

CITY OF NEW LONDON, CONNECTICUT

LEAD SERVICE LINE REPLACEMENT PROGRAM

PHASE 1A

AUGUST 2023

MAYOR

MICHAEL PASSERO

WATER & WATER POLLUTION CONTROL AUTHORITY

BARRY J. WEINER, CHAIRMAN

JOHN RUSSELL, VICE-CHAIRMAN

ANGELA LEWIS-PETERS

MELISSA FORD

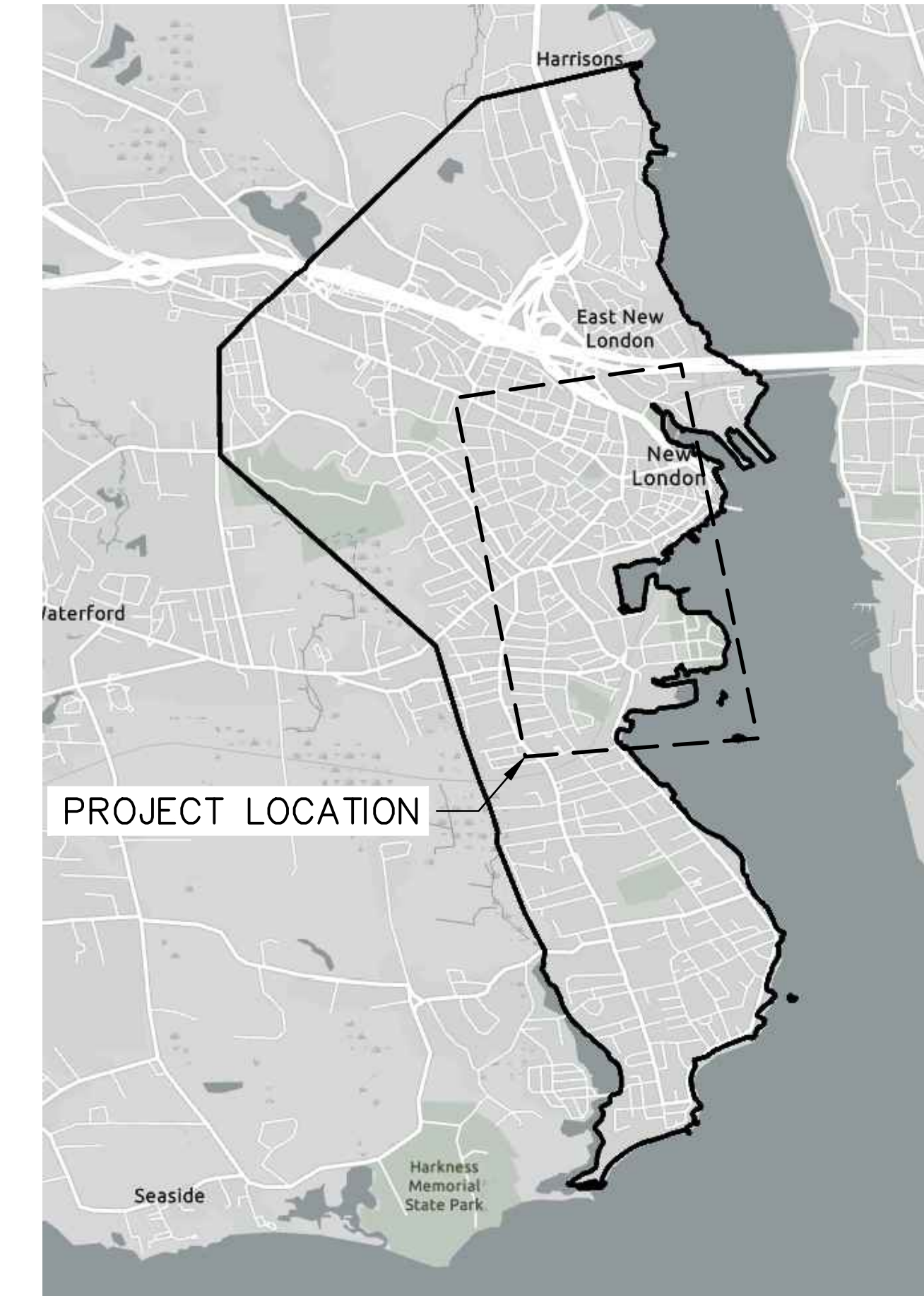
SCOTT LORING

GREGORY DZICZEK

CHRIS BAKER

JOSEPH LANZAFAME, DIRECTOR OF PUBLIC UTILITIES

REONA M. DYESS, CITY COUNCIL PRESIDENT



LOCATION PLAN

SCALE: NTS

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CONSULTING ENGINEERS:



**ARCADIS, INC.
MIDDLETOWN, CONNECTICUT**

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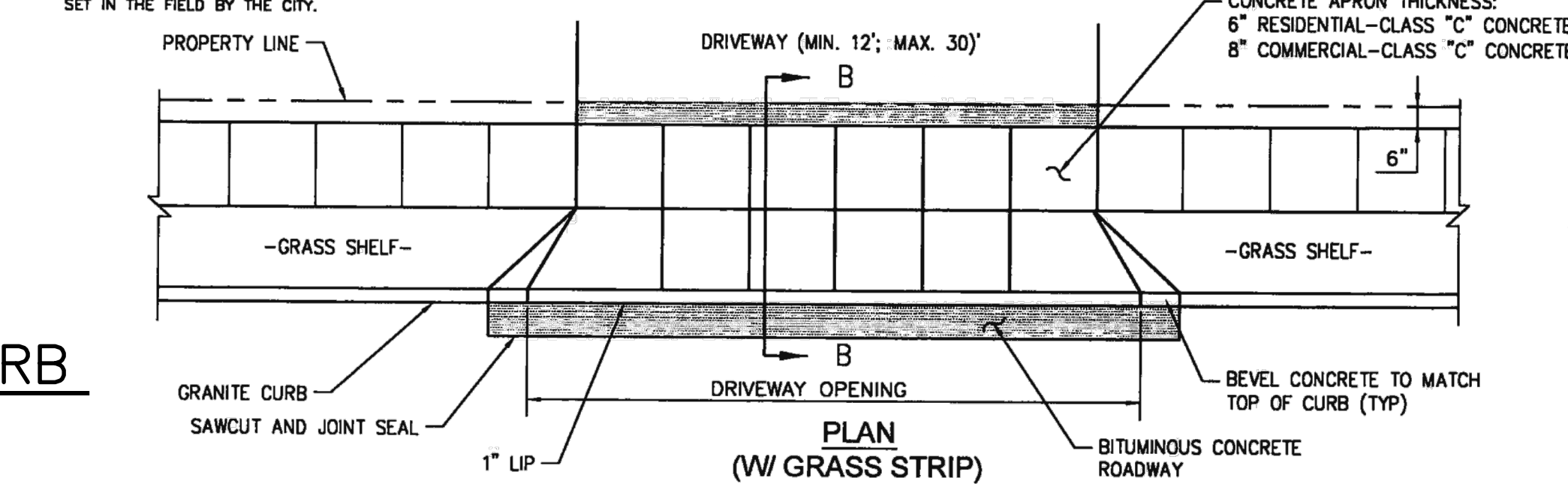
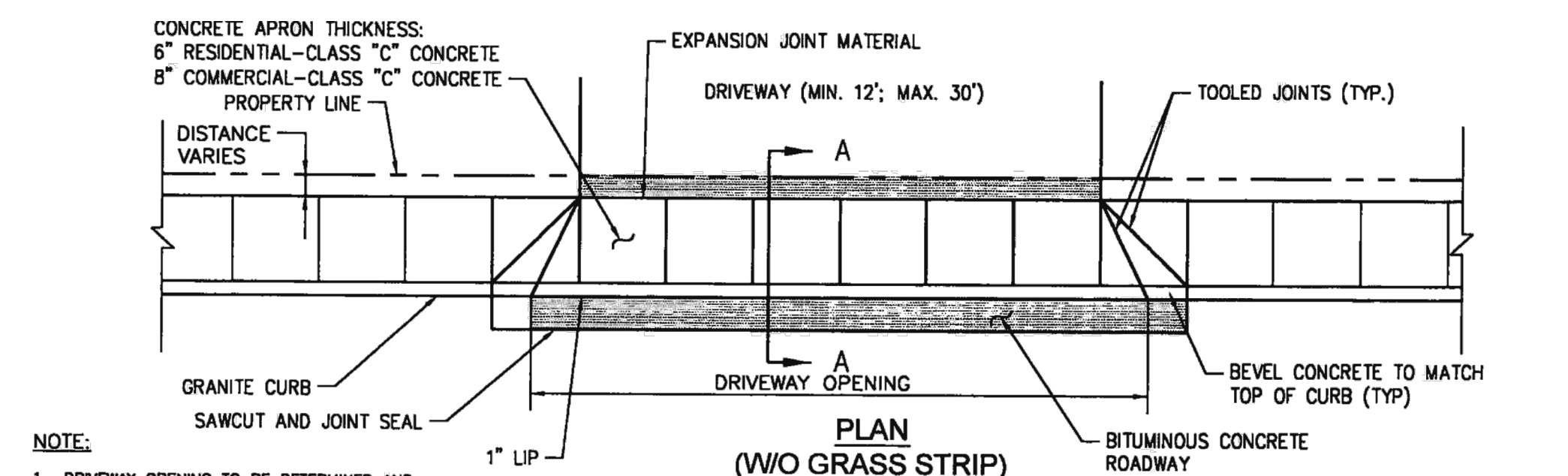
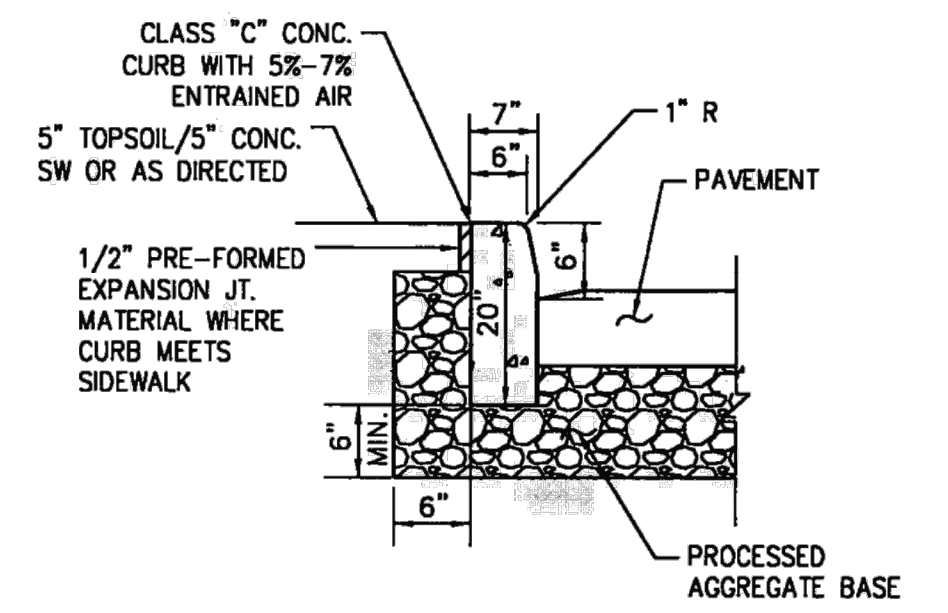
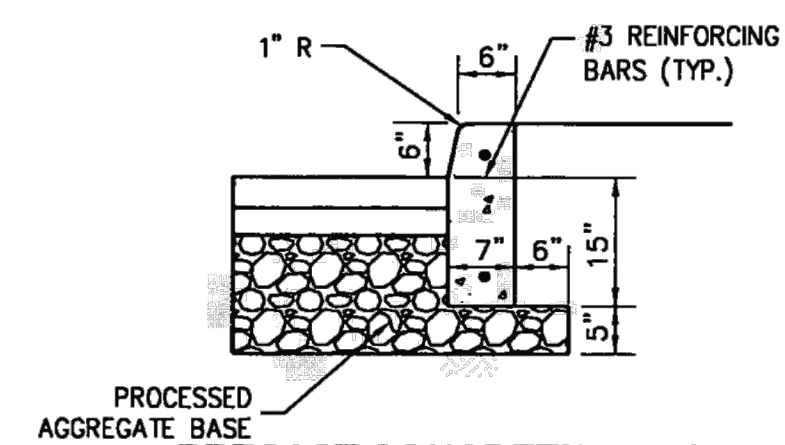
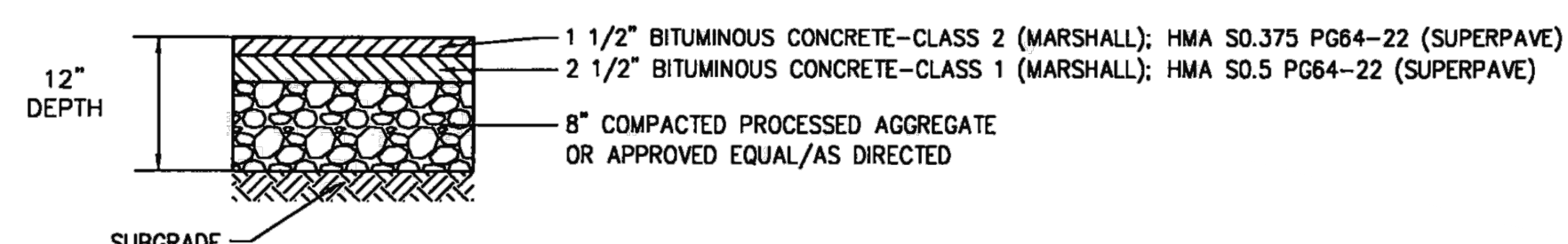
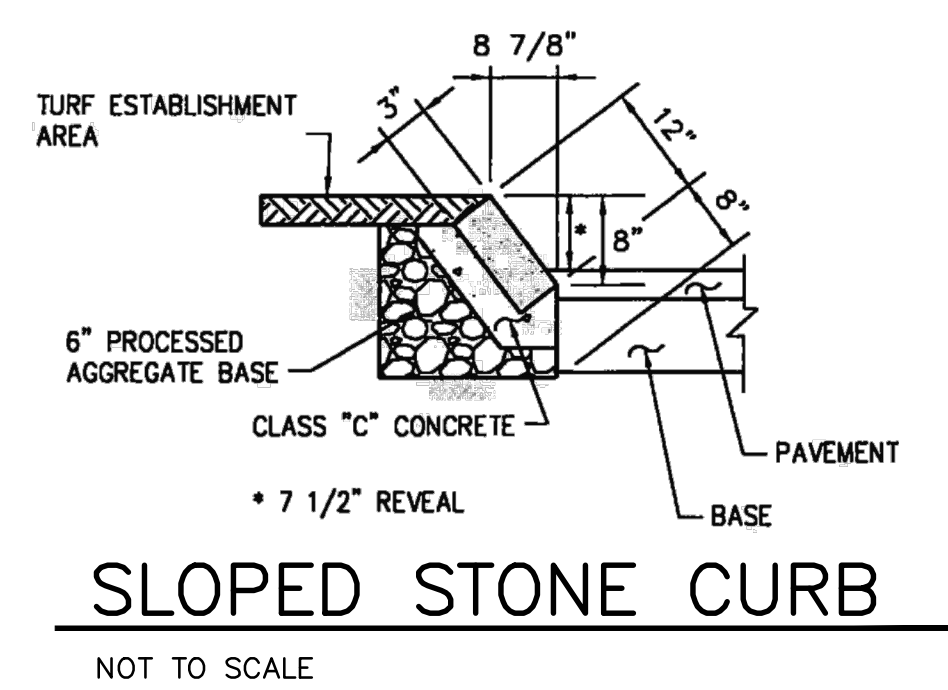
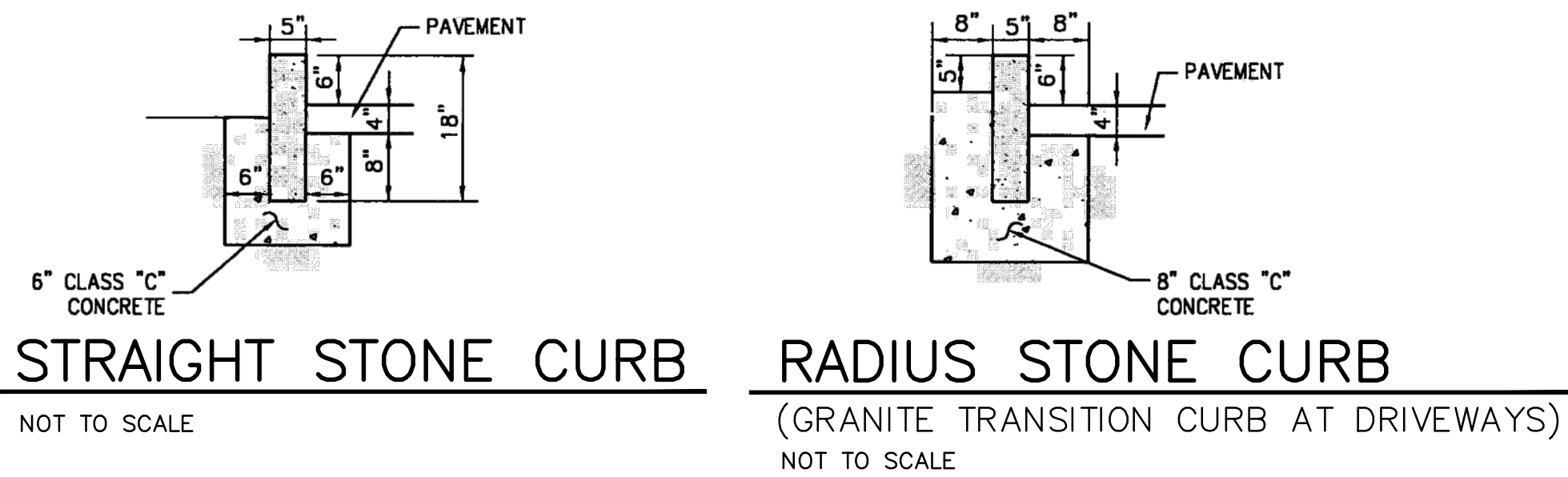
DATE: AUGUST 2023
PROJECT NO.: 30078536
FILE NAME: C-02
DESIGNED BY: AME
DRAWN BY: AME
CHECKED BY: WBC

SHEET TITLE

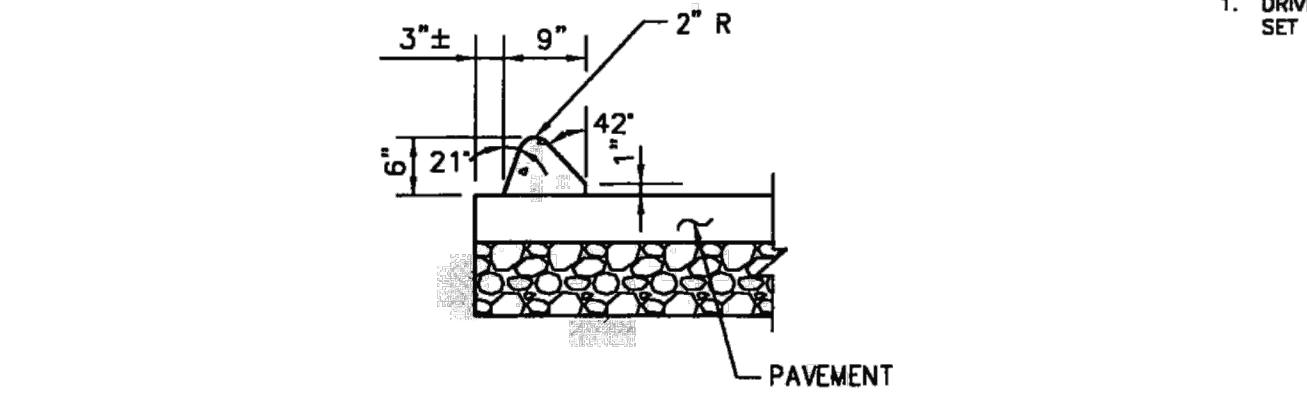
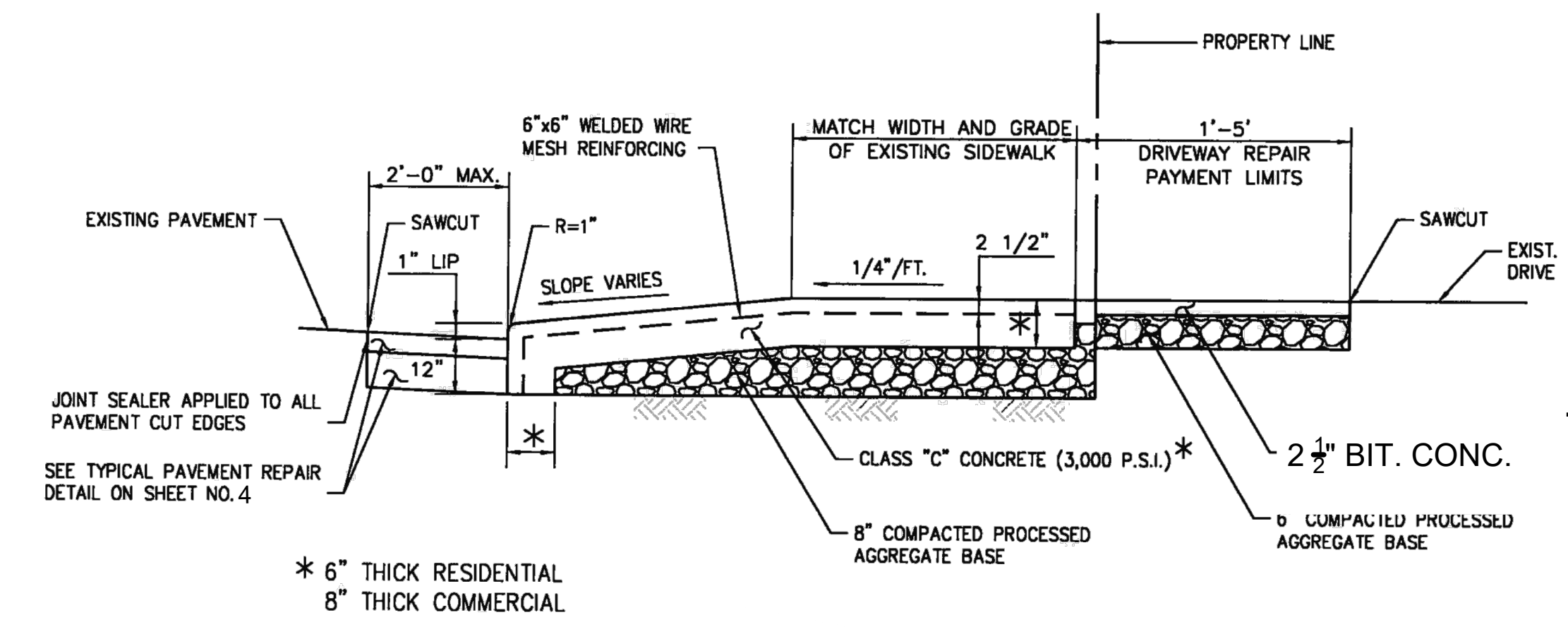
CIVIL
**TRENCHING & CITY
ROW RESTORATION 1**

SCALE:

File C:\USERS\VALDERBROCK\ARCADIS\30078536 - NEW LONDON CT LEAD SERVICE LINE - PROJECT DOCUMENTS\10 DESIGN DRAWINGS\30078536 - NEW LONDON LEAD SERVICE LINES\02-DRAWINGS\SHEETS\CIVIL

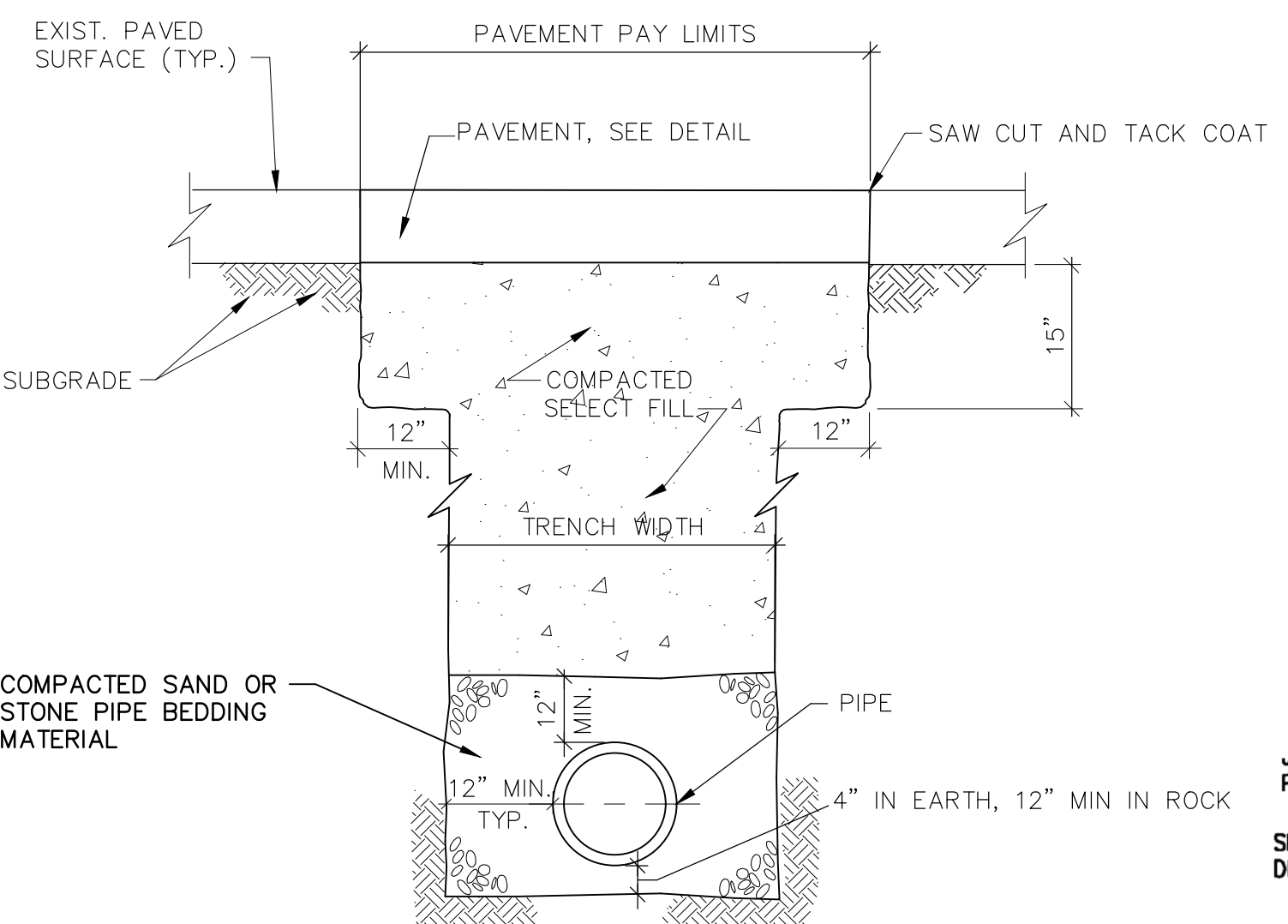
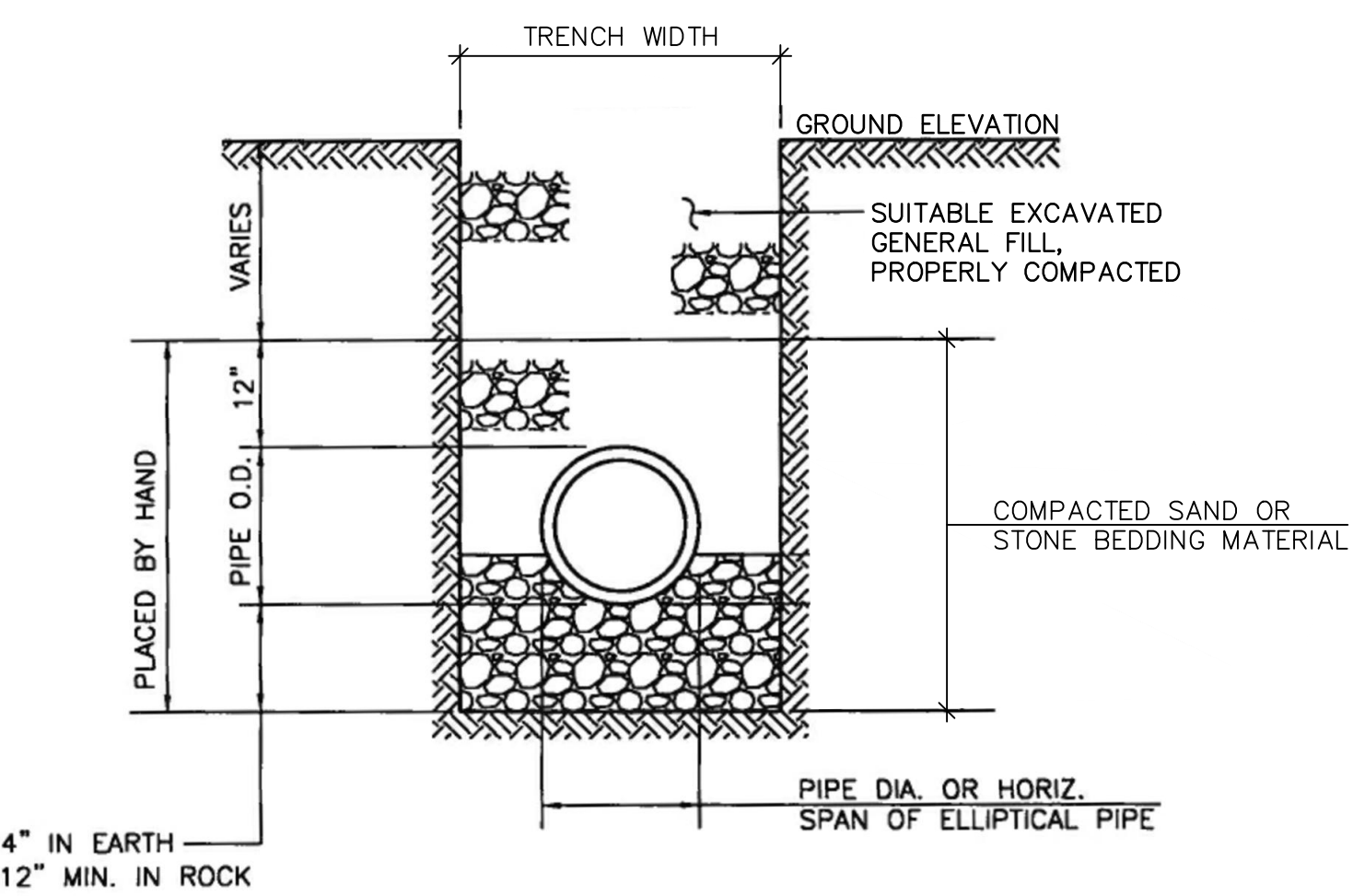
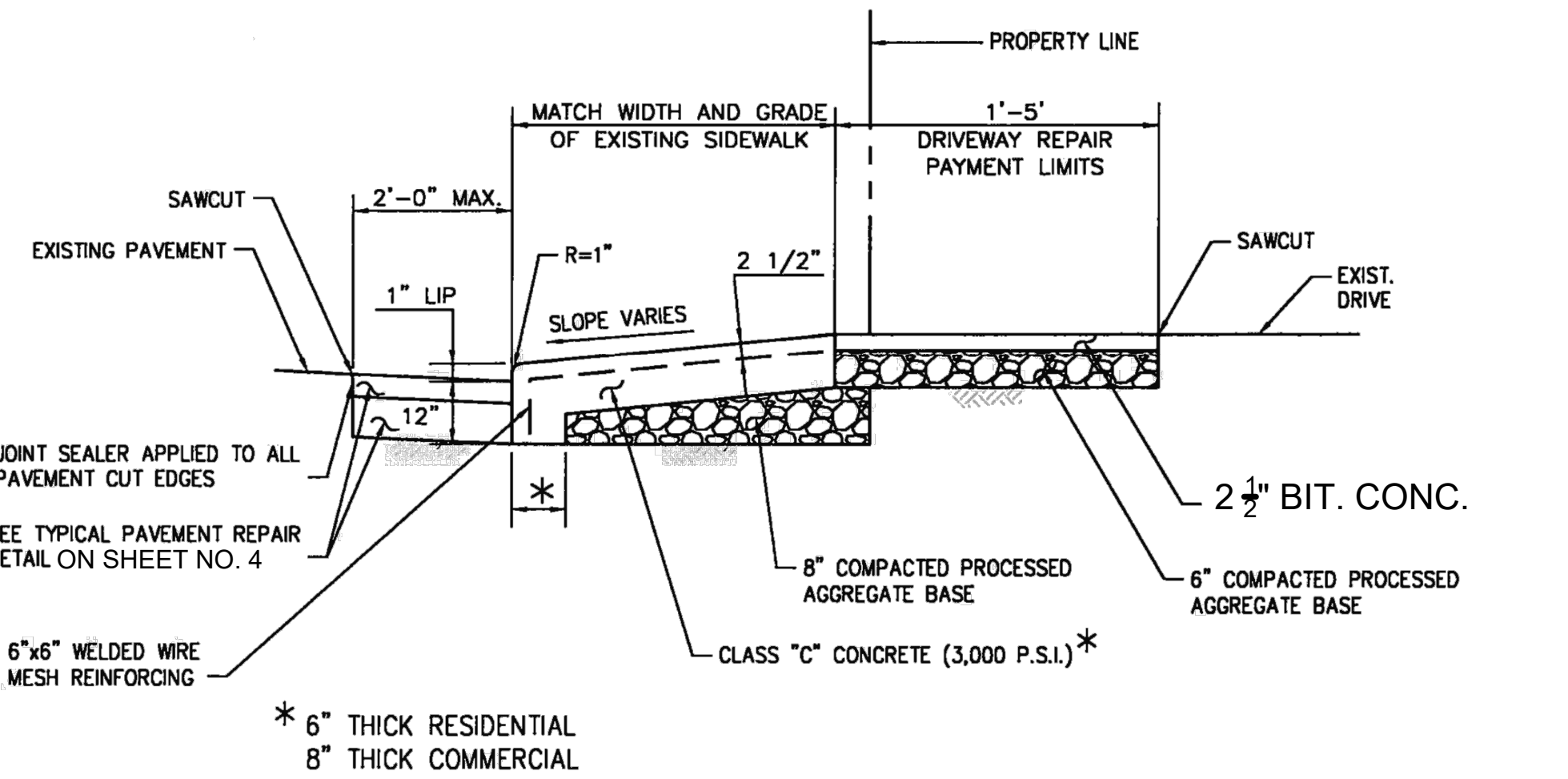


NOTE:
1. DRIVEWAY OPENING TO BE DETERMINED AND SET IN THE FIELD BY THE CITY.



BITUMINOUS CONCRETE LIP CURB
NOT TO SCALE

**RESIDENTIAL & COMMERCIAL
CONCRETE DRIVEWAY APRONS**
NOT TO SCALE

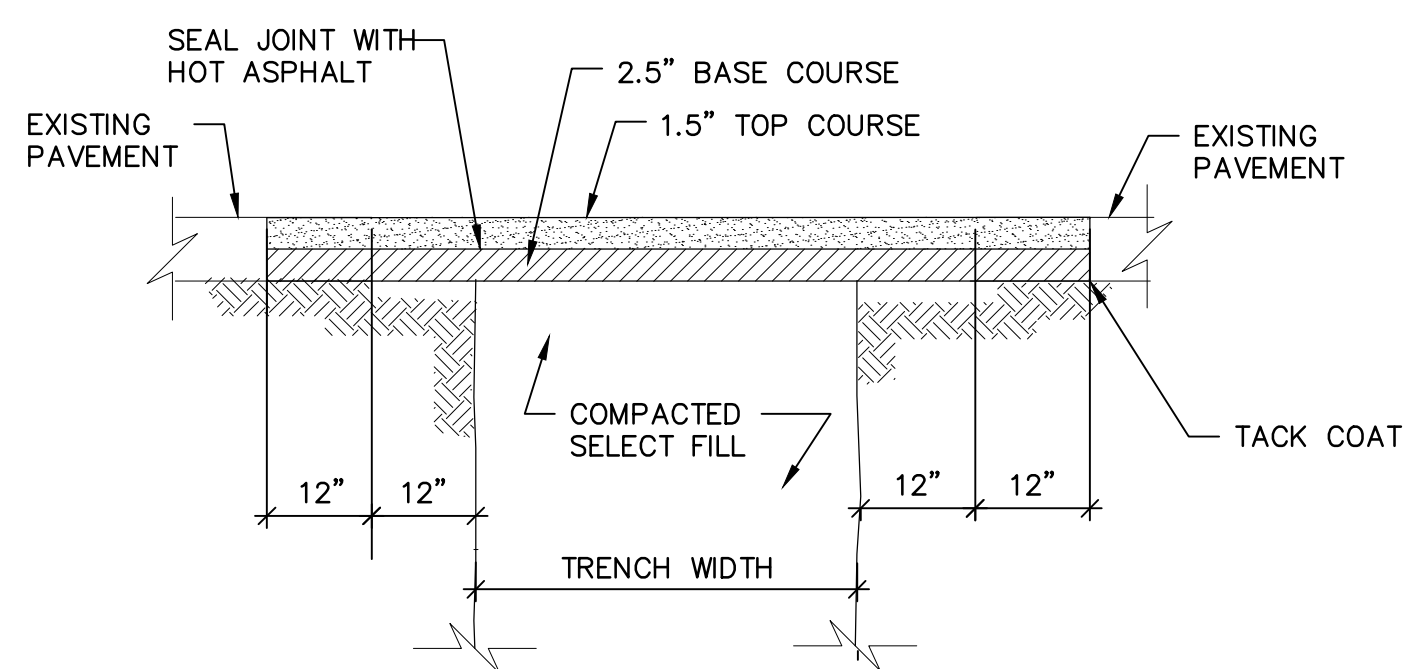


NOTES:
1. BASE AND SURFACE RESTORATION OF PAVEMENT SHALL BE PERFORMED AS SPECIFIED UNDER CONNECTICUT DOT.
2. PRIOR TO REPLACEMENT OF THE BASE COURSE, ONE FOOT OUTSIDE OF EACH EDGE OF THE OPENING SHALL BE SAWED, IN A NEAT STRAIGHT LINE, TO THE TOP ELEVATION OF THE EXISTING AGGREGATE SUBBASE OR STONE COURSE BASE, AND THE DETACHED MATERIAL SHALL BE REMOVED AND DISPOSED.

* 6" THICK RESIDENTIAL
8" THICK COMMERCIAL

NOTES:

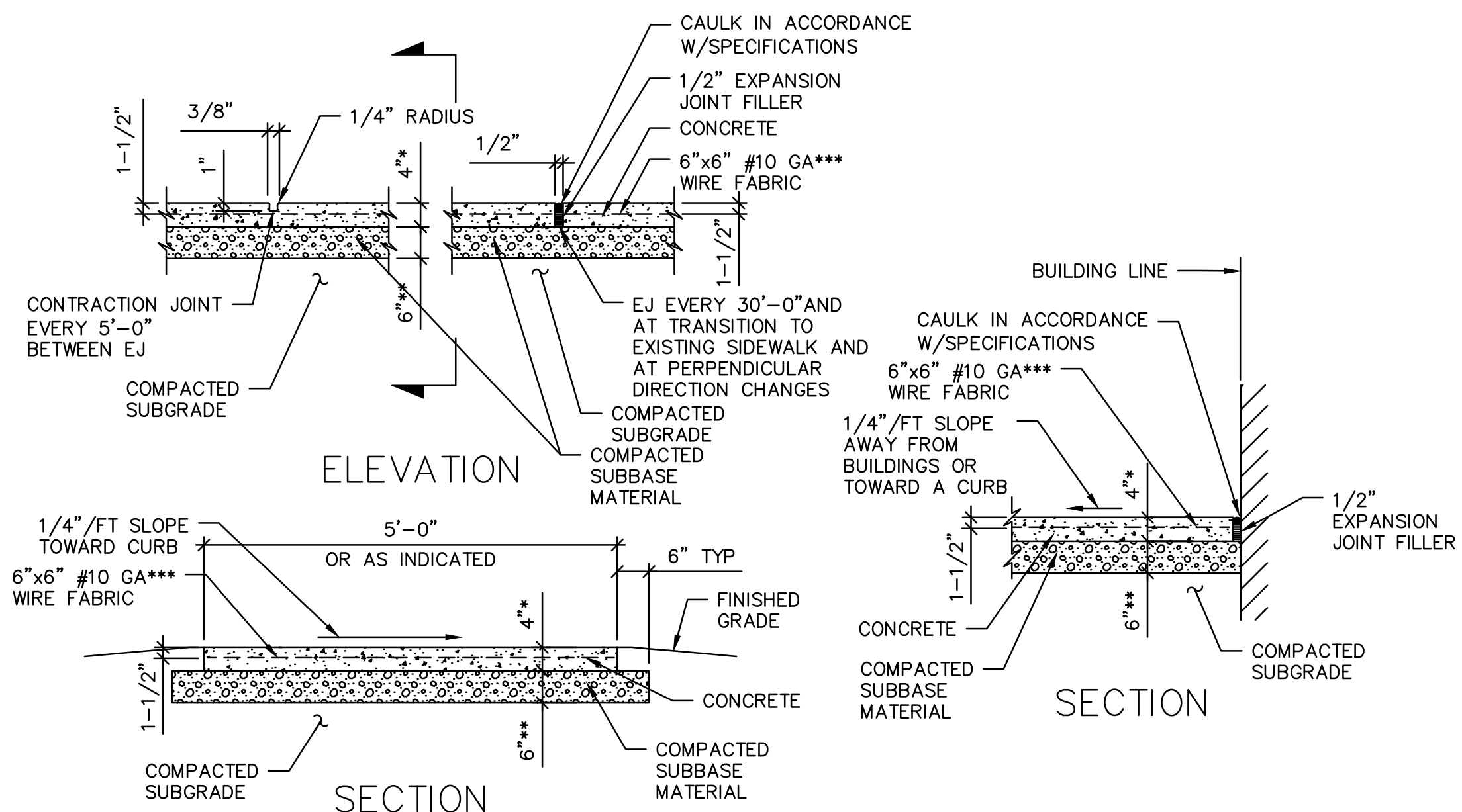
1. MAXIMUM SLOPE OF ADJOINING GUTTERS AND ROAD SURFACES IMMEDIATELY ADJACENT TO THE SIDEWALK RAMP SHOULD NOT EXCEED 20:1.
2. CARE SHALL BE TAKEN TO ASSURE UNIFORM SLOPE ON THE RAMPS, FREE OF SAGS AND ABRUPT GRADE CHANGES.
3. ALL ADA (AMERICAN DISABILITY ACT) CONCRETE RAMPS SHALL BE CONSTRUCTED OF CLASS "C" CONCRETE AND SHALL MEET ALL THE REQUIRED TECHNICAL AND MATERIAL SPECIFICATIONS AS SPECIFIED WITHIN THE STATE OF CONNECTICUT STANDARD SPECIFICATION FORM 816 AS AMENDED.
4. ALL RAMP SURFACES SHALL BE TREATED WITH A STIFF BROOM FINISH TRANSVERSE TO THE SLOPE OF THE RAMP.
5. AS PER FEDERAL AND STATE REGULATIONS, DETECTABLE DOMED WARNING PADS MEASURING A STANDARD 2'-FEET BY 4'-FEET SHALL BE INSTALLED WITHIN EACH RAMP.
6. THE PAD COLOR SHALL BE GRAY UNLESS OTHERWISE INSTRUCTED. NO SURFACE GLUING OF THE PAD TO THE CONCRETE RAMP WILL BE ALLOWED. ALL PADS ARE TO BE ATTACHED WITH THE PROPER HARDWARE. PLACE EDGE OF RAMP 8-INCHES FROM THE EDGE OF THE ROAD.
7. CONCRETE SHALL BE USED IN THE TRANSITION SECTIONS TO EACH RAMP. NO STONE CURBING IS REQUIRED. THE EDGE OF THE RAMP SHALL MATCH EVENLY WITH THE EDGE OF PAVEMENT. NO "RISE" BETWEEN THE RAMP AND PAVEMENT WILL BE ALLOWED. THE CONTRACTOR WILL BE MADE RESPONSIBLE TO MAKE ALL THE NECESSARY CORRECTIONS.
8. ALL ADA RAMPS ARE TO HAVE A MAXIMUM SLOPE OF 12:1.
9. ALL RAMPS TO BE CONSTRUCTED WITH 6"x6" WELDED WIRE MESH REINFORCING.
10. ALL STONE CURB SHALL CONFORM TO THE STATE OF CONNECTICUT STANDARD SPECIFICATION FORM 816, ARTICLE M12.06 FOR GRANITE CURBING.
11. MINIMUM LENGTH OF STONE CURB IS 4'-0".
12. STONE CURB SHALL BE FINISH-SAWN TOP AND SPLIT FACE JOINTED.
13. STONE CURB WITH A RADIUS OF 100' OR LESS SHALL BE BUILT OF CURVED STONE CURB AND SET IN 8" OF CLASS "C" CONCRETE AS SHOWN ON THE DETAIL.
14. ALL OPEN BOTTOM JOINTS BETWEEN SECTIONS OF STRAIGHT STONE CURB SHALL BE BACKFILLED WITH CLASS "C" CONCRETE.
15. ALL BACKFILL MATERIAL AROUND STRAIGHT, RADIUS OR RESET STONE CURBING SHALL BE CLASS "C" CONCRETE (3,000 PSI).
16. TOP OF CONCRETE BACKFILL SHALL BE 10" ON PAVEMENT SIDE AND 5" ON BACK SIDE, MEASURED DOWN, FROM TOP OF CURB.
17. AT ALL BEGINNING AND ENDING POINTS OF ALL STONE CURBING INSTALLATIONS, A 3-FOOT TAPERED CURB SHALL BE USED TO TRANSITION BETWEEN THE EXISTING PAVEMENT/GROUND AND HEIGHT OF THE NEW CURBING, OR AS DIRECTED.
18. RECONSTRUCT ANY EXISTING WALKS TO THEIR EXISTING WIDTH.
19. ALL SURFACES AREAS TO HAVE A STIFF BROOM FINIS.
20. PAVEMENT SHALL BE IN ACCORDANCE WITH CTDOT STANDARDS AND SPECIFICATIONS.
21. WHERE EXISTING SUBBASE AND PAVEMENT DEPTH(S) ARE GREATER THAN WHAT IS SHOWN IN THE DETAILS ABOVE, SUBBASE AND PAVEMENT SHALL MATCH THE EXISTING PAVEMENT.
22. PROCESS GRAVEL BASE COURSE SHALL BE COMPACTED IN TWO LIFTS AT 5" TO 95% OF THE MAXIMUM DRY DENSITY.
23. THE ENTIRE AREA TO BE PAVED, INCLUDING THE EDGES, SHALL BE SWEEPED PRIOR TACK COAT AND PAVING.
24. PERMANENT PAVEMENT SHALL BE COMPLETED AFTER TEMPORARY PAVEMENT HAS SETTLED OVER A FULL FREEZE/THAW SEASON.
25. ALL PAVEMENT MARKINGS REMOVED OR DAMAGED TO BE RESTORED FOLLOWING TEMPORARY AND PERMANENT PAVEMENT RESTORATION.
26. WHERE LOOP DETECTORS ARE DAMAGED BY TRENCHING OR PAVING WORK, LOOP DETECTORS TO BE REPAIRED/REPLACED IN ACCORDANCE WITH CTDOT AND CITY OF NEW LONDON'S STANDARDS AND SPECIFICATIONS.



NOTE: BEFORE FINAL PAVING, MILL TOP 1.5-INCHES OF TEMPORARY TRENCH PAVEMENT AND MILL TOP 1.5-INCHES OF EXISTING PAVEMENT TO THE AREA INDICATED. INSTALL TACK COAT AND 1.5-INCH TOP COURSE.

CITY STREET PERMANENT PAVEMENT RESTORATION

NOT TO SCALE



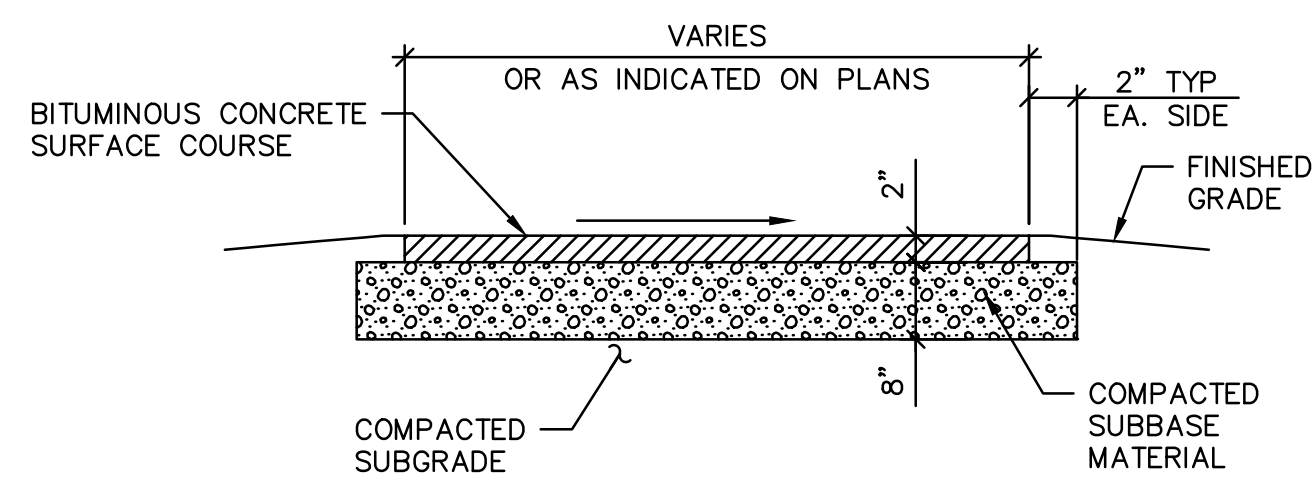
NOTE:
 * CONCRETE SIDEWALK SHALL BE 8" THICK IN DRIVEWAY AREA
 ** COMPACTED SUBBASE MATERIAL SHALL BE 12" THICK IN DRIVEWAY AREA.
 *** WIRE FABRIC SHALL BE #6 GA IN DRIVEWAY AREA.

TYPICAL CONCRETE SIDEWALK DETAIL

NOT TO SCALE

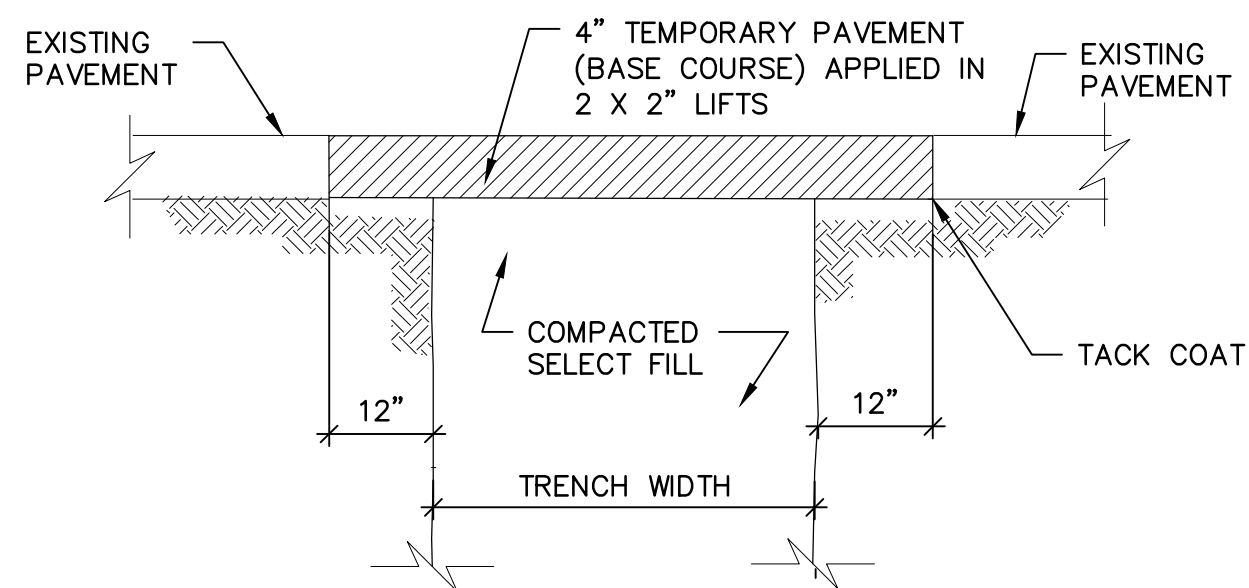
ADDITIONAL CONCRETE SIDEWALK NOTES:

1. BASE SHALL BE KEPT THOROUGHLY WET DURING COMPACTION AND SHALL BE DAMP WHEN CONCRETE IS POURED (NO POOLS ALLOWED).
2. ADDITIONAL EXPANSION JOINTS TO BE PROVIDED WHERE THE SIDEWALK JOINS ANY RIGID STRUCTURES INCLUDING, BUT NOT LIMITED TO, CURBS, BUILDINGS, WALLS, APRONS, PADS, OTHER SIDEWALKS, ETC.
3. EXPANSION JOINT FILLER SHALL BE PREFORMED BITUMINOUS CELLULAR (FIBER) TYPE PER AASHTO M 213 REQUIREMENTS.
4. CONTRACTOR SHALL REMOVE UNSUITABLE MATERIAL AND REPLACE WITH FILL MATERIAL APPROVED BY ENGINEER AT NO ADDITIONAL COST TO THE OWNER.



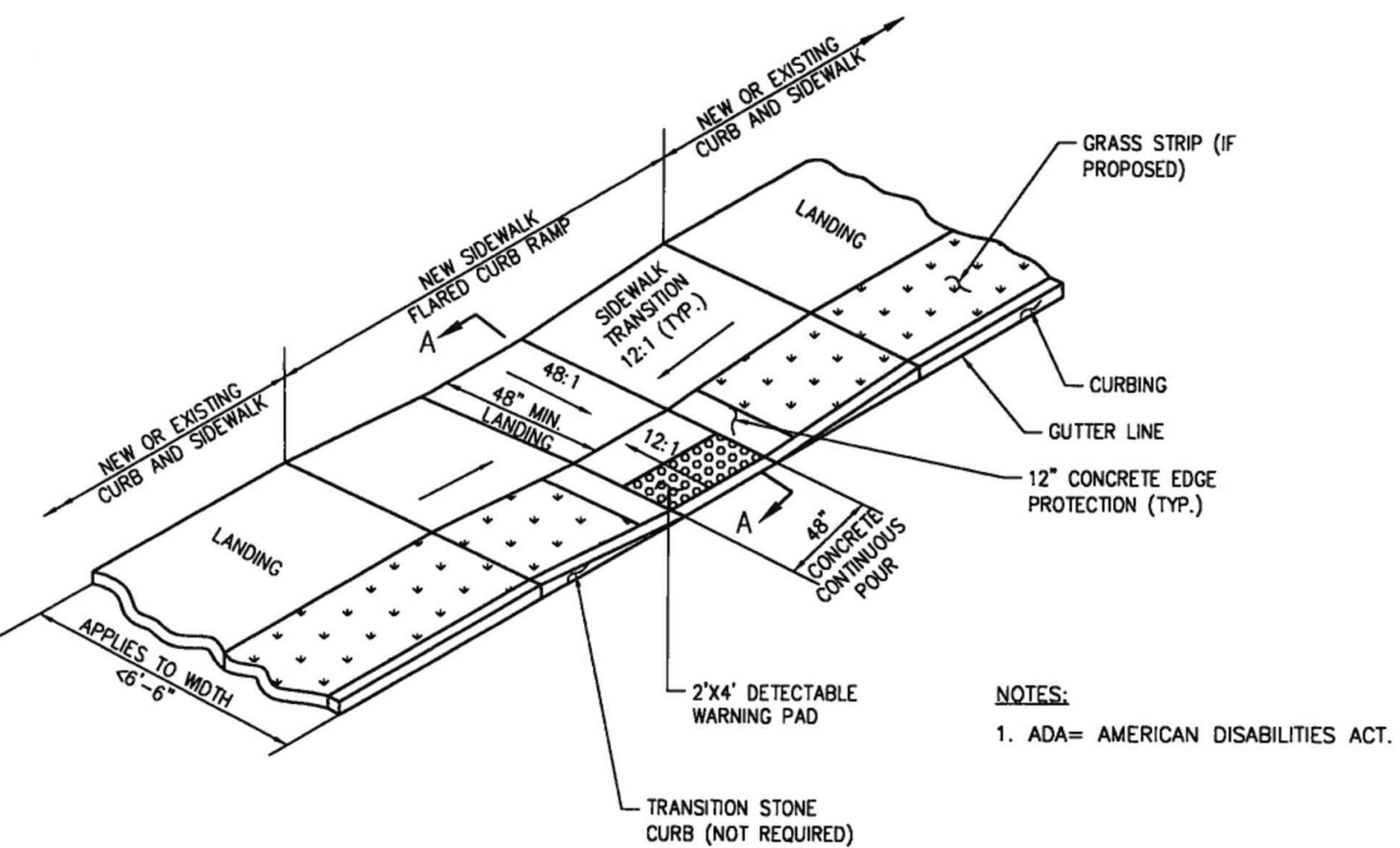
TEMPORARY BITUMINOUS CONCRETE WALK DETAIL

NOT TO SCALE



CITY STREET TEMPORARY PAVEMENT RESTORATION

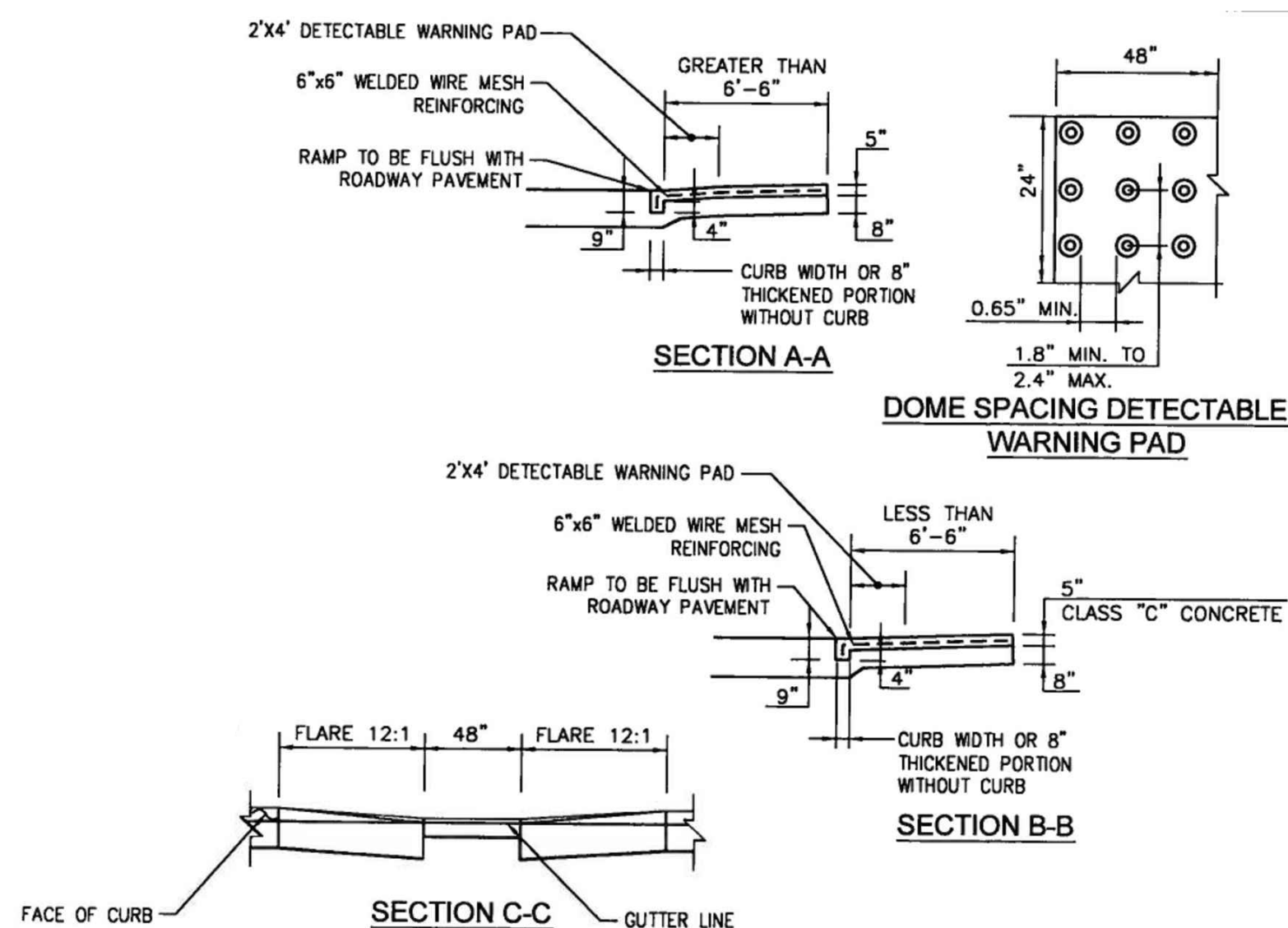
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NOTES:
 1. ADA= AMERICAN DISABILITIES ACT.

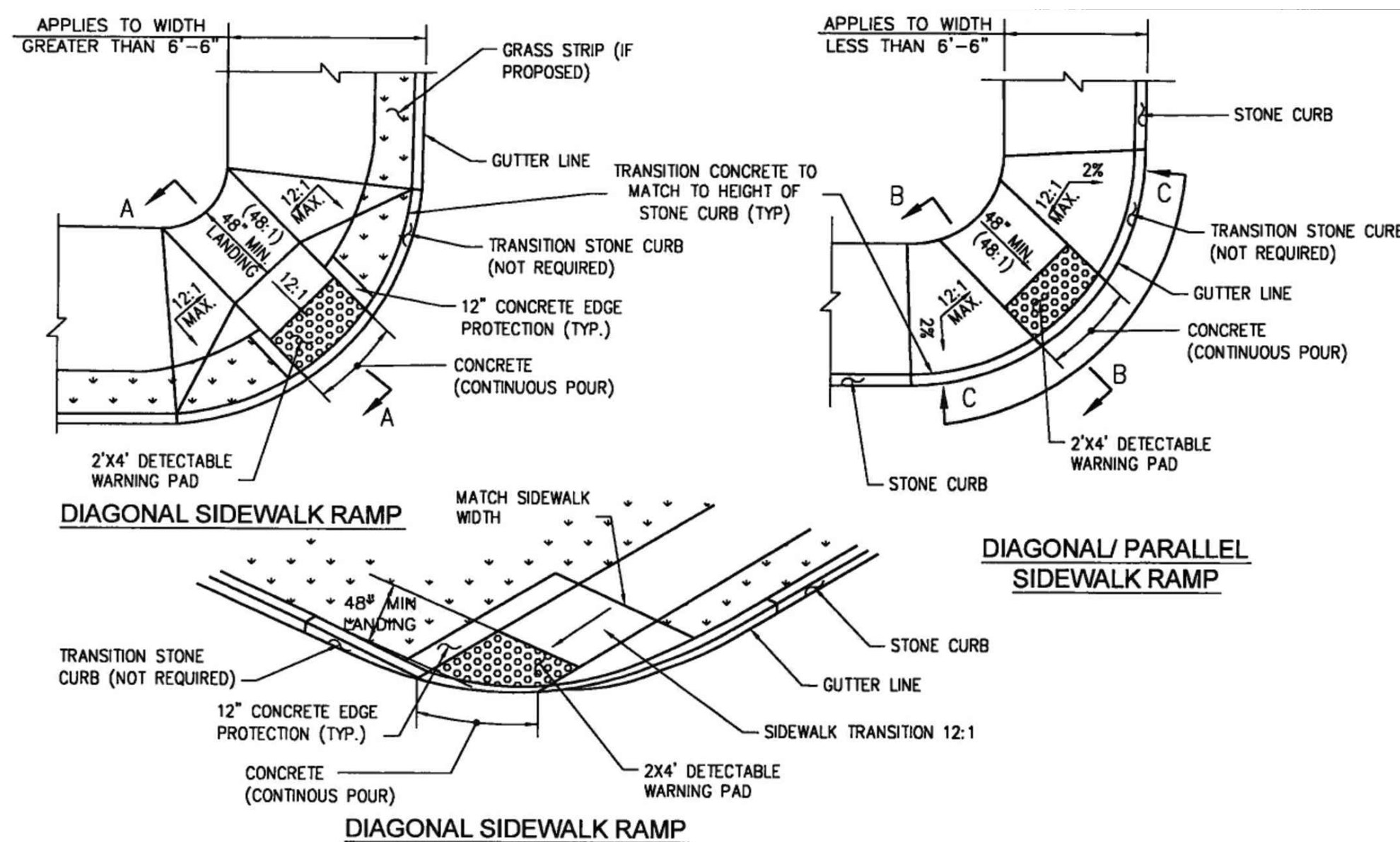
ADA PERPENDICULAR SIDEWALK RAMP

NOT TO SCALE



ADA SIDEWALK RAMP NOTES AND DETAILS

NOT TO SCALE



ADA SIDEWALK RAMP AT INTERSECTIONS

NOT TO SCALE



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DATE:	AUGUST 2023
PROJECT NO.:	30078536
FILE NAME:	C-03
DESIGNED BY:	AME
DRAWN BY:	AME
CHECKED BY:	WBC

CIVIL
CITY ROW RESTORATION 2

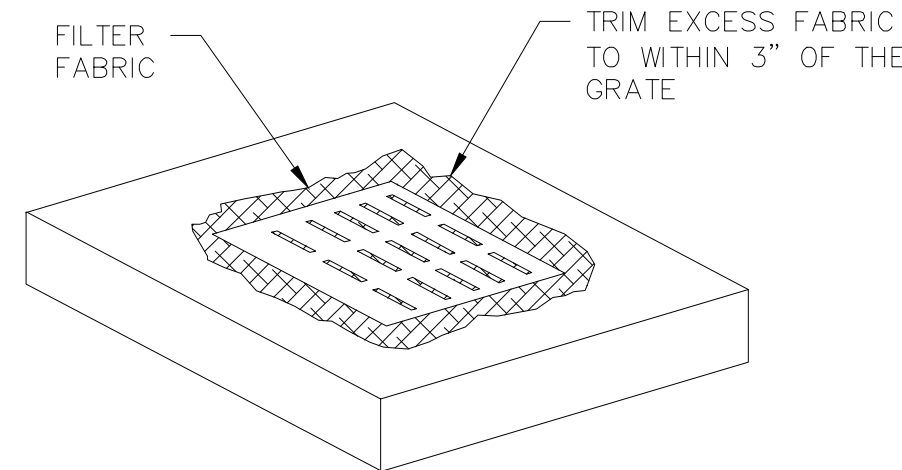


James R. Johnson
August 21, 2023

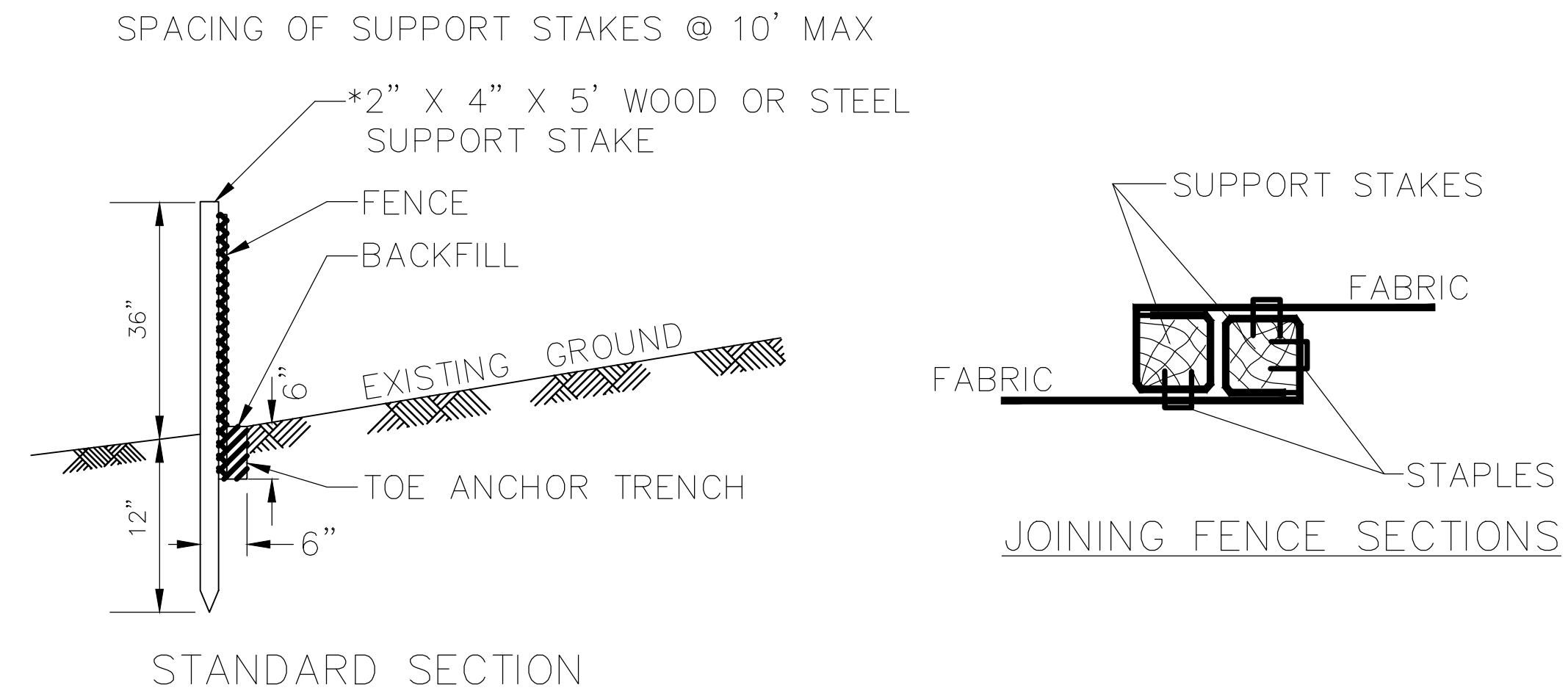
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EROSION AND SEDIMENT CONTROL NOTES:

1. CONTRACTOR SHALL BE RESPONSIBLE FOR IMPLEMENTING AND MAINTAINING EROSION AND SEDIMENT CONTROL DEVICES DURING CONSTRUCTION WHERE DIRECTED BY THE ENGINEER, CITY OF NEW LONDON, OR OTHER AUTHORITIES HAVING JURISDICTION. EROSION AND SEDIMENT CONTROL DEVICES SHALL BE INSPECTED WEEKLY AND AFTER EVERY STORM EVENT. ANY REPAIRS OR REQUIRED MAINTENANCE TO EROSION AND SEDIMENT CONTROL DEVICES SHALL BE CONDUCTED IMMEDIATELY FOLLOWING THE INSPECTION.
2. ALL SOIL EROSIONS AND SEDIMENT CONTROL PRACTICES WILL BE INSTALLED IN ACCORDANCE WITH THE STANDARDS FOR SOIL EROSION AND SEDIMENT CONTROL IN CONNECTICUT AND THE "CONNECTICUT GUIDELINES FOR SOIL EROSION AND SEDIMENT CONTROL", MAY 2002 (AND ALL AMENDMENTS) BY THE CONNECTICUT COUNCIL ON SOIL AND WATER CONSERVATION IN COOPERATION WITH THE CONNECTICUT DEPARTMENT OF ENERGY AND ENVIRONMENTAL PROTECTION. INSTALL ALL SOIL EROSION AND SEDIMENT CONTROLS IN ACCORDANCE WITH THE SPECIFICATIONS PRIOR TO ANY SOIL DISTURBANCE, EXCAVATION, OR SEWER BYPASS WORK.
3. CATCH BASIN PROTECTION SHALL BE INSTALLED AT ALL CATCH BASINS SUBJECT TO RUNOFF FROM CONSTRUCTION AREAS.
4. ALL DEBRIS IS TO BE REMOVED FROM SITE AND DISPOSED OF PROPERLY IN ACCORDANCE WITH ALL LOCAL, STATE AND FEDERAL REGULATIONS. NO DEBRIS IS TO REMAIN ON SITE.
5. UPON COMPLETION OF THE WORK, IF THE SEASON PREVENTS THE ESTABLISHMENT OF A PERMANENT COVER, THE AREA TO BE RESTORED WILL BE TEMPORARILY SEEDED.
6. AT THE TIME WHEN THE SITE PREPARATION FOR PERMANENT VEGETATIVE STABILIZATION IS GOING TO BE ACCOMPLISHED, ANY SOIL THAT WILL NOT PROVIDE A SUITABLE ENVIRONMENT TO SUPPORT ADEQUATE VEGETATIVE GROUND COVER SHALL BE REMOVED OR TREATED IN SUCH A WAY THAT WILL PERMANENTLY ADJUST THE SOIL CONDITIONS AND RENDER THEM SUITABLE FOR VEGETATIVE GROUND COVER.
7. WATER FROM DEWATERING OPERATIONS SHALL BE DISCHARGED INTO A DEWATERING BAG, DESIGNED TO FILTER OIL AND SEDIMENT, PRIOR TO A SURFACE WATER BODY. FILTER BAG SHALL BE PLACED ON CRUSHED STONE TO SUFFICIENT TO PREVENT EROSION FROM DISCHARGE WATER ON ADJACENT AREAS. FILTER BAG SHALL BE REPLACED WHEN DAMAGED OR NO LONGER FUNCTIONING AN AN APPROPRIATE LEVEL FOR EFFICIENT DEWATERING.
8. PREVENTATIVE AND CONTAINMENT MEASURES SHALL BE TAKEN TO AVOID SPILLAGE AND RELEASE OF PETROLEUM PRODUCTS AND OTHER POLLUTANTS. IN THE EVENT OF ANY SPILLAGE, PROMPT REMEDIAL ACTION SHALL BE TAKEN IN ACCORDANCE WITH ALL LOCAL, STATE, AND FEDERAL REGULATIONS.
9. FOLLOWING COMPLETION OF THE WORK, CONTRACTOR SHALL ELIMINATE ALL SIGNS OF TEMPORARY CONSTRUCTION FACILITIES AS DIRECTED BY THE ENGINEER OR CITY OF NEW LONDON.
10. ALL WORK SHALL BE CONDUCTED IN ACCORDANCE WITH ALL PERMITS.



CATCH BASIN PROTECTION
NOT TO SCALE



FILTER FABRIC FENCE NOTES

1. THE FENCE INSTALLATION SHALL BE INSPECTED AFTER EVERY PRECIPITATION EVENT OR AT LEAST ONCE EVERY WEEK. ANY NECESSARY REPAIRS SHALL BE MADE IMMEDIATELY.
2. ACCUMULATED SEDIMENTS SHALL BE REMOVED AS REQUIRED TO KEEP THE FENCE FUNCTIONAL. IN ALL CASES REMOVE DEPOSITS WHERE THE ACCUMULATIONS REACH 1/2 THE ABOVE GROUND HEIGHT OF THE FENCE.
3. FILTER FABRIC WILL BE REPLACED PER MANUFACTURERS RECOMMENDATIONS FOR WEATHERING.
4. FOR EACH SPECIFIC USE, ONLY GEOTEXTILES WHICH ARE ALREADY ON THE CONNECTICUT DEPARTMENT OF TRANSPORTATION'S GEOTEXTILE APPROVED LIST FOR THE GEOTEXTILE TYPE ARE TO BE USED.
5. ALL EROSION CONTROL SYSTEMS TO BE INSTALLED PRIOR TO ANY CONSTRUCTION.
5. INSTALL FILTER FENCES AROUND CANOPY DRIPLINES OF ANY AFFECTED TREES IN WORK AREA, EXCEPT WHERE WORK LIMITS WITHIN DRIPLINES ARE APPROVED BY ENGINEER OR OWNER.

FILTER FABRIC FENCE DETAIL
NOT TO SCALE