

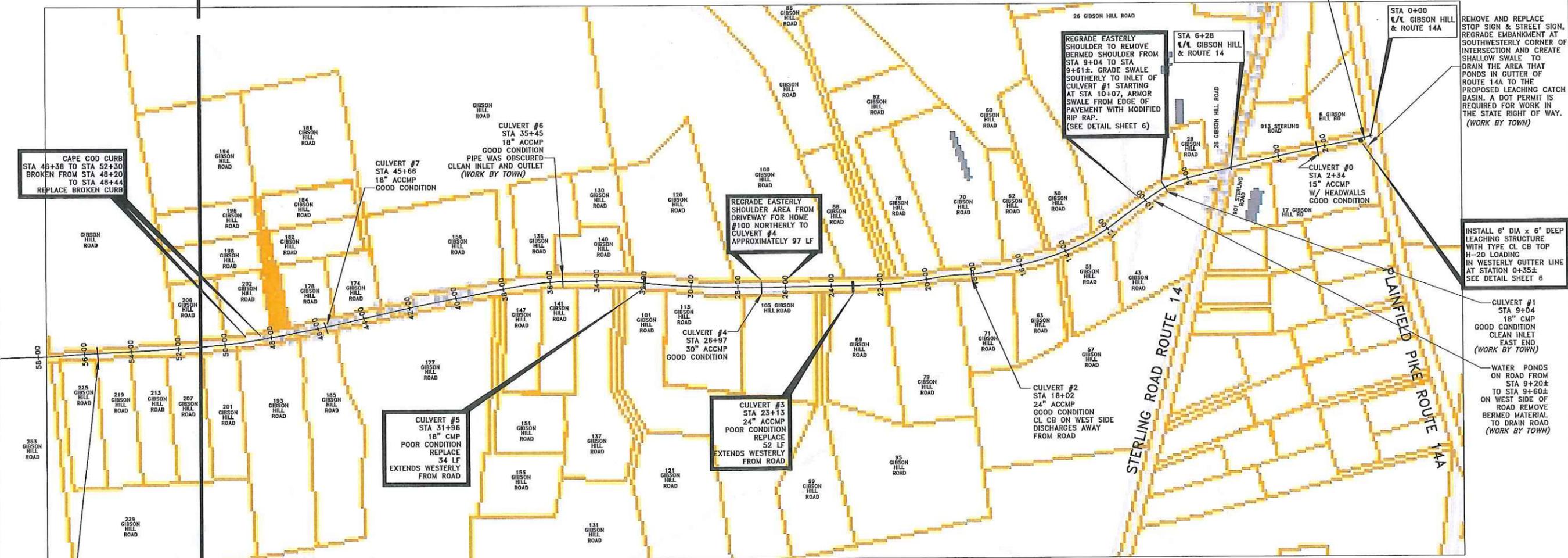
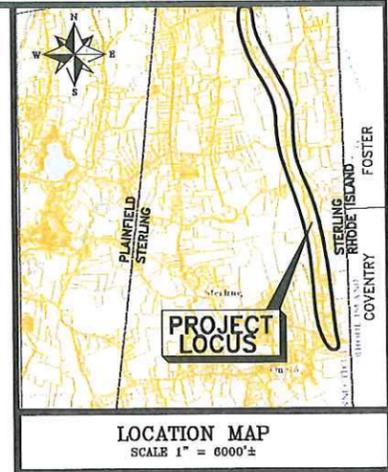
MATCH LINE A

MAPPING NOTES:

1. THE BASE MAP WAS TAKEN FROM THE NORTHEAST CONNECTICUT COUNCIL OF GOVERNMENTS GIS MAPPING AVAILABLE ON THEIR WEB SITE.
2. THE STATIONING SHOWN WAS MEASURED IN THE FIELD WITH A WALKING WHEEL.
3. MAG NAILS WERE SET IN THE CENTERLINE OF THE ROAD AT 400 FOOT INTERVALS.

CONSTRUCTION NOTES:

1. ALL CONTRACTORS MUST FOLLOW THE PROCEDURES FOR "CALL BEFORE YOU DIG" PRIOR TO ANY EXCAVATION.
2. GIBSON HILL ROAD IS TO REMAIN OPEN TO ONE WAY TRAFFIC AT ALL TIMES. IF THE ROAD MUST BE CLOSED FOR PERIODS LONGER THAN 15 MINUTES, ARRANGEMENTS TO CLOSE ROAD SHALL BE COORDINATED WITH FIRST SELECTMAN.
3. CONTRACTOR IS RESPONSIBLE FOR CONFIRMING ALL CULVERT LENGTHS.
4. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCALIZED SIGNAGE AND FLAG MEN AS NECESSARY.
5. ALL EXCAVATIONS SHALL BE CLOSED AT THE END OF EACH WORKING DAY.
6. EXCEPT WHERE NOTED, ALL EXISTING HEADWALLS SHALL REMAIN AND ALL LOOSE OR DISTURBED WALL BLOCKS SHALL BE RE-MORTARED AS NECESSARY.
7. NEW GUIDE POSTS (SEE DETAIL) SHALL BE INSTALLED AT ALL CULVERT INLETS OR OUTLETS THAT ARE WITHIN 5 FEET OF THE EDGE OF PAVEMENT. 2 GUIDE POSTS ARE REQUIRED ON EACH SIDE OF THE ROAD.
8. NOTE CENTERLINE STATIONING IS MARKED AT 400 FOOT INTERVALS WITH MAG NAILS.



CAPE COD CURB
STA 48+38 TO STA 52+30
BROKEN FROM STA 48+20
TO STA 48+44
REPLACE BROKEN CURB

CULVERT #5
STA 31+96
18" CMP
POOR CONDITION
REPLACE
34 LF
EXTENDS WESTERLY
FROM ROAD

CULVERT #3
STA 23+13
24" ACCMP
POOR CONDITION
REPLACE
52 LF
EXTENDS WESTERLY
FROM ROAD

REGRADE EASTERLY
SHOULDER AREA FROM
DRIVEWAY FOR HOME
#100 NORTHERLY TO
CULVERT #4
APPROXIMATELY 97 LF

REGRADE EASTERLY
SHOULDER TO REMOVE
BERMED SHOULDER FROM
STA 9+04 TO STA
9+61±. GRADE SWALE
SOUTHERLY TO INLET OF
CULVERT #1 STARTING
AT STA 10+07, ARMOR
SWALE FROM EDGE OF
PAVEMENT WITH MODIFIED
RIP RAP.
(SEE DETAIL SHEET 6)

REMOVE AND REPLACE
STOP SIGN & STREET SIGN,
REGRADE EMBANKMENT AT
SOUTHWESTERLY CORNER OF
INTERSECTION AND CREATE
SHALLOW SWALE TO
DRAIN THE AREA THAT
POND IN GUTTER OF
ROUTE 14A TO THE
PROPOSED LEACHING CATCH
BASIN. A DOT PERMIT IS
REQUIRED FOR WORK IN
THE STATE RIGHT OF WAY.
(WORK BY TOWN)

INSTALL 6" DIA x 6' DEEP
LEACHING STRUCTURE
WITH TYPE CL CB TOP
H-20 LOADING
IN WESTERLY GUTTER LINE
AT STATION 0+35±
SEE DETAIL SHEET 6

CULVERT #1
STA 9+04
18" CMP
GOOD CONDITION
CLEAN INLET
EAST END
(WORK BY TOWN)

WATER PONDS
ON ROAD FROM
STA 9+20±
TO STA 9+60±
ON WEST SIDE OF
ROAD REMOVE
BERMED MATERIAL TO
DRAIN ROAD
(WORK BY TOWN)

CULVERT #8
STA 55+47
15" ACCMP
GOOD CONDITION

CULVERT REPLACEMENT INVENTORY

CULVERT	STATION	EXISTING SIZE/TYPE	PROPOSED SIZE/TYPE	PROPOSED EAST END TREATMENT	PROPOSED WEST END TREATMENT
3	23+23	24" ACCMP	24" HDCPP	REP. HEADWALL	FLARED END
5	31+96	18" CMP	18" HDCPP	REP. HEADWALL	FLARED END
9	67+86	15" CMP	15" HDCPP	REP. HEADWALL	FLARED END
13	97+92	18" ACCMP	18" HDCPP	REP. HEADWALL	FLARED END
14A	115+72	15" CMP	15" HDCPP	REP. HEADWALL	FLARED END
NEW	150+87		15" HDCPP	FLARED END	FLARED END
20	152+43	24" ACCMP	24" HDCPP	FLARED END	FLARED END
22	170+40	(ONLY WEST HEADWALL REPAIR)			NEW CONC. BLOCK HEADWALL
24	188+26	24" ACCMP	24" HDCPP	REP. HEADWALL	REP. HEADWALL
25	189+55	30" ACCMP	30" HDCPP	REP. HEADWALL	REP. HEADWALL
29	211+41	18" CMP/RCP	18" HDCPP	REP. HEADWALL	FLARED END
30	213+30	24" CMP/RCP	24" HDCPP	REP. HEADWALL	FLARED END
31	215+70	18" CMP/RCP	18" HDCPP	REP. HEADWALL	REP. HEADWALL
32	219+71	15" RCP	15" HDCPP	REP. HEADWALL	FLARED END
34	230+46	18" CMP	18" HDCPP	FLARED END	REP. HEADWALL
36	237+00	30" CMP	30" HDCPP	REP. HEADWALL	REP. HEADWALL

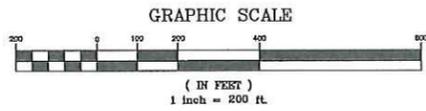
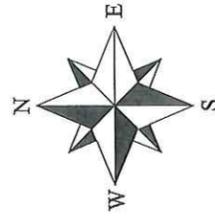
REP. HEADWALL = RECONSTRUCT HEAD WALL UTILIZING EXISTING STONES, RE-MORTAR, REPLACE BROKEN OR MISSING BLOCKS WITH SOLID CONCRETE BLOCKS.

ALL CONTRACTORS MUST CONTACT "CALL BEFORE YOU DIG"
AT 1-800-922-4455 PRIOR TO ANY EXCAVATION.

TOWNE ENGINEERING, INC.
CIVIL ENGINEERS AND LAND SURVEYORS
ROUTE 32 AND RICHMOND LANE, SOUTH WINDHAM CT
TEL (860) 423-6371/889-2100 FAX 423-5470

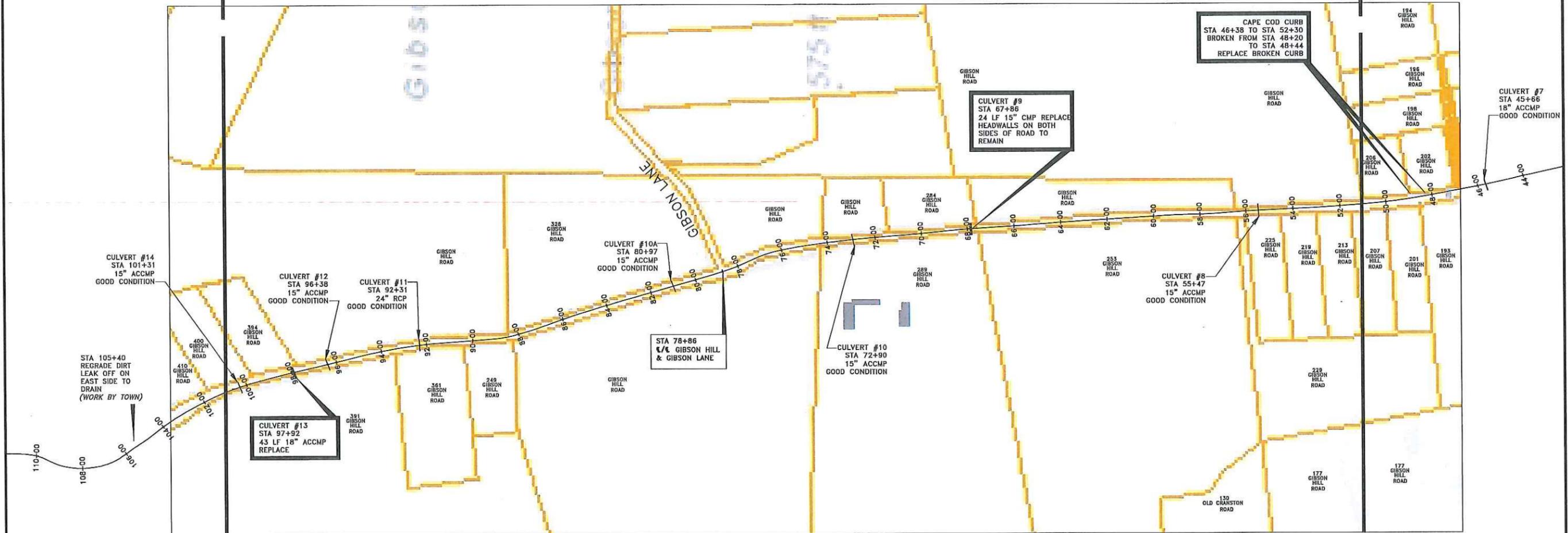
GIBSON HILL ROAD RECONSTRUCTION
PREPARED FOR
TOWN OF STERLING
GIBSON HILL ROAD STERLING, CONNECTICUT

DATE	REVISIONS	BOOK NO.	DRAWN	SHEET NO.
12/20/2016	APRIL 7, 2016	N/A	JHB	1 OF 6
SCALE		DISC NO.	DESIGNED	JOB NO.
1"=200'±		N/A	DRA	13-086
		CAD DWG	CHECKED	
		13-086	DRA	



MATCH LINE B

MATCH LINE A



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CULVERT REPLACEMENT INVENTORY					
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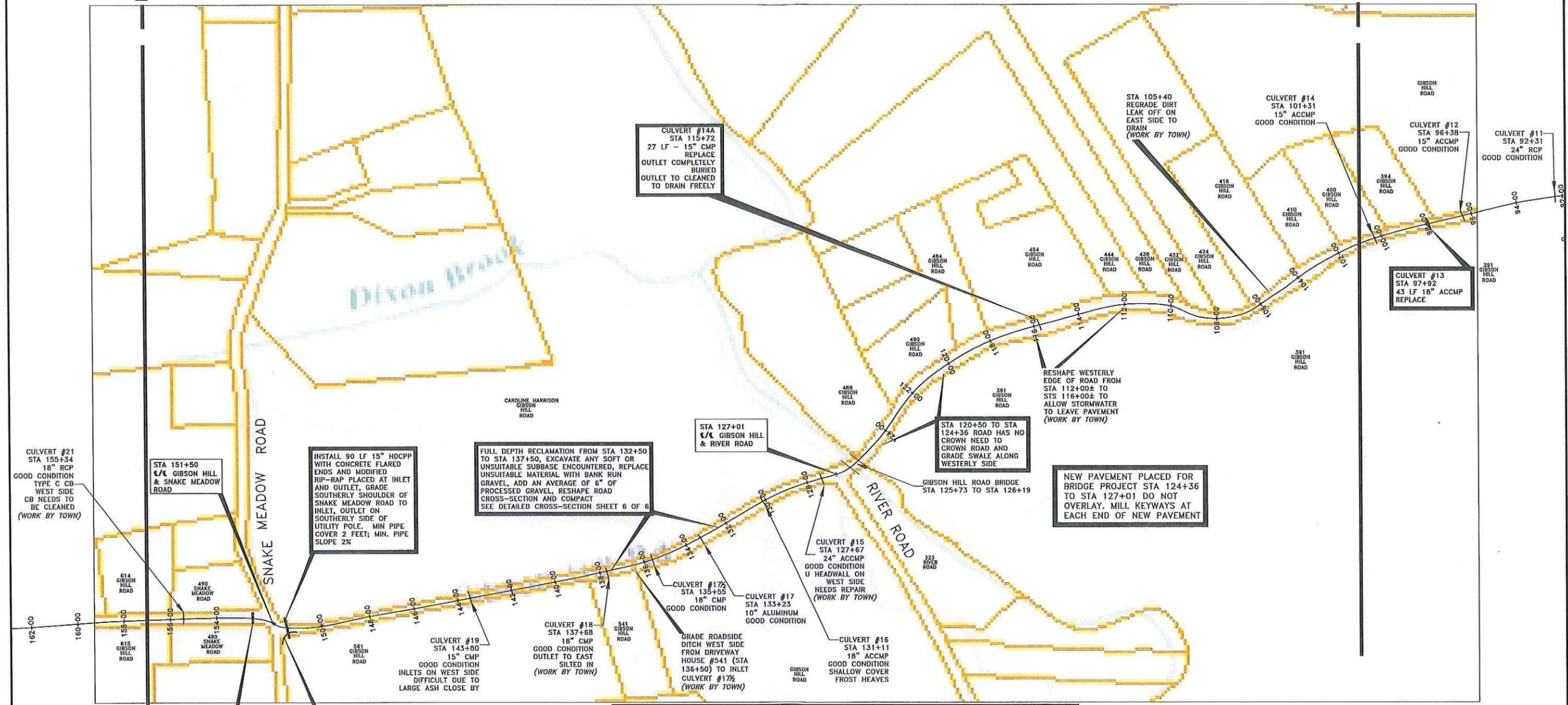
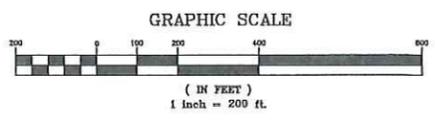
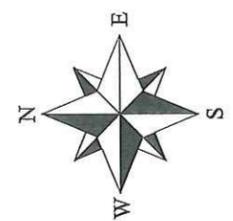
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12/20/2016	APRIL 7, 2016	N/A	JHB	2 OF 6
SCALE		DISC NO.	DESIGNED	JOB NO.
1"=200'±		N/A	DRA	13-086
		CAD DWG	CHECKED	
		13-086	DRA	

MATCH LINE C

MATCH LINE B



CULVERT #20
STA 152+43
30 LF 24" ACCMP REPLACE
EXTEND WESTERLY TO FACE OLD
LOW BOARD SLUICE WAY, INSTALL
CONCRETE FLARED ENDS EACH
SIDE OF ROAD, INSTALL GROUDED
MODIFIED RIP RAP FROM FLARED
END TO EDGE OF PAVEMENT.

INSTALL PAVEMENT WITH 50'
RADIUS. STRIP TOPSOIL &
SUBSOIL TO A DEPTH OF 16
INCHES, INSTALL 12" OF
COMPACTED BANK RUN
GRAVEL AND 4" COMPACTED
PROCESSED GRAVEL. AREA
OUTSIDE OF PAVEMENT EDGE
TO HAVE 4" OF TOPSOIL
INSTALLED, AND TREATED
WITH LIME, FERTILIZER, SEED,
AND HAY MULCH.

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14A	115+72	15" CMP	15" HDCPP	REP. HEADWALL	FLARED END
NEW	150+87		15" HDCPP	FLARED END	FLARED END
	152+43		24" HDCPP	FLARED END	FLARED END
22	170+40	(ONLY WEST HEADWALL REPAIR)	24" HDCPP		NEW CONC. BLOCK HEADWALL
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31	215+70	18" CMP/RCP	18" HDCPP	REP. HEADWALL	REP. HEADWALL
32	219+71	15" RCP	15" HDCPP	REP. HEADWALL	FLARED END
34	230+46	18" CMP	18" HDCPP	FLARED END	REP. HEADWALL
36	237+00	30" CMP	30" HDCPP	REP. HEADWALL	REP. HEADWALL

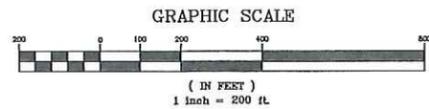
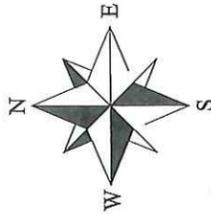
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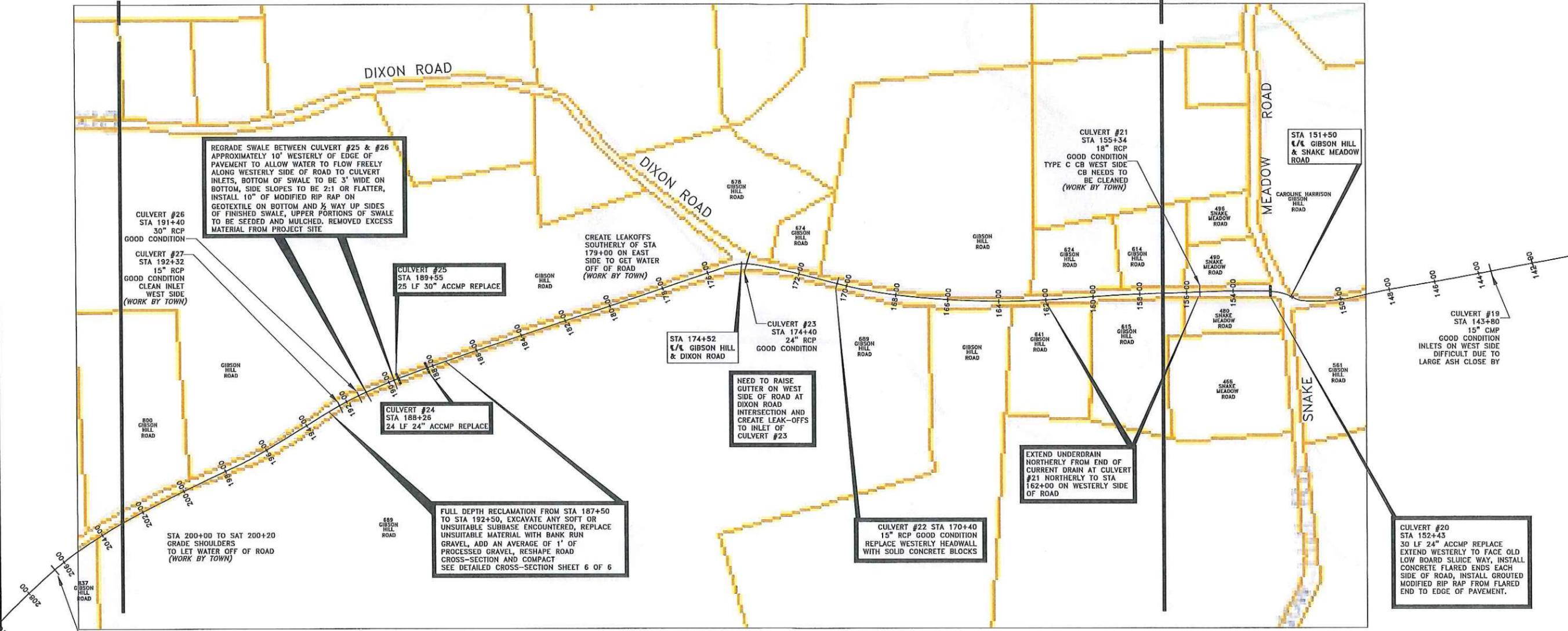
GIBSON HILL ROAD RECONSTRUCTION
PREPARED FOR
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GIBSON HILL ROAD STERLING, CONNECTICUT

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12/20/2016	APRIL 7, 2016	N/A	JHB	3 OF 6
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1"=200'±		N/A	DRA	
		CAD DWG	CHECKED	13-086
		13-086	DRA	

MATCH LINE D



MATCH LINE C



REGRADE SWALE BETWEEN CULVERT #25 & #26 APPROXIMATELY 10' WESTERLY OF EDGE OF PAVEMENT TO ALLOW WATER TO FLOW FREELY ALONG WESTERLY SIDE OF ROAD TO CULVERT INLETS, BOTTOM OF SWALE TO BE 3' WIDE ON BOTTOM, SIDE SLOPES TO BE 2:1 OR FLATTER, INSTALL 10" OF MODIFIED RIP RAP ON GEOTEXTILE ON BOTTOM AND 1/2 WAY UP SIDES OF FINISHED SWALE, UPPER PORTIONS OF SWALE TO BE SEEDED AND MULCHED, REMOVED EXCESS MATERIAL FROM PROJECT SITE.

CREATE LEAKOFFS SOUTHERLY OF STA 179+00 ON EAST SIDE TO GET WATER OFF OF ROAD (WORK BY TOWN)

NEED TO RAISE GUTTER ON WEST SIDE OF ROAD AT DIXON ROAD INTERSECTION AND CREATE LEAK-OFFS TO INLET OF CULVERT #23

EXTEND UNDERDRAIN NORTHERLY FROM END OF CURRENT DRAIN AT CULVERT #21 NORTHERLY TO STA 162+00 ON WESTERLY SIDE OF ROAD

FULL DEPTH RECLAMATION FROM STA 187+50 TO STA 192+50, EXCAVATE ANY SOFT OR UNSUITABLE SUBBASE ENCOUNTERED, REPLACE UNSUITABLE MATERIAL WITH BANK RUN GRAVEL, ADD AN AVERAGE OF 1' OF PROCESSED GRAVEL, RESHAPE ROAD CROSS-SECTION AND COMPACT SEE DETAILED CROSS-SECTION SHEET 6 OF 6

CULVERT #26 STA 191+40 30" RCP GOOD CONDITION

CULVERT #27 STA 192+32 15" RCP GOOD CONDITION CLEAN INLET WEST SIDE (WORK BY TOWN)

CULVERT #25 STA 189+55 25 LF 30" ACCMP REPLACE

CULVERT #24 STA 188+26 24 LF 24" ACCMP REPLACE

CULVERT #23 STA 174+40 24" RCP GOOD CONDITION

CULVERT #22 STA 170+40 15" RCP GOOD CONDITION REPLACE WESTERLY HEADWALL WITH SOLID CONCRETE BLOCKS

CULVERT #20 STA 152+43 30 LF 24" ACCMP REPLACE EXTEND WESTERLY TO FACE OLD LOW BOARD SLUICE WAY, INSTALL CONCRETE FLARED ENDS EACH SIDE OF ROAD, INSTALL GROUTED MODIFIED RIP RAP FROM FLARED END TO EDGE OF PAVEMENT.

CULVERT #28 STA 206+51 24" RCP GOOD CONDITION CLEAN OUTLET WEST SIDE NEED TO GET WATER OFF OF PAVEMENT (WORK BY TOWN)

STA 200+00 TO STA 200+20 GRADE SHOULDERS TO LET WATER OFF OF ROAD (WORK BY TOWN)

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5	31+96	18" CMP	18" HDCPP	REP. HEADWALL	FLARED END
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13	97+92	18" ACCMP	18" HDCPP	REP. HEADWALL	FLARED END
14A	115+72	15" CMP	15" HDCPP	REP. HEADWALL	REP. HEADWALL
NEW	150+87		15" HDCPP	FLARED END	FLARED END
20	152+43	24" ACCMP	24" HDCPP	FLARED END	FLARED END
22	170+40	(ONLY WEST HEADWALL REPAIR)			NEW CONC. BLOCK HEADWALL
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31	215+70	18" CMP/RCP	18" HDCPP	REP. HEADWALL	REP. HEADWALL
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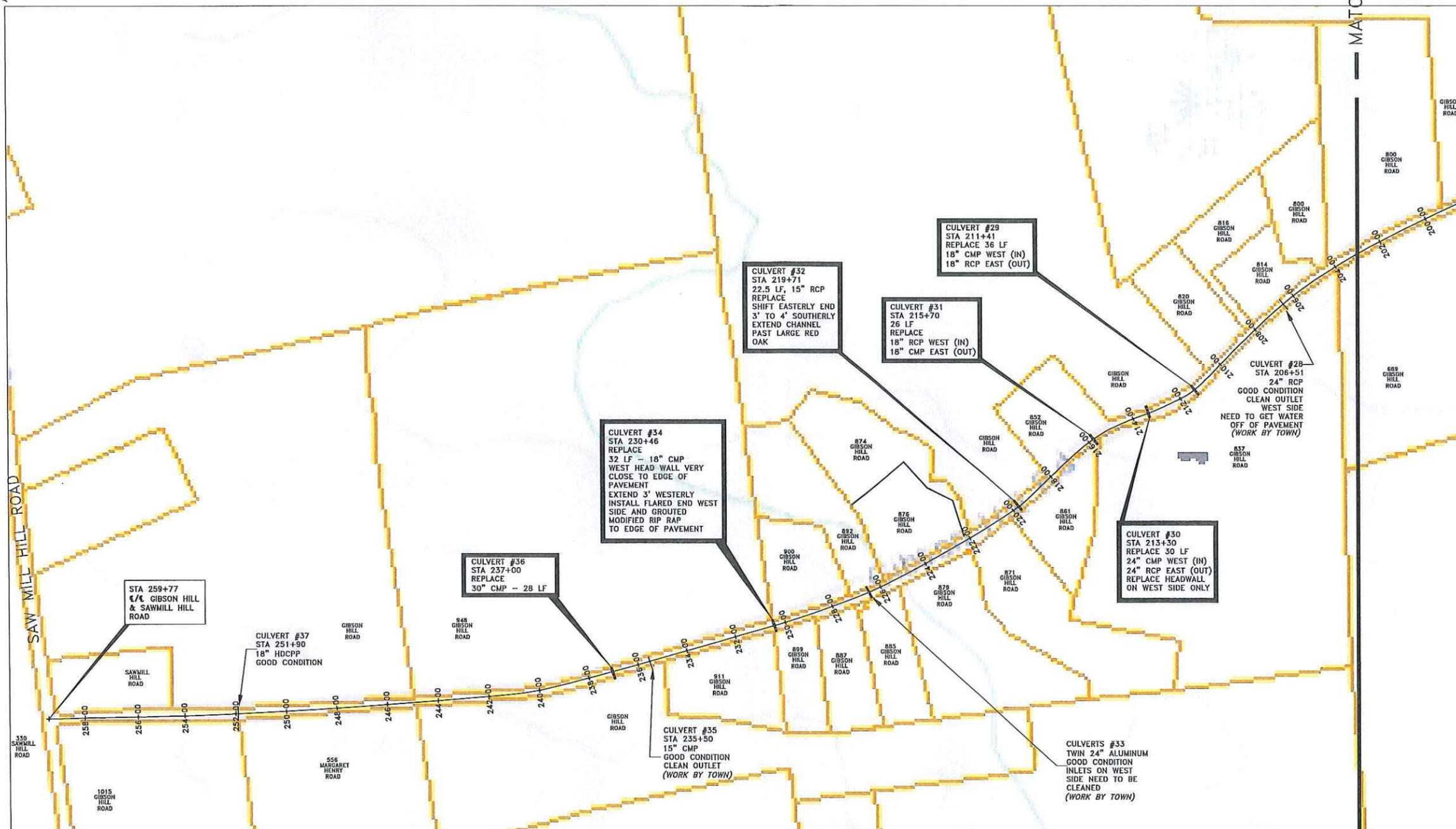
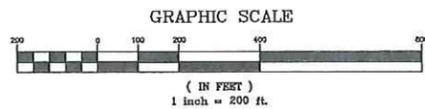
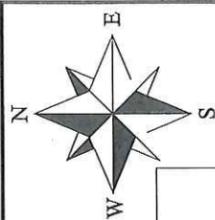
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12/20/2016	APRIL 7, 2016	N/A	JHB	4 OF 6
SCALE		DISC NO.	DESIGNED	JOB NO.
1"=200'±		N/A	DRA	
		CAD DWG	CHECKED	13-086
		13-086	DRA	



CULVERT #26
STA 191+40
30" RCP
GOOD CONDITION

CULVERT #27
STA 192+32
15" RCP
GOOD CONDITION
CLEAN INLET
WEST SIDE
(WORK BY TOWN)

STA 200+00 TO STA 200+20
GRADE SHOULDERS
TO LET WATER OFF OF ROAD
(WORK BY TOWN)

MATCH LINE D

CULVERT REPLACEMENT INVENTORY

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		13-086	DRA	

