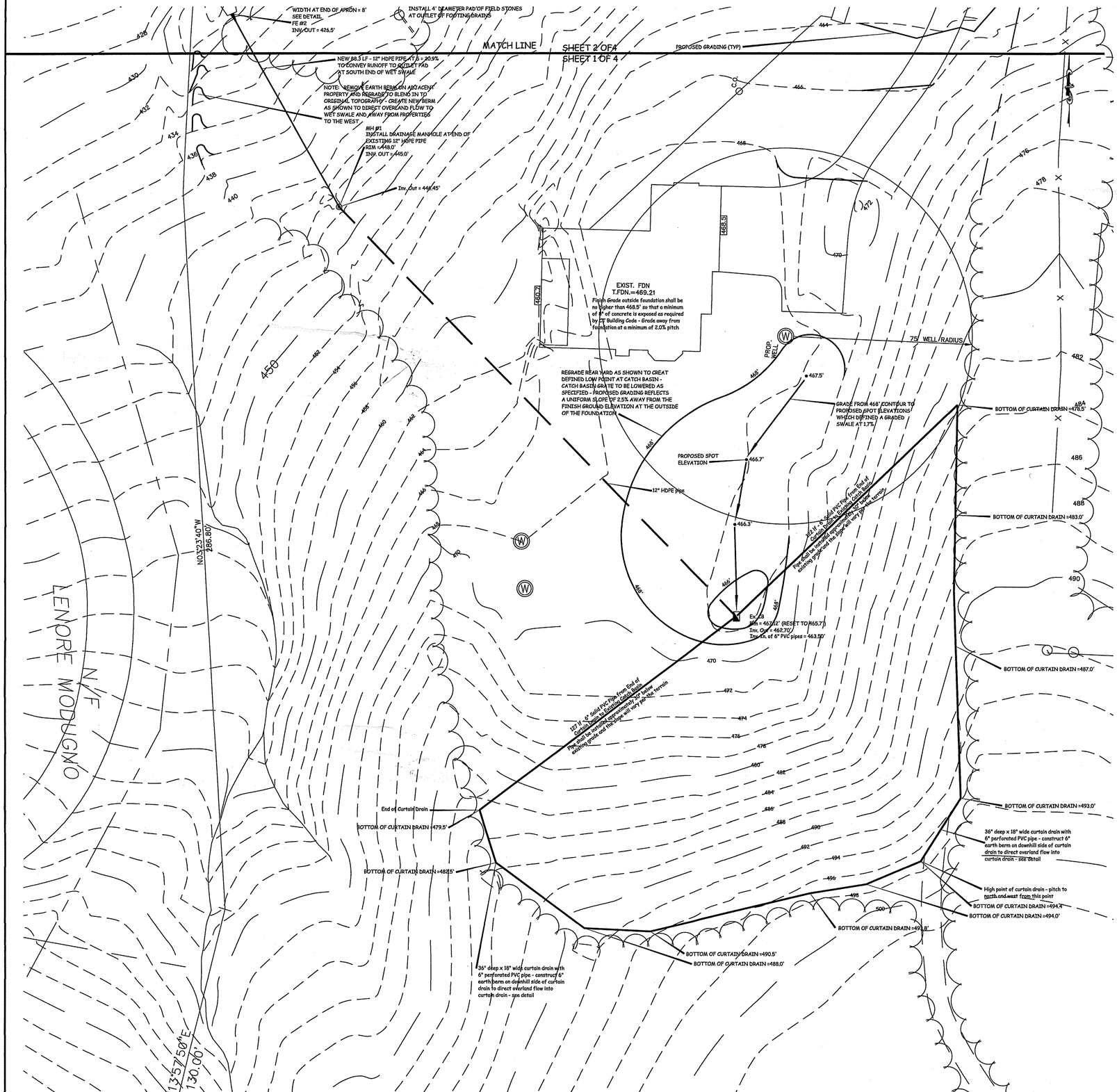

NOTE: APPROXIMATELY 80 SQUARE FEET OF WETLAND SOILS ALONG THE STREAM CHANNEL ITSELF WILL BE SLIGHTLY IMPACTED BY THE PLACEMENT OF 8"-12" DIAMETER CRUSHED STONE ON THE SLOPES ABOVE THE NOMINAL WATER LINE FOR 20 LINEAR FEET FROM THE END OF THE FLARED END.

NOTE: THE UNDERGROUND DETENTION SYSTEM IS LOCATED WITHIN THE 100' UPLAND REVIEW AREA FROM THE SOUTH SIDE OF THE PERENNIAL STREAM ON THE NORTH SIDE OF MOUNTAIN ROAD. APPROXIMATELY 3,675 SQUARE FEET OF THE UPLAND REVIEW AREA WILL BE DISTURBED FOR THE INSTALLATION OF THE UNDERGROUND DETENTION SYSTEM.

NOTE: ALL SURVEY DATA, INCLUDING THE LOCATION OF PHYSICAL IMPROVEMENTS ON THE SITE AS WELL AS EXISTING FIELD TOPOGRAPHIC CONDITIONS WAS OBTAINED IN THE FIELD BY MEGSON, HEAGLE & FRIEND IN THE LATE FALL OF 2021 AND REFLECTS THE CURRENT CONDITIONS OF THE PROPERTY AT 30 MOUNTAIN ROAD.

NOTE: THE INVERT OF THE PROPOSED 12" RCP WHERE IT DISCHARGES INTO THE PERENNIAL STREAM ON THE NORTH SIDE OF MOUNTAIN ROAD IS LOCATED AT THE ELEVATION OF THE NOMINAL WATER SURFACE OF THE STREAM. THIS IS THE APPROPRIATE LOCATION FROM A CIVIL ENGINEERING PERSPECTIVE SO THE DISCHARGE FROM THE 12" RCP EASILY ENTERS THE EXISTING FLOW IN THE STREAM. THIS ALSO ALLOWS FOR THE PLACEMENT OF 8"-12" DIAMETER CRUSHED STONE IN THE STREAM BOTTOM AND SIDE SLOPES AS SHOWN ON THIS PLAN SET TO SUPPLEMENT THE EXISTING STONY BOTTOM OF THE CHANNEL TO PREVENT EROSION OF ANY SOIL AREAS ON THE STREAM BOTTOM OR STREAMBANK.

NOTE: THE EXISTING TREE LINE WAS LOCATED IN THE FIELD BY MEGSON, HEAGLE & FRIEND AND IS ACCURATELY REFLECTED ON THIS SITE PLAN. ONLY A SMALL PORTION OF THE PROPOSED UNDERGROUND DETENTION IS LOCATED WITHIN THE EXISTING TREE LINE, HOWEVER, THE FEW (<6) TREES IN THE AREA OF THE PROPOSED DETENTION SYSTEM ARE NOT HEALTHY OR HAVE ALREADY DIED. THIS IS BASED ON MY ASSESSMENT IN THE FIELD AS STEVE TRINKAUS, PE HAS A BACHELOR OF SCIENCE IN FOREST MANAGEMENT AND IS THUS QUALIFIED TO MAKE THIS ASSESSMENT. IF DESIRED BY THE OWNER, ADDITIONAL DECIDUOUS OR EVERGREEN TREES COULD BE PLANTED BETWEEN THE NORTHWEST END OF THE DETENTION SYSTEM AND MOUNTAIN ROAD, NEAR THE DRIVEWAY.

NOTE: DURING THE DESIGN PHASE, MULTIPLE OTHER LOCATIONS WERE CONSIDERED FOR THE INSTALLATION OF THE UNDERGROUND DETENTION SYSTEM WHICH WERE LOCATED UPHILL OF THE CURRENTLY PROPOSED LOCATION, BUT WERE NOT DEEMED PRACTICAL OR APPROPRIATE AS DETENTION WAS REQUIRED CLOSE TO MOUNTAIN ROAD IN ORDER TO CAPTURE AS MUCH RUNOFF FROM THE EXISTING DRIVEWAY TO PROVIDE A ZERO INCREASE IN THE PEAK RATE OF RUNOFF AS REQUIRED BY THE CT DOT (DUE TO CAPACITY ISSUES OF THE CULVERT UNDER ROUTE 83). THE MODIFICATION OF THE DETENTION AREA CONSTRUCTED BY THE SITE CONTRACTOR AND NOT DESIGNED BY AN ENGINEER IS PROVIDING ADDITIONAL DETENTION WHICH IS NECESSARY IN ADDITION TO THE UNDERGROUND DETENTION SYSTEM TO PROVIDE THE ZERO INCREASE IN THE PEAK RATE OF RUNOFF. IT IS STANDARD CIVIL ENGINEERING PRACTICE TO PLACE STORMWATER MANAGEMENT PRACTICES NEAR THE BOTTOM OF A SUBJECT PARCEL SO THAT THE MAJORITY OF THE RUNOFF CAN BE CONTROLLED PRIOR TO BEING DISCHARGED OFF SITE.

NOTE: AS CLEARLY STATED IN THE CONSTRUCTION NARRATIVE ON SHEET 4 OF THE PLAN SET, THE NEW DRAINAGE SYSTEM WILL BE INSTALLED FROM THE DISCHARGE POINT BACK UPHILL AS IS STANDARD CIVIL ENGINEERING PRACTICE. AS COMPONENTS OF THE DRAINAGE SYSTEM ARE INSTALLED, THEY ARE BACKFILLED, THE SOIL COMPACTED AS NECESSARY TO MINIMIZE FUTURE SETTLEMENT, COVERED WITH TOPSOIL AND SEEDED. THIS APPROACH MINIMIZES THE AREAS WHICH ARE DISTURBED AT EACH TIME, AS ALL APPROPRIATE EROSION CONTROL MEASURES ARE IN PLACE PRIOR TO ANY EXCAVATION WORK BEING DONE. THERE WILL BE NO INCREASED RISK OF EROSION AND STORMWATER RUNOFF BY FOLLOWING THIS PROPOSED PLAN.

NOTE: ACCORDING TO A CONVERSATION THAT TRINKAUS ENGINEERING HAD WITH MONIQUE BURNS OF THE CT DOT DRAINAGE OFFICE IN BERLIN, CT, THE EXISTING CULVERT UNDER ROUTE 83 IS NOT ADEQUATE TO FULLY CONVEY THE FLOWS FROM THE STREAM ON THE NORTH SIDE OF MOUNTAIN ROAD. WHEN CERTAIN STORMWATER EVENTS OCCUR, SUCH AS SHORT DURATION, BUT HIGH RAINFALL INTENSITY STORMS, A BACKWATER CONDITION OCCURS AT THE EASTERN END OF THE CULVERT UNDER ROUTE 83 AND HAS CAUSED RUNOFF IN THE STREAM TO GO INTO THE POND ON PRIVATE PROPERTY AS WELL AS RAISE THE WATER SURFACE WITHIN THE STREAM. THIS CULVERT IS ON THE CT DOT LIST FOR BEING IMPROVED ACCORDING TO MS. BURNS, BUT ACTUAL REPLACEMENT WORK IS UNLIKELY TO OCCUR FOR AT LEAST THREE YEARS FROM TODAY. THERE ARE NO OTHER CAPACITY ISSUES WITHIN THE STREAM ACROSS FROM 30 MOUNTAIN ROAD AND THE EXISTING DOT CULVERT.

NOTE: AS DESIGNED THE PROPOSED DISCHARGE PIPE INTO THE STREAM AS WELL AS THE PLACEMENT OF 8"-12" DIAMETER CRUSHED STONE REQUIRE MINIMAL MAINTENANCE WHICH CAN BE DONE BY THE OWNER OF 30 MOUNTAIN ROAD. THE ONLY MAINTENANCE IS THE REMOVAL OF ORGANIC DEBRIS, SUCH AS TWIGS/BRANCHES WHICH MIGHT GET CAUGHT IN THE 8"-12" DIAMETER CRUSHED STONE. THE 8"-12" DIAMETER CRUSHED STONE WOULD BE INSPECTED TWICE A YEAR (LATE SPRING, LATE FALL) AND ANY WOODY ORGANIC DEBRIS WOULD BE REMOVED BY HAND AND DISPOSED OF IN AN UPLAND AREA.

NOTE: THE CONTRACTOR SHALL NOTIFY THE TOWN OF GLASTONBURY ENGINEERING DIVISION 24 HOURS PRIOR TO BEGINNING ANY STORM DRAINAGE, SANITARY SEWER INSTALLATION, ROADWAY PREPARATION, PAVING, SIDEWALK, CURBING, OR ANY EXCAVATION IN THE TOWN RIGHT-OF-WAY TO SCHEDULE INSPECTIONS. THE DIVISION CAN BE REACHED BETWEEN 8:00 AM - 4:30 PM MONDAY THROUGH FRIDAY AT 860-652-7735.

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LOW IMPACT SUSTAINABLE DEVELOPMENT
TRINKAUS ENGINEERING

STORMWATER MANAGEMENT PLAN

SHEET 1 of 6
PROJECT #087-2021
SCALE: 1" = 20'
DATE: 12/3/21, Rev. to 7/15/22

PREPARED FOR
MICHAEL WEISS
30 MOUNTAIN ROAD
GLASTONBURY - CONNECTICUT

MOUNTAIN ROAD

N88°14'50"E 120.85'

S87°45'00"E 249.34'(total)

S87°27'50"E 20.82'

BENCH MARK # 1
SNET #210
ELEV.= 295.05

MATCH LINE SHEET 3 SHEET 2

MATCH LINE SHEET 2 OF 4 SHEET 1 OF 4

N/F LENORE MODUGNO

N/F ROBERT HICKLIN & ALEXANDRA STROM

GRANITE POST (TYP.)

GRAVEL DRIVE

SHED

BARN

HOUSE

BIT. DRIVE

EXISTING SEPTIC TANK

APPROX. LOCATION EXISTING SEPTIC SYSTEM

SILTATION FENCE BARRIER SEE DETAIL

SHADED AREA SUBJECT TO A LAND/GROUND LEASE AGREEMENT EFFECTIVE MARCH, 29 2021

6" HIGH BITUMINOUS CURBING FROM POINT "C" TO POINT "D"

POINT "D"

POINT "C"

INSTALL 12" FILTREXX SOXX ACROSS STREAM CHANEL WHEN INSTALLING THE FLARED END AND PIPE. SOXX SHALL BE REMOVED AFTER PIPE HAS BEEN INSTALLED

SAWCUT PAVEMENT AND PROVIDE TEMPORARY AND PERMANENT PAVEMENT RESTORATION PER TOWN STANDARDS

26 LF - 12" RCP PIPE (CLASS V) SLOPE = 1.80 %

2" Caliper Arborvitaes to be planted

CB #6A Type 'C' Catch Basin Rim= 402.9' (mtg) Inv. In = 399.98' Inv. Out = 398.9'

22 LF - 12" RCP PIPE (CLASS III) SLOPE = 4.50 %

TOWN TREE REMOVAL TO BE APPROVED BY TREE WARDEN

MH #6 (OUTLET CONTROL) RIM = 405.5' (mtg) INV. IN & OUT = 390.40'

12" FILTREXX SOXX SEE DETAIL

LIMIT OF 100-YEAR FLOOD PLAIN IS BASED UPON LOMA APPROVAL FROM FEMA OBTAINED BY DUTTON ASSOCIATES FOR PROPERTIES ON NORTH SIDE OF MOUNTAIN ROAD OPPOSITE 30 MOUNTAIN ROAD

UNDERGROUND DETENTION SYSTEM: SIX ROWS AT VARYING LENGTHS OF CONCRETE 4' X 4' X 8' GALLERIES - WITH SIX (6") INCHES OF STONE UNDER, AND OVER THE DANISH UNITS AND TWELVE (12") OF STONE SURROUNDING THE UNITS - SEE DETAIL FOR MORE INFORMATION BOTTOM OF GALLERIES TO BE SET AT 393.40

94 LF - 12" HDPE PIPE SLOPE = 1.00 %

FIELD LOCATED TREELINE BY LAND SURVEYOR

100' UPLAND REVIEW AREA FROM SOUTH EDGE OF PERENNIAL STREAM

207 SETBACK FROM ISOLATED SEVERELY DISTURBED WETLAND TO PROPOSED DETENTION SYSTEM

SILTATION FENCE BARRIER SEE DETAIL

TREE TO BE REMOVED (typ)

EX. TREE LOCATED IN FIELD

6" VERTICAL PVC PIPE WITH SOLID CAP ON TOP FOR INSPECTION OF GALLERIES - SEE DETAIL (TYP)

56.6 L.F. LEACHING 12' O.C.

12" CONC GALLERIES 56.7 L.F.

D.B. #2

D.B. #1

CB #4A RIM = 408.3 (mtg) INV. IN (S) = 399.91 INV. OUT (E) = 399.81

21 LF - 12" HDPE PIPE SLOPE = 1.00 %

MH #5 RIM = 407.5' (mtg) INV. IN = 399.60' INV. OUT = 399.50'

108 LF - 12" HDPE PIPE SLOPE = 9.43 %

35 LF - 12" HDPE PIPE SLOPE = 24.3 %

FE #3 INV. IN = 421.5'

INSTALL STONE AND MORTAR HEADWALL AT FE #3 TO ENSURE RUNOFF IS DIRECTED INTO PIPE

MH #4 RIM = 416.0' (mtg) INV. IN (S) = 413.55' INV. IN (E) = 413.00' INV. OUT (N) = 410.10'

12" HDPE PIPE (EX)

CREATE EARTH BERM TO DIRECT OVERFLOW FROM STORMS GREATER THAN 100-YR EVENT TOWARD ROAD

FLOWS FROM 100-YEAR WILL ENTER CATCH BASIN GRATE AT END OF WET SWALE - SO THERE IS NO NEED FOR SPILLWAY - PROPOSED BERM WILL DIRECT ANY OVERLAND FLOW FROM SLOPE AWAY FROM HICKLIN/STROM PROPERTY.

ELEV. = 427.5'

EX. CATCH BASIN RIM = 425.64' (RAISE RIM TO 427.00') CONVERT TO OUTLET STRUCTURE SEE DETAIL

NOTE: BOTTOM OF WET SWALE SHALL BE SEEDED WITH NEW ENGLAND WETMIX BY NEW ENGLAND WETLAND PLANTS OR APPROVED EQUAL TO ELEVATION 426.0'. NOTE: FROM ELEVATION 426' TO TOP OF BERM AND DOWNSLOPE OF BERM SHALL BE SEEDED WITH NEW ENGLAND CONSERVATION/ WILDLIFE MIX BY NEW ENGLAND WETLAND PLANTS

TOP OF BERM = 428.0

OUTLET PROTECTION PAD OF 8"-12" DIAMETER CRUSHED STONE WIDTH AT END OF PIPE = 4' LENGTH OF APRON = 10' WIDTH AT END OF APRON = 8' SEE DETAIL FE #2 INV. OUT = 426.5'

4" PVC L = 436.48

INSTALL 4' DIAMETER PAD OF FIELD STONES AT OUTLET OF FOOTING DRAINS

NEW 88.3 LF - 12" HDPE PIPE AT S = 20.9% TO CONVEY RUNOFF TO OUTLET PAD AT SOUTH END OF WET SWALE

NOTE: REMOVE EARTH BERM ON ADJACENT PROPERTY AND REGRADE TO BLEND IN TO ORIGINAL TOPOGRAPHY - CREATE NEW BERM AS SHOWN TO DIRECT OVERLAND FLOW TO

REGRADE DRIVEWAY SURFACE PRIOR TO PLACMENT OF FINAL ASPHALT SURFACE TO HAVE A 2.5% CROSS SLOPE FROM THE EAST TO THE WEST TO DISCHARGE THE RUNOFF AS OVERLAND FLOW - SEE DETAIL FOR EDGE TREATMENT OF PAVED SURFACE TO DISCHARGE RUNOFF

PROPOSED GRADING (TYP)

NOTE: AREA ON EAST SIDE OF DRIVEWAY SHALL BE SEEDED WITH A MEADOW MIX AND SHALL ONLY BE MOWED ONCE A YEAR AT THE END OF OCTOBER. ONLY A STRIP OF LAND FIVE FEET WIDE ALONG THE EASTERN SIDE OF THE DRIVEWAY SHALL BE MAINTAINED AS MOWED GRASS

NOTE: AFTER THE INSTALLATION OF THE GALLERY SYSTEM, THE EXISTING GRADE SHALL BE RESTORED OVER THE GALLERY SYSTEM. EXCESS SOIL SHALL BE REMOVED FROM THE SITE AS NECESSARY.

NOTE: AREA OF PROPERTY ON THE EAST SIDE OF THE DRIVEWAY TO MOUNTAIN ROAD TO BE SEEDED WITH A MEADOW SEED MIXTURE WHICH WILL ATTRACT POLLINATORS AND NOT BE MAINTAINED AS LAWN AREA. THE AREA WILL BE MOWED ONCE A YEAR AT THE END OF OCTOBER.

NOTE: CURRENT BOUNDARY SURVEY DATA CONFORMS TO CLASS A-2 STANDARDS, TOPOGRAPHIC INFORMATION IS BASED UPON A FIELD SURVEY CONFORMS TO CLASS T-2 STANDARDS. SURVEY WORK SHOWN ON THESE PLANS WAS PERFORMED BY MEGSON & HEAGLE, & FRIEND, CIVIL ENGINEERS AND LAND SURVEYORS, LLC FOR THE OWNER.

NOTE: DUTTON ASSOCIATES OF GLASTONBURY, CT PREPARED A CLASS A-2, T-2 SURVEY OF THE STREAM CHANNEL ON THE NORTH SIDE OF MOUNTAIN ROAD AND MOUNTAIN ROAD ITSELF IN THE SAME TOPOGRAPHIC SYSTEM AS THE MEGSON & HEAGLE & FRIEND PLAN.

N00°01'10"E 200.00' (Total)

S02°31'10"W 200.09'

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LOW IMPACT SUSTAINABLE DEVELOPMENT TRINKAUS ENGINEERING

STORMWATER MANAGEMENT PLAN

SHEET 2 of 6
PROJECT #087-2021
SCALE: 1" = 20'
DATE: 12/3/21, Rev. to 7/15/22

PREPARED FOR
MICHAEL WEISS
30 MOUNTAIN ROAD
GLASTONBURY - CONNECTICUT

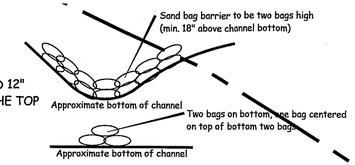
Note: There will be on incremental fill placed within the limits of 100-year flood zone.
Steven D. Trinkaus, PE
Trinkaus Engineering, LLC

Note: A right-ow-way permit from the Town of Glastonbury Engineering Division must be obtained by the excavator who will be performing the installation of the improvements within the Town right-of-way.

Note: Information regarding the contractor handling the guiderail repair work shall be submitted as part of the right of way permit application.

Note: An improvement location survey of the completed improvements within the public right-of-way shall be prepared by a licensed land surveyor and submitted to the Town Engineering Division for review and acceptance.

NOTE: INSTALLATION OF HEADWALL AND 8"-12" DIA. CRUSHED STONE IN STREAM CHANNEL TO BE DONE DURING LOW FLOW PERIODS. A SAND BAG BARRIER SHALL BE PLACED IMMEDIATELY UPSTREAM OF THE PROPOSED HEADWALL (SEE DETAIL). A SUBMERSIBLE PUMP SHALL BE PLACED UPHILL OF THE SAND BAG BARRIER WITH A PUMP LINE PLACED ON THE DOWNSTREAM SIDE OF THE PROPOSED 8"-12" DIA. CRUSHED STONE PAD AND ABOVE THE FILTREXX SOXX AS SHOWN. THIS WILL ALLOW THE 8"-12" DIA. CRUSHED STONE TO BE PLACED IN A DRY CONDITION. THE AREA UNDER THE 8"-12" DIA. CRUSHED STONE SHALL BE EXCAVATED 12" BELOW EXISTING GRADE AND THE 8"-12" DIA. CRUSHED STONE PLACED IN THE EXCAVATED SO THAT THE TOP OF THE RIPRAP IS EVEN WITH THE ORIGINAL GRADE OF THE CHANNEL BOTTOM AND SLOPE. THIS CONDITION IS SHOWN IN CROSS SECTION "B" - "B" .



NOTE: AFTER INSTALLATION OF ENDWALL AND 8"-12" DIA. CRUSHED STONE, CONTOURS SHALL BE RESTORED TO ORIGINAL CONDITION WITHIN THIS SECTION OF THE CHANNEL.

MANCHESTER ROAD (CONN. ROUTE 83)

MOUNTAIN ROAD

MAP K3 BLOCK 4160 LOT E0045
N/F MICHAEL J. SCHOBER & ZHIHUI TANG
1898 MANCHESTER ROAD
VOL. 2854 PG. 325

MAP K3 BLOCK 4580 LOT N0001A
N/F DONNA SHEPHERD
21 MOUNTAIN ROAD
VOL. 3164 PG. 51

N/F LENORE MODUGNO

N/F ROBERT FICKLIN & ALEXANDRA STROM

SHED

HOUSE

BARN

EXISTING SEPTIC TANK

APPROX. LOCATION EXISTING SEPTIC SYSTEM

GRAVEL DRIVE

BIT. DRIVE

GRANITE POST (TYP.)

BENCH MARK # 1
SNET #210
ELEV. = 295.05

MATCH LINE SHEET 3 SHEET 2

MATCH LINE SHEET 2 OF4 SHEET 1 OF 4

N88°14'50"E 120.85'

S88°45'00"E 249.32' (total)

S87°27'50"E 20.82'

N00°01'10"E 200.00' (Total)

NOTE: AREA OF PROPERTY ON THE EAST SIDE OF THE DRIVEWAY TO MOUNTAIN ROAD TO BE SEEDED WITH A MEADOW SEED MIXTURE WHICH WILL ATTRACT POLLINATORS AND NOT BE MAINTAINED AS LAWN AREA. THE AREA WILL BE MOWED ONCE A YEAR AT THE END OF OCTOBER.

SHADED AREA SUBJECT TO A LAND/GROUND LEASE AGREEMENT EFFECTIVE MARCH, 29 2021

NOTE: CURRENT BOUNDARY SURVEY DATA CONFORMS TO CLASS A-2 STANDARDS, TOPOGRAPHIC INFORMATION IS BASED UPON A FIELD SURVEY CONFORMS TO CLASS T-2 STANDARDS. SURVEY WORK SHOWN ON THESE PLANS WAS PERFORMED BY MEGSON & HEAGLE, & FRIEND, CIVIL ENGINEERS AND LAND SURVEYORS, LLC FOR THE OWNER.

NOTE: DUTTON ASSOCIATES OF GLASTONBURY, CT PREPARED A CLASS A-2, T-2 SURVEY OF THE STREAM CHANNEL ON THE NORTH SIDE OF MOUNTAIN ROAD AND MOUNTAIN ROAD ITSELF IN THE SAME TOPOGRAPHIC SYSTEM AS THE MEGSON & HEAGLE & FRIEND PLAN.

NOTE: NO GRADING IS PROPOSED FOR THE INSTALLATION OF ENDWALL #7, THE INVERT IS SIMPLY 12" BELOW THE EXISTING GRADE. MODIFIED RIPRAP WILL BE HAND PLACED IN CHANNEL BOTTOM AND SIDE SLOPES AS SHOWN ON SITE PLAN & CROSS SECTION

NOTE: EXCAVATE TEST PIT UNDER SUPERVISION OF GAS COMPANY TO VERIFY LOCATION AND DEPTH OF GAS LINE AT THIS LOCATION PRIOR TO INSTALLATION OF NEW DRAINAGE PIPE.

NOTE: REMOVE AND RESET WOOD POST/CABLE GUARD RAIL WHERE PIPE CROSSES. RE-TERMINATE GUARD RAIL ANCHOR AS REQUIRED AT EASTERN END OF GUARD RAIL

NOTE: AREA ON EAST SIDE OF DRIVEWAY SHALL BE SEEDED WITH A MEADOW MIX AND SHALL ONLY BE MOWED ONCE A YEAR AT THE END OF OCTOBER. ONLY A STRIP OF LAND, FIVE FEET WIDE ALONG THE EASTERN SIDE OF THE DRIVEWAY SHALL BE MAINTAINED AS MOWED GRASS

NOTE: THIS IS GRAPHICAL 100-YEAR FLOOD LINE SHOWN ON CURRENT FEMA MAPPING AND IS NOT BASED UPON FIELD TOPOGRAPHIC SURVEY OR HYDROLOGIC ANALYSIS.

LIMIT OF 100-YEAR FLOOD PLAIN IS BASED UPON LOMA APPROVAL FROM FEMA OBTAINED BY DUTTON ASSOCIATES FOR PROPERTIES ON NORTH SIDE OF MOUNTAIN ROAD OPPOSITE 30 MOUNTAIN ROAD

100' UPLAND REVIEW AREA FROM SOUTH EDGE OF PERENNIAL STREAM

NOTE: AREA OF EAST SIDE OF DRIVEWAY SHALL BE SEEDED WITH A MEADOW MIX AND SHALL ONLY BE MOWED ONCE A YEAR AT THE END OF OCTOBER. ONLY A STRIP OF LAND, FIVE FEET WIDE ALONG THE EASTERN SIDE OF THE DRIVEWAY SHALL BE MAINTAINED AS MOWED GRASS

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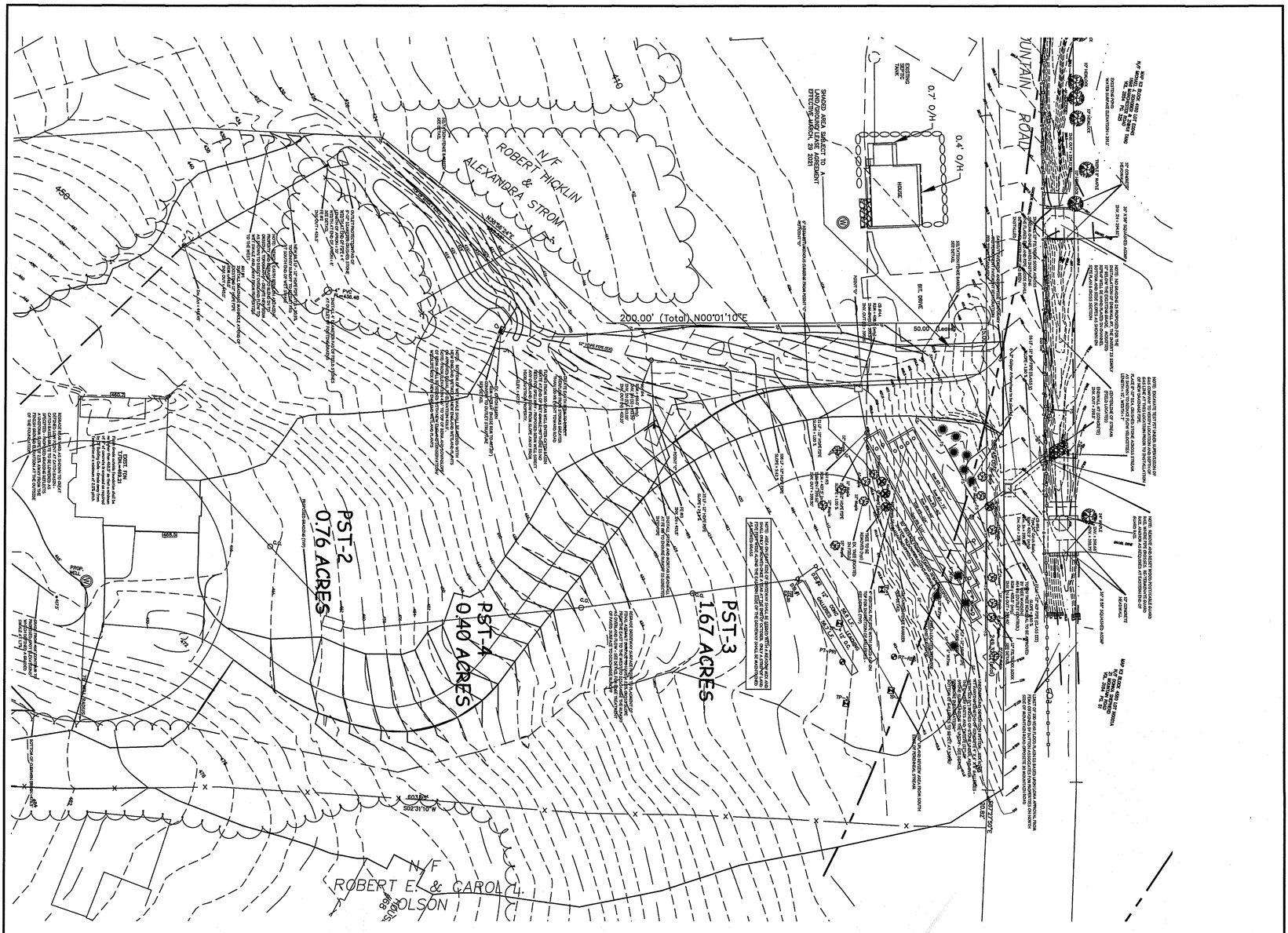
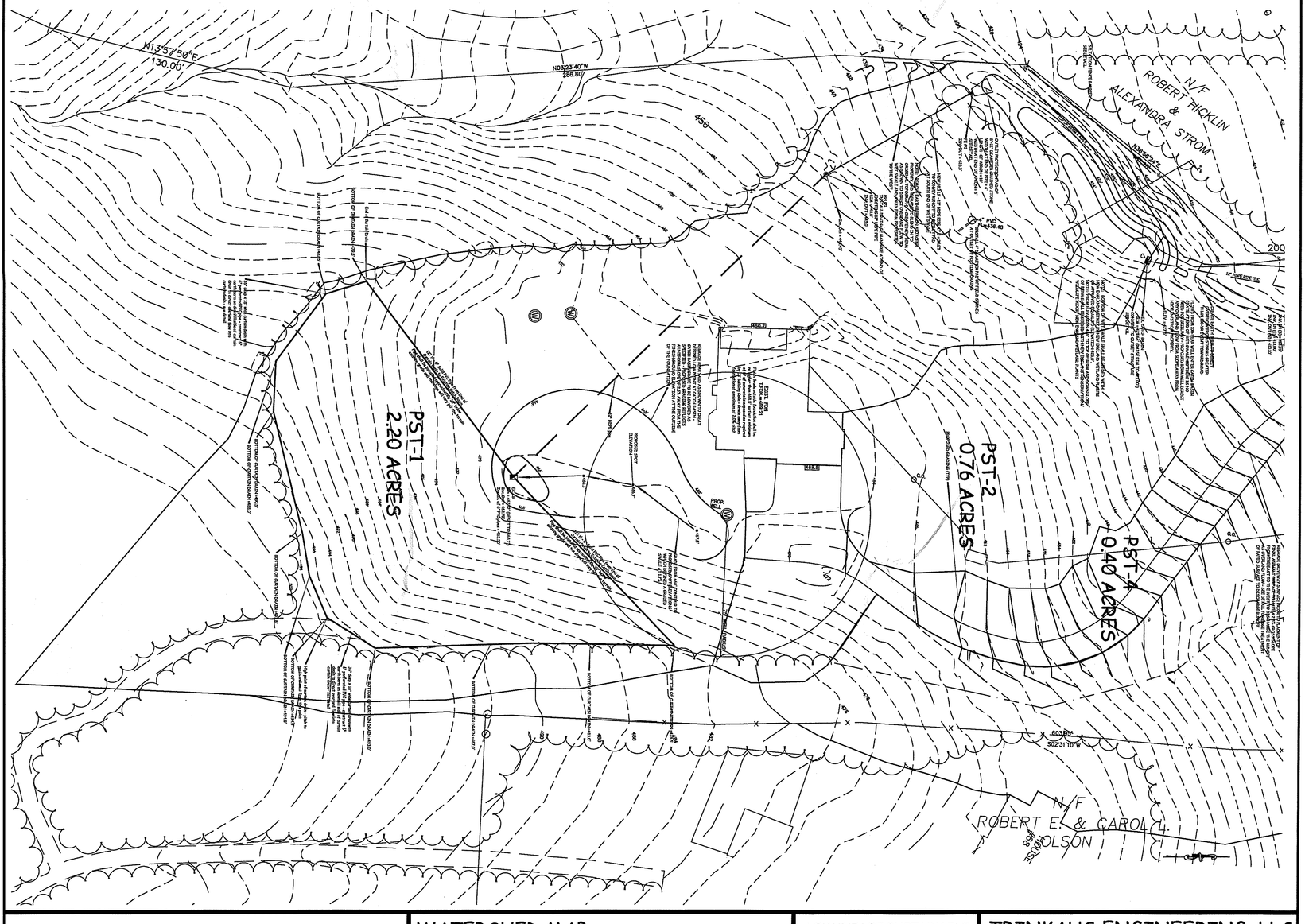
LOW IMPACT SUSTAINABLE DEVELOPMENT
TRINKAUS ENGINEERING

STORMWATER MANAGEMENT PLAN
SHEET 3 of 6
PROJECT #087-2021
SCALE: 1" = 20'
DATE: 12/3/21, Rev. to 7/15/22

PREPARED FOR
MICHAEL WEISS
30 MOUNTAIN ROAD
GLASTONBURY - CONNECTICUT





PREPARED FOR
MICHAEL WEISS
30 MOUNTAIN ROAD
GLASTONBURY - CONNECTICUT

WATERSHED MAP
SHEET 4 of 6
PROJECT #087-2021
SCALE: 1" = 30'
DATE: 12/3/21, Rev. to 7/15/22

LOW IMPACT SUSTAINABLE DEVELOPMENT
TRINKAUS ENGINEERING

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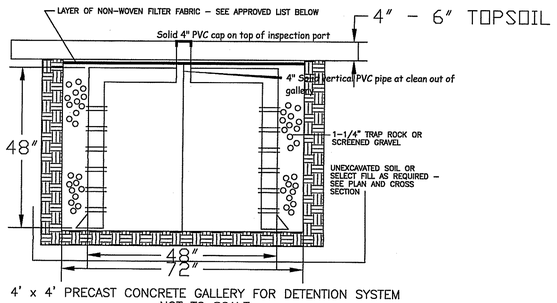
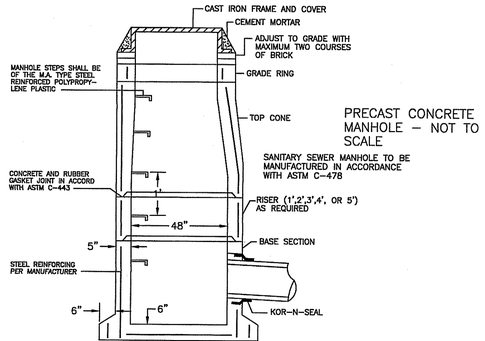


4' x 4' PRECAST CONCRETE GALLERY FOR DETENTION SYSTEM
NOT TO SCALE

LIST OF APPROVED FILTER FABRICS
A. TERRA Tex 501.5 Fabric
B. TYPAR 3151 Fabric
C. MIRAFI #65303 (3' wide), #65304 (4' wide)

NOTE: SEE PLAN FOR LAYOUT OF UNDERGROUND DETENTION SYSTEM. THERE SHALL BE 6" OF 1-1/4" OR LARGER CRUSHED STONE UNDERNEATH AND ON TOP OF THE PRECAST GALLERIES. THERE SHALL BE 12" OF 1-1/4" OR LARGER CRUSHED STONE SURROUNDING THE PERIMETER OF THE GALLERY SYSTEM.



PRECAST CONCRETE MANHOLE – NOT TO SCALE

NOTE: A STANDARD MANHOLE WITH A MINIMUM 36" DIAMETER (INTERNAL) SHALL BE USED FOR ALL MANHOLES EXCEPT THE OUTLET STRUCTURE MANHOLE. THE OUTLET STRUCTURE MANHOLE SHALL BE A MIMIMUM 48" DIAMETER (INTERNAL) IN ORDER TO CONSTRUCT THE OUTLET CONTROL WALL WITH ORIFICES AND BROAD CRESTED WEIR. SEE DETAIL BELOW FOR THE OUTLET CONTROL STRUCTURE.

DEWATERING PLAN IF NEEDED FOR HEADWALL INSTALLATION:
1. If groundwater is encountered when the headwall at the stream is being installed, a small hole (2' x 2') shall be dug to the east of the headwall which is 2' below the bottom of the gravel base under the headwall. A five-gallon perforated pail with a submersible pump shall be placed in the hole. 6" of 3/4" crushed stone shall be placed around the pail. The flexible pipe from the pump shall discharge back into the stream approximately 20' down from the headwall installation. The hole and pump shall be installed prior to the excavation for the headwall to minimize turbidity in the runoff.

MAINTENANCE OF STORMWATER MANAGEMENT SYSTEMS:
Note: All maintenance shall be performed by private homeowner.

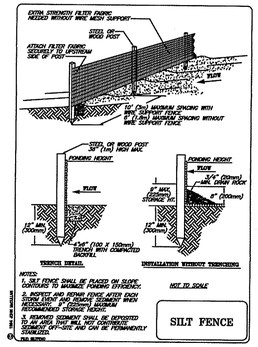
CATCH BASINS:
1. Catch basins shall be inspected annually and any accumulated sediment greater than 12" in depth shall be removed and disposed of in an upland area away from any drainage path.

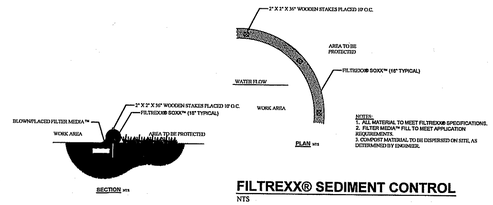
OUTLET MANHOLE:
1. Outlet control manhole shall be inspected annually and if any sediment or organic debris is found it shall be removed by hand.

UNDERGROUND DETENTION SYSTEM:
1. The galleries shall be inspected annually to observe whether any sediment has accumulated in the bottom. If any sediment which is more than 2" in depth is found it shall be removed. There are two inspection ports for each row of gallery to finish grade.

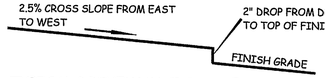
WET SWALE:
1. Wet swale shall be inspected annually and if any invasive vegetation is found it shall be removed by hand. Accumulated sediment does not have to be removed if found as this makes the swale wetter and thus more effective at removing pollutants.

FLUSHING OF THE SYSTEM WILL NOT BE REQUIRED AS LONG AS THE ABOVE SPECIFIED ANNUAL MAINTENANCE IS PERFORMED BY THE HOMEOWNER ON THE VARIOUS COMPONENTS OF THE STORMWATER MANAGEMENT SYSTEM.



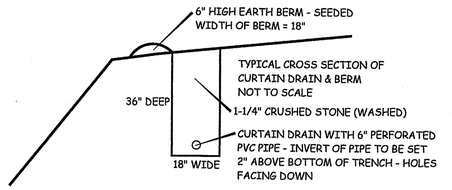


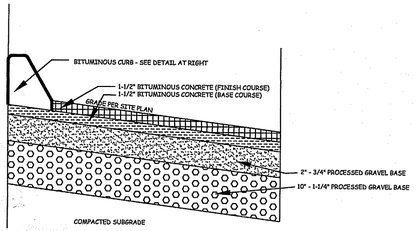
FILTREXX® SEDIMENT CONTROL
NTS



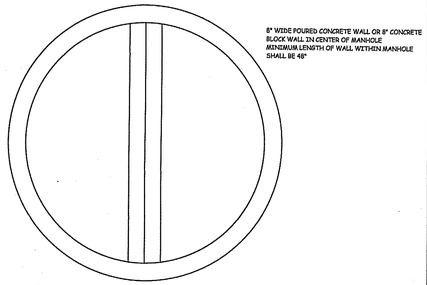
TYPICAL DRIVEWAY CROSS SECTION
NOT TO SCALE

IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CALL "CALL-BEFORE-YOU-DIG" AT 1-800-922-4455 AT LEAST TWO WORKING DAYS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION FOR THE LOCATION OF ANY UNDERGROUND UTILITIES ON THIS PROPERTY.

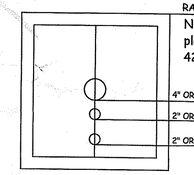




CROSS SECTION OF STANDARD BITUMINOUS CONCRETE PAVEMENT
NOT TO SCALE



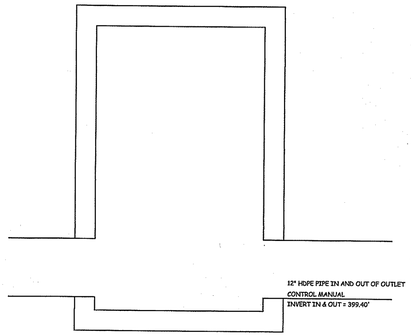
OVERHEAD VIEW OF OUTLET CONTROL MANHOLE
NOT TO SCALE



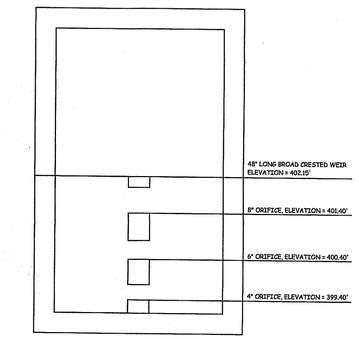
CURRENT ELEVATION OF CATCH BASIN GRATE IS 425.64', THE GRATE ASSEMBLY SHALL BE RAISED SO THAT THE GRATE IS SET AT 427.00'
Note: After catch basin top is raised per the plan, the hole for the 4" orifice at elevation of 426.0' shall be core drilled through the top.

4" ORIFICE, ELEVATION = 426.00'
2" ORIFICE, ELEVATION = 425.00'
2" ORIFICE, ELEVATION = 424.00'
CORE OUTLET CONTROL ORIFICES IN FACE OF CATCH BASIN

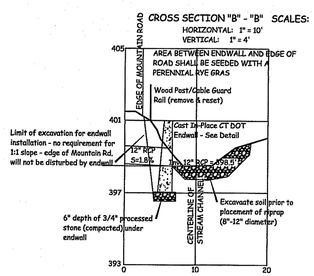
EXISTING CATCH BASIN AT END OF PROPOSED WET SWALE - NOT TO SWALE

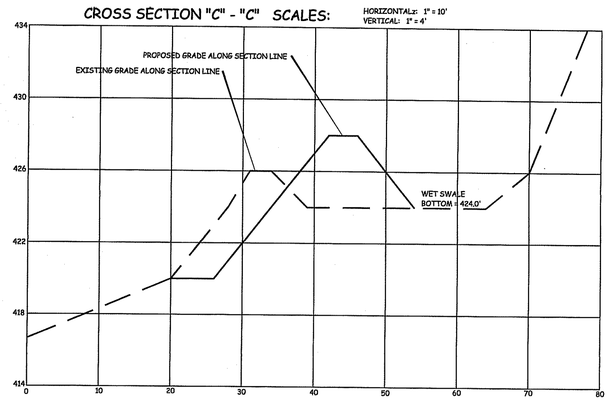


INLET & OUTLET PIPES IN MANHOLE
NOT TO SCALE



SECTION THROUGH OUTLET CONTROL MANHOLE
NOT TO SCALE





TRINKAUS ENGINEERING, LLC
CIVIL ENGINEERS
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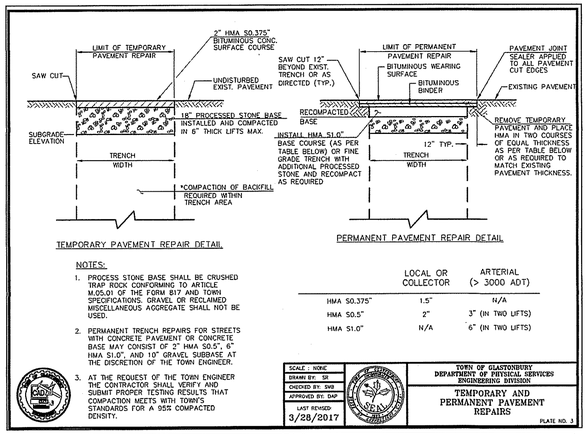
SOUTHBURY, CONNECTICUT 06488
203-264-4558 (office), 203-525-5153 (mobile)
Email: strinkaus@earthlink.net
Website: www.trinkausengineering.com

LOW IMPACT SUSTAINABLE LSD DEVELOPMENT
TRINKAUS ENGINEERING

CONSTRUCTION DETAILS/NARRATIVE
SHEET 5 of 6
PROJECT #087-2021
SCALES AS NOTED
DATE: 12/3/21, Rev. to 7/15/22

PREPARED FOR
MICHAEL WEISS
30 MOUNTAIN ROAD
GLASTONBURY - CONNECTICUT



TEMPORARY PAVEMENT REPAIR DETAIL

PERMANENT PAVEMENT REPAIR DETAIL

NOTES:

1. PROCESS STONE BASE SHALL BE CRUSHED TRAP ROCK CONFORMING TO ARTICLE M.05.01 OF THE FORM 817 AND TOWN SPECIFICATIONS. GRAVEL OR RECLAIMED MISCELLANEOUS AGGREGATE SHALL NOT BE USED.
2. PERMANENT TRENCH REPAIRS FOR STREETS WITH CONCRETE PAVEMENT OR CONCRETE BASE MAY CONSIST OF 2" HMA S0.5", 6" HMA S1.0", AND 10" GRAVEL SUBBASE AT THE DISCRETION OF THE TOWN ENGINEER.
3. AT THE REQUEST OF THE TOWN ENGINEER THE CONTRACTOR SHALL VERIFY AND SUBMIT PROPER TESTING RESULTS THAT COMPACTION MEETS WITH TOWN'S STANDARDS FOR A 95% COMPACTED DENSITY.

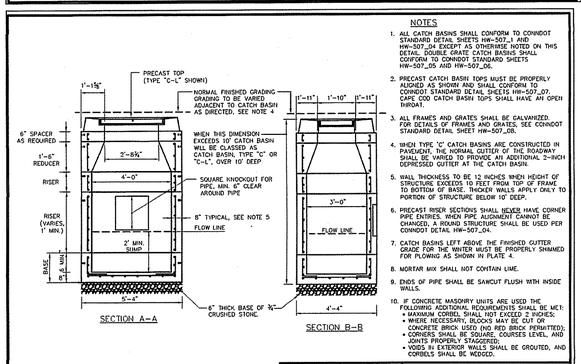
	LOCAL OR COLLECTOR	ARTERIAL (> 3000 ADT)
HMA S0.375"	1.5"	N/A
HMA S0.5"	2"	3" (IN TWO LIFTS)
HMA S1.0"	N/A	6" (IN TWO LIFTS)

SCALE : NONE
DRAWN BY: SR
CHECKED BY: SWD
APPROVED BY: DAP
LAST REVISED: 3/28/2017

TOWN OF GLASTONBURY
DEPARTMENT OF PHYSICAL SERVICES
ENGINEERING DIVISION

TEMPORARY AND PERMANENT PAVEMENT REPAIRS

PLATE NO. 3



NOTES

1. ALL CATCH BASINS SHALL CONFORM TO CONNDOT STANDARD DETAIL SHEETS HW-607_1 AND HW-607_04 EXCEPT AS OTHERWISE NOTED ON THIS DETAIL. DOUBLE GRATE CATCH BASINS SHALL CONFORM TO CONNDOT STANDARD SHEETS HW-607_05 AND HW-607_06.
2. PRECAST CATCH BASIN TOPS MUST BE PROPERLY ALIGNED AS SHOWN AND SHALL CONFORM TO CONNDOT STANDARD DETAIL SHEETS HW-607_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-607_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 CONSTRUCTION EXCEEDS 5'-0". THICKNESS 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-607_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 MORTARED.

SCALE : NONE
DRAWN BY: SR
CHECKED BY: SWD
APPROVED BY: DAP
LAST REVISED: 9/1/2016

TOWN OF GLASTONBURY
DEPARTMENT OF PHYSICAL SERVICES
ENGINEERING DIVISION

CATCH BASIN

PLATE NO. 21

CONSTRUCTION NARRATIVE:

1. Project land surveyor shall staked out components of stormwater management improvements as may be requested by the owner or site contractor.
2. Perimeter erosion control measures shall be installed in those locations shown on the plan prior to work being done above these areas.

SEQUENCE OF CONSTRUCTION:

Note: Project land surveyor shall stake out all components of the stormwater management system as shown on these plans. The western property line shall also be staked as noted on the site plan.
Note: A test pit shall be excavated under the supervision of the Gas Company to determine the actual location and depth of the gas line in Mountain Road.
Note: The guard rail along the north side of Mountain Road shall be removed to permit the installation of the headwall, crushed stone and pipe under Mountain Road. The guard rail shall not be removed for more than seven (7). As soon as the pipe has been installed under Mountain Road, the guard rail shall be replaced.
Note: If there is flow in the stream, then the sand bag barrier and pump shall be installed to allow for the work to be done in a dry environment.

1. The drainage pipe under Mountain Road shall be installed first after approval has been obtained from the Town of Glastonbury Inland Wetlands Commission. The 12" Filtrexx Soxx shall be installed prior to excavating for the pipe.
2. After the pipe has been installed, riprap (8"-12" diameter) shall be placed in the existing stream channel as shown on the site plan. The catch basin on the south side of the road shall be installed.
3. After the pipe has been installed, a temporary pavement patch shall be made for the trench across Mountain Road.
4. The pipe shall be extended to the Outlet Control Manhole and the Manhole shall be installed at this time.
5. The underground detention system shall be installed as shown on the plan and in accord with the construction detail and specifications.
6. After the underground detention system has been installed, the new piping for the stormwater management system shall be installed from the gallery system going uphill to the new manhole, the field inlet with headwall shall be installed and the system shall be connected to the existing 12" HDPE pipe as shown.
7. The existing outlet structure at the north end of the previously installed detention area shall be modified per the plan and details.
8. The existing detention basin berm shall be regraded per the plan to lower the height to a maximum of four (4) feet above existing grade and the bottom of the basin shall be regarded per the plan. That portion of the berm on the adjacent property shall be removed and the area restored per the plan.
9. The existing drainage pipe from the rear yard catch basin shall be extended per the plan and the crushed stone apron installed at the end of the pipe.
10. A pad of field stones shall be installed at the end of the existing footing drains per the plan.
11. The curtain drain and low berm shall be installed at the top of the slope per the plan and in accord with the details shown on this page. The elevations for the curtain shall conform to those shown on the site plan.
12. The ends of the curtain drain shall be connected to the existing catch basin and the basin top shall be lowered as specified on the plan.
13. The rear yard shall be graded per the plan to a subgrade elevation which is 4" below the final grade to allow for the placement of topsoil.
14. All disturbed areas shall be seeded with an appropriate grass or meadow mixture as they are regraded.
15. The driveway and adjacent areas shall be regraded per the plan and in accord with the detail shown on this plan.
16. Only after all disturbed areas have been covered with vegetation shall the erosion control measures be removed.

LONG TERM MAINTENANCE SCHEDULE:

Best Management Practices (BMP's) program, for post-development conditions on the project has been developed to manage both the storm water quality. The recommendations are proposed to protect the site and downgradient wetland areas.

The success of the BMP controls requires professional and regulatory input, and monitoring through the implementation of a long-term maintenance program.

PLAN OBJECTIVES AND PRINCIPALS:

The objectives of the Soil Erosion and Sediment Control Plan are to manage both the runoff and the earthwork operations by using Best Management Practices. The objectives are as follows:

a. Control erosion at its source with temporary control measures, minimize the runoff from areas of disturbance, distribute stormwater through natural vegetation before being discharged into wetland systems.
b. Keep land disturbance to a minimum.
c. Construct the project in phases to minimize the area of the site under active construction at one time.
d. Retain existing vegetation wherever feasible. Siltation fence or other barriers will be used to limit the extent of earthwork. Substantial buffers will be provided to the wetland/watercourse systems.
e. Stabilize disturbed areas as soon as practical. Earth disturbance shall not occur on a given area until active construction is to take place in this area.
f. Minimize the length and steepness of slopes.
g. Maintain low runoff velocities.
h. Trap sediment on site. Siltation fence barriers and road construction entrance will trap sediment during the construction period.
i. Establish a maintenance and repair program during the construction period. Erosion control measures will be inspected weekly during the spring months, twice a month during the summer and/or following rainfall events of greater than 0.5 inches and repaired as needed to ensure that they function properly.
j. Assign responsibility for the maintenance program. The responsibility for the maintenance program will be assigned to the contractor who shall designate one of its supervisory personnel to be the liason to the owner's representative. the owner shall retain the services of a licensed professional who shall inspect and monitor the contractor's methods and have the authority to require modifications to the Erosion and Sediment Control Plan. The town will be copied on all inspection reports prepared on behalf of the project.

TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES - MAINTENANCE REQUIREMENTS:

1. Siltation Fence Barriers: All barriers shall be installed in accordance with the detail shown on the plans, sediment shall be removed from behind the siltation fence when sediment has accumulated to 25% of the original height of the fence.
2. Dust Control: Water shall be applied by sprinkler or water truck as necessary during the grading operations to minimize sediment transport and maintain acceptable air quality conditions. Repetitive treatments will be done as needed until grades are paved or seeded.
3. Filtrexx Soxx: All Soxx shall be inspected twice a year for sediment accumulation. If the sediment depth against the Soxx is greater than 25% of the height of the Soxx, the sediment shall be removed and disposed of in a proper manner.
4. Construction Entrance: Entrances shall be inspected every two months during the active construction period. If sediment is clogging the stone surface, an additional layer of crushed stone shall be added to the Construction Entrance.

CONTROL PLAN IMPLEMENTATION:

1. The contractor shall inspect the effectiveness and condition of erosion control devices during storm events, and after each rainfall event of 0.5" or more, prior to weekends and prior to forecasted large storm events.
2. The contractor shall repair or replace damaged erosion control measures immediately, and in case, more than four hours after observing such deficiencies.
3. The contractor shall be prepared to implement interm drainage controls and erosion control measures as may be necessary during the course of construction.
4. The constactor shall make available on-site all equipment, materials and labor necessary to effect emergency erosion control measures within four hours of any impending emergency situation.
5. The contractor shall make a final inspection, clean all cross culverts and sweep off roadways before the road is dedicated to the town.
6. The contractor shall have on call at all times, a responsible representative who, when authorized, will mobilize the necessary personnel, materials and equipment and otherwise provide the required action when notified of any impending emergency situation.
7. The contractor shall supply a telephone number to the town engineer, planning agent so that the contractor may be contacted during the evenings and on weekends, if necessary.
8. The contractor shall maintain a minimum of 100 lf of silt fence on the site for use during emergencies during the development of the project.

GENERAL EROSION AND SEDIMENTATION CONTROL PLAN NOTES:

1. Regrading on this site shall done in such a manner as to prevent stagnant water from collecting in depresssions.
2. All erosion and sedimentation control measures will be installed prior to the start of any construction activity.
3. All erosion and sedimentation control measures shall be constructed in accordance with the submitted construction details and in compliance with the specifications and standards found in the "Guidelines for Soil Erosion and Sediment Control" as prepared by the State of Connecticut, revised to 2002.
4. Siltation fence barriers will be installed at the limit of all disturbed areas. Staked straw bales, will be utilized as necessary during the construction period. All work done shall be in accordance with the details shown on the plans.
5. Land disturbance will be kept to a minimum. Restabilization of all disturbed areas will occur as soon as final grading in complete.
6. All erosion and sedimentation control measures will be maintained in an effective conditions throughout the construction period.
7. Accumulated sediment will be removed from the control structures and disposed of in a lawful and safe manner.
8. Additional control measures will be installed during the construction period if the Zoning or Wetland Enforcement Officer requires them. The design engineer shall inspect the site periodically to ensure the proper installation of erosion control measures.
9. Regular inspections of the construction site shall be made by a representative of the Town of Glastonbury and a professional retained by the owner to assure compliance with the approved plans.
10. The responsibility for implementing the erosion and sedimentation control plan, informing all parties engaged on the construction site of the requirements and objectives of the plan, notifying the appropriate town agencies of any transfer of this responsibility and for conveying a copy of the erosion and sedimentation control plan if title to the land is transferred is place upon the owner of record.

SEEDING MIXTURES FOR AREAS TO BE MAINTAINED AS GRASS:

MIXTURE #1	
KENTUCKY BLUEGRASS	20 LBS/ACRE
CREEPING RED FESCUT	20 LBS/ACRE
PERENNIAL RYEGRASS	5 LBS/ACRE
MIXTURE #2	
CREEPING RED FESCUE	20 LBS/ACRE
REDTOP	2 LBS/ACRE
TALL FESCUE	20 LBS/ACRE

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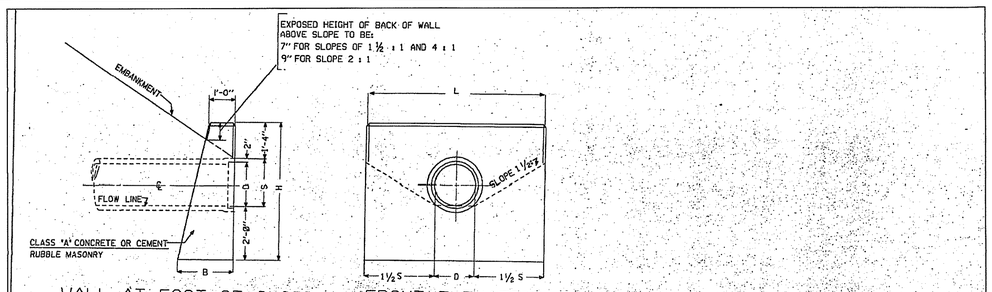


WALL AT FOOT OF SLOPE — FRONT ELEVATION

DIMENSIONS AND QUANTITIES FOR ONE ENDWALL BASED ON S = D + 2"

D	S	H	L	BATTER	B	VOL.
INS.	FT.&INS.	FT.&INS.	FT.&INS.	INS./ FT.	FT.&INS.	CU.YD.
12"	1'-2"	4'-6"	4'-6"	2 ½"	1'-11¼"	1.10
15"	1'-5"	4'-9"	5'-6"	2 ½"	1'-11⅞"	1.45
18"	1'-8"	5'-0"	6'-6"	2 ½"	2'-0 ½"	1.83
24"	2'-2"	5'-6"	8'-6"	2 ½"	2'-1¾"	2.72
30"	2'-8"	6'-0"	10'-6"	2 ½"	2'-3"	3.79
36"	3'-2"	6'-6"	12'-6"	3"	2'-1½"	5.45
42"	3'-8"	7'-0"	14'-6"	3"	2'-9"	6.40 *
48"	4'-2"	7'-6"	16'-6"	3"	2'-10 ½"	8.00 *

H = TOTAL HEIGHT OF ENDWALL
B = BASE
D = INSIDE DIAMETER OF PIPE
S = HEIGHT OF SLOPE ABOVE FLOW LINE AT FACE OF WALL-MINIMUM = D+2
L = LENGTH OF WALL= 3S+D
ALL EDGES OF EXPOSED SURFACES TO BE CHAMFERED APPROXIMATELY ONE INCH.

* VOLUME BASED ON "D" AND WALL THICKNESS AT ℄ OF PIPE HAS BEEN DEDUCTED

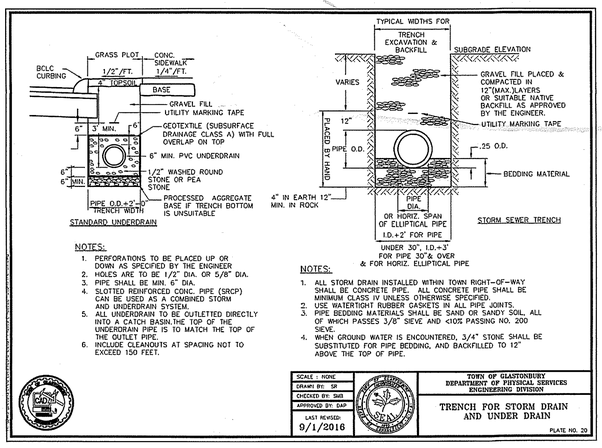
STANDARD ENDWALL

NOTE

ALL CONSTRUCTION DIMENSIONS ARE NOMINAL.

WHEN ONE ENDWALL IS TO BE USED FOR TWO PIPES, THE DIMENSIONS OF THAT ENDWALL SHALL CONFORM TO THAT REQUIRED FOR THE LARGER PIPE, EXCEPT THE DIMENSION "L" SHALL BE INCREASED BY THE OUTSIDE DIAMETER OF THE SMALLER PIPE PLUS ONE FOOT.

THESE ENDWALLS WILL BE USED ONLY AT LOCATIONS WHERE THEY WILL NOT BE A HAZARD TO VEHICLES THAT RUN OFF THE ROAD. IN NO CASE WILL THE LOCATION OF THESE ENDWALLS BE LESS THAN 30' FROM THE EDGE OF THE TRAVELED WAY.



SCALE : NONE
DRAWN BY: SR
CHECKED BY: SWD
APPROVED BY: DAP
LAST REVISED: 9/1/2016

TOWN OF GLASTONBURY
DEPARTMENT OF PHYSICAL SERVICES
ENGINEERING DIVISION

TRENCH FOR STORM DRAIN AND UNDER DRAIN

PLATE NO. 20

TRINKAUS ENGINEERING, LLC
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114 HUNTERS RIDGE ROAD
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LOW IMPACT SUSTAINABLE DEVELOPMENT
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CONSTRUCTION DETAILS/NARRATIVE
SHEET 6 of 6
PROJECT #087-2021
SCALES AS NOTED
DATE: 12/3/21, Rev. to 7/15/22

PREPARED FOR
MICHAEL WEISS
30 MOUNTAIN ROAD
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