

# CITY OF NEW LONDON

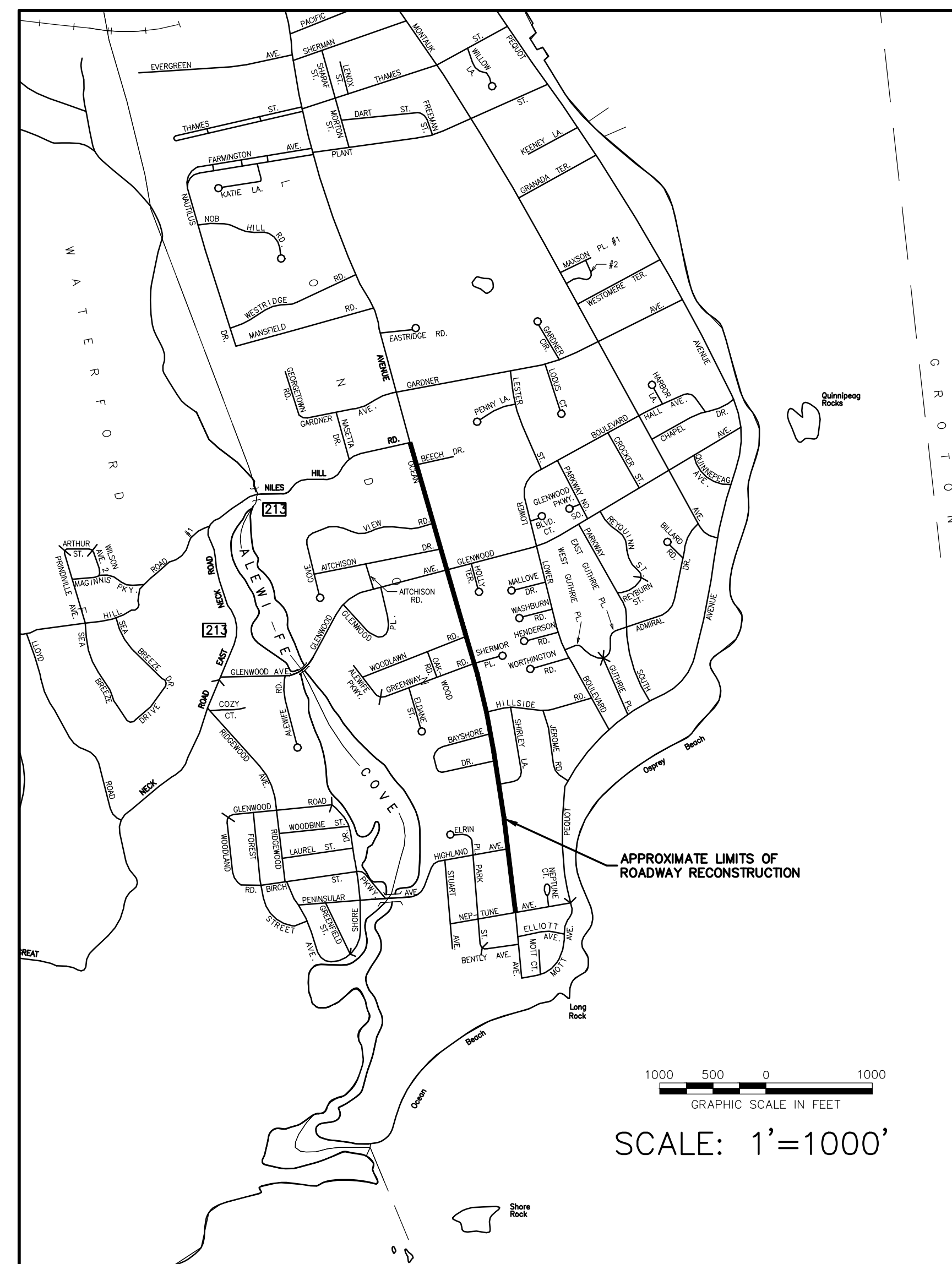
## OCEAN AVENUE ROADWAY RECONSTRUCTION

### FROM NILES HILL ROAD TO NEPTUNE AVENUE

#### SEPTEMBER 2, 2016

PROJECT FUNDED THROUGH THE CONNECTICUT DEPARTMENT OF TRANSPORTATION  
LOCAL TRANSPORTATION CAPITOL IMPROVEMENT PROGRAM (LOTICIP)

DRAWING INDEX	
SHEET NUMBER	SHEET TITLE
1	COVER SHEET
2	PLAN AND PROFILE STATION 0+00 TO STATION 5+00
3	PLAN AND PROFILE STATION 5+00 TO STATION 10+00
4	PLAN AND PROFILE STATION 10+00 TO STATION 15+00
5	PLAN AND PROFILE STATION 15+00 TO STATION 20+00
6	PLAN AND PROFILE STATION 20+00 TO STATION 25+00
7	PLAN AND PROFILE STATION 25+00 TO STATION 30+00
8	PLAN AND PROFILE STATION 30+00 TO STATION 35+00
9	PLAN AND PROFILE STATION 35+00 TO STATION 40+00
10	PLAN AND PROFILE STATION 40+00 TO STATION 45+00
11	CONSTRUCTION DETAILS
12	CONSTRUCTION DETAILS



CITY OF NEW LONDON, CONNECTICUT  
DEPARTMENT OF PUBLIC WORKS



QUALITY CONTROL CERTIFICATION		
GROUP	REVIEWED	DATE
PROJECT MANAGER		
SURVEY		
ENVIRONMENTAL		
CIVIL		
STRUCTURAL		
ARCHITECTURAL		



**CME ASSOCIATES, INC.**

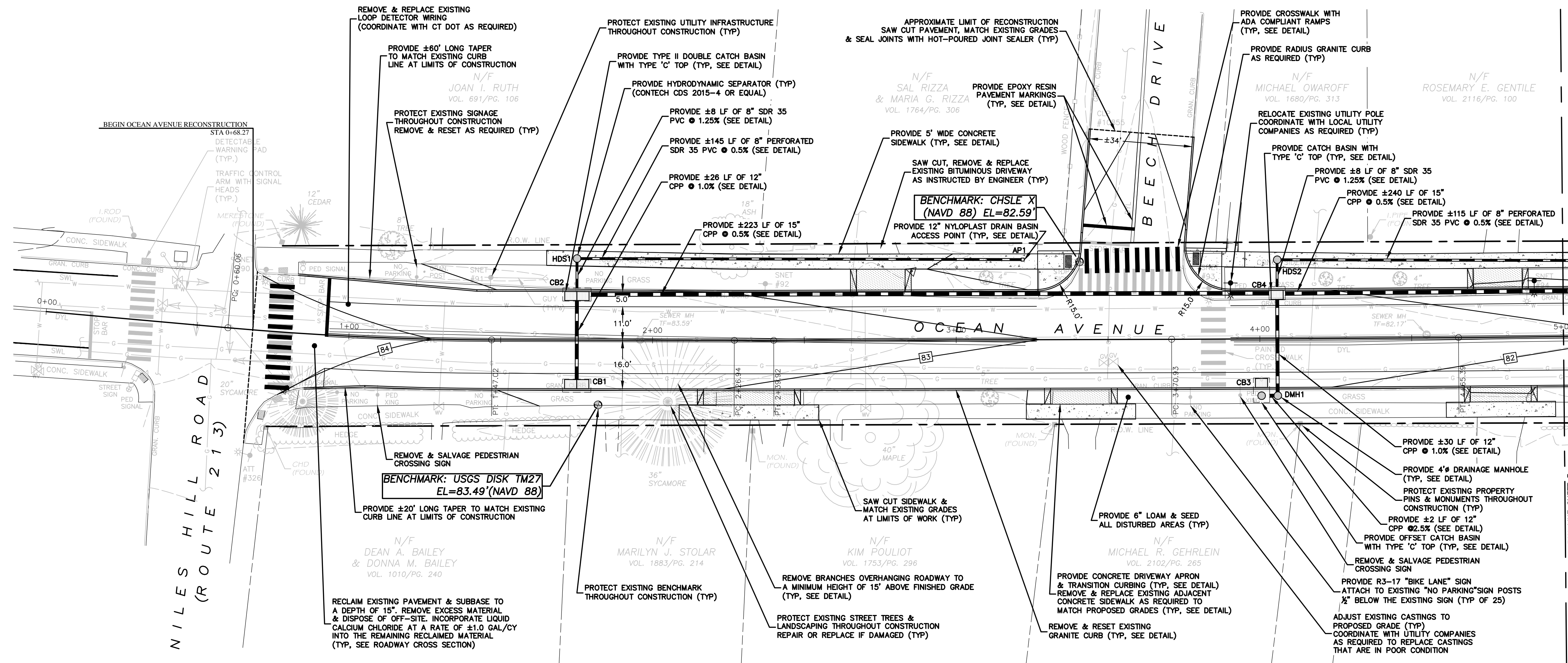
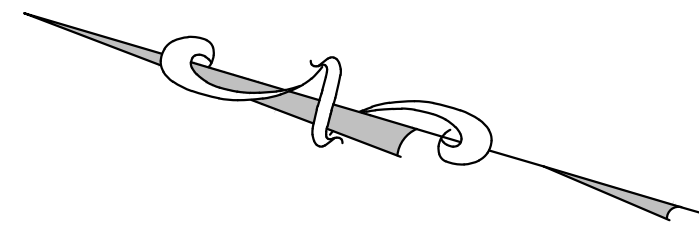
32 Crabtree Lane, Woodstock, CT 06281  
333 East River Drive, East Hartford, CT 06108  
50 Elm Street, Southbridge, MA 01550

888-291-3227 | www.cmeengineering.com

**SEPTEMBER 2, 2016**

THIS BOUND SET OF PLANS WAS PRINTED  
AND RELEASED ON THE ABOVE NOTED DATE

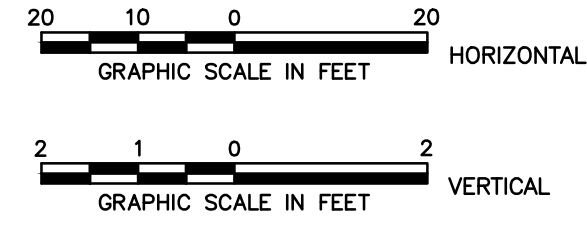
CME PROJECT #2016056



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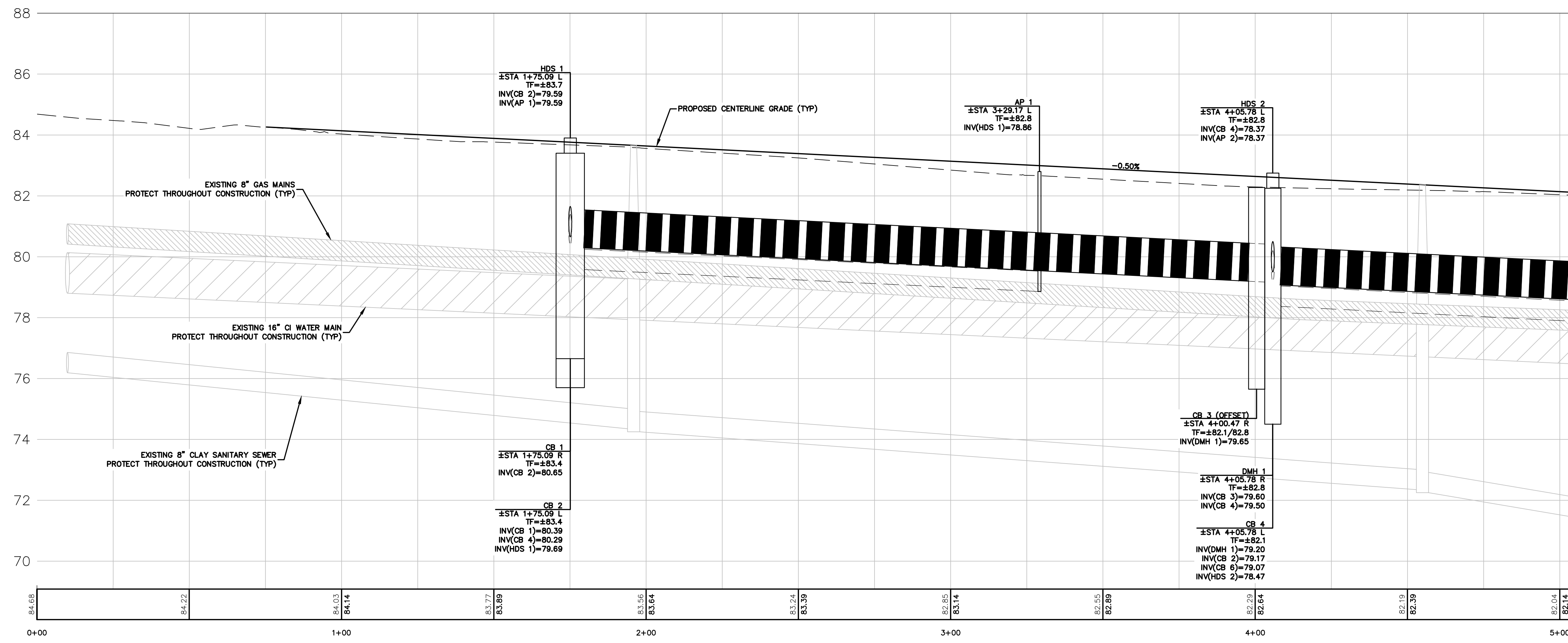
PROPERTY LINE	---
ABUTTERS LINE	---
EDGE OF PAVEMENT	---
CURB	---
EDGE OF GRAVEL	---
EXISTING CONTOUR	---
STONE WALL	---
RETAINING WALL	---
FENCE	---
SEWER LINE APPROXIMATE	---
WATER LINE APPROXIMATE	---
GAS LINE APPROXIMATE	---
NOW OR FORMERLY	N/F
UTILITY POLE	○
BOUNDARY POINT	○
DRILL HOLE	○
IRON MONUMENT	○
CONNECTICUT HIGHWAY	---
DEPARTMENT MONUMENT(CHD)	---
WATER VALVE	○
SOLID WHITE LINE	---
DOUBLE YELLOW LINE	---
HYDRANT	○
SIGN	---

- NOTES:**
- ALL AREAS OUTSIDE OF PAVEMENTS AND WALKS DISTURBED BY THE CONTRACTOR SHALL BE RESTORED WITH 6" OF LOAM & SEED, UNLESS OTHERWISE DIRECTED.
  - UNDERGROUND UTILITY, STRUCTURE AND FACILITY LOCATIONS DEPICTED HEREON HAVE BEEN COMPILED, IN PART, FROM RECORD MAPPING SUPPLIED BY THE RESPECTIVE UTILITY AGENCIES, FROM PAROLE TESTIMONY, FIELD MEASUREMENTS AND OTHER SOURCES. THESE LOCATIONS MUST BE CONSIDERED APPROXIMATE IN NATURE. ADDITIONALLY, OTHER SUCH FEATURES MAY EXIST ON THE SITE, THE EXISTENCE OF WHICH ARE UNKNOWN TO CME. THE SIZE, LOCATION AND EXISTENCE OF ALL SUCH FEATURES MUST BE FIELD DETERMINED AND VERIFIED BY THE APPROPRIATE AUTHORITIES PRIOR TO CONSTRUCTION.
  - CALL "CALL BEFORE YOU DIG" AT 1-800-922-4455 (811) AND ALL LOCAL UTILITIES THREE (3) WORKING DAYS PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITY.
  - ALL SALVAGED GRANITE CURBING, SIGNAGE, AND DRAINAGE AND UTILITIES CASTINGS SHALL REMAIN PROPERTY OF THE CITY OF NEW LONDON. CONTRACTOR SHALL DELIVER TO CITY FACILITY AS REQUESTED BY THE CITY OF NEW LONDON.
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**QUALITY CONTROL CERTIFICATION**

GROUP	REVIEWED	DATE
PROJECT MANAGER		
SURVEY		
ENVIRONMENTAL		
CIVIL		
STRUCTURAL		
ARCHITECTURAL		



**CME ASSOCIATES, INC.**  
 32 Crabtree Lane, Woodstock, CT 06281  
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ROADWAY RECONSTRUCTION  
 PREPARED FOR  
**CITY OF NEW LONDON**  
 OCEAN AVENUE  
 NEW LONDON, CONNECTICUT  
**PLAN AND PROFILE**  
**STATION 0+00 TO STATION 5+00**

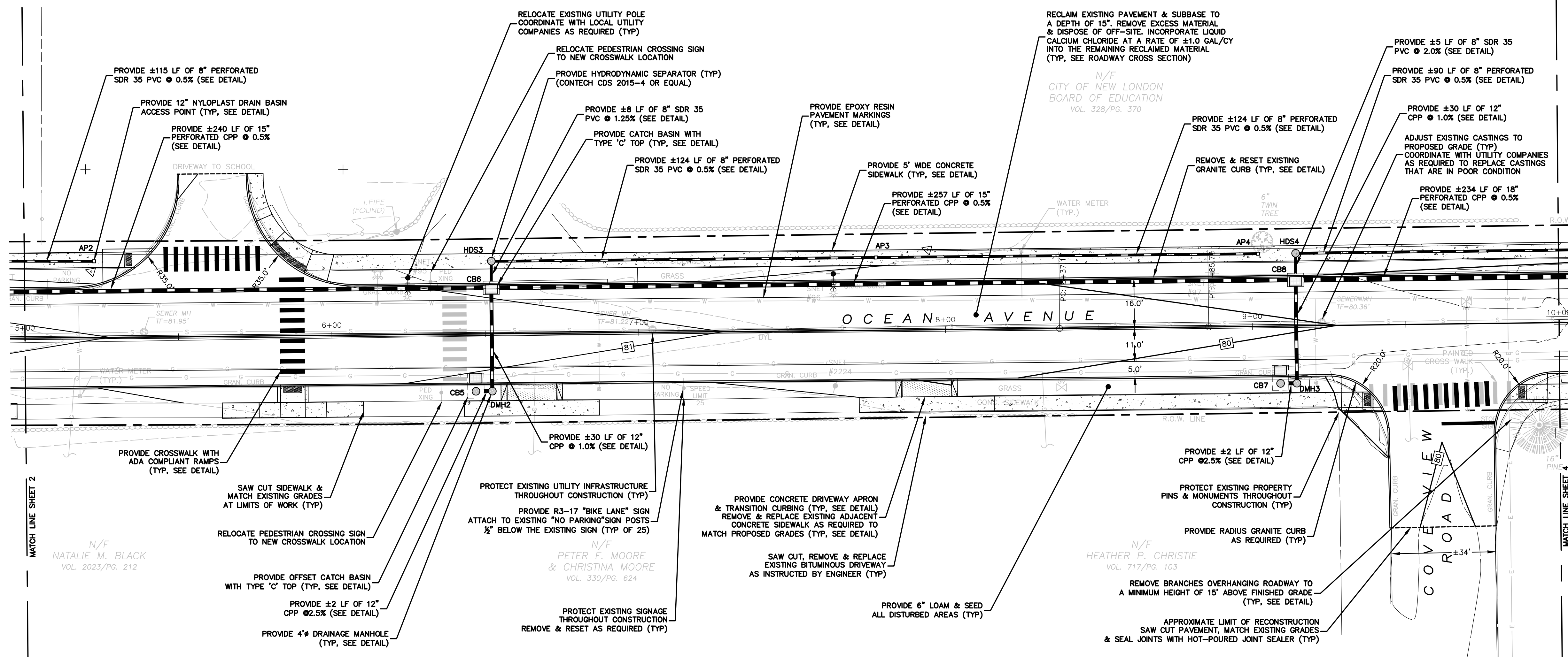
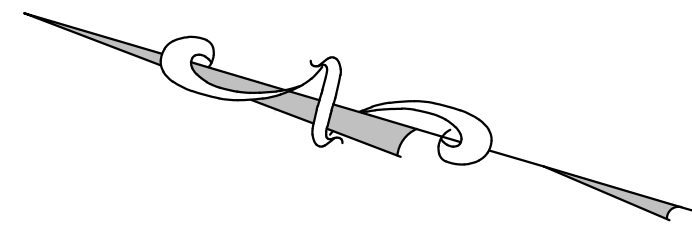
**REVISIONS**

NO.	DATE	DESCRIPTION

**JOB DATA**

PROJECT	BOOK NO.	DESIGNED	PMP	RAC/RMP	DRAWN	CHECKED	COGO FILE	FILE
2016056-OCEAN AVE								2015/02 P&P

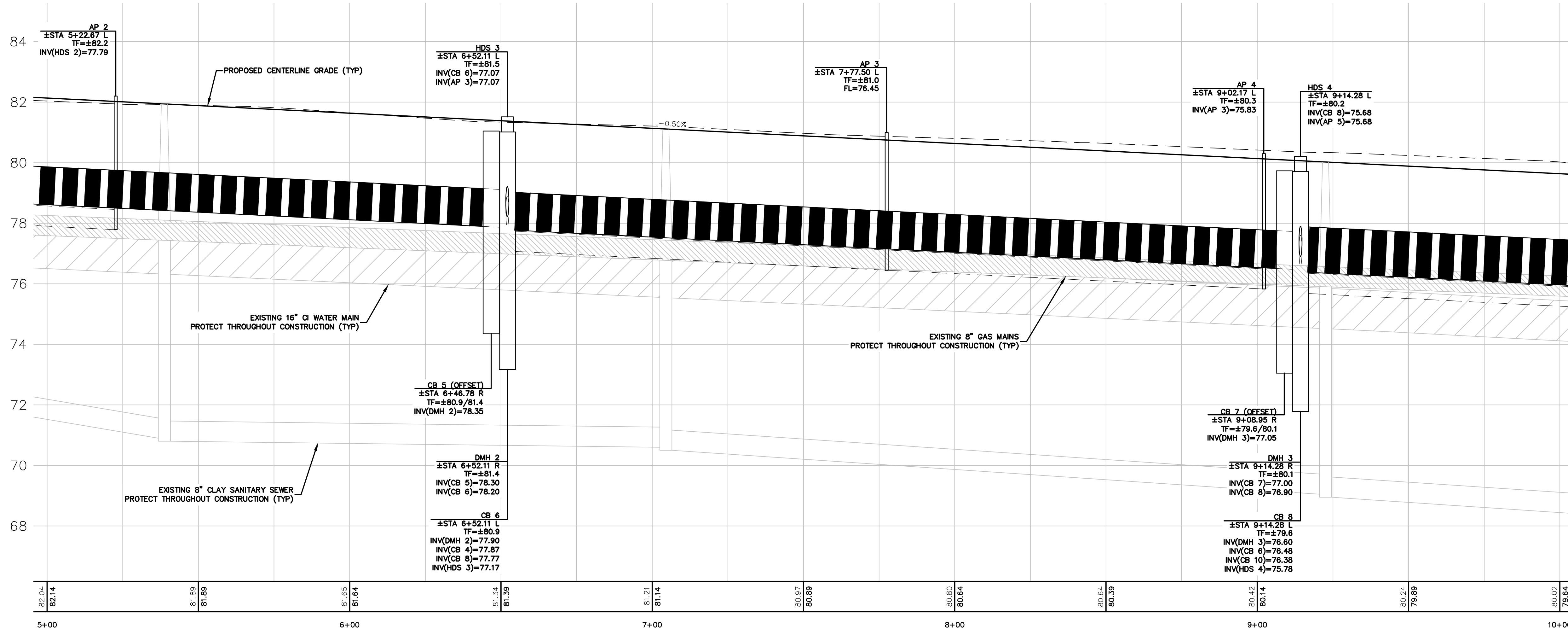
DATE: 09/02/2016  
 SCALE: 1" = 20'  
 PROJECT: #2016056



**LEGEND**

PROPERTY LINE	---
ABUTTERS LINE	---
EDGE OF PAVEMENT	---
CURB	---
EDGE OF GRAVEL	---
EXISTING CONTOUR	---
STONE WALL	---
RETAINING WALL	---
FENCE	---
SEWER LINE APPROXIMATE	---
WATER LINE APPROXIMATE	---
GAS LINE APPROXIMATE	---
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BOUNDARY POINT	○
DRILL HOLE	○
IRON MONUMENT	○
CONNECTICUT HIGHWAY DEPARTMENT MONUMENT (CHD)	○
WATER VALVE	○
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DOUBLE YELLOW LINE	---
HYDRANT	○
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GROUP	REVIEWED	DATE
PROJECT MANAGER		
SURVEY		
ENVIRONMENTAL		
CIVIL		
STRUCTURAL		
ARCHITECTURAL		

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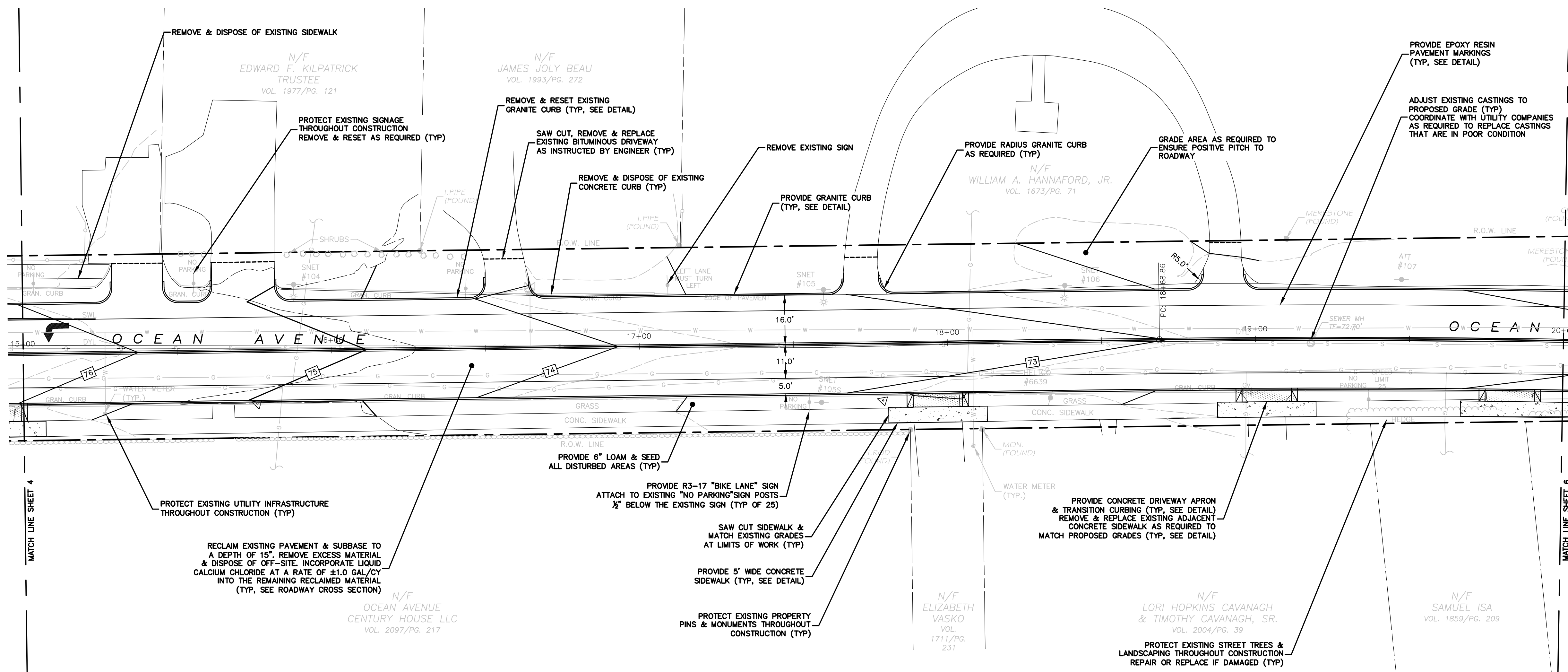
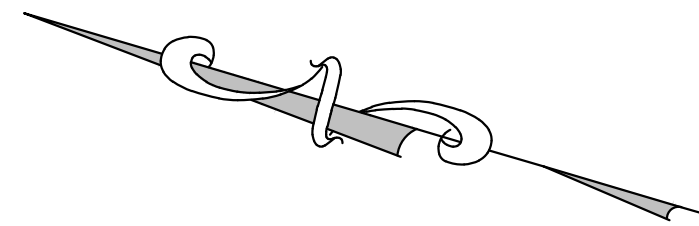
**PLAN AND PROFILE**  
 STATION 5+00 TO STATION 10+00

JOB DATA		REVISIONS	
PROJECT	BOOK NO.	NO.	DESCRIPTION
2016056-OCEAN AVE			
DESIGNED	PMP		
DRAWN	RAC/PMP		
CHECKED			
COGO FILE			
FILE	2015702 P&P		

DATE: 09/02/2016  
 SCALE: 1" = 20'  
 PROJECT: #2016056

**3**

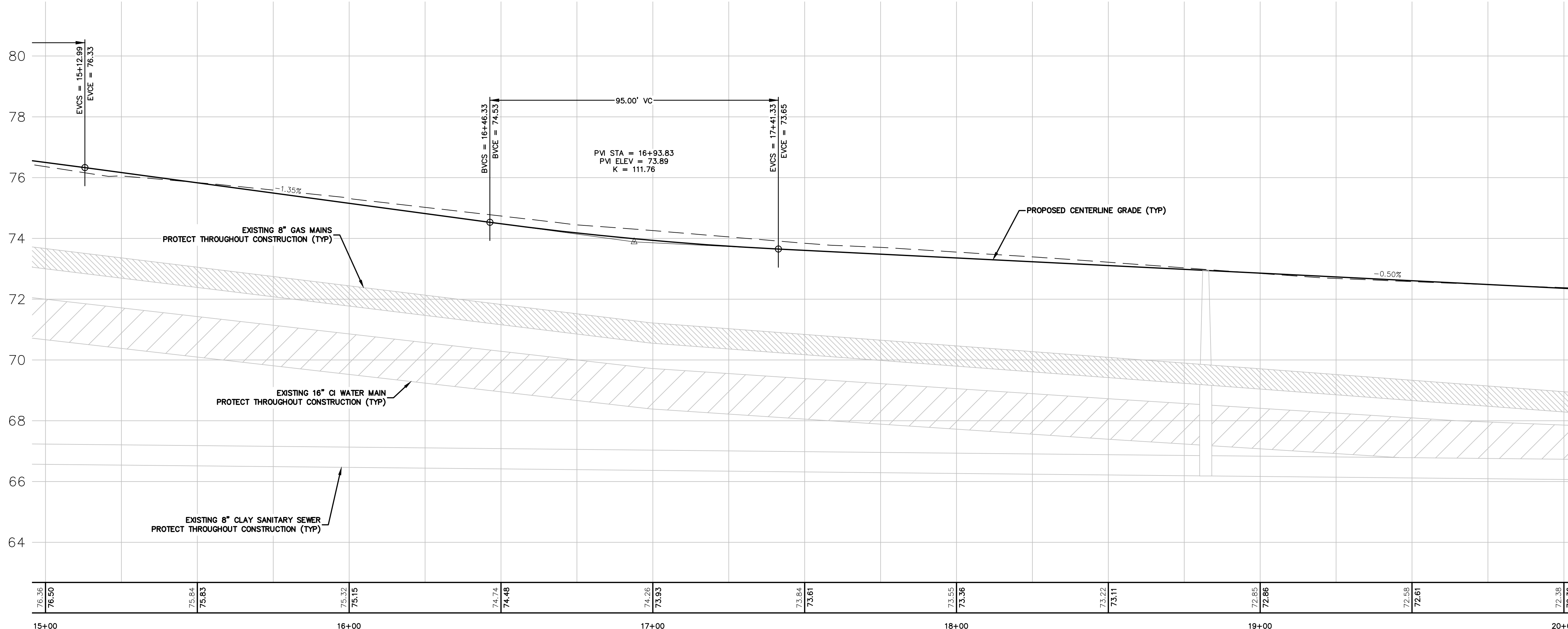




PROPERTY LINE	---
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EDGE OF PAVEMENT	---
CURB	---
EDGE OF GRAVEL	---
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BOUNDARY POINT	○
DRILL HOLE	●
IRON MONUMENT	■
CONNECTICUT HIGHWAY DEPARTMENT MONUMENT(CHD)	■
WATER VALVE	⊕
SOLID WHITE LINE	---
DOUBLE YELLOW LINE	---
HYDRANT	⊕
SIGN	+

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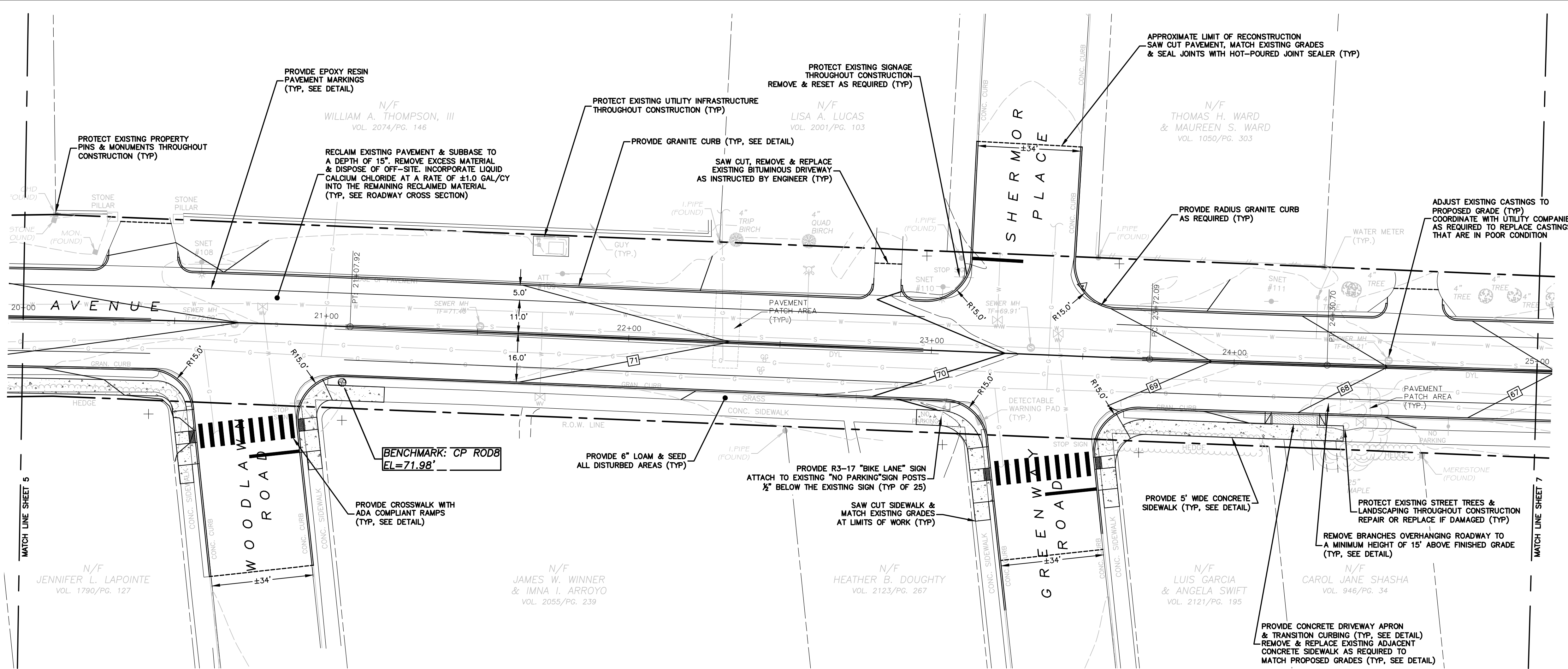
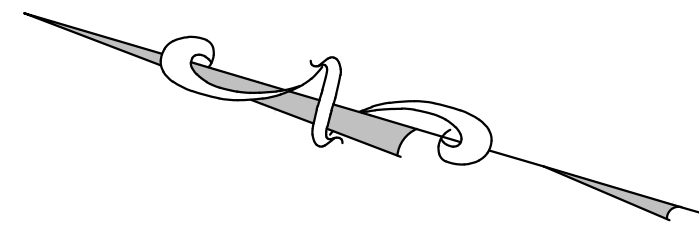


ROADWAY RECONSTRUCTION  
 PREPARED FOR  
**CITY OF NEW LONDON**  
 OCEAN AVENUE  
 NEW LONDON, CONNECTICUT  
**PLAN AND PROFILE**  
**STATION 15+00 TO STATION 20+00**

**JOB DATA**

PROJECT	2016056_OCEAN_AVE
BOOK NO.	
DESIGNED	PMP
DRAWN	RAC/PMP
CHECKED	
CADD FILE	
FILE	2015702_P&P

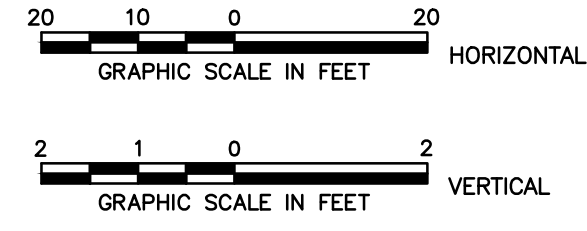
DATE: 09/02/2016  
 SCALE: 1" = 20'  
 PROJECT: #2016056



**LEGEND**

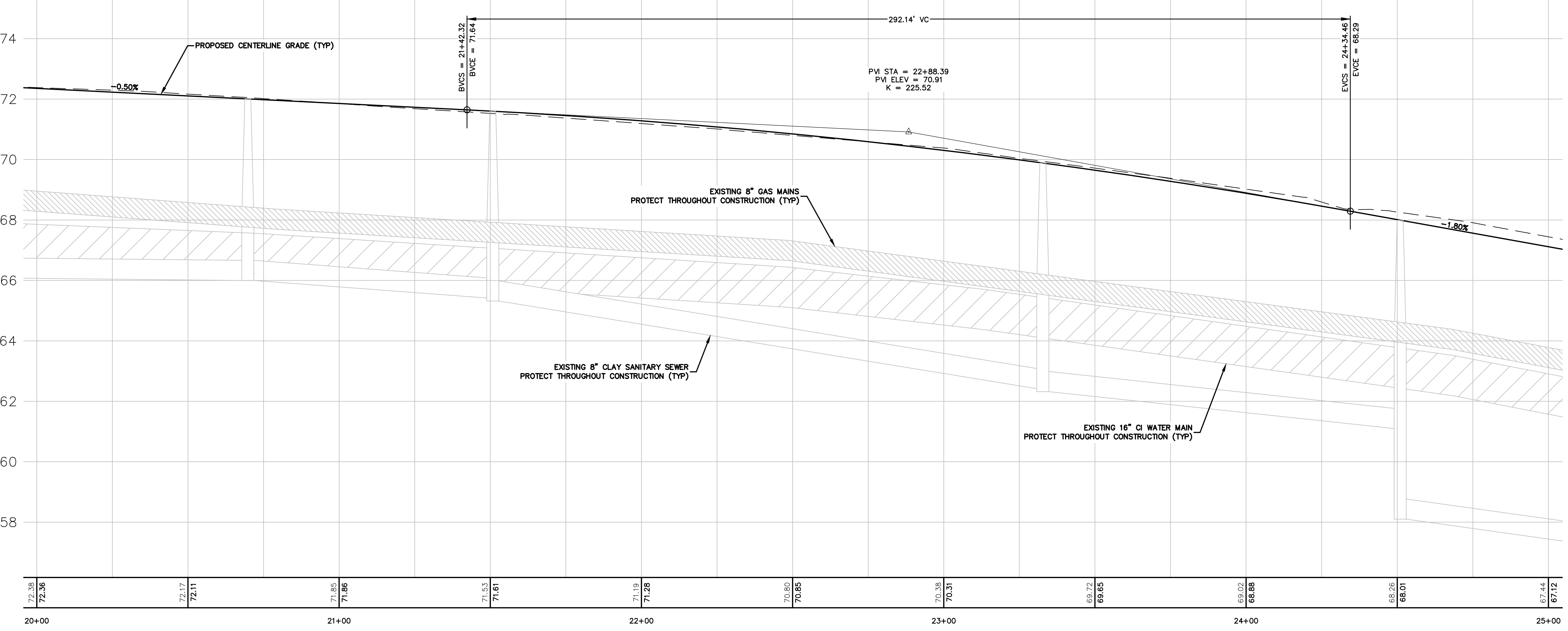
PROPERTY LINE	---
ABUTTERS LINE	---
EDGE OF PAVEMENT	---
CURB	---
EDGE OF GRAVEL	---
EXISTING CONTOUR	---
STONE WALL	---
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UTILITY POLE	---
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IRON MONUMENT	---
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HYDRANT	---
SIGN	---

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72.36	72.11	71.85	71.61	71.19	70.80	70.31	69.72	69.02	68.26	67.44
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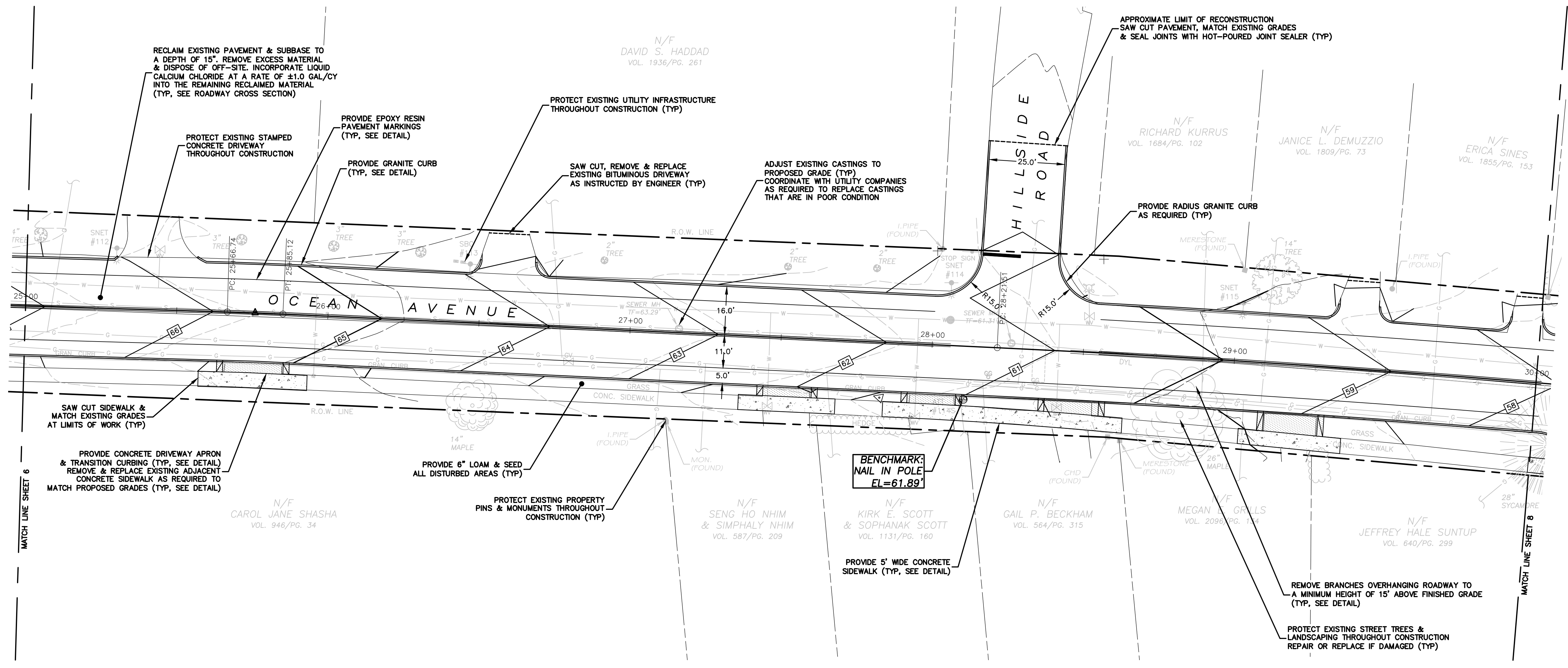
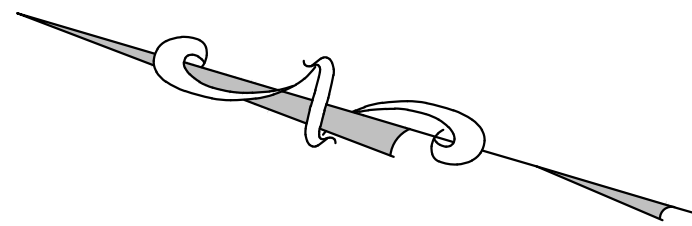
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 NEW LONDON, CONNECTICUT  
**PLAN AND PROFILE**  
**STATION 20+00 TO STATION 25+00**

JOB DATA		REVISIONS	
PROJECT	NO.	DATE	DESCRIPTION
2016056-OCEAN AVE			
BOOK NO.			
DESIGNED	PMP		
DRAWN	RAC/PMP		
CHECKED			
CDDO FILE			
FILE	2015702_P&P		

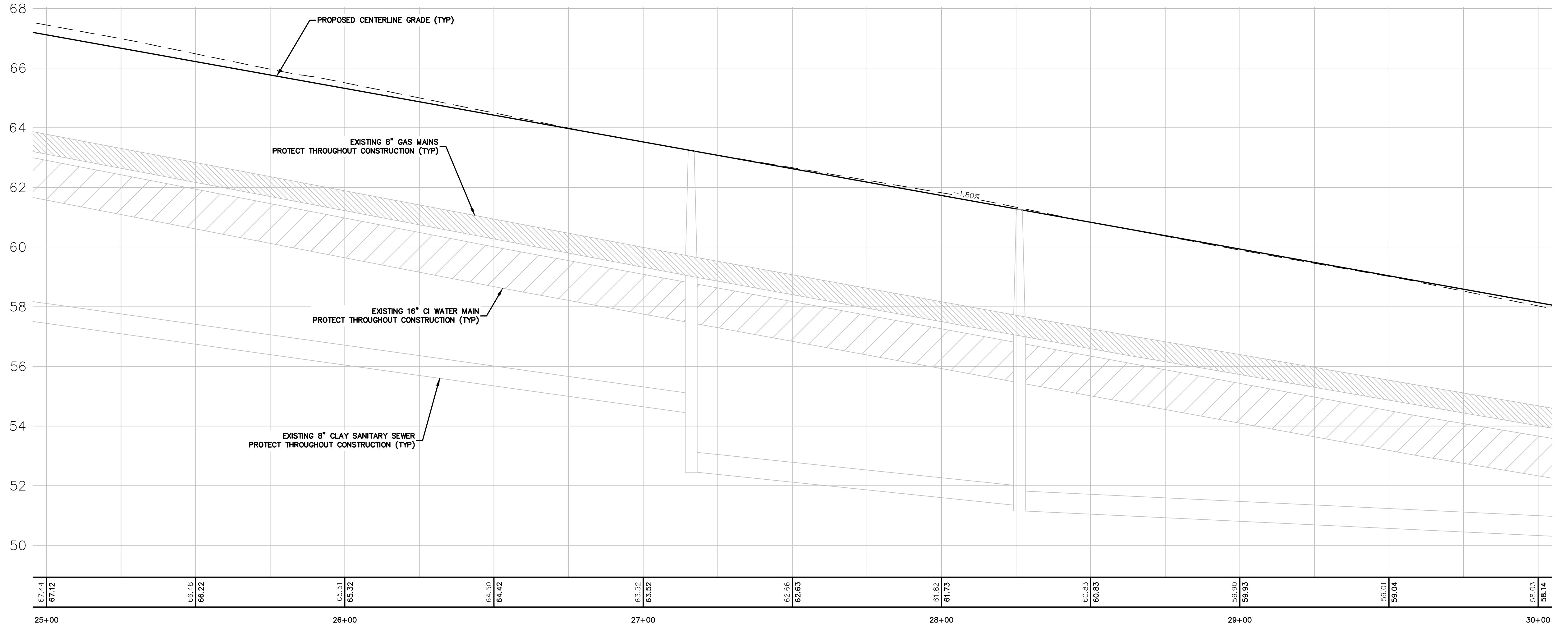
DATE: 09/02/2016  
 SCALE: 1" = 20'  
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**LEGEND**

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ABUTTERS LINE	---
EDGE OF PAVEMENT	---
CURB	---
EDGE OF GRAVEL	---
EXISTING CONTOUR	---
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 50 Elm Street, Southbridge, MA 01550  
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**CME**

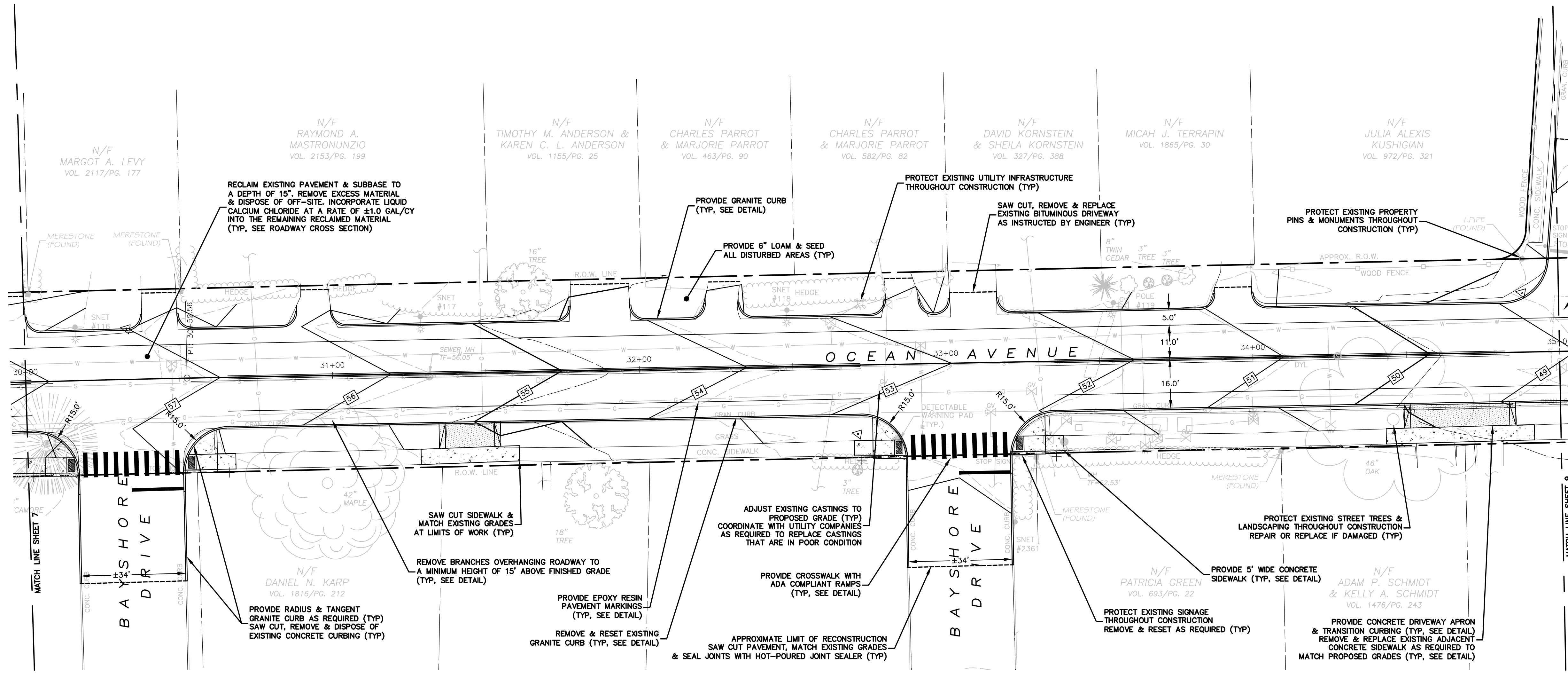
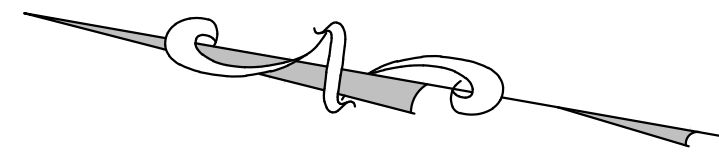
ROADWAY RECONSTRUCTION  
 PREPARED FOR  
**CITY OF NEW LONDON**  
 OCEAN AVENUE  
 NEW LONDON, CONNECTICUT

**PLAN AND PROFILE**  
 STATION 25+00 TO STATION 30+00

JOB DATA		REVISIONS	
PROJECT	NO.	DATE	DESCRIPTION
2016056-OCEAN AVE			
BOOK NO.			
DESIGNED	PMP		
DRAWN	RAC/RMP		
CHECKED			
CDDO FILE			
FILE	2015702 2&P		

DATE: 09/02/2016  
 SCALE: 1" = 20'  
 PROJECT: #2016056

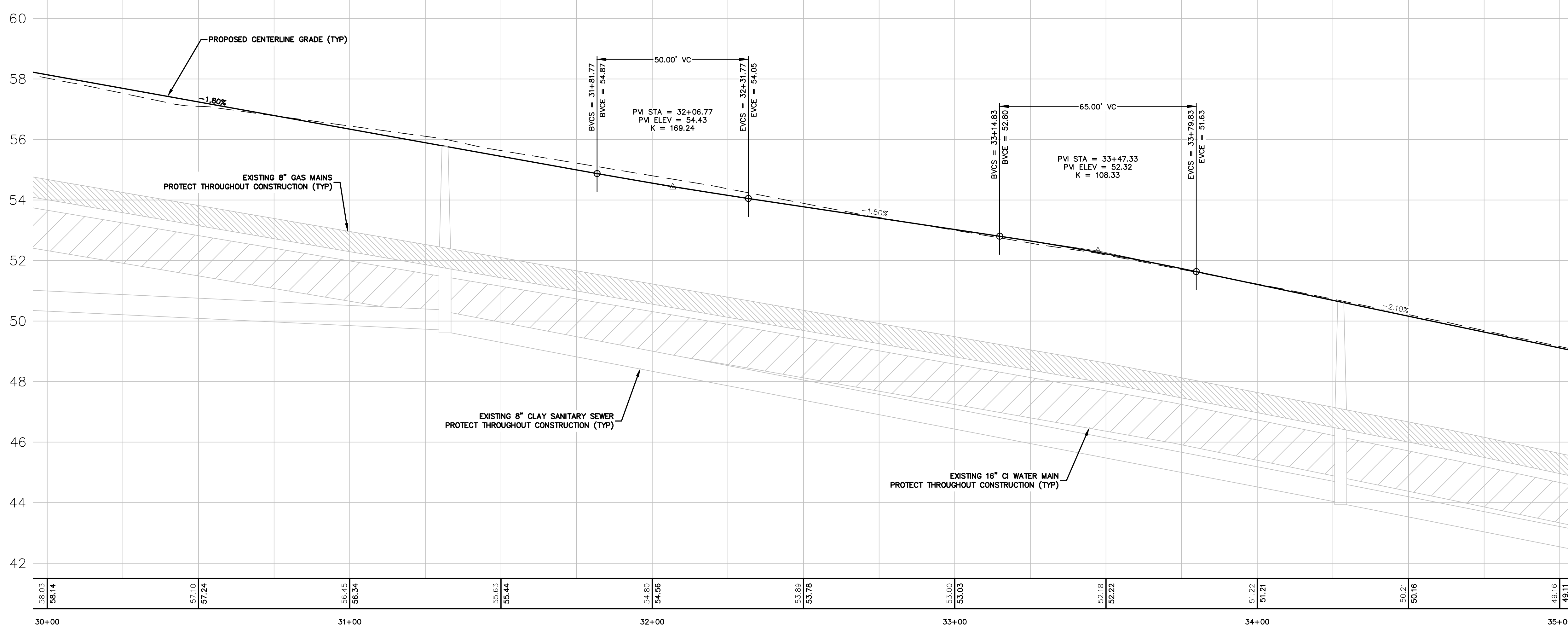
7



**LEGEND**

PROPERTY LINE	---
ABUTTERS LINE	---
EDGE OF PAVEMENT	---
CURB	---
EDGE OF GRAVEL	---
EXISTING CONTOUR	---
STONE WALL	---
RETAINING WALL	---
FENCE	---
SEWER LINE APPROXIMATE	---
WATER LINE APPROXIMATE	---
GAS LINE APPROXIMATE	---
NOW OR FORMERLY UTILITY POLE	---
BOUNDARY POINT	---
DRILL HOLE	---
IRON MONUMENT	---
CONNECTICUT HIGHWAY DEPARTMENT MONUMENT (CHD)	---
WATER VALVE	---
SOLID WHITE LINE	---
DOUBLE YELLOW LINE	---
HYDRANT	---
SIGN	---

- NOTES:**
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  - UNDERGROUND UTILITY, STRUCTURE AND FACILITY LOCATIONS DEPICTED HEREON HAVE BEEN COMPILED, IN PART, FROM RECORD MAPPING SUPPLIED BY THE RESPECTIVE UTILITY AGENCIES, FROM PAROLE TESTIMONY, FIELD MEASUREMENTS AND OTHER SOURCES. THESE LOCATIONS MUST BE CONSIDERED APPROXIMATE IN NATURE. ADDITIONALLY, OTHER SUCH FEATURES MAY EXIST ON THE SITE, THE EXISTENCE OF WHICH ARE UNKNOWN TO CME. THE SIZE, LOCATION AND EXISTENCE OF ALL SUCH FEATURES MUST BE FIELD DETERMINED AND VERIFIED BY THE APPROPRIATE AUTHORITIES PRIOR TO CONSTRUCTION.
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**QUALITY CONTROL CERTIFICATION**

GROUP	REVIEWED	DATE
PROJECT MANAGER		
SURVEY		
ENVIRONMENTAL		
CIVIL		
STRUCTURAL		
ARCHITECTURAL		

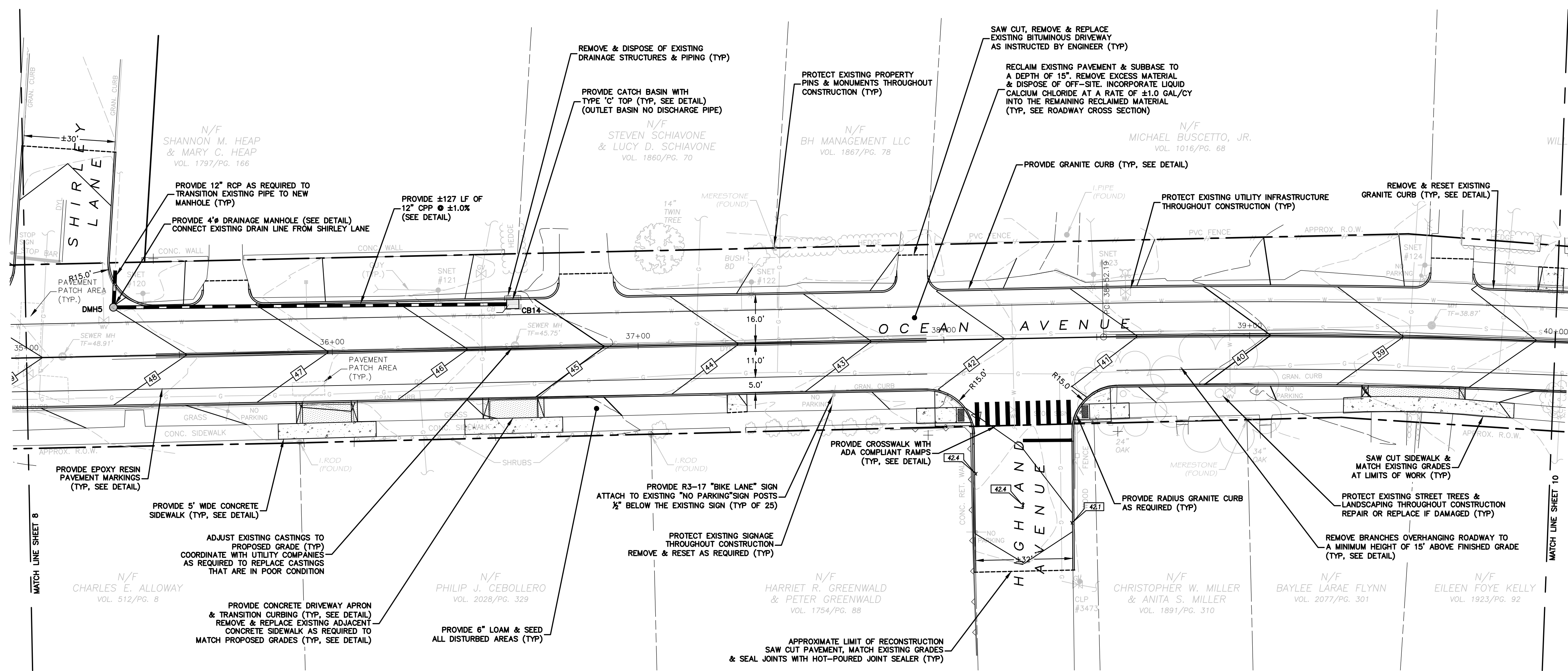
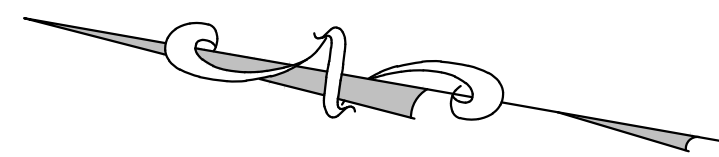
**CME ASSOCIATES, INC.**  
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ROADWAY RECONSTRUCTION  
 PREPARED FOR  
**CITY OF NEW LONDON**  
 OCEAN AVENUE  
 NEW LONDON, CONNECTICUT  
**PLAN AND PROFILE**  
**STATION 30+00 TO STATION 35+00**

JOB DATA		REVISIONS	
PROJECT	DATE	NO.	DESCRIPTION
PROJECT 2016056_OCEAN AVE	09/02/2016		
BOOK NO.			
DESIGNED	PMP		
DRAWN	RAC/PMP		
CHECKED			
CADD FILE			
FILE	2015702_P&P		

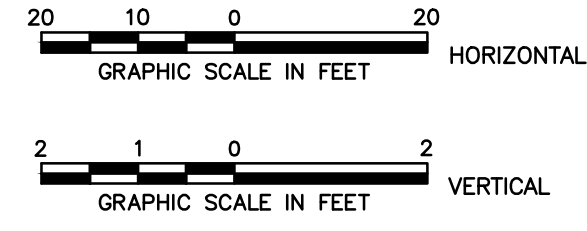
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 PROJECT: #2016056



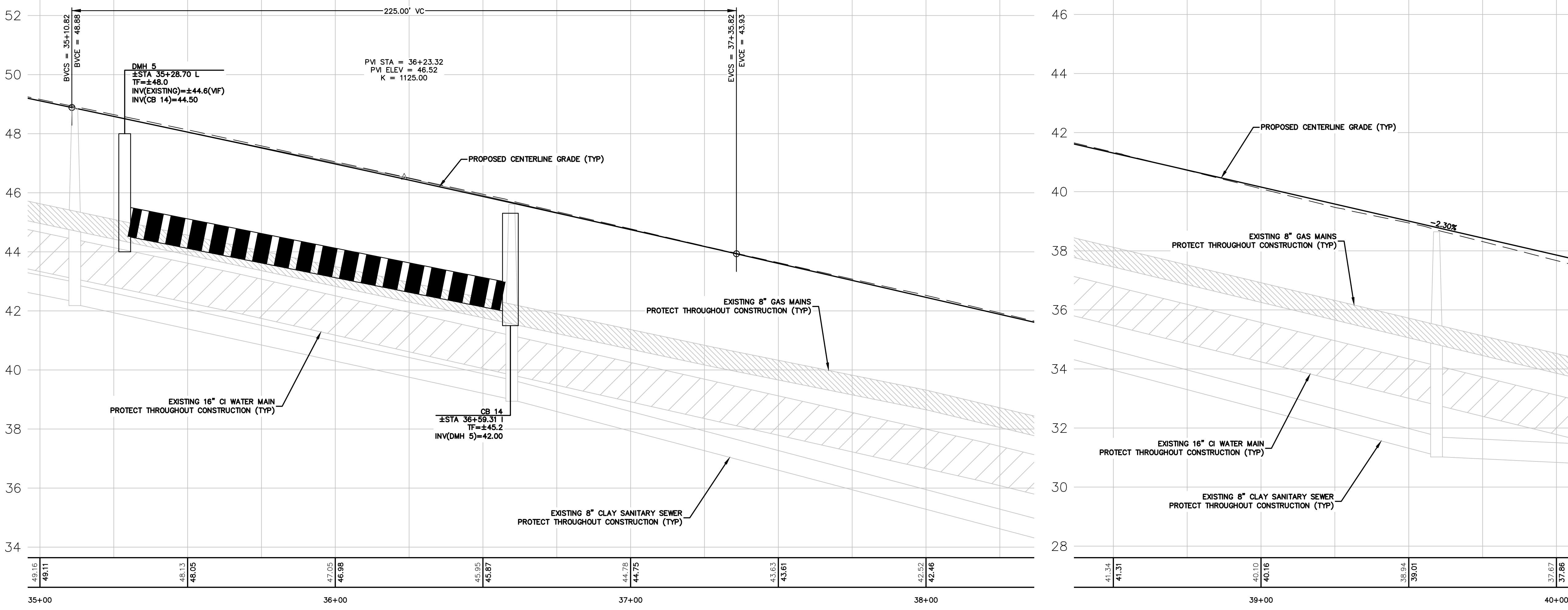
**LEGEND**

- PROPERTY LINE
- ABUTTERS LINE
- EDGE OF PAVEMENT
- CURB
- EDGE OF GRAVEL
- EXISTING CONTOUR
- STONE WALL
- RETAINING WALL
- FENCE
- SEWER LINE APPROXIMATE
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- DRILL HOLE
- IRON MONUMENT
- CONNECTICUT HIGHWAY DEPARTMENT MONUMENT (CHD)
- WATER VALVE
- SOLID WHITE LINE
- DOUBLE YELLOW LINE
- HYDRANT
- SIGN

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QUALITY CONTROL CERTIFICATION		
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ARCHITECTURAL		



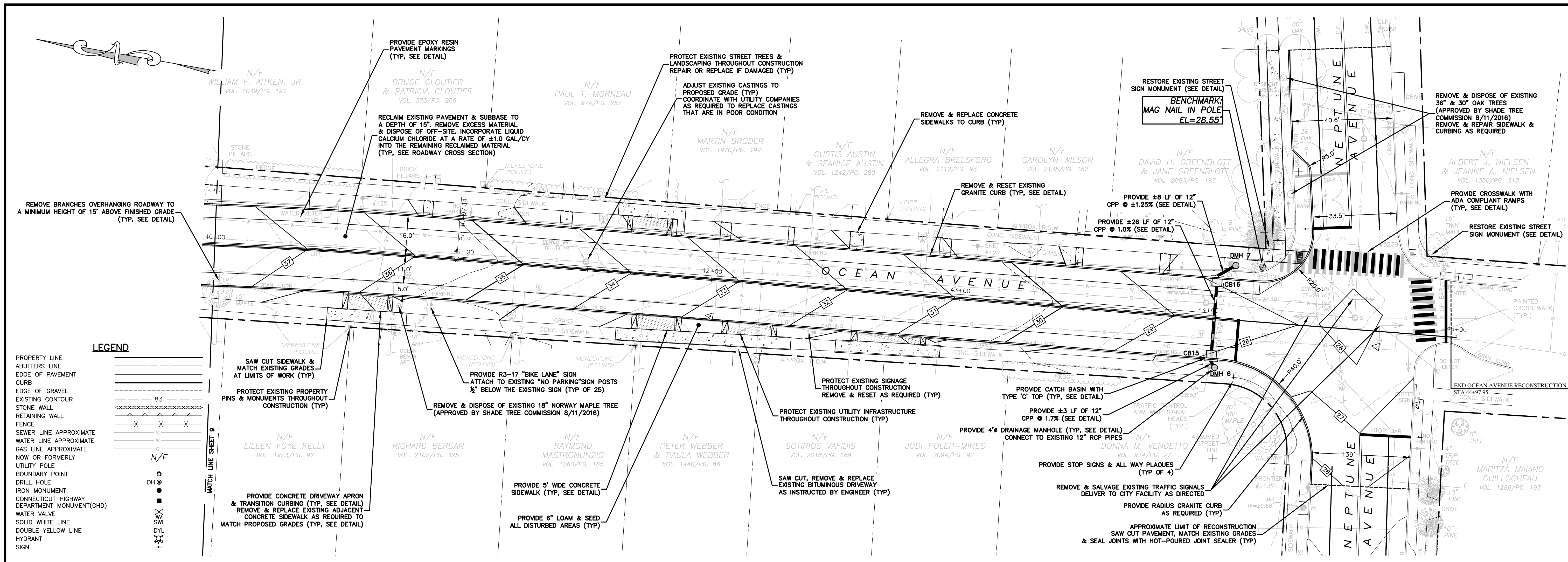
**CME ASSOCIATES, INC.**  
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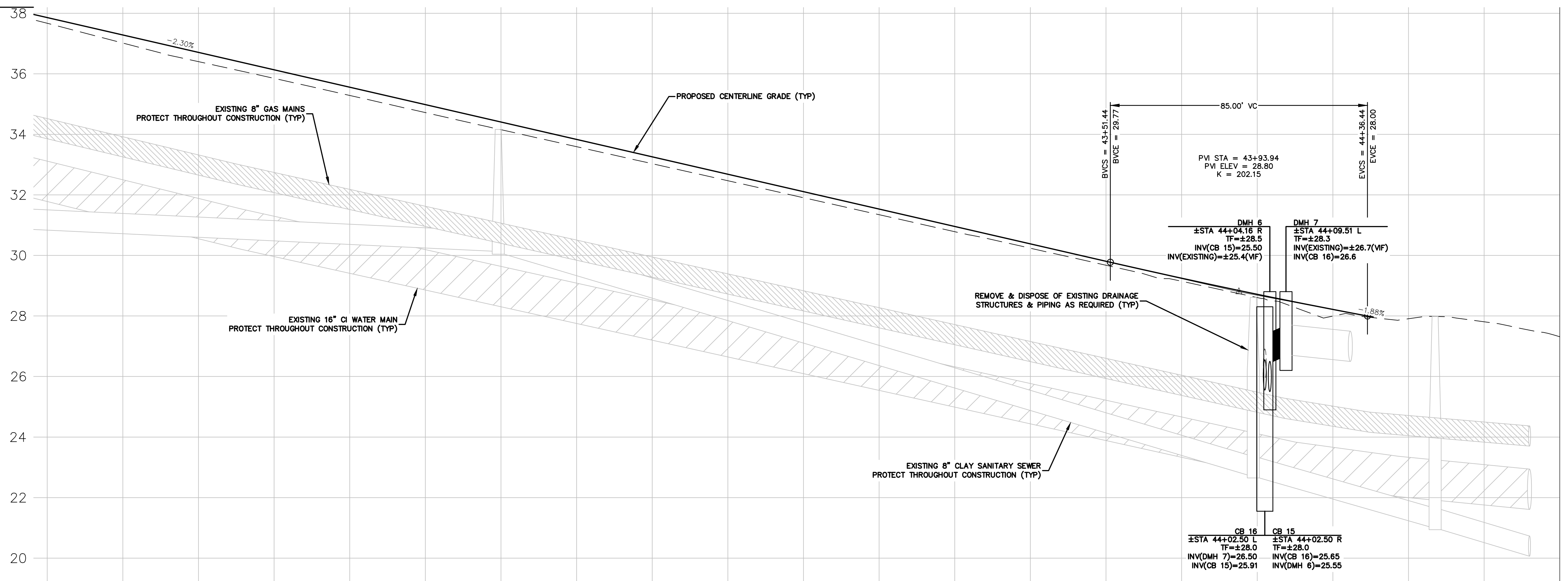
ROADWAY RECONSTRUCTION  
 PREPARED FOR  
**CITY OF NEW LONDON**  
 OCEAN AVENUE  
 NEW LONDON, CONNECTICUT  
**PLAN AND PROFILE**  
**STATION 35+00 TO STATION 40+00**

JOB DATA		REVISIONS	
PROJECT	DATE	NO.	DESCRIPTION
2016056-OCEAN AVE	09/02/2016		
BOOK NO.			
DESIGNED	PMP		
DRAWN	RAC/RMP		
CHECKED			
CDDO FILE			
FILE	2015702 2&P		

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 SCALE: 1" = 20'  
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PROJECT MANAGER		
SURVEY		
ENVIRONMENTAL		
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ARCHITECTURAL		

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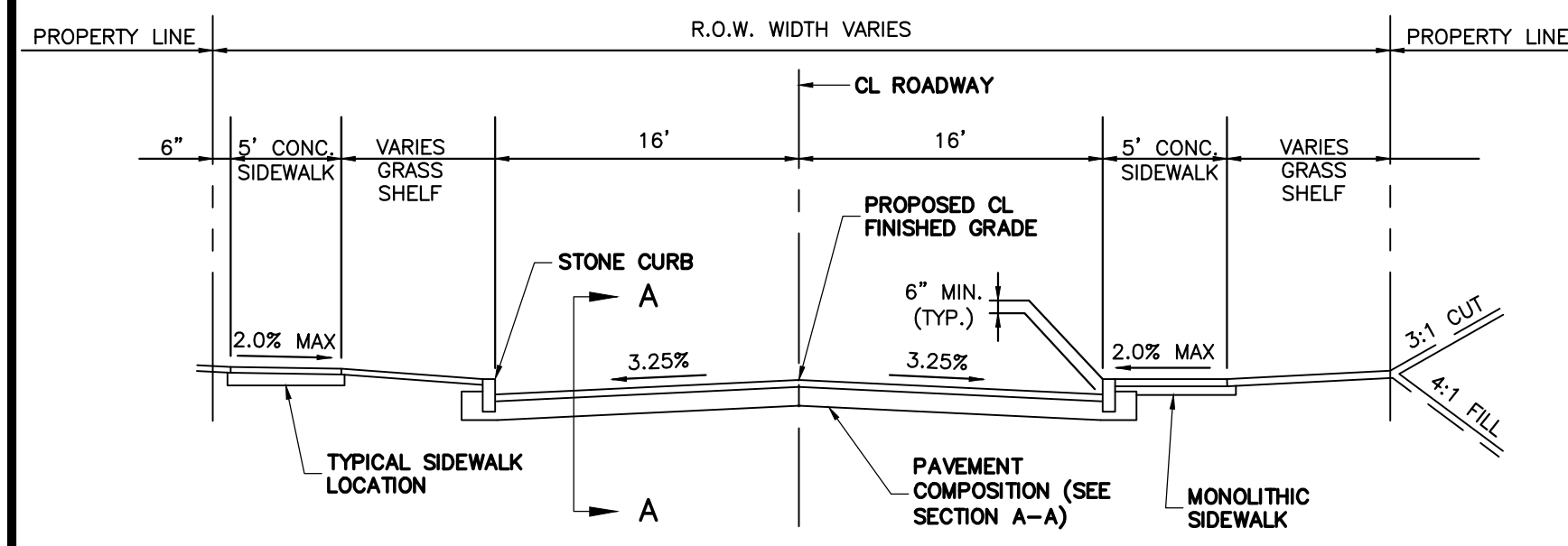
**ROADWAY RECONSTRUCTION**  
 PREPARED FOR  
**CITY OF NEW LONDON**  
 OCEAN AVENUE  
 NEW LONDON, CONNECTICUT

**PLAN AND PROFILE**  
**STATION 40+00 TO STATION 45+00**

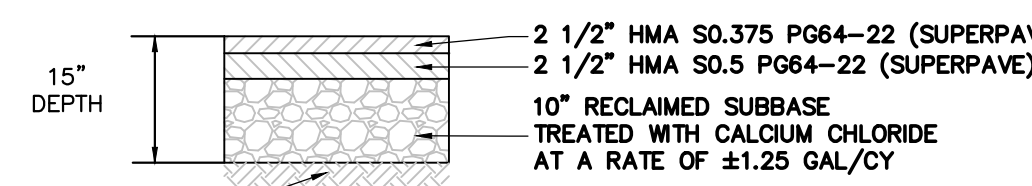
JOB DATA		REVISIONS	
PROJECT	BOOK NO.	NO.	DESCRIPTION
2016056-OCEAN AVE			
	DESIGNED		
	DRAWN		
	CHECKED		
	DATE		
	FILE		

DATE: 09/02/2016  
 SCALE: 1" = 20'  
 PROJECT: #2016056

**10**

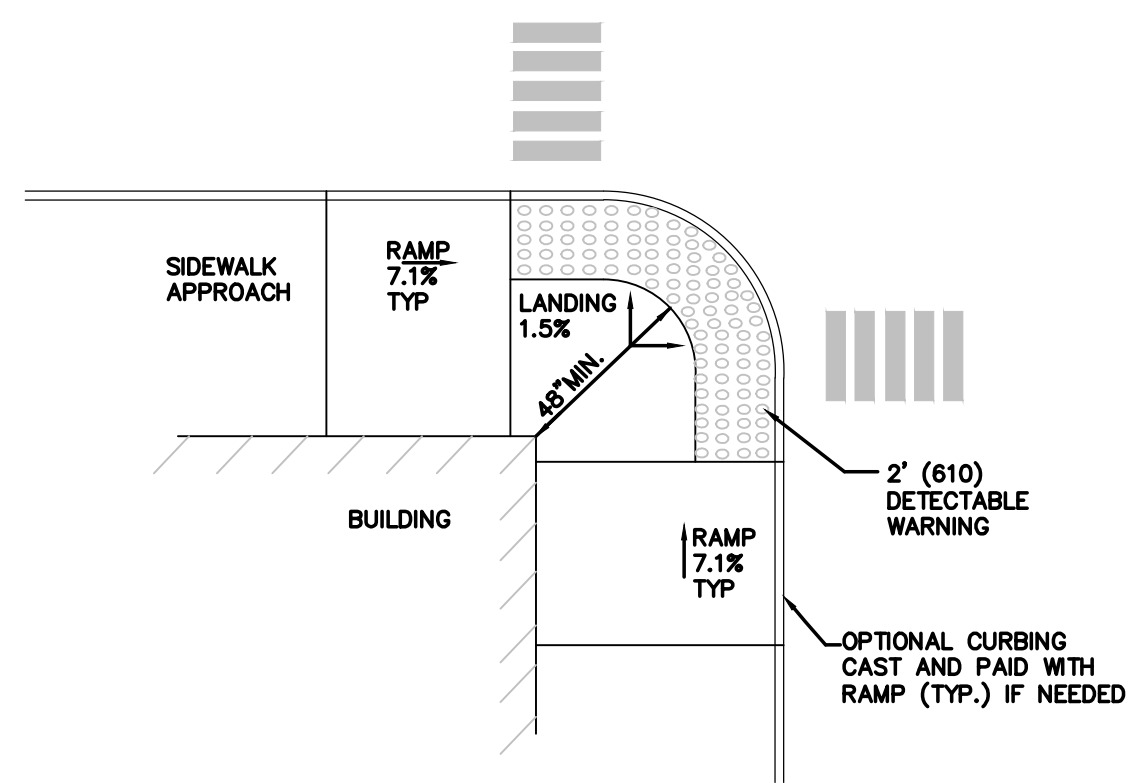


TYPICAL ROADWAY CROSS-SECTION

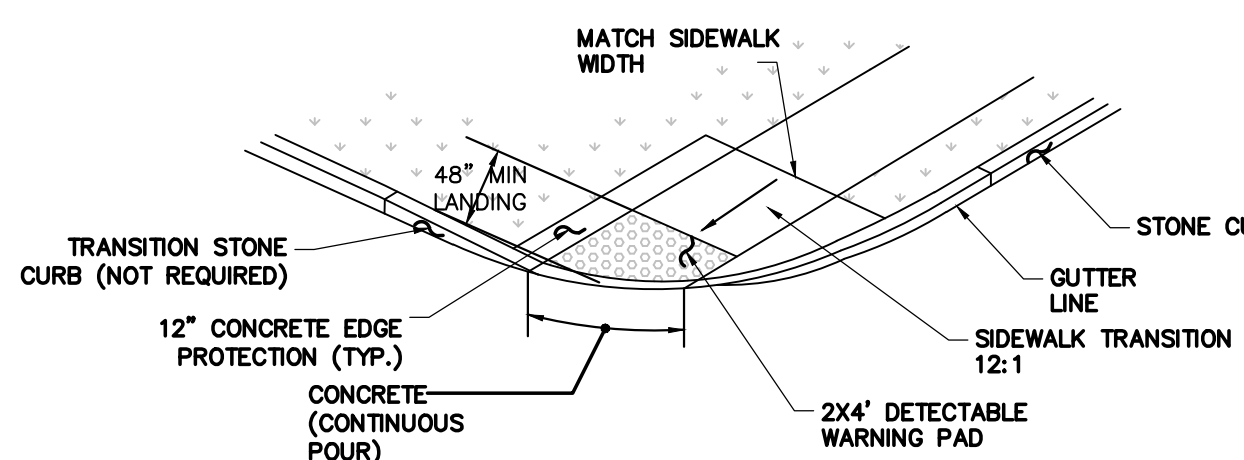


SECTION A-A TYPICAL SECTION

TYPICAL ROADWAY DETAILS



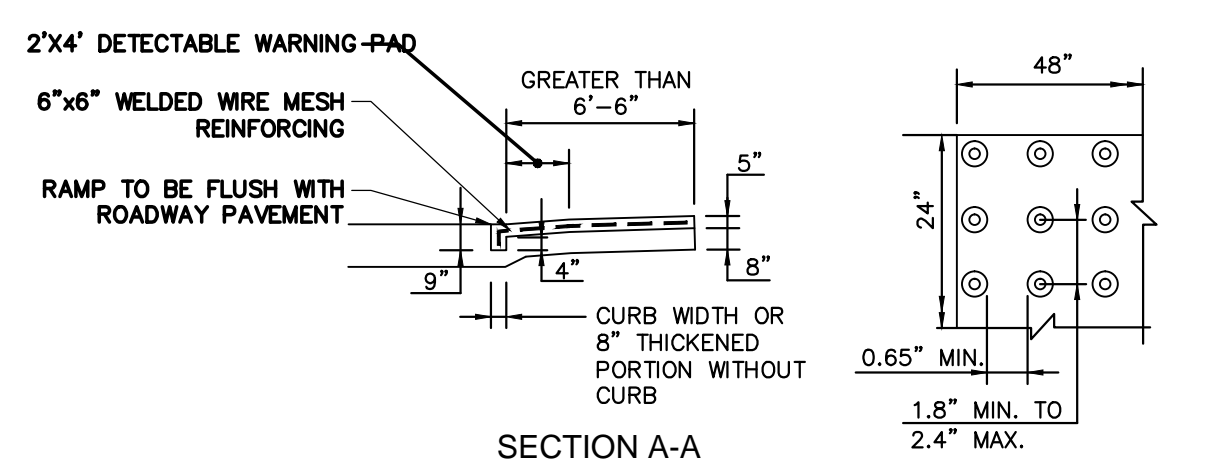
RESTRICTED CONDITION DIAGONAL SIDEWALK RAMP (TYPE 4g)



DIAGONAL SIDEWALK RAMP

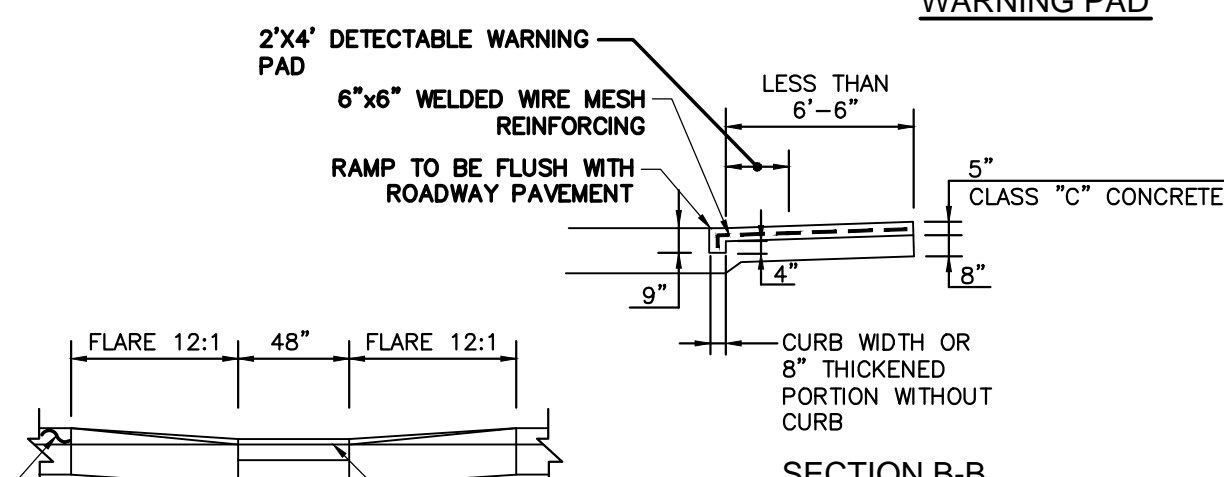
GENERAL NOTES:

- MAXIMUM SLOPES OF ADJOINING GUTTERS AND ROAD SURFACES IMMEDIATELY ADJACENT TO THE SIDEWALK RAMP SHOULD NOT EXCEED 20:1.
- CARE SHALL BE TAKEN TO ASSURE UNIFORM SLOPE ON THE RAMPS, FREE OF SAGS AND ABRUPT GRADE CHANGES.
- ALL ADA (AMERICAN DISABILITY ACT) CONCRETE RAMPS SHALL BE CONSTRUCTED OF CLASS "C" CONCRETE AND SHALL MEET ALL 2015 REQUIRED TECHNICAL AND MATERIAL SPECIFICATIONS AS SPECIFIED WITHIN THE STATE OF CONNECTICUT STANDARD SPECIFICATION FORM 816 AS AMENDED.
- ALL RAMP SURFACES SHALL BE TREATED WITH A STIFF BROOM FINISH TRANSVERSE TO THE SLOPE OF THE RAMP.
- AS PER FEDERAL AND STATE REGULATIONS, DETECTABLE DOMED WARNING PADS MEASURING A STANDARD 2'-FEET BY 4'-FEET SHALL BE INSTALLED WITHIN EACH SINGLE OR DOUBLE RAMP.
- 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 6-INCHES FROM THE EDGE OF THE ROAD.
- TO ALLOW FOR EASE OF WHEELCHAIR TRAVEL, PLACE PAD IN THE LONGITUDE DIRECTION SO AS NOT TO INTERFERE WITH THE WIDTH OF THE WHEELS ON A WHEELCHAIR.
- 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.
- ALL ADA RAMPS ARE TO HAVE A MAXIMUM SLOPE OF 12:1.
- ALL RAMPS TO BE CONSTRUCTED WITH 6"x6" WELDED WIRE MESH REINFORCING.

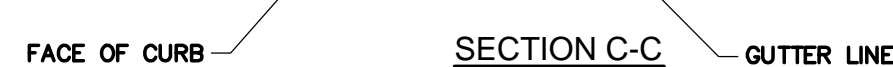


SECTION A-A

DOMED SPACING DETECTABLE WARNING PAD



SECTION B-B



SECTION C-C

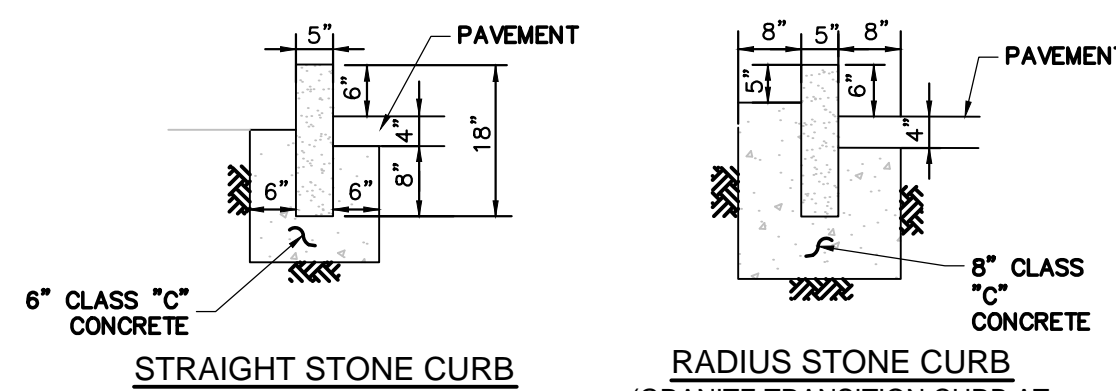
QUALITY CONTROL CERTIFICATION		
GROUP	REVIEWED	DATE
PROJECT MANAGER		
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CIVIL		
STRUCTURAL		
ARCHITECTURAL		

SUGGESTED SEQUENCE OF CONSTRUCTION

- STAKEOUT LIMIT OF DISTURBANCE, ROADWAY BASE-LINE, & RIGHT-OF-WAY AS REQUIRED.
  - HOLD PRE-CONSTRUCTION MEETING.
  - CONTACT "CALL BEFORE YOU DIG" AT 1-800-922-4455 THREE (3) WORKING DAYS PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITY.
  - INSTALL INLET PROTECTION IN ALL EXISTING DRAINAGE STRUCTURES.
  - REMOVE TREES AT 1117 & 1144 OCEAN AVENUE AS INDICATED. TRIM ALL BRANCHES WITHIN THE WORK AREA TO 15' ABOVE GRADE TO PREVENT DAMAGE TO TREES TO REMAIN.
  - EXCAVATE ALL STUMPS & REMOVE TO A DISPOSAL SITE.
  - REMOVE & STOCKPILE EXISTING GRANITE CURB AS REQUIRED FOR DRAINAGE SYSTEM INSTALLATION.
  - CONSTRUCT STORM DRAINAGE SYSTEM STARTING AT THE OUTFALL & PROCEEDING UPGRADE.
  - UPON INSTALLATION OF CATCH BASINS, INLET PROTECTION SHALL BE INSTALLED & MAINTAINED UNTIL TOP COURSE OF PAVEMENT HAS BEEN PLACED.
  - INSTALL APPROPRIATE LANE/ROADWAY CLOSURE SIGNAGE.
  - EXCAVATE & DISPOSE OF LOAM & SUBSOIL TO A MINIMUM DEPTH OF 15" BELOW FINISH GRADE IN AREAS WHERE PROPOSED EDGE OF PAVEMENT EXTENDS INTO EXISTING LANDSCAPED AREAS.
  - RECLAIM EXISTING PAVEMENT & SUBBASE TO A DEPTH OF 15" IN SOUTH BOUND TRAVEL LANE.
  - REMOVE EXCESS MATERIAL IN SOUTH BOUND TRAVEL LANE & DISPOSE OF OFF-SITE.
  - ROUGH GRADE & COMPACT SOUTH BOUND TRAVEL LANE TO ALLOW FOR BYPASS TRAFFIC.
  - RECLAIM EXISTING PAVEMENT & SUBBASE TO A DEPTH OF 15" IN NORTH BOUND TRAVEL LANE.
  - ROUGH GRADE & COMPACT NORTH BOUND TRAVEL LANE TO ALLOW FOR TRAFFIC.
  - INSTALL GRANITE CURBING.
  - APPLY LIQUID CALCIUM CHLORIDE AT A RATE OF ±1.25 GAL/CY TO REMAINING RECLAIMED MATERIAL IN THE NORTH BOUND TRAVEL LANE.
  - INCORPORATE CALCIUM CHLORIDE INTO SUBBASE BY MAKING TWO ADDITIONAL PASSES WITH THE RECLAIMER.
  - FINISH GRADE NORTH BOUND TRAVEL LANE & COMPACT SUBBASE TO 95% MAXIMUM DRY DENSITY AS DETERMINED BY THE MODIFIED PROCTOR METHOD.
  - APPLY LIQUID CALCIUM CHLORIDE AT A RATE OF ±1.25 GAL/CY TO REMAINING RECLAIMED MATERIAL IN THE SOUTH BOUND TRAVEL LANE.
  - INCORPORATE CALCIUM CHLORIDE INTO SUBBASE BY MAKING TWO ADDITIONAL PASSES WITH THE RECLAIMER.
  - FINISH GRADE SOUTH BOUND TRAVEL LANE & COMPACT SUBBASE TO 95% MAXIMUM DRY DENSITY AS DETERMINED BY THE MODIFIED PROCTOR METHOD.
  - INSTALL BINDER COURSE OF PAVEMENT.
  - REPEAT ITEMS J THROUGH Y AS NECESSARY TO COMPLETE ROADWAY
  - INSTALL GRANITE CURBING.
  - FINISH GRADE SIDE SLOPES, SEED & MULCH SLOPES AND ALL DISTURBED AREAS.
  - WATER SEEDED AREAS WEEKLY FOR 1 MONTH.
  - INSPECT AND CLEAN DRAINAGE SYSTEM AS NEEDED.
  - INSTALL THE TOP COURSE OF PAVEMENT.
  - ALL REMAINING EXPOSED AREAS SHALL BE LOAMED, SEEDED AND MULCHED OR SOODED WITHIN 14 DAYS OF FINAL GRADING.
  - REMOVE TEMPORARY EROSION AND SEDIMENT CONTROLS.
  - CONTRACTOR TO REMOVE ANY ACCUMULATED SEDIMENT FROM DRAINAGE STRUCTURES OR BASINS.
- NOTE: SEVERAL OF THE ABOVE ACTIVITIES MAY BE DONE SIMULTANEOUSLY.

NOTES:

- ADA= AMERICAN DISABILITIES ACT.
- FOR SIDEWALK RAMP NOTES AND DETAILS SEE CITY OF NEW LONDON STANDARD DETAIL SR-3
- SEE CITY OF NEW LONDON STANDARD PAVEMENT REPAIR DETAIL RW-3



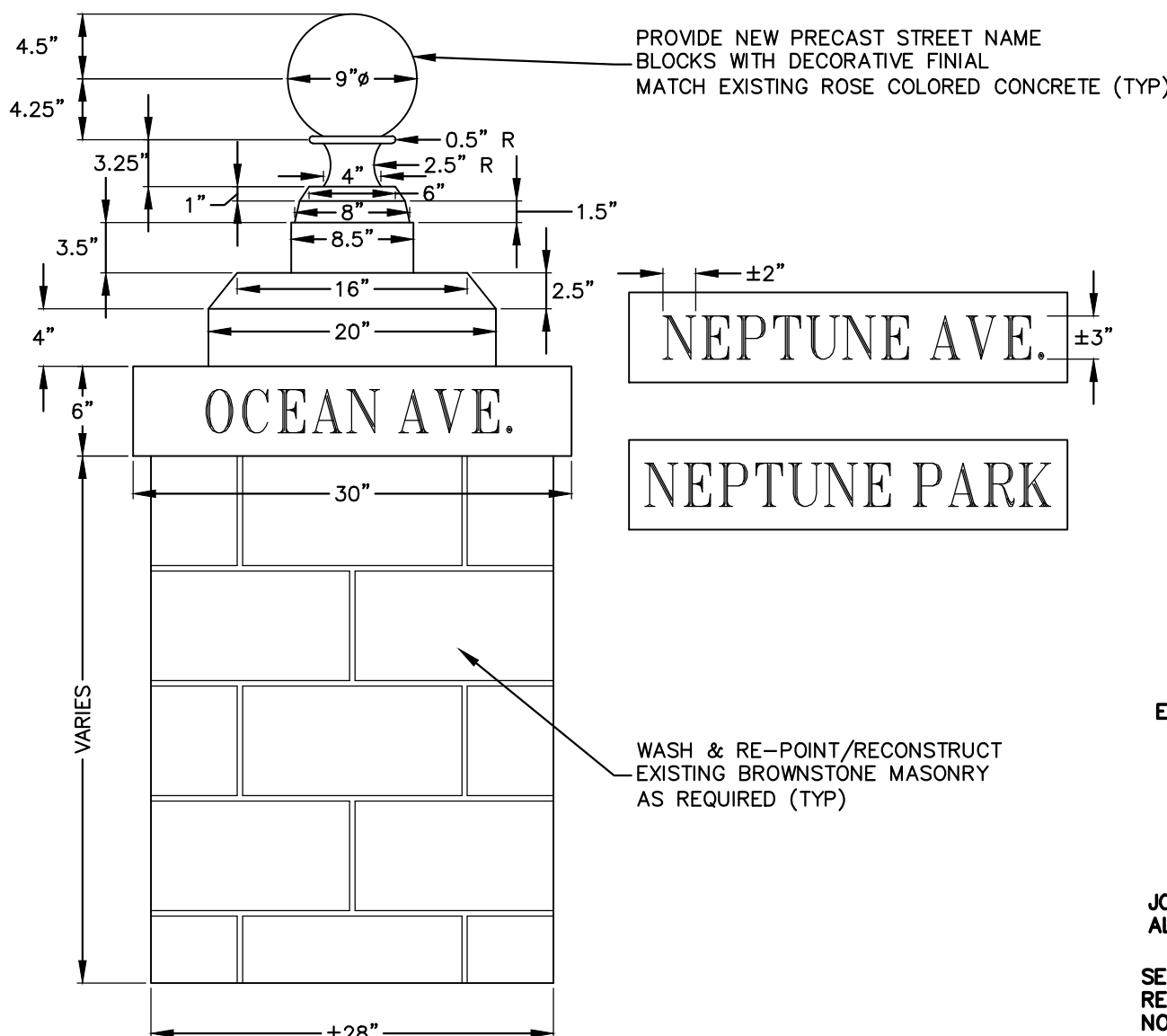
STRAIGHT STONE CURB

RADIUS STONE CURB (GRANITE TRANSITION CURB AT DRIVEWAYS)

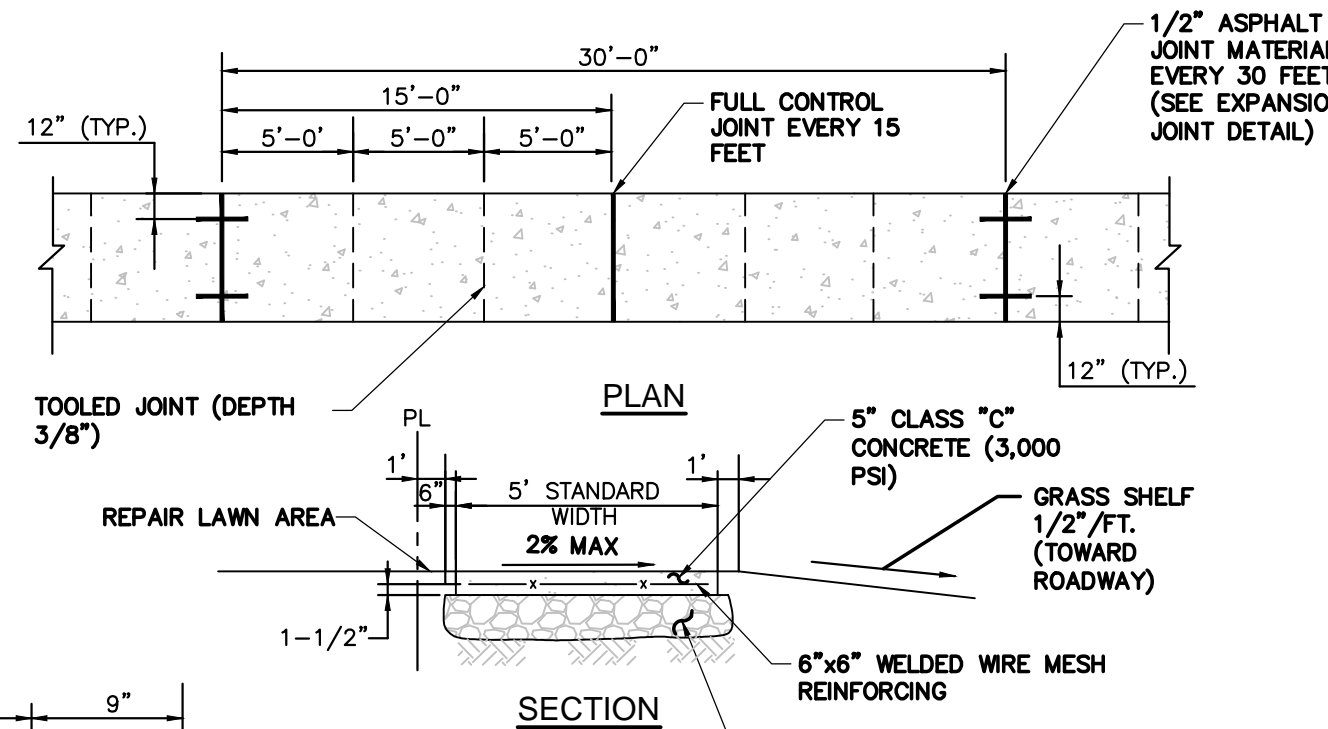
NOTES:

- ALL STONE CURB SHALL CONFORM TO THE STATE OF CONNECTICUT STANDARD SPECIFICATION FORM 817, ARTICLE M12.06 FOR GRANITE CURBING.
- MINIMUM LENGTH OF STONE CURB IS 4'-0".
- STONE CURB SHALL BE FINISH-SAWN TOP AND SPLIT FACE JOINTED.
- 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.
- ALL OPEN BOTTOM JOINTS BETWEEN SECTIONS OF STRAIGHT STONE CURB SHALL BE BACKFILLED WITH CLASS "C" CONCRETE.
- ALL BACKFILL MATERIAL AROUND STRAIGHT, RADIUS OR RESET STONE CURBING SHALL BE CLASS "C" CONCRETE (3,000 PSI).
- TOP OF CONCRETE BACKFILL SHALL BE 10" ON PAVEMENT SIDE AND 5" ON BACK SIDE, MEASURED DOWN, FROM TOP OF CURB.
- 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.

STONE CURBING DETAILS



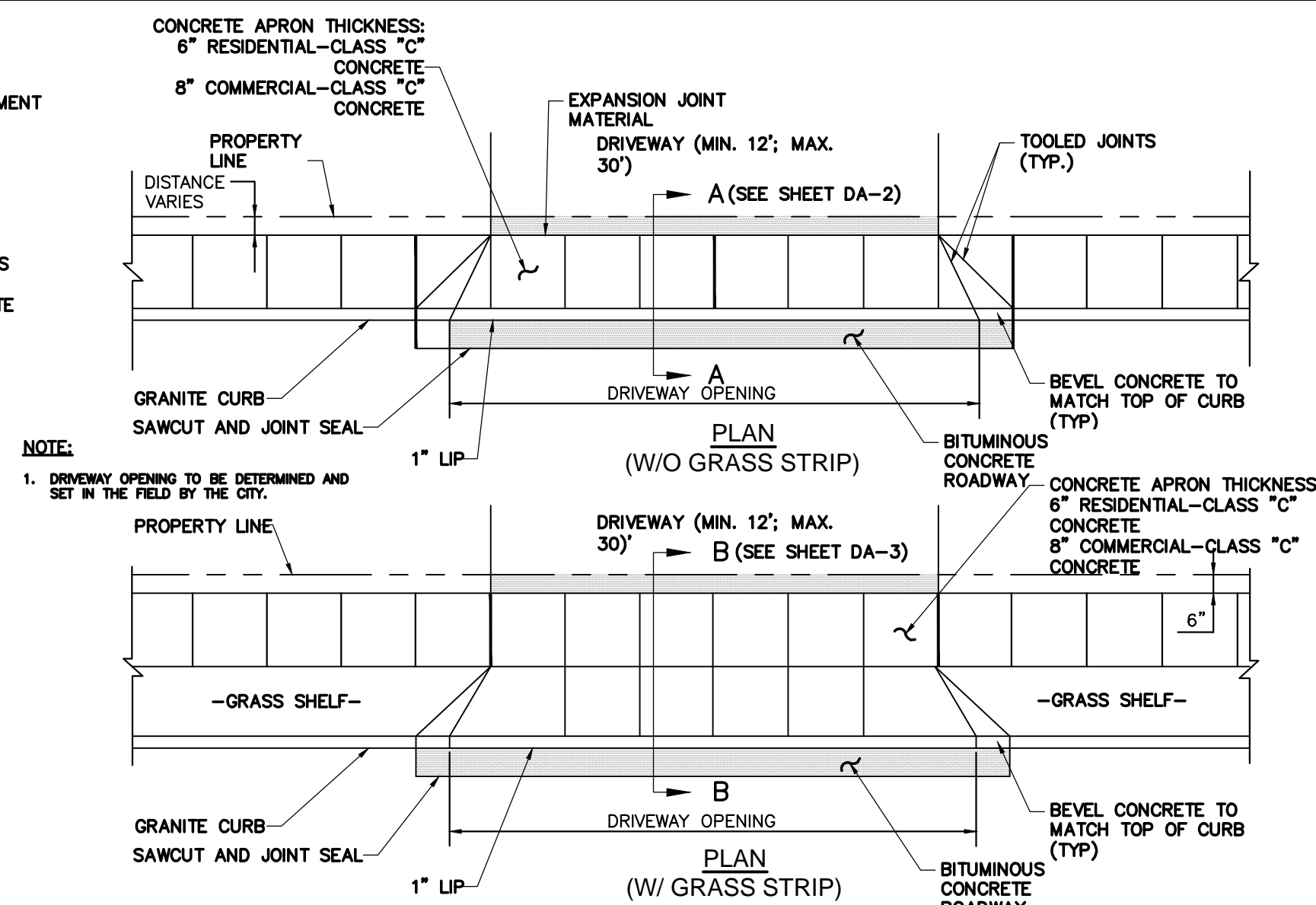
STREET SIGN MONUMENT REPAIR



CONCRETE SIDEWALK DETAILS

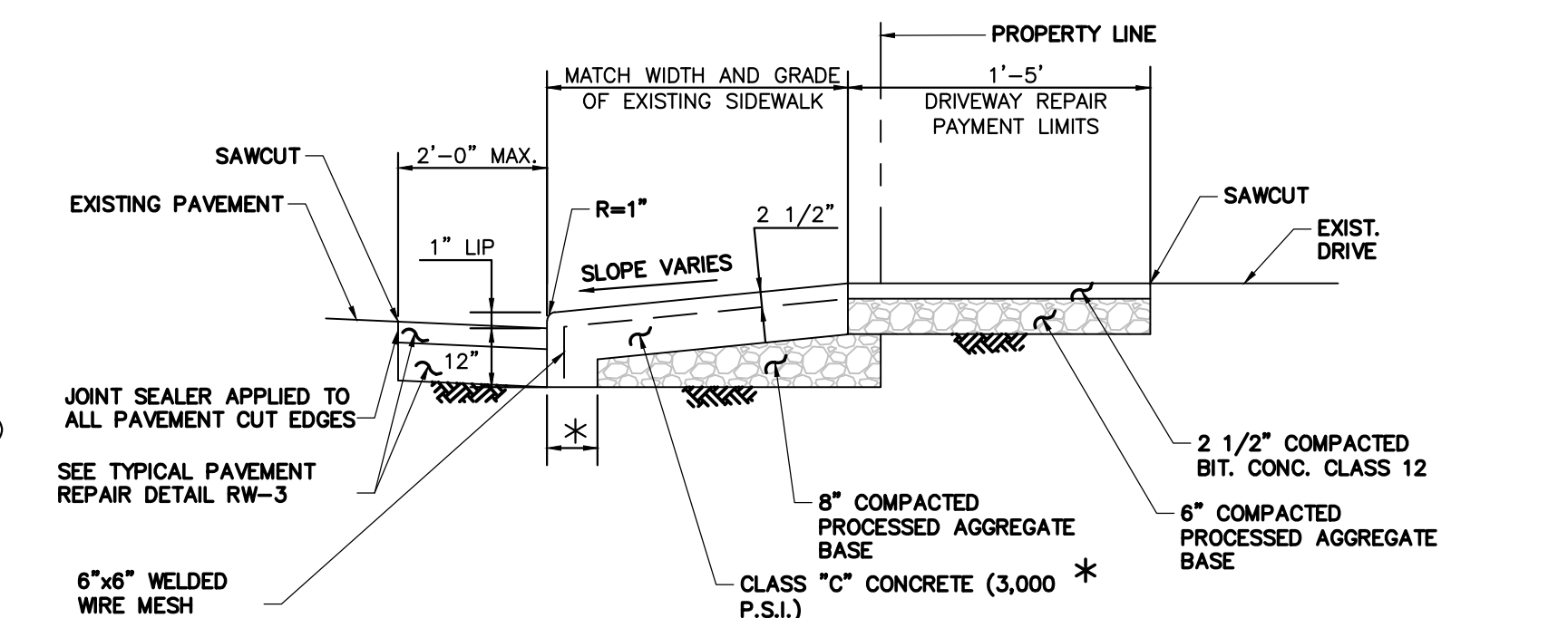
NOTES:

- RECONSTRUCT ANY PRIVATE WALKS TO THEIR EXISTING WIDTHS AND LENGTHS AS DIRECTED.
- AT END OF THE DAILY POUR OF CONCRETE, METAL DOWELS ARE TO BE INSERTED IN THE LAST SLAB FOR THE EXTENSION OF THE SIDEWALK.
- ALL EXISTING WALKS TO BE REPLACED TO THEIR EXISTING WIDTHS OR AS DIRECTED BY THE ENGINEER.
- ALL SURFACE AREAS TO HAVE A STIFF BROOM FINISH.



NOTE:

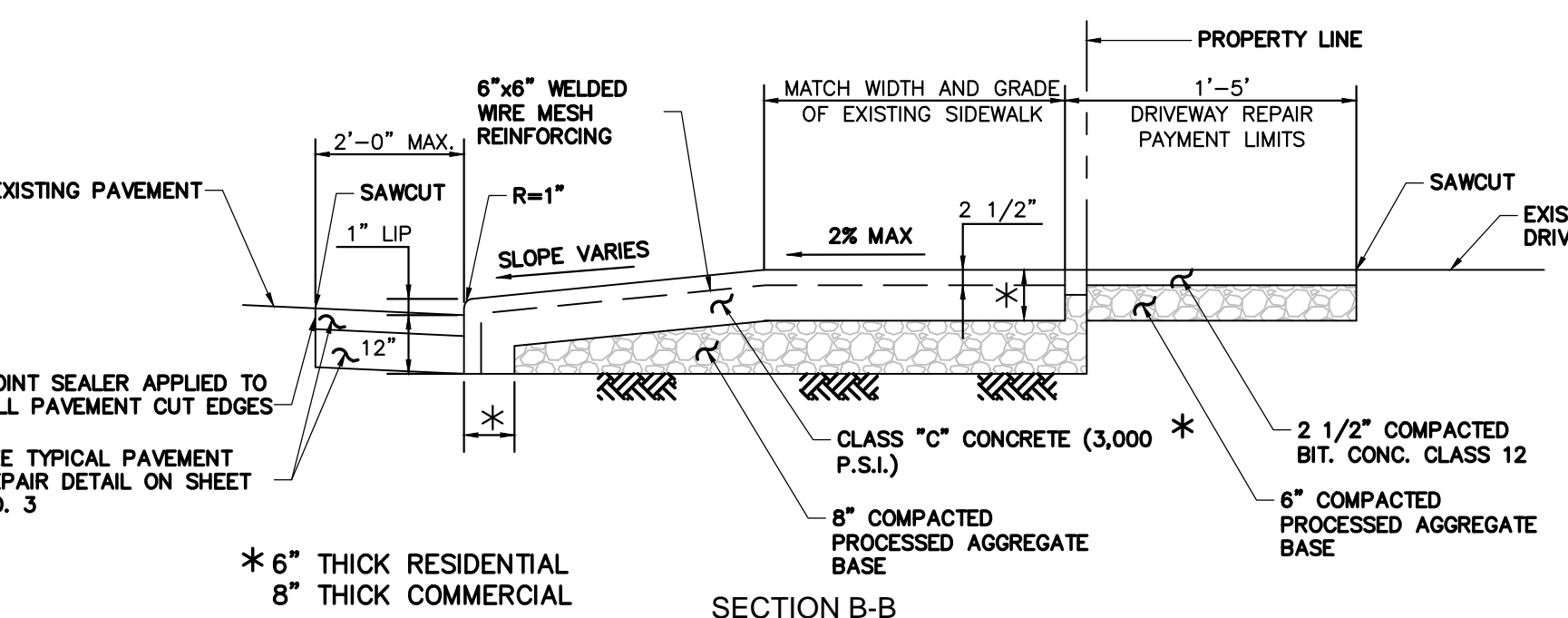
- DRIVEWAY OPENING TO BE DETERMINED AND SET IN THE FIELD BY THE CITY.



SECTION A-A WITHOUT GRASS SHELVE

NOTES:

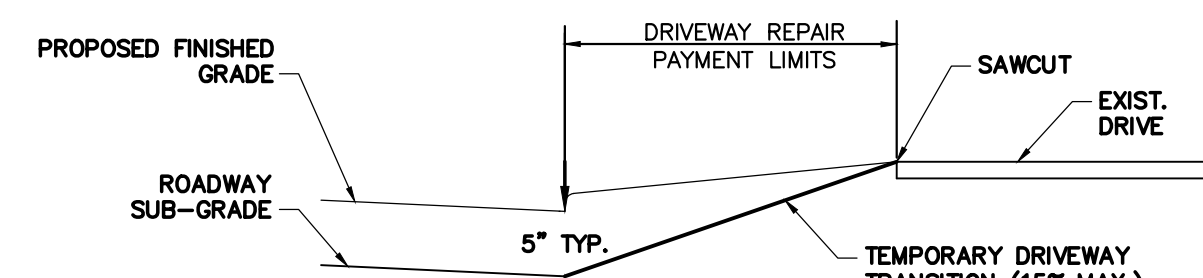
- SURFACE: STIFF BROOM FINISH TRANSVERSE TO THE SLOPE OF THE APRON.
- DRIVEWAY REPAIR TO BE INCLUDED IN THE COST OF THE CONCRETE DRIVEWAY APRON WITHIN THE LIMITS SHOWN.



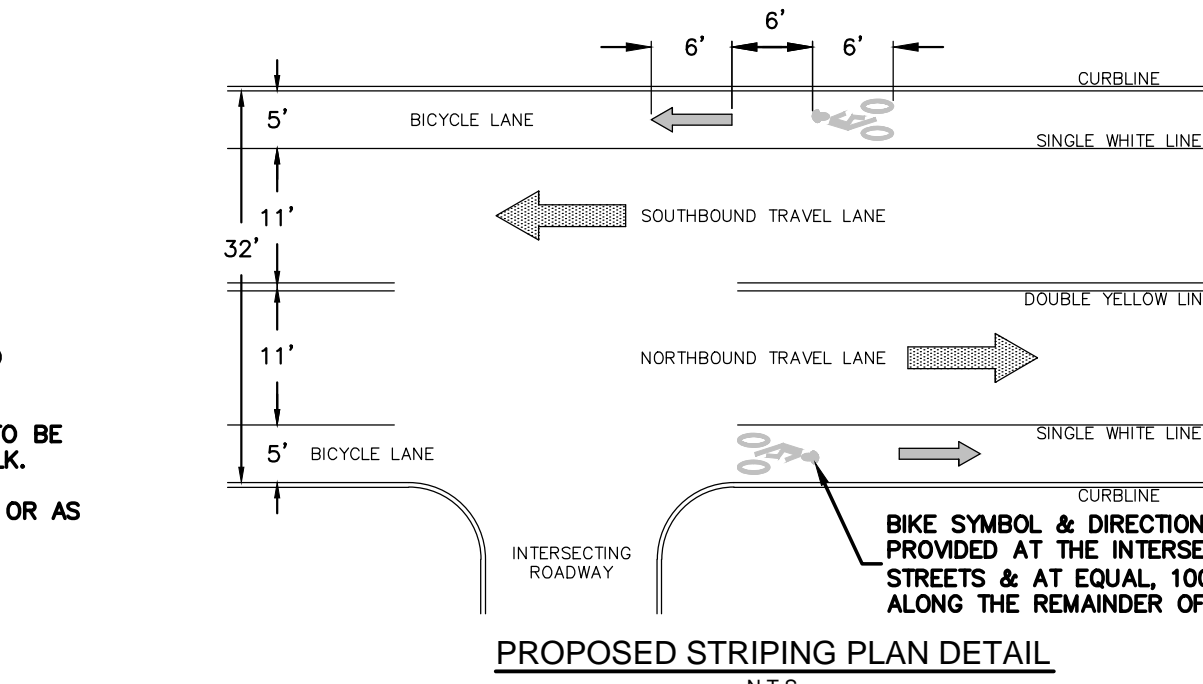
SECTION B-B WITH GRASS SHELVE

NOTES:

- SURFACE: STIFF BROOM FINISH TRANSVERSE TO THE SLOPE OF THE APRON.
- DRIVEWAY REPAIR TO BE INCLUDED IN THE COST OF THE CONCRETE DRIVEWAY APRON WITHIN THE LIMITS SHOWN.



TYPICAL TEMPORARY DRIVEWAY TRANSITION



PROPOSED STRIPING PLAN DETAIL

CME ASSOCIATES, INC.  
32 Crabtree Lane, Woodstock, CT 06281  
333 East River Drive, East Hartford, CT 06108  
50 Elm Street, Southbridge, MA 01550  
888-291-3227 | www.cmeengineering.com



ROADWAY RECONSTRUCTION  
PREPARED FOR  
CITY OF NEW LONDON  
OCEAN AVENUE  
NEW LONDON, CONNECTICUT

CONSTRUCTION DETAILS

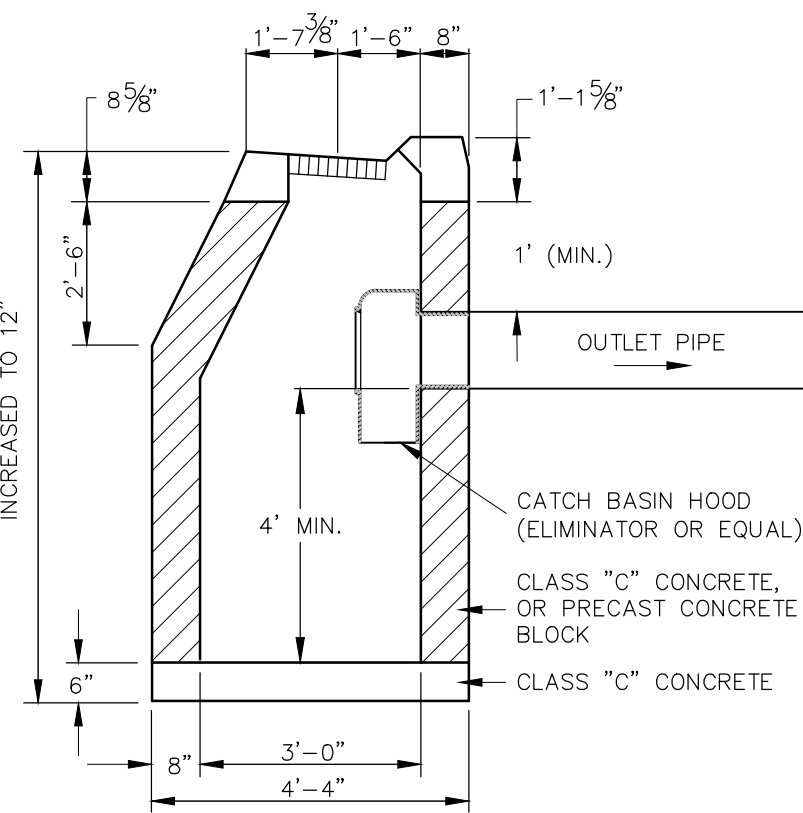
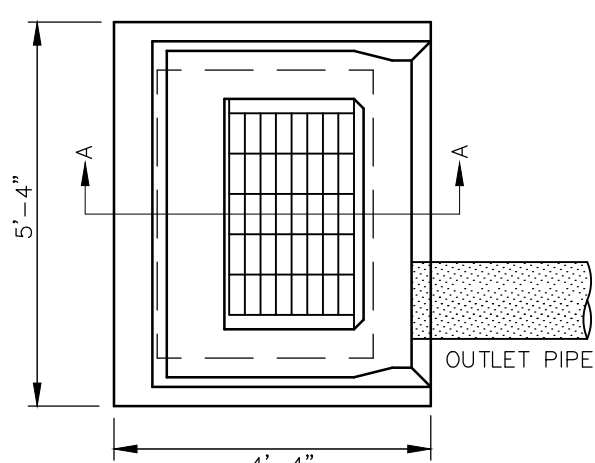
REVISIONS		NO.	DATE	DESCRIPTION	BY

JOB DATA					
PROJECT	BOOK NO.	PMP	RAC/RMP	CHECKED	FILE
2016056-OCEAN AVE					2015/02 P&P

DATE: 09/02/2016

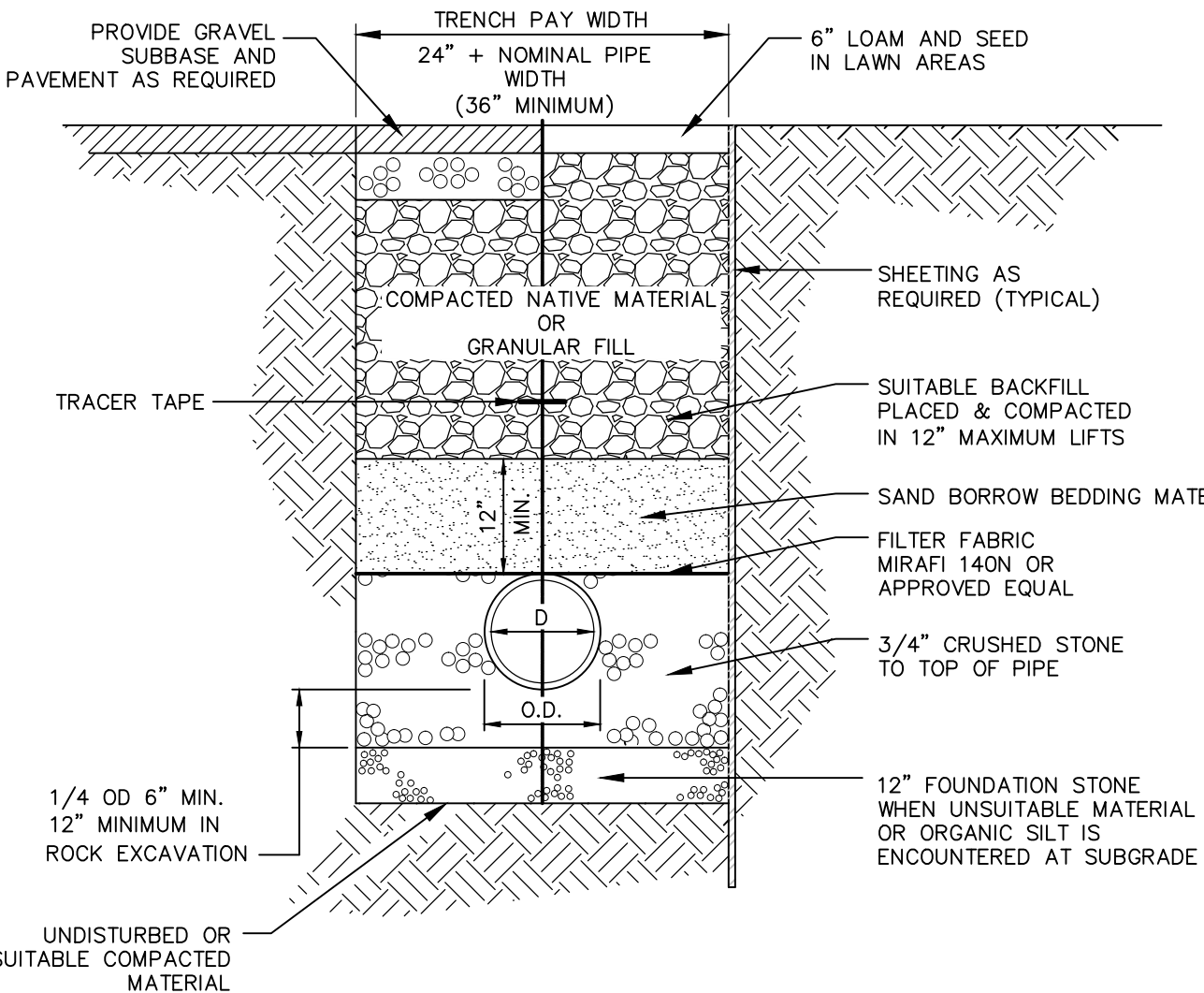
SCALE: 1" = 20'

PROJECT: #2016056



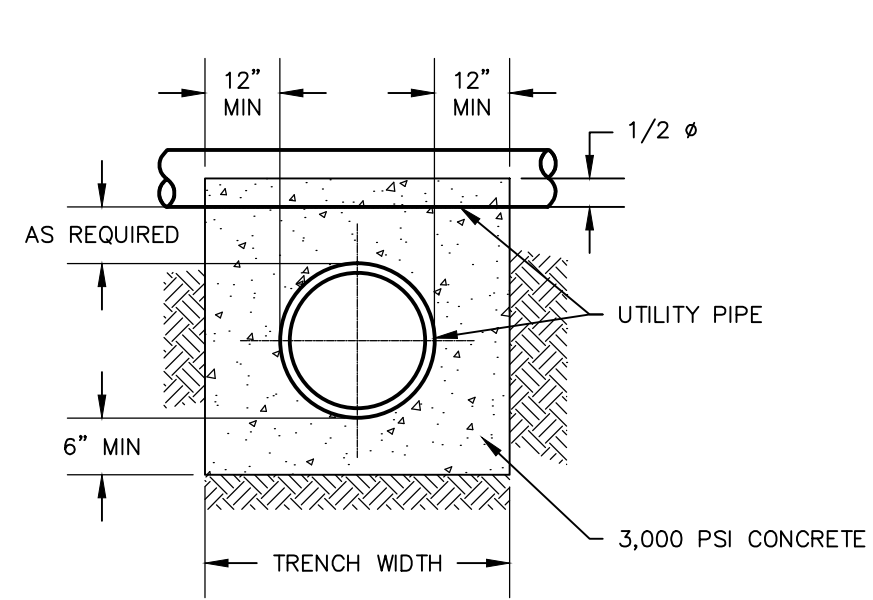
**TYPE "C" CATCH BASIN**  
NOT TO SCALE

NOTE: ALL CATCH BASINS SHALL BE PROVIDED WITH A HOODED OUTLET.



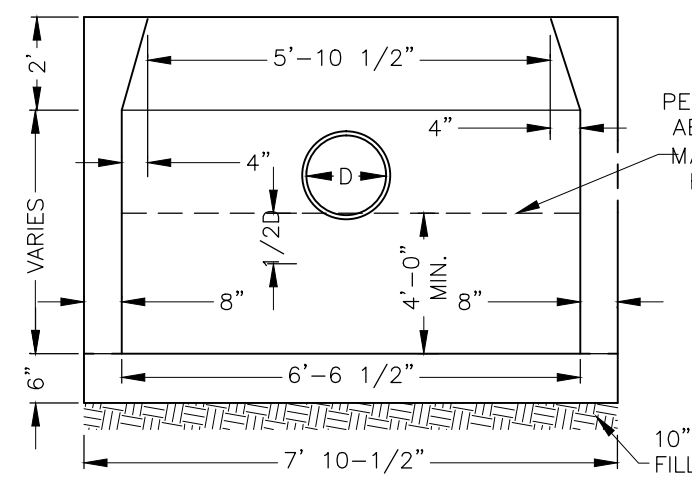
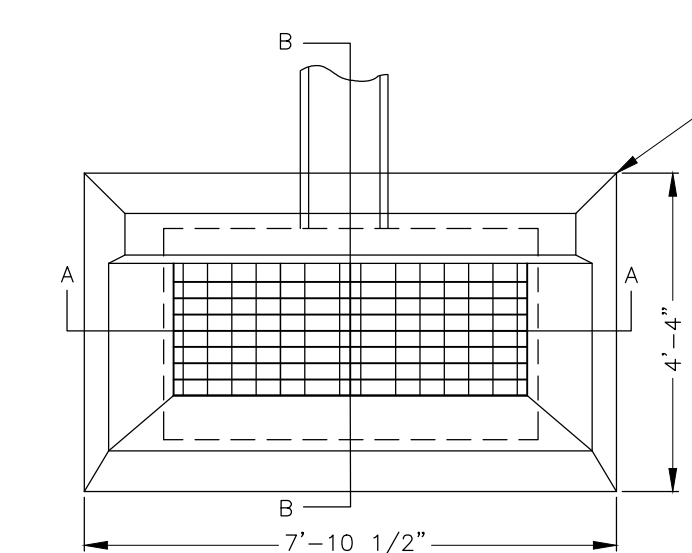
**TRENCH SECTION FOR SOLID STORM DRAINAGE PIPE**  
NTS

- NOTES:
1. PROVIDE TRACER TAPE ABOVE ALL PIPES.
  2. TRACER TAPE SHALL BE INSTALLED ON TOP OF FIRST LIFT OF BACKFILL MATERIAL ABOVE BEDDING. IF RECLAIMING/RECONSTRUCTION ACTIVITIES WILL DISTURB TAPE AT THIS ELEVATION, TAPE SHALL BE INSTALLED FOLLOWING COMPLETION OF THOSE ACTIVITIES.



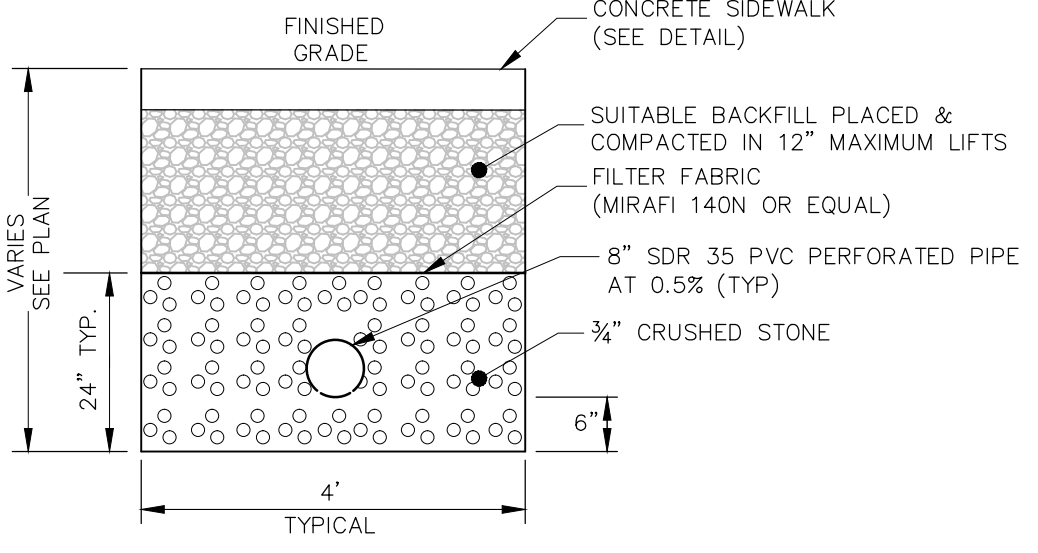
**CONCRETE ENCASUREMENT**  
NTS

NOTE: PROVIDE CONCRETE ENCASUREMENT IN ALL LOCATIONS WHERE UTILITIES CROSS WITH LESS THAN 12" OF SEPARATION OR AS DIRECTED BY THE ENGINEER.



**TYPE "C" CATCH BASIN SECTION B-B**  
**DOUBLE GRATE - TYPE 2**

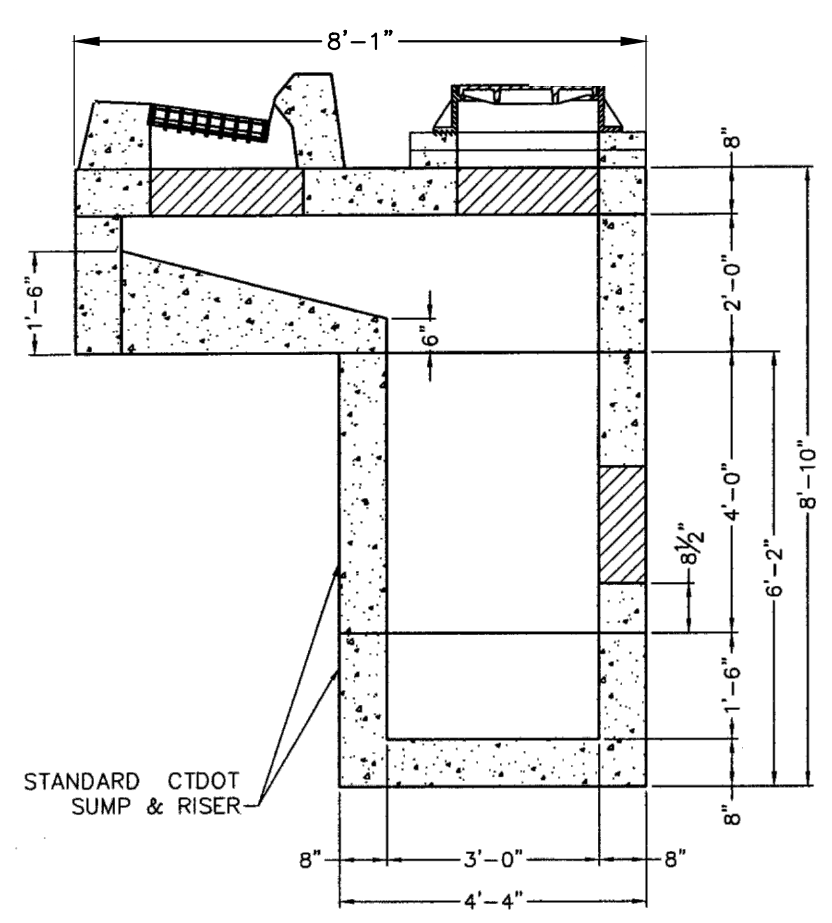
NOTE: ALL CATCH BASINS SHALL BE PROVIDED WITH A HOODED OUTLET.



**TRENCH SECTION FOR PERFORATED STORM DRAINAGE PIPE**  
NOT TO SCALE

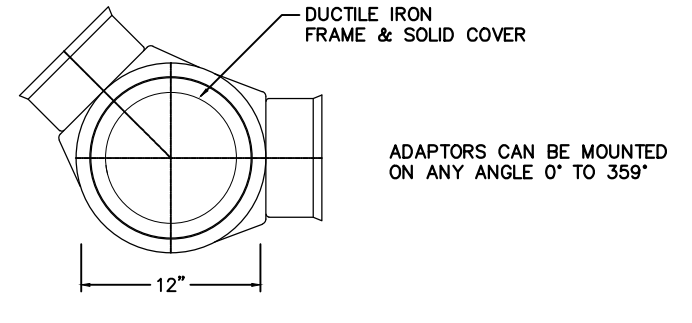
PERVIOUS BACKFILL ABOVE THIS ELEV. MAX DEPTH 3'-0" BELOW TOP OF STRUCTURE.

CLASS "A" CONCRETE POURED IN PLACE OR PRECAST CONCRETE UNIT WHERE PRECAST CONCRETE UNIT IS USED FOR SUMP, TOP OF THE UNIT SHALL BE AT LEAST 6" BELOW THE BOTTOM OF THE PIPE OUTDATING FROM THE CATCH BASIN.



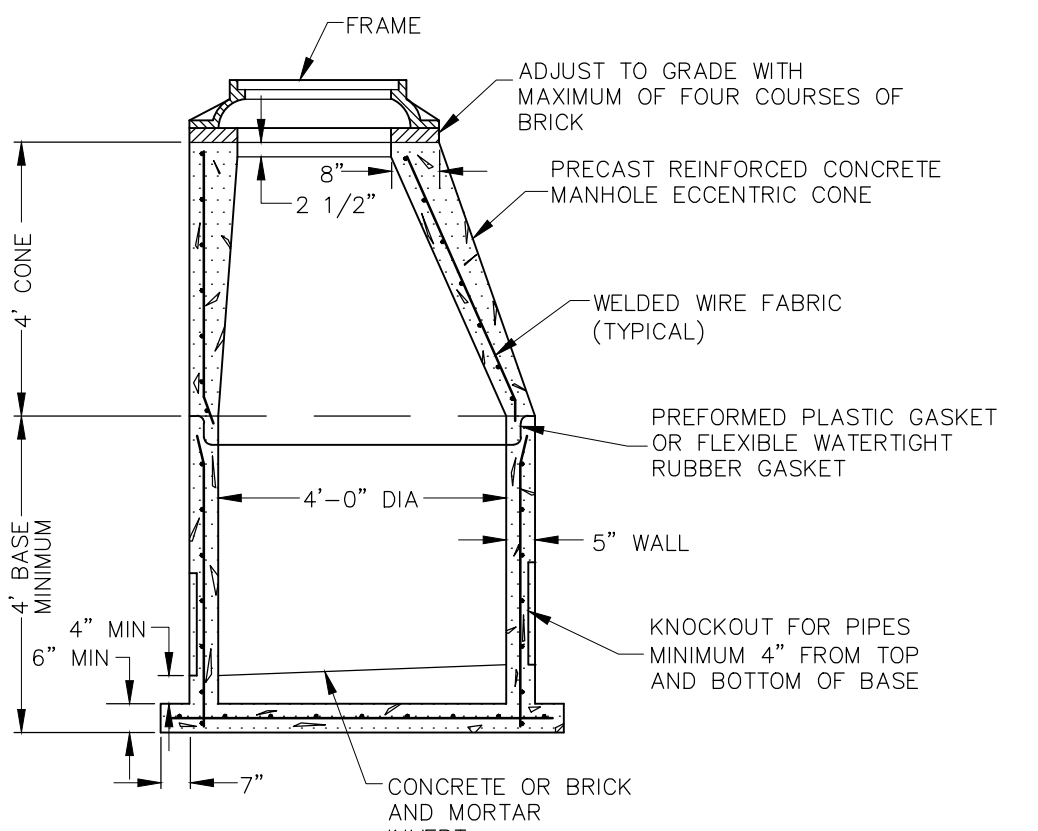
**OFFSET CATCH BASIN**  
NTS

AS MANUFACTURED BY UNITED CONCRETE PRODUCTS, INC. OR APPROVED EQUAL.

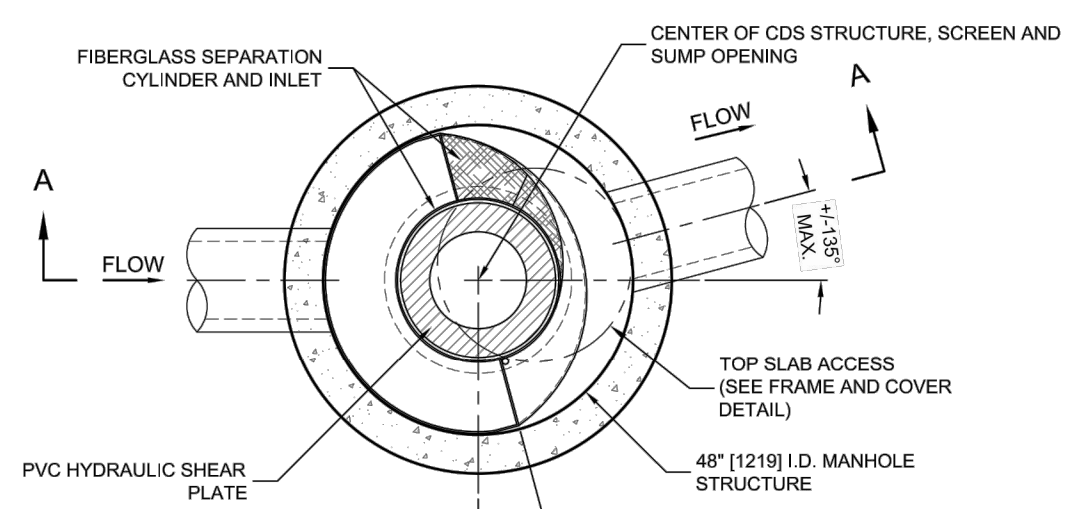


**NYLOPLAST 12" DRAIN BASIN**  
NTS

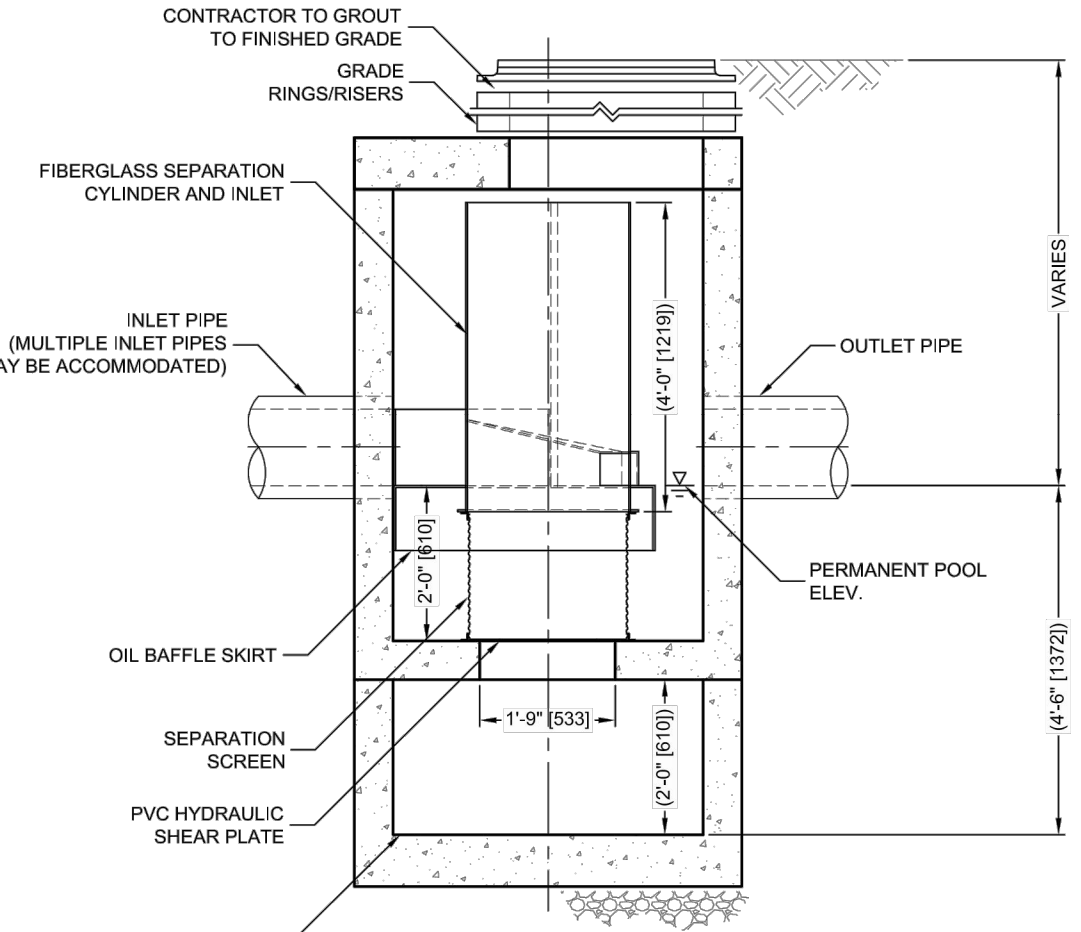
NOTE: PROVIDE POURED IN PLACE CONCRETE RING UNDER GRATE AS REQUIRED BY MANUFACTURER.



**DRAINAGE MANHOLE CROSS SECTION**  
NOT TO SCALE

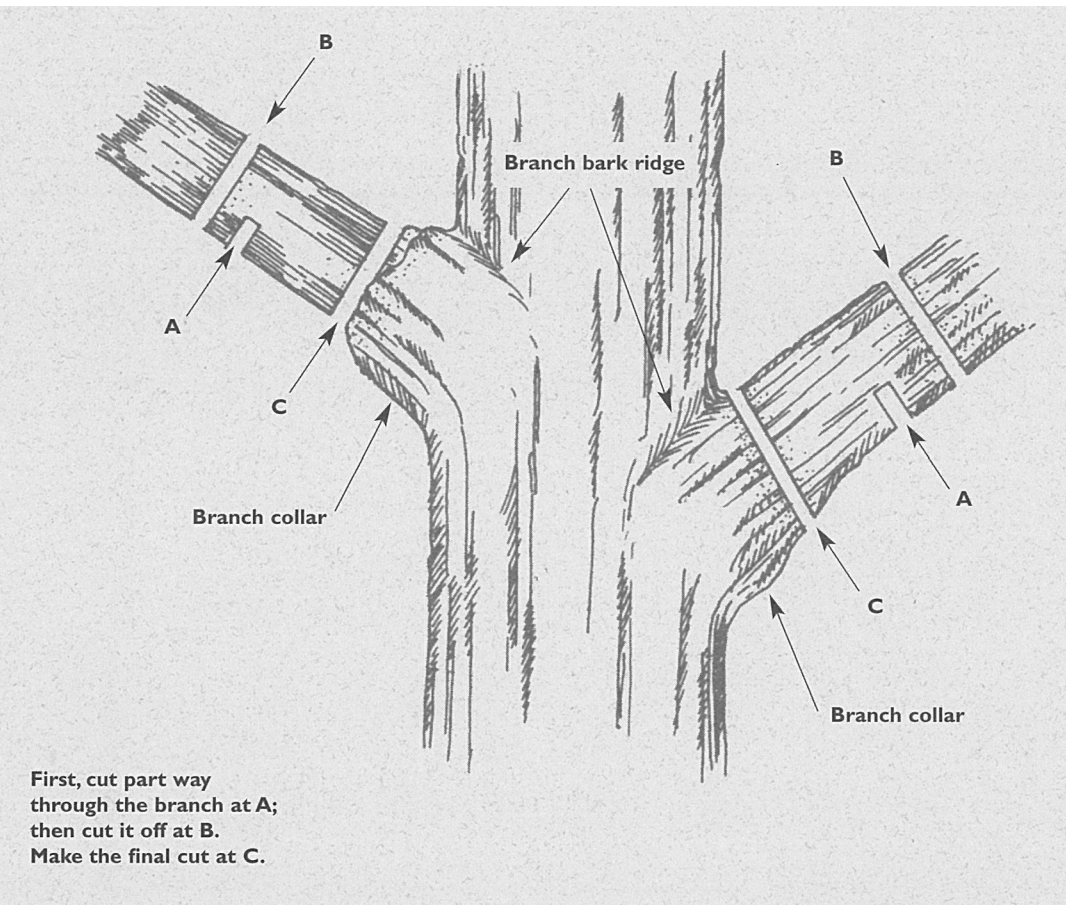


**PLAN VIEW B-B**  
N.T.S.

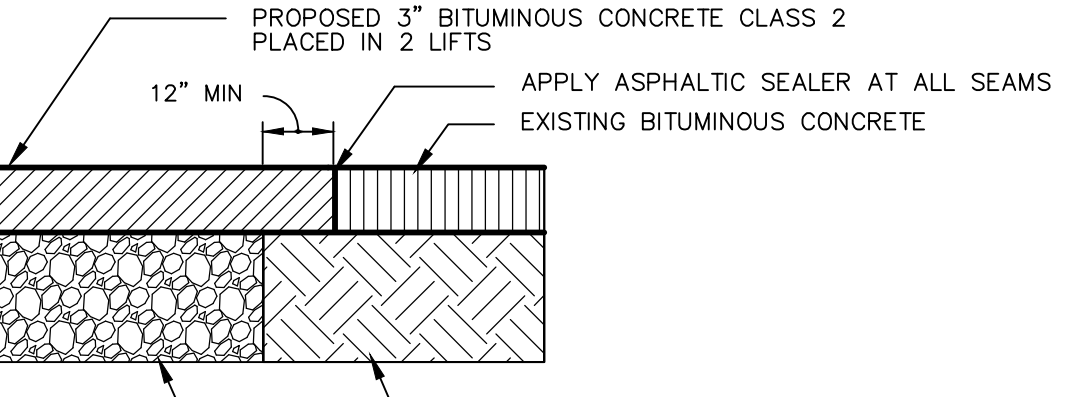


**ELEVATION A-A**  
N.T.S.

**CDS 2015-4 HYDRODYNAMIC SEPARATOR**  
NTS



**TREE PRUNING DETAIL**  
NTS

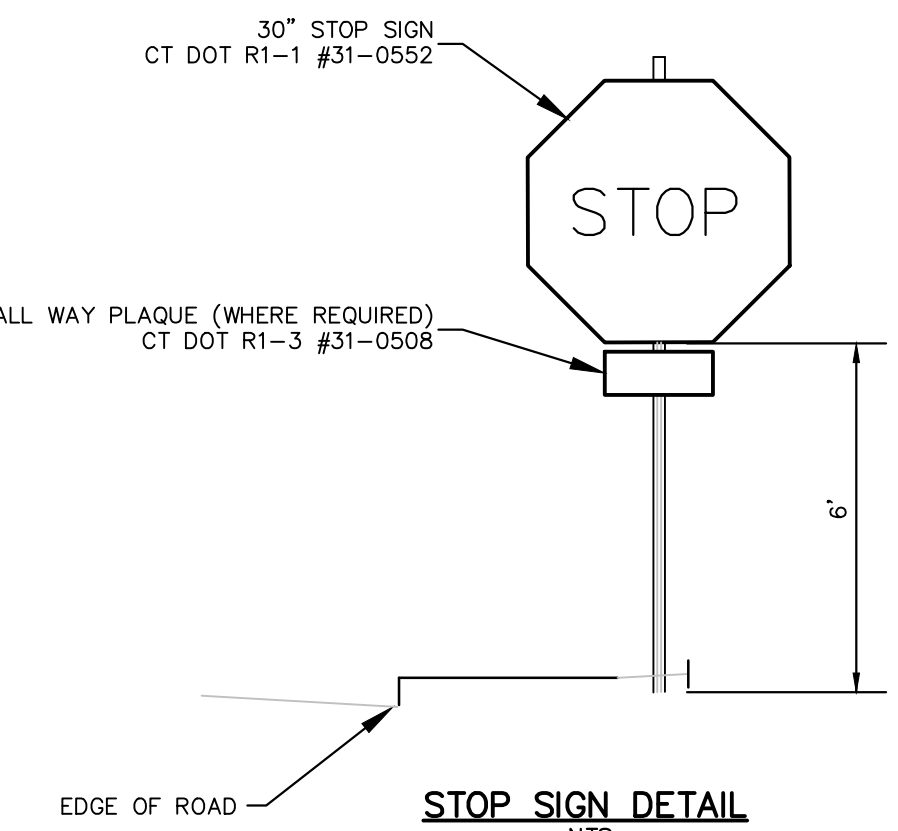


**DRIVEWAY PAVEMENT REPAIR DETAIL**  
NTS

- NOTE:
1. ALL PAVEMENT SHALL CONFORM TO PAVEMENT SPECIFICATION INCLUDED IN THE CONTRACT DOCUMENTS.
  2. ALL SEAMS SHALL BE SAWCUT AND STRAIGHT.



**R3-17 BIKE LANE SIGN**  
NTS



**STOP SIGN DETAIL**  
NTS

- NOTES:
1. ALL MATERIALS & INSTALLATION SHALL CONFORM TO CT DOT STANDARDS.
  2. EDGE OF SIGN SHALL BE A MINIMUM OF 2' & A MAXIMUM OF 8' FROM FACE OF CURB.

**STORMWATER OPERATION AND MAINTENANCE AGREEMENT**  
OCEAN AVENUE, NEW LONDON

OWNER: CITY OF NEW LONDON  
RESPONSIBILITY:

OWNER OR ITS ASSIGNS SHALL BE RESPONSIBLE FOR IMPLEMENTATION OF THE OPERATION AND MAINTENANCE PLAN FOR OCEAN AVENUE AND FOR ANY CORRECTIVE ACTION REQUIRED.

**CONSTRUCTION PHASE**

- GENERAL PROVISIONS:
1. CONTRACTOR TO INSTALL AND MAINTAIN DRAINAGE FACILITIES AS SHOWN ON THE PLAN SET TITLED: (OCEAN AVENUE ROADWAY RECONSTRUCTION, BY CME ASSOCIATES, INC., DATED 08/26/2016).
  2. PRIOR TO CONSTRUCTION, ALL EROSION/SILTATION CONTROL DEVICES SHOWN ON ABOVE PLAN SHALL BE INSTALLED. TO PREVENT SILT INTRUSION INTO THE DRAINAGE SYSTEM DURING CONSTRUCTION, THE CONTRACTOR IS TO INSTALL INLET PROTECTION AT ALL CATCH BASINS AND SET SILT FENCE AT ALL SLOPES WHICH MAY ERODE IN THE DIRECTION OF ANY OPEN DRAINAGE FACILITIES. SUCH PREVENTIVE MEASURES ARE TO BE MAINTAINED THROUGHOUT THE CONSTRUCTION PROCESS.
  3. EROSION CONTROLS ARE TO BE INSPECTED ON A DAILY BASIS. UPON DISCOVERY, THE CONTRACTOR SHALL REMOVE ANY SEDIMENT FROM AN EROSION CONTROL STRUCTURE.
  4. ALL EXPOSED SOILS SHALL BE IMMEDIATELY STABILIZED TO PREVENT EROSION.
  5. UPON INSTALLATION OF CATCH BASINS, INLET PROTECTION SHALL BE INSTALLED AND MAINTAINED UNTIL READY FOR PAVING.
  6. PRIOR TO CONSTRUCTION OF IMPERVIOUS AREAS, ALL DRAINAGE STRUCTURES AND PIPES SHALL BE INSTALLED AND INSPECTED FOR PROPER FUNCTION. DURING CONSTRUCTION OF OTHER SITE FEATURES DRAINAGE FACILITIES SHALL BE INSPECTED ON A DAILY BASIS AND CLEANED/REPAIRED IMMEDIATELY UPON DISCOVERY OF SEDIMENT BUILD-UP OR DAMAGE.
  7. AFTER PAVING IS INSTALLED, IT SHALL BE SWEEPED CLEAN ON A MONTHLY BASIS.

**CATCH BASIN SUMPS:**

1. CONTRACTOR TO INSPECT WEEKLY OR AFTER EACH 0.5 INCH RAIN EVENT AND CLEAN AS NEEDED.
2. CONTRACTOR SHALL CLEAN SUMPS AFTER SITE IS COMPLETELY STABILIZED AND PRIOR TO TRANSFER TO OWNER.

**HYDRODYNAMIC OIL & PARTICLE SEPARATOR:**

1. PRIOR TO TURNOVER TO OWNER THE OIL WATER SEPARATOR WILL BE CLEANED USING A VACUUM TRUCK OR OTHER ORDINARY CATCH BASIN CLEANING EQUIPMENT. THE DEBRIS WILL BE REMOVED FROM THE SITE AND DISPOSED OF ACCORDING TO ALL LOCAL, STATE, AND FEDERAL REGULATIONS. THIS WORK WILL BE DONE BY A LICENSED HAULER OF CONTAMINATED MATERIALS.

**INFILTRATION TRENCHES:**

1. CONTRACTOR TO INSPECT WEEKLY OR AFTER EACH 0.5 INCH RAIN EVENT.
2. INSPECTIONS SHOULD FOCUS ON THE DURATION OF STANDING WATER IN A THE OBSERVATION WELL OF AN UNDERGROUND SYSTEM AFTER A STORM. (PONDING WATER AFTER 48 HOURS INDICATES POSSIBLE CLOGGING OF THE BOTTOM OF THE INFILTRATION STRUCTURE).

**POST-DEVELOPMENT PHASE**

**PAVEMENT SWEEPING:**

STREETS AND PARKING LOTS SHOULD BE SWEEPED CLEAN AT LEAST ONCE ANNUALLY, PREFERABLY IMMEDIATELY AFTER WINTER SNOW MELT AND BEFORE SPRING RAINS. SWEEPING DURING THIS PERIOD CAPTURES PEAK SEDIMENT LOADS AND EXTENDS THE SERVICE LIFE OF THE STORM WATER MANAGEMENT SYSTEM.

**CATCH BASIN SUMPS:**

CATCH BASINS SHALL BE INSPECTED BI-ANNUALLY AND CLEANED AT LEAST ANNUALLY, AFTER THE SNOW AND ICE SEASON, AND AS SOON AS POSSIBLE BEFORE SPRING RAINS. IN GENERAL, A CATCH BASIN SHOULD BE CLEANED IF THE DEPTH OF DEPOSITS IS GREATER THAN ONE HALF THE SUMP DEPTH. IF A CATCH BASIN SIGNIFICANTLY EXCEEDS THIS STANDARD THEN MORE FREQUENT CLEANINGS SHALL BE SCHEDULED. IN AREAS WITH HIGHER POLLUTANT LOADINGS OR DISCHARGES INTO SENSITIVE BODIES OF WATER, MORE FREQUENT CLEANINGS WILL BE NECESSARY.

**HYDRODYNAMIC OIL & PARTICLE SEPARATOR:**

THE OIL WATER SEPARATOR WILL BE INSPECTED QUARTERLY FOR THE PRESENCE OF ACCUMULATED OIL AND GREASE, FLOATABLES AND SEDIMENT; IF FOUND, THE STRUCTURE WILL BE CLEANED USING A VACUUM TRUCK OR OTHER ORDINARY CATCH BASIN CLEANING EQUIPMENT. THE DEBRIS WILL BE REMOVED FROM THE SITE AND DISPOSED OF ACCORDING TO ALL LOCAL, STATE, AND FEDERAL REGULATIONS. THIS WORK WILL BE DONE BY A LICENSED HAULER OF CONTAMINATED MATERIALS. THE SCHEDULE OF INSPECTIONS WILL BE ADJUSTED TO AN ANNUAL INSPECTION IF NO OIL OR GREASE IS FOUND ON A REGULAR BASIS. OWNER WILL BE RESPONSIBLE FOR THE INSPECTIONS AND CLEANING.

**INFILTRATION TRENCHES:**

INFILTRATION SYSTEMS SHALL BE INSPECTED AT LEAST TWICE ANNUALLY AND AFTER ALL MAJOR STORMS TO ENSURE THAT THEY ARE OPERATING AS INTENDED. PRETREATMENT BMP'S SHALL BE INSPECTED AND CLEANED DURING THE REGULAR BI-ANNUAL INSPECTIONS. POTENTIAL PROBLEMS THAT SHOULD BE CHECKED INCLUDE:

- A. PONDING
- B. EROSION
- C. CLOGGING OF INLET PIPES

**CME ASSOCIATES, INC.**  
32 Crabtree Lane, Woodstock, CT 06281  
333 East River Drive, East Hartford, CT 06108  
50 Elm Street, Southbridge, MA 01550  
888-291-3227 | www.cmeengineering.com



ROADWAY RECONSTRUCTION  
PREPARED FOR  
**CITY OF NEW LONDON**  
OCEAN AVENUE  
NEW LONDON, CONNECTICUT

**CONSTRUCTION DETAILS**

REVISIONS		NO.	DATE	DESCRIPTION

JOB DATA		PROJECT	BOOK NO.	DESIGNED	DRAWN	CHECKED	COORD FILE	FILE
		2016056-OCEAN AVE		PMP	RAC/RMP			2015702 P&P

DATE: 09/02/2016

SCALE: 1" = 20'

PROJECT: #2016056

QUALITY CONTROL CERTIFICATION		
GROUP	REVIEWED	DATE
PROJECT MANAGER		
SURVEY		
ENVIRONMENTAL		
CIVIL		
STRUCTURAL		
ARCHITECTURAL		