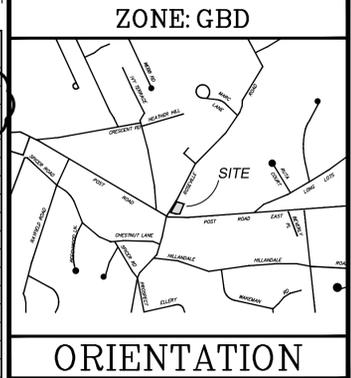


715 POST ROAD EAST - ZONING DATA TABLE (ZONE GBD)

1/23/2024 Lot Size/Shape	General Business District		NOTES
	Reg/Allowed	Proposed	
Gross Lot Area	15,435 sf 0.35 ac	No Change	Appendix D: Total area within property boundaries less DOT Taking Area (154 sf)
Net Lot Area	15,254 sf 0.35 ac	No Change	Gross less DOT Permanent Easement Area (114 sf) & 80% areas of steep slopes (84 sf)
Frontage	30'	275'	\$24-3; Post Road East and Roseville Road
Setbacks			
Front	30'	39.2'	\$24-4
Side	15'	15'	\$24-4
Rear	25'	N/A	\$24-4; Corner Lot
Residential District Boundary	30'	31.0'	\$24-4
Building Height			
Stories	2	2	\$24-5; Provided by Merrell Architects
Height	30'	28.39'	\$24-5; Provided by Merrell Architects
Coverage			\$2-2 "Coverage" Based on Net Lot Area
Max. Building Coverage	(25.0%) 3,813 sf	(15.0%)* 2,287 sf	\$24-6
Max. Total Coverage	-	(72.3%)* 11,027 sf	\$24-6
Floor Area			\$2-2 "F.A.R." and Appendix D: Based on Gross Lot Area
Max. Commercial Floor Area	0.23 3,859 sf	0.29 4,220 sf	\$24-8; Provided by Merrell Architects (Reduction from ZBA Case #7282)
Max. Floor Area (per building)	10,000 sq ft	4,220 sf	\$24-8.1; Provided by Merrell Architects
Parking			
Medical Office (2,088 sf- 1 space/165 sf)	10.4	11	\$34-5 Table
Professional Healthcare Office (762 sf- 1 space/165 sf)	3.8	4	\$34-5 Table
Office (1,370 sf- 1 space/250 sf)	5.5	5	\$34-5 Table
TOTAL	20	20	
Compact Car Spaces Allowed	4	1	\$34-9.2 Maximum 20%



* Allowed square footage and Proposed percentage changed due to change in Lot Area. Proposed Building Coverage square footage changed due to error found in prior calculations. Proposed Total Coverage changed due to reduction in parking area.

- VARIANCES RECEIVED** (ZBA CASE #7282 DATED 10/15/14; MODIFIED 12/21/15)
- FRONT LANDSCAPING (ALL OF \$35-2.2 OR A PORTION)
 - BUFFER STRIP
 - SIGN WITHIN 15' OF PROPERTY
 - 2 FREE STANDING SIGNS
 - FILLING WITHIN 5' OF PROPERTY LINE
 - LOADING SPACE
 - DUMPSTER WITHIN FRONT LANDSCAPING AREA
 - NO BACK UP AREA
 - FAR
- VARIANCES RECEIVED** (ZBA CASE #7809 DATED 02/23/18)
- NUMBER OF COMPACT PARKING SPACES (\$34-9.2)
 - LOCATION OF TREES WITHIN PARKING LOT (\$35-2.3.2)
 - EXCESSIVE EXCAVATION OR FILL (\$32-8.2.1(b))
 - FILL BY MORE THAN 10" (\$32-8.2.3)
 - SLOPES EXCEEDING 20% (\$32-8.3.2)
 - CIRCULATION OF THE PARKING LOT (\$34-11.4)

ALLOWABLE CUT-FILL CALCULATION

ALLOWABLE = NET LOT AREA x 0.50 x ALLOWABLE COVERAGE x 10 x 1/27
 14,985 x 0.50 x 0.25 x 10 x 1/27 = 694 cu yds.

PROPOSED CUT-FILL CALCULATION

99 (cut) + 1,516 (fill) = 1,615 cu yds. - 694 cu yds. = Variance required.

Note: Cut and fill calculations compare existing conditions to proposed conditions.

PLANT LIST				
QUANTITY	SCIENTIFIC NAME	COMMON NAME	REQ. SIZE	CLASSIFICATION
1	ACER PALMATUM	JAPANESE MAPLE	4" MIN.	BUFFER STRIP PLANTING
4	CORNUS KOUSA	JAPANESE DOGWOOD	4" MIN.	STREET SHADE TREE < 35' HEIGHT
6	ACER RUBRUM 'ARMSTRONG'	ARMSTRONG RED MAPLE	4" MIN.	PARKING / STREET SHADE TREE = 35' HEIGHT
9	THUJA PLICATA	GREEN GIANT	8-10' TALL	BUFFER STRIP PLANTING
3	ILEX GLABRA	INKBERRY HOLLY	-	-
4	HYDRANGEA MACROPHYLLA 'ENDLESS SUMMER'	ENDLESS SUMMER HYDRANGEA	-	-

LANDSCAPING REQUIREMENTS:

PARKING AREAS - SHADE TREES
 REQUIRED = SHADE TREE TO PRE-EXISTING PARKING SPACES
 PROVIDED = 5 x STREET SHADE TREES

FRONT LANDSCAPING AREA - STREET SHADE TREES
 REQUIRED = 1 SHADE TREE PER 50' OF FRONT LENGTH
 = 240' FRONT LENGTH / 50 = 5 SHADE TREES
 PROVIDED = 4 x JAPANESE DOGWOODS (ROSEVILLE), 1 x ARMSTRONG RED MAPLE (POST ROAD EAST)

BUFFER STRIP
 REQUIRED = EVERGREEN TREE FOR EACH 10' OF BUFFER LENGTH
 = 92' BUFFER LENGTH / 10 = 9 EVERGREEN TREES
 PROVIDED = 9 x GREEN GIANTS, 1 x JAPANESE MAPLE
 (BUFFER STRIP PLANT SELECTION PER MEMO FROM BRUCE LINDSAY TO LARRY BRADLEY DATED 2/15/15)

No.	Date	Revision
6	1/23/2024	REVISED PER CT DOT TAKING
5	6/14/2019	REVISED PER CT DOT & TREE BOARD COMMENTS
4	4/1/2019	REVISED PER CT DOT COMMENTS
3	1/17/2018	REVISED: PARKING STRIPING
2	12/8/2017	REVISED: EARTHWORK CALC. AND VARIANCES REQUESTED
1	12/1/2017	ORIGINAL ISSUE DATE

SITE DEVELOPMENT PLAN

DEPICTING 715 POST ROAD EAST WESTPORT, CT PREPARED FOR LAUREL FEDOR & WILLIAM TAYLOR

REDNISS & MEAD

LAND SURVEYING
CIVIL ENGINEERING
PLANNING & ZONING CONSULTING
PERMITTING

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Tel: 203.327.0500 | Fax: 203.357.1118
www.rednissmead.com

SCALE: 0 10 20
1"=10'

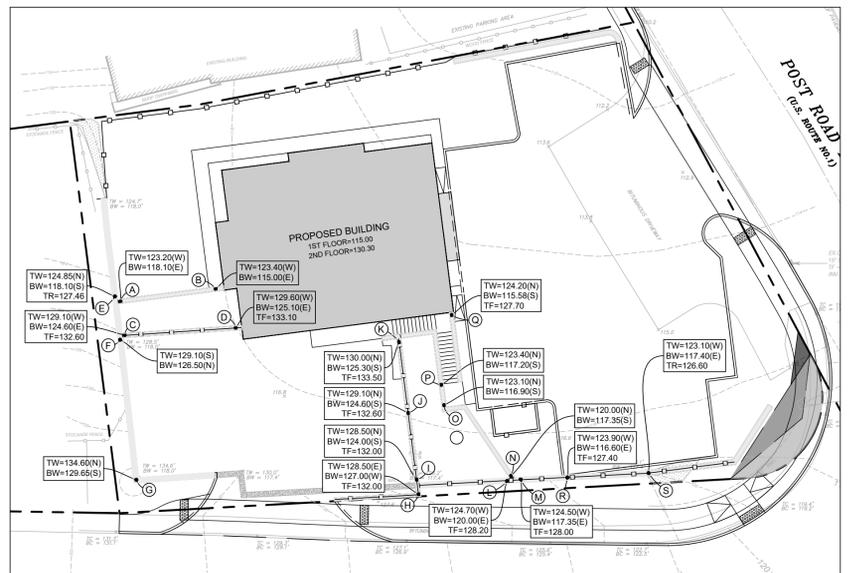
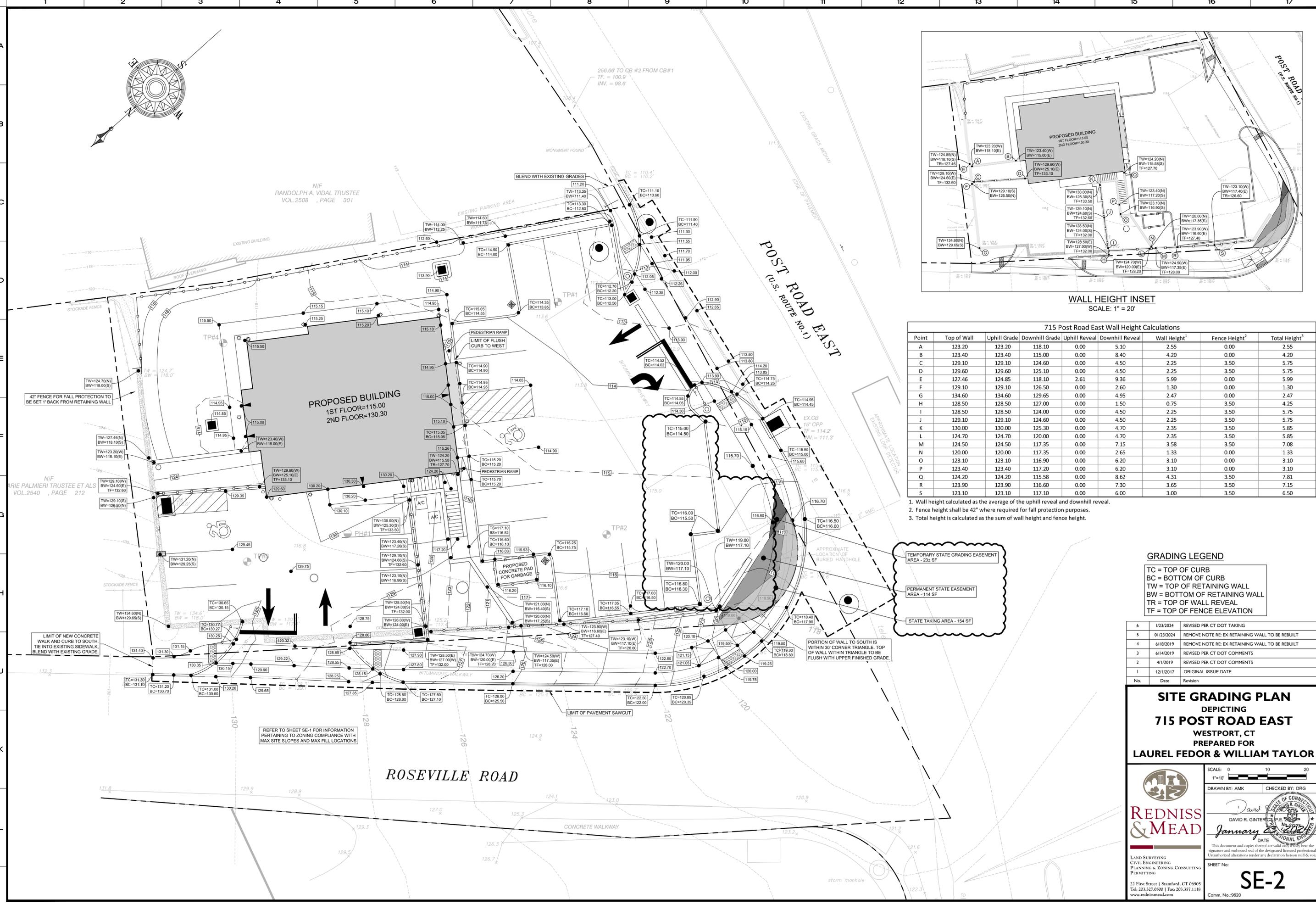
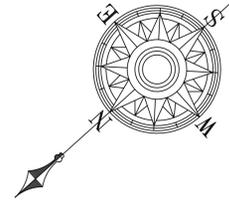
DRAWN BY: AMK CHECKED BY: DRG

DATE: January 23, 2024

SHEET No: **SE-1**

Comm. No.: 9620

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WALL HEIGHT INSET
SCALE: 1" = 20'

715 Post Road East Wall Height Calculations								
Point	Top of Wall	Uphill Grade	D downhill Grade	Uphill Reveal	D downhill Reveal	Wall Height ¹	Fence Height ²	Total Height ³
A	123.20	123.20	118.10	0.00	5.10	2.55	0.00	2.55
B	123.40	123.40	115.00	0.00	8.40	4.20	0.00	4.20
C	129.10	129.10	124.60	0.00	4.50	2.25	3.50	5.75
D	129.60	129.60	125.10	0.00	4.50	2.25	3.50	5.75
E	127.46	124.85	118.10	2.61	9.36	5.99	0.00	5.99
F	129.10	129.10	126.50	0.00	2.60	1.30	0.00	1.30
G	134.60	134.60	129.65	0.00	4.95	2.47	0.00	2.47
H	128.50	128.50	127.00	0.00	1.50	0.75	3.50	4.25
I	128.50	128.50	124.00	0.00	4.50	2.25	3.50	5.75
J	129.10	129.10	124.60	0.00	4.50	2.25	3.50	5.75
K	130.00	130.00	125.30	0.00	4.70	2.35	3.50	5.85
L	124.70	124.70	120.00	0.00	4.70	2.35	3.50	5.85
M	124.50	124.50	117.35	0.00	7.15	3.58	3.50	7.08
N	120.00	120.00	117.35	0.00	2.65	1.33	0.00	1.33
O	123.10	123.10	116.90	0.00	6.20	3.10	0.00	3.10
P	123.40	123.40	117.20	0.00	6.20	3.10	0.00	3.10
Q	124.20	124.20	115.58	0.00	8.62	4.31	3.50	7.81
R	123.90	123.90	116.60	0.00	7.30	3.65	3.50	7.15
S	123.10	123.10	117.10	0.00	6.00	3.00	3.50	6.50

1. Wall height calculated as the average of the uphill reveal and downhill reveal.
2. Fence height shall be 42" where required for fall protection purposes.
3. Total height is calculated as the sum of wall height and fence height.

GRADING LEGEND
 TC = TOP OF CURB
 BC = BOTTOM OF CURB
 TW = TOP OF RETAINING WALL
 BW = BOTTOM OF RETAINING WALL
 TR = TOP OF WALL REVEAL
 TF = TOP OF FENCE ELEVATION

No.	Date	Revision
6	1/23/2024	REVISED PER CT DOT TAKING
5	01/23/2024	REMOVE NOTE RE: EX RETAINING WALL TO BE REBUILT
4	6/18/2019	REMOVE NOTE RE: EX RETAINING WALL TO BE REBUILT
3	6/14/2019	REVISED PER CT DOT COMMENTS
2	4/1/2019	REVISED PER CT DOT COMMENTS
1	12/1/2017	ORIGINAL ISSUE DATE

SITE GRADING PLAN
 DEPICTING
715 POST ROAD EAST
 WESTPORT, CT
 PREPARED FOR
LAUREL FEDOR & WILLIAM TAYLOR

SCALE: 0 10 20
1"=10'

DRAWN BY: AMK CHECKED BY: DRG

REDNISS & MEAD
 CIVIL ENGINEERING
 PLANNING & ZONING CONSULTING
 PERMITTING

DAVID R. GINTER, P.E.
 January 23, 2024
 DATE

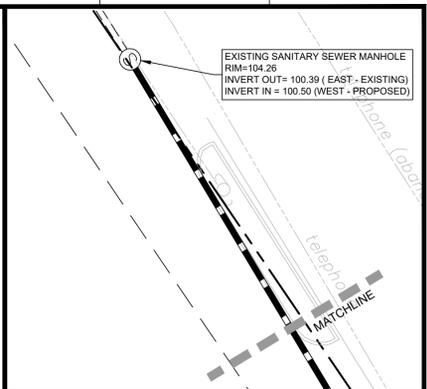
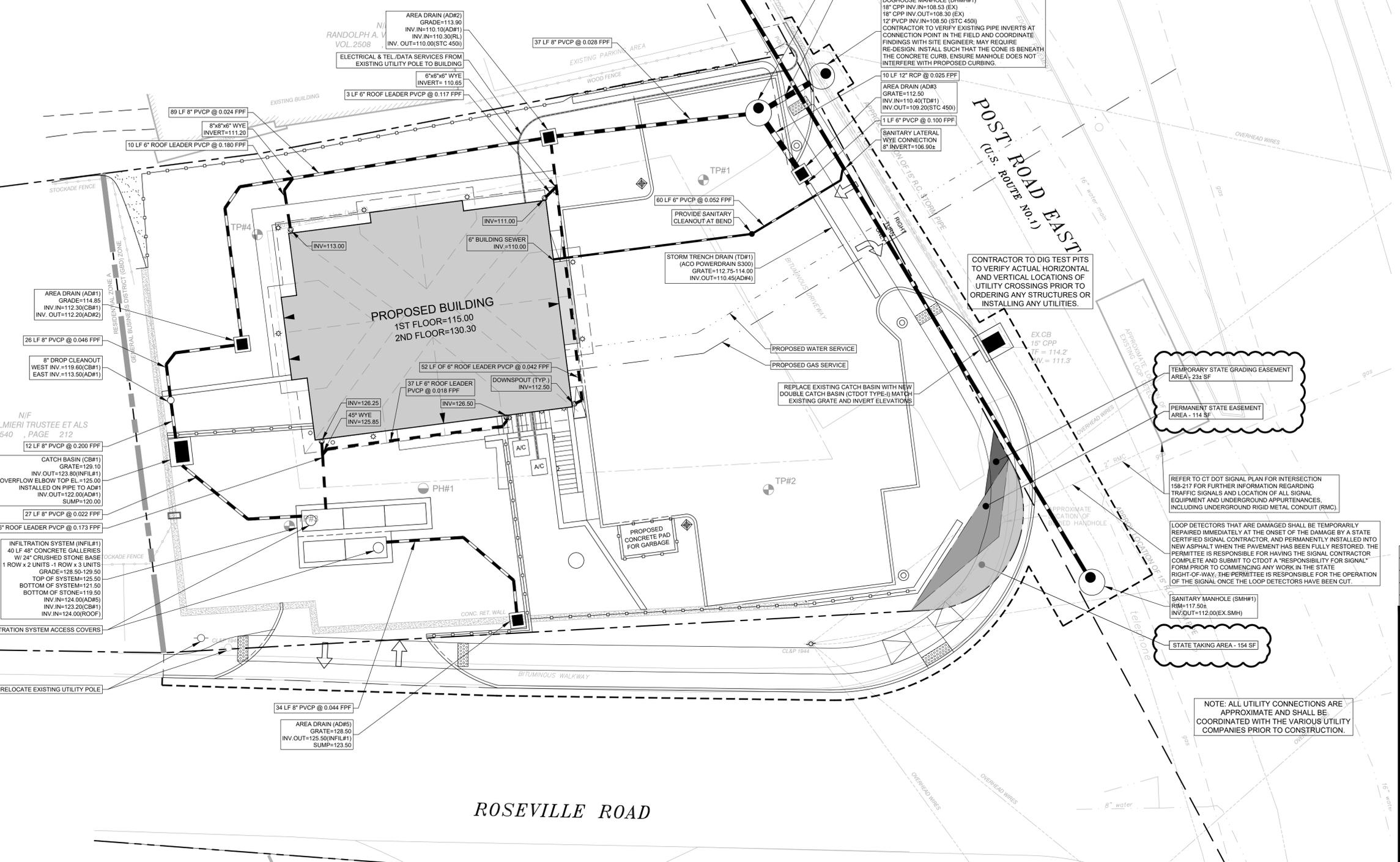
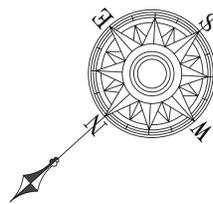
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SHEET No: **SE-2**

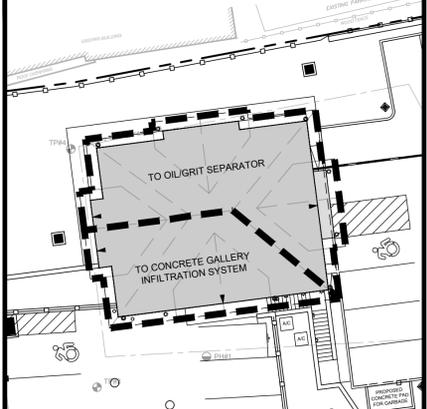
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SANITARY SEWER EXTENSION INSET
(SCALE: 1"=10')



ROOF DRAINAGE INSET
(SCALE: 1"=20')

UTILITY LEGEND

- LIMIT OF PAVEMENT
- CURB
- RETAINING WALL
- PROPOSED BLDG. FOOTPRINT
- UTILITY INFORMATION
- ROOF LEADER DOWNSPOUT
- STORM MANHOLE (MH)
- AREA DRAIN (AD)
- CATCH BASIN (CB)
- STORM SEWER
- SANITARY SEWER
- POTABLE WATER SERVICE
- GAS SERVICE
- ELECTRIC SERVICE

No.	Date	Revision
4	1/23/2024	REVISED PER CT DOT TAKING
3	6/14/2019	REVISED PER CT DOT COMMENTS
2	4/1/2019	REVISED PER CT DOT COMMENTS
1	12/1/2017	ORIGINAL ISSUE DATE

SITE UTILITY PLAN
DEPICTING
715 POST ROAD EAST
WESTPORT, CT
PREPARED FOR
LAUREL FEDOR & WILLIAM TAYLOR

SCALE: 0 10 20
1"=10'

DRAWN BY: AMK CHECKED BY: DRG

REDNISS & MEAD
DAVID R. GINTER, P.E.
January 23, 2024
DATE

LAND SURVEYING
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SHEET No: **SE-3**
Comm. No.: 9620

TEMPORARY STATE GRADING EASEMENT AREA - 234 SF

PERMANENT STATE EASEMENT AREA - 114 SF

REFER TO CT DOT SIGNAL PLAN FOR INTERSECTION 158-217 FOR FURTHER INFORMATION REGARDING TRAFFIC SIGNALS AND LOCATION OF ALL SIGNAL EQUIPMENT AND UNDERGROUND APPURTENANCES, INCLUDING UNDERGROUND RIGID METAL CONDUIT (RMC).

LOOP DETECTORS THAT ARE DAMAGED SHALL BE TEMPORARILY REPAIRED IMMEDIATELY AT THE ONSET OF THE DAMAGE BY A STATE CERTIFIED SIGNAL CONTRACTOR, AND PERMANENTLY INSTALLED INTO NEW ASPHALT WHEN THE PAVEMENT HAS BEEN FULLY RESTORED. THE PERMITTEE IS RESPONSIBLE FOR HAVING THE SIGNAL CONTRACTOR COMPLETE AND SUBMIT TO CT DOT A "RESPONSIBILITY FOR SIGNAL" FORM PRIOR TO COMMENCING ANY WORK IN THE STATE RIGHT-OF-WAY. THE PERMITTEE IS RESPONSIBLE FOR THE OPERATION OF THE SIGNAL ONCE THE LOOP DETECTORS HAVE BEEN CUT.

SANITARY MANHOLE (SMH#1)
RIM=117.50'
INV./OUT=112.00'(EX. SMH)

STATE TAKING AREA - 154 SF

NOTE: ALL UTILITY CONNECTIONS ARE APPROXIMATE AND SHALL BE COORDINATED WITH THE VARIOUS UTILITY COMPANIES PRIOR TO CONSTRUCTION.

CONTRACTOR TO DIG TEST PITS TO VERIFY ACTUAL HORIZONTAL AND VERTICAL LOCATIONS OF UTILITY CROSSINGS PRIOR TO ORDERING ANY STRUCTURES OR INSTALLING ANY UTILITIES.

REPLACE EXISTING CATCH BASIN WITH NEW DOUBLE CATCH BASIN (CTDOT TYPE-I) MATCH EXISTING GRATE AND INVERT ELEVATIONS

SANITARY SEWER EASEMENT LINE AS DEPICTED ON SITE PLANS PREPARED BY CHAPPA & PAOLINI, LLC LAST REVISED SEPTEMBER 26, 2014

PROPOSED SANITARY SEWER MAIN EXTENSION FROM NEAREST EASTERN MANHOLE IN POST ROAD EAST TO NEW MANHOLE @ POST ROAD EAST & ROSEVILLE ROAD INTERSECTION 204 LF OF 8" SDR 35 PVC @ 0.056 FPF

EXISTING 18" CPP STORM SEWER CONNECTS TO DOWNSTREAM CATCH BASIN APPROXIMATELY 196 FEET EAST OF PROPOSED DOGHOUSE MANHOLE

STORM OIL/GRIT SEPARATOR
STORMCEPTOR STC 450i
RIM=113.00'
INV./IN=108.95(AD#2)
INV./IN=108.95(AD#3)
INV./OUT=108.70(DM#1)

DOGHOUSE MANHOLE (DMH#1)
18" CPP INV./IN=102.53 (EX)
18" CPP INV./OUT=108.30 (EX)
12" PVC INV./IN=108.50 (STC 450i)
CONTRACTOR TO VERIFY EXISTING PIPE INVERTS AT CONNECTION POINT IN THE FIELD AND COORDINATE FINDINGS WITH SITE ENGINEER. MAY REQUIRE RE-DESIGN. INSTALL SUCH THAT THE CONE IS BENEATH THE CONCRETE CURB. ENSURE MANHOLE DOES NOT INTERFERE WITH PROPOSED CURBING.

10 LF 12" RCP @ 0.025 FPF
AREA DRAIN (AD#3)
GRADE=112.50
INV./IN=110.40(TD#1)
INV./OUT=109.20(STC 450i)

1 LF 6" PVC @ 0.100 FPF
SANITARY LATERAL WYE CONNECTION
6" INVERT=106.90'

SEE INSET FOR SANITARY EXTENSION

STMH
RIM=107.68
INV./IN=105.28(S)
INV./OUT=101.78(E)

AREA DRAIN (AD#2)
GRADE=113.90
INV./IN=110.10(AD#1)
INV./IN=110.30(RL)
INV./OUT=110.00(STC 450i)

ELECTRICAL & TEL. DATA SERVICES FROM EXISTING UTILITY POLE TO BUILDING
6"x6" WYE
INVERT=110.65
3 LF 6" ROOF LEADER PVC @ 0.117 FPF

37 LF 8" PVC @ 0.028 FPF

89 LF 8" PVC @ 0.024 FPF
6"x6" WYE
INVERT=111.20
10 LF 6" ROOF LEADER PVC @ 0.180 FPF

AREA DRAIN (AD#1)
GRADE=114.85
INV./IN=112.30(CB#1)
INV./OUT=112.20(AD#2)

26 LF 8" PVC @ 0.046 FPF
8" DROP CLEANOUT
WEST INV.=119.80(CB#1)
EAST INV.=113.50(AD#1)

12 LF 8" PVC @ 0.200 FPF
CATCH BASIN (CB#1)
GRATE=129.10
INV./OUT=123.80(INFIL#1)
OVERFLOW ELBOW TOP EL.=125.00
INSTALLED ON PIPE TO AD#1
INV./OUT=122.00(CB#1)
SUMP=120.00

27 LF 8" PVC @ 0.022 FPF
13 LF 6" ROOF LEADER PVC @ 0.173 FPF

INFILTRATION SYSTEM (INFIL#1)
40 LF 48" CONCRETE GALLERIES
W/ 24" CRUSHED STONE BASE
1 ROW x 2 UNITS - 1 ROW x 3 UNITS
GRADE=128.50-129.50
TOP OF SYSTEM=125.50
BOTTOM OF SYSTEM=121.50
BOTTOM OF STONE=119.50
INV./IN=124.00(AD#5)
INV./IN=123.20(CB#1)
INV./IN=124.00(ROOF)

INFILTRATION SYSTEM ACCESS COVERS

RELOCATE EXISTING UTILITY POLE

34 LF 8" PVC @ 0.044 FPF
AREA DRAIN (AD#5)
GRADE=128.50
INV./OUT=125.50(INFIL#1)
SUMP=123.50

6" BUILDING SEWER
INV.=110.00

37 LF 6" ROOF LEADER PVC @ 0.018 FPF
DOWNSPOUT (TYP.)
INV.=112.50

45" WYE
INV.=125.85

60 LF 6" PVC @ 0.052 FPF
PROVIDE SANITARY CLEANOUT AT BEND

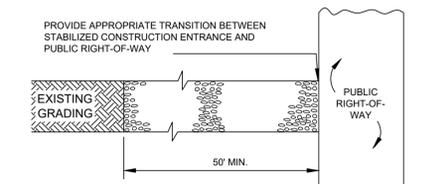
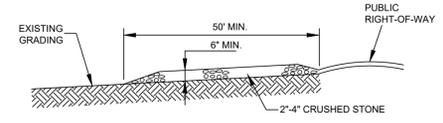
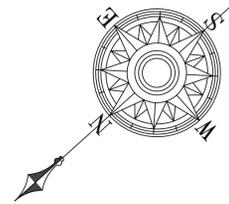
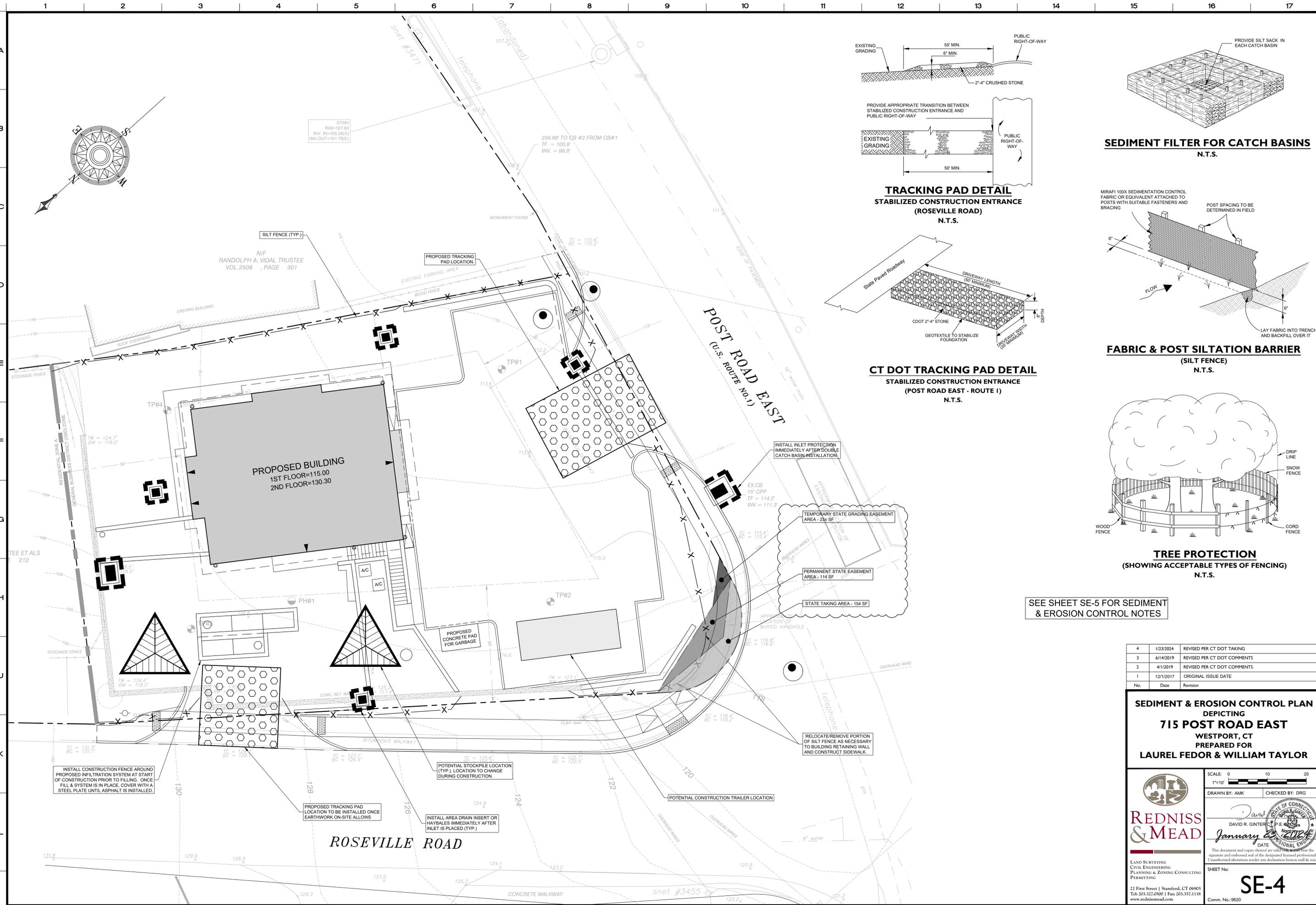
STORM TRENCH DRAIN (TD#1)
(ACO POWER DRAIN S300)
GRATE=112.75-114.00
INV./OUT=110.45(AD#4)

PROPOSED WATER SERVICE
PROPOSED GAS SERVICE

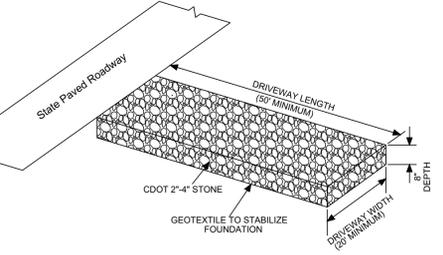
PROPOSED CONCRETE PAD FOR GARBAGE

ROSEVILLE ROAD

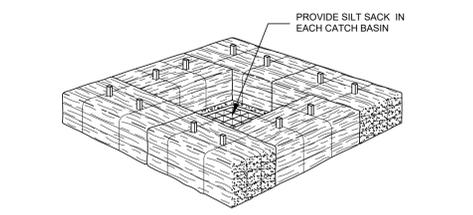
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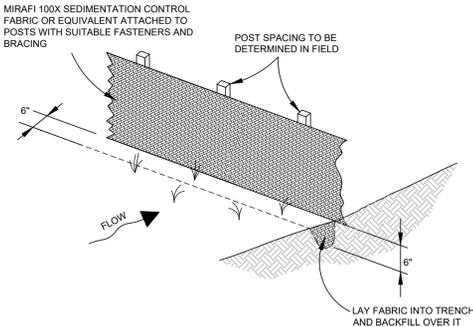
TRACKING PAD DETAIL
STABILIZED CONSTRUCTION ENTRANCE
(ROSEVILLE ROAD)
N.T.S.



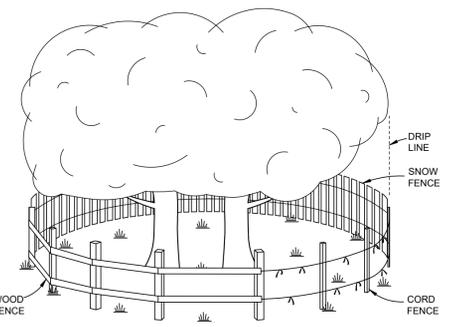
CT DOT TRACKING PAD DETAIL
STABILIZED CONSTRUCTION ENTRANCE
(POST ROAD EAST - ROUTE 1)
N.T.S.



SEDIMENT FILTER FOR CATCH BASINS
N.T.S.



FABRIC & POST SILTATION BARRIER
(SILT FENCE)
N.T.S.



TREE PROTECTION
(SHOWING ACCEPTABLE TYPES OF FENCING)
N.T.S.

SEE SHEET SE-5 FOR SEDIMENT & EROSION CONTROL NOTES

No.	Date	Revision
4	1/23/2024	REVISED PER CT DOT TAKING
3	6/14/2019	REVISED PER CT DOT COMMENTS
2	4/1/2019	REVISED PER CT DOT COMMENTS
1	12/1/2017	ORIGINAL ISSUE DATE

SEDIMENT & EROSION CONTROL PLAN
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715 POST ROAD EAST
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SCALE: 0 10 20
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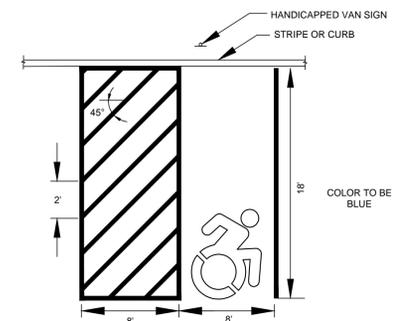
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David R. Ginter, P.E.
January 23, 2024
DATE

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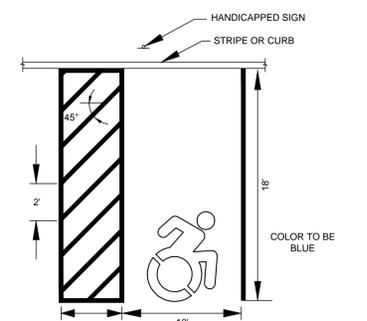
SHEET No: **SE-4**

Comm. No.: 9620



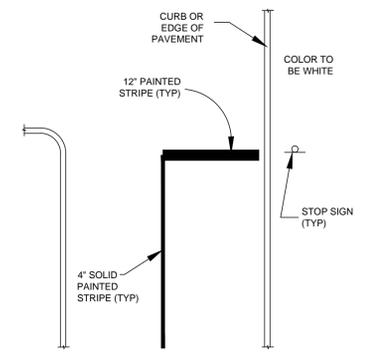
NOTE: HANDICAPPED PARKING SHALL BE GRADED NO GREATER THAN 2% IN ANY DIRECTION.

HANDICAPPED VAN PARKING
N.T.S.



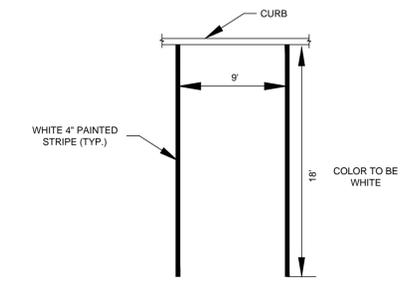
NOTE: HANDICAPPED PARKING SHALL BE GRADED NO GREATER THAN 2% IN ANY DIRECTION.

HANDICAPPED PARKING
N.T.S.

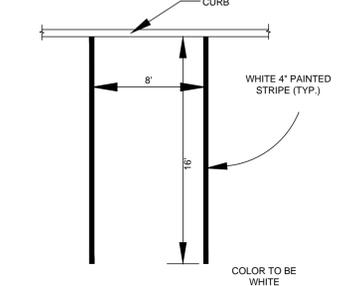


NOTE: ALL PAINT SHALL CONFORM TO CT DOT FORM 816, ARTICLE M.07.17.

STOP BAR STRIPING
N.T.S.

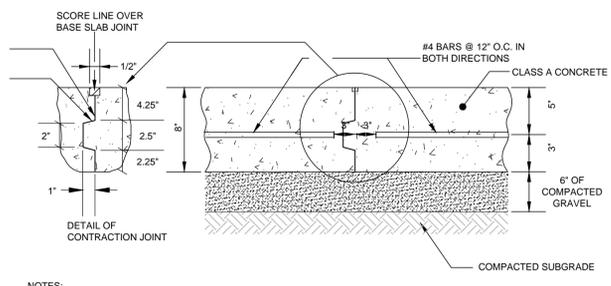


REGULAR PARKING SPACE
N.T.S.



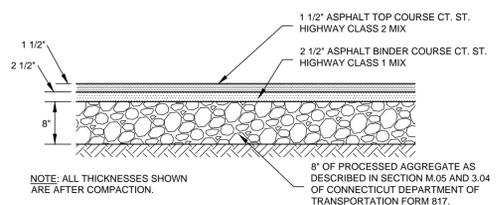
COMPACT PARKING SPACE
N.T.S.

PAINT CONTACT SURFACE WITH CURING COMPOUND OR OTHER APPROVED BOND BRAKER BEFORE ADJACENT SLAB IS PLACED
FORM KEY USING BEVELED WOOD STRIP ATTACHED TO FORM

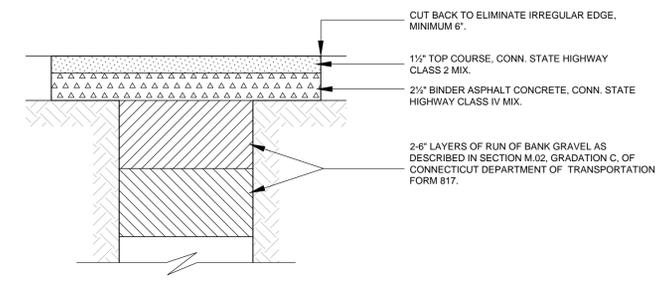


- NOTES:
1. CONCRETE TO BE CLASS 'A' CONFORMING TO CONDOT FORM 817 SECTION M.03.02.
 2. GRAVEL BASE SHALL CONFORM TO GRADATION A AS DEFINED IN CONDOT FORM 817 SECTION M.02.01.
 3. INSTALL AS PER THE AMERICAN CONCRETE INSTITUTE CODE.
 4. THE AREA SHALL BE COMPACTED TO AT LEAST 95% OF THE DRY DENSITY ACHIEVED BY AASHTO T180, METHOD D.
 5. CONTRACTION JOINT TO BE PLACED SO REMAINING SECTIONS OF CONCRETE ARE GENERALLY SQUARE OR AT LEAST EVERY 10'.
 6. EDGES OF CONCRETE TO BE TOOLED TO A 1/2" RADIUS.
 7. SIZE OF PAD TO BE VERIFIED PRIOR TO CONSTRUCTION.

CONCRETE DUMPSTER PAD DETAIL
N.T.S.



ASPHALT PAVEMENT DETAIL (ON-SITE)
N.T.S.



ASPHALT TRENCH REPAIR
N.T.S.



COMPACT PARKING SIGN DETAIL
N.T.S.



HANDICAPPED PARKING SIGN DETAIL
N.T.S.

PREFERRED:

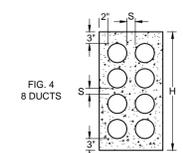
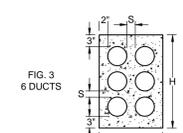
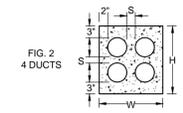
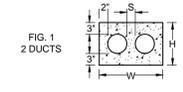
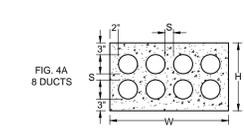
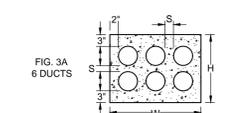
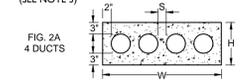


FIG	4" DUCT				5" DUCT				6" DUCT			
	W	H	S	H	W	H	S	H	W	H	S	H
1	14 1/2"	10 1/2"	1 1/2"	16 1/2"	11 1/2"	1 1/2"	19"	12 1/2"	2"	2"	2"	2"
2	14 1/2"	18 1/2"	1 1/2"	16 1/2"	18 1/2"	1 1/2"	19"	21"	2"	2"	2"	2"
2A	26 1/2"	10 1/2"	1 1/2"	30 1/2"	11 1/2"	1 1/2"	36"	12 1/2"	2"	2"	2"	2"
3	14 1/2"	22 1/2"	1 1/2"	16 1/2"	25 1/2"	1 1/2"	19"	29 1/2"	2"	2"	2"	2"
3A	20 1/2"	18 1/2"	1 1/2"	23 1/2"	18 1/2"	1 1/2"	27 1/2"	21"	2"	2"	2"	2"
4	14 1/2"	28 1/2"	1 1/2"	16 1/2"	32 1/2"	1 1/2"	19"	38"	2"	2"	2"	2"
4A	26 1/2"	18 1/2"	1 1/2"	30 1/2"	18 1/2"	1 1/2"	36"	21"	2"	2"	2"	2"

ALTERNATE:
(SEE NOTE 3)



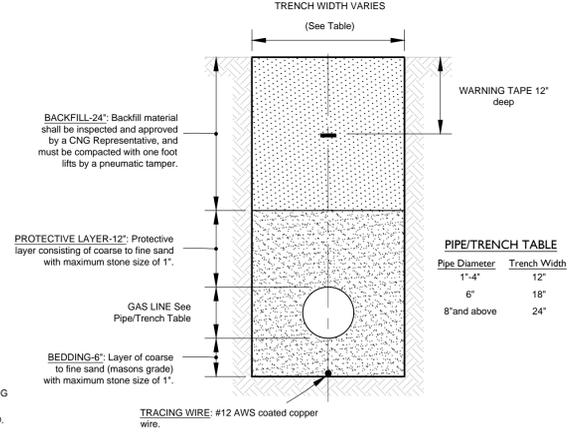
NOTES:

1. AT MANHOLES CONDUIT BANKS SHALL BE PER FIGS. 1, 2, 3 OR 4.
2. MINIMUM COVER FROM TOP OF A CONDUIT BANK TO THE PAVEMENT OR EARTH SURFACE TO BE:
 - a) STATE HIGHWAYS - 36"
 - b) RAILROAD TRACKS - 60"
 - c) ALL OTHER AREAS - 24"
3. IN THE CONDUIT RUN BETWEEN MANHOLES IF OBSTRUCTIONS ARE ENCOUNTERED OR TO REDUCE TRENCH DEPTH, FIGS. 2A, 3A OR 4A ARE PERMISSIBLE.
4. CONCRETE SHALL BE 2500 P.S.I., 1 1/2" MAXIMUM STONE, 6"-9" SLUMP OF SUCH CONSISTENCY THAT SPADING WILL INSURE THE FLOW OF CONCRETE BETWEEN AND UNDER THE INDIVIDUAL DUCTS, BUT NOT SO WET AS TO FLOAT THE DUCTS. FOR TIER BUILDUP CONSTRUCTION A STIFFER CONSISTENCY SHOULD BE USED.
5. DUCTS SHALL BE SCHEDULE 40 PVC.

CONDUIT BANK CONSTRUCTION
N.T.S.

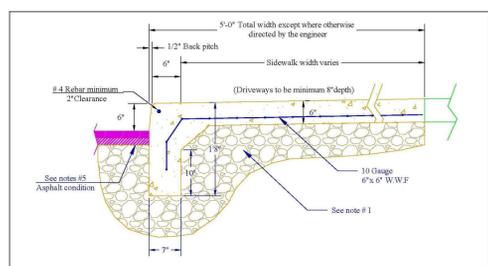
Notes:

1. A minimum of 10" vertical clearance and 50" horizontal clearance will be maintained between the gas line and all other structures.
2. Minimum cover for mains shall be 30" from finished grade as measured from gutter line.
3. In the traveled portion of the road - from the top of the pipe to the top of the trench using the shallow side for measurement.
 - a. Off the traveled portion when section is at a higher elevation than the traveled way - elevation to be taken from gutter line.
 - b. Off the traveled portion when section is at a lower elevation than the traveled way from the top of the pipe to the top of the trench using the shallow side for measurement.
4. The bottom of the trench must be free of rocks, debris, or water that could damage the pipe or its coating.
5. Tracing Wire is a #12 AWS coated copper tracing wire to be installed in the center of the trench prior to 6" of sand padding. (Connection will be made by a CNG Representative).
6. Exposed piping will be backfilled with a minimum of 12" of sand prior to leaving the job site each day and witnessed by a CNG Representative or CNG Contractor.
7. Only personnel qualified by CNG will be allowed to install gas lines.
8. The builder will supply a suitable location to store the pipe and materials and will be responsible for its security.



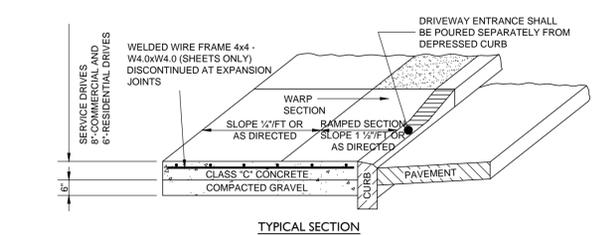
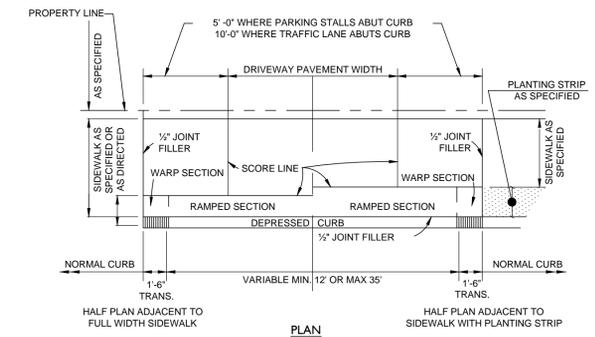
PIPE DIAMETER	TRENCH WIDTH
1"-4"	12"
6"	18"
8" and above	24"

GAS LINE TRENCH DETAIL
N.T.S.



- Notes:
1. Existing gravel base for curbing, sidewalk and pavement repairs shall be supplemented with compacted processed aggregate as required.
 2. Sidewalk and curbing shall be reinforced with 10 Gauge 6"x6" W.W.F. 2' off the subbase. A #4 rebar shall be provided in the top outer corner of the curb. Concrete shall be Class "C" having a minimum 28 day compressive strength of 4000 p.s.i. and 5% entrained air. Expansion and contraction joints shall be provided in accordance with the specifications or as otherwise directed by the Engineer.
 3. The total width of concrete curbing and sidewalk shall not be less than 5'-0" at a 1/2" per foot cross pitch, except where otherwise directed by the Engineer.
 4. Curbing extending across driveways shall provide a 2" reveal. The sidewalk panels shall be ramped at driveway crossings in accordance with A.D.A. specifications for handicap access.
 5. Where adjoining bituminous concrete driveway or roadway pavement is damaged or removed, the limits of disturbance shall be delineated with a clear vertical cut 18" from gutter line of road and the pavement restored with Class "B" bituminous concrete. Restoration shall be to the full prior pavement depth, but shall not be less than 3" (1 1/2" x 1 1/2" for roadways and 2" for driveways).
 6. In order to accommodate the installation of existing or proposed signage, a 4" diameter PVC post sleeve shall be placed within the sidewalk. The top of the sleeve shall be set flush with the surf face of the sidewalk and shall extend vertically through the full depth of the concrete. Sleeves shall be installed 18" back from the face of the curbing or at the location(s) specified by the Engineer.
 7. Unless specified herein or otherwise directed by the Engineer, all materials and work shall conform to the State of Connecticut, Bureau of Highways, "Standard Specifications for Roads, Bridges and Incidental Construction, Form 816, latest revision," and associated standard design details sheets.

WESTPORT TYPICAL SIDEWALK AND CURBING DETAIL
N.T.S.



REINFORCED CONCRETE DRIVEWAY ENTRANCE (ROSEVILLE ROAD)
N.T.S.

No.	Date	Revision
4	6/14/2019	REVISED PER CT DOT COMMENTS
3	4/1/2019	REVISED PER CT DOT COMMENTS
2	1/17/2018	REVISED COMPACT PARKING SPACE DIMENSION
1	12/1/2017	ORIGINAL ISSUE DATE

DETAILS DEPICTING 715 POST ROAD EAST WESTPORT, CT PREPARED FOR LAUREL FEDOR & WILLIAM TAYLOR

SCALE: N.T.S.

DRAWN BY: AMK CHECKED BY: DRG

REDNISS & MEAD

DAVID R. GINTER, P.E., S.E. 2017

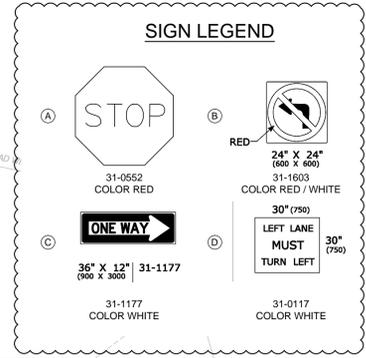
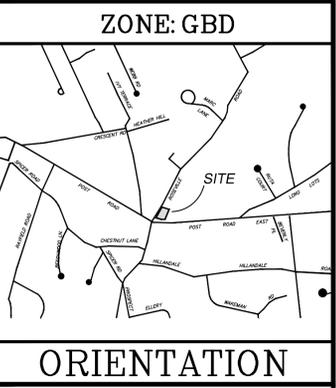
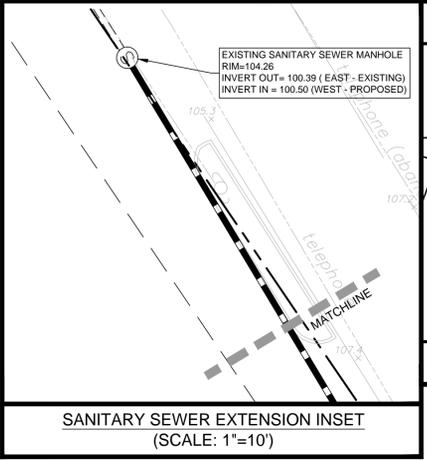
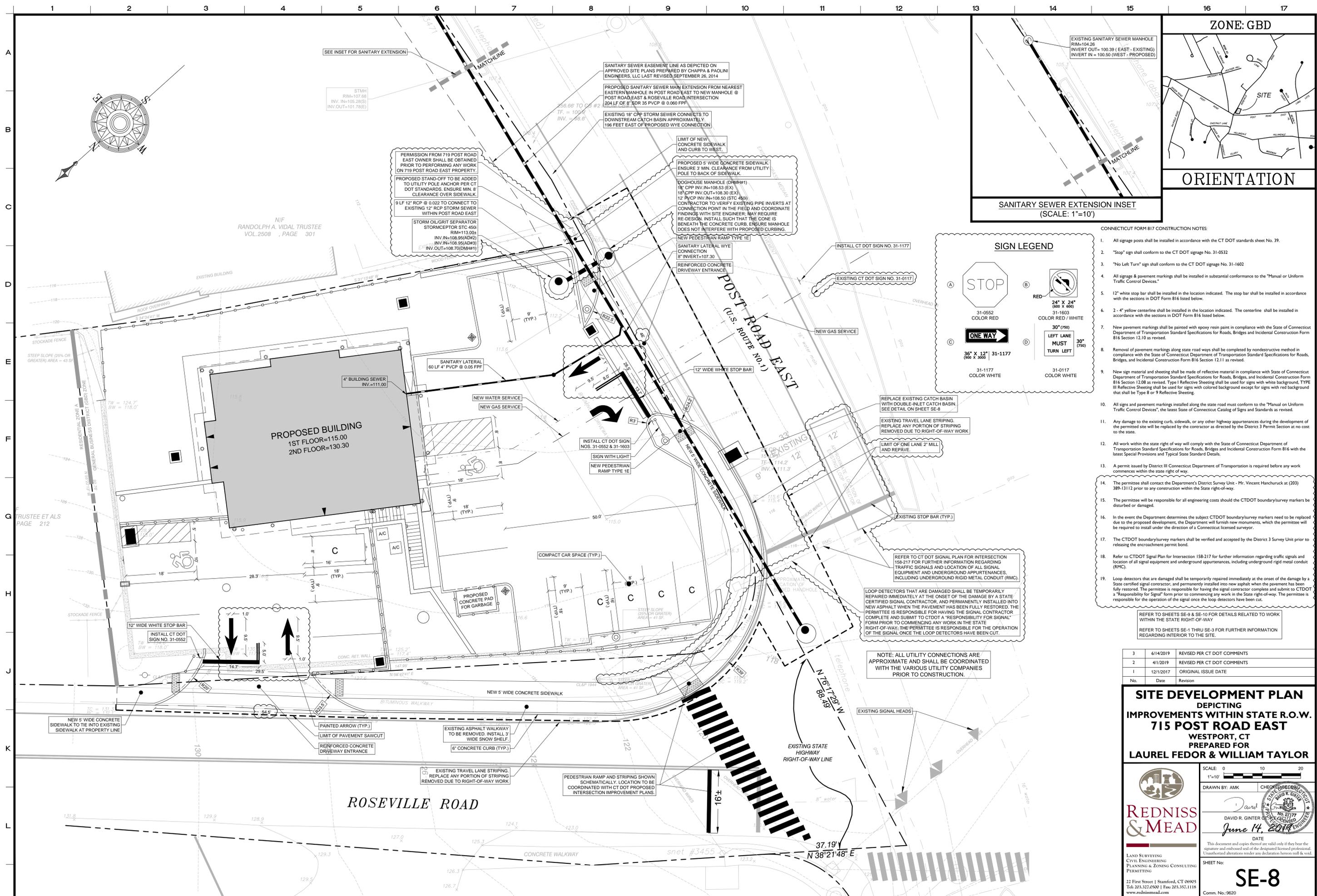
June 14, 2019

DATE

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SHEET No: SE-6

Comm. No.: 9620



- CONNECTICUT FORM 817 CONSTRUCTION NOTES:
- All signage posts shall be installed in accordance with the CT DOT standards sheet No. 39.
 - "Stop" sign shall conform to the CT DOT signage No. 31-0532
 - "No Left Turn" sign shall conform to the CT DOT signage No. 31-1602
 - All signage & pavement markings shall be installed in substantial conformance to the "Manual or Uniform Traffic Control Devices."
 - 12" white stop bar shall be installed in the location indicated. The stop bar shall be installed in accordance with the sections in DOT Form 816 listed below.
 - 2 - 4" yellow centerline shall be installed in the location indicated. The centerline shall be installed in accordance with the sections in DOT Form 816 listed below.
 - New pavement markings shall be painted with epoxy resin paint in compliance with the State of Connecticut Department of Transportation Standard Specifications for Roads, Bridges and Incidental Construction Form 816 Section 12.10 as revised.
 - Removal of pavement markings along state road ways shall be completed by nondestructive method in compliance with the State of Connecticut Department of Transportation Standard Specifications for Roads, Bridges, and Incidental Construction Form 816 Section 12.11 as revised.
 - New sign material and sheeting shall be made of reflective material in compliance with State of Connecticut Department of Transportation Standard Specifications for Roads, Bridges, and Incidental Construction Form 816 Section 12.08 as revised. Type I Reflective Sheeting shall be used for signs with white background, TYPE III Reflective Sheeting shall be used for signs with colored background except for signs with red background that shall be Type 8 or 9 Reflective Sheeting.
 - All signs and pavement markings installed along the state road must conform to the "Manual on Uniform Traffic Control Devices", the latest State of Connecticut Catalog of Signs and Standards as revised.
 - Any damage to the existing curb, sidewalk, or any other highway appurtenances during the development of the permitted site will be replaced by the contractor as directed by the District 3 Permit Section at no cost to the state.
 - All work within the state right of way will comply with the State of Connecticut Department of Transportation Standard Specifications for Roads, Bridges and Incidental Construction Form 816 with the latest Special Provisions and Typical State Standard Details.
 - A permit issued by District III Connecticut Department of Transportation is required before any work commences within the state right of way.
 - The permittee shall contact the Department's District Survey Unit - Mr. Vincent Hanchuruck at (203) 389-1312 prior to any construction within the State right-of-way.
 - The permittee will be responsible for all engineering costs should the CTDOT boundary/survey markers be disturbed or damaged.
 - In the event the Department determines the subject CTDOT boundary/survey markers need to be replaced due to the proposed development, the Department will furnish new monuments, which the permittee will be required to install under the direction of a Connecticut licensed surveyor.
 - The CTDOT boundary/survey markers shall be verified and accepted by the District 3 Survey Unit prior to releasing the encroachment permit bond.
 - Refer to CTDOT Signal Plan for Intersection 158-217 for further information regarding traffic signals and location of all signal equipment and underground appurtenances, including underground rigid metal conduit (RMC).
 - Loop detectors that are damaged shall be temporarily repaired immediately at the onset of the damage by a State certified signal contractor, and permanently installed into new asphalt when the pavement has been fully restored. The permittee is responsible for having the signal contractor complete and submit to CTDOT a "Responsibility for Signal" form prior to commencing any work in the State right-of-way. The permittee is responsible for the operation of the signal once the loop detectors have been cut.

REFER TO SHEETS SE-9 & SE-10 FOR DETAILS RELATED TO WORK WITHIN THE STATE RIGHT-OF-WAY

REFER TO SHEETS SE-1 THRU SE-3 FOR FURTHER INFORMATION REGARDING INTERIOR TO THE SITE.

NOTE: ALL UTILITY CONNECTIONS ARE APPROXIMATE AND SHALL BE COORDINATED WITH THE VARIOUS UTILITY COMPANIES PRIOR TO CONSTRUCTION.

3	6/14/2019	REVISED PER CT DOT COMMENTS
2	4/1/2019	REVISED PER CT DOT COMMENTS
1	12/1/2017	ORIGINAL ISSUE DATE
No.	Date	Revision

SITE DEVELOPMENT PLAN
DEPICTING
IMPROVEMENTS WITHIN STATE R.O.W.
715 POST ROAD EAST
WESTPORT, CT
PREPARED FOR
LAUREL FEDOR & WILLIAM TAYLOR

SCALE: 0 10 20
1"=10'

DRAWN BY: AMK

REDNISS & MEAD

DAVID R. GINTER
June 14, 2019

DATE

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LAND SURVEYING
CIVIL ENGINEERING
PLANNING & ZONING CONSULTING
PERMITTING

SHEET No: **SE-8**

22 First Street | Stamford, CT 06905
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Comm. No: 9620

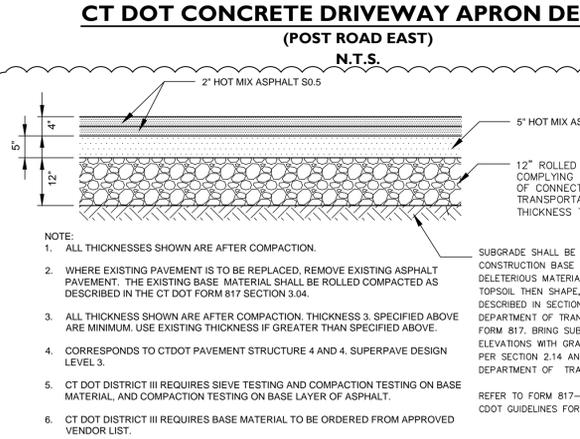
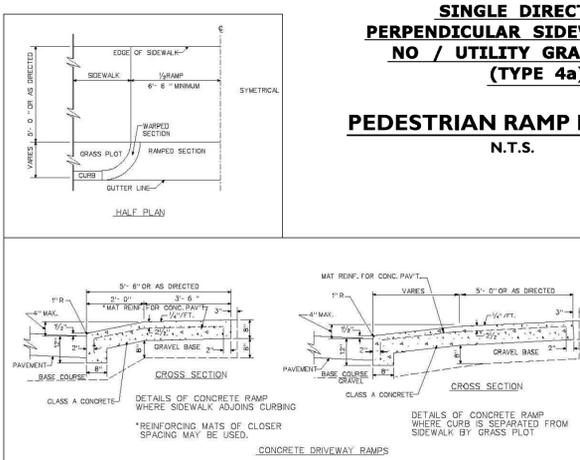
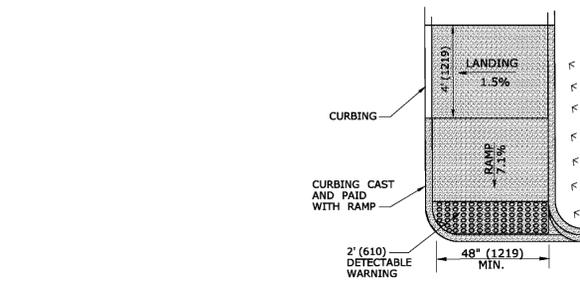
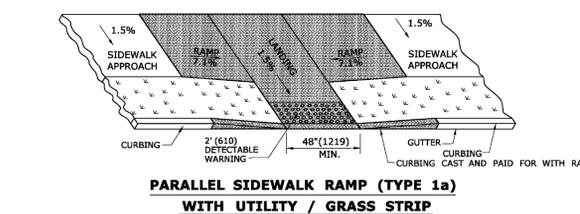
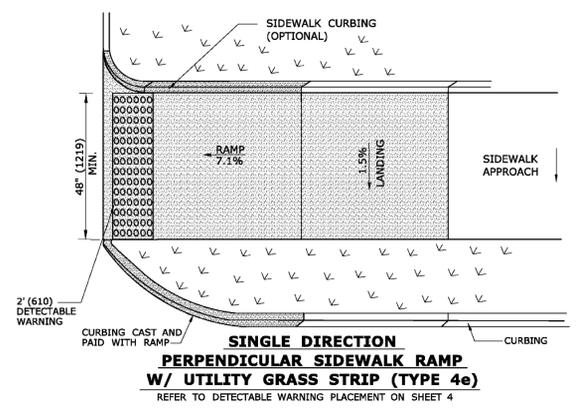
NIF
RANDOLPH A. VIDAL TRUSTEE
VOL. 2508 , PAGE 301

FRUSTEE ET ALS
PAGE 212

ROSEVILLE ROAD

POST ROAD EAST
(U.S. ROUTE No. 1)

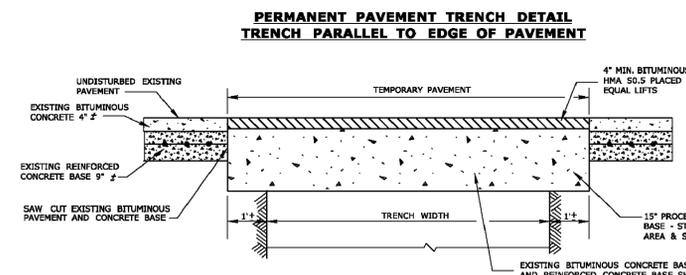
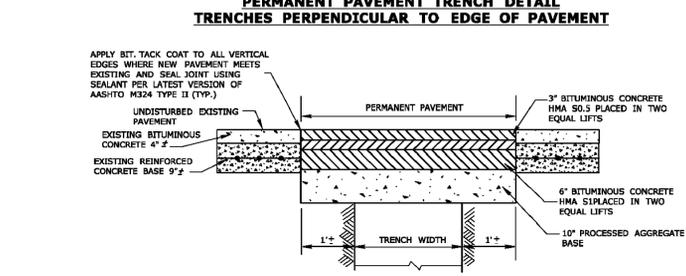
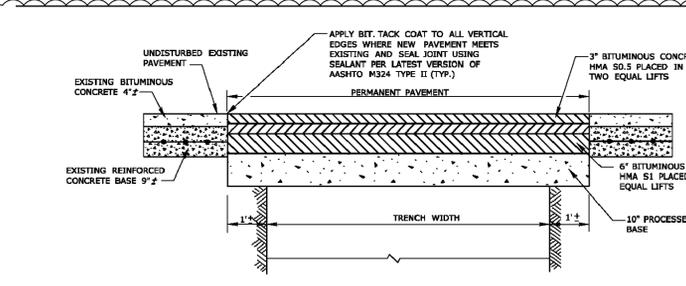
PROPOSED BUILDING
1ST FLOOR=115.00
2ND FLOOR=130.30



GENERAL NOTES:

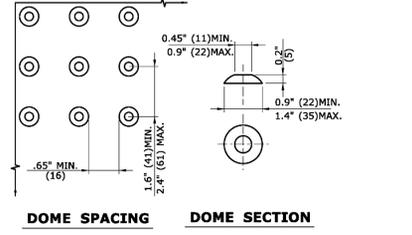
- MAXIMUM SLOPES OF ADJOINING GUTTERS AND ROAD SURFACES IMMEDIATELY ADJACENT TO THE SIDEWALK RAMP SHOULD NOT EXCEED 5%. THE MAXIMUM GRADE DIFFERENCE BETWEEN THE GUTTER AND CURB RAMP SHALL NOT EXCEED 1.5%. SEE DETAIL 1 ON SHEET 4.
- RAMP GRADE SHALL BE UNIFORM, FREE OF SAGS AND ABRUPT GRADE CHANGES. RUNNING SLOPES OF RAMP SHALL NOT EXCEED 8.33% AND SHALL NOT EXCEED 15' (4.5m) WITHOUT PROVIDING A LANDING.
- ALL RAMP SHALL BE CONSTRUCTED OF CLASS "F" CONCRETE IN ACCORDANCE WITH CONNECTICUT STANDARD SPECIFICATIONS.
- SIDEWALK RAMP SHALL HAVE A COARSE BROOM FINISH TRANSVERSE TO THE SLOPE OF THE RAMP. THE SURFACE OF ALL SIDEWALK RAMP SHALL BE STABLE, FIRM AND SLIP RESISTANT. SURFACE DISCONTINUITIES SHALL NOT EXCEED 1/4" (13) MAX. VERTICAL DISCONTINUITIES BETWEEN 1/4" (6.4) AND 1/2" (13) MAX. SHALL BE BEVELED 1:2 MINIMUM APPLIED ACROSS THE ENTIRE LEVEL CHANGE.
- DIAGONAL SIDEWALK RAMP AT MARKED CROSSINGS SHALL BE WHOLLY CONTAINED WITHIN THE MARKINGS, EXCLUDING ANY FLARED SIDES. DIAGONAL AND PERPENDICULAR RAMP 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. SKEDGED RAMP FLANGES ARE NOT CONSIDERED PART OF PEDESTRIAN ACCESS ROUTE. DIAGONAL RAMP SHOULD NOT BE INSTALLED WHERE CURB RADIUS IS LESS THAN 20'(6096).
- 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".
- 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.
- CONCRETE SIDEWALK RAMP SHALL BE PAID FOR UNDER THE ITEM "CONCRETE SIDEWALK RAMP", AS DEFINED BY THE CONSTRUCTION LIMITS ON THE PLANS AND SHALL BE FIELD VERIFIED.
- SIDEWALK RAMP SHALL BE CONSTRUCTED WITH THE TOE AT THE GUTTER CAST INTEGRALLY WITH RAMP UNLESS DIRECTED OTHERWISE BY THE ENGINEER (SEE TYPICAL SECTION ON SHEET 3). 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 ON SHEET 3 SHALL BE CONSTRUCTED AND PAID FOR IN ACCORDANCE WITH CONNECTICUT STANDARD SPECIFICATIONS.
- 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 ON SHEET 4.
- TO PERMIT 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.
- 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.
- 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.
- THE TOP AND BOTTOM OF RAMP 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.
- UTILITY POLES, LUMINAIRE, PEDESTRIAN OR SIGNAL POLES, GRATES, ACCESS COVERS, AND OTHER APPURTENANCES SHALL NOT BE LOCATED ON RAMP, LANDINGS, BLENDED TRANSITIONS, AND @ GUTTERS WITHIN THE PEDESTRIAN ACCESS ROUTE.
- APPROACH SIDEWALK WIDTHS, GRASS STRIP OR UTILITY STRIP WIDTHS MAY VARY.
- APPROACH SIDEWALK AND LANDING CROSS SLOPE SHALL NOT EXCEED 2%.
- THE RUNNING OR CROSS SLOPES ON LANDINGS AT MID BLOCK CROSSING MAY BE WARPED TO MEET STREET OR HIGHWAY GRADE.
- FOR PERPENDICULAR CURB RAMP 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.
- FOR PARALLEL CURB RAMP, 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.
- WHEN WIDTH OF SIDEWALK IS $\geq 48''$ AND A PERPENDICULAR SIDEWALK RAMP IS INSTALLED, THE FLARED SIDES SHALL BE 10% MAX. IF WIDTH OF SIDEWALK IS <math>< 48''</math> THE FLARED SIDES MUST NOT EXCEED 8.33% (12:1).
- SHADED AREAS ARE TYPICAL PAY LINES FOR CONCRETE SIDEWALK RAMP BUT, MAY VARY AS DIRECTED BY THE ENGINEER.
- OPTIONAL RAMP, WHEN REQUIRED, SHALL BE PAID FOR AS PART OF CONCRETE SIDEWALK RAMP.

PEDESTRIAN RAMP NOTES
N.T.S.

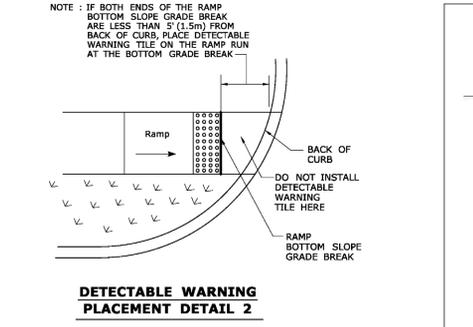


GENERAL NOTES:

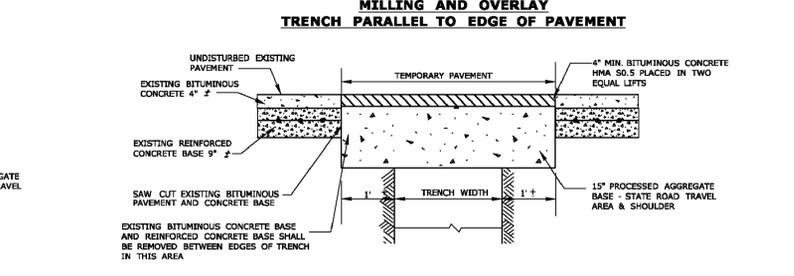
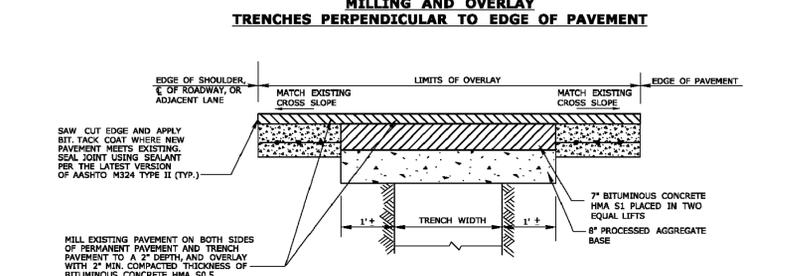
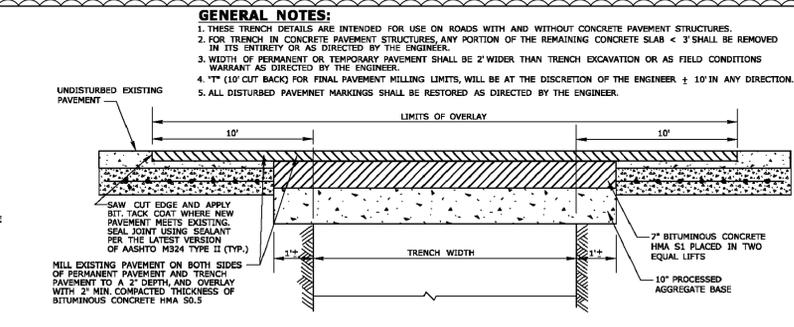
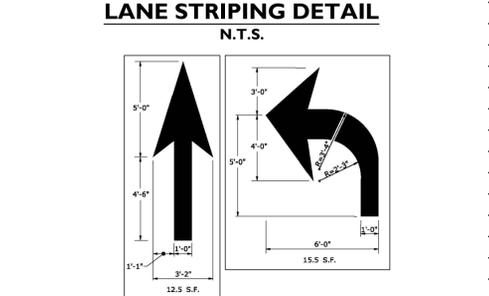
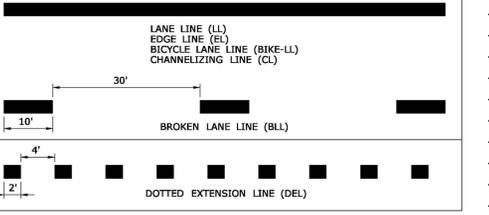
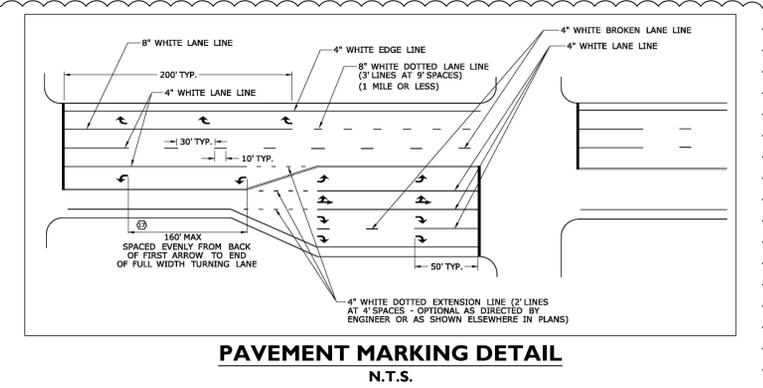
- RAMPED MEDIANS SHALL HAVE A CURB RAMP AT EITHER END AND LEVEL LANDING A MINIMUM OF 5' x 5' (1.5m x 1.5m) IN BETWEEN. CUT-THROUGH MEDIANS SHALL BE A MINIMUM OF 6' (1.8m) LONG AND 5' (1.5m) WIDE. FOR ALL MEDIANS, CUT-THROUGH OR RAMPED, A 2' (610) STRIP OF DETECTABLE WARNINGS SHALL BE INSTALLED AT THE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



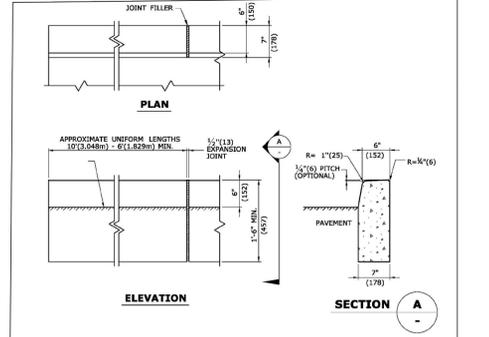
STANDARD DOME ON DETECTABLE WARNING TILES



DETECTABLE WARNING STRIP & PLACEMENT DETAILS
N.T.S.



CT DOT CONCRETE CURBING DETAIL
N.T.S.

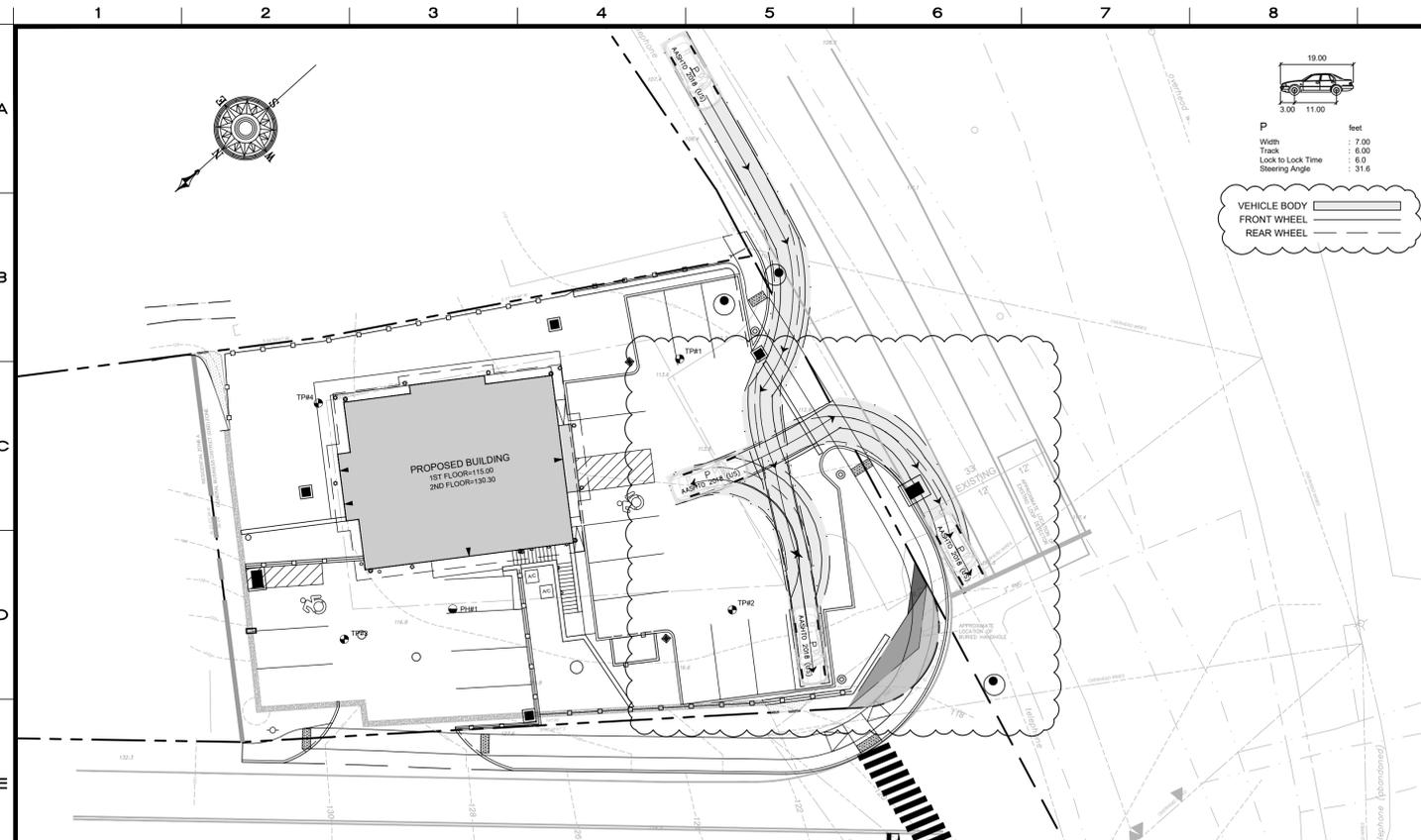


No.	Date	Revision
3	6/14/2019	REVISED PER CT DOT COMMENTS
2	4/1/2019	REVISED PER CT DOT COMMENTS
1	12/1/2017	ORIGINAL ISSUE DATE

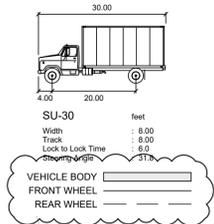
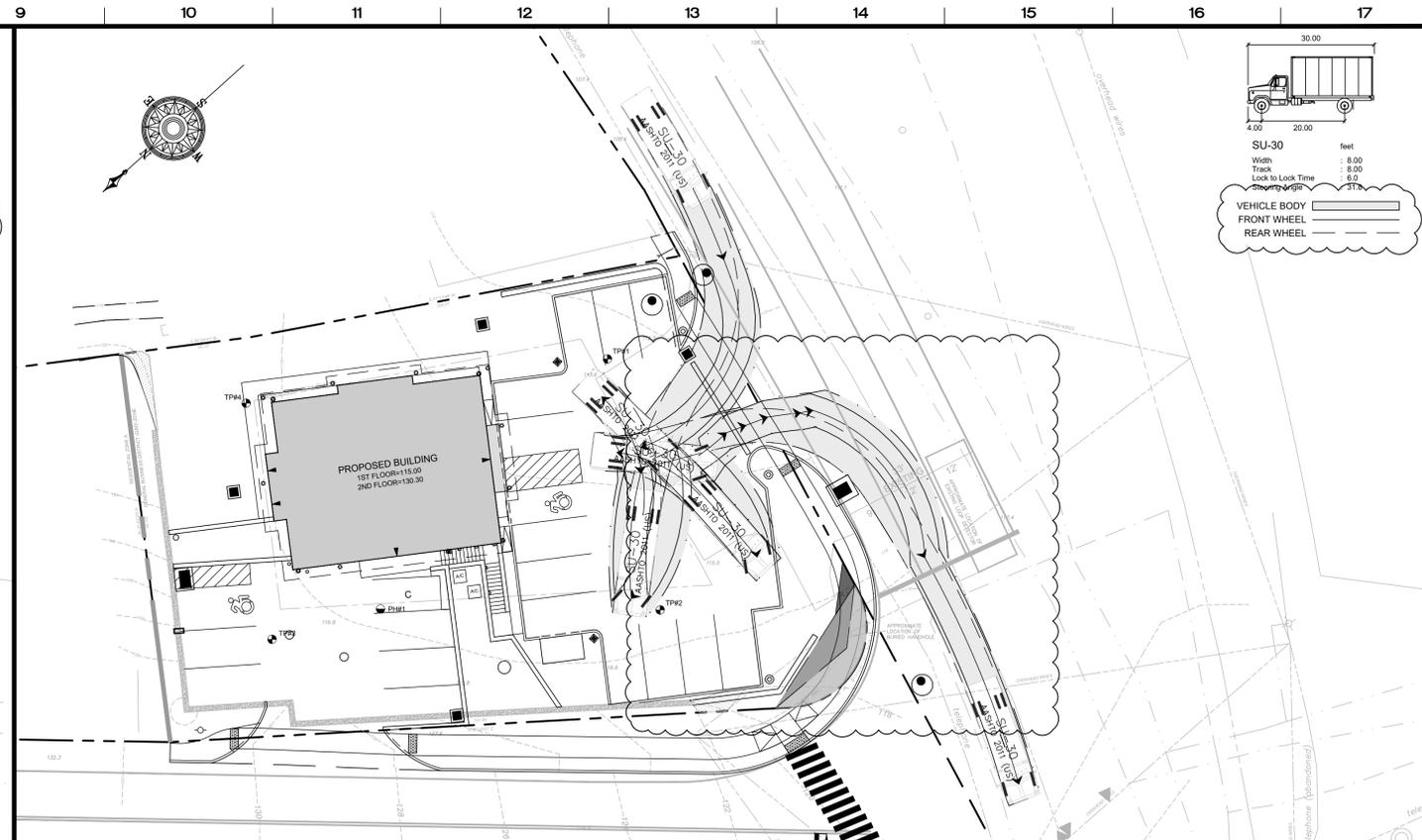
CTDOT DETAILS
DEPICTING
715 POST ROAD EAST
WESTPORT, CT
PREPARED FOR
LAUREL FEDOR & WILLIAM TAYLOR

SCALE: N.T.S.
DRAWN BY: AMK
DATE: June 14, 2019
SHEET No: SE-9
Comm. No.: 9620

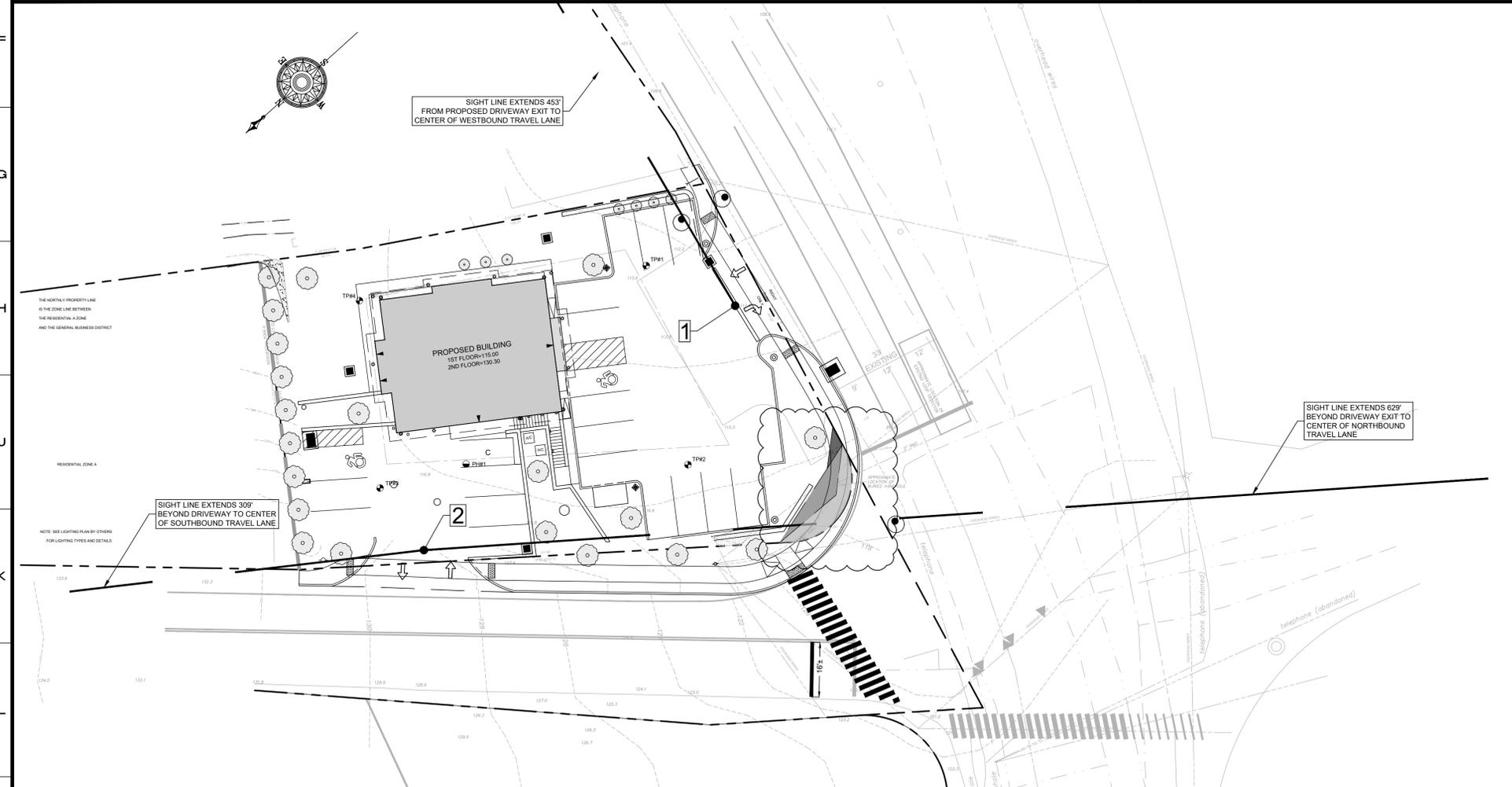
REDNISS & MEAD
LAND SURVEYING
CIVIL ENGINEERING
PLANNING & ZONING CONSULTING
PERMITTING
22 First Street | Stamford, CT 06905
Tel: 203.327.0500 | Fax: 203.327.1118
www.rednissandmead.com



P-VEHICLE - POST ROAD EAST ENTRANCE/EXIT



SU-30 VEHICLE - POST ROAD EAST ENTRANCE/EXIT



SIGHT LINE EXTENDS 453' FROM PROPOSED DRIVEWAY EXIT TO CENTER OF WESTBOUND TRAVEL LANE

SIGHT LINE EXTENDS 629' BEYOND DRIVEWAY EXIT TO CENTER OF NORTHBOUND TRAVEL LANE

SIGHT LINE EXTENDS 309' BEYOND DRIVEWAY TO CENTER OF SOUTHBOUND TRAVEL LANE

SIGHT DISTANCE INSET

DRIVEWAY SIGHT DISTANCES				
LOCATION	LINETYPE	WESTBOUND (FT.)	NORTHBOUND (FT.)	SOUTHBOUND (FT.)
1	---	453	---	---
2	---	---	309	320

No.	Date	Revision
4	1/23/2024	REVISED PER CT DOT TAKING
3	6/14/2019	REVISED PER CT DOT COMMENTS
2	4/1/2019	REVISED PER CT DOT COMMENTS
1	12/1/2017	ORIGINAL ISSUE DATE

TRUCK TURNING & SIGHT DISTANCES
DEPICTING
715 POST ROAD EAST
WESTPORT, CT
PREPARED FOR
LAUREL FEDOR & WILLIAM TAYLOR

REDNISS & MEAD

LAND SURVEYING
 CIVIL ENGINEERING
 PLANNING & ZONING CONSULTING
 PERMITTING

22 First Street | Stamford, CT 06905
 Tel: 203.327.0500 | Fax: 203.357.1118
 www.rednissmead.com

SCALE: 0 20 40
 1"=20'

DRAWN BY: AMK CHECKED BY: DRG

David R. Ginter
 DAVID R. GINTER
 January 23, 2024
 DATE

This document and copies thereof are valid only if they bear the signature and embossed seal of the designated licensed professional. Unauthorized alterations render any declaration herein null & void.

SHEET No: **SE-11**

Comm. No.: 9620

1/23/2024 11:22 PM H:\LDR\Res\26000\9620\9620.dwg (9620 Master State Taking ATJ Parking (2024-01-23).dwg)