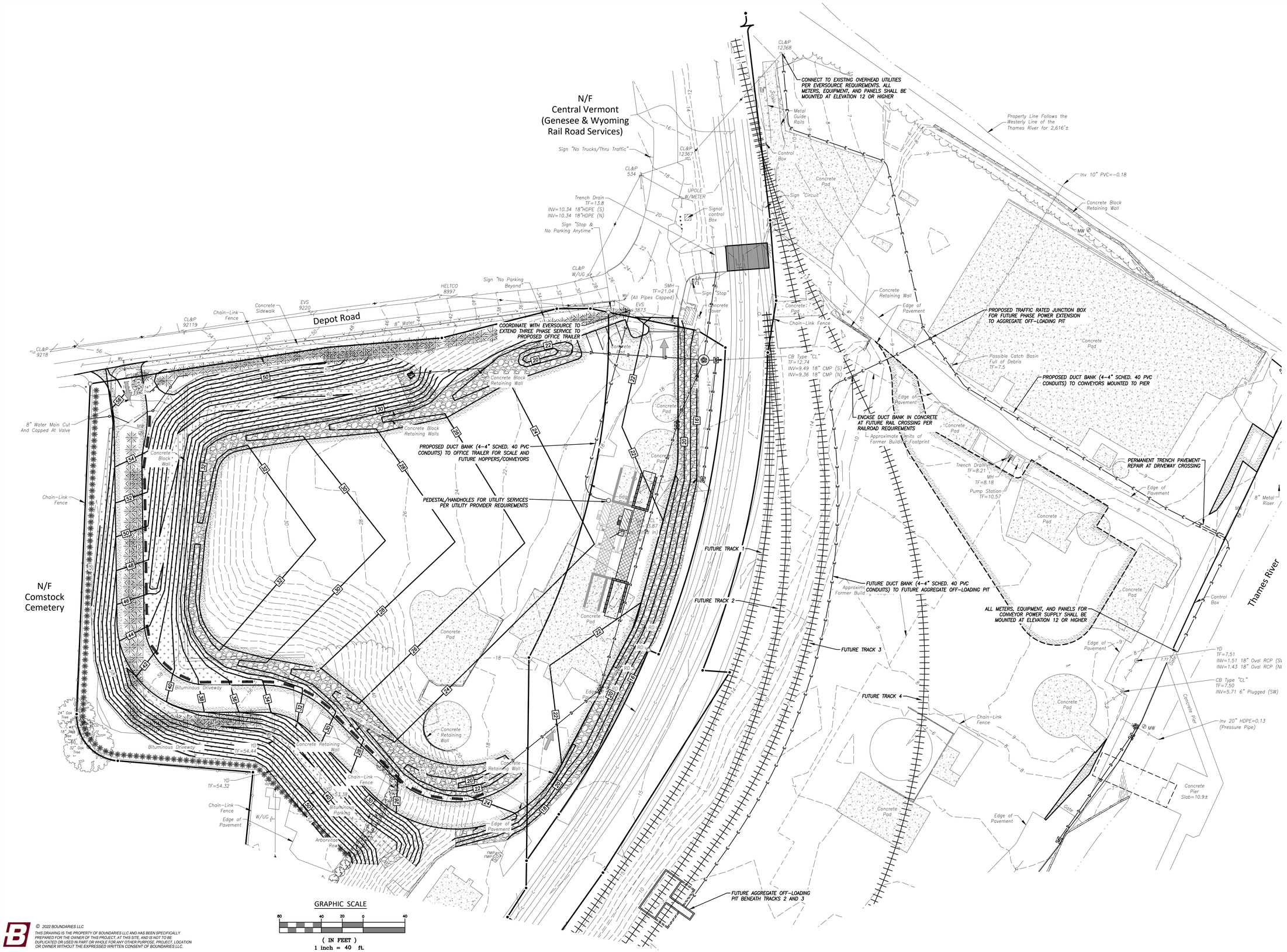


\\192.168.2.3\PROJECTS\CIVIL 3D PROJECTS\2022\22-3140 GATEWAY TERMINAL\DWG\DESIGN\DEPOT ROAD SITE PLAN.DWG

BOUNDARIES
CIVIL ENGINEERING LAND SURVEYING LAND USE PLANNING ENVIRONMENTAL SCIENCE
Boundaries LLC
179 Pachaug River Drive Gilmantl, CT 06351
T 860.376.2006 | www.boundariesllc.net

Site Operations/Development Plan "Utility Improvements Plan"

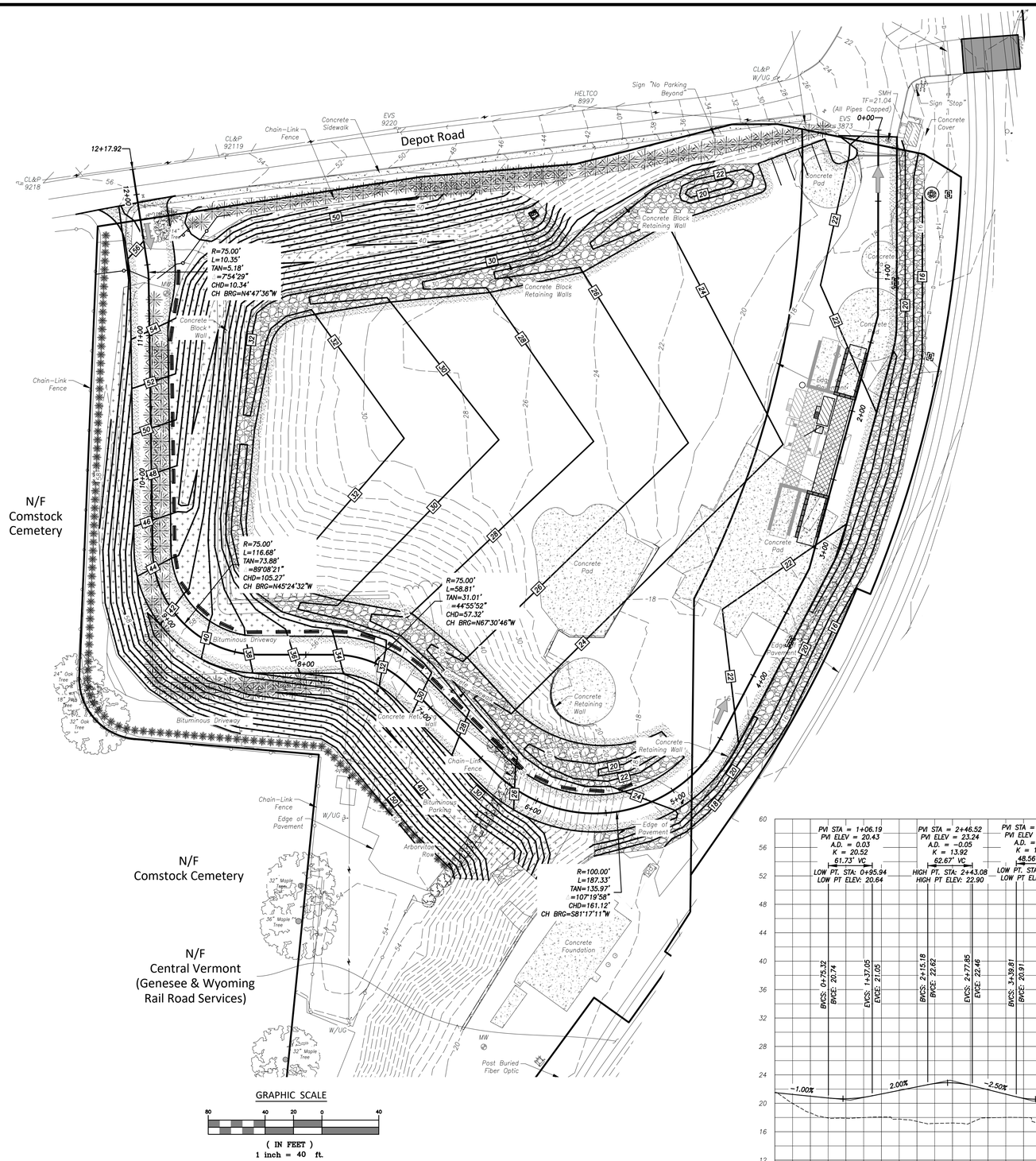
Prepared for
Gateway Montville, LLC

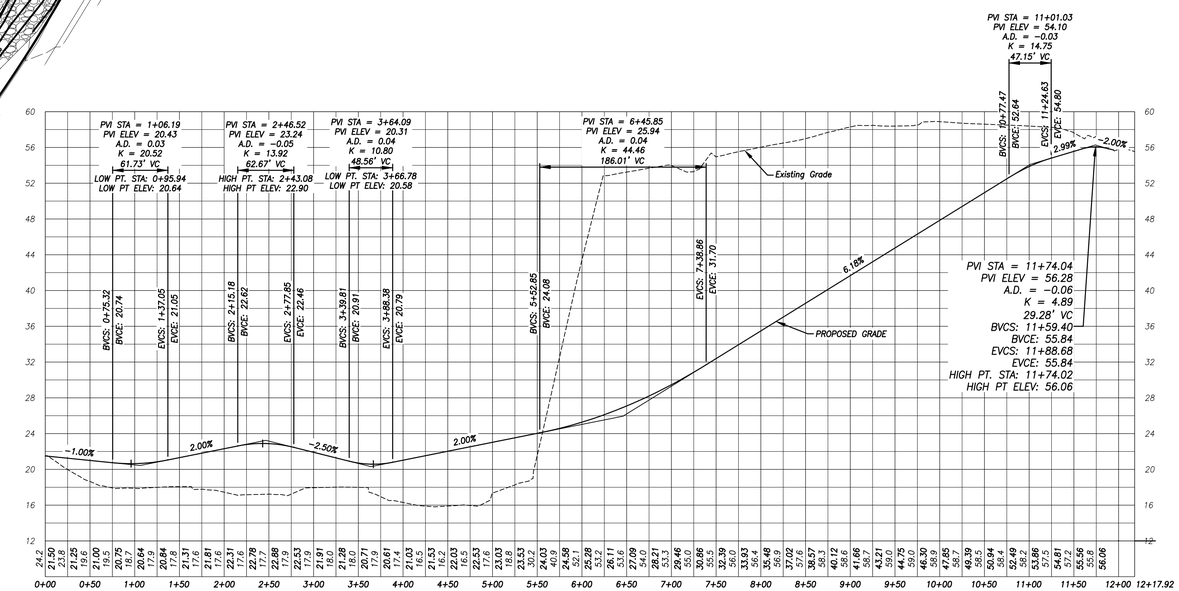
125 Depot Rd (M/B/L 071-001-000), 133 Depot Rd (M/B/L 071-007-000), Depot Rd (M/B/L 071-013-000) and 55 Dock Rd (M/B/L 071-008-000) - Uncasville, Connecticut

SCALE: As Noted
DATE: May 2022
JOB I.D. NO. 22-3140

Revisions
Rev. A - Per Town Staff
Review - 6/28/22
Rev. B - Per Town Staff
Review - 7/7/22

SHEET NO.
16
24





Profile - Driveway

Horizontal Scale: 1" =20'
Vertical Scale: 1" = 2'

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CIVIL ENGINEERING LAND SURVEYING LAND USE PLANNING SOLID WASTE
BOUNDARIES
Boundaries LLC
179 Pachaug River Drive, Gilmanill, CT 06351
T 860.376.2006 | www.boundariesllc.net

Site Operations/Development Plan
"Proposed Access Driveway Plan & Profile"

Prepared for
Gateway Montville, LLC

125 Depot Rd (M/B/L 071-007-000), 133 Depot Rd (M/B/L 071-001-000), Depot Rd (M/B/L 071-013-000) and 55 Dock Rd (M/B/L 071-008-000) - Uncasville, Connecticut

SCALE: 1" = 40'
DATE: May 2022
JOB I.D. NO. 22-3140

Revisions
Rev. A - Per Town Staff
Review - 6/28/22
Rev. B - Per Town Staff
Review - 7/7/22

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17
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N/F
Kurt E. Eichelberg &
Sandra J. Eichelberg
Volume 560, Page 999

N/F
Central Vermont
(Genesee & Wyoming
Rail Road Services)

N/F
Krista M. Strazza
Volume 561, Page 856

N/F
Waterfront Realty Inc
Volume 237, Page 531

N/F
Uncasville, LLC
Volume 657, Page 1163

Thames River

Painted Stop Bar

SNET 773

SNET 2474

SNET 2475

UPOLE W/RISER

Merestone w/Drill Hole Rec (0.5'AG)

CHAIN LINK SWING FENCE MOUNTED ON CONCRETE BLOCKS WITHIN LIMITS OF UTILITY EASEMENTS

FUTURE DOUBLE LEAF CHAIN LINK SWING GATE MOUNTED ON CONCRETE BLOCKS (PROVIDE CUSTODIAL UTILITIES KEYS FOR EASEMENT ACCESS)

Approximate Limits of Gas Line Easement

Approximate Limits of Underground Utilities Easement

Drill Hole Rec

CMH TF=14.50

CMH TF=13.16

YD TF=11.39 INV=9.34 4"PVC (NE)

Arborvitae Row

Concrete Pad (Typ)

4" Metal Pipe Capped

Bituminous Curb

Mag Spike Rec

Gate

Chain-Link Fence

Inv 24" S
(Heavily S

Edge of Pavement

Concrete Pad

TOP OF WALL=14.5
BOTTOM OF WALL=11.5

INSTALL 144' OF 2'X2'X6' CONCRETE BLOCK RETAINING WALL (MAX HEIGHT = 3.0')

TOP OF WALL=11.0
BOTTOM OF WALL=8.0

INSTALL 146' OF 2'X2'X6' CONCRETE BLOCK RETAINING WALL (MAX HEIGHT = 3.0')

Approximate Limits of Town of Montville Lease Area

Mag Spike Rec in Wall

Drill Hole Rec (Underwater)

PROVIDE 6' HIGH GALVANIZED CHAIN LINK PERIMETER FENCE BEHIND RETAINING WALL

INSTALL 190' OF CONTINUOUS SEDIMENT FENCE BARRIER AT BASE OF SLOPE/LIMITS OF EXISTING DRIVEWAY AND PARKING AREA

Approximate Limits of 10' Wide Right-Of-Way Over Driveway

FUTURE 6' HIGH GALVANIZED CHAIN LINK PERIMETER FENCE IF REQUIRED FOR SITE SECURITY

LIMITS OF CLEARING AND GRUBBING FOR RETAINING WALL CONSTRUCTION

Approximate Property Line Per Reference Map 1

Property Line Follows the Westerly Line of the Thames River Per Reference Map 1

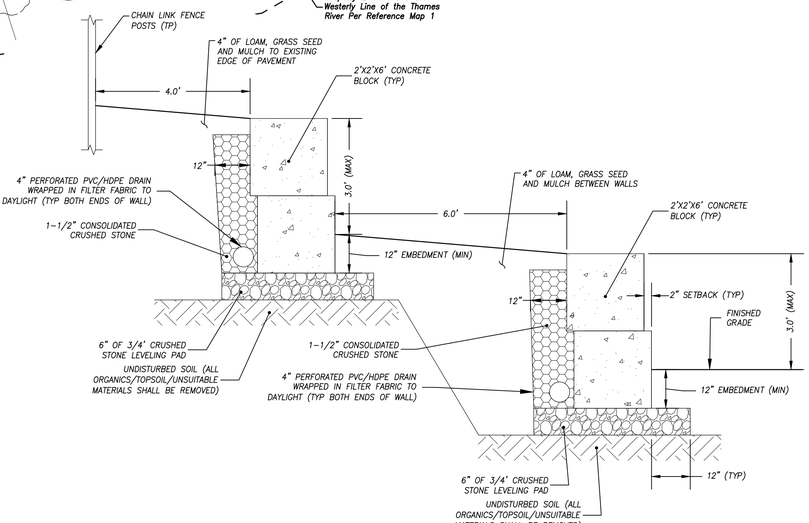
GRAPHIC SCALE

40 20 10 0 20

(IN FEET)
1 inch = 20 ft.

CONCRETE BLOCK RETAINING WALL DETAIL

NOT TO SCALE



\\192.168.2.3\PROJECTS\CIVIL 3D PROJECTS\2022\22-3140 GATEWAY TERMINAL\DWG\DESIGN\DEPOT ROAD SITE PLAN.DWG

CIVIL ENGINEERING LAND SURVEYING LAND USE PLANNING GIS CONSULTANTS
BOUNDARIES
Boundaries LLC
179 Pachaug River Drive, Gilmanill, CT 06351
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Site Operations/Development Plan "55 Dock Road Site Plan"

Prepared for
Gateway Montville, LLC

125 Depot Rd (M/B/L 071-007-000), 133 Depot Rd (M/B/L 071-001-000), Depot Rd (M/B/L 071-013-000) and 55 Dock Rd (M/B/L 071-008-000) - Uncasville, Connecticut

SCALE: 1" = 20'
DATE: May 2022
JOB I.D. NO. 22-3140

Revisions
Rev. A - Per Town Staff
Review - 6/28/22
Rev. B - Per Town Staff
Review - 7/7/22

SHEET NO.
18
24

REFERENCE IS MADE TO:

1. CONNECTICUT GUIDELINES FOR SOIL EROSION AND SEDIMENT CONTROL, MAY 2002.
2. NATURAL RESOURCES CONSERVATION SERVICE WEB SOIL SURVEY FOR THE STATE OF CONNECTICUT.

NARRATIVE:

THE PROPOSED PROJECT CONSISTS OF TWO OVERALL PHASES. THE FIRST PHASE INCLUDES THE OVERALL PREPARATION OF THE SITE FOR USE AS A BULK MATERIAL STORAGE AND HANDLING FACILITY. SPECIFICALLY, 133 DEPOT ROAD, WILL BE IMPROVED TO ACCOMMODATE A 2.3± ACRE BITUMINOUS CONCRETE PAD FOR THE STORAGE OF DE–ICING MATERIALS (ROAD SALT). UP TO 120,000 TONS OF MATERIAL MAY BE STORED AT THE SITE AND SHIPPED BY TRUCK TO MUNICIPALITIES IN SOUTHEASTERN CONNECTICUT FOR USE DURING THE WINTER SEASON. THE PROPOSED WORK REQUIRED FOR PHASE 1 INCLUDES THE GRADING OF APPROXIMATELY 5 ACRES FOR THE CONSTRUCTION OF A NEW ACCESS DRIVEWAY, MORE GENTLY SLOPED THAN DEPOT ROAD, CONSTRUCTION OF THE SALT STORAGE PAD, DRAINAGE IMPROVEMENTS TO CAPTURE AND TREAT RUNOFF PRIOR TO LEAVING THE SITE, AND THE PLACEMENT OF VARIOUS MOBILE PIECES OF EQUIPMENT AND AN OFFICE TRAILER FOR USE LOADING TRUCKS WITH SALT. PHASE 1 ALSO INCLUDES DRAINAGE IMPROVEMENTS ON 125 DEPOT ROAD TO ALLOW RUNOFF TO BE CAPTURED AND TREATED PRIOR TO DISCHARGE TO THE THAMES RIVER. EQUIPMENT INCLUDING CONVEYERS, STACKERS, AND A TEMPORARY RAMP TO ACCESS THE EXISTING PIER WILL BE UTILIZED TO TRANSPORT THE SALT FROM THE DELIVERY BARGES TO THE STOCKPILE LOCATION ON 133 DEPOT ROAD.

PHASE 2 INCLUDES THE PLACEMENT OF FILL MATERIALS TO ELEVATE 125 DEPOT ROAD ABOVE THE BASE FLOOD ELEVATION FOR FUTURE USES. AT THIS TIME NEW RAIL SPURS ARE PROPOSED TO ACCOMMODATE THE TRANSFER OF BULK CONSTRUCTION MATERIALS WHICH MAY INCLUDE AGGREGATES, REBAR, OR LUMBER, FROM RAIL TO BARGE, AND FROM BARGE TO RAIL. PHASE 2 WILL BE SEQUENCED SUCH THAT THE WORK AREA IS LIMITED TO NO MORE THAN 5 ACRES AT A TIME.

THIS PROPOSAL INVOLVES THE EXCAVATION OF APPROXIMATELY 35,000 CUBIC YARDS OF MATERIAL FROM 133 DEPOT ROAD DURING PHASE 1 IN ORDER TO CONSTRUCT THE PROPOSED ACCESS DRIVEWAY AND SALT STORAGE PAD. THIS MATERIAL IS INTENDED TO BE USED TO ADJUST THE ELEVATION OF 125 DEPOT ROAD ABOVE THE BASE FLOOD ELEVATION FOR CONSTRUCTION OF THE NEW RAIL SPURS.

PHASE 1 IS ANTICIPATED TO REQUIRE 4 MONTHS OF ACTIVE CONSTRUCTION TO COMPLETE. SALT DELIVERIES ARE INTENDED TO BEGIN IN THE WINTER OF 2022. PHASE 2 IS ANTICIPATED TO BE COMPLETED IN THE SUMMER OF 2023.

THE SITE WAS THE FORMER LOCATION OF THE AES THAMES FACILITY. THE STRUCTURES WERE RECENTLY DEMOLISHED AND THE PROPERTY UNDERWENT AN ENVIRONMENTAL CLEANUP PROJECT. AREAS OF IMPACTED SOILS ARE INDICATED ON THE EXISTING CONDITIONS PLAN. NO EXCAVATION IS PROPOSED WITHIN THESE AREAS. THE SITE CURRENTLY HAS SPARSE VEGETATION AND IS PRIMARILY RUBBLE REMAINING FROM THE BUILDING DEMOLITION AND THE REMNANTS OF ASPHALT AND CONCRETE SLABS. RUNOFF FROM 125 DEPOT ROAD SHEET FLOWS DIRECTLY TO THE THAMES RIVER. RUNOFF FROM 133 DEPOT ROAD FLOWS THROUGH AN EXISTING 24–INCH DIAMETER DRAIN THAT DISCHARGES TO THE THAMES RIVER ON THE NORTH SIDE OF 125 DEPOT ROAD, AFTER CROSSING THE RAILROAD TRACKS.

ACCORDING TO THE NATURAL RESOURCES CONSERVATION SERVICE (NRCS) WEB SOIL SURVEY, THE SOILS LOCATED ON THE SUBJECT PROPERTY ARE:
29A AGAWAM FINE SANDY LOAM, 0–3% SLOPES
307 URBAN LAND

THIS PROJECT HAS BEEN DIVIDED INTO 4 PHASES OF 5 ACRES OR LESS EACH. THE PROPOSED ACTIVITIES WILL TAKE PLACE AS FOLLOWS:
- PHASE 1 – CONSTRUCT NEW ACCESS DRIVEWAY AND SALT STORAGE PAD ON 133 DEPOT ROAD. IMPROVE EXISTING RAILROAD GRADE CROSSING. INSTALL CONVEYORS ON EXISTING PIER TO TRANSFER SALT FROM BARGES TO TRUCKS FOR STOCKPILING IN THE SALT STORAGE AREA. CONSTRUCT TRAFFIC BOUND GRAVEL SURFACE ACCESS DRIVEWAY THROUGH EXISTING RUBBLE AREA FOR TRUCK ACCESS TO CONVEYORS. INSTALL NEW CURB ALONG SEAWALL TO DIVERT RUNOFF TO PROPOSED STORMWATER MANAGEMENT SYSTEMS PRIOR TO DISCHARGING TO THE THAMES RIVER.
- PHASE 2A – PLACE 23,700± CUBIC YARDS OF FILL FOR FUTURE RAIL SIDINGS ON 4.9± ACRE AREA OF 125 DEPOT ROAD. CONSTRUCT NEW ACCESS DRIVEWAY ON 125 DEPOT ROAD AND INSTALL STORMWATER MANAGEMENT IMPROVEMENTS TO COLLECT AND TREAT RUNOFF PRIOR TO DISCHARGE.
- PHASE 2B – PLACE 6,500± CUBIC YARDS OF FILL FOR FUTURE MATERIAL STOCKPILE AREA ON 2.3± ACRE AREA OF 125 DEPOT ROAD. CONSTRUCT NEW ACCESS DRIVEWAY ON 125 DEPOT ROAD AND INSTALL STORMWATER MANAGEMENT IMPROVEMENTS TO COLLECT AND TREAT RUNOFF PRIOR TO DISCHARGE.
- PHASE 2C – PLACE 36,600± CUBIC YARDS OF FILL FOR FUTURE MATERIAL STOCKPILE AREA ON 4.2± ACRE AREA OF 125 DEPOT ROAD. CONSTRUCT NEW ACCESS DRIVEWAY ON 125 DEPOT ROAD AND INSTALL STORMWATER MANAGEMENT IMPROVEMENTS TO COLLECT AND TREAT RUNOFF PRIOR TO DISCHARGE.

THE IMPROVEMENTS TO THE EXISTING RAILROAD CROSSING AND CONSTRUCTION OF THE ACCESS DRIVEWAY EAST OF THE RAILROAD SHALL BE COMPLETED DURING PHASE 1. THE ACCESS DRIVEWAY SHALL BE RECONSTRUCTED DURING PHASE 2A AS REQUIRED TO ACHIEVE THE PROPOSED SITE GRADES. THE PHASE 1 ACCESS DRIVEWAY EAST OF THE RAILROAD IS INTENDED TO ALLOW FOR THE TRANSFER OF MATERIALS FROM THE PIER TO THE SITE STARTING FOR THE 2022/2023 SNOW CLEARING SEASON. THE EXCESS MATERIAL GENERATED DURING THE EXCAVATION OPERATION IN PHASE 1 SHALL BE UTILIZED AS EARTH FILL IN PHASES 2A, 2B AND 2C SEQUENTIALLY. APPROXIMATELY 34,500 CUBIC YARDS OF EXCESS MATERIAL WILL BE GENERATED BY THE PROPOSED GRADING IN PHASE 1. PHASE 2A WILL REQUIRE APPROXIMATELY 18,900 CUBIC YARDS OF EARTH FILL MATERIALS, PHASE 2B WILL REQUIRE APPROXIMATELY 4,300 CUBIC YARDS OF EARTH FILL MATERIALS, AND PHASE 2C WILL REQUIRE APPROXIMATELY 32,600 CUBIC YARDS OF EARTH FILL MATERIALS. IMPORTED MATERIALS WILL BE USED TO COMPLETE THE PROPOSED FILL FOR PHASE 2C. PHASE 2A SHALL BE STABILIZED PRIOR TO BEGINNING EARTHWORK IN PHASE 2B, AND PHASE 2B SHALL BE STABILIZED PRIOR TO BEGINNING EARTHWORK IN PHASE 2C. THE TEMPORARY STOCKPILE AREA SHOWN IN THE PHASE 2A AREA SHALL BE SURROUNDED BY SEDIMENT FENCE IF FILL MATERIAL IS GENERATED FASTER THAN IT CAN BE PLACED AND COMPACTED IN THE ACTIVE PHASE 2A, PHASE 2B, OR PHASE 2C AREAS.

HOURS OF OPERATION SHALL BE 6:00 AM TO 8:00 PM, DAILY.

ANTICIPATED EQUIPMENT TO BE USED IN THE DAILY OPERATION OF THE SITE WILL BE: (1) PIER MOUNTED MATERIAL TRANSFER MACHINE, VARIOUS STATIONARY AND MOBILE CONVEYORS AND STACKERS, FRONT END LOADERS, TEMPORARY SCALES, AND TRI–AXLE VEHICLES FOR DE–ICING MATERIAL FROM THE SITE. BASED ON DEMAND A SECOND TEMPORARY SCALE AND MATERIAL HOPPERS MAY BE INCORPORATED AS SHOWN ON THE SITE OPERATIONS PLAN TO INCREASE TRUCK LOADING EFFICIENCY.

FUELING OF EXCAVATION EQUIPMENT SHALL BE BY A DIESEL FUEL TRUCK AND BE ACCOMPLISHED ON IMPERVIOUS SURFACES ONLY. AN OSHA APPROVED SPILL KIT SHALL BE PROVIDED ON SITE AT ALL TIMES DURING THIS OPERATION. ANY NECESSARY REPAIRS TO EQUIPMENT SHALL BE OFF SITE OR BE PERFORMED UTILIZING A PORTABLE CONTAINMENT DEVICE TO CONTAIN AND CONTROL ANY DISCHARGES OF OILS OR FLUIDS WHICH MAY OCCUR DURING SUCH REPAIR. ANY SUCH DISCHARGES SHALL BE DISPOSED OF ACCORDING TO APPLICABLE LAW.

TRANSPORTATION OF ROAD SALT FROM THE SITE WILL BE VIA DEPOT ROAD TO CT ROUTE #32/CT ROUTE #163. IT IS ANTICIPATED THAT THIS OPERATION WILL SERVICE 10 TRUCKS PER DAY DURING THE OFF–SEASON, 50 TRUCKS PER DAY DURING WINTER MONTHS, AND UP TO 200 TRUCKS ON THE DAY PRIOR TO SIGNIFICANT FORECAST SNOW EVENTS. SEE TRAFFIC STUDY FOR ADDITIONAL INFORMATION.

AN ANTI–TRACKING PAD, COMPOST FILTER TUBES, AND STAKED HAY BALES SHALL BE INSTALLED AT LOCATIONS SHOWN DURING THE RESPECTIVE PHASE OF THE PROJECT. THESE MEASURES SHALL BE MAINTAINED UNTIL ALL DISTURBED AREAS HAVE BEEN PERMANENTLY STABILIZED. DURING PHASE 1 A TEMPORARY SEDIMENT TRAP(S) SHALL BE CONSTRUCTED AT THE START OF SITE GRADING. THE TEMPORARY SEDIMENT TRAP SHALL BE FILLED IMMEDIATELY PRIOR TO PAVING OPERATIONS. THE PLACEMENT OF PROPOSED FILL DURING PHASE 2 SHALL BE CONDUCTED IN LESS THAN FIVE ACRE AREAS. COMPOST FILTER TUBES SHALL BE INSTALLED AT THE PERIMETER OF THE FILL PLACEMENT AND INLET PROTECTION SHALL BE INSTALLED IN ALL CATCH BASINS. THE PHASE 2 AREA IS PRIMARILY BROKEN RUBBLE AND SEDIMENTATION FROM THE PROPOSED FILL AREAS WILL PRIMARILY BE CAPTURED IN THE VOID SPACES OF THE RUBBLE IN THE FORMER BUILDING FOOTPRINT.

DEVELOPMENT SCHEDULE:

PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL SCHEDULE A MANDATORY PRECONSTRUCTION MEETING ON SITE TO DISCUSS ISSUES AS THEY RELATE TO THE PROPOSED PROJECT. THESE ISSUES WILL INCLUDE BUT NOT BE LIMITED TO:
1. RESOURCE PROTECTION.
2. CONSTRUCTION VEHICLE ACCESS AND PARKING.
3. CONSTRUCTION METHODS AND SCHEDULING.
4. EXISTING SITE UTILITIES AND MARK–OUT COORDINATION.
5. MATERIAL DELIVERY AND STOCKPILING.
6. SITE INSPECTION PROCEDURES.

SUGGESTED SEQUENCE OF CONSTRUCTION:

PHASE A – INSTALLATION OF EROSION CONTROLS

1. OBTAIN APPROPRIATE PERMITS, INCLUDING CT DEEP CONSTRUCTION GENERAL PERMIT AND TOWN OF MONTVILLE ROAD OPENING/ENCROACHMENT PERMIT, NOTIFY TOWN OFFICIALS OF CONSTRUCTION COMMENCEMENT, AND SUBMIT CONSTRUCTION TIMETABLE.
2. ON–SITE CONSTRUCTION SEQUENCE SHALL START WITH THE MINIMUM AMOUNT OF CLEARING REQUIRED TO INSTALL SEDIMENT BARRIERS, AND/OR HAY/STRAW BALES AS SHOWN ON PLAN.
3. INSTALL SEDIMENT BARRIERS ANTI–TRACKING PADS AT CONSTRUCTION EXITS, AND HAY/STRAW BALES AS SHOWN ON THE PLANS OR AS REQUIRED.
4. INSTALL TEMPORARY SEDIMENTATION TRAP AS SHOWN ON PLAN, AT A MINIMUM.
5. FOLLOWING INSTALLATION OF THE EROSION CONTROLS THE CONTRACTOR SHALL CONTACT TOWN STAFF FOR INSPECTION AND APPROVAL OF INSTALLED MEASURES. NO WORK SHALL COMMENCE UNTIL ALL EROSION CONTROL MEASURES HAVE BEEN INSTALLED AND APPROVED BY TOWN STAFF OR THEIR REPRESENTATIVE.

PHASE B – SITE PREPARATION AND 133 DEPOT ROAD

1. CLEAR AND GRUB SITE TO THE PROPOSED CLEARING LIMITS, STRIP AND STOCKPILE TOPSOIL FROM PROPOSED GRADING AREAS AFTER EROSION AND SEDIMENT CONTROL MEASURES HAVE BEEN INSTALLED. THE TOPSOIL SHALL BE SEEDED IMMEDIATELY AFTER STOCKPILING IN ORDER TO STABILIZE THE SLOPE AND LIMIT SEDIMENT RUNOFF. STOCKPILED TOPSOIL SHALL BE SEEDED AND MULCHED WHEN IT IS TO BE STORED FOR MORE THAN 21 DAYS FROM TIME OF STOCKPILING.
2. DEMOLISH EXISTING SITE UTILITIES AND OBSTRUCTIONS AS REQUIRED TO COMPLETE THE PROPOSED WORK. COORDINATE WITH APPLICABLE UTILITY PROVIDERS TO ENSURE THAT ALL UTILITIES ARE APPROPRIATELY ABANDONED.
3. COMPLETE MASS EARTHWORK AS REQUIRED TO CONSTRUCT NEW ACCESS DRIVEWAY AND SALT STORAGE PAD. ROUGH GRADE DRIVEWAY AND STORAGE PAD.
4. IMPORT PROCESSED AGGREGATE BASE, FINE GRADE PAVEMENT AREAS. INSTALL RIPRAP IN SWALES AND STABILIZE SLOPES WITH EROSION CONTROL BLANKETS, LOAM AND NO–MOW SEED MIX. PAVE DRIVEWAY AND SALT STORAGE AREA.
5. CONSTRUCT NEW DRAINAGE IMPROVEMENTS ON 125 DEPOT ROAD AND INSTALL NEW CURBING. CONSTRUCT NEW TRAFFIC BOUND CIRCULATION DRIVEWAY FOR TRUCK LOADING. INSTALL EQUIPMENT FOR TRANSFER OF MATERIAL FROM BARGES TO SALT STORAGE AREA.
6. INSTALL SCALES AND OFFICE TRAILER AND CONNECT TO NEW UTILITY SERVICE CONNECTIONS.

PHASE C – 125 DEPOT ROAD

1. PLACE AND COMPACT FILL IN AREAS NOT TO EXCEED FIVE ACRES TO THE GRADES SHOWN ON THE PHASE 2 PLANS. STABILIZE SURFACE WITH CRUSHED STONE SUB–BALLAST PER RAILROAD REQUIREMENTS. ROUGH GRADE PROPOSED DRIVEWAY. IMPORT PROCESSED AGGREGATE, FINE GRADE AND PAVE PROPOSED DRIVEWAY. OVERLAY AREAS OF EXISTING PAVEMENT TO REMAIN AND INSTALL NEW BITUMINOUS CONCRETE CURB.
2. INSTALL STORMWATER IMPROVEMENTS AND TREATMENT SYSTEMS IN UPGRADIENT OF EXISTING STORMWATER DISCHARGE LOCATIONS.

PHASE D – FINAL CLEANUP

1. RECONFIGURE EROSION CONTROLS AS REQUIRED.
2. FOLLOWING THE COMPLETION OF FINAL GRADING COMPLETE FINAL PAVING.
3. FOLLOWING THE COMPLETION OF FINAL GRADING ENSURE THAT ALL AREAS ARE STABILIZED AS SHOWN ON THE PLANS WITH THE APPROPRIATE NO–MOW GRASS SEED MIX AND EROSION CONTROL BLANKET, MODIFIED RIPRAP, OR CRUSHED STONE RAILROAD SUB–BALLAST PER RAILROAD REQUIREMENTS.
4. PLACEMENT OF TREES AND LANDSCAPING SHALL BE COMPLETED AT THE END OF THE PROJECT TO AVOID DAMAGE DURING CONSTRUCTION.
5. REMOVE ALL EROSION AND SEDIMENT STRUCTURES AFTER THE FINAL GRADED DISTURBED AREA HAS STABILIZED. CLEAN ALL STORMWATER STRUCTURES OF SEDIMENT AND DEBRIS.

ANTICIPATED CONSTRUCTION SCHEDULE

PHASE DESCRIPTION	ESTIMATED DURATION
INSTALLATION OF EROSION CONTROLS	2 WEEKS
SITE PREPARATION AND 133 DEPOT ROAD	4 TO 6 MONTHS
125 DEPOT ROAD	12 MONTHS
FINAL CLEANUP	1 TO 2 MONTHS

GENERAL NOTES:

1. THE CONTRACTOR SHALL CALL BEFORE YOU DIG AT 811 OR 1–800–922–4455 AT LEAST 72 HOURS (SATURDAYS, SUNDAYS, AND HOLIDAYS EXCLUDED), PRIOR TO EXCAVATION AT ANY LOCATION. A COPY OF THE CALL BEFORE YOU DIG PROJECT REFERENCE NUMBER(S) SHALL BE MAINTAINED ON SITE.
2. LOCATIONS OF EXISTING PIPES, CONDUITS, UTILITIES, FOUNDATIONS AND OTHER UNDERGROUND OBJECTS ARE NOT WARRANTED TO BE CORRECT AND THE CONTRACTOR SHALL HAVE NO CLAIM ON THAT ACCOUNT SHOULD THEY BE OTHER THAN THAT SHOWN.
3. ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH OSHA REQUIREMENTS AND THE CONTRACTOR IS RESPONSIBLE FOR COMPLIANCE WITH THESE REQUIREMENTS. IN ADDITION, IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE ANY EXCAVATION SAFEGUARDS, NECESSARY BARRICADES, FLAGMEN, ETC. FOR TRAFFIC CONTROL AND SITE SAFETY.
4. ALL EROSION & SEDIMENTATION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE START OF CONSTRUCTION.
5. ALL FUEL, OIL, PAINT OR OTHER HAZARDOUS MATERIALS USED DURING CONSTRUCTION SHOULD BE STORED IN SECONDARY CONTAINMENT AND REMOVED TO A LOCKED INDOOR AREA WITH AN IMPERVIOUS FLOOR DURING NON–WORK HOURS.

EROSION CONTROL OPERATION & MAINTENANCE:

THE APPLICANT SHALL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF EROSION AND SEDIMENT CONTROL MEASURES THROUGHOUT THE PROJECT. NO CONSTRUCTION SHALL PROCEED UNTIL PROPER SEDIMENTATION AND EROSION CONTROL METHODS HAVE BEEN INSTALLED AS THE SEQUENCE OF CONSTRUCTION NECESSITATES.

MAINTENANCE OF EROSION AND SEDIMENT CONTROLS SHALL BE COMPLETED IN ACCORDANCE WITH THE CONNECTICUT GUIDELINES FOR SOIL EROSION AND SEDIMENT CONTROL (2002). THE CONTRACTOR SHALL MAINTAIN A COPY OF THE GUIDELINES ON–SITE AND REFER TO THE APPROPRIATE MAINTENANCE PROCEDURES THAT SHALL BE UTILIZED DURING THE CONSTRUCTION. A SUMMARY OF THE MAINTENANCE REQUIREMENTS FOR THE PROJECT IS PROVIDED BELOW.

DURING CONSTRUCTION ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED IN PROPER WORKING ORDER. DISTURBED AREAS SHALL BE KEPT TO A MINIMUM AND SHALL ONLY TAKE PLACE WHERE IMMEDIATELY REQUIRED TO FURTHER CONSTRUCTION. IT IS DESIRABLE FROM AN EROSION PREVENTION PERSPECTIVE TO MINIMIZE DISTURBED AREAS. FINAL GRADING AND SEEDING SHALL TAKE PLACE AS SOON AS PRACTICAL.

A RAIN GAUGE SHALL BE PLACED AT THE PROJECT IN A WORKABLE LOCATION AND MONITORED DURING RAINFALL PERIODS UNTIL ALL DISTURBED AREAS ARE STABILIZED.

EVERY PRECAUTION SHALL BE USED DURING CONSTRUCTION TO PREVENT AND MINIMIZE THE DEGRADATION OF THE EXISTING WATER QUALITY FROM STORMWATER RUNOFF DURING CONSTRUCTION. ALL ACTIVITIES SHALL BE IN CONFORMANCE TO AND CONSISTENT WITH ALL APPLICABLE WATER QUALITY STANDARDS AND MANAGEMENT PRACTICES AS SET FORTH BY LOCAL, STATE AND FEDERAL AGENCIES.

THE APPLICANT SHALL APPOINT AN ONSITE AGENT WHO SHALL BE PERSONALLY RESPONSIBLE FOR IMPLEMENTING THIS STORMWATER POLLUTION PREVENTION PLAN AND ENFORCING THE PRESCRIBED SAFEGUARDS DURING THE GRADING AND OPERATION PERIOD.

THIS RESPONSIBILITY INCLUDES THE INSTALLATION AND MAINTENANCE OF CONTROL MEASURES THROUGHOUT THE PROJECT, INFORMING ALL PARTIES ENGAGED ON SITE OF THE REQUIREMENTS AND OBJECTIVES OF THE PLAN, AND NOTIFYING THE PROPER AGENCY AND OFFICIALS OF ANY TRANSFER OF THIS RESPONSIBILITY.

ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REPAIRED, CLEANED, AND/OR REPLACED AS NECESSARY THROUGHOUT THE PROJECT IN ORDER TO MAINTAIN COMPLETE AND INTEGRAL EROSION AND SEDIMENT CONTROL PROTECTION. ONCE IN PLACE, ALL EROSION AND SEDIMENT CONTROL MEASURES ARE TO REMAIN IN PLACE IN PROPER CONDITION AND BE CONTINUOUSLY MAINTAINED UNTIL FINAL SITE RESTORATION HAS BEEN COMPLETED. FOLLOWING SUCH PERMANENT STABILIZATION, THE EROSION AND SEDIMENT CONTROL MEASURES SHALL BE DISMANTLED, REMOVED, AND DISPOSED OF IN AN APPROVED MANNER. ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES BEYOND THOSE SHOWN ON THE PLANS OR PRESCRIBED HEREIN SHALL BE PUT IN PLACE, WHENEVER NECESSARY, TO ADDRESS FIELD CONDITIONS AND/OR AS ORDERED BY THE ENGINEER.

QUALIFIED PERSONNEL PROVIDED BY THE APPLICANT SHALL INSPECT DISTURBED AREAS, THE PERIMETER SEDIMENT BARRIERS, STORMWATER DISCHARGE LOCATIONS, AND THE LOCATIONS WHERE VEHICLES ENTER AND LEAVE THE SITE. THESE AREAS SHALL BE INSPECTED AT LEAST ONCE EVERY SEVEN CALENDAR DAYS AND WITHIN TWENTY–FOUR HOURS AT THE END OF A STORM THAT IS 0.5 INCHES OR GREATER. ADDITIONAL MEASURES BEYOND THOSE INDICATED AND/OR SHOWN ON THIS PLAN SET OR PRESCRIBED HEREIN SHALL BE PUT IN PLACE, WHENEVER NECESSARY, TO ADDRESS FIELD CONDITIONS AND/OR AS ORDERED BY THE ENGINEER. WHERE SITES HAVE BEEN TEMPORARILY OR FINALLY STABILIZED, SUCH INSPECTION SHALL BE CONDUCTED AT LEAST ONCE EVERY MONTH FOR THREE CONSECUTIVE MONTHS.

NO SOIL, FILL, OR OTHER MATERIALS SHALL BE DEPOSITED BELOW ELEVATION 2.3 (COASTAL JURISDICTION LINE).

ALL TEMPORARY STORAGE AND/OR STOCKPILE AREAS SHALL BE PROPERLY STABILIZED TO PREVENT EROSION AND SUITABLY CONTAINED TO PREVENT TURBID RUNOFF.

DUMPING OF OIL OR OTHER DELETERIOUS MATERIALS ON THE GROUND IS FORBIDDEN. THE APPLICANT SHALL PROVIDE A MEANS OF CATCHING, RETAINING AND PROPERLY DISPOSING OF DRAINED OIL, REMOVED OIL FILTERS, OR OTHER DELETERIOUS MATERIAL FROM EQUIPMENT USED ON SITE. VEHICLE MAINTENANCE SHALL BE COMPLETED OFF SITE OR WITHIN A SPILL CONTAINMENT AREA. ALL OIL SPILLS SHALL BE IMMEDIATELY REPORTED TO THE DEPARTMENT OF ENERGY AND ENVIRONMENTAL PROTECTION/HAZARDOUS MATERIALS OFFICE. FAILURE TO DO SO MAY RESULT IN THE IMPOSITION OF FINES UNDER THE APPLICABLE CONNECTICUT GENERAL STATUTES.

EROSION CONTROL BEST MANAGEMENT PRACTICES:

NOTE: EROSION AND SEDIMENT CONTROL BMP'S ARE TO BE INSPECTED AT LEAST WEEKLY AND WITHIN 24 HOURS OF RAIN EVENTS WITH GREATER THAN 0.5 INCHES OF RAINFALL. INSPECTION LOGS SHALL BE MAINTAINED ON SITE.

MINIMIZE DISTURBED AREA AND PROTECT NATURAL FEATURES AND SOIL:

TOPSOIL: TOPSOIL SHALL BE REMOVED AND STOCKPILED ON SITE AND UTILIZED FOR FINAL GRADING. NO TOPSOIL SHALL BE REMOVED FROM THE SITE. ADDITIONAL TOPSOIL, IF REQUIRED, SHALL BE SUPPLIED FROM AN OFF–SITE SOURCE. WHEN SOIL IS STOCKPILED, THE SLOPE OF THE STOCKPILE SHALL NOT EXCEED 2 HORIZONTAL TO 1 VERTICAL.

INSTALLATION SCHEDULE: AS NOTED, EXCAVATED TOPSOIL SHALL BE STOCKPILED ON SITE. A SEDIMENT BARRIER SHALL BE PLACED AROUND ALL STOCKPILES TO PROTECT THE EXISTING STORMWATER COLLECTION SYSTEM AND OFF SITE AREAS.

MAINTENANCE AND INSPECTION: THE CUT AND FILL AREAS SHALL BE INSPECTED WEEKLY FOR EROSION. THESE AREAS SHALL BE STABILIZED IMMEDIATELY WITH EROSION CONTROLS OR GRADED TO AVOID POSSIBLE DISTURBANCE TO THE EXISTING STORMWATER COLLECTION SYSTEM OR OFF SITE AREAS. SEE ALSO MAINTENANCE AND INSPECTION PROCEDURES FOR SEDIMENT BARRIERS.

CONTROL STORMWATER FLOWING ONTO AND THROUGH THE PROJECT:

AREA FOR SILT TO ACCUMULATE: INSTALL SEDIMENT BARRIERS AT THE PROJECT PERIMETER AND DOWNGRADIENT OF ALL PROPOSED SOIL DISTURBANCE.

INSTALLATION SCHEDULE: BEFORE ANY GRADING OPERATIONS BEGIN, A SEDIMENT BARRIER SHALL BE INSTALLED ADJACENT TO THE AREAS UNDER CONSTRUCTION JUST OUTSIDE THE LIMITS OF DISTURBANCE. OTHER ADJACENT OFF SITE AREAS SHALL ALWAYS BE PROTECTED BY A SEDIMENT BARRIER OR ANOTHER BMP UNTIL FINAL STABILIZATION IS ACHIEVED.

MAINTENANCE AND INSPECTION: THE GRADED AREAS AND SEDIMENT BARRIERS SHALL BE INSPECTED WEEKLY TO ENSURE THAT THERE ARE NO STRUCTURAL FAILURES AND IMMEDIATELY AFTER RAIN EVENTS.

CONSTRUCTION SPECIFICATIONS:

COMPOST FILTER TUBES:
1. THE MATERIAL FOR COMPOST FILTER TUBES SHALL BE A PERVIOUS SHEET OF SYNTHETIC FABRIC SUCH AS MULTI–FILAMENT POLYPROPYLENE OR EQUAL.
2. THE STAKES USED TO ANCHOR THE FILTER TUBE SHALL BE WOOD OR METAL. WOODEN STAKES SHALL BE HARDWOOD AND AT LEAST 3 FEET LONG AND HAVE A MINIMUM DIAMETER OF 2 INCHES.
3. ERECT FILTER TUBE IN A CONTINUOUS FASHION TO ELIMINATE GAPS IN THE BARRIER. OVERLAP THE ENDS OF TUBES BY AT LEAST 5 FEET.
4. THE HEIGHT OF THE POSTS SHALL BE APPROXIMATELY 24 INCHES ABOVE THE ORIGINAL GROUND SURFACE. POSTS SHALL BE SPACED NO MORE THAN 10 FEET APART. ON PAVED SURFACES THE TUBE SHALL BE SECURED WITH CMU BLOCKS SPACED EVERY 10 FEET.
5. ONCE INSTALLED, THE BARRIER SHALL REMAIN IN PLACE UNTIL ALL AREAS UPSLOPE HAVE BEEN PERMANENTLY STABILIZED BY VEGETATION OR OTHER MEANS.

INSTALLATION:
1. POSTS SHALL BE DRIVEN THROUGH THE CENTER OF THE TUBE A MINIMUM OF 12–INCHES INTO THE ORIGINAL SOIL.
2. ENDS OF THE TUBES SHALL BE TURNED UPSLOPE TO PREVENT FLOW AROUND THE ENDS OF THE TUBE.

MAINTENANCE:
1. SEDIMENT SHALL BE REMOVED ONCE IT HAS ACCUMULATED TO ONE–THIRD TO ONE–HALF THE ORIGINAL HEIGHT OF THE BARRIER.
2. FILTER TUBES SHALL BE REPLACED WHENEVER IT HAS DETERIORATED TO SUCH AN EXTENT THAT THE EFFECTIVENESS OF THE FABRIC IS REDUCED (APPROXIMATELY TWELVE MONTHS).
3. FILTER TUBES SHALL REMAIN IN PLACE UNTIL DISTURBED AREAS HAVE BEEN PERMANENTLY STABILIZED.
4. ALL SEDIMENT ACCUMULATED AT THE FILTER TUBE SHALL BE REMOVED AND PROPERLY DISPOSED OF BEFORE THE TUBE IS REMOVED.

INSPECTION:
1. INSPECT FILTER TUBE BEFORE ANTICIPATED STORM EVENTS (OR SERIES OF STORM EVENTS SUCH AS INTERMITTENT SHOWERS OVER ONE OR MORE DAYS) AND WITHIN 24 HOURS AFTER THE END OF A STORM EVENT OF 0.5 INCHES OR GREATER, AND AT LEAST ONCE EVERY SEVEN CALENDAR DAYS.
2. WHERE SITES HAVE BEEN FINALLY OR TEMPORARILY STABILIZED, SUCH INSPECTIONS MAY BE CONDUCTED ONCE PER MONTH.

HAY BALE BARRIER:

INSTALLATION:
1. EXCAVATE TRENCH 4" AND PLACE MATERIAL UPSLOPE OF TRENCH.
2. PLACE BALES IN A SINGLE ROW IN THE TRENCH, LENGTHWISE, WITH ENDS OF ADJACENT BALES TIGHTLY ABUTTING ONE ANOTHER AND THE BINDINGS ORIENTED AROUND THE SIDES RATHER THAN ALONG THE TOPS AND BOTTOMS OF THE BALES (TO AVOID PREMATURE ROTTING OF THE BINDINGS).
3. ANCHOR EACH BALE WITH AT LEAST 2 STAKES, DRIVING THE FIRST STAKE IN EACH BALE TOWARD THE PREVIOUSLY LAID BALE TO FORCE THE BALES TOGETHER. STAKES MUST BE DRIVEN A MINIMUM OF 18 INCHES INTO THE GROUND. FILL ANY GAPS BETWEEN THE BALES WITH HAY OR STRAW TO PREVENT WATER FROM ESCAPING BETWEEN THE BALES.
4. BACKFILL THE BALES WITH THE EXCAVATED TRENCH MATERIAL TO A MINIMUM DEPTH OF 4 INCHES ON THE UPHILL SIDE OF THE BALES. TAMP BY HAND OR MACHINE AND COMPACT THE SOIL. LOOSE HAY OR STRAW SCATTERED OVER THE DISTURBED AREA IMMEDIATELY UPHILL FROM THE HAY BALE BARRIER TENDS TO INCREASE BARRIER EFFICIENCY.

MAINTENANCE
1. INSPECT THE HAY BALE BARRIER AT LEAST ONCE A WEEK AND WITHIN 24 HOURS OF THE END OF A STORM WITH A RAINFALL AMOUNT OF 0.5 INCH OR GREATER TO DETERMINE MAINTENANCE NEEDS. REMOVE THE SEDIMENT DEPOSITS OR INSTALL A SECONDARY BARRIER UPSLOPE FROM THE EXISTING BARRIER WHEN SEDIMENT DEPOSITS REACH APPROXIMATELY ONE HALF THE HEIGHT OF THE BARRIER.
2. REPLACE OR REPAIR THE BARRIER WITHIN 24 HOURS OF OBSERVED FAILURE. FAILURE OF THE BARRIER HAS OCCURRED WHEN SEDIMENT FAILS TO BE RETAINED BY THE BARRIER BECAUSE:
   (a) THE BARRIER HAS BEEN OVERTOPPED, UNDERCUT OR BYPASSED BY RUNOFF WATER,
   (b) THE BARRIER HAS BEEN MOVED OUT OF POSITION, OR
   (c) THE HAY BALES HAVE DETERIORATED OR BEEN DAMAGED.
3. WHEN REPETITIVE FAILURES OCCUR AT THE SAME LOCATION, REVIEW CONDITIONS AND LIMITATIONS FOR USE AND DETERMINE IF ADDITIONAL CONTROLS ARE NEEDED TO REDUCE FAILURE RATE OR REPLACE HAY BALE BARRIER.
4. MAINTAIN THE HAY BALE BARRIER UNTIL THE CONTRIBUTING AREA IS STABILIZED. AFTER THE UPSLOPE AREAS HAVE BEEN PERMANENTLY STABILIZED, PULL THE STAKES OUT OF THE HAY BALES. REMOVE SEDIMENT.

DUST CONTROL:

DUST FROM THE SITE SHALL BE CONTROLLED BY USING A MOBILE PRESSURE–TYPE DISTRIBUTOR TRUCK THAT WILL APPLY POTABLE WATER AT RATE OF 300 GALLONS PER ACRE AND MINIMIZED AS NEEDED TO AVOID PONDING.

INSTALLATION SCHEDULE: DUST CONTROL WILL BE IMPLEMENTED AS NEEDED ONCE SITE GRADING HAS BEEN INITIATED, AND DURING WINDY CONDITIONS EXCEEDING 20MPH, WHILE SITE GRADING IS OCCURRING. SPRAYING OF CLEAN WATER WILL BE PERFORMED ONCE PER DAY DURING THE MONTHS OF MARCH THROUGH MAY AND NO MORE THAN THREE TIMES PER DAY FROM JUNE TO SEPTEMBER OR WHENEVER DRYNESS OF SOIL WARRANTS IT.

MAINTENANCE SCHEDULE: AT LEAST ONE MOBILE UNIT WILL BE AVAILABLE AT ALL TIMES DURING CONSTRUCTION TO APPLY POTABLE WATER. EACH MOBILE UNIT SHALL BE EQUIPPED WITH A POSITIVE SHUTOFF VALVE TO PREVENT OVER WATERING OF DISTURBED AREAS.

ESTABLISH STABILIZED CONSTRUCTION EXIT:

BMP DESCRIPTION/INSTALLATION: A STABILIZED CONSTRUCTION EXIT SHALL BE INSTALLED AT THE EXIT OF THE JOB SITE BEFORE CONSTRUCTION BEGINS. STABILIZED EXITS SHALL BE USED TO PREVENT THE OFF–SITE TRANSPORT OF SEDIMENT BY CONSTRUCTION VEHICLES. AT THE EXITS TO THE SITE, THE ANTI–TRACKING PAD (ATP) SHALL BE AT LEAST THE WIDTH OF THE ENTRANCE OR EXIT. THE CRUSHED STONE FOR THE ATP AT THE EXIT SHALL BE PLACED OVER A LAYER OF GEOTEXTILE.

CONSTRUCTION SPECIFICATIONS
1. THE WIDTH SHALL BE AS SHOWN ON THE PLANS BUT NOT LESS THAN THE FULL WIDTH OF POINTS WHERE EGRESS OCCURS. AT SITES WHERE TRAFFIC VOLUME IS HIGH, THE ENTRANCE SHOULD BE WIDE ENOUGH FOR TWO VEHICLES TO PASS SAFELY. FLARE THE ENTRANCE WHERE IT MEETS THE EXISTING ROAD TO PROVIDE A SUFFICIENT TURNING RADIUS.
2. THE MINIMUM LENGTH SHALL BE 50 FT.
3. TOTAL DEPTH OF STONE SHALL BE AT LEAST 6 INCHES. FRACTURED STONE 2 TO 3 IN. DIAMETER (FOR THE BASE LAYER) AND CRUSHED STONE 2 IN. DIAMETER OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT (FOR THE TOP LAYER).
4. INCLUDE GEOTEXTILE (FILTER FABRIC) WITH THE PRODUCTS PLACED OVER THE ENTIRE AREA TO BE COVERED WITH AGGREGATE. THE GEOTEXTILE SHALL BE A WOVEN OR NONWOVEN FABRIC CONSISTING ONLY OF CONTINUOUS CHAIN POLYMERIC FILAMENTS OR YARNS OF POLYESTER. THE GEOTEXTILE SHOULD BE INERT TO COMMONLY ENCOUNTERED CHEMICALS, HYDROCARBONS, MILDEW, AND ROT RESISTANT.
5. RUNOFF FROM A STABILIZED CONSTRUCTION ENTRANCE SHALL DRAIN TO A SEDIMENT TRAP OR PROTECTED INLET.
6. CLEAR ALL VEGETATION, ROOTS, AND ALL OTHER OBSTRUCTIONS IN PREPARATION FOR GRADING. PRIOR TO PLACING GEOTEXTILE (FILTER FABRIC), MAKE SURE THAT THE ENTRANCE IS PROPERLY GRADED AND COMPACTED.

MAINTENANCE:
1. THE EXIT SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOW OF MUD ONTO THE EXISTING PAVED ACCESS DRIVE ADJACENT TO THE PROJECT SITE. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL 2 IN. STONE (AS CONDITIONS DEMAND) AND REPAIR OR CLEANING OF ANY STRUCTURES USED TO TRAP SEDIMENT.
2. ALL MATERIALS SPILLED, DROPPED, OR TRACKED FROM VEHICLES ONTO ROADWAYS OR INTO STORM DRAINS SHALL BE REMOVED IMMEDIATELY. WHEN NECESSARY, VEHICLE TIRES SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO EXITING ONTO THE EXISTING PAVED ACCESS DRIVE. WHEN TIRE CLEANING IS REQUIRED, IT SHOULD BE DONE ON AN AREA STABILIZED WITH AGGREGATE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR PROTECTED INLET.
3. TRAPPED SEDIMENT SHALL BE REMOVED FROM THE SITE OR STABILIZED ON SITE AND PREVENTED FROM ENTERING STORM DRAINS, DITCHES, OR WATERWAYS. DISTURBED SOIL AREAS RESULTING FROM REMOVAL SHOULD BE PERMANENTLY STABILIZED.
4. THE STABILIZED CONSTRUCTION EXIT MAY BE REMOVED AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY BMPS ARE NO LONGER NEEDED.

INSPECTION:
1. INSPECT AND VERIFY THAT ACTIVITY–BASED BMPS ARE IN PLACE PRIOR TO THE COMMENCEMENT OF ASSOCIATED ACTIVITIES.
2. WHILE ACTIVITIES ASSOCIATED WITH THE BMPS ARE UNDER WAY, AND AT LEAST ONCE EVERY SEVEN CALENDAR DAYS.
3. INSPECT LOCAL ROADS ADJACENT TO THE SITE DAILY. SWEEP OR VACUUM TO REMOVE VISIBLE ACCUMULATED SEDIMENT.

RETAIN SEDIMENT ON-SITE AND CONTROL DEWATERING PRACTICES:

SIZE AND CONSTRUCT THE TEMPORARY SEDIMENT TRAP AS SHOWN ON THE PLAN AND IN ACCORDANCE WITH THE REQUIREMENTS OF THE "CONNECTICUT GUIDELINES FOR SOIL EROSION AND SEDIMENT CONTROL, MAY 2002".

SITE PREPARATION:

CLEAR, GRUB AND STRIP TOPSOIL OR OTHER UNSUITABLE MATERIAL FROM AREAS UNDER THE EMBANKMENT OR ANY STRUCTURAL WORKS RELATED TO THE TRAP.

INSTALL SEDIMENT CONTROLS FOR CONTRIBUTING AREAS. INSTALL SEDIMENT CONTROLS TO TRAP SEDIMENT BEFORE IT ENTERS AND LEAVES THE TEMPORARY SEDIMENT TRAP. STABILIZE THE TRAP IN ACCORDANCE WITH THE APPLICABLE DETAIL, STABILIZE THE SPOIL AND BORROW AREAS, AND OTHER DISTURBED AREAS IN ACCORDANCE WITH THE TEMPORARY SEEDING OR PERMANENT SEEDING, WHICHEVER IS APPLICABLE.

MAINTENANCE:

INSPECT THE TEMPORARY SEDIMENT TRAP AT LEAST ONCE A WEEK AND WITHIN 24 HOURS OF THE END OF A STORM WITH A RAINFALL AMOUNT OF 0.5 INCH OR GREATER TO DETERMINE CONDITIONS IN THE TRAP. CLEAN THE SEDIMENT BASIN OF SEDIMENTS WHEN SEDIMENT ACCUMULATION EXCEEDS ONE HALF OF THE WET STORAGE CAPACITY OF THE BASIN OR WHEN THE DEPTH OF AVAILABLE POOL IS REDUCED TO 18 INCHES, WHICHEVER IS ACHIEVED FIRST. SEDIMENT LEVELS SHALL BE MARKED WITHIN THE SEDIMENT STORAGE AREA BY STAKES OR OTHER MEANS SHOWING THE THRESHOLD ELEVATION FOR SEDIMENT CLEANOUT. PRIOR TO THE REMOVAL OF SEDIMENTS, DEWATER THE BASIN THROUGH PUMPING OR OTHER MEANS TO EXPOSE PREVIOUSLY SUBMERGED SEDIMENTS. DO NOT ALLOW ACCUMULATED SEDIMENT TO FLUSH INTO THE DRAINAGEWAY. STOCKPILE THE SEDIMENT IN SUCH A MANNER THAT IT WILL NOT ERODE FROM THE SITE OR INTO A WETLAND, WATERCOURSE OR OTHER SENSITIVE AREA.

DEWATERING:

BMP DESCRIPTION/INSTALLATION: IN THE EVENT GROUNDWATER IS ENCOUNTERED DURING CONSTRUCTION, DEWATERING MAY BE REQUIRED THROUGH THE USE OF SUMP PUMPS. INSTALLATION OF SUMPS SHALL FOLLOW THE REQUIREMENTS OF THE SUMP PIT. THE PURPOSE OF THIS PRACTICE IS TO REMOVE EXCESSIVE WATER FROM EXCAVATIONS IN A MANNER THAT IMPROVES THE QUALITY OF THE WATER BEING PUMPED. NO DEWATERING WASTEWATER SHALL BE DISCHARGED WITHOUT FIRST BEING FILTERED BY AN APPROVED METHOD.

CONSTRUCTION SPECIFICATIONS:
1. A PERFORATED VERTICAL STANDPIPE SHALL BE PLACED IN THE CENTER OF THE PIT TO COLLECT FILTERED WATER. THE STANDPIPE SHALL BE SLOTTED OR PERFORATED CORRUGATED METAL OR PVC PIPE AND ITS DIAMETER AND NUMBER OF PERFORATIONS SHALL BE COMPATIBLE WITH THE PUMP SIZE BEING USED.
2. WATER IS THEN TO BE PUMPED FROM THE CENTER OF THE PIPE TO A SUITABLE DISCHARGE AREA.
3. THE PIT SHALL BE FILLED WITH CRUSHED STONE OR GRAVEL NO SMALLER THAN CT DOT #67 SIZE NOR LARGER THAN CT DOT #3 SIZE. CRUSHED STONE SHALL EXTEND A MINIMUM OF 12" BELOW THE BOTTOM OF THE STANDPIPE.
4. DISCHARGE OF WATER PUMPED FROM THE STANDPIPE SHALL BE TO A SUITABLE PRACTICE SUCH AS A PORTABLE SEDIMENT TANK, OR AN APPROVED DEWATERING FILTRATION BAG, OR EQUAL.
5. FILTER FABRIC SHALL BE WRAPPED AROUND THE STANDPIPE TO ENSURE CLEAN WATER DISCHARGE.
6. IT IS RECOMMENDED THAT 1/4 TO 1/2 INCH HARDWARE CLOTH WIRE BE WRAPPED AROUND AND SECURED TO THE STANDPIPE PRIOR TO ATTACHING THE FILTER FABRIC. THIS WILL INCREASE THE RATE OF WATER SEEPAGE INTO THE STANDPIPE.

STORM DRAIN PROTECTION:

DROP INLET PROTECTION:

BMP DESCRIPTION: ANY ON–SITE STORM DRAIN INLETS SHALL BE PROTECTED WITH A FILTER FABRIC INSERT AS DETAILED IN THE EROSION CONTROL PLAN AS SOON AS THESE FACILITIES ARE INSTALLED OR BEFORE SOIL DISTURBANCE BEGINS, FOR EXISTING STORM DRAIN INLETS. ANY EXISTING STORM DRAIN INLETS ARE TO BE PROTECTED SIMILARLY IF RECEIVING RUNOFF FROM UN–STABILIZED AREAS.

CONSTRUCTION SPECIFICATIONS:

FILTER FABRIC INSERT: FOLLOW SPECIFICATIONS DESCRIBED BY THE PRODUCT MANUFACTURER FOR EFFECTIVE INSTALLATION. A DETAIL FOR THE BAG IS INCLUDED IN THE EROSION CONTROL PLAN AS AN EXAMPLE OF AN ACCEPTABLE FILTER.

MAINTENANCE:
1. SEDIMENT SHALL NOT BE ALLOWED TO WASH INTO THE STORM DRAIN INLET. IT SHALL BE REMOVED FROM THE INLET PROTECTION AND DISPOSED OF AND STABILIZED SO THAT IT WILL NOT ENTER THE INLET AGAIN.
2. WHEN THE CONTRIBUTING DRAINAGE AREA HAS BEEN PERMANENTLY STABILIZED, ALL MATERIALS AND ANY SEDIMENT SHOULD BE REMOVED, AND EITHER SALVAGED OR DISPOSED OF PROPERLY.
3. EXPECTED LIFE OF A FILTER FABRIC INSERT IS A MAXIMUM OF 3 MONTHS. MAINTENANCE NEEDS AND REPAIRS SHALL BE ACCOMPLISHED IMMEDIATELY SHOULD THE INLET PROTECTION FAIL.

INSPECTION
1. INSPECTIONS OF STORM DRAIN INLET PROTECTION METHODS SHALL BE MADE BEFORE ANTICIPATED STORM EVENTS (OR SERIES OF STORM EVENTS SUCH AS INTERMITTENT SHOWERS OVER ONE OR MORE DAYS) AND WITHIN 24 HOURS AFTER THE END OF A STORM EVENT OF 0.5 INCHES OR GREATER, AND AT LEAST ONCE EVERY SEVEN CALENDAR DAYS.
2. WHERE SITES HAVE BEEN FINALLY OR TEMPORARILY STABILIZED, SUCH INSPECTIONS MAY BE CONDUCTED ONCE PER MONTH.

SLOPE PROTECTION:

EROSION CONTROL BLANKET:

BMP DESCRIPTION: EROSION CONTROL BLANKETS SHALL BE USED TO PROVIDE STABILIZATION ON STEEP (3H:1V OR GREATER) INTERIOR SIDE SLOPES AND IMMEDIATE STABILIZATION FOR BENCHES. THE BLANKET SHALL COVER THE ENTIRE GRADED SIDE SLOPES. THE SIDE SLOPES SHALL BE SEEDED AND MULCHED BEFORE THE BLANKET IS APPLIED. THE BLANKET SHALL BE INSTALLED IN A 12 INCH WIDE BY 6 INCH DEEP TRENCH IN THE UPSIDE OF THE SLOPE, AND STAPLING THE LEADING EDGE OF THE BLANKET IN THE TRENCH. THE BLANKET SHALL BE ROLLED DOWN THE SLOPE SLOWLY TO MAINTAIN SOIL CONTACT AND STAPLED AT 12 INCH INTERVALS. THE BLANKETS SHALL BE OVERLAPPED A MINIMUM OF 12 INCHES AND STAPLED AT THE OVERLAPPING EDGE.

INSTALLATION SCHEDULE: THE EROSION CONTROL BLANKETS SHALL BE INSTALLED IMMEDIATELY AFTER GRADING OF THE SIDE SLOPES AND BENCHES IS COMPLETE.

CONSTRUCTION SPECIFICATIONS:
1. BIODEGRADABLE ROLLED EROSION CONTROL PRODUCTS (RECPS) ARE TYPICALLY COMPOSED OF JUTE FIBERS, CURLED WOOD FIBERS, STRAW, COCONUT FIBER, OR A COMBINATION OF THESE MATERIALS. IN ORDER FOR AN RECP TO BE CONSIDERED 100% BIODEGRADABLE, THE NETTING, SEWING OR ADHESIVE SYSTEM THAT HOLDS THE BIODEGRADABLE MULCH FIBERS TOGETHER MUST ALSO BE DEGRADABLE.
   a. JUTE IS A NATURAL FIBER THAT IS MADE INTO A YARN THAT IS LOOSELY WOVEN INTO A BIODEGRADABLE MESH. IT IS DESIGNED TO BE USED IN CONJUNCTION WITH VEGETATION AND HAS LONGEVITY OF APPROXIMATELY ONE YEAR. THE MATERIAL IS SUPPLIED IN ROLLED STRIPS, WHICH SHOULD BE SECURED TO THE SOIL WITH U–SHAPED STAPLES OR STAKES IN ACCORDANCE WITH MANUFACTURERS' RECOMMENDATIONS.
   b. EXCELSIOR (CURLED WOOD FIBER) BLANKET MATERIAL SHOULD CONSIST OF MACHINE PRODUCED MATS OF CURLED WOOD EXCELSIOR WITH 80 PERCENT OF THE FIBER 6 IN. OR LONGER. THE EXCELSIOR BLANKET SHOULD BE OF CONSISTENT THICKNESS. THE WOOD FIBER MUST BE EVENLY DISTRIBUTED OVER THE ENTIRE AREA OF THE BLANKET. THE TOP SURFACE OF THE BLANKET SHOULD BE COVERED WITH A PHOTODEGRADABLE EXTRUDED PLASTIC MESH. THE BLANKET SHOULD BE SMOLDER RESISTANT WITHOUT THE USE OF CHEMICAL ADDITIVES AND SHOULD BE NON–TOXIC AND NON–INJURIOUS TO PLANT AND ANIMAL LIFE. GRADE AND SHAPE THE AREA OF INSTALLATION.
2. REMOVE ALL ROCKS, CLODS, VEGETATION OR OTHER OBSTRUCTIONS SO THAT THE INSTALLED BLANKETS OR MATS WILL HAVE COMPLETE, DIRECT CONTACT WITH THE SOIL.
3. PREPARE SEEDBED BY LOOSENING 2 TO 3 IN. OF TOPSOIL.
4. SEED THE AREA BEFORE BLANKET INSTALLATION FOR EROSION CONTROL AND REVEGETATION.
5. SEEDING AFTER MAT INSTALLATION IS OFTEN SPECIFIED FOR TURF REINFORCEMENT APPLICATION. WHEN SEEDING PRIOR TO BLANKET INSTALLATION, ALL CHECK SLOTS AND OTHER AREAS DISTURBED DURING INSTALLATION MUST BE RE–SEEDED. WHERE SOIL FILLING IS SPECIFIED, SEED THE MATTING AND THE ENTIRE DISTURBED AREA AFTER INSTALLATION AND PRIOR TO FILLING THE MAT WITH SOIL.
6. FERTILIZE AND SEED IN ACCORDANCE WITH SEEDING SPECIFICATIONS OR OTHER TYPES OF LANDSCAPING PLANS. WHEN USING JUTE MATTING ON A SEEDED AREA, APPLY APPROXIMATELY HALF THE SEED BEFORE LAYING THE MAT AND THE REMAINDER AFTER LAYING THE MAT.
7. CHECK SLOTS ARE MADE OF GLASS FIBER STRIPS, EXCELSIOR MATTING STRIPS OR TIGHT FOLDED JUTE MATTING BLANKET OR STRIPS FOR USE ON STEEP, HIGHLY ERODIBLE WATERCOURSES. THE CHECK SLOTS ARE PLACED IN NARROW TRENCHES 6 TO 12 IN. DEEP ACROSS THE CHANNEL AND LEFT FLUSH WITH THE SOIL SURFACE. THEY ARE TO COVER THE FULL CROSS SECTION OF DESIGNED FLOW.
8. BEFORE LAYING THE MATTING, ALL CHECK SLOTS SHOULD BE INSTALLED AND THE FRIABLE SEEDBED MADE FREE FROM CLODS, ROCKS, AND ROOTS. THE SURFACE SHOULD BE COMPACTED AND FINISHED ACCORDING TO THE REQUIREMENTS OF THE MANUFACTURER'S RECOMMENDATIONS.
9. ANCHOR AND INSTALL AS DETAILED PER MANUFACTURER REQUIREMENTS.

MAINTENANCE:
1. AREAS WHERE EROSION IS EVIDENT SHALL BE REPAIRED AND BMPS REAPPLIED AS SOON AS POSSIBLE. CARE SHOULD BE EXERCISED TO MINIMIZE THE DAMAGE TO PROTECTED AREAS WHILE MAKING REPAIRS, AS ANY AREA DAMAGED WILL REQUIRE REAPPLICATION OF BMPS
2. IF WASHOUT OR BREAKAGE OCCURS, RE–INSTALL THE MATERIAL AFTER REPAIRING THE DAMAGE TO THE SLOPE OR CHANNEL.
3. MAKE SURE MATTING IS UNIFORMLY IN CONTACT WITH THE SOIL.
4. CHECK THAT ALL THE LAP JOINTS ARE SECURE, THE STAPLES ARE FLUSH WITH THE GROUND, AND THAT DISTURBED AREAS ARE SEEDED.

INSPECTION:
1. INSPECT EROSION CONTROL BLANKETS PRIOR TO FORECAST RAIN, DAILY DURING EXTENDED RAIN EVENTS, AFTER RAIN EVENTS, WEEKLY DURING THE RAINY SEASON, AND AT TWO–WEEK INTERVALS DURING THE NON–RAINY SEASON.

BOUNDARIES
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Site Operations/Development Plan
"Stormwater Pollution Prevention Notes"
Prepared for
Gateway Montville, LLC
125 Depot Rd (M/B/L 071-007-000), 133 Depot Rd (M/B/L 071-001-000), Depot Rd (M/B/L 071-013-000) and 55 Dock Rd (M/B/L 071-008-000) - Uncasville, Connecticut

SCALE: As Noted
DATE: May 2022
JOB I.D. NO. 22-3140

Revisions
Rev. A - Per Town Staff Review - 6/28/22
Rev. B - Per Town Staff Review - 7/7/22

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\\192.168.2.3\PROJECTS\CIVIL 3D PROJECTS\2022\22-3140 GATEWAY TERMINAL\DWG\DESIGN\DEPOT ROAD NOTES AND DETAILS.DWG

SOIL STABILIZATION:

TEMPORARY STABILIZATION:

BMP DESCRIPTION: HYDROMULCHING OR MECHANICAL SEEDING SHALL BE USED ON SLOPES WHERE CONSTRUCTION WILL CEASE FOR MORE THAN 14 DAYS AND OVER THE WINTER MONTHS TO STABILIZE ERODIBLE MATERIALS. STRAW MULCH AND WOOD FIBER SHALL BE MIXED WITH A TACKIFIER AND APPLIED UNIFORMLY BY MACHINE WITH AN APPLICATION RATE OF 2 TONS (100–200 BALES) PER ACRE. THE CONTRACTOR SHALL USE CRIMPING EQUIPMENT TO BIND THE MULCH TO THE SOIL IF THE TACKIFIER IS NOT EFFECTIVE. NETTING SHALL BE USED ON SMALL AREAS WITH STEEP SLOPES. IN AREAS WHERE HYDROMULCHING IS INACCESSIBLE, STRAW MULCH SHALL BE APPLIED BY HAND AT THE SAME APPLICATION RATE. TEMPORARY SEEDING SHALL BE USED ON ANY AREA WHERE CONSTRUCTION ACTIVITY IS SUSPENDED FOR MORE THAN TWENTY–ONE DAYS TO STABILIZE ERODIBLE MATERIALS. SEED MIXTURE FOR TEMPORARY SEEDING SHALL BE ANNUAL RYE OR WINTER RYE, DEPENDING ON THE TIME OF SEEDING FOR TEMPORARY STABILIZATION.

INSTALLATION SCHEDULE: PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES WILL TEMPORARILY CEASE FOR MORE THAN 14 DAYS SHALL BE STABILIZED WITH MULCH. WHERE CONSTRUCTION ACTIVITIES WILL TEMPORARILY CEASE FOR MORE THAN 21 DAYS IT SHALL BE TEMPORARILY SEEDED. WINTER STABILIZATION SHALL BE PROVIDED BETWEEN NOVEMBER 25 AND MARCH 30.

MAINTENANCE AND INSPECTION: MULCHED AREAS SHALL BE INSPECTED WEEKLY TO ENSURE THAT ADEQUATE COVERAGE IS PROVIDED. REPAIRS SHALL BE CONDUCTED AS NEEDED.

FINAL STABILIZATION:

PERMANENT SEEDING SHALL BE APPLIED IMMEDIATELY AFTER THE FINAL DESIGN GRADES ARE ACHIEVED AT THE SITE BUT NO LATER THAN 14 DAYS AFTER CONSTRUCTION ACTIVITIES HAVE PERMANENTLY CEASED. AFTER THE ENTIRE SITE IS STABILIZED, ANY SEDIMENT THAT HAS ACCUMULATED SHALL BE REMOVED AND HAULED OFF SITE TO A LICENSED LANDFILL FACILITY. CONSTRUCTION DEBRIS, TRASH, AND TEMPORARY BMP'S SHALL ALSO BE REMOVED AND ANY AREAS DISTURBED DURING REMOVAL WILL BE SEEDED IMMEDIATELY.

SEEDBED PREPARATION:

1. *TOPSOIL SHALL BE SPREAD OVER FINAL GRADED AREAS AT A MINIMUM DEPTH OF SIX INCHES. A MINIMUM OF TWELVE INCHES OF MINERAL SOILS MUST BE PROVIDED BETWEEN ROCK SURFACES AND THE TOPSOIL LAYER.*
2. *THE SEEDBED SHALL BE FREE OF ROCKS, WOODY DEBRIS AND OTHER OBJECTIONABLE MATERIAL.*
3. *FERTILIZER SHALL BE APPLIED TO THE SEEDBED AS NEEDED. FERTILIZERS SHALL BE COMMERCIAL TYPE OF UNIFORM COMPOSITION, FREE–FLOWING AND CONFORMING TO APPLICABLE STATE AND FEDERAL LAWS. CHOOSE NATIVE SPECIES THAT ARE ADAPTED TO LOCAL WEATHER AND SOIL CONDITIONS WHEREVER POSSIBLE TO REDUCE WATER AND FERTILIZER INPUTS AND LOWER MAINTENANCE OVERALL.*
4. *TOPSOIL SHALL BE LOOSENED BY RAKING, TILLING OR OTHER SUITABLE METHODS.*

FINAL STABILIZATION SHALL BE COMPLETED ON PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE PERMANENTLY CEASED BUT NO LATER THAN 14 DAYS AFTER CONSTRUCTION CEASES.

ALL SEEDED AREAS SHALL BE INSPECTED WEEKLY DURING CONSTRUCTION ACTIVITIES FOR FAILURE UNTIL A DENSE COVER OF VEGETATION HAS BEEN ESTABLISHED. IF FAILURE IS NOTICED ON THE SEEDED AREA, THE AREA SHALL BE RESEEDED, FERTILIZED AND MULCHED IMMEDIATELY. AFTER CONSTRUCTION IS COMPLETE AT THE SITE PERMANENT STABILIZATION MEASURES SHALL BE MONITORED UNTIL FINAL STABILIZATION IS REACHED.

NO–MOW SEED MIXTURE FOR UPLAND AREAS

NO–MOW SEED MIX SHALL BE USED ON SLOPES 3H:1V AND STEEPER THAT ARE NOT INTENDED TO BE STABILIZED WITH STONE. THE NO–MOW SEED MIX SHALL BE AN APPROVED CT DOT GRASS SEED MIXTURE. APPLY CT DOT GRASS SEED MIX, PREFERABLY BY HYDROSEEDING, AT A MINIMUM SEEDING RATE OF 125 POUNDS PER ACRE. FOR CT DOT GRASS SEED MIX REFER TO CT DOT FORM 816, SECTION M.13.04.

SPECIES	*PROPORTION BY WEIGHT*
CHEWINGS FESCUE, (FESTUCA RUBRA VAR. COMMUTATA) CERTIFIED VARIETY: JAMESTOWN, ATLANTA, VICTORY, SHADOW OR EQUAL	*35*
HARD FESCUE, (FESTUCA LONGIFOLIA) CERTIFIED VARIETY: RELIANT, SPARTON, SCALDIS OR EQUAL	*30*
COLONIAL BENTGRASS, (AGRASTIS TENUIS) CERTIFIED VARIETY: HIGHLAND OR EQUAL	*5*
BIRDSFOOT TREFOIL, (LOTUS CORNICULATUS) VARIETY ARVENIS, CERTIFIED VARIETY: EMPIRE OR EQUAL LOW GROWING VARIETY	*10*
PERENNIAL RYEGRASS, (LOLIUM PERENNE) TURF TYPE	*20*

THE RECOMMENDED SEEDING DATES ARE: APRIL 1–JUNE 15 AND AUGUST 15–OCTOBER 1. THE CONTRACTOR SHALL WATER THE SEEDED SLOPES TO ENSURE THE GROWTH OF A DENSE STABLE SURFACE.

GOOD HOUSEKEEPING BEST MANAGEMENT PRACTICES (BMP'S):

1. *MATERIAL HANDLING AND WASTE MANAGEMENT:*

WASTE MATERIALS:

ALL WASTE MATERIALS SHALL BE COLLECTED AND DISPOSED OF INTO METAL WASTE DUMPSTERS IN DESIGNATED AREAS. DUMPSTERS SHALL HAVE A SECURE TIGHT LID, BE PLACED AWAY FROM STORM WATER DRAINS AND STRUCTURES, AND SHALL MEET ALL FEDERAL, STATE, COUNTY, AND LOCAL REGULATIONS. ONLY TRASH AND CONSTRUCTION DEBRIS SHALL BE PLACED IN THE DUMPSTERS. CONSTRUCTION MATERIALS SHALL NOT BE BURIED ON SITE.

MAINTENANCE AND INSPECTION: THE DUMPSTERS SHALL BE INSPECTED WEEKLY AND IMMEDIATELY AFTER STORM EVENTS. THE DUMPSTER SHALL BE EMPTIED WEEKLY OR MORE FREQUENTLY IF NEEDED, AND TAKEN TO AN APPROPRIATE LANDFILL.

HAZARDOUS WASTE MATERIALS:

BMP DESCRIPTION: ALL HAZARDOUS WASTE MATERIALS INCLUDING OIL FILTERS, PETROLEUM PRODUCTS, PAINT, AND EQUIPMENT MAINTENANCE FLUIDS SHALL BE STORED IN STRUCTURALLY SOUND AND SEALED SHIPPING CONTAINERS IN A DESIGNATED AREA. HAZARDOUS WASTE MATERIALS SHALL BE STORED IN APPROPRIATE AND CLEARLY MARKED CONTAINERS AND SEGREGATED FROM OTHER NON–WASTE MATERIALS. SECONDARY CONTAINMENT SHALL BE PROVIDED FOR ALL WASTE MATERIALS IN A DESIGNATED AREA AND SHALL CONSIST OF COMMERCIALLY AVAILABLE SPILL PALLETS. ADDITIONALLY, ALL HAZARDOUS WASTE MATERIALS SHALL BE DISPOSED OF IN ACCORDANCE WITH FEDERAL, STATE, COUNTY, AND LOCAL REGULATIONS. HAZARDOUS WASTE MATERIALS SHALL NOT BE DISPOSED OF INTO THE ON–SITE DUMPSTERS.

MAINTENANCE AND INSPECTION: THE HAZARDOUS WASTE MATERIALS AREA SHALL BE INSPECTED WEEKLY AND AFTER STORM EVENTS. THE STORAGE AREA SHALL BE KEPT CLEAN, WELL ORGANIZED AND EQUIPPED WITH AMPLE CLEANUP SUPPLIES AS APPROPRIATE FOR THE MATERIALS BEING STORED. MATERIAL SAFETY DATA SHEETS, MATERIAL INVENTORY, AND EMERGENCY CONTACT NUMBERS SHALL BE MAINTAINED IN THE OFFICE TRAILER.

SANITARY WASTE:

BMP DESCRIPTION: PORTABLE TOILETS, LOCATED IN THE STAGING AREA, SHALL BE PROVIDED AT THE SITE THROUGHOUT THE CONSTRUCTION PHASE. THE TOILETS SHALL BE LOCATED AWAY FROM CONCENTRATED DRAINAGE FLOW PATHS AND SHALL HAVE COLLECTION PANS UNDERNEATH AS SECONDARY CONTAINMENT.

MAINTENANCE AND INSPECTION: SANITARY WASTE SHALL BE COLLECTED A MINIMUM OF ONCE A WEEK AND SHALL BE INSPECTED WEEKLY FOR EVIDENCE OF LEAKING HOLDING TANKS.

RECYCLING:

BMP DESCRIPTION: WOOD PALLETS, CARDBOARD BOXES, AND OTHER RECYCLABLE CONSTRUCTION SCRAPS SHALL BE DISPOSED OF IN A DESIGNATED DUMPSTER FOR RECYCLING. THE DUMPSTER SHALL HAVE A SECURE WATERTIGHT LID, BE PLACED AWAY FROM STORMWATER CONVEYANCES AND DRAINS AND MEET ALL LOCAL AND STATE SOLID–WASTE MANAGEMENT REGULATIONS. ONLY SOLID RECYCLABLE CONSTRUCTION SCRAPS FROM THE SITE SHALL BE DEPOSITED IN THE DUMPSTER.

MAINTENANCE AND INSPECTION: THE RECYCLING DUMPSTER SHALL BE INSPECTED WEEKLY. THE RECYCLING DUMPSTER SHALL BE EMPTIED WHEN FULL AND TAKEN TO AN APPROVED RECYCLING CENTER BY THE CONTRACTOR. IF RECYCLABLE CONSTRUCTION WASTES ARE EXCEEDING THE DUMPSTER'S CAPACITY, THE DUMPSTERS SHALL BE EMPTIED MORE FREQUENTLY.

2. *DESIGNATE WASHOUT AREAS:*

CONCRETE WASHOUT

BMP DESCRIPTION: A DESIGNATED TEMPORARY, ABOVE–GRADE CONCRETE WASHOUT AREA SHALL BE CONSTRUCTED FOR CONCRETE WASHOUT. THE WASHOUT AREA WILL BE LINED WITH PLASTIC SHEETING AT LEAST 10 MILS THICK AND FREE OF HOLES OR TEARS. CONCRETE POURS SHALL NOT BE CONDUCTED DURING OR BEFORE AN ANTICIPATED STORM EVENT. CONCRETE MIXER TRUCKS AND CHUTES SHALL BE WASHED IN THE DESIGNATED WASHOUT AREA OR CONCRETE WASTES SHALL BE PROPERLY DISPOSED OF OFF–SITE. WHEN THE TEMPORARY WASHOUT AREA IS NO LONGER NEEDED FOR THE CONSTRUCTION PROJECT, THE HARDENED CONCRETE AND MATERIALS USED TO CONSTRUCT THE AREA SHALL BE REMOVED AND DISPOSED OF IN ACCORDANCE WITH ALL APPLICABLE LOCAL, STATE, AND FEDERAL REGULATIONS, AND THE AREA SHALL BE STABILIZED.

INSTALLATION SCHEDULE: THE WASHOUT AREA SHALL BE CONSTRUCTED BEFORE CONCRETE POURS OCCUR AT THE SITE.

3. *VEHICLE FUELING AND MAINTENANCE PRACTICES:*

BMP DESCRIPTION: SEVERAL TYPES OF VEHICLES AND EQUIPMENT SHALL BE USED ON–SITE THROUGHOUT THE PROJECT, INCLUDING GRADERS, SCRAPERS, EXCAVATORS, LOADERS, ROLLERS, TRUCKS AND TRAILERS, BACKHOES, AND FORKLIFTS. ALL MAJOR EQUIPMENT MAINTENANCE SHALL BE PERFORMED ON–SITE. ALL VEHICLE FUELING ACTIVITY SHALL OCCUR IN THE STAGING AREA. ONLY MINOR OR EMERGENCY EQUIPMENT MAINTENANCE SHALL OCCUR ON–SITE. BOTH OF THESE PROPOSED ACTIVITIES SHALL BE SITUATED SO THAT DRAINAGE FACILITIES OR WATER COURSES LOCATED IN THE AREA ARE NOT AT RISK FROM POTENTIAL INFILTRATION. ALL EQUIPMENT FLUIDS GENERATED FROM MAINTENANCE ACTIVITIES SHALL BE DISPOSED OF INTO DESIGNATED DRUMS STORED ON SPILL PALLETS. ABSORBENT, SPILL–CLEANUP MATERIALS AND SPILL KITS SHALL BE AVAILABLE AT THE COMBINED STAGING AND MATERIALS STORAGE AREA. DRIP PANS SHALL BE PLACED UNDER ALL EQUIPMENT RECEIVING MAINTENANCE AND VEHICLES AND EQUIPMENT PARKED OVERNIGHT. FUEL SHALL BE DELIVERED TO THE SITE ON AN AS NEEDED BASIS BY A FUEL DELIVERY SERVICE.

INSTALLATION SCHEDULE: BMPS IMPLEMENTED FOR EQUIPMENT AND VEHICLE MAINTENANCE AND FUELING ACTIVITIES WILL BEGIN AT THE START OF THE PROJECT.

4. *VEHICLE WASHING: ALL EQUIPMENT AND VEHICLE WASHING SHALL BE PERFORMED OFF–SITE AT A LOCATION APPROVED FOR VEHICLE WASHING.*

SPILL PREVENTATION AND CONTROL PLAN:

BMP DESCRIPTION:

1. *VEHICLE MAINTENANCE: VEHICLES AND EQUIPMENT SHALL BE MAINTAINED OFF–SITE. ALL VEHICLES AND EQUIPMENT INCLUDING SUBCONTRACTOR VEHICLES SHALL BE CHECKED FOR LEAKING OIL AND FLUIDS. VEHICLES LEAKING FLUID SHALL NOT BE ALLOWED ON–SITE.*
2. *HAZARDOUS MATERIAL STORAGE: HAZARDOUS MATERIALS SHALL BE STORED IN ACCORDANCE WITH FEDERAL AND MUNICIPAL REGULATIONS.*
3. *SPILL KITS: SPILL KITS SHALL BE STORED WITHIN THE MATERIAL STORAGE AREA, CONCRETE WASHOUT AREAS, AND DESIGNATED FUELING AREA.*
4. *SPILLS: ALL SPILLS SHALL BE CLEANED UP IMMEDIATELY UPON DISCOVERY. SPENT ABSORBENT MATERIALS AND RAGS SHALL BE HAULED OFF–SITE IMMEDIATELY AFTER THE SPILL IS CLEANED UP FOR DISPOSAL AT THE APPROPRIATE LANDFILL. SPILLS LARGE ENOUGH TO DISCHARGE TO SURFACE WATER SHALL BE REPORTED TO THE NATIONAL RESPONSE CENTER AT 1–800–424–8802.*
5. *MATERIAL SAFETY DATA SHEETS, A MATERIAL INVENTORY, AND EMERGENCY CONTACT INFORMATION SHALL BE MAINTAINED AT THE ON–SITE PROJECT TRAILER.*

INSTALLATION SCHEDULE: THE SPILL PREVENTION AND CONTROL PROCEDURES SHALL BE IMPLEMENTED BEFORE CONSTRUCTION BEGINS ON–SITE.

REFERENCE IS MADE TO:

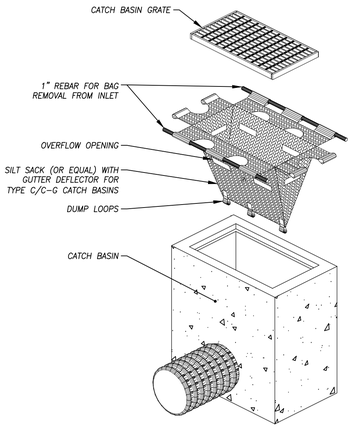
1. *ADDENDUM ISSUED DECEMBER 3, 2013, OF THE CT DEEP GENERAL PERMIT FOR THE DISCHARGE OF STORMWATER ASSOCIATED WITH INDUSTRIAL ACTIVITY, EFFECTIVE OCTOBER 1, 2021.*

REQUIRED CT DEEP BEST MANAGEMENT PRACTICES REQUIRED FOR BULK SALT STORAGE AREAS:

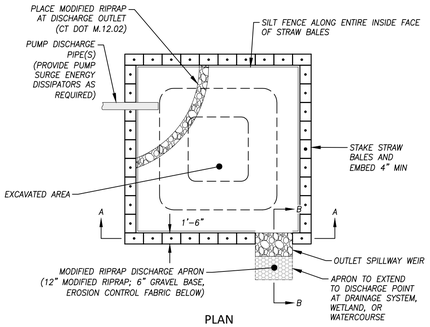
BULK SOLID DE–ICING MATERIAL STORAGE FACILITIES WITH THE CAPACITY TO STORE, AT ANY ONE TIME, 30,000 TONS OR MORE OF SOLID DE–ICING MATERIALS, ARE EXEMPT FROM THE REQUIREMENT IN SECTION 5(B)(12) OF THIS GENERAL PERMIT TO COVER THE SOLID DE–ICING MATERIAL PILE (STOCKPILE) BY STRUCTURAL MEANS (INCLUDING A RIGID OR FLEXIBLE ROOF) PROVIDED THE FOLLOWING MINIMUM BEST MANAGEMENT PRACTICES ARE IMPLEMENTED AND DOCUMENTED IN THE SITE STORMWATER POLLUTION PREVENTION PLAN (PLAN):

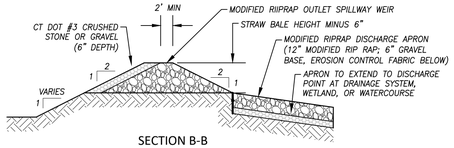
1. *THE BULK SOLID DE–ICING MATERIAL STORAGE FACILITY SHALL BE LOCATED ON A WELL–MAINTAINED PAVED SURFACE, ADEQUATE IN SIZE TO ACCOMMODATE THE STOCKPILE(S) AND ALL OPERATIONS ASSOCIATED WITH DELIVERY, STOCKPILING, AND DISTRIBUTION OF DE–ICING MATERIAL.*
2. *THE STOCKPILE SHALL BE COVERED WITH AN IMPERMEABLE COVER EXCEPT WHEN RECEIVING DE–ICING MATERIAL, BUILDING THE STOCKPILE, OR LOADING MATERIAL OUT TO CUSTOMERS. FIELD–SEWN SEAMS SHALL BE DOUBLE–STITCHED.*
3. *THE IMPERMEABLE COVER SHALL MEET THE FOLLOWING MINIMUM SPECIFICATIONS:*

   MATERIAL
   TYPE: POLYETHYLENE
   WEIGHT: 6 OZ/SQ YARD
   THICKNESS: 12 MIL
   TENSILE STRENGTH
   WARP: 200 LBS
   WEFT: 175 LBS
   TEAR STRENGTH
   WARP: 60 LBS
   WEFT: 50 LBS
   MULLEN BURST 420 PSI
4. *THE IMPERMEABLE COVER SHALL BE WEIGHTED DOWN AND THE PERIMETER OF THE IMPERMEABLE COVER SHALL BE SECURED TO THE PAVEMENT WITH BALLAST.*
5. *DURING RECEIPT/DELIVERY OF DE–ICING MATERIALS TO THE SITE, THE STOCKPILE SHALL BE COVERED IN SECTIONS OR STAGES AS DE–ICING MATERIAL IS DELIVERED TO CREATE OR AUGMENT A STOCKPILE. BEST EFFORTS SHALL BE MADE TO COVER EACH SECTION OR STAGE WITHIN 72 HOURS FOLLOWING COMPLETION OF DELIVERY.*
6. *WHEN DISTRIBUTING/REMOVING MATERIAL FROM THE SITE, THE COVER AT THE WORKING FACE OF THE STOCKPILE SHALL BE REMOVED ONLY ENOUGH TO LOAD OUT THE DAY'S SHIPMENT. UPON COMPLETION OF THE REMOVAL OF MATERIAL, THE OPEN FACE OF THE STOCKPILE SHALL BE RE–COVERED TO THE MAXIMUM EXTENT POSSIBLE.*
7. *THE SITE SHALL BE SWEPT, AS NEEDED, TO PREVENT THE DISCHARGE OF DE–ICING MATERIAL TO WATERS OF THE STATE.*



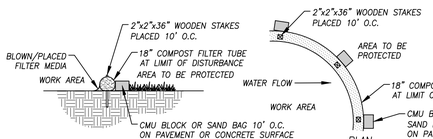
CATCH BASIN INLET PROTECTION
NOT TO SCALE





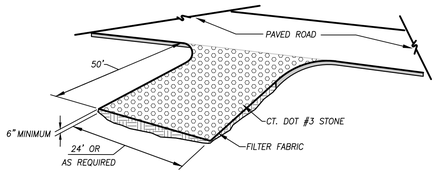
NOTES:
1. *THE CONTRACTOR SHALL SIZE BASIN BASED ON THE SELECTED PUMP DISCHARGE FLOWS, AND ENLARGE AS NECESSARY AT NO ADDITIONAL COST TO THE OWNER, TO ALLOW FOR PROPER FUNCTION OF THE BASIN.*
2. *ALTERNATE PUMPING SETTLING BASINS OR FRACTIONATION TANKS MAY BE USED WITH PRIOR APPROVAL OF THE ENGINEER.*

TYPICAL PUMP SETTLING BASIN DETAIL
NOT TO SCALE



NOTES:
1. *COMPOST FILTER TUBES SHALL BE FILTREXX SOXX OR EQUAL.*
2. *ALL MATERIAL SHALL MEET FILTREXX SPECIFICATIONS OR EQUAL.*

COMPOST FILTER TUBE DETAIL
NOT TO SCALE



ANTI-TRACKING PAD
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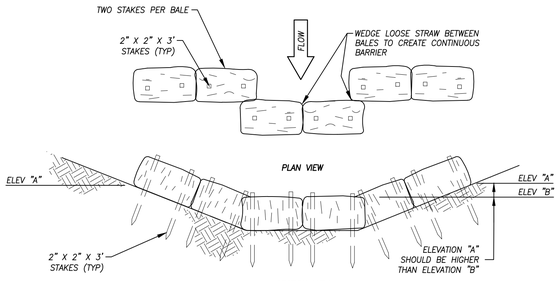
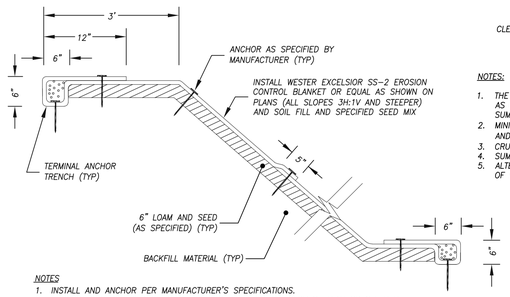
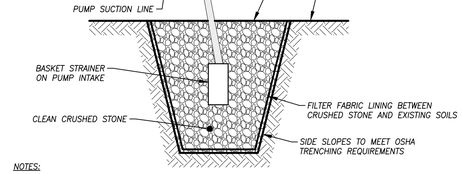


STRAW BALE CHECK DAM
NOT TO SCALE



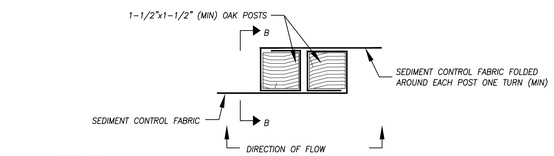
NOTES
1. *INSTALL AND ANCHOR PER MANUFACTURER'S SPECIFICATIONS.*
2. *EROSION CONTROL BLANKET SHALL BE INSTALLED ON ALL SLOPES 3H:1V OR STEEPER.*

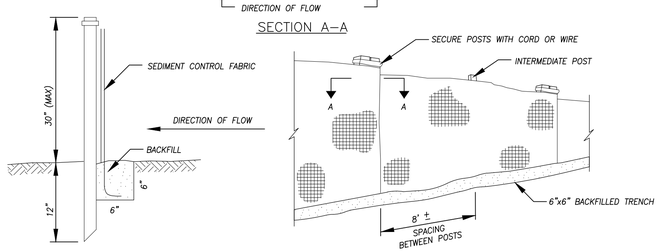
EROSION CONTROL BLANKET DETAIL
NOT TO SCALE



NOTES:
1. *THE CONTRACTOR SHALL SIZE SUMP BASED ON THE SELECTED PUMP DISCHARGE FLOWS, AND ENLARGE AS NECESSARY AT NO ADDITIONAL COST TO THE OWNER, TO ALLOW FOR PROPER FUNCTION OF THE SUMP.*
2. *MINIMUM SUMP DIMENSIONS ARE 2' DEEP (MEASURED FROM THE BOTTOM OF THE TRENCH EXCAVATION) AND 2' DIAMETER.*
3. *CRUSHED STONE SHALL BE NO SMALLER THAN CT DOT #67 SIZE NOR LARGER THAN CT DOT #3 SIZE.*
4. *SUMPS SHALL BE EXCAVATED AND RELOCATED AS REQUIRED TO MAINTAIN A DRY EXCAVATION.*
5. *ALTERNATE PUMP INTAKE PROTECTION AND DEWATERING METHODS MAY BE USED WITH PRIOR APPROVAL OF THE ENGINEER.*

TYPICAL PUMP INTAKE DETAIL
NOT TO SCALE





SEDIMENT FENCE DETAIL
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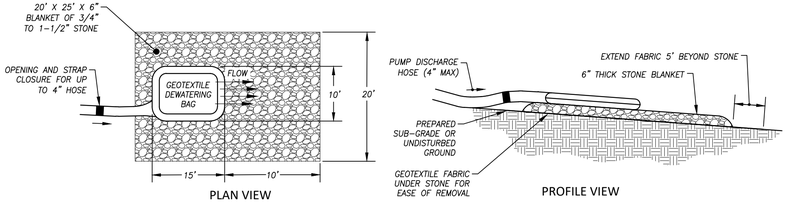

NOTES:
1. *GEOTEXTILE BAG MATERIAL SHALL BE A NON–WOVEN MATERIAL.*
2. *DO NOT OVER PRESSURIZE BAG OR USE BEYOND CAPACITY.*
3. *LOCATE DISCHARGE SITE ON FLAT UPLAND AREAS AS FAR AWAY AS POSSIBLE FROM STREAMS, WETLANDS, AND OTHER RESOURCES AND POINTS OF CONCENTRATED FLOW.*
4. *DOWNGRADIENT FROM RECEIVING AREA MUST BE WELL VEGETATED OR OTHERWISE STABLE FROM EROSION, E.G., FOREST FLOOR OR COARSE GRAVEL/STONE.*

GEOTEXTILE DEWATERING BAG
NOT TO SCALE

BOUNDARIES
CIVIL ENGINEERING · LAND SURVEYING · LAND USE PLANNING · GIS SERVICES
Boundaries LLC
179 Pachaug River Drive, Gilmantl, CT 06351
T 860.376.2006 | www.boundariesllc.net

Site Operations/Development Plan
"Stormwater Pollution Prevention Notes and Details"

Prepared for
Gateway Montville, LLC
125 Depot Rd (M/B/L 071-007-000), 133 Depot Rd (M/B/L 071-001-000), Depot Rd (M/B/L 071-013-000) and 55 Dock Rd (M/B/L 071-008-000) - Uncasville, Connecticut

SCALE:	As Noted
DATE:	May 2022
JOB I.D. NO.	22-3140
Revisions	
Rev. A - Per Town Staff	
Review - 6/28/22	
Rev. B - Per Town Staff	
Review - 7/7/22	
SHEET NO.	20 / 24

\\192.168.2.3\PROJECTS\CIVIL 3D PROJECTS\2022\22-3140 GATEWAY TERMINAL\DWG\DESIGN\DEPOT ROAD NOTES AND DETAILS.DWG