

1. EXISTING STRUCTURES, TOPOGRAPHY AND PROPERTY LINE INFORMATION SHOWN HEREON ARE TAKEN FROM THE "IMPROVEMENT LOCATION MAP" PREPARED FOR JOANNE F. PICA BY STALKER LAND SURVEYING, INC. OF WILTON, CT, DATED JULY 16, 2019.
2. THE PROPERTY IS SUBJECT TO FLOOD ZONE A AS SHOWN ON THE TOWN OF WILTON FLOOD INSURANCE RATE MAP (FIRM) NO. 09001C0391F DATED JUNE 16, 2010.
3. LOCATIONS OF EXISTING UNDERGROUND STRUCTURES AND UTILITIES INDICATED HEREON ARE TAKEN FROM DESIGN DRAWINGS, FIELD OBSERVATIONS, AND OTHER SOURCES OF INFORMATION AND ARE NOT TO BE CONSTRUED AS AN ACCURATE "AS-BUILT" SURVEY. THE CONTRACTOR SHALL EXCAVATE TEST HOLES, CONTACT "CALL BEFORE YOU DIG", AND PERFORM WHATEVER ADDITIONAL VERIFICATION NECESSARY TO VERIFY THE EXISTING INFORMATION. THE PROJECT ENGINEER SHALL BE PROMPTLY NOTIFIED OF ANY APPARENT CONFLICTS BETWEEN EXISTING UTILITIES AND PROPOSED WORK.
4. THE PURPOSE OF THIS PLAN IS TO SHOW THE PROPOSED REPLACEMENT OF A DETERIORATING DRIVEWAY CURBLET.
5. THE SUBJECT DRIVEWAY IS LOCATED WITHIN A DESIGNATED RIGHT-OF-WAY AT 68 MCFADDEN DRIVE. HOWEVER, THE SHARED DRIVEWAY ACTUALLY SERVES FOUR HOMES AT 58, 62, 64 AND 66 MCFADDEN DRIVE.
6. ALL CONSTRUCTION SHALL CONFORM TO THE TOWN OF WILTON STANDARD DETAILS AND SPECIFICATIONS. IN THE ABSENCE OF LOCAL STANDARDS, THE WORK SHALL CONFORM TO THE REQUIREMENTS OF THE CONNECTICUT DEPARTMENT OF TRANSPORTATION SPECIFICATION FORM 817, LATEST REVISION.
7. SOIL AND EROSION CONTROL MEASURES SHOWN HEREON SHALL BE PROPERLY INSTALLED PRIOR TO THE START OF CONSTRUCTION, INSPECTED AND REMOVED WEEKLY AND BEFORE AND AFTER STORM EVENTS, AND MAINTAINED IN FUNCTIONAL CONDITION THROUGHOUT THE CONSTRUCTION PERIOD.
8. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS PRIOR TO THE COMMENCEMENT OF THE WORK.

1. PRIOR TO THE START OF CONSTRUCTION, A PRE-CONSTRUCTION SITE MEETING SHALL BE HELD ON SITE WITH THE TOWN'S DIRECTOR OF ENVIRONMENTAL AFFAIRS, SITE CONTRACTOR AND PROJECT ENGINEER.
2. COORDINATE WITH PROPERTY OWNERS WHO UTILIZE THE SHARED DRIVEWAY SO THAT THEY CAN MAKE APPROPRIATE ACCESS ACCOMMODATIONS FOR THE CONSTRUCTION PERIOD.
3. INSTALL SILT FENCE AND ESTABLISH CONSTRUCTION STAGING AREAS.
4. SAW CUT THE LIMITS OF THE IMPACTED ASPHALT DRIVEWAY AND REMOVE THE ASPHALT FROM THE SITE.
5. INSTALL TEMPORARY SANDBAG CHECK DAM AND DEWATERING MEASURES.
6. ENSURE SUITABLE WEATHER CONDITIONS BEFORE BEGINNING EXCAVATION. REMOVE STONE HEADWALLS AND STOCKPILE THE STONE IN THE DRIVEWAY R.O.W. FOR REUSE. PRESERVE THE FOUR WING WALLS WHEREVER POSSIBLE.
7. EXCAVATE THE EXISTING CWP CULVERTS AND REMOVE THEM FROM THE SITE. STOCKPILE SUITABLE BACKFILL MATERIAL IN THE DRIVEWAY R.O.W. FOR REUSE.
8. PLACE AND COMPACT BEDDING MATERIAL.
9. INSTALL NEW HDPE CULVERT PIPES AND PLACE INITIAL BACKFILL.
10. PLACE RIP-RAP INLET AND OUTLET PROTECTION.
11. BEGIN RECONSTRUCTION OF STONE HEADWALLS AND THE WING WALLS INTO THE NEW HEADWALLS. PLACE AND COMPACT BACKFILL IN 12" LIFTS IN SUCCESSION WITH THE HEADWALL CONSTRUCTION.
12. PLACE PROCESSED STONE DRIVEWAY BASE AND FINISH GRADE.
13. COMPLETE CONSTRUCTION OF STONE HEADWALLS AND REMOVE ALL EXTRA STONE OF BACKFILL MATERIAL FROM THE SITE.
14. PAVE THE DRIVEWAY AND SEED OR MULCH ANY PARTS OF THE DRIVEWAY SHOULDERS THAT WERE DISTURBED.
15. REMOVE THE SILT FENCE ONCE THE SITE IS STABILIZED.

1. SEDIMENT AND EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE START OF CONSTRUCTION.
2. COORDINATE THE CONSTRUCTION WITH THE TOWN OF WILTON DIRECTOR OF ENVIRONMENTAL AFFAIRS. PRIOR TO BEGINNING WORK.
3. EXISTING TREES TO BE SAVED SHALL BE PROTECTED BY FLAGGING AND/OR SNOW FENCING AT THE DRIP LINE WHICH SHALL BE MAINTAINED DURING CONSTRUCTION.
4. SILT FENCE AND OTHER SEDIMENT CONTROL MEASURES MUST BE INSTALLED IN ACCORDANCE WITH THE DRAWINGS AND SPECIFIC MANUFACTURER'S RECOMMENDATIONS.
5. SILT FENCE SHALL BE MIRAFI ENVIROFENCE OR EQUIVALENT APPROVED BY THE DESIGN ENGINEER.
6. ADDITIONAL SEDIMENT AND EROSION CONTROLS MAY BE INSTALLED DURING THE CONSTRUCTION PERIOD IF FOUND NECESSARY BY THE INSPECTING ENGINEER OR ANY GOVERNING AGENCY.
7. AFTER EACH STORM EVENT OR AT LEAST ONCE WEEKLY, ALL SEDIMENT AND EROSION CONTROLS WILL BE INSPECTED. CORRECTIVE MEASURES TO MITIGATE ENVIRONMENTAL CONCERNS WILL BE ORDERED BY THE DESIGN ENGINEER AND/OR GOVERNING AGENCY, IF REQUIRED.
8. ALL PERMANENT AND TEMPORARY SEDIMENT CONTROL MEASURES WILL BE MAINTAINED IN EFFECTIVE CONDITION THROUGHOUT THE CONSTRUCTION PERIOD. UPON COMPLETION OF WORK, ALL TEMPORARY SEDIMENT CONTROL DEVICES SHALL BE REMOVED FROM THE SITE AND ANY COLLECTED SEDIMENTS FROM THE DEVICES SHALL BE DISPOSED OF LEGALLY AND IN KEEPING WITH THE INTENT OF THIS PLAN.
9. LAND DISTURBANCE SHALL BE KEPT TO A MINIMUM. ALL DISTURBED AREAS SHALL BE SEEDED AND MULCHED. APPLY GRASS SEED AT A RATE OF APPROXIMATELY 120 LBS/ACRE. SEED MIX WILL VARY FROM UPLAND TO WETLAND BUFFER AREAS. MULCH AFTER SEEDING UPLAND AT A RATIO OF 1000 LBS/ACRE.
10. EFFECTED PORTIONS OF OFFSITE ROADS MUST BE SWEEPED CLEAN WHEN REQUIRED.
12. ALL EROSION AND SEDIMENTATION CONTROL MEASURES WILL BE CONSTRUCTED IN ACCORDANCE WITH THE STANDARDS AND SPECIFICATIONS OF THE "CONNECTICUT GUIDELINES FOR SOIL EROSION AND SEDIMENT CONTROL," DATED MAY 2002.

