

CITY OF DOVER

PLANNING TECHNICAL REVIEW COMMITTEE –AGENDA

Meeting Type: Regular Meeting
Meeting Location: 2nd Floor Conference Room – City Hall, Dover NH
Meeting Date: **Thursday, October 29, 2015**
Meeting Time: **10:30 AM**

1. 10:30 AM - 11:15 AM: Site Review for M&E Jespersen Realty, Assessor's Map K, Lots 31 & 40B, zoned B-3, located at 5 & 11 Dover Point Road. (Parking lot resurfacing project to affect 74,100 sq. ft., located at Dover Chevrolet). [*Previously heard on August 6, 2015*]. (P15-42)



Civil Engineers
Structural Engineers
Traffic Engineers
Land Surveyors
Landscape Architects
Scientists

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Planning Office

OCT 13 2015

Dover, New Hampshire

October 8, 2015

Ref: 45488.23

Steve Bird
City of Dover
City Planner
City of Dover, NH
288 Central Avenue
Dover, NH 03820-4169
s.bird@dover.nh.gov

Re: Response to Comments
Technical Review Committee
M&E Jespersen Realty (Dover Chevrolet)
Dover, New Hampshire

Mr. Bird,

On behalf of our client, Dover Chevrolet, TFM is pleased to provide the enclosed revised plans for the proposed improvements associated with its Reconstruction Project located at Dover Point Road in Dover. These plans have been revised based on comments from your August 6, 2015 Technical Review Committee Minutes.

We have attached the following revised plans and have provided responses to each of the comments from your letter relative to the Reconstruction Plans.

- Reconstruction Plans
- Stormwater Management Report Dover Honda

Plan Review

Planning Comments:

- We have added the design information for the adjacent Honda Dealership to the plans to depict the anticipated existing conditions.
- The improvements associated with the redevelopment of the adjoining Honda site include installation of porous pavement which extends onto the Chevrolet property. As such, the applicant is reducing the impervious footprint on both Honda (Lot K-40, K-40A, K-40C) and Chevrolet (Lots K-31 and K-40B) sites. The pavement area is being reduced by 9220 square feet from 1.97 acres to 1.76 acres due to the conversion to porous pavement. However, because the reduction leaves greater than 1.5 acre of impervious area within the Chevrolet Site, a waiver is requested from section 149-14 (5)(g) of the Site Plan Regulations.

- We have added the design information for the storm water infiltration system at the adjacent Honda Dealership to the plans to depict the anticipated existing conditions

Engineering Comments:

- A waiver is requested from section 149-14 (5)(g) of the Site Plan Regulations for the porous pavement requirement. For these reasons, it is not necessary to note on the plans requirements to follow the same restrictions for winter sand and follow the OM from Honda for the porous pavement

- The new stormwater management system at Dover Honda, as demonstrated by its approved Stormwater Management Report, will significantly enhance site runoff water quality and reduce the peak runoff rates. This system has been designed to capture run-on from the adjoining Chevrolet dealership property. For these reasons, the Honda redevelopment project has accounted for water quality improvements to runoff from Dover Chevrolet.

Additionally, the presence of shallow ledge, (as shallow as 12-inches) has been identified over numerous portions of the Honda site, and are anticipated on the Chevrolet site. Installation of deeper sump catch basins will require blasting and/or rock hammering, which the applicant believes are not warranted provided the improvements described in the above paragraph. For these reasons, the applicant is proposing to preserve the existing catchbasins on the Chevrolet site.

- Enclosed please find a letter regarding the capacity of the Honda site drainage system.
- The existing underlying soils on this property are comprised of marine clays which are frost susceptible and not supportive of infiltration. For these reasons, it is not prudent or feasible to provide any infiltration prior to discharge into the state ROW
- The existing topography is such that runoff from the rear parking area flows into the Honda dealership (and not runoff over the slope), and is captured by a new catch basin which discharges into an underground filter system. For these reasons, it is not necessary to install a stone gravel filter strip along the back edge before discharging into the state ROW or install curbing and direct it to the new catch basin.
- The existing sidewalk system has been extended during the Honda project, and now extends across the Honda frontage and a portion of the Chevrolet frontage, and ends at the common driveway at Dover Chevrolet and Dover Honda. There is an existing bus stop here. As such, extending the sidewalk southerly across the entire frontage of Dover Chevrolet would create a sidewalk (extension) to nowhere. It is not sound engineering practice to create sidewalks which end abruptly.

Additionally, a new front patio was installed recently at Cheverolet. The permitting process was followed for this project, and a sidewalk was not required at that time. The repaving project is not affecting this area, so it would be a penalty to the applicant to remove portions of the previously approved improvements now.

For these reasons, it is not prudent or feasible to install curbing and extend the sidewalk along Dover Point Road along the frontage of the property.

Steve Bird
Ref:45488.23
Page 3

We trust these responses address your concerns. Please do not hesitate to contact me at (603)472-4488 or jhill@tfmoran.com.

Sincerely,
TFMoran Inc.

A handwritten signature in black ink, appearing to read "J. Hill", with a long horizontal stroke extending to the right.

Jason S. Hill
Project Manager

Enc.

cc: David White, City of Dover Engineering
Nancy Oeser, Dover Chevrolet
Jonathan Smith, Warrenstreet Architects
File



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MEMORANDUM

Date: October 7, 2015
To: Steve Bird, Dover Planning Department
From: Jason Hill
Re: 45488.23
Subject: Dover Chevrolet storm runoff

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At the Technical Review Committee Meeting on August 8, 2015, there was a question of whether the new underground storm system at Dover Honda had been designed to handle runoff from the adjacent Dover Chevrolet. Storm runoff from the Honda site is collected by catch basins and flowed to a new underground system located on the west side of the property. Due to existing topography, the northerly portion of the Chevrolet parking lot also drains onto the Honda site, and is captured by its proposed stormwater management system (refer to attached Post Development Drainage Plan). This Chevy runoff was modeled into the design of the new system for the Honda development (refer to the attached HydroCAD routing diagram from the approved Honda Site Plan).

The remaining runoff from the Chevrolet property either sheet-flows westerly onto the stone lined slope (from the west parking lot), is captured by catch basin and discharged at the west slope (from the southwest parking lot), or is captured by catch basin and discharged to the city's system in Dover Point Road (from the east parking lot and roofdrain). Refer to the attached Post Development Drainage Plan.

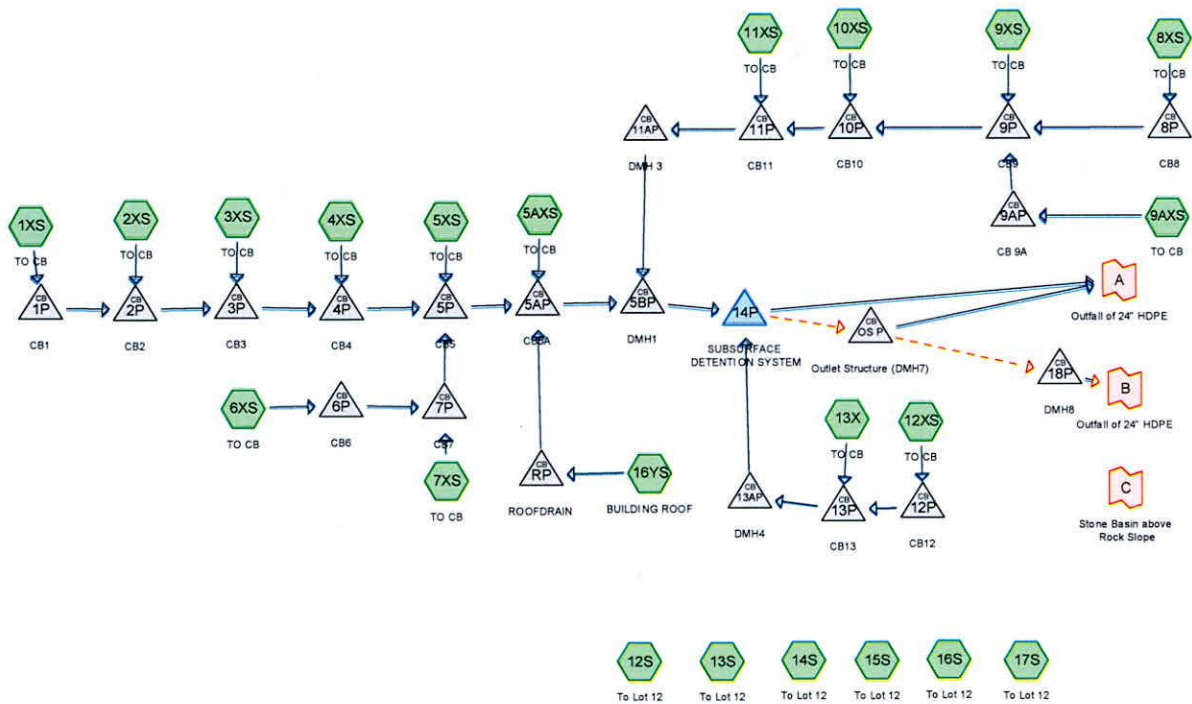
Please let us know if you need further information in connection with these items.

TFMORAN INC.

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Dover, New Hampshire



Routing Diagram for 45488.23 PostDevelopment - POROUS
Prepared by TFMORAN INC., Printed 10/8/2015
HydroCAD® 10.00 s/n 00866 © 2013 HydroCAD Software Solutions LLC

LEGEND

- DRAINAGE AREA BOUNDARY
- TIME OF CONCENTRATION
- 5 SUBCATCHMENT
- 1 POND
- 9 REACH
- A DISCHARGE POINT

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Dover, New Hampshire

SITE SPECIFIC SOILS LEGEND

SYMBOL	MAP UNIT	SLOPE	DRAINAGE	HSG
	BOXFORD SILT LOAM	0-8%	MODERATELY WELL	C
	BOXFORD SILT LOAM	8-15%	MODERATELY WELL	C
	BOXFORD SILT LOAM	15-25%	MODERATELY WELL	C
	UDORTHENTS, LOAMY	8-15%	WELL	C
	UDORTHENTS, LOAMY	25% +	WELL	C
	UDORTHENTS, LOAMY	25% +	WELL	C
	UDORTHENTS, LOAMY	0-8%	MODERATELY WELL	C
	UDORTHENTS, LOAMY	0-8%	UNDERDRAINABLE	C

SOILS CERTIFICATION

THE SITE SPECIFIC SOIL MAPPING ON LOTS 40, 40A & 40C WAS PERFORMED ON 5/16/2014 BY PETER S. SCHAUER, CERTIFIED SOIL SCIENTIST #039, OF SCHAUER ENVIRONMENTAL CONSULTANTS, L.L.C. IN LOUDON, NEW HAMPSHIRE. THIS MAPPING WAS PERFORMED ACCORDING TO THE STANDARDS OF THE "SITE-SPECIFIC SOIL MAPPING STANDARDS FOR NEW HAMPSHIRE AND VERMONT," VERSION 4.0, JANUARY 2011. THESE STANDARDS ARE PUBLISHED BY THE SOCIETY OF SOIL SCIENTISTS OF NORTHERN NEW ENGLAND, SPECIAL PUBLICATION NO. 3.

EXISTING WATERHSED MAP
DOVER CHEVROLET
PREPARED FOR DOVER CHEVROLET
OCTOBER 07, 2015

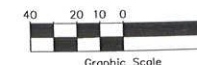


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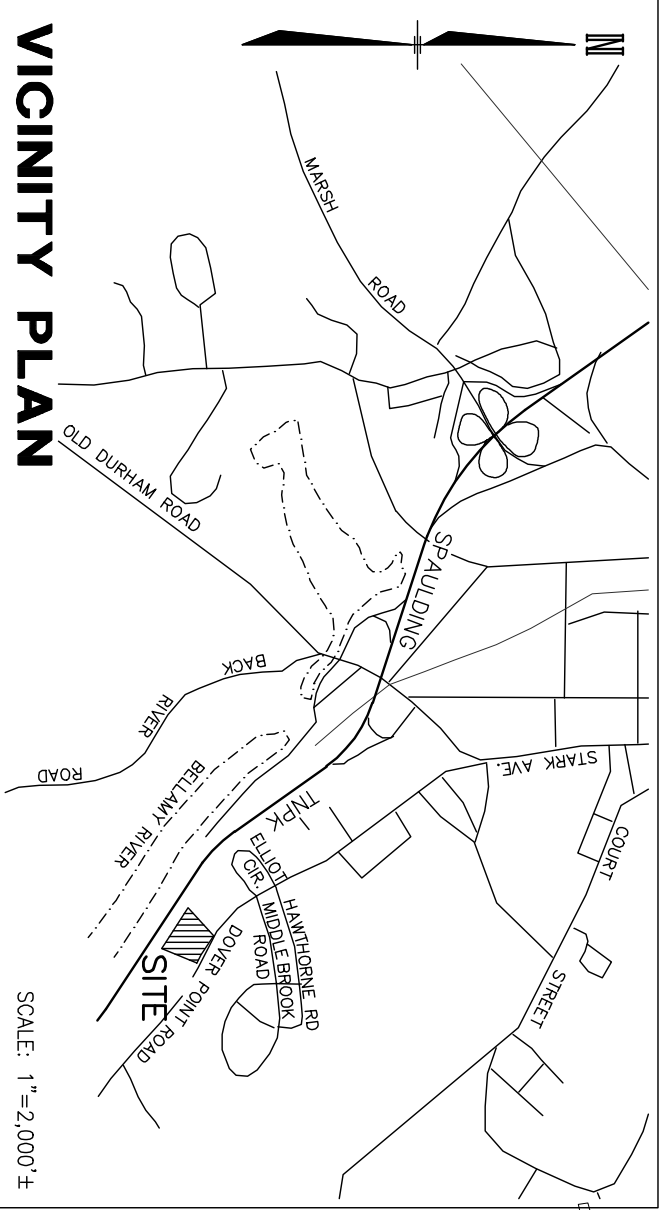
48 Constitution Drive
Bedford, NH 03110
Phone (603) 472-4488
Fax (603) 472-9747
www.tfm.com

45488.23 JH FB 45488.23 DRAINAGE FIGURE 7

DOVER POINT ROAD AND STARK AVENUE



REV	DATE	DESCRIPTION	DR	CK

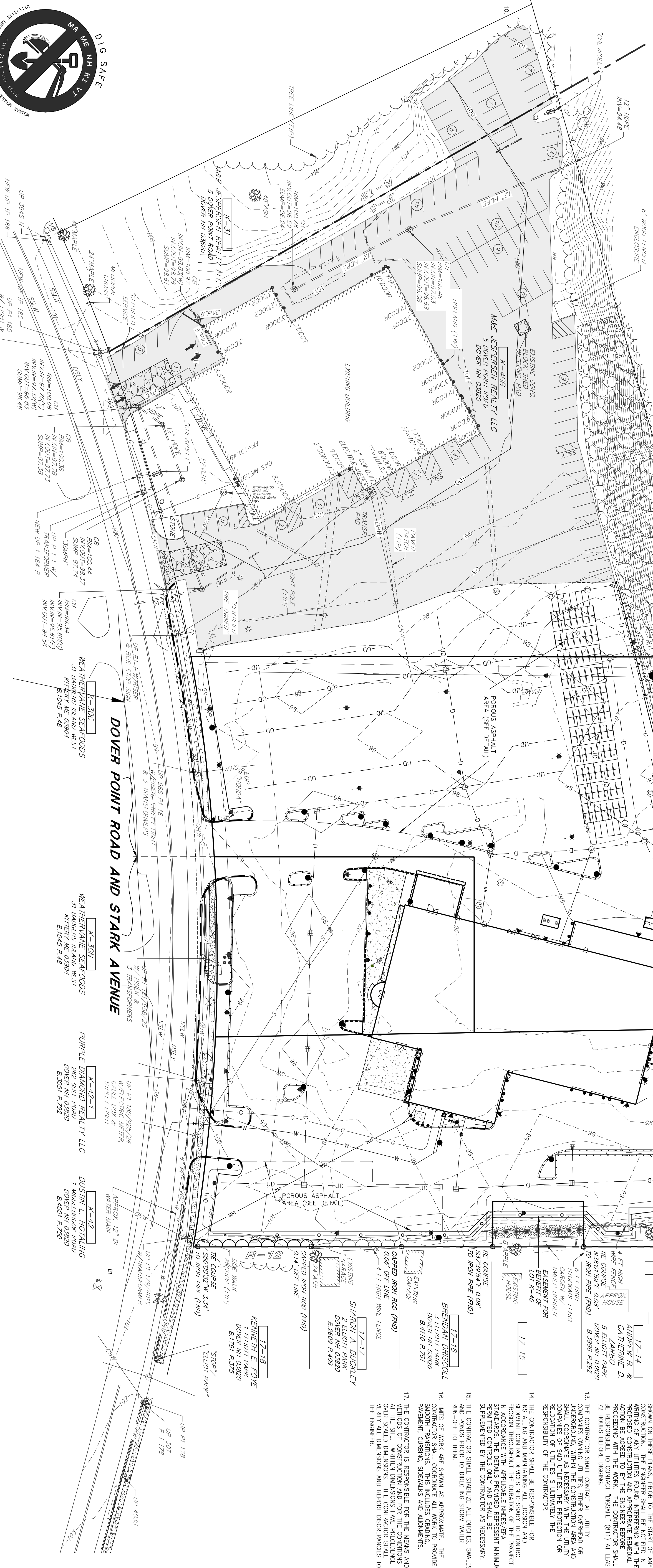


VICINITY PLAN

SCALE: 1"=42,000'

NOTES (CONTINUED)

18. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO CHECK THE ACCURACY OF THE TOPOGRAPHY AND REPORT ANY DISCREPANCIES TO THE ENGINEER PRIOR TO CONSTRUCTION. IF DISCREPANCIES ARE FOUND, THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING THE CORRECT DATA AND BEING PERFORMED ON THE SITE. NO CLAIM FOR EXTRA WORK WILL BE CONSIDERED FOR PAYMENT AFTER EARTHWORK HAS COMMENCED.
19. VERT. TM ELEVATIONS FROM TO CONSTRUCTION.
20. IN THE EVENT OF A CONFLICT BETWEEN PLANS, SPECIFICATIONS, AND DETAILS, THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY FOR CLARIFICATION.
21. IF CONDITIONS AT THE SITE ARE DIFFERENT THAN SHOWN THE ENGINEER SHALL BE NOTIFIED PRIOR TO PROCEEDING WITH THE AFFECTED WORK.
22. THESE PLANS WERE PREPARED UNDER THE SUPERVISION OF A LICENSED PROFESSIONAL ENGINEER, THORNBURN INC. ASSUMES NO LIABILITY AS A RESULT OF ANY CHANGES OR NON-CONFORMANCE WITH THESE PLANS EXCEPT UPON THE WRITTEN APPROVAL OF THE ENGINEER OF RECORD.
23. THORNBURN INC. ASSUMES NO LIABILITY FOR WORK PERFORMED WITHOUT AN ACCEPTABLE PROGRAM OF TESTING AND INSPECTION AS APPROVED BY THE ENGINEER OF RECORD.
24. THE SITE CONTRACTOR SHALL ENSURE THAT ALL WORK IS PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF NHDES EN-W-1500 AS APPLICABLE.
25. MATCH EXISTING ELEVATIONS AT ALL ACCESS POINTS TO BUILDING. PROVIDE POSITIVE DRAINAGE AWAY FROM BUILDING. CONSTRUCTION SHALL COMPLY WITH AMERICANS WITH DISABILITIES ACT REGULATIONS AS APPLICABLE.
26. RESET RM ELEVATIONS OF ALL CATCH BASINS AND SEWER MANHOLES TO MATCH EXISTING GRADE.



REFERENCE PLANS

1. STARK AVE. LOTS 126X INC. DOVER, NH DATED APRIL 1974 BY G.L. DAVIS & ASSOCIATES, S.C.R.D. POCKET #8, FOLDER #3, PLAN #41.
2. PLAN OF ELLIOTT PARK, N.H. OWNED BY NORTHAM CORPORATION DATED AUGUST 31, 1944 BY GEORGE H. BARROW, S.C.R.D. POCKET #3, FOLDER #1, PLAN #2.
3. BOUNDARY LINE CHANGE FOR CHRIS DIAMARO & MARINO & JANET L. DIAMARO ELLIOTT PARK DOVER, NEW HAMPSHIRE DATED SEPT. 1984 BY K.E. MOORE & B.G. STAPLES S.C.R.D. PLAN #25-5.
4. MAP K LOTS 31, 40, 40B & 40C ALTA SURVEY PLAN DOVER POINT ROAD, DOVER, N.H. PREPARED FOR ED BRENES CHEVROLET DATED SEPT. 21, 1994 BY THORNBURN INC. S.C.R.D. PLAN #45-37.

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This plan is not effective unless signed by a duly authorized officer of Thomas F. Moran, Inc.

NOTES

1. OWNER OF RECORD OF MAP K LOTS 40B IS M & E JESPERSEN REALTY LLC, 5 DOVER POINT ROAD, DOVER, NH 03820.
2. [K-40] INDICATES TAX MAP AND LOT NUMBER.
3. THE PURPOSE OF THIS PLAN IS TO DEPICT REQUIRED IMPROVEMENTS TO FACILITATE PARKING LOT PAVEMENT RECLAMATION.
4. CURRENT ZONING IS B-3 - THORNDYKE BUSINESS DISTRICT. MIN. LOT SIZE 20,000 S.F. MIN. FRONTAGE 125' MIN. BUILDING SETBACKS ARE 50' FRONT, 12' SIDE AND 15' REAR MAX. LOT COVERAGE 65% BUILDING.
5. EXAMINATION OF THE FLOOD INSURANCE RATE MAP FOR STRATFORD COUNTY, NEW HAMPSHIRE, (AL. JURISDICTIONS) MAP NUMBER 3301703400 EFFECTIVE DATE: MAY 17, 2005, INDICATES THAT THE SUBJECT PARCELS ARE NOT LOCATED WITHIN A 1000 FOOT FLOOD AREA.
6. BENCHMARK USED: NHD CORN BASE STATION BENCHMARK SET AS NOTED.
7. HORIZONTAL COORDINATES: PROJECTION: NH STATE PLANE HORIZONTAL: BLM83 AND 83 (GONS).
8. EASEMENTS, RIGHTS, AND RESTRICTIONS SHOWN OR RESEARCH PERFORMED AT THE STRATFORD COUNTY REGISTER OF DEEDS, OTHER RIGHTS, EASEMENTS, OR RESTRICTIONS MAY EXIST WHICH A FURTHER EXAMINATION OF SHERIFF PARCELS WOULD DETERMINE.
9. THE LOCATION OF ANY UNDERGROUND UTILITY TRENCHES, TRENCHES, OR OTHER STRUCTURES SHOWN OR RESEARCH PERFORMED AT THE STRATFORD COUNTY REGISTER OF DEEDS, OTHER RIGHTS, EASEMENTS, OR RESTRICTIONS MAY EXIST WHICH A FURTHER EXAMINATION OF SHERIFF PARCELS WOULD DETERMINE.
10. ALL WORK SHALL CONFORM TO THE APPROPRIATE REGULATIONS AND STANDARDS OF THE CITY OF DOVER, AND SHALL BE BUILT IN A WORKMANLIKE MANNER IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS.
11. IF IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FAMILIARIZE HIMSELF WITH THE SITE AND ALL EXISTING CONDITIONS SURROUNDING IT AND THEREON.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ELEVATION OF ALL EXISTING UTILITIES, STRUCTURES, OR OTHER FEATURES SHOWN ON THESE PLANS PRIOR TO THE START OF ANY CONSTRUCTION. THE ENGINEER SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES OR CHANGES TO THE PROPOSED CONSTRUCTION AND APPROPRIATE REMEDIAL ACTION BE TAKEN BY THE ENGINEER BEFORE SHALL BE RESPONSIBLE TO CONTACT "TOWSER" (811) AT LEAST 72 HOURS BEFORE DIGGING.
13. THE CONTRACTOR SHALL CONTACT ALL UTILITY COMPANIES OWNING UTILITIES EITHER OVERHEAD OR UNDERGROUND, WITHIN THE CONSTRUCTION AREA AND OBTAIN ALL NECESSARY PERMISSIONS AND AGREEMENTS OF SAID UTILITIES. THE PROTECTION OR RELOCATION OF UTILITIES IS ULTIMATELY THE RESPONSIBILITY OF THE CONTRACTOR.
14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ELEVATION OF ALL EXISTING UTILITIES, STRUCTURES, OR OTHER FEATURES SHOWN ON THESE PLANS PRIOR TO THE START OF ANY CONSTRUCTION. THE ENGINEER SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES OR CHANGES TO THE PROPOSED CONSTRUCTION AND APPROPRIATE REMEDIAL ACTION BE TAKEN BY THE ENGINEER BEFORE SHALL BE RESPONSIBLE TO CONTACT "TOWSER" (811) AT LEAST 72 HOURS BEFORE DIGGING.
15. THE CONTRACTOR SHALL STABILIZE ALL DITCHES, SWALES, AND POND PRIOR TO DIRECTING STORM WATER RUN-OFF TO THEM.
16. LIMITS OF WORK ARE SHOWN AS APPROXIMATE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING THE EXACT BOUNDARIES OF THE PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING THE EXACT BOUNDARIES OF THE PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING THE EXACT BOUNDARIES OF THE PROJECT.
17. METHODS OF CONSTRUCTION AND FOR THE CONDITIONS AT THE SITE. WRITTEN DIMENSIONS HAVE PRECEDENCE OVER ALL DIMENSIONS AND REPORT DISCREPANCIES TO THE ENGINEER.

WARRENSTREET ARCHITECTS
27 Warren Street Concord NH 03301
1 (603) 226-1700 FAX (603) 226-1701
www.warrenstreetarchitects.com

CONSTRUCTION LAWYER:

HUTTER

HUTTER CONSTRUCTION CORP.
610 HAMPSHIRE ROAD
NEW PLYMOUTH, NH 03051
1 (603) 875-3310
F (603) 875-3310

Civil Engineers
Traffic Engineers
Land Surveyors
Scientists

THM
Landscape Architects

THM, INC.
46 CONSTITUTION DRIVE
BEDFORD, NH 03110
1 (603) 472-4488
F (603) 472-4947

OWNER:
M&E JESPERSEN REALTY LLC
5 DOVER POINT ROAD
DOVER, NH 03820

PROJECT TITLE ADDRESS
DOVER AUTO WORLD
5 DOVER POINT ROAD
DOVER, NH 03820

SCALE: 1"=40'
JOB # 45484.23
DWG BY: JAT
DWG: 45484.23
XREF: NONE
CDD BY: JST

9/16/2014
PAVEMENT RECLAMATION PLAN

REVISIONS
1. 04/05 PAVEMENT RECLAMATION
2. 10/05/15 CITY COMMENTS

SHEET 1

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SHEET NUMBER: 1 OF 2

CONSTRUCTION SEQUENCE NOTES

- 1. INSTALL STABILIZED CONSTRUCTION ENTRANCES.
- 2. CONSTRUCT TEMPORARY AND PERMANENT EROSION CONTROL FACILITIES PRIOR TO ANY EARTH MOVING OPERATION.
- 3. RECLAIM PAVEMENT AND UNDERLUNG MATERIALS TO DEPTHS SPECIFIED ON PLAN.
- 4. CONSTRUCT PARKING AND FINISH GRADE SITE ACCORDING TO PLAN. ALL SLOPES SHALL BE STABILIZED IMMEDIATELY AFTER GRADING.
- 5. INSPECT AND MAINTAIN ALL EROSION AND SEDIMENTATION CONTROL MEASURES PERIODICALLY AND IMMEDIATELY AFTER STORM EVENTS.
- 6. COMPLETE PERMANENT SEEDING AND LANDSCAPING.
- 7. REMOVE TEMPORARY EROSION CONTROL MEASURES ONCE ALL AREAS ARE STABILIZED WITH A SUITABLE STAND OF GRASS, PERENNIAL OR COMPACTED GRASS.

GENERAL NOTES

- 1. ALL IN PAVEMENT MANHOLES SHALL HAVE RIMS SET TO FINISH GRADE REGARDLESS OF ANY ELEVATIONS OTHERWISE SHOWN.
- 2. THE CONTRACTOR SHALL CONTACT ALL UTILITY COMPANIES OWNING UTILITIES, EITHER OVERHEAD OR UNDERGROUND, WITHIN THE CONSTRUCTION AREA AND SHALL COORDINATE AS NECESSARY WITH THE UTILITY COMPANIES OF SAID UTILITIES. THE PROTECTION OR REDUCTION OF UTILITIES IS ULTIMATELY THE RESPONSIBILITY OF THE CONTRACTOR.
- 3. THE CONTRACTOR SHALL MAINTAIN EMERGENCY ACCESS TO ALL AREAS AFFECTED BY HIS WORK AT ALL TIMES.
- 4. ALL EXCAVATIONS SHALL BE THOROUGHLY SECURED ON A DAILY BASIS BY THE CONTRACTOR AT THE COMPLETION OF CONSTRUCTION OPERATIONS IN THE IMMEDIATE AREA.
- 5. EROSION CONTROL SYSTEMS SHALL BE INSTALLED AND MAINTAINED FOR THE DURATION OF THE PROJECT IN ACCORDANCE WITH APPLICABLE WHEELS STANDARDS. THESE DETAILS SERVE AS A GUIDE ONLY.
- 6. REFER TO THE CITY STANDARD DETAILS, LATEST REVISION, FOR ADDITIONAL INFORMATION AND CRITERIA.
- 7. THE CONTRACTOR SHALL STABILIZE ALL DITCHES, SWALES, AND POUNDS PRIOR TO DIRECTING FLOW TO THEM.
- 8. THE SMALLEST PRACTICAL AREA SHALL BE DISTURBED DURING CONSTRUCTION, BUT IN NO CASE SHALL EXCEED 5 ACRES AT ANY ONE TIME BEFORE DISTURBED AREAS ARE STABILIZED.

WINTER CONSTRUCTION

- IN ADDITION TO THE OTHER NOTES CONTAINED ON THIS PLAN, THE FOLLOWING MUST BE IMPLEMENTED:
- 1. WINTER EXCAVATION AND EARTHWORK SHALL BE COMPLETED AS SUCH THAT NO MORE THAN 1 ACRE OF THE SITE IS WITHOUT STABILIZATION AT ANY ONE TIME.
 - 2. AN AREA WITHIN 100 FEET OF A PROTECTED NATURAL RESOURCE MUST BE PROTECTED WITH A DOUBLE ROW OF SEDIMENT BARRIER.
 - 3. TEMPORARY MULCH MUST BE APPLIED WITHIN 7 DAYS OF SOIL EXPOSURE OR PRIOR TO ANY STORM EVENT, BUT AFTER EVERY WORKDAY IN AREAS WITHIN 100 FEET FROM A PROTECTED NATURAL RESOURCE.
 - 4. AREAS THAT HAVE BEEN BROUGHT TO FINAL GRADE MUST BE PERMANENTLY MULCHED THE SAME DAY.
 - 5. IN THE EVENT OF A STORM, GREATER THAN 1 INCH (TRESS OR COMULANT), THE SNOW SHALL BE REMOVED FROM THE AREAS DUE TO BE SEEDED AND MULCHED.
 - 6. LOAM SHALL BE FREE OF FROZEN CLUMPS BEFORE IT IS APPLIED.
 - 7. A DITCH THAT WILL BE CONSTRUCTED DURING THE WINTER MUST BE STABILIZED WITH RIPRAP.

OVERWINTER STABILIZATION

- 1. PERMANENT STABILIZATION CONSISTS OF AT LEAST 85% VEGETATION, PAVEMENT/GRAVEL BASE OR RIPRAP.
- 2. DO NOT EXPOSE SLOPES OR LEAVE SLOPES EXPOSED OVER THE WINTER OR FOR ANY OTHER EXTENDED TIME OF WORK SUSPENSION UNLESS FULLY PROTECTED WITH MULCH.
- 3. APPLY HAY MULCH AT TIMES THE STORMING RATE (150 LBS PER 1,000 SQ FT). THE MULCH MUST BE THICK ENOUGH SUCH THAT THE GROUND SURFACE WILL NOT BE VISIBLE AND MUST BE ANCHORED.
- 4. USE MULCH AND MULCH NETTING ON ALL EROSION CONTROL MULCH BARRIER OR MAT FOR ALL SLOPES GREATER THAN 8% OR OTHER AREAS EXPOSED TO DIRECT WIND.
- 5. INSTALL AN EROSION CONTROL BARRIER IN ALL DRAINAGE WAYS (BOTTOM AND SIDES) WITH A SLOPE GREATER THAN 5%.
- 6. SEE THE VEGETATION MEASURES FOR MORE INFORMATION ON SEEDING DATES AND TYPES.

EROSION CONTROL NOTES

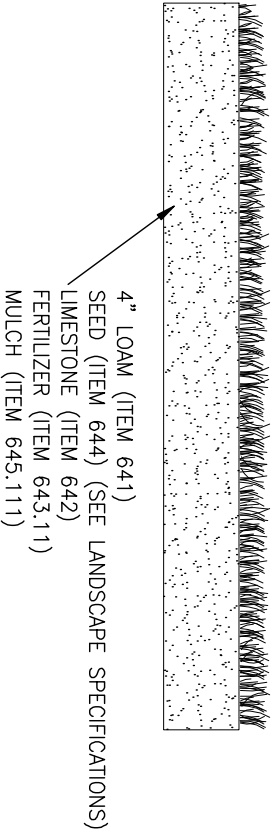
- DURING CONSTRUCTION AND THEREAFTER, EROSION CONTROL MEASURES ARE TO BE IMPLEMENTED AS NOTED:
- 1. INSTALLATION OF SILTATION FENCES AND OTHER EROSION CONTROL MEASURES SHALL BE COMPLETED PRIOR TO THE START OF SITE WORK IN ANY GIVEN AREA. PREPARED SILTATION FENCES SHALL BE INSTALLED ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS.
 - 2. SILTATION FENCES AND OTHER EROSION CONTROL MEASURES SHALL BE KEPT CLEAN DURING CONSTRUCTION AND SHALL BE INSPECTED ON A WEEKLY BASIS AND AFTER EVERY RAINFALL.
 - 3. EXISTING VEGETATION IS TO REMAIN UNDISTURBED WHEREVER POSSIBLE.
 - 4. THE AREA OF LAND EXPOSED AND THE TIME OF EXPOSURE SHALL BE MINIMIZED. ALL DISTURBED AREAS SHALL BE STABILIZED WITHIN 72 HOURS AFTER FINAL GRADING.
 - 5. ALL DISTURBED AREAS SHALL HAVE A MINIMUM OF 4" OF LOAM, ACCEPTABLE SEED MIXES ARE AS FOLLOWS:

TYPICAL LOAM MIX (MIN. 200 LBS./ACRE)	50% PENN. RED FESCUE (MIN. 85 LBS./ACRE)
30% PERENNIAL REGRESS (MIN. 84 LBS./ACRE)	40% PERENNIAL REGRESS (MIN. 84 LBS./ACRE)
21% KENTUCKY BLUEGRASS (MIN. 42 LBS./ACRE)	4% REDTOP (MIN. 8 LBS./ACRE)
100% ANNUAL RYE (MIN. 47 LBS./ACRE)	
WIDESPREAD SLOPE (MIN. 10% TO 33% GREATER SLOPES (MIN. 160 LBS./ACRE), 30% CREEPING RED FESCUE (MIN. 60 LBS./ACRE)	32% PERENNIAL REGRESS (MIN. 51 LBS./ACRE)
5% REDTOP (MIN. 8 LBS./ACRE)	5% KENTUCKY BLUEGRASS (MIN. 10 LBS./ACRE)
5% ALFALFA CLOVER (MIN. 8 LBS./ACRE)	3% BROMUS CLOVER (MIN. 8 LBS./ACRE)
3% LANCE-LEAF CORYDOPESS (MIN. 3 LBS./ACRE)	3% CRISTE D'EAU (MIN. 3 LBS./ACRE)
3% BROMUS CLOVER (MIN. 3 LBS./ACRE)	3% BROMUS CLOVER (MIN. 3 LBS./ACRE)
3% WILD LUPINE (MIN. 3 LBS./ACRE)	
GENERAL SLOPE (MIN. 10% TO 33% GREATER SLOPES (MIN. 160 LBS./ACRE), 44% CREEPING RED FESCUE (MIN. 70 LBS./ACRE)	38% PERENNIAL REGRESS (MIN. 60 LBS./ACRE)
6% REDTOP (MIN. 10 LBS./ACRE)	6% ALFALFA CLOVER (MIN. 10 LBS./ACRE)
6% BROMUS CLOVER (MIN. 10 LBS./ACRE)	6% BROMUS CLOVER (MIN. 10 LBS./ACRE)

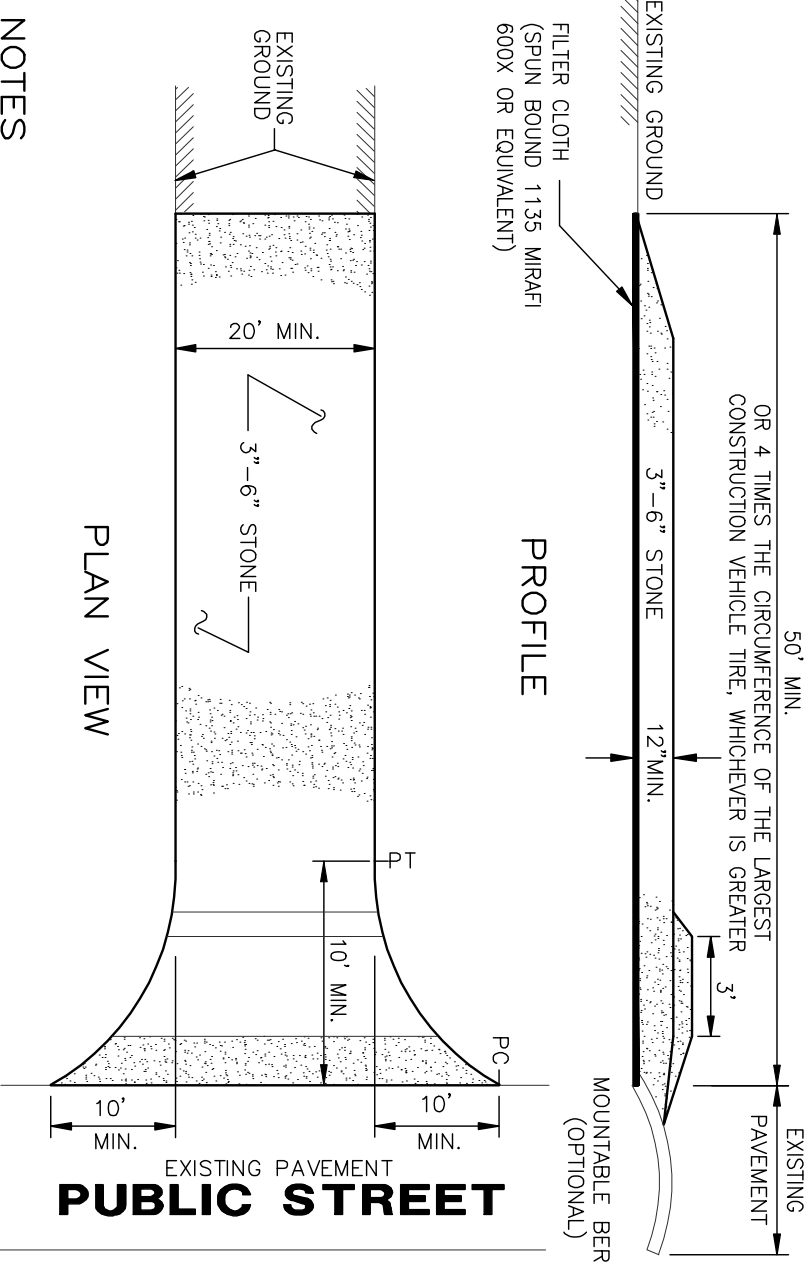
- A. PLACING LOAM ON SITE
 - a. EROSION CONTROL MEASURES SHOULD BE INSTALLED IMMEDIATELY TO RECEIVE LOAM AND SHALL BE INSPECTED AND APPROVED BY THE GENERAL CONTRACTOR PRIOR TO PLACEMENT OF LOAM.
 - b. ALL DEPRESSIONS EXPOSED DURING THE ROLLING SHALL BE FILLED WITH ADDITIONAL LOAM.
- B. SEED BED PREPARATION
 - a. AFTER FINISH GRADING AND JUST BEFORE SEEDING, THE AREAS TO BE SEEDING SHALL BE LOOSELY ROLLED TO BREAK UP THE SURFACE AND TO PREPARE THE SEED BED FOR SEEDING. THE ROLLING SHALL BE DONE WITH A MINIMUM OF 1.5 TONS OF GERMANY. SEED SHALL BE APPLIED TO THE CONDITIONED SEEDBED NOT MORE THAN 48 HOURS AFTER THE SEEDBED HAS BEEN PREPARED.
- 6. LIME AND FERTILIZER SHALL BE INCORPORATED INTO THE SOIL PRIOR TO OR AT THE TIME OF THE ROLLING. LIME SHALL BE APPLIED AT A RATE OF 10-20 LBS. PER ACRE AND FERTILIZER SHALL BE APPLIED AT A RATE OF 10-20 LBS. PER ACRE. FERTILIZER SHALL BE APPLIED TO THE SEEDBED IMMEDIATELY PRIOR TO SEEDING. SEEDING SHALL BE COMPLETED WITHIN 15 DAYS OF THE ROLLING. SEEDING SHALL BE COMPLETED WITHIN 15 DAYS OF THE ROLLING. SEEDING SHALL BE COMPLETED WITHIN 15 DAYS OF THE ROLLING.
- 7. HAY MULCH OR LIME MATTING SHALL BE USED WHERE INDICATED ON THE PLANS. A MINIMUM OF 1.5 TONS OF MULCH PER ACRE SHALL BE APPLIED. MULCH SHALL BE ANCHORED IN PLACE WHERE NECESSARY. LIME MATTING SHALL BE Laid IN THE DIRECTION OF RUNOFF FLOW AND APPLIED IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS.
- 8. PERMANENT OR TEMPORARY COVER MUST BE IN PLACE BEFORE THE GROWING SEASON ENDS. WHEN SEEDING IS COMPLETED, THE COVER SHALL BE REMOVED IMMEDIATELY. THE COVER SHALL BE REMOVED IMMEDIATELY. THE COVER SHALL BE REMOVED IMMEDIATELY.
- 9. WATER SHALL BE USED FOR DUST CONTROL IN APPROPRIATE AREAS.

LOAM & SEED

NOT TO SCALE



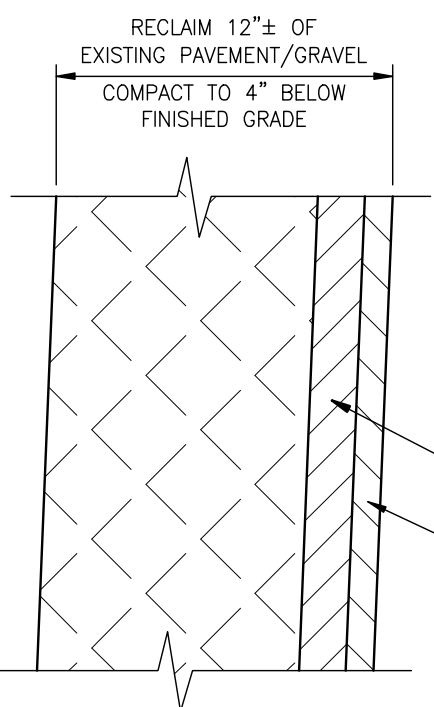
NOT TO SCALE



- NOTES
- 1. FILTER CLOTH - WILL BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING OF STONE SURFACE.
 - 2. WATER - ALL SURFACE WATER REMOVED OR DIVERGED TOWARD CONSTRUCTION ENTRANCES SHALL BE PAVED ACROSS THE ENTRANCE. FLOWING WATER SHALL BE MAINTAINED WITHIN 5% SLOPES WILL BE PERMITTED.
 - 3. MAINTENANCE - THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR LOADING AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY.
 - 4. WASHING - WHEELS SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO PUBLIC RIGHTS-OF-WAY. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE AND WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.
 - 5. PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN STORM EVENT.

USDA - SCS STABILIZED CONSTRUCTION ENTRANCE

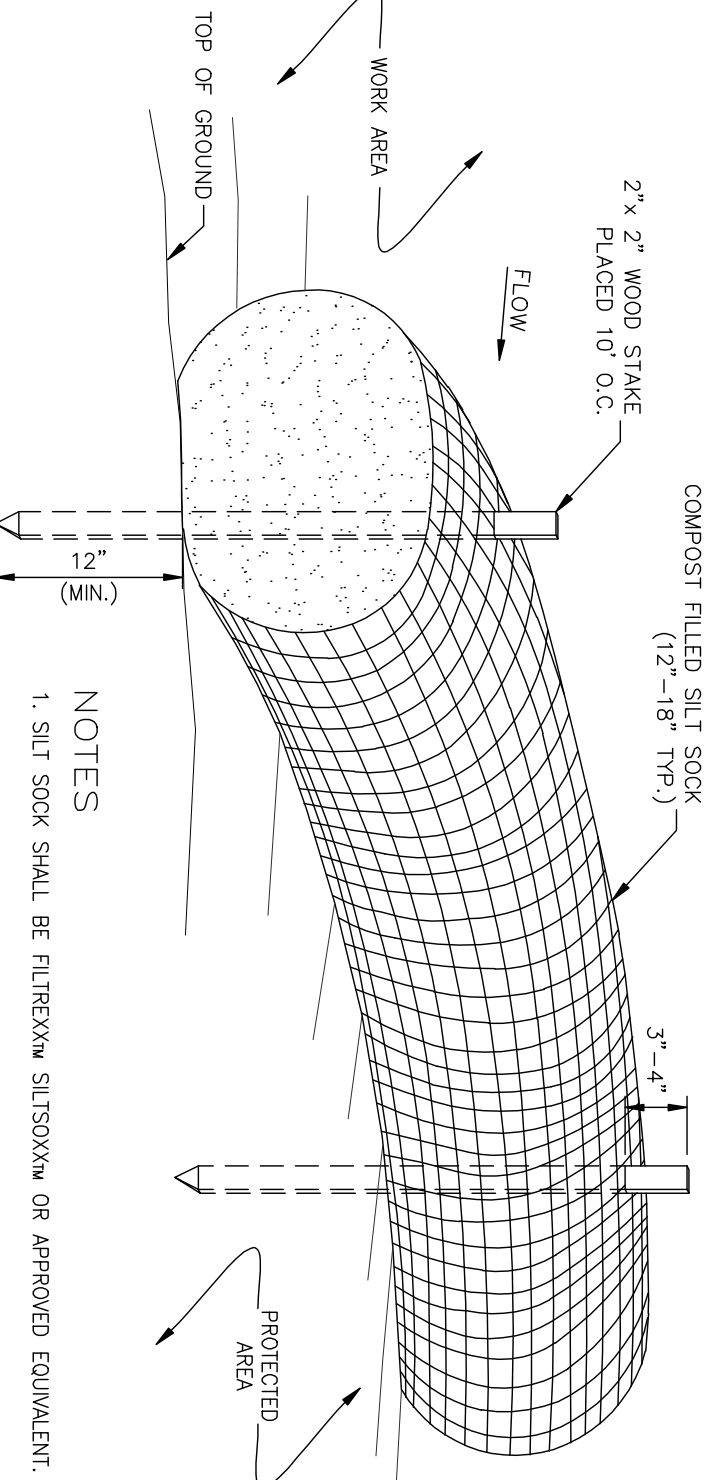
NOT TO SCALE



- RECLAMATION NOTES
- 1. PAVEMENT/GRAVEL MATERIALS CURRENTLY IN-PLACE TO BE RECLAIMED TO A DEPTH OF APPROXIMATELY 12".
 - 2. GRADE RECLAIMED MATERIALS TO PROPER PROFILE.
 - 3. CROWN AND PITCH AND COMPACT TO MINIMUM 95% DRY DENSITY (ASTM D1557) TO A DEPTH OF 4" BELOW FINISHED GRADE.
 - 4. PLACE 2.5" THICK BASE COURSE TO MINIMUM 92.5% DENSITY (ASTM D2041).
 - 5. PLACE 1.5" THICK SURFACE COURSE TO MINIMUM 92.5% DENSITY (ASTM D2041).

PAVEMENT RECLAMATION

NOT TO SCALE



- NOTES
- 1. SILT SOCK SHALL BE FILTERED SITSOX OR APPROVED EQUIVALENT.
 - 2. SEE SPECIFICATIONS FOR SOCK SIZE AND COMPOST FILL REQUIREMENTS.
 - 3. SILT SOCK SHALL BE INSPECTED PERIODICALLY AND AFTER ALL STORM EVENTS, AND REPAIR OR REPLACEMENT SHALL BE PERFORMED AS NEEDED.
 - 4. COMPOST MATERIAL SHALL BE DEPOSITED ON SITE, AS DETERMINED BY THE ENGINEER.

SILT SOCK

NOT TO SCALE

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DOVER, NH 03820

SCALE: AS NOTED
DATE: 4/26/23
DRAWN BY: JAT
CHECKED BY: JAT
DATE: 4/26/23
DATE: 4/26/23

9/16/2014
PAVEMENT RECLAMATION PLAN

REVISIONS

1. 04/06/19 PAVEMENT RECLAMATION

SHEET NUMBER 2 OF 2
SHEET 2