

						LEC	END		
				EXIST.	PROP.		EXIST.	PROP.	
				— £ — £ —		PROPERTY LINE	27.35 TC×	27.35 TC×	TOP OF CURB ELEVATION
						PROJECT LIMIT LINE	26.85 BC×	26.85 BC×	BOTTOM OF CURB ELEVATION
						RIGHT-OF-WAY/PROPERTY LINE EASEMENT	132.75 × 45.0 TW ×	132.75 × 45.0 TW 38.5 BW	SPOT ELEVATION TOP & BOTTOM OF WALL ELEVATION
						EASEMENT BUILDING SETBACK	38.5 BW^	38.5 BW^	BORING LOCATION
					10	PARKING SETBACK	E		TEST PIT LOCATION
				10+00	<u>10</u>	BASELINE	⊕ MW	→ MW	MONITORING WELL
_						CONSTRUCTION LAYOUT	UD	——-UD-——-	UNDERDRAIN
DESCRIPTION						ZONING LINE TOWN LINE			DRAIN
:RIP						TOWN LINE	6"RD	6"RD»	ROOF DRAIN
)ESC						LIMIT OF DISTURBANCE	FM	—— s —— —— <u>FM</u> ——	SEWER FORCE MAIN
						WETLAND LINE	OHW	—— OHW ——	OVERHEAD WIRE
						FLOODPLAIN	W	—— w ——	WATER
				BLSF		BORDERING LAND SUBJECT TO FLOODING	FP	4"FP	FIRE PROTECTION
				BZ		WETLAND BUFFER ZONE		2**D\\	DOMESTIC WATER
				———NDZ—		NO DISTURB ZONE	E	——Е——	GAS ELECTRIC
				200'RA-		200' RIVERFRONT AREA	PC	——РС——	CONDUIT
						GRAVEL ROAD	STM	STM	STEAM
						EDGE OF PAVEMENT	T	T	TELEPHONE
				BB	BB	EDGE OF GRAVEL BITUMINOUS BERM	CATV——	——FA——————————————————————————————————	FIRE ALARM CABLE TV
				BC	BC	BITUMINOUS CURB			TRAFFIC CONDUIT
				CC	<u> </u>	CONCRETE CURB			CATCH BASIN
					CG	CURB AND GUTTER		-	DROP INLET
				CC	ECC MCC	EXTRUDED CONCRETE CURB MONOLITHIC CONCRETE CURB			GUTTER INLET
NO NO				CC	PCC	PRECAST CONC. CURB	•	•	DRAIN MANHOLE
STATION				SGE	SGE	SLOPED GRAN. EDGING	=TD=		TRENCH DRAIN
S				VGC	VGC	VERT. GRAN. CURB	CO	co •	PLUG OR CAP CLEANOUT
						LIMIT OF CURB TYPE SAWCUT	>	•	PIPE END SECTION
						PROPOSED CUT SLOPE			HEADWALL
						PROPOSED FILL SLOPE	(\$)	•	SEWER MANHOLE
				<u> </u>			CS ⊚	CS ●	CURB STOP & BOX
<u>N</u> 0				Y <u>/////.</u> ¬a		BUILDING RUIL DING ENTRANCE	₩V	₩V ●	WATER VALVE & BOX
STATION](]√en]∢ld	BUILDING ENTRANCE LOADING DOCK	TSV	TSV	TAPPING SLEEVE, VALVE & BOX
0,				• _1	•	BOLLARD		↔ HYD ⊙	SIAMESE CONNECTION FIRE HYDRANT
				D	D	DUMPSTER PAD	WM	WM ⊡	WATER METER
					•	SIGN	PIV	PIV ●	POST INDICATOR VALVE
					3E	DOUBLE SIGN	(W)	00	WATER WELL
 щ						STEEL GUARDRAIL	Ů		WATER SHUTOFF
DATE						WOOD GUARDRAIL	SV SV	00	GAS SHUTOFF
					====	PATH	0	GG _GM	GAS GATE GAS METER
						TREE LINE	GM	GM GM	
				-xx	-× ×-	WIRE FENCE	E EM	EM	ELECTRIC MANHOLE
K					•	FENCE	□	• *	ELECTRIC METER LIGHT POLE
NUMBER				·00000·	.00000	STOCKADE FENCE STONE WALL	1	тмн	TELEPHONE MANHOLE
\						RETAINING WALL		Ī	TRANSFORMER PAD
						STREAM / POND / WATER COURSE	-0-	<u>−</u>	UTILITY POLE
					→ → −	DITCH LINE	0-	•	GUY POLE
				X	——×——	HAY BALES SILT FENCE	\downarrow	\downarrow	GUY WIRE & ANCHOR
							HH ⊡	HH ⊡ PB	HAND HOLE
				4 20	4	MINOR CONTOUR MAJOR CONTOUR		PB ⊡	PULL BOX
				40					GRANITE OR CONCRETE BOUND
				(10)	(10) (210)	PARKING COUNT COMPACT PARKING STALLS	0		IRON PIPE OR REBAR SIGNAL CONTROL BOX
				DYL	DYL DYL	DOUBLE YELLOW LINE	≥ 0		TRAFFIC SIGNAL
				SWL	SWL	SINGLE WHITE LINE -			
Щ	ш		س	SL	SB	STOP LINE	\odot	(NOTE ANGLE FROM A)	MAST ARM (existing)
DATE	DATE		DATE			CROSSWALK			OPTICOM RECEIVER
						ACCESSIBLE CURB RAMP		-	OPTICOM STROBE
				Ł Ł	گِ گِر	ACCESSIBLE PARKING VAN-ACCESSIBLE PARKING	⊙ ⊲	○ ►	TRAFFIC SIGNAL
				VAN	VAN	VAIN-ACCESSIBLE PARKING	——————————————————————————————————————	₽	PEDESTAL WITH PEDESTRIAN SIGNAL HEADS AND PUSH BUTTON UNIT
				and a second		CONCRETE	——PC—— ⊠ ∞	——PC—— ⊠CC	SIGNAL CONDUIT CONTROLLER CABINET
				RALAMAN	Devorues	HEAVY DUTY PAVEMENT	⊠ ∞ ⊠ mp	⊠CC ⊠MP	METER PEDESTAL
				9202927	20022 2222	RIPRAP CONSTRUCTION ENTRANCE		□PB	PULL BOX LOOP DETECTOR (QUADRUPOLE)
				Makel				(label size)	LOOP DETECTOR (QUADRUPOLE) LOOP DETECTOR (RECTANGULAR)
				Match	<u>6</u>	MATCHLINE	8	(label size)	CAMERA POLE (CCTV)
							⊡fod	⊕FOD	FIBER OPTIC DELINEATOR
							© ,	SVF	FIBER OPTIC SPLICE VAULT
NSI	۵		LS				⊠ its	⊠ITS -	ITS EQUIPMENT CABINET VARIABLE SPEED LIMIT SIGN
NBI	HECKED		DETAILS				<u> </u>	-	DYNAMIC MESSAGE SIGN
ا ن	₩	ı 1					·	♣ ⊙	ROAD AND WEATHER INFO SYSTEM

UTILITY

CB

CMP

CO

DCB

CIP

COND

HDPE

HW

HYD

MES

PWW

RCP

UG

UP

SIGNING

LEAVE

REMOVE

CROSS SECTIONS

DIP

CATCH BASIN

CLEANOUT

CONDUIT

CORRUGATED METAL PIPE

DOUBLE CATCH BASIN

DRAIN MANHOLE

CAST IRON PIPE

DUCTILE IRON PIPE

FRAME AND GRATE

FRAME AND COVER

HIGH DENSITY POLYETHYLENE PIPE

FORCE MAIN

GUTTER INLET

GREASE TRAP

HANDHOLE

HEADWALL

HYDRANT

LIGHT POLE

INVERT ELEVATION

INVERT ELEVATION

METAL END SECTION

POLYVINYLCHLORIDE PIPE

REINFORCED CONCRETE PIPE

TAPPING SLEEVE, VALVE AND BOX

PAVED WATER WAY

RIM ELEVATION

UNDERGROUND

UTILITY POLE

SEWER MANHOLE

FLARED END SECTION

ABBREVIATIONS

ABAN ABANDON

ACR ACCESSIBLE CURB RAMP

AD ALGEBRAIC DIFFERENCE IN GRADE

ADJ ADJUST

APPROX APPROXIMATE

BIT BITUMINOUS

BOW BACK OF WALK

CONC CONCRETE

BOW BACK OF WALK

CONC CONCRETE

DYL DOUBLE YELLOW LINE

EL ELEVATION

ELEV ELEVATION

EXIST EXISTING

FEE FINISHED FLOOR ELEVATION

GRAN GRANITE

GTD GRADE TO DRAIN

HP HIGH POINT

K RATE OF VERTICAL CURVATURE

L LEFT
LSA LANDSCAPE AREA
LOD LIMIT OF DISTURBANCE
LP LOW POINT
MAX MAXIMUM
MIN MINIMUM
NO NUMBER

MIN MINIMUM

NO NUMBER

NTS NOT TO SCALE

OC ON CENTER

PC POINT OF CURVATURE

PCC POINT OF COMPOUND CURVATURE

PERF PERFORATED

PGL PROPOSED GRADE LINE

PI POINT OF INTERSECTION

PL PROPERTY LINE

PRC POINT OF REVERSE CURVATURE

PROP PROPOSED

POINT OF TANGENCY

PVC POINT OF VERTICAL CURVATURE

PVI POINT OF VERTICAL INTERSECTION

PVT POINT OF VERTICAL TANGENCY

R REMOVE/RIGHT

RET RETAIN

RET RETAIN

R&D REMOVE AND DISPOSE

ROW RIGHT OF WAY

R&R REMOVE AND RESET

SL STOP LINE

SSD STOPPING SIGHT DISTANCE

STA STATION

SINGLE WHITE LINE

TOP OF SLOPE

VERTICAL CURVE

TRAVEL WAY

TYPICAL

VARIES

CROSSWALK

ROAD AND WEATHER INFO SYSTEM

THERMOPLASTIC/TON

GENERAL

- 1. CONTRACTOR SHALL NOTIFY "DIG-SAFE" (1-888-344-7233) AT LEAST 72 HOURS BEFORE
- 2. CONTRACTOR SHALL BE RESPONSIBLE FOR SITE SECURITY AND JOB SAFETY. CONSTRUCTION ACTIVITIES SHALL BE IN ACCORDANCE WITH OSHA STANDARDS AND LOCAL REQUIREMENTS.
- 3. ACCESSIBLE ROUTES, PARKING SPACES, RAMPS, SIDEWALKS AND WALKWAYS SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE FEDERAL AMERICANS WITH DISABILITIES ACT AND WITH STATE AND LOCAL LAWS AND REGULATIONS (WHICHEVER ARE MORE STRINGENT).
- 4. AREAS DISTURBED DURING CONSTRUCTION AND NOT RESTORED WITH IMPERVIOUS SURFACES (BUILDINGS, PAVEMENTS, WALKS, ETC.) SHALL RECEIVE 4 INCHES LOAM AND SEED.
- 5. THE WORK UNDER THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE TO THE FOLLOWING STANDARDS, LISTED IN ORDER OF PRECEDENCE:
 - 1. THE TOWN OF HUDSON DESIGN STANDARDS
- 2. THE 2016 NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
- 6. UPON AWARD OF CONTRACT, CONTRACTOR SHALL MAKE NECESSARY CONSTRUCTION NOTIFICATIONS AND APPLY FOR AND OBTAIN NECESSARY PERMITS, PAY FEES, AND POST BONDS ASSOCIATED WITH THE WORK INDICATED ON THE DRAWINGS, IN THE SPECIFICATIONS, AND IN THE CONTRACT DOCUMENTS. DO NOT CLOSE OR OBSTRUCT ROADWAYS, SIDEWALKS, AND FIRE HYDRANTS, WITHOUT APPROPRIATE PERMITS.
- 7. TRAFFIC SIGNAGE AND PAVEMENT MARKINGS SHALL CONFORM TO THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, THE NHDOT STANDARD PLANS FOR ROAD CONSTRUCTION (2010 OR THE LATEST VERSION POSTED TO THE NHDOT WEBSITE), AND NHDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (2016).
- 8. AREAS OUTSIDE THE LIMITS OF PROPOSED WORK DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY THE CONTRACTOR TO THEIR ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE.
- 9. IN THE EVENT THAT CONTAMINATED SOIL, GROUNDWATER, AND OTHER MEDIA ARE ENCOUNTERED DURING EXCAVATION AND CONSTRUCTION ACTIVITIES BASED ON VISUAL, OLFACTORY, OR OTHER EVIDENCE, THE CONTRACTOR SHALL STOP WORK IN THE VICINITY OF THE SUSPECT MATERIAL TO AVOID FURTHER SPREADING OF THE MATERIAL, AND SHALL NOTIFY THE OWNER IMMEDIATELY SO THAT THE APPROPRIATE TESTING AND SUBSEQUENT ACTION CAN BE TAKEN.
- 10. CONTRACTOR SHALL PREVENT DUST, SEDIMENT, AND DEBRIS FROM EXITING THE SITE AND SHALL BE RESPONSIBLE FOR CLEANUP, REPAIRS AND CORRECTIVE ACTION IF SUCH OCCURS.
- 11. DAMAGE RESULTING FROM CONSTRUCTION LOADS SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO OWNER.
- 12. CONTRACTOR SHALL CONTROL STORMWATER RUNOFF DURING CONSTRUCTION TO PREVENT ADVERSE IMPACTS TO OFF SITE AREAS, AND SHALL BE RESPONSIBLE TO REPAIR RESULTING DAMAGES, IF ANY, AT NO COST TO OWNER.

UTILITIES

- 1. THE LOCATIONS, SIZES, AND TYPES OF EXISTING UTILITIES ARE SHOWN AS AN APPROXIMATE REPRESENTATION ONLY. THE OWNER OR IT'S REPRESENTATIVE(S) HAVE NOT INDEPENDENTLY VERIFIED THIS INFORMATION AS SHOWN ON THE PLANS. THE UTILITY INFORMATION SHOWN DOES NOT GUARANTEE THE ACTUAL EXISTENCE, SERVICEABILITY, OR OTHER DATA CONCERNING THE UTILITIES, NOR DOES IT GUARANTEE AGAINST THE POSSIBILITY THAT ADDITIONAL UTILITIES MAY BE PRESENT THAT ARE NOT SHOWN ON THE PLANS. PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL VERIFY AND DETERMINE THE EXACT LOCATIONS, SIZES, AND ELEVATIONS OF THE POINTS OF CONNECTIONS TO EXISTING UTILITIES AND, SHALL CONFIRM THAT THERE ARE NO INTERFERENCES WITH EXISTING UTILITIES AND THE PROPOSED UTILITY ROUTES, INCLUDING ROUTES WITHIN THE PUBLIC RIGHTS OF WAY.
- . WHERE AN EXISTING UTILITY IS FOUND TO CONFLICT WITH THE PROPOSED WORK, OR EXISTING CONDITIONS DIFFER FROM THOSE SHOWN SUCH THAT THE WORK CANNOT BE COMPLETED AS INTENDED, THE LOCATION, ELEVATION, AND SIZE OF THE UTILITY SHALL BE ACCURATELY DETERMINED WITHOUT DELAY BY THE CONTRACTOR, AND THE INFORMATION FURNISHED IN WRITING TO THE OWNER'S REPRESENTATIVE FOR THE RESOLUTION OF THE CONFLICT AND CONTRACTOR'S FAILURE TO NOTIFY PRIOR TO PERFORMING ADDITIONAL WORK RELEASES OWNER FROM OBLIGATIONS FOR ADDITIONAL PAYMENTS WHICH OTHERWISE MAY BE WARRANTED TO RESOLVE THE CONFLICT.
- 3. SET CATCH BASIN RIMS, AND INVERTS OF SEWERS, DRAINS, AND DITCHES IN ACCORDANCE WITH ELEVATIONS ON THE PLANS AND CROSS—SECTIONS.

LAYOUT AND MATERIALS

- DIMENSIONS ARE FROM THE FACE OF CURB, FACE OF BUILDING, FACE OF WALL, AND CENTER LINE OF PAVEMENT MARKINGS, UNLESS OTHERWISE NOTED.
- 2. PROPOSED BOUNDS AND ANY EXISTING PROPERTY LINE MONUMENTATION DISTURBED DURING CONSTRUCTION SHALL BE SET OR RESET BY A LICENSED LAND SURVEYOR (LLS).
- 3. PRIOR TO START OF CONSTRUCTION, CONTRACTOR SHALL VERIFY EXISTING PAVEMENT ELEVATIONS AT INTERFACE WITH PROPOSED PAVEMENTS, AND EXISTING GROUND ELEVATIONS ADJACENT TO DRAINAGE OUTLETS TO ASSURE PROPER TRANSITIONS BETWEEN EXISTING AND PROPOSED FACILITIES.
- 4. SYMBOLS AND LEGENDS OF PROJECT FEATURES ARE GRAPHIC REPRESENTATIONS AND ARE NOT NECESSARILY SCALED TO THEIR ACTUAL DIMENSIONS OR LOCATIONS ON THE DRAWINGS. THE CONTRACTOR SHALL REFER TO THE DETAIL SHEET DIMENSIONS, MANUFACTURERS' LITERATURE, SHOP DRAWINGS AND FIELD MEASUREMENTS OF SUPPLIED PRODUCTS FOR LAYOUT OF THE PROJECT FEATURES.
- 5. CONTRACTOR SHALL NOT RELY SOLELY ON ELECTRONIC VERSIONS OF PLANS, SPECIFICATIONS, AND DATA FILES THAT ARE OBTAINED FROM THE DESIGNERS, BUT SHALL VERIFY LOCATION OF PROJECT FEATURES IN ACCORDANCE WITH THE PAPER COPIES OF THE PLANS AND SPECIFICATIONS THAT ARE SUPPLIED AS PART OF THE CONTRACT DOCUMENTS.
- ALL SURVEY LAYOUT, CONTROL, STAKING, AND SETTING OF BOUNDS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

GENERAL CONSTRUCTION SEQUENCE

- 1. SURVEY, MARK AND/OR STAKE LIMITS OF WORK.
- INSTALL SILT FENCING, HAY BALES, CONSTRUCTION EXITS, ETC. PRIOR TO START OF CONSTRUCTION, TO BE MAINTAINED UNTIL COMPLETION OF CONSTRUCTION AND ESTABLISHMENT OF PERMANENT GROUND COVER.
- 3. CLEAR AND GRUB ALL AREAS TO BE DISTURBED BY CONSTRUCTION.
- REPAIR, CLEAN, AND REPLACE ANY SEDIMENT CONTROLS DAMAGED DURING AND/OR AFTER RAINFALL EVENTS.
- 5. STRIP LOAM WITHIN LIMITS OF WORK AND STOCKPILE EXCESS MATERIAL FOR REUSE.
- 6. INSTALL DRAINAGE SYSTEM, SIGNAL SYSTEMS AND OTHER UTILITIES IN ACCORDANCE WITH THE PLANS AND DETAILS.
- INSTALL INLET PROTECTION AT ALL CATCH BASINS AS THEY ARE CONSTRUCTED, IN ACCORDANCE WITH THE DETAILS.
- 8. PERFORM FINAL/FINE GRADING.
- 9. PERFORM ALL REMAINING ROADWAY, SIDEWALK, AND PAVING CONSTRUCTION.
- 10. LOAM AND SEED ALL DISTURBED AREAS.

GENERAL CONSTRUCTION SEQUENCE (CONT.)

- 11. REMOVE TEMPORARY EROSION CONTROL MEASURES, SILT FENCE, ETC. UPON COMPLETION OF CONSTRUCTION AND ESTABLISHMENT OF PERMANENT GROUND COVER.
- 12. CLEAN ALL DRAINAGE BASINS, STRUCTURES, PIPES, AND SUMPS WITHIN THE PROJECT LIMITS OF ALL SILT AND DEBRIS.

EXISTING CONDITIONS INFORMATION

- 1. BASE PLAN: SURVEY PERFORMED ON THE GROUND BY VANASSE HANGEN BRUSTLIN, INC.
- Z. TOPOGRAPHT:

NOTES:

- A. HORIZONTAL DATUM IS BASED ON NEW HAMPSHIRE STATE PLANE GRID COORDINATE SYSTEM,
- B. VERTICAL DATUM IS BASED ON N.A.V.D. 88

EROSION CONTROL

PERTAINING TO THIS PROJECT.

- 1. PRIOR TO STARTING ANY OTHER WORK ON THE SITE, THE CONTRACTOR SHALL NOTIFY APPROPRIATE AGENCIES AND SHALL INSTALL EROSION CONTROL MEASURES AS SHOWN ON THE PLANS, CONTAINED IN THE SWPPP AND AS IDENTIFIED IN FEDERAL, STATE, AND LOCAL APPROVAL DOCUMENTS
- CONTRACTOR SHALL INSPECT AND MAINTAIN EROSION CONTROL MEASURES, AND REMOVE SEDIMENT
 THEREFROM ON A WEEKLY BASIS AND WITHIN TWELVE HOURS AFTER EACH STORM EVENT (0.5" OF
 RAINFALL OR GREATER) AND DISPOSE OF SEDIMENTS IN AN UPLAND AREA SUCH THAT THEY DO
 NOT ENCUMBER OTHER DRAINAGE STRUCTURES AND PROTECTED AREAS.
- CONTRACTOR SHALL BE FULLY RESPONSIBLE TO CONTROL CONSTRUCTION SUCH THAT
 SEDIMENTATION SHALL NOT AFFECT REGULATORY PROTECTED AREAS, WHETHER SUCH SEDIMENTATION
 IS CAUSED BY WATER, WIND, OR DIRECT DEPOSIT.
- 4. CONTRACTOR SHALL PERFORM CONSTRUCTION SEQUENCING SUCH THAT EARTH MATERIALS ARE EXPOSED FOR A MINIMUM OF TIME BEFORE THEY ARE COVERED, SEEDED, OR OTHERWISE STABILIZED TO PREVENT EROSION.
- UPON COMPLETION OF CONSTRUCTION AND ESTABLISHMENT OF PERMANENT GROUND COVER, CONTRACTOR SHALL REMOVE AND DISPOSE OF EROSION CONTROL MEASURES AND CLEAN SEDIMENT AND DEBRIS FROM ENTIRE DRAINAGE AND SEWER SYSTEMS.
- 6. AREAS REMAINING UNSTABILIZED FOR A PERIOD OF MORE THAN 30 DAYS SHALL BE TEMPORARILY SEEDED AND MULCHED. HAY MULCH SHALL BE APPLIED AT A MINIMUM RATE OF 1-1/2
- 7. PERMANENT SEEDING SHALL OCCUR BETWEEN APRIL 1 AND JUNE 1, AND/OR BETWEEN AUGUST 15 AND OCTOBER 15. ALL SEEDING FROM SEPTEMBER 15 SHALL BE HAY MULCHED.
- 8. DUST SHALL BE CONTROLLED THROUGH THE USE OF CALCIUM CHLORIDE.
- 9. SOILS TO BE STOCKPILED FOR A PERIOD OF MORE THAN 30 DAYS SHALL BE TEMPORARILY SEEDED AND MULCHED. CONTRACTOR SHALL INSTALL SILT FENCING ALONG DOWNHILL SIDE OF STOCKPILES.
- 10. CONTRACTOR SHALL PROVIDE NECESSARY EROSION CONTROL MEASURES TO INSURE THAT SURFACE WATER RUN-OFF FROM UNSTABILIZED AREAS DOES NOT CARRY SILT, SEDIMENT, AND OTHER DEBRIS OUTSIDE OF THE LIMITS OF WORK.
- 11. AN AREA SHALL BE CONSIDERED STABLE IF ONE OF THE FOLLOWING HAS OCCURRED:
- A. BASE COURSE GRAVELS HAVE BEEN INSTALLED IN AREAS TO BE PAVED;
- B. A MINIMUM OF 85% VEGETATED GROWTH HAS BEEN ESTABLISHED; C. A MINIMUM OF 3 INCHES OF NON-EROSIVE MATERIAL, SUCH AS STONE OR RIPRAP, HAS BEEN
- D. EROSION CONTROL BLANKETS HAVE BEEN PROPERLY INSTALLED.
- 12. ALL DITCHES, SWALES, AND DRAINAGE BASINS SHALL BE STABILIZED PRIOR TO DIRECTING RUNOFF TO THEM.
- 13. ALL ROADWAYS AND PARKING LOTS SHALL BE STABILIZED WITHIN 72 HOURS OF ACHIEVING FINISHED GRADE
- 14. ALL CUT AND FILL SLOPES SHALL BE LOAMED AND SEEDED WITHIN 72 HOURS OF ACHIEVING FINISHED GRADE.

WINTER CONSTRUCTION

- ALL PROPOSED VEGETATED AREAS WHICH DO NOT EXHIBIT A MINIMUM OF 85% VEGETATIVE GROWTH BY OCTOBER 15TH, OR WHICH ARE DISTURBED AFTER OCTOBER 15TH, SHALL BE STABILIZED. STABILIZATION METHODS SHALL INCLUDE SEEDING AND INSTALLING EROSION CONTROL BLANKETS ON SLOPES GREATER THAN 3:1, AND SEEDING AND PLACING 3 TO 4 TONS OF MULCH PER ACRE, SECURED WITH ANCHORED NETTING, ELSEWHERE. THE INSTALLATION OF EROSION CONTROL BLANKETS OR MULCH AND NETTING SHALL NOT OCCUR OVER ACCUMULATED SNOW OR FROZEN GROUND AND SHALL BE COMPLETED IN ADVANCE OF WINTER.
- 2. ALL DITCHES OR SWALES WHICH DO NOT EXHIBIT A MINIMUM OF 85% VEGETATIVE GROWTH BY OCTOBER 15TH, OR WHICH ARE DISTURBED AFTER OCTOBER 15TH, SHALL BE TEMPORARILY STABILIZED WITH STONE OR EROSION CONTROL BLANKETS APPROPRIATE FOR THE DESIGN FLOW

LOWELL ROAD TO SAGAMORE BRIDGE

TOWN OF HUDSON, NEW HAMPSHIRE



29-Mar-23

52573.00

LEGEND & GENERAL NOTES

DRAWING STATE PROJECT NO. SHEET NO. TOTAL SHEETS

41754

35

52526LEG

\\VHB\GBL\PROJ\BEDFORD\52573.00 LOWELL ROAD CIRC HWY\CAD\TE\PLANSET\52573SUM

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LOWELL ROAD TO SAGAMORE BRIDGE

TOWN OF HUDSON, NEW HAMPSHIRE

QUANTITY SUMMARY

DATE PLOTTED

VHB PROJECT NO.

DRAWING

STATE PROJECT NO.

SHEET NO.

TOTAL SHEETS

29-Mar-23

52573.00

52573SUM

41574

4

35

VHB PROJECT NO.

52573.00

DRAWING

52526DET

STATE PROJECT NO.

41754

SHEET NO.

TOTAL SHEETS

35

DATE PLOTTED

17-Feb-23

GENERAL NOTES:

- 1. THESE SHEETS ARE IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT (ADA), AND THE REQUIREMENTS OF THE 2011 PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT OF WAY (PROWAG).
- 2. NOT ALL FACILITIES CAN BE CONSTRUCTED TO MEET THE DESIGN STANDARDS.
 FACILITIES THAT CANNOT BE CONSTRUCTED TO MEET THE DESIGN STANDARDS SHALL BE CONSTRUCTED TO MEET THE STANDARDS TO THE GREATEST EXTENT PRACTICABLE.
 NONSTANDARD FEATURES SHALL BE DOCUMENTED ON TECHNICAL INFEASIBILITY FORM AND SUBMITTED TO NHDOT ADA COORDINATOR FOR APPROVAL.
- JO CHECK FIELD LAYOUT ALL SLOPES AND GRADES SHALL BE MEASURED WITH A DIGITAL LEVEL USING AT LEAST TWO READINGS. WHERE THE READINGS VARY, THE MEASUREMENTS SHALL BE AVERAGED. GRADE (RUNNING SLOPE) SHALL BE MEASURED ALONG THE CENTERLINE AND OFFSET 1.00' TO 1.50' FROM THE CENTERLINE. CROSS SLOPES SHALL BE MEASURED PERPENDICULAR TO CENTERLINE AT 5.00' TO 10.00' INTERVALS.
- 4. GRADES (RUNNING SLOPES) ARE MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL. CROSS SLOPES ARE MEASURED PERPENDICULAR TO THE DIRECTION OF PEDESTRIAN TRAVEL.
- 5. JOINTS BETWEEN SIDEWALKS, CURB RAMPS, TURNING SPACES AND ROADWAYS SHALL BE FLUSH AND FREE FROM ABRUPT VERTICAL CHANGES GREATER THAN 1/4". VERTICAL SURFACE DISCONTINUITIES BETWEEN 1/4" AND 1/2" SHALL BE BEVELED WITH A SLOPE NOT STEEPER THAN 2:1. THE BEVEL SHALL BE APPLIED ACROSS THE ENTIRE JOINT. SEE DETAIL ON SHEET 9 OF 9.
- 6. SIDEWALKS ARE CONNECTED TO ROADWAYS BY EITHER BLENDED TRANSITIONS OR CURB RAMPS. BLENDED TRANSITIONS ARE CONNECTIONS BETWEEN THE SIDEWALK LEVEL AND THE ROADWAY LEVEL THAT HAVE A MAXIMUM GRADE (RUNNING SLOPE) OF 5%, AND TRANSITIONS GREATER THAN 5% ARE CONSIDERED CURB RAMPS.
- 7. CURB RAMPS AND BLENDED TRANSITIONS MAY REQUIRE THE INSTALLATION OF DETECTABLE WARNINGS. SEE ADDITIONAL "DETECTABLE WARNING DEVICE NOTES" ON THIS SHEET, AND DETAILS ON SHEET 6 OF 10 FOR DIMENSIONS, ORIENTATION AND INSTALLATION.
- 8. VERTICAL ALIGMENT SHALL BE GENERALLY PLANAR, GRADE BREAKS WITHIN THE PEDESTRIAN ACCESS ROUTE SHALL BE PERPENDICULAR TO THE DIRECTION OF TRAVEL AND SHALL NOT BE ROUNDED.
- 9. THE CROSS SLOPE OF PEDESTRIAN ACCESS ROUTES (PAR) SHALL BE 2% MAXIMUM. THE FOLLOWING EXCEPTIONS ARE ALLOWED:
 - A. WHERE PEDESTRIAN CROSSINGS ARE PROVIDED AT INTERSECTIONS WITHOUT YIELD OR STOP CONTROL OR WHERE THERE IS ANY TRAFFIC SIGNAL, THE CROSS SLOPE OF A PEDESTRIAN ACCESS ROUTE CONTAINED WITHIN A CROSSING SHALL BE 5% MAXIMUM.
 - B. WHERE MIDBLOCK PEDESTRIAN CROSSINGS ARE PROVIDED. THE CROSS SLOPE OF A PEDESTRIAN ACCESS ROUTE CONTAINED WITHIN A MIDBLOCK CROSSING SHALL BE PERMITTED TO EQUAL THE STREET OR HIGHWAY GRADE.
- 10. THE MINIMUM CLEAR WIDTH FOR PEDESTRIAN ACCESS ROUTES IS 4.00', EXCLUSIVE OF THE CURB. WHEN WALKWAY WIDTHS ARE LESS THAN 5.00', 5.00' x 5.00' PASSING SPACES, OR A FEATURE OF EQUAL OR GREATER DIMENSIONS (E.G., DRIVEWAYS) THAT MEET THE SLOPE CRITERIA, SHALL BE PROVIDED AT A MAXIMUM INTERVAL OF 200'. EXISTING DRIVEWAYS AND STREET CROSSING MAY ALSO SERVE AS PASSING SPACES.
- 11. THE BUFFER ZONE IS A PHYSICAL DISTANCE SEPARATING THE PEDESTRIAN ACCESS ROUTE FROM THE VEHICLE TRAVELED WAY. THE BUFFER ZONE MAY BE PLANTED OR PAVED.
- 12. WHEN CROSSING DRIVEWAYS, THE WORK SHALL BE IN CONFORMANCE WITH NHDOT DRIVEWAY DETAILS SHEET. THE CROSS SLOPE ACROSS DRIVEWAYS SHALL BE 2% MAXIMUM.
- 13. FOR ACCESSIBLE PEDESTRIAN SIGNAL PUSH BUTTONS, SEE DETAILS ON SHEET 8 OF 9.
- 14. FOR RAMP COUNTER SLOPE REQUIREMENTS, SEE DETAILS ON SHEET 9 OF 9.

CURB RAMP NOTES:

- 15. THE MINIMUM WIDTH OF A CURB RAMP SHALL BE 4.00'.
- 16. THE FULL WIDTH OF THE RAMP OR LANDING SHALL BE CONTAINED WITHIN THE PAVEMENT MARKINGS AT MARKED CROSSWALKS.
- 17. CURB RAMPS ARE NOT REQUIRED IN LOCATIONS WHERE THERE IS NO ACCESSIBLE PEDESTRIAN ACCESS ROUTE. UNLESS IT IS SERVING AS A LANDING FOR A PEDESTRIAN SIGNAL.
- 18. THE GRADE (RUNNING SLOPE) OF A CURB RAMP SHALL BE A MAXIMUM OF 8.3%.
- 19. WHERE EXISTING CONDITIONS DO NOT ALLOW THE CONSTRUCTION OF A CURB RAMP WITH A GRADE (RUNNING SLOPE) OF 8.3% OR LESS, THE RAMP LENGTH SHALL NOT BE REQUIRED TO EXCEED 15.00'.
- 20. THE CROSS SLOPE OF THE CURB RAMP SHALL BE AS FLAT AS POSSIBLE AND STILL PROVIDE POSITIVE DRAINAGE. THE CROSS SLOPE OF A CURB RAMP 2% MAXIMUM. SEE NOTE 9 FOR EXCEPTIONS. WHERE THE EXISTING ROADWAY GRADE EXCEEDS 2%, THE CURB RAMP MAY BE WARPED ACCORDING TO THE DETAIL ON SHEET 9 OF 9 TO TIE INTO THE ROADWAY GRADE.
- 21. RAMP SIDE TREATMENT OPTIONS ARE DETAILED ON SHEET 7 OF 9 FOR USE WITHIN THE BUFFER ZONE. WHERE A PEDESTRIAN CIRCULATION PATH CROSSES THE CURB RAMP, FLARED SIDES SHALL BE INSTALLED WITH A SLOPE OF 10% MAXIMUM. THE SLOPE OF FLARED SIDES IS MEASURED PARALLEL TO THE CURB LINE. (ALSO SEE CURB RAMP CONFIGURATION TYPE 7 ON SHEET 3 OF 9.)
- 22. THE BACKSIDE OF A PARALLEL RAMP SHOULD BE GRADED TO MATCH EXISTING TERRAIN, UNLESS OTHERWISE SHOWN IN THE CONTRACT DOCUMENTS, WHERE GRADING IS NOT FEASIBLE DUE TO LIMITED ROW OR PHYSICAL CONSTRAINTS, A BACK CURB MAY BE INSTALLED, SEE DETAILS ON SHEET 7 OF 9.

TURNING SPACE AND CLEAR SPACE NOTES:

- 23. WHERE A CHANGE IN DIRECTION IS REQUIRED TO UTILIZE A CURB RAMP, A TURNING SPACE SHALL BE PROVIDED AT THE BASE AND/OR THE TOP OF CURB RAMP AS APPLICABLE. TURNING SPACES SHALL BE PERMITTED TO OVERLAP CLEAR SPACES.
- 24. WHERE THERE ARE NO VERTICAL CONSTRAINTS AT THE BACK OF SIDEWALK, (E.G., VERTICAL CURB, BUILDINGS, FENCES) THE TURNING SPACE DIMENSIONS SHALL BE 4.00' × 4.00' MINIMUM. WHERE THE TURNING SPACE IS CONSTRAINED AT THE BACK OF SIDEWALK, THE TURNING SPACE SHALL BE 4.00' X 5.00' MINIMUM. THE 5.00' DIMENSION SHALL BE PROVIDED PERPENDICULAR TO THE CONSTRAINT.
- 25. TURNING SPACE MAXIMUM CROSS SLOPE IS 2% IN ANY DIRECTION.
- 26. BEYOND THE BOTTOM GRADE BREAK, A CLEAR SPACE OF 4.00' × 4.00' MINIMUM SHALL BE PROVIDED WITHIN THE WIDTH OF THE PEDESTRIAN CROSSWALK, AND OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE. THE CLEAR SPACE MAY OVERLAP TURNING SPACES, DETECTABLE WARNING SURFACES, AND DROP CURBS.

DETECTABLE WARNING DEVICE NOTES:

- 27. DETECTABLE WARNING DEVICES (DWD) SHALL BE PROVIDED AT THE FOLLOWING LOCATIONS ON PEDESTRIAN ACCESS ROUTES:
 - A. CURB RAMPS AT PEDESTRIAN CROSSINGS.
 - B. PEDESTRIAN REFUGE ISLANDS (WHERE THE LENGTH OF THE PEDESTRIAN ACCESS ROUTE ACROSS THE REFUGE ISLAND IS GREATER THAN OR EQUAL TO 6.00'). SEE SHEET 8 OF 9.
 - C. PEDESTRIAN AT-GRADE RAIL CROSSINGS NOT LOCATED WITHIN A STREET OR HIGHWAY.
 - D. DRIVEWAY CROSSINGS WITH NHDOT APPROVED AND MAINTAINED SIGNALS, YIELD OR STOP CONTROL. DETECTABLE WARNING DEVICES SHALL NOT BE PROVIDED AT CROSSINGS OF UNCONTROLLED DRIVEWAY APRONS.
- 28. SOME DETECTABLE WARNING PRODUCTS REQUIRE A CONCRETE BORDER FOR PROPER INSTALLATION. IF REQUIRED, THE BORDER SHALL NOT EXCEED 2" IN WIDTH OR 6" ALONG ROADWAY EDGE/CURB. THE BORDER DIMENSION SHALL BE MEASURED FROM THE INSIDE EDGE OF THE RADIUS.
- 29. THE DETAILS PROVIDED ARE NOT DRAWN TO SCALE. THE QUANTITY OF DOMES DEPICTED ON THE DETECTABLE WARNING DEVICE DETAIL IS FOR ILLUSTRATION ONLY. THE SIZE OF THE DETECTABLE WARNING FIELD SHALL BE 2.00' MINIMUM IN THE DIRECTION OF TRAVEL AND SHALL EXTEND THE FULL WIDTH OF THE CURB RAMP OR FLUSH SURFACE, EXCLUDING ANY FLARED SIDES. THE WIDTH OF THE DETECTABLE WARNING FIELD INCLUDES A CONCRETE BORDER, IF PROVIDED. PLACEMENT AND ORIENTATION SHALL BE IN COMPLIANCE WITH THE DETAILS.
- 30. ON SLOPES OF 5% OR GREATER, THE ROWS OF DOMES SHALL BE ALIGNED TO BE PERPENDICULAR OR RADIAL TO THE LOWER GRADE BREAK ON THE RAMP RUN, WHERE DOMES ARE ARRAYED RADIALLY THEY MAY DIFFER IN DOME DIAMETER AND CENTER—TO—CENTER SPACING WITHIN THE RANGES SPECIFIED ON SHEET 9. ON SLOPES LESS THAN 5%, DOME ORIENTATION IS LESS CRITICAL AND MAY DIFFER FROM PERPENDICULAR OR RADIAL ALIGNMENT TO THE GRADE BREAK.
- 31. THE DETECTABLE WARNING SURFACES SHALL CONTRAST VISUALLY WITH ADJACENT GUTTER, STREET OR HIGHWAY, OR PEDESTRIAN ACCESS ROUTE SURFACE.
- 32. DETECTABLE WARNING PANELS SHALL BE CAST IRON WITH NO SURFACE COATING AND SHALL BE ALLOWED TO TRANSITION TO THEIR NATURAL PATINA.

DEFINITION OF TERMS:

LANDING: A 4.00' X 4.00' CLEAR SPACE WITH A 2% SLOPE OR LESS IN ALL DIRECTIONS.

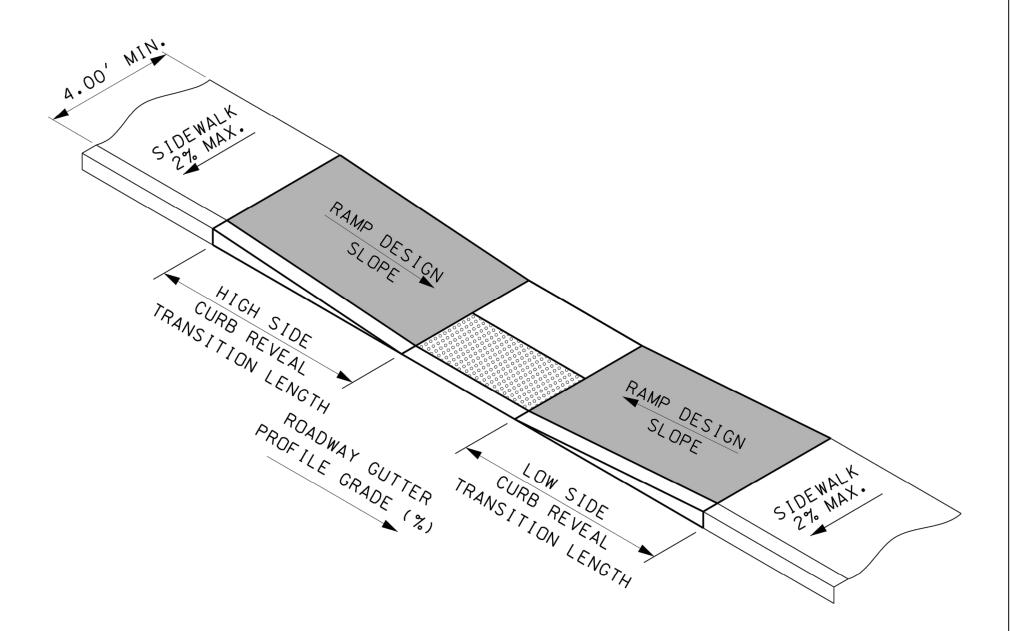
MAXIMUM EXTENT FEASIBLE: ALL CHANGES THAT ARE POSSIBLE ARE MADE TO COMPLY WITH ACCESSIBILITY STANDARDS.

PEDESTRIAN ACCESS ROUTE (PAR): A CONTINUOUS AND UNOBSTRUCTED PATH OF TRAVEL PROVIDED FOR PEDESTRIANS WITH DISABLITIES WITHIN OR CONINCIDING WITH A PEDESTRIAN CIRCULATION PATH. PAR SHALL BE 4'W MIN.(EXCLUDING CURBING), 2% MAX. CROSS SLOPE AND 1/4" OR LESS VERTICAL DISCONTINUITY.

TECHNICAL INFEASIBILITY: EXISTING PHYSICAL OR SITE CONSTRAINTS THAT PROHIBIT MODIFICATIONS OR ADDITIONS OF ELEMENTS, SPACES OR FEATURES TO COMPLY WITH MINIMUM ACCESSIBILITY REQUIREMENTS.

INDEX OF SHEETS

- 1 OF 9 INDEX OF SHEETS AND GENERAL NOTES
- 2 OF 9 CURB RAMP CONFIGURATIONS TYPE 1 5
- 3 OF 9 CURB RAMP CONFIGURATIONS TYPE 6 7
- 4 OF 9 CURB RAMP CONFIGURATIONS TYPE 8 11
- 5 OF 9 SLIP RAMP, SIDEWALK TO SHOULDER TRANSISTION, ACCESS ISLAND
- 6 OF 9 DETECTABLE WARNING DEVICE PLACEMENT OPTIONS
- 7 OF 9 RAMP SIDE CONFIGURATIONS AND BACK TREATMENTS
- 8 OF 9 RR X-INGS, ROUNDABOUTS, PEDESTRIAN BUTTONS
- 9 OF 9 DETECTABLE WARNING DEVICE, TRUNCATED DOMES, MISCELLANEOUS DETAILS



	TYPICAL CUR	B TRANS	SITION LE	NGTH T	ABLE										
CURB REV	EAL (INCHES)	7	6	5	4	3	2	1							
	ROADWAY PROFILE GRADE (%)	Minimum Transition Length Required (FT)													
	-10%	5.0	5.0	5.0	5.0	5.0	5.0	5.0							
	-9%	5.0	5.0	5.0	5.0	5.0	5.0	5.0							
	-8%	5.0	5.0	5.0	5.0	5.0	5.0	5.0							
	-7%	5.0	5.0	5.0	5.0	5.0	5.0	5.0							
	-6%	5.0	5.0	5.0	5.0	5.0	5.0	5.0							
Low Side Transition	-5%	5.0	5.0	5.0	5.0	5.0	5.0	5.0							
	-4%	5.1	5.0	5.0	5.0	5.0	5.0	5.0							
Length	-3%	5.6	5.0	5.0	5.0	5.0	5.0	5.0							
	-2%	6.1	5.3	5.0	5.0	5.0	5.0	5.0							
	-1%	6.9	5.9	5.0	5.0	5.0	5.0	5.0							
	0%	7.8	6.7	5.6	5.0	5.0	5.0	5.0							
	1%	9.0	7.7	6.4	5.1	5.0	5.0	5.0							
	2%	10.6	9.1	7.6	6.1	5.0	5.0	5.0							
	3%	13.0	11.1	9.3	7.4	5.6	5.0	5.0							
	4%	15.0	14.3	11.9	9.5	7.1	5.0	5.0							
High Cida	5%	15.0	15.0	15.0	13.3	10.0	6.8	5.0							
High Side Transition	6%	15.0	15.0	15.0	15.0	15.0	11.3	5.3							
Length	7%	15.0	15.0	15.0	15.0	15.0	15.0	15.0							
	8%	15.0	15.0	15.0	15.0	15.0	15.0	15.0							
	9%	15.0	15.0	15.0	15.0	15.0	15.0	15.0							
	10%	15.0	15.0	15.0	15.0	15.0	15.0	15.0							

THIS TABLE REPRESENTS THE MINIMUM LENGTH OF CURB RAMP TRANSITION BASED ON THE EXISTING ROADWAY PROFILE GRADE AND THE CURB REVEAL AT FULL HEIGHT ALONG THE SIDEWALK. THE MINIMUM TRANSITION LENGTH REQUIRED IS BASED ON 7.5% SLOPE AND INDICATED CURB REVEAL.

TREATMENT KEY LEGEND

#-#-\$-\$

(RESURFACING STYLE PROJECTS)

RAMP BACK TREATMENT OPTION - SEE SHEET 7

RAMP SIDE CONFIGURATION - SEE SHEET 7

DETECTABLE WARNING DEVICE PLACEMENT - SEE SHEET 6

RAMP CONFIGURATION TYPE - SEE SHEETS 2-5

(X = OMIT THIS OPTION)

NOTES:

 SIDEWALK CURB RAMP DETAILS (SHEET 1-9) ARE NHDOT STANDARD DETAILS

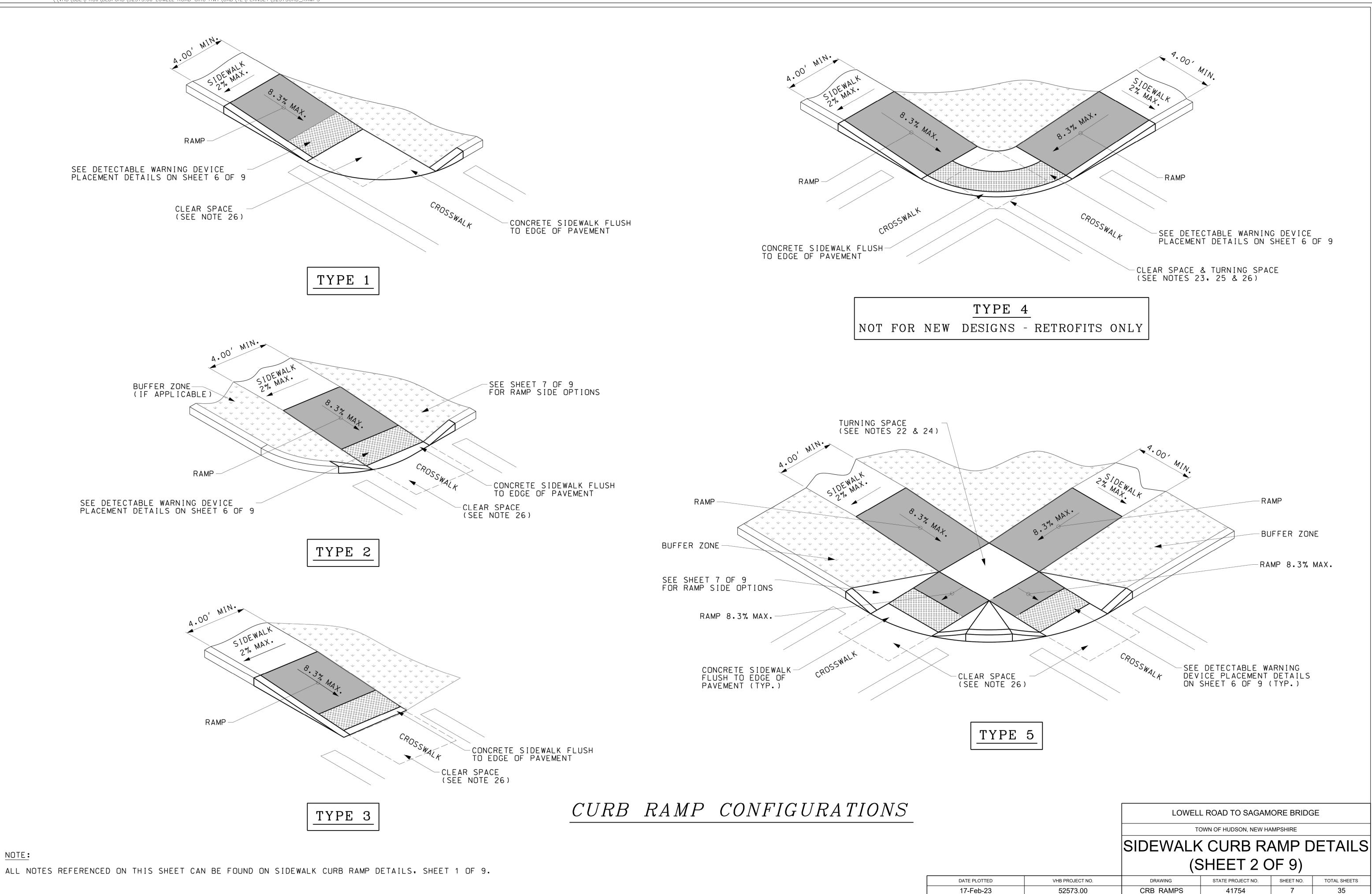
LOWELL ROAD TO SAGAMORE BRIDGE

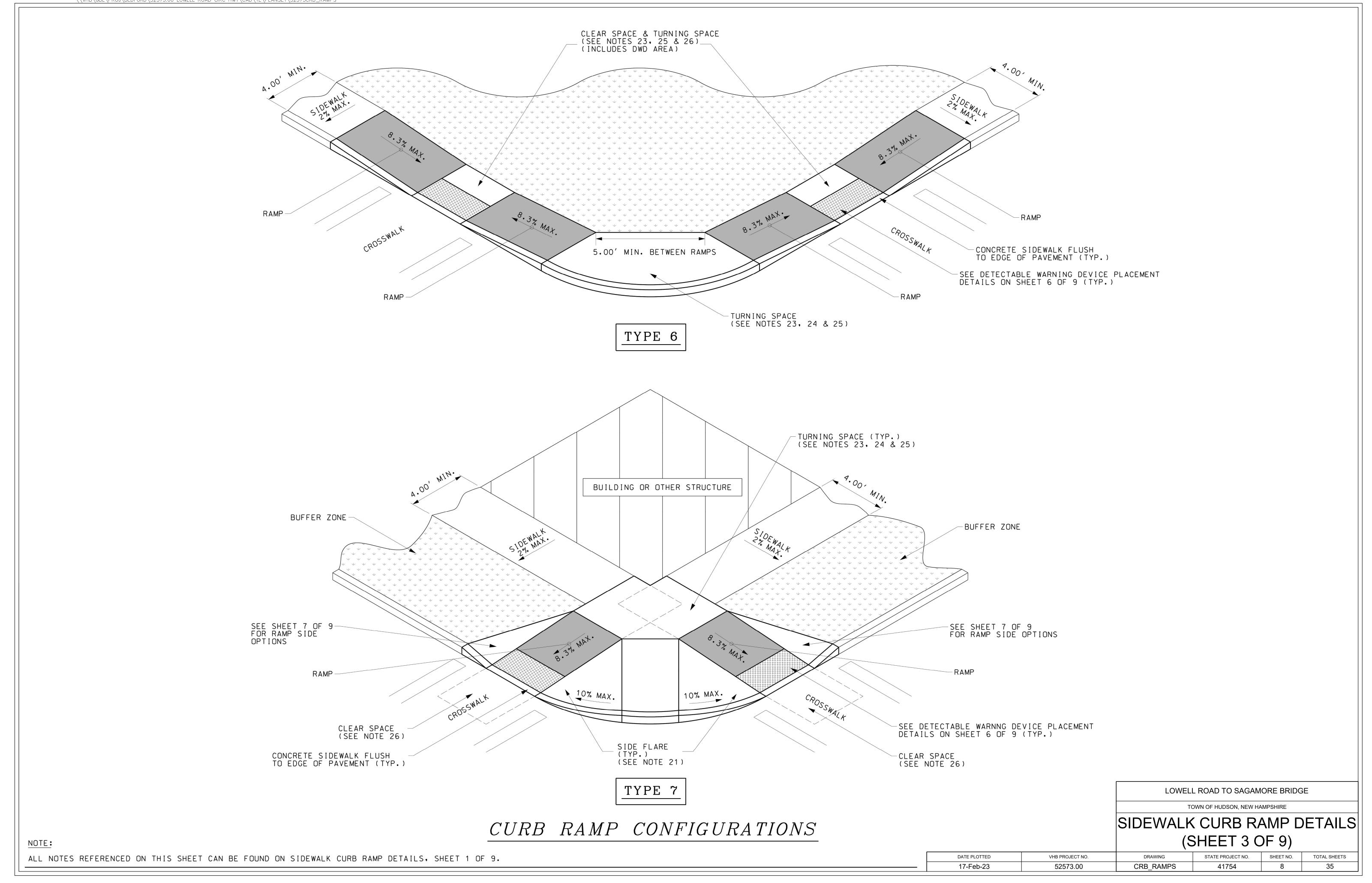
TOWN OF HUDSON, NEW HAMPSHIRE

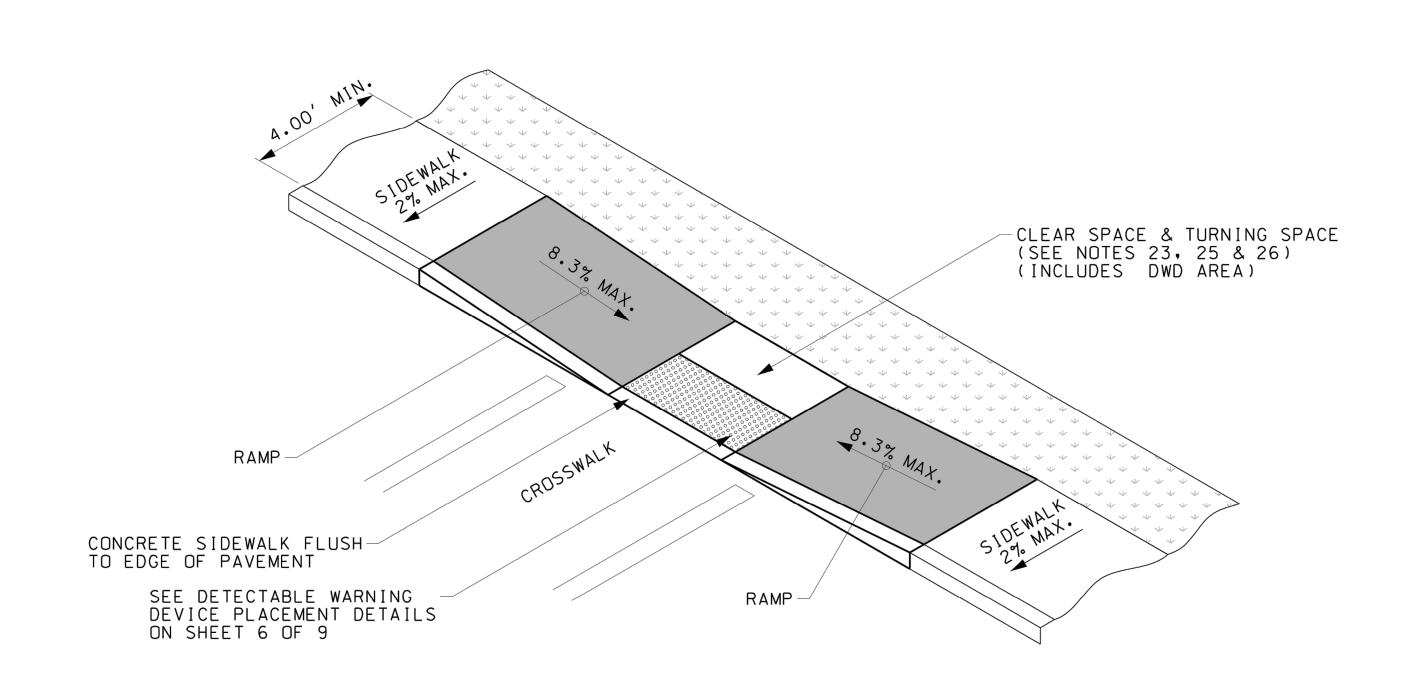
SIDEWALK CURB RAMP DETAILS (SHEET 1 OF 9)

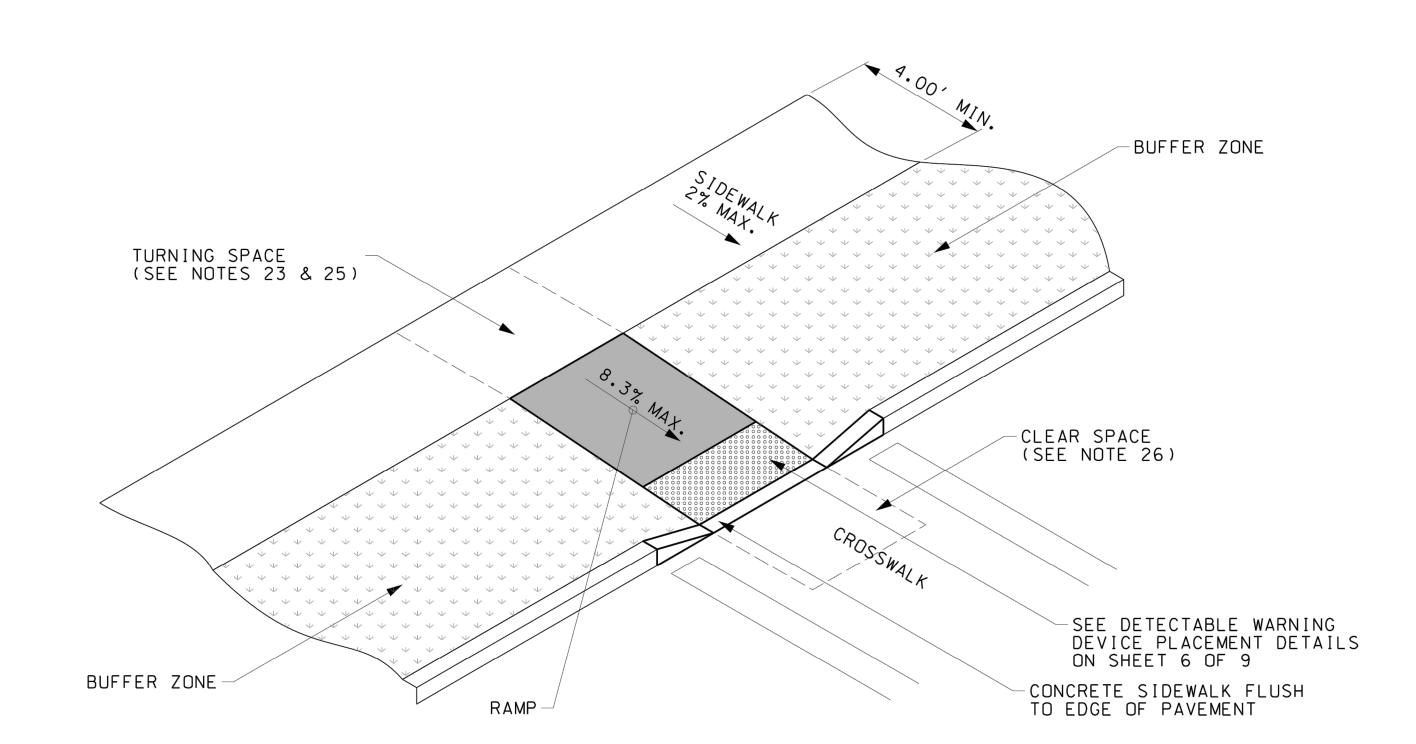
 DATE PLOTTED
 VHB PROJECT NO.
 DRAWING
 STATE PROJECT NO.
 SHEET NO.
 TOTAL SHEETS

 17-Feb-23
 52573.00
 CRB_RAMPS
 41754
 6
 35







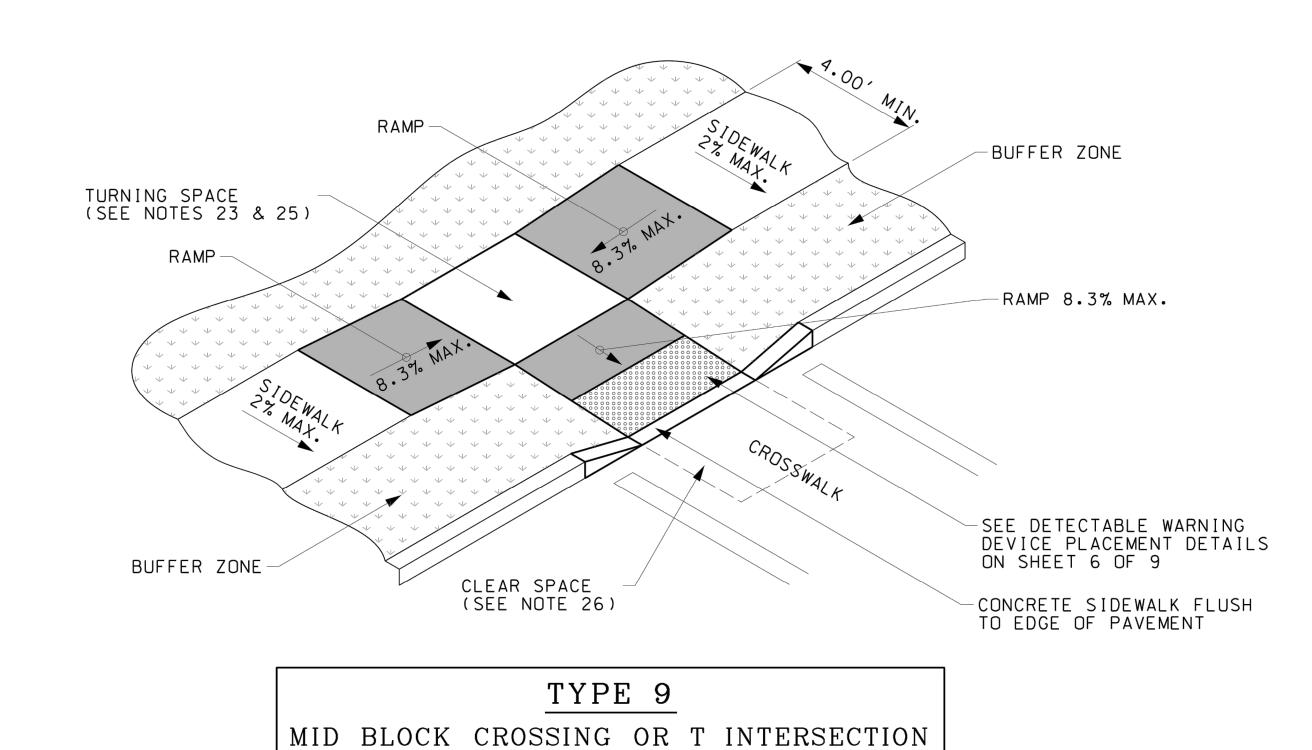


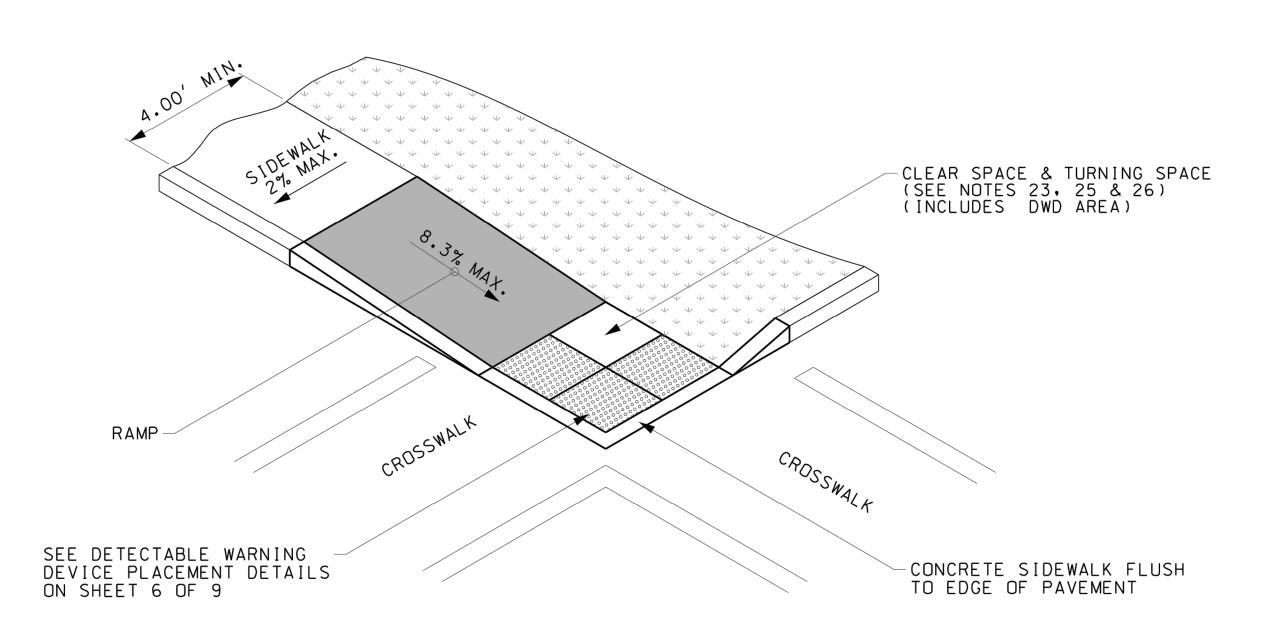
TYPE 8

MID BLOCK CROSSING OR T INTERSECTION

TYPE 10

MID BLOCK CROSSING OR T INTERSECTION





TYPE 11

CURB RAMP CONFIGURATIONS

LOWELL ROAD TO SAGAMORE BRIDGE

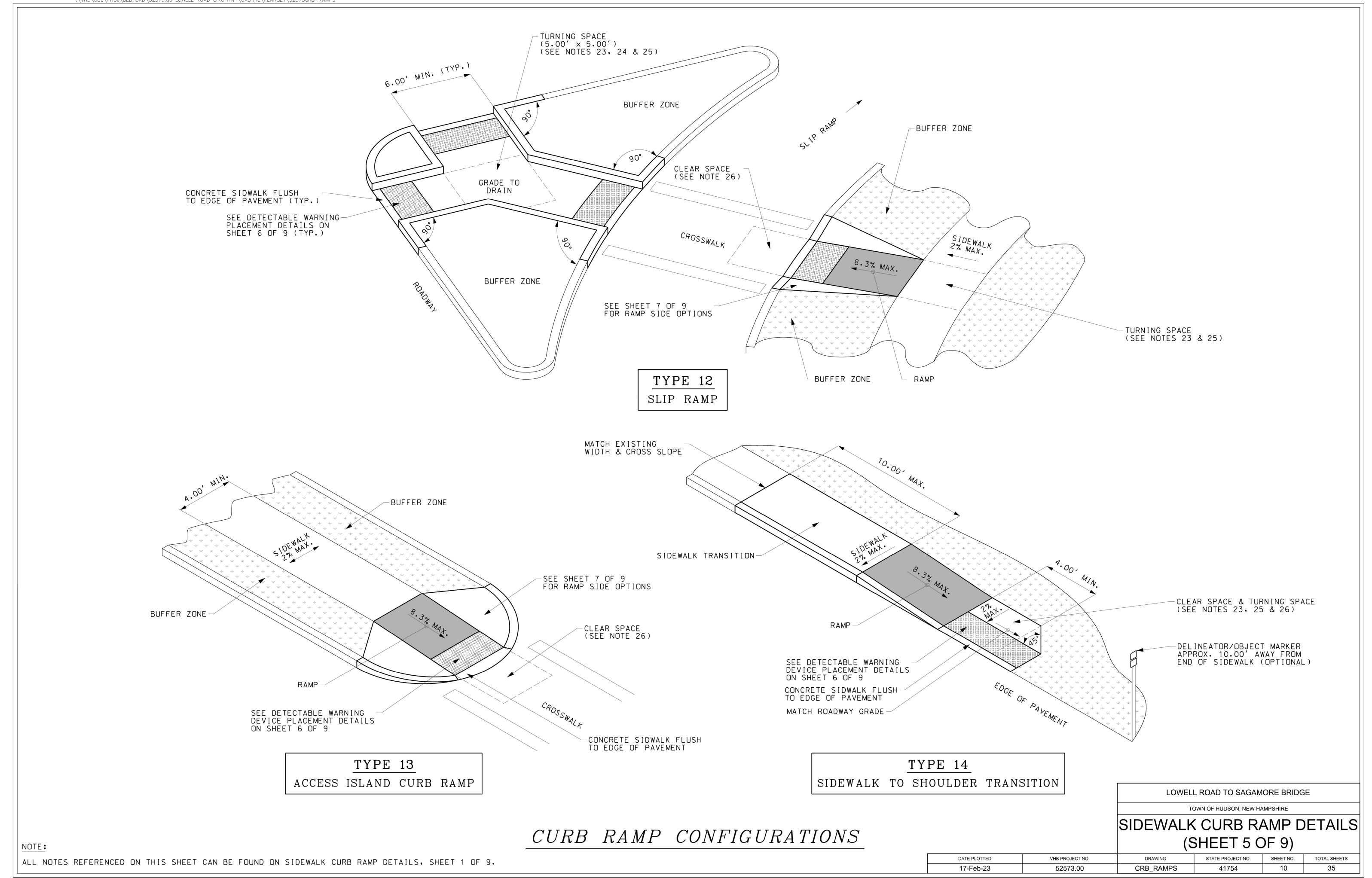
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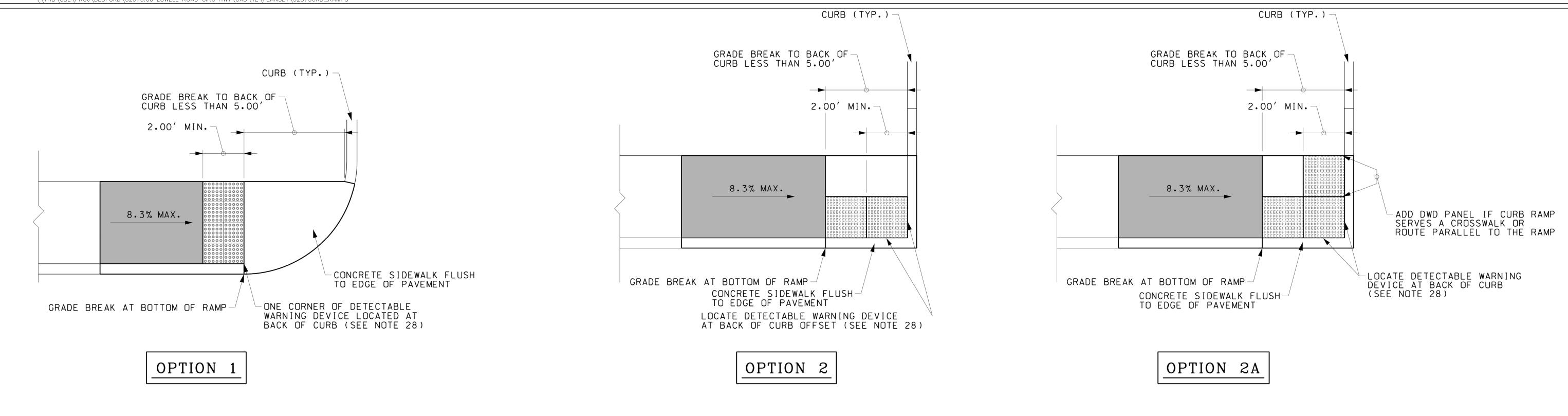
ALL NOTES REFERENCED ON THIS SHEET CAN BE FOUND ON SIDEWALK CURB RAMP DETAILS, SHEET 1 OF 9.

NOTE:

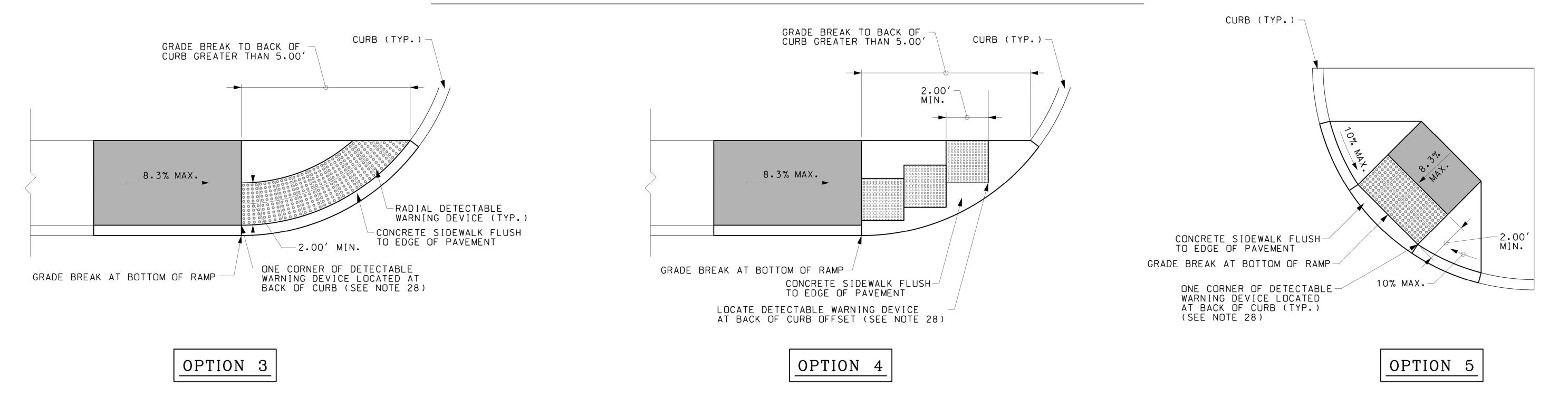
SIDEWALK CURB RAMP DETAILS (SHEET 4 OF 9)

DATE PLOTTEDVHB PROJECT NO.DRAWINGSTATE PROJECT NO.SHEET NO.TOTAL SHEETS17-Feb-2352573.00CRB_RAMPS41754935





GRADE BREAK TO BACK OF CURB LESS THAN 5.00'



GRADE BREAK TO BACK OF CURB GREATER THAN 5.00'

DETECTABLE WARNING DEVICE (DWD) PLACEMENT OPTION DETAILS

NOTE:

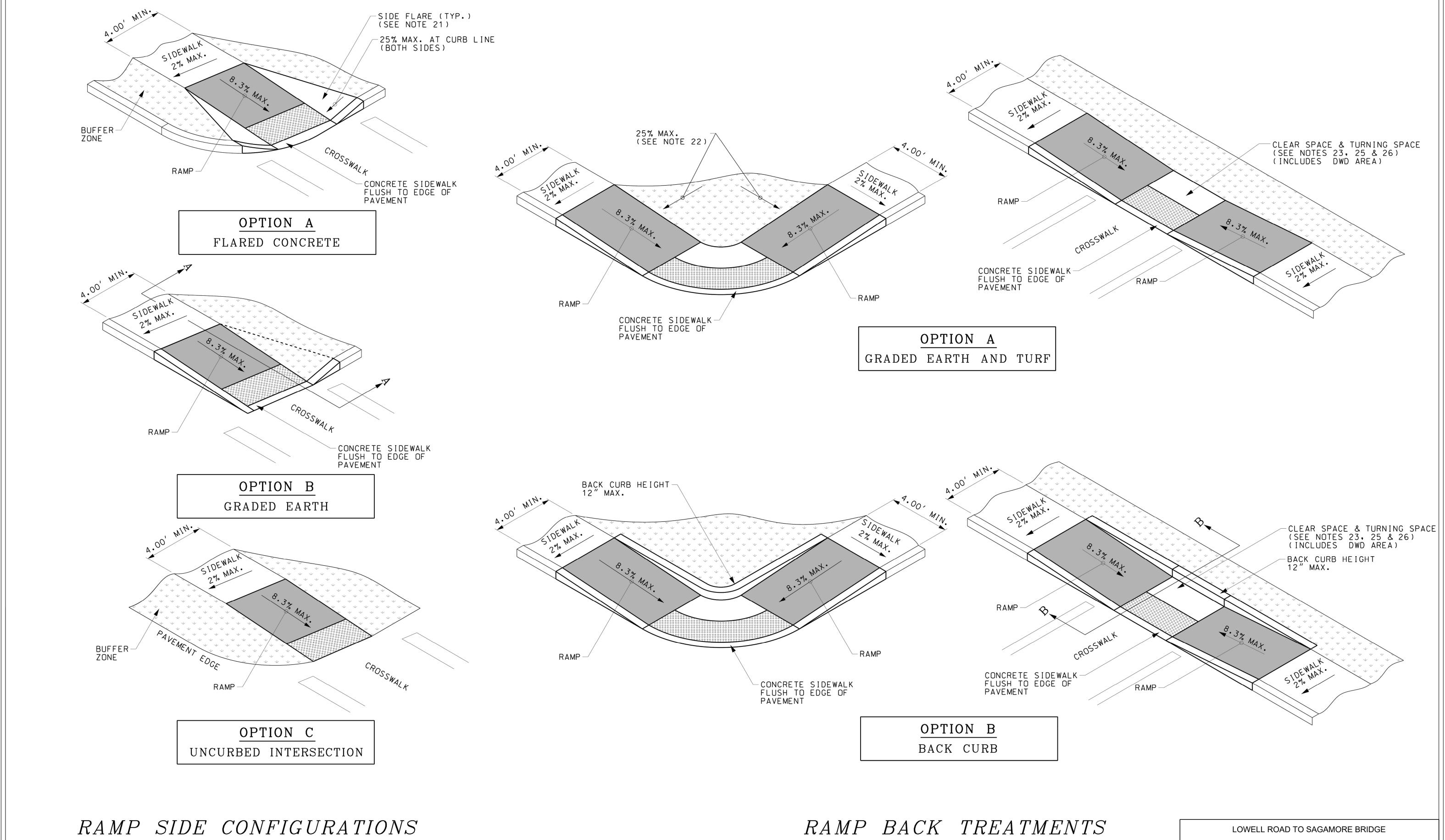
ALL NOTES REFERENCED ON THIS SHEET CAN BE FOUND ON SIDEWALK CURB RAMP DETAILS, SHEET 1 OF 9.

LOWELL ROAD TO SAGAMORE BRIDGE

TOWN OF HUDSON, NEW HAMPSHIRE

SIDEWALK CURB RAMP DETAILS (SHEET 6 OF 9)

		•			
DATE PLOTTED	VHB PROJECT NO.	DRAWING	STATE PROJECT NO.	SHEET NO.	TOTAL SHEETS
17-Feb-23	52573.00	CRB RAMPS	41754	11	35



NOTE:

ALL NOTES REFERENCED ON THIS SHEET CAN BE FOUND ON SIDEWALK CURB RAMP DETAILS, SHEET 1 OF 9.

TOWN OF HUDSON, NEW HAMPSHIRE

SIDEWALK CURB RAMP DETAILS (SHEET 7 OF 9)

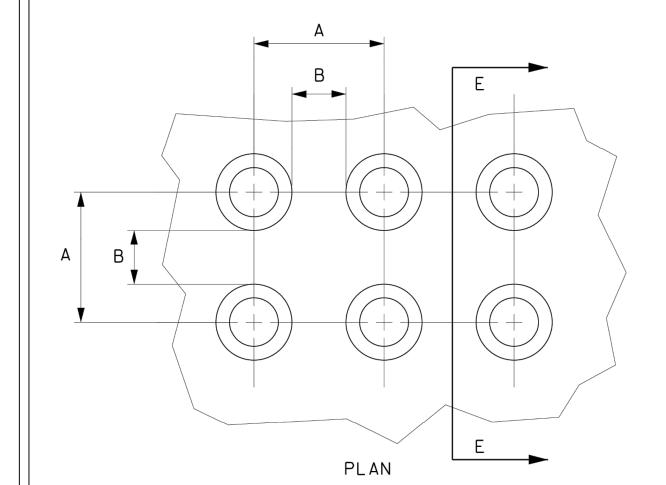
DATE PLOTTED VHB PROJECT NO. DRAWING STATE PROJECT NO. SHEET NO. TOTAL SHEETS

17-Feb-23 52573.00 CRB RAMPS 41754 12 35

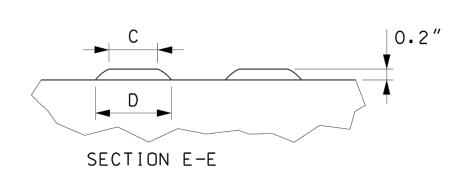
ALL NOTES REFERENCED ON THIS SHEET CAN BE FOUND ON SIDEWALK CURB RAMP DETAILS, SHEET 1 OF 9.

 DATE PLOTTED
 VHB PROJECT NO.
 DRAWING
 STATE PROJECT NO.
 SHEET NO.
 TOTAL SHEETS

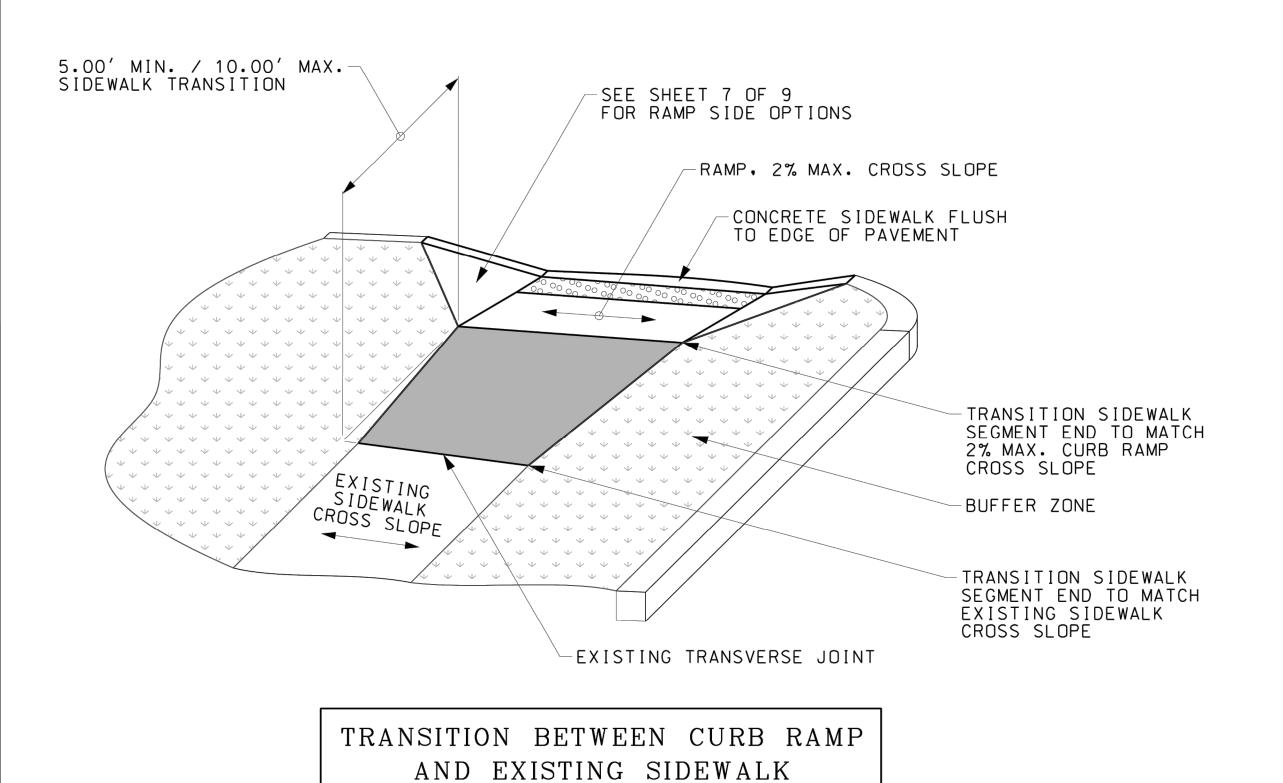
 17-Feb-23
 52573.00
 CRB_RAMPS
 41754
 13
 35

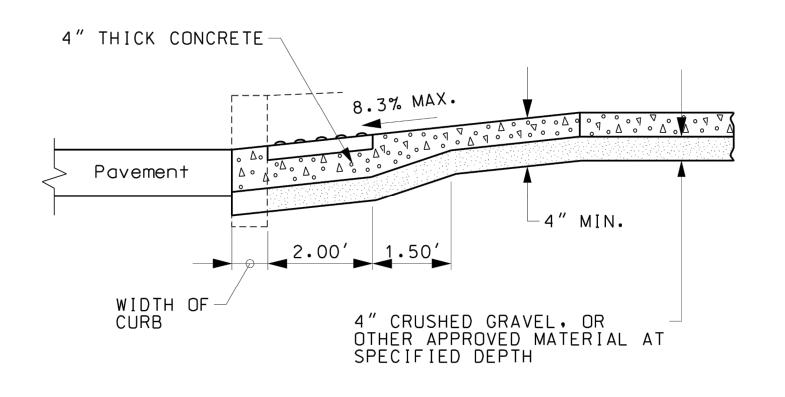


	TRUNCATED DOME D	IMENSIONS
DIM.	MIN. (IN)	MAX. (IN)
А	1.6"	2.4"
В	0.65"	1.5"
С	50% - 65%	OF D DIM.
D	0.9"	1.4"



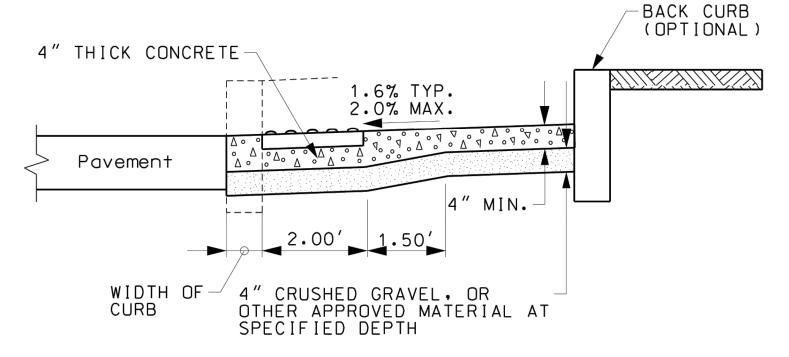
DETECTABLE WARNING DEVICES (DWD)
TRUNCATED DOME DETAILS





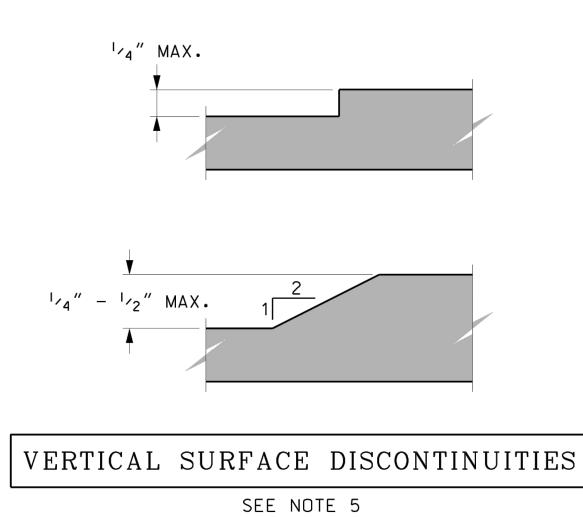
SECTION A-A

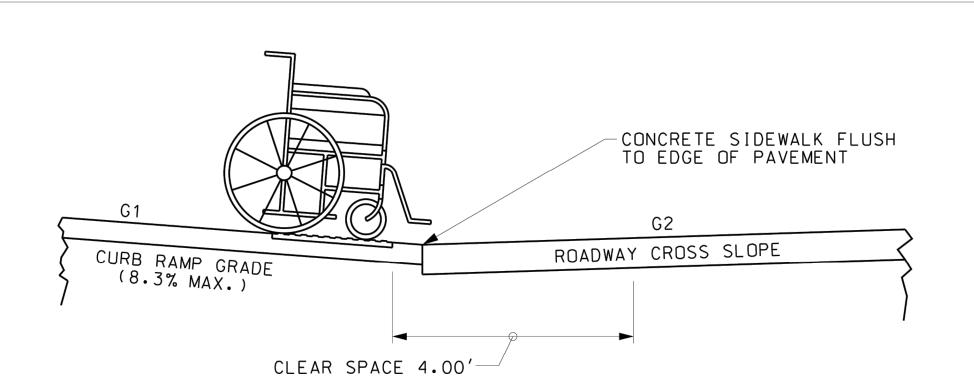
SEE SHEET 7 OF 9



SECTION B-B

SEE SHEET 7 OF 9

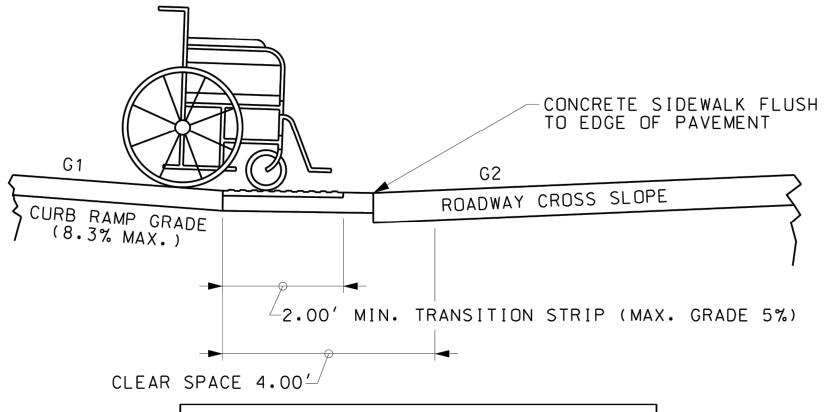




COUNTER SLOPE CONDITION 1

A = G2 - G1

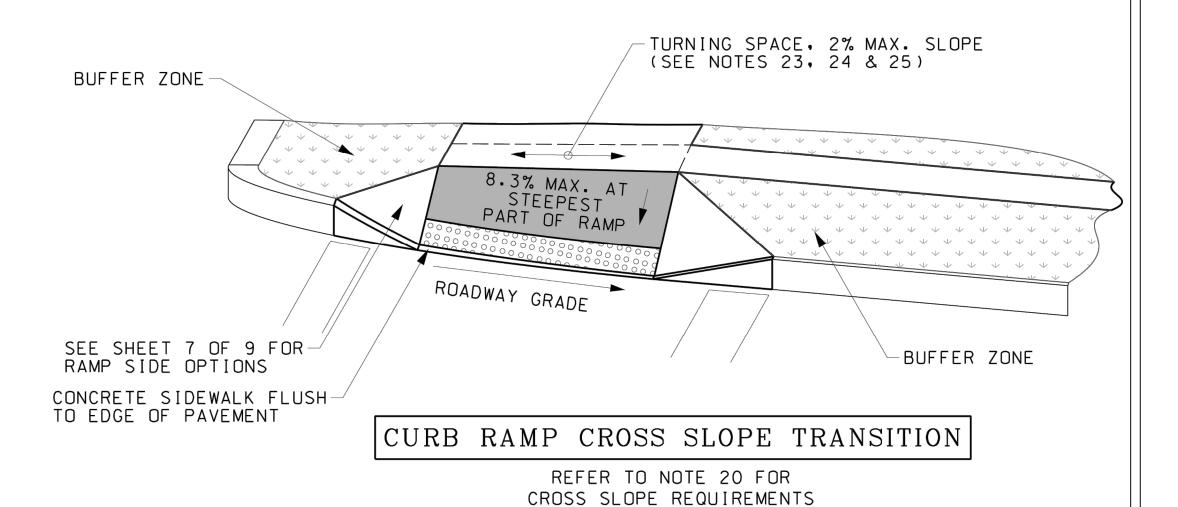
ALGEBRAIC DIFFERENCE (A) BETWEEN ROADWAY CROSS SLOPE AND CURB RAMP GRADE IS LESS THAN 13.3%.



COUNTER SLOPE CONDITION 2

A = 3 G2 - G1

ALGEBRAIC DIFFERENCE (A) BETWEEN ROADWAY SLOPE AND CURB RAMP GRADE IS GREATER THAN 13.3%.
TRANSITION STRIP REQUIRED (MAX. GRADE 5%)



LOWELL ROAD TO SAGAMORE BRIDGE

TOTAL SHEETS

35

14

TOWN OF HUDSON, NEW HAMPSHIRE

SIDEWALK CURB RAMP DETAILS (SHEET 9 OF 9)

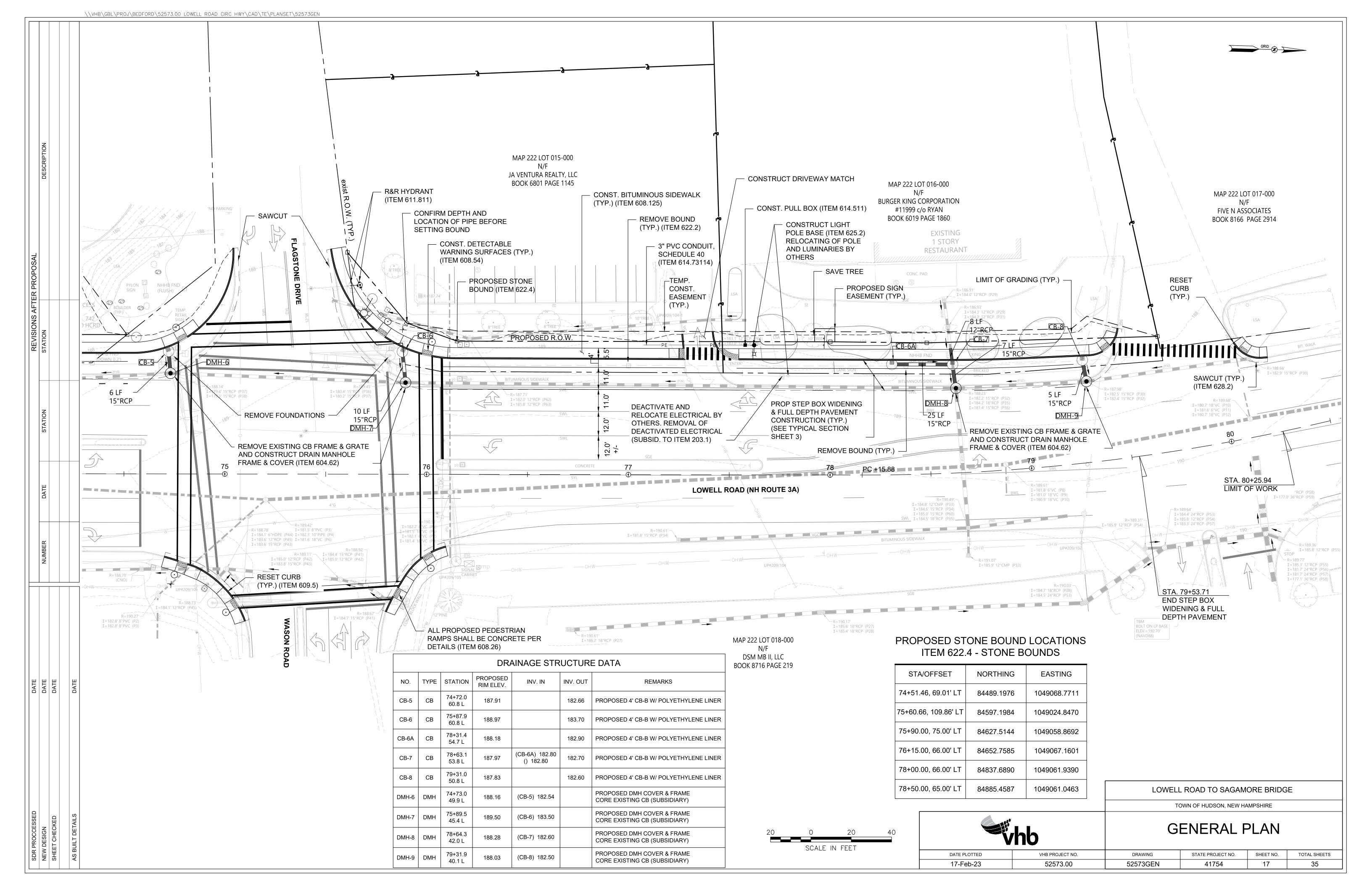
 DATE PLOTTED
 VHB PROJECT NO.
 DRAWING
 STATE PROJECT NO.

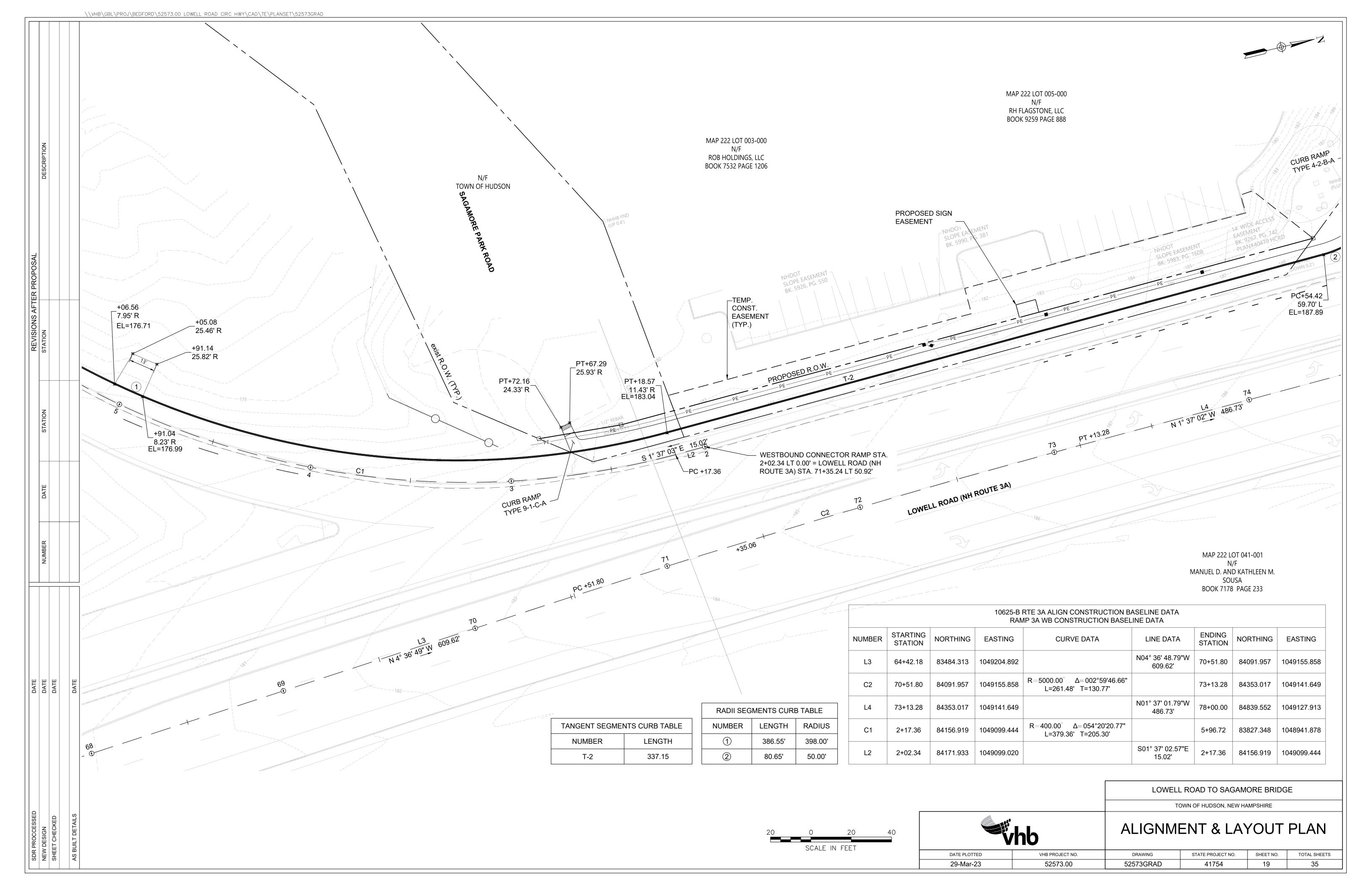
 17-Feb-23
 52573.00
 CRB RAMPS
 41754

NOTE:

ALL NOTES REFERENCED ON THIS SHEET CAN BE FOUND ON SIDEWALK CURB RAMP DETAILS, SHEET 1 OF 9.

USE FOR CROSS SLOPE AND WIDTH TRANSITIONS





52573GRAD

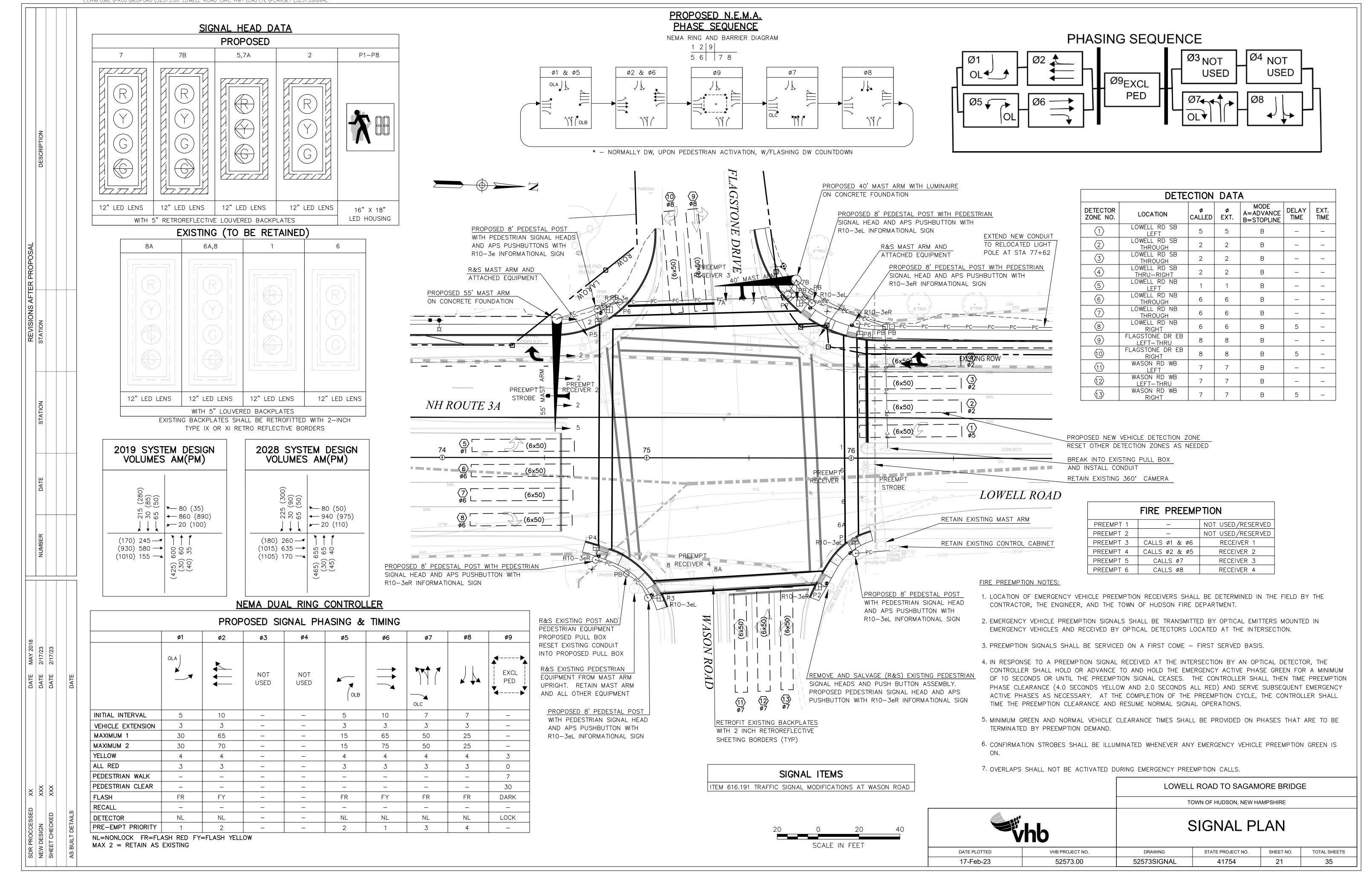
41754

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35

52573.00

17-Feb-23



CONSTRUCTION NOTES:

- 1. ALL CONSTRUCTION SHALL CONFORM WITH THE NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION, BUREAU OF HIGHWAY DESIGN SPECIFICATION UNLESS OTHERWISE NOTED.
- 2. THE TERM "PROPOSED" (PROP) MEANS WORK TO BE CONSTRUCTED HEREIN USING NEW MATERIALS. THE TERM "REMOVE AND SALVAGE" (R+S) MEANS EQUIPMENT TO BE REMOVED AND DELIVERED TO THE TOWN OF HUDSON. THE TERM "REMOVE AND RELOCATE" (R+R) MEANS EQUIPMENT TO BE REMOVED AND RE-USED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
- 3. PAVEMENT SAWCUTTING FOR CONDUITS AND JACKING PITS (WHEN REQUIRED) SHALL BE SUBSIDIARY TO ITEM 616.191. REPLACEMENT OF PAVEMENT FOR CONDUIT TRENCHES AND JACKING PITS WILL BE PAID UNDER ITEM 403.12 OR 403.99
- 4. MAST ARMS SHALL BE DESIGNED TO INCLUDE A 30"x36" SIGN MOUNTED 2-FEET TO THE RIGHT OF EACH SIGNAL HEAD.
- 5. ALL MAST ARM FOUNDATIONS SHALL INCLUDE A 12 INCH LAYER OF STRUCTURAL FILL BELOW THE BOTTOM OF THE FOOTING GRADE.
- 6. ALL MAST ARM FOUNDATIONS SHALL BE CONSTRUCTED FOLLOWING NHDOT STANDARD SPECIFICATIONS AND DETAILS.
- 7. ANY BEARING SURFACE MATERIAL DISTURBED BY EXCAVATION AND/OR BY DEWATERING METHODS SHALL BE REMOVED TO A DEPTH OF 12 INCHES AND REPLACED WITH STRUCTURAL FILL.
- 8. PLACEMENT OF STRUCTURAL FILL MATERIAL SHALL BE SUBSIDIARY TO ITEM 616.191.
- 9. SEE PAVEMENT MARKING AND SIGNING PLANS FOR ADDITIONAL PROPOSED AND EXISTING SIGNS.
- 10. PEDESTRIAN PUSHBUTTONS SHALL BE MOUNTED 42" ABOVE THE SIDEWALK.
- 11. PERMANENT LIGHTING SHALL CONSIST OF 1 (ONE) 250-WATT H.P.S. SEMI CUT-OFF, TYPE 3 OR APPROVED EQUAL MOUNTED ON A 12-FOOT BRACKET ARM.

PREEMPT

Ш			>		147	_	4		· -
	5			●			ے اور (6x!	50) = = =	_ (1) SWL
74 ø1 swl (6x50)	<u> </u>		75 ⊕			76	pb		CONCRETE
6 (6x50)	<u>+</u>	-1/			PREEMPT ⁶ RECEIVER 1	0	PREEMP	20	SYL
7	<u> </u>	11		4"G	6		STROBE	. G	LOWELL ROAD
SWL 8 (6x50)	W		-G W		6.4		(PS)		
(PA7)	P4.	00000			R10-3eL		PC	imp	OHW
(1.2.1.)	R10-3eR	PC P#209/1PB	PREEMPT 8 RECEIVER	4 8A			UP#209/105 CABINE	OHW—	
	9 8			T I R10	-3eRP2	X		2	
		\bigcirc	6 R10-3eL			12"	4	0)	
				(6×50) (6×50) (6×50)			\(5\)		
			WASON						
			ROAD						
			D						
					1 1				

		PRO	POSED	COND	DUIT SCHEDULE							
I.D.	NO.	LENGTH	SCHEDUI	_E TYPE	REMARKS							
⊘ - 	1	20	40		FROM ex pp to PROP PP							
6 - 8	1	17	40		FROM PROP PB TO PROP PP							
⊗ – ⊚	1	17	40		FROM PROP PB TO PROP PP							
10 - 12	1	32	40		FROM PROP MA TO PROP PB							
11>-(12>	1	12	40		FROM PROP PP TO PROP PB							
12 - 14	1	90	80		FROM PROP PB TO PROP PB							
13>-(14>	1	10	40		FROM PROP MA TO PROP PB							
13>-(15>	1	10	40		FROM PROP MA TO PROP PB							
14 – 16	1	5	40)	FROM PROP PB TO PROP PP							
14 – 18	1	42	40)	FROM PROP PB TO PROP PB							
15 - 19	1	43	40)	FROM PROP PB TO PROP PB							
(19)-(P)	1	142	40	1	FROM PROP PB TO RELOCATED LP							
17-18	1	14	40)	FROM PROP PP TO PROP PB							
18 - 20	1	60	80)	FROM PROP PB TO ex pb							
TO	$\top \wedge$	· ·	40	80	40 = 3-INCH PVC SCHEDULE 40							
10	/	•	364'	150'	80 = 3-INCH PVC SCHEDULE 80							

CONDUIT ITEMS											
ITEM	614.73114	3"	PVC	PLASTIC	CONDUIT	SCH.	40				
ITFM	614 73118	3"	PVC	PLASTIC.	CONDUIT	SCH	80				

RELOCATED LIGHT POLE AT STA 77+62

PROPOSED SIGNS





R10-3eR 9"x15" 3 - PROPOSED

R10-3eL 9"x15" 3 - PROPOSED

R10-3e 9"x15" 1 - PROPOSED

TRAFFIC SIGNAL	. MAST ARM TEST B	BORING SUMMARY					
LOCATION	FOUNDATION TYPE	BORING #					
STA 74+56 LT 68	PER TS-7	TBD					
STA 75+73 LT 87	PER TS-7	TBD					

LOWELL ROAD TO SAGAMORE BRIDGE

SHEET NO.

22

TOTAL SHEETS

35

STATION

STA 76+26 RT 44

STA 76+22 RT 46

STA 76+15 RT 43

STA 76+02 RT 47

STA 75+90 RT 63

STA 75+01 RT 69

STA 74+94 RT 64

STA 74+90 RT 57

STA 74+75 RT 50

STA 74+56 LT 68

STA 74+76 LT 73

STA 74+87 LT 76

STA 75+73 LT 87

STA 75+77 LT 79

STA 75+80 LT 81

STA 75+80 LT 77

STA 76+03 LT 66

STA 76+17 LT 64

(19) | STA 76+19 LT 64

TYPE # = TRAFFIC SIGNAL MAST ARM FOUNDATION CONSTRUCTED IN ACCORDANCE WITH NHDOT TRAFFIC SIGNAL STANDARD TS-1, TS-2, TS-3, OR TS-4 AS APPLICABLE. TBD MEANS TO BE DETERMINED BY CONTRACTOR OR HIS ENGINEER BASED ON BORINGS TO BE COMPLETED BY THE CONTRACTOR.

EXISTING / PROPOSED FOUNDATION SCHEDULE

FOUNDATION TYPE

tsfnd

ccfnd

type x

TSFND

TSFND

type x

РΒ

TSFND

TSFND

РΒ

PΒ

PΒ

TSFND

TSFND

PΒ

PΒ

рb

TYPE TBD

TYPE TBD

tsfnd

REMARKS

existing w/ anchor bolts for signal pole

existing w/ anchor bolts for signal pole

W/ ANCHOR BOLTS FOR SIGNAL POLE

W/ ANCHOR BOLTS FOR SIGNAL POLE

existing meter pedestal

existing control cabinet

existing pedestal pole

PROPOSED PULL BOX

existing pull box

PROPOSED PEDESTAL POLE

- PB = 14-INCH CONCRETE PULL BOX CONSTRUCTED IN ACCORDANCE WITH NHDOT SIGNAL AND LIGHTING STANDARD SL-1 (UNLESS OTHER SIZE NOTED) (ITEM 614.511 CONCRETE PULL BOX 14" (TYPE "A" 14" X 14"))
- CCFND = CONCRETE FOUNDATION FOR CONTROLLER CABINETS CONSTRUCTED IN ACCORDANCE WITH NHDOT SIGNAL AND LIGHTING STANDARDS SL-2
- TSFND = CONCRETE FOUNDATION FOR PEDESTALS (SIGNAL AND METER) CONSTRUCTED IN ACCORDANCE WITH NHOOT SIGNAL AND LIGHTING STANDARDS SL-2

TOWN OF HUDSON, NEW HAMPSHIRE SIGNAL PLAN SCALE IN FEET DATE PLOTTED VHB PROJECT NO. DRAWING STATE PROJECT NO. 52573SIGNAL 17-Feb-23 52573.00 41754

(6x50)

		TID (GDL)	<u> </u>		GN SIZE	L ROAD CIRC HWY\CAD\TE		TEXT DIMENS	SIONS							POSTS	S PER S	SIGN	S	GN SIZE			TEXT DIN	MENSIONS					POSTS PER S	SIGN	
	ITEM	M #	IDENT #	WIDTH (inch)	HEIGHT (inch)	TEXT		LETTER HEIO (inch)	GHT SHII	ZE AK	ROW NU	JMERAL (inch)	# OF SIGNS REQ'D	SIGN A	FT.)	BREAKAWAY STEEL I-BEAMS	CONCRETE BASE	4" ALUMINUM U-CHANNEL-GALV SYNEWAR	ITEM # IDENT # WIDTH (inch)	HEIGHT (inch)	ТЕХ	XT	LETTER (ir	R HEIGHT nch)	SHIELD SIZE (inch) ARROW (inch)	NUMERAL (inch)		SIGN AREA (SQ. FT.)	BREAKAWAY STEEL I-BEAMS CONCRETE BASE	4" ALUMINUM U-CHANNEL-GALV	REMARKS
								UC LC	CAPS					NOM AREA	TOTAL AREA								UC L	C CAPS			N A	OM TOTAL REA AREA			
NOILLION	615.0	0301	R3-8 (3,4,5)	42	30	ONLY ON	NLY		4D				1	8.75	8.75			1 BLACK / WHITE													
DESCR	615.0	0301	R3-8 (1.3,3,4)	48	30	ONLY ONLY ONLY			4D				1	10.00	10.00			2 BLACK / WHITE													
	615.0	0301	W4-2	36	36		>						1	9.00	9.00			1 BLACK / YELLOW													
	615.0	0601	W4-2a	36	30	RIGHT LANE ENDS			6D 6D 6D				1	7.50	7.50			BLACK / YELLOW MOUNT BELOW W4-2													
STATION	615.0	0501	D3-1a	48	12	Flagstone	Dr	6D 4.5D					1	4.00	4.00			WHITE / GREEN MOUNT BELOW D3-1b													
STATION	615.0	0201	D3-1b	42	12	Lowell	Rd	6D 4.5D					2	3.50	3.50			2 WHITE / GREEN													
ш	615.0	0501	D3-1c	42	12	Wason	Rd	6D 4.5D					1	3.50	3.50			WHITE / GREEN MOUNT BELOW D3-1b													
DAT	615.0	0301	D11-2	18	18	*							1	2.25	2.25			1 WHITE / GREEN													
NUMBER		0601	M6-1L	12	9					8.75"	x4.25"		1	0.75	0.75			WHITE / GREEN MOUNT BELOW D11-2													
DATE	DATE																														
																			1. REFER TO THE 2016 ST	ANDARD SPE		GENERAL . DR ROAD AND		NSTRUCTIC	N PUBLISHED BY TI	HE NEW HAMPS	SHIRE DEPARTI	MENT OF TRANS	SPORTATION (NHD	OOT).	
																			2. REFER TO THE LATEST											IDARDS.	
																			4. THE ALUMINUM OR U-					_				ŕ			
																												LOWELL	. ROAD TO SAG	SAMORE BRID	GE
NEW DESIGN SHEET CHECKED	JILT DETAILS																								vhb				OWN OF HUDSON, NE		
SHEE	AS BL																							TE PLOTTED	VHE	B PROJECT NO. 52573.00		RAWING	TOWN PROJECT NO 41754	D. SHEET NO.	TOTAL SHEETS

SHEET NO.

41754

17-Feb-23

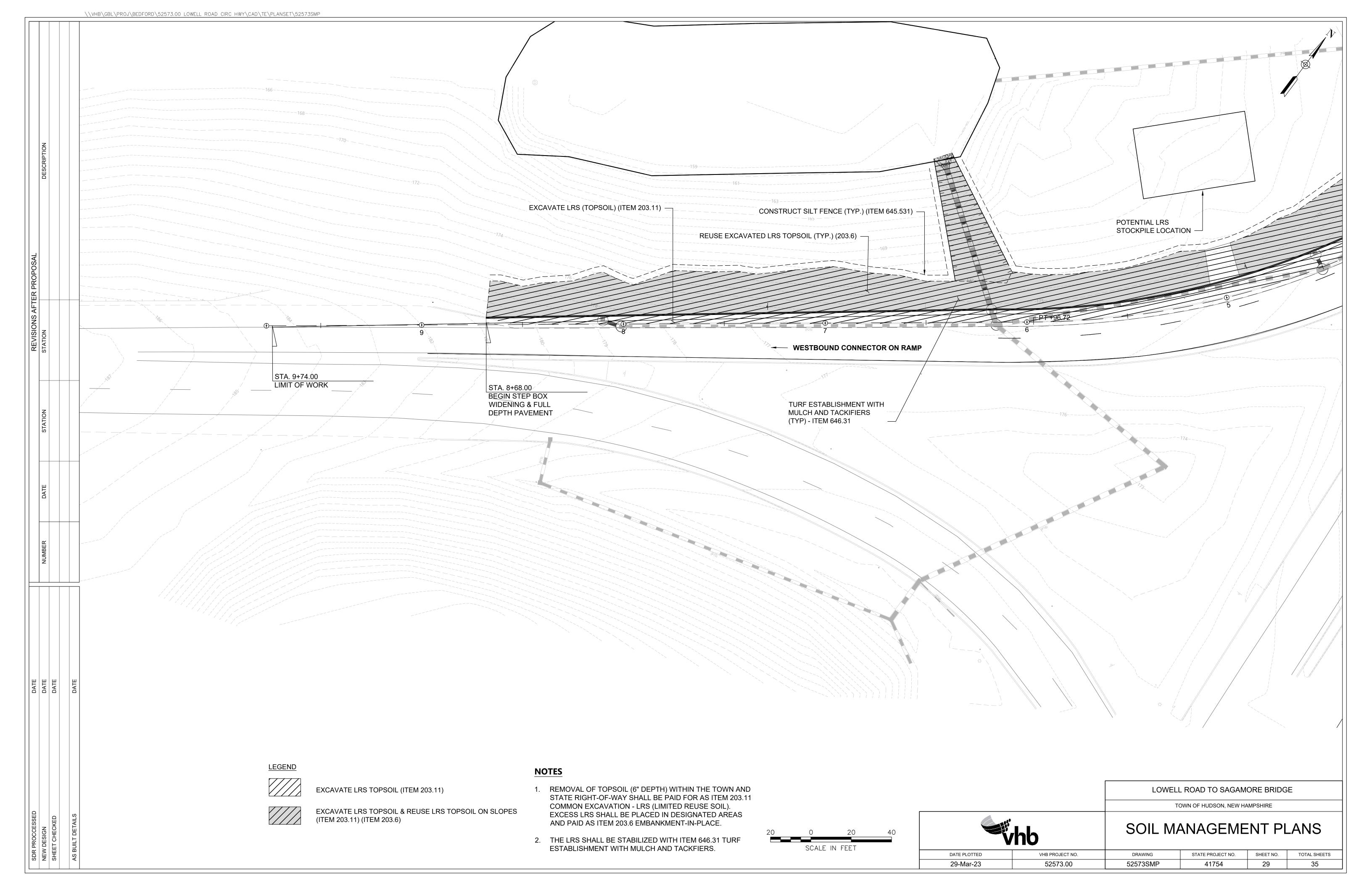
52573.00

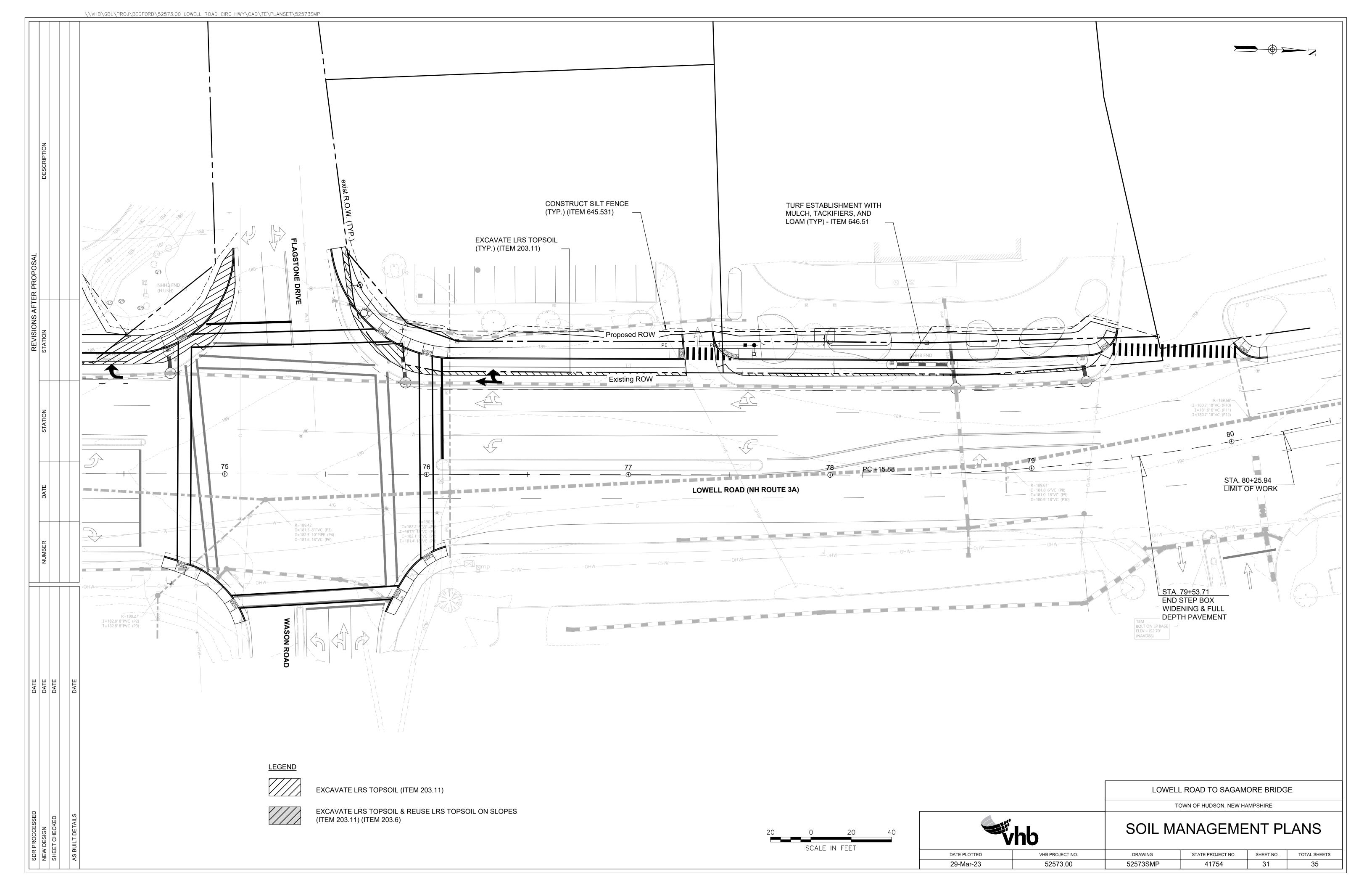
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17-Feb-23

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41754





VHB PROJECT NO.

52573.00

DRAWING

52573XS

STATE PROJECT NO.

41754

TOTAL SHEETS

SHEET NO.

DATE PLOTTED

17-Feb-23