

PROPOSED OPD EXPANSION

WALMART SUPERCENTER #02055-1014

344 LOUDON RD.

CONCORD, NH 03301

PROJECT CONTACTS:

APPLICANT

WALMART INC.
814 RESPECT DRIVE
BENTONVILLE, AR 72716
CONTACT: CASEY FAIRCHILD
PHONE: (479) 971-2299

GOVERNMENTAL APPROVAL AGENCIES

CITY OF CONCORD
41 GREEN STREET
CONCORD, NH 03301
CONTACT: ANNE MARIE SKINNER, CITY PLANNER
PHONE: (603) 225-8515

CONSULTANTS

CIVIL ENGINEER
COLLIERS ENGINEERING & DESIGN
280 EAST BROAD STREET
SUITE 200
ROCHESTER, NY 14604
ENGINEER: JUSTIN LATTIERRE, P.E.
PHONE: (585) 498-7850



SITE LOCATION MAP
NOT TO SCALE

PREPARED BY

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280 East Broad Street
Suite 200
Rochester, NY
Phone: 585.232.5135
COLLIERS ENGINEERING & DESIGN, INC.

ISSUE DATE

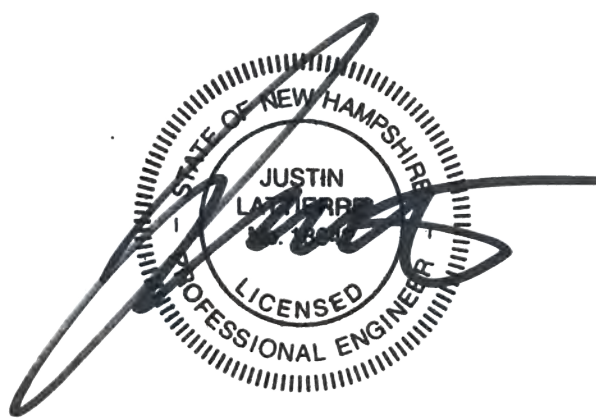
04/20/2026

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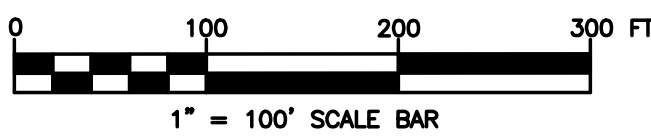
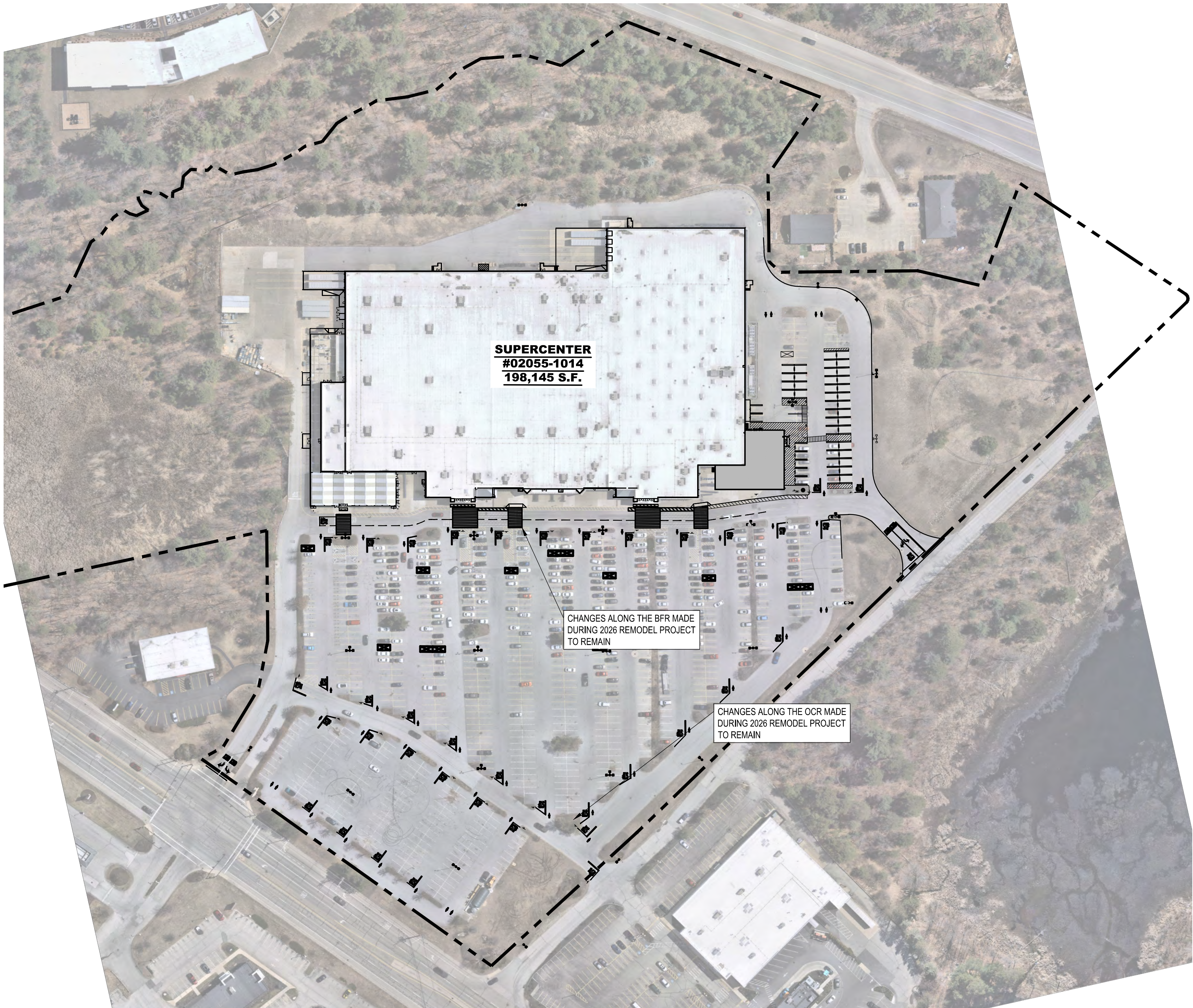
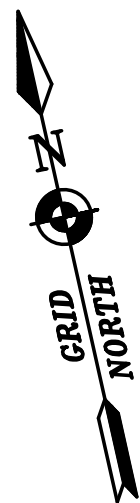
NOTE TO CONTRACTOR: A SOIL MANAGEMENT PLAN (SMP), INCLUDING THE REQUIRED HEALTH AND SAFETY PLAN (HASP), HAS BEEN PREPARED FOR THIS PROJECT. THESE DOCUMENTS ARE LOCATED IN THE REPORT FOLDER OF THE BID DOCUMENTS WITHIN LUCERNEX. CONTRACTOR SHALL REVIEW BOTH THE SMP AND HASP IN FULL PRIOR TO BEGINNING ANY WORK.

ALERT TO CONTRACTOR:

1. THE SITEWORK FOR THE WALMART PORTION OF THIS PROJECT SHALL MEET OR EXCEED THE "SITE SPECIFIC SPECIFICATIONS."
2. ALL NECESSARY INSPECTIONS AND/OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICE COMPANIES SHALL BE PERFORMED PRIOR TO CONTRACT COMPLETION AND THE FINAL CONNECTION OF SERVICES.



DEVELOPER-
Walmart Inc.
814 Respect Drive
Bentonville, AR 72716
(479) 273-4000 PHONE



NOTES TO CONTRACTOR:

- BFR (BUILDING FRONTAGE ROAD)
OCR (OUTER CIRCULATION ROAD)
- CONTRACTOR MUST INSTALL "NEW" STOP BARS, SIGNS, AND TEXT TO MATCH CURRENT DETAILS AT THE LOCATIONS SHOWN ON THESE PLANS.
- ALL SIGNS LOCATED ON THE BUILDING SIDE OF THE BFR MUST BE INSTALLED ON A SINGLE POST WITH BOLLARD.
- GC TO EXECUTE COMPLETE PARKING LOT RESTRIPING. STRIPE/REFRESH ALL EXISTING PARKING FIELDS (MAIN, SIDES, AND REAR OF STORE)
- PREPARE AND REPAINT PARKING LOT LIGHT POLE BASES AND REMOVE PREVIOUS OVERSPRAY ON PAVEMENT. IF LIGHT POLE BASE IS WITHIN A RAISED CURB AND OFFSET FROM THE BACK OF CURB (OR CONCRETE BUFFER) BY 3 FEET OR LESS, THE BASE MUST BE PAINTED/REPAINTED. IF LIGHT POLE BASE IS OFFSET FROM THE BACK OF CURB (OR CONCRETE BUFFER) BY MORE THAN 3 FEET, THE BASE MUST NOT BE PAINTED UNLESS IT IS ALREADY PAINTED IN EXISTING CONDITIONS.
- PREPARE AND REPAINT EXISTING SIGN POST BOLLARDS AND REMOVE PREVIOUS OVERSPRAY ON PAVEMENT.
- CONTRACTOR MUST TRIM ANY VEGETATION THAT IMPAIRS LINE OF SIGHT TO EXISTING AND PROPOSED SIGNAGE.

LEGEND

- LIMITS OF SEAL COAT, APPLY SEAL COAT OVER WHERE STRIPING AND PAVEMENT MARKINGS WERE REMOVED AND WHERE NEW STRIPING AND PAVEMENT MARKINGS WILL BE APPLIED. APPLY NEW STRIPING AND PAVEMENT MARKINGS OVER SEAL COAT.
- CART CORRAL
- PROPERTY LINE

SITE DATA

SITE ZONING: GWP - GATEWAY PERFORMANCE DISTRICT

LAND USE: RETAIL/COMMERCIAL

SETBACKS:	REQUIRED	EXISTING	PROPOSED
FRONT:	25'	496'	496'
SIDE:	25'	30'	30'
REAR:	25'	217'	217'
BUILDING HEIGHT:	45'	<45'	<45'
BUILDING LOT COVERAGE	85%	<85%	<85%
AHJ PARKING REQUIREMENT 5.0/1,000 S.F.	990	930	*

EXPECTED VARIANCES:
AREA VARIANCE FOR PARKING RATIO

* SEE SITE ANALYSIS TABLE FOR PROPOSED PARKING.

SITE ANALYSIS TABLE (EXISTING STORE)

	EXISTING	PROPOSED
TOTAL BUILDING AREA	198,145 S.F.	204,455 S.F.
REQUIRED PARKING (PER CITY OF CONCORD, NH)	991 SPACES	991 SPACES
REQUIRED PARKING RATIO (PER CITY OF CONCORD, NH)	5.0 / 1,000 S.F.	5.0 / 1,000 S.F.
CUSTOMER AND ASSOCIATE PARKING	862 SPACES	824 SPACES
ACCESSIBLE PARKING	34 SPACES	34 SPACES
EV PARKING	0 SPACES	0 SPACES
PICKUP PARKING	35 SPACES	45 SPACES
PARKING SPACES OCCUPIED BY CART CORRALS (NOT INCLUDED IN COUNTS BELOW)	14 SPACES	14 SPACES
PROPOSED TOTAL PARKING	931 SPACES	903 SPACES
PROPOSED PARKING RATIO	4.7 / 1,000 S.F.	4.6 / 1,000 S.F.

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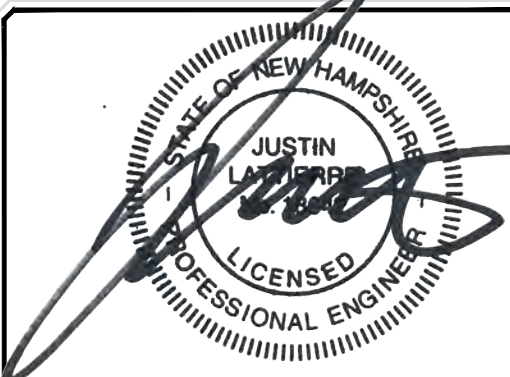
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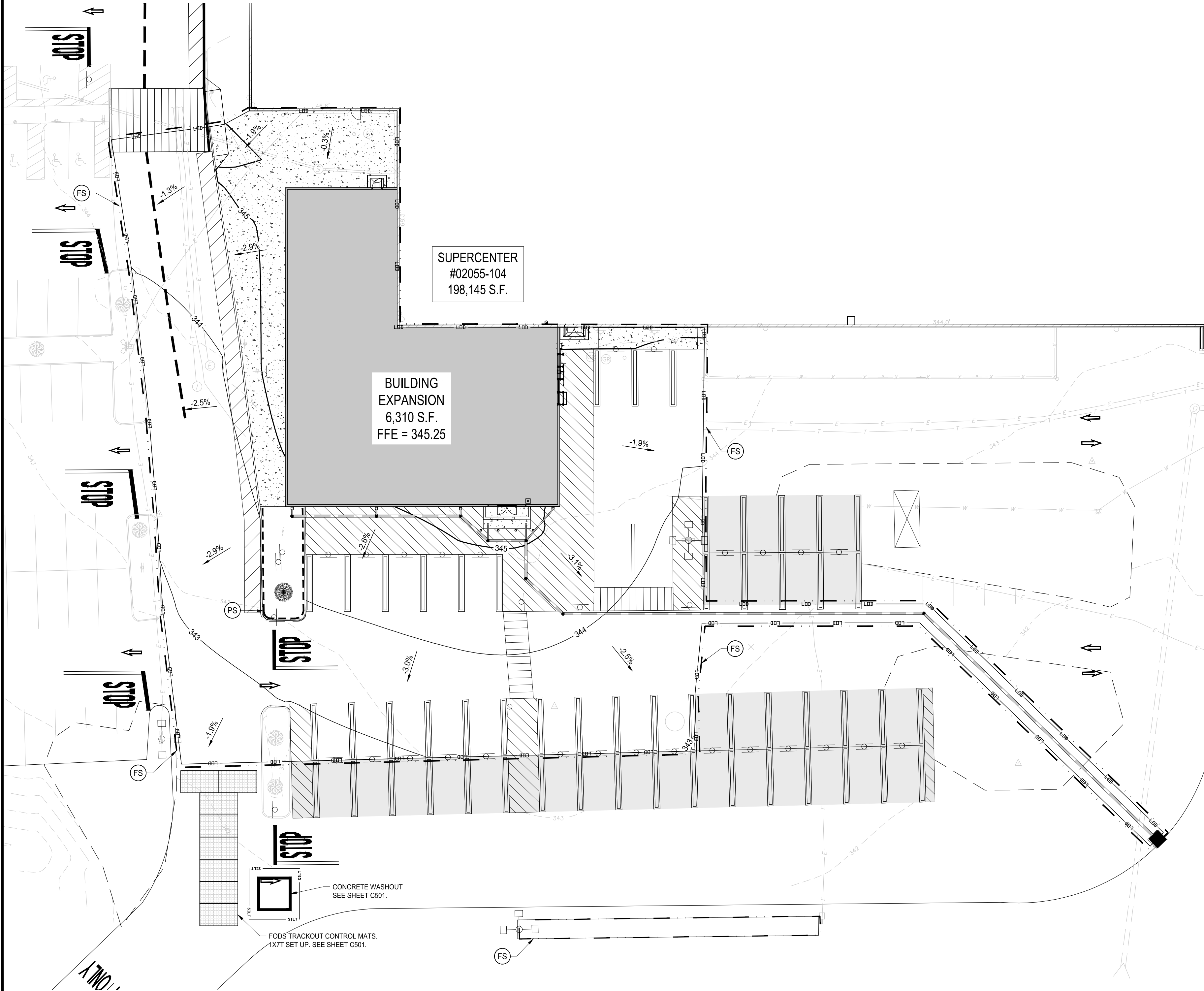
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SCALE: AS SHOWN	DATE: 04/20/26	DRAWN BY: CMW	CHECKED BY: JWL
PROJECT NUMBER: 25014545A	DRAWING NAME: 0210	REVIEWED BY: JWL	

SHEET TITLE:
OVERALL SITE PLAN

SHEET NUMBER:
C010

NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.



EROSION CONTROL NOTES:

- THE GC MUST UPDATE THIS PLAN TO REFLECT THE PROGRESS OF CONSTRUCTION ACTIVITIES AND GENERAL CHANGES TO THE PROJECT SITE. UPDATES MUST BE MADE DAILY TO TRACK PROGRESS WHEN ANY OF THE FOLLOWING ACTIVITIES OCCUR: BMP INSTALLATION, MODIFICATION, OR REMOVAL; CONSTRUCTION ACTIVITIES (E.G., PAVING, STORM SEWER INSTALLATION, FOOTING INSTALLATION, ETC.); CLEARING, GRUBBING OR GRADING; OR TEMPORARY OR PERMANENT STABILIZATION.
- THE CONTRACTOR MAY MODIFY OR ADD ADDITIONAL BMPs. WITHOUT CEC APPROVAL IN AN EMERGENCY SITUATION TO PREVENT SEDIMENT DISCHARGE OR PROTECT WATER QUALITY.
- INSTALL SILT FENCE, FILTER SOCK, INLET PROTECTION AND ALL OTHER EROSION CONTROL MEASURES AS INDICATED ON THE PLAN PRIOR TO THE START OF ANY EXCAVATION WORK. EROSION CONTROL MEASURES MUST BE IMPLEMENTED IN ACCORDANCE WITH APPLICABLE NHDES GUIDELINES FOR URBAN EROSION AND SEDIMENT CONTROL, AS WELL AS GOVERNING TOWN REQUIREMENTS.
- REMOVE AND STOCKPILE TOPSOIL AS DIRECTED BY THE CONSTRUCTION MANAGER. **REPLACE TOPSOIL TO A MINIMUM 4" DEPTH.** ALL DISTURBED AREAS MUST BE HYDROSEEDDED AS DIRECTED BY THE CONSTRUCTION MANAGER TO PROMOTE VEGETATION AS SOON AS PRACTICABLE.
- IF THE SEASON PROHIBITS TEMPORARY SEEDING, DISTURBED AREAS MUST BE MULCHED WITH STRAW HAY OR EQUIVALENT AND ANCHORED IN ACCORDANCE WITH NHDES STANDARDS, USING NETTING OR LIQUID MULCH BINDER.
- CONTRACTOR MUST BE RESPONSIBLE FOR THE MAINTENANCE AND REMOVAL OF TEMPORARY SEDIMENTATION CONTROLS. EROSION CONTROL MEASURES MUST NOT BE REMOVED UNTIL 85% UNIFORM VEGETATION COVER HAS BEEN ACHIEVED.
- INSTALL INLET PROTECTION AND RIPRAP APRONS PROGRESSIVELY AS STORM SEWERS AND DISCHARGE POINTS ARE INSTALLED.
- ALL EROSION CONTROL MEASURES MUST BE REPLACED WHENEVER THEY BECOME CLOGGED, INOPERABLE, OR WHEN THEY HAVE REACHED THE DESIGN LIFE INDICATED IN THE NHDES GUIDELINES FOR URBAN EROSION AND SEDIMENT CONTROL.
- THE CONTRACTOR MUST BE RESPONSIBLE FOR THE RESTORATION OF TOPSOIL TO ALL DISTURBED AREAS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN EROSION CONTROL MEASURES AT ALL TIMES.
- THE CONTRACTOR MUST DESIGNATE A MEMBER OF THEIR FIRM TO BE RESPONSIBLE FOR MONITORING EROSION CONTROL MEASURES, EROSION CONTROL STRUCTURES, AND TREE PROTECTION AND PRESERVATION THROUGHOUT CONSTRUCTION.
- ALL DISTURBED AREAS MUST BE FINISH-GRADED TO PROMOTE VEGETATION ON ALL EXPOSED SURFACES AS SOON AS PRACTICABLE. STABILIZATION PRACTICES (TEMPORARY/PERMANENT SEEDING, MULCHING, GEOTEXTILES, ETC.) MUST BE IMPLEMENTED WITHIN SEVEN (7) DAYS WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED AND ARE NOT EXPECTED TO RESUME WITHIN FOURTEEN (14) DAYS.
- PAVED ROADWAYS MUST BE KEPT CLEAN AT ALL TIMES. ALL CONSTRUCTION DEBRIS AND SEDIMENT SPOILS DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHTS-OF-WAYS MUST BE REMOVED IMMEDIATELY.
- DUST MUST BE CONTROLLED BY WATERING.
- ADJOINING PROPERTIES MUST BE PROTECTED FROM EXCAVATION AND FILLING OPERATIONS ON THE PROPOSED SITE.
- PERIMETER AREAS MUST BE TEMPORARILY STABILIZED WITH SEED AND MULCH PROGRESSIVELY, AT A MINIMUM BY THE END OF EACH WEEK, USING 100% PERENNIAL RYEGRASS MIX AT A RATE OF 2-4 LBS PER 1,000 SF, AND MULCH 90-100 LBS PER 1,000 SF OF WEED-FREE STRAW.

SEQUENCE OF CONSTRUCTION:

- A PRE-CONSTRUCTION MEETING MUST BE HELD BY THE CONSTRUCTION MANAGER AND THE CEC PRIOR TO ANY LAND DISTURBING ACTIVITIES.
- CONSTRUCT TEMPORARY CONSTRUCTION EXITS AT LOCATIONS AS REQUIRED BY THE SCOPE OF WORK.
- INSTALL PERIMETER SILT FENCES/FILTER SOCK AT THE LOCATIONS SHOWN ON THE PLANS.
- BEGIN DEMOLITION OPERATIONS. CLEARING AND GRUBBING MUST BE DONE ONLY IN AREAS WHERE EARTHWORK WILL BE PERFORMED AND ONLY IN AREAS WHERE BUILDING CONSTRUCTION IS SCHEDULED TO COMMENCE WITHIN 14 DAYS AFTER CLEARING AND GRUBBING.
- COMMENCE SITE GRADING.
- DISTURBED AREAS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS CEASED FOR MORE THAN 14 DAYS MUST BE TEMPORARILY SEEDDED AND WATERED.
- INSTALL INLET/OUTLET PROTECTION AT ALL GRATE INLETS, CURB INLETS, AND AT TERMINATIONS OF EXPOSED STORM SEWER PIPES.
- CONSTRUCT ALL CURB, GUTTER INLETS, AREA INLETS, AND STORM SEWER MANHOLES AS SHOWN ON THE PLANS. INLET PROTECTION MAY BE REMOVED TEMPORARILY FOR THIS CONSTRUCTION. PLACE REQUIRED RIPRAP AT LOCATIONS SHOWN ON THE PLANS.
- REMOVE INLET PROTECTION AROUND INLETS AND MANHOLES NO EARLIER THAN 48 HOURS PRIOR TO PLACING THE STABILIZED BASE COURSE.
- INSTALL BASE MATERIAL AS REQUIRED FOR PAVEMENT.
- CARRY OUT FINAL GRADING, SEEDING, AND LANDSCAPE PLANTING.
- REMOVE EROSION CONTROLS ONLY AFTER ALL PAVING IS COMPLETE AND ALL EXPOSED SURFACES HAVE BEEN STABILIZED.
- REMOVE TEMPORARY CONSTRUCTION EXITS ONLY IMMEDIATELY PRIOR TO PAVEMENT CONSTRUCTION IN THOSE AREAS (WHICH WILL BE PAVED LAST).

DEWATERING NOTE:

WHEN PERFORMING GRADING OPERATIONS DURING PERIODS OF WET WEATHER, PROVIDE ADEQUATE DEWATERING, DRAINAGE, AND GROUNDWATER MANAGEMENT TO CONTROL SOIL MOISTURE.

REFER TO THE SITE SPECIFICATIONS.

THE CONTRACTOR MUST CONTACT 811 TO LOCATE ALL UTILITIES AT LEAST 72 HOURS PRIOR TO THE START OF CONSTRUCTION.



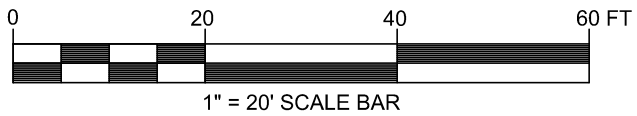
LEGEND

SITE FEATURES

- BOUNDARY LINE
- PROPOSED LIMITS OF DISTURBANCE
- EXISTING CONTOUR ELEVATIONS
- PROPOSED CONTOUR ELEVATIONS
- SLOPE ARROW

EROSION DETAILS

- FILTER SACK INLET PROTECTION
- GRAVEL & WIRE MESH INLET SEDIMENT FILTER
- FILTER SOCK
- PERMANENT SEEDING BEHIND CURB REPAIRS



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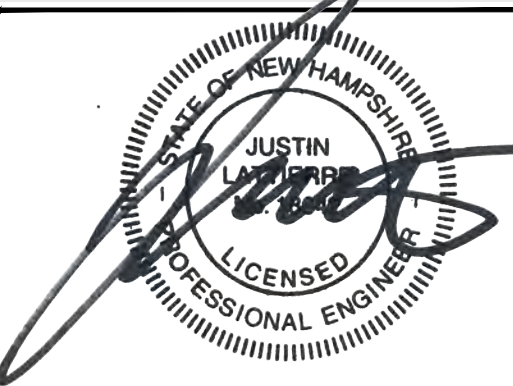
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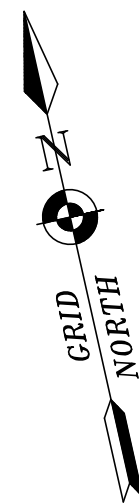
SCALE: AS SHOWN DATE: 04/20/26 DRAWN BY: CMW CHECKED BY: JWL
PROJECT NUMBER: 25014545A DRAWING NAME: C053 REVIEWED BY: JWL

SHEET TITLE
**EROSION AND SEDIMENT
CONTROL PLAN**

SHEET NUMBER:

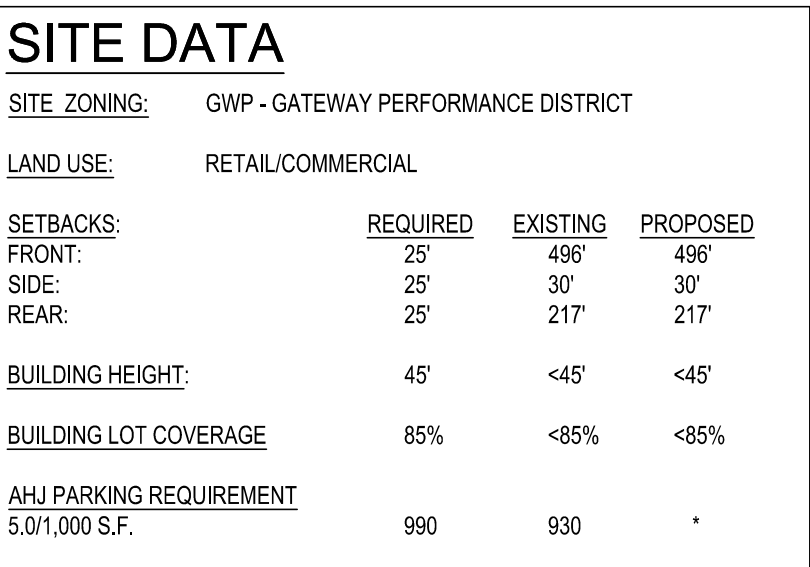
C053

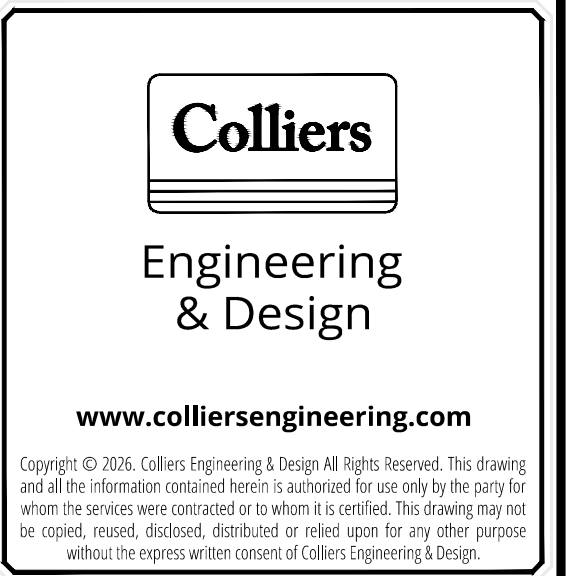
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NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.

SHEET NUMBER: **C080**



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PROJECT NUMBER: 25014545A		DRAWING NAME: C120	REVIEWED BY: JWL

SHEET TITLE:

GRADING PLAN

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SHEET NUMBER: **C120**



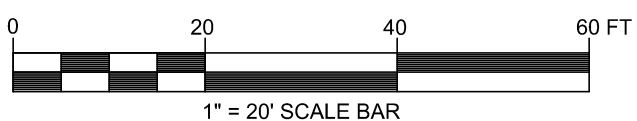
— 75 —	PROPOSED MAJOR CONTOUR
— 76 —	PROPOSED MINOR CONTOUR
× TC=78.01 BC=77.51	PROPOSED TOP OF CURB / BOTTOM OF CURB ELEVATION
× TWBW=152.50	PROPOSED TOP OF WALL / BOTTOM OF WALL
× 77.73	PROPOSED SPOT ELEVATION
× EG=77.73	EXISTING ELEVATION
× HP=77.73	PROPOSED HIGH POINT ELEVATION
× TG=77.73	PROPOSED TOP OF GRATE ELEVATION
— 2.5% —	PROPOSED SLOPE
— 72 —	EXISTING CONTOUR

1. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS ARE BASED ON RECORDS FROM THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION SHOULD NOT BE RELIED UPON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANIES AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST THE PRECISE FIELD LOCATION OF UTILITIES. IT MUST BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES THAT CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
2. EXISTING GRADE CONTOUR INTERVALS ARE SHOWN IN 1-FOOT INTERVALS.
3. PROPOSED GRADE CONTOUR INTERVALS ARE SHOWN IN 1-FOOT INTERVALS.
4. IF ANY EXISTING STRUCTURES ARE TO REMAIN BUT ARE DAMAGED DURING CONSTRUCTION, IT MUST BE THE CONTRACTOR'S RESPONSIBILITY TO REPAIR AND/OR REPLACE THE EXISTING STRUCTURE AS NECESSARY TO RETURN IT TO ITS ORIGINAL CONDITION OR BETTER.
5. THE CONTRACTOR MUST ADHERE TO ALL TERMS AND CONDITIONS AS OUTLINED IN THE APPLICABLE PERMIT AS WELL AS THESE PLANS AND SPECIFICATIONS FOR STORMWATER DISCHARGE ASSOCIATED WITH CONSTRUCTION ACTIVITIES.
6. CONTRACTOR MUST ADJUST SUBGRADE SURFACE AS NEEDED, ALONG THE INTERFACE OF DIFFERENT PAVEMENT SECTIONS, TO PROVIDE POSITIVE SUBSURFACE DRAINAGE FROM THE DEEPER PAVEMENT SECTIONS TO EXISTING STORMWATER INLETS.
7. CONTRACTOR MUST ENSURE POSITIVE DRAINAGE AWAY FROM BUILDINGS FOR ALL NATURAL AND PAVED AREAS.
8. INFORMATION CONTAINED ON THESE PLANS WAS DERIVED FROM CONSTRUCTION DOCUMENTS PROVIDED BY WALMART, A FIELD SURVEY, AND LIMITED FIELD OBSERVATION BY COLLIER'S ENGINEERING AND DESIGN. CONTRACTOR MUST FIELD VERIFY EXISTING CONDITIONS AND REPORT ANY DISCREPANCIES TO THE OWNER'S REPRESENTATIVE PRIOR TO STARTING CONSTRUCTION.
9. CONSTRUCTION MUST COMPLY WITH ALL APPLICABLE GOVERNING CODES AND BE PERFORMED ACCORDINGLY.
10. PROPOSED ELEVATIONS SHOWN ON PLAN MUST MATCH ADJACENT EXISTING GRADE.
11. THE CONTRACTOR MUST FILL ALL VOIDS LEFT FROM SIGN REMOVAL IN ASPHALT PAVEMENT, CONCRETE PAVEMENT AND CONCRETE SIDEWALKS WITH CONCRETE SLURRY (K-CRETE).
12. CONTRACTOR IS RESPONSIBLE FOR MEETING THE ADA DESIGN INDICATED ON THIS PLAN. THIS INCLUDES ALL MEANS AND METHODS AND AT THE CONTRACTOR'S DISCRETION, SHOULD THE CONTRACTOR ENCOUNTER CONFLICTS BETWEEN THESE PLANS, OR BETWEEN THE PLANS AND EXISTING SITE CONDITIONS, THE CONTRACTOR MUST SEEK CLARIFICATION IN WRITING BEFORE COMMENCEMENT OF CONSTRUCTION. FAILURE TO DO SO MUST BE AT THE SOLE EXPENSE OF THE CONTRACTOR. ADDITIONALLY, ANY REWORK REQUIRED BECAUSE THE WORK FAILS TO MEET THE ADA DESIGN REQUIREMENTS SHOWN ON THESE PLANS WILL BE AT THE SOLE EXPENSE OF THE CONTRACTOR UNTIL COMPLIANCE IS ACHIEVED.

WHEN PERFORMING GRADING OPERATIONS DURING PERIODS OF WET WEATHER, PROVIDE ADEQUATE DEWATERING, DRAINAGE, AND GROUNDWATER MANAGEMENT TO CONTROL SOIL MOISTURE.

REFER TO THE SITE SPECIFICATIONS.

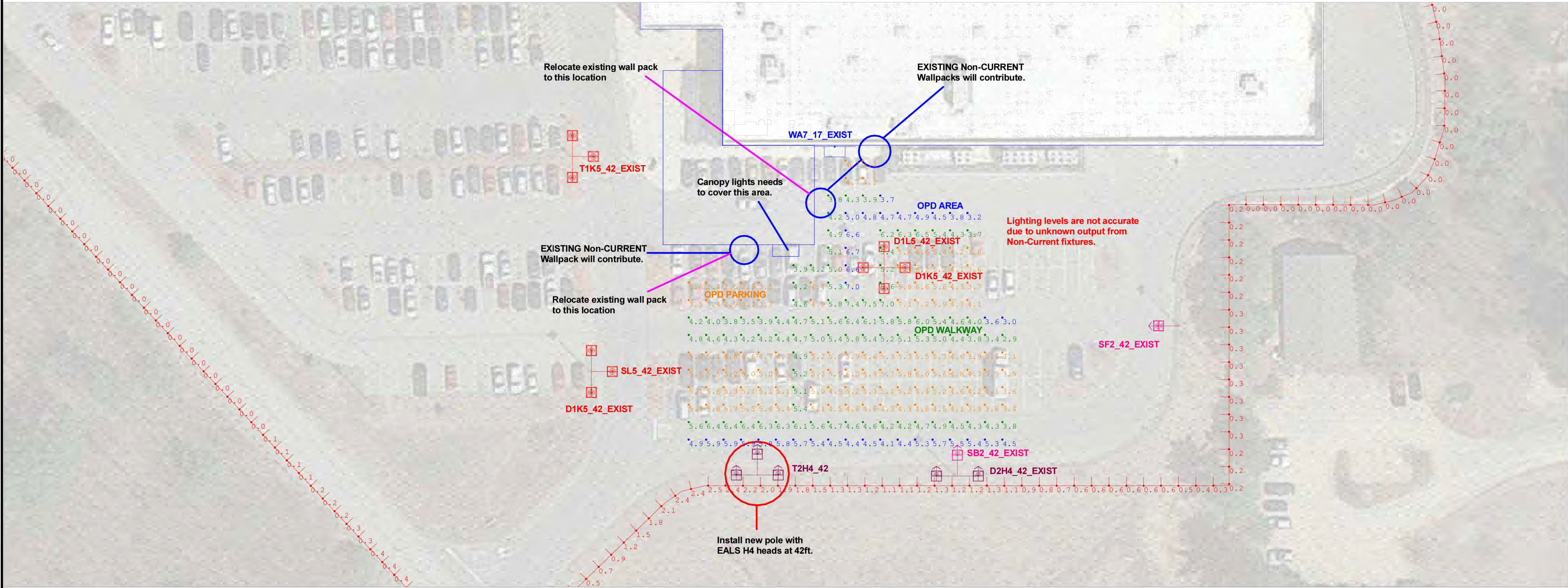
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NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.

LIGHTING NOTES:

1. REFER TO ARCH. PLANS FOR SITE LIGHTING ELECTRICAL PLAN.



Scale: 1 inch= 30 Ft.

L85 = OPERATING HOURS AT WHICH AN AVERAGE OF 15% OF INITIAL LUMENS HAVE BEEN LOST IN A TESTED POPULATION OF LED PLATFORMS. THE POPULATION STILL EMITS 85% OF INITIAL LUMENS. THE LUMINAIRE HAS NOT FAILED. IT IS STILL OPERATING WITH A REDUCED LIGHT OUTPUT.

L93 = OPERATING HOURS AT WHICH AN AVERAGE OF 7% OF INITIAL LUMENS HAVE BEEN LOST IN A TESTED POPULATION OF LED PLATFORMS. THE POPULATION STILL EMITS 93% OF INITIAL LUMENS. THE LUMINAIRE HAS NOT FAILED. IT IS STILL OPERATING WITH A REDUCED LIGHT OUTPUT.

L96 = OPERATING HOURS AT WHICH AN AVERAGE OF 4% OF INITIAL LUMENS HAVE BEEN LOST IN A TESTED POPULATION OF LED PLATFORMS. THE POPULATION STILL EMITS 96% OF INITIAL LUMENS. THE LUMINAIRE HAS NOT FAILED. IT IS STILL OPERATING WITH A REDUCED LIGHT OUTPUT.

IN COMPARISON, NON-LED LUMINAIRES ARE RATED WITH MEAN LUMENS MEASURED AT 40-50% OF RATED LIFE, DEPENDING ON TECHNOLOGY, AND RATED LIFE OF B50, WHERE B50 = OPERATING HOURS AT WHICH 50% OF A TESTED POPULATION OF LAMPS HAVE FAILED.

PROPERTY LINES BASED OFF PROVIDED LIGHTING RETROFIT SURVEY AND GOOGLE EARTH PRO. CALCULATION AREAS TREATED AS OPEN AND EMPTY. NO TREES ARE CONSIDERED IN THE DESIGN. ACTUAL VALUES MAY VARY FROM CALCULATED VALUES SHOWN. LED STATISTICS SHOWN ARE AT 50000 HOURS L85, L93 & L96 RATING (~12 YEARS @ 12 HRS/DAY)

Notes:
This is a remodel request for the OPD area on a site that has already been retrofit to LED fixtures in 2015
Material with "exist" label is already installed on site and is included here as light contribution only
All other material is what is being added to increase the lighting in the OPD Pick up area per request

Calculation Summary Illuminance Foot-candles

Label	Avg	Max	Min	Avg/Min	Max/Min
OPD AREA	5.05	7.0	3.0	1.68	2.33
OPD PARKING	4.79	7.2	2.4	2.00	3.00
OPD WALKWAY	4.99	7.5	2.9	1.72	2.59
VERTICAL SPILL @5'	0.15	2.5	0.0	N.A.	N.A.

EXISTING MATERIAL									
Current Luminaire Schedule									
Project: Existing material									
Symbol	Qty	Label	Arrangement	LLF	Description	Arr. Watts	Arr. Lum. Lumens	BUG Rating	[MANUFAC]
	2	D1K5_42_EXIST	BACK-BACK	0.765	2-EASC5K5N550DBLCKDF 39ft pole on 3ft base	566	60000	B5-U0-G3	CURRENT LIGHTING
	1	WA7_17_EXIST	SINGLE	0.765	1-EWS20A7D1401BLCK mounted at 17ft	29	3100	B1-U0-G1	CURRENT LIGHTING
	1	D1L5_42_EXIST	BACK-BACK	0.864	2-EALP035L5SM750NDD1BLCKF 39ft pole on 3ft base	526	70000	B5-U0-G3	CURRENT LIGHTING
	1	D2H4_42_EXIST	ROTATED OPTICS	0.837	1-EALS035H4AF750NDD1BLCKFS1 & 1-EALS035H4AF750NDD1BLCKFS2 39ft pole on 3ft base	280	40000	B3-U0-G3	CURRENT LIGHTING
	1	SB2_42_EXIST	SINGLE	0.765	1-EASC5B2F550DBLCKDF 39ft pole on 3ft base	62	6800	B1-U0-G1	CURRENT LIGHTING
	1	SF2_42_EXIST	SINGLE	0.765	1-EASC5F2F550DBLCKDF 39ft pole on 3ft base	144	16200	B3-U0-G3	CURRENT LIGHTING
	1	SL5_42_EXIST	SINGLE	0.864	1-EALP035L5SM750NDD1BLCKF 39ft pole on 3ft base	263	35000	B5-U0-G3	CURRENT LIGHTING
	1	T1K5_42_EXIST	3 @ 90 DEGREES	0.765	3-EASC5K5N550DBLCKDF 39ft pole on 3ft base	849	90000	B5-U0-G3	CURRENT LIGHTING

ADDITIONAL MATERIAL									
Current Luminaire Schedule									
Project: New material									
Symbol	Qty	Label	Arrangement	LLF	Description	Arr. Watts	Arr. Lum. Lumens	BUG Rating	[MANUFAC]
	1	T2H4_42	3 @ 90 DEGREES	0.864	1-EALS045H4AF750NDD1BLCKFS1 & 1-EALS045H4AF750NDD1BLCKFS2 & 1-EALS045H4AF750NDD1BLCKF 39ft pole on 3ft base	369	61803	B3-U0-G3	CURRENT LIGHTING



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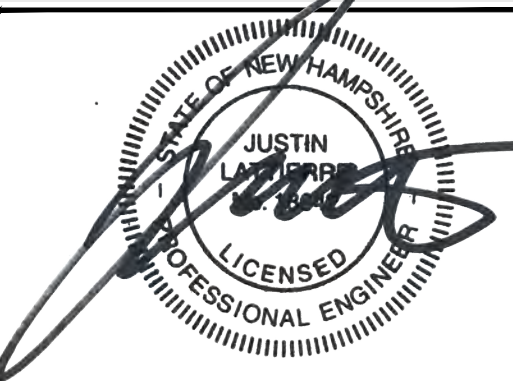
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PREPARING TO DISTURB THE EARTH'S
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REV. DATE DRAWN BY DESCRIPTION



Walmart Stores, Inc.
814 Respect Drive
Bentonville, AR 72716

Store # 02055-1014
344 LOUDON ROAD
CONCORD, NH 03301



ROCHESTER
280 East Broad Street
Suite 200
Rochester, NY
Phone: 585.232.5135
COLLIERS ENGINEERING & DESIGN, INC.

SCALE: AS SHOWN	DATE: 04/20/26	DRAWN BY: CMW	CHECKED BY: JWL
PROJECT NUMBER: 25014545A	DRAWING NAME: C160	REVIEWED BY:	JWL

SHEET TITLE:
LIGHTING PLAN

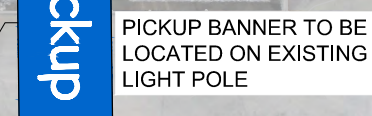
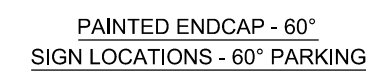
SHEET NUMBER:
C160

NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.

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DESCRIPTION	DIMENSIONS	QUANTITY
PICKUP RIGHT	18" x 24"	1
PICKUP LEFT	18" x 24"	0
PICKUP AHEAD	18" x 24"	1



[illegible]

LAST REVISED: APRIL 30, 2011	WAL-MART STANDARD DETAIL
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1	WALMART PROPERTY AREA	33.30
2	DISTURBED AREA WITHIN WALMART PROPERTY	0.70
3	DISTURBED AREA OUTSIDE OF WAL-MART AREA	0.00
4	TOTAL DISTURBED AREA	0.70
5	IMPERVIOUS AREA BEFORE PROJECT	0.69
6	IMPERVIOUS AREA AT COMPLETION	0.69
7	PERVIOUS AREA AT COMPLETION	0.01

LAST REVISED: JUNE 2013	WAL-MART MODIFIED DETAIL
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OFF-SITE DRAINAGE AREA	FLOW (CFS)	AREA (ACRES)	AVERAGE SLOPE	MAXIMUM SLOPE	COVER TYPE
NONE	X	X	X.XX%	X.XX%	_____

LAST REVISED: JUNE 2012	WAL-MART MODIFIED DETAIL
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PRE-CONSTRUCTION RUNOFF COEFFICIENT [OR SCS TR-55 CURVE NUMBER]:	CN = 98
POST-CONSTRUCTION RUNOFF COEFFICIENT [OR SCS TR-55 CURVE NUMBER]:	CN = 98

LAST REVISED: JUNE 2012	WAL-MART MODIFIED DETAIL
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ADDRESS:	344 LOUDON RD, CONCORD, NH, 03301
CENTER OF SITE:	
LATITUDE:	43.227550° N & 43° 13' 38.18" N
LONGITUDE:	71.479876° W & 71° 28' 47.56" W
ADJACENT SURROUNDING PROPERTIES:	ALL PROPERTIES SURROUNDING THE SITE ARE UNDER THE GATEWAY PERFORMANCE DISTRICT ZONING.

LAST REVISED: JUNE 2012	WAL-MART MODIFIED DETAIL
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LOWEST ELEVATION OF PROJECT SITE:	WITHIN LOD ~341.0'
HIGHEST ELEVATION OF PROJECT SITE:	WITHIN LOD ~345.3'
PERCENT SLOPE VARIATION:	SLOPES RANGE FROM 1% TO 5% IN SOME AREAS
TOPOGRAPHY CHANGES:	LOD IS LIMITED TO PAVED AREAS WITHIN EXISTING WAL-MART PARKING. TOPOGRAPHY IS RELATIVELY FLAT WITH MODERATE SLOPES FOR DRAINING RUNOFF TO EXISTING STORM DRAIN INLETS
VEGETATION:	THERE ARE TWO ISLANDS WITHIN THE LOD WHICH WILL BE RESTORED TO PRE-CONSTRUCTION CONDITION BY THE CONTRACTOR BEFORE CONSTRUCTION CONCLUDES.
AVERAGE SLOPE:	2.6%

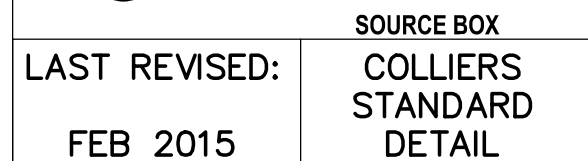
LAST REVISED: JUNE 2013	WAL-MART MODIFIED DETAIL
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SOIL TYPE AND TEXTURE:	669E URBAN LAND 0-8% SLOPES	26 B WINDSOR LOAMY SAND 3-8% SLOPES	26 E WINDSOR LOAMY SAND 15-60% SLOPES	296A FREETOWN MUCKY PEAT 0-2% SLOPES	N/A
AVERAGE DEPTH OF TOPSOIL:	WITHIN LOD = 0-6 IN.	WITHIN LOD = 0-6 IN.	WITHIN LOD = 0-6 IN.	WITHIN LOD = 0-6 IN.	N/A
AVERAGE DEPTH TO GROUNDWATER:	80 IN.	80 IN.	80 IN.	0-6 IN.	N/A

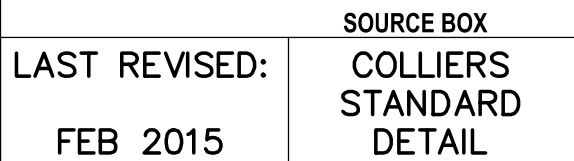
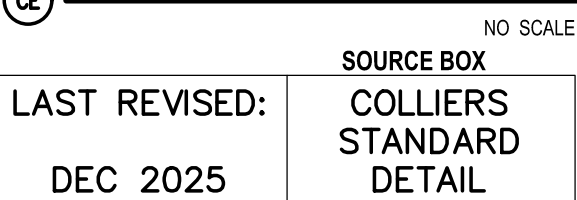
LAST REVISED: JUNE 2012	WAL-MART MODIFIED DETAIL
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LAST REVISED: JUNE 2012	WAL-MART MODIFIED DETAIL
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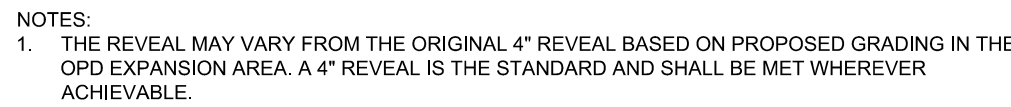
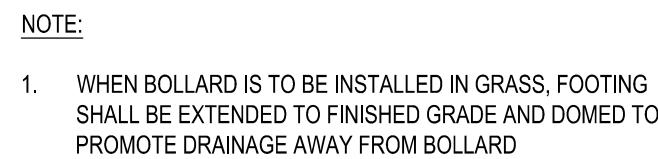
TEMPORARY STABILIZED CONSTRUCTION ENTRANCE DETAIL



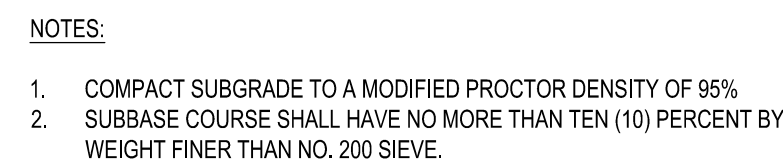
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PERFORMANCE STANDARDS

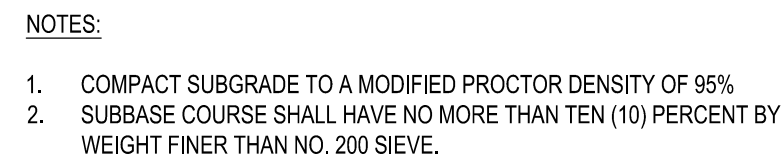
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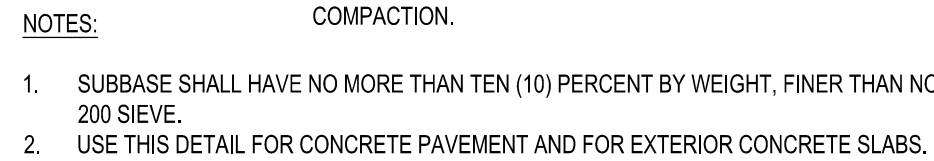
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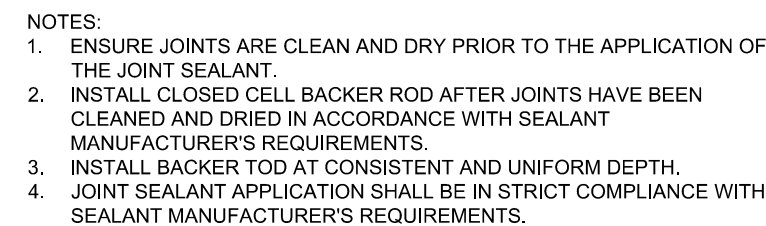
N.T.S.



ISOLATION JOINT TO BE USED FOR FIXED STRUCTURES SUCH AS BUILDINGS, RETAINING WALLS/DOCK WALLS, DROP INLETS, MANHOLES, LIGHT POLE BASES AND BOLLARDS.

PAVEMENT IS NOT CONSIDERED A FIXED STRUCTURE.

N.T.S.



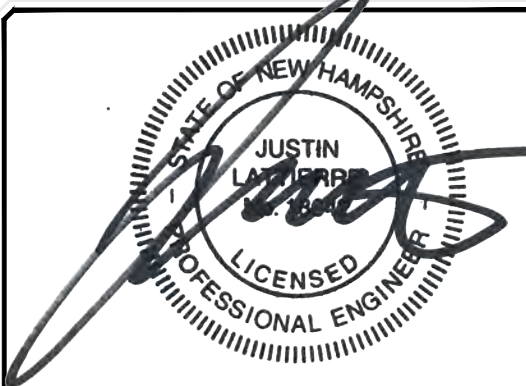
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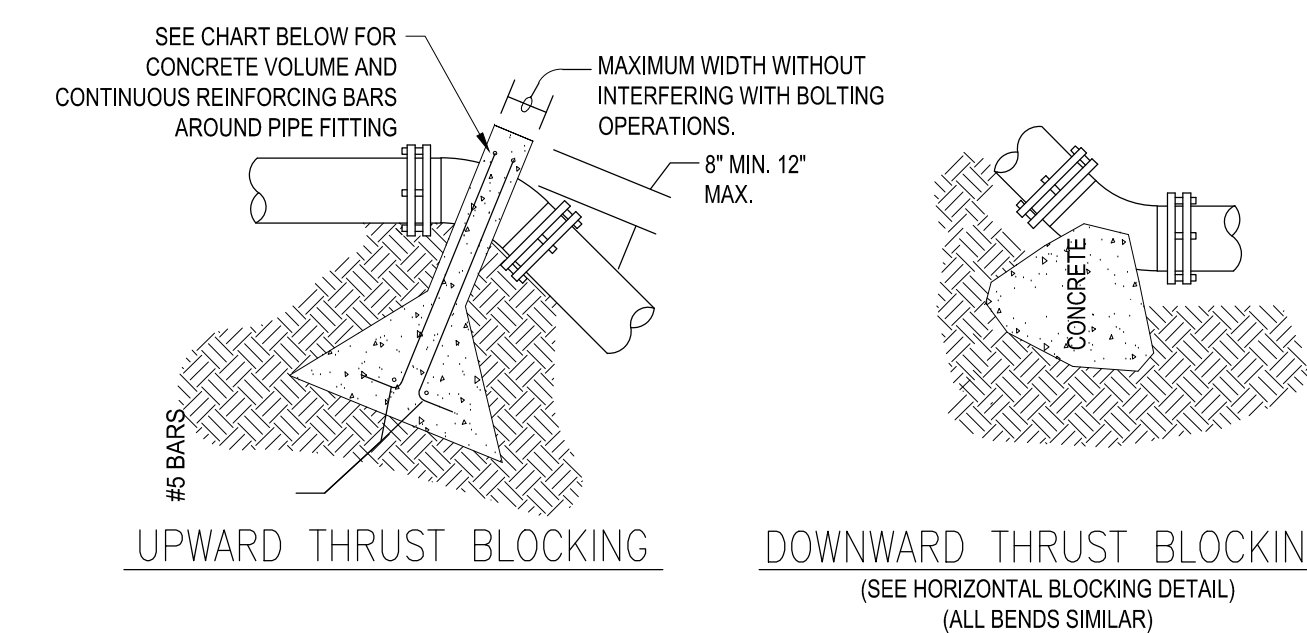
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COLLIERS ENGINEERING & DESIGN, INC.

SCALE: AS SHOWN	DATE: 04/20/26	DRAWN BY: CMW	CHECKED BY: JWL
PROJECT NUMBER: 25014545A		DRAWING NAME: C503	REVIEWED BY: JWL

PAVEMENT AND SITE DETAILS

SHEET NUMBER

C503

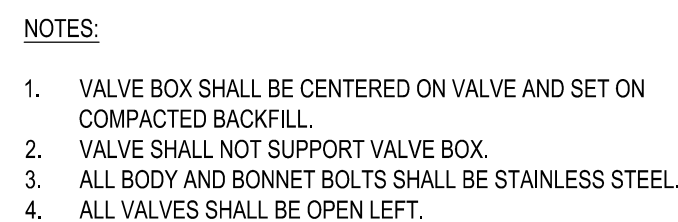


UPWARD THRUST BLOCKING												
(REQUIRED REINFORCING BARS & CUBIC YARDS OF P.C. CONCRETE												
PIPE SIZE	90° BEND			45° BEND			22 1/2° BEND			11 1/4° BEND		
	CONC. C.Y.	REIN. QTY.	SIZE	CONC. C.Y.	REIN. QTY.	SIZE	CONC. C.Y.	REIN. QTY.	SIZE	CONC. C.Y.	REIN. QTY.	SIZE
4-6"	2.6	4	#5	2.1	4	#5	1.1	4	#5	0.6	4	#5
8"	2.9	4	#5	2.1	4	#5	1.1	4	#5	0.6	4	#5
12"	6.6	4	#5	4.7	4	#5	2.5	4	#5	1.3	4	#5

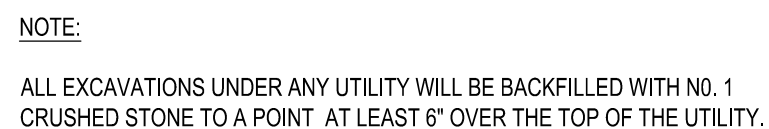
NOTES:

1. DO NOT COVER BELLS OR FLANGES WITH CONCRETE
2. WRAP ALL FITTINGS WITH VISQUEEN.
3. BACK ALL TEES ACCORDING TO SIZE OF BRANCH.
4. BACKING FUTURE LINE EXTENSIONS SHALL BE SUCH THAT LATER REMOVAL IS POSSIBLE.
5. ALL BENDS WHERE FITTINGS ARE USED, BOTH HORIZONTAL OR VERTICAL SHALL BE BACKED.
6. REACTION BACKING TABLE IS BASED ON 150 P.S.I. AND SOIL BEARING PRESSURE OF 2,000 lb./sq.ft. ADDITIONAL BACKING MAY BE REQUIRED IN SOME AREAS AS DIRECTED BY ENGINEERS.
7. ALL CONCRETE SHALL BE 2500 P.S.I. MIN. .

N.T.S.



N.T.S.



N.T.S. $\Sigma \cong \mathbb{Z}$



NOTES

1. IT IS RECOMMENDED THAT ALL SOLVENT WELD JOINTS BE MADE AS FOLLOWS:
- CLEAN DRY HUBS AND SPOTS
 - PRIMER APPLIED TO PARTS BEING CONNECTED
 - PVC SOLVENT WELD CEMENT APPLIED DIRECTLY OVER PRIMER
 - PVC TYPE I IS COMPATIBLE FOR SOLVENT WELDING TO SDR-21 OR ANY OTHER PVC TYPE I PIPE MADE TO "STEEL PIPE" OUTSIDE DIMENSIONS

N.T.S.



1. ENCASEMENT MUST EXTEND THROUGH CLOSEST SEWER PIPE JOINT, MINIMUM 10' NORTH AND SOUTH OF CROSSING.
2. WRAP EXIST. SEWER AND PROPOSED WATERMAIN WITH POLYETHYLENE FILM FOR ALL AREAS WITHIN CONCRETE ENCASEMENT.
3. IF IT IS DISCOVERED THAT LESS THAN 6" MINIMUM CLEARANCE EXISTS BETWEEN EXISTING SEWER AND PROPOSED WATERMAIN CONTRACTOR SHALL REPLACE EXISING SEWER PIPE WITH EPOXY COATED DUCTILE IRON SEWER MAIN WITH ONE FULL SECTION CENTERED ON CROSSING.

N.T.S



1. AFTER PLACING PIPE AND BACKFILLING THE WHEELS OR TRACKS OF ANY EQUIPMENT SHALL NOT OPERATE WITHIN THIS AREA UNTIL THE SUBBASE COURSES HAVE BEEN PLACED TO FULL DEPTH.
2. THE CONSTRUCTION OF UNDER DRAIN REQUIRES THAT IT BE PLACED AFTER THE SUBBASE MATERIAL IS PLACED, THE PREVIOUSLY PLACED SUBBASE MATERIAL SHALL BE REMOVED WHEN EXCAVATING THE UNDER DRAIN TRENCH, NO PAVEMENT REDUCTION FOR EXCAVATED SUBBASE.
3. THE TOP OF THE FABRIC/PEASTONE FOR THE UNDER DRAINS WILL NEED TO BE AT OR BELOW THE BOTTOM OF THE AGGREGATE BASE LAYER AND SHALL EXTEND UP TO THE BOTTOM OF THE AGGREGATE BASE LAYER.
4. THE SUBGRADE SHALL BE SHAPED TO FACILITATE GRAVITY-FED DRAINAGE TO THE UNDER DRAINS, AND THE UNDER DRAINS WILL NEED TO BE SLOPED TO FACILITATE GRAVITY-FED DRAINAGE INTO THE NEAREST CATCH BASIN AS SHOWN ON THE PLANS.
5. REFER TO UTILITY PLAN FOR LOCATION OF UNDER DRAINS. DEPTH OF UNDER DRAINS ARE SUBJECT TO CHANGE BASED ON THE EXISTING PAVEMENT SUBBASE DEPTH. CONTRACTOR TO MAINTAIN 0.5% SLOPE THROUGHOUT THE SYSTEM.

N.T.S



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