



PROJECT ROADWAY MAP

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LEGEND	
	EXISTING UTILITY HANDHOLE
	EXISTING UTILITY POLE
	EXISTING LIGHT POLE
	EXISTING TELEPHONE HH OR BOX
	EXISTING ELECTRIC MH
	OVERHEAD ELECTRIC
	WATER GATE
	EXISTING HYDRANT
	EXISTING WELL
	EXISTING WATER LINE
	GAS GATE
	EXISTING GAS LINE
	EXISTING MONITORING WELL
	EXISTING CATCH BASIN
	EXISTING DRAINAGE MANHOLE
	EXISTING YARD DRAIN
	EXISTING STORM SEWER
	EXISTING SANITARY MANHOLE
	EXISTING SANITARY SEWER
	EXISTING SANITARY LATERAL
	EXISTING FENCE
	SIGN
	EXISTING SPOT GRADE
	EXISTING CONTOUR
	EXISTING TREE LINE
	PROPERTY LINE
	WETLANDS LIMIT
	EXISTING IRON PIN
	EXISTING MONUMENT

TOWN OF SOUTH WINDSOR, CT RECONSTRUCTION OF NEVERS ROAD PROJECT



MICHAEL MANISCALCO
TOWN MANAGER

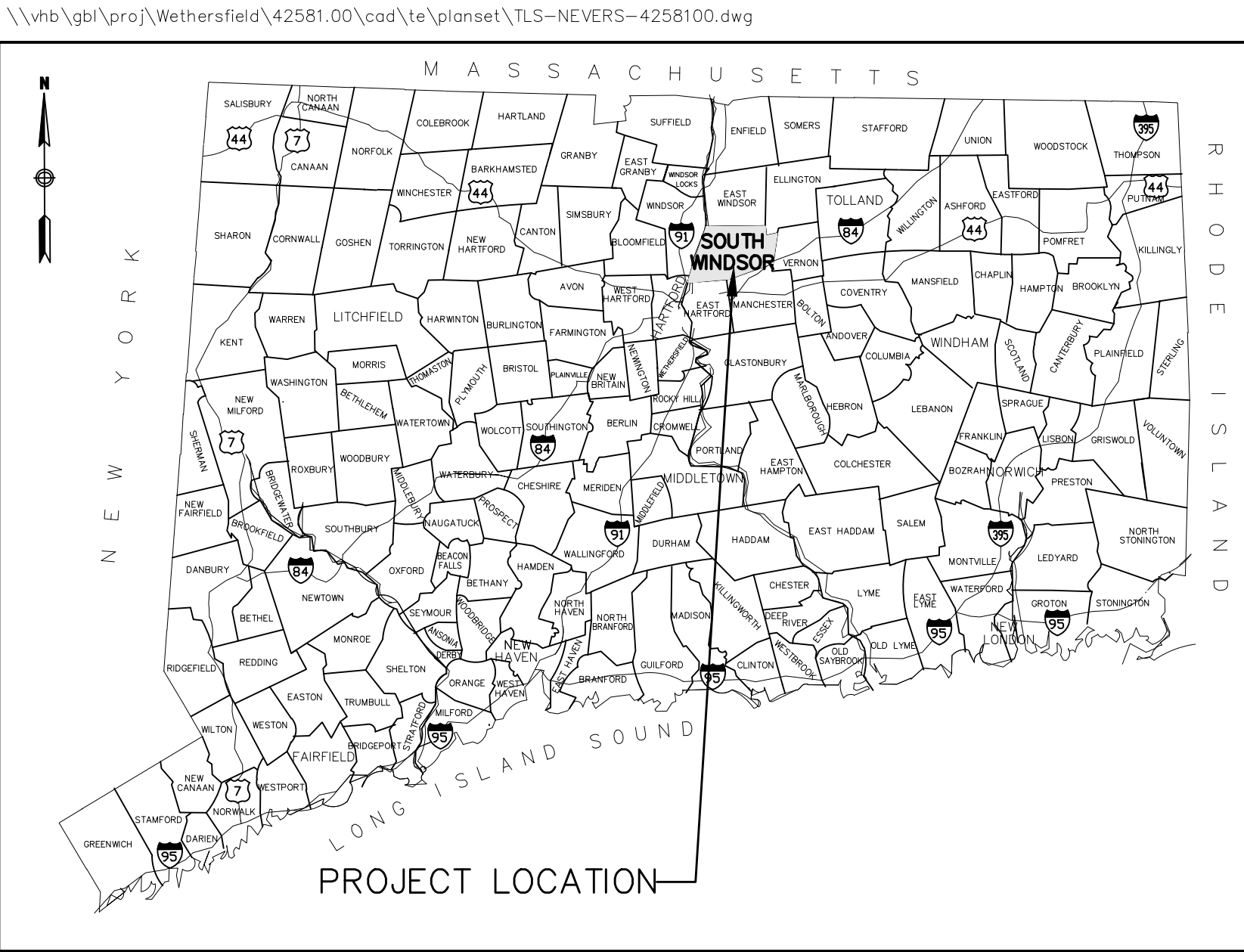
ANDREW PATERNA
MAYOR

JEFFREY DOOLITTLE
TOWN ENGINEER/ASSISTANT
DIRECTOR OF PUBLIC WORKS

NEVERS ROAD
FROM COMMUNITY CENTER TO SAND HILL ROAD
PROJECT LIMITS
STATION 100+25 TO STATION 117+40

MAY, 2020

FINAL DESIGN SUBMISSION



LOCATION MAP

DESIGNED BY: VHB
100 GREAT MEADOW ROAD, SUITE 200
WETHERSFIELD, CT 06109

TECHNICAL SPECIFICATIONS: STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROADS, BRIDGES AND INCIDENTAL CONSTRUCTION (FORM 817) AND ALL LATEST SUPPLEMENTAL SPECIFICATIONS THERETO, AS WELL AS THE TOWN OF SOUTH WINDSOR PUBLIC IMPROVEMENT SPECIFICATIONS.

DESIGN STANDARDS: AASHTO POLICY ON THE GEOMETRIC DESIGN OF HIGHWAYS AND STREETS, DATED 2004 AND THE CONNECTICUT DEPARTMENT OF TRANSPORTATION HIGHWAY DESIGN MANUAL DATED 2003.

SURVEY: ALL COORDINATES ON THE PROJECT ARE BASED ON NAD 83. ALL ELEVATIONS ARE BASED ON NAVD 1988.

IT IS THE RESPONSIBILITY OF EACH BIDDER AND ALL OTHER INTERESTED PARTIES TO OBTAIN ALL BIDDING RELATED INFORMATION AND DOCUMENTS FROM THE TOWN OF SOUTH WINDSOR OR ITS AUTHORIZED AGENTS OR BID SERVICE.



CONSTRUCTION SEQUENCING:

1. FIELD STAKE CONSTRUCTION LIMITS
2. INSTALL EROSION CONTROL MEASURES
3. INSTALL NEW STORM DRAINAGE AND TEMPORARILY SET STRUCTURE TOPS TO MATCH EXISTING GRADE
4. PLACE TEMPORARY PAVEMENT PATCH IN ALL DISTURBED ROADWAY AREAS
5. REMOVE EXISTING PAVEMENT AND CURBING
6. EXCAVATE FOR FULL DEPTH RECONSTRUCTION
7. PREPARE SUBGRADE AND PLACE SUBBASE
8. PLACE PROCESSED AGGREGATE BASE
9. CONSTRUCT SIDEWALKS
10. INSTALL OR RESET ALL DRAINAGE/SANITARY/UTILITY STRUCTURES TO FINAL GRADE
11. FINE GRADE ROADWAY AREAS
12. PLACE BITUMINOUS BINDER COURSE AND SPECIFIED CURBING
13. PLACE BITUMINOUS WEARING COURSE
14. RECONSTRUCT DRIVEWAYS
15. BACKFILL CURBING AND FINE GRADE SHOULDERS
16. SEED AND RESTORE LAWNS
17. REMOVE ALL EROSION CONTROL MEASURES ONCE SITE IS COMPLETELY VEGETATED OR UPON ENGINEER'S APPROVAL

GENERAL UTILITY NOTES:

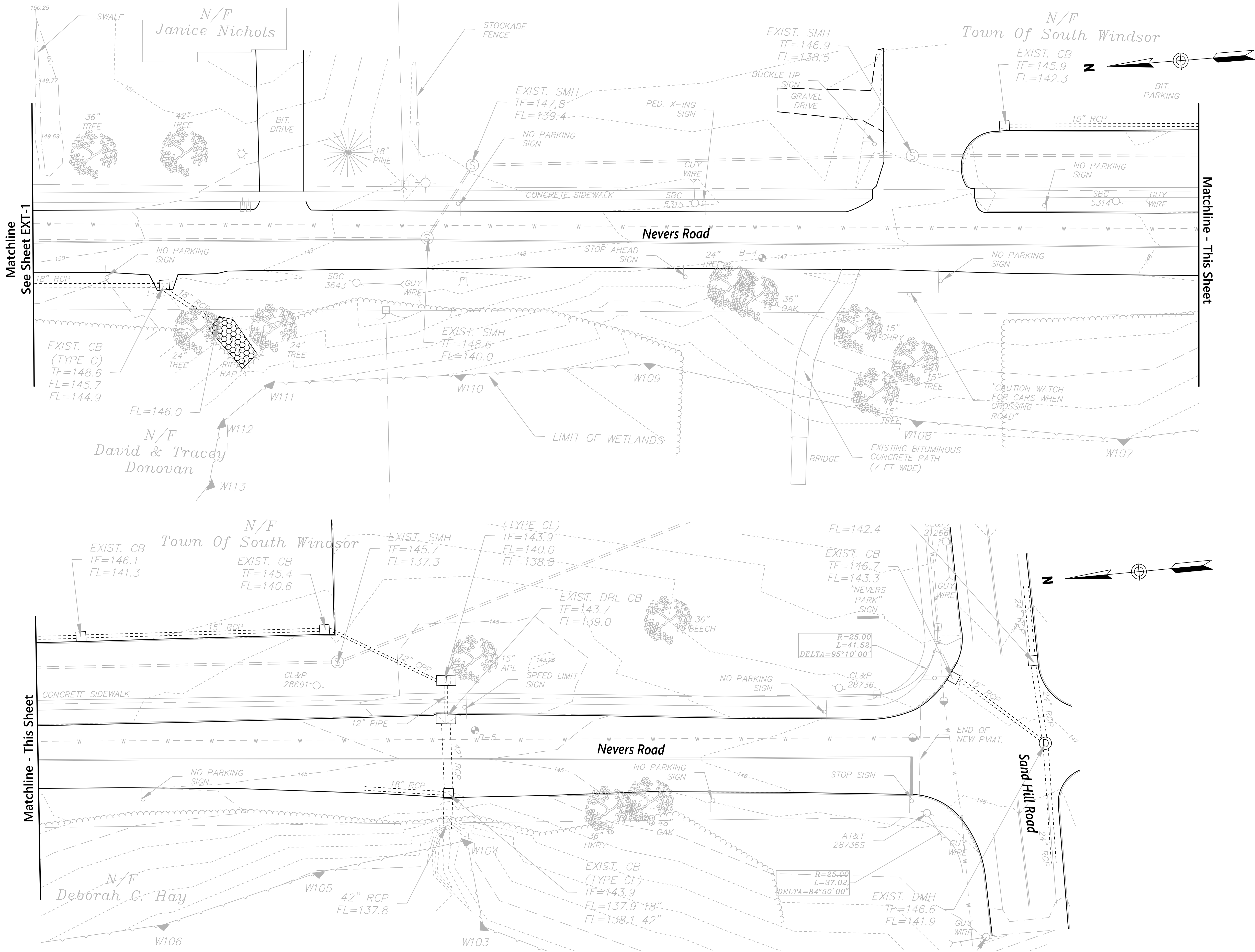
1. THE LOCATION OF EXISTING UTILITIES AND UNDERGROUND STRUCTURES HAS BEEN COMPILED FROM THE BEST AVAILABLE INFORMATION EXCEPT WHERE TEST PITS WERE DUG. THIS INFORMATION WAS COMPILED UTILIZING UTILITY COMPANY AND TOWN RECORD MAPS AND FIELD SURVEY AND THEREFORE, IS CONSIDERED TO BE APPROXIMATE. ALL UTILITIES AND UNDERGROUND STRUCTURES MAY NOT BE SHOWN.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE ACTUAL LOCATION OF ALL UTILITIES. UTILITY LINES DAMAGED BY THE CONTRACTOR SHALL BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE ENGINEER AND THE UTILITY COMPANY AND THE COST OF REPAIR WORK SHALL BE BORNE BY THE CONTRACTOR. THE CONTRACTOR SHALL CONTACT CALL-BEFORE-YOU-DIG AT 811 (OR VISIT CBVD.COM) FOR MARKING OF EXISTING UTILITIES AT LEAST FORTY-EIGHT (48) HOURS IN ADVANCE OF ANY EXCAVATION.
3. THE CONTRACTOR SHALL NOTIFY UTILITY COMPANIES OF NECESSARY RELOCATIONS IF REQUIRED AND SHALL BE RESPONSIBLE FOR COORDINATING ALL WORK WITH THAT OF THE UTILITY COMPANIES. ALL REQUIRED UTILITY RELOCATIONS SHALL BE PERFORMED BY THE RESPECTIVE UTILITY COMPANY UNLESS OTHERWISE SPECIFIED.
4. THE CONTRACTOR SHALL CONTACT THE UTILITY COMPANIES PRIOR TO STARTING ANY WORK AND COORDINATE HIS WORK WITH THE UTILITY COMPANY WORK. THE CONTRACTOR SHALL ALSO COORDINATE WITH THE RESPECTIVE UTILITY COMPANY TO HOLD ANY POLES THAT NEED TO BE SUPPORTED DURING THE CONTRACTOR'S TRENCHING OPERATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PAVING AREAS OF THE ROADWAY WHERE EXISTING UTILITY POLES HAVE BEEN REMOVED AFTER THE PAVING OPERATION HAS BEEN COMPLETED, IF NECESSARY.
5. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO PROTECT EXISTING UTILITIES WHEN INSTALLING PIPE AND STRUCTURES. THE CONTRACTOR SHALL HAND DIG AROUND EXISTING UTILITIES AND PROVIDE SHORING OR OTHER SUCH MEASURES WHEN WORKING IN CLOSE PROXIMITY TO EXISTING UTILITIES TO PROTECT SUCH UTILITIES. THE CONTRACTOR SHALL NOT BE ELIGIBLE FOR ANY ADDITIONAL COMPENSATION FOR EXTRA WORK REQUIRED TO PROTECT EXISTING UTILITIES.
6. THE CONTRACTOR SHALL BE RESPONSIBLE TO COORDINATE WITH THE UTILITY COMPANIES TO RESET ALL UTILITY BOXES AND/OR HANDHOLES TO FINISHED GRADE.
7. WHENEVER A DRAINAGE STRUCTURE OR SPECIAL TYPE "C" CATCH BASIN IS CONSTRUCTED NEAR A WATER MAIN, THE CONTRACTOR SHALL PLACE 2 INCH THICK STYROFOAM (OR EQUIVALENT) INSULATION AROUND THE ADJACENT WATER MAIN. THE WATER MAIN AND BACKFILL SHALL BE SUPPORTED AT ALL TIMES DURING EXCAVATION AND PLACEMENT OF THE DRAINAGE STRUCTURE OR SPECIAL CATCH BASIN. THE COST OF THIS WORK SHALL BE INCLUDED IN THE CONTRACT COST OF THE DRAINAGE ITEM.
8. THE TOWN OF SOUTH WINDSOR SHALL INSPECT ALL WORK PERFORMED BY THE CONTRACTOR ON SANITARY SEWER WORK ONLY. THE CONTRACTOR SHALL OBTAIN ALL REQUIRED PERMITS PRIOR TO CONSTRUCTION. PERMITS MAY BE OBTAINED AT THE TOWN OF SOUTH WINDSOR ENGINEERING DEPARTMENT. REQUESTS FOR INSPECTION REQUIRES 24 HOUR NOTICE.
9. ALL EXISTING HYDRANTS WILL BE ADJUSTED OR RELOCATED BY THE CONNECTICUT WATER COMPANY.
10. THE CONTRACTOR SHALL RESET ALL UTILITY GATE BOXES WITHIN LIMITS OF CONSTRUCTION. THIS WORK SHALL BE PAID FOR UNDER "UTILITY GATE BOX ADJUSTMENT".
11. THE CONTRACTOR SHALL COORDINATE WITH THE UTILITY COMPANIES FOR REMOVAL OF ANY EXISTING ABANDONED UTILITY LINES ENCOUNTERED DURING EXCAVATION AND CONSTRUCTION. THE CONTRACTOR SHALL NOT BE ELIGIBLE FOR ANY ADDITIONAL COMPENSATION FOR EXTRA WORK REQUIRED FOR REMOVAL OF ANY EXISTING ABANDONED UTILITY LINES. EACH RESPECTIVE UTILITY COMPANY SHALL BE RESPONSIBLE TO PROVIDE A MEANS OF DISPOSAL AND TO COORDINATE WITH THE CONTRACTOR FOR REMOVAL OF ANY EXISTING UNDERGROUND UTILITY LINES WHO'S MATERIAL MAY BE CONSIDERED TO BE HAZARDOUS. THE CONTRACTOR SHALL PLUG THE ENDS OF EXISTING ABANDONED UTILITY LINES THAT ARE TO REMAIN BURIED WITH APPROPRIATE END CAPS PROVIDED BY THE UTILITY. THERE SHALL BE NO SEPARATE PAYMENT FOR THIS WORK, BUT SUCH WORK SHALL BE INCLUDED IN THE VARIOUS ITEMS COMPRISING THE WORK.
12. THE CONTRACTOR SHALL RELOCATE OR ADJUST PRIVATELY OWNED UTILITY SERVICE CONNECTIONS ENCOUNTERED DURING CONSTRUCTION UNLESS OTHERWISE NOTED. ELEVATIONS OF ALL RELOCATED OR ADJUSTED UTILITIES SHALL MATCH THE PROPOSED GRADE, UNLESS OTHERWISE NOTED ON THE PLANS. THIS WORK IS CONSIDERED INCIDENTAL TO THE PROJECT AND SHALL NOT BE MEASURED FOR PAYMENT.
13. ANY EXISTING SANITARY SEWER LATERALS DAMAGED DURING CONSTRUCTION MUST BE REPLACED AT THE CONTRACTORS' EXPENSE. EXISTING SANITARY SEWER LATERALS REQUIRING TEMPORARY REMOVAL AND REINSTALLATION FOR INSTALLATION OF PROPOSED UTILITIES MUST BE RECONSTRUCTED TO WORKING ORDER AND PAID FOR UNDER ITEM "RECONSTRUCT SANITARY SEWER HOUSE LATERAL".
14. THE CONTRACTOR SHALL TAKE PRECAUTION TO PREVENT DAMAGE TO EXISTING UNDERGROUND UTILITIES WHEN OPERATING HEAVY MACHINERY SUCH AS VIBRATORY ROLLERS.
15. THE CONTRACTOR SHALL DIG TEST PITS WHERE NECESSARY TO VERIFY LOCATION OF THE EXISTING WATER MAIN TO DETERMINE IF THERE ARE CONFLICTS WITH PROPOSED STORM DRAINAGE STRUCTURES AND TO DETERMINE IF SPECIAL STRUCTURES OR RE-DESIGN IS NECESSARY. FABRICATION DRAWINGS OF SPECIAL STRUCTURES IF REQUIRED MUST BE SUBMITTED FOR APPROVAL BY THE ENGINEER.

GENERAL NOTES:

1. SURVEY INFORMATION IS BASED UPON A FIELD SURVEY PERFORMED BY J.R. RUSSO ASSOCIATES, ON MARCH 1, 2017. ALL ELEVATIONS REFER TO NORTH AMERICAN VERTICAL DATUM (NAVD 1988). STREETLINE INFORMATION AS SHOWN ON THE PLANS IS BASED ON CLASS A-2 ACCURACY. NORTH ARROW AND BEARINGS BASED ON THE CONNECTICUT STATE PLANE COORDINATE SYSTEM (NAD 1983).
2. VHB ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF MAPS AND DATA WHICH HAVE BEEN SUPPLIED BY OTHERS.
3. ALL EXISTING UTILITY LOCATIONS, DIMENSIONS AND ELEVATIONS SHALL BE VERIFIED IN THE FIELD PRIOR TO CONSTRUCTION. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER.
4. ALL CONSTRUCTION MATERIALS AND METHODS SHALL CONFORM TO THE APPLICABLE SECTIONS OF THE STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROADS, BRIDGES, AND INCIDENTAL CONSTRUCTION, FORM 817 AND ADDENDA, AND AS SUPPLEMENTED IN THE SPECIAL PROVISIONS.
5. ALL SLOPES OR DISTURBED AREAS ARE TO BE STABILIZED WITH A MINIMUM OF 4 INCHES OF TOPSOIL AND SEEDED WITH GRASS OR SODDED -- REFER TO SPECIAL PROVISIONS FOR SEEDING SCHEDULE. THE CONTRACTOR SHALL YORK RAKE THE TOPSOIL PRIOR TO TURF ESTABLISHMENT IF REQUIRED. THE COST OF YORK RAKING SHALL BE INCLUDED IN THE ITEM "FURNISHING AND PLACING TOPSOIL". EROSION CONTROL MATTING SHALL BE PLACED ON SLOPE AREAS AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
6. THE REMOVAL AND RESETTNG OF FENCES, STONEWALLS, AND ORNAMENTAL AND UTILITARIAN DOMESTIC ACCESSORIES WITHIN THE HIGHWAY LIMITS AND THE REMOVAL AND RESETTNG OF EXISTING MAILBOXES AND PAPER BOXES TO BE PAID FOR UNDER THE ITEM "CLEARING AND GRUBBING" UNLESS OTHERWISE SPECIFIED ON THE PLANS. THE CONTRACTOR SHALL COORDINATE WITH THE PROPERTY OWNERS FOR SAID REMOVAL AND RESETTNG.
7. THE CONTRACTOR SHOULD NOTE THAT ALL PRIVATE AND COMMERCIAL MAIL BOXES, SIGNS, ETC. ARE TO BE RELOCATED USING EXISTING SUPPORTS. WHERE EXISTING SUPPORTS ARE NOT SUITABLE FOR RELOCATION, THE CONTRACTOR SHALL PROVIDE A SIMILAR APPLICATION AT NO ADDITIONAL EXPENSE.
8. THE WORK TO REMOVE EXISTING BITUMINOUS PAVEMENT TO BE PAID FOR UNDER THE ITEM "EARTH EXCAVATION".
9. THE COST OF CUTTING BITUMINOUS CONCRETE ROADWAYS AT THE PROJECT LIMITS TO BE PAID FOR AS "CUT BITUMINOUS CONCRETE PAVEMENT". THE COST FOR CUTTING ROAD TRENCHES, DRIVEWAYS AND SIDEWALKS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR EACH ITEM.
10. BITUMINOUS CONCRETE LIP CURBING SHALL BE PLACED ON THE BINDER COURSE. TACK COAT SHALL BE APPLIED TO THE PAVEMENT PRIOR TO INSTALLATION. THE COST SHALL BE INCLUDED IN THE BID PRICE OF THE CURB.
11. EXISTING CONCRETE MONUMENTS AND PROPERTY IRON PINS WHEN FOUND WITHIN THE WORK LIMITS SHALL BE LOCATED AND REPLACED IF DISTURBED. IF THE CONTRACTOR DISTURBS OR DAMAGES ANY IRON PIN OR MONUMENT OUTSIDE THE LIMITS OF WORK, THEY SHALL BE RESET BY A LISCENSED SURVEYOR AT THE CONTRACTORS' EXPENSE.
12. THE CONTRACTOR SHALL WALK THE PROJECT PRIOR TO CONSTRUCTION WITH A REPRESENTATIVE FROM THE TOWN AND THE ENGINEER. TREES TO BE REMOVED SHALL BE MARKED IN THE FIELD. EXTREME CARE SHALL BE EXERCISED TO PROTECT ALL TREES NOT DESIGNATED FOR REMOVAL. THE COST OF THIS WORK SHALL BE INCIDENTAL TO THE PROJECT. THE TRIMMING OF EXISTING TREES SHALL BE PERFORMED BY A LICENSED ARBORIST. THE COST OF THIS WORK SHALL BE INCLUDED IN THE CONTRACT BID ITEM "CLEARING AND GRUBBING".
13. ALL TREE STUMPS SHALL BE REMOVED BY EXCAVATION AND THE DISTURBED AREAS SHALL BE LOAMED AND SEEDED. THIS INCLUDES ANY TREES AND STUMPS DESIGNATED FOR REMOVAL THAT ARE LOCATED OUTSIDE THE LIMITS OF GRADING. ALL STUMP REMOVAL SHALL BE PAID FOR UNDER "CLEARING AND GRUBBING".
14. ANY MAINTENANCE OR REFUELING OF EQUIPMENT AND VEHICLES SHALL BE PERFORMED AT LEAST 50 FEET FROM WETLANDS OR WATERCOURSES. OIL, GASOLINE, AND CHEMICALS NEEDED AT THE SITE SHALL BE STORED IN A SECONDARY CONTAINER AT LEAST 50 FEET FROM WETLANDS OR WATERCOURSES AND OUTSIDE OF FLOODPLAIN AND FLOODWAY LIMITS TO PREVENT CONTAMINATION FROM POSSIBLE LEAKS.
15. EFFLUENT FROM DEWATERED WORK AREA(S) SHALL NOT BE DISCHARGED DIRECTLY TO A STREAM OR STORM DRAINAGE SYSTEM, BUT MUST BE PROCESSED THROUGH TREATMENT STRUCTURES(S). SUCH STRUCTURE(S) SHALL NOT BE LOCATED WITHIN A STREAM CHANNEL OR ADJACENT WETLANDS.
16. ALL APPROPRIATE EROSION CONTROL AND SEDIMENT CONTROL MEASURES SHALL BE ESTABLISHED PRIOR TO AND MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.
17. ANY ACTIVITIES OTHER THAN THOSE SHOWN ON THE PLANS OR DETAILED IN THE WETLANDS PERMIT THAT OCCUR IN THE REGULATED WETLANDS AREA SHALL BE SUBJECT TO APPROVAL BY THE LOCAL INLAND/WETLANDS AUTHORITY OR ITS DESIGNATED REPRESENTATIVE.
18. DURING ALL PHASES OF CONSTRUCTION ACTIVITIES, ACCESS FOR THE PROPERTY OWNERS AS WELL AS ALL SERVICE VEHICLES SUCH AS MAIL, TRASH COLLECTION, FUEL DELIVERIES, ETC. SHALL BE MAINTAINED BY THE CONTRACTOR TO ABUTTING PROPERTIES WITHIN THE LIMITS OF THE WORK.
19. ALL CATCH BASIN TOP OF GRATE ELEVATIONS REFLECT THE DEPRESSED GRATE ELEVATION IN ACCORDANCE WITH THE STANDARD DETAILS.
20. ALL CATCH BASIN GRATES TO BE TYPE "A" GALVANIZED.
21. SILT SACKS MUST BE INSTALLED AT ALL EXISTING AND NEW CATCH BASINS WITHIN AND IMMEDIATELY ADJACENT TO THE PROJECT AREA AND SHALL BE PAID FOR UNDER "SEDIMENTATION CONTROL SYSTEM AT CATCH BASIN".
22. ANY EXISTING PROPERTY DRAINS OR FOOTING DRAINS ENCOUNTERED SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION AND RECONNECTED TO NEW DRAINAGE STRUCTURES. THE COST OF THIS WORK SHALL BE PAID FOR UNDER "DRAINAGE PIPE LATERAL".
23. EXISTING PIPE OR OTHER DRAINAGE STRUCTURES DESIGNATED FOR REMOVAL ON THE PLANS SHALL BE PAID FOR UNDER THE APPROPRIATE "TRENCH EXCAVATION" ITEM PER CTDOT FORM 817. THE TRENCH SHALL BE BACKFILLED AND COMPACTED WITH SUITABLE MATERIAL IN 12 INCH LIFTS. REMOVAL OF EXISTING DRAINAGE PIPE AND STRUCTURES WHEN ENCOUNTERED DURING EXCAVATION FOR NEW DRAINAGE PIPE AND STRUCTURES SHALL NOT BE MEASURED FOR PAYMENT.
24. THE CONTRACTOR SHALL PLUG ALL EXISTING PIPES WHERE CURRENT DRAINAGE SYSTEM IS TO BE ABANDONED UNLESS OTHERWISE NOTED ON THE PLANS. THIS WILL NOT BE MEASURED FOR PAYMENT.
25. IF AN EXISTING STORM SEWER IS TO BE REPAIRED, REPLACED, OR EXTENDED, IT IS A WORKING LINE AND MUST BE OPERATIONAL (CONTINUE TO FUNCTION) DURING EVENINGS AND WEEKENDS AS WELL AS ANY OTHER NON-WORKING HOURS.

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				 SCALE IN FEET		<div>DESIGNER: JRE</div> <div>DRAFTER: TJM</div> <div>CHECKED BY: BAA</div> <div>APPROVED BY: SON</div>		 Engineers Scientists Planners Designers		 PROJECT TITLE: RECONSTRUCTION OF NEVERS ROAD COMMUNITY CENTER TO SAND HILL ROAD		TOWN: SOUTH WINDSOR, CONNECTICUT		PROJECT NO.: 42581.00	
										DRAWING TITLE: EXISTING CONDITIONS NEVERS ROAD		DRAWING NO.: EXT-1		SHEET NO.: 03 OF 28	
REV. DATE DESCRIPTION SHEET NO.								ISSUED FOR CONSTRUCTION DATE:MAY, 2020		CADD FILENAME: EXT-NEVERS-4258100.DWG					



NOTES:

1. SURVEY INFORMATION OF EXISTING CONDITIONS IS BASED UPON A FIELD SURVEY PERFORMED BY J.R. RUSSO ASSOCIATES, AND SUPPLEMENTED WITH APPROXIMATE LOCATIONS OF EXISTING CONDITIONS PROVIDED BY THE TOWN OF SOUTH WINDSOR.

REV.	DATE	DESCRIPTION REVISIONS	SHEET. NO.



DESIGNER: JRE
DRAFTER: TJM
CHECKED BY: BAA
APPROVED BY: SON



Engineers Scientists Planners Designers

ISSUED FOR CONSTRUCTION

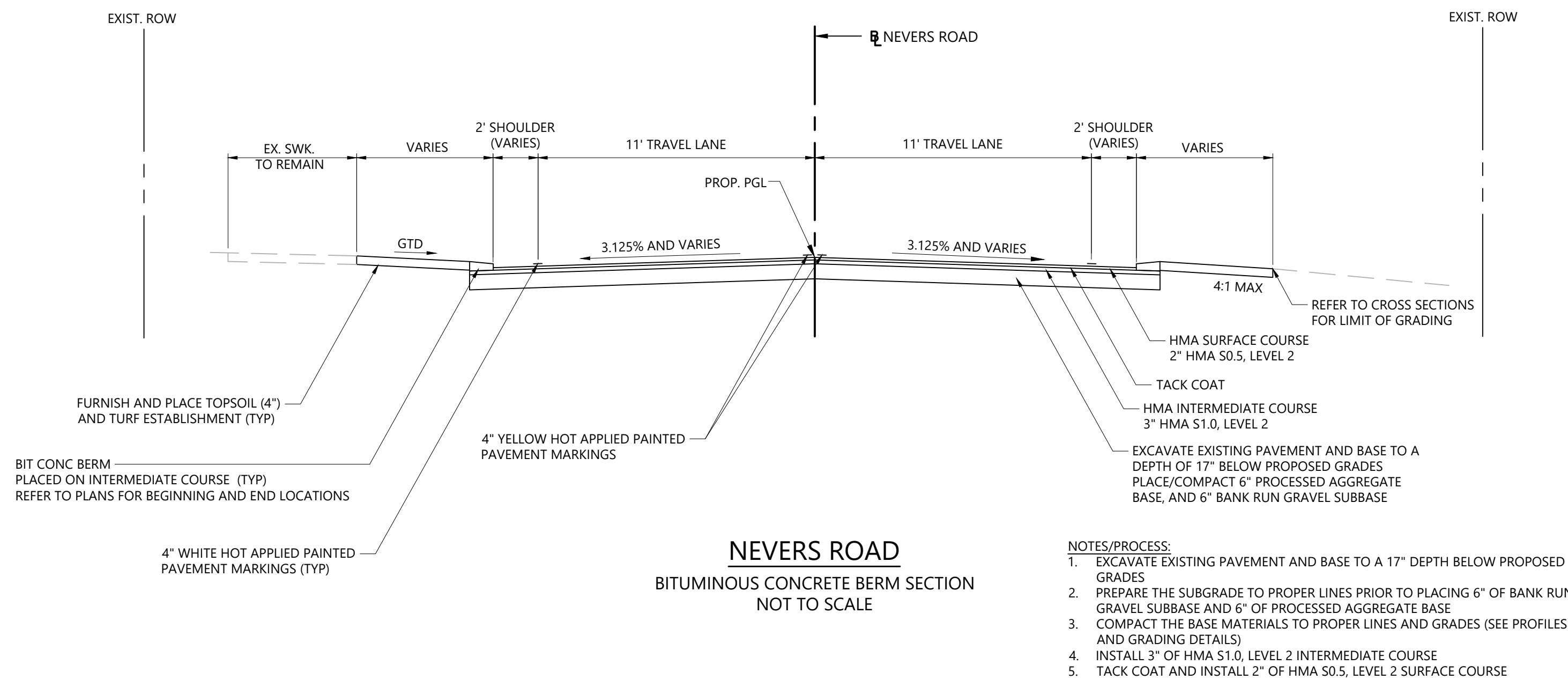
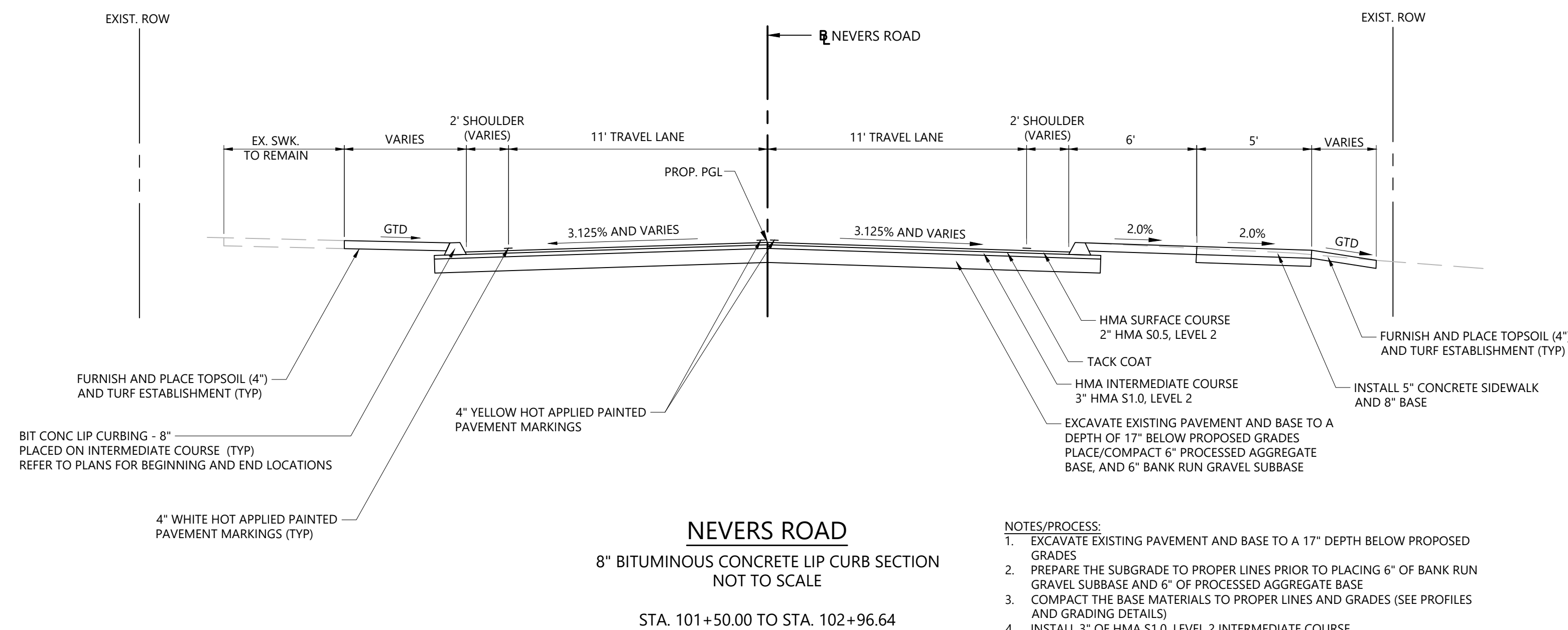
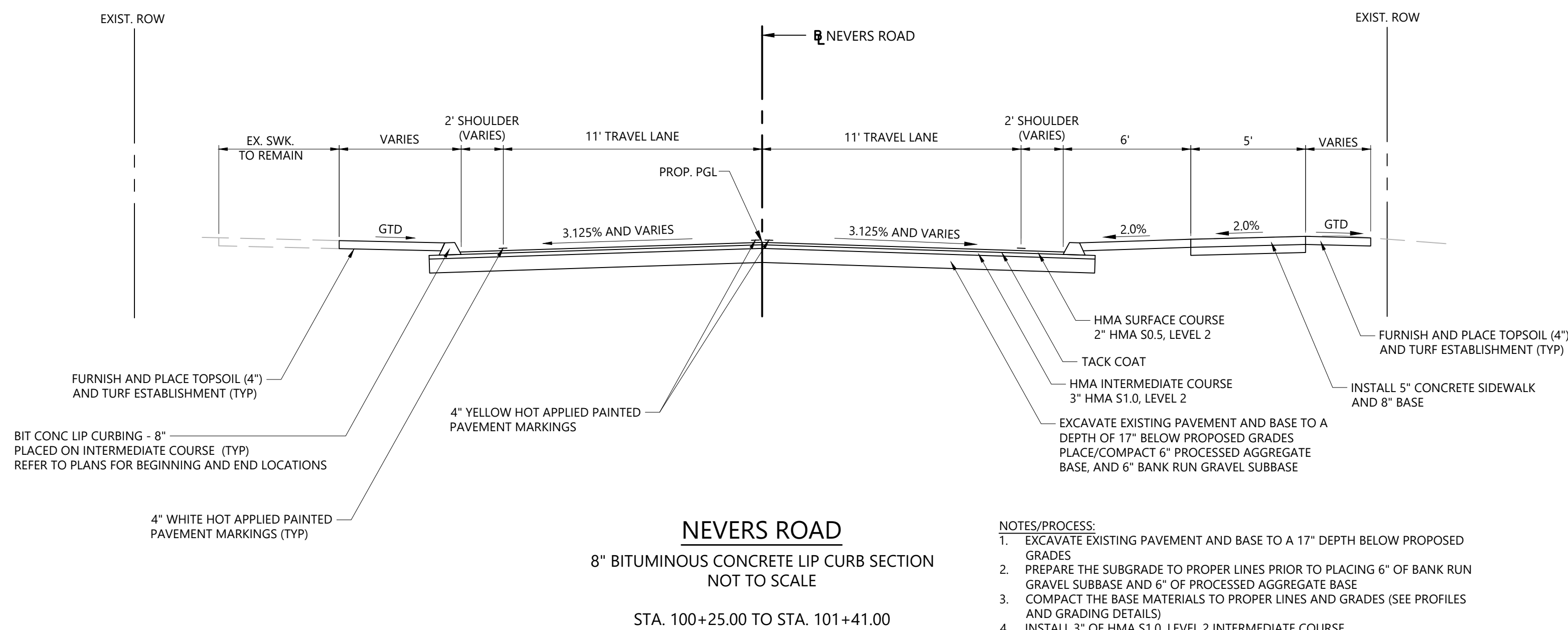
DATE: MAY, 2020



PROJECT TITLE:
RECONSTRUCTION OF NEVERS ROAD COMMUNITY CENTER TO SAND HILL ROAD
CADD FILENAME: EXT-NEVERS-4258100.DWG

TOWN:
SOUTH WINDSOR, CONNECTICUT
DRAWING TITLE:
EXISTING CONDITONS NEVERS ROAD

PROJECT NO.:
42581.00
DRAWING NO.:
EXT-2
SHEET NO.:
04 OF 28

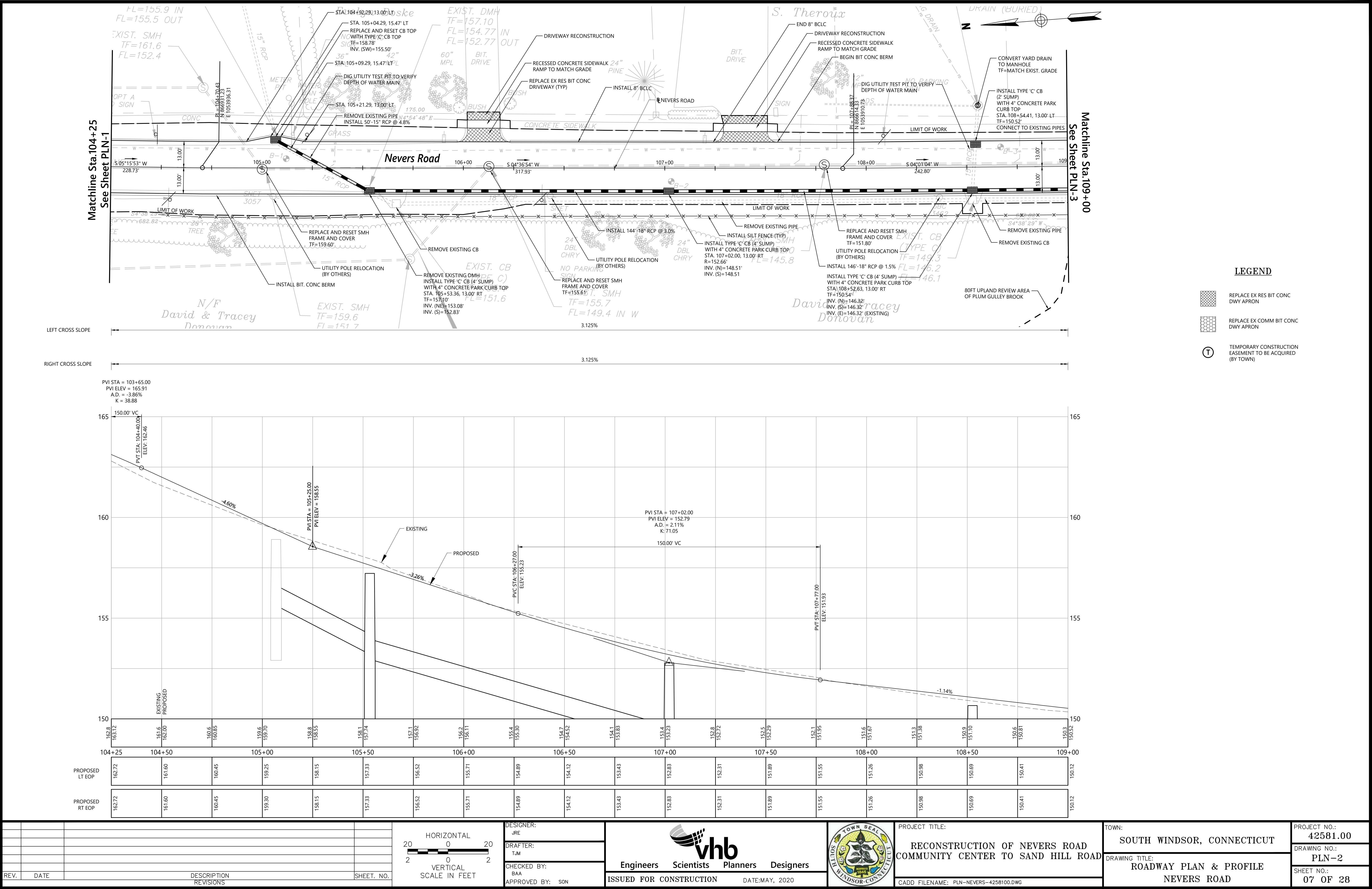


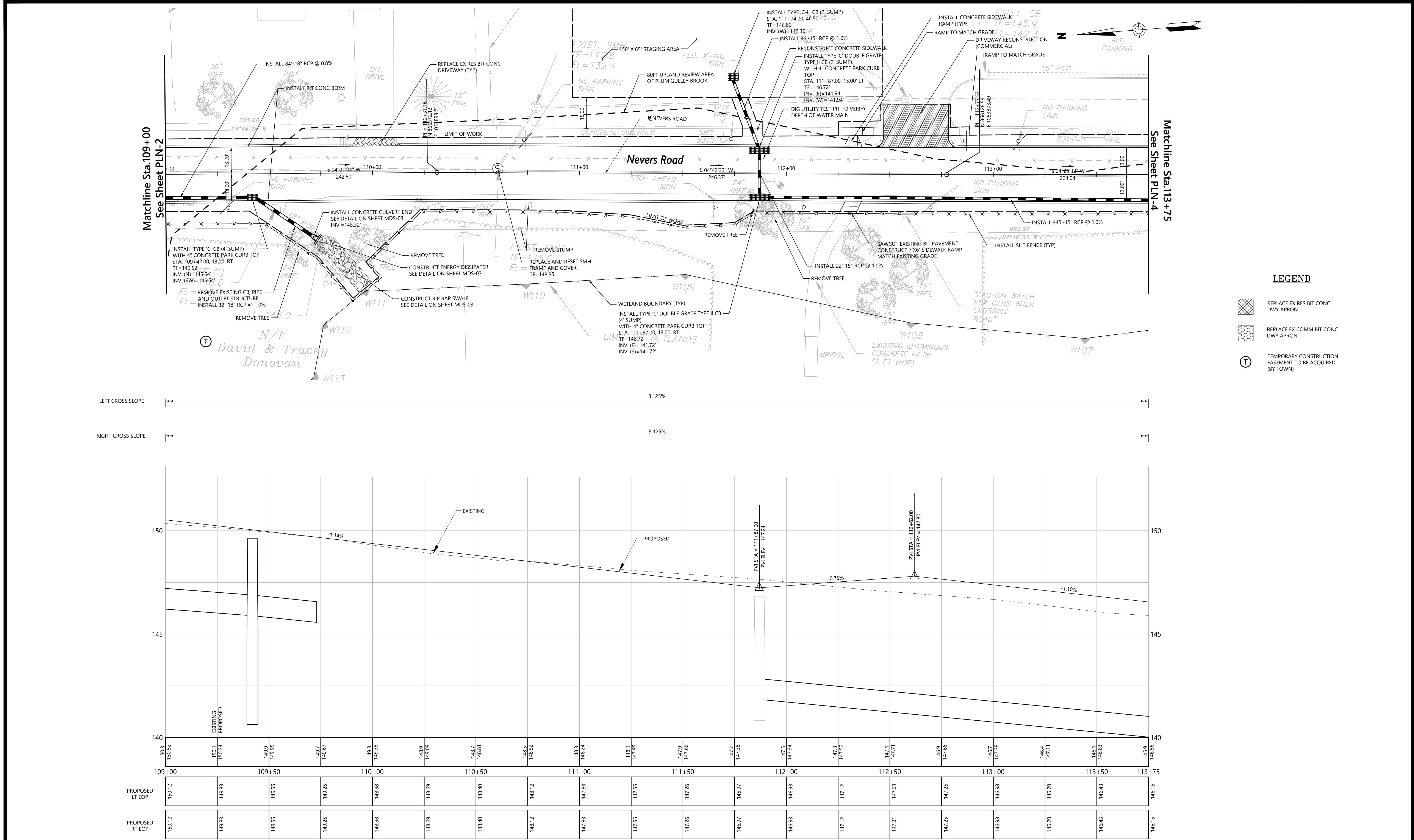
TYPICAL SECTION NOTES:

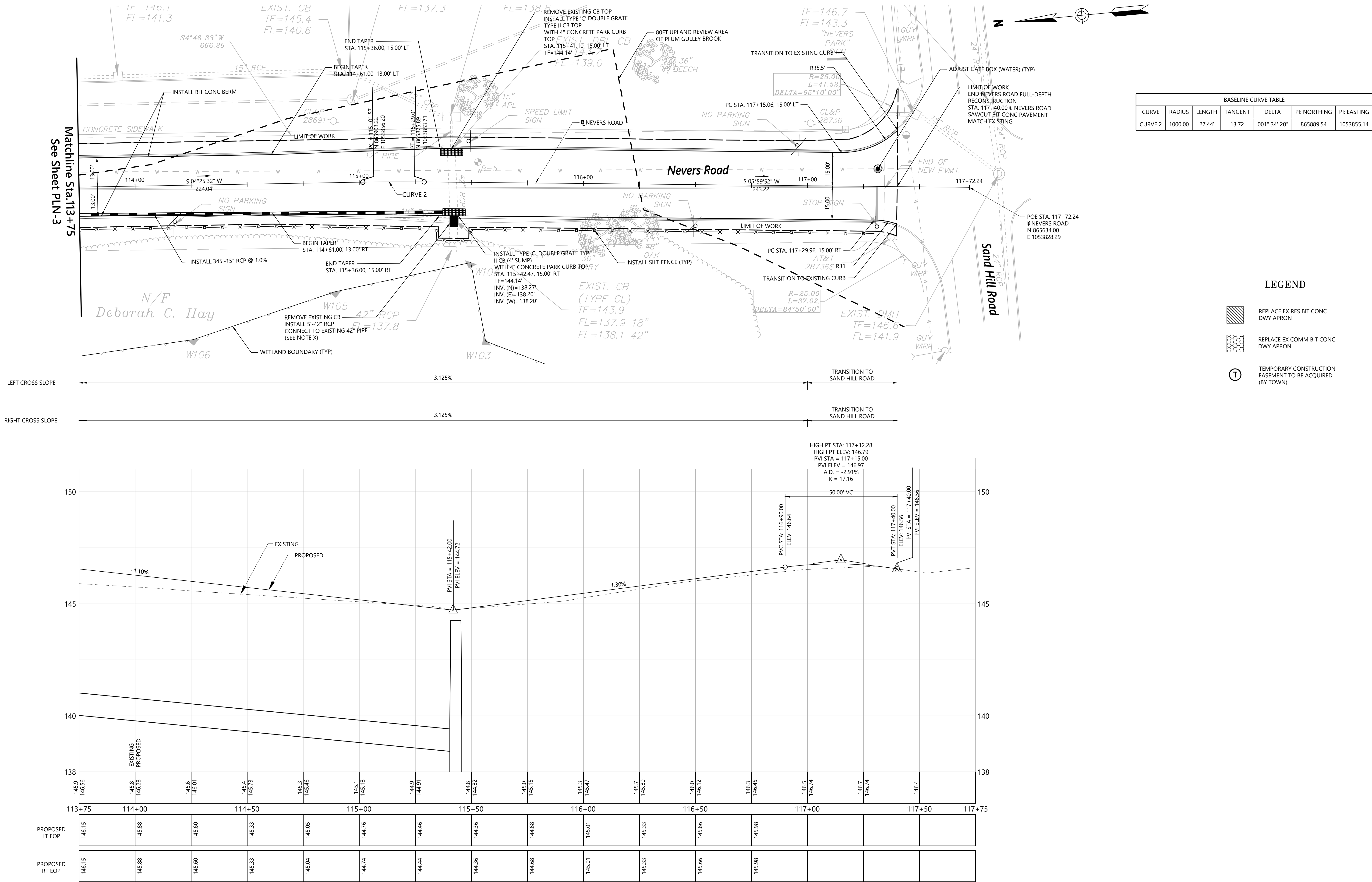
1. TACK COAT IS REQUIRED ON ALL PAVED SURFACES THAT ARE TO BE PAVED, INCLUDING FRESHLY PLACED HMA LAYERS IF ONE OF THE FOLLOWING IS TRUE:
 - A. ONE (1) DAY HAS PASSED SINCE THE HMA WAS PLACED.
 - B. DUST OR DEBRIS HAS CONTAMINATED THE HMA SURFACE.
2. FOR PROPOSED PROFILE GRADE LINE (PGL) AND ADDITIONAL EDGE-OF-PAVEMENT DETAILS, SEE ROADWAY PROFILE, CROSS SLOPE, AND ELEVATION INFORMATION ON THE CONSTRUCTION PLANS AND THE INTERSECTION GRADING PROFILE FOR ROADWAYS TO BE RECONSTRUCTED.
3. THE PROPOSED PAVEMENT SECTION SHALL APPLY TO THE PROJECT LIMITS SHOWN ON THE PLANS INCLUDING ALL INTERSECTING STREETS FOR WHICH NO TYPICAL SECTION HAS BEEN PROVIDED.

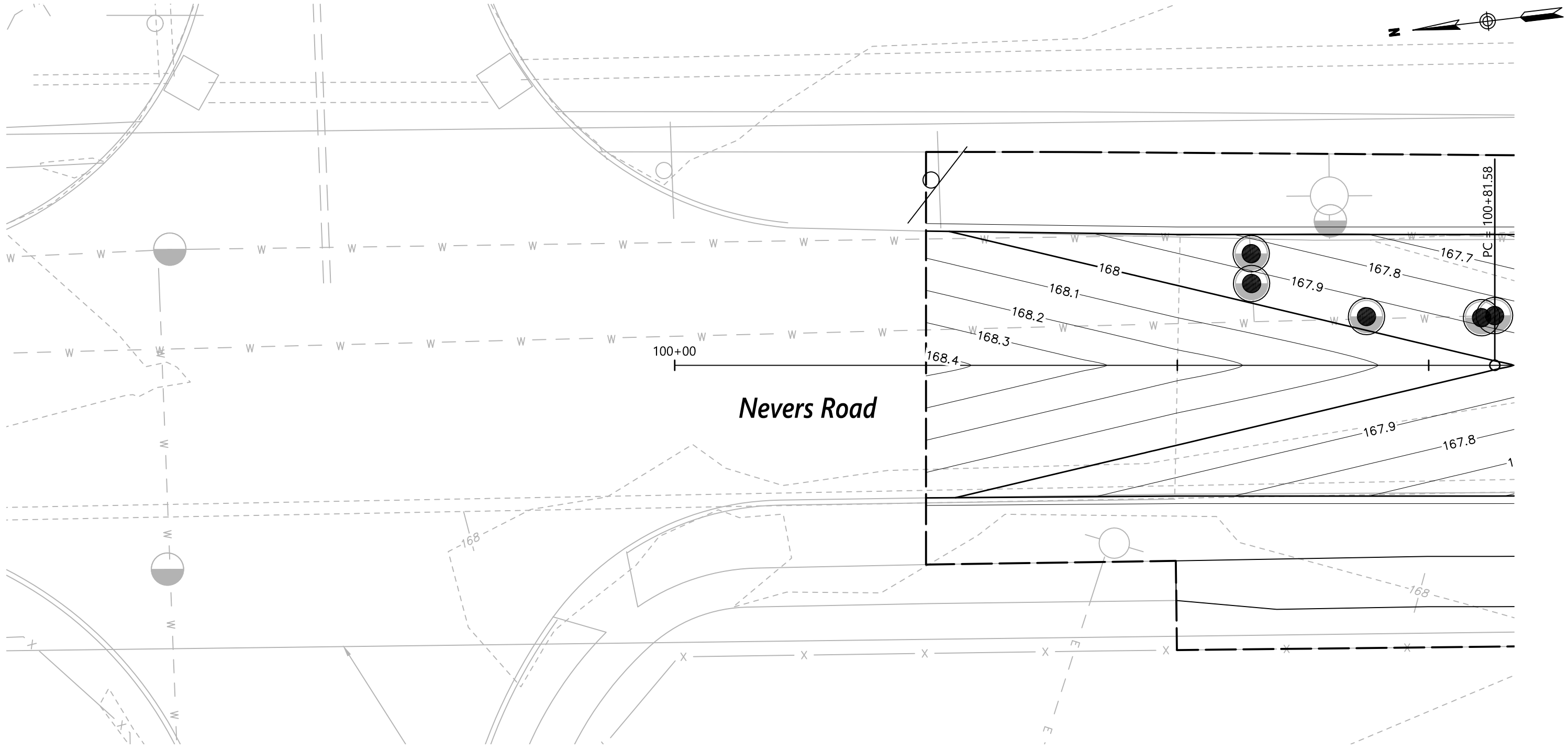
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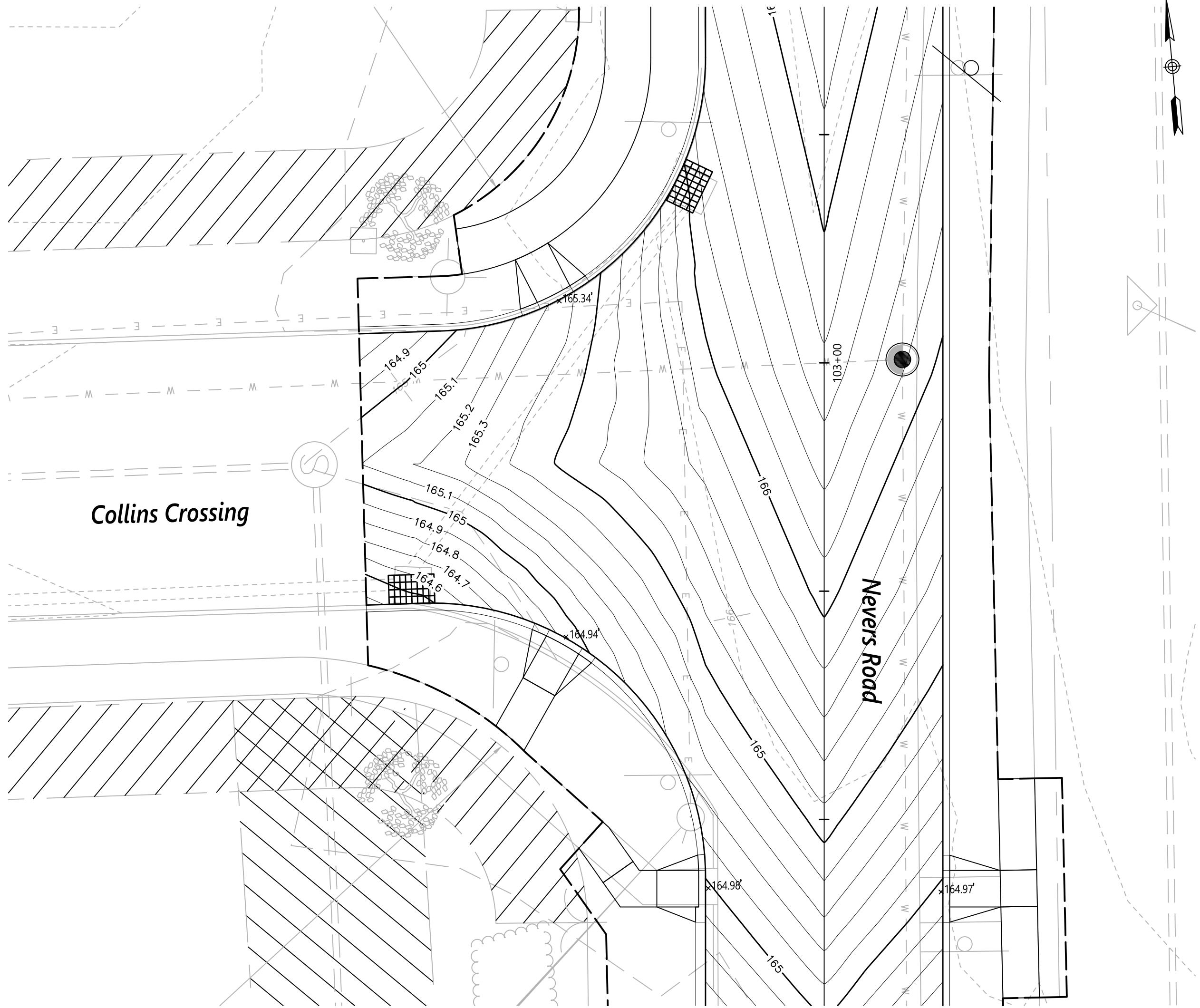


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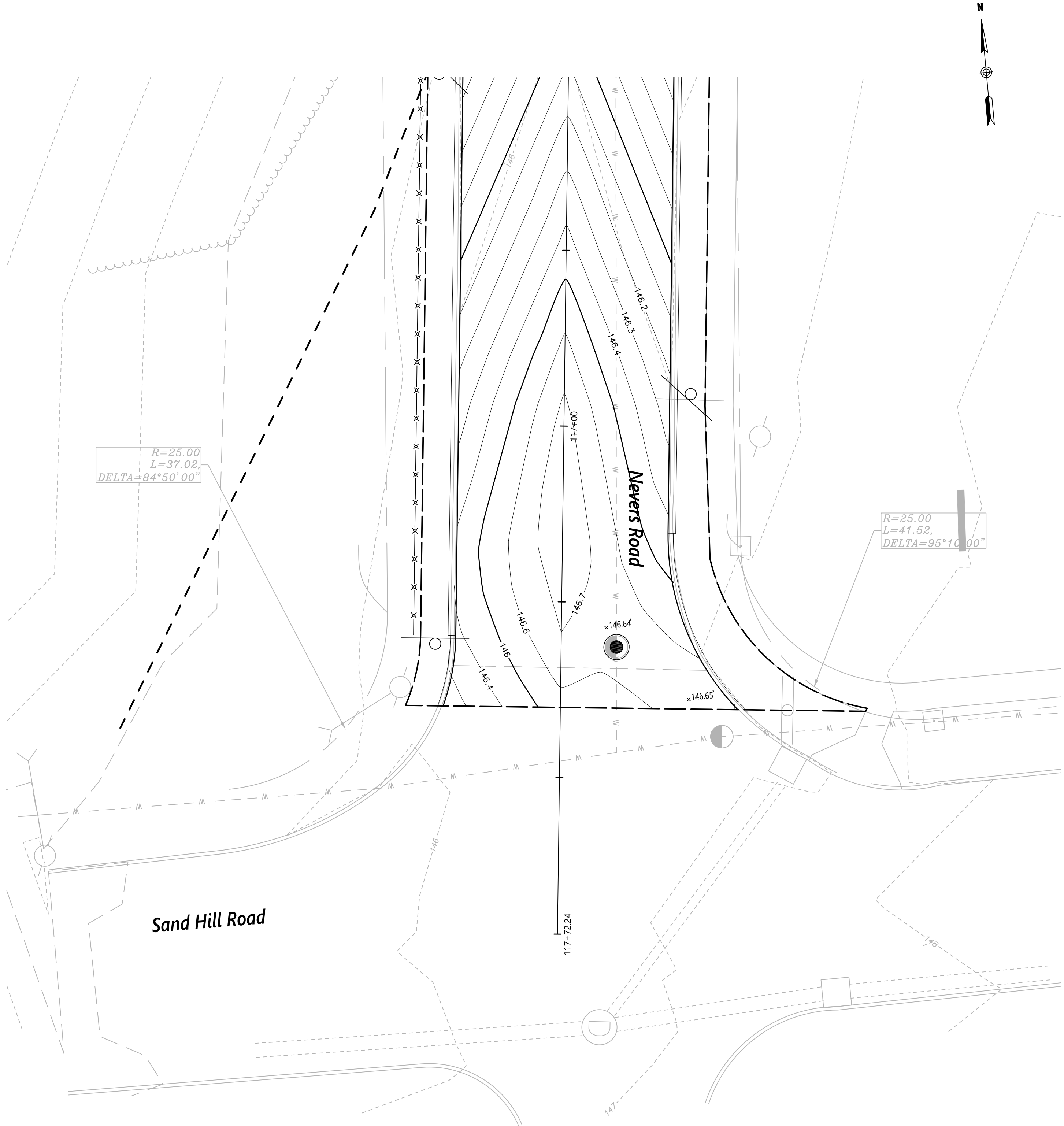




NEVERS ROAD AT HIGH SCHOOL & COMMUNITY CENTER DRIVEWAYS

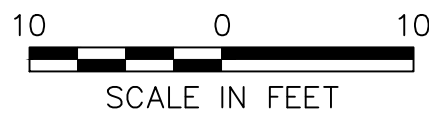


NEVERS ROAD AT COLLINS CROSSING




NEVERS ROAD AT SAND HILL ROAD

REV.	DATE	DESCRIPTION REVISIONS	SHEET. NO.



DESIGNER: JRE
DRAFTER: JRE
CHECKED BY: BAA
APPROVED BY: SON



Engineers Scientists Planners Designers

ISSUED FOR CONSTRUCTION

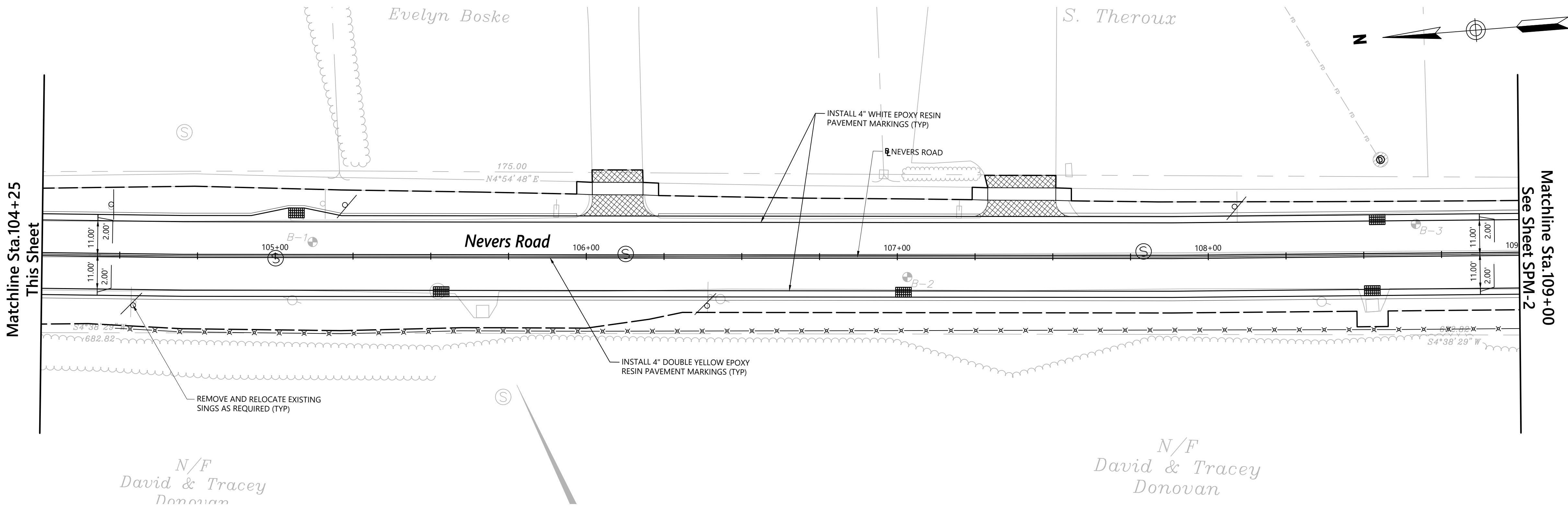
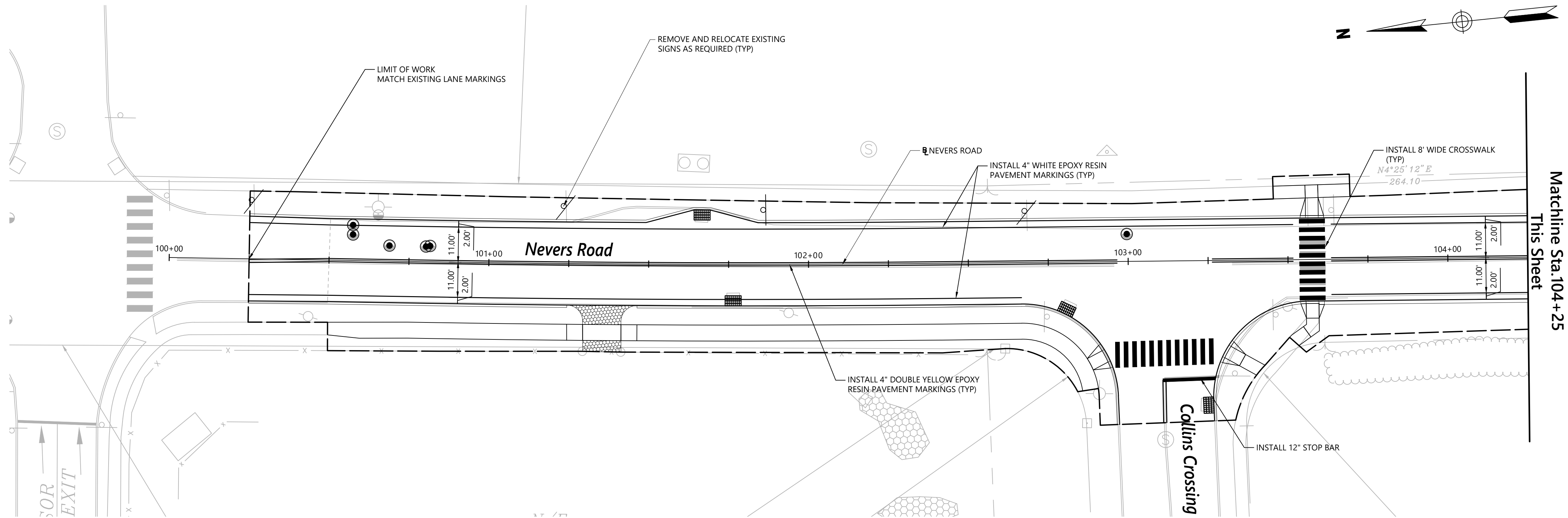
DATE: MAY, 2020



PROJECT TITLE: RECONSTRUCTION OF NEVERS ROAD COMMUNITY CENTER TO SAND HILL ROAD
CADD FILENAME: GRD-NEVERS-4258100.DWG

TOWN: SOUTH WINDSOR, CONNECTICUT
DRAWING TITLE: INTERSECTION GRADING PLAN NEVERS ROAD

PROJECT NO.: 42581.00
DRAWING NO.: GRD-1
SHEET NO.: 10 OF 28



- NOTES:
1. REMOVE AND RELOCATE EXISTING SIGNS OR INSTALL SIGNS AS INDICATED. FINAL SIGN LOCATIONS ARE TO BE CONFIRMED BY THE ENGINEER.
 2. EXISTING SIGNS BEING RELOCATED OR RESET SHALL NOT BE MEASURED FOR PAYMENT. THE COST OF THIS WORK SHALL BE INCIDENTAL TO THE PROJECT.
 3. THE REMOVAL OF EXISTING SIGNS NOT TO BE RELOCATED OR RESET TO BE PAID FOR UNDER THE ITEM "CLEARING AND GRUBBING". THE REMOVED SIGNS SHALL BE RETURNED TO THE TOWN OF SOUTH WINDSOR PUBLIC WORKS GARAGE - 157 BURGESS ROAD, SOUTH WINDSOR.
 4. THE CONTRACTOR IS RESPONSIBLE FOR THE CARE AND STORAGE OF EXISTING SIGNAGE TO BE RELOCATED OR RESET. DAMAGED SIGNS SHALL BE REPLACED AT NO ADDITIONAL COST TO THE TOWN.
 5. SIGNS SHALL BE INSTALLED IN ACCORDANCE WITH CTDOT STANDARD SHEETS TR_1208_01 AND TR_1208_02 EXCEPT AS OTHERWISE NOTED ON THE PLANS.
 6. WHEN A SIGN IS TO BE REPLACED, THE EXISTING SIGN SHOULD NOT BE REMOVED UNTIL THE NEW REPLACEMENT SIGN IS INSTALLED.
 7. ALL FINAL PERMANENT PAVEMENT MARKINGS TO BE EPOXY RESIN.
 8. THE CONTRACTOR SHALL REFER TO THE SPECIAL PROVISIONS - MAINTENANCE AND PROTECTION OF TRAFFIC FOR APPLICATION OF INTERIM AND FINAL PAVEMENT MARKINGS.
 9. ALL CROSSWALKS ARE TO BE INSTALLED A MINIMUM OF 4 FEET FROM STOP BARS.

REV.	DATE	DESCRIPTION REVISIONS	SHEET. NO.



DESIGNER: JRE
DRAFTER: JRE
CHECKED BY: BAA
APPROVED BY: SON



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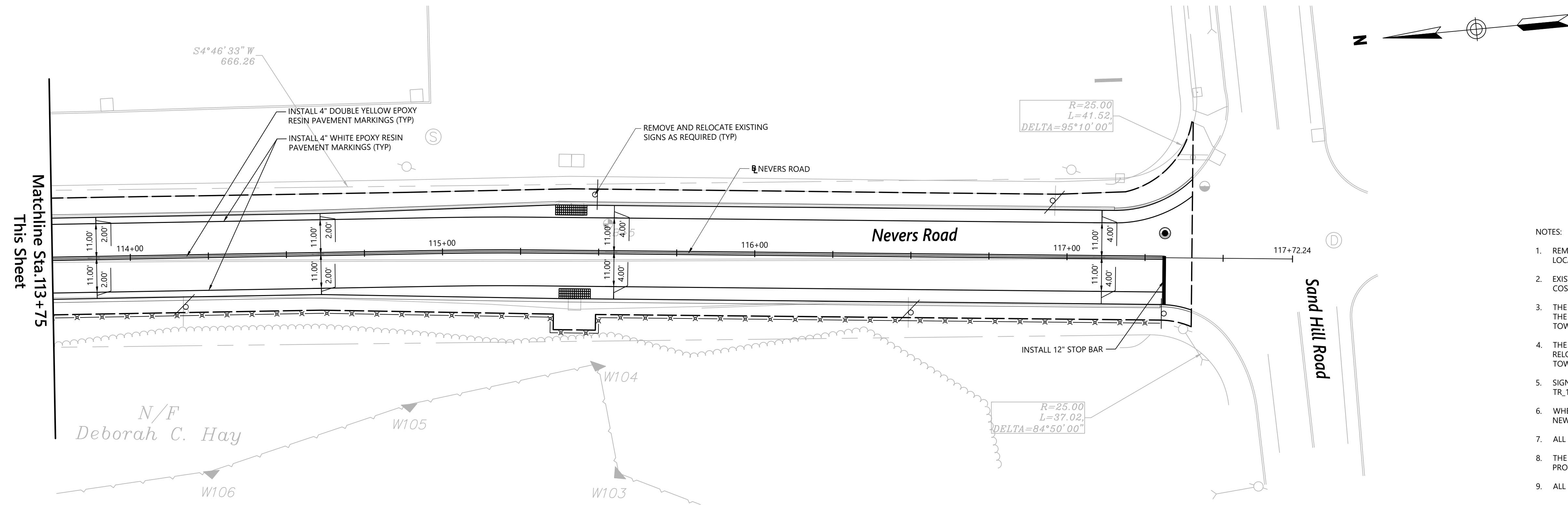
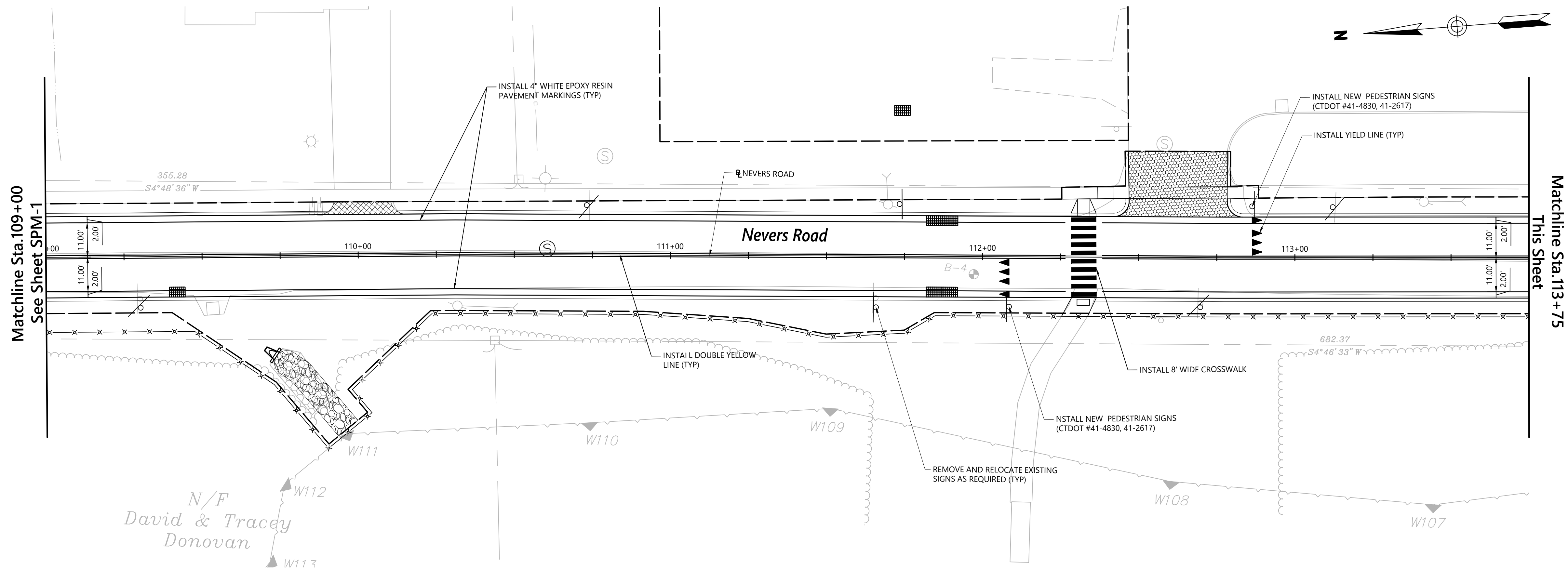
DATE: MAY, 2020



PROJECT TITLE:
RECONSTRUCTION OF NEVERS ROAD COMMUNITY CENTER TO SAND HILL ROAD
CADD FILENAME: SPM-NEVERS-4258100.DWG

TOWN:
SOUTH WINDSOR, CONNECTICUT
DRAWING TITLE:
SIGNING & PAVEMENT MARKING PLAN NEVERS ROAD

PROJECT NO.:
42581.00
DRAWING NO.:
SPM-1
SHEET NO.:
11 OF 28



- NOTES:
1. REMOVE AND RELOCATE EXISTING SIGNS OR INSTALL SIGNS AS INDICATED. FINAL SIGN LOCATIONS ARE TO BE CONFIRMED BY THE ENGINEER.
 2. EXISTING SIGNS BEING RELOCATED OR RESET SHALL NOT BE MEASURED FOR PAYMENT. THE COST OF THIS WORK SHALL BE INCIDENTAL TO THE PROJECT.
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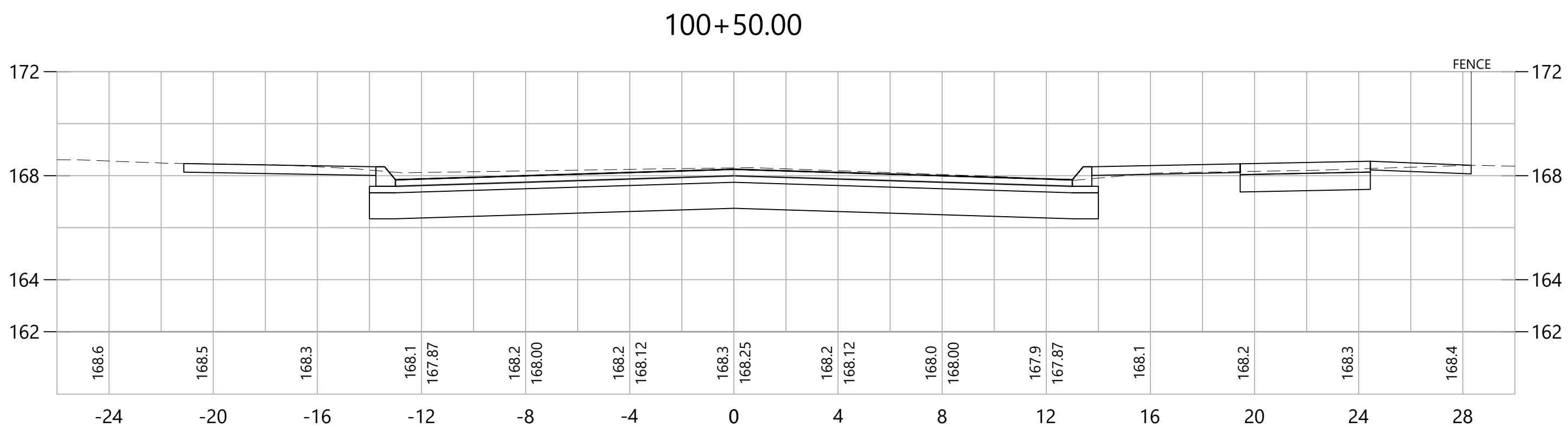
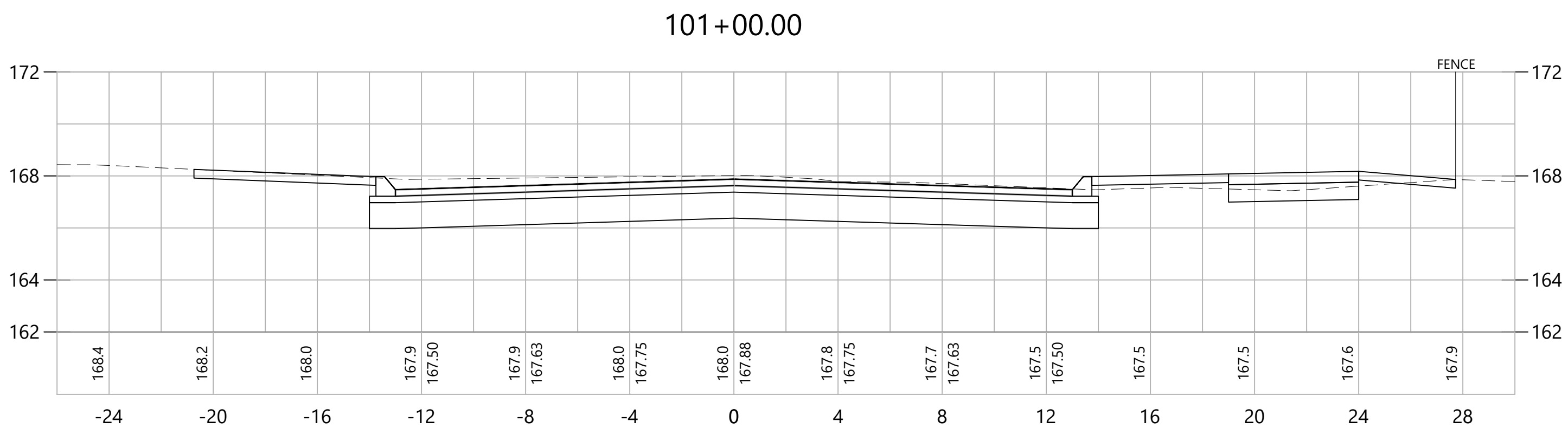
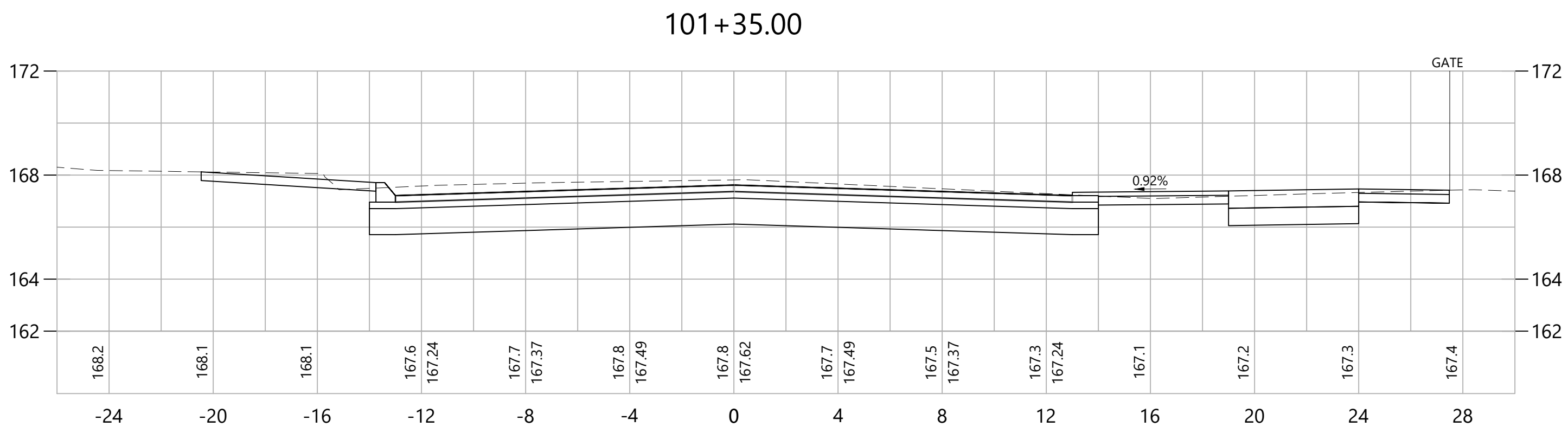
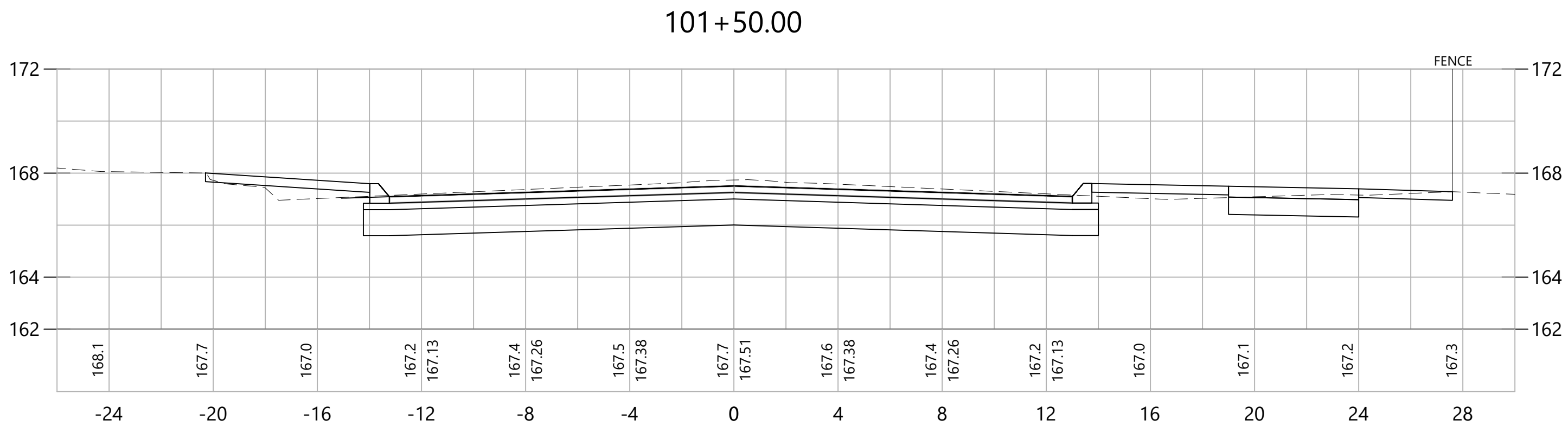
DATE: MAY, 2020



PROJECT TITLE:
RECONSTRUCTION OF NEVERS ROAD COMMUNITY CENTER TO SAND HILL ROAD
CADD FILENAME: SPM-NEVERS-4258100.DWG

TOWN:
SOUTH WINDSOR, CONNECTICUT
DRAWING TITLE:
SIGNING & PAVEMENT MARKING PLAN NEVERS ROAD


PROJECT NO.:
42581.00
DRAWING NO.:
SPM-2
SHEET NO.:
12 OF 28



REV.	DATE	DESCRIPTION REVISIONS	SHEET. NO.



DESIGNER: JRE
DRAFTER: JRE
CHECKED BY: BAA
APPROVED BY: SON



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DATE: MAY, 2020

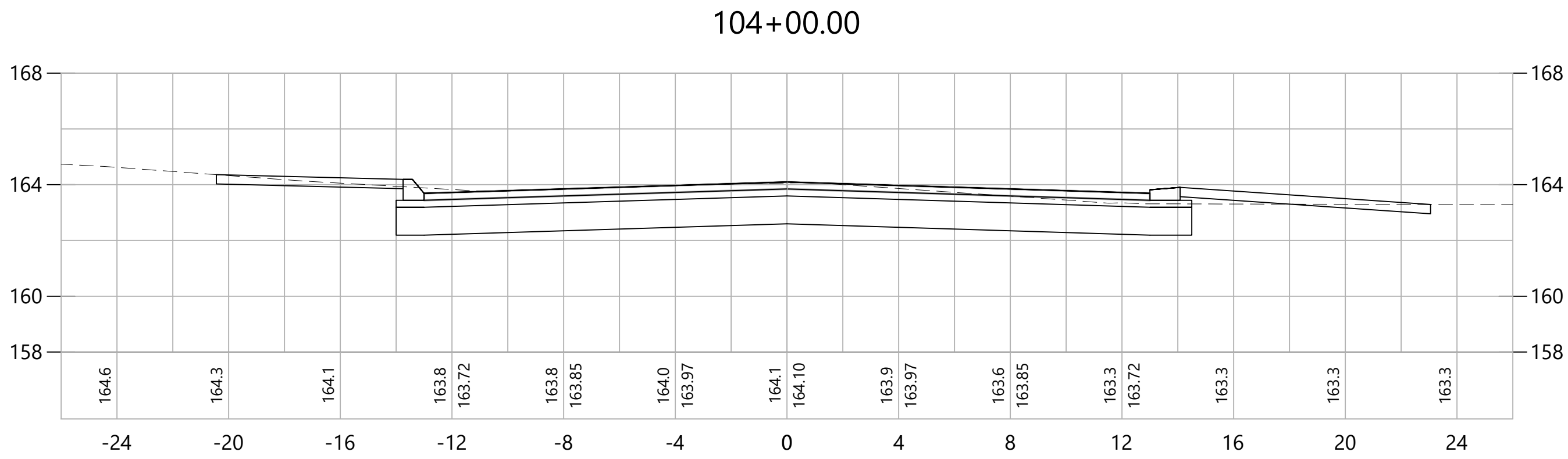
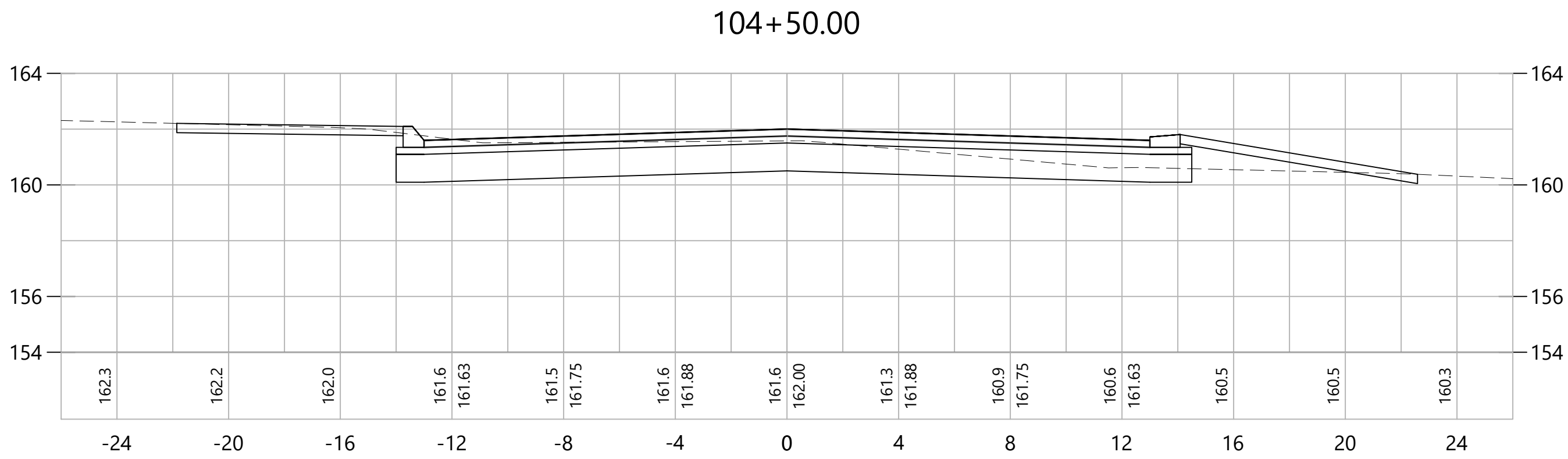
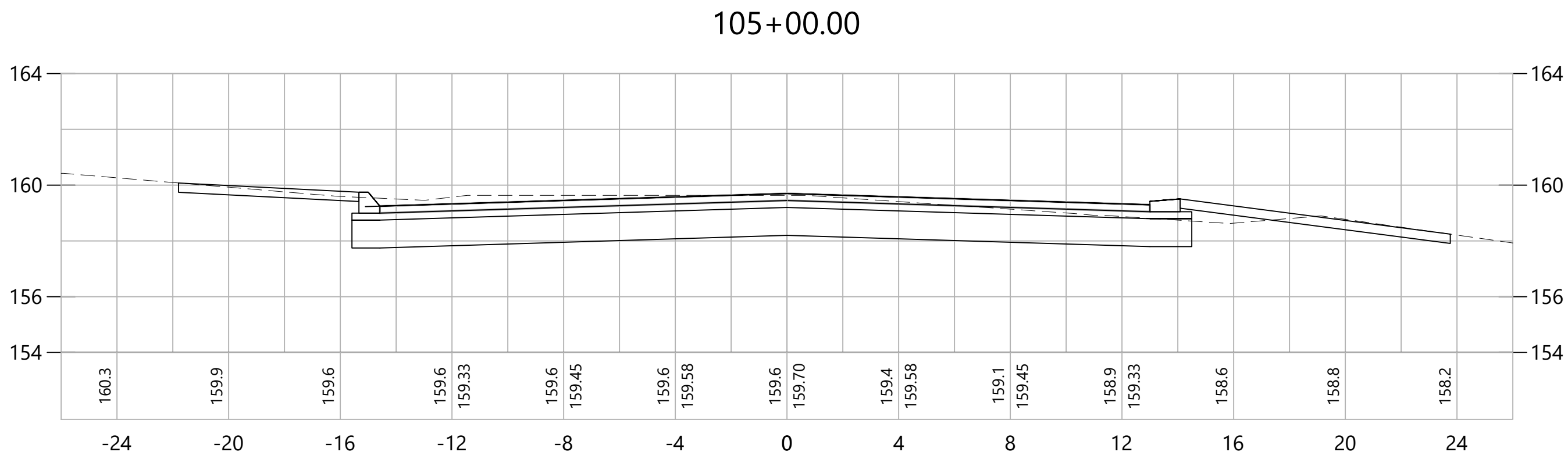
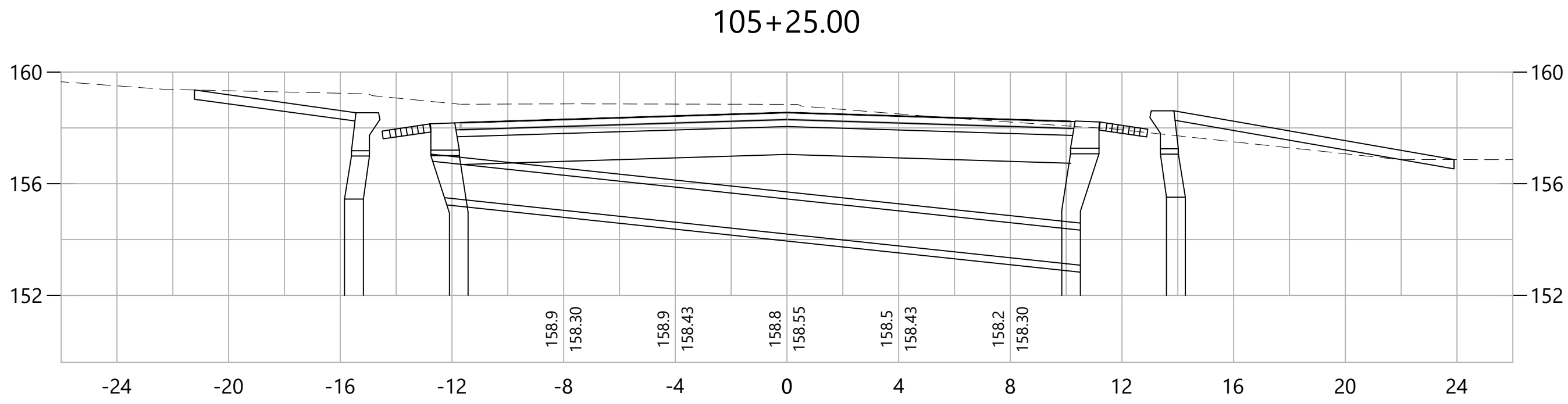


PROJECT TITLE:
RECONSTRUCTION OF NEVERS ROAD COMMUNITY CENTER TO SAND HILL ROAD
CADD FILENAME: CRO-NEVERS-4258100.DWG

TOWN:
SOUTH WINDSOR, CONNECTICUT
DRAWING TITLE:
CROSS SECTIONS NEVERS ROAD

PROJECT NO.:
42581.00
DRAWING NO.:
CRO-01
SHEET NO.:
13 OF 28


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REV.	DATE	DESCRIPTION REVISIONS	SHEET. NO.



DESIGNER: JRE
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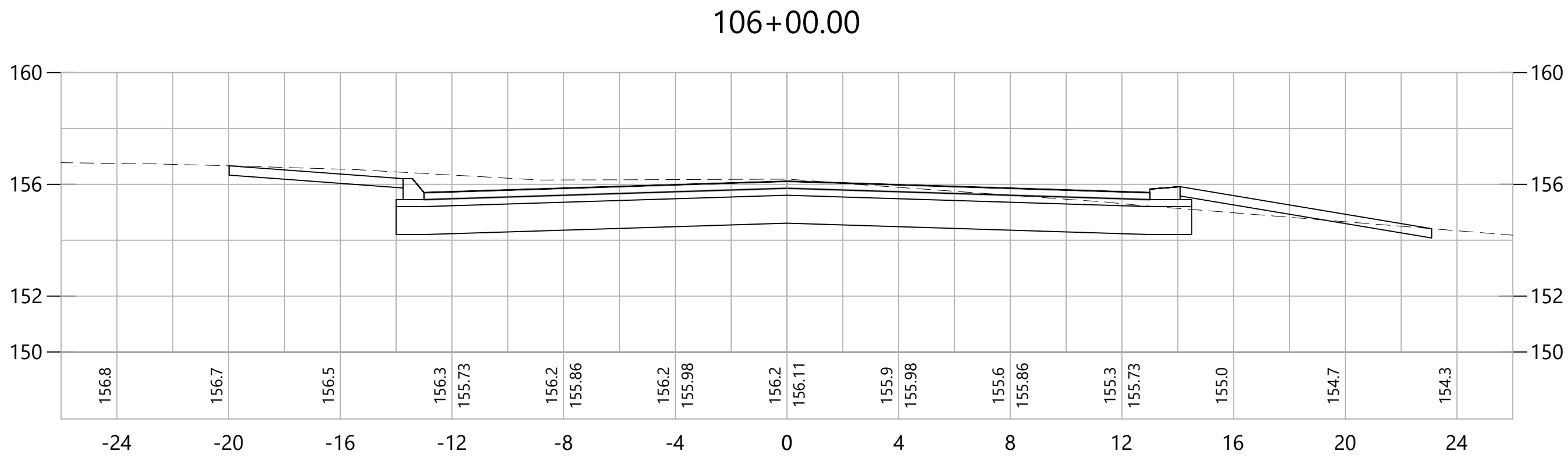
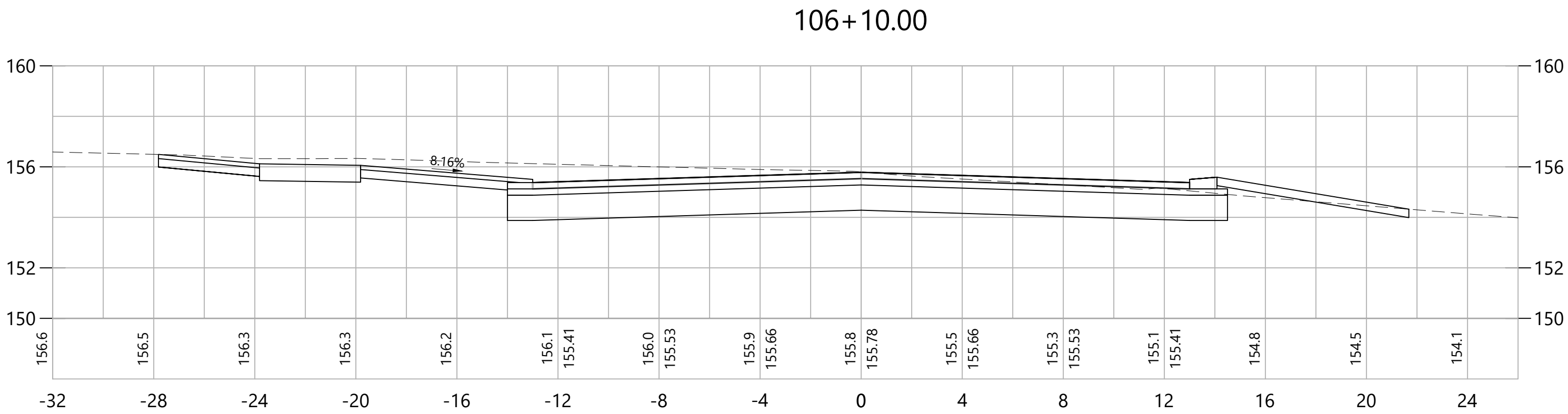
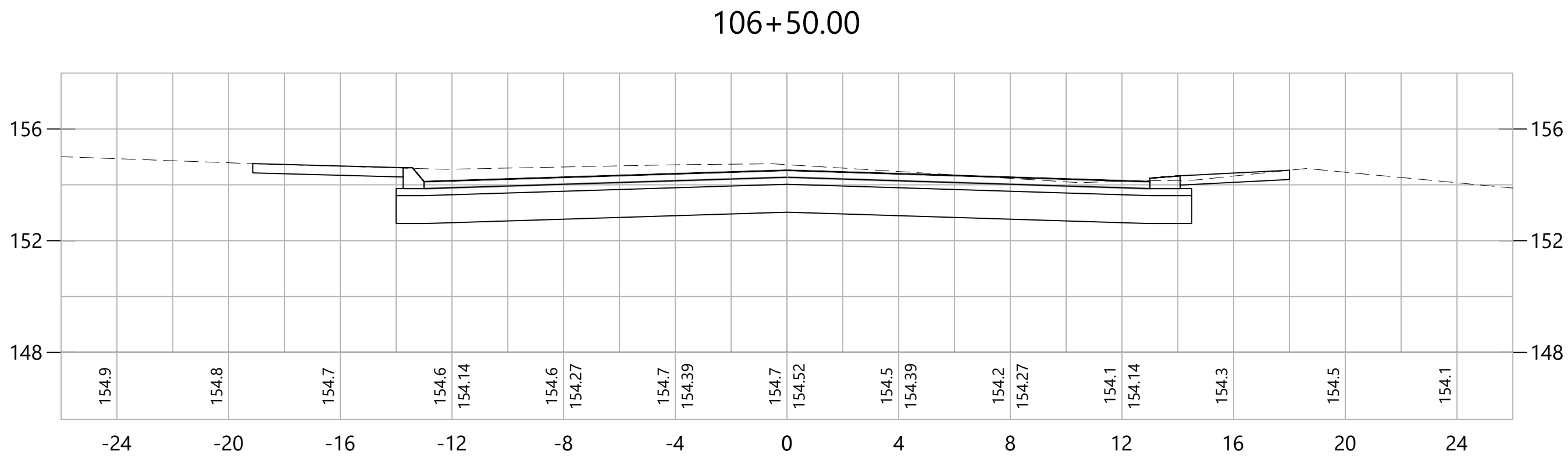
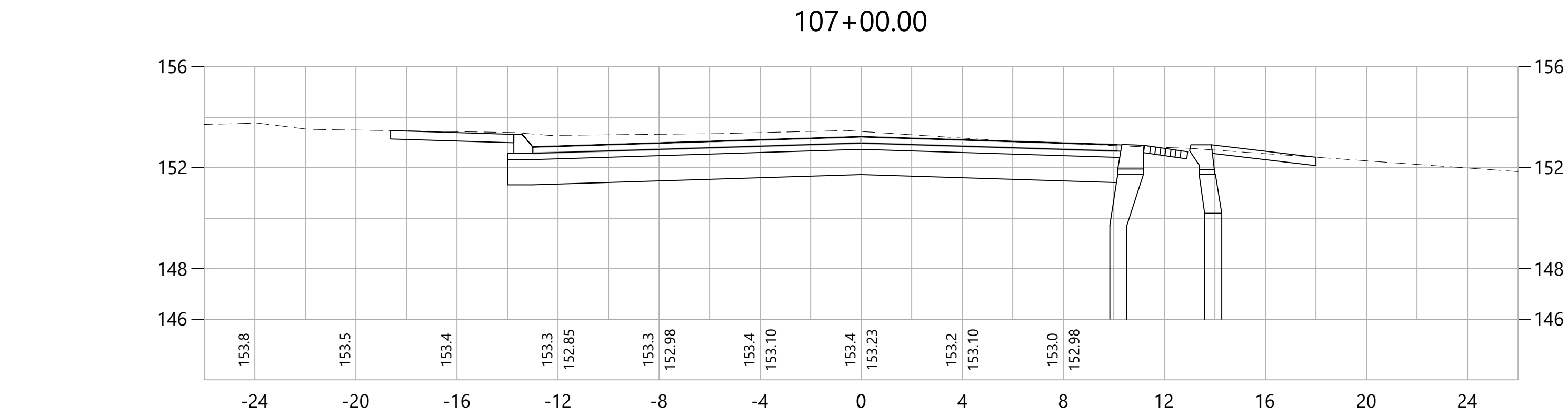
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PROJECT TITLE:
RECONSTRUCTION OF NEVERS ROAD COMMUNITY CENTER TO SAND HILL ROAD
CADD FILENAME: CRO-NEVERS-4258100.DWG

TOWN:
SOUTH WINDSOR, CONNECTICUT
DRAWING TITLE:
CROSS SECTIONS NEVERS ROAD


PROJECT NO.:
42581.00
DRAWING NO.:
CRO-03
SHEET NO.:
15 OF 28



REV.	DATE	DESCRIPTION REVISIONS	SHEET. NO.



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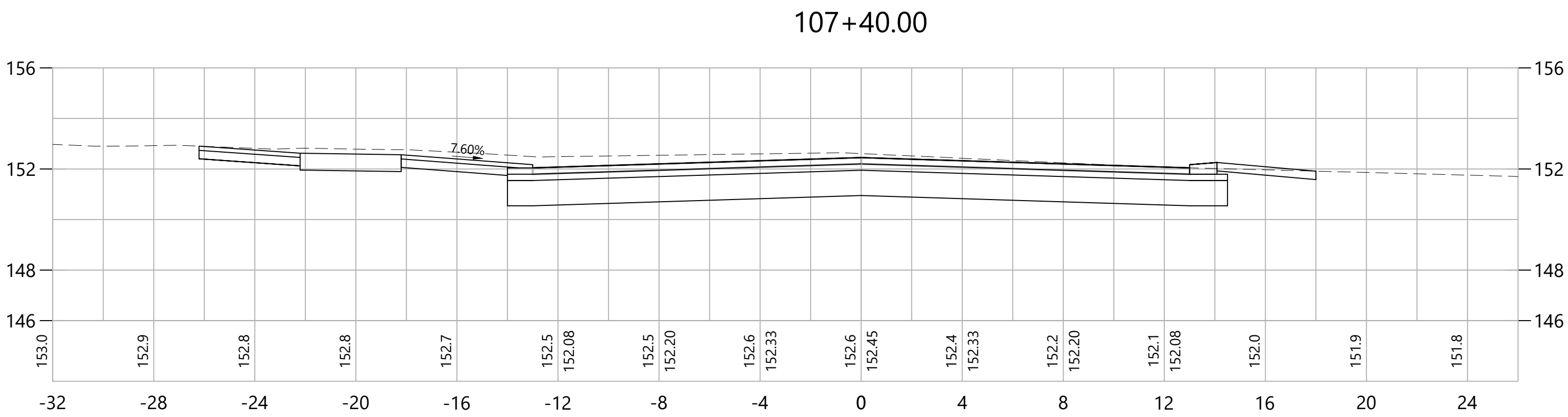
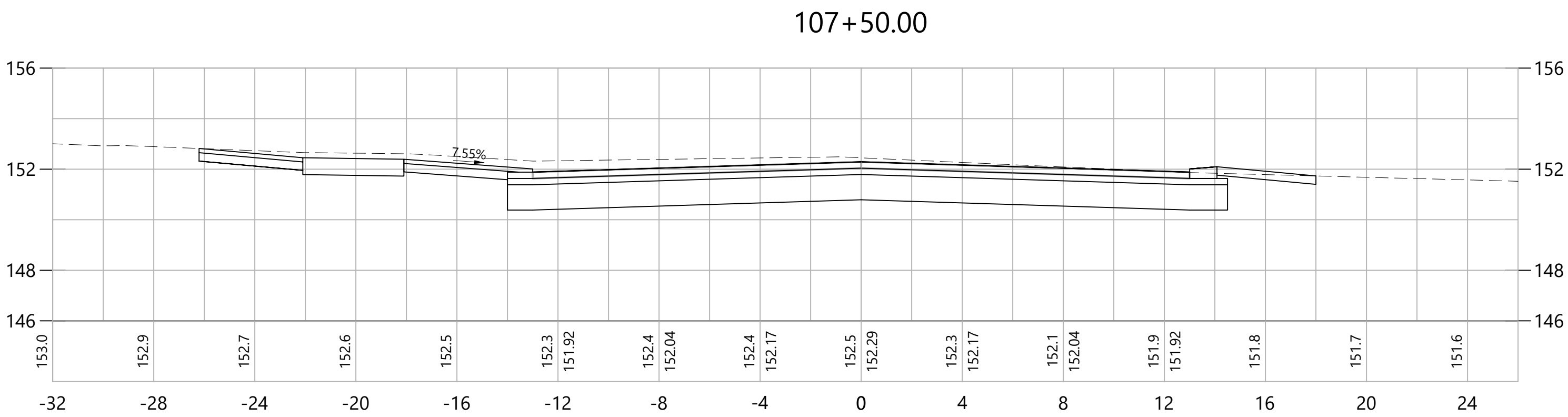
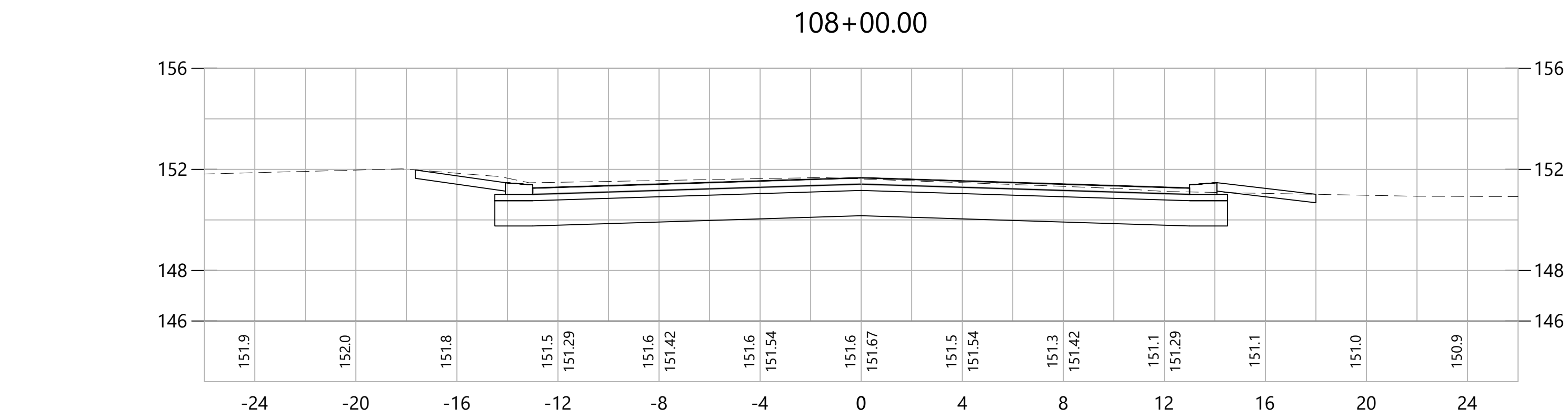
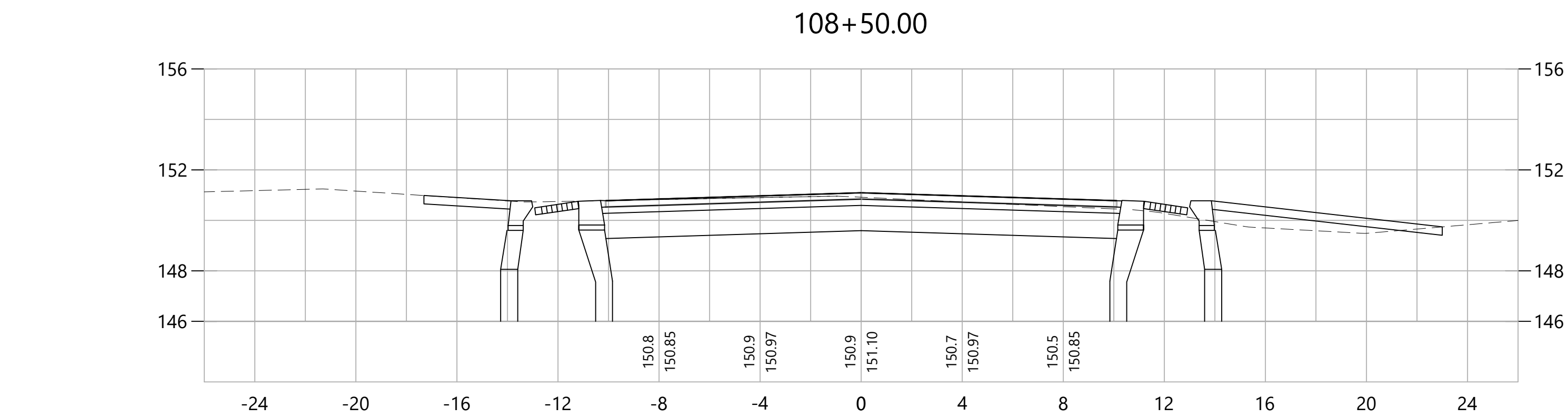
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PROJECT TITLE:
RECONSTRUCTION OF NEVERS ROAD
COMMUNITY CENTER TO SAND HILL ROAD
CADD FILENAME: CRO-NEVERS-4258100.DWG

TOWN:
SOUTH WINDSOR, CONNECTICUT
DRAWING TITLE:
CROSS SECTIONS
NEVERS ROAD


PROJECT NO.:
42581.00
DRAWING NO.:
CRO-04
SHEET NO.:
16 OF 28



REV.	DATE	DESCRIPTION REVISIONS	SHEET. NO.



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DRAFTER: JRE
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APPROVED BY: SON



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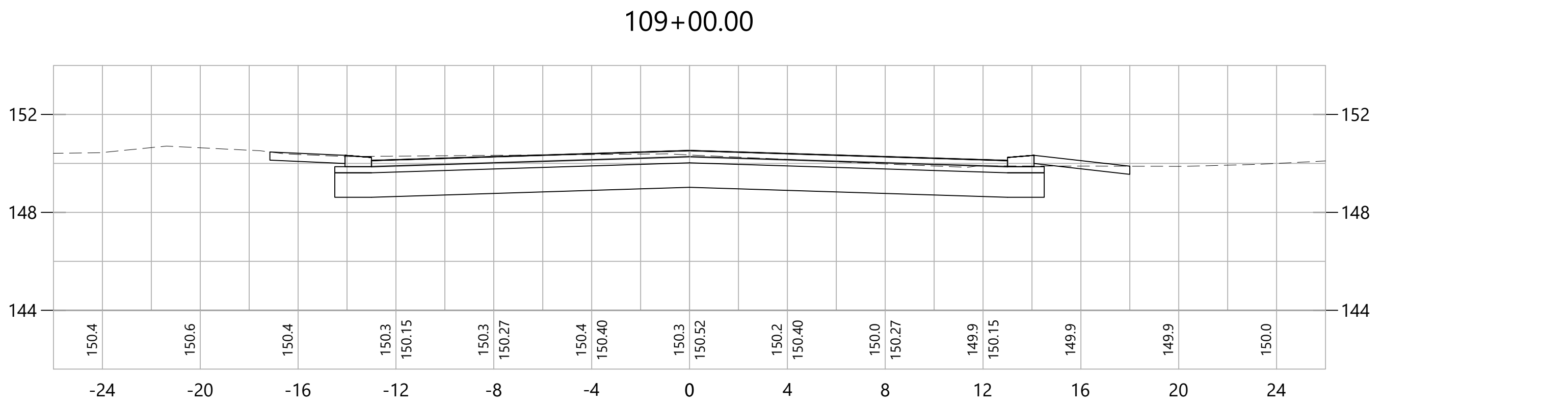
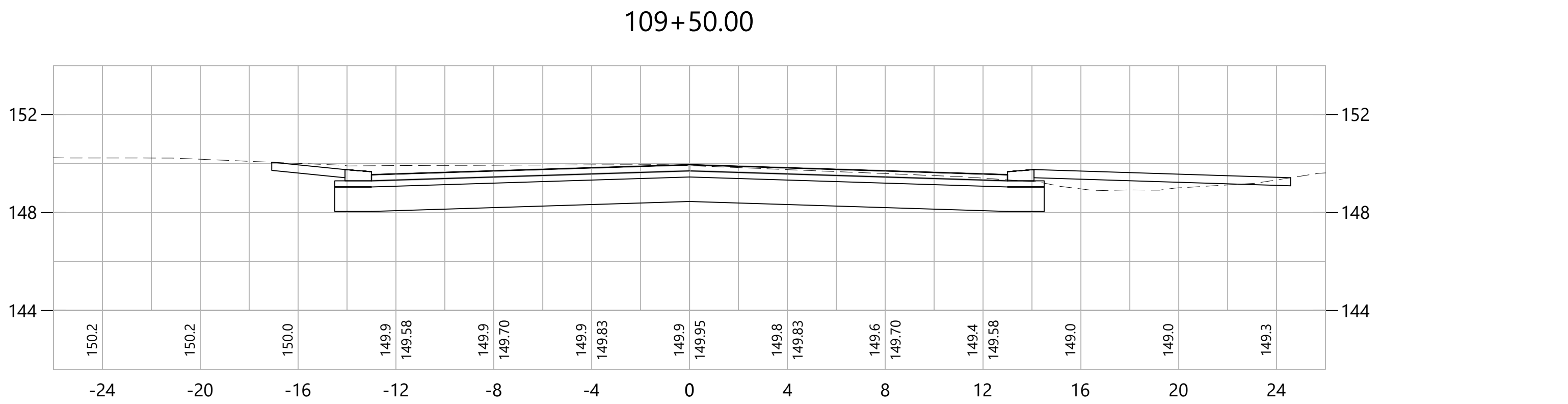
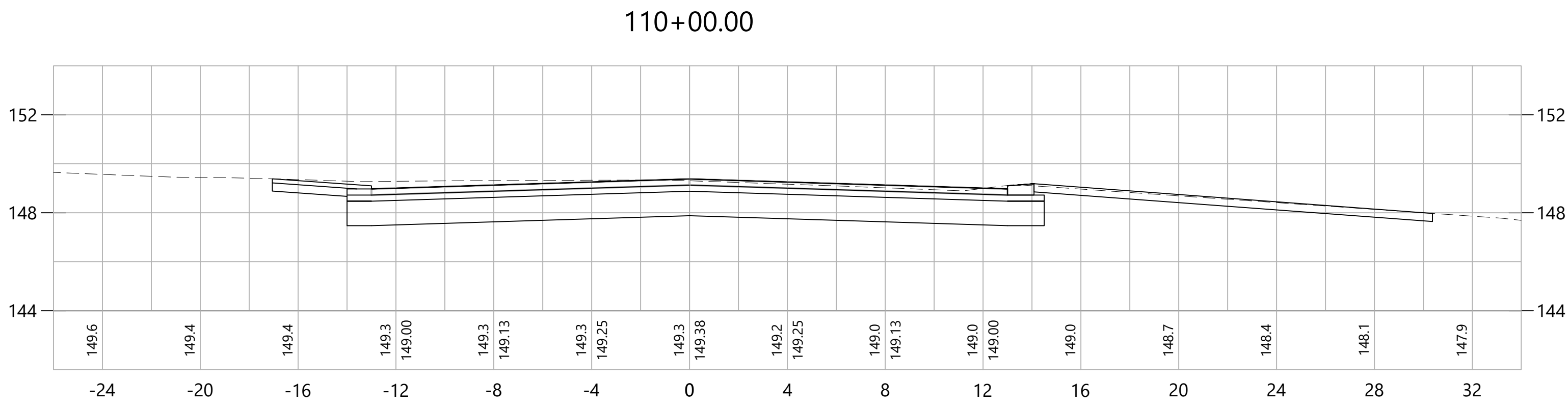
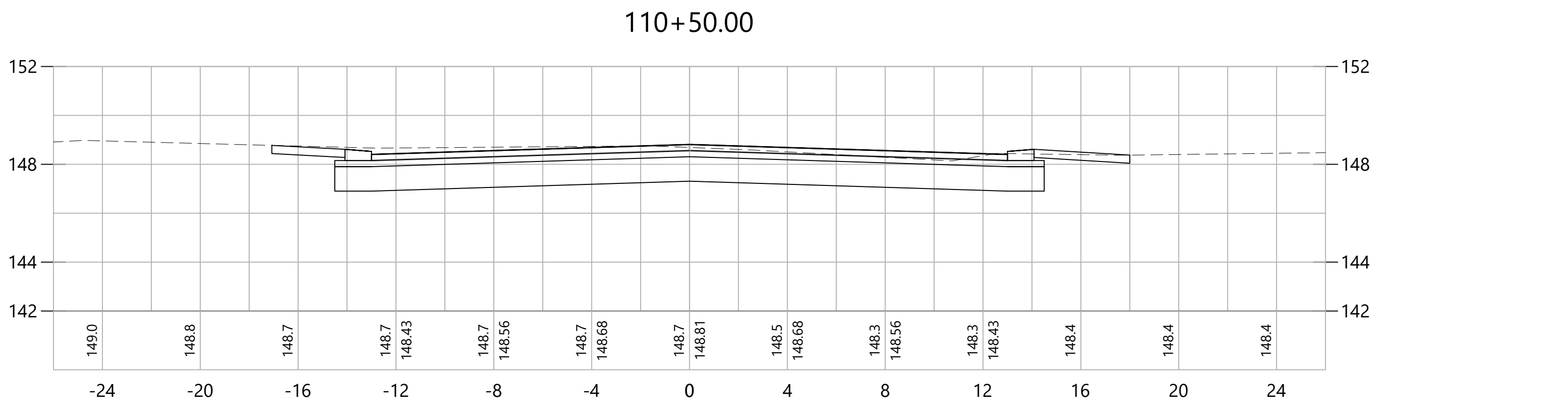
DATE: MAY, 2020



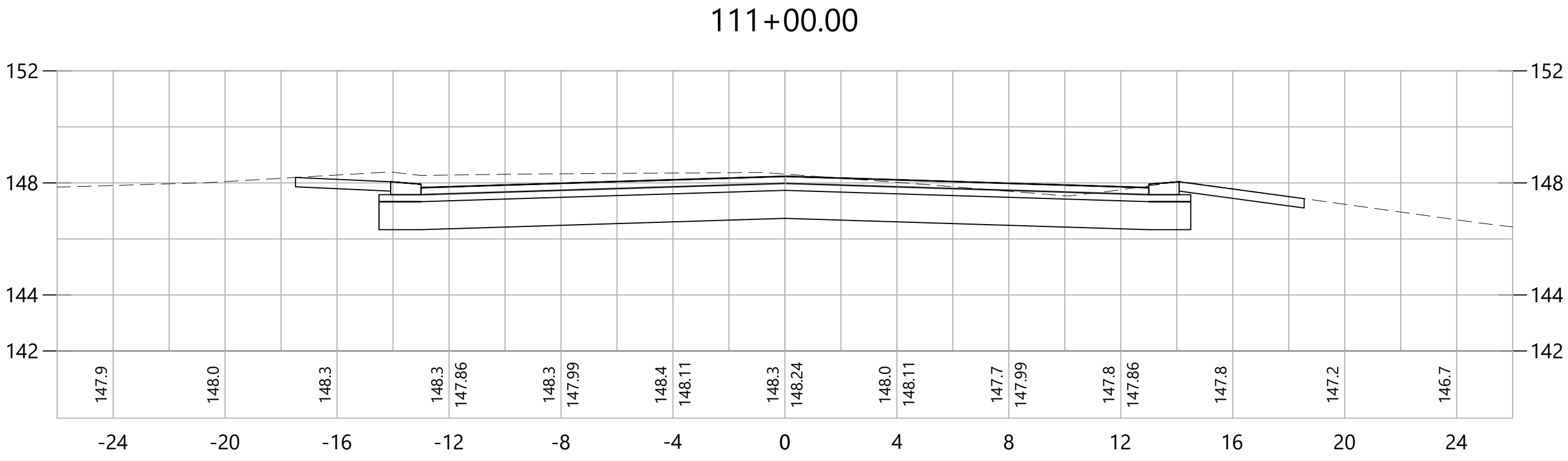
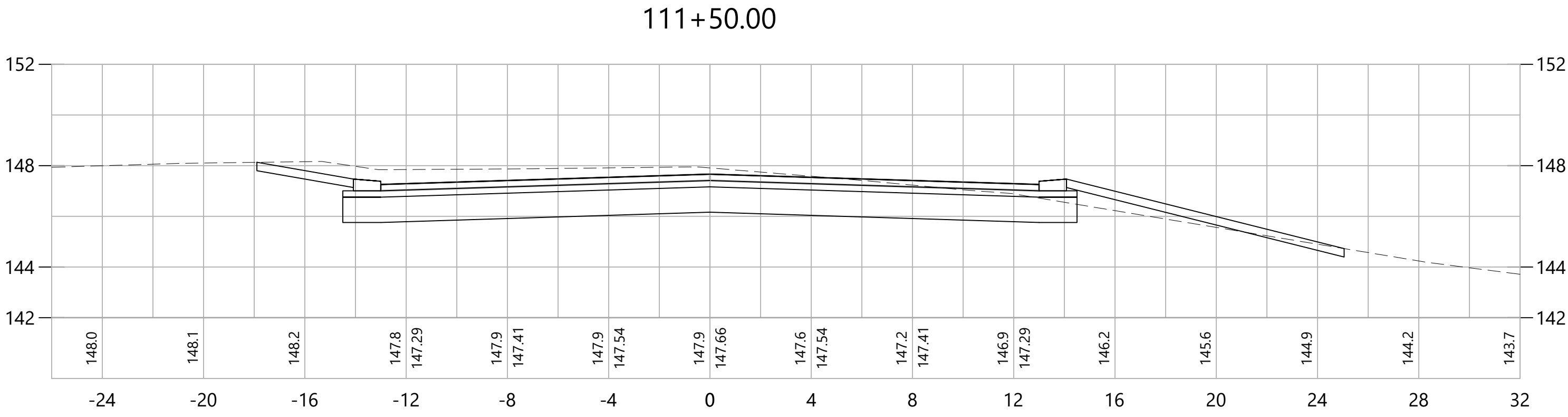
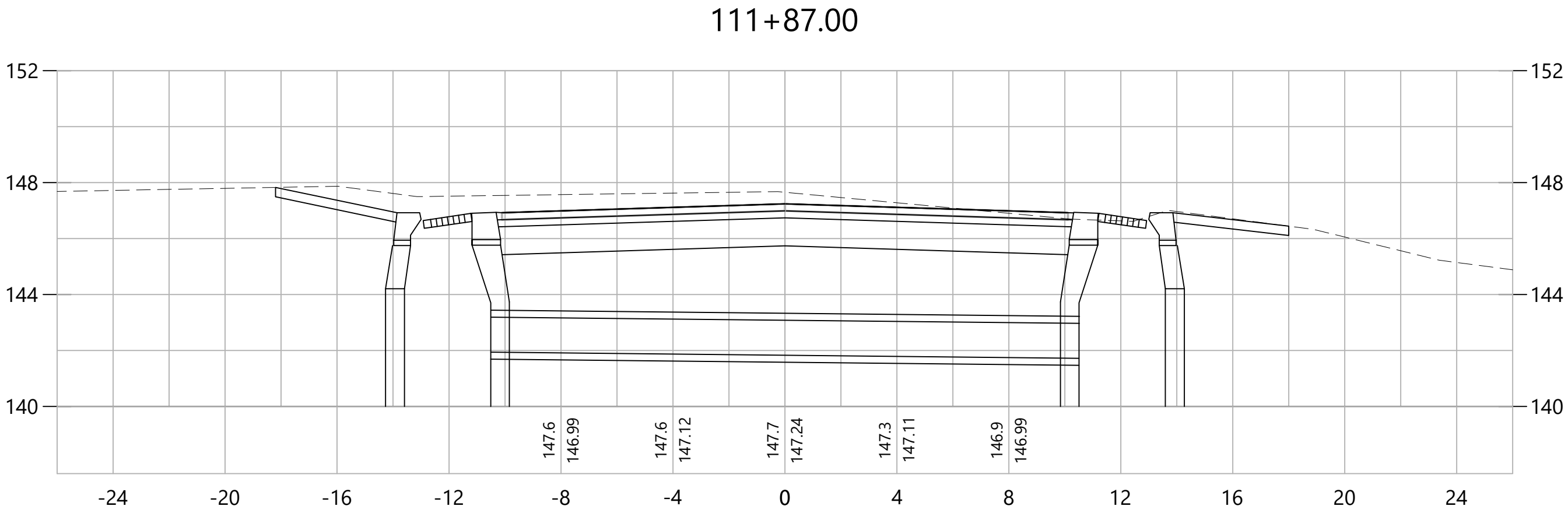
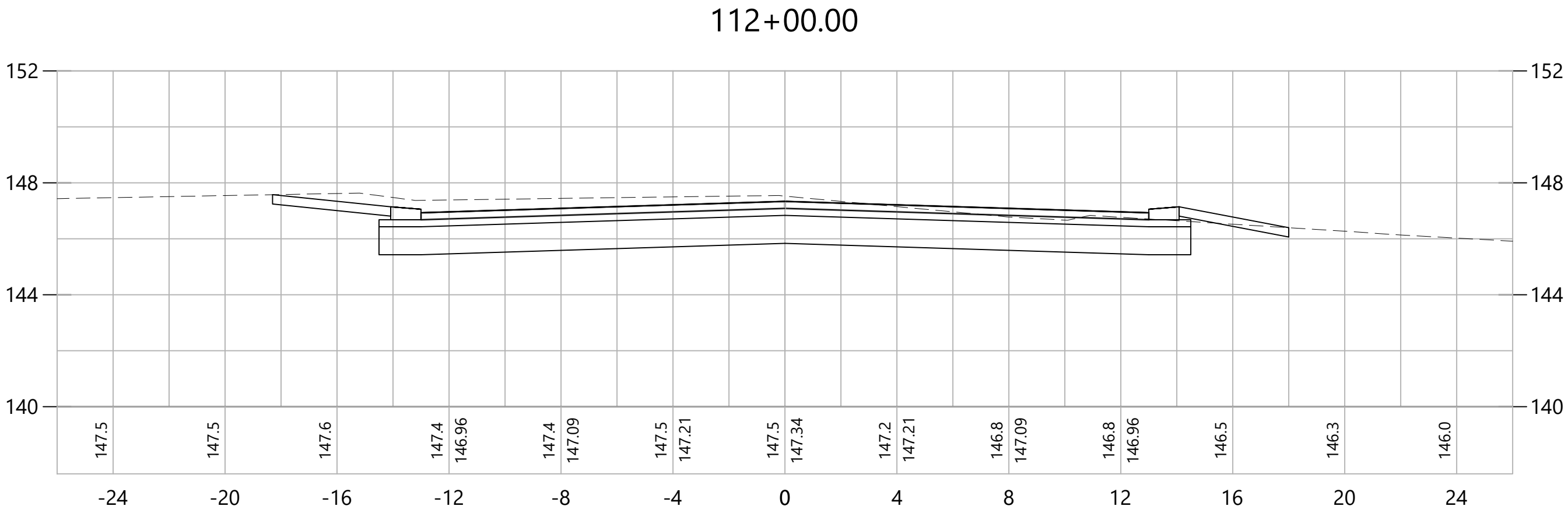
PROJECT TITLE:
RECONSTRUCTION OF NEVERS ROAD COMMUNITY CENTER TO SAND HILL ROAD
CADD FILENAME: CRO-NEVERS-4258100.DWG

TOWN:
SOUTH WINDSOR, CONNECTICUT
DRAWING TITLE:
CROSS SECTIONS NEVERS ROAD

PROJECT NO.:
42581.00
DRAWING NO.:
CRO-05
SHEET NO.:
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				<p>SCALE IN FEET</p>	DESIGNER: JRE		<p>Engineers Scientists Planners Designers</p>	<p>PROJECT TITLE: RECONSTRUCTION OF NEVERS ROAD COMMUNITY CENTER TO SAND HILL ROAD</p>	TOWN: SOUTH WINDSOR, CONNECTICUT	PROJECT NO.: 42581.00		
					DRAFTER: JRE					DRAWING NO.: CRO-06		
					CHECKED BY: BAA					SHEET NO.: 18 OF 28		
					APPROVED BY: SON					CADD FILENAME: CRO-NEVERS-4258100.DWG		
REV.	DATE	DESCRIPTION REVISIONS		SHEET. NO.								



REV.	DATE	DESCRIPTION REVISIONS	SHEET. NO.



DESIGNER: JRE
DRAFTER: JRE
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APPROVED BY: SON



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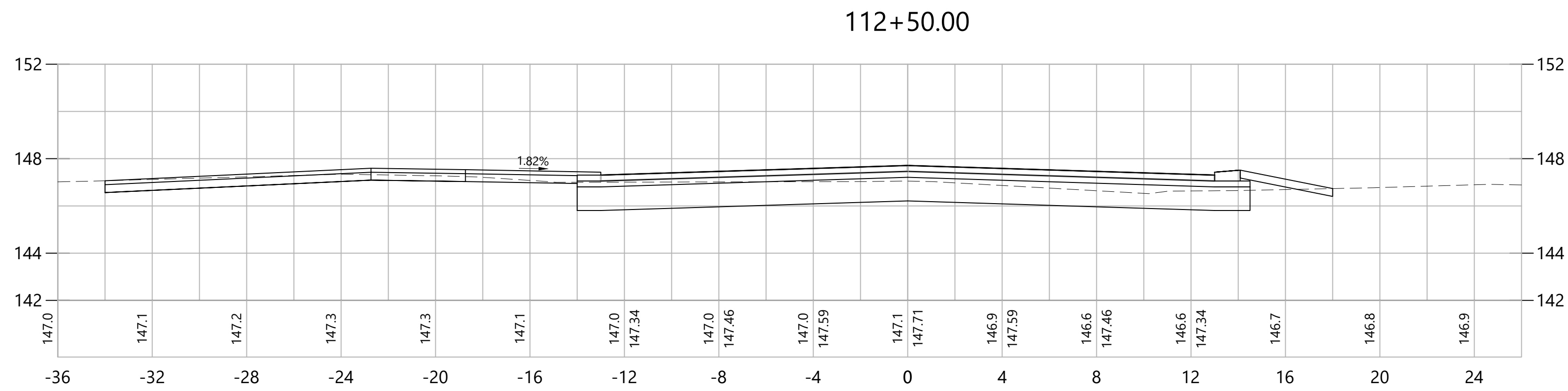
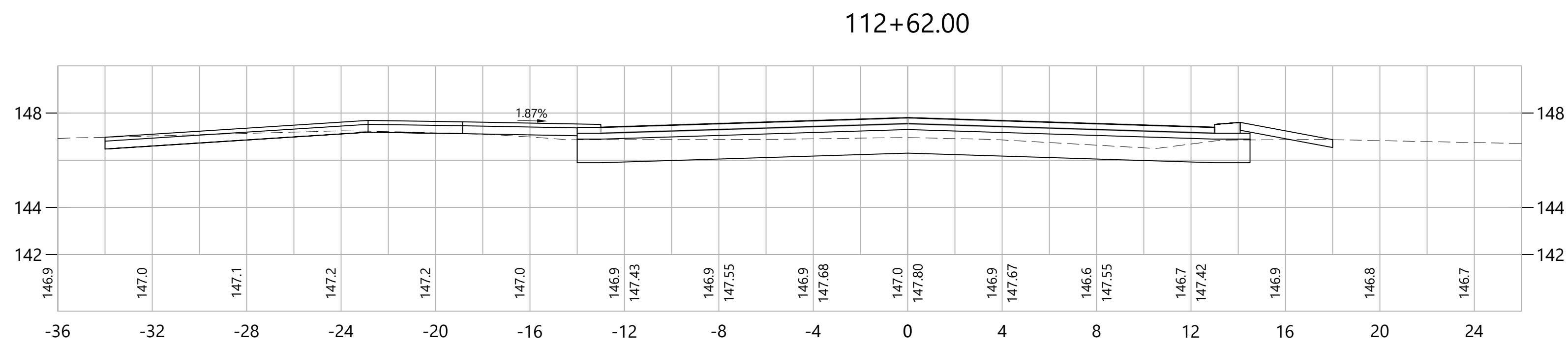
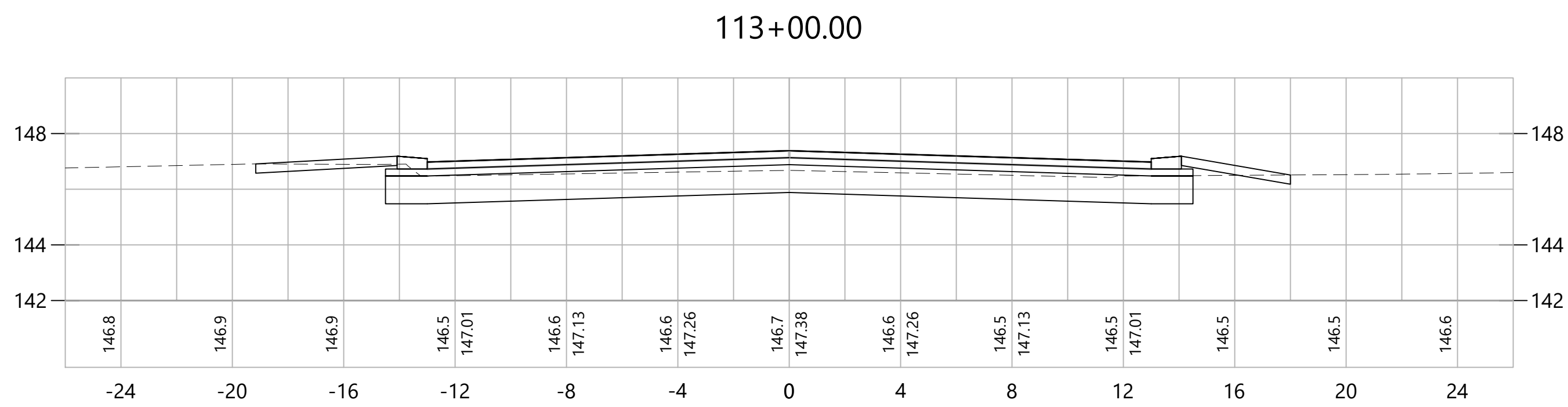
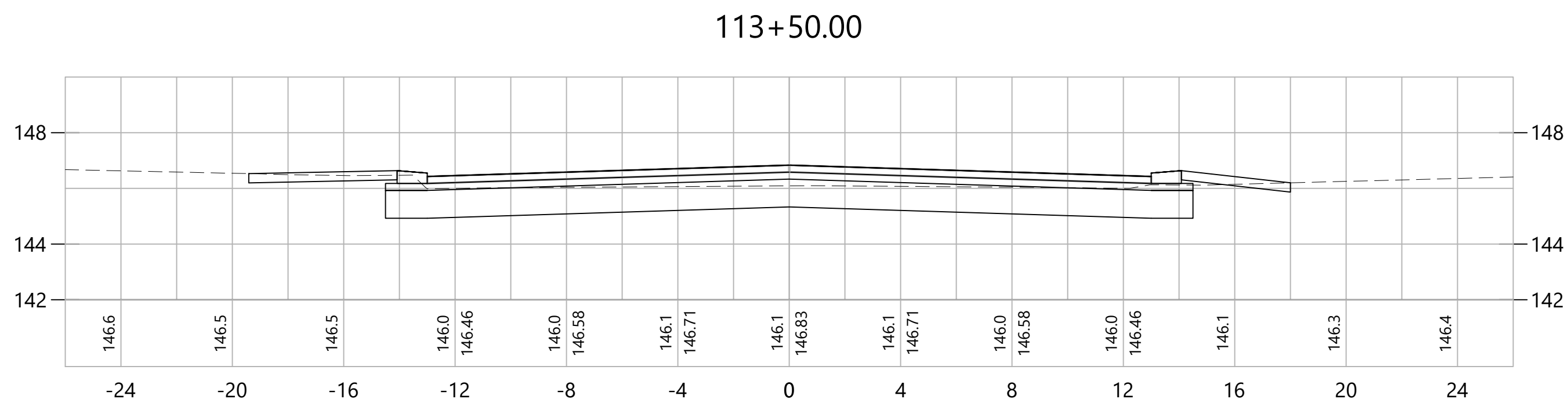
DATE: MAY, 2020



PROJECT TITLE:
RECONSTRUCTION OF NEVERS ROAD COMMUNITY CENTER TO SAND HILL ROAD
CADD FILENAME: CRO-NEVERS-4258100.DWG

TOWN:
SOUTH WINDSOR, CONNECTICUT
DRAWING TITLE:
CROSS SECTIONS NEVERS ROAD

PROJECT NO.:
42581.00
DRAWING NO.:
CRO-07
SHEET NO.:
19 OF 28



REV.	DATE	DESCRIPTION REVISIONS	SHEET. NO.



DESIGNER: JRE
DRAFTER: JRE
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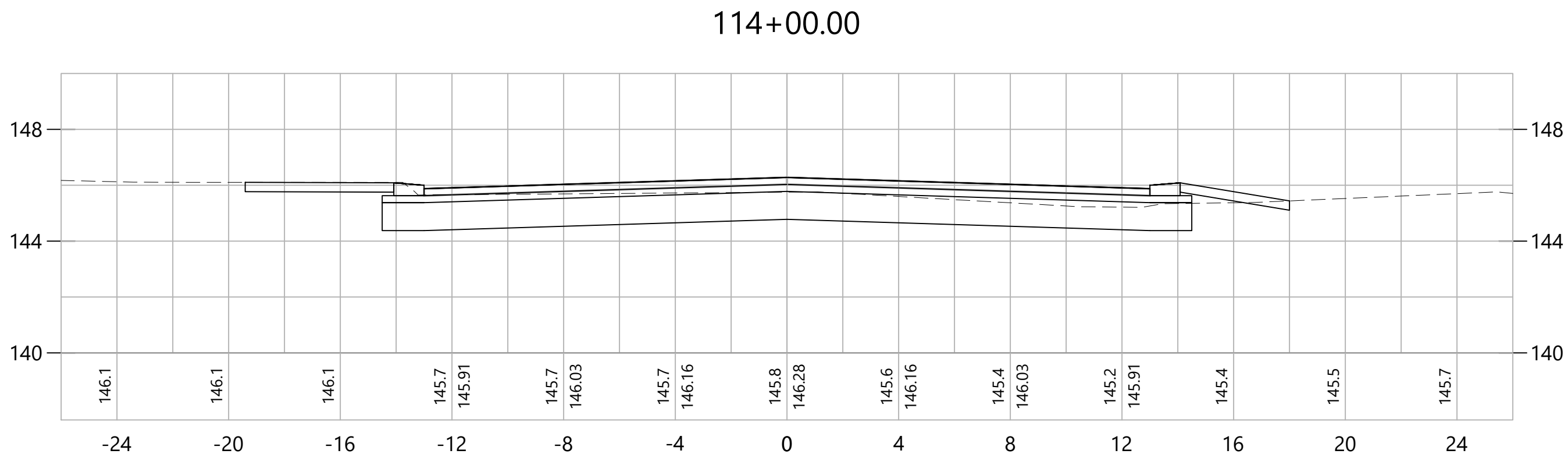
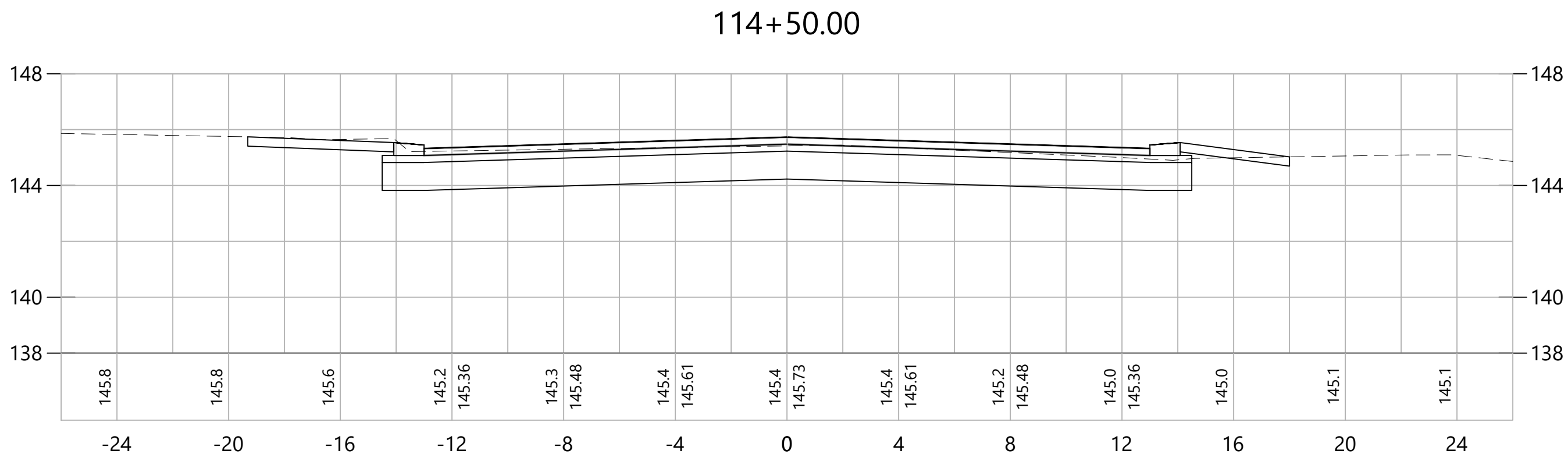
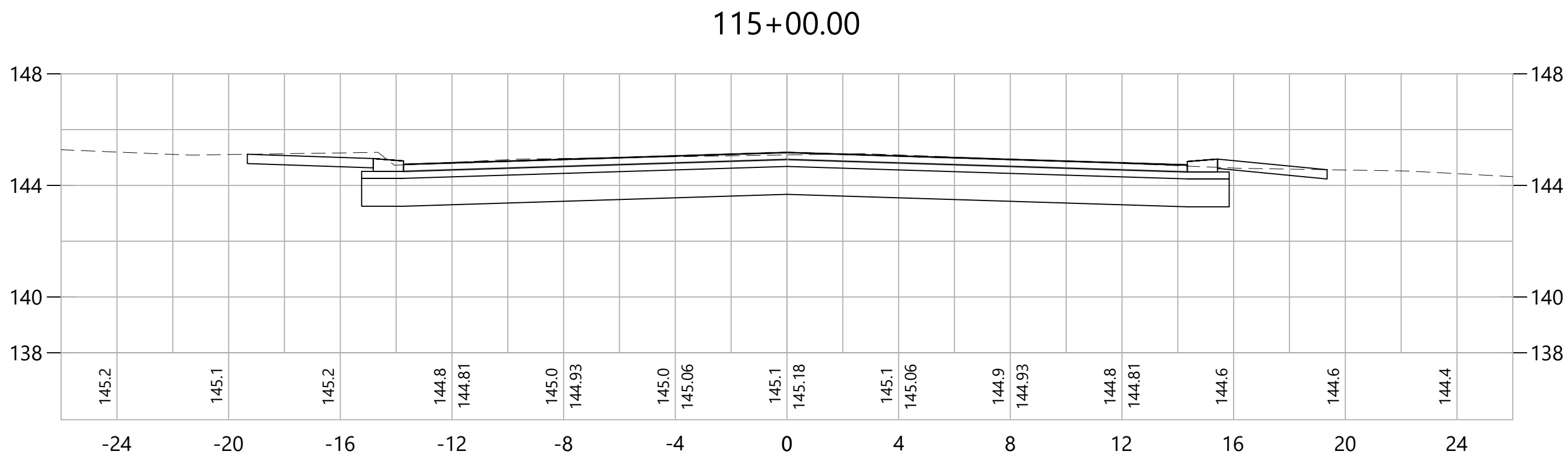
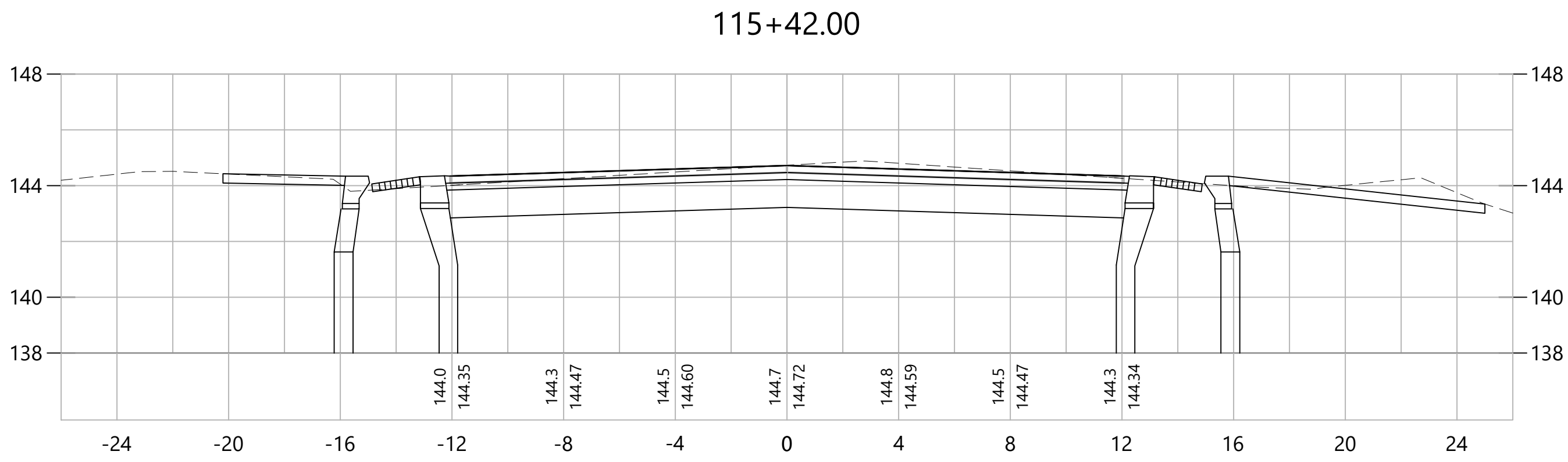
DATE: MAY, 2020



PROJECT TITLE:
RECONSTRUCTION OF NEVERS ROAD COMMUNITY CENTER TO SAND HILL ROAD
CADD FILENAME: CRO-NEVERS-4258100.DWG

TOWN:
SOUTH WINDSOR, CONNECTICUT
DRAWING TITLE:
CROSS SECTIONS NEVERS ROAD


PROJECT NO.:
42581.00
DRAWING NO.:
CRO-08
SHEET NO.:
20 OF 28



REV.	DATE	DESCRIPTION REVISIONS	SHEET. NO.



DESIGNER: JRE
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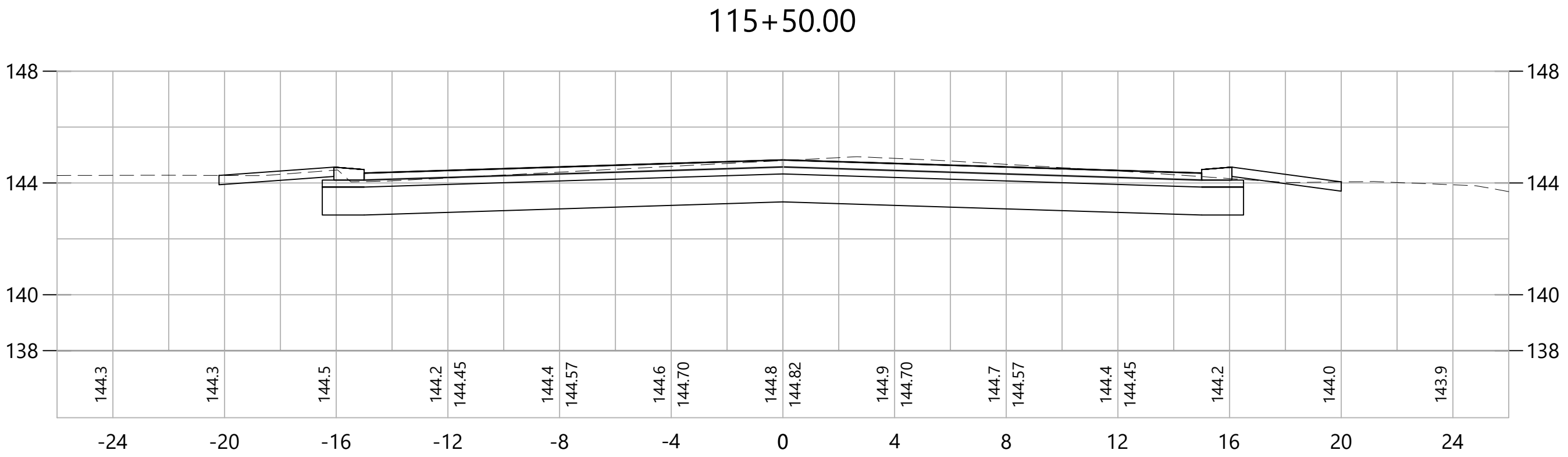
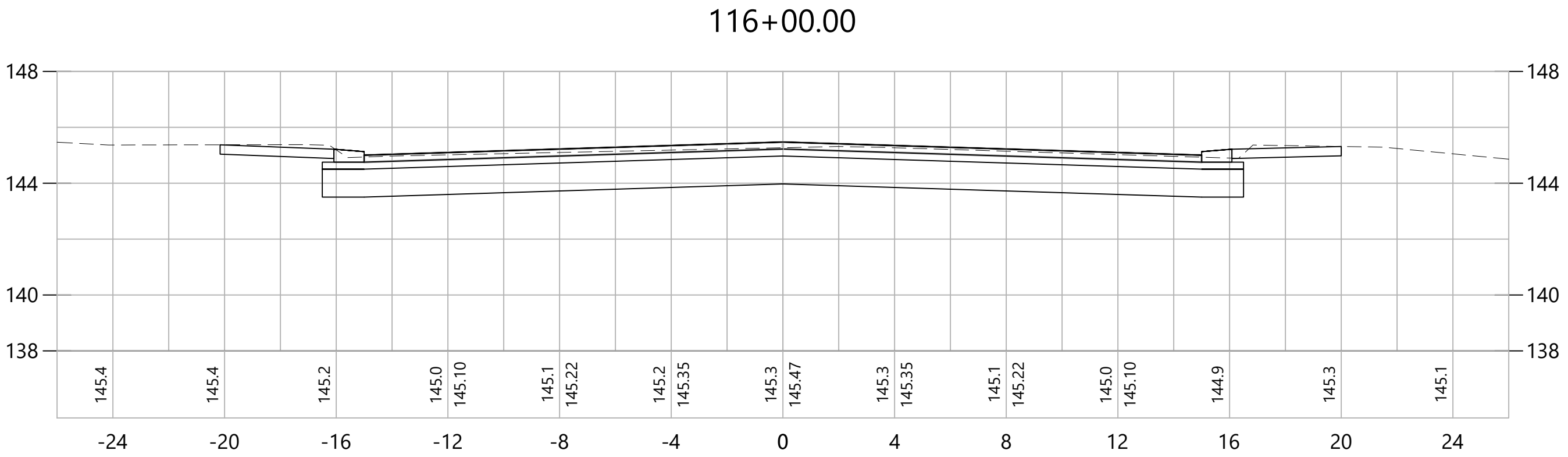
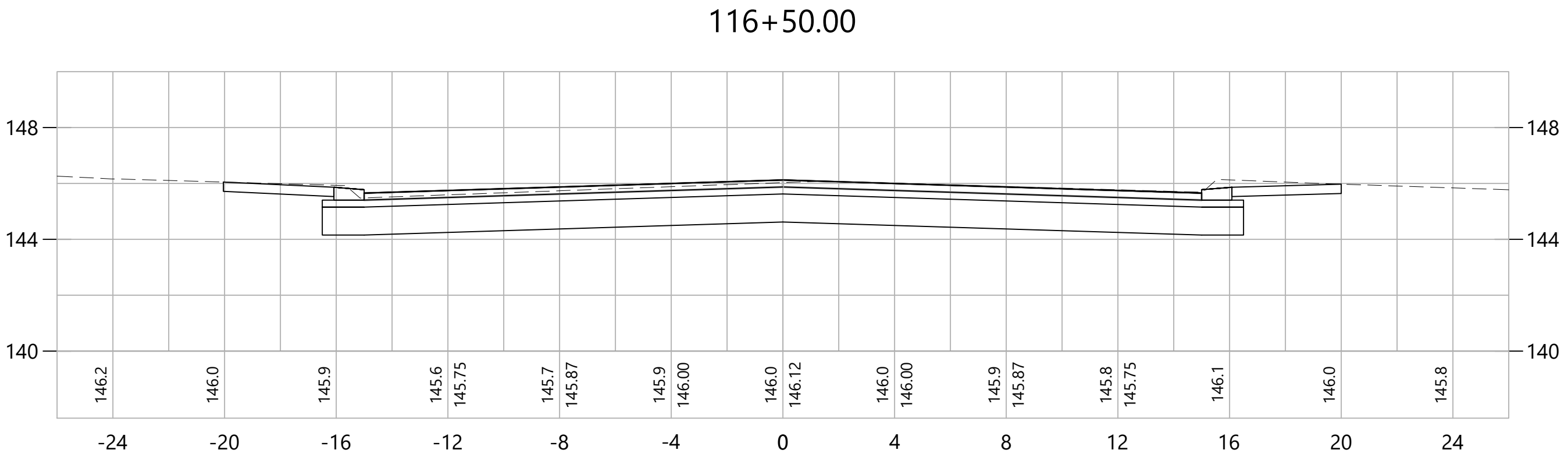
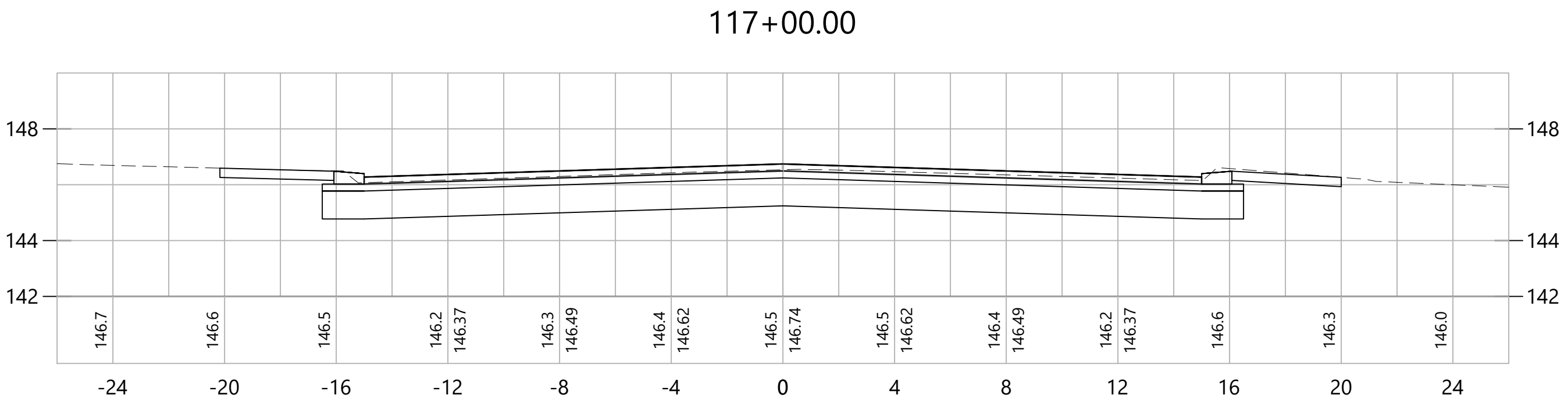
DATE: MAY, 2020



PROJECT TITLE:
RECONSTRUCTION OF NEVERS ROAD COMMUNITY CENTER TO SAND HILL ROAD
CADD FILENAME: CRO-NEVERS-4258100.DWG

TOWN:
SOUTH WINDSOR, CONNECTICUT
DRAWING TITLE:
CROSS SECTIONS NEVERS ROAD


PROJECT NO.:
42581.00
DRAWING NO.:
CRO-09
SHEET NO.:
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REV.	DATE	DESCRIPTION REVISIONS	SHEET. NO.



DESIGNER: JRE
DRAFTER: JRE
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APPROVED BY: SON



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DATE: MAY, 2020



PROJECT TITLE:
RECONSTRUCTION OF NEVERS ROAD COMMUNITY CENTER TO SAND HILL ROAD
CADD FILENAME: CRO-NEVERS-4258100.DWG

TOWN:
SOUTH WINDSOR, CONNECTICUT
DRAWING TITLE:
CROSS SECTIONS NEVERS ROAD

PROJECT NO.:
42581.00
DRAWING NO.:
CRO-10
SHEET NO.:
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GENERAL

THIS PLAN PROPOSES EROSION CONTROL MEASURES TO HELP CONTROL ACCELERATED EROSION AND SEDIMENTATION AND REDUCE THE DANGER FROM STORM WATER RUNOFF AT THE SITE. THE RUNOFF SHALL BE CONTROLLED BY THE INTERCEPTION, DIVERSION, AND SAFE DISPOSAL OF PRECIPITATION. RUNOFF SHALL ALSO BE CONTROLLED BY STAGING CONSTRUCTION ACTIVITY AND PRESERVING NATURAL VEGETATION WHENEVER POSSIBLE. EXISTING VEGETATION SHALL BE PROTECTED AND ONLY THAT CLEARING AND GRUBBING ABSOLUTELY NECESSARY FOR THE PROPOSED CONSTRUCTION SHALL BE PERFORMED. ALL DISTURBED AREAS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION AND CONTOUR, UNLESS OTHERWISE INDICATED ON THE PLANS. THE CONTRACTOR SHALL TAKE SPECIAL CARE WITH HIS CONSTRUCTION METHODS AND SHALL COMPLY WITH THE FOLLOWING GUIDELINES. REFERENCE IS MADE TO THE "CONNECTICUT GUIDELINES FOR SOIL EROSION AND SEDIMENTATION CONTROL" (2002), AS AMENDED. THE GUIDELINES ARE OBTAINABLE FROM THE CONNECTICUT DEPARTMENT OF ENERGY AND ENVIRONMENTAL PROTECTION, 79 ELM STREET, HARTFORD, CONNECTICUT 06106, AND SHOULD BE USED AS A REFERENCE IN CONSTRUCTING THE EROSION AND SEDIMENTATION CONTROLS INDICATED ON THESE PLANS.

EROSION CONTROL

ALL AREAS SHALL BE PROTECTED FROM EROSION DURING AND AFTER CONSTRUCTION, PARTICULARLY THE STORAGE OF EXCAVATED OR STOCKPILED MATERIAL. THE CONTRACTOR SHALL CAREFULLY STRIP ALL TOPSOIL, LOAM, OR ORGANIC MATTER PRIOR TO TRENCHING OR OTHER OPERATIONS AND SHALL STORE THEM SEPARATELY FROM ALL OTHER MATERIALS DURING EXCAVATION. EACH STOCKPILE MUST BE ADEQUATELY RINGED WITH SEDIMENTATION CONTROL SYSTEM (I.E. HAY BALES AND/OR GEOTEXTILE FENCE). DEBRIS AND OTHER WASTE RESULTING FROM EQUIPMENT MAINTENANCE AND CONSTRUCTION WILL NOT BE DISCARDED ON SITE. STABILIZING OF SLOPES SHALL BE DONE IMMEDIATELY AFTER CONSTRUCTION OF SLOPES. SLOPES STEEPER THAN 3:1 SHALL BE PROTECTED WITH EROSION CONTROL MATTING. THIS MATTING IS MANUFACTURED COMBINATIONS OF MULCH AND NETTING AND SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. ALL OTHER AREAS SHALL BE MULCHED WITH HAY OR STRAW AT A RATE OF 2 TO 3 TONS PER ACRE. STRAW OR HAY MULCH MUST BE ANCHORED IMMEDIATELY AFTER SPREADING TO PREVENT WINDBLOWING. THE METHODS RECOMMENDED BY THE "CONNECTICUT GUIDELINES FOR SOIL EROSION AND SEDIMENTATION CONTROL" SHALL BE USED FOR THE ANCHORING OF MULCH OR NETTING.

EROSION AND SEDIMENTATION CONTROL PLAN

AN EROSION AND SEDIMENTATION CONTROL PLAN MUST BE SUBMITTED IN WRITING TO THE ENGINEER AND APPROVED BY THE ENGINEER PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES. SEDIMENTATION CONTROL SYSTEM - THE SEDIMENTATION CONTROL SYSTEM SHALL CONSIST OF A GEOTEXTILE BARRIER FENCE. THE SEDIMENTATION CONTROL SYSTEM SHALL BE INSTALLED IMMEDIATELY AFTER A CUT SLOPE HAS BEEN GRADED, BEFORE A FILL SLOPE HAS BEEN CREATED AND AS INDICATED ON THE PLANS. THE SYSTEM IS DESIGNED TO INTERCEPT SILT AND SEDIMENT BEFORE IT REACHES THE WETLANDS OR WATERCOURSES. DEPOSITS OF SEDIMENT AND SILT ARE TO BE PERIODICALLY REMOVED FROM THE UPSTREAM SIDE OF THE FENCE. THIS MATERIAL IS TO BE SPREAD AND STABILIZED IN AREAS NOT SUBJECT TO EROSION, OR IN AREAS WHICH ARE NOT TO BE PAVED OR BUILT ON. THE SEDIMENTATION CONTROL SYSTEM IS TO BE REPLACED AS NECESSARY TO PROVIDE PROPER FILTERING ACTION. THE SYSTEM IS TO REMAIN IN PLACE AND BE MAINTAINED TO INSURE EFFICIENT SILTATION CONTROL UNTIL ALL AREAS ABOVE THE FENCE ARE STABILIZED AND VEGETATION HAS BEEN ESTABLISHED.

STACKED HAY BALES - HAY OR STRAW BALES USED FOR EROSION CONTROL SHALL BE STACKED AT CATCH BASINS WHERE SEDIMENT MAY ENTER THE CATCH BASIN OR AS DIRECTED BY THE ENGINEER. DEPOSITS OF SEDIMENT AND SILT ARE TO BE PERIODICALLY REMOVED FROM THE UPSTREAM SIDE OF THE EROSION CHECKS. THIS MATERIAL IS TO BE SPREAD AND STABILIZED IN AREAS NOT SUBJECT TO EROSION, OR IN AREAS WHICH ARE NOT TO BE PAVED OR BUILT ON. HAY OR STRAW BALES ARE TO BE REPLACED AS NECESSARY TO PROVIDE PROPER FILTERING ACTION. THE SYSTEM IS TO REMAIN IN PLACE AND BE MAINTAINED TO INSURE EFFICIENT SILTATION CONTROL UNTIL ALL AREAS ABOVE THE EROSION CHECKS ARE STABILIZED AND VEGETATION HAS BEEN ESTABLISHED.

IN ALL AREAS, REMOVAL OF TREES, BUSHES, AND OTHER VEGETATION, AND DISTURBANCE OF THE SOIL, IS TO BE KEPT TO AN ABSOLUTE MINIMUM WHILE ALLOWING PROPER DEVELOPMENT OF THE SITE.

DURING CONSTRUCTION, AS SMALL AN AREA OF SOIL AS POSSIBLE SHOULD BE EXPOSED FOR AS SHORT A TIME AS POSSIBLE. AFTER CONSTRUCTION, GRADE, RESPREAD TOPSOIL, AND STABILIZE SOIL BY SEEDING AND MULCHING AS TO PREVENT EROSION.

EROSION AND SEDIMENTATION CONTROL MAINTENANCE PROCEDURES

ALL EROSION AND SEDIMENTATION CONTROL DEVICES SHALL BE INSPECTED DURING CONSTRUCTION ON A DAILY BASIS AND FOLLOWING ALL STORMS BY THE RESIDENT ENGINEER. THE CONTRACTOR SHALL MAINTAIN AND MAKE REPAIRS AND REMOVE SEDIMENT AS REQUESTED BY THE ENGINEER. THIS WORK SHALL BE PERFORMED WITHIN 24 HOURS OF THE REQUEST AND THERE SHALL BE NO SEPARATE PAYMENT FOR THIS WORK.

THE CONTRACTOR SHALL CLEAN SEDIMENT AND DEBRIS FROM ALL DRAINAGE STRUCTURES, AND PIPES AT THE COMPLETION OF CONSTRUCTION, AND AS REQUESTED BY THE ENGINEER TO KEEP THE SYSTEM FUNCTIONING PROPERLY DURING CONSTRUCTION.

FOLLOWING COMPLETION OF CONSTRUCTION, THE CONTRACTOR SHALL REPAIR ALL ERODED AREAS AND ENSURE A GOOD STAND OF TURF IS ESTABLISHED THROUGHOUT. THE CONTRACTOR SHALL REPAIR ALL ERODED OR DISPLACED RIPRAP, AND CLEAN SEDIMENT COVERED STONES.

ALL APPROPRIATE EROSION AND SEDIMENT CONTROL MEASURES SHOULD BE ESTABLISHED PRIOR TO AND BE MAINTAINED THROUGH ALL CONSTRUCTION PHASES.

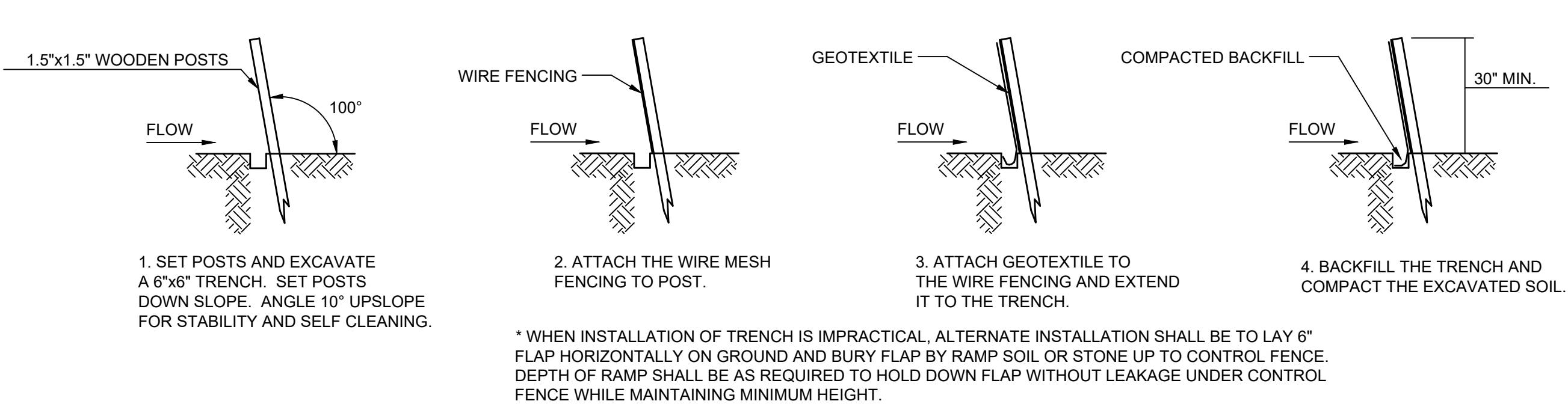
WETLAND IMPACTS & DISTURBANCE

EQUIPMENT OPERATING IN WETLANDS: OPERATION OF EQUIPMENT IN WETLAND AREAS IS GENERALLY NOT ALLOWED AND MUST BE APPROVED IN ADVANCE. ANY EQUIPMENT OPERATING IN WETLAND AREAS SHALL BE LOW GROUND PRESSURE (LESS THAN 3 PSI) OR SHALL BE SET ON TEMPORARY FILL OR MATTING. TEMPORARY FILL, TIMBER MATTING OR OTHER MATTING MUST BE APPROVED IN ADVANCE AND WILL NOT BE PAID SEPARATELY, BUT SHALL BE INCLUDED IN THE GENERAL COST OF OTHER RELATED WORK ITEMS.

TEMPORARY FILL: PLACEMENT OF TEMPORARY FILL (SOIL, RIP RAP, ETC.) IN WETLAND AREAS THAT IS NOT SPECIFICALLY SHOWN ON THE CONTRACT DRAWINGS IS GENERALLY NOT ALLOWED AND MUST BE APPROVED IN ADVANCE. ANY TEMPORARY FILL APPROVED FOR PLACEMENT, SHALL BE PLACED ON GEOTEXTILE LAID ON THE PRE-CONSTRUCTION WETLAND GRADE. UNCONFINED TEMPORARY FILL THAT IS PLACED IN FLOWING WATER SHALL BE ONLY CLEAN WASHED STONE.

WETLAND DISTURBANCE: ONLY THOSE WETLAND AREAS SPECIFICALLY SHOWN ON THE CONTRACT DRAWINGS OR INCLUDED IN APPROVED PERMITS TO BE DISTURBED, OR ADDITIONAL AREAS SPECIFICALLY APPROVED AS ABSOLUTELY NECESSARY TO COMPLETE THE PROPOSED WORK, SHALL BE DISTURBED.

WETLAND & WETLAND FRINGE AREA RESTORATION: ALL DISTURBED WETLAND AND WETLAND FRINGE AREAS SHALL BE RESTORED WITH A WETLAND SEED MIX OR WETLAND TRANSITIONAL SEED MIX CONTAINING ONLY SPECIES NATIVE TO CONNECTICUT. ALL SEED MIX FOR WETLAND OR WETLAND FRINGE (TRANSITIONAL) AREAS MUST BE SUBMITTED AND APPROVED IN ADVANCE. THIS WORK SHALL NOT BE PAID SEPARATELY, BUT SHALL BE INCLUDED IN THE GENERAL COST OF OTHER RELATED WORK ITEMS.



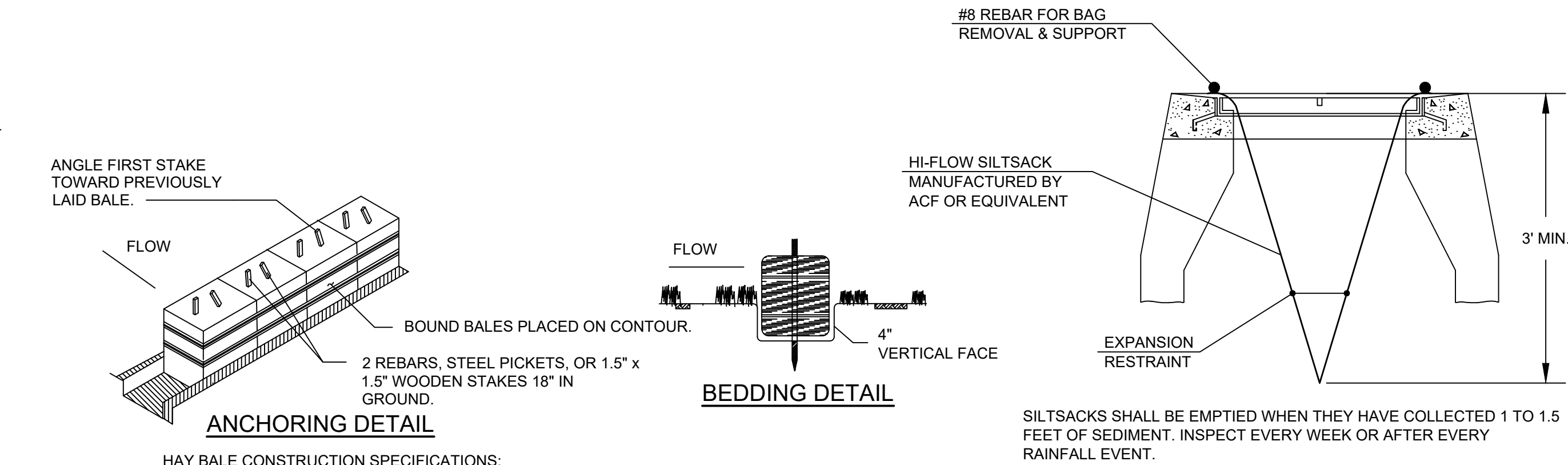
GEOTEXTILE FENCE SYSTEM

N.T.S.

REFER TO PAGE 5-11-35 "CONNECTICUT GUIDELINES FOR SOIL EROSION AND SEDIMENTATION CONTROL" AND PAGE 55 "ON-SITE MITIGATION FOR CONSTRUCTION ACTIVITIES".

SEDIMENTATION CONTROL SYSTEM INSTALLATION

N.T.S.



ANCHORING DETAIL

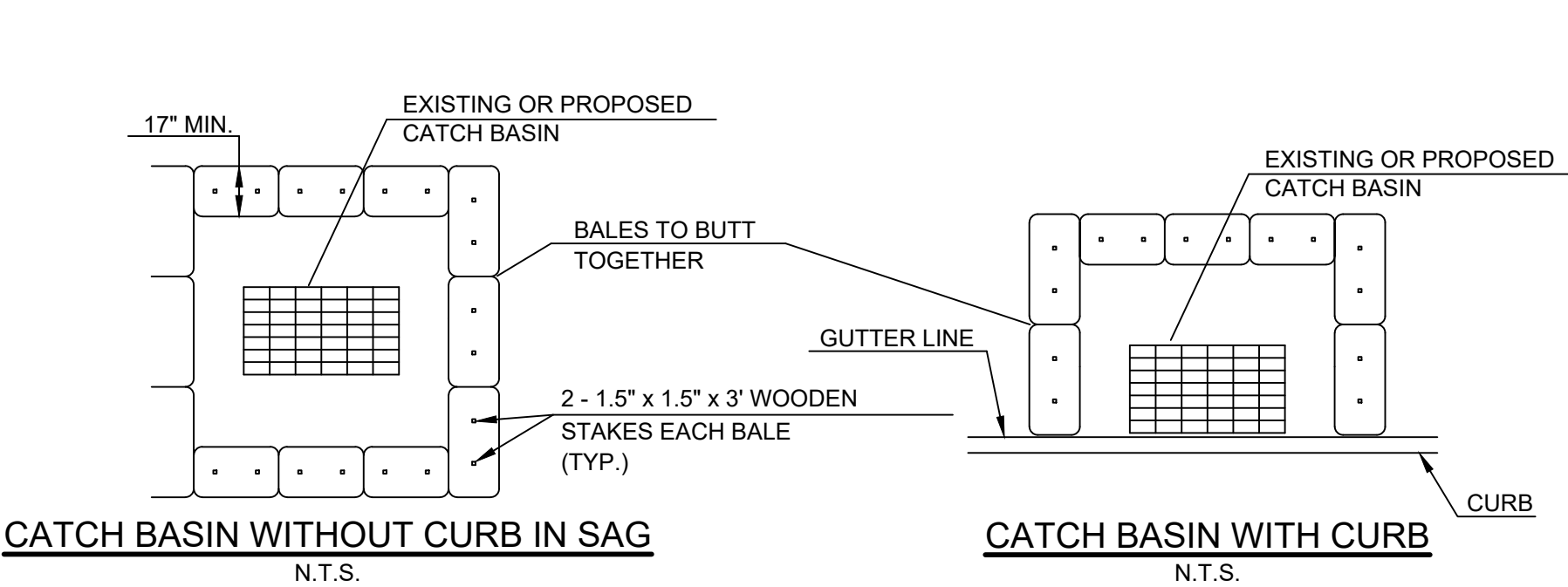
HAY BALE CONSTRUCTION SPECIFICATIONS:

1. HAY BALES SHALL BE PLACED AROUND NEWLY INSTALLED CATCH BASINS IN SAGS AND DROP INLETS TO PREVENT SEDIMENTATION AND OTHER DEBRIS FROM ACCUMULATING ON THE GRATE OR IN THE SUMP. HAY BALES SHOULD BE KEPT CLEAN AND FREE OF DEBRIS TO FACILITATE FLOW.
2. EACH BALE SHALL BE EMBEDDED IN THE SOIL A MINIMUM OF 4", AND PLACED SO THE BINDINGS ARE HORIZONTAL.
3. BALES SHALL BE SECURELY ANCHORED IN PLACE BY EITHER TWO STAKES OR REBARS DRIVEN THROUGH THE BALE. THE FIRST STAKE SHALL BE DRIVEN TOWARD THE PREVIOUSLY LAID BALE AT AN ANGLE TO FORCE THE BALES TOGETHER. STAKES SHALL BE DRIVEN FLUSH WITH THE BALE.
4. INSPECTION SHALL BE FREQUENT AND REPAIR REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED.
5. BALES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFULNESS SO AS NOT TO BLOCK OR IMPEDE STORM FLOW OR DRAINAGE.

REFER TO PAGE 5-11-30 "CONNECTICUT GUIDELINES FOR SOIL EROSION AND SEDIMENTATION CONTROL" AND PAGE 53 "ON-SITE MITIGATION FOR CONSTRUCTION ACTIVITIES".

HAY BALE DETAIL

N.T.S.



CATCH BASIN WITHOUT CURB IN SAG

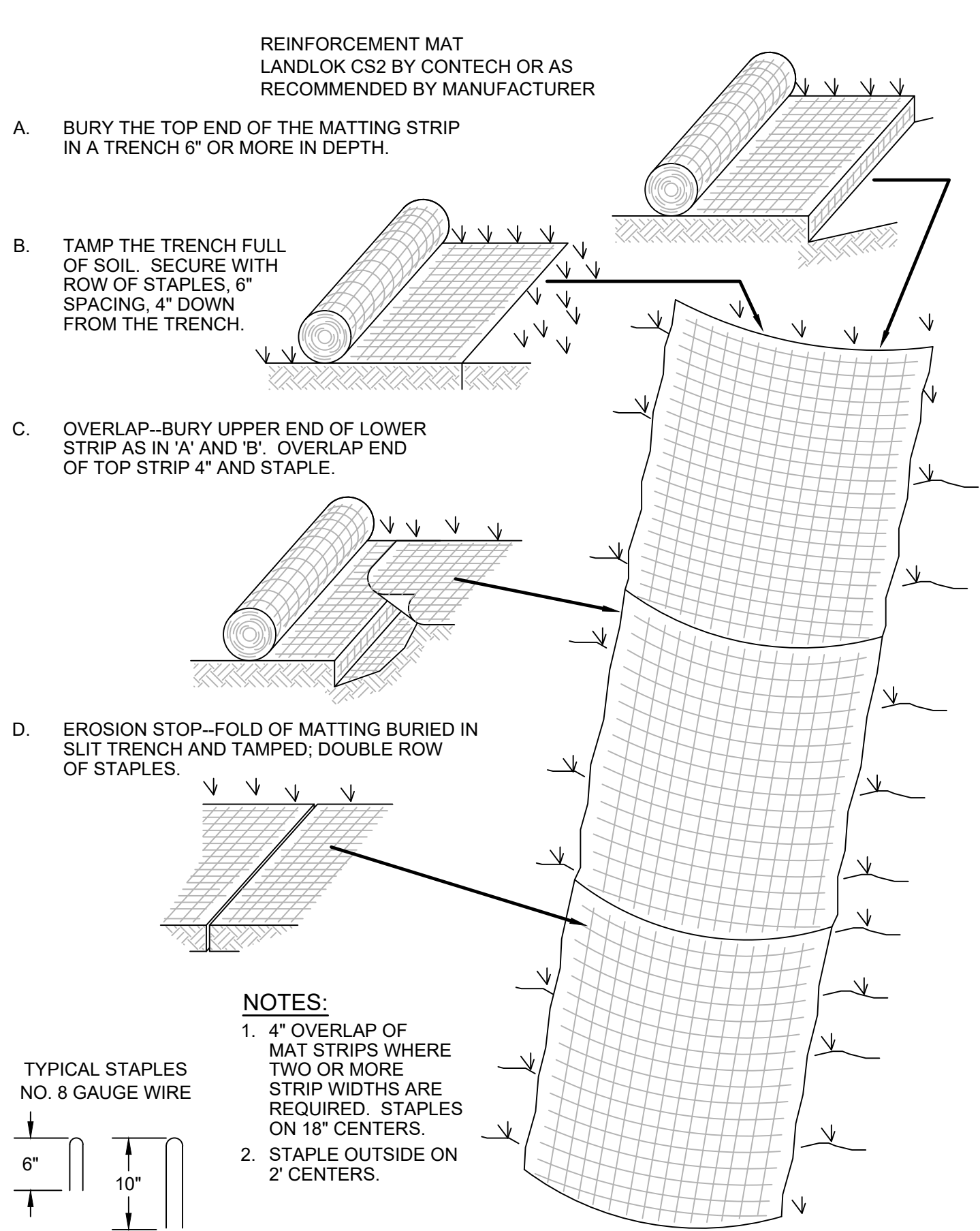
N.T.S.

CATCH BASIN WITH CURB

N.T.S.

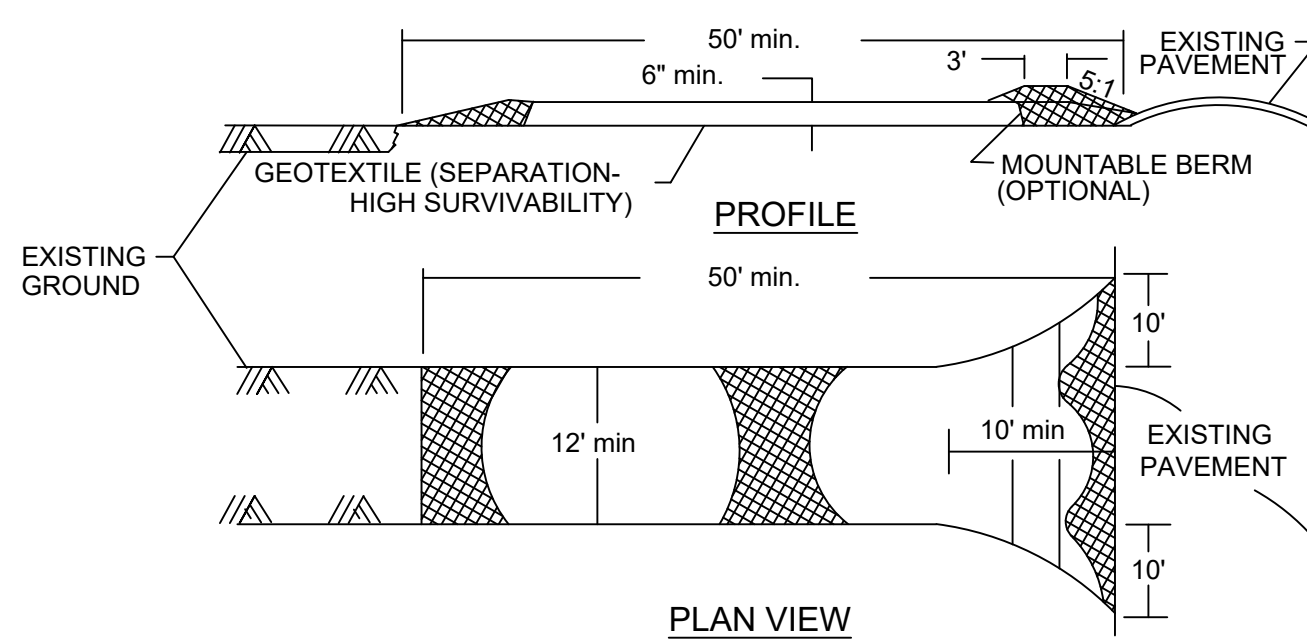
SEDIMENTATION CONTROL DETAILS

N.T.S.



STEEP SLOPE TREATMENT DETAIL

N.T.S.



PLAN VIEW

REFER TO PAGE 5-12-2 "CONNECTICUT GUIDELINES FOR SOIL EROSION AND SEDIMENTATION CONTROL" AND PAGE 50 "ON-SITE MITIGATION FOR CONSTRUCTION ACTIVITIES".

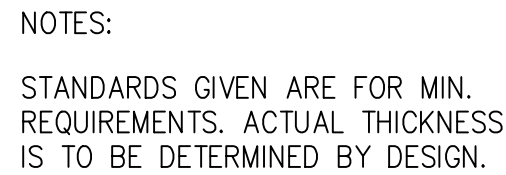
CONSTRUCTION SPECIFICATION:

1. STONE SIZE - USE 2" STONE, OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT.
2. LENGTH - AS REQUIRED, BUT NOT LESS THAN 50 FT (EXCEPT ON A SINGLE RESIDENCE LOT WHERE A 30' MINIMUM LENGTH WOULD APPLY).
3. THICKNESS - NOT LESS THAN 6".
4. WIDTH - 12" MINIMUM, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS OR EGRESS OCCURS.
5. GEOTEXTILE - WILL BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING OF STONE. GEOTEXTILE WILL NOT BE REQUIRED ON A SINGLE FAMILY RESIDENCE LOT.
6. SURFACE WATER - ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIPED ACROSS THE ENTRANCE. IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM WITH 5:1 SLOPES WILL BE PERMITTED.
7. MAINTENANCE - THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAYS. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHT-OF-WAYS MUST BE REMOVED IMMEDIATELY.
8. WASHING - WHEELS SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE AND WHICH DRAINS INTO AN APPROVED SETTLING AREA SIZED TO HOLD THE VOLUME OF WATER USED DURING ANY 2-HOUR PERIOD.
9. PERIODIC INSPECTION AND NECESSARY MAINTENANCE SHALL BE PROVIDED AFTER EACH RAINFALL.

STABILIZED CONSTRUCTION ENTRANCE

N.T.S.

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FILTER FABRIC SHALL BE NONWOVEN
AND SHALL MEET AASHTO M288-00, CLASS 2

DIMENSIONS								
DIA.	A	B	C	D	E	F	R-1	R-2
12"	4"	2'-0"	6'-0 3/8"	6'-0 3/8"	2'-0"	1'-7 15/16"	1'-0 1/4"	9"
15"	6"	2'-3"	3'-10"	6'-1"	2'-6"	2'-0 5/16"	1'-0 1/2"	11"
18"	9"	2'-3"	3'-10"	6'-1"	3'-0"	2'-5"	1'-3 1/2"	1'-0"
24"	9 1/2"	3'-7 1/2"	2'-6"	6'-1 1/2"	4'-0"	2'-9 3/16"	1'-4 13/16"	1'-2"
30"	1'-0"	4'-6"	1'-7 3/4"	6'-1 3/4"	5'-0"	3'-1"	1'-6 1/2"	1'-3"
36"	1'-3"	5'-3"	2'-10 3/4"	8'-1 3/4"	6'-0"	3'-11 13/16"	2'-0 5/16"	1'-8"
42"	1'-9"	5'-3"	2'-11"	8'-2"	6'-6"	4'-5 7/8"	2'-3 1/2"	1'-10"
48"	2'-0"	6'-0"	2'-2"	8'-2"	7'-0"	4'-8 1/2"	2'-4 1/2"	1'-10"



NOTES:

JOINTS SHALL BE TONGUE AND GROOVE OR BELL AND SPIGOT AS REQUIRED TO CONFORM TO PIPE.

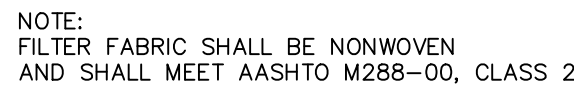
WALL THICKNESS SHALL CONFORM TO PIPE THICKNESS.

STRUCTURE SHALL BE PLACED ON EXISTING SUITABLE COMPACTED MATERIAL OR 12" GRAVEL BASE.

CONCRETE CULVERT END
N.T.S.

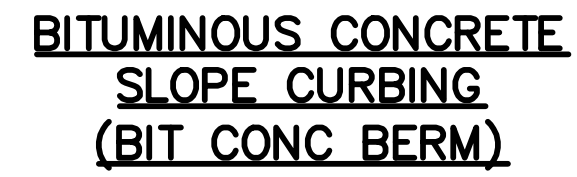
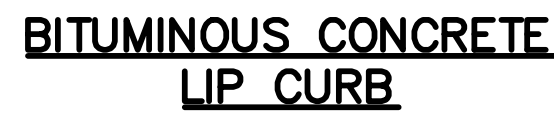
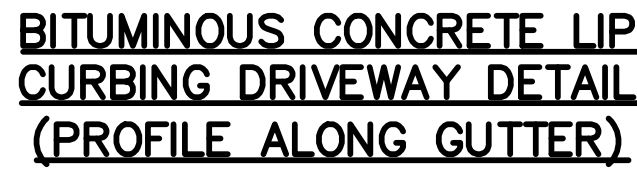


PIPE SIZE	A	B	C	D	E	F	G	H	WT RIP-RA IN TONS
15"	10'	7'	1 1/2'	1'	1'	4 1/2'	1 1/2'	3'	6
18"	12'	8'	2'	1'	1'	5'	2'	4'	8
21"	13'	9'	2 1/2'	1 1/2'	1'	7'	2 1/2'	4 1/2'	12
24"	17'	10'	2 1/2'	1 1/2'	1'	8'	2 1/2'	5 1/2'	15
30"	20'	13'	3'	2'	2'	9'	3'	6'	22
36"	22'	16'	3 1/2'	2'	2'	9 1/2'	3 1/2'	7'	33



NOTE:
THIS IS A MINIMUM SIZING
OF RIP RAP AND SHALL BE IN
ACCORDANCE WITH DOT OR
NRCS METHOD

ENERGY DISSIPATER
N.T.S.



-
- BIT. CONCRETE CURBING (TYP.)
- 5'-0" (MIN.)
- 10'-0" MIN.
- GUTTER LINE
- 12'-0" OR MATCH EXISTING
- BIT. OR GRAVEL DRIVEWAY
- AREA TO BE RECONSTRUCTED IN KIND
 2" HMA S0.5
 (3" AT COMMERCIAL DRIVEWAYS)
 ON 8" PROCESSED AGGREGATE BASE
- BIT. CONCRETE DRIVEWAY APRON
- PLACE LOAM, SEED, & MULCH
 IN DISTURBED AREAS.

TYPICAL DRIVEWAY PLAN
N.T.S.

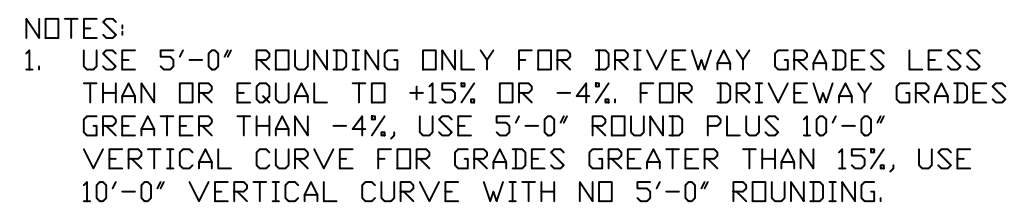


- ## TEMPORARY PAVEMENT PATCHING DETAIL

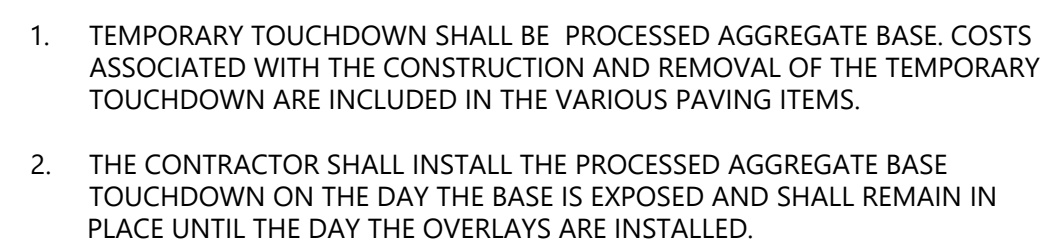
Diagram illustrating the proposed roadway section and driveway construction details:

- PROPOSED EDGE OF ROAD**
- LIP AT GUTTER**
1" (MIN.) 1 1/2" (MAX)
- 2" MIN. BIT. CONC.**
HMA S0.5
- 8" PROCESSED AGGREGATE BASE**
- TACK COAT EDGE BEFORE PAVING DRIVEWAY**
- PROPOSED ROADWAY SECTION**
- STREET LINE**
OR MATCH GRADE AS NECESSARY

TYPICAL BITUMINOUS DRIVEWAY SECTION
N.T.S.



TYPICAL DRIVEWAY PROFILE
N.T.S.



PROCESSED AGGREGATE BASE TEMPORARY



DESIGNER:	JRE
DRAFTER:	TJM
CHECKED BY:	BAA
APPROVED BY:	SON

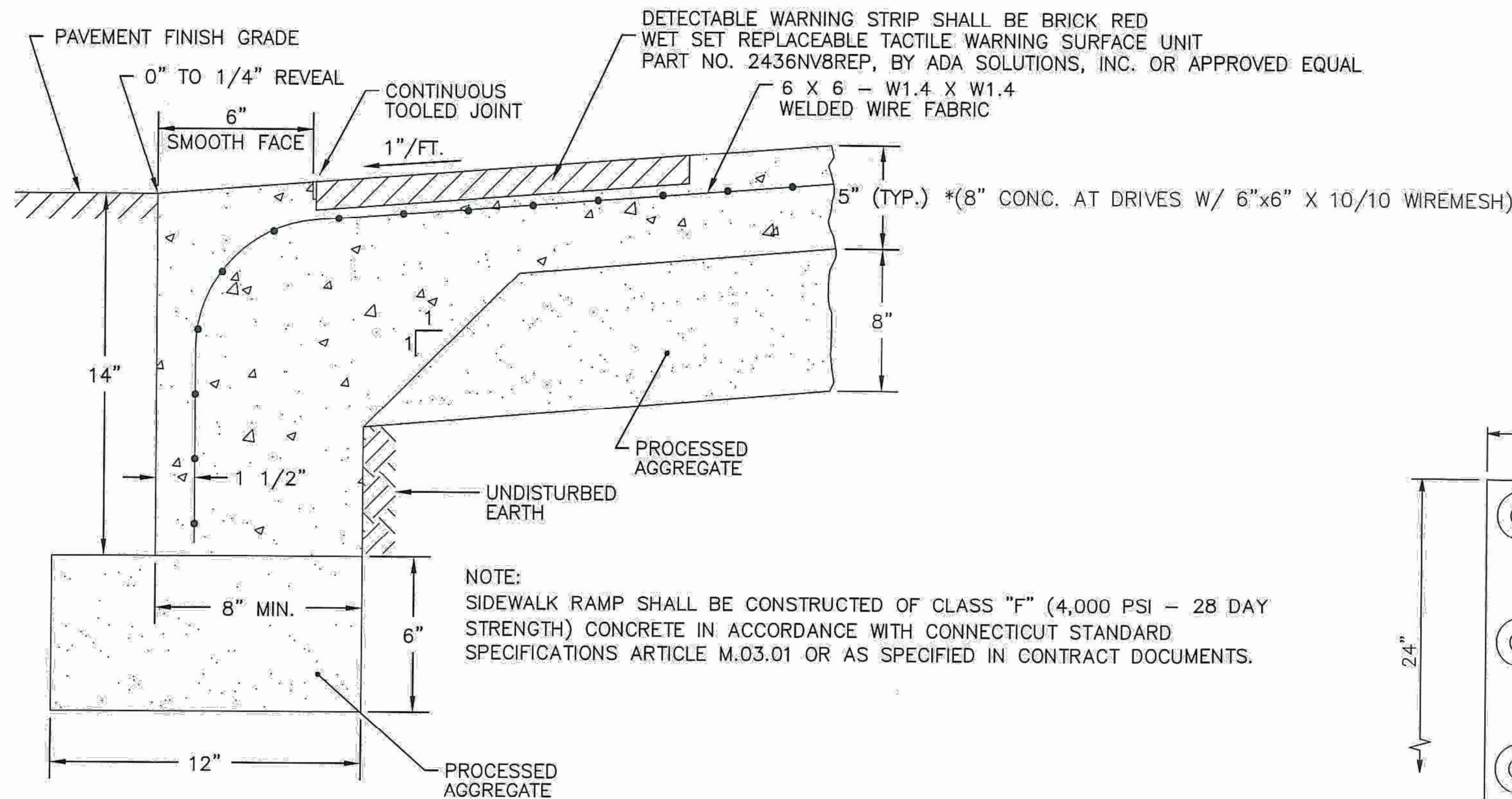
The Windsor Town Seal is a circular emblem. The outer ring contains the text "TOWN SEAL" at the top, "SOUTH" on the left, "WINDSOR" at the bottom, and "CONNECTICUT" on the right. The inner circle features a shield with a stylized tree or plant. Below the shield is a banner with the date "JANUARY 1845".

TOWN:	SOUTH WINDSOR, CONNECTICUT
DRAWING TITLE:	MISCELLANEOUS DETAILS

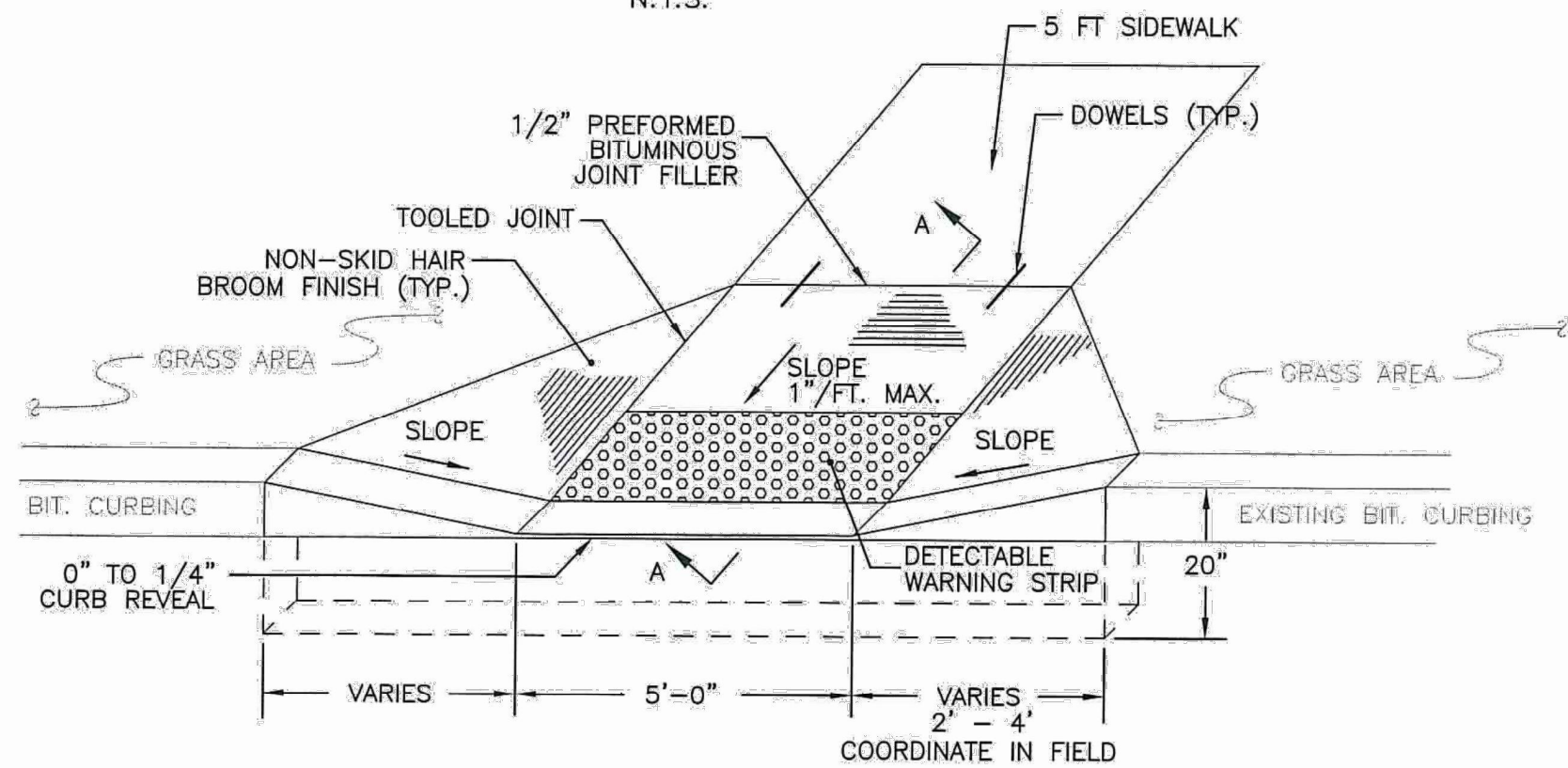
PROJECT NO.:
42581.00

DRAWING NO.:
MDS-4

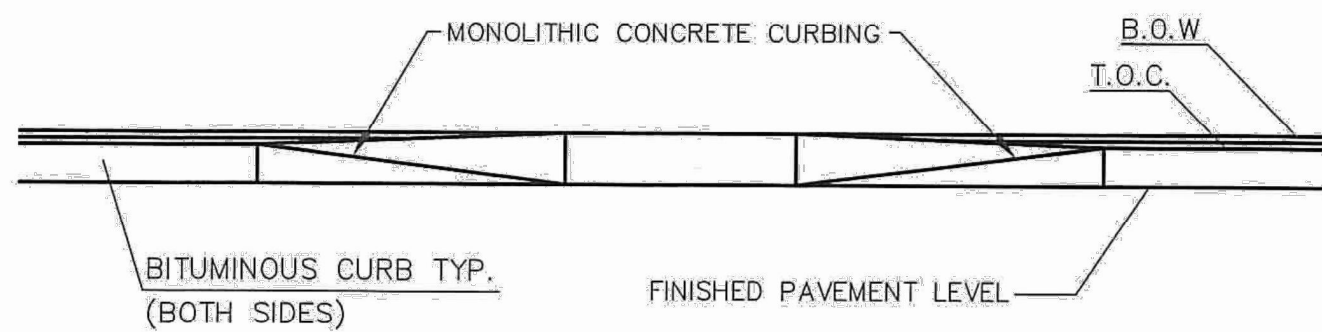
SHEET NO.:
26 OF 28



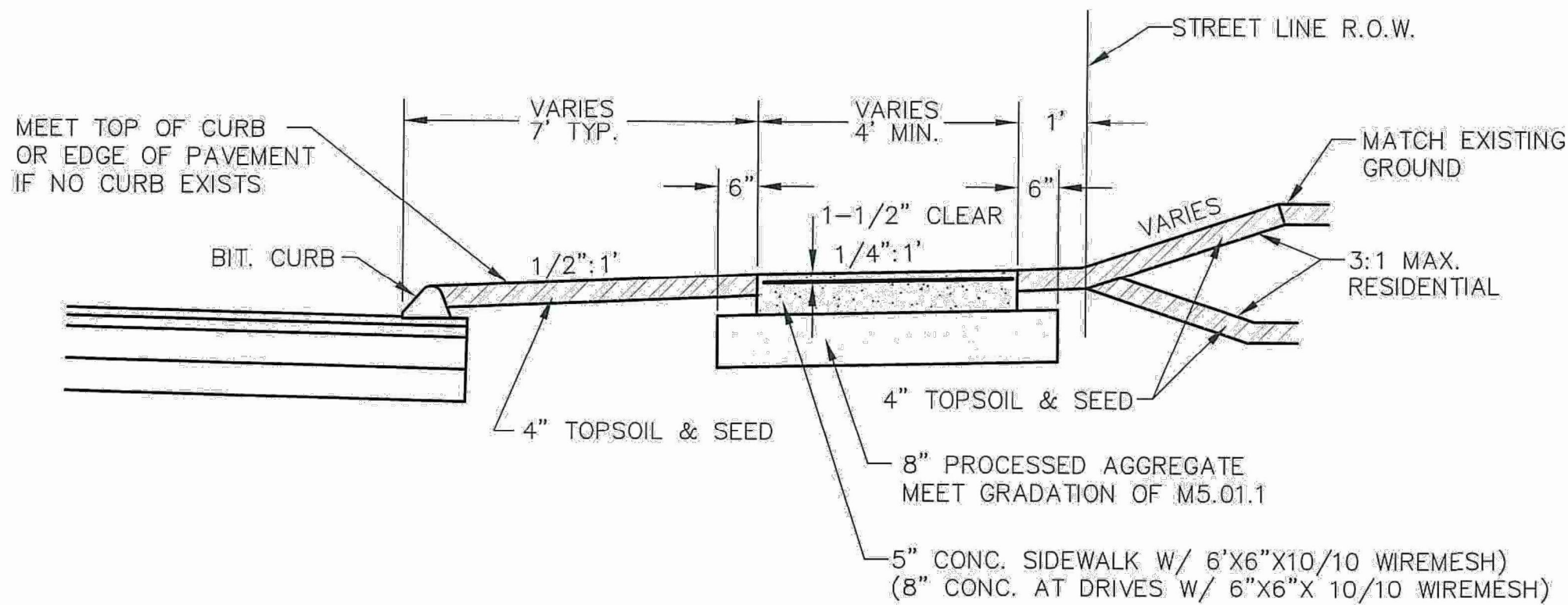
HANDICAP RAMP SECTION A-A
N.T.S.



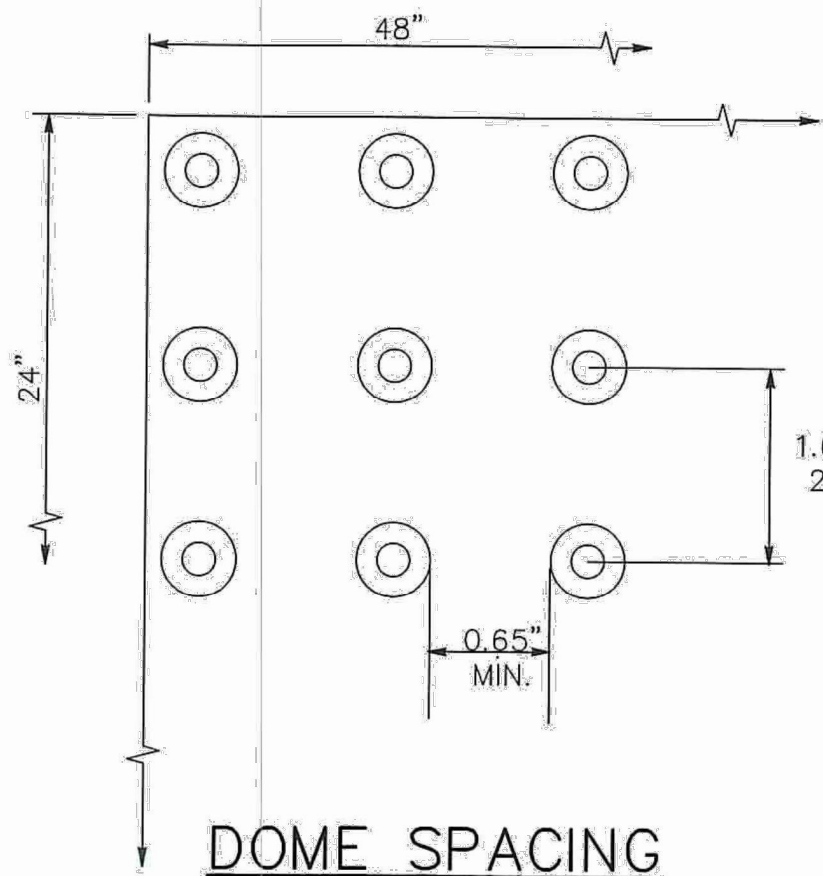
HANDICAP RAMP (TYPE I)
N.T.S.



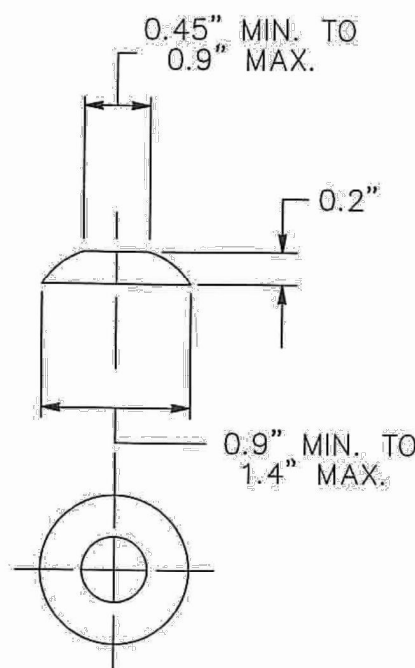
SIDEWALK RAMP SECTION
N.T.S.



TYPICAL SIDEWALK SECTION
N.T.S.

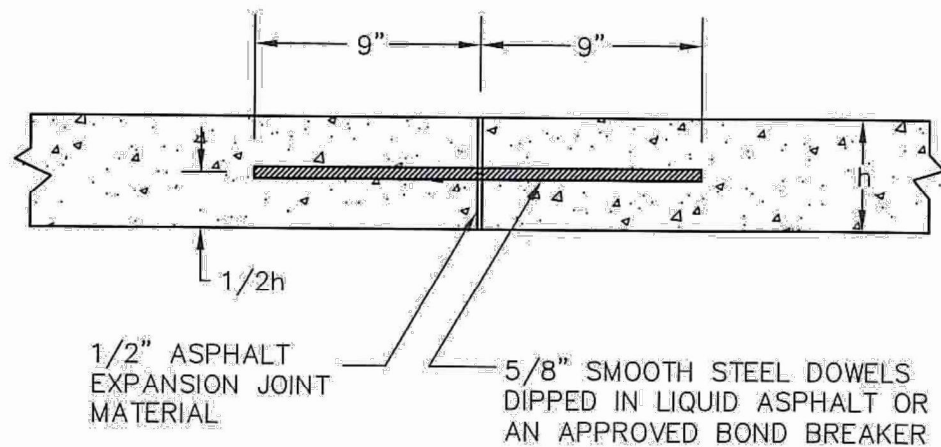


DOMES SPACING
N.T.S.

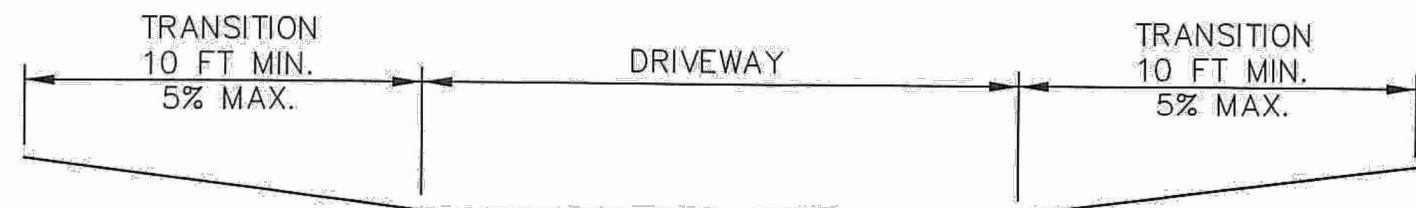


DOMES SECTION
N.T.S.

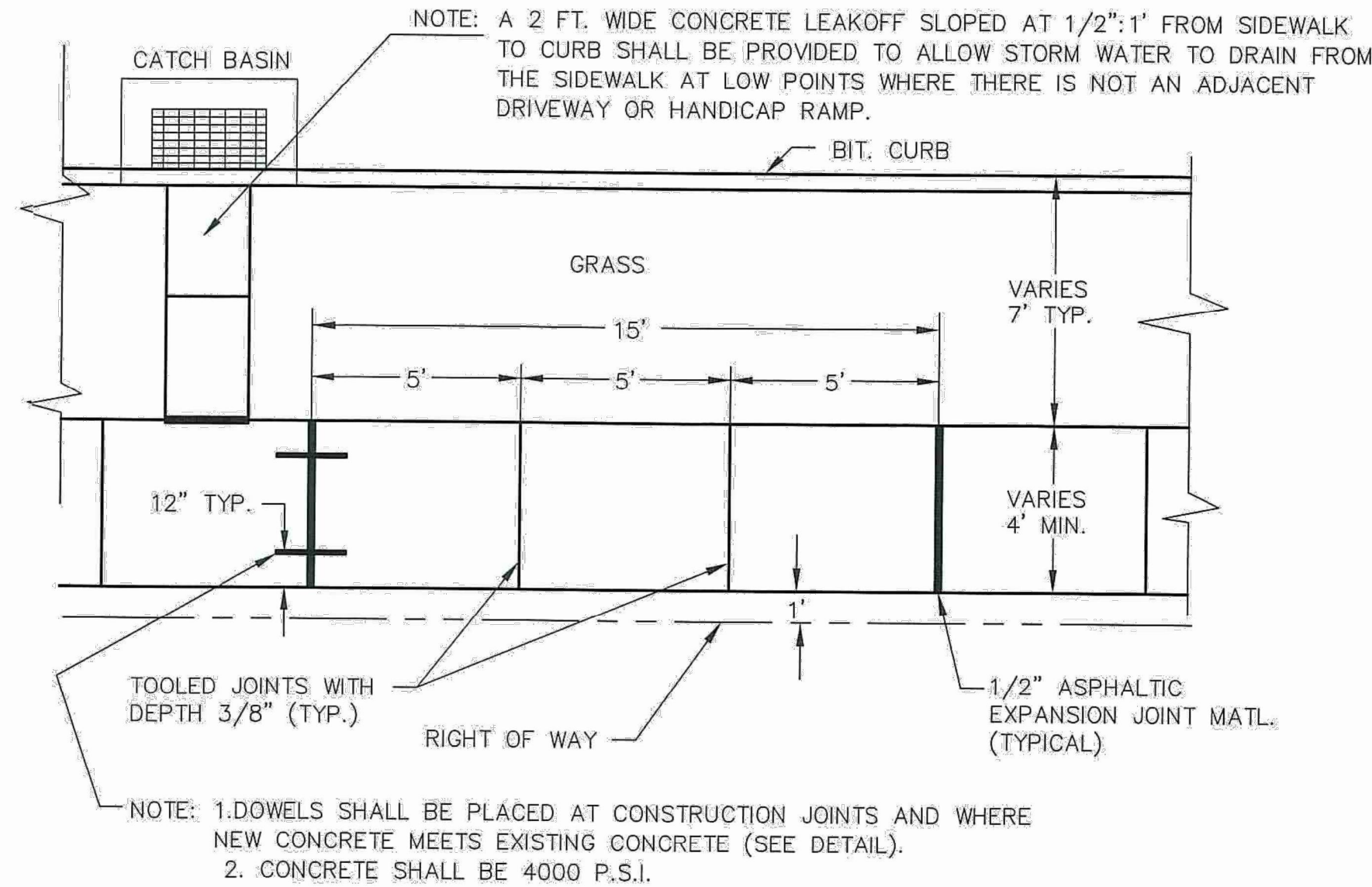
DETECTABLE WARNING STRIP
N.T.S.



EXPANSION JOINT DETAIL
N.T.S.



PROFILE
RECESSED SIDEWALK AT DRIVEWAYS
N.T.S.



TYPICAL SIDEWALK LAYOUT
N.T.S.

SIDEWALK PLAN NOTES:

1. 4,000 psi (CLASS F) CONCRETE (28 DAY STRENGTH).
2. FORMS ARE TO BE SET TRUE TO LINE AND GRADE ON WELL COMPACTED BASE.
3. PROPER FINISHING PROCEDURE WILL BE FOLLOWED INCLUDING JOINTING, EDGING, AND BROOMING. A FINE BRISTLE BROOM SHOULD BE USED. ALL EDGING TOOL IMPRINTS SHOULD BE STEEL TROWELED PRIOR TO BROOMING.
4. CURING COMPOUND MAY BE REQUIRED.
5. PRECAUTIONS ARE TO BE TAKEN TO PROTECT SURFACE FROM DAMAGE.
6. WALKS SHALL BE BACKFILLED AS SOON AS FORMS ARE REMOVED.
7. ALL CONCRETE SIDEWALK SLABS SHALL BE RECTANGULAR IN SHAPE. NO FIGURE L SLABS ARE TO BE CONSTRUCTED.
8. SIDEWALK SLABS SHOULD NOT EXCEED 5' IN WIDTH. IF SIDEWALK SLABS GREATER THAN 5' IN WIDTH ARE TO BE CONSTRUCTED, A LONGITUDINAL EXPANSION JOINT SHALL BE CONSTRUCTED TO FORM ACCEPTABLE SLABS.
9. INSERT METAL DOWELS AT ALL EXPANSION JOINTS AS SHOWN ON TYPICAL SIDEWALK DETAIL.

SIDEWALK RAMP NOTES:

1. MAXIMUM SLOPES OF ADJOINING GUTTERS AND ROAD SURFACES IMMEDIATELY ADJACENT TO THE SIDEWALK RAMP OR ACCESSIBLE ROUTE SHOULD NOT EXCEED 20:1.
2. CARE SHALL BE TAKEN TO ASSURE UNIFORM GRADE ON THE RAMP, FREE OF SAGS AND ABRUPT GRADE CHANGES.
3. ALL RAMP SHALL BE CONSTRUCTED OF CLASS "F" CONCRETE IN ACCORDANCE WITH THE SPECIFICATIONS IN THE CONTRACT DOCUMENTS.
4. SIDEWALK RAMP SHALL HAVE A COARSE BROOM FINISH TRANSVERSE TO THE SLOPE OF THE RAMP. THE SURFACE ALONG ACCESSIBLE ROUTES SHALL BE STABLE, FIRM AND SLIP RESISTANT IN COMPLIANCE WITH ADAAG SECTION 4.5. DETECTABLE WARNING SURFACES SHALL BE INSTALLED FLUSH AT ALL RAMP AND EXTEND 24" MIN. FROM BACK EDGE OF CURBING ALONG TRAVEL WAY.
5. DIAGONAL SIDEWALK RAMP AT MARKED CROSSINGS SHALL BE WHOLLY CONTAINED WITHIN THE MARKINGS, EXCLUDING ANY FLARED SIDES.
6. REMOVAL OF EXISTING SIDEWALK FOR NEW RAMP INSTALLATIONS SHALL BE TO THE NEAREST EXPANSION/CONTRACTIONS JOINT OR DUMMY JOINT, 12:1 MAY NO BE ACHIEVABLE DUE TO SIDEWALK GRADE. IN RECOGNITION OF THIS, A MINIMUM LIMIT OF 15' FOR A PARALLEL RAMP SHALL BE USED. REMOVAL SHALL NOT BE FURTHER THAN 2' FROM THE PROPOSED RAMP UNLESS DIRECTED BY THE ENGINEER. SAW CUT REQUIRED FOR DUMMY JOINTS SHALL BE INCLUDED IN THE COST OF 'CONCRETE SIDEWALK'.
7. EXPANSION JOINTS IN CONCRETE SHALL MATCH THOSE IN ADJACENT SIDEWALKS BUT IN NO CASE SHALL THE SPACING BETWEEN EXPANSION JOINTS EXCEED 15' UNLESS OTHERWISE NOTED.
8. RAISED ISLANDS IN MARKED CROSSINGS SHALL HAVE SIDEWALK RAMP AT BOTH SIDES AND A LEVEL AREA AT LEAST 4' LONG BETWEEN THE RAMP. IF THIS CAN NOT BE ACHIEVED, THE RAISED ISLAND SHALL BE CUT THROUGH LEVEL WITH THE ROADWAY AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
9. SIDEWALK RAMP SHALL BE CONSTRUCTED AND PAID FOR UNDER THE ITEM "CONCRETE SIDEWALK RAMP", INCLUDING CURBING WITHIN THE LIMITS OF THE NEW SIDEWALK RAMP.
10. CURBING WITHIN THE LIMITS OF THE NEW SIDEWALK RAMP SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE REQUIREMENTS OF FORM 816 SECTIONS 8.11 AND 8.13.
11. HANDICAP RAMP CONFORMING WITH CONNECTICUT GENERAL STATUTES, SEC. 7-118a, SHALL BE INCORPORATED IN ALL PROPOSED SIDEWALKS AT ALL STREET INTERSECTIONS, AND AT ALL OTHER LOCATIONS WHERE THE GRADE OF A DRIVEWAY OR OTHER FACILITY TAKES PRECEDENCE OVER THE GRADE OF THE PROPOSED SIDEWALK.
12. TRANSITION TO FULL HEIGHT CURB. INSTALL CURB TYPES AS INDICATED ON THE PLANS.
13. INSTALL THE EDGE OF THE DETECTABLE WARNING 6" FROM EDGE OF ROAD.
14. TO PERMIT WHEELCHAIR WHEELS TO ROLL BETWEEN DOMES, ALIGN DOMES ON A SQUARE GRID IN THE DIRECTION OF PEDESTRIAN TRAVEL.

REV.	DATE	DESCRIPTION REVISIONS	SHEET. NO.

DESIGNER: JRE
DRAFTER: TJM
CHECKED BY: BAA
APPROVED BY: SON

Engineers Scientists Planners Designers

ISSUED FOR CONSTRUCTION

DATE: MAY, 2020



PROJECT TITLE: RECONSTRUCTION OF NEVERS ROAD COMMUNITY CENTER TO SAND HILL ROAD
CADD FILENAME: MDS-NEVERS-4258000.DWG

TOWN: SOUTH WINDSOR, CONNECTICUT
DRAWING TITLE: MISCELLANEOUS DETAILS

PROJECT NO.: 42581.00
DRAWING NO.: MDS-5
SHEET NO.: 27 OF 28

BORING INFORMATION LOCATION: See Plan. GROUND SURFACE EL. (ft): NM VERTICAL DATUM: NGVD 83 TOTAL DEPTH (ft): 7.0 LOGGED BY: Patrick Blessing		BORING B-1 PAGE 1 of 1						
DRILLING INFORMATION HAMMER TYPE: Safety Hammer - rope and cathead CASING I.D./O.D.: N/A / N/A AUGER I.D./O.D.: N/A / 2-3/4 inch DRILL ROD O.D.: NM CORE BARREL I.D./O.D.: N/A / N/A DRILLING METHOD: Solid Stem Auger WATER LEVEL DEPTHS (ft): Wet sample @ 6.9 ft								
ABBREVIATIONS: Pen. = Penetration Length Rec. = Recovery Length RQD = Rock Quality Designation Length of Sound Core = 4 in / Pen. % WOR = Weight of Rock WCH = Weight of Hammer S = Split Spoon Sample C = Core Sample U = Undisturbed Sample SC = Sonic Core DP = Direct Push Sample HSA = Hollow-Stem Auger Op = Pocket Penetrometer Strength Bv = Pocket Torque Shear Strength LL = Liquid Limit PI = Plasticity Index PD = Photoionization Detector I.D./O.D. = Inside Diameter/Outside Diameter NA, NM = Not Applicable, Not Measured Blows per 6 in. = 140-lb hammer falling 30 inches to drive a 2-inch O.D. split spoon sampler. HSA = Hollow-Stem Auger								
Elev. (ft)	Depth (ft)	Sample No.	Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
							ASPH	6" ASPHALT
							BASE	6" STONE BASE
								WIDELY-GRADED GRAVEL WITH SILT AND SAND (GW-GM); ~65% F-C gravel, up to 1", ~25% F sand, ~10% NP fines, reddish brown, dry.
							SUBBASE	SUBBASE/FILL
								S1: SANDY SILT WITH GRAVEL (ML); 56.4% NP fines, 35.6% F-C sand (mostly 1), 5.0% F-C gravel, up to 1", brown to reddish brown, dry to moist.
								S2: SILTY SAND (SM); ~80% F sand, ~20% NP fines, brown, moist, occasional root fibers.
								S3: SILTY SAND (SM); ~80% F sand, ~20% NP-LP fines, brown to dark brown, wet near base of spoon, organic staining at 5'-11".
NOTES:								PROJECT NAME: Reconstruction of Nevers Road CITY/STATE: South Windsor, Connecticut GEI PROJECT NUMBER: 2001132

BORING INFORMATION LOCATION: See Plan. GROUND SURFACE EL. (ft): NM VERTICAL DATUM: NGVD 83 TOTAL DEPTH (ft): 7.0 LOGGED BY: Patrick Blessing		BORING B-2 PAGE 1 of 1						
DRILLING INFORMATION HAMMER TYPE: Safety Hammer - rope and cathead CASING I.D./O.D.: N/A / N/A AUGER I.D./O.D.: N/A / 2-3/4 inch DRILL ROD O.D.: NM CORE BARREL I.D./O.D.: N/A / N/A DRILLING METHOD: Solid Stem Auger WATER LEVEL DEPTHS (ft): Groundwater not encountered.								
ABBREVIATIONS: Pen. = Penetration Length Rec. = Recovery Length RQD = Rock Quality Designation Length of Sound Core = 4 in / Pen. % WOR = Weight of Rock WCH = Weight of Hammer S = Split Spoon Sample C = Core Sample U = Undisturbed Sample SC = Sonic Core DP = Direct Push Sample HSA = Hollow-Stem Auger Op = Pocket Penetrometer Strength Bv = Pocket Torque Shear Strength LL = Liquid Limit PI = Plasticity Index PD = Photoionization Detector I.D./O.D. = Inside Diameter/Outside Diameter NA, NM = Not Applicable, Not Measured Blows per 6 in. = 140-lb hammer falling 30 inches to drive a 2-inch O.D. split spoon sampler. HSA = Hollow-Stem Auger								
Elev. (ft)	Depth (ft)	Sample No.	Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
							ASPH	12" ASPHALT No discernible stone base observed
							SUBBASE	SUBBASE/FILL
								S1: SANDY SILT WITH GRAVEL (ML); 60.6% NP fines, 36.5% F-C sand (mostly 1), 2.9% F-C gravel, up to 0.75", grayish-brown, dry to moist.
								S2: WIDELY GRADED SAND (SW); ~75% F-C sand (mostly F), ~10% F-C gravel, up to 0.5", ~5% NP fines, brown to reddish brown, dry to moist.
								S3: SILTY SAND (SM); ~65% F sand, ~35% NP fines, reddish brown, light matrix, dry to moist.
NOTES:								PROJECT NAME: Reconstruction of Nevers Road CITY/STATE: South Windsor, Connecticut GEI PROJECT NUMBER: 2001132

BORING INFORMATION LOCATION: See Plan. GROUND SURFACE EL. (ft): NM VERTICAL DATUM: NGVD 83 TOTAL DEPTH (ft): 7.0 LOGGED BY: Patrick Blessing		BORING B-3 PAGE 1 of 1						
DRILLING INFORMATION HAMMER TYPE: Safety Hammer - rope and cathead CASING I.D./O.D.: N/A / N/A AUGER I.D./O.D.: N/A / 2-3/4 inch DRILL ROD O.D.: NM CORE BARREL I.D./O.D.: N/A / N/A DRILLING METHOD: Solid Stem Auger WATER LEVEL DEPTHS (ft): Wet sample @ 6.5 ft								
ABBREVIATIONS: Pen. = Penetration Length Rec. = Recovery Length RQD = Rock Quality Designation Length of Sound Core = 4 in / Pen. % WOR = Weight of Rock WCH = Weight of Hammer S = Split Spoon Sample C = Core Sample U = Undisturbed Sample SC = Sonic Core DP = Direct Push Sample HSA = Hollow-Stem Auger Op = Pocket Penetrometer Strength Bv = Pocket Torque Shear Strength LL = Liquid Limit PI = Plasticity Index PD = Photoionization Detector I.D./O.D. = Inside Diameter/Outside Diameter NA, NM = Not Applicable, Not Measured Blows per 6 in. = 140-lb hammer falling 30 inches to drive a 2-inch O.D. split spoon sampler. HSA = Hollow-Stem Auger								
Elev. (ft)	Depth (ft)	Sample No.	Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
							ASPH	6" ASPHALT
							BASE	6" STONE BASE
								WIDELY GRADED GRAVEL WITH SILT AND SAND (GW-GM); ~65% F-C gravel, up to 1", ~25% F sand, ~10% NP fines, reddish brown, dry.
								S1: SILTY SAND WITH GRAVEL (SM); ~75% F sand, ~25% NP-LP fines, dark brown to light brown, moist, organic stained near top of sample.
								S2: WIDELY GRADED SAND WITH GRAVEL (SW); ~60% F sand, ~35% F-C gravel, up to 1.25", ~5% NP fines, brown to reddish brown, moist to damp.
								S3: WIDELY GRADED SAND WITH GRAVEL (SW); ~65% F-C sand, ~35% F-C gravel, up to 1", ~5% NP fines, brown to reddish brown, moist to wet.
NOTES:								PROJECT NAME: Reconstruction of Nevers Road CITY/STATE: South Windsor, Connecticut GEI PROJECT NUMBER: 2001132

BORING INFORMATION LOCATION: See Plan. GROUND SURFACE EL. (ft): NM VERTICAL DATUM: NGVD 83 TOTAL DEPTH (ft): 7.0 LOGGED BY: Patrick Blessing		BORING B-4 PAGE 1 of 1						
DRILLING INFORMATION HAMMER TYPE: Safety Hammer - rope and cathead CASING I.D./O.D.: N/A / N/A AUGER I.D./O.D.: N/A / 2-3/4 inch DRILL ROD O.D.: NM CORE BARREL I.D./O.D.: N/A / N/A DRILLING METHOD: Solid Stem Auger WATER LEVEL DEPTHS (ft): Wet sample @ 5.0 ft								
ABBREVIATIONS: Pen. = Penetration Length Rec. = Recovery Length RQD = Rock Quality Designation Length of Sound Core = 4 in / Pen. % WOR = Weight of Rock WCH = Weight of Hammer S = Split Spoon Sample C = Core Sample U = Undisturbed Sample SC = Sonic Core DP = Direct Push Sample HSA = Hollow-Stem Auger Op = Pocket Penetrometer Strength Bv = Pocket Torque Shear Strength LL = Liquid Limit PI = Plasticity Index PD = Photoionization Detector I.D./O.D. = Inside Diameter/Outside Diameter NA, NM = Not Applicable, Not Measured Blows per 6 in. = 140-lb hammer falling 30 inches to drive a 2-inch O.D. split spoon sampler. HSA = Hollow-Stem Auger								
Elev. (ft)	Depth (ft)	Sample No.	Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
							ASPH	8" ASPHALT
							BASE	6" STONE BASE
								WIDELY GRADED GRAVEL WITH SILT AND SAND (GW-GM); ~65% F-C gravel, up to 1", ~25% F sand, ~10% NP fines, reddish brown, dry.
								S1: SILTY SAND WITH GRAVEL (SM); ~60% F-M sand, ~25% NP fines, ~15% F-C gravel, up to 1", light brown to dark brown, dry to damp, dark brown fine organic-stained sand starting at 5' in sample.
								S2A(0-8"): SILTY SAND WITH GRAVEL (SM); ~60% F-M sand, ~20% NP fines, ~20% F-C gravel, up to 1.5", light brown, moist.
								S2B(8-11"): WIDELY GRADED SAND WITH GRAVEL (SW); ~65% F-C sand, ~30% F-C gravel, up to 1", ~5% NP fines, reddish brown, moist to wet.
								S3: SILTY SAND WITH GRAVEL (SM); ~65% F-C sand, ~25% F-C gravel, up to 1.5", ~10% NP fines, reddish brown, wet.
NOTES:								PROJECT NAME: Reconstruction of Nevers Road CITY/STATE: South Windsor, Connecticut GEI PROJECT NUMBER: 2001132

BORING INFORMATION LOCATION: See Plan. GROUND SURFACE EL. (ft): NM VERTICAL DATUM: NGVD 83 TOTAL DEPTH (ft): 7.0 LOGGED BY: Patrick Blessing		BORING B-5 PAGE 1 of 1						
DRILLING INFORMATION HAMMER TYPE: Safety Hammer - rope and cathead CASING I.D./O.D.: N/A / N/A AUGER I.D./O.D.: N/A / 2-3/4 inch DRILL ROD O.D.: NM CORE BARREL I.D./O.D.: N/A / N/A DRILLING METHOD: Solid Stem Auger WATER LEVEL DEPTHS (ft): Groundwater not encountered.								
ABBREVIATIONS: Pen. = Penetration Length Rec. = Recovery Length RQD = Rock Quality Designation Length of Sound Core = 4 in / Pen. % WOR = Weight of Rock WCH = Weight of Hammer S = Split Spoon Sample C = Core Sample U = Undisturbed Sample SC = Sonic Core DP = Direct Push Sample HSA = Hollow-Stem Auger Op = Pocket Penetrometer Strength Bv = Pocket Torque Shear Strength LL = Liquid Limit PI = Plasticity Index PD = Photoionization Detector I.D./O.D. = Inside Diameter/Outside Diameter NA, NM = Not Applicable, Not Measured Blows per 6 in. = 140-lb hammer falling 30 inches to drive a 2-inch O.D. split spoon sampler. HSA = Hollow-Stem Auger								
Elev. (ft)	Depth (ft)	Sample No.	Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
							ASPH	8" ASPHALT
							BASE	6" STONE BASE
								(0-12"): WIDELY GRADED GRAVEL WITH SILT AND SAND (GW-GM); ~70% F-C gravel, up to 1", ~20% F-C sand, ~10% NP fines, brown, dry.
								S1A (0-5"): WIDELY GRADED SAND WITH GRAVEL (SW); ~80% F-C sand, ~35% F-C gravel, up to 1", ~5% NP fines, reddish brown, dry.
								S1B(5-16"): SILTY SAND (SM); ~75% F sand, ~20% NP fines, ~5% F-M gravel, subrounded up to 0.5", brown to light brown, damp.
								S2: WIDELY GRADED SAND WITH GRAVEL (SM); ~60% F-C sand (mostly F), ~35% F-M gravel, up to 0.5", ~5% NP fines, reddish brown, damp to dry.
								S3: WIDELY GRADED SAND WITH GRAVEL (SW); ~75% F-C sand, ~20% F-M gravel, up to 0.5", ~5% NP fines, reddish brown, dry to damp.
NOTES:								PROJECT NAME: Reconstruction of Nevers Road CITY/STATE: South Windsor, Connecticut GEI PROJECT NUMBER: 2001132

REV.	DATE		DESCRIPTION REVISIONS		SHEET. NO.

DESIGNER:
JRE
DRAFTER:
JRE
CHECKED BY:
BAA
APPROVED BY: SON

Engineers Scientists Planners Designers
ISSUED FOR CONSTRUCTION
DATE: MAY, 2020



PROJECT TITLE:
RECONSTRUCTION OF NEVERS ROAD
COMMUNITY CENTER TO SAND HILL ROAD
CADD FILENAME: BOR-NEVERS-4258100.DWG

TOWN:
SOUTH WINDSOR, CONNECTICUT
DRAWING TITLE:
BORING LOGS
NEVERS ROAD

PROJECT NO.:
42581.00
DRAWING NO.:
BOR-1
SHEET NO.:
28 OF 28