STATE OF NEW HAMPSHIRE

Department of Administrative Services

DIVISION OF PUBLIC WORKS DESIGN & CONSTRUCTION

CONCORD AVIATION READINESS CENTER

26 Regional Drive, Concord, New Hampshire

DPW Project #81018R Contract: A

Department of Military Affairs and Veteran Services - NH National Guard

CIVIL

Stantec
5 Dartmouth Drive Suite 101
Auburn NH 03032-3984
p. 603-669-8672

e. bryan.ruoff@stantec.com

STRUCTURAL

Martin/Martin,INC
12499 West Colfax Ave
Lakewood, CO 80215
p. 720-544-2786

e. bnelson@martinmartin.com

MECHANICAL

Yeaton Associates, INC
66 Jackson Street
Littleton, NH 03561
p. 603-444-6578

e. wfillion@yeatonassociates.com

ELECTRICAL

Yeaton Associates, INC
66 Jackson Street
Littleton,NH 03361
p. 603-444-6578

e. sproulx@yeatonassociates.com

ARCHITECT

Coover Clark
1936 Market St
Denver,CO 80202
p. 303-783-0040

e. jlipinski@cooverclark.com

DPW DIVISION OF PUBLIC WORKS
building New Hampshire
Design & Construction

7 Hazen Drive PO Box 483
Room 250

Concord, New Hampshire 03301
p 603-236-3516 f 603-271-3515

COMMISSIONER-DEPARTMENT OF ADMINISTRATIVE SERVICES

SIGNATURE DATE

ADMINISTRATOR-DIVISION OF PUBLIC WORKS

SIGNATURE DATE

Adjutant General

SIGNATURE DATE

LOCUS MAP

REVISIONS

DATE SYMBOL

DESCRIPTION

DATE SYMBOL

DESCRIPTION

DATE SYMBOL

DESCRIPTION

PROJECT NAME

CONCORD AVIATION READINESS CENTER

ISSUE DATE

JULY 1, 2020

SHEET NUMBER

G000

REFERENCES

1. THE EXISTING CONDITIONS SITE PLAN THAT SERVES AS THE BASIS FOR THE READINESS CENTER DRAWINGS ARE THE RESULT OF A TOPOGRAPHIC SURVEY PERFORMED BY S&H LAND SERVICES, LLC IN DECEMBER 2018. HORIZONTAL DATUM IS NHSPC (NAD83), VERTICAL DATUM N NGVD88.
2. UTILITIES THAT WERE NOT ACCESSIBLE AT THE TIME THE FIELD SURVEY WAS PREFORMED BY S&H ARE SHOWED BASED ON AS BUILT DRAWINGS PREPARED BY SEA CONSULTANTS INC., FOR THE DEPARTMENT OF THE ARMY AND AIR FORCE, DATED MAY 17, 2002.
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5. PROPERTY IS TAX MAP LOT 63325 AND ZONED INDUSTRIAL, MINIMUM FRONTAGE IS 200', SET BACKS ARE 50' FRONT, 30' BACK AND 25'.
6. THE PROPERTY IS LEASED BY THE NEW HAMPSHIRE ARMY NATIONAL GUARD AND IS OWNED BY THE CITY OF CONCORD, BOOK #1888 AND PAGE #1646 IN THE MERRIMACK COUNTY COUNTY REGISTRY OF DEED.
7. THE EXISTING PROPERTY IS 26.72 ACRES AND HAS 952' OF FRONTAGE ON REGIONAL DR.
8. THE EXISTING SOIL WITHIN THE LIMITS OF PROPOSED IMPROVEMENTS ARE WINDSOR LOAMY SAND, 0 TO 3 PERCENT SLOPES, HSG "A" AS DEFINED BY THE USDA NRCS.

UTILITY SERVICES

1. COORDINATE ALL WORK AND INSPECTIONS REQUIRED BY THE UTILITY COMPANIES FOR CONSTRUCTION OF UTILITY SERVICES. ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH COMPANY REQUIREMENTS, STANDARDS AND SPECIFICATIONS.
2. ELECTRIC SERVICE SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE STANDARDS AND SPECIFICATIONS OF EVERSOURCE.
3. ALL WATER SYSTEM WORK SHALL BE COORDINATED WITH THE CONCORD DPW WATER WORKS.
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1. COORDINATE SITE AND UTILITY DETAILS WITH THE CITY OF CONCORD DEPARTMENT OF PUBLIC WORKS TYPICAL CONSTRUCTION DETAILS PRIOR TO CONSTRUCTION.

ALIGNMENT & GRADING

PVC	POINT OF VERTICAL CURVE
PCC	POINT OF COMPOUND CURVE
PRC	POINT OF REVERSE CURVE
PC	POINT OF CURVE
PT	POINT OF TANGENT
CC	CENTER OF CURVES
PNT	POINT
∠PT	ANGLE POINT
200.35	SPOT GRADE

UTILITIES

CIT	CHANGE IN TYPE
F&G	FRAME AND GRATE
F&C	FRAME AND COVER
RCP	REINFORCED CONCRETE PIPE
VCP	VITRIFIED CLAY PIPE
PVC	POLY-VINYL-CHLORIDE PIPE
ACCMP	ASPHALT COATED CORRUGATED METAL PIPE
CIP	CAST IRON PIPE
DIP	DUCTILE IRON PIPE
HYD	HYDRANT
CAP	CORRUGATED ALUMINUM PIPE
INV	INVERT ELEVATION
PWW	PAVED WATER WAY
UP	UTILITY POLE
TSV & B	TAPPING SLEEVE, VALVE AND BOX
COND	CONDUIT

GENERAL

PROP.	PROPOSED	VGC	VERTICAL GRANITE CURB
MIN.	MINIMUM	G.C.	GRANITE CURB
MAX.	MAXIMUM	G.E.	GRANITE EDGING
RET.	RETAINING	C.C.	CONCRETE CURB
REM.	REMOVE	B.B.	BITUMINOUS BERM
REMOD.	REMODEL	B.C.	BITUMINOUS CURB
ABAN.	ABANDON	P.S.B.	PLANTABLE SOIL BORROW
ADJ.	ADJUST	N.I.C.	NOT IN CONTRACT
EXIST.	EXISTING	N.T.S.	NOT TO SCALE
R&R	REMOVE & RESET	TYP	TYPICAL
R&S	REMOVE & STACK	APPROX.	APPROXIMATE
FDN.	FOUNDATION	CLF	CHAIN LINK FENCE
ELEV.	ELEVATION	LP	LOW POINT
O.C.	ON CENTER	E.R.	EDGE OF ROAD
P.G.L.	PROFILE GRADE LINE	E.P.,E.O.P.	EDGE OF PAVEMENT
E.T.W.	EDGE OF TRAVEL WAY	CONST.	CONSTRUCTION
TOW	TOP OF WALL	LF	LINEAR FEET
BOW	BOTTOM OF WALL	PTH	PLANIMETER TO HERE
ROW	RIGHT OF WAY	BIT.	BITUMINOUS
BS	BOTTOM OF SLOPE	CEM.	CEMENT
TS	TOP OF SLOPE	CONC.	CONCRETE
H.E.S.	HIGH EARLY STRENGTH	N.I.C.	NOT IN CONTRACT
F&I	FURNISH AND INSTALL		
FES	FLARED END SECTION		

GENERAL SYMBOLS

EXISTING	PROPOSED	
		EDGE OF PAVEMENT
		SLOPED GRANITE CURB
		STRAIGHT GRANITE CURB
		PAVEMENT SAWCUT (AS NOTED)
		BOLLARD
		ELECTRIC HANDHOLE (NUMBER AS NOTED)
		ELECTRIC MANHOLE
		TELEPHONE MANHOLE
		WATER MANHOLE
	SMH	SEWER MANHOLE
		OIL-GREASE SEPARATOR
		DRAINAGE MANHOLE
		CATCH BASIN (DOUBLE)
		SEWER VALVE VAULT
		GAS GATE
		WATER GATE
		WATER SERVICE CORPORATION
	CS	CURB STOP
		HYDRANT
	FAB	FIRE ALARM BOX
		PARKING METER
		STREET LIGHT CONTROL CABINET
	UP	UTILITY POLE
		GUY POLE
		MAILBOX
		SIGN AND POST
	SD	DRAIN PIPE
	S	SEWER MAIN
	E	ELECTRICAL CONDUIT
	OHE	OVERHEAD ELECTRIC
	GAS	GAS MAIN
	W	WATER MAIN
	CB	CATCH BASIN
	CB	CATCH BASIN (DOUBLE)
	FES	FLARED END SECTION
	OS	OUTLET STRUCTURE
		STATE HIGHWAY LAYOUT LINE (S.H.L.L.)
		CITY, TOWN, OR COUNTY LAYOUT LINE (R.O.W.)
		EASEMENT LINE
		FUTURE WORK
		LIMIT OF WORK
		CITY, TOWN, COUNTY, STATE BOUNDARY PROPERTY LINE
10+00	10+00	BASE LINE, SURVEY LINE OR CONSTRUCTION BASELINE
		HANDICAP RAMP (AS NOTE D)
	B-1	TREE (SIZE & TYPE NOTED)
		BORINGS, PAVEMENT CORES
		TEST PIT
		EDGE OF WETLAND W/ FLAG NUMBER
		CONCRETE WALKWAY OR RIGID PAVEMENT
		SILT FENCE
		STONE CHECK DAMS
		LANDSCAPING FEATURES (TREES OR BUSHES)
		DRAINAGE RIP RAP
		SURVEY TRAVERSE POINT
		SLOPE STABILIZATION FABRIC
		CAP AND ABANDON EXISTING UTILITY
		REMOVE AND DEMO EXISTING UTILITY OR FENCING (AS SPECIFIED)
		6' HIGH CHAIN LINK FENCE WITH BARBED WIRE
		EXISTING TREE TO BE REMOVED
		TREE LINE/ LIMIT OF CLEARING
		DEMO EXISTING CEMENT CONC. SIDEWALK
		DEMO EXISTING GRAVEL SURFACE
		DEMO EXISTING PAVEMENT AND GRAVEL (AS SPECIFIED)
		ROADWAY CENTERLINE
		BENCH MARK
		WHEEL STOP (AS NOTED)
		SILT SACK
		EROSION CONTROL FABRIC
		GRASS LINED SWALE
	341.72	PROPOSED SPOT ELEVATION
		LIGHT AND POST
		LIGHTED BOLLARD

TABULATION OF LOT AREAS

No.	DESCRIPTION	EXISTING SF	EXISTING ACRES	EXISTING %	PROPOSED SF	PROPOSED ACRES	PROPOSED %	ALLOWED BY REGULATIONS
1	GROSS LOT ACREAGE	N/A	26.72	N/A	N/A	26.72	N/A	N/A
2	AREA OF LOT DEVOTED TO VARIOUS USES	561,924	12.9	N/A	581,526	13.35	49.96%	N/A
3	STRUCTURES IN SQUARE FEET AND PERCENT	87,120	2	7.49	101,841	2.34	8.75%	15%
4	LOADING AREAS INCLUDING ISLES AND INTERNAL LANDSCAPING IN SF AND PERCENT	474,804	10.9	40.79	479,591	11.01	41.21%	50%
5	INTERNAL PARKING LOT LANDSCAPING IN SF AND PERCENT	1,800	0.041	0.0015	1,800	0.041	0.15%	5%
6	IMPERVIOUS SURFACE COVERAGE IN SF AND PERCENT	561,924	12.9	48.28	581,526	13.35	49.96%	85%
7	USEABLE LAND AREA CALCULATIONS FOR RESIDENTIAL DEVELOPMENT AND NET LAND AREA CALCULATIONSFOR NON-RESIDENTIAL DEVELOPMENT	N/A	N/A	N/A	N/A	N/A	N/A	22.71 ACRES
8	TOTAL NUMBER OF DWELLING UNITS, AND TOTAL NUMBERS OF DWELLING UNITS BY TYPE AND NUMBER OF BEDROOMS	N/A	N/A	N/A	N/A	N/A	N/A	N/A
9	SF OF FLOOR AREA BY TYPE OF USE FOR ALL NON-RESIDENTIAL USES	NO CHANGE	NO CHANGE	NO CHANGE	NO CHANGE	NO CHANGE	NO CHANGE	N/A
10	PROJECTED NUMBER OF EMPLOYEES BY SHIFT IF NECESSARY FOR CALCULATING REQUIRED PARKING	NO CHANGE	NO CHANGE	NO CHANGE	NO CHANGE	NO CHANGE	NO CHANGE	N/A
11	BUILDING OCCUPANCY OR FIXED SEATING IF NECESSARY FOR CALCULATING REQUIRED PARKING	NO CHANGE	NO CHANGE	NO CHANGE	NO CHANGE	NO CHANGE	NO CHANGE	N/A
12	CALCULATIONS OF REQUIRED PARKING AND LOADING AREAS, INCLUDING HANDICAPPED AND COMPACT SPACES	NO CHANGE	NO CHANGE	NO CHANGE	NO CHANGE	NO CHANGE	NO CHANGE	N/A
13	INCLUDING HANDICAPPED AND COMPACT SPACES	23,020	0.528	N/A	24,860	0.571	N/A	N/A

RESTORATION NOTES

LOAMING:

LOAM IS REQUIRED ON ANY AREA WHERE IT IS NECESSARY TO ESTABLISH A VEGETATIVE COVER. IF THERE IS INSUFFICIENT NATURALLY OCCURRING LOAM, ADDITIONAL LOAM SHALL BE PROVIDED TO A MINIMUM FINISHED DEPTH OF SIX INCHES.

1. LOAM SHALL BE USED FOR RESTORATION AND GRASS ESTABLISHMENT.
2. THE MATERIAL SHALL BE FRIABLE AND FREE OF TREE ROOTS, WEEDS, STONES (GREATER THAN ONE INCH) AND ANY OTHER DEBRIS. SOIL WHICH HAS BEEN TREATED WITH HERBICIDE IS UNACCEPTABLE.
3. THE MATERIAL SHALL BE TAKEN FROM THE NATURAL SURFACE LAYERS ("A" HORIZON) OF SOILS CAPABLE OF PRODUCING GOOD YIELDS OF CULTIVATED CROPS OR STRAW.
4. AREAS WHERE LOAM HAS BEEN REMOVED SHALL BE PROTECTED AGAINST EROSION.
5. LOAM SHALL NOT BE STOCKPILED WHERE IT WILL INTERFERE WITH ANY DRAINAGE COURSE OR WITHIN TWENTY-FIVE FEET OF A WETLAND RESOURCE AREA.
6. LOAM SHALL NOT BE COLLECTED OR SPREAD WHILE IT IS WET.
7. SUBSURFACES SHALL BE SCARIFIED OR OTHERWISE TILLED TO FACILITATE BONDING OF SOIL LAYERS.
8. LOAM SHALL BE UNIFORMLY SPREAD TO PROVIDE A MINIMUM FINISHED DEPTH OF SIX (6) INCHES AFTER SETTLEMENT FOR ALL AREAS EXCEPT DETENTION BASINS WHICH SHALL BE EIGHT (8) INCHES.

SEEDING:

SITE PREPARATIONS

1. SHAPE AND SMOOTH THE SURFACE TO BE SPECIFIED ON DESIGN.
2. LIME ACCORDING TO SOIL TEST TO PH 6.5 OR IN THE ABSENCE OF A SOIL TEST, APPLY LIME AT THE RATE OF 2-3 TONS OF GROUND LIMESTONE PER ACRE (100-150 LBS. PER 1000 S.F.)
3. FERTILIZE ACCORDING TO SOIL TEST OR AT A RATE OF 1000 LBS. PER ACRE OF 5-10-10 FERTILIZER.
4. WORK UP A SEEDBED 2" TO 3" DEEP, THOROUGHLY INCORPORATING THE LIME AND FERTILIZER INTO THE SOIL.
5. SEED DURING THE PERIOD AUGUST 10 TO SEPTEMBER 15, OR IN THE SPRING BY MAY 20 FOR PERMANENT COVER. SEEDING AT OTHER TIMES SHALL BE CONSIDERED A TEMPORARY COVER.
6. APPLY SEED UNIFORMLY ACCORDING TO DIRECTIONS BY HYDRAULIC APPLICATION (HYDROSEEDING).
7. THE SEEDED AREA IS TO BE PROTECTED FROM EQUIPMENT, TRAMPLING AND OTHER DESTRUCTIVE ACTIVITY.
8. SEED MIX:PROVIDE A CARE-FREE, FINE FESCUE BLEND, OLDS SEED SOLUTIONS;"NO-MOW" LAWN MIX, AS FOLLOWS:
   A. CREEPING RED FESCUE
   B. HARD FESCUE
   C. RED FESCUE
   D. SHEEP FESCUE
   E. CHEWING FESCUE
   F. SEED APPLICATION SHALL BE 220 LBS/ACRE

MULCHING:

ON SOILS SUBJECT TO EROSION SUCH AS SLOPES AND ON SEEDED AREAS OF TEMPORARY COVER WHERE MOISTURE CONSERVATION IS NECESSARY FOR SEED GERMINATION, MULCH MATERIAL WILL BE USED.

1. WHERE FEASIBLE, COMPLETE EARTHWORK AND CONSTRUCTION ACCORDING TO PLANS.
2. ALL ESSENTIAL GRADING NEEDED TO PREVENT EROSION AND SILTATION IS TO BE COMPLETED PRIOR TO APPLICATION OF MULCH MATERIAL.

APPLICATION RATE

MULCH MATERIAL	PER 1000 S.F.	PER ACRE	REMARKS
STRAW OR STRAW	70-90 LBS.	1.5 TONS	LIGHTLY COVER 75%-90% OF SURFACE.SUBJECT TO BLOWING AND SLIPPING UNLESS ANCHORED.
JUTE OR WOOD EXCELSIOR MATS			APPLY ACCORDING TO MANUFACTURER'S DIRECTIONS. USE IN AREA OF HIGH FLOWS.

3. HYDROMULCH WITH 1 1/2 TONS OF STRAW PER ACRE ON ALL DISTURBED AREAS IMMEDIATELY AFTER SEEDING.
4. MULCHES SUSCEPTIBLE TO BLOWING AND THOSE ON STEEP SLOPES WILL REQUIRE ANCHORING.

WAIVER REQUESTS

1. SECTION 12.08 (B) AND SECTION 15.03 (1) REQUIRING PROPERTY LINES BE SHOWN ON THE PLANS WITH BEARINGS AND DIMENSIONS LABELLED. JUSTIFICATION FOR WAIVER REQUEST: A PROPERTY BOUNDARY SURVEY WAS NOT PERFORMED AS PART OF THESE PROPOSED IMPROVEMENTS. THIS PROJECT CONSISTS OF THE EXPANSION AND IMPROVEMENTS OF AN EXISTING FACILITY, WITH PROPOSED IMPROVEMENTS ONLY ACCOUNTING FOR A SMALL PERCENT OF THE TOTAL 26 ACRE LOT. WE HAVE PROVIDED, FOR INFORMATIONAL PURPOSES, A SEPARATE PLAN DEPICTING THE LOT LINE WITH THE LISTED BEARING AND DISTANCES FOR THE PROPERTY, FROM THE PREVIOUS SITE PLAN PACKAGE.
2. SECTION 5.03 (19) REQUIRING SETBACKS AND BUFFERS BE SHOWN AND DIMENSIONED ON THE PLANS. JUSTIFICATION FOR WAIVER REQUEST: SIMILAR TO THE PREVIOUS REQUEST, A FORMAL PROPERTY BOUNDARY SURVEY WAS NOT PERFORMED AS PART OF THESE PROPOSED IMPROVEMENTS. THIS PROJECT CONSISTS OF THE EXPANSION AND IMPROVEMENTS OF AN EXISTING FACILITY, WITH THE PROPOSED IMPROVEMENTS REMOVED FROM THE EXISTING LOT LINES, ROW AND SETBACKS.
3. SECTION 12.04 (3) AND SECTION 12.04 (8) REQUIRING THE PLANS BE PROVIDED WITH ABUTTER'S PROPERTY LINES. JUSTIFICATION FOR WAIVER REQUEST: BECAUSE THIS IS PROJECT FOR GOVERNMENT USE, WE WOULD REQUEST THAT ABUTTERS NAMES AND INFORMATION BE OMITTED FROM THE CONTRACT DOCUMENTS. WE HAVE SUBMITTED A MAP THAT IS SEPARATE FROM THE PLANS THAT INCLUDES ABUTTERS, ABUTTERS LOT LINES, ABUTTERS TAX MAP ID#'S AND AN ABUTTERS LIST FOR THE PROJECT.
4. SECTION 12.05 REQUIRING A VICINITY PLAN BE PROVIDED AT A SCALE BETWEEN 1"=1000' AND 1"=2000'. JUSTIFICATION FOR WAIVER REQUEST: BECAUSE THE SITE AND MOST OF THE ADJACENT SITES ARE LARGE LOTS FOR AIRPORT USE, WE HAVE INCREASED THE SCALE ON THE VICINITY PLAN IN ORDER TO PROVIDE A MORE COMPLETE AND USEFUL MAP OF THE ADJACENT AREA.
5. SECTION 18.13 REQUIRING INTERIOR PARKING LOT LANDSCAPING BE PROVIDED. JUSTIFICATION FOR WAIVER REQUEST: ALTHOUGH THE EXISTING PARKING EXCEEDS 50 VEHICLES, THE MODIFICATIONS TO THE EXISTING PARKING ARE MINIMAL PROVIDING INTERNAL LANDSCAPING FOR THE SMALL PARKING AREAS WOULD NOT BE FEASIBLE. WITH REGARDS TO THE LARGER PROPOSED GRAVEL PARKING AREA FOR MILITARY VEHICLES (MOV), BECAUSE OF THE TYPE AND SIZES OF THE VEHICLES THAT WILL BE PARKED IN THIS DESIGNATED PARKING AREAS WE HAVE NOT PROPOSED LANDSCAPING INTERNAL TO THIS PARKING AREAS BECAUSE IT WILL LIMIT THE NECESSARY TURNING MOVEMENTS OF THE VEHICLES. WE HAVE PROVIDED ADDITIONAL PROPOSED LANDSCAPING IN OTHER AREAS WHERE IT WILL NOT IMPACT VEHICLE TURNING MOVEMENTS.
6. SECTION 16.01 (14-B) REQUIRING PROFILES OF ALL MUNICIPAL UTILITIES. JUSTIFICATION FOR WAIVER REQUEST: ALL PROPOSED UTILITY IMPROVEMENTS ARE LOCATED ON PRIVATE PROPERTY AND ARE MODIFICATIONS OF EXISTING PRIVATE PROPERTY UTILITIES.

CooverClark
www.cooverclark.com

Stantec
www.stantec.com

STATE OF NEW HAMPSHIRE
BRYAN M. WINNIE
No. 14730
11-15-19
LICENSED PROFESSIONAL ENGINEER

UNCLASSIFIED
FOR OFFICIAL USE ONLY

100% FINAL

VERIFY SCALE:
BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

B. RUOFF	NHARNG
DESIGNED BY:	USING AGENCY:
S&H	D. ANDRUS
BASE SHEET BY:	FIRE CHIEF:
E. BELISLE	N/A
DRAWN BY:	BIO-ENVIR. ENGR.:
R. LABRANCHE	J.D. TATEM
CHECKED BY: PM	SAFETY:
CCA	N/A
APPROVED BY:	COMMUNICATION:

195113343

PROJECT NUMBER:
81018R

COOVER-CLARK JOB NUMBER:
201803

PROJECT TITLE:
CONCORD AVIATION READINESS CENTER

DRAWING TITLE:
GENERAL NOTES AND LEGEND

DATE
JULY, 2020

PAGE NUMBER
C002

REV.

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STRAIGHT GRANITE CURB
PAVEMENT SAWCUT (AS NOTED)
BOLLARD
ELECTRIC HANDHOLE (NUMBER AS NOTED)
ELECTRIC MANHOLE
TELEPHONE MANHOLE
WATER MANHOLE
SEWER MANHOLE
OIL-GREASE SEPARATOR
DRAINAGE MANHOLE
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CURB STOP
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UTILITY POLE
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MAILBOX
SIGN AND POST
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CITY, TOWN, COUNTY, STATE BOUNDARY
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CONCRETE WALKWAY OR RIGID PAVEMENT
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STONE CHECK DAMS
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6' HIGH CHAIN LINK FENCE WITH BARBED WIRE
EXISTING TREE TO BE REMOVED
TREE LINE/ LIMIT OF CLEARING
DEMO EXISTING CEMENT CONC. SIDEWALK
DEMO EXISTING GRAVEL SURFACE
DEMO EXISTING PAVEMENT AND GRAVEL (AS SPECIFIED)
ROADWAY CENTERLINE
BENCH MARK
WHEEL STOP (AS NOTED)
SILT SACK
EROSION CONTROL FABRIC
GRASS LINED SWALE
PROPOSED SPOT ELEVATION
LIGHT AND POST
LIGHTED BOLLARD

ALIGNMENT & GRADING

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PT	POINT OF TANGENT
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PNT	POINT
∠PT	ANGLE POINT
200.35	SPOT GRADE

UTILITIES

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F&G	FRAME AND GRATE
F&C	FRAME AND COVER
RCP	REINFORCED CONCRETE PIPE
VCP	VITRIFIED CLAY PIPE
PVC	POLY-VINYL-CHLORIDE PIPE
ACCMP	ASPHALT COATED CORRUGATED METAL PIPE
CIP	CAST IRON PIPE
DIP	DUCTILE IRON PIPE
HYD	HYDRANT
CAP	CORRUGATED ALUMINUM PIPE
INV	INVERT ELEVATION
PWW	PAVED WATER WAY
UP	UTILITY POLE
TSV & B	TAPPING SLEEVE, VALVE AND BOX
COND	CONDUIT

GENERAL

PROP.	PROPOSED	VGC	VERTICAL GRANITE CURB
MIN.	MINIMUM	G.C.	GRANITE CURB
MAX.	MAXIMUM	G.E.	GRANITE EDGING
RET.	RETAINING	C.C.	CONCRETE CURB
REM.	REMOVE	B.B.	BITUMINOUS BERM
REMOD.	REMODEL	B.C.	BITUMINOUS CURB
ABAN.	ABANDON	P.S.B.	PLANTABLE SOIL BORROW
ADJ.	ADJUST	N.I.C.	NOT IN CONTRACT
EXIST.	EXISTING	N.T.S.	NOT TO SCALE
R&R	REMOVE & RESET	TYP	TYPICAL
R&S	REMOVE & STACK	APPROX.	APPROXIMATE
FDN.	FOUNDATION	CLF	CHAIN LINK FENCE
ELEV.	ELEVATION	LP	LOW POINT
O.C.	ON CENTER	E.R.	EDGE OF ROAD
P.G.L.	PROFILE GRADE LINE	E.P.,E.O.P.	EDGE OF PAVEMENT
E.T.W.	EDGE OF TRAVEL WAY	CONST.	CONSTRUCTION
TOW	TOP OF WALL	LF	LINEAR FEET
BOW	BOTTOM OF WALL	PTH	PLANIMETER TO HERE
ROW	RIGHT OF WAY	BIT.	BITUMINOUS
BS	BOTTOM OF SLOPE	CEM.	CEMENT
TS	TOP OF SLOPE	CONC.	CONCRETE
H.E.S.	HIGH EARLY STRENGTH	N.I.C.	NOT IN CONTRACT
F&I	FURNISH AND INSTALL		

RESTORATION NOTES

LOAMING:

LOAM IS REQUIRED ON ANY AREA WHERE IT IS NECESSARY TO ESTABLISH A VEGETATIVE COVER. IF THERE IS INSUFFICIENT NATURALLY OCCURRING LOAM, ADDITIONAL LOAM SHALL BE PROVIDED TO A MINIMUM FINISHED DEPTH OF SIX INCHES.

1. LOAM SHALL BE USED FOR RESTORATION AND GRASS ESTABLISHMENT.
2. THE MATERIAL SHALL BE FRIABLE AND FREE OF TREE ROOTS, WEEDS, STONES (GREATER THAN ONE INCH) AND ANY OTHER DEBRIS. SOIL WHICH HAS BEEN TREATED WITH HERBICIDE IS UNACCEPTABLE.
3. THE MATERIAL SHALL BE TAKEN FROM THE NATURAL SURFACE LAYERS ("A" HORIZON) OF SOILS CAPABLE OF PRODUCING GOOD YIELDS OF CULTIVATED CROPS OR STRAW.
4. AREAS WHERE LOAM HAS BEEN REMOVED SHALL BE PROTECTED AGAINST EROSION.
5. LOAM SHALL NOT BE STOCKPILED WHERE IT WILL INTERFERE WITH ANY DRAINAGE COURSE OR WITHIN TWENTY-FIVE FEET OF A WETLAND RESOURCE AREA.
6. LOAM SHALL NOT BE COLLECTED OR SPREAD WHILE IT IS WET.
7. SUBSURFACES SHALL BE SCARIFIED OR OTHERWISE TILLED TO FACILITATE BONDING OF SOIL LAYERS.
8. LOAM SHALL BE UNIFORMLY SPREAD TO PROVIDE A MINIMUM FINISHED DEPTH OF SIX (6) INCHES AFTER SETTLEMENT FOR ALL AREAS EXCEPT DETENTION BASINS WHICH SHALL BE EIGHT (8) INCHES.

SEEDING:

SITE PREPARATIONS

1. SHAPE AND SMOOTH THE SURFACE TO BE SPECIFIED ON DESIGN.
2. LIME ACCORDING TO SOIL TEST TO PH 6.5 OR IN THE ABSENCE OF A SOIL TEST, APPLY LIME AT THE RATE OF 2-3 TONS OF GROUND LIMESTONE PER ACRE (100-150 LBS. PER 1000 S.F.)
3. FERTILIZE ACCORDING TO SOIL TEST OR AT A RATE OF 1000 LBS. PER ACRE OF 5-10-10 FERTILIZER.
4. WORK UP A SEEDBED 2" TO 3" DEEP, THOROUGHLY INCORPORATING THE LIME AND FERTILIZER INTO THE SOIL.
5. SEED DURING THE PERIOD AUGUST 10 TO SEPTEMBER 15, OR IN THE SPRING BY MAY 20 FOR PERMANENT COVER. SEEDING AT OTHER TIMES SHALL BE CONSIDERED A TEMPORARY COVER.
6. APPLY SEED UNIFORMLY ACCORDING TO DIRECTIONS BY HYDRAULIC APPLICATION (HYDROSEEDING).
7. THE SEEDED AREA IS TO BE PROTECTED FROM EQUIPMENT, TRAMPLING AND OTHER DESTRUCTIVE ACTIVITY.
8. SEED MIX:PROVIDE A CARE-FREE, FINE FESCUE BLEND, OLDS SEED SOLUTIONS;"NO-MOW" LAWN MIX, AS FOLLOWS:
   A. CREEPING RED FESCUE
   B. HARD FESCUE
   C. RED FESCUE
   D. SHEEP FESCUE
   E. CHEWING FESCUE
   F. SEED APPLICATION SHALL BE 220 LBS/ACRE

MULCHING:

ON SOILS SUBJECT TO EROSION SUCH AS SLOPES AND ON SEEDED AREAS OF TEMPORARY COVER WHERE MOISTURE CONSERVATION IS NECESSARY FOR SEED GERMINATION, MULCH MATERIAL WILL BE USED.

1. WHERE FEASIBLE, COMPLETE EARTHWORK AND CONSTRUCTION ACCORDING TO PLANS.
2. ALL ESSENTIAL GRADING NEEDED TO PREVENT EROSION AND SILTATION IS TO BE COMPLETED PRIOR TO APPLICATION OF MULCH MATERIAL.

APPLICATION RATE

MULCH MATERIAL	PER 1000 S.F.	PER ACRE	REMARKS
STRAW OR STRAW	70-90 LBS.	1.5 TONS	LIGHTLY COVER 75%-90% OF SURFACE.SUBJECT TO BLOWING AND SLIPPING UNLESS ANCHORED.
JUTE OR WOOD EXCELSIOR MATS			APPLY ACCORDING TO MANUFACTURER'S DIRECTIONS. USE IN AREA OF HIGH FLOWS.

3. HYDROMULCH WITH 1 1/2 TONS OF STRAW PER ACRE ON ALL DISTURBED AREAS IMMEDIATELY AFTER SEEDING.
4. MULCHES SUSCEPTIBLE TO BLOWING AND THOSE ON STEEP SLOPES WILL REQUIRE ANCHORING.

	BUILDING AREA (SF)	REQUIRED PARKING SPACES (1 PER 400 SF)	ACTUAL PARKING SPACES	REQUIRED ACCESSIBLE PARKING SPACES (1 PER 6 SPACES)	ACTUAL ACCESSIBLE SPACES
EXISTING	82000	205	151	25	5
PROPOSED	96700	242	257	43	6

	PAVEMENT AREA (SF)	REQUIRED NUMBER OF TREES ON SITE (1 TREE PER 2,000 SF)	ACTUAL NUMBER OF TREES
EXISTING	107,700	54	293
PROPOSED	142,900	72	293

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BRYAN M. PINAULT
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E. BELISLE — DRAWN BY:	N/A — BIO-ENVIR. ENGR.:
R. LABRANCHE — CHECKED BY: PM:	J.D. TATEM — SAFETY:
CCA — APPROVED BY:	N/A — COMMUNICATION:

195113343

PROJECT NUMBER: 81018R

COOVER-CLARK JOB NUMBER: 201803

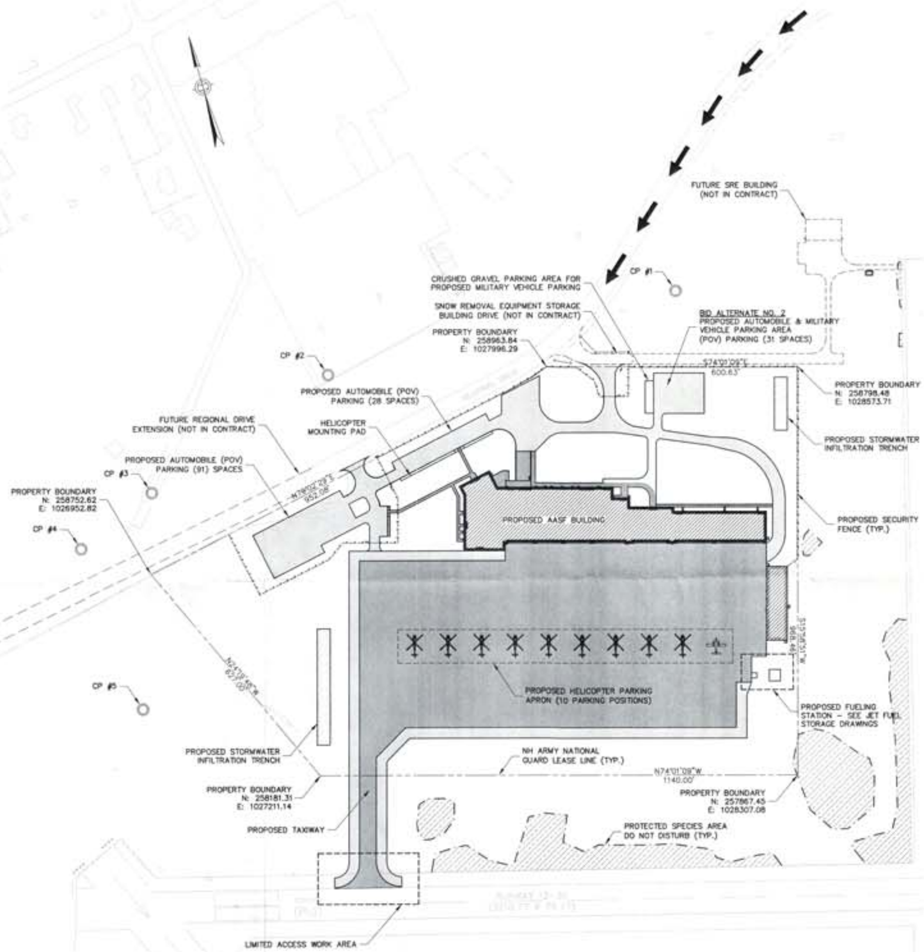
PROJECT TITLE:
CONCORD AVIATION READINESS CENTER

DRAWING TITLE:
GENERAL NOTES AND LEGEND

DATE: JULY, 2020

PAGE NUMBER: C002

REV.



RECORD DRAWINGS
I hereby certify that all construction required by this sheet has been accomplished as indicated hereon.
EDWARDS AND KELCEY, INC.
BY ________ DATE 11-22-05

CONTROL POINTS				
	NORTHING	EASTING	ELEVATION	TYPE
CP #1	259051.31	1028342.39	343.46	H&T
CP #2	259089.71	1027489.92	343.47	PK
CP #3	258937.60	1027008.46	342.24	PK
CP #4	258856.79	1026809.56	341.67	H&T
CP #5	258450.00	1026846.46	339.31	H&T

GENERAL PLAN
SCALE: 1"=100'

NOTES:

LIMITED ACCESS WORK AREA:
NO CONSTRUCTION OPERATIONS WERE CARRIED ON WITHIN 75 FEET (22.9 m) FROM THE EDGE OF ANY TAXIWAY OR WITHIN 250 FEET (76.2 m) OF THE CENTERLINE OF ANY ACTIVE RUNWAY OR WITHIN THE LIMITS OF ACTIVE RUNWAY APPROACH ZONES UNLESS PRIOR APPROVAL WAS OBTAINED. WHEN PERMISSION WAS GRANTED TO WORK INSIDE THESE LIMITS, NO EQUIPMENT WAS LEFT WITHIN THE LINES WHEN NOT ACTUALLY WORKING. DURING LUNCH HOUR BREAKS IN THE DAILY WORK SCHEDULE, AND THE DAYS WHEN WORK WAS NOT PERMITTED OR WAS NOT PROGRESSING, THE EQUIPMENT WAS LOCATED OUTSIDE OF THE RESTRICTED AREA. ALL BOOMS WERE LOWERED WHEN THE EQUIPMENT WAS NOT IN OPERATION. NO CONSTRUCTION OPERATIONS, INCLUDING AN OPEN FLAME SUCH AS WELDING OR BURNING, WERE CARRIED ON NEAR ANY AIRCRAFT. EQUIPMENT WAS TO BE STORED IN THE CONTRACTOR'S STAGING AREAS DURING NIGHTS AND WEEKENDS WHEN NO WORK WAS SCHEDULED.

HAUL ROUTES:
WHEN PUBLIC HIGHWAYS WERE USED FOR HAUL ROUTES IT BECAME THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN THE PROPER PERMITS NEEDED FOR THIS FUNCTION AND TO OBEY ALL RULES AND REGULATIONS PERTINENT TO THE PUBLIC HIGHWAYS. HAUL ROUTES ON THE AIRPORT WERE AS SHOWN ON THE CONTRACT DRAWINGS. THE CONTRACTOR WAS TO STAKE OR OTHERWISE CLEARLY DELINEATE THE HAUL ROUTES. THE CONTRACTOR'S VEHICLES WERE NOT ALLOWED ACCESS TO PORTIONS OF THE AIRPORT OTHER THAN THE WORK AND STAGING AREAS. ALL PAVED HAUL ROADS OR ACCESS ROADS WERE KEPT CLEAN AT ALL TIMES TO PREVENT THE ACCUMULATION OF DIRT AND MUD AND THE GENERATION OF DUST BY SWEEPING, WASHING OR OTHER METHODS DIRECTED BY THE CONTRACTING OFFICER. UNPAVED HAUL ROADS WERE MAINTAINED BY BLADING AND FILLING WHEN DIRECTED BY THE CONTRACTING OFFICER AND DUST WAS CONTROLLED AT ALL TIMES. ALL PAVED HAUL ROADS DISTURBED WERE RESTORED AND DUST CONTROL ON HAUL ROADS WERE MAINTAINED. ALL NONPAVED AREAS ON THE AIRPORT DISTURBED BY THE CONTRACTOR'S OPERATIONS WERE CONSIDERED COMPLETE. ALL MAINTENANCE, RESTORATION, AND DUST CONTROL ON HAUL ROADS WAS AT THE CONTRACTOR'S EXPENSE. ALL NONPAVED AREAS ON THE AIRPORT DISTURBED BY THE CONTRACTOR'S OPERATIONS WERE SCARIFIED OR OTHERWISE LOOSENED TO A DEPTH OF NOT LESS THAN 5 INCHES. CLODS WERE BROKEN AND THE TOP 3 INCHES OF SOIL WAS WORKED INTO A SATISFACTORY SEEDBED BY DISCING, OR BY USE OF CULTIPACKERS, ROLLERS, DRAGS, HARROWS, OR OTHER APPROPRIATE MEANS. THIS AREA WAS THEN GRADED, FINE GRADED, SEEDED, FERTILIZED AND MULCHED, AT NO ADDITIONAL COST TO THE OWNER.

STORAGE AREA AND EQUIPMENT YARD:
THE CONTRACTOR WAS REQUIRED TO RETURN ALL EQUIPMENT TO THE APPROPRIATE CONTRACTOR'S STAGING AREA AT THE END OF THE WORK, EACH DAY UNLESS OTHERWISE APPROVED BY THE CONTRACTING OFFICER. ALL EQUIPMENT BOOMS WERE LOWERED AT THE CLOSE OF EACH DAY'S WORK. ALL EQUIPMENT WAS PARKED IN THE STAGING AREA AT THE CLOSE OF EACH DAY AND WHENEVER IT WAS NOT IN USE. THE CONTRACTOR (AND HIS SUBCONTRACTORS) WERE TO PROVIDE ALL NECESSARY TEMPORARY FENCING AND GATES TO PROTECT MATERIALS AND EQUIPMENT FROM PILFERAGE. THE OWNER WAS NOT RESPONSIBLE FOR ANY VANDALIZED EQUIPMENT OR MATERIAL STORAGE ON THE AIRPORT PROPERTY. ANY AREA OCCUPIED BY THE CONTRACTOR WAS MAINTAINED IN A CLEAN AND ORDERLY CONDITION SATISFACTORY TO THE CONTRACTING OFFICER. PARTICULAR ATTENTION WAS GIVEN TO THE ELIMINATION OF COMBUSTIBLE RUBBISH OR DEBRIS IN THE AREAS AND NONE WAS LEFT EXPOSED OVERNIGHT OR AT OTHER PERIODS OF TIME THE WORK WAS SHUT DOWN.

CONTRACTOR STAGING AND STORAGE AREA:
THE CONTRACTOR WAS ALLOWED TO PROVIDE HIMSELF WITH A STAGING AND STORAGE AREA PROVIDED IT REMAINED WITHIN THE LIMIT OF THE PROPOSED WORK THROUGHOUT THE CONSTRUCTION PERIOD. THE CONTRACTOR WAS TO ALSO MAKE PROVISIONS FOR CONTRACTOR EMPLOYEE PARKING WHICH WAS ALSO IN A DESIGNATED AREA APPROVED BY THE CONTRACTING OFFICER WITHIN THE LIMIT OF THE PROPOSED WORK.

OPEN TRENCHES OR EXCAVATIONS:
THE CONTRACTOR WAS NOT PERMITTED TO LEAVE ANY TRENCHES OR OTHER EXCAVATIONS OPEN AT NIGHT, ON WEEKENDS OR AT OTHER TIMES WHEN THE CONTRACTOR WAS NOT ON THE SITE. IN ADDITION, NO ABRUPT CHANGES IN GRADE EXCEEDING 3 INCHES (76.2 MM) IN DEPTH WERE LEFT WITHIN THE AIRCRAFT OPERATIONS AREAS DESCRIBED IN THE SPECIFICATIONS WHILE THE RUNWAYS, TAXIWAYS, AND APRONS WERE IN USE UNLESS THE EXCAVATIONS WERE COVERED WITH APPROVED STEEL PLATES. STEEL PLATES WERE TO BE CAPABLE OF BEARING THE HEAVIEST AIRCRAFT EXPECTED TO USE THE AIRPORT OVER THE SPAN IN WHICH THEY ARE TO BE USED. THE CONTRACTOR KEPT THE LENGTH OF OPEN TRENCHES COVERED WITH STEEL PLATES TO A MINIMUM, BUT IN NO CASE DID THE LENGTH EXCEED DISTANCE BETWEEN TWO ADJACENT STRUCTURES.

PRIOR TO THE CLOSE OF WORK EACH DAY, THE CONTRACTOR WAS TO ENSURE THAT THE WORK AREA WITHIN THE AIRCRAFT OPERATIONS AREA OF THE RUNWAYS, TAXIWAYS AND APRONS WERE GRADED AWAY FROM THE PAVEMENTS AT A MAXIMUM SLOPE OF 5% AND WERE LEFT IN SUCH CONDITION THAT IT WOULD DRAIN READILY AND EFFECTIVELY AND WOULD NOT POSE A HAZARD TO AIRCRAFT. NO PILES OF SOIL WERE LEFT UNSPREAD, NO SHARP CHANGES IN GRADE WERE PERMITTED, AND THE SURFACE WAS THOROUGHLY COMPACTED.

AIRPORT OPERATION AND SAFETY REQUIREMENTS:
NORMAL AIRPORT OPERATIONS WERE CONDUCTED ON THE AIRFIELD DURING CONSTRUCTION AND THE WORK WAS CARRIED ON IN SUCH A MANNER AS TO NOT INTERFERE WITH THE NECESSARY OPERATION OF THE AIRPORT. THE CONTRACTOR WAS TO TAKE ALL PRECAUTIONS NECESSARY TO ENSURE THE SAFETY OF OPERATING AIRCRAFT, AS WELL AS HIS/HER OWN EQUIPMENT AND PERSONNEL.

EACH CONTRACTOR'S MOTORIZED VEHICLE OPERATING IN AN AIRCRAFT MOVEMENT AREA WAS EQUIPPED WITH AN AMBER FLASHING LIGHT SATISFACTORY TO THE CONTRACTING OFFICER, AND A 3-FOOT (0.9 m) SQUARE FLAG CONSISTING OF INTERNATIONAL ORANGE AND WHITE SQUARES NOT LESS THAN 1 FOOT (0.3 m) SQUARE DISPLAYED IN FULL VIEW ABOVE THE VEHICLE.

IN ADDITION, ALL CONTRACTOR'S VEHICLES WERE TO HAVE THE COMPANY IDENTIFICATION PLAINLY VISIBLE ON BOTH SIDES OF THE VEHICLE IN ORDER TO IDENTIFY THE VEHICLE.

THE CONTRACTOR WAS TO OBEY ALL INSTRUCTIONS AS TO THE OPERATION AND ROUTES TO BE TAKEN BY EQUIPMENT TRAVELING ON AIRPORT PROPERTY. ANY SIGNS, LIGHTS, SIGNALS, MARKINGS, TRAFFIC CONTROL AND OTHER DEVICES WHICH MAY HAVE BEEN REQUIRED WERE PROVIDED AND MAINTAINED BY THE CONTRACTOR DURING THE COURSE OF THE WORK, SUBJECT TO THE APPROVAL OF THE CONTRACTING OFFICER. NO AIRCRAFT PAVEMENT, OR NAVIGATION AID CURRENTLY IN SERVICE WAS LEFT OUT OF SERVICE OVERNIGHT UNLESS CLOSED TO ALL AIRPORT OPERATIONS. THE CONTRACTOR WAS TO CHECK ALL PERMANENT AND TEMPORARY LIGHTING TO ENSURE ITS OPERATING CONDITION BEFORE LEAVING THE JOB EACH DAY.

THE CONTRACTOR WAS TO STAKE AND PERMANENTLY MARK ON THE GROUND WITH A READILY RECOGNIZABLE MARKING (FOOTBALL FIELD MARKING OR SIMILAR MATERIAL) THE RESTRICTION LINES PARALLEL TO THE TAXIWAYS AND RUNWAYS ADJACENT TO THE WORK AND THE APPROACH ZONE LIMITS SO THAT WORKMEN COULD READILY RECOGNIZE THE LIMITATIONS. THE COST OF LAYING OUT AND MARKING SUCH RESTRICTION LINES WAS NOT PAID FOR SEPARATELY BUT WAS CONSIDERED INCIDENTAL TO THE PROJECT.

MAINTENANCE OF THE CONSTRUCTION SITE:
THE CONTRACTOR WAS TO KEEP THE CONSTRUCTION SITE FREE OF PAPER, BOXES, AND OTHER DEBRIS WHICH COULD HAVE BLOWN ONTO THE RUNWAYS AND TAXIWAYS.

ALL AIRPORT PAVEMENTS WERE KEPT CLEAR AND CLEAN AT ALL TIMES. ALL ROCKS, MUD, AND OTHER DEBRIS CARRIED ONTO THE AIRPORT PAVEMENT BY THE CONTRACTOR'S EQUIPMENT WAS REPORTED TO THE CONTRACTING OFFICER OR THE AIRPORT DIRECTOR'S OFFICE.

THE AIRPORT DIRECTOR WOULD THEN CLOSE THE AFFECTED AREA TO AIR TRAFFIC AND THE CONTRACTOR IMMEDIATELY SWEPT THE AREA TO THE SATISFACTION OF THE AIRPORT DIRECTOR. THE CONTRACTOR MAINTAINED AT THE CONSTRUCTION SITE, THE EQUIPMENT FOR THE APPLICATION OF WATER TO CONTROL DUST WITHIN THE CONSTRUCTION SITE AND ON HAUL ROADS. THE EQUIPMENT WAS EQUIPPED WITH A SHUT-OFF CONTROL VALVE WHICH COULD BE OPERATED FROM THE CAB BY THE OPERATOR. THE CONTRACTOR WAS TO APPLY WATER FOR DUST CONTROL AS NECESSARY TO PREVENT DUST FROM THE CONSTRUCTION SITE AND/OR HAUL ROADS FROM BEING A HAZARD TO AIRCRAFT AND FROM BEING A NUISANCE TO THE PUBLIC AND AS DIRECTED BY THE CONTRACTING OFFICER.

THE CONTRACTOR WAS TO MAINTAIN AT THE JOB SITE AT ALL TIMES WHILE THE CONSTRUCTION UNDER THIS CONTRACT WAS IN PROGRESS, A SELF-PROPELLED, SELF-CONTAINED SWEEPER WITH NOT LESS THAN A 10-FOOT BROOM WITH A 4- CUBIC YARD CAPACITY HOPPER APPROVED BY THE CONTRACTING OFFICER. THE SWEEPER OPERATED AS NECESSARY TO KEEP ACTIVE AIRCRAFT PAVEMENTS, ACCESS ROADS AND THE WORK AREAS CLEAN. AT THE CLOSE OF EACH DAY'S WORK, ALL ACTIVE AIRCRAFT PAVEMENTS AND AIRPORT PAVED ROADS USED OR DIRTIED BY THE CONTRACTOR WERE TO AGAIN BE SWEPT.

THE CONTRACTOR WAS ALSO RESPONSIBLE FOR SUPPLYING ANY OTHER EQUIPMENT AS MAY BE NECESSARY TO CLEAN ALL AREAS THAT ARE CONTAMINATED AS A RESULT OF HIS/HER OPERATIONS TO THE COMPLETE SATISFACTION OF THE CONTRACTING OFFICER AND THE AIRPORT DIRECTOR.

TRUCKS LOADED IN THE CONSTRUCTION AREA WERE TO HAVE LOADS TRIMMED AND COVERED AS NECESSARY TO ENSURE THAT NO PARTICLES, STONES, OR DEBRIS WOULD FALL OFF AND THAT NO LEGAL LOAD LIMITS ARE EXCEEDED.

THE CONTRACTOR WAS TO BE PARTICULARLY CAREFUL NOT TO TRACK FOREIGN MATERIAL ONTO PAVEMENTS OUTSIDE OF AND WITHIN THE AIRPORT (E.G., TACK-COAT). THE CONTRACTOR WAS RESPONSIBLE FOR REMOVING FOREIGN MATERIALS FROM VEHICLE TIRES PRIOR TO THE VEHICLE LEAVING ITS WORK AREA.

LIMITED ACCESS WORK AREA:
ALL WORK WITHIN THIS AREA WAS CLOSELY COORDINATED WITH THE NEW HAMPSHIRE ARMY NATIONAL GUARD, THE CITY OF CONCORD, AND THE NEW HAMPSHIRE DIVISION OF AERONAUTICS.

THE CONTRACTOR WAS TO COORDINATE HIS OPERATIONS WITH THOSE OF OTHER CONTRACTORS. COOPERATION WAS REQUIRED IN THE ARRANGEMENT FOR THE STORAGE OF MATERIALS AND IN THE DETAILED EXECUTION OF THE WORK. THE CONTRACTOR, INCLUDING HIS SUBCONTRACTORS, WAS TO KEEP INFORMED OF THE PROGRESS AND THE DETAIL WORK OF OTHER CONTRACTORS AND NOTIFIED THE OWNER IMMEDIATELY OF LACK OF PROGRESS OR DEFECTIVE WORKMANSHIP ON THE PART OF OTHER CONTRACTORS.

THE CONTRACTOR WAS TO ARRANGE HIS/HER WORK AND PLACE AND DISPOSE OF THE MATERIALS BEING USED SO AS NOT TO INTERFERE WITH THE OPERATIONS OF THE OTHER CONTRACTORS WITHIN THE LIMITS OF THE SAME PROJECT. HE JOINED HIS/HER WORK WITH THAT OF THE OTHERS IN AN ACCEPTABLE MANNER AND WAS TO PERFORM IT IN PROPER SEQUENCE TO THAT OF THE OTHERS.

BID ALTERNATE #2
PAVING THE PROPOSED SECURE AUTOMOBILE PARKING AREA WAS TO BE COMPLETED AS PART OF BID ALTERNATE NO. 2. ALL OTHER WORK ASSOCIATED WITH THE CONSTRUCTION OF THIS AREA WAS INCLUDED WITH THE BASE BID.

SPECIAL ENVIRONMENTAL NOTICE
THE PROTECTED SPECIES AREA DESIGNATED ON THE PLANS IS HOME TO THE WILD BLUE LUPINE PLANT WHICH PROVIDES A HABITAT FOR THE KARNER BLUE BUTTERFLY. THIS BUTTERFLY IS DESIGNATED AS AN ENDANGERED SPECIES BY THE U.S. FISH AND WILDLIFE SERVICE. SPECIAL CONSIDERATION WAS TO BE TAKEN BY THE CONTRACTOR TO PROTECT THIS BUTTERFLY AND ITS HABITAT.

LEGEND
- PROPOSED BUILDING
- PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT
- PROPOSED BITUMINOUS CONCRETE PAVEMENT
- PROTECTED SPECIES AREA – DO NOT DISTURB
- PROPOSED SECURITY FENCE
- NH ARMY NATIONAL GUARD LEASE LINE
- CONTRACTOR'S HAUL ROUTE
- CONTROL POINT

GRAPHIC SCALE
100 0 50 100 200
1"=100'

SEA Consultants Inc.
Science/Engineering/Architecture

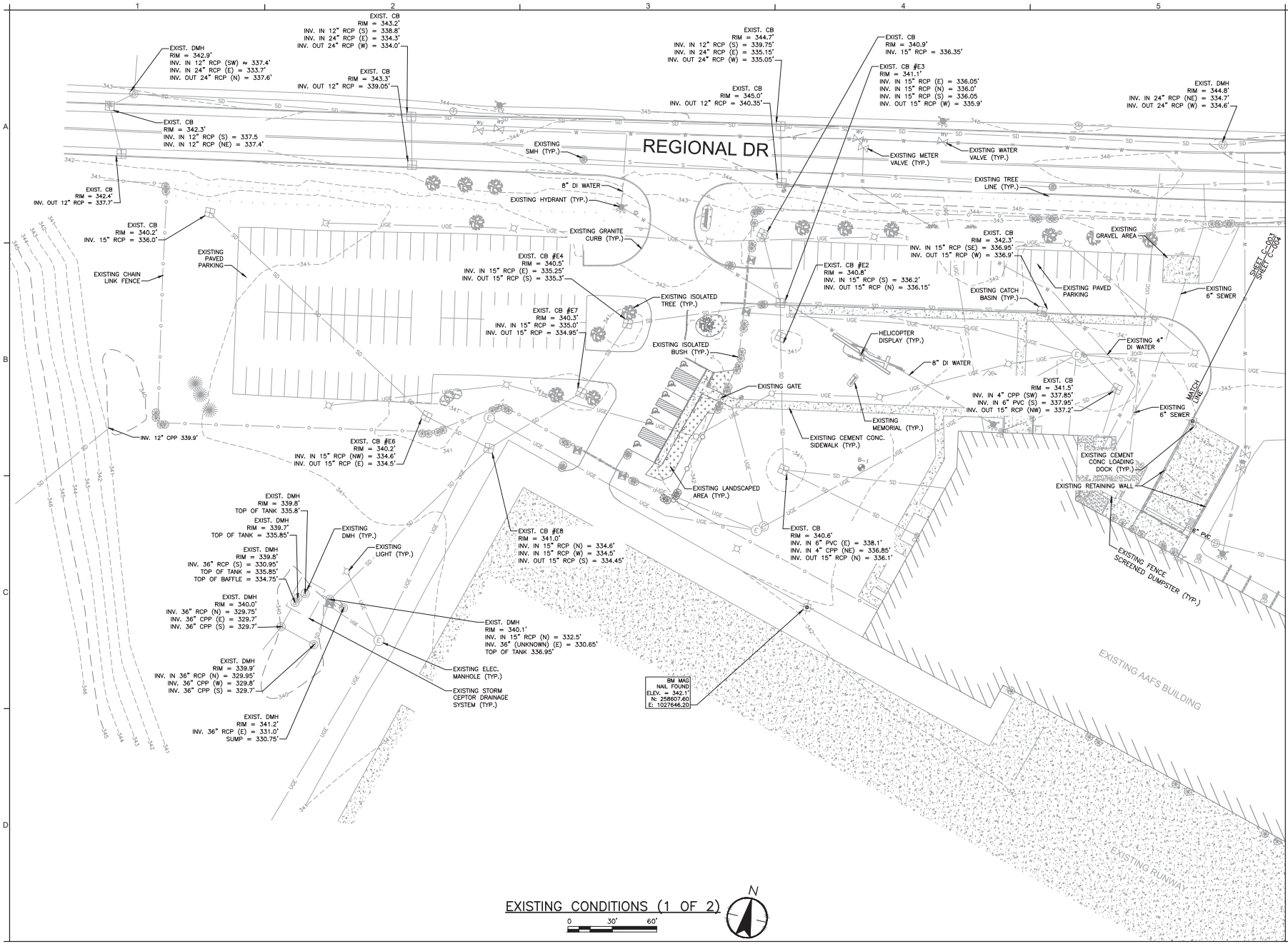
REV.NO	DATE	DESCRIPTION	MADE BY	CHECKED BY	APPROVED BY
△	11/05	RECORD DRAWINGS	SST	BJH	DMC

ARMY AVIATION SUPPORT FACILITY
PROJECT NO. 97828-R/330028
ARMY – NEW HAMPSHIRE NATIONAL GUARD
CONCORD AIRPORT — CONCORD, NEW HAMPSHIRE

Drawing Title: GENERAL PLAN

National Guard Bureau
DEPARTMENTS OF THE ARMY AND THE AIR FORCE

Designed By: BJH	Drawn By: LAG	Sheet No: C-2
Checked By: DMC	Date: OCT 25, 2002	
In Charge: CAT	Scale: 1"=100'	of



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E. BELISLE DRAWN BY:	N/A BIO-ENVIR. ENGR.:
R. LABRANCHE CHECKED BY: PM:	J.D. TATEM SAFETY:
CCA APPROVED BY:	N/A COMMUNICATION:

195113343

PROJECT NUMBER:
81018R

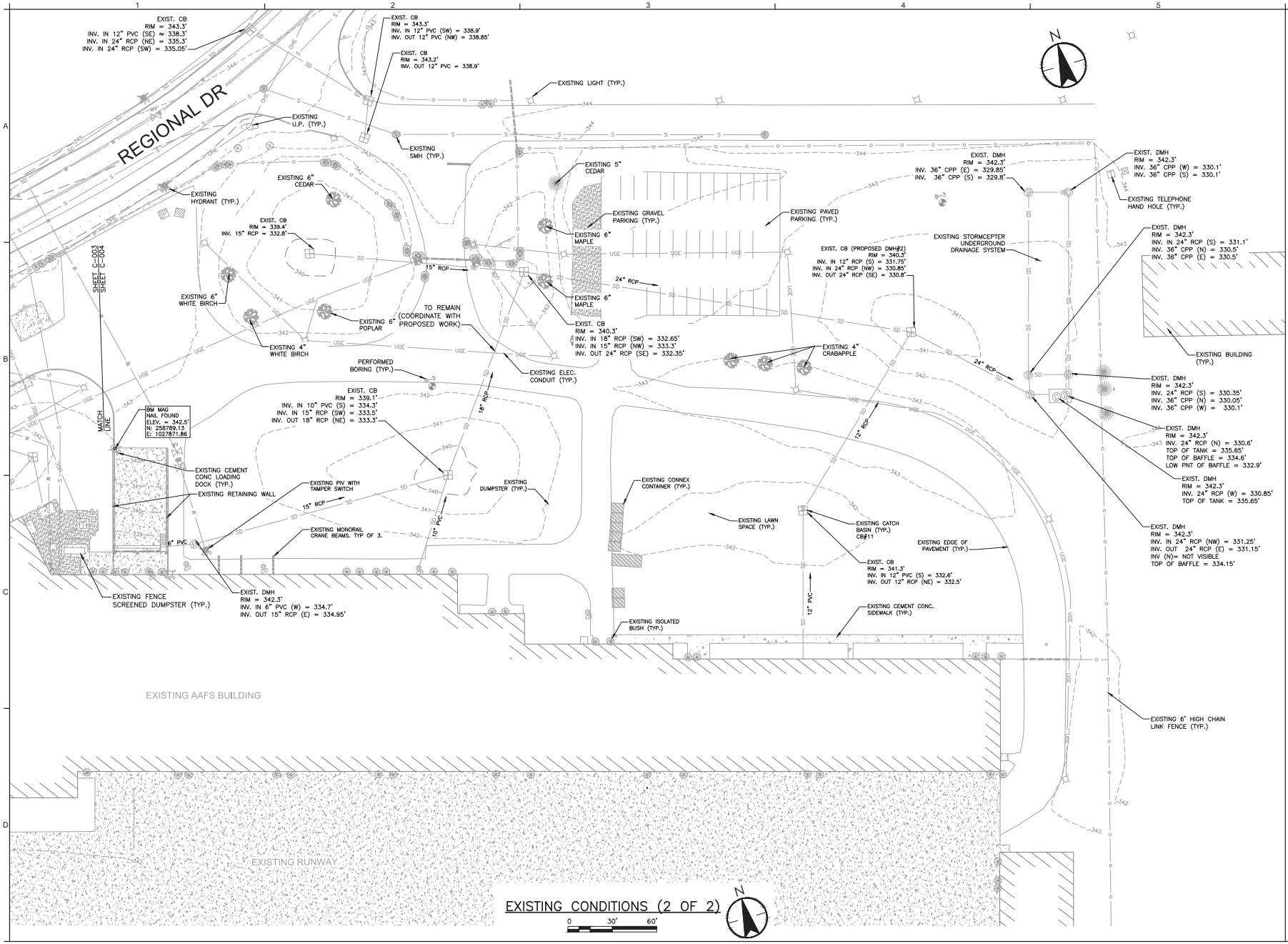
COOVER-CLARK JOB NUMBER:
201803

PROJECT TITLE:
CONCORD AVIATION READINESS CENTER

DRAWING TITLE:
EXISTING CONDITIONS (1 OF 2)

DATE JULY, 2020	PAGE NUMBER C003
REV.	

PLOTTED: 7/16/2020



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PROJECT NUMBER:
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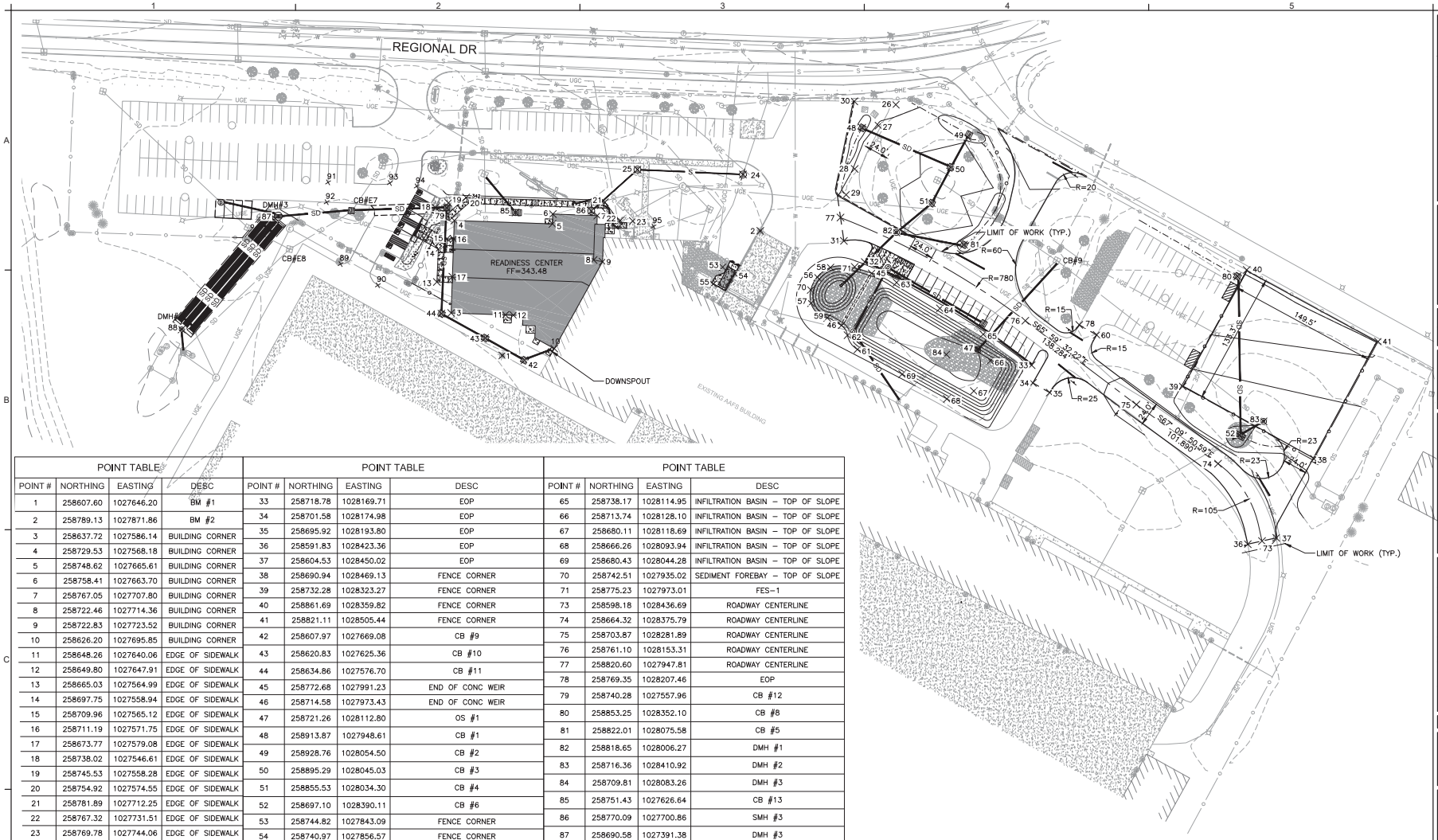
PROJECT TITLE:
CONCORD AVIATION READINESS CENTER

DRAWING TITLE:
EXISTING CONDITIONS (2 OF 2)

DATE JULY, 2020	PAGE NUMBER C004
REV.	

PLOTTED: 7/16/2020



POINT TABLE			
POINT #	NORTHING	EASTING	DESC
1	258607.60	1027646.20	BM #1
2	258789.13	1027871.86	BM #2
3	258637.72	1027586.14	BUILDING CORNER
4	258729.53	1027568.18	BUILDING CORNER
5	258748.62	1027665.61	BUILDING CORNER
6	258758.41	1027663.70	BUILDING CORNER
7	258767.05	1027707.80	BUILDING CORNER
8	258722.46	1027714.36	BUILDING CORNER
9	258722.83	1027723.52	BUILDING CORNER
10	258626.20	1027695.85	BUILDING CORNER
11	258648.26	1027640.06	EDGE OF SIDEWALK
12	258649.80	1027647.91	EDGE OF SIDEWALK
13	258665.03	1027564.99	EDGE OF SIDEWALK
14	258697.75	1027558.94	EDGE OF SIDEWALK
15	258709.96	1027565.12	EDGE OF SIDEWALK
16	258711.19	1027571.75	EDGE OF SIDEWALK
17	258673.77	1027579.08	EDGE OF SIDEWALK
18	258738.02	1027546.61	EDGE OF SIDEWALK
19	258745.53	1027558.28	EDGE OF SIDEWALK
20	258754.92	1027574.55	EDGE OF SIDEWALK
21	258781.89	1027712.25	EDGE OF SIDEWALK
22	258767.32	1027731.51	EDGE OF SIDEWALK
23	258769.78	1027744.06	EDGE OF SIDEWALK
24	258840.72	1027841.92	SMH #1
25	258821.51	1027736.89	SMH #2
26	258944.38	1027976.48	EOP
27	258919.77	1027964.31	EOP
28	258871.66	1027950.67	EOP
29	258844.32	1027948.12	EOP
30	258938.14	1027934.87	EOP
31	258798.33	1027956.46	EOP
32	258782.26	1027981.91	EOP

POINT TABLE			
POINT #	NORTHING	EASTING	DESC
33	258718.78	1028169.71	EOP
34	258701.58	1028174.98	EOP
35	258695.92	1028193.80	EOP
36	258591.83	1028423.36	EOP
37	258604.53	1028450.02	EOP
38	258690.94	1028469.13	FENCE CORNER
39	258732.28	1028323.27	FENCE CORNER
40	258861.69	1028359.82	FENCE CORNER
41	258821.11	1028505.44	FENCE CORNER
42	258607.97	1027669.08	CB #9
43	258620.83	1027625.36	CB #10
44	258634.86	1027576.70	CB #11
45	258772.68	1027991.23	END OF CONC WEIR
46	258714.58	1027973.43	END OF CONC WEIR
47	258721.26	1028112.80	OS #1
48	258913.87	1027948.61	CB #1
49	258928.76	1028054.50	CB #2
50	258895.29	1028045.03	CB #3
51	258855.53	1028034.30	CB #4
52	258697.10	1028390.11	CB #6
53	258744.82	1027843.09	FENCE CORNER
54	258740.97	1027856.57	FENCE CORNER
55	258726.11	1027837.73	FENCE CORNER
56	258756.60	1027938.52	SEDIMENT FOREBAY – TOP OF SLOPE
57	258729.54	1027938.29	SEDIMENT FOREBAY – TOP OF SLOPE
58	258769.03	1027949.27	SEDIMENT FOREBAY – TOP OF SLOPE
59	258718.70	1027957.65	SEDIMENT FOREBAY – TOP OF SLOPE
60	258763.44	1028226.87	EOP
61	258694.60	1027994.62	INFILTRATION BASIN – TOP OF SLOPE
62	258706.32	1027981.57	INFILTRATION BASIN – TOP OF SLOPE
63	258769.36	1028017.90	INFILTRATION BASIN – TOP OF SLOPE
64	258753.77	1028066.42	INFILTRATION BASIN – TOP OF SLOPE

POINT TABLE			
POINT #	NORTHING	EASTING	DESC
65	258738.17	1028114.95	INFILTRATION BASIN – TOP OF SLOPE
66	258713.74	1028128.10	INFILTRATION BASIN – TOP OF SLOPE
67	258680.11	1028118.69	INFILTRATION BASIN – TOP OF SLOPE
68	258666.26	1028093.94	INFILTRATION BASIN – TOP OF SLOPE
69	258680.43	1028044.28	INFILTRATION BASIN – TOP OF SLOPE
70	258742.51	1027935.02	SEDIMENT FOREBAY – TOP OF SLOPE
71	258775.23	1027973.01	FES–1
73	258598.18	1028436.69	ROADWAY CENTERLINE
74	258664.32	1028375.79	ROADWAY CENTERLINE
75	258703.87	1028281.89	ROADWAY CENTERLINE
76	258761.10	1028153.31	ROADWAY CENTERLINE
77	258820.60	1027947.81	ROADWAY CENTERLINE
78	258769.35	1028207.46	EOP
79	258740.28	1027557.96	CB #12
80	258853.25	1028352.10	CB #8
81	258822.01	1028075.58	CB #5
82	258818.65	1028006.27	DMH #1
83	258716.36	1028410.92	DMH #2
84	258709.81	1028083.26	DMH #3
85	258751.43	1027626.64	CB #13
86	258770.09	1027700.86	SMH #3
87	258690.58	1027391.38	DMH #3
88	258560.06	1027324.45	DMH #4
89	258660.71	1027466.10	EDGE OF NEW PAVEMENT
90	258648.30	1027507.62	EDGE OF NEW PAVEMENT
91	258738.28	1027435.15	EDGE OF NEW PAVEMENT
92	258718.43	1027438.25	EDGE OF NEW PAVEMENT
93	258751.76	1027496.12	EDGE OF NEW PAVEMENT
94	258754.59	1027523.31	EDGE OF NEW PAVEMENT
95	258769.10	1027765.72	EDGE OF NEW SIDEWALK

LAYOUT PLAN

0 50' 100'

NOTE:

ALL CURB RADII SHALL BE 5'–0" UNLESS OTHERWISE NOTED.

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BRYAN W. O'HARA
STATE OF NEW HAMPSHIRE
No. 14739
15 JAN 20
PROFESSIONAL ENGINEER
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E. BELISLE DRAWN BY:	N/A BIO-ENVIR. ENGR.:
R. LABRANCHE CHECKED BY, PM:	J.D. TATEM SAFETY:
CCA APPROVED BY:	N/A COMMUNICATION:

195113343

PROJECT NUMBER: 81018R

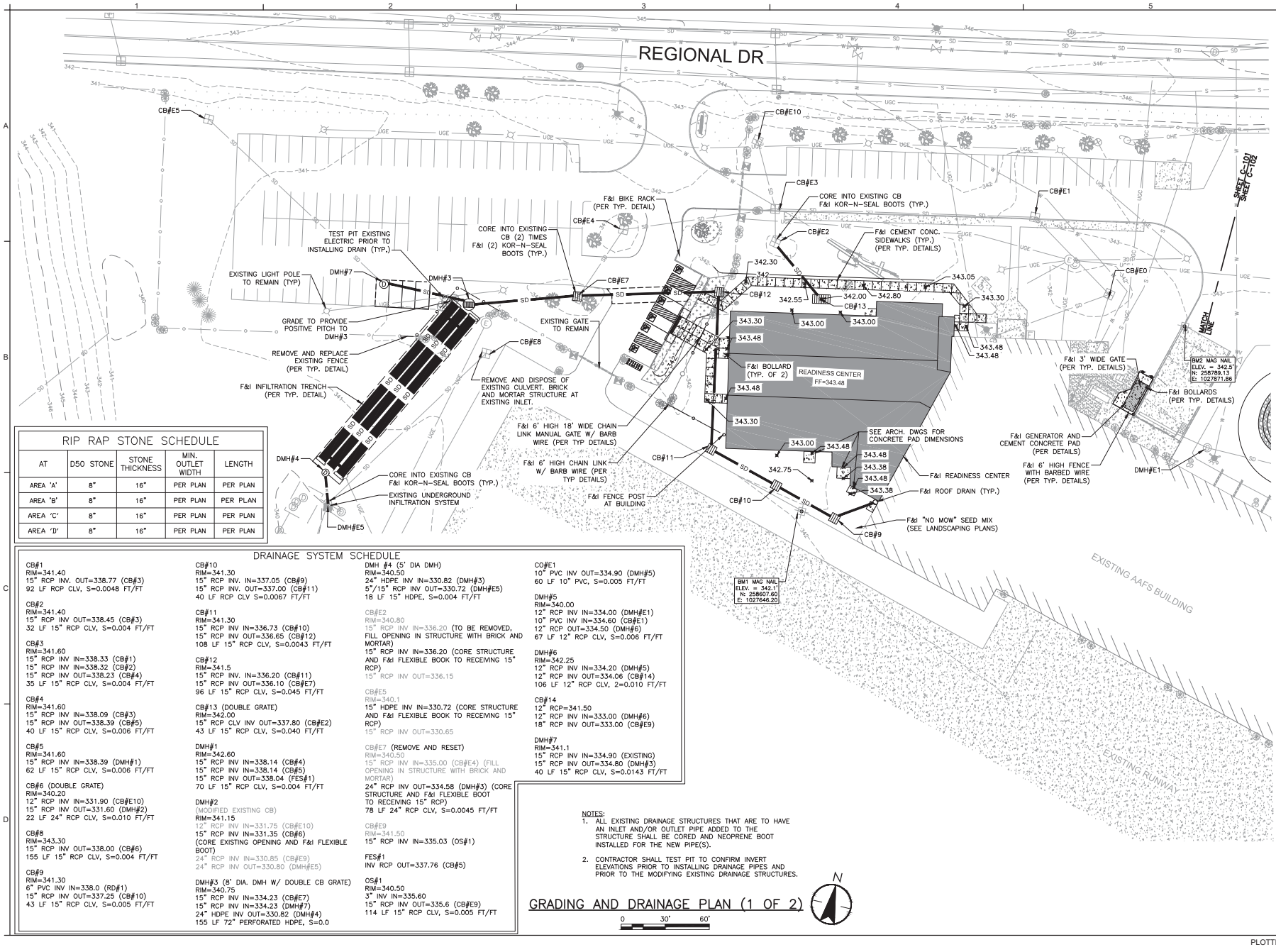
COOVER-CLARK JOB NUMBER: 201803

PROJECT TITLE:
CONCORD AVIATION READINESS CENTER

DRAWING TITLE:
LAYOUT PLAN

DATE	PAGE NUMBER
JULY, 2020	C100
REV.	

PLOTTED: 7/16/2020



RIP RAP STONE SCHEDULE

AT	D50 STONE	STONE THICKNESS	MIN. OUTLET WIDTH	LENGTH
AREA 'A'	8"	16"	PER PLAN	PER PLAN
AREA 'B'	8"	16"	PER PLAN	PER PLAN
AREA 'C'	8"	16"	PER PLAN	PER PLAN
AREA 'D'	8"	16"	PER PLAN	PER PLAN

DRAINAGE SYSTEM SCHEDULE

CB#1
RIM=341.40
15" RCP INV. OUT=338.77 (CB#3)
92 LF RCP CLV, S=0.0048 FT/FT

CB#2
RIM=341.40
15" RCP INV OUT=338.45 (CB#3)
32 LF 15" RCP CLV, S=0.004 FT/FT

CB#3
RIM=341.60
15" RCP INV IN=338.33 (CB#1)
15" RCP INV IN=338.32 (CB#2)
15" RCP INV OUT=338.23 (CB#4)
35 LF 15" RCP CLV, S=0.004 FT/FT

CB#4
RIM=341.60
15" RCP INV IN=338.09 (CB#3)
15" RCP INV OUT=338.39 (CB#5)
40 LF 15" RCP CLV, S=0.006 FT/FT

CB#5
RIM=341.60
15" RCP INV IN=338.39 (DMH#1)
62 LF 15" RCP CLV, S=0.006 FT/FT

CB#6 (DOUBLE GRATE)
RIM=340.20
12" RCP INV IN=331.90 (CB#E10)
15" RCP INV OUT=331.60 (DMH#2)
22 LF 24" RCP CLV, S=0.010 FT/FT

CB#8
RIM=343.30
15" RCP INV OUT=338.00 (CB#6)
155 LF 15" RCP CLV, S=0.004 FT/FT

CB#9
RIM=341.30
6" PVC INV IN=338.0 (RD#1)
15" RCP INV OUT=337.25 (CB#10)
43 LF 15" RCP CLV, S=0.005 FT/FT

CB#10
RIM=341.30
15" RCP INV. IN=337.05 (CB#9)
15" RCP INV. OUT=337.00 (CB#11)
40 LF RCP CLV S=0.0067 FT/FT

CB#11
RIM=341.30
15" RCP INV IN=336.73 (CB#10)
15" RCP INV OUT=336.65 (CB#12)
108 LF 15" RCP CLV, S=0.0043 FT/FT

CB#12
RIM=341.5
15" RCP INV. IN=336.20 (CB#11)
15" RCP INV OUT=336.10 (CB#E7)
96 LF 15" RCP CLV, S=0.045 FT/FT

CB#13 (DOUBLE GRATE)
RIM=342.00
15" RCP CLV INV OUT=337.80 (CB#E2)
43 LF 15" RCP CLV, S=0.040 FT/FT

DMH#1
RIM=342.60
15" RCP INV IN=338.14 (CB#4)
15" RCP INV IN=338.14 (CB#5)
15" RCP INV OUT=338.04 (FES#1)
70 LF 15" RCP CLV, S=0.004 FT/FT

DMH#2
(MODIFIED EXISTING CB)
RIM=341.15
12" RCP INV IN=331.75 (CB#E10)
15" RCP INV IN=331.35 (CB#6)
(CORE EXISTING OPENING AND F&I FLEXIBLE BOOT)
24" RCP INV IN=330.85 (CB#E9)
24" RCP INV OUT=330.80 (DMH#E5)

DMH#3 (8' DIA. DMH W/ DOUBLE CB GRATE)
RIM=340.75
15" RCP INV IN=334.23 (CB#E7)
15" RCP INV IN=334.23 (DMH#7)
24" HDPE INV OUT=330.82 (DMH#4)
155 LF 72" PERFORATED HDPE, S=0.0

DMH #4 (5' DIA DMH)
RIM=340.50
24" HDPE INV IN=330.82 (DMH#3)
5"/15" RCP INV OUT=330.72 (DMH#E5)
18 LF 15" HDPE, S=0.004 FT/FT

CB#E2
RIM=340.80
15" RCP INV IN=336.20 (TO BE REMOVED, FILL OPENING IN STRUCTURE WITH BRICK AND MORTAR)
15" RCP INV IN=336.20 (CORE STRUCTURE AND F&I FLEXIBLE BOOK TO RECEIVING 15" RCP)
15" RCP INV OUT=336.15

CB#E5
RIM=340.1
15" HDPE INV IN=330.72 (CORE STRUCTURE AND F&I FLEXIBLE BOOK TO RECEIVING 15" RCP)
15" RCP INV OUT=330.65

CB#E7 (REMOVE AND RESET)
RIM=340.50
15" RCP INV IN=335.00 (CB#E4) (FILL OPENING IN STRUCTURE WITH BRICK AND MORTAR)
24" RCP INV OUT=334.58 (DMH#3) (CORE STRUCTURE AND F&I FLEXIBLE BOOT TO RECEIVING 15" RCP)
78 LF 24" RCP CLV, S=0.0045 FT/FT

CB#E9
RIM=341.50
15" RCP INV IN=335.03 (OS#1)

FES#1
INV RCP OUT=337.76 (CB#5)

OS#1
RIM=340.50
3" INV IN=335.60
15" RCP INV OUT=335.6 (CB#E9)
114 LF 15" RCP CLV, S=0.005 FT/FT

CO#E1
10" PVC INV OUT=334.90 (DMH#5)
60 LF 10" PVC, S=0.005 FT/FT

DMH#5
RIM=340.00
12" RCP INV IN=334.00 (DMH#E1)
10" PVC INV IN=334.60 (CB#E1)
12" RCP OUT=334.50 (DMH#6)
67 LF 12" RCP CLV, S=0.006 FT/FT

DMH#6
RIM=342.25
12" RCP INV IN=334.20 (DMH#5)
12" RCP INV OUT=334.06 (CB#14)
106 LF 12" RCP CLV, 2=0.010 FT/FT

CB#14
12" RCP=341.50
12" RCP INV IN=333.00 (DMH#6)
18" RCP INV OUT=333.00 (CB#E9)

DMH#7
RIM=341.1
15" RCP INV IN=334.90 (EXISTING)
15" RCP INV OUT=334.80 (DMH#3)
40 LF 15" RCP CLV, S=0.0143 FT/FT

NOTES:
1. ALL EXISTING DRAINAGE STRUCTURES THAT ARE TO HAVE AN INLET AND/OR OUTLET PIPE ADDED TO THE STRUCTURE SHALL BE CORED AND NEOPRENE BOOT INSTALLED FOR THE NEW PIPE(S).
2. CONTRACTOR SHALL TEST PIT TO CONFIRM INVERT ELEVATIONS PRIOR TO INSTALLING DRAINAGE PIPES AND PRIOR TO THE MODIFYING EXISTING DRAINAGE STRUCTURES.

GRADING AND DRAINAGE PLAN (1 OF 2)

0 30' 60'

N

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E. BELISLE DRAWN BY:	N/A BIO-ENVIR. ENGR.:
R. LABRANCHE CHECKED BY, PM:	J.D. TATEM SAFETY:
CCA APPROVED BY:	N/A COMMUNICATION:

195113343

PROJECT NUMBER:
81018R

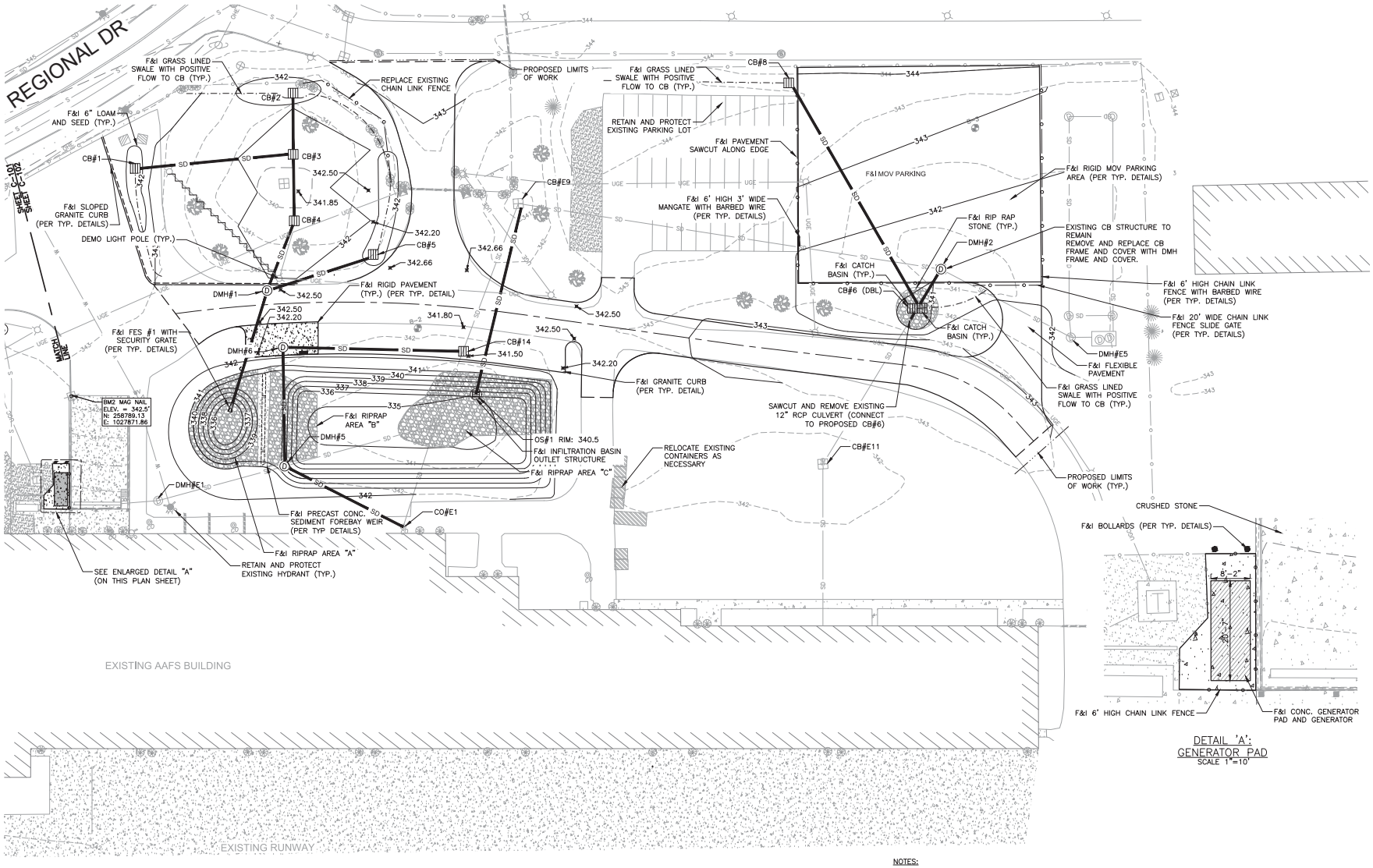
COOVER-CLARK JOB NUMBER:
201803

PROJECT TITLE:
CONCORD AVIATION
READINESS CENTER

DRAWING TITLE:
GRADING AND DRAINAGE PLAN
(1 OF 2)

DATE	PAGE NUMBER
JULY, 2020	C101
REV.	

PLOTTED: 7/16/2020



DETAIL 'A':
GENERATOR PAD
SCALE 1"=10'

NOTES:

1. SEE PLAN SHEET C101 FOR DRAINAGE AND RIP RAP SCHEDULE

GRADING AND DRAINAGE PLAN (2 OF 2)

0 30' 60'

N

PLOTTED: 7/16/2020

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BRYAN M. DANDRUS
No. 14739
7-15-20
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B. RUOFF DESIGNED BY:	NHARNG USING AGENCY:
S&H BASE SHEET BY:	D. ANDRUS FIRE CHIEF:
E. BELISLE DRAWN BY:	N/A BIO-ENVIR. ENGR.:
R. LABRANCHE CHECKED BY, PM:	J.D. TATEM SAFETY:
CCA APPROVED BY:	N/A COMMUNICATION:

195113343

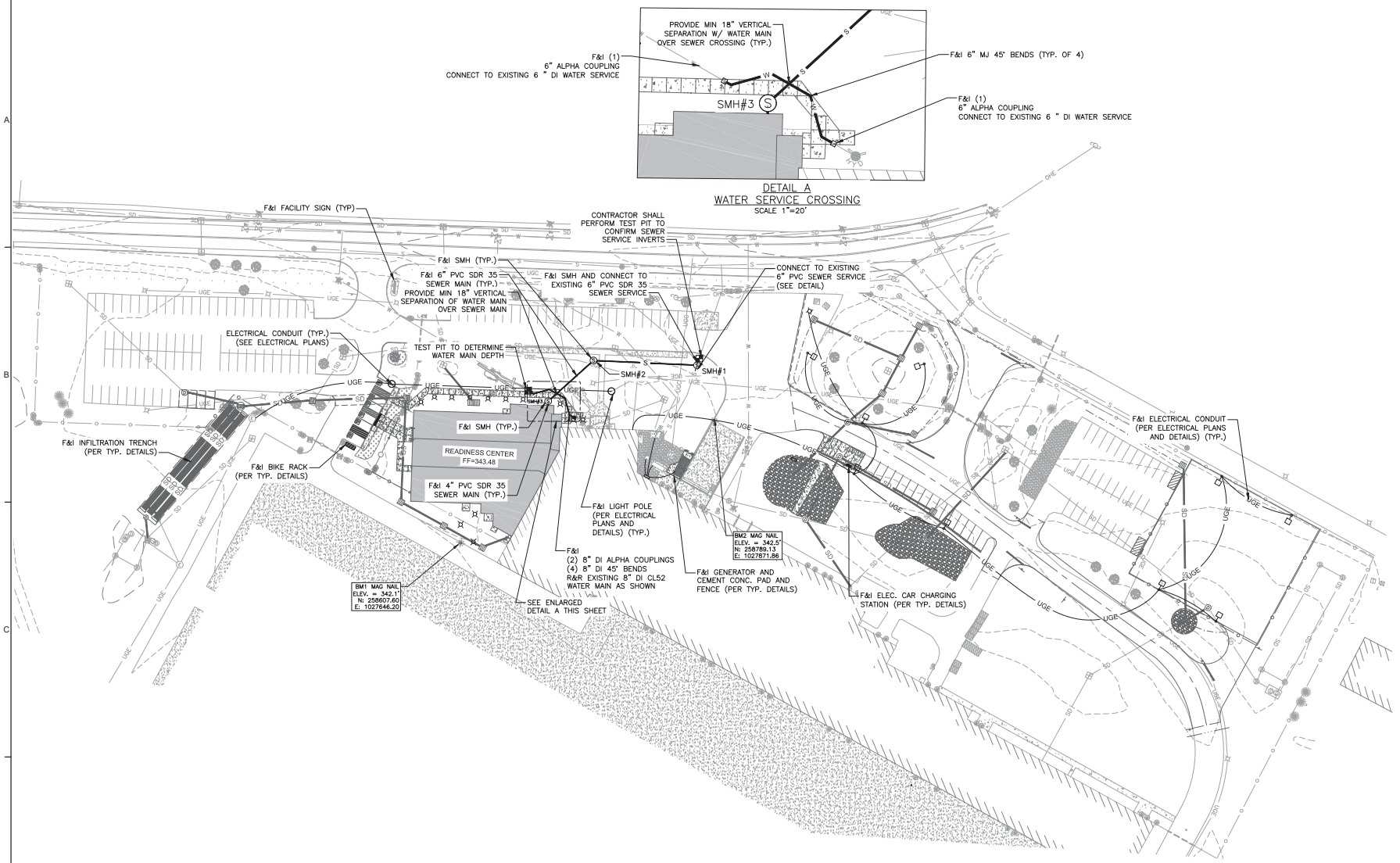
PROJECT NUMBER: 81018R

COOVER-CLARK JOB NUMBER: 201803

PROJECT TITLE:
CONCORD AVIATION READINESS CENTER

DRAWING TITLE:
GRADING AND DRAINAGE PLAN (2 FO 2)

DATE: JULY, 2020	PAGE NUMBER: C102
REV.	



SANITARY SEWER SYSTEM SCHEDULE

BUILDING LATERAL	SMH#2
4" PVC INV OUT=337.48	RIM=342.25
5 LF 4" PVC SDR 35 0.06 FT/FT	6" PVC INV IN=334.00
	6" PVC INV OUT=333.90
SMH #3 (INTERNAL DROP INLET)	100 LF 6" PVC SDR35, S=0.015 FT/FT
RIM=342.80	
4" PVC INV IN=337.18	SMH#1
6" PVC INV OUT=334.55	RIM: 342.25
55 LF 6" PVC SDR35, S=0.01 FT/FT	6" PVC INV IN=332.39
	6" PVC INV IN=332.39± (CONNECT TO EXISTING) CONFIRM BY TEST PIT
	6" PVC INV OUT=332.34± (CONNECT TO EXISTING) CONFIRM BY TEST PIT

SUGGESTED SEQUENCE OF SANITARY SEWER WORK:

1. PRIOR TO FABRICATING MANHOLES OR INSTALLATION OF THE SEWER SERVICE LINE, THE CONTRACTOR SHALL PERFORM A TEST PIT TO CONFIRM EXISTING PIPE INVERT ELEVATION, PIPE MATERIAL AND PIPE SIZE AT THE PROPOSED SEWER LATERAL TIE IN LOCATION WITH SMH#3. THIS INFORMATION SHALL BE PROVIDED TO THE CONTRACT ADMINISTRATOR.
2. THE CONTRACTOR SHALL SUBMIT THE TEST PIT INFORMATION TO THE ENGINEER TO COORDINATE THE SMH STRUCTURE INVERTS PRIOR TO FABRICATION.
3. THE ENGINEER SHALL CONFIRM OR AMEND THE PROPOSED SMH INVERT ELEVATIONS, BASED ON THE RESULTS OF THE TEST PIT INFORMATION.

NOTES:

1. SEE PLAN SHEETS C101 AND C102 FOR GRADING AND DRAINAGE.
2. MINIMUM UTILITY SEPARATION:
   A. WATER TO SEWER (GRAVITY AND FM) = 10'
   B. SEPARATION OF ALL UTILITIES TO WATER OR SEWER = 5
   C. MIN. VERTICAL SEPARATION BETWEEN WATER AND SEWER IS 18".

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E. BELISLE — DRAWN BY:	N/A — BIO-ENVIR. ENGR:
R. LABRANCHE — CHECKED BY, PM:	J.D. TATEM — SAFETY:
CCA — APPROVED BY:	N/A — COMMUNICATION:

195113343

PROJECT NUMBER: 81018R

COOVER-CLARK JOB NUMBER: 201803

PROJECT TITLE:
CONCORD AVIATION READINESS CENTER

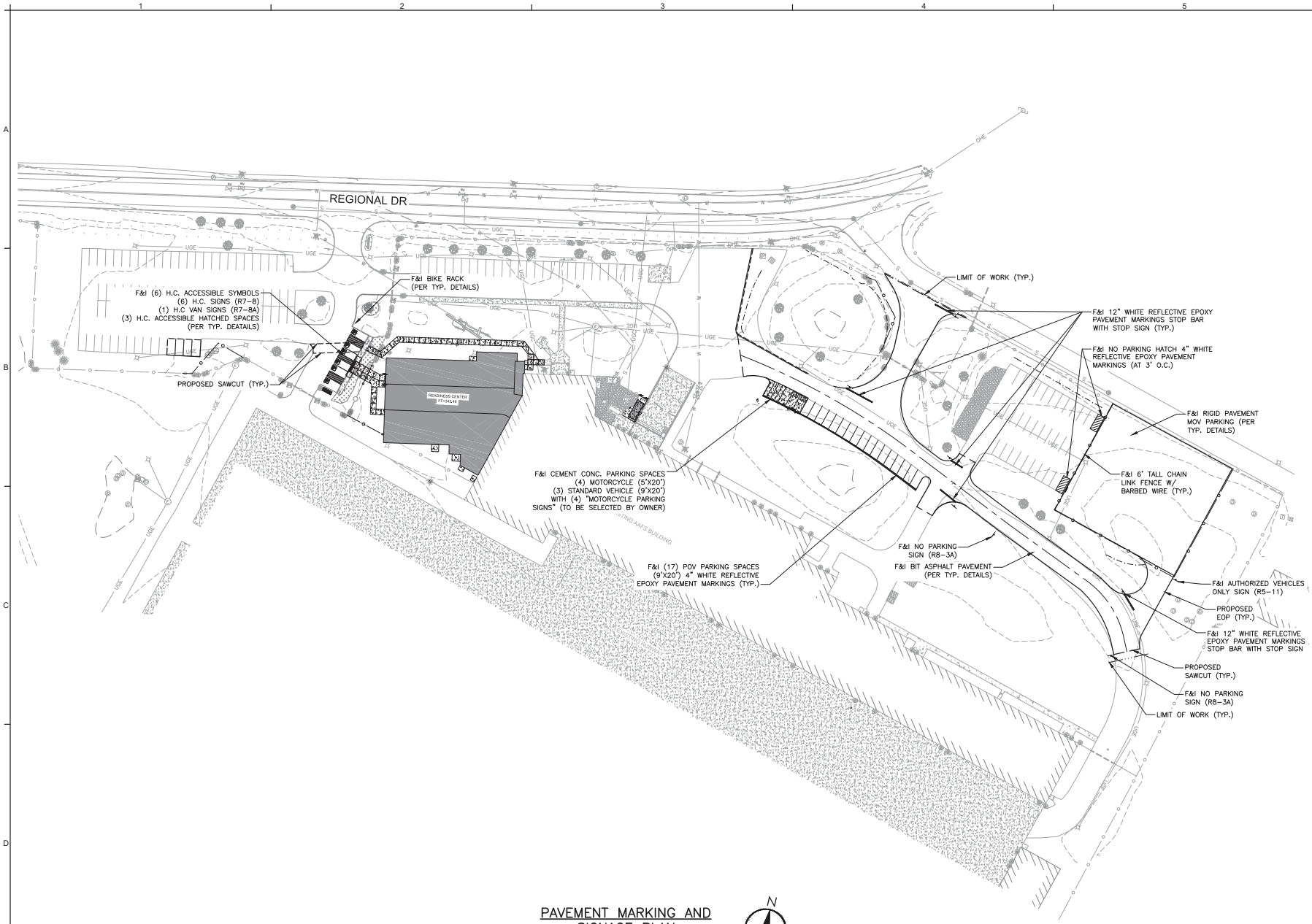
DRAWING TITLE:
UTILITIES PLAN

DATE: JULY, 2020

PAGE NUMBER: C103

REV.

PLOTTED: 7/17/2020



PAVEMENT MARKING AND SIGNAGE PLAN

0 50' 100'

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No. 14730
7-15-20
STATE OF NEW MEXICO
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E. BELISLE DRAWN BY:	N/A BIO-ENVIR. ENGR.:
R. LABRANCHE CHECKED BY, PM:	J.D. TATEM SAFETY:
CCA APPROVED BY:	N/A COMMUNICATION:

195113343

PROJECT NUMBER:
81018R

COOVER-CLARK JOB NUMBER:
201803

PROJECT TITLE:
CONCORD AVIATION READINESS CENTER

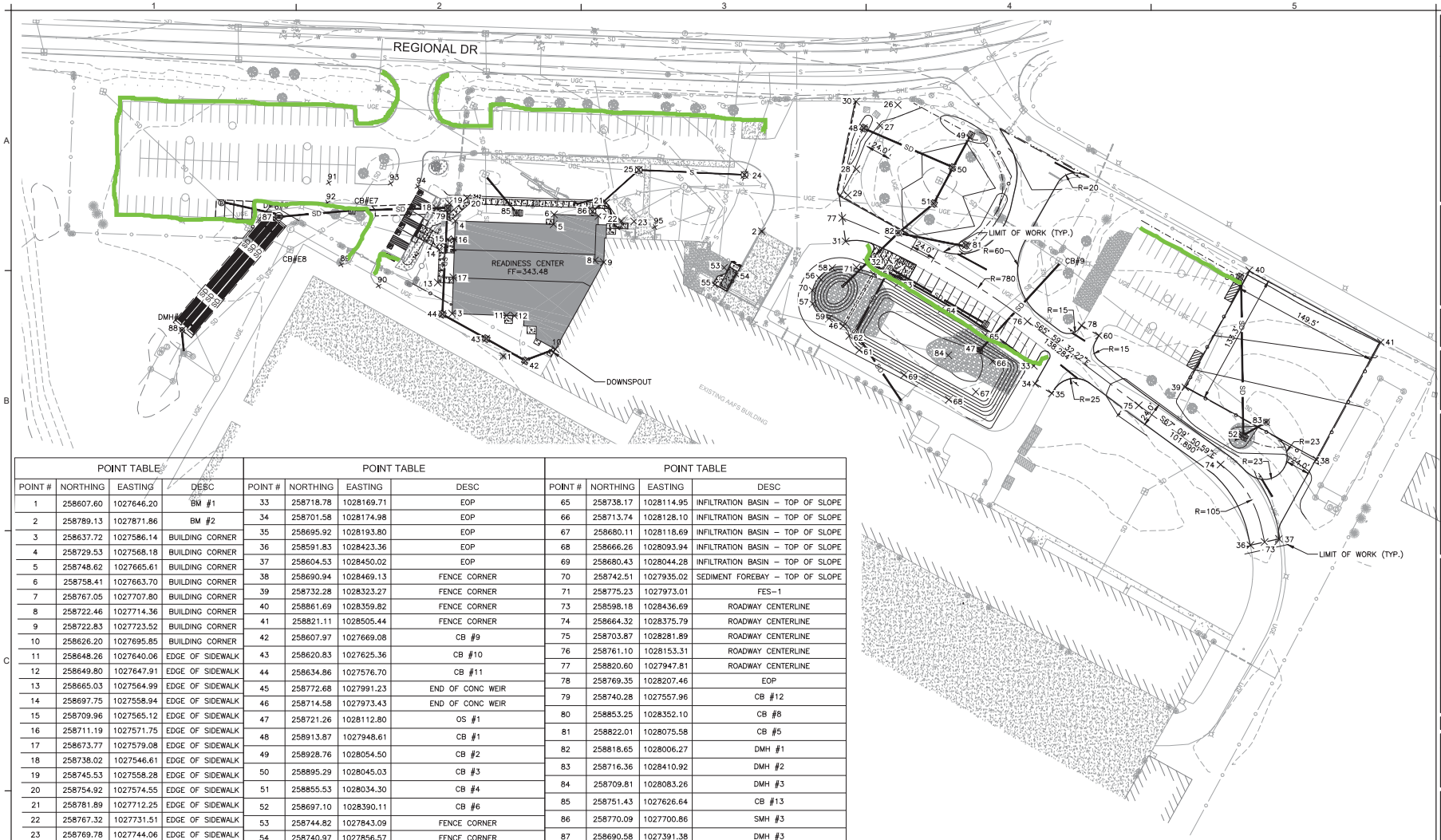
DRAWING TITLE:
PAVEMENT MARKINGS AND SIGNAGE PLAN

DATE
JULY, 2020

PAGE NUMBER
C104

REV.

PLOTTED: 7/16/2020



POINT TABLE			
POINT #	NORTHING	EASTING	DESC
1	258607.60	1027646.20	BM #1
2	258789.13	1027871.86	BM #2
3	258637.72	1027586.14	BUILDING CORNER
4	258729.53	1027568.18	BUILDING CORNER
5	258748.62	1027665.61	BUILDING CORNER
6	258758.41	1027663.70	BUILDING CORNER
7	258767.05	1027707.80	BUILDING CORNER
8	258722.46	1027714.36	BUILDING CORNER
9	258722.83	1027723.52	BUILDING CORNER
10	258626.20	1027695.85	BUILDING CORNER
11	258648.26	1027640.06	EDGE OF SIDEWALK
12	258649.80	1027647.91	EDGE OF SIDEWALK
13	258665.03	1027564.99	EDGE OF SIDEWALK
14	258697.75	1027558.94	EDGE OF SIDEWALK
15	258709.96	1027565.12	EDGE OF SIDEWALK
16	258711.19	1027571.75	EDGE OF SIDEWALK
17	258673.77	1027579.08	EDGE OF SIDEWALK
18	258738.02	1027546.61	EDGE OF SIDEWALK
19	258745.53	1027558.28	EDGE OF SIDEWALK
20	258754.92	1027574.55	EDGE OF SIDEWALK
21	258781.89	1027712.25	EDGE OF SIDEWALK
22	258767.32	1027731.51	EDGE OF SIDEWALK
23	258769.78	1027744.06	EDGE OF SIDEWALK
24	258840.72	1027841.92	SMH #1
25	258821.51	1027736.89	SMH #2
26	258944.38	1027976.48	EOP
27	258919.77	1027964.31	EOP
28	258871.66	1027950.67	EOP
29	258844.32	1027948.12	EOP
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47	258721.26	1028112.80	OS #1
48	258913.87	1027948.61	CB #1
49	258928.76	1028054.50	CB #2
50	258895.29	1028045.03	CB #3
51	258855.53	1028034.30	CB #4
52	258697.10	1028390.11	CB #6
53	258744.82	1027843.09	FENCE CORNER
54	258740.97	1027856.57	FENCE CORNER
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56	258756.60	1027938.52	SEDIMENT FOREBAY – TOP OF SLOPE
57	258729.54	1027938.29	SEDIMENT FOREBAY – TOP OF SLOPE
58	258769.03	1027949.27	SEDIMENT FOREBAY – TOP OF SLOPE
59	258718.70	1027957.65	SEDIMENT FOREBAY – TOP OF SLOPE
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64	258753.77	1028066.42	INFILTRATION BASIN – TOP OF SLOPE

POINT TABLE			
POINT #	NORTHING	EASTING	DESC
65	258738.17	1028114.95	INFILTRATION BASIN – TOP OF SLOPE
66	258713.74	1028128.10	INFILTRATION BASIN – TOP OF SLOPE
67	258680.11	1028118.69	INFILTRATION BASIN – TOP OF SLOPE
68	258666.26	1028093.94	INFILTRATION BASIN – TOP OF SLOPE
69	258680.43	1028044.28	INFILTRATION BASIN – TOP OF SLOPE
70	258742.51	1027935.02	SEDIMENT FOREBAY – TOP OF SLOPE
71	258775.23	1027973.01	FES–1
73	258598.18	1028436.69	ROADWAY CENTERLINE
74	258664.32	1028375.79	ROADWAY CENTERLINE
75	258703.87	1028281.89	ROADWAY CENTERLINE
76	258761.10	1028153.31	ROADWAY CENTERLINE
77	258820.60	1027947.81	ROADWAY CENTERLINE
78	258769.35	1028207.46	EOP
79	258740.28	1027557.96	CB #12
80	258853.25	1028352.10	CB #8
81	258822.01	1028075.58	CB #5
82	258818.65	1028006.27	DMH #1
83	258716.36	1028410.92	DMH #2
84	258709.81	1028083.26	DMH #3
85	258751.43	1027626.64	CB #13
86	258770.09	1027700.86	SMH #3
87	258690.58	1027391.38	DMH #3
88	258560.06	1027324.45	DMH #4
89	258660.71	1027466.10	EDGE OF NEW PAVEMENT
90	258648.30	1027507.62	EDGE OF NEW PAVEMENT
91	258738.28	1027435.15	EDGE OF NEW PAVEMENT
92	258718.43	1027438.25	EDGE OF NEW PAVEMENT
93	258751.76	1027496.12	EDGE OF NEW PAVEMENT
94	258754.59	1027523.31	EDGE OF NEW PAVEMENT
95	258769.10	1027765.72	EDGE OF NEW SIDEWALK

LAYOUT PLAN

0 50' 100'

NOTE:

ALL CURB RADII SHALL BE 5'–0" UNLESS OTHERWISE NOTED.

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Stantec
www.stantec.com

BRYAN W. DANDRUS
No. 14730
7-15-20
REGISTERED PROFESSIONAL ENGINEER
STATE OF NEW MEXICO

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VERIFY SCALE:
BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

B. RUOFF DESIGNED BY:	NHARNG USING AGENCY:
S&H BASE SHEET BY:	D. ANDRUS FIRE CHIEF:
E. BELISLE DRAWN BY:	N/A BIO-ENVIR. ENGR.:
R. LABRANCHE CHECKED BY, PM:	J.D. TATEM SAFETY:
CCA APPROVED BY:	N/A COMMUNICATION:

195113343

PROJECT NUMBER:
81018R

COOVER-CLARK JOB NUMBER:
201803

PROJECT TITLE:
CONCORD AVIATION READINESS CENTER

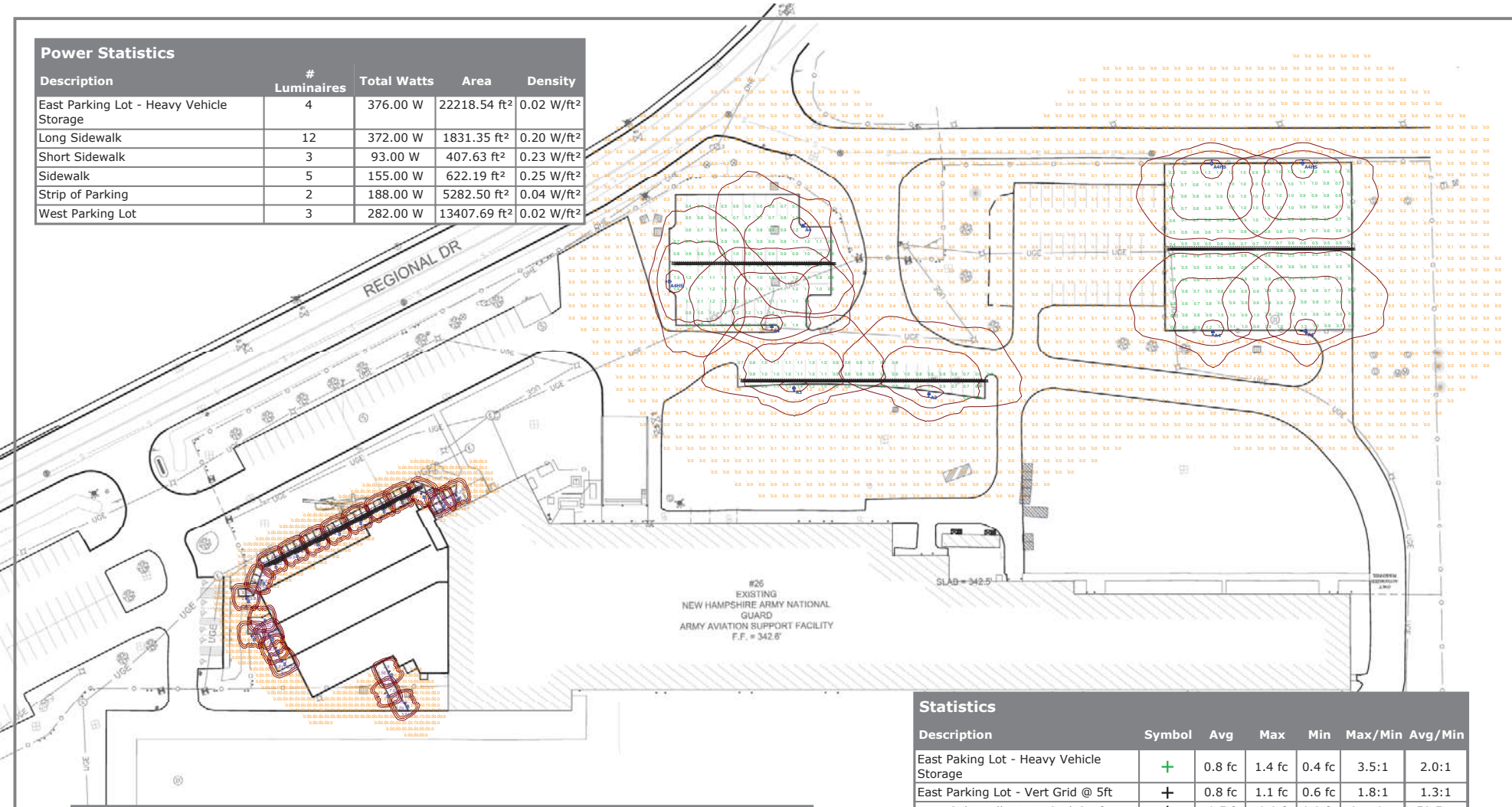
DRAWING TITLE:
LAYOUT PLAN

DATE JULY, 2020	PAGE NUMBER C100
REV.	

PLOTTED: 7/16/2020

Power Statistics

Description	# Luminaires	Total Watts	Area	Density
East Parking Lot - Heavy Vehicle Storage	4	376.00 W	22218.54 ft²	0.02 W/ft²
Long Sidewalk	12	372.00 W	1831.35 ft²	0.20 W/ft²
Short Sidewalk	3	93.00 W	407.63 ft²	0.23 W/ft²
Sidewalk	5	155.00 W	622.19 ft²	0.25 W/ft²
Strip of Parking	2	188.00 W	5282.50 ft²	0.04 W/ft²
West Parking Lot	3	282.00 W	13407.69 ft²	0.02 W/ft²



Schedule

Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens Per Lamp	Light Loss Factor	Wattage
	A3	2	Lithonia Lighting	KAD LED 40C 700 50K R3 MVOLT	KAD LED, 40 LED, 700mA MVOLT DRIVER, 5000K, TYPE 3 OPTICS; mounted at 30ft	LED	1	KAD_LED_40C_700_50K_R3_MVOLT.ies	11068	0.7	94
	A4	4	Lithonia Lighting	KAD LED 40C 700 50K R4 MVOLT	KAD LED, 40 LED, 700mA MVOLT DRIVER, 5000K, TYPE 4 OPTICS; mounted at 30ft	LED	1	KAD_LED_40C_700_50K_R4_MVOLT.ies	11081	0.7	94
	A4HS	3	Lithonia Lighting	KAD LED 40C 700 50K R4 MVOLT HS	KAD LED, 40 LED, 700mA MVOLT DRIVER, 5000K, TYPE 4 OPTICS WITH HOUSE SIDE SHIELDS; mounted at 30ft	LED	1	KAD_LED_40C_700_50K_R4_MVOLT_HS.ies	8673	0.7	94
	B	20	Lithonia Lighting	DSXB LED 12C 700 50K ASY	D-SERIES BOLLARD WITH 12 5000K LEDS OPERATED AT 700mA AND ASYMMETRIC DISTRIBUTION; mounted at 3ft	LED	1	DSXB_LED_12C_700_50K_ASY.ies	2349	0.7	31

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
East Paking Lot - Heavy Vehicle Storage	+	0.8 fc	1.4 fc	0.4 fc	3.5:1	2.0:1
East Parking Lot - Vert Grid @ 5ft	+	0.8 fc	1.1 fc	0.6 fc	1.8:1	1.3:1
Long Side Walk - Vert Grid @ 1ft	+	10.5 fc	42.2 fc	0.2 fc	211.0:1	52.5:1
Long Sidewalk	+	6.2 fc	19.6 fc	0.7 fc	28.0:1	8.9:1
Outside of Parking Areas	+	0.1 fc	1.7 fc	0.0 fc	N/A	N/A
Outside of Sidewalks	+	0.8 fc	18.4 fc	0.0 fc	N/A	N/A
Short Sidewalk	+	5.8 fc	18.7 fc	1.5 fc	12.5:1	3.9:1
Sidewalk	+	6.7 fc	11.9 fc	1.4 fc	8.5:1	4.8:1
Strip of Parking	+	0.9 fc	1.4 fc	0.4 fc	3.5:1	2.3:1
Strip of Parking - Vert Grid @ 5ft	+	0.5 fc	0.7 fc	0.2 fc	3.5:1	2.5:1
West Parking Lot	+	1.0 fc	1.7 fc	0.4 fc	4.3:1	2.5:1
West Parking Lot - Vert Grid @ 5ft	+	0.9 fc	1.1 fc	0.6 fc	1.8:1	1.5:1

CONCORD READINESS CENTER ADDITION
Site Lighting Layout

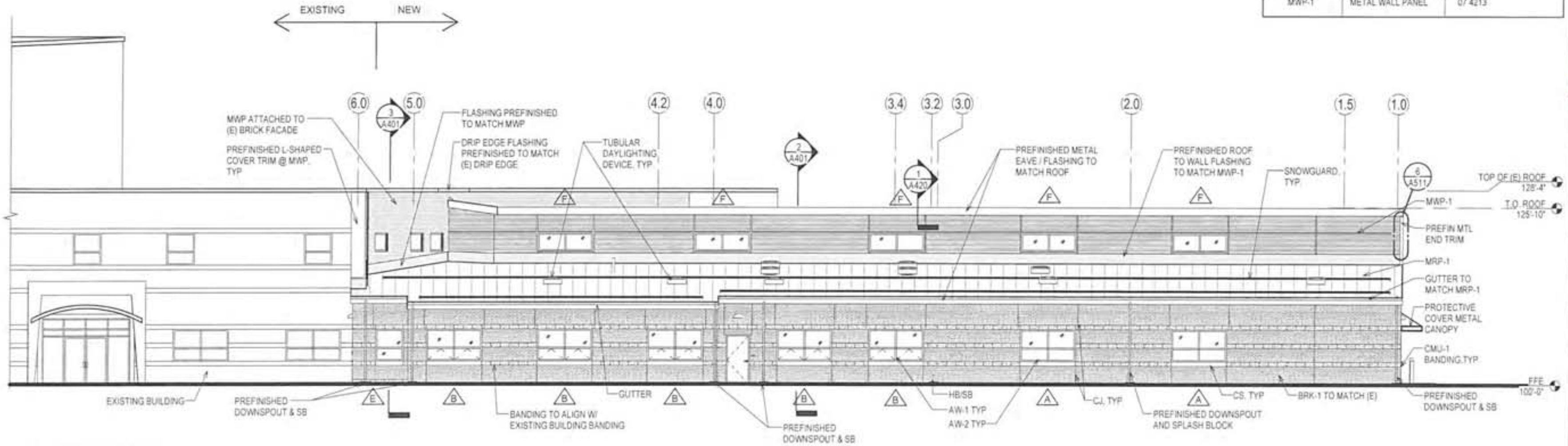
Designer
Heidi G. Connors
Visible Light, Inc.
24 Stickney Terrace
Suite 6
Hampton, NH 03842

Date 7/25/2019
Scale 1"=40'
Drawing No.
Summary

1 of 1
APRIL 2019

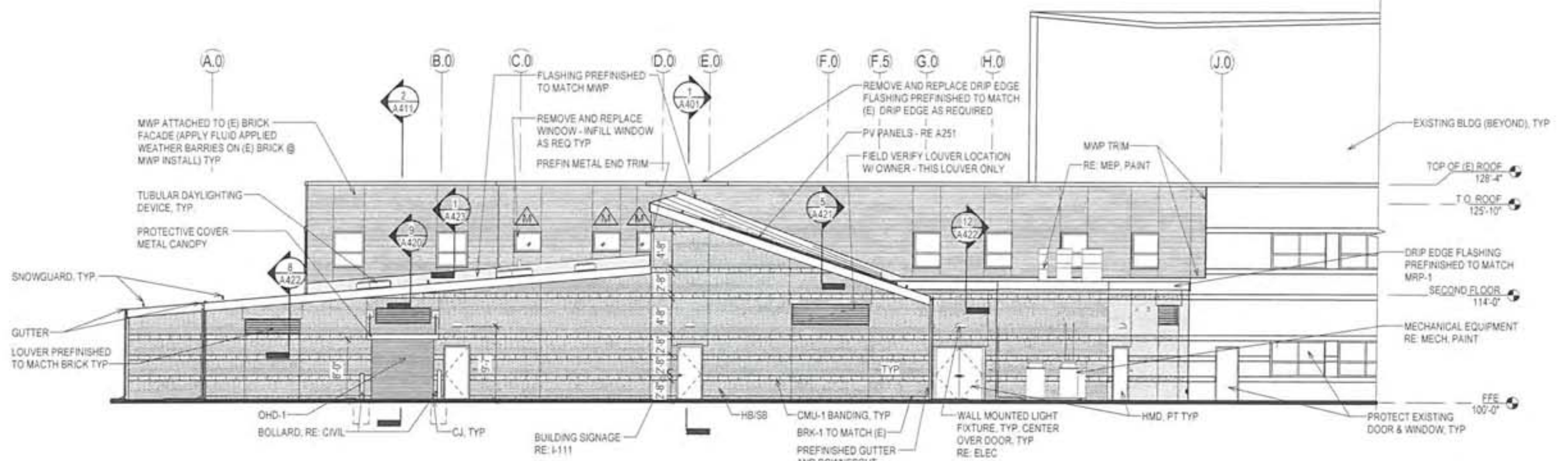
EXTERIOR FINISH SCHEDULE (BASIS OF DESIGN)

CODE	DESCRIPTION	
CMU-1	CMU - BANDING	04 2200
BRK-1	BRICK	04 2200
CS	CAST STONE SILL	04 7200
MRP-1	METAL ROOF PANEL	07 4113
MWP-1	METAL WALL PANEL	07 4213



EXISTING
NEW
MWP ATTACHED TO (E) BRICK FACADE
PREFINISHED L-SHAPED COVER TRIM @ MWP, TYP
FLASHING PREFINISHED TO MATCH MWP
DRIP EDGE FLASHING PREFINISHED TO MATCH (E) DRIP EDGE
TUBULAR DAYLIGHTING DEVICE, TYP
PREFINISHED METAL EAVE / FLASHING TO MATCH ROOF
PREFINISHED ROOF TO WALL FLASHING TO MATCH MWP-1
SNOWGUARD, TYP
TOP OF (E) ROOF 128'-4"
T.O. ROOF 125'-10"
MWP-1
PREFIN MTL END TRIM
MRP-1
GUTTER TO MATCH MRP-1
PROTECTIVE COVER METAL CANOPY
CMU-1 BANDING, TYP
FFE 100'-0"
EXISTING BUILDING
PREFINISHED DOWNSPOUT & SB
BANDING TO ALIGN W/ EXISTING BUILDING BANDING
GUTTER
PREFINISHED DOWNSPOUT & SB
HB/SB
AW-1 TYP
AW-2 TYP
CJ, TYP
PREFINISHED DOWNSPOUT AND SPLASH BLOCK
CS, TYP
BRK-1 TO MATCH (E)
PREFINISHED DOWNSPOUT & SB
0 4' 8' 16'

1/A301 NORTH ELEVATION



MWP ATTACHED TO (E) BRICK FACADE (APPLY FLUID APPLIED WEATHER BARRIERS ON (E) BRICK @ MWP INSTALL) TYP
TUBULAR DAYLIGHTING DEVICE, TYP
PROTECTIVE COVER METAL CANOPY
SNOWGUARD, TYP
GUTTER
LOUVER PREFINISHED TO MACTH BRICK TYP
FLASHING PREFINISHED TO MATCH MWP
REMOVE AND REPLACE WINDOW - INFILL WINDOW AS REQ TYP
PREFIN METAL END TRIM
REMOVE AND REPLACE DRIP EDGE FLASHING PREFINISHED TO MATCH (E) DRIP EDGE AS REQUIRED
PV PANELS - RE A251
FIELD VERIFY LOUVER LOCATION W/ OWNER - THIS LOUVER ONLY
MWP TRIM
RE: MEP, PAINT
EXISTING BLDG (BEYOND), TYP
TOP OF (E) ROOF 128'-4"
T.O. ROOF 125'-10"
DRIP EDGE FLASHING PREFINISHED TO MATCH MRP-1
SECOND FLOOR 114'-0"
MECHANICAL EQUIPMENT RE: MECH, PAINT
FFE 100'-0"
OHD-1
BOLLARD, RE: CIVIL
CJ, TYP
BUILDING SIGNAGE RE: I-111
HB/SB
CMU-1 BANDING, TYP
BRK-1 TO MATCH (E)
PREFINISHED GUTTER AND DOWNSPOUT
WALL MOUNTED LIGHT FIXTURE, TYP. CENTER OVER DOOR, TYP RE: ELEC
HMD, PT TYP
PROTECT EXISTING DOOR & WINDOW, TYP
TYP
0 4' 8' 16'

2/A301 WEST ELEVATION

PERCENTAGE OF GLAZING = 9.5%

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MARK	REVISION	DATE

CCC
JL/ML
VR/JL
CCC

PROJECT 81018R
COOVER-CLARK JOB 201803

PROJECT
CONCORD AVIATION READINESS CENTER

DRAWING
BUILDING ELEVATIONS

DATE JULY 1, 2020
PAGE **A301**

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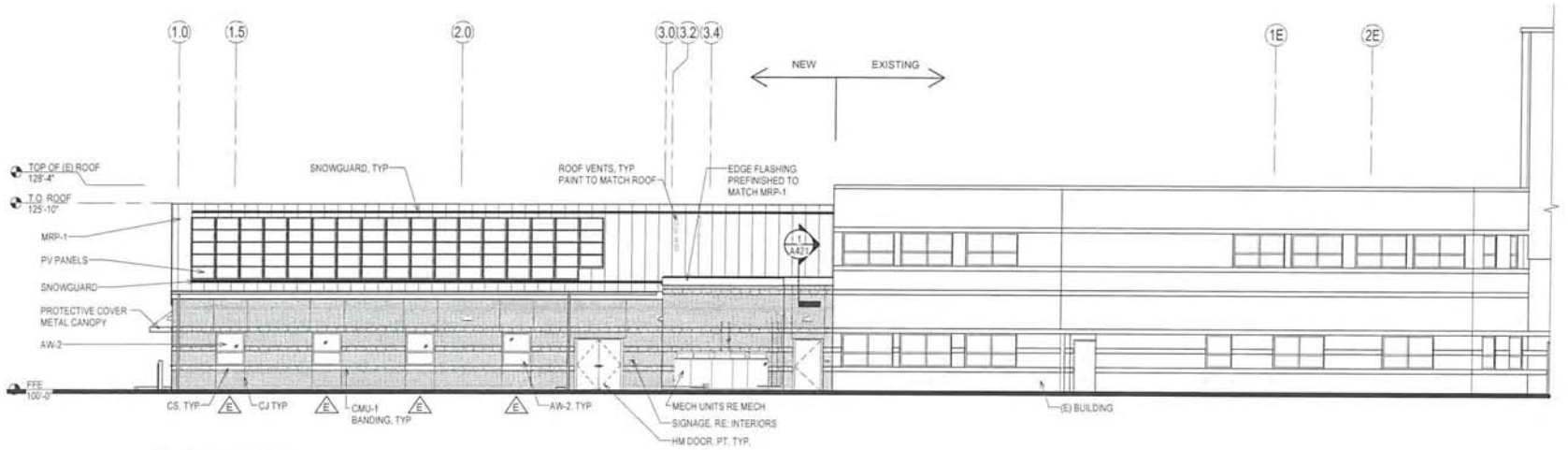
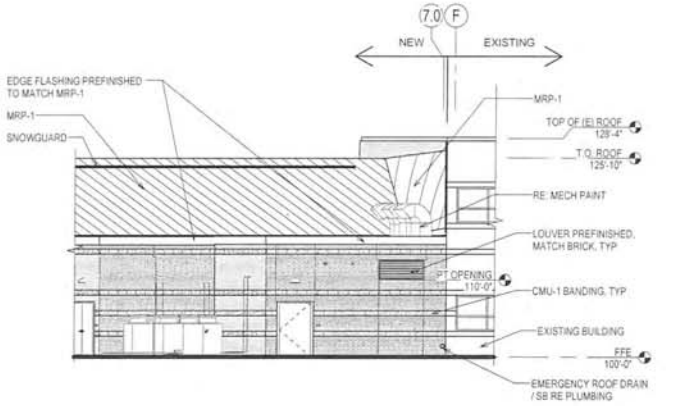


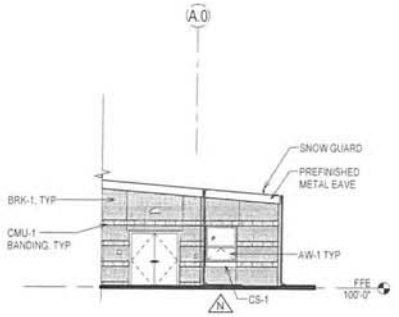
1 A302 SOUTH ELEVATION

0 4' 8' 16'



2 A302 SOUTH ENTRY ELEVATION

0 4' 8' 16'



3 A302 NORTH EXIT ELEVATION

0 4' 8' 16'

PERCENTAGE OF GLAZING = 9.5%

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No. 04434
7-14-20
STATE OF NEW HAMPSHIRE

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CCC DESIGNED	CCC/MA
RAD SHEET	FIRE
JL/ML DRAWN	SCHEMATIC
VR/JL CHECKED	SAFETY
CCC APPROVED	CONSTRUCTION

PROJECT
81018R
COOVER-CLARK JOB
201803

PROJECT
CONCORD AVIATION READINESS CENTER

DRAWING
BUILDING ELEVATIONS

DATE
JULY 1, 2020

PAGE
A302

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