

PROPOSED DEVELOPMENT

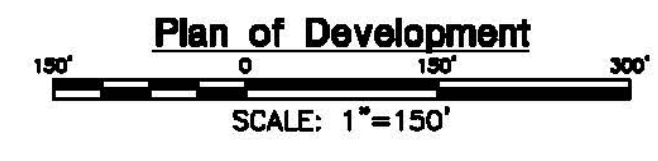
- THE PROPOSED DEVELOPMENT IS A 2 LOT RESIDENTIAL SUBDIVISION ALONG ALMADA DRIVE AND PARADISE DRIVE IN BROOKLYN, CT. THERE ARE NO PROPOSED PUBLIC IMPROVEMENTS AS PART OF THE DEVELOPMENT. THE PROPOSED LIMITS OF DISTURBANCE HAVE BEEN SHOWN ON PLANS. THE PROPOSED DEVELOPMENT WILL DISTURB APPROXIMATELY 2.7 ACRES.
1. THERE IS NO PROPOSED INLAND WETLAND DISTURBANCE.
 2. THERE IS APPROXIMATELY 56,350 SF OF PROPOSED WORK WITHIN THE 125-FOOT INLAND WETLAND UPLAND REVIEW AREA.
 3. THERE IS 100-YEAR FLOOD PLAIN LOCATED ON A PORTION OF THE PROPERTY. THERE IS NO PROPOSED WORK WITHIN THIS AREA. THE PROPERTY LIES WITHIN ZONE C "AREAS OF MINIMAL FLOODING". (FIRM MAP #0901640008A, EFFECTIVE DATE: JANUARY 3, 1985)
 4. NO PORTION OF THE LOT LIES WITHIN A CT DEEP NATURAL DIVERSITY DATABASE AREA.
 5. NO PORTION OF THE LOT LIES WITHIN THE COASTAL MANAGEMENT AREA.
 6. NO PORTION OF THE LOT LIES WITHIN THE AQUIFER PROTECTION AREA.
 7. THE RESIDENTIAL LOTS WILL BE SERVED BY ONSITE SEPTIC SYSTEMS.
 8. THE RESIDENTIAL LOTS WILL BE SERVED BY INDIVIDUAL WELLS.

GENERAL NOTES

1. CONTRACTOR SHALL CONTACT "CALL BEFORE YOU DIG" AT 811 AT LEAST 2 FULL WORKING DAYS PRIOR TO THE START OF CONSTRUCTION.
2. INFORMATION SHOWN ON THE DRAWINGS RELATING TO MATERIALS, CONDITIONS, AND/OR LOCATIONS OF EXISTING STRUCTURES AND UTILITIES HAS BEEN COMPILED FROM AVAILABLE INFORMATION INCLUDING FIELD SURVEY, UTILITY COMPANY AND TOWN RECORD MAPS AND DRAWINGS, AND IS NOT GUARANTEED ACCURATE OR COMPLETE.
3. THE CONTRACTOR SHALL EXCAVATE TEST PITS AS NEEDED OR AS DIRECTED TO VERIFY UTILITY INFORMATION.
4. **MAINTENANCE AND PROTECTION OF TRAFFIC:**
 - A. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ALL MAINTENANCE AND PROTECTION OF TRAFFIC, TRAFFIC CONTROL, TEMPORARY SIGNING OR BARRICADES AND TEMPORARY LANE CLOSURES. CONTINUOUS ACCESS FOR BUSES AND EMERGENCY VEHICLES SHALL BE MAINTAINED AT ALL TIMES.
 - B. PASSAGE OF TRAFFIC ON ROADWAYS: A MINIMUM OF ONE LANE FOR TRAFFIC SHALL BE MAINTAINED AT ALL TIMES. THE CONTRACTOR SHALL PERFORM HIS OPERATIONS TO MINIMIZE DISRUPTIONS TO TRAFFIC WITHIN THE PROJECT SITE.
 - C. RESIDENTS OR BUSINESSES WITH DRIVES AFFECTED BY CONSTRUCTION SHALL BE NOTIFIED BY THE CONTRACTOR AT LEAST 48 HOURS BEFORE CONSTRUCTION BEGINS AND SHALL BE ALLOWED CONTINUOUS ACCESS TO THEIR PROPERTY.
 - D. CERTIFIED FLAGMEN SHALL BE USED FOR TRAFFIC CONTROL AS NEEDED THROUGHOUT THE DURATION OF CONSTRUCTION.
 - E. CONSTRUCTION SIGNS MUST CONFORM TO THE SIGNING REQUIREMENTS OUTLINED IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD)". ALL SIGN FACES SHALL BE REFLECTORIZED.
4. THE CONTRACTOR SHALL CONFINE HIS OPERATIONS AND ACTIVITIES FOR CONSTRUCTION PURPOSES WITHIN THE STREET LINES, EASEMENTS AND PROPERTY AS SHOWN ON THE DRAWINGS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO EXISTING PAVEMENT, ROADWAY, SIDEWALKS, ETC., OUTSIDE OF THE WORK AREA AND SHALL REPAIR SUCH DAMAGE.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE TEMPORARY AND PERMANENT SUPPORT OF ALL EXISTING UTILITY POLES IN AN ADJACENT TO THE CONSTRUCTION AREA AND SHALL COMPLY WITH ALL THE REQUIREMENTS AND SPECIAL DETAILS FOR THE SUPPORT OF UTILITIES REQUIRED BY UTILITY AGENCIES.
6. MATERIAL STOCKPILE AND STAGING AREAS: THE CONTRACTOR SHALL LOCATE STOCKPILE, MATERIAL STORAGE AND EQUIPMENT STORAGE AREAS AS SHOWN ON THE PLANS. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL IDENTIFY THESE AREAS AND PROVIDE EROSION AND SEDIMENTATION CONTROL MEASURES AS REQUIRED. ADJUSTMENTS TO THESE LOCATIONS MAY BE MADE IN THE FIELD PROVIDED THAT EROSION AND SEDIMENTATION CONTROL MEASURES ARE FURNISHED & INSTALLED AND IN NO CASE MAY THEY BE RELOCATED WITHIN THE 125-FOOT INLAND WETLAND UPLAND REVIEW AREA OR BEYOND THE PROPOSED LIMITS OF DISTURBANCE.
7. IF BLASTING IS PERFORMED A PRE-BLAST SURVEY WILL BE REQUIRED. ANY AND ALL BLASTING SHALL CONFORM TO THE REGULATIONS SET FORTH BY THE TOWN AND SHALL BE APPROVED BY THE APPROPRIATE TOWN AGENCIES AND ADJACENT UTILITY OWNERS.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR RESETTING TO GRADE ALL FRAMES, GRATES, COVERS, VALVE BOXES, ACCESS COVERS, AND ALL OTHER ITEMS WHICH NORMALLY MUST HAVE A FIXED RELATION TO FINISHED GRADE.
9. ALL WORK TO CONFORM TO THE STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROADS, BRIDGES AND INCIDENTAL CONSTRUCTION FORM 818, DATED JULY 2020, AS REVISED.
10. ALL FILL MATERIAL (BORROW) IMPORTED TO THE SITE SHALL BE "CLEAN FILL" IN ACCORDANCE WITH DEEP'S SOLID WASTE MANAGEMENT REGULATIONS (RCSA SECTION 22a-209-1).

Soil Data	
3	Ridgebury, Leicester, and Whitman soils, extremely stony
17	Timakwa and Natchaug Soils, 0 to 2 percent slopes
21A	Ninigret and Tisbury soils, 0 to 5 percent slopes
38C	Hinckley gravelly sandy loam, 3 to 15 percent slopes
46B	Woodbridge fine sandy loam, 2 to 8 percent slopes, very stony
52C	Sutton fine sandy loam, 2 to 15 percent slopes, extremely stony
62C	Canton and Charlton soils, 3 to 15 percent slopes, extremely stony
62D	Canton and Charlton soils, 15 to 35 percent slopes, extremely stony
73C	Charlton-Chatfield complex, 3 to 15 percent slopes, very rocky
73E	Charlton-Chatfield complex, 15 to 45 percent slopes, very rocky
75E	Hollis-Chatfield-Rock outcrop complex, 15 to 45 percent slopes
W	Water

	STATEWIDE IMPORTANT FARMLAND SOILS		WATER
	PRIME FARMLAND SOILS		WETLANDS



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		No. DATE REVISION	Project No. #40-8383 Proj. Engineer K.J.H. Date: 3/31/2021 Sheet No.
Subdivision Plan Prepared for Paul R. Lehto #40 Almada Drive, Brooklyn, Connecticut Two Lot Resubdivision 40 Almada Drive Brooklyn, Connecticut Site Analysis Plan		6	

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