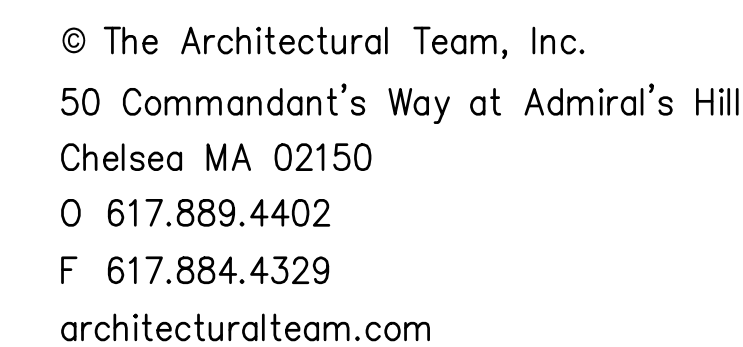




HANCOCK
ASSOCIATES

121 EAST BERKELEY STREET, BOSTON, MA 02118
VOICE (617) 357-8145, FAX (617) 357-9495
WWW.HANCOCKASSOCIATES.COM

Architect of Record:

Checked: AD/FAK

Scale: 1" = 50'

Key Plan:

MILL CREEK
MARSHFIELD

COMMERCE WAY
MARSHFIELD, MA

SITE UTILITY PLAN

21065

Issue Date:

07/12/22

Sheet Number:

C-2



Consultant:

HANCOCK
ASSOCIATES

121 EAST BERKELEY STREET, BOSTON, MA 02118
VOICE (617) 357-8145, FAX (617) 357-9495
WWW.HANCOCKASSOCIATES.COM

Revision:

Architect of Record:

Drawn: EJР

Checked: AD/FAK

Scale: 1" = 50'

Key Plan:

Project Name:

MILL CREEK
MARSHFIELD

COMMERCE WAY
MARSHFIELD, MA

Sheet Name:

SITE GRADING &
DRAINAGE PLAN

Project Number:

21065

Issue Date:

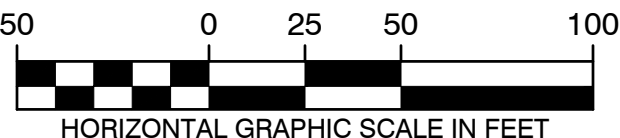
07/12/22

Sheet Number:

C-3

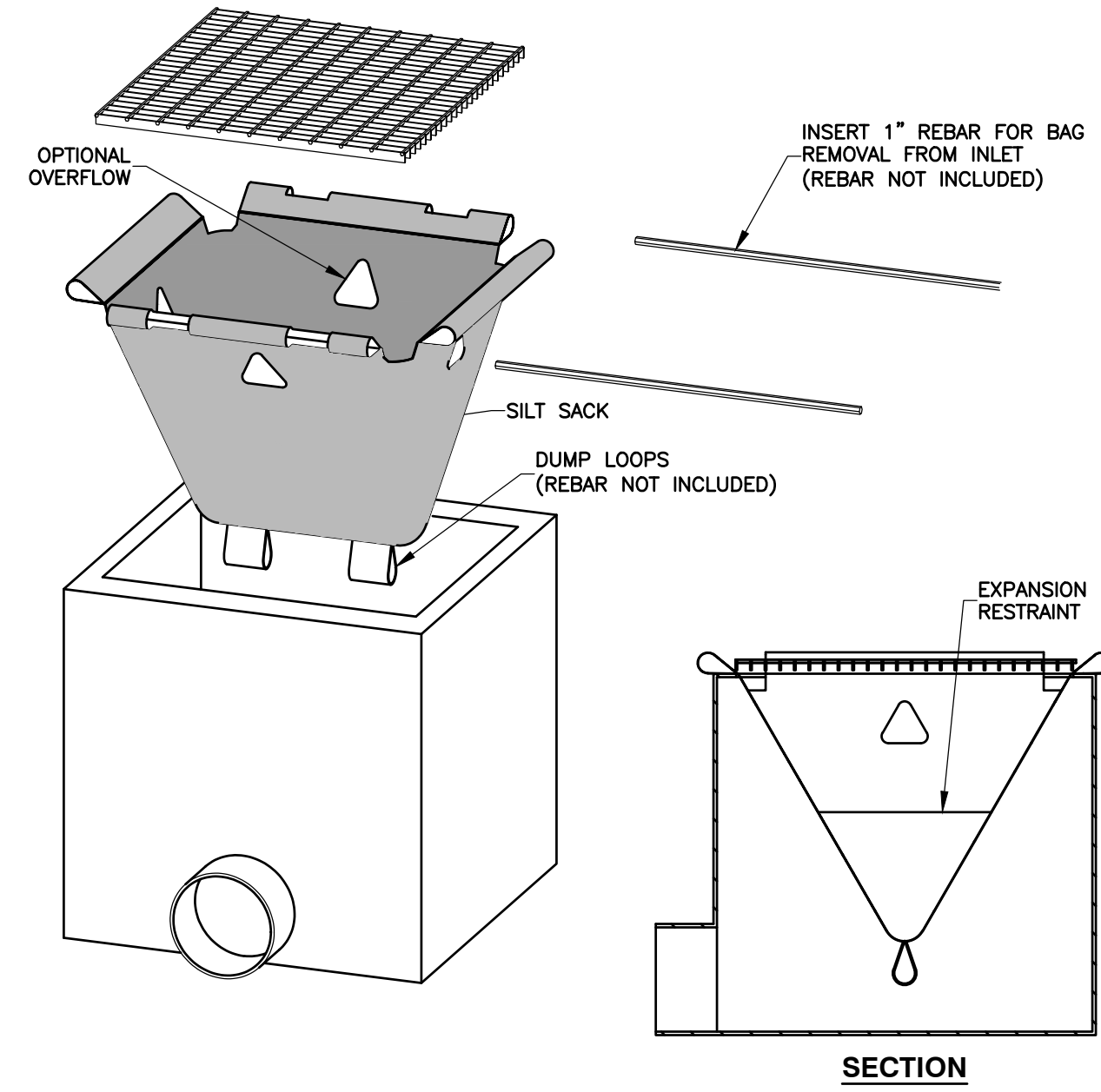


LEGEND	
12"D	STORM DRAIN
8"S	SEWER
4"W	DOMESTIC WATER
6"T	FIRE PROTECTION
HYDRANT	HYDRANT
CATCH BASIN	CATCH BASIN
DRAIN MANHOLE	DRAIN MANHOLE
SEWER MANHOLE	SEWER MANHOLE
FLOW ARROW	FLOW ARROW
184	PROP. CONTOUR
190.0	SPOT GRADE
TW/BW	TOP OF WALL/BOTTOM OF WALL
TC/BC	TOP OF CURB/BOTTOM OF CURB
CC	CEMENT CONCRETE CURB
VGC	VERTICAL GRANITE CURB
BB	BITUMINOUS BERM
WWTP	WASTEWATER TREATMENT PLANT
EVE	ELECTRIC VEHICLE CHARGING EQUIPPED
EVR	ELECTRIC VEHICLE CHARGING READY
RETAINING WALL	RETAINING WALL
ACCESSIBLE PATH	ACCESSIBLE PATH
CROSSWALK	CROSSWALK

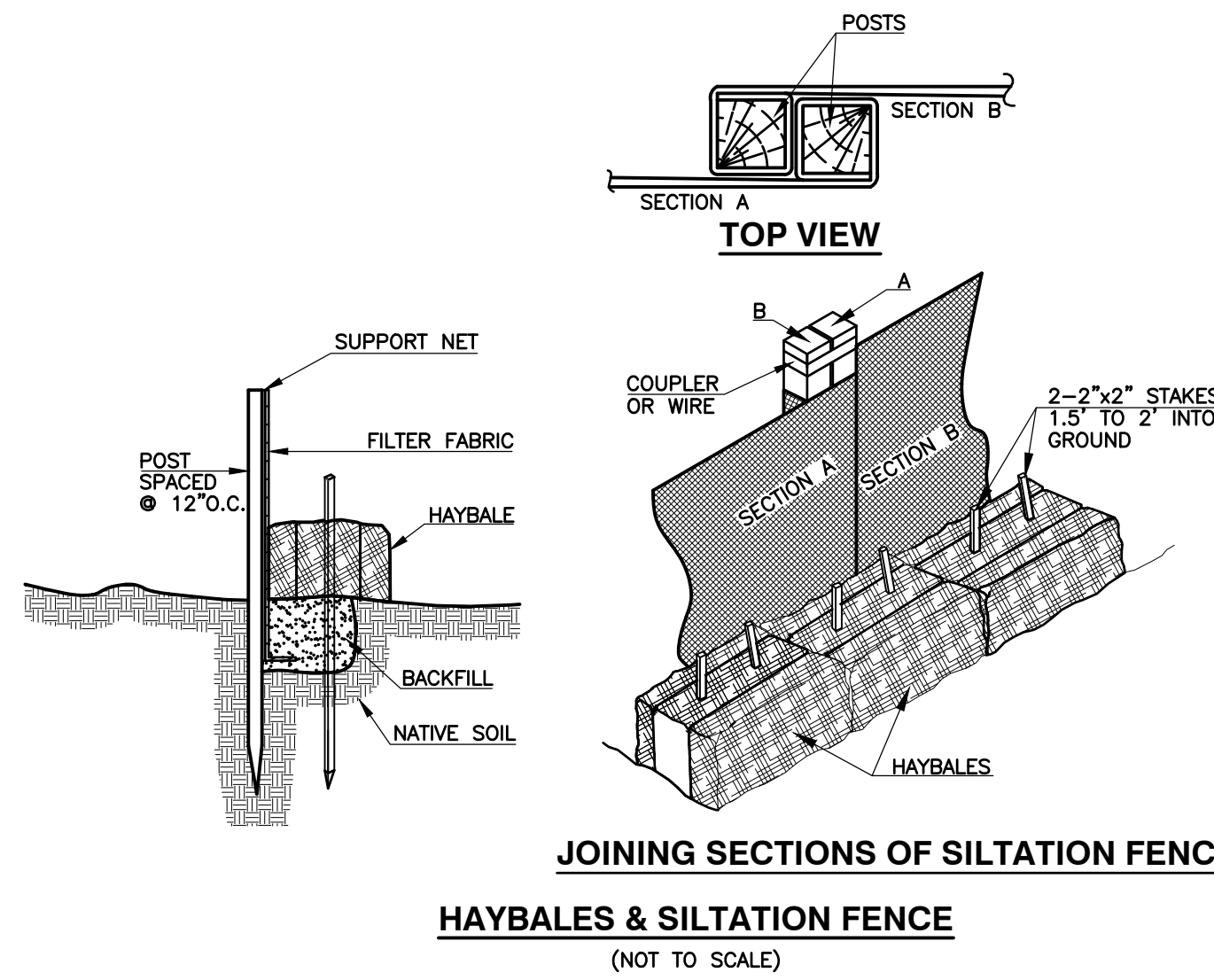


EROSION & SEDIMENT CONTROL NOTES

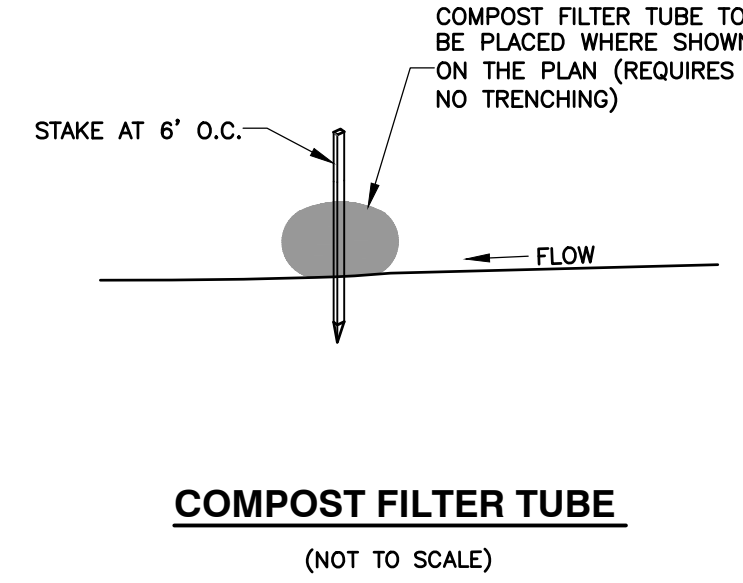
- ALL SEDIMENT AND EROSION CONTROL MEASURES SHALL BE DONE AS SET FORTH IN THE MOST CURRENT STATE SEDIMENT AND EROSION CONTROL MANUAL.
- THOSE AREAS UNDERGOING ACTUAL CONSTRUCTION WILL BE LEFT IN AN UNTREATED OR UNVEGETATED CONDITION FOR A MINIMUM TIME. AREAS SHALL BE PERMANENTLY STABILIZED WITHIN 15 DAYS OF FINAL GRADING AND TEMPORARILY STABILIZED WITHIN 90 DAYS OF INITIAL DISTURBANCE OF THE SOIL. IF THE DISTURBANCE IS WITHIN 100 FEET OF A STREAM OR POND, THE AREA SHALL BE STABILIZED WITHIN 7 DAYS OR PRIOR TO ANY STORM EVENT (THIS WOULD INCLUDE WETLANDS).
- SEDIMENT BARRIERS (SILT FENCE, STRAW BARRIERS, ETC.) SHOULD BE INSTALLED PRIOR TO ANY SOIL DISTURBANCE OF THE CONTRIBUTING DRAINAGE AREA ABOVE THEM. MULCH NETTING SHALL BE USED TO ANCHOR MULCH IN ALL AREAS WITH SLOPES GREATER THAN 15% AFTER OCTOBER 1ST THE SAME APPLIES FOR ALL SLOPES GREATER THAN 8%.
- INSTALL SILTATION BARRIER AT TOE OF SLOPE TO FILTER SILT FROM RUNOFF. SEE SILTATION BARRIER DETAILS FOR PROPER INSTALLATION. SILTATION BARRIER WILL REMAIN IN PLACE PER NOTE #5.
- ALL EROSION CONTROL STRUCTURES WILL BE INSPECTED, REPLACED AND/OR REPAIRED EVERY 7 DAYS AND IMMEDIATELY FOLLOWING ANY SIGNIFICANT RAINFALL OR SNOW MELT OR WHEN NO LONGER SERVICEABLE DUE TO SEDIMENT ACCUMULATION OR DECOMPOSITION. SEDIMENT DEPOSITS SHOULD BE REMOVED AFTER EACH STORM EVENT. THEY MUST BE REMOVED WHEN DEPOSITS REACH APPROXIMATELY ONE HALF THE HEIGHT OF THE BARRIER. SEDIMENT CONTROL DEVICES SHALL REMAIN IN PLACE AND BE MAINTAINED BY THE CONTRACTOR UNTIL AREAS UPSLOPE ARE STABILIZED BY TURF.
- NO SLOPES, EITHER PERMANENT OR TEMPORARY, SHALL BE STEEPER THAN TWO TO ONE (2:1).
- TEMPORARY SEEDING OF DISTURBED AREAS THAT HAVE NOT BEEN FINAL GRADED SHALL BE COMPLETED 45 DAYS PRIOR TO THE FIRST KILLING FROST TO PROTECT FROM SPRING RUNOFF PROBLEMS.
- DURING THE CONSTRUCTION PHASE, INTERCEPTED SEDIMENT WILL BE RETURNED TO THE SITE AND REGRADED ONTO OPEN AREAS.



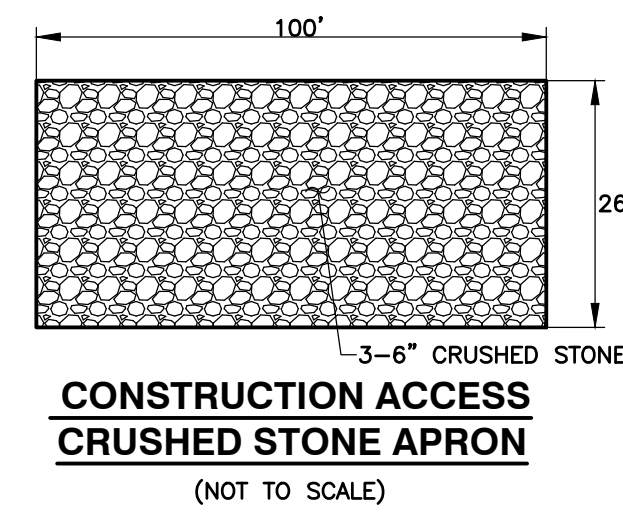
SILT SACK DETAIL
(NOT TO SCALE)



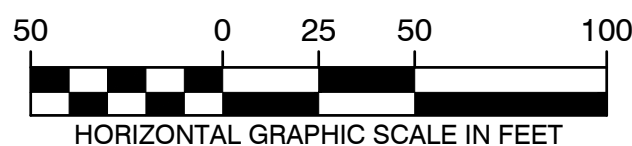
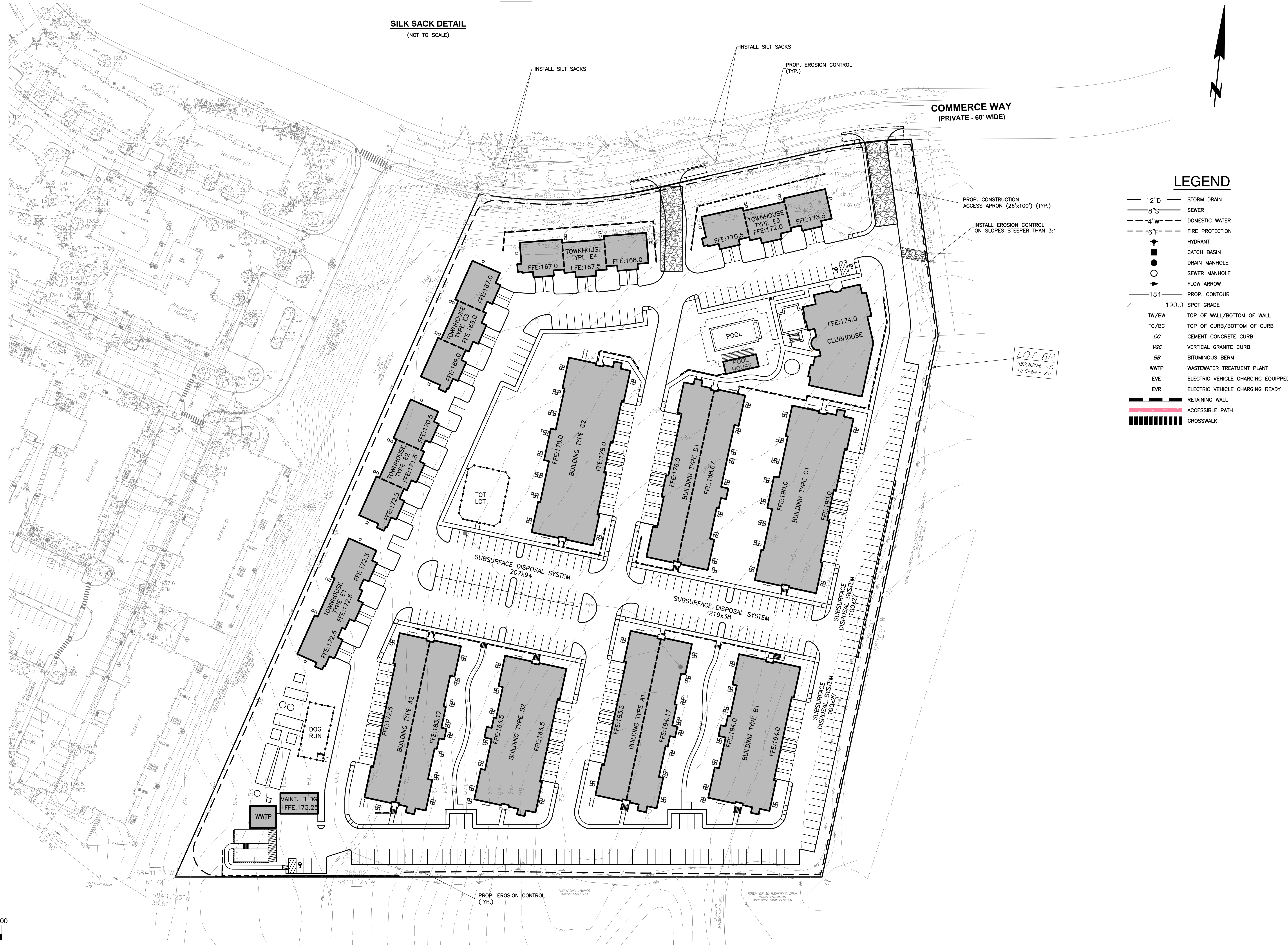
JOINING SECTIONS OF SILTATION FENCE
HAYBALES & SILTATION FENCE
(NOT TO SCALE)



COMPOST FILTER TUBE
(NOT TO SCALE)



CONSTRUCTION ACCESS
CRUSHED STONE APRON
(NOT TO SCALE)



tat

© The Architectural Team, Inc.
50 Commandant's Way at Admiral's Hill
Chelsea MA 02150
O 617.889.4402
F 617.884.4329
architecturalteam.com

Consultant:
HANCOCK ASSOCIATES
121 EAST BERKELEY STREET, BOSTON, MA 02118
VOICE (617) 357-8145, FAX (617) 357-9495
WWW.HANCOCKASSOCIATES.COM

Revision:

Architect of Record:

Drawn: EJR
Checked: AD/FAK
Scale: As noted
Key Plan:

Project Name:
MILL CREEK MARSHFIELD

COMMERCE WAY MARSHFIELD, MA

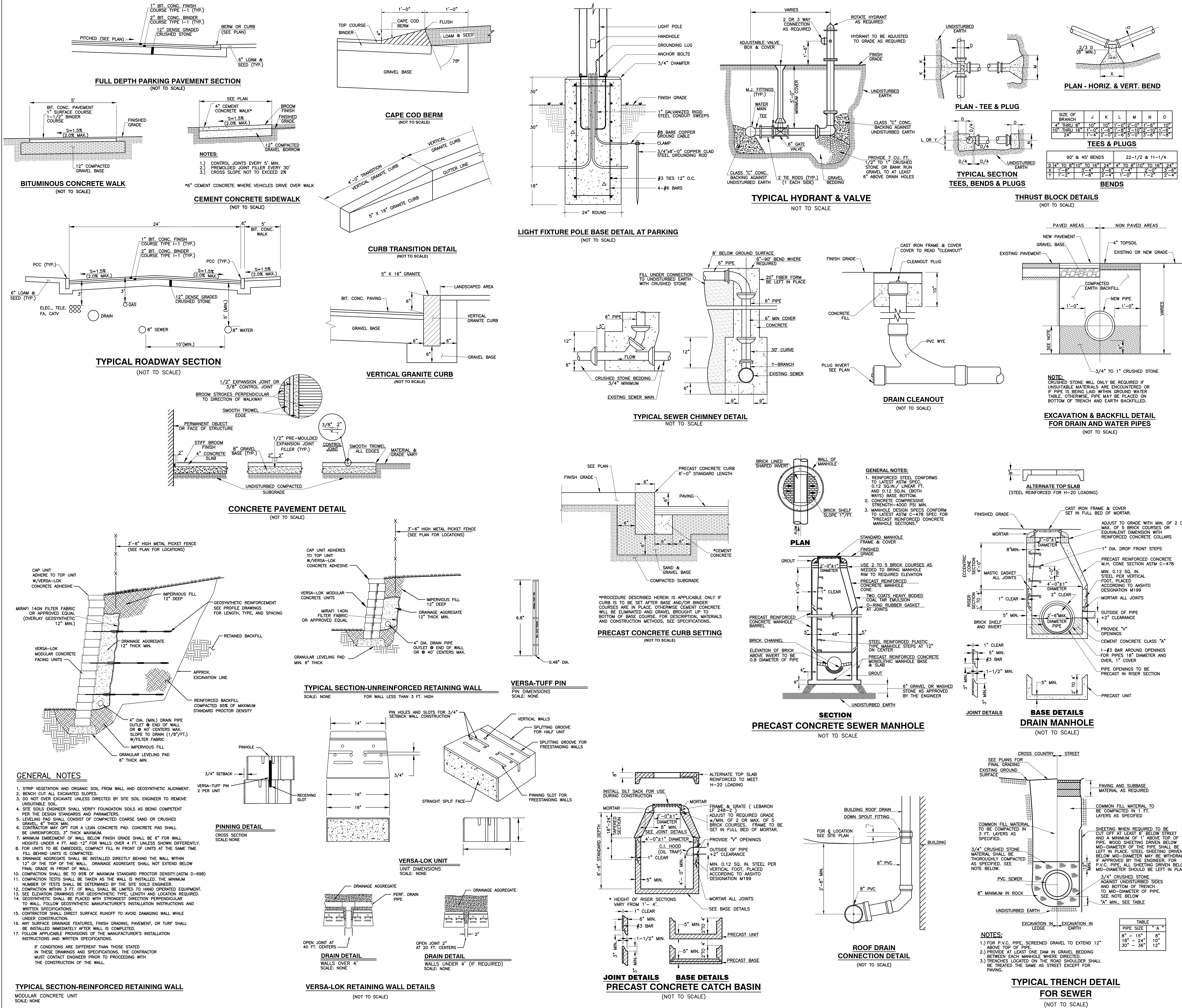
Sheet Name:
DETAILS

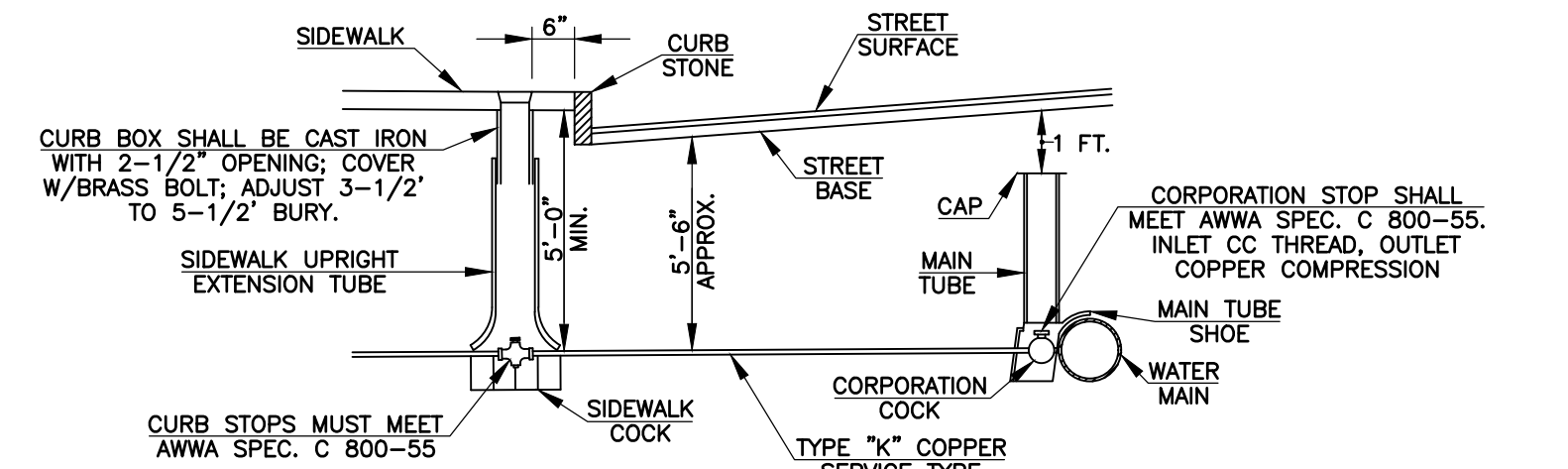
Project Number:
21065

Issue Date:
07/12/22

Sheet Number:

DETAIL -1

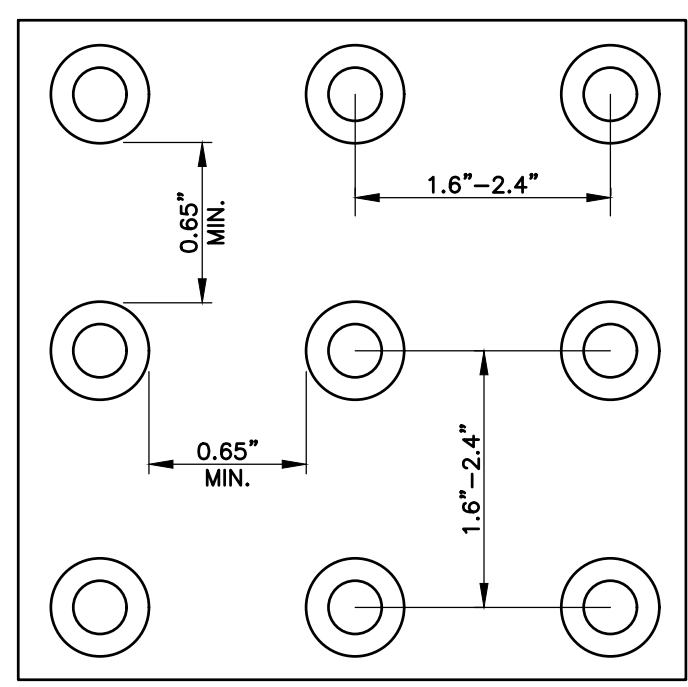
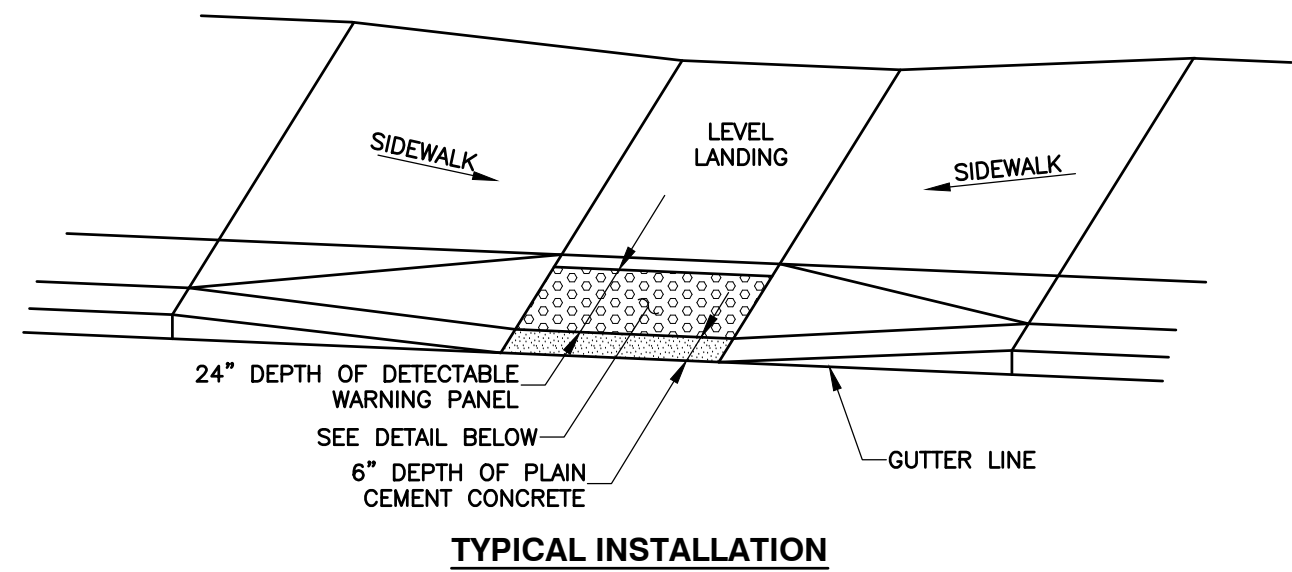




- NOTES:**
- COPPER TUBING SHALL MEET AWWA SPEC. TYPE K OR FEDERAL SPEC. WWT-799 TYPE K.
 - 1 1/2" AND LARGER SERVICE ARE REQUIRED TO HAVE A SADDLE.
 - 1-1/2" SERVICE REQUIRES A CORPORATION COCK ONLY AT THE MAIN AND SHALL BE PROVIDED WITH A ROADWAY BOX TO GRADE. IT SHALL NOT REQUIRE A SEPARATE CURB STOP.

WATER SERVICE CONNECTION

NOT TO SCALE



NOTE:
PANELS MAY BE CONCRETE, PRECAST OR CAST IN PLACE OR OTHER SUITABLE MATERIAL PERMANENTLY APPLIED TO THE RAMP. DETECTABLE WARNING SURFACES SHALL CONTRAST VISUALLY WITH ADJACENT WALKING SURFACES, EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT.

DETECTABLE WARNING PANEL FOR WHEELCHAIR RAMPS

NOT TO SCALE

DETECTABLE WARNING APPLICATION NOTES

TRUNCATED DOMES (SEE CDRS SECTION 16.4.2a) SHALL BE PLACED ACROSS THE ENTIRE WIDTH OF THE SIDEWALK FOR A DISTANCE OF NOT LESS THAN 2 FEET ALONG THE SIDEWALK, WHENEVER A PUBLIC SIDEWALK CROSSES A RAIL SYSTEM AT GRADE.

- A. AT GRADE CROSSINGS WITH A PEDESTRIAN CONTROL GATE, THE EDGE OF THE 2 FOOT LENGTH OF DETECTABLE WARNING CLOSEST TO THE CONTROL GATE, SHALL BE PLACED PARALLEL TO THE CONTROL GATE AT A DISTANCE OF BETWEEN 4 FEET AND 5 FEET FROM THE GATE IN A DOWN POSITION.
- B. AT GRADE CROSSINGS WITHOUT A CONTROL GATE, THE EDGE OF THE 2 FOOT LENGTH OF DETECTABLE WARNING CLOSEST TO THE FIRST RAIL SHALL BE PLACED AT A DISTANCE OF 21 FEET IN ADVANCE OF THE FIRST RAIL CROSSING THE PATH OF TRAVEL.
- C. MHD MATERIAL SPECIFICATION (TO BE WRITTEN).

ROADWAY PROFILE GRADE	*HIGH SIDE TRANSITION LENGTH ROUNDED TO THE NEAREST 4"
%	LENGTH
0	6'-6"
>0 TO 1	7'-8"
>1 TO 2	9'-0"
>2 TO 3	11'-0"
>3 TO 4	14'-0"
>4	15'-0" Max.

LEGEND

HSL = HIGH SIDE TRANSITION LENGTH (SEE M/E 107.9.0)

W = SIDEWALK WIDTH

W₁ = PERPENDICULAR RAMP LENGTH

W_c = CURB WIDTH

* = TOLERANCE FOR CONSTRUCTION ±0.5%

USABLE SIDEWALK WIDTH PER AAB = W-W_c

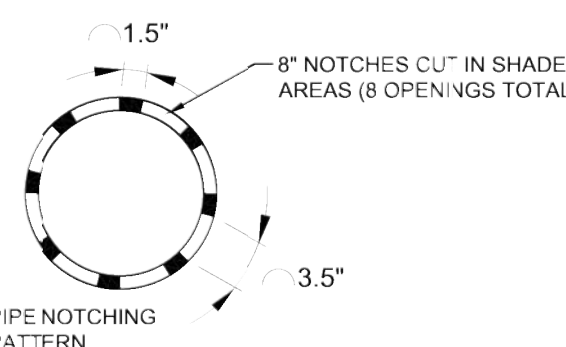
RAMP LENGTH, W₁ = W-4.0' MIN.

CURB TRANSITION LENGTHS FOR WHEELCHAIR CURB CUT RAMPS

- NOTES**
- THIS PORT IS USED TO PUMP WATER INTO THE SYSTEM AND RE-SUSPEND ACCUMULATED SEDIMENT SO THAT IT MAY BE PUMPED OUT.
 - MINIMUM REQUIRED MAINTENANCE INCLUDES A QUARTERLY INSPECTION DURING THE FIRST YEAR OF OPERATION AND A YEARLY INSPECTION THEREAFTER. FLUSHING IS REQUIRED.
 - ONLY R-TANK^{HD} AND R-TANK^{HD} MAY BE USED IN TRAFFIC APPLICATIONS.

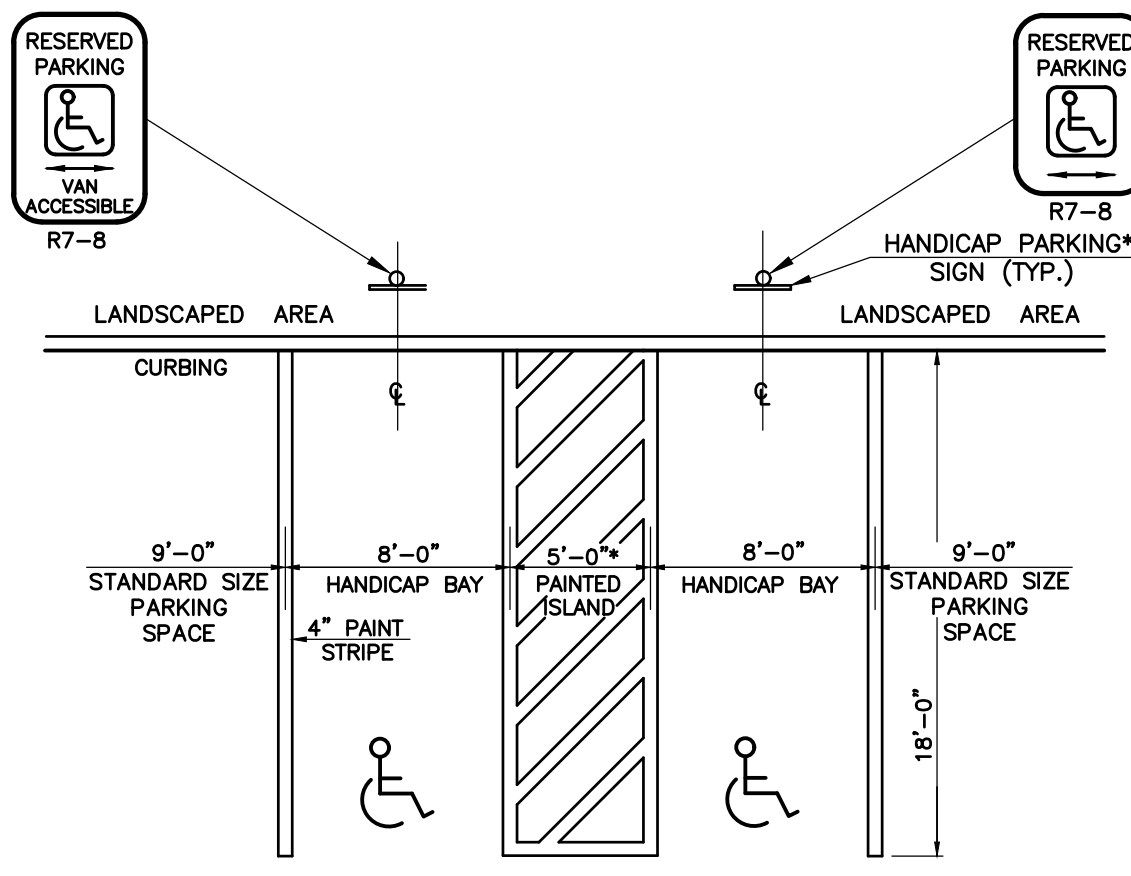
DEPTH SUMMARY

TYPE	A	S
R-TANK	12" MIN - 36" MAX	AS SHOWN ON PLANS
R-TANK ^{HD}	20" MIN - 6.99' MAX	12"
R-TANK ^{HD}	18" MIN - 9.99' MAX	12"



R-TANK^{HD} - TYPICAL MAINTENANCE PORT

(NOT TO SCALE)



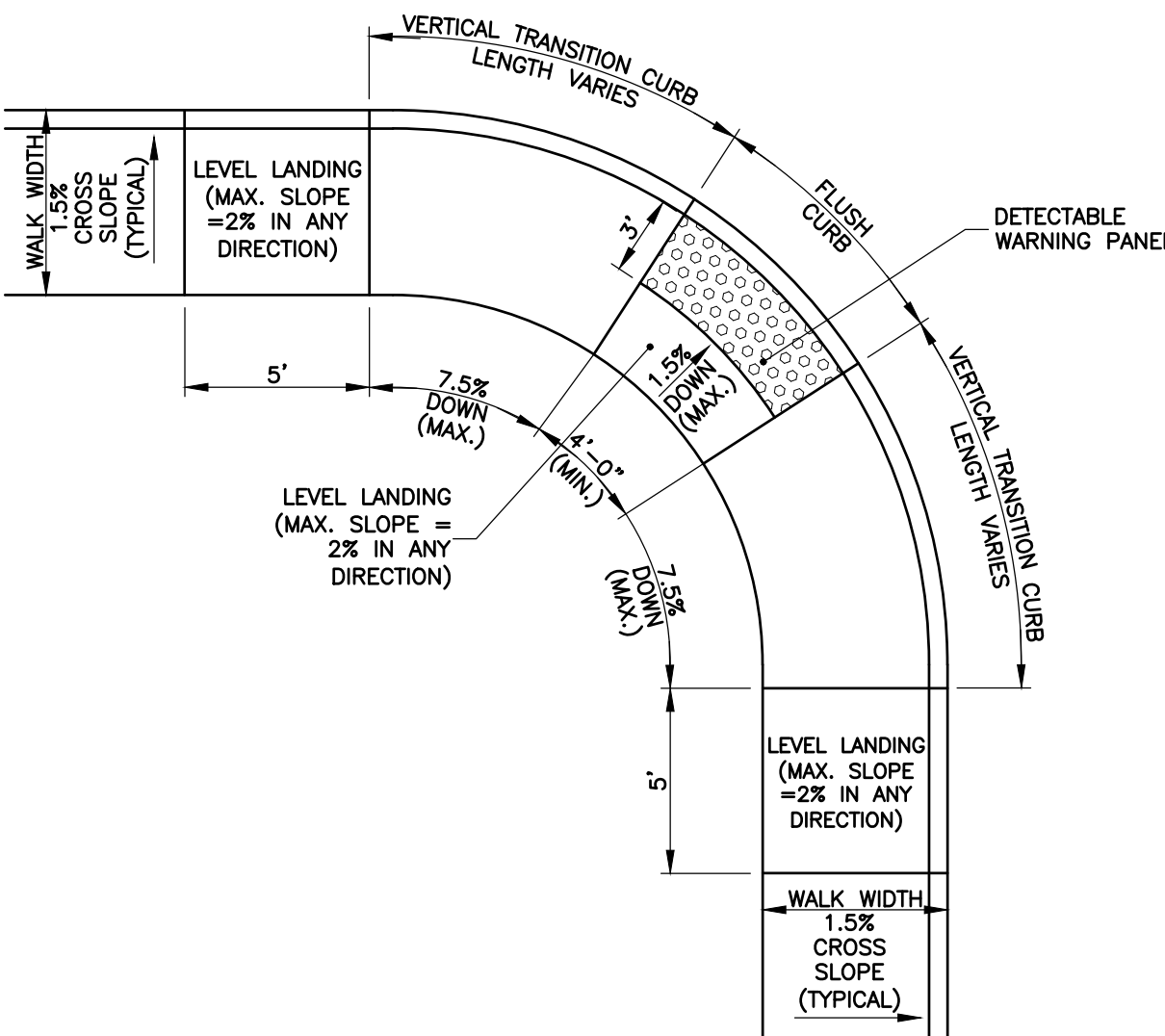
- 8'-0" ACCESS AISLE ADJACENT TO VAN SPACE
 - SIGN FOR VAN SPACE TO READ "VAN ACCESSIBLE" BELOW DOUBLE ARROW AT BOTTOM.
- NOTE:** R7-8 SIGNS SHALL BE MOUNTED AT A HEIGHT OF NO LESS THAN 5 FEET AND NOT MORE THAN 8 FEET TO THE TOP OF THE SIGN.

ADA REQUIREMENTS:

- WALKS SHALL NOT EXCEED 5% SLOPE.
- WALKS CROSS SLOPE SHALL NOT EXCEED 2%.
- SLOPE AT HANDICAP PARKING SPACES SHALL NOT EXCEED 2% IN ANY DIRECTION.

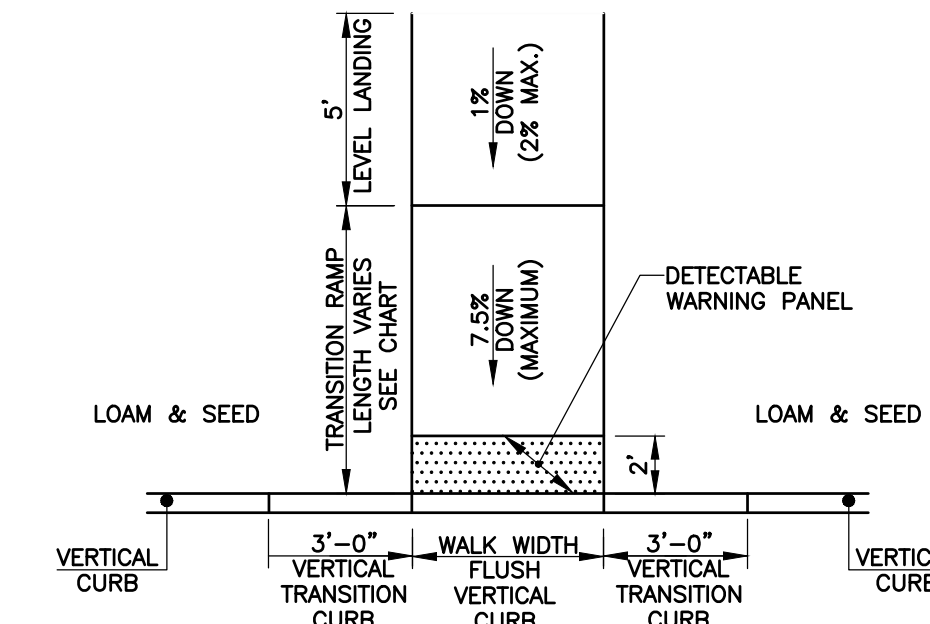
LAYOUT PLAN TYPICAL HANDICAP PARKING

(NOT TO SCALE)



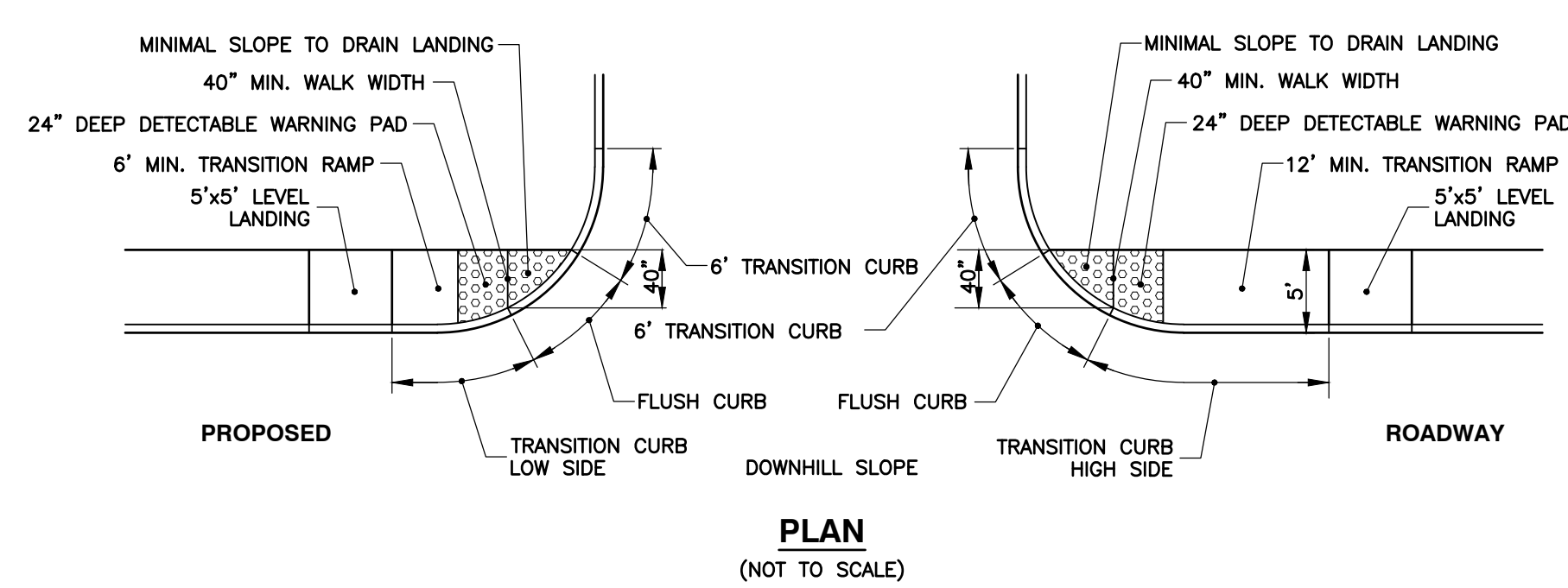
WHEELCHAIR CURB CUT DETAIL "B"

(NOT TO SCALE)

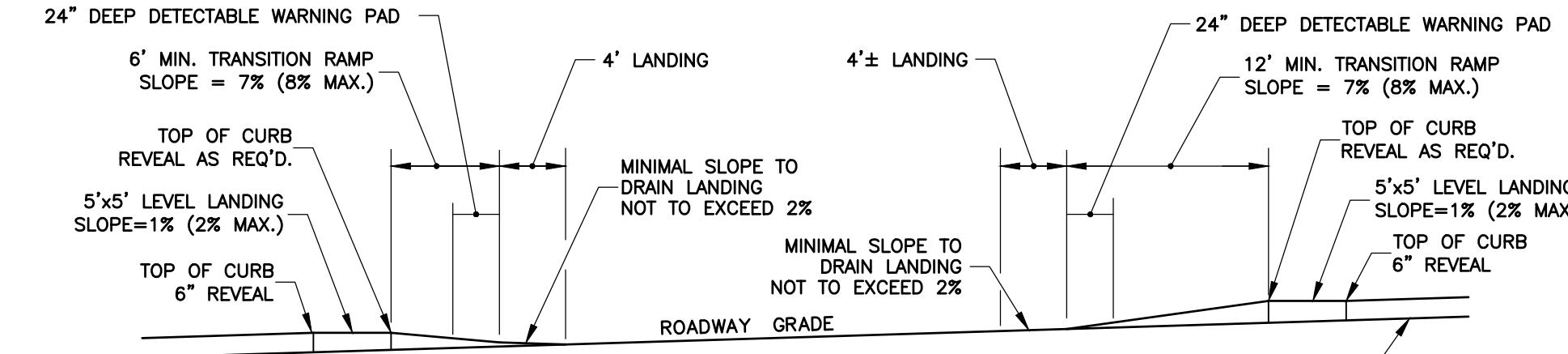


WHEELCHAIR CURB CUT TYPE "C"

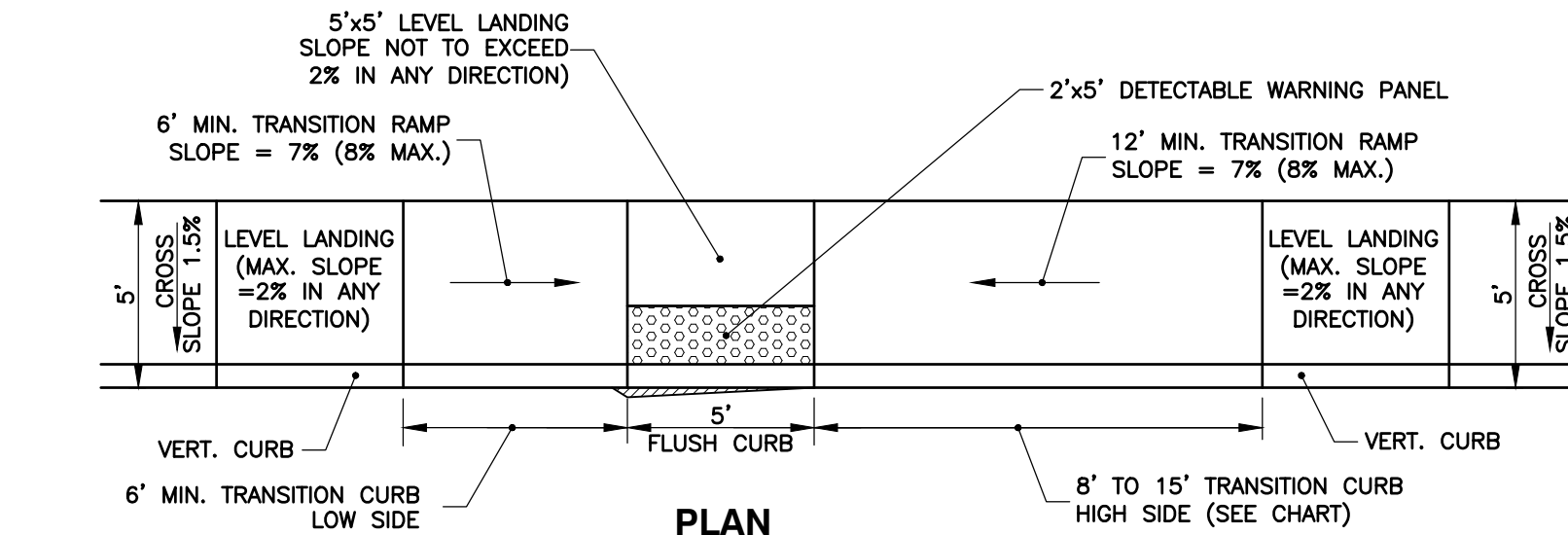
(NOT TO SCALE)



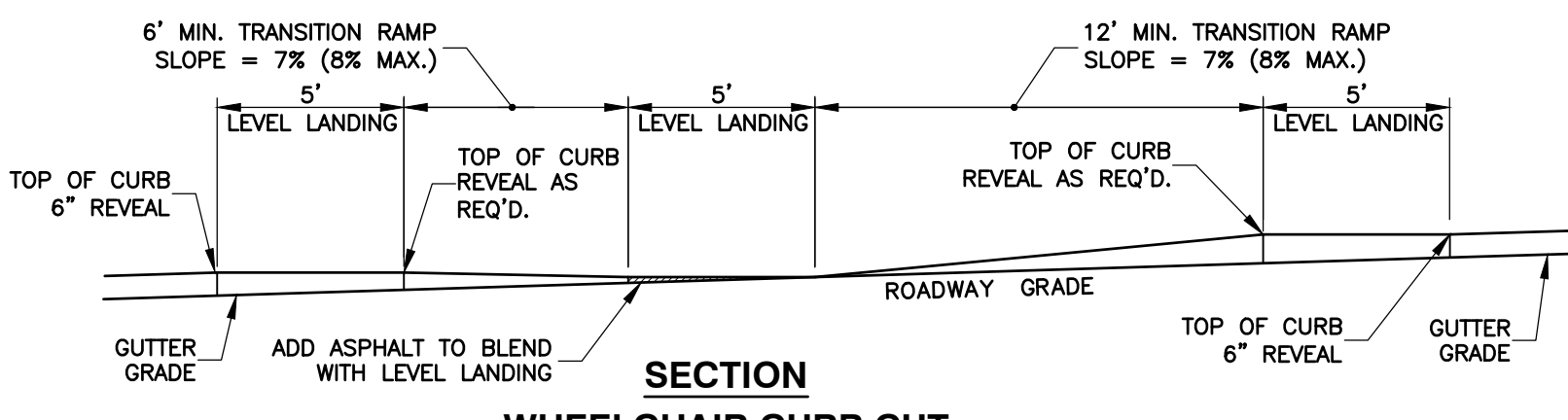
PLAN (NOT TO SCALE)



SECTION WHEELCHAIR CURB CUT TYPE "E"

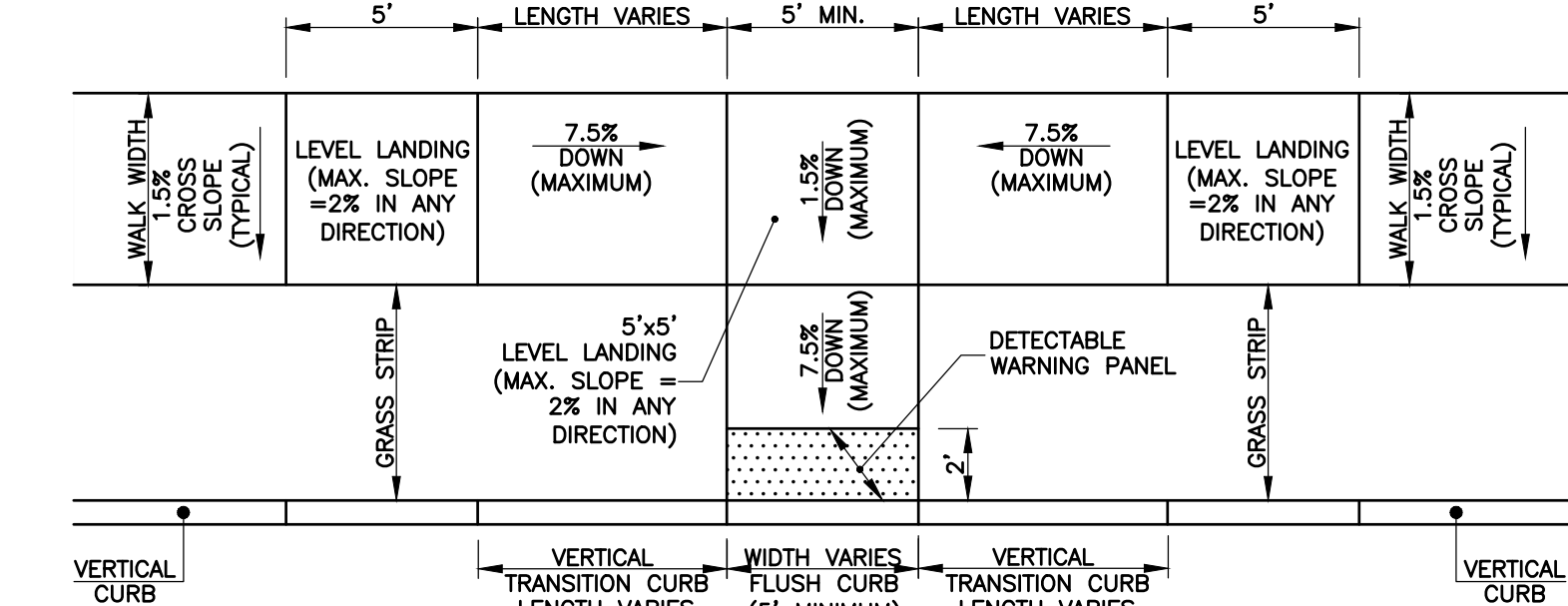


PLAN



SECTION WHEELCHAIR CURB CUT DETAIL "A"

(NOT TO SCALE)



WHEELCHAIR CURB CUT TYPE "D"

(NOT TO SCALE)

ACCESSIBILITY NOTES

GENERAL NOTES:

- SPECIAL ATTENTION SHALL BE GIVEN TO COMPLIANCE WITH THE MASSACHUSETTS ARCHITECTURAL ACCESS BOARD (AAB) RULES AND REGULATIONS AND THE 2010 ADA STANDARDS FOR ACCESSIBLE DESIGN.

2. IT IS ESSENTIAL THAT CONTRACTORS BE AWARE OF THE SITE ACCESSIBILITY REQUIREMENTS. THESE NOTES AND DETAILS ARE INTENDED TO ASSURE THAT CONTRACTORS ARE AWARE OF THE REQUIREMENTS AT THE TIME WHEN THEY ARE BIDDING THE PROJECT. IF SLOPES / GRADES AND DIMENSIONS ARE NOT ACHIEVABLE, THE CONTRACTOR IS REQUIRED TO CONTACT THE OWNER IMMEDIATELY, BEFORE MOVING FORWARD WITH THE WORK.

3. THE CONTRACTOR SHALL NOTIFY THE ARCHITECT AND CIVIL ENGINEER IMMEDIATELY OF ANY CONFLICT BETWEEN THESE NOTES AND DETAILS AND OTHER PROJECT DRAWINGS, WHETHER BY H.W. MOORE ASSOCIATES OR OTHERS. THE CONTRACTOR SHALL NOT PROCEED WITH THE WORK FOR WHICH THE ALLEGED CONFLICT HAS BEEN DISCOVERED UNTIL SUCH ALLEGED CONFLICT HAS BEEN RESOLVED. NO CLAIM SHALL BE MADE BY THE CONTRACTOR FOR DELAY DAMAGES AS A RESULT OF RESOLUTION OF ANY SUCH CONFLICTS.

4. AAB REGULATIONS DO NOT ALLOW ANY TOLERANCE ON SLOPE REQUIREMENTS AND THE MAXIMUM SLOPES LISTED BELOW CAN NOT BE EXCEEDED.

5. IT IS RECOMMENDED THAT THE CONTRACTOR USE A 2-FOOT DIGITAL LEVEL TO VERIFY SLOPES PRIOR TO PLACING THE FINISHED SURFACE. IT IS FURTHER RECOMMENDED THAT FORMS BE CHECKED PRIOR TO PLACING CONCRETE OR ASPHALT.

6. THESE ACCESSIBILITY NOTES AND DETAILS ARE INTENDED TO DEPICT SLOPE AND DIMENSIONAL REQUIREMENTS ONLY. REFER TO SIDEWALK, CURBING, AND PAVEMENT DETAILS FOR ADDITIONAL INFORMATION.

ACCESSIBLE ROUTE NOTES

1. AT LEAST ONE ACCESSIBLE ROUTE SHALL BE PROVIDED WITHIN THE SITE FROM ACCESSIBLE PARKING SPACES AND ACCESSIBLE PASSENGER LOADING ZONES, PUBLIC STREETS OR SIDEWALKS, AND PUBLIC TRANSPORTATION STOPS TO THE ACCESSIBLE BUILDING OR FACILITY THEY SERVE.

2. AT LEAST ONE ACCESSIBLE ROUTE SHALL CONNECT ACCESSIBLE BUILDINGS, ACCESSIBLE FACILITIES, ACCESSIBLE ELEMENTS, AND ACCESSIBLE SPACES THAT ARE ON THE SAME SITE.

3. DIRECTIONAL SIGNAGE INDICATING THE ROUTE TO THE NEAREST ACCESSIBLE BUILDING ENTRANCE SHALL BE PROVIDED AT INACCESSIBLE BUILDING ENTRANCES.

4. TRANSITIONS BETWEEN RAMPS, WALKS, LANDINGS, GUTTERS OR STREETS SHALL BE FLUSH AND FREE OF ABRUPT VERTICAL CHANGES (1/4 INCH MAXIMUM VERTICAL CHANGE).

5. SLOPES OF THE MANEUVERING CLEARANCE AT DOORS ON ACCESSIBLE ROUTES CANNOT EXCEED 2% IN ANY DIRECTION FOR A DEPTH OF SIXTY (60) INCHES FROM THE FACE OF THE DOOR.

WALKWAYS:

1. WIDTH OF WALKWAYS SHALL NOT BE LESS THAN 48 INCHES, EXCLUDING CURB STONES.

2. WALKWAYS SHALL PROVIDE A MINIMUM OF 36 INCHES CLEAR, UNOBSTRUCTED PATH OF TRAVEL PAST ALL OBSTRUCTIONS. (I.E. UTILITY POLES, SIGNS, FIRE HYDRANTS, ETC.).

3. WALKING SURFACES SHALL HAVE A MAXIMUM RUNNING SLOPE OF 5.0% AND A MAXIMUM CROSS SLOPE OF 2.0%.

4. AT THE INTERSECTION OF TWO SIDEWALKS, THERE SHALL BE A LEVEL LANDING WITH NO SLOPE GREATER THAN 2% IN ANY DIRECTION.

5. ANY WALKING SURFACE WITH A RUNNING SLOPE GREATER THAN 5.0% IS CONSIDERED A RAMP AND SHALL COMPLY WITH THE GUIDELINES FOR RAMPS OR CURB CUT RAMPS.

6. ACCESSIBLE ROUTE SURFACES SHALL BE STABLE, FIRM AND SLIP RESISTANT.

7. IF CATCH BASINS OR OTHER GRATINGS ARE LOCATED WITHIN A ACCESSIBLE ROUTE, THEN AN ADA GRATE SHALL BE USED WITH SPACES NO GREATER THAN 1/2 INCH WIDE IN THE DIRECTION OF TRAVEL.

RAMPS:

1. ANY PART OF AN ACCESSIBLE ROUTE WITH A RUNNING SLOPE GREATER THAN 5% SHALL BE CONSIDERED A RAMP OR A CURB CUT RAMP.

2. THE MAXIMUM RUNNING SLOPE FOR A RAMP SHALL BE 8.33% AND THE MAXIMUM CROSS SLOPE SHALL BE 2.0%.

3. THE CLEAR WIDTH OF A RAMP SHALL BE 48 INCHES MINIMUM AS MEASURED BETWEEN THE HANDRAILS.

4. THE MAXIMUM RISE FOR ANY RAMP RUN SHALL BE 30 INCHES.

5. LANDINGS SHALL BE PROVIDED AT THE TOP AND BOTTOM OF RAMPS. LANDINGS SHALL HAVE A SLOPE NOT STEEPER THAN 2.0% IN ANY DIRECTION. THE LANDING CLEAR WIDTH SHALL BE AT LEAST AS WIDE AS THE WIDEST RAMP RUN LEADING TO THE LANDING. THE LANDING CLEAR LENGTH SHALL BE SIXTY (60) INCHES LONG MINIMUM. RAMPS THAT CHANGE DIRECTION BETWEEN RUNS AT LANDINGS SHALL HAVE A CLEAR LANDING OF SIXTY(60) INCHES BY SIXTY (60) INCHES MINIMUM.

6. EDGE PROTECTION COMPLYING WITH AAB REQUIREMENTS SHALL BE PROVIDED ON EACH SIDE OF RAMP RUNS AND ON EACH SIDE OF RAMP LANDINGS.

7. WHERE DOORWAYS ARE LOCATED ADJACENT TO A RAMP LANDING, MANEUVERING CLEARANCES REQUIRED BY 521 CMR FIGURES 26a AND 26a SHALL BE COMPLIED WITH.

8. HANDRAILS COMPLYING WITH 521 CMR 24.5 MUST BE PROVIDED ALONG BOTH SIDES OF RAMP.

CURB CUT RAMPS:

1. CURB CUT RAMPS ARE REQUIRED AT THE CORNER OF EACH INTERSECTION AND WHERE A PEDESTRIAN PATH OF TRAVEL CROSSES A ROAD, DRIVEWAY OR OTHER VEHICULAR WAY.

2. THE MAXIMUM RUNNING SLOPE OF A CURB CUT RAMP SHALL BE 8.33% AND THE MAXIMUM CROSS SLOPE SHALL BE 2.0%.

3. CURB CUT RAMPS MAY EXTEND UP TO 15 FEET IN LENGTH.

4. MAXIMUM SLOPES OF ADJOINING GUTTERS AND ROAD SURFACES IMMEDIATELY ADJACENT TO THE CURB CUT RAMP SHALL NOT BE STEEPER THAN 5%. THE ADJACENT SURFACES AT TRANSITIONS AT CURB CUT RAMPS TO WALKS, GUTTERS AND STREETS SHALL BE AT THE SAME LEVEL.

5. THE MINIMUM CLEAR WIDTH OF A CURB CUT RAMP SHALL BE 36 INCHES, EXCLUSIVE OF FLARED SIDES, IF PROVIDED.

6. LANDINGS SHALL BE PROVIDED AT THE TOP OF CURB CUT RAMPS. THE CLEAR LENGTH OF THE LANDING SHALL BE 48 INCHES MINIMUM. THE CLEAR WIDTH OF THE LANDING SHALL BE AT LEAST AS WIDE AS THE CURB CUT RAMP, EXCLUDING FLARED SIDES. LEADING TO THE LANDING. LANDINGS SHALL HAVE A SLOPE NOT STEEPER THAN 2% IN ANY DIRECTION.

ACCESSIBILITY NOTES (CONT.)

CURB CUT RAMPS (CONT.)

7. IF A CURB CUT RAMP IS LOCATED WHERE PEDESTRIANS MUST WALK ACROSS THE RAMP, OR WHERE IT IS NOT PROTECTED BY HANDRAILS OR GUARDRAILS, IT SHALL HAVE FLARED SIDES.

8. WHERE PROVIDED, CURB CUT RAMP FLARES SHALL NOT EXCEED 10%, IF THE CLEAR LENGTH OF THE LANDING IS LESS THAN FORTYEIGHT (48) INCHES, THE SLOPE OF THE FLARED SIDES SHALL NOT EXCEED 8.33%.

9. CURB CUT RAMPS AND THE FLARED SIDES OF CURB CUT RAMPS SHALL BE LOCATED SO THAT THEY DO NOT PROJECT INTO VEHICULAR TRAFFIC LANES. PARKING SPACES OR PARKING ACCESS AISLES. CURBS AT MARKED CROSSINGS SHALL BE WHOLLY CONTAINED WITHIN THE MARKINGS, EXCLUDING ANY FLARED SIDES.

10. CURB CUT RAMPS SHALL BE LOCATED OR PROTECTED TO PREVENT THEIR OBSTRUCTION BY PARKED VEHICLES.

11. CURB CUT RAMPS SHALL HAVE A TWENTY-FOUR (24) INCH DEEP DETECTABLE WARNING PANEL COMPLYING WITH ADA, EXTENDING THE FULL WIDTH OF THE RAMP. REFER TO DETECTABLE WARNING DETAILS AND NOTES FOR PLACEMENT.

12. WHERE PROVIDED, STOP LINES SHALL BE LOCATED IN ADVANCE OF CURB CUT RAMP.

13. WHERE PROVIDED, DRAINAGE INLETS SHALL BE LOCATED UPSTREAM OF CURB RAMPS AND NOT IN THE RAMP AREA.

14. CURB CUT RAMP TYPE AND LOCATION ARE SHOWN ON PLAN.

ACCESSIBLE PARKING SPACES:

1. ACCESSIBLE PARKING SPACES SHALL BE LOCATED ON THE SHORTEST ACCESSIBLE ROUTES OF TRAVEL FROM ADJACENT PARKING TO AN ACCESSIBLE BUILDING ENTRANCE.

2. ACCESSIBLE PARKING SPACES AND ACCESS AISLES SHALL BE AT LEAST 8 FEET WIDE. WHERE PARKING SPACES AND ACCESS AISLES ARE MARKED WITH LINES, THE WIDTH MEASUREMENTS SHALL BE MADE FROM CENTERLINE OF THE MARKINGS.

3. PARKING ACCESS AISLES SHALL BE PART OF AN ACCESSIBLE ROUTE TO THE BUILDING OR FACILITY ENTRANCE AND SHALL COMPLY WITH PROVISIONS FOR ACCESSIBLE ROUTES.

4. TWO (2) ACCESSIBLE PARKING SPACES MAY SHARE A COMMON ACCESS AISLE.

5. ACCESS AISLES SHALL EXTEND THE FULL LENGTH OF THE PARKING SPACE THEY SERVE.

6. ACCESS AISLES SHALL NOT OVERLAP THE VEHICULAR WAY. ACCESS AISLES SHALL BE PERMITTED TO BE PLACED ON EITHER SIDE OF THE PARKING SPACE EXCEPT FOR ANGLED VAN PARKING SPACES WHICH SHALL HAVE ACCESS AISLES LOCATED ON THE PASSENGER SIDE OF THE PARKING SPACES.

7. SURFACES OF PARKING SPACES AND ACCESS AISLES SERVING THEM SHALL BE STABLE, FIRM AND SLIP RESISTANT. ACCESS AISLES SHALL BE AT THE SAME LEVEL AS THE PARKING SPACES THEY SERVE.

8. PARKING SPACES AND ACCESS AISLES SHALL BE LEVEL WITH SURFACE SLOPES NOT EXCEEDING 2.0% IN ANY DIRECTIONS.

9. PARKED VEHICLE OVERHANGS SHALL NOT REDUCE THE REQUIRED CLEAR WIDTH OF AN ACCESSIBLE ROUTE.

10. PARKING SPACES FOR VANS AND ACCESS AISLES AND VEHICULAR ROUTES SERVING THEM SHALL PROVIDE A VERTICAL CLEARANCE OF 8 FEET 2 INCHES (8'2") MINIMUM. SIGNS SHALL BE PROVIDED AT ENTRANCES TO PARKING FACILITIES INFORMING DRIVERS OF CLEARANCES AND THE LOCATION OF VAN ACCESSIBLE PARKING SPACES.

11. EACH ACCESSIBLE PARKING SPACE SHALL BE PROVIDED WITH SIGNAGE DISPLAYING THE INTERNATIONAL SYMBOL OF ACCESSIBILITY. EACH ACCESS AISLE SHALL BE CLEARLY MARKED BY MEANS OF DIAGONAL STRIPES. SIGNS SHALL BE INSTALLED AT A CLEAR HEIGHT OF BETWEEN 5 FEET TO THE BOTTOM OF THE SIGN AND 8 FEET TO THE TOP OF THE SIGN AND SHALL NOT INTERFERE WITH AN ACCESSIBLE ROUTE FROM AN ACCESS AISLE. SIGNS LOCATED WHERE THEY MAY BE HIT BY VEHICLES BEING PARKED SHALL BE INSTALLED WITH BOLLARD PROTECTION.

12. ACCESSIBLE PARKING SPACE, ACCESS AISLE STRIPING, AND INTERNATIONAL SYMBOL OF ACCESSIBILITY SHALL BE PAINTED BLUE.

PASSENGER LOADING ZONES

1. PASSENGER LOADING ZONES SHALL PROVIDE VEHICULAR PULL-UP SPACE 9 FEET WIDE MINIMUM AND 20 FEET LONG MINIMUM.

2. PASSENGER LOADING ZONES SHALL PROVIDE A CLEARLY MARKED ACCESSIBLE THAT IS 9 FEET WIDE MINIMUM AND EXTENDS THE FULL LENGTH OF THE VEHICLE PULL-UP SPACE THEY SERVE.

3. ACCESS AISLE SHALL ADJOIN AN ACCESSIBLE ROUTE AND NOT OVERLAP THE VEHICULAR WAY.

4. VEHICLE PULL-UP SPACES AND ACCESS AISLES SERVING THEM SHALL BE LEVEL WITH SURFACE SLOPES NOT EXCEEDING 2.0% IN ANY DIRECTION. ACCESS AISLES SHALL BE AT THE SAME LEVEL AS THE VEHICLE PULL-UP SPACE THEY SERVE.

5. SURFACES OF VEHICLE PULL-UP SPACES AND ACCESS AISLES SERVING THEM SHALL BE STABLE, FIRM AND SLIP RESISTANT.

6. VEHICLE PULL-UP SPACES, ACCESS AISLES SERVING THEM AND A VEHICULAR ROUTE FROM AN ENTRANCE TO THE PASSENGER LOADING ZONE, AND FROM THE PASSENGER LOADING ZONE TO A VEHICULAR CUT SERVING THEM, SHALL PROVIDE A VERTICAL CLEARANCE OF 9 FEET 6 INCHES (9'6") MINIMUM.

BUILDING ENTRANCES:

1. ALL PUBLIC ENTRANCES SHALL BE ACCESSIBLE.

2. THE APPROACH TO AN ACCESSIBLE ENTRANCE SHALL BE A PAVED WALK OR RAMP WITH A SLIP RESISTANT SURFACE, UNINTERRUPTED BY STEPS.

3. THE EXTERIOR LANDING AT THE ENTRANCE DOOR SHALL HAVE A LEVEL LANDING MEASURING AT LEAST 5 FEET BY 5 FEET AND SHALL NOT SLOPE MORE THAN 2% IN ANY DIRECTION.

4. THE LEVEL LANDING SHALL EXTEND A MINIMUM OF 18 INCHES WIDER THAN THE LATCH ON THE FULL SIDE OF THE DOOR.

SIGNAGE

1. SIGNS TO CONFORM WITH AAB RULES & REGULATIONS.

2. NON-ACCESSIBLE BUILDING ENTRANCES TO HAVE SIGNAGE DIRECTING PEOPLE TO THE NEAREST ENTRANCE. DIRECTIONAL SIGNAGE SHALL HAVE THE INTERNATIONAL SYMBOL OF ACCESSIBILITY.

CROSS WALKS:

1. CROSS WALKS ARE PART OF THE ACCESSIBLE ROUTE.

2. CROSS WALKS SHALL HAVE A MAXIMUM RUNNING SLOPE OF 5% AND A MAXIMUM CROSS SLOPE OF 2%.

tat

© The Architectural Team, Inc.
50 Commandant's Way at Admiral's Hill
Chelsea MA 02150
O 617.889.4402
F 617.884.4329
architecturalteam.com

Consultant:

HANCOCK ASSOCIATES

121 EAST BERKELEY STREET, BOSTON, MA 02118
VOICE (617) 357-8145, FAX (617) 357-9495
WWW.HANCOCKASSOCIATES.COM

Revision:

Architect of Record:

Drawn: EJR

Checked: AD/FAK

Scale: As noted

Key Plan:

Project Name:

MILL CREEK MARSHFIELD

COMMERCE WAY MARSHFIELD, MA

Sheet Name:

DETAILS

Project Number:

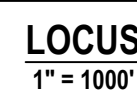
21065

Issue Date:

07/12/22

Sheet Number:

DETAIL-2



© The Architectural Team, Inc.
50 Commandant's Way at Admiral's Hill
Chelsea MA 02150
O 617.889.4402
F 617.884.4329
architecturalteam.com

Consultant:

HANCOCK
ASSOCIATES

121 EAST BERKELEY STREET, BOSTON, MA 02118
VOICE (617) 357-8145, FAX (617) 357-9495
WWW.HANCOCKASSOCIATES.COM

Revision:

Architect of Record:

Drawn: EJR

Checked: AD/FAK

Scale: 1" = 50'

Key Plan:

Project Name:

MILL CREEK
MARSHFIELD

COMMERCE WAY
MARSHFIELD, MA

Sheet Name:

EMERGENCY VEHICLE TURNING MOVEMENTS

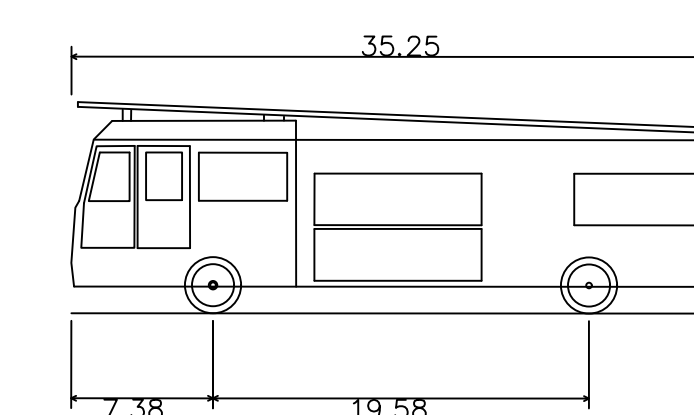
Project Number:

21065

Issue Date:
0712/22

Sheet Number:

TM



Marshfield Ladder 1	
Overall Length	35,250ft
Overall Width	8,333ft
Overall Body Height	11,000ft
Min Body Ground Clearance	1.393ft
Track Width	8,333ft
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	37,800ft

