

NOI SUBMISSION

LOUISE DRIVE EXTENSION

LOCATED ON LOUISE DRIVE
FRANKLIN, MASSACHUSETTS

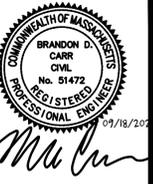
ASSESSOR'S PLAT 339 LOTS 9, 13-16 & ASSESSOR'S PLAT 349 LOT 2



SHEET INDEX

- I COVER SHEET
- 2 AERIAL HALF MILE RADIUS
- 3 NOTES AND LEGEND
- 4 EXISTING CONDITIONS PLAN
- 5 SOIL EROSION & SEDIMENT CONTROL PLAN
- 6 SITE PLAN
- 7 GRADING AND DRAINAGE PLAN
- 8 PLAN AND PROFILE
- 9 POND COMPLEX DETAILS
- 10 WETLAND CROSSING PLAN
- II DETAIL SHEET

SWPPP / O&M
THE STORMWATER POLLUTION PREVENT PLAN (SWPPP)
AND STORMWATER OPERATION AND MAINTENANCE PLAN
(O&M) ARE REQUIRED DOCUMENTS WITH THIS PLAN SET
AND MUST BE MAINTAINED BY THE CONTRACTOR AND
OWNER ON SITE.



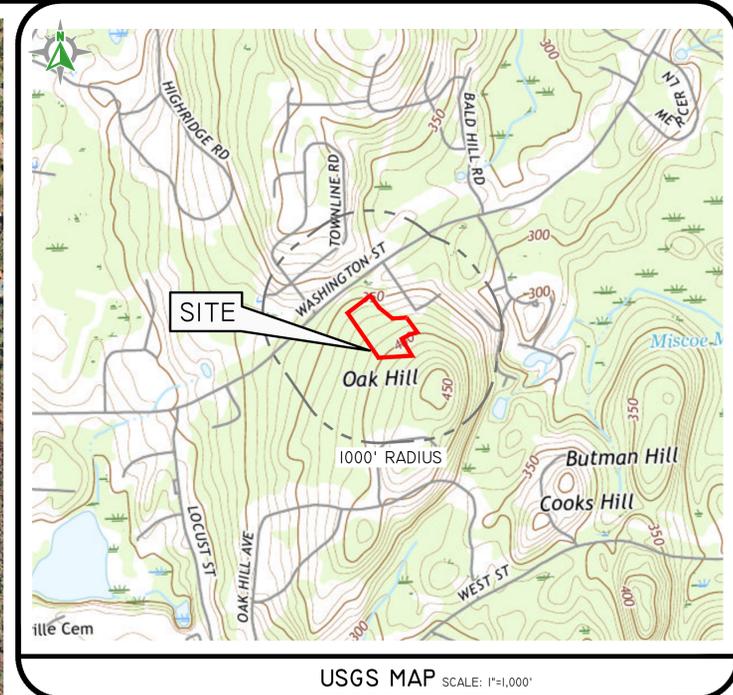
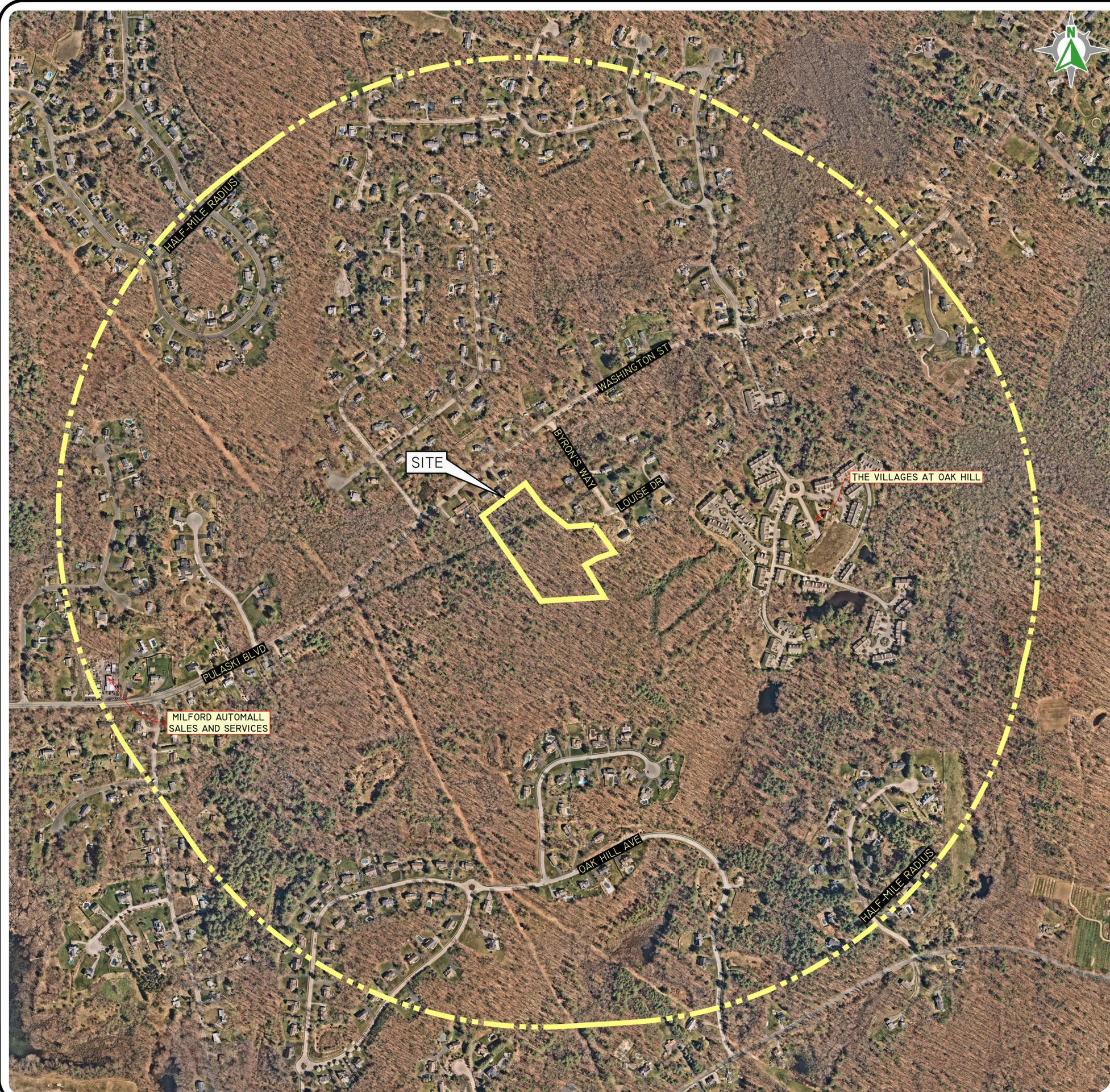
THIS PLAN SET MUST NOT BE USED FOR CONSTRUCTION PURPOSES
UNLESS APPROVED BY THE REGISTERED PROFESSIONAL ENGINEER OF DIPRETE
ENGINEERING.
DIPRETE ENGINEERING ONLY WARRANTS PLANS ON A DIPRETE
PROFESSIONAL ENGINEER OF DIPRETE ENGINEERING, DIPRETE
PROFESSIONAL ENGINEER'S SEAL, AND THE PROFESSIONAL ENGINEER'S
NAME AND LICENSE NUMBER. DIPRETE ENGINEERING, DIPRETE
ENGINEERING ASSOCIATES, INC., AND DIPRETE ENGINEERING
CONSULTANTS, INC. SHALL NOT BE RESPONSIBLE FOR THE
METHODS, SAFETY, PRECAUTIONS AND REQUIREMENTS, AND OSHA
DESIGN.
EXISTING UTILITIES SHOWN ON THIS PLAN ARE APPROXIMATE.
DIPRETE ENGINEERING ASSUMES NO RESPONSIBILITY FOR
THE ACCURACY OF ANY UTILITIES SHOWN ON THIS PLAN.
SEE UTILITY NOTE ON SHEET 3.

NOI SUBMISSION	B.E.G.
DATE	BT
DESCRIPTION	DESIGN BY: B.E.G.
DRAWN BY: B.E.G.	

COVER SHEET
LOUISE DRIVE EXTENSION
ASSESSOR'S PLAT 339 LOT 9, 13-16 & ASSESSOR'S PLAT 349 LOT 2
FRANKLIN, MASSACHUSETTS
PREPARED FOR:
PAUL LONGOBARDI
18 JAMES STREET
FRANKLIN, MASSACHUSETTS 02038

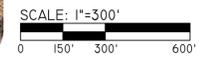
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Z:\DEPT\PROJECTS\1342-001 LOUISE DRIVE\AUTOCAD DRAWINGS\1342-001-C\ARDWG PLOTTER 9/18/2024



USGS MAP SCALE: 1"=1,000'

PHOTO OBTAINED FROM NEARMAP.
DATE OF PHOTOGRAPHY 04/09/2024.



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Boston • Providence • Newport

COMMONWEALTH OF MASSACHUSETTS
 BRANDON D. CARP
 No. 51472
 REGISTERED PROFESSIONAL ENGINEER

Brandon D. Carp 07/18/2024

THIS PLAN SET MUST NOT BE USED FOR CONSTRUCTION PURPOSES UNLESS APPROVED BY A REGISTERED PROFESSIONAL ENGINEER OF DIPRETE ENGINEERING.

DIPRETE ENGINEERING ONLY WARRANTS PLANS ON A DIPRETE PROFESSIONAL ENGINEER OF DIPRETE ENGINEERING. DIPRETE PROFESSIONAL ENGINEER ASSUMES NO RESPONSIBILITY FOR THE CONSTRUCTION OF ANY PART OF THE WORK. THE USER OF THESE PLANS IS RESPONSIBLE FOR VERIFYING THE ACCURACY OF ALL UTILITIES, PRECAUTIONS AND REQUIREMENTS, AND OSHA DESIGN STANDARDS IN THE IMPLEMENTATION OF THIS PLAN AND DESIGN.

EXISTING UTILITIES SHOWN ON THIS PLAN ARE APPROXIMATE. DIPRETE ENGINEERING ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF ANY UTILITIES SHOWN ON THIS PLAN. SEE 'UTILITY NOTE' ON SHEET 3.

NO.	DATE	NO. SUBMISSION	DESCRIPTION	DESIGN BY:	B.E.G.
1	02/18/2024	1	FOR SUBMISSION		B.E.G.
2					B.T.

DRAWN BY: B.E.G.

AERIAL HALF MILE RADIUS
LOUISE DRIVE EXTENSION
 ASSESSOR'S PLAT 339 LOT 9, 13-16 & ASSESSOR'S PLAT 349 LOT 2
 FRANKLIN, MASSACHUSETTS

PREPARED FOR:
PAUL LONGOBARDI
 18 JAMES STREET
 FRANKLIN, MASSACHUSETTS 02038

DE JOB NO. 1342-001 COPYRIGHT 2024 BY DIPRETE ENGINEERING ASSOCIATES, INC.

GENERAL NOTES:

- 1. THE SITE IS LOCATED ON THE TOWN OF FRANKLIN ASSESSOR'S PLAT 339 LOTS 9, 13-16 AND ASSESSOR'S PLAT 349 LOT 2.
2. THE SITE IS APPROXIMATELY 8.9 ACRES AND IS ZONED RR-1.
3. THE OWNERS OF AP 339 LOTS 9, 13-16 AND AP 349 LOT 2 IS: PAUL A. AND JOANNE LONGOBARDI 18 JAMES STREET FRANKLIN, MA 02038
4. THIS SITE IS LOCATED IN FEMA FLOOD ZONE X. REFERENCE FEMA FLOOD INSURANCE RATE MAP 25010302E, MAP REVISED JULY 17, 2012.
5. ZONE X (UNSHADED) - THIS SITE IS LOCATED IN FEMA FLOOD ZONE X, WHICH ARE AREAS WHERE THERE IS MINIMAL FLOODING.
6. THE BOUNDARY LINE AS SHOWN ON THE ENGINEERING PLAN SET DEPICTS THE RESULTS OF A BOUNDARY RETRACEMENT SURVEY AS PERFORMED BY DIPRETE ENGINEERING...
7. THE FOLLOWING DOCUMENTS ARE CONSIDERED PART OF THE PROJECT PLANS AND THE CONTRACTOR/OWNER MUST MAINTAIN THESE DOCUMENTS AS PART OF A FULL PLAN SET:
8. THIS PLAN SET REFERENCES MASSDOT HIGHWAY DIVISION STANDARD DETAILS (DESIGNATED AS MASSDOT STD XXX.X.X). MASSDOT STANDARD DETAILS ARE AVAILABLE FROM MASSDOT AND ONLINE AT HTTPS://WWW.MASS.GOV/LISTS/CONSTRUCTION-DETAILS
9. THE SITE IS TO BE SERVICED BY PRIVATE WELL AND PRIVATE OWTS.
10. PROPOSED RIGHTS OF WAY ARE TO BE 56' WIDE WITH 26' WIDE PAVEMENT (13' TRAVEL LANES AND 1' SLANTED CURB ON EACH SIDE).
11. THE DRAINAGE SYSTEM IS DESIGNED TO MEET THE FRANKLIN SUBDIVISION AND LAND DEVELOPMENT REGULATIONS WITH THE USE OF CATCH BASINS, CULVERTS, AND UNDERGROUND DRAINAGE BASINS.
12. THE ROADWAY IS PROPOSED TO BE BUILT IN (I) PHASE
13. SOIL EVALUATIONS WERE COMPLETED DIPRETE ENGINEERING ON 05-23-2024.
14. WETLAND EDGE DELINEATED BY DIPRETE ENGINEERING AND SURVEYED BY DIPRETE ENGINEERING USING SUBMETER GPS ON 11-17-2023 AND 05-04-2024.
15. ANY PROPRIETARY PRODUCTS REFERENCED IN THIS PLAN SET ARE REPRESENTATIVE OF THE MINIMUM DESIGN REQUIREMENTS FOR THE PURPOSE THEY PROPOSE TO SERVE.
16. THIS PLAN SET MAY REFERENCE AND/OR INCLUDE REPRODUCTIONS OF PROPRIETARY PRODUCTS/DETAILS BY OTHERS, AND/OR THEIR ASSOCIATED SPECIFICATIONS, ANY REFERENCED OR REPRODUCED PROPRIETARY PRODUCT OR DETAIL BY OTHERS THAT IS SHOWN ON CEOR PLANS IS STRICTLY FOR INFORMATION/SPECIFICATION PURPOSES ONLY.

LAYOUT AND MATERIALS:

- 1. DIMENSIONS ARE FROM THE FACE OF CURB, FACE OF BUILDING, FACE OF WALL, AND CENTER LINE OF PAVEMENT MARKINGS UNLESS OTHERWISE NOTED.
2. CURBING MUST BE 6" SLOPED GRANITE OR AS LABELED ON THE PLANS.
3. SIDEWALK MUST BE CONCRETE OR AS LABELED ON THE PLANS.
4. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MEET ALL SIGNAGE AND PAVEMENT MARKING REQUIREMENTS OF THE MUTCD AND AUTHORITIES HAVING JURISDICTION, REGARDLESS OF ITEMS SHOWN (OR NOT SHOWN) ON THIS PLAN SET.
5. SYMBOLS AND LEGENDS OF PROJECT FEATURES ARE GRAPHIC REPRESENTATIONS AND ARE NOT NECESSARILY SCALED TO THEIR ACTUAL DIMENSIONS OR LOCATIONS ON THE DRAWINGS.
6. THE HOUSES ARE NOT SHOWN ON PLANS AND WILL BE DESIGNED PRIOR TO FUTURE CONSERVATION COMMISSION AND BUILDING PERMIT APPLICATIONS AS APPLICABLE.
7. CONTROL POINTS, PROPOSED BOUNDS, AND ANY EXISTING PROPERTY LINE MONUMENTATION DISTURBED DURING CONSTRUCTION MUST BE SET OR RESET BY A PROFESSIONAL LICENSED SURVEYOR.
8. CONTRACTOR MUST NOT RELY SOLELY ON ELECTRONIC VERSIONS OF PLANS, SPECIFICATIONS, AND DATA FILES THAT ARE OBTAINED FROM THE CEOR.
9. ALL GUARDRAIL ONSITE MUST BE STEEL BACKED TIMBER GUARDRAIL WITH STEEL POSTS, IN CONFORMANCE WITH SECTION 5.4.1.10 'MERRITT PARKWAY AESTHETIC GUARDRAIL' OF THE AASHTO ROADSIDE DESIGN GUIDE 4TH EDITION 2001.
10. INFRARED TREATMENT OF PAVEMENT IS REQUIRED AT ALL CURB CUTS, ANY DISTURBED PAVEMENT ON ROADWAYS AND WHERE ANY NEW PAVEMENT MEETS EXISTING PAVEMENT.
11. ALL EXISTING PAVEMENT MARKING REMOVED AS INCIDENTAL DURING CONSTRUCTION MUST BE REPLACED IN-KIND FOLLOWING COMPLETION OF CONSTRUCTION UNLESS OTHERWISE NOTED.
12. NEW PAVEMENT MARKING MUST BE FAST DRYING TRAFFIC PAINT, MEETING THE REQUIREMENTS OF AASHTO M248 TYPE F. PAINT MUST BE APPLIED AS SPECIFIED BY THE MANUFACTURER.

SOIL INFORMATION:

(REFERENCE: USDA NATURAL RESOURCES CONSERVATION SERVICE) SOIL NAME DESCRIPTION

Table with 2 columns: Soil Code, Soil Description, HSG. Rows include 302C, 103D, 104C with descriptions like MONTAUK FINE SANDY LOAM and HOLLIS-ROCK OUTCROP-CHARLTON COMPLEX.

SOIL EROSION AND SEDIMENTATION CONTROL NOTES:

- 1. THE CONTRACTOR IS RESPONSIBLE FOR ALL SOIL EROSION AND SEDIMENT CONTROL ON SITE WHICH MUST BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE APPLICABLE REGULATIONS AND AUTHORITY HAVING JURISDICTION.
2. ALL EROSION CONTROL INCLUDING (BUT NOT LIMITED TO) TEMPORARY SWALES, ETC. MUST BE INSTALLED PER THE LATEST EDITION OF THE MASSACHUSETTS EROSION AND SEDIMENT CONTROL GUIDELINES FOR URBAN AND SUBURBAN AREAS (MESCG) AND THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP).
3. TEMPORARY SWALES MUST BE USED TO CONTROL RUNOFF DURING CONSTRUCTION OF THE PROPOSED SITE WORK.
4. ONCE THE POTENTIAL SEDIMENT TRAPS ARE NO LONGER REQUIRED AND ALL TRIBUTARY AREAS HAVE BEEN STABILIZED, THE TEMPORARY SEDIMENT TRAPS MUST BE CLEANED AND BROUGHT TO FINAL DESIGN GRADES.
5. INLET PROTECTION MUST BE INSTALLED ON ALL CATCH BASINS ONCE CONSTRUCTED.
6. FOR SEQUENCE OF CONSTRUCTION, PROJECT PHASING AND CONSTRUCTION PHASING, SEE SWPPP PLAN.
7. CONTRACTOR MAY MODIFY SEQUENCE OF CONSTRUCTION WITH APPROVAL FROM THE CEOR AND OWNER.
8. IF CONCRETE TRUCKS ARE WASHED OUT ON SITE, ALL WASHOUT MUST BE PERFORMED IN THE DESIGNATED CONCRETE WASHOUT AREA.
9. SLOPES STEEPER THAN 3:1 REQUIRE TEMPORARY EROSION CONTROL BLANKETS.
10. AT THE COMPLETION OF CONSTRUCTION AND PRIOR TO DEMOBILIZATION, CONTRACTOR MUST FLUSH AND CLEAN THE ENTIRE DRAINAGE NETWORK.

DEMOLITION NOTES:

- 1. CONTRACTOR MUST NOTIFY 'DIG SAFE' AT 811 (OR 1-888-344-7233) A MINIMUM OF 72 HOURS BEFORE EXCAVATING.
2. CONTRACTOR MUST OBTAIN ALL FEDERAL, STATE, AND MUNICIPAL APPROVALS PRIOR TO THE START OF CONSTRUCTION.
3. CONTRACTOR MUST PERFORM DAILY SWEEPING AT CONSTRUCTION ENTRANCE DURING DEMOLITION AND CONSTRUCTION TO MINIMIZE SEDIMENTS ON EXISTING DRIVEWAYS.
4. ANY EXISTING BUILDING(S) AND PROPERTY PROPOSED TO REMAIN THAT ARE DAMAGED BY OR REMOVED AS INCIDENTAL DURING UTILITY CONNECTION/ ELECTRICAL INSTALLATION INCLUDING (BUT NOT LIMITED TO) CURB IN THE ROW MUST BE REPLACED IN KIND FOLLOWING COMPLETION OF WORKS.
5. CONTRACTOR IS RESPONSIBLE FOR REMOVING AND LEGALLY DISPOSING (RSD) ALL MATERIALS INDICATED ON THE PLANS UNLESS SPECIFIED OTHERWISE HERE IN.
6. IN ADDITION TO THOSE AREAS SPECIFICALLY DESIGNATED ON THE PLANS, ALL DISTURBED AREAS, INCLUDING THE CONTRACTOR'S STOCKPILE AND STAGING AREAS WITHIN THE LIMIT OF WORK, MUST BE RESTORED TO MATCH THE DESIGN PLANS.
7. CONTRACTOR MUST DOCUMENT LOCATION OF ALL SUBSURFACE UTILITIES REMAINING IN PLACE AFTER DEMOLITION (ACTIVE AND INACTIVE/ABANDONED).
8. ACTIVE UTILITY LINES AND STRUCTURES NOT SPECIFICALLY NOTED ON PLANS, BUT WHICH ARE ENCOUNTERED TO BE IN CONFLICT WITH THE PROPOSED WORK, MUST BE EXTENDED, PROTECTED, OR REWORKED BY THE CONTRACTOR AS DIRECTED OR REQUIRED BY THE UTILITY ENTITY OR OWNER UNLESS OTHERWISE NOTED.
9. CONTRACTOR MUST COORDINATE THE CUTTING AND CAPPING OF ALL UTILITIES WITH THE OWNER, THE MUNICIPALITY, AND ALL APPLICABLE UTILITY ENTITIES HAVING JURISDICTION.
10. INACTIVE SUBSURFACE UTILITIES NOT IN CONFLICT WITH THE PROPOSED WORK AREA MAY BE ABANDONED IN PLACE WITH WRITTEN PERMISSION FROM THE OWNER.

TRAFFIC NOTES:

- 1. ALL TRAFFIC CONTROL MUST CONFORM TO THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) CURRENT EDITION.
2. DURING CONSTRUCTION, TRAFFIC CONES MUST BE USED FOR SEPARATION OF ACTIVE TRAFFIC FROM WORK ZONE PER MUTCD REQUIREMENTS.
3. DURING CONSTRUCTION FLAGGERS MUST BE EMPLOYED TO ENSURE SAFETY FOR INTERACTION OF CONSTRUCTION VEHICLES AND ACTIVE TRAFFIC.
4. ALL SIGNS, FLAGGERS, TRAFFIC CONTROL DEVICES, AND TEMPORARY TRAFFIC ZONE ACTIVITIES MUST MEET THE REQUIREMENTS OF THE MANUAL ON UNIFORM TRAFFIC (MUTCD) LATEST EDITION AND SUBSEQUENT ADDENDA.
5. TEMPORARY CONSTRUCTION SIGNS MUST BE MOUNTED ON MASSDOT APPROVED SUPPORTS AND MUST BE REMOVED OR COVERED WHEN NOT APPLICABLE.

AS-BUILT NOTES:

ALL COMPONENTS OF THE DRAINAGE, SEWER, AND WATER SYSTEMS MUST BE FIELD LOCATED PRIOR TO COVERING. NOTIFY SURVEYOR A MINIMUM OF SEVENTY-TWO (72) HOURS IN ADVANCE OF FIELD LOCATION OF IMPROVEMENTS. SURVEYOR MUST PROVIDE OWNER AND CONTRACTOR WITH WRITTEN NOTICE OF COMPLETION OF FIELD WORK PRIOR TO CONTRACTOR COVERING IMPROVEMENTS. OWNER/DIPRETE ENGINEERING WILL NOT ACCEPT FIELD MEASUREMENTS FROM THE SITE CONTRACTOR.

MASSDOT NOTES:

- 1. ALL WORK TO BE DONE WITHIN THE STATE RIGHT OF WAY MUST CONFORM TO THE MASSACHUSETTS HIGHWAY DEPARTMENT STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES LATEST REVISION.
2. ALL TRAFFIC CONTROL MUST CONFORM TO THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), LATEST EDITION, INCLUDING ALL REVISIONS.
3. LANE OR SHOULDER CLOSURES MUST NOT BE PERFORMED WITHIN THE STATE ROW DURING PEAK TRAFFIC HOURS.
4. SEWER AND WATER CONNECTIONS WITHIN THE STATE RIGHT OF WAY WILL REQUIRE A SEPARATE MASSDOT UTILITY PERMIT, WHICH CONTRACTOR MUST OBTAIN BEFORE CONSTRUCTION.
5. THE DRAINAGE SYSTEM IS DESIGNED TO DECREASE BOTH STORMWATER RUNOFF RATE, AND STORMWATER RUNOFF VOLUME TO THE STATE RIGHT OF WAY FROM PRE-DEVELOPMENT TO POST-DEVELOPMENT. THERE WILL BE NO INCREASE IN RUNOFF TO THE STATE RIGHT OF WAY FROM THE PROPOSED DEVELOPMENT.

GRADING, DRAINAGE, AND UTILITY NOTES:

- 1. CONSTRUCTION TO COMMENCE FALL 2024 OR UPON RECEIPT OF ALL NECESSARY APPROVALS.
2. THE CONTRACTOR MUST COORDINATE WITH ALL OF THE APPROPRIATE UTILITY COMPANIES FOR AGREEMENTS TO SERVICE THE PROPOSED BUILDING.
3. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING FINISH GRADING AND DRAINAGE AROUND THE BUILDING TO ENSURE SURFACE WATER AND/OR GROUNDWATER ARE DIRECTED AWAY FROM THE STRUCTURE.
4. PRIOR TO START OF CONSTRUCTION, CONTRACTOR MUST VERIFY EXISTING PAVEMENT ELEVATIONS AT INTERFACE WITH PROPOSED PAVEMENTS, AND EXISTING GROUND ELEVATIONS ADJACENT TO DRAINAGE OUTLETS TO ASSURE PROPER TRANSITIONS BETWEEN EXISTING AND PROPOSED FACILITIES.
5. ALL PROPOSED UNDERGROUND UTILITIES SERVING THE SITE AND BUILDINGS MUST BE COORDINATED WITH OWNER, ARCHITECT, AND ENGINEER PRIOR TO INSTALLATION.
6. ALL RETAINING WALLS AND STEEP SLOPES ARE SUBJECT TO FINAL STRUCTURAL DESIGN.
7. ALL CUT AND FILL WORK MUST BE DONE UNDER THE DIRECTION OF A PROFESSIONAL GEOTECHNICAL ENGINEER.
8. MATERIAL STOCKPILES MUST NOT BE LOCATED IN THE RIGHT-OF-WAY, AND TRENCHES MUST NOT BE LEFT OPEN OVERNIGHT.
9. ALL EXCESS SOIL, TREES, ROCKS, BOULDERS, AND OTHER REFUSE, MUST BE DISCARDED OFF SITE IN ACCORDANCE WITH ALL FEDERAL, STATE AND LOCAL REGULATIONS.
10. THE SITE WILL HAVE 6" SLOPED GRANITE CURBING.
11. ALL DRAINAGE OUTFALLS ARE DESIGNED TO BE INSTALLED AT EXISTING GROUND ELEVATION.
12. NO STUMP DUMPS ARE ALLOWED ON SITE.
13. ALL DRAINAGE OUTFALLS ARE DESIGNED TO BE INSTALLED AT EXISTING GROUND ELEVATION.
14. CONTRACTOR MUST PROVIDE SLOPE CUTTING AND FILL DEPTH PAVEMENT RESTORATION IN AREAS WHERE PAVEMENT AND/OR SIDEWALK IS REMOVED FOR UTILITY INSTALLATION.
15. IF ROADWAY SURFACE PAVEMENT COURSE IS NOT TO BE INSTALLED FOR 12 MONTHS OR MORE AFTER INSTALLATION OF DRAINAGE STRUCTURES, ALL CATCH BASIN RIMS MUST BE SET AT BINDER GRADE AND RAISED TO FINAL PAVEMENT GRADE PRIOR TO PLACEMENT OF SURFACE COURSE.
16. CONTRACTOR MUST HOLD/ SUPPORT/ RESTORE ALL EXISTING UTILITY COMPONENTS INCLUDING (BUT NOT LIMITED TO) POLES, MAST ARMS AND ABOVEGROUND OBJECTS AS NECESSARY DURING THE PROPOSED WORKS AND ELECTRICAL INSTALLATION.

DRAINAGE

ALL DRAINAGE PIPING MUST BE HIGH-DENSITY POLYETHYLENE (HDPE) OR EQUAL, WITH WATERTIGHT JOINTS WHEN INSTALLED WITHIN THE SEASONAL HIGH GROUNDWATER. ALL STORMWATER PIPE WITHIN THE STATE'S RIGHT OF WAY MUST BE REINFORCED CONCRETE PIPE (RCP).

DRAINAGE STRUCTURES MUST BE AS FOLLOWS (UNLESS OTHERWISE NOTED ON PLANS):

- CATCH BASINS (CB): MASSDOT STD. 201.4.0 OR APPROVED EQUAL.
• FLAT TOP CATCH BASINS (CB FLAT TOP): SCULPTURE COMPANIES 4" DIA CATCH BASIN SRP-CB4 (ALTERNATE FLAT TOP AASHTO HS-20) 4" DIA LOW PROFILE FLAT TOP SRP-DF4-4 OR APPROVED EQUAL.
• CATCH BASIN FRAMES: MASSDOT STD. 201.6.0 OR APPROVED EQUAL.
• DRAINAGE MANHOLES (DMH): MASSDOT STD. 202.4.0 OR APPROVED EQUAL.
• DRAINAGE MANHOLE FRAMES AND COVERS: MASSDOT STD. 202.6.0 OR APPROVED EQUAL.
• DOWNSTREAM DEFENDERS (DD) BY HYDRO INTERNATIONAL OR APPROVED EQUAL.
• HTTPS://WWW.HYDRO-INT.COM/EN/RESOURCES/DOWNSTREAM-DEFENDER-PDF-OR-DWG-DRAWINGS
• ALL MANHOLES MUST SUPPORT AASHTO HS20-44 LOADING.
• FOR ALL OTHER DRAINAGE STRUCTURES: IT IS THE CONTRACTORS RESPONSIBILITY TO DETERMINE THE APPROPRIATE STRUCTURE TOP REQUIRED (E.G. CONE TOP, FLAT TOP ETC) TO MEET THE DESIGN PARAMETERS AS SHOWN ON THESE PLANS, INCLUDING (BUT NOT LIMITED TO) THE RELATIONSHIP BETWEEN FINISH SURFACE ELEVATION/DEPTH TO PIPE INVERTS AND MEETING MANUFACTURER/ AHJ REQUIREMENTS & SPECIFICATIONS.

UTILITY ELECTRIC/TELECOM/GAS

PROPOSED GAS, ELECTRIC, CABLE AND DATA UTILITIES ARE SHOWN SCHEMATICALLY AND ARE PROPOSED TO BE UNDERGROUND. OWNER AND CONTRACTOR MUST COORDINATE FINAL DESIGN WITH APPROPRIATE UTILITY COMPANIES. ALL WORK MUST BE IN ACCORDANCE WITH EACH UTILITY COMPANY'S STANDARDS AND DETAILS, AS WELL AS LOCAL AND FEDERAL REGULATIONS.

SITE LIGHTING

SITE LIGHTING (TEMPORARY AND PERMANENT) MUST BE DIRECTED AWAY FROM AND SHIELDED FROM ENVIRONMENTALLY SENSITIVE AREAS AND ABUTTING LANDS. EXACT LOCATIONS OF LIGHT POLE MUST BE COORDINATED WITH OTHER UTILITIES AND MUST BE LOCATED WITHIN THE STREET RIGHTS OF WAY. FINAL LIGHTING AND CONDUIT LOCATIONS BY OTHERS.

ABBREVIATIONS LEGEND

Table mapping abbreviations to full names: ADA AMERICANS WITH DISABILITY ACT, AHJ AUTHORITY HAVING JURISDICTION, ARCH ARCHITECT, BC BOTTOM OF CURB, BT BOTTOM OF TESTHOLE, etc.

EXISTING LEGEND

Table mapping symbols to existing features: Property Line, Assessors Line, Building, Brushline, Guardrail, Fence, Retaining Wall, etc.

PROPOSED LEGEND

Table mapping symbols to proposed features: Property Line, Building Setbacks, Chainlink Fence, Guardrail, Retaining Wall, Minor Contour Line, Major Contour Line, Spot Elevation, etc.

NOTE: THIS PLAN SET MUST BE REPRODUCED IN COLOR

UTILITY NOTE:

ALL UNDERGROUND UTILITIES SHOWN ON THESE PLANS WERE PROVIDED BY OTHERS AND ARE APPROXIMATE ONLY. LOCATIONS MUST BE DETERMINED IN THE FIELD BEFORE EXCAVATION, BLASTING, UTILITY INSTALLATION, BACKFILLING, GRADING, PAVEMENT RESTORATION, AND ALL OTHER SITE WORK.

PER THE CODE OF FEDERAL REGULATIONS - TITLE 29, PART 1926 IT IS THE SITE CONTRACTOR'S RESPONSIBILITY TO OBTAIN ACCURATE UNDERGROUND UTILITY LINE LOCATIONS FROM THE UTILITY COMPANIES, UTILITY OWNERS AND, OR VIA UNDERGROUND UTILITY LOCATION EQUIPMENT AS NEEDED TO ESTABLISH ACCURATE LOCATIONS PRIOR TO ANY EXCAVATION.

DIPRETE ENGINEERING IS NOT A PROFESSIONAL UTILITY LOCATION COMPANY, AND IS NOT RESPONSIBLE FOR UNDERGROUND UTILITIES, DEPICTED OR NOT, EITHER IN SERVICE OR ABANDONED, ANY SIZES. LOCATIONS, EXISTENCE, OR LACK OF EXISTENCE OF UTILITIES SHOWN ON THESE PLANS SHOULD BE CONSIDERED APPROXIMATE UNTIL VERIFIED BY A PROFESSIONAL UTILITY LOCATION COMPANY.

PERMIT NOTE:

THE INTENT OF THESE PLANS IS TO PROVIDE A PERMITTING SET TO THE REGULATORY AGENCY SUBMITTED. THESE PLANS CONTAIN THE REQUIRED INFORMATION NECESSARY FOR SUBMITTAL TO THE SPECIFIC AGENCY SUBMITTED AND MAY NOT HAVE INFORMATION NECESSARY FOR OTHER REGULATORY AGENCIES.

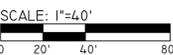
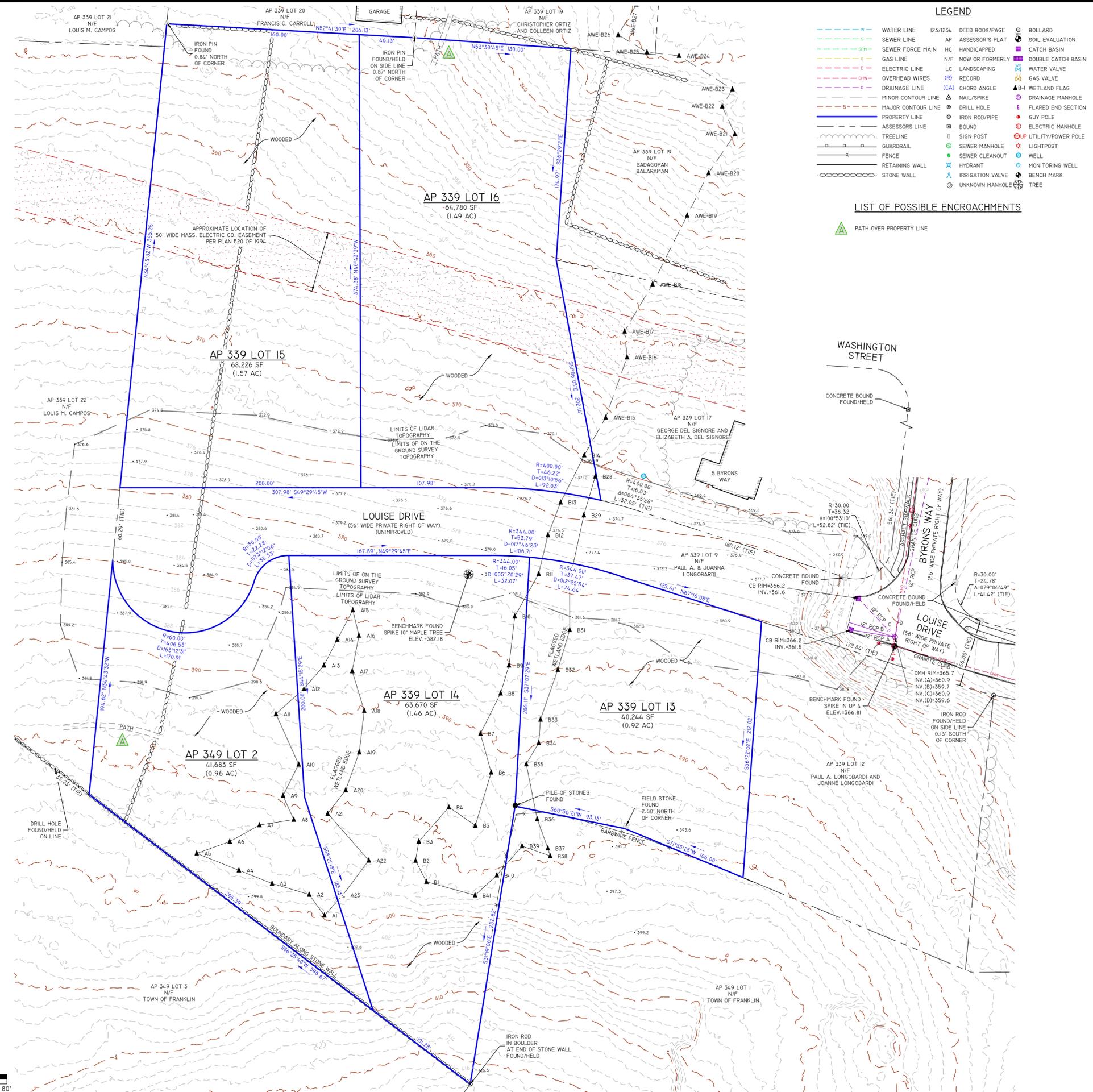
DiPrete Engineering logo and contact information: 104 Mendon Street Uxbridge, MA 01569, tel 908-278-3897, www.diprete-eng.com

Professional Engineer seal for Brandon D. Carr, No. 51472, State of Massachusetts, dated 01/18/2024.

THIS PLAN SET MUST NOT BE USED FOR CONSTRUCTION PURPOSES... DIPRETE ENGINEERING IS NOT A PROFESSIONAL UTILITY LOCATION COMPANY, AND IS NOT RESPONSIBLE FOR UNDERGROUND UTILITIES, DEPICTED OR NOT, EITHER IN SERVICE OR ABANDONED, ANY SIZES.

Table with columns: NO. SUBMISSION, DATE, DESCRIPTION, DESIGN BY: B.E.G., DRAWN BY: B.E.G.

NOTES AND LEGEND LOUISE DRIVE EXTENSION ASSESSOR'S PLAT 339 LOT 9, 13-16 & ASSESSOR'S PLAT 349 LOT 2. REFERRED TO BY: PAUL LONGOBARDI 18 JAMES STREET FRANKLIN, MASSACHUSETTS 02038.



LEGEND

- WATER LINE, SEWER LINE, GAS LINE, ELECTRIC LINE, DRAINAGE LINE, PROPERTY LINE, ASSESSORS LINE, TREE LINE, FENCE, RETAINING WALL, STONE WALL, DEED BOOK/PAGE, ASSESSOR'S PLAT, HANDICAPPED, NOW OR FORMERLY, LANDSCAPING RECORD, CHORD ANGLE, NAIL/SPIKE, DRILL HOLE, BOUND, SIGN POST, GUARDRAIL, FENCE, RETAINING WALL, STONE WALL, BOLLARD, SOIL EVALUATION, CATCH BASIN, DOUBLE CATCH BASIN, WATER VALVE, GAS VALVE, WETLAND FLAG, DRAINAGE MANHOLE, FLARED END SECTION, ELECTRIC MANHOLE, UTILITY/POWER POLE, LIGHTPOST, WELL, MONITORING WELL, BENCH MARK, TREE

LIST OF POSSIBLE ENCROACHMENTS

- PATH OVER PROPERTY LINE



LOCUS MAP Not To Scale

GENERAL NOTES

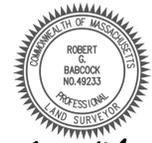
- 1. THE PARCELS ARE FOUND ON ASSESSOR'S PLAT 339, LOTS 13-16 AND ASSESSORS PLAT 349, LOT 2 IN THE TOWN OF FRANKLIN, NORFOLK COUNTY, MASSACHUSETTS.
2. THE OWNER PER DEED BOOK 5613, PAGE 312 IS PAUL A. LONGOBARDI AND JOANNE LONGOBARDI.
3. THIS SITE IS LOCATED IN FEMA FLOOD ZONE X. REFERENCE FEMA FLOOD INSURANCE RATE MAP 2502IC0302E, MAP REVISED JULY 17, 2012. THIS DESIGNATION MAY CHANGE BASED UPON REVIEW BY A FLOOD ZONE SPECIALIST OR BY THE RESULTS OF A COMPREHENSIVE FLOOD STUDY.
4. THE PARCEL IS ZONED RURAL RESIDENTIAL 1 BASED ON THE FRANKLIN, MASSACHUSETTS ZONING DISTRICTS MAP. ANY OVERLAY DISTRICTS, SPECIAL PERMITS OR VARIANCES SPECIFIC TO THIS SITE ARE NOT TAKEN INTO CONSIDERATION. PLEASE CONTACT THE ZONING DEPARTMENT FOR ANY ADDITIONAL INFORMATION OR FOR A CERTIFICATE OF ZONING.
5. THERE WERE NO CEMETERIES, GRAVE SITES AND/OR BURIAL GROUNDS OBSERVED WITHIN THE LIMITS OF THE SURVEY.
6. FIELD SURVEY PERFORMED BY DIPRETE ENGINEERING ON OCTOBER 25 & NOVEMBER 17, 2023. THIS PLAN REFLECTS ON THE GROUND CONDITIONS AS OF THAT DATE.
7. ELEVATIONS SHOWN HEREON, IN U.S. SURVEY FEET, ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88), AS DETERMINED BY DIPRETE ENGINEERING USING REAL TIME KINEMATIC G.P.S. OBSERVATIONS.
8. THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT. DIPRETE ENGINEERING IS NOT RESPONSIBLE FOR ANY UNKNOWN OR UNRECORDED EASEMENTS, DEEDS OR CLAIMS THAT A TITLE REPORT WOULD DISCLOSE.
9. WHERE INDICATED ON THE PLAN, THE CONTOUR DATA DEPICTED ON THIS PLAN EXCLUSIVELY RELIES ON POINT DATA SOURCED FROM MASSGIS. THIS DATA ORIGINATES FROM THE UTILIZATION OF AIRBORNE LIDAR TECHNOLOGY WITHIN THE SPECIFIED REGION, CONDUCTED BY THE STATE OF MASSACHUSETTS BETWEEN 2010 AND 2014. IT IS IMPORTANT TO NOTE THAT DIPRETE ENGINEERING HAS NOT VERIFIED THE POSITIONAL ACCURACY AND RELIABILITY OF THIS DATA. CONSEQUENTLY, THE DATA IS SUSCEPTIBLE TO MODIFICATIONS THAT MAY BE UNCOVERED THROUGH A COMPREHENSIVE FIELD SURVEY.
10. WHERE INDICATED ON THE PLAN, THE CONTOUR DATA DEPICTED IS BASED ON AN ON THE GROUND SURVEY PERFORMED BY DIPRETE ENGINEERING ON NOVEMBER 17, 2023.

PLAN REFERENCES

- 1. PLAN 195 OF 1979.
2. PLAN 469 OF 1979.
3. PLAN 520 OF 1994.
4. PLAN 345 OF 2002.
5. PLAN 63 OF 2011.

CERTIFICATION

I CERTIFY THAT THIS ACTUAL SURVEY WAS MADE ON THE GROUND IN ACCORDANCE WITH THE RULES AND REGULATIONS AS STATED IN CMR 250 SECTION 6.00.



ROBERT G. BABCOCK, PLS #49233

11/28/23

DiPrete Engineering logo and contact information: Two Stafford Court Cranston, RI 02920, tel 401-943-1000 fax 401-464-6006 www.diprete-eng.com

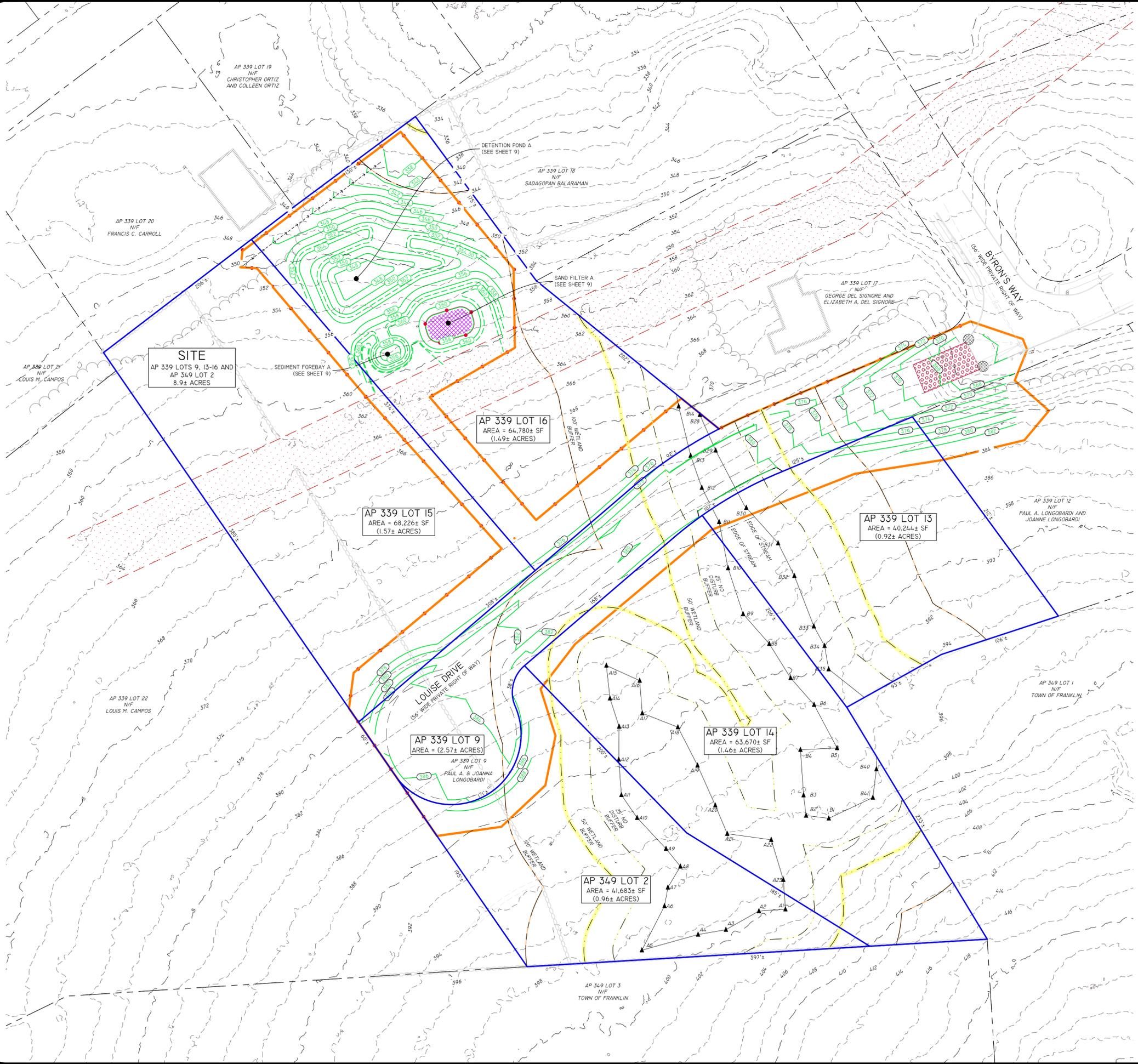
Table with 3 columns: NO., DATE, DESCRIPTION. Row 1: 11/28/23, DATE, EXISTING CONDITIONS PLAN.

EXISTING CONDITIONS PLAN LOUISE DRIVE ASSESSORS PLAT 339, LOTS 13-16 & ASSESSORS PLAT 349 LOT 2 FRANKLIN, MASSACHUSETTS. PREPARED FOR: PAUL LONGOBARDI 18 JAMES STREET FRANKLIN, MASSACHUSETTS 02038

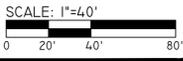
z:\delmain\projects\339\339-001_basemap\basemap.dwg(1339-1001_including) Plotted: 11/28/2023

DE JOB NO.: 339-001 COPYRIGHT 2023 BY DIPRETE ENGINEERING ASSOCIATES, INC.

Z:\DEVELOPMENT\PROJECTS\1342-001 LOUISE DRIVE\AUTOCAD DRAWINGS\3349-001 PLANNING PLOTTER 9/18/2024



- SOIL EROSION CONTROL LEGEND**
- LIMIT OF DISTURBANCE (WITH SEDIMENT CONTROL)
 - EROSION CONTROL (COMPOST SOCK, SILT FENCE)
 - LIMIT OF DISTURBANCE (NO SEDIMENT CONTROL)
 - CONSTRUCTION ENTRANCE
 - INFILTRATING AREA (TO BE PROTECTED BY COMPOST SOCK OR SILT FENCE)
 - FINAL CONTOUR GRADE
 - INLET SEDIMENT CONTROL



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EXISTING UTILITIES SHOWN ON THIS PLAN ARE APPROXIMATE. DIPRETE ENGINEERING ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF ANY UTILITIES SHOWN ON THIS PLAN. SEE 'UTILITY NOTES' ON SHEET 3.

NO.	DATE	NO. SUBMISSION	DESCRIPTION	DESIGN BY
02/12/2024				B.E.G.
02/12/2024				B.T.
02/12/2024				B.E.G.

DRAWN BY: B.E.G.

SOIL EROSION & SEDIMENT CONTROL PLAN

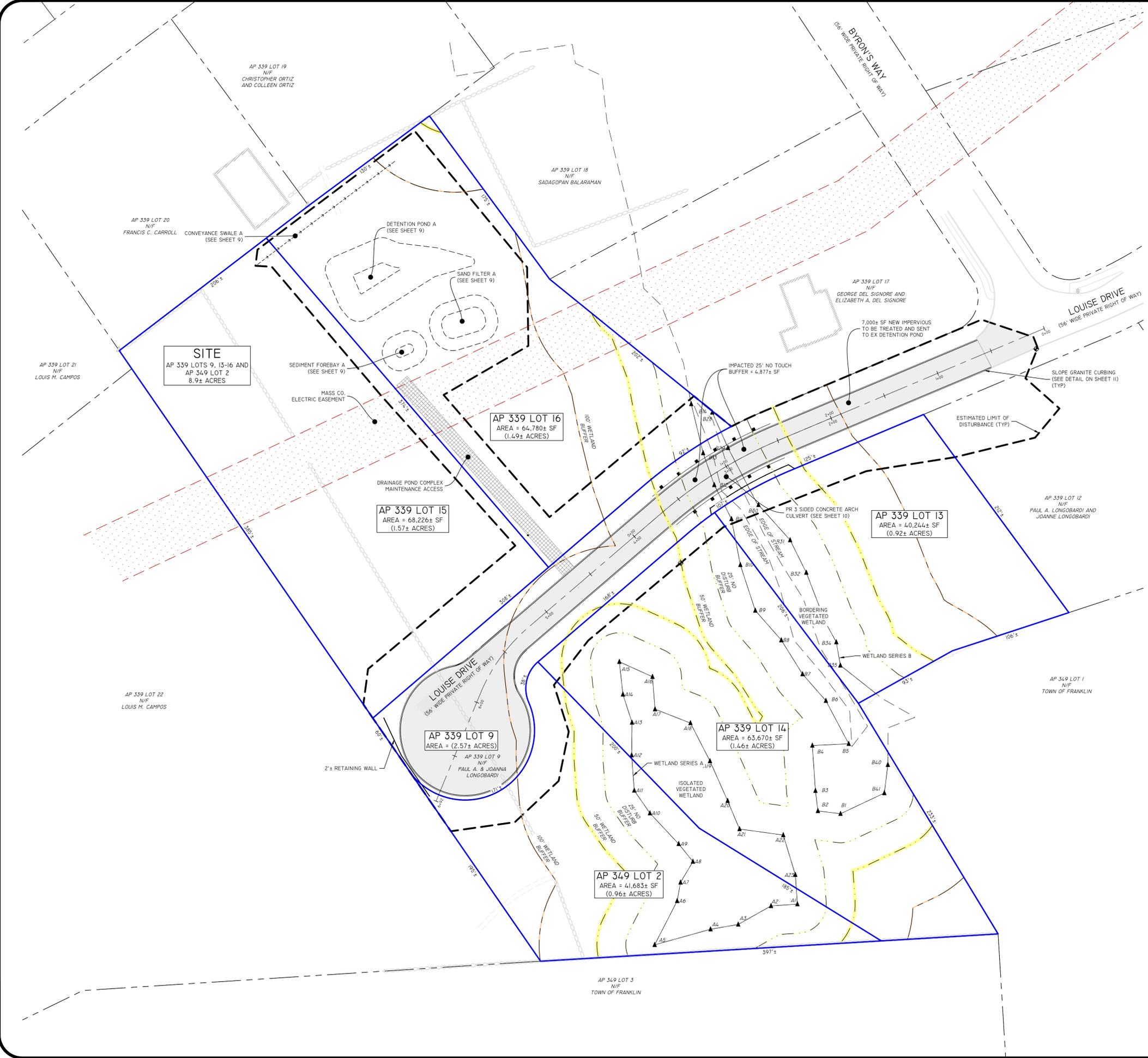
LOUISE DRIVE EXTENSION
 ASSESSOR'S PLAT 339 LOT 9, 13-16 & ASSESSOR'S PLAT 349 LOT 2
 FRANKLIN, MASSACHUSETTS

PREPARED FOR:
PAUL LONGOBARDI
 18 JAMES STREET
 FRANKLIN, MASSACHUSETTS 02038

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SHEET **5** OF 11

Z:\DEVELOPMENT\PROJECTS\3349-001 LOUISE DRIVE\AUTOCAD DRAWINGS\3349-001-PLANNING PLOTTER 9/18/2024



DEVELOPMENT DATA:

TOTAL SITE AREA: 8.9± ACRES
 TOTAL NUMBER OF LOTS: 5
 TOTAL LOT AREA: 6.4± ACRES
 AVERAGE LOT AREA: 1.3± ACRES
 RIGHT OF WAY AREA: 2.5± ACRES
 RIGHT OF WAY WIDTH: 56'
 LENGTH OF ROAD: 628'
 PAVEMENT WIDTH: 26'

DIMENSIONAL REGULATIONS:

CURRENT ZONING: RR-1
 REQUIRED: 60,000 SF
 MINIMUM FRONTAGE AND LOT WIDTH: 200'
 MINIMUM FRONT AND CORNER SIDE YARD: 40'
 MINIMUM SIDE YARD: 40'
 MINIMUM REAR YARD: 40'
 MAXIMUM STRUCTURE HEIGHT: 35'
 MAXIMUM LOT COVERAGE OF EXISTING UPLAND: 20 / 25*%
 *STRUCTURES / STRUCTURES AND PAVING



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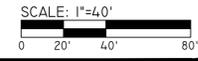
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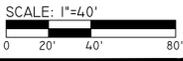
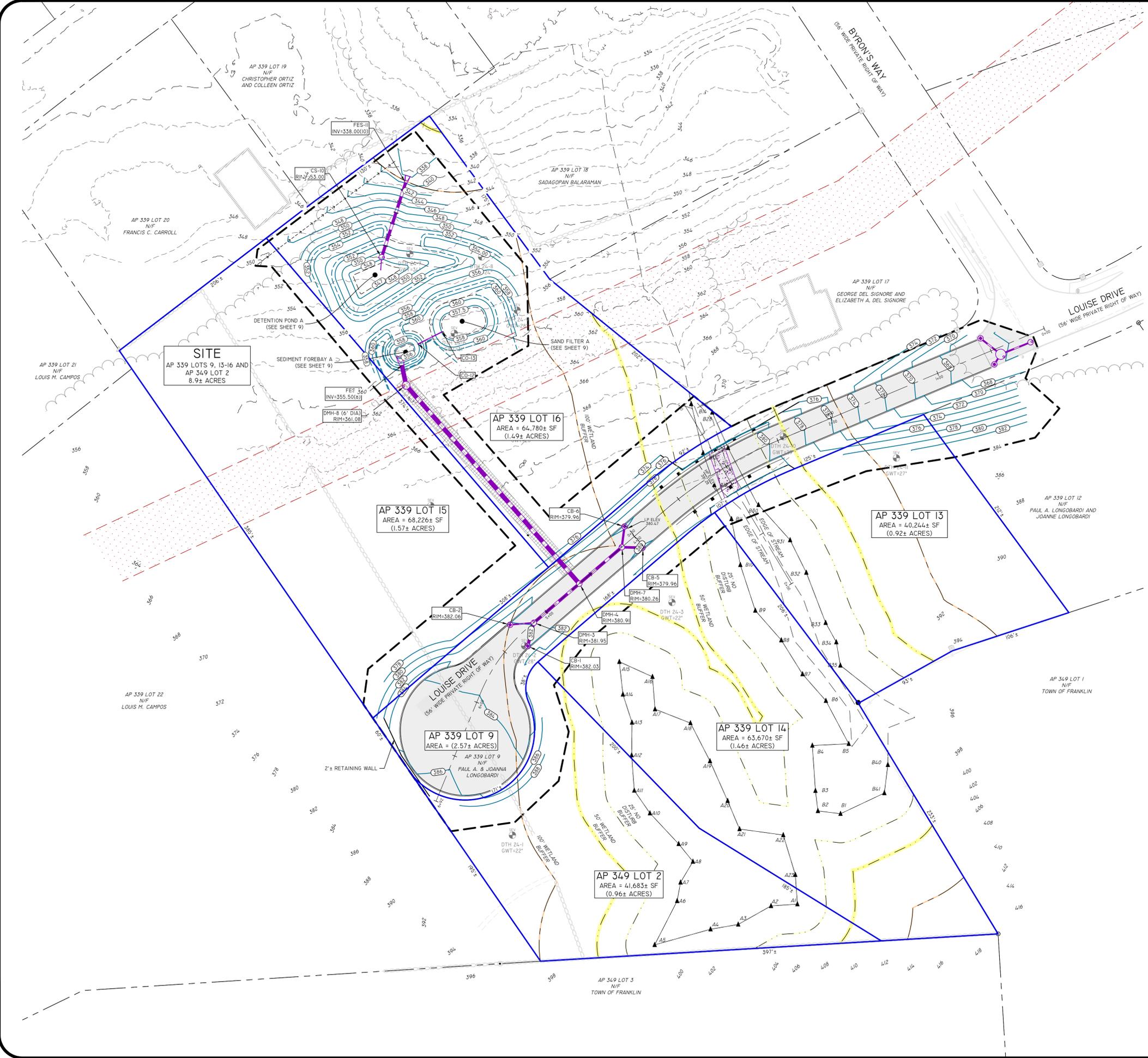
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NO.	DATE	DESCRIPTION	BY
1	02/12/2024	PREPARED FOR SUBMISSION	B.E.G.
2			B.T.
			DESIGN BY: B.E.G.
			DRAWN BY: B.E.G.

SITE PLAN
LOUISE DRIVE EXTENSION
 ASSESSOR'S PLAT 339 LOT 9, 13-16 & ASSESSOR'S PLAT 349 LOT 2
 FRANKLIN, MASSACHUSETTS
 PREPARED FOR:
PAUL LONGOBARDI
 18 JAMES STREET
 FRANKLIN, MASSACHUSETTS 02038
 DE JOB NO. 3349-001 COPYRIGHT 2024 BY DIPRETE ENGINEERING ASSOCIATES, INC.



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COMMONWEALTH OF MASSACHUSETTS
 RANDON D. CARP
 No. 51472
 REGISTERED PROFESSIONAL ENGINEER
 01/18/2024

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NO.	DATE	DESCRIPTION	BY
1	02/18/2024	PRELIMINARY	B.E.G.
2	09/18/2024	FINAL	B.E.G.

DESIGN BY: B.E.G.

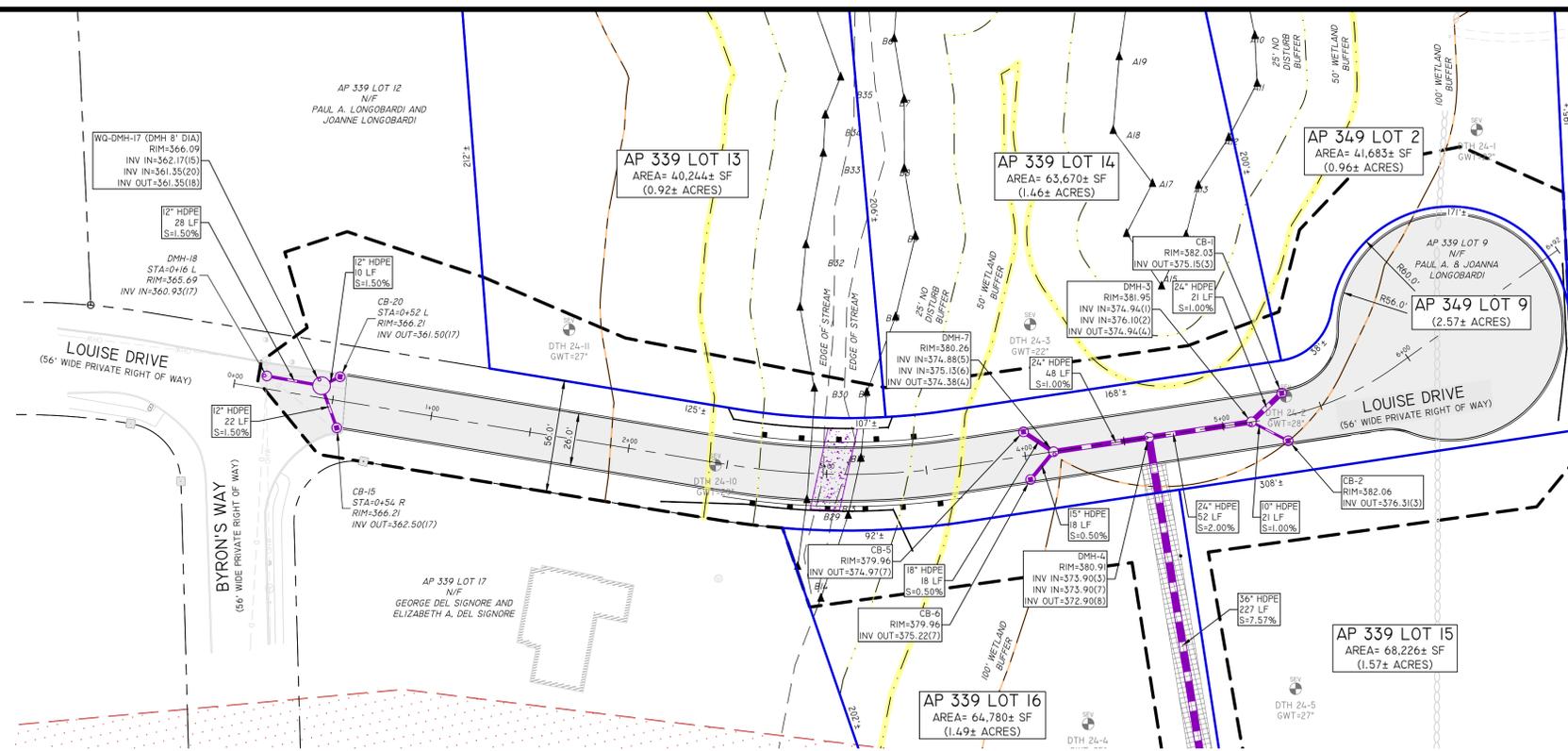
GRADING AND DRAINAGE PLAN
LOUISE DRIVE EXTENSION
 ASSESSOR'S PLAT 339 LOT 9, 13-16 & ASSESSOR'S PLAT 349 LOT 2
 FRANKLIN, MASSACHUSETTS

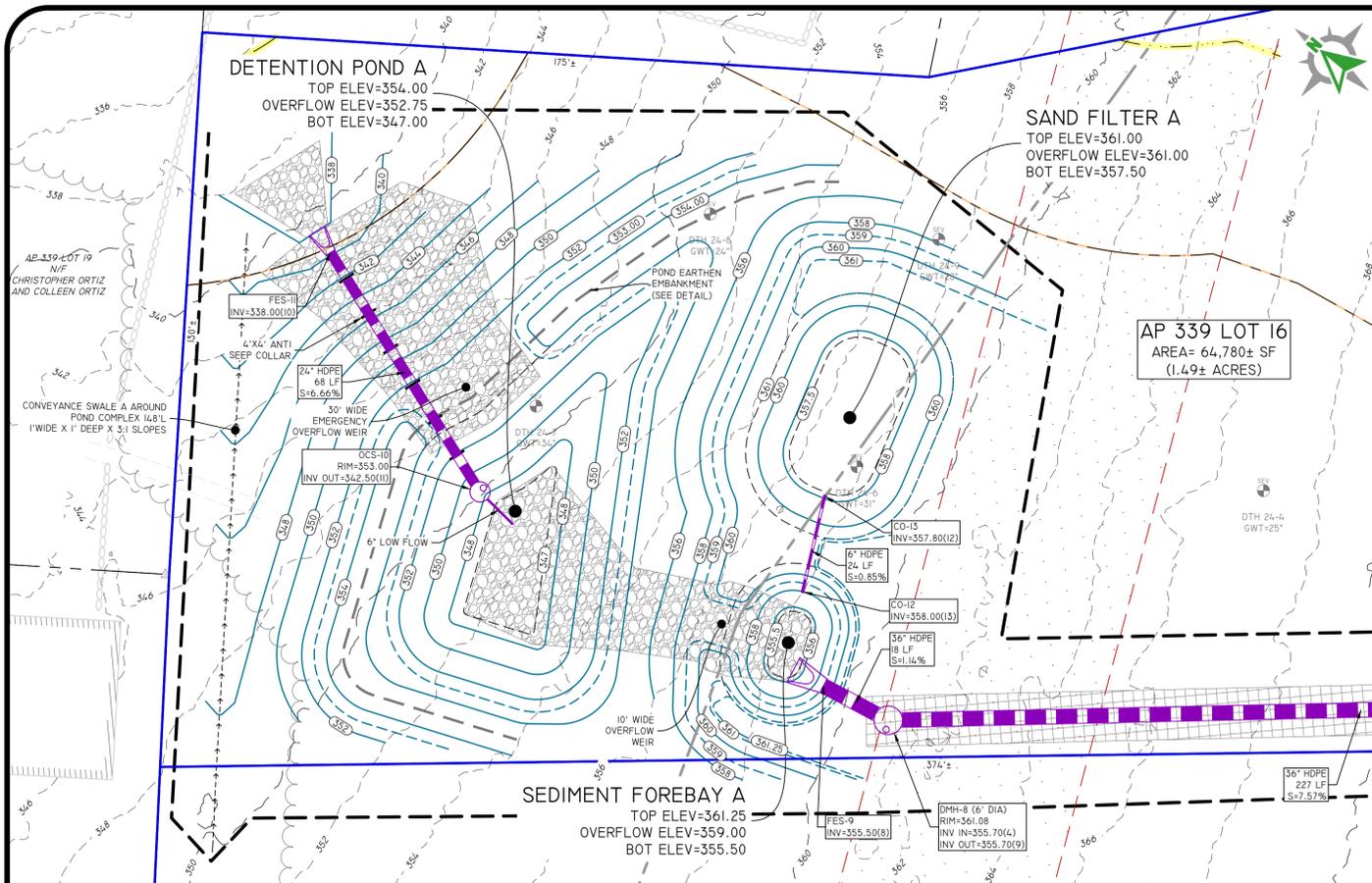
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SHEET **7** OF 11

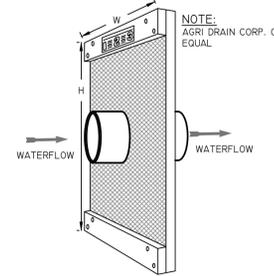
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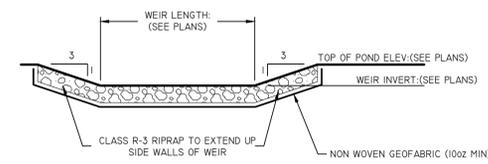
LOCATION	WIDTH	HEIGHT	QUANTITY
POND A	4.0	4.0	6

- INSTALLATION NOTES:**
- UNROLL THE ANTI-SEEP COLLAR AND ALIGN THE BOARDS TO FORM A SQUARE. ATTACH METAL BRACKETS TO THE CORNER OF THE BOARDS WITH THE SCREWS PROVIDED. ATTACH THE RUBBER TO THE FRAME WITH THE NAILS PROVIDED.
 - CUT A ROUND HOLE IN THE CENTER OF THE RUBBER THAT IS SMALLER THAN THE PIPE SIZE (APPROX. 33% SMALLER). THIS WILL ALLOW THE RUBBER TO STRETCH OVER THE PIPE WHEN THE ANTI-SEEP IS INSTALLED ON THE PIPE. THIS WILL PROVIDE A TIGHT SEAL BETWEEN THE PIPE AND THE ANTI-SEEP COLLAR. NOTE: CUTTING AN "X" OR SLIT WILL CAUSE THE RUBBER TO TEAR.
 - SLIP THE PIPE THROUGH THE ANTI-SEEP COLLAR. INSPECT THE SEAL BETWEEN THE PIPE AND THE ANTI-SEEP COLLAR. CAREFULLY BACKFILL, AND COMPACT WITH SUITABLE SOIL.

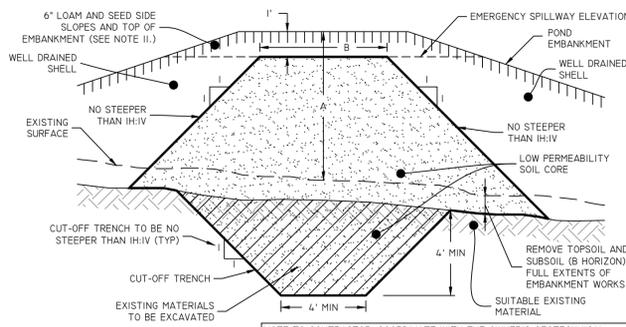


CAUTION:
EXCESSIVE COMPACTION OR DOWNWARD PRESSURE ON FRAME WILL CAUSE RUBBER TO STRETCH AND DISTORT, RESULTING IN LOSS OF SEAL BETWEEN RUBBER AND PIPE.

ANTI-SEEP COLLAR
NOT TO SCALE



OVERFLOW WEIR
NOT TO SCALE



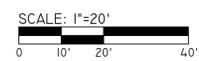
NOTE TO CONTRACTOR: COORDINATE WITH THE OWNER'S GEOTECHNICAL ENGINEER INSPECTOR A MINIMUM OF FIVE DAYS PRIOR TO CONSTRUCTION OF THE EMBANKMENT. FOR APPROVAL OF PROPOSED CORE MATERIALS, TESTING COMPANY AND EMBANKMENT INSPECTION SCHEDULE, INTERIM INSPECTION REPORTS TO BE PROVIDED TO THE OWNER AND DESIGN ENGINEER AT INTERVALS AS DETERMINED BY THE GEOTECHNICAL ENGINEER.

SIEVE SIZE	PERCENT FINER BY WEIGHT
3-INCH	60-100
2-INCH	50-85
1-INCH	45-80
NO. 4	40-75
NO. 40	0-45
NO. 200	0-10

POND EARTHEN EMBANKMENT: LOW PERMEABILITY CORE
NOT TO SCALE

- NOTES:**
- LOW PERMEABILITY SOIL CORE TO BE PROVIDED FOR ALL POND EMBANKMENTS UNLESS AN ALTERNATIVE METHOD IS SPECIFICALLY NOTED ON THE PLANS.
 - LOW PERMEABILITY SOIL CORE TO BE CONSTRUCTED OF A MATERIAL WITH A MINIMUM OF 30% PASSING THE #200 SIEVE AND A MAXIMUM PERMEABILITY OF 0.0005 CM/S.
 - WELL DRAINED SHELL TO BE GRAVEL BORROW WITH LESS THAN 10% PASSING THE #200 SIEVE AND MEET THE GRADATION AS SHOWN ON THIS DETAIL.
 - ALL MATERIAL MUST BE FREE FROM DELETERIOUS/ ORGANIC MATTER, INCLUDING (BUT NOT LIMITED TO) ROOTS, SOD, RUBBLE, SNOW, ICE, RUBBISH ETC.
 - MINIMUM DEPTH OF CUT-OFF TRENCH SHALL BE 4' MEASURED FROM THE LOWEST ELEVATION OF THE UNDISTURBED EXISTING SURFACE INTERFACE. SEE DETAIL. THE MINIMUM BOTTOM WIDTH OF THE CUT-OFF TRENCH SHALL BE 4', AND WIDE ENOUGH TO PERMIT OPERATION OF COMPACTION EQUIPMENT.
 - SIDE SLOPES OF THE CUT-OFF TRENCH SHALL BE NO STEEPER THAN IHIV.
 - IF BEDROCK IS ENCOUNTERED BELOW THE POND EMBANKMENT THE CUT OFF TRENCH MAY BE MODIFIED AT THE DIRECTION OF A SUITABLY QUALIFIED GEOTECHNICAL ENGINEER.
 - THE LOW PERMEABILITY CORE AT A MINIMUM SHALL EXTEND UP BOTH ABUTMENTS TO THE EMERGENCY SPILLWAY ELEVATION.
 - COMPACTION REQUIREMENTS FOR THE SHELL AND LOW PERMEABILITY CORE TO BE 95% OF THE MODIFIED PROCTOR PER ASTM D1557. ALL FILL TO BE PLACED IN LIFTS NOT EXCEEDING 12".
 - SIDE SLOPE OF POND EMBANKMENT TO BE NO STEEPER THAN THE SLOPES SHOWN ON THE POND-SPECIFIC DESIGN PLANS WITHOUT WRITTEN DIRECTION FROM THE DESIGN ENGINEER. IF ANY POND SIDE SLOPE IS STEEPER THAN IHIV, SLOPE PROTECTION MUST BE UTILIZED ON POND EMBANKMENT, WHICH MAY INCLUDE (BUT NOT BE LIMITED TO) RIPRAP AND/ OR EROSION CONTROL MATS.
 - THE LOW PERMEABILITY CORE MUST BE KEPT FREE FROM STANDING WATER DURING THE BACKFILL OPERATION.
 - ALL EMBANKMENT INSTALLATIONS TO BE SUPERVISED BY A SUITABLY QUALIFIED GEOTECHNICAL ENGINEER. SEE NOTE TO CONTRACTOR.
 - ANY PROPOSED DEVIATIONS FROM THIS DETAIL MUST BE DESIGNED BY A SUITABLY QUALIFIED PROFESSIONAL GEOTECHNICAL ENGINEER AND SUBMITTED TO THE SITE ENGINEER (AND AHJ WHERE REQUIRED) FOR REVIEW PRIOR TO CONSTRUCTION.

POND COMPLEX A



DESCRIPTION	SNDF-A
TOP OF POND ELEVATION	361.00
100 YEAR STORM ELEVATION	359.96
10 YEAR STORM ELEVATION	359.58
1 YEAR STORM ELEVATION	359.16
WQ STORM ELEVATION	358.75
BOTTOM OF POND ELEVATION	357.50
TOP SOIL DEPTH	6"
SAND DEPTH	18"
BOTTOM OF SAND ELEVATION	355.50
SEASONAL HIGH GWT ELEVATION	354.42
SOIL EVALUATION	TH-24-6

POND EXCAVATION MUST BE MONITORED/ INSPECTED BY SITE ENGINEER AND/ OR GEOTECHNICAL ENGINEER AT TIME OF INITIAL EXCAVATION TO BOTTOM OF POND, AND AS REQUIRED BY DESIGN ENGINEER. CONTRACTOR MUST PROVIDE ADEQUATE NOTICE FOR INSPECTION.

SIDE SLOPES OF POND TO BE SEEDED WITH NEW ENGLAND EROSION CONTROL/ RESTORATION MIX (MOIST SITES) BY NEW ENGLAND WETLAND PLANTS (OR APPROVED EQUAL).

TOP OF POND (5' MINIMUM WIDTH) ELEV.: (SEE PLANS)

SAND FILTER INLET ELEV.: (SEE PLANS)

TOP OF POND (8' MINIMUM WIDTH) ELEV.: (SEE PLANS)

6" SANDY LOAM (NO PLANTING OR SEEDING)

WATER QUALITY

IF EXISTING SOILS CONTAIN SANDY OR GRAVELLY MATERIAL, REMOVE 6" (MIN) AND REPLACE WITH SANDY LOAM TO FOREBAY SIDES AND BOTTOM

TOP OF POND (5' MINIMUM WIDTH) ELEV.: (SEE PLANS)

DETENTION POND INLET ELEV.: (SEE PLANS)

OUTLET CONTROL STRUCTURE (SEE DETAIL)

100 YEAR STORM ELEV., 10 YEAR STORM ELEV., 1 YEAR STORM ELEV.

BOTTOM OF POND ELEV.: (SEE PLANS)

EMERGENCY OVERFLOW WEIR ELEV.: (SEE PLANS)

SIDE SLOPES (SEE PLANS)

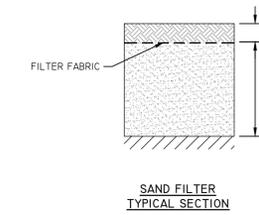
DETENTION POND EARTHEN EMBANKMENT (SEE DETAIL)

POND BOTTOM, SIDE SLOPES AND TOP OF EMBANKMENT TO BE 6" OF LOAM OVER NATIVE SOIL OR CLEAN COMPACTED FILL

LOW FLOW OUTLET (SEE DETAIL)

TOP OF POND (8' MINIMUM WIDTH) ELEV.: (SEE PLANS)

DESCRIPTION	DP-A
TOP OF POND ELEVATION	354.00
100 YEAR STORM ELEVATION	353.01
10 YEAR STORM ELEVATION	350.40
1 YEAR STORM ELEVATION	348.72
BOTTOM OF POND ELEVATION	347.00
SEASONAL HIGH GWT ELEVATION	346.5
SOIL EVALUATION	TH-24-7



SAND FILTER TYPICAL SECTION

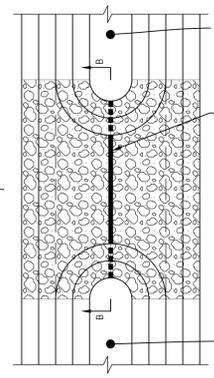
NOTE: LIMITS OF SAND FILTER TO BE STAKED OUT AND NOT USED AS A TEMPORARY SEDIMENT BASIN DURING CONSTRUCTION (NO CONSTRUCTION TRAFFIC ALLOWED WITHIN FILTER LIMITS)

SAND FILTER
NOT TO SCALE

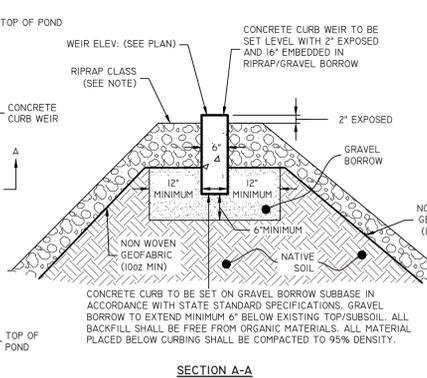
SEDIMENT FOREBAY
NOT TO SCALE

DETENTION POND
NOT TO SCALE

POND COMPLEX BMP SYSTEM
NOT TO SCALE

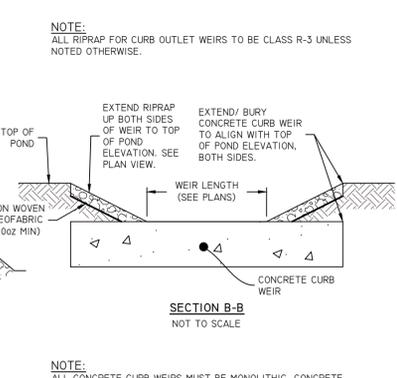


PLAN VIEW
NOT TO SCALE



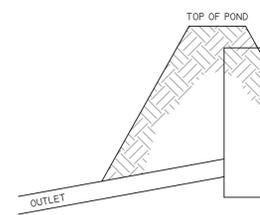
SECTION A-A
NOT TO SCALE

CURB OUTLET WEIR
NOT TO SCALE

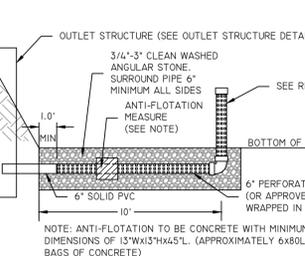


SECTION B-B
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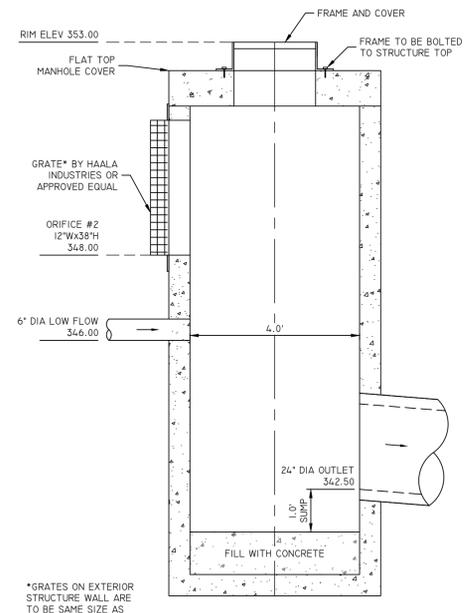
NOTE: ALL CONCRETE CURB WEIRS MUST BE MONOLITHIC. CONCRETE CURB WEIRS CANNOT BE MULTIPLE PRECAST CURBS JOINED IN SEQUENCE.



LOW FLOW OUTLET
NOT TO SCALE



RISER DETAIL



OUTLET CONTROL STRUCTURE (OCS-10) 4" DIAMETER MANHOLE
SCALE: 1"=2"

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COMMONWEALTH OF MASSACHUSETTS
BRANDON D. CARP
CIVIL
No. 51472
REGISTERED PROFESSIONAL ENGINEER
01/18/2024

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EXISTING UTILITIES SHOWN ON THIS PLAN ARE APPROXIMATE. DIPRETE ENGINEERING ASSUMES NO RESPONSIBILITY FOR OBTAINING OR VERIFYING THE LOCATION AND DEPTH OF EXISTING UTILITIES. SEE UTILITY NOTE ON SHEET 3.

DATE: 02/28/2024
NO. SUBMISSION: 02/28/24
DATE: 02/28/24
NO. SUBMISSION: 02/28/24
DRAWN BY: B.E.G.
DESIGN BY: B.E.G.

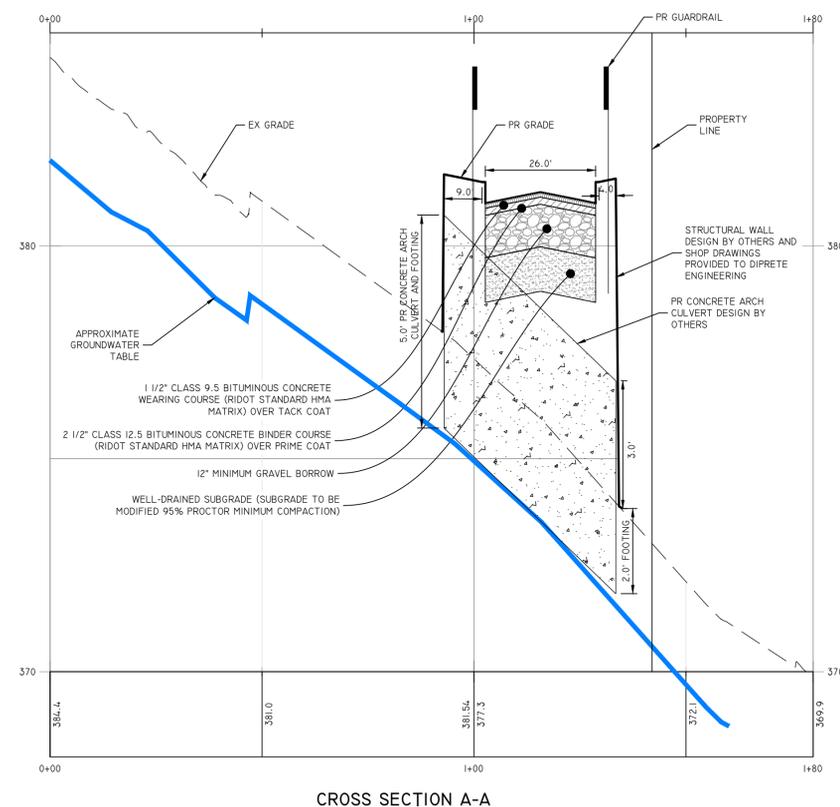
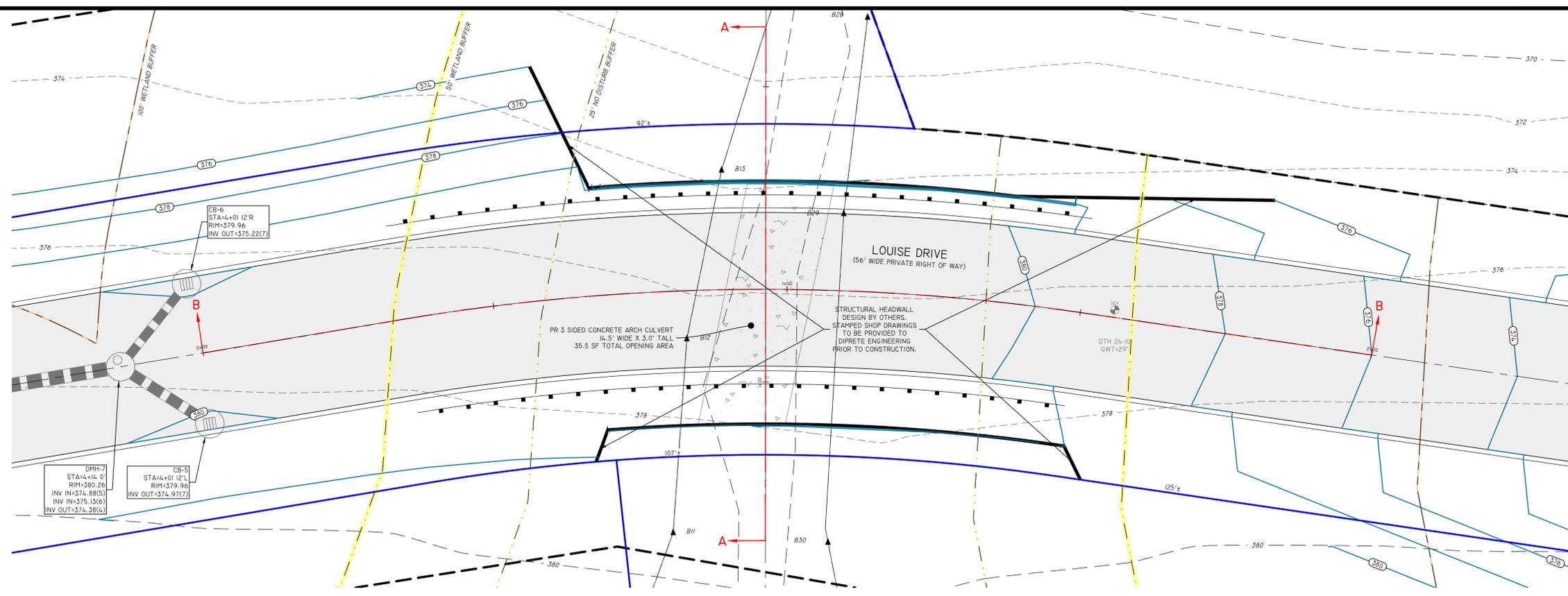
POND COMPLEX DETAILS

LOUISE DRIVE EXTENSION
ASSESSOR'S PLAT 339 LOT 9, 13-16 & ASSESSOR'S PLAT 349 LOT 2
FRANKLIN, MASSACHUSETTS

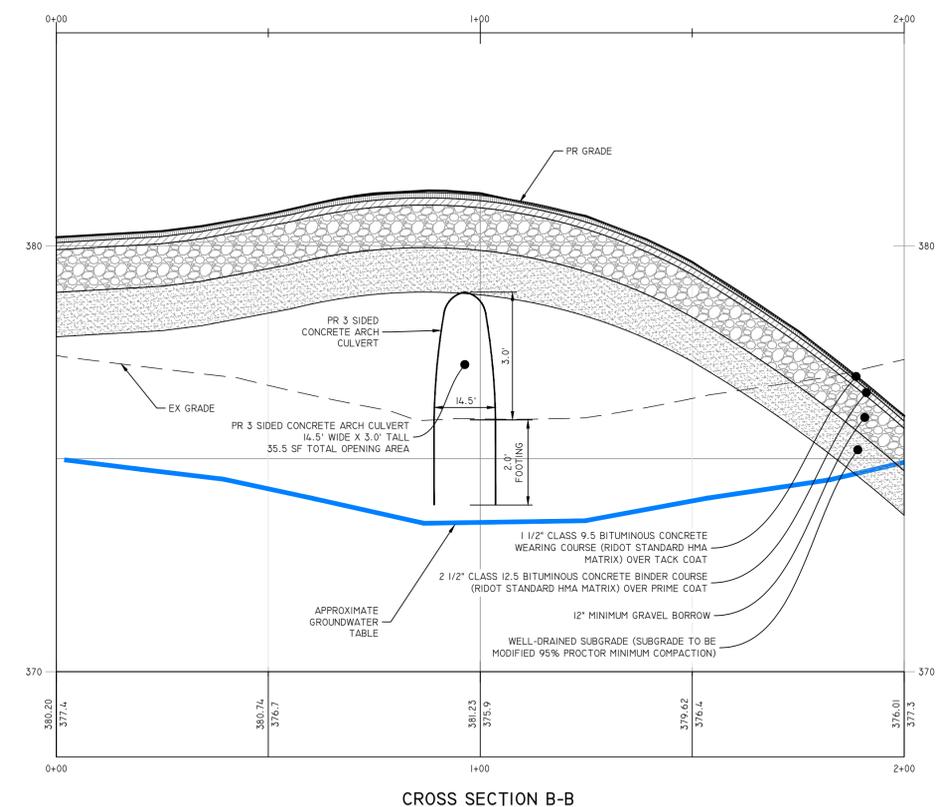
PREPARED FOR:
PAUL LONGOBARDI
18 JAMES STREET
FRANKLIN, MASSACHUSETTS 02038

DATE: 02/28/2024
NO. SUBMISSION: 02/28/24
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NO. SUBMISSION: 02/28/24
DRAWN BY: B.E.G.
DESIGN BY: B.E.G.

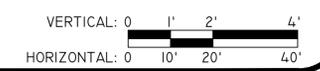
SHEET 9 OF 11



CROSS SECTION A-A



CROSS SECTION B-B



Diprete Engineering
104 Mendon Street Uxbridge, MA 01569
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COMMONWEALTH OF MASSACHUSETTS
CARR
No. 51472
REGISTERED PROFESSIONAL ENGINEER

01/18/2024

M. Carr

THIS PLAN SET MUST BE USED FOR CONSTRUCTION PURPOSES ONLY. IT IS THE RESPONSIBILITY OF THE USER TO VERIFY ALL INFORMATION AND CONDITIONS PRIOR TO CONSTRUCTION. DIPRETE ENGINEERING ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF ANY UTILITIES SHOWN ON THIS PLAN. SEE UTILITY NOTES ON SHEET 3.

DESIGN BY: B.E.G.

NO.	DATE	NO. SUBMISSION	DESCRIPTION	DESIGNED BY	DATE	NO. SUBMISSION	DESCRIPTION
1	02/12/2024	1	NO. SUBMISSION	B.E.G.			

WETLAND CROSSING PLAN

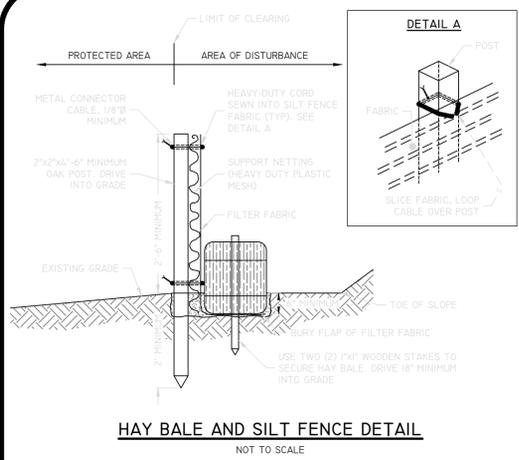
LOUISE DRIVE EXTENSION
ASSESSOR'S PLAT 339 LOT 9, 13-16 & ASSESSOR'S PLAT 349 LOT 2
FRANKLIN, MASSACHUSETTS

PREPARED FOR:
PAUL LONGOBARDI
18 JAMES STREET
FRANKLIN, MASSACHUSETTS 02038

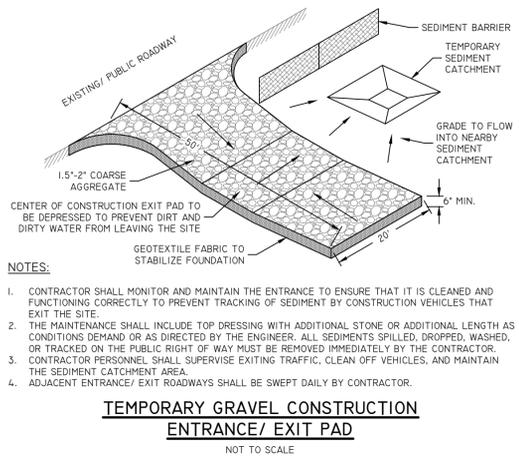
DE JURE NO. 3542-001 COPYRIGHT 2024 BY DIPRETE ENGINEERING ASSOCIATES, INC.

SHEET **10** OF 11

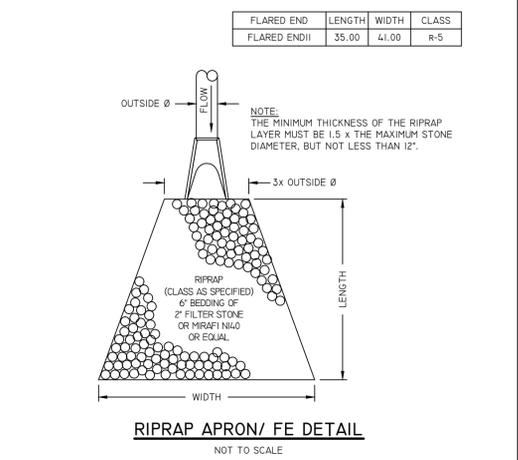
Z:\DEPT\PROJECTS\1342-001 LOUISE DRIVE\AUTOCAD DRAWINGS\3342-001-PLANDWG PLOTTER: 9/18/2024



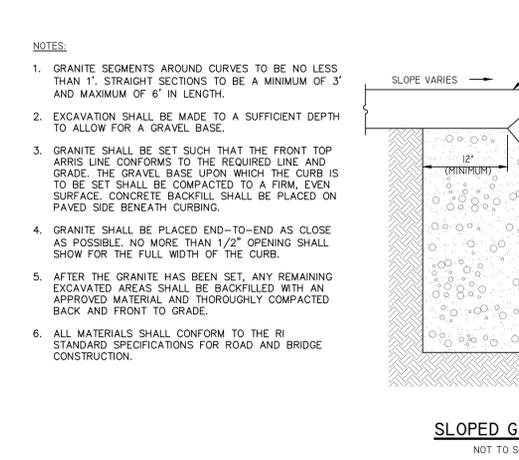
HAY BALE AND SILT FENCE DETAIL
NOT TO SCALE



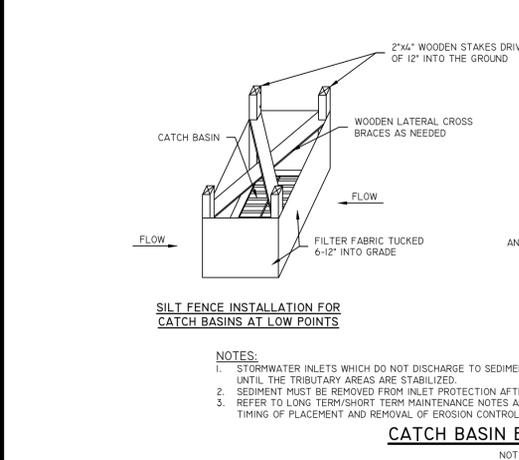
TEMPORARY GRAVEL CONSTRUCTION ENTRANCE/ EXIT PAD
NOT TO SCALE



RIPRAP APRON/ FE DETAIL
NOT TO SCALE



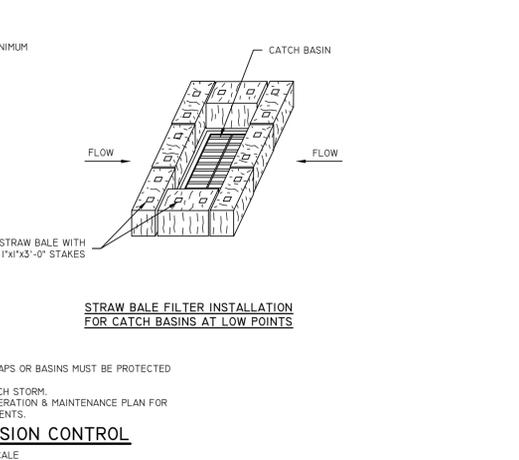
SLOPED GRANITE
NOT TO SCALE



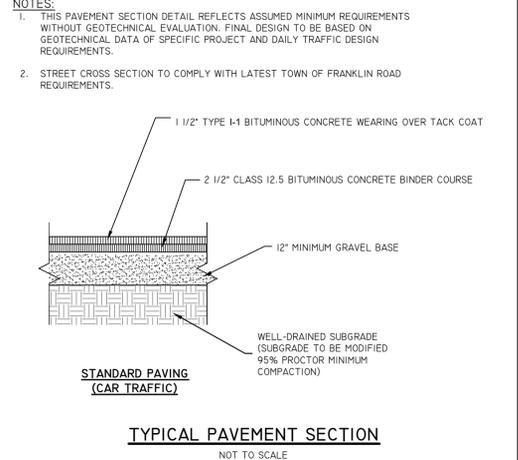
SILT FENCE INSTALLATION FOR CATCH BASINS AT LOW POINTS

- NOTES:**
1. STORMWATER INLETS WHICH DO NOT DISCHARGE TO SEDIMENT TRAPS OR BASINS MUST BE PROTECTED UNTIL THE TRIBUTARY AREAS ARE STABILIZED.
 2. SEDIMENT MUST BE REMOVED FROM INLET PROTECTION AFTER EACH STORM.
 3. REFER TO LONG TERM/SHORT TERM MAINTENANCE NOTES AND OPERATION & MAINTENANCE PLAN FOR TIMING OF PLACEMENT AND REMOVAL OF EROSION CONTROL ELEMENTS.

CATCH BASIN EROSION CONTROL
NOT TO SCALE

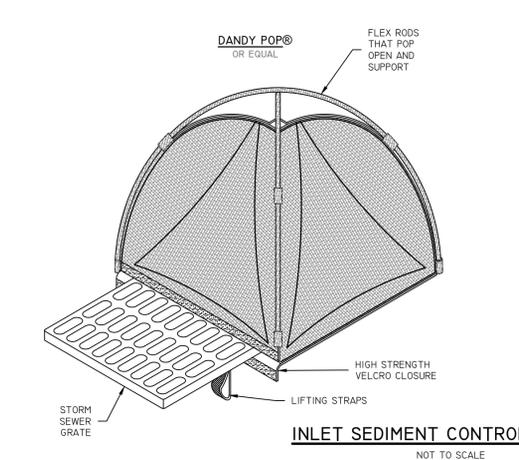


STRAW BALE FILTER INSTALLATION FOR CATCH BASINS AT LOW POINTS

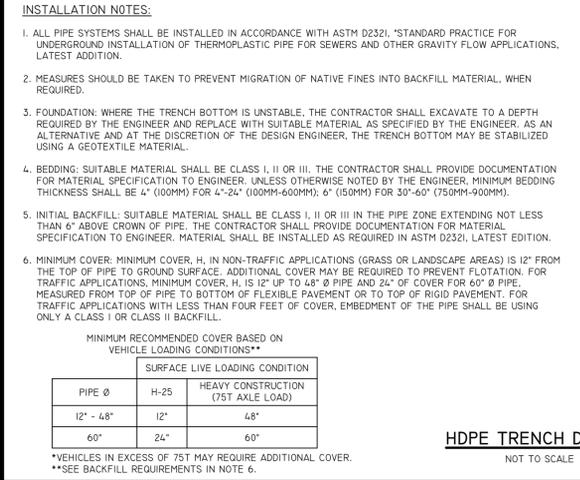


STANDARD PAVING (CAR TRAFFIC)

TYPICAL PAVEMENT SECTION
NOT TO SCALE

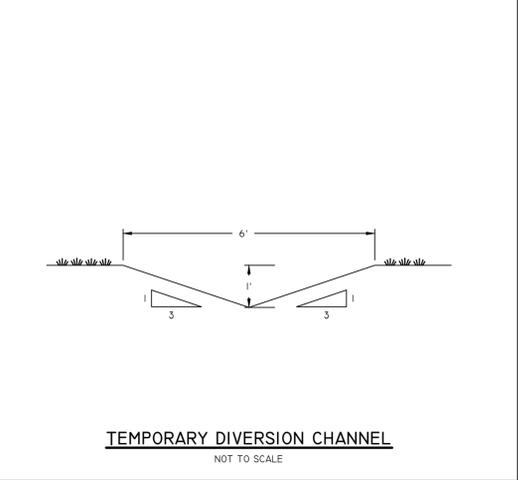


INLET SEDIMENT CONTROL DEVICES
NOT TO SCALE

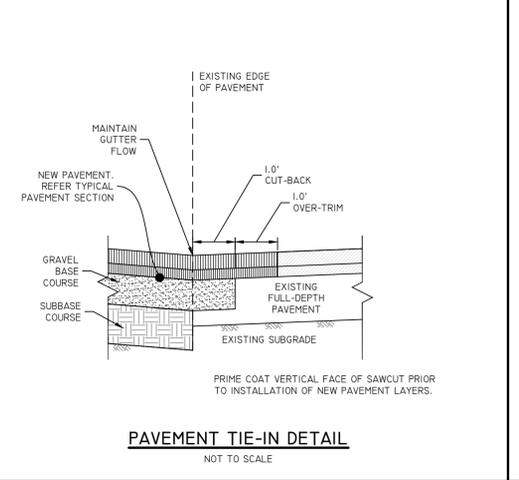


HOPE TRENCH DETAIL
NOT TO SCALE

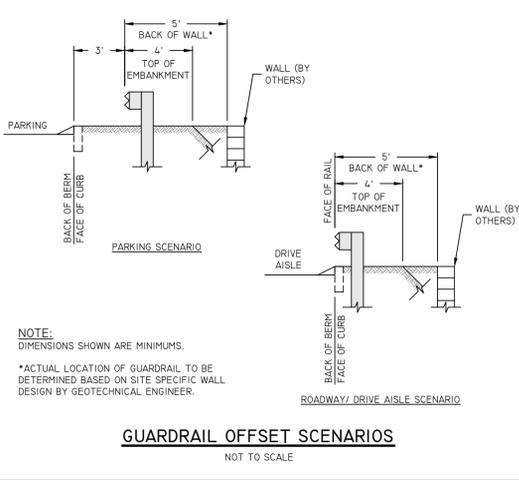
PIPE Ø	MIN. TRENCH WIDTH	PIPE Ø	MIN. TRENCH WIDTH
4"	21"	24"	48"
6"	23"	30"	56"
8"	26"	36"	64"
10"	28"	42"	72"
12"	30"	48"	80"
15"	34"	60"	96"
18"	39"		



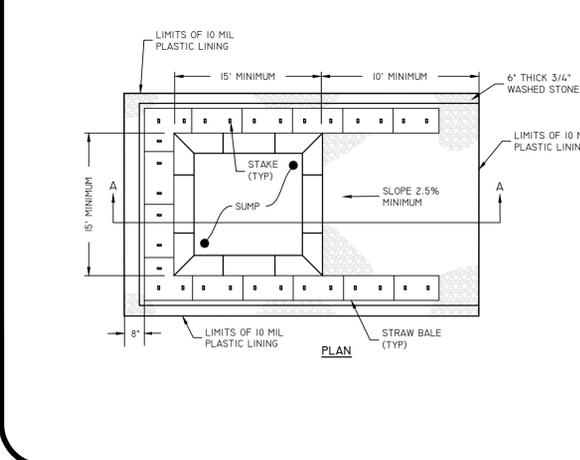
TEMPORARY DIVERSION CHANNEL
NOT TO SCALE



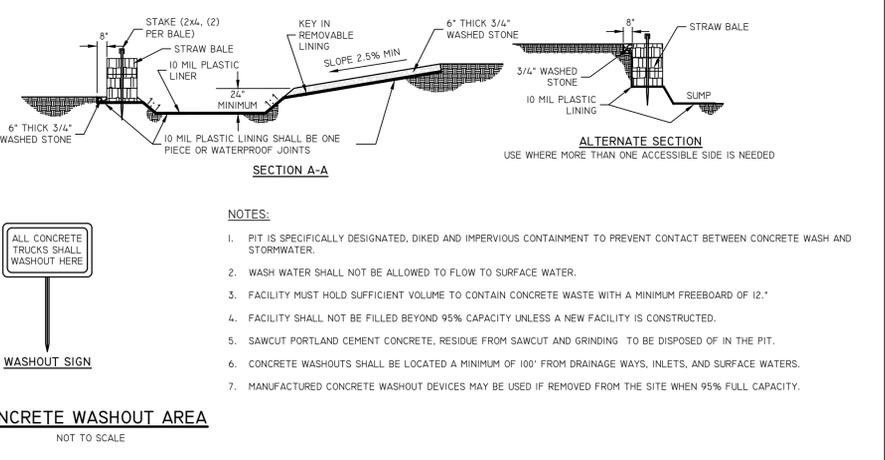
PAVEMENT TIE-IN DETAIL
NOT TO SCALE



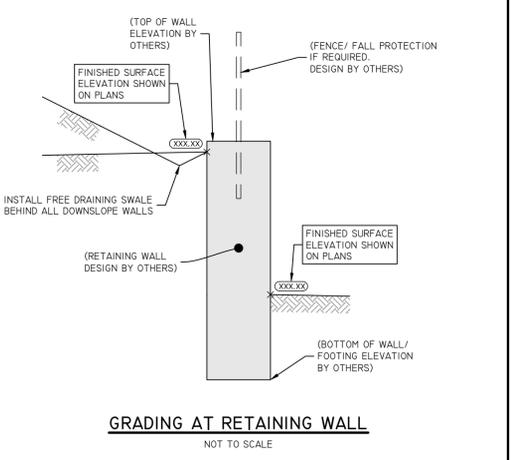
GUARDRAIL OFFSET SCENARIOS
NOT TO SCALE



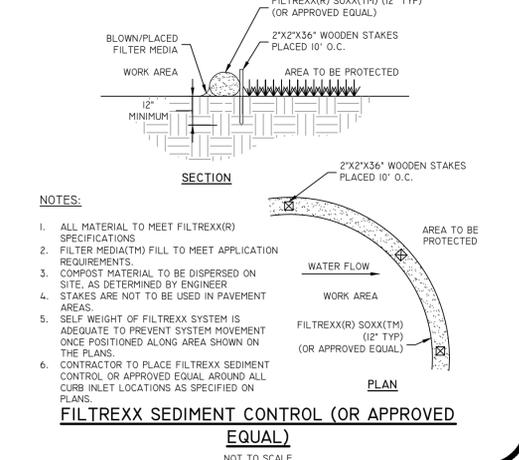
CONCRETE WASHOUT AREA
NOT TO SCALE



- NOTES:**
1. PIT IS SPECIFICALLY DESIGNATED, DIKED AND IMPERVIOUS CONTAINMENT TO PREVENT CONTACT BETWEEN CONCRETE WASH AND STORMWATER.
 2. WASH WATER SHALL NOT BE ALLOWED TO FLOW TO SURFACE WATER.
 3. FACILITY MUST HOLD SUFFICIENT VOLUME TO CONTAIN CONCRETE WASTE WITH A MINIMUM FREEBOARD OF 12."
 4. FACILITY SHALL NOT BE FILLED BEYOND 95% CAPACITY UNLESS A NEW FACILITY IS CONSTRUCTED.
 5. SAWCUT PORTLAND CEMENT CONCRETE, RESIDUE FROM SAWCUT AND GRINDING TO BE DISPOSED OF IN THE PIT.
 6. CONCRETE WASHOUTS SHALL BE LOCATED A MINIMUM OF 100' FROM DRAINAGE WAYS, INLETS, AND SURFACE WATERWAYS.
 7. MANUFACTURED CONCRETE WASHOUT DEVICES MAY BE USED IF REMOVED FROM THE SITE WHEN 95% FULL CAPACITY.



GRADING AT RETAINING WALL
NOT TO SCALE



- NOTES:**
1. ALL MATERIAL TO MEET FILTREXX(R) SPECIFICATIONS
 2. FILTER MEDIA(TM) FILL TO MEET APPLICATION REQUIREMENTS.
 3. COMPOST MATERIAL TO BE DISPersed ON SITE, AS DETERMINED BY ENGINEER
 4. STAKES ARE NOT TO BE USED IN PAVEMENT AREAS
 5. SELF WEIGHT OF FILTREXX SYSTEM IS ADEQUATE TO PREVENT SYSTEM MOVEMENT ONCE POSITIONED ALONG AREA SHOWN ON THE PLANS.
 6. CONTRACTOR TO PLACE FILTREXX SEDIMENT CONTROL OR APPROVED EQUAL AROUND ALL CURB INLET LOCATIONS AS SPECIFIED ON PLANS.

FILTREXX SEDIMENT CONTROL (OR APPROVED EQUAL)
NOT TO SCALE

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COMMONWEALTH OF MASSACHUSETTS
BRANDON D. CARP
CIVIL ENGINEER
No. 51472
REGISTERED PROFESSIONAL ENGINEER
01/18/2024

Brandon D. Carp

THIS PLAN SET MUST NOT BE USED FOR CONSTRUCTION PURPOSES UNLESS IT IS APPROVED AND SIGNED BY THE REGISTERED PROFESSIONAL ENGINEER OF DIPRETE ENGINEERING.

DIPRETE ENGINEERING ONLY WARRANTS THIS PLAN SET ON A DIPRETE ENGINEERING PROJECT. DIPRETE ENGINEERING SHALL NOT BE RESPONSIBLE FOR ANY CONSTRUCTION ERRORS OR OMISSIONS IN THIS PLAN SET. THE USER OF THIS PLAN SET SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS, REGULATIONS, AND OTHER REQUIREMENTS AND FOR THE PROPER IMPLEMENTATION OF THIS PLAN SET.

EXISTING UTILITIES SHOWN ON THIS PLAN ARE APPROXIMATE. DIPRETE ENGINEERING ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF THESE UTILITIES. SEE "UTILITY NOTES" ON SHEET 3.

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DRAWN BY: B.E.G.
DESIGN BY: B.E.G.

DETAIL SHEET

LOUISE DRIVE EXTENSION
ASSESSOR'S PLAT 339 LOT 9, 13-16 & ASSESSOR'S PLAT 349 LOT 2
FRANKLIN, MASSACHUSETTS

PREPARED FOR:
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DESIGN BY: B.E.G.

SHEET 11 OF 11

Z:\DEPARTMENT\PROJECTS\1342-001 LOUISE DRIVE\AUTOCAD DRAWINGS\3342-001-PLANS\LANDING PLOTTER 9/18/2024