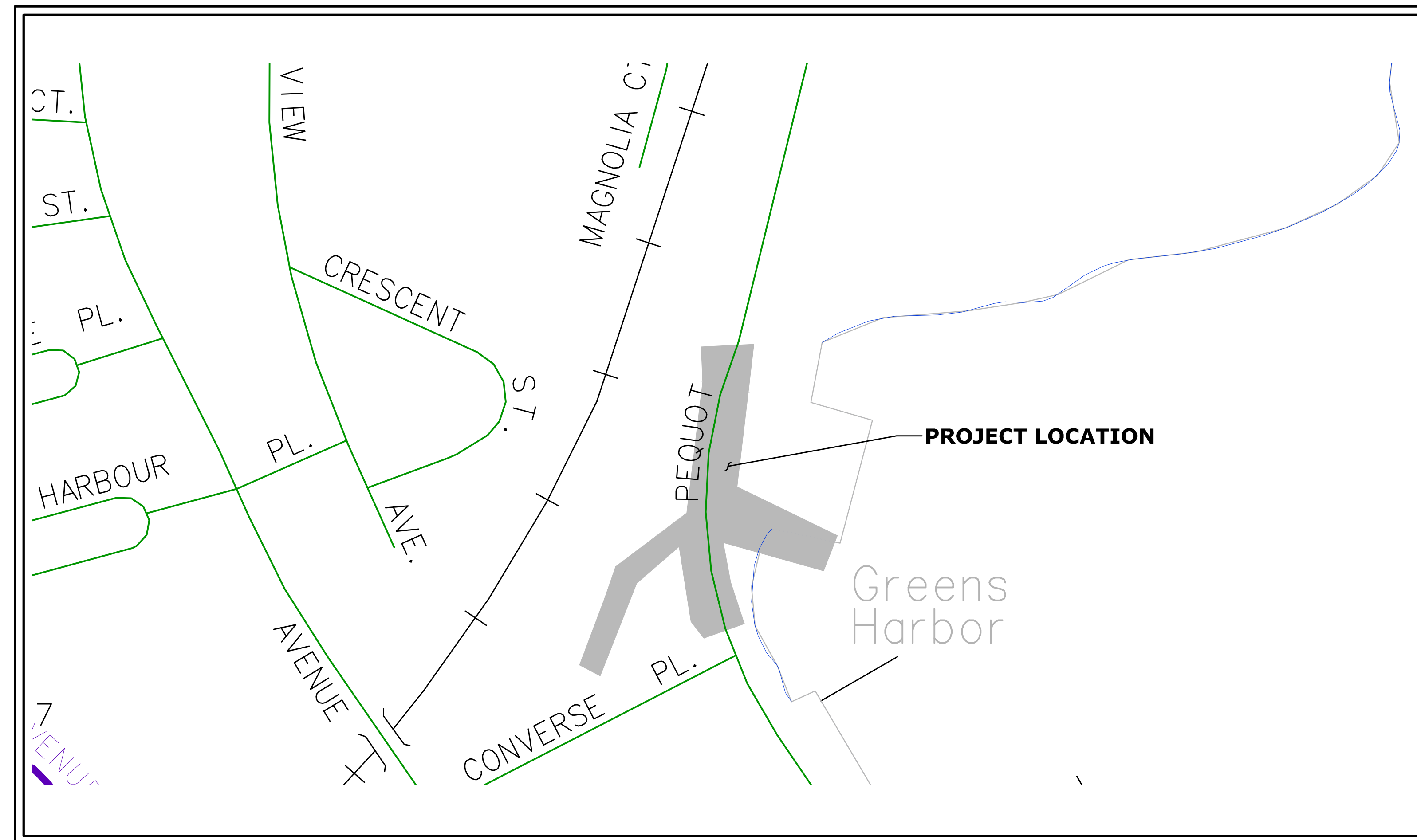


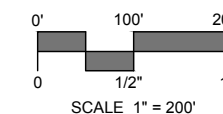
PEQUOT AVENUE DRAINAGE IMPROVEMENTS

COMMUNITY DEVELOPMENT BLOCK GRANT- DISASTER RECOVERY PROGRAM
 STATE OF CONNECTICUT DEPARTMENT OF HOUSING
 U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
 CITY OF NEW LONDON
 NEW LONDON, CONNECTICUT
 MMI PROJECT NO. 2389-43

JULY 2018



PROJECT SITE VICINITY MAP:



LIST OF DRAWINGS

NO.	TITLE
01	TITLE SHEET
02	TYPICAL SECTION & GENERAL NOTES
03	INDEX PLAN
04	BORING LOGS
05-21	MISCELLANEOUS DETAILS
22-23	EXISTING CONDITIONS & BASELINE LAYOUT PLAN
24-25	ROADWAY PLANS
26-27	DRAINAGE PLANS
28-31	ROADWAY AND DRAINAGE PROFILES
32	DETOUR PLAN
33-41	ROADWAY CROSS SECTIONS

PREPARED FOR:

CITY OF NEW LONDON
 181 STATE STREET
 NEW LONDON, CT 06320

APPROVED BY:

STEPHEN SAVARESE, P.E.
 CIVIL ENGINEER
 CITY OF NEW LONDON, CT

DATE:

DESIGNED BY:

MILONE & MACBROOM[™]
 99 Realty Drive
 Cheshire, Connecticut 06410
 (203) 271-1773 Fax (203) 272-9733
 miloneandmacbroom.com

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

DATE:

PREPARED BY:



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 Cheshire, Connecticut 06410
 (203) 271-1773 Fax (203) 272-9733
 www.miloneandmacbroom.com

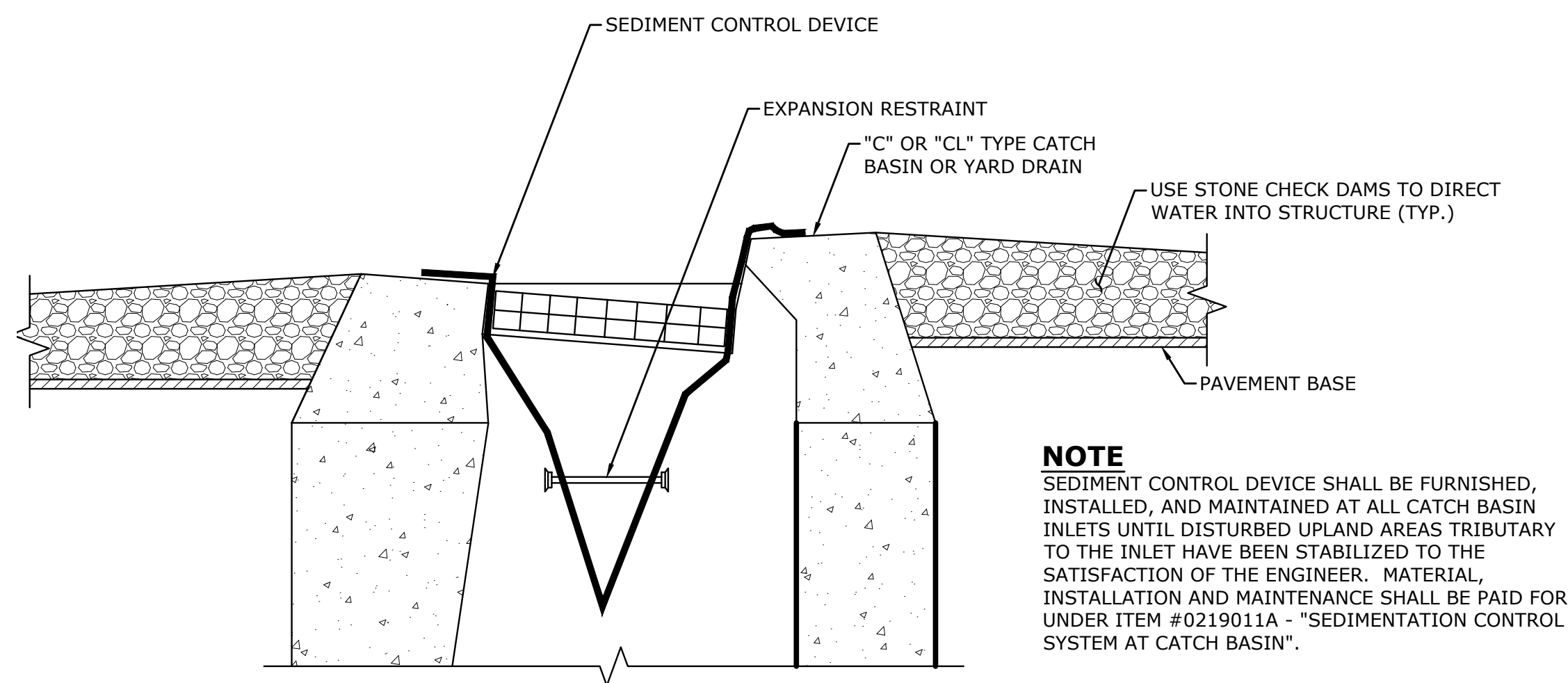
PEQUOT AVENUE
 PROJECT LENGTH: 651 LF
 BEGIN STATION: 11+85
 END STATION: 18+36

STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION
 "STANDARD SPECIFICATIONS FOR ROADS, BRIDGES, FACILITIES,
 AND INCIDENTAL CONSTRUCTION", FORM 817, 2016 GOVERN
 INCLUDING SUPPLEMENTS THERETO DATED JANUARY 2018.

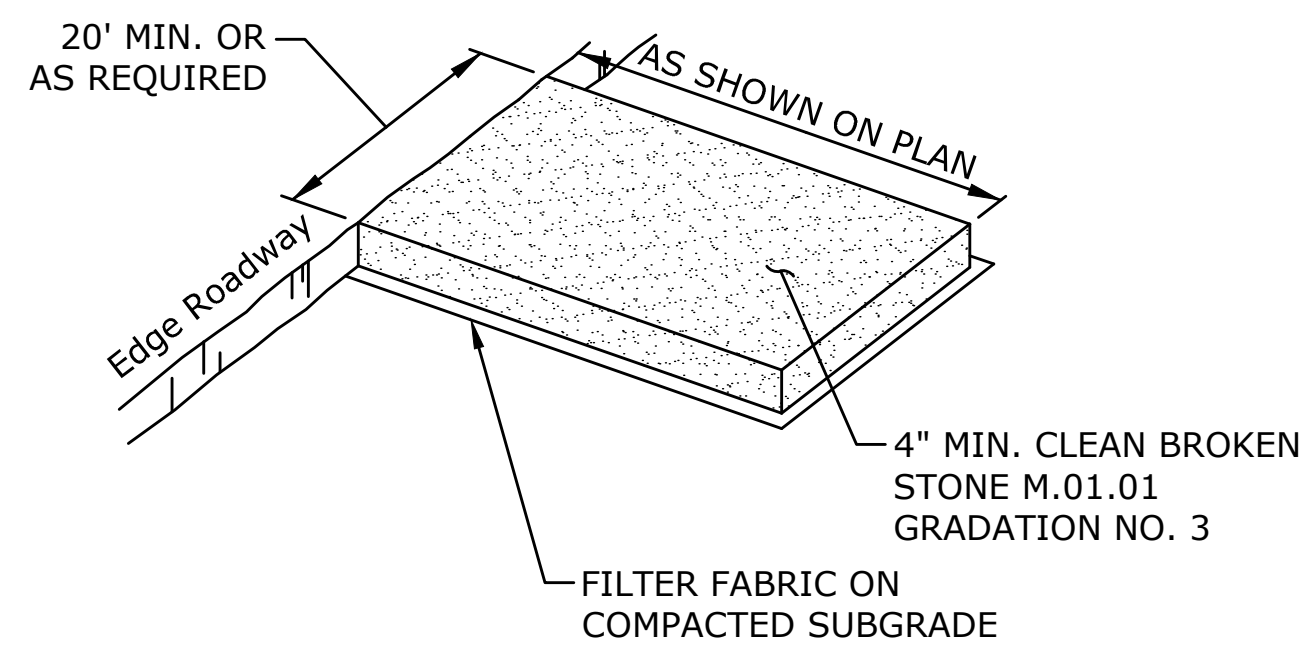


Know what's below.
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11/2017 - 4. For use with the 2017 edition of the City of New London Standard Details.

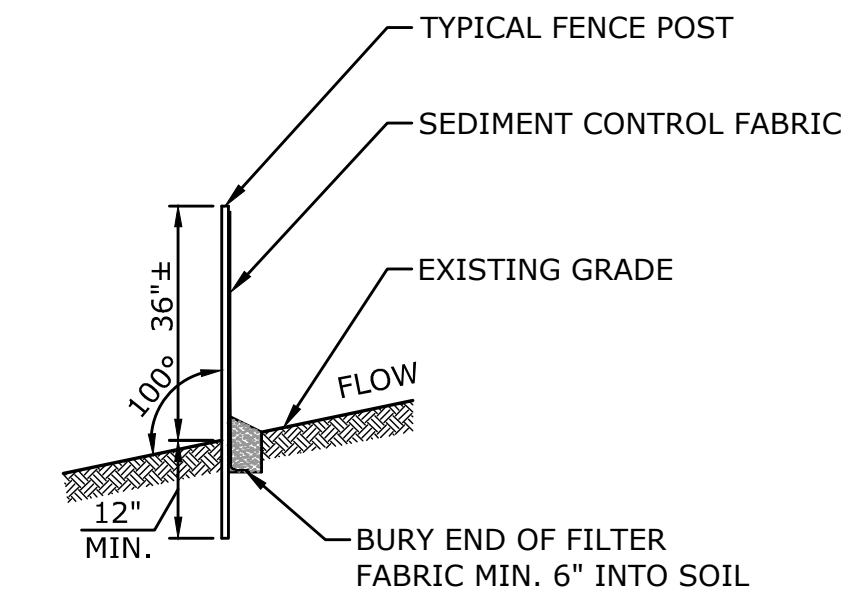


SEDIMENTATION CONTROL AT CATCH BASIN

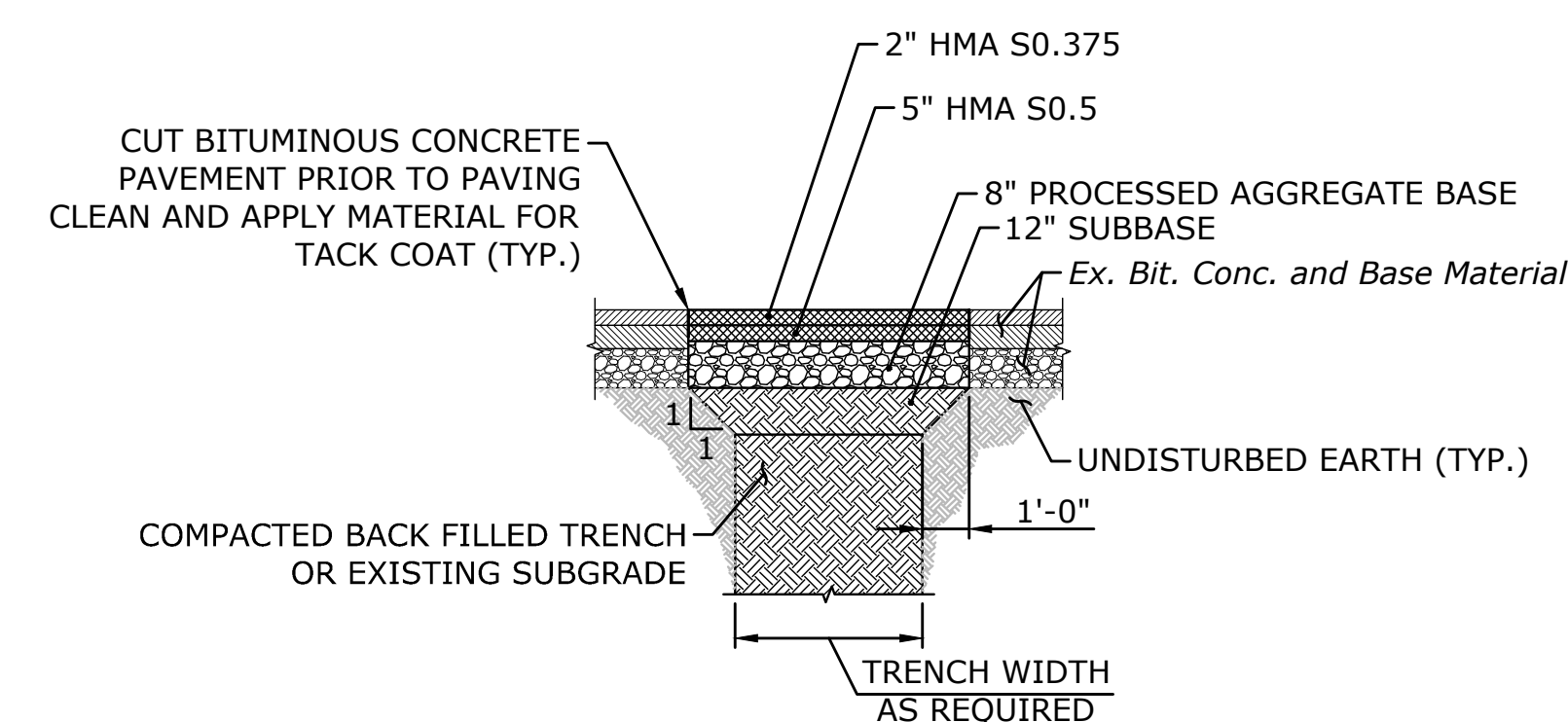


NOTE
PAD SHALL BE INSTALLED AND MAINTAINED DURING OPERATIONS WHICH PROMOTE VEHICULAR TRACKING OF MUD.

ANTI-TRACKING PAD

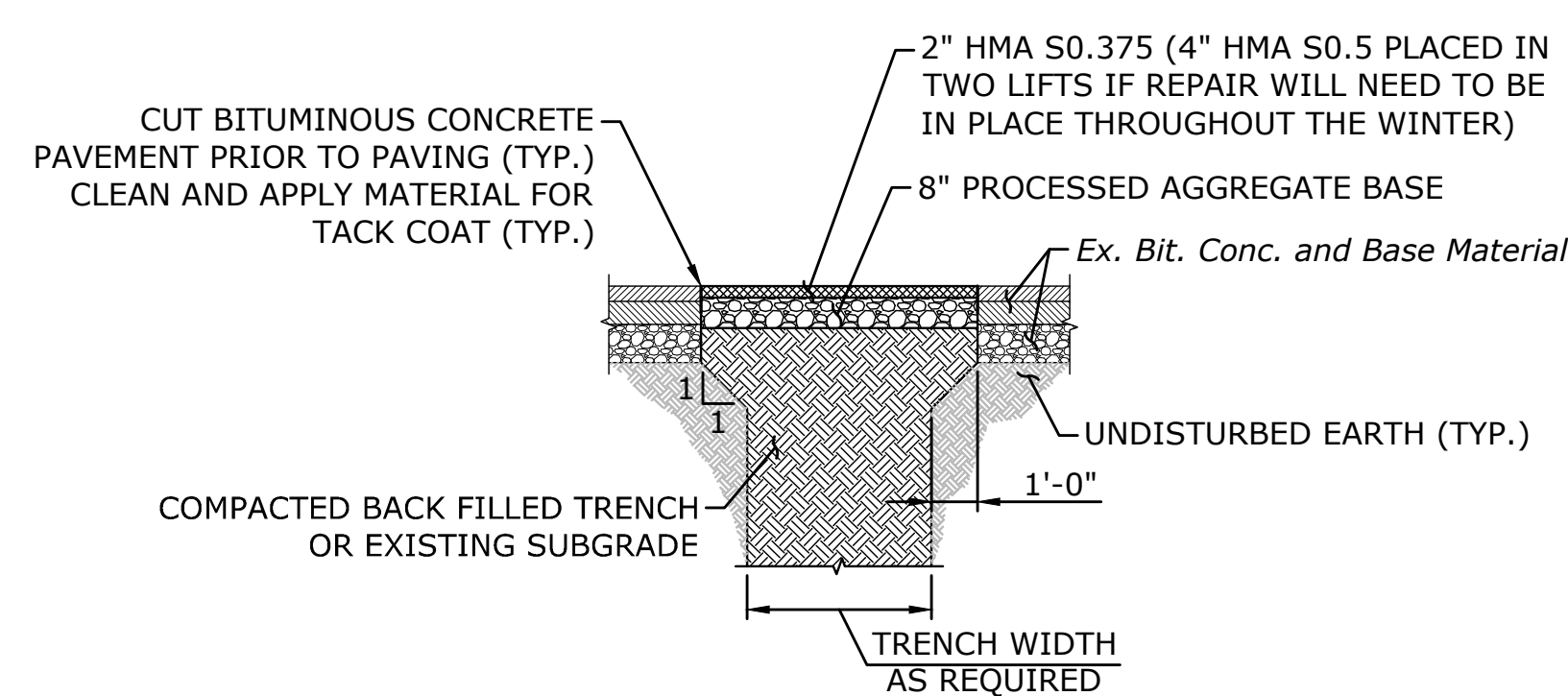


SEDIMENTATION CONTROL SYSTEM

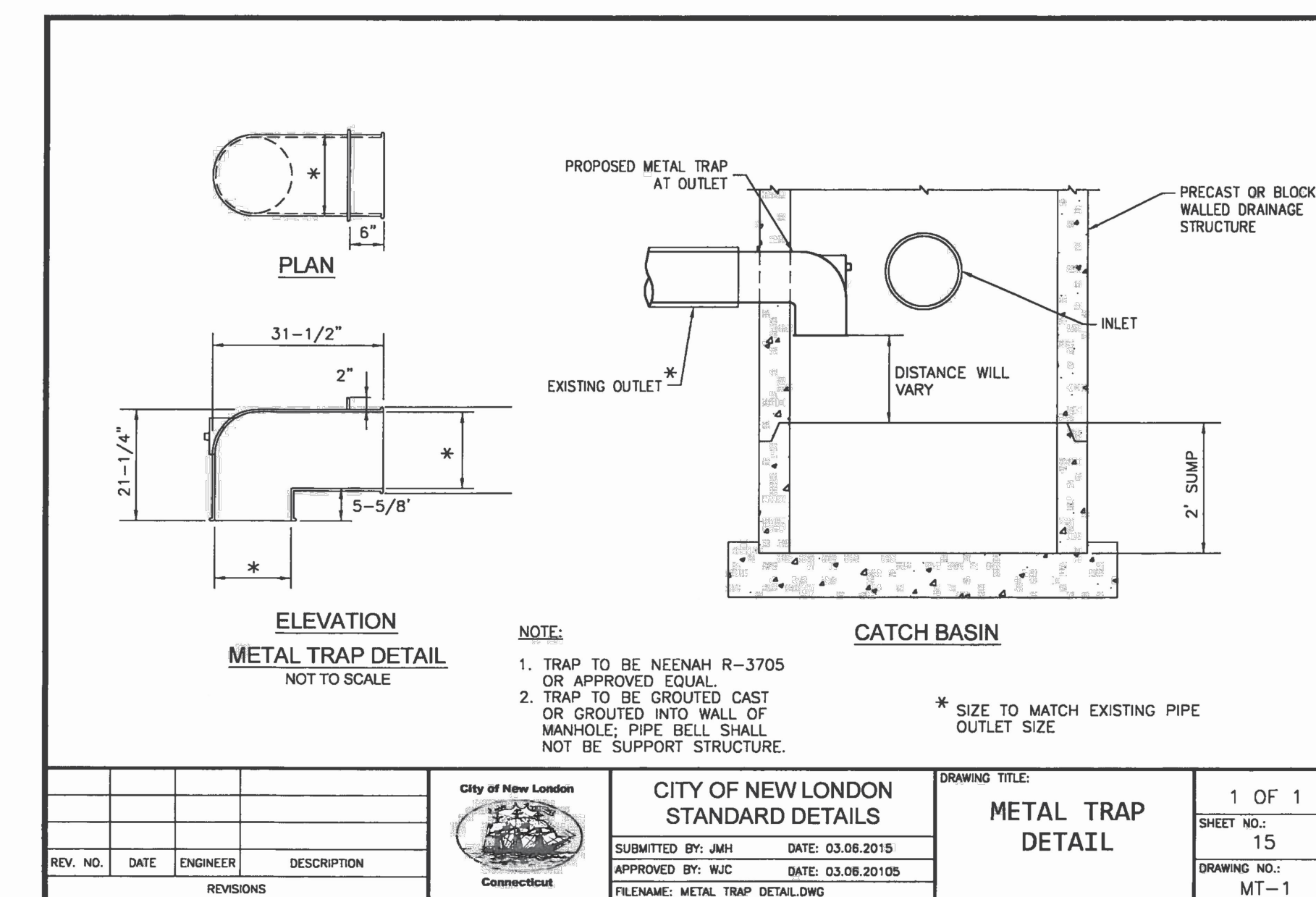


NOTE:
THIS DETAIL SHALL BE USED FOR NEW STORM PIPE INSTALLED BEYOND THE ROAD CONSTRUCTION LIMITS. ALL WORK AND MATERIAL ASSOCIATED WITH THE PERMANENT PAVEMENT REPAIR SHALL BE PAID UNDER THE ITEM "PERMANENT PAVEMENT REPLACEMENT".

PERMANENT PAVEMENT REPLACEMENT



TEMPORARY PAVEMENT REPAIR



DESCRIPTION	DATE	BY

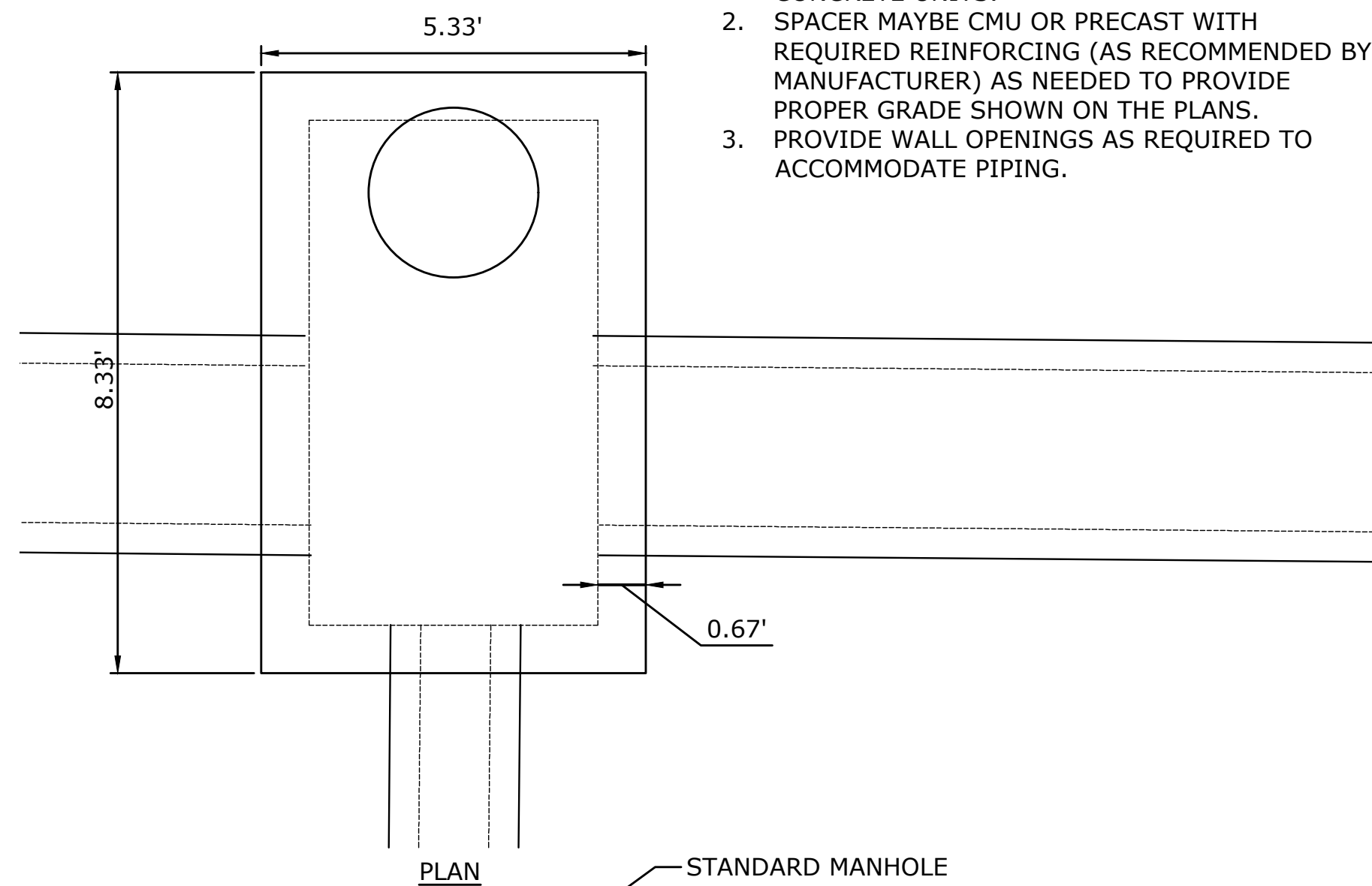
MISCELLANEOUS DETAILS
PEQUOT AVENUE DRAINAGE IMPROVEMENTS
PEQUOT AVENUE
NEW LONDON, CONNECTICUT

GN	LM	TC
DESIGNED	DRAWN	CHECKED
NTS		
DATE JULY 2018		
PROJECT NO. 2389-43		
DWG NO. MDS-1		
SHEET NO. 05		

MILONE & MACBROOM, INC. 99 REALTY DRIVE, CHELSEA, CONNECTICUT 06410 (203) 271-1773 FAX (203) 272-9733 WWW.MILONEANDMACBROOM.COM

NOTES:

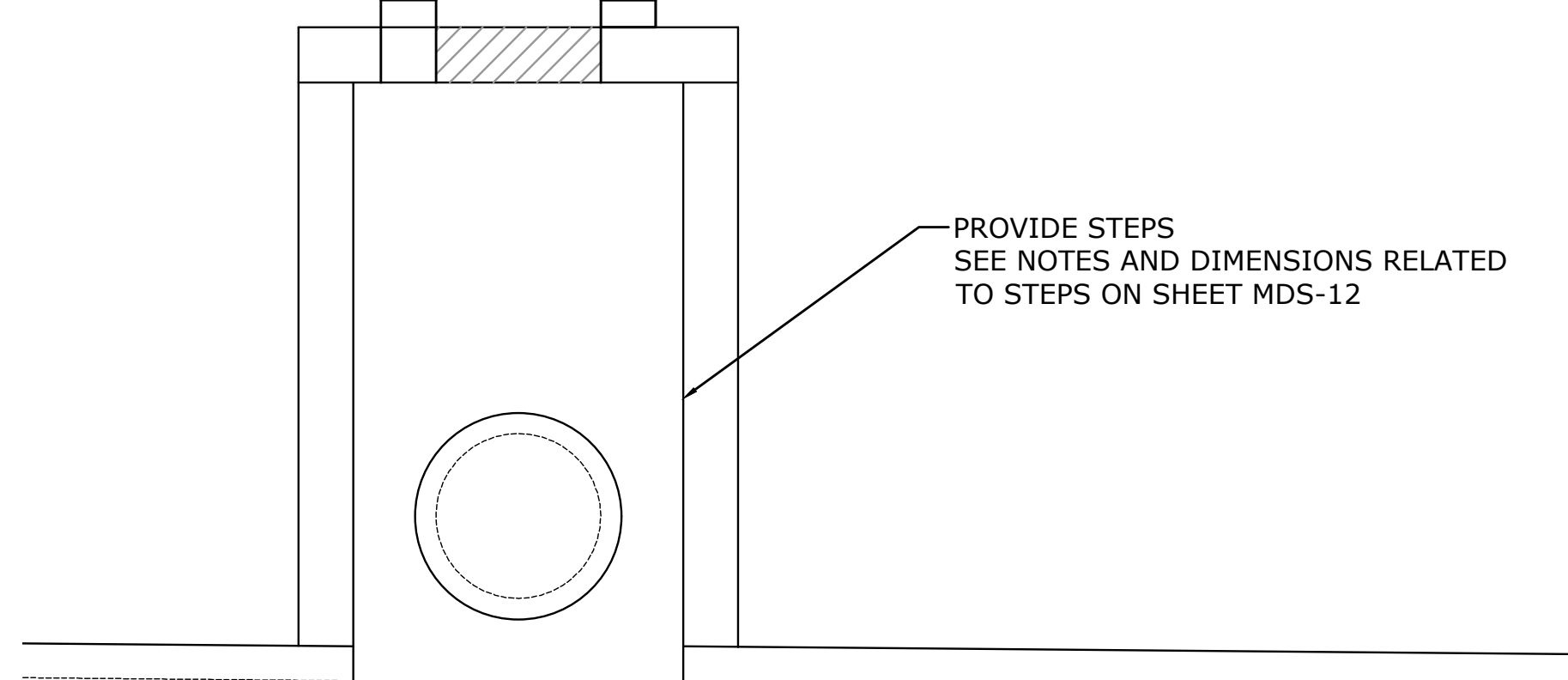
- JUNCTION CHAMBERS SHALL BE PRECAST CONCRETE UNITS.
- SPACER MAYBE CMU OR PRECAST WITH REQUIRED REINFORCING (AS RECOMMENDED BY MANUFACTURER) AS NEEDED TO PROVIDE PROPER GRADE SHOWN ON THE PLANS.
- PROVIDE WALL OPENINGS AS REQUIRED TO ACCOMMODATE PIPING.



PLAN

STANDARD MANHOLE FRAME AND COVER SEE NOTE 8
SEE NOTE 2

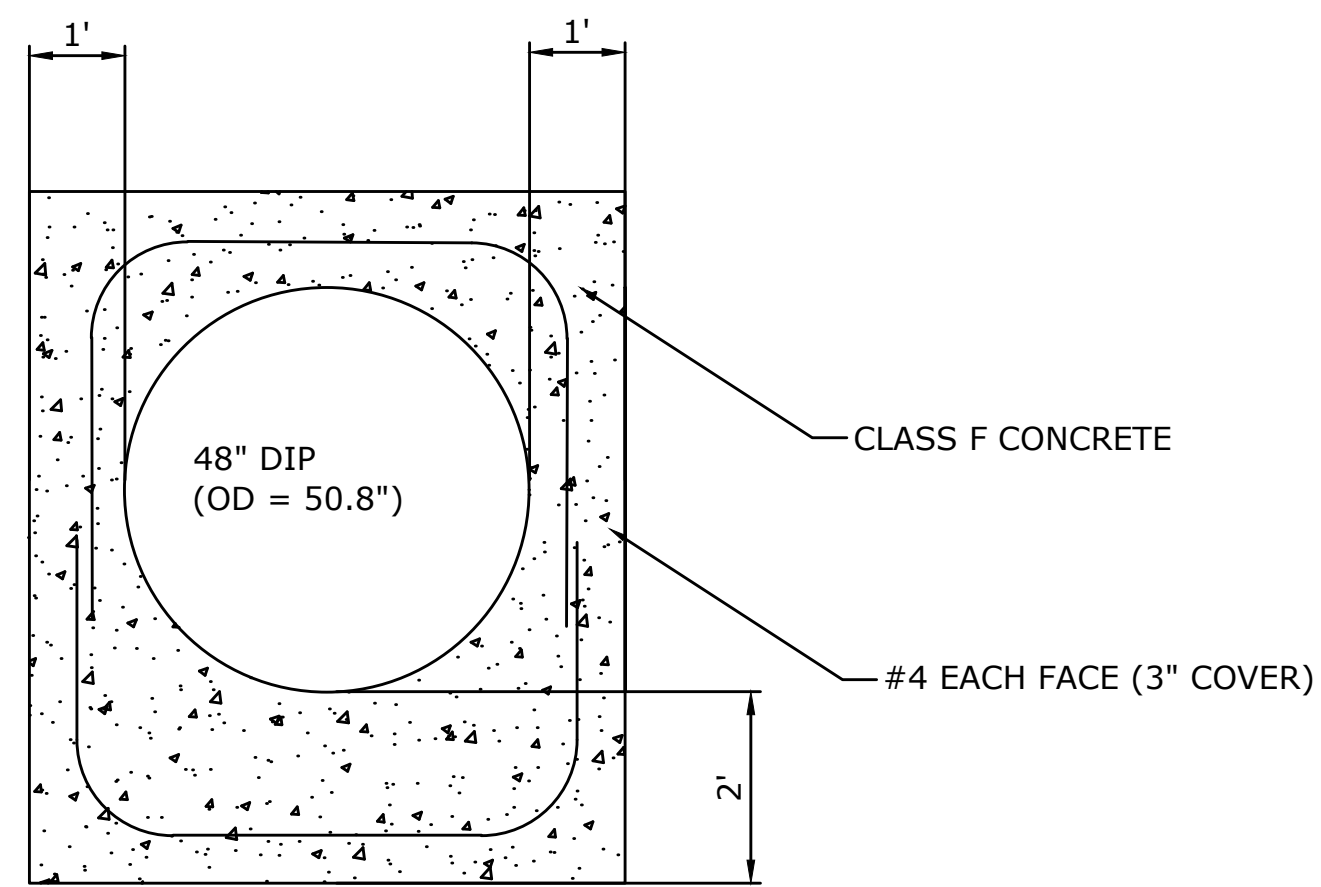
PROVIDE STEPS SEE NOTES AND DIMENSIONS RELATED TO STEPS ON SHEET MDS-12



ELEVATION

JUNCTION CHAMBER

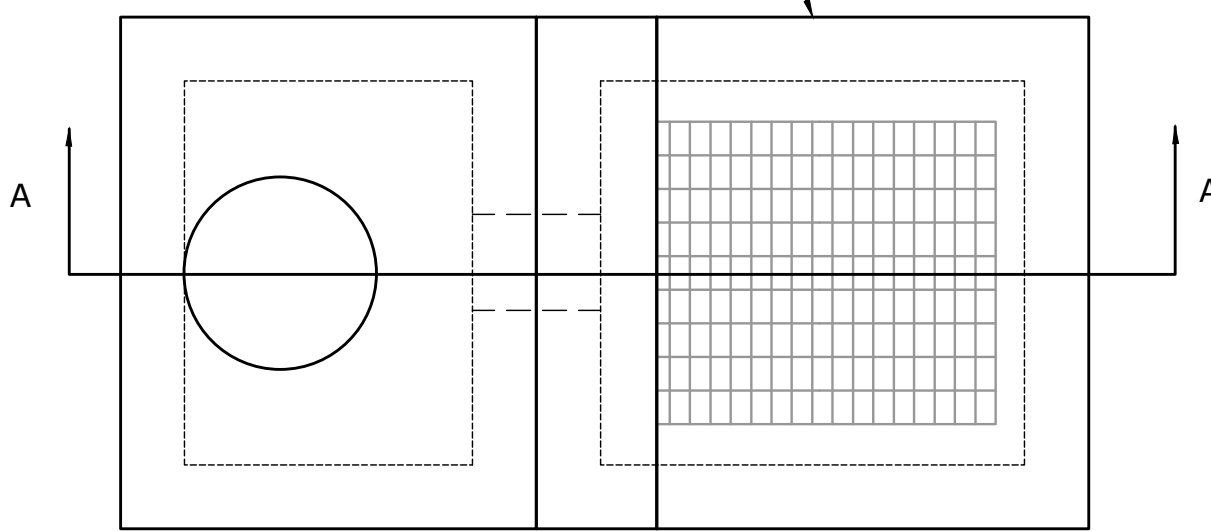
PROVIDING AND INSTALLING CONCRETE PIPE COLLARS SHALL BE PAID FOR UNDER THE ITEM 48" DUCTILE IRON PIPE (COMPLETE)



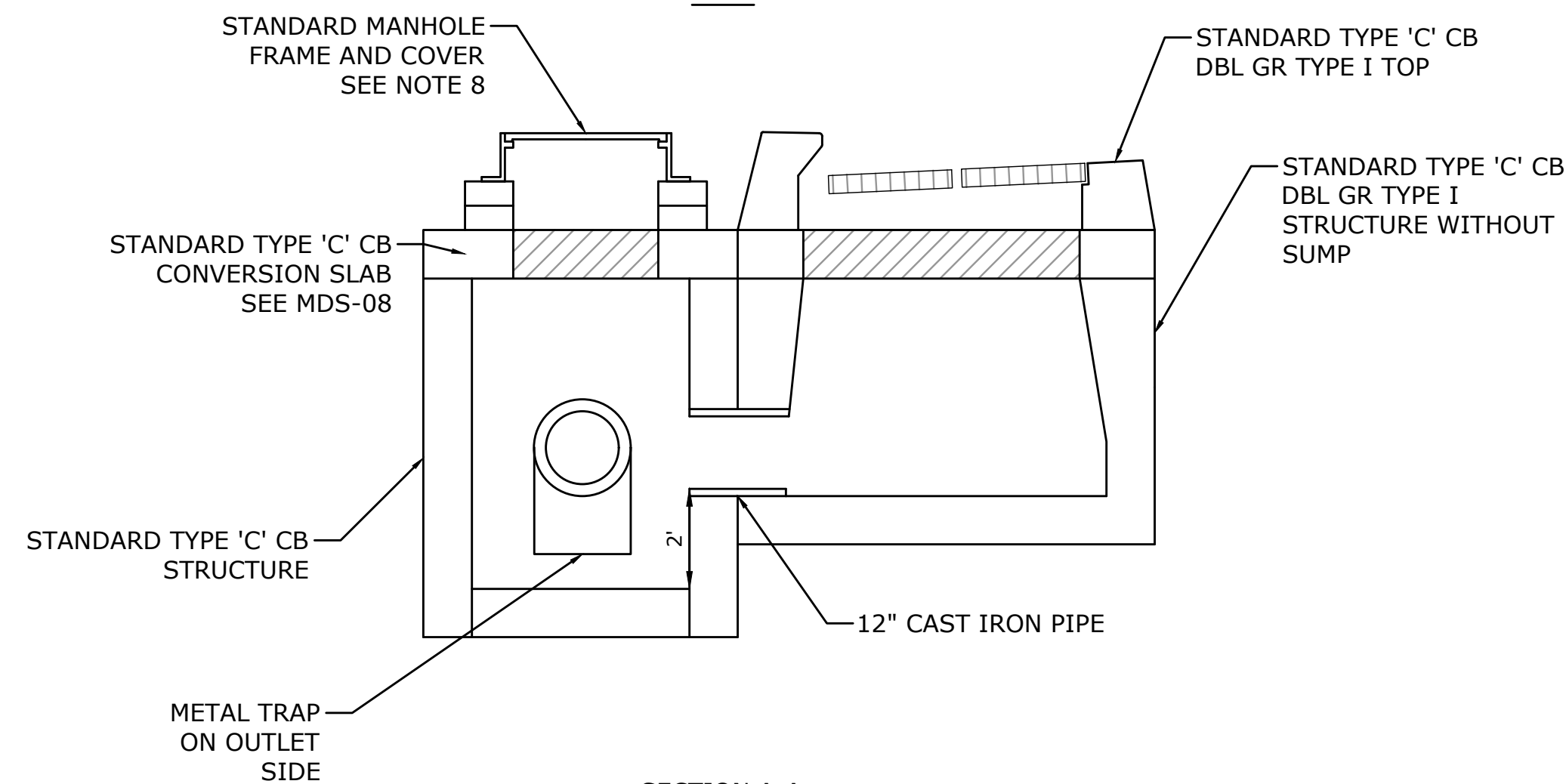
CONCRETE PIPE COLLAR

SECTION A-A

STANDARD TYPE 'C' CB DBL GR TYPE I TOP



PLAN



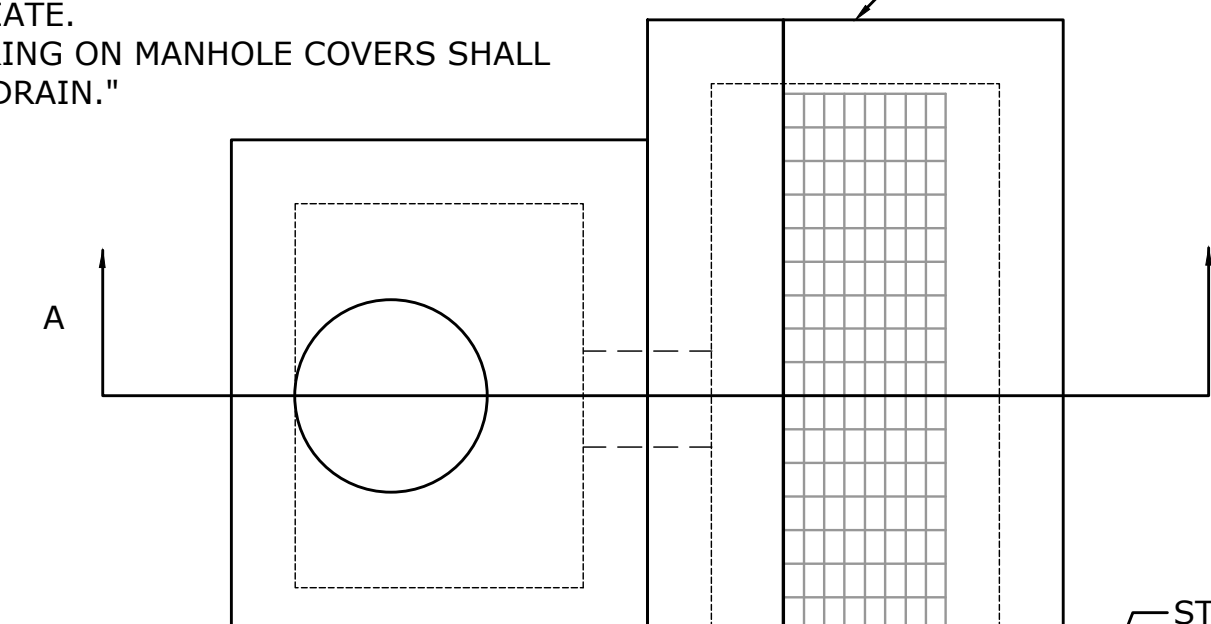
SECTION A-A

SPECIAL TYPE 'C' CB DBL GR TYPE I

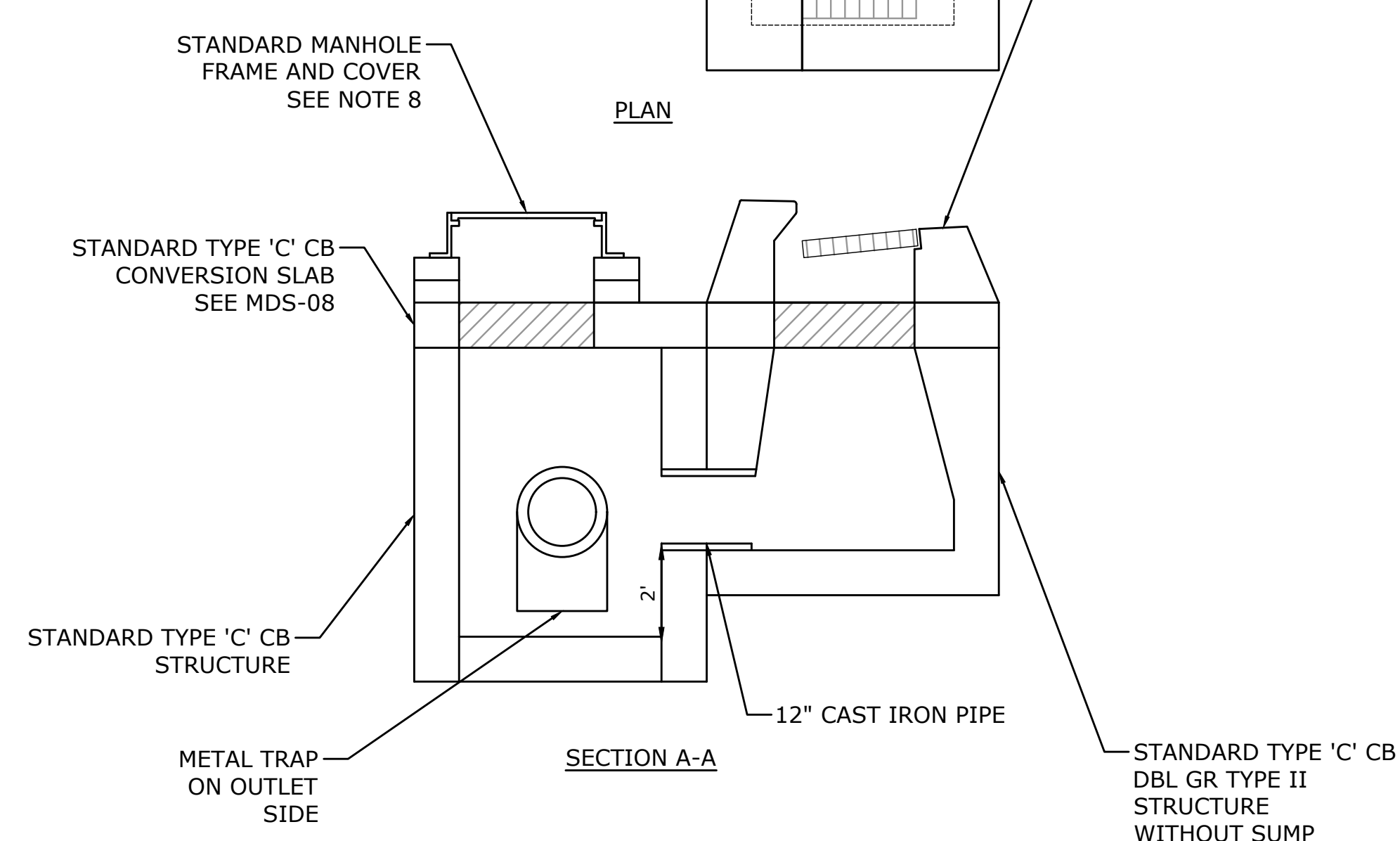
NOTES CONT.:

- ALL CATCH BASIN COMPONENTS SHALL CONFORM TO CTDOT STANDARDS. SEE APPLICABLE PORTIONS MDS-05-MDS-13.
- RISERS AND SPACERS MAY BE CONSTRUCTED OF CONCRETE MASONRY UNITS.
- ALL GRATES SHALL BE CTDOT TYPE A GRATES.
- ALL MATERIAL REQUIRED FOR CONSTRUCTION OF SPECIAL TYPE 'C' CB DBL GR TYPE I AND TYPE II SHALL BE INCLUDED IN THE PRICE BID FOR TYPE 'C' CB DBL GR TYPE I OR TYPE 'C' CB DBL GR TYPE II AS APPROPRIATE.
- RAISED LETTERING ON MANHOLE COVERS SHALL READ "STORM DRAIN."

STANDARD TYPE 'C' CB DBL GR TYPE II TOP

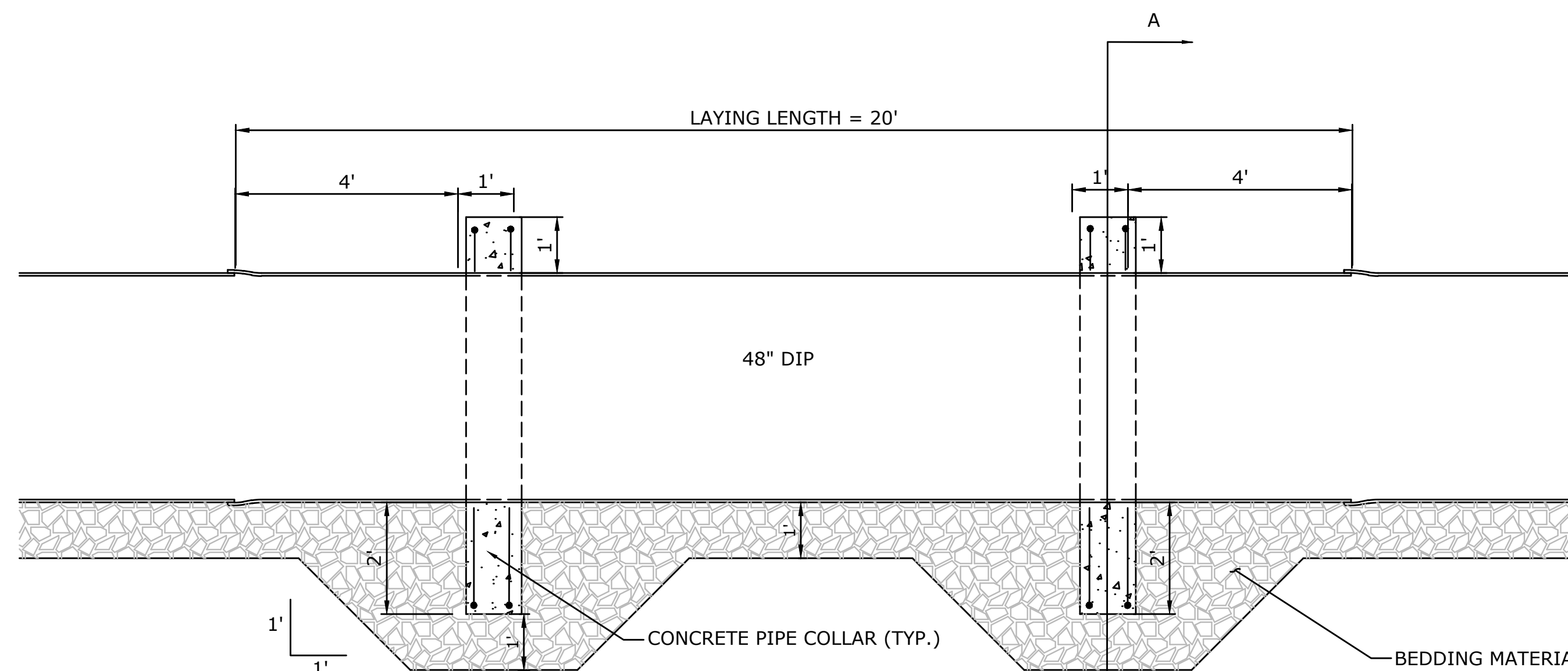


PLAN

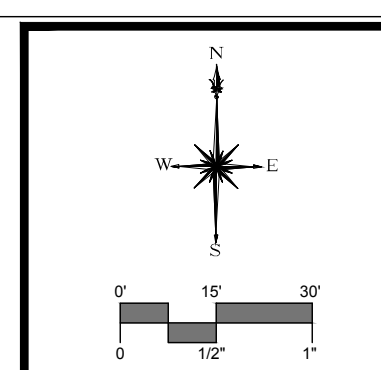


SECTION A-A

SPECIAL TYPE 'C' CB DBL GR TYPE II



DIP CONCRETE COLLAR



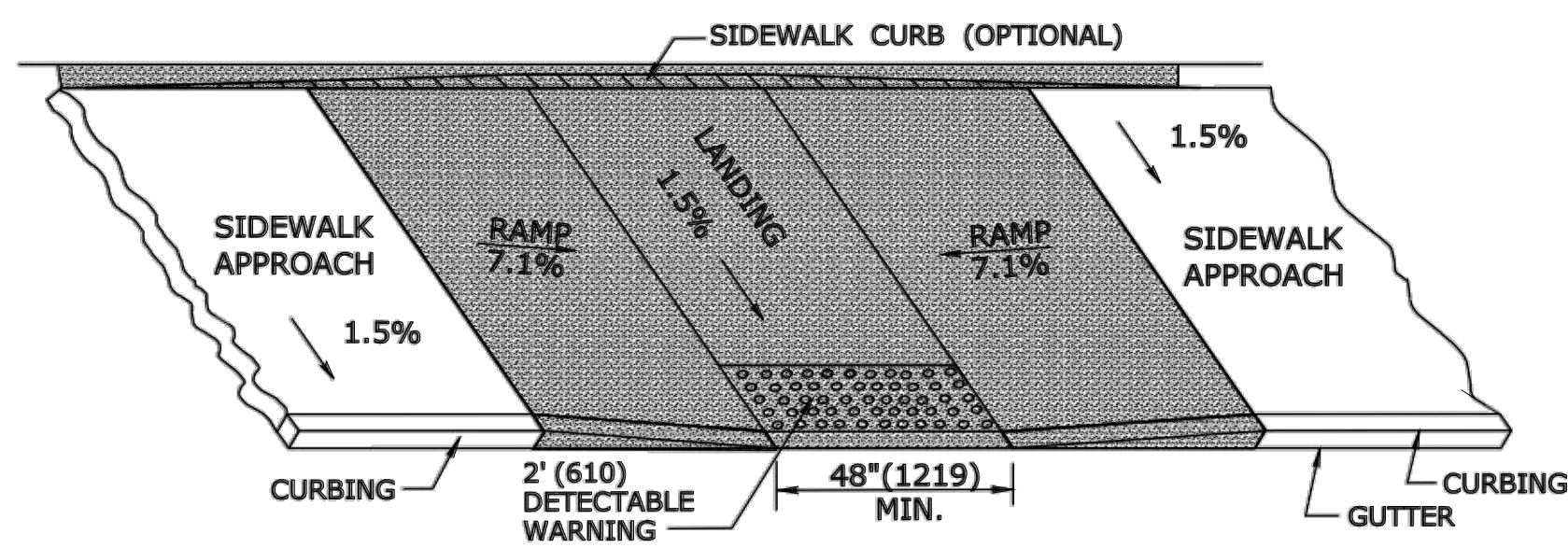
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Cheshire, Connecticut 06410
(203) 271-1773 Fax (203) 272-9733
www.miloneandmacbroom.com

DESCRIPTION	DATE	BY

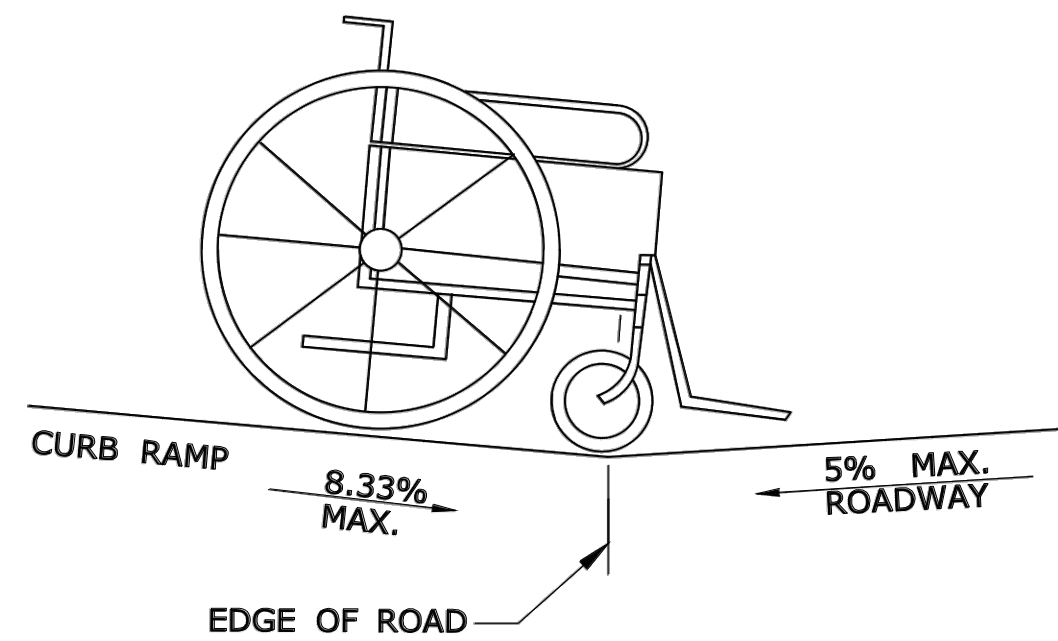
MISCELLANEOUS DETAILS
PEQUOT AVENUE DRAINAGE IMPROVEMENTS
PEQUOT AVENUE
NEW LONDON, CONNECTICUT

GN	LM	TC
DESIGNED	DRAWN	CHECKED
SCALE: NTS		
DATE: JULY 2018		
PROJECT NO.: 2389-43		
DWG NO.: MDS-2		

06
SHEET NO



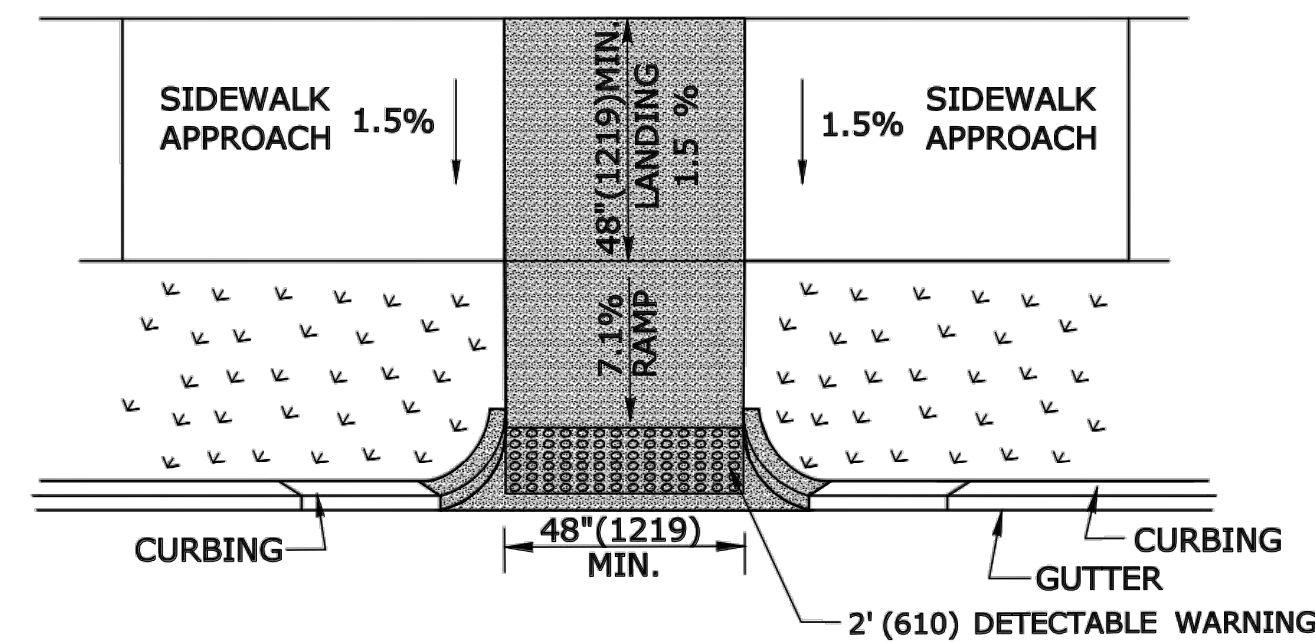
PARALLEL SIDEWALK RAMP (TYPE 1) NO UTILITY STRIP



DETAIL 1

SEE GRADE CHANGE AT ROADWAY INTERFACE

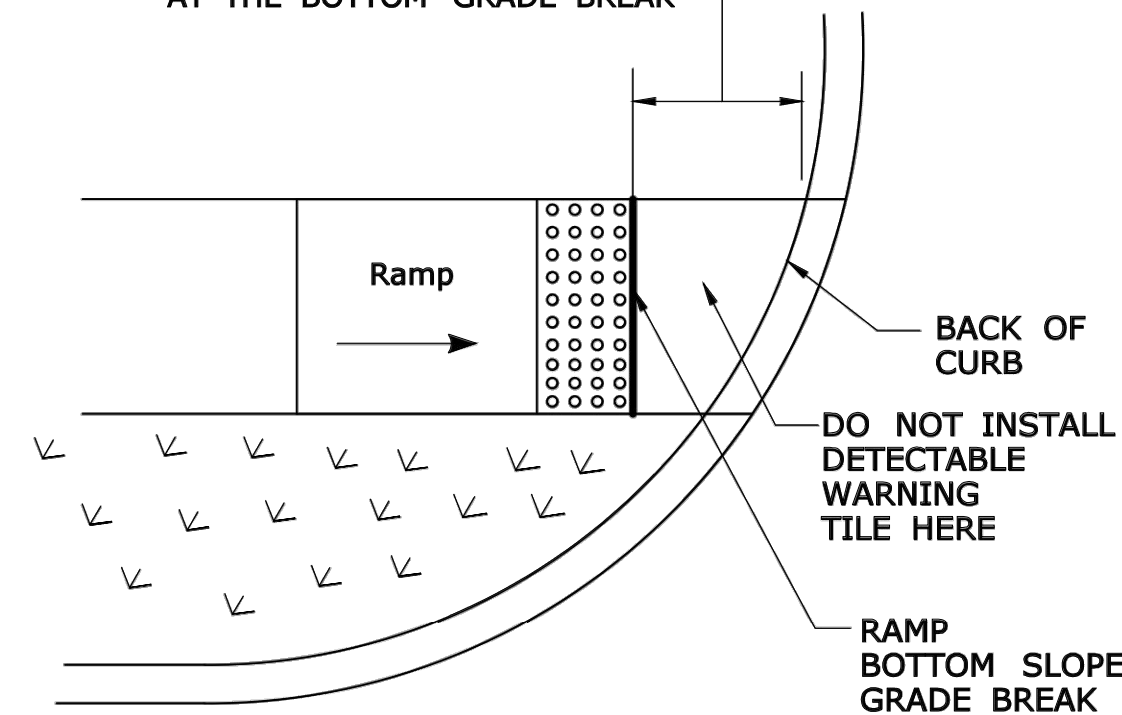
SEE NOTE 1 SHEET HW-921 02a



PERPENDICULAR SIDEWALK RAMP W/CURB RETURNS / UTILITY GRASS STRIP (TYPE 2a)

* OPTIONAL FLARE ONE SIDE OF RAMP

NOTE : IF BOTH ENDS OF THE RAMP BOTTOM SLOPE GRADE BREAK ARE LESS THAN 5' (1.5m) FROM BACK OF CURB, PLACE DETECTABLE WARNING TILE ON THE RAMP RUN AT THE BOTTOM GRADE BREAK

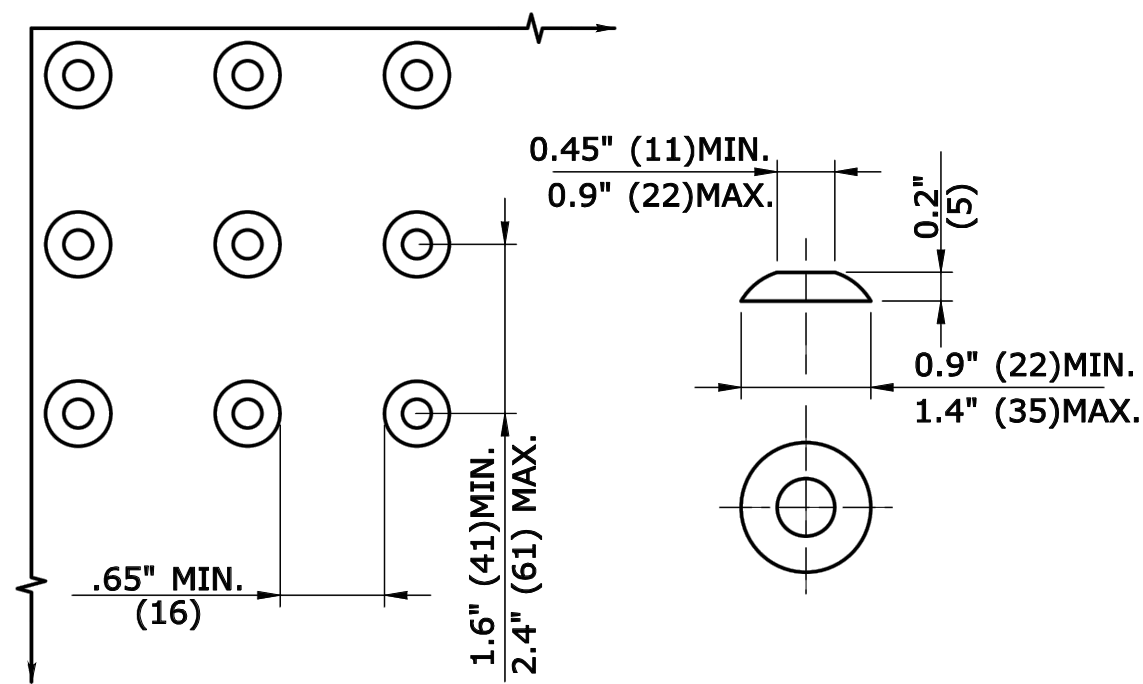


DETECTABLE WARNING PLACEMENT DETAIL

ALL METRIC DIMENSIONS ARE IN MILLIMETERS (mm) UNLESS OTHERWISE NOTED

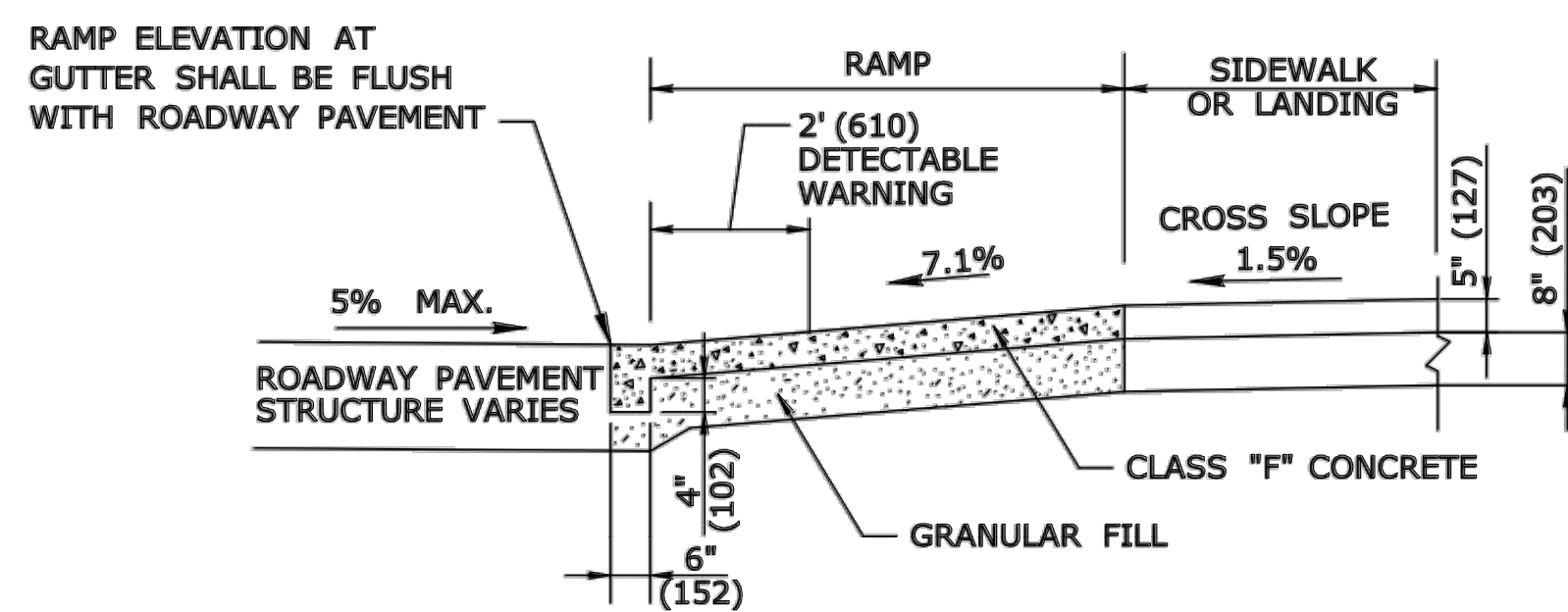
GENERAL NOTES:

1. RAMPED MEDIANS SHALL HAVE A CURB RAMP AT EITHER END AND LEVEL LANDING A MINIMUM OF 5' x 5' (1.5m x 1.5m) IN BETWEEN. CUT-THROUGH MEDIANS SHALL BE A MINIMUM OF 6' (1.8m) LONG AND 5' (1.5m) WIDE. FOR ALL MEDIANS, CUT-THROUGH OR RAMPED, A 2' (610) STRIP OF DETECTABLE WARNINGS SHALL BE INSTALLED AT THE ENTRANCE AND EXIT.
2. SEE GENERAL NOTES ON SHEET 1.



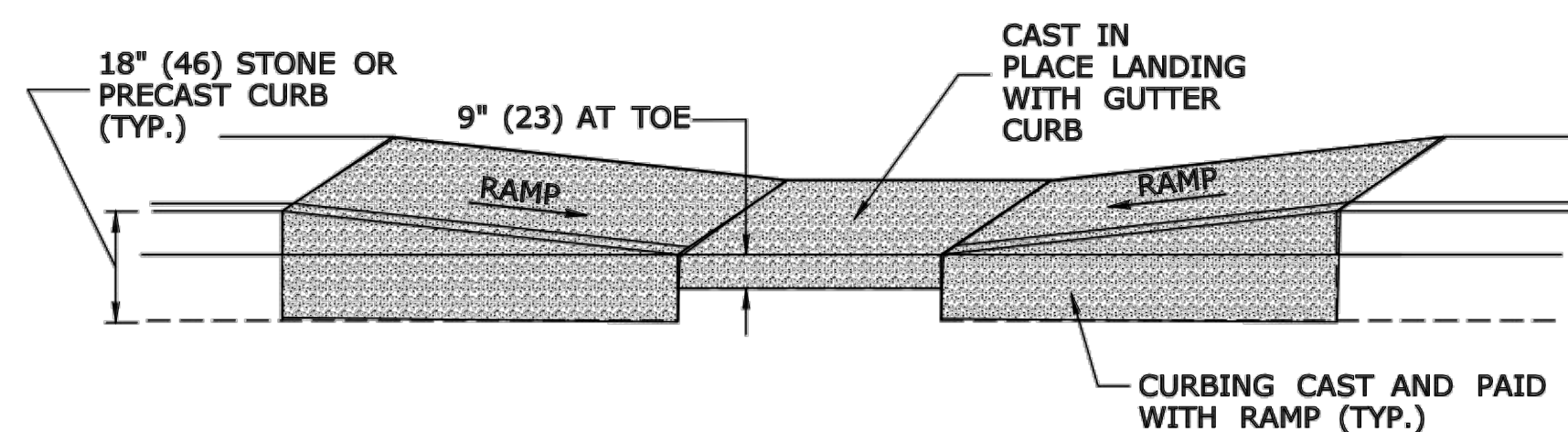
DOMES SPACING DOME SECTION

STANDARD DOME ON DETECTABLE WARNING TILES



TYPICAL SECTION THRU SIDEWALK RAMP

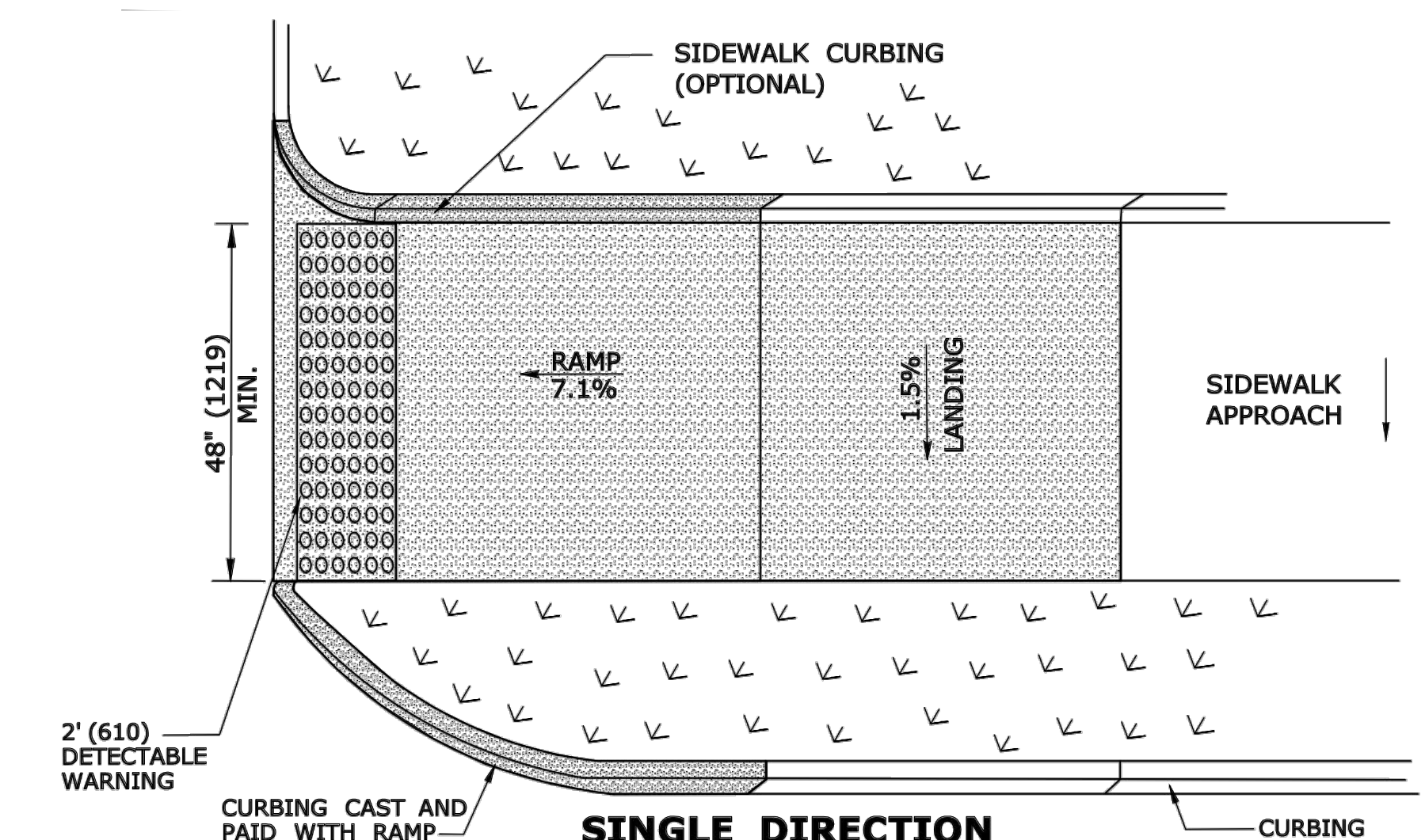
SEE NOTE 2 AND 17



TYPICAL ELEVATION PARALLEL SIDEWALK RAMP WITH CAST IN PLACE GUTTER

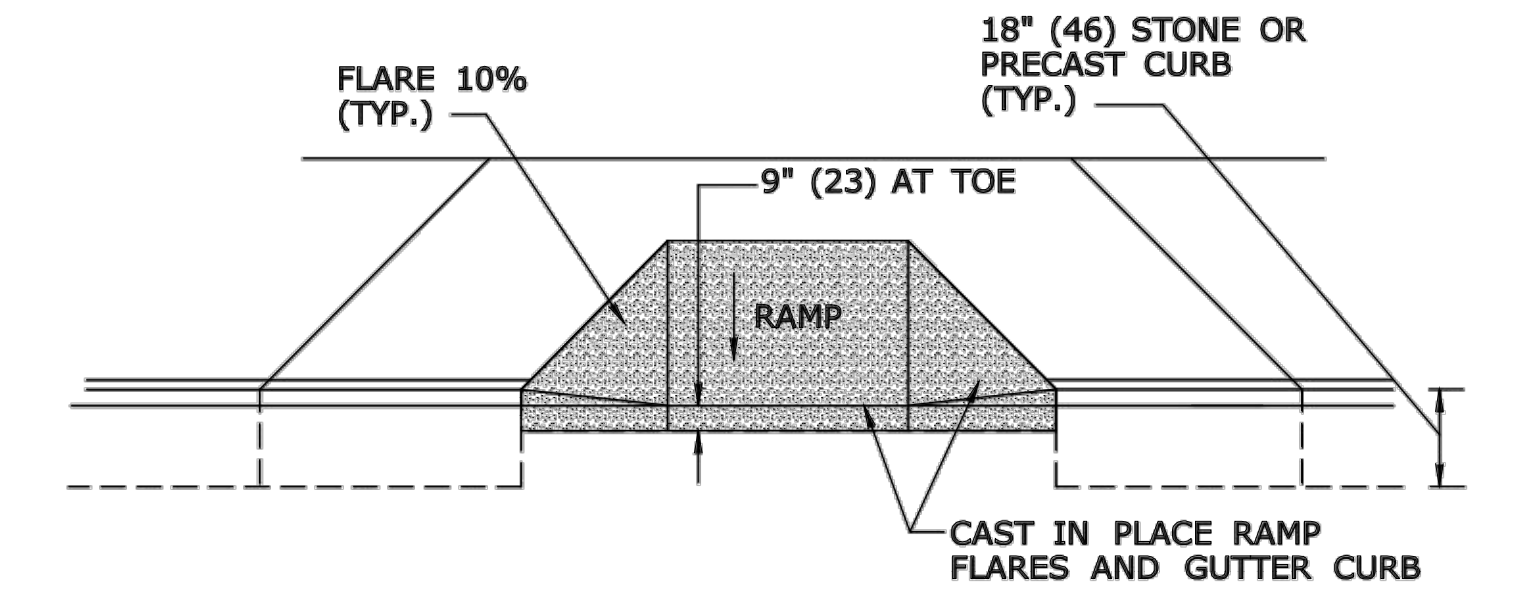
GENERAL NOTES:

1. MAXIMUM SLOPES OF ADJOINING GUTTERS AND ROAD SURFACES IMMEDIATELY ADJACENT TO THE SIDEWALK RAMP SHOULD NOT EXCEED 5%. THE MAXIMUM GRADE DIFFERENCE BETWEEN THE GUTTER AND CURB RAMP SHALL NOT EXCEED 13%. SEE DETAIL 1
2. RAMP GRADE SHALL BE UNIFORM, FREE OF SAGS AND ABRUPT GRADE CHANGES. RUNNING SLOPES OF RAMPS SHALL NOT EXCEED 8.33% AND SHALL NOT EXCEED 15' (4.5m) IN LENGTH WITHOUT PROVIDING A LANDING.
3. ALL RAMPS SHALL BE CONSTRUCTED OF CLASS "F" CONCRETE IN ACCORDANCE WITH CONNECTICUT STANDARD SPECIFICATIONS.
4. SIDEWALK RAMPS SHALL HAVE A COARSE BROOM FINISH TRANSVERSE TO THE SLOPE OF THE RAMP. THE SURFACE OF ALL SIDEWALK RAMPS SHALL BE STABLE, FIRM AND SLIP RESISTANT. SURFACE DISCONTINUITIES SHALL NOT EXCEED 1/2" (13) MAX. VERTICAL DISCONTINUITIES BETWEEN 3/4" (6.4) AND 1/2" (13) MAX. SHALL BE BEVELED 1:2 MINIMUM APPLIED ACROSS THE ENTIRE LEVEL CHANGE.
5. DIAGONAL SIDEWALK RAMPS AT MARKED CROSSINGS SHALL BE WHOLLY CONTAINED WITHIN THE MARKINGS, EXCLUDING ANY FLARED SIDES. DIAGONAL AND PERPENDICULAR RAMPS SHALL HAVE THE RAMP CUT PERPENDICULAR TO THE TANGENT OF THE CURB RADIUS FOR THE DESIGNATED ACCESSIBLE ROUTE. BOTH LONGITUDINAL SIDES OF THE RAMP SHOULD BE THE SAME LENGTH. SKEWED RAMPS SHOULD BE AVOIDED. FLARES ARE NOT CONSIDERED PART OF PEDESTRIAN ACCESS ROUTE. DIAGONAL RAMPS SHOULD NOT BE INSTALLED WHERE CURB RADIUS IS LESS THAN 20'(6096).
6. REMOVAL OF EXISTING SIDEWALK FOR NEW RAMP INSTALLATIONS SHALL BE TO THE NEAREST EXPANSION OR CONTRACTION JOINT. 8.3% MAXIMUM SLOPE MAY NOT BE ACHIEVABLE DUE TO EXISTING SIDEWALK GRADE. IN RECOGNITION OF THIS, A LIMIT OF 15' (4572) FOR REMOVAL SHALL BE USED UNLESS OTHERWISE SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER. SAW CUT REQUIRED FOR DUMMY JOINTS SHALL BE INCLUDED IN THE COST OF "CONCRETE SIDEWALK RAMP" OR "CONCRETE SIDEWALK".
7. EXPANSION JOINTS IN CONCRETE SHALL MATCH THOSE IN ADJACENT SIDEWALKS BUT IN NO CASE SHALL THE SPACING BETWEEN EXPANSION JOINTS EXCEED 12' (3658) UNLESS OTHERWISE NOTED.
8. CONCRETE SIDEWALK RAMPS, SHALL BE PAID FOR UNDER THE ITEM "CONCRETE SIDEWALK RAMP", AS DEFINED BY THE CONSTRUCTION LIMITS ON THE PLANS AND SHALL BE FIELD VERIFIED.
9. SIDEWALK RAMPS SHALL BE CONSTRUCTED WITH THE TOE AT THE GUTTER CAST INTEGRALLY WITH RAMP UNLESS DIRECTED OTHERWISE BY THE ENGINEER (SEE TYPICAL SECTION). CURB REMOVAL AND CAST IN PLACE CURBING REQUIRED FOR THE RAMP, SHALL BE INCLUDED WITH PAY ITEM "CONCRETE SIDEWALK RAMP". CURBING OUTSIDE LIMITS OF RAMP OR LANDING SHOWN SHALL BE CONSTRUCTED AND PAID FOR IN ACCORDANCE WITH CONNECTICUT STANDARD SPECIFICATIONS.
10. PREFERRED LOCATION TO INSTALL DETECTABLE WARNING STRIP SHALL BE 6" (152) FROM THE EDGE OF ROAD ALONG THE FULL WIDTH OF THE RAMP. FOR ALTERNATE LOCATIONS, REFER TO DETECTABLE WARNING PLACEMENT DETAILS
11. WHEELCHAIR WHEELS TO ROLL BETWEEN DOMES, ALIGN DOMES ON A SQUARE GRID IN THE DIRECTION OF RUNNING SLOPE (PERPENDICULAR TO CURB OR SLOPE BREAK). THE TRANSITION FROM RAMP TO GUTTER SHALL BE FLUSH WITHOUT A LIP.
12. WHERE COMMERCIAL DRIVEWAYS ARE PROVIDED WITH TRAFFIC SIGNALS AND THE SIDEWALK IS CONTINUOUS THROUGH DRIVEWAY, DETECTABLE WARNINGS ARE REQUIRED AT THE JUNCTION BETWEEN THE PEDESTRIAN ROUTE AND DRIVEWAY.
13. CONSTRUCT A SIDEWALK CURB WHEN THERE IS INSUFFICIENT BUFFER AVAILABLE TO GRADE OR WHEN CALLED FOR IN PLANS. PAID FOR WITH SIDEWALK RAMP WHEN REQUIRED FOR RAMP.
14. THE TOP AND BOTTOM OF RAMPS SHOULD BE PROVIDED WITH A 4' x 4' (1219 x 1219) MINIMUM LEVEL LANDING AREA WITH A CROSS SLOPE LESS THAN OR EQUAL TO 2% IN ANY DIRECTION.
15. UTILITY POLES, LUMINAIRE, PEDESTRIAN OR SIGNAL POLES, GRATES, ACCESS COVERS, AND OTHER APPURTENANCES SHALL NOT BE LOCATED ON RAMPS, LANDINGS, BLENDED TRANSITIONS, AND @ GUTTERS WITHIN THE PEDESTRIAN ACCESS ROUTE.
16. APPROACH SIDEWALK WIDTHS. GRASS STRIP OR UTILITY STRIP WIDTHS MAY VARY.
17. THE RUNNING OR CROSS SLOPES ON LANDINGS AT MID BLOCK CROSSING MAY BE WARPED TO MEET STREET OR HIGHWAY GRADE.
18. FOR PERPENDICULAR CURB RAMPS A MIN. 4'(1.2m) x 4'(1.2m) LEVEL LANDING SHALL BE PROVIDED AT THE TOP OF CURB RAMP. WHERE THE LEVEL LANDING IS RESTRICTED AT THE BACK OF SIDEWALK THE LEVEL LANDING SHALL BE 4'(1.2m) x 5'(1.5m) WITH THE 5'(1.5m) DIMENSION PROVIDED IN THE DIRECTION OF THE RAMP RUN.
19. FOR PARALLEL CURB RAMPS, A MIN. 4'(1.2m) x 4'(1.2m) LEVEL LANDING SHALL BE PROVIDED AT THE BOTTOM OF CURB RAMP. IF THE LEVEL LANDING IS RESTRICTED ON 2 OR MORE SIDES, THE LEVEL LANDING SHALL BE 4'(1.2m) x 5'(1.5m) WITH THE 5'(1.5m) DIMENSION PROVIDED IN THE DIRECTION OF THE PEDESTRIAN STREET CROSSING.
20. WHEN WIDTH OF SIDEWALK IS >= 48" AND A PERPENDICULAR SIDEWALK RAMP IS INSTALLED, THE FLARED SIDES SHALL BE 10% MAX. IF WIDTH OF SIDEWALK IS < 48" THE FLARED SIDES MUST NOT EXCEED 8.33% (12:1).
21. SHADED AREAS ARE TYPICAL PAY LIMITS FOR CONCRETE SIDEWALK RAMP BUT, MAY VARY AS DIRECTED BY THE ENGINEER.
22. OPTIONAL RAMP, WHEN REQUIRED, SHALL BE PAID FOR AS PART OF CONCRETE SIDEWALK RAMP.



SINGLE DIRECTION PERPENDICULAR SIDEWALK RAMP W/ UTILITY GRASS STRIP (TYPE 4e)

REFER TO DETECTABLE WARNING PLACEMENT DETAIL



TYPICAL ELEVATION PERPENDICULAR SIDEWALK RAMP WITH CAST IN PLACE GUTTER

ALL METRIC DIMENSIONS ARE IN MILLIMETERS (mm) UNLESS OTHERWISE NOTED

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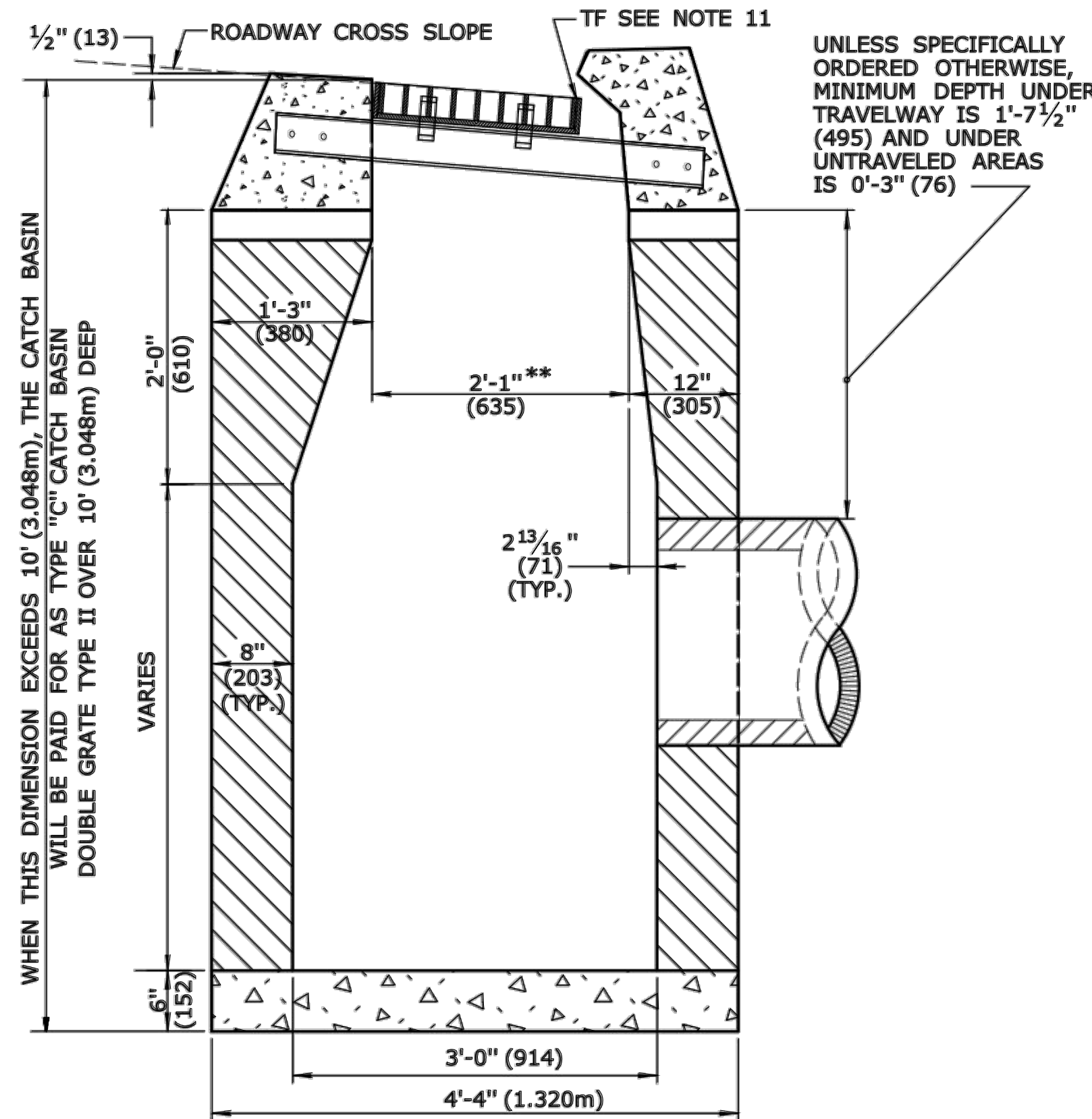
DESCRIPTION	DATE	BY

MISCELLANEOUS DETAILS
PEQUOT AVENUE DRAINAGE IMPROVEMENTS
PEQUOT AVENUE
NEW LONDON, CONNECTICUT

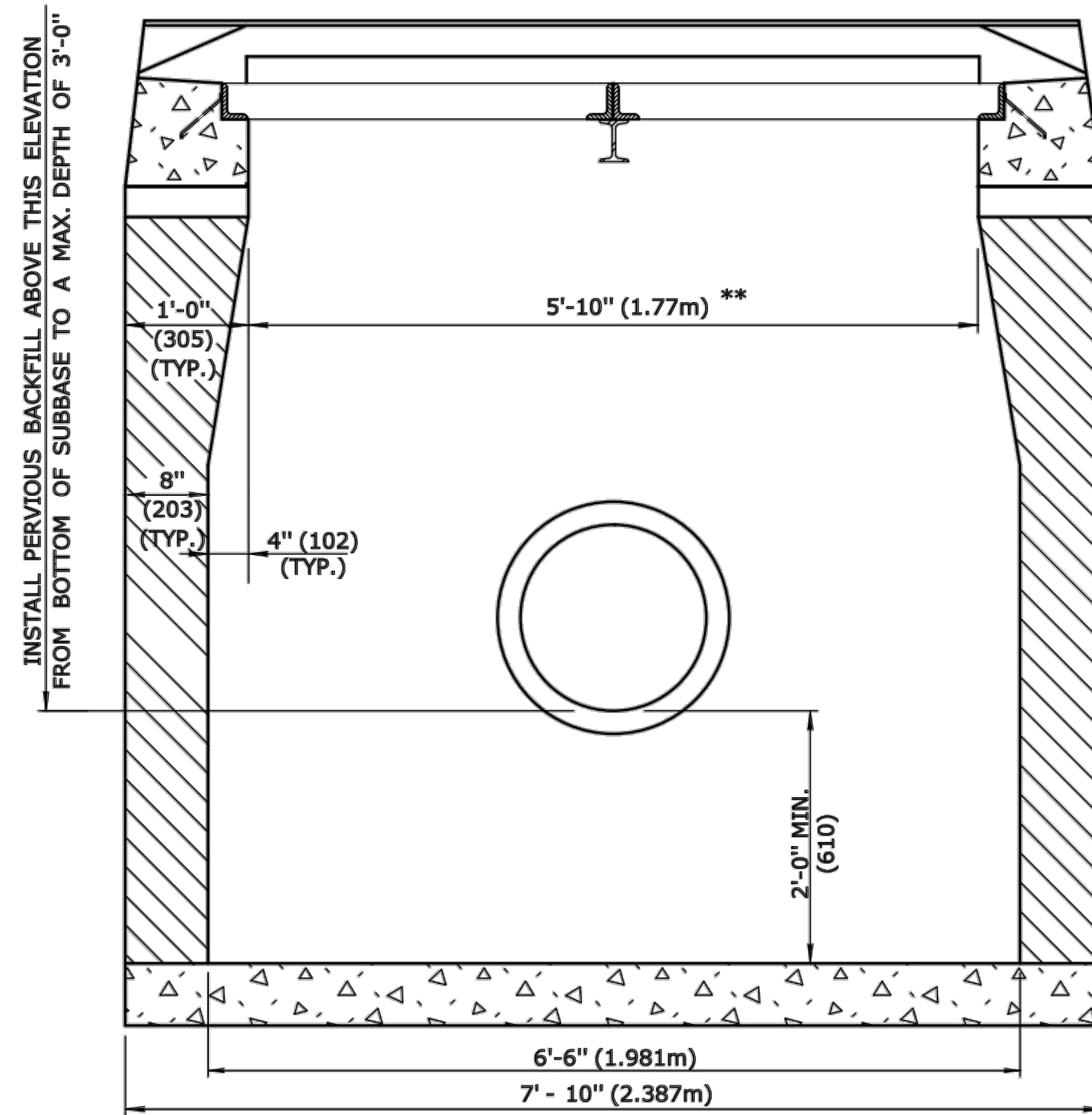
DESIGNED	DRAWN	CHECKED
SCALE	NTS	
DATE	JULY 2018	
PROJECT NO.	2389-43	
DWG NO.	MDS-3	

07

11/2011 - 4.00' x 10.00' x 10.00' (3.048m x 3.048m x 3.048m) IN CONCRETE
 11/2011 - 4.00' x 10.00' x 10.00' (3.048m x 3.048m x 3.048m) IN CONCRETE

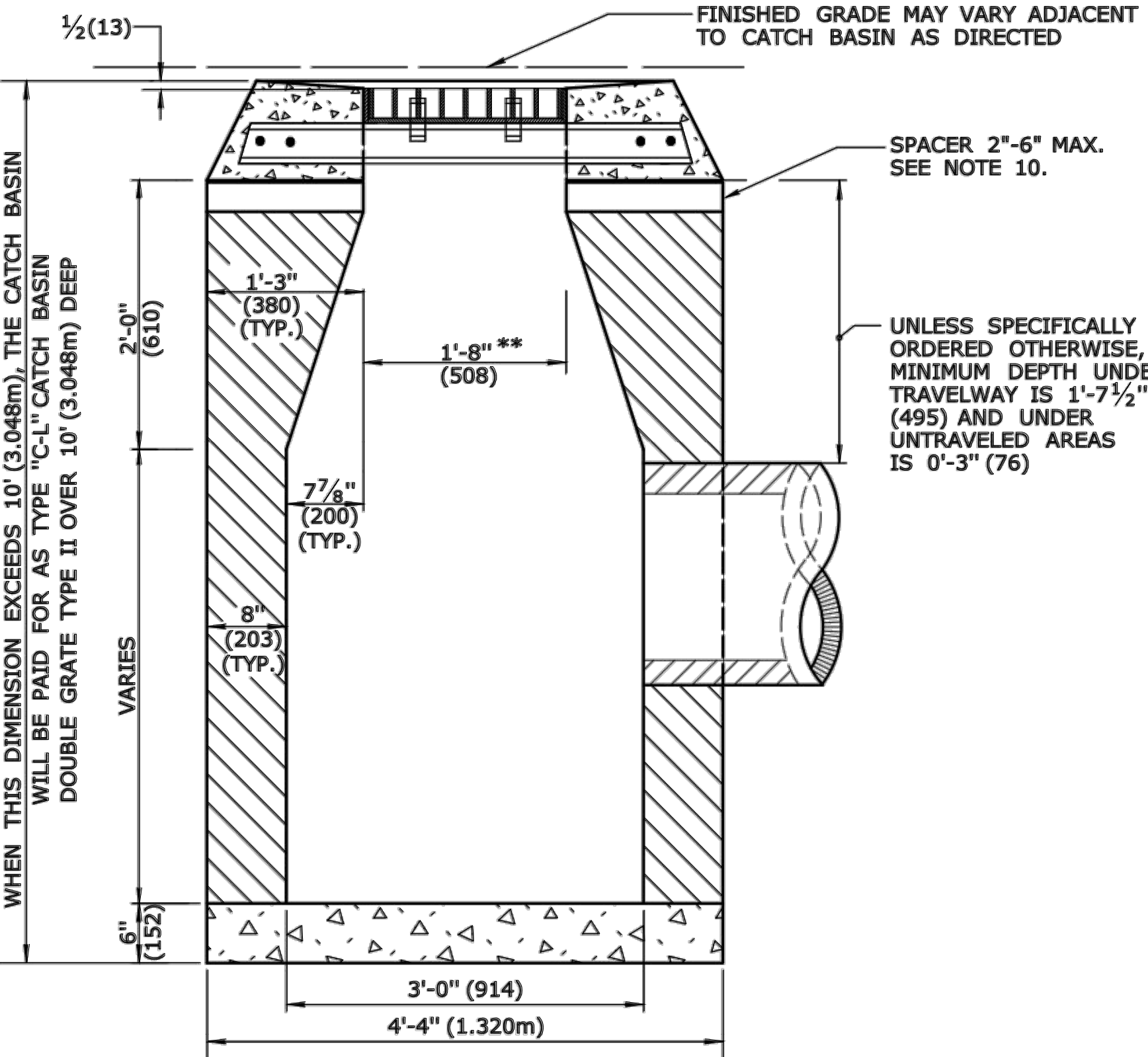


SECTION B

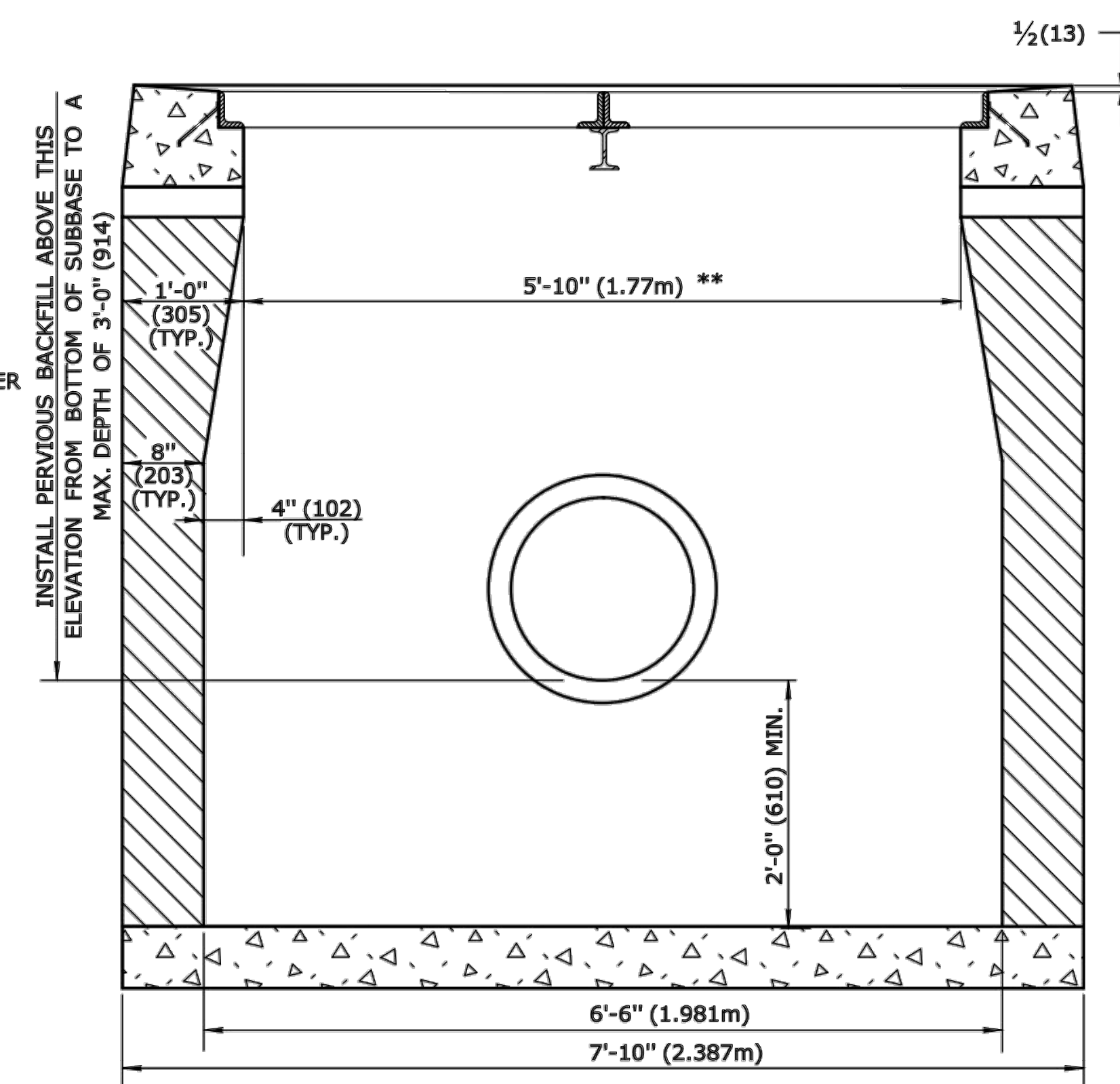


SECTION A

TYPE "C" CATCH BASIN DOUBLE GRATE - TYPE II



SECTION B

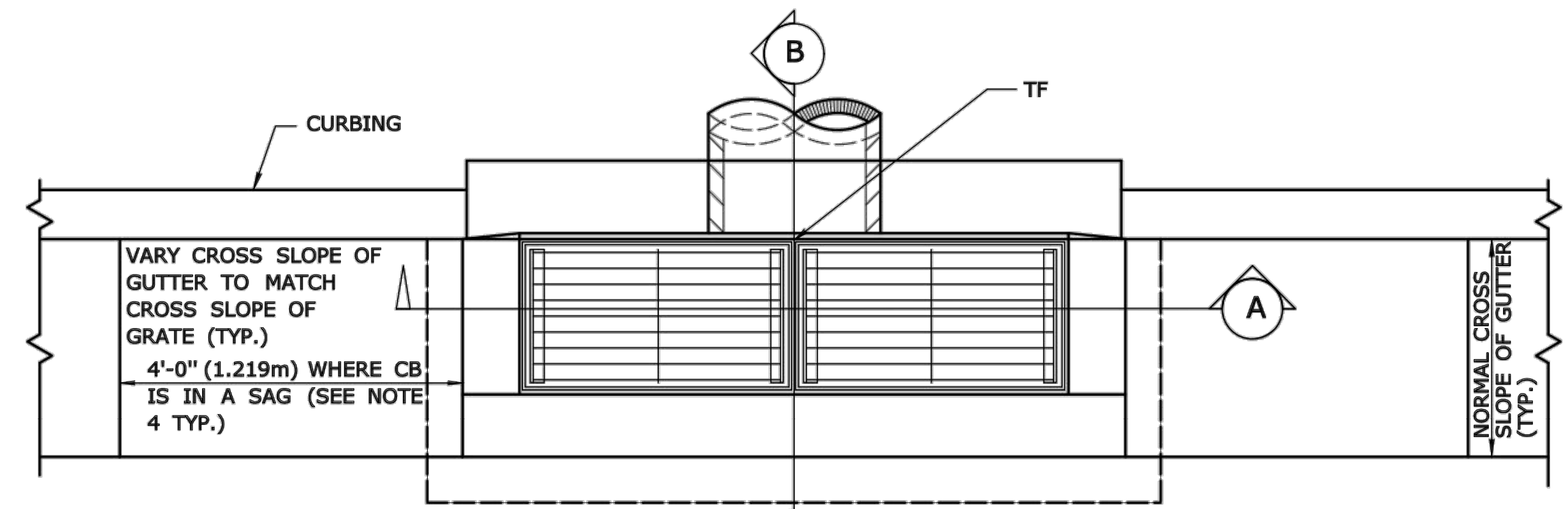


SECTION A

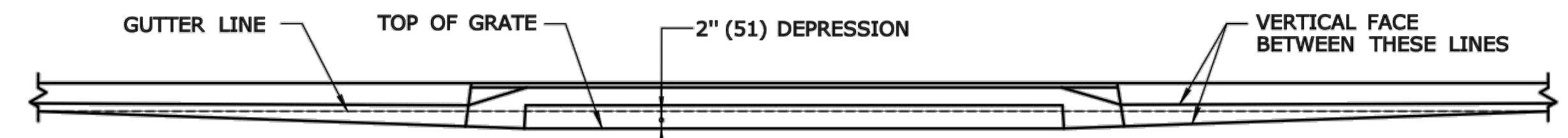
TYPE "C-L" CATCH BASIN DOUBLE GRATE - TYPE II

GENERAL NOTES:

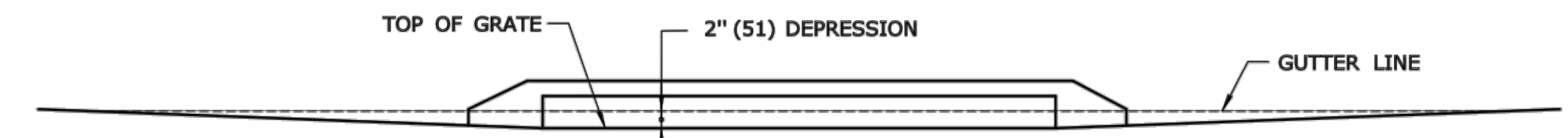
- FOR DETAILS OF FRAME AND GRATE SEE STANDARD SHEET HW-507.08.
- USE APPROPRIATE CONCRETE TOP FOR CURBING SHOWN ON PLANS. IF CURBING IS NOT SPECIFIED ON THE PLANS, IT SHALL BE CONSTRUCTED AS DIRECTED BY THE ENGINEER.
- ALL FACES OF STRUCTURES IN CONTACT WITH CONCRETE PAVEMENT SHALL BE COVERED WITH A LAYER OF TAR PAPER OR APPROVED EQUAL. THE COST FOR THE PAPER SHALL BE INCLUDED IN THE BID PRICE FOR THE TYPE OF CATCH BASIN INSTALLED.
- USE 6'-0" (1.830m) ON UPGRADE SIDE OF CONTINUOUS GRADE AND 1'-0" (305) ON DOWNGRADE SIDE OF CONTINUOUS GRADE OR AS DIRECTED.
- IF MASONRY UNITS ARE REQUIRED, THE BASIN SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE OVER ALL DIMENSIONS SHOWN HERE AND SECTION 5.07 OF THE STATE OF CONNECTICUT'S STANDARD SPECIFICATIONS. CORBELLING SHALL BE PERMITTED TO A MAXIMUM OF 3" (75). NO PROJECTION SHALL EXTEND INSIDE THE LIMITS NOTED BY **.
- WALL THICKNESS OF ALL CB'S OVER 10' (3.048m) DEEP SHALL BE INCREASED TO 12" (305) THICK. INSIDE DIMENSION SHALL REMAIN THE SAME. (12" (305) THICKNESS WILL START AFTER THE FIRST 10' (3.048m)).
- TO CONVEY SUBSURFACE DRAINAGE, OPENINGS SHALL BE FORMED IN THE FOUR WALLS AT OR IMMEDIATELY ABOVE THE BOTTOM OF THE PERVIOUS BACKFILL.
- MINIMUM CONCRETE COMPRESSIVE STRENGTH OF F_c = 4000 PSI (27,580 kPa) SHALL BE OBTAINED PRIOR TO SHIPPING.
- LATEST STATE OF CONNECTICUT'S STANDARD SPECIFICATIONS AND SUPPLEMENTALS SHALL GOVERN.
- SPACER MAY BE CMU OR PRECAST WITH REQUIRED REINFORCING (RECOMMENDED BY THE MANUFACTURER) AS NEEDED TO PROVIDE PROPER GRADE SHOWN ON PLANS.
- TOP OF FRAME (TF) ELEVATION SHALL BE MEASURED IN BETWEEN BOTH GRATES @ THE GUTTER.



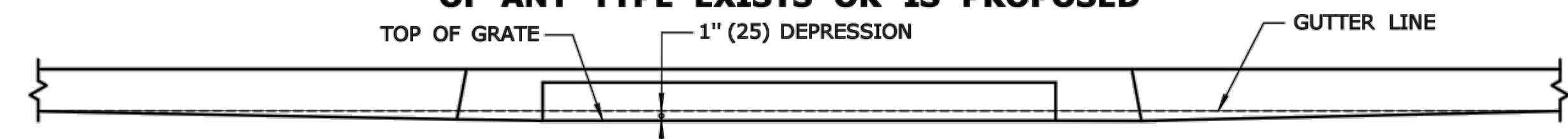
PLAN



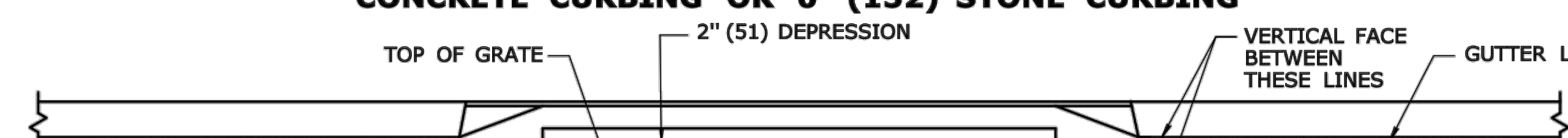
FOR CATCH BASINS IN A LINE OF 4" (102) CONCRETE PARK CURBING OR 4" (102) BITUMINOUS CONCRETE PARK CURBING



FOR CATCH BASINS WHERE NO CURBING OF ANY TYPE EXISTS OR IS PROPOSED



FOR CATCH BASINS IN A LINE OF 6" (152) CONCRETE CURBING OR 6" (152) STONE CURBING



FOR CATCH BASINS IN A LINE OF 6" (152) BITUMINOUS CONCRETE LIP CURBING (MACHINE FORMED)

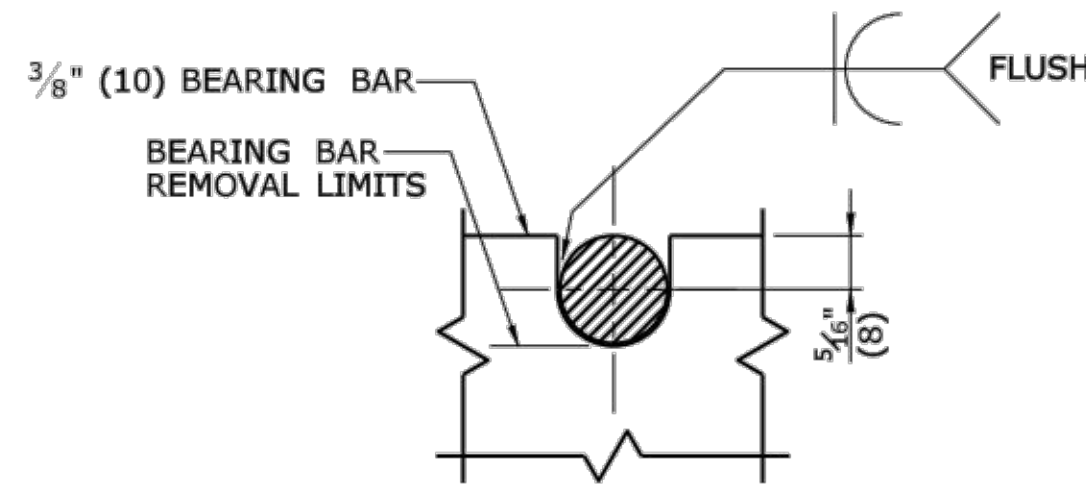
DETAILS OF DEPRESSED GUTTER STRIP FOR TYPE "C" CATCH BASIN DOUBLE GRATE TYPE II

ALL METRIC DIMENSIONS ARE IN MILLIMETERS (mm) UNLESS OTHERWISE NOTED

DESIGNER: _____ DATE: _____

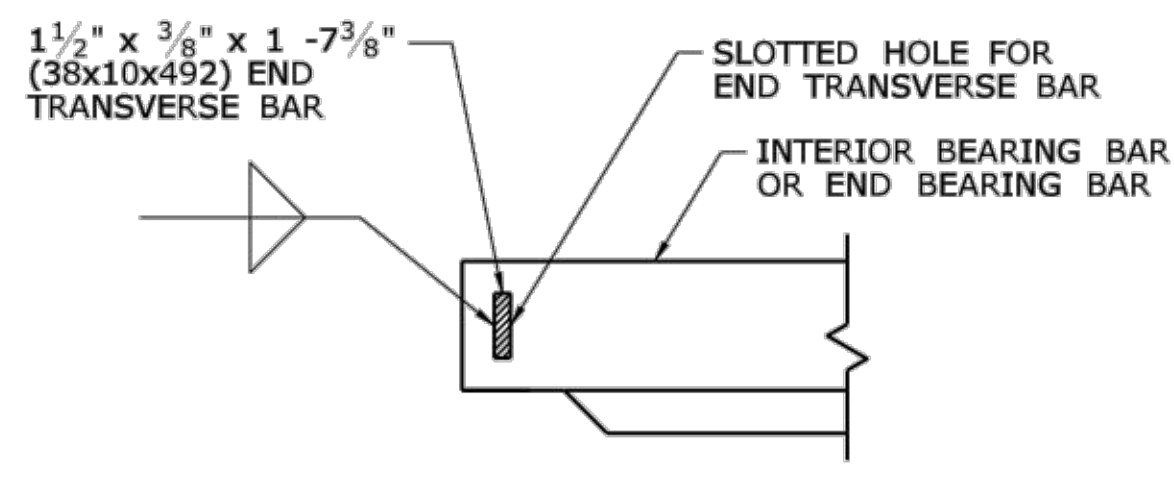
MISCELLANEOUS DETAILS
 PEQUOT AVENUE DRAINAGE IMPROVEMENTS
 PEQUOT AVENUE
 NEW LONDON, CONNECTICUT

DESIGNED: _____ DRAWN: _____ CHECKED: _____
 SCALE: NTS
 DATE: JULY 2018
 PROJECT NO.: 2389-43
 DWG NO.: MDS-7

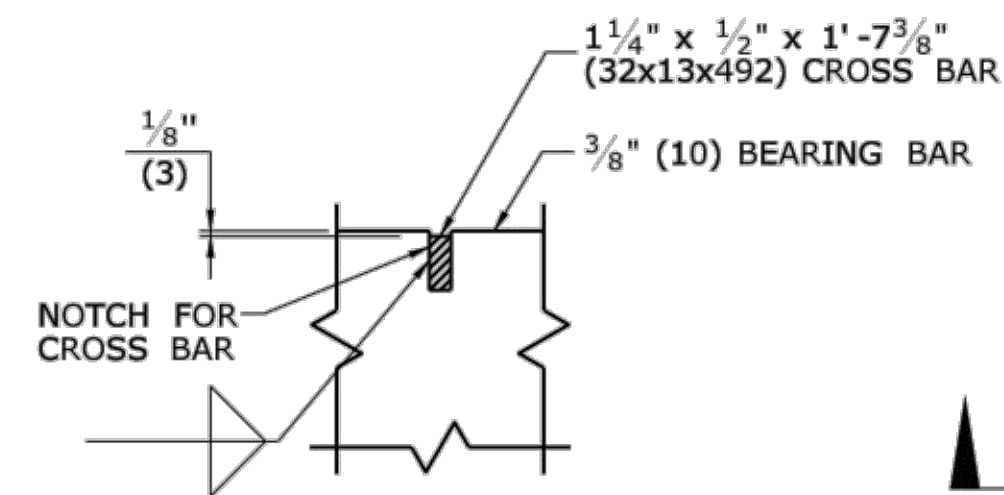


NOTE:
5/8" (16) DIA. ROUND BAR SHALL CONTACT BEARING BAR AT BOTTOM AND BE FLUSH AT TOP.

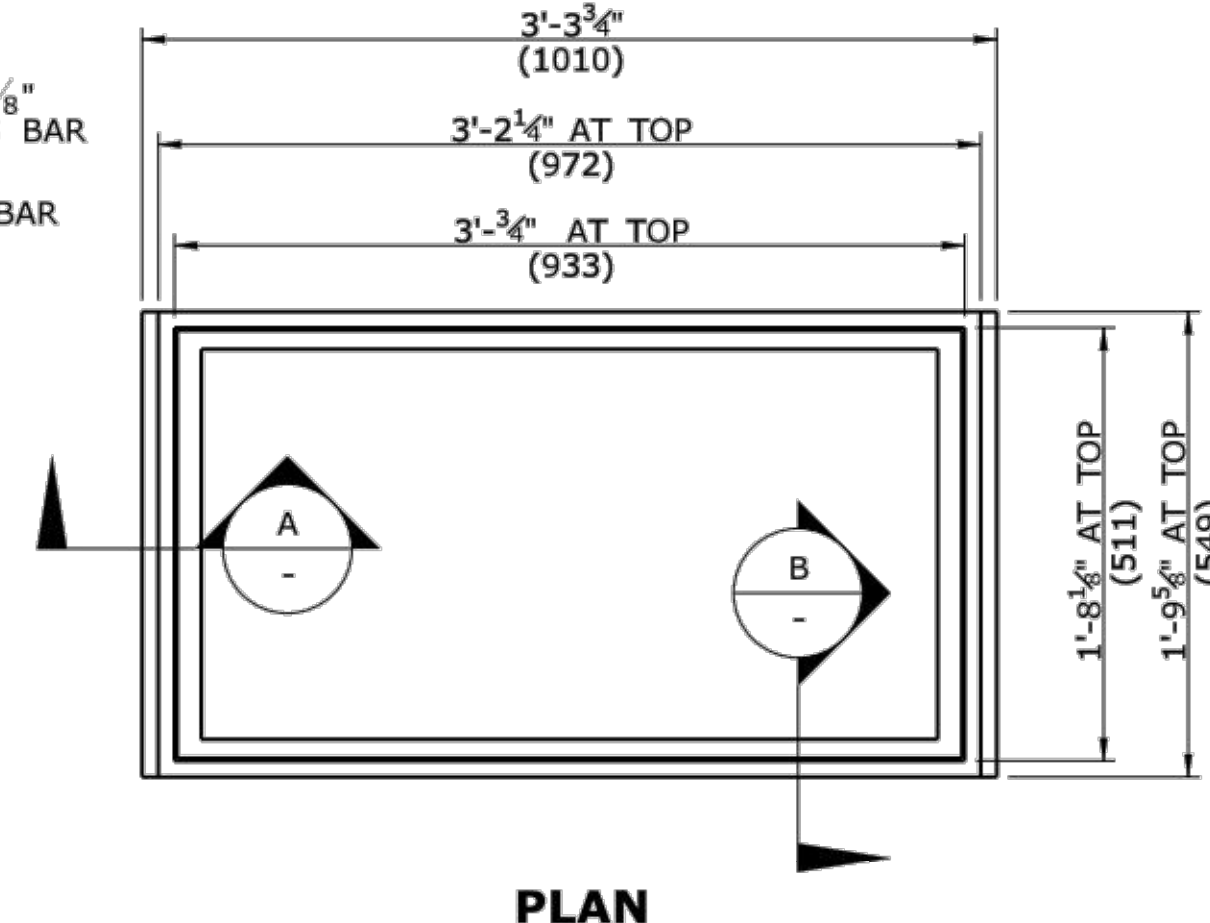
**ROUND BAR ATTACHMENT
CATCH BASIN GRATE TYPE A**



**END TRANSVERSE BAR ATTACHMENT
CATCH BASIN GRATE TYPE A & B**



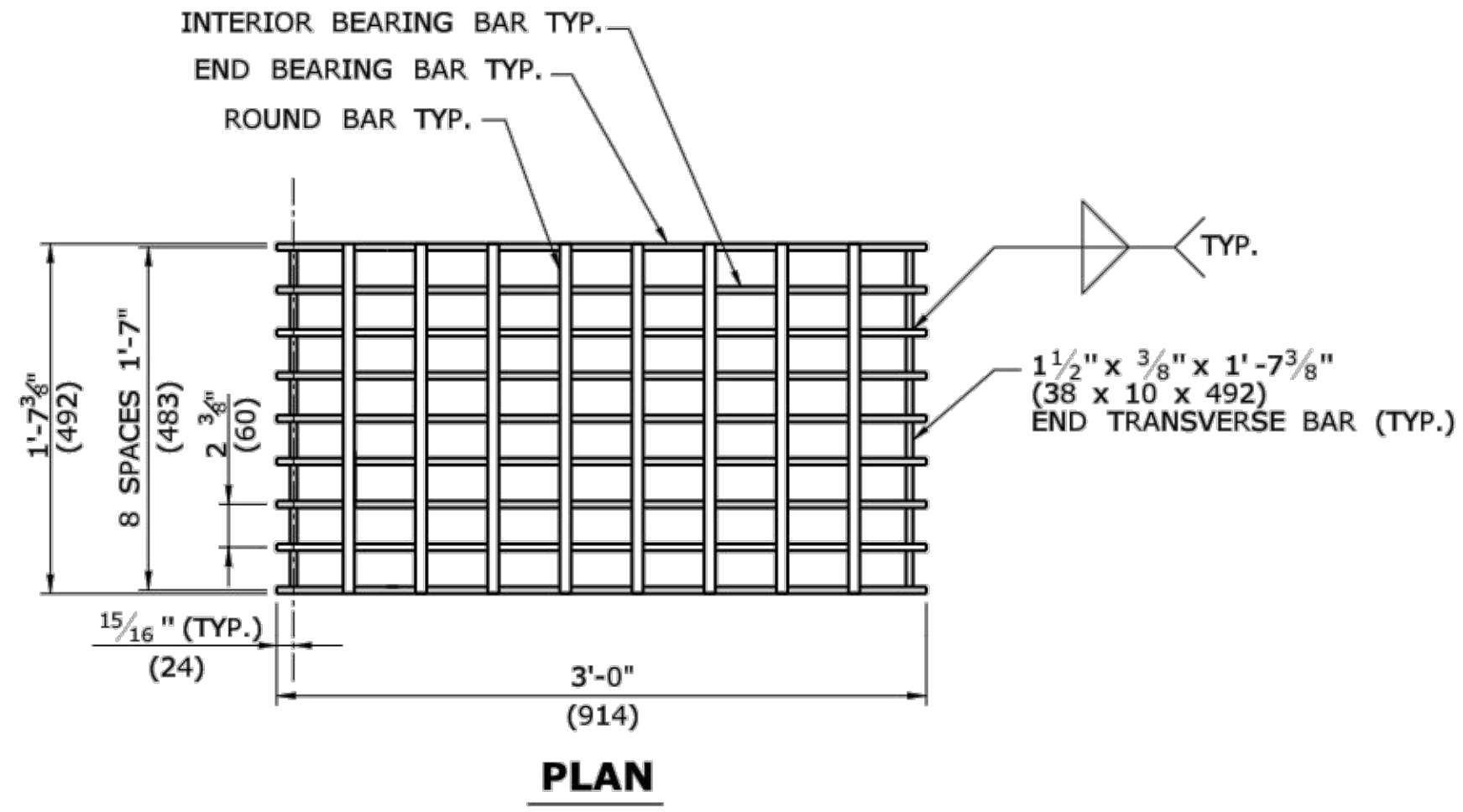
**CROSS BAR ATTACHMENT
CATCH BASIN GRATE TYPE B**



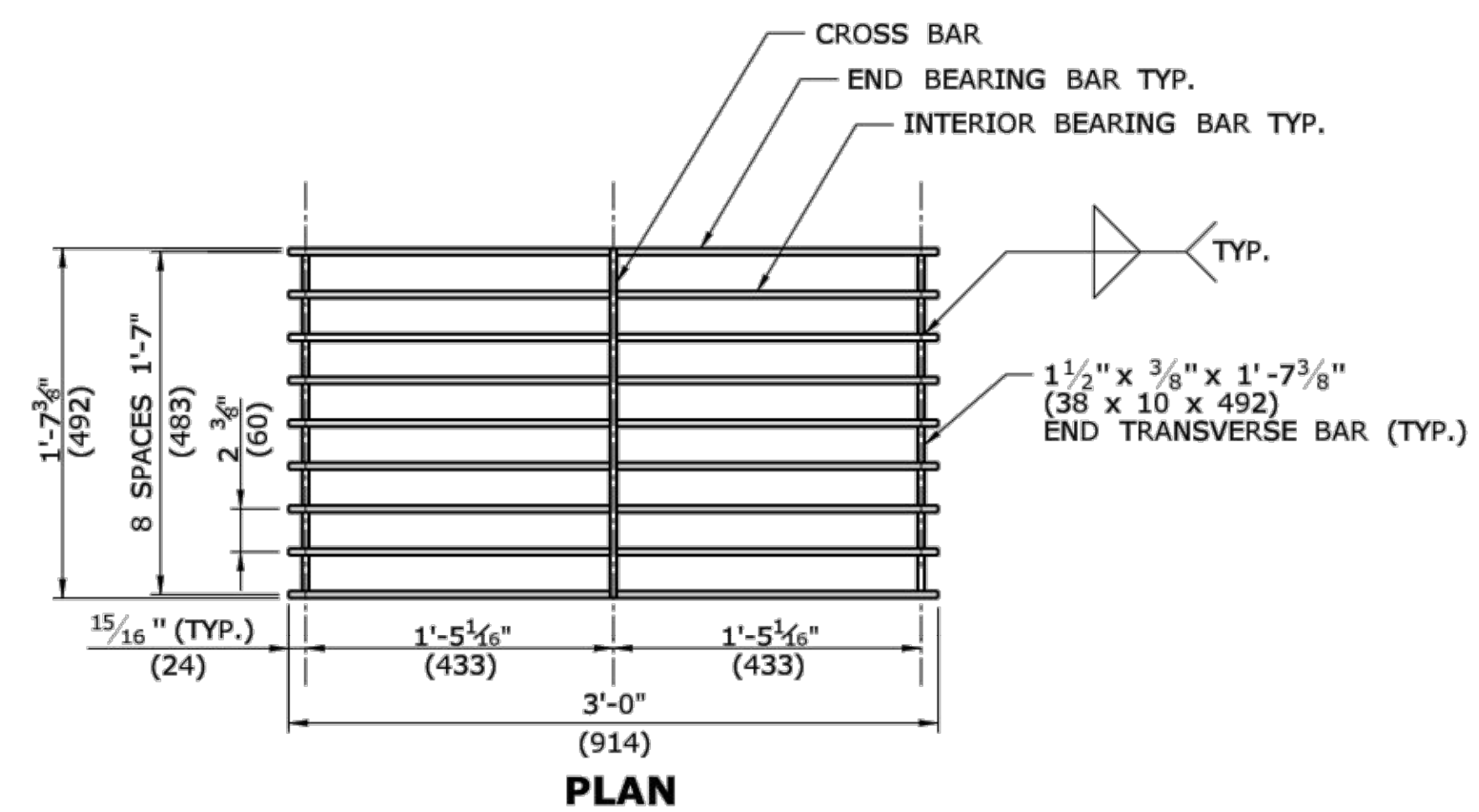
PLAN

GENERAL NOTES:

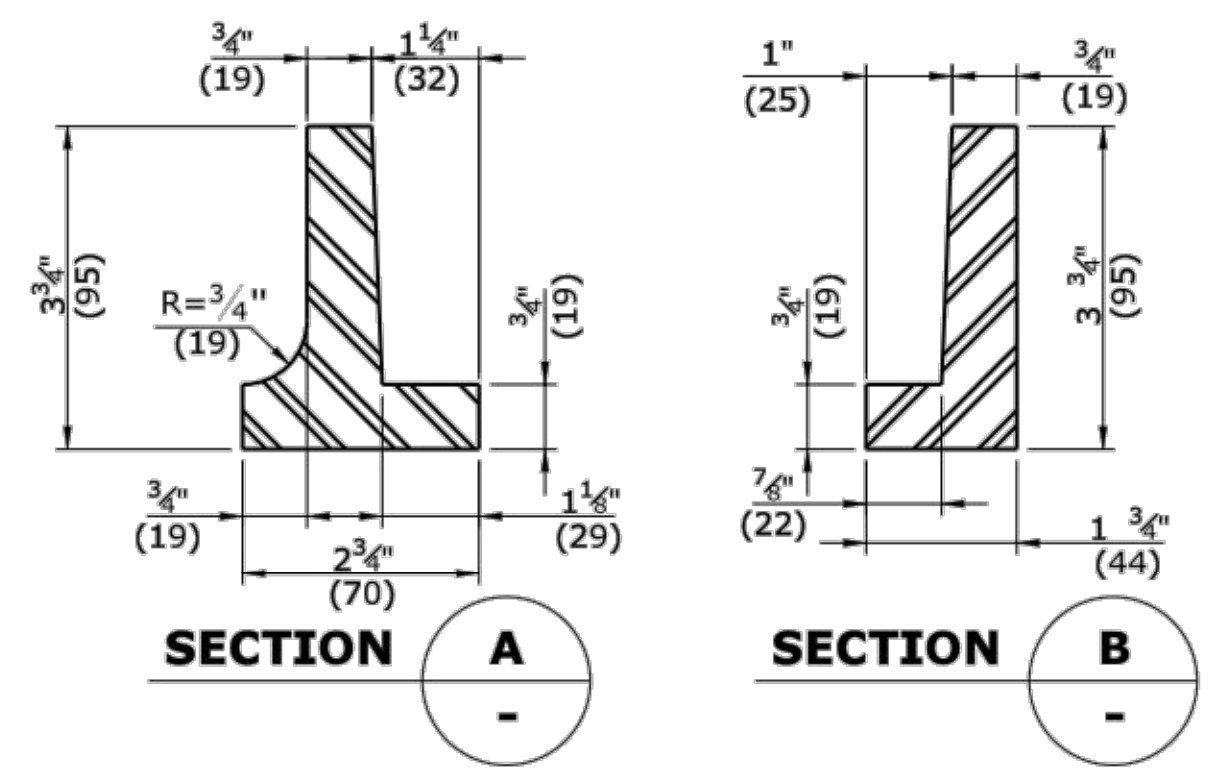
1. STEEL OR CAST IRON SHALL BE USED FOR FRAMES. STEEL SHALL BE USED FOR TYPE "A" & "B" GRATES.
2. TYPE "A" GRATES SHALL BE USED ON ALL ROADWAYS WHERE BICYCLE TRAFFIC IS ALLOWED OR AS DIRECTED BY THE ENGINEER.
3. TYPE "B" GRATES SHALL BE USED ON ALL LIMITED ACCESS HIGHWAYS, RAMPS AND WHERE BICYCLE TRAFFIC IS NOT ALLOWED OR AS DIRECTED BY THE ENGINEER.
4. STEEL FRAMES AND GRATES SHALL BE GALVANIZED IN ACCORDANCE WITH ARTICLE M.06.03.
5. DO NOT GALVANIZE CAST IRON FRAMES.
6. DIMENSIONAL TOLERANCES SHALL BE $\pm 1/16"$ (1.6)
7. ALL STEEL BARS SHALL BE WELDED AT ALL INTERSECTIONS.
8. ALL WELDING SHALL CONFORM TO THE REQUIREMENTS OF AWS STRUCTURAL WELDING CODE, D1.1.



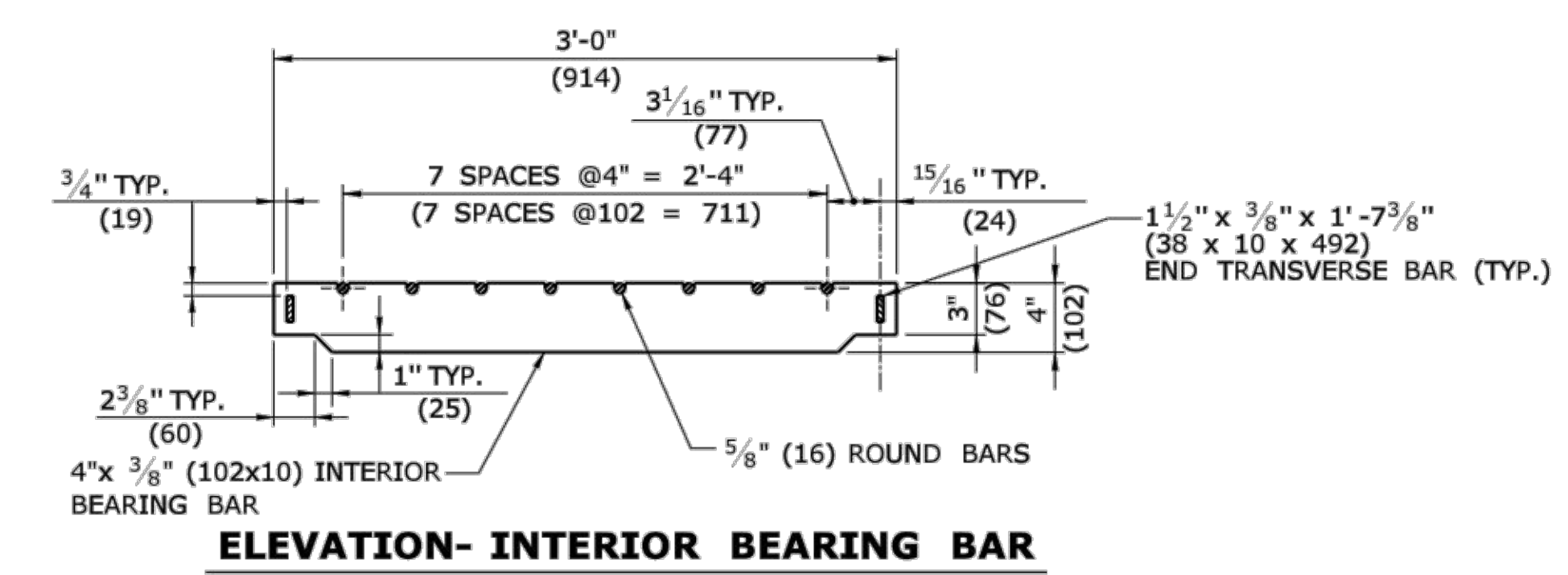
PLAN



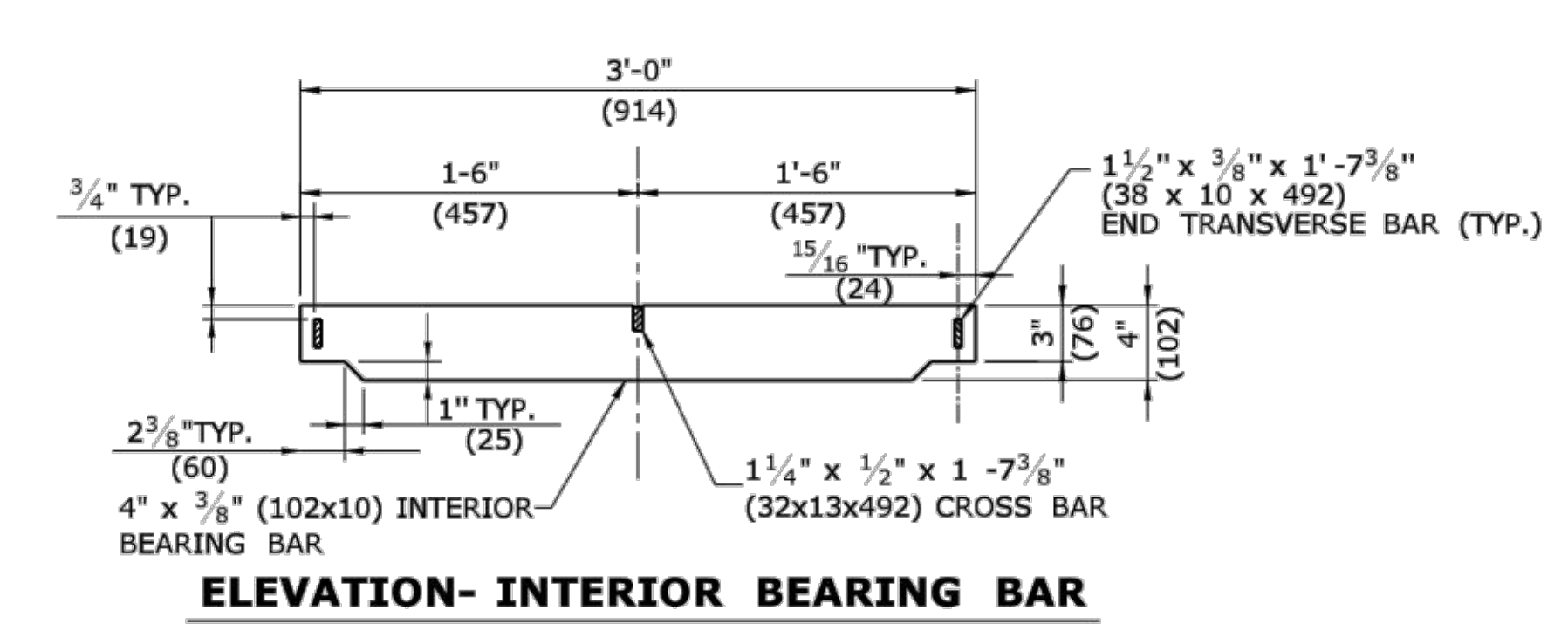
PLAN



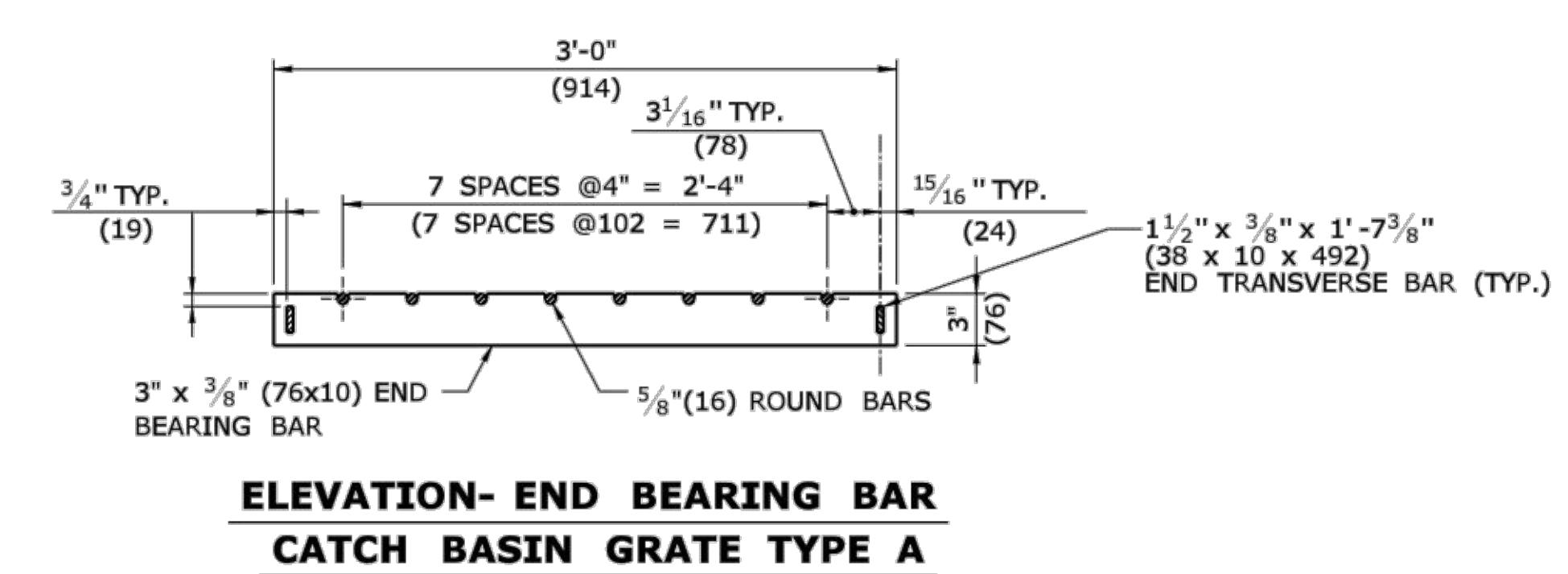
CAST IRON FRAME ALTERNATE



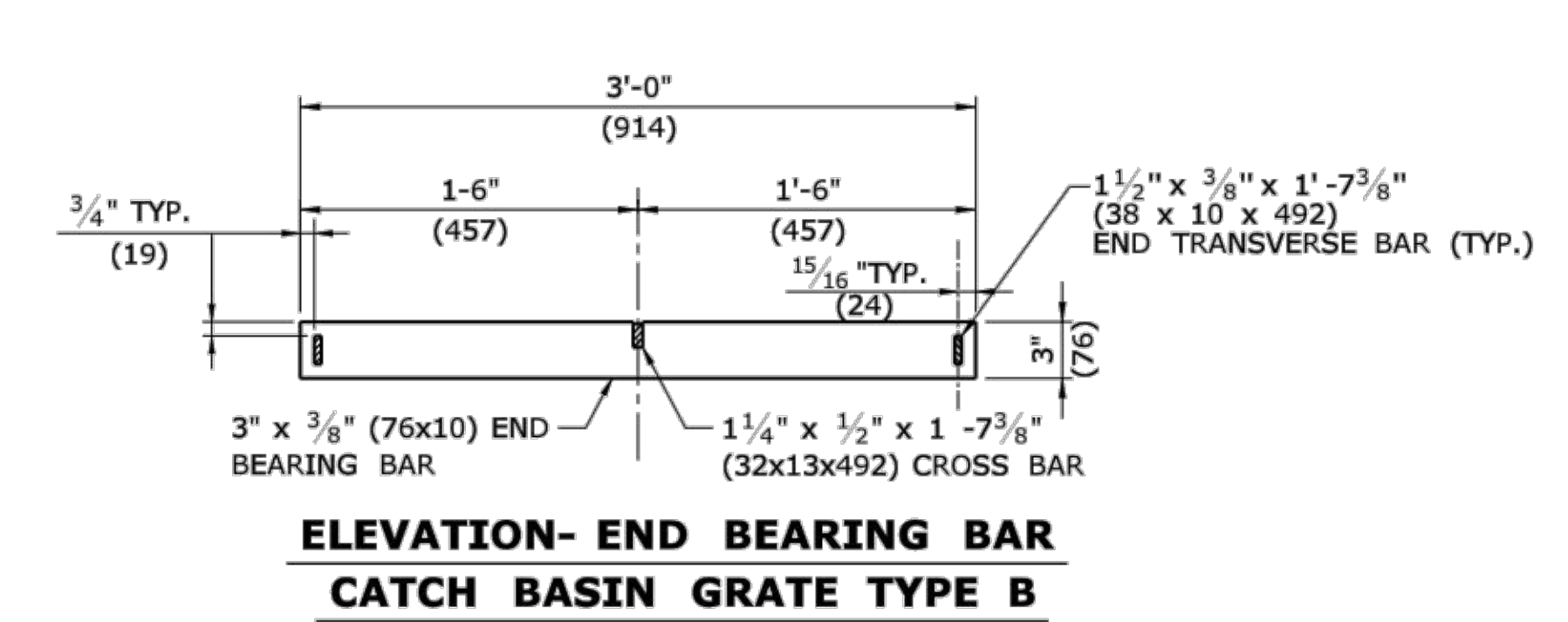
**ELEVATION- INTERIOR BEARING BAR
CATCH BASIN GRATE TYPE A**



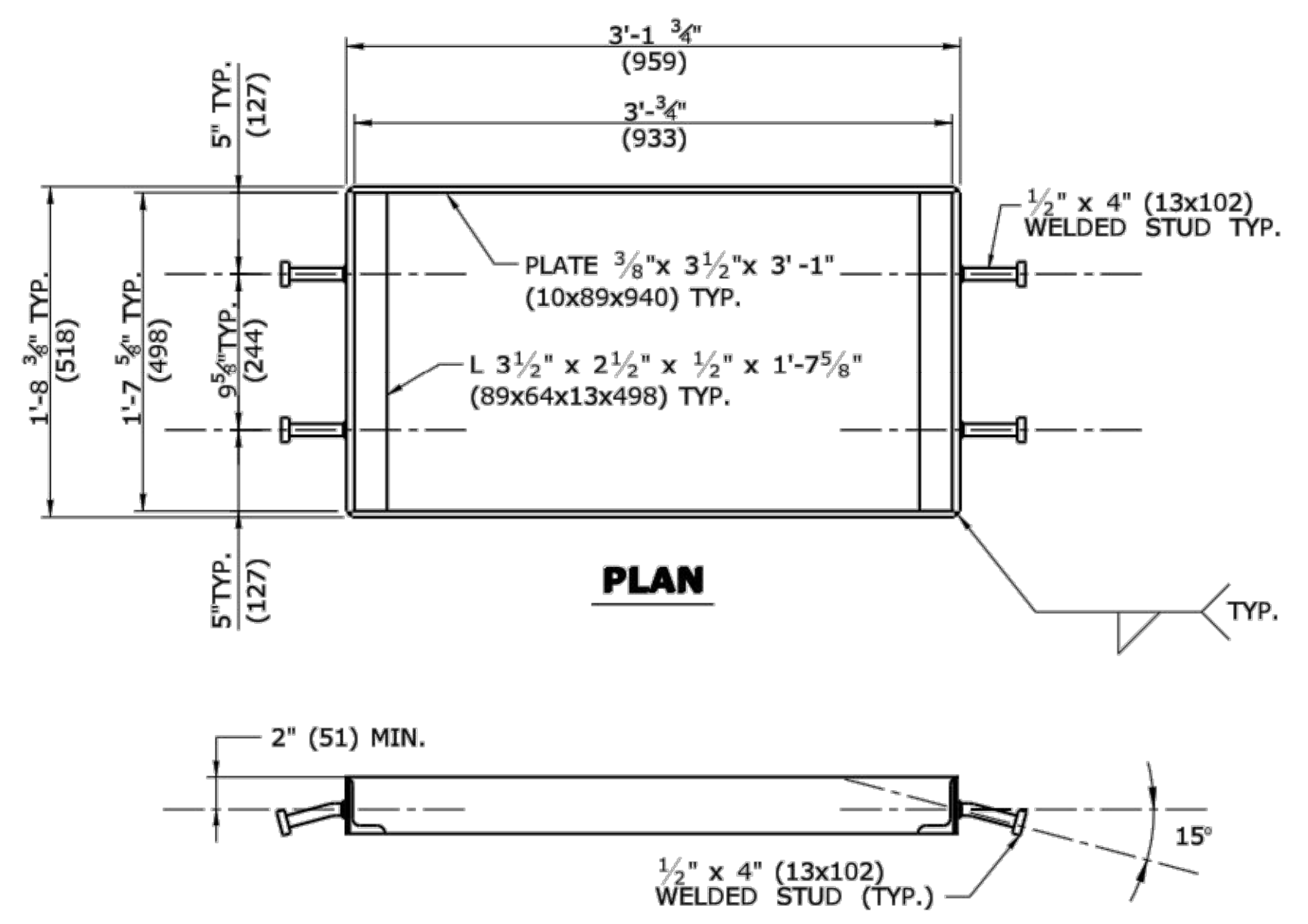
**ELEVATION- INTERIOR BEARING BAR
CATCH BASIN GRATE TYPE B**



**ELEVATION- END BEARING BAR
CATCH BASIN GRATE TYPE A**



**ELEVATION- END BEARING BAR
CATCH BASIN GRATE TYPE B**



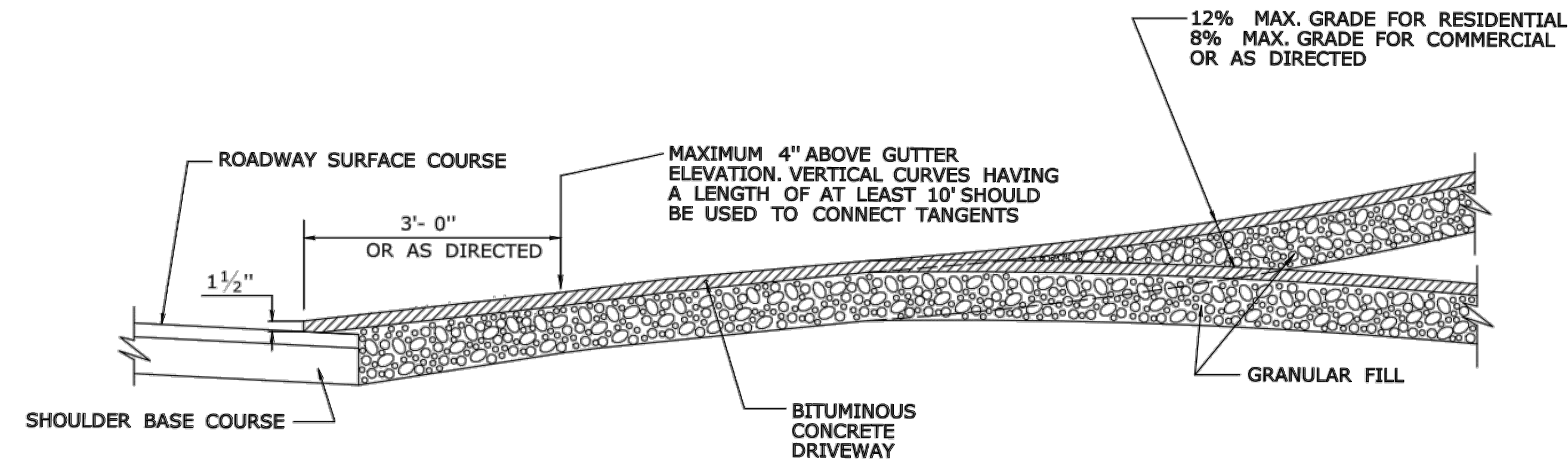
**WELDED STUD ANCHOR DETAILS
STEEL FRAME**

ALL METRIC DIMENSIONS ARE IN MILLIMETERS (mm) UNLESS OTHERWISE NOTED

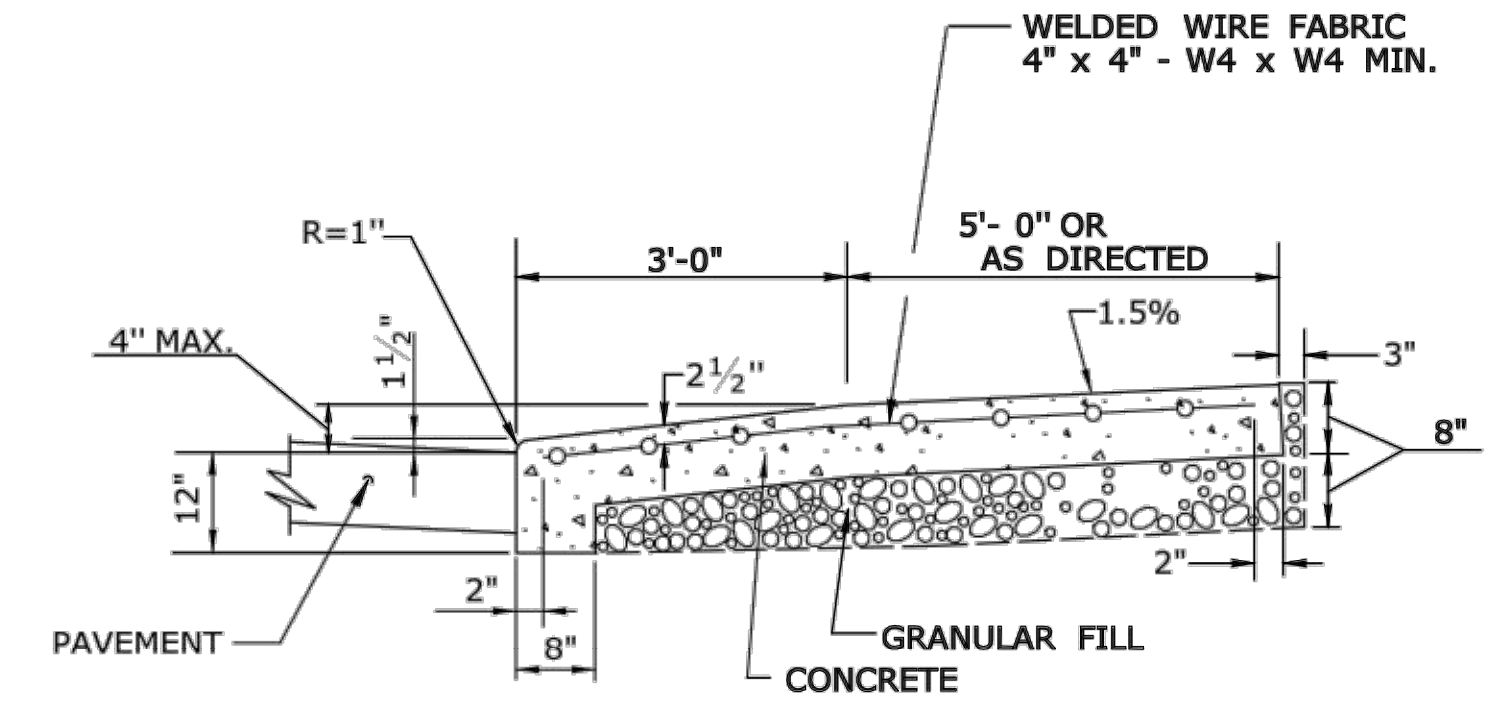
DESCRIPTION	DATE	BY

DESIGNED	DRAWN	CHECKED
SCALE	NTS	
DATE	JULY 2018	
PROJECT NO.	2389-43	
DWG NO.	MDS-12	

MILENE & MACBROOM, INC. 99 REEDY DRIVE, CHELSEA, CONNECTICUT 06015
 (203) 271-1773 FAX (203) 272-9733 WWW.MILENEANDMACBROOM.COM

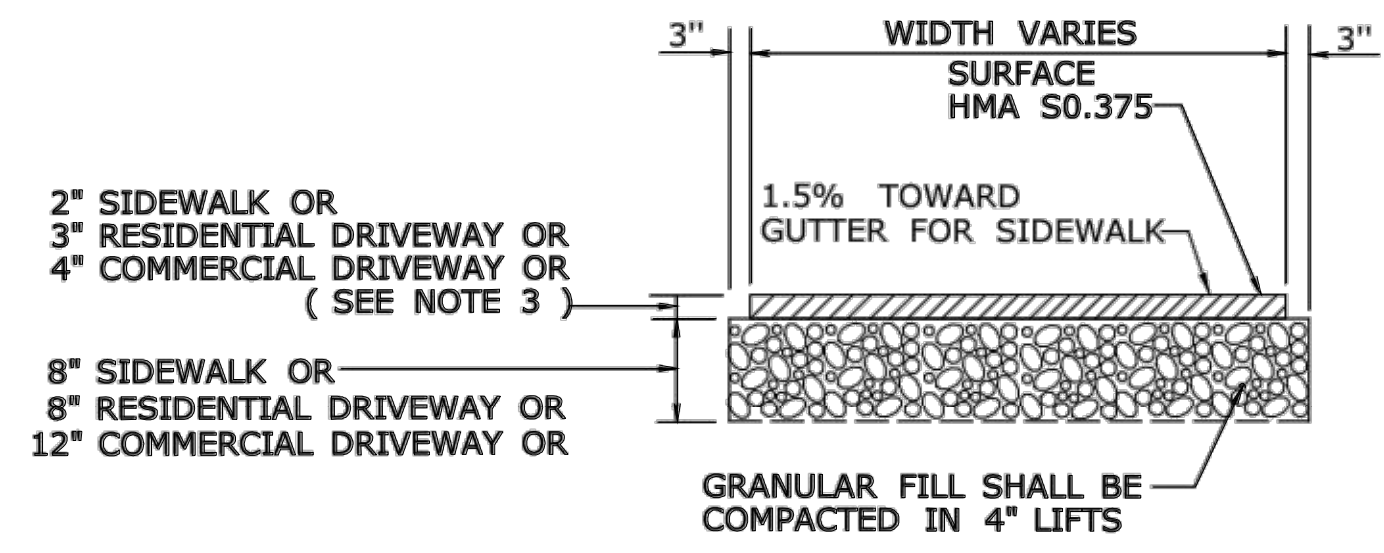


SECTION A

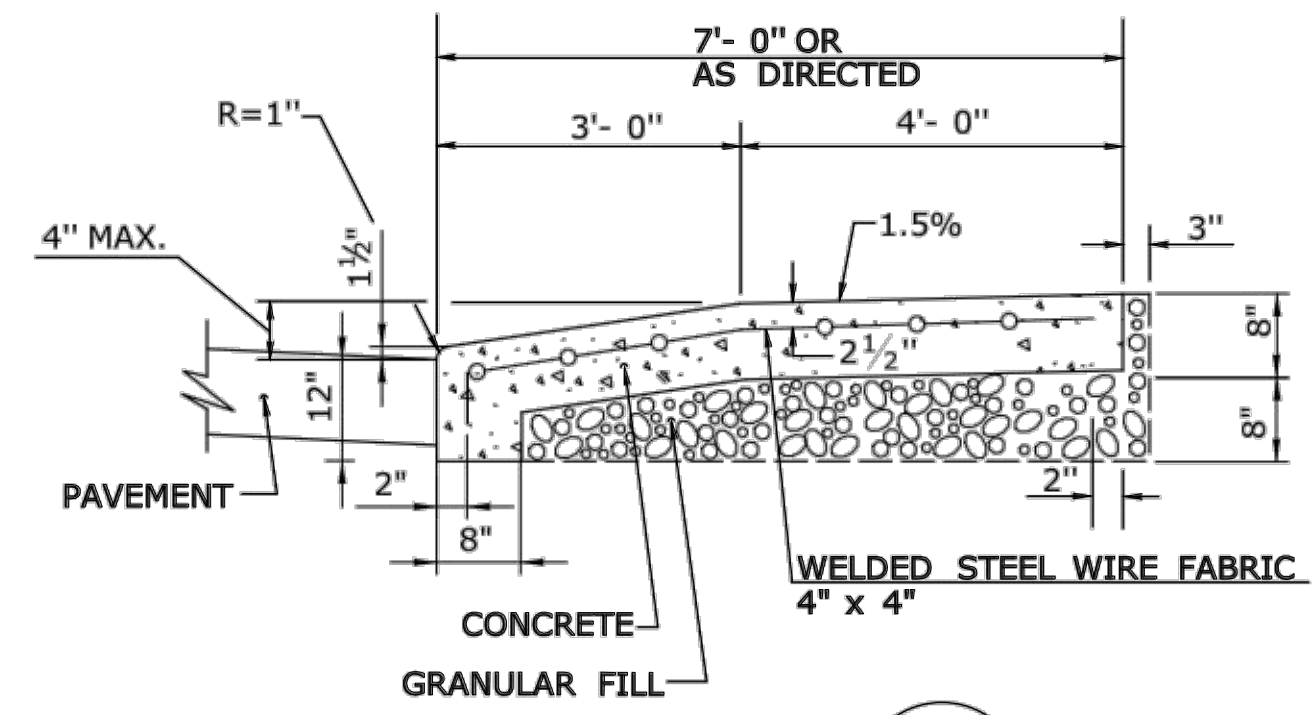


SECTION C

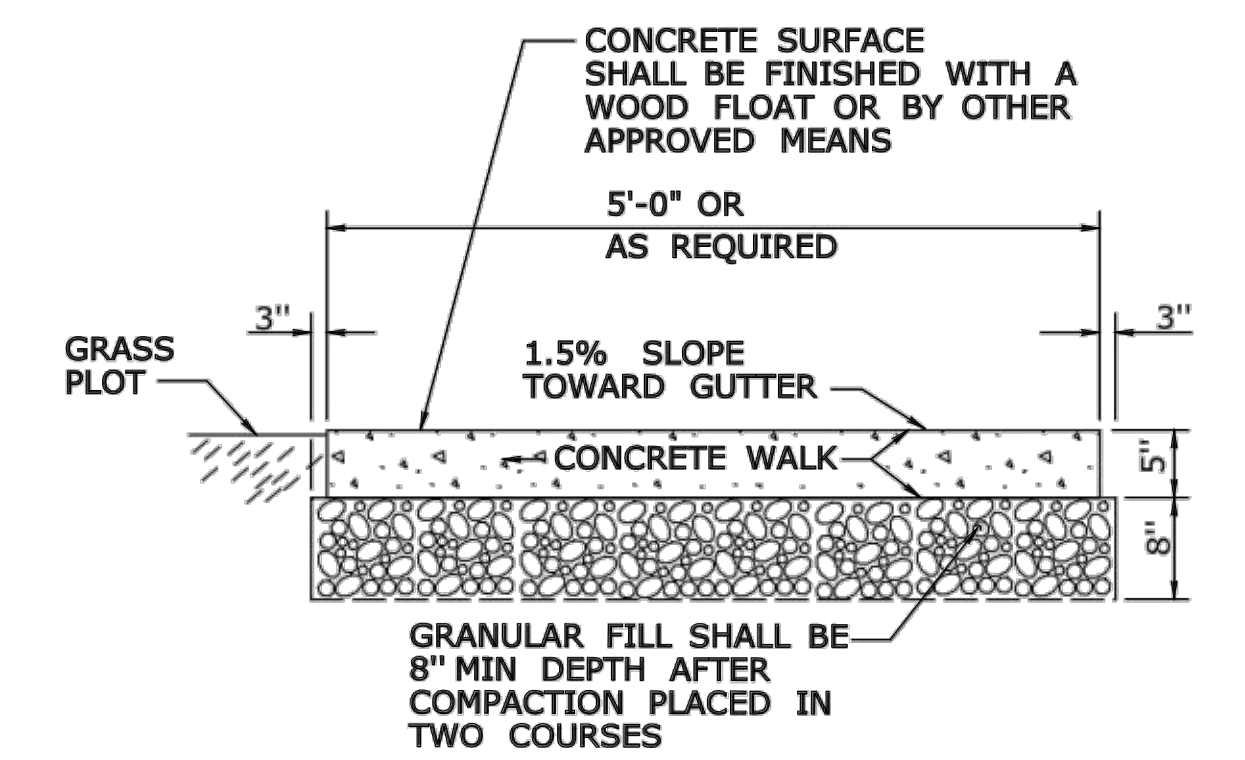
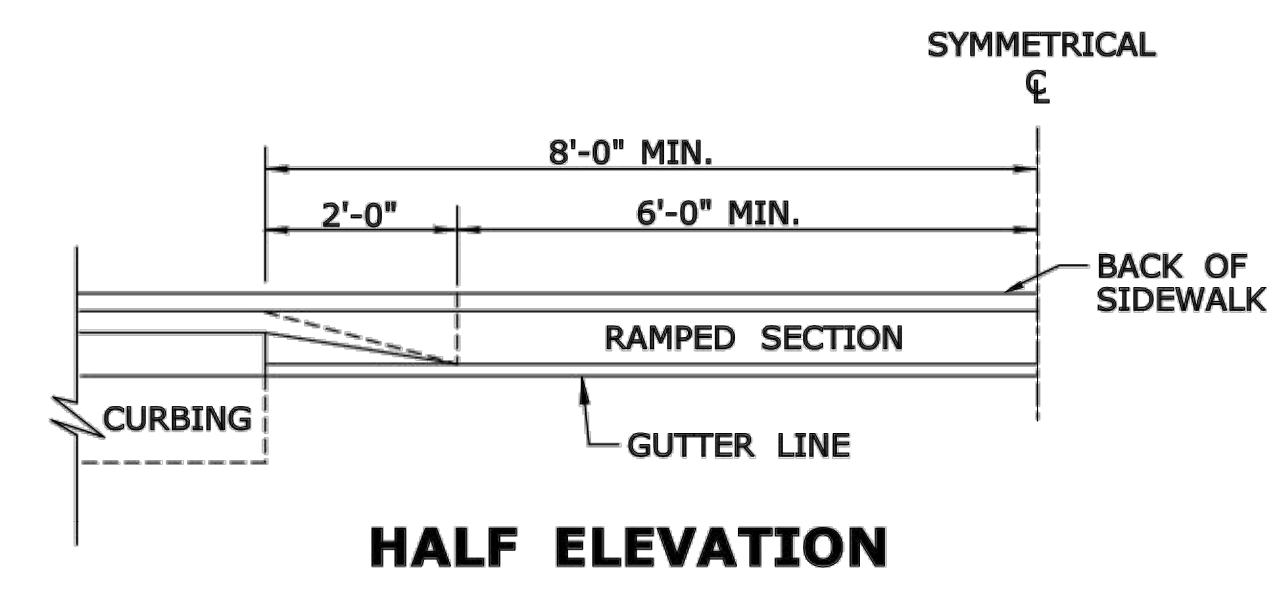
- GENERAL NOTES:**
1. DRIVEWAY ENTRANCE SHALL BE A MINIMUM OF 12' WIDE, EXCLUDING CURBING WHEN PRESENT.
 2. WELDED WIRE FABRIC MATS WITH REINFORCING AT CLOSER SPACING MAY BE USED.
 3. SURFACE HMA S0.375 TO BE PLACED IN TWO EQUAL LIFTS FOR BOTH RESIDENTIAL AND COMMERCIAL DRIVEWAYS.



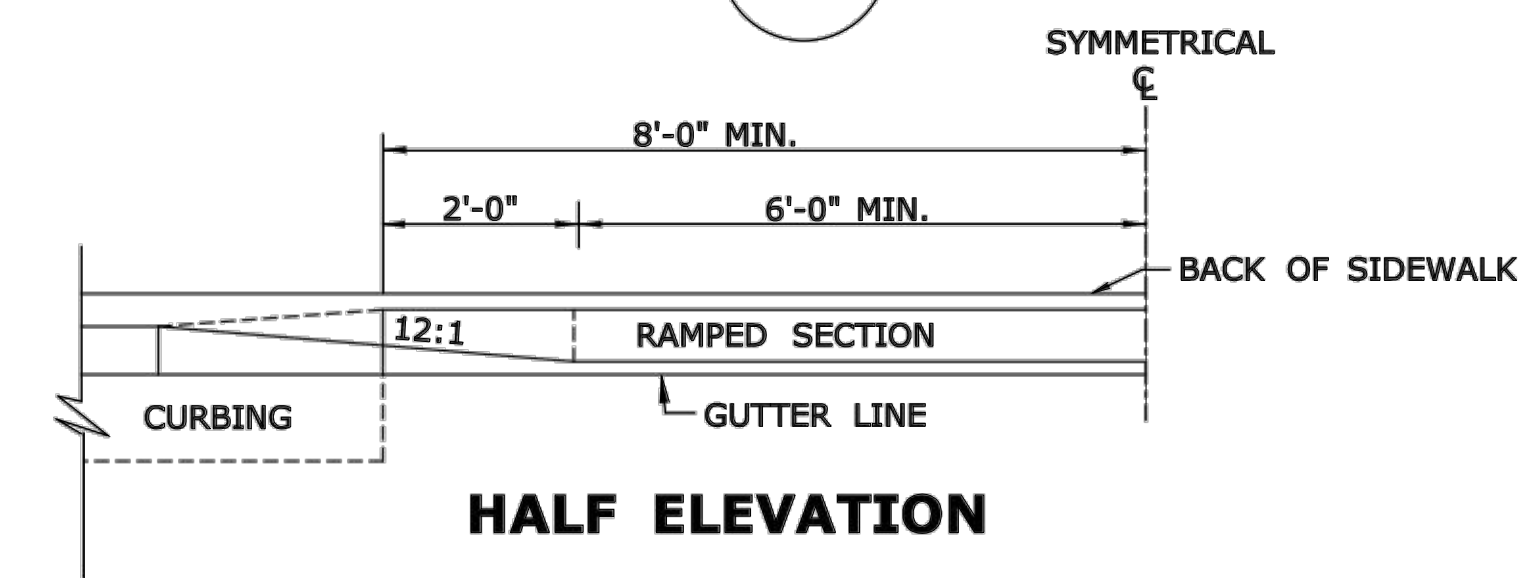
**TYPICAL SECTION
BITUMINOUS CONCRETE
SIDEWALK AND DRIVEWAY**



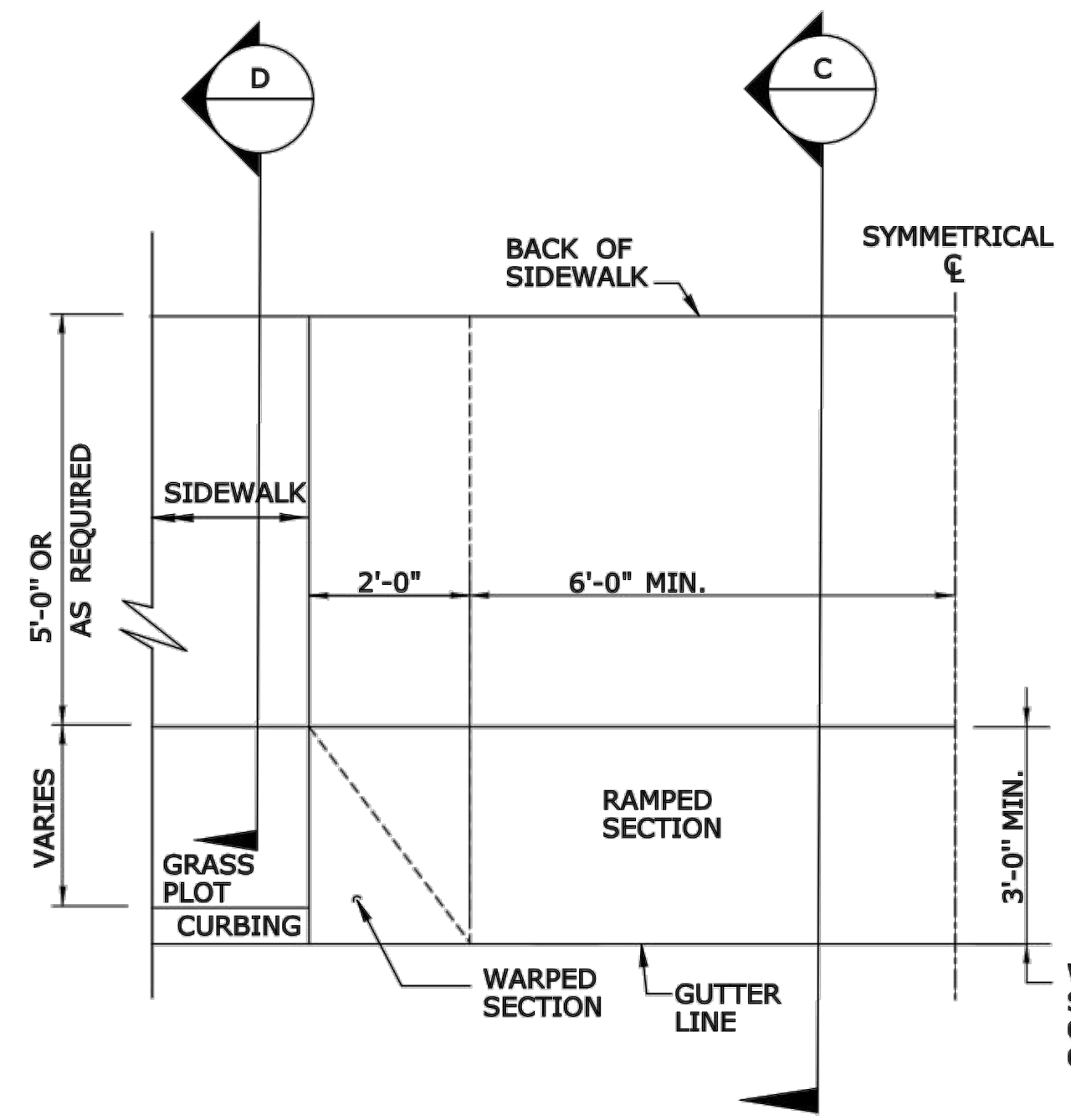
SECTION B



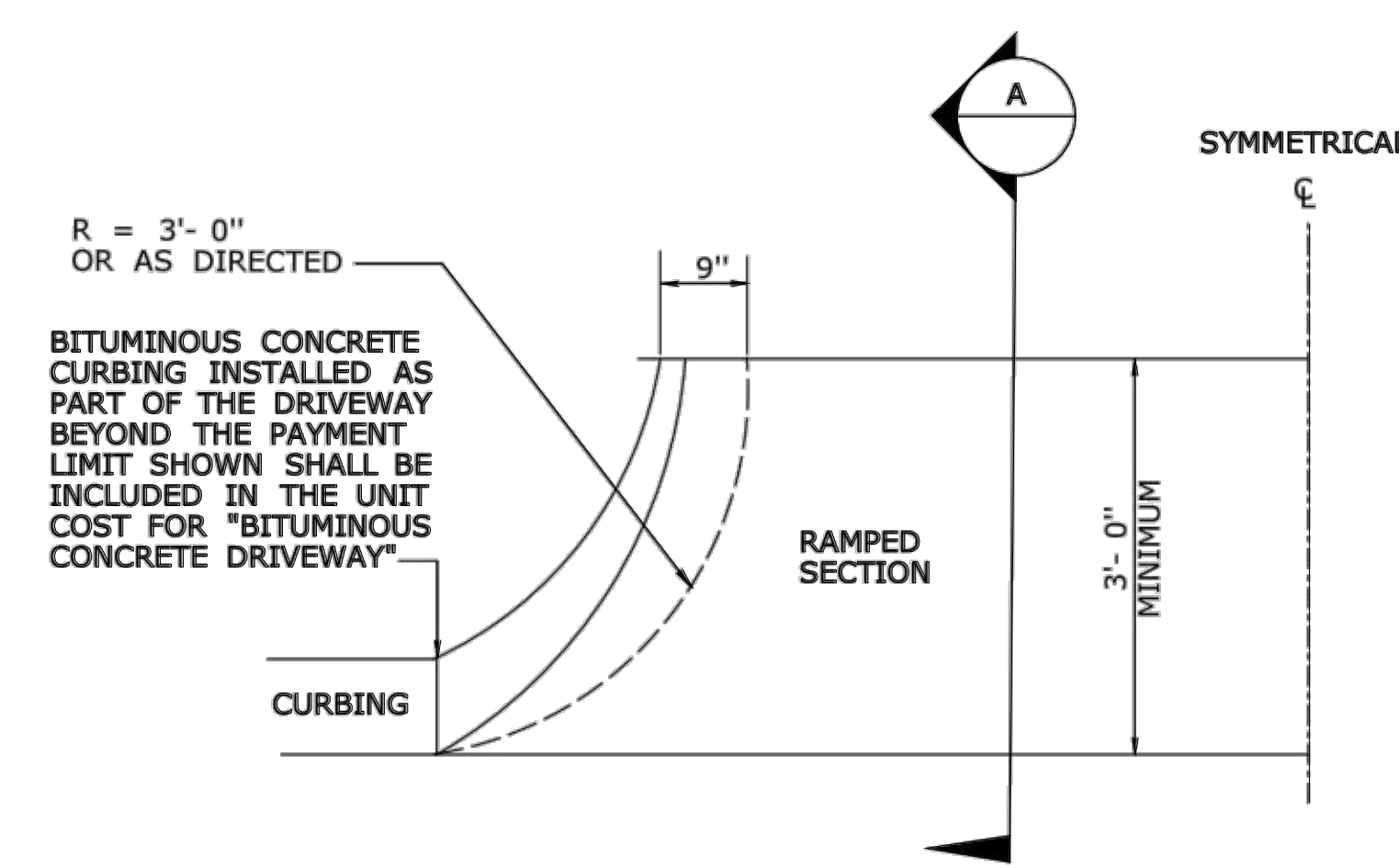
**SECTION D
5' WIDE CONCRETE
SIDEWALK WITH GRASS PLOT**



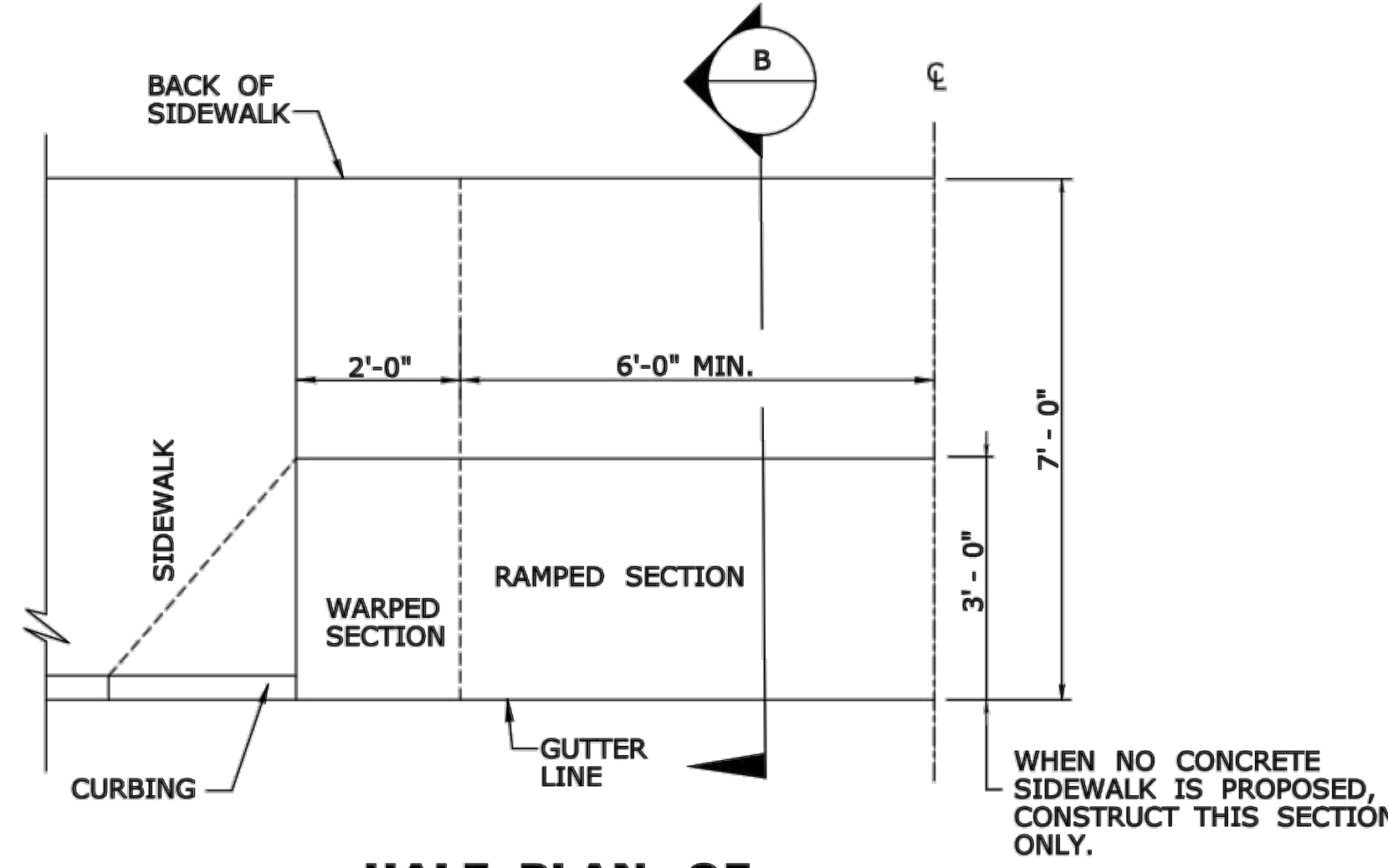
**SECTION B
HALF ELEVATION**



**SECTION C
HALF PLAN OF
CONCRETE DRIVEWAY RAMP WHERE
CURB IS SEPARATED FROM
SIDEWALK BY GRASS PLOT**



**SECTION A
HALF BITUMINOUS CONCRETE
DRIVEWAY PLAN**



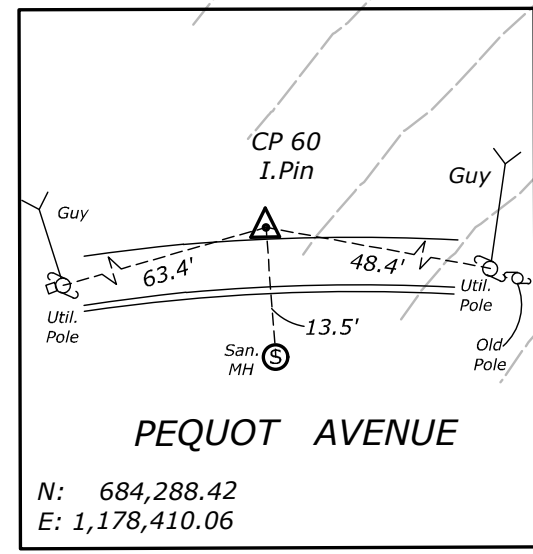
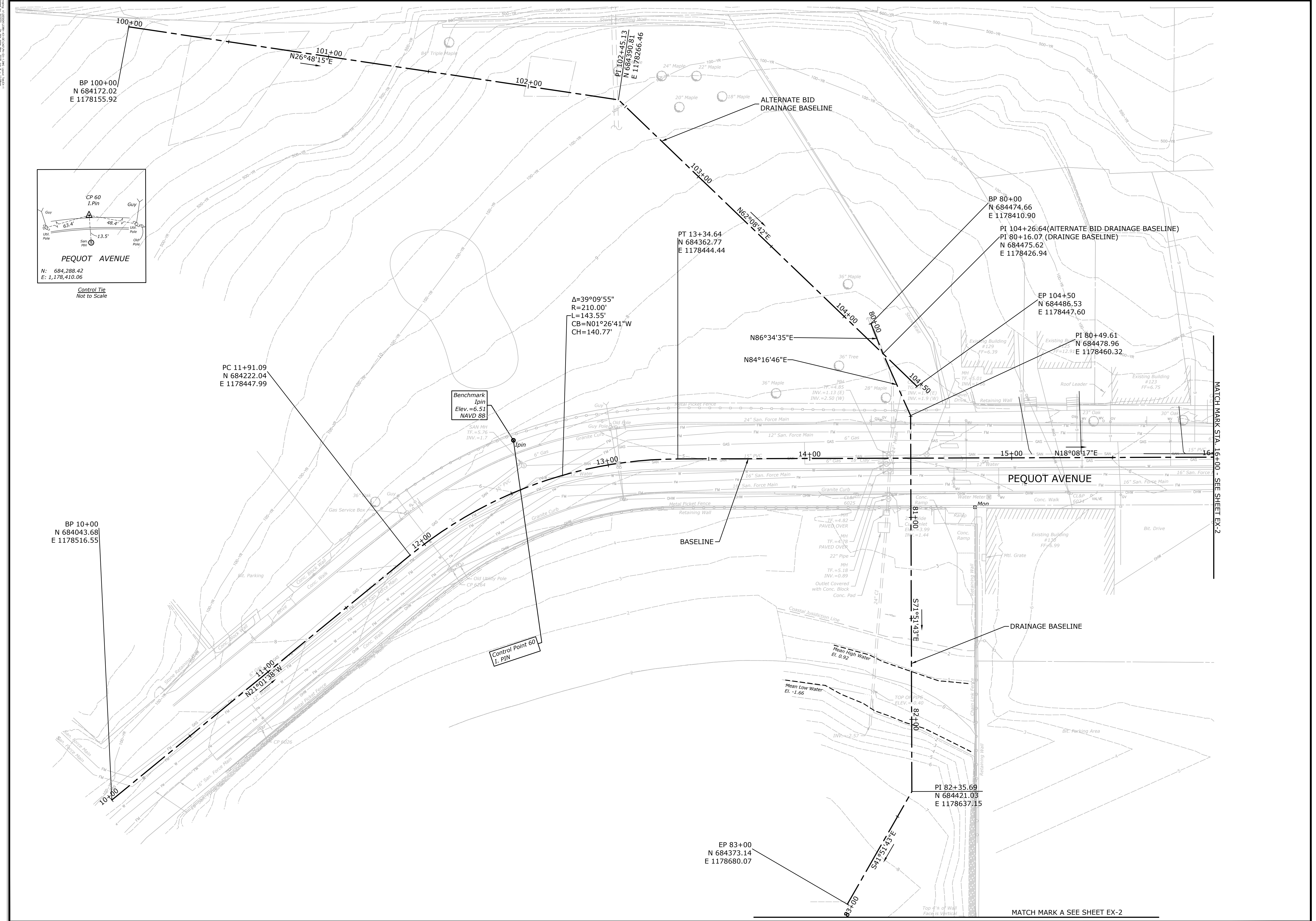
**SECTION B
HALF PLAN OF
CONCRETE DRIVEWAY RAMP WHERE
SIDEWALK ADJOINS CURBING**

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 Chelsea, Connecticut 06015
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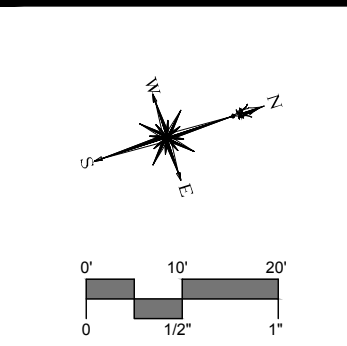
DESCRIPTION	DATE	BY

MISCELLANEOUS DETAILS
 PEQUOT AVENUE DRAINAGE IMPROVEMENTS
 PEQUOT AVENUE
 NEW LONDON, CONNECTICUT

DESIGNED	DRAWN	CHECKED
SCALE		
NTS		
DATE		
JULY 2018		
PROJECT NO.		
2389-43		
DWG NO.		
MDS-16		



Control Tie
Not to Scale

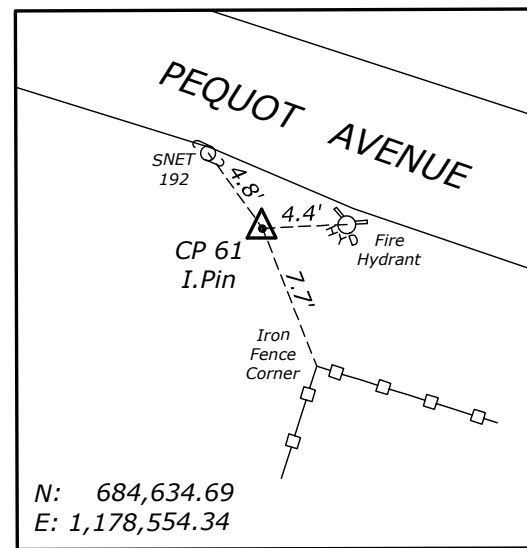


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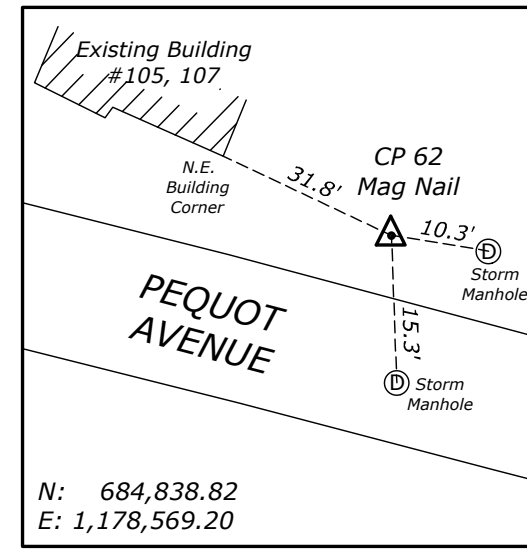
DESCRIPTION	DATE	BY

EXISTING CONDITIONS AND BASELINE LAYOUT PLAN
PEQUOT AVENUE DRAINAGE IMPROVEMENTS
PEQUOT AVENUE
NEW LONDON, CONNECTICUT

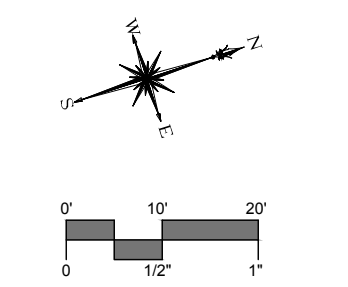
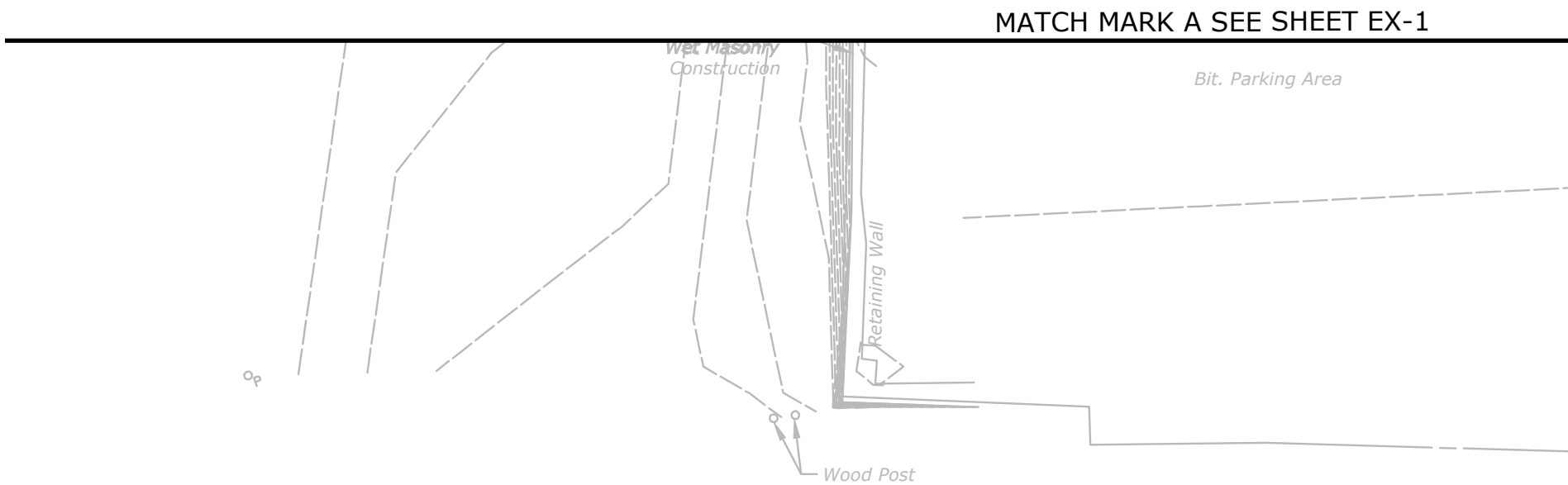
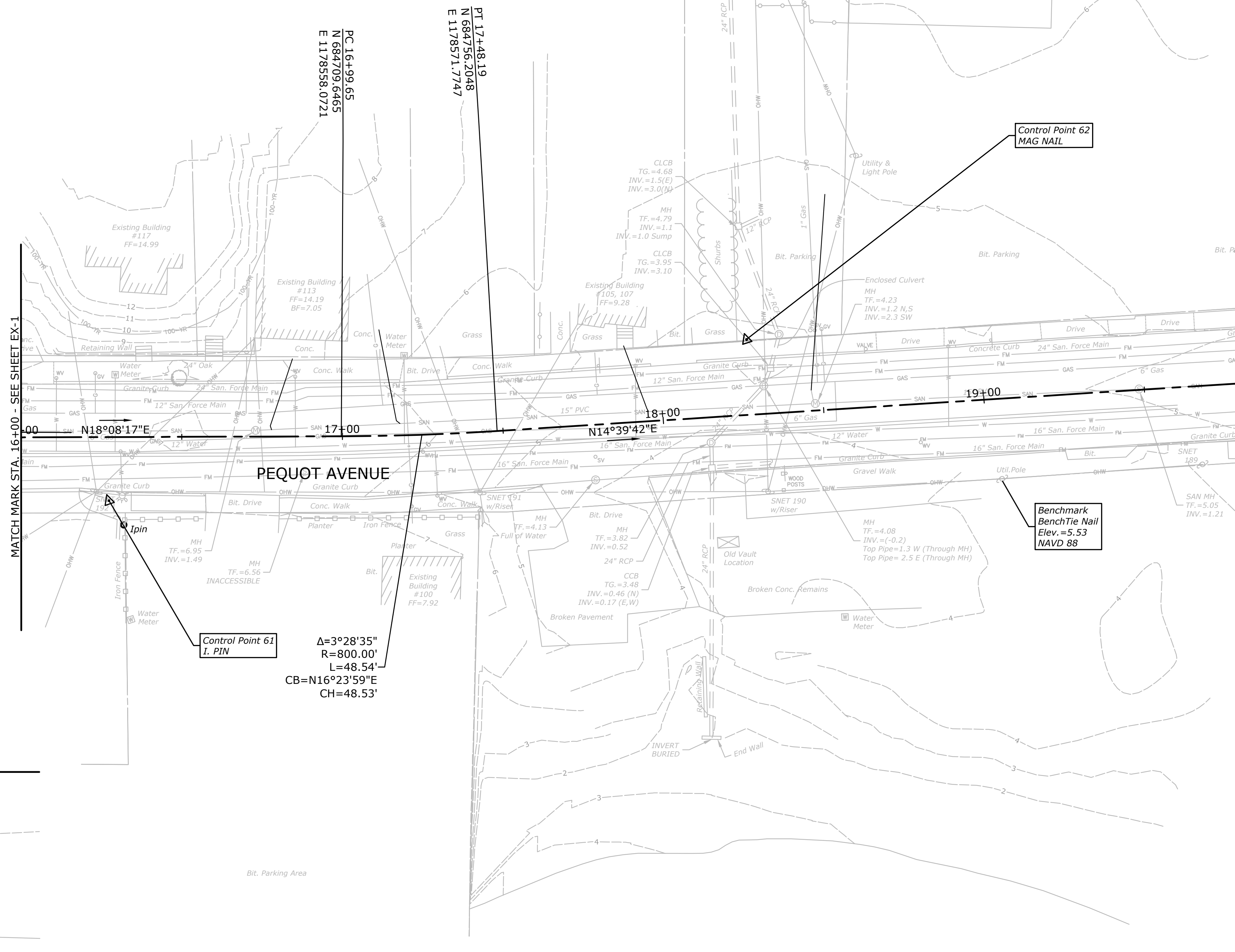
GN	JDM	TC
DESIGNED	DRAWN	CHECKED
SCALE 1"=20'		
DATE JULY 2018		
PROJECT NO. 2389-43		
DWG NO. EX-1		
22		



Control Tie
Not to Scale



Control Tie
Not to Scale



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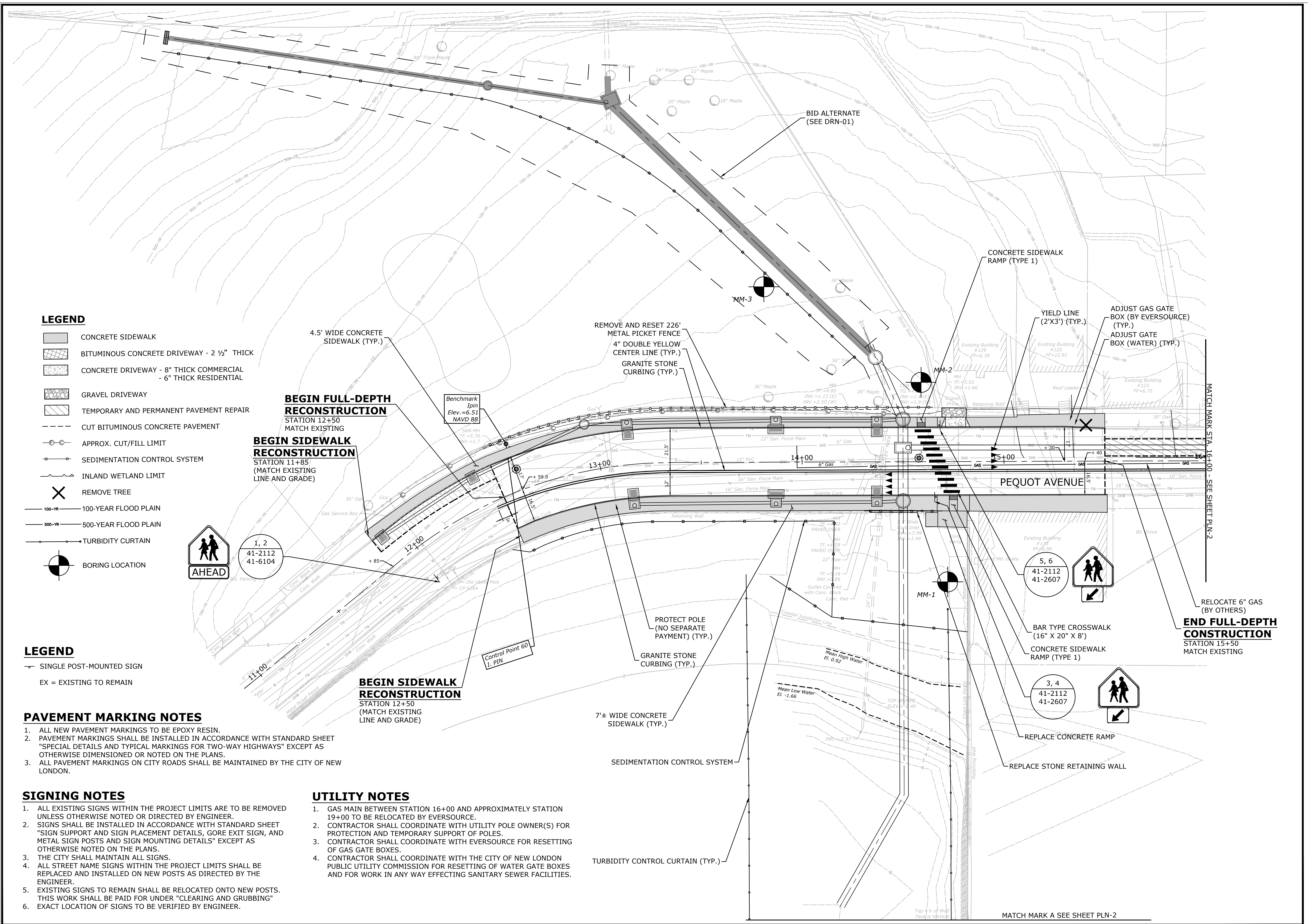
DESCRIPTION	DATE	BY

EXISTING CONDITIONS AND BASELINE LAYOUT PLAN
PEQUOT AVENUE DRAINAGE IMPROVEMENTS
 PEQUOT AVENUE
 NEW LONDON, CONNECTICUT

GN DESIGNED	JDM DRAWN	TC CHECKED
SCALE 1"=20'		
DATE JULY 2018		
PROJECT NO. 2389-43		
DWG NO. EX-2		

23

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LEGEND

- CONCRETE SIDEWALK
- BITUMINOUS CONCRETE DRIVEWAY - 2 1/2" THICK
- CONCRETE DRIVEWAY - 8" THICK COMMERCIAL
- 6" THICK RESIDENTIAL
- GRAVEL DRIVEWAY
- TEMPORARY AND PERMANENT PAVEMENT REPAIR
- CUT BITUMINOUS CONCRETE PAVEMENT
- APPROX. CUT/FILL LIMIT
- SEDIMENTATION CONTROL SYSTEM
- INLAND WETLAND LIMIT
- REMOVE TREE
- 100-YR FLOOD PLAIN
- 500-YR FLOOD PLAIN
- TURBIDITY CURTAIN
- BORING LOCATION

LEGEND

- SINGLE POST-MOUNTED SIGN
- EX = EXISTING TO REMAIN

PAVEMENT MARKING NOTES

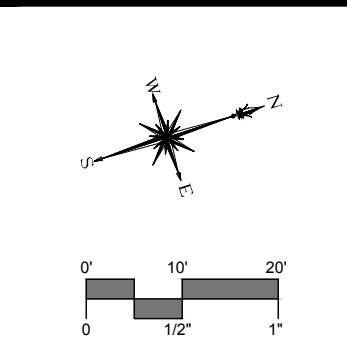
1. ALL NEW PAVEMENT MARKINGS TO BE EPOXY RESIN.
2. PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH STANDARD SHEET "SPECIAL DETAILS AND TYPICAL MARKINGS FOR TWO-WAY HIGHWAYS" EXCEPT AS OTHERWISE DIMENSIONED OR NOTED ON THE PLANS.
3. ALL PAVEMENT MARKINGS ON CITY ROADS SHALL BE MAINTAINED BY THE CITY OF NEW LONDON.

SIGNING NOTES

1. ALL EXISTING SIGNS WITHIN THE PROJECT LIMITS ARE TO BE REMOVED UNLESS OTHERWISE NOTED OR DIRECTED BY ENGINEER.
2. SIGNS SHALL BE INSTALLED IN ACCORDANCE WITH STANDARD SHEET "SIGN SUPPORT AND SIGN PLACEMENT DETAILS, GORE EXIT SIGN, AND METAL SIGN POSTS AND SIGN MOUNTING DETAILS" EXCEPT AS OTHERWISE NOTED ON THE PLANS.
3. THE CITY SHALL MAINTAIN ALL SIGNS.
4. ALL STREET NAME SIGNS WITHIN THE PROJECT LIMITS SHALL BE REPLACED AND INSTALLED ON NEW POSTS AS DIRECTED BY THE ENGINEER.
5. EXISTING SIGNS TO REMAIN SHALL BE RELOCATED ONTO NEW POSTS. THIS WORK SHALL BE PAID FOR UNDER "CLEARING AND GRUBBING"
6. EXACT LOCATION OF SIGNS TO BE VERIFIED BY ENGINEER.

UTILITY NOTES

1. GAS MAIN BETWEEN STATION 16+00 AND APPROXIMATELY STATION 19+00 TO BE RELOCATED BY EVERSOURCE.
2. CONTRACTOR SHALL COORDINATE WITH UTILITY POLE OWNER(S) FOR PROTECTION AND TEMPORARY SUPPORT OF POLES.
3. CONTRACTOR SHALL COORDINATE WITH EVERSOURCE FOR RESETTling OF GAS GATE BOXES.
4. CONTRACTOR SHALL COORDINATE WITH THE CITY OF NEW LONDON PUBLIC UTILITY COMMISSION FOR RESETTling OF WATER GATE BOXES AND FOR WORK IN ANY WAY EFFECTING SANITARY SEWER FACILITIES.



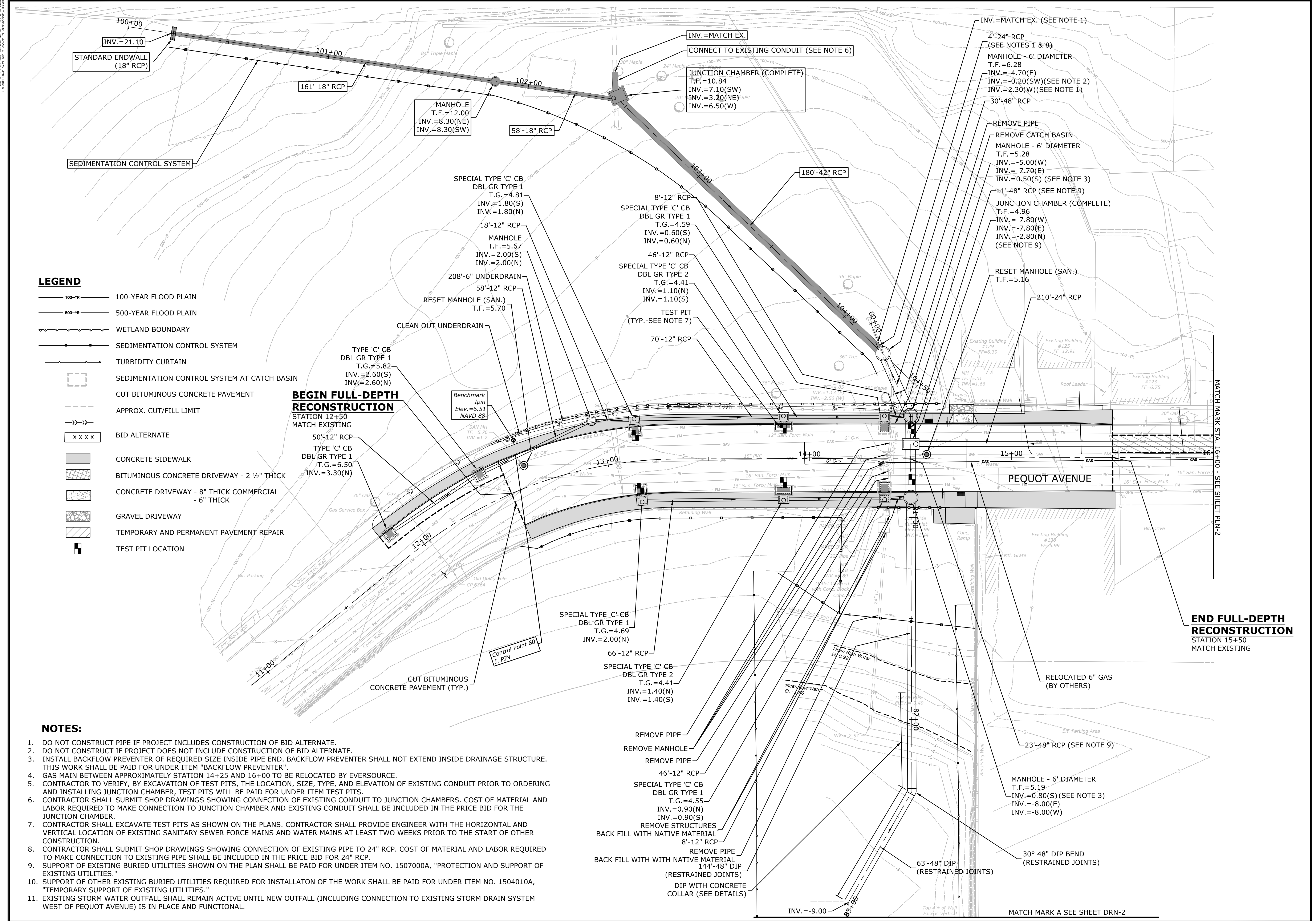
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 Cheshire, Connecticut 06410
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 www.miloneandmacbroom.com

DATE	DESCRIPTION

ROADWAY PLAN
PEQUOT AVENUE DRAINAGE IMPROVEMENTS
 PEQUOT AVENUE
 NEW LONDON, CONNECTICUT

GN	JDM	TC
DESIGNED	DRAWN	CHECKED
SCALE 1"=20'		
DATE JULY 2018		
PROJECT NO. 2389-43		
DWG NO. PLN-1		
24		

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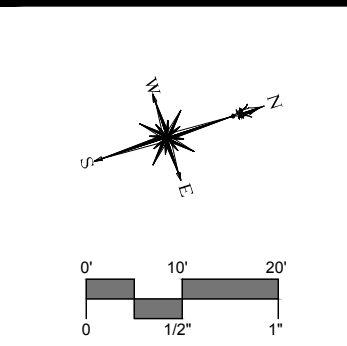


LEGEND

- 100-YR FLOOD PLAIN
- 500-YR FLOOD PLAIN
- WETLAND BOUNDARY
- SEDIMENTATION CONTROL SYSTEM
- TURBIDITY CURTAIN
- SEDIMENTATION CONTROL SYSTEM AT CATCH BASIN
- CUT BITUMINOUS CONCRETE PAVEMENT
- APPROX. CUT/FILL LIMIT
- BID ALTERNATE
- CONCRETE SIDEWALK
- BITUMINOUS CONCRETE DRIVEWAY - 2 1/2" THICK
- CONCRETE DRIVEWAY - 8" THICK COMMERCIAL - 6" THICK
- GRAVEL DRIVEWAY
- TEMPORARY AND PERMANENT PAVEMENT REPAIR
- TEST PIT LOCATION

NOTES:

1. DO NOT CONSTRUCT PIPE IF PROJECT INCLUDES CONSTRUCTION OF BID ALTERNATE.
2. DO NOT CONSTRUCT IF PROJECT DOES NOT INCLUDE CONSTRUCTION OF BID ALTERNATE.
3. INSTALL BACKFLOW PREVENTER OF REQUIRED SIZE INSIDE PIPE END. BACKFLOW PREVENTER SHALL NOT EXTEND INSIDE DRAINAGE STRUCTURE. THIS WORK SHALL BE PAID FOR UNDER ITEM "BACKFLOW PREVENTER".
4. GAS MAIN BETWEEN APPROXIMATELY STATION 14+25 AND 16+00 TO BE RELOCATED BY EVERSOURCE.
5. CONTRACTOR TO VERIFY, BY EXCAVATION OF TEST PITS, THE LOCATION, SIZE, TYPE, AND ELEVATION OF EXISTING CONDUIT PRIOR TO ORDERING AND INSTALLING JUNCTION CHAMBER, TEST PITS WILL BE PAID FOR UNDER ITEM TEST PITS.
6. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS SHOWING CONNECTION OF EXISTING CONDUIT TO JUNCTION CHAMBERS. COST OF MATERIAL AND LABOR REQUIRED TO MAKE CONNECTION TO JUNCTION CHAMBER AND EXISTING CONDUIT SHALL BE INCLUDED IN THE PRICE BID FOR THE JUNCTION CHAMBER.
7. CONTRACTOR SHALL EXCAVATE TEST PITS AS SHOWN ON THE PLANS. CONTRACTOR SHALL PROVIDE ENGINEER WITH THE HORIZONTAL AND VERTICAL LOCATION OF EXISTING SANITARY SEWER FORCE MAINS AND WATER MAINS AT LEAST TWO WEEKS PRIOR TO THE START OF OTHER CONSTRUCTION.
8. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS SHOWING CONNECTION OF EXISTING PIPE TO 24" RCP. COST OF MATERIAL AND LABOR REQUIRED TO MAKE CONNECTION TO EXISTING PIPE SHALL BE INCLUDED IN THE PRICE BID FOR 24" RCP.
9. SUPPORT OF EXISTING BURIED UTILITIES SHOWN ON THE PLAN SHALL BE PAID FOR UNDER ITEM NO. 1507000A, "PROTECTION AND SUPPORT OF EXISTING UTILITIES."
10. SUPPORT OF OTHER EXISTING BURIED UTILITIES REQUIRED FOR INSTALLATION OF THE WORK SHALL BE PAID FOR UNDER ITEM NO. 1504010A, "TEMPORARY SUPPORT OF EXISTING UTILITIES."
11. EXISTING STORM WATER OUTFALL SHALL REMAIN ACTIVE UNTIL NEW OUTFALL (INCLUDING CONNECTION TO EXISTING STORM DRAIN SYSTEM WEST OF PEQUOT AVENUE) IS IN PLACE AND FUNCTIONAL.



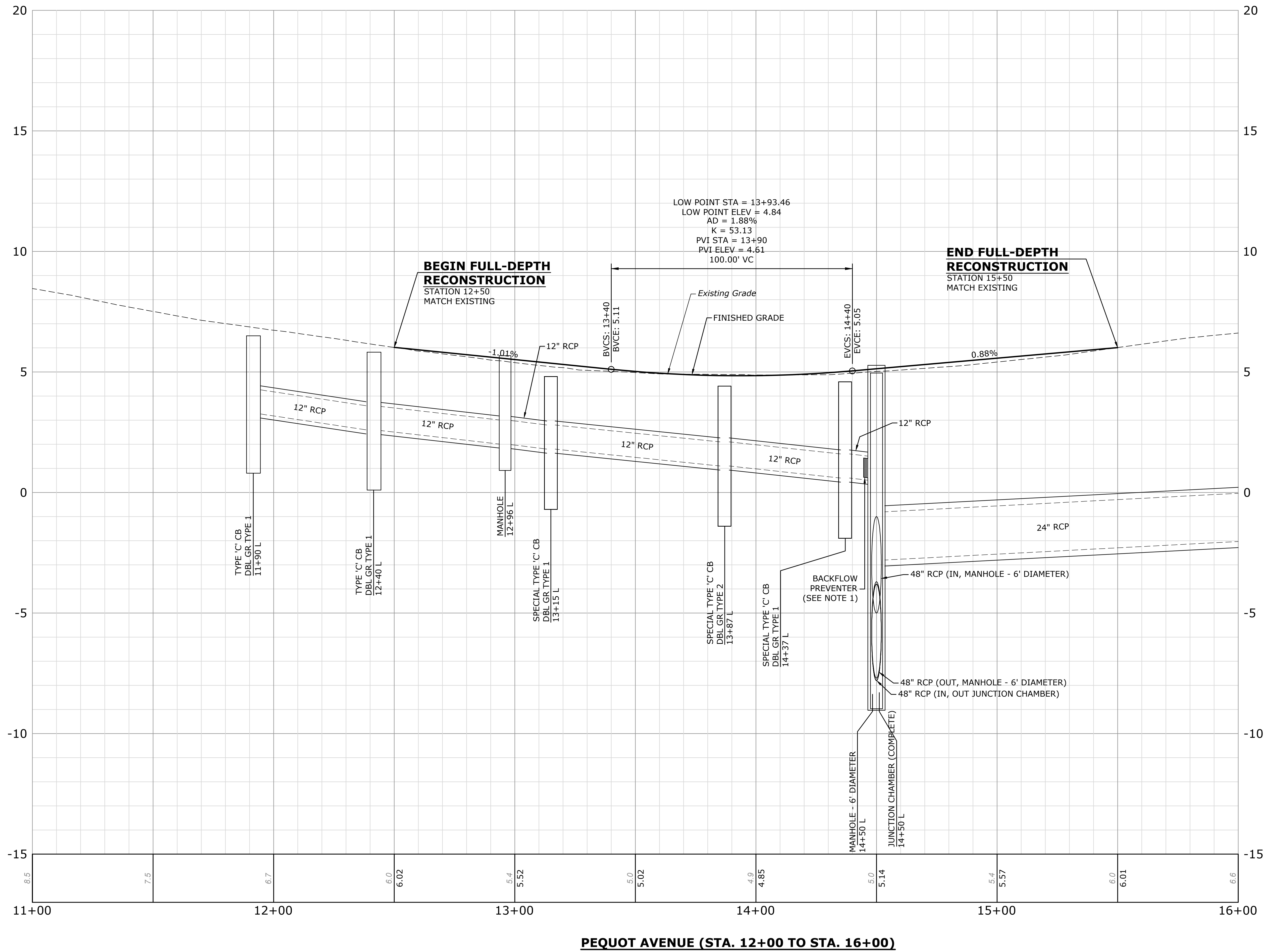
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DESCRIPTION	DATE	BY

DRAINAGE PLAN
PEQUOT AVENUE DRAINAGE IMPROVEMENTS
 PEQUOT AVENUE
 NEW LONDON, CONNECTICUT

GN	JDM	TC
DESIGNED	DRAWN	CHECKED
SCALE: 1"=20'		
DATE: JULY 2018		
PROJECT NO.: 2389-43		
DWG NO.: DRN-1		
26		

DATE PLOTTED: 7/11/17 4:05 PM USER: JLM



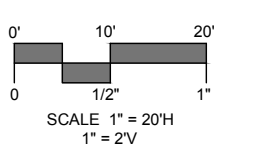
LOW POINT STA = 13+93.46
 LOW POINT ELEV = 4.84
 AD = 1.88%
 K = 53.13
 PVI STA = 13+90
 PVI ELEV = 4.61
 100.00' VC

END FULL-DEPTH RECONSTRUCTION
 STATION 15+50
 MATCH EXISTING

BEGIN FULL-DEPTH RECONSTRUCTION
 STATION 12+50
 MATCH EXISTING

NOTES:

1. INSTALL BACKFLOW PREVENTER OF REQUIRED SIZE INSIDE PIPE END. BACKFLOW PREVENTER SHALL NOT EXTEND INSIDE DRAINAGE STRUCTURE. THIS WORK SHALL BE PAID FOR UNDER ITEM "BACKFLOW PREVENTER".
2. DRAINAGE SYSTEM SHOWN BETWEEN STA. 11+90 AND STA. 14+50 IS ON THE LEFT SIDE OF PEQUOT AVENUE. SEE DRN-01 AND CROSS SECTIONS FOR DRAINAGE SYSTEM ON RIGHT SIDE OF PEQUOT AVENUE.



DESCRIPTION	DATE	BY

ROADWAY AND DRAINAGE PROFILE
PEQUOT AVENUE DRAINAGE IMPROVEMENTS
 PEQUOT AVENUE
 NEW LONDON, CONNECTICUT

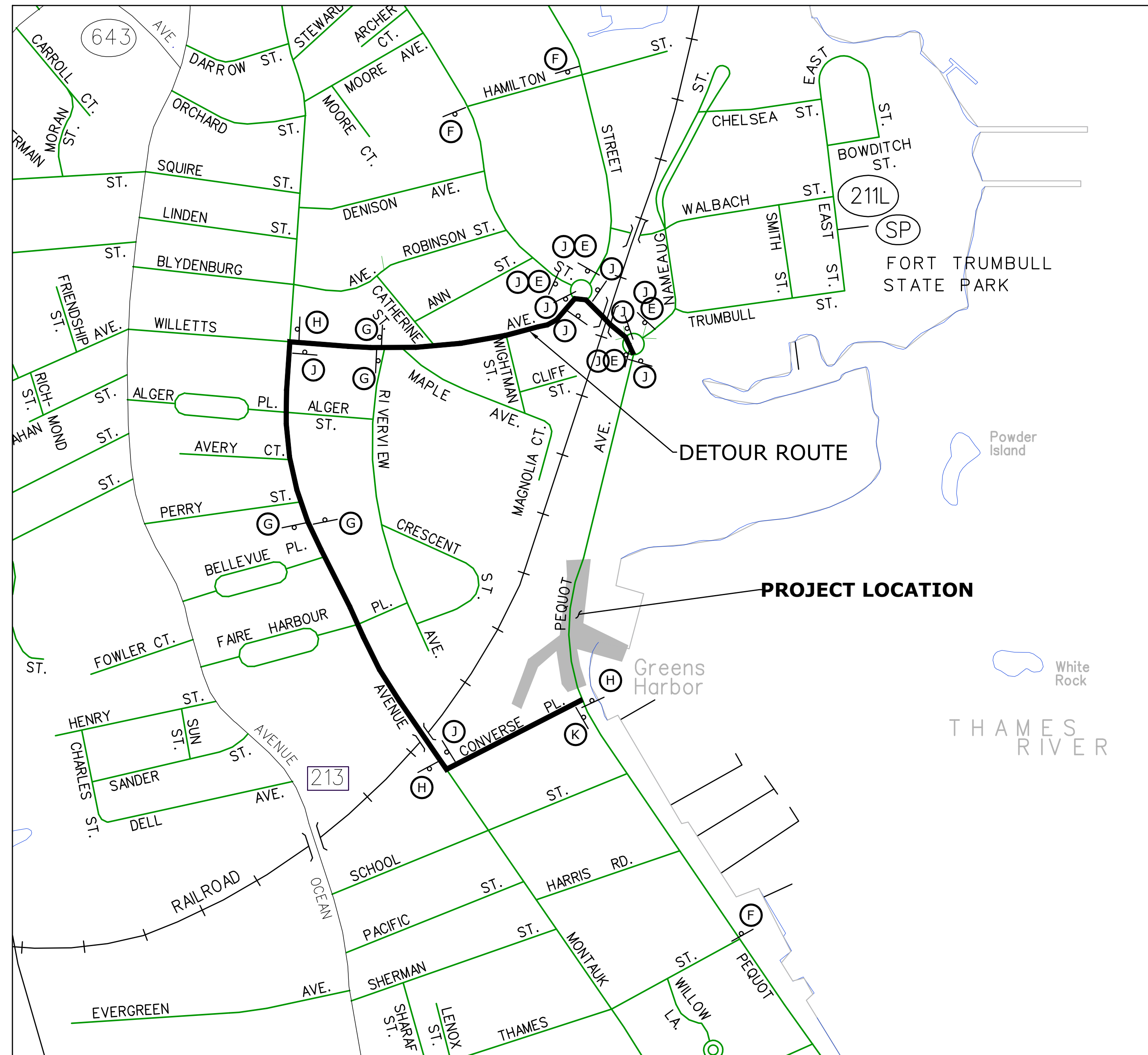
GN DESIGNED	JDM DRAWN	TC CHECKED
SCALE 1"=20' H 1"=2' V		
DATE JULY 2018		
PROJECT NO. 2389-43		
DWG NO. PRO-1		

DETOUR SIGN LEGEND

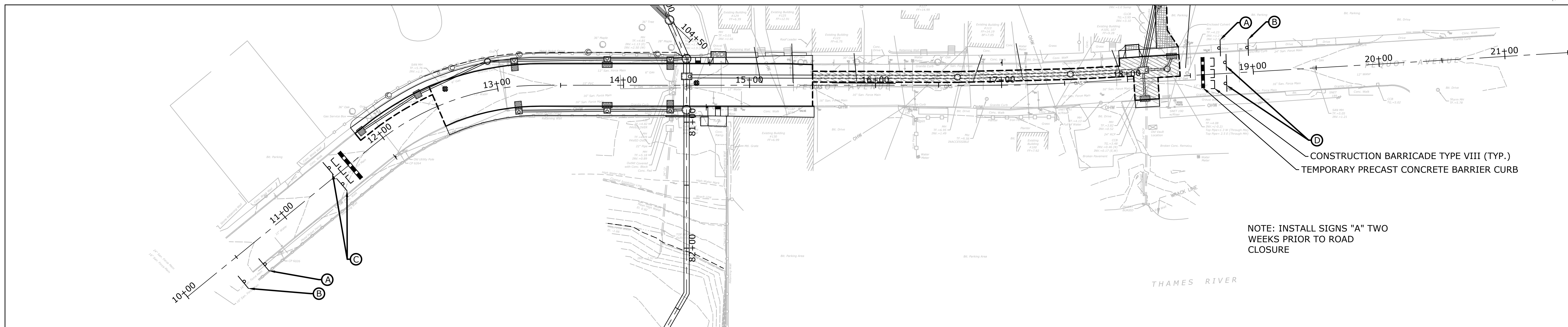
PLAN DESIGNATION	MESSAGE	SIZE	MUTCD/CONNDOT DESIGNATION
(A)	BEGINNING (DATE) ROAD CLOSED USE DETOUR	60"x30"	80-9928
(B)	STOP	48"	31-0557
(C)	ROAD CLOSED	48"x30"	80-9080
(D)	ROAD CLOSED TO THRU TRAFFIC	60"x30"	80-9081
(E)	PEQUOT AVENUE CLOSED AHEAD LOCAL TRAFFIC ONLY	60"x30"	(80-9928)
(F)	PEQUOT AVENUE CLOSED 1/4 MILE LOCAL TRAFFIC ONLY	72"x30"	(80-9929)
(G)	PEQUOT AVENUE DETOUR ↑	60"x10" 24"x12" 21"x15"	(80-9913) (80-9707) (51-2625)
(H)	PEQUOT AVENUE DETOUR ←	60"x10" 48"x18"	(80-9913) (80-9702)
(J)	PEQUOT AVENUE DETOUR →	60"x10" 48"x18"	(80-9913) (80-9701)
(K)	END DETOUR	24"x18"	(80-9708)
(L)	PEQUOT AVENUE CLOSED 1/4 MILES LOCAL TRAFFIC ONLY	72"x30"	(80-9929)

DETOUR NOTES:

1. THE CONTRACTOR SHALL INSTALL PLASTIC SAFETY FENCE AT THE EDGE OF EXCAVATION AT THE END OF EACH WORK DAY. COST TO PROVIDE AND INSTALL FENCE SHALL BE INCLUDED IN THE CONTRACT BID PRICE FOR "MAINTENANCE AND PROTECTION OF TRAFFIC."
2. DETOUR SIGNS SHALL BE COVERED WHEN THE DETOUR IS NOT IN OPERATION.
3. DETOUR SIGNS SHALL BE REMOVED WHEN THE DETOUR IS NO LONGER REQUIRED.
4. ACCESS AND EGRESS TO DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.
5. THE COST OF THE DETOUR SIGNS SHALL BE PAID FOR UNDER ITEM NO. 1220014 CONSTRUCTION SIGNS - TYPE VIII REFLECTIVE SHEETING.
6. CONTRACTOR SHALL NOTIFY STATE, TOWN AND EMERGENCY SERVICES AT LEAST 14 DAYS IN ADVANCE OF ROAD CLOSURE/DETOUR.
7. THE COST TO FURNISH, INSTALL, RELOCATE TEMPORARY PRECAST CONCRETE BARRIER CURB SHALL BE INCLUDED IN THE CONTRACT PRICE BID FOR "MAINTENANCE AND PROTECTION OF TRAFFIC".
8. ALL CONSTRUCTION SIGNS SHALL BE MOUNTED ON BREAKAWAY POSTS..
9. EXISTING SIGNS THAT CONFLICT WITH CONSTRUCTION SIGNS SHALL BE REMOVED OR COVERED AS DIRECTED BY THE ENGINEER.
10. HIGH INTENSITY WARNING LIGHTS SHALL BE INSTALLED ON ALL DETOUR TRAFFIC SIGNS WHERE APPLICABLE. COST OF WARNING LIGHTS SHALL BE INCLUDED IN PRICE BID FOR "CONSTRUCTION SIGNS-TYPE VIII REFLECTIVE SHEETING.



DETOUR PLAN
SCALE: 1" = 400'-0"



ROADWAY CLOSURE PLAN
SCALE: 1" = 40'-0"

NOTE: INSTALL SIGNS "A" TWO WEEKS PRIOR TO ROAD CLOSURE

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BY

DATE

DESCRIPTION

DETOUR PLAN
PEQUOT AVENUE DRAINAGE IMPROVEMENTS
PEQUOT AVENUE
NEW LONDON, CONNECTICUT

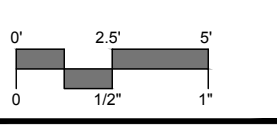
GN	LKMM	GN
DESIGNED	DRAWN	CHECKED
SCALE AS SHOWN		
DATE JULY 2018		
PROJECT NO. 2389-43		
DRAWING NO. MPT-01		

32

14+00 - 14+50
 14+37
 14+00

NOTE:

1. LOCATION OF ALL UTILITIES SHOWN IS APPROXIMATE. CONTRACTOR SHALL VERIFY LOCATION, SIZE, TYPE, AND ELEVATION BY EXCAVATION OF TEST PITS AT LOCATIONS SHOWN ON THE DRAWINGS OR AS ORDERED BY THE ENGINEER PRIOR TO START OF CONSTRUCTION OF PROPOSED DRAINAGE. TEST PIT EXCAVATION TO BE PAID FOR UNDER THE ITEM "TEST PIT."



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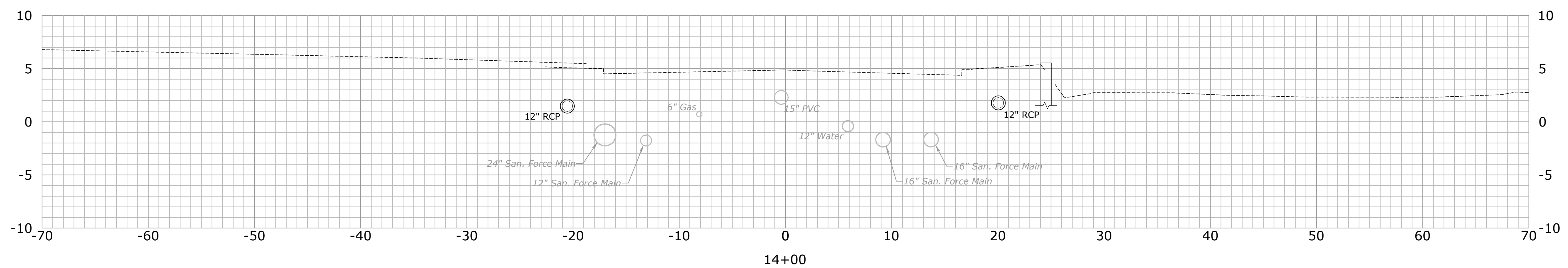
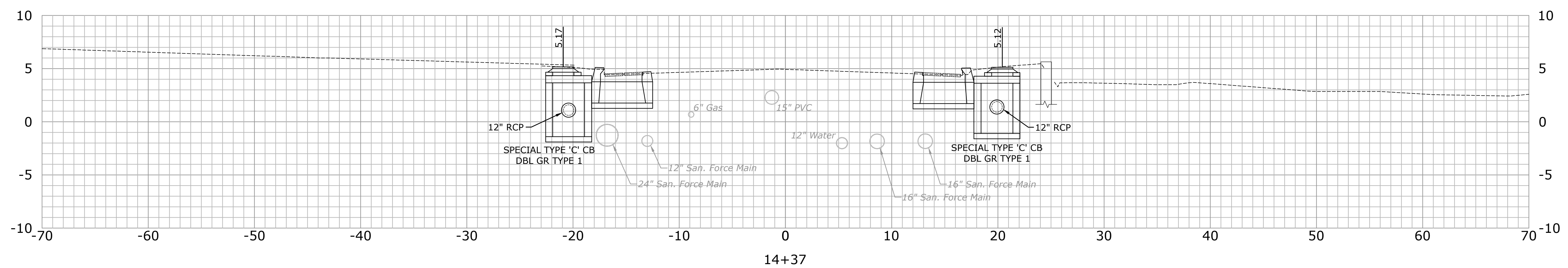
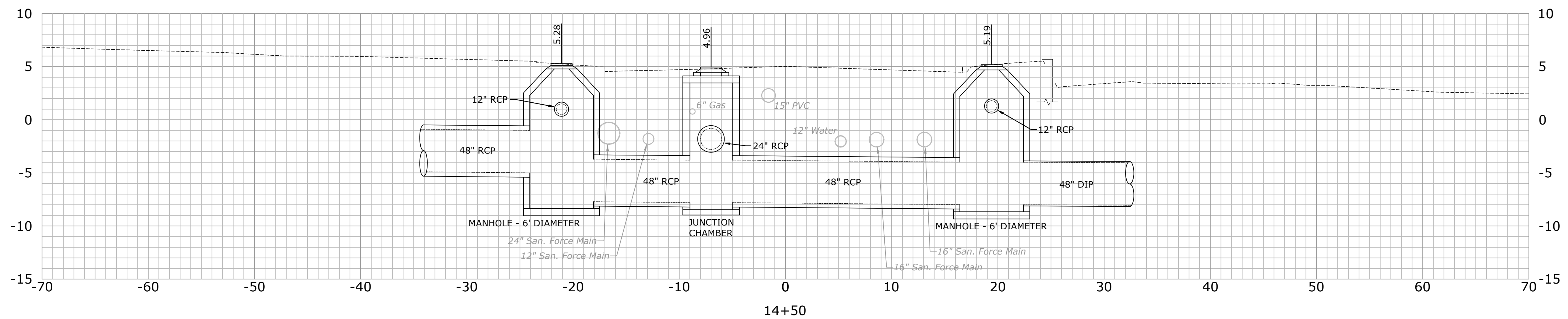
DESCRIPTION	DATE	BY

ROADWAY CROSS SECTIONS
PEQUOT AVENUE DRAINAGE IMPROVEMENTS
 PEQUOT AVENUE
 NEW LONDON, CONNECTICUT

GN	JDM	TC
DESIGNED	DRAWN	CHECKED
SCALE		
1"=5' H & V		
DATE		
JULY 2018		
PROJECT NO.		
2389-43		
DWG. NO.		
XSC-4		

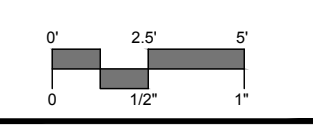
36

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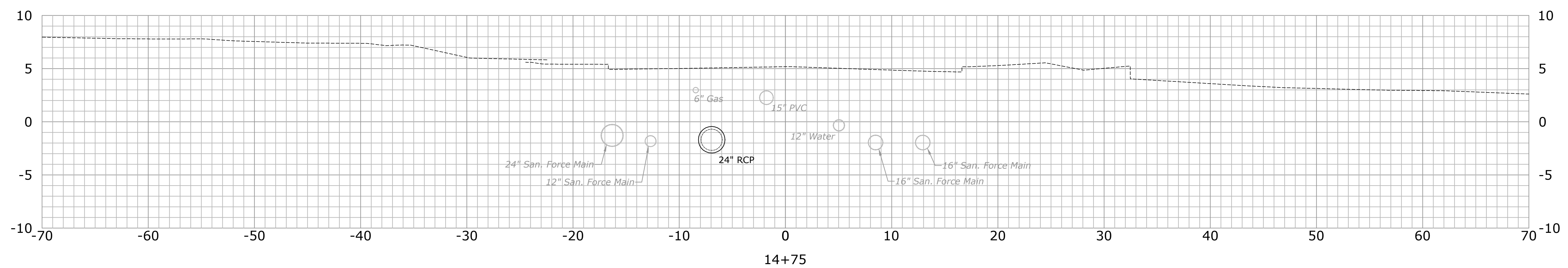
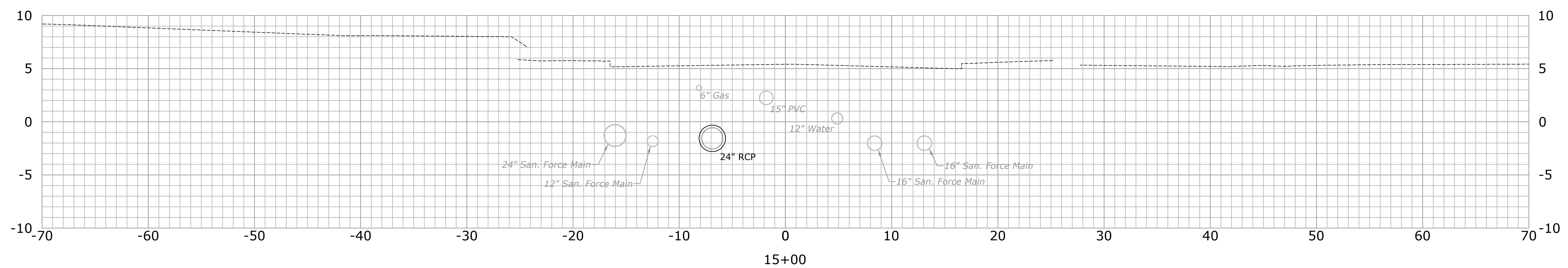
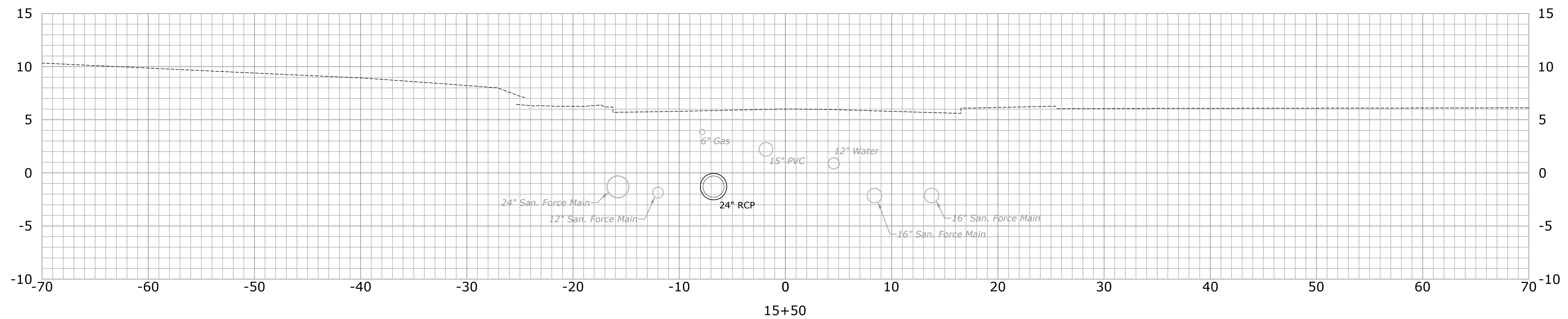


11/2017 - 11/2018 - 11/2019 - 11/2020 - 11/2021 - 11/2022 - 11/2023 - 11/2024 - 11/2025 - 11/2026 - 11/2027 - 11/2028 - 11/2029 - 11/2030

NOTE:
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DESCRIPTION	DATE	BY

ROADWAY CROSS SECTIONS
PEQUOT AVENUE DRAINAGE IMPROVEMENTS
 PEQUOT AVENUE
 NEW LONDON, CONNECTICUT

GN DESIGNED	JDM DRAWN	TC CHECKED
SCALE 1"=5' H & V		
DATE JULY 2018		
PROJECT NO. 2389-43		
DWG. NO. XSC-5		

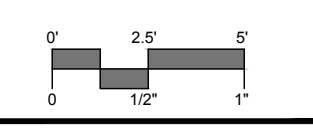
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SHEET NO.

18+36 - 18+36 TO 18+36 - 18+36
 18+36 - 18+36 TO 18+36 - 18+36
 18+36 - 18+36 TO 18+36 - 18+36

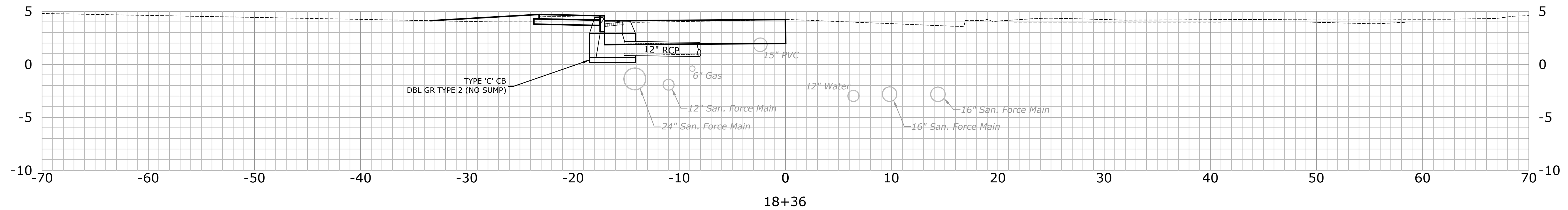
NOTE:

1. LOCATION OF ALL UTILITIES SHOWN IS APPROXIMATE. CONTRACTOR SHALL VERIFY LOCATION, SIZE, TYPE, AND ELEVATION BY EXCAVATION OF TEST PITS AT LOCATIONS SHOWN ON THE DRAWINGS OR AS ORDERED BY THE ENGINEER PRIOR TO START OF CONSTRUCTION OF PROPOSED DRAINAGE. TEST PIT EXCAVATION TO BE PAID FOR UNDER THE ITEM "TEST PIT."



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DESCRIPTION	DATE	BY



ROADWAY CROSS SECTIONS
PEQUOT AVENUE DRAINAGE IMPROVEMENTS
 PEQUOT AVENUE
 NEW LONDON, CONNECTICUT

GN DESIGNED	JDM DRAWN	TC CHECKED
SCALE 1"=5' H & V		
DATE JULY 2018		
PROJECT NO. 2389-43		
DWG. NO. XSC-9		

41
 SHEET NO.