

FILE: H:\Land Projects\2009\Addison Road Bike Path\dwg\Addison Rd Multi-Use Path Final.dwg USER: Steven Troy DATE: 12/27/2010

# PLAN DEPICTING PROPOSED MULTI-USE PATH From SMITH MIDDLE SCHOOL TO BELL STREET GLASTONBURY, CONNECTICUT



*Town of Glastonbury*

2155 MAIN STREET • P.O. BOX 6523 • GLASTONBURY, CONNECTICUT 06033-6523

TOWN PLAN AND ZONING COMMISSION

SECTION 4.11 (FLOOD ZONE) SPECIAL PERMIT AND A SEC. 12 SPECIAL PERMIT WITH DESIGN REVIEW

APPLICANT: TOWN OF GLASTONBURY  
PHYSICAL SERVICES DEPARTMENT  
P.O. BOX 6523  
GLASTONBURY, CT 06033-6523

OWNER: TOWN OF GLASTONBURY  
P.O. BOX 6523  
GLASTONBURY, CT 06033

FOR: PAVED MULTI-USE  
RECREATIONAL PATH

MOVED, that the Town Plan and Zoning Commission approve the application of the Town of Glastonbury, Physical Services Department, for a Section 4.11 (Flood Zone) Special Permit and a Section 12 Special Permit with Design Review - paved multi-use recreational path connecting Smith Middle School property to Bell Street and construction of a parking lot west of Bell Street - Flood Zone and Reserved Lane Zone, in accordance with the following plans:

"TYPICAL SECTIONS FOR PROPOSED MULTI-USE PATH FROM SMITH MIDDLE SCHOOL TO BELL STREET GLASTONBURY, CONNECTICUT SCALE: AS SHOWN DRAWN BY: S. TROY DATE: 1-8-2009 CHECKED BY: S.M.B. APPROVED BY: D.A.P. SHEET NO. 2 OF 18 REVISION NO. 1 ISSUED FOR PERMITTING 3-4-2009"

"EROSION CONTROL NOTES AND DETAILS FOR PROPOSED MULTI-USE PATH FROM SMITH MIDDLE SCHOOL TO BELL STREET GLASTONBURY, CONNECTICUT SCALE: AS SHOWN DRAWN BY: S. TROY CHECKED BY: S.M.B. APPROVED BY: D.A.P. DATE: 1-8-2009 SHEET NO. 3 OF 18 REVISION NO. 1 ISSUED FOR PERMITTING 3-4-2009"

"OVERVIEW PLAN DEPICTING PROPOSED MULTI-USE PATH FROM SMITH MIDDLE SCHOOL TO BELL STREET GLASTONBURY, CONNECTICUT SCALE: AS SHOWN DRAWN BY: S. TROY CHECKED BY: S.M.B. APPROVED BY: D.A.P. DATE: 1-8-2009 SHEET NO. 4 OF 18 REVISION NO. 1 ISSUED FOR PERMITTING 3-4-2009"

"PLAN AND PROFILE PROPOSED MULTI-USE PATH FROM SMITH MIDDLE SCHOOL TO BELL STREET GLASTONBURY, CONNECTICUT SCALE: AS SHOWN DRAWN BY: S. TROY CHECKED BY: S.M.B. APPROVED BY: D.A.P. DATE: 1-8-2009 SHEET NO. 5 OF 18, SHEET NO. 6 OF 18, SHEET NO. 7 OF 18, SHEET NO. 8 OF 18, SHEET NO. 9 OF 18 REVISION NO. 1 ISSUED FOR PERMITTING 3-4-2009"

"PLAN DEPICTING MULTI-USE PATH FROM SMITH MIDDLE SCHOOL TO BELL STREET GLASTONBURY, CONNECTICUT SCALE: AS SHOWN DRAWN BY: S. TROY CHECKED BY: S.M.B. APPROVED BY: D.A.P. DATE: 12-31-2009 SHEET NO. 10 OF 18 REVISION NO. 1 PARKING LOT MODIFICATION 2-18-2010"

"PLAN DEPICTING WETLAND VEGETATION ENHANCEMENT FOR PROPOSED MULTI-USE PATH FROM SMITH MIDDLE SCHOOL TO BELL STREET GLASTONBURY, CONNECTICUT SCALE: AS SHOWN DRAWN BY: S. TROY CHECKED BY: S.M.B. APPROVED BY: D.A.P. DATE: 1-8-2009 SHEET NO. 16 OF 18 REVISION NO. 1 ISSUED FOR PERMITTING 3-4-2009"

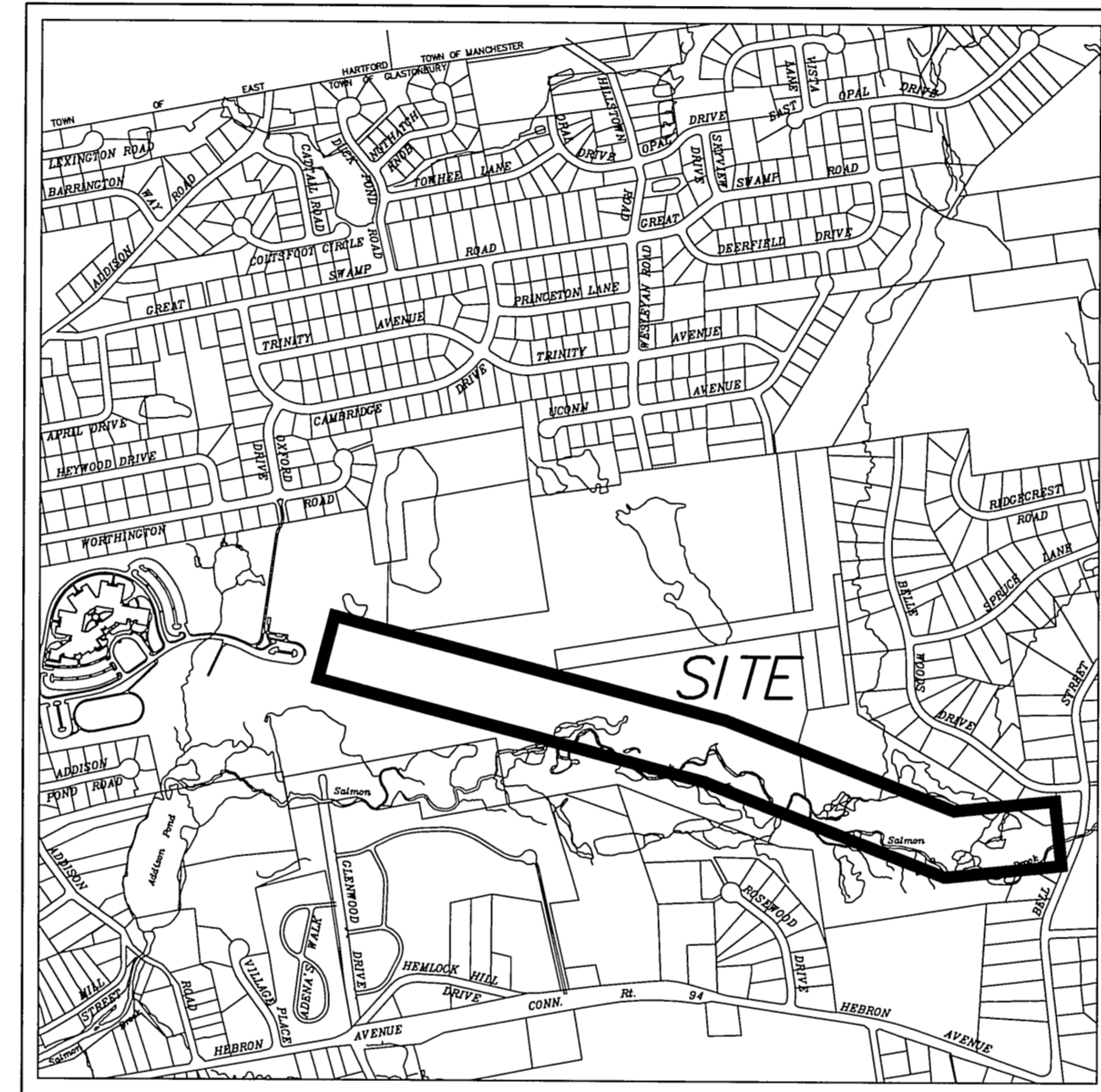
"PLAN DEPICTING PEDESTRIAN BRIDGE PROPOSED MULTI-USE PATH FROM SMITH MIDDLE SCHOOL TO BELL STREET GLASTONBURY, CONNECTICUT SCALE: AS SHOWN DRAWN BY: S. TROY DATE: 5-11-2009 SHEET NO. 17 OF 18, SHEET NO. 18 OF 18"

and in compliance with the following condition:

1. Compliance with conditions assigned to the issuance of an Inland Wetlands and Watercourses Agency permit on March 12, 2009 for this project.
2. Following completion of construction of the project, certification from a Professional Engineer shall be required confirming no loss of flood storage capacity.
3. Speed bumps shall be installed if deemed necessary by Town Plan and Zoning Commission Leadership in consultation with the Town Engineer/Manager of Physical Services

APPROVED: TOWN PLAN AND ZONING COMMISSION  
MARCH 2, 2010

*[Signature]*  
SHARON M. JAGEL, CHAIRMAN



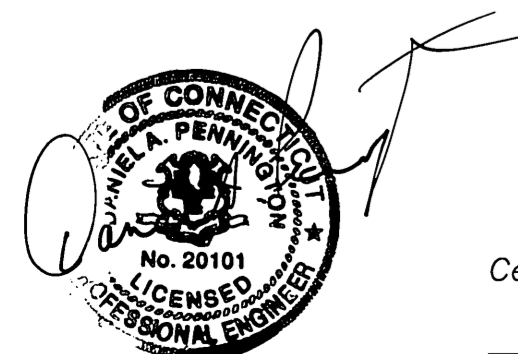
APPROVED WETLANDS PERMIT MOTION  
MARCH 12, 2009

MOVED, that the Inland Wetlands and Watercourses Agency grants an inland wetlands and watercourses permit to the Town of Glastonbury Department of Physical Services for the construction of a multi-use trail and a parking lot within the wetlands regulated areas as part of the larger project connecting Smith Middle School to Bell Street, in accordance with the application materials (application dated 1-15-09, Town Engineer's memorandum dated March 5, 2009 and plans dated 3-4-2009) on file in the Office of Community Development and in compliance with the following conditions:

1. If any Federal wetlands permitting from the United States Army Corps of Engineers (ACOE) is required for this project, then any ACOE wetlands permit, along with the plans submitted for said permit, shall be provided to the Town's Environmental Planner and the Town's Inland Wetlands and Watercourses Agency. Any and all discrepancies between the ACOE and local wetlands permitting shall be satisfied to the satisfaction of the Inland Wetlands and Watercourses Agency prior to the start of construction.
2. All land areas that are encumbered with a conservation restriction or conservation easement shall be identified on the construction plans. All nearby areas (within 100 feet of this project area) that are encumbered with a conservation restriction or conservation easement shall be clearly flagged and placarded on the land by the Permittee prior to the start of construction.
3. In order to protect and conserve the State-listed Eastern Box Turtle (*Terrapene carolina*) that is known to exist within the project area:
  - a. Construction activities that occur during the species dormant time period (from November 1 to April 1) shall not require any mitigation measures relative to protection of the Eastern Box Turtle.
  - b. If construction activities are to occur between April 1 and November 1, then:
    - 1.) Alternative construction staging areas shall be investigated and used, under consultation with the Environmental Planner, in order to avoid the species' prime, more preferable habitat. Such alternative locations shall be restricted to the species' non-prime, less preferable habitat, as determined by the Environmental Planner.
    - 2.) The construction staging areas and the wetlands areas where construction will occur shall have their perimeters completely ringed with silt fence in order to create turtle-proof "play pens" for the heavy equipment/machinery/vehicles to stay in and for the turtles to stay out of these "play pen" areas while they are in use. Construction workers shall be mindful of "opening and closing the door" (maintaining the functional integrity) of such protected "play pen" areas.
    - 3.) The Permittee shall provide all construction workers and inspectors with relevant information pertaining to the Eastern Box Turtle including, but not limited to, their physical description, that these turtles are State-protected and that harming or collecting them is illegal, that these turtles may be present at the site on any given work day, that on each workday the project work area be searched for turtles prior to the start of construction, and that any turtles encountered shall be carefully moved to a safe location not too far away from their encountered location.

- c. Signage that informs trail users of the presence and relevant characteristics of the State Species of Special Concern Eastern Box Turtle shall be established and posted at various points along the trail by the Permittee, under consultation with the Environmental Planner. A minimum of four such signs shall be established in both directions of the trail, thus requiring a minimum of eight such signs for the trail.
  - d. All sightings of the Eastern Box Turtle during construction shall be reported to the Environmental Planner.
4. In order to protect and conserve the obligate vernal pool species that are known to migrate through the project area:
    - a. All construction workers and inspectors shall be provided with relevant information pertaining to such obligate vernal pool species that could potentially migrate through the project area.
    - b. Temporary and permanent land grading activities, along with other potential physical barriers, that may prevent or hinder the movement of these migrating obligate vernal pool species shall not occur.
    - c. Special mitigation measures or other precautions may be required of the Permittee to address any unforeseen problems or situations, as deemed necessary by the Environmental Planner.
    - d. Signage that informs trail users of the presence and relevant characteristics of the obligate vernal pool species that migrate across the trail shall be established and posted by the Permittee, under consultation with the Environmental Planner.
  5. Healthy mature trees shall be preserved and saved when possible. Said trees shall be protected with the use of high visibility construction fence during construction or otherwise protected as required by staff.
  6. Installation of soil erosion and sedimentation control and stabilization measures shall be the Permittee's responsibility. Once installed these measures shall then be inspected by the Environmental Planner prior to land disturbance activities. Afterwards it then shall be the Permittee's responsibility to inspect these control measures during, and immediately following, substantial storm events and maintain and/or replace the control measures, when needed, on a regular basis until the site is vegetatively stabilized. Hay bales shall be replaced every 60 days. The Environmental Planner is hereby authorized to require additional soil erosion and sediment controls and stabilization measures to address situations that arise on the site.
  7. Material shall not be stockpiled in wetland areas.
  8. Metal waste containers shall be provided at the site to facilitate the collection of refuse material generated from construction activities. Such material shall not be buried or burned at the site.
  9. All heavy vehicles, equipment and/or machinery shall be prohibited to cross the wetlands between proposed trail stations 40+00 and 43+00. Such vehicles, equipment and/or machinery that is capable of being supported by the proposed boardwalk, shall be allowed to cross the boardwalk for construction purposes once said boardwalk is constructed.
  10. All of the proposed boardwalk components, except that of its supporting piers, shall be constructed above the 100-year flood elevation.
  11. All existing problem areas (i.e. wheel ruts, currently eroded and unstabilized areas, impaired culverts, etc.) shall be remedied, to the satisfaction of the Environmental Planner, within the existing sanitary sewer corridor on the north side of Salmon Brook that lies generally south of the proposed trail between trail stations 42+00 and 57+00.
  12. Any groundwater seep problem area(s) that arises from the project due to excavation(s) shall be remedied and permanently stabilized to the satisfaction of the Environmental Planner.
  13. In order to ensure adherence to the submitted plans, along with their associated environmental mitigation measures, and these assigned conditions of approval:
    - a. A qualified individual shall be assigned or retained by the Permittee to supervise or direct proper implementation of said mitigation measures and conditions, shall provide monthly progress reports on the same to the Environmental Planner, and shall serve as liaison between the Permittee and site contractor(s) side of the project and the Environmental Planner.
    - b. As-built and as-performed statements and/or drawings/plans shall be required in order to demonstrate compliance with the environmental mitigation measures and the assigned conditions of approval.
  14. There shall be no snow removal or other winter maintenance on the completed trail.
  15. A pre-construction meeting shall be required for this project in order to promote compliance/adherence to the environmental mitigation measures and these assigned conditions of approval.
  16. The Permittee shall be fully responsible for damages caused by all activities undertaken pursuant to this permit that may have a detrimental effect on wetlands and/or watercourses, and all such activities that cause erosion and sedimentation problems.

<b>COVER SHEET</b>	<b>SHEET 1</b>
<b>TYPICAL SECTIONS</b>	<b>SHEET 2</b>
<b>NOTES AND DETAILS</b>	<b>SHEET 3</b>
<b>OVERVIEW PLAN</b>	<b>SHEET 4</b>
<b>PLAN AND PROFILES</b>	<b>SHEET 5-12</b>
<b>CROSS SECTIONS</b>	<b>SHEET 12-16</b>
<b>WETLAND ENHANCEMENT PLAN</b>	<b>SHEET 17</b>
<b>CONCEPTUAL BRIDGE PLAN</b>	<b>SHEET 18-21</b>

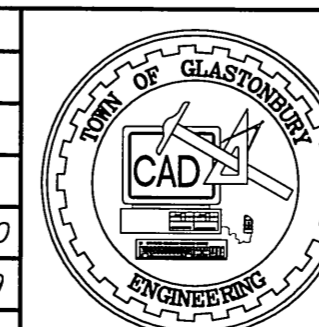


Certified to be substantially correct

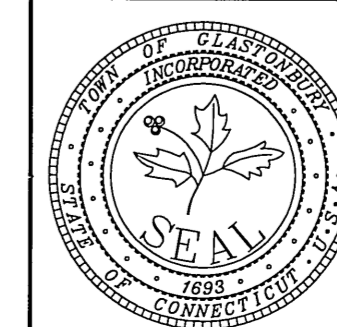
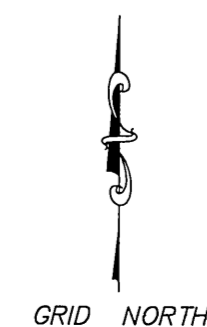
*[Signature]*  
DANIEL A. PENNINGTON

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

DRAWING ISSUE STATUS	
NO.	DESCRIPTION
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1.	ISSUED FOR PERMITTING 3-4-2009
NO.	DATE



SCALE: AS SHOWN DATE: 1-8-2009  
DRAWN BY: S.Troy  
CHECKED BY: S.M.B. 12-9-2010  
APPROVED BY: D.A.P. 12-9-2010  
ST. FILE:  
DO NOT SCALE THIS DRAWING. USE THE DIMENSIONS GIVEN. IF THERE ARE ANY DISCREPANCIES OR QUESTIONS, CONTACT THE TOWN OF GLASTONBURY, ENGINEERING OFFICE.

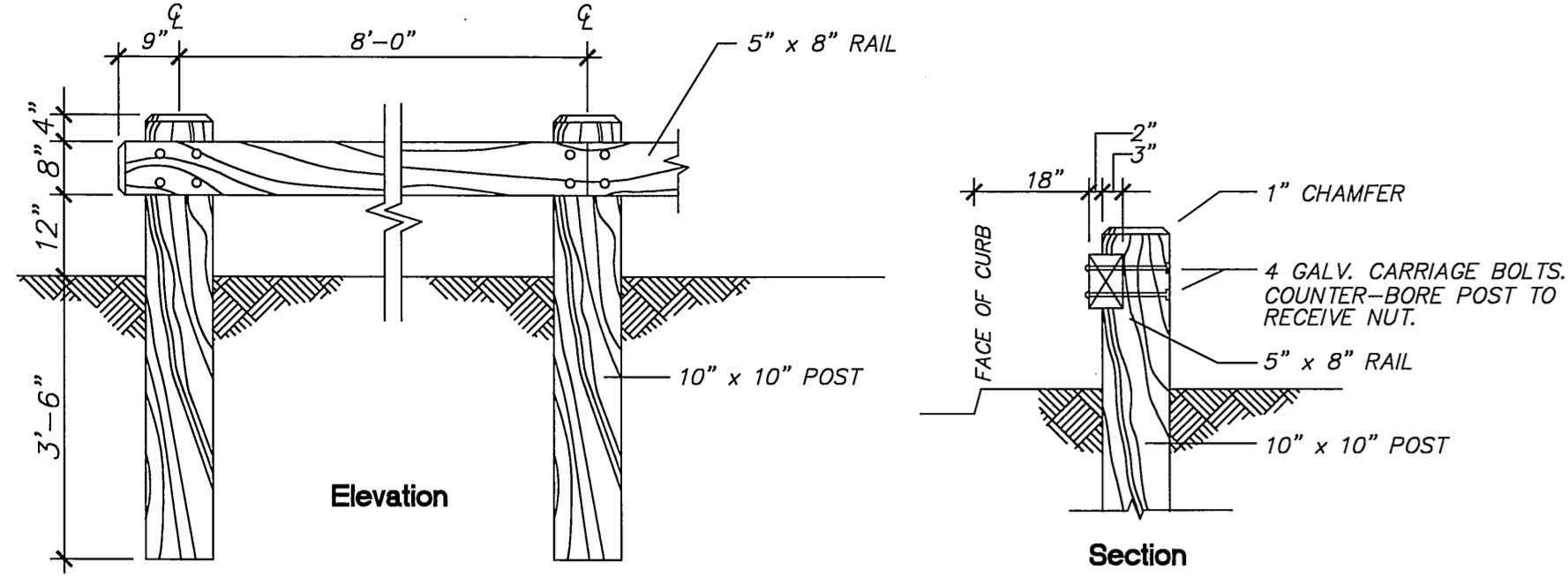


**PLAN DEPICTING  
PROPOSED MULTI-USE PATH  
From  
SMITH MIDDLE SCHOOL TO BELL STREET  
GLASTONBURY, CONNECTICUT**

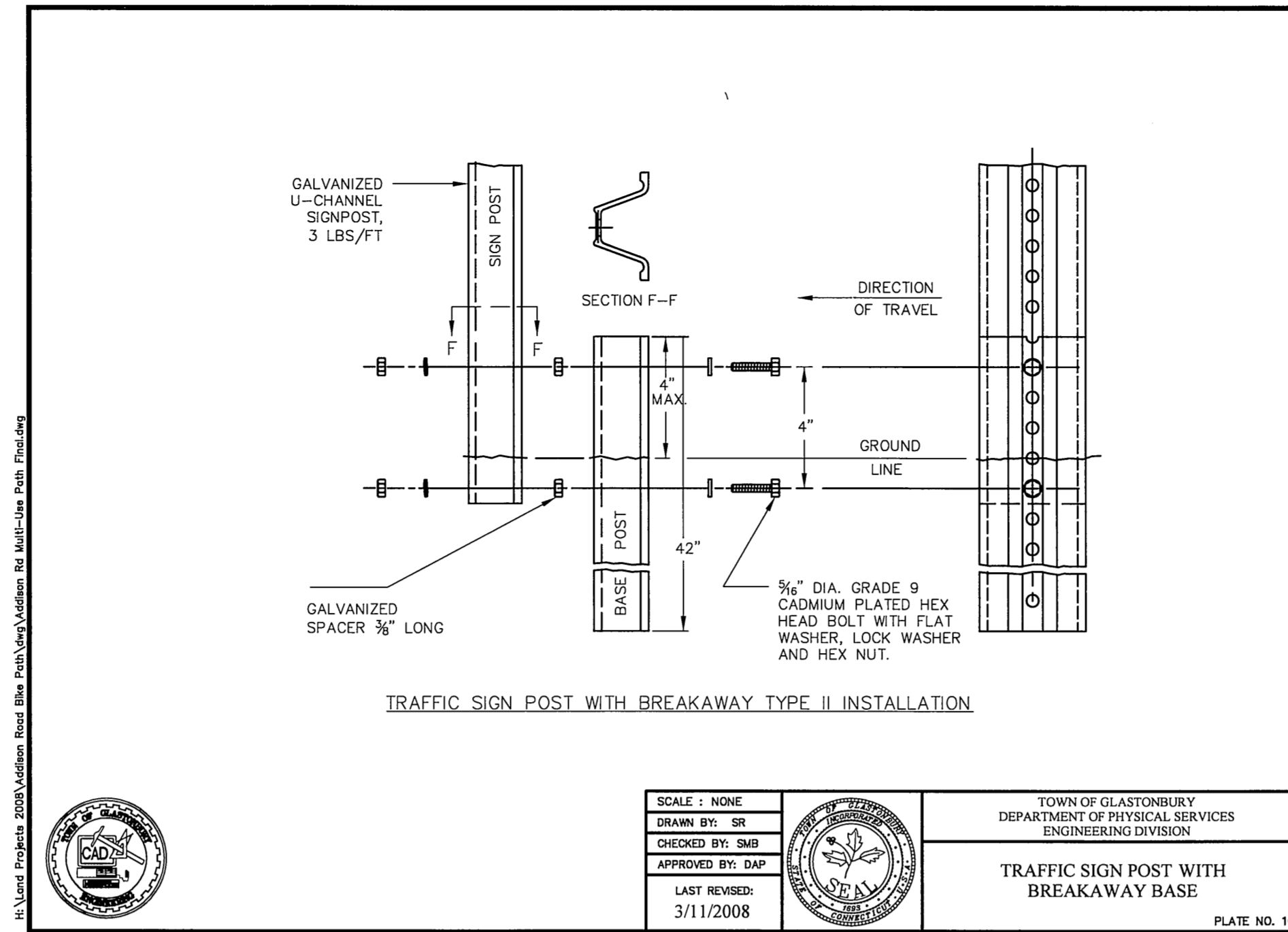
SHEET NO. **1**  
OF **21**

FILE:H:\Land Projects\2008\Addison Road Bike Path\Addison Road Multi-Use Path Final.dwg USER:Steven Troy DATE:12/21/2010

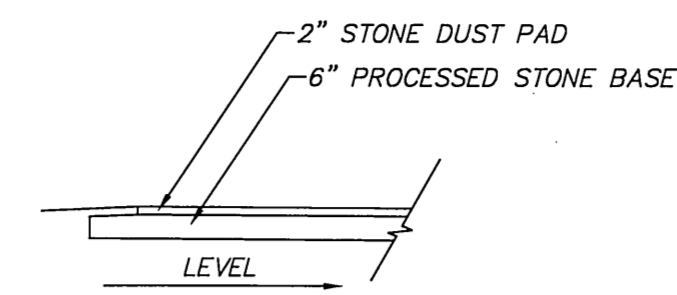
**NOTE:**  
TIMBER POSTS TO BE SPACED AT 6' O.C. WHERE GUIDERAIL IS NOT CALLED FOR ON THE PLANS.



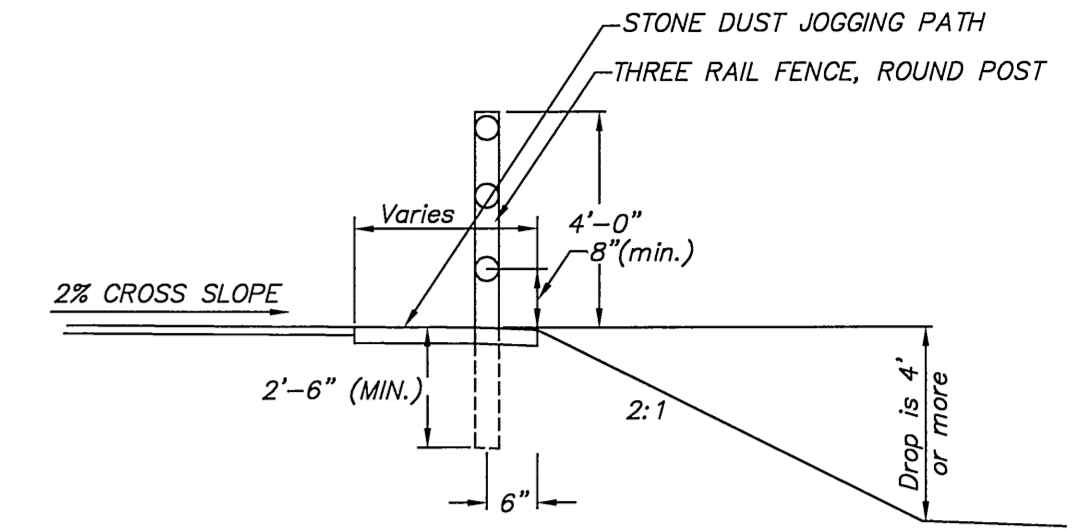
TIMBER POSTS AND GUIDE RAIL  
NOT TO SCALE



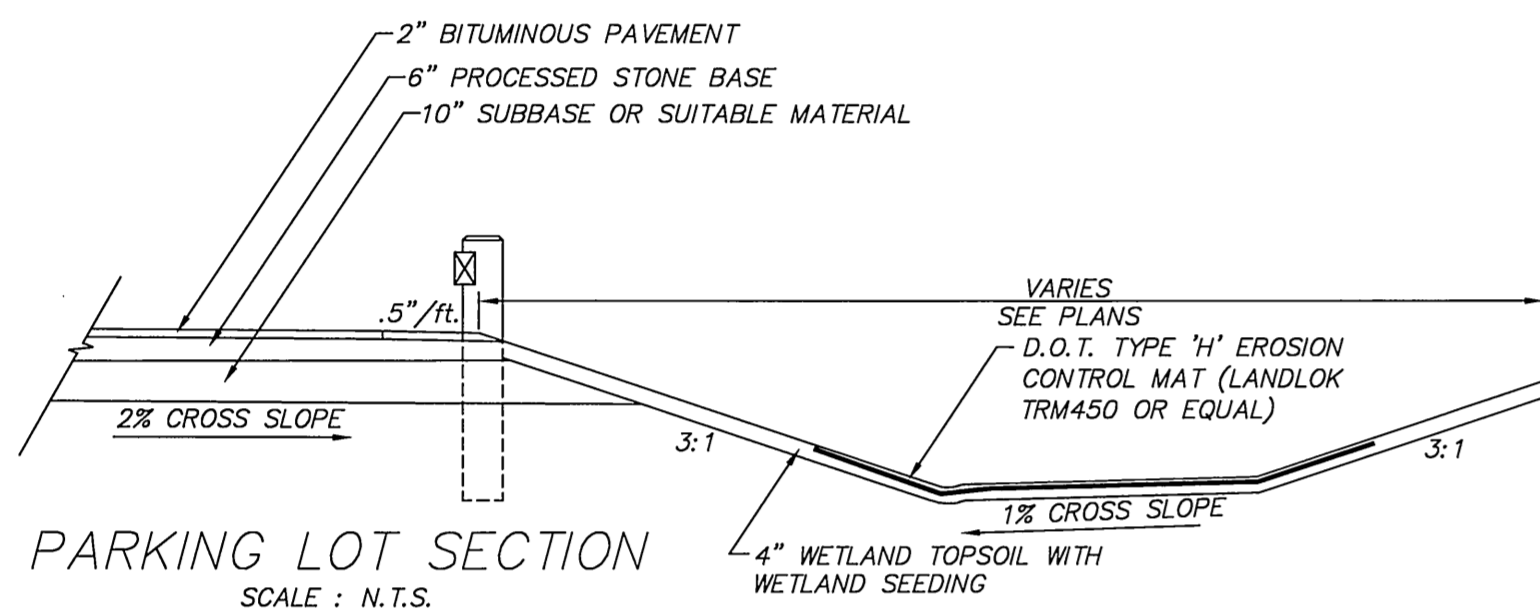
SCALE: NONE	TOWN OF GLASTONBURY DEPARTMENT OF PHYSICAL SERVICES ENGINEERING DIVISION
DRAWN BY: SR	TRAFFIC SIGN POST WITH BREAKAWAY BASE PLATE NO. 10
CHECKED BY: SMB	
APPROVED BY: DAP	
LAST REVISION: 3/11/2008	



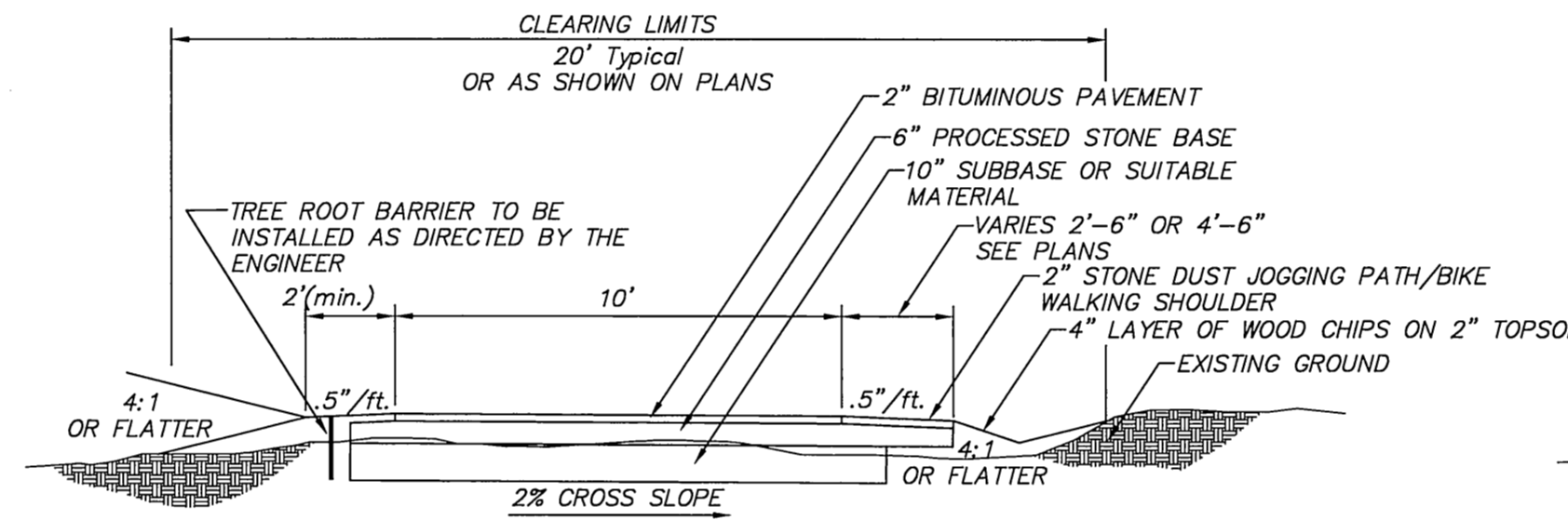
TYPICAL STONE DUST PAD  
FOR A.D.A. RESTING INTERVAL  
SCALE: N.T.S.



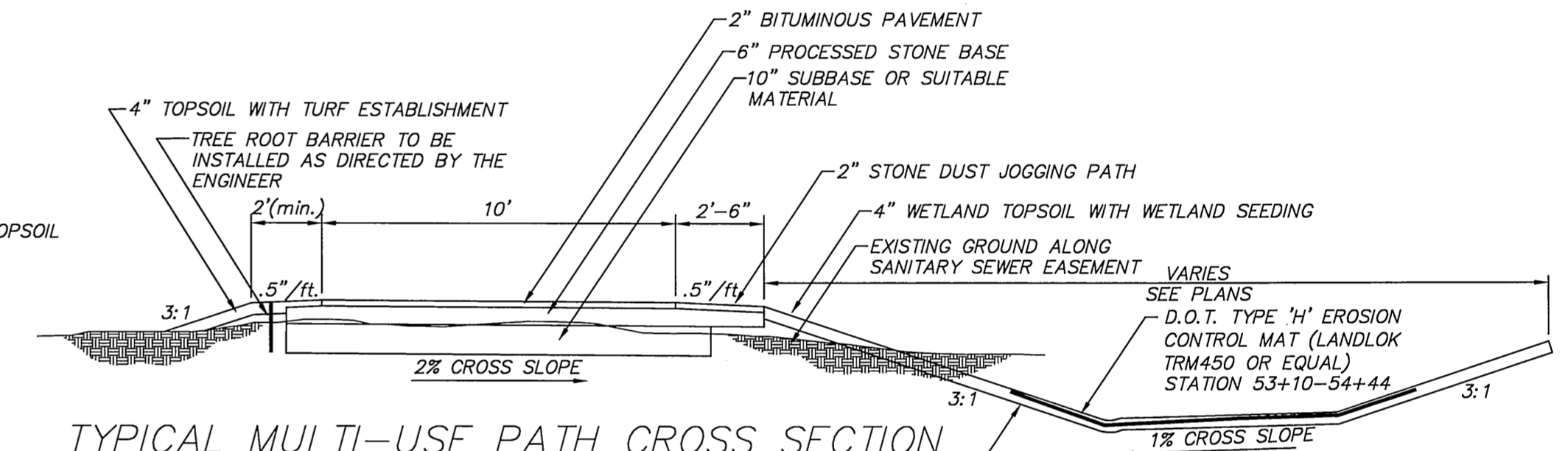
TYPICAL MULTI-USE PATH AND SAFETY RAIL TREATMENT  
SCALE: N.T.S.



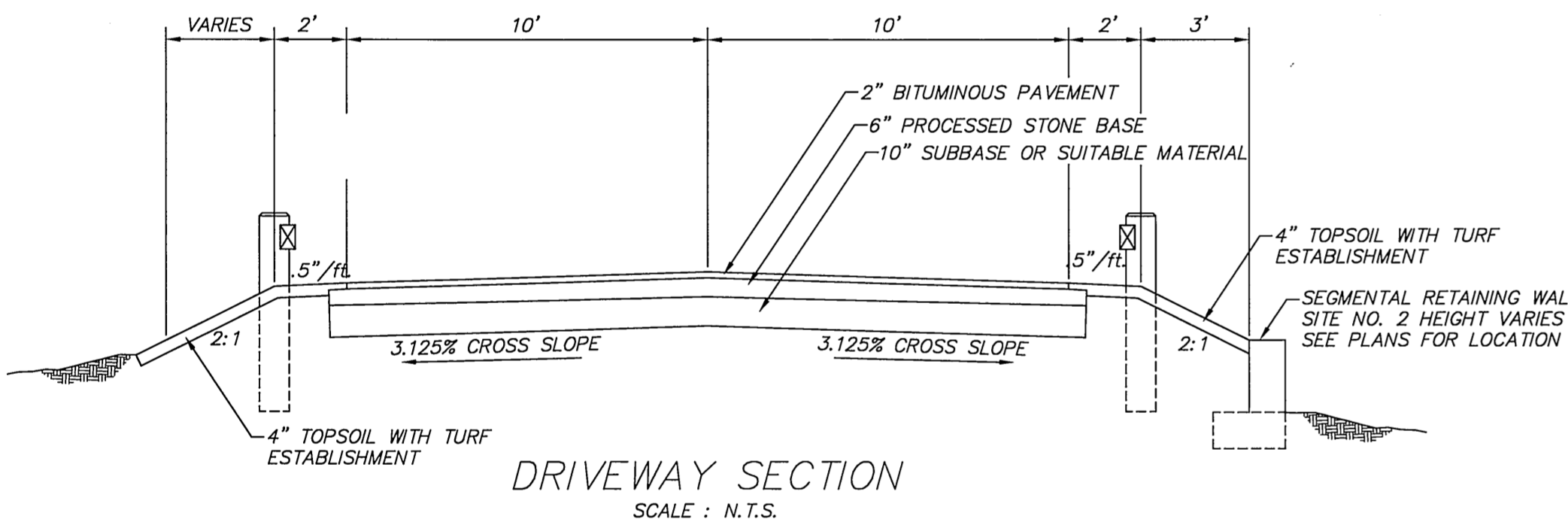
PARKING LOT SECTION  
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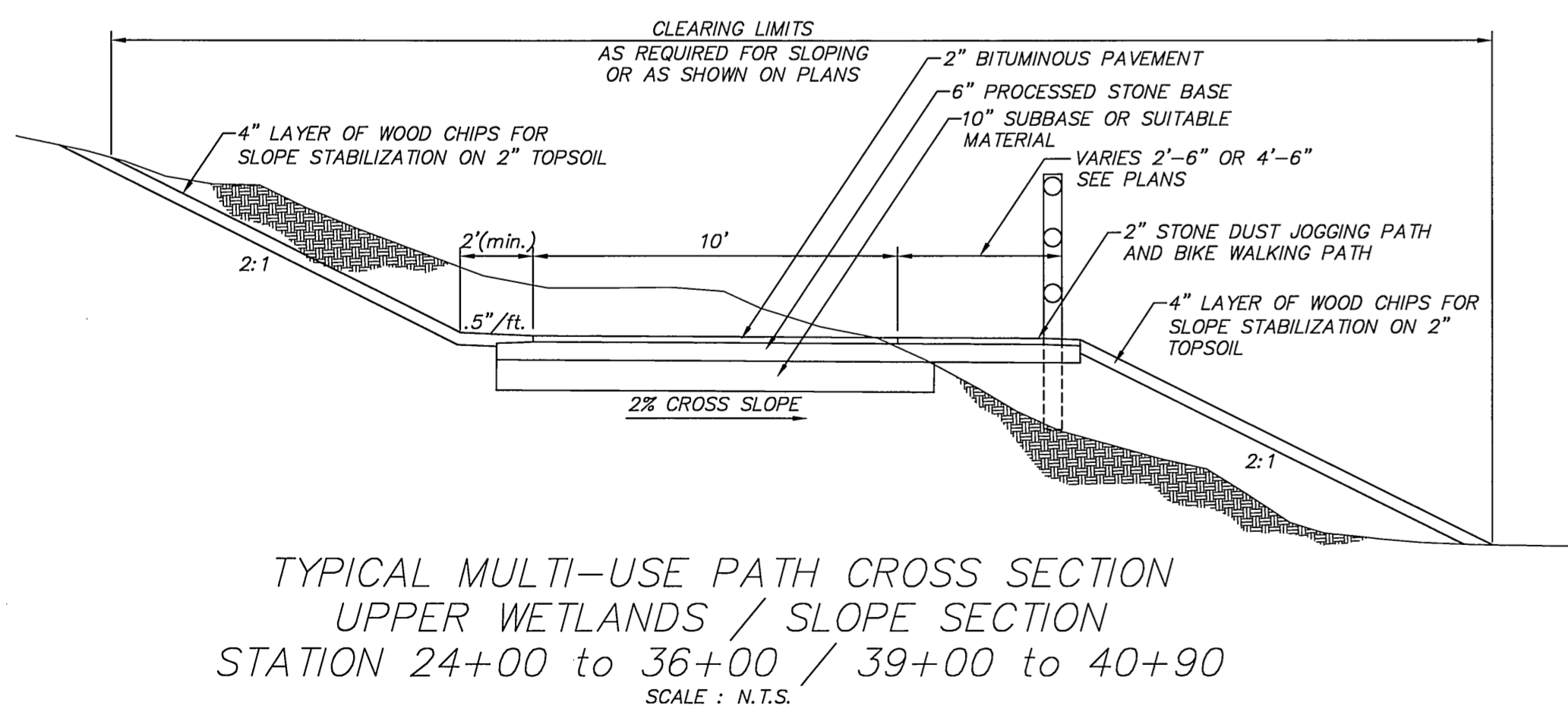
TYPICAL MULTI-USE PATH CROSS SECTION  
UPPER HIGHLANDS SECTION  
STATION 0+00 TO 24+00  
SCALE: N.T.S.



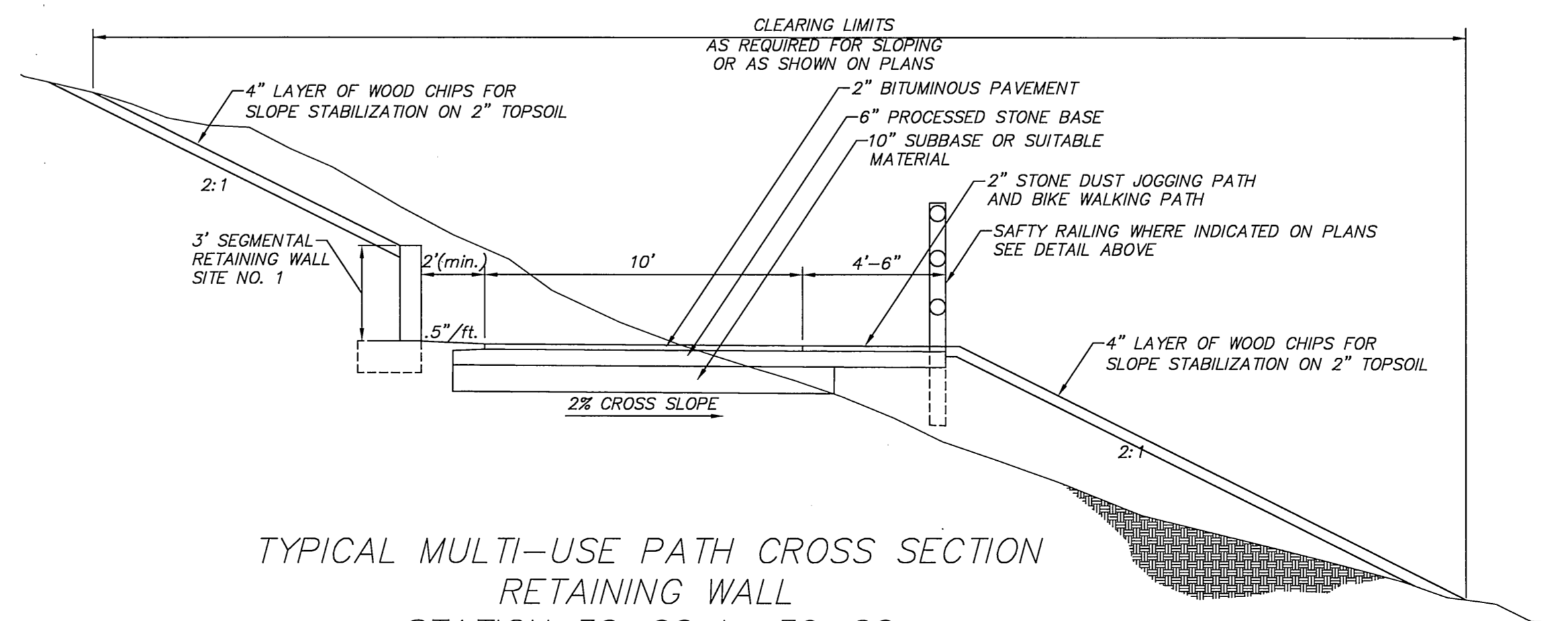
TYPICAL MULTI-USE PATH CROSS SECTION  
LOWER WETLANDS SECTION  
STATION 42+40 TO 54+44  
SCALE: N.T.S.



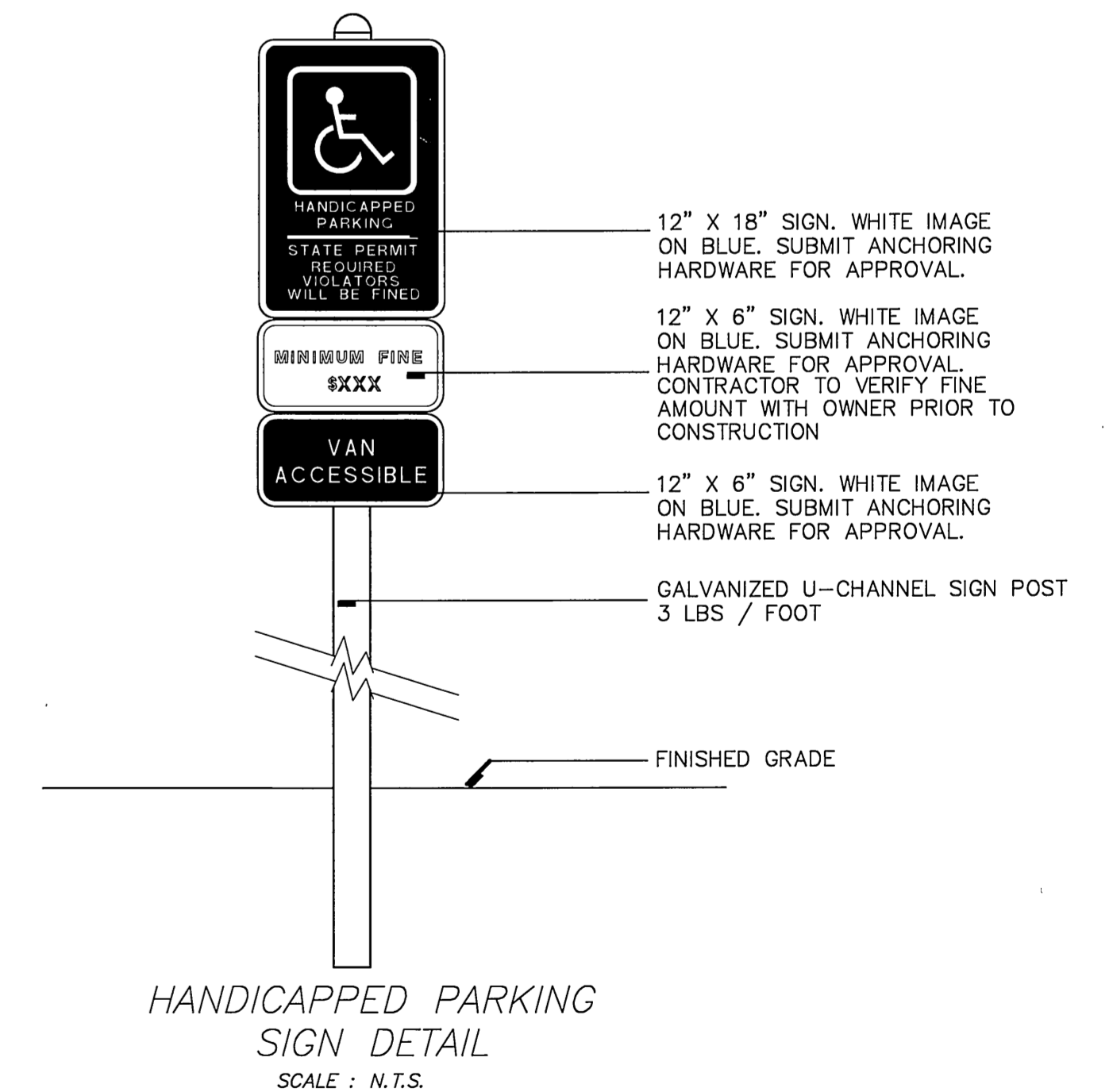
DRIVEWAY SECTION  
SCALE: N.T.S.



TYPICAL MULTI-USE PATH CROSS SECTION  
UPPER WETLANDS / SLOPE SECTION  
STATION 24+00 TO 36+00 / 39+00 TO 40+90  
SCALE: N.T.S.



TYPICAL MULTI-USE PATH CROSS SECTION  
RETAINING WALL  
STATION 36+00 TO 39+00  
SCALE: N.T.S.



HANDICAPPED PARKING  
SIGN DETAIL  
SCALE: N.T.S.

**NOTES:**

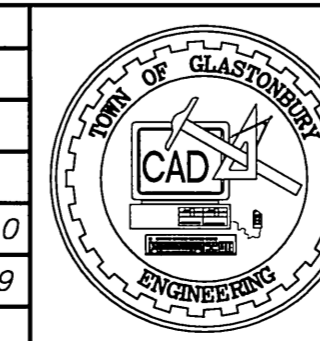
- TREE ROOT BARRIER SHALL BE 18" DEEP POLYPROPYLENE PANELS WITH PANEL JOINING SYSTEM, AS MANUFACTURED BY DEEP ROOT PARTNERS LP, MODEL UB-18-2 OR EQUAL.
- ROOT BARRIER TO BE INSTALLED IN AREAS OF SIGNIFICANT ROOT GROWTH, AS DIRECTED BY THE ENGINEER.

Certified to be substantially correct

*Daniel A. Pennington*  
DANIEL A. PENNINGTON P.E. Reg. No. 20101

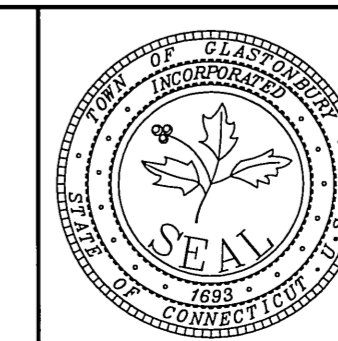
DANIEL A. PENNINGTON P.E. Reg. No. 20101

DRAWING ISSUE STATUS	
2.	ISSUED FOR CONSTRUCTION 12-9-2010
1.	ISSUED FOR PERMITTING 3-4-2009
NO.	DESCRIPTION DATE



SCALE: AS SHOWN	DATE:
DRAWN BY: S.Troy	1-8-2009
CHECKED BY: S.M.B.	12-9-2010
APPROVED BY: D.A.P.	12-9-2010
ST. FILE:	
DO NOT SCALE THIS DRAWING. USE THE DIMENSIONS GIVEN. IF THERE ARE ANY DISCREPANCIES OR QUESTIONS, CONTACT THE TOWN OF GLASTONBURY, ENGINEERING OFFICE.	

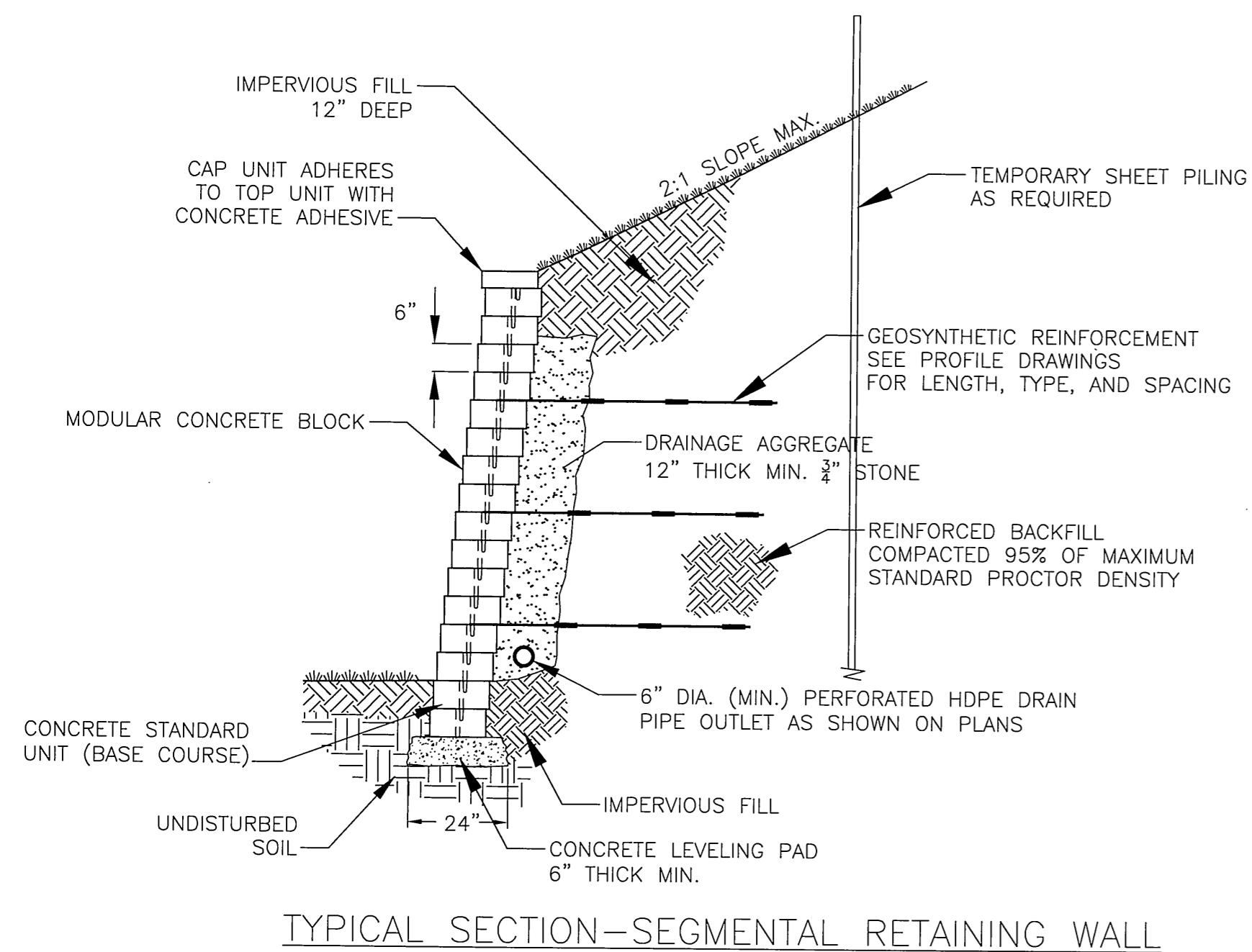
GRID NORTH



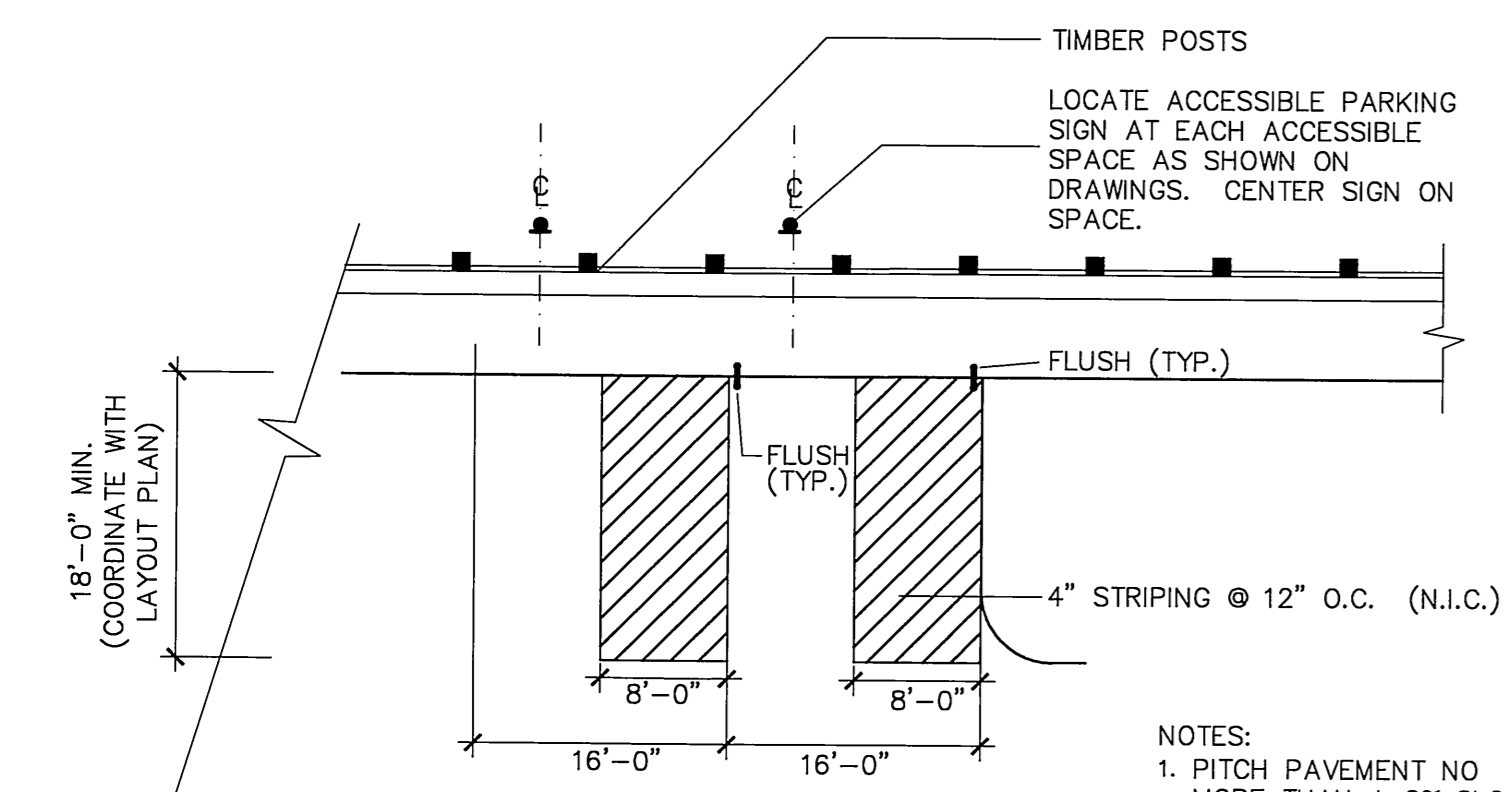
**TYPICAL DETAILS FOR  
PROPOSED MULTI-USE PATH**  
From  
**SMITH MIDDLE SCHOOL TO BELL STREET  
GLASTONBURY, CONNECTICUT**

SHEET NO.  
**2**  
OF 21

FILE:H:\land Projects 2008\Addition Road Bike Path\Addition Rd Multi-Use Path Final.dwg USER:Steven Troy DATE:12/27/2010



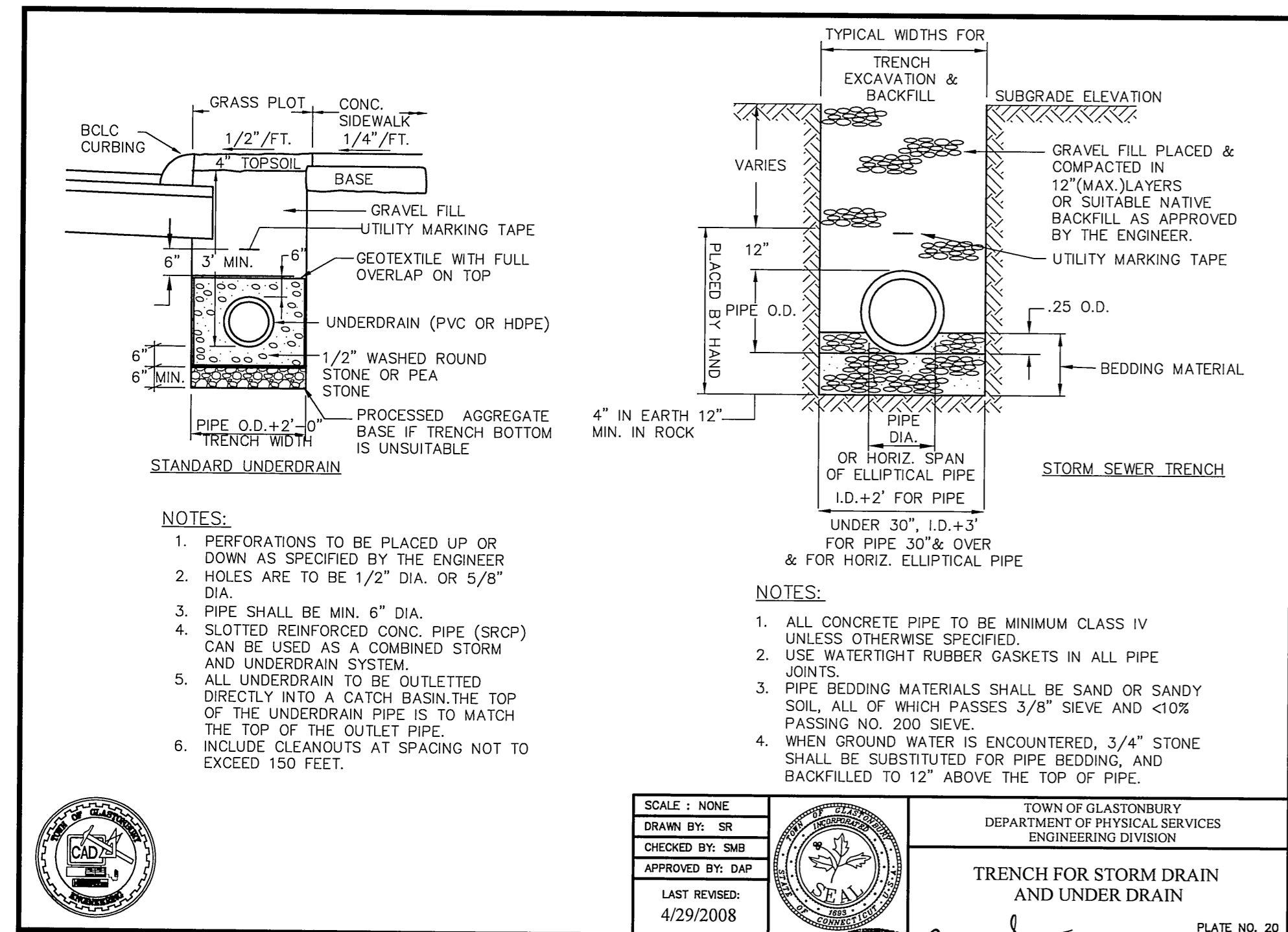
TYPICAL SECTION-SEGMENTAL RETAINING WALL



- NOTES:  
 1. PITCH PAVEMENT NO MORE THAN A 2% SLOPE ANY DIRECTION.  
 2. COLOR OF STRIPING SHALL BE WHITE.

Van-Accessible Parking Spaces (Typical)

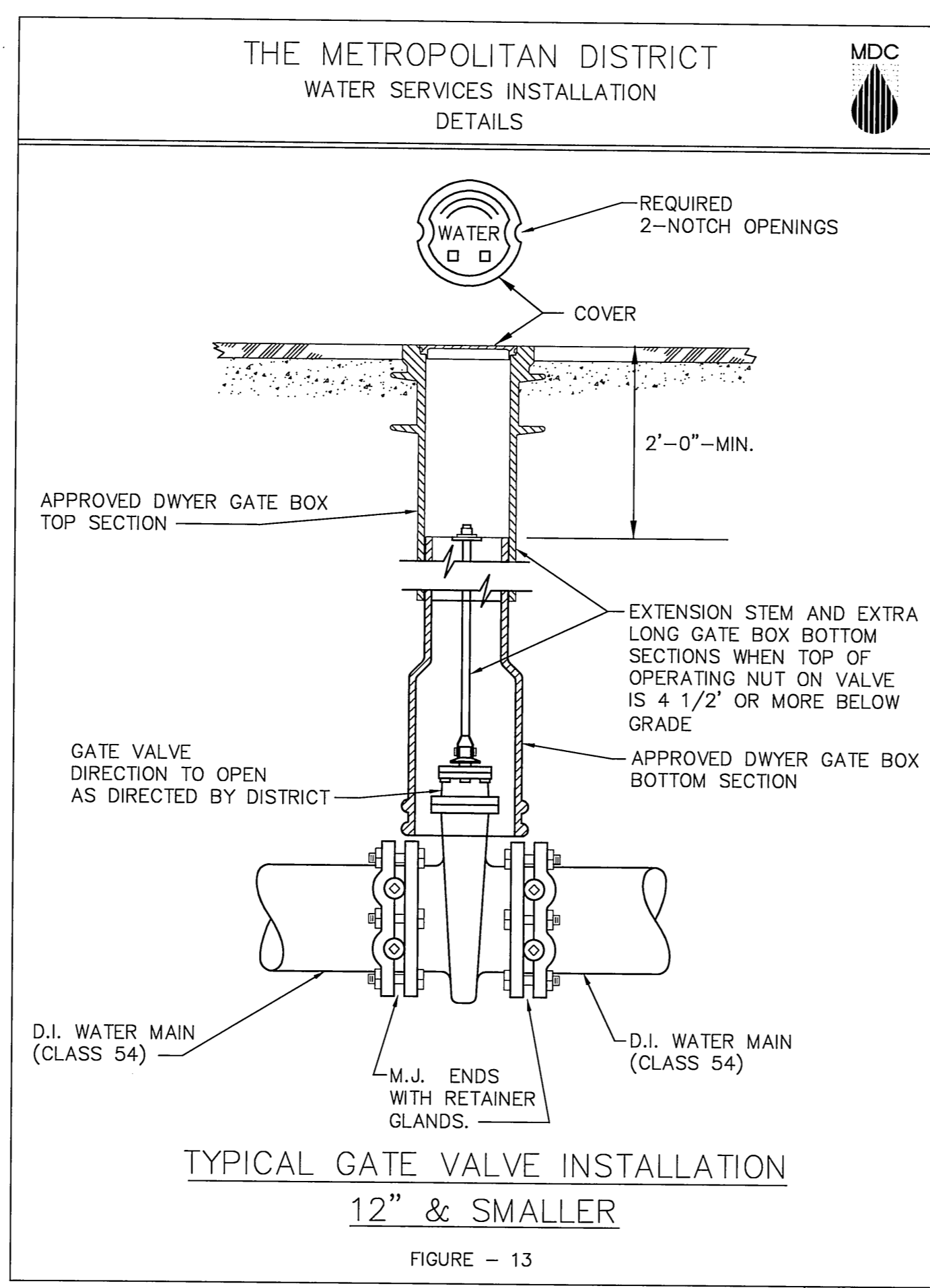
NOT TO SCALE



- NOTES:  
 1. PERFORATIONS TO BE PLACED UP OR DOWN AS SPECIFIED BY THE ENGINEER  
 2. HOLES ARE TO BE 1/2" DIA. OR 5/8" DIA.  
 3. PIPE SHALL BE MIN. 6" DIA.  
 4. SLOTTED REINFORCED CONC. PIPE (SRCP) CAN BE USED AS A COMBINED STORM AND UNDERDRAIN SYSTEM.  
 5. ALL UNDERDRAIN TO BE OUTLETED DIRECTLY INTO A CATCH BASIN. THE TOP OF THE UNDERDRAIN PIPE IS TO MATCH THE TOP OF THE OUTLET PIPE.  
 6. INCLUDE CLEANOUTS AT SPACING NOT TO EXCEED 150 FEET.

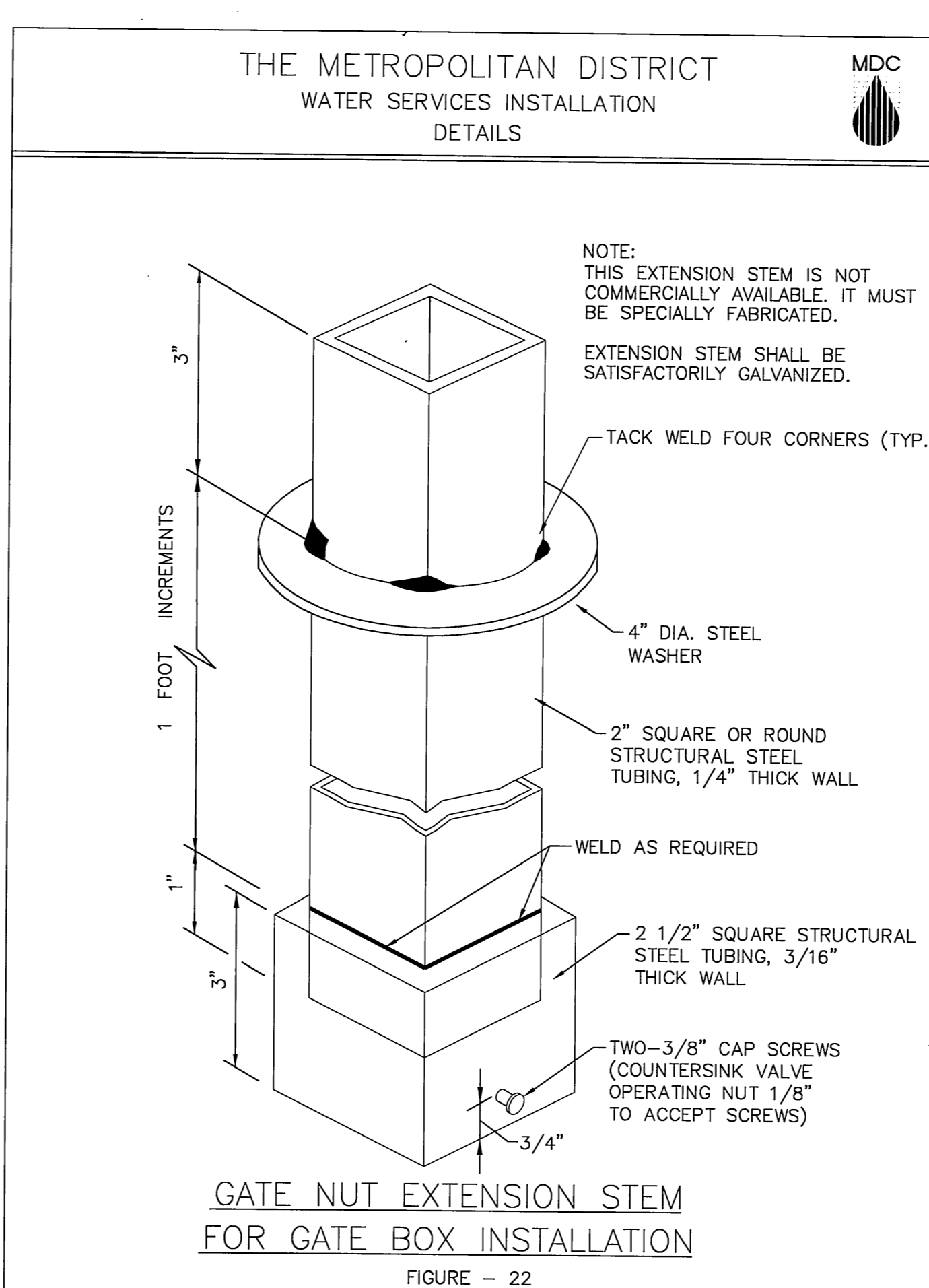
SCALE: NONE	TOWN OF GLASTONBURY
DRAWN BY: SR	DEPARTMENT OF PHYSICAL SERVICES
CHECKED BY: S.M.B.	ENGINEERING DIVISION
APPROVED BY: D.A.P.	
LAST REVISION: 4/29/2008	

TRENCH FOR STORM DRAIN AND UNDER DRAIN  
 PLATE NO. 20



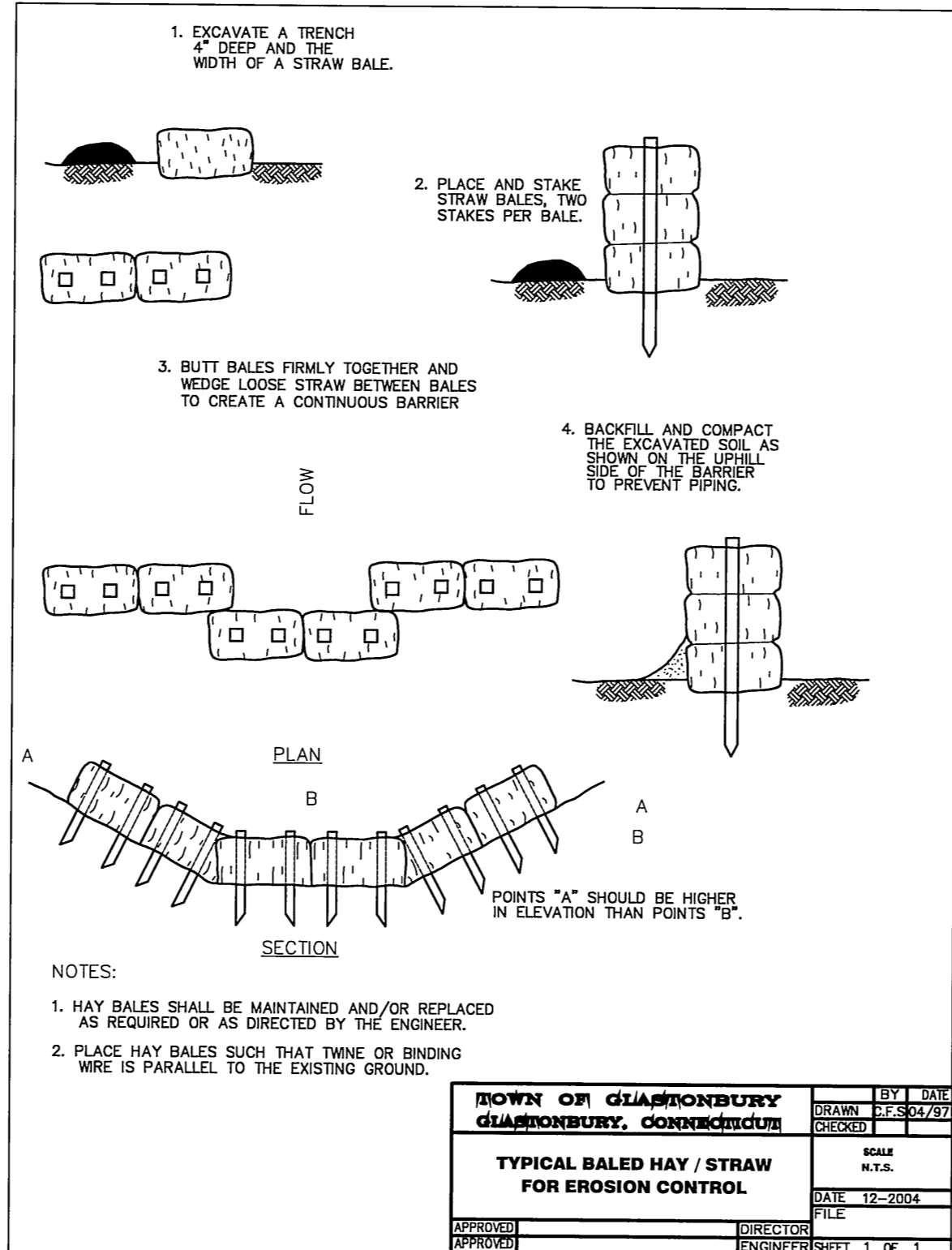
TYPICAL GATE VALVE INSTALLATION 12" & SMALLER

FIGURE - 13



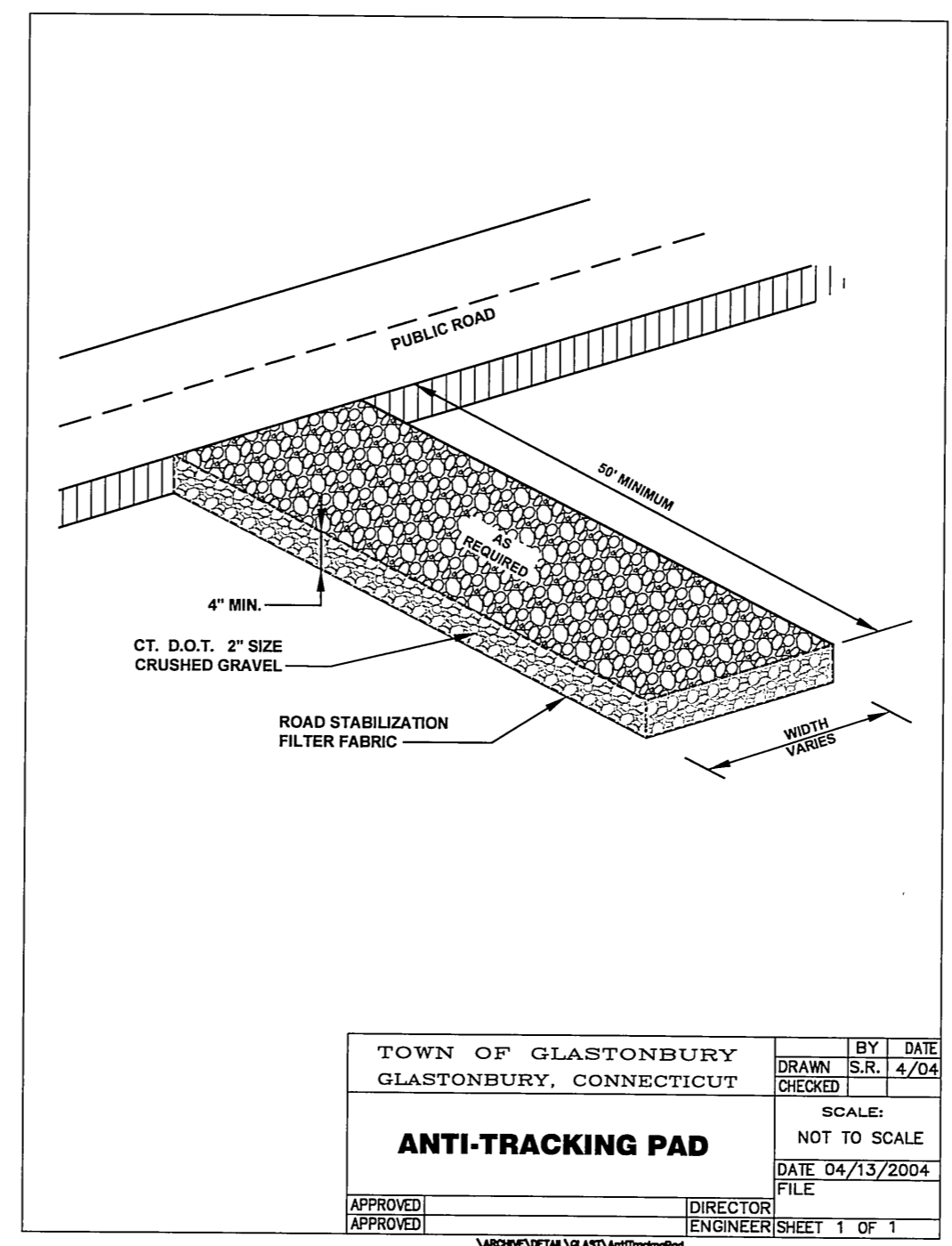
GATE NUT EXTENSION STEM FOR GATE BOX INSTALLATION

FIGURE - 22

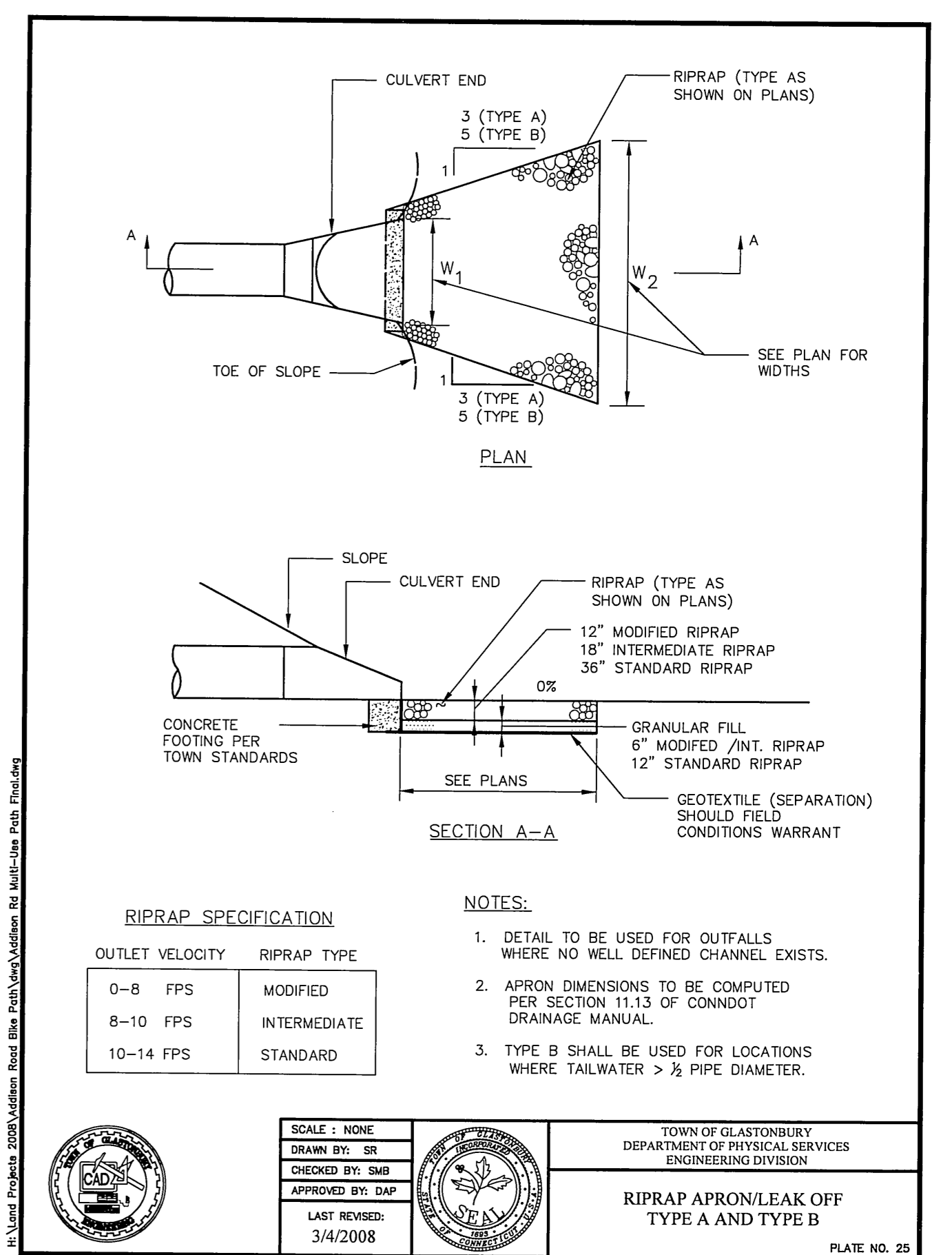


- NOTES:  
 1. HAY BALES SHALL BE MAINTAINED AND/OR REPLACED AS REQUIRED OR AS DIRECTED BY THE ENGINEER.  
 2. PLACE HAY BALES SUCH THAT TWINE OR BINDING WIRE IS PARALLEL TO THE EXISTING GROUND.

BY: S.TROY	DATE: 12-27-2010
CHECKED BY: S.M.B.	DATE: 12-27-2010
APPROVED BY: D.A.P.	DATE: 12-27-2010
SCALE: N.T.S.	
FILE: 12-2008	
DATE: 04/13/2004	
FILE: 12-2008	
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FILE: 12-2008	

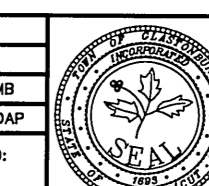


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FILE: 12-2008	

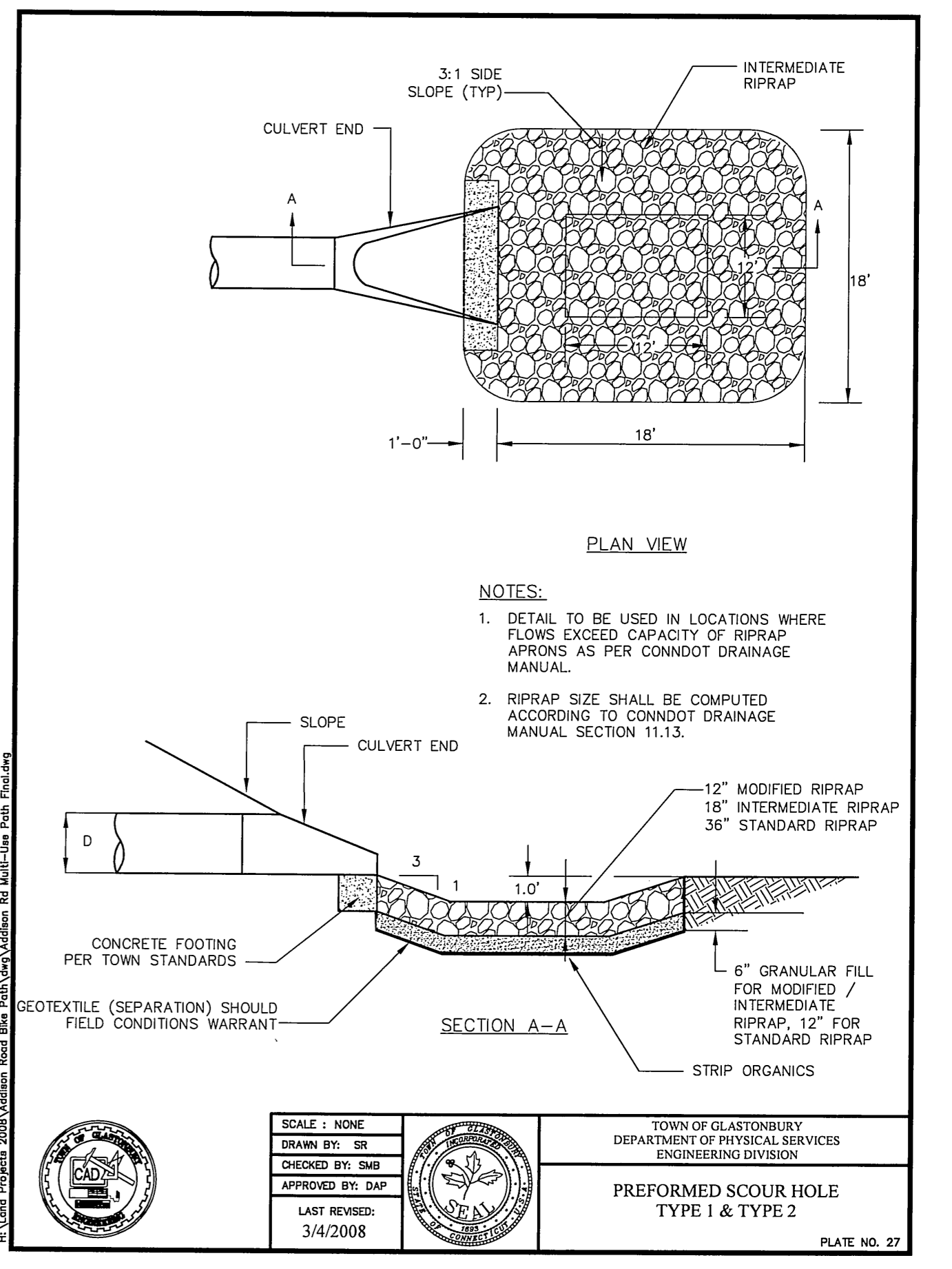


OUTLET VELOCITY	RIPRAP TYPE
0-8 FPS	MODIFIED
8-10 FPS	INTERMEDIATE
10-14 FPS	STANDARD

- NOTES:  
 1. DETAIL TO BE USED FOR OUTFALLS WHERE NO WELL DEFINED CHANNEL EXISTS.  
 2. APRON DIMENSIONS TO BE COMPUTED PER SECTION 11.13 OF CONDOT DRAINAGE MANUAL.  
 3. TYPE B SHALL BE USED FOR LOCATIONS WHERE TAILWATER > 1/2 PIPE DIAMETER.

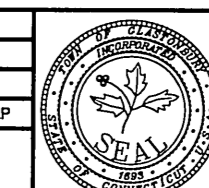


TOWN OF GLASTONBURY  
 DEPARTMENT OF PHYSICAL SERVICES  
 ENGINEERING DIVISION  
 RIPRAP APRON/LEAK OFF  
 TYPE A AND TYPE B  
 PLATE NO. 25



OUTLET VELOCITY	RIPRAP TYPE
0-8 FPS	MODIFIED
8-10 FPS	INTERMEDIATE
10-14 FPS	STANDARD

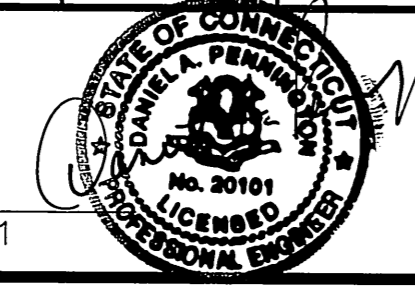
- NOTES:  
 1. DETAIL TO BE USED IN LOCATIONS WHERE FLOWS EXCEED CAPACITY OF RIPRAP APRONS AS PER CONDOT DRAINAGE MANUAL.  
 2. RIPRAP SIZE SHALL BE COMPUTED ACCORDING TO CONDOT DRAINAGE MANUAL SECTION 11.13.



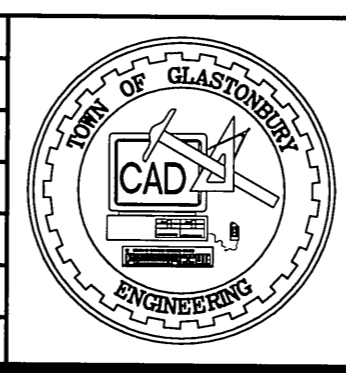
TOWN OF GLASTONBURY  
 DEPARTMENT OF PHYSICAL SERVICES  
 ENGINEERING DIVISION  
 PREFORMED SCOUR HOLE  
 TYPE 1 & TYPE 2  
 PLATE NO. 27

Certified to be substantially correct

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

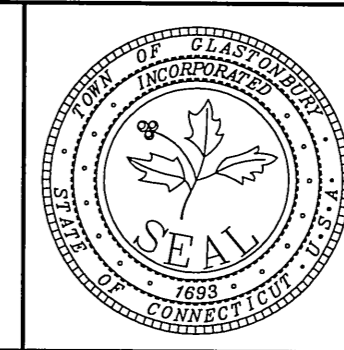


NO.	DESCRIPTION	DATE
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1.	ISSUED FOR PERMITTING	3-4-2009



SCALE: AS SHOWN	DATE: 1-8-2009
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CHECKED BY: S.M.B.	12-9-2010
APPROVED BY: D.A.P.	12-9-2010
ST. FILE:	
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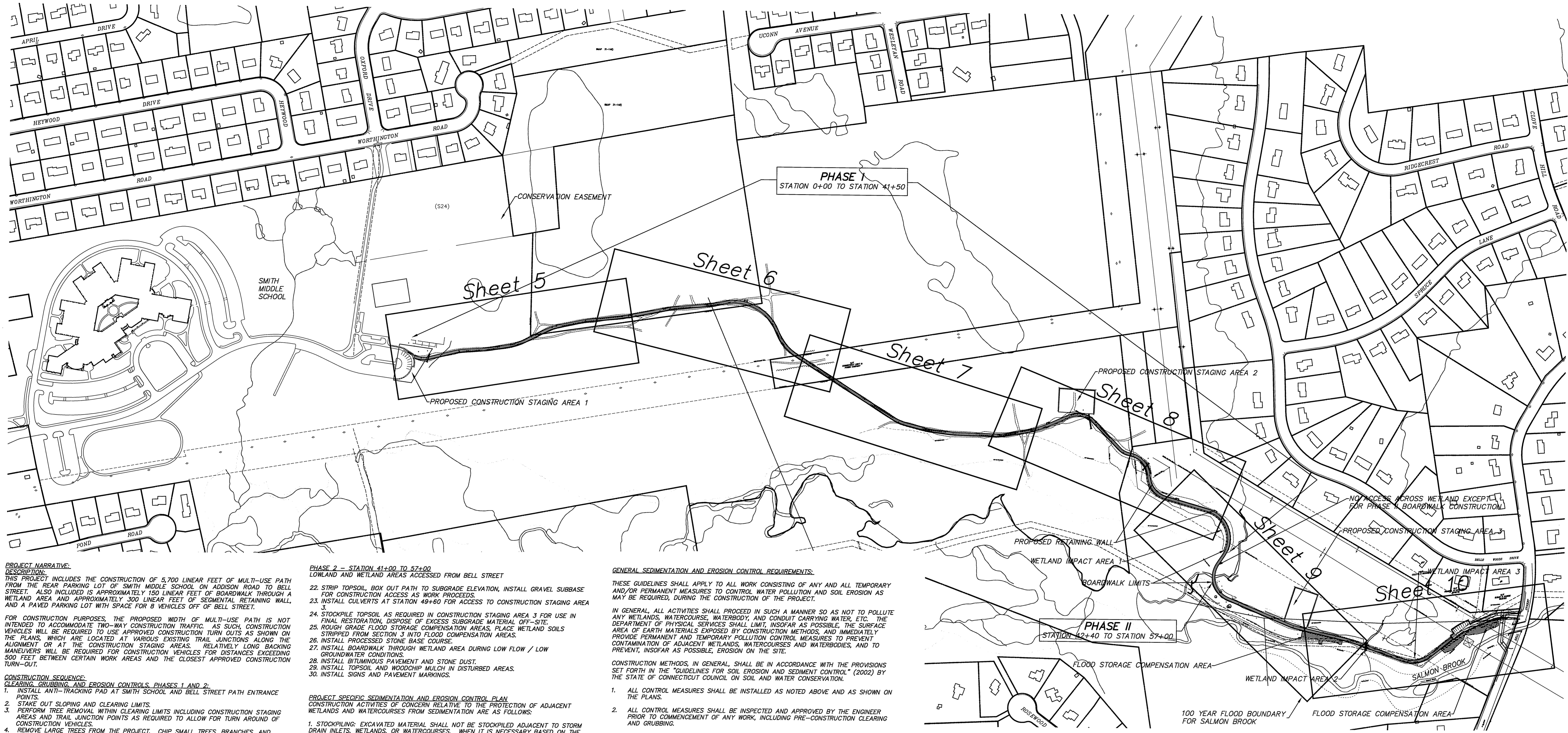
GRID NORTH



**EROSION CONTROL NOTES AND DETAILS**  
 For  
**PROPOSED MULTI-USE PATH**  
 From  
**SMITH MIDDLE SCHOOL TO BELL STREET**  
**GLASTONBURY, CONNECTICUT**

SHEET NO. 3 OF 21

FILE:H:\Lend Projects 2008\Addison Road Bike Path\Addison Rd Multi-Use Path Final.dwg USER:Steven Troy DATE:12/27/2010



**PROJECT NARRATIVE:**  
**DESCRIPTION:**  
 THIS PROJECT INCLUDES THE CONSTRUCTION OF 5,700 LINEAR FEET OF MULTI-USE PATH FROM THE REAR PARKING LOT OF SMITH MIDDLE SCHOOL ON ADDISON ROAD TO BELL STREET. ALSO INCLUDED IS APPROXIMATELY 150 LINEAR FEET OF BOARDWALK THROUGH A WETLAND AREA AND APPROXIMATELY 300 LINEAR FEET OF SEGMENTAL RETAINING WALL, AND A PAVED PARKING LOT WITH SPACE FOR 8 VEHICLES OFF OF BELL STREET.

FOR CONSTRUCTION PURPOSES, THE PROPOSED WIDTH OF MULTI-USE PATH IS NOT INTENDED TO ACCOMMODATE TWO-WAY CONSTRUCTION TRAFFIC. AS SUCH, CONSTRUCTION VEHICLES WILL BE REQUIRED TO USE APPROVED CONSTRUCTION TURN OUTS AS SHOWN ON THE PLANS, WHICH ARE LOCATED AT VARIOUS EXISTING TRAIL JUNCTIONS ALONG THE ALIGNMENT OR AT THE CONSTRUCTION STAGING AREAS. RELATIVELY LONG BACKING MANEUVERS WILL BE REQUIRED FOR CONSTRUCTION VEHICLES FOR DISTANCES EXCEEDING 500 FEET BETWEEN CERTAIN WORK AREAS AND THE CLOSEST APPROVED CONSTRUCTION TURN-OUT.

**CONSTRUCTION SEQUENCE:**  
**CLEARING, GRUBBING, AND EROSION CONTROLS, PHASES 1 AND 2:**

1. INSTALL ANTI-TRACKING PAD AT SMITH SCHOOL AND BELL STREET PATH ENTRANCE POINTS.
2. STAKE OUT SLOPING AND CLEARING LIMITS.
3. PERFORM TREE REMOVAL WITHIN CLEARING LIMITS INCLUDING CONSTRUCTION STAGING AREAS AND TRAIL JUNCTION POINTS AS REQUIRED TO ALLOW FOR TURN AROUND OF CONSTRUCTION VEHICLES.
4. REMOVE LARGE TREES FROM THE PROJECT. CHIP SMALL TREES, BRANCHES, AND BRUSH AND STOCKPILE WOOD CHIPS IN A WINDROW AS SHOWN ON THE PLANS FOR USE AS A SEDIMENT CONTROL BARRIER. STOCKPILE EXCESS WOOD CHIPS IN THE CONSTRUCTION STAGING AREAS USE AS PERMANENT MULCH IN FINAL RESTORATION WORK OR FOR REPAIRS TO EROSION CONTROLS AS REQUIRED.

**PHASE I — STATION 0+00 TO 41+50**

- UPLAND AND SLOPE AREAS ACCESSED FROM SMITH MIDDLE SCHOOL PARKING LOT
5. STRIP TOPSOIL AND BOX OUT TRAIL TO SUBGRADE ELEVATION
  6. INSTALL GRAVEL SUBBASE AS WORK PROCEEDS FOR CONSTRUCTION ACCESS
  7. STOCKPILE EXCESS SUBGRADE MATERIAL AT CONSTRUCTION STAGING AREA 2 FOR USE AS FILL BETWEEN STATIONS 39+50 AND 41+00, DISPOSE OF EXCESS MATERIAL OFF-SITE.
  8. STOCKPILE EXCESS TOPSOIL DESIGNATED STOCKPILE AREAS AS REQUIRED FOR USE IN FINAL RESTORATION.
  9. INSTALL RETAINING WALL BETWEEN STATIONS 36+00 AND 39+00.
  10. STRIP WETLAND SOILS BETWEEN STATION 39+50 AND 41+00 AND STOCKPILE IN CONSTRUCTION STAGING AREAS 3 (ACCESSED FROM BELL STREET) FOR USE IN PHASE 2 FLOOD ZONE COMPENSATION AREAS.
  11. INSTALL EMBANKMENT / FILL BETWEEN STATIONS 39+50 AND 41+00 USING STOCKPILED MATERIAL FROM CONSTRUCTION STAGING AREA 2.
  12. INSTALL PROCESSED STONE BASE COURSE FOR THIS PHASE.
  13. INSTALL BITUMINOUS PAVEMENT AND STONE DUST.
  14. INSTALL TOPSOIL AND WOODCHIP MULCH IN DISTURBED AREAS.
  15. INSTALL SIGNS AND PAVEMENT MARKINGS.

**PHASE 2 — STATION 41+00 TO 57+00**

- LOWLAND AND WETLAND AREAS ACCESSED FROM BELL STREET
22. STRIP TOPSOIL, BOX OUT PATH TO SUBGRADE ELEVATION, INSTALL GRAVEL SUBBASE FOR CONSTRUCTION ACCESS AS WORK PROCEEDS.
  23. INSTALL CULVERTS AT STATION 49+60 FOR ACCESS TO CONSTRUCTION STAGING AREA 3.
  24. STOCKPILE TOPSOIL AS REQUIRED IN CONSTRUCTION STAGING AREA 3 FOR USE IN FINAL RESTORATION, DISPOSE OF EXCESS SUBGRADE MATERIAL OFF-SITE.
  25. ROUGH GRADE FLOOD STORAGE COMPENSATION AREAS, PLACE WETLAND SOILS STRIPPED FROM SECTION 3 INTO FLOOD COMPENSATION AREAS.
  26. INSTALL PROCESSED STONE BASE COURSE.
  27. INSTALL BOARDWALK THROUGH WETLAND AREA DURING LOW FLOW / LOW GROUNDWATER CONDITIONS.
  28. INSTALL BITUMINOUS PAVEMENT AND STONE DUST.
  29. INSTALL TOPSOIL AND WOODCHIP MULCH IN DISTURBED AREAS.
  30. INSTALL SIGNS AND PAVEMENT MARKINGS.

**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. 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, THEY SHALL BE PROTECTED WITH STAKED HAYBALES 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.
2. DEWATERING: OPEN TRENCH EXCAVATIONS FOR NEW CULVERTS 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 SLUMP AND STANDPIPE FOR PUMP INTAKE PROTECTION, AND A DIRT BAG OR PUMPING SETTLING BASIN FOR TREATMENT OF THE PUMPED WATER PRIOR TO DISCHARGE.
3. SEVERE WEATHER CONTINGENCY PLAN: IN ADVANCE OF A SEVERE WEATHER EVENT, ALL EROSION CONTROLS DESCRIBED HERE AND ELSEWHERE ON THE PLANS SHALL BE INSPECTED AND ADJUSTED AS NECESSARY. TEMPORARY MULCHING OF DISTURBED AREAS WITH STRAW OR WOODCHIP MULCH SHALL BE PROVIDED TO REDUCE EROSION POTENTIAL.

**RESPONSIBLE PARTIES:**  
 THE CONTRACTOR 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.

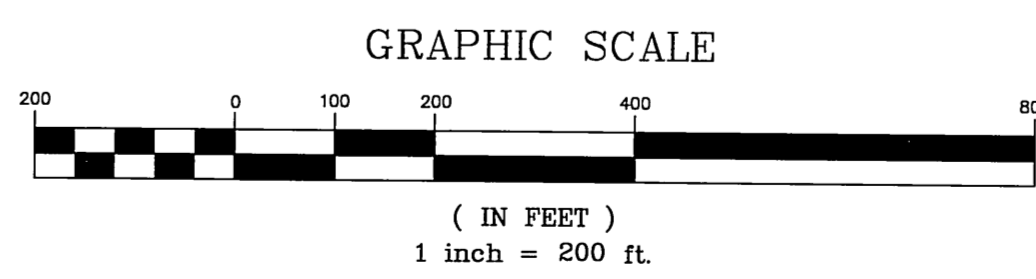
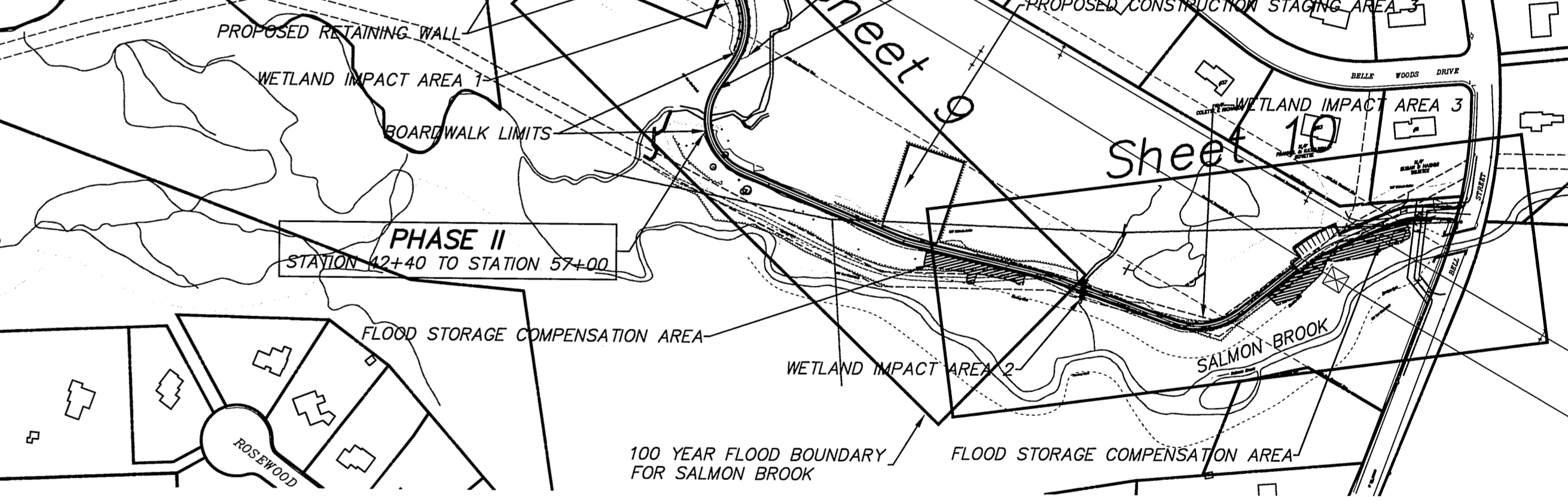
**GENERAL SEDIMENTATION AND EROSION CONTROL REQUIREMENTS:**

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.

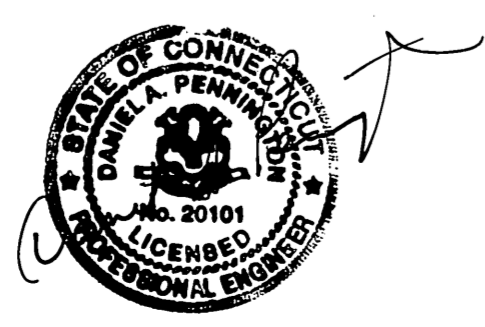
IN GENERAL, ALL ACTIVITIES SHALL PROCEED IN SUCH A MANNER SO AS NOT TO POLLUTE ANY WETLANDS, WATERCOURSE, WATERBODY, AND CONDUIT CARRYING WATER, ETC. THE DEPARTMENT OF PHYSICAL SERVICES SHALL LIMIT, INsofar AS POSSIBLE, THE SURFACE AREA OF EARTH MATERIALS EXPOSED BY CONSTRUCTION METHODS, AND IMMEDIATELY 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.

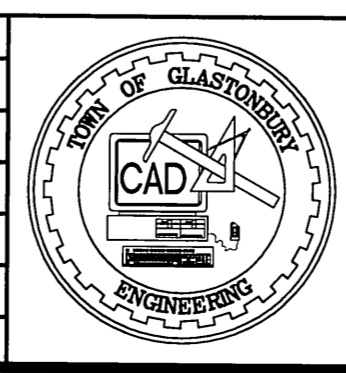
1. ALL CONTROL MEASURES SHALL BE INSTALLED AS NOTED ABOVE AND AS SHOWN ON THE PLANS.
2. ALL CONTROL MEASURES SHALL BE INSPECTED AND APPROVED BY THE ENGINEER PRIOR TO COMMENCEMENT OF ANY WORK, INCLUDING PRE-CONSTRUCTION CLEARING AND GRUBBING.
3. ALL CONTROL MEASURES SHALL BE MAINTAINED AND UPGRADED AS 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 ENVIRONMENTAL PLANNER, OUTSIDE OF THESE SPECIFIED DATES, AREAS WILL BE STABILIZED WITH HAYBALE CHECK DAMS, FILTER FABRIC, OR WOODCHIP MULCH AS REQUIRED TO CONTROL EROSION.



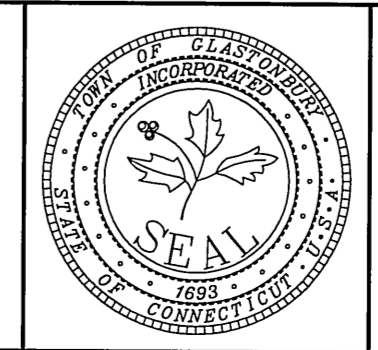
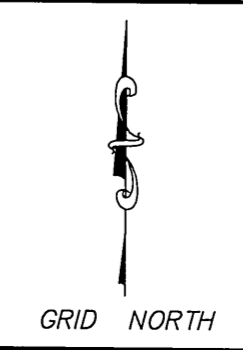
Certified to be substantially correct  
 DANIEL A. PENNINGTON P.E. Reg. No. 20101



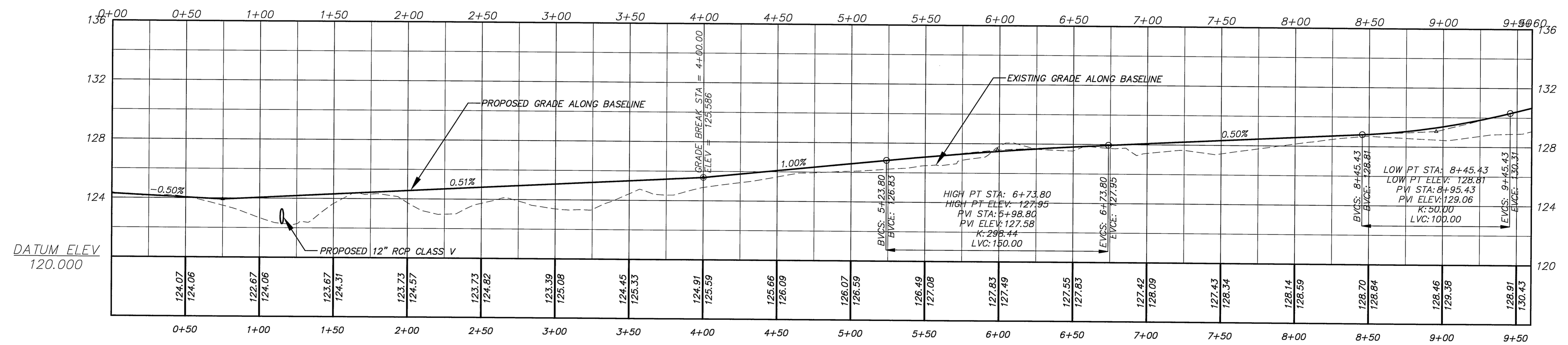
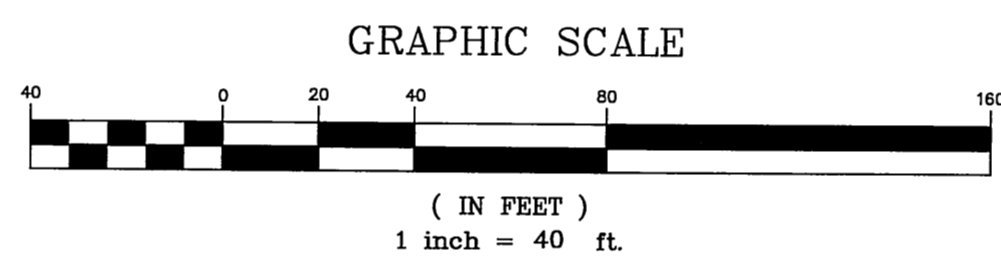
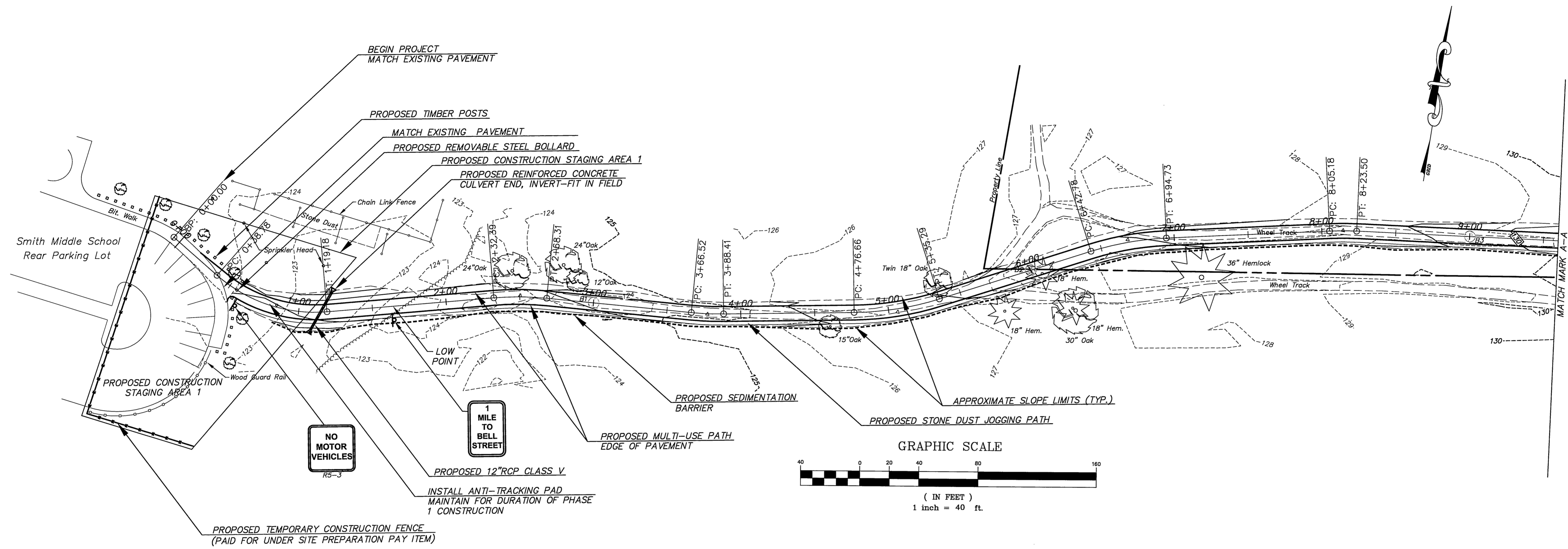
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1.	ISSUED FOR PERMITTING	3-4-2009
NO.	DESCRIPTION	DATE



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CHECKED BY: S.M.B.	12-9-2010
APPROVED BY: D.A.P.	12-9-2010
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**OVERVIEW PLAN DEPICTING PROPOSED MULTI-USE PATH**  
 From  
**SMITH MIDDLE SCHOOL TO BELL STREET GLASTONBURY, CONNECTICUT**

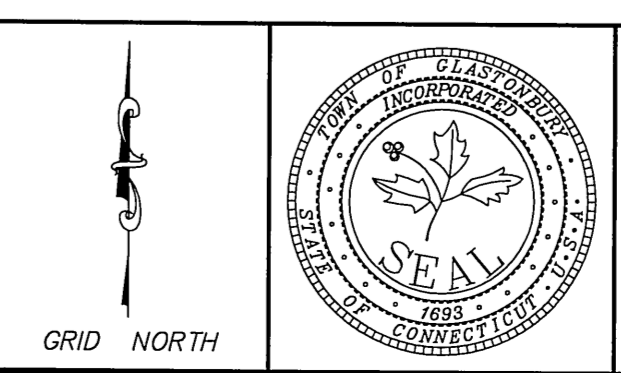


SCALE  
 HORIZONTAL 1" = 40'  
 VERTICAL 1" = 4'

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

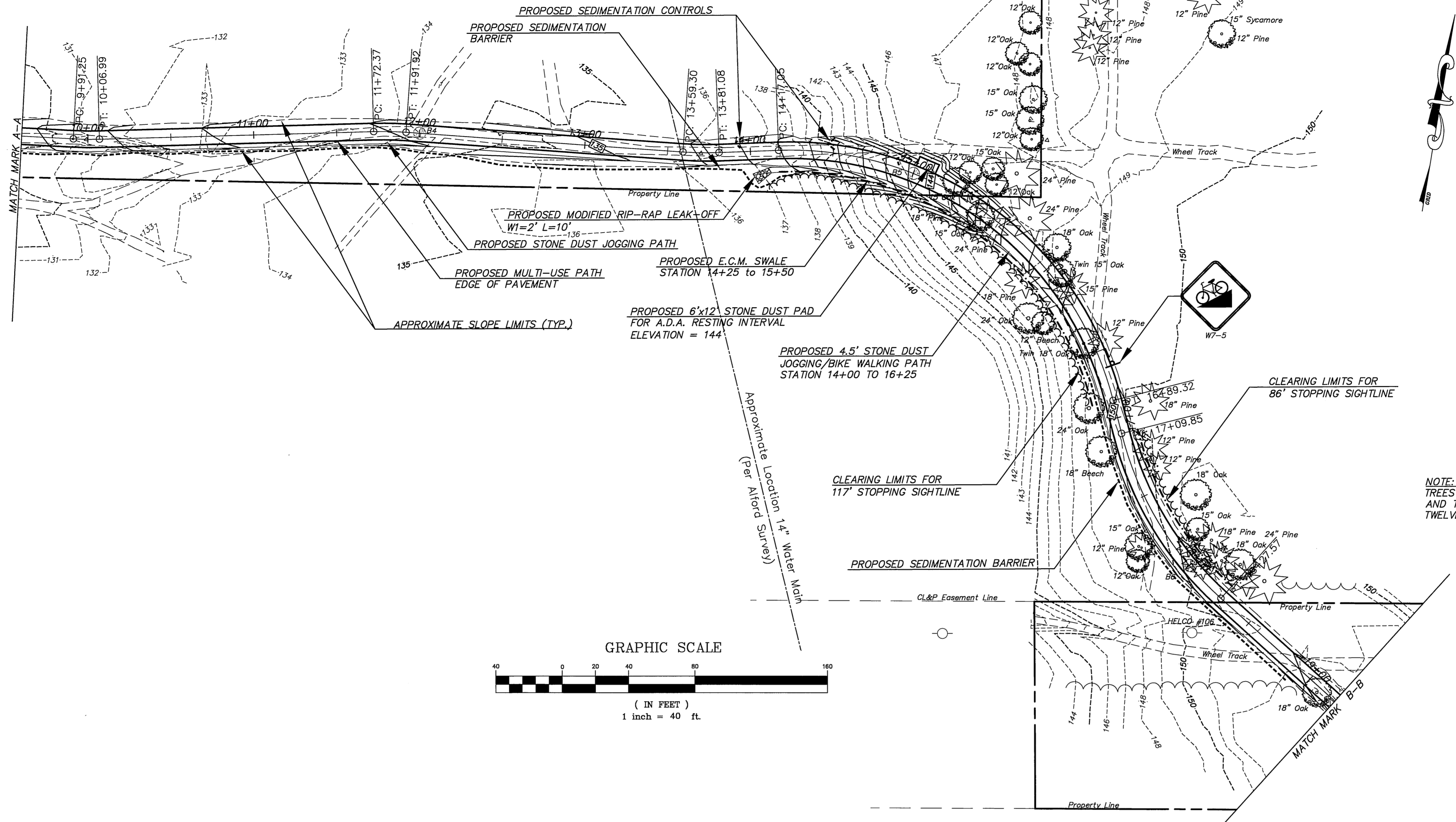
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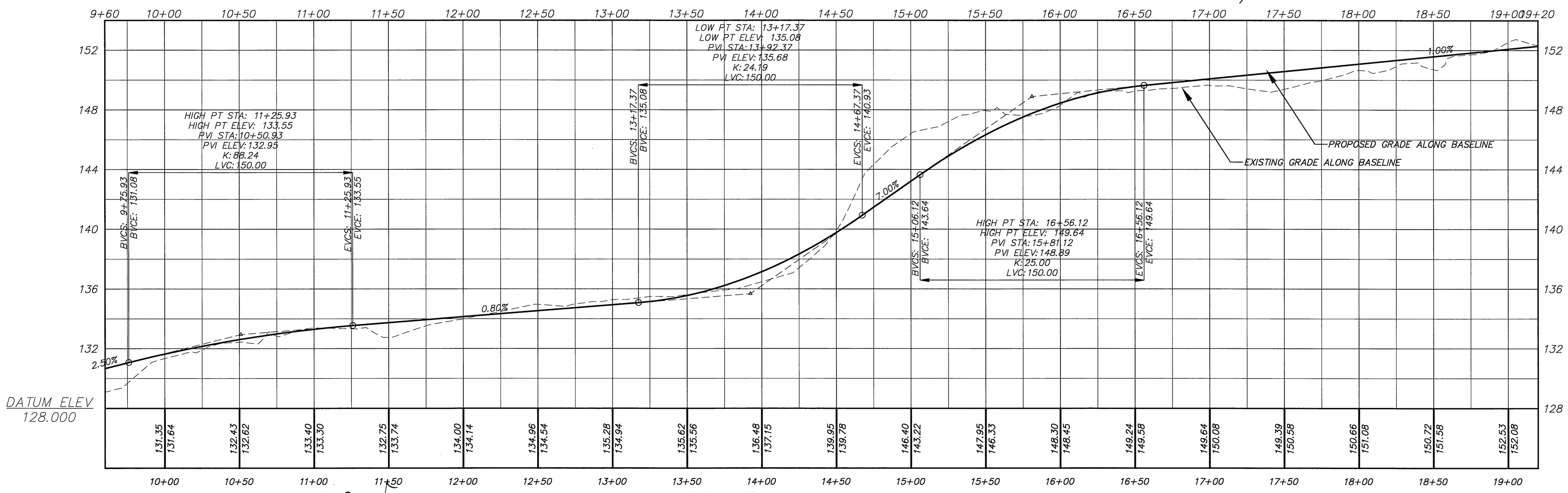
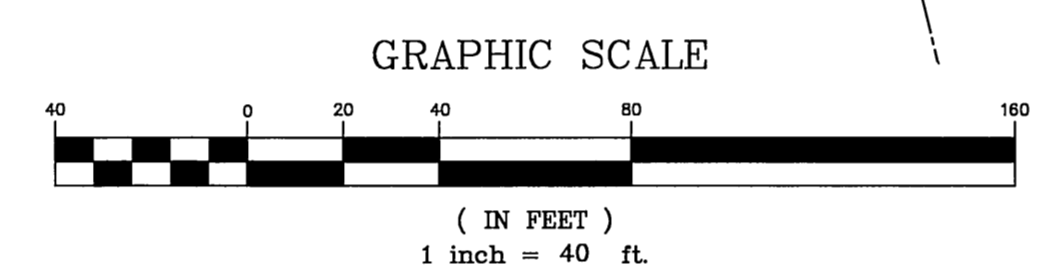


**PLAN AND PROFILE**  
**PROPOSED MULTI-USE PATH**  
 From  
**SMITH MIDDLE SCHOOL TO BELL STREET**  
**GLASTONBURY, CONNECTICUT**

FILE:H:\Land Projects\_2008\Addison Road Bike Path\Addison Rd Multi-Use Path Final.dwg USER:Steven Troy DATE:12/21/2010



NOTE:  
TREES ALONG THE PATHWAY WHERE LOCATED WITH THE CRITERIA OF FIFTEEN INCHES AND LARGER  
AND TREES WITH IN THE CONSTRUCTION STAGING AREA WHERE LOCATED WITH THE CRITERIA OF  
TWELVE INCHES AND LARGER



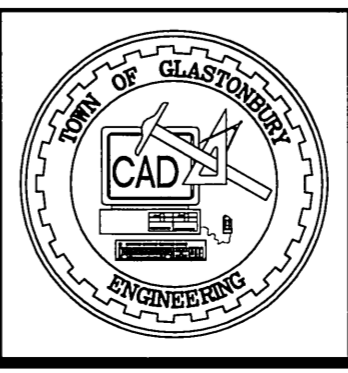
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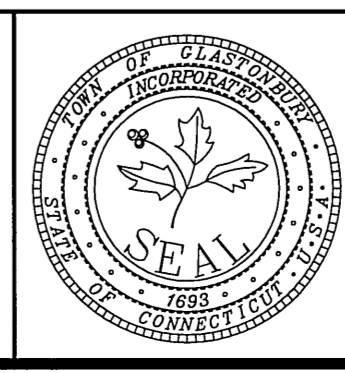
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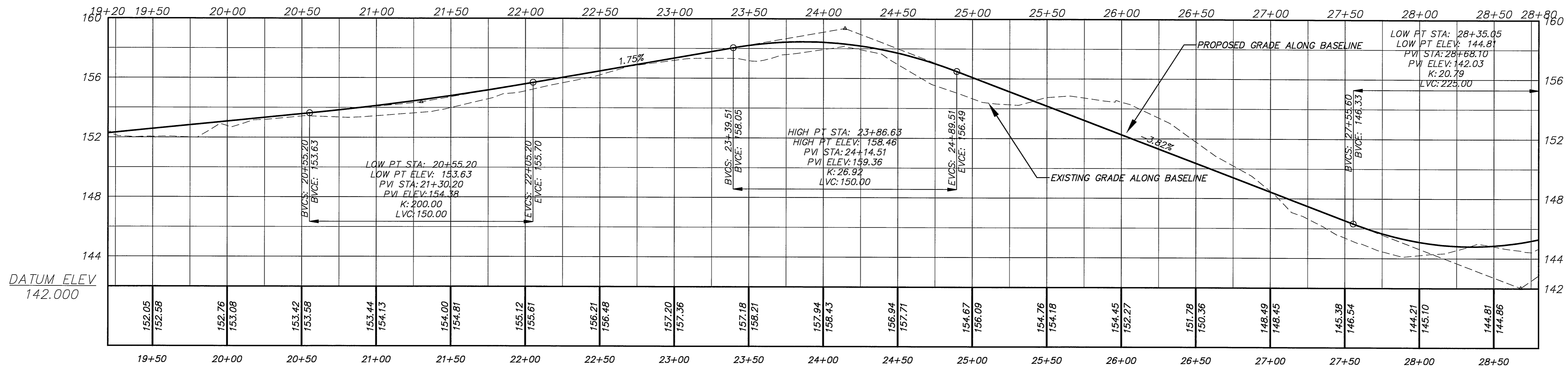
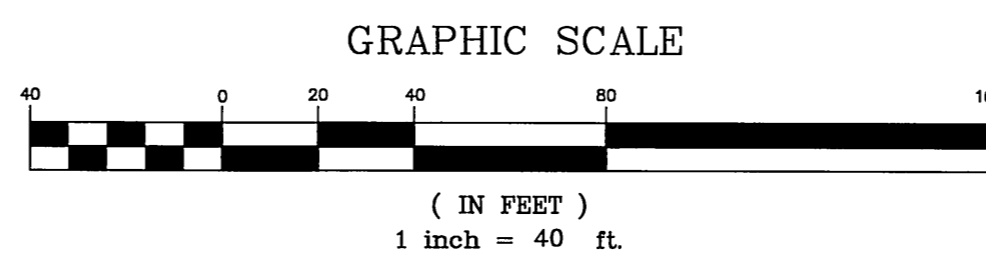
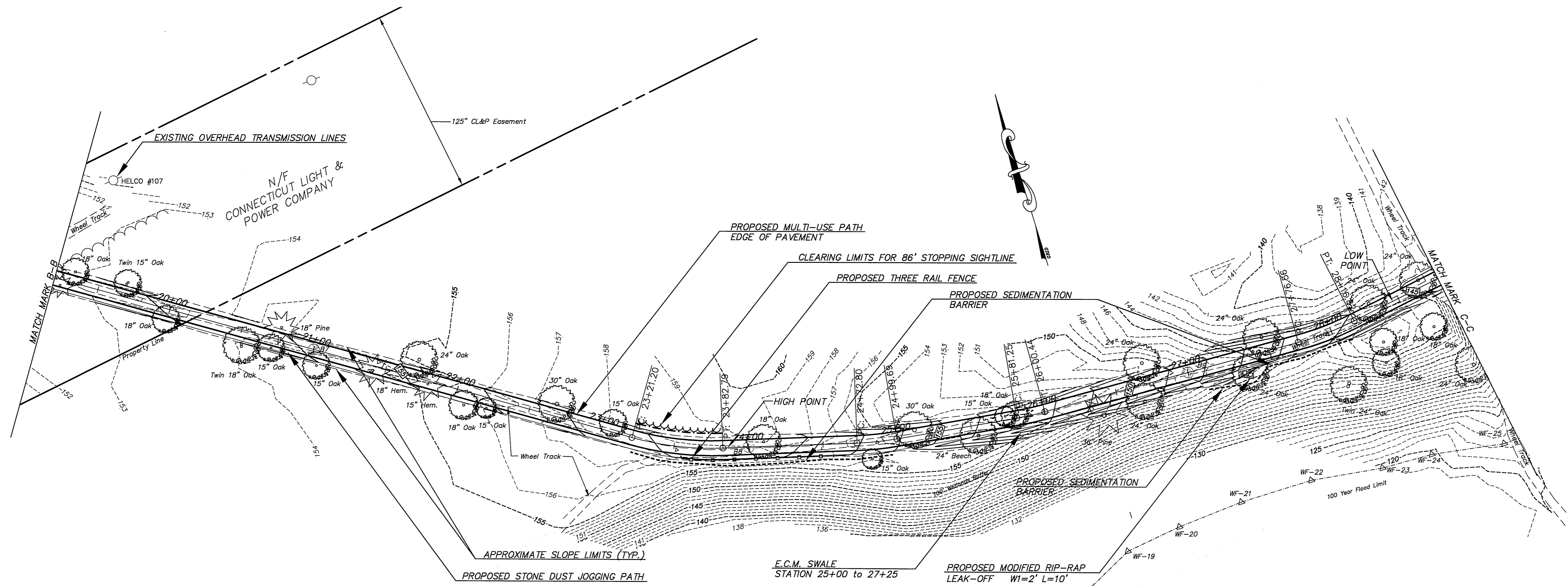
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APPROVED BY: D.A.P. 12-9-2010  
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GRID NORTH



**PLAN AND PROFILE  
PROPOSED MULTI-USE PATH**  
From  
**SMITH MIDDLE SCHOOL TO BELL STREET  
GLASTONBURY, CONNECTICUT**

FILE:H:\Land Projects 2008\Addison Road Bike Path (w/ Addison Rd Multi-Use Path Final.dwg USER:Steven Troy DATE:12/27/2010

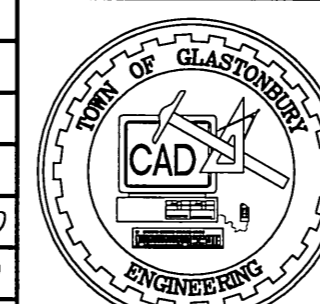


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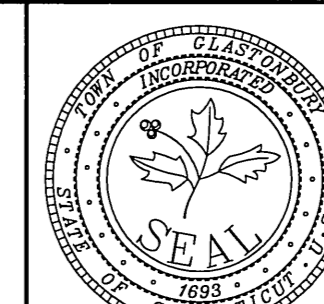
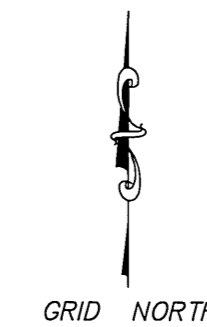
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 VERTICAL 1" = 4'

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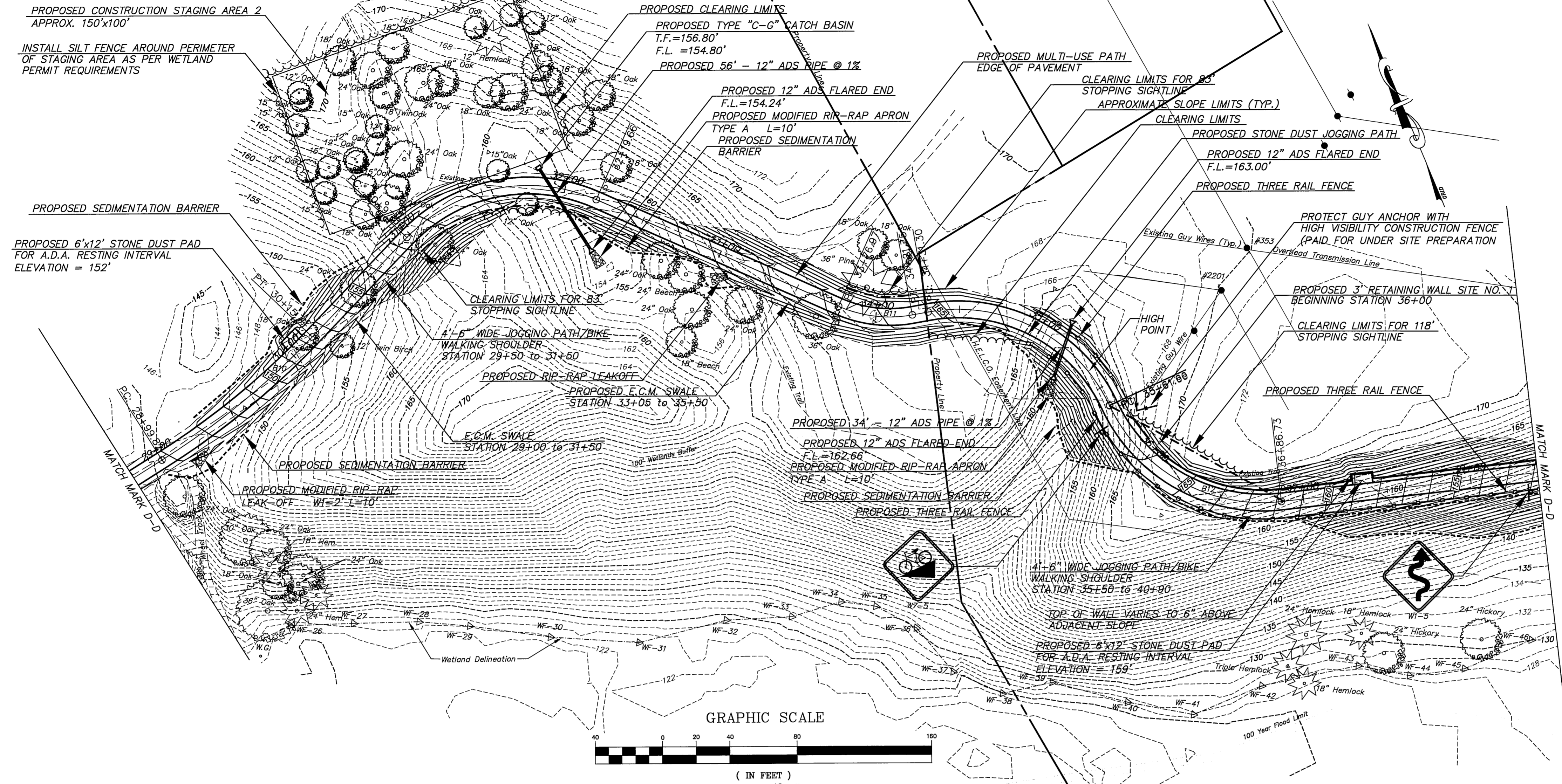
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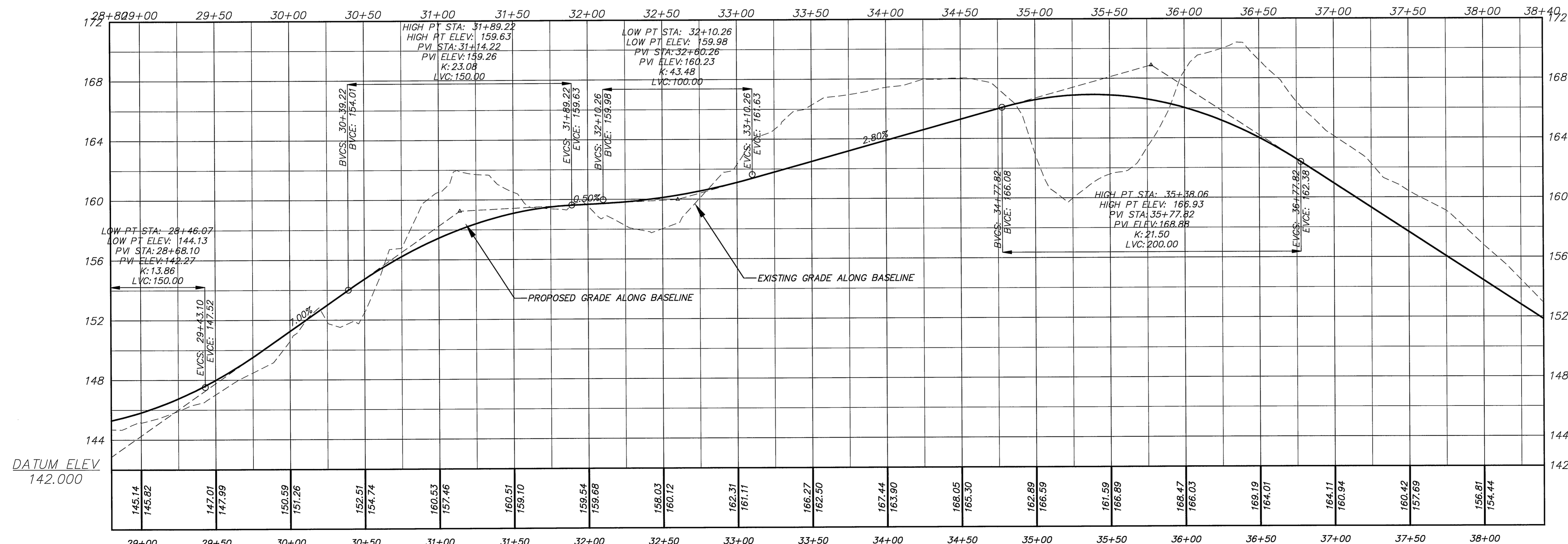
**PLAN AND PROFILE  
 PROPOSED MULTI-USE PATH**  
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**SMITH MIDDLE SCHOOL TO BELL STREET  
 GLASTONBURY, CONNECTICUT**

SHEET NO.  
**7**  
 OF 21

FILE: H:\Land Projects\2009\Addison Road Bike Path\Addison Rd Multi-Use Path Final.dwg USER: Steven Troy DATE: 12/27/2010



NOTE:  
TREES ALONG THE PATHWAY WERE LOCATED WITH THE CRITERIA OF FIFTEEN INCHES AND LARGER AND TREES WITHIN THE CONSTRUCTION STAGING AREAS WERE LOCATED WITH THE CRITERIA OF TWELVE INCHES AND LARGER  
TREES BETWEEN STATION 34+50 AND STATION 42+00 WERE NOT FIELD LOCATED DUE TO THE DENSITY OF VEGETATION IN THIS AREA.



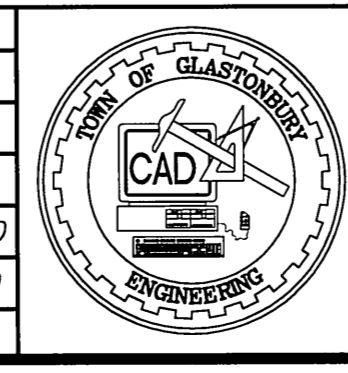
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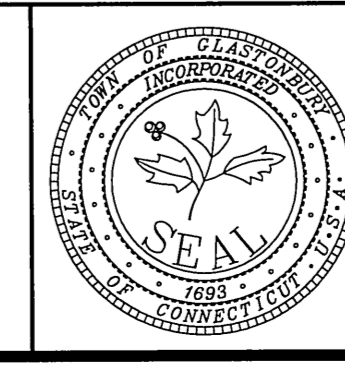
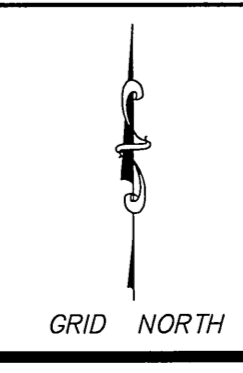


SCALE  
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VERTICAL 1" = 4'

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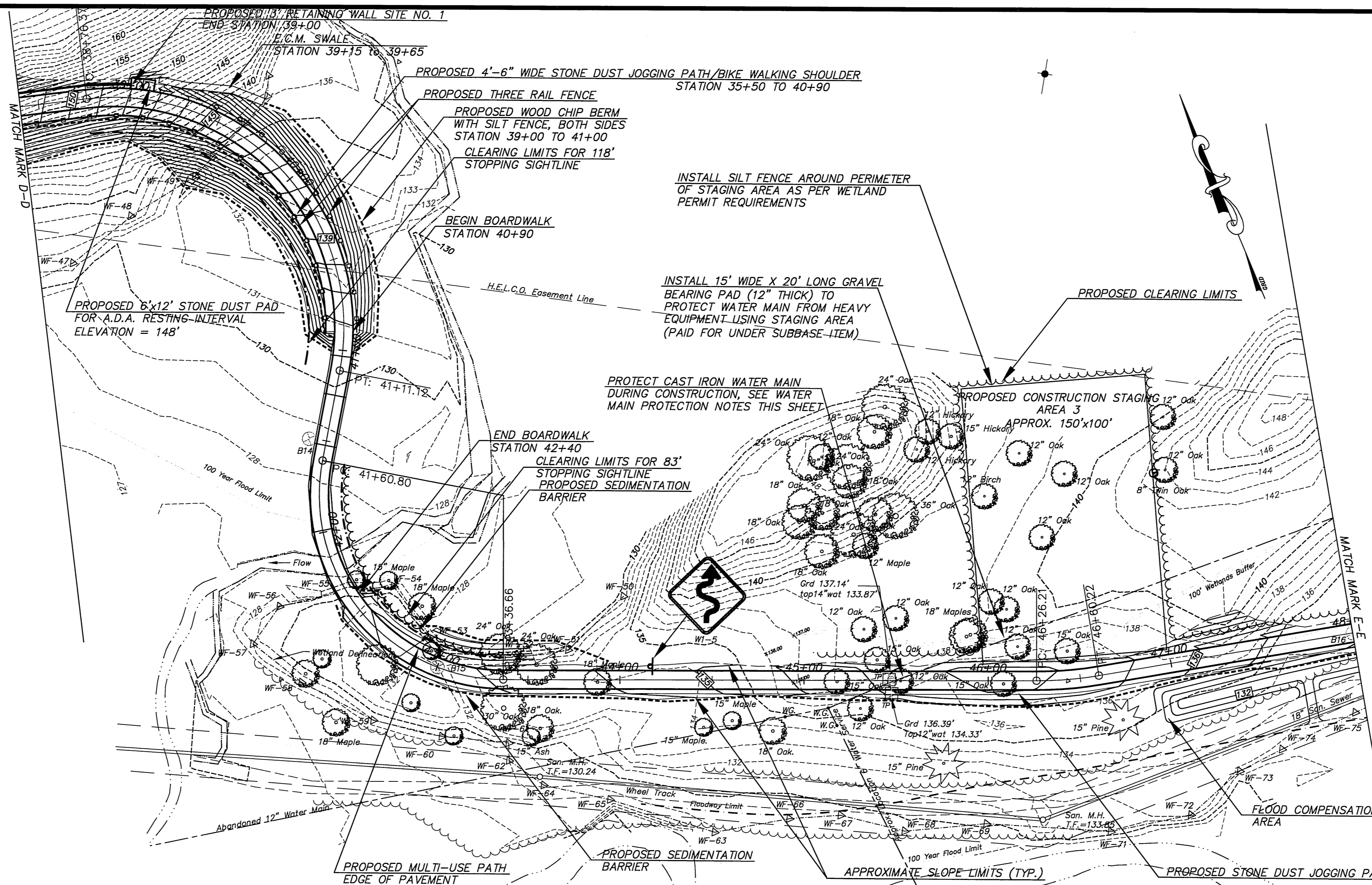


**PLAN AND PROFILE  
PROPOSED MULTI-USE PATH**  
From  
**SMITH MIDDLE SCHOOL TO BELL STREET  
GLASTONBURY, CONNECTICUT**

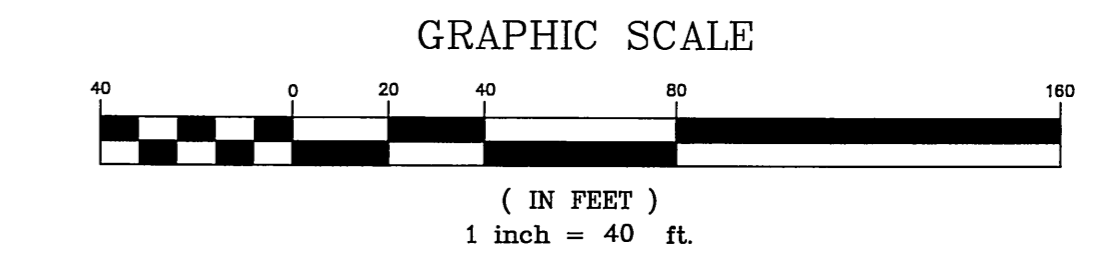
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**8**  
OF 21



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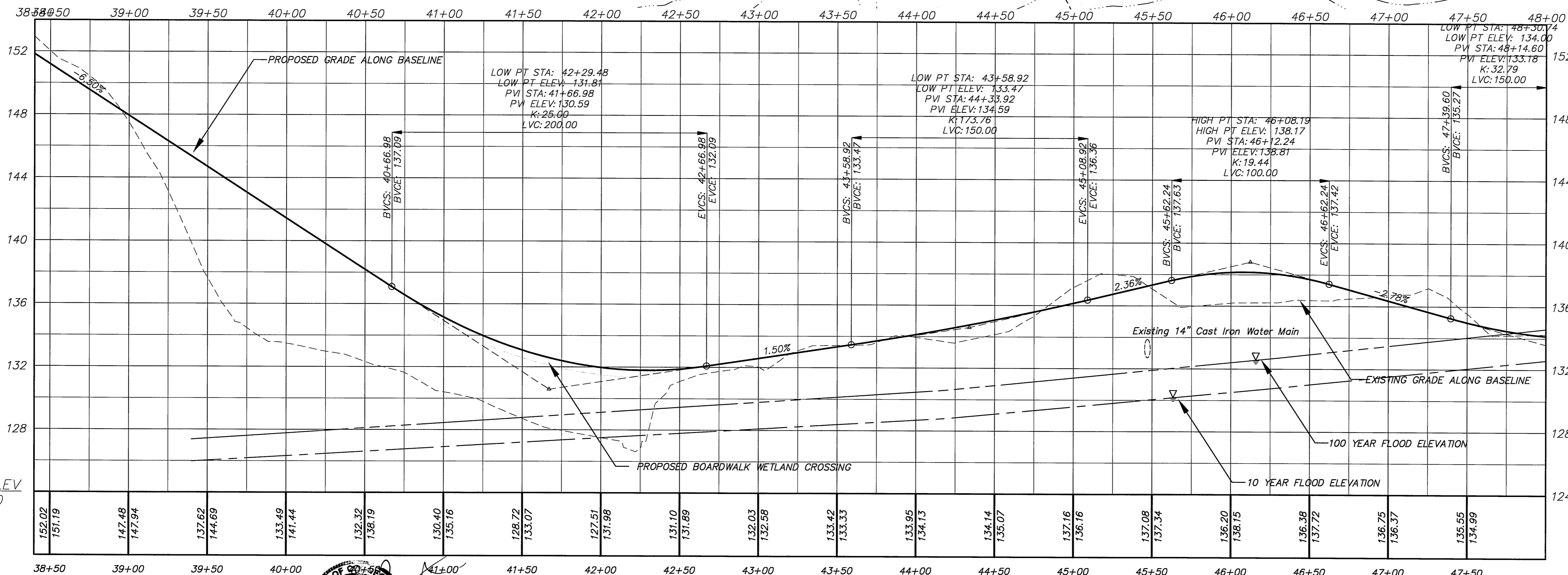
**WATER MAIN PROTECTION NOTES:**  
 IN ORDER TO PROTECT THE EXISTING 14" CAST IRON WATER MAIN FROM POSSIBLE DAMAGE DURING CONSTRUCTION OPERATIONS THE FOLLOWING MEASURES SHALL BE TAKEN:  
 1) EXISTING COVER SHALL BE MAINTAINED OVER THE WATER MAIN AT ALL TIMES.  
 2) BEFORE CROSSING THE WATER MAIN WITH HEAVY EQUIPMENT, STRUCTURAL BASE MATERIAL SHALL BE INSTALLED WITHIN 20 FEET EACH SIDE OF THE WATER MAIN CROSSING AS PER THE TYPICAL PAVEMENT CROSS SECTION.  
 3) A VIBRATORY ROLLER SHALL NOT BE USED WITHIN 50 FEET OF THE WATER MAIN CROSSING (STATIONS 45+00 TO 46+00, AND 54+50 TO STATION 56+00)



**NOTE:**  
 TREES ALONG THE PATHWAY WERE LOCATED WITH THE CRITERIA OF FIFTEEN INCHES AND LARGER AND TREES WITHIN THE CONSTRUCTION STAGING AREAS WERE LOCATED WITH THE CRITERIA OF TWELVE INCHES AND LARGER

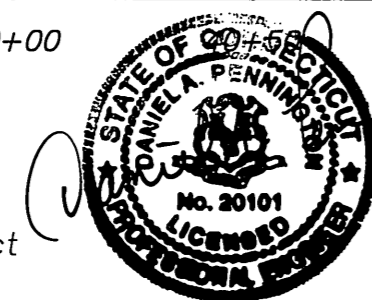
TREES BETWEEN STATION 34+50 AND STATION 42+00 WERE NOT FIELD LOCATED DUE TO THE DENSITY OF VEGETATION IN THIS AREA.

FLOOD ELEVATIONS ARE DERIVED FROM THE FEMA FLOOD INSURANCE STUDY AND ARE BASED ON THE NAVD 88 DATUM



DATUM ELEV 124.000

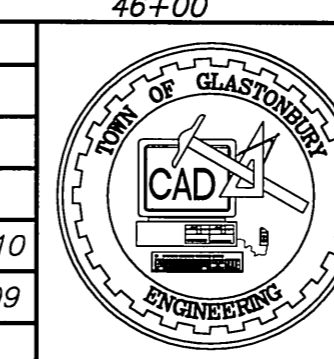
Certified to be substantially correct



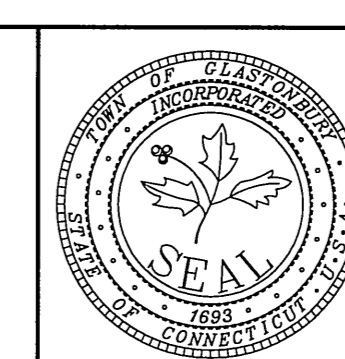
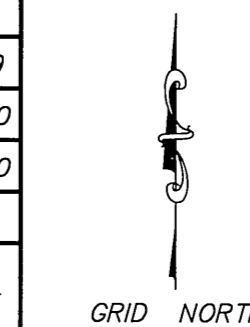
DANIEL A. PENNINGTON P.E. Reg. No. 20101

**SCALE**  
 HORIZONTAL 1" = 40'  
 VERTICAL 1" = 4'

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1.	ISSUED FOR PERMITTING 3-4-2009
NO.	DESCRIPTION

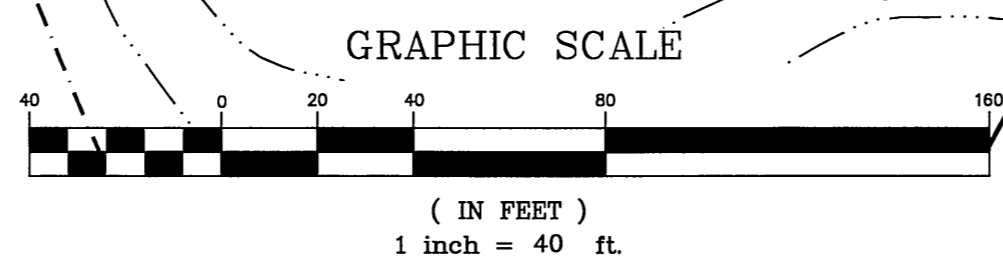
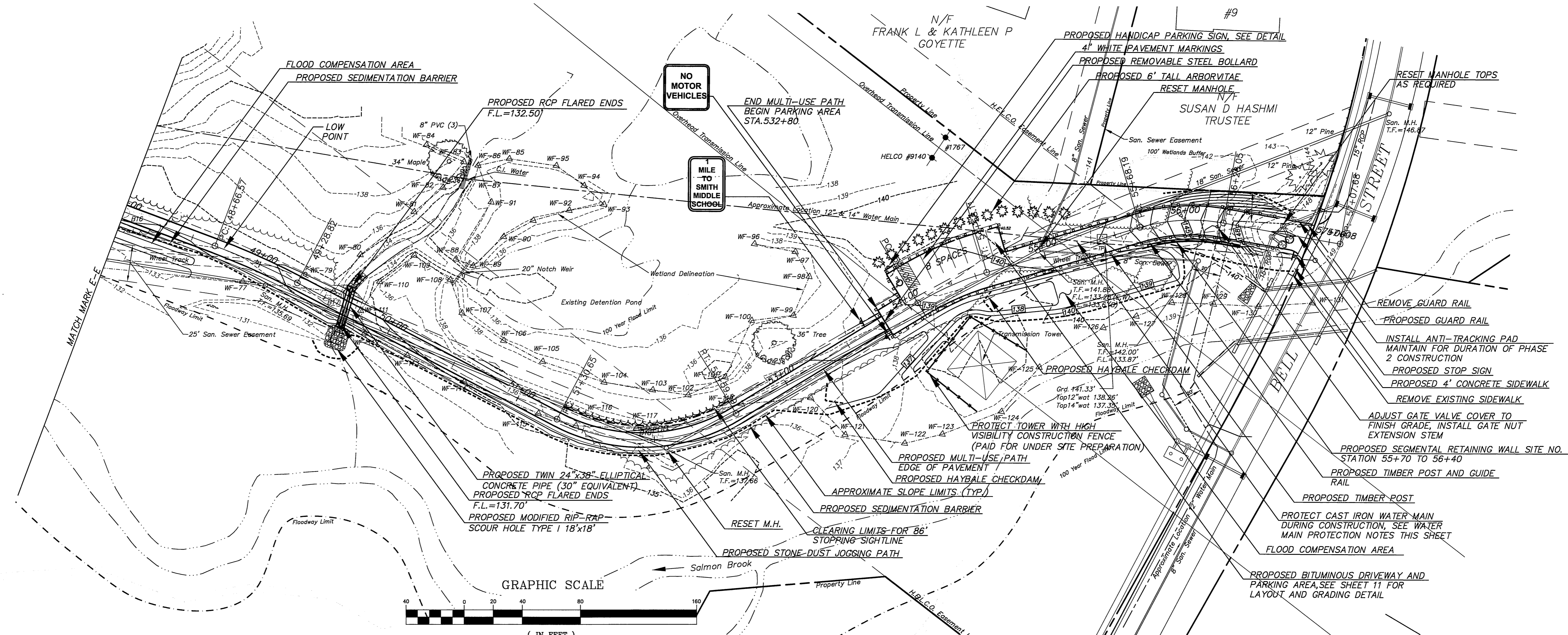


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 CHECKED BY: S.M.B. 12-9-2010  
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 ST. FILE:  
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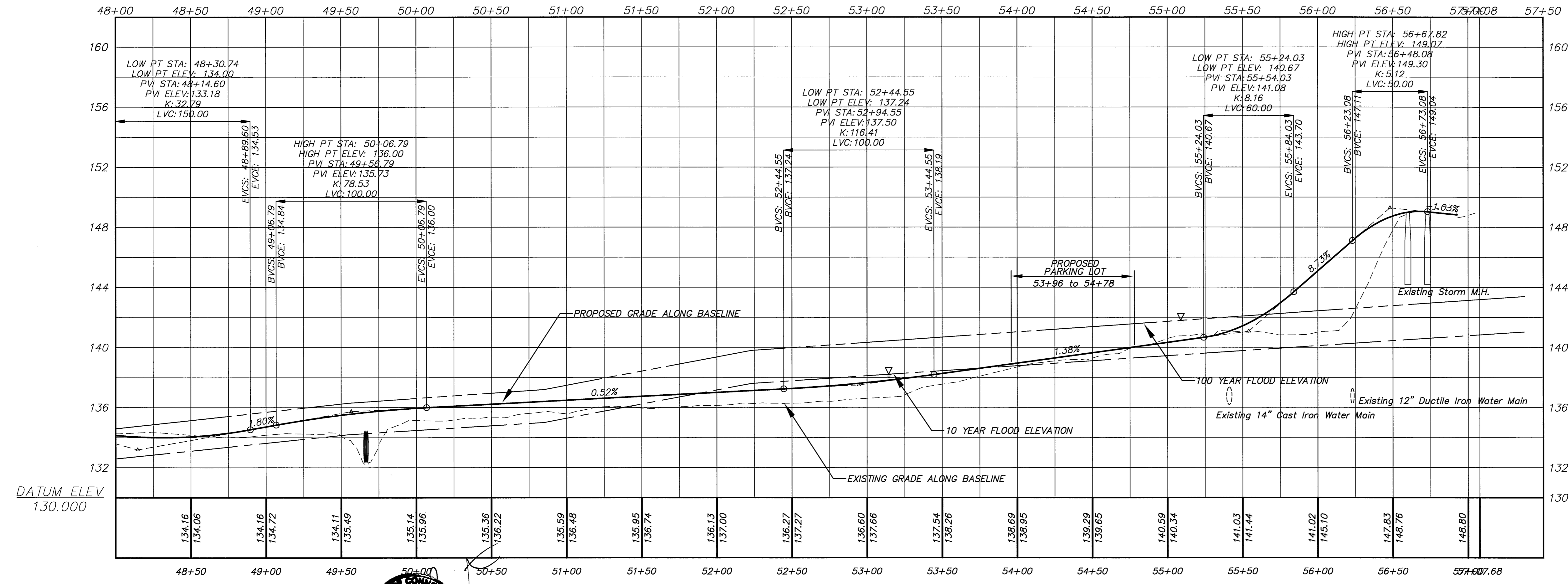


**PLAN AND PROFILE**  
**PROPOSED MULTI-USE PATH**  
 From  
**SMITH MIDDLE SCHOOL TO BELL STREET**  
**GLASTONBURY, CONNECTICUT**

FILE:H:\Land Projects\2008\Road Bike Path\Road Bike Path\Use Path Final.dwg USER:Stevan Troy DATE:12/27/2010



**WATER MAIN PROTECTION NOTES:**  
 IN ORDER TO PROTECT THE EXISTING 14" CAST IRON WATER MAIN FROM POSSIBLE DAMAGE DURING CONSTRUCTION OPERATIONS THE FOLLOWING MEASURES SHALL BE TAKEN:  
 1) EXISTING COVER SHALL BE MAINTAINED OVER THE WATER MAIN AT ALL TIMES.  
 2) BEFORE CROSSING THE WATER MAIN WITH HEAVY EQUIPMENT, STRUCTURAL BASE MATERIAL SHALL BE INSTALLED WITHIN 20 FEET EACH SIDE OF THE WATER MAIN CROSSING AS PER THE TYPICAL PAVEMENT CROSS SECTION.  
 3) A VIBRATORY ROLLER SHALL NOT BE USED WITHIN 50 FEET OF THE WATER MAIN CROSSING (STATIONS 45+00 TO 46+00, AND 54+50 TO STATION 56+00).  
 4) TIMBER POST TO BE INSTALLED OVER 14" WATER MAIN MUST BE DUG BY HAND. TO INSURE 6' SPACING OF TIMBER POSTS START IN LOCATIONS OVER WATER MAIN.



**NOTE:**  
 FLOOD ELEVATIONS ARE DERIVED FROM THE FEMA FLOOD INSURANCE STUDY AND ARE BASED ON THE NAVD 88 DATUM

Certified to be substantially correct  
  
 DANIEL A. PENNINGTON P.E. Reg. No. 20101

**SCALE**  
 HORIZONTAL 1" = 40'  
 VERTICAL 1" = 4'

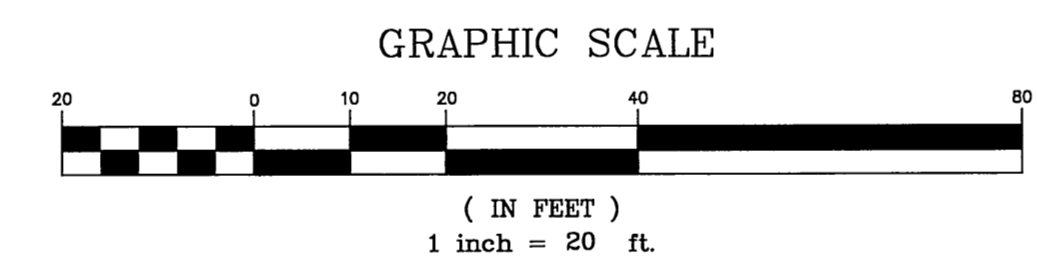
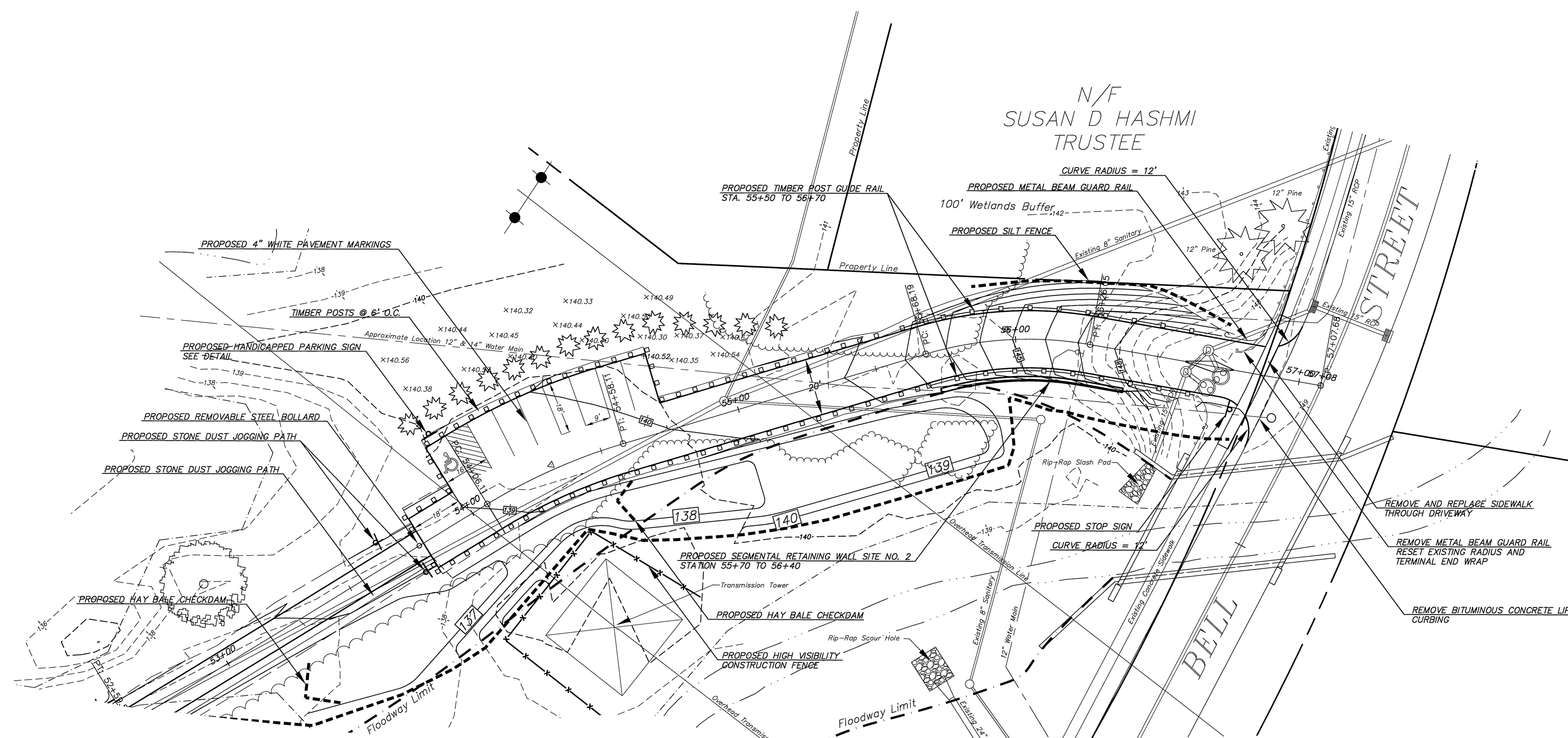
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2.	PARKING LOT MODIFICATIONS 2-18-2010
1.	ISSUED FOR PERMITTING 3-4-2009
NO.	DESCRIPTION

SCALE: AS SHOWN DATE: 12-31-2009  
 DRAWN BY: S.Troy  
 CHECKED BY: S.M.B. 12-9-2010  
 APPROVED BY: D.A.P. 12-9-2010  
 ST. FILE:  
 DO NOT SCALE THIS DRAWING. USE THE DIMENSIONS GIVEN. IF THERE ARE ANY DISCREPANCIES OR QUESTIONS, CONTACT THE TOWN OF GLASTONBURY, ENGINEERING OFFICE.

GRID NORTH

**PLAN DEPICTING  
 PROPOSED MULTI-USE PATH**  
 From  
**SMITH MIDDLE SCHOOL TO BELL STREET  
 GLASTONBURY, CONNECTICUT**

FILE:H:\Land Projects 2009\Addison Road Bike Path\Addison Rd Multi-Use Path Final.dwg USER:Steven Troy DATE:12/27/2010

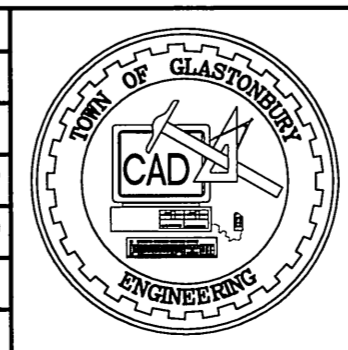


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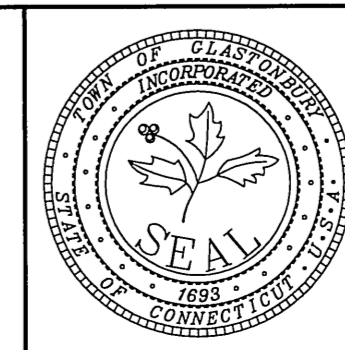
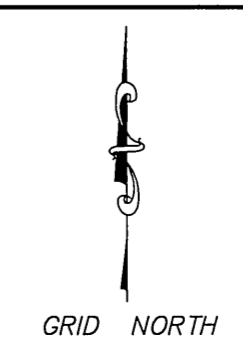
**NOTE:**  
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Certified to be substantially correct  
 DANIEL A. PENNINGTON P.E. Reg. No. 20101

DRAWING ISSUE STATUS		
NO.	DESCRIPTION	DATE
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2.	PARKING LOT MODIFICATIONS	2-18-2010
1.	ISSUED FOR PERMITTING	3-4-2009



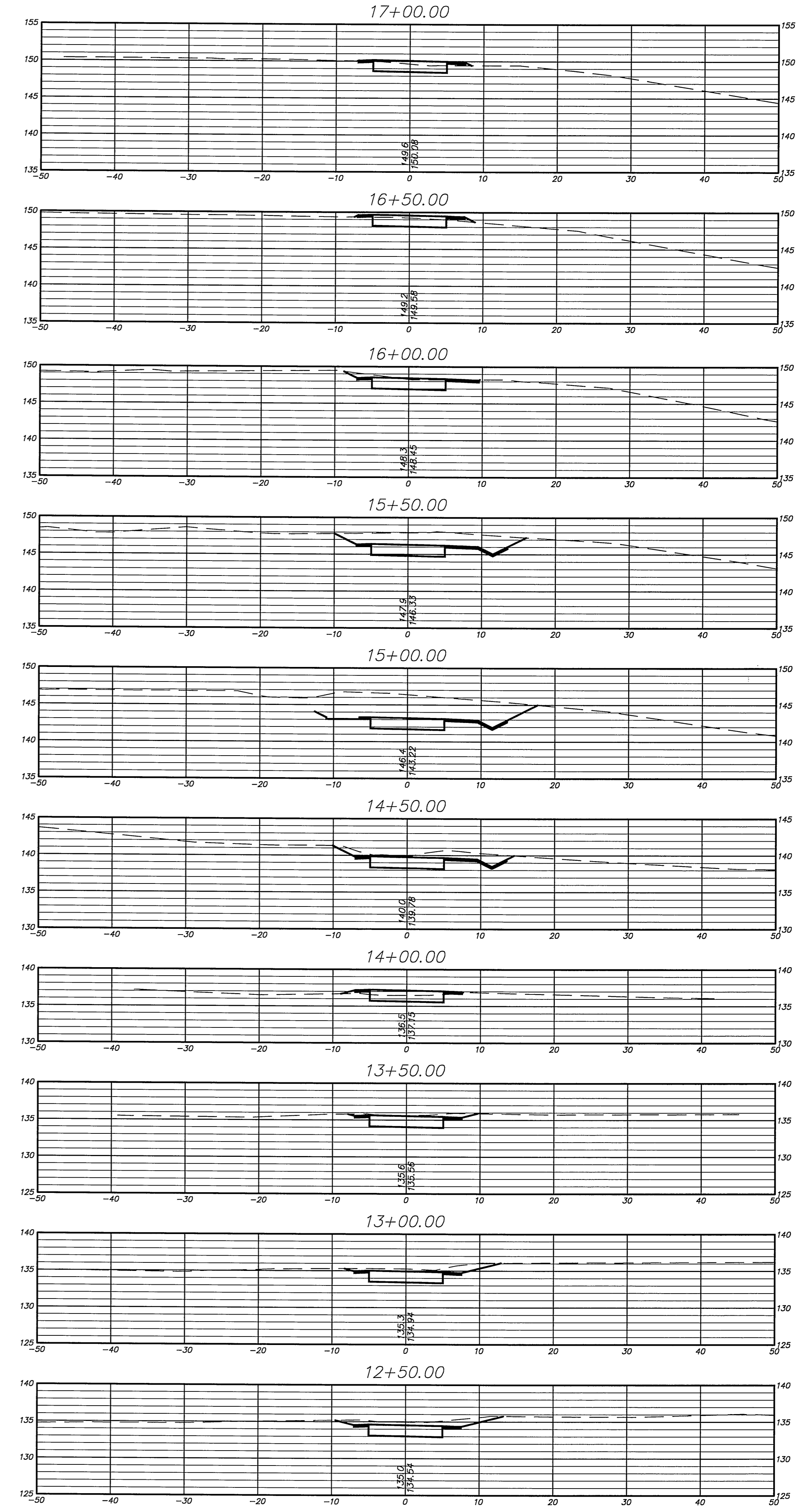
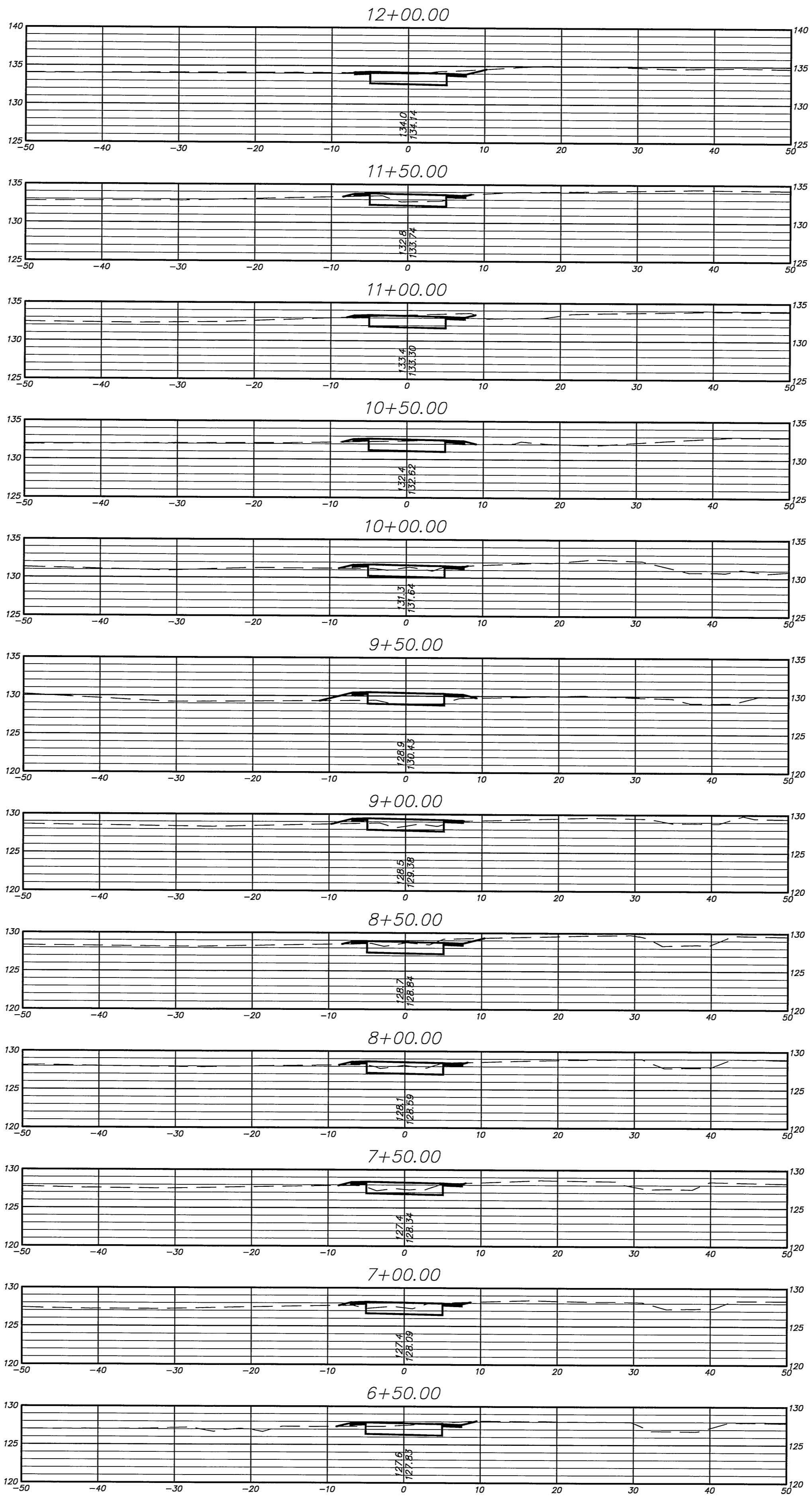
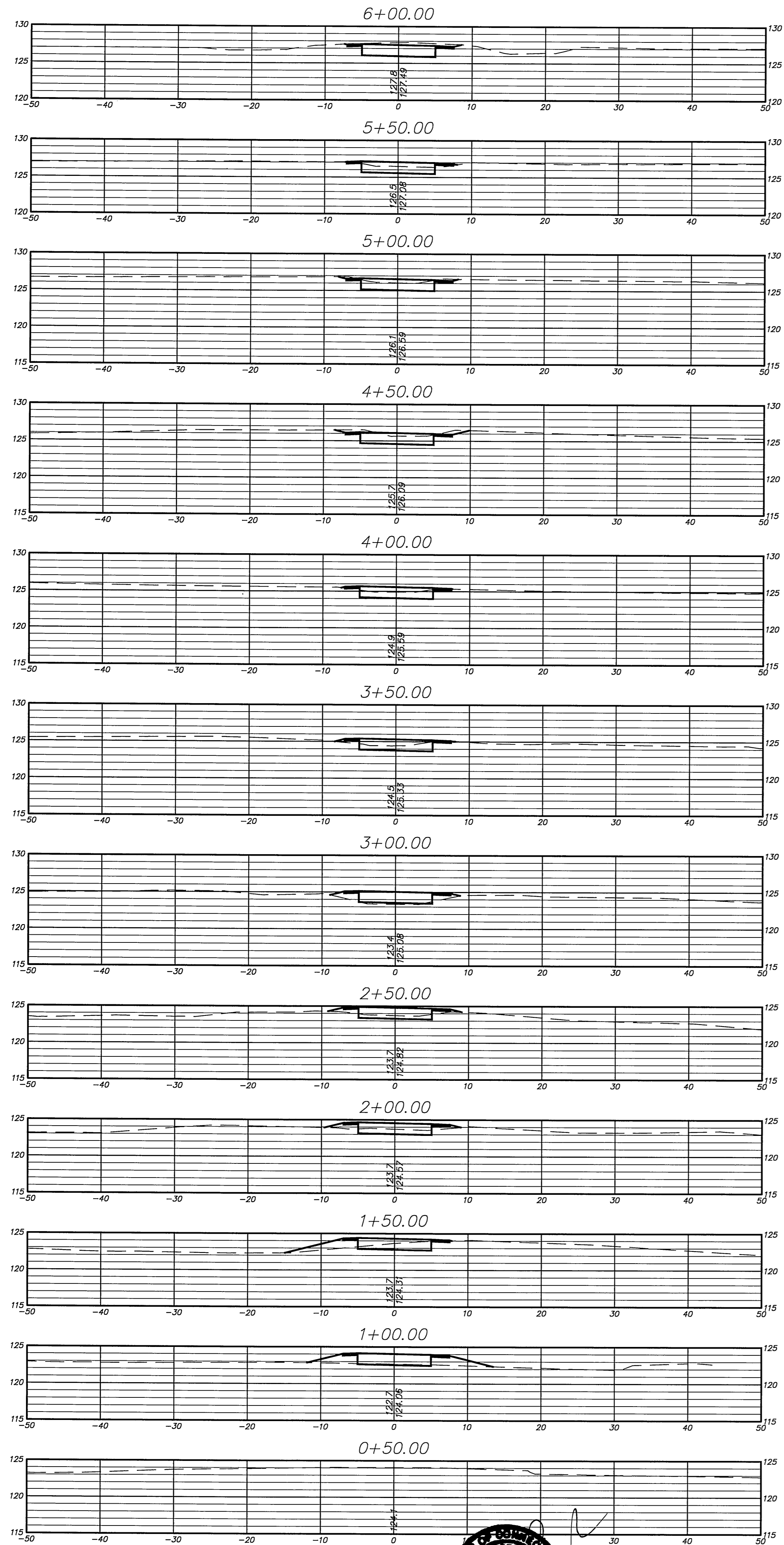
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ST. FILE:	
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**PLAN DEPICTING  
 PROPOSED MULTI-USE PATH**  
 From  
**SMITH MIDDLE SCHOOL TO BELL STREET  
 GLASTONBURY, CONNECTICUT**

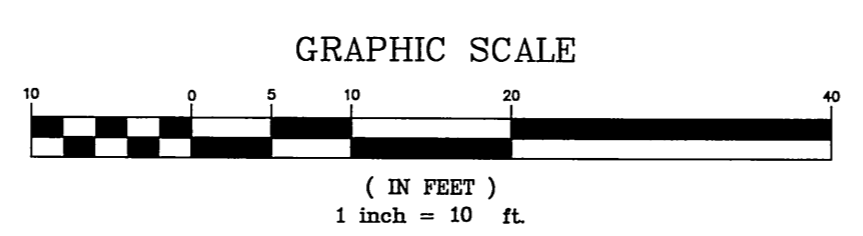
SHEET NO.  
**11**  
 OF 21

FILE:H:\Land Projects 2008\Addison Road Bike Path Multi-Use Path Final.dwg User:Steven Troy DATE:12/27/2010



Certified to be substantially correct

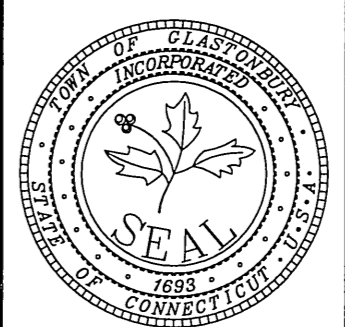
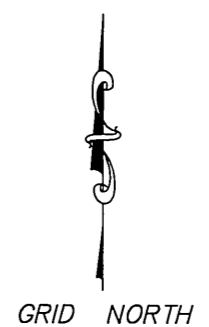
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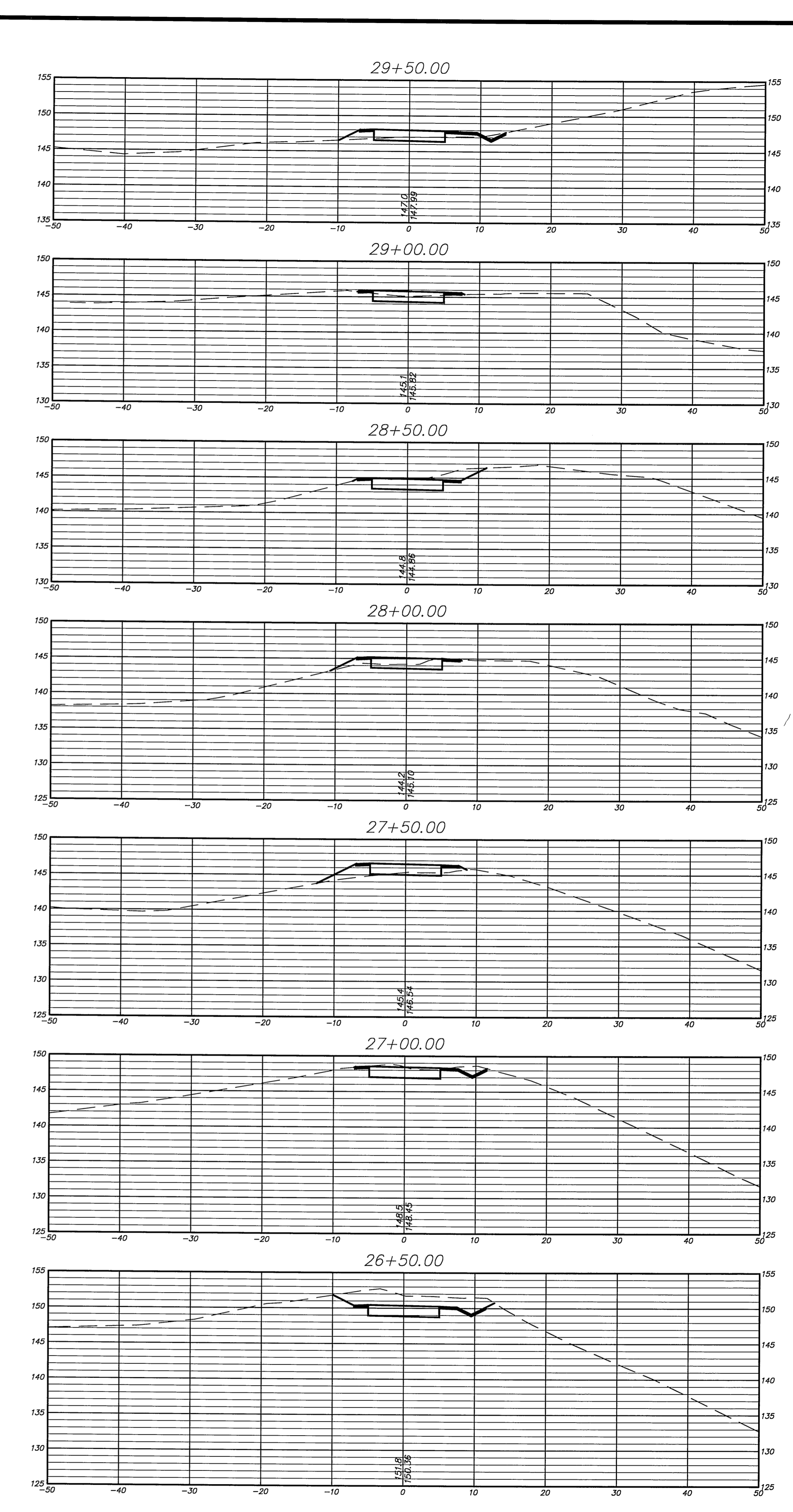
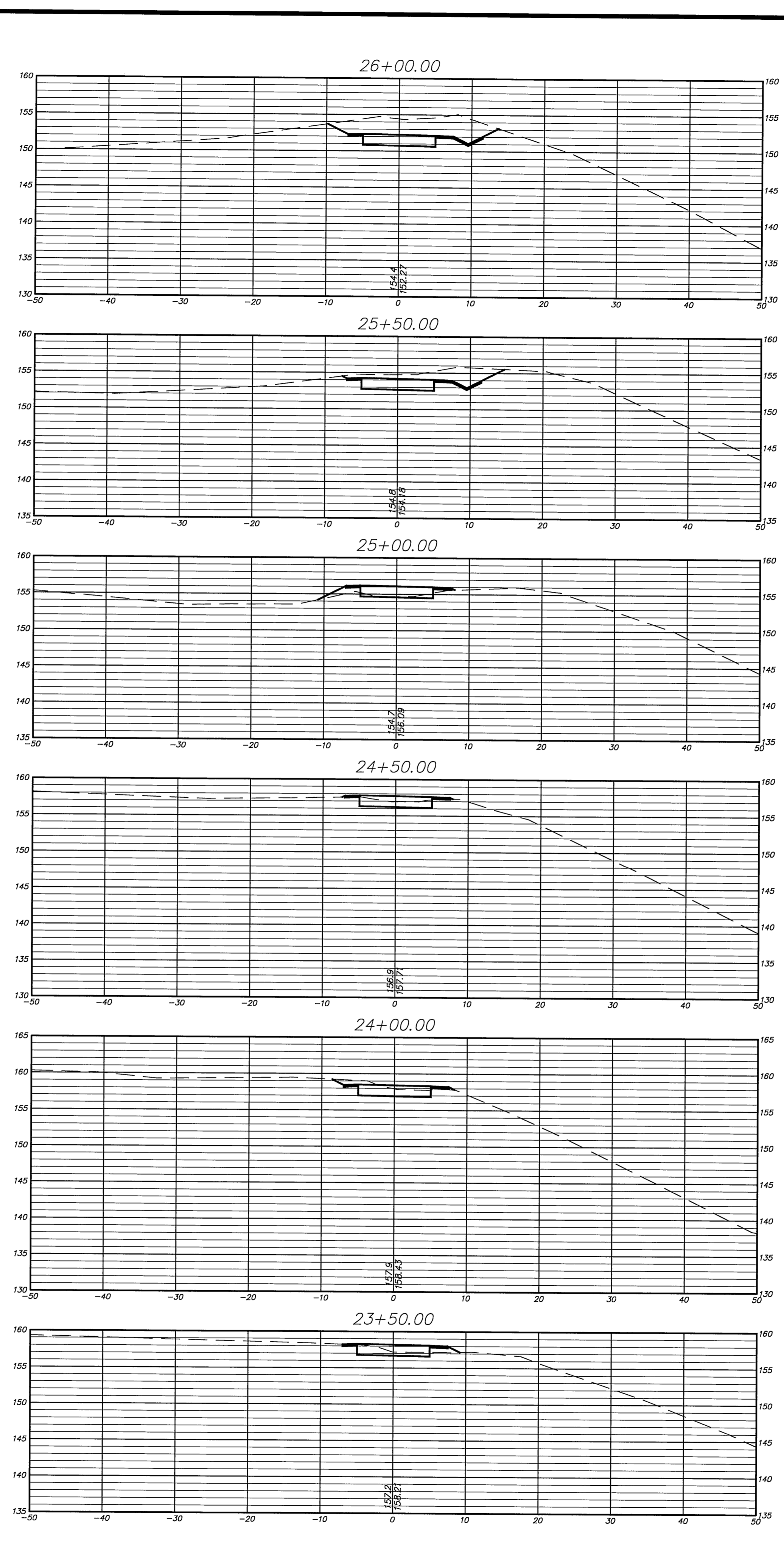
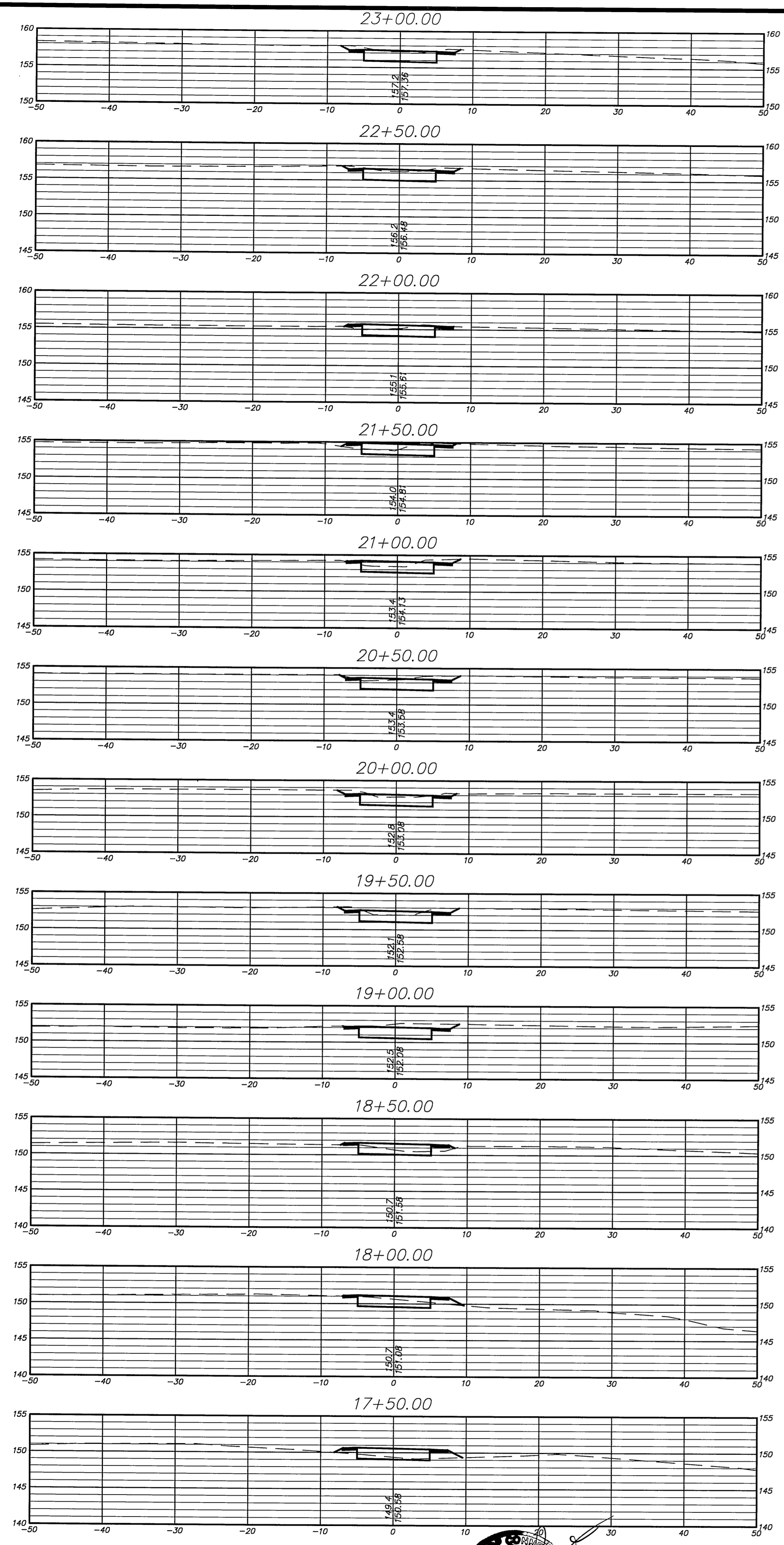



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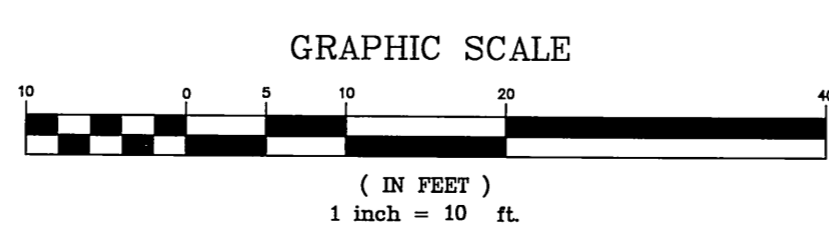


**CROSS SECTIONS DEPICTING PROPOSED MULTI-USE PATH**  
 From  
**SMITH MIDDLE SCHOOL TO BELL STREET GLASTONBURY, CONNECTICUT**

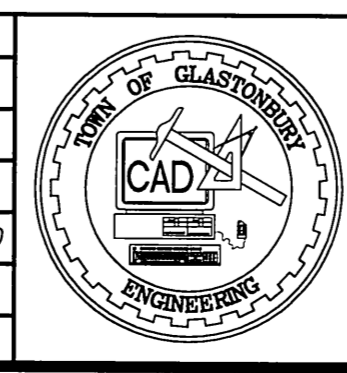
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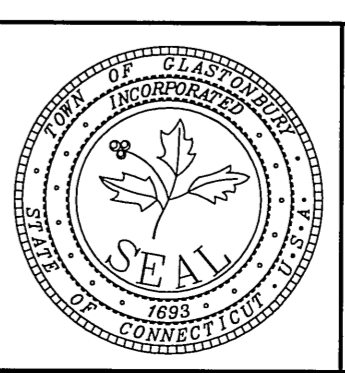
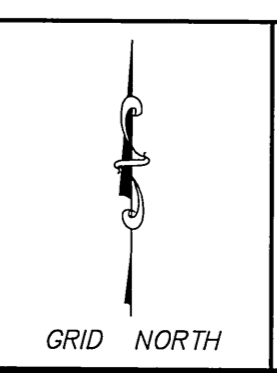
Certified to be substantially correct  
  
 DANIEL A. PENNINGTON P.E. Reg. No. 20101



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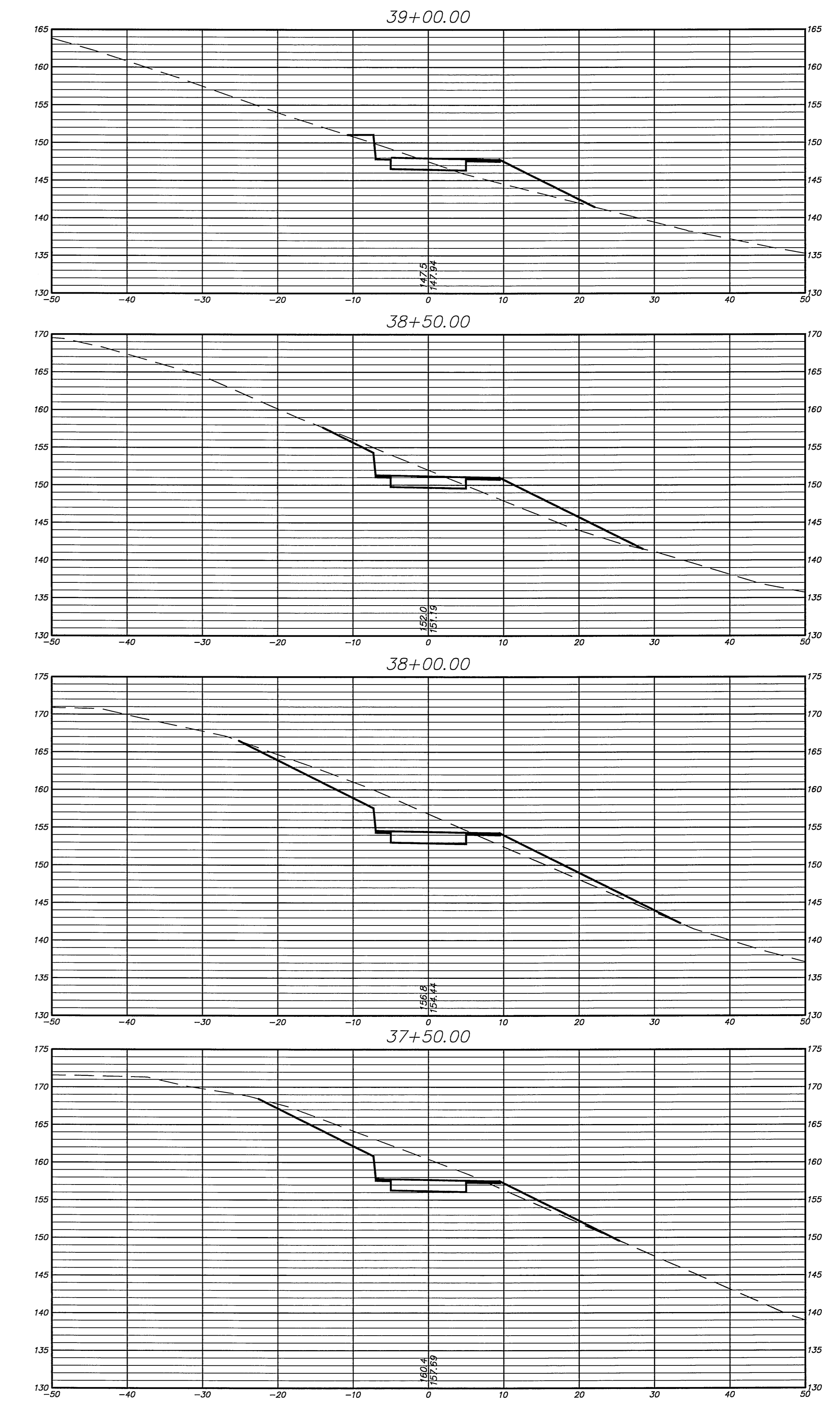
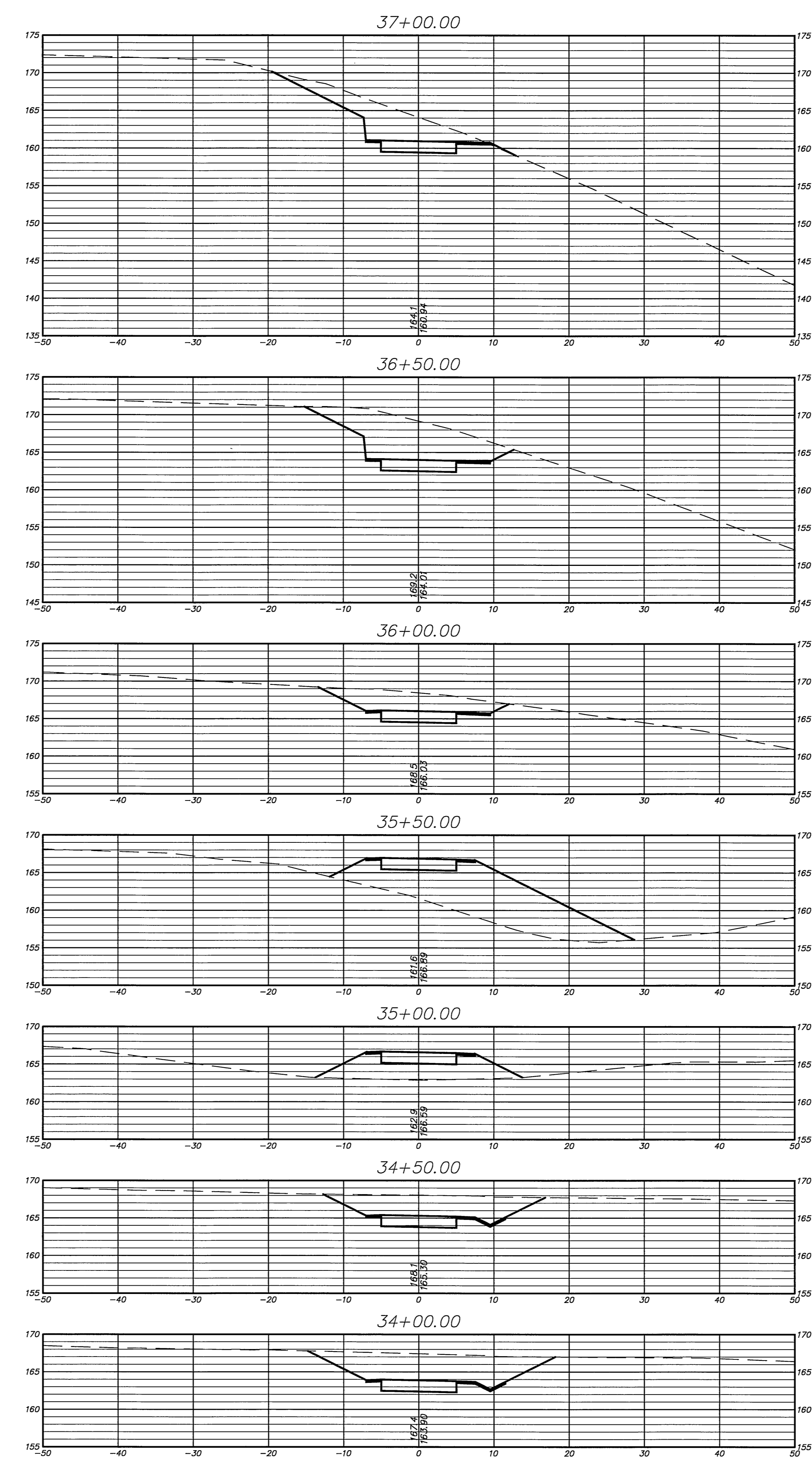
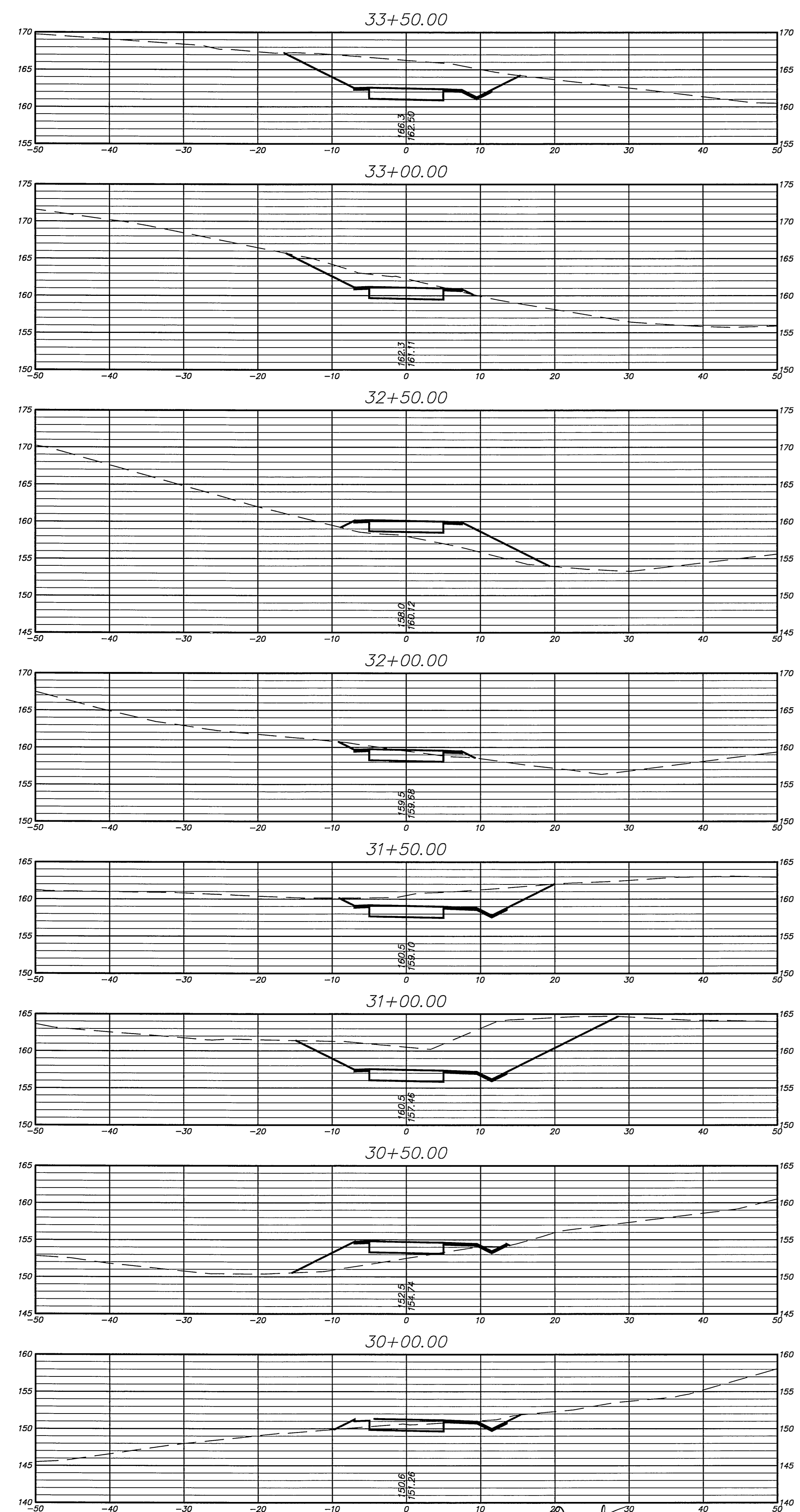


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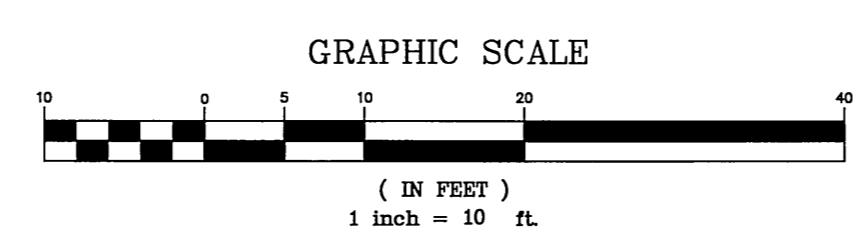
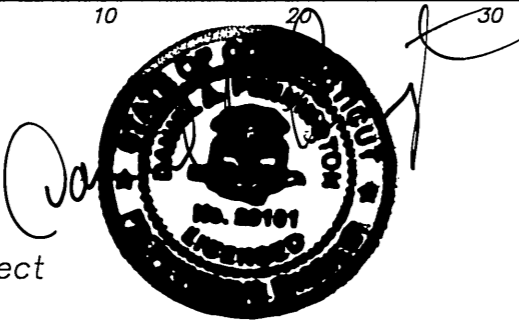
**CROSS SECTIONS DEPICTING PROPOSED MULTI-USE PATH**  
 From  
**SMITH MIDDLE SCHOOL TO BELL STREET GLASTONBURY, CONNECTICUT**

FILE: H:\Land Projects\2008 Addison Road Bike Path\Addison Rd Multi-Use Path Final.dwg USER: Steven Troy DATE: 12/27/2010

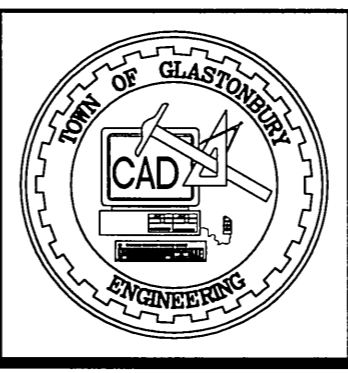


Certified to be substantially correct

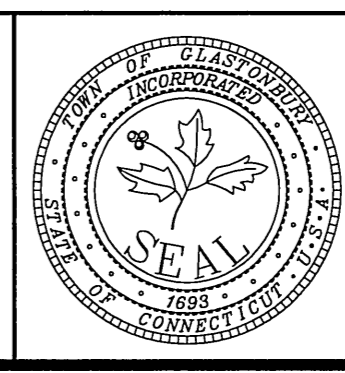
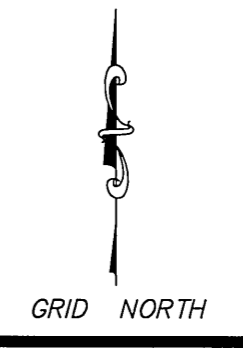
DANIEL A. PENNINGTON P.E. Reg. No. 20101



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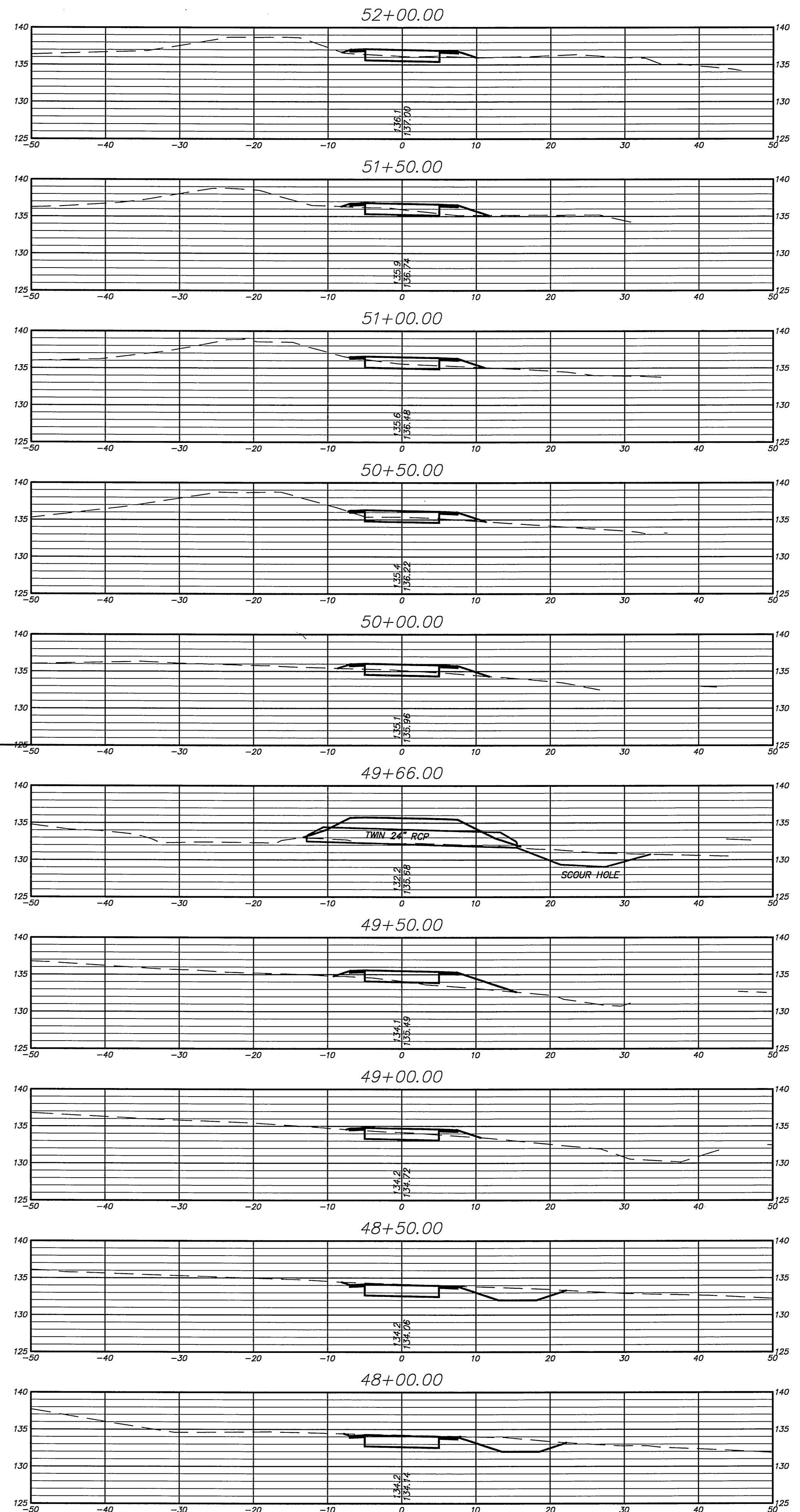
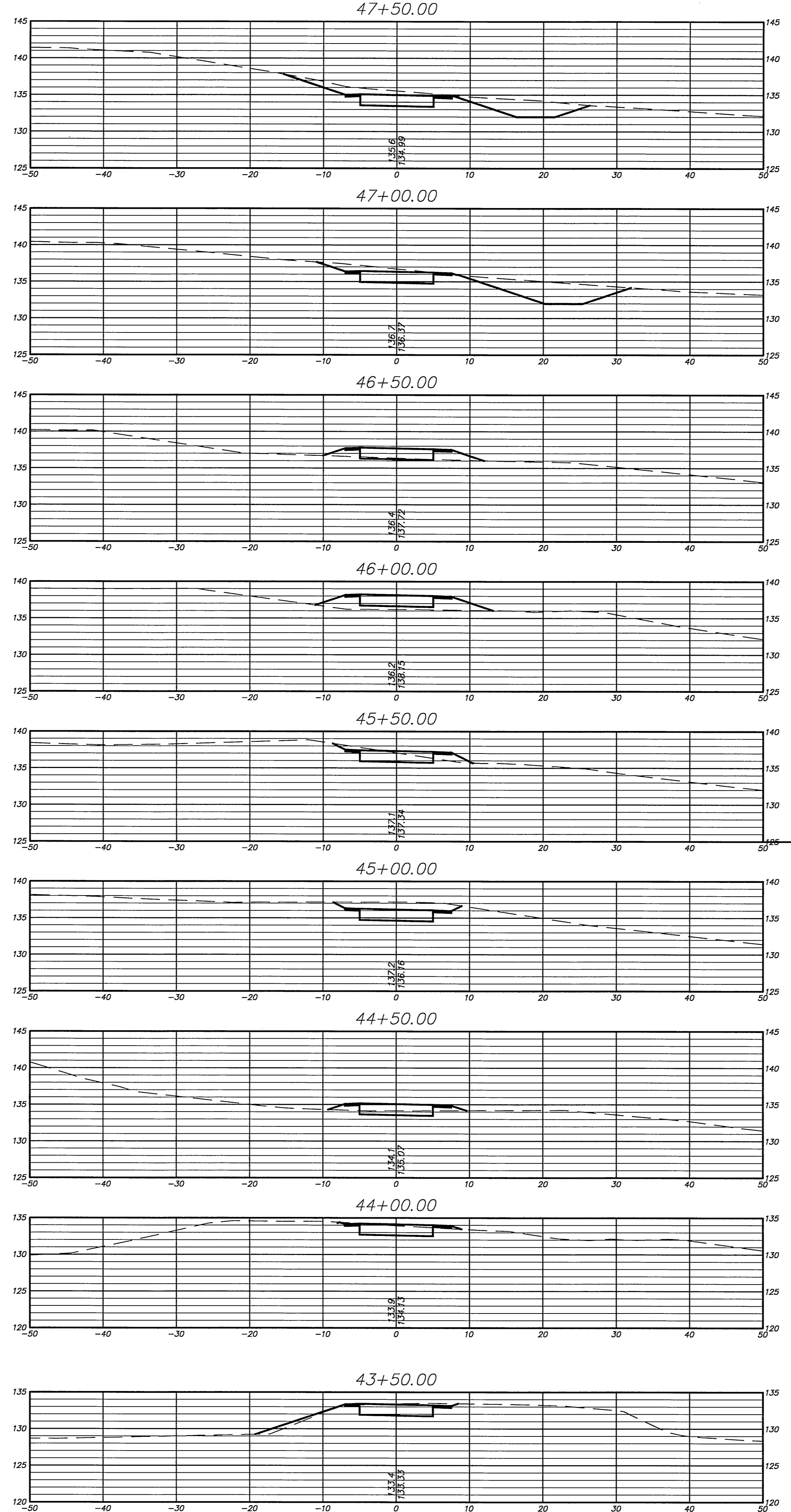
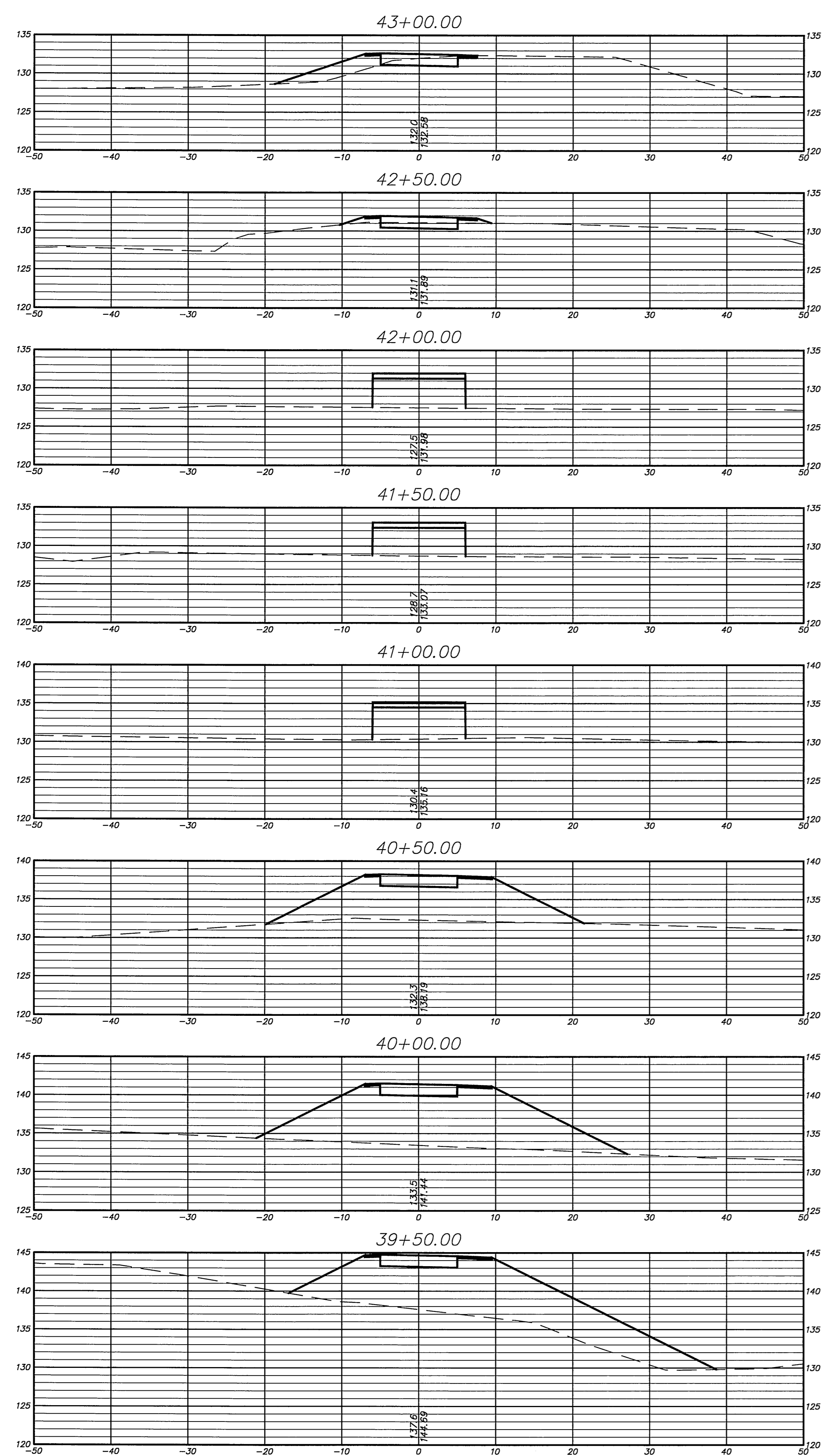



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 DRAWN BY: S.Troy 12-9-2010  
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 APPROVED BY: D.A.P. 12-9-2010  
 ST. FILE: DO NOT SCALE THIS DRAWING. USE THE DIMENSIONS GIVEN. IF THERE ARE ANY DISCREPANCIES OR QUESTIONS, CONTACT THE TOWN OF GLASTONBURY ENGINEERING OFFICE.

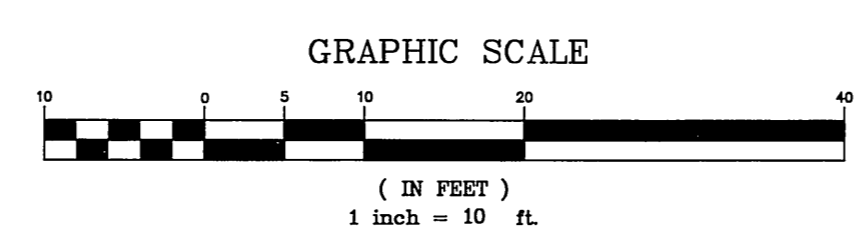


**CROSS SECTIONS DEPICTING PROPOSED MULTI-USE PATH**  
 From  
**SMITH MIDDLE SCHOOL TO BELL STREET GLASTONBURY, CONNECTICUT**

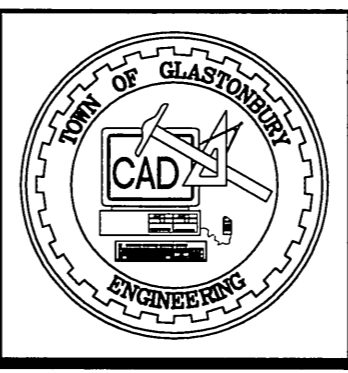
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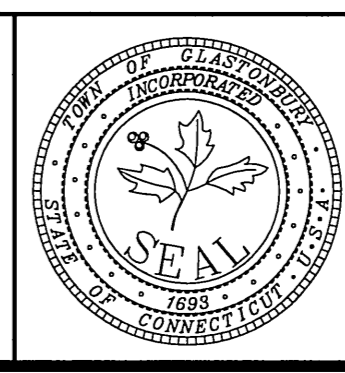
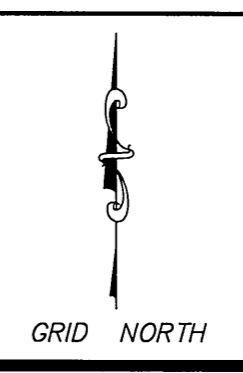
Certified to be substantially correct  
  
 DANIEL A. PENNINGTON P.E. Reg. No. 20101



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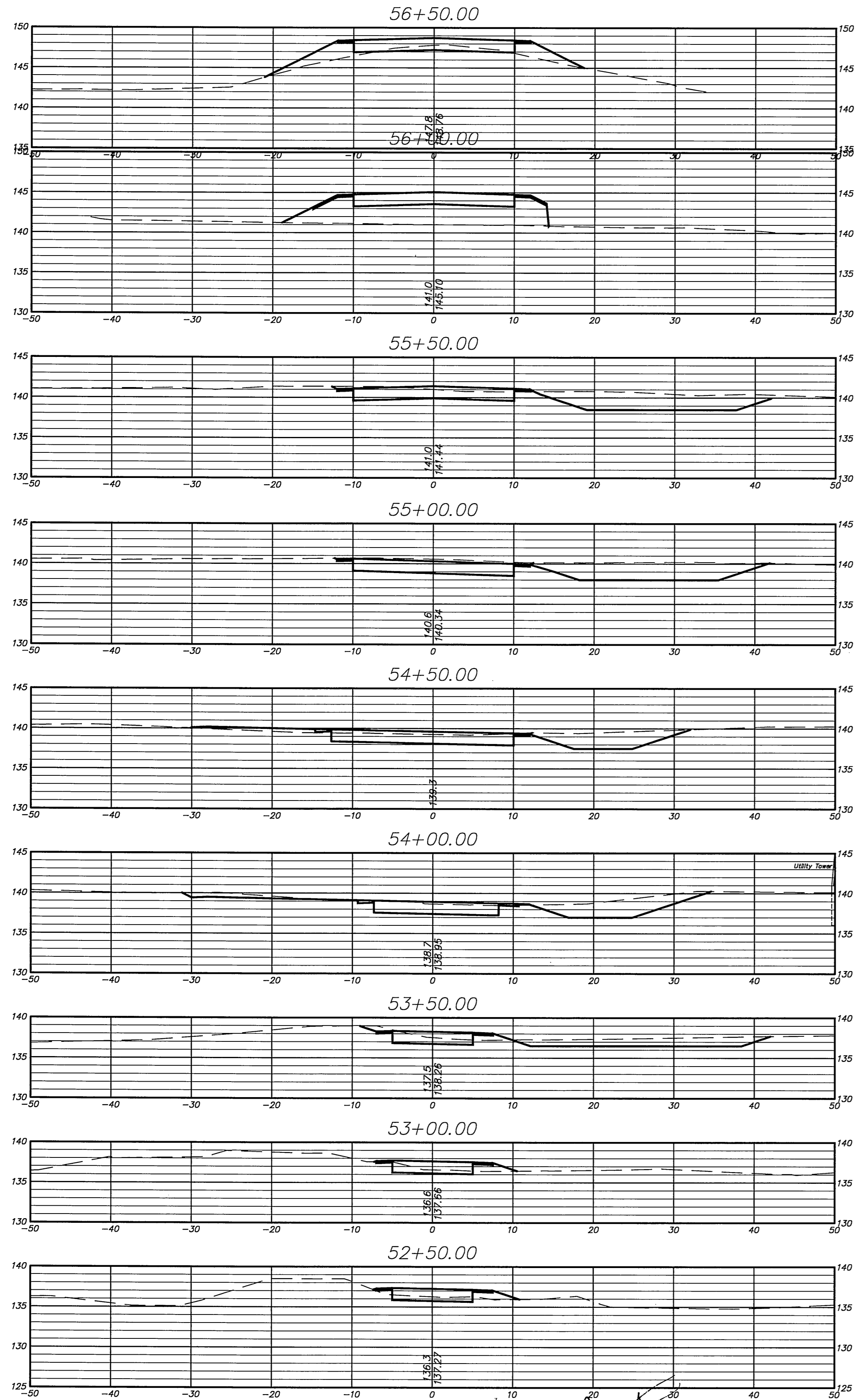


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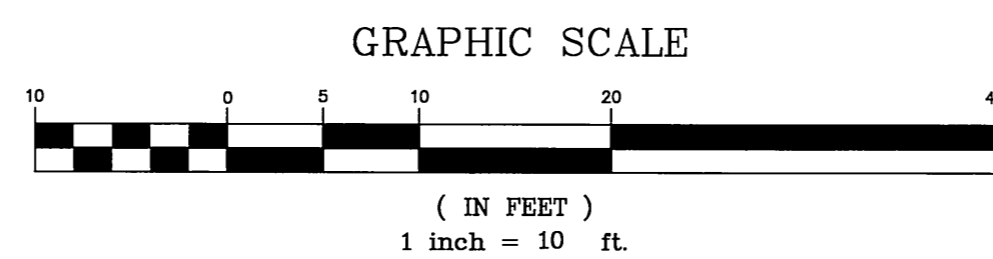
**CROSS SECTIONS DEPICTING PROPOSED MULTI-USE PATH**  
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FILE:H:\Land Projects 2008\Addison Road Bike Path (dwg)\Addison Rd Multi-Use Path Final.dwg USER:Steven Troy DATE:12/27/2010

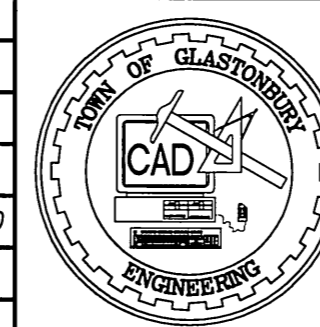


Certified to be substantially correct

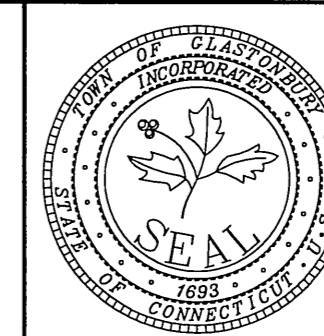
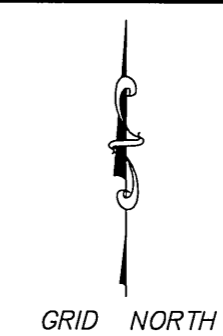
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NO.	DATE



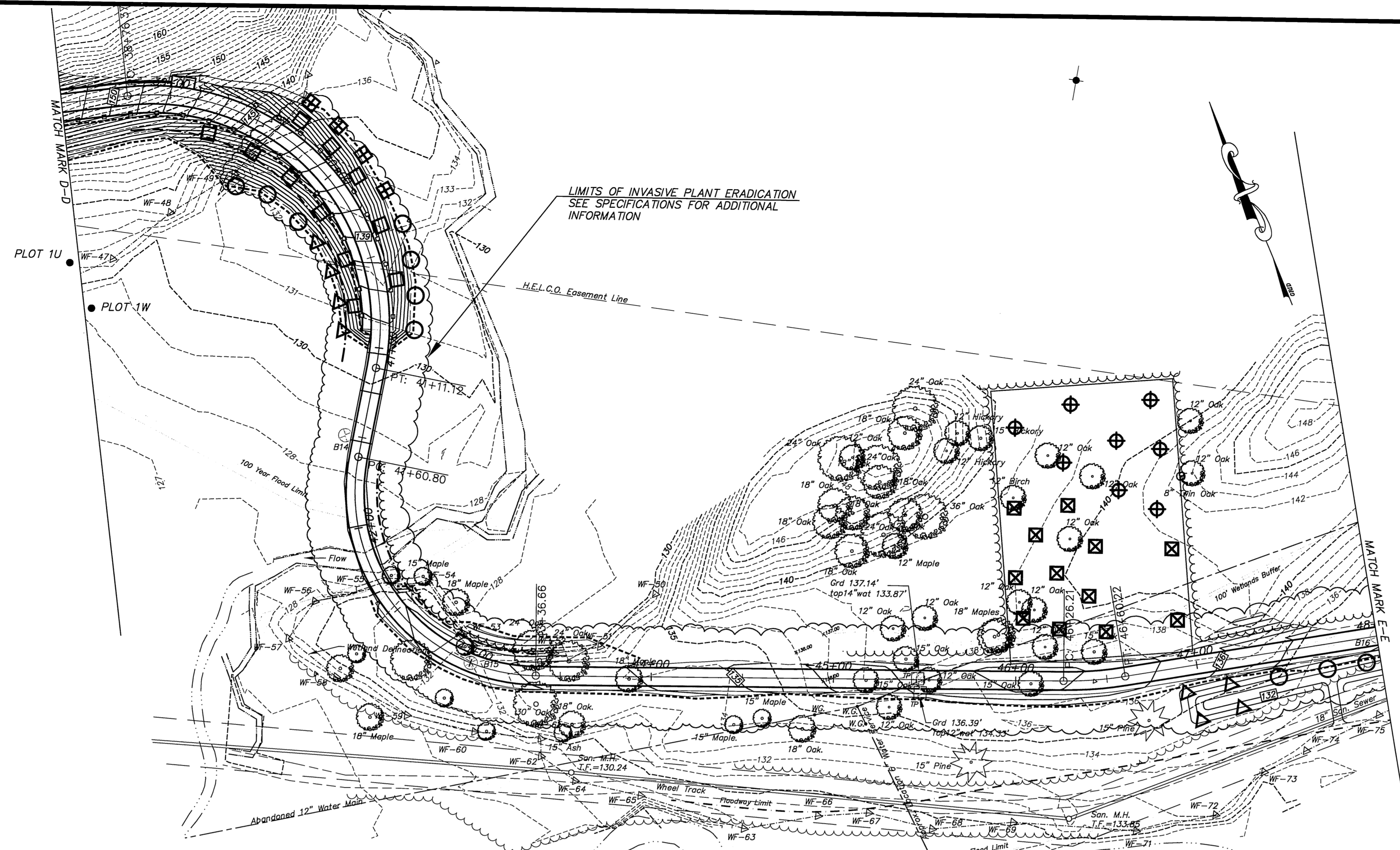
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CHECKED BY: S.M.B.	12-9-2010
APPROVED BY: D.A.P.	12-9-2010
ST. FILE:	
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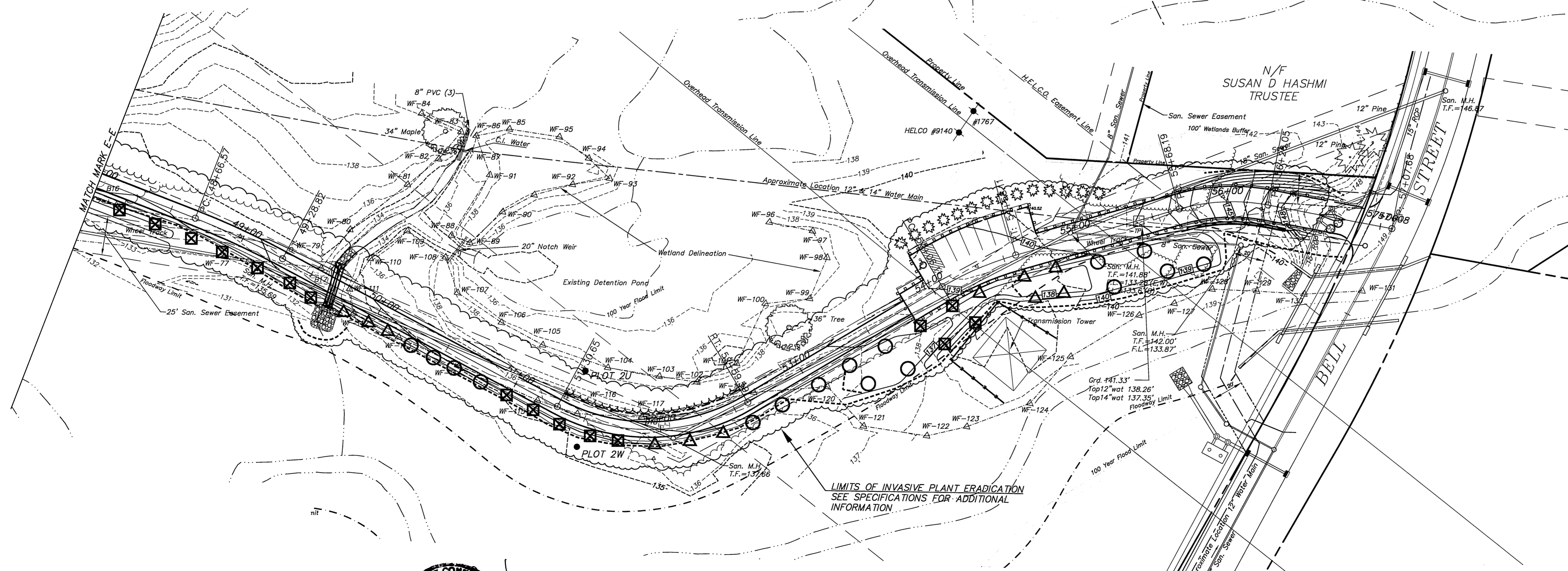
**CROSS SECTIONS DEPICTING PROPOSED MULTI-USE PATH**  
 From  
**SMITH MIDDLE SCHOOL TO BELL STREET GLASTONBURY, CONNECTICUT**

SHEET NO. **16** OF 21






NOTE:  
TREES ALONG THE PATHWAY WERE LOCATED WITH THE CRITERIA OF FIFTEEN INCHES AND LARGER AND TREES WITHIN THE CONSTRUCTION STAGING AREAS WERE LOCATED WITH THE CRITERIA OF TWELVE INCHES AND LARGER  
TREES BETWEEN STATION 34+50 AND STATION 42+00 WERE NOT FIELD LOCATED DUE TO THE DENSITY OF VEGETATION IN THIS AREA.

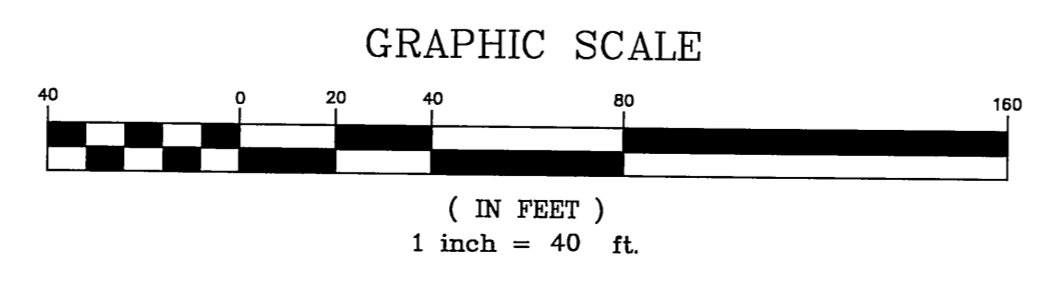


**WETLAND PLANTING PLAN**

SYMBOL	BOTANICAL NAME	COMMON NAME	QUANTITY
○	Viburnum Dentatum	Arrowwood	26
△	Ilex Verticillata	Winterberry	19
⊠	Cornus Sericea	Red-osier Dogwood	28
⊞	Pinus Strobus	White Pine	4
⊕	Tsuga Canadensis	Eastern Hemlock	8
□	Quercus Rubra	Northern Red Oak	11

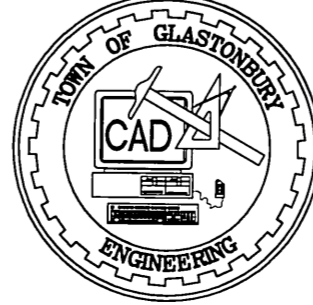
1. THE PLANTS WILL BE THREE FEET IN HEIGHT AND MAY BE BARE ROOT OR POTTED.
2. THE PLANTS WILL BE INSTALLED IN CLEARED AREAS AND NOT IN WOODED AREAS.

Certified to be substantially correct  
  
 DANIEL A. PENNINGTON P.E. Reg. No. 20101

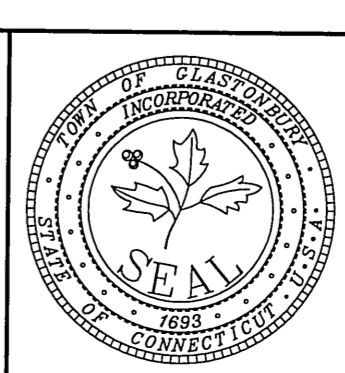


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2.	ISSUED FOR CONSTRUCTION	12-9-2010
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NO.	DESCRIPTION	DATE

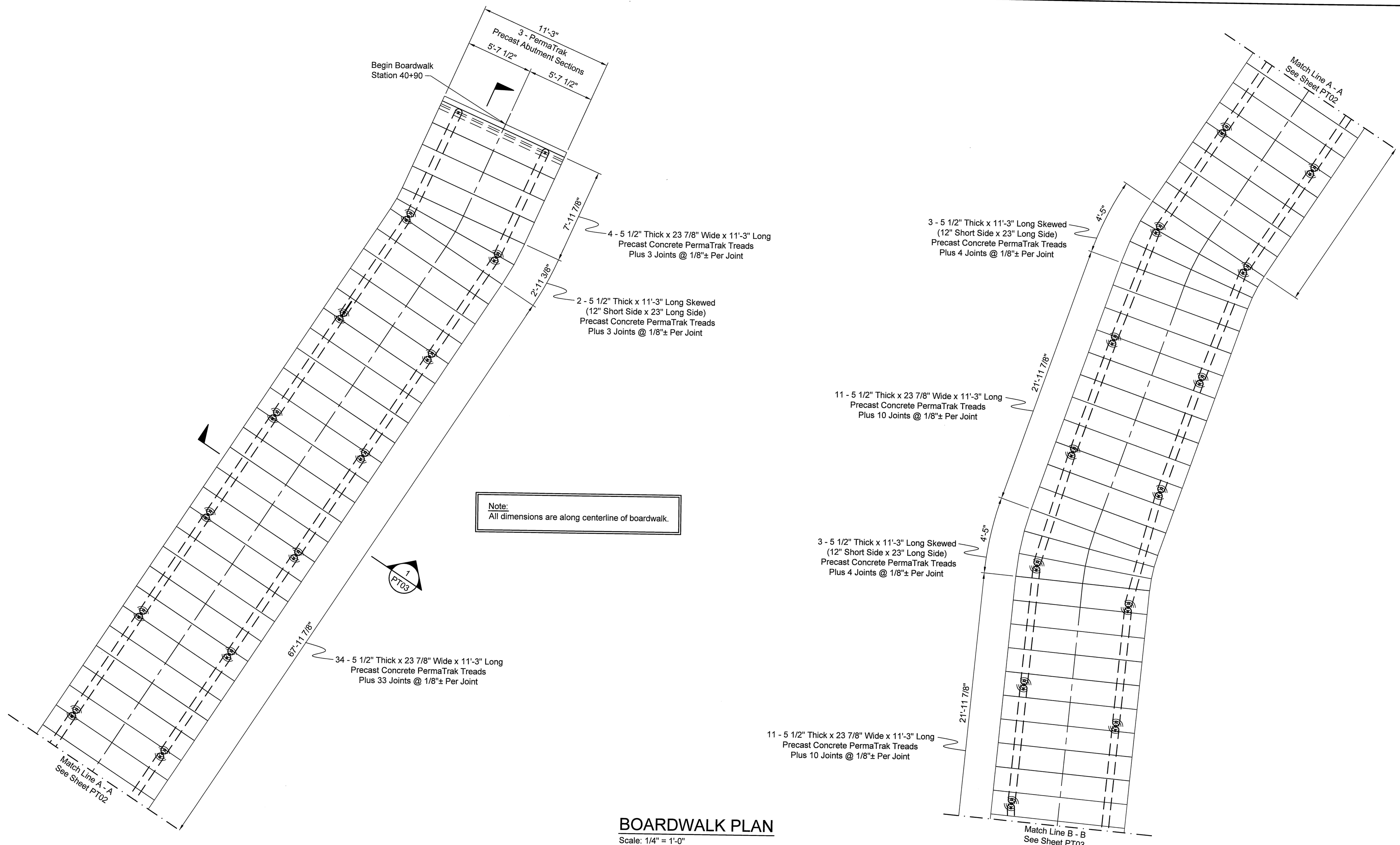
SCALE: AS SHOWN DATE: 1-8-2009  
 DRAWN BY: S.Troy  
 CHECKED BY: S.M.B. 12-9-2010  
 APPROVED BY: D.A.P. 12-9-2010  
 ST. FILE:  
 DO NOT SCALE THIS DRAWING. USE THE DIMENSIONS GIVEN. IF THERE ARE ANY DISCREPANCIES OR QUESTIONS, CONTACT THE TOWN OF GLASTONBURY, ENGINEERING OFFICE.



GRID NORTH



**PLAN DEPICTING WETLAND VEGETATION ENHANCEMENT For PROPOSED MULTI-USE PATH From SMITH MIDDLE SCHOOL TO BELL STREET GLASTONBURY, CONNECTICUT**



Note:  
All dimensions are along centerline of boardwalk.

**BOARDWALK PLAN**  
Scale: 1/4" = 1'-0"

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NO.	DATE	DESCRIPTION	BY:

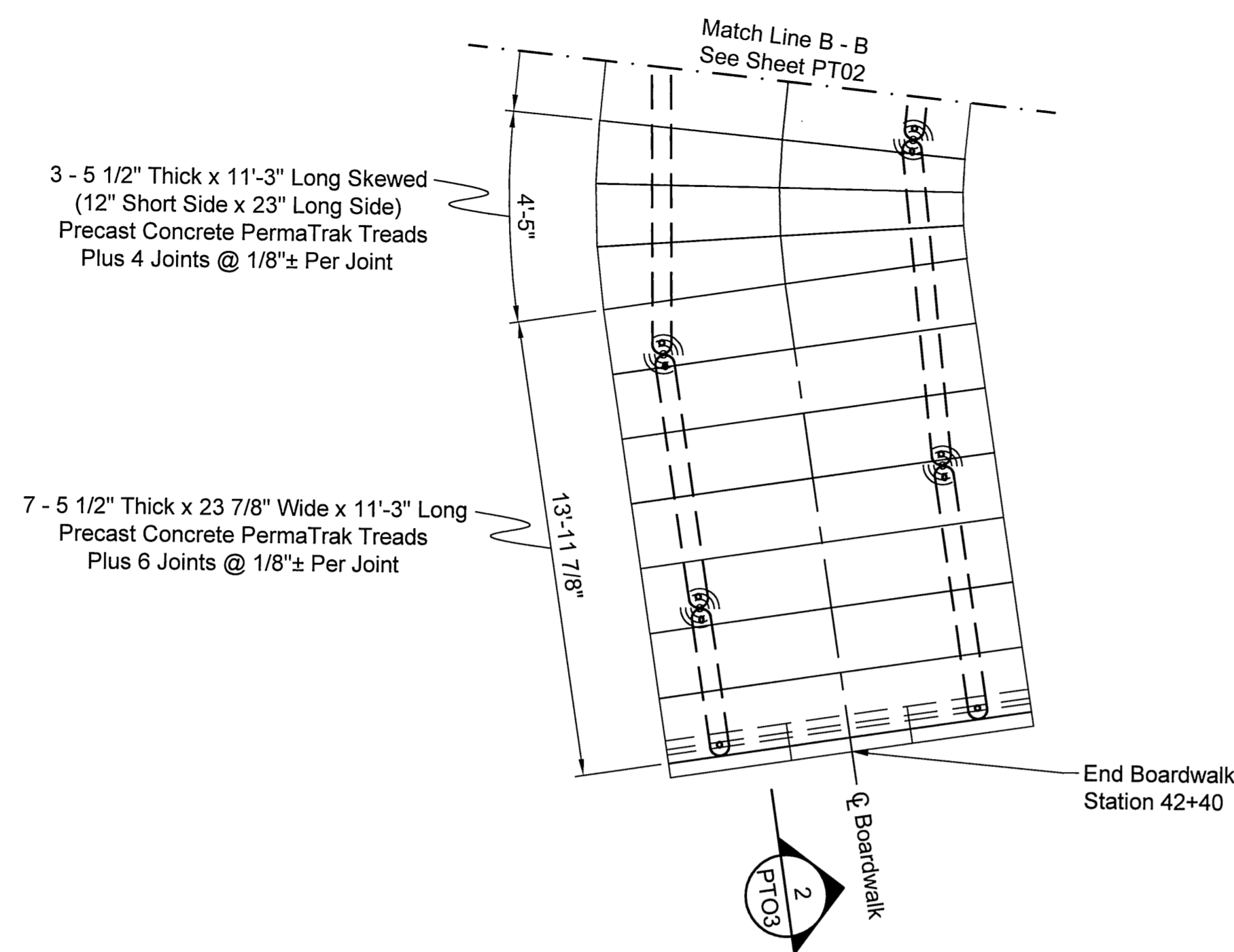
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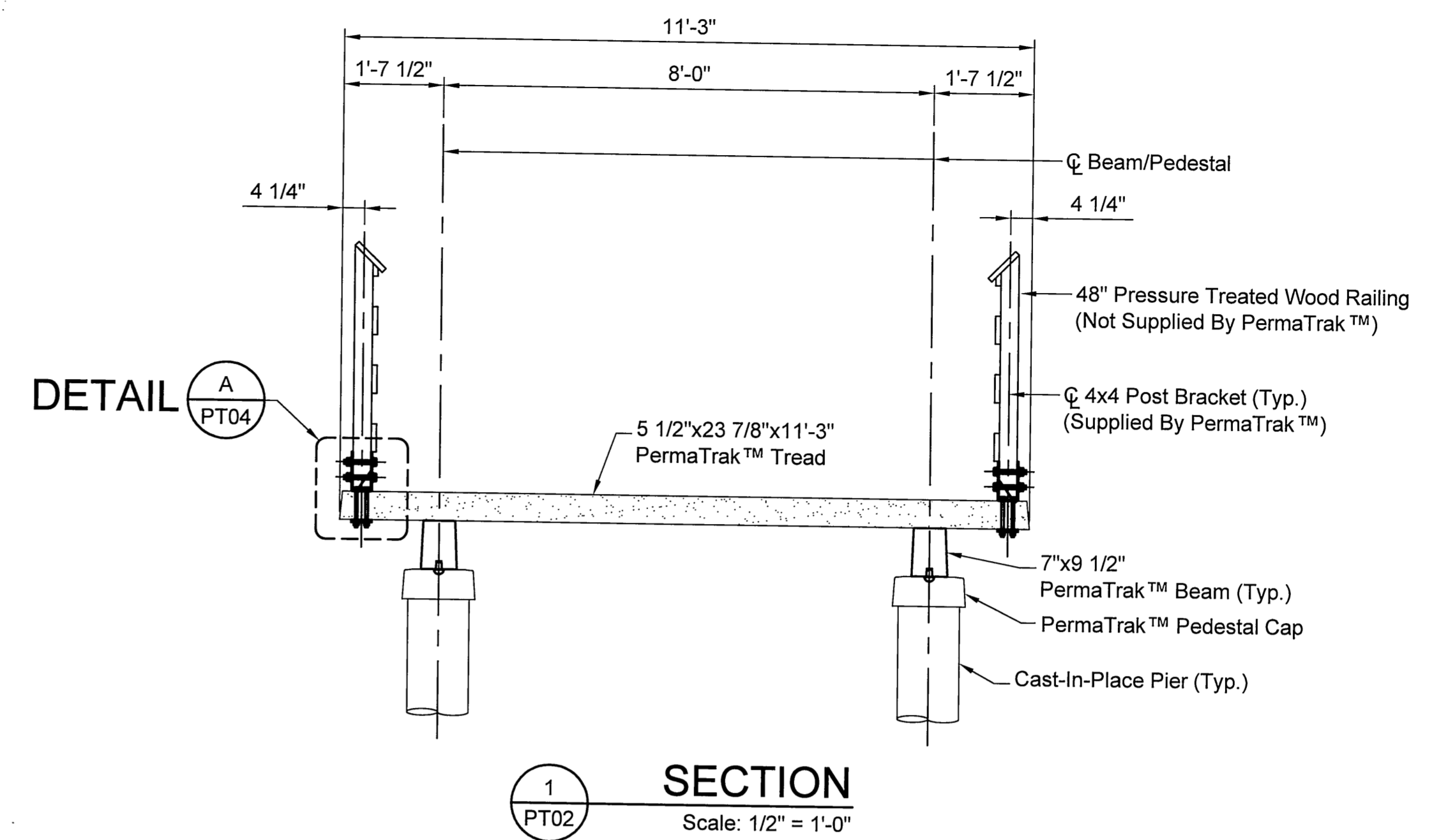
2058 HEDGE GATE BLVD.  
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CHARLOTTE, NC 28277  
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OSPREY, FL 34229  
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ROHNERT PARK, CA 94928

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GLASTONBURY, CONNECTICUT

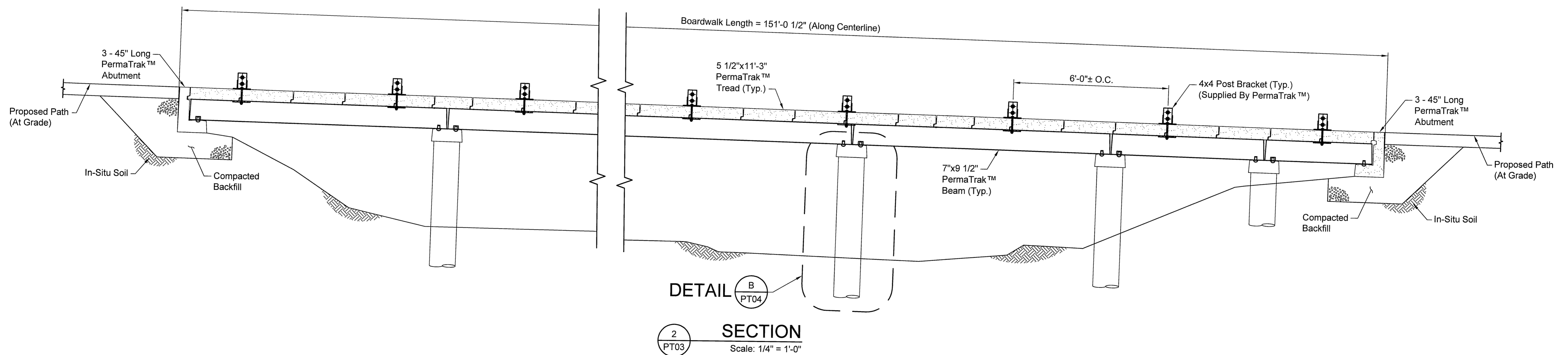
JOB NUMBER: 2010-082
DATE: 10/04/2010
DESIGNED BY: JVP
DRAWN BY: RPU
CHECKED BY: JVP
SHEET NO. 18 of 21



**BOARDWALK PLAN**  
Scale: 1/4" = 1'-0"



**SECTION 1**  
Scale: 1/2" = 1'-0"



**SECTION 2**  
Scale: 1/4" = 1'-0"

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1	12-9-2010	Added Wood Railing To Boardwalk (By Town)	S.Troy
NO.	DATE	DESCRIPTION	BY:

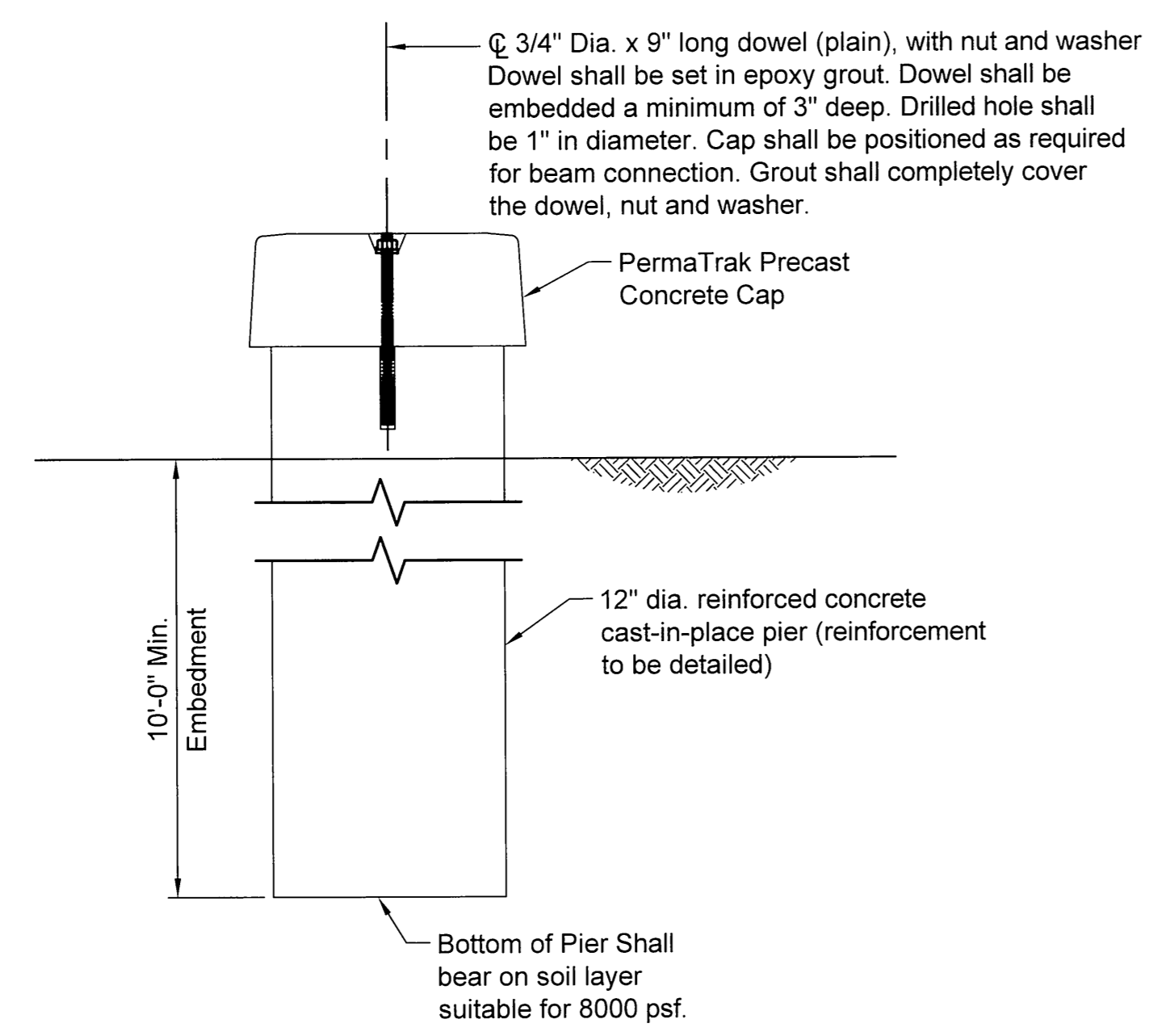
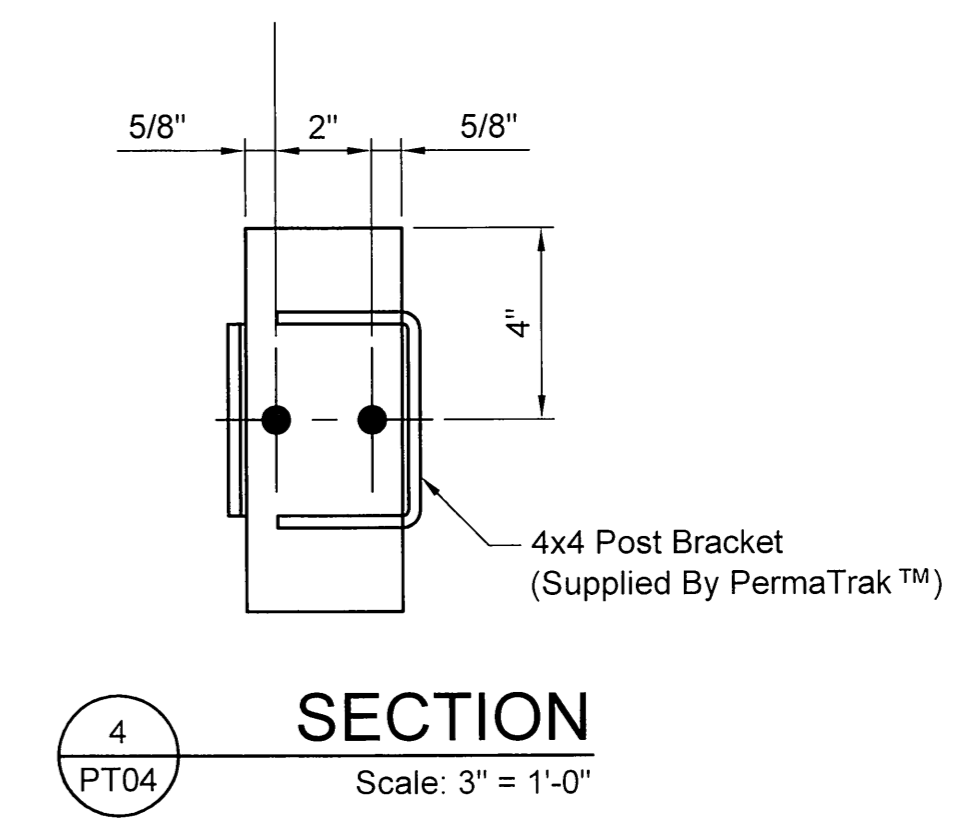
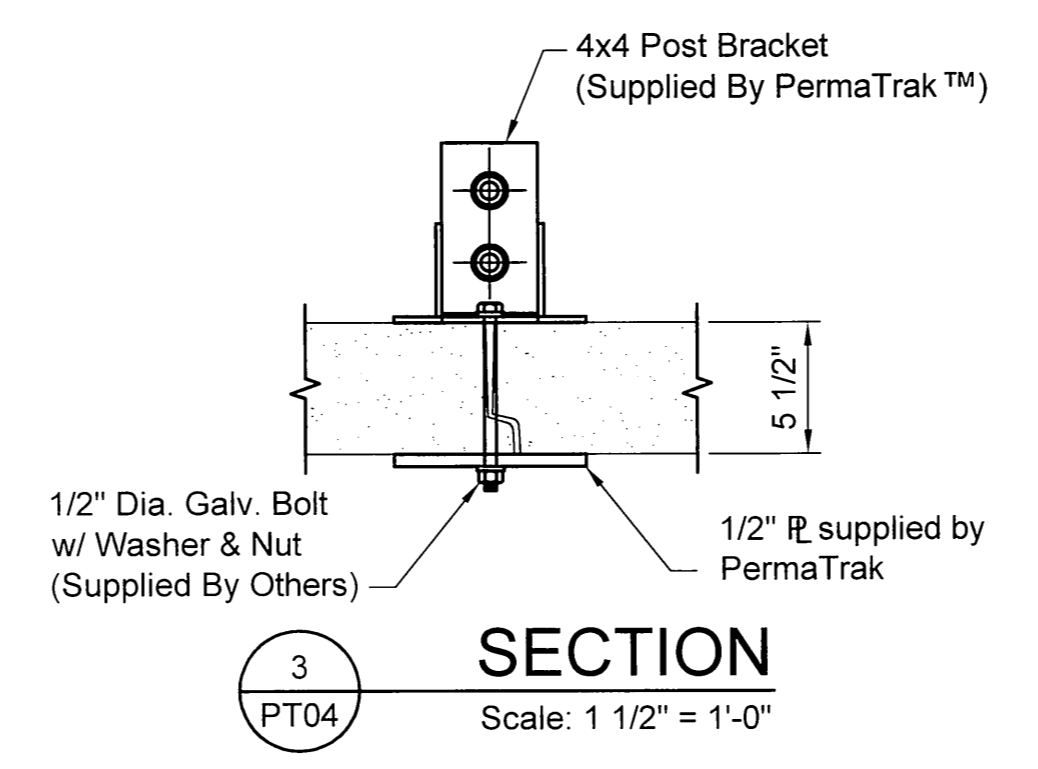
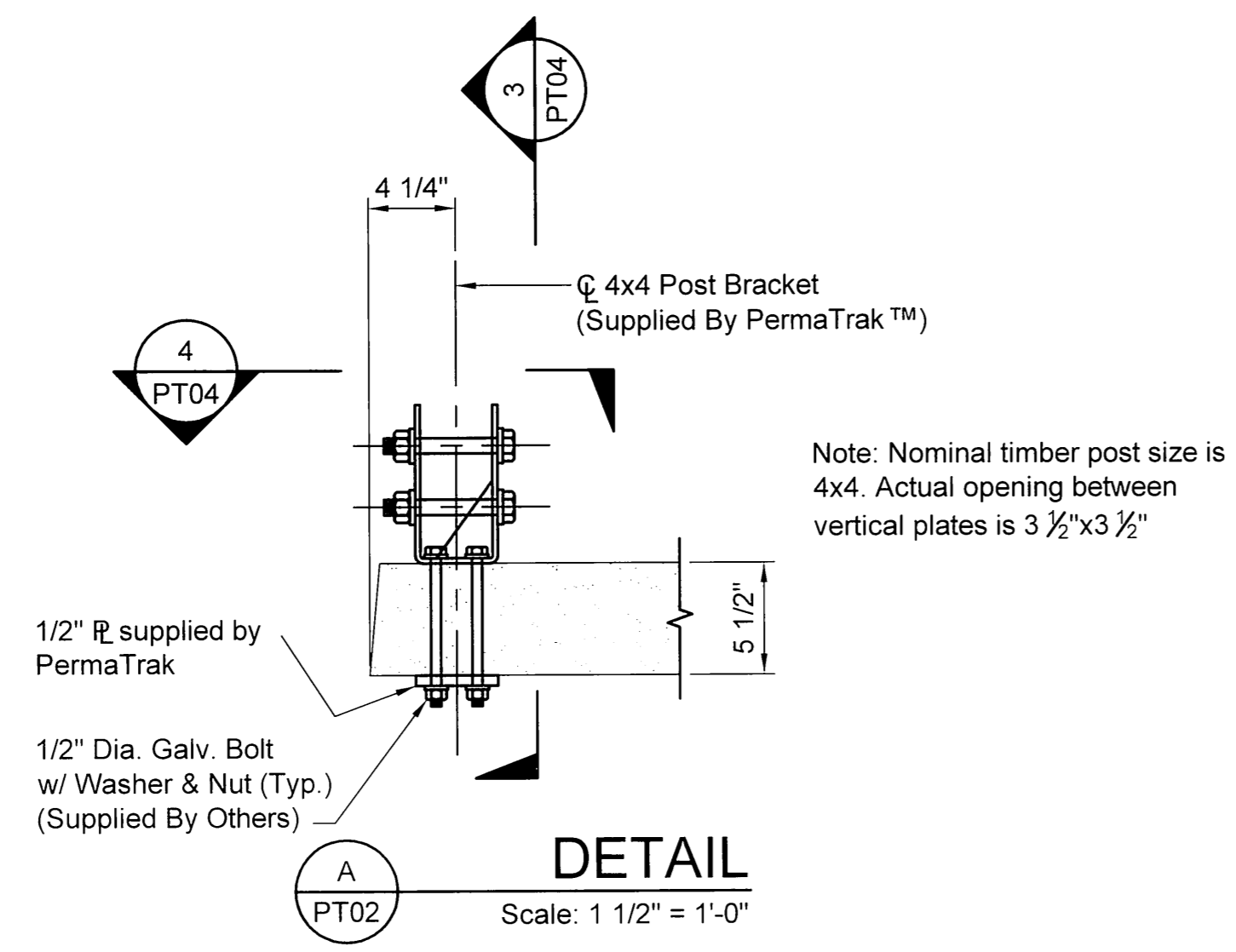
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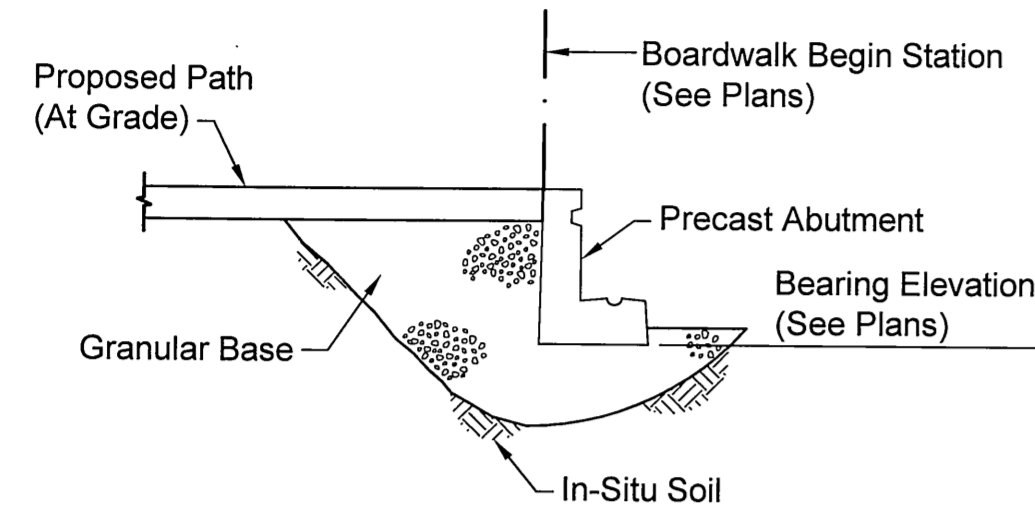
JOB NUMBER: 2010-082  
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**20 of 21**

STRAIGHT TROY 12/27/2010 11:22 AM

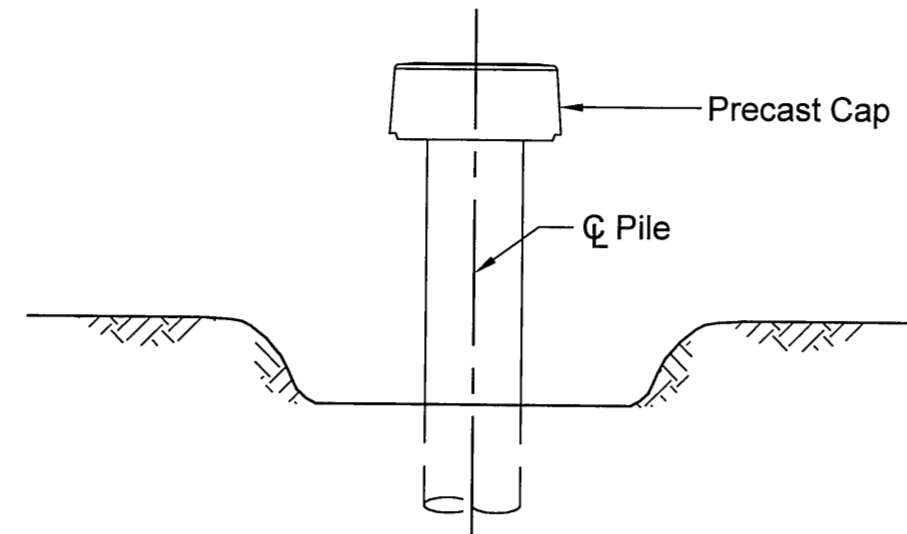
**NOTES:**

This document is intended to provide the installer guidelines for typical PermaTrak™ applications. It is not meant to be all inclusive and may be adjusted based upon encountered field conditions.

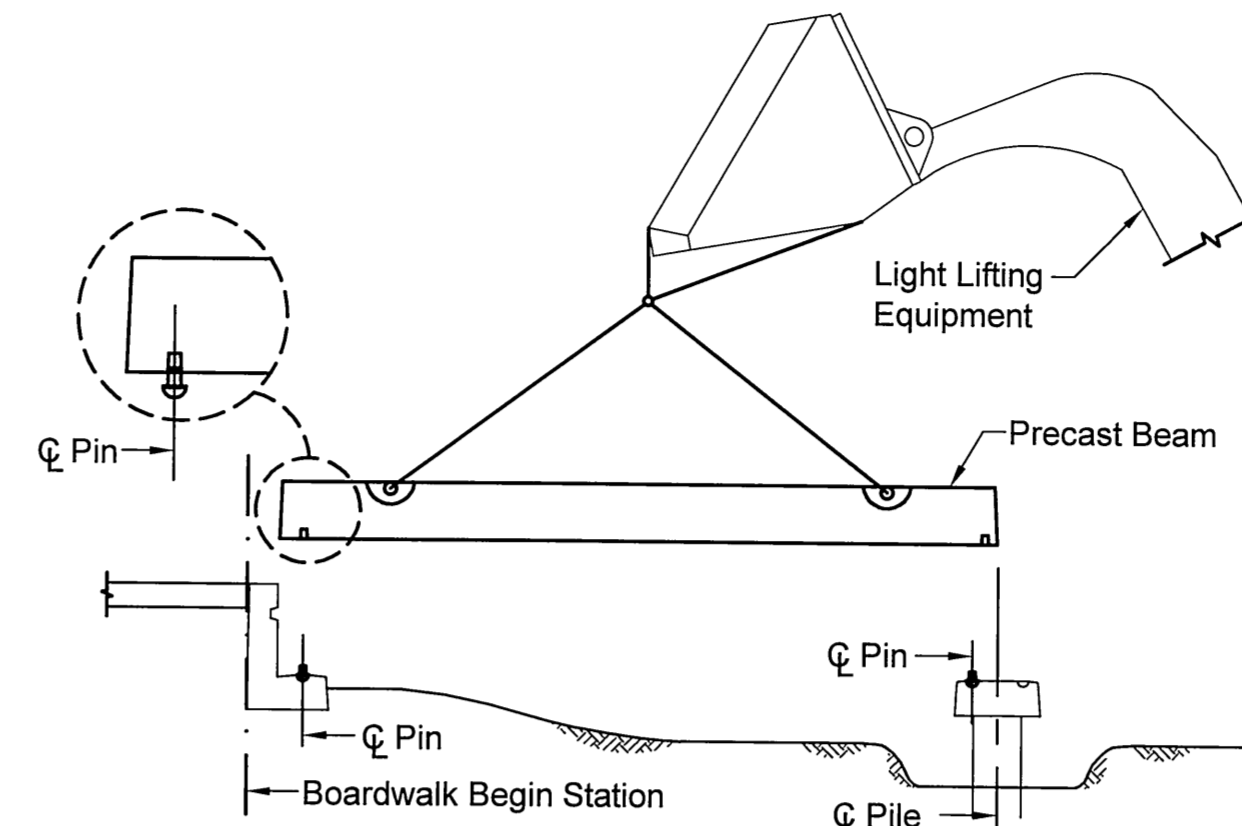
# PermaTrak™ INSTALLATION DIAGRAMS



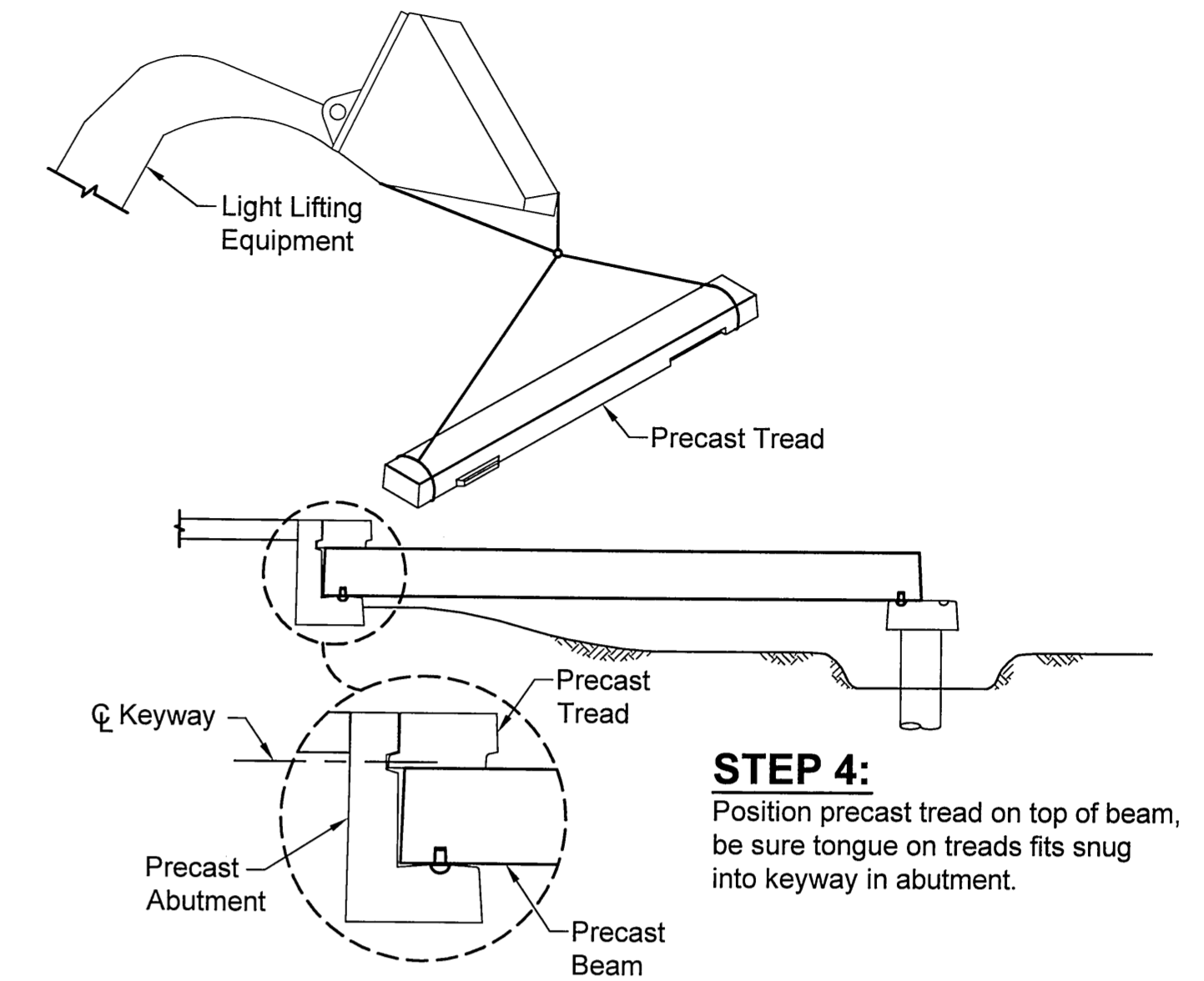
**STEP 1:**  
Survey begin station, excavate in-situ soil, place and compact granular base, set precast abutment, check horizontal and vertical control.



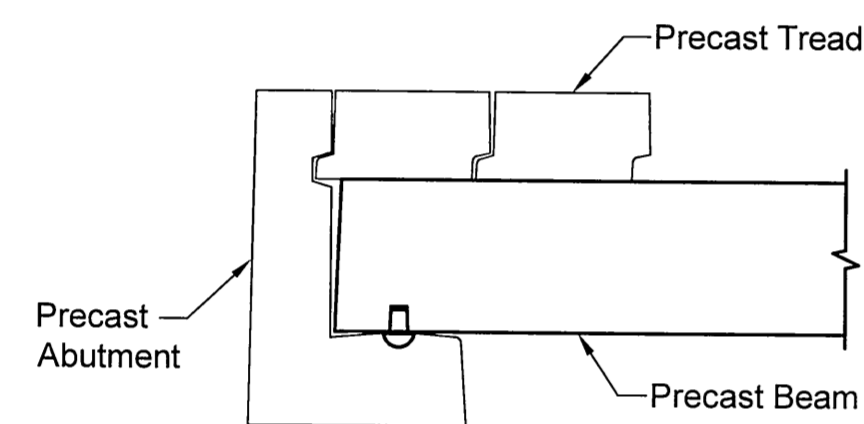
**STEP 2:**  
Survey center of pile control points. Excavate subgrade to bearing elevation. Set pile supplied by contractor with precast cap. Check horizontal and vertical contour.



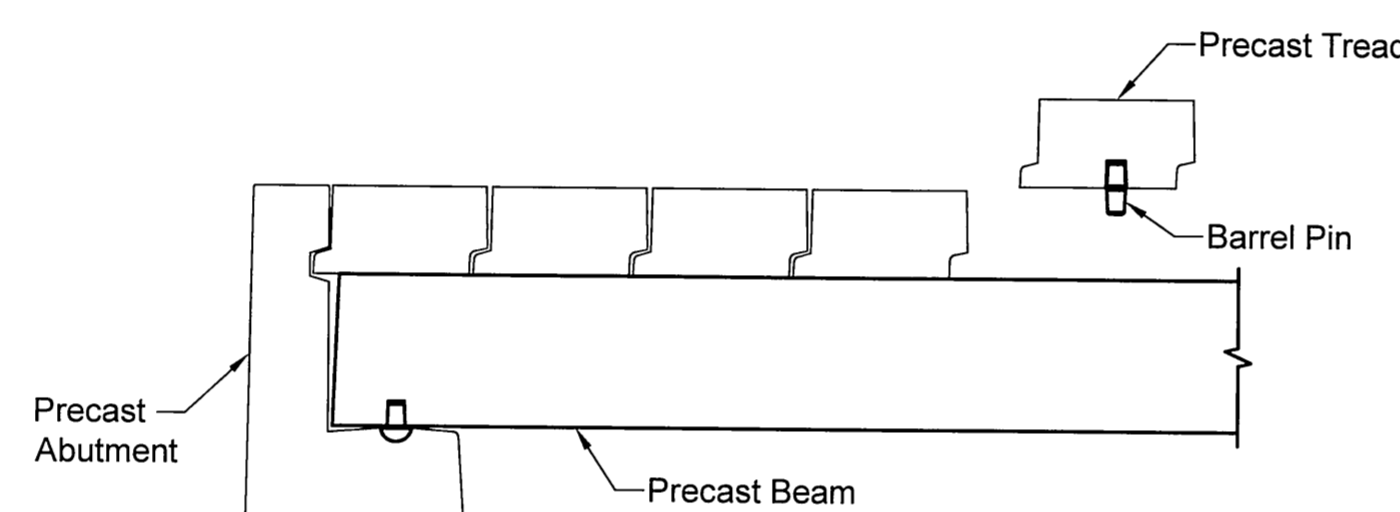
**STEP 3:**  
Position precast beam over pier and abutment aligning ball pins with valley in abutment and divot in top of precast cap.



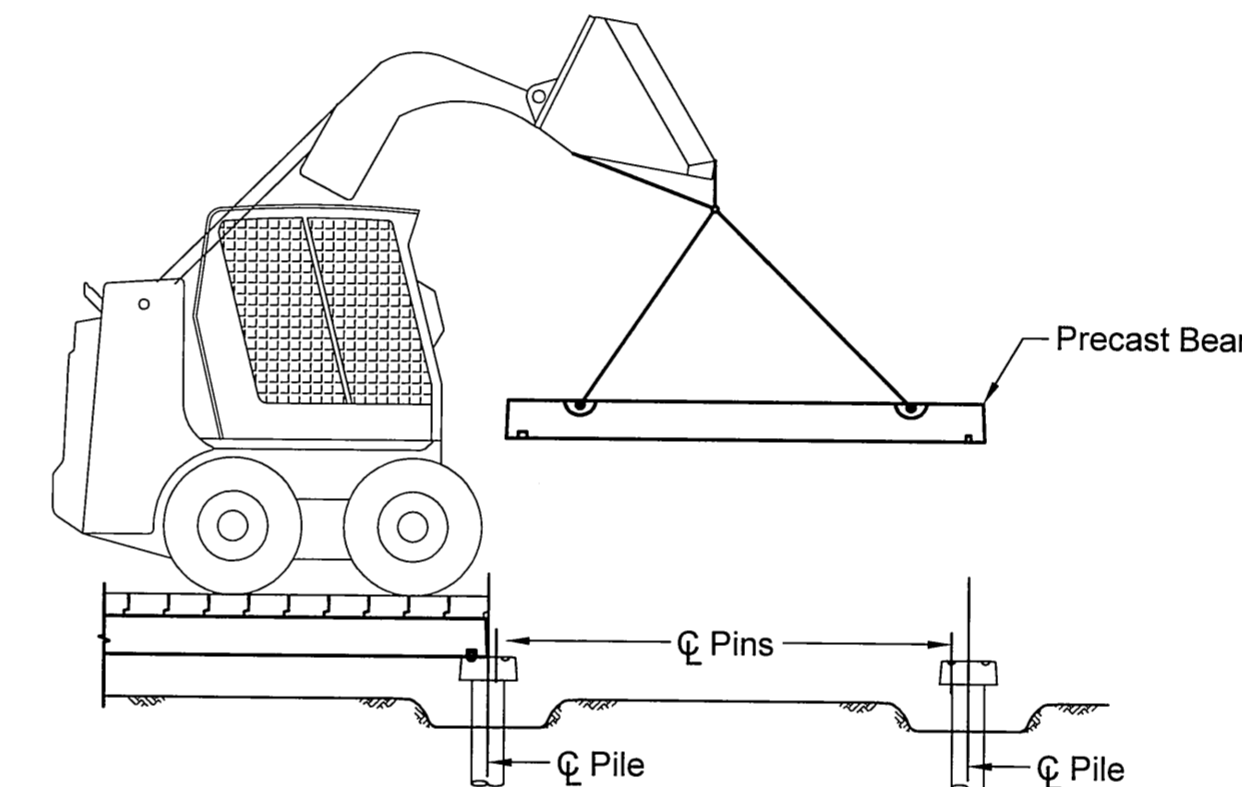
**STEP 4:**  
Position precast tread on top of beam, be sure tongue on treads fits snug into keyway in abutment.



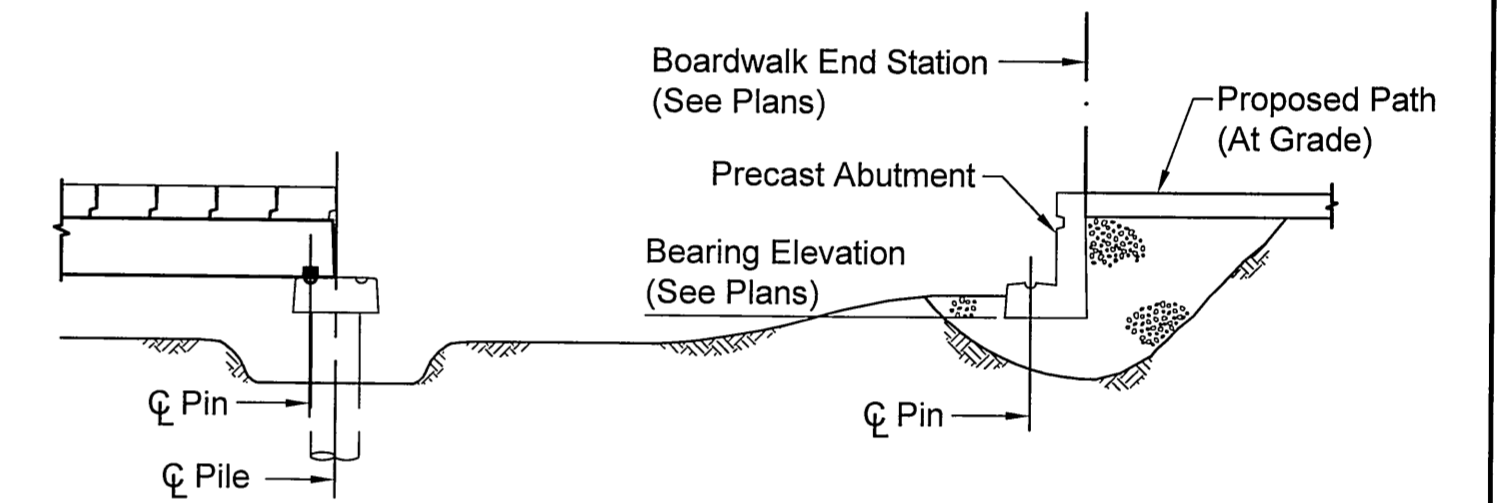
**STEP 5:**  
Set 2nd tread ahead of 1st tread, aligning tongues with grooves, check joint spacing, adjust tread position if needed, continue setting treads until 1/3 span reached.



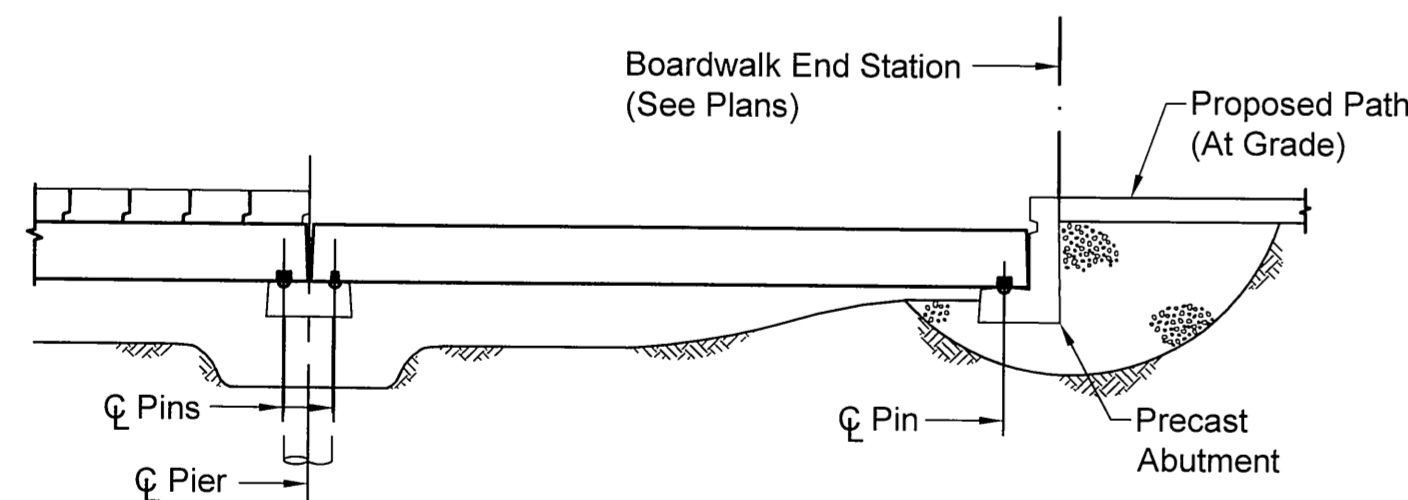
**STEP 6:**  
Hammer barrel shape pins (2 required per designated tread) into bottom of tread. Set tread on top of beam. Barrel pins should be snug against outside face of beam. Locate at 1/3 span.



**STEP 7:**  
Continue installing piles, then precast caps, then beams, then treads at design locations. Repeat process until reaching last span at ending abutment.



**STEP 8:**  
Establish boardwalk end station (may need adjustment based upon accuracy of installed portion in steps 1 - 7). Excavate in-situ soil at abutment, install and compact granular base beneath abutment to bearing elevation. Place abutment, check squareness with boardwalk alignment and adjust if necessary.



**STEP 9:**  
Align pins in beam with divot in pier and valley on abutment. Install treads on top of beams (per steps 4 - 6) until complete.

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**21 of 21**