

# GENERAL



ORIGINAL GROUND (TYPICALS)	<u>\\$\$\$\$\$\\$</u>	WETLAND DESIGNATION AND TYPE	PUB2E			
		DELINEATED WETLAND ORDINARY HIGH WATER	- — D W — — — D W — — — D W — — — — D W — — — —			
		TOP OF BANK	——————————————————————————————————————			
ROCK OUTCROP		TOP OF BANK & ORDINARY HIGH WATER	— — товонш— — — товонш— —			
		NORMAL HIGH WATER	——————————————————————————————————————			
		WIDTH AT BANK FULL				
ROCK LINE		PRIME WEILAND PRIME WEILAND 100' BUFFFR	PWET PWET			
(TYPICALS & SECTIONS ONLY)		NON-JURISDICTIONAL DRAINAGE AREA	——————————————————————————————————————			
	existing PROPOSED	COWARDIN DISTINCTION LINE				
		TIDAL BUFFER ZONE	——————————————————————————————————————			
GUARDRAIL (label type)		DEVELOPED TIDAL BUFFER ZONE	——————————————————————————————————————			
	cġr	HIGHEST OBSERVABLE TIDE LINE	——————————————————————————————————————			
		MEAN HIGH WAIER MEAN LOW WATER	— — — — — — — — — — — — — — — — — — —			
JERSET DARRIER		VERNAL POOL	VP VP VP VP VP VP			
		SPECIAL AQUATIC SITE	SAS SAS SAS			
CURB (LABEL TYPE)		REFERENCE LINE	——————————————————————————————————————			
		WATER FRONT BUFFER				
		NATURAL WOODLAND BUFFER	——————————————————————————————————————			
STUNE WALL	_ooo <b></b>	PROTECTED SHORELAND	——————————————————————————————————————			
		INVASIVE SPECIES LABEL				
RETAINING WALL (LABEL TYPE)	(points toward retained ground)	INVASIVE SPECIES	INV INV INV			
FENCE (LABEL TYPE)	//////////	FLOODP	LAIN / FLOODWAY			
	<i>.</i>	500 YEAR FLOODPLAIN BOUNDARY	——————————————————————————————————————			
SIGNS	(single post)	100 YEAR FLOODPLAIN BOUNDARY	——————————————————————————————————————			
	(double post)	FLOODWAY	— — F W — — F W — F W — F W —			
GAS PUMP	• gp	ENGINEERING				
FUEL TANK (ABOVE GROUND)	$\odot$ f + (label size & type)	CONSTRUCTION BASELINE	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$			
STORAGE TANK FILLER CAP	⊙ fc	PC, PT, POT (ON CONST BASELINE)	$\bigcirc$			
SEPTIC TANK	$(\overline{S})$	PI (IN CONSTRUCTION BASELINES)	$\triangle$			
		INTERSECTION OR EQUATION OF TWO LINES	$\bigcirc$			
GRAVE		ORIGINAL GROUND LINE				
ΜΑΤΙ ΒΟΧ		(PROFILES AND CROSS-SECTIONS)				
MATEDOX		PROFILE GRADE LINE				
VENT PIPE	$\odot$ V D	(PROFILES AND CROSS-SECTIONS)				
			, SLOPE LINE			
SATELLITE DISH ANTENNA		CLEARING LINE				
	44					
PHONE			- auturla buch bucher			
	⊠ ph	SLOPE LINE (FILL)				
GROUND LIGHT/LAMP POST	⊠ph ÷gl -ў-lp	SLOPE LINE (FILL) SLOPE LINE (CUT)				
GROUND LIGHT/LAMP POST	⊠ph ¢gl -ò⊱lp	SLOPE LINE (FILL) SLOPE LINE (CUT) PROFILES AND CROSS SECTIONS:				
GROUND LIGHT/LAMP POST BORING LOCATION	⊠ph ¢gl ýlp € <sub>B</sub>	SLOPE LINE (FILL) SLOPE LINE (CUT) PROFILES AND CROSS SECTIONS: ORIGINAL GROUND ELEVATION (LEFT)				
GROUND LIGHT/LAMP POST BORING LOCATION	⊠ph ¢gl ýlp B	SLOPE LINE (FILL) SLOPE LINE (CUT) PROFILES AND CROSS SECTIONS: ORIGINAL GROUND ELEVATION (LEFT) FINISHED GRADE ELEVATION (RIGHT)				
GROUND LIGHT/LAMP POST BORING LOCATION TEST PIT	∑ph ⇔gl ÷⊙lp B TP	SLOPE LINE (FILL) SLOPE LINE (CUT) PROFILES AND CROSS SECTIONS: ORIGINAL GROUND ELEVATION (LEFT) FINISHED GRADE ELEVATION (RIGHT)	SHEET 1 0			
GROUND LIGHT/LAMP POST BORING LOCATION TEST PIT	∑ph ⇔gl -⊙p B TP ►	SLOPE LINE (FILL) SLOPE LINE (CUT) PROFILES AND CROSS SECTIONS: ORIGINAL GROUND ELEVATION (LEFT) FINISHED GRADE ELEVATION (RIGHT)	Image: State of New Hampshire			
GROUND LIGHT/LAMP POST BORING LOCATION TEST PIT INTERSTATE NUMBERED HIGHWAY	∑ph ⇔gl ⊗lp B TP ₹₹₹₹₹	SLOPE LINE (FILL) SLOPE LINE (CUT) PROFILES AND CROSS SECTIONS: ORIGINAL GROUND ELEVATION (LEFT) FINISHED GRADE ELEVATION (RIGHT)	STATE OF NEW HAMPSHIRE			
GROUND LIGHT/LAMP POST BORING LOCATION TEST PIT INTERSTATE NUMBERED HIGHWAY UNITED STATES NUMBERED HIGHWAY	∑ph c;gl ;jlp B TP TP 3	SLOPE LINE (FILL) SLOPE LINE (CUT) PROFILES AND CROSS SECTIONS: ORIGINAL GROUND ELEVATION (LEFT) FINISHED GRADE ELEVATION (RIGHT)	STANDARD SYMBOLS			
GROUND LIGHT/LAMP POST BORING LOCATION TEST PIT INTERSTATE NUMBERED HIGHWAY UNITED STATES NUMBERED HIGHWAY	∑ph c;gl ;jlp B B TP TP 33 For	SLOPE LINE (FILL) SLOPE LINE (CUT) PROFILES AND CROSS SECTIONS: ORIGINAL GROUND ELEVATION (LEFT) FINISHED GRADE ELEVATION (RIGHT)	STATE OF NEW HAMPSHIRE       STATE OF NEW HAMPSHIRE       STANDARD SYMBOLS			

# SHORELAND - WETLAND



REVISION DATE	DGN	STATE PROJECT NO.	SHEET NO.	TOTAL SHEETS
11-21-2014	14749stdsymb	14749	2	28

# DRAINAGE



# **BOUNDARIES / RIGHT-OF-WAY**

RIGHT-OF-WAY LINE	(label type)
RR RIGHT-OF-WAY LINE	
PROPERTY LINE	——— 户——— 户———
PROPERTY LINE (COMMON OWNER)	Z Z
TOWN LINE	BOW CONCORD
COUNTY LINE	COOS GRAF TON
STATE LINE	MAINE NEW HAMPSHIRE
NATIONAL FOREST	· · ·
CONSERVATION LAND	— — L C — — L C — —
BENCH MARK / SURVEY DISK	
BOUND	• (PROPOSED) bnd
STATE LINE/ TOWN LINE MONUMENT	• S/L • T/L
NHDOT PROJECT MARKER	
IRON PIPE OR PIN	
DRILL HOLE IN ROCK	dh
TAX MAP AND LOT NUMBER	<pre> { 156 14 1642/341 </pre>
	6.80 Ac.±
PROPERTY PARCEL NUMBER	$\begin{pmatrix} 12 \end{pmatrix}$
HISTORIC PROPERTY	(H)

# UTILITIES

TELEPHONE POLE		PRUPUSED		existing PROPOSED
POWER POLE			MAST ARM (existing)	· 30' MA
JOINT OCCUPANCY		oint at face	OPTICOM RECEIVER	(NOTE ANGLE FROM 段)
		er of symbol)	OPTICOM STROBE	
MISCELLANEOUS/UNKNOWN POLE			TRAFFIC SIGNAL	
GUY POLE OR PUSH BRACE			PEDESTAL WITH PEDESTRIAN SIGNA	
LIGHT POLE		-	HEADS AND PUSH BUTTON UNIT	
LIGHT ON POWER POLE		-	SIGNAL CUNDUII	-c - c - c Pc - Pc - Pc - Pc - Pc -
LIGHT ON JOINT POLE			CUNTRULLER CABINET	
		$\Psi$ —	METER PEDESTAL	
	R <u>L</u> _	P+04	PULL BOX	
REMOVE, LEAVE, PROPOSED, OR TEMPORARY AS APPLICABLE e.g.:		25.0' <b>P P</b> 25.0'	LOOP DETECTOR (QUADRUPOLE)	
	·	- <del>               </del>	LOOP DETECTOR (RECTANGULAR)	
RAILROAD	(label ownership)		CAMERA POLE (CCTV)	
RAILROAD SIGN	$\times$	$\uparrow$	FIBER OPTIC DELINEATOR	⊡fod <b>⊡FOD</b>
RAILROAD SIGNAL		$\triangleright \odot \triangleleft$	FIBER OPTIC SPLICE VAULT	
UTILITY JUNCTION BOX	Дjb	⊠JB	ITS EQUIPMENT CABINET	⊠its ⊠ITS
			VARIABLE SPEED LIMIT SIGN	
OVERHEAD WIRE	(label type)	OWOW	DYNAMIC MESSAGE SIGN	$\blacksquare \bigcirc $
UNDERGROUND UTILITIES			ROAD AND WEATHER INFO SYSTEM	$\sim - \odot$ $\bullet - \odot$
WATER label size, type and note if abandoned)	w w	PW	CONSTRUC	TION NOTES
SEWER	5 5	PS	CURB MARK NUMBER - BITUMINOUS	B-1
TELEPHONE	ттт	—— рт ——— рт ———	CURB MARK NUMBER - GRANITE	G-1
ELECTRIC	E E	——— РЕ ———— РЕ ————	CLEARING AND GRUBBING AREA	A
GAS	G G	PG	DRAINAGE NOTE	$\langle 1 \rangle$
LIGHTING	L L	PL	EROSION CONTROL NOTE	
INTELLIGENT TRANSPORTATION SYSTEM	—ITSITS	— PITS — PITS —	FENCING NOTE	Α
FIBER OPTIC	F0	PF 0 PF 0	GUARDRAIL NOTE	1
WATER SHUT OFF	WSO	₩ <sup>S</sup> o	ITS NOTE	
GAS SHUT OFF	g So	SO		
HYDRANT	$\bigcup_{i=1}^{n}$	$\mathcal{O}$		
MANHOLES	Λÿð	Ϋ́ Ϋ́	TRAFFIC SIGNAL NOTE	
SEWER		MHS	Γ	STATE OF NEW HANDCHIDE
TELEPHONE	(f)	мнт	DEPAR	TMENT OF TRANSPORTATION . BUREAU OF HIGHWAY DESIGN
ELECTRICAL		MHE		STANDADD SVNDALS
GAS		MHG		SIANDARD SIMDULS
UNKNOWN			REVISION DATE 9-1-2016 14749	DGN STATE PROJECT NO. SHEET NO. TOTAL SHEETS Ostdsymb 14749 3 28

# **TRAFFIC SIGNALS / ITS**

WETLAND CLASSIFICATION C
PALUSTRINE EMERGENT/SCRUB-SHRUB BROAD-LEAVED DECI
BANK
RIVERINE LOWER PERENNIAL UNCONSOLIDATED BOTTOM SA
PALUSTRINE SCRUB-SHRUB/FORESTED BROAD-LEAVED DECI
RIVERINE UPPER PERENNIAL UNCONSOLIDATED BOTTOM MU
PALUSTRINE EMERGENT PERSISTENT SEASONALLY FLOODED
PALUSTRINE UNCONSOLIDATED BOTTOM PERMANENTLY FLOO
PALUSTRINE FORESTED BROAD-LEAVED DECIDUOUS SEASON
PALUSTRINE SCRUB/SHRUB BROAD-LEAVED DECIDUOUS SEA

WETLAND IMPACT SUMMARY														
			AREA IMPACTS				AREA IMPACTS					MPACTS ON		
	WETLAND			PERMA	NENT						PERMANENT			
WE TL AND NUMBER	CLASS- IFICATION	LOCATION	N.H. (NON-W	N.H.W.B. (NON-WETLAND)		N.H.W.B. & A.C.O.E. (WETLAND)		TEMPORARY		TEMPORARY		BANK LEFT	BANK RIGHT	CHANNEL
			SF	LF	SF	LF	SF	LF	$\langle \rangle$	LF	LF	LF		
1	PEM/SS1E	A	-	-	-	-	74	-	$\square$	-	_	_		
1	PEM/SS1E	В	-	-	3459	-	-	-	$\langle \rangle$	-	-	_		
3/6	BANK	С	299	5	-	-	-	-	$\square$	_	5	-		
3/6	BANK	D	-	-	-	-	2718	-	$\square$	_	-	_		
2	R2UB2H	E	-	-	-	-	7197	-	$\square$	-	-	-		
4/5	BANK	F	-	-	-	-	2167	-	$\square$	-	-	-		
4/5	BANK	G	140	14	-	-	_	-	$\square$	14	-	-		
4	BANK	н	53	16	-	-	-	-	$\mathbb{N}$	16	-	-		
21	PSS/F01E	I	-	-	-	-	304	-	$\langle / \rangle$	-	-	-		
20	R3UB3H	J	-	-	-	-	111	-	$\mathbb{N}$	-	-	-		
20A	PEM1E	К	-	-	-	-	480	-	$\mathbb{N}$	-	-	-		
19	PEM1E	L	-	_	-	_	120	-	$\mathbb{N}$	-	-	_		
18	R3UB3H	м	_	_	_	_	65	-	$\mathbb{N}$	-	-	-		
19	PEM1E	N	-	_	-	-	39	-	$\mathbb{N}$	_	-	-		
22	PUBH	0	-	-	-	-	13749	-	$V \land$	-	-	_		
23	PF01E	Р	-	-	-	-	21191	-		-	-	_		
24	BANK	0	-	-	-	-	889	-	$\mathbb{N}$	-	-	_		
26	R2UB2H	R	-	-	525	61	-	-	$\mathcal{N}$	-	-	61		
24	BANK	S	430	87	-	-	-	-		-	87	_		
26	R2UB2H	т	_	-	145	36	-	-	$\mathbb{N}$	-	-	36*		
24	BANK	U	-	-	-	-	837	-	$\mathbb{N}$	_	-	_		
26	R2UB2H	v	-	-	-	-	27761	-		-	-	_		
25	BANK	w	-	-	-	-	1067	-		-	-	_		
26	R2UB2H	x	_	_	145	36	_	-	$\mathbb{Z}$	-	-	36*		
48	PF01E	Y	_	_	_	_	6161	_	$\langle / \rangle$	_	_	_		
28	PF01E	Z	-	-	- 1	-	1965	-		_	-	-		
32	PSS/F01E	ΑΑ	-	_	-	_	126	-	$\mathbb{N}$	_	-	_		
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		TOTAL	922	122	4274	61	87106	-	$\mathbb{N}$	30	92	61		



# LEGEND

N CODES
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SEASONALLY FLOODED/SATURATED

TYPE OF WETLAND IMPACT	SHADING/ HATCHING	Z
NEW HAMPSHIRE WETLANDS BUREAU (PERMANENT NON-WETLAND)		
NEW HAMPSHIRE WETLANDS BUREAU & ARMY CORP OF ENGINEERS (PERMANENT WETLAND)		$\langle$
TEMPORARY IMPACTS	× × × × × × × × × × × × × × × × × × ×	

PERMANENT	IMPACTS:	5196	SF

TEMPORARY IMPACTS: 87106 SF TOTAL IMPACTS: 92302 SF

\* NO MITIGATION REQUIRED (PIER REMOVAL)

TOWN OSSIPEE



STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION * BUREAU OF BRIDGE DESIGN

ION NH ROUTE 16									
WETLAND IMPACT SUMMARY									
REVISIONS AFTER PROPOSAL		BY	DATE		BY	DATE	OF		
	DESIGNED	PAB	1/18	CHECKED	BOEnv	2/18	FILE NUMBER		
	DRAWN	PAB	1/18	CHECKED	JAT	1/18			
	QUANTITIES	PAB	1/18	CHECKED	JAT	1/18			
	ISSUE DATE		FEDERAL	PROJECT NO.	SHE	ET NO.	TOTAL SHEETS		
	REV. DATE		X-A000(490)		X-A000(490)			4	28

BRIDGE NO.

STATE PROJECT 14749



PEM/SS1E CLEARING LINE DIVERSION ALIGNMENT - J.J. Hututt 608 607 INV\_M\_C D 0 Routes 16/25 \_ \_ \_ \_ \_ \_ \_ \_ \_ \_  $\bigcup$ TOWN LOCATIO .DGN LOCATOR SHEET SCALE SUBDIRECTORY AS NOTED 14749wetplans Prj



OSSIPEE		BRIDGE NO.			STATE PRO	IECT	14749
ON NH ROUTE 16							
WETLAND IMPACT PLANS							
REVISIONS AFTER PROPOSAL		BY	DATE		BY	DATE	OF
	DESIGNED	PAB	1/18	CHECKED	BOEnv	2/18	FILE NUMBER
	DRAWN	PAB	1/18	CHECKED	JAT	1/18	
	QUANTITIES	PAB	1/18	CHECKED	JAT	1/18	
	ISSUE DATE		FEDERAL	PROJECT NO.	SHE	ET NO.	TOTAL SHEETS
	REV. DATE		X-A	000(490)		5	28









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REV. DATE

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1. ENVIRONMENTAL COMMITMENTS:

- 1.1. THESE GUIDELINES DO NOT RELIEVE THE CONTRACTOR FROM COMPLIANCE WITH ANY CONTRACT PROVISIONS, OR APPLICAB REGULATIONS.
- 1.2. THIS PROJECT WILL BE SUBJECT TO THE US EPA'S NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) STO AS ADMINISTERED BY THE ENVIRONMENTAL PROTECTION AGENCY (EPA). THIS PROJECT IS SUBJECT TO REQUIREMENTS IN GENERAL PERMIT (CGP).
- 1.3. THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE NHDES WETLAND PERMIT, THE US ARMY CORPS OF ENGINEERS PERMI THE SPECIAL ATTENTION ITEMS INCLUDED IN THE CONTRACT DOCUMENTS. 1.4. ALL STORM WATER, EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE
- MANUAL, VOLUME 3, EROSION AND SEDIMENT CONTROLS DURING CONSTRUCTION (DECEMBER 2008) (BMP MANUAL) AVAILAB OF ENVIRONMENTAL SERVICES (NHDES).
- 1.5. THE CONTRACTOR SHALL COMPLY WITH RSA 485-A:17, AND ALL, PUBLISHED NHDES ALTERATION OF TERRAIN ENV-WQ 150 (HTTP://DES.NH.GOV/ORGANIZATION/COMMISSIONER/LEGAL/RULES/INDEX.HTM)
- 1.6. THE CONTRACTOR IS DIRECTED TO REVIEW AND COMPLY WITH SECTION 107.1 OF THE CONTRACT AS IT REFERS TO SPILL EROSION, POLLUTION, AND TURBIDITY PRECAUTIONS.
- 2. STANDARD EROSION CONTROL SEQUENCING APPLICABLE TO ALL CONSTRUCTION PROJECTS:
  - 2.1. PERIMETER CONTROLS SHALL BE INSTALLED PRIOR TO EARTH DISTURBING ACTIVITIES. PERIMETER CONTROLS AND STAB INSTALLED AS SHOWN IN THE BMP MANUAL AND AS DIRECTED BY THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) 2.2. EROSION, SEDIMENTATION CONTROL MEASURES AND INFILTRATION BASINS SHALL BE CLEANED, REPLACED AND AUGMENTED SEDIMENTATION BEYOND PROJECT LIMITS THROUGHOUT THE PROJECT DURATION.
  - 2.3. EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSPECTED IN ACCORDANCE WITH THE CONSTRUCTION GENERAL PER SPECIFICATIONS FOR ROAD AND BRIDGES CONSTRUCTION.
  - 2.4. AN AREA SHALL BE CONSIDERED STABLE IF ONE OF THE FOLLOWING HAS OCCURRED:
    - (A) BASE COURSE GRAVELS HAVE BEEN INSTALLED IN AREAS TO BE PAVED; (B) A MINIMUM OF 85% VEGETATED GROWTH HAS BEEN ESTABLISHED;
    - (C) A MINIMUM OF 3" OF NON-EROSIVE MATERIAL SUCH AS STONE OR RIP-RAP HAS BEEN INSTALLED;
    - (D) TEMPORARY SLOPE STABILIZATION CONFORMING TO TABLE 1 HAS BEEN PROPERLY INSTALLED
  - 2.5. ALL STOCKPILES SHALL BE CONTAINED WITH A PERIMETER CONTROL. IF THE STOCKPILE IS TO REMAIN UNDISTURBED FOR MORE THAN 14 DAYS, MULCHING WILL BE REQUIRED.
  - 2.6. A WATER TRUCK SHALL BE AVAILABLE TO CONTROL EXCESSIVE DUST AT THE DIRECTION OF THE CONTRACT ADMINISTRATOR
  - 2.7. TEMPORARY EROSION AND SEDIMENTATION CONTROL MEASURES SHALL REMAIN UNTIL THE AREA HAS BEEN PERMANENTLY STABILIZED. 2.8. CONSTRUCTION PERFORMED ANY TIME BETWEEN NOVEMBER 30" AND MAY 1" OF ANY YEAR SHALL BE CONSIDERED WINTER CONSTRUCTION AND SHALL CONFORM TO THE FOLLOWING REQUIREMENTS.
    - (A) ALL PROPOSED VEGETATED AREAS WHICH DO NOT EXHIBIT A MINIMUM OF 85% VEGETATIVE GROWTH BY OCTOBER 15™, OR WHICH ARE DISTURBED AFTER OCTOBER 15™, SHALL BE STABILIZED IN ACCORDANCE WITH TABLE 1.
    - (B) ALL DITCHES OR SWALES WHICH DO NOT EXHIBIT A MINIMUM OF 85% VEGETATIVE GROWTH BY OCTOBER 15", OR WHICH ARE DISTURBED AFTER OCTOBER 15", SHALL BE STABILIZED TEMPORARILY WITH STONE OR IN ACCORDANCE WITH TABLE 1.
    - (C) AFTER NOVEMBER 30™ INCOMPLETE ROAD SURFACES, WHERE WORK HAS STOPPED FOR THE SEASON, SHALL BE PROTECTED IN ACCORDANCE WITH TABLE 1. (D) WINTER EXCAVATION AND EARTHWORK SHALL BE DONE SUCH THAT NO MORE THAN 1 ACRE OF THE PROJECT IS WITHOUT STABILIZATION AT ONE TIME, UNLESS A WINTER STABILIZATION PLAN HAS BEEN APPROVED BY NHDOT.
    - (E) A SWPPP AMENDMENT SHALL BE SUBMITTED TO THE DEPARTMENT, FOR APPROVAL, ADDRESSING COLD WEATHER STABILIZATION (ENV-WQ 1505.05) NO LESS THAN 30 DAYS PRIOR TO THE COMMENCEMENT OF WORK SCHEDULED AFTER NOVEMBER 30™.

# GENERAL CONSTRUCTION PLANNING AND SELECTION OF STRATEGIES TO CONTROL EROSION AND SEDIMENT ON HIGHWAY CONSTRUCTION PROJECTS

- 3. PLAN ACTIVITIES TO ACCOUNT FOR SENSITIVE SITE CONDITIONS:
  - 3.1. CLEARLY FLAG AREAS TO BE PROTECTED IN THE FIELD AND PROVIDE CONSTRUCTION BARRIERS TO PREVENT TRAFFICKING OUTSIDE OF WORK AREAS. 3.2. CONSTRUCTION SHALL BE SEQUENCED TO LIMIT THE DURATION AND AREA OF EXPOSED SOILS.
  - 3.3. PROTECT AND MAXIMIZE EXISTING NATIVE VEGETATION AND NATURAL FOREST BUFFERS BETWEEN CONSTRUCTION ACTIVITY AND SENSITIVE AREAS.
  - 3.4. WHEN WORK IS PERFORMED IN AND NEAR WATER COURSES, STREAM FLOW DIVERSION METHODS SHALL BE IMPLEMENTED PRIOR TO ANY EXCAVATION OR FILLING. 3.5. WHEN WORK IS PERFORMED WITHIN 50 FEET OF SURFACE WATERS (WETLAND, OPEN WATER OR FLOWING WATER), PERIMETER CONTROL SHALL BE ENHANCED CONSISTENT WITH SECTION 2.1.2.1. OF THE 2012 NPDES CONSTRUCTION GENERAL PERMIT.
- 4. MINIMIZE THE AMOUNT OF EXPOSED SOIL:
  - 4.1. CONSTRUCTION SHALL BE SEQUENCED TO LIMIT THE DURATION AND AREA OF EXPOSED SOILS. MINIMIZE THE AREA OF EXPOSED SOIL AT ANY ONE TIME. PHASING SHALL BE USED TO REDUCE THE AMOUNT AND DURATION OF SOIL EXPOSED TO THE ELEMENTS AND VEHICLE TRACKING.
  - 4.2. UTILIZE TEMPORARY MULCHING OR PROVIDE ALTERNATE TEMPORARY STABILIZATION ON EXPOSED SOILS IN ACCORDANCE WITH TABLE 1. 4.3. THE MAXIMUM AMOUNT OF DISTURBED EARTH SHALL NOT EXCEED A TOTAL OF 5 ACRES FROM MAY 1" THROUGH NOVEMBER 30", OR EXCEED ONE ACRE DURING WINTER MONTHS, UNLESS THE CONTRACTOR DEMONSTRATES TO THE DEPARTMENT THAT THE ADDITIONAL AREA OF DISTURBANCE IS NECESSARY TO MEET THE CONTRACTORS CRITICAL PATH METHOD SCHEDULE (CPM), AND THE CONTRACTOR HAS ADEQUATE RESOURCES AVAILABLE TO ENSURE THAT ENVIRONMENTAL COMMITMENTS WILL BE MET.
- 5. CONTROL STORMWATER FLOWING ONTO AND THROUGH THE PROJECT:
  - 5.1. DIVERT OFF SITE RUNOFF OR CLEAN WATER AWAY FROM THE CONSTRUCTION ACTIVITY TO REDUCE THE VOLUME THAT NEEDS TO BE TREATED ON SITE. 5.2. DIVERT STORM RUNOFF FROM UPSLOPE DRAINAGE AREAS AWAY FROM DISTURBED AREAS, SLOPES, AND AROUND ACTIVE WORK AREAS AND TO A STABILIZED OUTLET LOCATION.
  - 5.3. CONSTRUCT IMPERMEABLE BARRIERS AS NECESSARY TO COLLECT OR DIVERT CONCENTRATED FLOWS FROM WORK OR DISTURBED AREAS. 5.4. STABILIZE, TO APPROPRIATE ANTICIPATED VELOCITIES, CONVEYANCE CHANNELS OR PUMPING SYSTEMS NEEDED TO CONVEY CONSTRUCTION STORMWATER TO BASINS
- AND DISCHARGE LOCATIONS PRIOR TO USE.
- 5.5. DIVERT OFF-SITE WATER THROUGH THE PROJECT IN AN APPROPRIATE MANNER SO NOT TO DISTURB THE UPSTREAM OR DOWNSTREAM SOILS, VEGETATION OR HYDROLOGY BEYOND THE PERMITTED AREA.
- 6. PROTECT SLOPES:
  - 6.1. INTERCEPT AND DIVERT STORM RUNOFF FROM UPSLOPE DRAINAGE AREAS AWAY FROM UNPROTECTED AND NEWLY ESTABLISHED AREAS AND SLOPES TO A STABILIZED OUTLET OR CONVEYANCE.
  - 6.2. CONSIDER HOW GROUNDWATER SEEPAGE ON CUT SLOPES MAY IMPACT SLOPE STABILITY AND INCORPORATE APPROPRIATE MEASURES TO MINIMIZE EROSION. 6.3. CONVEY STORMWATER DOWN THE SLOPE IN A STABILIZED CHANNEL OR SLOPE DRAIN.
- 6.4. THE OUTER FACE OF THE FILL SLOPE SHOULD BE IN A LOOSE RUFFLED CONDITION PRIOR TO TURF ESTABLISHMENT, TOPSOIL OR HUMUS LAYERS SHALL BE TRACKED UP AND DOWN THE SLOPE, DISKED, HARROWED, DRAGGED WITH A CHAIN OR MAT, MACHINE-RAKED, OR HAND-WORKED TO PRODUCE A RUFFLED SURFACE.
- 7. ESTABLISH STABILIZED CONSTRUCTION EXITS:

7.1. INSTALL AND MAINTAIN CONSTRUCTION EXITS, ANYWHERE TRAFFIC LEAVES A CONSTRUCTION SITE ONTO A PUBLIC RIGHT-OF-WAY. 7.2. SWEEP ALL CONSTRUCTION RELATED DEBRIS AND SOIL FROM THE ADJACENT PAVED ROADWAYS AS NECESSARY.

- 8. PROTECT STORM DRAIN INLETS:
  - 8.1. DIVERT SEDIMENT LADEN WATER AWAY FROM INLET STRUCTURES TO THE EXTENT POSSIBLE.
  - 8.2. INSTALL SEDIMENT BARRIERS AND SEDIMENT TRAPS AT INLETS TO PREVENT SEDIMENT FROM ENTERING THE DRAINAGE SYSTEM.
  - 8.3. CLEAN CATCH BASINS, DRAINAGE PIPES, AND CULVERTS IF SIGNIFICANT SEDIMENT IS DEPOSITED. 8.4. DROP INLET SEDIMENT BARRIERS SHOULD NEVER BE USED AS THE PRIMARY MEANS OF SEDIMENT CONTROL AND SHOULD ONLY BE USED TO PROVIDE AN ADDITIONAL LEVEL OF PROTECTION TO STRUCTURES AND DOWN-GRADIENT SENSITIVE RECEPTORS.
- 9. SOIL STABILIZATION:
  - 9.1. WITHIN THREE DAYS OF THE LAST ACTIVITY IN AN AREA, ALL EXPOSED SOIL AREAS, WHERE CONSTRUCTION ACTIVITIES ARE COMPLETE, SHALL BE STABILIZED. 9.2. IN ALL AREAS, TEMPORARY SOIL STABILIZATION MEASURES SHALL BE APPLIED IN ACCORDANCE WITH THE STABILIZATION REQUIREMENTS (SECTION 2.2) OF THE 2012 CGP. (SEE TABLE 1 FOR GUIDANCE ON THE SELECTION OF TEMPORARY SOIL STABILIZATION MEASURES.)
  - 9.3. EROSION CONTROL SEED MIX SHALL BE SOWN IN ALL INACTIVE CONSTRUCTION AREAS THAT WILL NOT BE PERMANENTLY SEEDED WITHIN TWO WEEKS OF DISTURBANCE AND PRIOR TO SEPTEMBER 15, OF ANY GIVEN YEAR, IN ORDER TO ACHIEVE VEGETATIVE STABILIZATION PRIOR TO THE END OF THE GROWING SEASON. 9.4. SOIL TACKIFIERS MAY BE APPLIED IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AND REAPPLIED AS NECESSARY TO MINIMIZE SOIL AND MULCH
  - LOSS UNTIL PERMANENT VEGETATION IS ESTABLISHED.
- 10. RETAIN SEDIMENT ON-SITE AND CONTROL DEWATERING PRACTICES:
  - 10.1. TEMPORARY SEDIMENT BASINS (CGP-SECTION 2.1.3.2) OR SEDIMENT TRAPS (ENV-WQ 1506.10) SHALL BE SIZED TO RETAIN, ON SITE, THE VOLUME OF A 2-YEAR 24-HOUR STORM EVENT FOR ANY AREA OF DISTURBANCE OR 3,600 CUBIC FEET OF STORMWATER RUNOFF PER ACRE OF DISTURBANCE, WHICHEVER IS GREATER. TEMPORARY SEDIMENT BASINS USED TO TREAT STORMWATER RUNOFF FROM AREAS GREATER THAN 5-ACRES OF DISTURBANCE SHALL BE SIZED TO ALSO CONTROL STORMWATER RUNOFF FROM A 10-YEAR 24 HOUR STORM EVENT. ON-SITE RETENTION OF THE 10-YEAR 24-HOUR EVENT IS NOT REQUIRED.
  - 10.2. CONSTRUCT AND STABILIZE DEWATERING INFILTRATION BASINS PRIOR TO ANY EXCAVATION THAT MAY REQUIRE DEWATERING. 10.3. TEMPORARY SEDIMENT BASINS OR TRAPS SHALL BE PLACED AND STABILIZED AT LOCATIONS WHERE CONCENTRATED FLOW (CHANNELS AND PIPES) DISCHARGE TO THE SURROUNDING ENVIRONMENT FROM AREAS OF UNSTABILIZED EARTH DISTURBING ACTIVITIES.

EROSION CONTROL	STRATEGIES
	11. ADDITIONAL FROSION AND SEDIMENT CONTROL GENERAL PRACTICES:
RIE FEDERAL, STATE, AND LOCAL	11.1. USE TEMPORARY MULCHING. PERMANENT MULCHING. TEMPORARY VEGETA
	USE MECHANICAL SWEEPERS ON PAVED SURFACES WHERE NECESSARY TO
ORM WATER CONSTRUCTION GENERAL PERMIT	TACKIFIERS, AS APPROVED BY THE NHDES.
N THE MOST RECENT CONSTRUCTION	11.2. ALL STOCKPILES SHALL BE CONTAINED WITH TEMPORARY PERIMETER CO
	MEASURES (TEMPORARY EROSION CONTROL SEED MIX AND MULCH, SOIL
IIT, WATER QUALITY CERTIFICATION AND	11.3. EROSION AND SEDIMENT CONTROL MEASURES WILL BE INSPECTED IN A
	AFTER ANY STORM EVENT GREATER THAN 0.25 IN. OF RAIN PER 24-H
WITH THE NEW HAMPSHIRE STORMWATER	ACCORDANCE WITH THE GUIDANCE MEMO FROM THE NHDES CONTAINED W
BLE FROM THE NEW HAMPSHIRE DEPARTMENT	11.4. THE CONTRACTOR SHOULD UTILIZE STORM DRAIN INLET PROTECTION TO
	STABILIZATION OF THE CONTRIBUTING DISTURBED AREA.
OO REQUIREMENTS	11.5. PERMANENT STABILIZATION MEASURES WILL BE CONSTRUCTED AND MAIN
	VEGETATIVE STABILIZATION SHALL NOT BE CONSIDERED PERMANENTLY
LAGE, AND ALSU WITH REGARDS TU	THE CUNTRACTOR SHALL BE RESPONSIBLE FOR ERUSION AND SEDIMENT
	TI-6. CATCH BASINS: CARE SHALL BE TAKEN TO ENSURE THAT SEVIMENTS DU
	11 7 TEMPORARY AND PERMANENT DITCHES SHALL BE CONSTRUCTED. STABIL
BILIZED CONSTRUCTION EXITS SHALL BE	PERMANENT DITCHES SHALL BE DIRECTED TO DRAIN TO SEDIMENT BAS
) PREPARER.	11.8. WINTER EXCAVATION AND EARTHWORK ACTIVITIES NEED TO BE LIMITE
D AS NECESSARY TO PREVENT	THE AREA OF EXPOSED SOIL SHALL BE LIMITED TO ONE ACRE, OR TH
	PLAN, DEVELOPED BY A QUALIFIED ENGINEER OR A CPESC SPECIALIS
RMIT AND SECTION 645 OF THE NHDOT	11.9. CHANNEL PROTECTION MEASURES SHALL BE SUPPLEMENTED WITH PERIM
	SLOPES. THE PERIMETER CONTROLS SHALL BE INSTALLED ON THE FI
	LINE.

BEST MANAGEMENT PRACTICES (BMP) BASED ON AMOUNT OF OPEN CONSTRUCTION AREA

12. STRATEGIES SPECIFIC TO OPEN AREAS LESS THAN 5 ACRES:

12.1. THE CONTRACTOR SHALL COMPLY WITH RSA 485:A:17 AND ENV-WQ 1500; ALTERATION OF TERRAIN FOR CONSTRUCTION AND USE ALL CONVENTIONAL BMP STRATEGIES. 12.2. SLOPES STEEPER THAN 3:1 WILL RECEIVE TURF ESTABLISHMENT WITH MATTING.

12.3. SLOPES 3:1 OR FLATTER WILL RECEIVE TURF ESTABLISHMENT ALONE.

- GRAVEL, OR CRUSHED STONE BASE TO HELP MINIMIZE EROSION ISSUES.
- 12.6. ALL AREAS THAT CAN BE STABILIZED SHALL BE STABILIZED PRIOR TO OPENING UP NEW TERRITORY. 12.7. DETENTION BASINS SHALL BE DESIGNED AND CONSTRUCTED TO ACCOMMODATE A 2 YEAR STORM EVENT.
- 13. STRATEGIES SPECIFIC TO OPEN AREAS BETWEEN 5 AND 10 ACRES:
- TREATMENT OPTIONS USED FOR UNDER 5 ACRES WILL BE UTILIZED.
- 13.2. DETENTION BASINS WILL BE CONSTRUCTED TO ACCOMMODATE THE 2-YEAR 24-HOUR STORM EVENT AND CONTROL A 10-YEAR 24-HOUR STORM EVENT.
- ALSO CONSIDER A SOIL BINDER IN ACCORDANCE WITH THE NHDES APPROVALS OR REGULATIONS.
- 14. STRATEGIES SPECIFIC TO OPEN AREAS OVER 10 ACRES:
  - TREATMENT OPTIONS USED FOR UNDER 5 ACRES AND BETWEEN 5 AND 10 ACRES WILL BE UTILIZED. 14.2. THE DEPARTMENT ANTICIPATES THAT SOIL BINDERS WILL BE NEEDED ON ALL SLOPES STEEPER THAN 3:1. IN ORDER TO MINIMIZE EROSION AND REDUCE THE
  - AMOUNT OF SEDIMENT IN THE STORMWATER TREATMENT BASINS. MONITORING OF THE SYSTEM.

APPLICATION AREAS	(	ORY MULCH	H METHODS	5	HYDRAU	LICALLY	APPLIED N	MULCHES <sup>2</sup>	ROLLED	EROSION	CONTROL	BLANKETS <sup>3</sup>
	нмт	WC	SG	СВ	нм	SMM	BFM	FRM	SNSB	DNSB	DNSCB	DNCB
SLOPES <sup>1</sup>										•		
STEEPER THAN 2:1	NO	NO	YES	NO	NO	NO	NO	YES	NO	NO	NO	YES
2:1 SLOPE	YES'	YES'	YES	YES	NO	NO	YES	YES	NO	YES	YES	YES
3:1 SLOPE	YES	YES	YES	YES	NO	YES	YES	YES	YES	YES	YES	NO
4:1 SLOPE	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	NO	NO
WINTER STABILIZATION	4T/AC	YES	YES	YES	NO	NO	YES	YES	YES	YES	YES	YES
CHANNELS			-	-	-	-		-	-	-		
LOW FLOW CHANNELS	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	YES	YES
HIGH FLOW CHANNELS	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	YES

HMT     HAY MULCH & TACK     HM     HYDRAULIC MULCH     SNSB     SINGLE NET STRAT       WC     WOOD CHIPS     SMM     STABILIZED MULCH MATRIX     DNSB     DOUBLE NET STRAT	W BLANKET
WC WOOD CHIPS SMM STABILIZED MULCH MATRIX DNSB DOUBLE NET STRAN	
	W BLANKET
SG STUMP GRINDINGS BFM BONDED FIBER MATRIX DNSCB 2 NET STRAW-COCON	IUT BLANKET
CB COMPOST BLANKET FRM FIBER REINFORCED MEDIUM DNCB 2 NET COCONUT	BLANKET

NOTES:

WATER WITHOUT PRIOR WRITTEN APPROVAL FROM THE NH DEPARTMENT OF ENVIRONMENTAL SERVICES.

1. ALL SLOPE STABILIZATION OPTIONS ASSUME A SLOPE LENGTH ≤10 TIMES THE HORIZONTAL DISTANCE COMPONENT OF THE SLOPE, IN FEET. 2. PRODUCTS CONTAINING POLYACRYLAMIDE (PAM) SHALL NOT BE APPLIED DIRECTLY TO OR WITHIN 100 FEET OF ANY SURFACE 3. ALL EROSION CONTROL BLANKETS SHALL BE MADE WITH WILDLIFE FRIENDLY BIODEGRADABLE NETTING.

ATIVE COVER, AND PERMANENT VEGETATIVE COVER TO REDUCE THE NEED FOR DUST CONTROL. PREVENT DUST BUILDUP. APPLY WATER, OR OTHER DUST INHIBITING AGENTS OR

ONTROLS. INACTIVE SOIL STOCKPILES SHOULD BE PROTECTED WITH SOIL STABILIZATION BINDER) OR COVERED WITH ANCHORED TARPS. ACCORDANCE WITH SECTION 645 OF NHDOT SPECIFICATIONS, WEEKLY AND WITHIN 24 HOURS HOUR PERIOD. EROSION AND SEDIMENT CONTROL MEASURES WILL ALSO BE INSPECTED IN WITHIN THE CONTRACT PROPOSAL AND THE EPA CONSTRUCTION GENERAL PERMIT. TO PREVENT SEDIMENT FROM ENTERING A STORM DRAINAGE SYSTEM PRIOR TO THE PERMANENT

NTAINED IN LOCATIONS AS SHOWN ON THE CONSTRUCTION PLANS TO STABILIZE AREAS. STABILIZED UNTIL VEGETATIVE GROWTH COVERS AT LEAST 85% OF THE DISTURBED AREA. CONTROL FOR ONE YEAR AFTER PROJECT COMPLETION. DO NOT ENTER ANY EXISTING CATCH BASINS DURING CONSTRUCTION. THE CONTRACTOR SHALL OF SOIL DISTURBANCE THAT ARE SUBJECT TO SEDIMENT CONTAMINATION. \_IZED AND MAINTAINED IN A MANNER THAT WILL MINIMIZE SCOUR. TEMPORARY AND SINS OR STORM WATER COLLECTION AREAS. ED IN EXTENT AND DURATION, TO MINIMIZE POTENTIAL EROSION AND SEDIMENTATION IMPACTS. HAT WHICH CAN BE STABILIZED AT THE END OF EACH DAY UNLESS A WINTER CONSTRUCTION ST, IS REVIEWED AND APPROVED BY THE DEPARTMENT. METER CONTROL MEASURES WHEN THE DITCH LINES OCCUR AT THE BOTTOM OF LONG FILL ILL SLOPE TO MINIMIZE THE POTENTIAL FOR FILL SLOPE SEDIMENT DEPOSITS IN THE DITCH

12.4. AREAS WHERE HAUL ROADS ARE CONSTRUCTED AND STORMWATER CANNOT BE TREATED THE DEPARTMENT WILL CONSIDER INFILTRATION. 12.5. FOR HAUL ROADS ADJACENT TO SENSITIVE ENVIRONMENTAL AREAS OR STEEPER THAN 5%, THE DEPARTMENT WILL CONSIDER USING EROSION STONE, CRUSHED

13.1. THE CONTRACTOR SHALL COMPLY WITH RSA 485:A:17 AND ENV-WQ 1500 ALTERATION OF TERRAIN AND SHALL USE CONVENTIONAL BMP STRATEGIES AND ALL

13.3. SLOPES STEEPER THAN A 3:1 WILL RECEIVE TURF ESTABLISHMENT WITH MATTING OR OTHER TEMPORARY SOIL STABILIZATION MEASURES DETAILED IN TABLE 1. THE CONTRACTOR MAY ALSO CONSIDER A SOIL BINDER IN ACCORDANCE WITH THE NHDES APPROVALS OR REGULATIONS. OTHER ALTERNATIVE MEASURES, SUCH AS BONDED FIBER MATRIXES (BFMS) OR FLEXIBLE GROWTH MEDIUMS (FGMS) MAY BE UTILIZED, IF MEETING THE NHDES APPROVALS AND REGULATIONS. 13.4. SLOPES 3:1 OR FLATTER WILL RECEIVE TURF ESTABLISHMENT OR OTHER TEMPORARY SOIL STABILIZATION MEASURES DETAILED IN TABLE 1. THE CONTRACTOR MAY

14.1. THE CONTRACTOR SHALL COMPLY WITH RSA 485:A:17 AND ENV-WQ 1500 ALTERATION OF TERRAIN AND SHALL USE CONVENTIONAL BMP STRATEGIES AND ALL

14.3. THE CONTRACTOR WILL BE REQUIRED TO HAVE AN APPROVED DESIGN IN ACCORDANCE WITH ENV-WQ 1506.12 FOR AN ACTIVE FLOCCULANT TREATMENT SYSTEM TO TREAT AND RELEASE WATER CAPTURED IN STORM WATER BASINS. THE CONTRACTOR SHALL ALSO RETAIN THE SERVICES OF AN ENVIRONMENTAL CONSULTANT WHO HAS DEMONSTRATED EXPERIENCE IN THE DESIGN OF FLOCCULANT TREATMENT SYSTEMS. THE CONSULTANT WILL ALSO BE RESPONSIBLE FOR THE IMPLEMENTATION AND

# TABLE 1

## GUIDANCE ON SELECTING TEMPORARY SOIL STABILIZATION MEASURES

STA	TE OF NEW HAN	MPSHIRE	
DEPARTMENT OF TRA	ANSPORTATION • BUP	REAU OF HIC	GHWAY DESIGN
EROSION	CONTROL	STRA	TEGIES
DGN	STATE PROJECT NO.	SHEET NO.	TOTAL SHEETS
14749erc	14749	13	28

SDR PROCESSED NAME1	DATE DATE1				REVIS	IONS AFTER PROPOSAL
NEW DESIGN NAME2	DATE DATE2	NUMBER	DATE	STATION	STATION	DESCRIPTION
SHEET CHECKED NAME3	DATE DATE3					
AS BUILI VEIAILS	UAIE					
- CONST FULL BOX ROADW	ESTIMATED CONST LOVELL BRIDGE - REMOVE MEDIAN ISLANC LOCATION - CONST LOVELL BRIDGE - CONST LOVELL BRIDGE	 nh bnd	mrm hdr		* * * * * * * * * * *	
VAY AT	RUCT & N & CO DIVER			Т( - РС( - В8	坐	

![](_page_13_Figure_1.jpeg)

PAVEMENT FULLWIDTH TEM 304.4 OVE MEDIAN ISLAND		TE OF NEW HAMPSHIF	
	DEPARTMENT OF TRA	ANSPORTATION • BUREAU OF	- HIGHWAY DESIGN
	FRACIA	ΟΝ ΓΟΝΤΡΟΙ Ε	PLANS
		$\sum_{i=1}^{N} CONTROL P$	LANO
MODEL ERCO1	DCN 14749erc	STATE PROJECT ND. SHEET N 14749 14	TOTAL SHEETS

# ESTIMATED CONSTRUCTION SEQUENCE LOVELL BRIDGE & NH 16B AREA - REMOVE MEDIAN ISLAND & CONST. NEW SLIP RAMP LOCATION - CONST LOVELL BRIDGE DIVERSION WITH TEMP. DRAINAGE SYSTEM - CONST LOVELL BRIDGE - CONST FULL BOX ROADWAY AT LOVELL BRIDGE AREA - REMOVE DIVERSION 8 DESCRIPT CONSTRUCT GRAVEL TEMPORARY DRIVE MATCH RADIUS = 696'RADIUS = 69118 1 O97'2"ron 98 다 gl EXISTING LAROW 으 P-7438-B & F-214(6) 310 OLD ROUTE 16 REAL ESTATE TRUST -----..... \_\_\_\_\_ DATE1 DATE2 DATE3 Indian Mound Golf Club DATE DATE DATE DATE NAME 1 NAME 2 NAME 3 PROCESSED DESIGN :T CHECKED

![](_page_14_Figure_1.jpeg)

![](_page_15_Figure_0.jpeg)

![](_page_16_Figure_0.jpeg)

¢¢	GRID		R. R. K.		
ST. NHDOT OPE EASE. P-2738) CP - 2738) CP - 2738) CP - 2738) CP - 2738) CP - 2738) CP - 2738)		EXISTING 20' CCESS EASEMENT PER CCRD PLAN # 21/30	n/f r/f	MATCH TO ERCOS	
	MODEL ERCO4	STA DEPARTMENT OF TRA EROSIC DGN 14749erc	TE OF NEW HAI ANSPORTATION • BUI DN CONTRO STATE PROJECT NO. 14749	MPSHIRE REAU OF HIC OL PL. SHEET NO. 17	SHWAY DESIGN ANS TOTAL SHEETS 28

![](_page_17_Figure_0.jpeg)

	EXISTING UTIL. EASE. ER PLAN 162/17,
orking	15 We bidd it was a for
Po 	$rac{1}{57E}$ $-DW$ $-MQ$ $-M$
<u>outes</u> 10/ 149	$\frac{150}{FPI00}$
EXEMPLARY NATURAL COM	MUNITY
ON SEQUENCE TION AREA	
OPEN PRIOR TO 2 CALENDAR DAYS A MAXIMUM OF 1.25	
	STATE OF NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION • BUREAU OF HIGHWAY DESIGN
)	

![](_page_18_Figure_0.jpeg)

	Road			
n/f MEADER, NALD N. a a a a a a a a a a	Hill Boad Mild Sink ha post 165	1e k k 1e k 1e 1	Asph dr 167	MATCH TO ERCO7
164	100 0	2 story wood Pizza Barn	PC PC DOQ C DIK O DOQ C DIK ME AD DONAL	f ER, D N.
100 MODEL ERCO6	STA DEPARTMENT OF TRA EROSIC DGN 14749erc	TE OF NEW HAN INSPORTATION • BUF DN CONTRO STATE PROJECT NO. 14749	ИРЅНІПЕ REAU OF HIC OL PL SHEET NO. 19	GHWAY DESIGN ANS TOTAL SHEETS 28

![](_page_19_Figure_0.jpeg)

<sup>CRID</sup> <sup>Metery</sup> OW <sup>THO</sup> Consine Consi	Contraction of the second seco	STA. 179+50 FND RECLAIMED GO GO GO GO GO GO GO GO GO GO GO GO GO	TE OF NEW HAI	MPSHIRE	
		STA	TE OF NEW HAI	MPSHIRE	
	-	DEPARTMENT OF TRA	ANSPORTATION • BUI	REAU OF HIC	HWAY DESIGN
50 100		EROSIC	ON CONTRO	OL PL.	ANS
EET	MODEL ERCO7	dgn 14749erc	STATE PROJECT NO. 14749	SHEET NO. 20	TOTAL SHEETS

![](_page_20_Figure_0.jpeg)

MODEL	DGN	STATE PROJECT NO.	SHEET NO.	TOTAL SHEETS
ERC08	14749erc	14749	21	28

Bigging     ESTIMATED CONSTRUCTION SEQUENCE BEARCAMP RELIEF BRIDGE       PRIOR TO ROAD CLOSURE     - Set UP PREVETER CONTROL.       - OWSTRUCT STABLE TIMODARY ACCESS ON WEST SIDE OF BRIDGES FUENDED.     - Set UP PREVETER CONTROL.       - OWSTRUCT STABLE TIMODARY CONTROL.     - Set UP TRAFFIC CONTROL.       - OWSTRUCT STABLE TIMODARY CONTROL.     - Set UP TRAFFIC CONTROL.       - OWSTRUCT STABLE TIMODARY CONTROL.     - Set UP TRAFFIC CONTROL.       - OWSTRUCT PREMOUNDER TO TRAFFIC.     - ORFIGE SMO PIRE PILES FOR NEW ABUTKINTS - SUBSTRUCTORS TO PILES FOR NEW ABUTKINTS - SUBSTRUCTORS TO PILES FOR NEW ABUTKINTS - DEVE CONTROL TORS TO PILES FOR NEW ABUTKINGS - CONTROL TRADAWA APPROACHES TO PROPOSED SUBSTRUCTURE.       - ENDOLE TEMPORARY ACCESS.       - STABILIZE ACCESS AREA.       THE       - ENDOLE TEMPORARY ACCESS.       - STABILIZE ACCESS AREA.       - CONST. FOLL BOT ROADENTY       - CONST. FOLL BOT ROADENTY       - CONST. FOLL BOT ROADENTY       - CONST. FOLL BOT ROADENTY	NAME 2 DAT	NAME Z UAL	ED NAME3 DA1	TAILS DAT		m år
BITCL       ESTIMATED CONSTRUCTION SEQUENCE BEARCAMP RELIEF BRIDGE         PRIOR TO ROAD CLOSURE       - SET UP PRIMETER CONTROL.         - CONSTRUCT STALE TEMPORARY ACCESS ON WEST SIDE OF BRIDGE FROM BOINS OF THE BRIDGES FURTHER TO THE EAST WITHIN TEMPORARY CONSTRUCTIONS SEMENT.         - SET UP FRAFFIC CONTROL TO MAINTAIN ONE-LANE ALLEBRATING THO WAY TRAFFIC.         - ORIVE H-PILES AND PIPE PILES FOR NEW ADDITIONS         - ORIVE H-PILES AND PIPE PILES FOR NEW ADDITIONS         - ORIVE H-PILES AND PIPE PILES FOR NEW ADDITIONS         - ORIVE H-PILES AND PIPE PILES FOR NEW ADDITIONS         - ORIVE H-PILES AND DIES         - ORIVE H-PILES AND DIES         - ORIVE H-PILES AND DIES         - ORIVE H-PILES AND DIES OF RESTRUCTURE NEW SUBRESTRUCTURE BRIDGE BY USING MECHANICAL METHODS TO GOUT ONLI ONE OF OLI ONST.         - DURING ROAD CLOSURE         - DURING ROAD CLOSURE         - INSTALL STORE FILL ARDUNG NEW FIERS         - ONSTRUCT ROADWAY APPROACHES TO PROPOSED BRIDGE.         - CONSTRUCT ROADWAY APPROACHES TO PROPOSED BRIDGE.         - REMOVE TEMPORARY ACCESS.         - STABILIZE ACCESS AREA.	TE DATE2	VIE VAIEZ	NTE DATE3	VTE		48 PFO1E
Big       ESTIMATED CONSTRUCTION SEQUENCE BEARCAMP RELIEF BRIDGE         PRIOR TO ROAD CLOSURE       - SETUP FRINETER CONTROL.         - CONSTRUCT STABLE TEMPORAPY ACCESS ON WEST SIDE OF BRIDGE FROM BOIN SIDES OF THE BRIDGES FURTHER TO THE EAST WITHIN TEMPORAPY ACCESS ON WEST SIDE OF BRIDGE FROM BOINT SIDES OF ARTIDOR SASEMENT.         - SETUP TARFFIC CONTROL TO WAIT TARFFIC.         - ORLING THOUS OF AUTOMAY TARFFIC.         - ORD FLESS AND PILES FOR NEW ABUTMENTS AND FLESS.         - CONSTRUCT PRETIONS OF AUTOMAX TRAFFIC.         - DEMO EXTSTING BRIDGE BY USING MECHANICAL METHODS SUBSTRUCTURES ON PILES FOR NEW ABUTMENTS AND ABUTMENTS.         - UNTING ROAD CLOSURE         - LICONE STRUCTURE AND PILES TO REMATICAL METHODS TO CUT AND LIFT DUT PORTIONS.         - INSTRUCT ROADWAY STILL ARDUND NEW PIERS AND ABUTMENTS.         - LICONE CASURE         - CONSTRUCT ROADWAY APPROACHES TO PROPOSED BRIDGE.         - REMOVE TEMPORARY ACCESS.         - STABILIZE ACCESS AREA.         BIOLOGY BUDY BOAR ACCESS.         - STABILIZE ACCESS AREA.	NIMBER					EXISTING NHDOT SLOPE EASE. (P-2738)
0110000000000000000000000000000000000	DATE	DAIE			ROADWAY WORK - CONST. DRAINAGE - CONST. FULL BOX ROADWAY	NB/25193 1
BILL       ESTIMATED CONSTRUCTION SEQUENCE BEARCAMP RELIEF BRIDCE         PRIOR TO ROAD CLOSURE       - SET UP PERIMETER CONTROL.         - CONSTRUCT STABLE TEMPORARY ACCESS ON WEST SIDE OF BRIDGE PROM BOLT SIDES OF HERS SIDE OF BRIDGES FURTHER TO THE EAST WITHIN TEMPORARY CONSTRUCTION EASEMENT.         - RELOCATE UTLITIES ON EAST SIDE OF BRIDGES FURTHER TO THE EAST WITHIN TEMPORARY CONSTRUCTION EASEMENT.         - SET UP PRIAFIC CONTROL TO MAINTAIN ONE-LANE ALTERNATING TWO-WAY TRAFFIC.         - ORIVE H-PILES AND PIPE PILES FOR NEW ABUTMENTS AND PIERS.         - CONSTRUCT URE AND DECK.         DURING ROAD CLOSURE         - DEMG EXISTING BRIDGE BY USING MECHANICAL METHODS TO CUT AND LIFT DUF PORTIONS.         - INSTALL STOME FILL AROUND NEW PIERS AND ABUTMENTS.         - DEMG EXISTING BRIDGE BY USING MECHANICAL METHODS TO CUT AND LIFT DUF PORTIONS.         - LATERALLY SLIDE PROPOSED SUPERSTRUCTURE FROM TEMPORARY BENTS ON WEST SIDE OF BRIDGE ONTO PROPOSED SUBSTRUCTURE.         - LATERALLY SLIDE PROPOSED SUPERSTRUCTURE FROM TEMPORARY BENTS ON WEST SIDE OF BRIDGE ONTO PROPOSED SUBSTRUCTURE.         - CONSTRUCT ROADWAY APPROACHES TO PROPOSED BRIDGE.	STATION				- REMOVE TEMPORARY ACCESS. - STABILIZE ACCESS AREA.	
NOTIONS       ESTIMATED CONSTRUCTION SEQUENCE BEARCAMP RELIEF BRIDGE         PRIOR TO ROAD CLOSURE       - SET UP PERIMETER CONTROL.         - CONSTRUCT STABLE TEMPORARY ACCESS ON WEST SIDE OF BRIDGE FROM BOTH SIDES OF THE BRIDGES.         - RELOCATE UTILITIES ON EAST SIDE OF BRIDGES FURTHER TO THE EAST WITHIN TEMPORARY CONSTRUCTION EASEMENT.         - SET UP TRAFFIC CONTROL TO MAINTAIN ONE-LANE ALTERNATING TWO-WAY TRAFFIC.         - DRIVE H-PILES AND PIPE PILES FOR NEW ABUTMENTS AND PIERS.         - CONSTRUCT PORTIONS OF ABUTMENT AND PIER SUBSTRUCTURES ON PILES.         - DINING ROAD CLOSURE         - DEMO EXISTING BRIDGE BY USING MECHANICAL METHODS TO CUT AND LIFT OUT PORTIONS.         - NOTAN LIFT OUT PORTIONS.         - INSTALL STOME FILL AROUND NEW PIERS AND ABUTMENTS.					<ul> <li>LATERALLY SLIDE PROPOSED SUPERSTRUCTURE FROM TEMPORARY BENTS ON WEST SIDE OF BRIDGE ONTO PROPOSED SUBSTRUCTURE.</li> <li>CONSTRUCT ROADWAY APPROACHES TO PROPOSED BRIDGE.</li> <li>AFTER ROAD CLOSURE</li> </ul>	B C C C C C C C C C C C C C
ESTIMATED CONSTRUCTION SEQUENCE BEARCAMP RELIEF BRIDGE         PRIOR TO ROAD CLOSURE         - SET UP PERIMETER CONTROL.         - CONSTRUCT STABLE TEMPORARY ACCESS ON WEST SIDE OF BRIDGE FROM BOTH SIDES OF THE BRIDGE.         - RELOCATE UTILITIES ON EAST SIDE OF BRIDGES FURTHER TO THE EAST WITHIN TEMPORARY CONSTRUCTION EASEMENT.         - SET UP TRAFFIC CONTROL TO MAINTAIN ONE-LANE ALTERNATING TWO-WAY TRAFFIC.         - DRIVE H-PILES AND PIPE PILES FOR NEW ABUTMENTS AND PIERS.         - CONSTRUCT PORTIONS OF ABUTMENT AND PIER SUBSTRUCT PORTS ON VEST SIDE TO CONSTRUCT NEW SUPERSTRUCTURE AND DECK.	STATION				DURING ROAD CLOSURE - DEMO EXISTING BRIDGE BY USING MECHANICAL METHODS TO CUT AND LIFT OUT PORTIONS. - INSTALL STONE FILL AROUND NEW PIERS AND ABUTMENTS.	LEO J.
ESTIMATED CONSTRUCTION SEQUENCE BEARCAMP RELIEF BRIDGE PRIOR TO ROAD CLOSURE - SET UP PERIMETER CONTROL. - CONSTRUCT STABLE TEMPORARY ACCESS ON WEST SIDE OF BRIDGE FROM BOTH SIDES OF THE BRIDGE. - RELOCATE UTILITIES ON EAST SIDE OF BRIDGES FURTHER TO THE EAST WITHIN TEMPORARY CONSTRUCTION EASEMENT. - SET UP TRAFFIC CONTROL TO MAINTAIN ONE-LANE ALTERNATING TWO-WAY TRAFFIC.					<ul> <li>DRIVE H-PILES AND PIPE PILES FOR NEW ABUTMENTS AND PIERS.</li> <li>CONSTRUCT PORTIONS OF ABUTMENT AND PIER SUBSTRUCTURES ON PILES.</li> <li>PLACE TEMPORARY BENTS ON WEST SIDE TO CONSTRUCT NEW SUPERSTRUCTURE AND DECK.</li> </ul>	
ESTIMATED CONSTRUCTION SEQUENCE BEARCAMP RELIEF BRIDGE PRIOR TO ROAD CLOSURE - SET UP PERIMETER CONTROL. - CONSTRUCT STARLE TEMPORARY ACCESS ON WEST SUDE					OF BRIDGE FROM BOTH SIDES OF THE BRIDGE. - RELOCATE UTILITIES ON EAST SIDE OF BRIDGES FURTHER TO THE EAST WITHIN TEMPORARY CONSTRUCTION EASEMENT. - SET UP TRAFFIC CONTROL TO MAINTAIN ONE-LANE ALTERNATING TWO-WAY TRAFFIC.	
ESTIMATED CONSTRUCTION SEQUENCE	DFSCRIPTION				BEARCAMP RELIEF BRIDGE PRIOR TO ROAD CLOSURE - SET UP PERIMETER CONTROL. - CONSTRUCT STARLE TEMPORARY ACCESS ON WEST SUDE	
					ESTIMATED CONSTRUCTION SEQUENCE	

![](_page_21_Figure_1.jpeg)

![](_page_22_Figure_0.jpeg)

	ESTIMATED CONSTRUCTION SEQUENCE ROADWAY REHABILITATION AREA
story wood Jake ant be Restaurant be	- RECLAIMED SURFACE LEFT OPEN PRIOR TO PAVING A MAXIMIMUM OF 12 CALENDAR DAYS - RECLAIMED SURFACE OPEN A MAXIMUM OF 1.25 MILES AT A TIME.
212 EWD Moth	exist ro HJ HJ
ru	S W
00Fpi00	
	STATE OF NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION • BUREAU OF HIGHWAY DESIGN
00	EROSION CONTROL PLANS
ERC10	DONSTATE PROJECT NO.SHEET NO.TOTAL SHEETS14749erc147492328

![](_page_23_Figure_0.jpeg)

![](_page_24_Figure_0.jpeg)

![](_page_25_Figure_0.jpeg)

![](_page_26_Figure_0.jpeg)

![](_page_27_Figure_0.jpeg)

ESTIMATED	CONSTRUCTION SEQUENCE
ROADWAY	REHABILITATION AREA

			284+60.92 TO TO TO TO TO To To To To	orth
MODEL	STA DEPARTMENT OF TRA EROSIC	TE OF NEW HAI	MPSHIRE REAU OF HIC OL PL	CHWAY DESIGN ANS TOTAL SHEETS