GENERAL SYMBOLS

EXISTING	PROPOSED	
□ CB (OR GI, LB)	■ CB	CATCH BASIN (OR GUTTER INLET, OR LEACHING BASIN)
□□ CBCI (OR GICI)	■ CBCI (OR GICI)	CATCH BASIN (OR GUTTER INLET) WITH CURB INLET (GUTTERMOUTH)
		EDGESTONE–TYPE NOTED
		EDGE OF ROAD
○ EHH	● EHH	ELECTRIC HANDHOLE (NUMBER AS NOTED)
○ EMH	● EMH	ELECTRIC MANHOLE "
○ TMH	● TMH	TELEPHONE MANHOLE "
○ WMH	● WMH	WATER MANHOLE "
○ SMH	● SMH	SEWER MANHOLE "
○ DMH	● DMH	DRAINAGE MANHOLE "
○ GG	● GG	GAS GATE
○ WG	● WG	WATER GATE
○ CS	● CS	CURB STOP
Hyd	● HYD	HYDRANT
○ FA	● FA	FIRE ALARM BOX
○ PM	● PM	PARKING METER
LP	● LP	STREET LIGHT POLE
○ UP	● UP	UTILITY POLE
○ Guy	● GUY	GUY POLE
12" RCP D	21'–12"RCP D	DRAIN PIPE (UNDER 24")
	21'–24"RCP D	DRAIN PIPE (DOUBLE LINE 24" AND OVER)
8" VCP S	82'–8"VCP S	SEWER MAIN " "
E	E	ELECTRIC DUCT " "
4" HP G	8"GAS G	GAS MAIN " "
8" C.I. W	12"DI W	WATER MAIN " "
T	T	TELEPHONE DUCT " "
□ MB	■ MB	MAIL BOX
		HIGHWAY GUARD (TYPE NOTED)
x x	x o	FENCE (SIZE AND TYPE NOTED)
□ MHB	■ MHB	HIGHWAY/PROPERTY BOUND (TYPE NOTED)
LABEL/DATE	LABEL/DATE	CITY, TOWN, OR COUNTY LAYOUT
		STATE HIGHWAY LAYOUT (S.H.L.O.)
		EASEMENT LINE
℄	℄	PROPERTY LINE
NAME		CITY, TOWN, OR COUNTY BOUNDARY
NAME		STATE BOUNDARY
N00°00'00"E		BASE OR SURVEY LINE
	+57.59 10 P.C. N00°00'00"E	CONSTRUCTION BASELINE
		TREE (SIZE AND TYPE NOTED)
		APPROXIMATE FULL DEPTH AREA
	B–1	BORINGS, PAVEMENT CORES
	TP–1	TEST PIT
		HAYBALE

PAVEMENT MARKINGS AND SIGNING SYMBOLS

EXISTING	PROPOSED	
		PAVEMENT ARROW AND LEGEND
CW	CW	CROSSWALK, 2–12" WHITE LINES (WIDTH NOTED)
SL	SL	STOP LINE, 12" WHITE LINE 4.0' BEHIND CW (TYP)
		YIELD LINE, 24" x 36" WHITE TRIANGLE, 36" O.C.
SWCHL	SWCHL	SOLID WHITE CHANNELIZING LINE–SIZE AS NOTED
SYCHL	SYCHL	SOLID YELLOW CHANNELIZING LINE–SIZE AS NOTED
BWLL	BWLL	BROKEN WHITE LANE LINE – 4"
SWLL	SWLL	SOLID WHITE LANE LINE – 4"
DYCL	DYCL	DOUBLE YELLOW CENTERLINE – 4"
SYEL	SYEL	SOLID YELLOW EDGE LINE – 4"
SWL	SWL	SOLID WHITE EDGE LINE – 4"
BYLL	BYLL	BROKEN YELLOW LANE LINE – 4"
		BICYCLE LANE
		BICYCLE DETECTION LEGEND
Sign		SIGN AND POST
		DELINEATOR

SOUTHBOROUGH CONSERVATION COMMISSION ORDER OF CONDITIONS

1. A "SOIL STOCKPILE AREA" PLAN SHALL BE SUBMITTED TO THE COMMISSION OFFICE PRIOR TO THE START OF CONSTRUCTION IF IT IS DETERMINED THAT SAID MATERIAL WILL NOT BE IMMEDIATELY REMOVED ONCE EXCAVATED, OR IMMEDIATELY UTILIZED ONCE DELIVERED. STOCKPILES SHALL BE RINGED WITH AN EROSION CONTROL BARRIER.
2. SOUTHVILLE ROAD SHALL BE SWEPT DAILY, AS NEEDED, DURING THE COURSE OF CONSTRUCTION.
3. PRIOR TO THE COMMENCEMENT OF ANY EARTH MOVING ACTIVITY OR CONSTRUCTION, AN EROSION CONTROL BARRIER CONSISTING OF FIRMLY ANCHORED DOUBLE STAKED HAYBALES SHALL BE INSTALLED AS SHOWN ON THE PLANS. ONCE IN PLACE, PLEASE CALL THE CONSERVATION OFFICE AT 508–485–0710, EXT. 3024 FOR AN INSPECTION OF THE HAYBALES PRIOR TO THE START OF CONSTRUCTION.
4. THE EROSION CONTROLS SHALL BE INSPECTED PERIODICALLY AND THOSE SHOWING SIGNS OF DETERIORATION SHALL BE REPLACED IMMEDIATELY. THE EROSION CONTROLS SHALL REMAIN IN PROPER FUNCTIONING CONDITION UNTIL ALL DISTURBED AREAS HAVE BEEN STABILIZED WITH AN ADEQUATE VEGETATIVE COVER, AFTER WHICH THE STAKES SHALL BE REMOVED.
5. ALL FINAL EARTH GRADINGS SHALL BE PERMANENTLY STABILIZED BY THE APPLICATION OF LOAM AND SEED OR SOD.
6. AT NO TIME SHALL ANY DEBRIS OR OTHER MATERIAL BE BURIED OR DISPOSED OF WITHIN THAT LINE MARKED ON THE PLAN AS WETLAND.
7. SHOULD ANY EROSION OR SEDIMENTATION CONTROL MEASURES FAIL, IMMEDIATE ATTENTION WILL BE GIVEN BY THE APPLICANT OR HIS REPRESENTATIVE TO CORRECTING THE FAILURE AND TO RECTIFY ANY ADVERSE IMPACT FROM THE FAILURE, FOR EXAMPLE, BY THE REMOVAL OF ANY SILT OR DEBRIS THAT MAY HAVE BYPASSED THE CONTROL MEASURE. THE COMMISSION MUST BE NOTIFIED WITHIN 24 HOURS OF THE FAILURE.
8. DURING CONSTRUCTION FOR THIS PROJECT, AN ON SITE FOREMAN, DIRECTING ENGINEER OR DESIGNATED CONSTRUCTION MANAGER, SHALL HAVE A COPY OF THIS ORDER AT THE SITE, SHALL FAMILIARIZE HIM OR HERSELF WITH THE CONDITIONS OF THIS PERMIT, AND SHALL ADHERE TO SAID CONDITIONS. THE EXCAVATING SUBCONTRACTOR SHALL ALSO HAVE A COPY OF THIS ORDER AT THE SITE, SHALL FAMILIARIZE HIM OR HERSELF WITH THE CONDITIONS OF THIS PERMIT, AND SHALL ADHERE TO SAID CONDITIONS.
9. MATERIAL OF CONSTRUCTION AND EQUIPMENT SHALL BE STORED IN A MANNER AND LOCATION THAT WILL MINIMIZE THE COMPACTION OF SOILS AND THE CONCENTRATION OF RUNOFF.
10. ALL WASTE PRODUCTS, GRUBBED STUMPS, SLASH, CONSTRUCTION MATERIALS, ETC. SHALL BE DEPOSITED AT AN APPROVED LANDFILL AND SHALL BE NOT BE IN ANY MANNER INCORPORATED INTO THE PROJECT SITE WITH THE EXCEPTION OF THE REDUCTION OF STUMPS AND SLASH TO MULCH.
11. USED PETROLEUM PRODUCTS RESULTING FROM THE MAINTENANCE OF CONSTRUCTION EQUIPMENT AND CONSTRUCTION DEBRIS SHALL BE COLLECTED AND DISPOSED OF OFF SITE. NO ON SITE DISPOSAL OF THESE ITEMS IS ALLOWED.
12. SERVICING OF EQUIPMENT, (FUELING, CHANGING, ADDING OR APPLYING LUBRICANTS OR HYDRAULIC FLUIDS) MUST BE DONE OUTSIDE THE BUFFER ZONE. EQUIPMENT MUST BE MAINTAINED TO PREVENT LEAKAGE OR DISCHARGE OF POLLUTANTS. OVERNIGHT STORAGE OF EQUIPMENT MUST BE A MINIMUM OF FIFTY FEET FROM THE WETLAND BOUNDARY.

GENERAL NOTES

1. TOPOGRAPHICAL INFORMATION AND PROPERTY LINES SHOWN ARE BASED UPON AN ACTUAL FIELD SURVEY CONDUCTED BY VANASSE HANGEN BRUSTLIN, INC. IN MARCH 2009 AND FROM DEEDS AND PLANS OF RECORD. ELEVATIONS SHOWN ON THIS PLAN REFER TO NGVD OF 1988.
2. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND SHALL BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.
3. WHERE AN EXISTING UTILITY IS FOUND TO CONFLICT WITH THE PROPOSED WORK, THE LOCATION, ELEVATION AND SIZE OF THE UTILITY SHALL BE ACCURATELY DETERMINED WITHOUT DELAY BY THE CONTRACTOR, AND THE INFORMATION FURNISHED TO THE ENGINEER FOR RESOLUTION OF THE CONFLICT.
4. THE CONTRACTOR SHALL ALTER THE MASONRY OF THE TOP SECTION OF ALL EXISTING DRAINAGE STRUCTURES AS NECESSARY FOR CHANGES IN GRADE, AND RESET ALL WATER AND DRAINAGE FRAMES, GRATES AND BOXES TO THE PROPOSED FINISH SURFACE GRADE. REQUIRED NEW MASONRY SHALL BE CLAY BRICK CONFORMING TO M4.05.2.
5. THE CONTRACTOR SHALL MAKE ALL ARRANGEMENTS FOR THE ALTERATION AND ADJUSTMENT OF GAS, ELECTRIC, TELEPHONE AND ANY OTHER PRIVATE UTILITIES BY THE UTILITY COMPANIES.
6. EXISTING UTILITY POLES WILL BE RELOCATED BY OTHERS (IF REQUIRED).
7. TREES AND SHRUBS WITHIN THE LIMITS OF GRADING SHALL BE REMOVED ONLY UPON APPROVAL OF THE ENGINEER.
8. AREAS OUTSIDE THE LIMITS OF PROPOSED WORK DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY THE CONTRACTOR TO THEIR ORIGINAL CONDITION AT NO EXPENSE TO THE OWNER.
9. THE TERM "PROPOSED" (PROP) MEANS WORK TO BE CONSTRUCTED USING NEW MATERIALS OR, WHERE APPLICABLE, RE–USING EXISTING MATERIALS IN SUITABLE CONDITION IDENTIFIED AS "REMOVE AND RESET" (R&R).
10. JOINTS BETWEEN HOT MIX ASPHALT ROADWAY PAVEMENT AND SAWCUT EXISTING PAVEMENT SHALL BE SEALED WITH BITUMEN AND BACKSANDED.
11. ALL EXISTING SIGNS WITHIN THE PROJECT LIMITS SHALL BE REMOVED AND RESET UNLESS INDICATED OTHERWISE ON THE DRAWINGS.
12. ALL LATERAL DRAIN PIPES SHALL BE INSTALLED WITH A PITCH OF .005 FOOT PER FOOT (MINIMUM) UNLESS NOTED OTHERWISE ON THE DRAWINGS.
13. ALL EXISTING GRANITE CURB & EDGING IN SUITABLE CONDITION SHALL BE RE–USED IN THE PROPOSED WORK, EXCEPT CURVED STONES OF A DIFFERENT RADIUS THAN PROPOSED CURB.
14. ALL PROPOSED HOT MIX ASPHALT CURB SHALL BE MHD TYPE 3.
15. ALL EXISTING STATE, COUNTY, CITY, AND TOWN LOCATION LINES AND PRIVATE PROPERTY LINES HAVE BEEN ESTABLISHED FROM AVAILABLE INFORMATION AND THEIR EXACT LOCATION ARE NOT GUARANTEED.

ABBREVIATIONS

GENERAL

ABAN	ABANDON	NTS	NOT TO SCALE
ADJ	ADJUST	PGL	PROFILE GRADE LINE
APPROX	APPROXIMATE	PROP	PROPOSED
BIT	BITUMINOUS	PVM'T	PAVEMENT
BOS	BOTTOM OF SLOPE	REM	REMOVE
(BO)	BY OTHERS	REMOD	REMODEL
CLF	CHAINLINK FENCE	RET	RETAIN
CONC	CONCRETE	R&D	REMOVE AND DISCARD
ELEV	ELEVATION	R&R	REMOVE AND RESET
EOP	EDGE OF PAVEMENT	R&S	REMOVE AND STACK
EXIST	EXISTING	RT	RIGHT
FND	FOUNDATION	STA	STATION
GRAN	GRANITE	TEMP	TEMPORARY
HMA	HOT MIX ASPHALT	TOS	TOP OF SLOPE
LOAM	LOAM BORROW	TYP	TYPICAL
LOG	LIMIT OF GRADING		
LT	LEFT		
MAX	MAXIMUM		
MIN	MINIMUM		

UTILITIES

ACCMP	ASHPALT COATED CORRIGATED METAL PIPE
CAP	CORRUGATED ALUMINUM PIPE
CIP	CAST IRON PIPE
CIT	CHANGE IN TYPE
COND	CONDUIT
DIP	DUCTILE IRON PIPE
FES	FLARED END SECTION
F&C	FRAME AND COVER
F&G	FRAME AND GRATE
HDPE	HIGH DENSITY POLYETHYLENE PIPE
HW	HEADWALL
HYD	HYDRANT
INV	INVERT
PVC	POLYVINYLCHLORIDE PIPE
PWW	PAVED WATER WAY
RCP	REINFORCED CONCRETE PIPE
TSV&B	TAPPING SLEEVE VALVE AND BOX
UP	UTILITY POLE

ALIGNMENT/GRADING

BC	BOTTOM OF CURB
CC	CENTER OF CURVE
HP	HIGH POINT
LP	LOW POINT
PC	POINT OF CURVE
PI	POINT OF INTERSECTION
PNT	POINT
PCC	POINT OF COMPOUND CURVE
PRC	POINT OF REVERSE CURVE
PT	POINT OF TANGENT
TC	TOP OF CURB
25.45	SPOT ELEVATION