



Victoria F. Sheehan
Commissioner

**THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION**

District 2 Office, 8 Eastman Hill Rd., Enfield, NH 03748 (603) 448-2654



William Cass, P.E.
Assistant Commissioner

DRIVEWAY PERMIT

To: Frank Anzalone
PO Box 1016
New London, NH 03257

City/Town: New London
Route/Road: NH 114 (S0000114)
Patrol Section: 214
Tax Map: 73
Lot: 046
Development:

Permit #: 02-335-0042
District: 02
Permit Date 10/19/2018

Permission is hereby granted to construct (alter) a driveway, entrance, exit or approach adjoining NH 114 (S0000114), pursuant to the location and specifications as described below. Failure to adhere to the standards and engineering drawings previously approved shall render this instrument null and void. Failure to start or complete construction of said facility within one calendar year of the date of this permit shall require application for permit extension or renewal in accordance with the Driveway Access Rules. Facilities constructed in violation of the permit specifications or the rules, shall be corrected immediately upon notification by a Department representative. Any cost by the State to correct deficiencies shall be fully borne by the landowner. The landowner shall defend, indemnify and hold harmless the Department and its duly appointed agents and employees against any action for personal injury and/or property damage sustained by reason of the exercise of this permit.

Drive 1

Location: Approximately 0.07 miles south of Little Sunapee Road intersection on the west side of NH 114 (S0000114).
SLD Station: 19245 (left) GPS: 43.419989 N 71.991713 W.

Specifications: This permit authorizes a paved access to be used as a Commercial drive. Any change in use, increase in use or reconstruction of the driveway requires reapplication.

The right-of-way line is located 33 feet from and parallel to the centerline of the highway. The entrance shall be graded so that the surface of the drive drops 3 inches at a point 6 feet from NH 114 (S0000114) edge of pavement to create a drainage swale.

The driveway shall not exceed 24 feet in width. The entrance of the drive may be flared; typically the flare radius is one half the driveway width.

The current gravel parking area is to be removed, and the area restored to road shoulder and grass lawn as per project plans.

All business signs and utility poles are to be installed within the property and not in the State right-of-way.

This proposed driveway is to provide access to an office building on Tax Map 73 Lot 47 in New London.

Other Conditions:

No structures, including buildings, permanent or portable signs, lights, displays, fences, walls, etc. shall be permitted on, over or under the Highway Right of Way.

No parking, catering or servicing shall be conducted within the Highway Right of Way.

The applicant shall comply with all applicable ordinances and regulations of the municipality or other State Agencies.

The Department has relied on the title and subdivision information provided by the landowner. The Department has not performed additional title research and makes no warranty or representation concerning landowner's legal right to access. In the event of a dispute about the landowner's legal right to the access provided herein, the landowner will defend and indemnify the Department.

Reference Plans: "Atom Properties, Site Plan" last revised on 10/3/2018 by Frank Anzalone Associates. These plans must be at the permit site at all times.

Property Owner shall pre-post the approved and signed NHDOT District 2 Driveway Permit at a location so that it is readily visible from the accessing State roadway during the construction of the driveway.

Property Owner shall grade the driveway limits so that, including during construction, no stormwater runoff flows onto the State of New Hampshire roadway or shoulders. Site drainage shall not be permitted to cause ponding, ice or ice build-up in the right-of-way.

Property Owner shall not flare the end of the driveway onto the abutting properties.

Property Owner is responsible for establishing a temporary construction phase and then permanent erosion-free and stable driveway entrance and for maintaining the performance of such. Property Owner shall also install an effective stone-tracking control pad at the entrance of the driveway to minimize any possible sediment migration onto the roadway. The drive apron/entrance shall be constructed of a suitable crushed stone product for a minimum distance of seventy-five (75) feet from the edge of shoulder and twelve (12) feet wide to minimize tracking on to the highway (refer to the Engineer's typical 'Temporary Construction Exit' detail). The Property Owner is responsible for maintaining the performance of the tracking pad, if sediment is tracked onto the State roadway, then a new stone tracking control pad shall be immediately installed.

Property Owner shall install the necessary erosion and sediment control measures during the construction and use of the driveway. All erosion and sediment control measures shall be maintained and remain in place until substantial vegetation growth has occurred.

Upon completion of the construction of the permitted driveway and other priority permanent features, Property Owner shall fine grade the adjacent areas to manage stormwater runoff, apply loam and seed or otherwise permanently stabilize all disturbed surface side areas.

Property Owner shall be responsible for maintaining the driveway permanently and establishing satisfactory adjacent drainage away from the State road and also accomplish and maintain all necessary removal of vegetation including clearing of brush, trees, etc., snow, or other vision obstructing materials, so that the 400 feet minimum sight distances in both directions are not inhibited when entering/exiting the driveway. Property Owner shall not place/store any snow within the State right-of-way. Parking or storing any supplies, equipment and/or vehicles in the State right-of-way shall be prohibited.

Property Owner shall be responsible for the maintenance of driveway, ditches, side slopes and other permanent structures or surface features, and establishing satisfactory adjacent drainage away from the State road. Disturbance, wetting, silting or damage to the roadway is prohibited, including for seasonal factors.

Copies: District, Town, Patrolman

Approved



Assistant District Engineer
For Director of Administration

TEMPORARY CONSTRUCTION EXIT

GENERAL DESCRIPTION

A stabilized construction exit consists of a pad of stone aggregate placed on a geotextile filter fabric, located at any point where traffic will be leaving a construction site to an existing access road way or other paved surface. Its purpose is to reduce or eliminate the tracking of sediment onto public roads by construction vehicles. This helps protect receiving waters from sediment carried by stormwater runoff from public roads.

CONSIDERATIONS

- Only construction traffic *leaving* the site is required to use the temporary stabilized exit. Consider providing a separate, unprotected, entrance for traffic entering the site. This will increase the longevity of the stabilized exit by eliminating heavy loads entering the site and reducing the total traffic over the device.
- Locate construction entrances and exits to limit sediment leaving the site and to provide for maximum utility by all construction vehicles. Avoid entrances that have steep grades and entrances at curves in public roads.
- The entrance should be maintained in a condition that will prevent tracking or flowing of sediment onto public rights-of-way. This may require periodic top dressing with additional stone as conditions demand, and repair and/or maintenance of any measures used to trap sediment.

MAINTENANCE REQUIREMENTS

The exit should be maintained in a condition that will prevent tracking of sediment onto public rights-of-way.

- When the control pad becomes ineffective, the stone should be removed along with the collected soil material, regraded on site, and stabilized. The entrance should then be reconstructed.
- The contractor should sweep the pavement at exits whenever soil materials are tracked onto the adjacent pavement or traveled way.
- When wheel washing is required, it should be conducted on an area stabilized with aggregate, which drains into an approved sediment-trapping device. All sediment should be prevented from entering storm drains, ditches, or waterways.

SPECIFICATIONS

Temporary construction exits should meet the following requirements:

- The minimum stone used should be 3-inch crushed stone.
- The minimum length of the pad should be 75 feet, except that the minimum length may be reduced to 50 feet if a 3-inch to 6-inch high berm is installed at the entrance of the project site.
- The pad should extend the full width of the construction access road or 10 feet, whichever is greater.
- The pad should slope away from the existing roadway.
- The pad should be at least 6 inches thick.
- A geotextile filter fabric should be placed between the stone pad and the earth surface below the pad.

- The pad should be maintained or replaced when mud and soil particles clog the voids in the stone such that mud and soil particles are tracked off-site.
- Natural drainage that crosses the location of the stone pad should be intercepted and piped beneath the pad, as necessary, with suitable outlet protection.

