Salisbury Pathways Committee

Sixty Third Meeting

Date and Time: Monday, February 14, 2022, at 5:30 p.m.
Location: Virtual via Zoom.
Present via Zoom: Natalia Smirnova, Kathy Trahan, Pat Hackett, Chris Williams.

Minutes:

Call to order -- 5:32 p.m.

1. Approval of the minutes of January 10, 2022.
   Minutes were amended with the following:
   Marc Mancini is not at DOT. He is a transportation engineer of SLR Consulting, who is hired by the Town for design and permitting work pertaining to the Connectivity Grant.

   Approved unanimously with amendments.

2. Status of the Connectivity Grant.
   a) Flood Management Application for a permit is submitted to DEEP. A copy of the application is attached to these minutes.
   When this application is approved by DEEP, Mancini will be ready to put out the RFP and start the bidding process.
   b) Property owners were surveys by the Town to get their approval for the sidewalk work. Everyone signed the agreement. The Iron Bank was not happy about their parking lot, which now will be enclosed with only entrance through the driveway.
   Final Design of the Sidewalk is attached to these minutes.

3. Status of Library to Salmon Kill Road Sidewalk.
   Another setback on this project. Progressive Pavement, who won the contract for this work, went out of business. Curtis approached Metcalf, who was the second lowest bid, to do this work. Metcalf was positive about doing the work. We ate waiting for snow to melt and then hopefully the project will get underway.

4. Citizens comments. No citizens were present.

5. Next meeting agenda: we should discuss our Committee Priorities and see if they need adjustments. Natalia is to prepare the list of priorities that were documented in the early years of the Committee.

Meeting adjourned at 5:50 p.m.

Minutes respectfully submitted by Natalia V. Smirnova, Secretary, on February 18, 2022.

CT STATE ROUTE 44 SIDEWALK IMPROVEMENTS

Flood Management Certification Application

State Project No. 0121-CCP1

Prepared for:

Town of Salisbury

SLR #141.13039.00006.0100

January 2022

State Project No. 0121-CCP1

CT State Route 44 Sidewalk Improvements

Salisbury, Connecticut

Flood Management Certification Application (FMC-MOU) **January 2022**

List of Attachments

A. CTDOT Certifications

B. Municipal Certifications

C. Salisbury Inland Wetlands Permit

D. Pettee Brook Watershed Map

E. Flood Insurance Rate Maps

F. Correspondence from CTDEEP Fisheries

G. Natural Diversity Database Map

H. Hydraulic Report

I. CT S.R. 44 Sidewalk Improvements Final Design Plans

Flood Management Certification Program for Municipal Projects Funded[1] by the Department of Transportation

Projects eligible for this certification program, as identified in the Memorandum of Understanding (MOU) between the Departments of Transportation and Environmental Protection (03/18/2009), shall be reviewed by the Department of Transportation for consistency with Section 25-68d (b) of the Connecticut General Statutes[2] and Sections 25-68h-1 through 25-68h-3 of the Regulations of Connecticut State Agencies (RCSA)[3] and approval shall be in accordance with the MOU. **This program shall not apply to projects that qualify for the Department of Transportation Flood Management General Certification Program nor shall it be construed as a substitute for any other flood management or permit approval process that may be required by the municipality.**

1. Project Identification

ConnDOT Project No(s).	(PE)	(Construction)	City/Town(s)
	0121-CCP1		**Salisbury**
Project Name	Connectivity and Safety: Salisbury Central School to Emergency Shelter		

2. Funding Source

Check the funding source(s) for the subject project from the eligible list below:

☐ State Local Bridge Program:	☐ STP – Urban Program
DOT Br. No(s).	☐ STP – Rural Minor / Major Collector Program
☐ Federal Local Bridge Program:	☐ Local Roads Accident Reduction Program
DOT Br. No(s).	☐ Federal Earmark Project
☐ Small Town Economic Assistance Program	☒ CT Special Act Grant
☐ Transportation Enhancement Program	☐ Safe Routes to School Program

3. Quality Assurance/Quality Control

The intent of this document is to assist the applicant as well as the reviewer with the regulatory requirements, process, scope and the completeness of the documentation for the flood management certification of a project. **Failure to complete this document in its entirety and/or to provide the information indicated therein will result in rejection of the flood management submission and a possible delay in the project**.

Enter contact information and signature of the person responsible for preparing this document and the completeness of the submission below:

Name	Company Name		
Marc Mancini	**SLR International Corporation**		
Mailing Address	City/Town	State	Zip Code
99 Realty Drive	**Cheshire**	**CT**	**06410**
Telephone No.	Fax No.	Email address	
203-271-1773	**203-272-9733**	**mmancini@slrconsulting.com**	
Date Prepared		Signature	
1/10/22			

☐ Check this box if this document has been prepared by the ConnDOT Approved Hydraulic Engineer who shall be responsible for the submission content. The Approved Hydraulic Engineer shall need only date and sign this section, provided the other contact information is the same as in Section 7, Hydraulic Engineer Approval.

[1] Federal or state funding passed to municipalities by ConnDOT
[2] http://cga.ct.gov/lco/Statute_Web_Site_LCO.htm
[3] http://www.ct.gov/dep/cwp/view.asp?a=2704&q=323518

4. Other Permits/Authorizations/Certifications

This section should be completed in conjunction with Section 8, *Flooding Source Identification & Floodplain Determination,* Section 9, *Floodplain Involvement,* and Section 10, *Environmental Considerations*.

Check for other permits/authorizations/certifications required for the subject project:

ConnDOT Flood Management General Certification – The general certification applies to certain minor activities in a regulatory floodplain and is separate from the Flood Management Certification Program for Municipal Projects. The application form and descriptions of approved activities for the general certification are available on the Hydraulics and Drainage (H & D) website (http://www.ct.gov/dot/cwp/view.asp?a=2303&q=300868)

☐ The descriptions of approved activities of the general certification have been reviewed. The subject project does not qualify for the Flood Management General Certification.

DEP Inland Water Resources Div. (IWRD):		☒ NO IWRD PERMITS REQUIRED	
http://www.ct.gov/dep/cwp/view.asp?a=2709&q=324222&depNav_GID=1643			
Permit Type	Date Approved	Permit Type	Date Approved
☐ Inland Wetlands & Watercourses		☐ Dam Construction	
☐ Stream Channel Encroachment Line*		☐ 401 Water Quality Certification	
☐ Water Diversion		☐ General Permit - *Indicate type below*	
*A listing of SCEL regulated areas is provided at the H & D website @ http://www.ct.gov/dot/cwp/view.asp?a=2303&q=300868		Type:	

☐ **Any project that requires an *Inland Wetlands & Watercourses*, *Stream Channel Encroachment Line* or *Water Diversion* permit from the DEP is not eligible for this program. The project must be submitted to the DEP in accordance with the MOU.**

DEP (Other Permits):	**Date Approved**
☐ Aquifer Protection Area (http://www.ct.gov/dep/cwp/view.asp?a=2709&q=324222&depNav_GID=1643)	
☐ Stormwater and Dewatering Wastewaters from Construction Activities (a.k.a. Stormwater Discharge) http://www.ct.gov/dep/cwp/view.asp?a=2709&q=324212&depNav_GID=1643#StormwaterConstructionGP	

DEP Office of Long Island Sound Programs (OLISP):		☒ NO OLISP PERMITS REQUIRED	
http://www.ct.gov/dep/cwp/view.asp?a=2709&q=324222&depNav_GID=1643			
Permit Type	Date Approved	Permit Type	Date Approved
☐ Structures, Dredging and Fill & Tidal Wetlands		☐ Certificate of Permission	
☐ OLISP General Permit –*Indicate type*	Type:		

U.S. Army Corps of Engineers (Corps):			☐ NO CORPS PERMIT REQUIRED
http://www.nae.usace.army.mil/reg/index.htm			
Permit Type			Date Approved
☒ Programmatic General Permit (PGP)	☒ Category 1	☐ Category 2	
☐ Individual			

Municipal Permits:			
Permit Type	Date Approved	Permit Type	Date Approved
Inland Wetlands	**3/15/21**		
Planning & Zoning: 8-24 referral	**3/15/21**		

5. Exemptions

Any project that requires an exemption (CGS Section 25-68d**.)** from the Flood Management Regulations is not eligible for this program. Complete this section to determine if an exemption is required.

Project complies	Exemption required	The application for Flood Management Certification shall provide information certifying that:
☒	☐	1. The proposal will not obstruct flood flows or result in an adverse increase in flood elevations, significantly affect the storage or flood control value of the floodplains, cause an adverse increase in flood velocities, or an adverse flooding impact upon upstream, downstream or abutting properties, or pose a hazard to human life, health or property in the event of a base flood or base flood for a critical activity.
☒	☐	2. The proposal complies with the provisions of the National Flood Insurance Program (44 CFR 59 et seq.), and any floodplain zoning requirements adopted by a municipality in the area of the proposal and the requirements for stream channel encroachment lines adopted pursuant to the provisions of section 22a-342.
☒	☐	3. If the base flood or base flood for a critical activity is elevated above the increment authorized by the National Flood Insurance Program or the flood storage loss would cause adverse increases in such base flood flows, easements and property in floodplains shall be acquired, through public or private purchase or conveyance.
☒	☐	4. The proposal promotes long-term nonintensive floodplain uses and has utilities located to discourage floodplain development.
☒	☐	5. Flood-proofing techniques, dikes, dams, channel alterations, seawalls, breakwaters or other structures have been considered and will be used to the extent feasible to protect new and existing structures and utility lines, only where there are no practical alternatives and stormwater management practices will be implemented in accordance with regulations adopted pursuant to section 25-68h.
☒	☐	6. Flood forecasting and warning capabilities are consistent with the system maintained by the National Weather Service and a flood preparedness plan has been prepared.
☒	☐	7. The project design is consistent with the floodplain management and stormwater management standards set forth in Sections 25-68h-2 and 25-68h-3 of the Regulations of Connecticut State Agencies.

☐ **The project requires an exemption from the Flood Management Regulations and is not eligible for this program The project shall be submitted to the DEP in accordance with the MOU.**

If an exemption is required, indicate the specific regulation(s) and/or standard(s) that can not be met, the reason(s) why and the potential impacts below:

☐ A letter to the DEP must be prepared requesting an exemption from the Flood Management Regulations citing the specific regulations which can not be met, the reasons why and the potential impacts.

☐ When submitted to the DEP, exemption requests require a public notice and comment period that could result in a public hearing prior to approval.

6. Significant Impacts

Any project or activity considered a significant impact as defined under Section 25-68h-1 of the Flood Management Regulations for State Agencies is not eligible for this program. Complete this section to determine if the project includes a significant activity as defined in the regulations.

Yes	No	Does the project include any activity that would create/cause:
☐	☒	1. A five percent increase in peak flow rates at any downstream point
☐	☒	2. A twenty percent increase in flow velocities or a change that allows a stable condition to become unstable
☐	☒	3. An unacceptable cumulative impact
☐	☒	4. Flooding on developed property not currently subject to flooding
☐	☒	5. A downstream dam to become unsafe

☐ **If the answer is yes to one or more of the above, the project includes a significant activity as defined in the regulations and is not eligible for this program. The project shall be submitted to the DEP in accordance with the MOU.**

7. Hydraulic Engineer Approval

In order to be eligible for this program, the engineer responsible for preparing the hydraulic analysis and design and the flood management certification for the project must be pre-approved by the Department in accordance with Section 404.01 of the Department's Consultant Administration And Project Development Manual and Section 1.2.4 of the Drainage Manual. Enter the information for the approved Hydraulic Engineer below:

Name	CT PE Number	Company Name	
Gary R. Nash	**13048**	**SLR International Corporation**	
Mailing Address	City/Town	State	Zip Code
99 Realty Drive	**Cheshire**	**CT**	**06410**
Telephone No.	Fax No.		Email address
203-271-1773	**203-272-9733**		**grynash@slrconsulting.com**
Approval Request Date		Date Approved	
1/10/22			

8. Flooding Source Identification & Floodplain Determination

State Flood Management Certification (FMC) is required for projects proposing activities within mapped, 1-percent annual chance (100-Year) floodplains, designated as Zone A, AE, or A-numbered and V or VE (coastal floodplains) FEMA Flood Hazard Zones where the drainage area of the flooding source is greater than or equal to one square mile.

Note: FMC is not required for proposed activities in:

- *mapped* floodplains where the drainage area of the flooding source is *less* than one square mile, or
- *unmapped* floodplains with drainage areas greater than or equal to one square mile *unless* changes in drainage patterns are proposed.

The floodplain designation and drainage area at the project site(s) shall be verified by completing the following section:

Flooding Source	Site 1	Site 2	Site 3
Site Description (ex. Br. No., Sta., etc.)	**Proposed Pedestrian Bridge**		
Name of Stream or Waterbody	**Pettee Brook**		
Drainage Area @ Site	**1.32 square miles**		

☒ Copies of the drainage area delineation(s) must be attached and included in the preliminary hydrologic and hydraulic design reports.

FEMA Flood Insurance Study (FIS) Data. Downloads available at FEMA Map Service Center:
http://msc.fema.gov/webapp/wcs/stores/servlet/StoreCatalogDisplay?storeId=10001&catalogId=10001&langId=-1&userType=G

Flood Insurance Rate & Floodway Maps	Site 1	Site 2	Site 3
Map Panel No(s)	**0900520018B**		
Effective Date(s)	**January 5, 1989**		
Flood Hazard Zone(s) [Indicate "None", if no zone]	**Zone A**		
Regulatory Floodway (Yes/No)	**No**		

☒ Copies of FEMA Flood Insurance Rate Maps (FIRM) and Floodway & Flood Hazard Boundary Maps (*if separate maps were published*) with bridge locations and/or project limits annotated must be attached to this form and included in the preliminary hydraulic design and the floodplain/floodway analysis reports.

9. Floodplain Involvement

Type of Floodplain Involvement (Check all that apply)		
Site 1	Site 2	Site 3
☐ Bridge/Culvert Replacement	☐ Bridge/Culvert Replacement	☐ Bridge/Culvert Replacement
☐ Bridge/Culvert Rehabilitation or Modification	☐ Bridge/Culvert Rehabilitation or Modification	☐ Bridge/Culvert Rehabilitation or Modification
☒ Fill ☒ Cut in floodplain	☐ Fill ☐ Cut in floodplain	☐ Fill ☐ Cut in floodplain
☐ Fill ☐ Cut in floodway	☐ Fill ☐ Cut in floodway	☐ Fill ☐ Cut in floodway
☐ Stream Alteration	☐ Stream Alteration	☐ Stream Alteration
☐ New or Substantially Improved Structure (i.e., Building/Facility)	☐ New or Substantially Improved Structure (i.e., Building/Facility)	☐ New or Substantially Improved Structure (i.e., Building/Facility)
☐ Critical Activity as defined in CGS Sec. 25-68b (4)	☐ Critical Activity as defined in CGS Sec. 25-68b (4)	☐ Critical Activity as defined in CGS Sec. 25-68b (4)

9. Floodplain Involvement (continued)

Regulatory floodplain/floodway analyses – Based on the type and extent of floodplain involvement, does the project require detailed hydraulic analyses in accordance with the DEP "Hydraulic Analysis Guidance Document" available at http://www.ct.gov/dep/cwp/view.asp?a=2709&q=324222&depNav_GID=1643	Yes/No **Yes**

If no, explain:

Has the stream been studied in detail by the FEMA FIS? (Yes/No)	**No**

If yes, the back-up hydraulic analysis data used in the FIS must be obtained from FEMA using the FIS Data Request Form (http://www.fema.gov/library/viewRecord.do?id=2223), unless the town/city has a copy of the data that matches the effective study. Enter the FEMA data request and receipt information in the space provided:

Date Requested		Data Available (Yes/No)?		Date Received	

☐ A copy of the archive hydraulic data obtained from FEMA or the town/city must be included in the preliminary floodplain/floodway analysis report.

☐ All copies of correspondence with FEMA, in particular, if FEMA determines that the hydraulic data is unavailable, must be included in the preliminary floodplain/floodway analysis report.

Critical Activity - Does the proposed project involve the treatment, storage and disposal of hazardous waste or the siting of hospitals, housing for the elderly, schools or residences, in the 0.2 per cent (500 year) floodplain?	Yes/No **No**

☐ If yes, the base flood for the critical activity shall have a recurrence interval equal to the 500 year flood event.

Nonintensive Floodplain Uses - Will the proposed project promote development in floodplains or will utilities servicing the project be located so as to enable floodplain development?	Yes/No **No**

Explain (*required if yes or no*):

This project consists of constructing a sidewalk along a state road to increase pedestrian safety along a fully developed route. No further development will occur due to the construction of this sidewalk.

National Flood Insurance Program (NFIP) – Does the proposed project meet the NFIP minimum standards established in 44 CFR, Chapter 1, Subchapter B, Part 60.3, floodplain management criteria for flood-prone areas?	Yes/No **Yes**

Municipal Regulations - Has the municipality in which the proposed project is to be located adopted floodplain regulations containing requirements that are more restrictive than the NFIP floodplain management criteria for flood-prone areas?	Yes/No **No**

If yes, describe the more restrictive requirements:

Does the proposed project comply with the more restrictive standards of the municipality (Yes/No)?	**n/a**

9. Floodplain Involvement (continued)

Regulatory Floodplain with No Floodway – The NFIP requires that until a regulatory floodway is designated, that no new construction, substantial improvements, or other development (including fill) shall be permitted within Zones A1-30 and AE unless it is demonstrated that the cumulative effect of the proposed development, when combined with all other existing and anticipated development, will not increase the water surface elevation of the base flood more than one foot at any point. (If no regulatory floodway has been adopted, project impacts may be evaluated by considering an equivalent conveyance loss on the opposite side of the river from the proposed project.)			
Is the proposed project consistent with this requirement?	☒ Yes	☐ No	☐ Not applicable. The site has a regulatory floodway.

Floodway Encroachments - Does the proposed project include encroachments, including fill, new construction, substantial improvements, or other development within a NFIP adopted regulatory floodway?	Yes/No **No**

If yes, will the proposed encroachment into the floodway result in any increase in flood levels during either the 100 year or 10 year discharges?

100-year:	☐ No Increase	☐ There is an increase in 100-yr flood level of (1/100ths of a foot):	
		Is the increase contained within city/town property (Yes/No)?	
		Has approval of such increase been received in accordance with 44 CFR, Chapter 1, Subchapter B, Part 65.12 (Yes/No)?	

RCSA Section 25-68h-2(c)(5) and Section 60.3(d)(3) of NFIP regulations prohibit any activity within a regulatory floodway which would result in any increase in the base flood water surface elevation. In order for any proposed project which does not meet these standards to be approved, a map revision is required from FEMA. Some increase in the floodway elevations within the roadway right-of-way may be acceptable without FEMA's prior approval, however, an exemption to the flood management regulations would be required and the project would need to be submitted to the DEP in accordance with the MOU.

10-year:	☐ No Increase	☐ There is an increase in 10-yr flood level of (1/100ths of a foot):	
		Is the increase contained within city/town property (Yes/No)?	

RCSA Section 25-68h-2(c)(5) prohibits any activity within a regulatory floodway which would result in an increase in the elevation of the 10-year water surface. An increase within the right of way or one with no adverse impact may be approved, however, an exemption to the flood management regulations would be required and the project would need to be submitted to the DEP in accordance with the MOU.

Flooding - Will the proposed project pose any hazard to human life, health or property in the event of a base flood?	Yes/No

Explain:

9. Floodplain Involvement (continued)

Flood Elevations - Will the proposed project cause an increase in flood elevation during the base flood discharge?	Yes/No **Yes**
If yes, the increase in flood elevation in 1/100ths of a foot is:	**0.04**
Flood Velocities - Will the proposed project cause an increase in flow velocity during the base flood discharge?	Yes/No **Yes**
If yes, the increase in flow velocity in feet per second is:	**0.08**
Will such increase in velocity or flood elevation cause channel erosion or pose any hazard to human life, health or property?	Yes/No **No**
Explain:	

Flood Storage - Will the proposed project affect the flood storage capacity or flood control value of the floodplain?	Yes/No **No**
Explain:	

Degrading or Aggrading Stream Beds - Is the streambed currently degrading or aggrading?		
☐ Degrading	☐ Aggrading	☒ Neither
Has the project design addressed degrading or aggrading streambed conditions (Yes/No)?		

Ice Jams - Is the watercourse prone to ice jams or floods due to ice (Yes/No)?	**No**
Has the project design considered ice jams or floods due to ice (Yes/No)?	**No**

Storage of Materials & Equipment – Storage of materials that could be injurious to human health or the environment in the event of flooding is prohibited below the elevation of the 500 year flood. Other material or equipment may be stored below the 500 year flood elevation provided that such material or equipment is not subject to major damage by floods, and provided that such material or equipment is firmly anchored, restrained or enclosed to prevent it from floating away or that such material or equipment can be removed prior to flooding.

Will the construction or use of the proposed project involve the storage of materials below the 500 year flood elevation that are buoyant, hazardous, flammable, explosive, soluble, expansive or radioactive, or the storage of any other materials which could be injurious to human, animal or plant life in the event of a flood?	Yes/No **No**
If yes, describe the materials and how such materials will be protected from flood damage, secured or removed from the floodplain to prevent pollution and hazards to life and property.	

9. Floodplain Involvement (continued)

Floodwater Loads - Will structures, facilities and stored materials be anchored or otherwise designed to prevent floatation, collapse, or lateral movement resulting from hydrodynamic and hydrostatic loads, including the effects of buoyancy?	Yes/No
	Yes

Coastal Areas - Flood hazard potential in coastal areas shall be evaluated considering surface profiles of the combined occurrence of tides, storm surges, and peak runoff. The starting water surface elevation for the base flood in watersheds with time of concentrations of over 6 hours shall be the 10 year frequency tidal surge level.

If the proposed project is in a coastal area, have the hydraulic analyses incorporated these criteria?

☐ Yes	☐ No	☒ Not in Coastal Area

10. Environmental Considerations

Fish Passage & Habitat – The design of bridges, culverts and stream channel alterations along watercourses must be reviewed by and receive concurrence from the Department of Environmental Protection Fisheries Division. Enter the Fisheries review and concurrence information below:

Fisheries Review Request Date	Fisheries Comments Date	Fisheries Concurrence Date
12/14/21		**12/17/21**

☒ Copies of all correspondence with the DEP Fisheries must be attached to this form and/or included in the preliminary hydraulic design and the floodplain/floodway analysis reports

Endangered, Threatened Or Special Concern Species – Is the project site located within an area identified as a habitat for endangered, threatened or special concern species as identified on the "State and Federal Listed Species and Natural Communities Map"? http://www.ct.gov/dep/cwp/view.asp?a=2698&q=322898&depNav_GID=1707	Yes/No	Date of Map
	No	**December 2021**

If yes, complete and submit a *Connecticut Natural Diversity Data Base* (CT NDDB) *Review Request Form* (DEP-APP-007) to the DEP Bureau Of Natural Resources, Wildlife Division. http://www.ct.gov/dep/cwp/view.asp?a=2709&q=324218&depNav_GID=1643#NDDB	Date Requested

Correspondence received (Yes/No)?		Date Reviewed	

Concerns:	

Has a field survey been conducted to determine the presence of these species? If yes, provide biologist's name & address.	Yes/No	Survey Date

Name	Address

☐ Copies of any correspondence provided to or received from the NDDB, including copies of the completed CT NDDB Review Request Form, any field surveys, and any other information which may lead you to believe that endangered or threatened species may or may not be located in the area of the project, must be attached to this form.

Aquifer – Is the site located within an aquifer protection area as defined in Section 22a-354a through 354bb of the General Statutes? If yes, coordination with the water company is required.	Yes/No
	No

Name of Water Company	

Public Water Supply – Is the project located within a public water supply watershed or a well-head protection area?	Yes/No	☐ Reservoir ☐ Well-head
	No	

Name of Reservoir or Well-head	Name of Water Company

10. Environmental Considerations (continued)

If project is located within public water supply watershed or aquifer protection area:

- ☐ The design of storm drainage systems shall be coordinated with the Department of Public Health (DPH) and the water authority.
- ☐ Copies of any correspondence/meeting minutes with the DPH and the water company must be attached to this form.
- ☐ A "Notice to Contractor" shall be prepared with input from the Office of Environmental Planning that shall be included in the contract documents.

Stormwater Quality – Does the project include new installation or the modification of storm drainage systems?	Yes/No
	No

☐ If yes, the drainage design and stormwater treatment practices shall be in accordance with the ConnDOT *Drainage Manual* (http://www.ct.gov/dot/cwp/view.asp?a=3200&q=260116&dotPNavCtr=|#40139), the *Design Measures for Stormwater Permits Phase II* (http://www.ct.gov/dot/cwp/view.asp?a=2303&q=300868) guidelines and the DEP *2004 Connecticut Stormwater Quality Manual* (http://www.ct.gov/dep/cwp/view.asp?a=2721&q=325704&depNav_GID=1654).

Erosion and Sediment Control (E & S) – E & S plans shall be consistent with the *2002 Connecticut Guidelines for Soil Erosion and Sediment Control* (http://www.ct.gov/dep/cwp/view.asp?a=2720&q=325660&depNav_GID=1654), the current version of ConnDOT's "*On Site Mitigation for Construction Activities*" and the *Standard Specifications Form 816, Section 1.10, Environmental Compliance* (http://www.ct.gov/dot/cwp/view.asp?a=3609&q=430362).

☒ E & S plans shall be developed in final design in accordance with the required documents.

Estimate total acres of site disturbance for project:	The General Permit for Stormwater Discharge shall be:
☒ less than1 acre	☒ Not Required
☐ greater than or equal to 1 acre but less than 5-acres	☐ Reviewed & Approved by City/Town
☐ greater than 5 acres	☐ Registered with the DEP

General Permit for Stormwater and Dewatering Wastewaters from Construction Activities (Stormwater Discharge):
http://www.ct.gov/dep/cwp/view.asp?a=2709&q=324212&depNav_GID=1643#StormwaterConstructionGP

10. Environmental Considerations (continued)

U.S. Army Corps of Engineers (Corps) Programmatic General Permit (PGP) – The Corps regulates any work in U.S. waters or wetlands. The New England District of the Corps has issued a PGP to expedite review of minimal impact projects in coastal and inland waters and wetlands within the State of Connecticut. Although the PGP is not directly related to the FMC, the requirements for bridges or culverts under the PGP may affect the design of these structures which may in turn affect the documentation for the FMC. Therefore, an early understanding of the PGP requirements is necessary to ensure that the project is eligible for the streamlined Corps permit and/or to avoid any unnecessary design changes that may affect the FMC approval and the project schedule. A copy of the CT PGP is available at http://www.nae.usace.army.mil/reg/ctpgp.pdf

Indicate the area of impact to inland or tidal wetlands from the project (0 = No Impact)	☒ Inland ☐ Tidal

Permanent (Acres)	Temporary (Acres)	Total Impact (Acres)
0	0	0

Does the project result in fill in the regulatory floodway (Yes/No)?	No
Does the project include a bridge or culvert waterway crossing (Yes/No)?	Yes (pedestrian)
Is the drainage area to the bridge/culvert greater than or equal to one square mile (Yes/No)?	Yes

☒ Bridge or Open-Bottom Structure	☐ Culvert or Artificial-Bottom Structure
☐ Crossing spans at least 1.2 times the watercourse bank full width ☐ Structure has an openness ratio equal to or greater than 0.25 meters ☒ Structure allows for continuous flow and does not result in a change of the normal surface elevation of the upstream waters, waterway or wetland ☒ Structure incorporates a riparian bank on at least one side for wildlife passage *Open bottom arches, bridge spans or embedded culverts are generally preferred over traditional culverts and are required for Category 1/non-reporting projects. However, site constraints may make use of an open bottom arch, bridge span or embedded culverts impractical, and in these cases documentation must be provided.*	☐ Structure has an openness ratio equal to or greater than 0.25 meters ☐ Culvert gradient is less than or equal to the streambed gradient upstream and downstream of the culvert ☐ Invert is set at least 1 foot below streambed elevation; (for double box crossings, at least one box is set 1 foot below, for culverts where one foot is not practicable, 25% of the pipe must be depressed) ☐ Structure allows for continuous flow and does not result in a change of the normal surface elevation of the upstream waters, waterway or wetland ☐ Structure does not impede the passage of fish

Waterway Crossing Data – Enter the bridge/culvert crossing data below:

Location	Site 1		Site 2		Site 3	
Bridge/Culvert Type	**Single span**					
Span/Size	**25ft**	m	ft	m	ft	m
Channel Bankfull Width	**14.5 ft**	m	ft	m	ft	m
Culvert embedment depth	**0ft**	m	ft	m	ft	m
Cross Sectional Area (*excludes embedded area*)	**90 ft²**	m²	ft²	m²	ft²	m²
Bridge/Culvert Length (*in direction of flow*)	**7ft**	m	ft	m	ft	m
Openness Ratio (m²/m)	**3.9 m**		m		m	

Check the type of permit required for the project:

☒ Project is Category 1 eligible. Documentation will be processed through Office of Environmental Planning.

☐ Project is Category 2 eligible and must be presented at Project Manager's Meeting. Corps application Form ENG 4345 and CT PGP addendum (*both available at* http://www.nae.usace.army.mil/reg/index.htm) must be prepared. If any of the above criteria cannot be met, a justification for the reasons must be included in the permit submission.

☐ Project is not eligible for PGP. An individual permit must be submitted to the Corps.

11. Stormwater Management

Stormwater Runoff – The proposed project will (check all that apply):	
☒ Increase the area of impervious surfaces	☐ Alter existing drainage patterns
☐ Increase runoff coefficients	☐ Alter time of concentrations
☐ Change the timing of runoff in relation to adjacent watersheds	

Will the proposed project impact downstream areas by increasing peak flow rates, the timing of runoff, or the volume of runoff?	Yes/No **No**
If yes, describe the downstream impacts for the 2, 10 and 100 year frequency discharges:	

The pre and post development peak flow rates at the downstream design point are as follows:

Return Frequency (Year)	Peak Discharges (CFS)	
	Pre-Development	Post-Development
2		
10		
100		

The above peak discharges were computed utilizing the a storm duration of:	Hour
This duration storm was selected because:	
Describe the location of the design point and why this location was chosen:	

Stormwater Detention Facilities – Does the proposed project include the construction of any stormwater detention facilities?	Yes/No **No**
☐ If yes, complete the *Stormwater Detention Facilities* worksheet and attach	

Storm Drainage Systems – Does the proposed project include the construction of subsurface storm drainage systems?	Yes/No **No**
☐ If yes, complete the *Storm Drainage Systems* worksheet and attach	

12. Hydrologic Report(s)

- ☒ Perform hydrologic analysis in accordance with the methods identified in the current ConnDOT Drainage Manual and Consulting Engineers General Memorandum 07-06, "StreamStats" (http://www.ct.gov/dot/cwp/view.asp?a=2303&q=421916).
- ☒ Prepare narrative describing the watershed; design storm frequency; FEMA, SCEL, USGS stream gage, *StreamStats* or other study discharge information, if available; the hydrologic methodologies used in the analysis; results of the hydrologic analysis and final recommendations for the 2, 10, 25, 50, 100 and 500-year storm frequencies.
- ☒ Include all other documentation as outlined in Chapter 6, Appendix D of the Drainage manual.
- ☒ Submit a draft Hydrologic Report to ConnDOT for review and approval. The persons preparing and checking the report shall sign and date the report. The report shall be signed and dated by the Department approved hydraulic engineer and include a professional engineer seal, signature and date.
- ☒ Incorporate comments into report, repackage and resubmit Final Report with signatures. Provide responses to previous comments.

13. Hydraulic Report(s)

Depending on whether the flooding source identified in Section 4, "Flooding Source Identification & Floodplain Determination", has been studied in detail by FEMA, one or both of the following documents shall be required:

A. Preliminary Hydraulic Analysis Report – This report and hydraulic analyses contained therein, shall document the hydraulic design for the project and its conformance to the standards and design criteria outlined in the ConnDOT Drainage Manual 2000, as revised. The manual and revisions can be found on the internet at http://www.ct.gov/dot/cwp/view.asp?a=1385&Q=260116. For projects potentially affecting a regulatory floodplain that was determined by approximate methods (FEMA Zone A), this report and hydraulic analyses contained therein, shall document that the proposed project is in conformance with the applicable flood management standards and criteria prescribed in Sections 25-68b through 25-68h of the Connecticut General Statutes (CGS), Sections 25-68h-1 through 25-68h-3 of the Regulations of Connecticut State Agencies, and Section 13a-94 of the CGS.

The report and hydraulic analyses shall be prepared in accordance with the latest version of the DEP "Hydraulic Analysis Guidance Document" and the ConnDOT Drainage Manual. The hydraulic analyses shall be performed using the latest version of the ACOE HEC-RAS computer program unless another program has been specified or approved by the Department.

Cross sections for the hydraulic models shall be developed from field survey and where appropriate, supplemented with cross sections from previous analyses, LIDAR data or other available contour mapping.

Peak discharges from the approved Final Hydrologic Report shall be used. Unless otherwise noted, the 2, 10, 25, 50, 100, and 500-year storm events shall be analyzed for riverine conditions. For tidal structures a combination of tidal storm surge and riverine flooding needs to be analyzed.

☒ Required – ***Complete Section 13A*** ☐ Not Required (*indicate reason*)

Reason:

B. Preliminary Floodplain/Floodway Analysis Report – This report is only required for floodplain/floodway involvement in watercourses that have been studied in detail by FEMA. The report is not required for watercourses with FEMA Flood Hazard Zone "A", "B", or "X" ("C" in older studies) designations or when no zone designation is shown on the FEMA mapping. For projects potentially affecting a regulatory floodplain and floodway, this report and hydraulic analyses contained therein, shall document that the proposed project is in conformance with the applicable flood management standards and criteria prescribed in Sections 25-68b through 25-68h of the Connecticut General Statutes (CGS), Sections 25-68h-1 through 25-68h-3 of the Regulations of Connecticut State Agencies, and Section 13a-94 of the CGS.

The report and hydraulic analyses shall be prepared in accordance with the latest version of the DEP "Hydraulic Analysis Guidance Document" (http://dep.state.ct.us/pao/download.htm#IWRD) and the ConnDOT Drainage Manual. The hydraulic analyses shall be performed using the latest version of the ACOE HEC-RAS computer program unless another program has been specified or approved by the Department.

Cross sections for the hydraulic models shall be the same as those used for the published FEMA FIS. The original FEMA FIS hydrologic and hydraulic analysis data is requested as noted in Section 4 of this form. When the FEMA data is unavailable, the DEP guidance document shall be followed. The FIS cross sections may be supplemented, replaced or additional cross sections from field survey information may be inserted into the hydraulic model in order to define the project site as outlined in the DEP guidance document. In cases where discrepancies between the FIS cross sections and the current survey information are unacceptable, or obvious input errors are noted, data from the current survey shall be used.

Peak discharges from the published FEMA FIS shall be used. Unless otherwise noted, the 10, 50, 100, and 500-year peak discharges shall be analyzed for the floodplain (unencroached condition) analysis. The 10 and 100 peak discharges shall be analyzed in the floodway (encroached condition) analysis. When only a portion of the stream reach is being studied by the project, the hydraulic models shall start and end at "lettered" FEMA cross sections.

☐ Required – ***Complete Section 13B*** ☒ Not Required (*indicate reason*)

Reason:

This watercourse, Pettee Brook, has not been studied in detail by FEMA and therefore this report is not required as stated above. The site is designated as FEMA Flood Hazard Zone "A".

13A. Preliminary Hydraulic Analysis Report

The following hydraulic models shall be developed:

☒ *Existing conditions model* – This model shall be developed to reflect the current, pre-project conditions.

☒ *Natural conditions model* – This model is required for all structure replacements and is typically developed by removing existing structure data from the existing conditions model. Only the 100-year peak discharge needs to be analyzed in the natural conditions model.

☒ *Proposed conditions model* – This model is developed by imposing the proposed structure and any other proposed modifications onto the existing conditions model. Proposed modifications may include, among other things, floodplain encroachments resulting from the proposed highway and bridge design and any stream channel relocations/restorations. The preliminary hydraulic design and proposed model shall also address any fisheries and aquatic habitat concerns identified by the DEP Fisheries review. The hydraulic models shall be compared to verify that there are no increases in elevations from existing to proposed conditions and that the proposed conditions model does not increase the water surface elevation by more than one foot over the natural conditions for the 100-year storm event. The proposed conditions model results shall be used to verify that the design of culverts and bridges satisfy the design criteria outlined in Tables 8-4 and 9-2 of the Drainage Manual. The In certain cases where these and other design criteria can not be satisfied due to site conditions or other constraints, the report must document the reasons, potential impacts and provide recommendations.

☒ *Temporary conditions model* – In combination with the anticipated construction methodology and/or stage construction plans, conceptual water handling and flood contingency plans shall be developed. The temporary conditions model shall reflect any obstructions and reduced channel capacities caused by temporary hydraulic facilities that are used to temporarily divert stream flow or isolate work areas from the stream flow as shown in the water handling plan. All stages of construction shall be analyzed using a temporary design flow as determined by the methodology in Chapter 6, Appendix F, “Hydrology for Temporary Facilities”, of the Drainage Manual. In some cases, an analysis of the worst-case scenario only, may be acceptable to document that the temporary condition will not cause or exacerbate flooding of the roadway or private property or result in excessive erosion and sedimentation. As a part of the development of a flood contingency plan for the project, storms greater than the temporary design storm shall also be evaluated and, if necessary, the water handling/stage construction plans shall be modified to avoid excessive flooding or erosion during construction.

  ☒ *All hydraulic models for a specific site shall be created and maintained in the same HEC-RAS project (.prj) file using different geometry, flow data and plan files where needed. The HEC-RAS program has been specifically designed to facilitate review of different conditions and scenarios in this fashion.*

☒ Channel Design – Conceptual plans and calculations shall be included in the report for any channel design, stream relocation/restoration, revetment design, scour countermeasures, fisheries enhancements or other similar work proposed for the project.

☒ Prepare Report – The report shall include <u>all</u> information required to clearly document the site specific hydraulic analysis and design. At a **<u>minimum</u>**, the report shall include the following material:

  ☒ Location Maps (annotated TRU, USGS Quad, FEMA and aerial maps)

  ☒ Hydraulic Data Sheets (DM, Chapter 9, Appendix A) for each proposed structure based on ConnDOT design discharge.

  ☒ Hydraulic Cross-Section Location Map(s) with topography and contours showing existing and proposed cross section locations. The map(s) shall be developed from the base mapping for the project.

  ☒ Water Surface Profile Plots

    ☒ Existing, Natural & Proposed at 100-year design discharge

    ☒ Existing & Proposed at 10-year design discharge

    ☒ Proposed at 100-year design discharge

  ☒ Comparison Tables

    ☒ Existing vs. Proposed & Proposed vs. Natural 100-year Water Surface Elevation

    ☒ Existing vs. Proposed 10-year Water Surface Elevation

    ☒ Existing vs. Proposed 100-year Average Channel Velocity

  ☒ Existing vs. Proposed 10-year Average Channel Velocity

13A. Preliminary Hydraulic Analysis Report (continued)

- ☒ Narrative describing the project; hydrology; hydraulic design criteria, analysis methodology and results; natural, existing and proposed conditions; model boundary conditions; hydraulic structures; channel design, stream relocations and restorations; fish passage; any unusual aspects of the hydraulic analysis, results and design; conclusions and recommendations. For structure replacements that decrease backwater from existing conditions, the narrative shall address qualitatively potential downstream effects due to loss of upstream flood storage volume. If it appears that downstream effects may be detrimental, then additional analyses may be required to verify the effects or the design may need to be modified accordingly. The narrative shall be comprehensive and clear enough to expedite the review process by guiding the reviewers' through the project, the hydraulic analysis and design. The document shall also serve as a record so that the design methodology and intent may be understood should the document be referenced many years in the future. Stage construction, water handling, temporary hydraulic facilities and flood contingency shall be described in a separate narrative included in an appendix to the report.
- ☒ Appendices
  - ☒ Site photographs
  - ☒ Data Collection & Field review Forms
  - ☒ HEC-RAS hydraulic model input and output data – Full printout for proposed condition only; HEC-RAS Profile Output Tables – Standard Table 1 including the 2, 10, 25, 50, 100, and 500-year storm events for existing and proposed conditions and 100-year for the natural condition.
  - ☒ Hydraulic calculations – Include all miscellaneous hydraulic calculations used for the design of the project.
  - ☒ Channel Design – Include all calculations, plates or plans for channel design.
  - ☒ Cross section plots – Proposed condition superimposed on existing condition with 10- and 100-year water surfaces and the proposed condition alone with 10- and 100-year water surfaces.
  - ☒ Water Handling And Temporary Hydraulic Facility Design – Narrative describing stage construction, water handling, temporary hydraulic facilities, flood contingency and the development and results of the temporary conditions model; Hydrology for Temporary Facilities (worksheet); HEC-RAS Profile Output Table – Standard Table 1; water surface profile plot; cross section plots showing temporary conditions; plates or plans showing construction staging, water handling and the temporary hydraulic facilities.
- ☐ Correspondence – Include any correspondence related to the hydraulic design such as a copy of the DEP Fisheries comments and recommendations.
- ☐ CD – The report shall include a computer CD containing all files used in the hydraulic analysis including HEC-RAS input files and any spreadsheets developed for the project. The CD shall be labeled with the project information and include a clear index of the files contained therein. Any interim calculation or extraneous files used during the design process shall not be copied onto CD.
- ☐ Other – Include any other site or project specific information required to document the hydraulic analysis and design.

☒ Submit Preliminary Hydraulic Analysis Report to ConnDOT for review prior to or concurrent with the Preliminary Design submission. The persons preparing and checking the report shall sign and date the report. The report shall include the signature of the Department approved hydraulic engineer, date and a professional engineer seal, signature and date.

13B. Preliminary Floodplain/Floodway Analysis Report

☐ Prior to developing the hydraulic models, the 100-year floodplain limits, floodway and FEMA cross section locations shall be plotted on a plan developed from the base mapping for the project. The proposed conditions shall be superimposed on the plan so that proposed encroachments into the floodplain/floodway can be identified, be eliminated by redesign or be included in the hydraulic models for the project.

The following hydraulic models shall be developed:

☐ *Calibrated model* - Recreate the FEMA model "as-is" with the original FEMA data for the 10, 50, 100 and 500-year storm events using the published FEMA flows. Compare the results of this model with FEMA's published values. In the report narrative, discuss any differences between the calibrated model results and the published FEMA data including any apparent errors or discrepancies in the original data.

☐ *Existing conditions model* – Modify the calibrated or "as-is" model to reflect the current conditions , keeping in mind that if additional cross sections are required for the proposed conditions model, matching cross sections must be included in the existing conditions model. Also, cross sections at the right of way limits are recommended as they may be needed should the proposed condition show minor increases in water surface elevation near the roadway crossing. However, prior to developing this model, the FEMA cross sections within the study reach of the proposal should be compared to current survey information at the location of the FEMA cross sections in order to determine their accuracy. In situations where any discrepancies found between the FEMA data and the current survey information are relatively minor (generally matching to within 0.5' is acceptable), the FEMA data should be used. In cases where the discrepancies between the FEMA cross sections and the current survey information are unacceptable, or obvious input errors are noted, data from the actual site conditions should be utilized. The report shall discuss any differences.

☐ *Existing conditions encroached model* – When a FEMA floodway is present the existing conditions model will be run with encroachments using Method 1 for the 10 and 100-year storm events. The distance between the encroachment stations shall be consistent with the published (FIS “FLOODWAY DATA” table) floodway widths and the floodway widths scaled from the FEMA mapping.

☐ *Proposed conditions model* – Similar to the hydraulic analysis report, this model is developed by imposing the proposed structure and any other proposed modifications onto the existing conditions model. Increases in water surface elevation in the proposed conditions model compared to the existing conditions model shall be eliminated by redesign, where possible. Unavoidable increases and potential impacts must be thoroughly discussed in the report narrative. Adverse impacts will not be approved. If the proposed conditions model differs from the published information by more than 0.5-feet, a notification letter and backup data shall be sent to FEMA and the town per the DEP guidelines. The existing and proposed conditions model shall show convergence of the water surface elevation upstream and downstream of the project. If the water surface elevation is lowered in the proposed condition, convergence within 0.5-feet is acceptable.

☐ *Proposed conditions encroached model* - When a FEMA floodway is present the proposed conditions model will be run with encroachments using Method 1 for the 10 and 100-year storm events. The encroachment stations must be the same as in the existing conditions encroached model. No increase in water surface elevation (0.00’) in the proposed encroached conditions model compared to the existing encroached conditions model is allowed. If an increase occurs, the hydraulic models shall be carefully reviewed and/or the project design shall be modified to eliminate the increase. An increase in water surface elevation that converges to the existing condition at or within the State or Town (for municipal projects) right of way may be permissible if there is no adverse impact shown. Cross sections must be located at the right of way limits to demonstrate convergence. Other unavoidable increases in water surface elevation or modifications to the regulatory floodway will not be permitted without prior approval of a conditional letter of map revision (CLOMR) from FEMA.

  ☐ *All hydraulic models for a specific site shall be created and maintained in the same HEC-RAS project (.prj) file using different geometry, flow data and plan files where needed. The HEC-RAS program has been specifically designed to facilitate review of different conditions and scenarios in this fashion.*

☐ Prepare Report – The report shall include <u>all</u> information required to clearly document the site specific hydraulic analysis and design. At a **<u>minimum</u>**, the report shall include the following material:

  ☐ Location Maps (annotated TRU, USGS Quad, FEMA and aerial maps)

  ☐ Hydraulic Data Sheets (DM, Chapter 9, Appendix A) for each proposed structure based on FEMA discharge.

  ☐ Plan showing floodplain/floodway involvement.

  ☐ Hydraulic Cross-Section Location Map(s) with topography and contours showing FEMA cross section locations and any additional existing and proposed cross section locations. The map(s) shall be developed from the base mapping for the project or other mapping that has been approved for use by the Department.

13B. Preliminary Floodplain/Floodway Analysis Report (continued)

- ☐ Water Surface Profile Plots
  - ☐ Existing & Proposed conditions at 100-year design discharge
  - ☐ Existing encroached & Proposed encroached conditions at 100-year design discharge
  - ☐ Existing & Proposed conditions at 10-year design discharge
  - ☐ Existing encroached & Proposed encroached conditions at 10-year design discharge
  - ☐ Proposed conditions and Proposed encroached conditions at 100-year design discharge
- ☐ Comparison Tables
  - ☐ FEMA FIS model vs. Calibrated model & Calibrated model vs. Existing conditions model 100-year Water Surface Elevation
  - ☐ Existing conditions & Existing encroached conditions vs. Proposed conditions & Proposed encroached conditions 100-year Water Surface Elevation
  - ☐ Existing conditions & Existing encroached conditions vs. Proposed conditions & Proposed encroached conditions 10-year Water Surface Elevation
  - ☐ Existing vs. Proposed conditions 100-year Average Channel Velocity
  - ☐ Existing vs. Proposed conditions 10-year Average Channel Velocity
- ☐ Narrative describing the project; location(s) and description of floodplain/floodway involvement; FEMA FIS data, FEMA cross sections, accuracy and use of additional cross sections to define site; FEMA and project hydrology; hydraulic design criteria; hydraulic structures; channel design, stream relocations and restorations; fish passage; FEMA and project analysis methodology and results; FEMA calibrated model, existing and proposed unencroached and encroached conditions models; model boundary conditions; any unusual aspects of the hydraulic analysis, results and design; conclusions and recommendations. The narrative shall be comprehensive and clear enough to expedite the review process by guiding the reviewers' through the project, hydraulic analysis and design. The narrative shall cross reference any pertinent information contained in the separately bound Hydrologic, Hydraulic Analysis, and Drainage reports prepared for the project.
- ☐ Appendices
  - ☐ FEMA FIS data – FIS cover page, summary of discharges, floodway data table, flood profiles, copy of FIS hydrologic and hydraulic analyses obtained from FEMA.
  - ☐ HEC-RAS hydraulic model input and output data – Full printout for proposed conditions and proposed encroached conditions only; HEC-RAS Profile Output Tables – Standard Table 1 for (1) the 10, 50, 100, and 500-year storm events for existing and proposed conditions, (2) 100-year existing, existing encroached, proposed and proposed encroached conditions and (3) 10-year existing, existing encroached, proposed and proposed encroached conditions.
  - ☐ Cross section plots – Proposed conditions & proposed encroached conditions superimposed on existing conditions & existing encroached conditions with 10- and 100-year water surfaces shown separately.
- ☐ CD – The report shall include a computer CD containing all files used in the hydraulic analysis including HEC-RAS input files and any spreadsheets developed for the project. The CD shall be labeled with the project information and include a clear index of the files contained therein. Any interim calculation or extraneous files used during the design process shall not be copied onto CD.
- ☐ Other – Include any other site or project specific information required to document the hydraulic analysis and design.

☐ Submit to ConnDOT for review prior to or concurrent with the Preliminary Design submission. The persons preparing and checking the report shall sign and date the report. The report shall include the signature of the Department approved hydraulic engineer, date and a professional engineer seal, signature and date.

Culverts and Bridges

Complete this section *only* if the proposed project includes the repair, modification, replacement or new construction of a culvert or bridge. *Use a separate worksheet for each culvert/bridge on the project.*

Bridge No.	Roadway	Station/Location	Stream Name
(n/a)	**Route 44**		**Pettee Brook**

All culverts and bridges are designed in accordance with methods and procedures defined in the DOT Drainage Manual as revised, DOT 816 as revised and the CT 2004 Stormwater Quality Manual as revised.

Utilizing the DOT Drainage Manual classifications listed below, the culvert or bridge is classified as a:

- ☐ *Minor Structure* - Minor structures have a drainage area of less than one square mile in which there is no established watercourse. They shall be designed to pass the 25 year frequency discharge.
- ☐ *Small Structure* - Small structures have a drainage area of less than one square mile in which there is an established watercourse. They shall be designed to pass the 50 year frequency discharge.
- ☒ *Intermediate Structure* - Intermediate structures have a drainage area greater than one square mile and less than 10 square miles. They shall be designed to pass the 100 year frequency discharge with reasonable underclearance.
- ☐ *Large Structure* - Large structures have a drainage area greater than 10 square miles and less than 1000 square miles. They shall be designed to pass the 100 year frequency discharge with an underclearance not less than two feet.
- ☐ *Monumental Structure* - Monumental structures *have* a drainage area greater than 1000 square miles. They shall be designed to meet the requirements of the Connecticut Department of Environmental Protection, U.S. Army Corps of Engineers, and the U.S. Coast Guard.
- ☐ *Tidal Structure* - Tidal structures are subject to tidal action and shall be classified as minor, small, intermediate, etc. depending on their drainage area. These structures shall be designed in accordance with the previously listed *classifications*. However if the highway is subject to frequent tidal flooding, the design storm may be made consistent with the frequency of flooding by tidal action. The proposed culvert or bridge is classified as:

☐ Minor ☐ Small ☐ Intermediate ☐ Large ☐ Monumental

Note: Underclearance requirements are most applicable to bridge superstructures that are subject to buoyancy and damage from debris impact and are not applicable to culverts (enclosed conduits).

Culverts and bridges will be designed for flood frequencies and underclearances stipulated in the DOT Drainage Manual as listed above, except that on local roads and driveways with low traffic volumes and where alternate routes are available, lower design criteria are acceptable when:

- ☐ Flood discharges may be allowed to cross over roads that are at or close to the floodplain grade.
- ☒ Water surface elevations are not increased by more than one foot, and will not cause damage to upstream properties.
- ☐ Provisions are made to barricade the road when overtopped.
- ☐ The road or driveway is posted as being subject to flooding.

	Yes/No
Has the structure been designed in accordance with the criteria established in the DOT Drainage Manual?	**Yes**
If no, have the preceding conditions been incorporated with the lower design criteria (Yes/No)?	

The culvert or bridge has been designed for:	Design Frequency (Year)	Underclearance (feet)
	100 Year	**0 ft**

Describe the lower design standards and the reasons for not complying with the DOT Drainage Manual:

Culverts and Bridges (continued)

Design Discharge – If the subject site is located in a FEMA floodway or a *numbered* "A" zone, the discharge for analyzing the acceptability of a project at that site must be the same discharge used by FEMA in establishing the floodway or *numbered* "A" zone designation for the site. If the subject site is located in an *unnumbered* "A" zone or is not located in a FEMA flood zone, such that no detailed study is available, hydrologic analysis must be performed to establish an appropriate design discharge for evaluating the acceptability of the project at that site. If a design discharge is recommended other than the discharge used by FEMA, the designer must still evaluate the project using the FEMA design discharge and provide a detailed justification as to why another discharge was selected.

100-Year FEMA Discharge (cfs)	**N/A**	100-Year Design Discharge (cfs)	**606 cfs**

Natural Condition – Bridges and culverts should be designed so that the proposed water surface profile does not exceed the natural profile by more than one foot for the 100-year floodplain analysis. This applies to the replacement of existing bridges and culverts as well as the construction of new structures.

Will the proposed culvert or bridge meet this standard?	Yes/No	Maximum Increase Proposed vs Natural (feet) Is?
	Yes	**0.04 ft**

If no, provide justification below:

The existing conditions model is the natural conditions profile.

Headwater – Will the proposed culvert or bridge be designed so that flooding during the design discharge does not endanger the roadway or cause damage to upstream developed property?	Yes/No **Yes**
Freeboard is defined as the vertical distance between the design water surface and the upstream control such as the low point of the roadway edge, sill of a building or other controlling element. Indicate the amount of freeboard (in feet) provided in the proposed culvert or bridge design:	**0 ft**

Indicate the hydraulic design control(s) for the proposed culvert or bridge below:

- ☐ The elevation of roadway edge at roadway low point
- ☐ The sill elevation of building or other structure
- ☒ A water surface elevation equal or less than the FEMA regulatory elevation
- ☐ One foot over natural condition requirement
- ☐ A water surface elevation non-damaging or not encroaching onto private property
- ☐ A ratio of the headwater/culvert depth (HW/D) less than 1.5
- ☐ A water surface elevation below a divide where the flow would be diverted from the area tributary to the culvert
- ☐ Maintain existing water surface elevation and flood storage due to downstream flooding concerns
- ☐ Other:

Downstream Peak Flows – Will the proposed culvert or bridge increase downstream peak flows by decreasing existing headwater depths during flooding events?	Yes/No **No**

If yes, describe the selected design criteria and the impacts to downstream properties:

Culverts and Bridges (continued)

Alignment – If the proposed bridge or culvert is new construction, has the structure been aligned to minimize the relocation of the watercourse? ☒ No new alignment	Yes/No
Fish Passage – Does the culvert design allow for the passage of fish?	Yes/No
Has the rigid floors at new or replaced bridges and culverts been depressed a minimum of one foot below the normal streambed with one foot native streambed material on top? ☒ No rigid structural floor	Yes/No
If no, has written approval been obtained from DEP Fisheries (Yes/No)?	
Describe the specific design provisions for fish passage:	
Parapet Walls – Does the design utilize solid parapet walls in the sag part of a vertical curve?	Yes/No **No**
If yes, has the use of such walls been deemed hydraulically acceptable by the DOT Hydraulics and Drainage?	Yes/No
Multiple Openings – The use of a single large culvert or bridge opening is preferred over the use of multiple small openings. Has the design minimized the use of multiple small openings?	Yes/No **Yes**
If no, explain:	
Debris Blockage – Is the culvert or bridge prone to blockage by debris?	Yes/No **No**
If yes, has the project design incorporated measures to minimize the potential for debris blockage?	Yes/No

Temporary Hydraulic Facilities

This section must be completed if the project requires a temporary hydraulic facility for water handling, temporary stream diversion and stage construction. Temporary hydraulic facilities include, among other things, all channels, culverts, bridges or channel constrictions such as cofferdams which are required for haul roads, channel relocations, culvert installations, bridge construction, temporary roads, or detours. They are to be designed with the same care which is used for the primary facility.

Has such facility been designed in accordance with Chapter 6, Appendix F, "Temporary Hydraulic Facilities," of the DOT Drainage Manual? ☐ Yes ☐ No If yes, the design flood frequency is the: year flood.

Describe the temporary facilities:

Storm Drainage Systems

Complete this section *only* if the proposed project includes the construction of subsurface storm drainage systems.

a. *DOT Standards* - Is the proposed storm drainage system designed in accordance with the Connecticut Department of Transportation's (DOT) Drainage Manual? ☐ Yes ☐ No

If no, describe the lower design standards and the reasons for not complying with the Drainage Manual:

b. *Design Storm* - Is the storm drainage system designed for a ten year frequency storm without closing the use of the facility? ☐ Yes ☐ No

c. *Future Development* - Has the design of the system considered future development of adjacent properties?

☐ Yes ☐ No

d. *Outlet Protection* - Have the outlets from the system been designed to minimize the potential for downstream erosion?

☐ Yes ☐ No

e. *Overland Flow* - Has the use of curbing been minimized to encourage overland dispersed flow through stable vegetated areas? ☐ Yes ☐ No

f. *Vegetated Filter Strips* - Has the design incorporated the use of vegetated filter strips or grass swales to improve the quality of water outletting from the storm drainage system? ☐ Yes ☐ No

g. *Stormwater Treatment* - Describe features of the stormwater collection system intended to improve the quality of stormwater runoff prior to its discharge to surface waters.

h. *E & S Control Plan* - Has the design and installation of the storm drainage system been coordinated with the soil erosion and sediment control plan prepared in accordance with the 2002 Connecticut Guidelines for Soil Erosion and Sediment Control?

☐ Yes ☐ No

Explain:

Alterations of Watercourses

Complete this section *only* if the proposed project includes the construction or alteration to a natural perennial watercourse or man-made channel

a. *Topography Change* - Is the watercourse or channel located within a regulatory floodway or Zone A1-30 or AE as designated by the NFIP? ☐ Yes ☐ No

b. *Hydraulic Capacity* - Does the channel have a minimum flow capacity of a flood equal to at least the 25 year frequency flood? ☐ Yes ☐ No

The channel capacity is designed for the: year flood.

Does the channel have an inner channel with a capacity of a 2 year frequency flood? ☐ Yes ☐ No

c. *Aquatic Habitat* - Channel alterations should be designed to create aquatic habitats suitable for fisheries, including suitable habitat for maintaining fish populations and to enable fish passage, and to maintain or improve water quality, aesthetics, and recreation.

Has the applicant had any pre-application meetings or correspondence with DEP Fisheries?

☐ Yes ☐ No

Check each of the following criteria that have been incorporated into the project design:

☐ 1. artificial channel linings have been avoided;

☐ 2. the channel will encourage ecological productivity and diversity;

☐ 3. the channel and its banks will be compatible with their surroundings;

☐ 4. the channel will vary in its width, depth, invert elevations, and side slopes to provide diverse aquatic habitat;

☐ 5. straightening existing channels and thereby decreasing their length has been avoided;

☐ 6. the channel will not create barriers to upstream and downstream fish passage;

☐ 7. the channel will contain pools and riffles and a low flow channel to concentrate seasonal low water flows;

☐ 8. the channel will contain flow deflectors, boulders and low check dams to enhance aquatic habitat;

☐ 9. stream bank vegetation will be preserved where feasible and disturbed stream bank areas will be replanted with suitable vegetation;

☐ 10. clean natural stream bed materials of a suitable size will be incorporated in the new channel; and

☐ 11. construction of the proposed project will be scheduled to minimize conflicts with spawning, stocking, and recreational fishing seasons.

Describe how the above aquatic habitat design criteria have been incorporated into the project design:

Stormwater Detention Facilities

Complete this section *only* if the proposed project includes the construction of any stormwater detention facilities.

Has the DEP determined whether a dam construction permit is required? ☐ Yes ☐ No

The pre and post development peak flow rates at the downstream design point are as follows:

Return Frequency (Year)	Peak Discharges (CFS)		
	Pre-Development	Post-Development (without detention)	Post-Development (with detention)
2			
10			
100			

The above peak discharges were computed utilizing the: hour duration storm. This duration storm was selected because:

Describe the location of the design point and why this location was chosen:

If the proposed project increases peak flow rates for the 2, 10 or 100 year frequency discharges, describe the impacts to downstream areas:

Will the detention facility aggravate erosion along the downstream channel? ☐ Yes ☐ No

In certain situations, detention of stormwater aggravates downstream flooding. This occurs when the discharge from a subwatershed is delayed by a detention facility so that it adds to the peak discharge from another subwatershed. Adding the hydrographs of the two subwatersheds results in a higher peak discharge over that which would occur if detention were not present.

Is the location of the detention facility within the watershed suitable for detention? ☐ Yes ☐ No

Explain:

Standards for Structures (Buildings/Facilities) in Floodplains or Coastal High Hazard Areas

Complete this section *only* if the proposed project involves a new or substantially improved structure or facility located within a floodplain or coastal high hazard area.

a. *Structures in Coastal High Hazard Areas* - Will the structure or facility be located within an NFIP coastal high hazard area?

☐ Yes ☐ No

If no, skip to paragraph 3(b); if yes:

1. Will the structure or facility be located landward of the reach of mean high tide?

   ☐ Yes ☐ No

2. Will a new structure or facility be located on an undeveloped coastal barrier beach designated by FEMA?

   ☐ Yes ☐ No

3. If the structure or facility is/will be located within a coastal high hazard area, the structure or facility must be elevated on pilings or columns so that the bottom of the lowest horizontal structural member of the lowest floor (excluding the pilings or columns) is elevated to at least one foot above the base flood level and the pile or column foundation and structure attached thereto must be anchored to resist floatation, collapse and lateral movement due to the effects of wind, velocity waters, hurricane wave wash, and base flood water loads acting simultaneously on all building components.

   Does the proposed structure or facility meet these standards? ☐ Yes ☐ No

   The base flood elevation is: ft. (Datum:)

   The elevation of the lowest horizontal structural member is: ft. (Datum:)

4. Will the space below the lowest floor be either free of obstruction or constructed with non-supporting breakaway walls?

   ☐ Yes ☐ No

5. Will fill be used for structural support of any buildings within coastal high hazard areas?

   ☐ Yes ☐ No

b. *Structures in Floodplain Areas* - Are the structures residential or nonresidential?

☐ Residential ☐ Nonresidential If *nonresidential*, skip to paragraph 3(d) below.

c. *Residential Structures* - If the structure or facility is for human habitation will the lowest floor of such structure or facility, including its basement, be elevated one foot above the level of the 500 year flood?

☐ Yes ☐ No

The 500 year flood elevation is: ft. (Datum:)

The elevation of the lowest floor, including basement, is: ft. (Datum:)

d. *Non-residential Structures* - If the structure or facility is not intended for residential uses, will the lowest floor of such structure or facility, including its basement, be elevated to or above the 100 year flood height or be floodproofed to that height, or in the case of a critical activity, the 500 year flood height?

☐ Yes ☐ No

If yes, the structure will be: ☐ Elevated ☐ Floodproofed

The base flood elevation is: ft. (Datum:)

The elevation of the lowest floor, including basement, is: ft. (Datum:)

The structure is floodproofed to: ft. (Datum:)

Note: for insurance purposes nonresidential structures must be floodproofed to at least one foot above the base flood elevation. DEP strongly encourages that the height of floodproofing incorporate one foot of freeboard.

Standards for Structures (Buildings/Facilities) in Floodplains or Coastal High Hazard Areas (continued)

e. *Utilities* - Will service facilities such as electrical, heating, ventilation, plumbing, and air conditioning equipment be constructed at or above the elevation of the base flood or floodproofed with a passive system?

☐ Yes ☐ No

f. *Water Supply Systems* - Does the proposed project include a new or replacement water supply system?

☐ Yes ☐ No

If yes, is the water supply system designed to prevent floodwaters from entering and contaminating the system during the base flood?

☐ Yes ☐ No

g. *Sanitary Sewage Systems* - Does the proposed project include a new or replacement sanitary sewage or collection system?

☐ Yes ☐ No

If yes, is the sanitary sewage system designed to minimize or eliminate the infiltration of flood waters into the systems and discharges from the systems into flood waters during the base flood?

☐ Yes ☐ No

h. *Foundation Drains* - Are foundation drains of buildings designed to prevent backflow from the 100 year frequency flood into the building?

☐ Yes ☐ No ☐ No foundation drains

ATTACHMENT A

CTDOT CERTIFICATIONS

Flood Management Certification Application

January 2022

Statewide Flood Management Certification for
Federally and State Funded Municipal Projects

Attachment A: DOT

A-1: Engineering Certification

Name of Subject Facility and DOT Project Number:

CT State Route 44 Sidewalk Improvements, Salisbury
CT DOT Project No. 0121-CCP1

Name of floodplain and watercourse:

Pettee Brook

I hereby certify, in reliance on the Municipal Official Certification, the Town Engineer / Consultant-Professional Certification, the DOT Hydraulics and Drainage Section and the DOT Environmental Planning reviews, that the above referenced project qualifies for the DEP Commissioner's approval pursuant to Section 25-68d of the General Statutes, and that the proposed activity described in this application is consistent with all applicable standards and criteria established in Sections 25-68d(b) of the General Statutes and Sections 25-68h-1 through 25-68h-3, inclusive, of the Regulations of Connecticut State Agencies.

Signature: _____ _____

Date

Print/Type: _____

Transportation Engineering Administrator
Bureau of Engineering and Construction

Statewide Flood Management Certification for
Federally and State Funded Municipal Projects

Attachment A: DOT

DOT Project No. 0121-CCP1

A-2: Hydraulics and Drainage Section Review

Based on my review and reasonable investigation, including my inquiry of those individuals responsible for obtaining the information, the proposed activity described in this application is consistent with all applicable standards and criteria established in Sections 25-68d(b) of the General Statutes and Sections 25-68h-1 through 25-68h-3, inclusive, of the Regulations of Connecticut State Agencies.

Signature: _____ _____
Date

Print/Type: _____
Transportation Principal Engineer
Hydraulics and Drainage Section

A-3: Environmental Planning Review

Based on my review and reasonable investigation, including my inquiry of those individuals responsible for obtaining the information, the proposed activity described in this application is consistent with all applicable standards found in the 2004 Connecticut Stormwater Manual, 2002 Erosion and Sedimentation Control Guidelines (as amended) and that there has been proper coordination with the Inland Fisheries Division and the Natural Diversity Database.

Signature: _____ _____
Date

Print/Type: _____
Transportation Supervising Planner
Office of Environmental Planning

ATTACHMENT B

MUNICIPAL CERTIFICATIONS

Flood Management Certification Application

January 2022

Statewide Flood Management Certification for
Federally and State Funded Municipal Projects

Attachment B: Municipality

B-1: Municipal Official Certification

Name of Applicant / Municipality: **Town of Salisbury, Connecticut**

DOT Project No.: **0121-CCP1**

Description of Proposed Project: **Sidewalk construction along S.R. 44 over Pettee Brook**

1. The recipient of federal and/or state funding will be:

Name: **Curtis Rand, First Selectman**

Mailing Address: **27 Main Street, P.O. Box 548**

City/Town: **Salisbury** State: **CT** Zip Code: **06068**

Phone: **860-435-5170** ext. Fax:

Based on my review and reasonable investigation, including my inquiry of those individuals responsible for preparing the information, the proposed activity described in this application is consistent with all applicable standards and criteria established in Sections 25-68d(b) of the General Statutes and Sections 25-68h-1 through 25-68h-3, inclusive, of the Regulations of Connecticut State Agencies.

I understand that a false statement made in the submitted information may, pursuant to Section 22a-6 of the General Statutes, be punishable as a criminal offense under Section 53a-157b of the General Statutes, and may also be punishable under Section 22a-438 of the General Statutes.

Signature: _____ _____
Date

Print/Type: **Curtis G. Rand**
First Selectman

Statewide Flood Management Certification for
Federally and State Funded Municipal Projects

Attachment B: Municipality

B-2: Town Engineer / Consultant - Professional Certification

DOT Project No.:**0121-CCP1**

Description of Proposed Project: **Sidewalk construction along S.R. 44 over Pettee Brook**

Plan Dated and Revised Through: **May 7, 2021**

Hydrologic and Hydraulic Study Dated: **Hydraulic Report – January 2022**

I hereby certify that the prepared information and the proposed activity described in this application is consistent with all applicable standards and criteria established in Sections 25-68d(b) of the General Statutes and Sections 25-68h-1 through 25-68h-3, inclusive, of the Regulations of Connecticut State Agencies.

I understand that a false statement made in the submitted information may, pursuant to Section 22a-6 of the General Statutes, be punishable as a criminal offense under Section 53a-157b of the General Statutes, and may also be punishable under Section 22a-438 of the General Statutes.

Signature: _____ _____
Date

Print/Type: **Gary R. Nash**

P.E. Number: **13048**

ATTACHMENT C

SALISBURY INLAND WETLANDS PERMIT

Flood Management Certification Application

January 2022

Marc M

Abby Conroy
Land Use Administrator

Telephone: 860-435-5190
Fax: 860-435-5172
Email: aconroy@salisburyct.us

TOWN OF SALISBURY
CONNECTICUT

Town Hall
P.O. Box 548
27 Main Street
Salisbury, Connecticut 06068

March 22, 2021

Curtis Rand, First Selectman
Town of Salisbury
PO Box 548
Salisbury, CT 06068

Re: Notice of Decision & Inland Wetlands Approval 2021-IW-005 to construct a sidewalk and pedestrian bridge over Pettee Brook

Dear Mr. Rand:

At the special meeting of the Salisbury Inland Wetlands and Watercourses Commission (Commission) held March 15, 2021, the members voted to approve your application to construct a sidewalk and pedestrian bridge over Pettee Brook as seen on engineering drawings by SLR Consulting dated February 25, 2021, subject to the attached standard conditions. The following notice of decision will be published in the March 25, 2021 edition of the Lakeville Journal. This decision is subject to appeal to the Connecticut Superior Court in accordance with the provisions of Connecticut General Statutes §22a-43(a) & §8-8.

Notice of Decision
Town of Salisbury
Inland Wetlands &
Watercourses Commission

Notice is hereby given that the following actions were taken by the Inland Wetlands & Watercourses Commission of the Town of Salisbury, Connecticut on March 15, 2021:

Approved with conditions — Application 2021-IW-004 to demolish existing single-family dwelling and build new including associated site improvements. The property is shown on Salisbury Assessor's map 60 as lot 22 and is known as 178 South Shore Road, Salisbury. The owner of the property is 178 South Shore LLC.

Approved - Application 2021-IW-005 by the Town of Salisbury to construct a sidewalk and pedestrian bridge over Pettee Brook. The property is located within the CT DOT ROW on the north side of Route 44 between Lincoln City Road and Brook Street, Salisbury.

Approved with conditions - Application 2021-IW-006 for forest management activities. The property is shown on Salisbury Assessor's map 23 as lot 59-1 and is known as 215 Taconic Road, Salisbury. The owners of the property are Stephanie & Joshua Weismer.

Approved with conditions - Application 2021-IW-007 to replace a metal crosspipe in an existing driveway. The property is shown on Salisbury Assessor's map 8 as lot 71 and is known as 53 Falls Mountain Road, Salisbury. The owners of the property are Thomas Callahan & Luis Arroyo.

Any aggrieved person may appeal this decision to the Connecticut Superior Court in accordance with the provisions of Connecticut General Statutes §22a-43(a) & §8-8.

03-25-21

2021-IW-005

Standard Conditions

1. The permittee shall notify the Salisbury Inland Wetlands Agent immediately upon the commencement of work and its completion. **A pre-construction meeting with the contractor and the Agent is required.**

2. All work and all regulated activities conducted pursuant to this authorization shall be consistent with the terms and conditions of this permit. Any structures, excavation, fill, obstructions, encroachments, or regulated activities not specifically identified and authorized herein shall constitute a violation of this permit and may result in its modification, suspension or revocation.

3. This authorization is not transferable without written consent of the Commission.

4. In evaluating an application, the Commission and their Agent rely on the information provided by the applicant. If such information is subsequently proven to be false, incomplete or misleading, this permit may be modified, suspended, or revoked and the permittee may be subject to any other remedies or penalties provided by law.

5. The permittee shall employ the practices as outlined in the 2002 CT E & S Guidelines, March 2002 edition and amendments, consistent with the terms and condition of this permit, to control storm water discharges and to prevent erosion and sedimentation and to otherwise prevent pollution of wetlands or watercourses.

6. **The permittee shall immediately inform the Agent of any problems involving the wetlands or watercourses that have developed or are caused by the authorized work.**
7. No equipment or material including without limitation, fill construction materials or debris shall be deposited, placed or stored in any wetland or watercourse on the site.

8. This authorization is subject to and does not derogate any rights and powers of the Town of Salisbury, conveys no property rights or exclusive privileges, and is subject to all public and private rights and to all applicable federal, state and local laws. In conducting and maintaining any activities authorized herein, the permittee may not cause pollution, impairment or destruction of the wetlands and watercourses.

9. This authorization is subject to and does not derogate any rights and powers of the Town of Salisbury, conveys no property rights or exclusive privileges, and is subject to all public and private rights and to all applicable federal, state and local laws. In conducting and maintaining any activities authorized herein, the permittee may not cause pollution, impairment or destruction of the wetlands and watercourses.

10. If the activity authorized also involves activity or a project that requires zoning or subdivision approval, special permit, variance, or special exception, no work pursuant to the wetlands permit may begin until such approval is obtained.

11. The permittee shall maintain sediment and erosion controls at the site in such an operable condition as to prevent the pollution of wetlands and watercourses. Said controls are to be

inspected by the permittee for deficiencies at least once per week and immediately after rain events. The permittee shall correct any such deficiencies within 24 hours of said deficiency being found. The permittee shall maintain such control measures until all areas of disturbed soils, at the site, are stabilized.

12. Erosion and sediment controls must be installed and inspected prior to construction.

13. The site must be stabilized within 30 days of completing any ground disturbance.

If you have any questions or need any assistance with this approval, please contact the Land Use Administrator.

Sincerely,

Abby Conroy
Town of Salisbury
Land Use Administrator and Inland Wetlands Agent

CC:
Marc Mancini
SLR International Corporation
99 Realty Drive
Cheshire, CT 06410

SALISBURY PLANNING AND ZONING COMMISSION
REGULAR MEETING MINUTES
MARCH 15, 2021 6:30 PM

Remote Meeting by Live Internet Video Stream and Telephone

Members Present:
Dr. Michael Klemens (Chairman)
Debra Allee (Alternate)
Allen Cockerline (Regular Member)
Dr. Danella Schiffer (Alternate)
Bob Riva (Regular Member)
Martin Whalen (Secretary)
Cathy Shyer (Regular Member)

Member Absent:
Jon Higgins (Alternate)

Staff Present:
Abby Conroy, Land Use Administrator (LUA)
Tai Kern, Recording Secretary

Brief Items and Announcements

1. Call to Order/Approval of Agenda

Chairman Klemens called the meeting to order at 6:31 p.m.

2. Seating of Members & Alternates

All of the Regular Members were present and seated.

3. Minutes of February 8, 2021

Line 49: "spots" replaced with "parking spaces".

Motion: To approve the minutes of the February 8, 2021 meeting as amended.
Made by Cockerline, seconded by Allee.
Vote: 4-0-3 in favor. Riva, Whalen, and Shyer abstained.

4. Minutes of March 8, 2021

Line 119: "Debra" spelling corrected
Line 52: strike "matched"
Line 137: quotes around "cow path"
Line 135: add "with the following comments and observations"
Line 144: clarify "Lakeville Fire House site plan"
Line 158: add "former Lakeville Firehouse"
Line 168: omit "that"
Line 186: add "alleged"
Line 54: parking plan includes 10 spaces for residents
Line 113: add "24 feet"
Line 165: asked about "the use of local employment for the project"
Line 23: elevated to panelist
Line 41: Clarify as aquifer protection "area"

Motion: To approve the minutes of the March 8, 2021 meeting as amended.
Made by Cockerline, seconded by Riva .
Vote: 5-0-0 in favor.

Public Hearings - 6:45 PM

5. #2021-0120 / Asinari / 110 Sharon Road / Special Permit for Detached Apartment on a Single-Family Residential Lot (Section 208) / Map 47 / Lot 09 / DOR: 01/11/2021 /

LUA Conroy noted that notices to abutters were not mailed return receipt requested per the Regulation requirements.

Aldo Andreoli agreed to grant an extension of 35 days in writing in order to send out the proper notices. It was agreed that this matter would be continued to the April 19, 2021 public hearing.

6. #2021-0121 / Gilman/Gelfand (Lang) / 292 Twin Lakes Road / Special Permit for Detached Apartment on a Single-Family Residential Lot (Section 208) / Map 63 / Lot 09 / DOR:02/08/2021

Secretary Whalen read the legal notice of this hearing aloud.

Paul Lang came forward and explained that they would like to convert the garage to living space. LUA Conroy explained that the garage structure was built in 1999; therefore, predates the Regulations and can be converted. The members requested that an as-built be submitted as a condition of approval in order to document all of the structures on the site.

Chairman Klemens looked for questions from the public. There were none.

Motion: To close public hearing for application #2021-0121 / Gilman/Gelfand (Lang) / 292 Twin Lakes Road / Special Permit for Detached Apartment on a Single-Family Residential Lot (Section 208) / Map 63 / Lot 09.
Made by Cockerline, seconded by Riva.
Vote: 5-0-0 in favor.

Motion: To approve application #2021-0121 / Gilman/Gelfand (Lang) / 292 Twin Lakes Road / Special Permit for Detached Apartment on a Single-Family Residential Lot (Section 208) / Map 63 / Lot 09 with the condition that an as-built be submitted and a Mylar filed with the Clerk.
Made by Cockerline, seconded by Riva.
Vote: 5-0-0 in favor.

Old Business

7. #2021-0125 / Twin Lakes Beach Club Inc (Rathbun/Morrison) / 268 Twin Lakes Road / Site Plan for Development Activities in the LPOD (Section 404) and Restoration of Non- Conforming Tennis Courts (Section 504) / Map 63 / Lot 2 / DOR: 02/08/2021 /

Blake Morrison and Bob Rathaus came forward and reported that they have received IWC approval since the last meeting where this proposal was presented. The road runoff issue was discussed and it was explained that the Town never followed through with the agreed remedy. LUA Conroy agreed to draft a letter to the Town regarding this matter.

Motion: To approve application #2021-0125 / Twin Lakes Beach Club Inc (Rathbun/Morrison) / 268 Twin Lakes Road / Site Plan for Development Activities in the LPOD (Section 404) and Restoration of Non-Conforming Tennis Courts (Sections 404 and 504) / Map 63 / Lot 2.
Made by Cockerline, seconded by Riva.
Vote: 5-0-0 in favor.

8. #2021-0122 / Indian Mountain School (Lenard Engineering/Parsons) / 211 Indian Mountain Road / Site Plan Approval to Construct a Field House and Artificial Turf Athletic Field / Map 1 / Lot 20 / DOR: 02/08/2021 /

Todd Parsons and Cheryl Sleboda came forward. Mr. Parsons explained that they have received IWC approval since the last meeting where this application was presented. The IWC required a meadow mix as a condition of approval.

Chairman Klemens recused himself and Alternate Schiffer was seated for this vote.

Motion: To approve application #2021-0122 / Indian Mountain School (Lenard Engineering/Parsons) / 211 Indian Mountain Road / Site Plan Approval to Construct a Field House and Artificial Turf Athletic Field / Map 1 / Lot 20.
Made by Riva, seconded by Cockerline.
Vote: 5-0-0 in favor.

Chairman Klemens was reseated as a voting member.

New Business

9. #2021-0126 / 178 South Shore LLC (Lenard Engineering/Parsons) / 178 South Shore Road / Site Plan Approval to Demolish and Build New a Single-Family Dwelling and Associated Site Improvements in the Lake Protection Overlay District (Section 404) / Map 60 / Lot 22 / DOR: 03/1/2021 /

Todd Parsons came forward and reviewed the existing conditions noting the existing house and septic on the site. The total acreage is .98 and is generally sloping to the lake 10-15 percent. He reviewed the demolition plan. The proposed impervious surface increased from 1850 sq ft to 2595 sq ft with this plan, which is still under the 10 percent. Erosion control and stock piles were noted on the plan. The proposal includes an aggressive planting plan. Mr. Parsons agreed to add a 3-inch stone layer to the driveway to assure that the driveway remains pervious.

Motion: To approve application #2021-0126 / 178 South Shore LLC (Lenard Engineering/Parsons) / 178 South Shore Road / Site Plan Approval to Demolish and Build New a Single-Family Dwelling and Associated Site Improvements in the Lake Protection Overlay District (Section 404) / Map 60 / Lot 22 with the condition that a pervious driveway system be a part of the plan similar to 140 S. Shore Rd. Made by Cockerline, seconded by Riva.
Vote: 5-0-0 in favor.

Member Shyer stepped down at 8:02 pm and Alternate Allee was seated as a voting member.

10. #2021-0127 / Cohan (Capecelatro) / 331 Housatonic River Road / Site Plan Approval for the Reconstruction of a Nonconforming Garage (Section 504) / Map 08 / Lot 52 /

Attorney Capecelatro came forward and reviewed the proposal. He noted that no TAHD approval is required to rebuild the garage. The garage was taken down in 2018. The garage will be rebuilt less nonconforming bringing it closer to the required 10 feet separation from other structures on the property. The owner executed a statement regarding the garage at the time of closing in October 2020 noting an intention to rebuild.

Chairman Klemens noted that the survey in no way represents what exists today. He reported on his site visit and explained that a lot has happened since 2018. A stone wall has been built potentially within the Town's right-of-way. There is also some activity near a wetland. The group viewed photos of the site.

Mr. Cohan came forward and stated that the wall is within the bounds of their property and does not encroach on the septic or well.

Chairman Klemens explained that a survey of the current site conditions is necessary to move forward. The Housatonic River Commission should be consulted. Additionally, this Commission should receive a legal opinion regarding intent pertaining to the garage.

Attorney Capecelatro confirmed for LUA Conroy that the lot area, lot coverage and setbacks of the proposed garage are nonconforming. The proposed height is 15 feet at the peak.

It was summarized that an escrow would be collected, a written legal opinion will be requested and an updated survey will be submitted. This application will be continued to April 19, 2021.

11. #2021-0128 / Peruzzi (Churchill) / 136 Interlaken Road / Special Permit Approval for Detached Apartment on Single Family Residential Lot (Section 208) / Map 39 / Lot 21 /

It was determined that no one was present to represent this application.

LUA Conroy reviewed the application for a detached apartment. It was noted that approval is pending from TAHD.

Motion: To schedule public hearing for April 19, 2021 at 6:45 pm via Zoom application #2021-0128 / Peruzzi (Churchill) / 136 Interlaken Road / Special Permit Approval for Detached Apartment on Single Family Residential Lot (Section 208) / Map 39 / Lot 21.
Made by Cockerline, seconded by Riva.
Vote: 5-0-0 in favor.

Other Business

12. Regulation Clarification Request (Section 204) / Lots in More than One Zone / Palmer (Allen)

Stanley Allen, Architect for Palmer, came forward and identified the Palmer lot on a map noting that it is divided between zones. 2/3rds of the lot is in R20 and 1/3rd is in RR1. The owner would like to build an addition and the lot coverage is significant for this project. The lot is .62 acres.

The members agreed that Section 204 allows for the extension of the boundary by 100 feet. Therefore, this lot would be considered as in the R20 zone.

13. #2019-0093 / Salisbury Bank and Trust Company / 33 Bissell Construction Update and Potential Site Plan Modification / Map 45 / Lot 37-1 /

Dee Harnish and Chris Hanaburgh came forward. Dee Harnish discussed the plan to manage the Knotweed on the site. The changed patio location was noted and it was reported that it is constructed with pavers. The members found this to be a minor site plan revision that Chairman Klemens and LUA Conroy can handle.

LUA Conroy advised that bond can be supplied for the unfinished exterior portions of the site improvements since it is winter and a CO cannot be issued without Zoning Compliance.

The lighting was discussed. Dee Harnish reported that they have set a light timer to be sensitive to the neighbors. Ms. Harnish reported that they changed some of the shrub screening varieties with regard to height and speed of growth in order to be responsive the neighbor's concerns.

14. 8-24 Referral / Town of Salisbury / Construct Sidewalk and Pedestrian Bridge over Pettee Brook /

LUA Conroy reported that the Town received a connectivity grant to construct sidewalk. An 8-24 referral is required for this municipal project. The IWWC had no concerns with this proposal. The group reviewed the sidewalk plan and found no issues.

Motion: To respond with a positive referral regarding 8-24 Referral / Town of Salisbury / Construct Sidewalk and Pedestrian Bridge over Pettee Brook
Made by Cockerline, seconded by Riva.
Vote: 5-0-0 in favor.

15. Public Comment: Public Comment is restricted to items that are neither on the agenda nor the subject of any pending Planning & Zoning application or action and are limited to three minutes per person

N/A

Adjournment

Motion: To adjourn the meeting at 9:27 p.m.
Made by Riva, seconded by Cockerline.
Vote: 5-0-0 in favor.

Respectfully submitted,

Tai Kern,
Recording Secretary

ATTACHMENT D

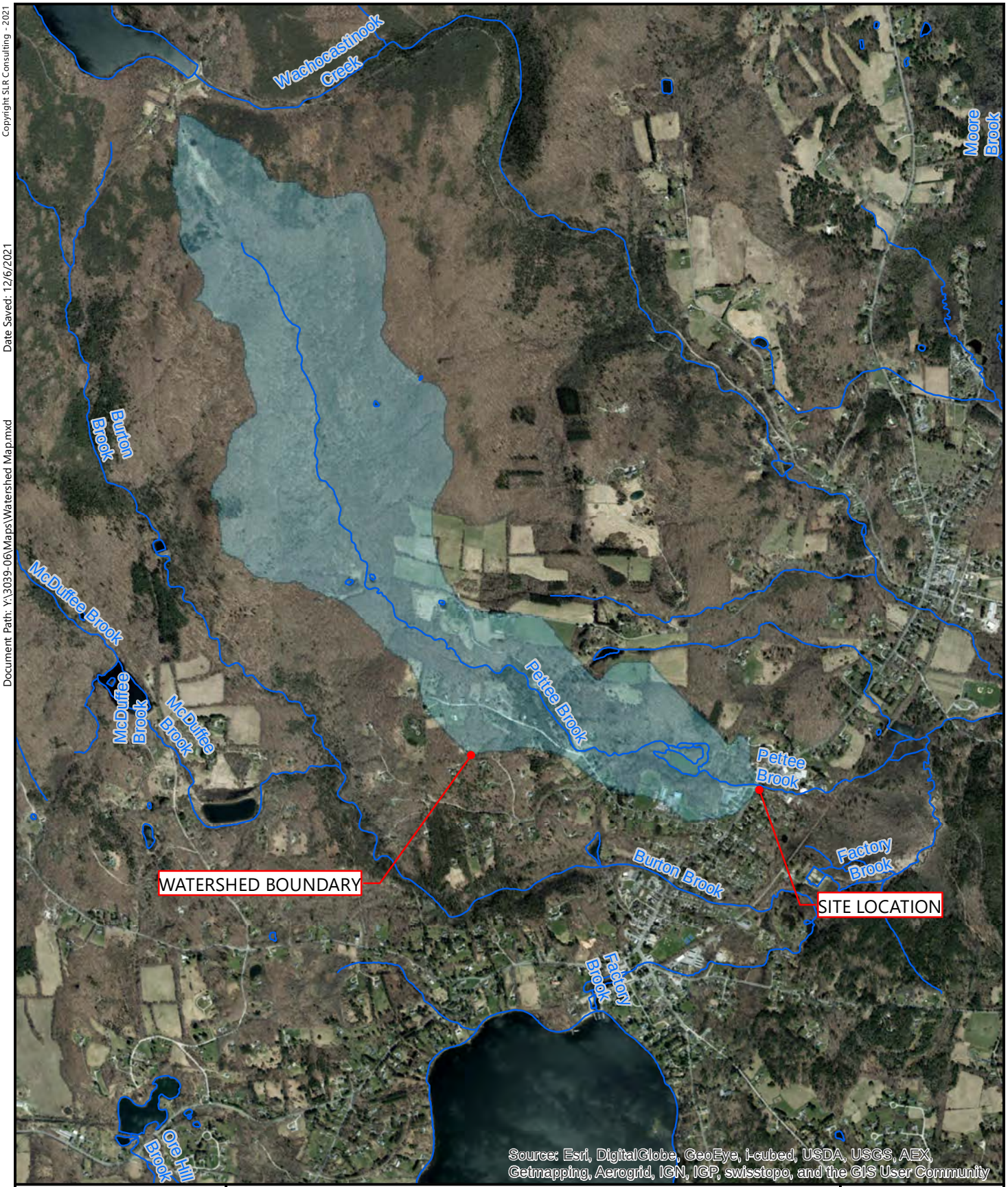
PETTEE BROOK WATERSHED MAP

Flood Management Certification Application

January 2022

Date Saved: 12/6/2021

Document Path: Y:\13039-06\Maps\Watershed Map.mxd



SLR
99 REALTY DRIVE
CHESHIRE, CT 06410
203.271.1773

PETTEE BROOK WATERSHED

ROUTE 44 PEDESTRIAN BRIDGE OVER PETTEE BROOK
TOWN OF SALISBURY
ROUTE 44
SALISBURY, CONNECTICUT

N

0 750 1,500 2,250
Feet

SCALE 1 " = 2,250 '
DATE 12/6/2021
141.13039.00006
PROJ. NO.

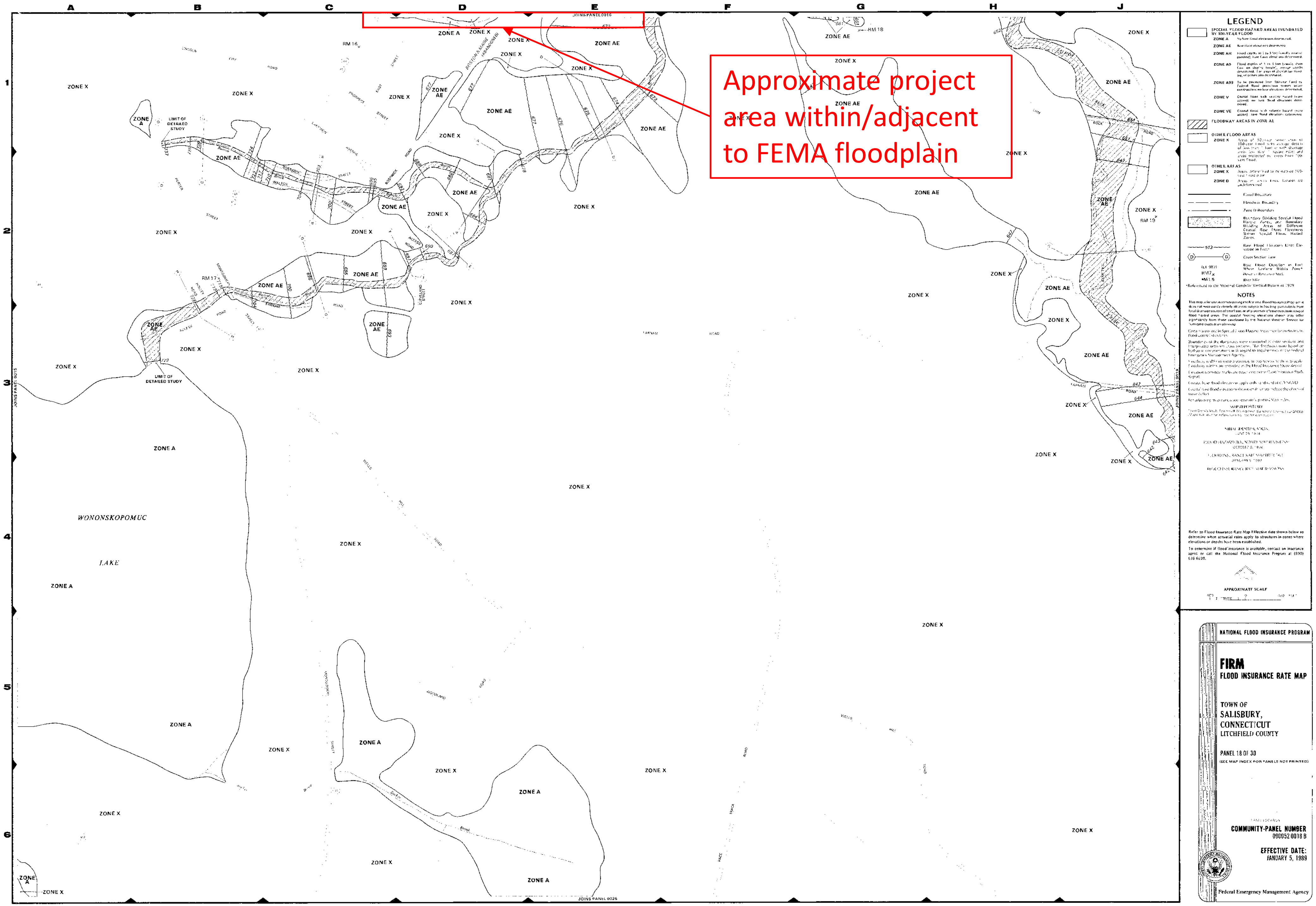
FIG. 3

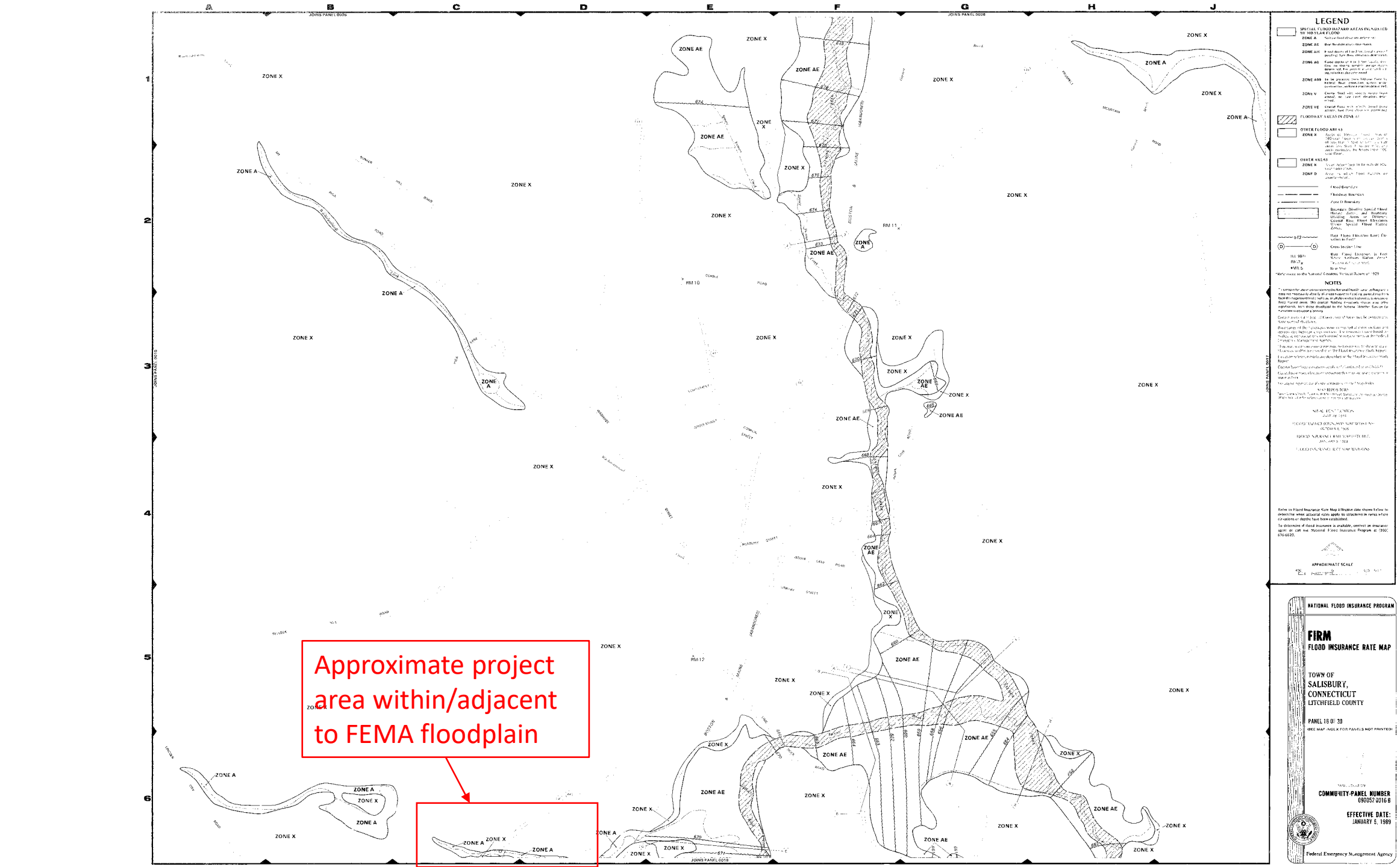
ATTACHMENT E

FLOOD INSURANCE RATE MAPS

Flood Management Certification Application

January 2022


Approximate project area within/adjacent to FEMA floodplain
LEGEND
ZONE X
ZONE AE
ZONE A
WONONSKOPOMUC
LAKE
LIMIT OF DETAILED STUDY
NOTES
APPROXIMATE SCALE
NATIONAL FLOOD INSURANCE PROGRAM
FIRM
FLOOD INSURANCE RATE MAP
TOWN OF SALISBURY, CONNECTICUT LITCHFIELD COUNTY
PANEL 18 OF 30
COMMUNITY-PANEL NUMBER 090052 0018 B
EFFECTIVE DATE: JANUARY 5, 1989
Federal Emergency Management Agency


Approximate project area within/adjacent to FEMA floodplain
LEGEND
NOTES
NATIONAL FLOOD INSURANCE PROGRAM
FIRM
FLOOD INSURANCE RATE MAP
TOWN OF
SALISBURY,
CONNECTICUT
LITCHFIELD COUNTY
PANEL 16 OF 30
COMMUNITY-PANEL NUMBER
090052 0016 B
EFFECTIVE DATE:
JANUARY 5, 1989
Federal Emergency Management Agency

ATTACHMENT F

CORRESPONDENCE FROM CTDEEP FISHERIES

Flood Management Certification Application

January 2022

Connecticut Department of
Energy & Environmental Protection
Bureau of Natural Resources
Fisheries Division

DEEP Fisheries Consultation Form

To the Applicant - Prior to the submission of your license application to the Connecticut Department of Energy & Environmental Protection (DEEP) Water Planning and Management Division (WPMD) or Land and Water Resources Division (LWRD), please complete Part I below and e-mail the following to deep.inland.fisheries@ct.gov:

1. this completed DEEP *Fisheries Consultation Form*;
2. a site location map,
3. a PDF version of the proposed project plans including a site survey of existing conditions (if available), and
4. photos of the site.

Fisheries Division staff will contact you if further details are needed. Once the Fisheries Division staff returns the completed form to you, please include the form, and any signed plans (if applicable) in your license application submittal to DEEP.

Part I: Applicant and Site Information (*to be completed by APPLICANT)*

1. Applicant/Registrant Information

Name: Town of Salisbury
Mailing Address: PO Box 548
City/Town: Salisbury State: CT Zip Code: 06068
Business Phone: 860-435-5170 Ext.: _____
Contact Person: Curtis Rand Phone: 860-435-5170 Ext: _____
E-mail Address: crand@salisburyct.us

2. Engineer/Surveyor/Agent Information (list as applicable)

Name: SLR International Corporation
Mailing Address: 99 Realty Drive
City/Town: Cheshire State: CT Zip Code: 06410
Business Phone: 203-271-1773 Ext.: _____
Contact Person: Marc Mancini, PE Phone: 203-271-1773 Ext: _____
E-mail Address: mmancini@slrconsulting.com
Service Provided: engineering and regulatory permitting

3. Site Location:

Name of Site: Main Street (Route 44)
Address of Site or Location Description: new pedestrian bridge of Pettee Brook crossing over Route 44
City/Town: Salisbury State: CT Zip Code: 06068
Parcel Location/Tax Assessor's Reference: Map 10 Block 42In Lot _____
Name of Stream or Waterbody: Pettee Brook

4. **Activity:** Check the box best describing your activity: (check all that apply):

- ☐ new public/fishing access;
- ☐ new docks and marinas on the Connecticut River;
- ☐ coastal/tidal dredging projects;
- ☒ activities in inland/non-tidal waterbodies and watercourses;
- ☐ withdrawal of water from a non-tidal/inland river, stream, pond or lake;
- ☐ withdrawal of water from a wetland, marsh, swamp, or bog hydrologically connected to a non-tidal/inland river, stream, pond or lake;
- ☐ withdrawal of groundwater from stratified drift deposits hydrologically connected to a non-tidal/inland river, stream, pond or lake.

Note: Fisheries consultation is **not required** for docks and marinas on Long Island Sound.

Part I: Applicant and Site Information (*to be completed by APPLICANT) (continued)*

5. **DEEP Pre-application Contact:** Indicate name of permit analyst or engineer, if applicable.

6. **Project Description:** Provide or attach a brief, but thorough, description of the project including any measures to protect, enhance or restore fish populations:

   Installation of a prposed sidewalk along west side of CT Route 44 and a proposed pedestrian bridge crossing over Pettee Brook. The bridge consists of a 28-foot long, 7-foot wide single span timber bridge supported by concrete abutments on either side of the watercourse above ordinary high water line. No in water work and/or tree clearing is required for bridge installation.

Part II: Fisheries Determination *(To be completed by DEEP Fisheries Staff only)*

To Fisheries Staff - This completed consultation form is required to be submitted as part of an application to DEEP. The application has not yet been submitted to DEEP. Please review the enclosed materials and determine whether the project will significantly impact any fisheries or fisheries habitat. You may provide comments or recommendations regarding the proposal. Send this completed form to the applicant and copy the DEEP analyst, if known, or the applicable WPMD/LWRD Supervisor. If the proposed work **WILL** significantly impact any fisheries and/or habitat or if you have any comments or concerns regarding the regulatory review for this project, contact the DEEP analyst, if known, or the applicable WPMD/LWRD Supervisor.

DEEP FISHERIES DIVISION DETERMINATION

Date Consultation Form received: 12/14/2021

Please check applicable boxes and return the completed Consultation Form to the applicant:

- ☑ I have determined that the work described in Part I of this form and attachments **WILL NOT** significantly impact any fisheries and/or habitat;
- ☐ I have determined that the work described in Part I of this form and attachments **WILL NOT** significantly impact any fisheries and/or habitat **if the below Recommendations are followed**; and/or,
- ☐ I have determined that the work described in Part I of this form and attachments **WILL NOT** significantly impact any fisheries and/or habitat **if the design features shown on the attached plans are incorporated**. Fisheries staff to sign and date plans and return to the applicant with the completed Consultation Form.

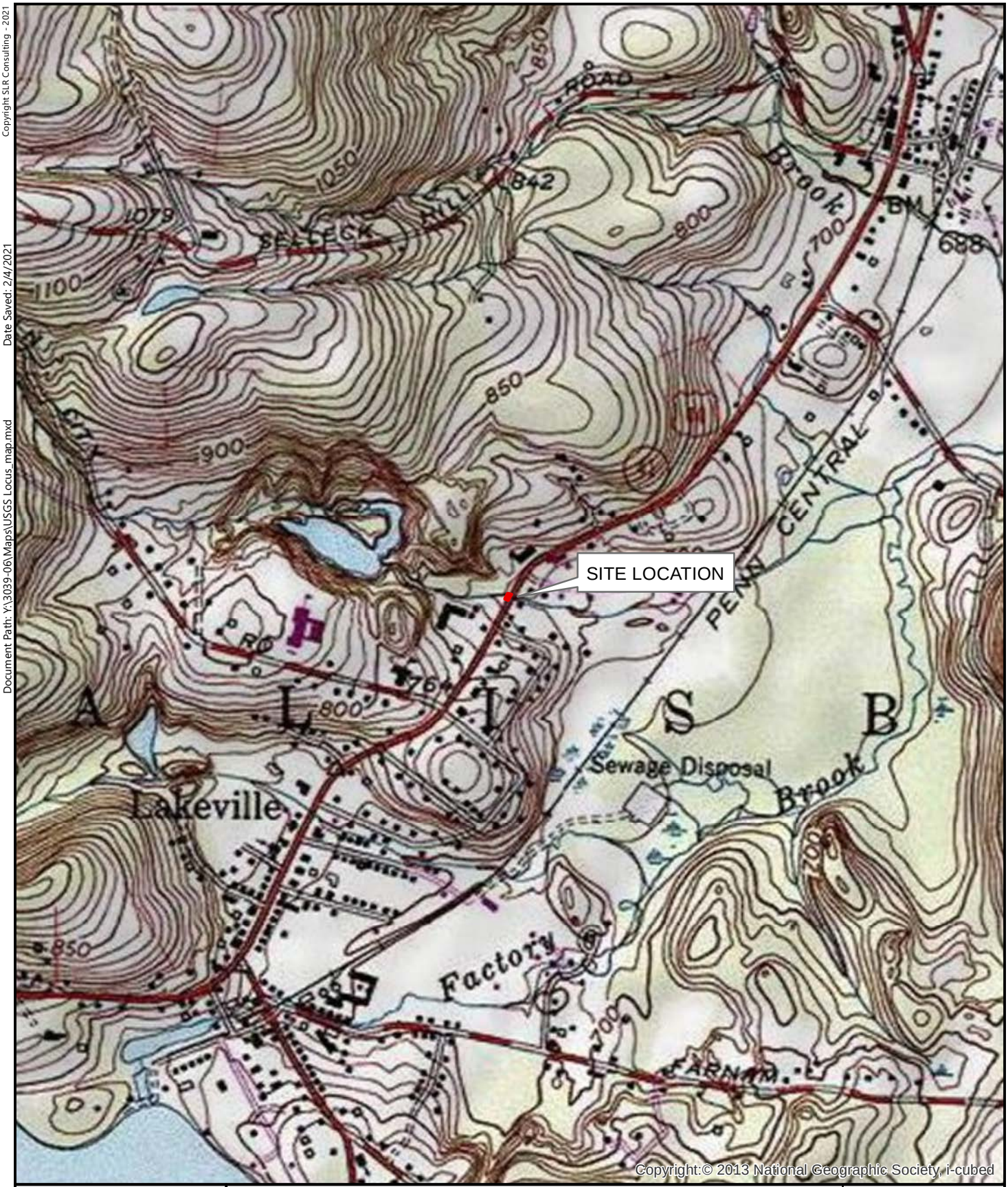
COMMENTS/RECOMMENDATIONS (or check here if these are attached following this page: ☐):

"By entering my name below, I agree that I am providing my legal signature, and am legally bound by the determination above."

Signature of Fisheries Division Staff	Date
Matthew Goclowski	Fisheries Biologist
Print Name of Fisheries Division Staff	Title

Date Saved: 2/4/2021

Document Path: Y:\3039-06\Maps\USGS Locus_map.mxd



SLR

99 REALTY DRIVE
CHESHIRE, CT 06410
203.271.1773
slrconsulting.com

SITE LOCATION

PEDESTRIAN CROSSING AT PETTEE BROOK
THE TOWN OF SALISBURY

CT S.R. 44 (MAIN ST.)
SALISBURY, CONNECTICUT

N

0 500 1,000
Feet

SCALE 1 " = 1,000 '

DATE 2/4/2021

PROJ. NO. 13039-00006

FIG. 1

CT S.R. 44 (MAIN ST.) SIDEWALK IMPROVEMENTS

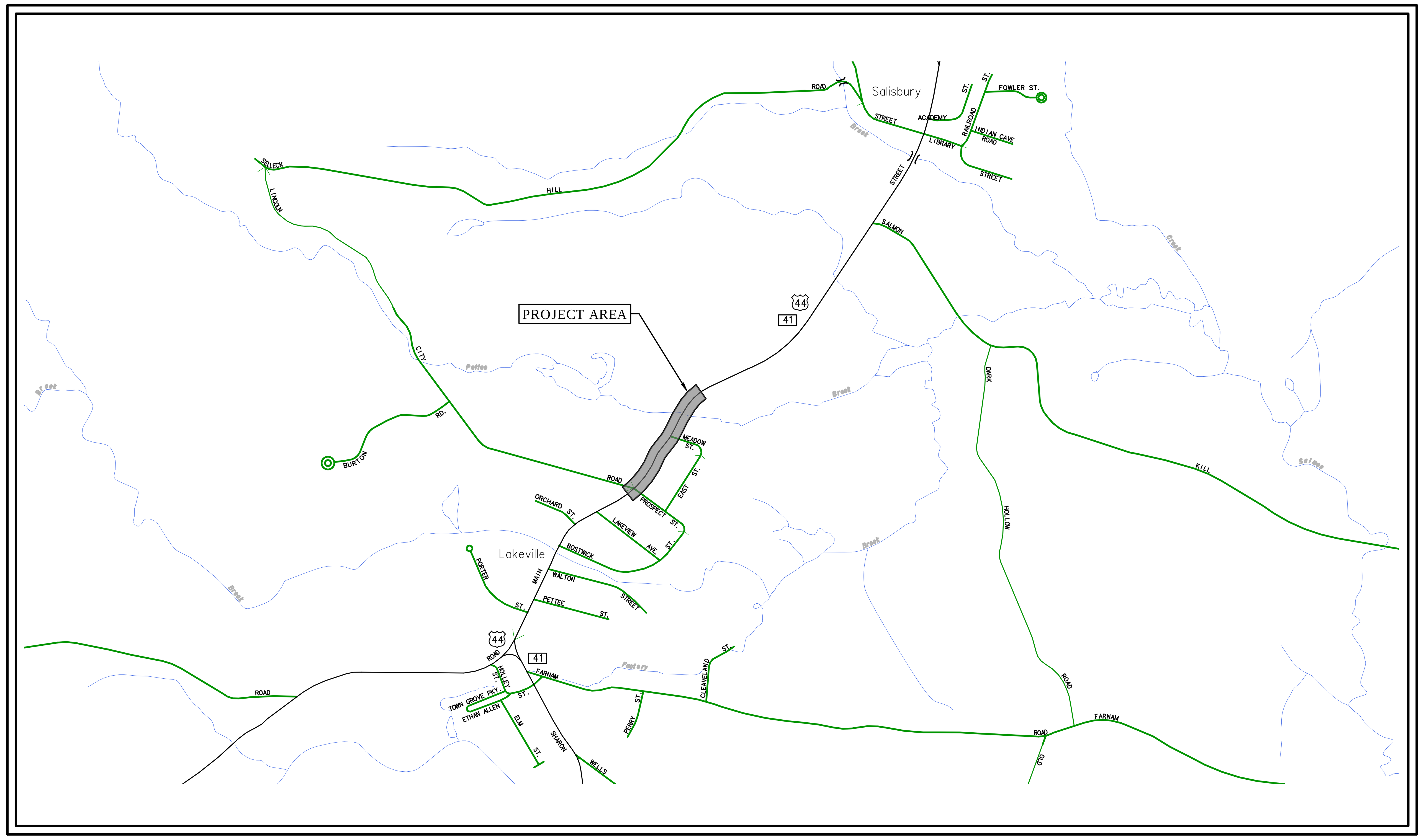
SALISBURY, CONNECTICUT

CTDOT PROJECT NO. 0121-CCP1
SLR PROJECT NO. 13039.00006

FINAL DESIGN PLANS
MAY 7, 2021

GENERAL NOTES

1. TOPOGRAPHIC INFORMATION IS BASED UPON FIELD SURVEY CONDUCTED BY MILONE & MACBROOM, INC. ON JULY 16, 2019. STATE RIGHT OF WAY PER MAP REFERENCES FROM THE CONNECTICUT STATE HIGHWAY DEPARTMENT; ABUTTING STREET AND PROPERTY LINES DEPICTED PER GIS INFORMATION AND ARE APPROXIMATE IN NATURE.
2. NORTH ARROW AND BEARINGS ARE BASED UPON THE CONNECTICUT COORDINATE SYSTEM (NAD 1983). ELEVATIONS, CONTOURS AND BENCH MARK ARE BASED UPON (NAVD 1988)
3. INFORMATION REGARDING THE LOCATION OF EXISTING UTILITIES HAS BEEN BASED UPON AVAILABLE INFORMATION AND MAY BE INCOMPLETE, AND WHERE SHOWN SHOULD BE CONSIDERED APPROXIMATE. THE LOCATION OF ALL EXISTING UTILITIES SHOULD BE CONFIRMED AT LEAST TWO FULL WORKING DAYS PRIOR TO BEGINNING CONSTRUCTION. CALL "CALL BEFORE YOU DIG", 811 OR WWW.CBYD.COM. ALL UTILITY LOCATIONS THAT DO NOT MATCH THE VERTICAL OR HORIZONTAL CONTROL SHOWN ON THE PLANS SHALL IMMEDIATELY BE BROUGHT TO THE ATTENTION OF THE ENGINEER FOR RESOLUTION.
4. MILONE & MACBROOM, INC. ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF MAPS AND DATA WHICH HAVE BEEN SUPPLIED BY OTHERS.
5. ALL DIMENSIONS AND ELEVATIONS SHALL BE VERIFIED IN THE FIELD PRIOR TO CONSTRUCTION. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER.
6. SEDIMENT AND EROSION CONTROL MEASURES AS DEPICTED ON THESE PLANS AND DESCRIBED WITHIN THE SEDIMENT AND EROSION CONTROL NARRATIVE SHALL BE IMPLEMENTED AND MAINTAINED UNTIL PERMANENT COVER AND STABILIZATION IS ESTABLISHED. ALL SEDIMENT AND EROSION CONTROL MEASURES SHALL CONFORM TO THE "GUIDELINES FOR SOIL EROSION AND SEDIMENT CONTROL, CONNECTICUT - 2002". AND IN ALL CASES BEST MANAGEMENT PRACTICES SHALL PREVAIL
7. ALL DISTURBED AREAS SHALL RECEIVE A MINIMUM OF 4" TOPSOIL, AND BE SEEDED WITH GRASS UNLESS OTHERWISE NOTED.
8. ALL PROPOSED CONTOURS AND SPOT ELEVATIONS INDICATE FINISHED GRADE.
9. ALL CONSTRUCTION MATERIALS AND METHODS SHALL CONFORM TO THE TOWN OF SALISBURY REQUIREMENTS AND TO THE APPLICABLE SECTIONS OF THE STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROADS, BRIDGES, FACILITIES AND INCIDENTAL CONSTRUCTION, FORM 817 AND ADDENDUMS.
10. THE PLANS REQUIRE A CONTRACTOR'S WORKING KNOWLEDGE OF LOCAL, MUNICIPAL, WATER AUTHORITY, AND STATE CODES FOR UTILITY SYSTEMS. ANY CONFLICTS BETWEEN MATERIALS AND LOCATIONS SHOWN, AND LOCAL REQUIREMENTS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO THE EXECUTION OF WORK. THE ENGINEER WILL NOT BE HELD LIABLE FOR COSTS INCURRED TO IMPLEMENT OR CORRECT WORK WHICH DOES NOT CONFORM TO LOCAL CODE.
11. ALL FUEL, OIL, PAINT, OR OTHER HAZARDOUS MATERIALS USED DURING CONSTRUCTION SHOULD BE STORED IN A SECONDARY CONTAINER AND REMOVED TO A LOCKED INDOOR AREA WITH AN IMPERVIOUS FLOOR DURING NON-WORK HOURS.
12. COMPLIANCE WITH THE PERMIT CONDITIONS IS THE RESPONSIBILITY OF BOTH THE CONTRACTOR AND THE PERMITTEE.
13. ALL SIGNS AND PAVEMENT MARKINGS INSTALLED ALONG THE STATE ROAD MUST CONFORM TO THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES," THE LATEST STATE OF CONNECTICUT CATALOG OF SIGNS AND STANDARD AS REVISED.
14. CONTRACTOR WILL BE REQUIRED TO OBTAIN A ROADWAY ENCROACHMENT PERMIT FROM CTDOT DISTRICT IV OFFICE PRIOR TO THE START OF WORK.



PROJECT SITE VICINITY MAP:

SCALE 1"=1000'

LIST OF DRAWINGS

PREPARED FOR:

CURTIS RAND - FIRST SELECTMAN
TOWN OF SALISBURY
27 MAIN ST. P.O. BOX 548
SALISBURY, CT 06068

PREPARED BY:

SLR
99 REALTY DRIVE
CHESHIRE, CT 06410
203.271.1773
SLRCONSULTING.COM

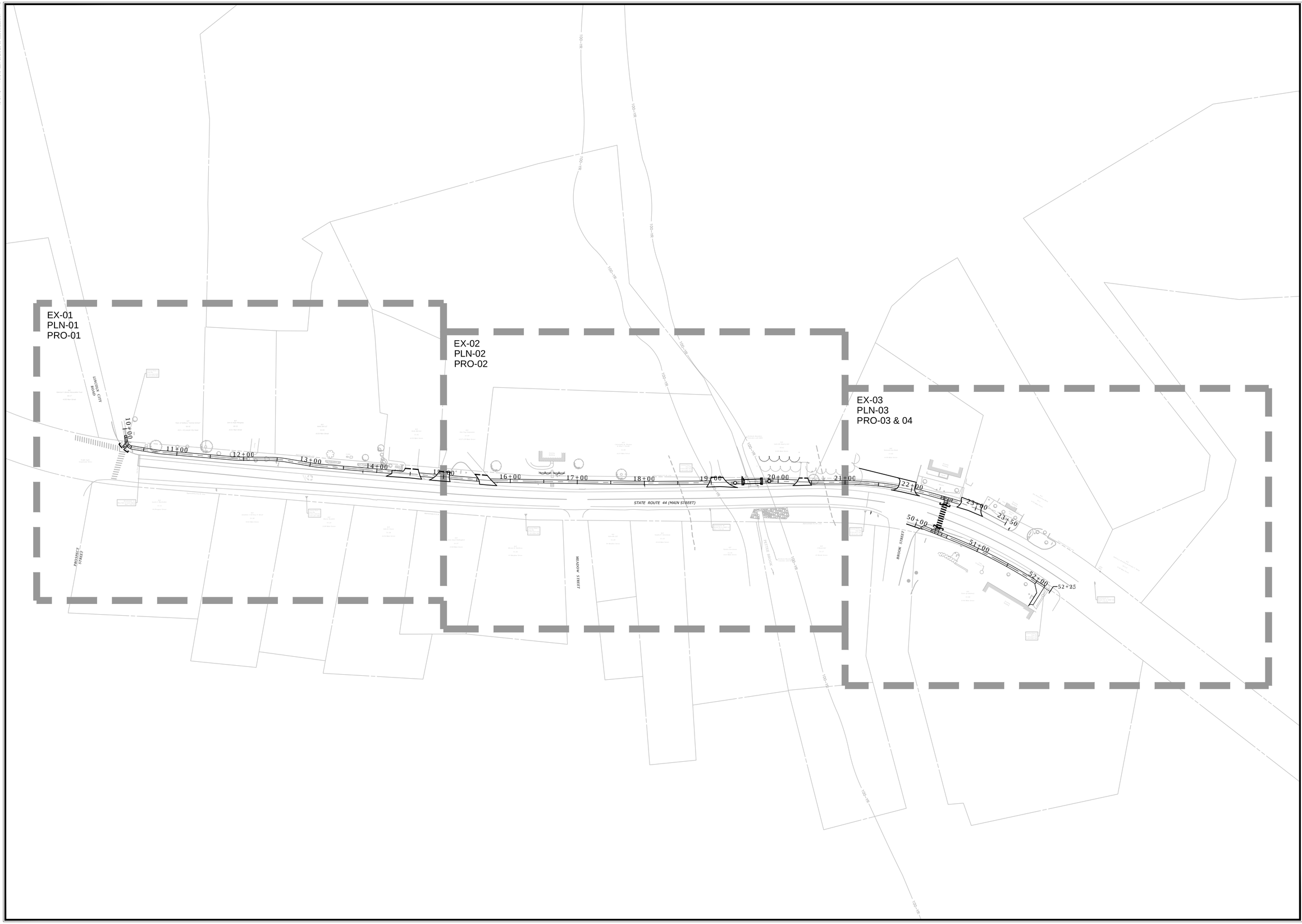
DESIGNED BY:

SLR
99 REALTY DRIVE
CHESHIRE, CT 06410
203.271.1773
SLRCONSULTING.COM

ANTHONY CIRIELLO JR., P.E.
CONN. PROFESSIONAL REG. NO. 20609

DATE ____________

Know what's **below.**
Call before you dig.
www.cbyd.com



0' 30' 60'
0 1/2" 1"

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CHESHIRE, CT 06410
203.271.1773
SLRCONSULTING.COM

DESCRIPTION	DATE	BY

INDEX PLAN

CT S.R. 44 (MAIN ST.) SIDEWALK IMPROVEMENTS

CT S.R. 44 (MAIN ST.)
SALISBURY, CONNECTICUT

MSM	MSM	AAC
DESIGNED	DRAWN	CHECKED

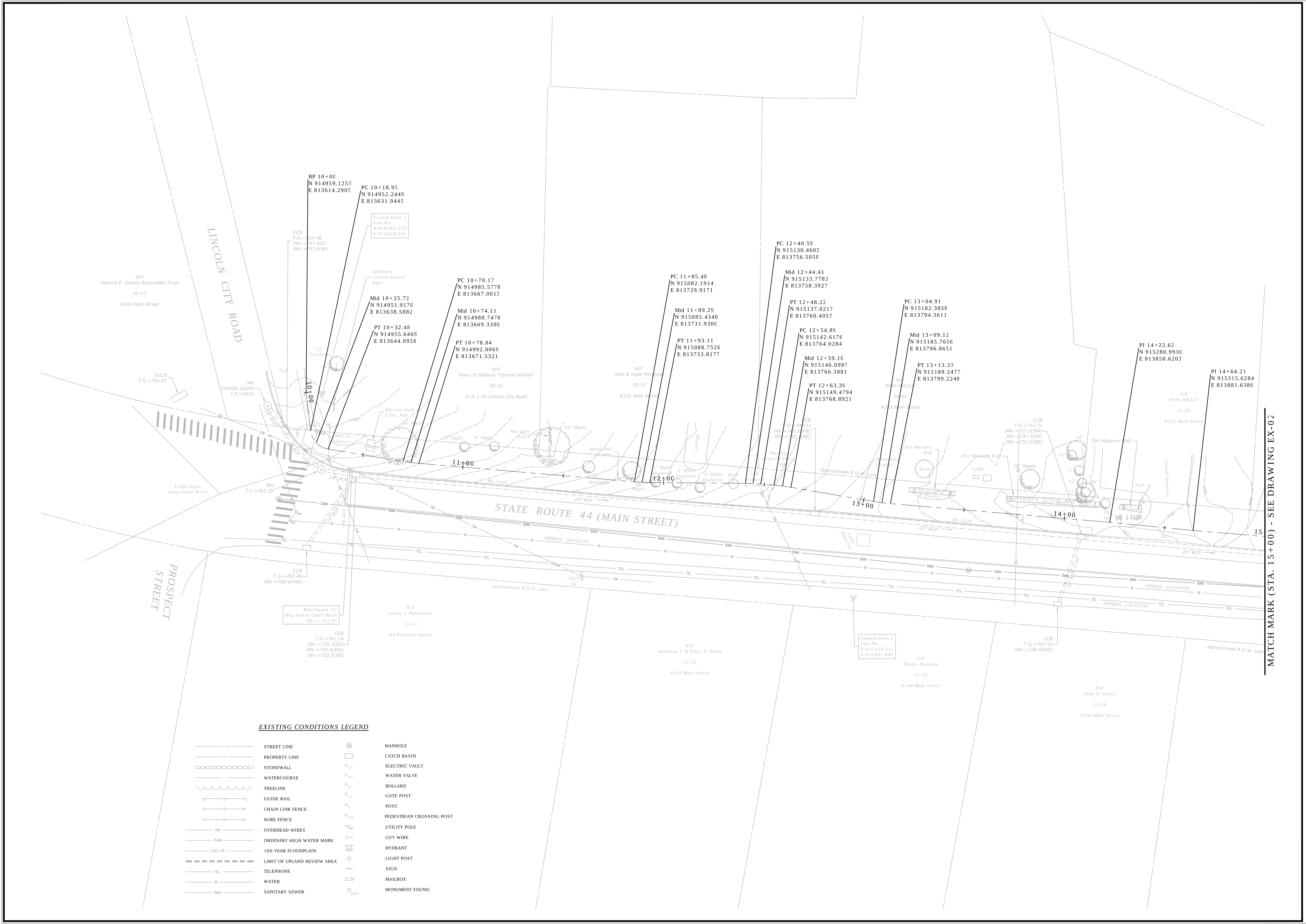
SCALE: 1"=60'

DATE: MAY 7, 2021

PROJECT NO.: 13039.00006

DWG NO.: IND-01

SHEET NO.: 03


BP 10+00
N 914959.1253
E 813614.2905
PC 10+18.95
N 914952.2449
E 813631.9445
Mid 10+25.72
N 914951.9170
E 813638.5882
PT 10+32.48
N 914955.6469
E 813644.0958
PC 10+70.17
N 914985.5778
E 813667.0015
Mid 10+74.11
N 914988.7478
E 813669.3300
PT 10+78.04
N 914992.0069
E 813671.5321
PC 11+85.48
N 915082.1914
E 813729.9171
Mid 11+89.29
N 915085.4348
E 813731.9300
PT 11+93.11
N 915088.7526
E 813733.8177
PC 12+40.59
N 915130.4605
E 813756.5050
Mid 12+44.41
N 915133.7783
E 813758.3927
PT 12+48.22
N 915137.0217
E 813760.4057
PC 12+54.89
N 915142.6176
E 813764.0284
Mid 12+59.10
N 915146.0997
E 813766.3881
PT 12+63.30
N 915149.4794
E 813768.8921
PC 13+04.91
N 915182.3858
E 813794.3611
Mid 13+09.12
N 915185.7656
E 813796.8651
PT 13+13.33
N 915189.2477
E 813799.2248
PI 14+22.62
N 915280.9930
E 813858.6203
PI 14+64.21
N 915315.6284
E 813881.6386
LINCOLN CITY ROAD
PROSPECT STREET
STATE ROUTE 44 (MAIN STREET)
11+00
12+00
13+00
14+00
MATCH MARK (STA. 15+00) - SEE DRAWING EX-02
N/F
Patricia P. Gomez Revocalble Trust
50-17
#255 Main Street
N/F
Town of Salisbury "Central School"
50-32
#15 + 45 Lincoln City Road
N/F
John & Hope Mongeau
50-33
#231 Main Street
N/F
Wells Hill LLC
51-02
#233 Main Street
N/F
Laurie J. Batchelder
51-31
#6 Prospect Street
N/F
Jonathon J. & Tracy T. Dowd
51-30
#242 Main Street
N/F
Sherry Newkirk
51-29
#240 Main Street
N/F
John R. Green
51-28
#234 Main Street
Control Point 1
Iron Pin
N 914,965.939
E 813,618.596
Control Point 2
Iron Pin
N 915,150.952
E 813,831.886
Benchmark "A"
Mag Nail in Catch Basin
Elev.=761.95
DCCB
T.G.=764.87
MH
(PAVED OVER)
T.F.=765±
MH
T.F.=762.28
CCB
T.G.=763.48
INV.=757.4(E)
INV.=757.8(W)
CCB
T.G.=763.46
INV.=760.6(NW)
CCB
T.G.=761.14
INV.=755.3(SE)
INV.=752.5(SW)
INV.=752.5(NE)
CCB
T.G.=743.71
INV.=737.2(SW)
INV.=737.3(SE)
INV.=737.2(NE)
CCB
T.G.=743.93
INV.=739.6(NW)
Salisbury Central School Sign
Traffic Light Suspension Wires
Electric Vault Conc. Pad
Approximate R.O.W. Line
APPROX. LOCATION
Dry Masonry Wall
Bit. Curb
18" RCP
24" RCP
EXISTING CONDITIONS LEGEND
STREET LINE
PROPERTY LINE
STONEWALL
WATERCOURSE
TREELINE
GUIDE RAIL
CHAIN LINK FENCE
WIRE FENCE
OVERHEAD WIRES
ORDINARY HIGH WATER MARK
100-YEAR FLOODPLAIN
LIMIT OF UPLAND REVIEW AREA
TELEPHONE
WATER
SANITARY SEWER
MANHOLE
CATCH BASIN
ELECTRIC VAULT
WATER VALVE
BOLLARD
GATE POST
POST
PEDESTRIAN CROSSING POST
UTILITY POLE
GUY WIRE
HYDRANT
LIGHT POST
SIGN
MAILBOX
MONUMENT FOUND

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203.271.1773
SLRCONSULTING.COM

DESCRIPTION	DATE	BY

EXISTING CONDITIONS & BASELINE PLAN

CT S.R. 44 (MAIN ST.) SIDEWALK IMPROVEMENTS

CT S.R. 44 (MAIN ST.)
SALISBURY, CONNECTICUT

MSM	MSM	AAC
DESIGNED	DRAWN	CHECKED

SCALE: 1"=20'

DATE: MAY 7, 2021

PROJECT NO.: 13039.00006

DWG NO.: EX-01

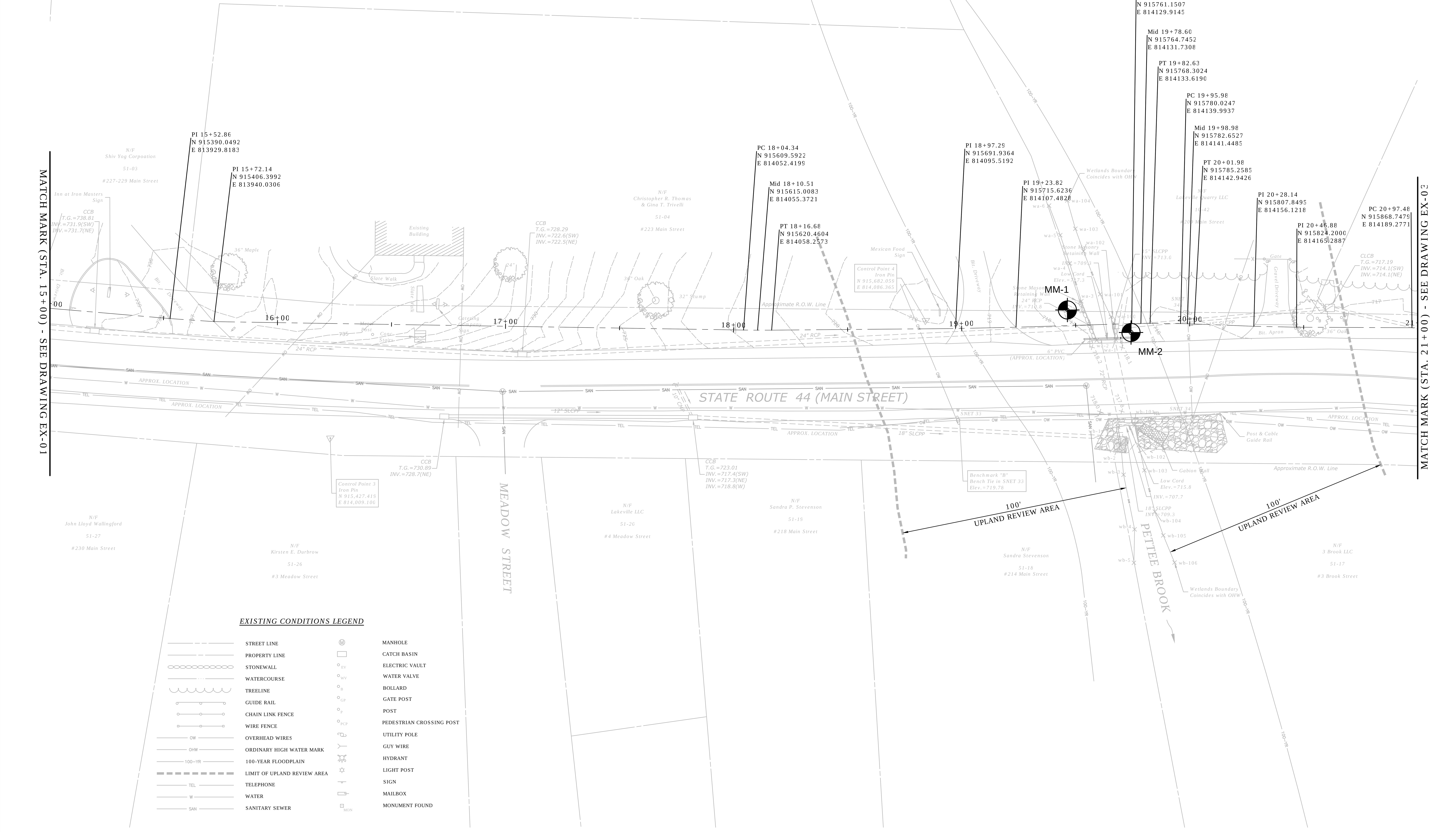
SHEET NO.: 05

NOTES

1. BORINGS BY SLR CONSULTING (MILONE & MACBROOM INC.) WERE PERFORMED BY GENERAL BORINGS, INC. ON 6/9/2020.
2. THE LOCATIONS OF THE BORINGS WERE DETERMINED BY TAPING/PACING FROM EXISTING SITE FEATURES. THESE LOCATIONS SHOULD BE CONSIDERED ACCURATE ONLY TO THE DEGREE IMPLIED BY THE METHOD USED.
3. 100-YEAR FLOODPLAIN LINE DERIVED FROM FEMA FLOOD INSURANCE RATE MAP, EFFECTIVE DATE: JANUARY 5, 1989.
4. INLAND WETLANDS AND WATERCOURSES DELINEATED BY SLR CONSULTING (MILONE & MACBROOM INC.) REGISTERED SOIL SCIENTISTS ON APRIL 15, 2020.

LEGEND:

BORINGS BY SLR CONSULTING (MILONE & MACBROOM INC.)



EXISTING CONDITIONS LEGEND

STREET LINE	MANHOLE
PROPERTY LINE	CATCH BASIN
STONEWALL	ELECTRIC VAULT
WATERCOURSE	WATER VALVE
TREELINE	BOLLARD
GUIDE RAIL	GATE POST
CHAIN LINK FENCE	POST
WIRE FENCE	PEDESTRIAN CROSSING POST
OVERHEAD WIRES	UTILITY POLE
ORDINARY HIGH WATER MARK	GUY WIRE
100-YEAR FLOODPLAIN	HYDRANT
LIMIT OF UPLAND REVIEW AREA	LIGHT POST
TELEPHONE	SIGN
WATER	MAILBOX
SANITARY SEWER	MONUMENT FOUND

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203.271.1773
SLRCONSULTING.COM

DESCRIPTION	DATE	BY

EXISTING CONDITIONS & BASELINE PLAN

CT S.R. 44 (MAIN ST.) SIDEWALK IMPROVEMENTS

CT S.R. 44 (MAIN ST.)
SALISBURY, CONNECTICUT

MSM	MSM	AAC
DESIGNED	DRAWN	CHECKED

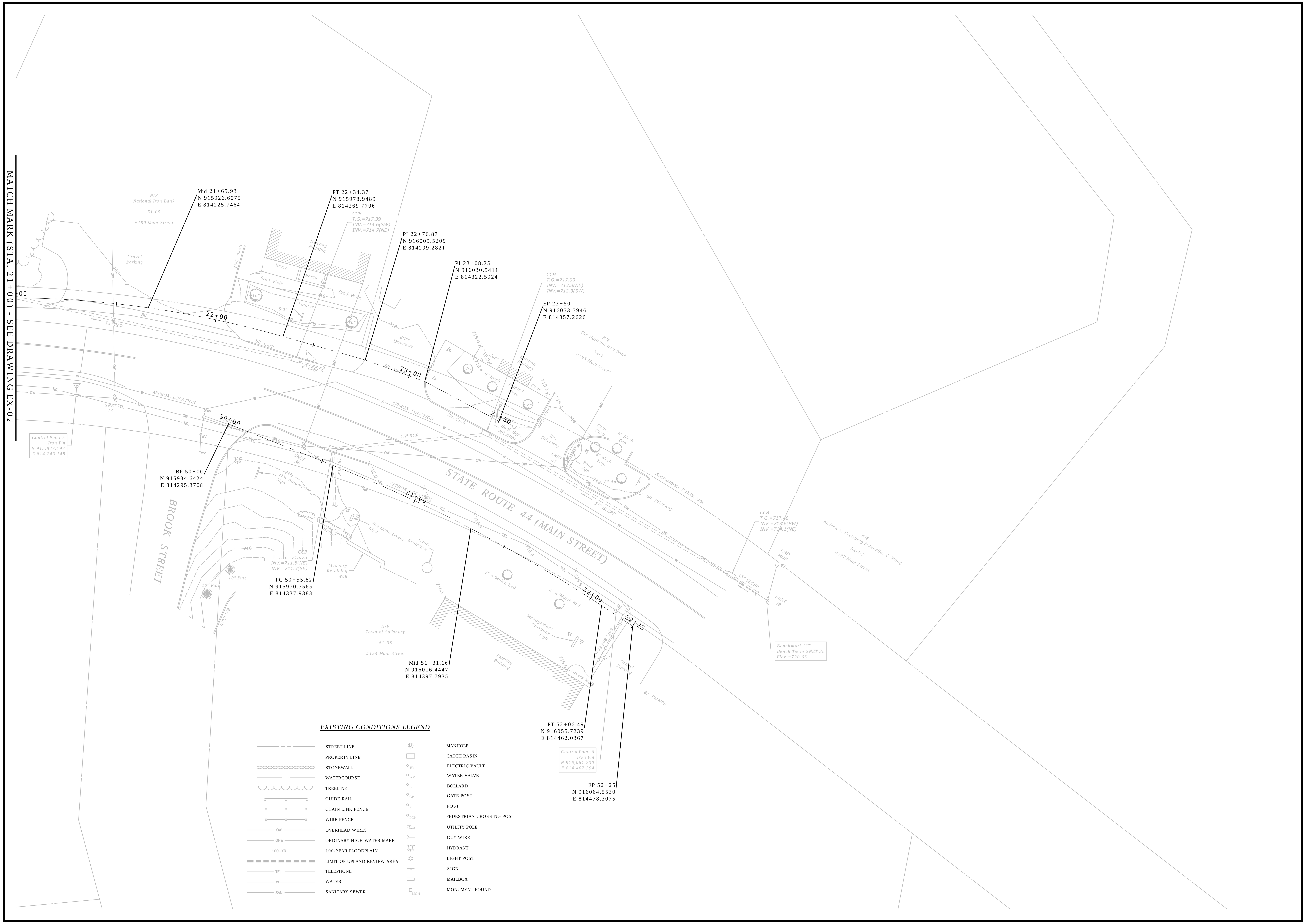
SCALE: 1"=20'

DATE: MAY 7, 2021

PROJECT NO.: 13039.00006

DWG NO.: EX-02

SHEET NO.: 02



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203.271.1773
SLRCONSULTING.COM

DESCRIPTION	DATE	BY

EXISTING CONDITIONS & BASELINE PLAN

CT S.R. 44 (MAIN ST.) SIDEWALK IMPROVEMENTS

CT S.R. 44 (MAIN ST.)
SALISBURY, CONNECTICUT

DESIGNED	DRAWN	CHECKED
MSM	MSM	AAC

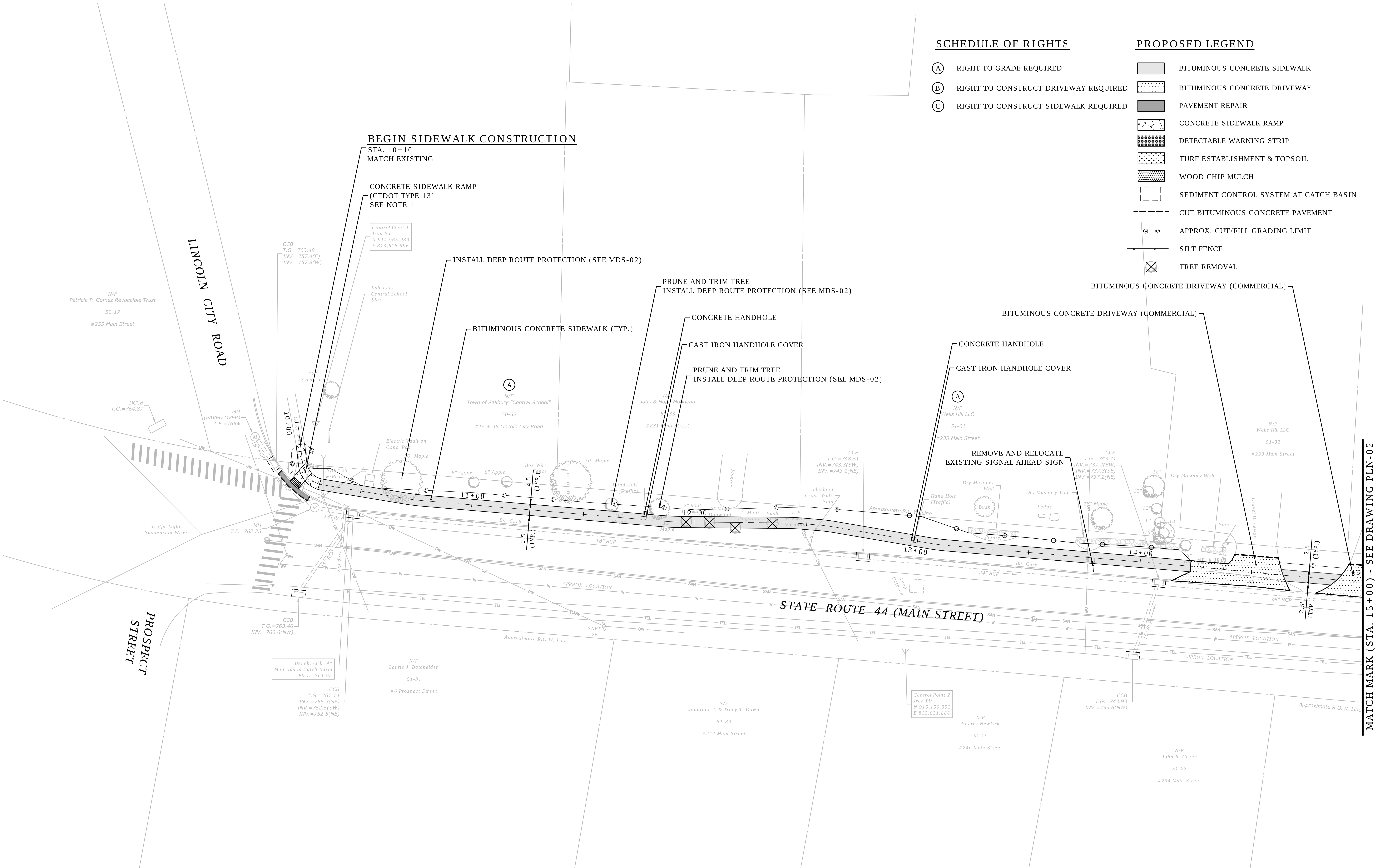
SCALE: 1"=20'

DATE: MAY 7, 2021

PROJECT NO.: 13039.00006

DWG NO.: EX-03

SHEET NO.: 07



BEGIN SIDEWALK CONSTRUCTION
STA. 10+10
MATCH EXISTING
CONCRETE SIDEWALK RAMP
(CTDOT TYPE 13)
SEE NOTE 1
INSTALL DEEP ROUTE PROTECTION (SEE MDS-02)
BITUMINOUS CONCRETE SIDEWALK (TYP.)
PRUNE AND TRIM TREE
INSTALL DEEP ROUTE PROTECTION (SEE MDS-02)
CONCRETE HANDHOLE
CAST IRON HANDHOLE COVER
PRUNE AND TRIM TREE
INSTALL DEEP ROUTE PROTECTION (SEE MDS-02)
CONCRETE HANDHOLE
CAST IRON HANDHOLE COVER
REMOVE AND RELOCATE
EXISTING SIGNAL AHEAD SIGN
BITUMINOUS CONCRETE DRIVEWAY (COMMERCIAL)
BITUMINOUS CONCRETE DRIVEWAY (COMMERCIAL)
LINCOLN CITY ROAD
PROSPECT STREET
STATE ROUTE 44 (MAIN STREET)
MATCH MARK (STA. 15+00) - SEE DRAWING PLN-02
10+00
11+00
12+00
13+00
14+00
2.5' (TYP.)
N/F Town of Salisbury "Central School" 50-32 #15 + 45 Lincoln City Road
N/F Patricia P. Gomez Revocable Trust 50-17 #255 Main Street
N/F Wells Hill LLC 51-01 #235 Main Street
N/F Wells Hill LLC 51-02 #233 Main Street
N/F Laurie J. Batchelder 51-31 #6 Prospect Street
N/F Jonathon J. & Tracy T. Dowd 51-30 #242 Main Street
N/F Sherry Newkirk 51-29 #248 Main Street
N/F John R. Green 51-28 #234 Main Street
Approximate R.O.W. Line

SCHEDULE OF RIGHTS

- (A) RIGHT TO GRADE REQUIRED
- (B) RIGHT TO CONSTRUCT DRIVEWAY REQUIRED
- (C) RIGHT TO CONSTRUCT SIDEWALK REQUIRED

PROPOSED LEGEND

- BITUMINOUS CONCRETE SIDEWALK
- BITUMINOUS CONCRETE DRIVEWAY
- PAVEMENT REPAIR
- CONCRETE SIDEWALK RAMP
- DETECTABLE WARNING STRIP
- TURF ESTABLISHMENT & TOPSOIL
- WOOD CHIP MULCH
- SEDIMENT CONTROL SYSTEM AT CATCH BASIN
- CUT BITUMINOUS CONCRETE PAVEMENT
- APPROX. CUT/FILL GRADING LIMIT
- SILT FENCE
- TREE REMOVAL

NOTES

1. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR EACH SIDEWALK RAMP DEPICTING SPOT ELEVATIONS AT EACH CORNER AND CHANGE IN CROSS SLOPE OR SLOPE DIRECTION. THE COST FOR CONCRETE SIDEWALK RAMP SHOP DRAWINGS SHALL BE INCLUDED IN THE COST FOR "CONCRETE SIDEWALK RAMP"
2. THE CONTRACTOR SHALL PROTECT EXISTING TRAFFIC SIGNAL EQUIPMENT. ANY DAMAGE TO THE EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE REPLACED.

SLR
99 REALTY DRIVE
CHESHIRE, CT 06410
203.271.1773
SLRCONSULTING.COM

DESCRIPTION	DATE	BY

SIDEWALK PLAN

CT S.R. 44 (MAIN ST.) SIDEWALK IMPROVEMENTS

CT S.R. 44 (MAIN ST.)
SALISBURY, CONNECTICUT

MSM	MSM	AAC
DESIGNED	DRAWN	CHECKED

SCALE: 1"=20'

DATE: MAY 7, 2021

PROJECT NO.: 13039.00006

DWG NO.: PLN-01

SHEET NO.: 08

PROPOSED LEGEND

- BITUMINOUS CONCRETE SIDEWALK
- BITUMINOUS CONCRETE DRIVEWAY
- PAVEMENT REPAIR
- CONCRETE SIDEWALK RAMP
- DETECTABLE WARNING STRIP
- TURF ESTABLISHMENT & TOPSOIL
- WOOD CHIP MULCH
- SEDIMENT CONTROL SYSTEM AT CATCH BASIN
- CUT BITUMINOUS CONCRETE PAVEMENT
- APPROX. CUT/FILL GRADING LIMIT
- SILT FENCE
- TREE REMOVAL

SCHEDULE OF RIGHTS

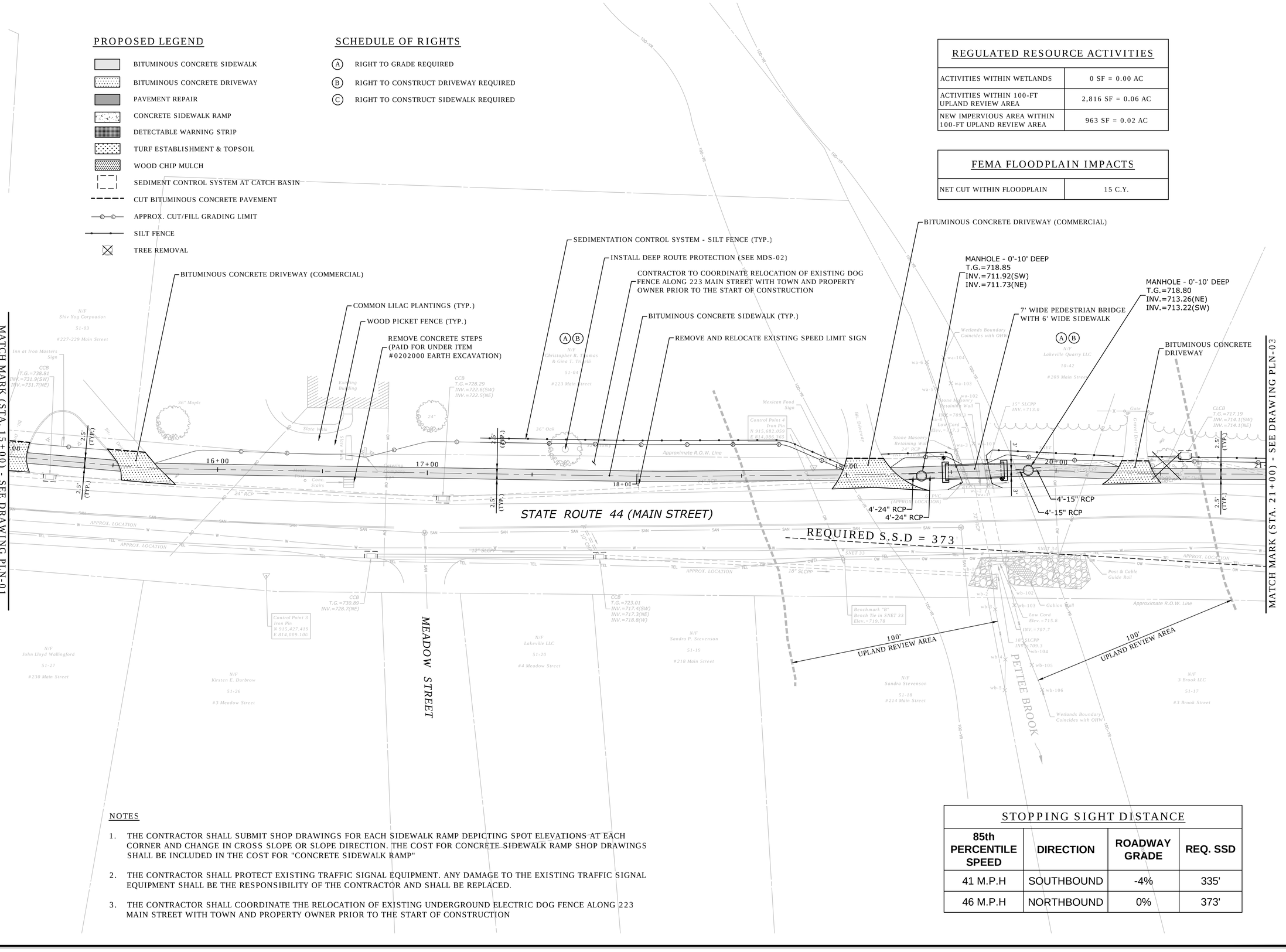
- (A) RIGHT TO GRADE REQUIRED
- (B) RIGHT TO CONSTRUCT DRIVEWAY REQUIRED
- (C) RIGHT TO CONSTRUCT SIDEWALK REQUIRED

REGULATED RESOURCE ACTIVITIES

ACTIVITIES WITHIN WETLANDS	0 SF = 0.00 AC
ACTIVITIES WITHIN 100-FT UPLAND REVIEW AREA	2,816 SF = 0.06 AC
NEW IMPERVIOUS AREA WITHIN 100-FT UPLAND REVIEW AREA	963 SF = 0.02 AC

FEMA FLOODPLAIN IMPACTS

NET CUT WITHIN FLOODPLAIN	15 C.Y.



NOTES

1. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR EACH SIDEWALK RAMP DEPICTING SPOT ELEVATIONS AT EACH CORNER AND CHANGE IN CROSS SLOPE OR SLOPE DIRECTION. THE COST FOR CONCRETE SIDEWALK RAMP SHOP DRAWINGS SHALL BE INCLUDED IN THE COST FOR "CONCRETE SIDEWALK RAMP"
2. THE CONTRACTOR SHALL PROTECT EXISTING TRAFFIC SIGNAL EQUIPMENT. ANY DAMAGE TO THE EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE REPLACED.
3. THE CONTRACTOR SHALL COORDINATE THE RELOCATION OF EXISTING UNDERGROUND ELECTRIC DOG FENCE ALONG 223 MAIN STREET WITH TOWN AND PROPERTY OWNER PRIOR TO THE START OF CONSTRUCTION

STOPPING SIGHT DISTANCE

85th PERCENTILE SPEED	DIRECTION	ROADWAY GRADE	REQ. SSD
41 M.P.H	SOUTHBOUND	-4%	335'
46 M.P.H	NORTHBOUND	0%	373'

SLR
99 REALTY DRIVE
CHESHIRE, CT 06410
(203) 271-1773
SLRCONSULTING.COM

DESCRIPTION	DATE	BY

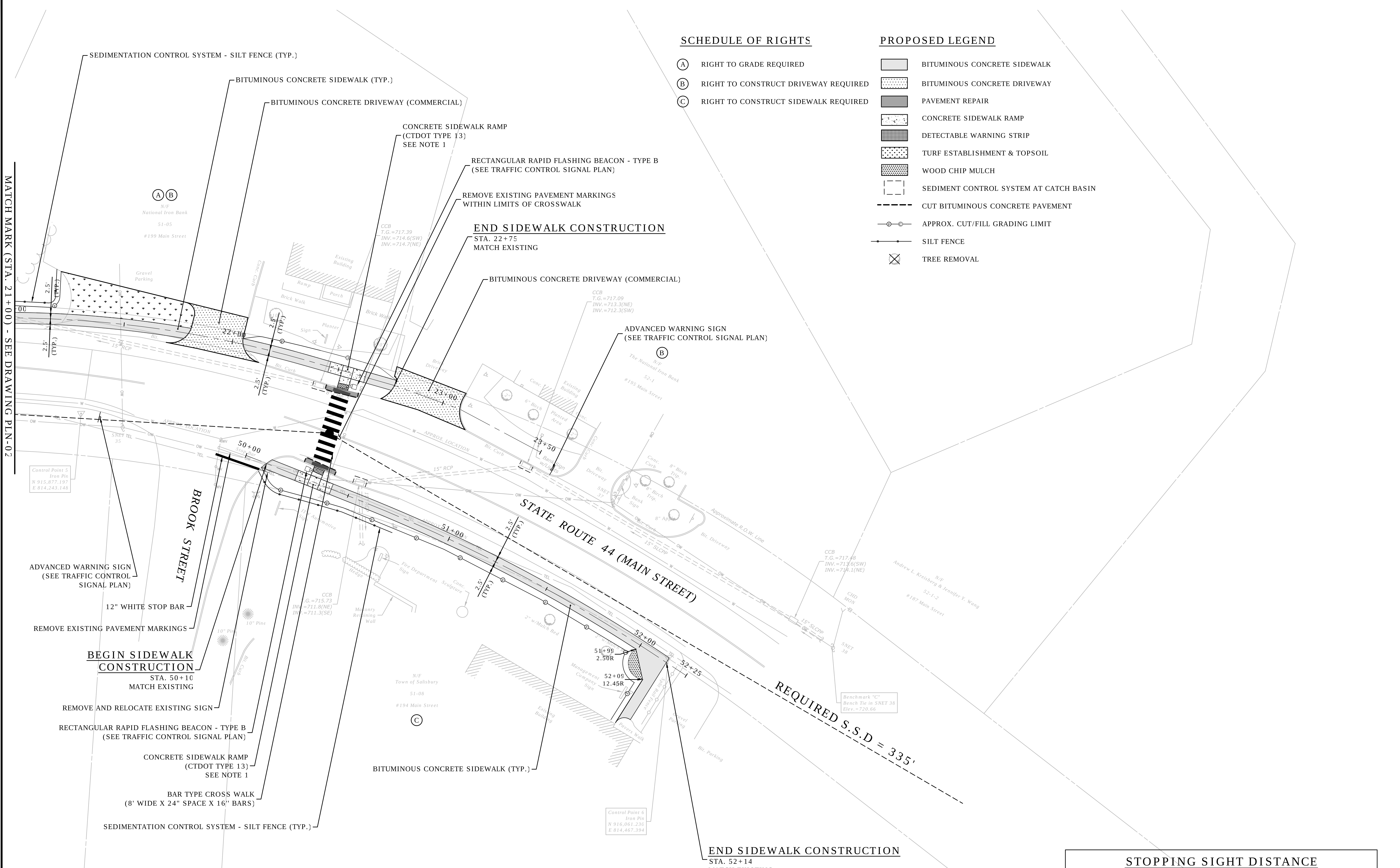
SIDEWALK PLAN

CT S.R. 44 (MAIN ST.) SIDEWALK IMPROVEMENTS

CT S.R. 44 (MAIN ST.)
SALISBURY, CONNECTICUT

MSM DESIGNED	MSM DRAWN	AAC CHECKED

SCALE: 1"=20'
DATE: MAY 7, 2021
PROJECT NO.: 13039.00006
DWG NO.: PLN-02
SHEET NO.: 03



SCHEDULE OF RIGHTS

- (A) RIGHT TO GRADE REQUIRED
- (B) RIGHT TO CONSTRUCT DRIVEWAY REQUIRED
- (C) RIGHT TO CONSTRUCT SIDEWALK REQUIRED

PROPOSED LEGEND

- BITUMINOUS CONCRETE SIDEWALK
- BITUMINOUS CONCRETE DRIVEWAY
- PAVEMENT REPAIR
- CONCRETE SIDEWALK RAMP
- DETECTABLE WARNING STRIP
- TURF ESTABLISHMENT & TOPSOIL
- WOOD CHIP MULCH
- SEDIMENT CONTROL SYSTEM AT CATCH BASIN
- CUT BITUMINOUS CONCRETE PAVEMENT
- APPROX. CUT/FILL GRADING LIMIT
- SILT FENCE
- TREE REMOVAL

NOTES

1. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR EACH SIDEWALK RAMP DEPICTING SPOT ELEVATIONS AT EACH CORNER AND CHANGE IN CROSS SLOPE OR SLOPE DIRECTION. THE COST FOR CONCRETE SIDEWALK RAMP SHOP DRAWINGS SHALL BE INCLUDED IN THE COST FOR "CONCRETE SIDEWALK RAMP"

2. THE CONTRACTOR SHALL PROTECT EXISTING TRAFFIC SIGNAL EQUIPMENT. ANY DAMAGE TO THE EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE REPLACED.

STOPPING SIGHT DISTANCE

85th PERCENTILE SPEED	DIRECTION	ROADWAY GRADE	REQ. SSD
41 M.P.H	SOUTHBOUND	-4%	335'
46 M.P.H	NORTHBOUND	0%	373'

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203.271.1773
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DESCRIPTION	DATE	BY

SIDEWALK PLAN

CT S.R. 44 (MAIN ST.) SIDEWALK IMPROVEMENTS

CT S.R. 44 (MAIN ST.)
SALISBURY, CONNECTICUT

DESIGNED	DRAWN	CHECKED
MSM	MSM	AAC

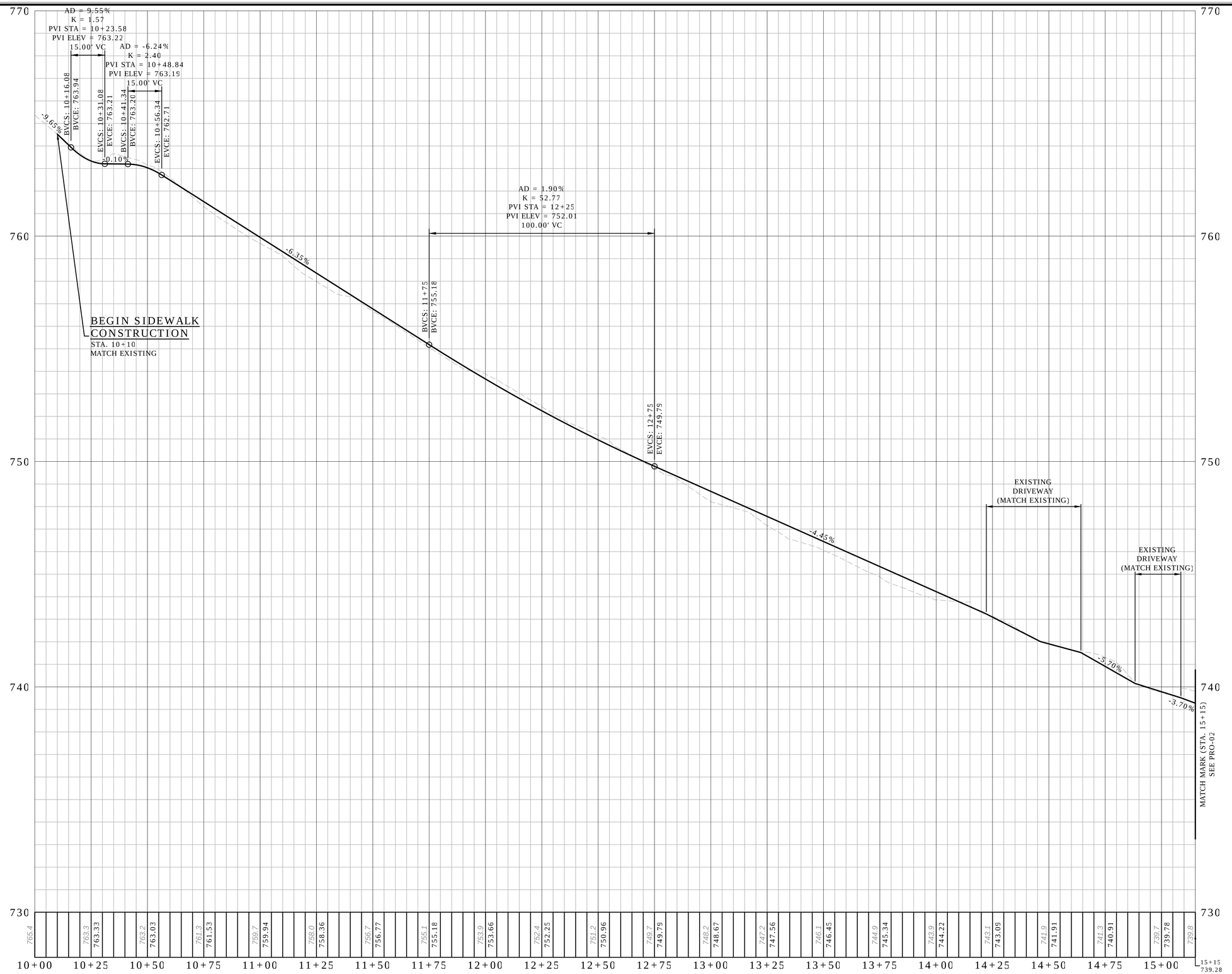
SCALE: 1"=20'

DATE: MAY 7, 2021

PROJECT NO.: 13039.00006

DWG NO.: PLN-03

SHEET NO.: 10



CT S.R. 44 (MAIN ST.) - 01 PROFILE
STA. 10+00 TO STA. 15+15
H: 1" = 20'
V: 1" = 2'

0' 10' 20'
0 1/2" 1"

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DESCRIPTION	DATE	BY

SIDEWALK PROFILE

CT S.R. 44 (MAIN ST.) SIDEWALK IMPROVEMENTS

CT S.R. 44 (MAIN ST.)
SALISBURY, CONNECTICUT

MSM DESIGNED	MSM DRAWN	AAC CHECKED

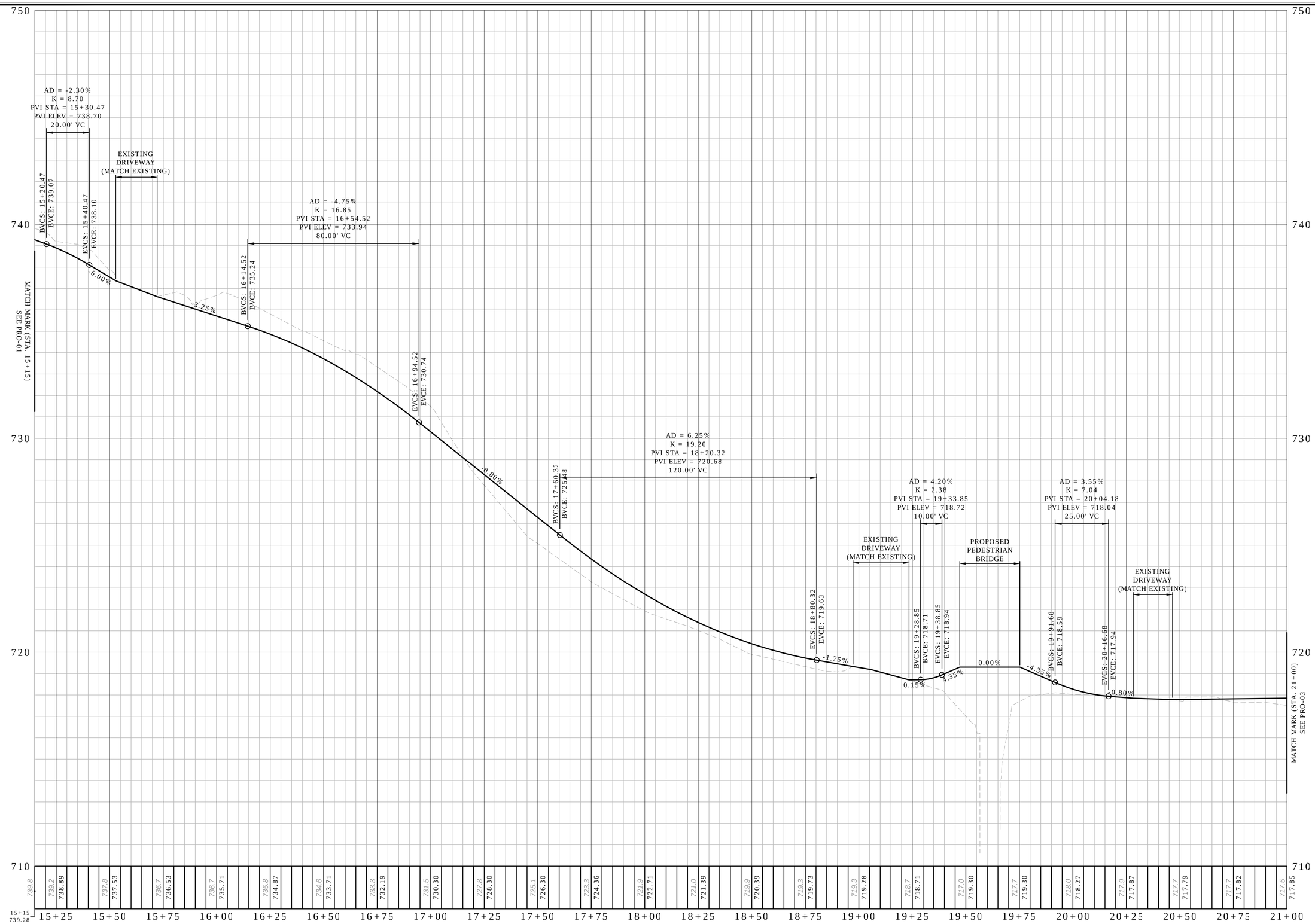
SCALE: 1"=20'

DATE: MAY 7, 2021

PROJECT NO.: 13039.00006

DRAWING NO.: PRO-01

SHEET NO.: 11



CT S.R. 44 (MAIN ST.) - 01 PROFILE
STA. 15+15 TO STA. 21+00
H: 1" = 20'
V: 1" = 2'

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DESCRIPTION	DATE	BY

SIDEWALK PROFILE

CT S.R. 44 (MAIN ST.) SIDEWALK IMPROVEMENTS

CT S.R. 44 (MAIN ST.)
SALISBURY, CONNECTICUT

MSM	MSM	AAC
DESIGNED	DRAWN	CHECKED

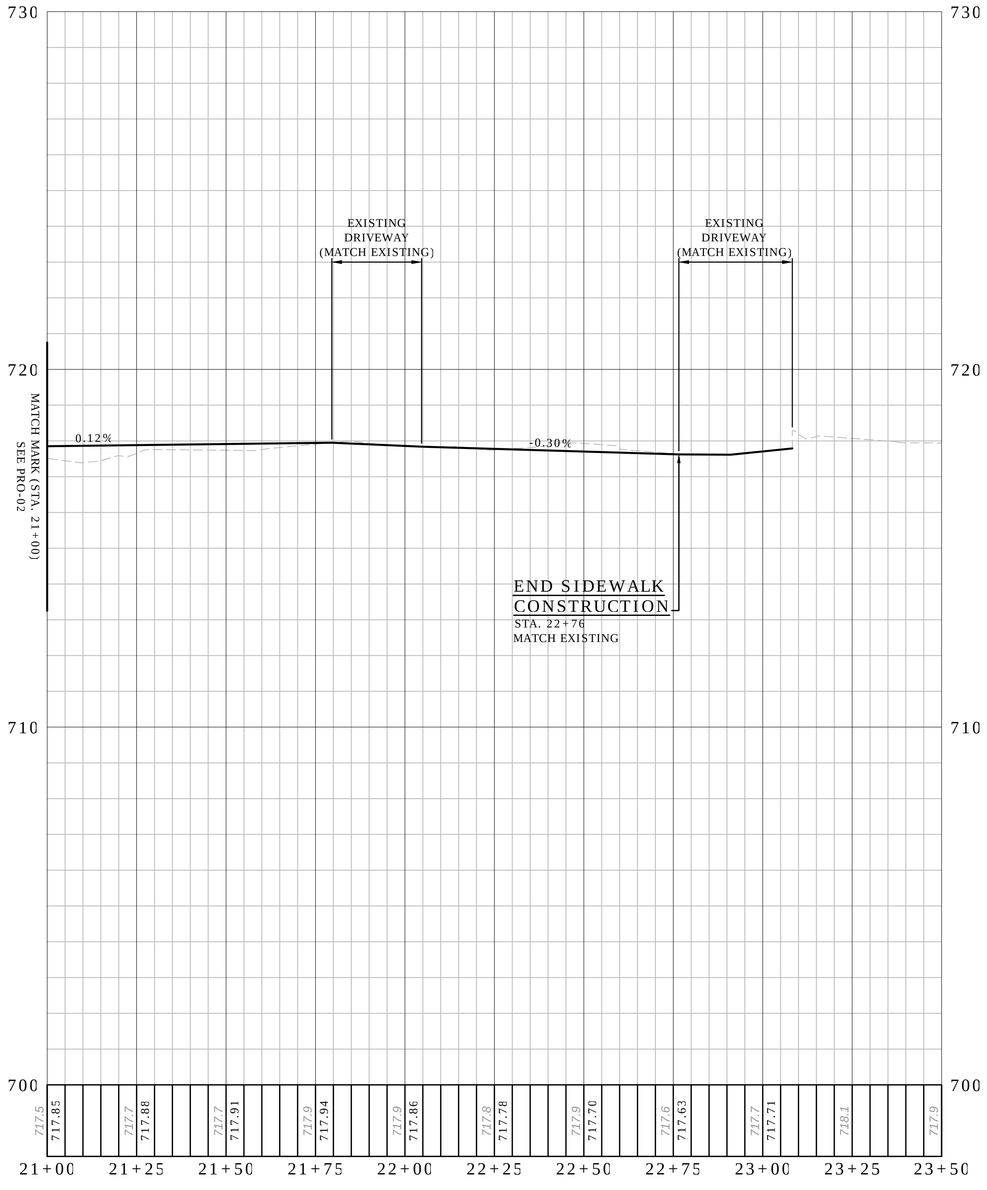
SCALE: 1"=20'

DATE: MAY 7, 2021

PROJECT NO.: 13039.00006

DRAWING NO.: PRO-02

SHEET NO.: 04



CT S.R. 44 (MAIN ST.) - 01 PROFILE
STA. 21+00 TO STA. 23+50
H: 1" = 20'
V: 1" = 2'

0' 10' 20'
0 1/2" 1"

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DESCRIPTION	DATE	BY

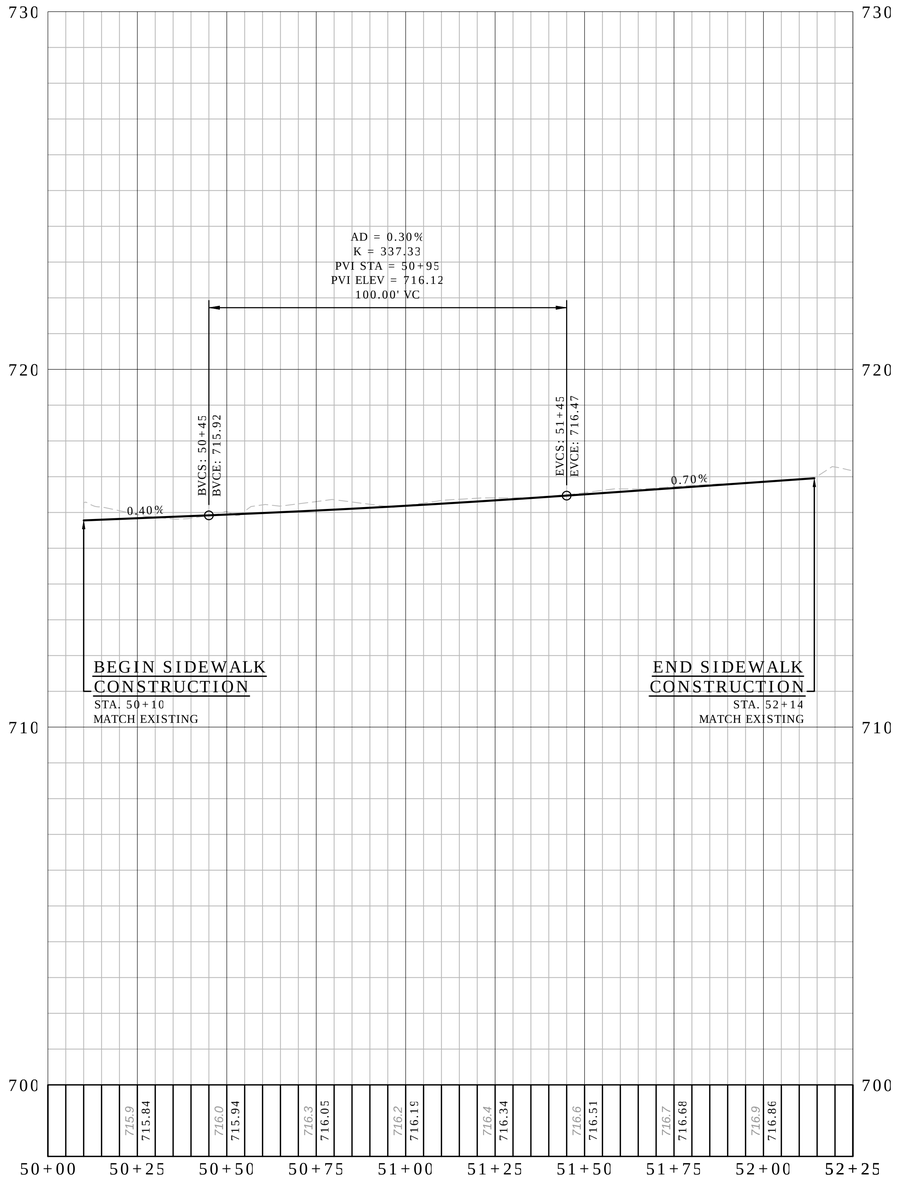
SIDEWALK PROFILE

CT S.R. 44 (MAIN ST.) SIDEWALK IMPROVEMENTS

CT S.R. 44 (MAIN ST.)
SALISBURY, CONNECTICUT

MSM	MSM	AAC
DESIGNED	DRAWN	CHECKED

SCALE: 1"=20'
DATE: MAY 7, 2021
PROJECT NO.: 13039.00006
DRAWING NO.: PRO-03
SHEET NO.: 13



CT S.R. 44 (MAIN ST.) - 02 PROFILE
STA. 50+00 TO STA. 52+25
H: 1" = 20'
V: 1" = 2'

0' 10' 20'
0 1/2" 1"

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DESCRIPTION	DATE	BY

SIDEWALK PROFILE

CT S.R. 44 (MAIN ST.) SIDEWALK IMPROVEMENTS

CT S.R. 44 (MAIN ST.)
SALISBURY, CONNECTICUT

MSM	MSM	AAC
DESIGNED	DRAWN	CHECKED

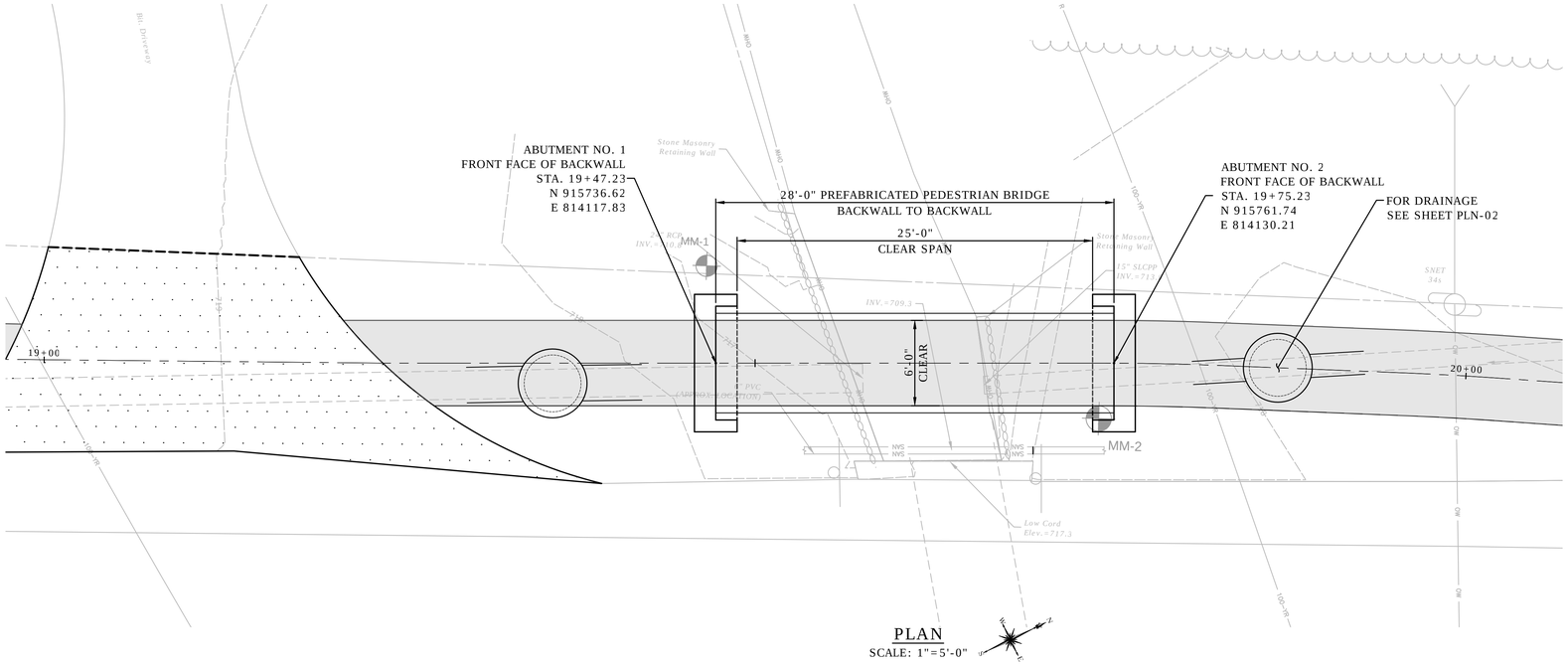
1"=20'
SCALE

MAY 7, 2021
DATE

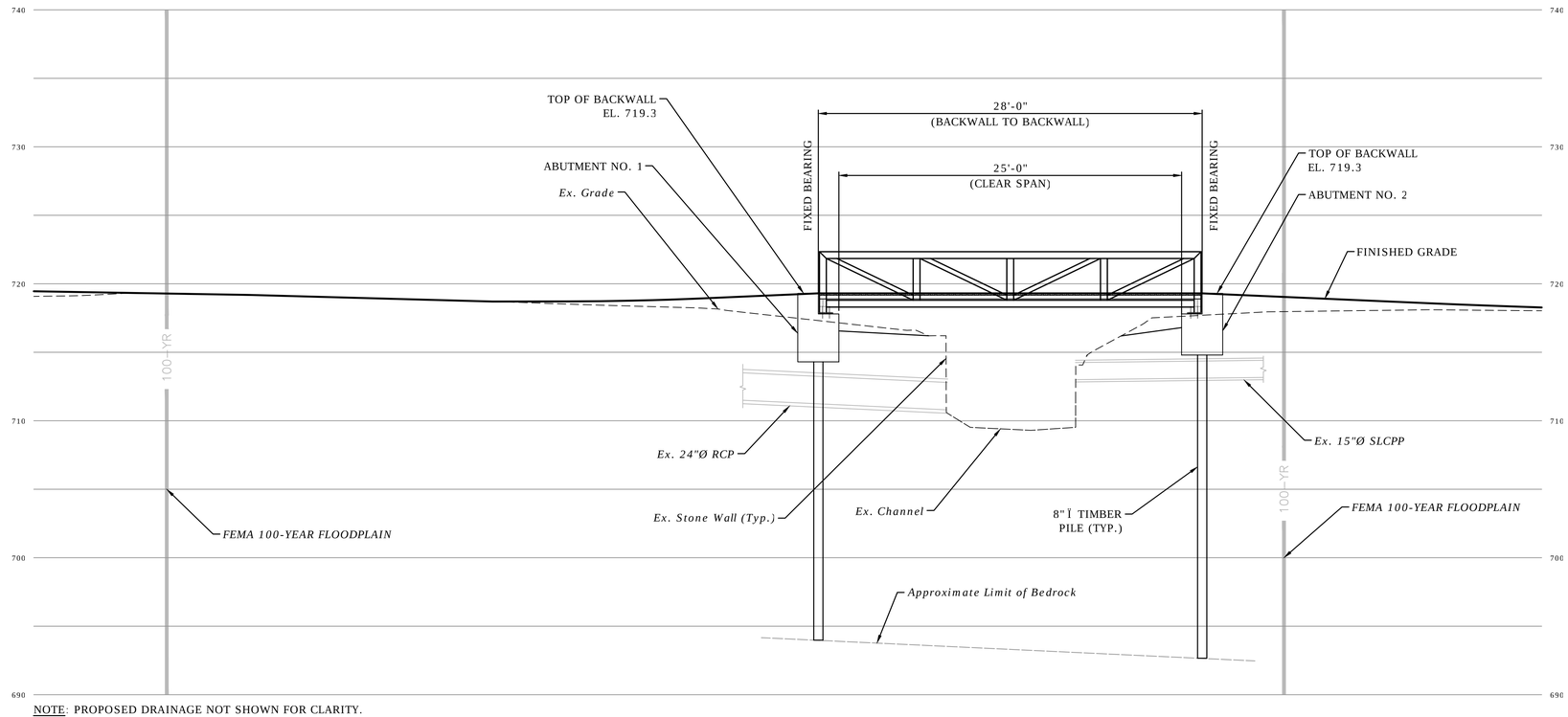
13039.00006
PROJECT NO.

PRO-04
DRAWING NO.

14
SHEET NO.



PLAN
SCALE: 1"=5'-0"



NOTE: PROPOSED DRAINAGE NOT SHOWN FOR CLARITY.

ELEVATION
SCALE: 1"=5'-0"

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203.271.1773
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DESCRIPTION	DATE	BY

PEDESTRIAN BRIDGE - PLAN & ELEVATION

CT S.R. 44 (MAIN ST.) SIDEWALK IMPROVEMENTS

CT S.R. 44 (MAIN ST.)
SALISBURY, CONNECTICUT

SEP	SEP	AAC
DESIGNED	DRAWN	CHECKED

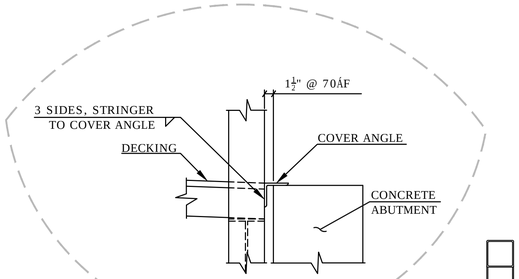
AS SHOWN
SCALE

MAY 7, 2021
DATE

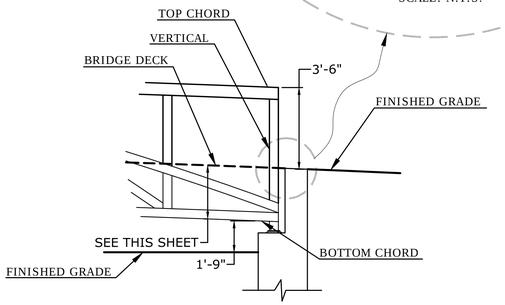
13039.00006
PROJECT NO.

STR-01
DWG NO.

05
SHEET NO.

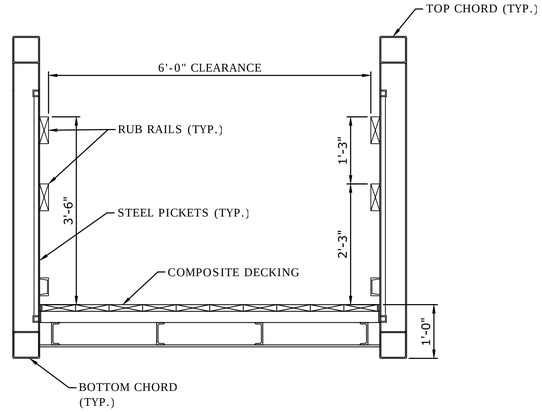


SCALE: N.T.S.



CLOSURE PLATE DETAIL

SCALE: 1/4" = 1'-0"



TYPICAL PREFABRICATED PEDESTRIAN BRIDGE SECTION

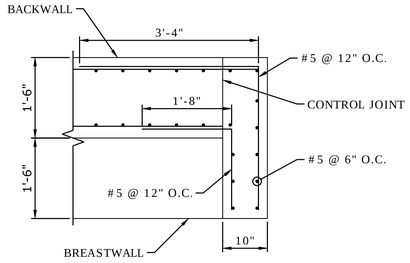
SCALE: ¾"=1'-0"

TYPICAL ABUTMENT SECTION

SCALE: 3/4" = 1'-0"

NOTE:

1. BRIDGE SEAT ELEVATIONS SHALL BE VERIFIED BY BRIDGE MANUFACTURER PRIOR TO CONSTRUCTING THE ABUTMENTS.
2. STRUCTURE EXCAVATION - EARTH (COMPLETE) AND PERVIOUS STRUCTURE BACKFILL SHALL BE PAID IN ACCORDANCE WITH FORM 818.



TYPICAL ABUTMENT SECTION

SCALE: 1/2" = 1'-0"

NOTE:
* DIMENSIONS TO BE DETERMINED BY BRIDGE MANUFACTURER

LOCATION TO BE DETERMINED BY BRIDGE MANUFACTURER. ANCHOR BOLTS SHALL BE FULLY THREADED STAINLESS STEEL RODS AND CONFORM TO A193, CLASS 2, GRADE 8 (UNS DESIGNATION S 30400 (304)). THE NUTS SHALL BE PREVAILING-TORQUE REUSABLE-TYPE (WITH NYLON INSERT) LOCK NUTS AND CONFORM TO A194, GRADE 8, STRAIN HARDENED (UNS DESIGNATION S 030400 (304)). WASHERS SHALL BE 5⁄16" THICK STAINLESS STEEL AND CONFORM TO ASTM A276, TYPE 304, ANNEALED. COST SHALL BE INCLUDED IN THE ITEM "PEDESTRIAN BRIDGE SUPERSTRUCTURE (SITE NO. 1)"

BEARING DETAIL

SCALE: 1" = 1'-0"

GENERAL NOTES

1. SPECIFICATIONS: CONNECTICUT DEPARTMENT OF TRANSPORTATION FORM 818 (2020), AND SPECIAL PROVISIONS.
2. DESIGN SPECIFICATIONS: AASHTO LRFD DESIGN SPECIFICATIONS, 8TH EDITION, 2017, AS SUPPLEMENTED BY THE CONNECTICUT DEPARTMENT OF TRANSPORTATION BRIDGE DESIGN MANUAL (2003) WITH INTERIM REVISIONS UP TO AND INCLUDING 2011.
3. MATERIAL STRENGTHS:

   CONCRETE:
   CLASS PCC 04460 f'c = 4,000 PSI

   THE CONCRETE STRENGTH USED IN DESIGN (f'c) OF THE CONCRETE COMPONENTS IS NOTED ABOVE. THE COMPRESSIVE STRENGTH OF THE CONCRETE IN THE CONSTRUCTED COMPONENTS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 6.01 - CONCRETE FOR STRUCTURES AND M.03 - PORTLAND CEMENT CONCRETE.

   REINFORCEMENT:
   ASTM A615 GRADE 60 fy = 60,000 PSI
4. LIVE LOAD: 90 PSF PEDESTRIAN LOADING OR AASHTO TO H5 LOADING WHICHEVER GOVERNS
5. DEAD LOAD: ALL PEDESTRIAN BRIDGE COMPONENTS
6. FUTURE PAVING ALLOWANCE: NONE
7. EXISTING DIMENSIONS: DIMENSIONS AND ELEVATIONS OF THE EXISTING STRUCTURE SHOWN ON THESE PLANS ARE FOR GENERAL REFERENCE ONLY AND ARE NOT GUARANTEED. THE CONTRACTOR SHALL TAKE ALL FIELD MEASUREMENTS NECESSARY TO ASSURE PROPER FIT OF THE FINISH WORK AND SHALL ASSUME FULL RESPONSIBILITY FOR THEIR ACCURACY. WHEN SHOP DRAWINGS BASED ON FIELD MEASUREMENTS ARE SUBMITTED FOR APPROVAL, THE FIELD MEASUREMENTS SHALL ALSO BE SUBMITTED FOR REFERENCE BY THE REVIEWER.

CONCRETE NOTES

1. REMAIN-IN-PLACE FORMS: THE USE OF REMAIN-IN-PLACE FORMS ON THIS STRUCTURE IS NOT ALLOWED.
2. THE FOLLOWING PAY ITEMS AND CONCRETE CLASSES ARE REQUIRED FOR CAST-IN-PLACE BRIDGE COMPONENTS:

ITEM	BRIDGE COMPONENTS	PCC CLASS
ABUTMENT AND WALL CONCRETE	ABUTMENT STEM, BACKWALL, CHEEKWALLS	PCC04460

3. EXPOSED EDGES: EXPOSED EDGES OF CONCRETE SHALL BE BEVELED 1"x1" UNLESS DIMENSIONED OTHERWISE.
4. CONCRETE COVER: ALL REINFORCEMENT SHALL HAVE TWO INCHES COVER UNLESS DIMENSIONED OTHERWISE.
5. REINFORCEMENT: ALL REINFORCEMENT SHALL BE GALVANIZED AFTER FABRICATION UNLESS NOTED OTHERWISE. ALL REINFORCEMENT SHALL CONFORM TO THE REQUIREMENTS OF ASTM A767, CLASS 1, INCLUDING SUPPLEMENTAL REQUIREMENTS. THE COST OF FURNISHING AND PLACING THIS REINFORCEMENT SHALL BE INCLUDED IN THE ITEM "PEDESTRIAN BRIDGE" SUPERSTRUCTURE (SITE NO. 1)
6. CONSTRUCTION JOINTS: CONSTRUCTION JOINTS, OTHER THAN THOSE SHOWN ON THE PLANS, WILL NOT BE PERMITTED WITHOUT THE PRIOR APPROVAL OF THE ENGINEER.

PEDESTRIAN BRIDGE SUPERSTRUCTURE NOTES

1. PEDESTRIAN BRIDGE SUPERSTRUCTURE SHALL BE DESIGNED, FABRICATED, AND INSTALLED BY THE CONTRACTOR IN ACCORDANCE WITH TECHNICAL SPECIFICATIONS. SHOP DRAWINGS, DESIGN CALCULATIONS, AND ERECTION PLAN MUST BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO ORDERING MATERIAL OR CONSTRUCTING BRIDGE.
2. BRIDGE SEAT ELEVATIONS AND ANCHOR BOLT LOCATIONS SHALL BE DETERMINED BY THE BRIDGE MANUFACTURER. CONSTRUCTION OF THE ABUTMENTS SHALL NOT COMMENCE UNTIL SHOP DRAWINGS HAVE BEEN REVIEWED AND APPROVED BY THE ENGINEER.
3. ANCHOR BOLTS SHALL BE FULLY THREADED STAINLESS STEEL RODS AND CONFORM TO A193, CLASS 2, GRADE 8 (UNS DESIGNATION S 30400 (304)). THE NUTS SHALL BE PREVAILING-TORQUE REUSABLE-TYPE (WITH NYLON INSERT) LOCK NUTS AND CONFORM TO A194, GRADE 8, STRAIN HARDENED (UNS DESIGNATION S 030400 (304)). WASHERS SHALL BE 5⁄16" THICK STAINLESS STEEL AND CONFORM TO ASTM A276, TYPE 304, ANNEALED. ANCHOR BOLTS SHALL BE PAID FOR UNDER ITEM "PEDESTRIAN BRIDGE SUPERSTRUCTURE (SITE NO.1)".
4. BEARINGS SHALL BE NEOPRENE ELASTOMERIC BEARING PADS DESIGNED IN ACCORDANCE WITH AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS (5TH EDITION). BEARING PADS SHALL BE DESIGNED AND PAID FOR UNDER ITEM "PEDESTRIAN BRIDGE SUPERSTRUCTURE (SITE NO.1)".
5. BRIDGE SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
6. ALL MEMBERS OF VERTICAL TRUSSES (TOP AND BOTTOM CHORDS, VERTICAL AND DIAGONALS) AND LATERAL BRACING WITH CALCULATED TENSILE STRESSES SHALL BE DESIGNATED FRACTURE CRITICAL MEMBERS.
7. PREFABRICATED PEDESTRIAN BRIDGE SHALL BE PAINTED IN ACCORDANCE WITH THE TECHNICAL SPECIFICATIONS. BRIDGE MEMBERS SHALL BE FABRICATED FROM HIGH STRENGTH, LOW ALLOY STEEL CONFORMING TO THE REQUIREMENTS OF ASTM A M270, GRADE 50 AND IN ACCORDANCE WITH THE TECHNICAL SPECIFICATIONS. PLATE AND STRUCTURAL SHAPES SHALL BE Fy=50,000 PSI.
8. ¼" MINIMUM STEEL THICKNESS REQUIRED ON ALL STRUCTURAL MEMBERS.
9. WELDING DETAILS, PROCEDURES AND TESTING METHODS SHALL CONFORM TO THE ANSI/AWS D1.1 - STRUCTURAL WELDING CODE, LATEST EDITION.
10. PROVIDE VERTICAL STEEL PICKETS, SUCH THAT THE MAXIMUM CLEAR OPENING IS 4". PROVIDE CLOSURE ANGLES AT TOP AND BOTTOM.

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DESCRIPTION | DATE | BY

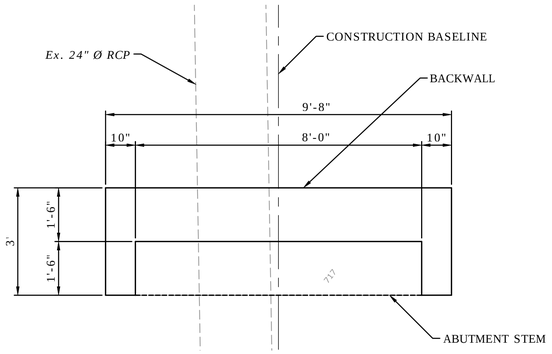
PEDESTRIAN BRIDGE - DETAILS

CT S.R. 44 (MAIN ST.) SIDEWALK IMPROVEMENTS

CT S.R. 44 (MAIN ST.)
SALISBURY, CONNECTICUT

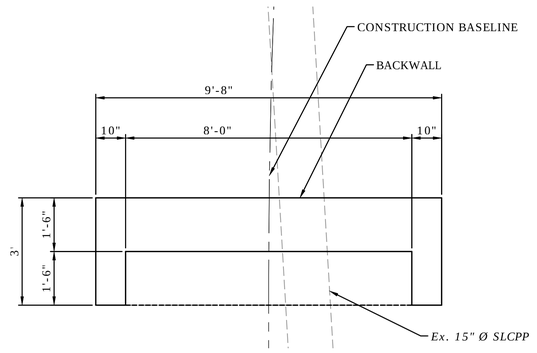
SEP	SEP	AAC
DESIGNED	DRAWN	CHECKED

SCALE: AS SHOWN
DATE: MAY 7, 2021
PROJECT NO.: 13039.00006
DWG NO.: STR-02
SHEET NO.: 06



ABUTMENT NO. 1 PLAN

SCALE: 1" = 2'-0"



ABUTMENT NO. 2 PLAN

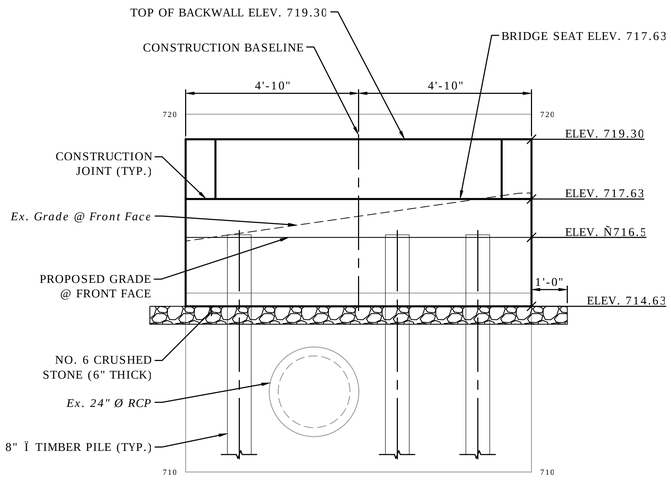
SCALE: 1" = 2'-0"

PILE NOTES

1. ALL PILES SHALL BE SET VERTICAL.
2. ESTIMATE OF PILES REQUIRED:
   ABUTMENT NO. 1: (P1-P3) 8-IN Ï TIMBER PILE (3) 22.6FT Approx.)
   ABUTMENT NO. 2: (P4-P6) 8-IN Ï TIMBER PILE (3) 23.9FT Approx.)
3. THE TIMBER PILES SHOULD HAVE A MINIMUM 8IN Ï BUTT AND A MINIMUM 6IN Ï TIP. THE PILES SHALL BE FROM SOUTHERN PINE OR DOUGLAS FIRM CONFORMING TO ASTM D25 AND AWPA STANDARDS FOR CLASS 1 OR B PILES. THE PILES SHALL HAVE PRESSURE TREATED PRESERVATIVE ACCEPTABLE FOR AWPA USE CATEGORY UC4C. PILES SHALL BE DRIVEN WITH A HAMMER ENERGY OF 9,300 TO 15,000 FT-LBS. BASED ON THE RELATIVELY LOW CAPACITY, THE CAPACITY IN THE FIELD CAN BE EVALUATED WITH THE ENGINEERING NEWS RECORD FORMULA. THE PILES SHALL BE DRIVEN NO MORE THAN 12 BLOWS PER 1IN TO AVOID BROOMING OF THE PILES.

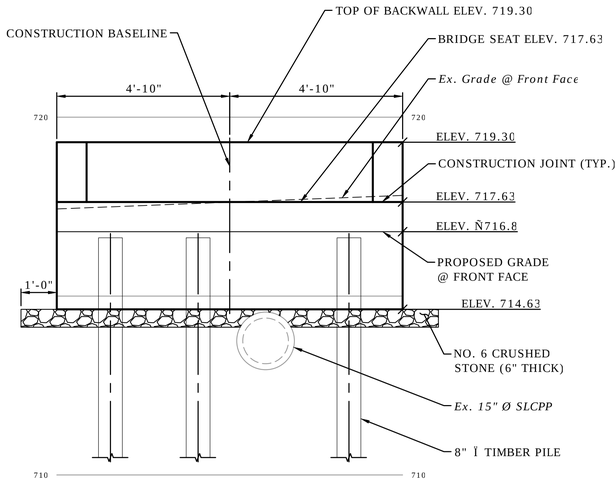
ULTIMATE PILE CAPACITY

ABUTMENT NO. 1	13.1 TONS
ABUTMENT NO. 2	13.1 TONS



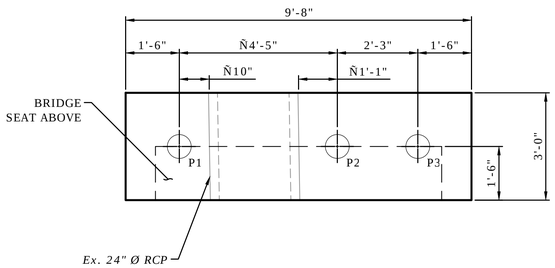
ABUTMENT NO. 1 ELEVATION

SCALE: 1" = 2'-0"



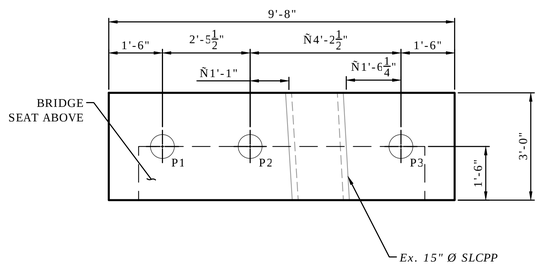
ABUTMENT NO. 2 ELEVATION

SCALE: 1" = 2'-0"



ABUTMENT NO. 1 PILE LAYOUT PLAN

SCALE: 1" = 2'-0"



ABUTMENT NO. 2 PILE LAYOUT PLAN

SCALE: 1" = 2'-0"

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DESCRIPTION	DATE	BY

PEDESTRIAN BRIDGE - ABUTMENT LAYOUT

CT S.R. 44 (MAIN ST.) SIDEWALK IMPROVEMENTS

CT S.R. 44 (MAIN ST.) SIDEWALK
SALISBURY, CT

SEP	WRS	SEP
DESIGNED	DRAWN	CHECKED

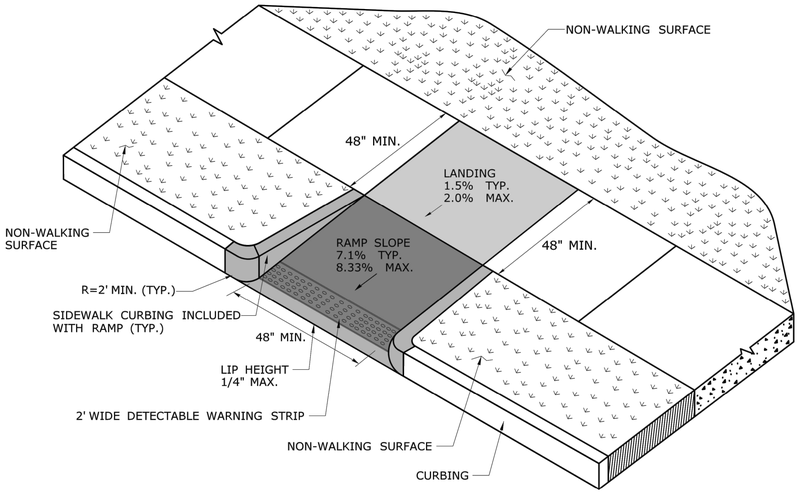
SCALE: AS SHOWN

DATE: MAY 7, 2021

PROJECT NO.: 13039.00006

DRAWING NO.: STR-03

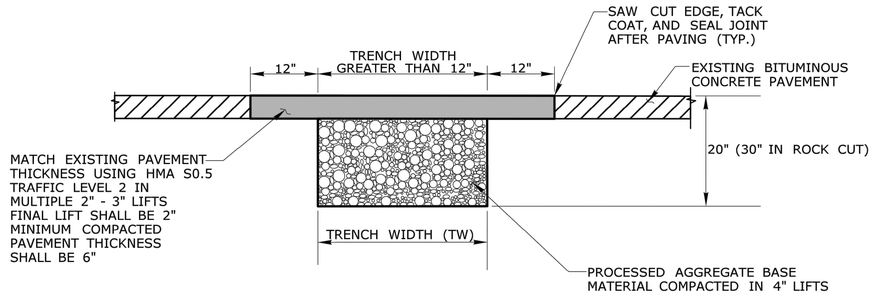
SHEET NO.: 07



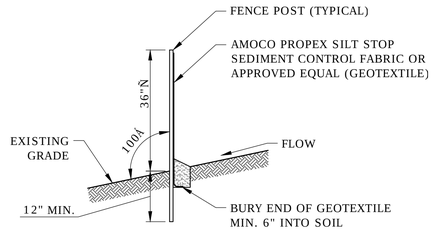
PERPENDICULAR RAMP
WITH NON-WALKING SURFACE
(TYPE 13)

NOTES

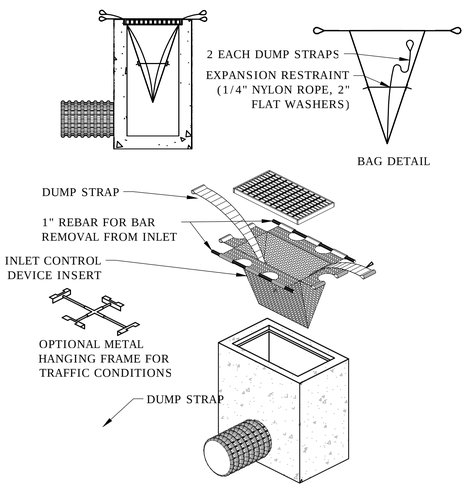
1. ALL ITEMS SHOWN ARE INCLUDED IN THE COST OF "PAVEMENT REPAIR". SEE SPECIFICATIONS.
2. THIS DETAIL SHALL BE USED FOR PAVEMENT REPAIR FOR SIDEWALK INSTALLATIONS AS SHOWN ON PLANS.



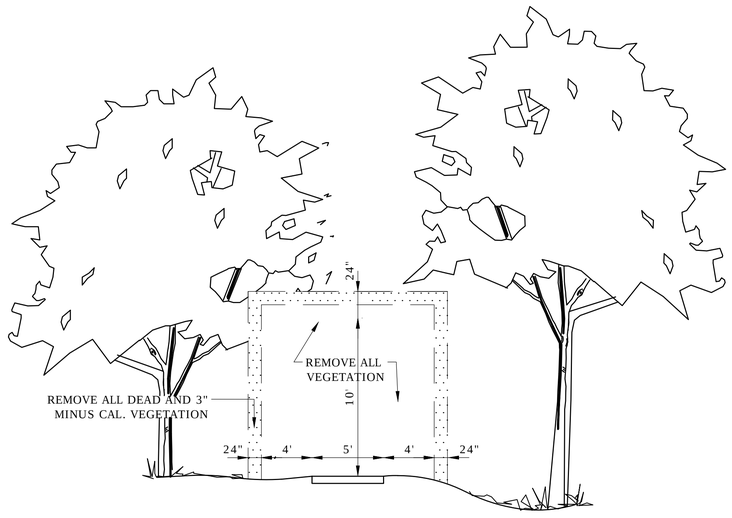
PERMANENT PAVEMENT FOR
TRENCH THROUGH BITUMINOUS CONCRETE



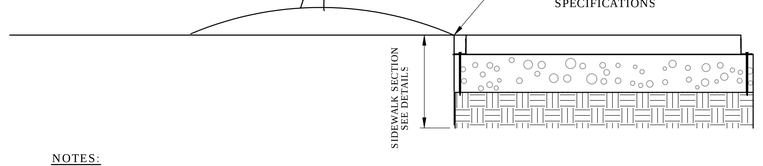
SEDIMENT FILTER FENCE
NOT TO SCALE



SEDIMENT CONTROL SYSTEM
AT CATCH BASIN
NOT TO SCALE



CLEARING LIMITS
NOT TO SCALE



NOTES:

1. INSTALL BARRIER FOR A LENGTH EQUAL TO A DISTANCE OF 2' WIDER THAN THE DRIP LINE OF THE TREE.

DEEP ROOT BARRIER
NOT TO SCALE

SLR
99 REALTY DRIVE
CHESHIRE, CT 06410
203.271.1773
SLRCONSULTING.COM

DESCRIPTION	DATE	BY

MISCELLANEOUS DETAILS
CT S.R. 44 (MAIN ST.) SIDEWALK IMPROVEMENTS
CT S.R. 44 (MAIN ST.)
SALISBURY, CONNECTICUT

MSM	MSM	AAC
DESIGNED	DRAWN	CHECKED

NTS — SCALE
MAY 7, 2021 — DATE
13039.00006 — PROJECT NO.
MDS-02 — DWG NO.
23 — SHEET NO.

Photo 1: Facing downstream. View of upstream face of Pettee Brook culvert and crossing location of new pedestrian bridge

Photo 2: Upstream face of Pettee Brook culvert crossing and location of new pedestrian brdge.

SLR	Route 44 Pedestrian Bridge over Pettee Brook Salisbury, Connecticut
SITE PHOTOGRAPHS November 11, 2021	Job No: 141.13039.00006

ATTACHMENT G

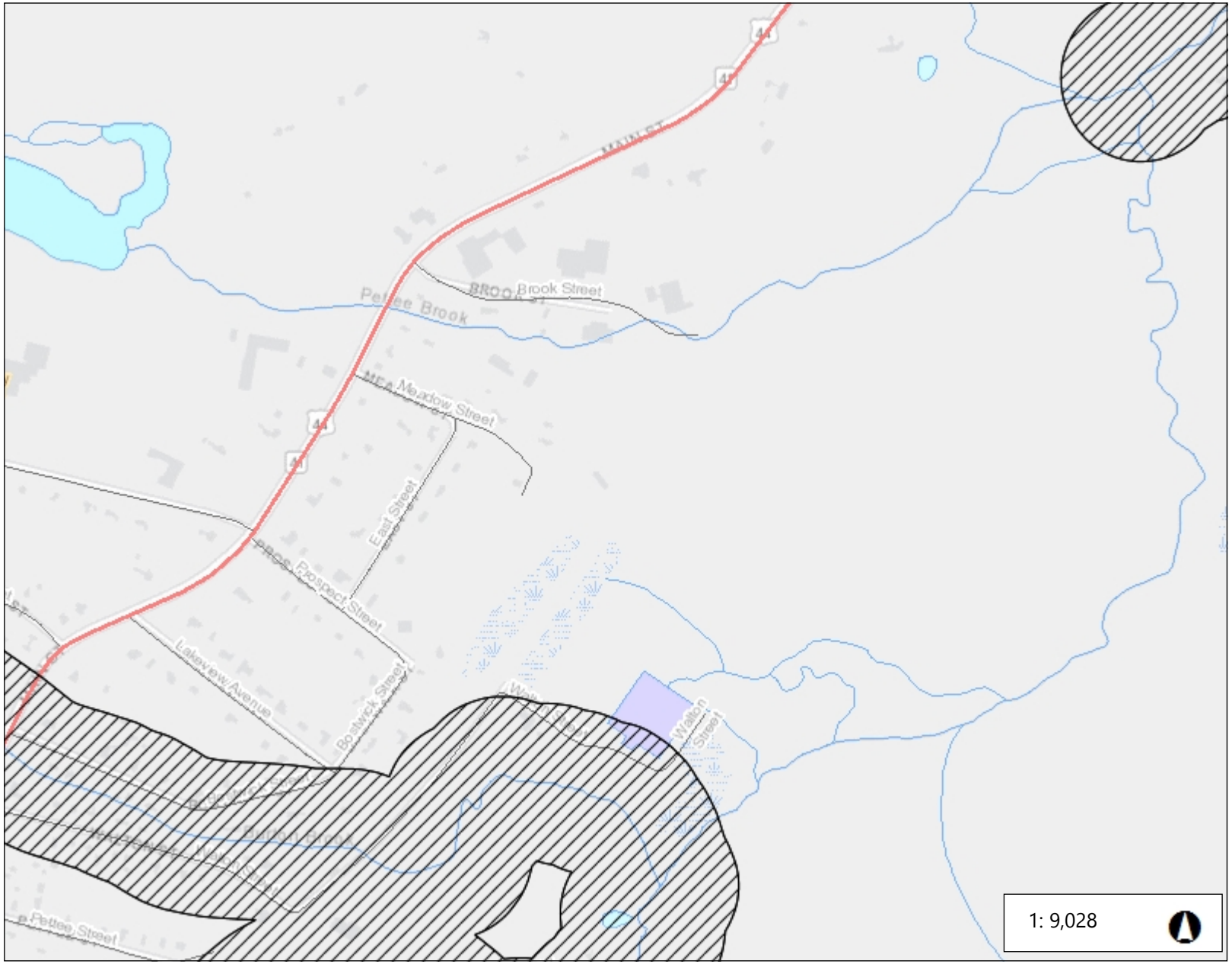
NATURAL DIVERSITY DATABASE MAP

Flood Management Certification Application

January 2022

Salisbury Route 44 Sidewalk Improvements

CT Environmental Conditions Online



Legend

- Natural Diversity Database Are
- Geographic Names7
- Geographic Place 3
- Airport
  - Airport
  - Heliport
- Railroad
- Streets
  - Interstate Highway
  - US Highway
  - State Highway
  - Primary limited-access
  - Ramp
  - Street
  - Ferry crossing
- County Line
  - State Boundary
  - County Boundary
  - Coastline
- County Name
- Town Line
  - State Boundary
  - Town Boundary
  - Coastline
- CT Town Name
- Waterbody Line 7

1: 9,028

Notes

0.3 0 0.14 0.3 Miles

THIS MAP IS NOT TO BE USED FOR NAVIGATION

This map is intended for general planning, management, education, and research purposes only. Data shown on this map may not be complete or current. The data shown may have been compiled at different times and at different map scales, which may not match the scale at which the data is shown on this map.

ATTACHMENT H

HYDRAULIC REPORT

Flood Management Certification Application

January 2022

ATTACHMENT I

CT S.R. 44 SIDEWALK IMPROVEMENTS FINAL DESIGN PLANS

Flood Management Certification Application

January 2022

CT S.R. 44 (MAIN ST.) SIDEWALK IMPROVEMENTS

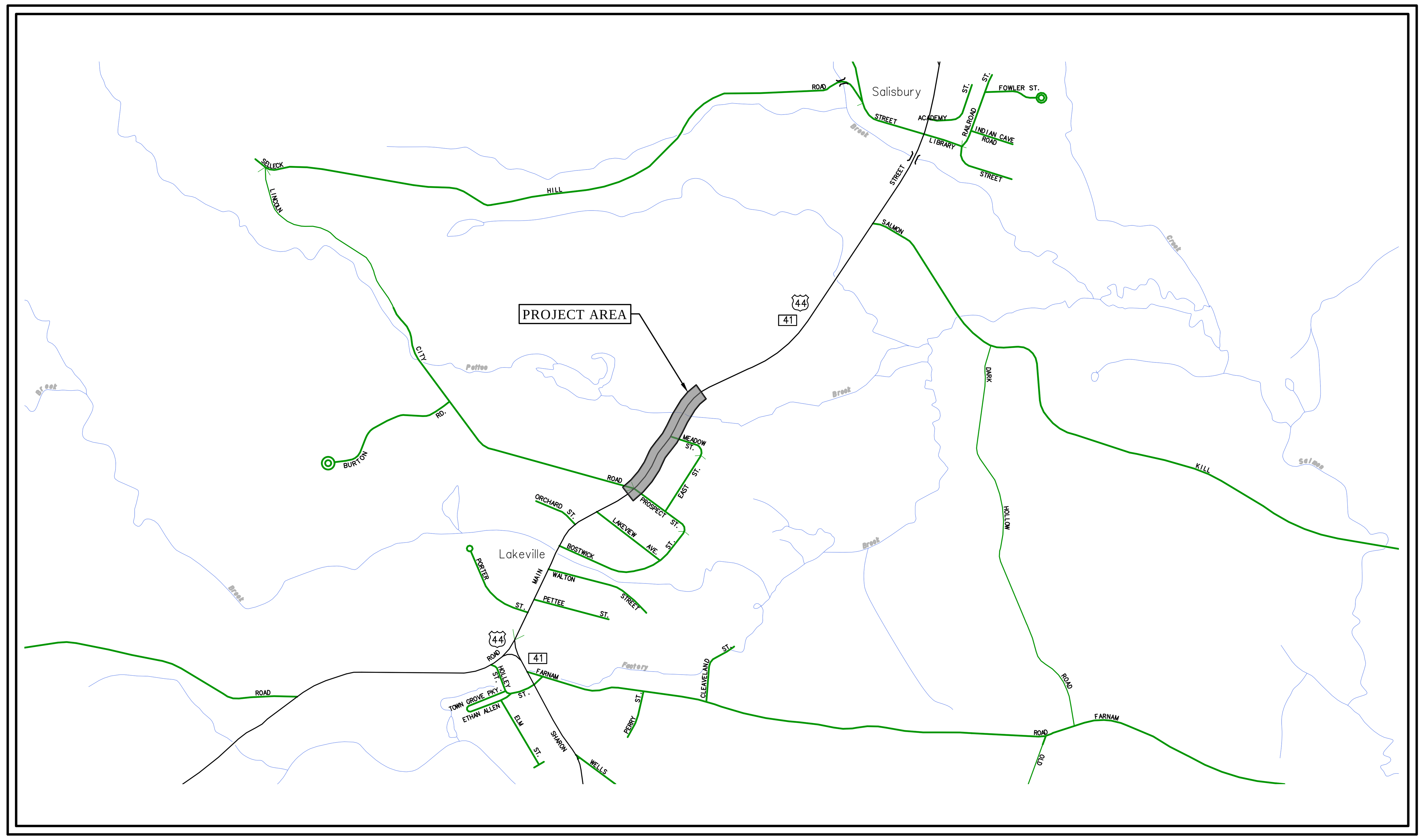
SALISBURY, CONNECTICUT

CTDOT PROJECT NO. 0121-CCP1
SLR PROJECT NO. 13039.00006

FINAL DESIGN PLANS
MAY 7, 2021

GENERAL NOTES

1. TOPOGRAPHIC INFORMATION IS BASED UPON FIELD SURVEY CONDUCTED BY MILONE & MACBROOM, INC. ON JULY 16, 2019. STATE RIGHT OF WAY PER MAP REFERENCES FROM THE CONNECTICUT STATE HIGHWAY DEPARTMENT; ABUTTING STREET AND PROPERTY LINES DEPICTED PER GIS INFORMATION AND ARE APPROXIMATE IN NATURE.
2. NORTH ARROW AND BEARINGS ARE BASED UPON THE CONNECTICUT COORDINATE SYSTEM (NAD 1983). ELEVATIONS, CONTOURS AND BENCH MARK ARE BASED UPON (NAVD 1988)
3. INFORMATION REGARDING THE LOCATION OF EXISTING UTILITIES HAS BEEN BASED UPON AVAILABLE INFORMATION AND MAY BE INCOMPLETE, AND WHERE SHOWN SHOULD BE CONSIDERED APPROXIMATE. THE LOCATION OF ALL EXISTING UTILITIES SHOULD BE CONFIRMED AT LEAST TWO FULL WORKING DAYS PRIOR TO BEGINNING CONSTRUCTION. CALL "CALL BEFORE YOU DIG", 811 OR WWW.CBYD.COM. ALL UTILITY LOCATIONS THAT DO NOT MATCH THE VERTICAL OR HORIZONTAL CONTROL SHOWN ON THE PLANS SHALL IMMEDIATELY BE BROUGHT TO THE ATTENTION OF THE ENGINEER FOR RESOLUTION.
4. MILONE & MACBROOM, INC. ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF MAPS AND DATA WHICH HAVE BEEN SUPPLIED BY OTHERS.
5. ALL DIMENSIONS AND ELEVATIONS SHALL BE VERIFIED IN THE FIELD PRIOR TO CONSTRUCTION. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER.
6. SEDIMENT AND EROSION CONTROL MEASURES AS DEPICTED ON THESE PLANS AND DESCRIBED WITHIN THE SEDIMENT AND EROSION CONTROL NARRATIVE SHALL BE IMPLEMENTED AND MAINTAINED UNTIL PERMANENT COVER AND STABILIZATION IS ESTABLISHED. ALL SEDIMENT AND EROSION CONTROL MEASURES SHALL CONFORM TO THE "GUIDELINES FOR SOIL EROSION AND SEDIMENT CONTROL, CONNECTICUT - 2002". AND IN ALL CASES BEST MANAGEMENT PRACTICES SHALL PREVAIL
7. ALL DISTURBED AREAS SHALL RECEIVE A MINIMUM OF 4" TOPSOIL, AND BE SEEDED WITH GRASS UNLESS OTHERWISE NOTED.
8. ALL PROPOSED CONTOURS AND SPOT ELEVATIONS INDICATE FINISHED GRADE.
9. ALL CONSTRUCTION MATERIALS AND METHODS SHALL CONFORM TO THE TOWN OF SALISBURY REQUIREMENTS AND TO THE APPLICABLE SECTIONS OF THE STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROADS, BRIDGES, FACILITIES AND INCIDENTAL CONSTRUCTION, FORM 817 AND ADDENDUMS.
10. THE PLANS REQUIRE A CONTRACTOR'S WORKING KNOWLEDGE OF LOCAL, MUNICIPAL, WATER AUTHORITY, AND STATE CODES FOR UTILITY SYSTEMS. ANY CONFLICTS BETWEEN MATERIALS AND LOCATIONS SHOWN, AND LOCAL REQUIREMENTS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO THE EXECUTION OF WORK. THE ENGINEER WILL NOT BE HELD LIABLE FOR COSTS INCURRED TO IMPLEMENT OR CORRECT WORK WHICH DOES NOT CONFORM TO LOCAL CODE.
11. ALL FUEL, OIL, PAINT, OR OTHER HAZARDOUS MATERIALS USED DURING CONSTRUCTION SHOULD BE STORED IN A SECONDARY CONTAINER AND REMOVED TO A LOCKED INDOOR AREA WITH AN IMPERVIOUS FLOOR DURING NON-WORK HOURS.
12. COMPLIANCE WITH THE PERMIT CONDITIONS IS THE RESPONSIBILITY OF BOTH THE CONTRACTOR AND THE PERMITTEE.
13. ALL SIGNS AND PAVEMENT MARKINGS INSTALLED ALONG THE STATE ROAD MUST CONFORM TO THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES," THE LATEST STATE OF CONNECTICUT CATALOG OF SIGNS AND STANDARD AS REVISED.
14. CONTRACTOR WILL BE REQUIRED TO OBTAIN A ROADWAY ENCROACHMENT PERMIT FROM CTDOT DISTRICT IV OFFICE PRIOR TO THE START OF WORK.



PROJECT SITE VICINITY MAP:

SCALE 1"=1000'

LIST OF DRAWINGS

NO.	NAME	TITLE
01	--	TITLE SHEET
02	BOR-01	BORING LOGS
03	IND-01	INDEX PLAN
04	TYP-01	TYPICAL CROSS SECTIONS
05-07	EX-01 TO EX-03	EXISTING CONDITIONS & BASELINE PLANS
08-10	PLN-01 TO PLN-03	SIDEWALK PLANS
11-14	PRO-01 TO PRO-04	SIDEWALK PROFILE
05	STR-01	PEDESTRIAN BRIDGE - PLAN, ELEVATION AND SECTION
16-20	XSC-01 TO XSC-05	SIDEWALK CROSS SECTIONS
21	TCS-01	RRFB TRAFFIC CONTROL SIGNAL PLAN
22-24	MDS-01 TO MDS-05	MISCELLANEOUS DETAILS
		CTDOT STANDARD TRAFFIC DETAILS
		CTDOT STANDARD HIGHWAY DETAILS

PREPARED FOR:

CURTIS RAND - FIRST SELECTMAN
TOWN OF SALISBURY
27 MAIN ST. P.O. BOX 548
SALISBURY, CT 06068

PREPARED BY:

SLR
99 REALTY DRIVE
CHESHIRE, CT 06410
203.271.1773
SLRCONSULTING.COM

DESIGNED BY:

SLR
99 REALTY DRIVE
CHESHIRE, CT 06410
203.271.1773
SLRCONSULTING.COM

ANTHONY CIRIELLO JR., P.E.
CONN. PROFESSIONAL REG. NO. 20609

DATE

BORING LOG

MILONE & MACBROOM
99 Realty Drive
Cheshire, CT 06410
(203) 271-1773

PROJECT: MAIN STREET SIDEWALK CONNECTION		**BORING NO.:** MM-1	**SHEET:** 1 of 1
LOCATION: SALISBURY, CONNECTICUT		**CONTRACTOR:** GENERAL BORINGS, INC.	
PROJ. NO: 3039-06		**FOREMAN:** J. WYANT	
CLIENT: TOWN OF SALISBURY		**INSPECTOR:** J. MONTAGNO	
DATE: JUNE 9, 2020		**GROUND SURFACE ELEVATION:** ±717.0'	

EQUIPMENT:	AUGER	CASING	SAMPLER	COREBRL.	GROUNDWATER DEPTH (FT.)			TYPE OF RIG:
TYPE	HSA	-	SS	-	DATE	TIME	WATER DEPTH	TRUCK W/ AUTOHAMMER
SIZE ID (IN.)	4 1/4	-	1 3/8	-	2020-06-09		±6.0'	RIG MODEL:
HMR. WT (LB.)	-	-	140	-				DIEDRICH D-50
HMR. FALL (IN.)	-	-	30	-				

Depth (FT)	SAMPLE NUMBER	RECOVERY (IN)	BLOWS PER 6"	SOIL AND ROCK CLASSIFICATION-DESCRIPTION BURMISTER SYSTEM (SOIL) U.S. CORPS OF ENGINEERS SYSTEM (ROCK)	DEPTH (FT.)	STRATUM DESCRIPTION	ELEV. (FT.)	Remark
1	S-1	14	2	S-1: Loose, Top 6": Brown, fine to coarse SAND and SILT, trace fine Gravel, trace Roots.				
			2	Bottom 6": Brown, fine to coarse SAND, some Silt, trace fine to coarse Gravel, trace Roots.				
2			3			TOPSOIL		
			1					
3	S-2	16	1	S-2: Top 7": Very loose, brown, fine to coarse SAND and SILT, trace fine Gravel,				
			1	trace Roots.				
4			1	Bottom 9": Soft, brown, CLAY and SILT, little fine to coarse Gravel, little fine to coarse Sand,	3.0'		714.0'	
			2	trace Roots.				
5						FILL		
6	S-3	11	3	S-3: Loose, Top 5": Brown, fine to coarse SAND, some Clay and Silt, some fine to coarse				
			5	Gravel.				
7			3	Bottom 6": Gray-brown, fine to coarse SAND, some Silt, trace fine to coarse Gravel.	6.0'	G.W.T. ▽	711.0'	
			2					
8	S-4	10	13	S-4: Top 6": Stiff, gray-brown, CLAY and SILT, some fine to coarse Sand, trace fine Gravel.				
			6	Bottom 4": Loose, gray-brown, fine to coarse GRAVEL, some Clayey Silt, little fine to coarse	8.0'		709.0'	
9			2	Sand.				
			8					
10								
			4					
11	S-5	11	7	S-5: Medium dense, gray-brown, fine to coarse GRAVEL, some fine to coarse Sand,				
			8	little Silt.				
12			5					
13								
14								
15						GRAVEL WITH		
			7			SAND & SILT		
16	S-6	15	6	S-6: Medium dense, gray-brown, fine to coarse GRAVEL, some fine to coarse Sand,				
			4	little Silt.				
17			10					
18								
19								
20								
			7					
21	S-7	4	4	S-7: Medium dense, gray-brown, fine to coarse GRAVEL, little fine to coarse Sand,				
			7	trace Silt.				
22			5					
					23.0'		694.0'	1
				Bottom of Exploration ±23.0'				

Remarks: 1. Auger refusal at ±23.0'.

NON-PLASTIC	PLASTIC	SAMPLE TYPE	PROPORTIONS
N = 0 - 4 = VERY LOOSE 4-10 = LOOSE 10-30 = MEDIUM DENSE 30-50 = DENSE 50+ = VERY DENSE	N = 0 -2 = VERY SOFT 2 - 4 = SOFT 4 - 8 = MEDIUM 8 -15 = STIFF 15-30 = VERY STIFF 30 + = HARD	C = ROCK CORE S = SPLIT SPOON UP = UNDISTURBED PISTON UT = UNDISTURBED THINWALL	trace = <10% little = 10% - 20% some = 20% - 35% and = 35% - 50%

BORING LOG

MILONE & MACBROOM
99 Realty Drive
Cheshire, CT 06410
(203) 271-1773

PROJECT: MAIN STREET SIDEWALK CONNECTION		**BORING NO.:** MM-2	**SHEET:** 1 of 2
LOCATION: SALISBURY, CONNECTICUT		**CONTRACTOR:** GENERAL BORINGS, INC.	
PROJ. NO: 3039-06		**FOREMAN:** J. WYANT	
CLIENT: TOWN OF SALISBURY		**INSPECTOR:** J. MONTAGNO	
DATE: JUNE 9, 2020		**GROUND SURFACE ELEVATION:** ±718.0'	

EQUIPMENT:	AUGER	CASING	SAMPLER	COREBRL.	GROUNDWATER DEPTH (FT.)			TYPE OF RIG:
TYPE	HSA	-	SS	-	DATE	TIME	WATER DEPTH	TRUCK W/ AUTOHAMMER
SIZE ID (IN.)	4 1/4	-	1 3/8	-	2020-06-09		±7.0'	RIG MODEL:
HMR. WT (LB.)	-	-	140	-				DIEDRICH D-50
HMR. FALL (IN.)	-	-	30	-				

Depth (FT)	SAMPLE NUMBER	RECOVERY (IN)	BLOWS PER 6"	SOIL AND ROCK CLASSIFICATION-DESCRIPTION BURMISTER SYSTEM (SOIL) U.S. CORPS OF ENGINEERS SYSTEM (ROCK)	DEPTH (FT.)	STRATUM DESCRIPTION	ELEV. (FT.)	Remark
1	S-1	2	4	S-1: Loose, brown, fine to coarse SAND, some Silt, little fine Gravel, trace Roots.				
			4					
2			2					
			3			TOPSOIL		
3	S-2	6	7	S-2: Loose, brown, fine to coarse SAND, some Silt, some fine to coarse Gravel,	2.0'		716.0'	
			4	trace Roots.				
4			3					
			3					
5						FILL		
6	S-3	18	6	S-3: Medium dense, Top 7": Brown, fine to coarse SAND, some Silt, little fine Gravel,				
			13	trace Debris (e.g., brick).				
7			7	Bottom 11": Gray-brown, fine to coarse SAND, some Silt, some fine to coarse Gravel.	7.0'	G.W.T. ▽	711.0'	
			5					
8	S-4	12	17	S-4: Medium dense, Top 8": Brown, fine to coarse SAND, some Silt, some fine to				
			14	coarse Gravel.				
9			7	Bottom 4": Gray-brown, fine to coarse GRAVEL, little fine to coarse Sand, little Silt.	8.5'		709.5'	
			10					
10								
			29	S-5: Very dense, Top 4": Brown, fine to coarse GRAVEL, some fine to coarse Sand,				
11	S-5	20	28	some Silt.				
			23	Middle 13": Gray, fine to coarse SAND, some fine to coarse Gravel, some Silt.				
12			17	Bottom 3": Gray, fine to coarse GRAVEL, some fine to coarse SAND, some Silt.				
13								
14								
15						GRAVEL WITH		
			18			SAND & SILT		
16	S-6	5	28	S-6: Dense, gray-brown, fine to coarse GRAVEL, little fine to coarse Sand, trace Silt.				
			14					
17			13					
18								
19								
20								
			7	S-7: Loose, Top 5": Gray, fine to coarse GRAVEL, some fine to coarse Sand, little Silt.				
21	S-7	10	4	Bottom 5": Gray, SILT, some fine to coarse Sand, some fine to coarse Gravel.	21.0'		697.0'	
			5					
22			7			SILT WITH		
						GRAVEL & SAND		

Remarks:

NON-PLASTIC	PLASTIC	SAMPLE TYPE	PROPORTIONS
N = 0 - 4 = VERY LOOSE 4-10 = LOOSE 10-30 = MEDIUM DENSE 30-50 = DENSE 50+ = VERY DENSE	N = 0 -2 = VERY SOFT 2 - 4 = SOFT 4 - 8 = MEDIUM 8 -15 = STIFF 15-30 = VERY STIFF 30 + = HARD	C = ROCK CORE S = SPLIT SPOON UP = UNDISTURBED PISTON UT = UNDISTURBED THINWALL	trace = <10% little = 10% - 20% some = 20% - 35% and = 35% - 50%

NOTES

1. BORINGS BY SLR CONSULTING (MILONE & MACBROOM INC.) WERE PERFORMED BY GENERAL BORINGS, INC. ON 6/9/2020.
2. THE LOCATIONS OF THE BORINGS WERE DETERMINED BY TAPING/PACING FROM EXISTING SITE FEATURES. THESE LOCATIONS SHOULD BE CONSIDERED ACCURATE ONLY TO THE DEGREE IMPLIED BY THE METHOD USED.
3. THE LOCATIONS OF THE BORINGS ARE SHOWN ON SHEET EX-02.

SLR
99 REALTY DRIVE
CHESHIRE, CT 06410
203.271.1773
SLRCONSULTING.COM

BY
DATE
DESCRIPTION

BORING LOGS
CT S.R. 44 (MAIN ST.) SIDEWALK IMPROVEMENTS
CT S.R. 44 (MAIN ST.)
SALISBURY, CONNECTICUT

MSM	MSM	AAC
DESIGNED	DRAWN	CHECKED

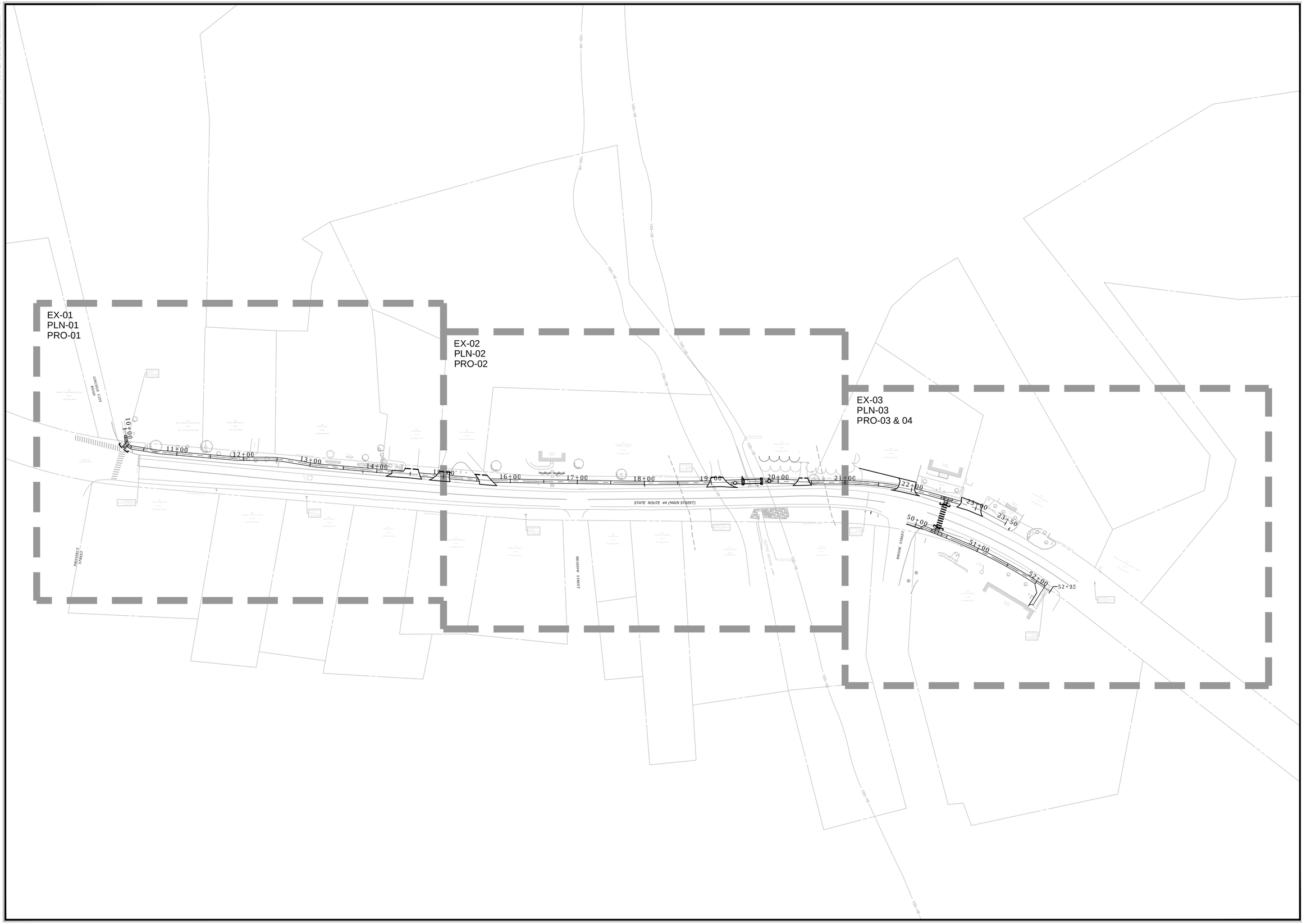
NTS
SCALE

MAY 7, 2021
DATE

13039.00006
PROJECT NO.

BOR-01
DWG NO.

02
SHEET NO.



0' 30' 60'
0 1/2" 1"

SLR
99 REALTY DRIVE
CHESHIRE, CT 06410
203.271.1773
SLRCONSULTING.COM

DESCRIPTION	DATE	BY

INDEX PLAN

CT S.R. 44 (MAIN ST.) SIDEWALK IMPROVEMENTS

CT S.R. 44 (MAIN ST.)
SALISBURY, CONNECTICUT

MSM	MSM	AAC
DESIGNED	DRAWN	CHECKED

SCALE: 1"=60'

DATE: MAY 7, 2021

PROJECT NO.: 13039.00006

DWG NO.: IND-01

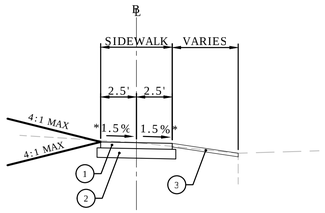
SHEET NO.: 03

LEGEND

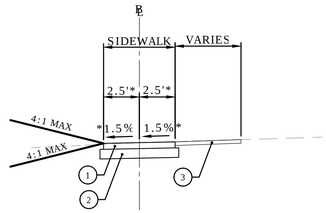
1. 2" BITUMINOUS CONCRETE SIDEWALK
2. 8" PROCESS AGGREGATE BASE
3. 4" TOPSOIL AND TURF ESTABLISHMENT
4. 3" HMA S0.375
5. 4" HMA S0.375
6. 12" PROCESS AGGREGATE BASE

* 2% MAX CROSS SLOPE

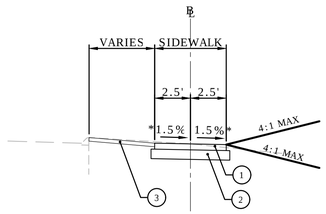
NOTE:
SEE BITUMINOUS CONCRETE SIDEWALK AND BITUMINOUS CONCRETE DRIVEWAY DETAILS ON STANDARD SHEET NO. HW-921-01



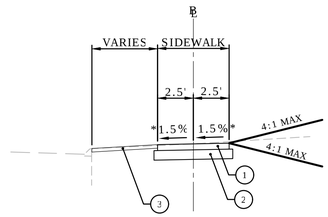
CT S.R. 44 (MAIN ST.) SIDEWALK
STA. 10+10 TO 13+15
STA. 14+20 TO 17+75
STA. 21+25 TO 22+76



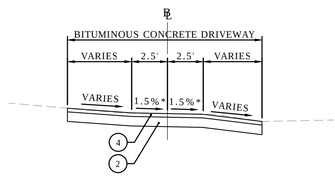
CT S.R. 44 (MAIN ST.) SIDEWALK
STA. 13+15 TO 14+20
STA. 17+75 TO 21+25
* 6' SIDEWALK STA. 19+21 TO 20+30



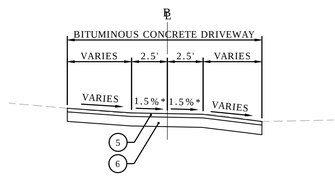
CT S.R. 44 (MAIN ST.) SIDEWALK
STA. 50+10 TO 50+75



CT S.R. 44 (MAIN ST.) SIDEWALK
STA. 50+75 TO 52+15



CT S.R. 44 (MAIN ST.) SIDEWALK
RESIDENTIAL DRIVEWAYS



CT S.R. 44 (MAIN ST.) SIDEWALK
COMMERCIAL DRIVEWAYS

SLR
99 REALTY DRIVE
CHESHIRE, CT 06410
203.271.1773
SLRCONSULTING.COM

DESCRIPTION	DATE	BY

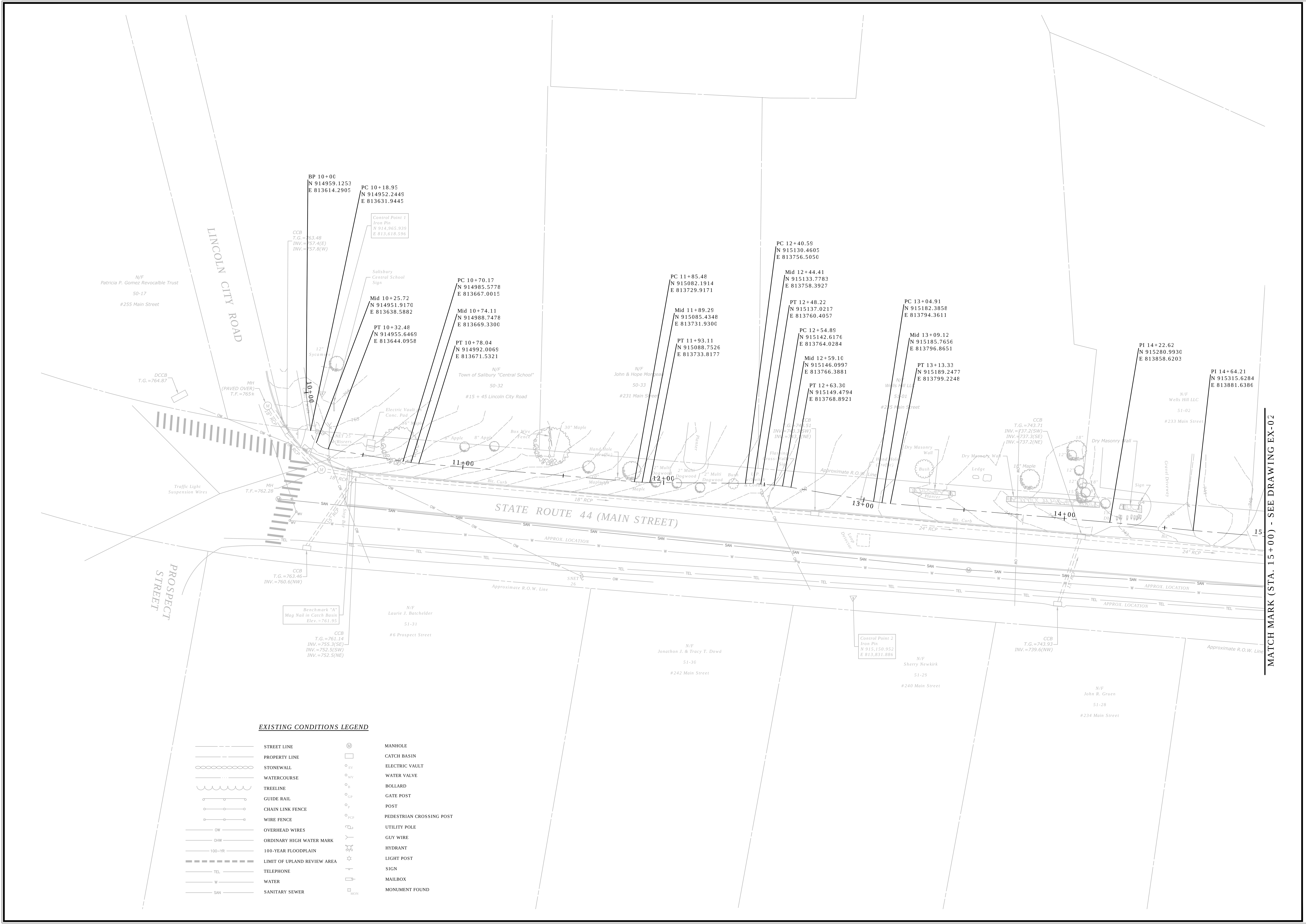
TYPICAL CROSS SECTIONS

CT S.R. 44 (MAIN ST.) SIDEWALK IMPROVEMENTS

CT S.R. 44 (MAIN ST.)
SALISBURY, CONNECTICUT

MSM	MSM	AAC
DESIGNED	DRAWN	CHECKED

SCALE: NTS
DATE: MAY 7, 2021
PROJECT NO.: 13039.00006
DWG NO.: TYP-01
SHEET NO.: 04


BP 10+00
N 914959.1253
E 813614.2905
PC 10+18.95
N 914952.2449
E 813631.9445
Mid 10+25.72
N 914951.9170
E 813638.5882
PT 10+32.48
N 914955.6469
E 813644.0958
PC 10+70.17
N 914985.5778
E 813667.0015
Mid 10+74.11
N 914988.7478
E 813669.3300
PT 10+78.04
N 914992.0069
E 813671.5321
PC 11+85.48
N 915082.1914
E 813729.9171
Mid 11+89.29
N 915085.4348
E 813731.9300
PT 11+93.11
N 915088.7526
E 813733.8177
PC 12+40.59
N 915130.4605
E 813756.5050
Mid 12+44.41
N 915133.7783
E 813758.3927
PT 12+48.22
N 915137.0217
E 813760.4057
PC 12+54.89
N 915142.6176
E 813764.0284
Mid 12+59.10
N 915146.0997
E 813766.3881
PT 12+63.30
N 915149.4794
E 813768.8921
PC 13+04.91
N 915182.3858
E 813794.3611
Mid 13+09.12
N 915185.7656
E 813796.8651
PT 13+13.33
N 915189.2477
E 813799.2248
PI 14+22.62
N 915280.9930
E 813858.6203
PI 14+64.21
N 915315.6284
E 813881.6386
LINCOLN CITY ROAD
PROSPECT STREET
STATE ROUTE 44 (MAIN STREET)
10+00
11+00
12+00
13+00
14+00
15
MATCH MARK (STA. 15+00) - SEE DRAWING EX-02
N/F
Patricia P. Gomez Revocalble Trust
50-17
#255 Main Street
N/F
Town of Salisbury "Central School"
50-32
#15 + 45 Lincoln City Road
N/F
John & Hope Moran
50-33
#231 Main Street
N/F
Wells Hill LLC
51-02
#233 Main Street
N/F
Laurie J. Batchelder
51-31
#6 Prospect Street
N/F
Jonathon J. & Tracy T. Dowd
51-30
#242 Main Street
N/F
Sherry Newkirk
51-29
#240 Main Street
N/F
John R. Green
51-28
#234 Main Street
Control Point 1
Iron Pin
N 914,965.939
E 813,618.596
Control Point 2
Iron Pin
N 915,150.952
E 813,831.886
Benchmark "A"
Mag Nail in Catch Basin
Elev.=761.95
CCB
T.G.=763.46
INV.=760.6(NW)
CCB
T.G.=761.14
INV.=755.3(SE)
INV.=752.5(SW)
INV.=752.5(NE)
CCB
T.G.=743.93
INV.=739.6(NW)
CCB
T.G.=743.71
INV.=737.2(SW)
INV.=737.3(SE)
INV.=737.2(NE)
DCCB
T.G.=764.87
MH
(PAVED OVER)
T.F.=765±
MH
T.F.=762.28
Traffic Light
Suspension Wires
Salisbury
Central School
Sign
Electric Vault
Conc. Pad
Approximate R.O.W. Line
APPROX. LOCATION
18" RCP
24" RCP
Bit. Curb
Dry Masonry Wall
Hand Hole
Ledge
Planter
Sign
EXISTING CONDITIONS LEGEND
STREET LINE
PROPERTY LINE
STONEWALL
WATERCOURSE
TREELINE
GUIDE RAIL
CHAIN LINK FENCE
WIRE FENCE
OVERHEAD WIRES
ORDINARY HIGH WATER MARK
100-YEAR FLOODPLAIN
LIMIT OF UPLAND REVIEW AREA
TELEPHONE
WATER
SANITARY SEWER
MANHOLE
CATCH BASIN
ELECTRIC VAULT
WATER VALVE
BOLLARD
GATE POST
POST
PEDESTRIAN CROSSING POST
UTILITY POLE
GUY WIRE
HYDRANT
LIGHT POST
SIGN
MAILBOX
MONUMENT FOUND

SLR
99 REALTY DRIVE
CHESHIRE, CT 06410
203.271.1773
SLRCONSULTING.COM

DESCRIPTION	DATE	BY

EXISTING CONDITIONS & BASELINE PLAN

CT S.R. 44 (MAIN ST.) SIDEWALK IMPROVEMENTS

CT S.R. 44 (MAIN ST.)
SALISBURY, CONNECTICUT

MSM	MSM	AAC
DESIGNED	DRAWN	CHECKED

SCALE: 1"=20'

DATE: MAY 7, 2021

PROJECT NO.: 13039.00006

DWG NO.: EX-01

SHEET NO.: 05

NOTES

1. BORINGS BY SLR CONSULTING (MILONE & MACBROOM INC.) WERE PERFORMED BY GENERAL BORINGS, INC. ON 6/9/2020.

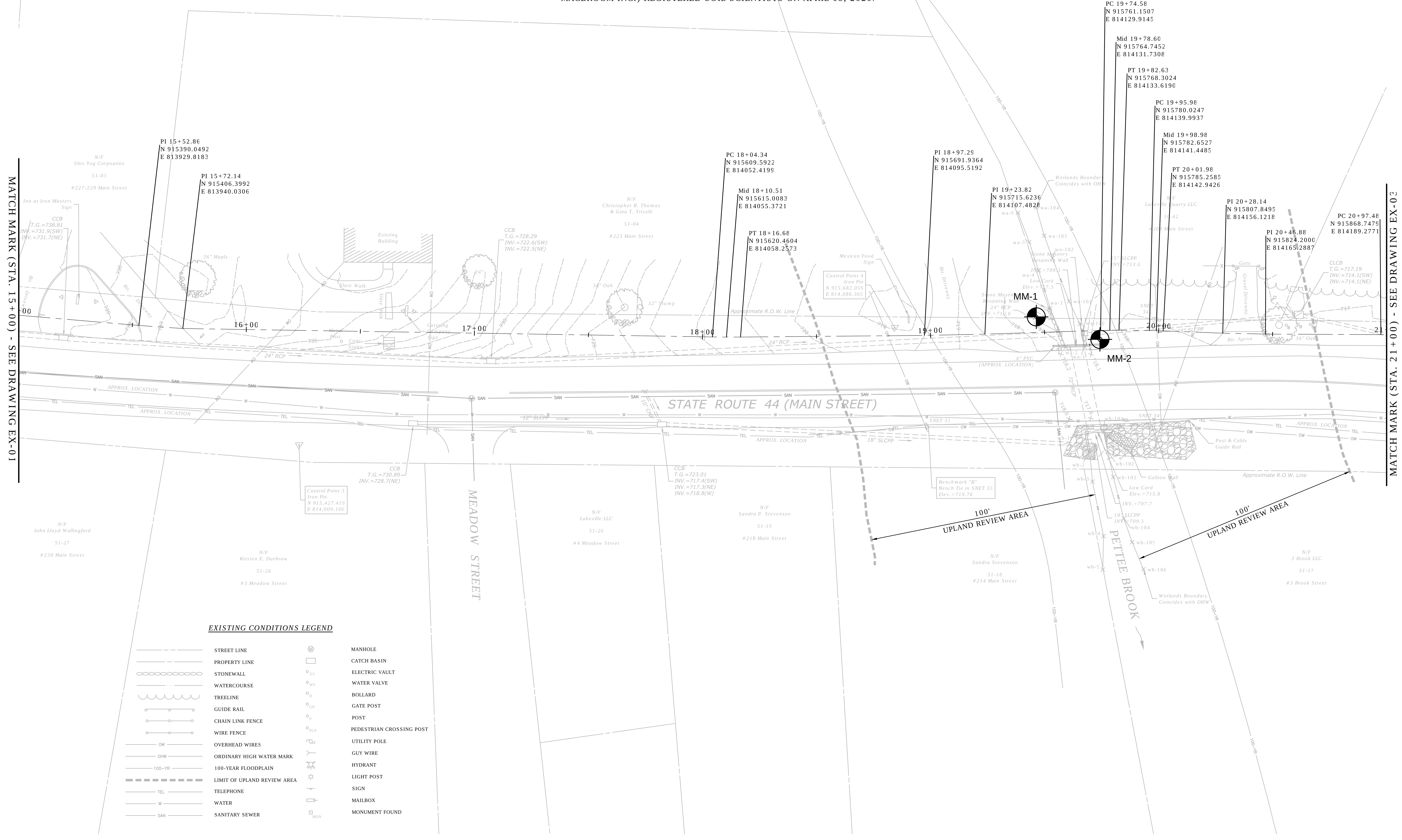
2. THE LOCATIONS OF THE BORINGS WERE DETERMINED BY TAPING/PACING FROM EXISTING SITE FEATURES. THESE LOCATIONS SHOULD BE CONSIDERED ACCURATE ONLY TO THE DEGREE IMPLIED BY THE METHOD USED.

3. 100-YEAR FLOODPLAIN LINE DERIVED FROM FEMA FLOOD INSURANCE RATE MAP, EFFECTIVE DATE: JANUARY 5, 1989.

4. INLAND WETLANDS AND WATERCOURSES DELINEATED BY SLR CONSULTING (MILONE & MACBROOM INC.) REGISTERED SOIL SCIENTISTS ON APRIL 15, 2020.

LEGEND:

BORINGS BY SLR CONSULTING (MILONE & MACBROOM INC.)


MATCH MARK (STA. 15+00) - SEE DRAWING EX-01
MATCH MARK (STA. 21+00) - SEE DRAWING EX-03
PI 15+52.86
N 915390.0492
E 813929.8183
PI 15+72.14
N 915406.3992
E 813940.0306
PC 18+04.34
N 915609.5922
E 814052.4199
Mid 18+10.51
N 915615.0083
E 814055.3721
PT 18+16.68
N 915620.4604
E 814058.2573
PI 18+97.29
N 915691.9364
E 814095.5192
PI 19+23.82
N 915715.6236
E 814107.4828
PC 19+74.58
N 915761.1507
E 814129.9145
Mid 19+78.60
N 915764.7452
E 814131.7308
PT 19+82.63
N 915768.3024
E 814133.6190
PC 19+95.98
N 915780.0247
E 814139.9937
Mid 19+98.98
N 915782.6527
E 814141.4485
PT 20+01.98
N 915785.2585
E 814142.9426
PI 20+28.14
N 915807.8495
E 814156.1218
PI 20+46.88
N 915824.2000
E 814165.2887
PC 20+97.48
N 915868.7479
E 814189.2771
16+00
17+00
18+00
19+00
20+00
MM-1
MM-2
STATE ROUTE 44 (MAIN STREET)
MEADOW STREET
PETTEE BROOK
100' UPLAND REVIEW AREA
100' UPLAND REVIEW AREA
Approximate R.O.W. Line
APPROX. LOCATION
Control Point 3
Iron Pin
N 915,427.415
E 814,009.106
Control Point 4
Iron Pin
N 915,682.055
E 814,086.365
Benchmark "B"
Bench Tie in SNET 33
Elev.=719.78
Wetlands Boundary
Coincides with OHW
N/F
Shiv Yog Corporation
#227-229 Main Street
N/F
Christopher R. Thomas
& Gina T. Trivelli
#223 Main Street
N/F
John Lloyd Wallingford
#230 Main Street
N/F
Kirsten E. Darbrow
#3 Meadow Street
N/F
Lakeville LLC
#4 Meadow Street
N/F
Sandra P. Stevenson
#218 Main Street
N/F
Sandra Stevenson
#214 Main Street
N/F
3 Brook LLC
#3 Brook Street
EXISTING CONDITIONS LEGEND
STREET LINE
PROPERTY LINE
STONEWALL
WATERCOURSE
TREELINE
GUIDE RAIL
CHAIN LINK FENCE
WIRE FENCE
OVERHEAD WIRES
ORDINARY HIGH WATER MARK
100-YEAR FLOODPLAIN
LIMIT OF UPLAND REVIEW AREA
TELEPHONE
WATER
SANITARY SEWER
MANHOLE
CATCH BASIN
ELECTRIC VAULT
WATER VALVE
BOLLARD
GATE POST
POST
PEDESTRIAN CROSSING POST
UTILITY POLE
GUY WIRE
HYDRANT
LIGHT POST
SIGN
MAILBOX
MONUMENT FOUND

SLR
99 REALTY DRIVE
CHESHIRE, CT 06410
203.271.1773
SLRCONSULTING.COM

DESCRIPTION	DATE	BY

EXISTING CONDITIONS & BASELINE PLAN

CT S.R. 44 (MAIN ST.) SIDEWALK IMPROVEMENTS

CT S.R. 44 (MAIN ST.)
SALISBURY, CONNECTICUT

MSM	MSM	AAC
DESIGNED	DRAWN	CHECKED

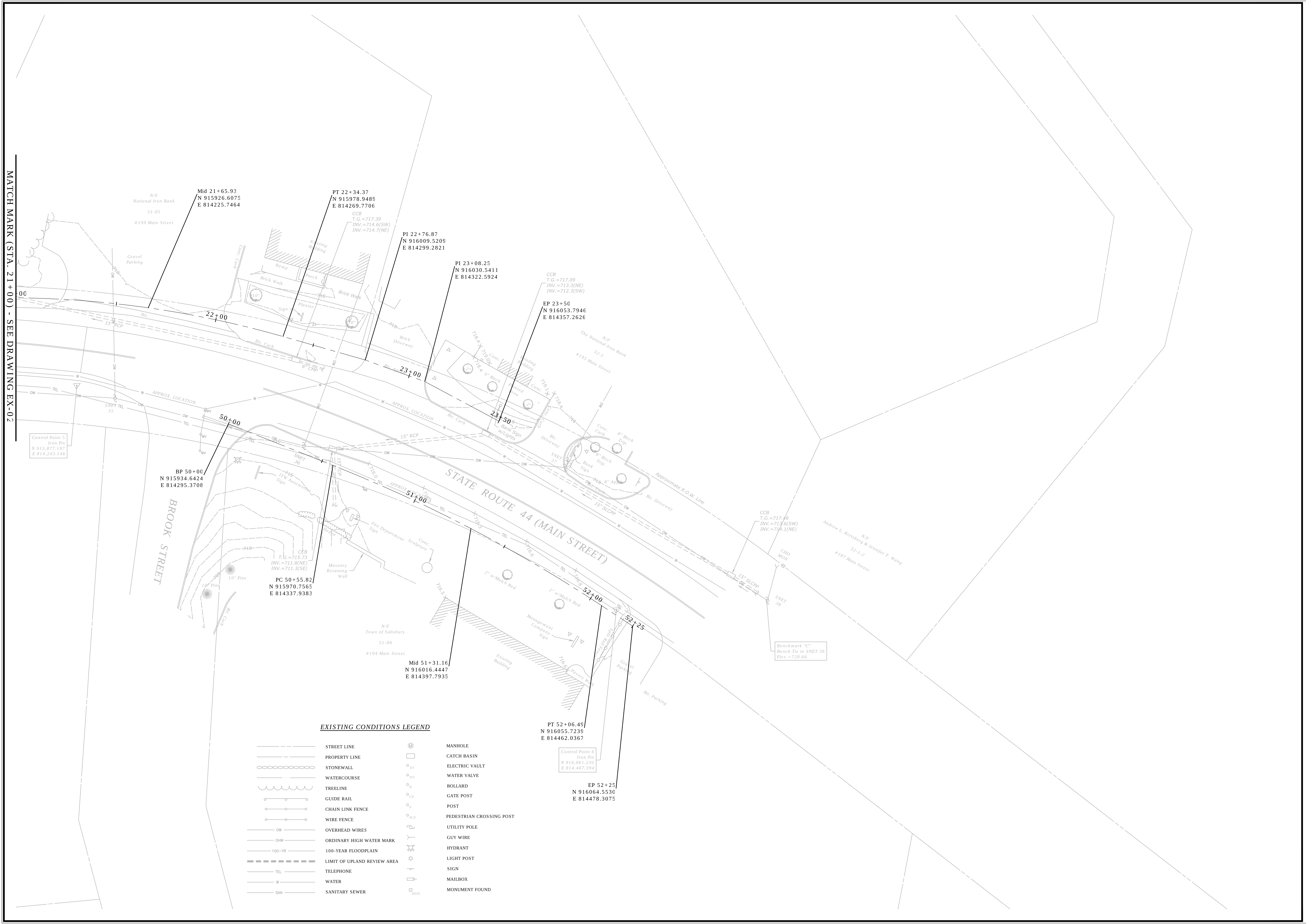
SCALE: 1"=20'

DATE: MAY 7, 2021

PROJECT NO.: 13039.00006

DWG NO.: EX-02

SHEET NO.: 02



EXISTING CONDITIONS LEGEND

STREET LINE	MANHOLE
PROPERTY LINE	CATCH BASIN
STONEWALL	ELECTRIC VAULT
WATERCOURSE	WATER VALVE
TREELINE	BOLLARD
GUIDE RAIL	GATE POST
CHAIN LINK FENCE	POST
WIRE FENCE	PEDESTRIAN CROSSING POST
OVERHEAD WIRES	UTILITY POLE
ORDINARY HIGH WATER MARK	GUY WIRE
100-YEAR FLOODPLAIN	HYDRANT
LIMIT OF UPLAND REVIEW AREA	LIGHT POST
TELEPHONE	SIGN
WATER	MAILBOX
SANITARY SEWER	MONUMENT FOUND

0' 10' 20'
0 1/2" 1"

SLR
99 REALTY DRIVE
CHESHIRE, CT 06410
203.271.1773
SLRCONSULTING.COM

DESCRIPTION	DATE	BY

EXISTING CONDITIONS & BASELINE PLAN

CT S.R. 44 (MAIN ST.) SIDEWALK IMPROVEMENTS

CT S.R. 44 (MAIN ST.)
SALISBURY, CONNECTICUT

MSM	MSM	AAC
DESIGNED	DRAWN	CHECKED

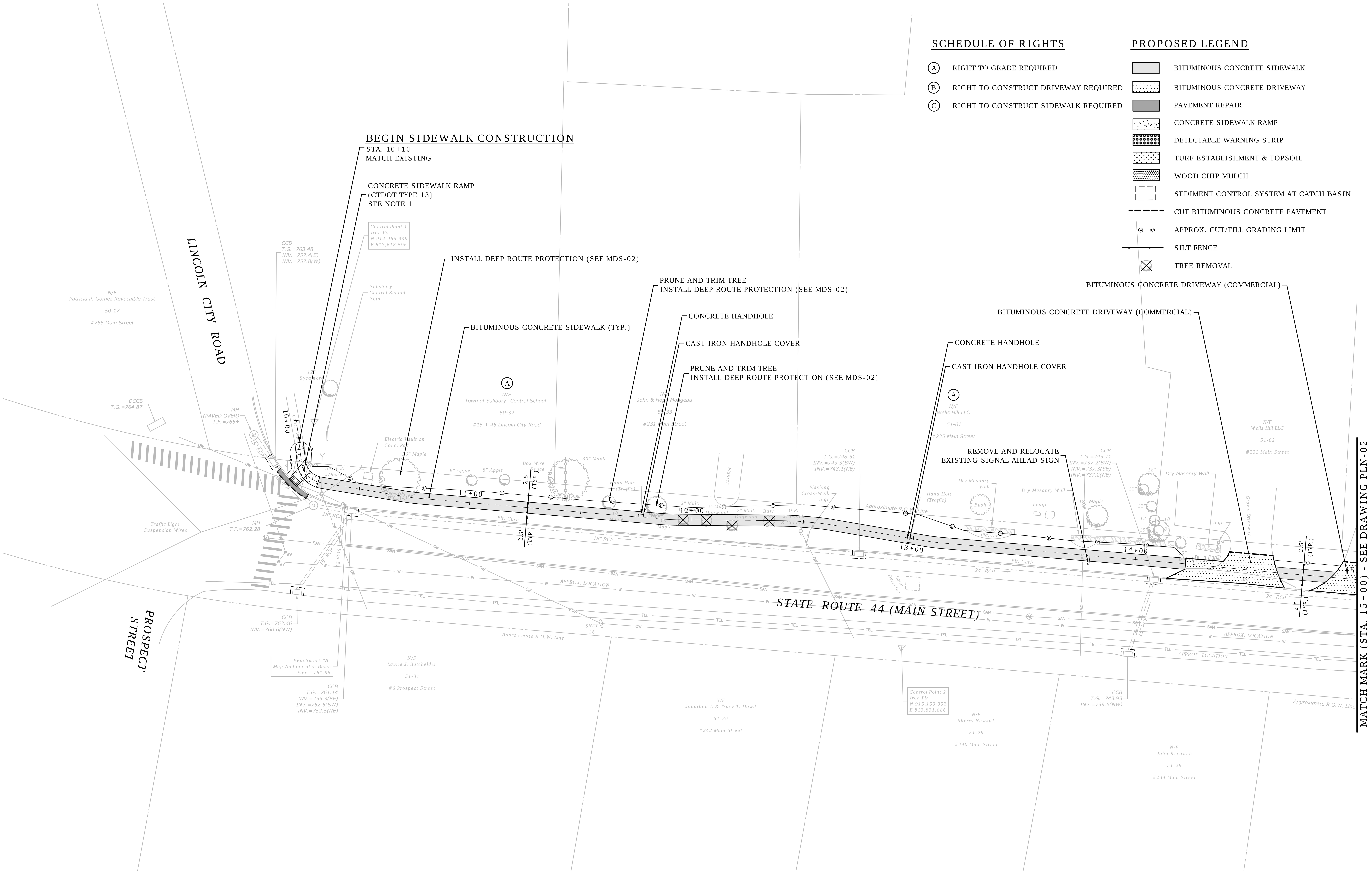
SCALE: 1"=20'

DATE: MAY 7, 2021

PROJECT NO.: 13039.00006

DWG NO.: EX-03

SHEET NO.: 07


BEGIN SIDEWALK CONSTRUCTION
STA. 10+10
MATCH EXISTING
CONCRETE SIDEWALK RAMP
(CTDOT TYPE 13)
SEE NOTE 1
INSTALL DEEP ROUTE PROTECTION (SEE MDS-02)
BITUMINOUS CONCRETE SIDEWALK (TYP.)
PRUNE AND TRIM TREE
INSTALL DEEP ROUTE PROTECTION (SEE MDS-02)
CONCRETE HANDHOLE
CAST IRON HANDHOLE COVER
PRUNE AND TRIM TREE
INSTALL DEEP ROUTE PROTECTION (SEE MDS-02)
CONCRETE HANDHOLE
CAST IRON HANDHOLE COVER
REMOVE AND RELOCATE
EXISTING SIGNAL AHEAD SIGN
BITUMINOUS CONCRETE DRIVEWAY (COMMERCIAL)
BITUMINOUS CONCRETE DRIVEWAY (COMMERCIAL)
LINCOLN CITY ROAD
PROSPECT STREET
STATE ROUTE 44 (MAIN STREET)
MATCH MARK (STA. 15+00) - SEE DRAWING PLN-02
10+00
11+00
12+00
13+00
14+00
2.5' (TYP.)
N/F
Town of Salisbury "Central School"
50-32
#15 + 45 Lincoln City Road
N/F
Patricia P. Gomez Revocable Trust
50-17
#255 Main Street
N/F
Wells Hill LLC
51-01
#235 Main Street
N/F
Wells Hill LLC
51-02
#233 Main Street
N/F
Laurie J. Batchelder
51-31
#6 Prospect Street
N/F
Jonathon J. & Tracy T. Dowd
51-30
#242 Main Street
N/F
Sherry Newkirk
51-29
#240 Main Street
N/F
John R. Green
51-28
#234 Main Street
Control Point 1
Iron Pin
N 914,965.939
E 813,618.596
Control Point 2
Iron Pin
N 915,150.952
E 813,831.886
Benchmark "A"
Mag Nail in Catch Basin
Elev.=761.95
Approximate R.O.W. Line

SCHEDULE OF RIGHTS

- (A) RIGHT TO GRADE REQUIRED
- (B) RIGHT TO CONSTRUCT DRIVEWAY REQUIRED
- (C) RIGHT TO CONSTRUCT SIDEWALK REQUIRED

PROPOSED LEGEND

- BITUMINOUS CONCRETE SIDEWALK
- BITUMINOUS CONCRETE DRIVEWAY
- PAVEMENT REPAIR
- CONCRETE SIDEWALK RAMP
- DETECTABLE WARNING STRIP
- TURF ESTABLISHMENT & TOPSOIL
- WOOD CHIP MULCH
- SEDIMENT CONTROL SYSTEM AT CATCH BASIN
- CUT BITUMINOUS CONCRETE PAVEMENT
- APPROX. CUT/FILL GRADING LIMIT
- SILT FENCE
- TREE REMOVAL

NOTES

1. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR EACH SIDEWALK RAMP DEPICTING SPOT ELEVATIONS AT EACH CORNER AND CHANGE IN CROSS SLOPE OR SLOPE DIRECTION. THE COST FOR CONCRETE SIDEWALK RAMP SHOP DRAWINGS SHALL BE INCLUDED IN THE COST FOR "CONCRETE SIDEWALK RAMP"
2. THE CONTRACTOR SHALL PROTECT EXISTING TRAFFIC SIGNAL EQUIPMENT. ANY DAMAGE TO THE EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE REPLACED.

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99 REALTY DRIVE
CHESHIRE, CT 06410
203.271.1773
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DESCRIPTION	DATE	BY

SIDEWALK PLAN
CT S.R. 44 (MAIN ST.) SIDEWALK IMPROVEMENTS
CT S.R. 44 (MAIN ST.)
SALISBURY, CONNECTICUT

DESIGNED	DRAWN	CHECKED
MSM	MSM	AAC

SCALE: 1"=20'
DATE: MAY 7, 2021
PROJECT NO.: 13039.00006
DWG NO.: PLN-01
SHEET NO.: 08

PROPOSED LEGEND

- BITUMINOUS CONCRETE SIDEWALK
- BITUMINOUS CONCRETE DRIVEWAY
- PAVEMENT REPAIR
- CONCRETE SIDEWALK RAMP
- DETECTABLE WARNING STRIP
- TURF ESTABLISHMENT & TOPSOIL
- WOOD CHIP MULCH
- SEDIMENT CONTROL SYSTEM AT CATCH BASIN
- CUT BITUMINOUS CONCRETE PAVEMENT
- APPROX. CUT/FILL GRADING LIMIT
- SILT FENCE
- TREE REMOVAL

SCHEDULE OF RIGHTS

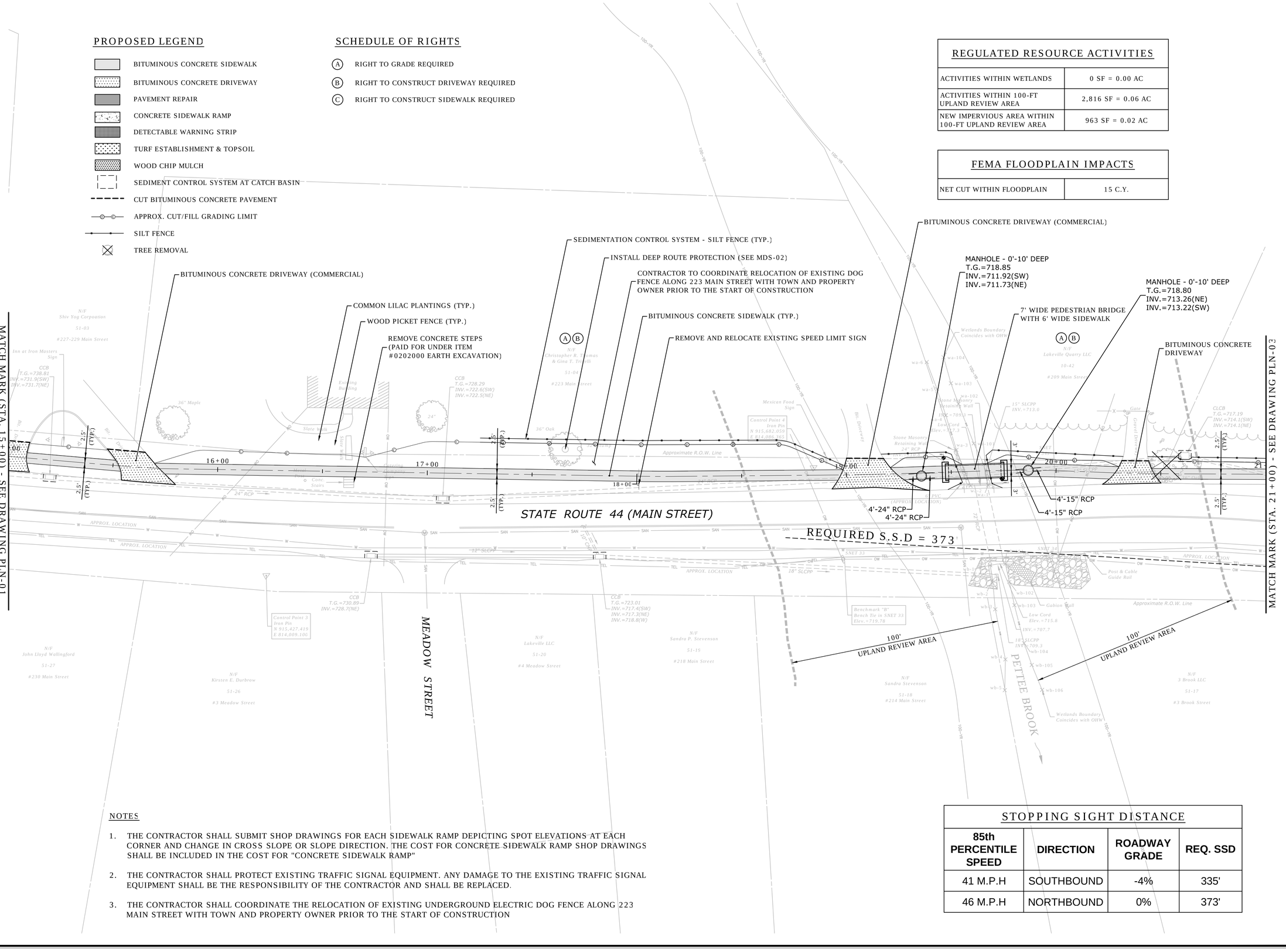
- (A) RIGHT TO GRADE REQUIRED
- (B) RIGHT TO CONSTRUCT DRIVEWAY REQUIRED
- (C) RIGHT TO CONSTRUCT SIDEWALK REQUIRED

REGULATED RESOURCE ACTIVITIES

ACTIVITIES WITHIN WETLANDS	0 SF = 0.00 AC
ACTIVITIES WITHIN 100-FT UPLAND REVIEW AREA	2,816 SF = 0.06 AC
NEW IMPERVIOUS AREA WITHIN 100-FT UPLAND REVIEW AREA	963 SF = 0.02 AC

FEMA FLOODPLAIN IMPACTS

NET CUT WITHIN FLOODPLAIN	15 C.Y.



NOTES

1. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR EACH SIDEWALK RAMP DEPICTING SPOT ELEVATIONS AT EACH CORNER AND CHANGE IN CROSS SLOPE OR SLOPE DIRECTION. THE COST FOR CONCRETE SIDEWALK RAMP SHOP DRAWINGS SHALL BE INCLUDED IN THE COST FOR "CONCRETE SIDEWALK RAMP"
2. THE CONTRACTOR SHALL PROTECT EXISTING TRAFFIC SIGNAL EQUIPMENT. ANY DAMAGE TO THE EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE REPLACED.
3. THE CONTRACTOR SHALL COORDINATE THE RELOCATION OF EXISTING UNDERGROUND ELECTRIC DOG FENCE ALONG 223 MAIN STREET WITH TOWN AND PROPERTY OWNER PRIOR TO THE START OF CONSTRUCTION

STOPPING SIGHT DISTANCE

85th PERCENTILE SPEED	DIRECTION	ROADWAY GRADE	REQ. SSD
41 M.P.H	SOUTHBOUND	-4%	335'
46 M.P.H	NORTHBOUND	0%	373'

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(203) 271-1773
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DESCRIPTION	DATE	BY

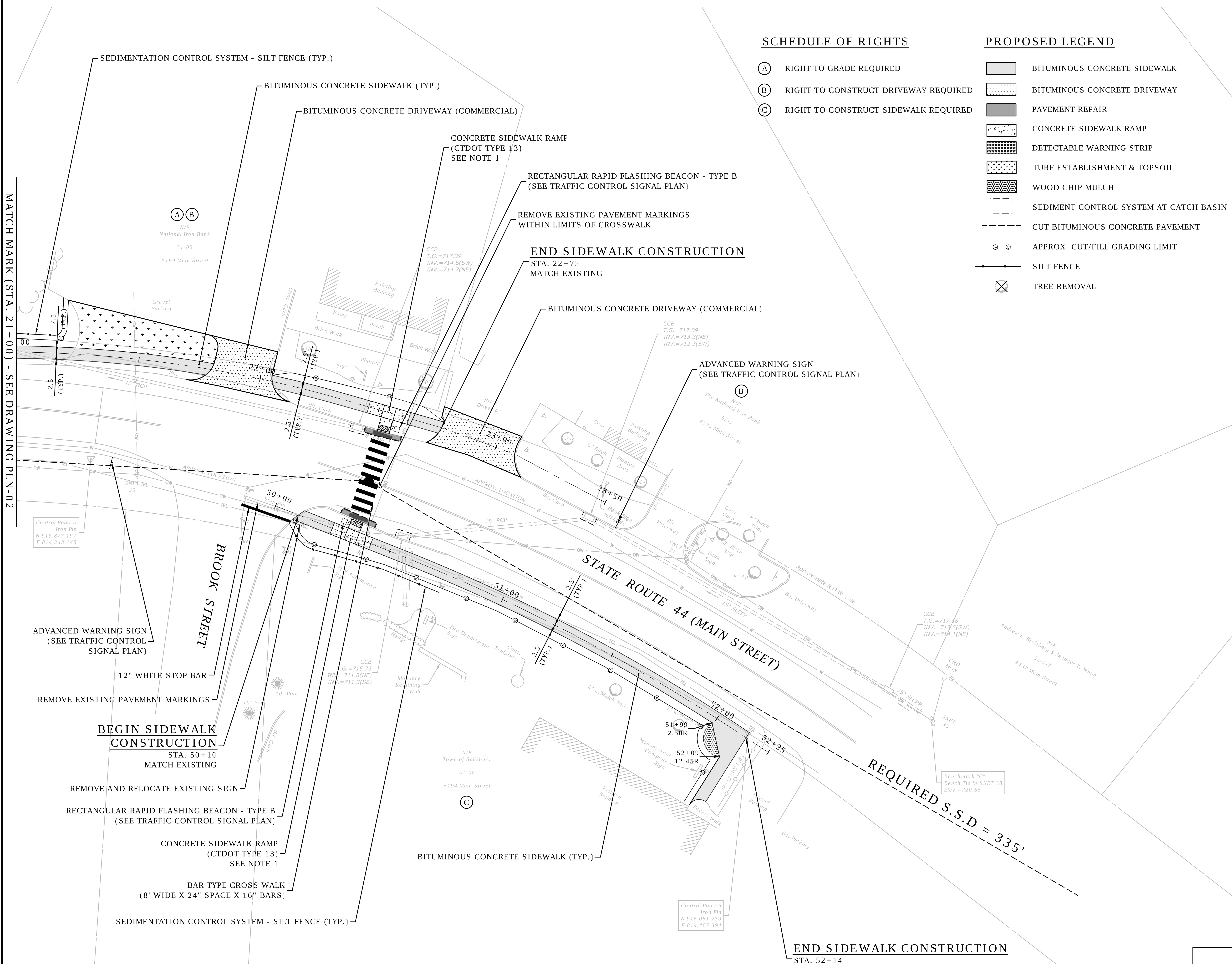
SIDEWALK PLAN

CT S.R. 44 (MAIN ST.) SIDEWALK IMPROVEMENTS

CT S.R. 44 (MAIN ST.)
SALISBURY, CONNECTICUT

MSM DESIGNED	MSM DRAWN	AAC CHECKED

SCALE: 1"=20'
DATE: MAY 7, 2021
PROJECT NO.: 13039.00006
DWG NO.: PLN-02
SHEET NO.: 03



SCHEDULE OF RIGHTS

- (A) RIGHT TO GRADE REQUIRED
- (B) RIGHT TO CONSTRUCT DRIVEWAY REQUIRED
- (C) RIGHT TO CONSTRUCT SIDEWALK REQUIRED

PROPOSED LEGEND

- BITUMINOUS CONCRETE SIDEWALK
- BITUMINOUS CONCRETE DRIVEWAY
- PAVEMENT REPAIR
- CONCRETE SIDEWALK RAMP
- DETECTABLE WARNING STRIP
- TURF ESTABLISHMENT & TOPSOIL
- WOOD CHIP MULCH
- SEDIMENT CONTROL SYSTEM AT CATCH BASIN
- CUT BITUMINOUS CONCRETE PAVEMENT
- APPROX. CUT/FILL GRADING LIMIT
- SILT FENCE
- TREE REMOVAL

NOTES

1. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR EACH SIDEWALK RAMP DEPICTING SPOT ELEVATIONS AT EACH CORNER AND CHANGE IN CROSS SLOPE OR SLOPE DIRECTION. THE COST FOR CONCRETE SIDEWALK RAMP SHOP DRAWINGS SHALL BE INCLUDED IN THE COST FOR "CONCRETE SIDEWALK RAMP"
2. THE CONTRACTOR SHALL PROTECT EXISTING TRAFFIC SIGNAL EQUIPMENT. ANY DAMAGE TO THE EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE REPLACED.

STOPPING SIGHT DISTANCE

85th PERCENTILE SPEED	DIRECTION	ROADWAY GRADE	REQ. SSD
41 M.P.H	SOUTHBOUND	-4%	335'
46 M.P.H	NORTHBOUND	0%	373'

SLR
99 REALTY DRIVE
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203.271.1773
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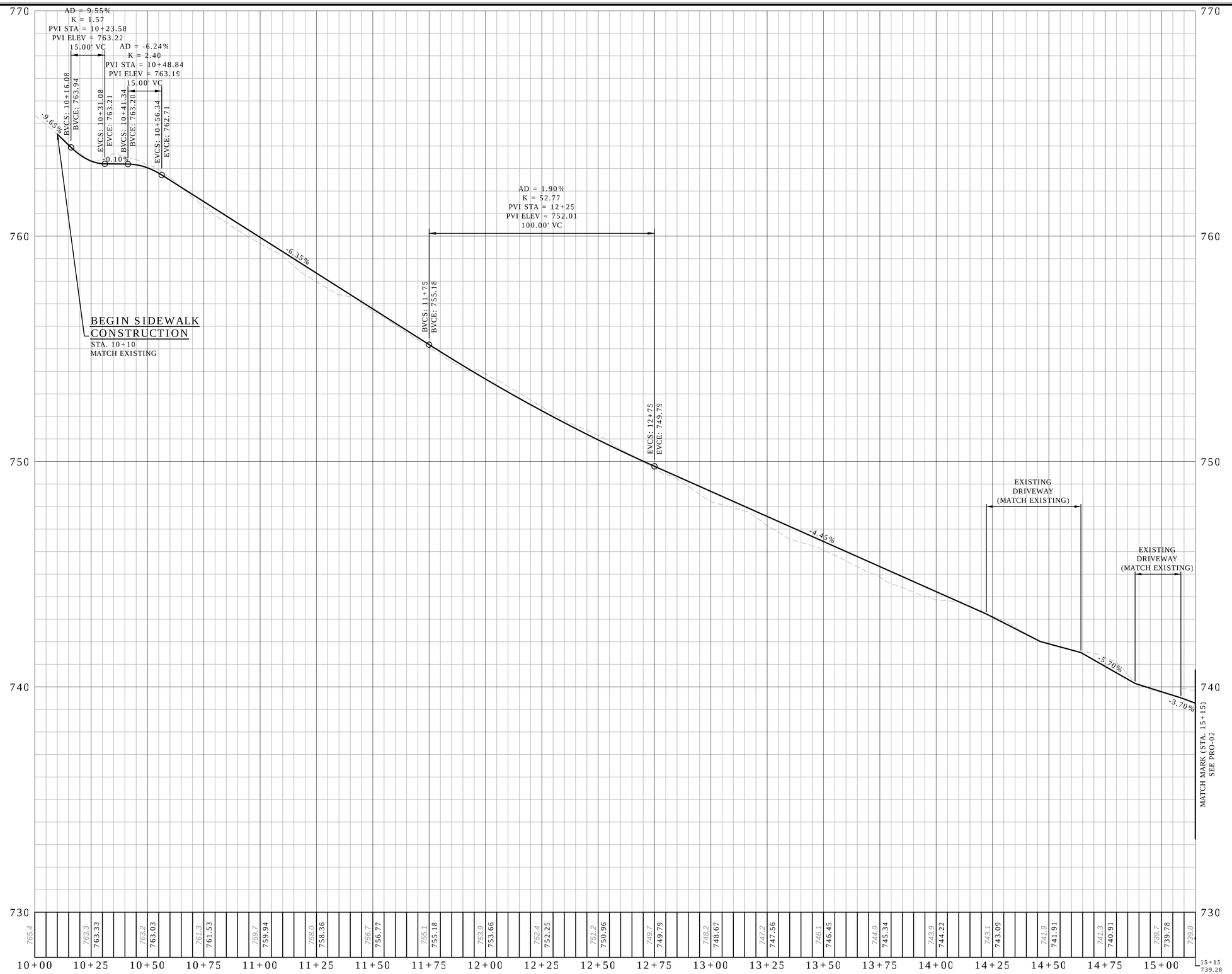
DESCRIPTION	DATE	BY

SIDEWALK PLAN
CT S.R. 44 (MAIN ST.) SIDEWALK IMPROVEMENTS
CT S.R. 44 (MAIN ST.)
SALISBURY, CONNECTICUT

DESIGNED	DRAWN	CHECKED
MSM	MSM	AAC

SCALE: 1"=20'
DATE: MAY 7, 2021
PROJECT NO.: 13039.00006
DWG NO.: PLN-03
SHEET NO.: 10



CT S.R. 44 (MAIN ST.) - 01 PROFILE
STA. 10+00 TO STA. 15+15
H: 1" = 20'
V: 1" = 2'

0' 10' 20'
0 1/2" 1"

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99 REALTY DRIVE
CHESHIRE, CT 06410
203.271.1773
SLRCONSULTING.COM

DESCRIPTION	DATE	BY

SIDEWALK PROFILE

CT S.R. 44 (MAIN ST.) SIDEWALK IMPROVEMENTS

CT S.R. 44 (MAIN ST.)
SALISBURY, CONNECTICUT

MSM DESIGNED	MSM DRAWN	AAC CHECKED

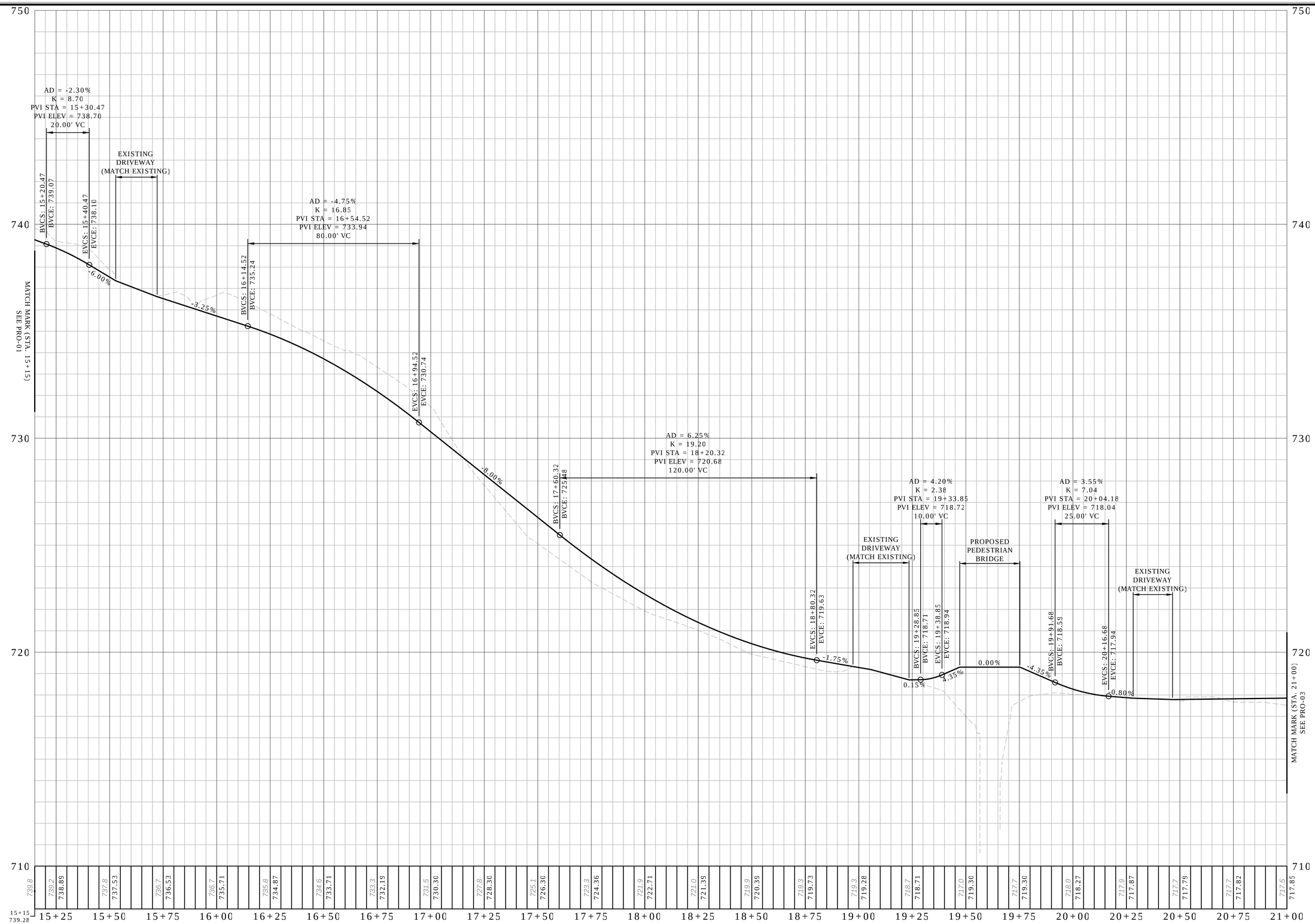
SCALE: 1"=20'

DATE: MAY 7, 2021

PROJECT NO.: 13039.00006

DRAWING NO.: PRO-01

SHEET NO.: 11



CT S.R. 44 (MAIN ST.) - 01 PROFILE
STA. 15+15 TO STA. 21+00
H: 1" = 20'
V: 1" = 2'

SLR
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CHESHIRE, CT 06410
203.271.1773
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DESCRIPTION	DATE	BY

SIDEWALK PROFILE

CT S.R. 44 (MAIN ST.) SIDEWALK IMPROVEMENTS

CT S.R. 44 (MAIN ST.)
SALISBURY, CONNECTICUT

MSM	MSM	AAC
DESIGNED	DRAWN	CHECKED

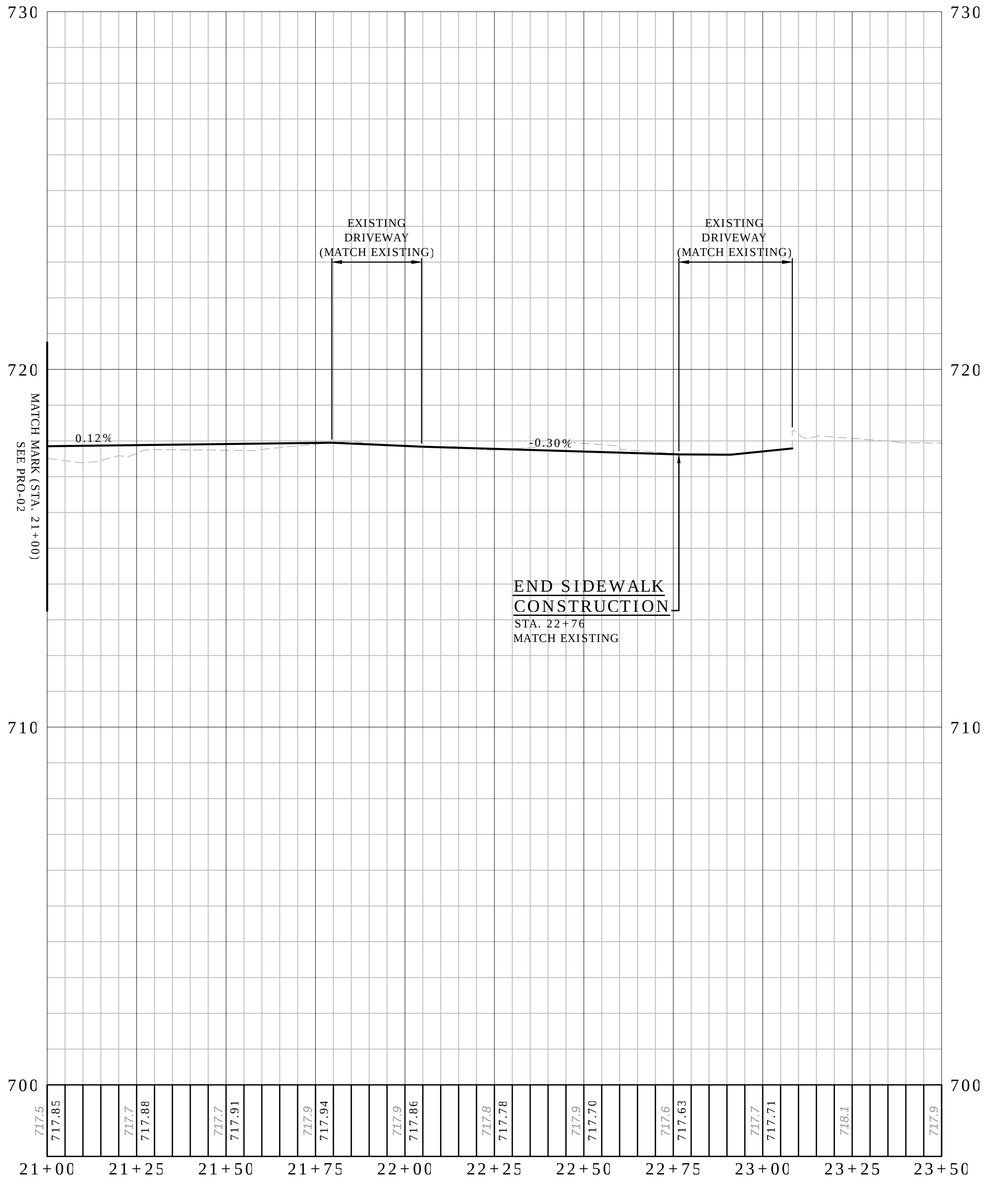
SCALE: 1"=20'

DATE: MAY 7, 2021

PROJECT NO.: 13039.00006

DRAWING NO.: PRO-02

SHEET NO.: 04



CT S.R. 44 (MAIN ST.) - 01 PROFILE
STA. 21+00 TO STA. 23+50
H: 1" = 20'
V: 1" = 2'

0' 10' 20'
0 1/2" 1"

SLR
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CHESHIRE, CT 06410
203.271.1773
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DESCRIPTION	DATE	BY

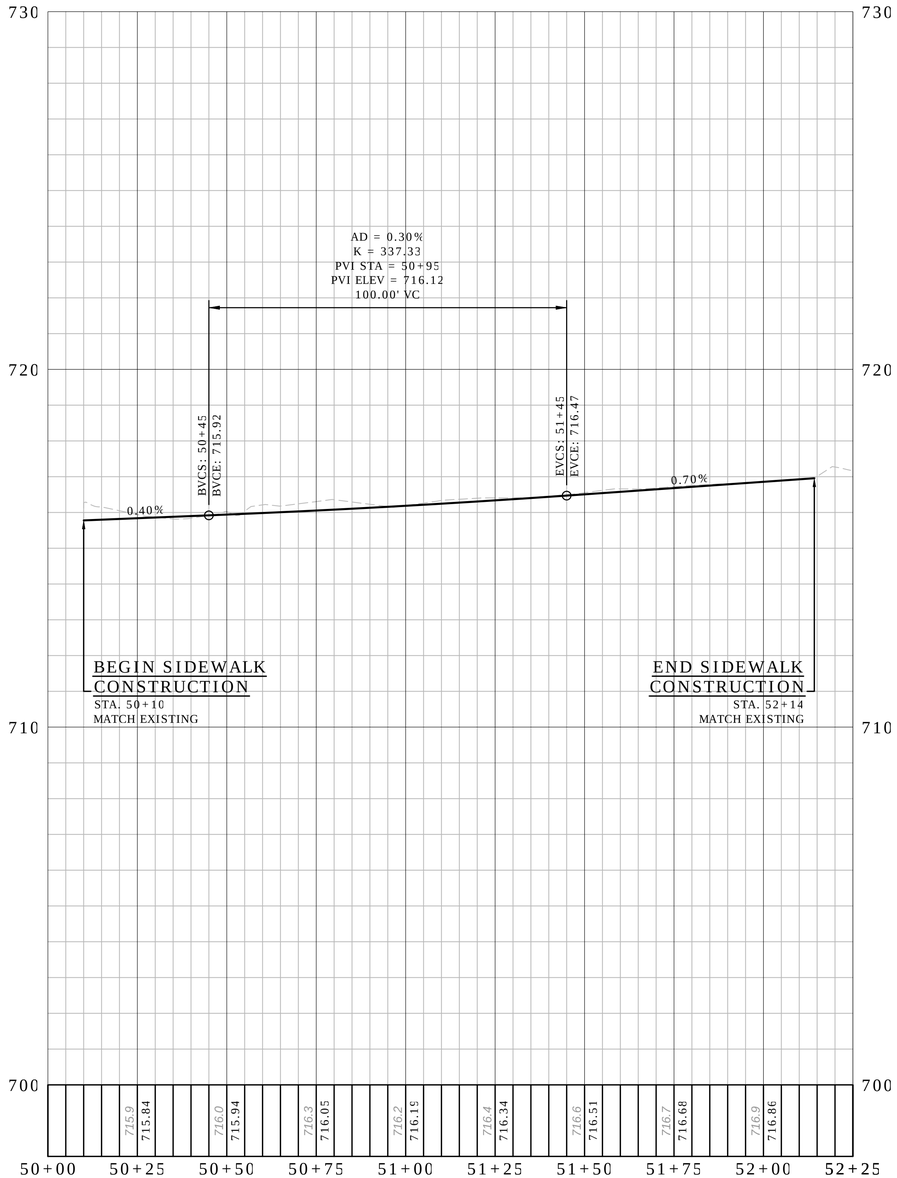
SIDEWALK PROFILE

CT S.R. 44 (MAIN ST.) SIDEWALK IMPROVEMENTS

CT S.R. 44 (MAIN ST.)
SALISBURY, CONNECTICUT

MSM	MSM	AAC
DESIGNED	DRAWN	CHECKED

SCALE: 1"=20'
DATE: MAY 7, 2021
PROJECT NO.: 13039.00006
DRAWING NO.: PRO-03
SHEET NO.: 13



CT S.R. 44 (MAIN ST.) - 02 PROFILE
STA. 50+00 TO STA. 52+25
H: 1" = 20'
V: 1" = 2'

0' 10' 20'
0 1/2" 1"

SLR
99 REALTY DRIVE
CHESHIRE, CT 06410
203.271.1773
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DESCRIPTION	DATE	BY

SIDEWALK PROFILE

CT S.R. 44 (MAIN ST.) SIDEWALK IMPROVEMENTS

CT S.R. 44 (MAIN ST.)
SALISBURY, CONNECTICUT

MSM	MSM	AAC
DESIGNED	DRAWN	CHECKED

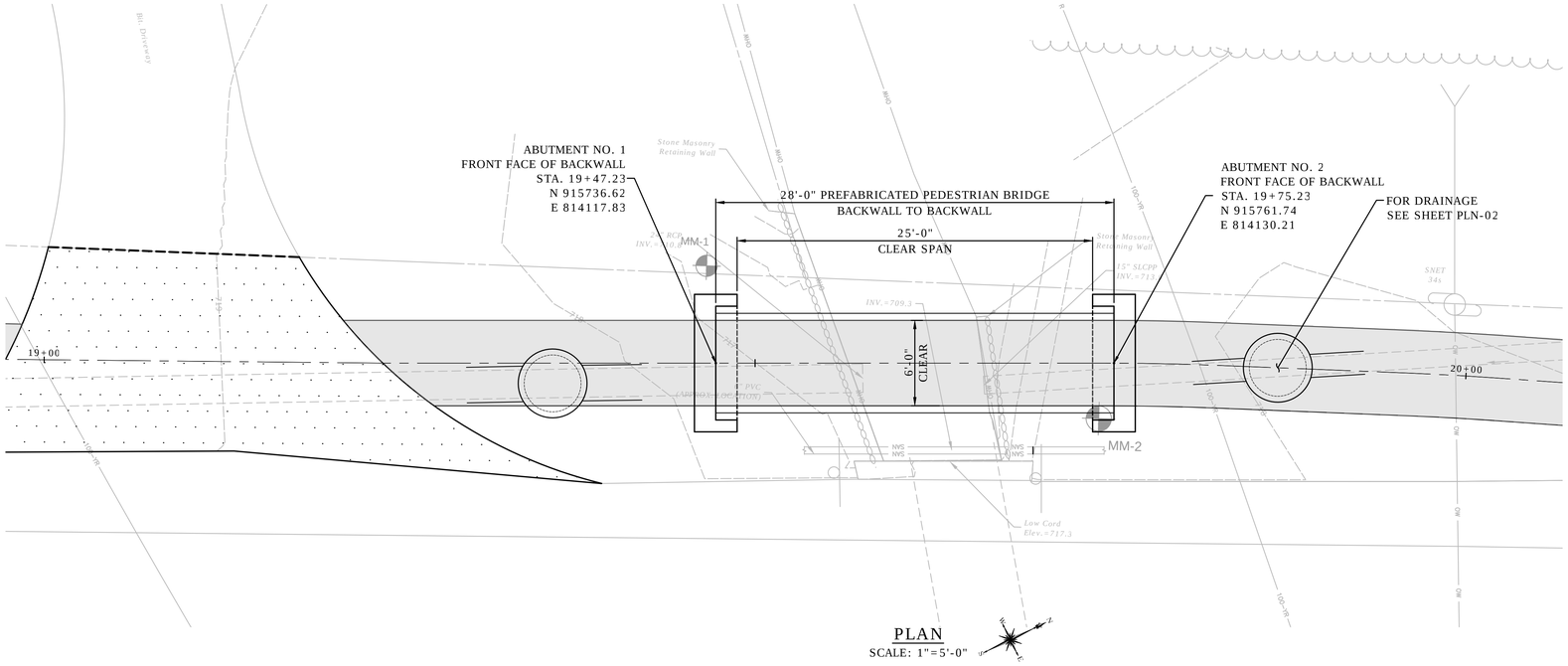
1"=20'
SCALE

MAY 7, 2021
DATE

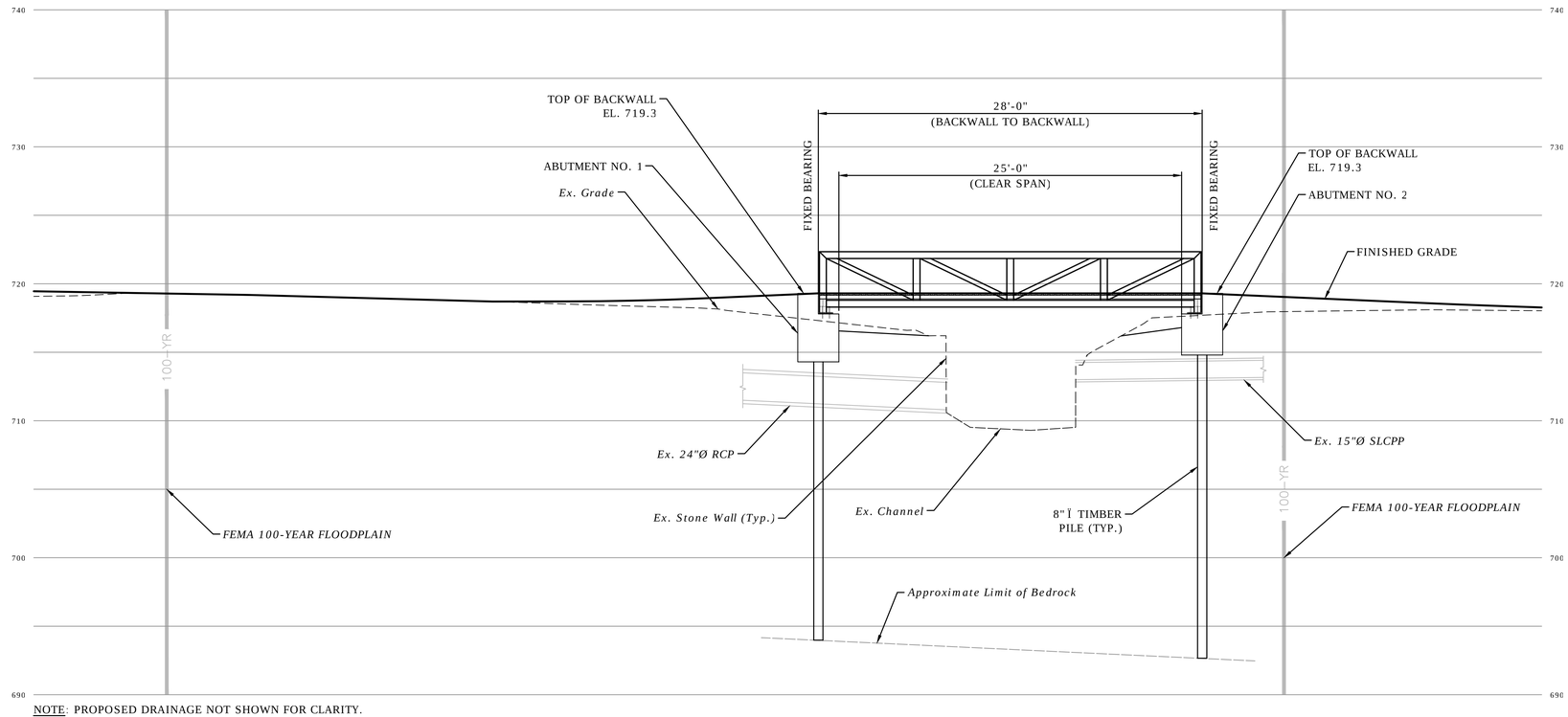
13039.00006
PROJECT NO.

PRO-04
DRAWING NO.

14
SHEET NO.



PLAN
SCALE: 1"=5'-0"



NOTE: PROPOSED DRAINAGE NOT SHOWN FOR CLARITY.

ELEVATION
SCALE: 1"=5'-0"

SLR
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203.271.1773
SLRCONSULTING.COM

DESCRIPTION	DATE	BY

PEDESTRIAN BRIDGE - PLAN & ELEVATION

CT S.R. 44 (MAIN ST.) SIDEWALK IMPROVEMENTS

CT S.R. 44 (MAIN ST.)
SALISBURY, CONNECTICUT

SEP	SEP	AAC
DESIGNED	DRAWN	CHECKED

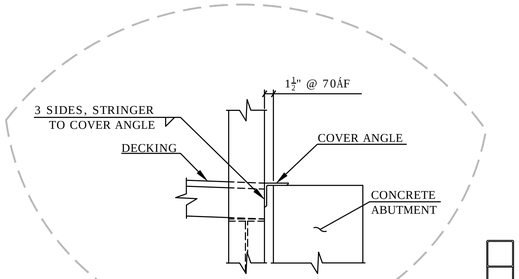
AS SHOWN
SCALE

MAY 7, 2021
DATE

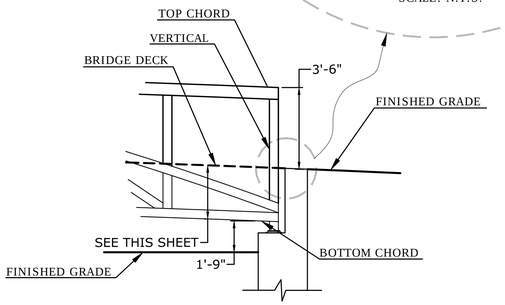
13039.00006
PROJECT NO.

STR-01
DWG NO.

05
SHEET NO.

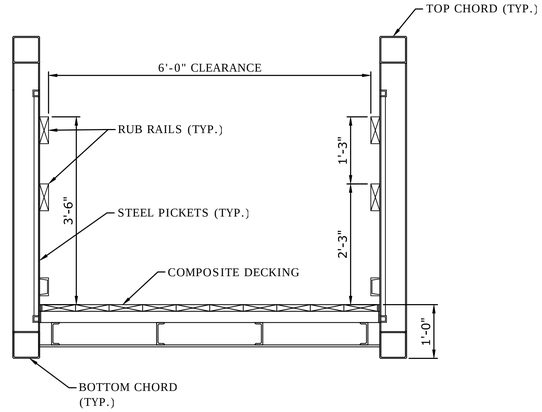


SCALE: N.T.S.



CLOSURE PLATE DETAIL

SCALE: 1/4" = 1'-0"



TYPICAL PREFABRICATED PEDESTRIAN BRIDGE SECTION

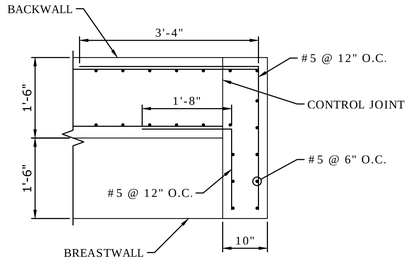
SCALE: ¾"=1'-0"

TYPICAL ABUTMENT SECTION

SCALE: 3/4" = 1'-0"

NOTE:

1. BRIDGE SEAT ELEVATIONS SHALL BE VERIFIED BY BRIDGE MANUFACTURER PRIOR TO CONSTRUCTING THE ABUTMENTS.
2. STRUCTURE EXCAVATION - EARTH (COMPLETE) AND PERVIOUS STRUCTURE BACKFILL SHALL BE PAID IN ACCORDANCE WITH FORM 818.



TYPICAL ABUTMENT SECTION

SCALE: 1/2" = 1'-0"

NOTE:
* DIMENSIONS TO BE DETERMINED BY BRIDGE MANUFACTURER

LOCATION TO BE DETERMINED BY BRIDGE MANUFACTURER. ANCHOR BOLTS SHALL BE FULLY THREADED STAINLESS STEEL RODS AND CONFORM TO A193, CLASS 2, GRADE 8 (UNS DESIGNATION S 30400 (304)). THE NUTS SHALL BE PREVAILING-TORQUE REUSABLE-TYPE (WITH NYLON INSERT) LOCK NUTS AND CONFORM TO A194, GRADE 8, STRAIN HARDENED (UNS DESIGNATION S 030400 (304)). WASHERS SHALL BE 5⁄16" THICK STAINLESS STEEL AND CONFORM TO ASTM A276, TYPE 304, ANNEALED. COST SHALL BE INCLUDED IN THE ITEM "PEDESTRIAN BRIDGE SUPERSTRUCTURE (SITE NO. 1)"

BEARING DETAIL

SCALE: 1" = 1'-0"

GENERAL NOTES

1. SPECIFICATIONS: CONNECTICUT DEPARTMENT OF TRANSPORTATION FORM 818 (2020), AND SPECIAL PROVISIONS.
2. DESIGN SPECIFICATIONS: AASHTO LRFD DESIGN SPECIFICATIONS, 8TH EDITION, 2017, AS SUPPLEMENTED BY THE CONNECTICUT DEPARTMENT OF TRANSPORTATION BRIDGE DESIGN MANUAL (2003) WITH INTERIM REVISIONS UP TO AND INCLUDING 2011.
3. MATERIAL STRENGTHS:

   CONCRETE:
   CLASS PCC 04460 f'c = 4,000 PSI

   THE CONCRETE STRENGTH USED IN DESIGN (f'c) OF THE CONCRETE COMPONENTS IS NOTED ABOVE. THE COMPRESSIVE STRENGTH OF THE CONCRETE IN THE CONSTRUCTED COMPONENTS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 6.01 - CONCRETE FOR STRUCTURES AND M.03 - PORTLAND CEMENT CONCRETE.

   REINFORCEMENT:
   ASTM A615 GRADE 60 fy = 60,000 PSI
4. LIVE LOAD: 90 PSF PEDESTRIAN LOADING OR AASHTO TO H5 LOADING WHICHEVER GOVERNS
5. DEAD LOAD: ALL PEDESTRIAN BRIDGE COMPONENTS
6. FUTURE PAVING ALLOWANCE: NONE
7. EXISTING DIMENSIONS: DIMENSIONS AND ELEVATIONS OF THE EXISTING STRUCTURE SHOWN ON THESE PLANS ARE FOR GENERAL REFERENCE ONLY AND ARE NOT GUARANTEED. THE CONTRACTOR SHALL TAKE ALL FIELD MEASUREMENTS NECESSARY TO ASSURE PROPER FIT OF THE FINISH WORK AND SHALL ASSUME FULL RESPONSIBILITY FOR THEIR ACCURACY. WHEN SHOP DRAWINGS BASED ON FIELD MEASUREMENTS ARE SUBMITTED FOR APPROVAL, THE FIELD MEASUREMENTS SHALL ALSO BE SUBMITTED FOR REFERENCE BY THE REVIEWER.

CONCRETE NOTES

1. REMAIN-IN-PLACE FORMS: THE USE OF REMAIN-IN-PLACE FORMS ON THIS STRUCTURE IS NOT ALLOWED.
2. THE FOLLOWING PAY ITEMS AND CONCRETE CLASSES ARE REQUIRED FOR CAST-IN-PLACE BRIDGE COMPONENTS:

ITEM	BRIDGE COMPONENTS	PCC CLASS
ABUTMENT AND WALL CONCRETE	ABUTMENT STEM, BACKWALL, CHEEKWALLS	PCC04460

3. EXPOSED EDGES: EXPOSED EDGES OF CONCRETE SHALL BE BEVELED 1"x1" UNLESS DIMENSIONED OTHERWISE.
4. CONCRETE COVER: ALL REINFORCEMENT SHALL HAVE TWO INCHES COVER UNLESS DIMENSIONED OTHERWISE.
5. REINFORCEMENT: ALL REINFORCEMENT SHALL BE GALVANIZED AFTER FABRICATION UNLESS NOTED OTHERWISE. ALL REINFORCEMENT SHALL CONFORM TO THE REQUIREMENTS OF ASTM A767, CLASS 1, INCLUDING SUPPLEMENTAL REQUIREMENTS. THE COST OF FURNISHING AND PLACING THIS REINFORCEMENT SHALL BE INCLUDED IN THE ITEM "PEDESTRIAN BRIDGE" SUPERSTRUCTURE (SITE NO. 1)
6. CONSTRUCTION JOINTS: CONSTRUCTION JOINTS, OTHER THAN THOSE SHOWN ON THE PLANS, WILL NOT BE PERMITTED WITHOUT THE PRIOR APPROVAL OF THE ENGINEER.

PEDESTRIAN BRIDGE SUPERSTRUCTURE NOTES

1. PEDESTRIAN BRIDGE SUPERSTRUCTURE SHALL BE DESIGNED, FABRICATED, AND INSTALLED BY THE CONTRACTOR IN ACCORDANCE WITH TECHNICAL SPECIFICATIONS. SHOP DRAWINGS, DESIGN CALCULATIONS, AND ERECTION PLAN MUST BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO ORDERING MATERIAL OR CONSTRUCTING BRIDGE.
2. BRIDGE SEAT ELEVATIONS AND ANCHOR BOLT LOCATIONS SHALL BE DETERMINED BY THE BRIDGE MANUFACTURER. CONSTRUCTION OF THE ABUTMENTS SHALL NOT COMMENCE UNTIL SHOP DRAWINGS HAVE BEEN REVIEWED AND APPROVED BY THE ENGINEER.
3. ANCHOR BOLTS SHALL BE FULLY THREADED STAINLESS STEEL RODS AND CONFORM TO A193, CLASS 2, GRADE 8 (UNS DESIGNATION S 30400 (304)). THE NUTS SHALL BE PREVAILING-TORQUE REUSABLE-TYPE (WITH NYLON INSERT) LOCK NUTS AND CONFORM TO A194, GRADE 8, STRAIN HARDENED (UNS DESIGNATION S 030400 (304)). WASHERS SHALL BE 5⁄16" THICK STAINLESS STEEL AND CONFORM TO ASTM A276, TYPE 304, ANNEALED. ANCHOR BOLTS SHALL BE PAID FOR UNDER ITEM "PEDESTRIAN BRIDGE SUPERSTRUCTURE (SITE NO.1)".
4. BEARINGS SHALL BE NEOPRENE ELASTOMERIC BEARING PADS DESIGNED IN ACCORDANCE WITH AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS (5TH EDITION). BEARING PADS SHALL BE DESIGNED AND PAID FOR UNDER ITEM "PEDESTRIAN BRIDGE SUPERSTRUCTURE (SITE NO.1)".
5. BRIDGE SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
6. ALL MEMBERS OF VERTICAL TRUSSES (TOP AND BOTTOM CHORDS, VERTICAL AND DIAGONALS) AND LATERAL BRACING WITH CALCULATED TENSILE STRESSES SHALL BE DESIGNATED FRACTURE CRITICAL MEMBERS.
7. PREFABRICATED PEDESTRIAN BRIDGE SHALL BE PAINTED IN ACCORDANCE WITH THE TECHNICAL SPECIFICATIONS. BRIDGE MEMBERS SHALL BE FABRICATED FROM HIGH STRENGTH, LOW ALLOY STEEL CONFORMING TO THE REQUIREMENTS OF ASTM A M270, GRADE 50 AND IN ACCORDANCE WITH THE TECHNICAL SPECIFICATIONS. PLATE AND STRUCTURAL SHAPES SHALL BE Fy=50,000 PSI.
8. ¼" MINIMUM STEEL THICKNESS REQUIRED ON ALL STRUCTURAL MEMBERS.
9. WELDING DETAILS, PROCEDURES AND TESTING METHODS SHALL CONFORM TO THE ANSI/AWS D1.1 - STRUCTURAL WELDING CODE, LATEST EDITION.
10. PROVIDE VERTICAL STEEL PICKETS, SUCH THAT THE MAXIMUM CLEAR OPENING IS 4". PROVIDE CLOSURE ANGLES AT TOP AND BOTTOM.

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DESCRIPTION | DATE | BY

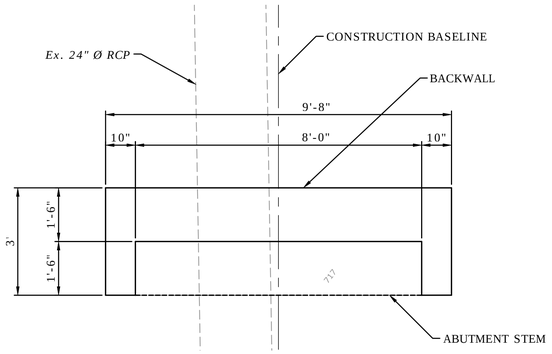
PEDESTRIAN BRIDGE - DETAILS

CT S.R. 44 (MAIN ST.) SIDEWALK IMPROVEMENTS

CT S.R. 44 (MAIN ST.)
SALISBURY, CONNECTICUT

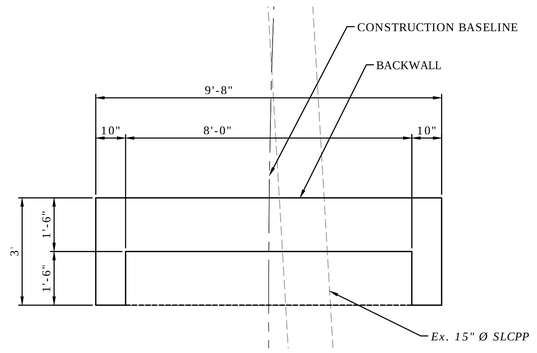
SEP	SEP	AAC
DESIGNED	DRAWN	CHECKED

SCALE: AS SHOWN
DATE: MAY 7, 2021
PROJECT NO.: 13039.00006
DWG NO.: STR-02
SHEET NO.: 06



ABUTMENT NO. 1 PLAN

SCALE: 1" = 2'-0"



ABUTMENT NO. 2 PLAN

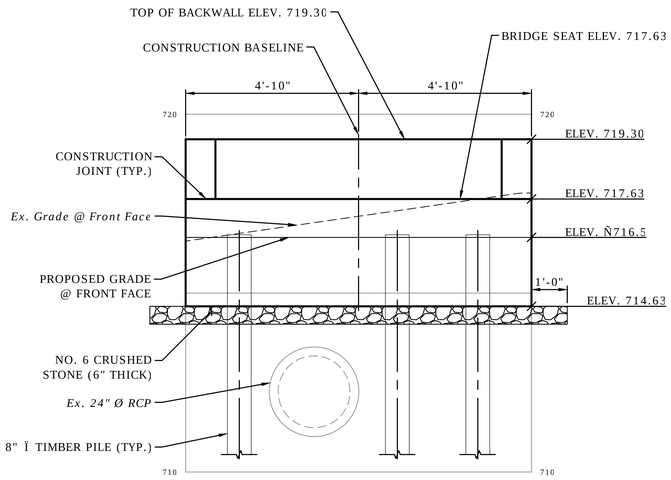
SCALE: 1" = 2'-0"

PILE NOTES

1. ALL PILES SHALL BE SET VERTICAL.
2. ESTIMATE OF PILES REQUIRED:
   ABUTMENT NO. 1: (P1-P3) 8-IN Ï TIMBER PILE (3) 22.6FT Approx.)
   ABUTMENT NO. 2: (P4-P6) 8-IN Ï TIMBER PILE (3) 23.9FT Approx.)
3. THE TIMBER PILES SHOULD HAVE A MINIMUM 8IN Ï BUTT AND A MINIMUM 6IN Ï TIP. THE PILES SHALL BE FROM SOUTHERN PINE OR DOUGLAS FIRM CONFORMING TO ASTM D25 AND AWPA STANDARDS FOR CLASS 1 OR B PILES. THE PILES SHALL HAVE PRESSURE TREATED PRESERVATIVE ACCEPTABLE FOR AWPA USE CATEGORY UC4C. PILES SHALL BE DRIVEN WITH A HAMMER ENERGY OF 9,300 TO 15,000 FT-LBS. BASED ON THE RELATIVELY LOW CAPACITY, THE CAPACITY IN THE FIELD CAN BE EVALUATED WITH THE ENGINEERING NEWS RECORD FORMULA. THE PILES SHALL BE DRIVEN NO MORE THAN 12 BLOWS PER 1IN TO AVOID BROOMING OF THE PILES.

ULTIMATE PILE CAPACITY

ABUTMENT NO. 1	13.1 TONS
ABUTMENT NO. 2	13.1 TONS



ABUTMENT NO. 1 ELEVATION

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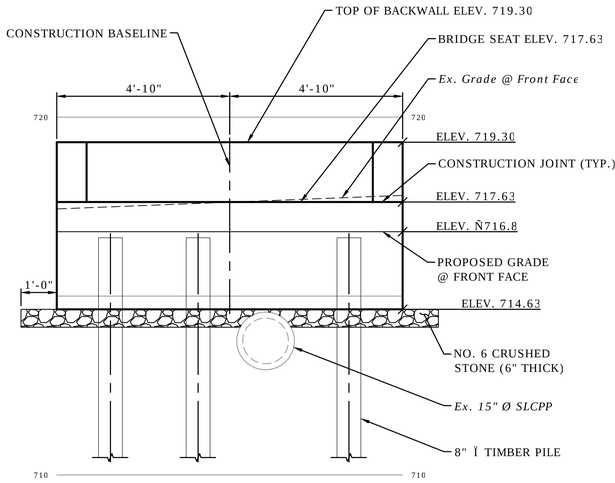

ABUTMENT NO. 2 ELEVATION

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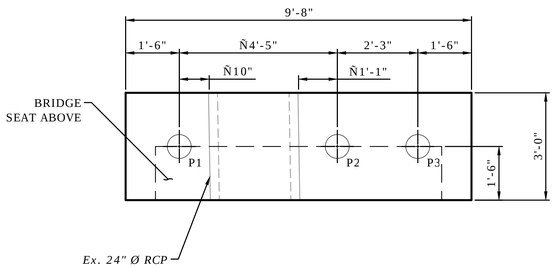

ABUTMENT NO. 1 PILE LAYOUT PLAN

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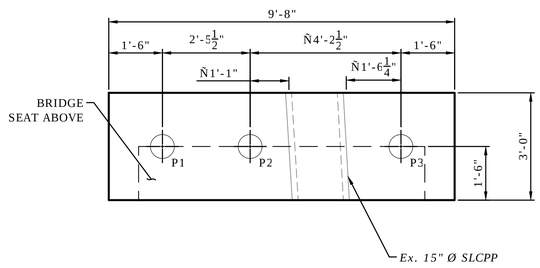

ABUTMENT NO. 2 PILE LAYOUT PLAN

SCALE: 1" = 2'-0"

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DESCRIPTION	DATE	BY

PEDESTRIAN BRIDGE - ABUTMENT LAYOUT

CT S.R. 44 (MAIN ST.) SIDEWALK IMPROVEMENTS

CT S.R. 44 (MAIN ST.) SIDEWALK
SALISBURY, CT

SEP	WRS	SEP
DESIGNED	DRAWN	CHECKED

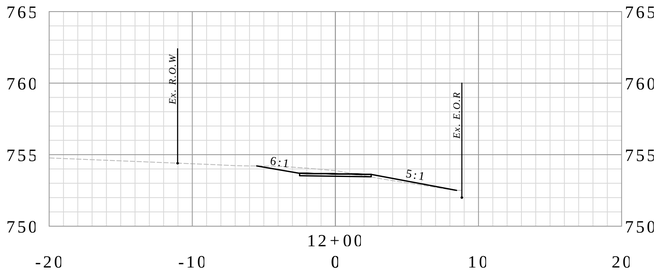
SCALE: AS SHOWN

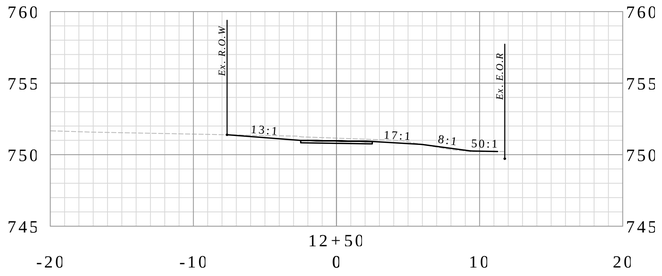
DATE: MAY 7, 2021

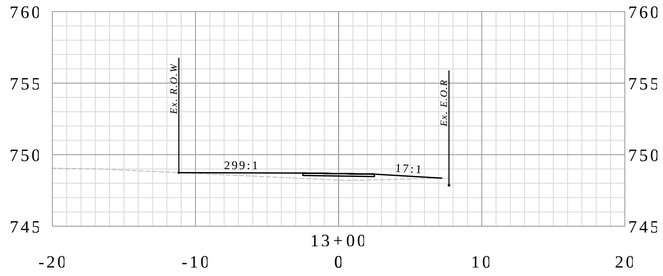
PROJECT NO.: 13039.00006

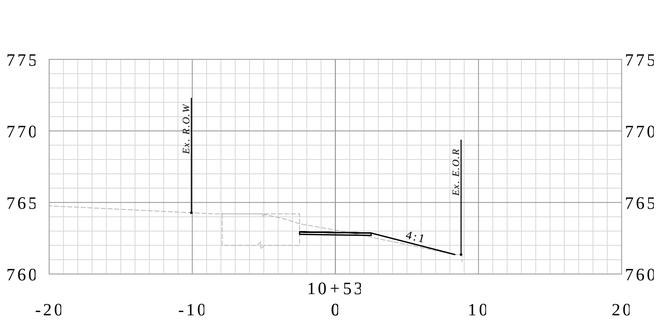
DRAWING NO.: STR-03

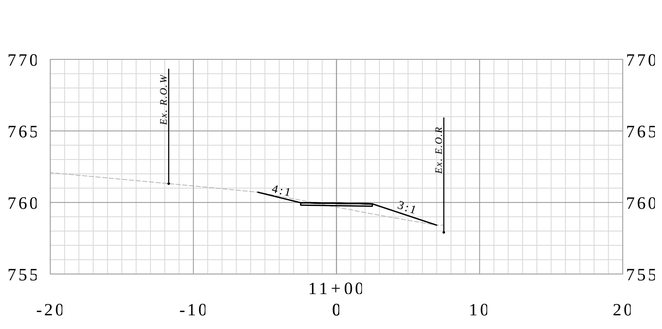
SHEET NO.: 07

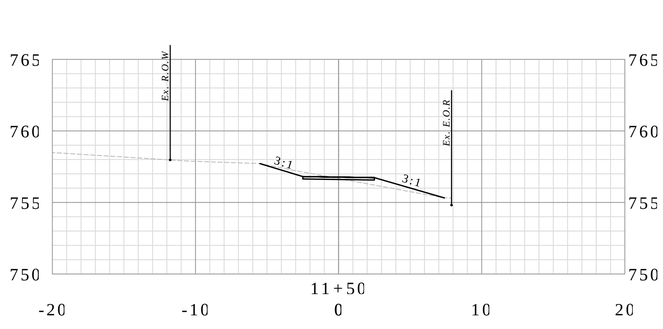


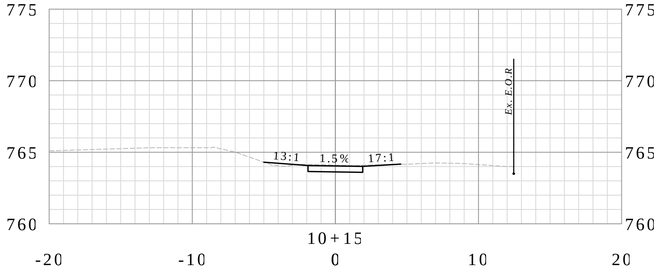


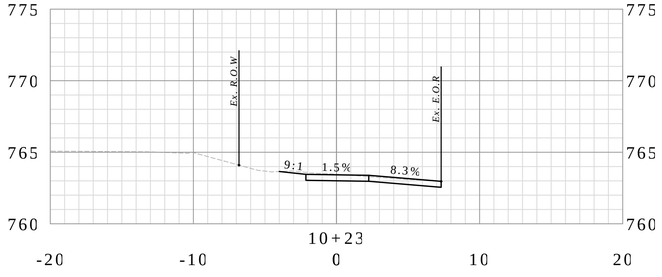


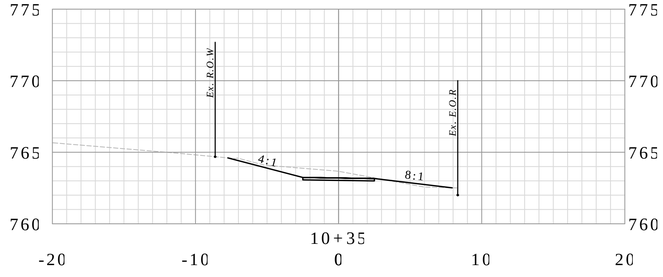












0" 2.5" 5"
0 1/2" 1"

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DESCRIPTION	DATE	BY

SIDEWALK CROSS SECTIONS

CT S.R. 44 (MAIN ST.) SIDEWALK IMPROVEMENTS

CT S.R. 44 (MAIN ST.)
SALISBURY, CONNECTICUT

MSM	MSM	AAC
DESIGNED	DRAWN	CHECKED

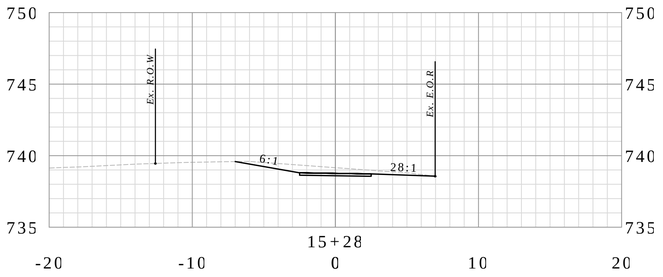
SCALE: 1"=5'

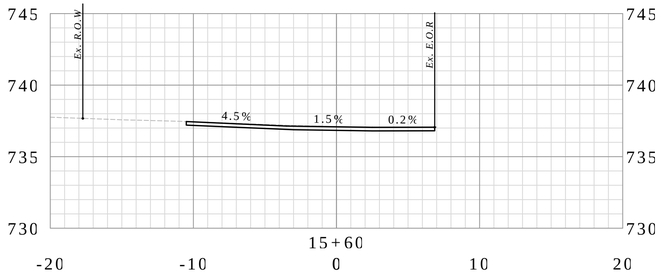
DATE: MAY 7, 2021

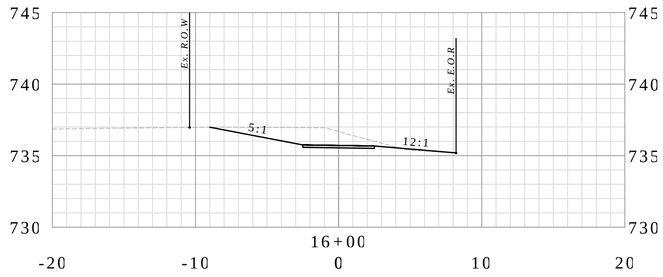
PROJECT NO.: 13039.00006

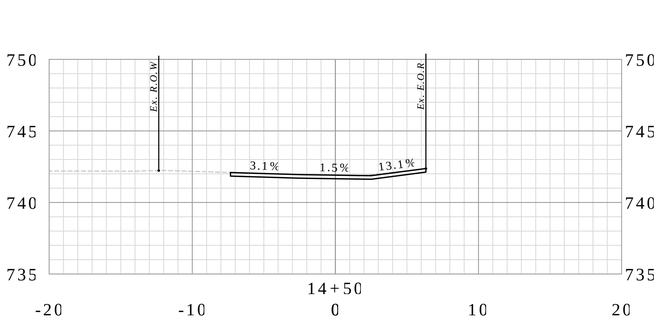
DRAWING NO.: XSC-01

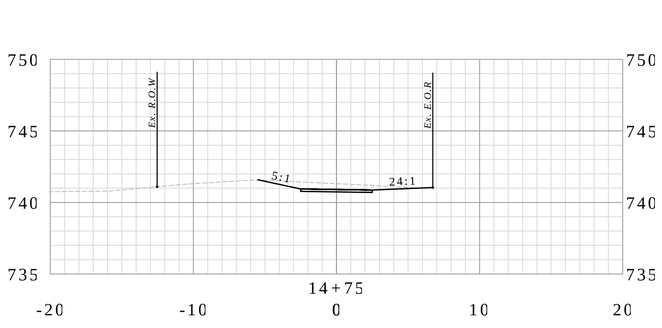
SHEET NO.: 16

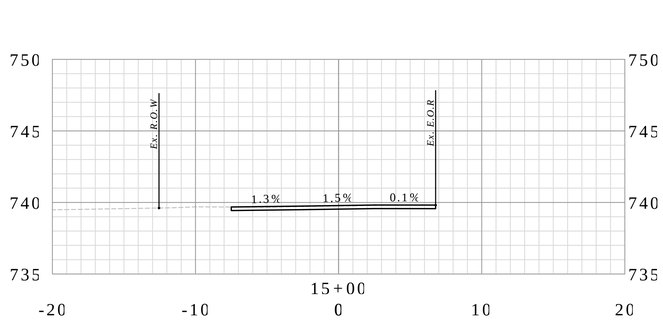


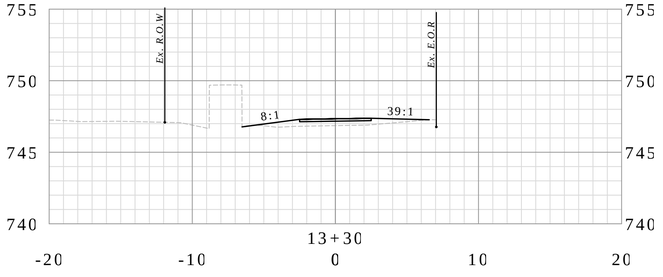


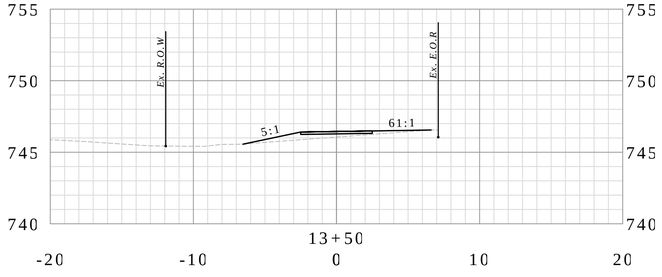


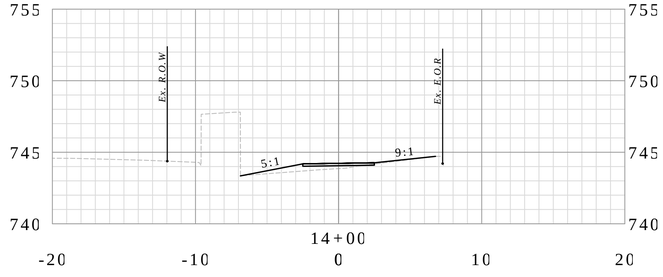












0' 2.5' 5'
0 1/2" 1"

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DESCRIPTION	DATE	BY

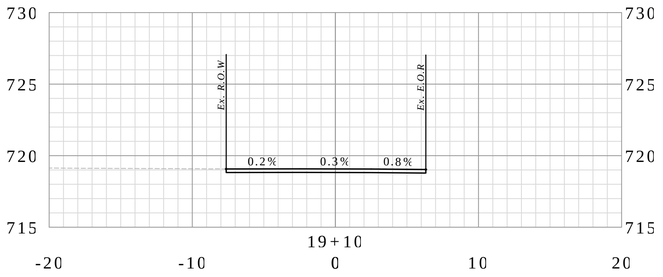
SIDEWALK CROSS SECTIONS

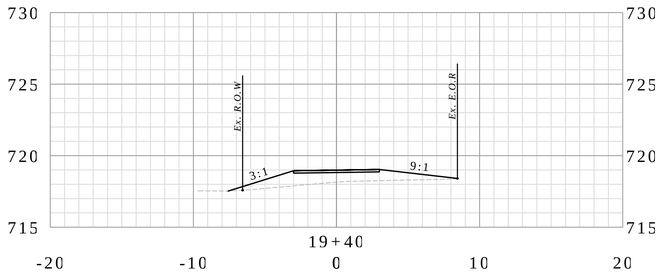
CT S.R. 44 (MAIN ST.) SIDEWALK IMPROVEMENTS

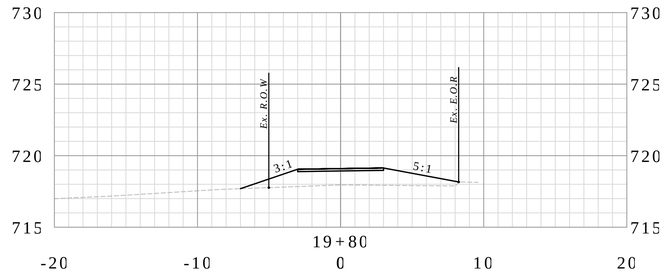
CT S.R. 44 (MAIN ST.)
SALISBURY, CONNECTICUT

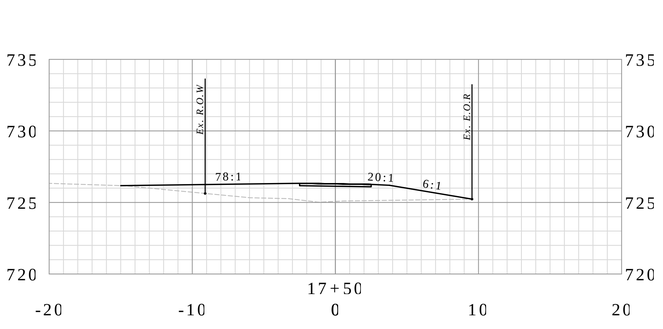
MSM	MSM	AAC
DESIGNED	DRAWN	CHECKED

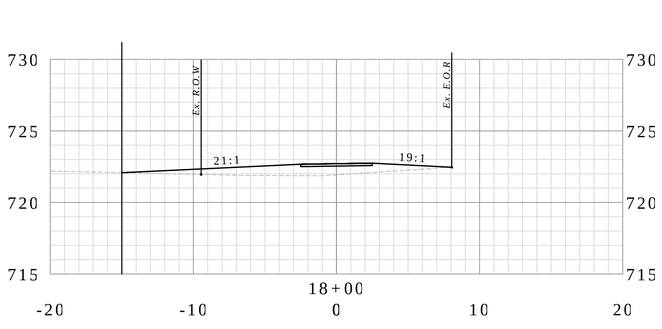
SCALE	1"=5'
DATE	MAY 7, 2021
PROJECT NO.	13039.00006
DRAWING NO.	XSC-02
SHEET NO.	17

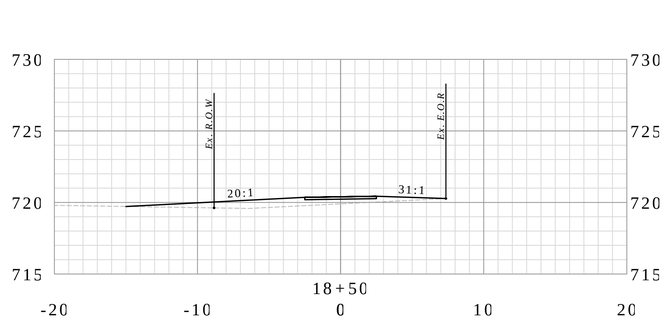


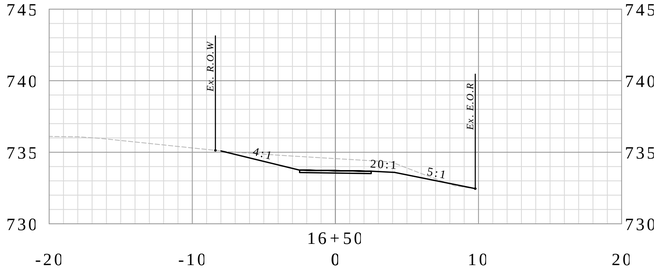


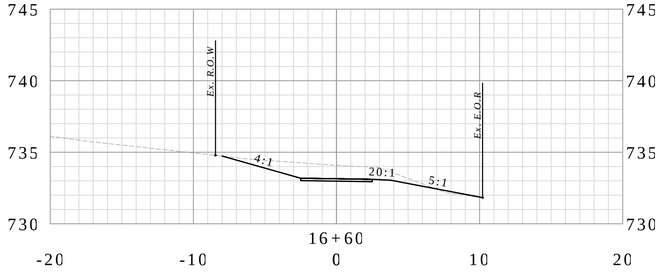


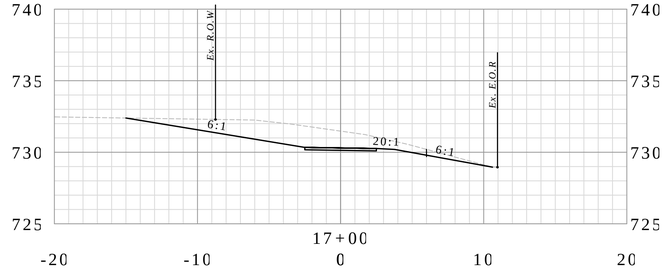












0" 2.5" 5"
0 1/2" 1"

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203.271.1773
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DESCRIPTION	DATE	BY

SIDEWALK CROSS SECTIONS

CT S.R. 44 (MAIN ST.) SIDEWALK IMPROVEMENTS

CT S.R. 44 (MAIN ST.)
SALISBURY, CONNECTICUT

MSM	MSM	AAC
DESIGNED	DRAWN	CHECKED

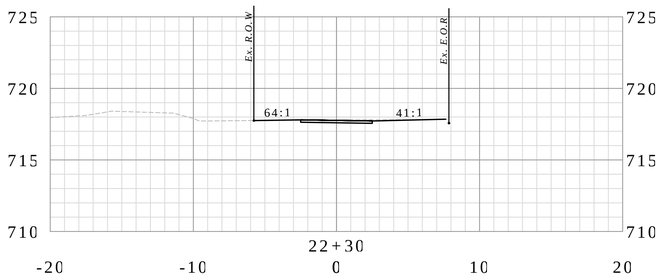
SCALE: 1"=5'

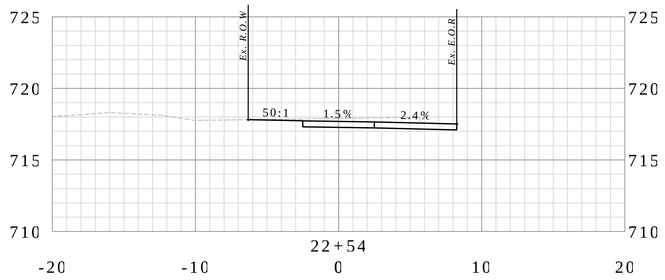
DATE: MAY 7, 2021

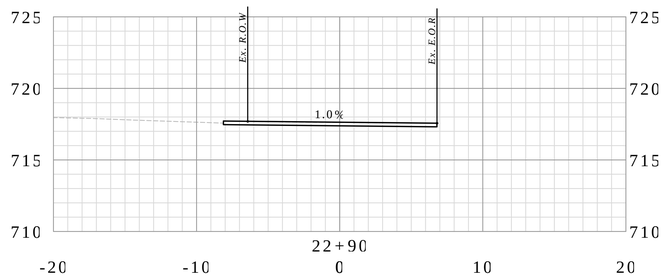
PROJECT NO.: 13039.00006

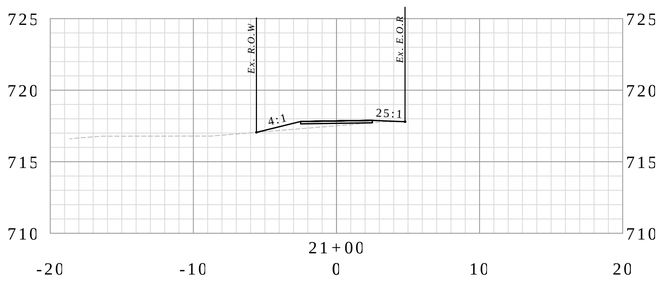
DRAWING NO.: XSC-03

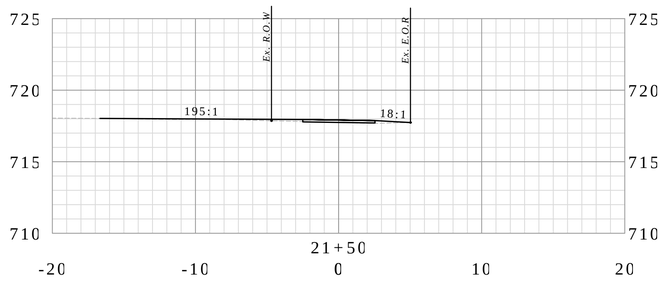
SHEET NO.: 06

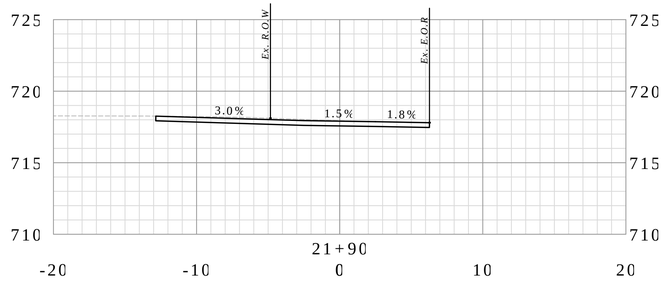


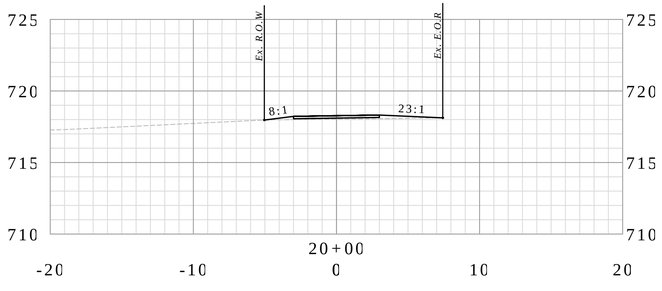


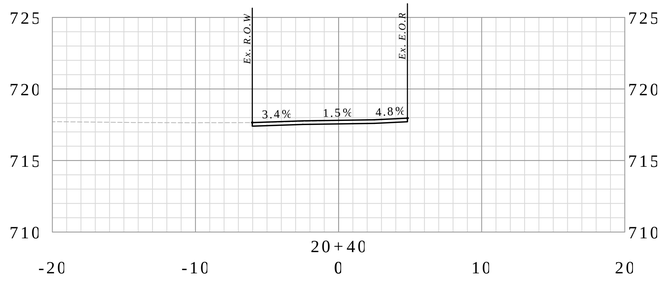


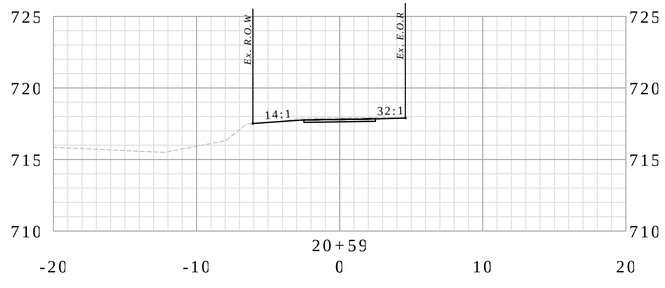












0 2.5' 5'
0 1/2" 1"

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CHESHIRE, CT 06410
203.271.1773
SLRCONSULTING.COM

DESCRIPTION	DATE	BY

SIDEWALK CROSS SECTIONS

CT S.R. 44 (MAIN ST.) SIDEWALK IMPROVEMENTS

CT S.R. 44 (MAIN ST.)
SALISBURY, CONNECTICUT

MSM	MSM	AAC
DESIGNED	DRAWN	CHECKED

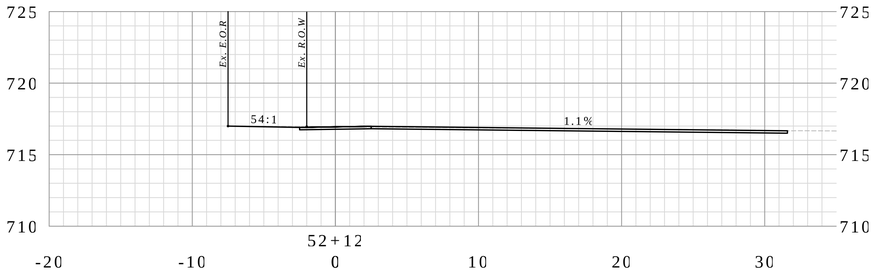
SCALE: 1"=5'

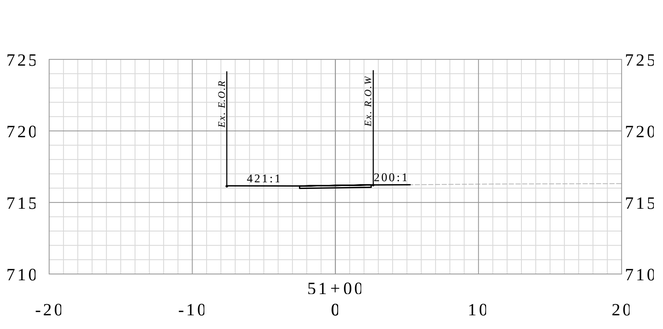
DATE: MAY 7, 2021

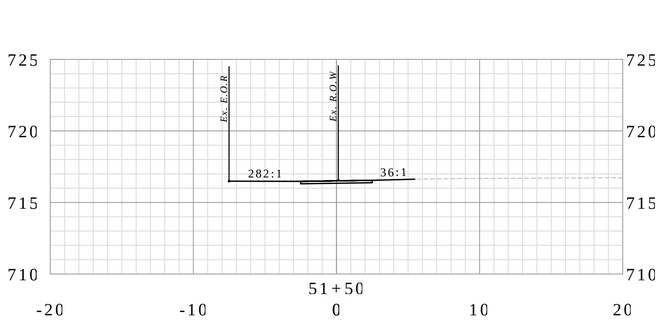
PROJECT NO.: 13039.00006

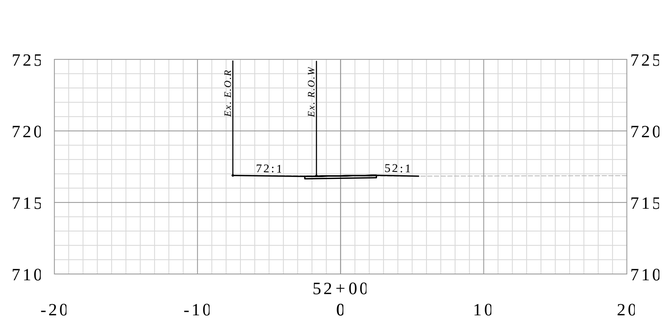
DRAWING NO.: XSC-04

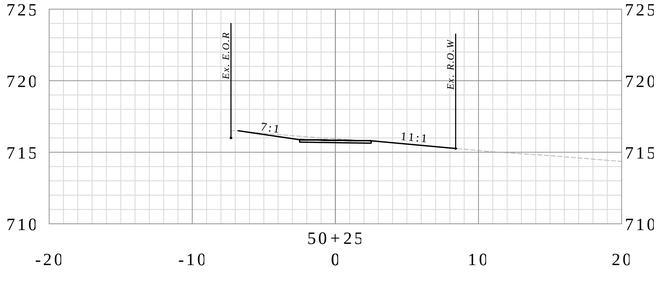
SHEET NO.: 07

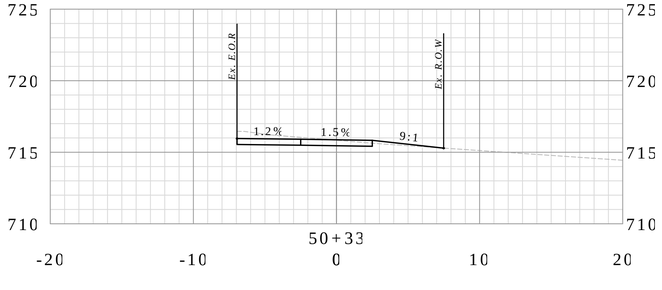


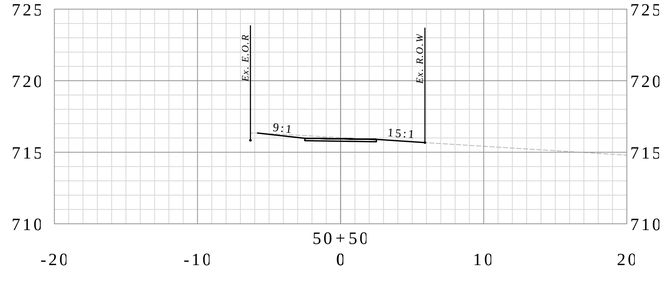












0" 2.5" 5"
0 1/2" 1"

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DESCRIPTION	DATE	BY

SIDEWALK CROSS SECTIONS

CT S.R. 44 (MAIN ST.) SIDEWALK IMPROVEMENTS

CT S.R. 44 (MAIN ST.)
SALISBURY, CONNECTICUT

MSM	MSM	AAC
DESIGNED	DRAWN	CHECKED

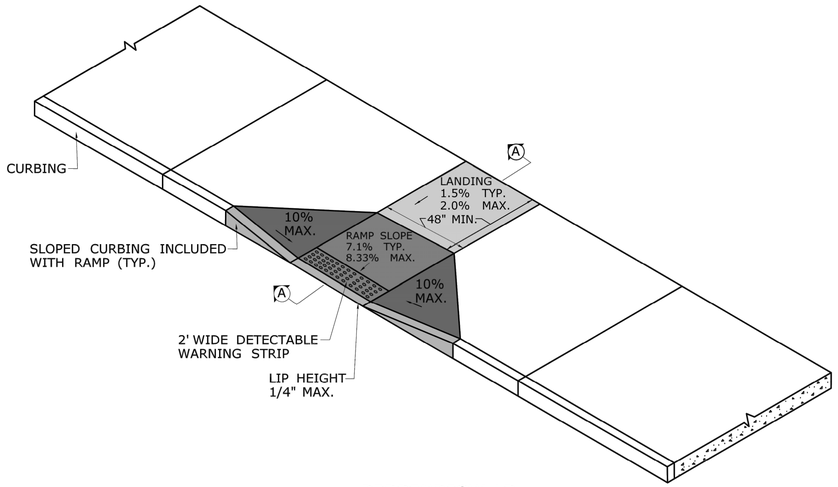
SCALE: 1"=5'

DATE: MAY 7, 2021

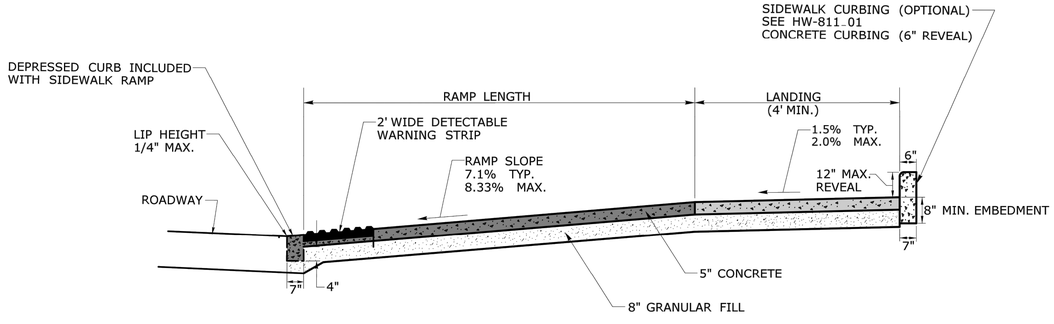
PROJECT NO.: 13039.00006

DRAWING NO.: XSC-05

SHEET NO.: 20



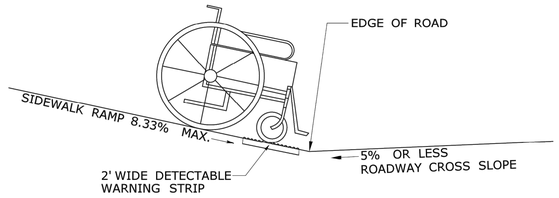
PERPENDICULAR SIDEWALK RAMP



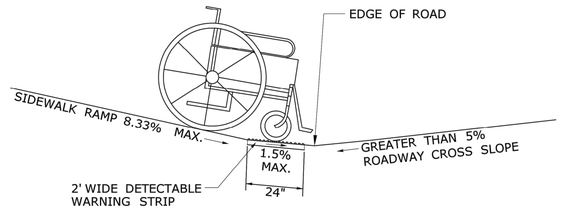
SECTION AA

GENERAL NOTES:

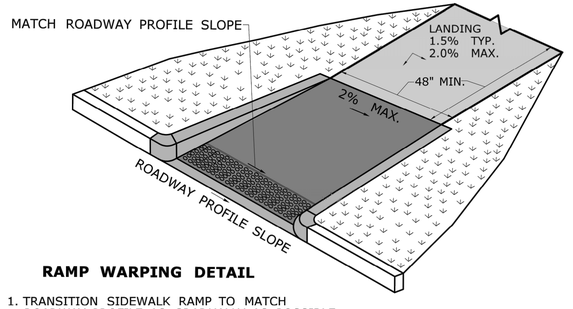
1. SIDEWALK RAMPS SHALL HAVE A COARSE BROOM FINISH TRAVERSE TO THE SL
2. VERTICAL SURFACE DISCONTINUITIES AT JOINTS SHALL NOT EXCEED ¼ INCH
3. REMOVAL OF EXISTING SIDEWALK FOR NEW RAMP INSTALLATIONS SHALL BE TC EXPANSION OR CONTRACTION JOINT.
4. THE RUNNING SLOPE OF THE CURB RAMP SHALL BE 8.3 PERCENT MAXIMUM BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET.



SIDEWALK RAMP GRADE AT ROADWAY CROSS SLOPE OF 5% OR LESS



SIDEWALK RAMP GRADE AT ROADWAY CROSS SLOPE OF GREATER THAN 5%



RAMP WARPING DETAIL

1. TRANSITION SIDEWALK RAMP TO MATCH ROADWAY PROFILE AS GRADUALLY AS POSSIBLE. DO NOT EXCEED 3 % PER FOOT CROSS SLOPE RATE OF CHANGE WHEN TRANSITIONING TO ROADWAY PROFILE.
2. COMPLETE TRANSITION TO ROADWAY PROFILE BEHIND DETECTABLE WARNING SURFACE.

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DESCRIPTION	DATE	BY

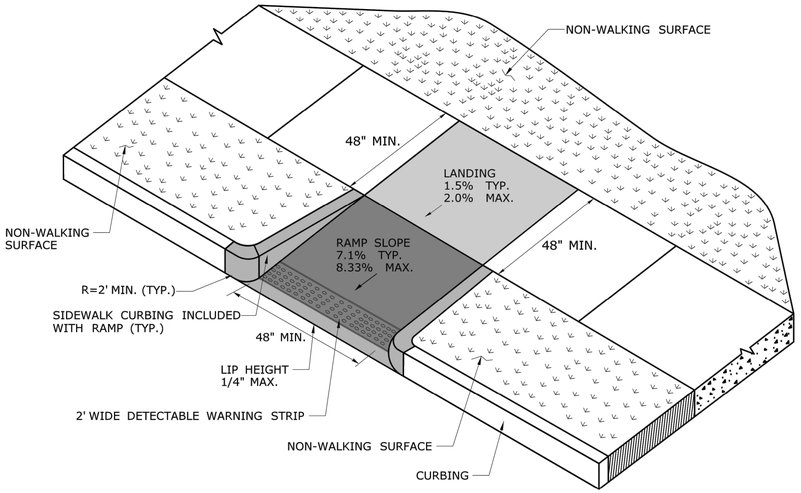
MISCELLANEOUS DETAILS

CT S.R. 44 (MAIN ST.) SIDEWALK IMPROVEMENTS

CT S.R. 44 (MAIN ST.)
SALISBURY, CONNECTICUT

MSM	MSM	AAC
DESIGNED	DRAWN	CHECKED

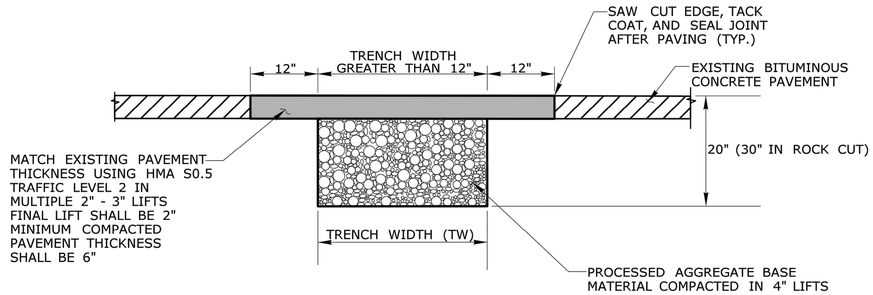
SCALE: NTS
DATE: MAY 7, 2021
PROJECT NO.: 13039.00006
DWG NO.: MDS-01
SHEET NO.: 22



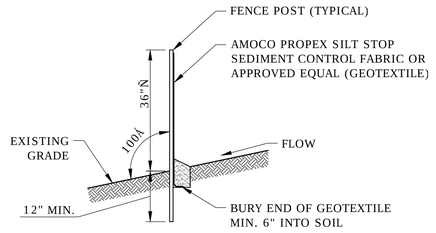
PERPENDICULAR RAMP
WITH NON-WALKING SURFACE
(TYPE 13)

NOTES

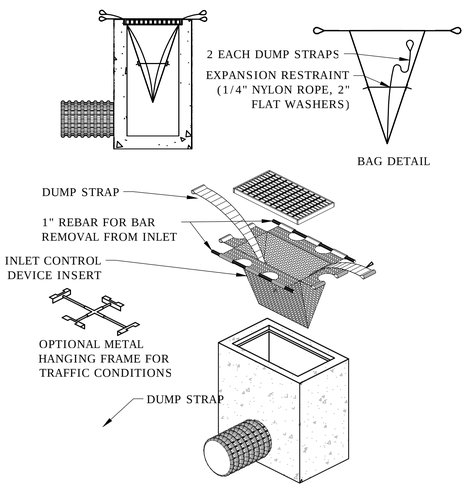
1. ALL ITEMS SHOWN ARE INCLUDED IN THE COST OF "PAVEMENT REPAIR". SEE SPECIFICATIONS.
2. THIS DETAIL SHALL BE USED FOR PAVEMENT REPAIR FOR SIDEWALK INSTALLATIONS AS SHOWN ON PLANS.



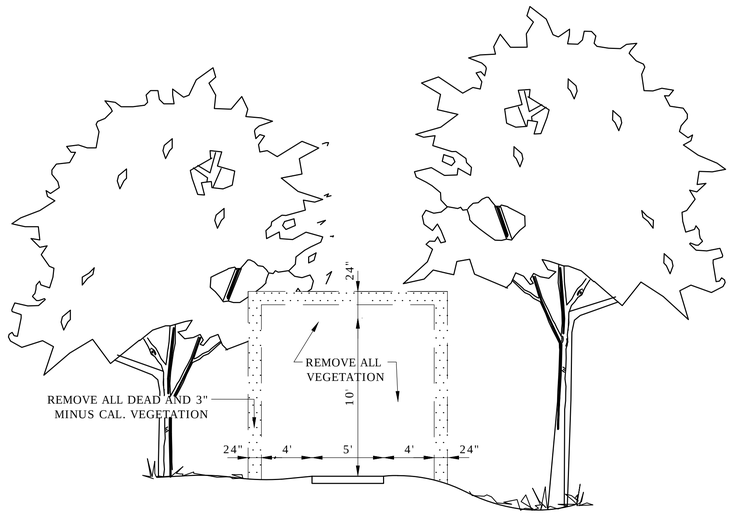
PERMANENT PAVEMENT FOR
TRENCH THROUGH BITUMINOUS CONCRETE



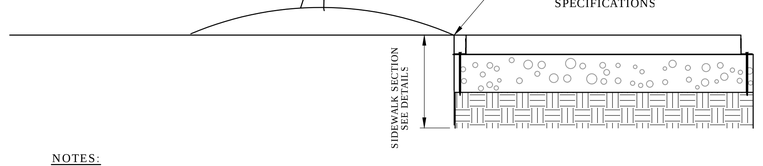
SEDIMENT FILTER FENCE
NOT TO SCALE



SEDIMENT CONTROL SYSTEM
AT CATCH BASIN
NOT TO SCALE



CLEARING LIMITS
NOT TO SCALE



NOTES:

1. INSTALL BARRIER FOR A LENGTH EQUAL TO A DISTANCE OF 2' WIDER THAN THE DRIP LINE OF THE TREE.

DEEP ROOT BARRIER
NOT TO SCALE

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203.271.1773
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DESCRIPTION	DATE	BY

MISCELLANEOUS DETAILS
CT S.R. 44 (MAIN ST.) SIDEWALK IMPROVEMENTS
CT S.R. 44 (MAIN ST.)
SALISBURY, CONNECTICUT

MSM	MSM	AAC
DESIGNED	DRAWN	CHECKED

NTS — SCALE
MAY 7, 2021 — DATE
13039.00006 — PROJECT NO.
MDS-02 — DWG NO.
23 — SHEET NO.

S - SERIES

S1-1

LEGEND - BLACK
BACKGROUND - FLUORESCENT YELLOW GREEN

AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.
6.75	36	41-2112	1	.080
12.00	48	41-2113	2	.100

W1 - SERIES

W1-1L

AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.
6.25	30	41-4006	1	.080
9.00	36	41-4031	1	.080

W1-1R

AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.
6.25	30	41-4005	1	.080
9.00	36	41-4160	1	.080

W1-2

AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.
6.25	30	41-4029	1	.080
9.00	36	41-4169	1	.080

W1-2

AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.
6.25	30	41-4168	1	.080
9.00	36	41-4032	1	.080

W1-6

LEGEND - BLACK
BACKGROUND - FLUORESCENT YELLOW (LEFT OR RIGHT)

AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.
8.00	48X24	41-4223	2	.100
12.50	60X30	41-4262	2	.100

W1-7

AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.
8.00	48X24	41-4207	2	.100
12.50	60X30	41-4208	2	.100

W1-8

LEGEND - BLACK
BACKGROUND - FLUORESCENT YELLOW (LEFT OR RIGHT)

AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.
3.00	18X24	41-3951	1	.080
7.50	30X36	41-4211	1	.080
12.00	36X48	41-4260	2	.080

W2 - SERIES

W2-1

AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.
6.25	30	41-4226	1	.080
9.00	36	41-4236	1	.080

W2-2

(LEFT OR RIGHT)

AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.
6.25	30	41-4225	1	.080
9.00	36	41-4235	1	.080

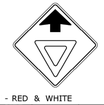
W3 - SERIES

W3-1

OCTAGON - RED

AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.
6.25	30	41-0501	1	.080
16.00	48	41-0503	2	.100

W3-2



TRIANGLE - RED & WHITE

AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.
6.25	30	41-0504	1	.080
16.00	48	41-0506	2	.100

W3-3

SYMBOL & LEGEND - BLACK
BACKGROUND - YELLOW
TOP CIRCLE - RED
BOTTOM CIRCLE - GREEN

AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.
6.25	30	41-0835	1	.080
16.00	48	41-0848	2	.100

W/ FLASHERS

AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.
25.00	60	41-0534	2	.125

W4 - SERIES

W4-1

AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.
9.00	36	41-4448	1	.080
16.00	48	41-4452	2	.100

W4-1

AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.
9.00	36	41-4449	1	.080
16.00	48	41-4459	2	.100

W4-2

AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.
9.00	36	41-4442	1	.080
16.00	48	41-4446	2	.100

W4-2

AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.
9.00	36	41-4441	1	.080
16.00	48	41-4447	2	.100

W4-3

AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.
9.00	36	41-4468	1	.080
16.00	48	41-4435	2	.100

W4-3

AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.
9.00	36	41-4470	1	.080
16.00	48	41-4434	2	.100

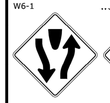
W5 - SERIES

W5-1

AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.
9.00	36	41-4402	1	.080
16.00	48	41-4404	2	.100

W6 - SERIES

W6-1



AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.
9.00	36	41-4335	1	.080
16.00	48	41-4330	2	.100

W6-3

AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.
9.00	36	41-4329	1	.080
16.00	48	41-4331	2	.100

W7 - SERIES

W7-1

AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.
6.25	30	41-4506	1	.080
9.00	36	41-4530	1	.080
16.00	48	41-4508	2	.100

W8 - SERIES

W8-5

AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.
6.25	30	41-4519	1	.080
9.00	36	41-4520	1	.080
16.00	48	41-4521	2	.100

W9 - SERIES

W9-1

AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.
9.00	36	41-4443	1	.080
16.00	48	41-4444	2	.100

W9-1

AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.
9.00	36	41-4440	1	.080
16.00	48	41-4445	2	.100

W9-2

AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.
9.00	36	41-4454	1	.080
16.00	48	41-4456	2	.100

W9-2

AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.
9.00	36	41-4453	1	.080
16.00	48	41-4455	2	.100

W11 - SERIES

W11-2

LEGEND - BLACK
BACKGROUND - FLUORESCENT YELLOW GREEN

AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.
6.25	30	41-4829	1	.080
9.00	36	41-4830	1	.080

W11-8

AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.
6.25	30	41-4680	1	.080
9.00	36	41-4681	1	.080

W12 - SERIES

W12-1

AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.
6.25	30	41-4213	1	.080
9.00	36	41-4215	1	.080

W12-2

AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.
9.00	36	41-4706	1	.080
16.00	48	41-4708	2	.100

(SUBPLATE)

AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.
5.00	30X24	41-4721		.080

(SUBPLATE)

AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.
5.00	30X24	41-4722		.080

W13 - SERIES

W13-1P

(SUBPLATE)

AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.
2.25	18X18	41-5566		.080
4.00	24X24	41-5567		.080
6.25	30X30	41-5574		.080

W13-2

AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.
12.00	36X48	41-5596	2	.100

W13-3

AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.
12.00	36X48	41-5581	2	.100

W16 - SERIES

W16-2aP

(SUBPLATE)
USE AT ADVANCE SIGN LOCATION
LEGEND - BLACK
BACKGROUND - FLUORESCENT YELLOW GREEN

AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.
2.00	24X12	41-6140		.080

W16-7PL

(SUBPLATE)
USE AT CROSSWALK
LEGEND - BLACK
BACKGROUND - FLUORESCENT YELLOW GREEN

AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.
2.00	24X12	41-2617		.080

W16-7PR

(SUBPLATE)
USE AT CROSSWALK
LEGEND - BLACK
BACKGROUND - FLUORESCENT YELLOW GREEN

AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.
2.00	24X12	41-2619		.080

W16-9P

(SUBPLATE)
USE AT ADVANCE SIGN LOCATION
LEGEND - BLACK
BACKGROUND - FLUORESCENT YELLOW GREEN

AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.
2.00	24X12	41-6126		.080
3.75	30X18	41-6137		.080

W16-2aP

(SUBPLATE)
USE AT ADVANCE SIGN LOCATION

AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.
2.00	24X12	41-6130		.080
3.75	30X18	41-6134		.080

RETROREFLECTIVE STRIP

LEGEND - N/A
BACKGROUND - FLUORESCENT YELLOW GREEN

AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.
2.00	4X72	41-5010	1	.080

LEGEND - N/A
BACKGROUND - FLUORESCENT YELLOW

AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.
1.50	4X48	41-5001	1	.080
2.00	4X72	41-5006	1	.080

NOTES:

1. FOR SPECIFIC SIGN DESIGN CONTACT CONN. D.O.T., DIVISION OF TRAFFIC ENGINEERING. FOR BOLT HOLE PATTERN REFER TO FHWA PUBLICATION "STANDARD HIGHWAY SIGNS". SIGNS OF DIFFERENT DIMENSIONS TO BE ERECTED ON THE SAME POSTS, OR SPAN/MAST ARM MOUNTED, MAY REQUIRE SPECIAL BOLT HOLE PATTERNS.
2. POSTS - SEE STANDARD SHEET TR-1208_02 "METAL SIGN POSTS AND SIGN MOUNTING DETAILS."
3. POSTS SHALL BE 4 LBS./FT.
4. SIGNS SHALL BE FABRICATED OF ONE CONTINUOUS PIECE OF SHEET ALUMINUM. SPLICING OF SHEET ALUMINUM WILL NOT BE ACCEPTED.
5. FLUORESCENT YELLOW RETROREFLECTIVE STRIPS SHALL BE INSTALLED ON ALL SIGN POSTS FOR W1-6 AND W1-8 SIGNS. FLUORESCENT YELLOW GREEN RETROREFLECTIVE STRIPS SHALL BE INSTALLED ON ALL SIGN POSTS FOR S1-1 AND W11-2 SIGNS LOCATED AT CROSSINGS. RETROREFLECTIVE STRIPS SHOULD NOT BE INSTALLED ON ADVANCE CROSSING WARNING SIGNS. SEE STANDARD SHEET TR-1208_01 "SIGN PLACEMENT AND RETROREFLECTIVE STRIP DETAILS" FOR RETROREFLECTIVE STRIP DETAILS AND INSTALLATION.

COLORS:

BACKGROUND - YELLOW - EXCEPT AS NOTED.
LEGEND - BLACK - EXCEPT AS NOTED.
ALL SIGNS TO USE TYPE IX RETROREFLECTIVE SHEETING.

SLR
99 REALTY DRIVE
CHESHIRE, CT 06410
(203) 271-1773
SLRCONSULTING.COM

DESCRIPTION | DATE | BY

MISCELLANEOUS DETAILS

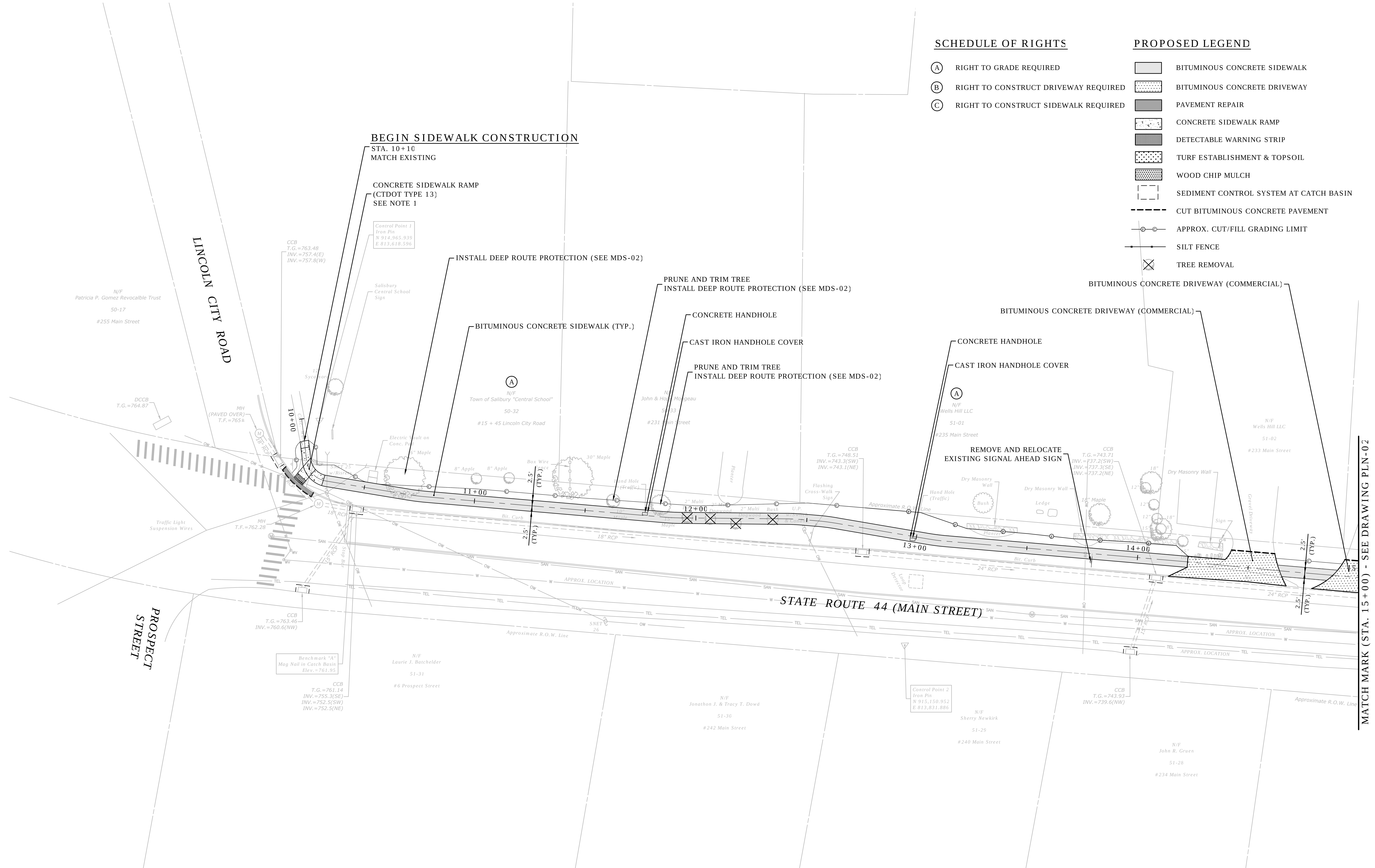
CT S.R. 44 (MAIN ST.) SIDEWALK IMPROVEMENTS

CT S.R. 44 (MAIN ST.)
SALISBURY, CONNECTICUT

MSM	MSM	AAC
DESIGNED	DRAWN	CHECKED

SCALE: NTS
DATE: MAY 7, 2021
PROJECT NO.: 13039.00006
DWG NO.: MDS-03

SHEET NO.: 24



SCHEDULE OF RIGHTS

- (A) RIGHT TO GRADE REQUIRED
- (B) RIGHT TO CONSTRUCT DRIVEWAY REQUIRED
- (C) RIGHT TO CONSTRUCT SIDEWALK REQUIRED

PROPOSED LEGEND

- BITUMINOUS CONCRETE SIDEWALK
- BITUMINOUS CONCRETE DRIVEWAY
- PAVEMENT REPAIR
- CONCRETE SIDEWALK RAMP
- DETECTABLE WARNING STRIP
- TURF ESTABLISHMENT & TOPSOIL
- WOOD CHIP MULCH
- SEDIMENT CONTROL SYSTEM AT CATCH BASIN
- CUT BITUMINOUS CONCRETE PAVEMENT
- APPROX. CUT/FILL GRADING LIMIT
- SILT FENCE
- TREE REMOVAL

NOTES

1. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR EACH SIDEWALK RAMP DEPICTING SPOT ELEVATIONS AT EACH CORNER AND CHANGE IN CROSS SLOPE OR SLOPE DIRECTION. THE COST FOR CONCRETE SIDEWALK RAMP SHOP DRAWINGS SHALL BE INCLUDED IN THE COST FOR "CONCRETE SIDEWALK RAMP"
2. THE CONTRACTOR SHALL PROTECT EXISTING TRAFFIC SIGNAL EQUIPMENT. ANY DAMAGE TO THE EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE REPLACED.

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203.271.1773
SLRCONSULTING.COM

DESCRIPTION	DATE	BY

SIDEWALK PLAN

CT S.R. 44 (MAIN ST.) SIDEWALK IMPROVEMENTS

CT S.R. 44 (MAIN ST.)
SALISBURY, CONNECTICUT

MSM	MSM	AAC
DESIGNED	DRAWN	CHECKED

SCALE: 1"=20'

DATE: JANUARY 14, 2022

PROJECT NO.: 13039.00006

DWG NO.: PLN-01

SHEET NO.: 08

PROPOSED LEGEND

- BITUMINOUS CONCRETE SIDEWALK
- BITUMINOUS CONCRETE DRIVEWAY
- PAVEMENT REPAIR
- CONCRETE SIDEWALK RAMP
- DETECTABLE WARNING STRIP
- TURF ESTABLISHMENT & TOPSOIL
- WOOD CHIP MULCH
- SEDIMENT CONTROL SYSTEM AT CATCH BASIN
- CUT BITUMINOUS CONCRETE PAVEMENT
- APPROX. CUT/FILL GRADING LIMIT
- SILT FENCE
- TREE REMOVAL

SCHEDULE OF RIGHTS

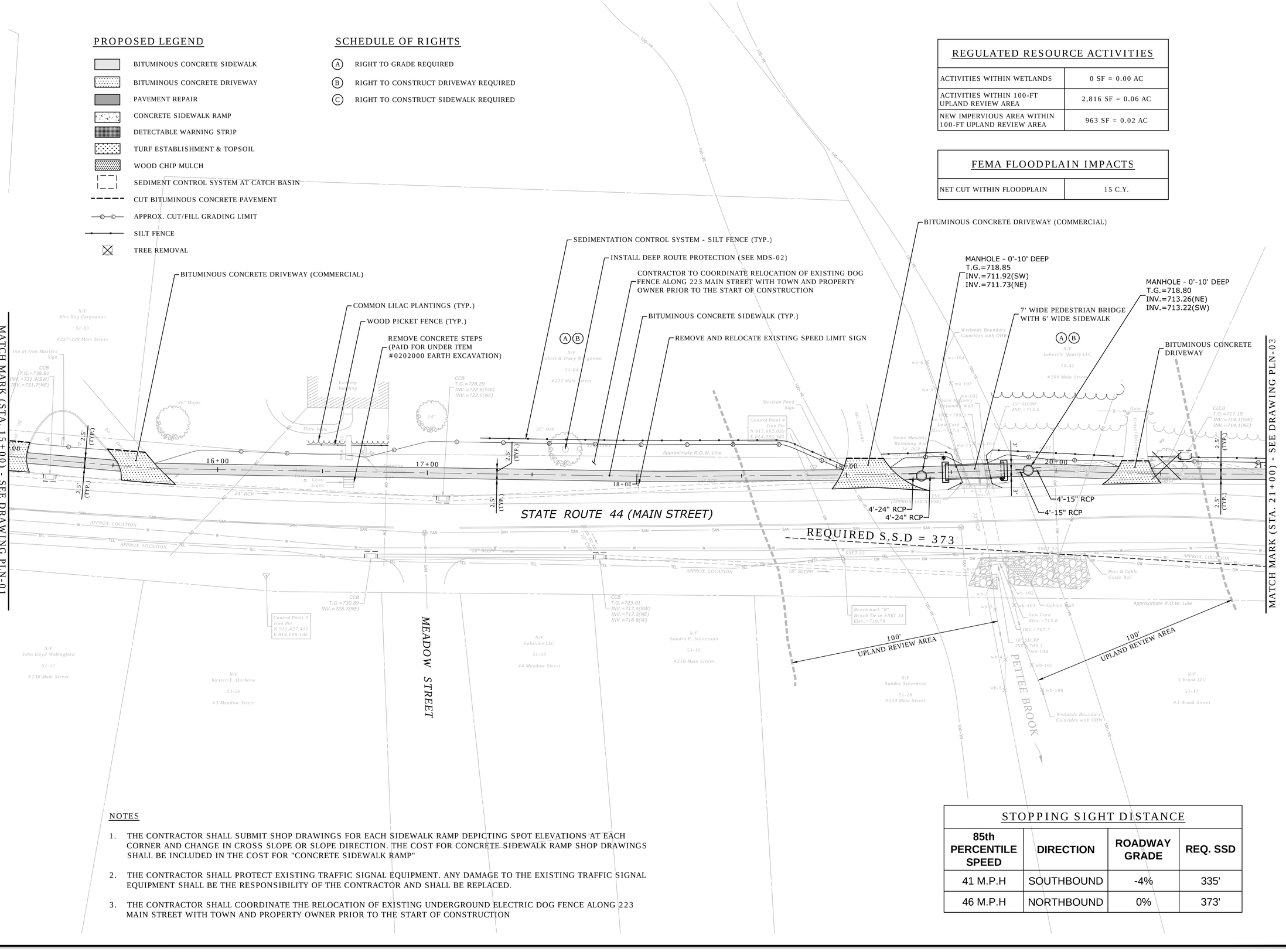
- (A) RIGHT TO GRADE REQUIRED
- (B) RIGHT TO CONSTRUCT DRIVEWAY REQUIRED
- (C) RIGHT TO CONSTRUCT SIDEWALK REQUIRED

REGULATED RESOURCE ACTIVITIES

ACTIVITIES WITHIN WETLANDS	0 SF = 0.00 AC
ACTIVITIES WITHIN 100-FT UPLAND REVIEW AREA	2,816 SF = 0.06 AC
NEW IMPERVIOUS AREA WITHIN 100-FT UPLAND REVIEW AREA	963 SF = 0.02 AC

FEMA FLOODPLAIN IMPACTS

NET CUT WITHIN FLOODPLAIN	15 C.Y.



NOTES

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3. THE CONTRACTOR SHALL COORDINATE THE RELOCATION OF EXISTING UNDERGROUND ELECTRIC DOG FENCE ALONG 223 MAIN STREET WITH TOWN AND PROPERTY OWNER PRIOR TO THE START OF CONSTRUCTION

STOPPING SIGHT DISTANCE

85th PERCENTILE SPEED	DIRECTION	ROADWAY GRADE	REQ. SSD
41 M.P.H	SOUTHBOUND	-4%	335'
46 M.P.H	NORTHBOUND	0%	373'

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DESCRIPTION	DATE	BY

SIDEWALK PLAN

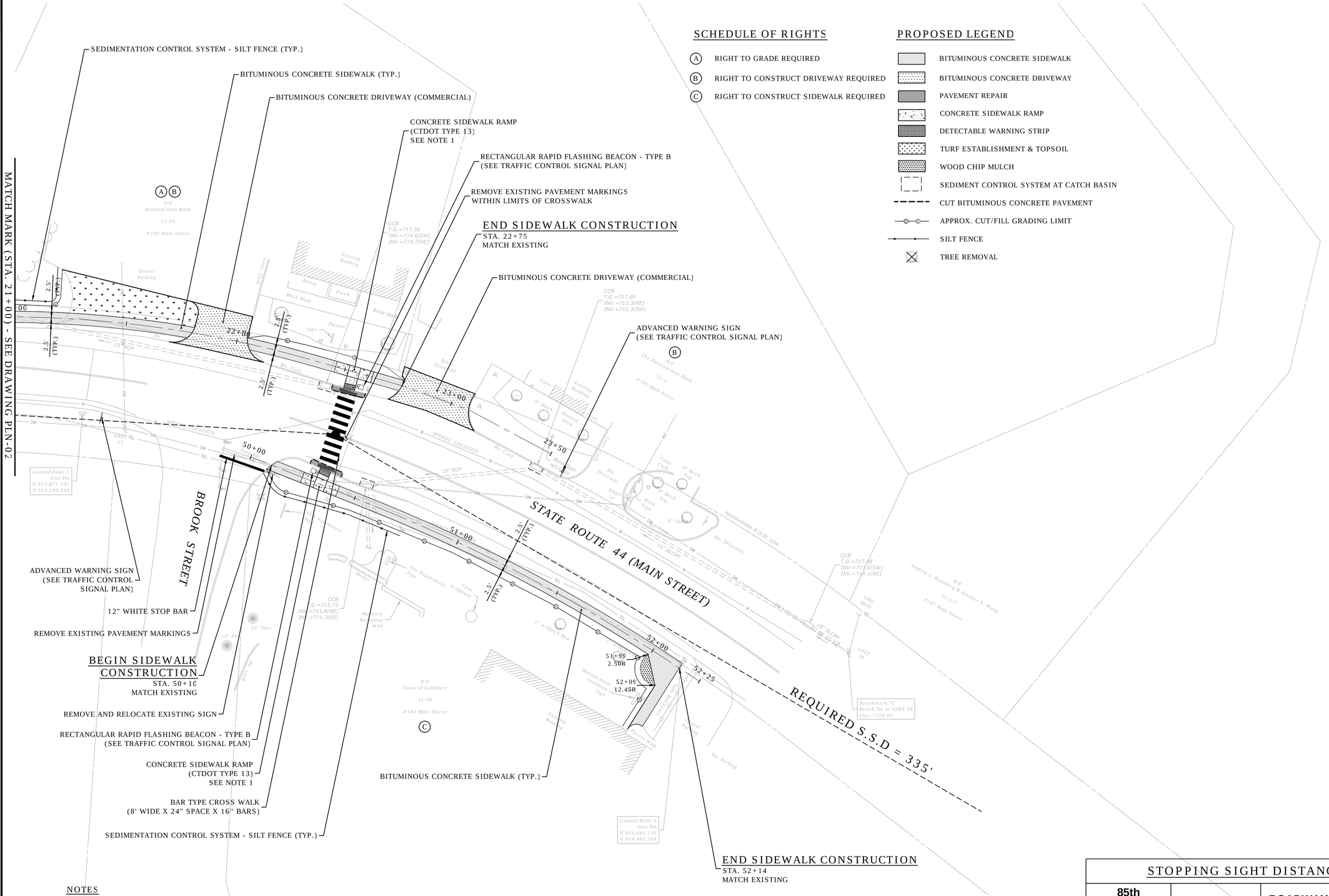
CT S.R. 44 (MAIN ST.) SIDEWALK IMPROVEMENTS

CT S.R. 44 (MAIN ST.)
SALISBURY, CONNECTICUT

MSM DESIGNED	MSM DRAWN	AAC CHECKED

SCALE: 1"=20'
DATE: JANUARY 14, 2022
PROJECT NO.: 13039.00006
DWG NO.: PLN-02

SHEET NO.: 03



SCHEDULE OF RIGHTS

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- (B) RIGHT TO CONSTRUCT DRIVEWAY REQUIRED
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PROPOSED LEGEND

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STOPPING SIGHT DISTANCE

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41 M.P.H	SOUTHBOUND	-4%	335'
46 M.P.H	NORTHBOUND	0%	373'

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DESCRIPTION | DATE | BY

SIDEWALK PLAN

CT S.R. 44 (MAIN ST.), SIDEWALK IMPROVEMENTS

CT S.R. 44 (MAIN ST.)
SALISBURY, CONNECTICUT

MSM	MSM	AAC
DESIGNED	DRAWN	CHECKED

SCALE: 1"=20'
DATE: JANUARY 14, 2022
PROJECT NO.: 13039.00006
DWG NO.: PLN-03
SHEET NO.: 10