



April 30, 2020

Somersworth City Council
One Government Way
Somersworth, NH 03878

Re: High Street (Route 9) Corridor Traffic Signal Improvements

Dear Mayor Hilliard and Members of the City Council,

Sebago Technics, Inc is pleased to present this summary of the ongoing study and design of the High Street (Route 9) Corridor Traffic Signal Improvement Project. The purpose of the May 4th City Council and Public Meeting is to present the current status of the project and receive feedback from officials and the public on existing issues of concern in the project area. This project is being administered as a NHDOT Local Public Agency (LPA) project using federal Congestion Mitigation and Air Quality (CMAQ) improvement program funding.

The City seeks to upgrade the existing traffic signal and pedestrian infrastructure at the following six intersections along High Street.

1. High Street at Blackwater Road/Indigo Hill Road
2. High Street at Stackpole Road
3. High Street at Walton's Way/Commercial Drive
4. High Street at Andrews Road (Target)
5. High Street at Tri-City Plaza
6. High Street at Kelwyn Drive

Currently the project is in the Engineering Study phase, which will be followed by preliminary/final design and ultimately construction which is currently scheduled for 2021. The objective of this study, which will be submitted to NHDOT for review, is to assess the existing conditions and recommend options to achieve the project goals of improving vehicular traffic flow and to provide for a safer pedestrian experience along the corridor.

The study examines the following items specific to each intersection:

- Vehicular and Pedestrian traffic signal infrastructure, including cabinets and components, Emergency Vehicle Preemption (EVP), and Accessible Pedestrian Signal (APS) buttons
- Communications between the project intersections along High Street
- Communications from High Street to a central management system at City Hall
- and, pedestrian curb ramps to meet current ADA requirements.

Over the past two months we have been coordinating with City Staff to produce this study. The first task was to complete a field inventory of the existing traffic signal and pedestrian equipment. From this inventory observed deficiencies were noted. Based on this inventory of existing conditions and noted deficiencies, a proposed scope of action was developed. This includes items such as upgrading the traffic signal controllers, providing remote communications to modify and monitor the signals, and providing ADA compliant pedestrian facilities. Once these improvements are implemented, it is also critical to

maintain the system, both in terms of infrastructure but also monitoring traffic patterns and adjusting the way the signals are programmed to operate to continuously provide efficient operations.

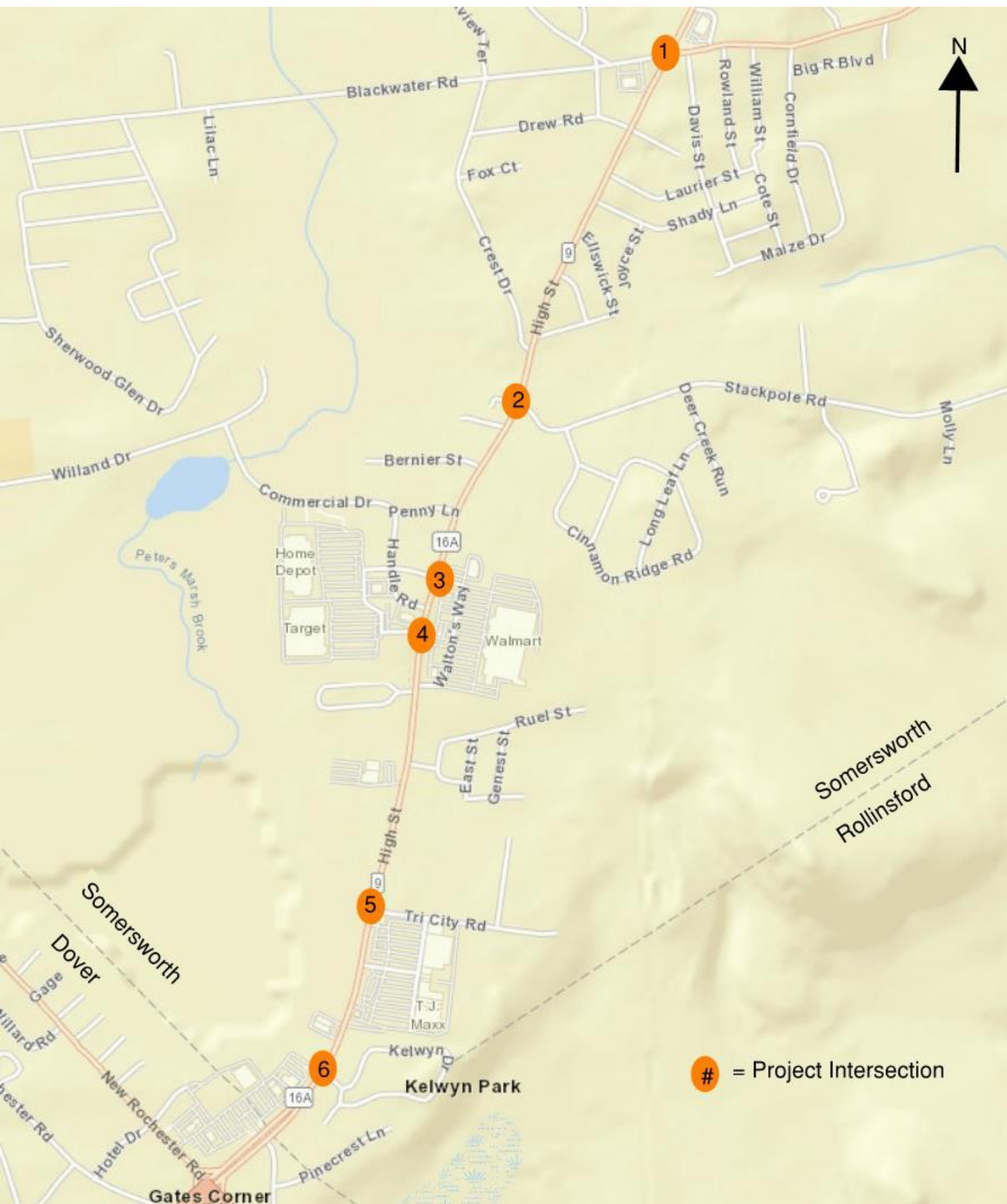
Included for your information are conceptual plans of the six project intersections highlighting the existing conditions and the currently proposed improvements.

I look forward to presenting project to you (remotely) on May 4th.

Sincerely,

A handwritten signature in black ink, appearing to read 'Derek Caldwell', with a stylized flourish at the end.

Derek Caldwell, P.E., PTOE
Sebago Technics, Inc
Project Manager



BLACKWATER ROAD

NO DETECTABLE WARNING DEVICE
ALLOWABLE SLOPES EXCEEDED:
MAX CROSS SLOPE=6.9%
MAX CLEAR SPACE AREA SLOPE=6.7%

NO DETECTABLE WARNING DEVICES.

ALLOWABLE SLOPES EXCEEDED:
MAX RUNNING SLOPE = 9.2%
MAX CROSS SLOPE = 7.2%
MAX CLEAR SPACE AREA SLOPE = 5.8%

HIGH STREET

HIGH STREET

INDIGO HILL ROAD

NO DETECTABLE WARNING DEVICE
VERY POOR CONDITION
ALLOWABLE SLOPES EXCEEDED:
MAX CROSS SLOPE=4.6%
MAX CLEAR SPACE AREA SLOPE=2.1%

DETECTABLE WARNING DEVICE
NOT COVER ENTIRE FLUSH AREA
ALLOWABLE SLOPES EXCEEDED:
MAX CROSS SLOPE=2.5

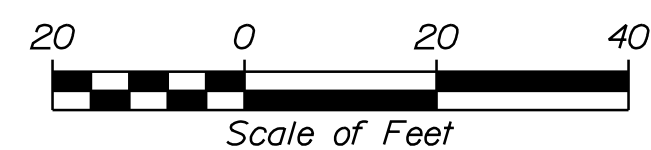
DETECTABLE WARNING DEVICES DO
NOT COVER ENTIRE FLUSH AREA
SLOPES COMPLIANT

1. EXISTING PEDESTRIAN SIGNAL HEADS DO NOT HAVE COUNTDOWN DISPLAYS (NOT ADA COMPLIANT)
2. EXISTING PEDESTRIAN PUSHBUTTONS ARE NOT APS (NOT ADA COMPLIANT)
3. PEDESTRIAN CURB RAMPS NOT ADA COMPLIANT DUE TO EXCEEDING MAXIMUM SLOPES AND NO/NON-COMPLIANT DETECTABLE WARNING DEVICES.
DEFICIENCIES ARE EACH RAMP ARE SHOWN IN THE ABOVE GRAPHIC.
4. PEDESTRIAN SIGNAL HEADS/PUSHBUTTONS ON OUTSIDE OF RIGHT-TURN SLIP LANES SHOULD BE RELOCATED TO SPLITTER ISLANDS.
5. PEDESTRIAN PUSHBUTTONS ON SOUTHWEST AND NORTHWEST CORNERS LOCATED TOO FAR FROM CURB RAMPS.

	EXISTING	PROPOSED
PEDESTRIAN SIGNAL HEAD		
PEDESTRIAN PUSHBUTTON		
CONTROLLER CABINET		
EMERGENCY PREEMPTION OPTICAL RECEIVER		
SINGLE POINT VIDEO DETECTION CAMERA		
PEDESTRIAN CURB RAMP		
VEHICULAR SIGNAL HEAD		
STRAIN POLE		

MAX. RUNNING SLOPE = 8.3%
MAX CROSS SLOPE = 2.0%
CLEAR SPACE AREA = 4'X4' AREA MAX. 2.0% ANY DIRECTION

PLAN



This aerial map shows the intersection of Blackwater Road, High Street, and Indigo Hill Road. A green line with numbered points (1-6) indicates a path. A north arrow is in the top right.

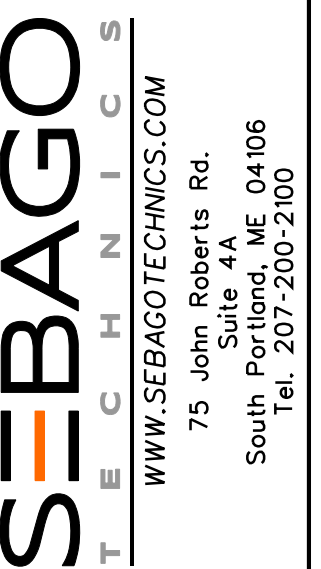
- (1). REMOVE EXISTING CONTROLLER CABINET. INSTALL NEW POLE MOUNTED ATC CABINET. RETAIN EXISTING CONTROLLER.
- (2). INSTALL NEW GRIDSMART VIDEO DETECTION CAMERA AND PROCESSOR.
- (3). REMOVE AND REPLACE EMERGENCY VEHICLE PREEMPTION OPTICAL RECEIVERS. (4 TOTAL)
INSTALL NEW PREEMPTION DETECTOR CARD IN NEW CABINET.
- (4). REMOVE EXISTING PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS.
INSTALL NEW COUNTDOWN PEDESTRIAN SIGNAL HEADS AND APS PUSHBUTTONS ON EXISTING STRUCTURES (3 TOTAL)
- (5). INSTALL NEW PEDESTAL POSTS ON SPLITTER ISLANDS WITH NEW COUNTDOWN PEDESTRIAN SIGNALS AND APS PUSHBUTTONS.
- (6). REMOVE EXISTING PEDESTAL POLES, PEDESTRIAN SIGNAL HEADS, AND PUSHBUTTONS FROM SLIP LANE LOCATIONS.

IT IS NOT PROPOSED TO RECONSTRUCT THE EXISTING CURB RAMPS DUE TO RIGHT-OF-WAY LIMITATIONS ON THE NORTHWEST, SOUTHWEST AND SOUTHEAST CORNERS OF THE INTERSECTION. DUE TO THIS LIMITATION IT IS ALSO NOT PROPOSED TO RELOCATE THE PUSHBUTTONS ON THE NORTHWEST AND SOUTHEAST CORNERS AS PART OF THIS PROJECT.

A scale bar labeled "Scale of Feet" is shown. It has markings at 20, 0, 20, and 40. The segment between 0 and 20 is divided into four equal parts by tick marks.

NOT FOR
CONSTRUCTION

DESIGNED		CHECKED
DHC		SSS
A DHC 4-27-20 DRAFT ENGINEERING STUDY		
REV: BT:	DATE:	STATUS:
THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO DESIGN, INC. ANY ALTERATIONS, ADDITIONS OR DELETIONS SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO DESIGN, INC.		



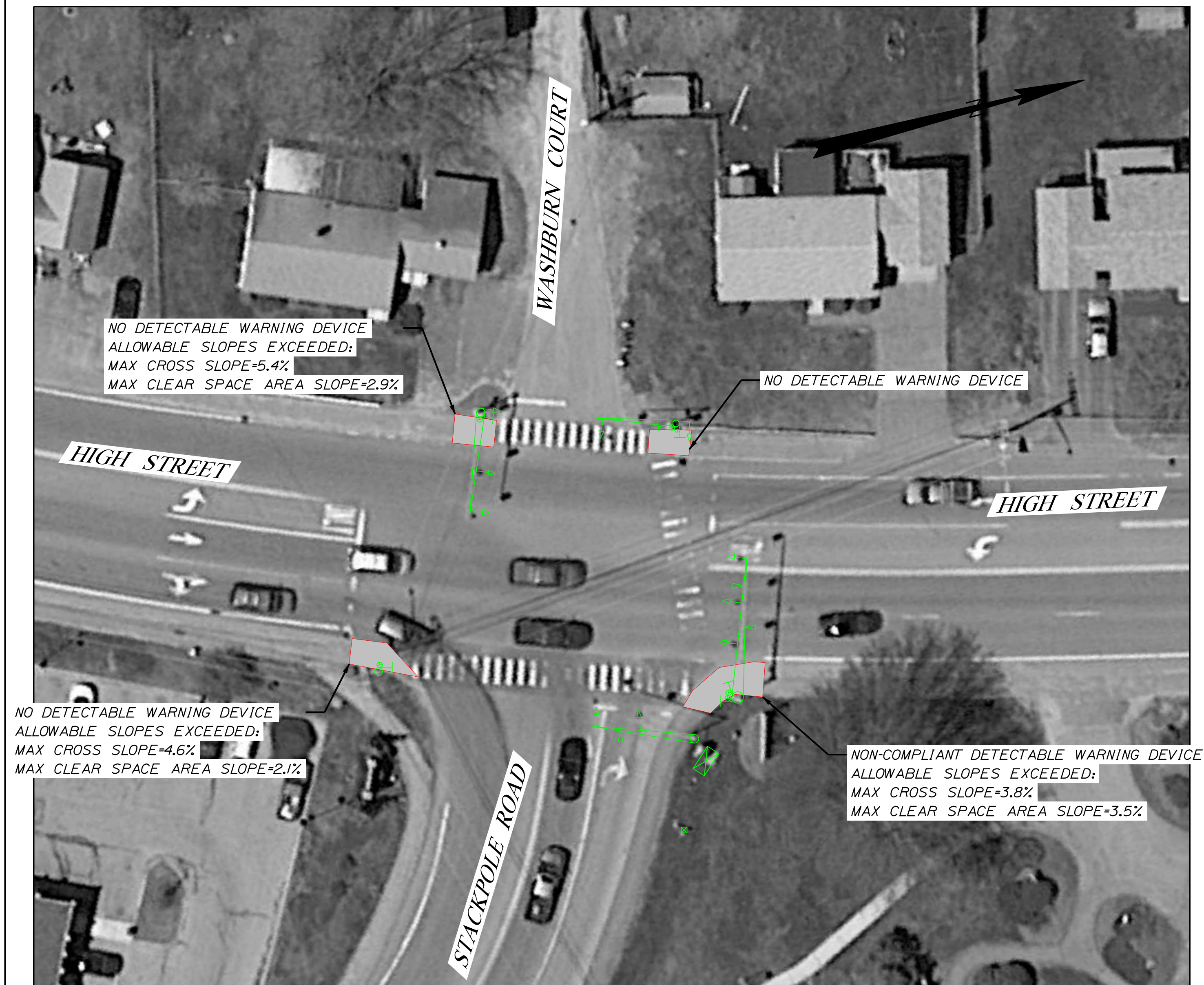
CONCEPT PLAN
OF:
BLACKWATER ROAD/INDIGO HILL ROAD
FOR:
CITY OF SOMERSWORTH
1 GOVERNMENT WAY
SOMERSWORTH, NEW HAMPSHIRE 03878

PROJECT NO.	SCALE
19104	1" = 20'

SHEET 1 OF 6

..\Traffic Plan 6 - Copy.dgn

EXISTING CONDITIONS

OBSERVED DEFICIENCIES

1. EXISTING PEDESTRIAN SIGNAL HEADS DO NOT HAVE COUNTDOWN DISPLAYS (NOT ADA COMPLIANT)
2. EXISTING PEDESTRIAN PUSHBUTTONS ARE NOT APS (NOT ADA COMPLIANT)
3. PEDESTRIAN CURB RAMPS NOT ADA COMPLIANT DUE TO EXCEEDING MAXIMUM SLOPES AND NO DETECTABLE WARNING DEVICES. DEFICIENCIES ARE EACH RAMP ARE SHOWN IN THE ABOVE GRAPHIC.
4. SIGNAL COORDINATION WITH WALTON'S WAY NOT IN OPERATION.
5. ELECTRIC METER PEDESTAL PARTIALLY KNOCKED OVER.

LEGEND

	EXISTING	PROPOSED
PEDESTRIAN SIGNAL HEAD		
PEDESTRIAN PUSHBUTTON		
CONTROLLER CABINET		
EMERGENCY PREEMPTION OPTICAL RECEIVER		
PEDESTRIAN CURB RAMP		
SINGLE POINT VIDEO DETECTION CAMERA		
VEHICULAR SIGNAL HEAD		
MAST ARM		
METER PEDESTAL		

CURB RAMP COMPLIANCE STANDARDS

MAX. RUNNING SLOPE = 8.3%
MAX CROSS SLOPE = 2.0%
CLEAR SPACE AREA = 4'X4' AREA MAX. 2.0% ANY DIRECTION

(REFERENCE: NHDOT SIDEWALK CURB RAMP DETAILS)

PLAN



PROPOSED



SCOPE OF PROPOSED IMPROVEMENTS

1. REMOVE EXISTING CONTROLLER CABINET AND CONTROLLER. REPLACE WITH NEW ATC CABINET MOUNTED ON EXISTING FOUNDATION. ESTABLISH COORDINATION W/ WALTON'S WAY INTERSECTION.
2. INSTALL NEW GRIDSMART VIDEO DETECTION CAMERA AND PROCESSOR.
3. REMOVE AND REPLACE EMERGENCY VEHICLE PREEMPTION OPTICAL RECEIVERS. (3 TOTAL)
INSTALL NEW PREEMPTION DETECTOR CARD IN NEW CABINET.
4. REMOVE EXISTING PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS.
INSTALL NEW COUNTDOWN PEDESTRIAN SIGNAL HEADS AND APS PUSHBUTTONS ON EXISTING STRUCTURES. (6 TOTAL)
5. RECONSTRUCT PEDESTRIAN CURB RAMPS AND INSTALL DETECTABLE WARNING DEVICES FOR ADA COMPLIANCE (4 TOTAL)
6. RESET EXISTING METER PEDESTAL.

PLAN



PROGRESS
PRINT

NOT FOR
CONSTRUCTION

[illegible]

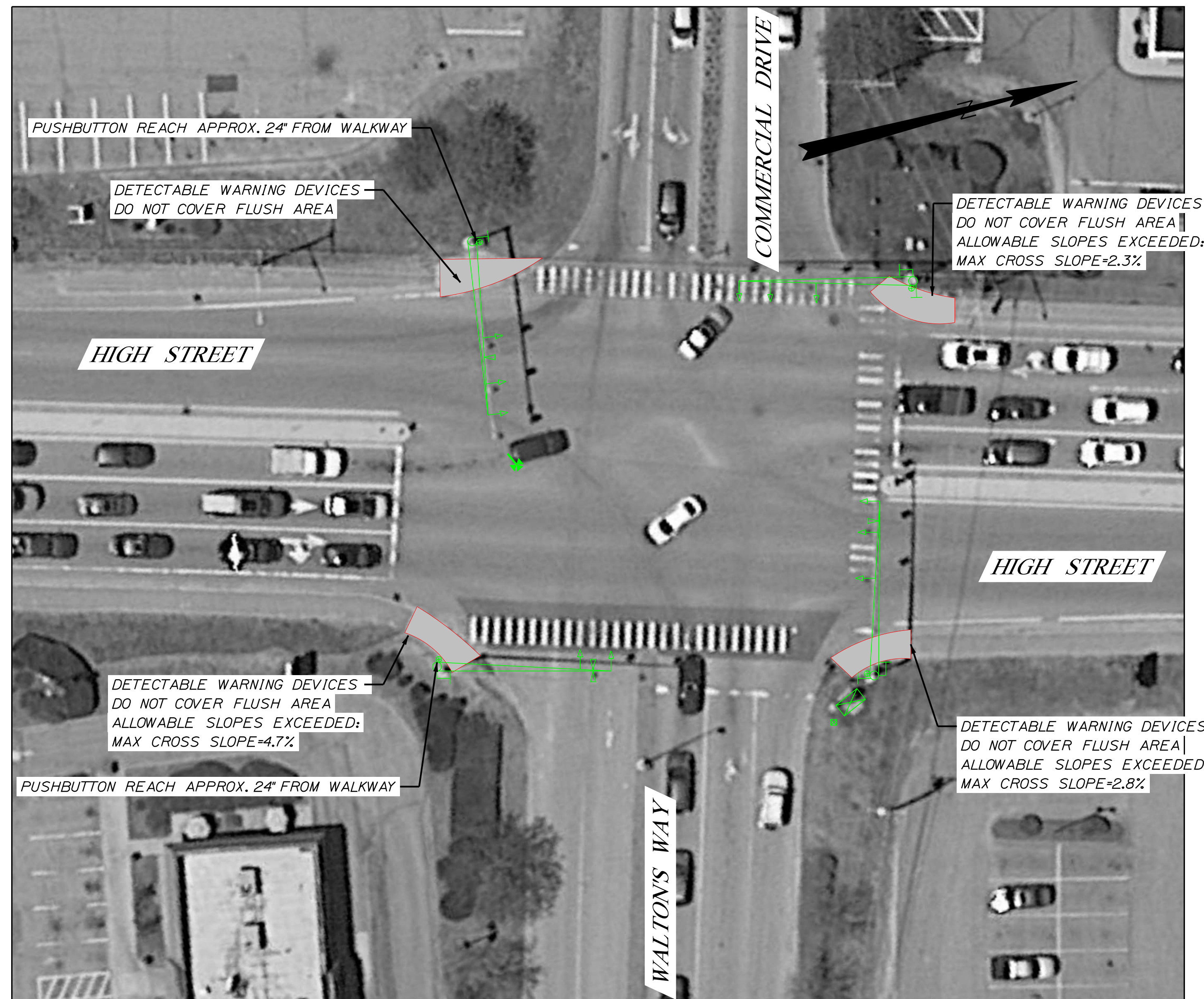
OP: HIGH STREET AT
STACKPOLE ROAD/WASHBURN COURT
FOR: CITY OF SOMERSWORTH
1 GOVERNMENT WAY
SOMERSWORTH, NEW HAMPSHIRE 03878

ECT NO.	SCALE
9104	1" = 20'

SHEET 2 OF 6

..\Traffic Plan 3 - Copy.dgn

EXISTING

OBSERVED DEFICIENCIES

1. EXISTING PEDESTRIAN SIGNAL HEADS DO NOT HAVE COUNTDOWN DISPLAYS (NOT ADA COMPLIANT).
2. EXISTING PEDESTRIAN PUSHBUTTONS ARE NOT APS (NOT ADA COMPLIANT).
3. PEDESTRIAN CURB RAMPS NOT ADA COMPLIANT DUE TO EXCEEDING MAXIMUM SLOPES AND NON COMPLIANT DETECTABLE WARNING DEVICES.
DEFICIENCIES ARE EACH RAMP ARE SHOWN IN THE ABOVE GRAPHIC.
4. SIGNAL COORDINATION WITH STACKPOLE ROAD & ANDREW'S ROAD NOT IN OPERATION.

LEGEND

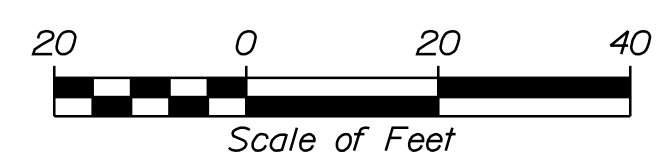
	EXISTING	PROPOSED
PEDESTRIAN SIGNAL HEAD		
PEDESTRIAN PUSHBUTTON		
CONTROLLER CABINET		
EMERGENCY PREEMPTION OPTICAL RECEIVER		
PEDESTRIAN CURB RAMP		
SINGLE POINT VIDEO DETECTION CAMERA		
VEHICULAR SIGNAL HEAD		
MAST ARM		
METER PEDESTAL		

CURB RAMP COMPLIANCE STANDARDS

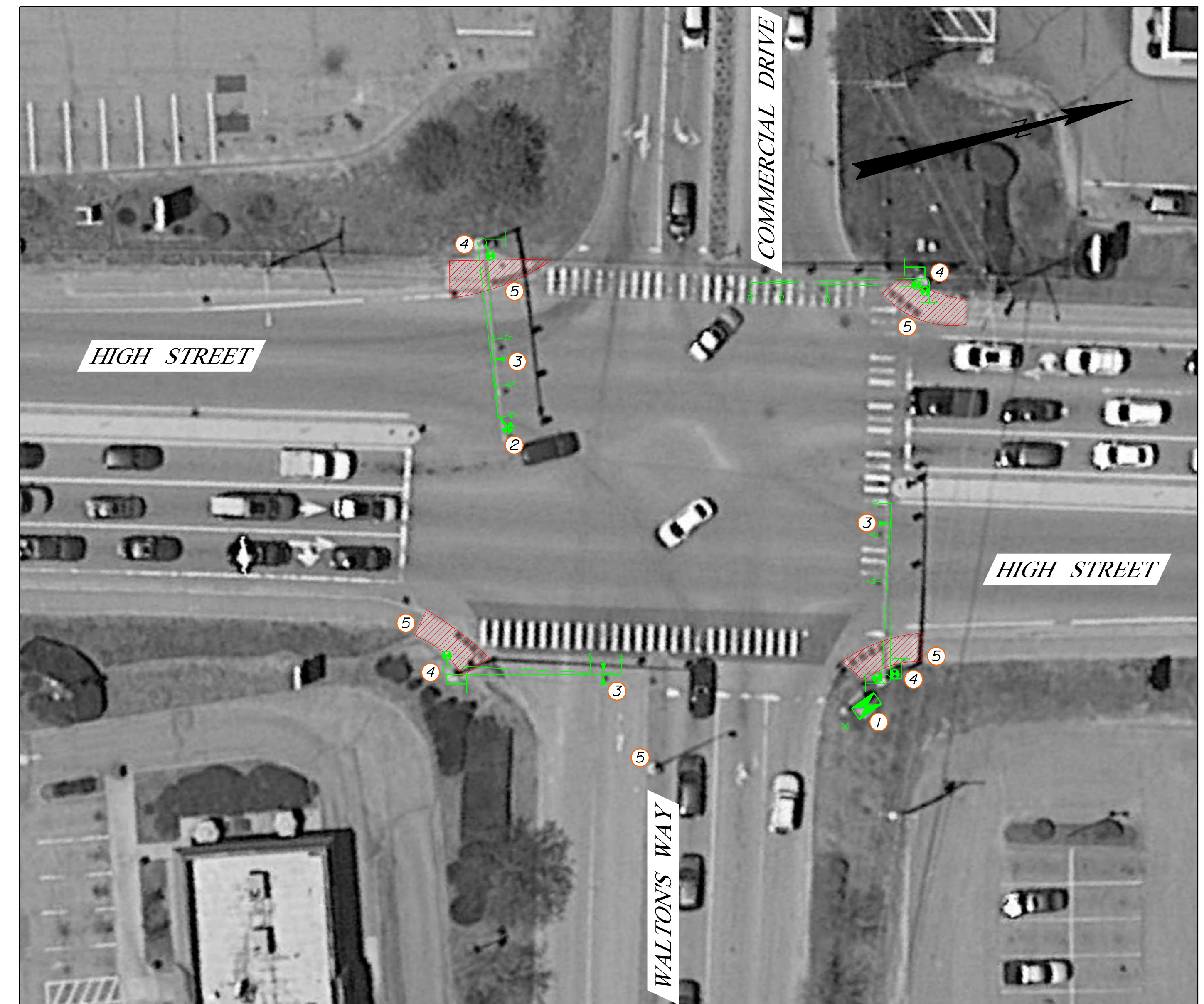
MAX. RUNNING SLOPE = 8.3%
MAX CROSS SLOPE = 2.0%
CLEAR SPACE AREA = 4'X4' AREA MAX. 2.0% ANY DIRECTION

(REFERENCE: NHDOT SIDEWALK CURB RAMP DETAILS)

PLAN



PROPOSED



SCOPE OF PROPOSED IMPROVEMENTS

1. REMOVE EXISTING CONTROLLER CABINET AND CONTROLLER. REPLACE WITH NEW ATC CABINET MOUNTED ON EXISTING FOUNDATION. ESTABLISH COORDINATION W/ ANDREWS ROAD/STACKPOLE ROAD. INSTALL COMCAST CABLE COMMUNICATIONS DROP AND CABLE MODEM. CONFIGURE COMMUNICATIONS TO SOMERSWORTH CENTRAL SERVER FOR CENTRAL TRAFFIC MANAGEMENT SYSTEM.
2. INSTALL NEW GRIDSMART VIDEO DETECTION CAMERA AND PROCESSOR.
3. REMOVE AND REPLACE EMERGENCY VEHICLE PREEMPTION OPTICAL RECEIVERS. (4 TOTAL) INSTALL NEW PREEMPTION DETECTOR CARD IN NEW CABINET.
4. REMOVE EXISTING PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS. INSTALL NEW COUNTDOWN PEDESTRIAN SIGNAL HEADS AND APS PUSHBUTTONS ON EXISTING STRUCTURES. (6 TOTAL) INSTALL PUSHBUTTONS AT SOUTHERN CORNERS WITH EXTENSION ARMS TO MEET REQUIRED MAX. 10' REACH DISTANCE.
5. RECONSTRUCT PEDESTRIAN CURB RAMPS AND INSTALL COMPLIANT DETECTABLE WARNING DEVICES FOR ADA COMPLIANCE (4 TOTAL)

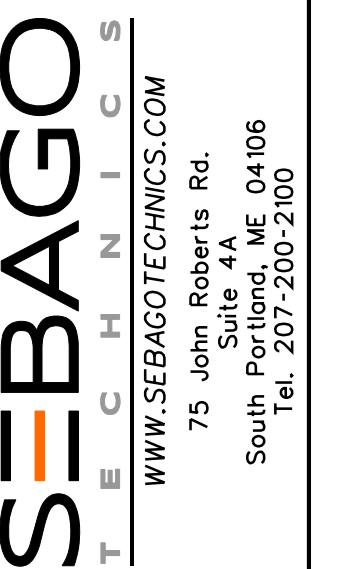
PLAN



PROGRESS
PRINT

NOT FOR
CONSTRUCTION

						DESIGNED	CHECKED
						DHC	SSS
A	DHC	4-27-20	DRAFT ENGINEERING STUDY				
REV:	BY:	DATE:	STATUS:				
THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC.							



CONCEPT PLAN
OF: HIGH STREET AT
WALTON'S WAY/COMMERCIAL DRIVE
FOR: CITY OF SOMERSWORTH
1 GOVERNMENT WAY
SOMERSWORTH, NEW HAMPSHIRE 03878
- Copy.dwg

PROJECT NO.	SCALE
19104	1" = 20'

SHEET 3 OF 6

EXISTING CONDITIONS



OBSERVED DEFICIENCIES

1. EXISTING PEDESTRIAN SIGNAL HEADS DO NOT HAVE COUNTDOWN DISPLAYS (NOT ADA COMPLIANT).
2. EXISTING PEDESTRIAN PUSHBUTTONS ARE NOT APS (NOT ADA COMPLIANT).
3. PEDESTRIAN CURB RAMPS NOT ADA COMPLIANT DUE TO EXCEEDING MAXIMUM SLOPES AND NON-COMPLIANT DETECTABLE WARNING DEVICES.
DEFICIENCIES ARE EACH RAMP ARE SHOWN IN THE ABOVE GRAPHIC.
4. SIGNAL COORDINATION WITH WALTON'S WAY AND TRI-CITY INTERSECTIONS NOT IN OPERATION.

CURB RAMP COMPLIANCE STANDARDS

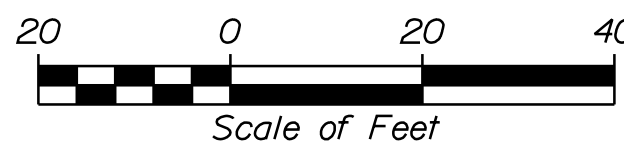
MAX. RUNNING SLOPE = 8.3%
MAX CROSS SLOPE = 2.0%
CLEAR SPACE AREA = 4'X4' AREA MAX. 2.0% ANY DIRECTION

(REFERENCE: NHDOT SIDEWALK CURB RAMP DETAILS)

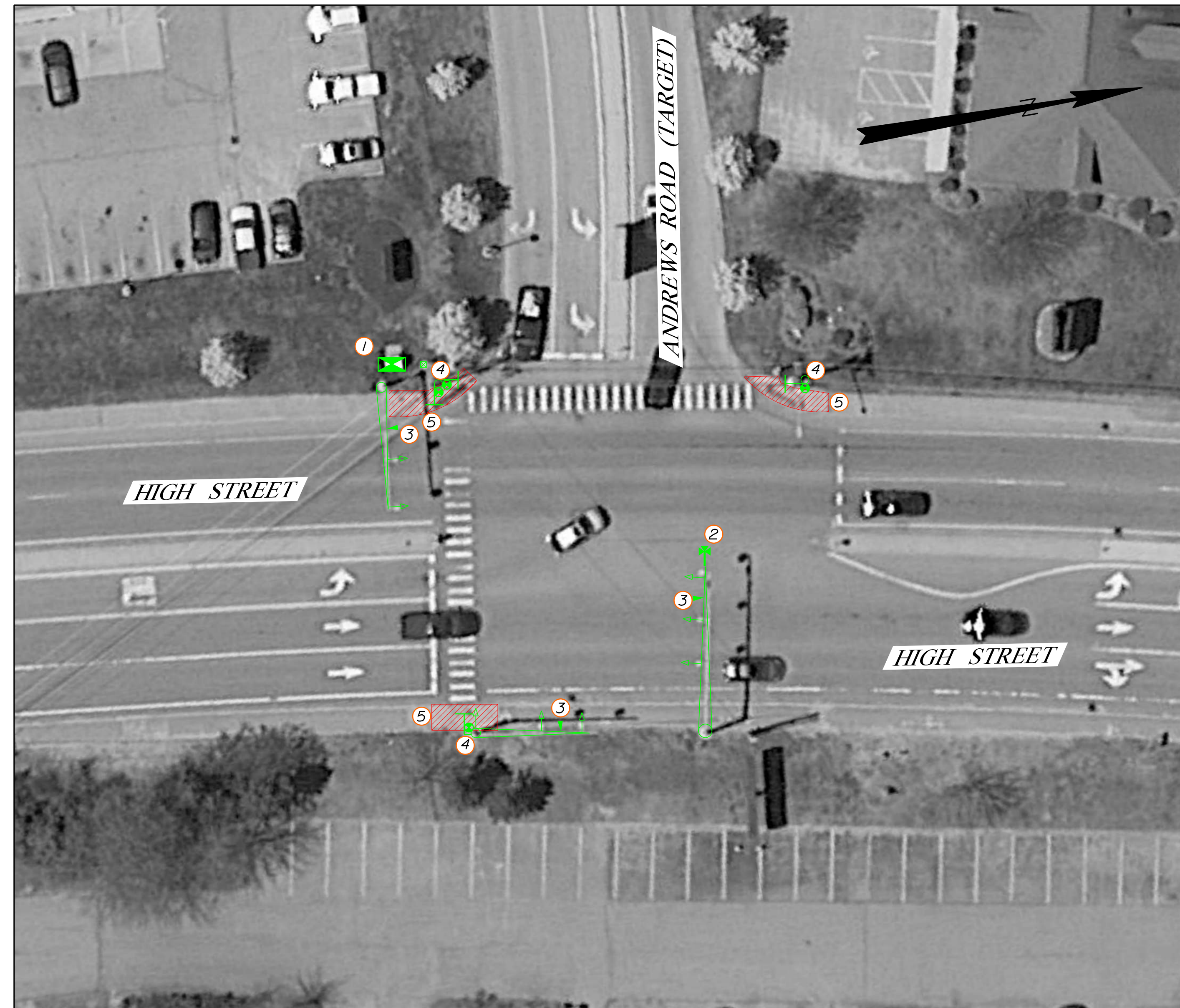
LEGEND

	EXISTING	PROPOSED
PEDESTRIAN SIGNAL HEAD		
PEDESTRIAN PUSHBUTTON		
CONTROLLER CABINET		
EMERGENCY PREEMPTION OPTICAL RECEIVER		
PEDESTRIAN CURB RAMP		
SINGLE POINT VIDEO DETECTION CAMERA		
VEHICULAR SIGNAL HEAD		
MAST ARM		
METER PEDESTAL		

PLAN



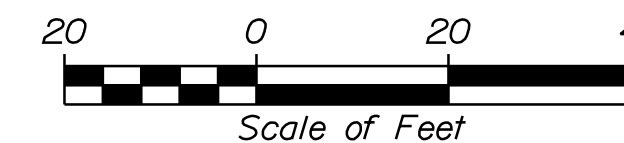
PROPOSED



SCOPE OF PROPOSED IMPROVEMENTS

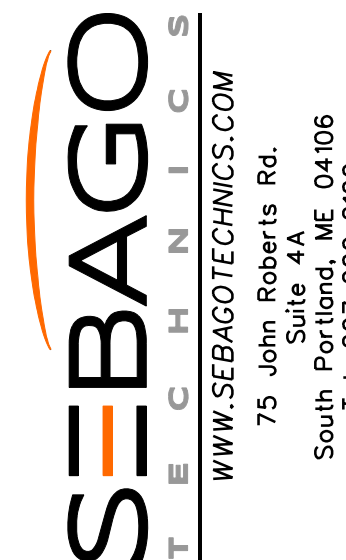
- (1). REMOVE EXISTING CONTROLLER CABINET AND CONTROLLER. REPLACE WITH NEW ATC CABINET MOUNTED ON EXISTING FOUNDATION. ESTABLISH COORDINATION W/ WALTON'S WAY & TRI-CITY INTERSECTIONS.
- (2). INSTALL NEW GRIDSMART VIDEO DETECTION CAMERA AND PROCESSOR.
- (3). REMOVE AND REPLACE EMERGENCY VEHICLE PREEMPTION OPTICAL RECEIVERS. (3 TOTAL)
INSTALL NEW PREEMPTION DETECTOR CARD IN NEW CABINET.
- (4). REMOVE EXISTING PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS.
INSTALL NEW COUNTDOWN PEDESTRIAN SIGNAL HEADS AND APS PUSHBUTTONS ON EXISTING STRUCTURES. (4 TOTAL)
- (5). RECONSTRUCT PEDESTRIAN CURB RAMPS AND INSTALL DETECTABLE WARNING DEVICES FOR ADA COMPLIANCE (3 TOTAL)

PLAN



PROGRESS
PRINT

NOT FOR
CONSTRUCTION

[illegible]

CONCEPT PLAN
OF:
HIGH STREET AT ANDREWS ROAD

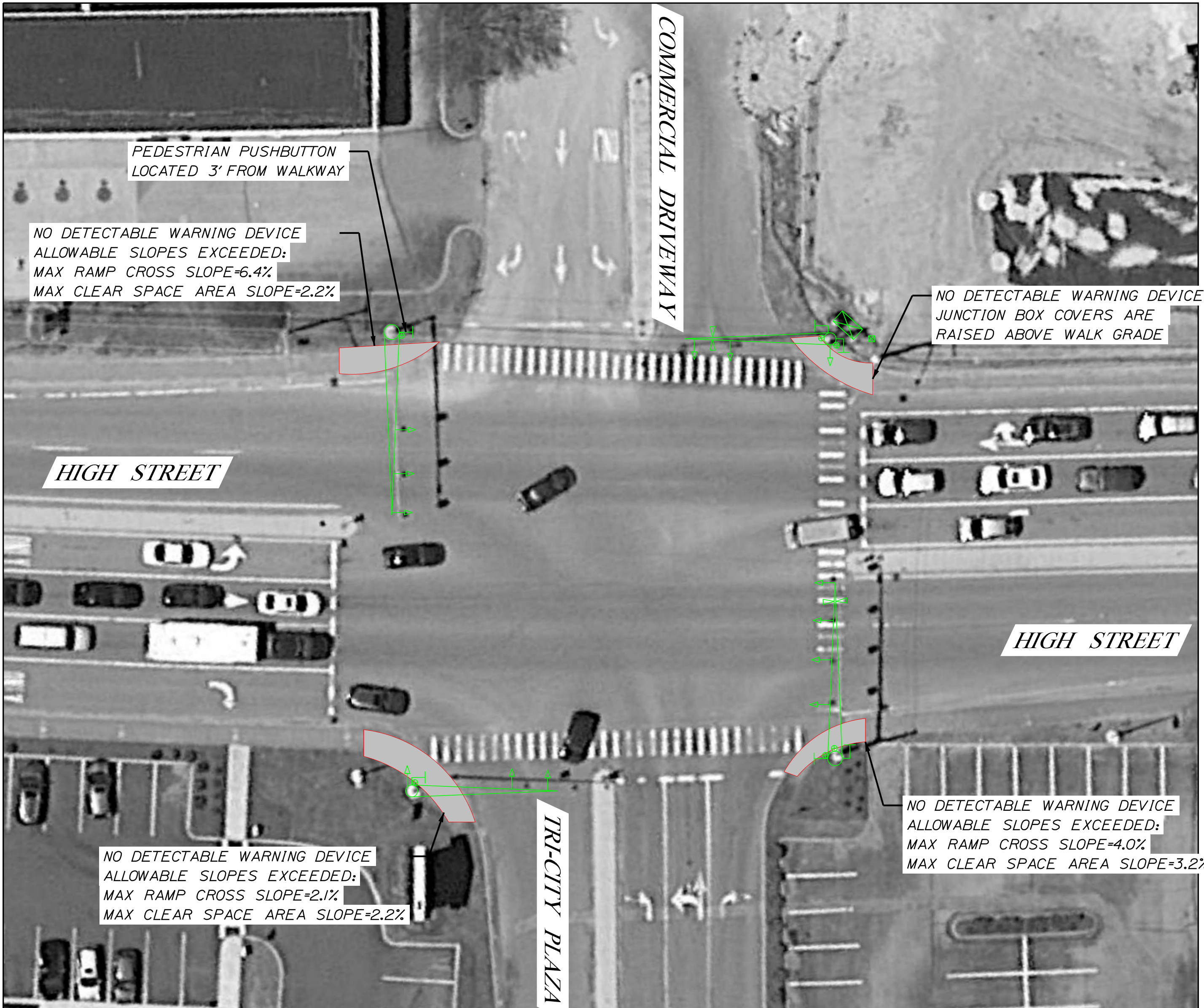
FOR:
CITY OF SOMERSWORTH
1 GOVERNMENT WAY
SOMERSWORTH, NEW HAMPSHIRE 03078

PROJECT NO.	SCALE
19104	1" = 20'

SHEET 4 OF 6

1000

EXISTING CONDITIONS



OBSERVED DEFICIENCIES

1. PEDESTRIAN CURB RAMPS NOT ADA COMPLIANT DUE TO EXCEEDING MAXIMUM SLOPES AND NO DETECTABLE WARNING DEVICES.
DEFICIENCIES ARE EACH RAMP ARE SHOWN IN THE ABOVE GRAPHIC.
2. SIGNAL COORDINATION WITH ANDREWS ROAD INTERSECTIONS AND KELWYN DRIVE NOT IN OPERATION.

LEGEND

	EXISTING	PROPOSED
PEDESTRIAN SIGNAL HEAD		
PEDESTRIAN PUSHBUTTON		
CONTROLLER CABINET		
EMERGENCY PREEMPTION OPTICAL RECEIVER		
PEDESTRIAN CURB RAMP		
SINGLE POINT VIDEO DETECTION CAMERA		
VEHICULAR SIGNAL HEAD		
MAST ARM		
METER PEDESTAL		

CURB RAMP COMPLIANCE STANDARDS

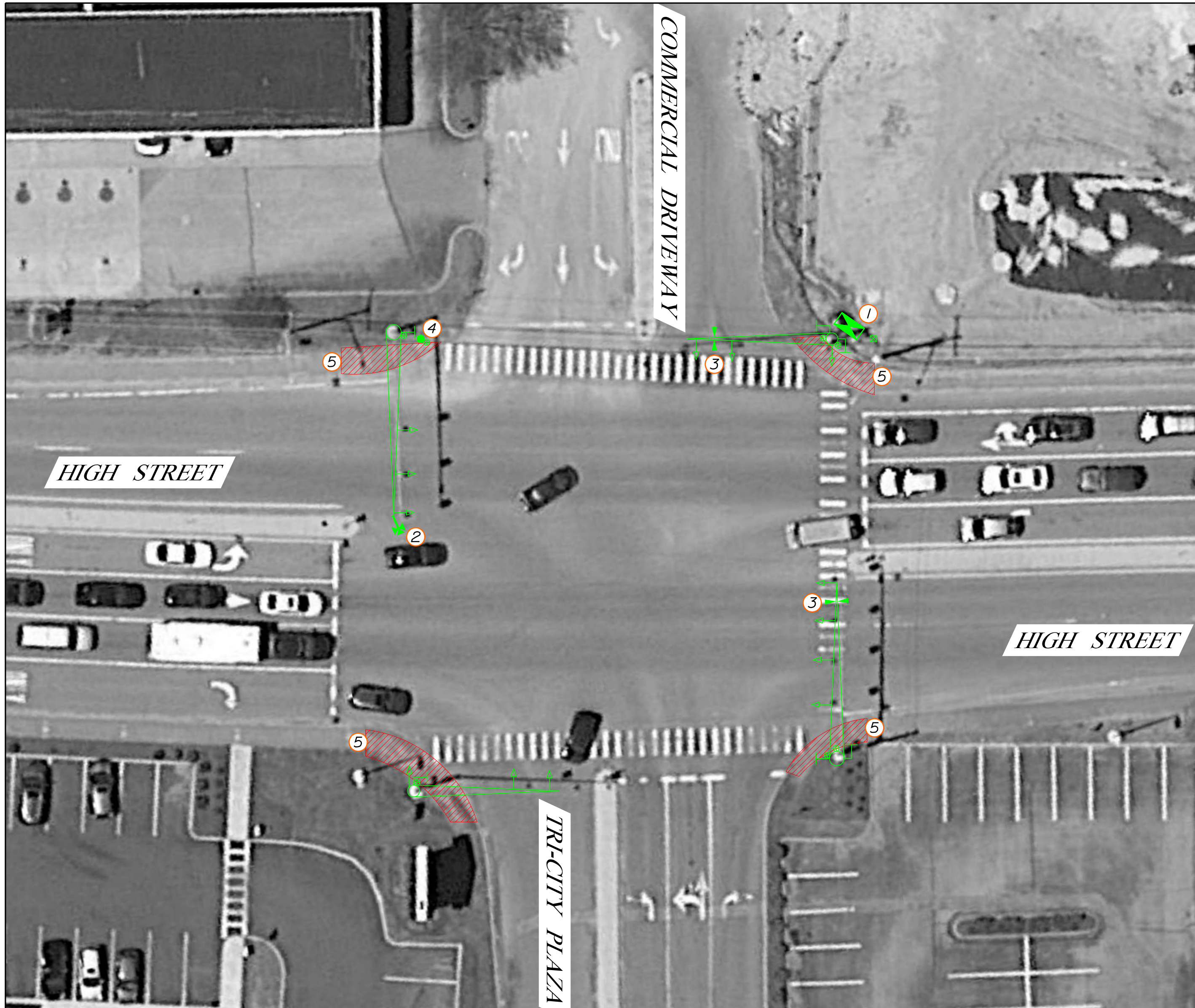
MAX. RUNNING SLOPE = 8.3%
MAX CROSS SLOPE = 2.0%
CLEAR SPACE AREA = 4'X4' AREA MAX. 2.0% ANY DIRECTION

(REFERENCE: NHDOT SIDEWALK CURB RAMP DETAILS.)

PLAN



PROPOSED



SCOPE OF PROPOSED IMPROVEMENTS

- ①. REMOVE EXISTING CONTROLLER CABINET. RETAIN EXISTING CONTROLLER. REPLACE WITH NEW ATC CABINET MOUNTED ON EXISTING FOUNDATION. ESTABLISH COORDINATION W/ ANDREWS ROAD & KELWYN DRIVE INTERSECTIONS.
- ②. INSTALL NEW GRIDSMART VIDEO DETECTION CAMERA AND PROCESSOR.
- ③. REMOVE AND REPLACE EMERGENCY VEHICLE PREEMPTION OPTICAL RECEIVERS. (4 TOTAL)
INSTALL NEW PREEMPTION DETECTOR CARD IN NEW CABINET.
- ④. RELOCATE EXISTING PEDESTRIAN PUSHBUTTON ON SOUTHWEST CORNER TO NEW 4' PEDESTAL POST.
- ⑤. RECONSTRUCT PEDESTRIAN CURB RAMPS AND INSTALL DETECTABLE WARNING DEVICES FOR ADA COMPLIANCE (4 TOTAL)

PLAIN



PROGRESS
PRINT

NOT FOR
CONSTRUCTION

[illegible]

OF:
HIGH STREET AT TRI-CITY PLAZA

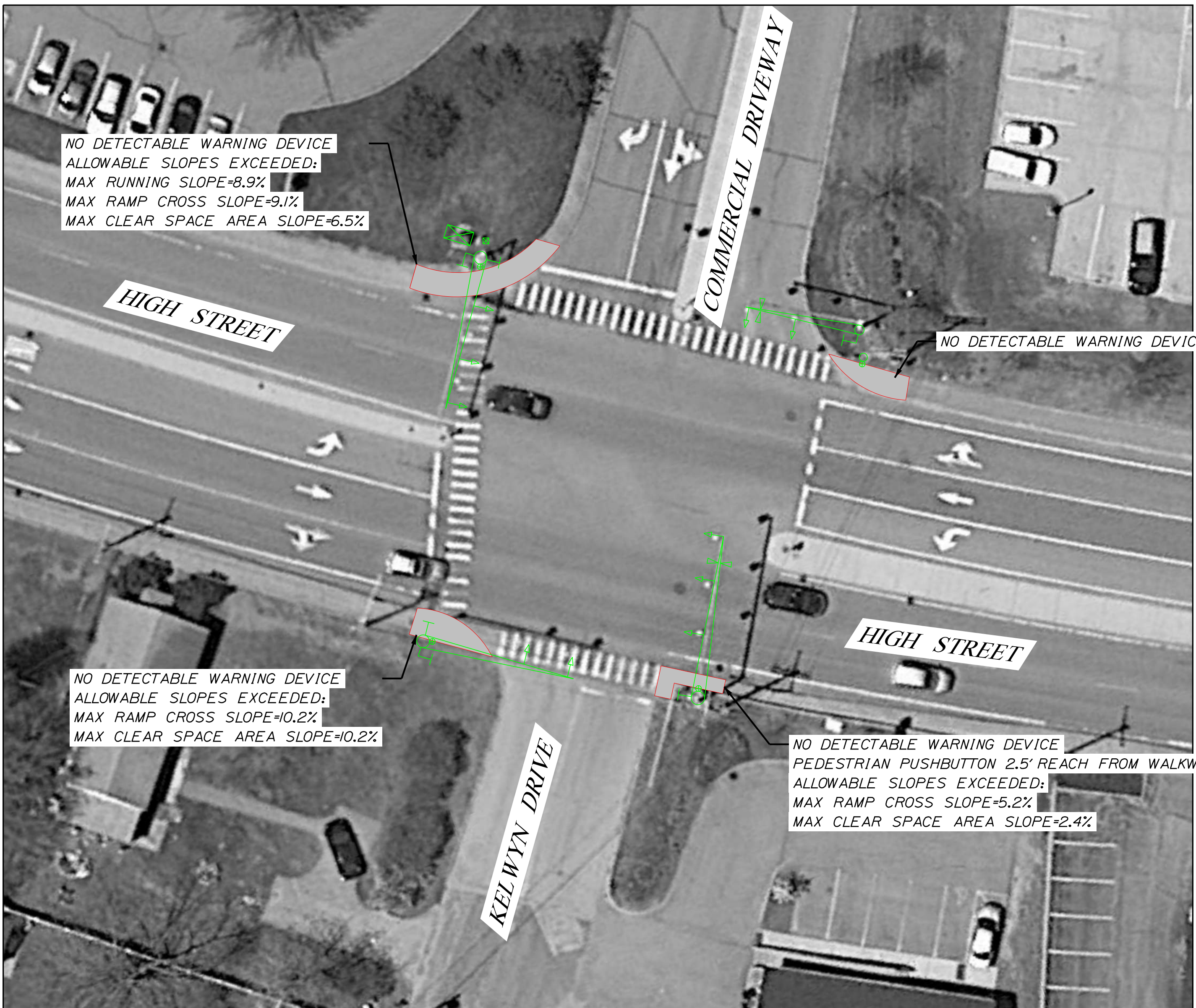
1 GOVERNMENT WAY
SOMERSWORTH, NEW HAMPSHIRE 03878

OBJECT NO.	SCALE
19104	1" = 20'

SHEET 5 OF 6

.. \traffic Plan 2 - Copy.dgn

EXISTING CONDITIONS

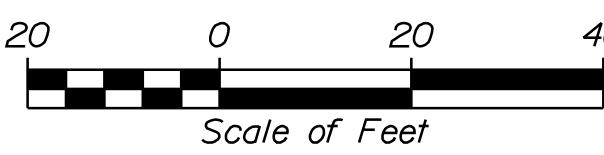
OBSERVED DEFICIENCIES

1. EXISTING PEDESTRIAN SIGNAL HEADS DO NOT HAVE COUNTDOWN DISPLAYS (NOT ADA COMPLIANT)
2. EXISTING PEDESTRIAN PUSHBUTTONS ARE NOT APS (NOT ADA COMPLIANT)
3. PEDESTRIAN CURB RAMPS NOT ADA COMPLIANT DUE TO EXCEEDING MAXIMUM SLOPES AND NO DETECTABLE WARNING DEVICES.
DEFICIENCIES ARE EACH RAMP ARE SHOWN IN THE ABOVE GRAPHIC.
4. SIGNAL COORDINATION WITH TRI-CITY INTERSECTION NOT IN OPERATION.

LEGEND

	EXISTING	PROPOSED
PEDESTRIAN SIGNAL HEAD		
PEDESTRIAN PUSHBUTTON		
CONTROLLER CABINET		
EMERGENCY PREEMPTION OPTICAL RECEIVER		
PEDESTRIAN CURB RAMP		
SINGLE POINT VIDEO DETECTION CAMERA		
VEHICULAR SIGNAL HEAD		
MAST ARM		
METER PEDESTAL		

PLAN



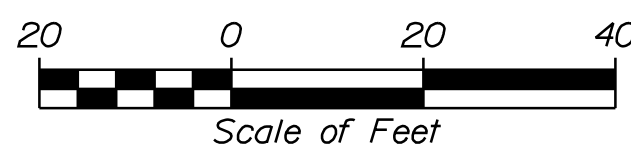
PROPOSED



SCOPE OF PROPOSED IMPROVEMENTS

- (1). REMOVE EXISTING CONTROLLER CABINET AND CONTROLLER.REPLACE WITH NEW ATC CABINET MOUNTED ON EXISTING FOUNDATION.ESTABLISH COORDINATION W/ TRI-CITY INTERSECTION
- (2). INSTALL NEW GRIDSMART VIDEO DETECTION CAMERA AND PROCESSOR.
- (3). REMOVE AND REPLACE EMERGENCY VEHICLE PREEMPTION OPTICAL RECEIVERS.(4 TOTAL)
INSTALL NEW PREEMPTION DETECTOR CARD IN NEW CABINET.
- (4). REMOVE EXISTING PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS.
INSTALL NEW COUNTDOWN PEDESTRIAN SIGNAL HEADS AND APS PUSHBUTTONS ON EXISTING STRUCUTRES.(6 TOTAL)
- (5). INSTALL NEW 4' PEDESTAL POST AND APS PUSHBUTTON AT NORTHEAST CURB RAMP.
- (6). RECONSTRUCT PEDESTRIAN CURB RAMPS AND INSTALL DETECTABLE WARNING DEVICES FOR ADA COMPLIANCE (4 TOTAL)

PLAN



PROGRESS
PRINT

NOT FOR
CONSTRUCTION

DESIGNED		CHECKED
DHC		SSS
A.	DHC 4-27-20	DRAFT ENGINEERING STUDY
	REV'D BY:	DATE: STATUS:
THIS PLAN SHALL NOT BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF SEABOARD TECHNOLOGIES, INC. ANY UNAUTHORIZED REPRODUCTION OR TRANSMISSION OF THIS PLAN SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEABOARD TECHNOLOGIES, INC.		



CONCEPT PLAN
OF:
HIGH STREET AT KELWYN DRIVE

FOR:
CITY OF SOMERSWORTH
1 GOVERNMENT WAY
SOMERSWORTH, NEW HAMPSHIRE 03878

PROJECT NO.	SCALE
19104	1" = 20'

SHEET 6 OF 6

..\Traffic Plan 1 - Copy.dgn