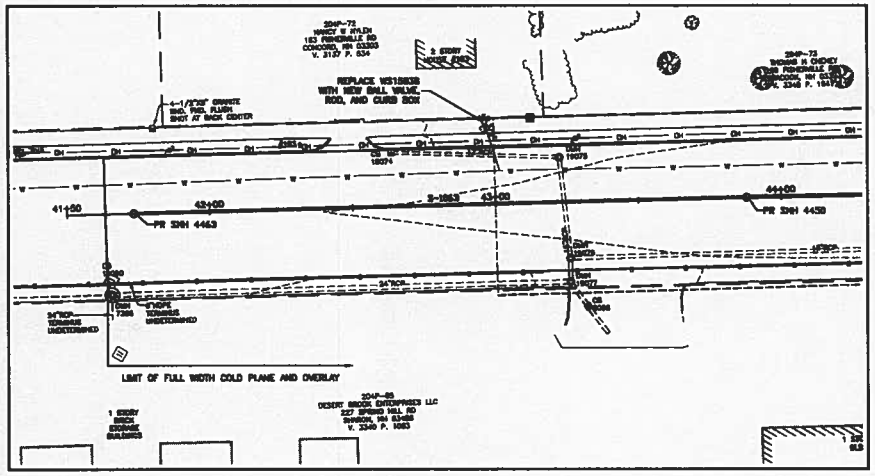


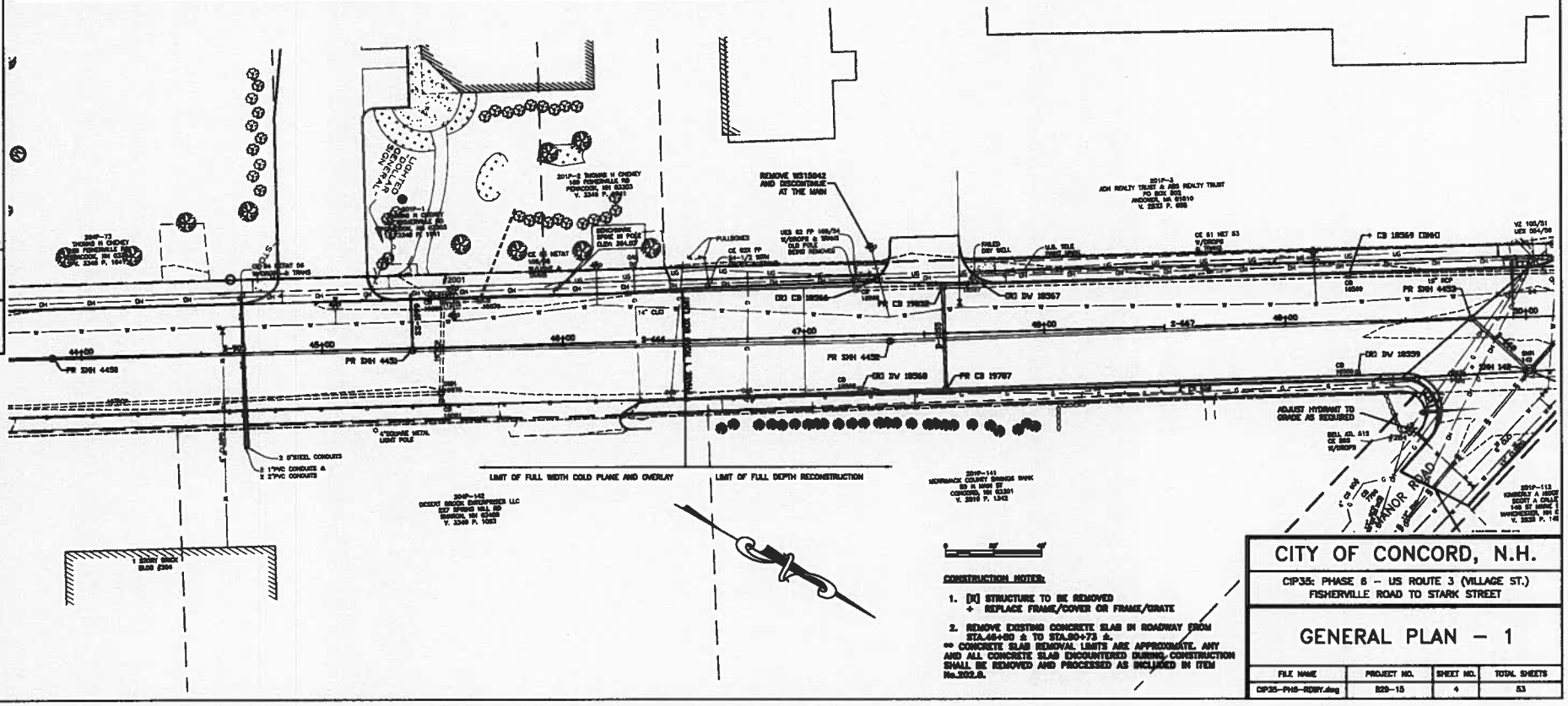
STRUCTURE TABLE					
ID	STATION, OFFSET	RIM	DIA.	SUMP	INVERTS
PR SMH 4463	41+73.5, 0.0	362.69	4.0	352.05	S-1053 INV OUT = 352.05
PR SMH 4450	43+88.0, 0.0	363.48	5.0	351.88	S-1053 INV IN = 352.00 S-805 INV OUT = 351.88
PR SMH 4451	45+37.5, 0.8 R	363.34	5.0	351.55	S-805 INV IN = 351.65 S3-1089 INV IN = 350.67 S-868 INV OUT = 351.55
PR SMH 4452	47+35.7, 2.8 R	363.72	4.0	350.85	S-868 INV IN = 351.12 S-867 INV OUT = 350.85
+ CB 18569 [DMH]	48+28.5, -18.0 L	363.29	4.0	354.47	[X]-641 [36"] INV IN = 357.76 PIPE - (942) INV OUT = 357.47
PR SMH 4453	48+77.4, 0.0 R	364.11	4.0	350.22	S-867 INV IN = 350.32 S-868 INV OUT = 350.22
+ SMH 142	50+00.9, 22.3 R	363.57	4.0	348.54	PIPE - (880) INV IN = 348.65 #4 SEWER INV IN = 354.65 S-868 INV IN = 350.15 PIPE - (800) INV OUT = 348.54

PIPE TABLE					
PIPE	FROM	TO	LENGTH, TYPE	INVERT IN/OUT	SLOPE
S-1053	41+73.50, 0.00	43+88.00, 0.00	211', 12" SDR 35	352.55 / 352.08	0.22%
S-805	43+88.00, 0.00	45+37.54, 0.84 R	145', 12" SDR 35	351.88 / 351.55	0.22%
S-868	45+37.54, 0.84 R	47+35.69, 2.81 R	194', 12" SDR 35	351.55 / 351.12	0.22%
S-867	47+35.69, 2.81 R	48+77.39, 0.00 R	239', 12" SDR 35	350.85 / 350.32	0.22%
S-868	48+77.39, 0.00 R	50+00.90, 22.29 R	99', 12" SDR 35	350.22 / 350.15	0.22%

STRUCTURE TABLE					
ID	STATION, OFFSET	RIM	DIA.	SUMP	INVERTS
[X] CB 18568	47+22.0, -18.1 L	363.10	4.0	355.76	[X]-641 [36"] INV OUT = 355.76
[X] DW 18566	47+22.8, 22.0 R	362.96	4.0	354.19	
[X] DW 18567	47+70.8, -22.4 L	363.89	4.0	358.30	
[X] DW 18539	48+28.4, 21.0 R	363.58	4.0	354.48	

STRUCTURE TABLE					
ID	STATION, OFFSET	RIM	DIA.	SUMP	INVERTS
PR CB 18833	47+58.3, -18.1 L	362.76	4.0	358.58	D-1055 INV IN = 358.78 D-1101 INV OUT = 358.58
PR CB 19787	47+58.5, 22.9 R	362.53	4.0	358.91	D-1055 INV OUT = 358.91

PIPE TABLE					
PIPE	FROM	TO	LENGTH, TYPE	INVERT IN/OUT	SLOPE
D-1055	47+58.5, 22.9 R	47+58.3, 18.1 L	38', 12" RCP	358.91 / 358.78	0.30%



CONSTRUCTION NOTES:

1. [X] STRUCTURE TO BE REMOVED
   + REPLACE FRAME/COVER OR FRAME/GRATE
2. REMOVE EXISTING CONCRETE SLAB IN ROADWAY FROM STA.46+80 ± TO STA.50+73 ±.

** CONCRETE SLAB REMOVAL LIMITS ARE APPROXIMATE. ANY AND ALL CONCRETE SLAB ENCOUNTERED DURING CONSTRUCTION SHALL BE REMOVED AND PROCESSED AS INCLUDED IN ITEM No.202.6.

CITY OF CONCORD, N.H.

CIP35: PHASE 6 – US ROUTE 3 (VILLAGE ST.)
FISHERVILLE ROAD TO STARK STREET

GENERAL PLAN – 1

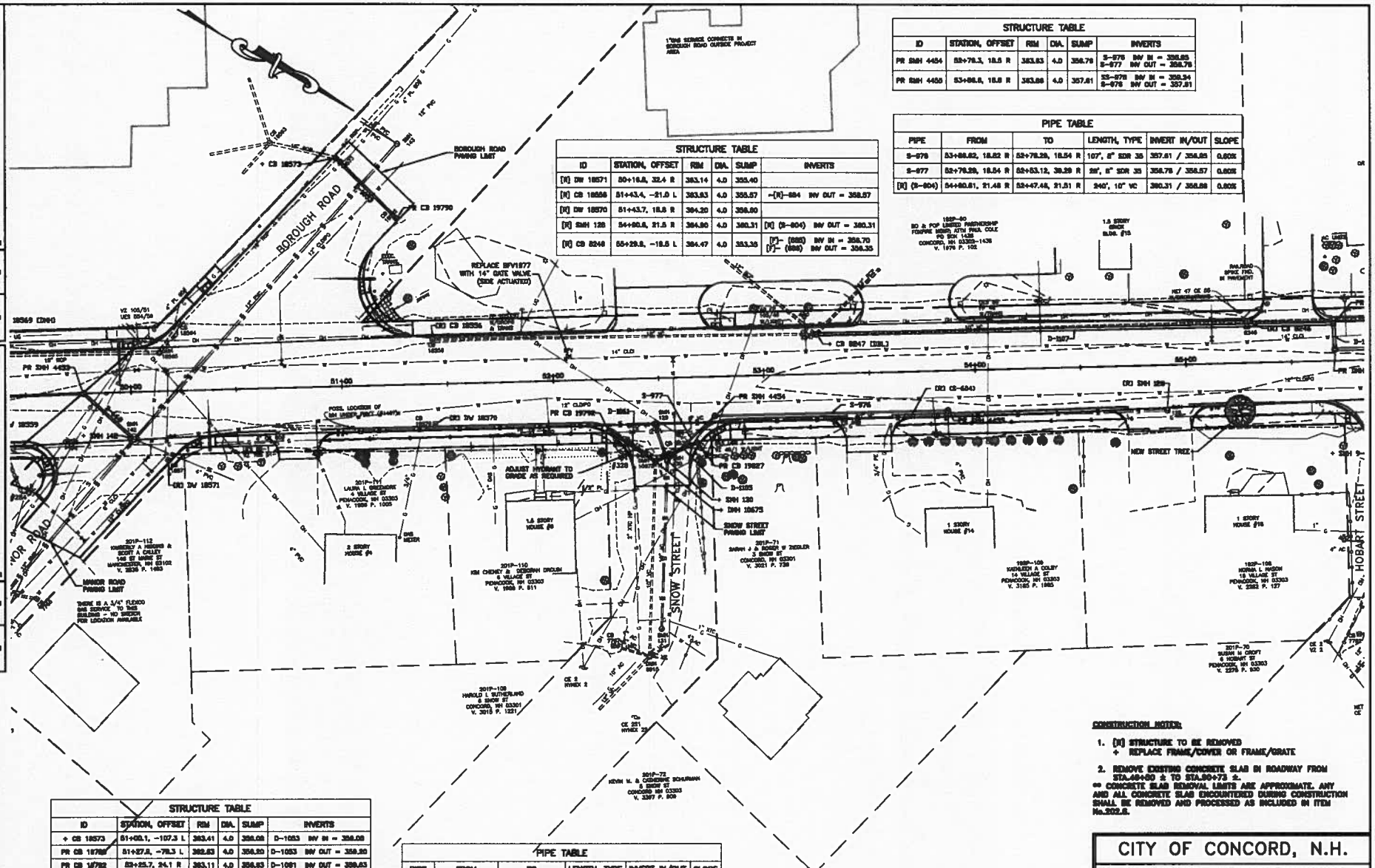
FILE NAME	PROJECT NO.	SHEET NO.	TOTAL SHEETS
CIP35-PH6-RDWY.dwg	829-15	4	53

NUMBER	DATE	DESCRIPTION

REVISIONS AFTER BIDDING

NUMBER	DATE	DESCRIPTION

SURVEYED BY: RG BARTLETT & ASSOCS., INC. DATE: FALL 2011
DESIGNED BY: CHT/JB DATE: MARCH 2013
DRAWN BY: CHT/JB DATE: MARCH 2013
CHECKED BY: MHT/JB DATE: MARCH 2013
PROJECT MGR: CHT/JB DATE: MARCH 2013
PROJECT NO. CIP35: PHASE 6 – FISHERVILLE ROAD TO STARK STREET



STRUCTURE TABLE					
ID	STATION, OFFSET	RIM	DIA.	SUMP	INVERTS
PR SMH 4454	52+78.3, 18.5 R	383.83	4.0	358.78	S-976 INV IN = 358.85 S-977 INV OUT = 358.78
PR SMH 4455	53+86.6, 18.6 R	383.88	4.0	357.81	S3-976 INV IN = 358.24 S-976 INV OUT = 357.81

PIPE TABLE					
PIPE	FROM	TO	LENGTH, TYPE	INVERT IN/OUT	SLOPE
S-976	53+86.62, 18.62 R	52+78.29, 18.54 R	107', 8" SDR 35	357.81 / 358.85	0.60%
S-977	52+78.29, 18.54 R	52+53.12, 39.29 R	26', 8" SDR 35	358.78 / 358.57	0.80%
[X] (S-904)	54+80.81, 21.48 R	52+47.48, 21.51 R	240', 10" VC	360.31 / 358.88	0.60%

STRUCTURE TABLE					
ID	STATION, OFFSET	RIM	DIA.	SUMP	INVERTS
[X] DW 18571	50+16.8, 32.4 R	383.14	4.0	355.40	
[X] CB 18556	51+43.4, -21.0 L	383.83	4.0	355.57	-[X]-S94 INV OUT = 358.57
[X] DW 18570	51+43.7, 18.8 R	384.20	4.0	358.80	
[X] SMH 128	54+80.6, 21.5 R	384.80	4.0	360.31	[X] (S-904) INV OUT = 360.31
[X] CB 8240	55+29.8, -18.5 L	384.47	4.0	353.35	[F]- (888) INV IN = 358.70 [F]- (884) INV OUT = 358.35

STRUCTURE TABLE					
ID	STATION, OFFSET	RIM	DIA.	SUMP	INVERTS
+ CB 18573	51+00.1, -107.3 L	383.41	4.0	358.08	D-1053 INV IN = 358.08
PR CB 19792	51+27.8, -78.3 L	382.83	4.0	358.50	D-1053 INV OUT = 358.50
PR CB 19792	52+25.7, 24.1 R	383.11	4.0	358.83	D-1081 INV OUT = 358.83
+ SMH 10675	52+47.4, 39.2 R	383.95	4.0	358.02	D-1081 INV IN = 358.57 D-1105 INV IN = 358.02
PR CB 19827	52+67.7, 30.6 R	384.33	4.0	358.10	D-1105 INV OUT = 358.10
+ CB 8247 [DBL]	53+25.3, -18.7 L	383.68	4.0	354.80	D-1107 INV OUT = 357.80

PIPE TABLE					
PIPE	FROM	TO	LENGTH, TYPE	INVERT IN/OUT	SLOPE
D-1053	51+37.8, 78.3 L	51+00.1, 107.3 L	37', 12" RCP	358.50 / 358.08	0.30%
D-1081	52+25.7, 24.1 R	52+47.4, 39.2 R	23', 12" RCP	358.83 / 358.57	0.94%
D-1105	52+67.7, 30.6 R	52+47.4, 39.2 R	18', 12" RCP	358.10 / 358.02	0.34%
D-1107	53+25.3, 18.7 L	55+70.2, 17.8 L	241', 15" RCP	357.80 / 357.04	0.33%

CONSTRUCTION NOTES:

1. [X] STRUCTURE TO BE REMOVED
   + REPLACE FRAME/COVER OR FRAME/GRATE
2. REMOVE EXISTING CONCRETE SLAB IN ROADWAY FROM STA.49+50 ± TO STA.50+73 ±.
   ** CONCRETE SLAB REMOVAL LIMITS ARE APPROXIMATE. ANY AND ALL CONCRETE SLAB ENCOUNTERED DURING CONSTRUCTION SHALL BE REMOVED AND PROCESSED AS INCLUDED IN ITEM No.202.8.

CITY OF CONCORD, N.H.

CIP35: PHASE 6 - US ROUTE 3 (VILLAGE ST.)
FISHERVILLE ROAD TO STARK STREET

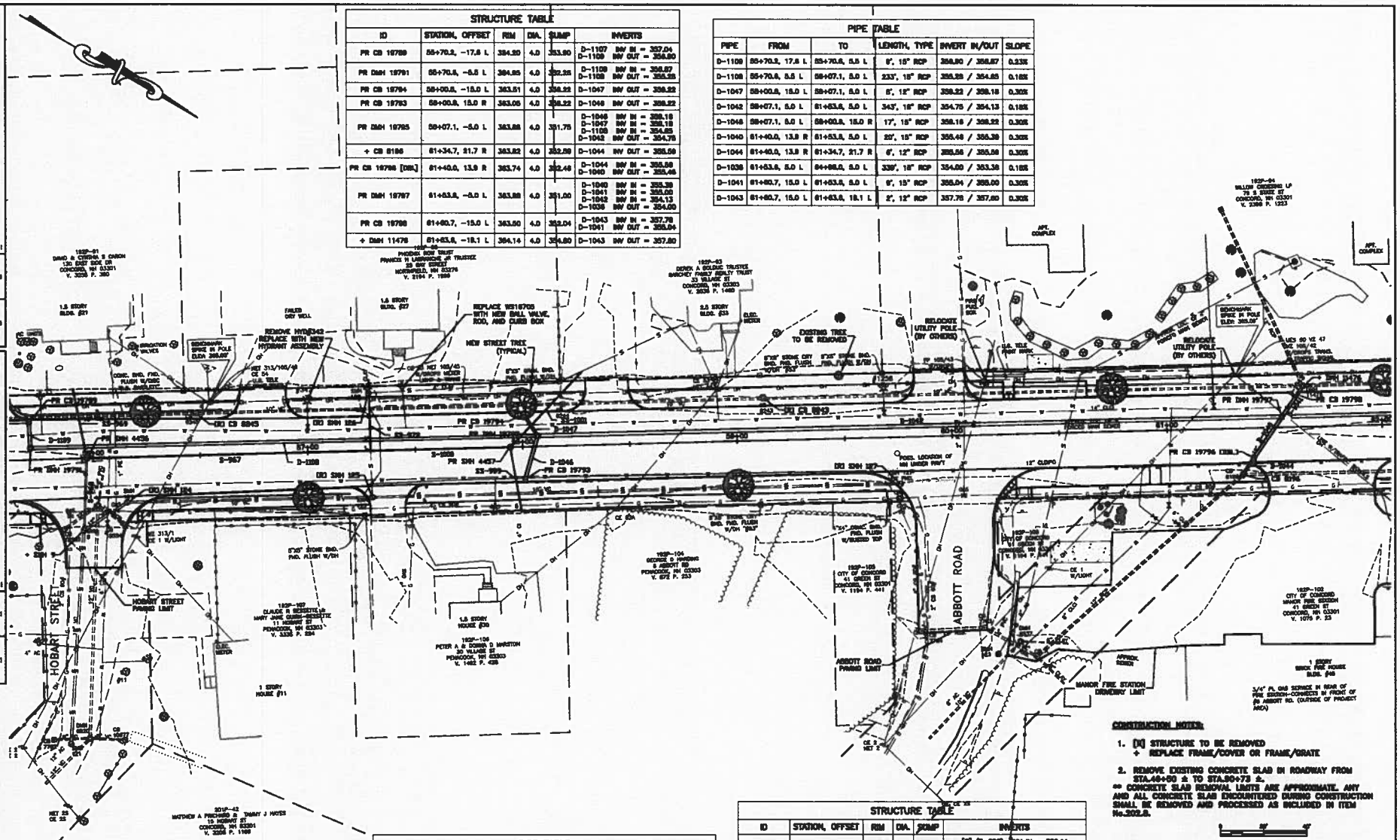
GENERAL PLAN - 2

FILE NAME	PROJECT NO.	SHEET NO.	TOTAL SHEETS
CIP35-PH6-RDWY.dwg	829-15	5	53

NUMBER	DATE	REVISION WITH PROCEDURE	DESCRIPTION

NUMBER	DATE	DESCRIPTION

SURVEYED BY: RD BARTLETT & ASSOC., INC. DATED FALL 2011
DESIGNED BY: CHF DATE SUMMER 2012/2013
DRAWN BY: CHF/KB DATE SPRING 2013
CHECKED BY: JAK/KB DATE SPRING/SUMMER 2013
PROJECT NAME: CIP35 PHASE 6 - FISHERVILLE ROAD TO STARK STREET



STRUCTURE TABLE					
ID	STATION, OFFSET	RIM	DIA.	SUMP	INVERTS
PR CB 19789	55+70.2, -17.8 L	384.20	4.0	353.90	D-1107 INV IN = 357.04 D-1109 INV OUT = 356.90
PR DMH 19791	55+70.6, -5.5 L	384.85	4.0	352.28	D-1109 INV IN = 356.67 D-1108 INV OUT = 355.28
PR CB 19794	58+00.8, -15.0 L	363.51	4.0	358.22	D-1047 INV OUT = 358.22
PR CB 19793	58+00.8, 15.0 R	363.05	4.0	358.22	D-1046 INV OUT = 358.22
PR DMH 19795	58+07.1, -5.0 L	363.88	4.0	351.75	D-1046 INV IN = 358.18 D-1047 INV IN = 358.18 D-1108 INV IN = 354.85 D-1042 INV OUT = 354.75
+ CB 8186	61+34.7, 21.7 R	363.82	4.0	352.59	D-1044 INV OUT = 355.59
PR CB 19796 [DBL]	61+40.0, 13.9 R	363.74	4.0	352.46	D-1044 INV IN = 355.59 D-1040 INV OUT = 355.46
PR DMH 19797	61+53.8, -5.0 L	363.88	4.0	351.00	D-1040 INV IN = 355.39 D-1041 INV IN = 355.00 D-1042 INV IN = 354.13 D-1038 INV OUT = 354.00
PR CB 19798	61+60.7, -15.0 L	363.50	4.0	352.04	D-1043 INV IN = 357.78 D-1041 INV OUT = 355.04
+ DMH 11476	61+53.8, -18.1 L	364.14	4.0	354.80	D-1043 INV OUT = 357.80

PIPE TABLE					
PIPE	FROM	TO	LENGTH, TYPE	INVERT IN/OUT	SLOPE
D-1109	55+70.2, 17.8 L	55+70.6, 5.5 L	9', 15" RCP	356.90 / 356.67	0.23%
D-1108	55+70.6, 5.5 L	58+07.1, 5.0 L	233', 15" RCP	355.28 / 354.85	0.18%
D-1047	58+00.8, 15.0 L	58+07.1, 5.0 L	8', 12" RCP	358.22 / 358.18	0.30%
D-1042	58+07.1, 5.0 L	61+53.8, 5.0 L	343', 15" RCP	354.75 / 354.13	0.18%
D-1046	58+07.1, 5.0 L	58+00.8, 15.0 R	17', 15" RCP	358.18 / 358.22	0.30%
D-1040	61+40.0, 13.9 R	61+53.8, 5.0 L	20', 15" RCP	355.46 / 355.39	0.30%
D-1044	61+40.0, 13.9 R	61+34.7, 21.7 R	6', 12" RCP	355.59 / 355.59	0.30%
D-1038	61+53.8, 5.0 L	64+98.0, 5.0 L	339', 18" RCP	354.00 / 353.36	0.18%
D-1041	61+60.7, 15.0 L	61+53.8, 5.0 L	9', 15" RCP	355.04 / 355.00	0.30%
D-1043	61+60.7, 15.0 L	61+53.8, 18.1 L	2', 12" RCP	357.78 / 357.80	0.30%

STRUCTURE TABLE					
ID	STATION, OFFSET	RIM	DIA.	SUMP	INVERTS
[X] SMH 124	56+15.3, 21.0 R	364.46	4.0	358.11	[X] (S-606) INV IN = 358.11 [X] (S-607) INV OUT = 358.11
[X] CB 8243	56+48.4, -18.5 L	364.32	4.0	353.45	[7]- (688) INV IN = 358.46 [7]- (687) INV OUT = 358.58
[X] SMH 126	57+28.8, -28.9 L	363.77	4.0	360.40	27" SEWER (1) INV IN = 360.40 [X] (33 SEWER SVC. INV IN = 360.54 [X] (S-611) INV OUT = 360.40
[X] SMH 125	57+29.5, 21.0 R	364.15	4.0	358.02	[X] (S-605) INV IN = 360.13 [X] (S-611) (1) INV IN = 360.15 [X] (S-606) INV OUT = 358.02
[X] CB 8243	59+12.8, -18.5 L	363.20	4.0	353.33	[7]- (688) INV IN = 358.38 [7]- (689) INV OUT = 358.33
[X] SMH 127	59+75.4, 21.0 R	363.88	4.0	361.93	[X] (S-605) INV OUT = 361.93

STRUCTURE TABLE					
ID	STATION, OFFSET	RIM	DIA.	SUMP	INVERTS
+ SMH 9	55+94.8, 33.3 R	364.30	4.0	358.18	[X] (S-607) INV IN = 358.22 S-968 INV IN = 358.28 PIPE - (8X36) INV OUT = 358.18
PR SMH 4456	55+96.9, 0.0	365.03	4.0	358.46	S-967 INV IN = 358.66 S-968 INV IN = 358.79 S-969 INV OUT = 358.46
PR SMH 4457	57+94.2, 0.0	363.84	4.0	357.84	S-969 INV IN = 358.20 S-1001 INV IN = 358.20 S-1000 INV OUT = 357.84

PIPE TABLE					
PIPE	FROM	TO	LENGTH, TYPE	INVERT IN/OUT	SLOPE
S-967	57+29.18, 0.00	55+96.91, 0.00	131', 8" SDR 35	357.45 / 358.66	0.92%
S-968	55+96.91, 0.00	55+94.77, 33.33 R	30', 8" SDR 35	358.46 / 358.59	0.43%
S3-969	55+91.20, 33.42 L	55+96.91, 0.00	31', 8" SDR 35	357.11 / 358.79	0.97%
S3-972	57+29.14, 33.11 L	57+29.18, 0.00	34', 8" SDR 35	357.89 / 357.53	1.06%
S3-969	57+98.82, 30.05 R	57+94.23, 0.00	29', 8" SDR 35	358.20 / 358.20	0.00%
S-1000	57+94.23, 0.00	57+29.18, 0.00	64', 8" SDR 35	357.84 / 357.45	0.60%
S3-1001	58+28.55, 34.33 L	57+94.23, 0.00	47', 8" SDR 35	358.05 / 358.20	0.94%

CONSTRUCTION NOTES:

1. [X] STRUCTURE TO BE REMOVED
   + REPLACE FRAME/COVER OR FRAME/GRATE
2. REMOVE EXISTING CONCRETE SLAB IN ROADWAY FROM STA.46+50 ± TO STA.50+73 ±.

** CONCRETE SLAB REMOVAL LIMITS ARE APPROXIMATE. ANY AND ALL CONCRETE SLAB ENCOUNTERED DURING CONSTRUCTION SHALL BE REMOVED AND PROCESSED AS INCLUDED IN ITEM No.202.8.

CITY OF CONCORD, N.H.

CIP35: PHASE 6 – US ROUTE 3 (VILLAGE ST.)
FISHERVILLE ROAD TO STARK STREET

GENERAL PLAN – 3

FILE NAME	PROJECT NO.	SHEET NO.	TOTAL SHEETS
CIP35-PH6-ROWY.dwg	829-15	6	53

MARK	DATE	DESCRIPTION

REVISIONS AFTER PROCESS NUMBER

SURVEYED BY: RD BARTLETT & ASSOC., INC. DATE: FALL 2011
DESIGNED BY: CAY DATE: WINTER 2012/2013
DRAWN BY: CAY/CS DATE: SPRING 2013
CHECKED BY: JAY/CS DATE: SUMMER/FALL 2013
PROJECT NAME: CIP35 PHASE 6 – FISHERVILLE ROAD TO STARK STREET

STRUCTURE TABLE

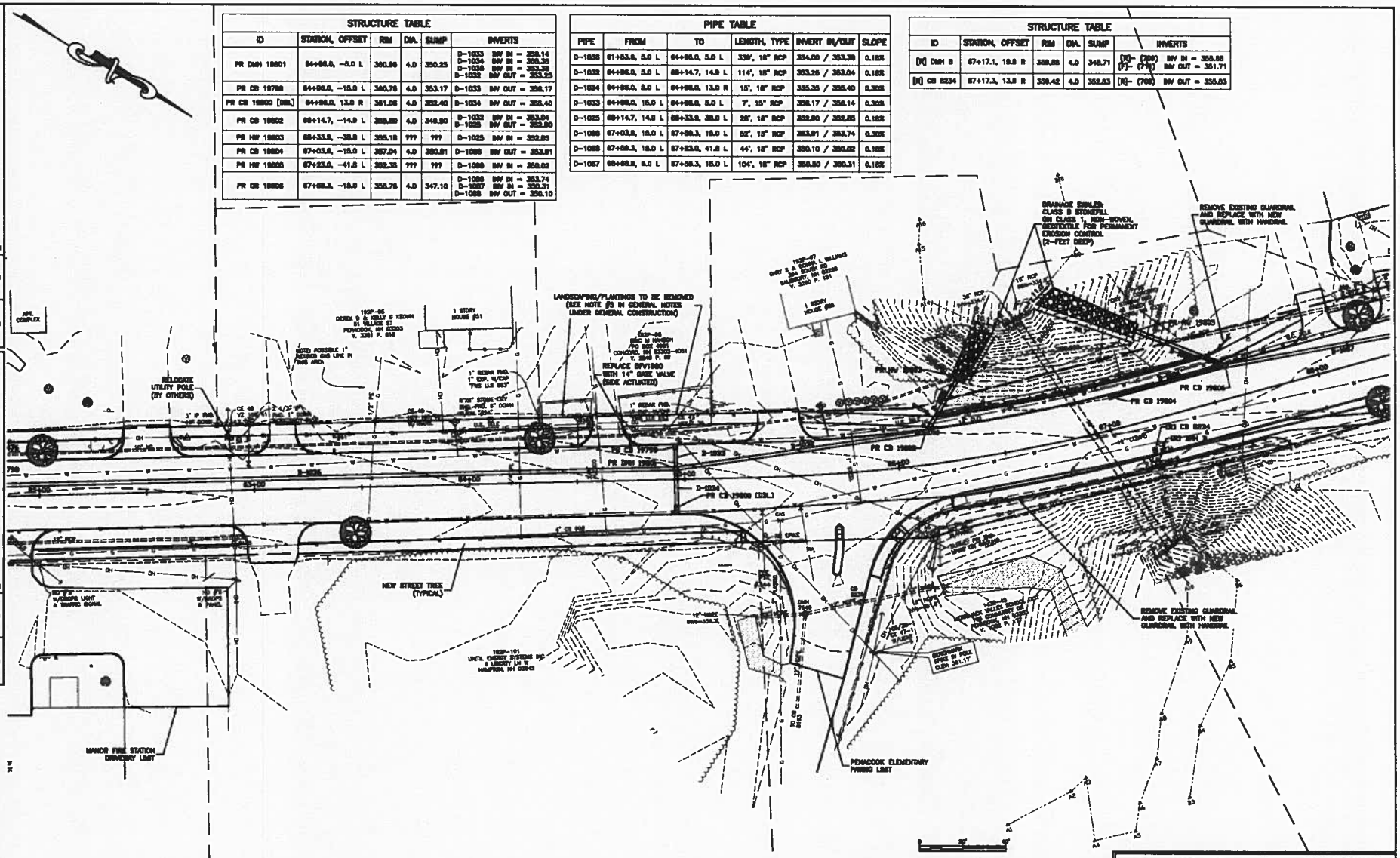
ID	STATION, OFFSET	RIM	DIA.	SUMP	INVERTS
PR DMH 19801	64+86.0, -5.0 L	360.98	4.0	350.25	D-1033 INV IN = 358.14 D-1034 INV IN = 358.35 D-1036 INV IN = 353.39 D-1032 INV OUT = 353.25
PR CB 19798	64+86.0, -15.0 L	360.76	4.0	353.17	D-1033 INV OUT = 358.17
PR CB 19800 [DBL]	64+86.0, 13.0 R	361.06	4.0	352.40	D-1034 INV OUT = 358.40
PR CB 19802	68+14.7, -14.9 L	358.80	4.0	348.90	D-1032 INV IN = 353.04 D-1025 INV OUT = 352.80
PR HW 19803	68+33.9, -38.0 L	355.18	???	???	D-1025 INV IN = 352.85
PR CB 19804	67+03.8, -15.0 L	357.04	4.0	350.81	D-1088 INV OUT = 353.81
PR HW 19805	67+23.0, -41.8 L	352.35	???	???	D-1089 INV IN = 350.02
PR CB 19806	67+58.3, -15.0 L	358.76	4.0	347.10	D-1088 INV IN = 353.74 D-1087 INV IN = 350.31 D-1089 INV OUT = 350.10

PIPE TABLE

PIPE	FROM	TO	LENGTH, TYPE	INVERT IN/OUT	SLOPE
D-1036	61+83.8, 5.0 L	64+86.0, 5.0 L	339', 18" RCP	354.00 / 353.38	0.18%
D-1032	64+86.0, 5.0 L	68+14.7, 14.9 L	114', 18" RCP	353.25 / 353.04	0.18%
D-1034	64+86.0, 5.0 L	64+86.0, 13.0 R	15', 18" RCP	358.35 / 358.40	0.30%
D-1033	64+86.0, 15.0 L	64+86.0, 5.0 L	7', 18" RCP	358.17 / 358.14	0.30%
D-1025	68+14.7, 14.9 L	68+33.9, 38.0 L	28', 18" RCP	352.80 / 352.85	0.18%
D-1088	67+03.8, 15.0 L	67+58.3, 15.0 L	52', 18" RCP	353.81 / 353.74	0.30%
D-1089	67+58.3, 15.0 L	67+23.0, 41.8 L	44', 18" RCP	350.10 / 350.02	0.18%
D-1087	68+58.8, 8.0 L	67+58.3, 15.0 L	104', 18" RCP	350.50 / 350.31	0.18%

STRUCTURE TABLE

ID	STATION, OFFSET	RIM	DIA.	SUMP	INVERTS
[X] DMH 8	67+17.1, 18.8 R	358.85	4.0	348.71	[X]- (209) INV IN = 355.88 [Y]- (710) INV OUT = 351.71
[X] CB 8234	67+17.3, 13.8 R	358.42	4.0	352.83	[X]- (708) INV OUT = 355.83



CONSTRUCTION NOTES:

1. [X] STRUCTURE TO BE REMOVED
   + REPLACE FRAME/COVER OR FRAME/GRATE
2. REMOVE EXISTING CONCRETE SLAB IN ROADWAY FROM STA.68+00 ± TO STA.90+73 ±.
   ** CONCRETE SLAB REMOVAL LIMITS ARE APPROXIMATE. ANY AND ALL CONCRETE SLAB ENCOUNTERED DURING CONSTRUCTION SHALL BE REMOVED AND PROCESSED AS INCLUDED IN ITEM No.202.8.

CITY OF CONCORD, N.H.

CIP35: PHASE 6 – US ROUTE 3 (VILLAGE ST.)
FISHERVILLE ROAD TO STARK STREET

GENERAL PLAN – 4

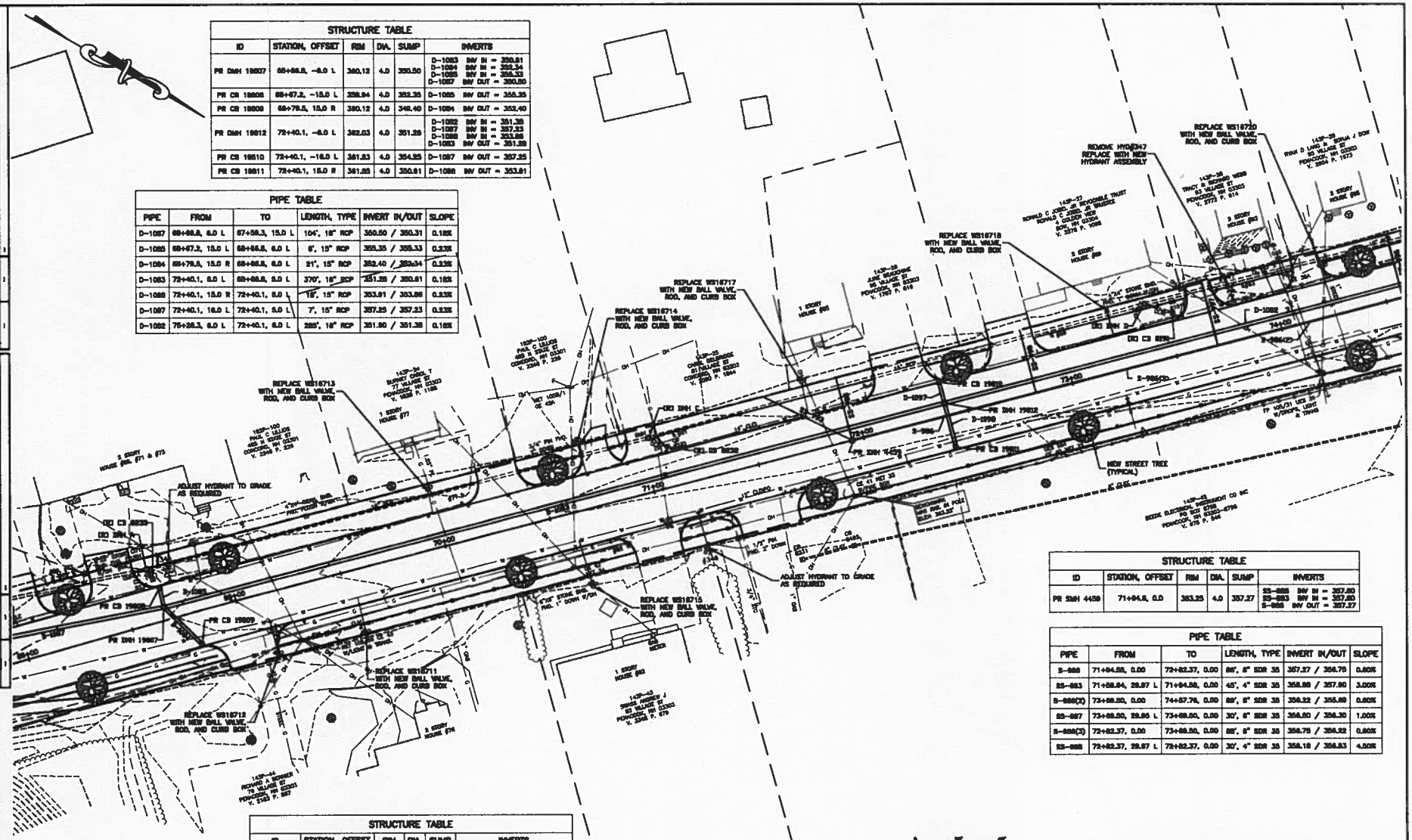
FILE NAME	PROJECT NO.	SHEET NO.	TOTAL SHEETS
CIP35-P06-RDWY.dwg	829-15	7	53

NUMBER	DATE	DESCRIPTION

REVISIONS AFTER PROCESS

NUMBER	DATE	DESCRIPTION

SURVEYED BY: RD BARTLETT & ASSOC., INC. DATE: FALL 2011
DESIGNED BY: GRF/TJB DATE: MARCH 2012/2013
DRAWN BY: GRF/TJB DATE: DECEMBER 2012
CHECKED BY: GRF/TJB DATE: JANUARY 2013
PROJECT NAME: CIP35: PHASE 6 – FISHERVILLE ROAD TO STARK STREET



STRUCTURE TABLE					
ID	STATION, OFFSET	RIM	DIA.	SUMP	INVERTS
PR DMH 19807	68+66.8, -6.0 L	360.12	4.0	350.50	D-1083 INV IN = 350.81 D-1084 INV IN = 352.34 D-1085 INV IN = 355.33 D-1087 INV OUT = 350.50
PR CB 19808	68+67.2, -15.0 L	359.94	4.0	352.35	D-1085 INV OUT = 355.35
PR CB 19809	68+79.5, 15.0 R	360.12	4.0	348.40	D-1084 INV OUT = 352.40
PR DMH 19812	72+40.1, -6.0 L	362.03	4.0	351.28	D-1082 INV IN = 351.38 D-1087 INV IN = 357.23 D-1088 INV IN = 353.88 D-1083 INV OUT = 351.28
PR CB 19810	72+40.1, -16.0 L	361.83	4.0	354.25	D-1087 INV OUT = 357.25
PR CB 19811	72+40.1, 15.0 R	361.85	4.0	350.91	D-1088 INV OUT = 353.91

PIPE TABLE				
PIPE	FROM	TO	LENGTH, TYPE	INVERT IN/OUT	SLOPE
D-1087	68+66.8, 6.0 L	67+58.3, 15.0 L	104', 18" RCP	350.50 / 350.31	0.18%
D-1083	68+67.2, 15.0 L	68+66.8, 6.0 L	6', 15" RCP	355.35 / 355.33	0.33%
D-1084	68+79.5, 15.0 R	68+66.8, 6.0 L	21', 15" RCP	352.40 / 352.34	0.33%
D-1085	72+40.1, 6.0 L	68+66.8, 6.0 L	370', 18" RCP	351.28 / 350.61	0.18%
D-1088	72+40.1, 15.0 R	72+40.1, 6.0 L	18', 15" RCP	353.91 / 353.88	0.33%
D-1087	72+40.1, 16.0 L	72+40.1, 6.0 L	7', 15" RCP	357.25 / 357.23	0.33%
D-1082	75+28.3, 6.0 L	72+40.1, 6.0 L	288', 18" RCP	351.90 / 351.38	0.18%

STRUCTURE TABLE					
ID	STATION, OFFSET	RIM	DIA.	SUMP	INVERTS
[X] DMH A	69+63.5, -23.2 L	361.01	4.0	345.58	[X]- (723) INV IN = 348.60 [X]- (724) INV IN = 358.85 [F]- (724) INV OUT = 348.58
[X] CB 8233	69+65.2, -20.0 L	360.28	4.0	354.07	[X]- (724) INV OUT = 357.07
[X] DMH C	71+03.5, -24.9 L	362.54	4.0	348.85	[F]- (722) INV IN = 348.85 [X]- (723) INV IN = 358.53 [F]- (723) INV OUT = 348.85
[X] CB 8232	71+11.0, -18.7 L	362.48	4.0	358.51	[X]- (723) INV OUT = 358.51
[X] DMH D	73+41.5, -27.0 L	362.85	4.0	348.08	[F]- (721) INV IN = 351.08 [X]- (722) INV IN = 358.96 [F]- (722) INV OUT = 351.08
[X] CB 8191	73+63.0, -18.9 L	362.85	4.0	358.91	[X]- (722) INV OUT = 358.91

STRUCTURE TABLE					
ID	STATION, OFFSET	RIM	DIA.	SUMP	INVERTS
PR SMH 4459	71+94.8, 0.0	363.25	4.0	357.27	S-888 INV IN = 357.60 S-883 INV IN = 357.60 S-886 INV OUT = 357.27

PIPE TABLE					
PIPE	FROM	TO	LENGTH, TYPE	INVERT IN/OUT	SLOPE
S-888	71+94.58, 0.00	72+82.37, 0.00	88', 8" SDR 35	357.27 / 356.78	0.60%
S-883	71+58.84, 29.87 L	71+94.58, 0.00	45', 4" SDR 35	358.98 / 357.60	3.00%
S-886(2)	73+88.50, 0.00	74+57.76, 0.00	69', 8" SDR 35	356.22 / 355.69	0.60%
S-887	73+88.50, 29.95 L	73+88.50, 0.00	30', 6" SDR 35	356.60 / 356.30	1.00%
S-886(3)	72+82.37, 0.00	73+88.50, 0.00	88', 8" SDR 35	356.78 / 356.22	0.60%
S-885	72+82.37, 29.87 L	72+82.37, 0.00	30', 4" SDR 35	358.18 / 356.63	4.50%

CONSTRUCTION NOTES:

1. [X] STRUCTURE TO BE REMOVED
   + REPLACE FRAME/COVER OR FRAME/GRATE
2. REMOVE EXISTING CONCRETE SLAB IN ROADWAY FROM STA.46+00 & TO STA.50+73 &.
   ** CONCRETE SLAB REMOVAL LIMITS ARE APPROXIMATE. ANY AND ALL CONCRETE SLAB ENCOUNTERED DURING CONSTRUCTION SHALL BE REMOVED AND PROCESSED AS INCLUDED IN ITEM No.202.8.

CITY OF CONCORD, N.H.

CIP35: PHASE 6 – US ROUTE 3 (VILLAGE ST.)
FISHERVILLE ROAD TO STARK STREET

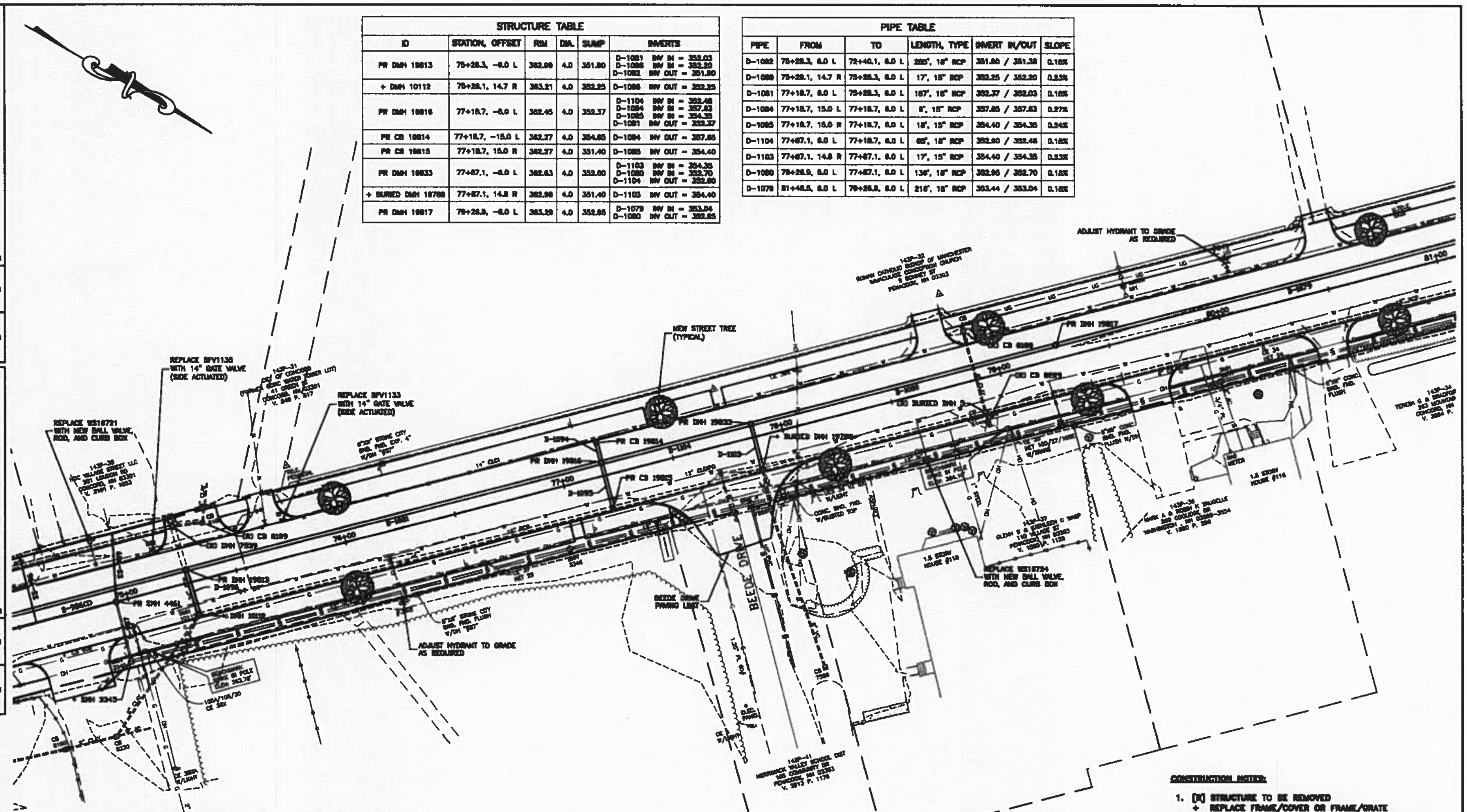
GENERAL PLAN – 5

FILE NAME	PROJECT NO.	SHEET NO.	TOTAL SHEETS
CIP35-PH6-ROWY.dwg	829-15	8	53

NUMBER	DATE	DESCRIPTION

REVISIONS AFTER PROGRAM

SURVEYED BY: RD BARLOTT & ASSOC., INC. DATE: FALL 2011
DESIGNED BY: CGP DATE: WINTER 2012/2013
DRAWN BY: CAT/CJB DATE: SPRING 2013
CHECKED BY: JAC/CJB DATE: SPRING/SUMMER 2013
PROJECT NAME: CIP35 PHASE 6 - FISHERVILLE ROAD TO STARK STREET



STRUCTURE TABLE					
ID	STATION, OFFSET	RIM	DIA.	SUMP	INVERTS
PR DMH 19813	76+28.3, -8.0 L	362.89	4.0	351.80	D-1081 INV IN = 352.03 D-1089 INV IN = 352.20 D-1082 INV OUT = 351.80
+ DMH 10112	76+28.1, 14.7 R	363.21	4.0	352.25	D-1089 INV OUT = 352.25
PR DMH 19816	77+18.7, -8.0 L	362.45	4.0	352.37	D-1104 INV IN = 352.48 D-1084 INV IN = 357.83 D-1085 INV IN = 354.35 D-1081 INV OUT = 352.37
PR CB 19814	77+18.7, -15.0 L	362.27	4.0	354.85	D-1084 INV OUT = 357.85
PR CB 19815	77+18.7, 15.0 R	362.57	4.0	351.40	D-1085 INV OUT = 354.40
PR DMH 19833	77+87.1, -8.0 L	362.63	4.0	352.80	D-1103 INV IN = 354.35 D-1080 INV IN = 352.70 D-1104 INV OUT = 352.80
+ BURIED DMH 19788	77+87.1, 14.8 R	362.98	4.0	351.40	D-1103 INV OUT = 354.40
PR DMH 19817	78+28.8, -8.0 L	363.39	4.0	352.85	D-1079 INV IN = 353.04 D-1080 INV OUT = 352.85

PIPE TABLE					
PIPE	FROM	TO	LENGTH, TYPE	INVERT IN/OUT	SLOPE
D-1082	76+28.3, 8.0 L	75+40.1, 8.0 L	285', 18" RCP	351.80 / 351.38	0.18%
D-1089	76+28.1, 14.7 R	76+28.3, 8.0 L	17', 15" RCP	352.25 / 352.20	0.23%
D-1081	77+18.7, 8.0 L	76+28.3, 8.0 L	167', 18" RCP	352.37 / 352.03	0.18%
D-1084	77+18.7, 15.0 L	77+18.7, 8.0 L	8', 15" RCP	357.85 / 357.83	0.27%
D-1085	77+18.7, 15.0 R	77+18.7, 8.0 L	18', 15" RCP	354.40 / 354.35	0.24%
D-1104	77+87.1, 8.0 L	77+18.7, 8.0 L	68', 18" RCP	352.80 / 352.48	0.18%
D-1103	77+87.1, 14.8 R	77+87.1, 8.0 L	17', 15" RCP	354.40 / 354.35	0.23%
D-1080	78+28.8, 8.0 L	77+87.1, 8.0 L	136', 18" RCP	352.85 / 352.70	0.18%
D-1079	81+46.5, 8.0 L	78+28.8, 8.0 L	216', 18" RCP	353.44 / 353.04	0.18%

STRUCTURE TABLE					
ID	STATION, OFFSET	RIM	DIA.	SUMP	INVERTS
PR SMH 4461	74+94.8, 0.0	363.62	4.0	355.37	S-888(1) INV IN = 355.47 SS-889 INV IN = 355.70 S-887 INV OUT = 355.37
+ SMH 3345	74+94.8, 27.3 R	362.51	4.0	355.10	#80 SEWER INV IN = 355.78 S-887 INV IN = 355.21 PIPE - (812) INV OUT = 355.10

PIPE TABLE					
PIPE	FROM	TO	LENGTH, TYPE	INVERT IN/OUT	SLOPE
S-887	74+94.58, 0.00	74+94.58, 27.29 R	24', 8" SDR 35	355.37 / 355.21	0.60%
SS-889	75+00.81, 29.92 L	74+94.58, 0.00	29', 6" SDR 35	356.01 / 355.70	1.00%
S-888(1)	74+57.78, 0.00	74+94.58, 0.00	35', 8" SDR 35	355.69 / 355.47	0.60%
SS-888	74+57.78, 29.86 L	74+57.78, 0.00	30', 4" SDR 35	356.46 / 355.86	2.00%

STRUCTURE TABLE					
ID	STATION, OFFSET	RIM	DIA.	SUMP	INVERTS
[X] DMH 7539	75+27.4, -28.1 L	362.83	4.0	348.90	-[X]- (720) INV IN = 352.15 [X]- (780) INV IN = 355.78 [F]- (721) INV OUT = 351.99
[X] CB 8189	75+40.6, -24.3 L	362.49	4.0	354.28	[F]- (781) INV IN = 357.39 [X]- (780) INV OUT = 357.28
[X] CB 8186	78+88.8, -22.1 L	362.79	4.0	357.88	[X]- (741) INV OUT = 360.98
[X] BURIED DMH 5	78+89.3, 14.8 R	363.10	4.0	351.37	[F]- (717) INV IN = 354.37 [X]- (740) INV IN = 358.74 [X]- (741) INV IN = 360.78 [F]- (718) INV OUT = 354.37
[X] CB 8229	78+89.4, 19.5 R	362.83	4.0	355.78	[X]- (740) INV OUT = 358.78

CONSTRUCTION NOTES:

1. [X] STRUCTURE TO BE REMOVED
   + REPLACE FRAME/COVER OR FRAME/GRATE
2. REMOVE EXISTING CONCRETE SLAB IN ROADWAY FROM STA.49+50 ± TO STA.80+73 ±.

** CONCRETE SLAB REMOVAL LIMITS ARE APPROXIMATE. ANY AND ALL CONCRETE SLAB ENCOUNTERED DURING CONSTRUCTION SHALL BE REMOVED AND PROCESSED AS INCLUDED IN ITEM No.202.8.

REVISIONS AFTER PROPOSAL					
NUMBER	DATE	DESCRIPTION	NUMBER	DATE	DESCRIPTION
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-

SURVEYED BY: RD BARTLETT & ASSOC., INC. DATE: FALL 2011
DESIGNED BY: CMT DATE: WINTER 2012/2013
DRAWN BY: CMT/ES DATE: SPRING 2013
CHECKED BY: JMW/DLR DATE: SPRING/SUMMER 2013
PROJECT INFO: CIP35 PHASE 6 - FISHERVILLE ROAD TO STARK STREET

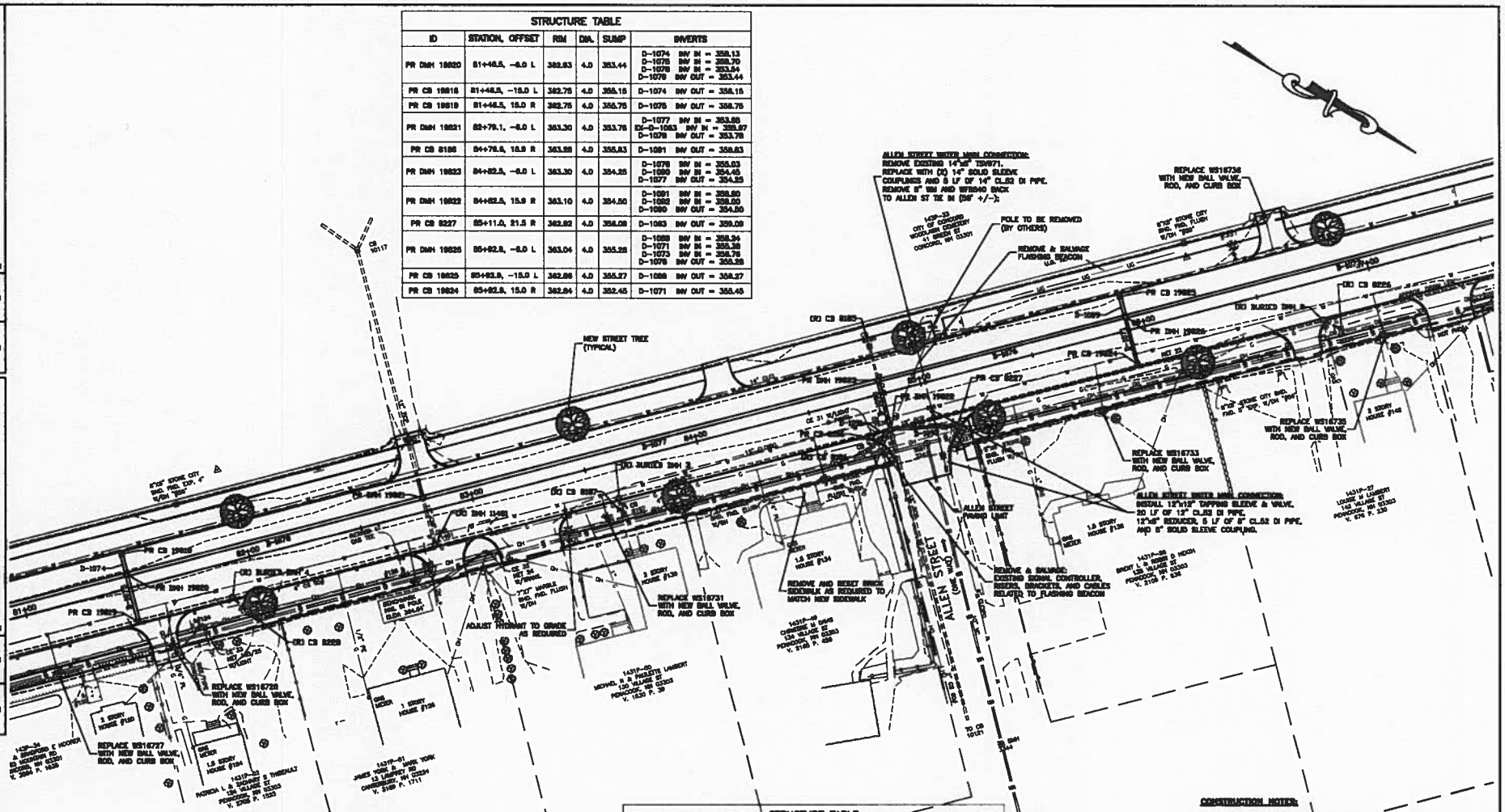
CITY OF CONCORD, N.H.

CIP35: PHASE 6 - US ROUTE 3 (VILLAGE ST.)
FISHERVILLE ROAD TO STARK STREET

GENERAL PLAN - 6

FILE NAME	PROJECT NO.	SHEET NO.	TOTAL SHEETS
CIP35-PH6-RDWY.dwg	829-15	9	53

STRUCTURE TABLE					
ID	STATION, OFFSET	RIM	DIA.	SUMP	INVERTS
PR DMH 19820	81+46.5, -6.0 L	362.83	4.0	353.44	D-1074 INV IN = 358.13 D-1075 INV IN = 358.70 D-1076 INV IN = 353.54 D-1078 INV OUT = 353.44
PR CB 19818	81+46.5, -15.0 L	362.75	4.0	356.15	D-1074 INV OUT = 356.15
PR CB 19819	81+46.5, 15.0 R	362.75	4.0	356.75	D-1075 INV OUT = 356.75
PR DMH 19821	82+79.1, -6.0 L	363.30	4.0	353.78	D-1077 INV IN = 353.88 EX-D-1063 INV IN = 358.97 D-1078 INV OUT = 353.78
PR CB 8186	84+76.6, 16.9 R	363.98	4.0	356.83	D-1091 INV OUT = 356.83
PR DMH 19823	84+82.5, -6.0 L	363.30	4.0	354.25	D-1078 INV IN = 355.03 D-1080 INV IN = 354.45 D-1077 INV OUT = 354.25
PR DMH 19822	84+82.5, 15.9 R	363.10	4.0	354.50	D-1091 INV IN = 356.80 D-1082 INV IN = 356.60 D-1080 INV OUT = 354.50
PR CB 8227	85+11.0, 21.5 R	362.82	4.0	356.09	D-1083 INV OUT = 359.09
PR DMH 19825	85+82.5, -6.0 L	363.04	4.0	355.28	D-1089 INV IN = 358.34 D-1071 INV IN = 356.38 D-1073 INV IN = 356.76 D-1079 INV OUT = 355.28
PR CB 19825	85+82.5, -15.0 L	362.86	4.0	355.27	D-1089 INV OUT = 358.27
PR CB 19824	85+82.5, 15.0 R	362.84	4.0	352.45	D-1071 INV OUT = 356.45



PIPE TABLE					
PIPE	FROM	TO	LENGTH, TYPE	INVERT IN/OUT	SLOPE
D-1079	81+46.5, 6.0 L	79+28.9, 6.0 L	218', 8" RCP	353.44 / 353.04	0.18%
D-1074	81+46.5, 15.0 L	81+46.5, 6.0 L	6', 15" RCP	356.15 / 356.13	0.27%
D-1075	81+46.5, 15.0 R	81+46.5, 6.0 L	18', 15" RCP	356.75 / 356.70	0.34%
D-1076	82+79.1, 6.0 L	81+46.5, 6.0 L	129', 18" RCP	353.78 / 353.54	0.18%
D-1081	84+76.6, 16.9 R	84+82.5, 15.9 R	3', 12" RCP	356.83 / 356.60	0.76%
D-1077	84+82.5, 6.0 L	82+79.1, 6.0 L	200', 18" RCP	354.25 / 353.88	0.18%
D-1080	84+82.5, 15.9 R	84+82.5, 6.0 L	18', 12" RCP	354.50 / 354.45	0.33%
D-1082	85+11.0, 21.5 R	84+82.5, 15.9 R	28', 12" RCP	356.09 / 356.00	0.30%
D-1079	85+82.5, 6.0 L	84+82.5, 6.0 L	107', 15" RCP	355.28 / 355.03	0.23%
D-1089	85+82.5, 15.0 L	85+82.5, 6.0 L	6', 15" RCP	358.27 / 358.24	0.35%
D-1071	85+82.5, 15.0 R	85+82.5, 6.0 L	18', 12" RCP	356.45 / 356.38	0.11%
D-1073	87+82.5, 6.0 L	85+82.5, 6.0 L	183', 15" RCP	357.21 / 356.76	0.33%

STRUCTURE TABLE					
ID	STATION, OFFSET	RIM	DIA.	SUMP	INVERTS
[X] BURIED DMH 4	81+85.5, -14.5 R	363.54	4.0	352.05	[F]- (716) INV IN = 355.05 [X]- (739) INV IN = 360.89 [F]- (717) INV OUT = 355.05
[X] CB 8229	81+83.5, 22.6 R	363.10	4.0	357.93	[X]- (738) INV OUT = 360.93
[X] DMH 11461	82+79.2, 18.0 R	363.21	4.0	352.25	[F]- (724) INV IN = 356.27 [X]- (736) [27] INV IN = 356.69 [F]- (718) INV OUT = 355.25
[X] BURIED DMH 3	83+61.1, 15.3 R	363.54	4.0	352.65	[X]- (735) INV IN = 360.62 [F]- (715) INV IN = 355.65 [F]- (724) INV OUT = 355.65
[X] CB 8187	83+61.6, 22.6 R	363.35	4.0	357.60	[X]- (735) INV OUT = 360.60
[X] CB 8186	84+72.9, 20.9 R	363.15	4.0	357.41	-[X]- (733) INV OUT = 360.41
[X] CB 8185	84+82.6, -21.1 L	363.71	4.0	357.80	-[X]- (731) INV OUT = 360.80
[X] BURIED DMH 2	86+75.3, 19.5 R	363.74	4.0	353.45	[F]- (713) INV IN = 358.45 [X]- (727) INV IN = 360.62 [F]- (714) INV OUT = 358.45
[X] CB 8228	86+81.8, 22.3 R	363.60	4.0	357.07	[X]- (727) INV OUT = 360.07

CONSTRUCTION NOTES:

1. [X] STRUCTURE TO BE REMOVED
   + REPLACE FRAME/COVER OR FRAME/GRATE
2. REMOVE EXISTING CONCRETE SLAB IN ROADWAY FROM STA.46+80 ± TO STA.90+73 ±.
   ** CONCRETE SLAB REMOVAL LIMITS ARE APPROXIMATE. ANY AND ALL CONCRETE SLAB ENCOUNTERED DURING CONSTRUCTION SHALL BE REMOVED AND PROCESSED AS INCLUDED IN ITEM No.202.8.

CITY OF CONCORD, N.H.

CIP35: PHASE 6 – US ROUTE 3 (VILLAGE ST.)
FISHERVILLE ROAD TO STARK STREET

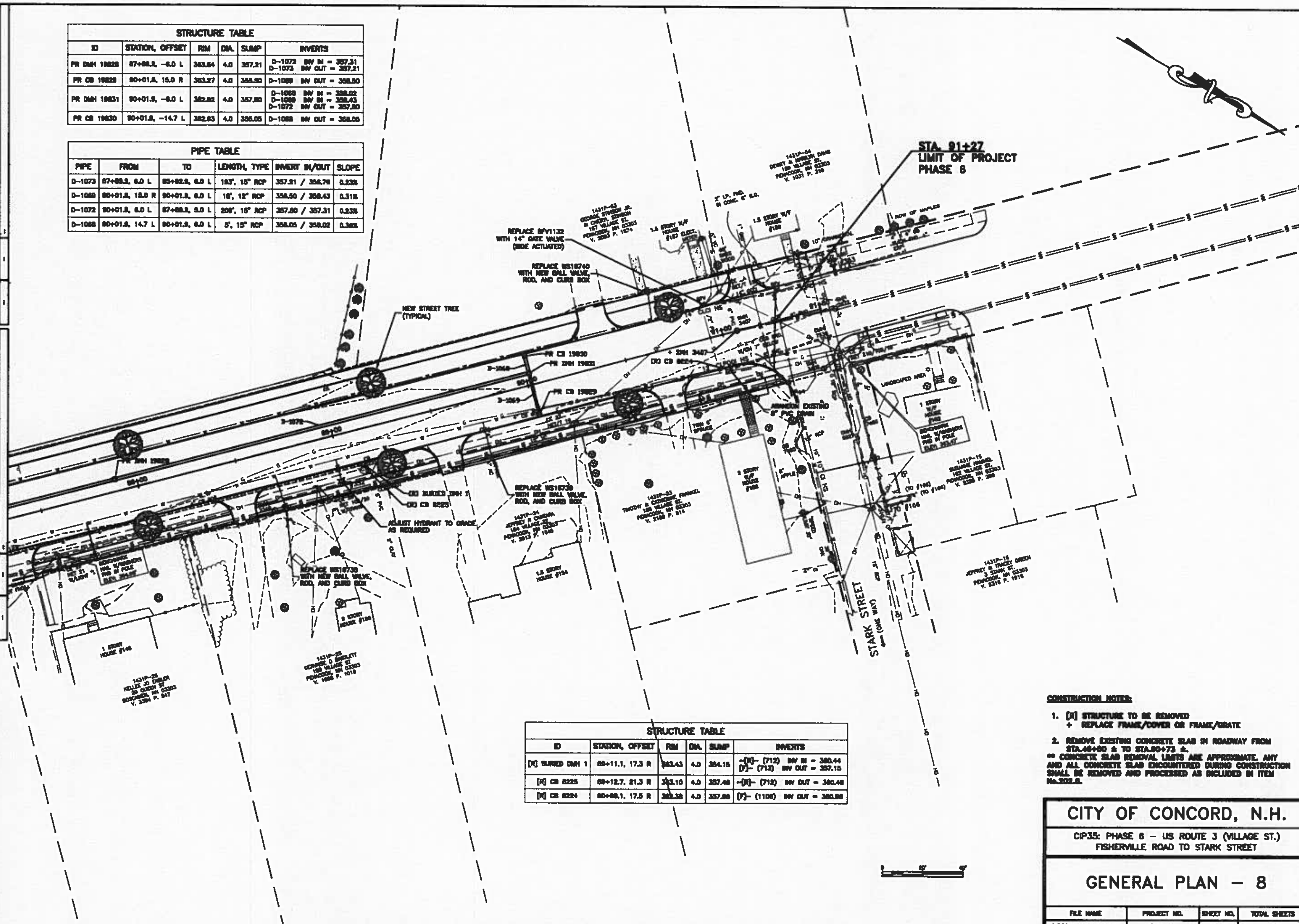
GENERAL PLAN – 7

FILE NAME	PROJECT NO.	SHEET NO.	TOTAL SHEETS
CIP35-PH6-ROWY.dwg	829-15	10	63

REVISIONS AFTER PROGRAM

NUMBER	DATE	DESCRIPTION
1	3/19/2015	ADDENDUM No.2: ALLEN STREET WATER MAIN CONNECTION

SURVEYED BY: RD SMOLLETT & ASSOC., INC. DATED FALL 2011
DESIGNED BY: CHF DATED MAY 2012/2013
DRAWN BY: CHF DATED MARCH 2013
CHECKED BY: JMK/DS DATED JANUARY 2015
PROJECT NO. CIP35 PHASE 6 – FISHERVILLE ROAD TO STARK STREET



STRUCTURE TABLE					
ID	STATION, OFFSET	RIM	DIA.	SUMP	INVERTS
PR DMH 19828	87+89.2, -6.0 L	363.64	4.0	357.21	D-1072 INV IN = 357.31 D-1073 INV OUT = 357.21
PR CB 19829	90+01.8, 15.0 R	363.27	4.0	355.50	D-1069 INV OUT = 358.50
PR DMH 19831	90+01.8, -6.0 L	362.82	4.0	357.80	D-1068 INV IN = 358.02 D-1069 INV IN = 358.43 D-1072 INV OUT = 357.80
PR CB 19830	90+01.8, -14.7 L	362.83	4.0	356.05	D-1068 INV OUT = 358.05

PIPE TABLE					
PIPE	FROM	TO	LENGTH, TYPE	INVERT IN/OUT	SLOPE
D-1073	87+89.2, 6.0 L	85+82.9, 6.0 L	193', 15" RCP	357.21 / 356.76	0.23%
D-1069	90+01.8, 15.0 R	90+01.8, 6.0 L	16', 12" RCP	358.50 / 358.43	0.31%
D-1072	90+01.8, 6.0 L	87+89.2, 6.0 L	209', 15" RCP	357.80 / 357.31	0.23%
D-1068	90+01.8, 14.7 L	90+01.8, 6.0 L	5', 15" RCP	358.05 / 358.02	0.36%

STRUCTURE TABLE					
ID	STATION, OFFSET	RIM	DIA.	SUMP	INVERTS
[X] BURIED DMH 1	89+11.1, 17.3 R	363.43	4.0	354.15	-[X]- (712) INV IN = 360.44 [?]- (713) INV OUT = 357.15
[X] CB 8225	89+12.7, 21.3 R	363.10	4.0	357.46	-[X]- (712) INV OUT = 360.46
[X] CB 8224	90+88.1, 17.5 R	362.38	4.0	357.96	[?]- (1106) INV OUT = 360.96

CONSTRUCTION NOTES:

1. [X] STRUCTURE TO BE REMOVED
   + REPLACE FRAME/COVER OR FRAME/GRATE
2. REMOVE EXISTING CONCRETE SLAB IN ROADWAY FROM STA.46+60 ± TO STA.80+73 ±.

** CONCRETE SLAB REMOVAL LIMITS ARE APPROXIMATE. ANY AND ALL CONCRETE SLAB ENCOUNTERED DURING CONSTRUCTION SHALL BE REMOVED AND PROCESSED AS INCLUDED IN ITEM No.202.6.

CITY OF CONCORD, N.H.

CIP35: PHASE 6 – US ROUTE 3 (VILLAGE ST.)
FISHERVILLE ROAD TO STARK STREET

GENERAL PLAN – 8

FILE NAME	PROJECT NO.	SHEET NO.	TOTAL SHEETS
CIP35-PH6-ROWY.dwg	B29-15	11	53

SURVEYED BY: RD BARTLETT & ASSOC. INC. DATE: FALL 2011
DESIGNED BY: CMT DATE: WINTER 2012/2013
DRAWN BY: CMT/EB DATE: SPRING 2013
CHECKED BY: JAM/ELR DATE: SPRING/SUMMER 2013
PROJECT INFO: CIP35 PHASE 6 – FISHERVILLE ROAD TO STARK STREET

NUMBER	DATE	DESCRIPTION

REVISIONS AFTER PROPOSAL

NUMBER	DATE	DESCRIPTION