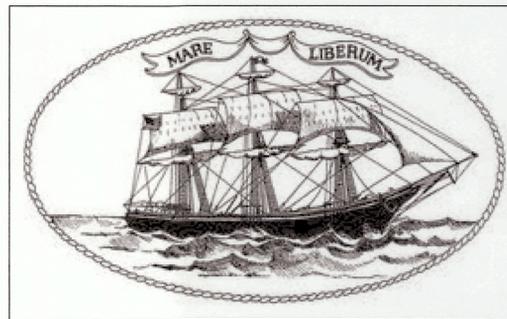


REHABILITATION OF PARKING LOTS ALONG EUGENE O'NEILL DRIVE

PREPARED FOR:

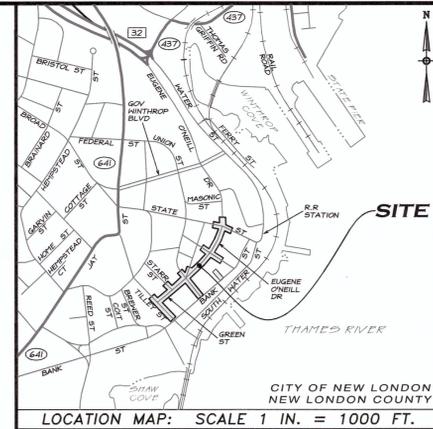


CITY OF NEW LONDON
181 STATE STREET
NEW LONDON, CONNECTICUT 06412

EUGENE O'NEILL DRIVE INDEX OF DRAWINGS	
NUMBER	SHEET TITLE
	COVER SHEET
ABV-01	ABBREVIATIONS & GENERAL NOTES
EST-01	DETAILED ESTIMATE
GEO-01-02	GEOTECHNICAL BORING LOGS
TXS-01	TYPICAL CROSS SECTIONS
V-01.1-01.3	IMPROVEMENT LOCATION SURVEY
C-01.1-01.2	DEMOLITION PLAN
C-02.1-02.2	LAYOUT PLAN
C-03.1-03.2	TRAFFIC MANAGEMENT PLAN
C-04.1-04.2	GRADING & DRAINAGE PLAN
C-05.1-05.2	LIGHTING PLAN
C-06.1-06.2	EAS CONTROL & NOTES
L-01.1-01.2	PLANTING PLAN
L-02.1-02.2	EXPANSION AND CONTROL JOINT PLAN
D-01.1	EAS DETAILS
D-02.1	DRAINAGE DETAILS
D-02.2	DRAINAGE AND WATER DETAILS
D-03.1-03.2	PAVEMENT & CURBING DETAILS
D-04.1	ELECTRICAL DETAILS
D-05.1-05.3	TRAFFIC CONTROL DETAILS
D-06.1-06.3	TRAFFIC CONTROL DETAILS
D-07.1-07.2	LANDSCAPE DETAILS

BID SET
ISSUED: 04/26/2016

GENERAL NOTE:
THESE IMPROVEMENT PLANS HAVE BEEN SUBMITTED FOR MUNICIPAL REVIEW ONLY
AND MAY BE REVISED DURING THE PROCESS ON THE BASIS OF REVIEW COMMENTS
THESE PLANS HAVE NOT BEEN RELEASED AS CONSTRUCTION CONTRACTING DOCUMENTS



DESIGN CRITERIA:

DESIGN SPEED : 25 MPH
A D T : 8,900 (2011)
STATE CLASSIFICATION : EUGENE O'NEILL DR & GREEN ST - URBAN MINOR ARTERIAL

DESIGN STANDARDS:

- CONNECTICUT DEPARTMENT OF TRANSPORTATION HIGHWAY DESIGN MANUAL - 2003 (INCLUDING REVISIONS TO FEBRUARY 2013)
- CITY OF NEW LONDON PUBLIC WORKS DEPARTMENT - STANDARD DETAILS
- CONNECTICUT DEPARTMENT OF TRANSPORTATION 2004 SPECIFICATIONS FORM NO. 816 (INCLUDING REVISIONS AND SPECIAL PROVISIONS TO JULY 2014)
- CONNECTICUT DEPARTMENT OF TRANSPORTATION 2000 DRAINAGE MANUAL (INCLUDING REVISIONS TO NOVEMBER 2013)
- CONNECTICUT DEPARTMENT OF ENERGY & ENVIRONMENTAL PROTECTION 2004 CONNECTICUT STORMWATER QUALITY MANUAL
- "ZONING REGULATIONS OF THE CITY OF NEW LONDON", AMENDED: AUGUST 10, 2012, AS PREPARED BY: CITY OF NEW LONDON, CONNECTICUT PLANNING AND ZONING COMMISSION.
- "CITY OF NEW LONDON INCENTIVE HOUSING ZONE DESIGN STANDARDS", SECTION 10; PAGES 41-43, AMENDED: SEPTEMBER 28, 2010, AS PREPARED BY: CITY OF NEW LONDON, CONNECTICUT OFFICE OF DEVELOPMENT AND PLANNING.
- "2010 ADA STANDARDS FOR ACCESSIBLE DESIGN", CHAPTER 5: GENERAL SITE AND BUILDING ELEMENTS; PAGES 149-151, AMENDED: SEPTEMBER 15, 2010, AS PREPARED BY: UNITED STATES DEPARTMENT OF JUSTICE

CIVIL DESIGN CONSULTANT:

**STADIA
ENGINEERING
ASSOCIATES, INC.**
ENGINEERS · ENVIRONMENTAL PLANNERS · SURVEYORS
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Web: www.stadiaeng.com
Eastern Connecticut Office: 516 Vauxhall Street - Suite 103, New London, Connecticut 06320 (860) 237-4773

LANDSCAPE ARCHITECT:

**LANDSCAPE
KENT+
FROST
ARCHITECTURE**
1 HIGH STREET
MYSTIC, CT 06355
860.572.0784

IT IS A VIOLATION OF THE LAW FOR ANY PERSON, UNLESS ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER THIS DRAWING IN ANY WAY. ALTERATIONS MUST HAVE A SEAL AFFIXED ALONG WITH A DESCRIPTION OF THE ALTERATION, THE SIGNATURE AND DATE.

LAST REVISION DATE:

26 APRIL 2016

THIS BOUND SET OF PLANS WAS PRINTED
AND RELEASED ON THE ABOVE NOTED DATE

APPROVED:

Gary J. Giroux
Gary J. Giroux, CT P.E. #11477

26 April 2016
Date



Proj: 2015-112

GENERAL PROJECT NOTES:

SURVEY NOTES:

- Survey information is based upon prior project survey information provided by the City of New London and limited field survey performed by Stadia Engineering Associates, Inc. during June and July of 2015. All elevations refer to the North American Vertical Datum (NAVD 1988). The property lines depicted herein are to be considered as approximate lines based on mapping provided by the City of New London. Stadia Engineering Associates, Inc. (SEA) has not performed a Boundary Survey to verify the property title lines.
- The Contractor shall have a Connecticut registered land surveyor available to reset any monuments disturbed during construction at no additional cost to the Owner. A survey shall be provided by the Contractor to ensure the monumentation has been reset to its original location.
- The Contractor is advised that some control points shown on the plans may be located on the existing pavement surface or within the construction limits. The Contractor is responsible for reestablishing those control points after construction is completed on that street.
- SEA accepts no responsibility for the accuracy of maps and data which have been supplied by others.

CONSTRUCTION NOTES:

- Upon the award of the contract, the Contractor shall make necessary construction notifications, apply for and obtain necessary permits, pay all fees, and post all bonds associated with the work indicated on the drawings, in the specifications, and in the contract documents. The Contractor must also apply and obtain an encroachment permit prior to performing any work within state highway right-of-way. All costs associated with obtaining permits shall be included in the overall costs of the project.
- All work shall be performed in conformance with the conditions of approval outlined in all state and local permits. The Contractor shall be responsible for reviewing this information prior to construction and for conforming to the conditions as required during construction.
- All construction materials and methods shall conform to the applicable sections of the 2004 State of Connecticut Department of Transportation Standard Specifications For Roads, Bridges and Incidental Construction, Form 816 and subsequent addenda and as supplemented in the special provisions.
- All dimensions and elevations shall be verified in the field by the Contractor prior to construction. Any discrepancies shall be brought to the attention of the Engineer immediately for determination.
- Handicap-accessible routes, parking spaces, ramps, sidewalks, and walkways shall be constructed in conformance with the federal Americans With Disabilities Act and with state and local laws and regulations (whichever are more stringent).
- Access to residences and businesses shall be provided by the Contractor at all times during construction at no additional cost to the City. Special attention shall be paid to coordinating with the police department, emergency response units, and city officials.
- The Contractor shall be responsible for site security and job safety. All construction activities shall be in accordance with OSHA standards and local requirements.
- In addition to compliance with construction safety requirements, the Contractor shall take all necessary measures and provide all necessary signing, warning lights, drums, cones, and continuous barriers of sufficient type, size, and strength to prevent access to all open excavations at the completion of each day's work.
- The Contractor is responsible for establishing and maintaining existing horizontal and vertical geometry and pavement cross-slope on the mill-and-overlay roadways unless otherwise noted.
- Areas along and outside the limits of proposed work disturbed by the Contractor's operations, including all landscaped areas, driveway curb returns, retaining walls, or similarly improved adjoining areas, shall be protected and/or restored by the Contractor to their original condition at the Contractor's expense.
- Resetting of stone walls, wood walls, stone steps, slate walks, and other similar items within the limits of work shall be paid for under the general cost of the work.
- Damage resulting from construction loads shall be repaired by the Contractor at no additional cost to Owner.
- The Contractor shall protect all structures, equipment, piping, and valves from damage during construction. All damage shall be repaired to the complete satisfaction of the Engineer at no additional cost to the City.
- The Contractor should note that all private and commercial mail boxes, signs, etc., are to be relocated using existing supports. Where existing supports are not suitable for reuse, the contractor shall provide a similar application.
- The relocation of mail boxes is paid for under item "Cleaning and Grubbing" which shall include replacement of existing supports if necessary and the permanent relocation of existing signs is paid for under the item "Removal and Relocation of Existing Signs".
- Where new sidewalk abuts existing concrete or other rigid surfaces, expansion joint material shall be furnished and installed with no separate payment.
- Pavement milling, removal of hot mix asphalt (HMA) surface, full depth reconstruction and full depth reclaim operations shall extend to the outside edge of the paved surface, including any bituminous curbing and paved surface beneath the curb. All costs to remove curbing and to mill the pavement beneath the curbing shall be included in the square-yard cost for the type of milling or HMA removal items specified.
- The Contractor shall be responsible for providing and applying water to control dust on all roadways where aggregate is exposed, including milled roadways on which aggregate base is exposed. All costs for providing water for dust control on these roadways shall not be measured for payment, but shall be included in the contract unit price for the various milling and pavement removal items.
- Upon completion of paving, all sawcut paving joints and construction joints formed in the surface courses at intersecting streets shall be cleaned, heated, and sealed in accordance with the specification for "Cleaning and Sealing Cracks". This work shall be measured and paid for as "Cleaning and Sealing Cracks".
- All curb ties (station and offsets) are to the face of curb unless noted otherwise. Where new granite curbing shall be installed and no curb tie information is available, it shall be the Contractor's responsibility to field verify the existing curb radii and apply the new granite curbing at the measured radii.
- The Contractor shall transition the curb to match the top elevation of all type "C" catch basin tops.
- The Contractor shall be responsible for adjusting all storm, sewer, water, and gas utilities uncovered or disturbed during construction operations. The uncovered or disturbed utilities shall be adjusted to finished grade elevations. This work shall be measured and paid for under the applicable reset item. The Contractor shall coordinate adjustment of any electrical, telephone, or cable facilities with the utility Owner.
- The Contractor shall be responsible for setting catch basin frames and grades and for paving the adjoining roadway to provide positive grades to drain the surrounding area as directed by the Engineer.
- The Contractor is advised that there are areas of limited cover on some storm drain pipes. The Contractor is cautioned to take extra care while reclaiming, excavating, and/or compacting the roadway at these locations. The Contractor shall utilize non-vibratory rollers to compact and prepare the subgrade to specified densities. The use of non-vibratory rollers shall not release the Contractor from obtaining density requirements. Any damage resulting from construction activities shall be repaired to the Engineer's satisfaction at the Contractor's expense.
- Traffic signage and pavement markings shall conform to the Manual of Uniform Traffic Control Devices, latest edition.
- Stop bars shall be placed in the travel way directly adjacent to stop signs.
- The Contractor shall place single dashed white lines at the center of the roadway unless otherwise noted on the plans or as directed by the Engineer.
- The Contractor shall match the proposed pavement markings with existing pavement markings at all limits of work.

- The City will be responsible for establishing temporary no-parking areas during construction. The Contractor shall coordinate the construction work schedule with the City so that advance notice can be provided to residences and businesses. The Contractor will be responsible for supplying and posting the necessary temporary no-parking signs. Costs of this work shall be included in the lump sum price bid for "Maintenance and Protection of Traffic".
- All typical sections shown on construction plans are oriented looking from the beginning of construction to the end of construction, unless specifically noted otherwise.
- The Contractor shall clear all vegetation and trim tree branches overhanging the sidewalk and roadway to provide a minimum horizontal clearance of three feet (3') from the edge of pavement and vertical clearances of eight feet (8') over the sidewalk and sixteen feet (16') over the roadway. Any selective trimming to perform the work beyond the three foot (3') minimum clear distance shall be approved in advance by the Engineer. The cost of clearing and trimming shall be covered under various items in the contract.
- The Contractor is advised that additional notes will be found on subsequent sheets of the contract plans and such notes, while pertaining to the specific drawings they are placed on, also supplement the General Notes listed herein.
- The Contractor shall reset any disturbed property or right of way monuments to the proper elevation and location at his own expense. (The engineer must be notified when this is done.)
- Calcium Chloride to be placed for dust control only when ordered by the engineer.
- Item for removed tree shall be paid under "Cleaning and Grubbing".

DRAINAGE NOTES:

- The Contractor shall field-verify the location, size, inverts, and types of existing pipes at all proposed points of connection prior to the ordering of materials. 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. The information shall be furnished in writing to the Engineer for resolution of the conflict.
- Adjust rim elevations of manholes, water gates, gas gates and all other utilities to finished grade within limits of work.
- The proposed rim elevations for catch basins have been measured at the proposed face of curb (gutter line) for type 'C' catch basins and at the center of the grate for type 'C-L' catch basins. All proposed rim elevations account for the depression specified in the miscellaneous details with respect to proposed roadway grades and cross slopes.
- When installing new pipe that requires a connection to an existing pipe, the connection shall be made at the joint of the existing pipe nearest to the proposed pipe.
- When within the limits of proposed trench excavation, Contractor shall remove all existing concrete pipes, catch basins and storm manhole structures to be paid for under "Rock In Trench Excavation". When removal of structures is outside of trench excavation, Contractor shall pay item "Rock Excavation". When removal of concrete pipes is outside of trench excavation, its removal shall be paid under "Rock In Trench Excavation".
- Contractor to plug all existing pipes where current drainage system is to be abandoned in place unless otherwise noted on plans. This will not be measured for payment.
- When installing a new catch basin that requires a connection to an existing pipe, the section of the existing pipe disturbed by construction shall be replaced with new pipe of similar size and type extending from the catch basin to the nearest joint of existing pipe or as directed by the Engineer. All proposed type 'C' catch basin tops shall be "Park Type" curb tops on all streets with bituminous curbing. On streets where the curbing is granite or stone, the type 'C' catch basin tops shall be "Concrete or Stone Curbing for Type 'C' catch. All type 'C' catch basin tops installed on this project shall have a metal plaque with the words "Drains To Waterway" cast into the top of the specified concrete catch basin top. The Contractor shall provide shop drawings to the Engineer for approval prior to ordering tops.
- The Contractor shall set catch basin frame and grates to provide positive drainage into the structure. The Contractor is advised that the catch basin frame elevations provided on the plans include any additional depression required per the catch basin details.
- The Contractor shall clean all existing pipes and catch basins within the project limits or as ordered by the Engineer.

UTILITY NOTES:

- The Contractor shall contact "Call Before You Dig" at 1-800-922-4455 a minimum of 72-hours prior to any excavation being performed on site.
- The locations, sizes, and types of existing utilities shown on this plan are based on limited field observations and information of record and are an approximate representation only. The Owner or its representative(s) has not independently verified this information as depicted on the plans. Existing utilities are not guaranteed to be exactly located, nor is it guaranteed that all underground/overhead utilities or other structures are depicted herein.
- Prior to ordering materials and beginning construction, the Contractor shall determine the exact location of all existing utilities and determine the exact locations, sizes, and elevations of the points of connections to existing utilities. The Contractor shall confirm that there is no interference between existing utilities and the proposed utility routes. The Contractor agrees to 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.
- Building service connections (electric, telephone, cable, water, and sanitary) are depicted wherever possible. The Contractor is to assume that services are present to all buildings. The locations and depths of all building service connections are to be checked with the appropriate utility companies.
- The utility locations and depths shown on the cross sections and profiles are approximate representations only and are not intended to be a complete or accurate depiction of the underground utilities. The locations and depths of the underground utilities have not been verified by test pits.
- Prior to the start of construction, utility test pits should be dug as necessary to determine the sizes, locations, and depths of existing underground utilities. Any conflicts noted in proposed construction shall immediately be brought to the attention of the Engineer. The Contractor's failure to notify the Engineer prior to performing additional work releases the Owner from obligations for additional payments which otherwise may be warranted to resolve the conflict.
- The Contractor shall hand dig around existing utilities and must provide temporary support for existing utilities as required to accomplish the work. There shall be no separate payment for this work, but such work shall be included in the various items comprising the work.
- In the event the Contractor damages an existing utility service causing an interruption in said service, the Contractor shall immediately contact the affected utility, coordinate repairs, and perform the work as detailed on the plans as needed to restore service at no additional cost to the Owner. The Contractor shall not continue with other work operations until the utility service is restored.
- Reset all sanitary manholes within projected limits.
- The contractor shall relocate or adjust privately owned utility service connections encountered during construction unless otherwise noted. Elevations of all relocated or adjusted utilities to match the proposed grade, unless otherwise noted on the plans.
- The contractor shall coordinate construction with appropriate utility companies regarding relocations of their facilities and scheduling of such work.
- The plans require a contractor's working knowledge of local, municipal, water authority, and state codes for utility systems. Requirements shall be brought to the attention of the engineer prior to the execution of work. The engineer will not be held liable for costs incurred to implement or correct work which does not conform to local code.
- The contractor shall take precaution to prevent damage to existing water mains and other underground utilities when operating heavy machinery such as vibratory rollers.

MAINTENANCE & PROTECTION OF TRAFFIC NOTES:

- The Contractor shall maintain local access along the project on a travel path not less than eleven feet (11') in width. Alternating one way traffic shall be allowed where two, opposing, eleven foot (11') lanes are not available. At the completion of the workday, the Contractor shall restore the roadway to normal traffic operations.

- At the end of each workday, the Contractor shall construct a compacted processed aggregate ramp at the end of any unopened section, including at all driveways and at all intersecting roadways. On milled roadways, the Contractor shall install a temporary bituminous concrete ramp. The cost of constructing, maintaining, and removing these ramps shall be included in the price bid for "Maintenance and Protection of Traffic".
- Advance warning signs ("Gravel Road Ahead" and "Bump") shall be used at unopened sections as required to warn motorists of the change in travel surface. The Contractor shall spray paint (orange) the edges of any raised and/or exposed utility structures. Drums or cones shall be placed on all raised and/or exposed utility structures where feasible.
- For all roadways that are designated for removal of all hot mix asphalt or full depth pavement reclamation, the Contractor must submit for approval a maintenance and protection of traffic plan to the Engineer thirty (30) days prior to commencement of work.
- The following restrictions, in addition to those detailed in the specifications, shall apply:
 - The Contractor shall not allow a milled roadway surface to remain in place for greater than fifteen (15) calendar days prior to installing the first course of HMA.
 - At no time shall the length of exposed base roadway exceed 2,500 linear feet. If the Contractor's production is insufficient to pave the intermediate course within the 15-day requirement, the Contractor will be required to resubmit a revised schedule to the City based on a reduced amount of exposed base. The amount of reduction will be based on the Contractor's rate of productivity for the previous reclamation. The Contractor shall be required to stage construction so that the intermediate course of HMA (according to the typical section) is placed on the prepared roadway base prior to removing additional existing HMA pavement.

GENERAL EROSION AND SEDIMENTATION CONTROL NOTES:

- The Contractor shall control stormwater runoff during construction to prevent adverse impacts to off-site areas and shall be responsible to repair resulting damages, if any, at no cost to the City.
- The Contractor shall install "Sedimentation Control System at Catch Basin" prior to the beginning of work at locations indicated on the plans, as required, or as directed by the Engineer.
- Item for silt sack shall be paid under "Sedimentation Control System at Catch Basin".
- The Contractor must inspect and maintain erosion control measures and remove sediment deposits therefrom on a weekly basis and within twelve hours after each storm event and dispose of sediments in accordance with the applicable sections of the specifications.
- The Contractor shall be fully responsible to control construction such that sedimentation shall not affect regulatory protected areas, whether such sedimentation is caused by water, wind, or direct deposit.
- Upon completion of construction and establishment of permanent ground cover, the Contractor shall remove and dispose of erosion control measures and shall clean sediment and debris from the entire storm drainage system.
- Prior to starting any other work on the site, the Contractor shall notify appropriate agencies and install erosion control measures as shown on the plans and as identified in federal, state, and local approval documents pertaining to this project.
- The Contractor shall perform construction sequencing such that earth materials are exposed for a limited duration of time before they are covered, seeded, or otherwise stabilized to prevent erosion.
- Any maintenance or refueling of equipment and vehicles shall be performed at least fifty feet (50') from wetlands or watercourses and drainage structures. Oil, gasoline, and chemicals needed at the site shall be stored in a secondary container at least fifty feet (50') from wetlands or watercourses and drainage structures to prevent contamination from possible leaks.
- Prior to starting any work on the site, the Contractor shall notify the New London Inland Wetlands Agent and shall install erosion control measures as shown on the plans. Additional erosion controls may be required as directed by the inland wetlands agent, representative of the Planning & Zoning Commission or the Engineer.
- Additional Erosion and Sediment Control notes can be found on sheet C-60.1

DESIGN REFERENCES:

- "Zoning Regulations of the City of New London", Article VI; Section 614 - Off-Street Parking and Loading. Amended: August 10, 2012. As prepared by: City of New London, Connecticut Planning and Zoning Commission.
- "City of New London Incentive Housing Zone Design Standards", Section 10, Pages 41-43. Amended: September 28, 2010. As prepared by: City of New London, Connecticut Office of Development and Planning.
- "2010 ADA Standards for Accessible Design", Chapter 5: General Site and Building Elements; Pages 149-151. Amended: September 15, 2010. As prepared by: United States Department of Justice.

STANDARD ABBREVIATIONS:

ACCOMP	ASPHALT COATED CORRUGATED METAL PIPE	GE	GRANITE EDGING	R5	REMOVE AND STACK
AC	ACRES	GV	GATE VALVE	RB	REBAR
ADJ	ADJUST/ADJACENT	HDPE	HIGH DENSITY POLYETHYLENE PIPE	RCP	REINFORCED CONCRETE PIPE
APPROX	APPROXIMATE	HH	HAND HOLE	REC	RECOVERED
BB	BITUMINOUS BERM	HMA	HOT MIXED ASPHALT	REI	REMOVE
BCLC	BITUMINOUS CONCRETE LIP CURB	HT	HEIGHT	RET	RETAIN
BIT	BITUMINOUS	HYD	HYDRANT	RR	RAILROAD
BLDG	BUILDING	INT	INTERMEDIATE	RT	RIGHT SIDE OF CENTERLINE
B/M	BRICK & MORTAR	INV	INVERT	S	SOUTH
BOS	BOTTOM OF SLOPE	IP	IRON PIPE	SAN	SANITARY
BP	BRASS PIN	IR	IRON ROD	SE	SOUTHEAST
BR	BRICK	LF	LENGTH	SF	SQUARE FEET
BSSH	BASEMENT	LB	POUND	SMH	SEWER MANHOLE
BW	BOTTOM OF WALL	LF	LIGHT FIXTURE	SQ FT	SQUARE FEET
CAP	COASTAL AREA MANAGEMENT	LT	LEFT SIDE OF CENTERLINE	STD	STANDARD
CAP	CORRUGATED ALUMINUM PIPE	MAX	MAXIMUM	STY	STORY
CB	CATCH BASIN	NER	METAL BEAM RAIL	SW	SOUTHWEST
CC	CONCRETE CURB	NH	MANHOLE	TEL	TELEPHONE
CIP	CAST IRON PIPE	MIN	MINIMUM	TF	TOP OF FRAME
CMN	CONCRETE MONUMENT	MOD	MODIFIED	TOS	TOP OF SLOPE
C/CORC	CONCRETE	MON	MONUMENT	TRANS	TRANSFORMER
COND	CONDUIT	N	NORTH	TSVNB	TAPPING SLEEVE, VALVE AND BOX
CPP	CORRUGATED POLYETHYLENE PIPE	N/F	NOW OR FORMERLY	TW	TOP OF WALL
DH	DRILL HOLE	NGVD	NATIONAL GEODETIC VERTICAL DATUM	TYP	TYPICAL
DIP	DUCTILE IRON PIPE	NTS	NOT IN CONTRACT	U/G	UNDERGROUND
DMH	DRAINAGE MANHOLE	NO	NUMBER	UP	UTILITY POLE
E	EAST	NW	NORTHWEST	UTY	UTILITY
ELEC	ELECTRICAL	NTS	NOT TO SCALE	VGC	VERTICAL GRANITE CURB
EMH	ELECTRICAL MANHOLE	O/S	OFFSET	VIP	VITRIFIED CLAY PIPE
ELEV	ELEVATION	P	PLANTER	VOL	VOLUME
EOP	EDGE OF PAVEMENT	PB	POST BOX	W	WEST/WIDTH
EX/EXIST	EXISTING	PCC	PRECAST CONCRETE CURB	W#12	WETLAND FLAG NUMBER
F&C	FRAME AND COVER	PG	PAGE	W/F	WOOD FRAME
F&G	FRAME AND GRATE	PR/PROP	PROPOSED	WG	WATER GATE
FDN	FOUNDATION	PS	PARKING SPACE	W/L	WATER LINE
FE	FLARED END	PVC	POLYVINYL CHLORIDE PIPE	WM	WATER MAIN
FF	FINISHED FLOOR	PVIT	PAVEMENT	WV	WATER VALVE
FP	FLAG POLE	P/W	PAVED WATER WAY	±	MORE OR LESS
G	GRASS	R/RAD	RADIUS		
GC	GRANITE CURB	R/R	REMOVE AND RESET		

LEGEND

DESCRIPTION	EXISTING	PROPOSED
PROPERTY CORNER		
ANGLE POINT		
CATCH BASIN		
DRAINAGE MANHOLE		
SURFACE OVERFLOW		
SANITARY MANHOLE		
UTILITY POLE		
VEGETATION		
CONTOURS		
SPOT GRADE		
CHAIN LINK FENCE		
STOCKADE FENCE		
BITUMINOUS PAVEMENT		
EDGE OF GRAVEL ROAD		
TRAIL LINE		
SITE RETAINING WALL		
CONCRETE HEADWALL		
TREELINE		
BUILDING		
GUIDE RAIL		
LIGHTING		
DRAINAGE INLET/OUTLET		
DRAINAGE PIPE		
UNDERGROUND ELECTRIC		
FORCE MAIN		
SANITARY SEWER		
WATER MAIN/SERVICE		
UNDERGROUND TELEPHONE		
UNDERGROUND CATV		
OVERHEAD WIRE		
UNDERGROUND GAS MAIN		
GEOTEXTILE SILT FENCE		
HYDRANT		
R.O.W.		
PROPERTY LINE		
WETLAND LINE		
WETLAND FLAG		
BRUSH LINE		
EXPOSED LEDGE		
STONE WALL		
SIGN		
GAS VALVE		
WATER GATE VALVE		
GAS SHUTOFF		
WATER SHUTOFF		
WATER METER		
ELECTRIC VAULT		
TRAFFIC HAND HOLE		
TRAFFIC CONTROL STRUCTURE		
LIGHT BASE (OLD)		
PARKING SPACES COUNT		
COORDINATE POINT		
GRASS PAVERS		

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REVISIONS

NO.	DATE	DESCRIPTION
1	18 MAR 2016	FOR SUBMISSION RELEASED FOR REVIEW AND COMMENTS BY CITY

ABBREVIATIONS & GENERAL NOTES
 FOR THE REHABILITATION OF THE PARKING LOTS ALONG
EUGENE O'NEILL DRIVE
 PREPARED FOR THE
CITY OF NEW LONDON
 EUGENE O'NEILL DRIVE, GREEN STREET, TILLEY STREET, PEARL STREET,
 GOLDEN STREET, STARR STREET, AND STARR STREET,
 NEW LONDON, CONNECTICUT

PROJECT DATA

FIELD BOOK	BOOK NO. 44-18 & BOOK NO. 17-18
DWG. FILE	15-112 03 ABV - Rev. 04.dwg
LAYOUT TAB	ABV-01 - ABV & Notes
SHEET No.	2 OF 39

PROJECT No. 2015-112
 DATE 26 APRIL 2016
 SHEET No. **ABV-01**

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PROJECT DATA	
FIELD BOOK	BOOK No. 26, 24-14 & BOOK No. 25, Pg. 17-18
DWG FILE	15-112 03 EST - Rev 04.dwg
LAYOUT TAB	EST-01 - Detailed Estimate
SHEET No.	3 OF 39

Item Number	Item	Unit	Estimated Quantity
0901006	Fixed Bollard	EA	2
0921001	Concrete Sidewalk - 5"	SF	23000
0921002	Concrete Sidewalk - 8"	SF	1875
0921005	Concrete Sidewalk Ramp	SF	1275
0921024	Concrete Pavers	SF	255
0924004	Concrete Driveway Ramp	SY	150
0942001	Calcium Chloride for Dust Control	TON	25
0944001	Furnishing and Placing Topsoil	SY	820
0949003	Furnishing, Planting and Mulching Shrubs, Vines, and Ground Cover Plants	LS	1
0949004	Furnishing, Planting and Mulching Trees	EA	44
0951002	Tree Grate	EA	25
0951010	Structured Soil Cell for Trees	EA	25
0970006	Traffic Person (Municipal Police Officer)	EST	1
0970007	Traffic Person (Uniformed Flagger)	HR	160
0971001	M & P of Traffic	LS	1
0973002	Mobilization	LS	1
0976002	Barricade Warning Lights - High Intensity	DAY	900
0978002	Traffic Drum	EA	25
0979003	Construction Barricade - Type III	EA	5
0980001	Construction Staking	LS	1
0981000	42" Traffic Cone	EA	30
1002110	Light Pole Foundation (Streetscape)	EA	14
1002111	Light Pole Foundation (Parking Lot)	EA	7
1003598	Light Pole and Fixture (Streetscape)	EA	14
1003599	Light Pole and Fixture (Parking Lot)	EA	7
1003907	Remove Light Standard	EA	3
1008117	3" Rigid Metal Conduit in Trench	LF	15
1008126	1-1/2" PVC Conduit	LF	4400
1012010	No. 10 Single Conductor	LF	7980
1012038	No. 8 Single Conductor	LF	130
1017100	Light Control Cabinet	EA	1
1111401	Loop Vehicle Detector	EA	2
1111451	Loop Detector Sawcut	LF	72
1208928	Sign Face - Sheet Aluminum (Type III Reflective Sheeting)	SF	280
1210101	4" White Epoxy Resin Pavement Markings	LF	4000
1210102	4" Yellow Epoxy Resin Pavement Markings	LF	900
1210112	12" White Epoxy Resin Pavement Markings	LF	950
1210118	Epoxy Resin Pavement Markings - Symbols and Legends	SF	400
1211003	Removal of Pavement Markings	SF	1510
1220013	Construction Signs - Bright Fluorescent	SF	300
1302061	Reset Gate Box (Water)	EA	2
1302062	Reset Gate Box (Gas)	EA	2
1303196	Relocate Fire Hydrant (Complete)	EA	1

Item Number	Item	Unit	Estimated Quantity
0201001	Clearing and Grubbing	LS	1
0202000	Earth Excavation	CY	900
0202100	Rock Excavation	CY	25
0202452	Test Pits	EA	5
0202452	Removal of Concrete Sidewalk	SY	804
0202452	Trench Excavation 0-4' Deep	CY	135
0203001	Rock in Trench Excavation 0-10' Deep	CY	10
0203002	Trench Excavation 0-10' Deep	CY	10
0203003	Rock in Trench Excavation 0-10' Deep	CY	10
0205004	Formation of Subgrade	SY	11662
0209001	Granular Fill	CY	150
0213100	Sedimentation Control System	LF	1100
0219001	Sedimentation Control System at Catch Basin	EA	20
0219011	Processed Aggregate Base	CY	300
0406002	Bituminous Concrete - Class 1	TON	1070
0406010	Bituminous Concrete - Class 2	TON	680
0406010	Material for Tack Coat	GAL	270
0406236	Milling of HMA (0 to 4")	SY	334
0406267	Removal of Bituminous Concrete Surface	SY	8956
0406298	Cleaning and Sealing Joints	LF	1560
0406304	Type "C" Catch Basin - 2' Sump	EA	6
0507001	Replace Type "C" Catch Basin Top	EA	7
0507007	Special Type "C" Catch Basin	EA	3
0507104	Reset Manhole (General)	EA	2
0507781	Convert Type "C" Catch Basin to Type "CL"	EA	1
0507824	Convert Manhole to Type "CL"	EA	1
0507830	Convert Catch Basin to Manhole	EA	5
0507831	Rain Garden Basin	EA	5
0507890	Brick Masonry Walls	SF	600
0608001	Brick Masonry Columns	EA	16
0608002	Bedding Material	CY	35
0651001	12" High Density Polyethylene Pipe - Perforated (Smooth Interior)	LF	50
0651422	15" Reinforced Concrete Pipe	LF	105
0651012	12" Slotted Pipe	LF	40
0651351	8" Perforated Pipe	LF	575
0651423	Precast Concrete Curbing - Straight	LF	4065
0811012	Precast Concrete Curbing - Curved	LF	35
0811013	Concrete Curb Stop	EA	6
0811005	5"x18" Granite Stone Curbing	LF	616
0813012	5"x18" Granite Curved Stone Curbing	LF	30
0813013	Remove and Reset Granite Stone Curbing	LF	1000
0814002	Movable Bollard	EA	2

SHEET TITLE
PROJECT No. 2015-112
PLOT DATE 26 APRIL 2016
DWG No. EST-01

DETAILED ESTIMATE
FOR THE REHABILITATION OF THE PARKING LOTS ALONG
EUGENE O'NEILL DRIVE
PREPARED FOR THE
CITY OF NEW LONDON
EUGENE O'NEILL DRIVE, GREEN STREET, TILLEY STREET, PEARL STREET,
GOLDEN STREET, STARBUCKS DRIVE AND STARR STREET
NEW LONDON, CONNECTICUT

DATE 18 MAR 2016
INITIALS
LA
REVISIONS
PLZ SUBMISSION RELEASED FOR REVIEW AND COMMENTS BY CITY.



STADIA ENGINEERING ASSOCIATES, INC.
ENGINEERS - ENVIRONMENTAL PLANNERS - SURVEYORS
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NEW LONDON, CT 06458
Tel: 860.537.4271
Fax: 860.537.4272
Web: www.stadiainc.com
E-Mail: info@stadiainc.com

As Noted
REVISED BY A.R. & J.A.
FIELD DATE JUNE - JULY 2015
DWG No. 2015-112
REVISED BY A.R. & J.A.
FIELD DATE 05 OCTOBER 2015
DWG No. D-208c

CLARENCE WELTI ASSOC., INC. P.O. BOX 397 GLASTONBURY, CONN 06033		CLIENT STADIA ENGINEERING ASSOCIATES		PROJECT NAME MUNICIPAL PARKING LOTS	
		LOCATION EUGENE ONEIL DRIVE, NEW LONDON, CT		SURFACE ELEV. HOLE NO. B-1	
TYPE	HSA	CASING	SS	LINE & STA.	GROUND WATER OBSERVATIONS
SIZE I.D.	3.75"		1.375"	N. COORDINATE	AT 10000 FT. AFTER 0 HOURS
HAMMER WT.			140 lbs	E. COORDINATE	AT FT. AFTER HOURS
HAMMER FALL			30"	FINISH DATE	11/11/15
DEPTH	SAMPLE		STRATUM DESCRIPTION + REMARKS		ELEV.
	NO.	BLOWS/6"	DEPTH	A	
0					ASPHALT 0.33
					DARK BR. FINE-CRS. SAND, SOME GRAVEL, TRACE SILT 0.75
					DARK BR. FINE-CRS. SAND, LITTLE SILT, TRACE GRAVEL
					BOTTOM OF BORING @ 3.0'
5					
10					
15					
20					
25					
30					
35					
LEGEND: COL. A: SAMPLE TYPE: D=DRY A=AUGER C=CORE U=UNDISTURBED PISTON S=SPLIT SPOON PROPORTIONS USED: TRACE=0-10% LITTLE=10-20% SOME=20-35% AND=35-50%					DRILLER: K. CHRISTIANA INSPECTOR: SHEET 1 OF 1 HOLE NO. B-1

CLARENCE WELTI ASSOC., INC. P.O. BOX 397 GLASTONBURY, CONN 06033		CLIENT STADIA ENGINEERING ASSOCIATES		PROJECT NAME MUNICIPAL PARKING LOTS	
		LOCATION EUGENE ONEIL DRIVE, NEW LONDON, CT		SURFACE ELEV. HOLE NO. B-2	
TYPE	HSA	CASING	SS	LINE & STA.	GROUND WATER OBSERVATIONS
SIZE I.D.	3.75"		1.375"	N. COORDINATE	AT 10000 FT. AFTER 0 HOURS
HAMMER WT.			140 lbs	E. COORDINATE	AT FT. AFTER HOURS
HAMMER FALL			30"	FINISH DATE	11/11/15
DEPTH	SAMPLE		STRATUM DESCRIPTION + REMARKS		ELEV.
	NO.	BLOWS/6"	DEPTH	A	
0					ASPHALT 0.33
					DARK BR. FINE-CRS. SAND, SOME GRAVEL, TRACE SILT 0.67
					GREYBR. FINE-CRS. SAND, SOME GRAVEL, TRACE SILT 1.5
					DARK BR. FINE-MED. SAND, SOME SILT, TRACE GRAVEL 2.5
					BOTTOM OF BORING @ 3.0'
5					
10					
15					
20					
25					
30					
35					
LEGEND: COL. A: SAMPLE TYPE: D=DRY A=AUGER C=CORE U=UNDISTURBED PISTON S=SPLIT SPOON PROPORTIONS USED: TRACE=0-10% LITTLE=10-20% SOME=20-35% AND=35-50%					DRILLER: K. CHRISTIANA INSPECTOR: SHEET 1 OF 1 HOLE NO. B-2

CLARENCE WELTI ASSOC., INC. P.O. BOX 397 GLASTONBURY, CONN 06033		CLIENT STADIA ENGINEERING ASSOCIATES		PROJECT NAME MUNICIPAL PARKING LOTS	
		LOCATION EUGENE ONEIL DRIVE, NEW LONDON, CT		SURFACE ELEV. HOLE NO. B-3	
TYPE	HSA	CASING	SS	LINE & STA.	GROUND WATER OBSERVATIONS
SIZE I.D.	3.75"		1.375"	N. COORDINATE	AT 10000 FT. AFTER 0 HOURS
HAMMER WT.			140 lbs	E. COORDINATE	AT FT. AFTER HOURS
HAMMER FALL			30"	FINISH DATE	11/11/15
DEPTH	SAMPLE		STRATUM DESCRIPTION + REMARKS		ELEV.
	NO.	BLOWS/6"	DEPTH	A	
0					ASPHALT 0.33
					DARK BR. FINE-CRS. SAND, SOME GRAVEL, TRACE SILT 0.67
					BR. FINE-CRS. SAND, LITTLE SILT, TRACE GRAVEL 1.5
					DARK BR. FINE-CRS. SAND, SOME SILT, TRACE GRAVEL
					BOTTOM OF BORING @ 3.0'
5					
10					
15					
20					
25					
30					
35					
LEGEND: COL. A: SAMPLE TYPE: D=DRY A=AUGER C=CORE U=UNDISTURBED PISTON S=SPLIT SPOON PROPORTIONS USED: TRACE=0-10% LITTLE=10-20% SOME=20-35% AND=35-50%					DRILLER: K. CHRISTIANA INSPECTOR: SHEET 1 OF 1 HOLE NO. B-3

CLARENCE WELTI ASSOC., INC. P.O. BOX 397 GLASTONBURY, CONN 06033		CLIENT STADIA ENGINEERING ASSOCIATES		PROJECT NAME MUNICIPAL PARKING LOTS	
		LOCATION EUGENE ONEIL DRIVE, NEW LONDON, CT		SURFACE ELEV. HOLE NO. B-4	
TYPE	HSA	CASING	SS	LINE & STA.	GROUND WATER OBSERVATIONS
SIZE I.D.	3.75"		1.375"	N. COORDINATE	AT 10000 FT. AFTER 0 HOURS
HAMMER WT.			140 lbs	E. COORDINATE	AT FT. AFTER HOURS
HAMMER FALL			30"	FINISH DATE	11/11/15
DEPTH	SAMPLE		STRATUM DESCRIPTION + REMARKS		ELEV.
	NO.	BLOWS/6"	DEPTH	A	
0					ASPHALT 0.33
					BR. FINE-CRS. SAND, SOME GRAVEL, TRACE SILT 1.0
					DARK BR. FINE-CRS. SAND, SOME BRICKS, LITTLE SILT, TRACE GRAVEL
					BOTTOM OF BORING @ 3.0'
5					
10					
15					
20					
25					
30					
35					
LEGEND: COL. A: SAMPLE TYPE: D=DRY A=AUGER C=CORE U=UNDISTURBED PISTON S=SPLIT SPOON PROPORTIONS USED: TRACE=0-10% LITTLE=10-20% SOME=20-35% AND=35-50%					DRILLER: K. CHRISTIANA INSPECTOR: SHEET 1 OF 1 HOLE NO. B-4

CLARENCE WELTI ASSOC., INC. P.O. BOX 397 GLASTONBURY, CONN 06033		CLIENT STADIA ENGINEERING ASSOCIATES		PROJECT NAME MUNICIPAL PARKING LOTS	
		LOCATION EUGENE ONEIL DRIVE, NEW LONDON, CT		SURFACE ELEV. HOLE NO. B-5	
TYPE	HSA	CASING	SS	LINE & STA.	GROUND WATER OBSERVATIONS
SIZE I.D.	3.75"		1.375"	N. COORDINATE	AT 10000 FT. AFTER 0 HOURS
HAMMER WT.			140 lbs	E. COORDINATE	AT FT. AFTER HOURS
HAMMER FALL			30"	FINISH DATE	11/11/15
DEPTH	SAMPLE		STRATUM DESCRIPTION + REMARKS		ELEV.
	NO.	BLOWS/6"	DEPTH	A	
0					ASPHALT 0.33
					BR. FINE-CRS. SAND, SOME GRAVEL, TRACE SILT 1.5
					DARK BR. FINE-CRS. SAND, LITTLE SILT, TRACE GRAVEL & BRICKS
					BOTTOM OF BORING @ 3.0'
5					
10					
15					
20					
25					
30					
35					
LEGEND: COL. A: SAMPLE TYPE: D=DRY A=AUGER C=CORE U=UNDISTURBED PISTON S=SPLIT SPOON PROPORTIONS USED: TRACE=0-10% LITTLE=10-20% SOME=20-35% AND=35-50%					DRILLER: K. CHRISTIANA INSPECTOR: SHEET 1 OF 1 HOLE NO. B-5

CLARENCE WELTI ASSOC., INC. P.O. BOX 397 GLASTONBURY, CONN 06033		CLIENT STADIA ENGINEERING ASSOCIATES		PROJECT NAME MUNICIPAL PARKING LOTS	
		LOCATION EUGENE ONEIL DRIVE, NEW LONDON, CT		SURFACE ELEV. HOLE NO. B-6	
TYPE	HSA	CASING	SS	LINE & STA.	GROUND WATER OBSERVATIONS
SIZE I.D.	3.75"		1.375"	N. COORDINATE	AT 10000 FT. AFTER 0 HOURS
HAMMER WT.			140 lbs	E. COORDINATE	AT FT. AFTER HOURS
HAMMER FALL			30"	FINISH DATE	11/11/15
DEPTH	SAMPLE		STRATUM DESCRIPTION + REMARKS		ELEV.
	NO.	BLOWS/6"	DEPTH	A	
0					ASPHALT 0.33
					BR. FINE-CRS. SAND, SOME GRAVEL, TRACE SILT 1.0
					GREYBR. FINE-MED. SAND, LITTLE SILT, TRACE GRAVEL
					BOTTOM OF BORING @ 3.0'
5					
10					
15					
20					
25					
30					
35					
LEGEND: COL. A: SAMPLE TYPE: D=DRY A=AUGER C=CORE U=UNDISTURBED PISTON S=SPLIT SPOON PROPORTIONS USED: TRACE=0-10% LITTLE=10-20% SOME=20-35% AND=35-50%					DRILLER: K. CHRISTIANA INSPECTOR: SHEET 1 OF 1 HOLE NO. B-6

PROJECT DATA	
FIELD BOOK	BOOK NO. 38, 39, 40, 41 & 42
DWG FILE	15-112 04 GEO - Rev 04.dwg
LAYOUT TAB	Geo-01 - Sheet 1
SHEET No.	4 OF 39

As Noted

DATE: 09 DECEMBER 2015
DRAWN BY: A.R. & J.A.
CHECKED BY: A.R. & J.A.
PROJECT NO.: 2015-112
D-208D

STADIA ENGINEERING ASSOCIATES, INC.
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E-MAIL: INFO@STADIAENGINEERING.COM

REVISIONS

DATE	INITIALS	DESCRIPTION
18 MAR 2016	JA	PER SUBMISSION RELEASED FOR REVIEW AND COMMENTS BY CITY

GEOTECHNICAL BORING LOGS
DEPICTING THE RESULTS OF THE SUBSURFACE INVESTIGATIONS
FOR THE REPAIRATION OF THE PARKING LOTS ALONG
EUGENE ONEIL DRIVE
PREPARED FOR THE
CITY OF NEW LONDON
EUGENE O'NEILL DRIVE, GREEN STREET, TILLEY STREET, PEARL STREET,
GOLDEN STREET, STATE STREET, BANK STREET, AND STARR STREET,
NEW LONDON, CONNECTICUT

SHEET NO. 4 OF 39
PROJECT NO. 2015-112
PLOT DATE 26 APRIL 2016
DWG NO. **GEO-01**

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CLARENCE WELTI ASSOC., INC. P.O. BOX 397 GLASTONBURY, CONN 06033				CLIENT STADIA ENGINEERING ASSOCIATES				PROJECT NAME MUNICIPAL PARKING LOTS			
				LOCATION EUGENE ONEIL DRIVE, NEW LONDON, CT				SURFACE ELEV. HOLE NO. B-7			
TYPE	AUGER	CASING	SAMPLER	CORE BAR	OFFSET	LINE & STA.	GROUND WATER OBSERVATIONS	START DATE	11/11/15		
SIZE I.D.	3.75"		1.375"			N. COORDINATE	AT FROM FT. AFTER HOURS				
HAMMER WT.			140 lbs			E. COORDINATE	AT FT. AFTER HOURS	FINISH DATE	11/11/15		
HAMMER FALL			30"								
DEPTH			SAMPLE			STRATUM DESCRIPTION + REMARKS			ELEV.		
	NO.	BLOWS/6"	DEPTH	A							
0					ASPHALT				0.33		
					BR FINE-CRS SAND, SOME GRAVEL, TRACE SILT				1.5		
					GREY/BR FINE-MED SAND, SOME SILT, TRACE GRAVEL				2.0		
					DARK BR. FINE-MED SAND AND SILT, TRACE FINE GRAVEL				3.0		
					BOTTOM OF BORING @ 3.0'						
5											
10											
15											
20											
25											
30											
35											
LEGEND: COL. A:				DRILLER: K. CHRISTIANA				INSPECTOR:			
SAMPLE TYPE: D=DRY A=AUGER C=CORE U=UNDISTURBED PISTON S=SPLIT SPOON				SHEET 1 OF 1				HOLE NO. B-7			
PROPORTIONS USED: TRACE=0-10% LITTLE=10-20% SOME=20-35% AND=35-50%											

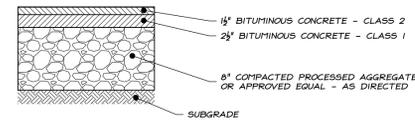
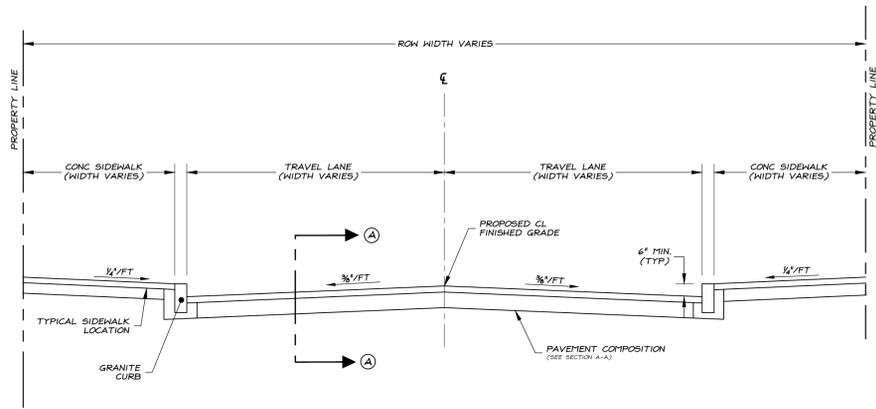
CLARENCE WELTI ASSOC., INC. P.O. BOX 397 GLASTONBURY, CONN 06033				CLIENT STADIA ENGINEERING ASSOCIATES				PROJECT NAME MUNICIPAL PARKING LOTS			
				LOCATION EUGENE ONEIL DRIVE, NEW LONDON, CT				SURFACE ELEV. HOLE NO. B-8			
TYPE	AUGER	CASING	SAMPLER	CORE BAR	OFFSET	LINE & STA.	GROUND WATER OBSERVATIONS	START DATE	11/11/15		
SIZE I.D.	3.75"		1.375"			N. COORDINATE	AT FROM FT. AFTER HOURS				
HAMMER WT.			140 lbs			E. COORDINATE	AT FT. AFTER HOURS	FINISH DATE	11/11/15		
HAMMER FALL			30"								
DEPTH			SAMPLE			STRATUM DESCRIPTION + REMARKS			ELEV.		
	NO.	BLOWS/6"	DEPTH	A							
0					ASPHALT				0.33		
					BR FINE-CRS SAND, SOME GRAVEL, LITTLE SILT				1.0		
					BR FINE-MED SAND, LITTLE TO SOME SILT, TRACE GRAVEL				3.0		
					AUGER REFUSAL @ 3.0'						
5											
10											
15											
20											
25											
30											
35											
LEGEND: COL. A:				DRILLER: K. CHRISTIANA				INSPECTOR:			
SAMPLE TYPE: D=DRY A=AUGER C=CORE U=UNDISTURBED PISTON S=SPLIT SPOON				SHEET 1 OF 1				HOLE NO. B-8			
PROPORTIONS USED: TRACE=0-10% LITTLE=10-20% SOME=20-35% AND=35-50%											

CLARENCE WELTI ASSOC., INC. P.O. BOX 397 GLASTONBURY, CONN 06033				CLIENT STADIA ENGINEERING ASSOCIATES				PROJECT NAME MUNICIPAL PARKING LOTS			
				LOCATION EUGENE ONEIL DRIVE, NEW LONDON, CT				SURFACE ELEV. HOLE NO. B-9			
TYPE	AUGER	CASING	SAMPLER	CORE BAR	OFFSET	LINE & STA.	GROUND WATER OBSERVATIONS	START DATE	11/11/15		
SIZE I.D.	3.75"		1.375"			N. COORDINATE	AT FROM FT. AFTER HOURS				
HAMMER WT.			140 lbs			E. COORDINATE	AT FT. AFTER HOURS	FINISH DATE	11/11/15		
HAMMER FALL			30"								
DEPTH			SAMPLE			STRATUM DESCRIPTION + REMARKS			ELEV.		
	NO.	BLOWS/6"	DEPTH	A							
0					ASPHALT				0.25		
					BR FINE-CRS SAND, SOME GRAVEL, TRACE SILT				2.0		
					AUGER REFUSAL @ 2.0'						
5											
10											
15											
20											
25											
30											
35											
LEGEND: COL. A:				DRILLER: K. CHRISTIANA				INSPECTOR:			
SAMPLE TYPE: D=DRY A=AUGER C=CORE U=UNDISTURBED PISTON S=SPLIT SPOON				SHEET 1 OF 1				HOLE NO. B-9			
PROPORTIONS USED: TRACE=0-10% LITTLE=10-20% SOME=20-35% AND=35-50%											

CLARENCE WELTI ASSOC., INC. P.O. BOX 397 GLASTONBURY, CONN 06033				CLIENT STADIA ENGINEERING ASSOCIATES				PROJECT NAME MUNICIPAL PARKING LOTS			
				LOCATION EUGENE ONEIL DRIVE, NEW LONDON, CT				SURFACE ELEV. HOLE NO. B-10			
TYPE	AUGER	CASING	SAMPLER	CORE BAR	OFFSET	LINE & STA.	GROUND WATER OBSERVATIONS	START DATE	11/11/15		
SIZE I.D.	3.75"		1.375"			N. COORDINATE	AT FROM FT. AFTER HOURS				
HAMMER WT.			140 lbs			E. COORDINATE	AT FT. AFTER HOURS	FINISH DATE	11/11/15		
HAMMER FALL			30"								
DEPTH			SAMPLE			STRATUM DESCRIPTION + REMARKS			ELEV.		
	NO.	BLOWS/6"	DEPTH	A							
0					ASPHALT				0.33		
					BR FINE-CRS SAND, SOME GRAVEL, TRACE SILT				1.5		
					DARK GREY/BR SILT AND FINE SAND, TRACE FINE GRAVEL				3.0		
					BOTTOM OF BORING @ 3.0'						
5											
10											
15											
20											
25											
30											
35											
LEGEND: COL. A:				DRILLER: K. CHRISTIANA				INSPECTOR:			
SAMPLE TYPE: D=DRY A=AUGER C=CORE U=UNDISTURBED PISTON S=SPLIT SPOON				SHEET 1 OF 1				HOLE NO. B-10			
PROPORTIONS USED: TRACE=0-10% LITTLE=10-20% SOME=20-35% AND=35-50%											

CLARENCE WELTI ASSOC., INC. P.O. BOX 397 GLASTONBURY, CONN 06033				CLIENT STADIA ENGINEERING ASSOCIATES				PROJECT NAME MUNICIPAL PARKING LOTS			
				LOCATION EUGENE ONEIL DRIVE, NEW LONDON, CT				SURFACE ELEV. HOLE NO. B-11			
TYPE	AUGER	CASING	SAMPLER	CORE BAR	OFFSET	LINE & STA.	GROUND WATER OBSERVATIONS	START DATE	11/11/15		
SIZE I.D.	3.75"		1.375"			N. COORDINATE	AT FROM FT. AFTER HOURS				
HAMMER WT.			140 lbs			E. COORDINATE	AT FT. AFTER HOURS	FINISH DATE	11/11/15		
HAMMER FALL			30"								
DEPTH			SAMPLE			STRATUM DESCRIPTION + REMARKS			ELEV.		
	NO.	BLOWS/6"	DEPTH	A							
0					ASPHALT				0.33		
					GREY/BR FINE-CRS SAND, SOME GRAVEL, TRACE SILT				3.0		
					BOTTOM OF BORING @ 3.0'						
5											
10											
15											
20											
25											
30											
35											
LEGEND: COL. A:				DRILLER: K. CHRISTIANA				INSPECTOR:			
SAMPLE TYPE: D=DRY A=AUGER C=CORE U=UNDISTURBED PISTON S=SPLIT SPOON				SHEET 1 OF 1				HOLE NO. B-11			
PROPORTIONS USED: TRACE=0-10% LITTLE=10-20% SOME=20-35% AND=35-50%											

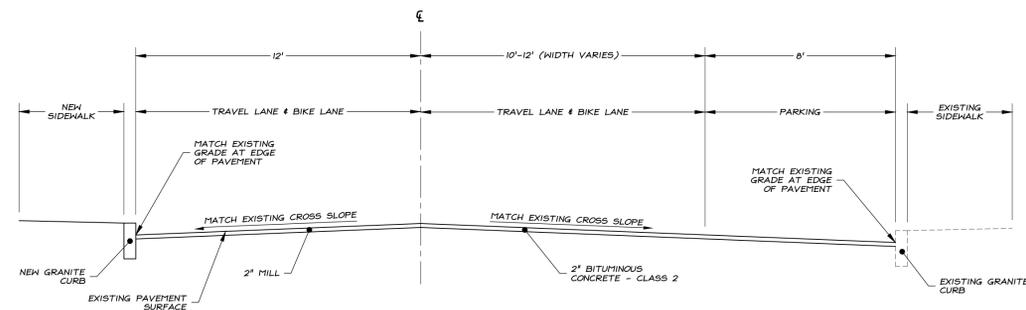
PROJECT DATA	
FIELD BOOK	BOOK NO. 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000
DWG FILE	15-112 05 GEO - Rev 04.dwg
LAYOUT TAB	Geo-02 - Sheet 2
SHEET No.	5 OF 39



SECTION A-A

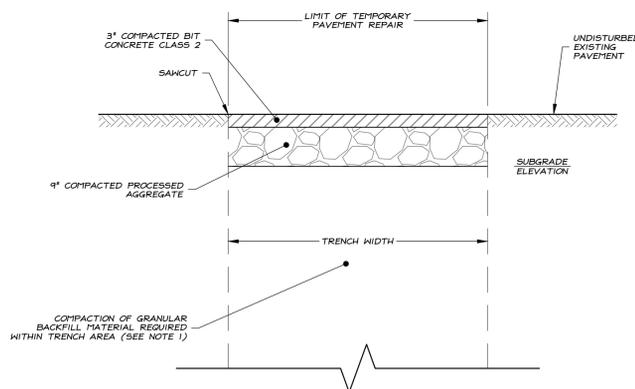
TYPICAL ROADWAY SECTION

NOT TO SCALE



TYPICAL CROSS SECTION FULL-WIDTH MILL & OVERLAY

NOT TO SCALE

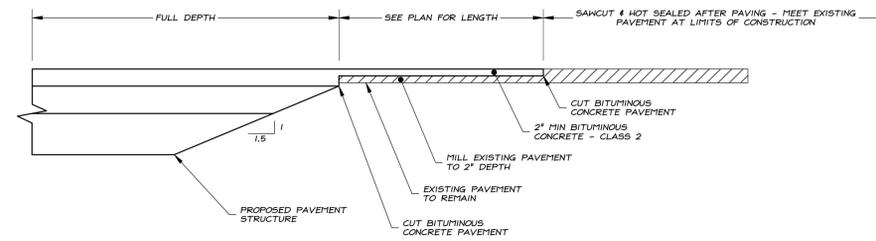


TEMPORARY PAVEMENT REPAIR

NOT TO SCALE

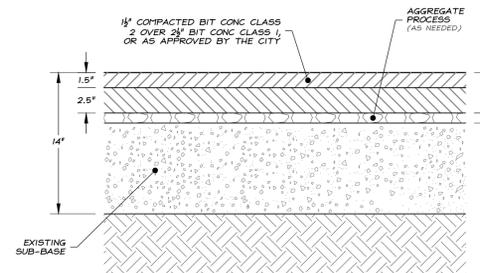
NOTES:

1. AT THE REQUEST OF THE CITY, THE CONTRACTOR SHALL VERIFY AND SUBMIT PROPER TESTING RESULTS THAT COMPACTION OF THE TOTAL TRENCH AREA MEETS THE CITY'S STANDARDS FOR A 95% COMPACTED DENSITY
2. CONTRACTOR/UTILITY COMPANY TO BE RESPONSIBLE TO MAINTAIN THE REPAIRED AREA ONE (1) YEAR AGAINST ANY SETTLEMENT OR PAVEMENT DETERIORATION
3. SHOULD THE EXISTING PAVEMENT THICKNESS EXCEED THE TOTAL - 4-INCH THICKNESS AS SHOWN, THEN THE SAME PAVEMENT THICKNESS SHALL BE MET
4. PERMANENT PAVEMENT REPAIR UTILIZING SUPERPAVE SHALL BE 1 1/2" HMA SO.375 PG4-22 OVER 2 1/2" HMA SO.5 PG4-22



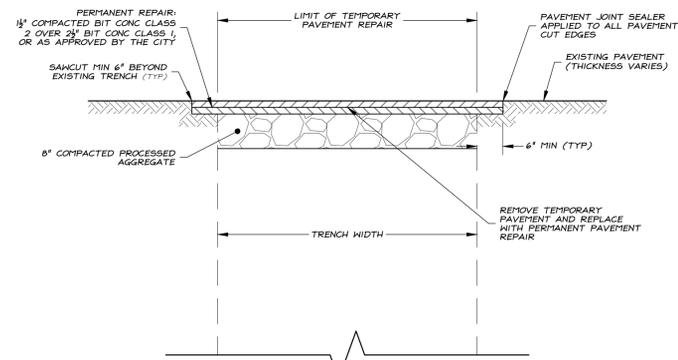
ROADWAY PAVEMENT TRANSITION DETAIL AT CONSTRUCTION LIMITS

NOT TO SCALE



PARKING LOT PAVEMENT

NOT TO SCALE



PERMANENT PAVEMENT REPAIR

NOT TO SCALE

PROJECT DATA	
FIELD BOOK	BOOK No. 26, 44-78 & BOOK No. 23, Pg. 17-24
DWG FILE	15-112 QS TXS - Rev. 04.dwg
LAYOUT TAB	TXS-01 - Typical Cross Sections
SHEET No.	6 OF 39

As Noted	
FIELD BOOK	A.R. & J.A.
DWG DATE	JUNE - JULY 2015
PROJECT No.	2015-112
DWG No.	D-208F

STADIA ENGINEERING ASSOCIATES, INC.

ENGINEERS - ENVIRONMENTAL PLANNERS - SURVEYORS

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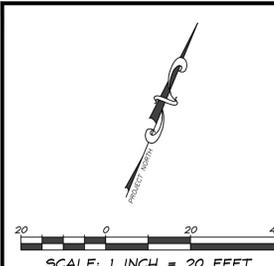
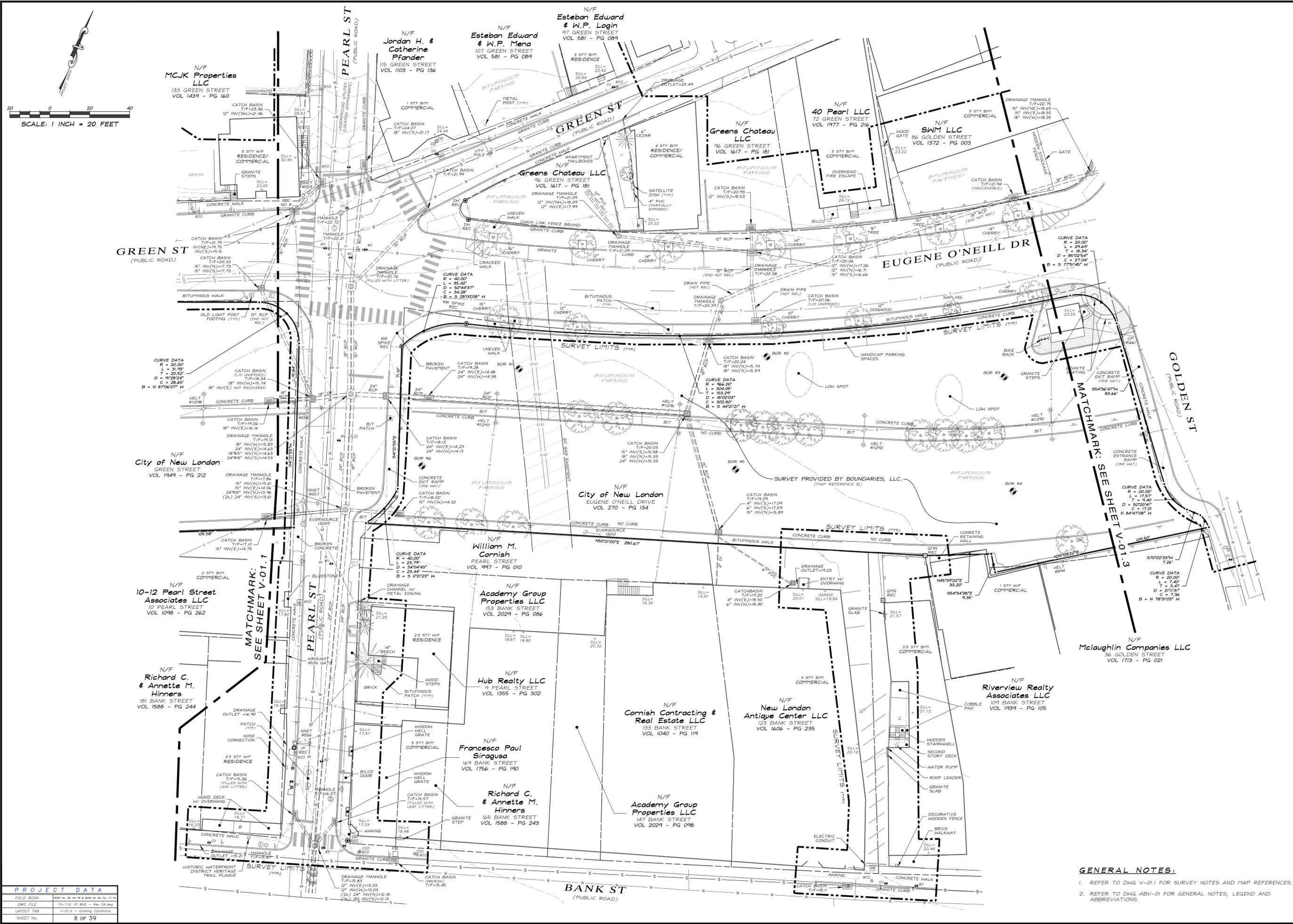
DATE	INITIALS	REVISIONS
18 MAR 2016	J.A.	PLZ SUBMISSION RELEASED FOR REVIEW AND COMMENTS BY CITY.

TYPICAL CROSS SECTIONS FOR THE REHABILITATION OF THE PARKING LOTS ALONG EUGENE O'NEILL DRIVE

PREPARED FOR THE CITY OF NEW LONDON

EUGENE O'NEILL DRIVE, GREEN STREET, TILLEY STREET, PEARL STREET, GOLDEN STREET, STALE STREET, BANK STREET, AND STARR STREET
NEW LONDON, CONNECTICUT

SHEET No.	2015-112
PROJECT No.	26 APRIL 2016
DWG No.	TXS-01



PROJECT DATA	
FIELD BOOK	BOOK NO. 18, 19 & 20 & 21, PG. 17-18
DWG. FILE	15-112-10-BND - Rev. 04.dwg
LAYOUT TAB	V-01.2 - Existing Conditions
SHEET No.	8 OF 39

1 INCH = 20 FEET

DESIGNED BY: J.A. & A.R.
 DRAWN BY: A.R. & J.A.
 CHECKED BY: J.A. & A.R.
 DATE: JUNE - JULY 2015
 PROJECT NO.: 2015-112

STADIA ENGINEERING & ASSOCIATES, INC.

ENGINEERS • ENVIRONMENTAL PLANNERS • SURVEYORS

1000 MAIN STREET, SUITE 100
 SOUTH BRITAIN, BC V4R 1A1
 TEL: 604.271.2771
 FAX: 604.271.2772
 E-MAIL: info@stadiaeng.com

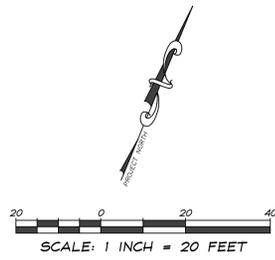
REVISIONS

NO.	DATE	DESCRIPTION
1	18 MAR 2016	PRELIMINARY SUBMISSION FOR REVIEW AND COMMENTS BY CITY

IMPROVEMENT LOCATION SURVEY
 DEPICTING THE REHABILITATION OF THE PARKING LOTS ALONG
EUGENE O'NEILL DRIVE
 PREPARED FOR THE
CITY OF NEW LONDON
 EUGENE O'NEILL DRIVE, GREEN STREET, TILLEY STREET, PEARL STREET,
 GOLDEN STREET, BANK STREET, AND STARR STREET,
 NEW LONDON, CONNECTICUT

PROJECT NO.: 2015-112
 PLOT DATE: 26 APRIL 2016
 DWG NO.: **V-01.2**

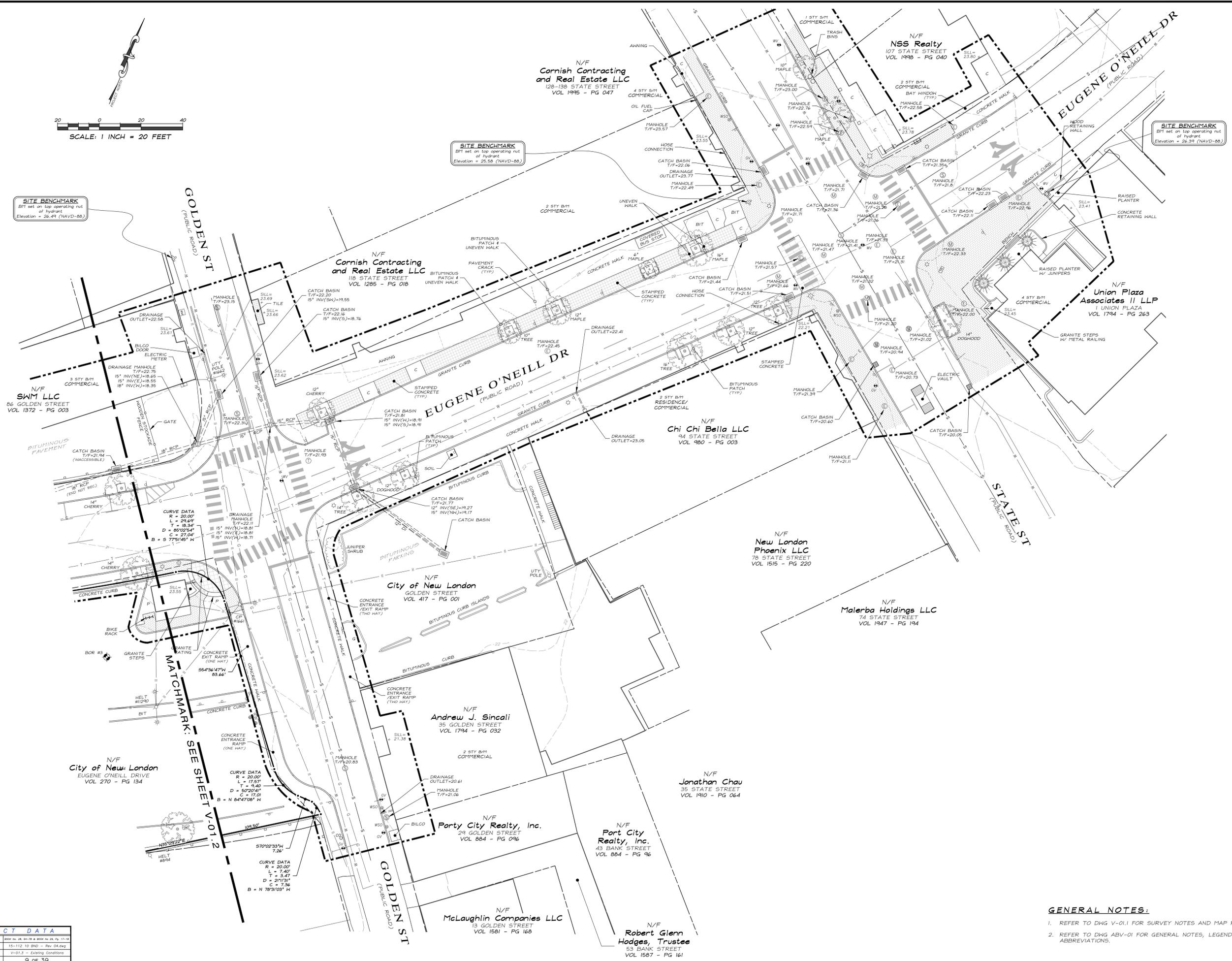
- GENERAL NOTES:**
- REFER TO DWG V-01.1 FOR SURVEY NOTES AND MAP REFERENCES.
 - REFER TO DWG ABV-01 FOR GENERAL NOTES, LEGEND AND ABBREVIATIONS.



SITE BENCHMARK
 BM set on top operating nut
 of hydrant
 Elevation = 26.49 (NAVD-88)

SITE BENCHMARK
 BM set on top operating nut
 of hydrant
 Elevation = 25.58 (NAVD-88)

SITE BENCHMARK
 BM set on top operating nut
 of hydrant
 Elevation = 26.39 (NAVD-88)



PROJECT DATA	
FIELD BOOK	BOOK NO. 28, 44-78 & BOOK NO. 29, Pg. 17-18
DWG. FILE	15-112_10 (RD) - Rev. 04.dwg
LAYOUT TAB	V-01.3 - Existing Conditions
SHEET No.	9 OF 39

- GENERAL NOTES:**
- REFER TO DWG V-01.1 FOR SURVEY NOTES AND MAP REFERENCES.
 - REFER TO DWG ABV-01 FOR GENERAL NOTES, LEGEND AND ABBREVIATIONS.

1 INCH = 20 FEET
 DRAWN BY: J.A. & A.R.
 CHECKED BY: J.A. & A.R.
 DATE: JUNE - JULY 2015
 PROJECT NO.: 2015-112
 D-2081

STADIA ENGINEERING ASSOCIATES, INC.
 ENGINEERS - ENVIRONMENTAL PLANNERS - SURVEYORS
 100 WASHINGTON STREET, SUITE 100
 NEW LONDON, CONNECTICUT 06458
 TEL: (860) 527-2271
 FAX: (860) 527-2272
 E-MAIL: info@stadiaeng.com
 WWW: www.stadiaeng.com

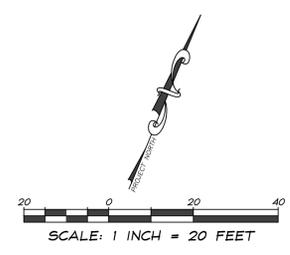
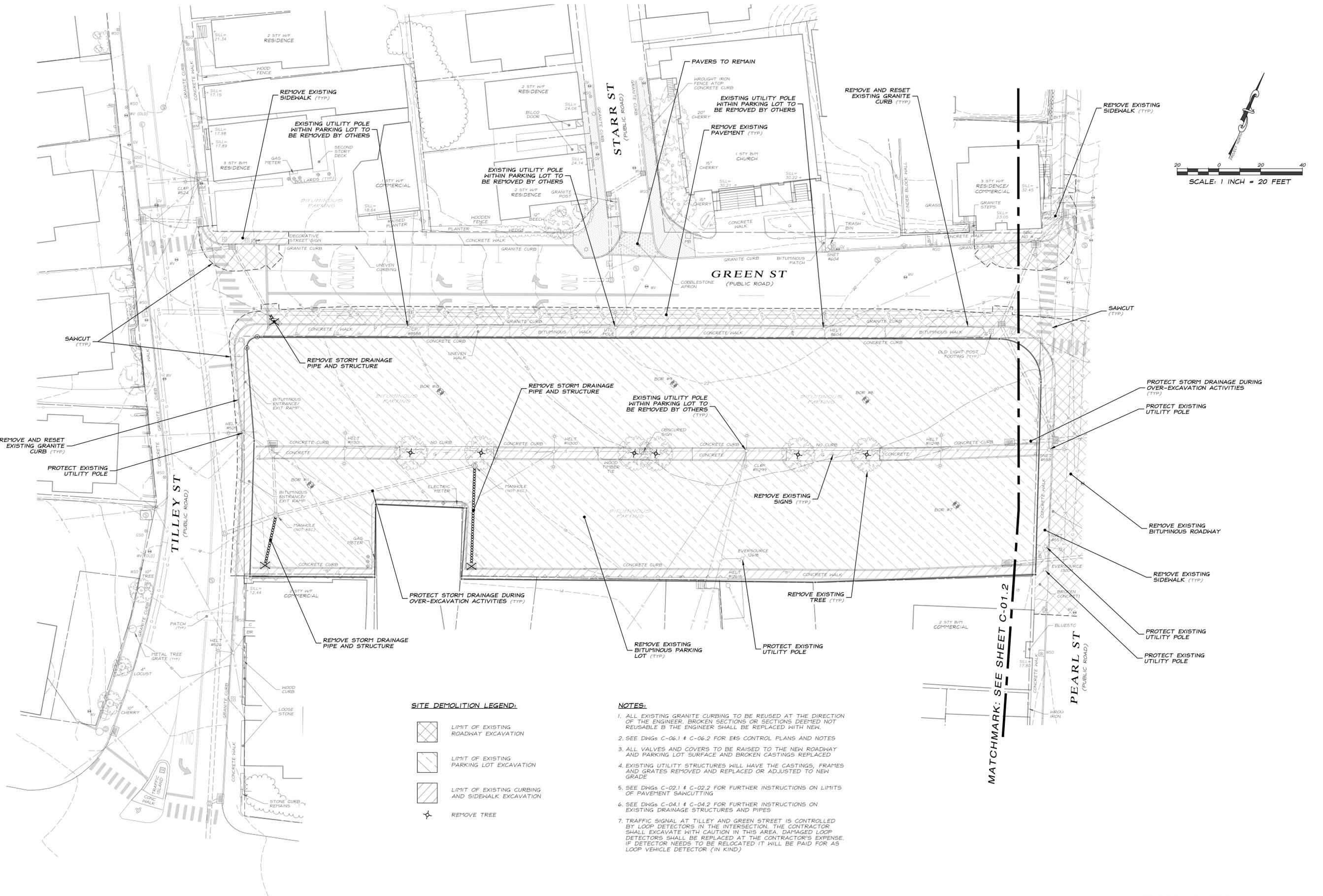
DATE	REVISIONS
18 MAR 2016	PRELIMINARY SUBMISSION FOR REVIEW AND COMMENTS BY CITY

IMPROVEMENT LOCATION SURVEY
 DEPICTING THE REHABILITATION OF THE PARKING LOTS ALONG
EUGENE O'NEILL DRIVE
 PREPARED FOR THE
CITY OF NEW LONDON
 EUGENE O'NEILL DRIVE, GREEN STREET, TILLEY STREET, PEARL STREET,
 GOLDEN STREET, STATE STREET, BANK STREET, AND STARR STREET
 NEW LONDON, CONNECTICUT

PROJECT NO.: 2015-112
 SHEET NO.: V-01.3
 DATE: 26 APRIL 2016

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PROJECT DATA	
FIELD BOOK	BOOK NO. 24, 44-74 & BOOK NO. 25, Pg. 17-18
DWG. FILE	15-112-15 (DM) - Rev. 04.dwg
LAYOUT TAB	C-01.1 - Demo Plan
SHEET No.	10 OF 39



SITE DEMOLITION PLAN
 DEPICTING THE SITE ELEMENTS TO BE REMOVED FROM THE PARKING LOTS ADJACENT TO
EUGENE O'NEILL DRIVE
 PREPARED FOR THE
CITY OF NEW LONDON
 EUGENE O'NEILL DRIVE, GREEN STREET, TILLEY STREET, PEARL STREET,
 GOLDEN STREET, STATE STREET, BANK STREET, AND STARR STREET,
 NEW LONDON, CONNECTICUT

SHEET TITLE	C-01.1
PROJECT No.	2015-112
PLANT DATE	26 APRIL 2016
DWG No.	C-01.1

REVISIONS

DATE	INITIALS	DESCRIPTION
18 MAR 2016	J.A.	PLZ SUBMISSION RELEASED FOR REVIEW AND COMMENTS BY CITY

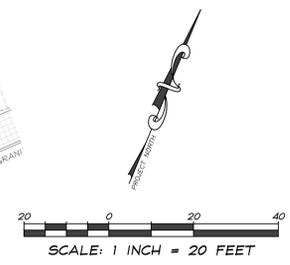
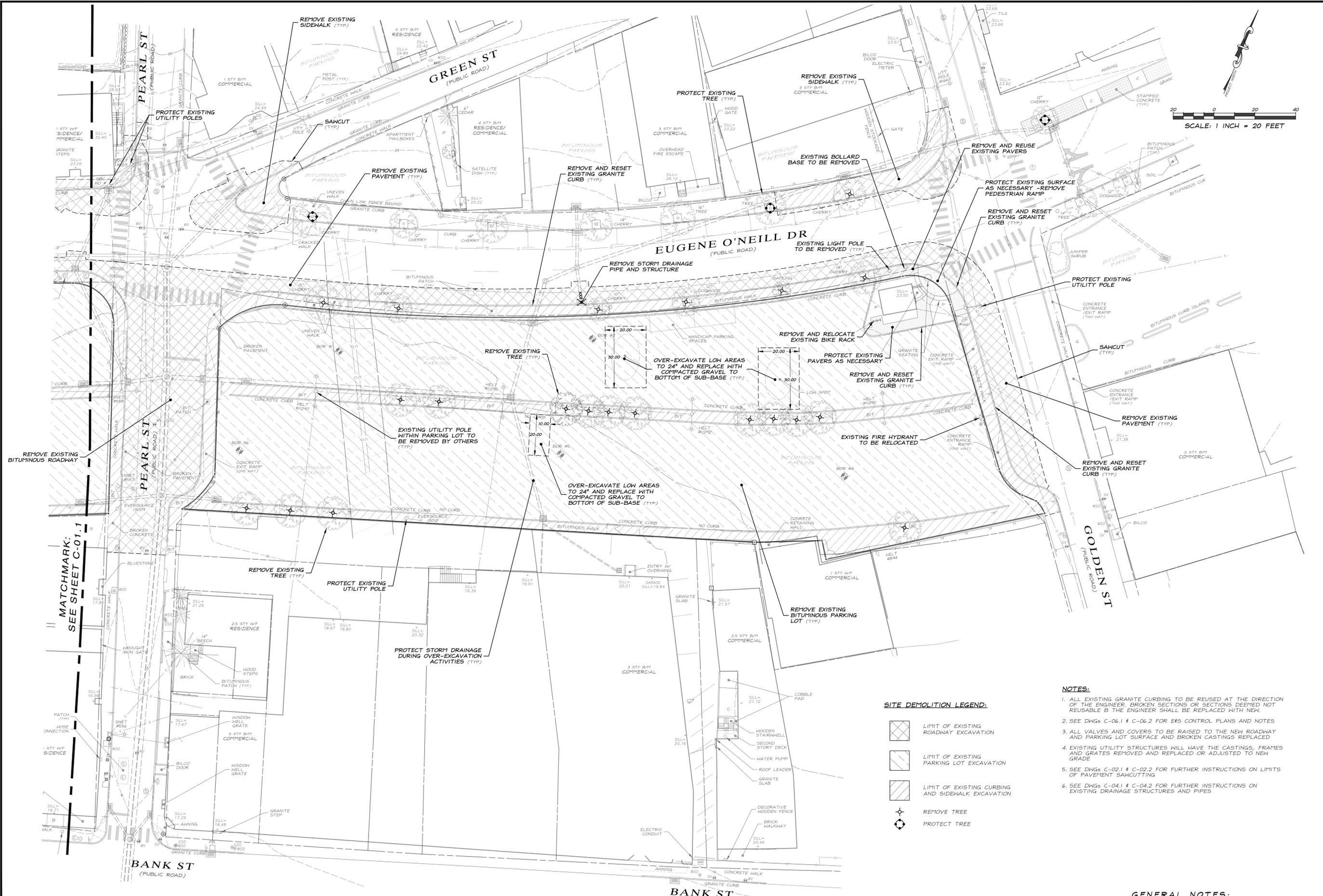
STADIA ENGINEERING ASSOCIATES, INC.
 ENGINEERS - ENVIRONMENTAL PLANNERS - SURVEYORS
 100 SOUTH HILL ROAD, SUITE 100
 SOUTH BRITAIN, VT 05493
 TEL: (802) 237-4371
 FAX: (802) 237-4371
 WWW: www.stadiaeng.com
 E-MAIL: info@stadiainc.com

1 INCH = 20 FEET
DESIGNED BY: J.A. & A.R.
DRAWN BY: J.A.
DATE: JUNE - JULY 2015
PROJECT No.: 2015-112
DATE: OCTOBER 2015
D-208J

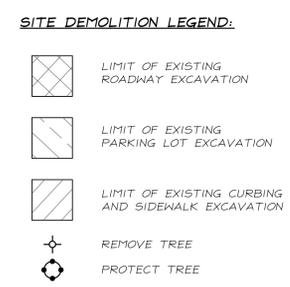
GENERAL NOTES:

- REFER TO DWG ABV-01 FOR GENERAL NOTES, LEGEND, ABBREVIATIONS AND DESIGN REFERENCES.
- REFER TO DWG C-06.1 & C-06.2 FOR LOCATIONS OF EROSION AND SEDIMENTATION CONTROL

MATCHMARK: SEE SHEET C-01.2



MATCHMARK: SEE SHEET C-01.1



- NOTES:**
1. ALL EXISTING GRANITE CURBING TO BE REUSED AT THE DIRECTION OF THE ENGINEER. BROKEN SECTIONS OR SECTIONS DEEMED NOT REUSABLE BY THE ENGINEER SHALL BE REPLACED WITH NEW.
 2. SEE DWGS C-06.1 & C-06.2 FOR E45 CONTROL PLANS AND NOTES
 3. ALL VALVES AND COVERS TO BE RAISED TO THE NEW ROADWAY AND PARKING LOT SURFACE AND BROKEN CASTINGS REPLACED
 4. EXISTING UTILITY STRUCTURES WILL HAVE THE CASTINGS, FRAMES AND GRATES REMOVED AND REPLACED OR ADJUSTED TO NEW GRADE
 5. SEE DWGS C-02.1 & C-02.2 FOR FURTHER INSTRUCTIONS ON LIMITS OF PAVEMENT SAWCUTTING
 6. SEE DWGS C-04.1 & C-04.2 FOR FURTHER INSTRUCTIONS ON EXISTING DRAINAGE STRUCTURES AND PIPES

- GENERAL NOTES:**
1. REFER TO DWG ABV-01 FOR GENERAL NOTES, LEGEND, ABBREVIATIONS AND DESIGN REFERENCES.
 2. REFER TO DWG C-06.1 & C-06.2 FOR LOCATIONS OF EROSION AND SEDIMENTATION CONTROL

PROJECT DATA	
FIELD BOOK	BOOK NO. 18, 19 & 20 & 21, Pg. 17-18
DWG. FILE	15-112.15.DWG - Rev. 04.dwg
LAYOUT TAB	C-01.2 - Demo Plan
SHEET No.	11 OF 39

1 INCH = 20 FEET

DESIGNED BY: J.A. & A.R.
 DRAWN BY: J.A.
 CHECKED BY: J.A.
 DATE: JUNE - JULY 2015
 PROJECT NO.: 2015-112

STADIA ENGINEERING ASSOCIATES, INC.

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 Southbury, CT 06488
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 Fax: (860) 237-4372
 E-mail: info@stadiaeng.com
 Web: www.stadiaeng.com

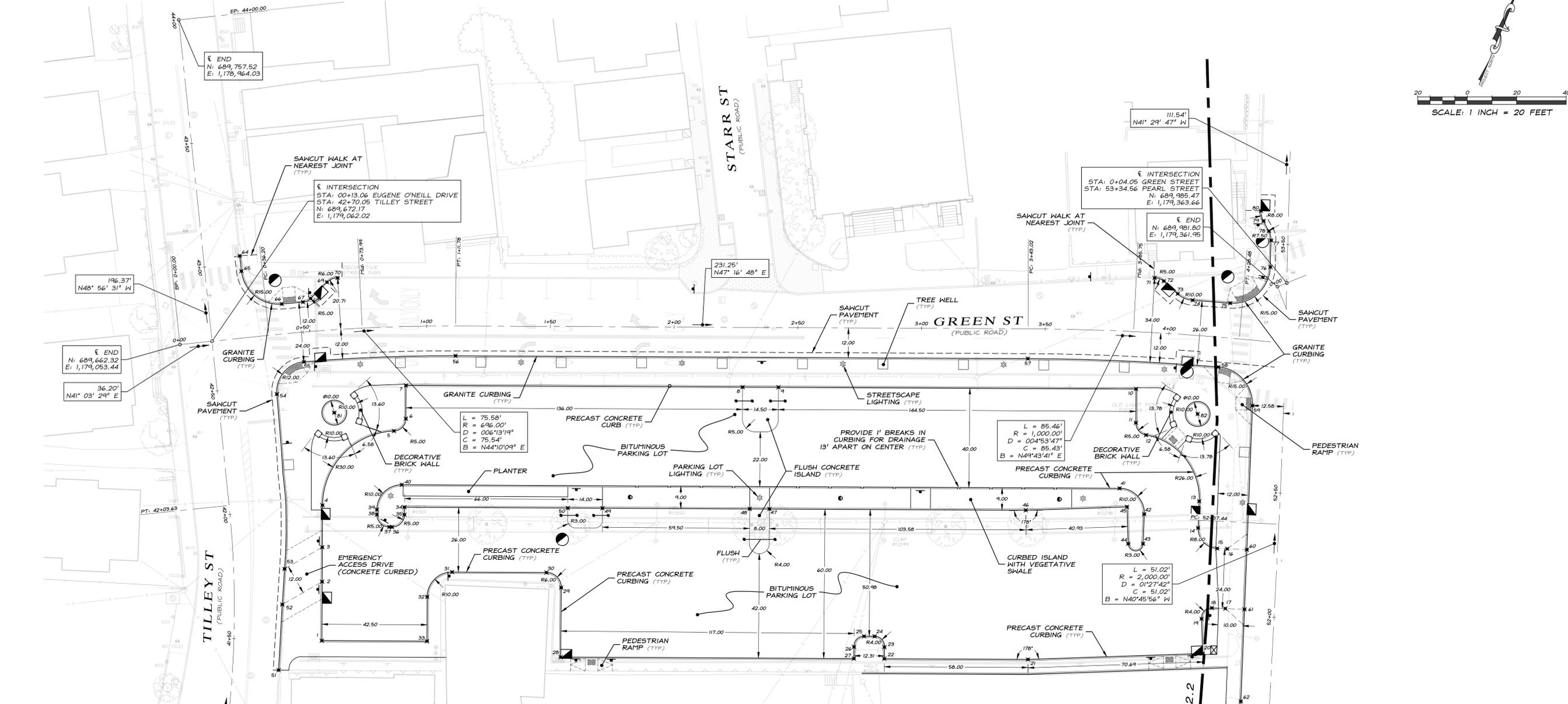
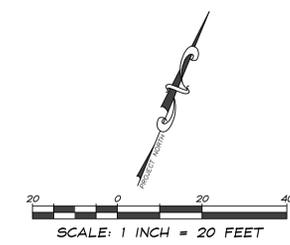
REVISIONS

DATE	INITIALS	DESCRIPTION
18 MAR 2016	J.A.	PLZ SUBMISSION RELEASED FOR REVIEW AND COMMENTS BY CITY

SITE DEMOLITION PLAN
 DEPICTING THE SITE ELEMENTS TO BE REMOVED FROM THE PARKING LOTS ADJACENT TO
EUGENE O'NEILL DRIVE
 PREPARED FOR THE
CITY OF NEW LONDON
 EUGENE O'NEILL DRIVE, GREEN STREET, TILLEY STREET, PEARL STREET,
 GOLDEN STREET, STATE STREET, BANK STREET, AND STARR STREET,
 NEW LONDON, CONNECTICUT

SHEET TITLE: _____
 PROJECT NO.: 2015-112
 PLOT DATE: 26 APRIL 2016
 DWG NO.: **C-01.2**

D-208K



COORDINATE POINT TABLE

POINT #	DESCRIPTION	NORTHING	EASTING
1	CURB COR	N: 689,614.33	E: 1,179,176.60
2	EMERGENCY ACCESS	N: 689,631.75	E: 1,179,160.51
3	EMERGENCY ACCESS	N: 689,641.93	E: 1,179,151.11
4	CURB PC	N: 689,654.36	E: 1,179,139.64
5	CURB PRC	N: 689,695.87	E: 1,179,140.42
6	CURB PT	N: 689,702.79	E: 1,179,140.55
7	CURB COR	N: 689,712.62	E: 1,179,131.47
8	FLUSH ISLAND CURB	N: 689,804.88	E: 1,179,231.38
9	FLUSH ISLAND CURB	N: 689,814.72	E: 1,179,242.04
10	CURB COR	N: 689,912.75	E: 1,179,384.19
11	CURB PC	N: 689,902.77	E: 1,179,357.42
12	CURB PRC	N: 689,901.97	E: 1,179,363.81
13	CURB PT	N: 689,897.13	E: 1,179,397.65
14	CURB PC	N: 689,889.01	E: 1,179,404.66
15	CURB PT	N: 689,888.19	E: 1,179,415.92
16	DRIVE APRON ANG	N: 689,890.82	E: 1,179,418.98
17	DRIVE APRON ANG	N: 689,872.78	E: 1,179,434.81
18	CURB PC	N: 689,869.22	E: 1,179,430.67
19	CURB PT	N: 689,863.21	E: 1,179,430.59
20	CURB COR	N: 689,853.30	E: 1,179,440.48
21	CURB ANG	N: 689,803.38	E: 1,179,390.43
22	CURB COR	N: 689,764.04	E: 1,179,347.81
23	CURB PC	N: 689,767.47	E: 1,179,344.64
24	CURB PT	N: 689,767.94	E: 1,179,338.78
25	CURB PC	N: 689,765.04	E: 1,179,335.62
26	CURB PT	N: 689,759.15	E: 1,179,335.59
27	CURB COR	N: 689,755.68	E: 1,179,338.77
28	CURB COR	N: 689,675.29	E: 1,179,251.71
29	CURB PC	N: 689,695.91	E: 1,179,232.80

COORDINATE POINT TABLE

POINT #	DESCRIPTION	NORTHING	EASTING
30	CURB PT	N: 689,696.26	E: 1,179,224.31
31	CURB PC	N: 689,670.39	E: 1,179,196.29
32	CURB PT	N: 689,656.26	E: 1,179,195.73
33	CURB COR	N: 689,643.14	E: 1,179,207.84
34	ISLAND CURB COR	N: 689,676.36	E: 1,179,164.43
35	ISLAND CURB PC	N: 689,674.13	E: 1,179,166.46
36	ISLAND CURB PT	N: 689,667.08	E: 1,179,166.17
37	ISLAND CURB PC	N: 689,666.32	E: 1,179,165.35
38	ISLAND CURB PT	N: 689,666.60	E: 1,179,158.28
39	ISLAND CURB PC	N: 689,668.07	E: 1,179,156.92
40	ISLAND CURB PT	N: 689,682.20	E: 1,179,157.49
41	ISLAND CURB PC	N: 689,878.99	E: 1,179,370.59
42	ISLAND CURB PT	N: 689,878.17	E: 1,179,384.95
43	ISLAND CURB PC	N: 689,869.17	E: 1,179,392.71
44	ISLAND CURB PT	N: 689,865.09	E: 1,179,388.32
45	ISLAND CURB COR	N: 689,875.58	E: 1,179,377.86
46	ISLAND CURB ANG	N: 689,846.68	E: 1,179,348.87
47	FLUSH ISLAND CURB	N: 689,776.43	E: 1,179,272.79
48	FLUSH ISLAND CURB	N: 689,771.00	E: 1,179,266.92
49	FLUSH ISLAND CURB	N: 689,730.63	E: 1,179,223.20
50	FLUSH ISLAND CURB	N: 689,721.13	E: 1,179,212.91
51	ISLAND CURB	N: 689,593.76	E: 1,179,171.91
52	FLUSH DRIVE CURB	N: 689,614.06	E: 1,179,155.01
53	FLUSH DRIVE CURB	N: 689,625.20	E: 1,179,145.90
54	CURB PC	N: 689,674.45	E: 1,179,095.69
55	CURB PCC	N: 689,691.39	E: 1,179,094.84
56	CURB PT	N: 689,734.98	E: 1,179,137.99

COORDINATE POINT TABLE

POINT #	DESCRIPTION	NORTHING	EASTING
57	CURB PC	N: 689,891.86	E: 1,179,307.89
58	CURB PCC	N: 689,941.90	E: 1,179,366.51
59	CURB PT	N: 689,939.92	E: 1,179,387.15
60	FLUSH DRIVE CURB	N: 689,896.00	E: 1,179,425.02
61	FLUSH DRIVE CURB	N: 689,877.83	E: 1,179,440.68
62	CURB ANGLE	N: 689,849.73	E: 1,179,464.85
63	MATCH CURB	N: 689,845.31	E: 1,179,468.81
64	MATCH CURB	N: 689,704.87	E: 1,179,046.79
65	CURB PC	N: 689,700.87	E: 1,179,051.48
66	CURB PT	N: 689,702.34	E: 1,179,072.43
67	CURB PC	N: 689,708.73	E: 1,179,078.17
68	CURB PT	N: 689,711.90	E: 1,179,079.47
69	CURB PC	N: 689,721.22	E: 1,179,079.83
70	MATCH CURB	N: 689,725.39	E: 1,179,081.75
71	MATCH CURB	N: 689,950.55	E: 1,179,323.21
72	CURB PT	N: 689,952.07	E: 1,179,326.72
73	CURB PC	N: 689,952.17	E: 1,179,334.33
74	CURB PT	N: 689,954.40	E: 1,179,340.48
75	CURB PC	N: 689,963.87	E: 1,179,352.38
76	CURB PT	N: 689,985.59	E: 1,179,354.38
77	CURB PC	N: 689,993.63	E: 1,179,347.29
78	CURB PT	N: 689,995.78	E: 1,179,344.06
79	CURB PC	N: 689,997.25	E: 1,179,339.06
80	MATCH CURB	N: 689,999.57	E: 1,179,336.22
81	CENTER OF PLANTER	N: 689,684.82	E: 1,179,117.75
82	CENTER OF PLANTER	N: 689,922.36	E: 1,179,373.25

PROJECT DATA

FIELD BOOK	BOOK NO. 24, 24-28 & BOOK NO. 29, 30, 31-33
DWG. FILE	15-112 2D LAY - Rev 03.dwg
LAYOUT TAB	C-02.1 - Sheet 1
SHEET No.	12 OF 39

GENERAL NOTES:

- REFER TO DWG ABV-01 FOR GENERAL NOTES, LEGEND, ABBREVIATIONS AND DESIGN REFERENCES.
- REFER TO DWG C-06.1 & C-06.2 FOR LOCATIONS OF EROSION AND SEDIMENTATION CONTROL.

1 INCH = 20 FEET

FIELD BOOK: A.R. & J.A.
 DWG. NO.: A.R. & J.A.
 FIELD DATE: JUNE - JULY 2015
 DWG. DATE: JULY 2015
 PROJECT NO.: 2015-112
D-208L

STADIA ENGINEERING & ASSOCIATES, INC.

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 WWW: www.stadiaeng.com
 E-MAIL: info@stadiaeng.com

REVISIONS

DATE	INITIALS	DESCRIPTION
18 MAR 2016	J.A.	PLZ SUBMISSION RELEASED FOR REVIEW AND COMMENTS BY CITY

LAYOUT PLAN

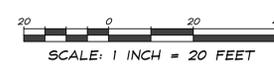
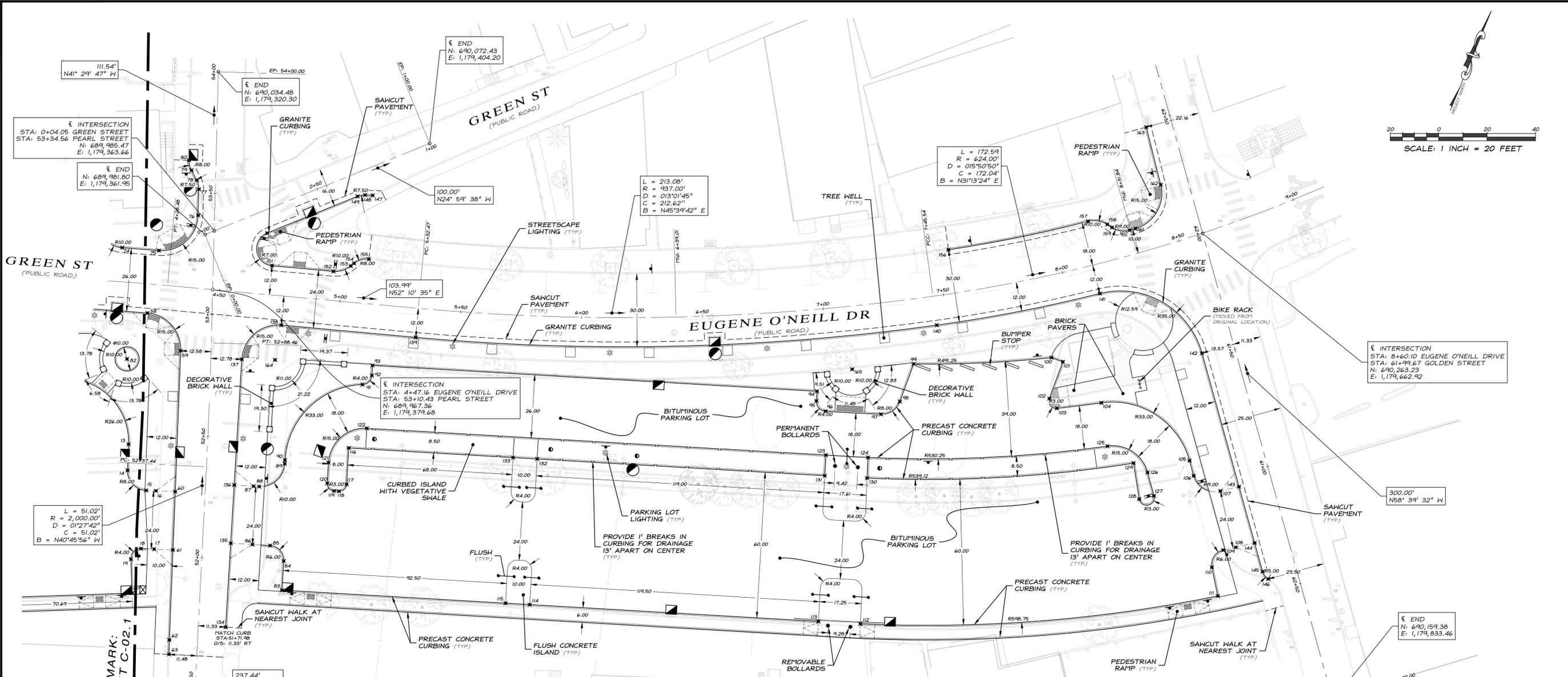
DEPICTING THE REHABILITATION OF THE PARKING LOTS ALONG EUGENE O'NEILL DRIVE PREPARED FOR THE CITY OF NEW LONDON

EUGENE O'NEILL DRIVE, GREEN STREET, TILLEY STREET, PEARL STREET, GOLDEN STREET, STATE STREET, BANK STREET AND STARR STREET, NEW LONDON, CONNECTICUT

PROJECT NO.: 2015-112

DATE: 26 APRIL 2016

DWG. NO.: **C-02.1**



INTERSECTION
STA: 0+04.05 GREEN STREET
STA: 53+34.56 PEARL STREET
N: 689,985.47
E: 1,179,363.66

GREEN ST
(PUBLIC ROAD)

L = 51.02'
R = 2,000.00'
D = 01°27'42"
C = 51.02'
B = N40°45'56" W

MATCHMARK:
SEE SHEET C-02.1

PEARL ST
(PUBLIC ROAD)

237.44'
N40°02'05" W

BANK ST
(PUBLIC ROAD)

END
N: 689,730.50
E: 1,179,580.25

COORDINATE POINT TABLE

POINT #	DESCRIPTION	NORTHING	EASTING
83	CURB COR	N: 689,896.45	E: 1,179,484.95
84	CURB PC	N: 689,905.71	E: 1,179,477.27
85	CURB PT	N: 689,906.51	E: 1,179,468.83
86	DRIVE APRON ANG	N: 689,901.87	E: 1,179,463.22
87	DRIVE APRON ANG	N: 689,919.71	E: 1,179,447.19
88	DRIVE APRON PC	N: 689,921.20	E: 1,179,448.98
89	CURB PT	N: 689,935.28	E: 1,179,450.29
90	CURB PC	N: 689,936.43	E: 1,179,449.34
91	CURB PRC	N: 689,981.00	E: 1,179,451.57
92	CURB PT	N: 689,986.40	E: 1,179,451.84
93	CURB COR	N: 689,989.59	E: 1,179,449.20
94	CURB COR	N: 690,107.04	E: 1,179,590.78
95	CURB PC	N: 690,103.96	E: 1,179,593.34
96	CURB PT	N: 690,103.44	E: 1,179,598.97
97	CURB PC	N: 690,118.15	E: 1,179,616.54
98	CURB PT	N: 690,127.29	E: 1,179,618.69
99	CURB ANG	N: 690,142.48	E: 1,179,612.33
100	CURB ANG	N: 690,183.23	E: 1,179,652.19
101	CURB COR	N: 690,185.16	E: 1,179,656.80
102	CURB PC	N: 690,170.30	E: 1,179,663.02
103	CURB PT	N: 690,169.49	E: 1,179,668.05
104	CURB PC	N: 690,183.68	E: 1,179,679.95
105	CURB PT	N: 690,191.09	E: 1,179,722.81
106	CURB PC	N: 690,187.75	E: 1,179,728.29
107	DRIVE APRON ANG	N: 690,190.69	E: 1,179,740.65
108	DRIVE APRON ANG	N: 690,178.08	E: 1,179,761.09
109	CURB PC	N: 690,173.67	E: 1,179,758.05
110	CURB PT	N: 690,165.35	E: 1,179,754.94
111	CURB COR	N: 690,158.37	E: 1,179,769.29
112	FLUSH ISLAND CURB	N: 690,049.30	E: 1,179,669.13

COORDINATE POINT TABLE

POINT #	DESCRIPTION	NORTHING	EASTING
113	FLUSH ISLAND CURB	N: 689,038.20	E: 1,179,655.81
114	FLUSH ISLAND CURB	N: 689,961.90	E: 1,179,563.84
115	FLUSH ISLAND CURB	N: 689,955.52	E: 1,179,556.14
116	ISLAND CURB COR	N: 689,958.03	E: 1,179,465.20
117	ISLAND CURB PC	N: 689,946.49	E: 1,179,474.78
118	ISLAND CURB PT	N: 689,942.26	E: 1,179,474.39
119	ISLAND CURB PC	N: 689,940.99	E: 1,179,472.85
120	ISLAND CURB PT	N: 689,942.38	E: 1,179,468.62
121	ISLAND CURB PC	N: 689,974.92	E: 1,179,463.20
122	ISLAND CURB PT	N: 689,969.04	E: 1,179,465.16
123	FLUSH ISLAND CURB	N: 690,090.36	E: 1,179,611.40
124	FLUSH ISLAND CURB	N: 690,101.50	E: 1,179,624.77
125	ISLAND CURB PC	N: 690,172.36	E: 1,179,693.95
126	ISLAND CURB PT	N: 690,175.73	E: 1,179,713.43
127	ISLAND CURB PC	N: 690,170.52	E: 1,179,721.97
128	ISLAND CURB PT	N: 690,165.39	E: 1,179,718.41
129	ISLAND CURB COR	N: 690,174.60	E: 1,179,706.58
130	FLUSH ISLAND CURB	N: 690,095.02	E: 1,179,630.28
131	FLUSH ISLAND CURB	N: 690,083.82	E: 1,179,616.83
132	FLUSH ISLAND CURB	N: 690,007.83	E: 1,179,525.23
133	FLUSH ISLAND CURB	N: 690,001.45	E: 1,179,517.54
134	MATCH CURB	N: 689,869.46	E: 1,179,478.30
135	FLUSH DRIVE CURB	N: 689,896.14	E: 1,179,456.27
136	FLUSH DRIVE CURB	N: 689,914.61	E: 1,179,441.03
137	CURB PC	N: 689,954.60	E: 1,179,408.02
138	CURB PT	N: 689,976.00	E: 1,179,410.43
139	CURB PC	N: 690,010.19	E: 1,179,454.43
140	CURB PCC	N: 690,160.69	E: 1,179,608.44

COORDINATE POINT TABLE

POINT #	DESCRIPTION	NORTHING	EASTING
141	CURB PC	N: 690,216.12	E: 1,179,648.80
142	CURB PT	N: 690,226.95	E: 1,179,646.40
143	FLUSH DRIVE CURB	N: 690,197.23	E: 1,179,745.07
144	FLUSH DRIVE CURB	N: 690,184.71	E: 1,179,765.56
145	CURB PC	N: 690,178.34	E: 1,179,776.00
146	MATCH CURB	N: 690,177.72	E: 1,179,779.77
147	MATCH CURB	N: 690,040.80	E: 1,179,401.58
148	CURB PC	N: 690,038.89	E: 1,179,399.19
149	CURB PT	N: 690,036.23	E: 1,179,397.26
150	CURB PC	N: 689,999.74	E: 1,179,380.28
151	CURB PT	N: 689,991.27	E: 1,179,390.92
152	CURB PC	N: 690,006.88	E: 1,179,411.03
153	CURB PT	N: 690,013.41	E: 1,179,414.81
154	CURB PC	N: 690,015.08	E: 1,179,415.04
155	MATCH CURB	N: 690,020.52	E: 1,179,418.34
156	MATCH CURB	N: 690,186.63	E: 1,179,590.79
157	CURB PC	N: 690,234.56	E: 1,179,624.99
158	CURB PT	N: 690,239.00	E: 1,179,631.67
159	CURB PC	N: 690,239.40	E: 1,179,633.94
160	CURB PT	N: 690,243.62	E: 1,179,640.10
161	CURB PC	N: 690,245.72	E: 1,179,641.36
162	CURB PT	N: 690,266.05	E: 1,179,636.64
163	MATCH CURB	N: 690,279.28	E: 1,179,616.17
164	WALL RADIUS POINT	N: 689,963.75	E: 1,179,418.22
165	WALL RADIUS POINT	N: 690,123.58	E: 1,179,595.25

GENERAL NOTES:

- REFER TO DWG ABY-01 FOR GENERAL NOTES, LEGEND, ABBREVIATIONS AND DESIGN REFERENCES.
- REFER TO DWG C-06.1 & C-06.2 FOR LOCATIONS OF EROSION AND SEDIMENTATION CONTROL.

PROJECT DATA

FIELD BOOK	BOOK NO. 28, 29, 30, 31 & 32
DWG FILE	15-112 2D LAY - Rev 03.dwg
LAYOUT TAB	C-02.2 - Sheet 2
SHEET No.	13 OF 39

1 INCH = 20 FEET
 DATE: 18 MAR 2016
 FIELD BOOK: J.A. & A.R.
 FIELD SHEET: JUNE - JULY 2015
 DRAWING: J.A. & A.R.
 PROJECT NO.: 2015-112
 SHEET NO.: D-208M

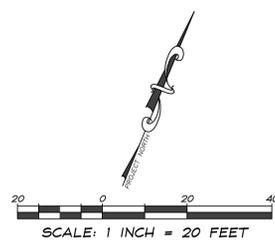
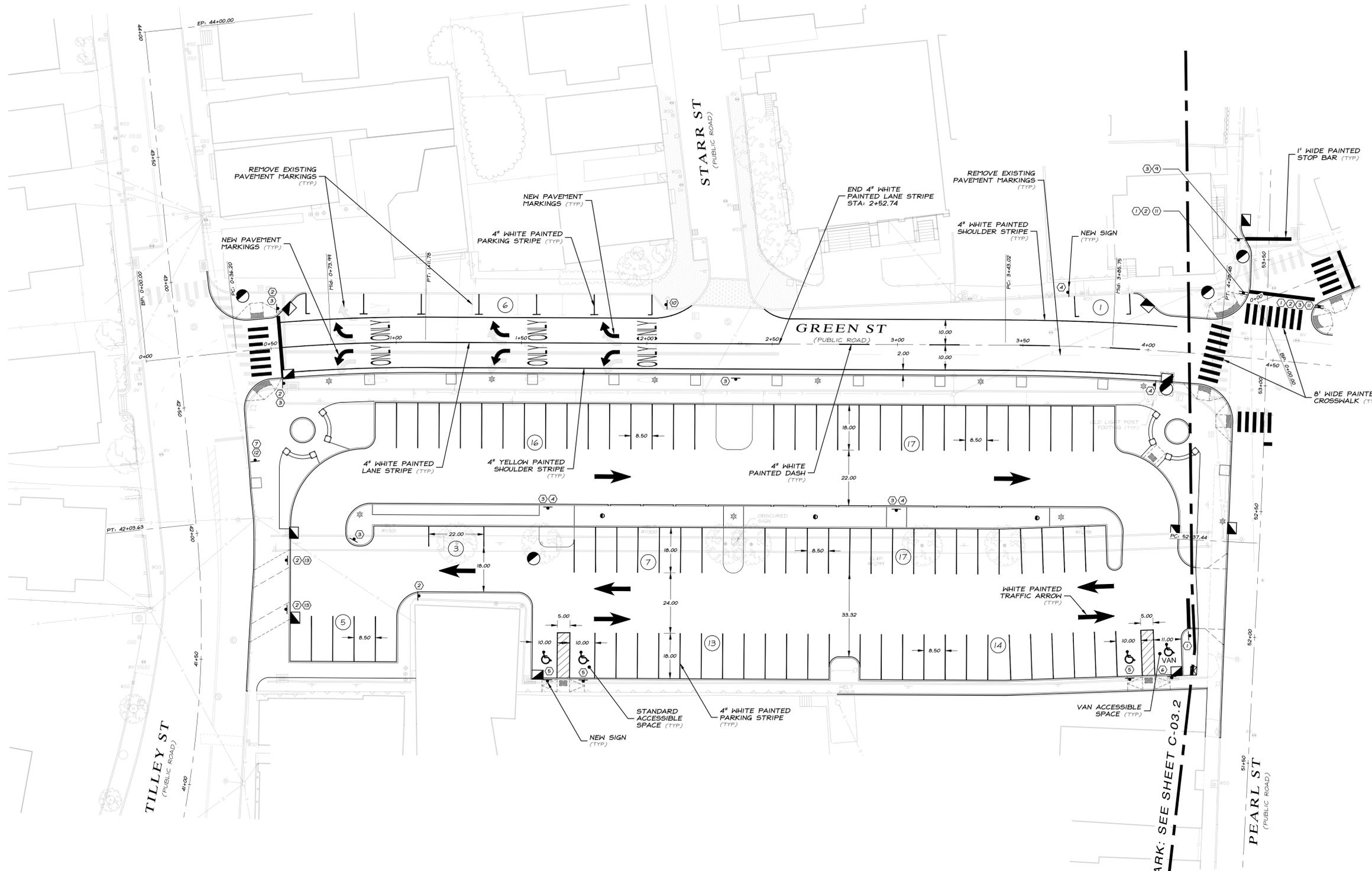
STADIA ENGINEERING ASSOCIATES, INC.
 ENGINEERS - ENVIRONMENTAL PLANNERS - SURVEYORS
 315 VANDERBILT STREET, SUITE 100
 SOUTH BRITAIN, CONNECTICUT 06488
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 FAX: (860) 537-8772
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 E-MAIL: info@stadiaeng.com

REVISIONS

DATE	INITIALS	DESCRIPTION
18 MAR 2016	J.A.	PRELIMINARY SUBMISSION FOR REVIEW AND COMMENTS BY CITY

LAYOUT PLAN
 DEPICTING THE REHABILITATION OF THE PARKING LOTS ALONG
EUGENE O'NEILL DRIVE
 PREPARED FOR THE
CITY OF NEW LONDON
 EUGENE O'NEILL DRIVE, GREEN STREET, TULLY STREET, PEARL STREET,
 GOLDEN STREET, STATE STREET, BANK STREET, AND STARR STREET,
 NEW LONDON, CONNECTICUT

PROJECT NO.: 2015-112
 DATE: 26 APRIL 2016
 SHEET NO.: **C-02.2**



LEGEND:

(20) NUMBER OF PARKING SPACES



PROJECT DATA	
FIELD BOOK	BOOK NO. 24, 44-78 & BOOK NO. 25, Pg. 17-18
DWG. FILE	TS-112_30_TMD - Rev. 04.dwg
LAYOUT TAB	C-03.1 - TMD
SHEET No.	14 OF 39

GENERAL NOTES:

- REFER TO DWG ABV-01 FOR GENERAL NOTES, LEGEND, ABBREVIATIONS AND DESIGN REFERENCES.
- REFER TO DWG C-06.1 & C-06.2 FOR LOCATIONS OF EROSION AND SEDIMENTATION CONTROL.

1 INCH = 20 FEET

FIELD BOOK: A.R. & J.A.
 DWG. NO.: A.R. & J.A.
 FIELD DATE: JUNE - JULY 2015
 DWG. DATE: JULY 2015
 PROJECT NO.: 2015-112
 SHEET NO.: **D-208N**

STADIA ENGINEERING ASSOCIATES, INC.

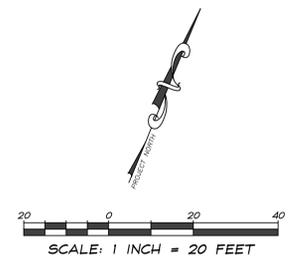
ENGINEERS - ENVIRONMENTAL PLANNERS - SURVEYORS

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 TEL: 860.537.4271
 FAX: 860.537.4272
 WWW.STADIAENGINEERING.COM
 E-MAIL: INFO@STADIAENGINEERING.COM

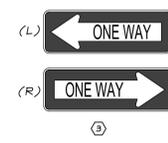
DATE	INITIALS	REVISIONS
18 MAR 2016	J.A.	PLZ SUBMISSION RELEASED FOR REVIEW AND COMMENTS BY CITY

TRAFFIC MANAGEMENT PLAN
 DEPICTING THE REHABILITATION OF THE PARKING LOTS ALONG
EUGENE O'NEILL DRIVE
 PREPARED FOR THE
CITY OF NEW LONDON
 EUGENE O'NEILL DRIVE, GREEN STREET, TILLEY STREET, PEARL STREET,
 GOLDEN STREET, STATE STREET, BANK STREET, AND STARR STREET
 NEW LONDON, CONNECTICUT

SHEET TITLE: PROJECT NO.: 2015-112
 PLOT DATE: 26 APRIL 2016
 DWG NO.: **C-03.1**



LEGEND:
 (20) NUMBER OF PARKING SPACES



PROJECT DATA	
FIELD BOOK	BOOK NO. 24, 24-78 & BOOK NO. 25, 79-11
DWG. FILE	15-112_30_TMD - Rev. 04.dwg
LAYOUT TAB	C-03.2 - TMD
SHEET No.	15 OF 39

GENERAL NOTES:
 1. REFER TO DWG ABV-01 FOR GENERAL NOTES, LEGEND, ABBREVIATIONS AND DESIGN REFERENCES.
 2. REFER TO DWG C-06.1 & C-06.2 FOR LOCATIONS OF EROSION AND SEDIMENTATION CONTROL

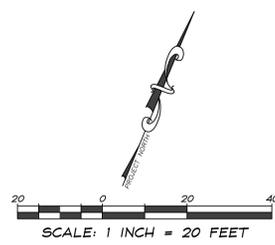
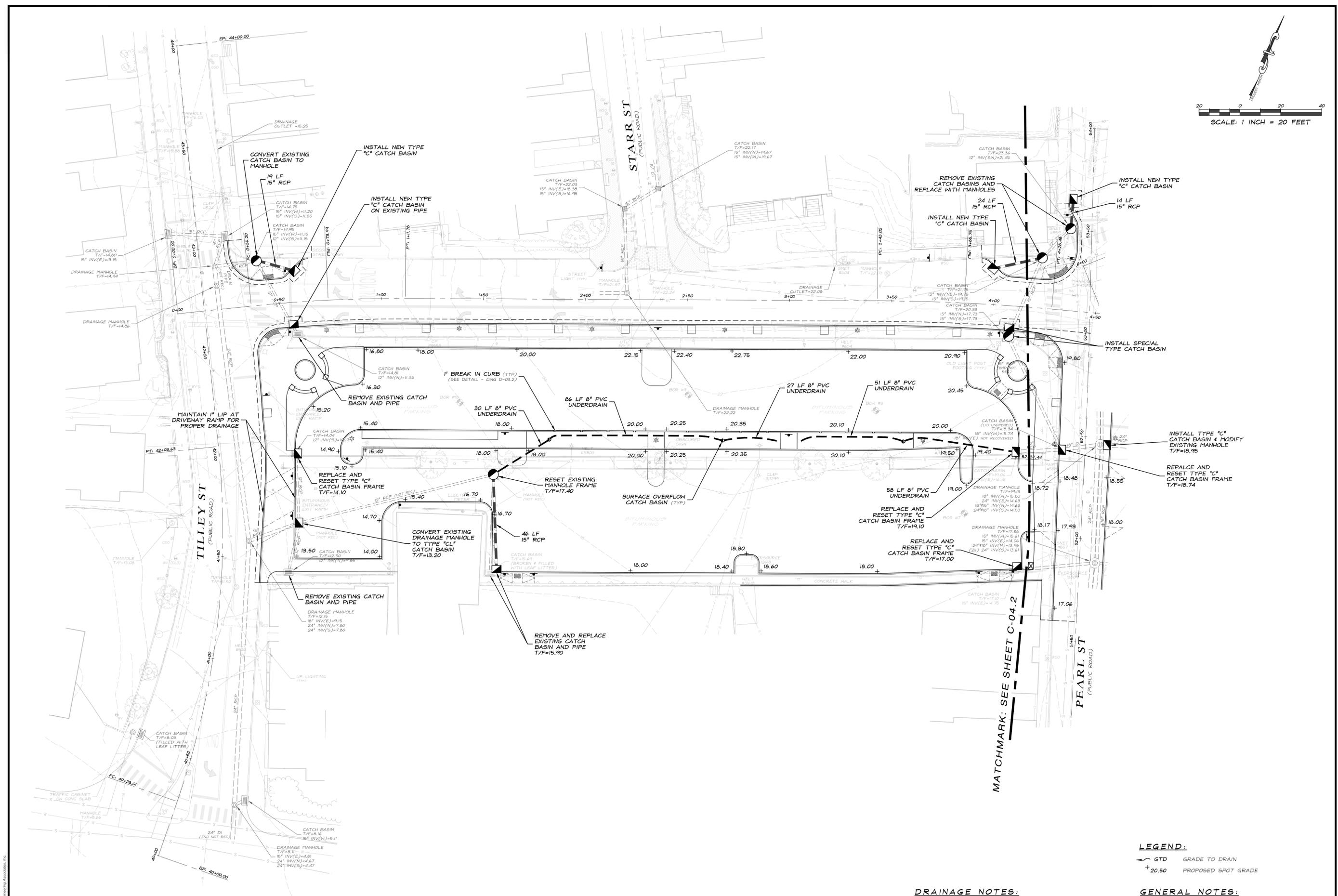
1 INCH = 20 FEET
 J.A. & A.R.
 JUNE - JULY 2015
 PROJECT NO. 2015-112
 DRAWING NO. **D-2080**

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 FAX: (508) 237-8772
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 Email: info@stadiainc.com

DATE	REVISIONS
18 MAR 2016	PH2 SUBMISSION RELEASED FOR REVIEW AND COMMENTS BY CITY

TRAFFIC MANAGEMENT PLAN
 DEPICTING THE REHABILITATION OF THE PARKING LOTS ALONG
EUGENE O'NEILL DRIVE
 PREPARED FOR THE
CITY OF NEW LONDON
 EUGENE O'NEILL DRIVE, GREEN STREET, TILLEY STREET, PEARL STREET,
 GOLDEN STREET, STATE STREET, BANK STREET, AND STARR STREET,
 NEW LONDON, CONNECTICUT

PROJECT NO. 2015-112
 PLOT DATE 26 APRIL 2016
 DWG NO. **C-03.2**



1 INCH = 20 FEET
 FIELD DATE: JUNE - JULY 2015
 DRAWING DATE: JULY 2015
 PROJECT NO.: 2015-112
 SHEET NO.: D-208P

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 Fax: (908) 237-8772
 Web: www.stadiaeng.com
 E-mail: info@stadiaeng.com

REVISIONS

DATE	DESCRIPTION
18 MAR 2016	PLZ SUBMISSION RELEASED FOR REVIEW AND COMMENTS BY CITY

GRADING AND DRAINAGE PLAN
 DEPICTING THE REHABILITATION OF THE PARKING LOTS ALONG
EUGENE O'NEILL DRIVE
 PREPARED FOR THE
CITY OF NEW LONDON
 EUGENE O'NEILL DRIVE, GREEN STREET, TILLEY STREET, PEARL STREET,
 GOLDEN STREET, STATE STREET, BANK STREET, AND STARR STREET,
 NEW LONDON, CONNECTICUT

PROJECT NO.: 2015-112
 SHEET NO.: **C-04.1**
 DATE: 26 APRIL 2016

PROJECT DATA

FIELD BOOK	BOOK NO. 24, 24-18 & BOOK NO. 24, 24-17-18
DWG. FILE	15-112 40 ORD & STW - Rev. 04.dwg
LAYOUT TAB	C-04.1 - Drainage
SHEET NO.	16 OF 39

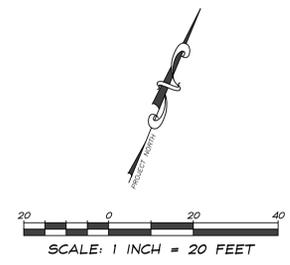
DRAINAGE NOTES:

- ANY UNSPECIFIED DRAINAGE STRUCTURE FRAME ELEVATIONS ARE TO BE DECIDED IN FIELD AT TIME OF INSTALLATION BY CONTRACTOR

- LEGEND:**
- GTD GRADE TO DRAIN
 - +20.50 PROPOSED SPOT GRADE

GENERAL NOTES:

- REFER TO DWG ABV-01 FOR GENERAL NOTES, LEGEND, ABBREVIATIONS AND DESIGN REFERENCES.
- REFER TO DWG C-06.1 & C-06.2 FOR LOCATIONS OF EROSION AND SEDIMENTATION CONTROL



PROJECT DATA	
FIELD BOOK	BOOK NO. 24, 24-18 & BOOK NO. 24, Pg. 17-18
DWG. FILE	15-112 40 ORD & STW - Rev. 04.dwg
LAYOUT TAB	C-04.2 - Drainage
SHEET No.	17 OF 39

DRAINAGE NOTES:

- ANY UNSPECIFIED DRAINAGE STRUCTURE FRAME ELEVATIONS ARE TO BE DECIDED IN FIELD AT TIME OF INSTALLATION BY CONTRACTOR.

LEGEND:

GTD GRADE TO DRAIN
 +20.50 PROPOSED SPOT GRADE

GENERAL NOTES:

- REFER TO DWG ABV-01 FOR GENERAL NOTES, LEGEND, ABBREVIATIONS AND DESIGN REFERENCES.
- REFER TO DWG C-06.1 & C-06.2 FOR LOCATIONS OF EROSION AND SEDIMENTATION CONTROL.

1 INCH = 20 FEET

FIELD BOOK: J.A. & A.R.
 DWG. DATE: JUNE - JULY 2015
 PROJECT NO.: 2015-112

STADIA ENGINEERING ASSOCIATES, INC.

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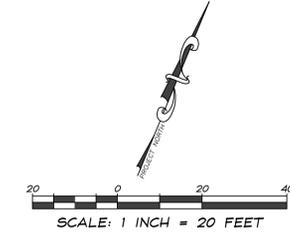
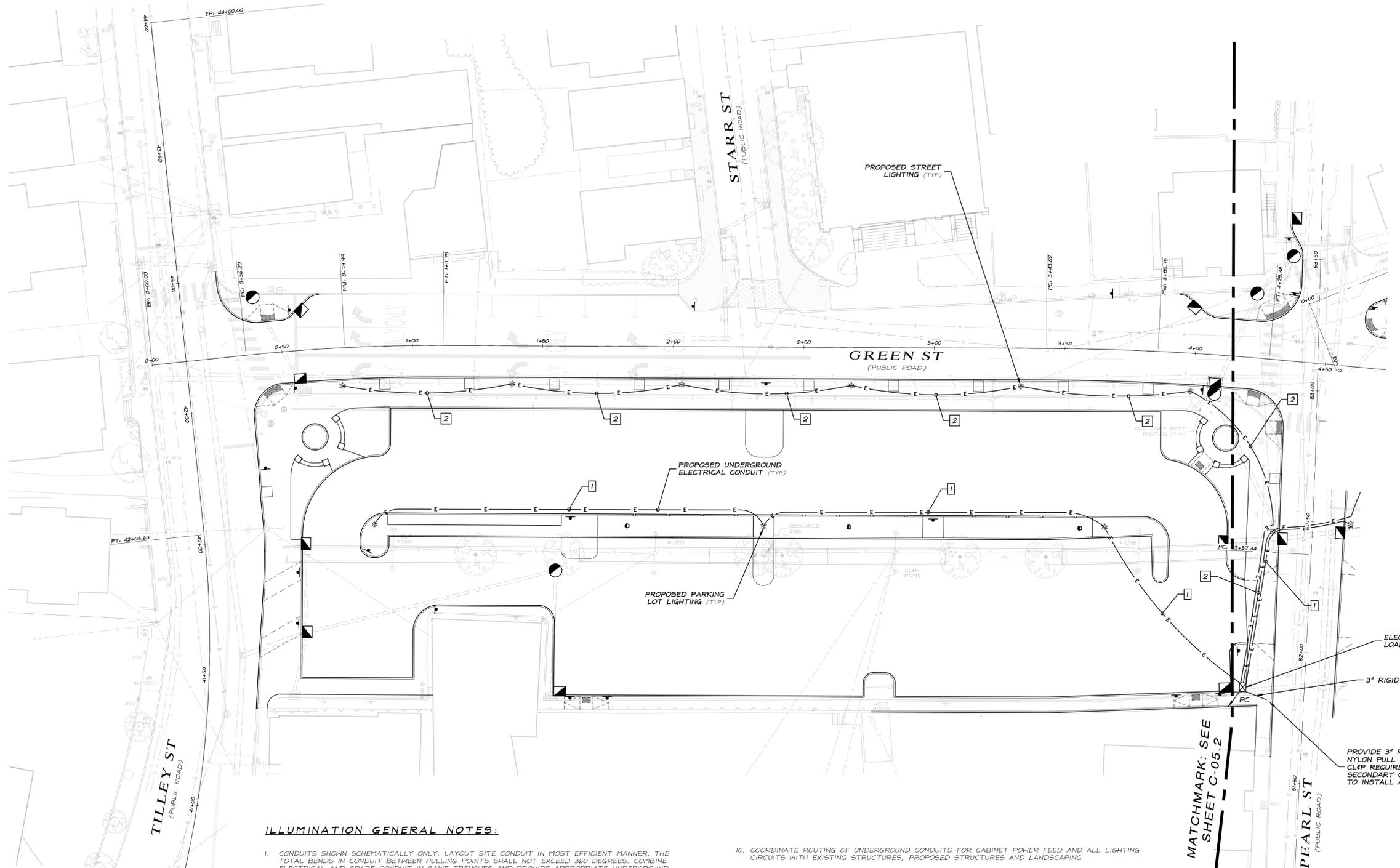
REVISIONS

DATE	INITIALS	DESCRIPTION
18 MAR 2016	J.A.	PLZ SUBMISSION RELEASED FOR REVIEW AND COMMENTS BY CITY.

GRADING AND DRAINAGE PLAN
 DEPICTING THE REHABILITATION OF THE PARKING LOTS ALONG
EUGENE O'NEILL DRIVE

PREPARED FOR THE
CITY OF NEW LONDON
 EUGENE O'NEILL DRIVE, GREEN STREET, TULLY STREET, PEARL STREET,
 GOLDEN STREET, STATE STREET, BANK STREET, AND STARR STREET,
 NEW LONDON, CONNECTICUT.

PROJECT NO.: 2015-112
 PLOT DATE: 26 APRIL 2016
 DWG NO.: **C-04.2**



ILLUMINATION GENERAL NOTES:

- CONDUITS SHOWN SCHEMATICALLY ONLY. LAYOUT SITE CONDUIT IN MOST EFFICIENT MANNER. THE TOTAL BENDS IN CONDUIT BETWEEN PULLING POINTS SHALL NOT EXCEED 360 DEGREES. COMBINE ELECTRICAL AND SPARE CONDUIT IN SAME TRENCHES AND PROVIDE APPROPRIATE UNDERGROUND WARNING TAPE
- THE CONTRACTOR SHALL ORGANIZE HIS WORK, AND COORDINATE ASSOCIATED WORK WITH OTHERS, SO THAT ANY PORTION OF THE PARKING LOT AND ACCESS DRIVE WHICH HAS EXISTING ILLUMINATION AND IS OPEN FOR USE REMAINS LIGHTED. THE LIGHTING MAY CONSIST OF EXISTING LIGHTING, NEW LIGHTING, OR ANY COMBINATION OF THE ABOVE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO STAGE THE INSTALLATION OF NEW LIGHTING SO THAT LIGHTING IS MAINTAINED ON THE PARKING LOT. THE CONTRACTOR SHALL MAINTAIN ALL NON-UTILITY LIGHTING THROUGHOUT THE DURATION OF THE PROJECT
- ALL ELECTRICAL WORK SHALL CONFORM TO THE NATIONAL ELECTRIC CODE, CONNECTICUT STANDARD SPECIFICATIONS, AND WHERE APPLICABLE, UTILITY COMPANY REQUIREMENTS
- CONDUCTORS SHALL BE COPPER, INSULATION TYPE THWN AND RATED FOR 600 VOLTS. CONDUCTORS SHALL BE FACTORY COLOR CODED USING THE SAME CODE THROUGHOUT EACH LIGHTING CIRCUIT
 COLOR CODE: 120/240V - #10 THIN BLACK/WHITE, GREEN - STREET LIGHTING CIRCUITS
 #10 THIN BLUE/WHITE, GREEN - PARKING LOT LIGHTING CIRCUITS
 #10 THIN RED/WHITE, GREEN - RECEPTACLE CIRCUITS
- CAP AND SEAL ALL UNUSED CONDUITS
- INSTALL ONE NUMBER EIGHT (#8) BARE COPPER GROUNDING CONDUCTOR THROUGHOUT ALL LIGHTING LOCATIONS AS REQUIRED
- THE CONTRACTOR SHALL ABIDE BY LOCKOUT/TAGOUT PROCEDURES WHEN ACCESSING LIGHTING CIRCUITS AS REQUIRED
- IN AREAS WHERE EXISTING LIGHT STANDARDS ARE TO BE REMOVED AND EXISTING CIRCUITS NO LONGER USED, THE ASSOCIATED CONDUITS AND CABLES SHALL BE DISCONNECTED AND ABANDONED IN PLACE (EXCEPT WHERE NOTED)
- PRIOR TO TRENCHING & THE INSTALLATION OF SIGNS, THE CONTRACTOR SHALL CONTACT *CALL BEFORE YOUR DIG* AT (800) 922-4865 AND HAVE ALL EXISTING UNDERGROUND ELECTRICAL FACILITIES PROPERLY MARKED OUT INCLUDING BUT NOT LIMITED TO: TRAFFIC SIGNAL AND INTERCONNECT CABLES, DUCT BANK SYSTEMS AND FIBER OPTIC CABLES, AND EXISTING ILLUMINATION CIRCUITS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIR OR REPLACEMENT OF ALL EXISTING FACILITIES DAMAGED BY HIS TRENCHING OPERATION
- COORDINATE ROUTING OF UNDERGROUND CONDUITS FOR CABINET POWER FEED AND ALL LIGHTING CIRCUITS WITH EXISTING STRUCTURES, PROPOSED STRUCTURES AND LANDSCAPING
- THE CONTRACTOR SHALL HAND DIG TRENCHES IN AREAS WHERE REQUIRED TO AVOID EXISTING UNDERGROUND UTILITIES, SUCH AS IN AREAS WHERE EXISTING CIRCUITS INTERSECT, OR AT LOCATIONS IN CLOSE PROXIMITY TO OTHER OBSTRUCTIONS
- THE CONTRACTOR SHALL COORDINATE REMOVAL OF EXISTING UTILITY POLES ON DEMOLITION PLAN AND ALL ELECTRICAL UTILITY SERVICE WORK WITH EVERSOURCE ENERGY (FORMERLY CONNECTICUT LIGHT AND POWER (CL&P))
- INSTALL INSULATED BONDING BUSHINGS (WITH GROUND LUG) ON ALL RMC TERMINATIONS
- INSTALL DUCT SEAL IN ALL CONDUIT TERMINATIONS
- THE DECORATIVE LIGHTING SYSTEM WILL BE OWNED AND MAINTAINED BY THE CITY OF NEW LONDON. PAYMENT OF ALL MONTHLY ENERGY COSTS WILL BE THE RESPONSIBILITY OF THE CITY OF NEW LONDON
- COORDINATE PLACEMENT/LOCATION OF UTILITY SERVICE CONDUITS AND CABINET LOCATIONS WITH EVERSOURCE ENERGY
- LIGHTING CIRCUITS SHALL OPERATE AT 120 VOLTS
- ALL LIGHTING (EXISTING AND/OR NEW DECORATIVE LIGHTING) SHALL BE ENERGIZED AND IN GOOD WORKING ORDER IN PARKING LOT AREAS WHICH ARE OPEN AND ACCESSIBLE TO THE PUBLIC
- STREET LIGHTING FOUNDATIONS TO BE LOCATED 2.5 FEET O/C FROM FACE OF NEW CURBING AS INDICATED ON PLAN
- WHERE APPLICABLE, LIGHT STANDARD FOUNDATIONS TO BE INSTALLED IN ACCORDANCE WITH SIDEWALK JOINTS AS INDICATED ON PLAN
- ALL CONDUITS SHALL BE 1 1/2" PVC, UNLESS OTHERWISE NOTED
- LUMINAIRES UTILIZE AN IES TYPE III DISTRIBUTION, WHICH SHALL BE PARALLEL TO THE CURB LINE
- BRACKET ARMS, LUMINAIRES, BANNER ARMS AND GFCI OUTLETS AND OTHER ACCESSORIES, SHALL BE PAID FOR UNDER EACH SEPARATE ORNAMENTAL LIGHT POLE ACCESSORIES
- PAINT COLOR FOR POLE AND ACCESSORIES SHALL BE AS DIRECTED BY THE ENGINEER

MATCHMARK: SEE SHEET C-05.2

PROVIDE 3" RIGID STEEL RISER WITH NYLON FULL STRING 10' UP POLE PER CL&P REQUIREMENTS. PROVIDE 60' OF SECONDARY CONDUCTORS FOR CL&P TO INSTALL AND TERMINATE

KEYED NOTES:

- 1 (2) #10 BLUE/WHITE, (1) #10 GREEN IN 1 1/2" CONDUIT AND (1) 1/2" CONDUIT SPARE FOR FUTURE USE
- 2 (2) #10 BLACK/WHITE, (1) #10 GREEN IN 1 1/2" CONDUIT FOR LIGHTING, (2) #10 RED/WHITE, (1) #10 GREEN IN 1 1/2" CONDUIT FOR POWER AND (1) 1/2" CONDUIT SPARE FOR FUTURE USE

LIGHTING LEGEND:

PC PROPOSED VANDAL RESISTANT PHOTOCELL (FACING DIRECTION)

GENERAL NOTES:

- REFER TO DWG ABV-01 FOR GENERAL NOTES, LEGEND, ABBREVIATIONS AND DESIGN REFERENCES.
- REFER TO DWG C-06.1 & C-06.2 FOR LOCATIONS OF EROSION AND SEDIMENTATION CONTROL

PROJECT DATA	
FIELD BOOK	BOOK NO. 24, 24-78 & BOOK NO. 25, Pg. 17-18
DWG FILE	15-112-50 LIGHT - Rev. 04.dwg
LAYOUT TAB	C-05.1 - LIGHT Sheet 1
SHEET No.	18 OF 39

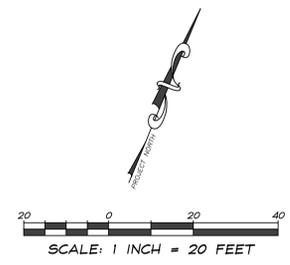
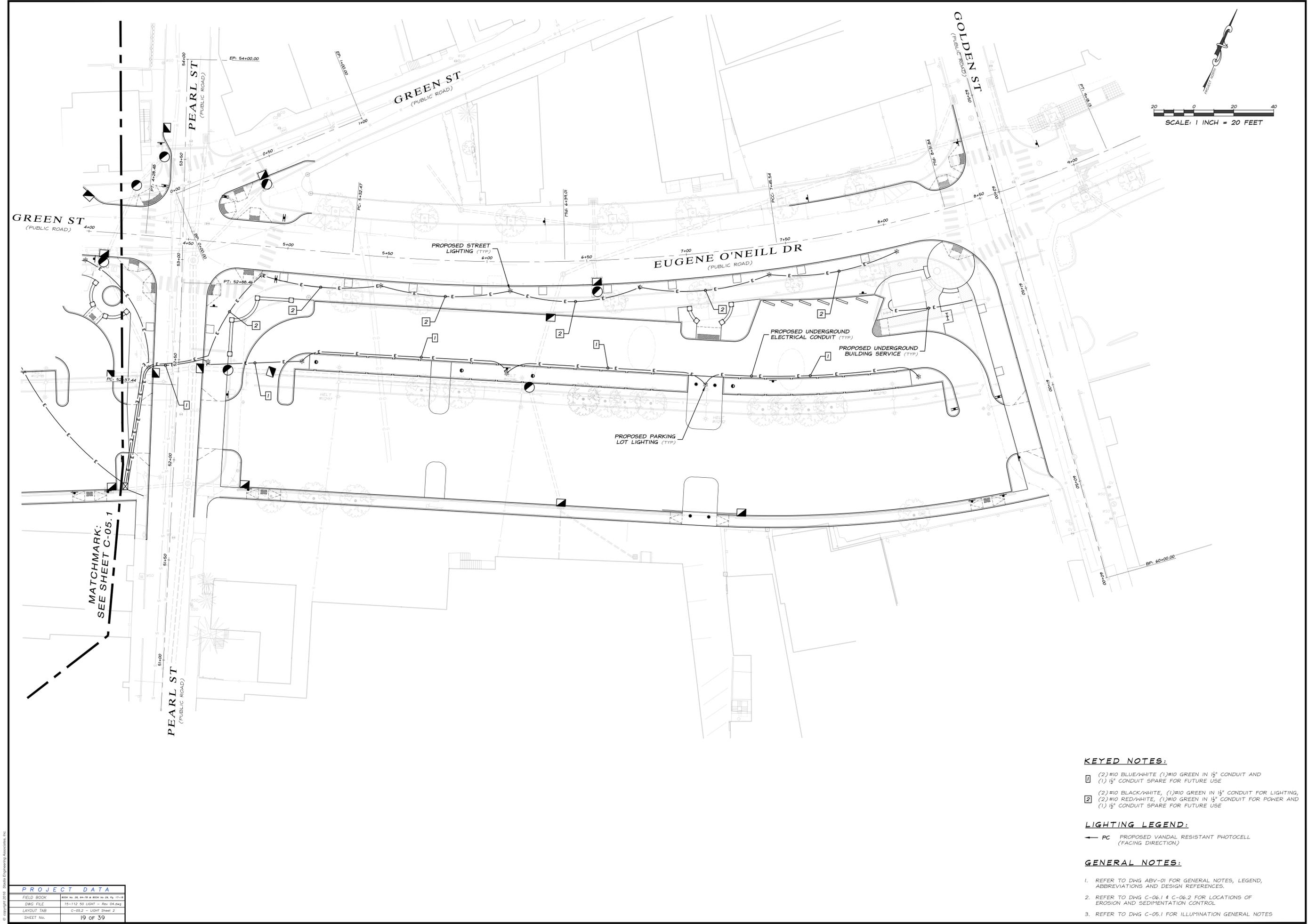
1 INCH = 20 FEET
FIELD BOOK: A.R. & J.A.
DWG BY: A.R. & J.A.
FIELD DATE: JUNE - JULY 2015
DWG DATE: JULY 2015
PROJECT No. 2015-112
D-208R

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DATE	INITIALS	REVISIONS
18 MAR 2016	J.A.	PREL SUBMISSION RELEASED FOR REVIEW AND COMMENTS BY CITY

LIGHTING PLAN
 DEPICTING THE REHABILITATION OF PARKING LOTS ALONG
EUGENE O'NEILL DRIVE
 PREPARED FOR THE
CITY OF NEW LONDON
 O'NEILL DRIVE, GREEN STREET, TILLEY STREET, PEARL STREET,
 GOLDEN STREET, STATE STREET, BANK STREET, AND STARR STREET,
 NEW LONDON, CONNECTICUT

PROJECT No. 2015-112
 PLANT DATE 26 APRIL 2016
 DWG No. **C-05.1**



MATCHMARK:
SEE SHEET C-05.1

- KEYED NOTES:**
- 1 (2) #10 BLUE/WHITE, (1) #10 GREEN IN 1 1/2" CONDUIT AND (1) 1/2" CONDUIT SPARE FOR FUTURE USE
 - 2 (2) #10 BLACK/WHITE, (1) #10 GREEN IN 1 1/2" CONDUIT FOR LIGHTING, (2) #10 RED/WHITE, (1) #10 GREEN IN 1 1/2" CONDUIT FOR POWER AND (1) 1/2" CONDUIT SPARE FOR FUTURE USE
- LIGHTING LEGEND:**
- ← PC PROPOSED VANDAL RESISTANT PHOTOCELL (FACING DIRECTION)

- GENERAL NOTES:**
1. REFER TO DWG ABV-01 FOR GENERAL NOTES, LEGEND, ABBREVIATIONS AND DESIGN REFERENCES.
 2. REFER TO DWG C-06.1 & C-06.2 FOR LOCATIONS OF EROSION AND SEDIMENTATION CONTROL.
 3. REFER TO DWG C-05.1 FOR ILLUMINATION GENERAL NOTES.

PROJECT DATA	
FIELD BOOK	BOOK NO. 24, 44-78 & BOOK NO. 25, Pg. 17-18
DWG. FILE	15-112-50 LIGHT - Rev. 04.dwg
LAYOUT TAB	C-05.2 - LIGHT Sheet 2
SHEET No.	19 OF 39

DATE: 18 MAR 2016

INITIALS: J.A.

REVISIONS:

PRJZ SUBMISSION RELEASED FOR REVIEW AND COMMENTS BY CITY.

1 INCH = 20 FEET

DWG. BY: J.A. & A.R.

FIELD DATE: JUNE - JULY 2015

DWG. DATE: JULY 2015

PROJECT NO.: 2015-112

D-208S

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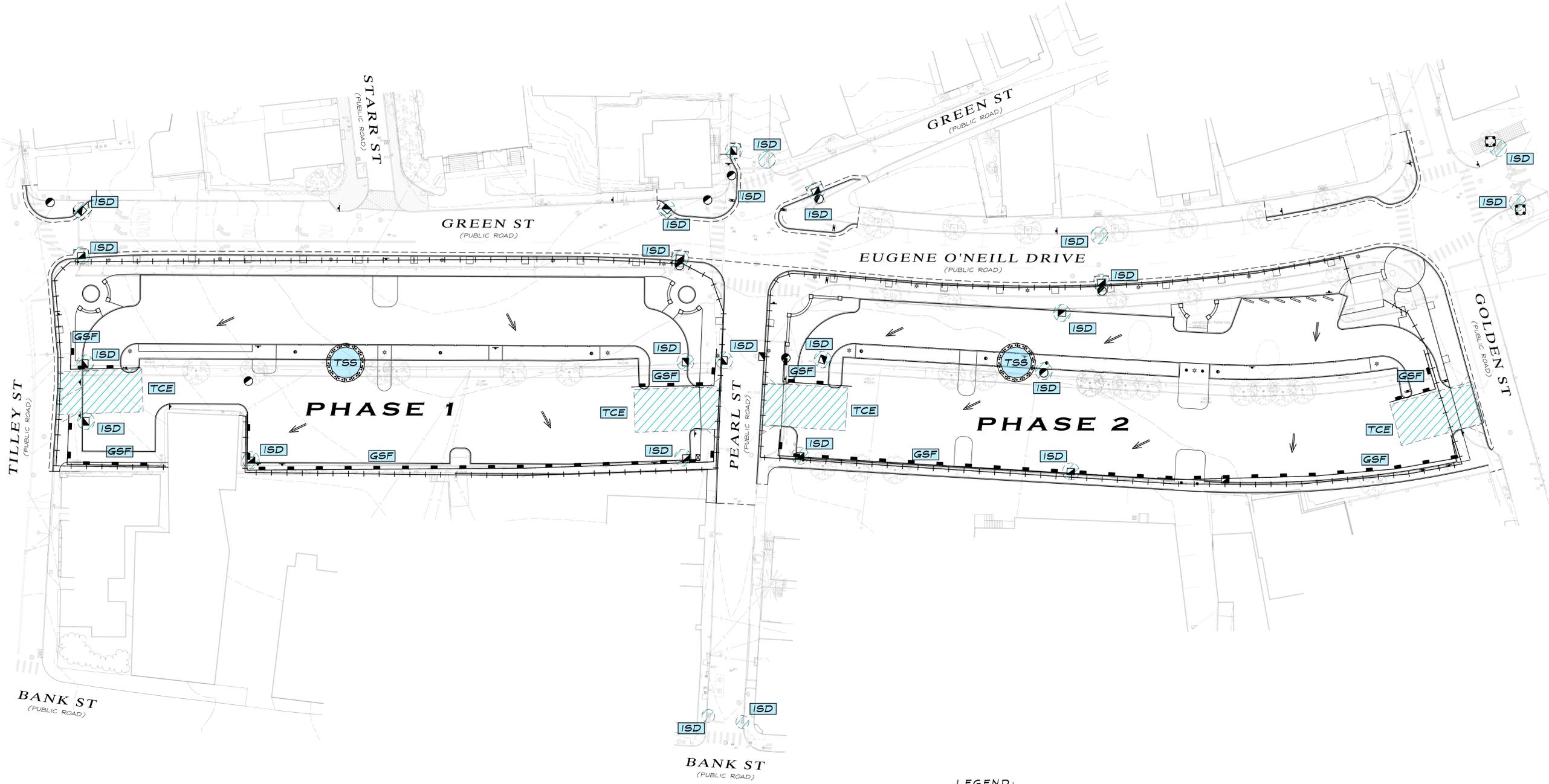
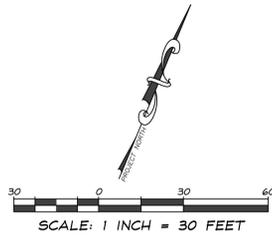
Email: info@stadiainc.com

PROJECT NO.: 2015-112

DATE: 26 APRIL 2016

C-05.2

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CONTROL MEASURE KEY:
 TCE CONSTRUCTION ENTRANCE
 GSF SILT FENCE
 TSS TEMPORARY SOIL STOCKPILE
 ISD INLET SEDIMENT CONTROL DEVICE

LEGEND:

- TEMPORARY CONSTRUCTION FENCE
- GEOTEXTILE SILT FENCE
- HAYBALE BARRIER
- SURFACE FLOW DIRECTION
- CONSTRUCTION ENTRANCE
- TEMPORARY SOIL STOCKPILE
- INLET SEDIMENT CONTROL DEVICE
- TREE PROTECTION

GENERAL NOTES:

- THIS PLAN DEPICTS THE PROPOSED EROSION & SEDIMENTATION CONTROL MEASURES REQUIRED FOR THE CONSTRUCTION OF THE PROPOSED SITE IMPROVEMENTS
- THE CONTROL MEASURES DEPICTED HEREON ARE IN CONFORMANCE WITH THE "2002 CONNECTICUT GUIDELINES FOR SOIL EROSION AND SEDIMENT CONTROL" AND THE "2004 CONNECTICUT STORMWATER QUALITY MANUAL" TO WHICH REFERENCE IS HEREBY MADE
- REFER TO DWG ABV-01 FOR GENERAL NOTES, LEGEND, ABBREVIATIONS AND DESIGN REFERENCES.
- REFER TO DWG C-06.2 FOR ADDITIONAL EROSION & SEDIMENTATION CONTROL NOTES
- REFER TO DWG D-01.1 FOR EROSION & SEDIMENTATION DETAILS
- ALL SLOPES 3:1 AND STEEPER SHALL BE PROTECTED WITH TENSAR EROSION CONTROL BLANKET (TYPE C125BN OR AN APPROVED EQUAL) UNTIL SUCH TIME AS THE SLOPE IS COMPLETELY STABILIZED.
- INLET SEDIMENTATION DEVICES SHALL BE INSTALLED IN ALL FUNCTIONING/EXISTING CATCH BASINS UNTIL THEY ARE TAKEN OFF-LINE

PROJECT DATA	
FIELD BOOK	BOOK NO. 24, 24-78 & BOOK NO. 25, 79-17-18
DWG FILE	15-112-60 E&S - Rev 04.dwg
LAYOUT TAB	C-06.1 - E&S Control Plan
SHEET No.	20 OF 39

1 INCH = 30 FEET
 FIELD BOOK: A.R. & J.A.
 FIELD DATE: JUNE - JULY 2015
 PROJECT No.: 2015-112
 DRAWING No.: D-208T

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DATE	REVISIONS	INITIALS
18 MAR 2016	PAR SUBMISSION RELEASED FOR REVIEW AND COMMENTS BY CITY	J.A.

EROSION & SEDIMENTATION CONTROL PLAN
 DEPICTING THE REHABILITATION OF THE PARKING LOTS ALONG
EUGENE O'NEILL DRIVE
 PREPARED FOR THE
CITY OF NEW LONDON
 EUGENE O'NEILL DRIVE, GREEN STREET, TILLEY STREET, PEARL STREET,
 GOLDEN STREET, STAR ST AND STARR STREET,
 NEW LONDON, CONNECTICUT

SHEET TITLE: EROSION & SEDIMENTATION CONTROL PLAN
 PROJECT No.: 2015-112
 DATE: 26 APRIL 2016
 DWG No.: C-06.1

EROSION AND SEDIMENT CONTROL NOTES:

Section A. APPROVAL

- 1. No construction activities shall take place within this development until the herein Erosion and Sediment Control Plan has been reviewed and certified by the City of New London Planning and Zoning Commission or its designated agent.
2. Erosion and sedimentation controls shall remain and be maintained until site has stabilized and vegetation has been established.
3. Additional State and Federal permits may be required prior to the commencement of any construction activity.

Section B. DEVELOPMENT DESCRIPTION

This project involves the reconstruction of the two parking lots along Eugene O'Neill Drive between Golden and Tilley Streets. The project also includes partial reconstruction of Eugene O'Neill Drive within the limits stated above.

To control traffic and effectively reduce vehicular speeds, bump-outs will be constructed along the northerly curb line of Eugene O'Neill drive at the intersections with Golden, Green and Tilley Streets.

Proposed stormwater management features required to mitigate erosion and to minimize sedimentation during construction include silt fence and hay bales / catch basin inserts and stabilizing newly graded soil with temporary / permanent vegetative cover.

Section C. TEMPORARY AND PERMANENT VEGETATIVE COVER

- 1. If final grading must be delayed for more than thirty days after the construction activities are completed and/or if permanent seeding is not seasonably possible within thirty days of completion of final grading, temporary soil stabilization measures consisting of heavy mulching or temporary seeding shall be performed.
2. Where a permanent seeded is to be established, there shall be a minimum depth of four inches of topsoil spread, fine-graded and raked to remove large stones and other debris.
3. It is recommended that the soil be tested to determine the best fertilizer application rate; however, the following rates shall generally apply.
4. Spring Seeding
5. Fall Seeding

Table with 4 columns: Area Type, Species, Rate, and Quantity. Includes Wetland Areas (Red Top, Creeping Bentgrass, etc.), Full to Partial Sun Areas (Ambassador Orchardgrass, etc.), Shady Areas (Creeping Red Fescue, etc.), and Droughty Areas (Creeping Red Fescue, etc.).

Immediately following seeding, the seedbeds shall be mulched with straw or hay free from weeds and coarse matter at a rate of seventy to ninety pounds per one thousand square feet (70-90 lbs/1000 sq. ft.).

Section D. BEST MANAGEMENT PRACTICES FOR PROTECTION OF THE ENVIRONMENT

- 1. No construction shall proceed until proper sedimentation and erosion control methods have been installed as the sequence of construction necessitates.
2. No equipment, materials or machinery shall be stored, cleaned or repaired within seventy-five (75) feet of any wetland or watercourse.
3. No materials resulting from any clearing activity shall be disposed of in any wetland or watercourse.
4. No soil fill or other materials shall be deposited in surrounding wetlands or watercourses except as otherwise approved by the City of New London Inland Wetland and Watercourse Commission and depicted hereon.
5. Where dewatering is necessary, the pump shall not discharge directly into any wetland or watercourse.
6. All temporary fill, storage or stockpile areas shall be properly stabilized to prevent erosion and suitably contained to prevent turbid runoff from reentering a wetland or watercourse.
7. Dumping of oil or other deleterious materials on the ground is forbidden.

PROJECT DATA table with columns: FIELD BOOK, DWD FILE, LAYOUT TAB, SHEET No., BOOK No., and SHEET No. Values include 15-112 60 E&S - Rev. 04.dwg and 21 OF 39.

- except daily and periodic procedures shall be completed off site. All oil spills shall be immediately reported to the Department of Energy and Environmental Protection/Hazardous Materials Office.
8. Every precaution shall be used while working near a waterway to prevent and minimize the degradation of the existing water quality.
9. During the period of construction, the Contractor is responsible for all erosion and sediment control measures.
10. Hay bales, silt fencing and other erosion and sediment control measures shall be repaired, cleaned and/or replaced as necessary throughout the construction period.
11. Disturbance of the land shall be limited to the minimum extent necessary to complete the proposed restoration project.

Section E. INSPECTION

- 1. The Developer shall be responsible to inspect the site in accordance with the procedures as outlined in the "General Permit for the Discharge of Stormwater and Dewatering Waste Waters from Construction Activities" (DEEP-PED-GP-015) as adopted by the Department of Energy and Environmental Protection.
2. The Developer shall inspect all disturbed areas of construction activity that have not been finally stabilized, structural control measures, and locations where vehicles enter or exit the site AT LEAST ONCE EVERY SEVEN CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM THAT IS 0.5 INCHES OR GREATER.
3. Disturbed areas and areas used for storage of materials that are exposed to precipitation shall be inspected for evidence of, or the potential for pollutants entering the drainage system.
4. A report, as required by the permit documents identified in Item 1, shall be made summarizing the scope of the inspection including the following: name and qualifications of personnel making the inspection, the date of the inspection, major observations relating to the implementation of the stormwater control plan, and actions taken.

Section F. MAINTENANCE

- 1. During the period of construction, all erosion and sediment control measures shall be inspected weekly, after each rain event and during a major storm event.
2. Hay bales, silt fencing and other erosion and sediment control measures shall be cleaned, repaired, and/or replaced as necessary throughout the construction period.
3. Additional erosion and sediment control measures beyond those depicted herein shall be put in place whenever necessary to address field conditions and/or as ordered by the Design Engineer, the City of New London, or their representative agent.

Section G. RESPONSIBILITY

- 1. The Contractor (or its duly appointed representative) shall be responsible for implementing this erosion and sediment control plan and enforcing the prescribed safeguards during the construction period.
2. The Contractor shall be responsible to control dust and wind erosion throughout the life of the construction period.
3. This responsibility includes the installation and maintenance of control measures throughout the construction period, informing all parties engaged on the construction site of the requirements and objectives of the plan, notifying the proper town agencies and officials of any transfer of this responsibility, and conveying a copy of the approved erosion and sediment control plan if the title of the land is transferred to a third party.

Section H. CONSTRUCTION SEQUENCE

- a. Identify the limits of the area to be worked for each phase of the project.
b. Hold an on-site pre-construction meeting with the Engineer and municipal staff prior to the commencement of any construction activity.
c. Install temporary erosion and sediment control measures around the perimeter of the area of work identified in the pre-construction meeting as directed and in accordance with the approved Erosion and Sedimentation Control Plan.
d. Small trees are to be cut and organic debris is to be cleared for the areas of work.
e. Collect, sort and completely remove from the area of work all miscellaneous debris and unsuitable materials.
f. Commence the rough grading of the sub-base formation in accordance with the grading plan.
g. Apply the final surface treatments as depicted in cross-sectional details, fine tuning grades as required.
h. Once work area is fully stabilized, temporary erosion and sedimentation control measures can be removed and the minor disturbances repaired.

Section I. OPERATION AND MAINTENANCE PLAN

- 1. Construction Phase:
a. Construction phase maintenance to comply with procedures outlined in this plan set.
b. Responsible party for construction phase maintenance and inspections: See Section G.1 of this sheet.
2. Post Construction Phase:
a. All drainage structures are to be inspected annually to determine the extent of the sediment buildup within the structure.

Section K. VEGETATIVE SWALES

Soil Specifications:

- 1. The sub-base drainage layer for vegetative swales shall be washed 1 inch stone provided at the depth shown.
2. The sand for the vegetative swales when utilized shall be ASTM C-33 concrete sand and free of deleterious material.
3. Planting soil for the vegetative swales shall contain a planting soil mixture of 85-88% sand, 3-5% leaf compost (fully composted, not partially rotted leaves), and 8-12% sandy loam or loamy sand of uniform composition.
4. Compaction of planting soil shall be placed in lifts less than 12 inches and lightly compacted (minimal compactive effort) by tamping or rolled with a hand operated landscape roller.
5. The plant material should conform to the current issue of the American Standard for Nursery Stock published by the American Association of Nurserymen.

Maintenance Specifications:

- 1. Vegetative swales shall be inspected in accordance with the following schedule by a qualified individual to ensure that they operate in good working condition acceptable to the Owner.
• Embankment settling, woody growth, and signs of piping (annually)
• Signs of seepage on the downstream face of the embankment (annually)
• Condition of grass cover on the embankment and perimeter (annually)
• Riverstone displacement (annually)
• Outlet (annually)
• Inlet pipe conditions (annually)
• Safety features of the facility (annually)
• Access for maintenance equipment (annually)
• Sediment accumulation (monthly)
• Debris and trash accumulation (monthly)
• Erosion on the embankment (monthly)
• Species survival for plantings shown on the design plans (twice per year)
• Condition of mulch (monthly)
• Underdrain system condition (annually)
2. The pH of the soil shall be tested annually. The pH level of the soil shall be maintained as neutral (within a Ph range of 6.5 to 7.5). Limestone shall be spread if the soil pH is less than 6.5.
3. The mulch layer and soils shall be examined for evidence of hydrocarbons or other deleterious materials if the plant community experiences unsatisfactory growth or mortality.
4. Trees and shrubs shall be mulched to a minimum thickness of 3 inches. Mulch shall be removed and replaced every two or three years.
5. Watering of plant material shall be performed as needed to ensure survival.
6. All erosion gullies noted during the growing season shall be backfilled with topsoil, reseeded and protected (mulched) until vegetation is established.
7. All animal burrows shall be backfilled and compacted and burrowing animals shall be removed from the area.
8. All trees, woody vegetation and other deep-rooted growth, including stumps and associated root systems, shall be removed from the embankment.
9. Grass buffer strips shall be maintained at a height of 6 to 12 inches.
10. A reinforcement planting for the vegetation shown on the design plans shall be scheduled at the onset of the second growing season after construction.

Table with columns: SHEET TITLE, PROJECT No., DATE, and SHEET No. Values include 26 APRIL 2016 and C-06.2.

STADIA ENGINEERING ASSOCIATES, INC. logo and contact information including address (160 South Main Street, Suite 1000, Southbury, CT 06488) and phone number (860) 537-2771.

Table with columns: DATE, INITIALS, and COMMENTS. Includes a row for 18 APR 2016 with initials J.A. and comment: PAR SUBMISSION RELEASED FOR REVIEW AND COMMENTS BY CITY.

EROSION & SEDIMENTATION CONTROL NOTES DEPICTING THE REHABILITATION OF THE PARKING LOTS ALONG EUGENE O'NEILL DRIVE. PREPARED FOR THE CITY OF NEW LONDON. EUGENE O'NEILL DRIVE, GREEN STREET, TILLEY STREET, PEARL STREET, GOLDEN STREET, BANK STREET, AND STARR STREET, NEW LONDON, CONNECTICUT.

PLANTING NOTES

COORDINATION

1. LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING CLOSE COORDINATION WITH GENERAL CONTRACTOR, RELATED SUBCONTRACTORS, LANDSCAPE ARCHITECT (L.A.), AND ALL SITE WORK RELATED ITEMS.

GRADING/DRAINAGE

1. CONTRACTOR SHALL ENSURE POSITIVE DRAINAGE AWAY FROM ALL STRUCTURES. SEE GRADING PLAN.

SOILS/TESTING

1. ALL TOPSOIL STRIPPED FOR REUSE SHALL BE SENT TO AND TESTED BY AN ACCREDITED SOIL TESTING LABORATORY AND AMENDED PER RECOMMENDATIONS. PROVIDE SOIL TEST ANALYSIS OF PROPOSED IMPORTED SOIL PRIOR TO DELIVERY. APPROVAL BY LA REQUIRED PRIOR TO DELIVERY.
 2. ALL PLANTING BEDS SHALL RECEIVE 1" OF SPECIFIED SOIL MIXTURE, 8" SCREENED TOPSOIL, 2" OF COMPOST. BLEND COMPOST INTO TOPSOIL. PLANTING SOIL MIXTURE SHALL BE FREE OF SUBSOIL, LUMPS, STONES, PLANTS, ROOTS, AND OTHER FOREIGN MATTER.

CLEAN-UP

ALL GRASS, OTHER VEGETATION AND DEBRIS SHALL BE REMOVED FROM PLANTING BEDS PRIOR TO PLANTING OR BACKFILLING. CONTRACTOR SHALL REMOVE ALL DEBRIS FROM SITE AS WORK PROGRESSES.

PLANTS

1. ALL NEW PLANT MATERIALS SHALL CONFORM TO THE MINIMUM GUIDELINES FOR NURSERY STOCK PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSEYMEN, INC.
 2. ALL NEW PLANTS TO BE BALLED AND BURLAPPED OR CONTAINER GROWN, UNLESS OTHERWISE NOTED ON THE PLANT LIST.
 3. ALL NEW PLANTS SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT AT THE NURSERY PRIOR TO DIGGING OR DELIVERY TO THE SITE.
 4. NEW PLANTS SHALL BE SUPPLIED AND INSTALLED DURING THE PERIODS OF APRIL 1 - JULY 1 AND/OR SEPTEMBER 1 - NOVEMBER 1. EXCEPTIONS CAN ONLY BE MADE AFTER LANDSCAPE ARCHITECT APPROVAL.

PROPOSED SUBSTITUTIONS

1. PROPOSED SUBSTITUTIONS SHALL BE PLANTS OF EQUIVALENT OVERALL FORM, HEIGHT, BRANCHING HABIT, FLOWER, LEAF, COLOR, FRUIT AND CULTURE.
 2. NO SUBSTITUTIONS OF PLANT SPECIES OR CULTIVARS ALLOWED BY CONTRACTOR UNLESS AUTHORIZED BY LANDSCAPE ARCHITECT. CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT OF AVAILABILITY ISSUES PRIOR TO FINALIZATION OF PLANT ORDER(S).

SUBSURFACE UTILITIES

1. CONTRACTOR SHALL LOCATE AND VERIFY ALL EXISTING UTILITY LINES AND SUB-SURFACE OBSTRUCTIONS PRIOR TO PLANTING AND SHALL REPORT ANY CONFLICTS TO THE LANDSCAPE ARCHITECT.

NOTIFICATION

1. NOTIFY LANDSCAPE ARCHITECT AT LEAST 48 HOURS PRIOR TO ANY ACTIVITY REQUIRING LANDSCAPE ARCHITECT FIELD OBSERVATION.

LAYOUT

1. PLANT LOCATIONS ARE TO BE STAKED BY CONTRACTOR AND APPROVED BY LANDSCAPE ARCHITECT. INDIVIDUAL STAKES SHALL BE PLACED FOR TREES AND SHRUBS. EDGE OF PLANTING BEDS SHALL BE PAINTED. NOTIFY LANDSCAPE ARCHITECT 48 HOURS PRIOR TO DESIRED APPROVAL.

BURLAP REMOVAL

1. BURLAP, TWINE, AND WIRE SHALL BE COMPLETELY REMOVED OR CUT AWAY FROM TOP 3" OF ROOT BALL AT TIME OF INSTALLATION (SEE SPECIFICATION)

PLANTING DEPTH & MAINTENANCE

1. ALL PLANTS SHALL BE PLANTED TO SAME DEPTH AS AT PLACE OF GROWTH, EXCEPT WHERE NOTED OTHERWISE. PLANTS SHALL BE INSTALLED AND MAINTAINED ACCORDING TO BEST HORTICULTURAL PRACTICES AND APPROVED BY LANDSCAPE ARCHITECT. CONTRACTOR SHALL INFORM OWNER AND LANDSCAPE ARCHITECT OF PLANT WATERING PLAN.

MULCH

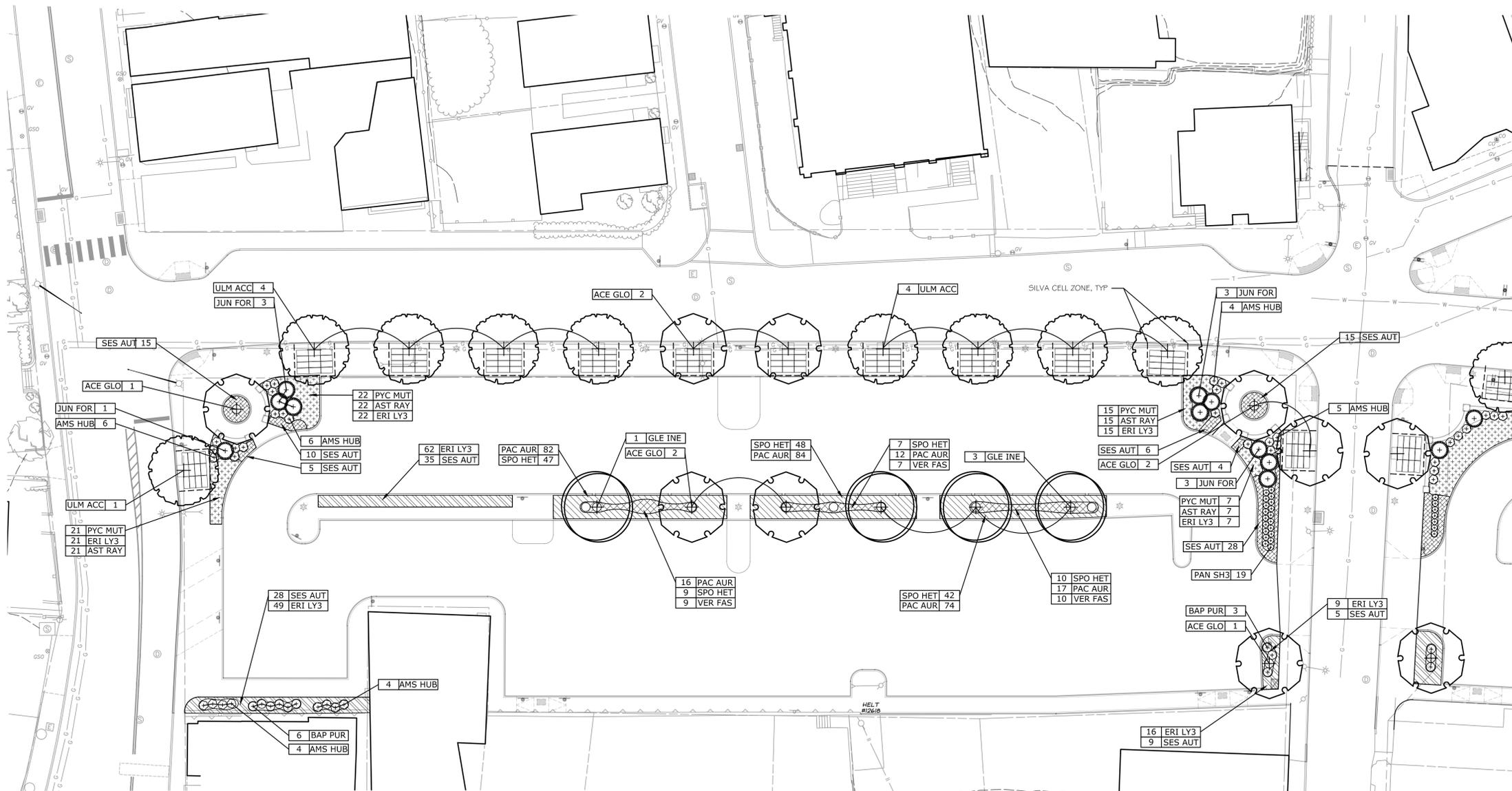
1. ALL PLANTING BEDS SHALL BE MULCHED WITH FINELY SHREDDED, BARK MULCH, PER SPECIFICATIONS. TREES AND SHRUBS SHALL RECEIVE 3", PERENNIAL AND GROUND COVER BEDS SHALL RECEIVE 2". PROVIDE LANDSCAPE ARCHITECT WITH SAMPLE FOR APPROVAL, PRIOR TO DELIVERY.

SEEDING

1. ALL DISTURBED AREAS NOT DESIGNATED FOR OTHER IMPROVEMENTS SHALL BE HYDROSEEDING WITH SPECIFIED SEED MIX HYDROSEED MIX SHALL BE DETERMINED BASED ON SEASON OF INSTALLATION AND SUNSHADE REQUIREMENTS.
 2. ALL EXISTING TURF AREAS TO REMAIN SHALL BE AERATED, FERTILIZED AND OVERSEEDED, AS APPROVED BY THE LANDSCAPE ARCHITECT.

WARRANTY

ALL WORK SHALL BE UNDER WARRANTY FOR AT LEAST ONE YEAR FROM THE DATE OF THE PROJECT COMPLETION. SEE SPECIFICATIONS FOR FULL DESCRIPTION OF WARRANTY REQUIREMENTS.



PLANT SCHEDULE

TREES	QTY	BOTANICAL NAME / COMMON NAME	CONT	CAL	
ACE GLO	14	Acer rubrum 'October Glory' TM / October Glory Maple	B & B	2" Cal	
GLE INE	11	Gleditsia triacanthos inermis 'Skyline' TM / Skyline Thornless Honey Locust	B & B	2" Cal	
ULM ACC	19	Ulmus x 'Accolade' / Accolade Elm	B & B	2 - 2.5"	
SHRUBS	QTY	BOTANICAL NAME / COMMON NAME	CONT	SIZE	
JUN FOR	12	Juniperus chinensis 'Sea Green' / Sea Green Juniper	5 gal		
PERENNIALS	QTY	BOTANICAL NAME / COMMON NAME	CONT	SIZE	
AMS HUB	42	Amsonia hubrichtii / Arkansas Blue-star	1 gal		
BAP PUR	29	Baptisia australis 'Purple Smoke' / Blue Wild Indigo	1 gal		
PAN SH3	34	Panicum virgatum 'Shenandoah' / Switch Grass	1 gal		
VER FA2	4	Vernonia fasciculata / Ironweed	1 gal		
SHRUB AREAS	QTY	BOTANICAL NAME / COMMON NAME	CONT	SIZE	SPACING
AST RAY	117	Aster oblongifolius 'Raydon's Favorite' / Aromatic Aster	Landscape Plug		18" o.c.
ERI LY3	376	Erigeron pulchellus 'Lynnville Carpet' / Robin's Plantain	Landscape Plug		18" o.c.
PAC AUR	795	Packera aurea / Golden Groundsel	Landscape Plug		18" o.c.
PYC MUT	117	Pycnanthemum muticum / Clustered Mountainmint	Landscape Plug		18" o.c.
SES AUT	355	Sesleria autumnalis / Autumn Moor Grass	Landscape Plug		24" o.c.
SPO HET	388	Sporobolus heterolepis / Prairie Dropseed	Landscape Plug		24" o.c.
VER FAS	93	Vernonia fasciculata / Ironweed	Landscape Plug		24" o.c.

PROJECT DATA	
FIELD BOOK	BOOK No. 26, 44, 74 & BOOK No. 28, Pg. 17-18
DWG FILE	SP_2015010.dwg
LAYOUT TAB	L-01.1 - South Lot
SHEET No.	22 OF 39

LANDSCAPE PROJECT No. 2015010
 DRAWN BY T.M. & E.M.
 DATE APRIL 2016
D-208Y

LANDSCAPE ARCHITECTURE
KENT FROST ARCHITECTURE
 150 HIGH STREET
 NEW LONDON, CT 06457
 860.572.0784
 kentfrost.com

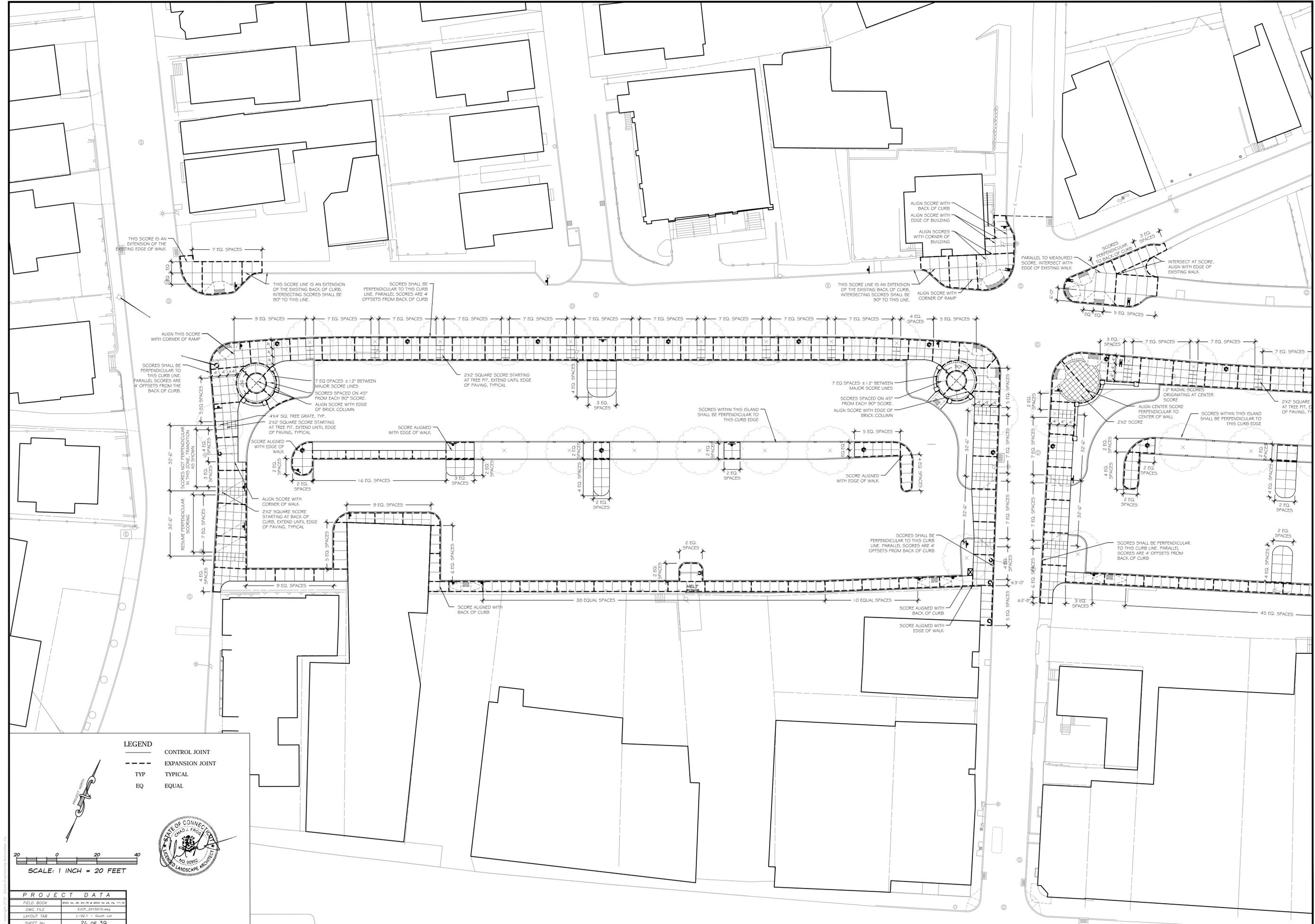
STADIA ENGINEERING ASSOCIATES, INC.
 ENGINEERS • ENVIRONMENTAL PLANNERS • SURVEYORS
 100 Water Street, Suite 1000
 New London, CT 06457
 Phone: (860) 537-4271
 Email: info@stadia.com

REVISIONS

NO.	DATE	DESCRIPTION
1	18 MAR 2016	PLZ SUBMISSION RELEASED FOR REVIEW AND COMMENT BY CITY.

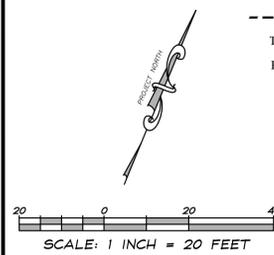
SITE PLANTING PLAN - SOUTH MUNICIPAL LOT
 DEDICATING THE REHABILITATION OF PARKING LOTS ALONG
EUGENE O'NEILL DRIVE
 PREPARED FOR THE
CITY OF NEW LONDON
 EUGENE O'NEILL DRIVE, GREEN STREET, TILLEY STREET, PEARL STREET,
 GOLDEN STREET, BANK STREET, AND STARR STREET
 NEW LONDON, CONNECTICUT

SHEET TITLE: SOUTH MUNICIPAL LOT
 PROJECT No.: 2015-112
 PLOT DATE: 26 APRIL 2016
 DWG No.: **L-01.1**



LEGEND

--- CONTROL JOINT
 - - - EXPANSION JOINT
 TYP TYPICAL
 EQ EQUAL



PROJECT DATA	
FIELD BOOK	BOOK No. 28, 44-19 & BOOK No. 29, Pg. 17-18
DWG. FILE	EXP_2015010.dwg
LAYOUT TAB	L-02.1 - South Lot
SHEET No.	24 OF 39

LANDSCAPE
KENT FROST
 ARCHITECTURE

PROJECT No. 2015010
 DRAWN BY T.M. & E.M.
 CHECK DATE APRIL 2016
 SHEET No. **D-208X**

100 W. MAIN STREET, SUITE 100
 NEW LONDON, CT 06258
 860.572.0784
 kentfrost.com

STADIA ENGINEERING ASSOCIATES, INC.
 ENGINEERS • ENVIRONMENTAL PLANNERS • SURVEYORS

100 W. MAIN STREET, SUITE 100
 NEW LONDON, CT 06258
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 PHONE: (860) 537-9371

REVISIONS

DATE	DESCRIPTION
18 MAR 2016	PR2 SUBMISSION RELEASED FOR REVIEW AND COMMENT BY CITY

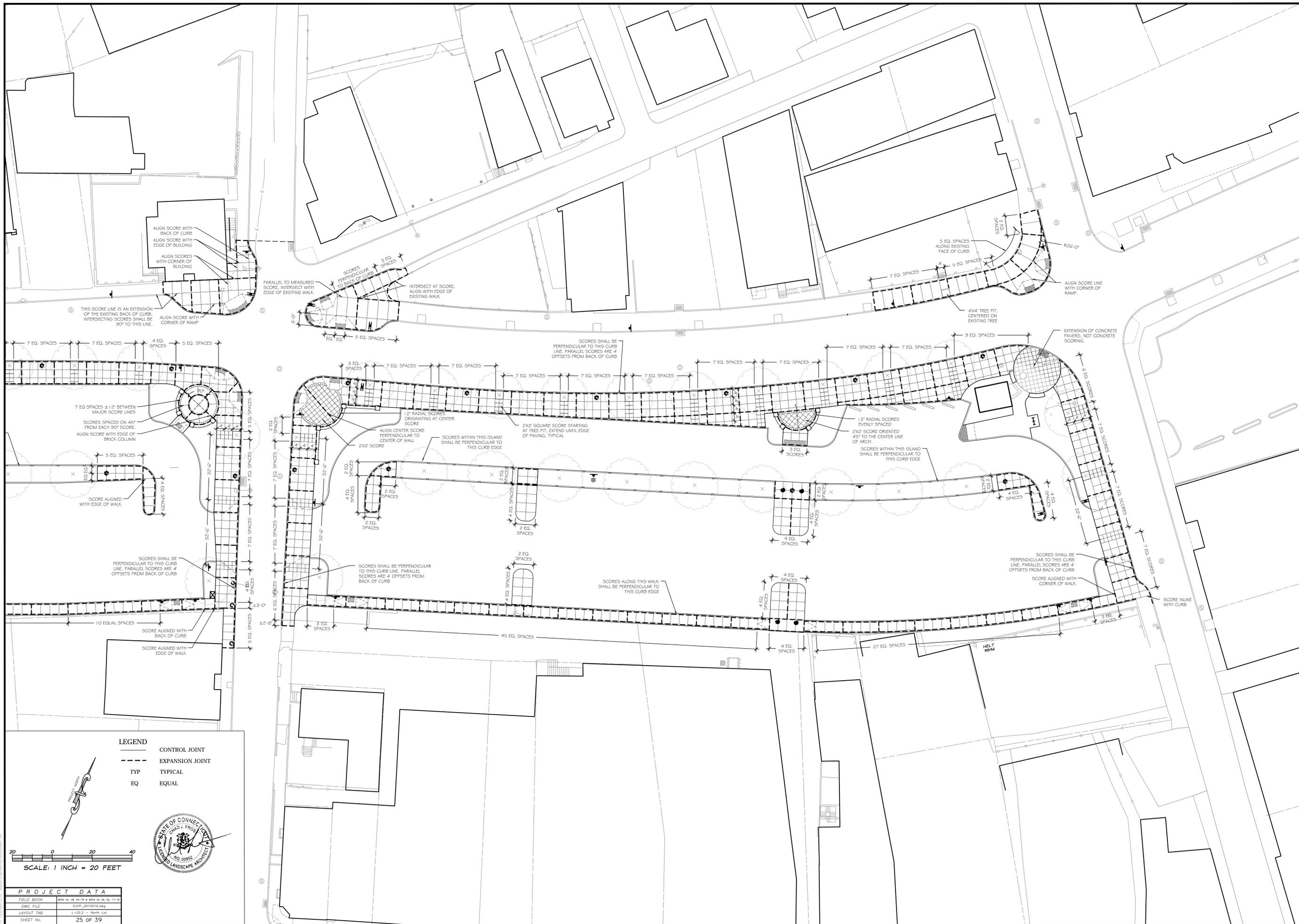
EXPANSION AND CONTROL JOINT PLAN - SOUTH MUNICIPAL LOT
 DEPICTING THE RELOCATION OF PARKING LOTS ALONG
EUGENE O'NEILL DRIVE
 PREPARED FOR THE
CITY OF NEW LONDON
 EUGENE O'NEILL DRIVE, GREEN STREET, TILLEY STREET, PEARL STREET,
 GOLDEN STREET, STATE STREET, BANK STREET, AND STARR STREET
 NEW LONDON, CONNECTICUT

SHEET TITLE

PROJECT No. 2015-112

PLOT DATE 26 APRIL 2016

DWG No. **L-02.1**



ALIGN SCORE WITH BACK OF CURB
ALIGN SCORE WITH EDGE OF BUILDING
ALIGN SCORES WITH CORNER OF BUILDING
ALIGN SCORE WITH CORNER OF RAMP

PARALLEL TO MEASURED SCORE, INTERSECT WITH EDGE OF EXISTING WALK
SCORES PERPENDICULAR TO BACK OF CURB
INTERSECT AT SCORE, ALIGN WITH EDGE OF EXISTING WALK

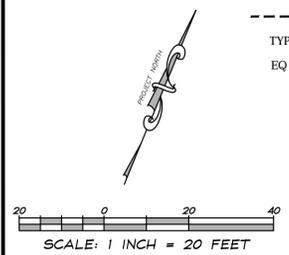
5 EQ. SPACES ALONG EXISTING FACE OF CURB
7 EQ. SPACES
5 EQ. SPACES
4'x4' TREE PIT, CENTERED ON EXISTING TREE
ALIGN SCORE LINE WITH CORNER OF RAMP

EXTENSION OF CONCRETE PAVERS, NOT CONCRETE SCORING.

7 EQ. SPACES ± 1/2" BETWEEN MAJOR SCORE LINES
SCORES SPACED ON 45° FROM EACH 90° SCORE
ALIGN SCORE WITH EDGE OF BRICK COLUMN
5 EQ. SPACES
SCORE ALIGNED WITH EDGE OF WALK
SCORES SHALL BE PERPENDICULAR TO THIS CURB LINE. PARALLEL SCORES ARE 4' OFFSETS FROM BACK OF CURB
SCORES SHALL BE PERPENDICULAR TO THIS CURB LINE. PARALLEL SCORES ARE 4' OFFSETS FROM BACK OF CURB
SCORE ALIGNED WITH BACK OF CURB
SCORE ALIGNED WITH EDGE OF WALK
10 EQUAL SPACES
5 EQ. SPACES

SCORES SHALL BE PERPENDICULAR TO THIS CURB LINE. PARALLEL SCORES ARE 4' OFFSETS FROM BACK OF CURB
1'2" RADIAL SCORES ORIGINATING AT CENTER SCORE
ALIGN CENTER SCORE PERPENDICULAR TO CENTER OF WALL
2'x2' SCORE
SCORES WITHIN THIS ISLAND SHALL BE PERPENDICULAR TO THIS CURB EDGE
2'x2' SQUARE SCORE STARTING AT TREE PIT, EXTEND UNTIL EDGE OF PAVING, TYPICAL
1'2" RADIAL SCORES EVENLY SPACED
2'x2' SCORE ORIENTED 45° TO THE CENTER LINE OF ARCH
SCORES WITHIN THIS ISLAND SHALL BE PERPENDICULAR TO THIS CURB EDGE
SCORES SHALL BE PERPENDICULAR TO THIS CURB LINE. PARALLEL SCORES ARE 4' OFFSETS FROM BACK OF CURB
SCORE ALIGNED WITH CORNER OF WALK
SCORES ALONG THIS WALK SHALL BE PERPENDICULAR TO THIS CURB EDGE
SCORE IN LINE WITH CURB

LEGEND
--- CONTROL JOINT
--- EXPANSION JOINT
TYP TYPICAL
EQ EQUAL



PROJECT DATA	
FIELD BOOK	BOOK No. 28, 44-10 & BOOK No. 29, Pg. 17-18
DWG. FILE	E:\CIP_2015010.dwg
LAYOUT TAB	L-02.2 - North Lot
SHEET No.	25 OF 39

K&F PROJECT No. 2015010
DRAWN BY T.M. & E.M.
CHECKED BY APRIL 2016
DATE APRIL 2016
SHEET No. D-208Y

LANDSCAPE ARCHITECTURE
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E-MAIL: info@stadiaeng.com

REVISIONS

NO.	DATE	DESCRIPTION
1	18 MAR 2016	PR2 - SUBMISSION RELEASED FOR REVIEW AND COMMENT BY CITY

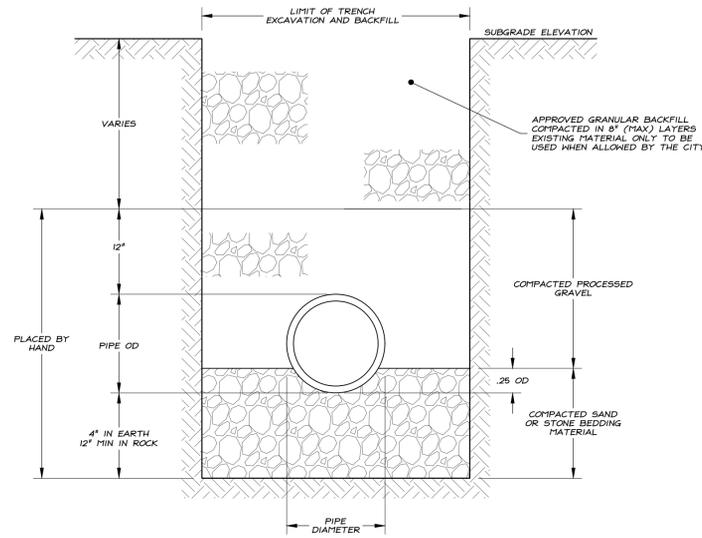
EXPANSION AND CONTROL JOINT PLAN -
NORTH MUNICIPAL LOT
DEPICTING THE RECONFIGURATION OF PARKING LOTS ALONG
EUGENE O'NEILL DRIVE
PREPARED FOR THE
CITY OF NEW LONDON
EUGENE O'NEILL DRIVE, GREEN STREET, TILLEY STREET, PEARL STREET,
GOLDEN STREET, STATE STREET, BANK STREET, AND STARR STREET
NEW LONDON, CONNECTICUT

SHEET TITLE

PROJECT No. 2015-112

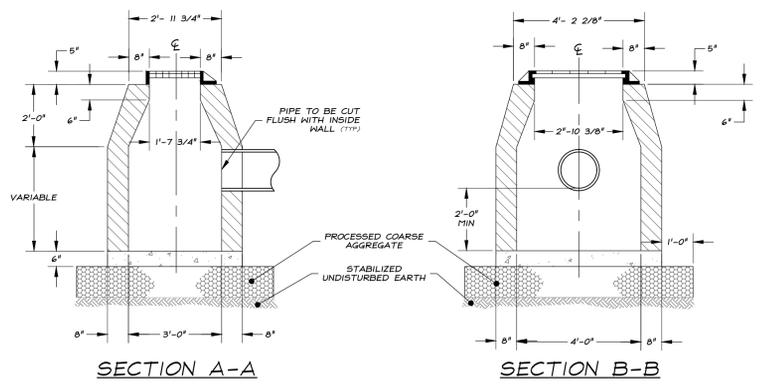
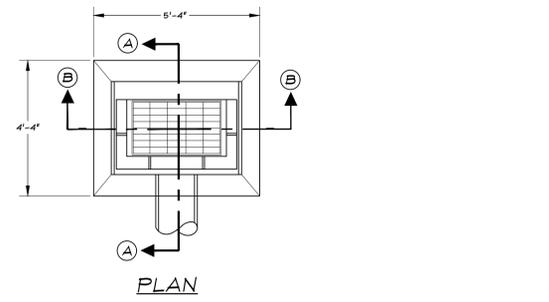
PLOT DATE 26 APRIL 2016

DWG No. **L-02.2**

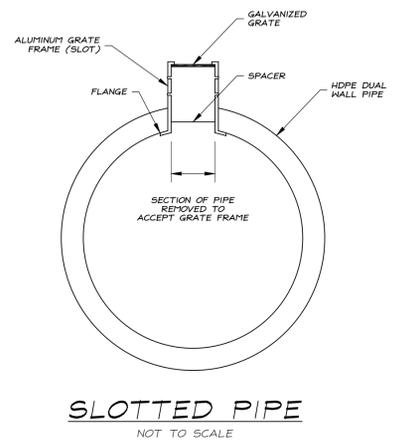


- NOTES:**
1. ALL CONCRETE PIPE TO BE ASTM C76 CLASS IV UNLESS OTHERWISE NOTED.
 2. USE WATERTIGHT RUBBER GASKETS ASTM C443 IN ALL PIPE JOINTS.
 3. DEPENDING ON THE LOCATION, HEAVY DUTY PLASTIC PIPE CAN BE SUBSTITUTED FOR CONCRETE PIPE WITH PERMISSION FROM THE CITY, AS LONG AS A CREDIT IS GIVEN TO THE CITY FOR THE NON-USE OF CONCRETE PIPE.

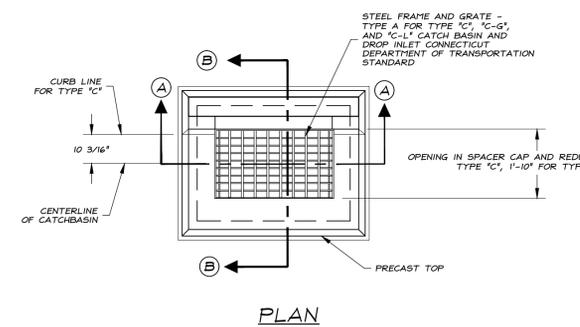
TYPICAL TRENCHING AND BACKFILLING DETAIL
NOT TO SCALE



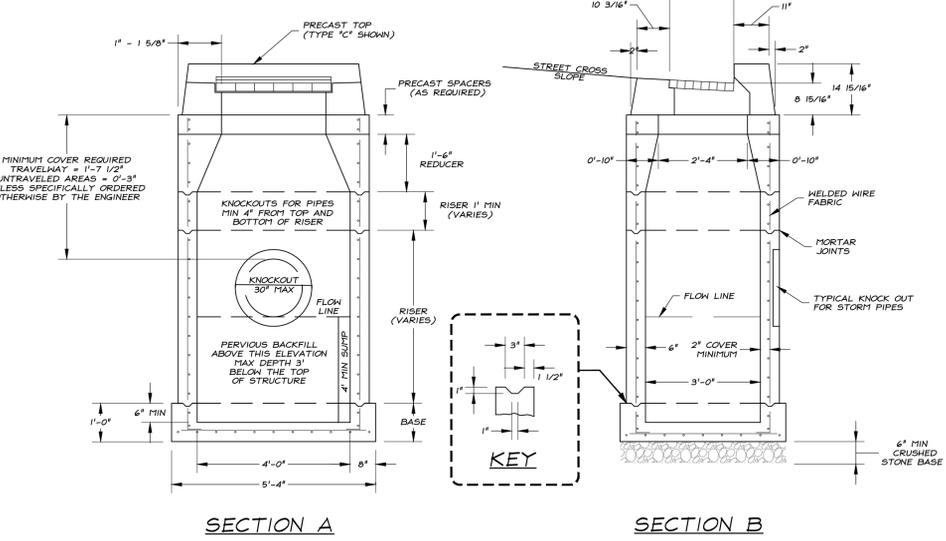
TYPE "C-L" CATCH BASIN
NOT TO SCALE



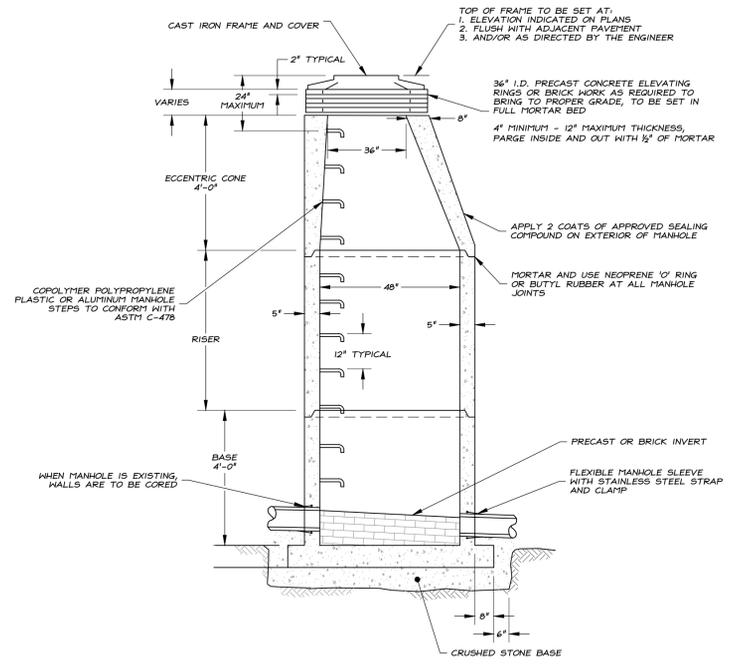
SLOTTED PIPE
NOT TO SCALE



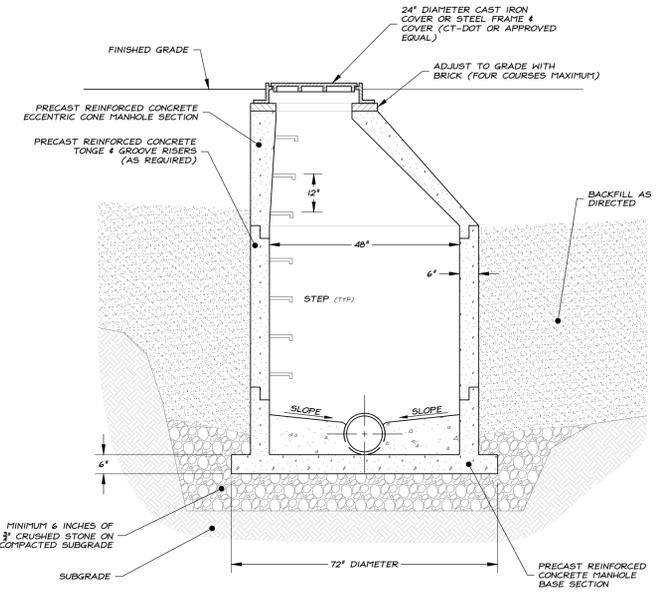
- NOTES:**
1. ALL OUTLET PIPES WITHIN CATCH BASINS TO HAVE HOODS - USE "THE SNOOT" BY LEBARON COMPANY OR APPROVED EQUAL
 2. SEE PLAN SHEETS FOR REQUIRED CATCH BASIN TOPS
 3. RISERS MAY BE CONSTRUCTED OF BRICK, CLASS "A" CONCRETE OR CONCRETE UNITS. WHERE BRICK OR MASONRY CONCRETE UNITS ARE USED, CORBELLING WILL BE PERMITTED. MAXIMUM CORBELL TO BE 3". NO PROJECTION SHALL EXTEND INSIDE OF DETAILED DIMENSIONS.
 4. CURBING CONFIGURATION OF THE CATCH BASIN TOP SHALL MATCH CURBING USED



TYPE "C" CATCH BASIN
NOT TO SCALE



RECONSTRUCTED SEWER MANHOLE
NOT TO SCALE



- NOTES:**
1. ALL INFLOW & OUTFLOW PIPES SHALL BE CUT FLUSH WITH THE INSIDE WALL AND GROUTED
 2. PRECAST REINFORCED CONCRETE MANHOLES SHALL CONFORM TO ASTM C-478
 3. ALL EXTERIOR SURFACES SHALL BE DAMP-PROOFED

DRAINAGE MANHOLE CROSS SECTION
NOT TO SCALE

As Noted

REVISED BY	DATE	REVISED BY	DATE
A.R. & J.A.	JUNE	A.R. & J.A.	JULY 2015
A.R. & J.A.	JULY 2015	A.R. & J.A.	JULY 2015

PROJECT NO. 2015-112
DRAWING NO. D-208AA

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E-mail: info@stadiaeng.com

REVISIONS

NO.	DATE	DESCRIPTION
1	18 MAR 2016	PER SUBMISSION RELEASED FOR REVIEW AND COMMENTS BY CITY

DRAINAGE DETAILS & NOTES
DEFINING THE REHABILITATION OF THE PARKING LOTS ALONG
EUGENE O'NEILL DRIVE
PREPARED FOR THE
CITY OF NEW LONDON
EUGENE O'NEILL DRIVE, GREEN STREET, TILLEY STREET, PEARL STREET,
GOLDEN STREET, STATE STREET, BANK STREET, AND STARR STREET,
NEW LONDON, CONNECTICUT

SHEET TITLE

PROJECT NO. 2015-112

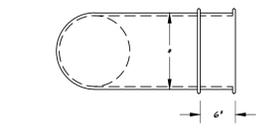
PLOT DATE 26 APRIL 2016

DWG NO. **D-02.1**

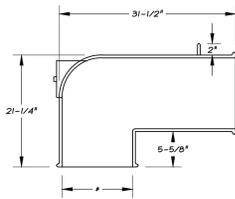
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PROJECT DATA

FIELD BOOK	BOOK NO. 28, 44-78 & 8000 NO. 29, 30, 17-24
DWG FILE	15-112 81 DET Drainage - Rev. 04.dwg
LAYOUT TAB	D-02.1 - Drainage Details
SHEET NO.	27 OF 39



PLAN



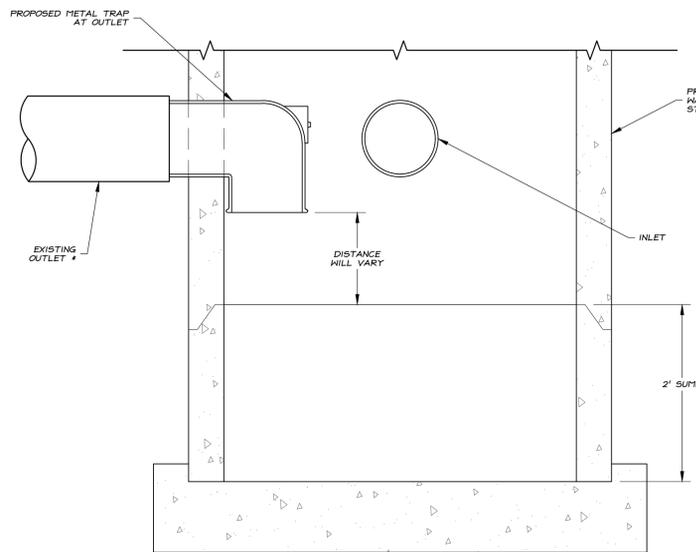
ELEVATION

NOTES:

- TRAP TO BE NEENAH R-3705 OR APPROVED EQUAL.
- TRAP TO BE GROUTED CAST OR GROUTED INTO WALL OF MANHOLE/PIPE BELL SHALL NOT BE SUPPORT STRUCTURE.
- SIZE TO MATCH EXISTING PIPE OUTLET SIZE

METAL TRAP DETAIL

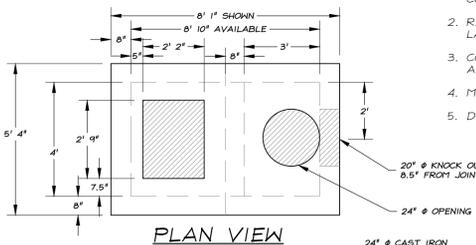
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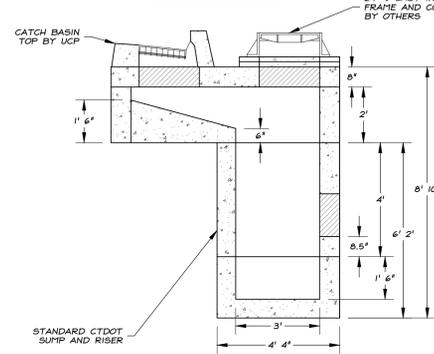
CATCH BASIN

NOTES:

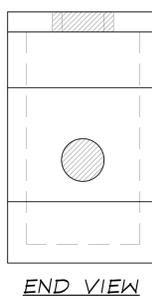
- REINFORCING STEEL WELDED WIRE FABRIC CONFORM TO LATEST ASTM SPECIFICATION A185
- REINFORCING STEEL DEFORMED BARS CONFORM TO LATEST ASTM SPECIFICATION A615, GRADE 60
- CONCRETE COMPRESSIVE STRENGTH - 4,000 PSI AT 28 DAYS SELF COMPACTING CONCRETE MIX
- METHOD OF MANUFACTURE: WET CAST
- DESIGN LOAD: AASHTO H-20



PLAN VIEW



CROSS SECTION



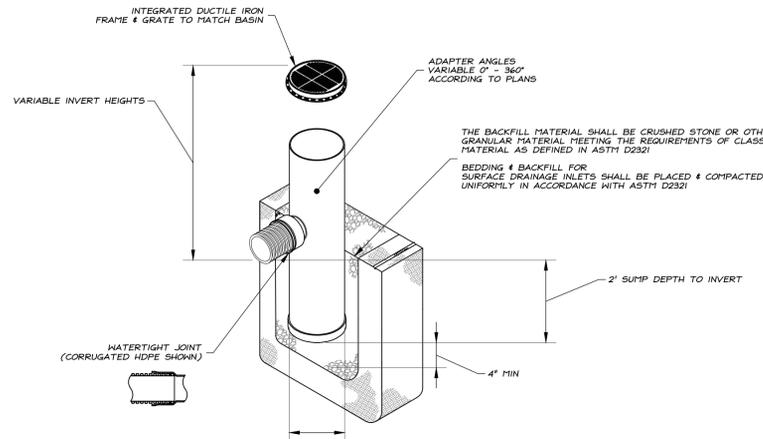
END VIEW

NOTE:

- TAKEN FROM UNITED CONCRETE PRODUCTS, INC

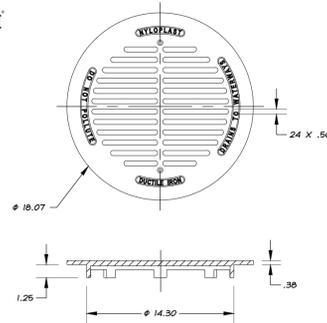
TYPICAL OFFSET CATCH BASIN

NOT TO SCALE



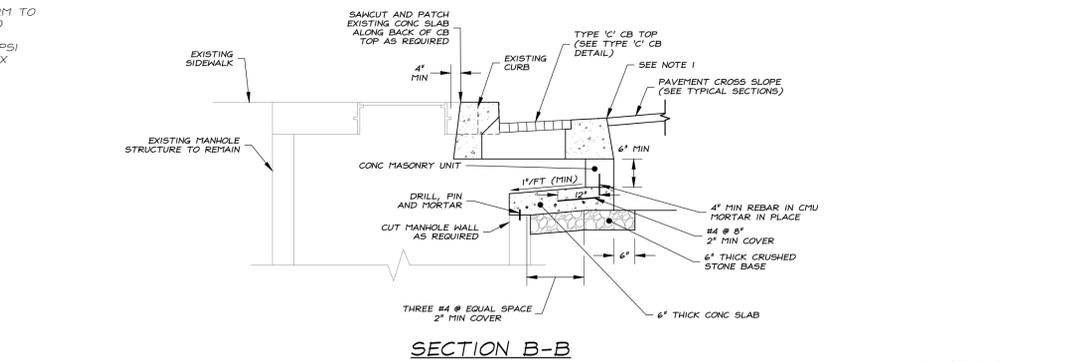
15" DRAIN BASIN

NOT TO SCALE

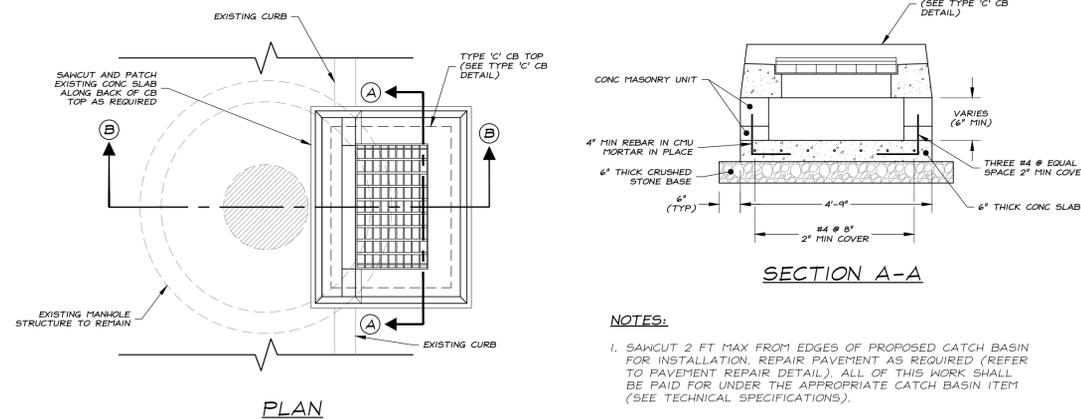


15" DROP-IN GRATE

NOT TO SCALE



SECTION B-B



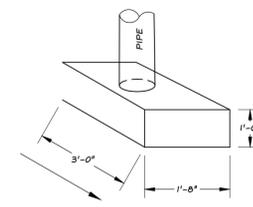
PLAN

NOTES:

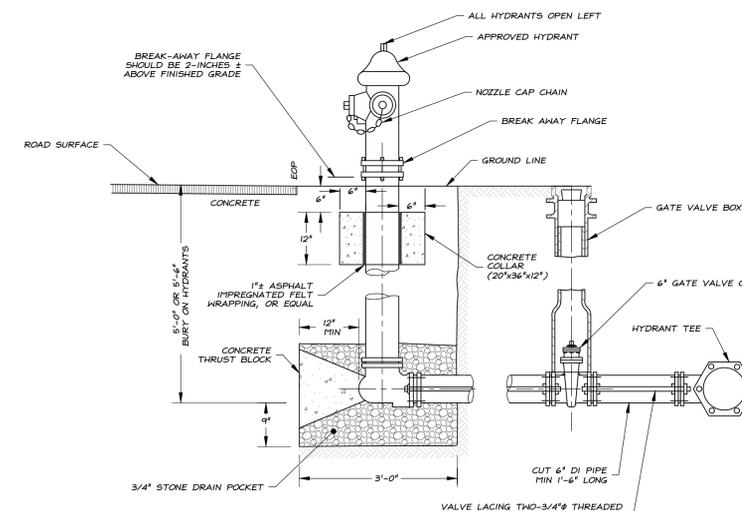
- SAWCUT 2 FT MAX FROM EDGES OF PROPOSED CATCH BASIN FOR INSTALLATION. REPAIR PAVEMENT AS REQUIRED (REFER TO PAVEMENT REPAIR DETAIL). ALL OF THIS WORK SHALL BE PAID FOR UNDER THE APPROPRIATE CATCH BASIN ITEM (SEE TECHNICAL SPECIFICATIONS).

SPECIAL TYPE CATCH BASIN

NOT TO SCALE

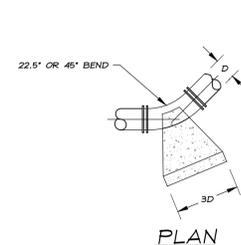


CONCRETE COLLAR

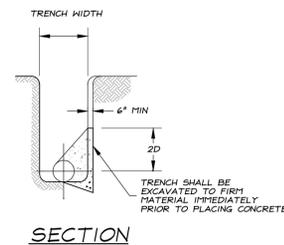


FIRE HYDRANT ASSEMBLY
TYPICAL RODDING INSTALLATION

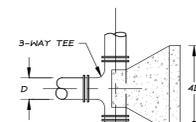
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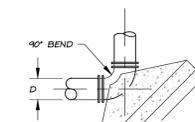
PLAN



SECTION



PLAN



PLAN

NOTES:

- THRUST BLOCKS ARE NOT AN ACCEPTABLE METHOD OF THRUST RESTRAINT IN MOST SITUATIONS, AND WILL ONLY BE PERMITTED IN SPECIAL CASES

CONCRETE THRUST BLOCKS
FOR USE WITH 12" & SMALLER WATER MAINS

NOT TO SCALE

SCALE	AS NOTED
FIELD NO.	A.R. & J.A.
DWG. NO.	A.R. & J.A.
FIELD DATE	JUNE - JULY 2015
DWG. DATE	JUNE - JULY 2015
PROJECT NO.	2015-112
DWG. NO.	D-208AB

STADIA ENGINEERING ASSOCIATES, INC.
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INITIALS	
DATE	18 MAR 2016
REVISIONS	FBZ SUBMISSION RELEASED FOR REVIEW AND COMMENTS BY CITY

DRAINAGE AND WATER DETAILS & NOTES
 DEPICTING THE REHABILITATION OF THE PARKING LOTS ALONG
EUGENE O'NEILL DRIVE
 PREPARED FOR THE
CITY OF NEW LONDON
 EUGENE O'NEILL DRIVE, GREEN STREET, TULEY STREET, BEARL STREET,
 GOLDEN STREET, STATE STREET, BANK STREET, AND STARR STREET,
 NEW LONDON, CONNECTICUT

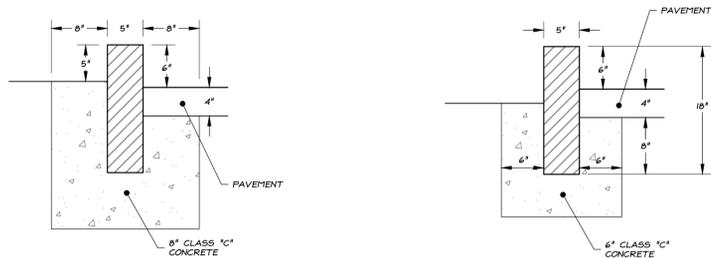
SHEET TITLE	D-02.2
PROJECT NO.	2015-112
PLAT DATE	26 APRIL 2016
DWG. NO.	D-02.2

PROJECT DATA	
FIELD BOOK	BOOK NO. 28, 44-78 & 8000 NO. 29, 30, 17-28
DWG. FILE	15-112 81 DET Drainage - Rev. 04.dwg
LAYOUT TAB	D-02.2 - Drainage Details
SHEET NO.	28 OF 39

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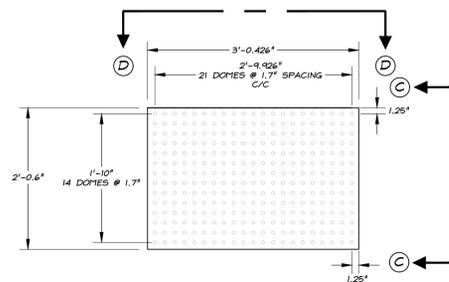
NOTES:

- ALL STONE CURB SHALL CONFORM TO THE STATE OF CONNECTICUT STANDARD SPECIFICATION FORM B16, ARTICLE M12.06 FOR GRANITE CURBING
- MINIMUM LENGTH OF STONE CURB IS 4'-0"
- STONE CURB SHALL BE FINISH-SAWN TOP AND SPLIT FACE JOINED
- STONE CURB WITH A RADIUS OF 100' OR LESS SHALL BE BUILT OF CURVED STONE CURB AND SET IN 8" OF CLASS "C" CONCRETE AS SHOWN ON THE DETAIL
- ALL OPEN BOTTOM JOINTS BETWEEN SECTIONS OF STRAIGHT STONE CURB SHALL BE BACKFILLED WITH CLASS "C" CONCRETE
- ALL BACKFILL MATERIAL AROUND STRAIGHT, RADIUS OR RESET STONE CURBING SHALL BE CLASS "C" CONCRETE (3000 PSI)
- TOP OF CONCRETE BACKFILL SHALL BE 10" ON PAVEMENT SIDE AND 5" ON BACK SIDE, MEASURED DOWN, FROM TOP OF CURB
- AT ALL BEGINNING AND ENDING POINTS OF ALL STONE CURBING INSTALLATIONS, A 3-FOOT TAPERED CURB SHALL BE USED TO TRANSITION BETWEEN THE EXISTING PAVEMENT/GROUND AND HEIGHT OF THE NEW CURBING, OR AS DIRECTED

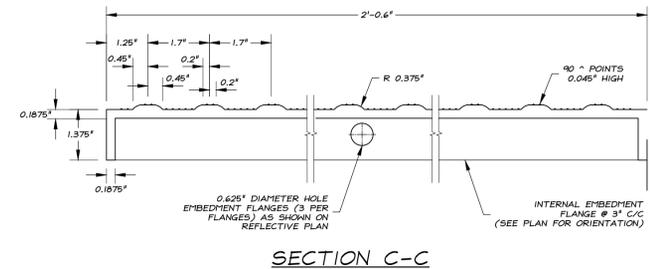


**RADIUS STONE CURB
(GRANITE TRANSITION CURB
AT DRIVEWAYS)**
NOT TO SCALE

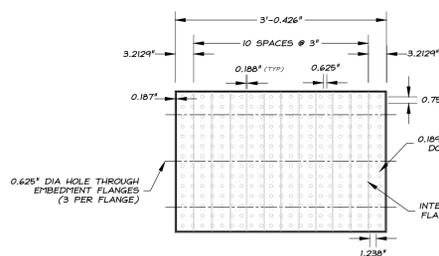
STRAIGHT STONE CURB
NOT TO SCALE



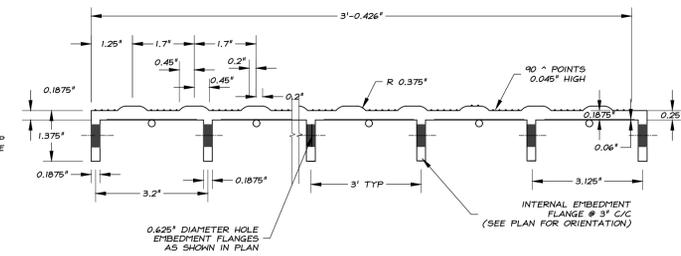
PLAN - TILE



SECTION C-C

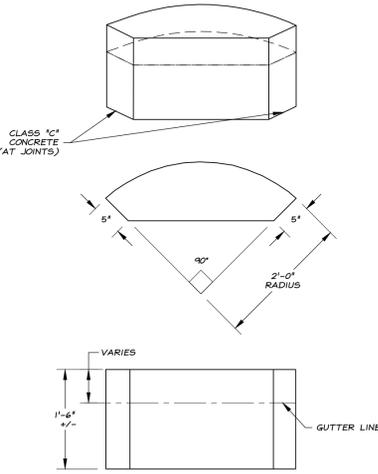


REFLECTED PLAN - TILE

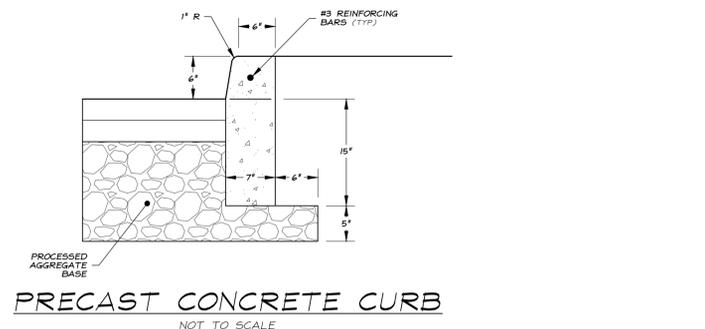


SECTION D-D

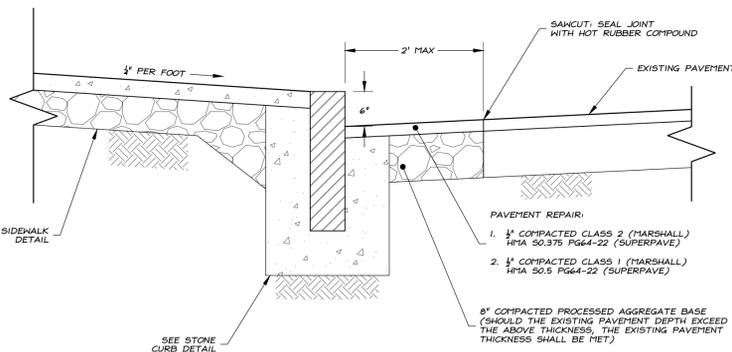
DETECTABLE WARNING SURFACE
NOT TO SCALE



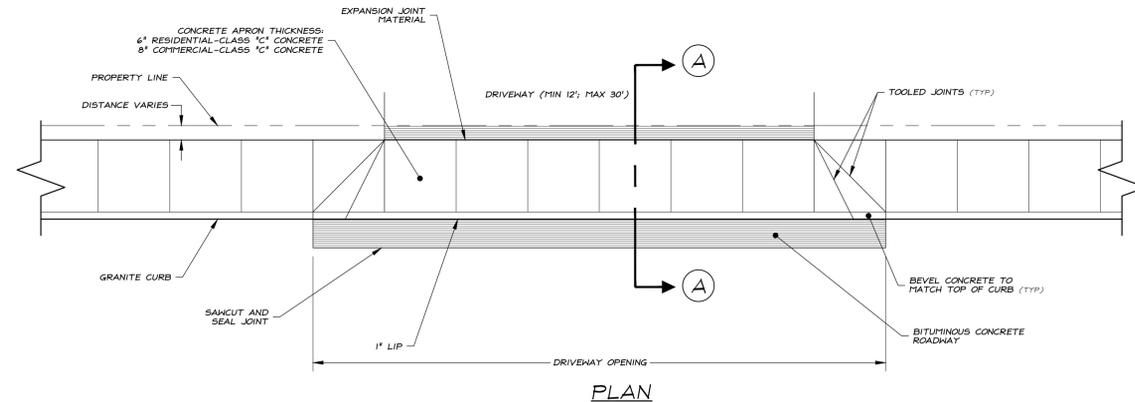
GRANITE CURB CORNER
NOT TO SCALE



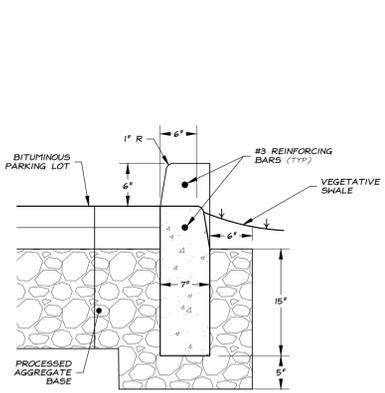
PRECAST CONCRETE CURB
NOT TO SCALE



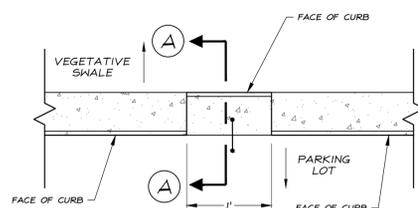
**PAVEMENT REPAIR WITH
CURB INSTALLATION**
NOT TO SCALE



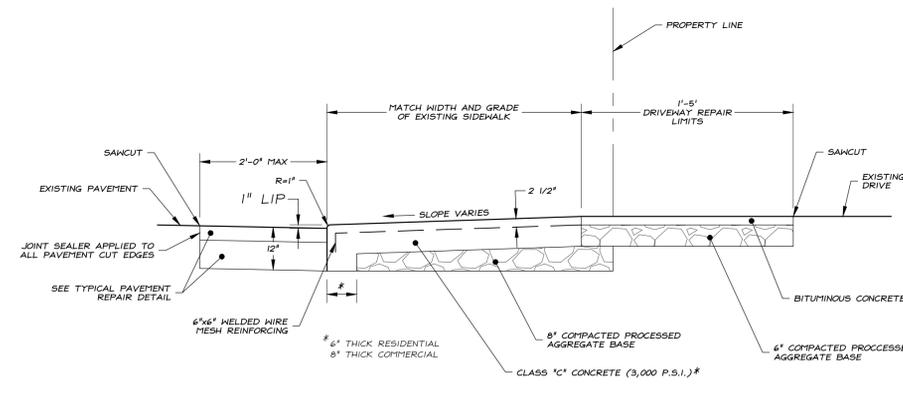
PLAN



SECTION A-A



PLAN



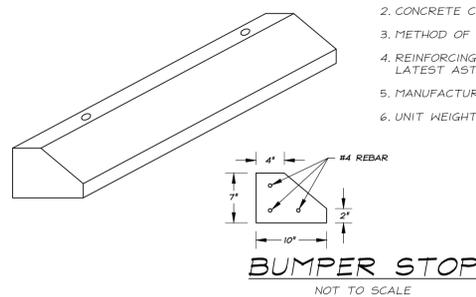
SECTION A-A

CONCRETE DRIVEWAY APRON
NOT TO SCALE

CONCRETE CURB BREAKS
NOT TO SCALE

NOTES:

- BUMPER STOPS ARE 6' LONG WITH 3/8" PINS
- CONCRETE COMPRESSIVE STRENGTH: 4000 PSI @ 28 DAYS
- METHOD OF MANUFACTURE: WET CAST
- REINFORCING STEEL DEFORMED BARS CONFORM TO THE LATEST ASTM SPECIFICATION A615
- MANUFACTURED TO CONNECTICUT DOT SPECIFICATIONS
- UNIT WEIGHT: 300 LBS



BUMPER STOP
NOT TO SCALE

PROJECT DATA	
FIELD BOOK	BOOK No. 18, 44-78 & 800; No. 23, 29, 17-18
DWG FILE	15-112 R2 DET Pavement - Rev. 04.09
LAYOUT TAB	D-03.1 - Pavement Details
SHEET No.	29 OF 39

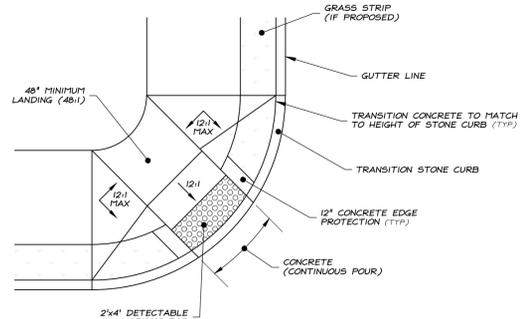
SCALE	AS NOTED
FIELD BOOK	AR & J.A.
DWG DATE	JUNE - JULY 2015
PROJECT No.	2015-112
DWG No.	D-208ac

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DATE	INITIALS	REVISIONS
18 MAR 2016	J.A.	PHZ SUBMISSION RELEASED FOR REVIEW AND COMMENTS BY CITY

PAVEMENT & CURBING DETAILS
DEPICTING THE REHABILITATION OF THE PARKING LOTS ALONG
EUGENE O'NEILL DRIVE
PREPARED FOR THE
CITY OF NEW LONDON
EUGENE O'NEILL DRIVE, GREEN STREET, TILLEY STREET, PEARL STREET,
GOLDEN STREET, STATE STREET, BANK STREET, AND STARR STREET,
NEW LONDON, CONNECTICUT

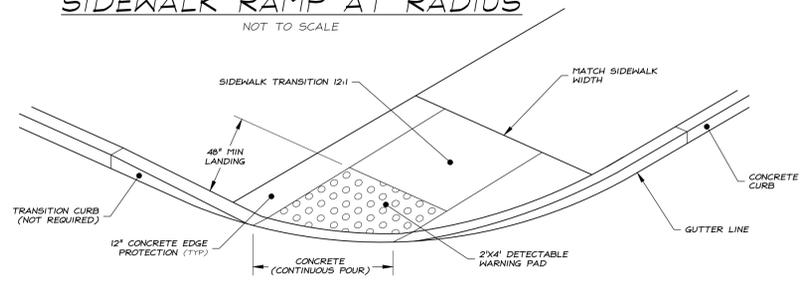
PROJECT No. 2015-112
PLOT DATE 26 APRIL 2016
DWG No. **D-03.1**



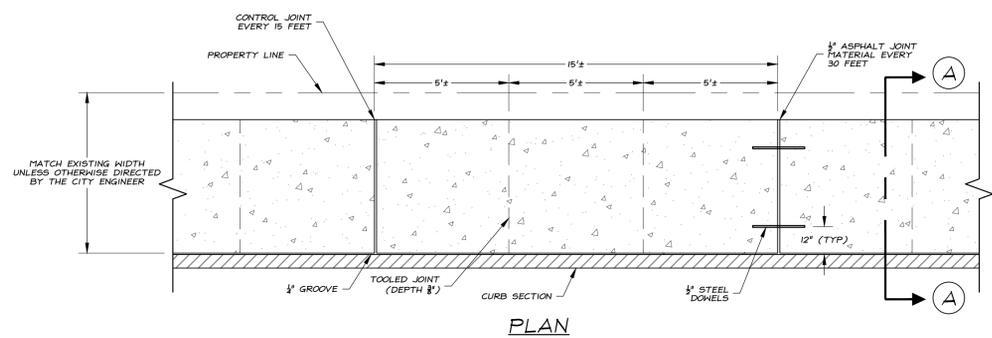
NOTES:

1. MAXIMUM SLOPE ON THE RAMP IS 12:1, MINIMUM SLOPE IS 16:1
2. USE 12" CRUSHED GRAVEL UNDERNEATH CONCRETE SIDEWALK RAMP
3. RAMP BASE TO BE CONSTRUCTED WITH 4,000 PSI CONCRETE THE SURFACE OF RAMP IS TO BE "ADA COMPLIANT" FINISH MATERIAL AND RAMP TO HAVE A MINIMUM TOTAL THICKNESS OF 6"

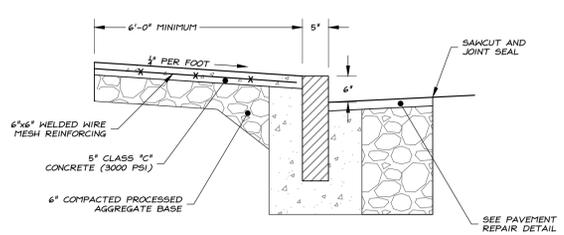
SIDEWALK RAMP AT RADIUS
NOT TO SCALE



DIAGONAL SIDEWALK RAMP
NOT TO SCALE

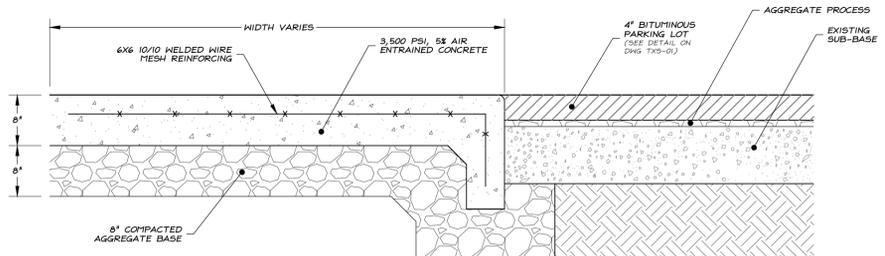


PLAN

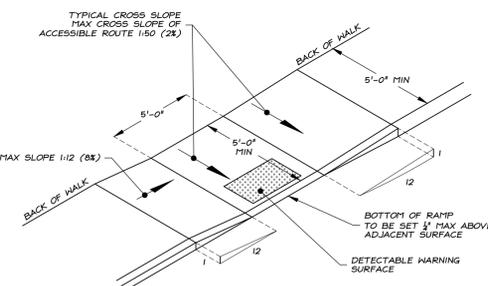


SECTION A-A (ADJACENT TO STONE CURB)

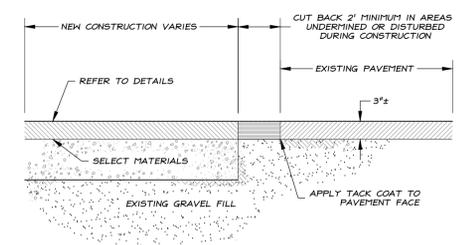
CONCRETE SIDEWALK ADJACENT TO CURB
NOT TO SCALE



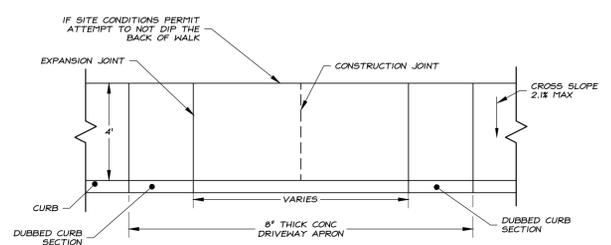
FLUSH CONCRETE ISLAND
NOT TO SCALE



CURB CUT
NOT TO SCALE

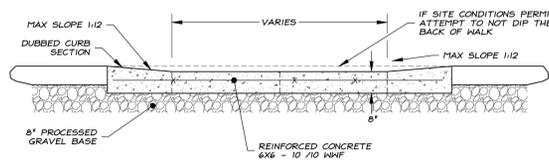


PAVEMENT SAW CUT DETAIL
NOT TO SCALE

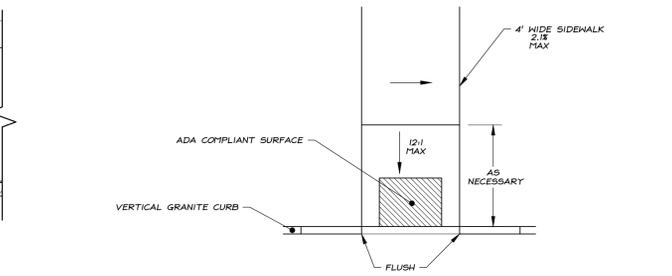


NOTES:

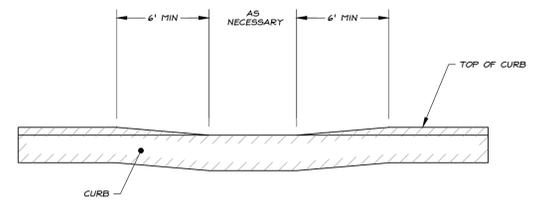
1. FINISH: BROOM FINISH PERPENDICULAR TO TRAFFIC WITH PICTURE FRAME EDGES ONLY AT JOINTS AND BACK OF WALK
2. RUN SIDEWALK CONTINUOUSLY THROUGH DRIVEWAY
3. DRIVE TO BE 8" THICK WITH 6X6 10/10 W/WF
4. USE 3,500 PSI, 5% AIR ENTRAINED CONCRETE



SIDEWALK THROUGH DRIVEWAY
NOT TO SCALE



PLAN

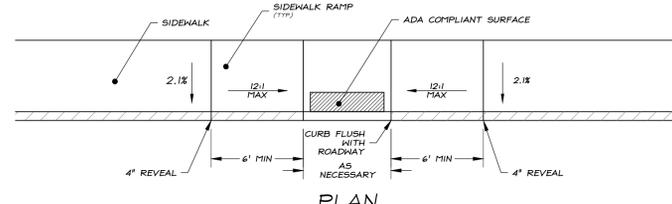


ELEVATION

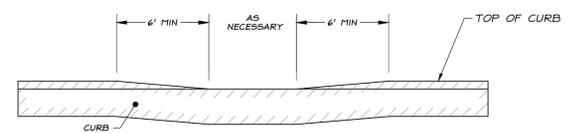
NOTES:

1. MAXIMUM SLOPE ON THE RAMP IS 12:1, MINIMUM SLOPE IS 16:1
2. USE 12" CRUSHED GRAVEL UNDERNEATH CONCRETE SIDEWALK RAMP
3. RAMP BASE TO BE CONSTRUCTED WITH 4,000 PSI CONCRETE THE SURFACE OF RAMP IS TO BE "ADA COMPLIANT" FINISH MATERIAL AND RAMP TO HAVE A MINIMUM TOTAL THICKNESS OF 6"

SIDEWALK RAMP
NOT TO SCALE



PLAN



ELEVATION

NOTES:

1. MAXIMUM SLOPE ON THE RAMP IS 12:1, MINIMUM SLOPE IS 16:1
2. USE 12" CRUSHED GRAVEL UNDERNEATH CONCRETE SIDEWALK RAMP
3. RAMP BASE TO BE CONSTRUCTED WITH 4,000 PSI CONCRETE THE SURFACE OF RAMP IS TO BE "ADA COMPLIANT" FINISH MATERIAL AND RAMP TO HAVE A MINIMUM TOTAL THICKNESS OF 6"

SIDEWALK RAMP AGAINST STREET
NOT TO SCALE

PROJECT DATA	
FIELD BOOK	BOOK No. 28, 44-78 & BOOK No. 29, Pg. 11-34
DWG FILE	15-112 82 82T Pavement - Rev. 04.dwg
LAYOUT TAB	D-03.2 - Pavement Details
SHEET No.	30 OF 39

As Noted

SCALE: AS SHOWN

DATE: JUNE - JULY 2015

PROJECT No. 2015-112

STADIA ENGINEERING ASSOCIATES, INC.

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Web: www.stadiaeng.com

DATE	REVISIONS
18 MAR 2016	1. SUBMISSION RELEASED FOR REVIEW AND COMMENTS BY CITY

PAVEMENT & CURBING DETAILS

DEPICTING THE REHABILITATION OF THE PARKING LOTS ALONG EUGENE O'NEILL DRIVE

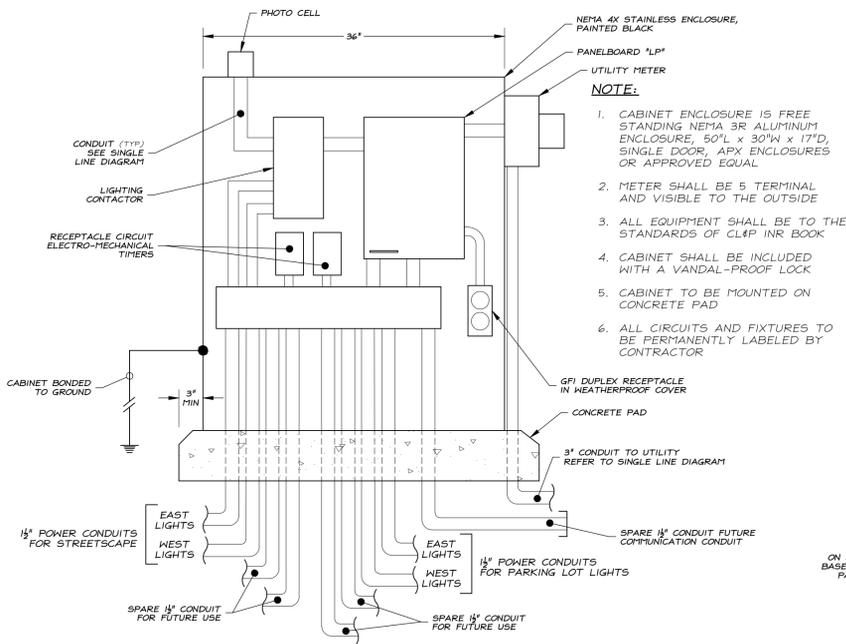
PREPARED FOR THE CITY OF NEW LONDON

EUGENE O'NEILL DRIVE, GREEN STREET, TILLEY STREET, PEARL STREET, GOLDEN STREET, STATE STREET, BANK STREET, AND STARR STREET, NEW LONDON, CONNECTICUT

PROJECT No. 2015-112

DATE 26 APRIL 2016

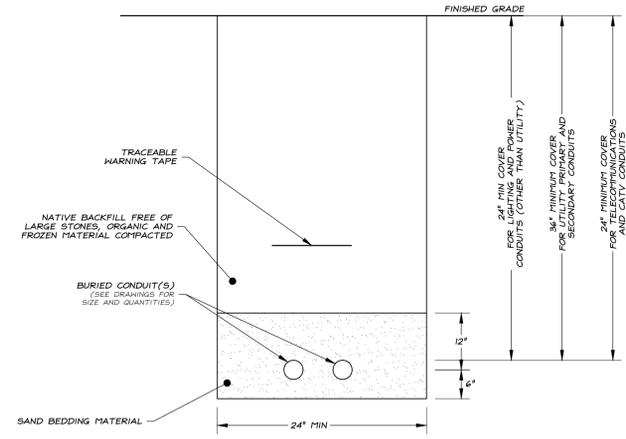
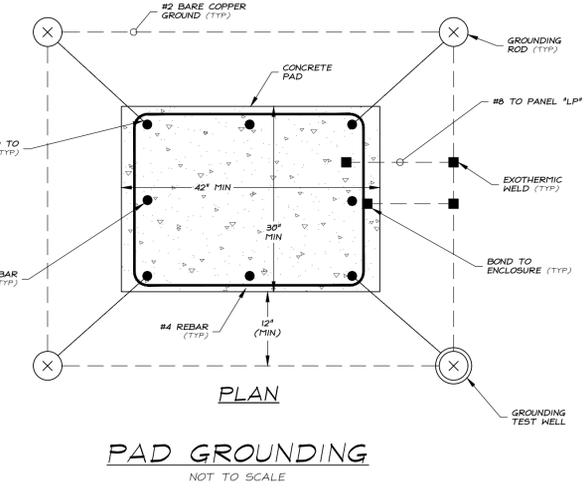
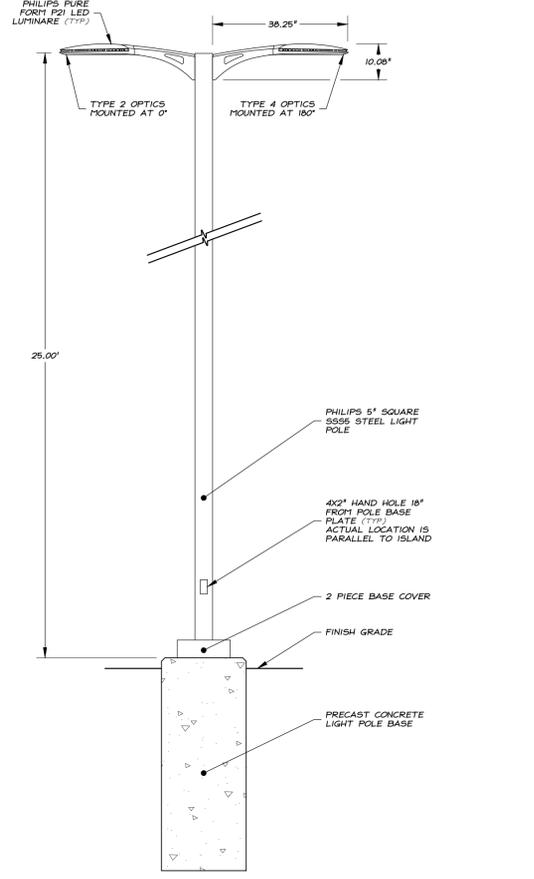
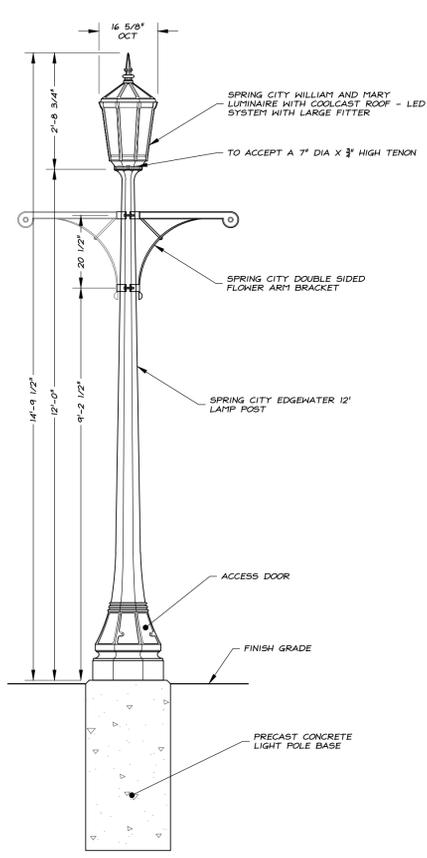
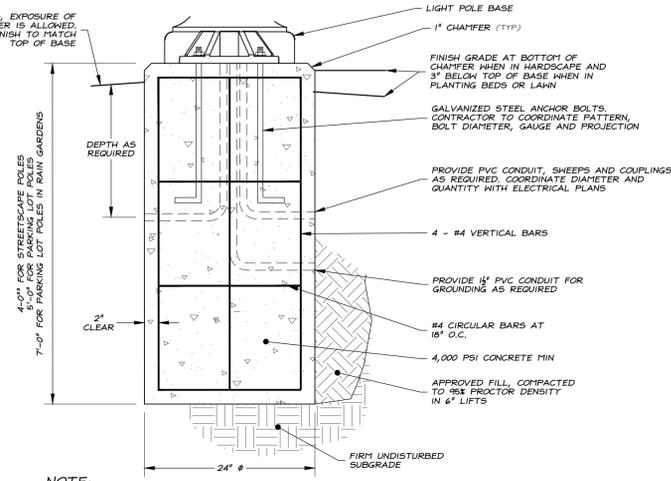
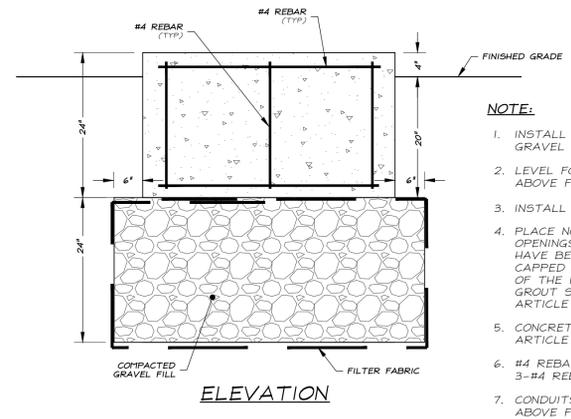
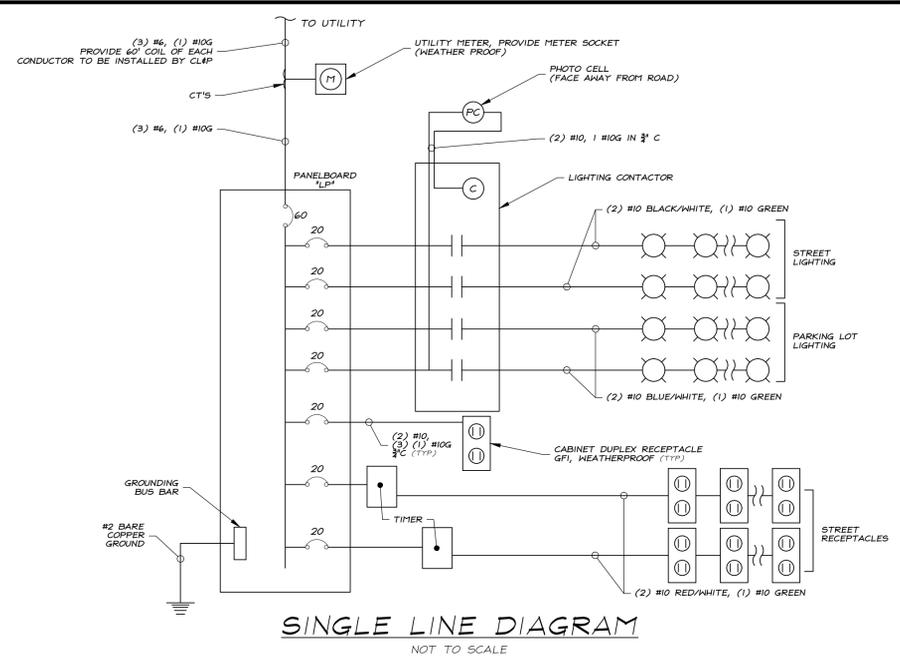
DWG No. **D-03.2**



PANELBOARD 'LP' SCHEDULE
NOT TO SCALE

LIGHTING CIRCUIT - EAST (P)	20	1	2	20	LIGHTING CIRCUIT - EAST (S)
LIGHTING CIRCUIT - WEST (P)	20	3	4	20	LIGHTING CIRCUIT - WEST (S)
SERVICE RECEPTACLE	20	5	6	20	POLE RECEPTACLE - EAST (S)
SPARE	20	7	8	20	POLE RECEPTACLE - WEST (S)
SPARE	20	9	10	20	SPARE
SPARE	20	11	12	20	SPARE
SPARE	20	13	14	20	SPARE

LEGEND:
(P) PARKING LOT LIGHTS
(S) STREET LIGHTS



NOTE:
ADJUST TRENCH WIDTH FOR AREAS WHERE ONLY ONE CONDUIT IS PROPOSED.

MANUFACTURER: SPRING CITY LIGHTING
LUMINAIRE MODEL: WILLIAM AND MARY LED SERIES
LUMINAIRE NO: ALMMML-LE040-EVI-X2-40-CN5-Y-PLO-FSA-CB
EDGEWATER
POLE MODEL: DPSEDG-20-12.00-GFWI-CB
POLE HEIGHT: 12'
POLE NO: 25'
ACCESSORY: FLOWER BRACKET (2)
AAARFLB-25-CIT-CB
FINISH COLOR: CLASSIC BLACK

NOTE:
1. SEE LIGHTING PLAN FOR LOCATIONS
2. LUMINARIES SHALL BE FOCUSED TO ILLUMINATE THE SIDEWALK
3. BRACKET ARMS MOUNTING HEIGHT IS AN ESTIMATE; HEIGHT SHALL MATCH THE EXISTING POLES ON BANK STREET.

MANUFACTURER: PHILIPS LIGHTING
LUMINAIRE MODEL: PUREFORM P2
LUMINAIRE NO: P21-A3-1-4-200LA-NW-120-BLP-SPA3 (MOUNTED AT 180°)
P21-A3-1-2-55LA-NW-120-BLP-SPA3 (MOUNTED AT 0°)
POLE MODEL: S555 STRAIGHT SQUARE STEEL LIGHT POLE
POLE HEIGHT: 25'
POLE NO: S555-25'-5"-7-D2-BLP
FINISH COLOR: BLACK

NOTE:
1. SEE LIGHTING PLAN FOR LOCATIONS
2. EACH 5" STRAIGHT SQUARE STEEL POLE RECEIVES 2 FIXTURES. ONE (1) MOUNTED AT 0° SHALL HAVE TYPE 2 OPTICS AND ONE (1) MOUNTED AT 180° SHALL HAVE TYPE 4 OPTICS. LUMINARIES WITH TYPE 4 OPTICS SHALL FACE EAST AND BE FOCUSED ON DRIVE ISLES WITH 2 ROWS OF 90° PARKING.

PROJECT DATA

FIELD BOOK	8006 No. 25, 64-78 & 8006 No. 25, No. 17-18
DWG FILE	15-112 83 DET Electrical - Rev 04.dwg
LAYOUT TAB	D-04.1 - Electrical Details
SHEET No.	31 OF 39

As Noted

REV. NO.	REV. DATE	REV. BY
1	JUNE - JULY 2015	A.R. & J.A.
2	JULY 2015	A.R. & J.A.

PROJECT NO. 2015-112
DATE 2015-11-2
D-208AE

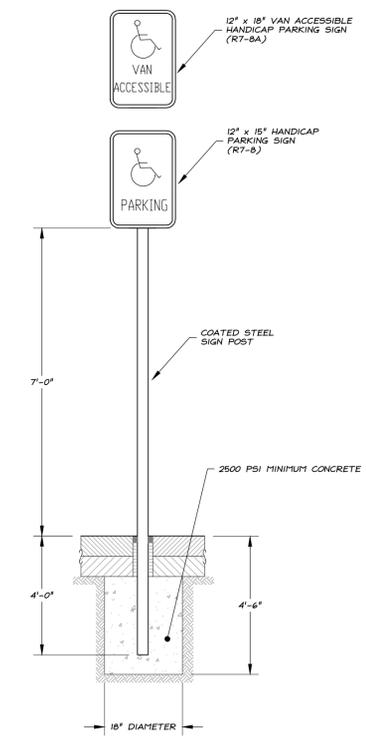
STADIA ENGINEERING ASSOCIATES, INC.
ENGINEERS - ENVIRONMENTAL PLANNERS - SURVEYORS
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REVISIONS

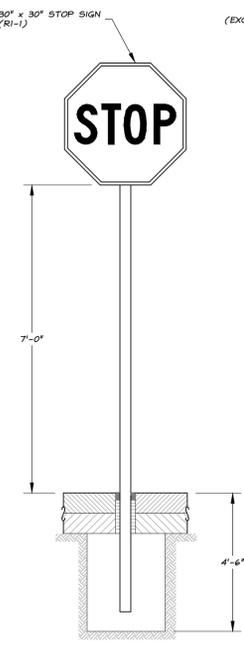
NO.	DATE	DESCRIPTION
1	18 MAR 2016	PRJ. SUBMISSION FOR REVIEW AND COMMENTS BY CITY

ELECTRICAL DETAILS & NOTES
DEPICTING THE REHABILITATION OF PARKING LOTS ALONG
EUGENE O'NEILL DRIVE
PREPARED FOR THE
CITY OF NEW LONDON
EUGENE O'NEILL DRIVE, GREEN STREET, TILLEY STREET, PEARL STREET,
GOLDEN STREET, STATE STREET, BANK STREET, AND STARR STREET,
NEW LONDON, CONNECTICUT

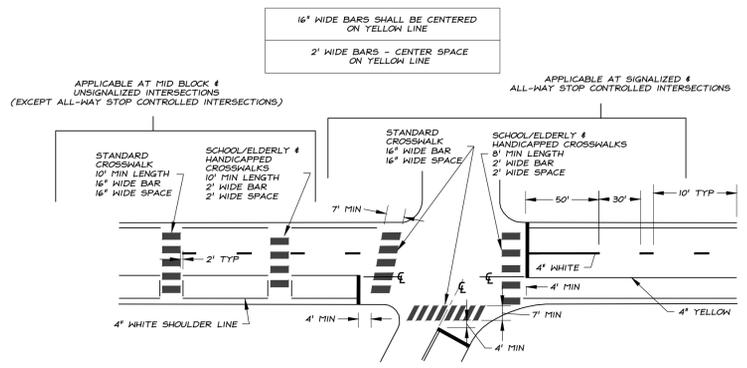
SHEET TITLE
PROJECT NO. 2015-112
PLOT DATE 26 APRIL 2016
DWG NO. **D-04.1**



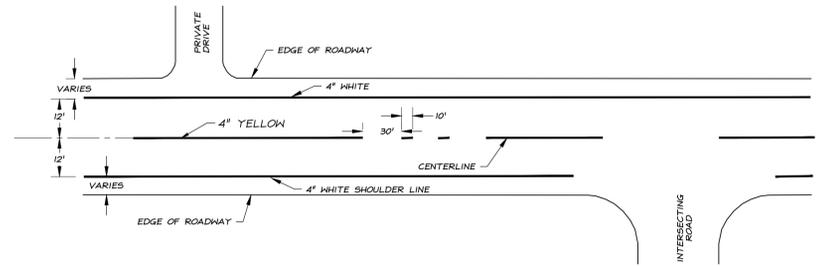
HANDICAP PARKING SIGN
NOT TO SCALE



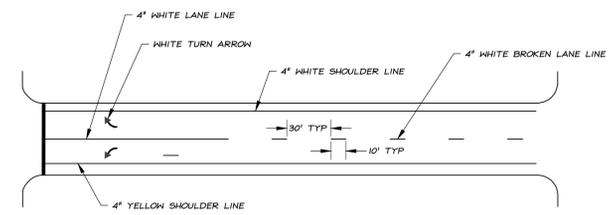
STOP SIGN
NOT TO SCALE



PAVEMENT MARKINGS FOR STOP BARS AND CROSSWALKS
NOT TO SCALE

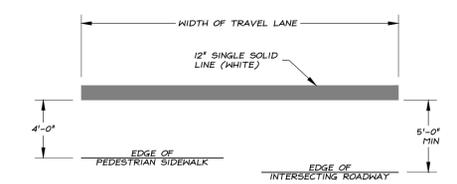


PAVEMENT MARKINGS FOR CENTERLINE AND SHOULDER LINE
NOT TO SCALE

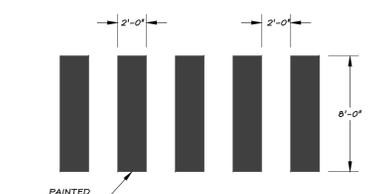


PAVEMENT MARKINGS FOR TURNING LANES
NOT TO SCALE

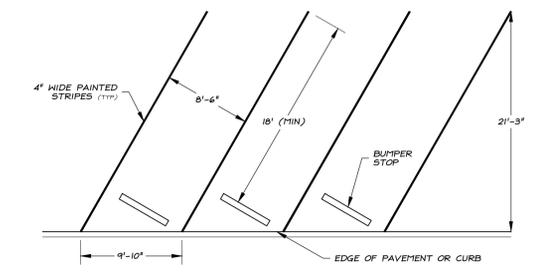
- NOTES:**
- STOP BARS:**
- STOP BARS SHALL BE WHITE
 - STOP BARS SHALL BE 12" (300) MINIMUM UNLESS OTHERWISE NOTED ON PLANS
 - STOP BARS TO BE MARKED A MINIMUM OF 4' (1.2M) IN ADVANCE OF NEAREST EDGE OF CROSSWALK
 - IN ABSENCE OF MARKED CROSSWALK THE STOP BAR SHALL BE PLACED AT THE DESIRED STOPPING POINT NO MORE THAN 30' (9.0M) LESS THAN 5' (1.5M) FROM THE NEAREST EDGE OF THE INTERSECTING ROADWAY AND 90' TO THE CENTERLINE OF ROADWAY
 - THE STOP BAR SHALL ORDINARILY BE PLACED IN LINE WITH THE STOP SIGN. HOWEVER, IF THE STOP SIGN CANNOT BE LOCATED EXACTLY WHERE VEHICLES ARE EXPECTED TO STOP, THE STOP BAR SHOULD BE PLACED AT THE STOPPING POINT
 - STOP BARS AND CENTERLINE (WHEN SIDE STREET WIDTHS ARE 16' (4.8M) OR MORE) ARE TO BE MARKED ON SIDE STREETS WITHIN THE LIMITS OF CONSTRUCTION UNLESS OTHERWISE INDICATED, OR AS DIRECTED BY THE ENGINEER.
- CROSSWALKS:**
- CROSSWALK MARKINGS SHALL BE WHITE
 - AT LOCATIONS WHERE THE CROSSWALK IS SKEWED, BARS TO BE PARALLEL TO ϵ AND ENDS OF BARS TO BE PARALLEL THE LENGTH OF THE BARS WILL VARY DEPENDING ON THE ANGLE OF SKEW
 - SCRAMBLE WALKS TO BE MARKED WITH ONE 24" WIDE LINE ACROSS EACH APPROACH
 - BARS SHALL NORMALLY BE NO CLOSER THAN 2' FROM CURB LINE/EDGE OF ROAD, WHERE EXCESS SPACE MAY DEVELOP THIS DISTANCE MAY BE DECREASED TO 1'
 - ONLY FULL LENGTH BARS ARE TO BE INSTALLED AT CORNERS



TYPICAL STOP BAR
NOT TO SCALE

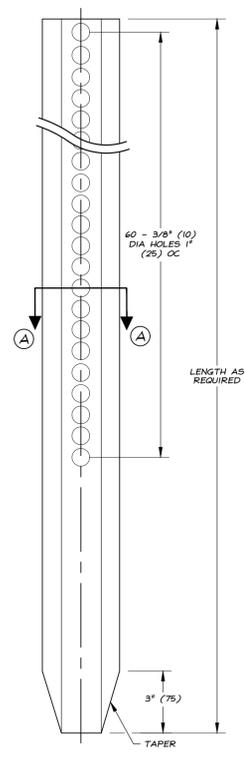
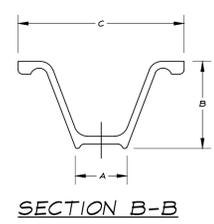
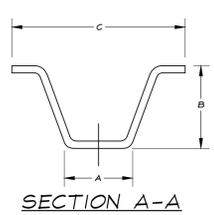


TYPICAL PEDESTRIAN CROSSWALK MARKINGS
NOT TO SCALE

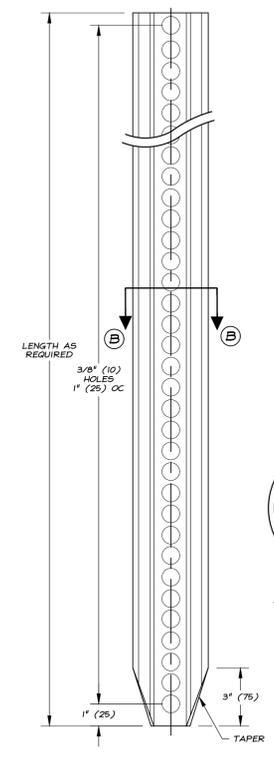


DIAGONAL PARKING STALL STRIPING
NOT TO SCALE

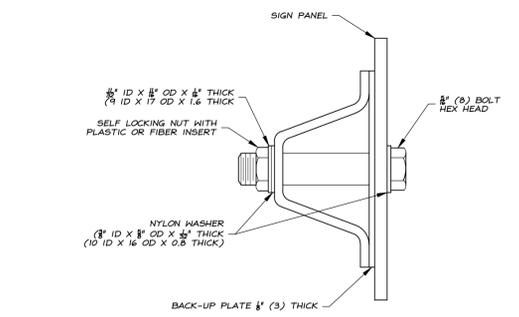
TYPE	WT	A	B	C
A	3 LBS	11"	11"	31"
	4 LBS	11"	11"	31"
B	4 LBS	11"	12"	31"



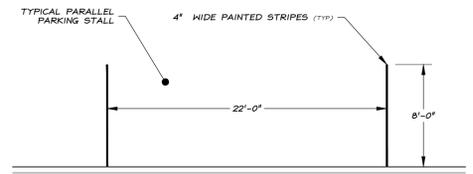
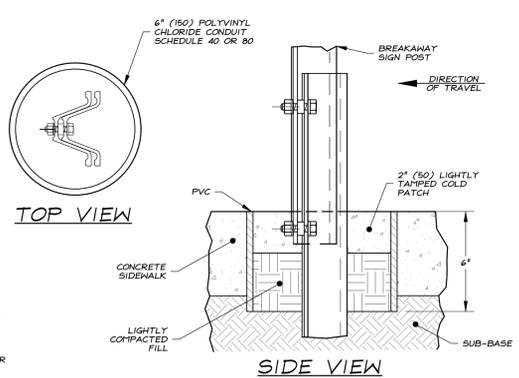
TYPICAL METAL SIGN POSTS
NOT TO SCALE



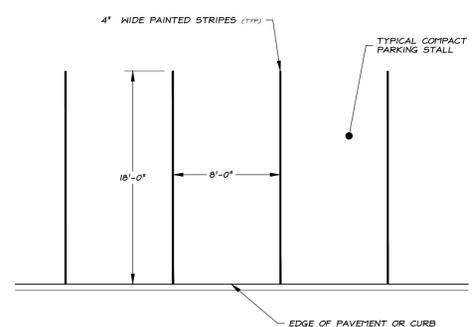
TYPICAL SLEEVE FOR PAVED AREAS
NOT TO SCALE



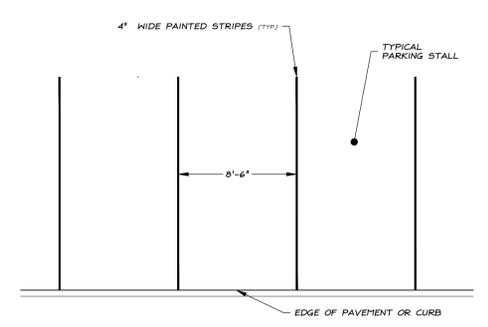
TYPICAL SIGN PANEL ATTACHMENT
NOT TO SCALE



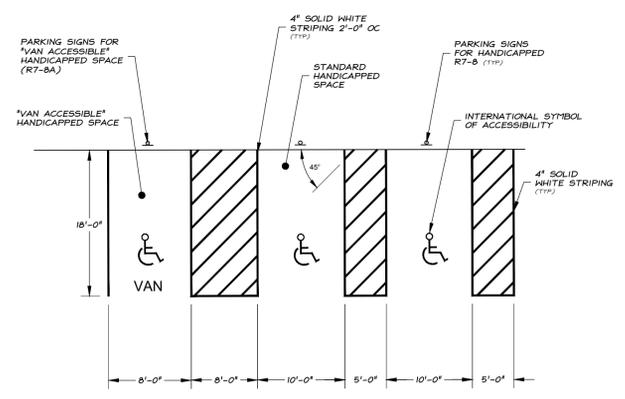
PARALLEL PARKING STALL STRIPING
NOT TO SCALE



COMPACT VEHICLE PARKING STALL STRIPING
NOT TO SCALE



PARKING STALL STRIPING
NOT TO SCALE



HANDICAPPED PARKING STALL LAYOUT
NOT TO SCALE

PROJECT DATA

FIELD BOOK	BOOK No. 28, 64-78 & 8006 No. 29, Pg. 17-24
DWG FILE	15-112 84 021 Traffic Control - Rev. 04.04
LAYOUT TAB	D-05.1 - Traffic Control
SHEET No.	32 OF 39

As Noted

SCALE: AS SHOWN

DATE: JUNE - JULY 2015

PROJECT No. 2015-112

D-208af

STADIA ENGINEERING ASSOCIATES, INC.

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TRAFFIC CONTROL DETAILS
DEPICTING THE REHABILITATION OF THE PARKING LOTS ALONG
EUGENE O'NEILL DRIVE
PREPARED FOR THE
CITY OF NEW LONDON
EUGENE O'NEILL DRIVE, GREEN STREET, TILLEY STREET, PEARL STREET,
GOLDEN STREET, STATE STREET, BANK STREET, AND STARR STREET,
NEW LONDON, CONNECTICUT

DATE: 18 MAR 2016

PROJECT No. 2015-112

PLAT DATE: 26 APRIL 2016

DWG No. **D-05.1**

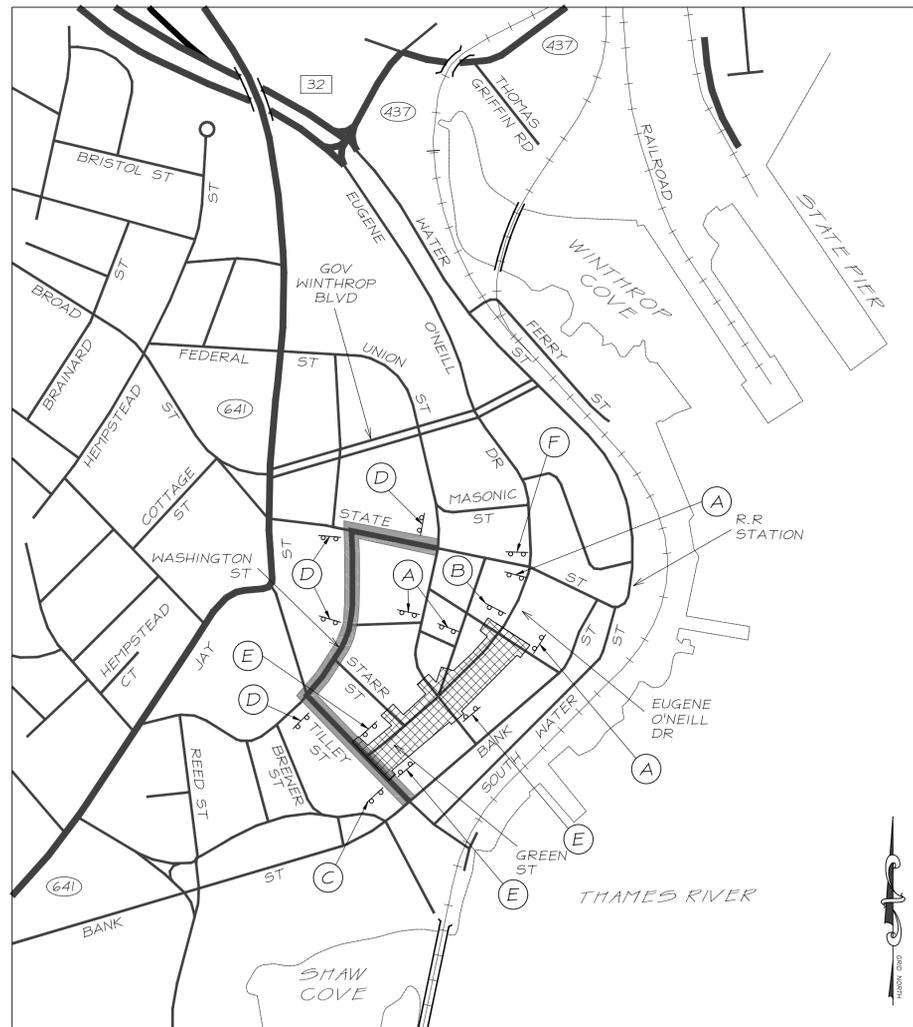
E5 - SERIES				G20 - SERIES				M4 - SERIES				R1 - SERIES				R9 & R11 - SERIES				W1 - SERIES				W3 - SERIES																																																																																																																																			
<p>COPY & BORDER - WHITE BACKGROUND - GREEN</p> <table border="1"> <tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>16.0</td><td>48</td><td>51-5147</td><td>2</td></tr> </table>				AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	16.0	48	51-5147	2	<p>VARIABLE MILEAGE</p> <table border="1"> <tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>8.0</td><td>48x24</td><td>80-9612</td><td>2</td></tr> <tr><td>90.0</td><td>120x108</td><td>80-9728</td><td></td></tr> </table>				AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	8.0	48x24	80-9612	2	90.0	120x108	80-9728		<p>VARIABLE MILEAGE</p> <table border="1"> <tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>2.0</td><td>24x12</td><td>80-9707</td><td>1</td></tr> <tr><td>5.0</td><td>30x24</td><td>80-9703</td><td>1</td></tr> <tr><td>13.0</td><td>48</td><td>31-0552</td><td>1</td></tr> <tr><td>30</td><td>31-0557</td><td>2</td><td></td></tr> </table>				AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	2.0	24x12	80-9707	1	5.0	30x24	80-9703	1	13.0	48	31-0552	1	30	31-0557	2		<p>COPY & BORDER - WHITE BACKGROUND - GREEN</p> <table border="1"> <tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>16.0</td><td>48</td><td>80-9432L</td><td>1</td></tr> <tr><td>16.0</td><td>48</td><td>80-9432R</td><td>1</td></tr> <tr><td>16.0</td><td>48</td><td>51-5147</td><td>2</td></tr> <tr><td>16.0</td><td>48</td><td>51-5147</td><td>2</td></tr> </table>				AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	16.0	48	80-9432L	1	16.0	48	80-9432R	1	16.0	48	51-5147	2	16.0	48	51-5147	2	<p>COPY & BORDER - WHITE BACKGROUND - RED</p> <table border="1"> <tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>5.19</td><td>30</td><td>31-0552</td><td>1</td></tr> <tr><td>13.30</td><td>48</td><td>31-0557</td><td>2</td></tr> </table>				AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	5.19	30	31-0552	1	13.30	48	31-0557	2	<p>COPY & BORDER - BLACK BACKGROUND - WHITE</p> <table border="1"> <tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>3.75</td><td>30x18</td><td>80-9076</td><td>1</td></tr> <tr><td>12.5</td><td>60x30</td><td>80-9077</td><td>2</td></tr> </table>				AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	3.75	30x18	80-9076	1	12.5	60x30	80-9077	2	<p>VARIABLE MILEAGE COPY & BORDER - BLACK BACKGROUND - WHITE</p> <table border="1"> <tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>9.0</td><td>36</td><td>80-9432L</td><td>1</td></tr> <tr><td>9.0</td><td>36</td><td>80-9432R</td><td>1</td></tr> <tr><td>16.0</td><td>48</td><td>51-5147</td><td>2</td></tr> <tr><td>16.0</td><td>48</td><td>51-5147</td><td>2</td></tr> </table>				AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	9.0	36	80-9432L	1	9.0	36	80-9432R	1	16.0	48	51-5147	2	16.0	48	51-5147	2	<p>(L)</p> <table border="1"> <tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>16.0</td><td>48</td><td>80-9433L</td><td>2</td></tr> <tr><td>16.0</td><td>48</td><td>80-9433R</td><td>2</td></tr> </table>				AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	16.0	48	80-9433L	2	16.0	48	80-9433R	2	<p>(R)</p> <table border="1"> <tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr></table>				AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
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 OCTAGON - RED W/ WHITE BORDER ARROW & BORDER - BLACK BACKGROUND - ORANGE | AREA (SQ. FT.) | SIZE (INCHES) | CONN. D.O.T. # | POSTS | |----------------|---------------|----------------|-------| | 9.0 | 36 | 80-9008 | 1 | | | | || VARIABLE MILEAGE | AREA (SQ. FT.) | SIZE (INCHES) | CONN. D.O.T. # | POSTS | |----------------|---------------|----------------|-------| | 9.0 | 36 | 80-9711 | 1 | | 16.0 | 48 | 80-9712 | 2 | | | | | VARIABLE ARROW | AREA (SQ. FT.) | SIZE (INCHES) | CONN. D.O.T. # | POSTS | |----------------|---------------|----------------|-------| | 3.0 | 24x18 | 80-9708 | 1 | | 6.25 | 30x30 | 80-9706 | 1 | | 10.83 | 60 | 31-0523 | 1 | | 30 | 31-0528 | 2 | | | | | | COPY & BORDER - RED BACKGROUND - WHITE | AREA (SQ. FT.) | SIZE (INCHES) | CONN. D.O.T. # | POSTS | |----------------|---------------|----------------|-------| | 3.40 | 36 | 31-0523 | 1 | | 10.83 | 60 | 31-0528 | 2 | | | | | VARIABLE ARROW COPY & BORDER - BLACK BACKGROUND - WHITE | AREA (SQ. FT.) | SIZE (INCHES) | CONN. D.O.T. # | POSTS | |----------------|---------------|----------------|-------| | 2.0 | 24x12 | 80-9074 | 1 | | 12.5 | 60x30 | 80-9078 | 2 | | | | | VARIABLE MILEAGE COPY & BORDER - BLACK BACKGROUND - WHITE | AREA (SQ. FT.) | SIZE (INCHES) | CONN. D.O.T. # | POSTS | |----------------|---------------|----------------|-------| | 4.5 | 36x18 | 80-9422 | 1 | | 16.0 | 48 | 80-9434L | 2 | | 16.0 | 48 | 80-9434R | 2 | | 25.0 | 60 | 80-9466L | 2 | | 25.0 | 60 | 80-9466R | 2 | | | | | (L) | AREA (SQ. FT.) | SIZE (INCHES) | CONN. D.O.T. # | POSTS | |----------------|---------------|----------------|-------| | 16.0 | 48 | 80-9434L | 2 | | 16.0 | 48 | 80-9434R | 2 | | | | | (R) | AREA (SQ. FT.) | SIZE (INCHES) | CONN. D.O.T. # | POSTS | |----------------|---------------|----------------|-------| | 16.0 | 48 | 80-9434L | 2 | | 16.0 | 48 | 80-9434R | 2 | | | | | TRIANGLE - RED W/ WHITE BORDER ARROW & BORDER - BLACK BACKGROUND - ORANGE | AREA (SQ. FT.) | SIZE (INCHES) | CONN. D.O.T. # | POSTS | |----------------|---------------|----------------|-------| | 9.0 | 36 | 80-9050 | 1 | | 16.0 | 48 | 80-9051 | 2 | | | | |
GENERAL STATUTES SEC 13A-115, 13A-145 COMMISSIONER OF TRANSPORTATION	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS			----------------	---------------	----------------	---------	---		16-M	5.0	30x24	80-1613	1		16-N	17.5	60x42	80-1608	2		16-E	35.0	84x60	80-1605	2					VARIABLE MILEAGE	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		7.0	72x14	80-9720						VARIABLE ARROW	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		16.0	48	51-5147	2					COPY & BORDER - BLACK BACKGROUND - WHITE	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		2.0	24x12	80-9075	1		12.5	60x30	80-9081	2					COPY & BORDER - BLACK BACKGROUND - WHITE	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		14.0	48x42	31-1906	2		22.5	60x54	31-1907	2		30.0	72x60	31-1908	2					(L)	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		15.0	12x18	80-9402	1		5.0	24x30	80-9403	1		7.5	30x36	80-9404	1					(R)	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		15.0	12x18	80-9402	1		5.0	24x30	80-9403	1		7.5	30x36	80-9404	1					TOP CIRCLE - RED MIDDLE CIRCLE - YELLOW BOTTOM CIRCLE - GREEN COPY & BORDER - BLACK BACKGROUND - ORANGE	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		9.0	36	80-9054	1		16.0	48	80-9055	2																																																																																																																		
GENERAL STATUTES SEC 13A-115, 13A-145 COMMISSIONER OF TRANSPORTATION	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS			----------------	---------------	----------------	---------	---		16-5	10.0	48x30	80-1619	2					VARIABLE ARROW COPY & BORDER - WHITE BACKGROUND - BLUE	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		9.0	36	50-5934	1		15.0	60x36	50-5935	1					VARIABLE ARROW	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		5.0	30x24	80-9710	2					COPY & BORDER - BLACK BACKGROUND - WHITE	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		5.0	24x30	31-1926	1		10.0	48x30	80-1908	2					COPY & BORDER - BLACK BACKGROUND - WHITE	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		14.0	48x42	31-1906	2		22.5	60x54	31-1907	2		30.0	72x60	31-1908	2					(L)	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		25.0	60	80-9444L	2		25.0	60	80-9444R	2					(R)	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		25.0	60	80-9444L	2		25.0	60	80-9444R	2					WHITE ORANGE NEW SIGNAL IN OPERATION COPY & BORDER - WHITE BACKGROUND - GREEN	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		9.0	36	41-0820	1																																																																																																																																								
(L) (R)	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		16.0	48	80-9917L	2		16.0	48	80-9917R	2					VARIABLE MILEAGE	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		16.0	48	51-5147	2					SUBPLATE VARIABLE SPEED	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		2.25	18	80-9568	1		4.0	24	80-9569	1		16.0	48	80-9604	2					VARIABLE DISTANCE	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		6.25	30	80-9602	1		9.0	36	80-9603	1		16.0	48	80-9604	2					(L)	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		16.0	48	80-9836	2					(R)	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		16.0	48	80-9839	2		16.0	48	80-9804	2					VARIABLE MILEAGE	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		9.0	36	80-9607	1					VARIABLE MILEAGE	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		9.0	36	80-9620	1		12.0	48x18	80-9914	2		16.0	48	80-9625	2		3.33	48x10	80-9916	2					(1) (2)	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		9.0	36	80-9933	1		16.0	48	80-9934	2					(1) (2)	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		12.5	60x30	80-9928	2		24.0	72x48	80-9929	2					(1) (2)	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		16.0	48	80-9934	2					(1) (2)	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		16.0	48	80-9934	2					SIDE A SIDE B STOP SLOW	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		9.0	36	41-0820	1		16.0	48	80-9957	1		9.0	36	80-9958	2		16.0	48	80-9959	2				
(L)	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		16.0	48	80-9911L	2		16.0	48	80-9911R	2					(R)	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		12.0	72x24	80-9519	2					VARIABLE SPEED	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		9.0	36	80-9506	1		16.0	48	80-9508	2					VARIABLE DISTANCE	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		9.0	36	80-9614	1		16.0	48	80-9615	2					(L)	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		16.0	48	80-9837	2					(R)	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		16.0	48	80-9838	2					VARIABLE MILEAGE	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		32.0	96x48	80-9815						VARIABLE MILEAGE	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		9.0	36	80-9620	1		12.0	48x18	80-9914	2		16.0	48	80-9625	2		3.33	48x10	80-9916	2					(1) (2)	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		16.0	48	80-9951	2					(1) (2)	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		16.0	48	80-9956	2					(1) (2)	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		16.0	48	80-9957	1		9.0	36	80-9958	2		16.0	48	80-9959	2					(1) (2)	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		16.0	48	80-9954	2					SIDE A SIDE B STOP SLOW	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		9.0	36	41-0820	1		16.0	48	80-9957	1		9.0	36	80-9958	2		16.0	48	80-9959	2																			
(L)	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		16.0	48	80-9911L	2		16.0	48	80-9911R	2					(R)	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		12.0	72x24	80-9519	2					VARIABLE SPEED	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		9.0	36	80-9506	1		16.0	48	80-9508	2					VARIABLE DISTANCE	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		9.0	36	80-9614	1		16.0	48	80-9615	2					(L)	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		16.0	48	80-9837	2					(R)	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		16.0	48	80-9838	2					VARIABLE MILEAGE	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		32.0	96x48	80-9815						VARIABLE MILEAGE	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		9.0	36	80-9620	1		12.0	48x18	80-9914	2		16.0	48	80-9625	2		3.33	48x10	80-9916	2					(1) (2)	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		16.0	48	80-9951	2					(1) (2)	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		16.0	48	80-9956	2					(1) (2)	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS		----------------	---------------	----------------	-------		16.0	48	80-9957	1		9.0	36	80-9958	2																																																																													

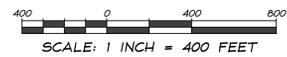
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27.50	65X60	31-1733	28	.125																																																																																																																																																																
AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.																																																																																																																																																																
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AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.																																																																																																																																																																
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12.00	36X48	31-0804	2	.100																																																																																																																																																																
AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.																																																																																																																																																																
2.25	18X18	31-0841	1	.080																																																																																																																																																																
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NEW LONDON

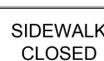
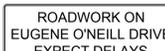


ADVANCE WARNING SIGNS



LEGEND

-  CONSTRUCTION SIGNS
-  WORK AREA
-  DETOUR ROUTE

SIGN	DESCRIPTION	CONN DOT CODE NO
(A)		80-9604
(B)		80-9712
(C)		80-9612
(D)		80-9916
(E)		80-9076
(F)		80-9928

GENERAL NOTES FOR ALL STAGES:

1. MAINTAIN TRAFFIC OPERATIONS AT ALL TIMES IN ACCORDANCE WITH CONTRACT SPECIAL PROVISION SECTIONS 1.08 - PROSECUTION AND PROGRESS AND ITEM NO. 0971001A "MAINTENANCE AND PROTECTION OF TRAFFIC"
2. TRAFFIC PERSONS ARE TO BE USED WHENEVER TRAFFIC CONTROL DEVICES ARE INSTALLED, RELOCATED OR REMOVED
3. THE CONTRACTOR SHALL SUBMIT ANY PROPOSED VARIATIONS TO THESE STAGE CONSTRUCTION PLANS TO THE ENGINEER FOR APPROVAL AT LEAST 30 DAYS BEFORE THE WORK BEGINS
4. THE MAXIMUM PERMISSIBLE PAVEMENT EDGE DROP-OFF IS THREE INCHES. ALL EDGE DROP-OFFS GREATER THAN THREE INCHES SHALL BE GRADED AWAY FROM THE PAVEMENT EDGE AT A MAXIMUM PERMISSIBLE SIDE SLOPE (TRANSVERSE TO THE DIRECTION OF TRAVEL) OF ONE (VERTICAL); FOUR (HORIZONTAL), OR PROTECTED WITH TEMPORARY PRECAST CONCRETE BARRIER CURB. PAVEMENT TRANSITIONS TO BE PAID FOR UNDER "MAINTENANCE AND PROTECTION OF TRAFFIC"
5. LOCATIONS FOR TEMPORARY SIGNS ARE APPROXIMATE AND SHALL BE ADJUSTED AS DIRECTED BY THE ENGINEER SO AS NOT TO CONFLICT WITH EXISTING PERMANENT SIGNS. EXISTING SIGNS IN CONFLICT WITH TEMPORARY SIGNS SHALL BE ADJUSTED TO MEET FIELD CONDITIONS
6. TRAFFIC SIGNS SHALL BE MOUNTED ON POSTS WHEN FEASIBLE
7. CONTRACTOR SHALL REMOVE OR COVER EXISTING CONFLICTING PAVEMENT MARKINGS
8. CONTRACTOR TO USE PREFORM BLACK LINE MASK PAVEMENT MARKING TAPE 6" TO COVER EXISTING PAVEMENT MARKINGS
9. ALL TEMPORARY PAVEMENT MARKINGS SHALL BE HOT-APPLIED PAINTED PAVEMENT MARKINGS WITHIN THE PROJECT LIMITS. ANY MARKINGS OUTSIDE OF THE LIMITS SHALL BE TEMPORARY PLASTIC PAVEMENT MARKING TAPE. ANY PAVEMENT MARKINGS TO EXTEND THROUGH THE WINTER SHALL BE EPOXY RESIN
10. WHEN CONSTRUCTING FINAL PAVEMENT, THE FINAL LIFT OF BITUMINOUS CONCRETE AND FINAL PAVEMENT MARKINGS SHALL NOT BE PLACED UNTIL ALL CONSTRUCTION HAS BEEN COMPLETED
11. REFER TO THE APPLICABLE CONSTRUCTION TRAFFIC CONTROL PLANS CONTAINED IN THE SPECIAL PROVISION FOR MAINTENANCE AND PROTECTION OF TRAFFIC FOR ADDITIONAL NOTES
12. CONTRACTOR SHALL NOTIFY THE TOWN AND EMERGENCY SERVICES AT LEAST 14 DAYS IN ADVANCE OF ROAD CLOSURE/DETOUR
13. PEDESTRIAN PATTERNS SHALL BE MAINTAINED AT ALL TIMES ON A PAVED SURFACE. WHERE CONSTRUCTION MAY INTERRUPT A PEDESTRIAN MOVEMENT TEMPORARILY, THE CONTRACTOR SHALL MAKE PROVISIONS TO CROSS PEDESTRIANS SAFELY AND SIGN AT NEAREST ALTERNATE CROSSING. PEDESTRIAN PATTERNS SHALL REMAIN UNOBSTRUCTED AT THE END OF EACH WORKDAY UNLESS OTHERWISE CROSSING

DETOUR NOTES:

1. ALL CONSTRUCTION SIGNING SHALL CONFORM TO THE STANDARDS IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND THE REQUIREMENTS OF THE CONNECTICUT DEPARTMENT OF TRANSPORTATION
2. LOCATIONS OF TEMPORARY SIGNS ARE APPROXIMATE AND SHALL BE ADJUSTED IN THE FIELD AS DIRECTED BY THE ENGINEER SO AS NOT TO CONFLICT WITH EXISTING PERMANENT SIGNS. EXISTING SIGNS IN CONFLICT WITH TEMPORARY SIGNS SHALL BE COVERED OR RELOCATED AS DIRECTED BY THE ENGINEER
3. TEMPORARY SIGNS AND OTHER TEMPORARY TRAFFIC PROTECTIVE DEVICES SHALL REMAIN IN PLACE AS SHOWN THROUGHOUT THE FULL DURATION OF CONSTRUCTION. UNIFORMED TRAFFIC MEN SHALL BE REQUIRED WHEN DEVICES SHOWN ARE INSTALLED, RELOCATED OR REMOVED
4. TRAFFIC SIGNS SHALL BE MOUNTED ON POSTS UNLESS OTHERWISE DIRECTED
5. THE CONTRACTOR SHALL NOTIFY THE TOWN OF CHESTER AT LEAST 14 DAYS IN ADVANCE OF HIS PLAN TO IMPLEMENT THE TRAFFIC DETOUR PLAN
6. THE CONTRACTOR SHALL IMPLEMENT THE DETOUR PLAN AND MAINTENANCE AND PROTECTION OF TRAFFIC PLAN BEFORE THE START OF CONSTRUCTION
7. ALL SIGNS AND SIGN POSTS ARE TO BE REMOVED UPON COMPLETION OF CONSTRUCTION AND THE ROADWAY IS RE-OPENED TO TRAFFIC
8. CONTRACTOR TO OBTAIN ALL NECESSARY PERMITS FOR PLACEMENT OF SIGNS WITHIN THE CTDOT RIGHT-OF-WAY

PROJECT DATA	
FIELD BOOK	BOOK NO. 28, 84-78 & BOOK NO. 29, Pg. 17-18
DWG. FILE	15-112-85 DET MPT - Rev. 04.dwg
LAYOUT TAB	D-06.1 - Traffic Detour Plan
SHEET No.	35 OF 39

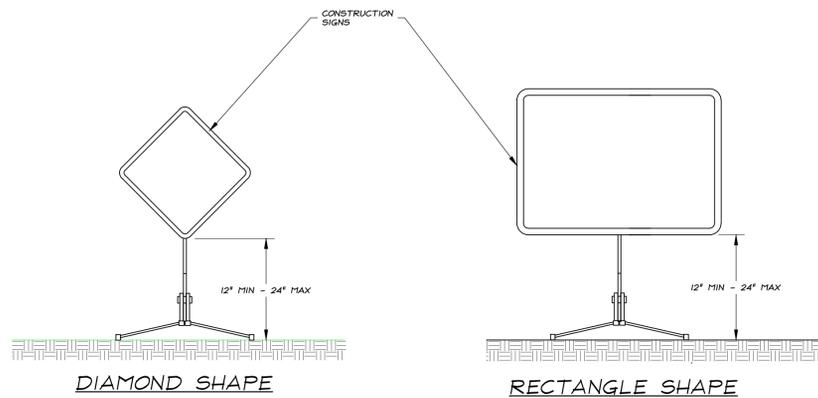
As Noted	
FIELD BOOK	A.R. 8 J.A.
DWG. BY	A.R. 8 J.A.
FIELD DATE	JUNE - JULY 2015
DWG. DATE	JULY 2015
PROJECT No.	2015-112
DWG. No.	D-208A1

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 FAX: (508) 237-4272
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 E-Mail: info@stadiaz.com

REVISIONS	
DATE	INITIALS
18 MAR 2016	J.A.
P&E SUBMISSION RELEASED FOR REVIEW AND COMMENTS BY CITY	

TRAFFIC DETOUR PLAN
 DEPICTING THE REHABILITATION OF THE PARKING LOTS ALONG
EUGENE O'NEILL DRIVE
 PREPARED FOR THE
CITY OF NEW LONDON
 EUGENE O'NEILL DRIVE, GREEN STREET, TILLEY STREET, PEARL STREET,
 GOLDEN STREET, STATE STREET, BANK STREET, AND STARR STREET,
 NEW LONDON, CONNECTICUT

SHEET TITLE	TRAFFIC DETOUR PLAN
PROJECT No.	2015-112
PLAT DATE	26 APRIL 2016
DWG. No.	D-06.1

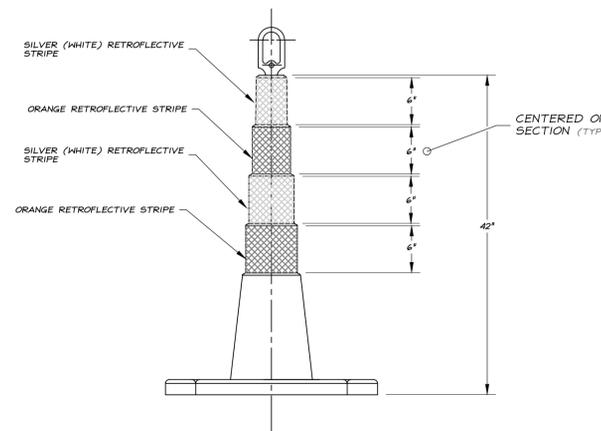


PORTABLE CONSTRUCTION SIGNS

NOT TO SCALE

NOTES:

1. SIGNS AND THEIR PORTABLE SUPPORTS SHALL CONFORM TO THE REQUIREMENTS OF NCHRP REPORT 350 (TL-3) AND THE LATEST EDITION OF THE MUTCO
2. MOUNTING HEIGHT OF SIGNS SHALL BE A MINIMUM OF 12" AND A MAXIMUM OF 24"
3. THE ENGINEER RESERVES THE RIGHT TO REJECT ANY BARRICADE DEEMED UNSUITABLE FOR THE PURPOSE INTENDED
4. PORTABLE SIGN SUPPORTS SHALL BE STABILIZED IN A MANNER THAT WILL NOT AFFECT THEIR COMPLIANCE WITH NCHRP REPORT 250 (TL-3)

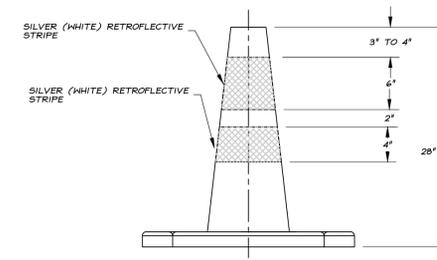


42" TRAFFIC CONE

NOT TO SCALE

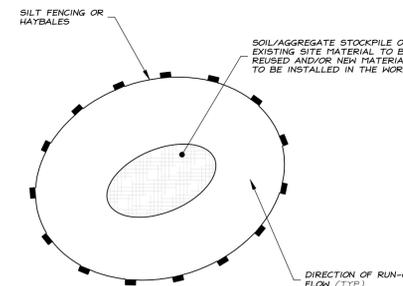
NOTES:

1. TRAFFIC CONES SHALL CONFORM TO THE REQUIREMENTS OF NCHRP REPORT 350 AND THE LATEST EDITION OF THE MUTCO
2. CONES SHALL BE PREDOMINATELY FEDERAL ORANGE IN COLOR AND RETROREFLECTIVE AS REQUIRED IN THE SPECIFICATIONS
3. IF RUBBER CONES ARE USED, THEY SHALL HAVE INTERIOR RIBS FOR RIGIDITY
4. IF PLASTIC CONES ARE USED, THEY SHALL BE COLOR IMPREGNATED
5. THE ENGINEER RESERVES THE RIGHT TO REJECT ANY CONE DEEMED UNSUITABLE FOR THE PURPOSED INTENDED



TRAFFIC CONE

NOT TO SCALE

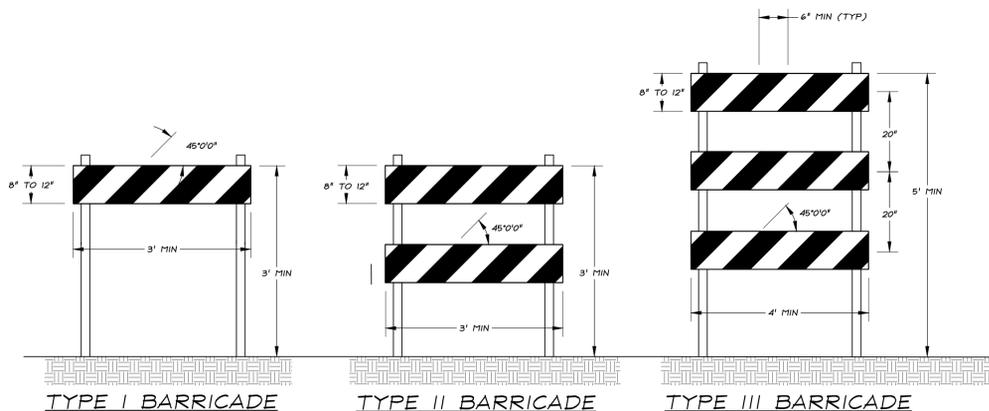


MATERIAL STOCKPILE

NOT TO SCALE

NOTES:

1. ALL EXISTING EXCAVATED MATERIAL THAT IS NOT TO BE REUSED IN THE WORK IS TO IMMEDIATELY REMOVED FROM THE SITE AND PROPERLY DISPOSED OF
2. SOIL/AGGREGATE STOCKPILE SITES TO BE WHERE SHOWN IN THE DRAWINGS
3. RESTORE STOCKPILE SITES TO PRE-EXISTING PROJECT CONDITIONS AND RESEED AS REQUIRED
4. STOCKPILE HEIGHTS MUST NOT EXCEED 35' STOCKPILE SLOPES MUST BE 2:1 OR FLATTER
5. DO NOT PLACE STOCKPILE AGAINST CURBS TO ALLOW FREE FLOW OF STORMWATER

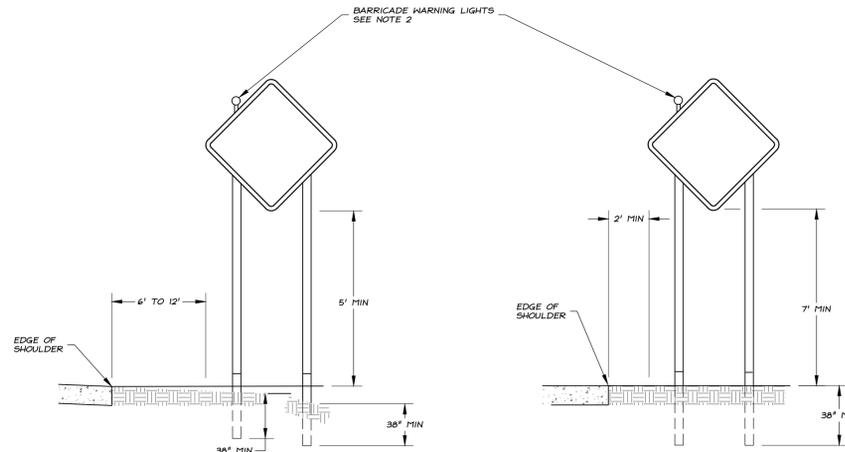


CONSTRUCTION BARRICADES

NOT TO SCALE

NOTES:

1. CONSTRUCTION BARRICADES SHALL CONFORM TO THE REQUIREMENTS OF NCHRP REPORT 350 (TL-3) AND THE LATEST EDITION OF THE MUTCO
2. MARKINGS FOR BARRICADE RAILS SHALL BE ALTERNATE ORANGE AND WHITE STRIPES SLOPING DOWNWARD IN THE DIRECTION TRAFFIC IS TO PASS 6" WIDE STRIPES SHALL BE USED
3. THE ENTIRE AREA OF ORANGE AND WHITE STRIPES SHALL BE RETROREFLECTIVE SHEETING AS REQUIRED IN THE SPECIFICATIONS, RAILS FOR TYPE I AND TYPE II BARRICADES SHALL BE RETROREFLECTIVE ON BOTH SIDES, WHERE TRAFFIC PASSES ONLY IN ONE DIRECTION OF TRAVEL, ONLY THE SIDE FACING TRAFFIC SHALL BE RETROREFLECTIVE
4. THE ENGINEER RESERVES THE RIGHT TO REJECT ANY BARRICADE DEEMED UNSUITABLE FOR THE PURPOSE INTENDED
5. CORNERS OF THE BARRICADE RAILS SHALL BE ROUNDED

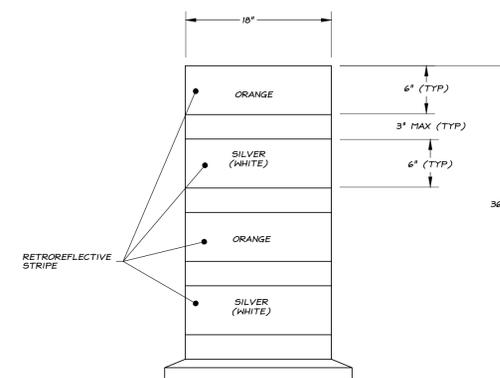


PLACEMENT OF CONSTRUCTION SIGNS

TYPICAL LONG TERM INSTALLATION
NOT TO SCALE

NOTES:

1. SUPPORTS SHALL BE METAL SIGN POSTS AND HAVE BREAK-AWAY FEATURES, SEE TYPICAL SHEETS:
 "TYPICAL SIGN SUPPORT AND SIGN PLACEMENT DETAILS - GORE EXIT SIGN"
 "TYPICAL METAL SIGN POSTS AND SIGN MOUNTING DETAILS"
 "TYPICAL SQUARE METAL SIGN POSTS AND SIGN MOUNTING DETAILS"
2. AS REQUIRED, WARNING LIGHTS ARE TO BE MOUNTED BEHIND THE SIGN SO THAT ONLY THE ILLUMINATED PORTION IS EXPOSED TO VIEW. MOUNT ON THE EDGE OF SIGN NEAREST TRAFFIC LANE



TRAFFIC DRUM - FRONT VIEW

NOT TO SCALE

NOTES:

1. TRAFFIC DRUM SHALL CONFORM TO THE REQUIREMENTS OF NCHRP REPORT 350 AND THE LATEST EDITION OF THE MUTCO
2. THE ENGINEER RESERVES THE RIGHT TO REJECT ANY DRUM DEEMED UNSUITABLE FOR THE PURPOSE INTENDED
3. THE ENTIRE AREA OF ORANGE AND WHITE STRIPES SHALL BE RETROREFLECTIVE SHEETING AS REQUIRED IN THE SPECIFICATIONS
4. THE SECTIONS OF DRUMS NOT COVERED WITH RETROREFLECTIVE STRIPES SHALL BE ORANGE

PROJECT DATA	
FIELD BOOK	BOOK NO. 26, 24, 14 & BOOK NO. 25, Pg. 17-18
DWG. FILE	15-112 81 047 MP - Rev. 04.dwg
LAYOUT TAB	D-06.2 - Traffic Control
SHEET No.	36 OF 39

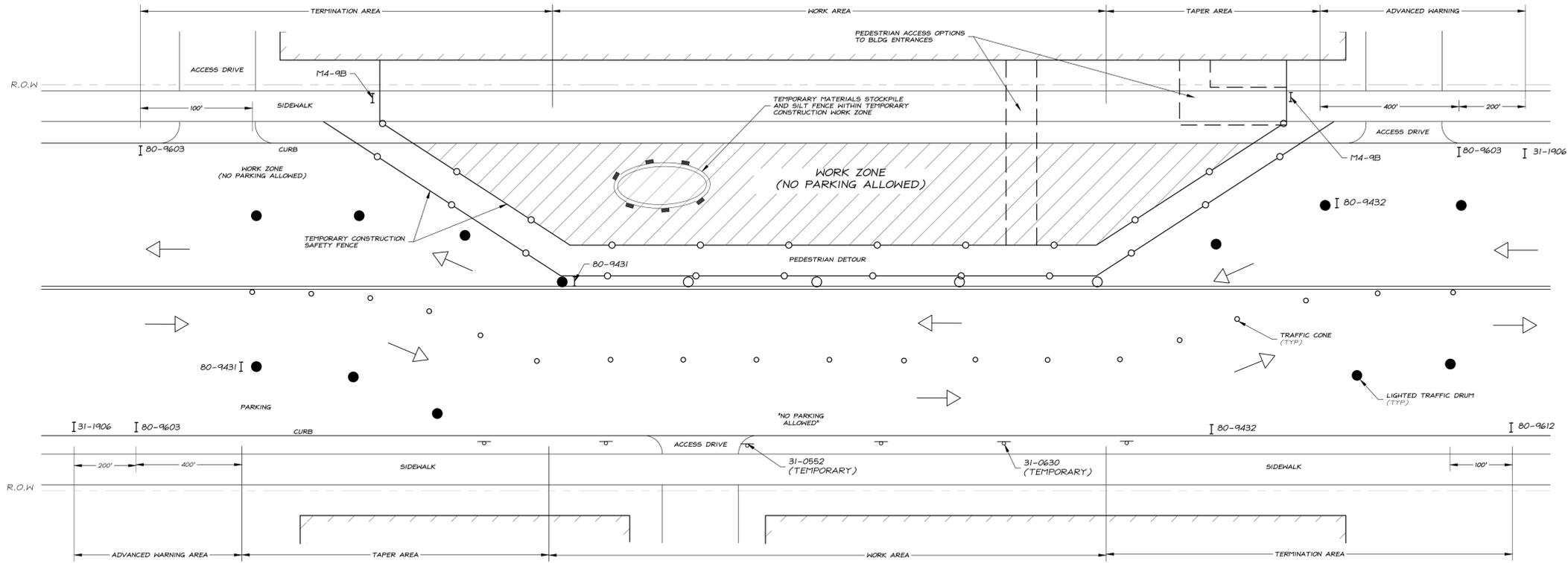
As Noted	
REV. NO.	REV. DATE
1	A.R. & J.A.
2	JUNE - JULY 2015
3	JULY 2015
PROJECT No.	2015-112
DWG. No.	D-208AJ

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 E-mail: info@stadiaeng.com

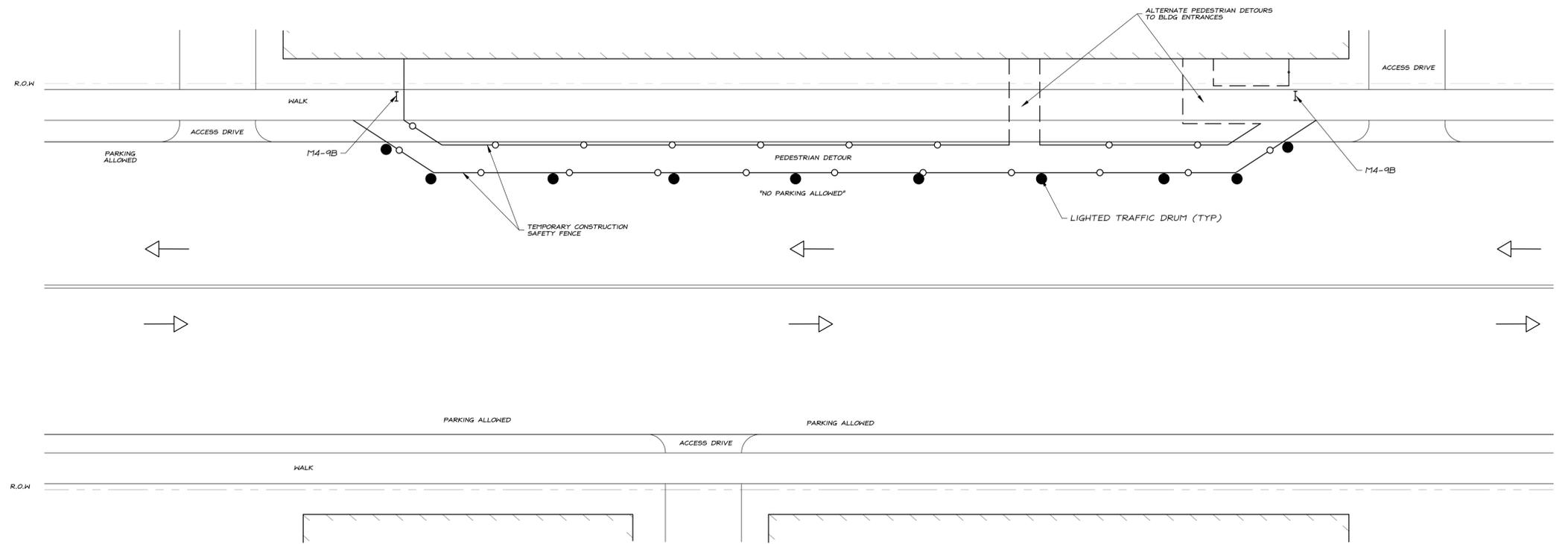
DATE	INITIALS	REVISIONS
18 MAR 2016	J.A.	PRELIMINARY SUBMISSION FOR REVIEW AND COMMENTS BY CITY

TRAFFIC CONTROL DETAILS
 DEFICING THE REHABILITATION OF THE PARKING LOTS ALONG
EUGENE O'NEILL DRIVE
 PREPARED FOR THE
CITY OF NEW LONDON
 EUGENE O'NEILL DRIVE, GREEN STREET, TILLEY STREET, PEARL STREET,
 GOLDEN STREET, STATE STREET, BANK STREET, AND STARR STREET
 NEW LONDON, CONNECTICUT

PROJECT No.	2015-112
PLOT DATE	26 APRIL 2016
DWG. No.	D-06.2



TRAFFIC CONTROL PLAN DURING CONSTRUCTION HOURS
NOT TO SCALE

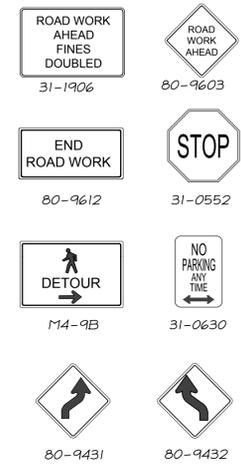


TRAFFIC CONTROL PLAN DURING CONSTRUCTION OFF-WORK HOURS
NOT TO SCALE

NOTES:

1. DURING CONSTRUCTION WORK HOURS, A MIN OF 2-12' LANES OF 2 WAY TRAFFIC AND 5' WIDE PEDESTRIAN DETOUR SHALL BE DIVERTED AROUND WORK ZONE AS SHOWN.
2. DURING CONSTRUCTION OFF-WORK HOURS (DAY OR NIGHT), TRAFFIC SHALL DIVERT BACK TO 2-12' LANES OF 2-WAY TRAFFIC AND PEDESTRIAN DETOUR MOVED TO THE EDGE OF THE ROAD AS SHOWN. CONES AND TEMPORARY PARKING SIGNS SHALL BE REMOVED AND STORED.
3. DURING CONSTRUCTION OF ALTERNATING SIDES OF THE ROAD, MAINTENANCE AND PROTECTION OF TRAFFIC SHALL BE CONSISTENT WITH THIS PLAN.
4. PEDESTRIAN ACCESS TO ALL BUSINESS SHALL REMAIN OPEN AT ALL TIMES UNLESS CONTRACTOR COORDINATES OTHER ACCESS WITH BUSINESS OWNER.
5. ACCESS DRIVES SHALL REMAIN OPEN AT ALL TIMES UNLESS CONTRACTOR COORDINATES OTHER ACCESS WITH BUSINESS OWNER. ANY ACCESS DRIVE CLOSURES MUST BE APPROVED BY THE TOWN ENGINEER AND FIRE MARSHAL.
6. ALL SIDEWALKS AND ROADWAY SHALL BE FULLY PASSABLE ON WEEKENDS WHEN POSSIBLE.
7. ALL SIDEWALKS AND ROADWAY SHALL BE FULLY PASSABLE WITH NO CONSTRUCTION ZONES ON MAIN STREET OVER THANKSGIVING DAY WEEKEND AND THE LIGHT PARADE WEEKEND IN DECEMBER.
8. THE COSTS OF ALL SIGNS, CONES, DRUMS, FENCING, AND ALL OTHER TRAFFIC CONTROL DEVICES SHALL BE INCLUDED IN THE MAINTENANCE AND PROTECTION OF TRAFFIC.

CONE / DRUM SPACING
< 40 MPH 20' MIN



LEGEND

- TRAFFIC CONE
- TRAFFIC DRUM
- TEMPORARY CONSTRUCTION SIGN SUPPORT
- SIGN AND SINGLE POST
- TRAFFIC FLOW
- ▨ TEMPORARY CONSTRUCTION ZONE

PROJECT DATA	
FIELD BOOK	8006 No. 28, 64-78 & 8006 No. 29, Pg. 17-18
DWG. FILE	15-112-05 DET WPT - Rev 04.dwg
LAYOUT TAB	D-06.3 - Traffic Control
SHEET No.	37 OF 39

As Noted

DATE: 18 MAR 2016

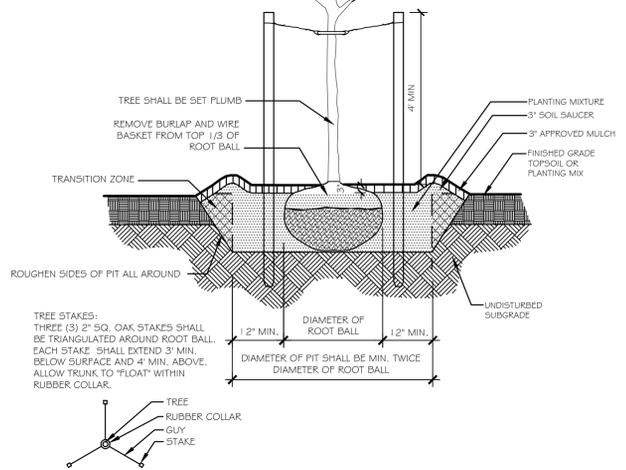
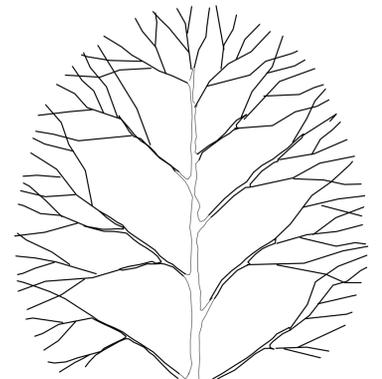
PROJECT No. 2015-112

DATE: 26 APRIL 2016

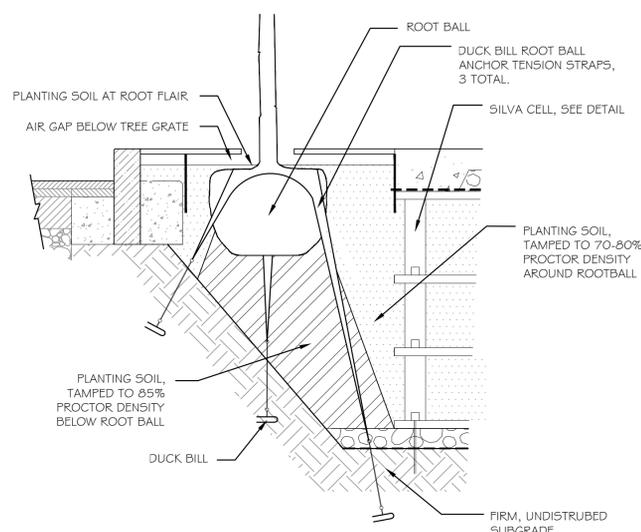
DWG No. **D-06.3**

STADIA ENGINEERING ASSOCIATES, INC.
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1000 Main Street, Suite 100
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E-mail: info@stadiaeng.com

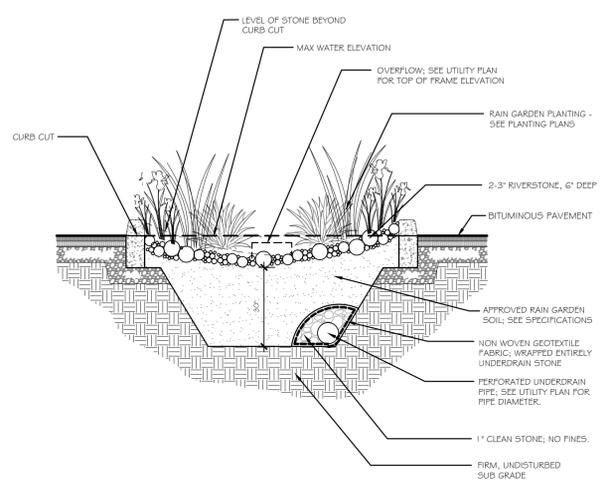
TRAFFIC CONTROL DETAILS
DEFINING THE REHABILITATION OF THE PARKING LOTS ALONG
EUGENE O'NEILL DRIVE
PREPARED FOR THE
CITY OF NEW LONDON
EUGENE O'NEILL DRIVE, GREEN STREET, TILLEY STREET, PEARL STREET,
GOLDEN STREET, STATE STREET, BANK STREET, AND STARR STREET
NEW LONDON, CONNECTICUT



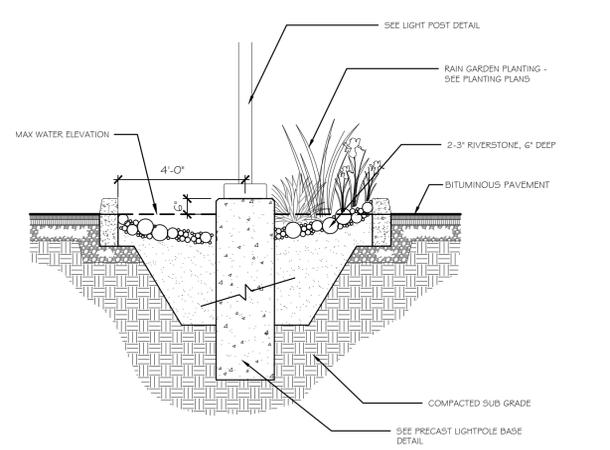
8 TREE PLANTING
NTS P-2015-010-EUGP-19



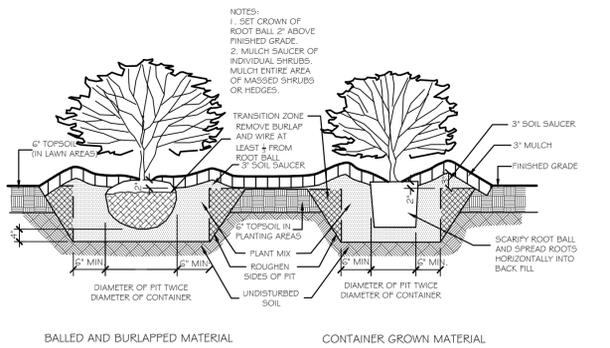
7 TREE PLANTING AT TREE GRATE
NTS P-2015-010-EUGP-81



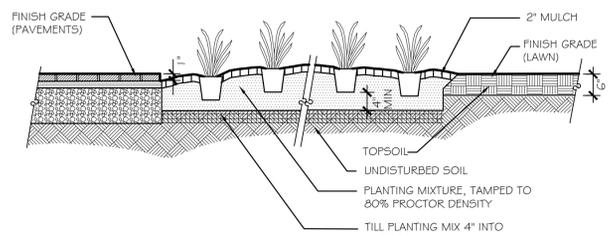
6 VEGETATED PARKING LOT SWALE
NTS P-2015-010-EUGP-18



5 PRE-CAST LIGHT POLE FOOTING IN PARKING LOT SWALE
NTS P-2015-010-EUGP-13

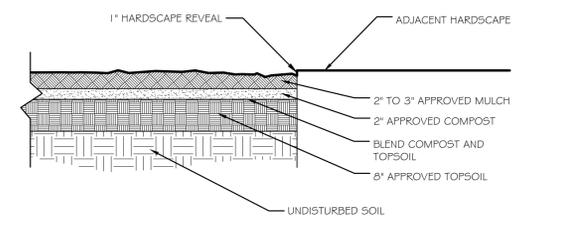


4 SHRUB PLANTING
NTS P-2015-010-EUGP-46

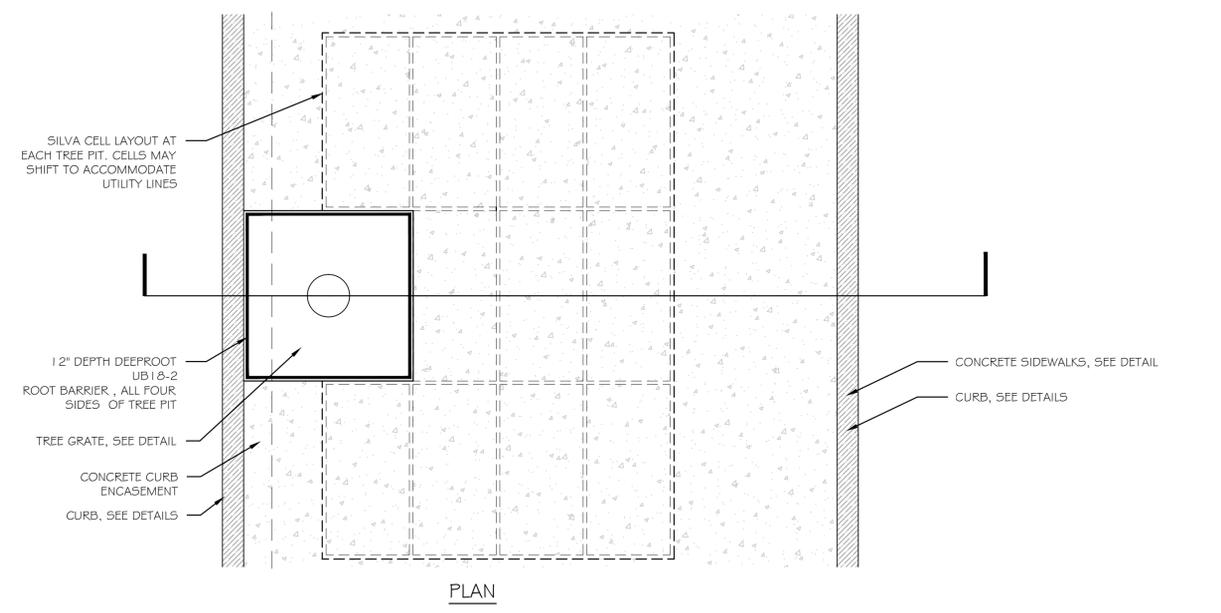


NOTES:
1. SET CROWN OF ROOT BALL LEVEL WITH FINISH GRADE.
2. MAINTAIN MINIMUM OF 4\"/>

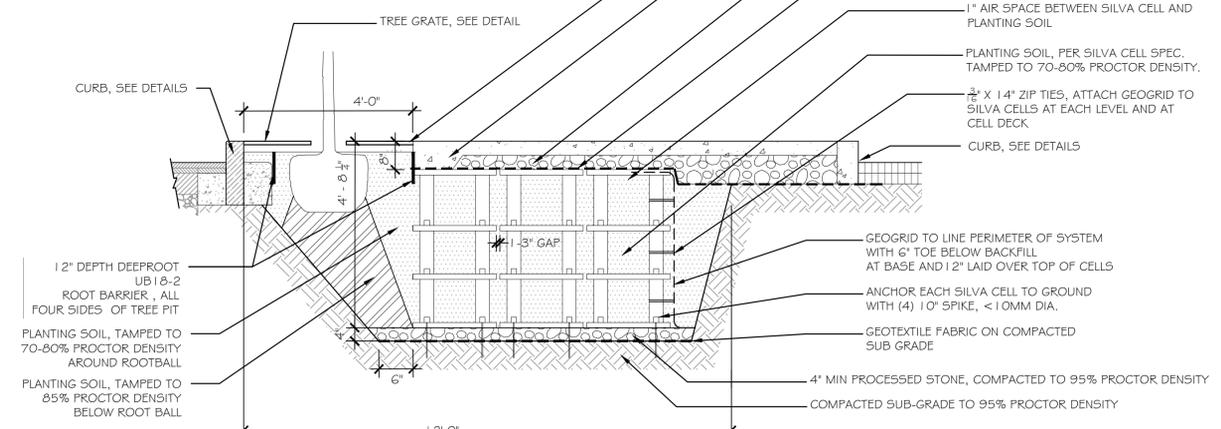
3 CONTINUOUS PLANTING BED
NTS P-2015-010-EUGP-76



2 PLANT BED PREPARATION
NTS P-2015-010-EUGP-82



NOTE:
PRODUCT: SILVA CELL DEEPROOT GREEN INFRASTRUCTURE, LLC 101 MONTGOMERY STREET, SUITE 2850, SAN FRANCISCO, CA 94104 415-781-9700 WWW.DEEPROOT.COM
1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.



1 SILVA CELL
NTS P-2015-010-EUGP-84

PROJECT DATA	
FIELD BOOK	BOOK No. 26, 44-79 & BOOK No. 28, No. 17-19
DWG FILE	details_201510.dwg
LAYOUT TAB	0-07.2 - 0-2
SHEET No.	39 OF 39

LANDSCAPE PROJECT No. 2015010
DWG BY: T.M. & E.M.
DWG DATE: APRIL 2016
SHEET No. D-208AM

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www.stadiaeng.com

REVISIONS

NO.	DATE	DESCRIPTION

SITE DETAILS
DEPICTING THE REHABILITATION OF PARKING LOTS ALONG
EUGENE O'NEILL DRIVE
PREPARED FOR THE
CITY OF NEW LONDON
EUGENE O'NEILL DRIVE, GREEN STREET, TILLEY STREET, PEARL STREET,
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NEW LONDON, CONNECTICUT

PROJECT No. 2015-112
PLOT DATE 26 APRIL 2016
DWG No. **D-07.2**