PROJECT NARRATIVE:
THIS PROJECT INCLUDES REPLACEMENT OF THE EXISTING DETERIORATED DRAINAGE SYSTEM ON ASH SWAMP ROAD TO ADDRESS RECENT FLOODING OF PRIVATE PROPERTY AT #11 ASH SWAMP ROAD DUE TO A DETERIORATED AND UNDERSIZED STONE CULVERT. THE PROJECT LIMITS EXTEND FROM THE WEIR STREET INTERSECTION TO AN EXISTING 15" RCP CROSS CULVERT LOCATED APPROXIMATELY 400 FEET EAST OF THIS INTERSECTION.

DRAINAGE IMPROVEMENTS EXTEND FROM THE EXISTING HEADWALL ON THE WEST SIDE OF THE WEIR STREET INTERSECTION AND INCLUDE INSTALLATION OF APPROXIMATELY 440 LINEAR FEET OF 18" STORM DRAIN PIPE, 2 NEW TYPE 'C' CATCH BASINS ALONG THE NORTHERLY GUTTER OF ASH SWAMP ROAD, AND A D-O ENDWALL ON THE SOUTH SIDE OF ASH SWAMP ROAD AT THE LOCATION OF THE EXISTING 15" RCP CULVERT INLET. APPROXIMATELY 450 LINEAR FEET OF NEW BITUMINOUS CONCRETE CURB WILL BE INSTALLED ALONG THE NORTH SIDE OF ASHWAMP ROAD TO RETAIN STORMWATER WITHIN THE ROADWAY GUTTER. THE EXISTING ROADSIDE SWALE / INTERMITTENT WATERCOURSE ON THE NORTH SIDE OF ASH SWAMP ROAD AND EAST OF THE DRIVEWAY TO #11 WILL BE FILLED AND GRADED.

INSTALLATION WILL BEGIN FROM THE EXISTING HEADWALL AND PROGRESS UPSTREAM, LEAVING THE EXISTING CULVERTS IN PLACE UNTIL THE NEW SYSTEM IS INSTALLED AND OPERATIONAL. ONCE THE NEW SYSTEM IS INSTALLED, THE EXISTING PIPES WILL BE REMOVED AND/OR PLUGGED DEPENDING ON THE LOCATION.

WORK WILL BE PERFORMED DURING LOW / NO FLOW CONDITIONS IN ORDER TO FACILITATE CONSTRUCTION AND MINIMIZE NEED FOR WATER HANDLING. WEATHER FORECASTS WILL BE MONITORED AND TEMPORARY PROVISIONS MADE TO ENSURE THAT STORMWATER ENTERING THE THE EXISTING DRAINAGE SYSTEM IS PROPERLY CONCVEYED TO THE OUTLET WITHOUT RISK OF EROSION OR DAMAGE TO IMPROVEMENTS UNDER CONSTRUCTION.

PROJECT SPECIFIC SEDIMENTATION AND EROSION CONTROL PLAN
CONSTRUCTION ACTIVITIES OF CONCERN RELATIVE TO THE PROTECTION OF ADJACENT WETLANDS AND WATERCOURSES FROM SEDIMENTATION ARE AS FOLLOWS:

1. DEWATERING: OPEN TRENCH EXCAVATIONS WILL NEED TO BE DEWATERED AS NECESSARY FOR PROPER INSTALLATION OF THE PROPOSED PIPES. IN THESE AREAS, ALL WATER REMOVED FROM THE TRENCH SHALL BE ADEQUATELY TREATED PRIOR TO DISCHARGE USING MEASURES DESCRIBED IN SECTION 5-13 OF THE 2002 CT GUIDELINES FOR EROSION AND SEDIMENT CONTROL. THIS MAY INCLUDE A STONE SUMP AND STANDPIPE FOR PUMP INTAKE PROTECTION, AND A DIRT BAG OR PUMPING SETTLING BASIN FOR TREATMENT OF THE PUMPED WATER PRIOR TO DISCHARGE.

2. STOCKPILING: EXCAVATED MATERIAL SHALL NOT BE STOCKPILED ADJACENT TO STORM DRAIN INLETS, WETLANDS, OR WATERCOURSES. WHEN IT IS NECESSARY BASED ON THE PROPOSED METHODS OF CONSTRUCTION TO STAGE EXCAVATED MATERIAL FOR SHORT DURATIONS IN THE VICINITY OF STORM DRAIN INLETS, THESE INLETS SHALL BE PROPERLY PROTECTED AS DESCRIBED ON THE PLANS. LONGER DURATION STOCKPILING OF MATERIAL, WHEN NECESSARY, SHALL BE ONLY IN LOCATIONS APPROVED IN ADVANCE BY THE ENGINEER, AND SUCH STOCKPILES SHALL BE RINGED WITH A SEDIMENTATION CONTROL SYSTEM.

3. DISTURBED AREAS: LIMITS OF DISTURBANCE SHALL BE IN STRICT ACCORDANCE WITH THE APPROVED PLAN. ALL AREAS DISTURBED BY CONSTRUCTION SHALL BE STABILIZED WITH THE FINAL SURFACE TREATMENT AS SOON AS POSSIBLE AFTER CONSTRUCTION ACTIVITIES ARE COMPLETED. DISTURBED AREAS WITH STEEP OR LONG SLOPES AND OTHER AREAS WITH SIGNIFICANT POTENTIAL FOR CAUSING SEDIMENTATION SHALL BE PROTECTED WITH TEMPORARY STRAW MULCH, WOOD CHIPS, EROSION CONTROL MATTING, OR OTHER SUITABLE MATERIALS PRIOR TO SIGNIFICANT FORECASTED RAIN STORM EVENTS TO REDUCE EROSION POTENTIAL.

4. DRAINAGE WAYS: CONSTRUCTION OF DITCHES, CHANNELS, THAT ACTIVELY CONVEY FLOW SHALL BE PERFORMED SUCH THAT THE PORTION OF DRAINAGE WAY DISTURBED DURING A GIVEN DAY IS COMPLETED WITH THE PERMANENT LINING BY DAYS END, OR OTHERWISE AS NECESSARY TO PROVIDE FOR TEMPORARY BYPASS OF STORMWATER AND ENSURE THAT DOWNSTREAM WETLAND AREAS ARE PROTECTED FROM SEDIMENTATION AND EROSION OF THE CHANNEL.

5. CULVERTS CONVEYING WATERCOURSES: CULVERTS CONVEYING WATERCOURSES SHALL BE CONSTRUCTED IN SUCH A MANNER AS TO PROVIDE A TEMPORARY BYPASS OF THE WORK AREA THROUGH A TEMPORARY PIPE OR OTHER MEANS APPROVED BY THE ENGINEER AT THE END OF EACH WORK DAY AS REQUIRED TO CONVEY STORMWATER THROUGH THE WORK AREA AND ENSURE THAT DOWNSTREAM WETLAND AREAS ARE PROTECTED FROM SEDIMENTATION AND EROSION.

6. SEVERE WEATHER CONTINGENCY PLAN: IN ADVANCE OF A SEVERE WEATHER EVENT, ALL EROSION CONTROLS DESCRIBED ABOVE AND ELSEWHERE ON THE PLANS SHALL BE INSPECTED AND ADJUSTED AS NECESSARY.

RESPONSIBLE PARTIES:
THE DEPARTMENT OF PHYSICAL SERVICES SHALL PROVIDE A REPRESENTATIVE WHO IS RESPONSIBLE FOR IMPLEMENTING THE EROSION AND SEDIMENTATION CONTROL PLAN. THIS INCLUDES THE INSTALLATION AND MAINTENANCE OF ALL CONTROL MEASURES, INFORMING ALL PARTIES ENGAGED ON THE CONSTRUCTION SITE OF THE REQUIREMENTS AND OBJECTIVES OF THE PLAN.

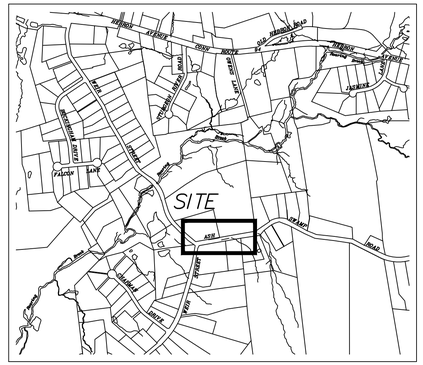
GENERAL SEDIMENTATION AND EROSION CONTROL REQUIREMENTS:

THESE GUIDELINES SHALL APPLY TO ALL WORK CONSISTING OF ANY AND ALL TEMPORARY AND/OR PERMANENT MEASURES TO CONTROL WATER POLLUTION AND SOIL EROSION AS MAY BE REQUIRED, DURING THE CONSTRUCTION OF THE PROJECT.

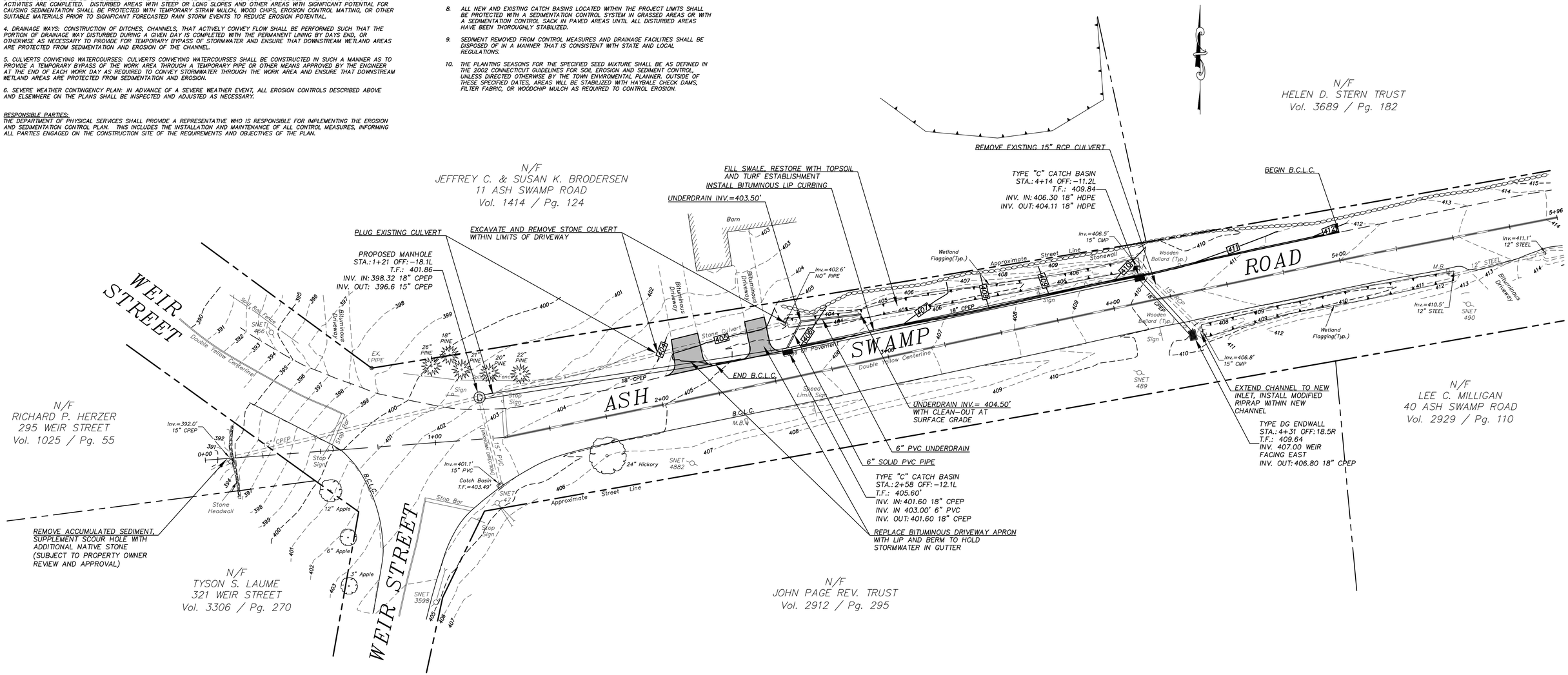
IN GENERAL, ALL ACTIVITIES SHALL PROCEED IN SUCH A MANNER SO AS NOT TO POLLUTE ANY WETLANDS, WATERCOURSE, WATERBODY, AND CONDUIT CARRYING WATER, ETC. THE DEPARTMENT OF PHYSICAL SERVICES SHALL LIMIT, INSOFAR AS POSSIBLE, THE SURFACE AREA OF EARTH MATERIALS EXPOSED BY CONSTRUCTION METHODS, AND IMMEDIATELY PROVIDE PERMANENT AND TEMPORARY POLLUTION CONTROL MEASURES TO PREVENT CONTAMINATION OF ADJACENT WETLANDS, WATERCOURSES AND WATERBODIES, AND TO PREVENT, INSOFAR AS POSSIBLE, EROSION ON THE SITE.

CONSTRUCTION METHODS, IN GENERAL, SHALL BE IN ACCORDANCE WITH THE PROVISIONS SET FORTH IN THE "GUIDELINES FOR SOIL EROSION AND SEDIMENT CONTROL" (2002) BY THE STATE OF CONNECTICUT COUNCIL ON SOIL AND WATER CONSERVATION.

1. *ALL CONTROL MEASURES SHALL BE INSTALLED AS NOTED ABOVE AND AS SHOWN ON THE PLANS.*
2. *ALL CONTROL MEASURES SHALL BE INSPECTED AND APPROVED BY THE ENGINEER PRIOR TO COMMENCEMENT OF ANY WORK, INCLUDING PRE-CONSTRUCTION CLEARING AND GRUBBING.*
3. *ALL CONTROL MEASURES SHALL BE MAINTAINED AND UPGRADED AS REQUIRED TO ACHIEVE PROPER SEDIMENT CONTROL THROUGHOUT THE CONSTRUCTION PERIOD AND UNTIL DISTURBED AREAS HAVE BEEN THOROUGHLY STABILIZED.*
4. *NO CONTROL MEASURES SHALL BE REMOVED WITHOUT APPROVAL FROM THE ENGINEER.*
5. *ADDITIONAL CONTROL MEASURES SHALL BE INSTALLED DURING THE CONSTRUCTION PERIOD IF DEEMED NECESSARY BY THE ENGINEER.*
6. *THE LIMITS OF CLEARING, GRADING AND DISTURBANCE, AS SHOWN ON THE PLAN(S), SHALL BE KEPT TO A MINIMUM WITHIN THE APPROVED AREA OF CONSTRUCTION. ALL AREAS OUTSIDE THE LIMITS OF CLEARING SHALL REMAIN TOTALLY INDISTURBED.*
7. *ANY CONTROL MEASURES RETAINING SEDIMENT OVER 1/2 THEIR HEIGHT SHALL HAVE THE SEDIMENT IMMEDIATELY REMOVED, AND ALL DAMAGED CONTROL MEASURES SHALL BE REMOVED AND REPLACED.*
8. *ALL NEW AND EXISTING CATCH BASINS LOCATED WITHIN THE PROJECT LIMITS SHALL BE PROTECTED WITH A SEDIMENTATION CONTROL SYSTEM IN GRASSED AREAS OR WITH A SEDIMENTATION CONTROL SACK IN PAVED AREAS UNTIL ALL DISTURBED AREAS HAVE BEEN THOROUGHLY STABILIZED.*
9. *SEDIMENT REMOVED FROM CONTROL MEASURES AND DRAINAGE FACILITIES SHALL BE DISPOSED OF IN A MANNER THAT IS CONSISTENT WITH STATE AND LOCAL REGULATIONS.*
10. *THE PLANTING SEASONS FOR THE SPECIFIED SEED MIXTURE SHALL BE AS DEFINED IN THE 2002 CONNECTICUT GUIDELINES FOR SOIL EROSION AND SEDIMENT CONTROL. UNLESS DIRECTED OTHERWISE BY THE TOWN ENVIROMENTAL PLANNER, OUTSIDE OF THESE SPECIFIED DATES, AREAS WILL BE STABILIZED WITH HAYBALE CHECK DAMS, FILTER FABRIC, OR WOODCHIP MULCH AS REQUIRED TO CONTROL EROSION.*



LOCATION MAP
SCALE: 1" = 1000'



Certified to be substantially correct

DANIEL A. PENNINGTON P.E. Reg. No. 20101

SHEETS 1-2 DESIGNED BY:
GLASTONBURY ENGINEERING DIVISION
PER: DANIEL A. PENNINGTON P.E.
LICENCE NO. 20101

NO.	DESCRIPTION	DATE
1.	REVISED FOR IWWA COMMENTS	6-9-2022

P.W. 2122

DRAWING ISSUE STATUS	SCALE: AS SHOWN	DATE:
	DRAWN BY: S.Troy	3-7-2022
	CHECKED BY: S.M.B.	---
	APPROVED BY: D.A.P.	---
	ST. FILE:	

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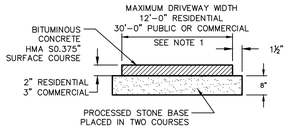
TOWN OF GLASTONBURY INCORPORATED 1693 CONNECTICUT SEAL

PLANS DEPICTING PROPOSED DRAINAGE FOR ASH SWAMP ROAD GLASTONBURY, CONNECTICUT

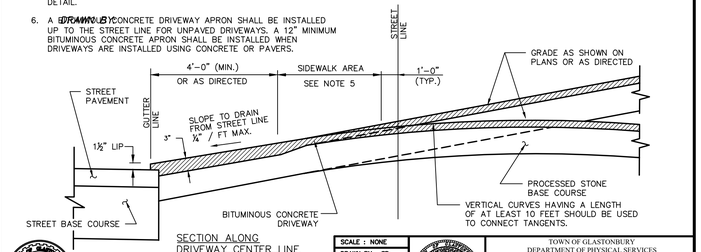
SHEET NO. 1 OF 3

NOTES:

1. PRIVATE RESIDENTIAL DRIVEWAYS SHALL NOT EXCEED 12 FEET IN WIDTH AND PUBLIC OR COMMERCIAL DRIVEWAYS SHALL NOT EXCEED 30 FEET IN WIDTH UNLESS PRIOR APPROVAL IS GIVEN BY THE TOWN MANAGER. MAXIMUM CURB CUT DIMENSION MAY EXCEED THIS BY UP TO 6 FEET TO ALLOW FOR A 3 FOOT RADIUS AT THE INTERSECTION WITH THE PUBLIC STREET.
2. DRIVEWAYS SHALL NOT BE CONSTRUCTED WITHIN 20 FEET OF AN INTERSECTION OR 4 FEET OF A CROSS WALK.
3. NO TWO DRIVEWAYS SHALL BE CONSTRUCTED CLOSER THAN 8 FEET APART WHEN MEASURED AT THE GUTTER LINE OF THE STREET.
4. WHERE DRIVEWAYS CROSS EXISTING ROADSIDE DITCHES OR WATERCOURSES, CULVERTS SHALL BE INSTALLED PER SECTION 17-159 OF THE TOWN ORDINANCE.
5. IF CONCRETE SIDEWALKS ARE CALLED FOR THIS AREA SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE STANDARD SIDEWALK DETAIL.
6. A BITUMINOUS CONCRETE DRIVEWAY APRON SHALL BE INSTALLED UP TO THE STREET LINE FOR UNPAVED DRIVEWAYS, A 12" MINIMUM BITUMINOUS CONCRETE APRON SHALL BE INSTALLED WHEN DRIVEWAYS ARE INSTALLED USING CONCRETE OR PAVERS.



TYPICAL DRIVEWAY CROSS SECTION

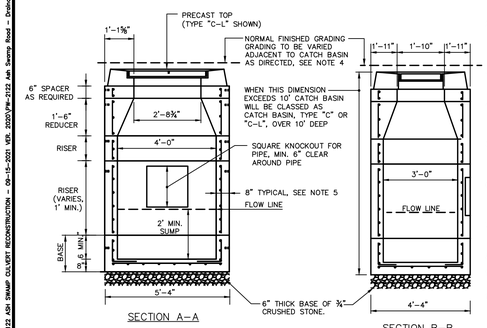


SECTION ALONG DRIVEWAY CENTER LINE

SCALE : NONE	TOWN OF GLASTONBURY
DRAWN BY: SR	DEPARTMENT OF PHYSICAL SERVICES
CHECKED BY: SMB	ENGINEERING DIVISION
APPROVED BY: DAP	BITUMINOUS CONCRETE DRIVEWAY
LAST REVISED: 3/28/2017	PLATE NO. 8

NOTES

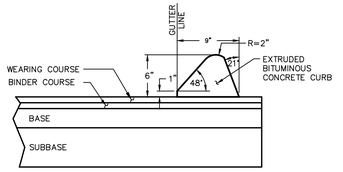
1. ALL CATCH BASINS SHALL CONFORM TO CONNDOT STANDARD DETAIL SHEETS HW-507_1 AND HW-507_04 EXCEPT AS OTHERWISE NOTED ON THIS DETAIL. DOUBLE GRATE CATCH BASINS SHALL CONFORM TO CONNDOT STANDARD SHEETS HW-507_05 AND HW-507_06.
2. PRECAST CATCH BASIN TOPS MUST BE PROPERLY ALIGNED AS SHOWN AND SHALL CONFORM TO CONNDOT STANDARD DETAIL SHEETS HW-507_07. CAPE COD CATCH BASIN TOPS SHALL HAVE AN OPEN THROAT.
3. ALL FRAMES AND GRATES SHALL BE GALVANIZED. FOR DETAILS OF FRAMES AND GRATES, SEE CONNDOT STANDARD DETAIL SHEET HW-507_08.
4. WHEN TYPE 'C' CATCH BASINS ARE CONSTRUCTED IN PAVEMENT, THE NORMAL GUTTER OF THE ROADWAY SHALL BE VARIED TO PROVIDE AN ADDITIONAL 2-INCH DEPRESSED GUTTER AT THE CATCH BASIN.
5. WALL THICKNESS TO BE 12 INCHES WHEN HEIGHT OF STRUCTURE EXCEEDS 10 FEET FROM TOP OF FRAME TO BOTTOM OF BASE. THICKER WALLS APPLY ONLY TO PORTION OF STRUCTURE BELOW 10' DEEP.
6. PRECAST RISER SECTIONS SHALL NEVER HAVE CORNER PIPE ENTRIES. WHEN PIPE ALIGNMENT CANNOT BE CHANGED, A ROUND STRUCTURE SHALL BE USED PER CONNDOT DETAIL HW-507_04.
7. CATCH BASINS LEFT ABOVE THE FINISHED GUTTER GRADE FOR THE WINTER MUST BE PROPERLY SHIMMED FOR PLOWING AS SHOWN IN PLATE 4.
8. MORTAR MIX SHALL NOT CONTAIN LIME.
9. ENDS OF PIPE SHALL BE SAWCUT FLUSH WITH INSIDE WALLS.
10. IF CONCRETE MASONRY UNITS ARE USED THE FOLLOWING ADDITIONAL REQUIREMENTS SHALL BE MET:
    - MAXIMUM CORBEL SHALL NOT EXCEED 2 INCHES;
    - WHERE NECESSARY, BLOCKS MAY BE CUT OR CONCRETE BRICK USED (NO RED BRICK PERMITTED);
    - CORNERS SHALL BE SQUARE, COURSES LEVEL, AND JOINTS PROPERLY STAGGERED;
    - VOIDS IN EXTERIOR WALLS SHALL BE GROUTED, AND CORBELS SHALL BE WEDGED.



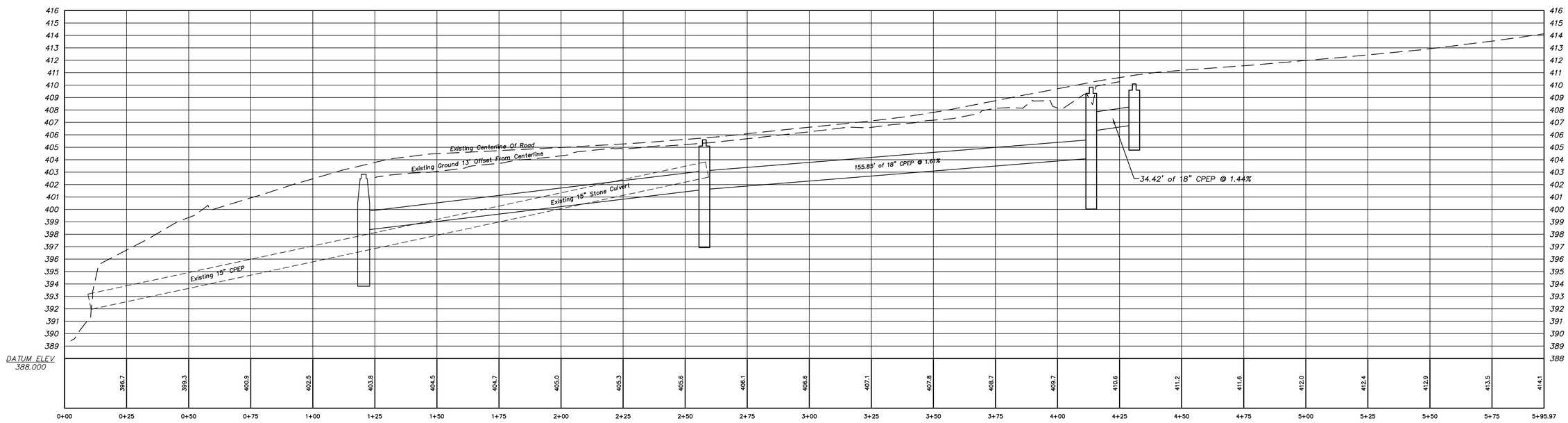
SECTION A-A

SECTION B-B

SCALE : NONE	TOWN OF GLASTONBURY
DRAWN BY: SR	DEPARTMENT OF PHYSICAL SERVICES
CHECKED BY: SMB	ENGINEERING DIVISION
APPROVED BY: DAP	CATCH BASIN
LAST REVISED: 9/1/2016	PLATE NO. 21



BITUMINOUS CONCRETE LIP CURBING



PROFILE:
HORIZONTAL – 1"=20'
VERTICAL – 1"=4'

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NO.	DESCRIPTION	DATE		

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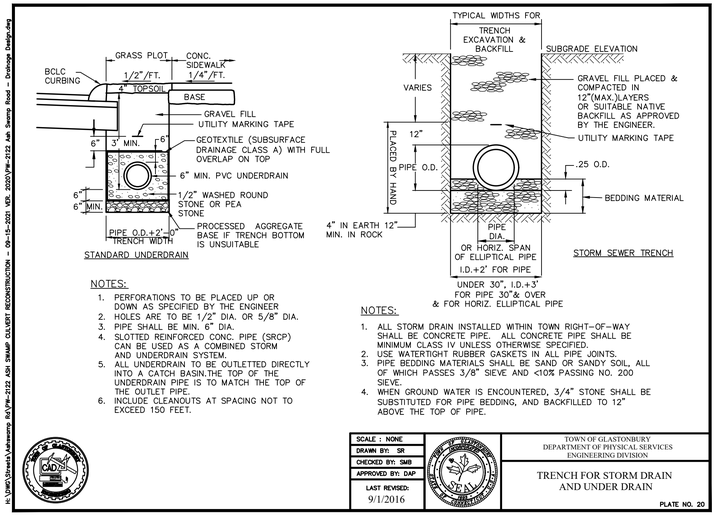
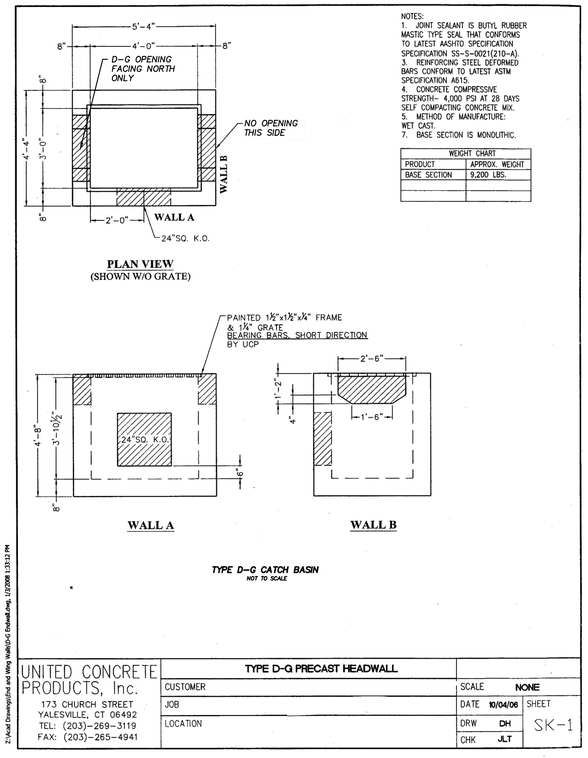
PROFILE DEPICTING PROPOSED DRAINAGE FOR ASH SWAMP ROAD GLASTONBURY, CONNECTICUT

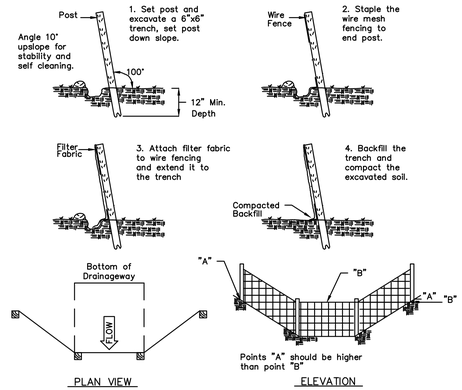
SHEET NO. 2 OF 3





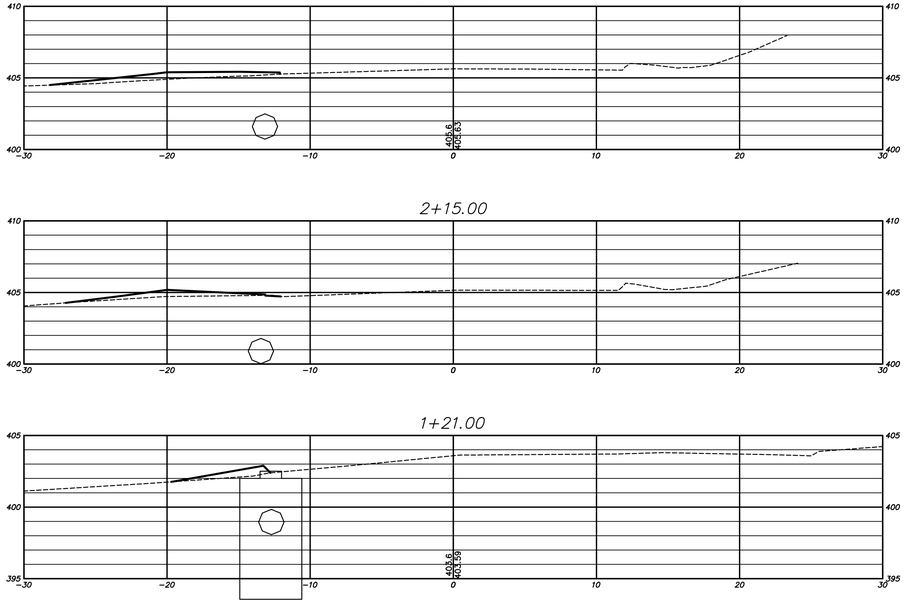
UNITED CONCRETE PRODUCTS, Inc. 173 CHURCH STREET YALESVILLE, CT 06492 TEL: (203)-269-3119 FAX: (203)-265-4941	TYPE D-G PRECAST HEADWALL	
	CUSTOMER	SCALE NONE
	JOB	DATE 10/04/06 SHEET SK-1
	LOCATION	DRW DH
		CHK JLT

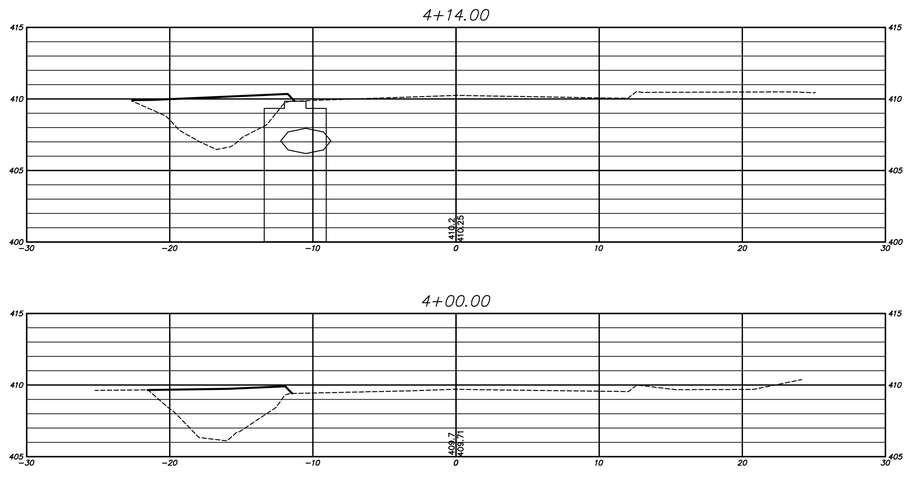
Z:\Acad Drawings\End and Wing Walls\D-G Endwall.dwg, 12/2006 1:33:12 PM



Source: U.S. Department of Agriculture, Soil Conservation Service, Storrs, Connecticut

SEDIMENTATION CONTROL
FILTER FABRIC FENCE SYSTEM
Fig. 7-9 SLTFDSC.DWG





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SECTIONS DEPICTING PROPOSED DRAINAGE FOR ASH SWAMP ROAD GLASTONBURY, CONNECTICUT

SHEET NO. 3 OF 3