

715 POST ROAD EAST - ZONING DATA TABLE (ZONE GBD)			
	General Business District		NOTES
	Reg/Allowed	Proposed	
1/23/2024			
Lot Size/Shape			
Gross Lot Area	15,435 sf	0.35 ac	No Change
Net Lot Area	15,254 sf	0.35 ac	No Change
Frontage	50'	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
Foot	40'	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
Max. Total Coverage	-	-	(72.3%)* 11,027 sf
Floor Area			\$5-2 "F.A.R." and Appendix D: Based on Gross Lot Area
Max. Building Floor Area	0.23	3,859 sf	0.29 4,220 sf
Max. Floor Area (per building)	10,000 building	4,220 sf	\$24-8; Provided by Merrell Architects (Reduction from ZBA Case #7282)
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	\$34-5 Table
Compact Car Spaces Allowed	4	1	\$34-9.2 Maximum 20%

ZONE: GBD

ORIENTATION

\* 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 1/29/15)
1. FRONT LANDSCAPING (ALL OF \$35-2.2 OR A PORTION)

2. BUFFER STRIP

3. SIGN WITHIN 15' OF PROPERTY

4. 2 FREE STANDING SIGNS

5. FILLING WITHIN 5' OF PROPERTY LINE

6. LOADING SPACE

7. DUMPSTER WITHIN FRONT LANDSCAPING AREA

8. NO BACK UP AREA

9. FAR
- VARIANCES RECEIVED (ZBA CASE #7609 DATED 02/23/18)
1. NUMBER OF COMPACT PARKING SPACES(\$34-9.2)

2. LOCATION OF TREES WITHIN PARKING LOT(\$35-2.3.2)

3. EXCESSIVE EXCAVATION OR FILL (\$32-8.2.1(b))

4. FILL BY MORE THAN 10'(\$32-8.2.3)

5. SLOPES EXCEEDING 20%(\$32-8.3.2)

6. 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 ONE TREE PER 100 SQUARE FEET OF PARKING SPACES

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 JAPANESE 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

LAND SURVEYING  
CIVIL ENGINEERING  
PLANNING & ZONING CONSULTING  
PERMITTING

22 First Street | Stamford, CT 06905  
Tel: 203.327.0500 | Fax: 203.357.1118  
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SCALE: 0 10 20  
1"=10'

DRAWN BY: AMK

CHECKED BY: DRG

DAVID R. GINTER  
January 23, 2024  
DATE

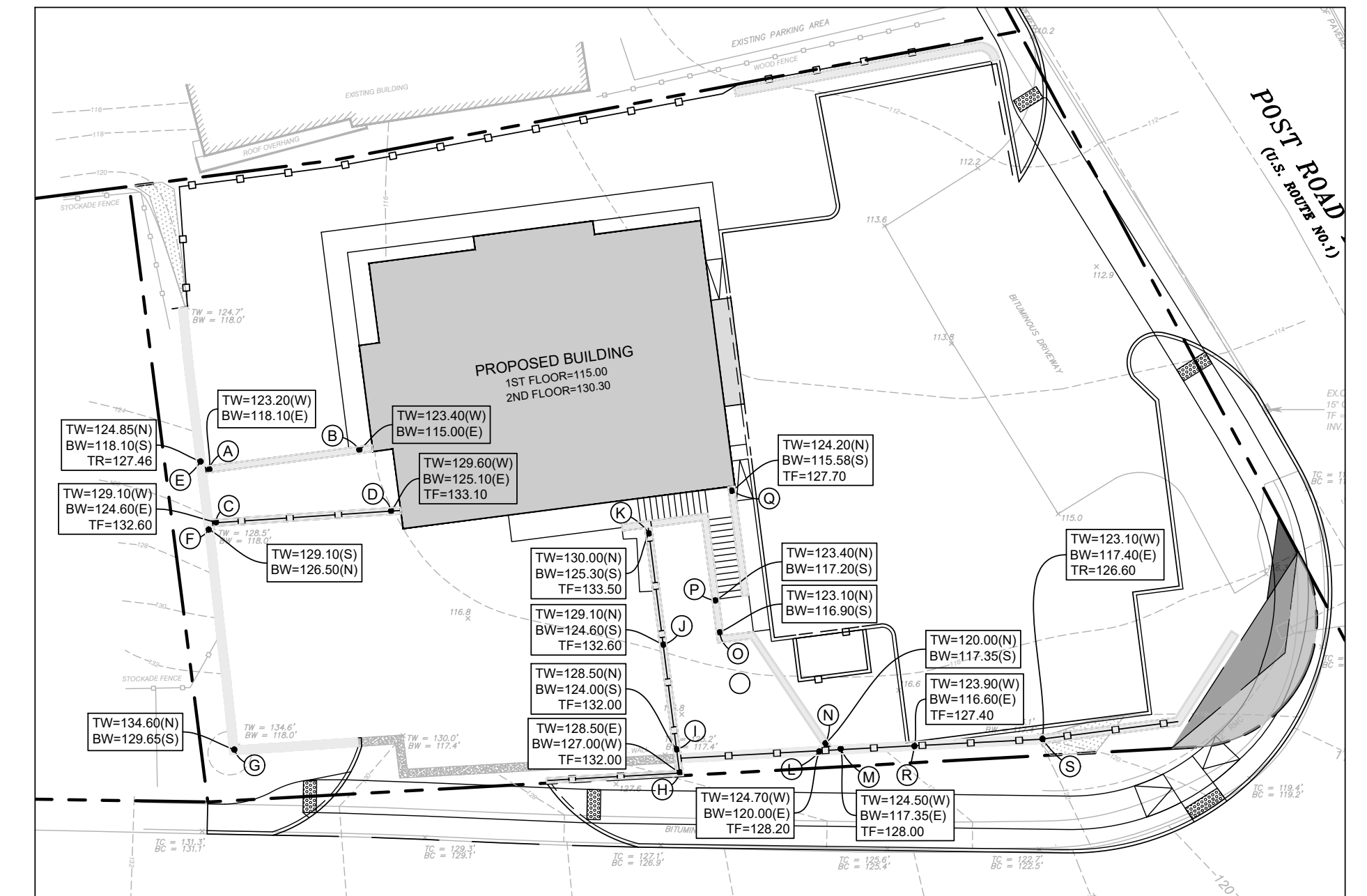
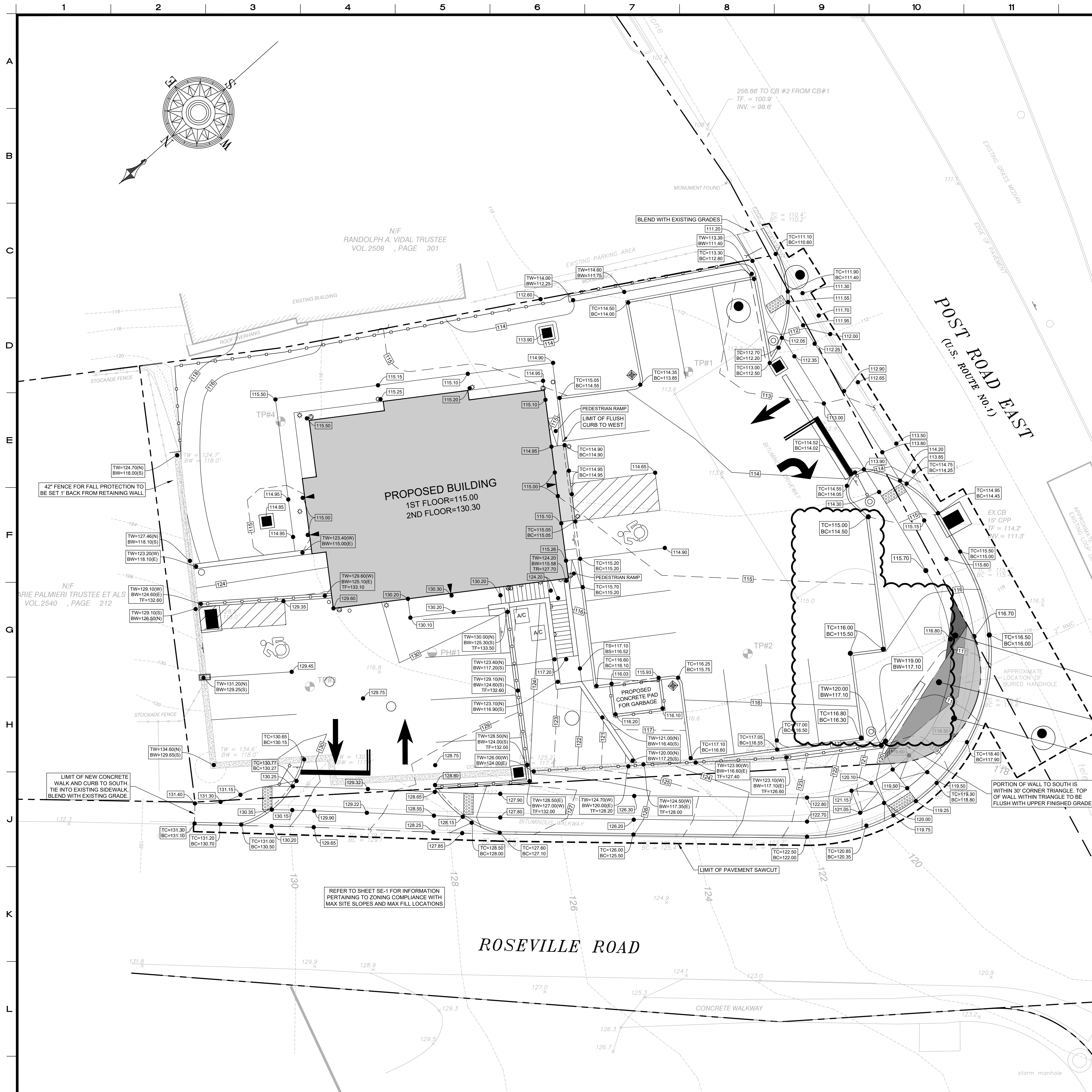
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SHEET No:

SE-I

Comm. No.: 9620





WALL HEIGHT INSET  
SCALE: 1" = 20'

715 Post Road East Wall Height Calculations								
Point	Top of Wall	Uphill Grade	Downhill Grade	Uphill Reveal	Downhill Reveal	Wall Height <sup>1</sup>	Fence Height <sup>2</sup>	Total Height <sup>3</sup>
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

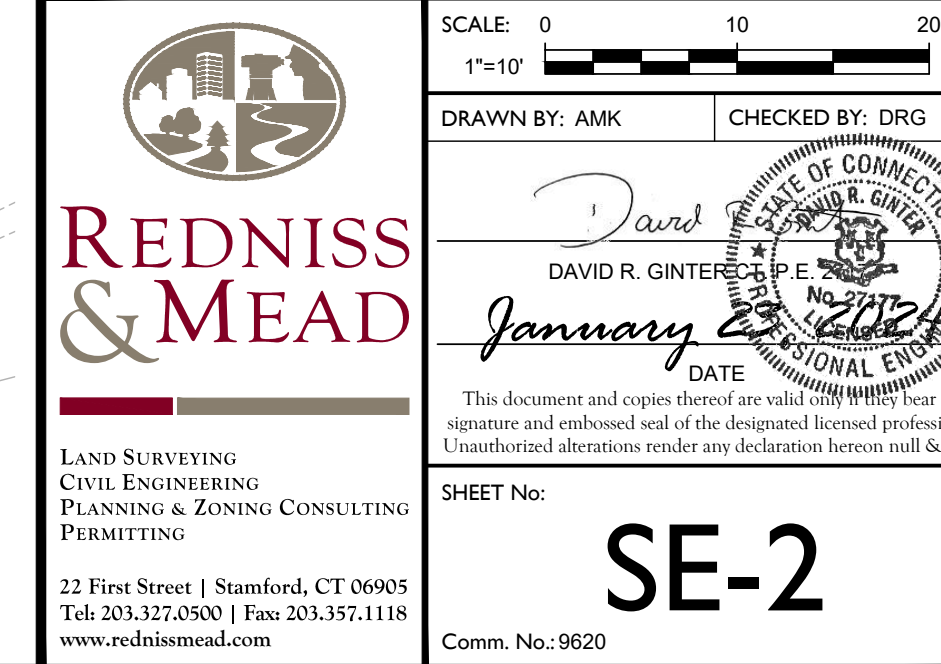
1. Wall height calculated as the average of the uphill reveal and downhill reveal.
2. Fence height shall be 42" where required for fall protection purposes.
3. Total height is calculated as the sum of wall height and fence height.

### GRADING LEGEND

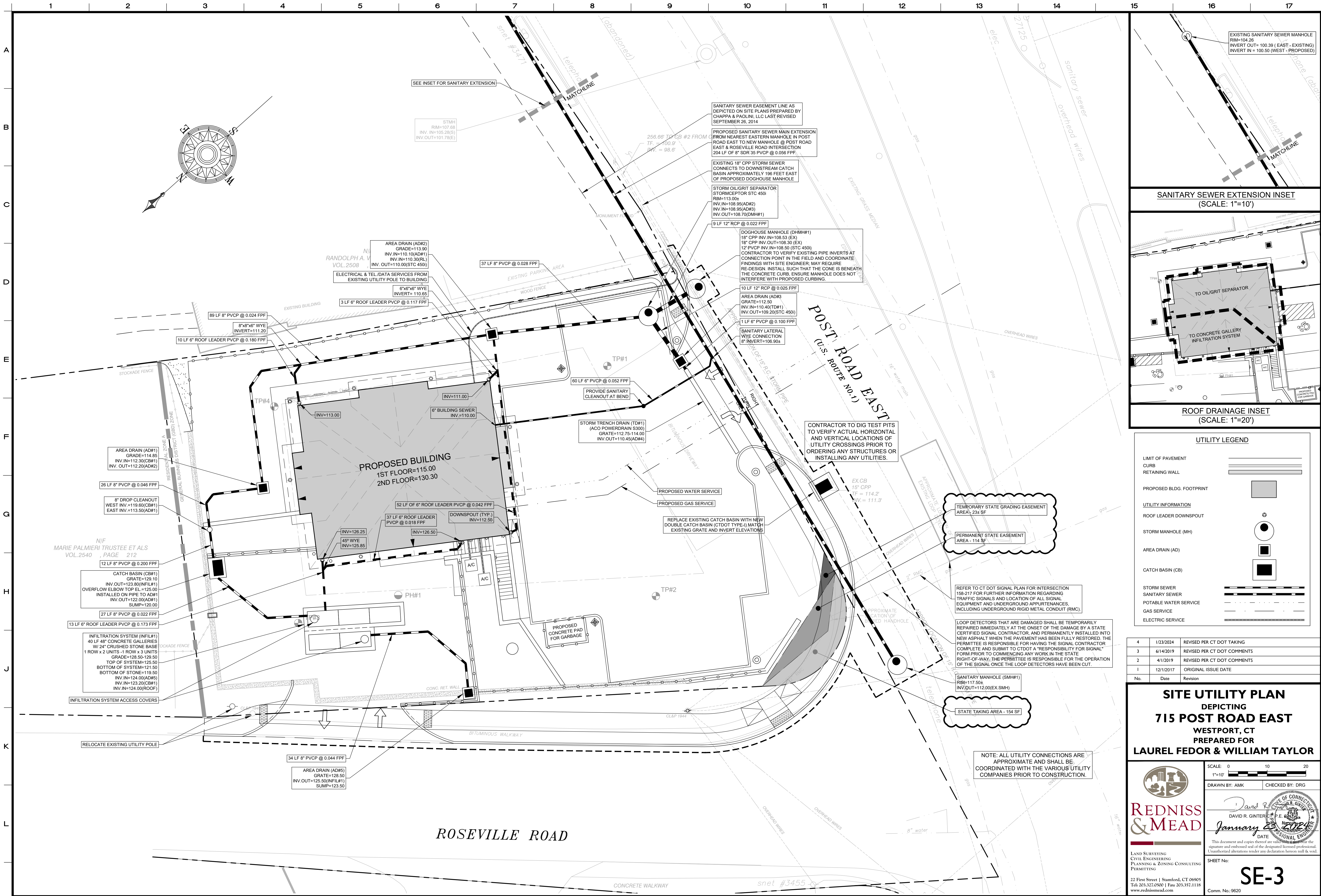
TC = TOP OF CURB  
BC = BOTTOM OF CURB  
TW = TOP OF RETAINING WALL  
BW = BOTTOM OF RETAINING WALL  
TR = TOP OF WALL REVEAL  
TF = TOP OF FENCE ELEVATION

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
I	12/1/2017	ORIGINAL ISSUE DATE
No.	Date	Revision

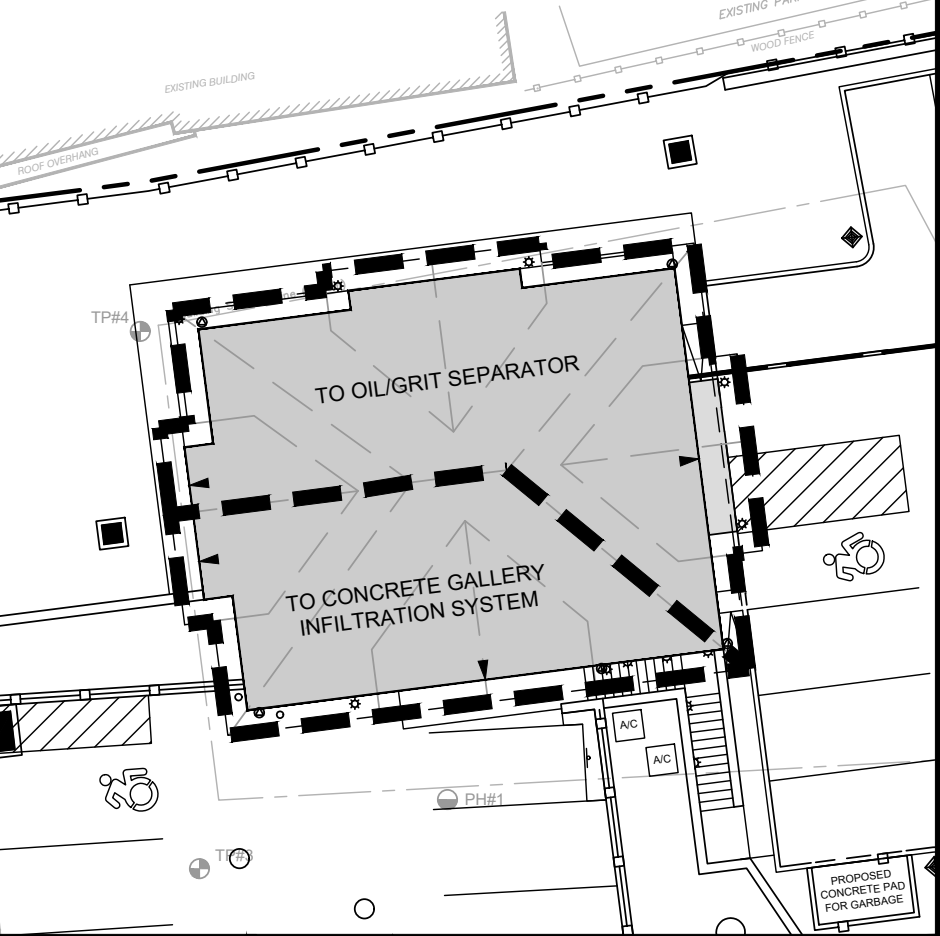
**SITE GRADING PLAN**  
DEPICTING  
**715 POST ROAD EAST**  
WESTPORT, CT  
PREPARED FOR  
**LAUREL FEDOR & WILLIAM TAYLO**







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	

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
No.	Date	Revision

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

**REDNISS & MEAD**

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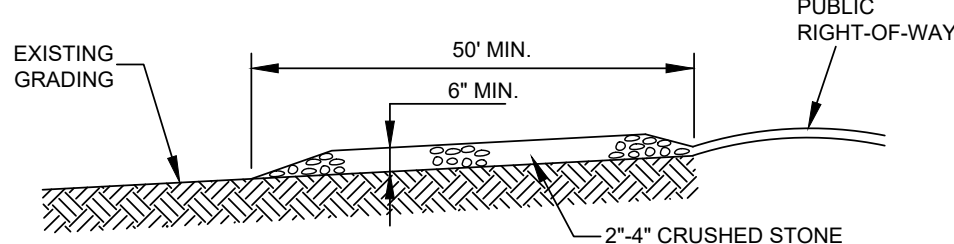
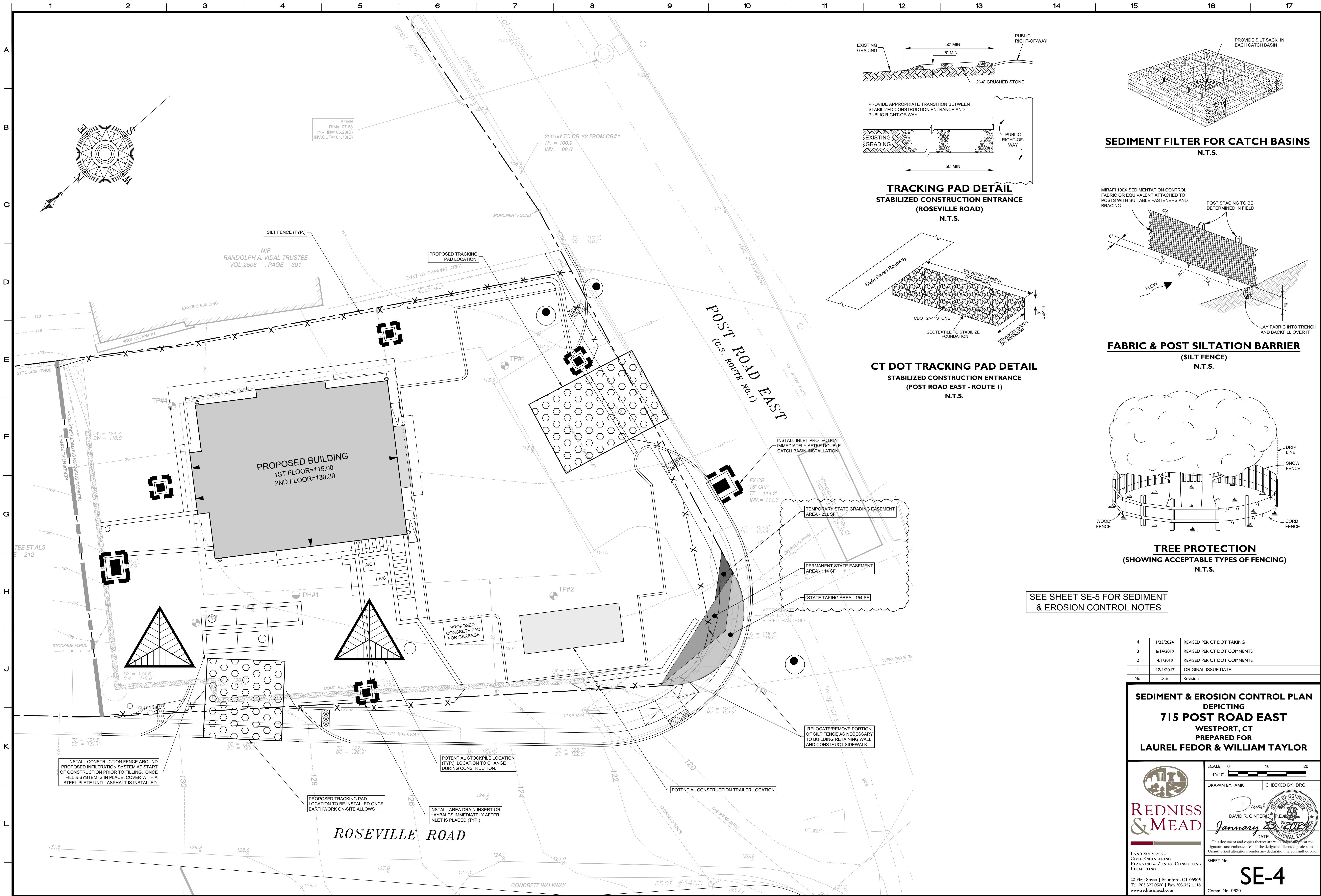
DAVID R. GINTER, P.E.  
January 23, 2024  
DATE

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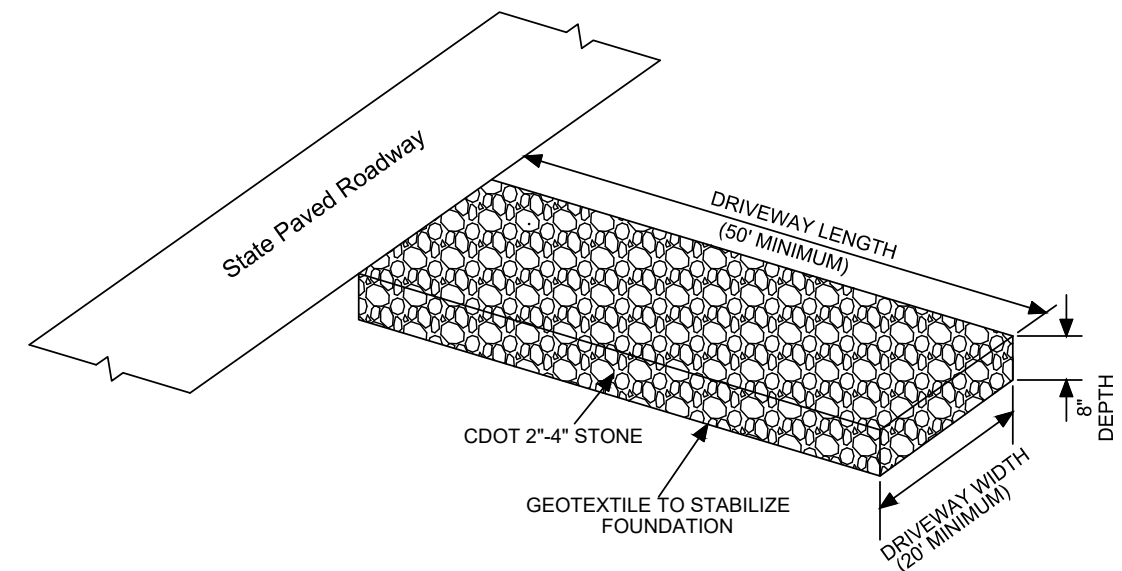
SHEET No: **SE-3**

Comm. No.: 9620

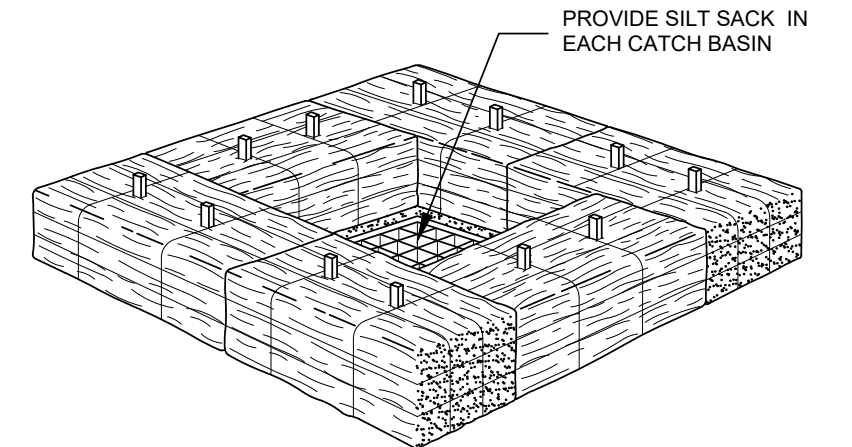




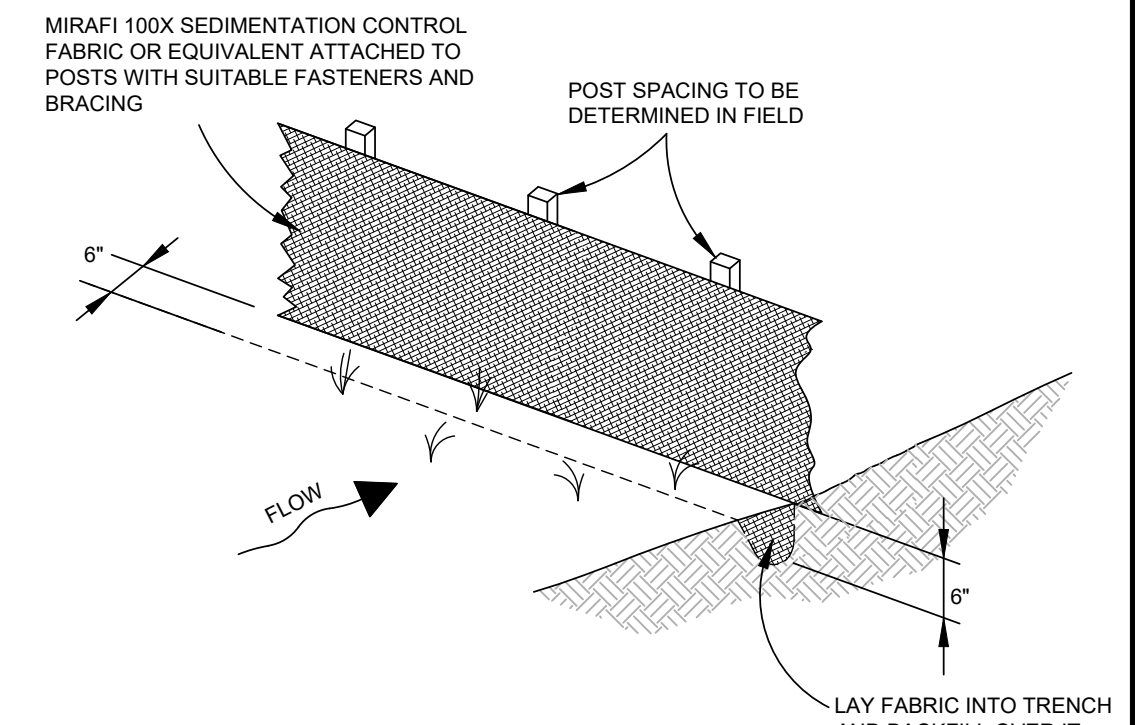
**TRACKING PAD DETAIL**  
**STABILIZED CONSTRUCTION ENTRANCE**  
**(ROSEVILLE ROAD)**  
**N.T.S.**



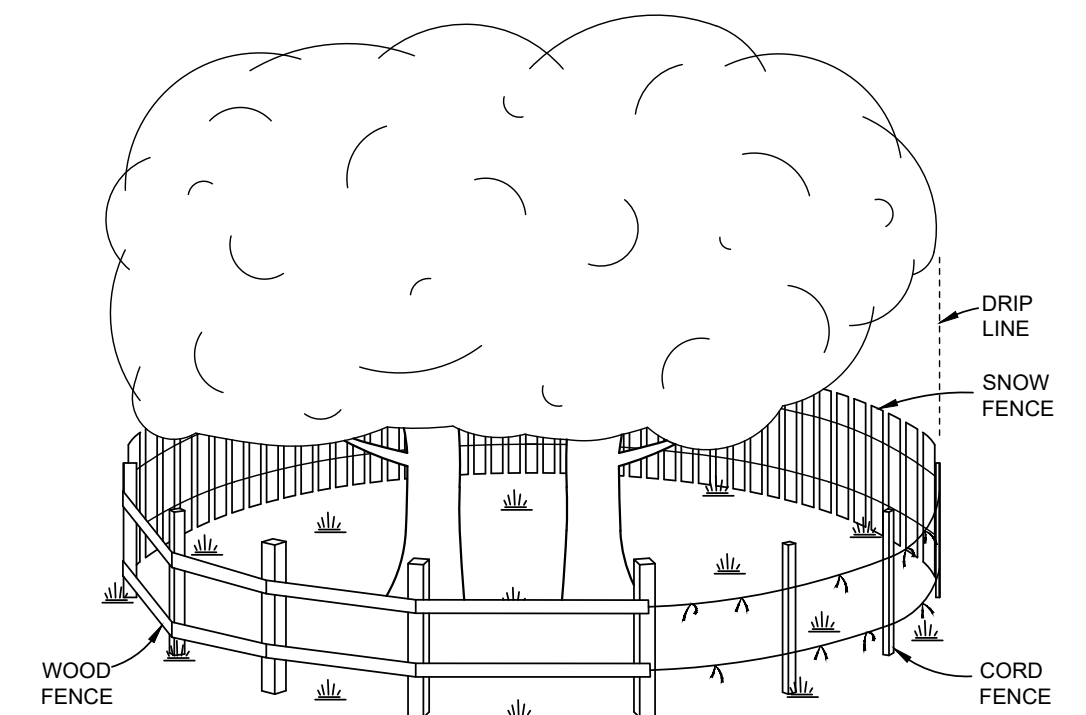
**CT DOT TRACKING PAD DETAIL**  
**STABILIZED CONSTRUCTION ENTRANCE**  
**(POST ROAD EAST - ROUTE 1)**  
**N.T.S.**



**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

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
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**SEDIMENT & EROSION CONTROL PLAN**  
**DEPICTING**  
**715 POST ROAD EAST**  
**WESTPORT, CT**  
**PREPARED FOR**  
**LAUREL FEDOR & WILLIAM TAYLOR**



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SHEET No: **SE-4**

Comm. No.: 9620

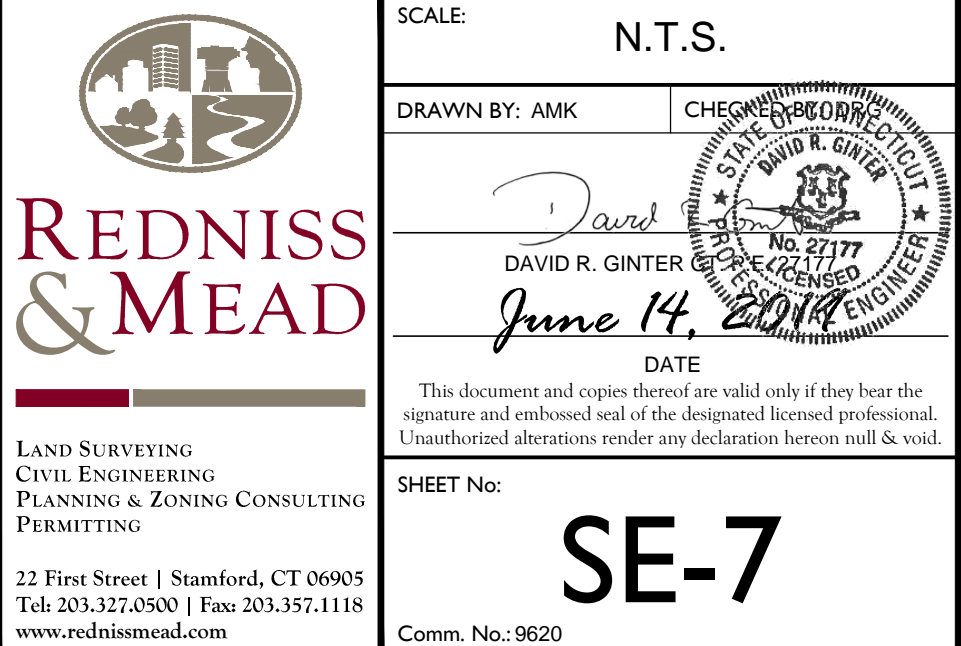




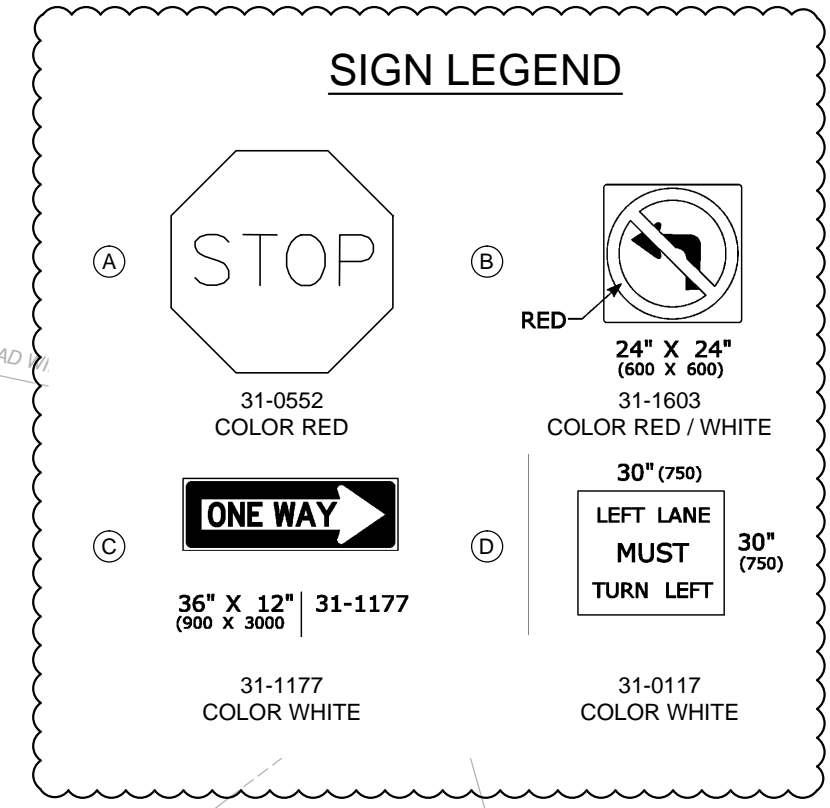
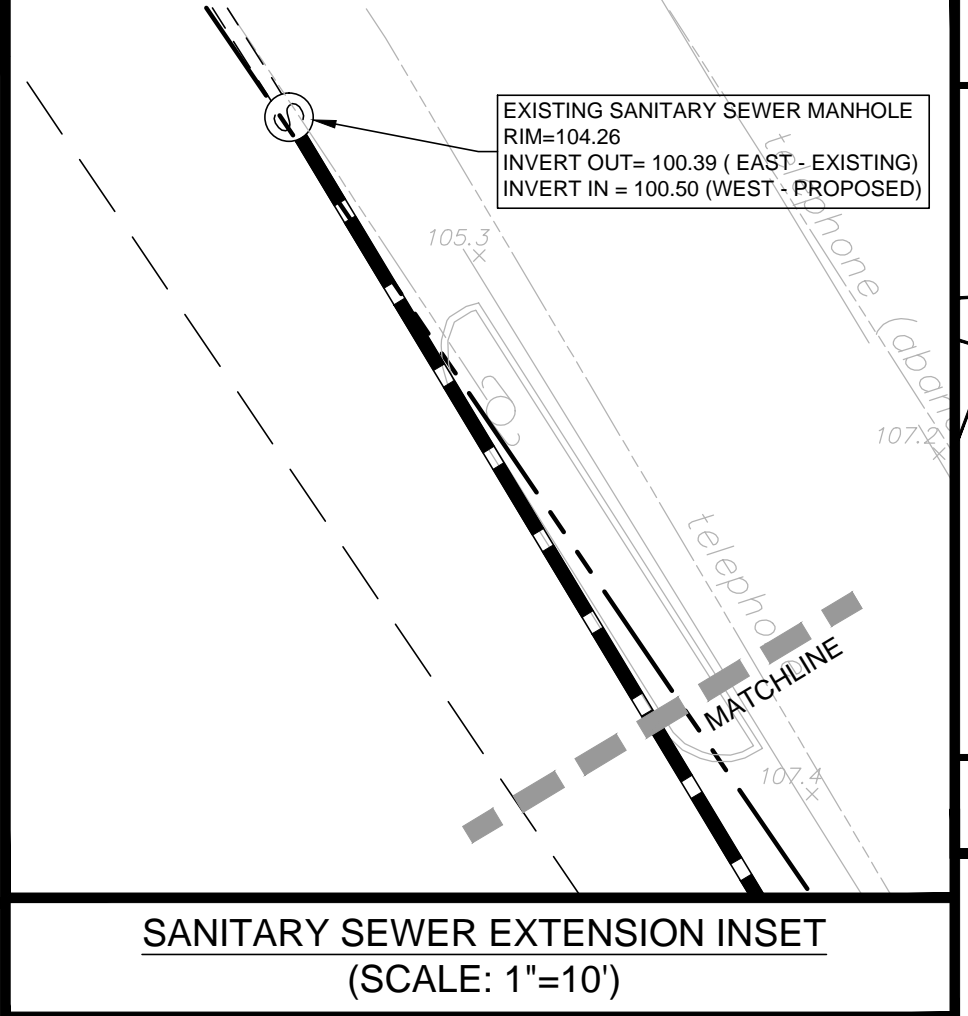
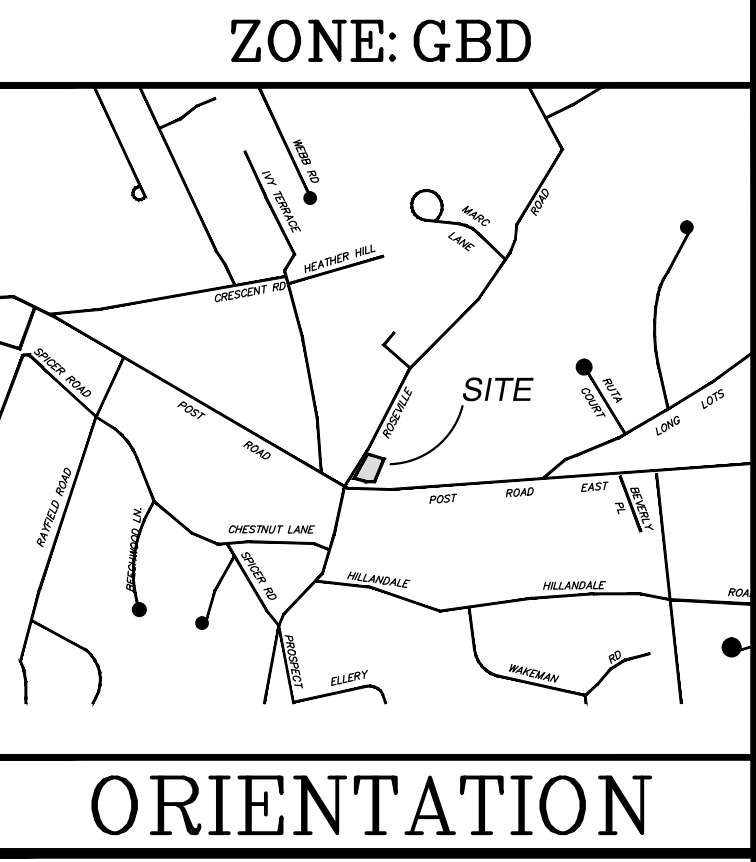
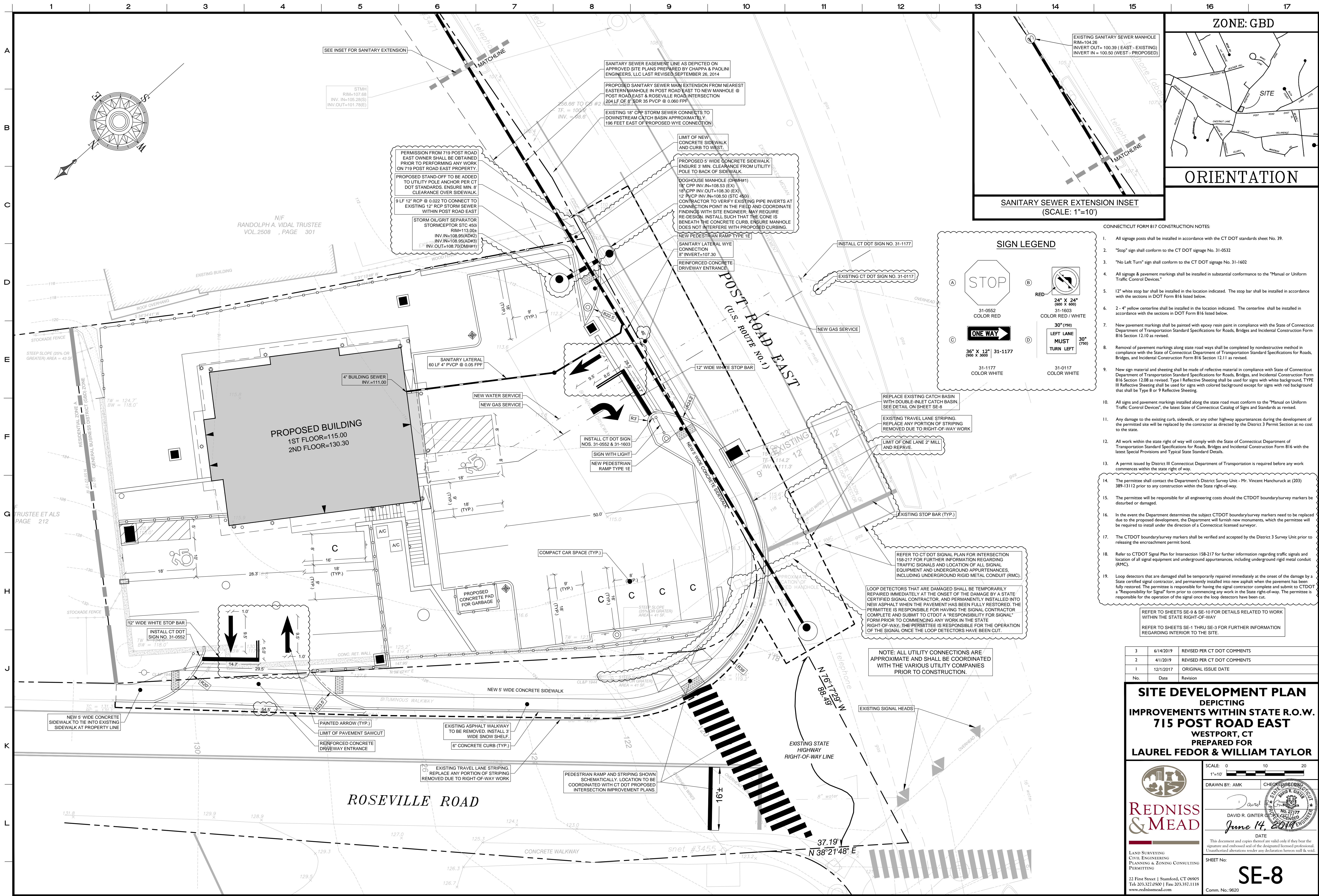


Comm. No.: 9620









- 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. 31-052.
  - "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 on 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.

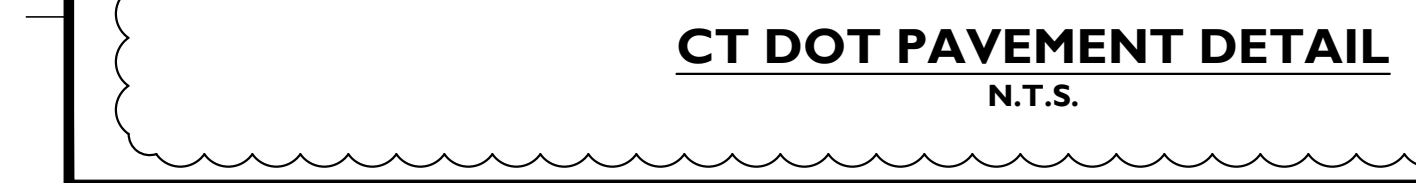
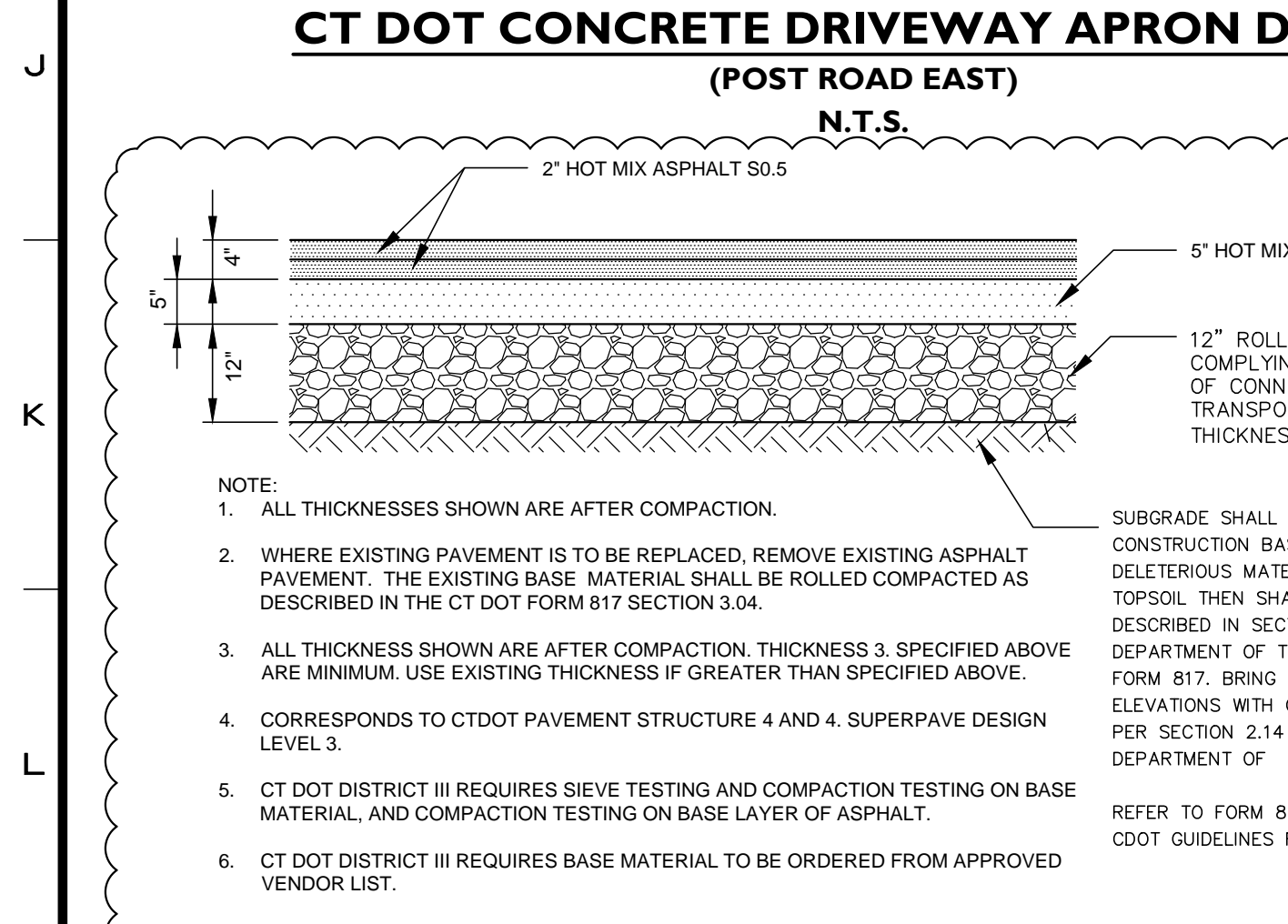
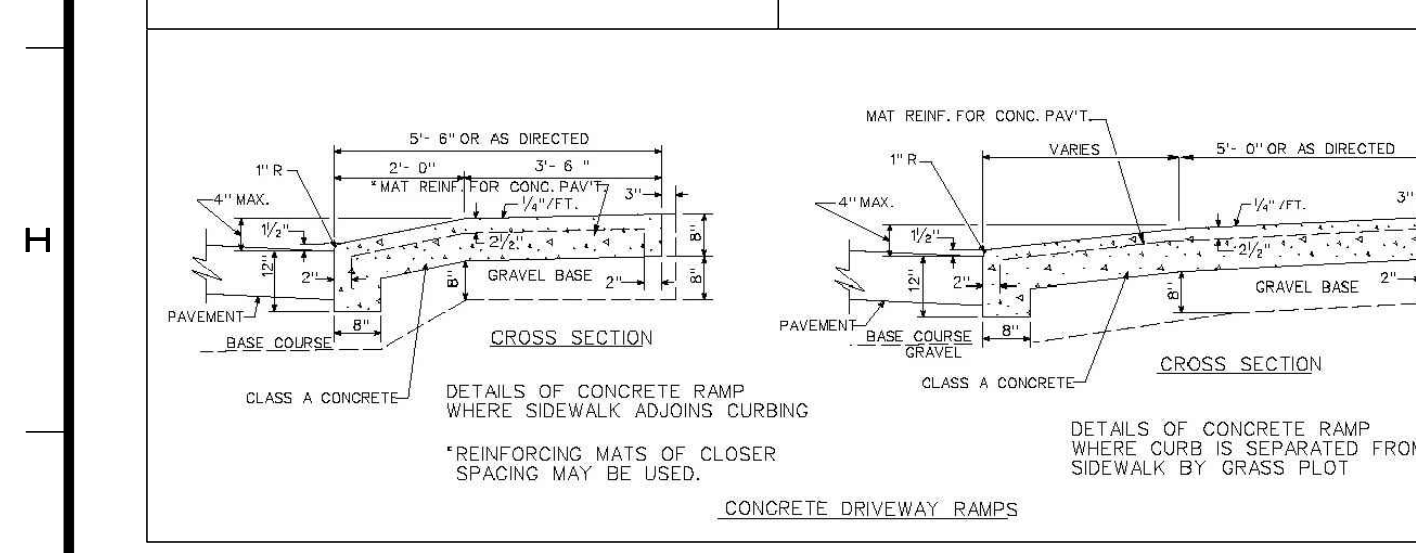
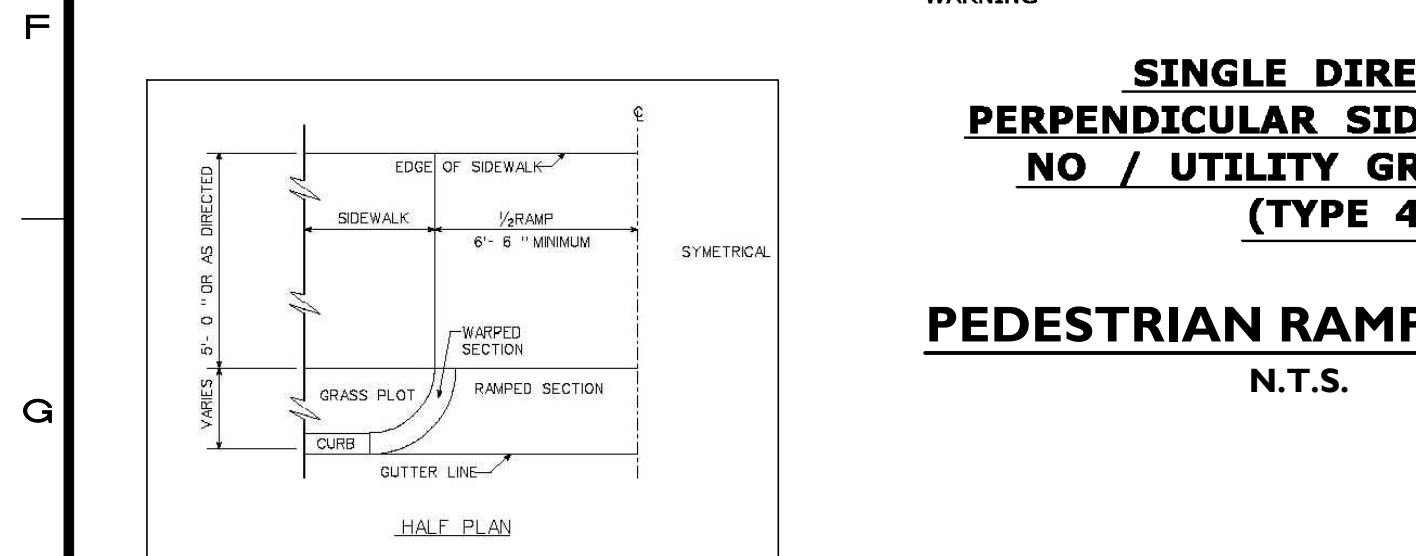
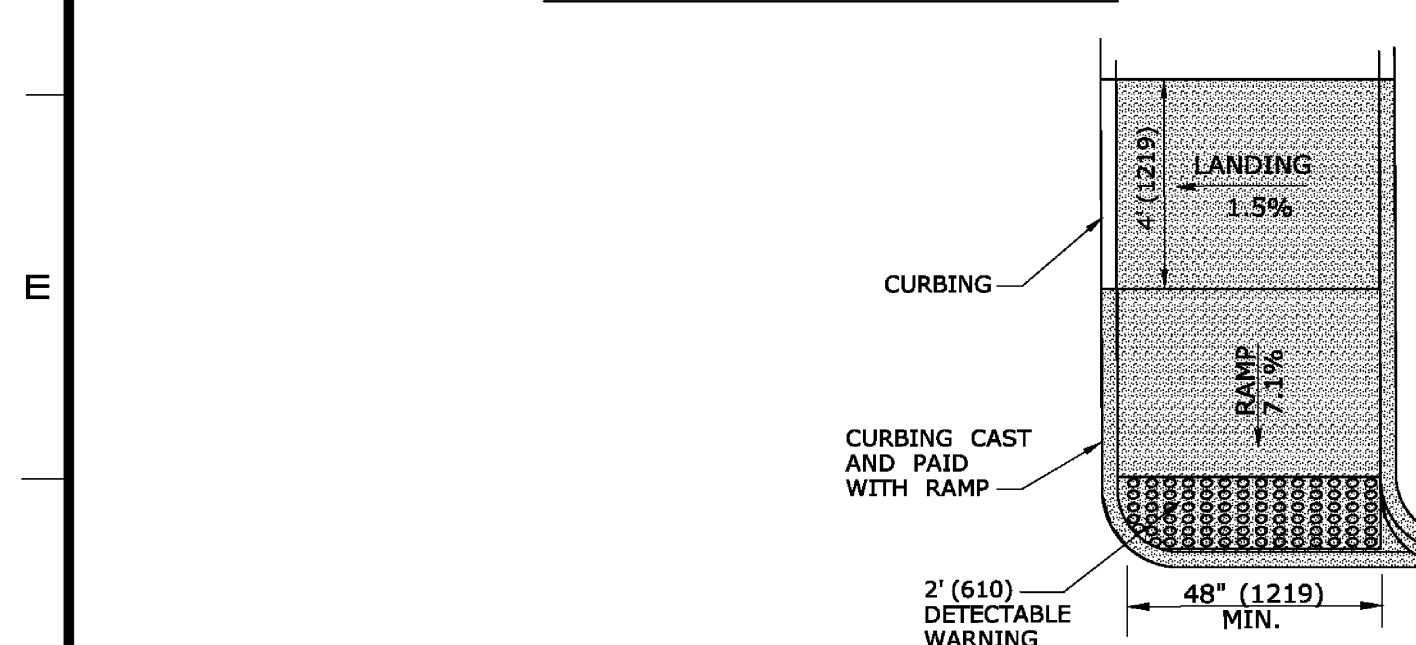
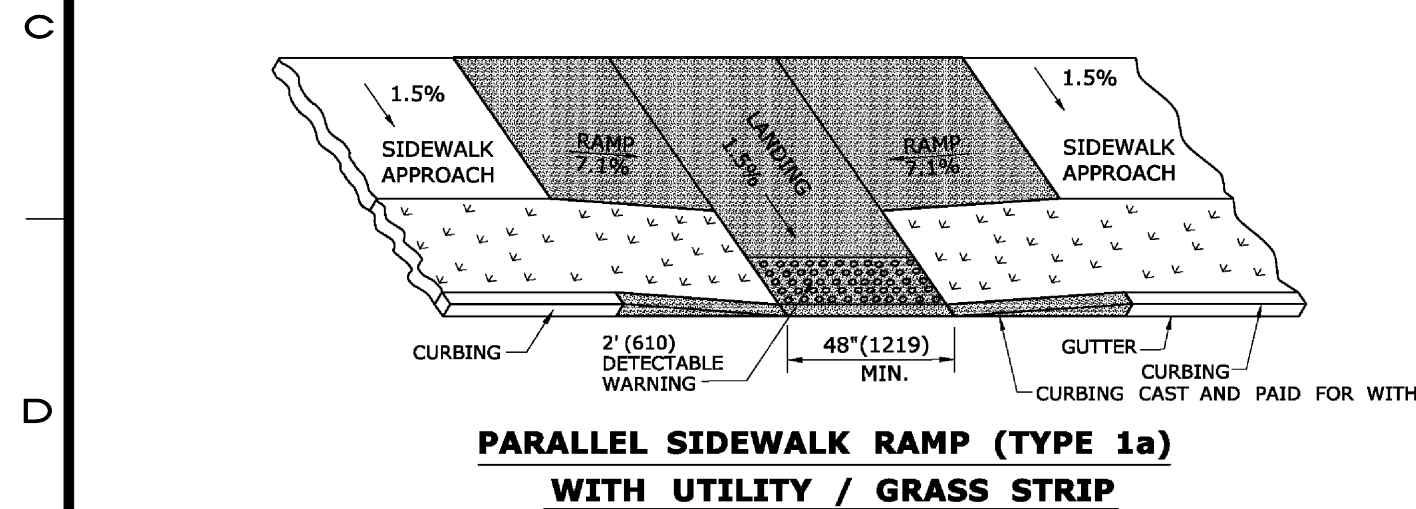
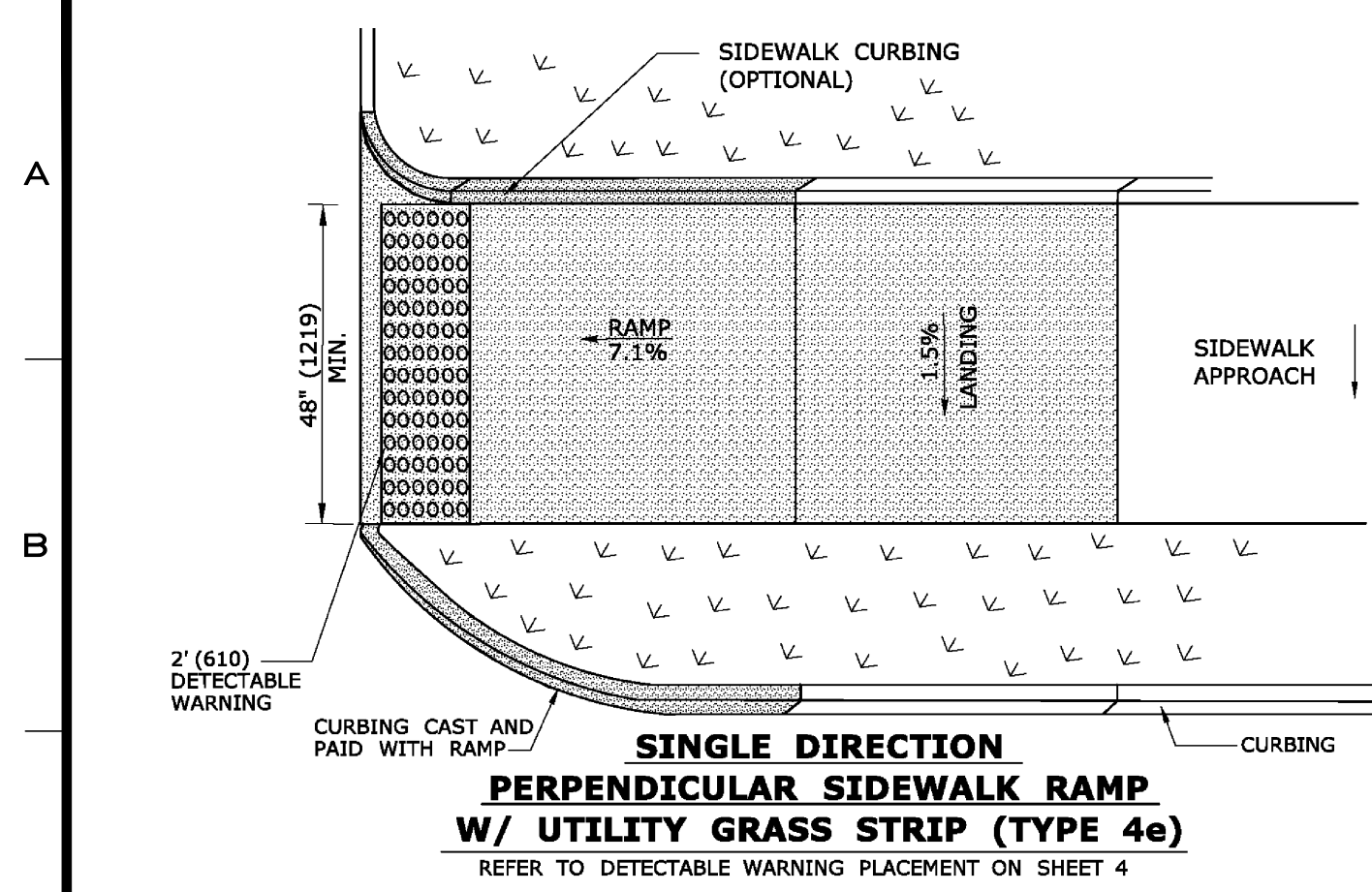
3	6/14/2019	REVISED PER CT DOT COMMENTS
2	4/1/2019	REVISED PER CT DOT COMMENTS
1	12/1/2017	ORIGINAL ISSUE DATE
No.	Date	Revision

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

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DAVID R. GINTER  
June 14, 2019  
DATE  
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SHEET No:  
**SE-8**  
Comm. No: 9620

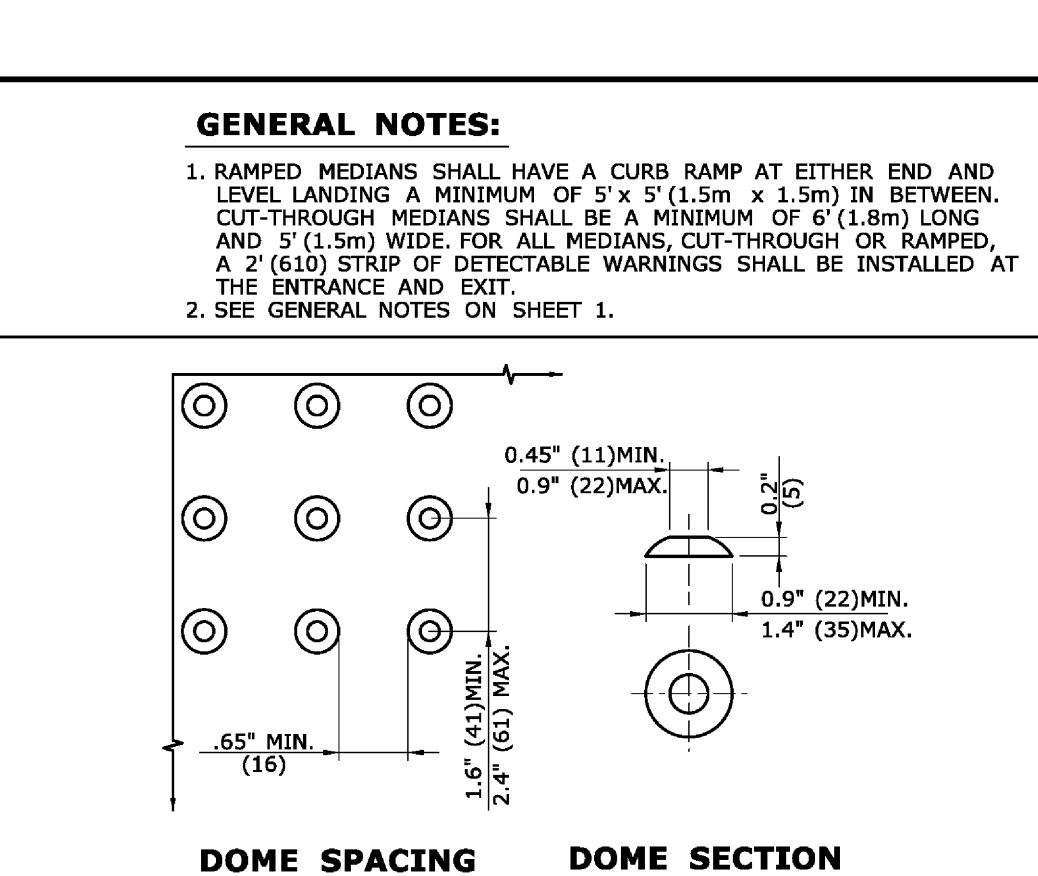
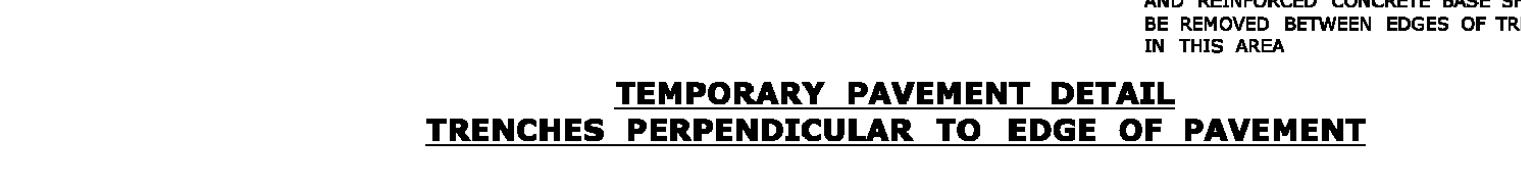
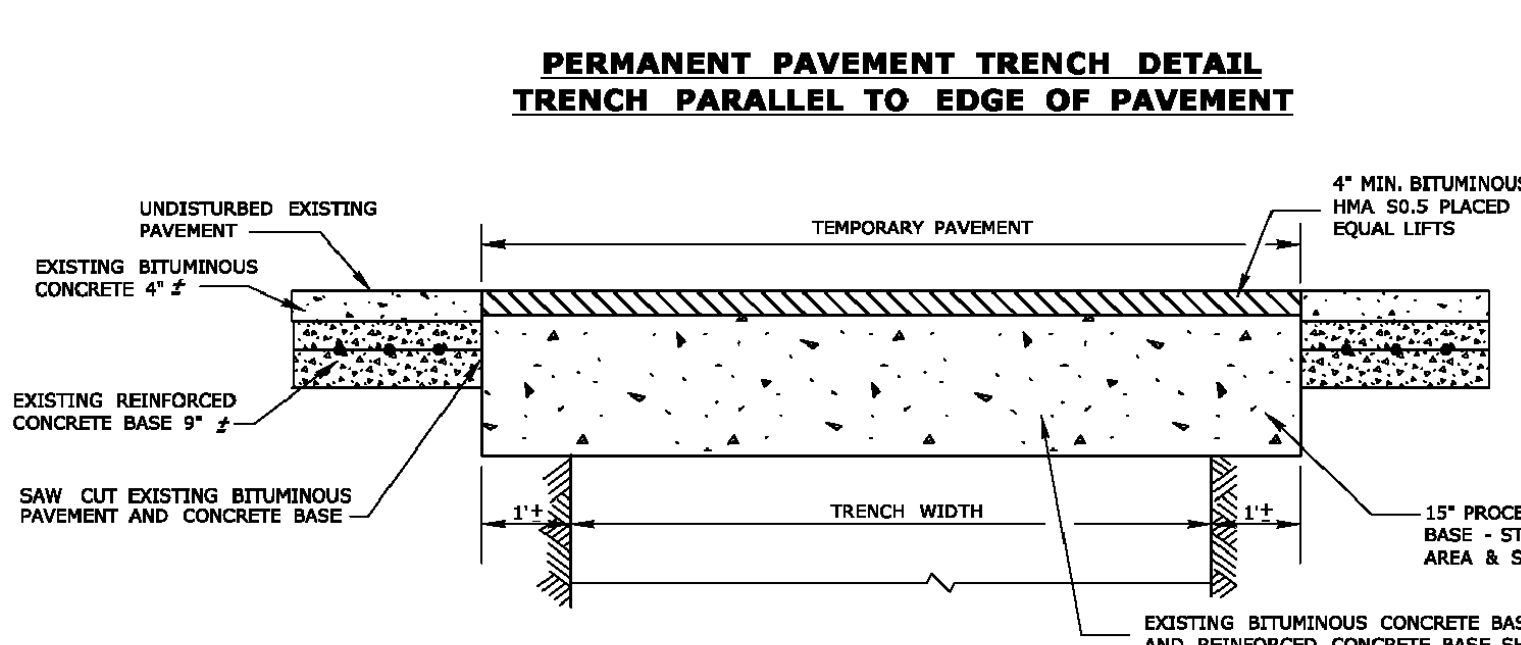
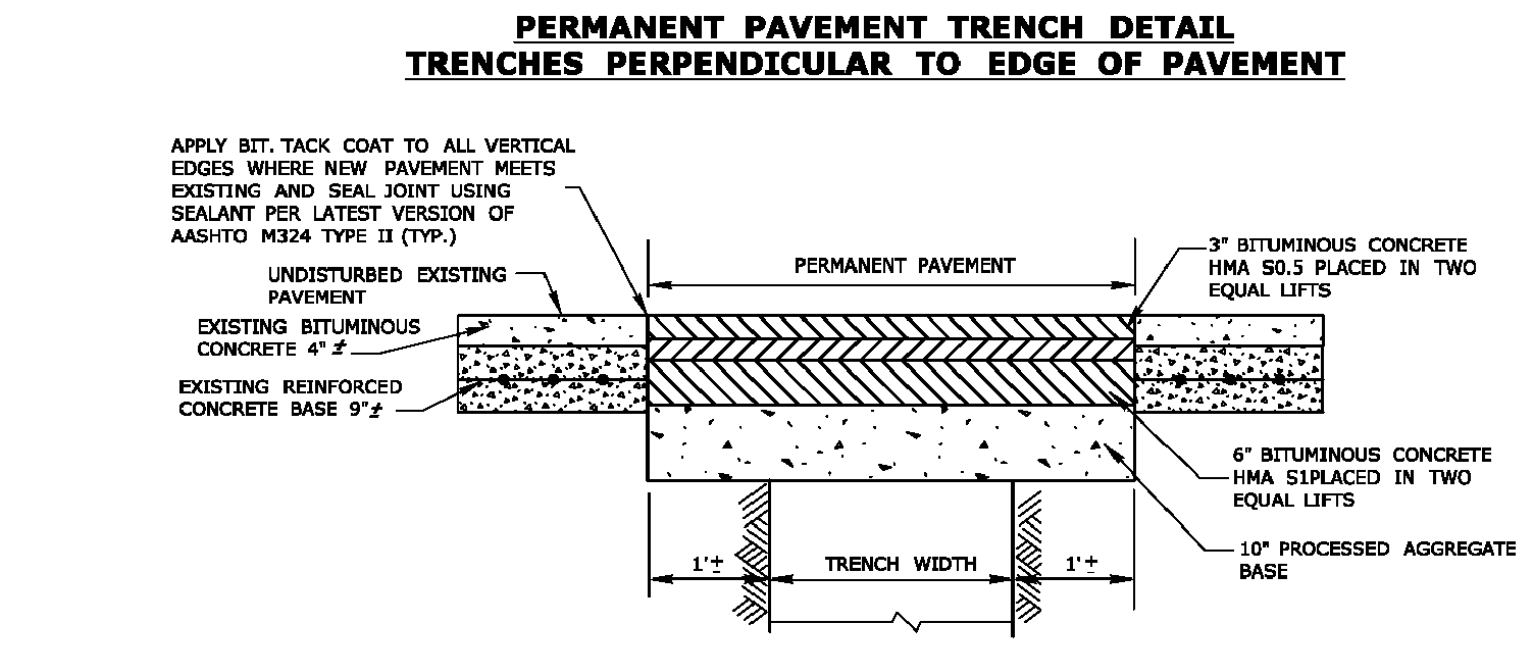
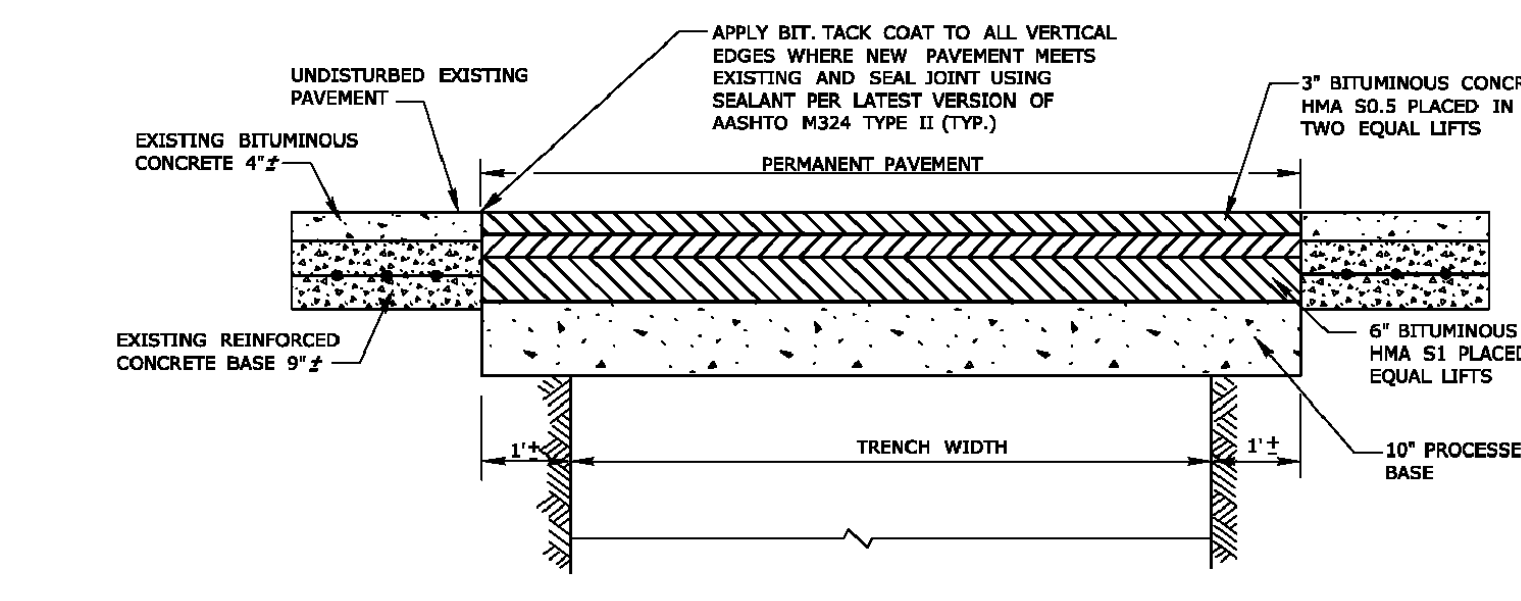




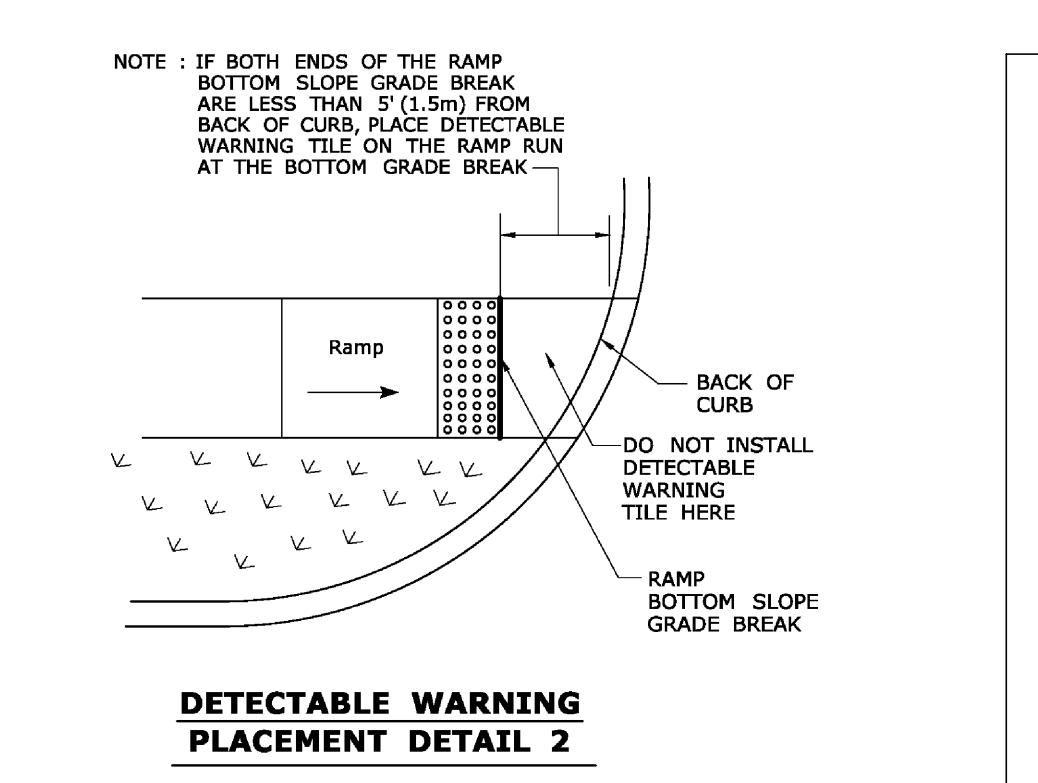
**GENERAL NOTES:**

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 ON SHEET 4.
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) 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 7/8" (13) MAX VERTICAL DISCONTINUITIES BETWEEN 1/4" (6.4) AND 1/2" (13) MAX. SHALL BE BEVELED 1:2 MINIMUM APPLIED ACROSS THE ENTIRE RAMP 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 RAMP LANDING 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 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.
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 ON SHEET 4.
11. 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.
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. APPROACH SIDEWALK AND LANDING CROSS SLOPE SHALL NOT EXCEED 2%.
18. THE RUNNING OR CROSS SLOPES ON LANDINGS AT MID BLOCK CROSSING MAY BE WARPED TO MEET STREET OR HIGHWAY GRADE.
19. 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.
20. 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.
21. 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).
22. SHADED AREAS ARE TYPICAL PAY LIMITS FOR CONCRETE SIDEWALK RAMP BUT, MAY VARY AS DIRECTED BY THE ENGINEER.
23. OPTIONAL RAMP, WHEN REQUIRED, SHALL BE PAID FOR AS PART OF CONCRETE SIDEWALK RAMP.

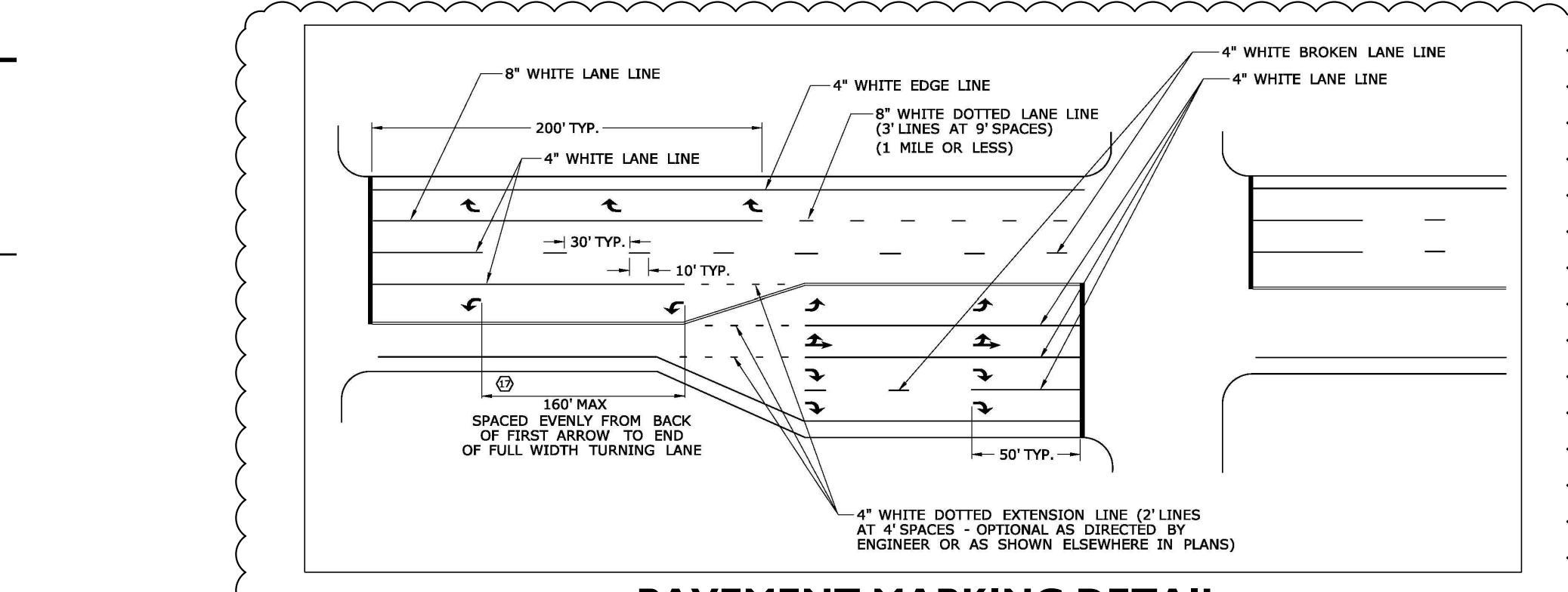
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N.T.S.



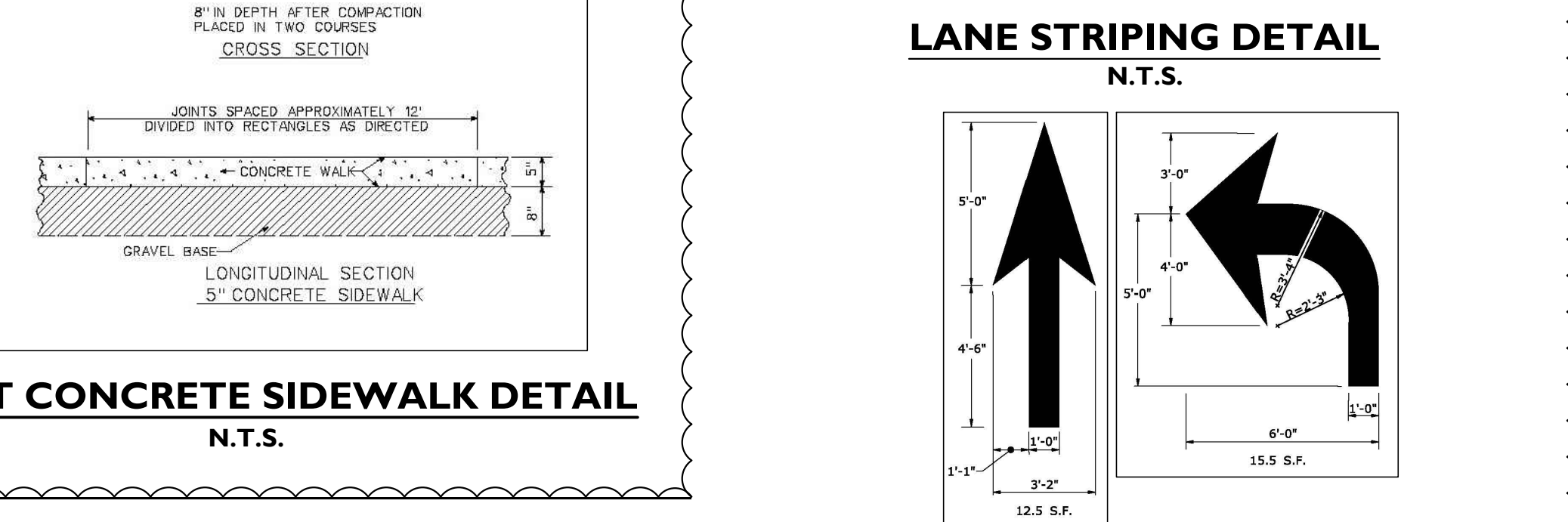
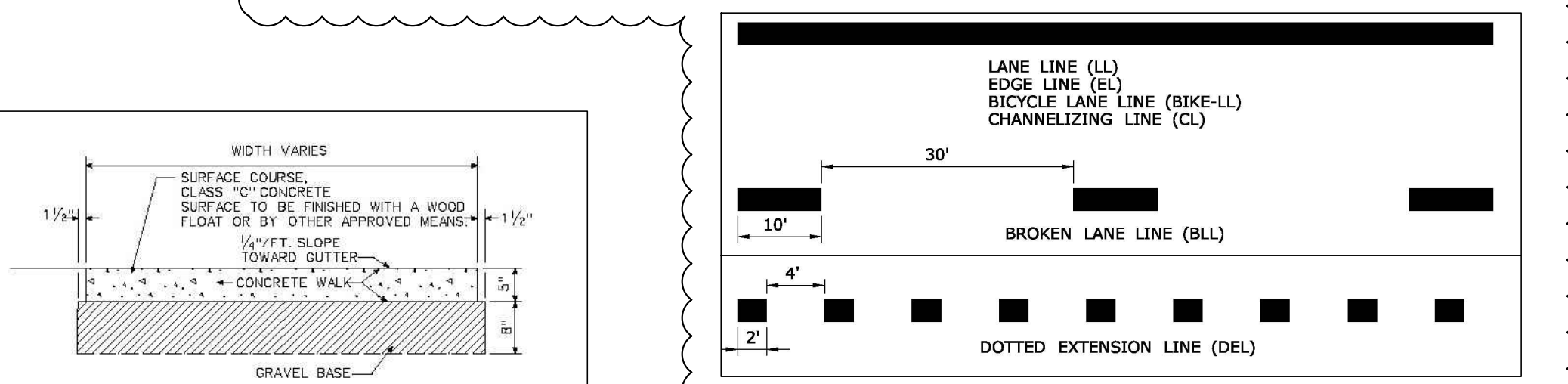
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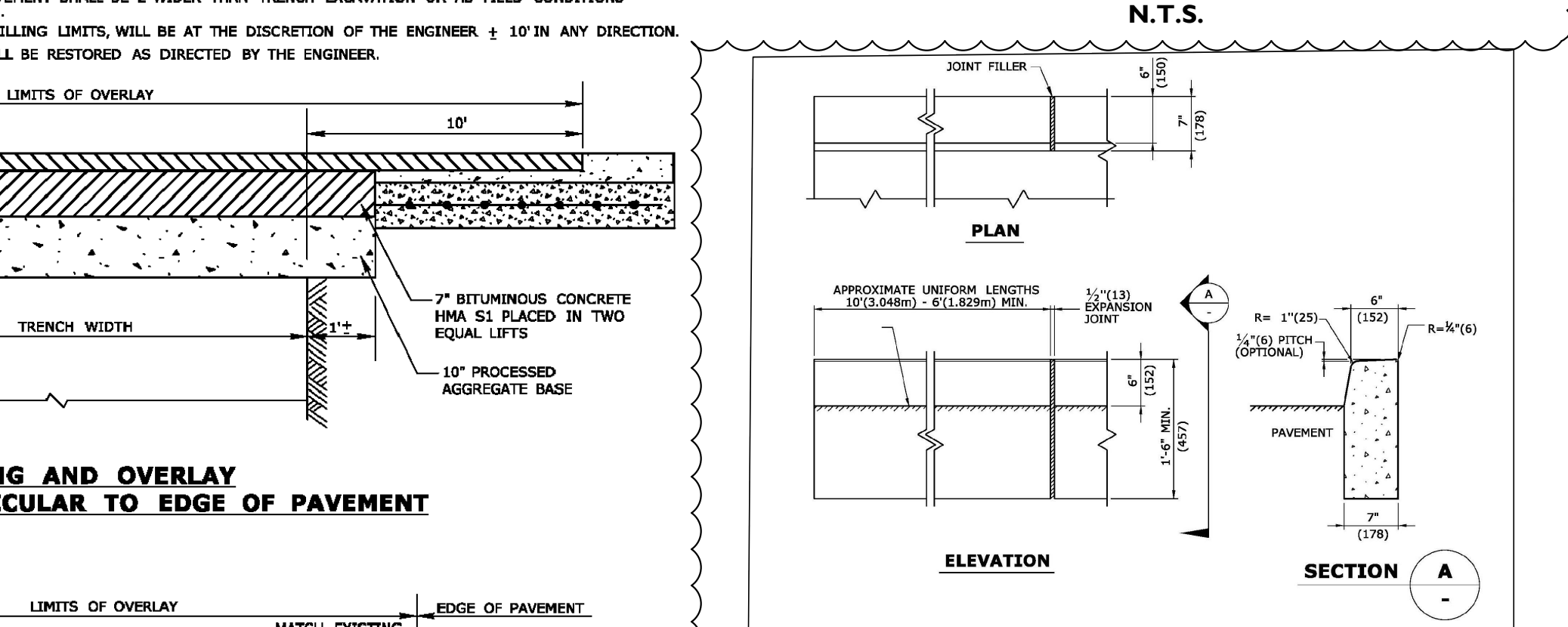
**DETECTABLE WARNING STRIP & PLACEMENT DETAILS**  
N.T.S.



**PAVEMENT MARKING DETAIL**  
N.T.S.



**DIRECTIONAL ARROW DETAIL**  
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

**REDNISS & MEAD**

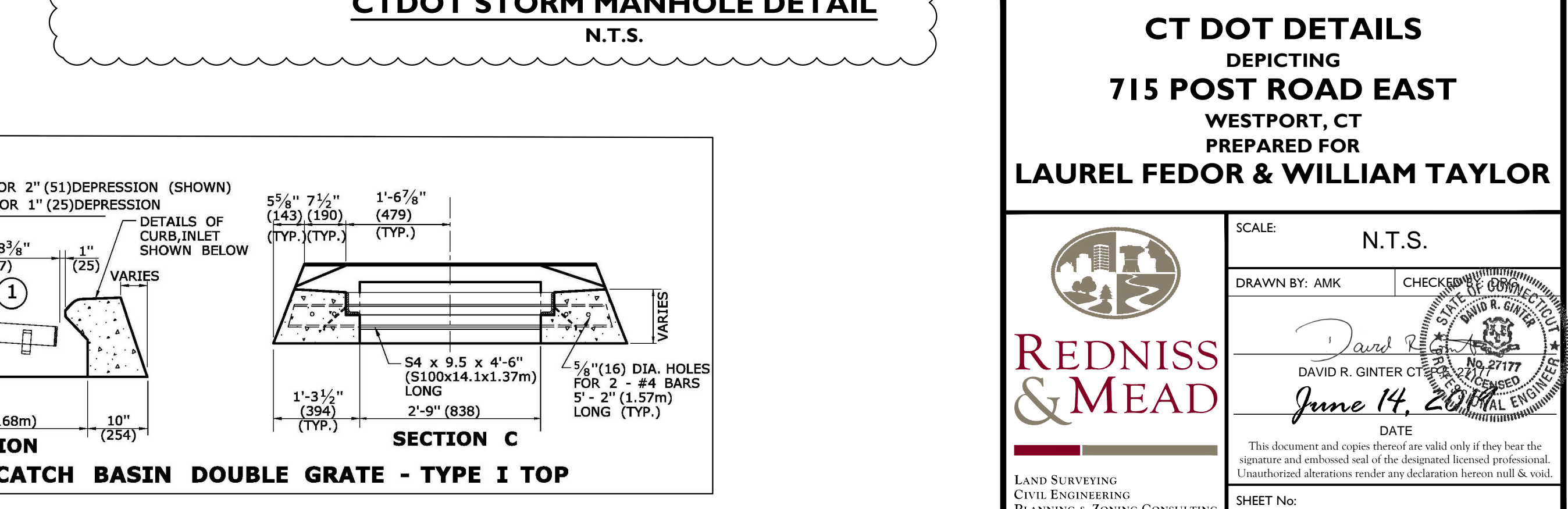
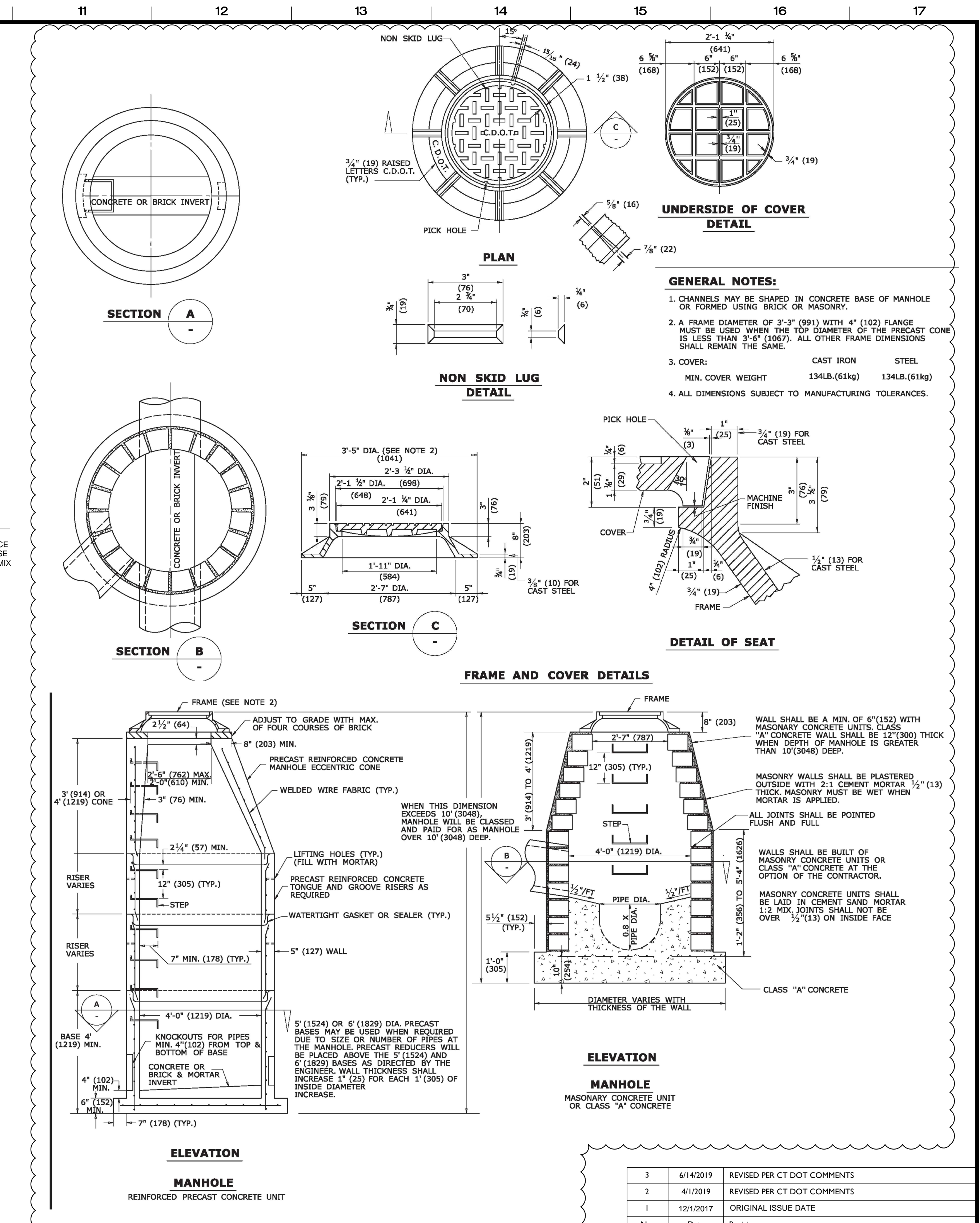
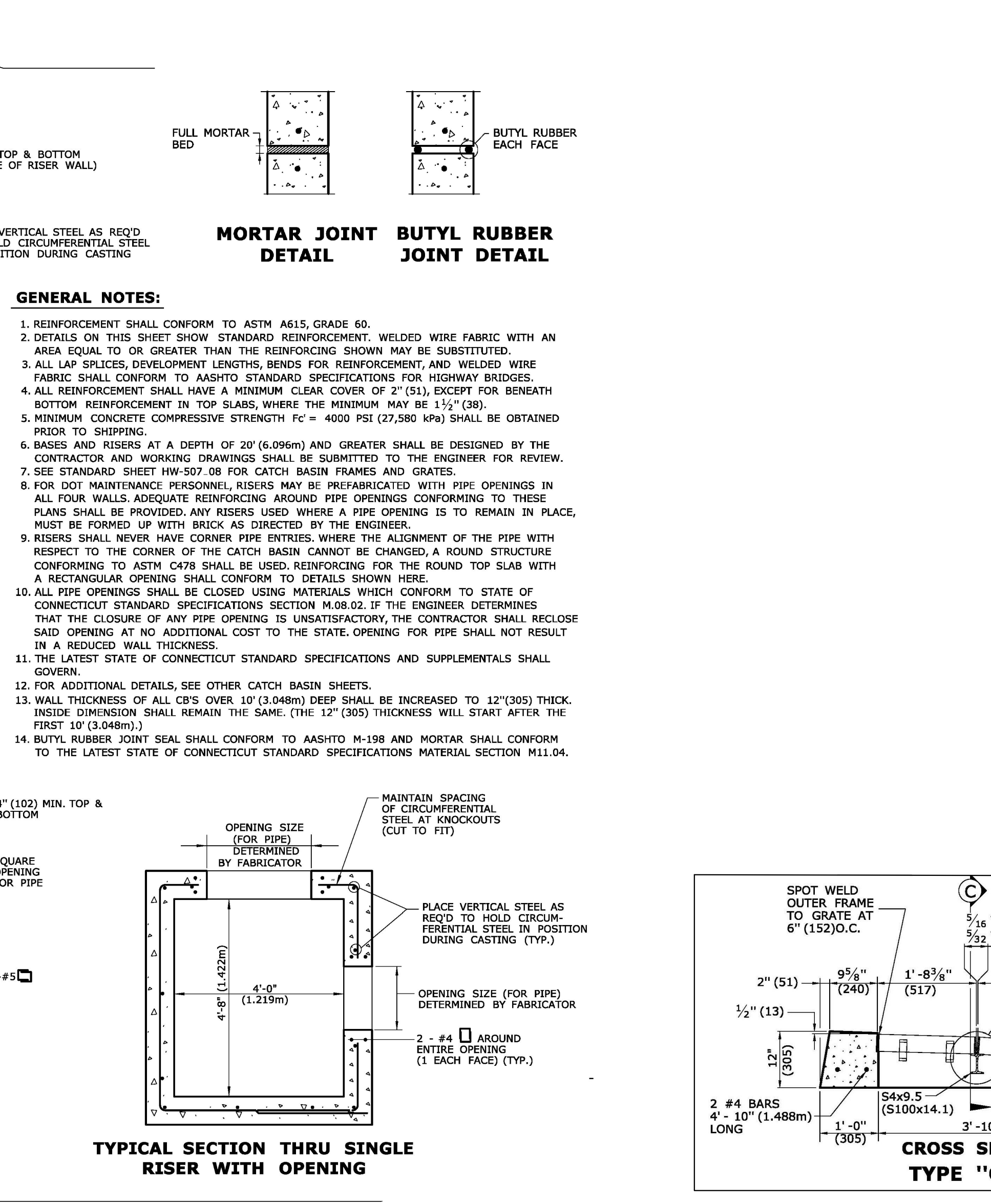
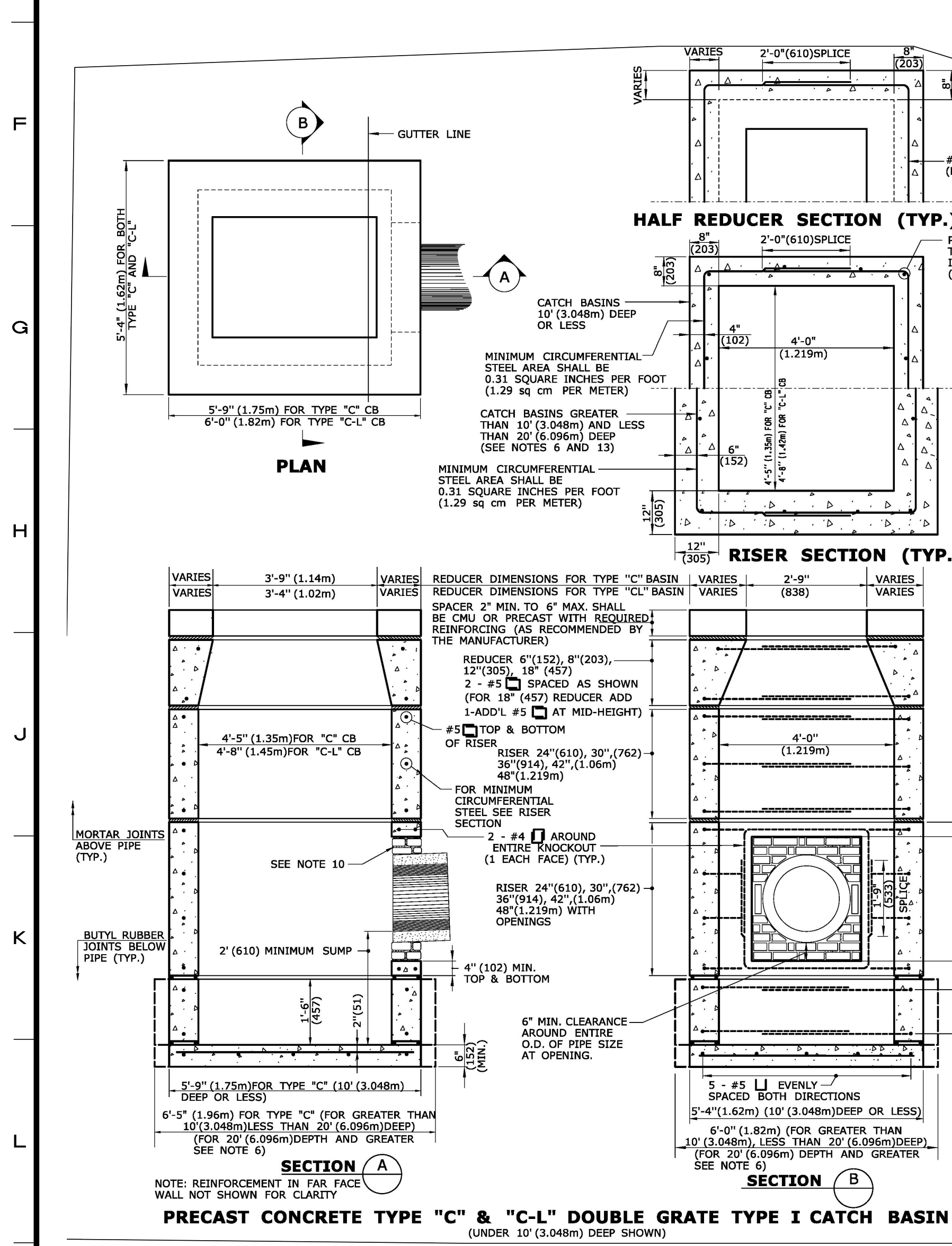
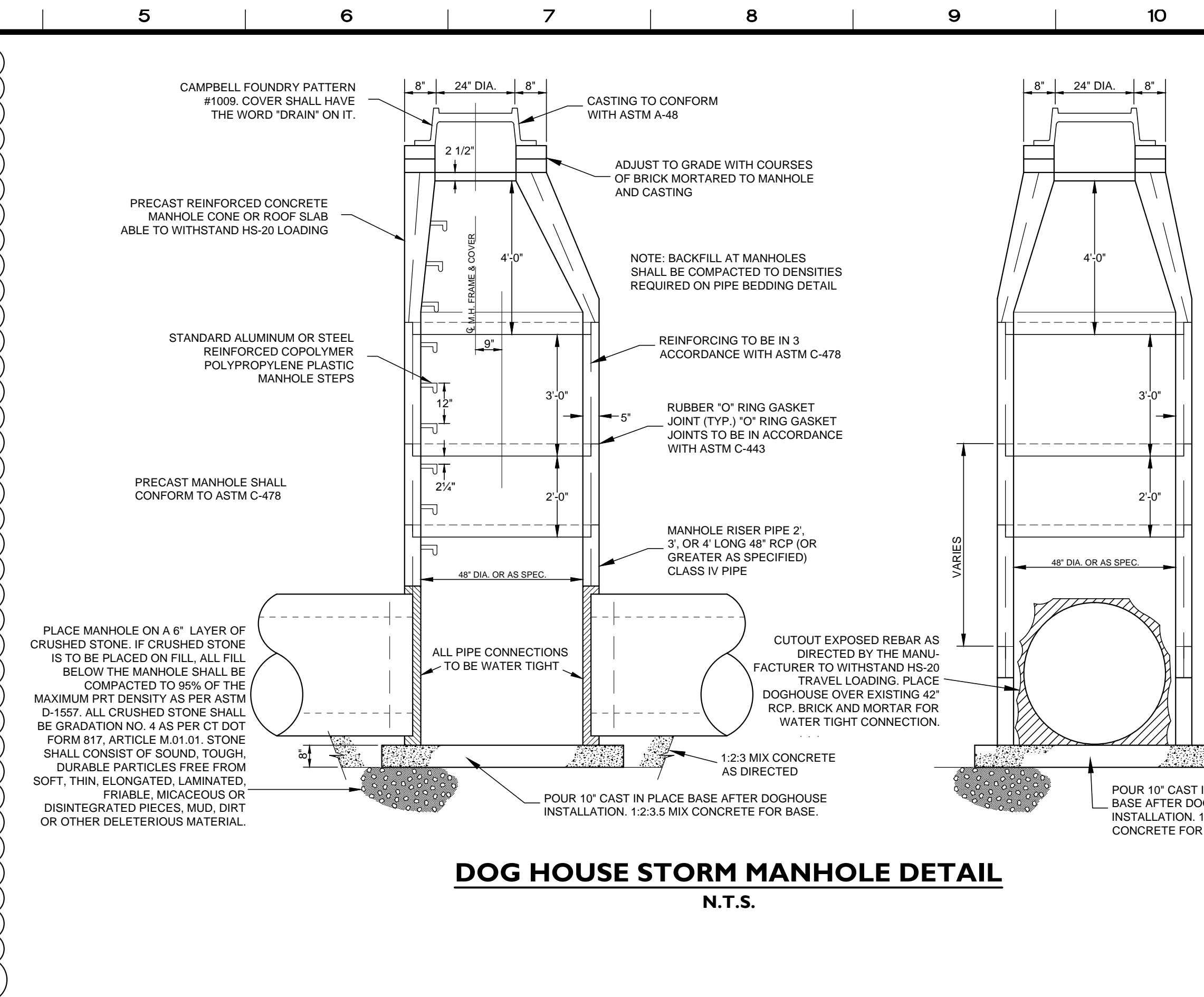
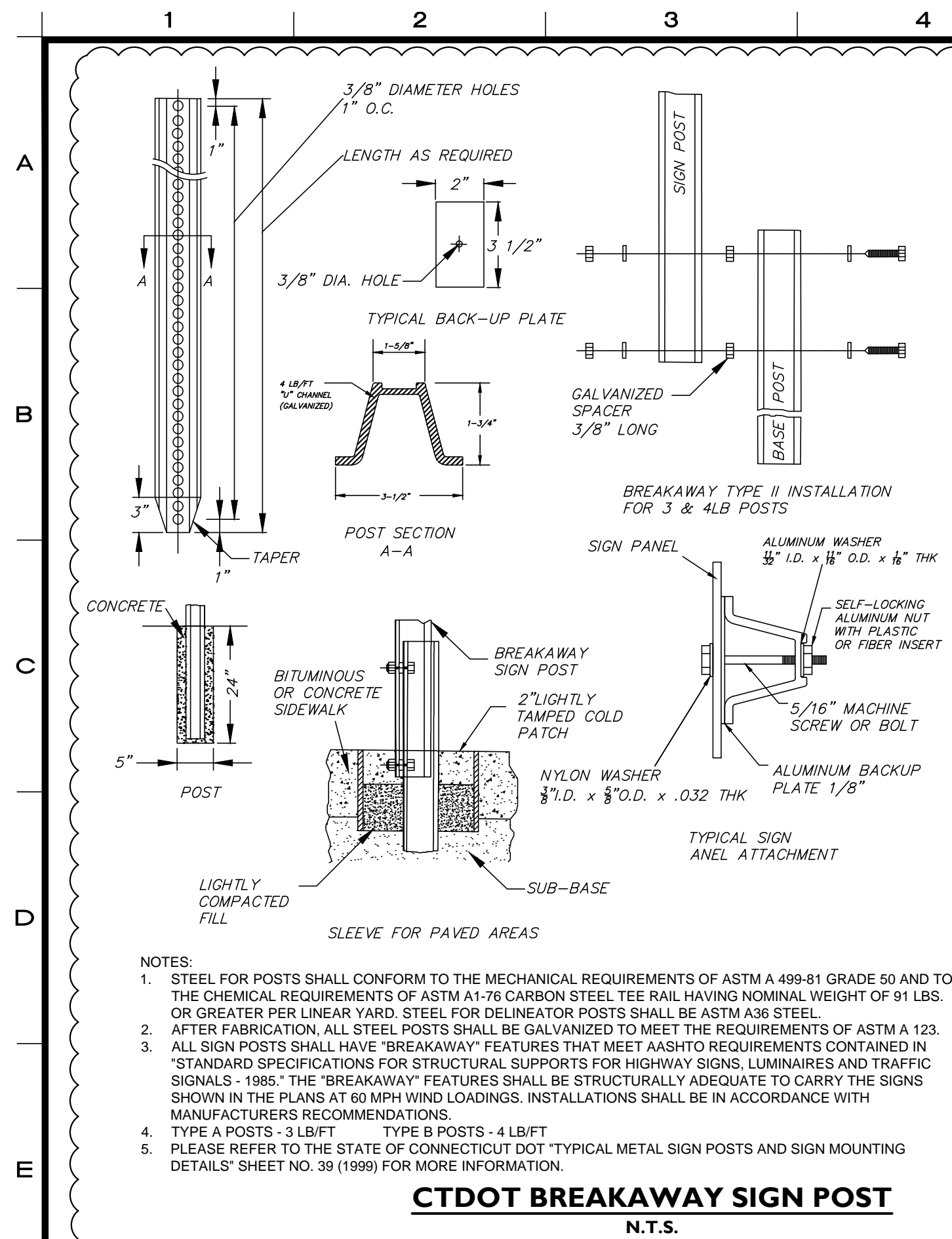
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**CTDOT DETAILS**  
DEPICTING  
**715 POST ROAD EAST**  
WESTPORT, CT  
PREPARED FOR  
**LAUREL FEDOR & WILLIAM TAYLOR**

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





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

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

SCALE: N.T.S.

DRAWN BY: AMK CHECKED BY: [Signature]

DATE: June 14, 2019

DAVID R. GINTER, P.E.  
Professional Engineer  
No. 27177  
State of Connecticut

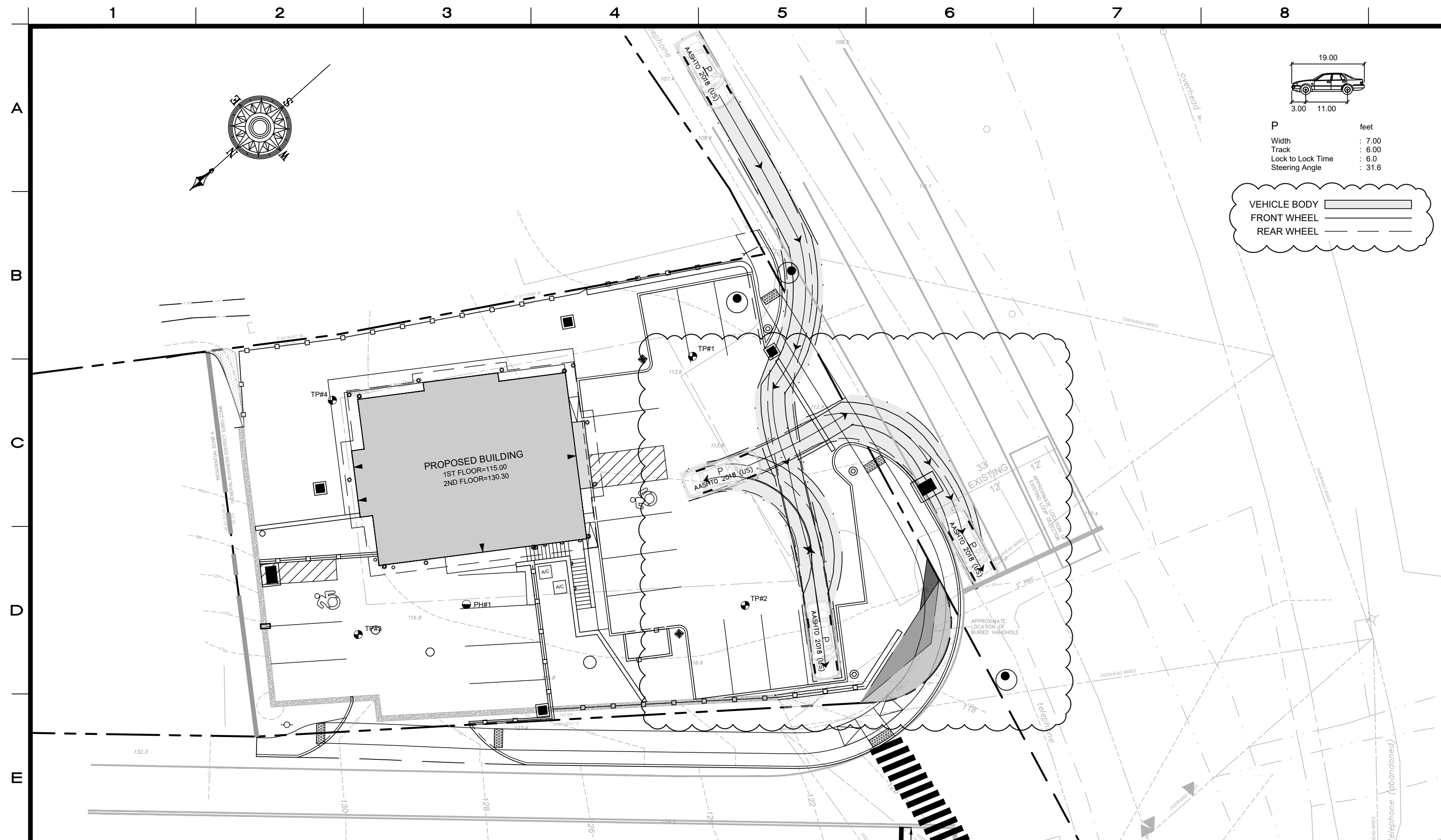
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SHEET No: **SE-10**

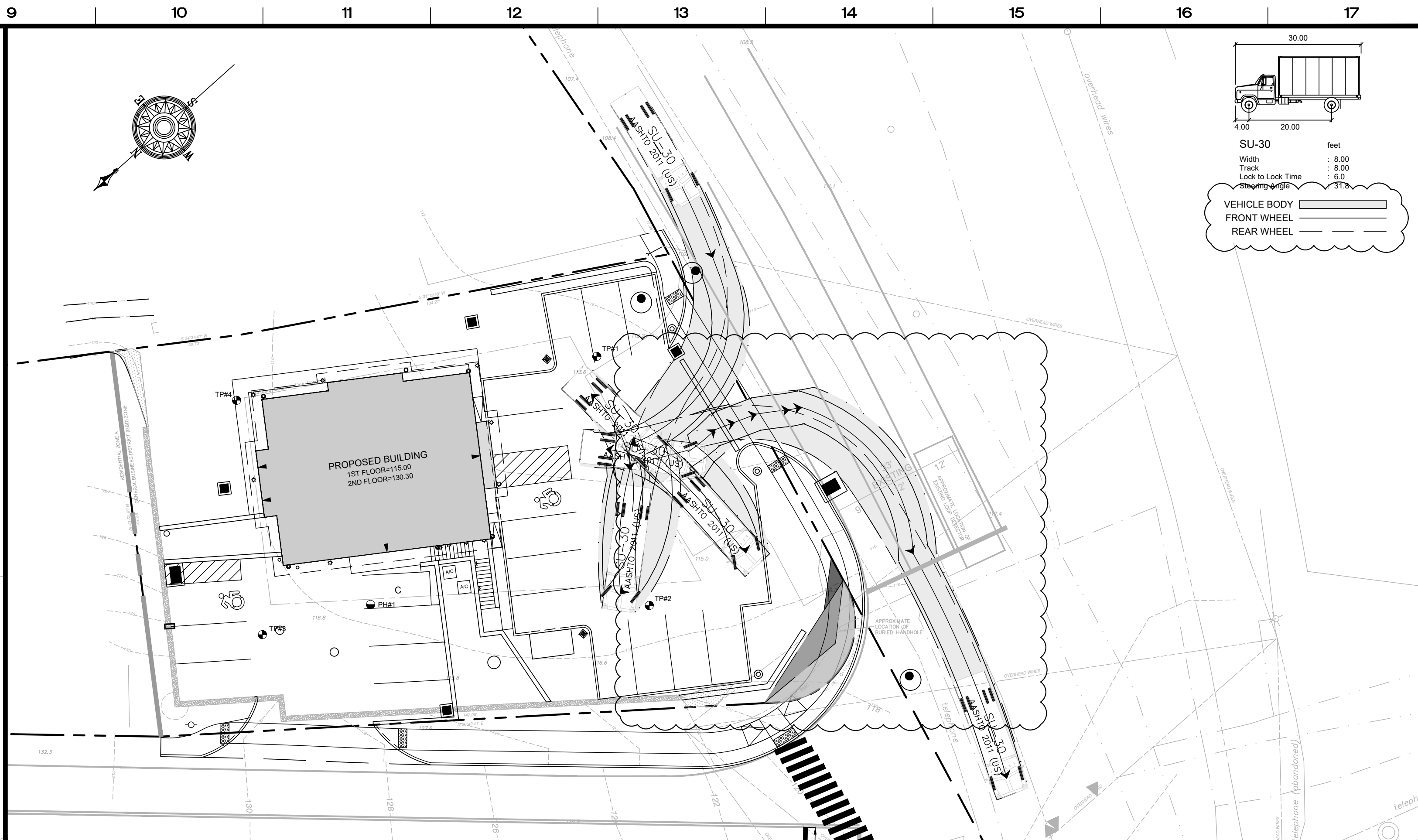
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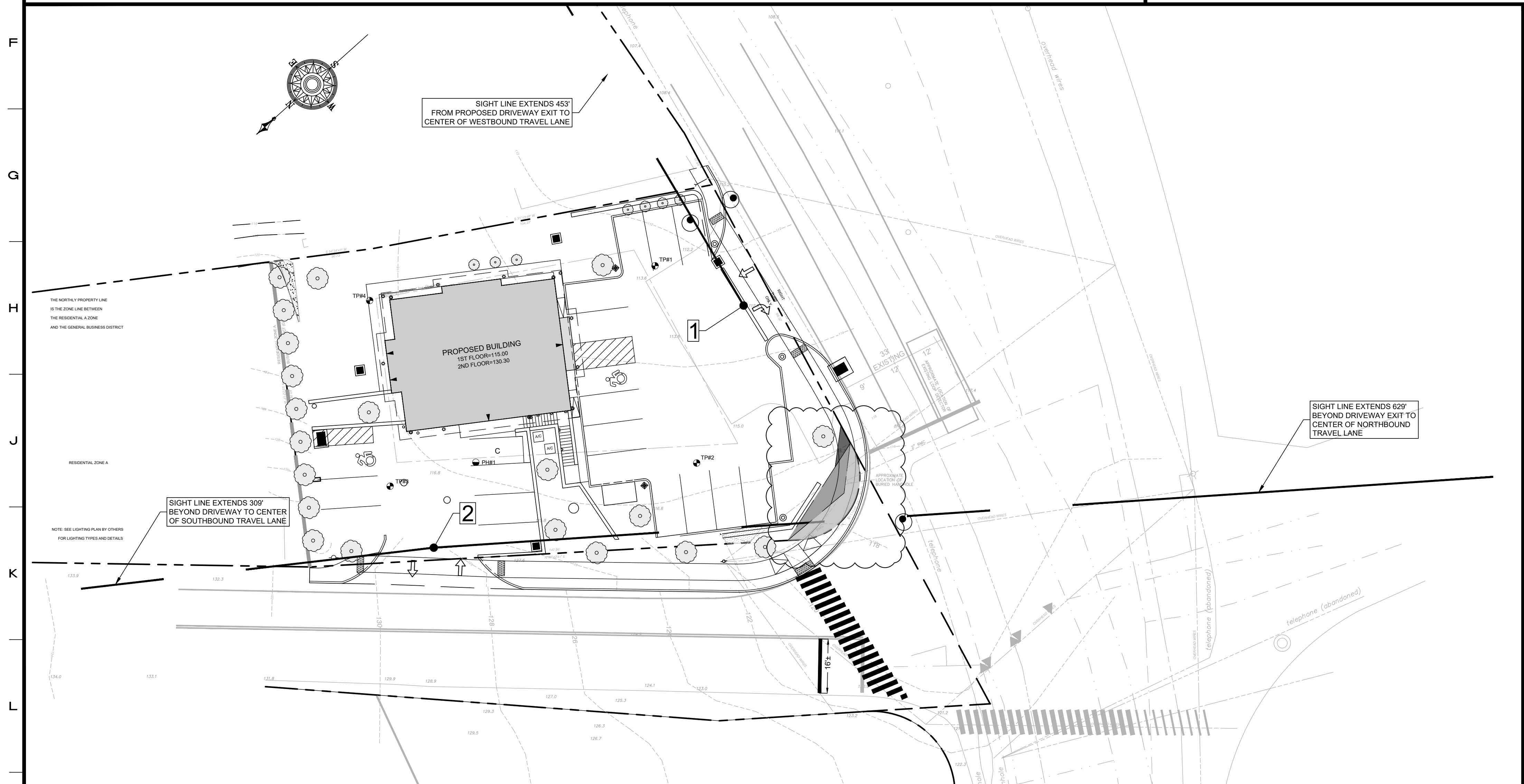




P-VEHICLE - POST ROAD EAST ENTRANCE/EXIT



SU-30 VEHICLE - POST ROAD EAST ENTRANCE/EXIT



SIGHT DISTANCE INSET

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

4	1/23/2024	REVISED PER CT DOT TAKING
3	6/14/2019	REVISED PER CT DOT COMMENTS
2	4/11/2019	REVISED PER CT DOT COMMENTS
1	12/1/2017	ORIGINAL ISSUE DATE
No.	Date	Revision

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

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SCALE: 0 20 40  
1"=20'

DRAWN BY: AMK CHECKED BY: DRG

DATE: January 23, 2024

DAVID R. GINTER  
Professional Engineer  
No. 2173  
State of Connecticut

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SHEET No: **SE-11**

Comm. No.: 9620