohio

Planning Commission Report

BACKGROUND INFORMATION

Kevin Boehler, on behalf of S & S Realty Ltd, has submitted a site plan application for an expansion of the Holiday Inn Express to be located at 1931 Cleveland Road. The following information is relevant to this application:

Applicant: S & S Realty LTD
1210 Sycamore Line
Sandusky, Ohio 44870

Authorized Agent: Kevin Boehler
John Hancock & Associates, inc.
326 E Market Street
Sandusky, Ohio 44870

Site Location: 1931 Cleveland Road

Zoning: “GB” General Business
North: “CR” Commercial Recreation
East: “CR” Commercial Recreation
South: “RB” Roadside Business
West: “GB” General Business

Parking: Existing – 251 and 14 Handicap
Proposed – 301 and 19 handicap (onsite) 60 (overflow)

Existing Uses: Hotel

Proposed Uses: Hotel expansion

Applicable Plans & Regulations: City of Sandusky Comprehensive Plan
Sandusky Zoning Code Chapter
Chapter 1149 Site Plan Review & Off-Street Parking
Chapter 1133 Business Districts

SITE DESCRIPTION

The subject property is located along Cleveland Road, at the intersection of Cleveland Road and Cedar Point Drive within the City of Sandusky. The area is zoned “GB” General Business, which permits the following:

(a) Main Buildings and Uses.

(1) All stores, services, dwellings, and other uses permitted in Roadside Business Districts;

(2) Additional retail business stores and services conducted wholly within enclosed buildings, and devoted to supplying all community needs to the following extent:

- A. The sale of all food; frozen food lockers; state liquor stores;
- B. The sale of general merchandise; dry goods, wearing apparel, shoes, hats, variety, and department stores;
- C. The sale of all hardware, appliances, china, furniture, floor and wall covering, business equipment, music, radios and televisions, provided no loudspeakers broadcast onto the street;
- D. Shops for custom work, and all personal service establishments without limitation on the number of persons engaged in work, provided the services rendered and articles produced are to be sold only at retail, and only on the premises;
- E. Photographic developing, blueprinting, letter and small job printing shops, medical and dental laboratories, radio and television broadcasting stations, transmittal towers, telephone exchanges, and transformer stations;
- F. Railroad and bus passenger stations, taxi stations;
- G. Offices such as banks, travel bureaus, public utility, insurance, and all types of business and professional offices;
- H. Wholesale offices and showrooms.

(b) Similar Main Uses. Any other general business store, shop, or service not listed above or in any subsequent use classification and determined as similar by the Commission.

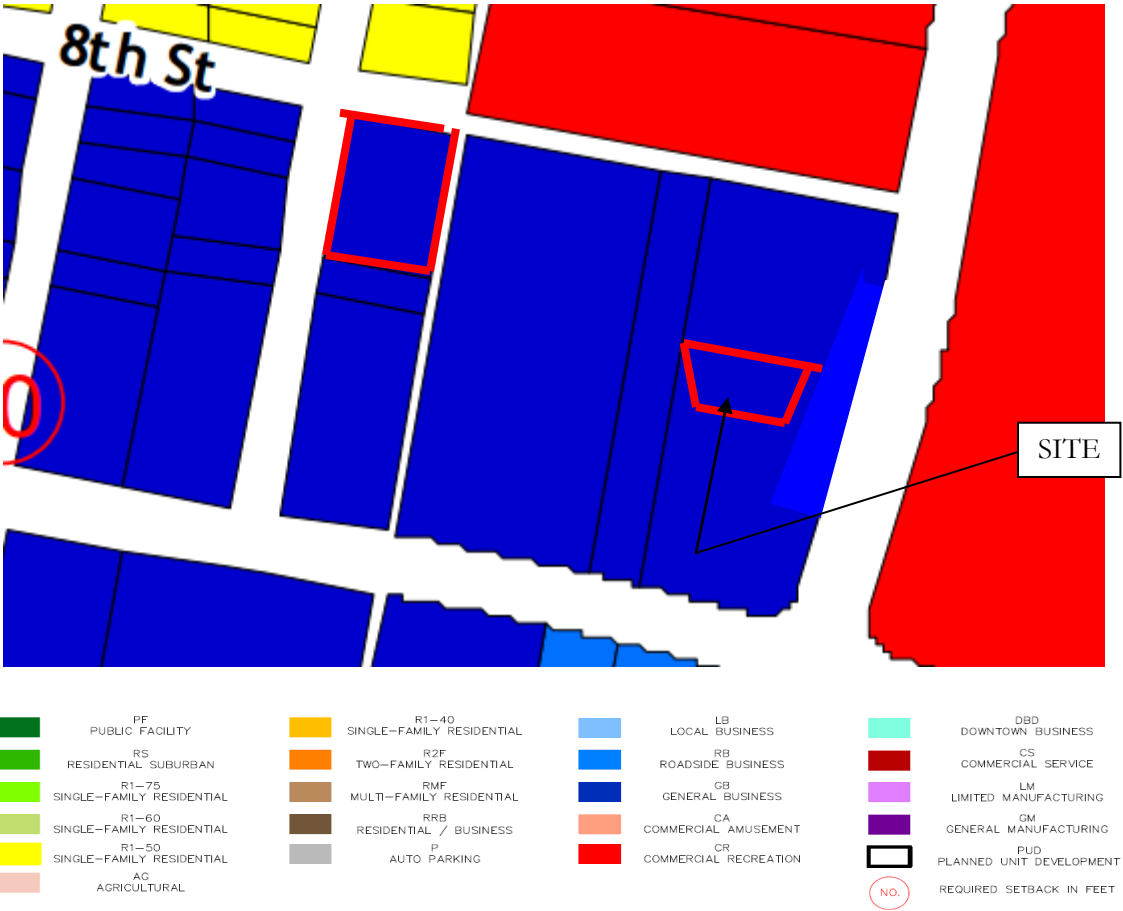
(c) Accessory Buildings or Uses.

(1) Accessory off-street parking and loading facilities as required and set forth in Chapter 1149.

1931 Cleveland Road



Zone Map – Parcels Indicated



DIVISION OF PLANNING COMMENTS

Over the past few month's planning staff and the applicant have worked together on the proposed site plan. Staff provided comments regarding landscaping, parking, building design, off street loading areas, and access. The applicant was open to revising the site layout, the most recent submission reflects revisions such adding in location of and number of additional parking, location of landscaped areas, call outs for aisle and stall widths and lengths, addition of location of pavement markings denoting parking lot traffic circulation, and clarification of the applications method to obtaining required parking stalls. The proposed structure does meet current set back requirements for General Business districts. General Business districts allows for a maximum building height of 125 feet, the proposed 5-story building is well within this requirement. In commissions packet you will find a site plan of the proposed structure and parking. The applicant has stated that the style and design of the addition will closely mimic the existing Holiday Inn Express structure. Staff did have some concerns regarding the initial submission however, Staff is in general support of the revised design.

Staff will note the applicant proposes parking as they interpret the code. However, staff believes the code, as written, would require a higher number of spaces than proposed, but that staff believes the applicants proposed parking count meets the intent of the code. The square footage and parking requirements per use is as stated below:

EXISTING PARKING TABLE	
PARKING REQUIREMENTS ARE PER SECTION 1149.05 OF THE SANDUSKY CODIFIED ORDINANCE	
BUILDING USE	REQUIRED
a1 - HOTEL	1SPACE PER GUEST ROOM
HOLIDAY INN	73 ROOMS = 73 SPACES
QUALITY INN	40 ROOMS = 40 SPACES
c3 - BOWLING ALLEY	7 SPACES PER LANE
	30 LANES = 210 SPACES
d4 - RESTAURANT/BAR	1 SPACE PER 100 S.F.
	4900 S.F. = 49 SPACES
TOTAL SPACES REQUIRED: <u>372 SPACES</u>	
TOTAL HANDICAP SPACES REQUIRED: <u>8 SPACES</u>	

PROPOSED PARKING TABLE	
PARKING REQUIREMENTS ARE PER SECTION 1149.05 OF THE SANDUSKY CODIFIED ORDINANCE	
BUILDING USE	REQUIRED
a1 - HOTEL	1SPACE PER GUEST ROOM
EXISTING	73 ROOMS = 73 SPACES
PROPOSED	66 ROOMS = 66 SPACES
c3 - BOWLING ALLEY	7 SPACES PER LANE
	30 LANES = 210 SPACES
d4 - RESTAURANT/BAR	1 SPACE PER 100 S.F.
	4900 S.F. = 49 SPACES
TOTAL SPACES REQUIRED: <u>398 SPACES</u>	
TOTAL HANDICAP SPACES REQUIRED: <u>8 SPACES</u>	
COMBINED PARKING PER SECTION: 1149.06	
HOTEL SHARES PARKING WITH RESTAURANT/ BAR	
20% OR 10 STALLS	
HOTEL SHARES PARKING WITH BOWLING ALLEY	
45% OR 95 STALLS	
TOTAL SHARED STALLS: <u>105 STALLS</u>	
TO BE DEDUCTED FROM OVERALL PARKING COUNTS	
REVISED TOTAL SPACES REQUIRED: <u>293 STALLS</u>	
TOTAL HANDICAP STALLS REQUIRED: <u>7 STALLS</u>	

Proposed Parking Spaces: 301

PARKING COUNTS
EXISTING PARKING LOT COUNT (STRIPED STALLS ONLY)
<u>251 EXISTING STALLS</u>
14 HANDICAP STRIPED STALLS
PROPOSED PARKING LOT COUNT (STRIPED STALLS ONLY)
<u>301 PROPOSED STALLS</u>
19 HANDICAP STRIPED STALLS
OVERFLOW PARKING ACROSS CLEVELAND RD
<u>60 STALLS</u>

Total 320 stalls with 60 overflow spaces across the street, creates an increase of 115 from the current total of 265 spaces. This is for an addition of only 66 rooms.

As noted above, per the letter of the code, the proposed and existing uses would require 372 parking spaces and the applicant is proposing 320 spaces. However, it is important to note that section 1149.06 of the code does allow for combined uses of parking facilities: “A building, or group of building, containing two or more uses, operating during the same hours, and which are different off-street parking requirements, shall provide spaces for not less than the sum of the spaces required for each use...”. However, the applicant is stating that the users of the hotel are also users of the bowling alley and the restaurant bar, thus reducing the need for spaces. Staff believes that the applicant is meeting the intent of the code because a large percentage of the hotel guests are also utilizing the other uses as “hotel accessory uses”. While there are some overlap in operating hours, not all the uses do not normally operate normally during the same hours thus allowing for shared parking. The applicant feels confident that they have more than enough parking on site due to the high amount of parking required per lane in regards to a bowling alley. The applicant will also provide 60 overflow parking spaces directly across the street (as seen in the image below), which would bring the proposed parking to 361 total parking spaces.



Proposed location of overflow parking spaces.

ENGINEERING STAFF COMMENTS

The City Engineer has reviewed the proposed site plan and has stated the following comments and concerns:

BUILDING STAFF COMMENTS

The City Building Official has reviewed the application and has no concerns regarding the proposed site plan; however, building permits and drawings will need to be submitted for any improvements or alterations.

POLICE DEPARTMENT COMMENTS

The City Police Chief has reviewed the application and has no objections to the proposed site plan, however they will need to address jurisdictional issues with police and fire for site with the respective agencies.

FIRE DEPARTMENT COMMENTS

The City Fire Chief has reviewed the application and has no objections or concerns regarding the site plan application.

CONCLUSION/RECOMMENDATION

In conclusion, Planning Staff recommends approval of the proposed site plan for 1931 Cleveland Road with the following conditions:

1. Although the applicant has indicated that overflow parking will be available across the street staff recommends restriping the overflow parking area.
2. The plan be revised, for staff approval, showing location and placement of landscape items to be located in landscaped areas, per 1149.09
3. Parking blocks shall be utilized for the most southern spaces in the new parking are located at the North West portion of the site and a 3' landscaped strip shall be installed above mentioned spaces and the existing parking to the south.
4. The lighting shall be in conformance with section 1149.10 and a revised cut sheet shall be submitted for staff approval that shows the lens being parallel to the ground.

HOLIDAY INN EXPRESS & SUITES EXPANSION

WARD 2, CITY OF SANDUSKY, ERIE COUNTY, OHIO

GENERAL NOTES

All work and materials, unless otherwise noted, shall be in accordance with the current State of Ohio Department of Transportation Construction and Material Specifications including all supplements thereto, and the current Construction and Materials Specifications of the City of Sandusky Engineering Department. Zoning and site plan shall conform to the standards and recommendations of the zoning ordinance of City of Sandusky, latest issuance and revision.

All traffic control devices, signs and markings shall conform to the current Ohio Manual of Uniform Traffic Control Devices and City of Sandusky Engineering Department standards and specifications.

MODIFICATIONS:
Any modifications or changes to the work as shown on the drawings must have prior written approval of the owner and the City of Sandusky Engineer's office, as applicable.

1.0 UTILITIES ADJUSTMENT:
Any and all work required for the adjustment of public and private utilities shall be done at the expense of the Contractor, including City utilities which shall be adjusted by contractor with the project.

1.2 CALCULATION OF QUANTITIES:
Payment for all work under this contract shall be on a lump sum price basis for work shown on the plans and described in the plans and specifications.

1.4 CLEARING AND GRUBBING:
Any clearing and grubbing shall be incidental to excavation and embankment for the project and included in the cost thereof.

1.5 REMOVALS:
Any removals of existing pipe, tile, structures, or pavement shall be included in the various items and included in the cost thereof.

1.6 UNDERGROUND UTILITIES:
The location of the utilities shown on the plans was established from records and from field survey of above ground facilities. Contractor shall investigate and locate all existing utilities within his work area, whether or not said utilities are shown or indicated on this plan, and take all necessary precautions to protect said utilities. Contractor acknowledges and further agrees by contracting for the work shown on these plans to indemnify Owner, and Engineer in his capacity to provide design, surveying and construction layout, against any and all claims arising from damage to existing utilities, above or below ground, caused by himself or his subcontractors.

1.7 UTILITIES NOTIFICATION:
At least two working days prior to commencing construction operations, the Contractor shall notify the Engineer, the registered utility protection service, and the owners of each underground and overhead utility facility shown on the plan or existing on the property.

The owners of underground utility facilities shall, within 48 hours, excluding Saturdays, Sundays and legal holidays, after notice is received, stake, mark, or otherwise designate the location of the underground utility facilities in the construction area in such a manner as to indicate their course together with the approximate depth at which they were installed. The marking or locating shall be coordinated to stay approximately two days ahead of the planned construction.

Agencies and utility companies to be notified include but are not limited to the following:

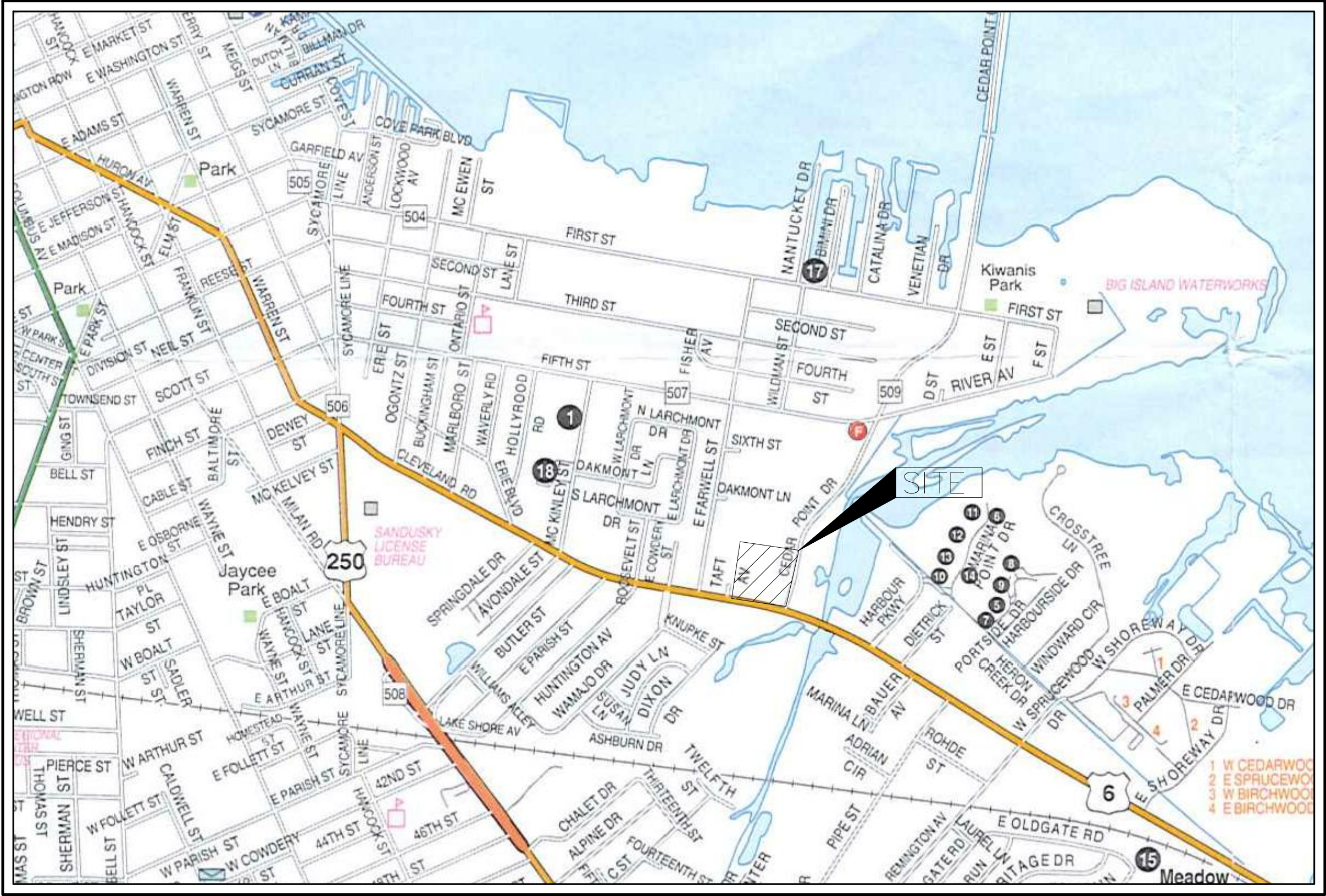
Sanitary Sewer and Water: City of Sandusky Engineering Department
222 Meigs Street
Sandusky, Ohio 44870
(419) 627-5829

Telephone: AT&T
Room 207
121 North Huron
Toledo, Ohio 43624
(419) 245-5004

Electric: First Energy (Ohio Edison)
2508 West Perkins Avenue
Sandusky, Ohio 44870
(419) 627-6881

Natural Gas: Columbia Gas of Ohio, Inc.
1800 Broad Avenue
Findlay, Ohio 45840
(419) 427-3230

Cable TV: Buckeye Cablesystem
409 East Market Street
Sandusky, Ohio 44870
(419) 627-0800



LOCATION MAP
NOT TO SCALE

Ohio Utilities Protection Service



UNDERGROUND UTILITIES

CONTACT BOTH SERVICES
CALL TWO WORKING DAYS
BEFORE YOU DIG



CALL
1-800-362-2764
(TOLL FREE)



OHIO UTILITIES PROTECTIVE SERVICE
NON-MEMBERS
MUST BE CALLED DIRECTLY

OIL & GAS PRODUCERS UNDERGROUND
PROTECTION SERVICE CALL: 1-800-925-0988

CONTROL POINT #1

MAG NAIL SET IN PAVEMENT NORTHWEST OF
THE NORTHWEST CORNER OF THE EXISTING
HOLIDAY INN EXPRESS BUILDING.
N: 1918937.9004 E: 647270.9557

CONTROL POINT #2

MAG NAIL SET IN PAVEMENT NORTHWEST OF
THE NORTHWEST CORNER OF THE EXISTING
HOLIDAY INN EXPRESS BUILDING.
N: 1918787.9410 E: 647293.3190

CONTROL POINT #3

MAG NAIL SET IN PAVEMENT BETWEEN
EXISTING QUALITY INN BUILDING AND
HOLIDAY INN EXPRESS.
N: 1918773.4930 E: 647112.0920

ZONING TABLE:













- EXISTING
 - GB: GENERAL BUSINESS
- PROPOSED
 - NO CHANGE

INDEX OF SHEETS:

COVER SHEET	C.1
EXISTING SITE & DEMOLITION PLAN	C.2
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LEGEND:

EXISTING

ST	STORM SEWER MANHOLE		CONCRETE
SA	COMBINED SEWER MANHOLE	— FO —	FIBER OPTIC LINE
WM	WATER MANHOLE	— ST —	STORM SEWER LINE
M	WATER METER	— X —	OVERHEAD ELECTRIC
	SQUARE CATCHBASIN	— G —	GAS LINE
	ROUND CATCHBASIN	— X —	CHAIN-LINK FENCE
	HYDRANT	— O —	WOOD FENCE
T	TRANSFORMER		MONUMENT BOX
E	ELECTRIC BOX		WATER VALVE
A	AIR CONDITIONING UNIT		GUY WIRE
	1—MAST LIGHT POLE		UTILITY POLE WITH TRANSFORMER
	1—MAST 4—LIGHT POLE		UTILITY POLE WITH LIGHT
	UTILITY POLE		

BM #1

MAG NAIL SET IN TOP OF LIGHT POLE
FOUNDATION CLOSEST TO THE NORTHWEST
CORNER OF THE EXISTING HOLIDAY INN
EXPRESS BUILDING.
ELEVATION: 582.28 NAVD '88

FEMA FLOOD ZONE:

- FLOOD_ZONE: ZONE X AND AE
- PANEL_NUMBER: 39043C0083D
- EFFECTIVE_DATE: AUGUST, 28 2008
- ZONE X IS AN AREA DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN.
- ZONE AE IS A SPECIAL FLOOD HAZARD AREA SUBJECT TO THE INUNDATION BY THE 1% ANNUAL FLOOD CHANCE.

PRELIMINARY NOT FOR CONSTRUCTION

PLANS PREPARED BY:

JOHN HANCOCK
REGISTERED ENGINEER NO. 39214

DATE: _____

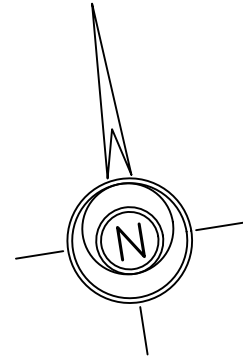
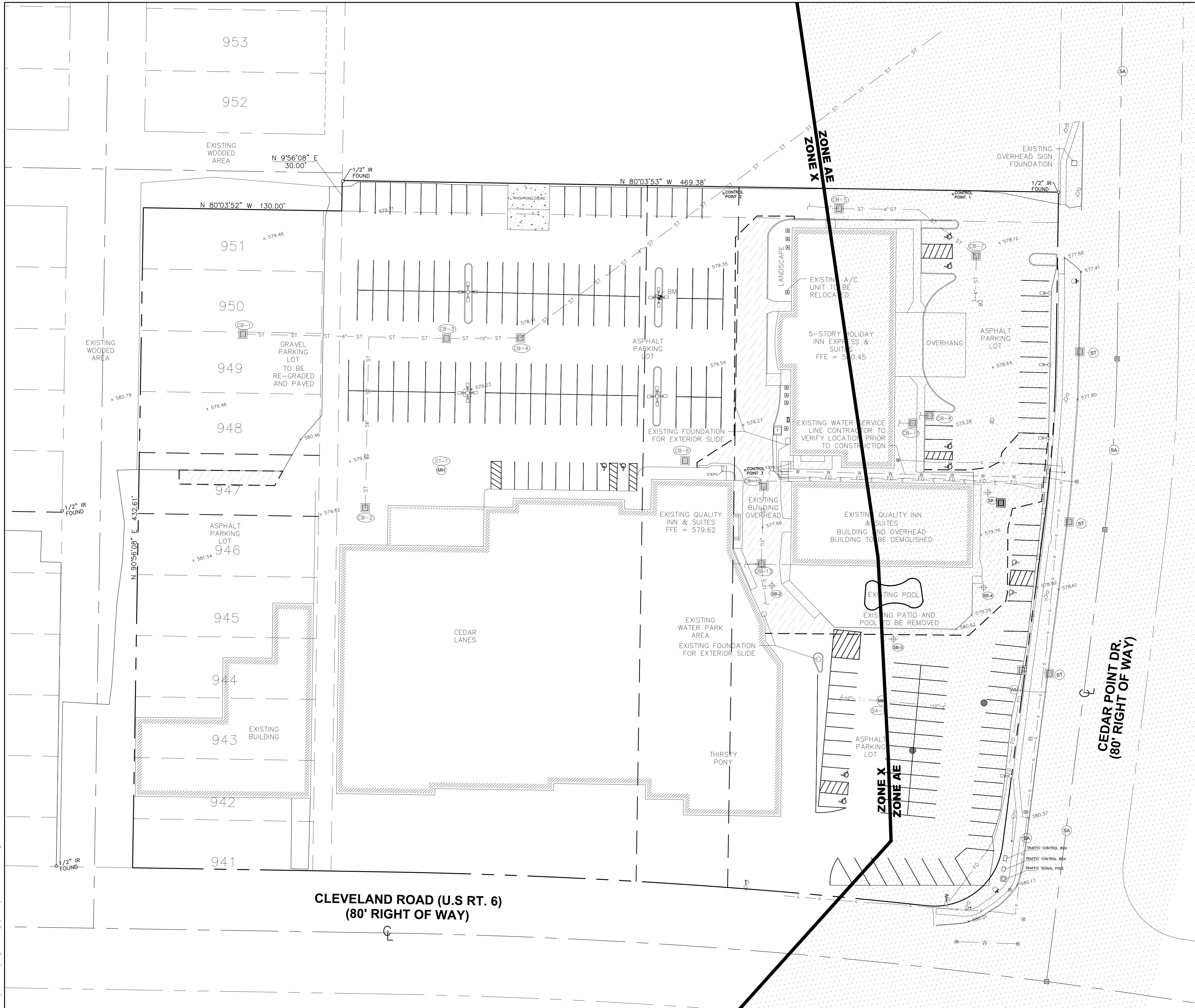
REVISED:

HOLIDAY INN EXPRESS & SUITES
COVER SHEET
CLEVELAND ROAD WEST
WARD 2, CITY OF SANDUSKY, ERIE COUNTY, OHIO

JOB NO.: 262718
DRN BY: BLH,KMB
FILE NO.: 2627—BASE
DATE: 10/8/2018
SHEET NO.: C.1

John Hancock & Associates, inc.
ENGINEERS • SURVEYORS
326 E. Market St. • Sandusky, Ohio 44870 • (419) 625-7838

X:\262718\Engineering\DWG\2627-BASE.dwg



SCALE IN FEET
0 15 30 60
SCALE: 1" = 30'
HORIZONTAL SCALE IN FEET

LEGEND:

- PAVEMENT CURB AND HARDSCAPE REMOVAL AREA
- SAWCUT LINE

STORM SEWER CATCH BASIN TABLE

REFERENCE NO.	CASTING ELEVATION	PIPE SIZE	DIRECTION	PIPE ELEVATION
CB-1	578.56	6"	EAST	577.06
CB-2	578.95	8"	NORTH	577.88
CB-3	578.64	12"	WEST	576.29
		15"	SOUTH	576.64
		15"	EAST	576.29
CB-4	578.60	18"	NORTH EAST	576.17
		18"	WEST	576.25
CB-5	578.70	6"	EAST	575.80
		6"	WEST	575.90
CB-6	578.71	FILLED	WITH	DEBRIS
CB-7	577.61	6"	NORTH WEST	573.96
		6"	SOUTH	573.91
CB-8	578.92	6"	WEST	577.07
CB-9	577.48	6"	NORTH EAST	574.28
CB-10	578.15	6"	NORTH EAST	575.48
CB-11	580.07	6"	WEST	577.02
CB-12	577.43	12"	SOUTH	574.95
CB-13	577.22	12"	NORTH	574.29
		12"	SOUTH	574.18
		8"	WEST	574.26

STORM SEWER MANHOLE TABLE

REFERENCE NO.	CASTING ELEVATION	PIPE SIZE	DIRECTION	PIPE ELEVATION
ST-1	579.52	15"	NORTH	576.52
		8"	EAST	576.82
		12"	SOUTH EAST	576.77
		6"	WEST	577.32

SANITARY SEWER TABLE

REFERENCE NO.	CASTING ELEVATION	PIPE SIZE	DIRECTION	PIPE ELEVATION
SA-1	578.71	10"	EAST	569.19
		10"	WEST	569.19

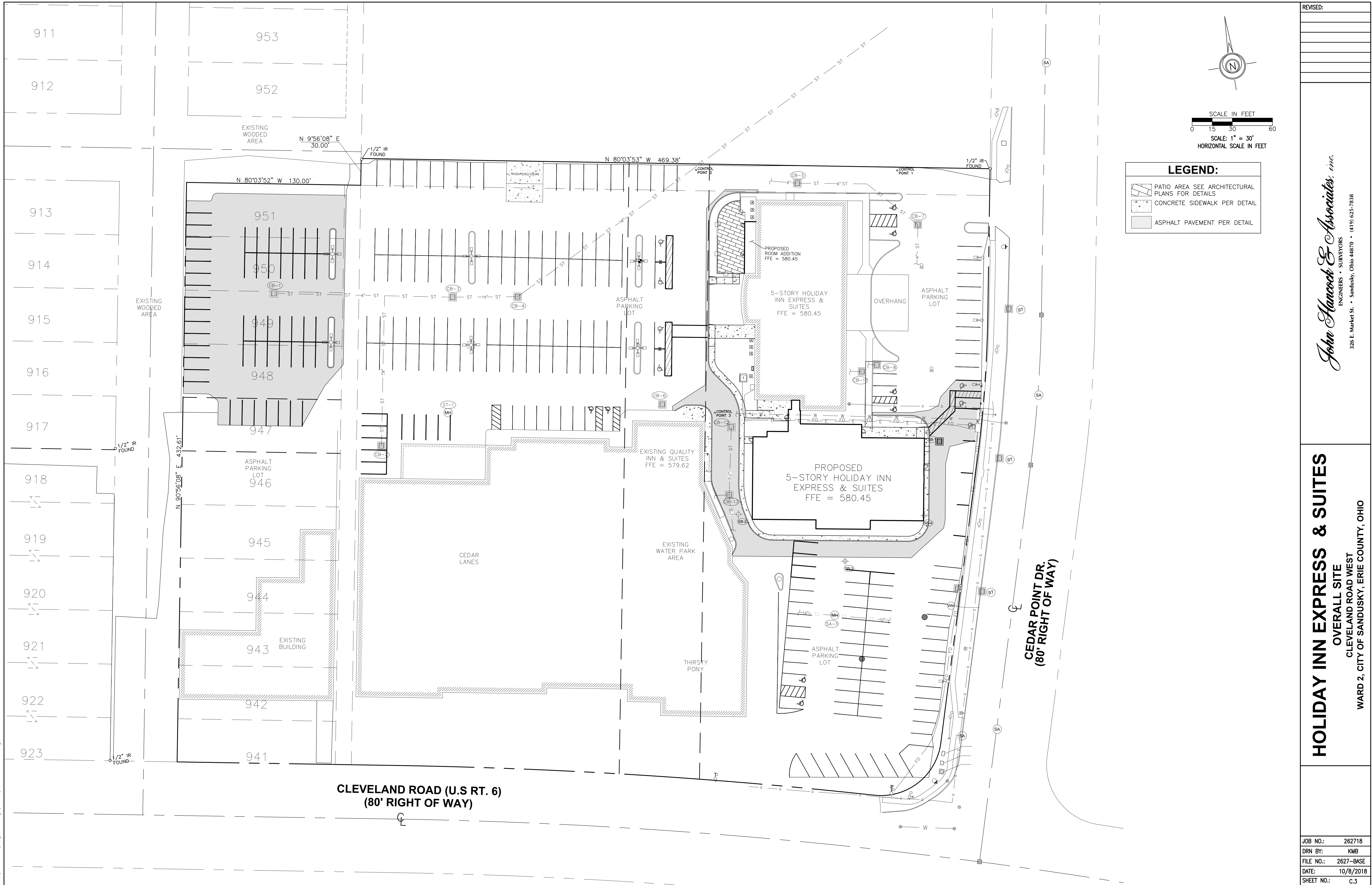
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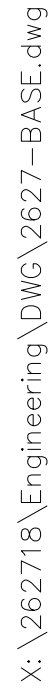
HOLIDAY INN EXPRESS & SUITES
EXISTING SITE& DEMOLITION PLAN
CLEVELAND ROAD WEST
WARD 2, CITY OF SANDUSKY, ERIE COUNTY, OHIO

JOB NO.: 262718
DRN BY: BLH,JAG
FILE NO.: 2627-BASE
DATE: 10/8/2018
SHEET NO.: C.2

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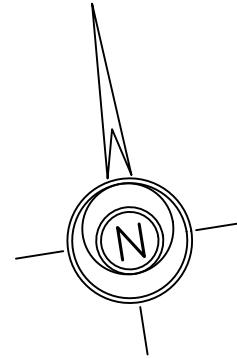
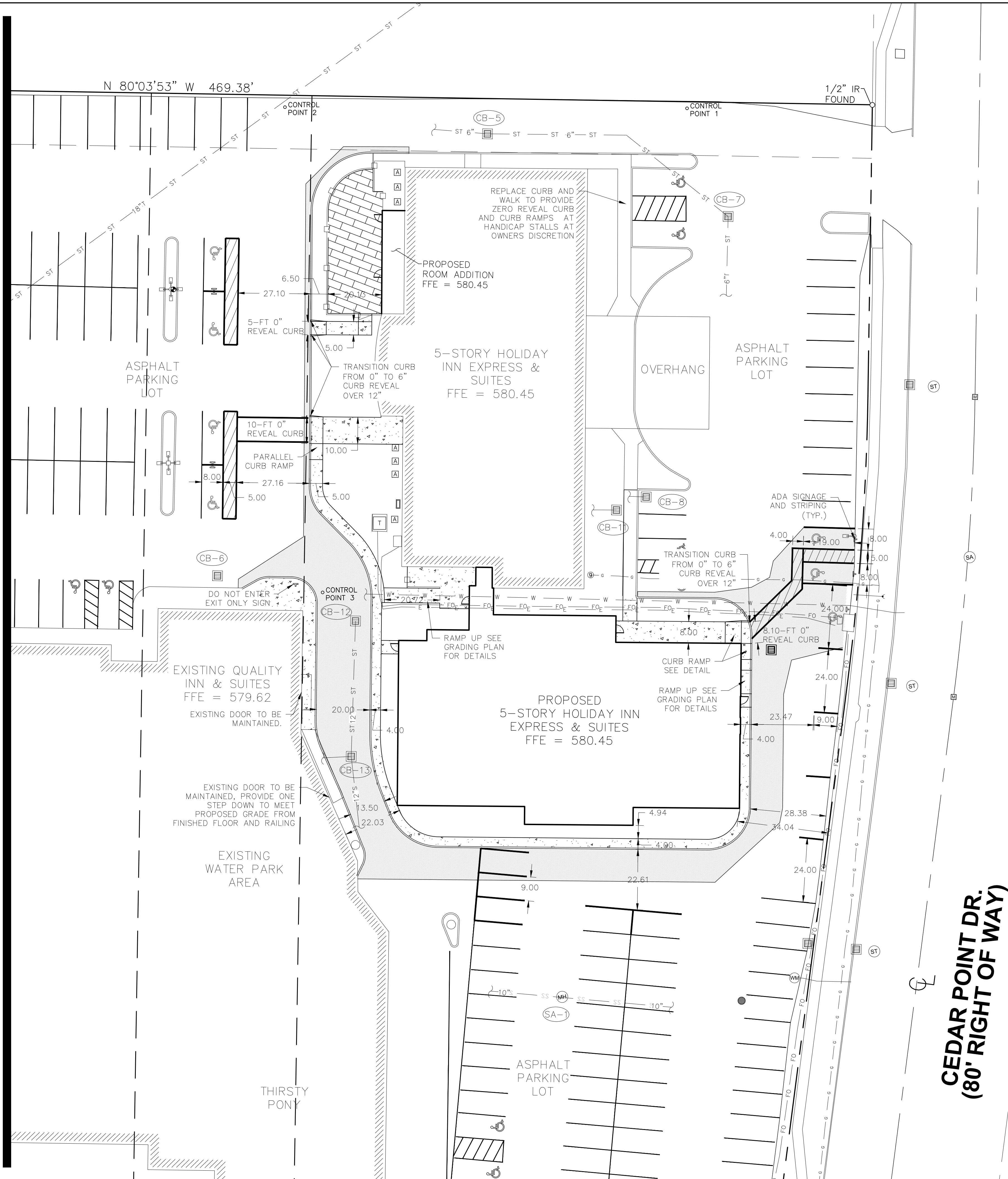


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MATCHLINE SEE SHEET C.5



SCALE IN FEET
0 10 20 40
SCALE: 1" = 20'
HORIZONTAL SCALE IN FEET

LEGEND:

- PATIO AREA SEE ARCHITECTURAL PLANS FOR DETAILS
- CONCRETE SIDEWALK PER DETAIL
- ASPHALT PAVEMENT PER DETAIL

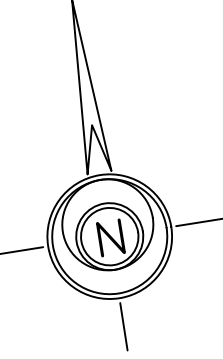
REVISED:

HOLIDAY INN EXPRESS & SUITES
HOTEL SITE
CLEVELAND ROAD WEST
WARD 2, CITY OF SANDUSKY, ERIE COUNTY, OHIO

JOB NO.: 262718
DRN BY: KMB
FILE NO.: 2627-BASE
DATE: 10/8/2018
SHEET NO.: C.4

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SCALE IN FEET
0 10 20 40
SCALE: 1" = 20'
HORIZONTAL SCALE IN FEET

LEGEND:

ASPHALT PAVEMENT PER DETAIL

REVISED:

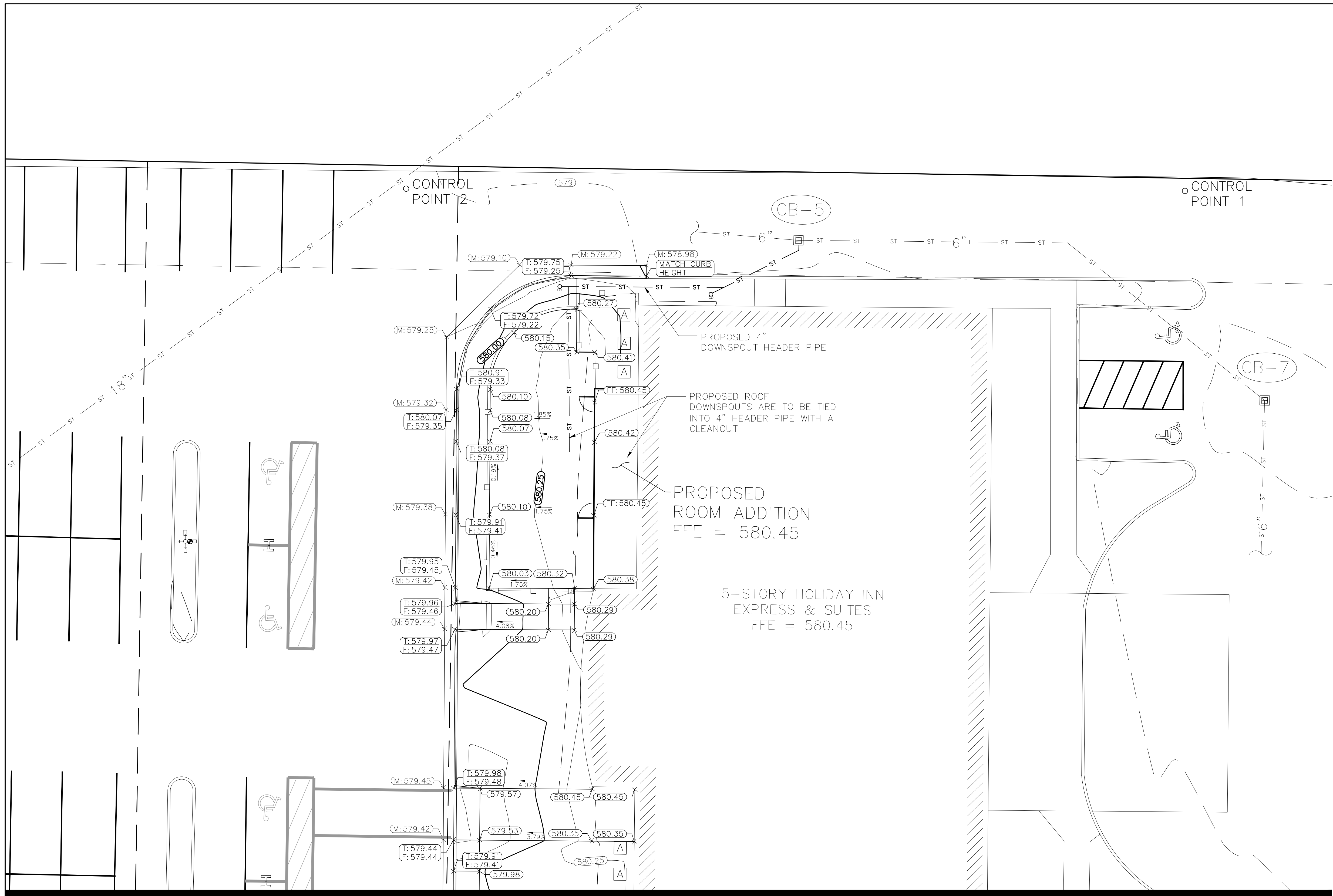
HOLIDAY INN EXPRESS & SUITES

PARKING LOT SITE
CLEVELAND ROAD WEST
WARD 2, CITY OF SANDUSKY, ERIE COUNTY, OHIO

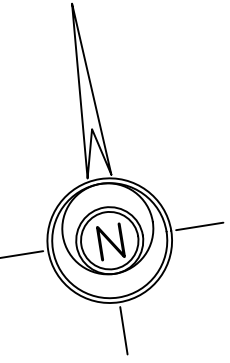
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JOB NO.: 262718
DRN BY: KMB
FILE NO.: 2627-BASE
DATE: 10/8/2018
SHEET NO.: C.5

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MATCHLINE SEE SHEET C.7



SCALE IN FEET
0 5 10 20
SCALE: 1" = 10'
HORIZONTAL SCALE IN FEET

LEGEND:

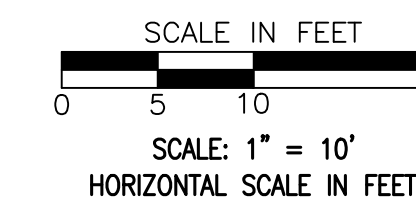
M: MATCH EXISTING GRADE
T: TOP OF CURB
F: FACE OF CURB AT PAVEMENT
FF: FINISH FLOOR AT BUILDING
FFE: FINISH FLOOR ELEVATION OF BUILDING SLAB

REVISED:

HOLIDAY INN EXPRESS & SUITES
HOTEL PROPOSED ADDITION GRADING & UTILITY
CLEVELAND ROAD WEST
WARD 2, CITY OF SANDUSKY, ERIE COUNTY, OHIO

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JOB NO.: 262718
DRN BY: KMB
FILE NO.: 2627-BASE
DATE: 10/8/2018
SHEET NO.: C.6

[illegible]

M: MATCH EXISTING GRADE
T: TOP OF CURB
F: FACE OF CURB AT PAVEMENT
FF: FINISH FLOOR AT BUILDING
FFE: FINISH FLOOR ELEVATION OF
BUILDING SLAB
TC: TOP OF CASTING

[illegible]

JOB NO.:	262718
DRN BY:	KMB
FILE NO.:	2627-BASE
DATE:	10/8/2018
SHEET NO.:	C.7

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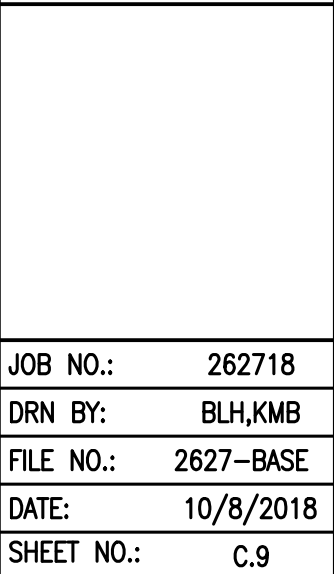


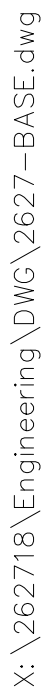
LEGEND:

M: MATCH EXISTING GRADE
T: TOP OF CURB
F: FACE OF CURB AT PAVEMENT
FF: FINISH FLOOR AT BUILDING
FFE: FINISH FLOOR ELEVATION OF BUILDING SLAB

REVISIONS:	
HOLIDAY INN EXPRESS & SUITES PROPOSED HOTEL GRADING & UTILITY CLEVELAND ROAD WEST WARD 2, CITY OF SANDUSKY, ERIE COUNTY, OHIO	
JOB NO.:	262718
DRN BY:	KMB
FILE NO.:	2627-BASE
DATE:	10/8/2018
SHEET NO.:	C.8

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EROSION CONTROL NOTES

- PERMITS TO BE ACQUIRED:
SANDUSKY STORM WATER PERMIT – ____
SANDUSKY EROSION CONTROL PERMIT – ____
OHIO EPA NOI PERMIT – TO BE ACQUIRED BY CONTRACTOR
- CONTRACTOR AND OWNER SHALL DESIGNATE AN AUTHORIZED REPRESENTATIVE FOR MONITORING AND INSPECTING THE EROSION CONTROL MEASURES. THE INSPECTOR FOR THIS PROJECT IS TO BE SELECTED BY CONTRACTOR
- CONTRACTOR SHALL ABIDE BY ALL APPROPRIATE REGULATIONS SET FORTH BY CITY OF SANDUSKY & OHIO EPA FOR EROSION CONTROL AND SEDIMENT CONTROL MEASURES
- PRIOR TO MASS GRADING, ALL SILT FENCE EROSION CONTROL MEASURES SHALL BE IN PLACE PRIOR TO COMMENCING THAT PORTION OF WORK. GRADING AND SLOPES SHALL BE CONSTRUCTED TO MINIMIZE SURFACE RUN-OFF. WHERE POSSIBLE, SURFACES SHALL BE GRADED TOWARDS SEDIMENT TRAPS & DETENTION PONDS OR SWALES.
- GRADED SLOPES AND DENUDED AREAS GREATER THEN 5% SLOPE SHALL BE TEMPORARILY STABILIZED AND MAINTAINED THROUGHOUT CONSTRUCTION.
- CONTRACTOR SHALL ESTABLISH PERMANENT VEGETATION WITHIN THE LIMITS OF CONSTRUCTION.

SILT FENCE

SILT FENCE IS A SEDIMENT-TRAPPING PRACTICE INSTALLED UTILIZING A GEOTEXTILE FENCE, TOPOGRAPHY AND VEGETATION TO CAUSE SEDIMENT DEPOSITION. SILT FENCE REDUCES RUNOFF'S ABILITY TO TRANSPORT SEDIMENT BY PONDING RUNOFF AND DISSIPATING SMALL RILLS OF CONCENTRATED FLOW INTO UNIFORM SHEET FLOW.

SILT FENCE SHALL BE INSTALLED TO CONTROL OFF SITE DRAINAGE IF APPLICABLE.

SPECIFICATIONS FOR SILT FENCE

- SILT FENCE SHALL BE CONSTRUCTED BEFORE UPSLOPE LAND DISTURBANCE BEGINS.
- ALL SILT SHALL BE PLACED AS CLOSE TO THE CONTOUR AS POSSIBLE SO THAT WATER IS NOT CONCENTRATED AT LOW POINTS IN THE FENCE AND SO THAT SMALL SWALES OR DEPRESSIONS WHICH MAY CARRY SMALL CONCENTRATED FLOWS TO THE SILT FENCE ARE DISSIPATED ALONG ITS LENGTH.
- TO PREVENT WATER PONDED BY THE SILT FENCE FROM FLOWING AROUND THE ENDS, EACH END SHALL BE CONSTRUCTED UPSLOPE SO THAT THE ENDS ARE AT A HIGHER ELEVATION.
- WHERE POSSIBLE, SILT FENCE SHALL BE PLACED ON THE FLATTEST AREA AVAILABLE.
- WHERE POSSIBLE, VEGETATION SHALL BE PRESERVED FOR 5 FEET (OR AS MUCH AS POSSIBLE) UPSLOPE FROM THE SILT FENCE. IF VEGETATION IS REMOVED, IT SHALL BE REESTABLISHED WITHIN 7 DAYS FROM THE INSTALLATION OF THE SILT FENCE.
- THE HEIGHT OF THE SILT FENCE SHALL BE A MINIMUM OF 16 INCHES ABOVE THE ORIGINAL GROUND SURFACE.
- THE SILT FENCE SHALL BE PLACED IN A TRENCH CUT WITH A MINIMUM OF 6 INCHES DEEP. THE TRENCH SHALL BE CUT WITH A TRENCHER, CABLE LAYING MACHINE, OR OTHER SUITABLE DEVICE, WHICH WILL ENSURE AN ADEQUATELY UNIFORM TRENCH DEPTH.
- THE SILT FENCE SHALL BE PLACED WITH THE STAKES ON THE DOWNSLOPE SIDE OF THE GEOTEXTILE AND SO THAT 8 INCHES OF CLOTH ARE BELOW THE GROUND SURFACE. EXCESS MATERIAL SHALL LIE ON THE BOTTOM OF THE 6 INCH DEEP TRENCH. THE TRENCH SHALL BE BACKFILLED AND COMPACTED.
- SEAMS BETWEEN SECTIONS OF SILT FENCE SHALL BE OVERLAPPED WITH THE END STAKES OF EACH SECTION WRAPPED TOGETHER BEFORE DRIVING INTO THE GROUND.
- MAINTENANCE – SILT FENCE SHALL ALLOW RUNOFF TO PASS ONLY AS DIFFUSE FLOW THROUGH THE GEOTEXTILE. IF RUNOFF OVERTOPS THE SILT FENCE, FLOWS UNDER OR AROUND THE ENDS, OR IN ANY OTHER WAY BECOMES A CONCENTRATED FLOW, ONE OF THE FOLLOWING SHALL BE PERFORMED, AS APPROPRIATE: 1.) THE LAYOUT OF SILT FENCE SHALL BE CHANGED. 2.) ACCUMULATED SEDIMENT SHALL BE REMOVED, OR 3.) OTHER PRACTICES SHALL BE INSTALLED.

CRITERIA FOR SILT FENCE MATERIAL:

- FENCE POSTS – THE LENGTH SHALL BE MINIMUM OF 32 INCHES LONG. WOOD POSTS WILL BE 2-BY-2 INCH HARDWOOD OF SOUND QUALITY. THE MAXIMUM SPACING BETWEEN POSTS SHALL BE 10 FEET.
- SILT FENCE FABRIC (SEE DETAIL).

STORM DRAIN INLET PROTECTION

STORM DRAIN INLET PROTECTION CONSISTS OF A GEOTEXTILE BARRIER SUPPORTED AROUND OR ACROSS A STORM INLET. IT IS USED TO PREVENT SEDIMENT-LADEN WATER FROM ENTERING A STORM DRAIN SYSTEM. IT REDUCES THE RATE AT WHICH SEDIMENT-LADEN WATER MAY ENTER AN INLET, THEREBY CAUSING PONDING AND SETTLING OF SEDIMENT.

SPECIFICATIONS FOR CURB INLET PROTECTION

- INLET PROTECTION SHALL BE CONSTRUCTED EITHER BEFORE UPSLOPE LAND DISTURBANCE BEGINS OR BEFORE THE STORM DRAIN BECOMES OPERATIONAL.
- THE WIRE MESH SHALL BE OF SUFFICIENT STRENGTH TO SUPPORT FABRIC AND STONE. IT SHALL BE A CONTINUOUS PIECE WITH A MINIMUM OF 4' TO 6' LONGER THAN THE THROAT LENGTH OF THE INLET, 2 FEET ON EACH SIDE. GEOTEXTILE FABRIC AND WIRE MESH SHALL BE ANCHORED 2' BEHIND THE CURB WITH EARTH.
- GEOTEXTILE CLOTH SHALL HAVE THE EQUIVALENT OPENING SIZE (EOS) OF 20-40 SIEVE AND BE RESISTANT TO SUNLIGHT. IT SHALL BE AT LEAST THE SAME SIZE AS WIRE MESH.
- THE WIRE MESH AND GEOTEXTILE CLOTH SHALL BE FORMED TO THE CONCRETE GUTTER AND AGAINST THE FACE OF THE CURB ON BOTH SIDES OF THE INLET.
- TWO-INCH STONE SHALL BE PLACED OVER THE WIRE MESH AND GEOTEXTILE IN SUCH MANNER AS TO PREVENT WATER FROM ENTERING THE INLET UNDER OR AROUND THE GEOTEXTILE CLOTH.

SPECIFICATIONS FOR INLET PROTECTION IN SWALES, DITCH LINES OR YARD INLETS

- INLET PROTECTION SHALL BE CONSTRUCTED EITHER BEFORE UPSLOPE LAND DISTURBANCE BEGINS OR BEFORE THE STORM DRAIN BECOMES OPERATIONAL.
- THE EARTH AROUND THE INLET SHALL BE EXCAVATED COMPLETELY TO A DEPTH AT LEAST 18 INCHES.
- THE WOODEN FRAME SHALL BE CONSTRUCTED OF 2-BY-4-INCH CONSTRUCTION-GRADE LUMBER. THE 2-BY-4-INCH POSTS SHALL BE DRIVEN 1 FOOT INTO THE GROUND AT THE FOUR CORNERS OF THE INLET AND THE TOP PORTION OF 2-BY-4-INCH FRAME ASSEMBLED USING THE OVERLAP JOINT SHOWN. THE TOP OF THE FRAME SHALL BE AT LEAST 6 INCHES BELOW ADJACENT ROADS IF PONDED WATER WOULD POSE A SAFETY HAZARD TO TRAFFIC.
- WIRE MESH SHALL BE OF SUFFICIENT STRENGTH TO SUPPORT FABRIC WITH WATER FULLY IMPOUNDED AGAINST IT. IT SHALL BE STRETCHED TIGHTLY AROUND THE FRAME AND FASTENED SECURELY TO THE FRAME.
- GEOTEXTILE SHALL HAVE THE EQUIVALENT OPENING SIZE OF 20-40 SIEVE AND BE RESISTANT TO SUNLIGHT. IT SHALL BE STRETCHED TIGHTLY AROUND THE FRAME AND FASTENED SECURELY. IT SHALL EXTEND FROM THE TOP OF THE FRAME TO 18 INCHES BELOW THE INLET NOTCH ELEVATION. THE GEOTEXTILE SHALL OVERLAP ACROSS ONE SIDE OF THE INLET SO THE ENDS OF THE CLOTH ARE NOT FASTENED TO THE SAME POST.
- BACKFILL SHALL BE PLACED AROUND THE INLET IN COMPACTED 6 INCH LAYERS UNTIL THE EARTH IS EVEN WITH NOTCH ELEVATION ON ENDS AND TOP ELEVATION ON SIDES.
- IF A COMPACTED EARTH DIKE OR A CHECK DAM SHALL BE CONSTRUCTED IN THE DITCH LINE BELOW THE INLET IF THE INLET IS NOT A DEPRESSION AND RUNOFF BYPASSING THE INLET WILL NOT FLOW TO A SETTING POND THE TOP OF EARTH DIKES SHALL BE AT LEAST 6 INCHES HIGHER THAN THE TOP OF THE FRAME.

CONSTRUCTION ENTRANCE

A CONSTRUCTION ENTRANCE IS A STABILIZED PAD OF AGGREGATE OVER A GEOTEXTILE BASE AND IS USED TO REDUCE THE AMOUNT OF MUD TRACKED OFF-SITE WITH CONSTRUCTION TRAFFIC.

SPECIFICATIONS FOR CONSTRUCTION ENTRANCE

- STONE SIZE – TWO-INCH STONE SHALL BE USED, OR RECYCLED CONCRETE EQUIVALENT.
- LENGTH – THE CONSTRUCTION ENTRANCE SHALL BE AS REQUIRED TO STABILIZE HIGH TRAFFIC AREAS BUT NOT LESS THAN 60 FEET. (EXCEPT ON SINGLE RESIDENCE LOT WHERE A 30-FOOT MINIMUM LENGTH APPLIES).
- THICKNESS – THE STONE LAYER SHALL BE AT LEAST 6 INCHES THICK.
- WIDTH – THE ENTRANCE SHALL BE AT LEAST 10 FEET WIDE, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS OR EGRESS OCCURS.
- BEDDING – A GEOTEXTILE SHALL BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING STONE. IT SHALL HAVE A GRAB TENSILE STRENGTH OF AT LEAST 200 LB. AND MULLEN BURST STRENGTH OF AT LEAST 190 LB.
- CULVERT – A PIPE OR CULVERT SHALL BE CONSTRUCTED UNDER THE ENTRANCE IF NEEDED TO PREVENT SURFACE WATER FLOWING ACROSS THE ENTRANCE FROM BEING DIRECTED OUT ONTO PAVED SURFACES.
- WATER BAR – A WATER BAR SHALL BE CONSTRUCTED AS PART OF THE CONSTRUCTION ENTRANCE IF NEEDED TO PREVENT SURFACE RUNOFF FROM FLOWING THE LENGTH OF THE CONSTRUCTION ENTRANCE AND OUT ONTO PAVED SURFACES.
- MAINTENANCE – TOP DRESSING OF ADDITIONAL STONE SHALL BE APPLIED AS CONDITIONS DEMAND. MUD SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC ROADS, OR ANY SURFACE WHERE RUNOFF IS NOT CHECKED BY SEDIMENT CONTROLS, SHALL BE REMOVED IMMEDIATELY. REMOVAL SHALL BE ACCOMPLISHED BY SCRAPPING AND SWEEEPING.
- CONSTRUCTION ENTRANCES SHALL NOT BE RELIED UPON TO REMOVE MUD FROM VEHICLES AND PREVENT OFF-SITE TRACKING. VEHICLES THAT ENTER AND LEAVE THE CONSTRUCTION SITE SHALL BE RESTRICTED FROM MUDDY AREAS.

CONSTRUCTION SITE MULCHING

APPLYING A PROTECTIVE LAYER OF MULCH, USUALLY OF STRAW, TO BARE SOIL IS USED TO ABATE EROSION BY SHIELDING IT FROM RANDROP IMPACT TO HELPING ESTABLISH VEGETATION BY CONSERVING MOISTURE AND CREATING FAVORABLE CONDITIONS FOR SEEDS TO GERMINATE.

SPECIFICATIONS FOR MULCHING

- MULCH AND/OR OTHER APPROPRIATE VEGETATIVE PRACTICES SHALL BE APPLIED TO DISTURBED AREAS WITHIN SEVEN DAYS OF GRADING IF THE AREA IS TO REMAIN DORMANT (UNDISTURBED) FOR MORE THAN 14 DAYS OR ON AREAS AND PORTIONS OF THE SITE WHICH CAN BE BROUGHT TO FINAL GRADE.
- MULCH SHALL CONSIST OF THE FOLLOWING:
 - STRAW – STRAW SHALL BE UNROTTED SMALL GRAIN STRAW APPLIED AT THE RATE OF 2 TONS PER ACRE OR 90 LB. PER 1,000 SQUARE FEET (TWO TO THREE BALES). THE STRAW MULCH SHALL BE SPREAD UNIFMLY BY HAND OR MECHANICALLY SO THE SOIL SURFACE IS COVERED. FOR UNIFORM DISTRIBUTION OF HAND-SPREAD MULCH, DIVIDE AREA INTO APPROXIMATELY 1,000 SQUARE FEET SECTIONS AND PLACE TWO 45 LB. BALES OF STRAW IN EACH SECTION.
 - HYDROSEEDERS – WOOD-CELLULOSE FIBER SHOULD BE USED AT 2,000 LB. PER ACRE OR 46 LB. PER 1,000 SQUARE FEET.
 - OTHER – OTHER ACCEPTABLE MULCHES INCLUDE MULCH MATTINGS APPLIED ACCORDING TO MANUFACTURER'S RECOMMENDATIONS OR WOOD CHIPS APPLIED 10-20 TONS PER ACRE.
- MULCH ANCHORING – MULCH SHALL BE ANCHORED IMMEDIATELY TO MINIMIZE LOSS BY WIND OR RUNOFF. THE FOLLOWING ARE ACCEPTABLE METHODS OF ANCHORING MULCH.
 - MECHANICAL – USE A DISK, CRUMPER, OR SIMILAR TYPE TOOL SET STRAIGHT TO PUNCH OR ANCHOR THE MULCH MATERIAL INTO THE SOIL. STRAW MECHANICALLY ANCHORED SHALL NOT BE FINELY CHOPPED BUT, GENERALLY, BE LEFT LONGER THAN 6 INCHES.
 - MULCHING NETTINGS – USE ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS. FOLLOW ALL PLACEMENTS AND ANCHORING SUGGESTIONS. USE IN AREAS OF WATER CONCENTRATION AND STEEP SLOPES TO HOLD MULCH IN PLACE.
 - ASPHALT EMULSION – FOR STRAW MULCH, APPLY AT THE RATE OF 160 GALLONS PER ACRE (0.1 GAL/SY) INTO THE MULCH AS BEING APPLIED OR AS RECOMMENDED BY THE MANUFACTURER.
 - SYNTHETIC BINDERS – FOR STRAW MULCH, SYNTHETIC BINDER SUCH AS ACRYLIC (AGRI-TAC), DCA-70, PETROSET, TERRA TACK OR EQUAL MAY BE USED AT RATES RECOMMENDED BY THE MANUFACTURER.
 - WOOD-CELLULOSE FIBER – WOOD CELLULOSE FIBER BINDER SHALL BE APPLIED AT A NET DRY WEIGHT OF 750 LB. PER ACRE. THE WOOD-CELLULOSE FIBER MAY BE USED FOR ANCHORING STRAW. THE FIBER BINDER SHALL BE APPLIED AT A NET DRY WEIGHT OF 750 LB. PER ACRE. THE WOOD-CELLULOSE FIBER SHALL BE MIXED WITH WATER, AND THE MIXTURE SHALL CONTAIN A MAXIMUM OF 50 LB. PER 100 GALLONS OF WOOD-CELLULOSE FIBER

CONSTRUCTION SITE SEEDING:

PERMANENT SEEDING INCLUDES THE SEEDBED PREPARATION, SEEDING AND THE ESTABLISHMENT OF PERENIAL VEGETATION USED TO PERMANENTLY STABILIZE SOIL, PREVENT SEDIMENT POLLUTION, REDUCE RUNOFF BY PROMOTING INFILTRATION, AND PROVIDE STORMWATER QUALITY BENEFITS OFFERED BY DENSE VEGETATION.

SPECIFICATIONS FOR PERMANENT SEEDING

SITE PREPARATION

- A SUBSOILER, PLOW OR OTHER IMPLEMENT SHALL BE USED TO REDUCE SOIL COMPACTION AND ALLOW MAXIMUM INFILTRATION. (MAXIMIZING INFILTRATION WILL HELP CONTROL BOTH RUNOFF RATE AND WATER QUALITY.) SUBSOILING SHALL NOT BE DONE ON SLIP-PRONE AREAS WHERE SOIL PREPARATION SHOULD BE LIMITED TO WHAT IS NECESSARY FOR ESTABLISHING VEGETATION.
- THE SITE SHALL BE GRADED AS NEEDED TO PERMIT THE USE OF CONVENTIONAL EQUIPMENT FOR SEEDBED PREPARATION AND SEEDING.
- RESOIL SHALL BE APPLIED WHERE NEEDED TO ESTABLISH VEGETATION.

SEEDBED PREPARATION

- LIME – AGRICULTURAL GROUND LIMESTONE SHALL BE APPLIED TO ACID SOIL AS RECOMMENDED BY A SOIL TEST, IN LIEU OF A SOIL TEST, LIME SHALL BE APPLIED AT THE RATE 100 LB. PER 1,000 SQUARE FEET OR 2 TONS PER ACRE.
- FERTILIZER – FERTILIZER SHALL BE APPLIED AS RECOMMENDED BY A SOIL TEST, IN LIEU OF A SOIL TEST FERTILIZER SHALL BE APPLIED AT A RATE OF 12 LB. PER 1,000 SQUARE FEET OR 500 LB. PER ACRE OF 10-10-10 OR 12-12-12 ANALYSIS.
- THE LIME AND FERTILIZER SHALL BE WORKED INTO THE SOIL WITH A DISK HARROW, SPRING-TOOTH HARROW, OR OTHER SUITABLE FIELD IMPLEMENT TO A DEPTH OF 3 INCHES. ON SLOPING LAND, THE SOIL SHALL BE WORKED ON THE CONTOUR.

SEEDING DATES AND SOIL CONDITIONS

- SEEDING SHOULD BE DONE MARCH 1 TO MAY 31 OR AUGUST 1 TO SEPTEMBER 30. THESE SEEDING DATES ARE IDEAL BUT, WITH THE USE OF ADDITIONAL MULCH AND IRRIGATION, SEEDINGS MAY BE MADE ANY TIME THROUGHOUT THE GROWING SEASON. TILLAGE/SEEDBED PREPARATION SHOULD BE DONE WHEN THE SOIL IS DRY ENOUGH TO CRUMBLE AND NOT FORM RIBBONS WHEN COMPRESSED BY HAND. FOR WINTER SEEDING, SEE THE FOLLOWING SECTION ON DORMANT SEEDING.
- SEEDINGS SHALL NOT BE PLANTED FROM OCTOBER 1 THROUGH NOVEMBER 20, DURING THIS PERIOD, THE SEEDS ARE LIKELY TO GERMINATE BUT PROBABLY WILL NOT BE ABLE TO SURVIVE THE WINTER.
 - THE FOLLOWING METHODS MAY BE USED FOR "DORMANT SEEDING":
 - FROM OCTOBER 1 THROUGH NOVEMBER 20, PREPARE THE SEEDBED, ADD THE REQUIRED AMOUNTS OF LIME AND FERTILIZER, THEN MULCH AND ANCHOR.
 - FROM NOVEMBER 20 THROUGH MARCH 15, WHEN SOIL CONDITIONS PERMIT, PREPARE THE SEEDBED, LIME AND FERTILIZER, APPLY THE SELECTED SEED MIXTURE, MULCH AND ANCHOR, INCREASE RATES BY 60% FOR THIS TYPE OF SEEDING.
 - APPLY SEED UNIFORMLY WITH A CYCLONE SEEDER, DRILL, CULTIPACKER SEEDER, OR HYDRO-SEEDER (SLURRY MAY INCLUDE SEED AND FERTILIZER) ON A FIRM, MOIST SEEDBED.
 - WHERE FEASIBLE, EXCEPT WHEN A CULTIPACKER TYPE SEEDER IS USED, THE SEEDBED SHOULD BE FIRMED FOLLOWING SEEDING OPERATIONS WITH A CULTIPACKER, ROLLER, OR LIGHT DRAG. ON SLOPING LAND, SEEDING OPERATIONS SHOULD BE ON THE CONTOUR WHERE FEASIBLE.

MULCHING

- MULCH MATERIAL SHALL BE APPLIED IMMEDIATELY AFTER SEEDING. SEEDINGS MADE DURING OPTIMUM SEEDING DATES AND WITH FAVORABLE SOIL CONDITIONS AND ON VERY FLAT AREAS MAY NOT NEED MULCH TO ACHIEVE ADEQUATE STABILIZATION. DORMANT SEEDING SHALL BE MULCHED.
- MATERIALS:
 - STRAW – IF STRAW IS USED, IT SHALL BE UNROTTED SMALL-GRAIN STRAW APPLIED AT THE RATE OF 2 TONS PER ACRE OR 90 LB. PER 1,000 SQUARE FEET (TWO TO THREE BALES). THE STRAW MULCH SHALL BE SPREAD UNIFORMLY BY HAND OR MECHANICALLY SO THE SOIL SURFACE IS COVERED, FOR UNIFORM DISTRIBUTION OF HAND-SPREAD MULCH, DIVIDE AREA INTO APPROXIMATELY 1,000 SQUARE FEET SECTIONS AND SPREAD TWO 45 LB. BALES OF STRAW IN EACH SECTION.
 - HYDROSEEDERS – IF WOOD-CELLULOSE FIBER IS USED, IT SHALL BE USED AT 2,000 LB. PER ACRE OR 46 LB. PER 1,000 SQUARE FEET.
 - OTHER – OTHER ACCEPTABLE MULCHES INCLUDE MULCH MATTINGS APPLIED ACCORDING TO MANUFACTURER'S RECOMMENDATIONS OR WOOD CHIPS APPLIED 6 TONS PER ACRE.
- STRAW MULCH ANCHORING METHODS – STRAW MULCH SHALL BE ANCHORED IMMEDIATELY TO MINIMIZE LOSS BY WIND OR WATER.
 - MECHANICAL – A DISK, CRUMPER, OR SIMILAR TYPE TOOL SHALL BE SET TO PUNCH OR ANCHOR THE MULCH MATERIAL INTO THE SOIL. STRAW MECHANICALLY ANCHORED SHALL NOT BE FINELY CHOPPED BUT, GENERALLY, BE LEFT LONGER THAN 6 INCHES.
 - MULCH NETTINGS – NETTINGS SHALL BE USED ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS. NETTING MAY BE NECESSARY TO HOLD MULCH IN PLACE IN AREAS CONCENTRATED RUNOFF AND ON CRITICAL SLOPES.
 - ASPHALT EMULSION – ASPHALT SHALL BE APPLIED AS RECOMMENDED BY THE MANUFACTURER OR AT THE RATE OF 160 GALLONS PER ACRE.
 - SYNTHETIC BINDERS – SYNTHETIC BINDERS SUCH AS ACRYLIC DLR (AGRI-TAC), DCA-70, PETROSET, TERRA TACK OR EQUAL MAY BE USED AT RATES RECOMMENDED BY THE MANUFACTURER.
 - WOOD-CELLULOSE FIBER – WOOD CELLULOSE FIBER BINDER SHALL BE APPLIED AT A NET DRY WEIGHT OF 750 LB. PER ACRE. THE WOOD-CELLULOSE FIBER SHALL BE MIXED WITH WATER, AND THE MIXTURE SHALL CONTAIN A MAXIMUM OF 50 LB. PER 100 GALLONS OF WOOD-CELLULOSE FIBER.

IRRIGATION

- PERMANENT SEEDING SHALL INCLUDE IRRIGATION TO ESTABLISH VEGETATION DURING DRY OR HOT WEATHER OR ON ADVERSE SITE CONDITIONS AS NEEDED FOR ADEQUATE MOISTURE FOR SEED GERMINATION AND PLANT GROWTH.
- EXCESSIVE IRRIGATION RATES SHALL BE AVOIDED AND IRRIGATION MONITORED TO PREVENT EROSION AND DAMAGE FROM RUNOFF.

SPECIFICATIONS FOR MAINTENANCE OF PERMANENT SEEDING

- PERMANENT SEEDING SHALL NOT BE CONSIDERED ESTABLISHED FOR AT LEAST 1 FULL YEAR FROM THE TIME OF PLANTING. SEEDED AREAS SHOULD BE INSPECTED FOR FAILURE AND VEGETATION REESTABLISHMENT AS NEEDED, DEPENDING ON SITE CONDITIONS. IT MAY BE NECESSARY TO IRRIGATE, FERTILIZE, OVERSEED, OR REESTABLISH PLANTINGS IN ORDER TO PROVIDE PERMANENT VEGETATION FOR ADEQUATE EROSION CONTROL.
- MAINTENANCE FERTILIZATION RATES SHALL BE ESTABLISHED BY SOIL TEST RECOMMENDATIONS OR BY USING THE RATES SHOWN ON THE FOLLOWING TABLE.

TEMPORARY SEEDING

TEMPORARY SEEDING PROVIDES EROSION CONTROL ON AREAS BETWEEN OPERATIONS. GRASSES WHICH ARE QUICK GROWING ARE SEEDD AND USUALLY MULCHED TO PROVIDE PROMPT, TEMPORARY SOIL STABILIZATION. IT EFFECTIVELY MINIMIZES THE AREA OF A CONSTRUCTION SITE PRONE TO EROSION AND SHOULD BE USED EVERYWHERE THE SEQUENCE OF CONSTRUCTION OPERATIONS ALLOWS VEGETATION TO BE ESTABLISHED.

- STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES SUCH AS DIVERSIONS AND SEDIMENT TRAPS SHALL BE INSTALLED AND STABILIZED WITH TEMPORARY SEEDING PRIOR TO GRADING THE REST OF CONSTRUCTION SITE.
- TEMPORARY SEEDING SHALL BE APPLIED BETWEEN CONSTRUCTION OPERATIONS ON SOIL THAT WILL NOT BE GRADED OR REWORKED FOR MORE THAN 14 DAYS BUT LESS THAN ONE YEAR. THESE IDLE AREAS SHOULD BE SEEDD AS SOON AS POSSIBLE AFTER GRADING OR SHALL BE SEEDD WITHIN 7 DAYS. SEVERAL APPLICATIONS OF TEMPORARY SEEDING ARE NECESSARY ON TYPICAL CONSTRUCTION PROJECTS.
- THE SEEDD BED SHOULD BE PULVERIZED AND LOOSE TO ENSURE THE SUCCESS OF ESTABLISHING VEGETATION. HOWEVER, TEMPORARY SEEDING SHALL NOT BE POSTPONED IF IDEAL SEEDBED PREPARATION IS NOT POSSIBLE.
- SOIL AMENDMENTS – APPLICATION OF TEMPORARY VEGETATION SHALL ESTABLISH ADEQUATE STANDS OF VEGETATION, WHICH MAY REQUIRE THE USE OF SOIL AMENDMENT. SOIL TESTS SHOULD BE TAKEN ON THE SITE TO PREDICT THE NEED FOR LIME AND FERTILIZER.
- SEEDING METHOD – SEED SHALL BE APPLIED UNIFORMLY WITH A CYCLONE SEEDER, DRILL, CULTIPACKER SEEDER, OR HYDROSEEDER. WHEN FEASIBLE, SEED THAT HAS BEEN BROADCAST SHALL BE COVERED BY RAKING OR DRAGGING AND THEN LIGHTLY TAMPED INTO PLACE USING A ROLLER AND A CULTIPACKER. IF HYDROSEEDER IS USED, THE SEED AND FERTILIZER WILL BE MIXED ON SITE, AND THE SEEDING SHALL BE DONE IMMEDIATELY AND WITHOUT INTERRUPTION.

MULCHING TEMPORARY SEEDING

- APPLICATIONS OF TEMPORARY SEEDING SHALL INCLUDE MULCH WHICH SHALL BE APPLIED DURING OR IMMEDIATELY AFTER SEEDING. SEEDING MADE DURING OPTIMUM SEEDING DATES AND WITH FAVORABLE SOIL CONDITIONS AND ON VERY FLAT AREAS MAY NOT NEED MULCH TO ACHIEVE ADEQUATE STABILIZATION.
- MATERIALS:
 - STRAW – IF STRAW IS USED, IT SHALL BE UNROTTED SMALL-GRAIN STRAW APPLIED AT THE RATE OF 2 TONS PER ACRE OR 90 LB. PER 1,000 SQUARE FEET (TWO TO THREE BALES). THE MULCH SHALL BE SPREAD UNIFORMLY BY HAND OR MECHANICALLY SO THE SOIL SURFACE IS COVERED, FOR UNIFORM DISTRIBUTION OF HAND-SPREAD MULCH, DIVIDE AREA INTO APPROXIMATELY 1,000 SQUARE FEET SECTIONS AND SPREAD TWO 45 LB. BALES OF STRAW IN EACH SECTION.
 - HYDROSEEDERS – IF WOOD-CELLULOSE FIBER IS USED, IT SHALL BE USED AT 2,000 LB. PER ACRE OR 46 LB. PER 1,000 SQUARE FEET.
 - OTHER – OTHER ACCEPTABLE MULCHES INCLUDE MULCH MATTINGS APPLIED ACCORDING TO MANUFACTURER'S RECOMMENDATIONS OR WOOD CHIPS APPLIED 6 TONS PER ACRE.
- STRAW MULCH SHALL BE ANCHORED IMMEDIATELY TO MINIMIZE LOSS BY WIND OR WATER.

ANCHORING METHODS:

- MECHANICAL – A DISK, CRUMPER, OR SIMILAR TYPE TOOL SHALL BE SET STRAIGHT TO PUNCH OR ANCHOR THE MULCH MATERIAL INTO THE SOIL. STRAW MECHANICALLY ANCHORED SHALL NOT BE FINELY CHOPPED BUT, GENERALLY BE LEFT LONGER THAN 6 INCHES.
- MULCH NETTINGS – NETTINGS SHALL BE USED ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS. NETTING MAY BE NECESSARY TO HOLD MULCH IN PLACE IN AREAS CONCENTRATED RUNOFF AND ON CRITICAL SLOPES.
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- WOOD-CELLULOSE FIBER – WOOD CELLULOSE FIBER BINDER SHALL BE APPLIED AT A NET DRY WEIGHT OF 750 LB. PER ACRE. THE WOOD-CELLULOSE FIBER SHALL BE MIXED WITH WATER, AND THE MIXTURE SHALL CONTAIN A MAXIMUM OF 50 LB. PER 100 GALLONS OF WOOD-CELLULOSE FIBER.

INSPECTION CODE:

AT MINIMUM, ALL EROSION CONTROL AND SEDIMENT CONTROLS ON THE SITE ARE INSPECTED AT LEAST ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS AFTER ANY STORM EVENT GREATER THAN 0.5 INCHES OF RAIN PER 24 HOUR PERIOD.

ONLY QUALIFIED INSPECTION PERSONNEL (PROVIDED BY THE GENERAL CONTRACTOR) SHALL CONDUCT A WEEKLY INSPECTION OF THE CONSTRUCTION SITE, AND AFTER A STORM EVENT GREATER THAN 0.5 INCHES OF RAIN PER 24 HOUR PERIOD, TO VERIFY THAT STABILIZATION AND STRUCTURAL CONTROLS ARE PERFORMING PROPERLY. INSPECTION PERSONNEL SHALL ALSO DETERMINE IF ADDITIONAL CONTROLS ARE REQUIRED. DISTURBED AREAS AND AREAS USED FOR STORAGE OF MATERIALS THAT ARE EXPOSED TO PRECIPITATION SHALL BE INSPECTED FOR EVIDENCE OF, OR THE POTENTIAL FOR, POLLUTANTS ENTERING THE DRAINAGE SYSTEM.

DISCHARGE LOCATIONS SHALL BE INSPECTED TO ASCERTAIN WHETHER EROSION AND SEDIMENT CONTROL MEASURES ARE EFFECTIVE IN PREVENTING SIGNIFICANT IMPACTS TO THE RECEIVING WATERS.

LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFF-SITE VEHICLE TRACKING.

REPRODUCIBLE INSPECTION FORMS ARE PROVIDED ON THE OHIO EPA WEB SITE FOR USE BY THE GENERAL CONTRACTOR (COORDINATE WITH THE ENGINEER). INSPECTION CHECKLIST TO BE COMPLETED AND SIGNED BY THE INSPECTOR AFTER EVERY INSPECTION. INSPECTION RECORDS TO BE KEPT FOR 3 YEARS AFTER TERMINATION OF CONSTRUCTION ACTIVITIES.

BEST MANAGEMENT PRACTICES (BMPs):
FOR BMPs NOT MEETING THE INTENDED FUNCTION, A NEW BMP TO BE INSTALLED WITHIN 10 DAYS OF THE INSPECTION. MISSING BMPs REQUIRED FOR INSTALLATION BY THE SWP3 TO BE INSTALLED WITHIN 10 DAYS OF THE INSPECTION.

QUALIFIED INSPECTOR FOR THIS PROJECT IS TO BE SELECTED BY CONTRACTOR.

CONCRETE TRUCKS

CONCRETE TRUCKS WILL ONLY BE ALLOWED TO WASH OUT OR DISCHARGE SURPLUS CONCRETE OR DRUM WATER WASH WATER IN AREAS DESIGNATED BY THE OWNER OR ITS DESIGNATED REPRESENTATIVE.

THE OWNER RESERVES THE RIGHT TO REQUIRE THE GENERAL CONTRACTOR TO EMPLOY SEDIMENT CONTROL TECHNIQUES TO LIMIT CONCRETE SPOILAGE RUNOFF.

CONSTRUCTION & DEMOLITION DEBRIS

ALL CONSTRUCTION & DEMOLITION DEBRIS (C&D) WASTE SHALL BE DISPOSED OF IN AN OHIO EPA APPROVED C&D LANDFILL AS REQUIRED BY OHIO REVISED CODE 3714, OR PROCESSED FOR RECYCLING

RUN-OFF COEFFICIENTS:

PRE-CONSTRUCTION: C=0.88
POST-CONSTRUCTION: C=0.84

IMPERVIOUS AREA:

PRE-CONSTRUCTION: 0.985 PAVEMENT AREA
POST-CONSTRUCTION: 0.918 PAVEMENT AREA

LAND USES:

EXISTING HOTEL AND PARKING LOT

OWNER:

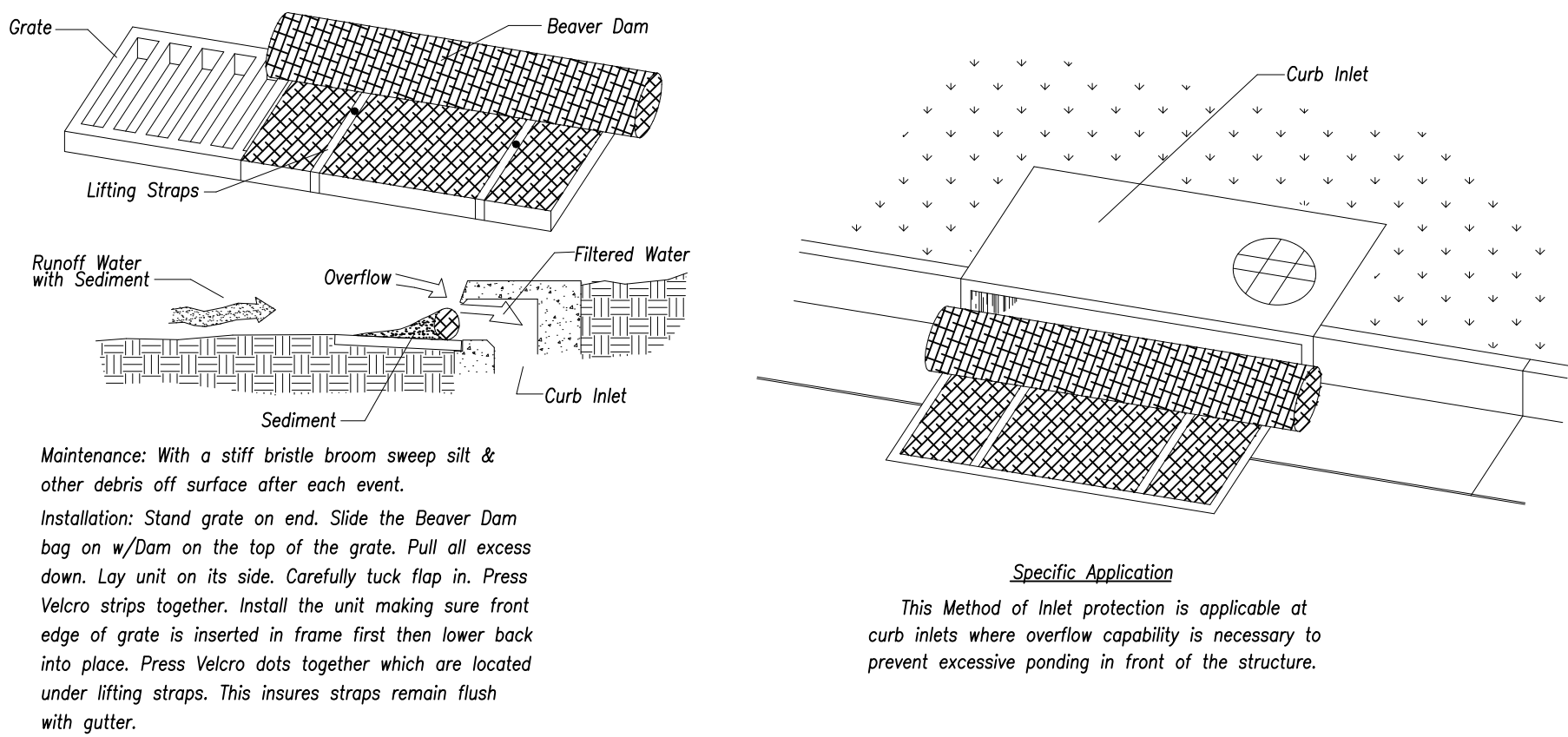
S&S REALTY LTD

CONTRACTOR:

N/A

CONSULTANT:

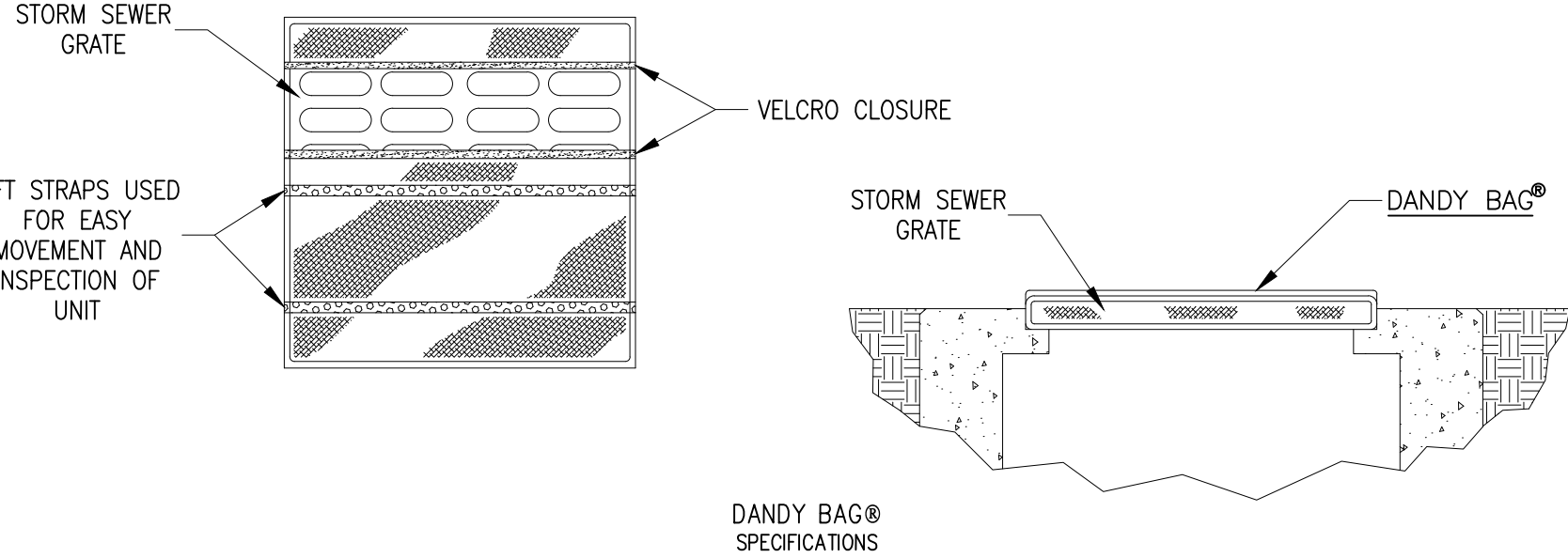
JOHN HANCOCK & ASSOCIATES, INC.
326 E. MARKET STREET
SANDUSKY, OHIO 44870
PHONE: (419) 625-7838
PROJECT: 247516



BEAVER DAM



N.T.S.



NOTE: THE DANDY BAG® WILL BE MANUFACTURED IN THE U.S.A. FROM A WOVEN MONOFILAMENT FABRIC THAT MEETS OR EXCEEDS THE FOLLOWING SPECIFICATIONS:

HI-FLOW DANDY BAG® (SAFETY ORANGE)

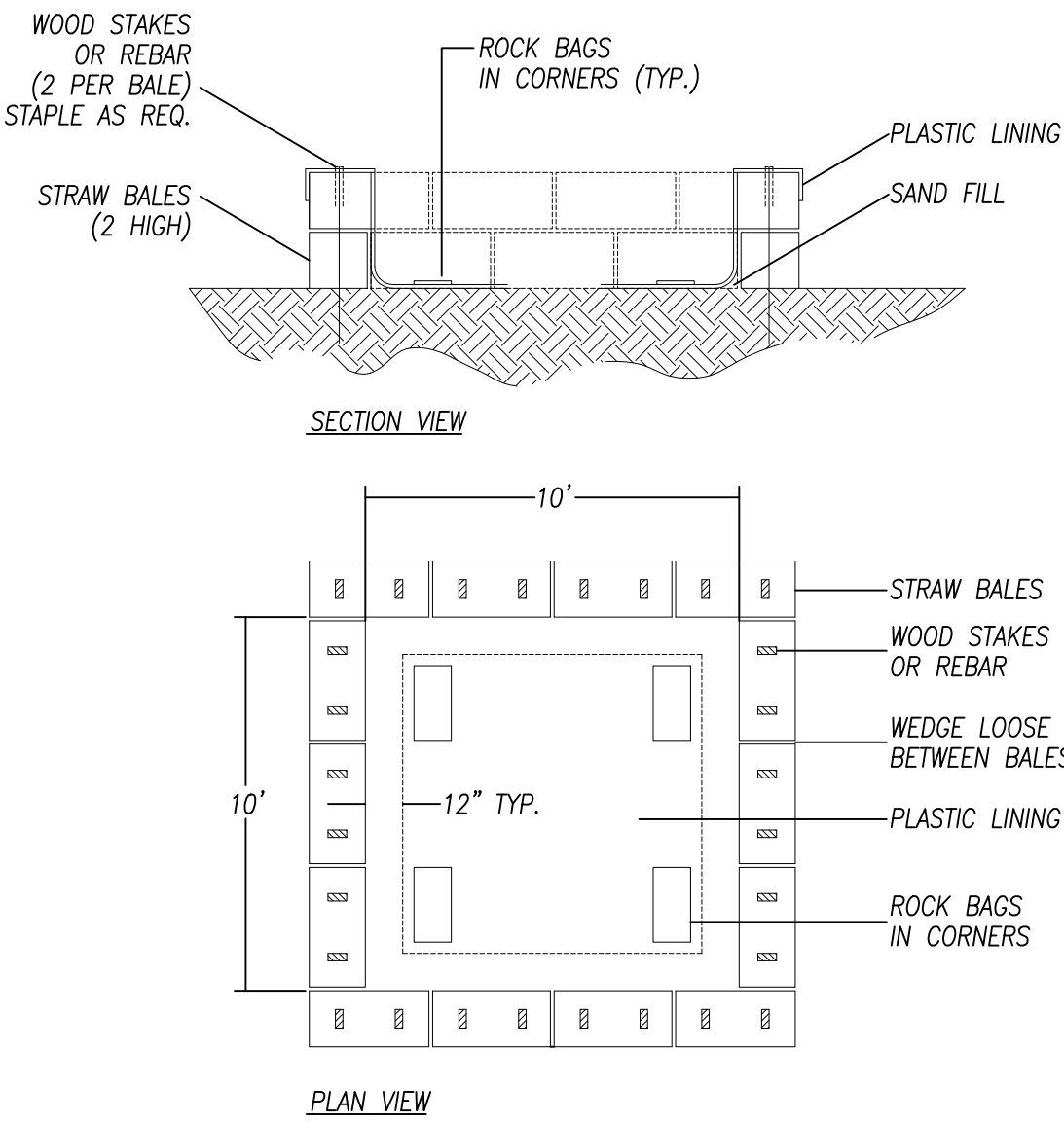
Mechanical Properties	Test Method	Units	MARV
Grab Tensile Strength	ASTM D 4632	kN (lbs)	1.62 (365) X 0.89 (200)
Grab Tensile Elongation	ASTM D 4632	%	24 X 10
Puncture Strength	ASTM D 4833	kN (lbs)	0.40 (90)
Mullen Burst Strength	ASTM D 3786	kPa (psi)	3097 (450)
Trapezoid Tear Strength	ASTM D 4533	kN (lbs)	0.51 (115) X 0.33 (75)
UV Resistance	ASTM D 4355	%	90
Apparent Opening Size	ASTM D 4751	Mm (US Std Sieve)	0.425 (40)
Flow Rate	ASTM D 4491	1/min/m²(gal/min/ft²)	5907 (145)
Permittivity	ASTM D 4491	Sec	2.1

*Note: All Dandy Bags® can be ordered with our optional oil absorbent pillows

DANDY BAG®



N.T.S.



CONCRETE WASHOUT DETAIL



- NOTES:
- ALL CONCRETE WASHOUT FACILITIES SHALL BE CLEANED OUT REGULARLY TO AVOID SPILLAGE OF CONCRETE OUTSIDE OF WASHOUT.
 - ALL WASHOUTS SHALL BE REPAIRED AND MAINTAINED REGULARLY.

REVISED:

John Hancock & Associates, inc.
ENGINEERS • SURVEYORS
326 E. Market St. • Sandusky, Ohio 44870 • (419) 625-7838

HOLIDAY INN EXPRESS & SUITES
PROPOSED HOTEL GRADING & UTILITY
CLEVELAND ROAD WEST
WARD 2, CITY OF SANDUSKY, ERIE COUNTY, OHIO

JOB NO.:	262718
DRN BY:	KMB
FILE NO.:	2627-BASE
DATE:	10/8/2018
SHEET NO.:	C.11

EX. PAVEMENT
(THICKNESS VARIES)
SEE NOTE 3.

FINISH GRADE

PAVEMENT
SUBGRADE

12"

SEE NOTE 1

EXCAVATION PAY LINE
FOR PIPE SIZE UP TO 24"
USE I.D. PLUS 20"
FOR PIPE SIZE OVER 24"
USE O.D. PLUS 24"

COMPACTED
NO. 57 LESTONE

6"

COMPACTED NO. 8 LESTONE

4" IN EARTH CUS
6" IN ROCK CUT

TRENCH WIDTH

- NOTES:
1. WHEN TRENCH AND EXCAVATION IS IN AN EXISTING PAVED STREET, DRIVE APPROACH, OR OTHER PAVED SURFACE, PAVEMENT A MINIMUM OF 12" ON EACH SIDE OF TRENCH.
2. PAVEMENT SECTION SHALL BE AT LEAST EQUIVALENT TO EXISTING PAVEMENT, BUT IN NO CASE LESS THAN THAT SHOWN IN DETAIL.
3. DIAMOND SAW CUT EXISTING PAVEMENT AND RE-PAVE TO A CLEAN, STRAIGHT EDGE (TYP.). DO NOT REMOVE PAVEMENT OUTSIDE OF THE TRENCH NEAR LINE UNTIL AFTER THE TRENCH HAS BEEN BACKFILLED. THE EXISTING CONCRETE SHALL BE SAVED BEFORE REMOVING SO AS TO PRESERVE A NEAT FINISH FOR THE ENTIRE LENGTH OF THE TRENCH ON EACH SIDE. ALL VERTICAL EDGES OF EXISTING ASPHALT CONCRETE SHALL BE TACK COATED. SEAL JOINT WITH AC-20, FOR 448.

VARIES
AS PER PLAN

COMPACTED GRANULAR
BACKFILL FULLY SUPPORTING
CLEANOUT RISER

PVC THREADED COUPLING
WITH COUNTERSUNK PLUG.

12" SQUARE- 4000 PSI W/ 7%
AIR 6" THICK
SLOPE CONCRETE AWAY FROM PLUG

8" SAND OR #8 STONE BEAD

6" 45° BEND

6" WYE ON
MAIN SEWER

MAIN SEWER LINE

PLUG AND CAP
THE END OF LINE

GRANULAR BEDDING &
BACKFILL SEE TRENCH
DETAIL.

CLEANOUT SHALL BE A MINIMUM
OF 6" PVC SCH 40

[illegible]

SEE PLAN FOR WIDTH

1/4" PER FT.

TOOLED JOINT

TYPE 6 CONC. CURB
ODOT ITEM 609
W/2 - #5 BAR CONT.
CLASS C CONCRETE

PAVEMENT

4" ODOT ITEM 608

4" ODOT ITEM 411
(COMPACTED)

6"

4"

NOT TO SCALE

1'-6"

4'-0"

2'-6"

BLUE

BEST SIGN CO.
0.063" ALUM. BAKED
ENAMEL WITH SCREEN
PRINTED COPY

(2) REQUIRED "VAN ACCESSIBLE"

WHITE

(2) 3/8" Ø STAIN. STEEL
BOLTS AND WASHERS
THRU SIGN & POST

"U" CHANNEL HOT DIP
GALV. POST,
WT.= 2.5 LB/FT

GRADE

8" Ø 3,000 PSI CONC.

NOT TO SCALE

4" CONCRETE SIDEWALK

VARIABLES

SLOPE=1/4" PER FOOT (2.08%) MAX

3" MIN.

4"

3"

COMPACTED AGGREGATE BASE (4:1)

1. SIDEWALKS TO BE A MINIMUM OF 4" THICK WITH TOOLED JOINTS.
2. CONCRETE FOR SIDEWALKS SHALL BE CLASS C AND CONFORM TO ODOT ITEM 499 WITH 6% W-2% W-1F.
3. SEE ARCHITECTURAL SITE PLAN FOR JOINT SPACING AND DIMENSIONS.
4. CONSTRUCTION JOINTS SHALL BE FORMED AROUND ALL APPURTENANCES SUCH AS MANHOLES OR UTILITY POLES EXTENDING INTO AND THROUGH THE SIDEWALK.
5. EXPANSION JOINT FILLER 1/4" THICK SHALL BE INSTALLED BETWEEN THE WALK AND FIXED STRUCTURE EXTENDING THE FULL DEPTH OF THE WALK.
6. THE SURFACE OF THE WALK SHALL HAVE A TRAVERSE SLOPE OF 1/4" PER FOOT, WITH THE LOW SIDE ADJACENT TO THE ROAD.
7. DEPTH OF SAWCUTS SHALL BE 1/4 THE THICKNESS OF THE WALK.
8. A UNIFORM APPLICATION OF CURING MEMBRANE SHALL BE APPLIED TO THE EXPOSED SURFACES OF CONCRETE IN ACCORDANCE WITH ODOT ITEM 451.
9. WHEN A SIDEWALK IS ADJACENT TO A CURB, SIDEWALK SHALL BE A MINIMUM OF FIVE FEET (5') WIDE.

NOT TO SCALE

[illegible]

GRATE AND FRAME: THE DESIGN SHALL BE ESSENTIALLY THE SAME AND EQUALLY AS STRONG AS THE ONE SHOWN HEREON.

WALLS: BRICK OR CAST-IN-PLACE WALLS HAVE A NOMINAL THICKNESS OF 8". PRECAST WALLS SHALL HAVE A MINIMUM THICKNESS OF 6" AND BE REINFORCED SUFFICIENTLY TO PERMIT SHIPPING AND HANDLING WITHOUT DAMAGE.

CONCRETE: CAST-IN-PLACE CONCRETE IS TO BE CLASS C. ALL PRECAST CONCRETE SHALL MEET THE REQUIREMENTS OF CMS 706.13 WITH A MINIMUM OF 4% ENTRAINED AIR IN THE HARDENED CONCRETE AND BE MARKED WITH THE CATCH BASIN NUMBER.

PRECAST: BASIC IF A PRECAST BASE IS USED, IT SHALL BE SET DEEP ENOUGH SO THAT THE TOPCAN BE PLACED ON THE BASE TO PROVIDE THE GRATE ELEVATION SPECIFIED IN THE PLANS. LAYERS OF BRICK SHALL NOT BE USED TO ADJUST THE ELEVATION.

LOCATION AND ELEVATION: WHEN GIVEN ON THE PLANS, LOCATION AND ELEVATION ARE AT THE TOP CORNER OF THE GRATE.

MINIMUM DEPTH: THE MINIMUM DEPTH OF CB 2-28 SHALL BE THE O.D. OF THE PIPE PLUS 4".

OPENINGS: PIPE OPENING SHALL BE THE O.D. OF THE PIPE BEING SUPPLIED PLUS 2" WHEN FABRICATED OR FIELD CUT. THE INTERSTITIAL SPACE SHALL BE FILLED WITH GROUT PER CMS 601.

GRATING AND FRAME: MINIMUM WEIGHT OF GRATE, 120 LBS., MINIMUM WEIGHT OF FRAME 40 LBS.

Diagram illustrating the cross-section of a sidewalk and curb. The diagram shows a curb on the left, labeled "CURB HEIGHT". The sidewalk is divided into sections with the following dimensions and slopes:

- PER PLAN** (top left)
- PER PLAN** (bottom left)
- PER PLAN** (bottom right)
- PER PLAN 4' MINIMUM** (bottom left, below curb)
- 6'** (bottom center, width of the main sidewalk section)
- SIDEWALK** (center, label for the main section)
- 1:50 MAX.** (multiple locations, indicating the maximum slope)
- 1:12 MAX.** (center, indicating the maximum slope for a specific section)

A 3D perspective diagram of a curb and gutter cross-section. The diagram shows a sidewalk on the left, a gutter in the middle, and a road on the right. Key dimensions and slopes are labeled:

- Sidewalk:** Slope of $1:50$ MAX. and a width of $6'$.
- Gutter:** Slope of $1:12$ MAX. and a width of $4'$ MINIMUM.
- Road:** Slope of $1:50$ MAX. and a width of $1:50$ MAX.
- Curbs:** Both left and right curbs have a height of $4'$ MINIMUM.
- Other labels:** "PER PLAN" is used to indicate dimensions that are defined in the plan view.

ODOT ITEM #408
 PRIME COAT APPLIED WHERE
 ASPHALT MEETS CONCRETE
 SURFACES
 ODOT ITEM #407
 TACK COAT (0.15 GAL./SQ.)
 1 1/2" ODOT ITEM #448
 ASPHALT SURFACE COURSE
 2 1/2" ODOT ITEM #301
 ASPHALT BASE COURSE
 10" ODOT ITEM #304
 AGGREGATE BASE
 ODOT ITEM #204
 SUBGRADE PREPARATION

NOT TO SCALE

DESCRIPTION

The Night Falcon™ LED floodlight luminaire combines high-efficiency optics, superior thermal management and energy efficiency in a cost-effective solution. The compact, robust design incorporates a separate driver compartment for maximum heat dissipation to insure longevity of both the fixture and the LEDs. The Night Falcon luminaire uses precision engineered optics delivering superior uniformity and excellent illumination to the targeted application. Typical applications include area lighting for security, building facade lighting, accent and signage lighting in both commercial and industrial applications. The Night Falcon luminaire is UL/cUL listed for wet locations and is IP66 rated.

SPECIFICATION FEATURES

Construction

Heavy-duty, die cast aluminum housing, driver compartment and driver housing door. A separate driver compartment and external fins provide optimal thermal management that result in longer LED and driver life. The housing, driver compartment and optical chamber are IP66 rated. Access to the driver for maintenance is achieved with a removable driver door using pan head screws. A one-piece silicone gasket seals the door to the fixture housing. The fixture is 3G vibration rated (ANSI C136.31) to ensure durability in area and site lighting applications.

Optics

The LED chamber incorporates a vacuum metalized reflector that provides high-efficiency illumination. Optics are precisely designed to shape the wide NEMA type 6H x 6V distribution, maximizing efficiency and application spacing. Clear glass tempered lens with full circumference form-in-place silicone gasket protects the optics from damage. Offered standard in 4000K (+/- 275K) CCT and minimum 70 CRI. Optional 5700K CCT and 3000K CCT and minimum 70 CRI are available.

Electrical

LED driver is mounted to the removable die-cast aluminum door for optimal heat sinking and ease of maintenance. 120-277V 50/60Hz, 347V 60Hz or 480V 60Hz operation. Integral 6kV surge is standard. 10kV/10kA common- and differential- mode surge protection available as an option. 0-10V dimming driver is available to accommodate controls capability such as dimming and occupancy. Standard NEMA 3-PIN twistlock photocontrol receptacle and NEMA 7-PIN twistlock photocontrol receptacles are available as options. Suitable for ambient temperatures from -40°C to 40°C. Optional 50°C HA (high ambient) available. 90% lumen maintenance greater than 50,000 hours per IESNA TM-21.

Accessories

Heavy-duty steel top and side visors control glare and spill light. 1/8" thick UV stabilized vandal guard shields glass lens from impact when mounted at low levels. Easy to install wire guard features a heavy-gauge welded construction with corrosion resistant polyester powder coat finish to protect glass from projected objects.

Mounting

Mounting options include an integral die-cast aluminum slipfitter that is preset to a tilt of 45°. The knuckle base is supplied with a tooth lock adjustment that can be adjusted in 5° increments to provide flexibility in aiming the fixture from a variety of surfaces. Visual 15° adjustment indicators on the knuckle allow for 180° field rotation of the floodlight assembly. The slipfitter fits standard 2-3/8"-3" O.D. tenon. The trunnion mounting includes a 3/16" polyester powder coated galvanized steel trunnion with a 16/3 SOW cord. The trunnion mount uses an interlocking slide adjustment that is locked into place with a set screw.

Finish

Housing and cast parts finished in five-stage super TGIC polyester powder coat paint, 2.5 mil nominal thickness for superior protection against fade and wear. Standard color is carbon bronze. Additional colors available in summit white, white, grey, bronze, black, dark platinum and graphite metallic. Consult your Eaton's Cooper Lighting business representative for a complete selection of standard colors.

Warranty

Five-year warranty.



NFFLD NIGHT FALCON

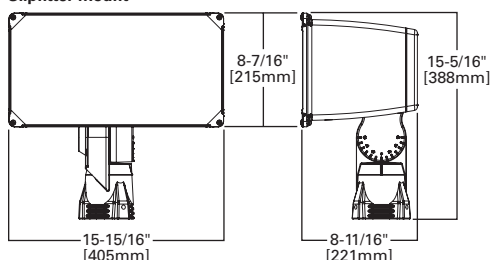
Solid State LED

FLOODLIGHT

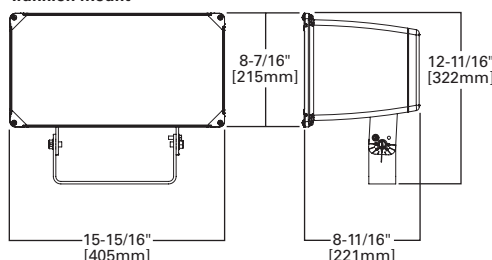


DIMENSIONS

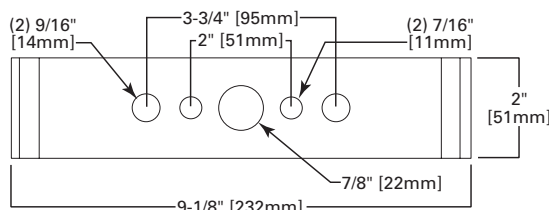
Slipfitter Mount



Trunnion Mount



TRUNNION MOUNT DRILL PATTERN



CERTIFICATION DATA

UL/cUL Wet Location Listed
IP66 Fixture and Optical Chamber
LM79/LM80 Compliant
3G Vibration Rated
RoHS Compliant
DesignLights Consortium® Qualified*

ENERGY DATA

Electronic LED Driver

> 0.9 Power Factor
< 20% Total Harmonic Distortion
120V 50/60Hz, 347V/60Hz and 480V/60Hz
-40°C Minimum Ambient Temperature Rating
+40°C Maximum Ambient Temperature Rating

EPA

Effective Projected Area (Sq. Ft.): 1.25

SHIPPING DATA

Approximate Net Weight:
20 lbs. (9.09 kgs.)



TD506007EN
2015-03-19 14:49:04

POWER AND LUMENS

A25 LED	NFFLD-A25	NFFLD-A25-7060	NFFLD-A25-7030
Delivered Lumens	9,432	9,937	9,297
CCT (Kelvin)	4000K	5700K	3000K
CRI (Color Rendering Index)	70	70	70
NEMA Distribution (H x V)	6 x 6 Wide	6 x 6 Wide	6 x 6 Wide
Power Consumption (Watts)	85W	85W	85W
A40 LED	NFFLD-A40	NFFLD-A40-7060	NFFLD-A40-7030
Delivered Lumens	14,683	15,468	14,473
CCT (Kelvin)	4000K	5700K	3000K
CRI (Color Rendering Index)	70	70	70
NEMA Distribution (H x V)	6 x 6 Wide	6 x 6 Wide	6 x 6 Wide
Power Consumption (Watts)	129W	129W	129W

CURRENT DRAW

Voltage (V)	Model Series	
	NFFLD-A25	NFFLD-A40
	Current (A)	Current (A)
120V	0.700	1.116
208V	0.410	0.646
240V	0.361	0.568
277V	0.321	0.503
347V	0.279	0.408
480V	0.192	0.299

LUMEN MULTIPLIER

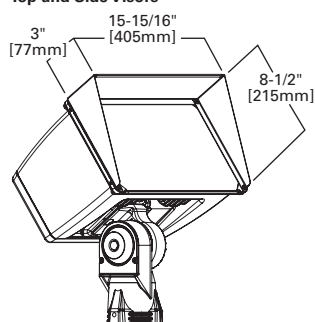
Ambient Temperature	Lumen Multiplier
10°C	1.04
15°C	1.03
25°C	1.00
40°C	0.96
50°C	0.92

LUMEN MAINTENANCE

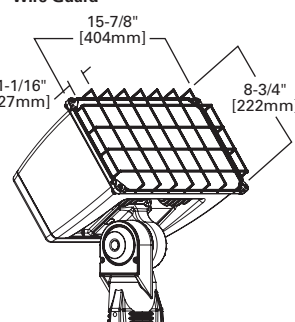
Ambient Temperature	TM-21 Lumen Maintenance (50,000 Hours)	Theoretical L70 (Hours)
NFFLD-A25		
25°C	> 93%	> 300,000
40°C	> 93%	> 295,000
50°C	> 92%	> 285,000
NFFLD-A40		
25°C	> 93%	> 290,000
40°C	> 92%	> 285,000
50°C	> 92%	> 280,000

ACCESSORIES

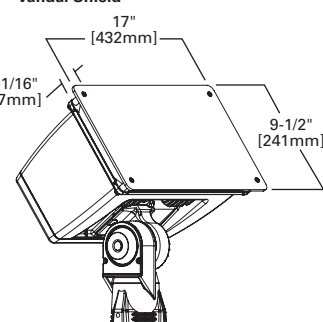
Top and Side Visors



Wire Guard



Vandal Shield



ORDERING INFORMATION

Sample Number: NFFLD-A40-E-UNV-66-S-CB-PER

Product Family ¹	Light Engine ²	Driver ³	Voltage	Distribution	Mounting	Color
NFFLD=Night Falcon LED Floodlight	A25=9,400 Nominal Lumens A40=14,600 Nominal Lumens	E=Non-Dimming D=Dimming (0-10V)	UNV=120-277V 347=347V ⁴ 480=480V ⁴	66=NEMA 6H x6V Wide	S=Slipfitter ⁵ T=Trunnion	CB=Carbon Bronze (Standard) BK=Black BZ=Bronze AP=Grey WH=White WHT=Summit White DP=Dark Platinum GM=Graphite Metallic
Options (Add as Suffix)				Accessories (Order Separately) ⁸		
7030 =70 CRI / 3000K ⁶ 7060 =70 CRI / 5700K ⁶ PER =NEMA 3-PIN Twistlock Photocontrol Receptacle PER7 =NEMA 7-PIN Twistlock Photocontrol Receptacle ⁷ 10K =10kV/10kA UL 1449 Surge Protective Device HA =50°C High Ambient Temperature D10 =<10% Dimming ⁷				FA63 =3" O.D. Surface Mount Bracket ⁹ OA1223 =10kV/10kA UL 1449 Surge Protective Device Replacement OA/RA1013 =Photocontrol Shorting Cap OA/RA1014 =NEMA Photocontrol - 120V OA/RA1016 =NEMA Photocontrol - Multi-Tap OA/RA1027 =NEMA Photocontrol - 480V OA/RA1201 =NEMA Photocontrol - 347V RAB-XX =Right Angle Pipe Bracket for Slipfitter SAB-XX =Steel Angle Bracket for Trunnion TYS-XX =Slipfitter Adapter for 2-3/8", 3" or 3-1/2" O.D. Tenon ¹⁰ TS2/NFFLD-XX =Top and Side Visors ¹¹ VS/NFFLD =Vandal Shield ¹¹ WG/NFFLD =Wire Guard ¹¹		

NOTES: 1. DesignLights Consortium® Qualified. Refer to www.designlights.org Qualified Products List under Family Models for details. 2. Standard 4000K CCT and minimum 70 CRI. Consult IES file for actual lumen output. 3. Consult factory for driver surge protection values. 4. Not recommended for use with ungrounded, delta configured systems. 5. Fits 2-3/8" to 3" O.D. tenon, wire leads run through slipfitter. 6. Extended lead times apply. Use dedicated IES files for 3000K and 5700K when performing layouts. These files are published on the Night Falcon luminaire product page on the website. 7. Must order with dimming driver. 8. Replace XX with color designation. Additional brackets and adaptors available on the poles product page on the website. 9. Not available with tenon mount. 10. Not available with slipfitter mount. 11. Cannot combine TS2 (Top and Side Visor), VS (Vandal Shield), or WG (Wire Guard), limited to one external guard per fixture.

STOCK ORDERING INFORMATION

Stock Sample Number: NFFLD-A40-S

Series	Light Engine	Mounting	Voltage
NFFLD=Night Falcon	A25=9,400 Nominal Lumens A40=14,600 Nominal Lumens	S=Slipfitter T=Trunnion	[BLANK]=120-277V 347=347V

NOTES: Options not available with stock products. Order accessories as separate items for field installation. Refer to standard ordering information to add options. Refer to In-Stock Guide for availability. Stock fixture is 4000K, non-dimming, 120-277V or 347V, carbon bronze only.

SSS-S SERIES POLES

SQUARE STRAIGHT STEEL

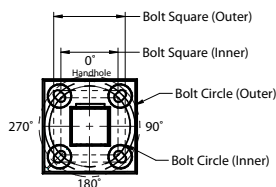
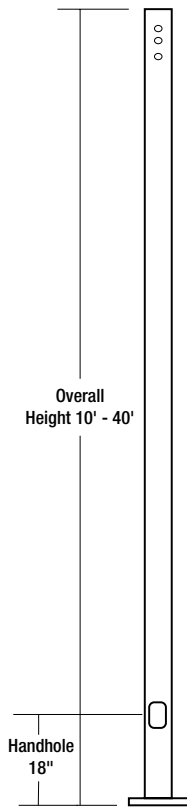
Cat.#

Job

Type



Approvals



APPLICATIONS

- Lighting installations for side and top mounting of luminaires with effective projected area (EPA) not exceeding maximum allowable loading of the specified pole in its installed geographic location

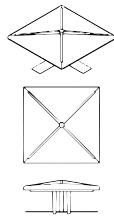
CONSTRUCTION

- SHAFT:** One-piece straight steel with square cross section, flat sides and minimum 0.23" radius on all corners; Minimum yield of 46,000 psi (ASTM-A500, Grade B); Longitudinal weld seam to appear flush with shaft side wall; Steel base plate with axial bolt circle slots welded to pole shaft having minimum yield of 36,000 psi (ASTM A36)
- BASE COVER:** Two-piece square aluminum base cover included standard
- POLE CAP:** Pole shaft supplied with removable cover when applicable; Tenon and post-top configurations also available
- HAND HOLE:** Rectangular 3x5 steel hand hole frame (2.38" x 4.38" opening); Mounting provisions for grounding lug located behind gasketed cover
- ANCHOR BOLTS:** Four galvanized anchor bolts provided per pole with minimum yield of 55,000 psi (ASTM F1554). Galvanized hardware with two washers and two nuts per bolt for leveling

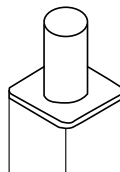
FINISH

- Durable thermoset polyester powder coat paint finish with nominal 3.0 mil thickness
- Powder paint prime applied over "white metal" steel substrate cleaned via mechanical shot blast method
- Decorative finish coat available in seven standard colors; Custom colors available; RAL number preferable; Internal protective coating available

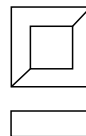
POLE CAP



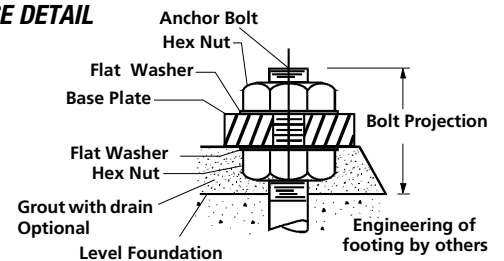
TENON



BASE COVER



BASE DETAIL



ORDERING INFORMATION

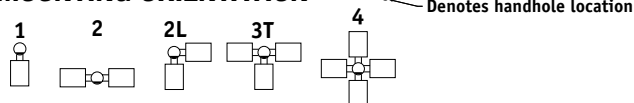
ORDERING EXAMPLE:

SSS - S - 25 - 40 - A/B/C - 2L - S2 - DB - UL

Reference page 2 for available configurations

SERIES	HEIGHT	SHAFT	THICKNESS	MOUNTING	DRILL PATTERN	FINISH	OPTIONS
SSS-S Square Straight Steel Pole Spaulding	Reference page 2 Ordering matrix	Reference page 2 Ordering matrix	Reference page 2 Ordering matrix	1 Single arm mount 2 Two fixtures at 180° 2L Two fixtures at 90° 3T Three fixtures at 90° 4 Four fixtures at 90° TA Tenon (2.38" OD x 4" Tall) TB Tenon (2.88" OD x 4" Tall) TC Tenon (3.5" OD x 6" Tall) TR¹ Removable Tenon (2.375 x 4.25) OT Open Top (includes pole cap)	S2 Spaulding #2 2 bolt 3.5" pattern 	DB Dark Bronze Textured BL Black Textured WH White Textured GR Gray Textured PS Platinum Silver Smooth CC Custom Color	HSC Internal Coating (Hubbell Seal) GF² 20 Amp GFCI Receptacle and Cover EHH² Extra Handhole C05² .5" Coupling C07² .75" Coupling C20² 2" Coupling MPB² Mid-pole Luminaire Bracket VM2 2nd mode vibration damper LAB Less Anchor Bolts UL UL Certified

MOUNTING ORIENTATION



ACCESSORIES- Order Separately

Catalog Number	Description
VM1 ³	1st mode vibration damper
VM2SXX	2nd mode vibration damper

- Removable tenon used in conjunction with side arm mounting. First specify desired arm configuration followed by the "TR" notation. Example: SSS-S-25-40-A-1-S2-TR-DB
- Specify option location using logic found on page 2 (Option Orientation)
- VM1 recommended on poles 20' and taller with EPA of less than 1.



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 Due to our continued efforts to improve our products, product specifications are subject to change without notice.
 © 2015 SPAULDING LIGHTING, All Rights Reserved • For more information visit our website: www.spauldinglighting.com • Printed in USA SSS-S POLES-SPEC 6/17

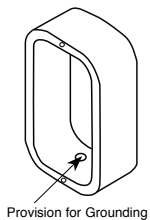


ORDERING INFORMATION Cont.

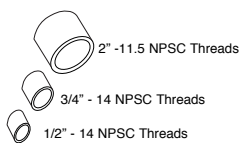
Catalog Number	Height		Nominal Shaft Dimensions	Wall Thickness	Bolt Circle (suggested)	Bolt Circle (range)	Bolt Square (range)	Base Plate Square	Anchor bolt size	Bolt Projection	Pole weight
	Feet	Meters									
SSS-S-10-40-A-XX-XX	10	3.0	4" square	0.125"	9"	8" - 10"	5.66" - 7.07"	9"	3/4" x 30" x 3"	3.5	77
SSS-S-12-40-A-XX-XX	12	3.7	4" square	0.125"	9"	8" - 10"	5.66" - 7.07"	9"	3/4" x 30" x 3"	3.5	90
SSS-S-14-40-A-XX-XX	14	4.3	4" square	0.125"	9"	8" - 10"	5.66" - 7.07"	9"	3/4" x 30" x 3"	3.5	103
SSS-S-16-40-A-XX-XX	16	4.9	4" square	0.125"	9"	8" - 10"	5.66" - 7.07"	9"	3/4" x 30" x 3"	3.5	116
SSS-S-18-40-A-XX-XX	18	5.5	4" square	0.125"	9"	8" - 10"	5.66" - 7.07"	9"	3/4" x 30" x 3"	3.5	129
SSS-S-20-40-A-XX-XX	20	6.1	4" square	0.125"	9"	8" - 10"	5.66" - 7.07"	9"	3/4" x 30" x 3"	3.5	142
SSS-S-25-40-A-XX-XX	25	7.6	4" square	0.125"	9"	8" - 10"	5.66" - 7.07"	9"	3/4" x 30" x 3"	3.5	175
SSS-S-14-40-B-XX-XX	14	4.3	4" square	.188"	11"	10" - 12"	7.07" - 8.48"	10.50"	3/4" x 30" x 3"	3.5	152
SSS-S-16-40-B-XX-XX	16	4.9	4" square	.188"	11"	10" - 12"	7.07" - 8.48"	10.50"	3/4" x 30" x 3"	3.5	171
SSS-S-18-40-B-XX-XX	18	5.5	4" square	.188"	11"	10" - 12"	7.07" - 8.48"	10.50"	3/4" x 30" x 3"	3.5	190
SSS-S-20-40-B-XX-XX	20	6.1	4" square	.188"	11"	10" - 12"	7.07" - 8.48"	10.50"	3/4" x 30" x 3"	3.5	209
SSS-S-25-40-B-XX-XX	25	7.6	4" square	.188"	11"	10" - 12"	7.07" - 8.48"	10.50"	3/4" x 30" x 3"	3.5	257
SSS-S-30-40-B-XX-XX	30	9.1	4" square	.188"	11"	10" - 12"	7.07" - 8.48"	10.50"	3/4" x 30" x 3"	3.5	304
SSS-S-16-50-B-XX-XX	16	4.9	5" square	.188"	11"	10.25" - 13.25"	7.25" - 9.37"	11.50"	1" x 36" x 4"	4.5	219
SSS-S-18-50-B-XX-XX	18	5.5	5" square	.188"	11"	10.25" - 13.25"	7.25" - 9.37"	11.50"	1" x 36" x 4"	4.5	243
SSS-S-20-50-B-XX-XX	20	6.1	5" square	.188"	11"	10.25" - 13.25"	7.25" - 9.37"	11.50"	1" x 36" x 4"	4.5	267
SSS-S-25-50-B-XX-XX	25	7.6	5" square	.188"	11"	10.25" - 13.25"	7.25" - 9.37"	11.50"	1" x 36" x 4"	4.5	327
SSS-S-30-50-B-XX-XX	30	9.1	5" square	.188"	11"	10.25" - 13.25"	7.25" - 9.37"	11.50"	1" x 36" x 4"	4.5	387
SSS-S-25-50-C-XX-XX	25	7.6	5" square	.25"	11"	10.25" - 13.25"	7.25" - 9.37"	11.50"	1" x 36" x 4"	4.5	427
SSS-S-30-50-C-XX-XX	30	9.1	5" square	.25"	11"	10.25" - 13.25"	7.25" - 9.37"	11.50"	1" x 36" x 4"	4.5	507
SSS-S-20-60-B-XX-XX	20	6.1	6" square	.188"	12"	11.00" - 13.25"	7.81" - 9.37"	12.25"	1-1/4" x 42" x 6"	5.0	329
SSS-S-25-60-B-XX-XX	25	7.6	6" square	.188"	12"	11.00" - 13.25"	7.81" - 9.37"	12.25"	1-1/4" x 42" x 6"	5.0	404
SSS-S-30-60-B-XX-XX	30	9.1	6" square	.188"	12"	11.00" - 13.25"	7.81" - 9.37"	12.25"	1-1/4" x 42" x 6"	5.0	479
SSS-S-35-60-B-XX-XX	35	10.7	6" square	.188"	12"	11.00" - 13.25"	7.81" - 9.37"	12.25"	1-1/4" x 42" x 6"	5.0	554
SSS-S-40-60-B-XX-XX	40	12.2	6" square	.188"	12"	11.00" - 13.25"	7.81" - 9.37"	12.25"	1-1/4" x 42" x 6"	5.0	629
SSS-S-30-60-C-XX-XX	30	9.1	6" square	.25"	12"	11.00" - 13.25"	7.81" - 9.37"	12.25"	1-1/4" x 42" x 6"	5.0	614
SSS-S-35-60-C-XX-XX	35	10.7	6" square	.25"	12"	11.00" - 13.25"	7.81" - 9.37"	12.25"	1-1/4" x 42" x 6"	5.0	712
SSS-S-40-60-C-XX-XX	40	12.2	6" square	.25"	12"	11.00" - 13.25"	7.81" - 9.37"	12.25"	1-1/4" x 42" x 6"	5.0	809

NOTE Factory supplied template must be used when setting anchor bolts. Hubbell Lighting will deny any claim for incorrect anchorage placement resulting from failure to use factory supplied template and anchor bolts.

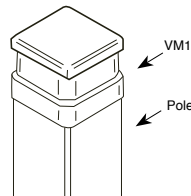
EHH - EXTRA HANDHOLE



C05 - C07 - C20 - COUPLING



VM1 - VIBRATION DAMPER 1ST MODE



Field Installed Pole Top damper designed to reduce pole top deflection or sway. VM1 is recommended for pole systems 20' and taller with a total EPA of 1.0 or less.

VM2 - VIBRATION DAMPER 2ND MODE



Factory installed, internal damper designed to alter pole resonance to reduce movement and material fatigue caused by 2nd mode vibration.

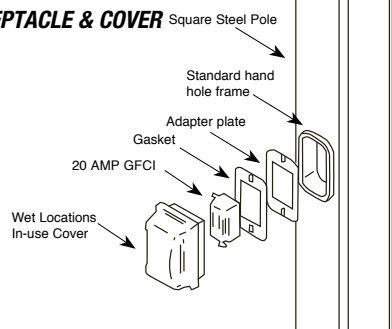
VM2SXX - VIBRATION DAMPER 2ND MODE



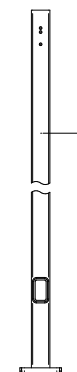
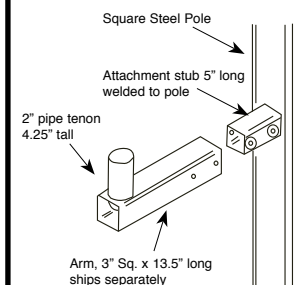
VM2S08 - 8'
VM2S12 - 12'
VM2S16 - 16'
VM2S20 - 20'
VM2S24 - 24'

Field installed, internal damper designed to alter pole resonance to reduce movement and material fatigue caused by 2nd mode vibration.

GFI - 20 AMP GFCI RECEPTACLE & COVER

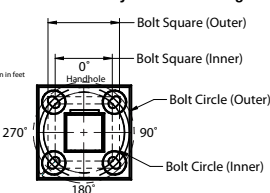


MPB - MID POLE BRACKET



OPTION ORIENTATION

Follow the logic below when ordering location specific options. For each option, include its orientation (in degrees) and its height (in feet). Example: Option C07 should be ordered as: **SSS-S-20-40-A-TA-DB-C07-0-15** (.5" coupling on the handhole/arm side of pole, 15 feet up from the pole base) 1' spacing required between option. Consult factory for other configurations.



For more information about pole vibration and vibration dampers, please consult http://cdn.spauldinglighting.com/content/products/literature/literature_files/Pole_Wind_Induced_Flyer_HLOI0022.pdf
Due to our continued efforts to improve our products, product specifications are subject to change without notice.

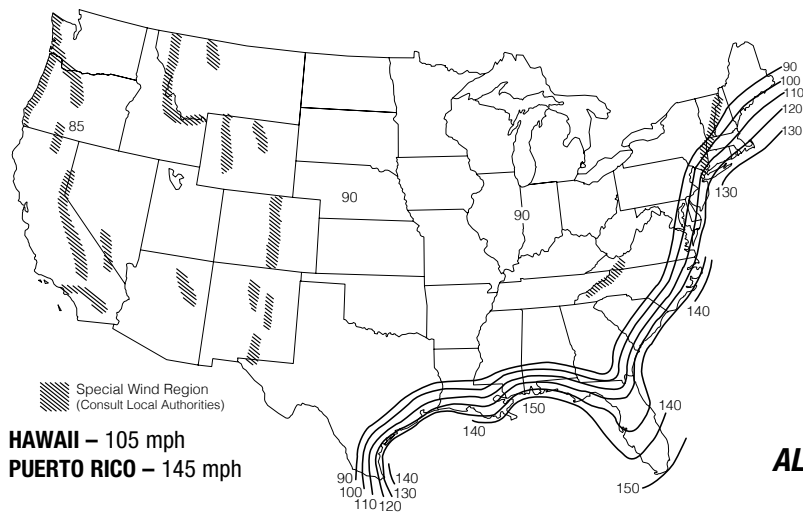


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SSS-S POLES-SPEC 6/17

ASCE7-05 WIND MAP

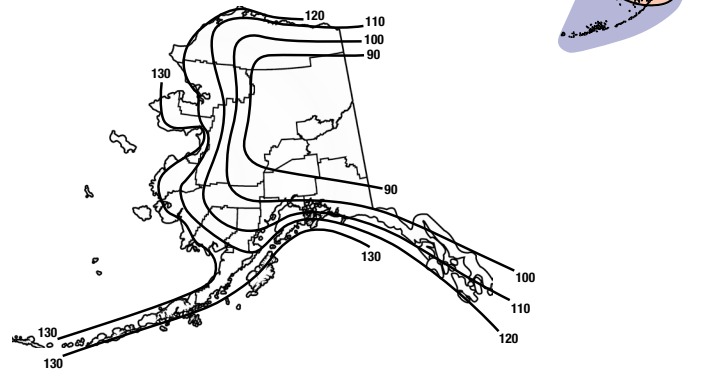


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FLORIDA REGION WIND MAP

- Florida region wind map above is based upon 3-second gust winds and the 2017 Florida Building Code

ALASKA REGION WIND MAP



ASCE 7-05 wind map EPA Load Rating - 3 second gust wind speeds (Use for all locations except Florida)										
Catalog Number	85	90	100	105	110	120	130	140	145	150
SSS-S-10-40-A	25.0	25.0	25.0	22.8	20.6	17.0	14.2	11.9	11.0	10.1
SSS-S-12-40-A	25.0	25.0	20.0	18.0	16.1	13.2	10.8	8.9	8.1	7.4
SSS-S-14-40-A	23.1	20.4	16.1	14.3	12.8	10.2	8.2	6.6	5.9	5.3
SSS-S-16-40-A	19.0	16.7	13.0	11.5	10.1	7.9	6.2	4.7	4.1	3.6
SSS-S-18-40-A	15.6	13.6	10.0	9.0	7.8	5.9	4.4	3.1	2.6	2.1
SSS-S-20-40-A	12.7	10.9	7.9	6.9	5.9	4.2	2.8	1.7	1.3	0.9
SSS-S-25-40-A	7.3	5.9	3.8	2.9	2.1	0.8	NR	NR	NR	NR
SSS-S-14-40-B	25.0	25.0	23.3	20.8	18.6	15.1	12.3	10.2	9.2	8.4
SSS-S-16-40-B	25.0	24.9	19.4	17.3	15.4	12.3	9.9	8.0	7.2	6.4
SSS-S-18-40-B	24.0	20.8	16.1	14.2	12.5	9.8	7.7	6.1	5.3	4.7
SSS-S-20-40-B	20.2	17.5	13.2	11.6	10.1	7.7	5.9	4.4	3.8	3.2
SSS-S-25-40-B	12.8	11.0	7.9	6.7	5.5	3.7	2.3	1.2	0.7	NR
SSS-S-30-40-B	8.0	6.6	4.1	3.1	2.2	0.8	NR	NR	NR	NR
SSS-S-16-50-B	25.0	25.0	25.0	25.0	24.8	20.1	16.5	13.6	12.3	11.2
SSS-S-18-50-B	25.0	25.0	25.0	22.9	20.4	16.4	13.2	10.7	9.6	8.6
SSS-S-20-50-B	25.0	25.0	21.3	18.9	16.7	13.2	10.4	8.1	7.2	6.3
SSS-S-25-50-B	20.7	17.8	13.3	11.5	9.8	7.2	5.0	3.3	2.6	1.9
SSS-S-30-50-B	13.5	11.3	7.7	6.2	4.9	2.8	1.1	NR	NR	NR
SSS-S-25-50-C	25.0	25.0	19.4	17.1	15.1	11.7	9.0	6.9	6.0	5.1
SSS-S-30-50-C	20.1	17.3	12.7	10.9	9.3	6.6	4.5	2.8	2.1	1.4
SSS-S-20-60-B	25.0	25.0	25.0	25.0	25.0	20.2	16.1	12.9	11.5	10.3
SSS-S-25-60-B	25.0	25.0	20.6	18.0	15.6	11.8	8.7	6.2	5.2	4.2
SSS-S-30-60-B	21.4	18.1	12.9	10.7	8.8	5.7	3.3	1.3	NR	NR
SSS-S-35-60-B	14.0	11.3	6.9	5.2	3.6	1.0	NR	NR	NR	NR
SSS-S-40-60-B	8.1	5.8	2.2	nr	NR	NR	NR	NR	NR	NR
SSS-S-30-60-C	24.3	20.5	14.6	12.2	10.2	6.8	4.2	2.2	1.3	0.5
SSS-S-35-60-C	16.6	13.5	8.6	6.6	4.9	2.1	NR	NR	NR	NR
SSS-S-40-60-C	10.6	7.9	3.7	2.1	0.6	NR	NR	NR	NR	NR

Florida Building Code 2017 EPA Load Rating - 3 second gust wind speeds (Use for Florida only)								
Catalog Number	115	120	130	140	150	160	170	180
SSS-S-10-40-A	25.0	25.0	25.0	25.0	21.4	18.4	15.9	13.9
SSS-S-12-40-A	25.0	25.0	23.6	19.8	16.7	14.2	12.1	10.4
SSS-S-14-40-A	25.0	23.1	19.0	15.7	13.1	10.9	9.1	7.6
SSS-S-16-40-A	20.8	18.7	15.2	12.3	10.1	8.2	6.7	5.4
SSS-S-18-40-A	16.8	15.0	11.9	9.4	7.5	5.9	4.5	3.4
SSS-S-20-40-A	13.6	11.9	9.2	7.1	5.3	3.9	2.7	1.7
SSS-S-25-40-A	7.4	6.2	4.1	2.5	1.1	NR	NR	NR
SSS-S-14-40-B	25.0	23.6	19.4	16.1	13.4	11.2	9.4	7.8
SSS-S-16-40-B	21.4	19.2	15.6	12.7	10.4	8.5	6.9	5.6
SSS-S-18-40-B	17.2	15.4	12.2	9.7	7.7	6.1	4.7	3.6
SSS-S-20-40-B	13.9	12.3	9.5	7.3	5.5	4.1	2.9	1.9
SSS-S-25-40-B	7.7	6.4	4.3	2.6	1.3	NR	NR	NR
SSS-S-30-40-B	3.2	2.1	NR	NR	NR	NR	NR	NR
SSS-S-16-50-B	25.0	25.0	25.0	25.0	25.0	21.4	18.2	15.5
SSS-S-18-50-B	25.0	25.0	25.0	24.4	20.4	17.0	14.2	11.9
SSS-S-20-50-B	25.0	25.0	24.4	19.9	16.3	13.4	11.0	8.9
SSS-S-25-50-B	21.8	19.3	15.0	11.5	8.8	6.5	4.7	3.1
SSS-S-30-50-B	13.7	11.7	8.2	5.5	3.3	1.5	NR	NR
SSS-S-25-50-C	21.8	19.3	15.0	11.5	8.8	6.5	4.7	3.1
SSS-S-30-50-C	13.7	11.7	8.2	5.5	3.3	1.5	NR	NR
SSS-S-20-60-B	25.0	25.0	25.0	21.9	17.8	14.5	11.7	9.4
SSS-S-25-60-B	23.8	20.9	16.1	12.3	9.2	6.6	4.5	2.8
SSS-S-30-60-B	14.6	12.3	8.4	5.3	2.8	0.8	NR	NR
SSS-S-35-60-B	7.5	5.6	2.4	NR	NR	NR	NR	NR
SSS-S-40-60-B	1.8	NR	NR	NR	NR	NR	NR	NR
SSS-S-30-60-C	14.6	12.3	8.4	5.3	2.8	0.8	NR	NR
SSS-S-35-60-C	7.5	5.6	2.4	NR	NR	NR	NR	NR
SSS-S-40-60-C	1.8	NR	NR	NR	NR	NR	NR	NR

NOTES

Wind-speed Website disclaimer:

Hubbell Lighting has no connection to the linked website and makes no representations as to its accuracy. While the information presented on this third-party website provides a useful starting point for analyzing wind conditions, Hubbell Lighting has not verified any of the information on this third party website and assumes no responsibility or liability for its accuracy. The material presented in the windspeed website should not be used or relied upon for any specific application without competent examination and verification of its accuracy, suitability and applicability by engineers or other licensed professionals. Hubbell Lighting Inc. does not intend that the use of this information replace the sound judgment of such competent professionals, having experience and knowledge in the field of practice, nor to substitute for the standard of care required of such professionals in interpreting and applying the results of the windspeed report provided by this website. Users of the information from this third party website assume all liability arising from such use. Use of the output of these referenced websites do not imply approval by the governing building code bodies responsible for building code approval and interpretation for the building site described by latitude/longitude location in the windspeed report. <http://windspeed.atcouncil.org>

- Allowable EPA, to determine max pole loading weight, multiply allowable EPA by 30 lbs.
- The tables for allowable pole EPA are based on the ASCE 7-05 Wind Map or the Florida Region Wind Map for the 2010 Florida Building Code. The Wind Maps are intended only as a general guide and cannot be used in conjunction with other maps. Always consult local authorities to determine maximum wind velocities, gusting and unique wind conditions for each specific application
- Allowable pole EPA for jobsite wind conditions must be equal to or greater than the total EPA for fixtures, arms, and accessories to be assembled to the pole. Responsibility lies with the specifier for correct pole selection. Installation of poles without luminaires or attachment of any unauthorized accessories to poles is discouraged and shall void the manufacturer's warranty
- Wind speeds and listed EPAs are for ground mounted installations. Poles mounted on structures (such as bridges and buildings) must consider vibration and coefficient of height factors beyond this general guide; Consult local and federal standards
- Wind Induced Vibration brought on by steady, unidirectional winds and other unpredictable aerodynamic forces are not included in wind velocity ratings. Consult Hubbell Lighting's Pole Vibration Application Guide for environmental risk factors and design considerations. http://cdn.spauldinglighting.com/content/products/literature/literature_files/Pole_Wind_Induced_Flyer_HL010022.pdf
- Extreme Wind Events like, Hurricanes, Typhoons, Cyclones, or Tornadoes may expose poles to flying debris, wind shear or other detrimental effects not included in wind velocity ratings

Due to our continued efforts to improve our products, product specifications are subject to change without notice.
