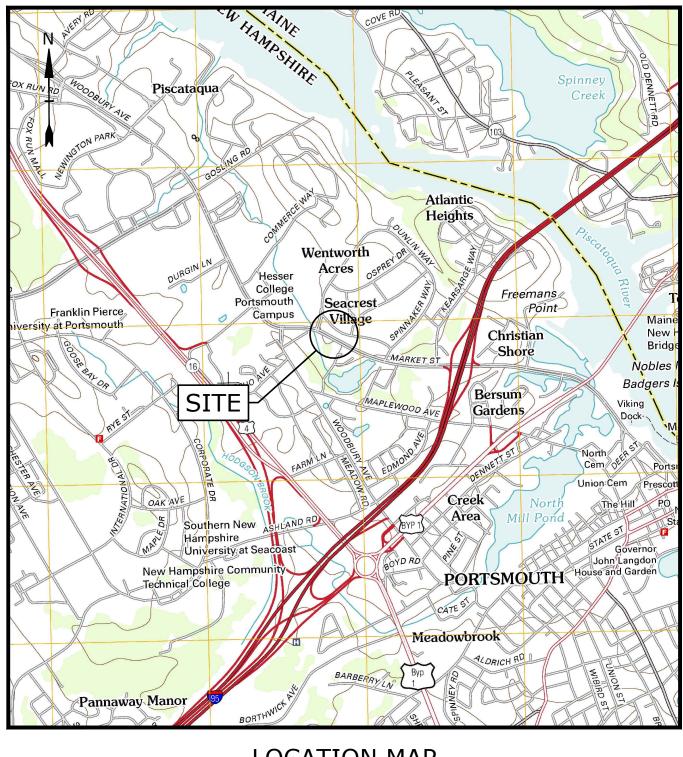
PROPOSED SINGLE-FAMILY SUBDIVISION SHEARWATER DRIVE PORTSMOUTH, NEW HAMPSHIRE AUGUST 1, 2023 LAST REVISED: SEPTEMBER 27, 2023

LIST OF DRAWINGS				
SHEET NO.	SHEET TITLE	LAST REVISED		
	COVER SHEET	9/27/2023		
1 OF 1	SUBDIVISION PLAN	8/17/2023		
1 OF 1	EXISTING CONDITIONS PLAN	8/17/2023		
G-100	GENERAL NOTES AND LEGEND	9/27/2023		
C-101	EXISTING CONDITIONS & DEMOLITION PLAN	9/27/2023		
C-102	SITE PLAN	9/27/2023		
C-103	GRADING, DRAINAGE, & EROSION CONTROL PLAN	9/27/2023		
C-104	UTILITIES PLAN	9/27/2023		
C-105	LANDSCAPE PLAN	9/27/2023		
C-201	DRAINAGE EASEMENT LPAN	9/27/2023		
C-501	EROSION CONTROL NOTES AND DETAILS SHEET	9/27/2023		
C-502	DETAILS SHEET	9/27/2023		
C-503	DETAILS SHEET	9/27/2023		
C-504	DETAILS SHEET	9/27/2023		
C-505	DETAILS SHEET	9/27/2023		

LIST OF PERMITS				
LOCAL	STATUS	DATE		
SITE PLAN REVIEW PERMIT	PENDING			
SUBDIVISION PERMIT	PENDING			
FEDERAL				
EPA - NPDES CGP (SWPPP)	NOT SUBMITTED			

T & B PROJECT NO: C-5194-001



LOCATION MAP SCALE: 1" = 2,000'

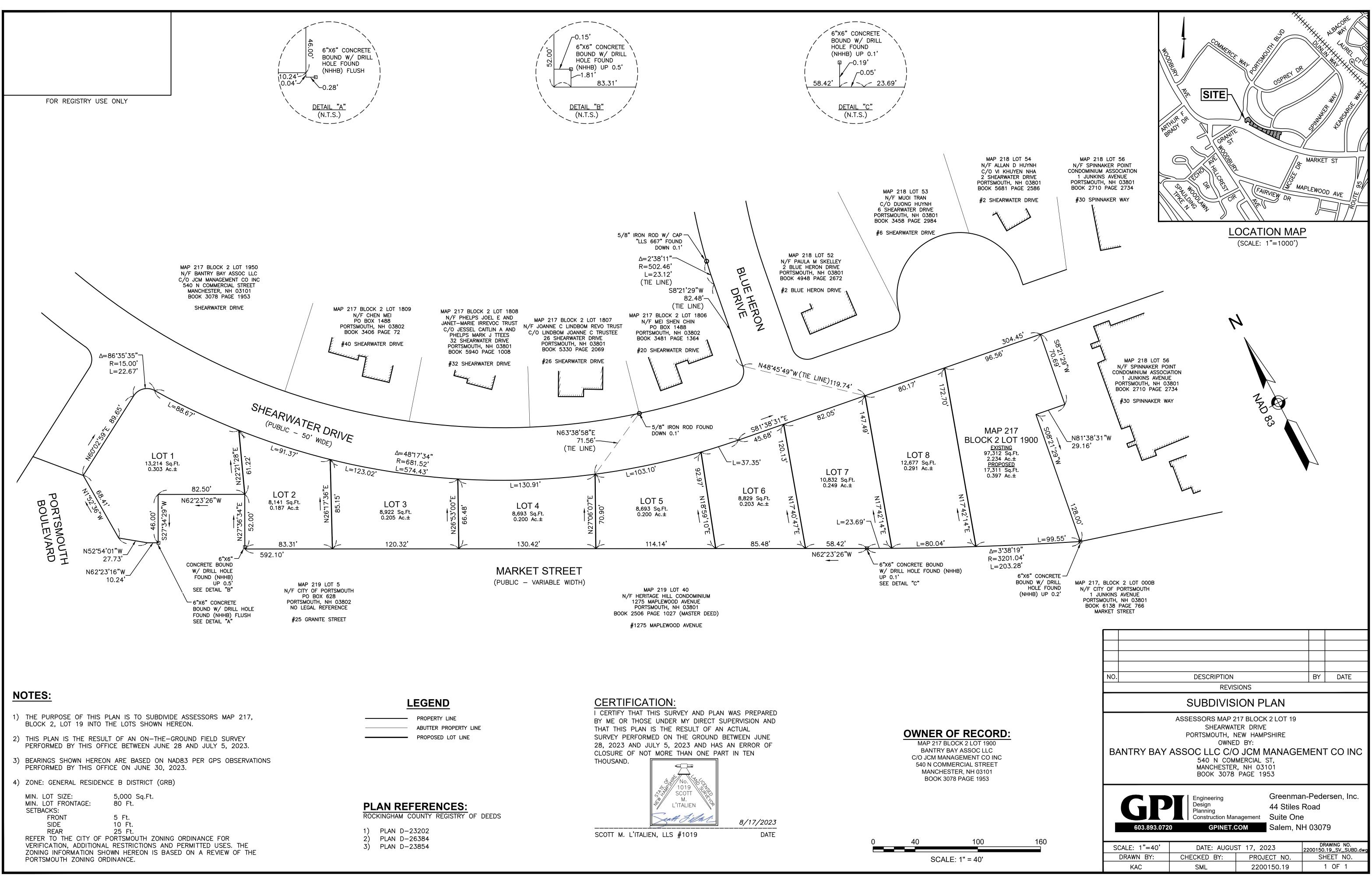
PREPARED BY: RPORATE DRIVE PORTSMOUTH, NEW HAMPSHIRE 03801 603-433-8818

OWNER: BANTRY BAY ASSOCIATION LLC 540 NORTH COMMERCIAL ST MANCHESTER, NH 03101

APPLICANT: CHINBURG PROPERTIES **3 PENSTOCK WAY** NEWMARKET, NH 03857

SURVEYOR: GREENMAN-PEDERSEN, INC. 44 STILES ROAD, SUITE ONE SALEM, NH 03079

PLANNING BOARD SUBMISSION **COMPLETE SET 15 SHEETS**

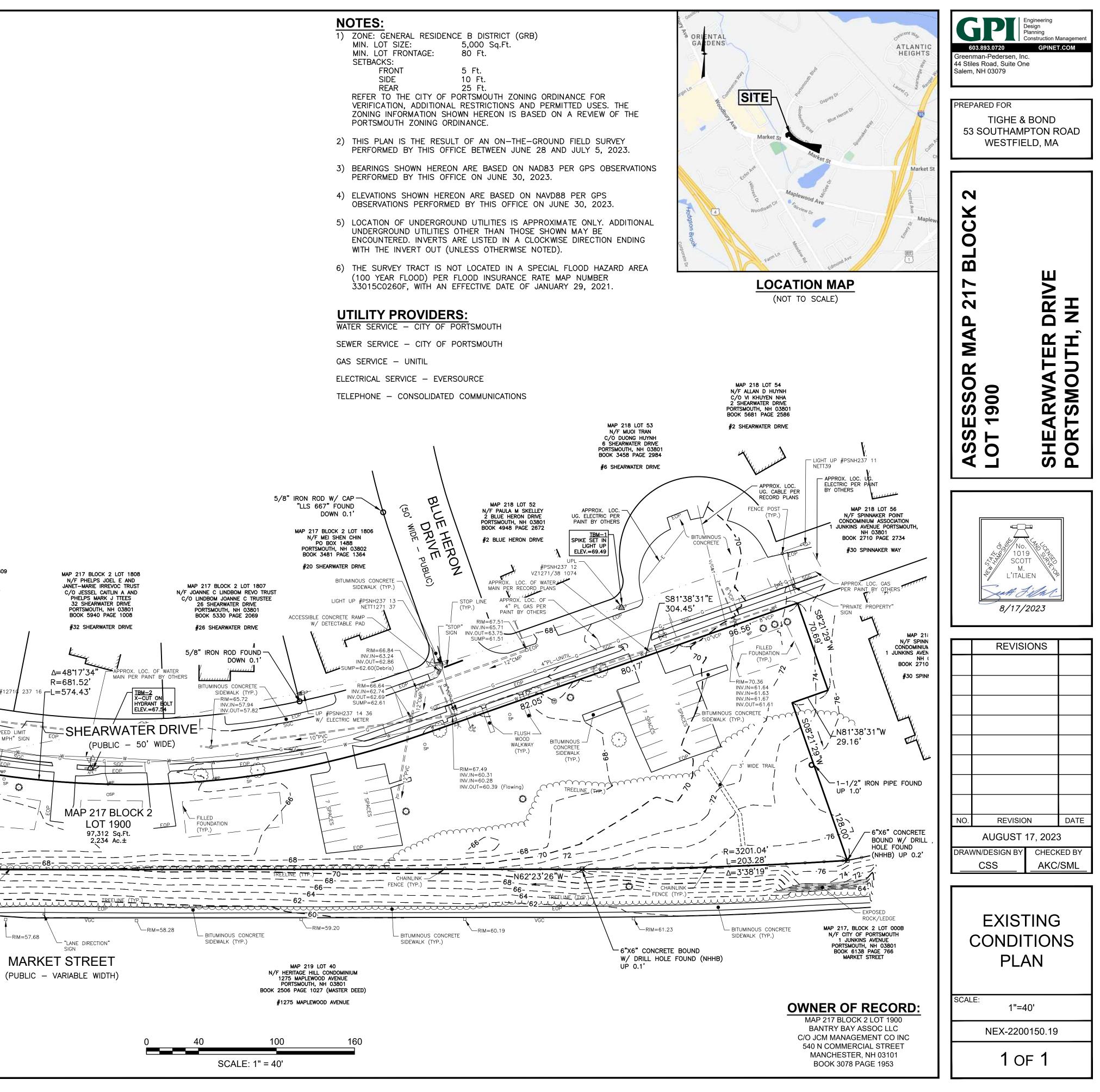


—	EGEND								
SGC VGC	SLOPED GRANITE CURB VERTICAL GRANITE CURB								
G	GAS LINE								
w	WATER LINE								
E	UNDERGROUND ELECTRIC	2							
_ 	CHAIN LINK FENCE								
00	STOCKADE FENCE								
x	HAND RAIL & FENCE				• 1				
- —90— —	CONTOUR ELEVATION				N				
·	TREE				•				
5 C	UTILITY POLE								
<	GUY WIRE					Ν			
	OVERHEAD WIRE								
(\cdots)	TREELINE								
×****	SIGN					\mathbf{n}			
×° D	SPOT ELEVATION DRAIN MANHOLE					2			
	CATCH BASIN					Z			
©	CLEANOUT					°C3			
S	SEWER MANHOLE					JU I	\mathbf{r}		
(H)	MANHOLE								
SV SV	GAS VALVE								
s wv	GAS SHUT OFF								
	WATER VALVE						\checkmark		
ୖୖ	WATER SHUT OFF								
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	FIRE HYDRANT								
	BOLLARD								
EM ⊕	ELECTRIC METER								
Ψ ¢	MONITORING WELL LIGHT POLE								
~~~ ──── U/C&T────	UNDERGROUND COMM								
	EASEMENT LINE								
	PROPERTY LINE								
	ABUTTER PROPERTY LINI	Ξ							
	BUILDING SETBACK								
H	STOP LINE (TYP "STOP" SIGN CROSSWAL		N/F E C/O JO 540 MAN	217 BLOCK 2 LOT 195 BANTRY BAY ASSOC LL CM MANAGEMENT CO II N COMMERCIAL STREET NCHESTER, NH 03101 OK 3078 PAGE 1953	.C NC		6		
Ĥ	"STOP" SIGN CROSSWAL	к (түр.)	N/F E C/O JO 540 MAN BOO	BANTRY BAY ASSOC LL CM MANAGEMENT CO II N COMMERCIAL STREET NCHESTER, NH 03101	.C NC	100	5		
Ę.	"STOP" SIGN CROSSWAL CROSSWAL SG RIM=59.29 INV.OUT=55.37 SUMP=52.03	K (TYP.) ACCESSIBLE CONC W/ DETECTABLE W	N/F E C/O JO 540 MAN BOO S	BANTRY BAY ASSOC LL CM MANAGEMENT CO II N COMMERCIAL STREET NCHESTER, NH 03101 OK 3078 PAGE 1953 SHEARWATER DRIVE	.C NC	8.5. 1		MAD 2	17 BLOCK 2 LOT
	"STOP" SIGN CROSSWAL CROSSWAL SG NV.OUT=55.37 SUMP=52.03	K (TYP.) ACCESSIBLE CONC W/ DETECTABLE W RIM=60 INV.IN=	N/F E C/O JC 540 I MAN BOC SRETE RAMP VARNING PAD 0.59 -54.02	BANTRY BAY ASSOC LL CM MANAGEMENT CO II N COMMERCIAL STREE NCHESTER, NH 03101 OK 3078 PAGE 1953 SHEARWATER DRIVE	C NC T	6 8 2 (MIN)	9		N/F CHEN MEI PO BOX 1488
	"STOP" SIGN CROSSWAL CROSSWAL SG NV.OUT=55.37 SUMP=52.03	K (TYP.) ACCESSIBLE CONC W/ DETECTABLE W RIM=60 INV.IN= INV.OUT	N/F E C/O JC 540 MAN BOC SECTE RAMP VARNING PAD 0.59 .54.02 T=48.53	BANTRY BAY ASSOC LL CM MANAGEMENT CO II N COMMERCIAL STREET NCHESTER, NH 03101 OK 3078 PAGE 1953 SHEARWATER DRIVE	.C NC	C BANK		POR	17 BLOCK 2 LOT N/F CHEN MEI PO BOX 1488 TSMOUTH, NH 034 OK 3406 PAGE 7
	"STOP" SIGN CROSSWAL CROSSWAL SC RIM=59.29 60- INV.OUT=55.37 SUMP=52.03	K (TYP.) ACCESSIBLE CONC W/ DETECTABLE W RIM=60 INV.IN= INV.OUT	N/F E C/O JC 540 MAN BOC S SRETE RAMP VARNING PAD 0.59 -54.02 T=48.53 PSNH237	BANTRY BAY ASSOC LL CM MANAGEMENT CO II N COMMERCIAL STREET NCHESTER, NH 03101 OK 3078 PAGE 1953 SHEARWATER DRIVE	C NC T INOUS CONCRETE ALK (TYP.)	0	S	POR BC	N/F CHEN MEI PO BOX 1488 TSMOUTH, NH 038 OK 3406 PAGE 7
с 12°р _{VC} RIM=60.37	"STOP" SIGN CROSSWAL CROSSWAL SC NV.OUT=55.37 SUMP=52.03 CO CO CO CO CO CO CO CO CO CO CO CO CO	K (TYP.) ACCESSIBLE CONC W/ DETECTABLE W RIM=60 INV.IN= INV.OUT LUP #F 18 127	N/F E C/O JC 540 MAN BOC SRETE RAMP VARNING PAD 0.59 54.02 T=48.53 PSNH237 71 32	BANTRY BAY ASSOC LL CM MANAGEMENT CO II N COMMERCIAL STREE VCHESTER, NH 03101 OK 3078 PAGE 1953 SHEARWATER DRIVE	C NC T INOUS CONCRETE ALK (TYP.)	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	S X34-1L	POR BC	N/F CHEN MEI PO BOX 1488 TSMOUTH, NH 033
RIM=60.37 INV.IN=52.57 INV.IN=48.03	"STOP" SIGN CROSSWAL CROSSWAL SG NV.OUT=55.37 SUMP=52.03	K (TYP.) ACCESSIBLE CONC W/ DETECTABLE W RIM=60 INV.IN= INV.IN= INV.OU HF 18 127 Δ=86°35'	N/F E C/O JC 540 1 MAN BOC S ERETE RAMP VARNING PAD 0.59 54.02 T = 48.53 PSNH237 71 32 35" 1 - 62	BANTRY BAY ASSOC LL CM MANAGEMENT CO II N COMMERCIAL STREE VCHESTER, NH 03101 OK 3078 PAGE 1953 SHEARWATER DRIVE	C NC T INOUS CONCRETE ALK (TYP.)	o o PSNH237 17 NYNE		POR BC	N/F CHEN MEI PO BOX 1488 TSMOUTH, NH 038 OK 3406 PAGE 7
RIM=60.37 RIM=52.57 INV.IN=52.54 INV.IN=54.68	"STOP" SIGN CROSSWAL RIM=59.29 INV.OUT=55.37 SUMP=52.03 CONTENT CONTENT SUMP=52.03	K (TYP.) ACCESSIBLE CONC W/ DETECTABLE W RIM=60 INV.IN= INV.OUT LUP #F 18 127 Δ=86°35' R=15.	N/F E C/O JC 540 MAN BOC SRETE RAMP VARNING PAD 0.59 54.02 T=48.53 PSNH237 71 32 -62 .00'	BANTRY BAY ASSOC LL CM MANAGEMENT CO II N COMMERCIAL STREET NCHESTER, NH 03101 OK 3078 PAGE 1953 SHEARWATER DRIVE	C NC T INOUS CONCRETE ALK (TYP.)	0		POR BC	N/F CHEN MEI PO BOX 1488 TSMOUTH, NH 038 OK 3406 PAGE 7
RIM=60.37 NV.IN=52.57 NV.IN=52.54 NV.IN=46.68 NV.IN=46.67	"STOP" SIGN CROSSWAL CROSSWAL SC CROSSWAL SC CROSSWAL SC CROSSWAL SC SC SC SC SC SC SC SC SC SC	K (TYP.) ACCESSIBLE CONC W/ DETECTABLE W RIM=60 INV.IN= INV.OUT LUP #F 18 127 Δ=86°35' R=15. L=22.	N/F E C/O JC 540 MAN BOC SRETE RAMP VARNING PAD 0.59 54.02 T=48.53 PSNH237 1 32 -62 .00'	BANTRY BAY ASSOC LL CM MANAGEMENT CO II N COMMERCIAL STREET NCHESTER, NH 03101 OK 3078 PAGE 1953 SHEARWATER DRIVE	C NC T INOUS CONCRETE ALK (TYP.)	o o PSNH237 17 NYNE	VETT 13	POR BC #40	N/F CHEN MEI PO BOX 1488 TSMOUTH, NH 034 OK 3406 PAGE 7 O SHEARWATER DR
RIM=60.37 NV.IN=52.57 NV.IN=52.54 NV.IN=46.68 NV.IN=46.67	"STOP" SIGN CROSSWAL CROSSWAL SG CROSSWAL SG CROSSWAL SG CROSSWAL SG CROSSWAL SG CROSSWAL SG CROSSWAL SG CROSSWAL SG CROSSWAL SG SG CROSSWAL SG SG SG SG SG SG SG SG SG SG	K (TYP.) ACCESSIBLE CONC W/ DETECTABLE W RIM=60 INV.IN= INV.OUT LUP #F 18 127 Δ=86'35' R=15. L=22.	N/F E C/O JC 540 MAN BOC SRETE RAMP VARNING PAD 0.59 54.02 T=48.53 PSNH237 1 32 -62 .00'	BANTRY BAY ASSOC LL CM MANAGEMENT CO II N COMMERCIAL STREE VCHESTER, NH 03101 OK 3078 PAGE 1953 SHEARWATER DRIVE BITUM SIDEW	INOUS CONCRETE ALK (TYP.)	o o PSNH237 17 NYNE	NETT 3 APPROX GAS PER 1	POR BC #40 K. LOC. OF 4" PL PAINT BY OTHERS	N/F CHEN MEI PO BOX 1488 TSMOUTH, NH 03 OK 3406 PAGE 7
RIM=60.37 NV.IN=52.57 NV.IN=52.54 NV.IN=46.68 NV.IN=46.67	"STOP" SIGN CROSSWAL CROSSWAL CROSSWAL SC CROSSWAL SC CROSSWAL SC CROSSWAL SC CROSSWAL SC CROSSWAL SC CROSSWAL SC CROSSWAL SC CROSSWAL SC CROSSWAL SC CROSSWAL SC SC SC SC SC SC SC SC SC SC	K (TYP.) ACCESSIBLE CONC W/ DETECTABLE W RIM=60 INV.IN= INV.OUT LUP #F 18 127 $\Delta = 86^{\circ}35'$ R=15. L=22. -6°	N/F E C/O JC 540 MAN BOC SRETE RAMP VARNING PAD 0.59 54.02 T=48.53 PSNH237 1 32 -62 .00'	BANTRY BAY ASSOC LL CM MANAGEMENT CO II N COMMERCIAL STREET NCHESTER, NH 03101 OK 3078 PAGE 1953 SHEARWATER DRIVE	INOUS CONCRETE ALK (TYP.)	o o PSNH237 17 NYNE	VETT 3 APPROX GAS PER 1 RIM=63 INV.IN=	POR BC #40 K. LOC. OF 4" PL PAINT BY OTHERS	N/F CHEN MEI PO BOX 1488 TSMOUTH, NH 03: OK 3406 PAGE 7
RIM=60.37 NV.IN=52.57 NV.IN=52.57 NV.IN=48.03 NV.IN=46.68 NV.IN=46.67 V.OUT=46.52	RIM=59.29 60- INV.OUT=55.37 SUMP=52.03 CCo SPIKE SET IN LIGHT UF ELEV=62.93 BITUMINOUS CONCRETE	K (TYP.) ACCESSIBLE CONC W/ DETECTABLE W RIM=60 INV.IN= INV.OUT LUP #F 18 127 $\Delta = 86^{\circ}35'$ R=15. L=22. -6°	N/F E C/O JC 540 MAN BOC SRETE RAMP VARNING PAD 0.59 54.02 T=48.53 PSNH237 1 32 -62 .00'	BANTRY BAY ASSOC LL CM MANAGEMENT CO II N COMMERCIAL STREE VCHESTER, NH 03101 OK 3078 PAGE 1953 SHEARWATER DRIVE	INOUS CONCRETE ALK (TYP.)	o o PSNH237 17 NYNE	NETT 3 GAS PER 1 RIM=63 INV.IN= INV.OUT EOP	POR BC #40 K. LOC. OF 4" PL PAINT BY OTHERS 3.51 :55.56 T=55.45	N/F CHEN MEI PO BOX 1488 TSMOUTH, NH 03: OK 3406 PAGE 7
RIM=60.37 NV.IN=52.57 NV.IN=52.57 NV.IN=48.03 NV.IN=46.68 NV.IN=46.67 /.OUT=46.52	RIM=59.29 60- INV.OUT=55.37 SUMP=52.03 CCo SPIKE SET IN LIGHT UF ELEV=62.93 BITUMINOUS CONCRETE	K (TYP.) ACCESSIBLE CONC W/ DETECTABLE W RIM=60 INV.IN= INV.OUT LUP #F 18 127 $\Delta = 86^{\circ}35'$ R=15. L=22. -6°	N/F E C/O JC 540 MAN BOC SRETE RAMP VARNING PAD 0.59 -54.02 T=48.53 PSNH237 1 32 -62 .00' .67', SC LS	BANTRY BAY ASSOC LL CM MANAGEMENT CO II N COMMERCIAL STREET VCHESTER, NH 03101 OK 3078 PAGE 1953 SHEARWATER DRIVE	INOUS CONCRETE ALK (TYP.)	o o PSNH237 17 NYNE	NETT 3 GAS PER 1 RIM=63 INV.IN= INV.OUT EOP	POR BC #40 K. LOC. OF 4" PL PAINT BY OTHERS 3.51 :55.56 I=55.45	N/F CHEN MEI PO BOX 1488 TSMOUTH, NH 03: OK 3406 PAGE 7
RIM=60.37 NV.IN=52.57 NV.IN=52.57 NV.IN=48.03 NV.IN=46.68 NV.IN=46.67 V.OUT=46.52	RIM=59.29 60- INV.OUT=55.37 SUMP=52.03 CCo SPIKE SET IN LIGHT UF ELEV=62.93 BITUMINOUS CONCRETE	K (TYP.) ACCESSIBLE CONC W/ DETECTABLE W RIM=60 INV.IN= INV.OUT LUP #F 18 127 $\Delta = 86^{\circ}35'$ R=15. L=22. -6°	N/F E C/O JC 540 MAA BOC SRETE RAMP VARNING PAD 0.59 54.02 T=48.53 71 32 35" -62 .00' 67' 50 .67' 50 LS	BANTRY BAY ASSOC LL CM MANAGEMENT CO II N COMMERCIAL STREET VCHESTER, NH 03101 OK 3078 PAGE 1953 SHEARWATER DRIVE	INOUS CONCRETE ALK (TYP.) UP #F	o o PSNH237 17 NYNE	NETT 3 GAS PER 1 RIM=63 INV.IN= INV.OUT EOP	POR BC #40 K. LOC. OF 4" PL PAINT BY OTHERS 3.51 :55.56 I=55.45	N/F CHEN MEI PO BOX 1488 TSMOUTH, NH 031 OK 3406 PAGE 7
RIM=60.37 NV.IN=52.57 NV.IN=52.57 NV.IN=48.03 NV.IN=46.68 NV.IN=46.67 /.OUT=46.52	RIM=59.29 60- INV.OUT=55.37 SUMP=52.03 CCo SPIKE SET IN LIGHT UF ELEV=62.93 BITUMINOUS CONCRETE	K (TYP.) ACCESSIBLE CONC W/ DETECTABLE W RIM=60 INV.IN= INV.OUT LUP #F 18 127 $\Delta=86^{\circ}35'$ R=15. L=22. 6°	N/F E C/O JC 540 MAA BOC SRETE RAMP VARNING PAD 0.59 54.02 T=48.53 71 32 35" -62 .00' 67' 50 .67' 50 LS	BANTRY BAY ASSOC LL CM MANAGEMENT CO II N COMMERCIAL STREE NCHESTER, NH 03101 OK 3078 PAGE 1953 SHEARWATER DRIVE BITUM SIDEW	INOUS CONCRETE ALK (TYP.)	22 PSNH237 17 NYNE UP #PSNH237 1 UP #PSNH237 1 CP C W	NETT 3 GAS PER 1 RIM=63 INV.IN= INV.OUT EOP	POR BC #40 K. LOC. OF 4" PL PAINT BY OTHERS 3.51 :55.56 T=55.45	N/F CHEN MEI PO BOX 1488 TSMOUTH, NH 034 OK 3406 PAGE 7
RIM=60.37 NV.IN=52.57 NV.IN=52.57 NV.IN=48.03 NV.IN=46.68 NV.IN=46.67 /.OUT=46.52	RIM=59.29 60- INV.OUT=55.37 SUMP=52.03 CCo SPIKE SET IN LIGHT UF ELEV=62.93 BITUMINOUS CONCRETE	K (TYP.) ACCESSIBLE CONC W/ DETECTABLE W RIM=60 INV.IN= INV.OUT LUP #F 18 127 Δ=86°35' R=15. L=22. 6'	N/F E C/O JC 540 1 MAN BOC S RETE RAMP VARNING PAD 0.59 54.02 T=48.53 PSNH237 1 32 35" -62 .00' .67' SC .00' .50 .67' SC BITUMINOUS DRIVEY	BANTRY BAY ASSOC LL CM MANAGEMENT CO II N COMMERCIAL STREET VCHESTER, NH 03101 OK 3078 PAGE 1953 SHEARWATER DRIVE BITUM SIDEW 70 PVC	INOUS CONCRETE ALK (TYP.) UP #F	22 PSNH237 17 NYNE UP #PSNH237 1 UP #PSNH237 1 CP C W	NETT 3 GAS PER 1 RIM=63 INV.IN= INV.OUT EOP	POR BC #40 K. LOC. OF 4" PL PAINT BY OTHERS 3.51 :55.56 I=55.45	N/F CHEN MEI PO BOX 1488 TSMOUTH, NH 031 OK 3406 PAGE 7
RIM=60.37 NV.IN=52.57 NV.IN=52.57 NV.IN=48.03 NV.IN=46.68 NV.IN=46.67 /.OUT=46.52	RIM=59.29 60- INV.OUT=55.37 SUMP=52.03 CCo SPIKE SET IN LIGHT UF ELEV=62.93 BITUMINOUS CONCRETE	K (TYP.) ACCESSIBLE CONC W/ DETECTABLE W RIM=60 INV.IN= INV.OUT LUP #F 18 127 Δ=86'35' R=15. L=22. -6'	N/F E C/O JC 540 1 MAN BOC S RETE RAMP VARNING PAD 0.59 54.02 T=48.53 PSNH237 1 32 35" -62 .00' .67' SC .00' .50 .67' SC BITUMINOUS DRIVEY	BANTRY BAY ASSOC LL CM MANAGEMENT CO II N COMMERCIAL STREET VCHESTER, NH 03101 OK 3078 PAGE 1953 SHEARWATER DRIVE BITUM SIDEW 70 PVC	INOUS CONCRETE ALK (TYP.) UP #F	22 PSNH237 17 NYNE UP #PSNH237 1 UP #PSNH237 1 CP C W	NETT 3 GAS PER 1 RIM=63 INV.IN= INV.OUT EOP	POR BC #40 K. LOC. OF 4" PL PAINT BY OTHERS 3.51 :55.56 I=55.45	N/F CHEN MEI PO BOX 1488 TSMOUTH, NH 031 OK 3406 PAGE 7
6 RIM=60.37 NV.IN=52.57 NV.IN=48.03 NV.IN=46.68 NV.IN=46.67 V.OUT=46.52	RIM=59.29 60- INV.OUT=55.37 SUMP=52.03 CCo SPIKE SET IN LIGHT UF ELEV=62.93 BITUMINOUS CONCRETE	K (TYP.) ACCESSIBLE CONC W/ DETECTABLE W RIM=6C INV.IN= INV.OUT LUP #F 18 127 Δ=86°35' R=15. L=22. 6' NG" 'S' S'	N/F E C/O JC 5401 MAN BOC S RETE RAMP VARNING PAD 0.59 554.02 T=48.53 PSNH237 71 32 -62 .00' .67', SC .00' .67', SC BITUMINOUS DRIVEV	BANTRY BAY ASSOC LL CM MANAGEMENT CO II N COMMERCIAL STREET VCHESTER, NH 03101 OK 3078 PAGE 1953 SHEARWATER DRIVE BITUM SIDEW 70 PVC	INOUS CONCRETE ALK (TYP.) UP #F	22 PSNH237 17 NYNE UP #PSNH237 1 UP #PSNH237 1 CP C W	NETT 3 GAS PER 1 RIM=63 INV.IN= INV.OUT EOP	POR BC #40 K. LOC. OF 4" PL PAINT BY OTHERS 3.51 :55.56 I=55.45	N/F CHEN MEI PO BOX 1488 TSMOUTH, NH 031 OK 3406 PAGE 7
RIM=60.37 NV.IN=52.57 NV.IN=52.57 NV.IN=48.03 NV.IN=46.68 NV.IN=46.67 /.OUT=46.52	RIM=59.29 60- INV.OUT=55.37 SUMP=52.03 CCo SPIKE SET IN LIGHT UF ELEV=62.93 BITUMINOUS CONCRETE	K (TYP.) ACCESSIBLE CONC W/ DETECTABLE W RIM=60 INV.IN= INV.OUT LUP #F 18 127 Δ=86'35' R=15. L=22. -6' NG" '6' '5' '5' Ref 15. L=22. -6' NG" '6' '5' '5' Ref 15. L=22. -6' NV.IN= NV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= IN	N/F E C/O JC 5401 MAN BOC S RETE RAMP VARNING PAD 0.59 554.02 T=48.53 PSNH237 71 32 -62 .00' .67', SC .00' .67', SC BITUMINOUS DRIVEV	BANTRY BAY ASSOC LL CM MANAGEMENT CO II N COMMERCIAL STREE NCHESTER, NH 03101 OK 3078 PAGE 1953 SHEARWATER DRIVE BITUM SIDEW TO PAC TO PAC FILLED - FOLINDATION	INOUS CONCRETE ALK (TYP.) UF #1	PSNH237 17 NYNE - UP #PSNH237 1 - UP #PSNH237 1 - UP #PSNH237 1 - UP #PSNH237 1	NETT 3 GAS PER 1 RIM=63 INV.IN= INV.OUT EOP	POR BC #40 K. LOC. OF 4" PL PAINT BY OTHERS 3.51 :55.56 I=55.45	N/F CHEN MEI PO BOX 1488 TSMOUTH, NH 031 OK 3406 PAGE 7
RIM=60.37 NV.IN=52.57 NV.IN=52.57 NV.IN=46.68 NV.IN=46.67 V.OUT=46.52	SIGN SIGN CROSSWAL RIM=59.29 GO INV.OUT=55.37 SUMP=52.03 SPIKE SET IN LIGHT UN SPIKE SET IN LIGHT UN ELEV=62.93 SPIKE SET IN LIGHT UN CONCRETE SIDEWALK (TYP.) SPIKE SET IN LIGHT UN SPIKE SET IN SPIKE SET IN LIGHT UN SPIKE SET IN SPIKE SET IN SPIKE SET IN LIGHT UN SPIKE SET IN SPIKE SET IN LIGHT UN SPIKE SET IN SPIKE SET IN LIGHT UN SPIKE SET IN SPIKE S	K (TYP.) ACCESSIBLE CONC W/ DETECTABLE W RIM=60 INV.IN= INV.OUT LUP #F 18 127 Δ=86'35' R=15. L=22. -6' NG" '6' '5' '5' Ref 15. L=22. -6' NG" '6' '5' '5' Ref 15. L=22. -6' NV.IN= NV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= IN	N/F E C/O JC 540 1 MAN BOC S RETE RAMP VARNING PAD 0.59 54.02 T=48.53 PSNH237 1 32 35" -62 .00' .67' SC .00' .50 .67' SC BITUMINOUS DRIVEY	BANTRY BAY ASSOC LL CM MANAGEMENT CO II N COMMERCIAL STREE NCHESTER, NH 03101 OK 3078 PAGE 1953 SHEARWATER DRIVE BITUM SIDEW 70 PAGE 70 PAGE FILLED FOUNDATION (TYP.)	INOUS CONCRETE ALK (TYP.) UF #1	PSNH237 17 NYNE - UP #PSNH237 1 - UP #PSNH237 1 - UP #PSNH237 1	NETT 3 GAS PER 1 RIM=63 INV.IN= INV.OUT EOP	POR BC #40 K. LOC. OF 4" PL PAINT BY OTHERS 3.51 :55.56 I=55.45	N/F CHEN MEI PO BOX 1488 TSMOUTH, NH 031 OK 3406 PAGE 7
RIM=60.37 NV.IN=52.57 NV.IN=52.57 NV.IN=46.68 NV.IN=46.67 V.OUT=46.52	RIM=59.29 60- INV.OUT=55.37 SUMP=52.03 Proceeding SPIKE SET IN LIGHT UF ELEV=62.93 BITUMINOUS CONCRETE SIDEWALK (TYP.) "OSPREY LANDII I.D. S "SPEED LIMIT SIGN	K (TYP.) ACCESSIBLE CONC W/ DETECTABLE W RIM=60 INV.IN= INV.OUT LUP #F 18 127 Δ=86'35' R=15. L=22. -6' NG" '6' '5' '5' Ref 15. L=22. -6' NG" '6' '5' '5' Ref 15. L=22. -6' NV.IN= NV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= INV.IN= IN	N/F E C/O JC 5401 MAA BOC SRETE RAMP VARNING PAD 0.59 554.02 T = 48.53 PSNH237 1 32 35" -62 .00' .67', SC 00' .67', SC 00' .50', SC 00' .50', SC 00' .50', SC 00' .50', SC 00' .50', SC 00', S	BANTRY BAY ASSOC LL CM MANAGEMENT CO II N COMMERCIAL STREE NOCHESTER, NH 03101 OK 3078 PAGE 1953 SHEARWATER DRIVE	INOUS CONCRETE ALK (TYP.) UP #F	PSNH237 17 NYNE UP #PSNH237 1 UP #PSNH237 1 CUP #PSNH237 1 CUP #PSNH237 1 CUP #PSNH237 1 CUP #PSNH237 1	NETT 3 GAS PER 1 RIM=63 INV.IN= INV.OUT EOP	POR BC #40 K. LOC. OF 4" PL PAINT BY OTHERS 3.51 :55.56 I=55.45	N/F CHEN MEI PO BOX 1488 TSMOUTH, NH 03 JOK 3406 PAGE 7
RIM=60.37 NV.IN=52.57 NV.IN=52.57 NV.IN=46.68 NV.IN=46.67 V.OUT=46.52	RIM=59.29 60- INV.OUT=55.37 SUMP=52.03 SPIKE SET IN LIGHT UF ELEV=62.93 BITUMINOUS CONCRETE SIDEWALK (TYP.) "SPEED LIMIT SPIKE SET IN LIGHT UF ELEV=62.93 ONCRETE SIDEWALK (TYP.) "SPEED LIMIT SIGN OTOR VEHICLES"	K (TYP.) ACCESSIBLE CONC W/ DETECTABLE W RIM=6C INV.IN= INV.OUT LUP #F 18 127 Δ=86°35' R=15. L=22. -6 ¹ S S S S S S S S S S S S S	N/F E C/O JC 5401 MAA BOC SRETE RAMP VARNING PAD 0.59 554.02 T=48.53 PSNH237 1 32 35" -62 .00' 67', SC BITUMINOUS DRIVEV IM=62.19 UN=52.11 UT=51.90 10"VCP - 10"VCP - 10"VCP -	BANTRY BAY ASSOC LL CM MANAGEMENT CO II N COMMERCIAL STREE NOCHESTER, NH 03101 OK 3078 PAGE 1953 SHEARWATER DRIVE	INOUS CONCRETE ALK (TYP.) UF # COD COD COD COD COD COD COD COD COD COD	PSNH237 17 NYNE UP #PSNH237 17 UP #PSNH237 17 COV SP CV SP CV SP CV SP CV SP CV SP SV SP SV SV SV SV SV SV SV SV SV SV	NETT 3 GAS PER 1 RIM=63 INV.IN= INV.OUT EOP	POR BC #40 K. LOC. OF 4" PL PAINT BY OTHERS 3.51 :55.56 I=55.45	N/F CHEN MEI PO BOX 1488 TSMOUTH, NH 03 OK 3406 PAGE
RIM=60.37 NV.IN=52.57 NV.IN=48.03 NV.IN=46.68 NV.IN=46.67 V.OUT=46.52	RIM=59.29 60- INV.OUT=55.37 SUMP=52.03 SPIKE SET IN LIGHT UF ELEV=62.93 BITUMINOUS CONCRETE SIDEWALK (TYP.) "SPEED LIMIT SIGN MOTOR VEHICLES" SIGN	K (TYP.) ACCESSIBLE CONC W/ DETECTABLE W RIM-GO INV.IN= INV.OUT LUP #F 18 127 Δ=86'35' R=15. L=22. -6' NG" 6' INV.IN= INV.OUT LUP #F 18 127 C LUP #F 18 127	N/F E C/O JC 5401 MAA BOO SRETE RAMP VARNING PAD 0.59 54.02 T=48.53 554.02 T=48.53 258.H237 1 32 67 67 67 67 67 67 67 67 67 67 67 67 67	BANTRY BAY ASSOC LL CM MANAGEMENT CO II N COMMERCIAL STREE NCHESTER, NH 03101 OK 3078 PAGE 1953 SHEARWATER DRIVE BITUM SIDEW	INOUS CONCRETE ALK (TYP.) UF #1 CONCRETE ALK (TYP.) UF #1 CONCRETE ALK (TYP.) UF #1 CONCRETE ALK (TYP.) UF #1 CONCRETE ALK (TYP.) UF #1 CONCRETE ALK (TYP.) UF #1 CONCRETE ALK (TYP.) CONCRETE ALK (TYP.) UF #1 CONCRETE ALK (TYP.) CONCRETE ALK (TYP.) CONCRETE ALK (TYP.) CONCRETE ALK (TYP.) CONCRETE CONCRETE CONCRETE ALK (TYP.) CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE C	DSNH237 17 NYNE UP #PSNH237 17 UP #PSNH237 1	APPROX GAS PER H RIM=63 INV.IN= INV.OUT EOP	POR BC #40 K. LOC. OF 4" PL PAINT BY OTHERS 3.51 :55.56 I=55.45	N/F CHEN MEI PO BOX 1488 TSMOUTH, NH 031 OK 3406 PAGE 7
RIM=60.37 INV.IN=52.57 INV.IN=52.57 INV.IN=46.68 INV.IN=46.67 V.OUT=46.52 NO M	RIM=59.29 INV.OUT=55.37 SUMP=52.03 RIM=59.29 CROSSWAL SOUTHING SUMP=52.03 SPIKE SET IN LIGHT UF ELEV=62.93 SPIKE SET IN LIGHT UF SIDEWALK (TYP.) SPIKE SET IN SIDEWALK (TYP.) SPIKE SET IN SPIKE SET I	K (TYP.) ACCESSIBLE CONC W/ DETECTABLE W RIM-GO INV.IN= INV.OUT LUP #F 18 127 Δ=86'35' R=15. L=22. -6' NG" 6' INV.IN= INV.OUT LUP #F 18 127 C LUP #F 18 127	N/F E C/O JC 5401 MAA BOO SRETE RAMP VARNING PAD 0.59 54.02 T=48.53 554.02 T=48.53 258.H237 1 32 67 67 67 67 67 67 67 67 67 67 67 67 67	BANTRY BAY ASSOC LL CM MANAGEMENT CO II N COMMERCIAL STREET NCHESTER, NH 03101 OK 3078 PAGE 1953 SHEARWATER DRIVE BITUM SIDEW	INOUS CONCRETE ALK (TYP.) UP # CONCRETE ALK (TYP.) UP # CONCRETE ALK (TYP.) UP # CONCRETE ALK (TYP.) UP # CONCRETE ALK (TYP.) UP # CONCRETE ALK (TYP.) UP # CONCRETE CONCRETE ALK (TYP.) CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRET	DSNH237 17 NYNE UP #PSNH237 1 DP #PSNH237 1 DP #OWP EOP EOP	NETT 3 GAS PER 1 RIM=63 INV.IN= INV.OUT EOP	POR BC #40 K. LOC. OF 4" PL PAINT BY OTHERS 3.51 :55.56 I=55.45	N/F CHEN MEI PO BOX 1488 TSMOUTH, NH 03 OK 3406 PAGE
RIM=60.37 NV.IN=52.57 NV.IN=48.03 NV.IN=46.68 NV.IN=46.68 NV.IN=46.67 V.OUT=46.52	RIM=59.29 INV.OUT=55.37 SUMP=52.03 RIM=59.29 CROSSWAL SOUTHING SUMP=52.03 SPIKE SET IN LIGHT UF ELEV=62.93 SPIKE SET IN LIGHT UF SIDEWALK (TYP.) SPIKE SET IN SIDEWALK (TYP.) SPIKE SET IN SPIKE SET I	K (TYP.) ACCESSIBLE CONC W/ DETECTABLE W RIM-GO INV.IN= INV.OUT LUP #F 18 127 Δ=86'35' R=15. L=22. -6' NG" 6' INV.IN= INV.OUT LUP #F 18 127 C LUP #F 18 127	N/F E C/O JC 5401 MAA BOO SRETE RAMP VARNING PAD 0.59 54.02 T=48.53 554.02 T=48.53 258.H237 1 32 67 67 67 67 67 67 67 67 67 67 67 67 67	BANTRY BAY ASSOC LL CM MANAGEMENT CO II N COMMERCIAL STREE NCHESTER, NH 03101 OK 3078 PAGE 1953 SHEARWATER DRIVE BITUM SIDEW 70 PVC A CONCRETE VAY (TYP.) Shearwater DRIVE	INOUS CONCRETE ALK (TYP.) UP # CONCRETE ALK (TYP.) UP # CONCRETE ALK (TYP.) UP # CONCRETE ALK (TYP.) UP # CONCRETE ALK (TYP.) UP # CONCRETE ALK (TYP.) UP # CONCRETE CONCRETE ALK (TYP.) CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRET	DSNH237 17 NYNE UP #PSNH237 1 00 25 10 00 25 10 00 25 10 00 25 10	NETT 3 APPROX GAS PER 1 RIM=63 INV.IN= INV.OUT EOP GW- GW- GW- CON CON CON CON CON CON CON CON	POR BC #40 6. LOC. OF 4" PL PAINT BY OTHERS 3.51 :55.56 T=55.45	N/F CHEN MEI PO BOX 1488 TSMOUTH, NH 03 OK 3406 PAGE TO SHEARWATER DR
RIM=60.37 NV.IN=52.57 NV.IN=48.03 NV.IN=46.68 NV.IN=46.68 NV.IN=46.67 V.OUT=46.52	"STOP" SIGN CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CR	K (TYP.) ACCESSIBLE CONC W/ DETECTABLE W RIM=60 INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.	N/F E C/O JC 5401 MAA BOO SRETE RAMP VARNING PAD 0.59 54.02 T=48.53 554.02 T=48.53 258.H237 1 32 67 67 67 67 67 67 67 67 67 67 67 67 67	BANTRY BAY ASSOC LL CM MANAGEMENT CO II N COMMERCIAL STREET NCHESTER, NH 03101 OK 3078 PAGE 1953 SHEARWATER DRIVE BITUM SIDEW	INOUS CONCRETE ALK (TYP.) UP # CONCRETE ALK (TYP.) UP # CONCRETE ALK (TYP.) UP # CONCRETE ALK (TYP.) UP # CONCRETE ALK (TYP.) UP # CONCRETE ALK (TYP.) UP # CONCRETE CONCRETE ALK (TYP.) CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRET	DSNH237 17 NYNE UP #PSNH237 1 00 25 10 00 25 10 00 25 10 00 25 10	APPROX GAS PER I RIM=63 INV.IN= INV.OUT EOP G W G W G C C S 3.31	POR BC #40 6. LOC. OF 4" PL PAINT BY OTHERS 3.51 :55.56 T=55.45	N/F CHEN MEI PO BOX 1488 TSMOUTH, NH 03 OK 3406 PAGE
RIM=60.37 NV.IN=52.57 NV.IN=48.03 NV.IN=46.68 NV.IN=46.68 NV.IN=46.67 V.OUT=46.52 NO M RIM INV.IN RIM=60.42 INV.IN=54.85	"STOP" SIGN CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CR	K (TYP.) ACCESSIBLE CONC W/ DETECTABLE W RIM=60 INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.	N/F E C/O JC 5401 MAA BOO SRETE RAMP VARNING PAD 0.59 54.02 T=48.53 554.02 T=48.53 258.H237 1 32 67 67 67 67 67 67 67 67 67 67 67 67 67	BANTRY BAY ASSOC LL CM MANAGEMENT CO II N COMMERCIAL STREET NCHESTER, NH 03101 OK 3078 PAGE 1953 SHEARWATER DRIVE BITUM SIDEW	INOUS CONCRETE ALK (TYP.) UP # CONCRETE ALK (TYP.) UP # CONCRETE ALK (TYP.) UP # CONCRETE ALK (TYP.) UP # CONCRETE ALK (TYP.) UP # CONCRETE ALK (TYP.) UP # CONCRETE CONCRETE ALK (TYP.) CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRET	DSNH237 17 NYNE	APPROX GAS PER I RIM=63 INV.IN= INV.OUT EOP G G W G C C C C C C C C C C C C C C C C	POR BC #40 3. LOC. OF 4" PL PAINT BY OTHERS 3.51 :55.56 T=55.45 10"PVC W W W W W C C C C C C C C C C C C C C	N/F CHEN MEI PO BOX 1488 TSMOUTH, NH 031 OK 3406 PAGE 7
RIM=60.37 INV.IN=52.57 INV.IN=48.03 INV.IN=46.68 INV.IN=46.68 INV.IN=46.67 V.OUT=46.52 NO M RIM INV.IN INV.OUT SUMF RIM=60.42	SPIEED LIMIT SIGN CROSSWAL RIM=59.29 CO INV.OUT=55.37 SUMP=52.03 SPIKE SET IN LIGHT UF ELEV=62.93 SPIKE SET IN LIGHT UF SIDEWALK (TYP.) SIDEWALK RAMP	K (TYP.) ACCESSIBLE CONC W/ DETECTABLE W RIM-GO INV.IN= INV.OUT LUP #F 18 127 Δ=86'35' R=15. L=22. -6' NG" 6 4 INV.IN R INV.OUT Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned Concerned	N/F E C/O JC 540 MAN BOC SRETE RAMP VARNING PAD 0.59 554.02 T=48.53 PSNH237 1 32 35" -62 .00' 67' SG 00' 67' SG 00'	BANTRY BAY ASSOC LL CM MANAGEMENT CO II N COMMERCIAL STREE NCHESTER, NH 03101 OK 3078 PAGE 1953 SHEARWATER DRIVE BITUM SIDEW 70 'PVC BITUM SIDEW CONCRETE WAY (TYP.) CONCRETE WAY (TYP.) CONCRETE WAY (TYP.) CONCRETE SIDEWALK B SIDEWALK B	INOUS CONCRETE ALK (TYP.) UP # CONCRETE ALK (TYP.) UP # CONCRETE ALK (TYP.) UP # CONCRETE ALK (TYP.) UP # CONCRETE ALK (TYP.) UP # CONCRETE ALK (TYP.) UP # CONCRETE CONCRETE ALK (TYP.) CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRET	DSNH237 17 NYNE	APPROX GAS PER I RIM=63 INV.IN= INV.OUT EOP G G W G C C C C C C C C C C C C C C C C	POR BC #40 C. LOC. OF 4" PL PAINT BY OTHERS 3.51 :55.56 T=55.45 10"PVC W W W W W C C C C C C C C C C C C C C	N/F CHEN MEI PO BOX 1488 TSMOUTH, NH 031 OK 3406 PAGE 7 SHEARWATER DR
RIM=60.37 INV.IN=52.57 INV.IN=52.57 INV.IN=46.68 INV.IN=46.67 V.OUT=46.52 NO M RIM INV.IN RIM=60.422 INV.IN=52.42 RIM=60.422 INV.IN=52.42	SIGN CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL CROSSWAL	K (TYP.) ACCESSIBLE CONC W/ DETECTABLE W RIM=60 INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.	N/F E C/O JC 5401 MAA BOO SRETE RAMP VARNING PAD 0.59 54.02 T=48.53 554.02 T=48.53 258.H237 1 32 67 67 67 67 67 67 67 67 67 67 67 67 67	BANTRY BAY ASSOC LL CM MANAGEMENT CO II N COMMERCIAL STREET NCHESTER, NH 03101 OK 3078 PAGE 1953 SHEARWATER DRIVE BITUM SIDEW	INOUS CONCRETE ALK (TYP.) UP # CONCRETE ALK (TYP.) UP # CONCRETE ALK (TYP.) UP # CONCRETE ALK (TYP.) UP # CONCRETE ALK (TYP.) UP # CONCRETE ALK (TYP.) UP # CONCRETE CONCRETE ALK (TYP.) CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRET	DSNH237 17 NYNE UP #PSNH237 1 00 CS 00 CS	APPROX GAS PER I RIM=63 INV.IN= INV.OUT <i>EOP</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>G</i> <i>G</i> <i>G</i> <i>G</i> <i>G</i> <i>G</i> <i>G</i> <i>G</i>	POR BC #40 3. LOC. OF 4" PL PAINT BY OTHERS 3.51 :55.56 T=55.45 10"PVC W W W W W C C C C C C C C C C C C C C	N/F CHEN MEI PO BOX 1488 TSMOUTH, NH 031 OK 3406 PAGE 7 SHEARWATER DR
RIM=60.37 INV.IN=52.57 INV.IN=52.57 INV.IN=46.68 INV.IN=46.67 V.OUT=46.52 NO M RIM INV.IN RIM=60.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.IN=54.85 INV.	SPIEED LIMIT SIGN CROSSWAL RIM=59.29 O INV.OUT=55.37 SUMP=52.03 SPIKE SET IN LIGHT UP ELEV=62.93 SPIKE SET IN LIGHT UP SIDEWALK (TYP.) SOSPREY LANDII I.D. S SPIKE SET IN LIGHT UP SIDEWALK (TYP.) SIDEWALK RAMP POST AND RAIL HAND RAIL/FENCE (TYP.) CESSIBLE CONCRETE RAMP	K (TYP.) ACCESSIBLE CONC W/ DETECTABLE W RIM=60 INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.	N/F E C/O JC 540 MAX BOC 540 540 540 554.02 T=48.53 551.02 T=48.53 551.132 35" -62 .00' .67', 56 .00' .67', 56 .00' .00' .67', 56 .00' .00' .00' .00' .00' .00' .00' .00	BANTRY BAY ASSOC LL CM MANAGEMENT CO II N COMMERCIAL STREE IN COMMERCIAL STREE IN COMMERCIAL STREE IN COMMERCIAL STREE IN COMMERCIAL STREE BITUM SIDEW INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE INVOLVE	INOUS CONCRETE ALK (TYP.) UP # CONCRETE ALK (TYP.) UP # CONCRETE ALK (TYP.) UP # CONCRETE ALK (TYP.) UP # CONCRETE ALK (TYP.) UP # CONCRETE ALK (TYP.) UP # CONCRETE CONCRETE ALK (TYP.) CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRET	DSNH237 17 NYNE UP #PSNH237 1 00 CS 00 CS	APPROX GAS PER I RIM=63 INV.IN= INV.OUT <i>EOP</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>G</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>G</i> <i>G</i> <i>G</i> <i>G</i> <i>G</i> <i>G</i> <i>G</i> <i>G</i>	POR BC #40 3. LOC. OF 4" PL PAINT BY OTHERS 3.51 :55.56 T=55.45 10"PVC W W W W W C C C C C C C C C C C C C C	N/F CHEN MEI PO BOX 1488 TSMOUTH, NH 031 OK 3406 PAGE 7 SHEARWATER DR
RIM=60.37 INV.IN=52.57 INV.IN=46.68 INV.IN=46.68 INV.IN=46.67 V.OUT=46.52 "NO M RIM INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=51.87	RIM=59.29 INV.OUT=55.37 SUMP=52.03	K (TYP.) ACCESSIBLE CONC W/ DETECTABLE W RIM=60 INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.	N/F E C/O JC 540 MAX BOC 540 540 540 554.02 T=48.53 551.02 T=48.53 551.132 35" -62 .00' .67', 56 .00' .67', 56 .00' .00' .67', 56 .00' .00' .00' .00' .00' .00' .00' .00	BANTRY BAY ASSOC LL CM MANAGEMENT CO II N COMMERCIAL STREE NCHESTER, NH 03101 OK 3078 PAGE 1953 SHEARWATER DRIVE BITUM SIDEW NO FILLED FOUNDATION (TYP.) SIDEWALK B SIDEWALK B SIDEWALK B SIDEWALK B SIDEWALK B SIDEWALK B	INOUS CONCRETE ALK (TYP.) UF # 32.50' '23'26"W 1.59 51.27 I=51.34 RIDGE DECK	DSNH237 17 NYNE UP #PSNH237 1 00 25 00 00 00 000000	APPROX GAS PER I RIM=63 INV.IN= INV.OUT <i>EOP</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>G</i> <i>G</i> <i>G</i> <i>G</i> <i>G</i> <i>G</i> <i>G</i> <i>G</i>	POR BC #40 C. LOC. OF 4" PL PAINT BY OTHERS 3.51 :55.56 :=55.45 :0"PVC W W W W W C C C C C C C C C C C C C C	N/F CHEN MEI PO BOX 1488 TSMOUTH, NH 031 OK 3406 PAGE 7 SHEARWATER DR
RIM=60.37 INV.IN=52.57 INV.IN=46.68 INV.IN=46.68 INV.IN=46.67 V.OUT=46.52 "NO M RIM INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=52.42 INV.IN=51.87	SPIEED LIMIT SIGN BITUMINOUS CONCRETE SIDEWALK (TYP.) "SPEED LIMIT SPIEED SIDEWALK (TYP.) "SPREY LANDII "SPREY LANDIII "SPREY LANDII "SPREY LA	K (TYP.) ACCESSIBLE CONC W/ DETECTABLE W RIM=60 INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.	N/F E C/O JC 540 MAX BOC 540 540 540 554.02 T=48.53 551.02 T=48.53 551.132 35" -62 .00' .67', 56 .00' .67', 56 .00' .00' .67', 56 .00' .00' .00' .00' .00' .00' .00' .00	BANTRY BAY ASSOC LL CM MANAGEMENT CO II N COMMERCIAL STREE NCHESTER, NH 03101 OK 3078 PAGE 1953 SHEARWATER DRIVE BITUM SIDEW	INOUS CONCRETE ALK (TYP.) UP # 32.50' 23'26"W 159 51.27 I=51.34 RIDGE DECK	DSNH237 17 NYNE UP #PSNH237 1 00 CS 00 CS	APPROX GAS PER I RIM=63 INV.IN= INV.OUT <i>EOP</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>G</i> <i>G</i> <i>G</i> <i>G</i> <i>G</i> <i>G</i> <i>G</i> <i>G</i>	POR BC #40 3. LOC. OF 4" PL PAINT BY OTHERS 3.51 :55.56 T=55.45 10"PVC W W W W W C C C C C C C C C C C C C C	N/F CHEN MEI PO BOX 1488 TSMOUTH, NH 034 OK 3406 PAGE 7 SHEARWATER DR
RIM=60.37 INV.IN=52.57 INV.IN=48.03 INV.IN=46.68 INV.IN=46.68 INV.IN=46.67 V.OUT=46.52 "NO M RIM INV.IN RIM=60.42 INV.IN=52.42 INV.IN=52.42 INV.OUT=51.87	RIM=59.29 INV.OUT=55.37 SUMP=52.03	K (TYP.) ACCESSIBLE CONC W/ DETECTABLE W RIM=60 INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.	N/F E C/O JC 540 MAX BOC 540 540 540 554.02 T=48.53 551.02 T=48.53 551.132 35" -62 .00' .67', 56 .00' .67', 56 .00' .00' .67', 56 .00' .00' .00' .00' .00' .00' .00' .00	BANTRY BAY ASSOC LL CM MANAGEMENT CO II N COMMERCIAL STREE NCHESTER, NH 03101 OK 3078 PAGE 1953 SHEARWATER DRIVE BITUM SIDEW	INOUS CONCRETE ALK (TYP.) UP # 32.50' 23'26"W 159 51.27 I=51.34 RIDGE DECK	2 2 2 2 2 2 2 2 2 2 2 2 2 2	APPROX GAS PER I RIM=63 INV.IN= INV.OUT <i>EOP</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>G</i> <i>G</i> <i>G</i> <i>G</i> <i>G</i> <i>G</i> <i>G</i> <i>G</i>	POR BC #40 40 40 40 40 40 40 55.15 55.56 10"PVC 60 60 61 62 60 62 60 62 60 62 60 62 60 62 7 60 7 7 7 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8	N/F CHEN MEI PO BOX 1488 TSMOUTH, NH 034 OK 3406 PAGE 7 SHEARWATER DR
RIM=60.37 INV.IN=52.57 INV.IN=48.03 INV.IN=46.68 INV.IN=46.68 INV.IN=46.67 V.OUT=46.52 "NO M RIM INV.IN RIM=60.42 INV.IN=52.42 INV.IN=52.42 INV.OUT=51.87	RIM=59.29 ONCOUT=55.37 SUMP=52.03 CONCRETE SIDEWALK SPIKE SET IN LIGHT SPIKE SET IN LIGHT SPIKE SET IN LIGHT SIDEWALK (TYP.) COSPREY LANDIN ONCRETE SIDEWALK (TYP.) SPIKE SET IN LIGHT SIDEWALK (TYP.) COSPREY LANDIN ONCRETE SIDEWALK TYP.) SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDEWALK CONCRETE SIDE	K (TYP.) ACCESSIBLE CONC W/ DETECTABLE W RIM=60 INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.UN= INV.	N/F E C/O JC 540 MAX BOC 540 540 540 554.02 T=48.53 551.02 T=48.53 551.132 35" -62 .00' .67', 56 .00' .67', 56 .00' .00' .67', 56 .00' .00' .00' .00' .00' .00' .00' .00	BANTRY BAY ASSOC LL CM MANAGEMENT CO II N COMMERCIAL STREE NOCHSTER, NH 03101 OK 3078 PAGE 1953 SHEARWATER DRIVE BITUM SIDEW	TE BOUND	DSNH237 17 NYNE UP #PSNH237 1 UP #PSNH237 1 UP #PSNH237 1 UP #PSNH237 1 UP #PSNH237 1 UP #PSNH237 1 OO CSS UP UP #PSNH237 1 OO CSS UP UP U	APPROX GAS PER I RIM=63 INV.IN= INV.OUT <i>EOP</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>G</i> <i>G</i> <i>W</i> <i>G</i> <i>G</i> <i>G</i> <i>G</i> <i>G</i> <i>G</i> <i>G</i> <i>G</i> <i>G</i> <i>G</i>	POR BC #40 40 40 40 40 40 55.16 55.56 155.56 10"PVC 60 60 61 62 60 61 62 60 61 62 60 61 7 51 55.66 7 7 7 7 8 60 60 7 7 7 8 60 7 7 8 60 7 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8	N/F CHEN MEI PO BOX 1488 TSMOUTH, NH 034 OK 3406 PAGE 7 SHEARWATER DR

#25 GRANITE STREET

PLAN REFERENCES: ROCKINGHAM COUNTY REGISTRY OF DEEDS

1) PLAN D-23202



- GENERAL NOTES 1. THE LOCATIONS OF UNDERGROUND UTILITIES ARE APPROXIMATE AND THE LOCATIONS ARE NOT GUARANTEED BY THE OWNER OR THE ENGINEER. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE ALL UTILITIES, ANTICIPATE CONFLICTS, REPAIR EXISTING UTILITIES AND RELOCATE EXISTING UTILITIES REQUIRED TO COMPLETE THE WORK. 2. COORDINATE ALL WORK WITHIN PUBLIC RIGHT OF WAYS WITH THE CITY OF PORTSMOUTH.
- 3. THE CONTRACTOR SHALL EMPLOY A NEW HAMPSHIRE LICENSED LAND SURVEYOR TO DETERMINE ALL LINES AND GRADES.
- 4. THE CONTRACTOR SHALL VERIFY LOCATION OF ALL EXISTING UTILITIES. CALL DIG SAFE AT LEAST 72 HOURS PRIOR TO THE COMMENCEMENT OF ANY DEMOLITION/CONSTRUCTION ACTIVITIES. 5. IT IS THE CONTRACTOR'S RESPONSIBILITY TO FAMILIARIZE THEMSELVES AND COMPLY WITH THE CONDITIONS OF ALL OF THE PERMIT
- APPROVALS. 6. THE CONTRACTOR SHALL OBTAIN AND PAY FOR AND COMPLY WITH ADDITIONAL PERMITS, NOTICES AND FEES NECESSARY TO COMPLETE THE WORK AND ARRANGE FOR AND PAY FOR NECESSARY INSPECTIONS AND APPROVALS FROM THE AUTHORITIES HAVING
- JURISDICTION 7. THE CONTRACTOR SHALL PHASE DEMOLITION AND CONSTRUCTION AS REQUIRED TO PROVIDE CONTINUOUS SERVICE TO EXISTING BUSINESSES AND HOMES THROUGHOUT THE CONSTRUCTION PERIOD. EXISTING BUSINESS AND HOME SERVICES INCLUDE, BUT ARE NOT LIMITED TO ELECTRICAL, COMMUNICATION, FIRE PROTECTION, DOMESTIC WATER AND SEWER SERVICES. TEMPORARY SERVICES, IF REQUIRED, SHALL COMPLY WITH ALL FEDERAL, STATE, LOCAL AND UTILITY COMPANY STANDARDS. CONTRACTOR SHALL PROVIDE DETAILED CONSTRUCTION SCHEDULE TO OWNER PRIOR TO ANY DEMOLITION/CONSTRUCTION ACTIVITIES AND SHALL COORDINATE TEMPORARY SERVICES TO ABUTTERS WITH THE UTILITY COMPANY AND AFFECTED ABUTTER.
- 8. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM WITH APPLICABLE FEDERAL, STATE, AND LOCAL CODES & SPECIFICATIONS. 9. ALL WORK SHALL CONFORM TO THE CITY OF PORTSMOUTH DEPARTMENT OF PUBLIC WORKS, STANDARD SPECIFICATIONS AND WITH THE STATE OF NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION, "STANDARD SPECIFICATIONS OF ROAD AND BRIDGE CONSTRUCTION", CURRENT EDITION
- 10. CONTRACTOR TO SUBMIT AS-BUILT PLANS IN DIGITAL FORMAT (.DWG AND .PDF FILES) ON DISK TO THE OWNER AND ENGINEER UPON COMPLETION OF THE PROJECT. AS-BUILTS SHALL BE PREPARED AND CERTIFIED BY A NEW HAMPSHIRE LICENSED LAND SURVEYOR.
- 11. CONTRACTOR SHALL THOROUGHLY CLEAN ALL CATCH BASINS AND DRAIN LINES, WITHIN THE LIMIT OF WORK, OF SEDIMENT IMMEDIATELY UPON COMPLETION OF CONSTRUCTION. 12. SEE EXISTING CONDITIONS PLAN FOR BENCH MARK INFORMATION.
- 13. APPLICANT SHALL SUBMIT, AS PART OF THE FINAL POST APPROVAL PROCEDURES, RELEVANT PTAP INFORMATION USING THE MOST RECENT ONLINE DATA PORTAL CURRENTLY MANAGED BY THE UNH STORMWATER CENTER. THE PLANNING DEPARTMENT SHALL BE NOTIFIED AND COPIED OF THE PTAP DATA SUBMITTAL.

DEMOLITION NOTES:

- 1. EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE START OF ANY CLEARING OR DEMOLITION ACTIVITIES. 2. ALL MATERIALS SCHEDULED TO BE REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR UNLESS OTHERWISE SPECIFIED. THE CONTRACTOR SHALL DISPOSE OF ALL MATERIALS OFF-SITE IN ACCORDANCE WITH ALL FEDERAL, STATE, AND LOCAL REGULATIONS, ORDINANCES AND CODES
- 3. COORDINATE REMOVAL, RELOCATION, DISPOSAL OR SALVAGE OF UTILITIES WITH THE OWNER AND APPROPRIATE UTILITY COMPANY. 4. ANY EXISTING WORK OR PROPERTY DAMAGED OR DISRUPTED BY CONSTRUCTION/ DEMOLITION ACTIVITIES SHALL BE REPLACED OR REPAIRED TO MATCH ORIGINAL EXISTING CONDITIONS BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
- 5. SAW CUT AND REMOVE PAVEMENT ONE (1) FOOT OFF PROPOSED EDGE OF PAVEMENT OR EXISTING CURB LINE IN ALL AREAS WHERE PAVEMENT TO BE REMOVED ABUTS EXISTING PAVEMENT OR CONCRETE TO REMAIN.
- 6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DEMOLITION AND OFF-SITE DISPOSAL OF MATERIALS REQUIRED TO COMPLETE THE WORK, EXCEPT FOR WORK NOTED TO BE COMPLETED BY OTHERS.
- 7. ALL UTILITIES SHALL BE TERMINATED AT THE MAIN LINE PER UTILITY COMPANY AND CITY OF PORTSMOUTH STANDARDS. THE CONTRACTOR SHALL REMOVE ALL ABANDONED UTILITIES LOCATED WITHIN THE LIMITS OF WORK UNLESS OTHERWISE NOTED.
- 8. CONTRACTOR SHALL VERIFY ORIGIN OF ALL DRAINS AND UTILITIES PRIOR TO REMOVAL/TERMINATION TO DETERMINE IF DRAINS OR UTILITY IS ACTIVE, AND SERVICES ANY ON OR OFF-SITE STRUCTURE TO REMAIN. THE CONTRACTOR SHALL NOTIFY ENGINEER IMMEDIATELY OF ANY SUCH UTILITY FOUND AND SHALL MAINTAIN THESE UTILITIES UNTIL PERMANENT SOLUTION IS IN PLACE. 9. PAVEMENT REMOVAL LIMITS ARE SHOWN FOR CONTRACTOR'S CONVENIENCE. ADDITIONAL PAVEMENT REMOVAL MAY BE REOUIRED
- DEPENDING ON THE CONTRACTOR'S OPERATION. CONTRACTOR TO VERIFY FULL LIMITS OF PAVEMENT REMOVAL PRIOR TO BID. 10. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL EXISTING STRUCTURES, CONCRETE PADS, UTILITIES AND PAVEMENT WITHIN THE WORK LIMITS SHOWN UNLESS SPECIFICALLY IDENTIFIED TO REMAIN. ITEMS TO BE REMOVED INCLUDE BUT ARE NOT LIMITED TO: CONCRETE, PAVEMENT, CURBS, LIGHTING, MANHOLES, CATCH BASINS, UNDER GROUND PIPING, POLES, STAIRS, SIGNS, FENCES,
- RAMPS, WALLS, BOLLARDS, BUILDING SLABS, FOUNDATION, TREES AND LANDSCAPING. 11. REMOVE TREES AND BRUSH AS REQUIRED FOR COMPLETION OF WORK. CONTRACTOR SHALL GRUB AND REMOVE ALL STUMPS WITHIN LIMITS OF WORK AND DISPOSE OF OFF SITE IN ACCORDANCE WITH FEDERAL, STATE, AND LOCAL LAWS AND REGULATIONS.
- 12. CONTRACTOR SHALL PROTECT ALL PROPERTY MONUMENTATION THROUGHOUT DEMOLITION AND CONSTRUCTION OPERATIONS. SHOULD ANY MONUMENTATION BE DISTURBED BY THE CONTRACTOR, THE CONTRACTOR SHALL EMPLOY A NEW HAMPSHIRE LICENSED SURVEYOR TO REPLACE DISTURBED MONUMENTS.
- 13. PROVIDE INLET PROTECTION BARRIERS AT ALL CATCH BASINS/CURB INLETS WITHIN CONSTRUCTION LIMITS AS WELL AS CATCH BASINS/CURB INLETS THAT RECEIVE RUNOFF FROM CONSTRUCTION ACTIVITIES. INLET PROTECTION BARRIERS SHALL BE MAINTAINED FOR THE DURATION OF THE PROJECT. INLET PROTECTION BARRIERS SHALL BE "HIGH FLOW SILT SACK" BY ACF ENVIRONMENTAL OR EQUAL. INSPECT BARRIERS WEEKLY AND AFTER EACH RAIN EVENT OF 0.25 INCHES OR GREATER. CONTRACTOR SHALL COMPLETE A MAINTENANCE INSPECTION REPORT AFTER EACH INSPECTION. SEDIMENT DEPOSITS SHALL BE REMOVED AFTER EACH STORM EVENT OR MORE OFTEN IF THE FABRIC BECOMES CLOGGED OR SEDIMENT HAS ACCUMULATED TO 1/3 THE DESIGN DEPTH OF THE BARRIER
- 14. THE CONTRACTOR SHALL PAY ALL COSTS NECESSARY FOR TEMPORARY PARTITIONING, BARRICADING, FENCING, SECURITY AND SAFETY DEVICES REQUIRED FOR THE MAINTENANCE OF A CLEAN AND SAFE CONSTRUCTION SITE. 15. SAW CUT AND REMOVE PAVEMENT AND CONSTRUCT PAVEMENT TRENCH PATCH FOR ALL UTILITIES TO BE REMOVED AND PROPOSED
- UTILITIES LOCATED IN EXISTING PAVEMENT AREAS TO REMAIN. 16. THE CONTRACTOR SHALL REMOVE AND SALVAGE EXISTING GRANITE CURB FOR REUSE.

SITE NOTES

- PAVEMENT MARKINGS SHALL BE INSTALLED AS SHOWN, INCLUDING PARKING SPACES, STOP BARS, ADA SYMBOLS, PAINTED ISLANDS, FIRE LANES, CROSS WALKS, ARROWS, LEGENDS AND CENTERLINES. ALL MARKINGS EXCEPT CENTERLINE AND MEDIAN ISLANDS TO BE CONSTRUCTED USING WHITE PAVEMENT MARKINGS. ALL THERMOPLASTIC PAVEMENT MARKINGS INCLUDING LEGENDS, ARROWS, CROSSWALKS AND STOP BARS SHALL MEET THE REQUIREMENTS OF AASHTO M249. ALL PAINTED PAVEMENT MARKINGS INCLUDING CENTERLINES, LANE LINES AND PAINTED MEDIANS SHALL MEET THE REQUIREMENTS OF AASHTO M248 TYPE "F".
- ALL PAVEMENT MARKINGS AND SIGNS TO CONFORM TO "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS", AND THE AMERICANS WITH DISABILITIES ACT REQUIREMENTS, LATEST EDITIONS. 3. SEE DETAILS FOR PAVEMENT MARKINGS, ADA SYMBOLS, SIGNS AND SIGN POSTS.
- 4. CLEAN AND COAT VERTICAL FACE OF EXISTING PAVEMENT AT SAW CUT LINE WITH RS-1 EMULSION IMMEDIATELY PRIOR TO PLACING NEW BITUMINOUS CONCRETE.
- 5. CONTRACTOR TO PROVIDE BACKFILL AND COMPACTION AT CURB LINE AFTER CONCRETE FORMS FOR SIDEWALKS AND PADS HAVE BEEN STRIPPED. COORDINATE WITH BUILDING CONTRACTOR. 6. COORDINATE ALL WORK ADJACENT TO BUILDING WITH BUILDING CONTRACTOR.
- 7. SEE ARCHITECTURAL/BUILDING DRAWINGS FOR ALL CONCRETE PADS & SIDEWALKS ADJACENT TO BUILDING.
- 8. ALL DIMENSIONS ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
- 9. THE APPLICANT SHALL HAVE A SITE SURVEY CONDUCTED BY A RADIO COMMUNICATIONS CARRIER APPROVED BY THE CITY'S COMMUNICATIONS DIVISION. THE RADIO COMMUNICATIONS CARRIER MUST BE FAMILIAR AND CONVERSANT WITH THE POLICE AND RADIO CONFIGURATION. IF THE SITE SURVEY INDICATES IT IS NECESSARY TO INSTALL A SIGNAL REPEATER EITHER ON OR NEAR THE PROPOSED PROJECT, THOSE COSTS SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER, THE OWNER SHALL COORDINATE WITH THE SUPERVISOR OF RADIO COMMUNICATIONS FOR THE CITY
- 10. ALL TREES PLANTED ARE TO BE INSTALLED UNDER THE SUPERVISION OF THE CITY OF PORTSMOUTH DPW USING STANDARD INSTALLATION METHODS.

GRADING AND DRAINAGE NOTES:

1. COMPACTION REQUIREMENTS:

- BELOW PAVED OR CONCRETE AREAS TRENCH BEDDING MATERIAL AND
- SAND BLANKET BACKFILL
- BELOW LOAM AND SEED AREAS
- 90% * ALL PERCENTAGES OF COMPACTION SHALL BE OF THE MAXIMUM DRY DENSITY AT THE OPTIMUM MOISTURE CONTENT AS

DETERMINED AND CONTROLLED IN ACCORDANCE WITH ASTM D-1557, METHOD C FIELD DENSITY TESTS SHALL BE MADE IN ACCORDANCE WITH ASTM D-1556 OR ASTM-2922

- 2. ALL STORM DRAINAGE PIPES SHALL BE HIGH DENSITY POLYETHYLENE (HANCOR HI-Q, ADS N-12 OR EQUAL) UNLESS OTHERWISE SPECIFIED.
- 3. ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE.
- 4. CONTRACTOR SHALL PROVIDE A FINISH PAVEMENT SURFACE AND LAWN AREAS FREE OF LOW SPOTS AND PONDING AREAS. CRITICAL AREAS INCLUDE BUILDING ENTRANCES, EXITS, RAMPS AND LOADING DOCK AREAS ADJACENT TO THE BUILDING.
- 5. ALL DISTURBED AREAS NOT TO BE PAVED OR OTHERWISE TREATED SHALL RECEIVE 6" LOAM, SEED FERTILIZER AND MULCH. 6. ALL STORM DRAIN CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE NHDOT STANDARD SPECIFICATIONS FOR HIGHWAYS AND
- BRIDGES, LATEST EDITION. 7. ALL PROPOSED CATCH BASINS SHALL BE EQUIPPED WITH OIL/GAS SEPARATOR HOODS AND 4' SUMPS.
- 8. CONTRACTOR TO FIELD VERIFY OUTLET INVERT PRIOR TO CONSTRUCTION.

- 1. SEE SHEET C-501 FOR GENERAL EROSION CONTROL NOTES AND DETAILS.
- 1. COORDINATE ALL UTILITY WORK WITH APPROPRIATE UTILITY COMPANY. • NATURAL GAS - UNITIL WATER/SEWER - CITY OF PORTSMOUTH
- ELECTRIC EVERSOURCE

- 4. ALL SEWER PIPE SHALL BE PVC SDR 35 UNLESS OTHERWISE STATED
- 6. CONNECTION TO EXISTING WATER MAIN SHALL BE CONSTRUCTED TO CITY OF PORTSMOUTH STANDARDS.
- FOR CAPPING OF WATER AND SEWER SERVICES.
- 8. ALL ELECTRICAL MATERIAL WORKMANSHIP SHALL CONFORM TO THE NATIONAL ELECTRIC CODE, LATEST EDITION, AND ALL
- APPLICABLE STATE AND LOCAL CODES. 9. THE EXACT LOCATION OF NEW UTILITY SERVICES AND CONNECTIONS SHALL BE COORDINATED WITH THE BUILDING DRAWINGS AND
- THE APPLICABLE UTILITY COMPANIES.
- 11. THE CONTRACTOR SHALL PROVIDE AND INSTALL ALL MANHOLES, BOXES, FITTINGS, CONNECTORS, COVER PLATES, AND OTHER OPERATIONAL
- 12. CONTRACTOR SHALL PROVIDE EXCAVATION, BEDDING, BACKFILL AND COMPACTION FOR NATURAL GAS SERVICES.
- CROSSINGS.
- PAVEMENT AREAS TO REMAIN 15. HYDRANTS, GATE VALVES, FITTINGS, ETC. SHALL MEET THE REQUIREMENTS OF THE CITY OF PORTSMOUTH.
- 17. ALL SEWER PIPE WITH LESS THAN 6' OF COVER IN PAVED AREAS OR LESS THAT 4' OF COVER IN UNPAVED AREAS SHALL BE INSULATED.
- CONSTRUCTION, UTILITY POLE CONSTRUCTION, OVERHEAD WIRE RELOCATION, AND TRANSFORMER CONSTRUCTION WITH POWER COMPANY
- 20. ALL WATER LINES SHALL BE EQUIPPED WITH WATER SHUT OF VALVES LOCATED WITH IN THE CITY RIGHT OF WAY.
- SHALL BE NURSERY GROWN.

- REVISION.
- DIGGING.
- SHOWN ON THE DRAWINGS, THE GREATER NUMBER SHALL APPLY.
- PLACED IN ANY WETLAND AREA. AREAS SHALL RECEIVE 6" INCHES OF LOAM AND SEED.
- SYSTEM 10. SEE PLANTING DETAILS AND SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.
- SPECIAL PROVISIONS ARE MADE FOR DROUGHT. MAINTENANCE STANDARD PRACTICES.

- REPLACED BY A TREE OF COMPARABLE SIZE AND SPECIES TREE OR SHRUB. PERIOD SHALL BE REPLACED BY THE CONTRACTOR
- 17. UPON EXPIRATION OF THE CONTRACTOR'S ONE YEAR GUARANTEE PERIOD, THE OWNER SHALL BE RESPONSIBLE FOR LANDSCAPE
- MAINTENANCE INCLUDING WATERING DURING PERIODS OF DROUGHT
- ACCEPTANCE OF ALL THE PLANTINGS. PRE-DIG CERTAIN SPECIES WELL IN ADVANCE OF ACTUAL PLANTING DATES.

- 95% 95%

EROSION CONTROL NOTES

UTILITY NOTES:

• COMMUNICATIONS - COMCAST/CONSOLIDATED COMMUNICATIONS/FIRST LIGHT

2. ALL WATER MAIN INSTALLATIONS SHALL BE CLASS 52, CEMENT LINED DUCTILE IRON PIPE.

3. ALL WATER MAIN INSTALLATIONS SHALL BE PRESSURE TESTED AND CHLORINATED AFTER CONSTRUCTION PRIOR TO ACTIVATING THE SYSTEM. CONTRACTOR SHALL COORDINATE CHLORINATION AND TESTING WITH THE CITY OF PORTSMOUTH WATER DEPARTMENT.

5. CONTRACTOR SHALL MAINTAIN UTILITY SERVICES TO ABUTTING PROPERTIES THROUGHOUT CONSTRUCTION.

7. EXISTING UTILITIES TO BE REMOVED SHALL BE CAPPED AT THE MAIN AND MEET THE DEPARTMENT OF PUBLIC WORKS STANDARDS

10. ALL UNDERGROUND CONDUITS SHALL HAVE NYLON PULL ROPES TO FACILITATE PULLING CABLES.

MISCELLANEOUS ITEMS NOT NECESSARILY DETAILED ON THESE DRAWINGS TO RENDER INSTALLATION OF UTILITIES COMPLETE AND

13. A 10-FOOT MINIMUM EDGE TO EDGE HORIZONTAL SEPARATION SHALL BE PROVIDED BETWEEN ALL WATER AND SANITARY SEWER LINES. AN 18-INCH MINIMUM OUTSIDE TO OUTSIDE VERTICAL SEPARATION SHALL BE PROVIDED AT ALL WATER/SANITARY SEWER

14. SAW CUT AND REMOVE PAVEMENT AND CONSTRUCT PAVEMENT TRENCH PATCH FOR ALL PROPOSED UTILITIES LOCATED IN EXISTING

16. COORDINATE TESTING OF SEWER CONSTRUCTION WITH THE CITY OF PORTSMOUTH.

18. CONTRACTOR SHALL COORDINATE ALL ELECTRIC WORK INCLUDING BUT NOT LIMITED TO: CONDUIT CONSTRUCTION, MANHOLE

19. IF THE EXISTING WATER LINE IS LESS THAN 1" IN DIAMETER AND ANY MATERIAL OTHER THAN COPPER, IT SHALL BE CAPPED BY CORPORATION STOP AT THE MAIN AND NEW 1" COPPER LINE AND WATER SHUT OFF VALVE SHALL BE CONSTRUCTED.

LANDSCAPE NOTES

1. THE CONTRACTOR SHALL FURNISH AND PLANT ALL PLANTS IN QUANTITIES AS SHOWN ON THIS PLAN. NO SUBSTITUTIONS WILL BE PERMITTED UNLESS APPROVED BY OWNER AND OR THE CITY OF PORTSMOUTH TREES & PUBLIC GREENERY COMMITTEE. ALL PLANTS

2. ALL PLANTS SHALL BE NURSERY GROWN AND PLANTS AND WORKMANSHIP SHALL CONFORM TO THE AMERICAN ASSOCIATION OF NURSERYMEN STANDARDS, INCLUDING BUT NOT LIMITED TO SIZE, HEALTH, SHAPE, ETC., AND SHALL BE SUBJECT TO THE APPROVAL OF THE LANDSCAPE ARCHITECT PRIOR TO ARRIVAL ON-SITE AND AFTER PLANTING

PLANT STOCK SHALL BE GROWN WITHIN THE HARDINESS ZONES 4 THRU 7 ESTABLISHED BY THE PLANT HARDINESS ZONE MAP, MISCELLANEOUS PUBLICATIONS NO. 814, AGRICULTURAL RESEARCH SERVICE, UNITED STATES DEPARTMENT AGRICULTURE, LATEST

4. PLANT MATERIAL SHALL BEAR THE SAME RELATIONSHIP TO FINISHED GRADE AS TO THE ORIGINAL PLANTING GRADE PRIOR TO

5. THE NUMBER OF EACH INDIVIDUAL PLANT TYPE AND SIZE PROVIDED IN THE PLANT LIST OR ON THE PLAN IS FOR THE CONTRACTOR'S CONVENIENCE ONLY. IF A DISCREPANCY EXISTS BETWEEN THE NUMBER OF PLANTS ON THE LABEL AND THE NUMBER OF SYMBOLS 6. THE CONTRACTOR SHALL LOCATE, VERIFY AND MARK ALL EXISTING AND NEWLY INSTALLED UNDERGROUND UTILITIES PRIOR TO ANY

LAWN WORK OR PLANTING. ANY CONFLICTS WHICH MIGHT OCCUR BETWEEN PLANTING AND UTILITIES SHALL IMMEDIATELY BE REPORTED TO THE OWNER SO THAT ALTERNATE PLANTING LOCATIONS CAN BE DETERMINED. 7. ALL DISTURBED AREAS NOT TO BE PAVED OR OTHERWISE TREATED, SHALL RECEIVE 6" OF LOAM AND SEED. NO FILL SHALL BE

8. THREE INCHES (3") OF BARK MULCH IS TO BE USED AROUND THE TREE AND SHRUB PLANTING AS SPECIFIED IN THE DETAILS. WHERE BARK MULCH IS TO BE USED IN A CURBED ISLAND THE BARK MULCH SHALL MEET THE TOP INSIDE EDGE OF THE CURB. ALL OTHER

9. LANDSCAPING SHALL BE LOCATED WITHIN 150 FT OF EXTERIOR HOSE ATTACHMENT OR SHALL BE PROVIDED WITH AN IRRIGATION

11. TREE STAKES SHALL REMAIN IN PLACE FOR NO LESS THAN 6 MONTHS AND NO MORE THAN 1 YEAR.

12. PLANTING SHALL BE COMPLETED FROM APRIL 15TH THROUGH OCTOBER 1ST. NO PLANTING DURING JULY AND AUGUST UNLESS

13. TREES SHALL BE PRUNED IN ACCORDANCE WITH THE LATEST EDITION OF ANSI A300 'TREES, SHRUBS AND OTHER WOOD PLANT

14. ALL PLANTS SHALL BE WATERED THOROUGHLY TWICE DURING THE FIRST 24 HOUR PERIOD AFTER PLANTING. ALL PLANTS SHALL BE WATERED WEEKLY, OR MORE OFTEN, IF NECESSARY DURING THE FIRST GROWING SEASON. LANDSCAPE CONTRACTOR SHALL COORDINATE WATERING SCHEDULE WITH OWNER DURING THE ONE (1) YEAR GUARANTEE PERIOD.

15. EXISTING TREES AND SHRUBS SHOWN ON THE PLAN ARE TO REMAIN UNDISTURBED, ALL EXISTING TREES AND SHRUBS SHOWN TO REMAIN ARE TO BE PROTECTED WITH A 4-FOOT SNOW FENCE PLACED AT THE DRIP LINE OF THE BRANCHES OR AT 8 FEET MINIMUM FROM THE TREE TRUNK, ANY EXISTING TREE OR SHRUB SHOWN TO REMAIN, WHICH IS REMOVED DURING CONSTRUCTION, SHALL BE

16. THE CONTRACTOR SHALL GUARANTEE ALL PLANTINGS TO BE IN GOOD HEALTHY, FLOURISHING AND ACCEPTABLE CONDITION FOR A PERIOD OF ONE (1) YEAR BEGINNING AT THE DATE OF ACCEPTANCE OF SUBSTANTIAL COMPLETION. ALL GRASSES, TREES AND SHRUBS THAT, IN THE OPINION OF THE LANDSCAPE ARCHITECT, SHOW LESS THAN 80% HEALTHY GROWTH AT THE END OF ONE YEAR

18. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL PLANTING AND LAWNS AGAINST DAMAGE FROM ONGOING

CONSTRUCTION. THIS PROTECTION SHALL BEGIN AT THE TIME THE PLANT IS INSTALLED AND CONTINUE UNTIL THE FORMAL

21. PRE-PURCHASE PLANT MATERIAL AND ARRANGE FOR DELIVERY TO MEET PROJECT SCHEDULE AS REQUIRED IT MAY BE NECESSARY TO

EXISTING CONDITIONS PLAN NOTES:

1. EXISTING CONDITIONS ARE BASED ON A FIELD SURVEY PERFORMED BY GPI, SEE REFERENCE PLAN #1.

REFERENCE PLANS:

1. "EXISTING CONDITIONS PLAN - MAP 217 BLOCK 2 LOT 1900" PREPARED BY GPI, DATED JULY 19, 2023.

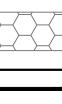
ABBREVIATIONS

TBR
BLDG
TYP
GFP
COORD
30'R
VGC
SGC
HDPE
FF

TO BE REMOVED BUILDING TYPICAL **GROSS FOOT PRINT** COORDINATE CURB RADIUS VERTICAL GRANITE CURB SLOPED GRANITE CURB HIGH-DENSITY POLYETHYLENE FINISH FLOOR VERIFY IN FIELD









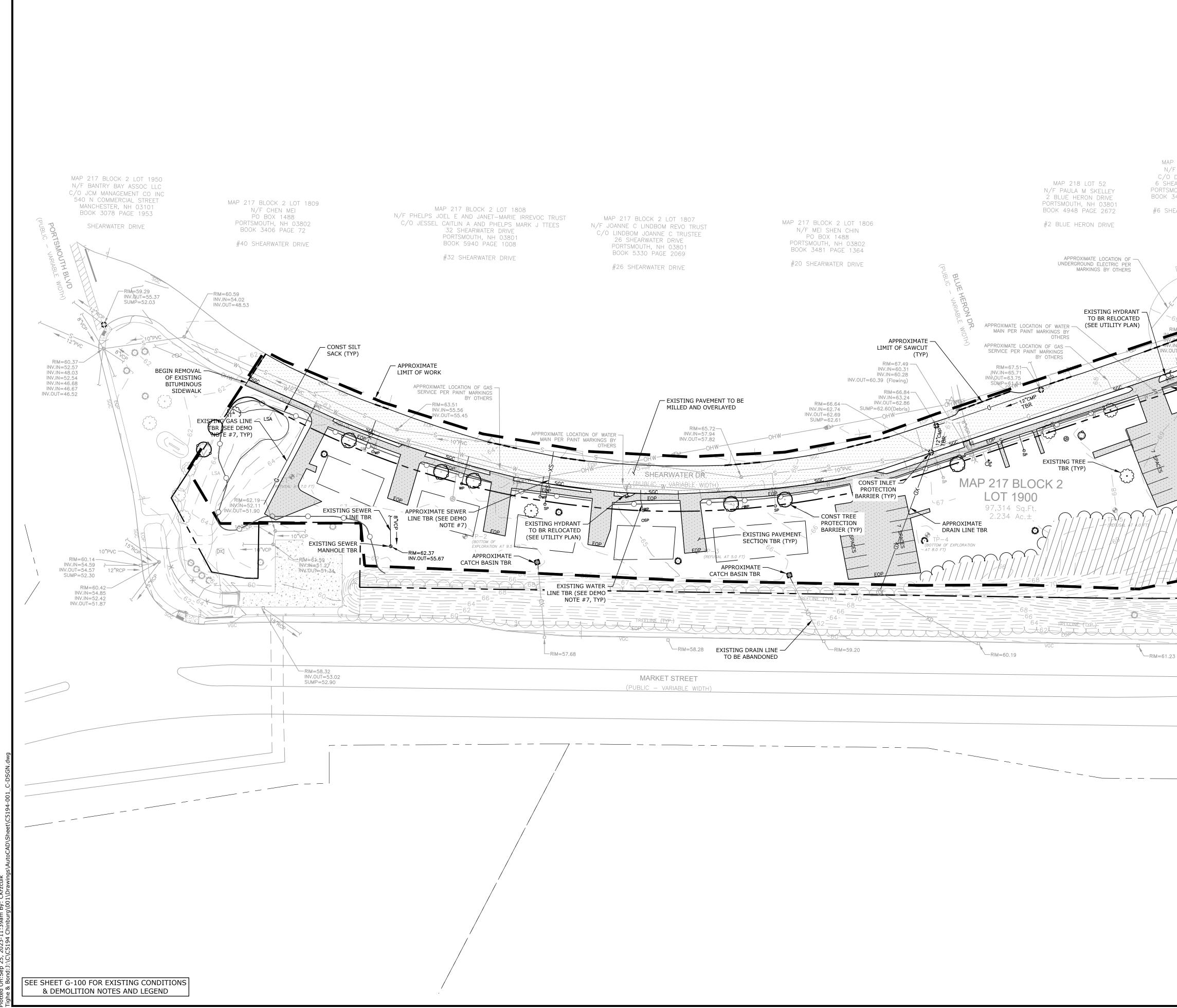


—___PD_

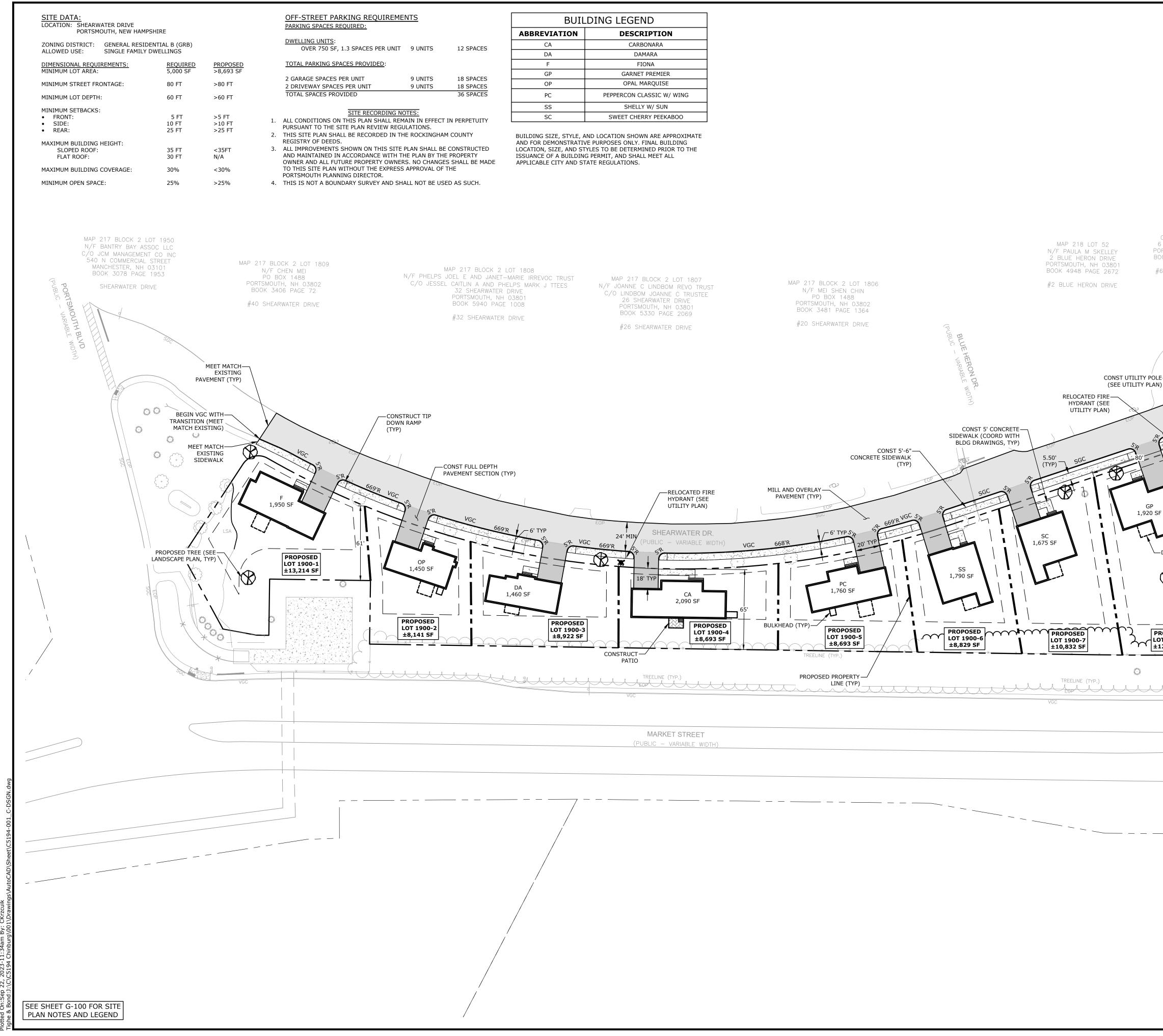
G
—E
L_
—онw—
—PS—
-PW-
- F VV -
—G—
U

14.50

Tighe&Bond **LEGEND** PROPOSED SAWCUT LIMIT OF WORK PROPOSED SILT SOCK APPROXIMATE LIMIT OF PAVEMENT TO BE MILLED AND OVERLAID APPROXIMATE LIMIT OF PAVEMENT TO BE REMOVED PROPOSED CONSTRUCTION EXIT EXISTING PROPERTY LINE PROPOSED PROPERTY LINE PROPOSED EDGE OF PAVEMENT PROPOSED CURB PROPOSED BUILDING PROPOSED BITUMINOUS PAVEMENT SECTION PROPOSED MILL AND OVERLAY SECTION PROPOSED DRIP EDGE PROPOSED MAJOR CONTOUR LINE PROPOSED MINOR CONTOUR LINE PROPOSED DRAIN LINE (TYP) INLET PROTECTION SILT SACK PROPOSED DRAIN MANHOLE PROPOSED YARD DRAIN EXISTING STORM DRAIN EXISTING SANITARY SEWER EXISTING WATER EXISTING GAS EXISTING UNDERGROUND ELECTRIC ——OHW——— EXISTING OVERHEAD UTILITY —___PS_____ PROPOSED SANITARY SEWER —___PW_____ PROPOSED WATER PROPOSED GAS APPROXIMATE SANITARY SEWER APPROXIMATE WATER APPROXIMATE STORM DRAIN —XD—— EXISTING CATCHBASIN EXISTING DRAIN MANHOLE EXISTING SEWER MANHOLE PROPOSED EXISTING WATER VALVE EXISTING HYDRANT SINGLE-FAMILY EXISTING ELECTRIC MANHOLE EXISTING TELEPHONE MANHOLE **SUBDIVISION** PROPOSED SEWER MANHOLE PROPOSED WATER VALVE PROPOSED HYDRAN PROPOSED LIGHT POLE BASE PROPOSED SPOT GRADES PROPOSED FIRE HYDRANT CHINBURG PROPOSED WATER SHUT OFF PROPERTIES PROPOSED SEWER CLEAN OUT PROPOSED TREE PROPOSED TREE PROTECTION BARRIER SHEARWATER DRIVE, PORTSMOUTH, NH 2 9/22/2023 PB Submission 1 8/21/2023 TAC Submission MARK DATE DESCRIPTION PROJECT NO: C5194-001 DATE: 08/01/2023 FILE: C5194-001_C-DSGN.dwg DRAWN BY: NHW/CJK DESIGNED/CHECKED BY: NAH APPROVED BY: PMC **GENERAL NOTES** SCALE: AS SHOWN G-100

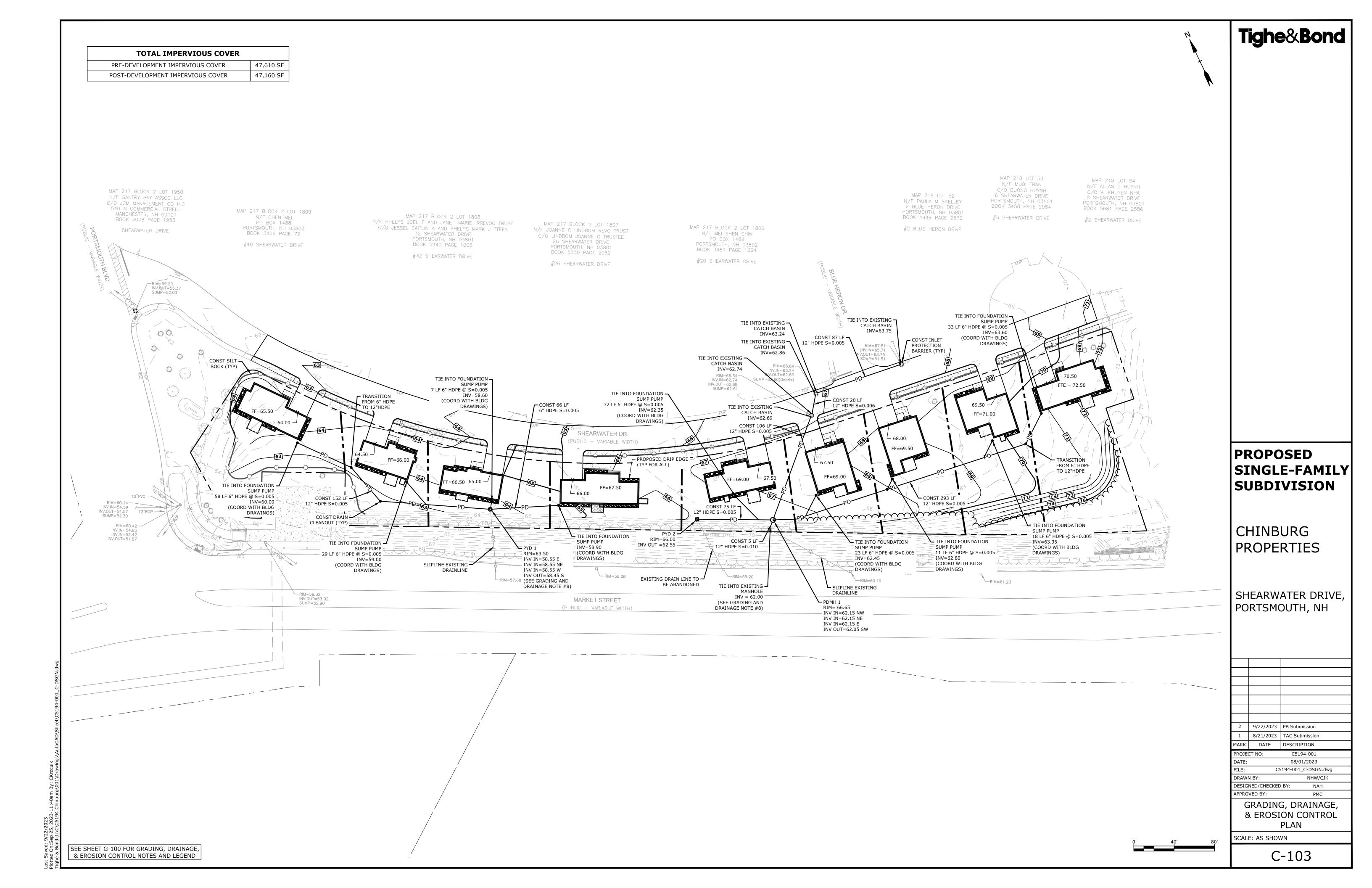


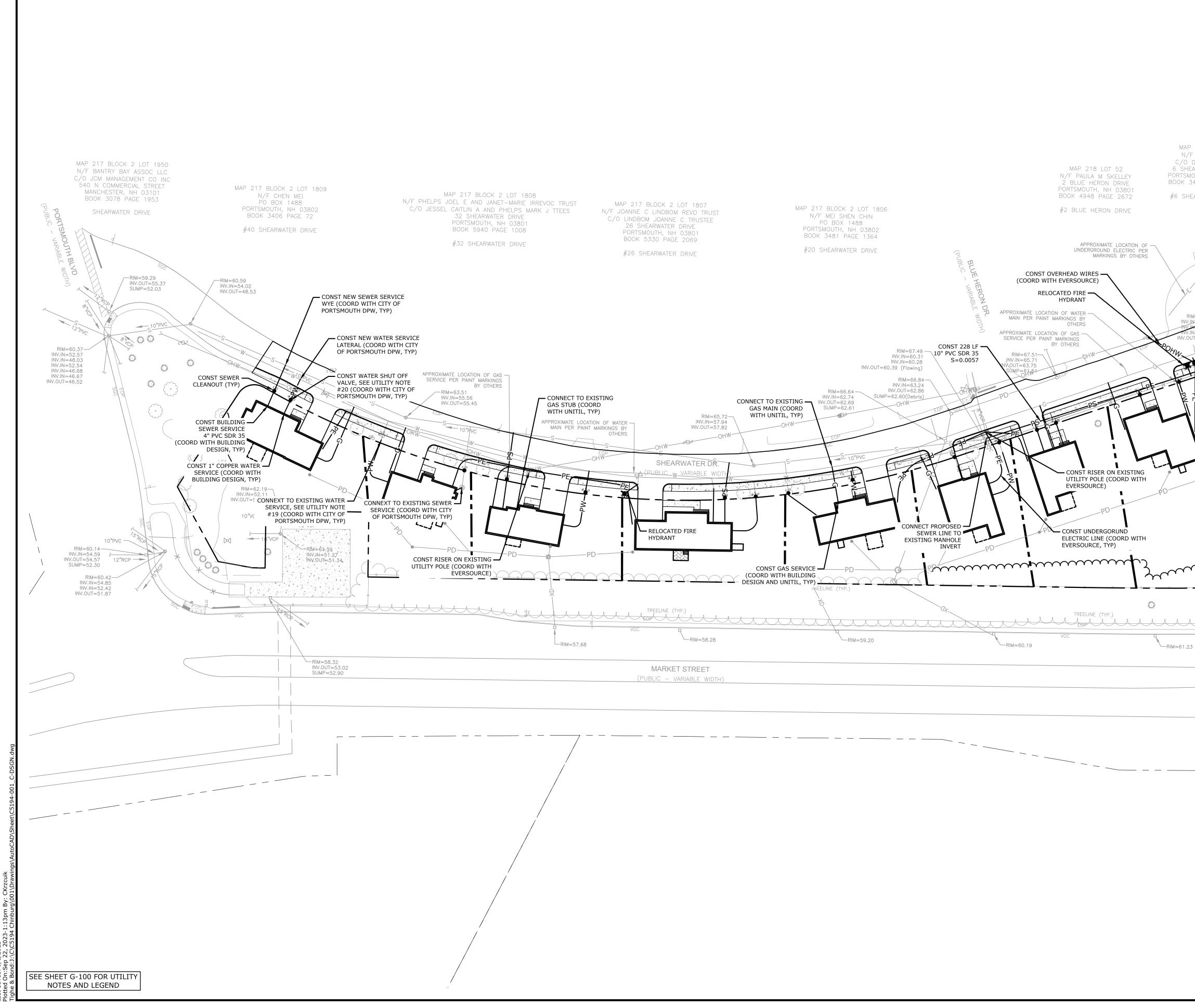
		N	Tighe	&Bond
P 218 LOT 53 F MUOI TRAN DUONG HUYNH EARWATER DRIVE MOUTH, NH 03801 3458 PAGE 2984 IEARWATER DRIVE	MAP 218 LOT 54 N/F ALLAN D HUYNH C/O VI KHUYEN NHA 2 SHEARWATER DRIVE PORTSMOUTH, NH 03801 BOOK 5681 PAGE 2586 #2 SHEARWATER DRIVE			
69 211 211 211 211 211 211 211 21	OF UNDER ELECTRIC BY OTHER SERVICE PER BY OTHERS END REMOVA OF EXISTING	PER MARKINGS S LOCATION OF GAS PAINT MARKINGS		
D TONCP D EXISTING SEW LINE TBR D TR C TR C TP C C TP C C TP C C TP C C TP C C TP C C TP C C TP C C TP C C C C	ER		PROPC	DSED
	APPROXIMAT LIMIT OF TRE TBR 75 76 76 76 76 76 76 76 76 76 76 76 76 76		SINGL	E-FAMILY VISION URG
				ATER DRIVE, OUTH, NH
			DRAWN BY: DESIGNED/CHECKED	
		0' 80'	DEMOL SCALE: AS SHOV	PMC CONDITIONS & ITION PLAN



BUILDING LEGEND					
IATION	DESCRIPTION				
Ą	CARBONARA				
Ą	DAMARA				
	FIONA				
Р	GARNET PREMIER				
Р	OPAL MARQUISE				
C	PEPPERCON CLASSIC W/ WING				
S	SHELLY W/ SUN				
C	SWEET CHERRY PEEKABOO				

	N	Tighe&Bond
MAP 218 LOT 53MAP 218 LOT 54N/F MUOI TRANN/F ALLAN D HUYNHC/O DUONG HUYNHC/O VI KHUYEN NHASHEARWATER DRIVE2 SHEARWATER DRIVERTSMOUTH, NH 03801PORTSMOUTH, NH 03801POK 3458 PAGE 2984BOOK 5681 PAGE 2586S SHEARWATER DRIVE#2 SHEARWATER DRIVE		
EOP END SGC (MEET MATCH EXISTIN SGC SGC MEET MATCH EXISTING SID	NG)	
F 1,950 SF 10' TYP DECK (TYP) PROPOSED TREE LINE	DING GACK (TYP)	PROPOSED SINGLE-FAMILY SUBDIVISION
TREE LINE PROPOSED LOT 1900-9 ±17,311 SF 7 1900-8 2,677 SF		CHINBURG PROPERTIES SHEARWATER DRIVE, PORTSMOUTH, NH
		2 9/22/2023 PB Submission 1 8/21/2023 TAC Submission MARK DATE DESCRIPTION PROJECT NO: C5194-001 DATE: 08/01/2023 FILE: C5194-001_C-DSGN.dwg DRAWN BY: NHW/CJK DESIGNED/CHECKED BY: NAH APPROVED BY: PMC
0	40' 80'	SCALE: AS SHOWN

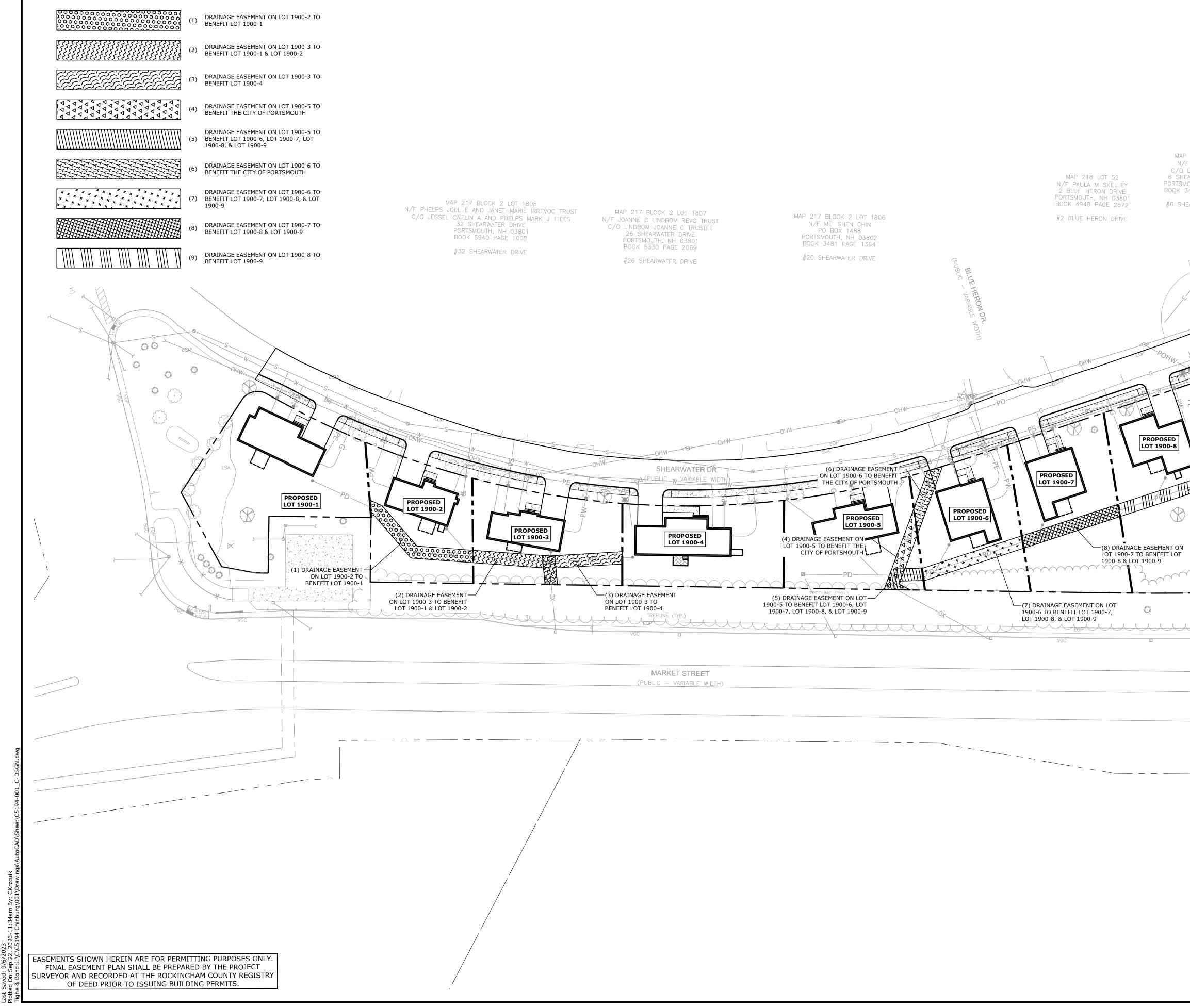




N A A A A A A A A A A A A A A A A A A A	Tighe&Bond
P 218 LOT 53 MAP 218 LOT 54 F MUOI TRAN N/F ALLAN D HUYNH DUONG HUYNH C/O VI KHUYEN NHA EARWATER DRIVE 2 SHEARWATER DRIVE AOUTH, NH 03801 PORTSMOUTH, NH 03801 3458 PAGE 2984 BOOK 5681 PAGE 2586 IEARWATER DRIVE #2 SHEARWATER DRIVE	
APPROXIMATE LOCATION OF UNDERGROUND ELECTRIC PER MARKINGS BY OTHERS APPROXIMATE LOCATION OF GAS BY OTHERS APPROXIMATE LOCATION OF GAS SERVICE PER PAINT MARKINGS BY OTHERS	
CONST UTILITY POLE W/ RISER (COORD WITH EVERSOURCE) CONST ELECTRICAL SERVICE (COORD WITH BUILDING DESIGN AND EVERSOURCE, TYP)	
	PROPOSED SINGLE-FAMILY SUBDIVISION CHINBURG
	SHEARWATER DRIVE, PORTSMOUTH, NH
	Image: Constraint of the systemImage: Constraint of the system29/22/2023PB Submission18/21/2023TAC SubmissionMARKDATEDESCRIPTIONPROJECT NO:C5194-001DATE:08/01/2023FILE:C5194-001_C-DSGN.dwgDRAWN BY:NHW/CJKDESIGNED/CHECKED BY:NAHAPPROVED BY:PMC
	UTILITY PLAN SCALE: AS SHOWN C-104



	N		Fighe&Bond
P 218 LOT 53 F MUOI TRAN DUONG HUYNH EARWATER DRIVE MOUTH, NH 03801 3458 PAGE 2984 EARWATER DRIVE #2 SHEARWATER	HUYNH I NHA DRIVE 03801 E 2586		
INTAIN TREE LER FOR THE CTION (TYP)			
PROPOSED TREE LINE		S	ROPOSED INGLE-FAMILY UBDIVISION
			HINBURG ROPERTIES
			HEARWATER DRIVE, ORTSMOUTH, NH
		2	9/22/2023 PB Submission
		DATE FILE: DRAV DESI	JECT NO: C5194-001 E: 08/01/2023 : C5194-001_C-DSGN.dwg WN BY: NHW/CJK IGNED/CHECKED BY: NAH ROVED BY: PMC
	0 40'	80' SCA	LANDSCAPE PLAN ALE: AS SHOWN C-105



LEGEND

	Tighe&Bond
P 218 LOT 53 MAP 218 LOT 54 /F MUOI TRAN N/F ALLAN D HUYNH DUONG HUYNH C/O VI KHUYEN NHA EARWATER DRIVE 2 SHEARWATER DRIVE MOUTH, NH 03801 PORTSMOUTH, NH 03801 3458 PAGE 2984 BOOK 5681 PAGE 2586 HEARWATER DRIVE #2 SHEARWATER DRIVE	
OHW OHW	
PROPOSED LOT 1900-9	
(9) DRAINAGE EASEMENT ON LOT 1900-8 TO BENEFIT LOT 1900-9	PROPOSED SINGLE-FAMILY SUBDIVISION
	CHINBURG PROPERTIES
	SHEARWATER DRIVE, PORTSMOUTH, NH
	Image: Constraint of the systemImage: Constraint of the system29/22/2023PB Submission18/21/2023TAC SubmissionMARKDATEDESCRIPTIONMARKDATEDESCRIPTIONPROJECT NO:C5194-001DATE:08/01/2023FILE:C5194-001_C-DSGN.dwgDRAWN BY:NHW/CJKDESIGNED/CHECKED BY:NAH
	APPROVED BY: PMC DRAINAGE EASEMENT PLAN SCALE: AS SHOWN

GENERAL PROJECT INFORMATION	ANY EARTH/DIKES SHALL BE REMOVED ONCE PER
PROJECT APPLICANT: CHINBURG PROPERTIES 3 PENSTOCK WAY	 DURING CONSTRUCTION, RUNOFF WILL BE DIVER PIPING OR STABILIZED CHANNELS WHERE POSSI
NEWMARKET, NH 03857 PROJECT NAME: PROPOSED SINGLE-FAMILY SUBDIVISION	FILTERED THROUGH SILT FENCES, MULCH BERMS STORM DRAIN BASIN INLETS SHALL BE PROVIDED
PROJECT MAP / LOT: MAP 217 BLOCK 2 / LOT 1900 PROJECT ADDRESS: SHEARWATER DRIVE	RACKS. THE SITE SHALL BE STABILIZED FOR THE DUST CONTROL:
PORTSMOUTH, NH 03801 PROJECT LATITUDE: 43°-05'-10" N	 THE CONTRACTOR SHALL BE RESPONSIBLE TO CC CONSTRUCTION PERIOD.
PROJECT LONGITUDE: 70°-46'-59" W	2. DUST CONTROL METHODS SHALL INCLUDE, BUT B
PROJECT DESCRIPTION THE PROJECT CONSISTS OF SUBDIVIDING THE EXISTING LOT INTO NINE (9) INDIVIDUAL PARCEL	
THEN CONSTRUCTING A SINGLE-FAMILY HOME ON EACH. THE PROJECT ALSO CONSISTS OF IMPROVEMENTS TO SHEARWATER DRIVE.	3. DUST CONTROL MEASURES SHALL BE UTILIZED SO FROM THE SITE TO ABUTTING AREAS.
DISTURBED AREA THE TOTAL AREA TO BE DISTURBED IS APPROXIMATELY 2.2 ACRES.	STOCKPILES: 1. LOCATE STOCKPILES A MINIMUM OF 50 FEET AWA
SOIL CHARACTERISTICS	CULVERTS. 2. ALL STOCKPILES SHOULD BE SURROUNDED WITH
BASED ON THE USCS WEB SOIL SURVEY THE SOILS ON SITE CONSIST OF URBAN LAND WHICH IS WELL DRAINED SOILS WITH A HYDROLOGIC SOIL GROUP RATING OF A.	PRIOR TO THE ONSET OF PRECIPITATION.3. PERIMETER BARRIERS SHOULD BE MAINTAINED A
NAME OF RECEIVING WATERS THE STORMWATER RUNOFF FROM THE SITE WILL BE DISCHARGED VIA A CLOSED DRAINAGE	ACCOMMODATE THE DELIVERY AND REMOVAL OF INTEGRITY OF THE BARRIER SHOULD BE INSPECT
SYSTEM TO THE CITY OF PORTSMOUTH'S CLOSED DRAINAGE SYSTEM WHICH ULTIMATELY FLOWS TO THE PISCATAQUA RIVER.	 PROTECT ALL STOCKPILES FROM STORMWATER RI CONTROL MEASURES SUCH AS BERMS, SILT SOCK
CONSTRUCTION SEQUENCE OF MAJOR ACTIVITIES:	PREVENT MIGRATION OF MATERIAL BEYOND THE
 CUT AND CLEAR TREES. CONSTRUCT TEMPORARY AND PERMANENT SEDIMENT, EROSION AND DETENTION CONTROL 	OFF SITE VEHICLE TRACKING: 1. THE CONTRACTOR SHALL CONSTRUCT STABILIZED ANY EXCAVATION ACTIVITIES
FACILITIES. EROSION, SEDIMENT AND DETENTION MEASURES SHALL BE INSTALLED PRIOR TO ANY EARTH MOVING OPERATIONS THAT WILL INFLUENCE STORMWATER RUNOFF SUCH AS:	O ANY EXCAVATION ACTIVITIES.
 NEW CONSTRUCTION CONTROL OF DUST 	 TEMPORARY GRASS COVER: A. SEEDBED PREPARATION:
 CONSTRUCTION DURING LATE WINTER AND EARLY SPRING 3. ALL PERMANENT DITCHES, SWALES, DETENTION, RETENTION AND SEDIMENTATION BASINS 1 	a. APPLY FERTILIZER AT THE RATE OF 600 P
BE STABILIZED USING THE VEGETATIVE AND NON-STRUCTURAL BMPS PRIOR TO DIRECTING RUNOFF TO THEM.	RATE OF THREE (3) TONS PER ACRE; B. SEEDING:
 CLEAR AND DISPOSE OF DEBRIS. CONSTRUCT TEMPORARY CULVERTS AND DIVERSION CHANNELS AS REQUIRED. 	a. UTILIZE ANNUAL RYE GRASS AT A RATE O
6. GRADE AND GRAVEL ROADWAYS AND PARKING AREAS - ALL ROADS AND PARKING AREA SHA BE STABILIZED WITHIN 72 HOURS OF ACHIEVING FINISHED GRADE.	SOIL TO A DEPTH OF TWO (2) INCHES BE c. APPLY SEED UNIFORMLY BY HAND, CYCLO
7. BEGIN PERMANENT AND TEMPORARY SEEDING AND MULCHING. ALL CUT AND FILL SLOPES SHALL BE SEEDED AND MULCHED WITHIN 72 HOURS OF ACHIEVING FINISHED GRADE.	INCLUDING SEED AND FERTILIZER). HYD BE LEFT ON SOIL SURFACE. SEEDING RAT
8. DAILY, OR AS REQUIRED, CONSTRUCT TEMPORARY BERMS, DRAINS, DITCHES, PERIMETER EROSION CONTROL MEASURES, SEDIMENT TRAPS, ETC., MULCH AND SEED AS REQUIRED.	HYDROSEEDING;
9. SEDIMENT TRAPS AND/OR BASINS SHALL BE USED AS NECESSARY TO CONTAIN RUNOFF UNT SOILS ARE STABILIZED.	a. TEMPORARY SEEDING SHALL BE PERIODI THE SOIL SURFACE SHOULD BE COVE
 FINISH PAVING ALL ROADWAYS AND PARKING LOTS. INSPECT AND MAINTAIN ALL EROSION AND SEDIMENT CONTROL MEASURES. 	EROSION OR SEDIMENTATION IS APPARE TEMPORARY MEASURES USED IN THE INT
 COMPLETE PERMANENT SEEDING AND LANDSCAPING. REMOVE TRAPPED SEDIMENTS FROM COLLECTOR DEVICES AS APPROPRIATE AND THEN REMO 	
TEMPORARY EROSION CONTROL MEASURES. SPECIAL CONSTRUCTION NOTES:	A. FOR PERMANENT MEASURES AND PLANTINGS a. LIMESTONE SHALL BE THOROUGHLY INCO
 THE CONSTRUCTION SEQUENCE MUST LIMIT THE DURATION AND AREA OF DISTURBANCE. THE PROJECT IS TO BE MANAGED IN A MANNER THAT MEETS THE REQUIREMENTS AND INTEN 	OF THREE (3) TONS PER ACRE IN ORDER
OF RSA 430:53 AND CHAPTER AGR 3800 RELATIVE TO INVASIVE SPECIES.	SURFACE. FERTILIZER APPLICATION RATE 10-20-20 FERTILIZER;
EROSION CONTROL NOTES: 1. ALL EROSION CONTROL MEASURES AND PRACTICES SHALL CONFORM TO THE "NEW HAMPSHI	C SOIL CONDITIONERS AND FERTILIZER SH
STORMWATER MANUAL VOLUME 3: EROSION AND SEDIMENT CONTROLS DURING CONSTRUCTION" PREPARED BY THE NHDES.	UNTIL THE SURFACE IS FINELY PULVERIZ COMPACTED TO AN EVEN SURFACE CONF
2. PRIOR TO ANY WORK OR SOIL DISTURBANCE, CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR EROSION CONTROL MEASURES AS REQUIRED IN THE PROJECT MANUAL.	GRADES WITH APPROVED ROLLERS WEIG POUNDS PER INCH OF WIDTH;
3. CONTRACTOR SHALL INSTALL TEMPORARY EROSION CONTROL BARRIERS, INCLUDING HAY BALES, SILT FENCES, MULCH BERMS, SILT SACKS AND SILT SOCKS AS SHOWN IN THESE	d. SEED SHALL BE SOWN AT THE RATE SHO CALM, DRY DAY, PREFERABLY BY MACHIN
DRAWINGS AS THE FIRST ORDER OF WORK. 4. SILT SACK INLET PROTECTION SHALL BE INSTALLED IN ALL EXISTING AND PROPOSED CATCH	WORKMEN IMMEDIATELY REFORE SEEDI
BASIN INLETS WITHIN THE WORK LIMITS AND BE MAINTAINED FOR THE DURATION OF THE PROJECT.	ANGLES TO THE ORIGINAL DIRECTION. I TO A DEPTH NOT OVER 1/4 INCH AND RO
5. PERIMETER CONTROLS INCLUDING SILT FENCES, MULCH BERM, SILT SOCK, AND/OR HAY BAL BARRIERS SHALL BE MAINTAINED FOR THE DURATION OF THE PROJECT UNTIL NON-PAVED	-E OVER 100 POUNDS PER LINEAR FOOT OF e. HAY MULCH SHALL BE APPLIED IMMEDIAT
AREAS HAVE BEEN STABILIZED. 6. THE CONTRACTOR SHALL REMOVE AND PROPERLY DISPOSE OF ALL TEMPORARY EROSION	f. THE SURFACE SHALL BE WATERED AND K WITHOUT WASHING AWAY THE SOIL, UN
CONTROL DEVICES UPON COMPLETION OF CONSTRUCTION. 7. ALL DISTURBED AREAS NOT OTHERWISE BEING TREATED SHALL RECEIVE 6" LOAM, SEED ANI	AREAS WHICH ARE NOT SATISFACTORILY
FERTILIZER.8. INSPECT ALL INLET PROTECTION AND PERIMETER CONTROLS WEEKLY AND AFTER EACH RAIN	THE CONTRACTOR SHALL PROTECT AND I
STORM OF 0.25 INCH OR GREATER. REPAIR/MODIFY PROTECTION AS NECESSARY TO MAXIMIZ EFFICIENCY OF FILTER. REPLACE ALL FILTERS WHEN SEDIMENT IS 1/3 THE FILTER HEIGHT.	h. A GRASS SEED MIXTURE CONTAINING TH BE APPLIED AT THE INDICATED RATE:
9. CONSTRUCT EROSION CONTROL BLANKETS ON ALL SLOPES STEEPER THAN 3:1.	SEED MIX APPLICATION CREEPING RED FESCUE 20 LBS/A
STABILIZATION: 1. AN AREA SHALL BE CONSIDERED STABLE WHEN ONE OF THE FOLLOWING HAS OCCURRED: A BASE COURSE CRAVELS HAVE BEEN INSTALLED IN APEAS TO BE PAVED:	TALL FESCUE 20 LBS/A REDTOP 2 LBS/AC
 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" OF NON EPOSIVE MATERIAL SUCH AS STONE OF RUPPAR HAS BEEN 	IN NO CASE SHALL THE WEED CONTENT I SEED SHALL COMPLY WITH STATE AND FI
C. A MINIMUM OF 3" OF NON-EROSIVE MATERIAL SUCH AS STONE OR RIPRAP HAS BEEN INSTALLED;	DONE NO LATER THAN SEPTEMBER 15. IN SNOW.
 D. EROSION CONTROL BLANKETS HAVE BEEN PROPERLY INSTALLED.; E. IN AREAS TO BE PAVED, "STABLE" MEANS THAT BASE COURSE GRAVELS MEETING THE 	SNOW. 3. DORMANT SEEDING (SEPTEMBER 15 TO FIRST SN A. FOLLOW PERMANENT MEASURES SLOPE, LIME
REQUIREMENTS OF NHDOT STANDARD FOR ROAD AND BRIDGE CONSTRUCTION, 2016, ITEM 304.2 HAVE BEEN INSTALLED.	APPLY SEED MIXTURE AT TWICE THE INDICAT
 WINTER STABILIZATION PRACTICES: A. ALL PROPOSED VEGETATED AREAS THAT DO NOT EXHIBIT A MINIMUM OF 85 PERCENT 	PERMANENT MEASURES. CONCRETE WASHOUT AREA:
VEGETATIVE GROWTH BY OCTOBER 15, OR WHICH ARE DISTURBED AFTER OCTOBER 15, SHALL BE STABILIZED BY SEEDING AND INSTALLING EROSION CONTROL BLANKETS ON	1. THE FOLLOWING ARE THE ONLY NON-STORMWATE NON-STORMWATER DISCHARGES ARE PROHIBITED
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 EROSIC	
CONTROL BLANKETS OR MULCH AND NETTING SHALL NOT OCCUR OVER ACCUMULATED SNOW OR ON FROZEN GROUND AND SHALL BE COMPLETED IN ADVANCE OF THAW OR	B. IF IT IS NECESSARY, SITE CONTRACTOR SHAL AND DESIGN FACILITIES TO HANDLE ANTICIP
SPRING MELT EVENTS; B. ALL DITCHES OR SWALES WHICH DO NOT EXHIBIT A MINIMUM OF 85 PERCENT	C. CONTRACTOR SHALL LOCATE WASHOUT AREA
VEGETATIVE GROWTH BY OCTOBER 15, OR WHICH ARE DISTURBED AFTER OCTOBER 15, SHALL BE STABILIZED TEMPORARILY WITH STONE OR EROSION CONTROL BLANKETS	D. INSPECT WASHOUT FACILITIES DAILY TO DET WHEN MATERIALS NEED TO BE REMOVED.
APPROPRIATE FOR THE DESIGN FLOW CONDITIONS; C. AFTER OCTOBER 15, INCOMPLETE ROAD OR PARKING SURFACES, WHERE WORK HAS	ALLOWABLE NON-STORMWATER DISCHARGES:
STOPPED FOR THE WINTER SEASON, SHALL BE PROTECTED WITH A MINIMUM OF 3 INCHE OF CRUSHED GRAVEL PER NHDOT ITEM 304.3, OR IF CONSTRUCTION IS TO CONTINUE	2. FIRE HYDRANT FLUSHING;
THROUGH THE WINTER SEASON BE CLEARED OF ANY ACCUMULATED SNOW AFTER EACH STORM EVENT;	4. WATER USED TO CONTROL DUST;
3. STABILIZATION SHALL BE INITIATED ON ALL LOAM STOCKPILES, AND DISTURBED AREAS, WHERE CONSTRUCTION ACTIVITY SHALL NOT OCCUR FOR MORE THAN TWENTY-ONE (21)	 POTABLE WATER INCLUDING UNCONTAMINATED V ROUTINE EXTERNAL BUILDING WASH DOWN WHE
CALENDAR DAYS BY THE FOURTEENTH (14TH) DAY AFTER CONSTRUCTION ACTIVITY HAS PERMANENTLY OR TEMPORARILY CEASED IN THAT AREA. STABILIZATION MEASURES TO BE	 PAVEMENT WASH WATERS WHERE DETERGENTS A UNCONTAMINATED AIR CONDITIONING/COMPRES
USED INCLUDE: A. TEMPORARY SEEDING;	9. UNCONTAMINATED GROUND WATER OR SPRING V 10. FOUNDATION OR FOOTING DRAINS WHICH ARE U
B. MULCHING.4. ALL AREAS SHALL BE STABILIZED WITHIN 45 DAYS OF INITIAL DISTURBANCE.	 11. UNCONTAMINATED EXCAVATION DEWATERING; 12. LANDSCAPE IRRIGATION.
5. WHEN CONSTRUCTION ACTIVITY PERMANENTLY OR TEMPORARILY CEASES WITHIN 100 FEET NEARBY SURFACE WATERS OR DELINEATED WETLANDS, THE AREA SHALL BE STABILIZED	OF WASTE DISPOSAL:
WITHIN SEVEN (7) DAYS OR PRIOR TO A RAIN EVENT. ONCE CONSTRUCTION ACTIVITY CEASE PERMANENTLY IN AN THESE AREAS, SILT FENCES, MULCH BERMS, HAY BALE BARRIERS AND	A. ALL WASTE MATERIALS SHALL BE COLLECTED
	RECEPTACLES. ALL TRASH AND CONSTRUCTIO DEPOSITED IN A DUMPSTER;

ERMANENT MEASURES ARE ESTABLISHED. ERTED AROUND THE SITE WITH EARTH DIKES, SIBLE. SHEET RUNOFF FROM THE SITE WILL BE 1S, HAY BALE BARRIERS, OR SILT SOCKS. ALL ED WITH FLARED END SECTIONS AND TRASH IE WINTER BY OCTOBER 15.

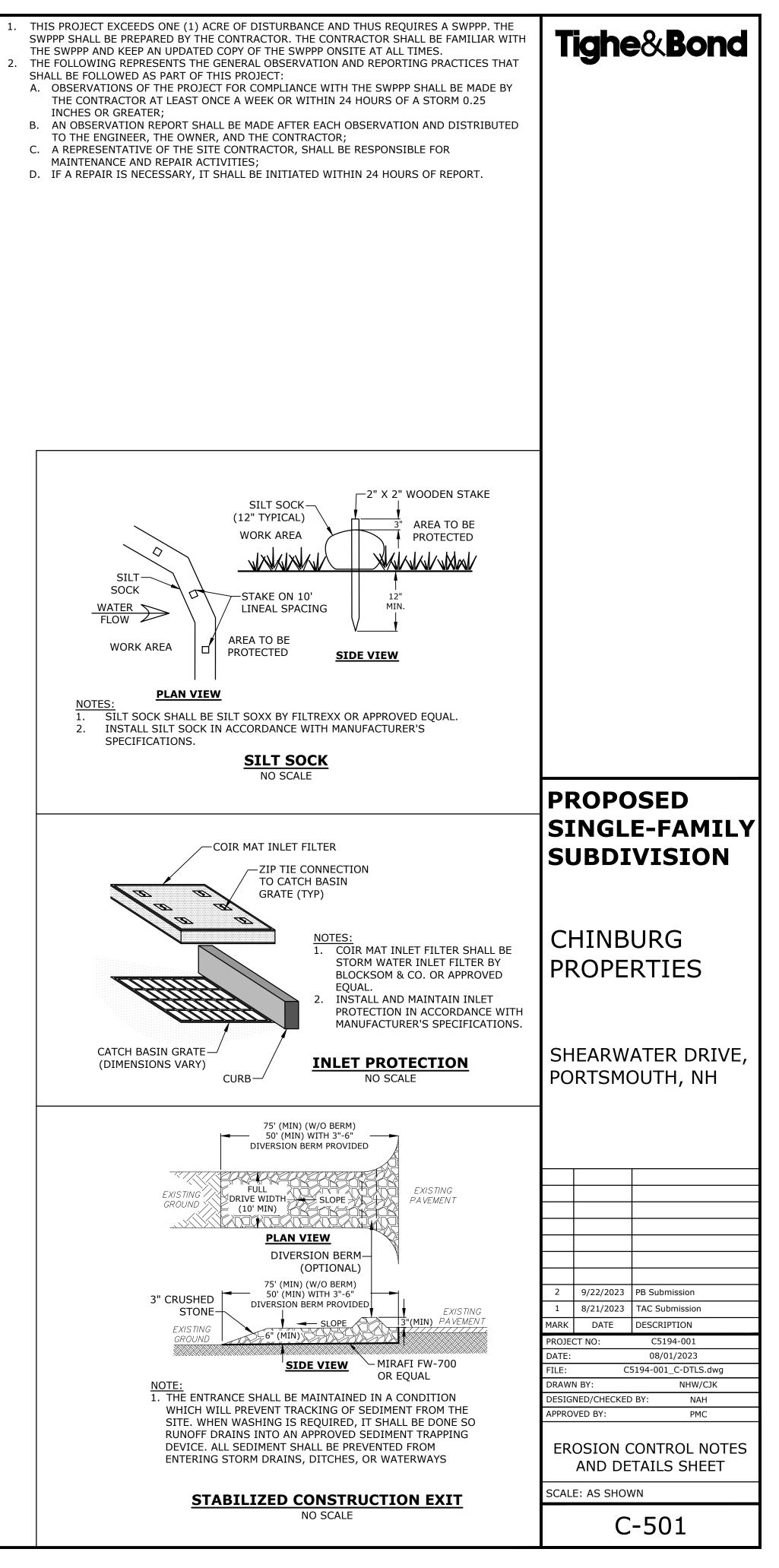
CONTROL DUST THROUGHOUT THE

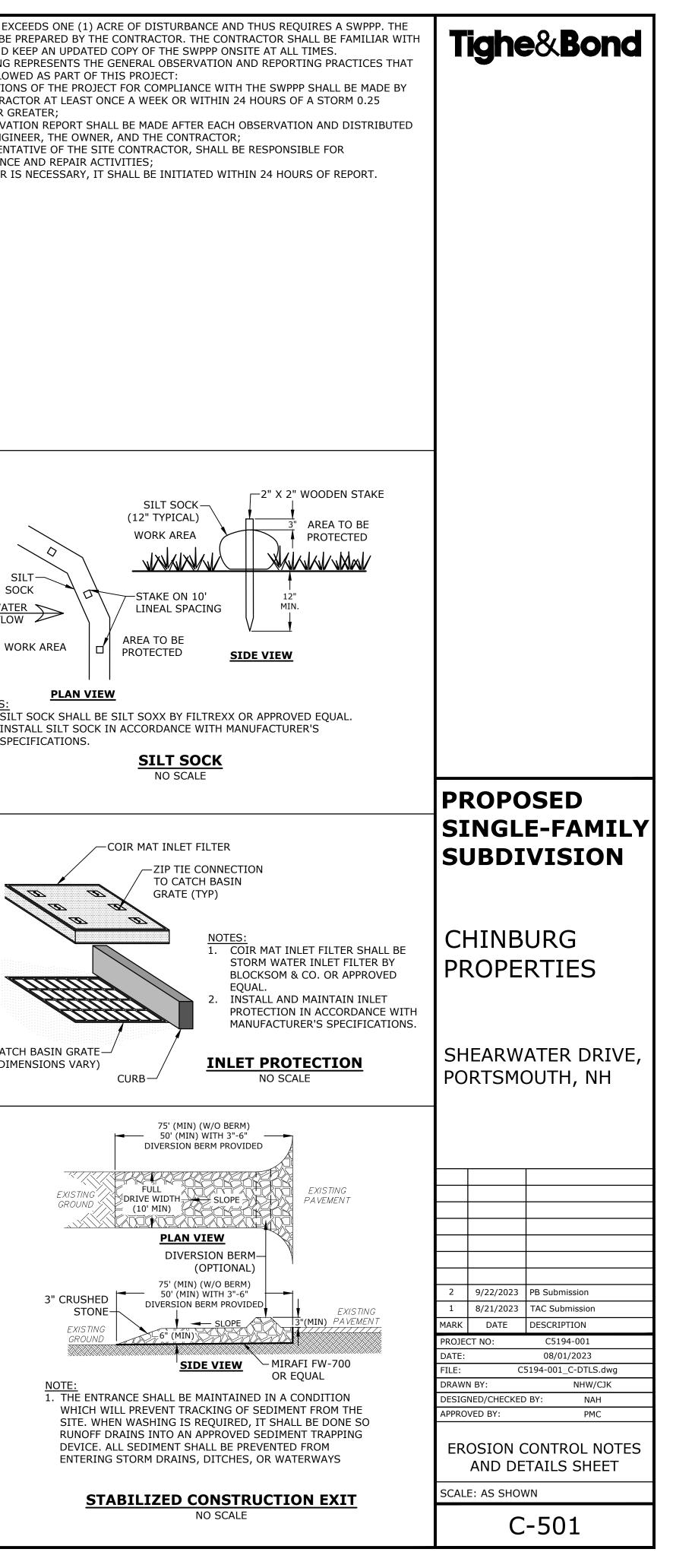
- BE NOT LIMITED TO SPRINKLING WATER ON JCKS LEAVING THE SITE, AND TEMPORARY
- SO AS TO PREVENT THE MIGRATION OF DUST
- NAY FROM CATCH BASINS, SWALES, AND
- TH TEMPORARY EROSION CONTROL MEASURES
- AT ALL TIMES, AND ADJUSTED AS NEEDED TO F MATERIALS FROM THE STOCKPILE. THE CTED AT THE END OF EACH WORKING DAY. RUN-OFF USING TEMPORARY EROSION CK, OR OTHER APPROVED PRACTICE TO IMMEDIATE CONFINES OF THE STOCKPILES.
- ZED CONSTRUCTION ENTRANCE(S) PRIOR TO
- POUNDS PER ACRE OF 10-10-10. APPLY INT CALCIUM PLUS MAGNESIUM OXIDE) AT A
- E OF 40 LBS/ACRE;
- ED BY CONSTRUCTION OPERATIONS, LOOSEN BEFORE APPLYING FERTILIZER, LIME AND SEED; CLONE SEEDER, OR HYDROSEEDER (SLURRY DROSEEDINGS, WHICH INCLUDE MULCH, MAY ATES MUST BE INCREASED 10% WHEN
- DICALLY INSPECTED. AT A MINIMUM, 95% OF VERED BY VEGETATION. IF ANY EVIDENCE OF RENT, REPAIRS SHALL BE MADE AND OTHER NTERIM (MULCH, FILTER BARRIERS, CHECK
- CORPORATED INTO THE LOAM LAYER AT A RATE R TO PROVIDE A PH VALUE OF 5.5 TO 6.5; TOP LAYER OF LOAM AND WORKED INTO THE TE SHALL BE 800 POUNDS PER ACRE OF
- SHALL BE APPLIED AT THE RECOMMENDED ORKED INTO THE LOAM. LOAM SHALL BE RAKED
- IZED, SMOOTH AND EVEN, AND THEN VFORMING TO THE REQUIRED LINES AND IGHING BETWEEN 4-1/2 POUNDS AND 5-1/2
- OWN BELOW. SOWING SHALL BE DONE ON A HINE, BUT IF BY HAND, ONLY BY EXPERIENCED DING, THE SOIL SHALL BE LIGHTLY RAKED. ONE DIRECTION AND THE OTHER HALF AT RIGHT IT SHALL BE LIGHTLY RAKED INTO THE SOIL ROLLED WITH A HAND ROLLER WEIGHING NOT = WIDTH:
- ATELY AFTER SEEDING AS INDICATED ABOVE KEPT MOIST WITH A FINE SPRAY AS REQUIRED, INTIL THE GRASS IS WELL ESTABLISHED. ANY ILY COVERED WITH GRASS SHALL BE RESEEDED,
- MAINTAIN THE SEEDED AREAS UNTIL
- THE FOLLOWING SEED REQUIREMENTS SHALL
- RATE
- /ACRE
- /ACRE ACRE
- EXCEED ONE (1) PERCENT BY WEIGHT. ALL FEDERAL SEED LAWS. SEEDING SHALL BE IN NO CASE SHALL SEEDING TAKE PLACE OVER
- SNOWFALL):
- ME, FERTILIZER AND GRADING REQUIREMENTS. ATED RATE. APPLY MULCH AS INDICATED FOR
- TER DISCHARGES ALLOWED. ALL OTHER
- TED ON SITE: WHENEVER POSSIBLE, USE WASHOUT
- TCH FACILITY;
- ALL DESIGNATE SPECIFIC WASHOUT AREAS CIPATED WASHOUT WATER;
- EAS AT LEAST 150 FEET AWAY FROM STORM
- R DELINEATED WETLANDS; ETECT LEAKS OR TEARS AND TO IDENTIFY
- ERGENTS ARE NOT USED;
- WATER LINE FLUSHING; HERE DETERGENTS ARE NOT USED; S ARE NOT USED;
- ESSOR CONDENSATION; WATER;
- UNCONTAMINATED

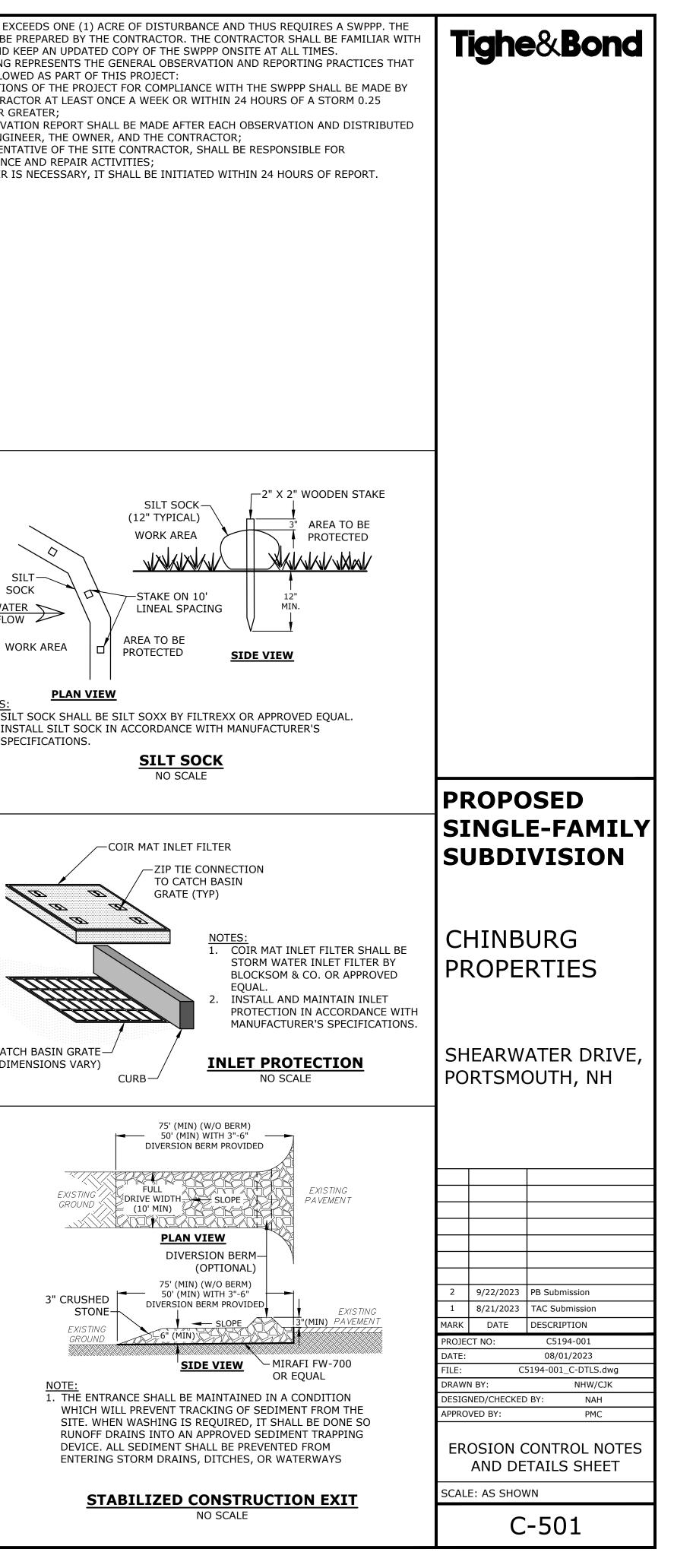
ED AND STORED IN SECURELY LIDDED TION DEBRIS FROM THE SITE SHALL BE

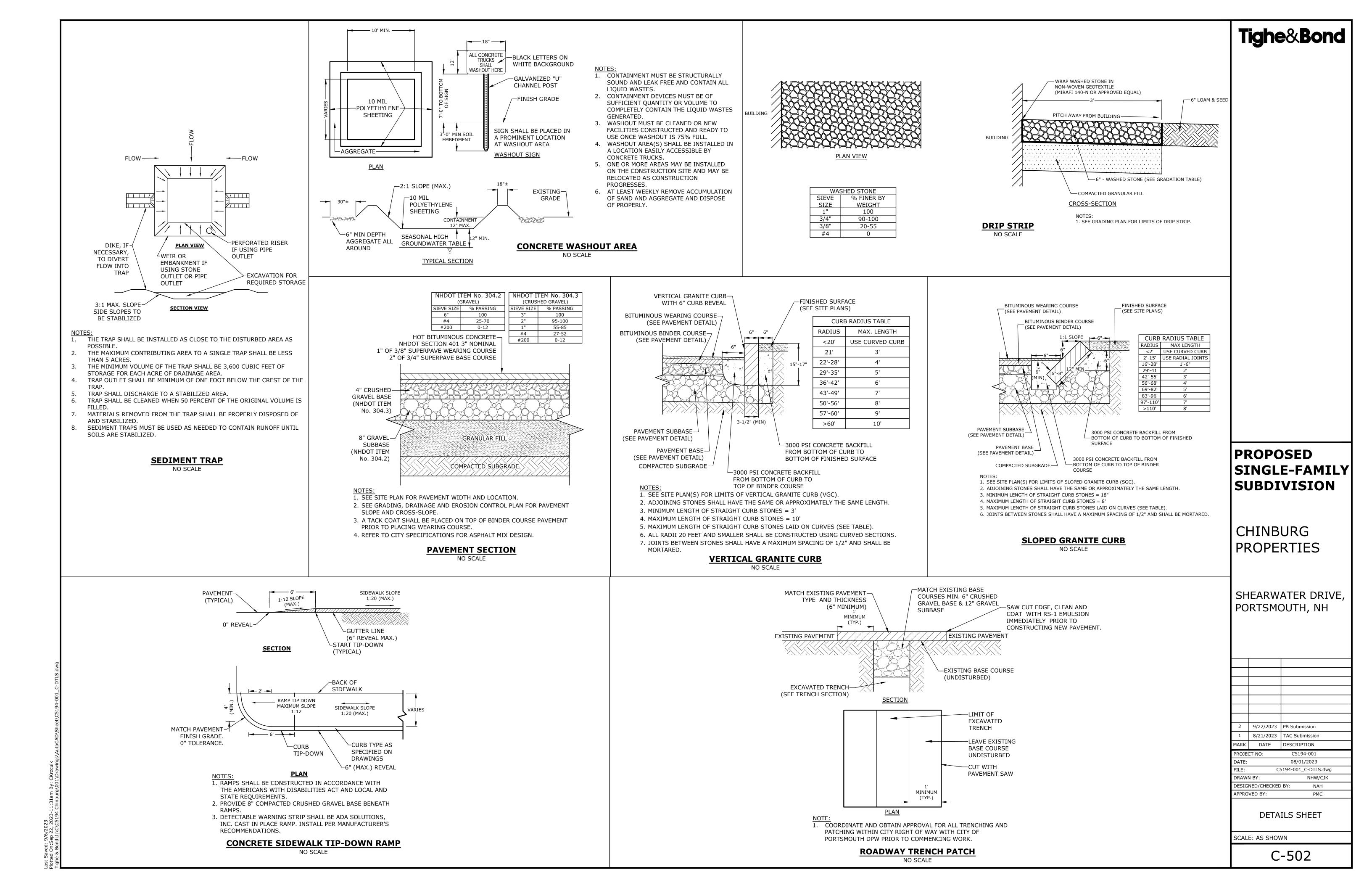
- B. NO CONSTRUCTION WASTE MATERIALS SHALL BE BURIED ON SITE; C. ALL PERSONNEL SHALL BE INSTRUCTED REGARDING THE CORRECT PROCEDURE FOR WASTE DISPOSAL BY THE SUPERINTENDENT.
- HAZARDOUS WASTE:
- A. ALL HAZARDOUS WASTE MATERIALS SHALL BE DISPOSED OF IN THE MANNER SPECIFIED BY LOCAL OR STATE REGULATION OR BY THE MANUFACTURER; B. SITE PERSONNEL SHALL BE INSTRUCTED IN THESE PRACTICES BY THE SUPERINTENDENT
- 3. SANITARY WASTE: A. ALL SANITARY WASTE SHALL BE COLLECTED FROM THE PORTABLE UNITS A MINIMUM OF
- ONCE PER WEEK BY A LICENSED SANITARY WASTE MANAGEMENT CONTRACTOR. SPILL PREVENTION:
- CONTRACTOR SHALL BE FAMILIAR WITH SPILL PREVENTION MEASURES REQUIRED BY LOCAL, STATE AND FEDERAL AGENCIES. AT A MINIMUM, CONTRACTOR SHALL FOLLOW THE BEST MANAGEMENT SPILL PREVENTION PRACTICES OUTLINED BELOW.
- 2. THE FOLLOWING ARE THE MATERIAL MANAGEMENT PRACTICES THAT SHALL BE USED TO REDUCE THE RISK OF SPILLS OR OTHER ACCIDENTAL EXPOSURE OF MATERIALS AND SUBSTANCES DURING CONSTRUCTION TO STORMWATER RUNOFF:
 - A. GOOD HOUSEKEEPING THE FOLLOWING GOOD HOUSEKEEPING PRACTICE SHALL BE FOLLOWED ON SITE DURING CONSTRUCTION: a. ONLY SUFFICIENT AMOUNTS OF PRODUCTS TO DO THE JOB SHALL BE STORED ON
 - SITE; b. ALL REGULATED MATERIALS STORED ON SITE SHALL BE STORED IN A NEAT, ORDERLY MANNER IN THEIR PROPER (ORIGINAL IF POSSIBLE) CONTAINERS AND, IF POSSIBLE,
 - UNDER A ROOF OR OTHER ENCLOSURE, ON AN IMPERVIOUS SURFACE; c. MANUFACTURER'S RECOMMENDATIONS FOR PROPER USE AND DISPOSAL SHALL BE FOLLOWED;
 - d. THE SITE SUPERINTENDENT SHALL INSPECT DAILY TO ENSURE PROPER USE AND DISPOSAL OF MATERIALS;
 - e. SUBSTANCES SHALL NOT BE MIXED WITH ONE ANOTHER UNLESS RECOMMENDED BY THE MANUFACTURER;
 - f. WHENEVER POSSIBLE ALL OF A PRODUCT SHALL BE USED UP BEFORE DISPOSING OF THE CONTAINER.
 - g. THE TRAINING OF ON-SITE EMPLOYEES AND THE ON-SITE POSTING OF RELEASE RESPONSE INFORMATION DESCRIBING WHAT TO DO IN THE EVENT OF A SPILL OF **REGULATED SUBSTANCES.**
 - B. HAZARDOUS PRODUCTS THE FOLLOWING PRACTICES SHALL BE USED TO REDUCE THE RISKS ASSOCIATED WITH HAZARDOUS MATERIALS:
 - a. PRODUCTS SHALL BE KEPT IN THEIR ORIGINAL CONTAINERS UNLESS THEY ARE NOT RESEALABLE; b. ORIGINAL LABELS AND MATERIAL SAFETY DATA SHALL BE RETAINED FOR IMPORTANT
 - **PRODUCT INFORMATION;** c. SURPLUS PRODUCT THAT MUST BE DISPOSED OF SHALL BE DISCARDED ACCORDING
- TO THE MANUFACTURER'S RECOMMENDED METHODS OF DISPOSAL. C. PRODUCT SPECIFIC PRACTICES - THE FOLLOWING PRODUCT SPECIFIC PRACTICES SHALL BE FOLLOWED ON SITE:
- a. PETROLEUM PRODUCTS:
- i. ALL ON SITE VEHICLES SHALL BE MONITORED FOR LEAKS AND RECEIVE REGULAR PREVENTIVE MAINTENANCE TO REDUCE LEAKAGE;
- ii. PETROLEUM PRODUCTS SHALL BE STORED IN TIGHTLY SEALED CONTAINERS WHICH ARE CLEARLY LABELED. ANY ASPHALT BASED SUBSTANCES USED ON SITE SHALL BE APPLIED ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS.
- iii. SECURE FUEL STORAGE AREAS AGAINST UNAUTHORIZED ENTRY;
- iv. INSPECT FUEL STORAGE AREAS WEEKLY; v. WHEREVER POSSIBLE, KEEP REGULATED CONTAINERS THAT ARE STORED OUTSIDE
- MORE THAN 50 FEET FROM SURFACE WATER AND STORM DRAINS, 75 FEET FROM PRIVATE WELLS, AND 400 FEET FROM PUBLIC WELLS;
- vi. COVER REGULATED CONTAINERS IN OUTSIDE STORAGE AREAS;
- vii. SECONDARY CONTAINMENT IS REQUIRED FOR CONTAINERS CONTAINING REGULATED SUBSTANCES STORED OUTSIDE, EXCEPT FOR ON PREMISE USE HEATING FUEL TANKS, OR ABOVEGROUND OR UNDERGROUND STORAGE TANKS OTHERWISE REGULATED. viii. THE FUEL HANDLING REQUIREMENTS SHALL INCLUDE:
 - (1) EXCEPT WHEN IN USE, KEEP CONTAINERS CONTAINING REGULATED SUBSTANCES CLOSED AND SEALED;
 - (2) PLACE DRIP PANS UNDER SPIGOTS, VALVES, AND PUMPS; (3) HAVE SPILL CONTROL AND CONTAINMENT EQUIPMENT READILY AVAILABLE IN ALL WORK AREAS:
 - (4) USE FUNNELS AND DRIP PANS WHEN TRANSFERRING REGULATED
 - SUBSTANCES; (5) PERFORM TRANSFERS OF REGULATED SUBSTANCES OVER AN IMPERVIOUS SURFACE.
- ix. FUELING AND MAINTENANCE OF EXCAVATION, EARTHMOVING AND OTHER CONSTRUCTION RELATED EQUIPMENT SHALL COMPLY WITH THE REGULATIONS OF THE NEW HAMPSHIRE DEPARTMENT OF ENVIRONMENTAL SERVICES THESE REQUIREMENTS ARE SUMMARIZED IN WD-DWGB-22-6 BEST MANAGEMENT PRACTICES FOR FUELING AND MAINTENANCE OF EXCAVATION AND EARTHMOVING EQUIPMENT, OR ITS SUCCESSOR DOCUMENT.
- HTTPS://WWW.DES.NH.GOV/ORGANIZATION/COMMISSIONER/PIP/FACTSHEETS/DWGB/DOCUMENTS/DWGB-22-6.PDF b. FERTILIZERS:
- i. FERTILIZERS USED SHALL BE APPLIED ONLY IN THE MINIMUM AMOUNTS DIRECTED BY THE SPECIFICATIONS;
- ii. ONCE APPLIED FERTILIZER SHALL BE WORKED INTO THE SOIL TO LIMIT EXPOSURE TO STORMWATER; iii. STORAGE SHALL BE IN A COVERED SHED OR ENCLOSED TRAILERS. THE CONTENTS OF
- ANY PARTIALLY USED BAGS OF FERTILIZER SHALL BE TRANSFERRED TO A SEALABLE PLASTIC BIN TO AVOID SPILLS. c. PAINTS:
- i. ALL CONTAINERS SHALL BE TIGHTLY SEALED AND STORED WHEN NOT REQUIRED FOR USE;
- ii. EXCESS PAINT SHALL NOT BE DISCHARGED TO THE STORM SEWER SYSTEM; iii. EXCESS PAINT SHALL BE DISPOSED OF PROPERLY ACCORDING TO MANUFACTURER'S INSTRUCTIONS OR STATE AND LOCAL REGULATIONS.
- D. SPILL CONTROL PRACTICES IN ADDITION TO GOOD HOUSEKEEPING AND MATERIAL MANAGEMENT PRACTICES DISCUSSED IN THE PREVIOUS SECTION, THE FOLLOWING PRACTICES SHALL BE FOLLOWED FOR SPILL PREVENTION AND CLEANUP:
- a. MANUFACTURER'S RECOMMENDED METHODS FOR SPILL CLEANUP SHALL BE CLEARLY POSTED AND SITE PERSONNEL SHALL BE MADE AWARE OF THE PROCEDURES AND THE LOCATION OF THE INFORMATION AND CLEANUP SUPPLIES;
- b. MATERIALS AND EQUIPMENT NECESSARY FOR SPILL CLEANUP SHALL BE KEPT IN THE MATERIAL STORAGE AREA ON SITE. EQUIPMENT AND MATERIALS SHALL INCLUDE BUT NOT BE LIMITED TO BROOMS, DUSTPANS, MOPS, RAGS, GLOVES, GOGGLES, KITTY LITTER, SAND, SAWDUST AND PLASTIC OR METAL TRASH CONTAINERS SPECIFICALLY FOR THIS PURPOSE;
- ALL SPILLS SHALL BE CLEANED UP IMMEDIATELY AFTER DISCOVERY;
- d. THE SPILL AREA SHALL BE KEPT WELL VENTILATED AND PERSONNEL SHALL WEAR APPROPRIATE PROTECTIVE CLOTHING TO PREVENT INJURY FROM CONTACT WITH A HAZARDOUS SUBSTANCE;
- e. SPILLS OF TOXIC OR HAZARDOUS MATERIAL SHALL BE REPORTED TO THE
- APPROPRIATE LOCAL, STATE OR FEDERAL AGENCIES AS REQUIRED; f. THE SITE SUPERINTENDENT RESPONSIBLE FOR DAY-TO-DAY SITE OPERATIONS SHALL BE THE SPILL PREVENTION AND CLEANUP COORDINATOR.
- E. VEHICLE FUELING AND MAINTENANCE PRACTICE: a. CONTRACTOR SHALL MAKE AN EFFORT TO PERFORM EQUIPMENT/VEHICLE FUELING AND MAINTENANCE AT AN OFF-SITE FACILITY;
- b. CONTRACTOR SHALL PROVIDE AN ON-SITE FUELING AND MAINTENANCE AREA THAT IS CLEAN AND DRY;
- c. IF POSSIBLE THE CONTRACTOR SHALL KEEP AREA COVERED;
- d. CONTRACTOR SHALL KEEP A SPILL KIT AT THE FUELING AND MAINTENANCE AREA;
- e. CONTRACTOR SHALL REGULARLY INSPECT VEHICLES FOR LEAKS AND DAMAGE;
- f. CONTRACTOR SHALL USE DRIP PANS, DRIP CLOTHS, OR ABSORBENT PADS WHEN
- REPLACING SPENT FLUID.

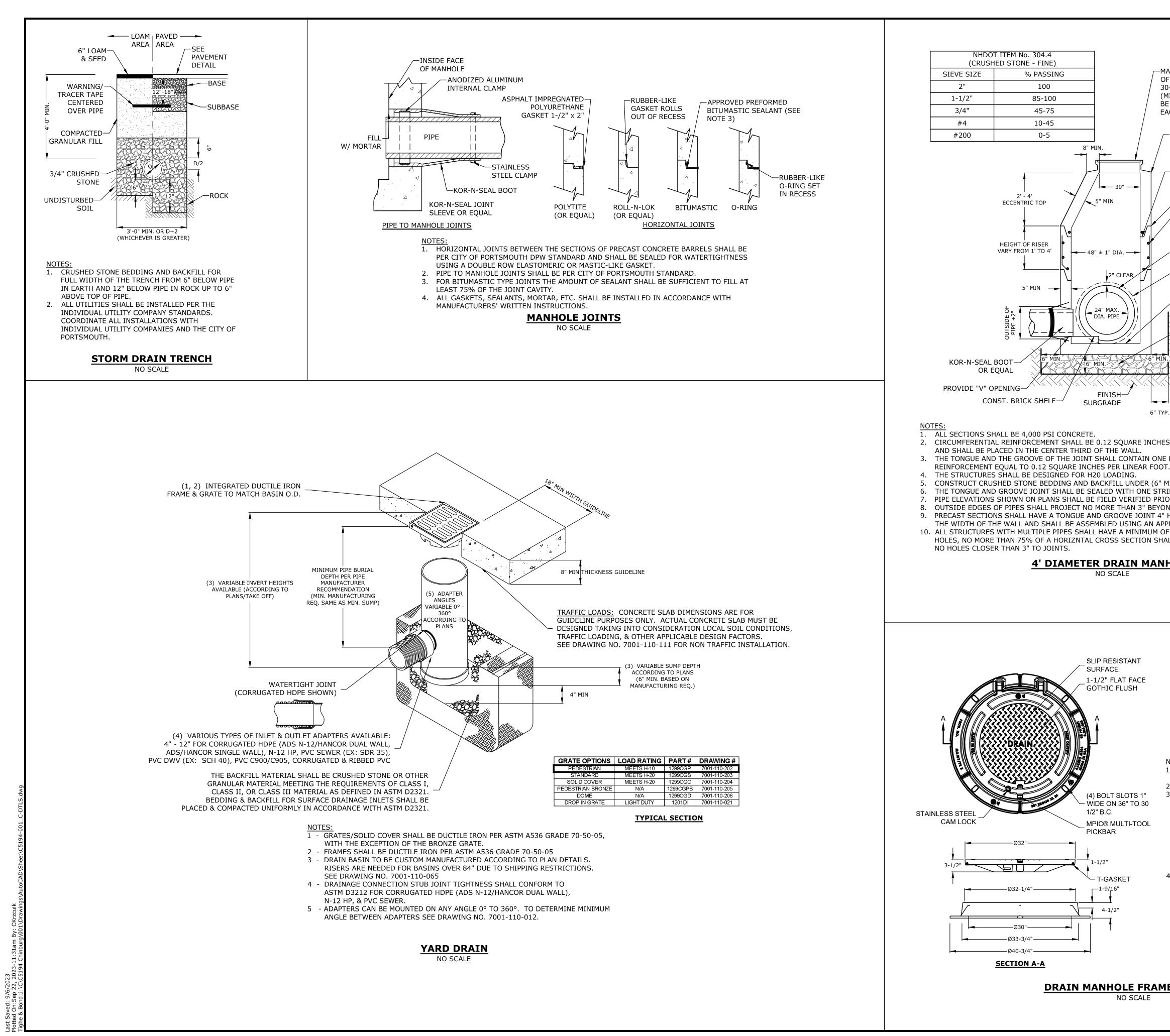
EROSION CONTROL OBSERVATIONS AND MAINTENANCE PRACTICES



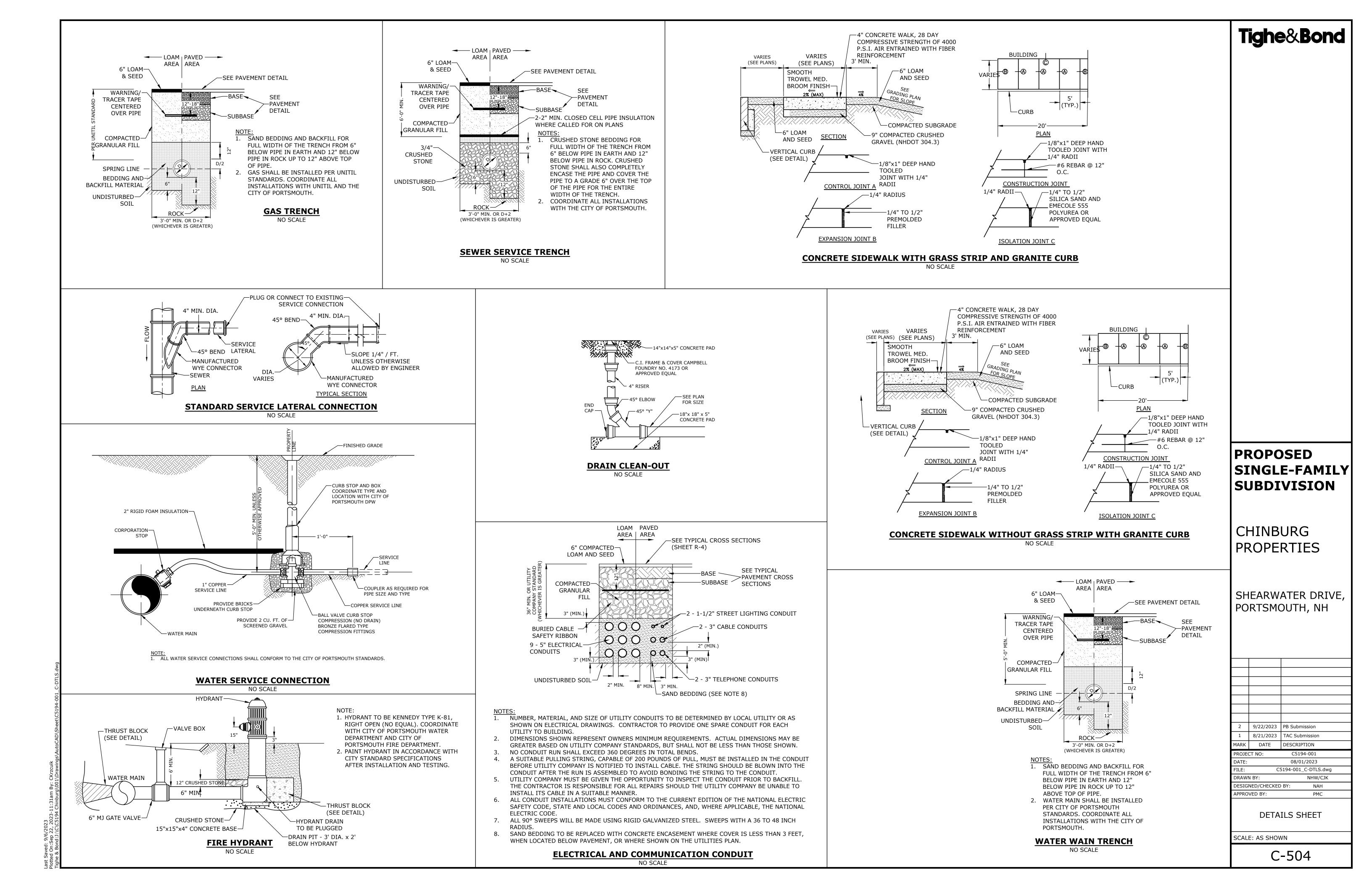


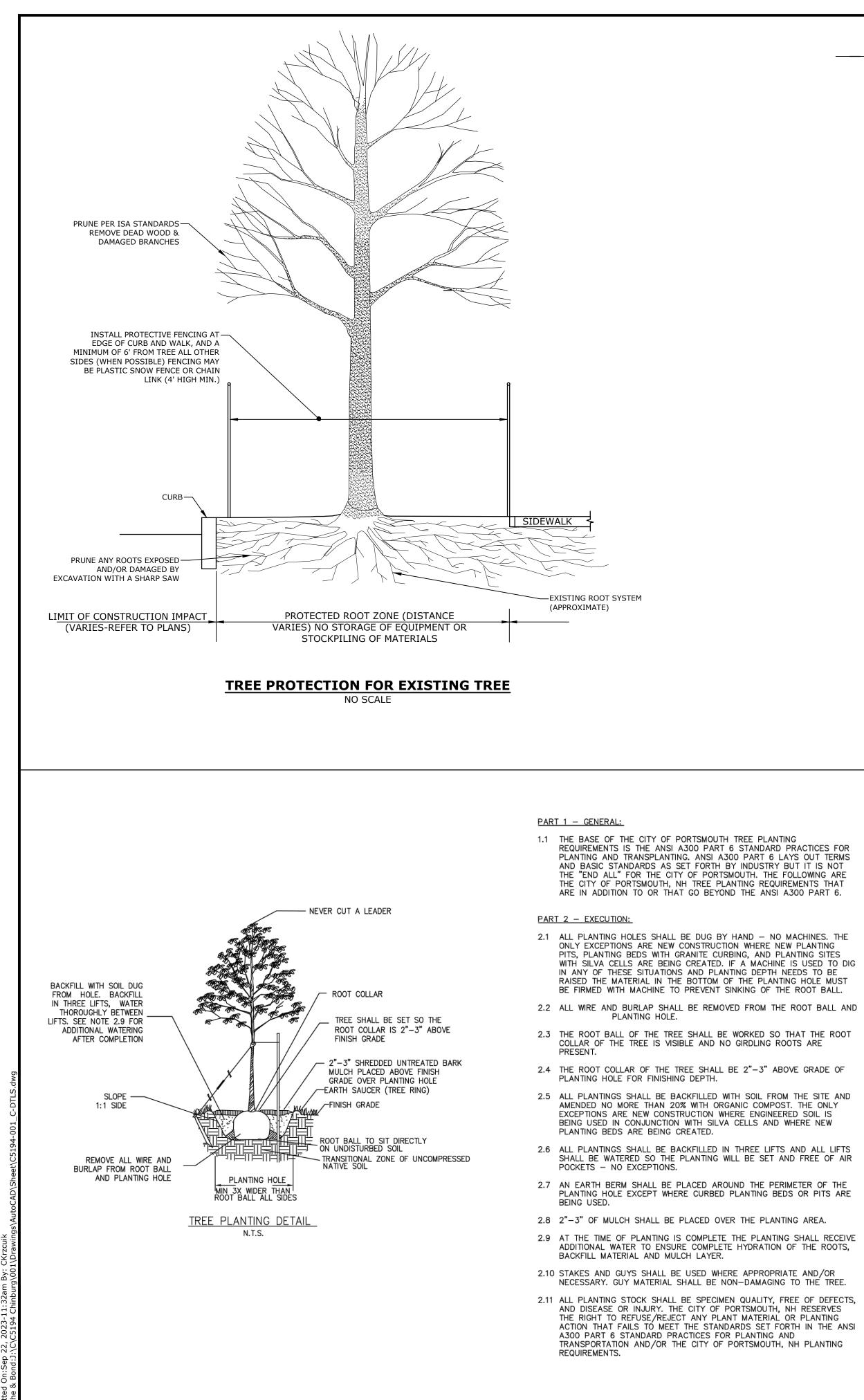


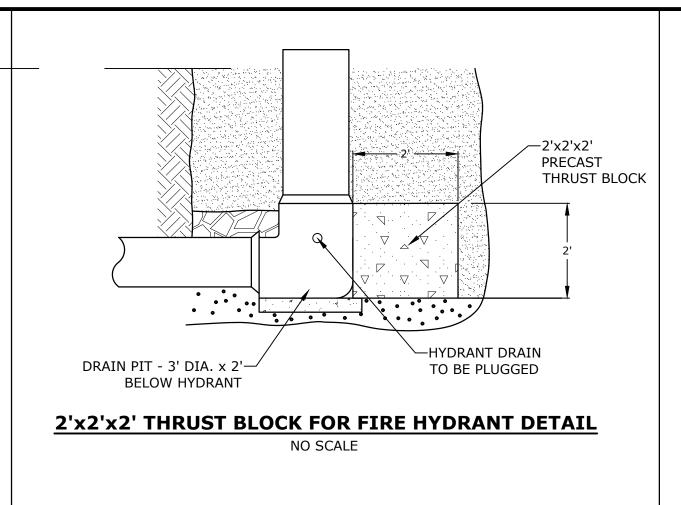




	Tighe&Bond
ANHOLE FRAMES AND COVERS SHALL BE F HEAVY DUTY DESIGN AND PROVIDE A)-INCH CLEAR OPENING. A 3-INCH MINIMUM HEIGHT) WORD "DRAIN" SHALL E PLAINLY CAST INTO THE CENTER OF ACH COVER.	
-ADJUST TO GRADE WITH CONCRETE GRADE RINGS OR CLAY BRICKS, FRAME TO BE SET IN FULL BED OF MORTAR. (2 COURSES MAX). -SEE STRUCTURE JOINTS DETAIL (TYP.) -MORTAR ALL JOINTS -MIN. 0.12 sq. in. STEEL PER VERTICAL FOOT, PLACED ACCORDING TO AASHTO DESIGNATION M199	
PIPE OPENING TO BE PRECAST IN RISER SECTION 1 - #3 BAR AROUND OPENING FOR PIPES 18" DIAMETER AND OVER, 1" COVER INVERT OF STRUCTURE TO BE CONCRETE CLASS "B" -3/4" CRUSHED STONE BEDDING	
S PER LINEAR FOOT IN ALL SECTIONS LINE OF CIRCUMFERENTIAL MINIMUM THICKNESS) IP OF BUTYL RUBBER SEALANT. DR TO PRECASTING. ND INSIDE WALL OF STRUCTURE. HIGH AT AN 11° ANGLE CENTERED IN	
PROVED FLEXIBLE SEALANT IN JOINTS. = 12" OF INSIDE SURFACE BETWEEN LL BE HOLES, AND THERE SHALL BE HOLE	PROPOSED SINGLE-FAMILY SUBDIVISION
	CHINBURG PROPERTIES
	SHEARWATER DRIVE, PORTSMOUTH, NH
 NOTES: MANHOLE FRAME AND COVER SHALL BE 32" HINGED ERGO XL BY EJ CO. ALL DIMENSIONS ARE NOMINAL. FRAMES USING NARROWER DIMENSIONS FOR THICKNESS ARE ALLOWED PROVIDED: A. THE FRAMES MEET OR EXCEED THE SPECIFIED LOAD RATING. B. THE INTERIOR PERIMETER (SEAT AREA) DIMENSIONS OF THE FRAMES REMAIN THE SAME TO ALLOW CONTINUED USE OF EXISTING GRATES/COVERS AS THE EXISTING FRAMES ALLOW, WITHOUT SHIMS OR OTHER MODIFICATIONS OR ACCOMMODATIONS. C. ALL OTHER PERTINENT REQUIREMENTS OF THE SPECIFICATIONS ARE MET. LABEL TYPE OF MANHOLE WITH 3" HIGH LETTERS IN HE CENTER OF THE COVER. 	Image: Second system Image: Second system Image: Second
<u>E & COVER</u>	SCALE: AS SHOWN
	C-503







T	iahe	Bond	
	3		
	ROPC		
		E-FAMILY	
31	וחסו	VISION	
Cł	CHINBURG		
PROPERTIES			
SHEARWATER DRIVE, PORTSMOUTH, NH			
2 1	9/22/2023 8/21/2023	PB Submission TAC Submission	
MARK PROJE	DATE CT NO:	DESCRIPTION C5194-001	
DATE: FILE:		08/01/2023 5194-001_C-DTLS.dwg	
DRAWN BY: NHW/CJK DESIGNED/CHECKED BY: NAH			
APPROVED BY: PMC			
DETAILS SHEET			
SCALE: AS SHOWN			
C-505			