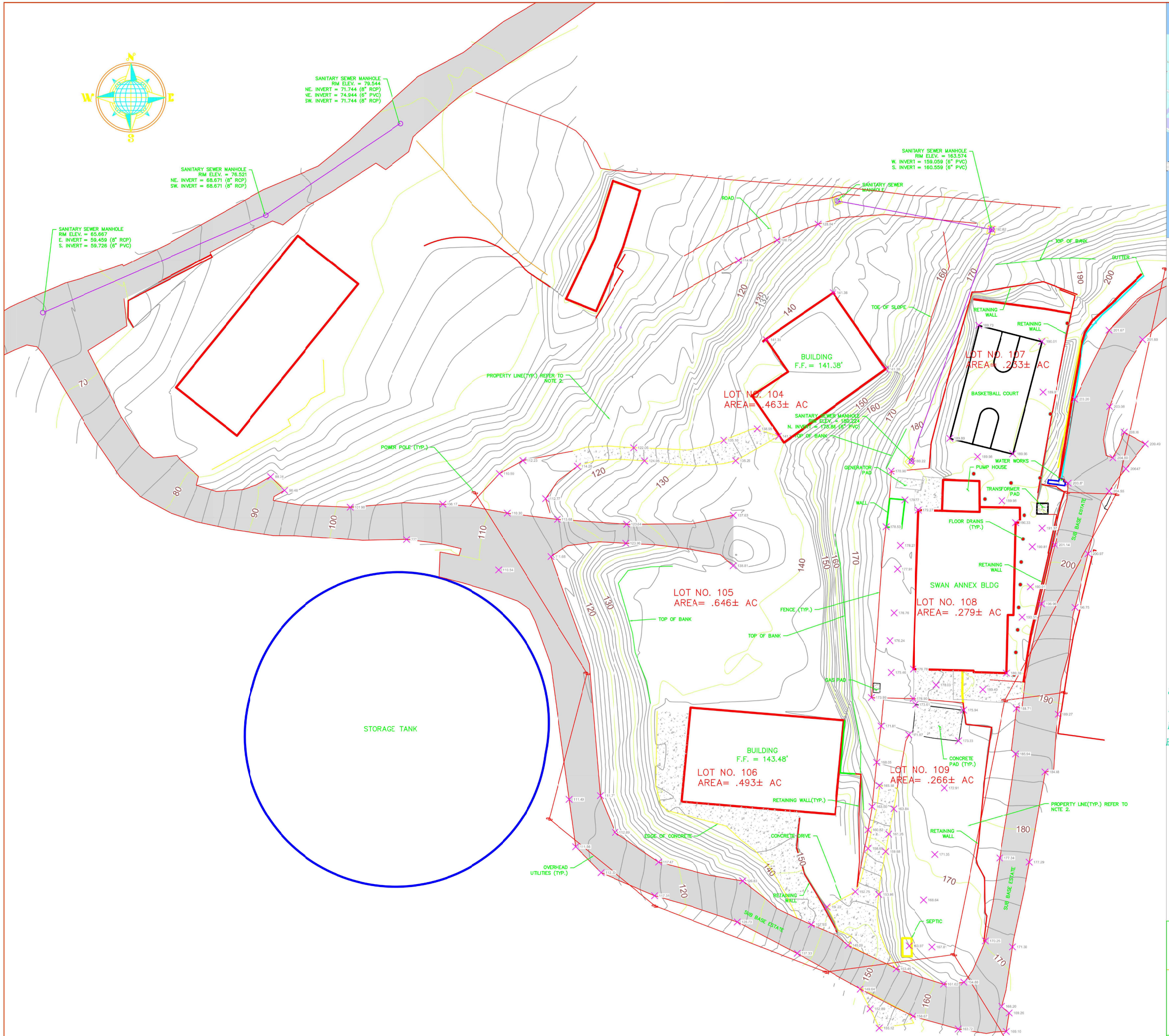
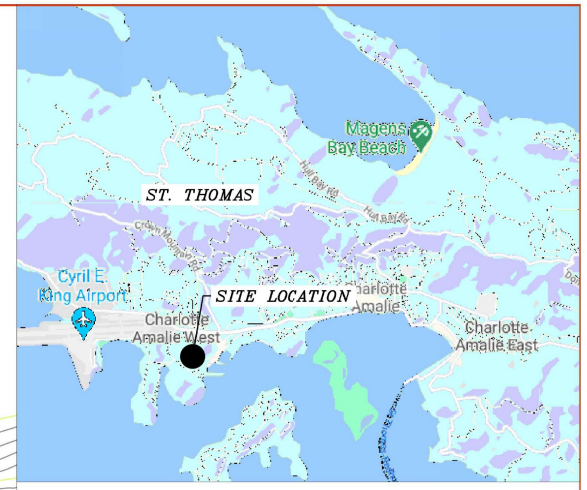




SITE LCCATION MAP
N.T.S.

PLOTTED SCALE: 1" = 40'
CONTOUR INTERVAL: 2' AND 10'

NOTE:

1. *SURVEYED BY GPS*
2. *REFER TO DRAWING No. XXXX*
3. *ZONING CLASSIFICATION: (P)*
4. ⊡ *BOUNDPOST FOUND*
5. ◎ *IRON PIN FOUND*

SUBJECT PROPERTY APPEARS TO ?ALL WITHIN F.I.R.M. DESIGNATION: X

PER FLOOD INSURANCE RATE MAP 78000C0025G

D.P.N.R ZONING DISTRICT: P

HORIZONTAL AND VERTICAL DATUM: STATE PLANE, NAD 83, PR/VI – 5200; NAVD 88

GENERAL NOTES:

1. *ABOVE GROUND UTILITIES WHERE VISIBLE HAVE BEEN LOCATED. HOWEVER, ENCROACHMENTS, EASEMENTS, AND UNDERGROUND UTILITIES HAVE NOT BEEN DETERMINED. CONTRACTOR SHALL FIELD VERIFY PRIOR TO CONSTRUCTION.*
2. *THE PROPERTY LINES ARE APPROXIMATE AND SHALL BE CONFIRMED BY THE CONTRACTOR PRIOR TO INITIATING CONSTRUCTION.*

TOPOGRAPHIC SURVEY OF
SWANN ANNEX LOTS 104, 105 & 106
CHARLOTTE AMALIE WEST
ST. THOMAS, U.S. VIRGIN ISLANDS

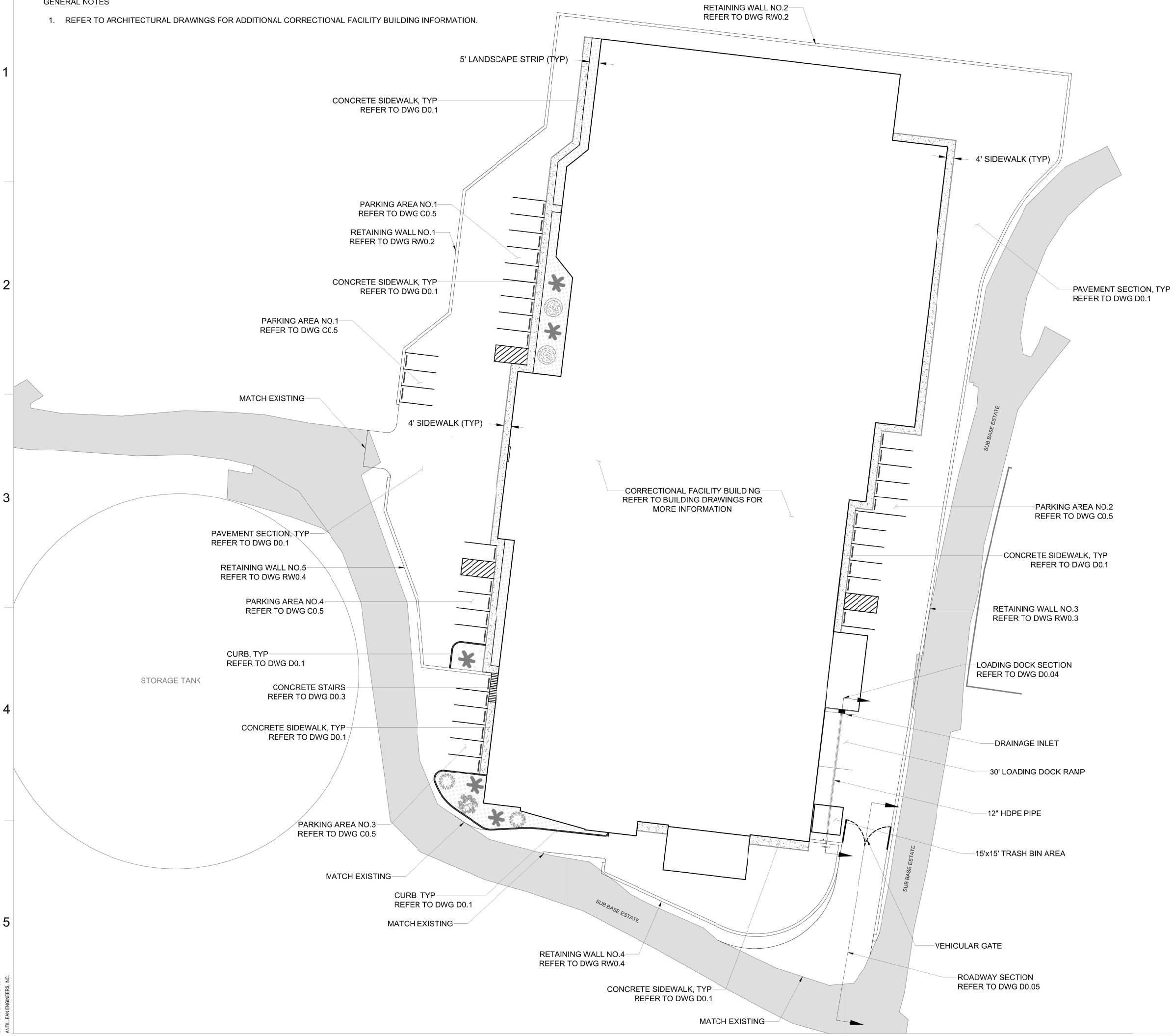
a.e.i.
ANTILLEAN ENGINEERS INC.
1-B ESTATE CLIFTON HILL, KINGSHILL, ST. CROIX
PO BOX 3023 KINGSHILL, ST. CROIX USVI 00851
340-778-8828

DATE:	SCALE:	SURVEYED BY:	DRAWN BY:	DWG. No.:
09/12/23		EB/MP	JR	G0.3

APPROVED BY: _____ 903–E

GENERAL NOTES

1. REFER TO ARCHITECTURAL DRAWINGS FOR ADDITIONAL CORRECTIONAL FACILITY BUILDING INFORMATION.



LEGEND

SIDEWALK AREA

LANDSCAPE AREA

0 40' 80'

Scale 1" = 40'

NORTH

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St. Thomas, USVI

CONSTRUCTION
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OVERALL
SITE PLAN

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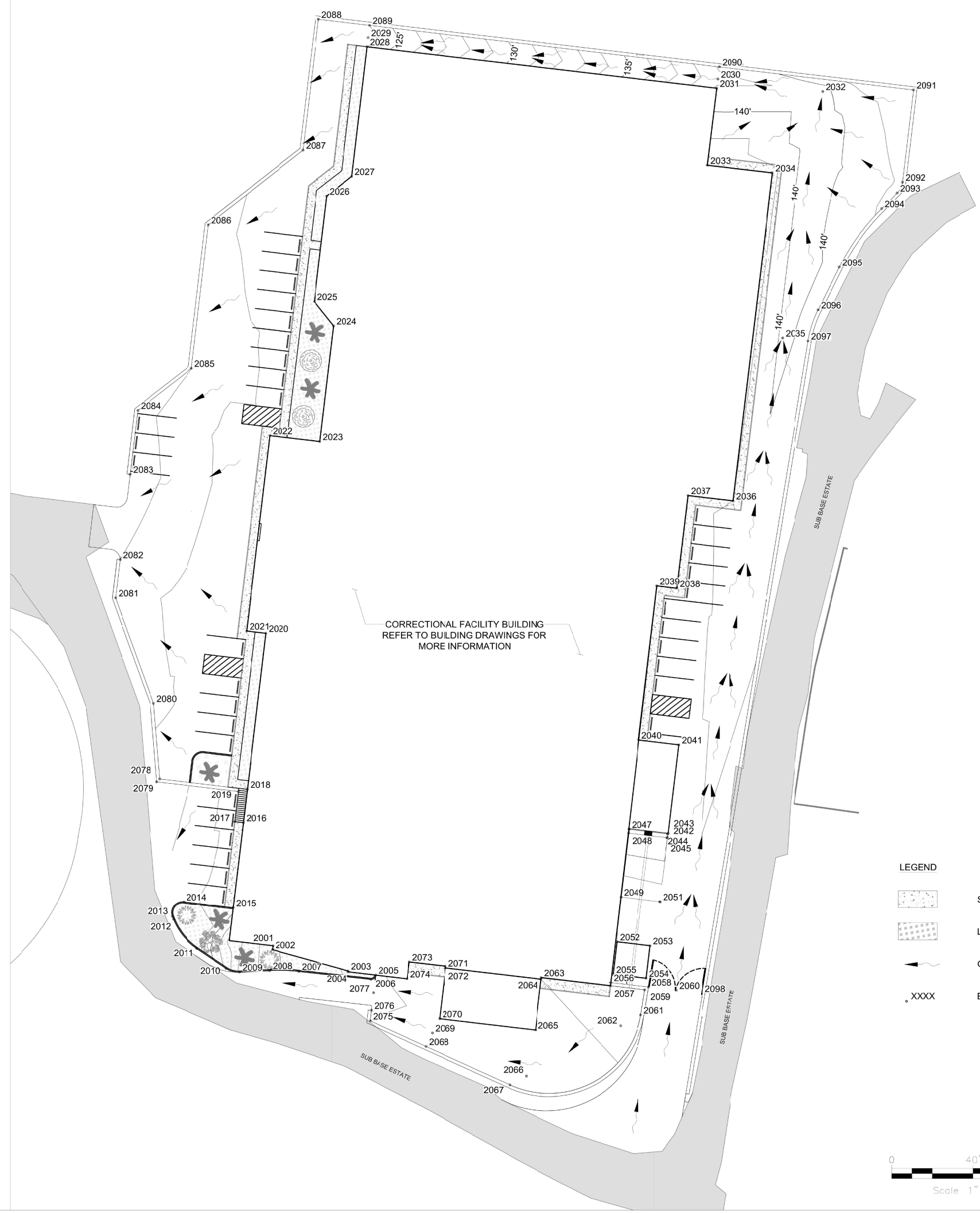
USVI - BOC Swan Annex CDs
ANTILLEAN ENGINEERS, INC.

POINT TABLE			
POINT #	ELEVATION	NORTHING	EASTING
2000	117.250	840363.3532	1167732.4073
2001	119.750	840360.9507	1167752.6745
2002	119.750	840359.1566	1167752.4618
2003	122.250	840349.1655	1167787.8522
2004	122.250	840348.8107	1167787.8101
2005	122.750	840347.2943	1167800.6400
2006	122.750	840345.3009	1167798.4062
2007	120.750	840348.9973	1167764.8729
2008	119.500	840349.3971	1167751.1987
2009	118.250	840348.6719	1167737.0835
2010	116.250	840350.3967	1167730.9367
2011	113.500	840359.6614	1167717.3498
2012	113.250	840373.3269	1167706.3882
2013	113.250	840374.6321	1167705.8673
2014	113.750	840381.4509	1167711.0993
2015	114.500	840378.7110	1167734.2278
2016	114.500	840418.3503	1167738.9267
2017	114.500	840418.8211	1167734.9545
2018	124.000	840433.8252	1167740.7611
2019	114.500	840432.8090	1167736.5882
2020	124.000	840506.3162	1167749.3542
2021	124.000	840507.3739	1167740.4316
2022	124.000	840598.4588	1167751.2288
2023	124.000	840595.6841	1167774.6363
2024	124.000	840649.4827	1167781.0148
2025	124.000	840660.9040	1167772.0143
2026	124.000	840710.0590	1167777.8412
2027	124.000	840719.2499	1167789.5042
2028	124.000	840779.5549	1167796.6528
2029	123.590	840783.8016	1167797.1562
2030	138.740	840764.5101	1167960.0050
2031	139.120	840760.2509	1167959.5001
2032	139.240	840758.7309	1168008.7901
2033	142.000	840724.4270	1167955.2327
2034	141.250	840720.8533	1167985.3800
2035	139.820	840643.9003	1167990.1171
2036	141.000	840568.0647	1167967.2682
2037	141.500	840570.5710	1167946.0677
2038	141.750	840527.2728	1167940.9351
2039	142.000	840528.3786	1167931.6061
2040	142.000	840456.7376	1167923.1137
2041	141.750	840454.5179	1167941.8457
2042	142.000	840413.3061	1167936.9636
2043	139.000	840413.0873	1167936.6859
2044	142.000	840411.3200	1167936.7281
2045	139.000	840411.3495	1167936.4799
2046	142.000	840415.4770	1167918.6506
2047	139.000	840415.2288	1167918.6211
2048	139.000	840413.4909	1167918.4151
2049	142.000	840383.6995	1167914.8835

POINT TABLE			
POINT #	ELEVATION	NORTHING	EASTING
2050	141.750	840381.5580	1167932.9483
2051	141.750	840381.5286	1167933.1965
2052	142.000	840362.8023	1167913.0457
2053	141.750	840360.9742	1167928.4668
2054	141.750	840345.8225	1167926.6707
2055	142.000	840347.6505	1167911.2496
2056	142.000	840343.7975	1167910.1536
2057	124.000	840342.3079	1167909.9770
2058	141.520	840341.7068	1167927.7907
2059	124.000	840340.4050	1167926.0297
2060	141.360	840340.1733	1167940.7268
2061	124.000	840328.7358	1167924.1333
2062	123.750	840323.7297	1167914.7351
2063	124.000	840346.1189	1167877.8279
2064	124.000	840345.3370	1167877.7352
2065	123.750	840321.7211	1167874.9357
2066	123.500	840300.2719	1167870.6964
2067	124.000	840296.1885	1167863.0303
2068	123.250	840314.0830	1167824.0965
2069	123.000	840320.3632	1167826.9830
2070	123.750	840327.0085	1167830.3314
2071	124.000	840350.6244	1167833.1308
2072	124.000	840351.4054	1167833.2234
2073	124.000	840353.4131	1167816.2870
2074	123.500	840345.5434	1167815.3541
2075	123.000	840325.9412	1167798.1088
2076	122.750	840330.9064	1167798.6974
2077	122.250	840339.1251	1167799.6716
2078	123.500	840438.6513	1167700.0203
2079	112.000	840437.3061	1167698.6255
2080	122.750	840473.7288	1167697.1456
2081	122.500	840522.7870	1167679.5665
2082	122.000	840540.7401	1167681.6932
2083	121.410	840580.4624	1167686.3987
2084	121.370	840610.1712	1167689.9181
2085	121.990	840629.8035	1167714.8268
2086	122.360	840696.6915	1167722.6381
2087	123.500	840731.4883	1167766.7869
2088	123.500	840792.3106	1167773.9968
2089	124.000	840789.4854	1167797.8300
2090	139.120	840770.1813	1167960.6773
2091	142.000	840759.4583	1168051.1355
2092	141.160	840716.5486	1168046.0524
2093	141.210	840711.4977	1168043.5811
2094	141.110	840704.2721	1168036.2574
2095	140.240	840676.9205	1168016.5151
2096	140.240	840657.0043	1168006.6908
2097	140.240	840642.4873	1168002.0449
2098	141.780	840338.7594	1167952.6545



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St. Thomas, USVI

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SITE GRADING PLAN

C0.3

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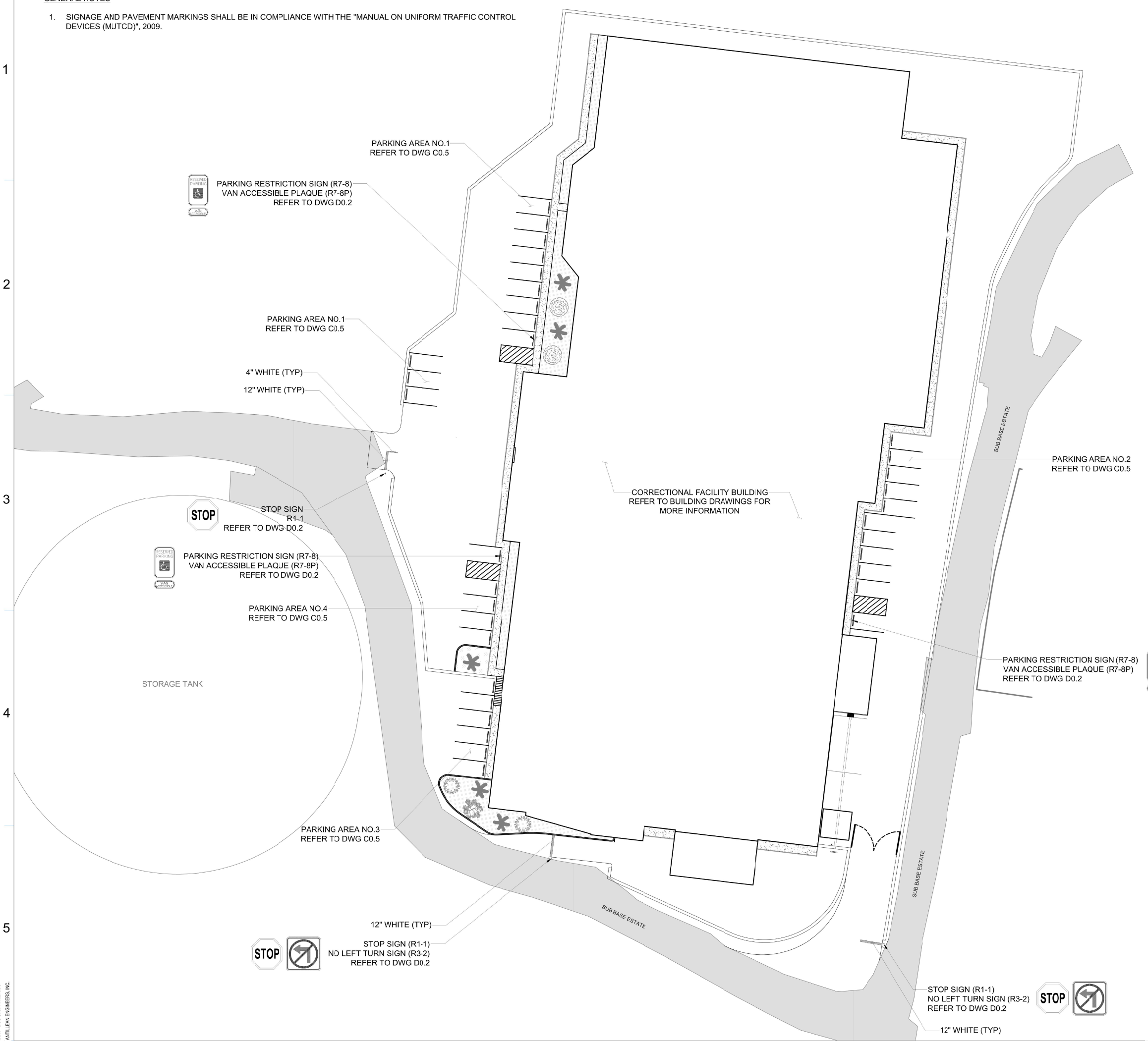
GENERAL NOTES

1. SIGNAGE AND PAVEMENT MARKINGS SHALL BE IN COMPLIANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD)", 2009.



LEGEND

SIDEWALK AREA

LANDSCAPE AREA

0 40' 80'

Scale 1" = 40'

NORTH

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SIGNAGE AND PARKING PLAN

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DOCUMENTS FOR USVI BOC SWAN ANNEX

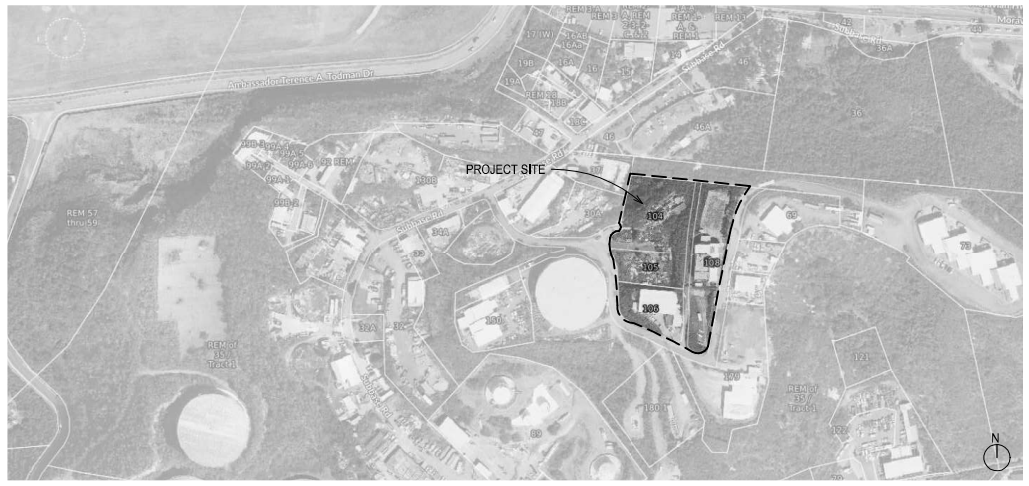
ST. THOMAS, US VIRGIN ISLANDS

CONSTRUCTION DOCUMENTS

INDEX OF DRAWINGS

29 NOVEMBER 2023

VICINITY MAP



PROJECT TEAM

OWNER
BUREAU OF CORRECTIONS

OWNER REPRESENTATIVE
WITT O'BRIEN'S
THE STRATEGY GROUP

DESIGN BUILD TEAM

DLR GROUP
ARCHITECTURAL
INTERIOR
STRUCTURAL
MECHANICAL
ELECTRICAL
PLUMBING

R&N SYSTEMS DESIGN
SECURITY ELECTRONICS

ANTILLEAN ENGINEERS INC.
CIVIL ENGINEERING
LANDSCAPE

HALLIDAY ASSOCIATES
FOOD SERVICE

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COVER SHEET

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SITE SYMBOLS

PROPERTY LINE	AREA INLET
LOT LINE	CURB INLET
EASEMENT LINE	MANHOLE
BUILDING LINE, EXISTING	HEAD WALL
BUILDING LINE, NEW W/DOOR OPENING AND STRUCTURAL STOOP	FLARED END
PRIMARY CONTOUR, EXISTING	CLEAN OUT
PRIMARY CONTOUR, NEW	CAP
SECONDARY CONTOUR, EXISTING	THRUST BLOCK
SECONDARY CONTOUR, NEW	VALVE
SLOPE, PAVEMENT	POST INDICATOR VALVE
DRAINAGE DITCH OR SWALE	REDUCER
STREET CENTERLINE	FIRE HYDRANT
CURB, THICKENED EDGE	POWER POLE
CURB, EXISTING	LIGHT POLE
CURB, NEW	TELEPHONE MANHOLE
PAVING CONTRACTION JOINT	TELEPHONE BOX
PAVING KEYED CONSTRUCTION JOINT	SPRINKLER HEAD, 360°
PAVING TIED CONSTRUCTION JOINT	SPRINKLER HEAD, 270°
PAVING EXPANSION JOINT	SPRINKLER HEAD, 180°
FENCE, SECURITY	SPRINKLER HEAD, 90°
FENCE, BARBED WIRE	QUICK COUPLING
FENCE, CHAIN LINK	TREE, EXISTING DECIDUOUS
FENCE, WOOD	TREE, EXISTING CONIFER
SEED LIMIT	SHADE TREE
SOD LIMIT	ORNAMENTAL TREE
FOUNDATION DRAIN, NON-PERFORATED	DECIDUOUS TREE
FOUNDATION DRAIN, PERFORATED	SHRUB
SUBDRAIN, PERFORATED	CLIPPED SHRUB
SANITARY SEWER	
FORCE MAIN	
WATER	
FIRE	
GAS	
HIGH PRESSURE STEAM	
MEDIUM PRESSURE STEAM	
LOW PRESSURE STEAM	
UNDERGROUND ELEC/TELEPHONE	
OVERHEAD POWER	
LAWN SPRINKLER HOT LINE	
LAWN SPRINKLER LATERAL	

ARCHITECTURAL SITE PLAN

SCALE: 1" = 30'-0"

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ARCHITECTURAL SITE PLAN

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EROSION AND SEDIMENT CONTROL NOTES

BEST MANAGEMENT PRACTICES

GENERAL EROSION CONTROL BMPS SHALL BE EMPLOYED TO MINIMIZE SOIL EROSION AND POTENTIAL LAKE SLOPE CAVE-INS. WHILE THE VARIOUS TECHNIQUES REQUIRED WILL BE SITE AND PLAN SPECIFIC, THEY SHOULD BE EMPLOYED AS SOON AS POSSIBLE DURING CONSTRUCTION ACTIVITIES.

CLEARED SITE DEVELOPMENT AREAS NOT CONTINUALLY SCHEDULED FOR CONSTRUCTION ACTIVITIES SHALL BE COVERED WITH HAY OR OVERSEEDED AND PERIODICALLY WATERED SUFFICIENT TO STABILIZE THE TEMPORARY GROUNDCOVER.

ALL GRASS SLOPES CONSTRUCTED STEEPER THAN 4H:1V SHALL BE SODDED AS SOON AS PRACTICAL AFTER THEIR CONSTRUCTION.

SOD SHALL BE PLACED FOR A 3-FOOT WIDE STRIP ADJOINING ALL CURBING AND AROUND ALL INLETS. SOD SHALL BE PLACED BEFORE SILT BARRIERS, ARE INSTALLED.

WHERE REQUIRED TO PREVENT EROSION FROM SHEET FLOW ACROSS BARE GROUND FROM ENTERING A LAKE OR SWALE, A TEMPORARY SEDIMENT SUMP SHALL BE CONSTRUCTED.

THE TEMPORARY SEDIMENT SUMP SHALL REMAIN IN PLACE UNTIL VEGETATION IS ESTABLISHED ON THE GROUND DRAINING TO THE

PROTECTION OF SURFACE WATER QUALITY DURING AND AFTER CONSTRUCTION:

SURFACE WATER QUALITY SHALL BE MAINTAINED BY EMPLOYING THE FOLLOWING BMPS IN THE CONSTRUCTION PLANNING AND CONSTRUCTION OF ALL IMPROVEMENTS. WHERE PRACTICAL, STORMWATER SHALL BE CONVEYED BY SWALES. SWALES SHALL BE CONSTRUCTED AS SHOWN ON PLANS.

SEDIMENT CONTROLS NOTES AT CONSTRUCTION STAGE

CONTRACTOR SHALL CONSTRUCT DITCHES, SWALES, BERMS AND SEDIMENTATION POOL FOR CONTROLLING EROSION AND SEDIMENT POLLUTION DURING CONSTRUCTION.

NO FILL SHALL BE LEFT UNESTABLISHED MORE THAN THIRTY DAYS. NOR STORED WITHOUT COMPACTION.

SEDIMENT CONTROL STRUCTURES SHALL BE INSPECTED AND REPAIRED AS NECESSARY TO ASSURE A SATISFACTORY PERFORMANCE DURING CONSTRUCTION.

NO FILL SHALL BE STORED IN PROJECT FOR MORE THAN SEVEN DAYS.

ALL RUN-OFF WATER DURING CONSTRUCTION STAGE SHALL ENTER THE SEDIMENT POOLS BEFORE LEAVING THE PROJECT.

ALL TRUCKS AND EQUIPMENT WHEELS SHALL BE CLEANED AT CLEANING AREA BEFORE LEAVING THE PROJECT.

THE PROJECT SHALL HAVE ONE EXIT ONLY, DURING AND AFTER CONSTRUCTION.

ALL PERMANENT SLOPES SHALL BE SODDED AS SOON AS POSSIBLE.

CONTRACTOR SHALL SPRAY WITH WATER (TWICE DAILY) ALL BARED GROUND THROUGHOUT PROJECT.

ALL SEDIMENT PREVENTIVE WORKS SHALL BE PERFORMED PRIOR TO EARTH MOVEMENT ACTIVITIES.

FOR ADDITIONAL INFORMATION ON SEDIMENT CONTROL DURING CONSTRUCTION, REFER TO THE "CES PLAN" PROPOSAL.

CONTRACTOR SHALL REPAIR AND MAINTAIN IN ACCEPTABLE CONDITIONS ANY EXISTING PAVEMENT AND UTILITIES THAT WILL REMAIN IN USE AFTER THE COMPLETION OF THE PROJECT. ALSO CONTRACTOR SHALL REPAVE ANY AFFECTED AREA OF PAVEMENT WITH 1" ASPHALT TYPE IV-B.

ALL EXISTING AND NEW M.H. (MANHOLES) AND C.B. (CATCH BASINS) SHALL BE PROTECTED FROM SEDIMENTATION BY MEANS OF HAY BALES AS SHOWN IN TYPICAL DETAILS.

SEDIMENT BASIN MAINTENANCE

WHEN A SEDIMENT BASIN OR TRAP IS USED TO ENABLE SETTLING OF SEDIMENT FROM CONSTRUCTION DEWATERING DISCHARGES, INSPECT THE BASIN FOR SEDIMENT ACCUMULATION. REMOVE SEDIMENT PRIOR TO THE BASIN OR TRAP REACHING HALF FULL. INSPECT TREATMENT FACILITIES PRIOR TO ANY DEWATERING ACTIVITY. IF USING A SEDIMENT CONTROL PRACTICE SUCH AS A SEDIMENT TRAP OR BASIN, COMPLETE ALL MAINTENANCE REQUIREMENTS AS DESCRIBED IN THE FACT SHEETS PRIOR TO DEWATERING.

IMPORTANT NOTES

IF THE HAY BALE OR SEDIMENT LOG SYSTEM USED AS A SEDIMENT CONTROL DON'T WORK EFFICIENTLY, THE CONTRACTOR SHALL REPLACE IT BY A DANDY SACK OR DANDY BAG SYSTEM.

EROSION CONTROL MEASURES SHALL BE EMPLOYED TO MINIMIZE TURBIDITY OF SURFACE WATERS LOCATED DOWNSTREAM OF ANY CONSTRUCTION ACTIVITY. WHILE THE VARIOUS MEASURES REQUIRED WILL BE SITE SPECIFIC, THEY SHALL BE EMPLOYED AS NEEDED IN ACCORDANCE WITH THE FOLLOWING:

a. IN GENERAL, EROSION SHALL BE CONTROLLED AT THE FURTHEST PRACTICAL UPSTREAM LOCATION. MEASURES SHALL BE EMPLOYED AS SOON AS PRACTICAL DURING.
b. STORMWATER INLETS SHALL BE PROTECTED DURING CONSTRUCTION. PROTECTION THE VARIOUS STAGES OF INLET CONSTRUCTION. SILT BARRIERS SHALL REMAIN IN PLACE UNTIL SODDING AROUND INLETS IS COMPLETE.

HEAVY CONSTRUCTION EQUIPMENT PARKING AND MAINTENANCE AREAS SHALL BE DESIGNED TO PREVENT OIL, GREASE, AND LUBRICANTS FROM ENTERING SITE DRAINAGE FEATURES INCLUDING STORMWATER COLLECTION AND TREATMENT SYSTEMS. CONTRACTORS SHALL PROVIDE BROAD DIKES, HAY BALES OR SILT SCREENS AROUND, AND SEDIMENT SUMPS WITHIN, SUCH AREAS AS REQUIRED TO CONTAIN SPILLS OF OIL, GREASE OR LUBRICANTS. CONTRACTORS SHALL HAVE AVAILABLE, AND SHALL USE, ABSORBENT FILTER PADS TO CLEAN UP SPILLS AS SOON AS POSSIBLE AFTER OCCURRENCE.

SILT BARRIERS, ANY SILT WHICH ACCUMULATES BEHIND THE BARRIERS, AND ANY FILL USED TO ANCHOR THE BARRIERS SHALL BE REMOVED PROMPTLY AFTER THE END OF THE MAINTENANCE PERIOD SPECIFIED FOR THE BARRIERS.

CONTROL OF WIND EROSION

WIND EROSION SHALL BE CONTROLLED BY EMPLOYING THE FOLLOWING METHODS AS NECESSARY AND APPROPRIATE:

a. BARE EARTH AREAS SHALL BE WATERED DURING CONSTRUCTION AS NECESSARY TO MINIMIZE THE TRANSPORT OF FUGITIVE DUST. IT MAY BE NECESSARY TO LIMIT CONSTRUCTION VEHICLE SPEED IF BARE EARTH HAS NOT BEEN EFFECTIVELY WATERED. IN NO CASE SHALL FUGITIVE DUST BE ALLOWED TO LEAVE THE SITE UNDER CONSTRUCTION.
b. AS SOON AS PRACTICAL AFTER COMPLETION OF CONSTRUCTION, BARE EARTH AREAS SHALL BE VEGETATED.
c. AT ANY TIME BOTH DURING AND AFTER SITE CONSTRUCTION THAT WATERING AND/OR VEGETATION ARE NOT EFFECTIVE IN CONTROLLING WIND EROSION AND/OR TRANSPORT OF FUGITIVE DUST, OTHER METHODS AS ARE NECESSARY FOR SUCH CONTROL SHALL BE EMPLOYED. THESE METHODS MAY INCLUDE ERECTION OF DUST CONTROL FENCES. IF REQUIRED, DUST CONTROL FENCES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE DETAIL FOR A SILT FENCE.

EROSION AND SEDIMENTATION CONTROL NOTES

MAINTENANCE OF EROSION CONTROL MEASURES IS OF PARAMOUNT IMPORTANCE TO OWNER. THE CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH ALL EROSION CONTROL MEASURES SHOWN ON THE PLANS. THE EROSION CONTROL SYSTEM DESCRIBED WITHIN THE CONSTRUCTION DOCUMENTS SHOULD BE CONSIDERED TO REPRESENT THE MINIMUM ACCEPTABLE STANDARDS FOR THIS PROJECT. ADDITIONAL EROSION CONTROLS MEASURES MAY BE REQUIRED DEPENDENT UPON THE STAGE OF CONSTRUCTION, THE SEVERITY OF THE RAINFALL EVENT AND/OR AS DEEMED NECESSARY AS A RESULT OF ON-SITE INSPECTIONS BY THE OWNER, THEIR REPRESENTATIVES OR THE JURISDICTIONAL AUTHORITIES. THESE ADDITIONAL MEASURES SHALL BE INSTALLED AT NO ADDITIONAL COST TO THE OWNER. IT IS THE CONTRACTOR'S ULTIMATE RESPONSIBILITY TO ASSURE THAT THE STORM WATER DISCHARGE FROM THE SITE DOES NOT EXCEED THE TOLERANCES ESTABLISHED BY ANY OF THE JURISDICTIONAL AUTHORITIES.

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EROSION AND SEDIMENT CONTROL

G0.4