



**MANUAL  
OF  
TECHNICAL DESIGN**

# **TOWN OF EAST HARTFORD MANUAL OF TECHNICAL DESIGN**

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***DEVELOPED BY THE EAST HARTFORD  
ENGINEERING DIVISION***

**ENDORSED BY THE EAST HARTFORD INLAND WETLAND – ENVIRONMENT  
COMMISSION ON JANUARY 23, 1994.**

**ENDORSED BY THE TOWN PLANNING AND ZONING COMMISSION ON  
MARCH 23, 1994.**

**REVISION #1 - November 9, 1999**

**REVISION #2 – October 5, 2022**

**REVISION #3 – November 9, 2023**

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DESIGN MANUAL  
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**REVISION #2 - 05 OCTOBER 2022**

**REVISION #3 - 09 NOVEMBER 2023**

**TOWN OF EAST HARTFORD  
MANUAL OF TECHNICAL  
DESIGN**

**INTRODUCTION**

The purpose of this design manual is to provide the designer with standards to be used to prepare plans that will be reviewed within the Subdivision Regulations, Zoning Regulations and the Inland Wetland-Environment Regulations. The manual gives design minimums and maximums, formulas, details, procedures and other information that will be useful. The standards found herein are general guidelines that are to be used in conjunction with the discussion with Town staff to reach the application and permit stage. Every site has its own unique characteristics and must be prepared and dealt with on its own merits and there can be no substitute for an exchange of information with Town staff to insure all concerns have been addressed.

In the event a situation occurs that is not covered within this manual, the designer is advised to receive prior approval from the Town Engineer concerning the acceptance of a particular procedure, formula or design.

The State of Connecticut Department of Transportation Standards Specification for Roads, Bridges and Incidental Construction, Form 814A or as amended and Standard Details shall be incorporated into this manual, except as revised and modified herein.

Douglas R. Wilson, P.E  
Town Engineer

# SECTION 1

## TRAFFIC

The Town of East Hartford is an established community with a strong industrial base mixed with many residential neighborhoods. East Hartford is located to the east of the capital city of Hartford where many large employers are located. The network of thoroughfares within the Town not only carry local intertown traffic for residents, but intratown traffic for commuters who live outside of East Hartford but work in East Hartford and commuters who live outside of East Hartford but pass through the Town to their places of employment.

The Town's arterial and collector roadways are used heavily during peak hours. The extensive improvements to the infrastructure have caused traffic patterns to change and they will continue to fluctuate until the final layout continues to be an important part of the development process.

The close proximity to state roads and the size of developments in many cases will involve prior approval by the State of Connecticut Traffic Commission.

### **Traffic Information Required**

#### **Site Generated Traffic**

The ITE Trip Generation Report and factors shall be utilized in the required traffic analysis. Data should reflect a successful day for the development. Values, which are different than those, suggested by the ITE Trip Generation Report (current edition) need to be substantiated.

Morning peak hour for the roadway providing access to the site.

Afternoon peak hour for the roadway providing access to the site.

Morning and afternoon peak hour of the generator if different than the morning and afternoon peak hours of the adjacent roadways.

Other peak hours of the generator (weekday, midday, evening, weekend.)

Identify the hours of the day, day of the week, and the reason the hours and days used in Section 1.A.1 through 4, above were chosen.

Percent distribution of generated traffic, by direction, for each major road leading to the area and at the access points, for the same peak hours as in Section 1.A.1 through 4, above.

Flow diagrams for Section 1.A.1 through 4 and 6, above.

Note:

For shopping centers, projected traffic volumes as described in Section 1.A.1 through 7, above should have two submittals – one for Fridays and the other for Saturdays and should reflect a successful Friday and Saturday shopping day outside the Thanksgiving and Christmas shopping days; the gross floor area should be broken down by the major tenants.

For restaurants, provide size and location and indicate whether it is to be a fast food, or be a sit-down facility. Indicate if the facility has a drive-through.

For bank, provide size and location and indicate if a drive-through facility will be utilized.

For apartments, condominiums, hotel, and motels, the number of one, two, and three bedroom units, and the square footage area of each type of unit should be noted.

For other types of generators the Town's Legal Traffic Authority shall be contacted for appropriate information to be submitted.

### **Existing Traffic**

Existing turning movement counts are to be completed at intersections that will experience an increase of 100 or more vehicles during one or more peak hours as in Section 1.A.1 through 4 above. Any intersection immediately adjacent to the site or that will receive more than 75 percent of the site traffic shall be counted.

Flow diagram showing existing traffic for the same peak hours as in Section 1.A.1 through 4, above.

### **Background Traffic**

Data should be adjusted to reflect the background traffic for the month that carries the heaviest ADT on the subject roadway when the development will be occupied – should not reflect an average annual daily traffic. The existing traffic data is to be adjusted by an annual growth factor for each year from the time the existing counts were made to the year when the development will be fully opened. Inquires regarding seasonal adjustments and yearly growth factors should be directed to the Legal Traffic Authority.

Background traffic for the same peak hours as in Section 1.A.1 through 4 above, in the year the development is scheduled to be fully occupied.

Identify the other development whose traffic is included in the background traffic.

Identify the seasonal and annual growth factors applied to the existing traffic and justify their selection.

Flow diagrams for Section 1.C.1 above.

## **Combined Traffic**

Data shall include background plus site generated traffic.

Combined traffic for the same peak hours as in Section 1.A.1 through 4, above.

Flow diagrams for Section 1.D.1 above.

## **Capacity Analysis**

Include all input data, supportive computation sheets and/or charts. When the analysis indicates improvements are necessary, recommended improvement plans should be submitted. Analysis should be provided for intersections that will be significantly impacted by the development as identified in Section B above. The analyses should be conducted for the time periods identified in Section 1.A.1 through 7 above for the following traffic conditions.

1. Existing conditions
2. Background traffic without improvements
3. Combined traffic without improvements
4. Combined traffic with improvements (if required)
5. The submitted analysis should be conducted in accordance with Transportation
6. Research Board Special Report 209 (1985 Highway Capacity Manual.)
7. Inquiries concerning the format may be directed to the Legal Traffic Authority.

## **Storage / Queue Analysis**

The submission of a Storage and/or Queue analysis supporting the background and combined traffic capacity analysis provided under Section 1.E.1 and 2 is usually necessary under the following conditions:

1. When exclusive turning lanes exist or are proposed
2. When there is a potential for vehicular backups between adjacent intersections and/or major drives.
3. When limited stopping sight distance will exist on a signalized approach.
4. Off-ramps approaches to signalized intersections.

Other conditions may be identified by the engineer or the Legal Traffic Authority in which a Storage/Queue analysis is required.



### **Sight Distances**

Intersection sight distance shall be provided for any site driveways. The Department of Transportation guidelines shall be utilized to determine minimum and desirable sight distance.

### **Accident Analysis**

Accident problem areas (if any) in the vicinity of the site or off site impacted locations, should be identified.

### **Mass Transit**

The applicant should provide a statement on how the use of buses, trains, vanpools, and car pools by employees and/or patrons has been considered, especially in terms of the development's internal circulation and parking.

### **Improvements of Public Facilities**

If any improvements are planned to Town or State roadways as a result of the development's traffic, forty (40) scale plans showing the proposed improvements shall be submitted for review along with the traffic information.

### **Roadway Classification**

The designer shall receive approval from the Town Engineer concerning the roadway classification, which will be utilized in the design of a project. The typical sections, utility locations, and minimum design values are found in the standard details located in Appendix B.

## **SECTION 2**

### **PLAN REQUIREMENTS**

The following information is required for all site plans, subdivision plans and lot plans:

1. Title block including names of the developer, owner, address of development, the name and address of the design professionals.
2. Vicinity map (scale 1" = 200') with the site and zoning classification clearly defined (not required for plot plan.)
3. Date of original drawing and all subsequent revisions.
4. Provide graphic scales. Plan shall have a scale of either 1"=20' or 1"=40'. Any variation from these scales will require approval from the Town Engineer.
5. The plans shall conform to the legal filing size requirements but shall be limited to a maximum of 24" x 36".
6. Signature, ink and impression seal of Professional Engineer and/or Land Surveyor licensed in the State of Connecticut.
7. Legend, list of abbreviations, north point and match marks (if more than one sheet is required).
8. Copy of all approval letters must be on the plans.
9. Zoning Data Block – The Building and Development Departments should be contacted concerning the required data. (Not required for plot plans.)
10. The Town's general not concerning the scheduling of inspections shall be added to the first sheet of the site plan. (See Appendix A)
11. Narrative describing the general site construction sequencing.

## **EXISTING CONDITIONS REQUIREMENTS**

The following information on existing site conditions should be included on all plans that are submitted.

1. All boundaries of lots submitted shall be in accordance with A-2 survey as defined in "Recommended Standards for Surveys and Maps in the State of Connecticut" as amended. All maps used in the development of the plans shall be referenced on monumentation shall be noted.
2. Topographic contours at a maximum of two foot intervals extending 50 feet beyond boundary line. Spot grades may be required at the limits of the development to insure that the project will have no adverse impacts on the adjacent properties.
3. Bench marks shall be shown and the datum indicated.
4. All Easements and Right-of-Ways on site including indemnification and descriptions, location, width and other dimensions necessary for description. Survey data shall be provided for all easements.
5. All Structures on site including but not limited to buildings garages sheds, decks, and foundations.
6. All lots shall be denoted by assessor's map and lot number.
7. All Zone District Boundaries.
8. Drainage Features including types of structure, location, top of frame and invert elevations, gradients, size and type of pipe.
9. Regulated Inland wetlands and buffer zones including marshes, ponds, streams, or similar conditions on site and within 200 feet of boundary. Regulated Inland wetlands shall be flagged and certified by a soil scientist registered in the State of Connecticut. Limits of Wetlands shall be surveyed by a Land Surveyor registered in the State of Connecticut. The plans shall show the wetland flag number as identified by the Soil Scientist. Flood Hazard Zone elevation, location and area covered indicating apparent high water levels at 100 year flood levels. See Federal Flood Insurance Rate Maps, revised October 23, 1981 on file in the East Hartford Engineering Division and the Office of the Town Clerk. Stream Channel Encroachment Environmental Protection shall be added to the plans.
10. Detailed study of soils and subsoils for certain conditions warranted by Engineering Division including percolation, water table or mottling, SCS Soils Map Overlay of the entire area.
11. Rock outcropping shall be shown.

12. All current adjacent landowners and addresses.
13. Dimensioned Street Right-of-Way.
14. Street Pavement location and width including the location of curb cuts, type of curbing, sidewalks, etc.
15. All existing roads and trails through and abutting the tract.
16. Street Name (s)
17. Street centerline and gutter elevations at intersections and other critical areas.
18. Utility Structures including location, type and size of the following: Water, Electric, Utility Transformer Pads, Junction Boxes, Telephone, Cable TV, Sewer, and Gas Main.
19. Marshes, Pond, Streams including the location, apparent high water level water on the date of the survey, and maximum depth of water at critical points.
20. Seepage Test and Boring and/or Test Pit Data including the date, location shall be shown on the plans. The subdivision regulations shall be consulted for additional information. The Engineering Division should be contacted a minimum of twenty four (24) hours prior to the tests, so that a representative for the Division may be present during the testing.
21. Town or other Public Lands
22. Treeline and trees over six inches caliper
23. Existing Signs
24. Lot Area and Total acreage of the property.

## **SECTION 3**

### **SITE DEVELOPMENT**

The zoning regulations should be consulted to determine the appropriate set back requirements, restrictions on the location, and the required number of parking spaces. The Zoning Enforcement Officer shall be contacted concerning any interpretations of the parking requirements.

It is the responsibility of the design professional to ensure that all aspects of the development conform to the requirements of the American Disabilities Act (ADA).

The pavement provided for parking, drives and loading areas shall be a minimum of three (3) inches of compacted bituminous concrete in two equal courses on a six (6) inch process gravel base. The values for the pavement and base material are minimums; greater thickness may be required, where necessary. All parking lots and drives shall be curbed and drainage facilities provided.

Concrete sidewalks shall be provided for pedestrian use. The sidewalk shall be a minimum of four (4) feet wide exclusive of any overhang, which may occur. All sidewalks shall be handicap accessible. The Building Department and applicable State Building Codes shall be contacted and referenced concerning handicap requirement. Sidewalks within the Town or State right-of-ways shall be extended through the drives. Any sidewalk which extends through a driveway shall be eight (8) inch thick reinforced concrete walk (see standard details).

The design of handicap ramps shall take into account the affects of the drainage design on the proposed layout. No drainage structures shall be located within the limits of a handicap ramp.

Vehicle turn around shall be provided for all end parking stalls. The design of the parking lot shall prevent vehicles backing over street right-of-way line, sidewalks or property lines.

The location and layout of existing parking areas shall be provided on the plans. The impacts of any proposal on the existing parking facilities shall be investigated and information provided. All signage shall conform to the current edition of the Manual on Uniform Traffic Control Devices (MUTCD).

## **Parking Stall Requirements**

### **[\(Click Here\) 3.2](#)**

All stalls shall be angled toward the direction of traffic.

Parking stalls shall be delineated on pavement surfaces by 4 inch pavement marking as specified by the State of Connecticut Form 814A.

All dimensions for parking stalls shall be clear distances with no obstructions. All curb cuts, parking stalls, drives and radii shall be dimensioned on the plans. The parking lot shall be dimensionally located.

## **Curb Cuts/Driveways**

Driveways shall not be more than thirty (30) feet wide for commercial sites measured at the street line and parallel to the street line unless otherwise approved by the Town Engineer and/or the State of Connecticut where applicable. A curbed island for channelizing traffic may be required if a driveway wider than thirty (30) feet is approved.

Driveways must be perpendicular or radial to the roadway. Adequate line of sight as approved by the Town Engineer shall be provided at all drives.

Curb cuts should be limited to one per property, unless otherwise approved by the Town Engineer. On corner lots the driveway shall be located as far from the intersection as is practical.

## **Pavement Design**

The pavement thickness found in the standard details and these guidelines are minimum values. The Design Engineer is to provide a pavement design to verify whether or not the minimum standard is acceptable.

If the minimum standard is not sufficient, the pavement shall be built in accordance with the approved pavement design.

## **Site Lighting**

Site lighting shall be provided for all developments except for individual single or two family residential homes. The lighting shall be located and directed to avoid lighting any area beyond the property lines. Light standards within parking areas shall be located within curbed islands or at locations, which will not affect traffic flow, reduce parking stall area or interfere with pedestrian traffic. Details for the standards, fixtures, and bases shall be provided on the plans. An electrical site plan showing locations, conduit locations, and wiring and lighting pattern distribution must be provided.

## **Dumpster**

A dumpster pad and enclosure shall be provided on all commercial, industrial and multi-family residential sites. The dumpster pad shall be an eight (8) inch reinforced concrete pad (see standard detail). The dumpster shall be enclosed on all four sides with a minimum six (6) foot high fence, which will screen the dumpster from view. Provisions shall be incorporated into the site layout to ensure that a "SU-30" design vehicle has access to the dumpster. The dumpster shall be located such that, while being emptied, the vehicle will not negatively affect traffic flow within the site or access to the site.

## **Loading Areas**

Truck loading area shall be provided as required by the zoning regulations. The layout of loading areas shall be such that adequate space is provided for safe turning movements. All turning movements must be confined to the site. The design vehicle to be used in the design of the layout shall be a "WB-50", unless otherwise approved by the Town Engineer. Loading areas, which will include the parking or storage of trailers, shall provide a reinforced concrete pad for the trailer's supports.

## **Subdivision and Property Line Monumentation**

Official East Hartford street boundary stones shall be placed at all block corners, at angle points, and the points of curves in streets and at such intermediate points as required by the Town Engineer. The location of all monuments and iron pins shall be indicated on the plans subject to the satisfaction of the Town Engineer. Horizontal coordinates based on the Metropolitan District datum shall be provided for all monuments. The monuments and iron pins shall be furnished by the developer, and conform to the Town of East Hartford standard details. The brass plugs to be used atop of the street bound stones are available from the Engineering Division for a nominal fee.

After the final grading of the lot has been completed and prior to the issuance of the certificate of occupancy, iron pins shall be placed at all lot corners and at the changes in direction of the lot lines.

The monuments and iron pins must be installed so that the top is even with the finish grade and their accuracy certified by a registered land surveyor.

Monuments located within a paved area shall be set three (3) inches below the finished grade and the top of the monument shall be encased with a protective cover which conforms to the standard details.

## Grading

It is the policy of the Town of East Hartford to discourage massive regrading of subdivisions and private sites where such earth moving would cause an extreme cut or fill for streets, drives or structures location; stripping of natural ground cover; and the destruction of worthwhile topographic features. To this end, site layouts should be designed to fit the existing natural conditions of the site, insofar as such design is consistent with good engineering practice, other standards for street and lot grades, drainage which are set forth in these guidelines. Regrading of the site which will alter the natural watershed limits will not be allowed.

Subdivision lots shall provide minimum yard areas having a slope not greater than five (5) percent in grade as follows:

Extending twenty five (25) feet in front and rear yards and ten (10) feet perpendicular to the sides of the proposed house (subject to Subdivision Regulations section 8.8C) except where earth is bermed against the north face of the building to minimize the amount of exposed wall for the purpose of energy conservation.

Residential sites shall provide driveway access from the street to the garage, carport, or parking place at a slope not exceeding twelve (12) percent in grade. Commercial and Industrial sites shall provide driveway access at a slope not to exceed ten (10) percent in grade.

The maximum slope for all other pavement surfaces shall be eight (8) percent unless otherwise noted.

The minimum slope for all pavement surfaces shall be one-half (1/2) percent in grade.

Subdivisions shall have no artificial slope steeper than 3:1 resulting from the regrading of the natural land at any location.

Private sites shall have no artificial slope steeper than 3:1 for maintained (grassed) areas resulting from the regrading of the natural land. 2:1 slopes will be allowed where approved landscape treatments are used or where adequate soils information has been provided.

All regraded areas shall be covered with loam to a depth of six inches and seeded.

The burial of tree stumps, shrubs and debris that have been cleared from the land shall be prohibited on all subdivisions and private sites.

Slope rights shall be provided where necessary for the development.

The following information on the proposed grading shall be provided:

1. Proposed contours (two (2) foot intervals – maximum)



2. Spot grades – corners of building and parking areas; drainage divides; cul-de-sacs; etc.
3. Benchmark
4. First floor elevation of structures.
5. Garages floor elevations.
6. The current NGVD vertical datum.

### **Buildings & Structures**

The location of all proposed buildings and additions shall be provided. Property line offsets and/or building corner coordinates shall be provided to dimensionally locate all structures.

The following information on the buildings shall be provided:

1. Dimensions of all structures.
2. Locations of ingress and egress points.
3. Locations of loading areas and overhead doors.
4. Areas to be used for any outside storage.
5. Area of the building footprint and the number of floors shall be indicated on the plans.
6. Building elevation drawings may be required by the Town Engineer when previously required information does not provide adequate detail.

### **Retaining Walls**

Soil data will be required to verify the soil conditions within the area of any proposed retaining wall.

All retaining walls shall be designed by a Professional Engineer. Construction details and methods shall be provided on the plans.

Protection, in the form of a fence or rail shall be provided along the top of wall in accordance with applicable building codes.

## **Landscape Plan**

A plan shall be provided showing the proposed landscaping for the site including:

- size, type, number, location and types of plantings, seeding schedule and planting details. All extensive landscape plans shall be prepared by a registered Landscape Architect. Other landscape plans shall be prepared by a registered Landscape Architect if required by the Design Review Committee.

## **Planting Season**

Unless otherwise shown on the plans or directed by the Town Engineer, the planting season shall be as indicated below. No planting shall be done in frozen ground or when the ground is snow covered, or when the soil is otherwise in unsatisfactory condition for planting.

### **Deciduous Material**

Spring: March 1 – May 15 (inclusive)

Fall : October 15 – December 15 or until the ground freezes

### **Evergreen Material**

Spring: March - June 1 (inclusive)

Fall : August 15 – October 1 (inclusive)

## **Construction Schedule**

The plans shall include information on the proposed schedule of construction including any phasing of the development.

## **Preconstruction Meeting**

Prior to the start of any construction activity, the developer and contractor shall schedule a meeting with the representatives of the Engineering Division to discuss all aspects of construction, construction phasing, and construction with the Town of East Hartford and/or utility companies.

## **Inspection**

It is the responsibility of the developer / owner to ensure all necessary and required inspections are made. Inspections which must be completed by the Town of East Hartford will be limited to the hours between 8:30 A.M. and 4:30 P.M., Monday through Friday. A minimum of twenty four (24) hour notice is required to schedule inspections.

## **Construction**

Prior to the start of any construction, all property lines must be staked and flagged and all sedimentation and erosion control measures installed. A construction entrance will be constructed at all access points to and from the site. All construction ingress and egress must be limited to these locations.

Areas onsite which will be cleared must be flagged a minimum of 48 hours prior to the beginning of any work. Clearing will be limited to the areas which will be impacted by the proposed construction. In the case of phased construction, a clearing schedule must be established to minimize the potential of erosion.

## **Work within State Right-of-Ways**

Any construction activities occurring within a State right-of-way will require permits from the Department of Transportation District One Permit Section located in Rocky Hill. The section can be reached at 566-4744.

Town permits are also required for any work which occurs between the curb line and the right-of-way line within a State right-of-way.

## **Utility Coordination**

All construction activities shall be coordinated with the following utility companies:

Natural Gas-Connecticut Natural Gas Corp.  
100 Columbus Boulevard  
P.O. Box 1500  
Hartford, CT. 06144-1500  
Phone; (860) 727-3129

Water/Sanitary-Metropolitan District Sewer  
555 Main Street  
P.O. Box 800  
Hartford, CT. 06142-0800  
Phone: (860) 278-7850

**For Current Utility Contacts see:**

**"Utility Companies by Town"  
published by the DOT Utilities Section**

Electricity-Northeast Utilities  
P.O. Box 270  
Hartford, CT. 06141-0270  
Phone: (860) 665-6104

Telephone-Southern New England Telephone  
40 Brainard Road  
Hartford, CT. 06114  
Phone: (860) 725-4531

**Cable TV - TCI Cablevision**  
**22 New Park Avenue**  
**Berlin, CT. 06037**  
**Phone: (860) 505-6248**

Prior to any excavation or the issuance of any permits for work on Town property, Call Before You Dig (1-800-922-4455) must be contacted as per State Statutes.

All utilities must be installed underground and laterals are to be extended to the street line.

### **Public Trees**

The Director of Public Works / Tree Warden shall be consulted if the proposed development required the removal of any existing trees located on Town property.

### **Construction Season & Time Constraints**

No street excavation permits will be issued once the bituminous concrete plants have ceased operations for the winter months except for emergency repairs. All emergency repairs are subject to the approval of the Town Engineer.

No permanent bituminous surface work shall be done between November 1 and April 1 except with the written approval of the Director of Public Works.

## B. Parking Stall Requirements

In order for a parking stall to be counted as an accepted parking stall, the stall shall have direct access to a drive and meet the following size requirements.

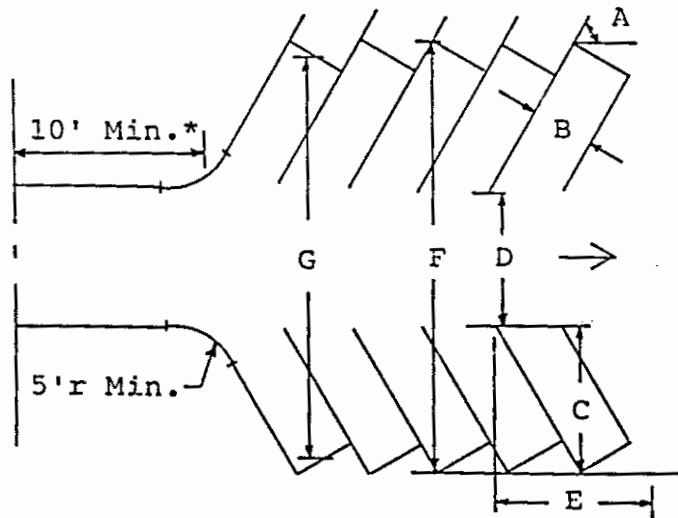
### 1. For 90 degree parking:

|                         |   |  |
|-------------------------|---|--|
| Driveway / Aisle width  | - | 24' minimum  |
| Regular stall           | - | 9' x 18'   |
| Handicap stall          | - | as per State standards   |
| Truck loading space     | - | 12' x 25' with a clearance of 14'                                      |
| Truck/Bus parking stall | - | The stall size shall be of sufficient size to accommodate the vehicle. |

### 2. Parallel Parking Stalls: - 10' x 22'

### 3. For Angle Parking:

| A  | B   | C    | D    | E    | F    | G    |
|----|-----|------|------|------|------|------|
| 0  | 9.0 | 9.0  | 12.0 | 23.0 | 30.0 | --   |
| 30 | 9.0 | 17.3 | 11.0 | 18.0 | 45.6 | 37.8 |
| 45 | 9.0 | 19.8 | 13.0 | 12.7 | 52.5 | 46.5 |
| 60 | 9.0 | 21.0 | 18.0 | 10.4 | 60.0 | 55.5 |
| 90 | 9.0 | 18.0 | 24.0 | 9.0  | 60.0 | --   |



\* = Minimum distance required. The zoning regulations may require additional distance.

Minimum drive width shall be 24 feet for 2 way traffic. Drive widths (D) less than 24 feet are for one traffic only.

## **SECTION 4**

### **GENERAL HYDRAULIC DESIGN REQUIREMENTS**

Storm drainage systems constructed under these regulations shall provide for the proper drainage of the tributary area to the satisfaction of the Town Engineer. The developer shall make provisions for the proper elimination of all stagnant water within the limits of the proposed site or subdivision.

The design of the drainage facilities shall be undertaken with due considerations of the rights of the abutters and the responsibilities of the Town. Provisions shall be incorporated to prevent the interruption of natural flows at the limits of the site and to minimize the impacts on the adjacent properties. Water shall not be outletted into a natural depression without an adequate outlet unless the proper rights for storage and/or provisions for adequate outlets have been secured. The storm water runoff shall be investigated to insure that the downstream and upstream owners are not adversely affected by the proposed drainage facilities.

All roofs, paved areas, yards, courts, and courtyards shall drain into a storm sewer system or to an approved place of disposal. In the case of single family dwellings, where approved, storm water is permitted to discharge onto flat areas such as streets or lawns provided the storm water will flow away from the building and not adversely affect the abutting properties.

The design of the drainage facilities should maintain the existing drainage patterns. The diversion of storm runoff from one watershed to another should be avoided wherever practical. Special studies will be required to substantiate the need for any diversion and evaluate its impact.

Where drainage patterns are disturbed by collection, diversion, ponding, reduction, or increased stream velocities, the proposed flow should be designed to return to the existing conditions as soon as possible.

Where culverts are in close proximity to each other, the backwater from the downstream culvert shall be considered in the design of the upstream culverts. The methodology for the back water analysis shall be pre-approved by the Town Engineer.

All culverts shall have approved inlet and outlet structures and erosion protection. Where the velocities from the culverts exceed the maximum allowable for the channel lining, the designer shall provide scour protection

Drainage facilities are intended for the collection and control of storm water runoff. The discharge of sanitary or wastewater into closed storm water systems or open channels is strictly prohibited.

The requirements of all Federal and State agencies shall be incorporated in the planning and design of all drainage facilities.

Any discrepancies in drainage requirements due to State, Federal or other Regulatory Agency guidelines must be brought to the attention of the Town Engineer.

The following design information should be submitted either in a report form or included on the plans submitted for review:

1. The storm return frequency used to evaluate the design.
2. The hydraulic formulas used as the basis for the design. Any computer programs intended for use in a drainage analysis shall be pre-approved by the Town Engineer.
3. Provisions should be included for anticipated development within the watershed above the proposed drainage facility.
4. Reference graphs and/or charts used in the design but not included in the references for this manual.
5. The design criteria, procedures, and any pertinent information incorporated into the design.
6. A drainage area map at an appropriate scale with each catchment area clearly delineated. The following information on each catchment area shall be provided:
  - Label area / structure number
  - Size of drainage area in acres
  - Path and time of concentration

### **Channel Right-of-Ways**

A channel, brook right-of-way or easement of sufficient width to include a ten (10) foot access strip in addition to the width of the channel or brook from top of bank to top of bank, shall be offered for dedication to the Town for drainage purposes. Channels shall be rip-rapped or paved when deemed necessary.

### **Drainage Easements**

Drainage easements, outside of street lines, shall be a minimum of twenty (20) feet wide centered on the storm drain. Easement for, and the outlet pipes shall extend to a suitable existing storm drain or an adequate natural watercourse.

Easement may be required upstream of facilities to allow for the ponding of the design storm, downstream to include boundary of the watercourse until the pre-existing conditions

are re-established, and for construction and maintenance purposes. The need for easements should be addressed in the preliminary design to allow for proper evaluation and action.

### **Sedimentation Structures**

Sedimentation structures shall be installed just before the drainage outfall to help to protect existing watercourses and wetland areas. The location of the structure shall be accessible for maintenance purposes. Sedimentation structures shall be designed in accordance with the latest edition of "Connecticut Guidelines for Erosion and Sediment Control".

### **Intersection Grading**

Where the development streets join exiting streets, the developer must provide drainage at the intersections as necessary, or as directed by the Town Engineer.

### **Private Drains**

The size and location of all private storm drains that connect to the Town storm drainage system shall be approved by the Town Engineer prior to installation. A waiver of claim must be filed by the developer with the Town Clerk and the Director of Public Works. The waiver of claim form is available from the Engineering Division Office. This waiver shall relieve the Town of East Hartford of any responsibility for damage resulting from any failure of the storm drainage system. This waiver shall be part of the deed so as to run with the property as to subsequent purchases.

During the development of a private site, the design should prevent sheet flow from the drives and parking lots from reaching the streets.

Rear yard drains, cellar or foundation drains that are connected to the storm drainage system, must be shown on the final approved plan of the drainage system.

The use of yard drains are allowed in grassed areas, with the approval of the Town Engineer.

### **Drainage Standard Details**

All storm drainage facilities constructed under these Regulations shall conform, wherever possible, to the standard details as shown in Appendix B of this manual.

### **Design Criteria**

Storm sewers are to be designed to flow full with a maximum allowable headwater in the structures limited to one (1) foot below the top of grate or as approved by the Town Engineer.



Storm sewers shall have a minimum grade of one-half (0.5) percent. Variance from this requirement may be granted by the Commission if the storm sewers are designed with a minimum self-cleaning velocity of three (3) feet per second. Any waiver granted on the minimum slope shall require a licensed land surveyor to verify that the pipes are being installed to the proper line and grade on a daily basis. The developer shall be required to submit an as-built survey certified by a Licensed Land Surveyor. The surveyor shall check the line and grade at a maximum of twenty five (25) foot intervals of all pipe runs that have less than one-half (05) percent slope.

A minimum amount of cover shall be provided on all storm drains. The minimum allowable cover requirements are as follows:

Class V RCP - 1 foot

Class IV RCP - 2 feet

ACCMP - 2 feet

PCV/ADS - 3 feet under pavement / loading

Note: minimum cover requirements will be increased if the pipe projects into the base material or the pipe requires additional cover due to the amount of loading which the pipe may be subjected to.

The maximum allowable velocity within any storm drainage pipe shall be twelve (12) feet per second.

A minimum base of three (3) inches of three-quarter (3/4) inch crushed stone shall be provided under all storm drains. If storm drains are installed in water, at least a six (6) inch base of three-quarter (3/4) inch crushed stone shall be provided up to a point six (6) inches above water level.

The area around the sewer barrel shall be compacted to point at least one (1) foot above the pipe before backfilling is done with equipment. In the case of multiple pipe installation, there shall be a minimum separation distance of one foot between the outside diameters of each pipe. If the soil in the area is of clay or any other unsuitable material, the trench shall be backfilled with sharp sand or gravel. Unsuitable material is defined in the Connecticut State Highway Department Standard Specifications for Roads, Bridges and Incidental Construction; Form 814A, 1995 as amended. During winter construction all frost must be eliminated from the trench back-fill.

Subdivisions and Public Improvements shall require reinforced concrete pipe for all storm drainage systems. The class of the storm sewer pipe used shall conform to the requirements of the Connecticut State Highway Department Standard Specifications for Roads, Bridges and Incidental Construction; Form 814A, 1995, as amended.

Private sites shall require reinforced concrete pipe for the storm drainage system. Corrugated metal, ADS and PVC pipes may be in certain cases with the prior approval of the Town Engineer.

### **Subdivision/Public Improvements**

The first catch basin in the storm drainage system shall be located within three hundred fifty (350) feet of the roadway high point. Catch basin spacing and type shall be determined by gutter flow and ponding analysis. A drainage structure, whether a catch basin or manhole, shall be provided at three hundred (300) foot maximum intervals on all storm drains. A drainage structure shall also be provided at each grade change along a storm drain, at each change in horizontal direction and at each junction point of the two or more storm drains.

### **Private Sites**

Catch basins shall be spaced so that the water depth over the grate does not exceed three (3) inches in parking lots used by the general public. A drainage structure (either a catch basin, manhole, or cleanout) shall be provided at each grade change, at each change in horizontal direction, and at each junction point of two or more storm drains.

### **Subdivision/Public Improvements**

The minimum pipe size for all storm drainage systems constructed under these Regulations shall be fifteen (15) inch inside diameter.

### **Private Sites**

The minimum pipe size for all storm drainage systems constructed under these regulations shall be twelve (12) inch inside diameter. Roof leaders and overflow pipes for drywalls may be minimum of six (6) inch inside diameter.

Underdrain outlets shall be connected to drainage structures whenever practical.

When impractical, they shall be terminated with an approval endwall. At all underdrain outlets, a "free outlet" condition should be provided.

### **Special Drainage Structures**

Details of special or unusual drainage structures shall be submitted to the Town Engineer for review and approval.

### **Specifications for Storm Drainage Improvements**

All storm drainage construction shall conform to the requirements of the Connecticut State Highway Department Standard Specifications for Roads, Bridges, and Incidental Construction; Form 814A, 1995, as amended.

## SECTION 5

See Revision #2

### DRAINAGE DESIGN CRITERIA

The design procedures outlined in the State of Connecticut Department of Transportation "Drainage Manual" – latest edition, shall be followed. Design procedures other than what is outlined by the D.O.T. must be approved by the Town Engineer.

#### Rational Method

Peak discharges for the design of storm drains for watersheds smaller than two hundred (200) acres may be derived using the rational method where:

$$Q = ciA$$

Q = peak discharge in cubic feet per second

c = weighted runoff coefficient

i = rainfall intensity in inches per hour

A = gross area tributary to the drain under design expressed in acres.

#### 1. Rainfall – Runoff Criteria

The rainfall intensities "i" used in the storm drainage shall be taken from the U.S. Weather Bureau "Rainfall Intensity – Duration – Frequency Curves" for the Hartford Rain gauge (see Appendix C). Other intensity charts may be used with the prior approval of the Town Engineer.

Time of concentration shall be derived for all storm drains constructed. Several valid criteria are in use. An acceptable criteria for time of concentration in a residential area is as follows: ten (10) minutes to gutter plus time to flow in gutter to first inlet plus time in the storm drains equals time of concentration. The minimum time of concentration under these regulations shall be five (5) minutes.

#### 2. Runoff Coefficients

[\(Click Here\)5-2](#)

The following "n" values shall be used for solving the Manning formula:

RCP & PVC/ADS n = 0.012

CMP n = 0.024

n = 0.019 - paved invert

n = 0.015 - fully paved

## **Inlet Capacity**

Inlets on roadway grades shall be designed to intercept storm runoff while containing the design flows within acceptable roadway flood limits. The vertical or horizontal constraint that creates the least ponding or flooding shall govern. The vertical constraint shall be one inch below the top of curb and the horizontal constraint shall be the gutter plus one-half (1/2) of the travel lane located closest to the gutter line.

The capacity of inlets located on continuous grades shall be determined by gutter flow analysis with the assumption that the water passing over the gate is intercepted. The analysis shall be performed utilizing the design aids provided in the Appendix C.

Inlets situated in roadway sag curves or other depressed areas shall be designed utilizing the method and design aid in Appendices (Hydraulic Capacity of Grate Inlet in a Sump from the "Drainage of Highway Pavements", HEC No.12, Department of Transportation, March, 1969). Inlets with grates and without curb opening shall be designed with a fifty (50) percent reduction in effective perimeter to provide for the possibility of debris disrupting the flow at the grate. The design of inlets with grates and curb openings shall utilize the entire perimeter.

## **Design Storm Criteria**

All storm drainage facilities shall be designed based on the following storm return frequency criteria:

Residential Drainage Systems:

Storm Sewers and Minor Ditches – 10 year storm.

Major Ditches and Channels – 25 year storm.

Ditch classification will be determined by the Town Engineer.

Commercial Districts:

All Drainage Facilities – 25 year storm.

Industrial Parks:

All Drainage Facilities – 25 year storm.

All Detention Basins – 100 year storm.

Drywells – 25 year storm (except for one to three family residences which shall be designed for 10 year storm events)

Culverts & watercourses – 50 year storm.

Bridges & Box Culverts – 100 year storm.

Design of any structure located on a watercourse which is included in the Flood

Insurance Study for East Hartford shall be analyzed using the 100 year storm.

## **Detention Basins**

Detention basins are facilities, which are utilized for the detention of storm water to reduce the peak discharge and release the stored water at an acceptable and controlled rate.

Detention basins shall be designed to drain completely. (i.e. no standing water)

Drainage analysis shall be made for the two (2), five (5), ten (10), twenty five (25) and one hundred (100) year storm utilizing the SCS TR-55 methodology. The rainfall intensities of the various events for the Hartford area are shown in the Appendix C.

Detention basins shall be designed to accommodate the one hundred (100) year storm event. Relief may be granted from the one hundred (100) year storm design requirements for existing sites with the approval of the Town Engineer and provided that:

1. The physical constraints of site will not allow for construction of a basin for the one hundred (100) year storm event.
2. Any possible increase in runoff will not adversely impact adjacent properties and area upstream and downstream from the project.
3. Documentation shall be provided to substantiate any deviation from the one hundred (100) year storm design requirements.

Detention basins shall be designed to provide a minimum freeboard of one (1) foot from the 100 year storm elevation to the top of the basin berm.

The outlet structures shall be designed as to not exceed the predevelopment flows for the two (2), five (5), ten (10), twenty five (25), fifty (50), and one hundred (100) year storm events. Measures should be employed to prevent the clogging of the outlet structure.

Fencing may be required around the detention basin for public safety. An access gate shall be provided for maintenance purposes. The maintenance of all detention basins, which are required, will be the responsibility of the private property owner(s).

Detention basins shall be constructed as part of the first phase work and incorporate sedimentation and erosion controls to minimize the impacts of construction on adjacent watercourses.

Detention basins shall have a ten (10) foot wide access road to provide for maintenance vehicles into the basin itself. The access road shall have a maximum grade of ten (10) percent which may be on the upper perimeter of the basin and/or ramped to the bottom at a maximum grade of twelve and one-half (12.5) percent as approved by the Town Engineer.

The calculations for the detention pond shall provide information on the impacts of the outflow hydrograph from the detention basin on the existing drainage systems and/or

watercourse including a comparison of the times of the peak discharges to a location downstream of the proposed basin as determined by the Town Engineer.

The following information is to be provided for all detention basins:

1. Inflow hydrograph
2. Outflow hydrograph
3. Storage Volume
4. Outflow calculations
5. Flood Routing
6. Spillway/emergency outlet design
7. Measures and/or materials to be used to stabilize the basin.

**Drywell Design** *See Revision #3*

Drywell systems are facilities which utilize subsurface storage and/or percolation of storm water runoff.

The use of drywells as a method of storm water discharge must only be considered after all other methods of storm water discharge have been reviewed and found to be unacceptable by the Town Engineer. Drywell systems require constant maintenance to keep them effective, the designer shall design a system that will include maintenance reduction items.

Soil data must be submitted to ensure that the soil conditions will allow the installation of a drywell system.

The following information shall be provided:

1. Deep test pits
  - a. Provide information on soil conditions and depths.
  - b. Provide information on the ground water elevation
  - c. Provide the elevation of mottling.
  - d. Provide information on the location and the date of the test pits. The test pits shall be in the vicinity of and a minimum of two (2) feet deeper than the proposed drywell system. The engineering Division should be contacted a minimum of twenty four (24) hours prior to the test pits, so that a representative of the Division may be present during the test pits.
2. Permeability Information
  - a. Permeability Information

[\(Click Here\) 5-7](#)

- b. Constant head permeability test

[\(Click Here\) 5-8](#)

c. Percolation test

A correct percolation test consists of three steps: 1. Presoaking the test hole, 2. Refilling and allowing the hole to saturate for thirty (30) to sixty (60) minutes under certain conditions and 3. Determining the minimum uniform percolation rate after saturation.

The required presoaking time will vary depending on the soil and its moisture content. All soils shall be presoaked by filling the test hole with twelve (12) inches of water. If the water seeps away in less than two (2) hours, the hole may be refilled to the twelve (12) inch depth and the percolation test begun. If any water remains in the hole after two (2) hours, it shall be refilled to the twelve (12) inch depth and be allowed to presoak for at least two (2) additional hours before the percolation test is begun. However, such extended presoaking shall not be required where it is determined that the soil contains no significant amount of swelling clays. This shall be determined by the Town Engineer. Any test hole which has continuously contained water for four (4) hours or longer shall be considered adequately presoaked.

It is not necessary to perform the percolation test immediately, although test performed at the end of the presoaking period yield the most accurate results. If more than thirty (30) hours have elapsed following initial presoaking, the test hole shall be presoaked again.

Following presoaking, the hole shall be refilled and allowed to percolate thirty (30) to sixty (60) minutes in order to fill the voids in the soil surrounding the test hole with water. The minimum uniform rate following saturation shall be used in determining the size of the drainage system. Readings taken prior to thirty (30) to sixty (60) minutes after refilling normally shall not be used calculating the minimum percolation rate. However, if after presoaking the refilled hole goes dry before thirty (30) minutes, the readings which have been taken may be used without a second refilling.

Percolation tests shall be made in a six (6) to twelve (12) inch diameter hole dug o the depth of the proposed drainage system. At locations where there appears to be two (2) or more soil strata of different texture or structure, each strata shall be tested separately with holes of comparable depths. In sizing of the system, only representative test results n the area and at the depth of the proposed system shall be used, but all percolation tests and observation pits which were made on the site shall be reported.

3. Drywell Design Criteria

No credit for storage will be given for any part of the system which is below the mottling elevation.

The maximum amount of Storage allowed for the voids within any stone layer placed around the drywell is thirty three (33) percent of the volume of the area occupied by the stone.

The drywell and the surrounding stone must be wrapped with filter fabric.

The drywell system shall have measures (I.E.: catch basin) incorporated which prevent sediment from entering the drywell which will affect the performance and/or life of the drywell.

An access manhole must be raised to grade to provide access for inspection and maintenance of the system.

An overflow connection to an existing drainage system shall be included except where an exception is granted by the Town Engineer.

The following information on the drywells must be provided:

1. Type & size of structure
2. The loading for which the unit was designed
3. Invert elevations of all pipes
4. Elevation which the drywell id to be set at
5. Construction details

The drywell shall be sized by the development of a hydrograph. Rational Method triangular hydrograph is an acceptable method for small sites. A minimum of two times the time of concentration shall be utilized for the back leg of a triangular hydrograph. The drywell system design should not include any credit for percolation. The percolation values are to be considered a factor of safety.

Drywell installations will require a building permit for the Department of Inspections and Permits. The design of the system will also be reviewed and approved by the Building Department.

### **Upgrading of existing drainage facilities**

All design shall meet all of the applicable design criteria found within these regulations.

The following information shall be provided:

1. Drainage area maps to an appropriate scale.
2. Drainage calculations including the impacts on the upstream and downstream drainage
3. Systems and/or watercourses.
4. Provide a plan and profile which shall include all existing/proposed utility and drainage facilities.
5. Provide a maintenance & protection of traffic plan including a schedule of operations for any improvements on a Town of State road.



All plans shall receive approval from the utility companies and any other regulatory agencies prior to receiving final Engineering approval. Any redesign caused by other agencies shall be submitted to Engineering for approval.

All offsite drainage improvements must be installed, operational and approved by the Town Engineer prior to the commencement of on-site construction activities.

### **Motor Vehicle Service Facilities**

This section has been provided for informational purpose only. The East Hartford Health Department and the Department of Environmental Protection should be contacted for any requirements of permits which may be required in addition to Town land use permits.

## 2. Runoff Coefficients

Weighted runoff coefficients shall be derived based on the following criteria:

| <u>Surface</u>                 | Under 2% | Rolling 2% | Hilly    |
|--------------------------------|----------|------------|----------|
|                                | Flat     | to 10%     | Over 10% |
| Pavement, Roofs, Walks         | 0.90     | 0.90       | 0.90     |
| Gravel Pavement                | 0.50     | 0.55       | 0.60     |
| Lawns                          | 0.20     | 0.30       | 0.40     |
| Side Slopes, Earth             | 0.60     | 0.60       | 0.60     |
| Side Slopes, Grass             | 0.30     | 0.30       | 0.30     |
| Cultivated Land, Clay & Loam   | 0.50     | 0.55       | 0.60     |
| Cultivated Land, Sand & Gravel | 0.25     | 0.30       | 0.35     |
| Industrial Areas               | 0.70     | 0.80       | 0.90     |
| Parks & Cemeteries             | 0.20     | 0.30       | 0.35     |
| Woodlands & Forests            | 0.10     | 0.15       | 0.20     |
| Meadows & Pasture Land         | 0.25     | 0.30       | 0.35     |

### B. TR-55

The Soil Conservation Service - "Urban Hydrology for Small Watersheds" Publication 55 may be used to determine peak discharge and hydrographs.

A twenty four (24) hour duration type III distribution storm event shall be analyzed.

### C. FLOOD HYDROGRAPH

Design discharges for major channels and brooks may, with the concurrence of the Town Engineer, be based on a flood hydrograph or flood flow formula type of analysis.

### D. SYSTEM DESIGN

Hydraulic designs shall be based on the Manning Formula:

$$Q = \frac{1.486r^{(2/3)} s^{(1/2)} A}{n}$$

n = roughness coefficient

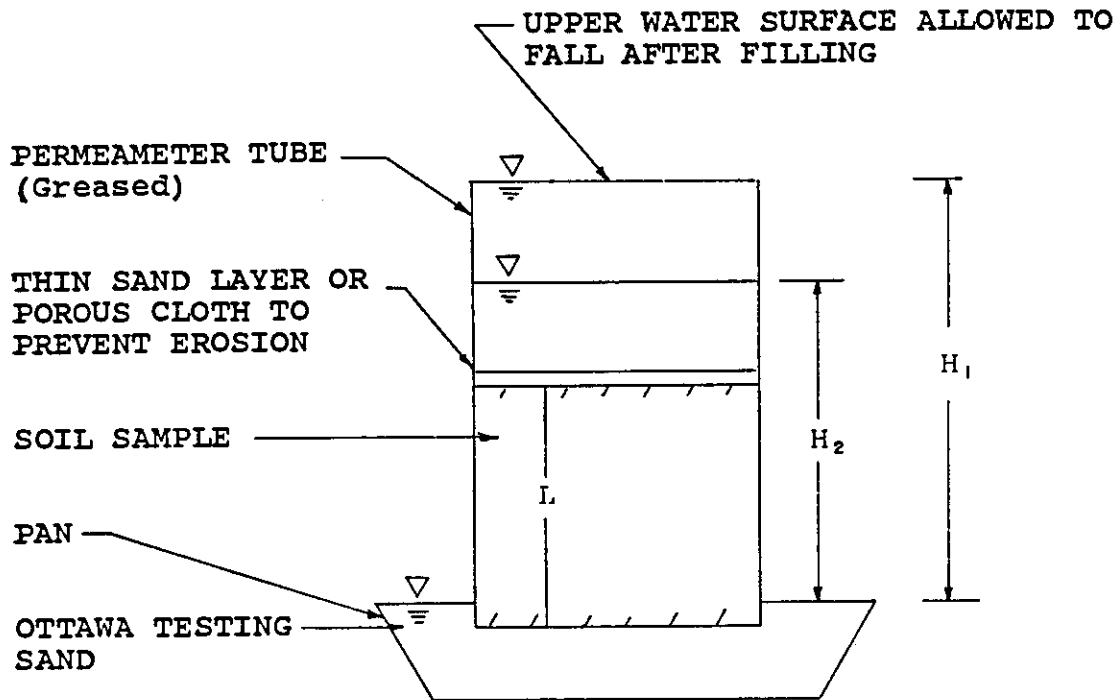
r = hydraulic radius

s = slope

A = wetted area of conduit

## 2. Permeability Information

### a) Falling head permeability Test.



### Falling Head Permeability Test

In the falling head method, the permeability is calculated by measuring the rate at which the water level above the sample falls.

The following equation is used:

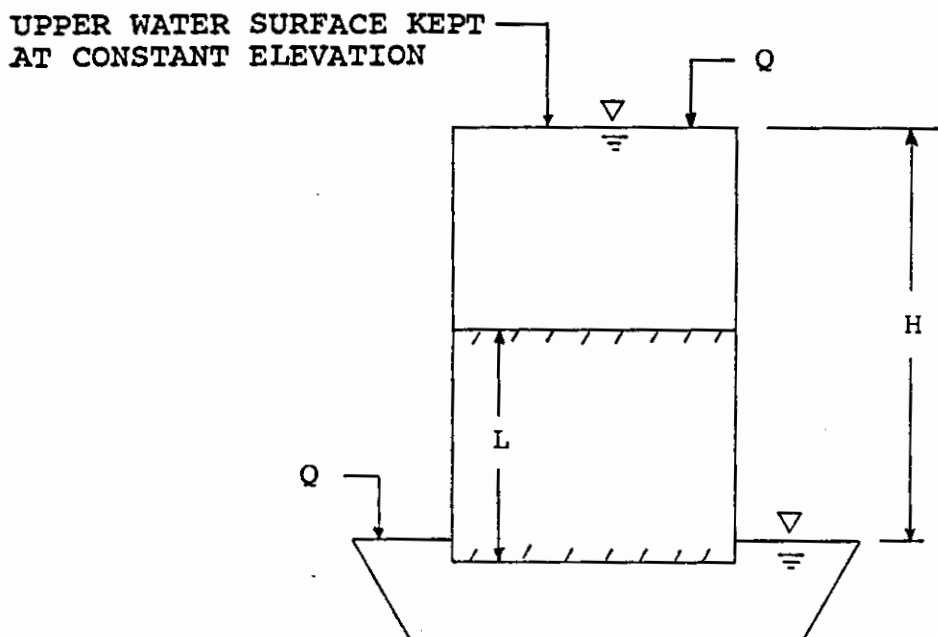
$$K = \frac{(H_1 - H_2) \times L}{t \times \frac{(H_1 + H_2)}{2}}$$

Where:

- H = Hydraulic head at start of test, in inches.
- H = Hydraulic head at end of test, in inches.
- L = Length of sample, in inches.
- t = Elapsed time, in minutes.
- K = Sample permeability, in inches/min. To convert to feet per day multiply the result by 120.

$$\frac{\text{inches}}{\text{minute}} \times \frac{1 \text{ ft.}}{12 \text{ inches}} \times \frac{1440 \text{ minutes}}{\text{day}}$$

b) Constant head permeability Test.



Constant Head Permeability Test

In the constant head method, the water surface is kept constant by adding water from a reservoir with an adjustable discharge. The permeability is calculated by measuring the amount of water which overflows from the receiving pan during a given time.

The following equation is used:

$$K = \frac{Q}{\frac{H}{L} \times A}$$

Where:

- Q = Rate of flow, in cubic inches/min.
- H = Hydraulic head, in inches.
- L = Length of sample, in inches.
- A = Cross section area of sample, in square inches.  
This can be converted to feet per day by multiplying by 120.

## **SECTION 6**

### **EROSION AND SEDIMENT CONTROL**

In order to control erosion and pollution from excess sedimentation within the parcel, the developer/builder shall adhere to the standards and practices as set forth in the "Connecticut Guidelines for Soil Erosion and Sediment Control" dated January, 1985, as amended.

Erosion and sedimentation control measures, as required by various Commissions, and the Engineering Division shall be installed and/or employed to prevent soil erosion and resultant sedimentation, particularly as such sedimentation might contaminate rivers, streams, wetlands, ponds, or create a nuisance to abutting property owners.

Required sedimentation and erosion control measures shall be installed prior to the initiation of any construction activities, and must be maintained or replaced, as necessary, until disturbed areas are stabilized. The Engineering Division may modify sedimentation and erosion control requirements, particularly when extraordinary climatic or weather conditions should dictate such modifications.

When disturbance is greater than one-half acre there shall be a separate plan as per Public Act 83-388 section 5, showing proper measures to control erosion and reduce sedimentation. For private sites where the disturbance is less than one half acre, the erosion control measures and details shall be shown on the site plan.

A. Such Erosion and Sedimentation Control Plan shall consist of:

1. Location of areas to be stripped of vegetation and other exposed or unprotected areas.
2. A schedule of operations to include starting and completion dates for major development phases, such as land clearing and grading, street, sidewalk, and storm drainage installation, etc.
3. Seeding, sodding, or revegetation plans and specification for all unprotected or unvegetated areas.
4. Location, design and timing of structural sediment control measures such as diversions, waterways, grade stabilization structures, debris basins, construction entrances, and the like.
5. General information relating to the implementation and maintenance of the sediment control measure.
6. Location of ant and all soil stockpile areas.

## **Excavation, Fills and Grading**

Cut and fill slopes not be steeper than 2:1 unless stabilized by a retaining wall or cribbing except as approved by the Commission and the Engineering Division under special conditions.

Adequate provision shall be made to prevent surface water from damaging the cut face of excavations on sloping surfaces or fills.

Fill shall be placed and compacted so as to minimize sliding or erosion of soil.

Grading shall not be done in such a way so as to divert water onto the property of another landowner without the expressed written consent of that landowner.

Fills shall not encroach on natural watercourses or constructed channels.

During grading operations, necessary measures for dust control must be exercised.

Construction equipment shall only cross a watercourse at right angles to the flow during the construction period or by other methods as approved by the Commission.

## **Implementation Procedures**

In submitting the Erosion and Sedimentation Control Plan, the applicant shall comply with the following:

1. The plan should be designed so as to create the least erosion potential.
2. Wherever feasible, natural vegetation should be retained and protected.
3. Only the smallest practical area of land should be exposed at any one time during development.
4. When land is exposed during development, the exposure should be kept to the shortest practical period of time.
5. Where necessary temporary vegetation and/or mulching should be used to protect areas exposed during development.
6. Sediment basins (debris basins, desilting basins, or silt basins), should be installed and maintained to remove sediment from run-off waters and from land during development.
7. Provisions should be made to effectively accommodate the increased run-off caused by changed soils and surface conditions during and after development. Computations for run-off shall be in accordance with those provided in this manual.

#### **D. Conditions Relating to Erosion Control**

Measures to be taken to control erosion and sedimentation, if required, shall be described and provided for in Plan Approval.

Before any groundwork can begin within an approved site plan, or other work disturbing more than on-half acre of land all erosion control bonds must be posted with the Town of East Hartford, Office of Development.

Besides the posting of the erosion control bond, no work will be allowed to begin until such time as all erosion control devices have been installed and approved according to the approved erosion control plan.

## **SECTION 7**

### **BONDING OF SITE PLAN MODIFICATIONS**

All site plan applications submitted before the Inland Wetlands – Environment Commission and the Planning and Zoning Commission may be subject to a performance bond. As the first site plan is received, it will be stamped, dated and signed. A copy will be given to the applicant, a second will be kept on file in the office of Development, and a third kept on file in the Engineering Division. Any modifications, thereafter, to the site plan, are subject to posting of a performance bond. The performance bond shall be posted by the developer to insure that all modifications of said site plan be made. In the event that modifications are not completed, the Town may install such modifications at the expense of the developer.

#### **A. Bond Requirements**

The applicant shall, within one year of the date of approval of the final Site Plan by the Commission, file with the Town Planner a surety bond in favor of the Town executed by a surety company authorized to issue such bonds under the laws of the State of Connecticut. No building permit shall be issued on a modified site plan until the bond has been accepted by Corporation Counsel and the Director of Finance. Said bond shall be in such amount and contain such conditions as the Commission may require. The bond shall not be released until the Commission, upon certification by the Town Engineer, having determined that all of the modifications have been completed. The Commission may, in its discretion, require the posting by the developer of a cash bond in lieu of a surety bond. Said cash bond shall be issued in the form of a Cashier Check or by Passbook Savings Account made in the name of "Town of East Hartford". Interest on such cash bond, if an interest bearing account, shall accrue to the developer, but shall not be payable until performance has been completed in accordance with the provisions of the Regulations. No other forms of such bonds will be accepted. The applicant shall execute a bonding agreement, the form of which is to be approved by the Corporation Counsel.

#### **B. Bond Reduction Procedure**

The Site Plan Developer may request a reduction by letter to the Chairman of the Planning and Zoning Commission, who shall refer the matter to the Town Engineer, who will, after an inspection, make a recommendation to the Commission. The Town Engineer has authorization to make recommendations to the Commission on Bond Reductions without a request from the Site Plan Developer and the Commission may reduce said Bond. There may be no more than two (2) bond reductions per calendar year on each approved Site Plan.

The Town Engineer in his sole discretion is authorized to make minor field adjustments to the approved site plan, provided that such adjustments are not in conflict with the approved site plan and that those adjustments are in conformance with the Zoning Regulations.



## **SECTION 8**

### **RECORD DRAWINGS**

Prior to the Final acceptance of any subdivision, the developer shall submit one (1) mylar drawing (s) of all as-built public improvements to the Engineering Division for review and information. The developer shall also submit copies of all warranty and easement deeds for parcels of land to be deeded to the Town of East Hartford for review and approval.

Prior to final acceptance and issuance of a C.O. (Certificate of Occupancy) the developer shall submit four (4) blue line prints of all as-built improvement to the Building Department for review, information and distribution. Mylar copies are required for any off-site improvements.

The Planning & Zoning Commission is under no obligation to approve any variations to an approved subdivision or site plan. The Commission may refuse any such variations and require that all improvements that fail to conform to the approval, site plan, or the subdivision plan will be reconstructed to comply with the original plans, as approved by the Planning and Zoning Commission, prior to the release of any bonds.

The following general information is to be provided on the final drawings. The Town reserves the right to request additional information beyond what is listed below.

- A. Show all Geometry pertaining to straight lines, the perimeter boundary of the development, internal property or lot lines, and easement lines. Datum is to be the same as called for on the approved subdivision and/or site plan.
- B. Building setback lines.
- C. As-built locations or sidewalks, handicap ramps, and driveway openings.
- D. As-built locations of all drainage structures (i.e. catch basins, manholes, headwalls, flared end) together with top of frame elevations, invert elevations, size of pipes, top of headwall elevations and flared end elevations. Revised drainage design calculations based on as-built modifications must be submitted if directed by the Town Engineer.
- E. As-built locations of sanitary manholes, including top of frame elevations, size of pipe and invert elevation.
- F. As-built locations of all street light poles with numbers designated by the utility company.
- G. As-built locations of underground utilities (i.e. water, electric, telephone, cable TV, gas) as well as all above ground utility transformer pads, manholes, junction boxes.

- H. All monumentation set and found for project perimeter, streetline, lot corners and angle points, and easements. The above locations are to be certified to an A-2 Standard of Accuracy by a licensed professional Land Surveyor in the State of Connecticut.
- I. Semi-permanent benchmarks shall be set at all roadway intersections, and along newly constructed roadways. Maximum distance between benchmarks shall not exceed six hundred (600) feet with a minimum of three (3) benchmarks. Datum is to be the current NGVD datum.
- J. All existing foundations with dimensions off of property line, are to be certified to A-2 standard of accuracy. No plus or minus dimensions are permitted. Provide finished floor elevation and elevations at all entrance and exit doors.
- K. Scale of drawings to be in accordance with the original site plan and subdivision plan submission. Maximum sizes of sheet two (2) feet by three (3) feet.
- L. Title block indicating "As-Built" or "Record Drawing" with date.
- M. Paper prints and mylars are to be stamped (ink & embossed seal and et signature) by the Licensed professional Land Surveyor in the State of Connecticut responsible for their production.

The following information is to be provided on the profile sheets:

- A. Scale of profiles to be in accordance with original subdivision plan submission.
- B. Existing and finished roadway center line profile with final roadway center line grade at every 50 foot interval including elevations at all low, high and intersection points.
- C. The following underground utilities (water sanitary sewer, storm sewer, gas, electricity, telephone, Cable TV) along with pipe sizes and material, top of frame elevations, flow lines, and slope of pipes shall be shown on the "As-Built Profile".

## **SECTION 9**

### **DEVELOPMENT WITHIN A FLOOD HAZARD ZONE**

Section 600 of the East Hartford Zoning Regulations contains certain information which govern development in a flood hazard zone.

The following information shall be provided in addition to any requirements found in the Zoning Regulations:

1. Elevation and limits of the one hundred (100) year flood zone (elevations are to be based on the current NGVD datum).
2. The limits of inland wetlands and buffer zones.
3. Existing and proposed grading.
4. Elevation of the lowest floor of any structure. The lowest floor elevation should be a minimum of one (1) foot above the one hundred (100) year flood zone elevation.
5. Limits of construction.
6. Quantities of cuts and fills within the flood zone, flood way, etc.
7. Provide sections and calculations for excavation within the flood zones.
8. Provide evidence of receiving all necessary State and Federal permits.

Compensatory storage at the same elevation must be provided for any fill placed within a flood hazard zone. Information shall be provided on the affects of the development on the flood carting capacity of the flood zone.

**TOWN OF EAST HARTFORD  
DESIGN MANUAL  
Appendices**

**APPENDIX A**

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| General Note                     | <a href="#"><u>A - 1</u></a>                                 |
| Site Plan Approval Block         | <a href="#"><u>A - 1</u></a>                                 |
| Final Subdivision Approval Block | <a href="#"><u>A - 1</u></a>                                 |
| Temporary Patch Treatment        | <a href="#"><u>A - 2</u></a>                                 |
| Permanent Patch Treatment        | <a href="#"><u>A - 3</u></a> to <a href="#"><u>A - 4</u></a> |

THE FOLLOWING NOTE SHALL BE ADDED TO THE FIRST SHEET OF ANY SUBDIVISION OR SITE PLAN.  
THE APPROPRIATE APPROVAL BLOCK SHALL BE ADDED TO ALL SHEETS OF THE SUBMITTAL.  
ALL APPROVAL BLOCKS AND INSPECTION NOTES SHALL CONFORM TO THE FOLLOWING:

**NOTE:**

The developer shall notify The Town of East Hartford Engineering Division 24 hours prior to beginning any storm drainage, roadway preparation, paving, sidewalk, curbing, street line monumentation, property corner pins, etc., to schedule inspections. The Division can be reached between 8:30 A.M. - 4:30 P.M. at 291-7380.

**TOWN OF EAST HARTFORD  
PLANNING AND ZONING COMMISSION  
SITE PLAN CERTIFICATE  
OF APPROVAL**

APPROVAL DATE \_\_\_\_\_

EXPIRATION DATE \_\_\_\_\_

\_\_\_\_\_ CHAIRMAN

**TOWN OF EAST HARTFORD  
PLANNING AND ZONING COMMISSION  
FINAL SUBDIVISION APPROVAL**

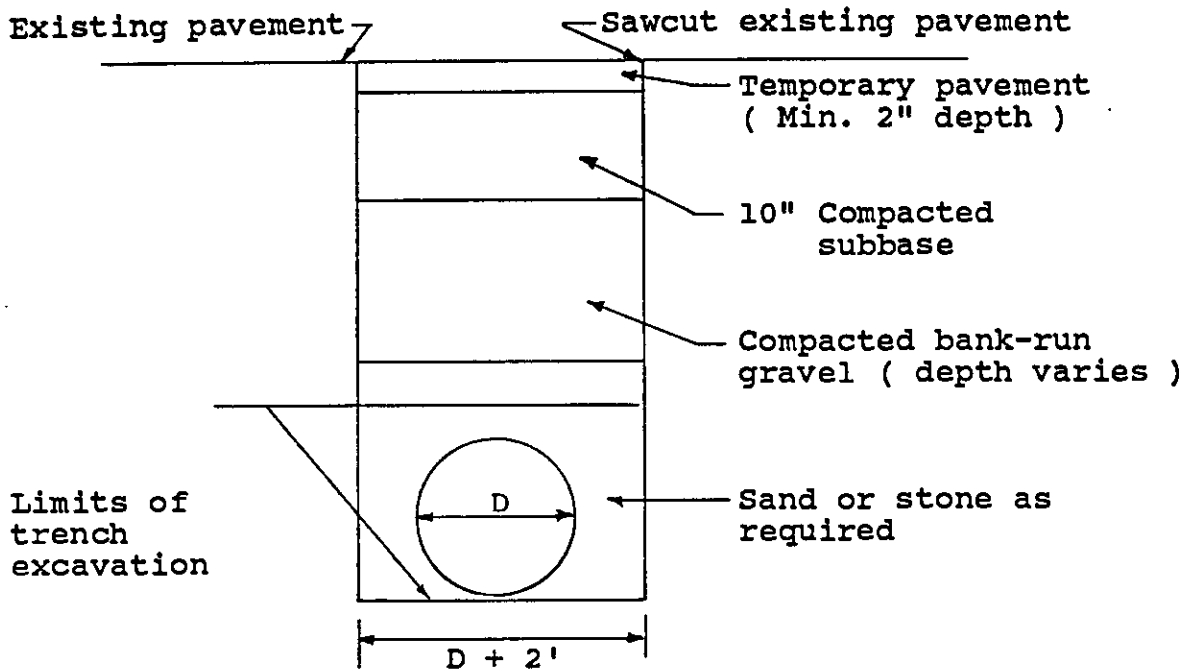
APPROVAL DATE \_\_\_\_\_

WORK MUST COMMENCE BY \_\_\_\_\_

EXPIRATION DATE \_\_\_\_\_

\_\_\_\_\_ CHAIRMAN

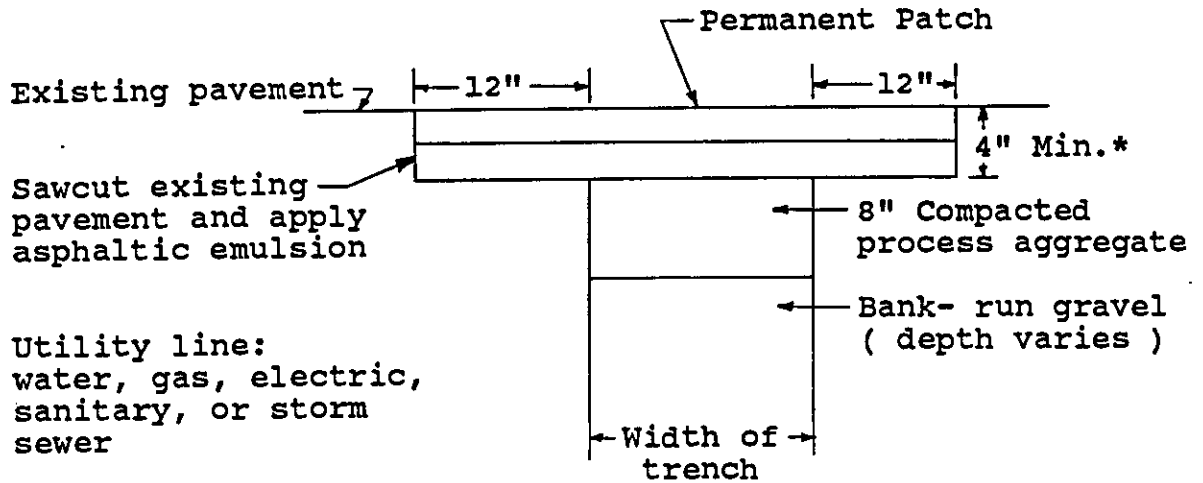
TOWN OF EAST HARTFORD  
TEMPORARY PATCH TREATMENT



NOTES:

1. Pavement - temporary hot mix bituminous concrete pavement shall be placed with a minimum thickness of two (2) inches within twenty four (24) hours of the excavation. No excavation will be allowed on Friday unless it is to be paved by the end of the work day. No cold patch will be allowed for any temporary repair.
2. Subbase - the excavated materials will be acceptable for use as subbase material, if approved by the Town Inspector. If the material is unacceptable, ten (10) inches of processed aggregate stone base compacted in two equal lifts will be required.
3. No permits will be issued during the period that the bituminous batch plants are closed except for emergency repairs.
4. Steel Plates to temporarily cover excavations, may be used if approved by the Town Inspector. Plates must be anchored securely to the surrounding pavement and ramped with bituminous concrete. No plates will be allowed between November 15 and April 1.

TOWN OF EAST HARTFORD  
PERMANENT PATCH TREATMENT



Permanent Patch

the temporary patch shall be removed, the existing pavement cut back a minimum of twelve (12) inches or as directed from the trench to make a neat clean square joint which will overlap the original subgrade.

A minimum uniform four (4) inch depth shall be excavated, care must be taken to remove all large stones and unsuitable material. The area shall be thoroughly compacted. An asphaltic emulsion, conforming to requirements of AASHTO M140, grade MS-2, shall be applied in the following method:

1. The emulsion shall be applied to the clean, dry edges of the existing pavement prior to the placing of the first course of bituminous concrete.
2. After the first course of bituminous concrete has been placed and compacted, another application of emulsion shall be applied to the edges of the patch and the existing pavement. This step shall be repeated for each lift required to bring the patch up to the level of the existing pavement.
3. A final application of emulsion shall be applied to the joint between the patch and the existing pavement surface. The emulsion shall be applied so that approximately two inches and four inches are on the existing pavement and patch respectively.

A hot bituminous concrete mix (class II - D.O.T. specs.) shall be placed in two (2) inch (rolled) lifts. The final lift shall be even with the existing pavement and cross rolled in addition to the normal rolling.

\* NOTE: The four (4) inch depth is the minimum depth, if the

original pavement is thicker than four (4) inches, the minimum depth shall be increased to the depth of the existing pavement. Example: nine (9) inch roadway, would require a nine (9) inch permanent patch.

**PENALTY**

Failure of the permittee to comply with the above regulations will make him subject to the suspension of any further permits in the Town of East Hartford. If the completed work is unsatisfactory to the Town Engineer and/or the Director of Public Works, the Contractor shall be notified by registered mail, allowing him five (5) days to correct such pavement cut. If the pavement cut is not repaired, the Town of East Hartford will make the necessary repairs and bill the Contractor for the cost of the same.



# TOWN OF EAST HARTFORD DESIGN MANNUAL

## APPENDIX B

### Standard Details`

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## EROSION CONTROL

Haybales

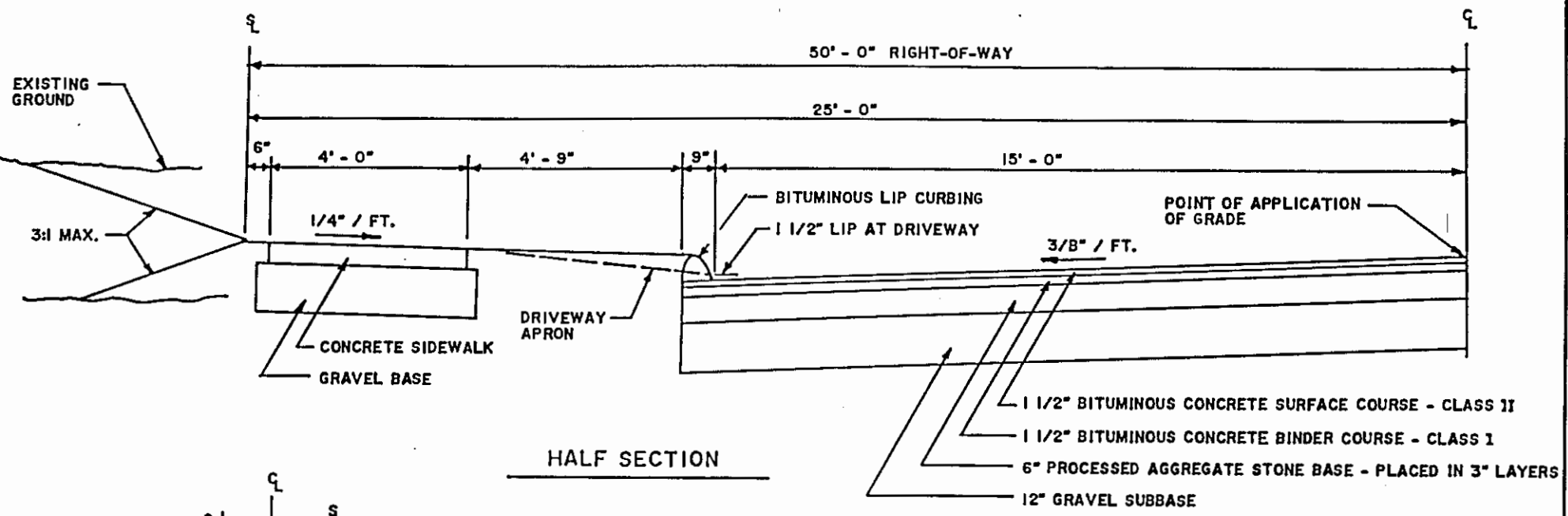
[B - 31](#)

Silt Fence

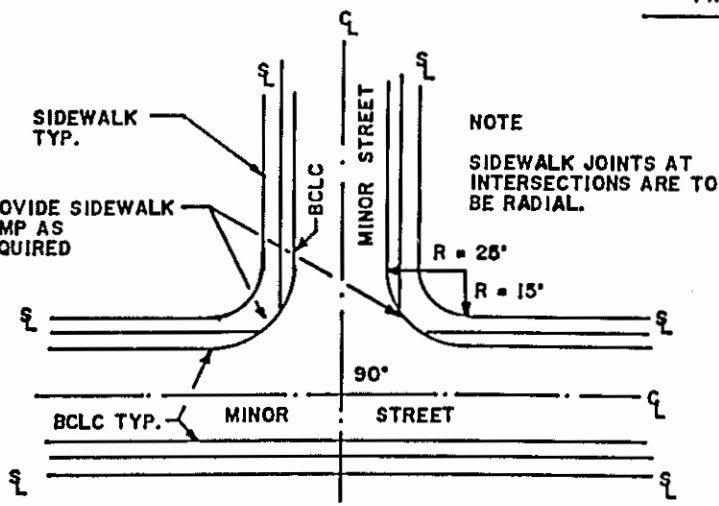
[B - 32](#)

Construction Entrance

[B - 33](#)



HALF SECTION



TYPICAL INTERSECTION

NOTE  
SIDEWALK JOINTS AT INTERSECTIONS ARE TO BE RADIAL.

DESIGN CRITERIA

|                         |                    |
|-------------------------|--------------------|
| DESIGN SPEED            | 30 MPH             |
| STOPPING SIGHT DISTANCE | 200 FEET (MINIMUM) |
| MAXIMUM GRADE           | 8%                 |
| MINIMUM GRADE           | 0.5%               |
| MINIMUM $C_L$ RADIUS    | 200 FEET           |

NOTE

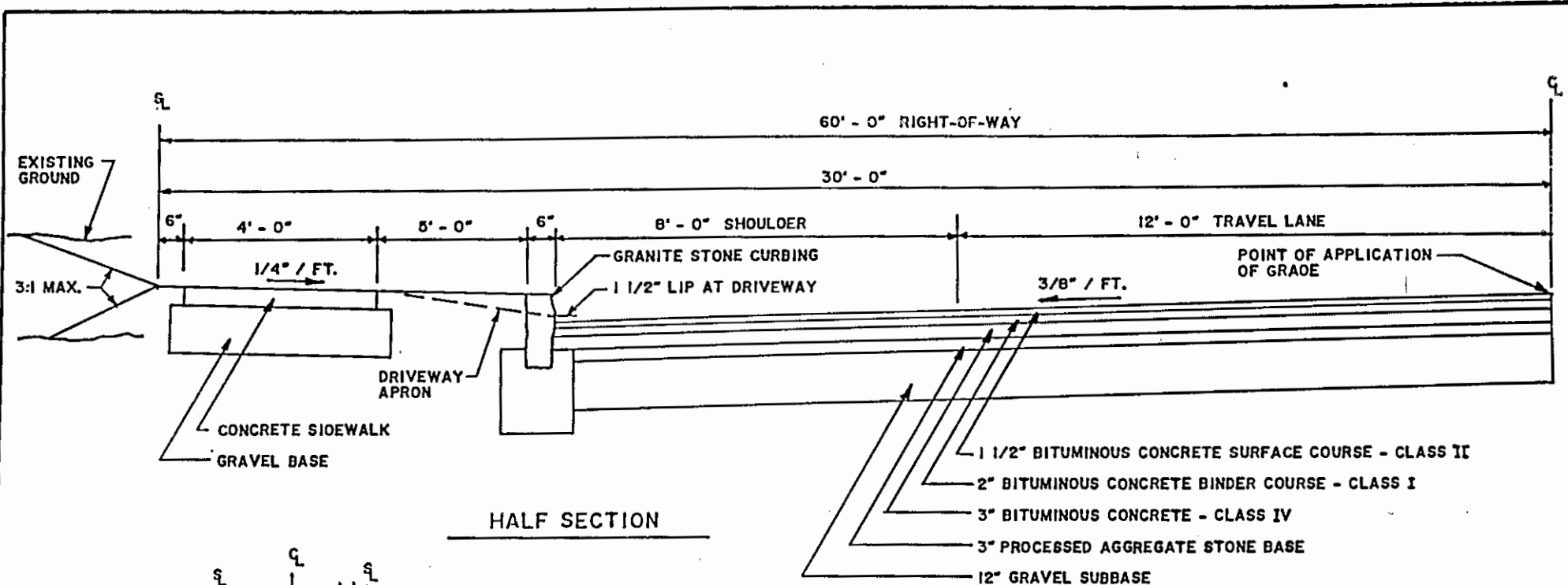
IF BINDER COURSE IS LEFT AS A TOP COURSE FOR AN EXTENDED PERIOD A TACK COAT OF BITUMINOUS MATERIAL SHALL BE APPLIED PRIOR TO LAYING THE BITUMINOUS CONCRETE SURFACE COURSE.

TOWN OF EAST HARTFORD  
STANDARD DETAIL

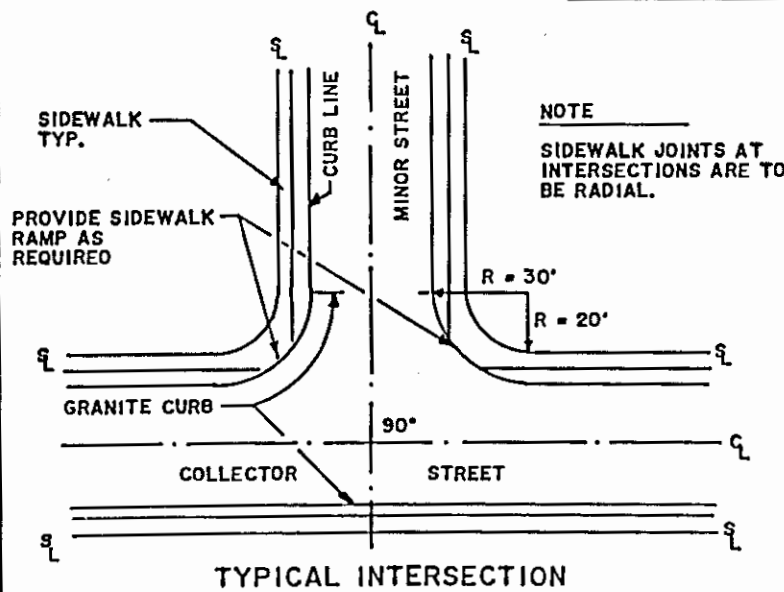
MINOR STREET  
( RESIDENTIAL )

DATE: JUNE 1993

| NO.       | DESCRIPTION | DATE | APPROVE |
|-----------|-------------|------|---------|
| REVISIONS |             |      |         |
|           |             |      |         |
|           |             |      |         |



HALF SECTION



NOTE

IF BINDER COURSE IS LEFT AS A TOP COURSE FOR AN EXTENDED PERIOD A TACK COAT OF BITUMINOUS MATERIAL SHALL BE APPLIED PRIOR TO LAYING THE BITUMINOUS CONCRETE SURFACE COURSE.

DESIGN CRITERIA

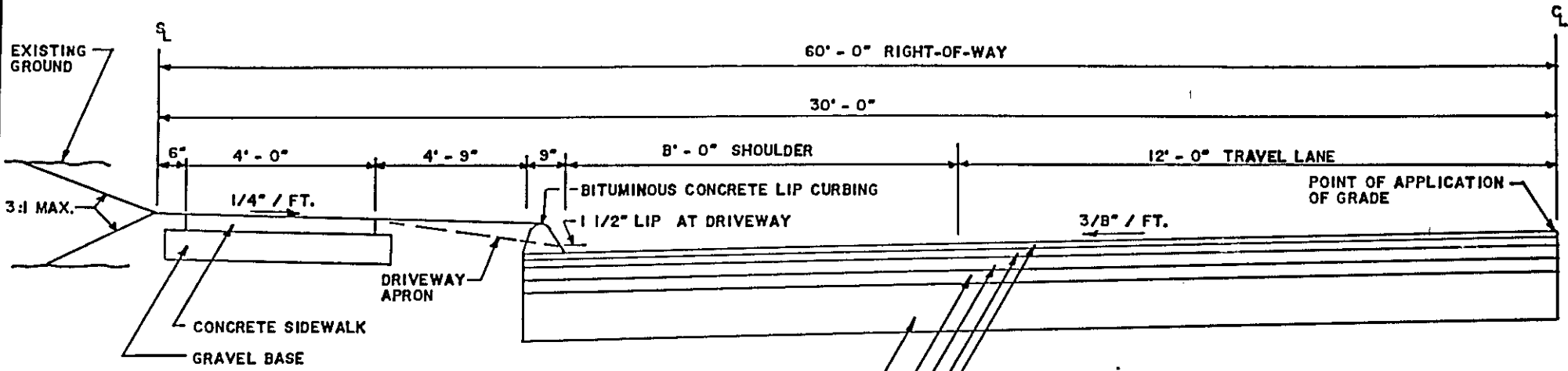
|                         |                    |
|-------------------------|--------------------|
| DESIGN SPEED            | 45 MPH             |
| STOPPING SIGHT DISTANCE | 300 FEET (MINIMUM) |
| MAXIMUM GRADE           | 6%                 |
| MINIMUM GRADE           | 0.5%               |
| MINIMUM RADIUS          | 500 FEET           |

TOWN OF EAST HARTFORD  
STANDARD DETAIL

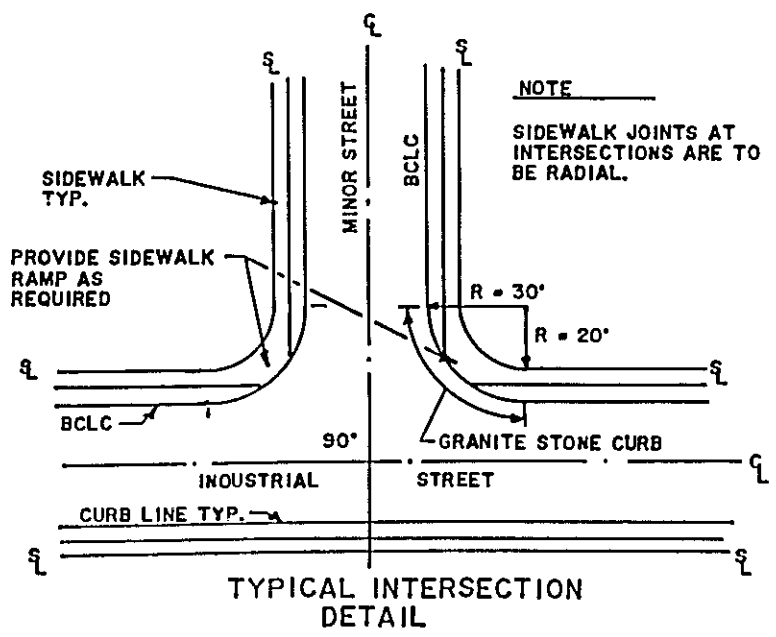
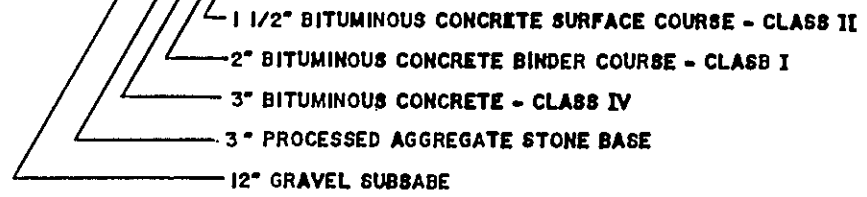
COLLECTOR STREET

DATE: JUNE 1993

| NO. | DESCRIPTION | DATE | APPROVE |
|-----|-------------|------|---------|
|     |             |      |         |
|     |             |      |         |
|     |             |      |         |



HALF SECTION



TYPICAL INTERSECTION DETAIL

NOTE  
SIDEWALK JOINTS AT INTERSECTIONS ARE TO BE RADIAL.

DESIGN CRITERIA

|                         |                    |
|-------------------------|--------------------|
| DESIGN SPEED            | 30 MPH             |
| STOPPING SIGHT DISTANCE | 200 FEET (MINIMUM) |
| MAXIMUM GRADE           | 8 %                |
| MINIMUM GRADE           | 0.5 %              |
| MINIMUM $\phi$ RADIUS   | 200 FEET           |

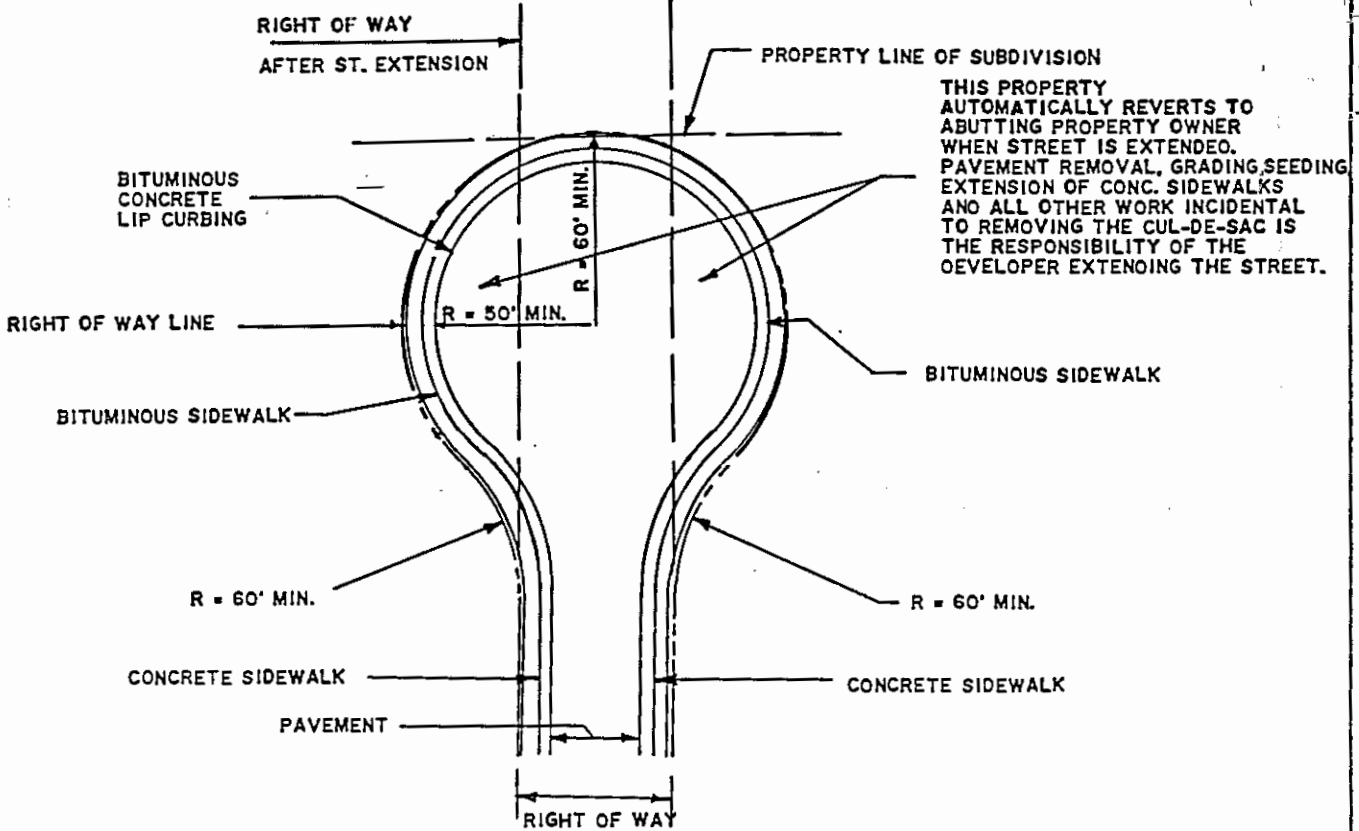
NOTE

IF BINDER COURSE IS LEFT AS A TOP COURSE FOR AN EXTENDED PERIOD A TACK COAT OF BITUMINOUS MATERIAL SHALL BE APPLIED PRIOR TO LAYING THE BITUMINOUS CONCRETE SURFACE COURSE.

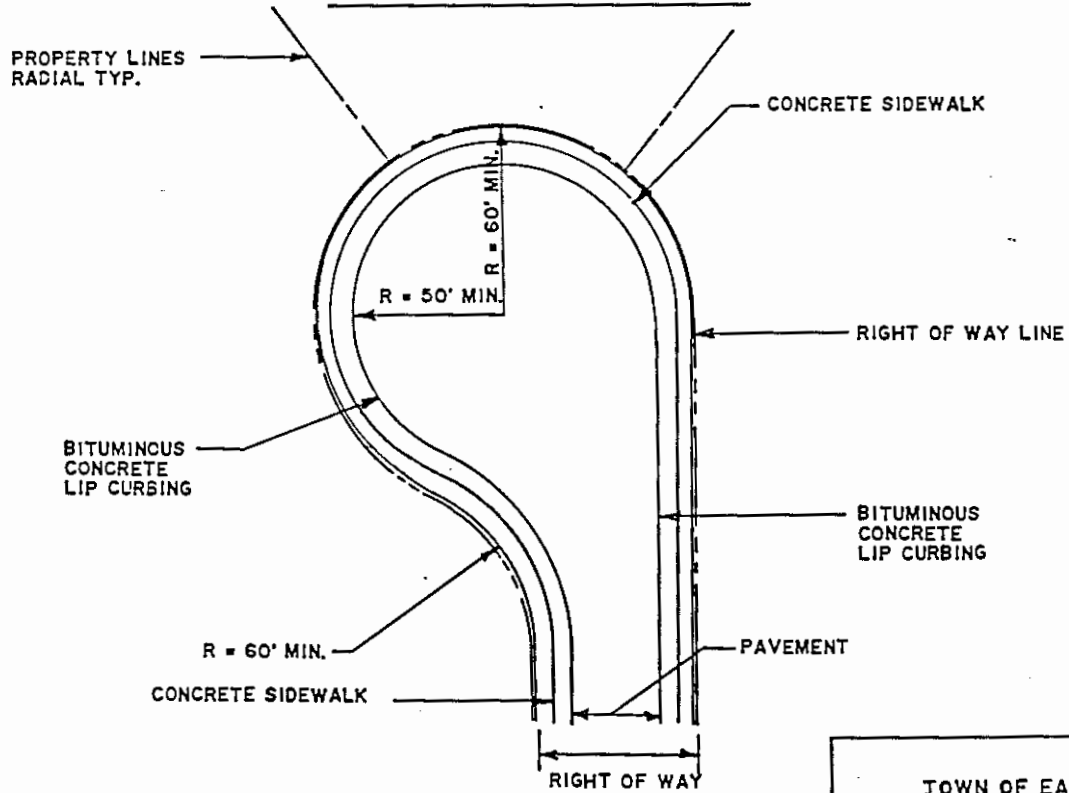
TOWN OF EAST HARTFORD  
STANDARD DETAIL  
  
INDUSTRIAL STREET

| NO.       | DESCRIPTION | DATE | APPROVE |
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| REVISIONS |             |      |         |

DATE: JUNE 1993



TEMPORARY CUL-DE-SAC



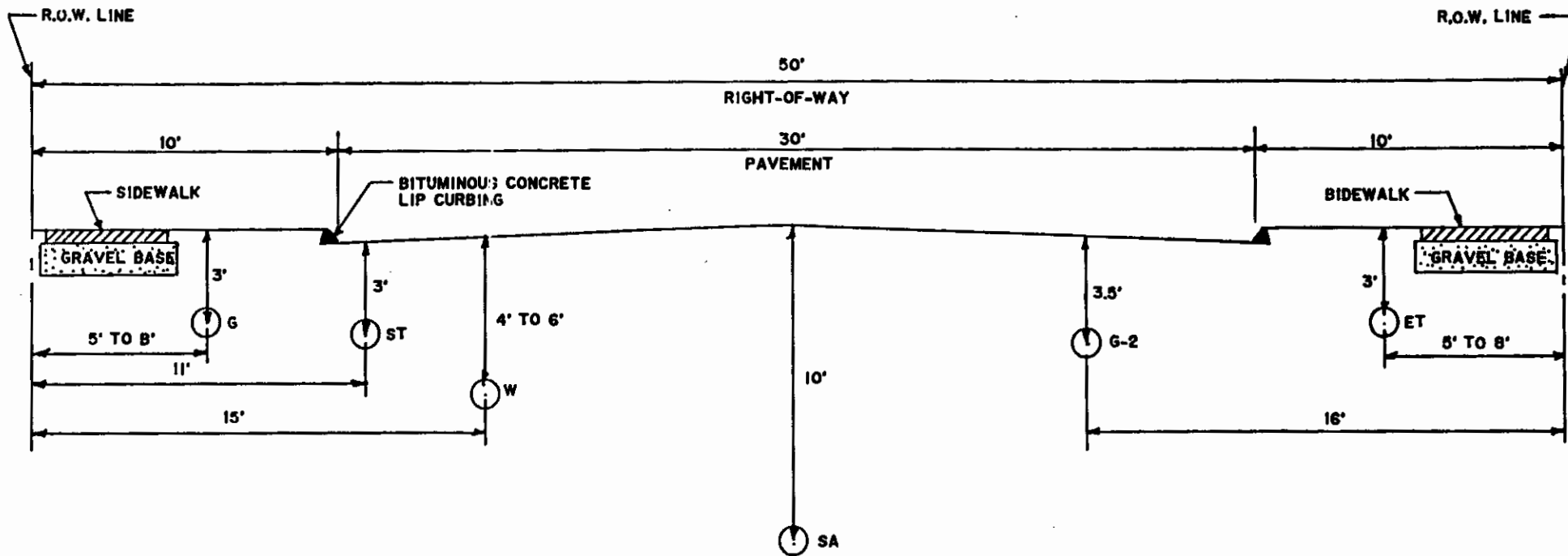
PERMANENT CUL-DE-SAC

TOWN OF EAST HARTFORD  
STANDARD DETAIL

CUL - DE - SAC

| NO.       | DESCRIPTION | DATE | APPROVE |
|-----------|-------------|------|---------|
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|           |             |      |         |
|           |             |      |         |
| REVISIONS |             |      |         |

DATE: JUNE 1993



- SA = SANITARY SEWER - CENTER OF R.O.W.
- G = GAS MAIN - SOUTH & EAST SIDE OF R.O.W.
- G-2 = GAS MAIN - NORTH & WEST SIDE OF R.O.W.
- ST = STORM SEWER - NORTH & WEST SIDE OF R.O.W.
- W = WATER MAIN - NORTH & WEST SIDE OF R.O.W.
- E = ELECTRIC CABLE - EITHER SIDE OF R.O.W.
- T = TELEPHONE CABLE - EITHER SIDE OF R.O.W.

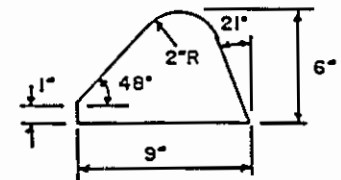
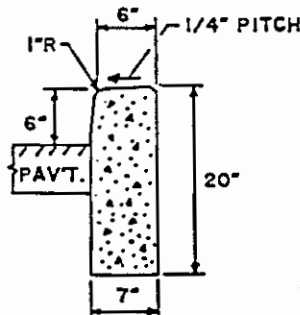
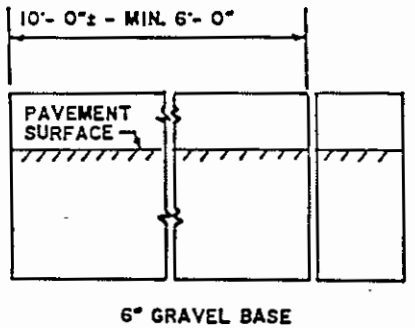
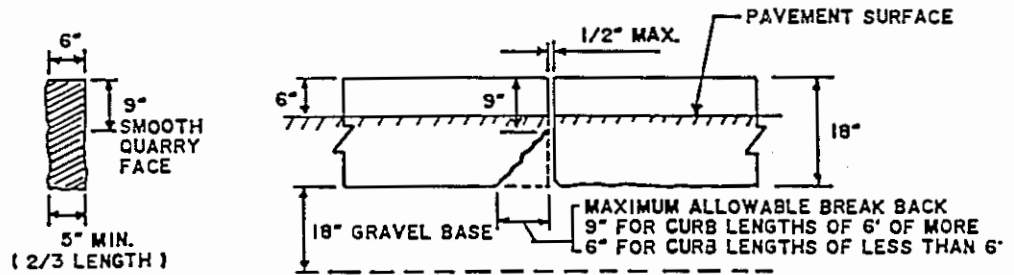
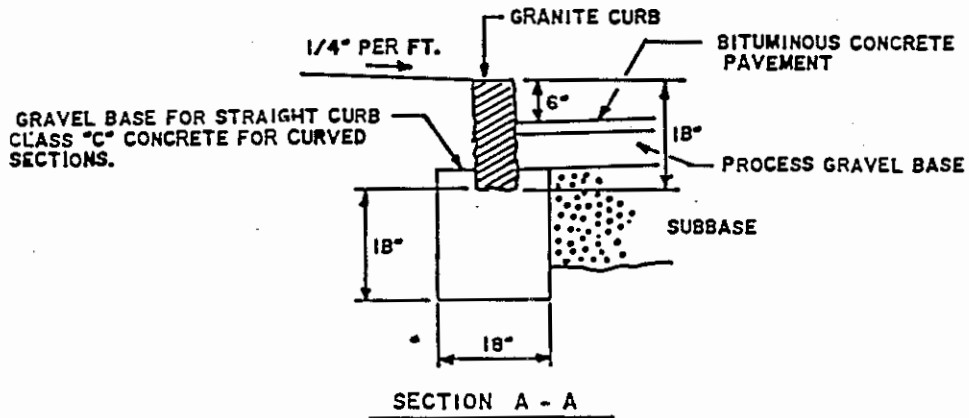
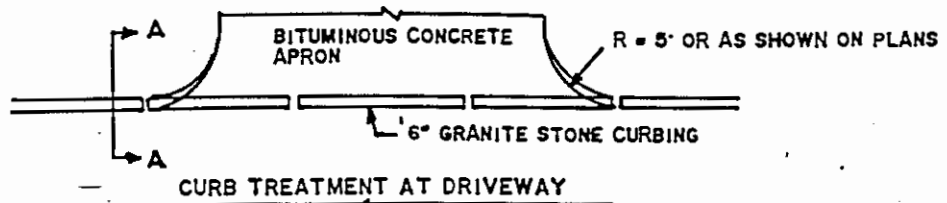
ALL DIMENSIONS FOR BURIAL OF UTILITIES ARE MINIMUMS.

TOWN OF EAST HARTFORD  
STANDARD DETAIL

UNDERGROUND UTILITY  
LOCATIONS

DATE: JUNE 1993

| NO.       | DESCRIPTION | DATE | APPROVE |
|-----------|-------------|------|---------|
|           |             |      |         |
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| REVISIONS |             |      |         |



**BITUMINOUS CONCRETE LIP CURBING**

**( MACHINE FORMED )**

**CONCRETE CURBING**

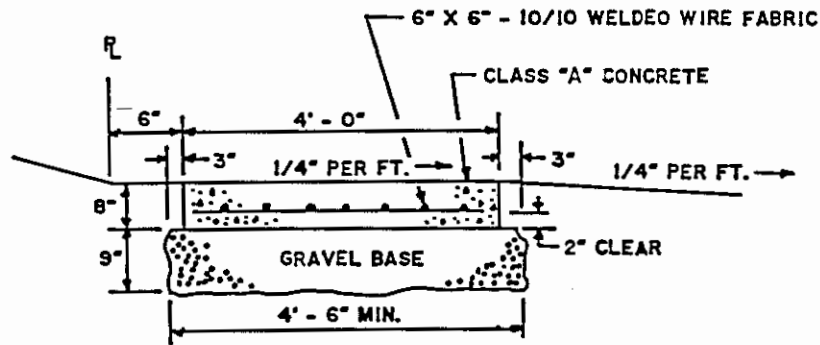
**TOWN OF EAST HARTFORD  
STANDARD DETAIL**

**CURBING**

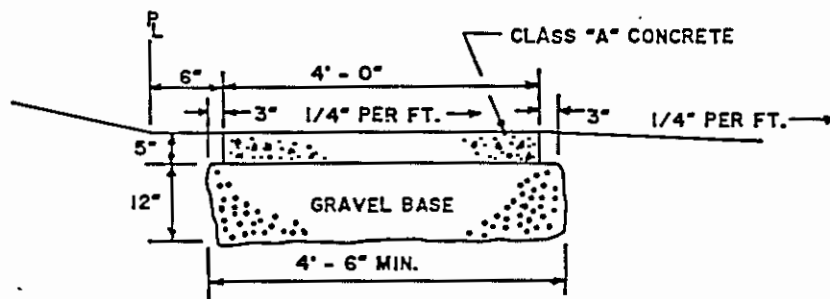
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| REVISIONS |             |      |         |

DATE: JUNE 1993

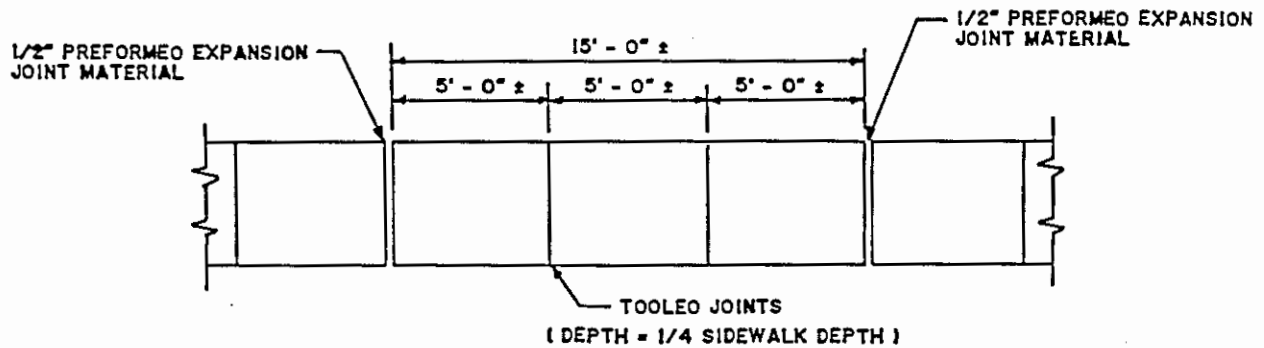




**8" THICK CONCRETE SIDEWALK**



**5" THICK CONCRETE SIDEWALK**



**SIDEWALK**

**NOTES:**

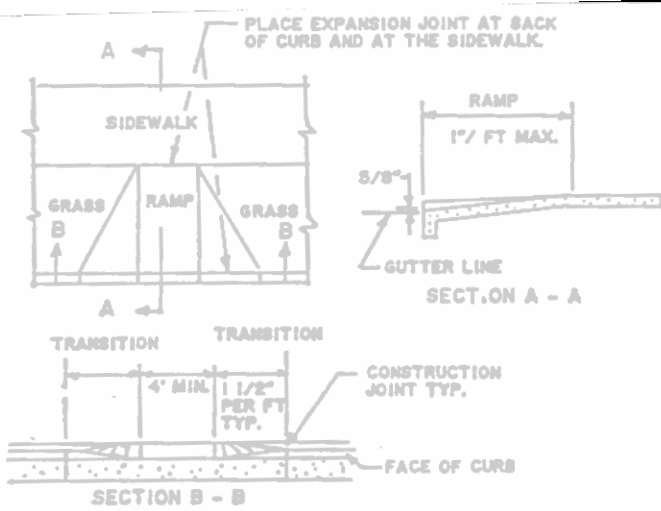
1. FOR SIDEWALK TREATMENT AT INTERSECTIONS SEE STREET TYPICAL CROSS SECTION DETAILS.
2. 8" THICK SIDEWALK IS TO BE USED AT ALL DRIVEWAY CROSSINGS AND IN OTHER AREAS DIRECTED.
3. TOOLED JOINT PATTERN IS TO BE DIRECTED TO CONFORM TO ADJACENT MARKINGS.

TOWN OF EAST HARTFORD  
STANDARD DETAIL

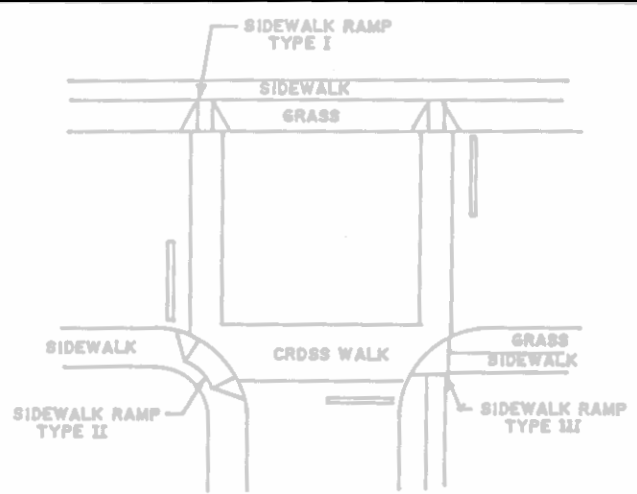
SIDEWALK

| NO.       | DESCRIPTION | DATE | APPROVE |
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| REVISIONS |             |      |         |

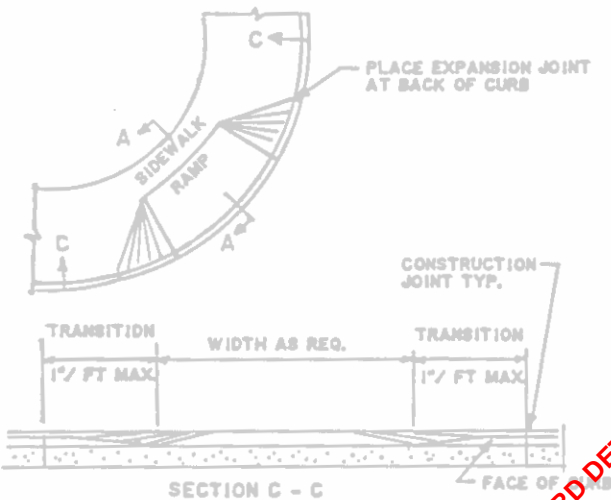
DATE: JUNE 1993



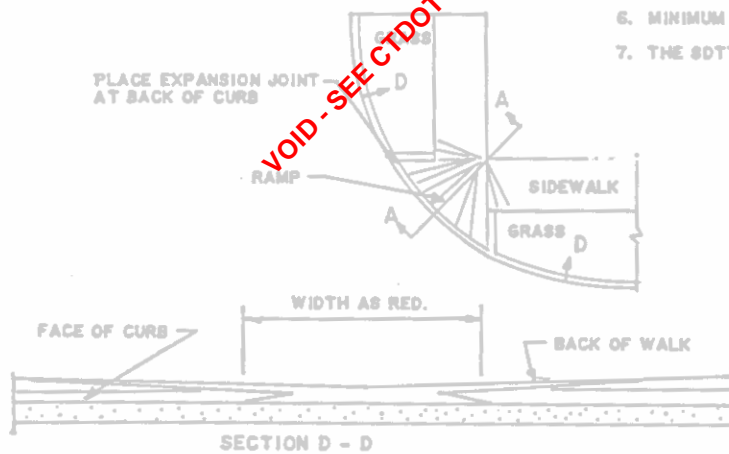
SIDEWALK RAMPS TYPE I



SUGGESTED TREATMENTS FOR SIDEWALK RAMPS



SIDEWALK RAMP TYPE II



SIDEWALK RAMP TYPE III

GENERAL NOTES

1. SIDEWALK RAMPS SHALL BE CONSTRUCTED AT ALL PEDESTRIAN CROSSWALKS IN ALL NEW DESIGNS AND AT PEDESTRIAN CROSSWALK LOCATIONS WHERE AN EXISTING CURB OR WALK IS TO BE DISTURBED BY CONSTRUCTION.
2. DRAINAGE DESIGN IN THE VICINITY OF SIDEWALK RAMPS SHALL BE CONSIDERED AN INTEGRAL PART OF THE DESIGN OF THESE RAMPS. NO DRAINAGE STRUCTURES SHALL BE PLACED WITHIN THE LIMITS OF A SIDEWALK RAMP.
3. ALL SIDEWALK RAMPS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE DETAILS FOR 5" CONCRETE SIDEWALK, EXCEPT THAT THE FINAL TEXTURE OF THE CONCRETE SURFACE SHALL BE A COARSE BROOM FINISH TRANSVERSE TO THE SLOPE OF THE RAMP.
4. ALL SIDEWALK RAMPS SHALL BE CONSTRUCTED OF PORTLAND CEMENT CONCRETE.
5. CARE SHALL BE TAKEN TO ASSURE A UNIFORM GRADE ON THE RAMP, FREE OF SAGS AND SHORT GRADE CHANGES.
6. MINIMUM WIDTH OF SIDEWALK RAMP SHALL BE 4 FEET.
7. THE BOTTOM OF THE RAMP (GUTTER LINE) SHALL BE BEVELED.

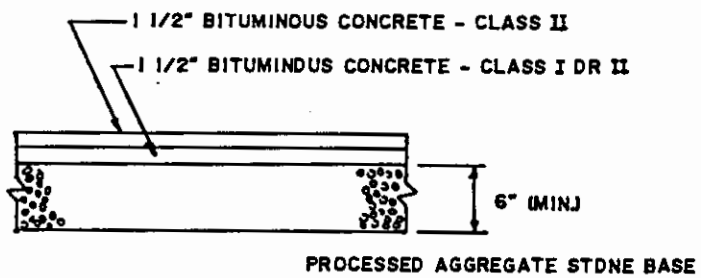
VOID - SEE CT DOT STANDARD DETAILS FOR ACCESSIBLE RAMPS

TOWN OF EAST HARTFORD  
STANDARD DETAIL

SIDEWALK RAMPS

| NO.       | DESCRIPTION | DATE | APPROVE |
|-----------|-------------|------|---------|
|           |             |      |         |
|           |             |      |         |
|           |             |      |         |
| REVISIONS |             |      |         |

DATE: JUNE 1993



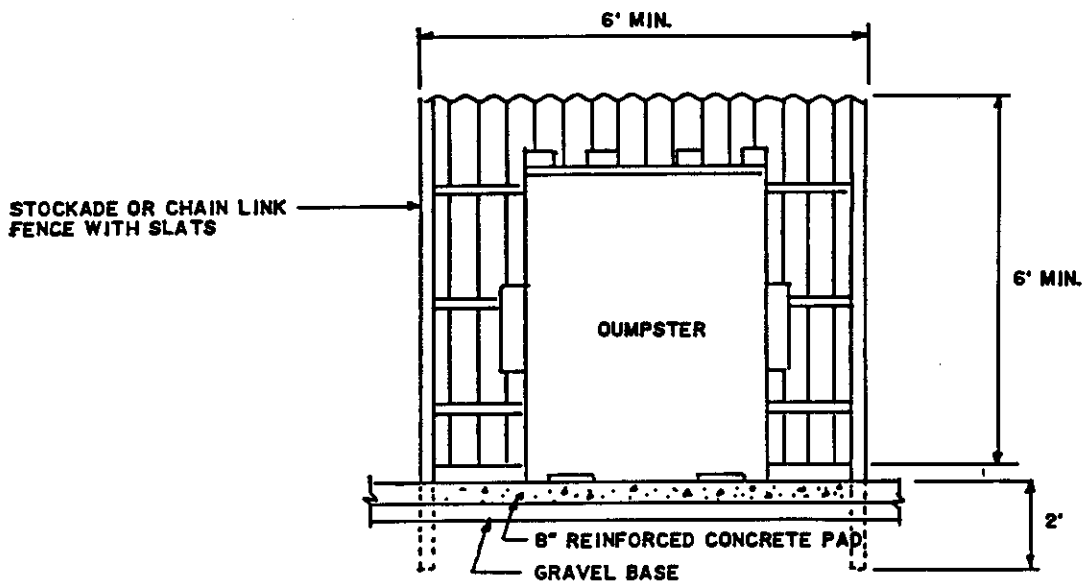
PAVEMENT

TOWN OF EAST HARTFORD  
STANDARD DETAIL

PAVEMENT

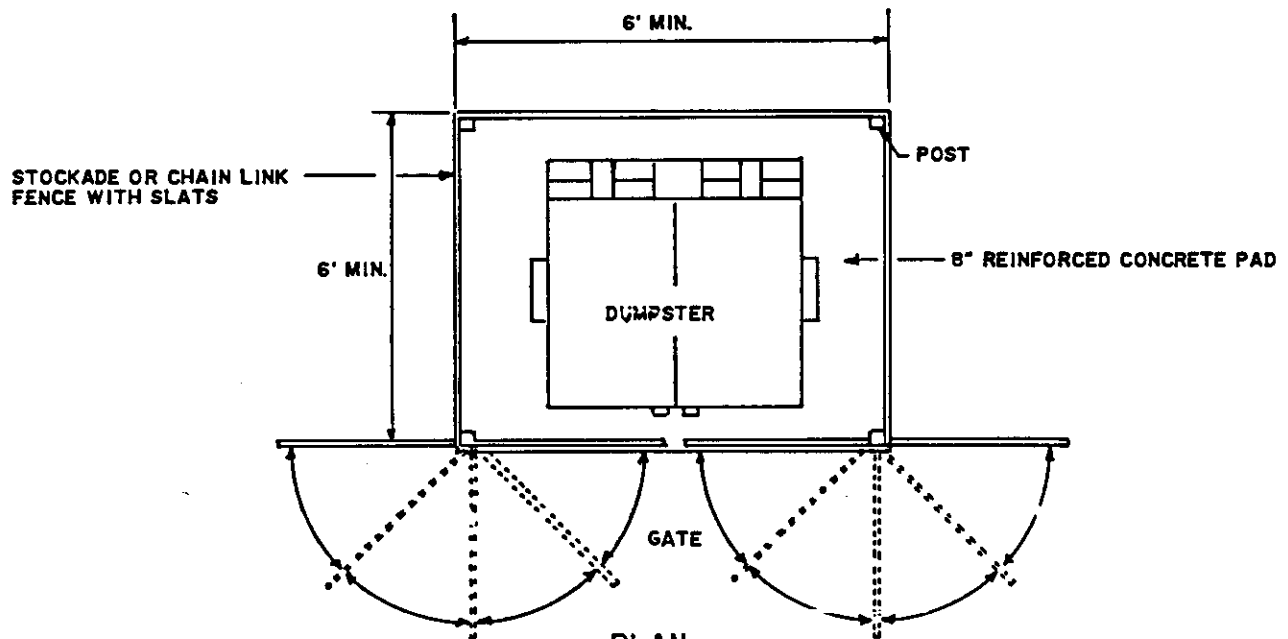
| NO.       | DESCRIPTIONS | DATE | APPROVE |
|-----------|--------------|------|---------|
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|           |              |      |         |
| REVISIONS |              |      |         |

DATE: JUNE 1993

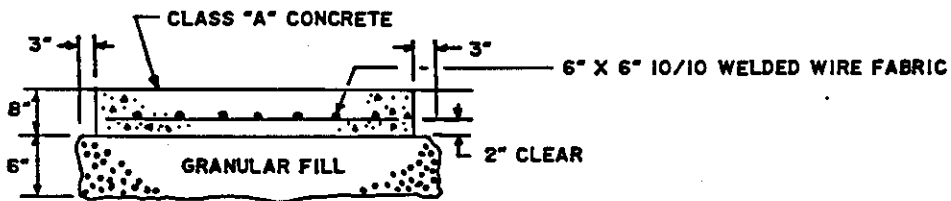


NOTE: THE SIZE OF THE DUMPSTER PAD IS TO BE DETERMINED BY THE NUMBER & SIZE OF PROPOSED DUMPSTERS.

**ELEVATION**



**PLAN**



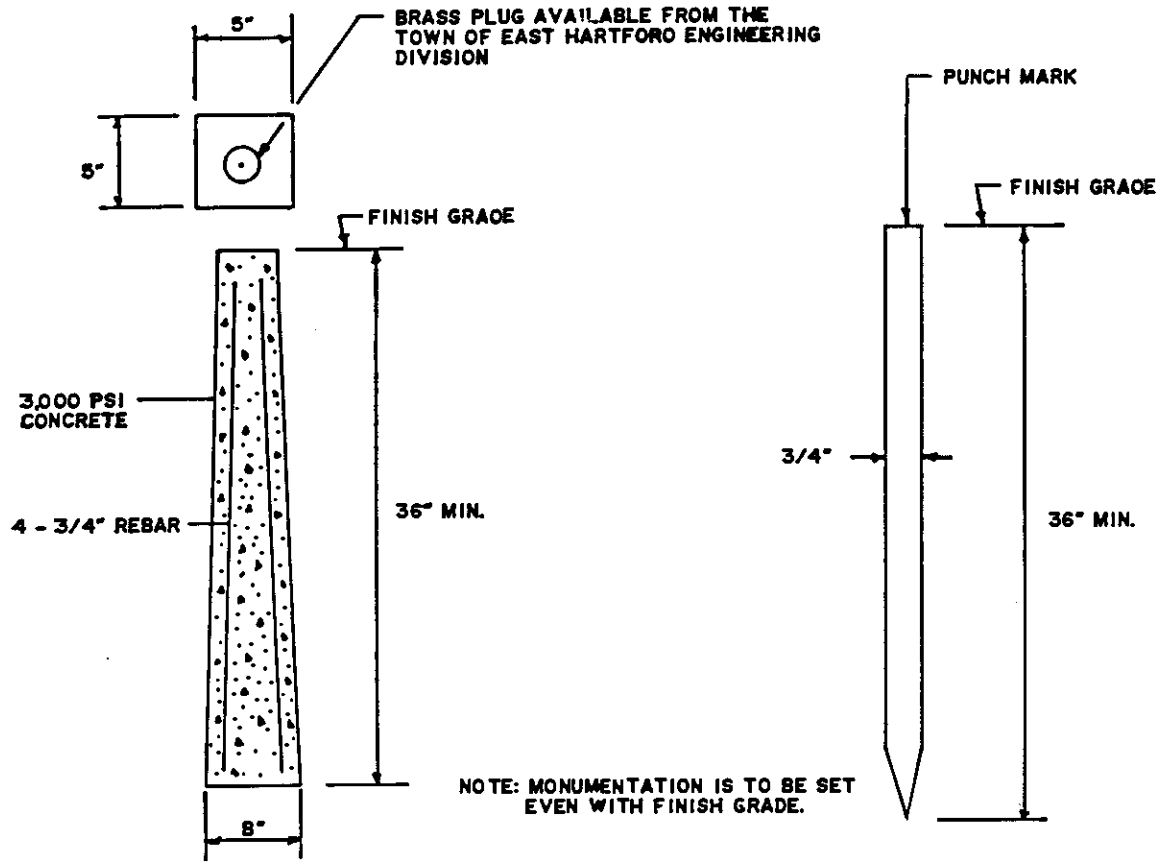
**DUMPSTER PAD SECTION**

TOWN OF EAST HARTFORD  
STANDARD DETAIL

DUMPSTER

| NO.       | DESCRIPTION | DATE | APPROVE |
|-----------|-------------|------|---------|
|           |             |      |         |
|           |             |      |         |
|           |             |      |         |
| REVISIONS |             |      |         |

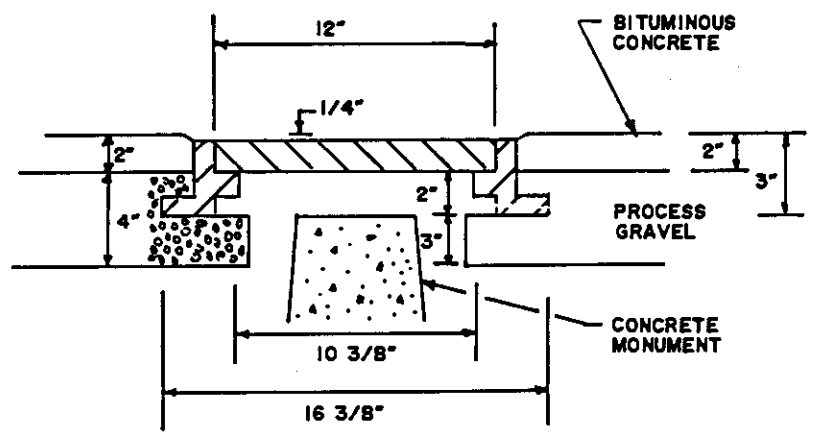
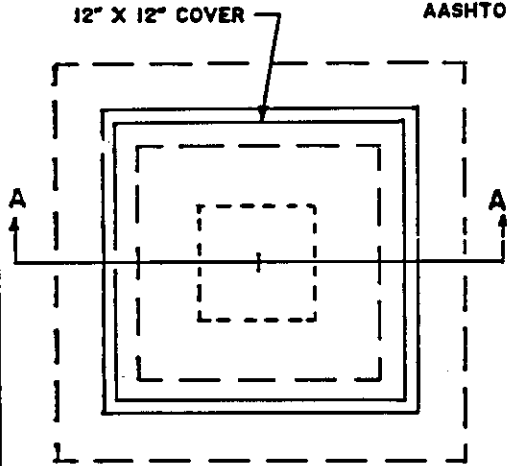
DATE: JUNE 1993



**CONCRETE MONUMENT**

**IRON PIN**

CAST IRON FRAME & COVER FOR TOWN BOUNDARY MARKER. MIN. WGT. 62 LBS. - CONFORM TO AASHTO M105 CLASS 25.



**SECTION A - A**

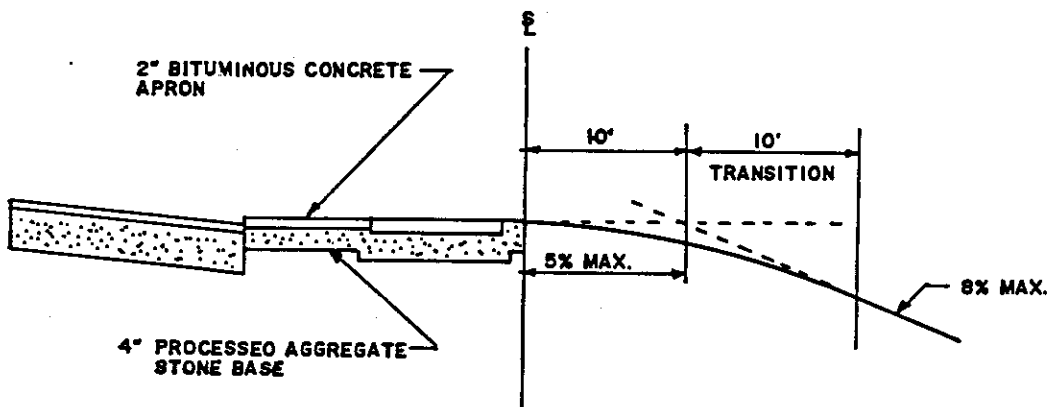
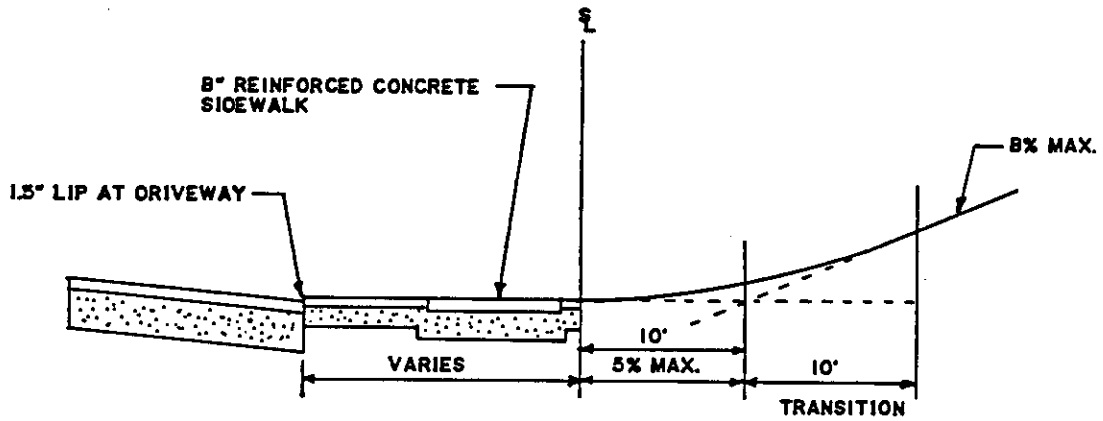
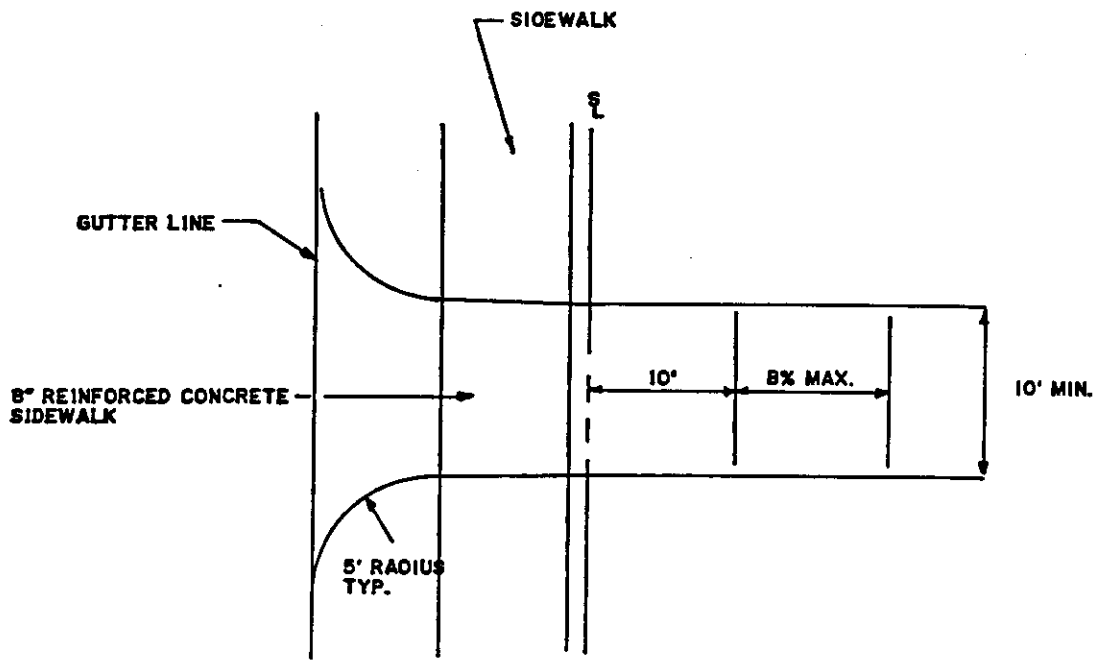
**MONUMENT COVER FOR DRIVEWAY  
INSTALLATION**

TOWN OF EAST HARTFORD  
STANDARD DETAIL

MONUMENTATION

DATE: JUNE 1993

| NO.       | DESCRIPTION | DATE | APPROVE |
|-----------|-------------|------|---------|
|           |             |      |         |
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|           |             |      |         |
| REVISIONS |             |      |         |

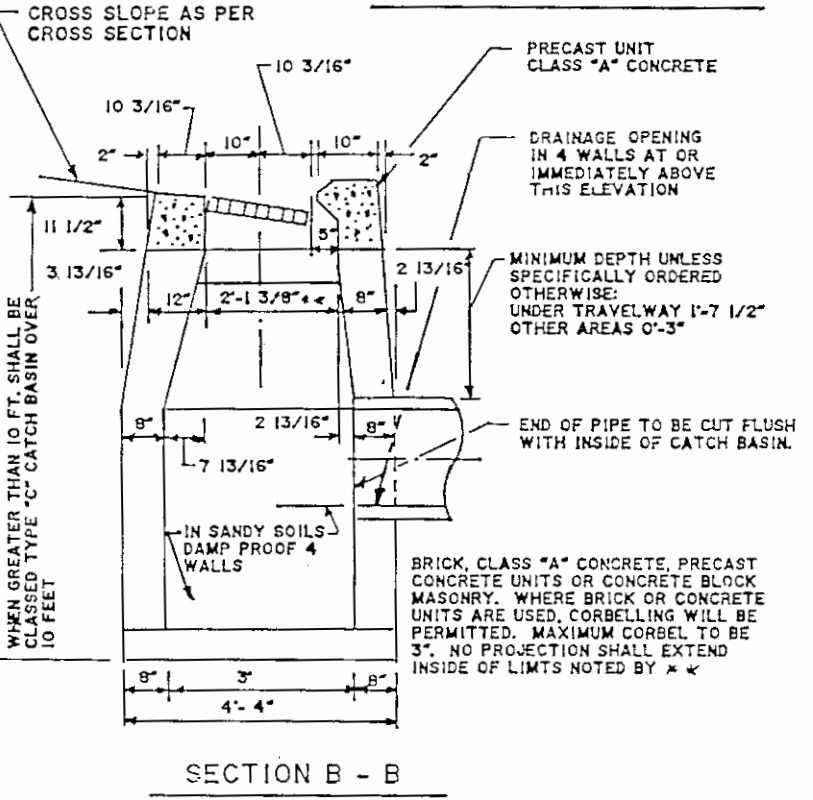
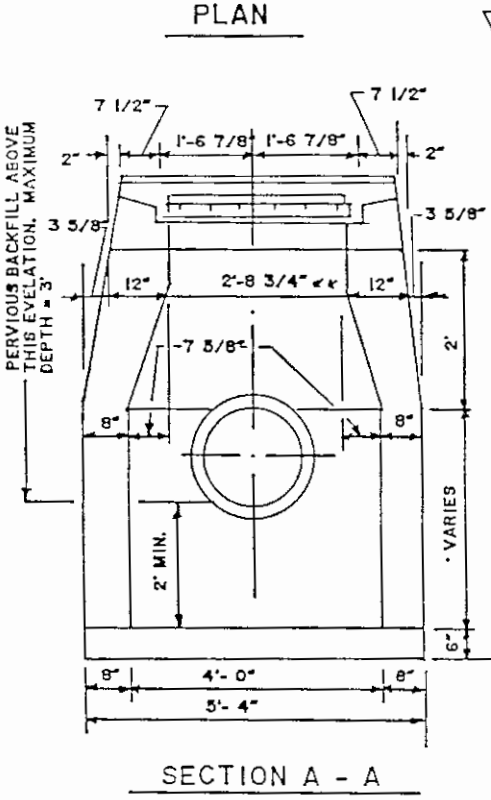
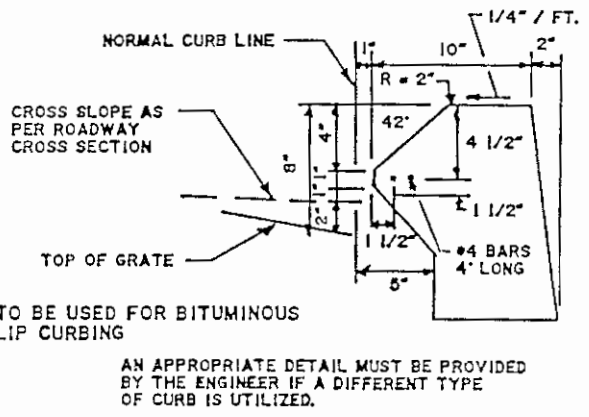
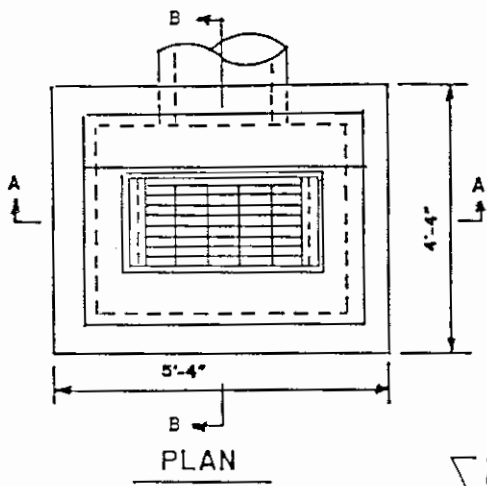


TOWN OF EAST HARTFORD  
STANDARD DETAIL

DRIVEWAY

DATE: JUNE 1993

| NO.       | DESCRIPTION | DATE | APPROVE |
|-----------|-------------|------|---------|
|           |             |      |         |
|           |             |      |         |
| REVISIONS |             |      |         |



**NOTES**

1. WHERE TYPE "C" CATCH BASIN IS CONSTRUCTED IN PAVEMENT AREA THE NORMAL CROSS SLOPE OF THE GUTTER SHALL BE VARIED TO MATCH CROSS SLOPE OF GRATE.
2. WALLS OF ALL CATCH BASINS OVER 10 FEET DEEP TO BE INCREASED TO 12" THICK. INSIDE DIMENSIONS TO REMAIN THE SAME.
3. PRECAST CONCRETE TOP SUPPLIED SHALL BE APPROVED BY THE TOWN ENGINEER PRIOR TO INSTALLATION.
4. PRECAST CONCRETE SUMP UNITS WILL BE PERMITTED. WALL THICKNESS SHALL BE THE SAME AS REQUIRED FOR CONSTRUCTION WITH OTHER PERMITTED MASONRY MATERIALS. UNITS SHALL BE SUITABLY REINFORCED TO PREVENT CRACKING DURING HANDLING AND PLACING. UNITS SHALL BE APPROVED BY TOWN ENGINEER BEFORE INSTALLATION.

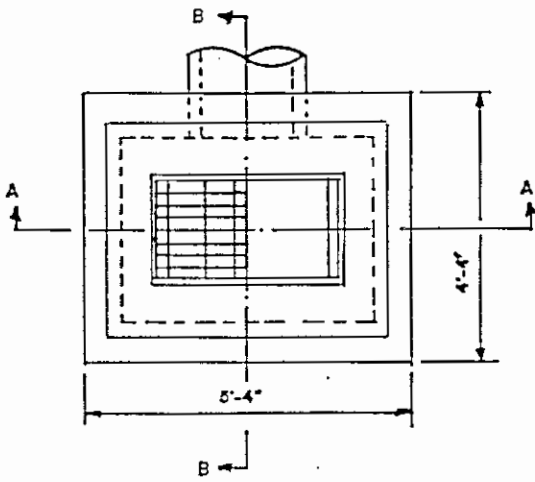
ALL PRECAST CONCRETE PRODUCTS MUST HAVE THE CASTING DATE CLEARLY LABELED ON EACH PRODUCT. NO PRECAST CONCRETE PRODUCT SHALL BE DELIVERED TO THE SITE WITHIN THE SEVEN DAY PERIOD FOLLOWING THE CASTING DATE.

TOWN OF EAST HARTFORD  
STANDARD DETAIL

**TYPE "C" CATCH BASIN**

DATE: JUNE 1993

| NO.       | DESCRIPTION | DATE | APPROVE |
|-----------|-------------|------|---------|
| REVISIONS |             |      |         |
|           |             |      |         |
|           |             |      |         |

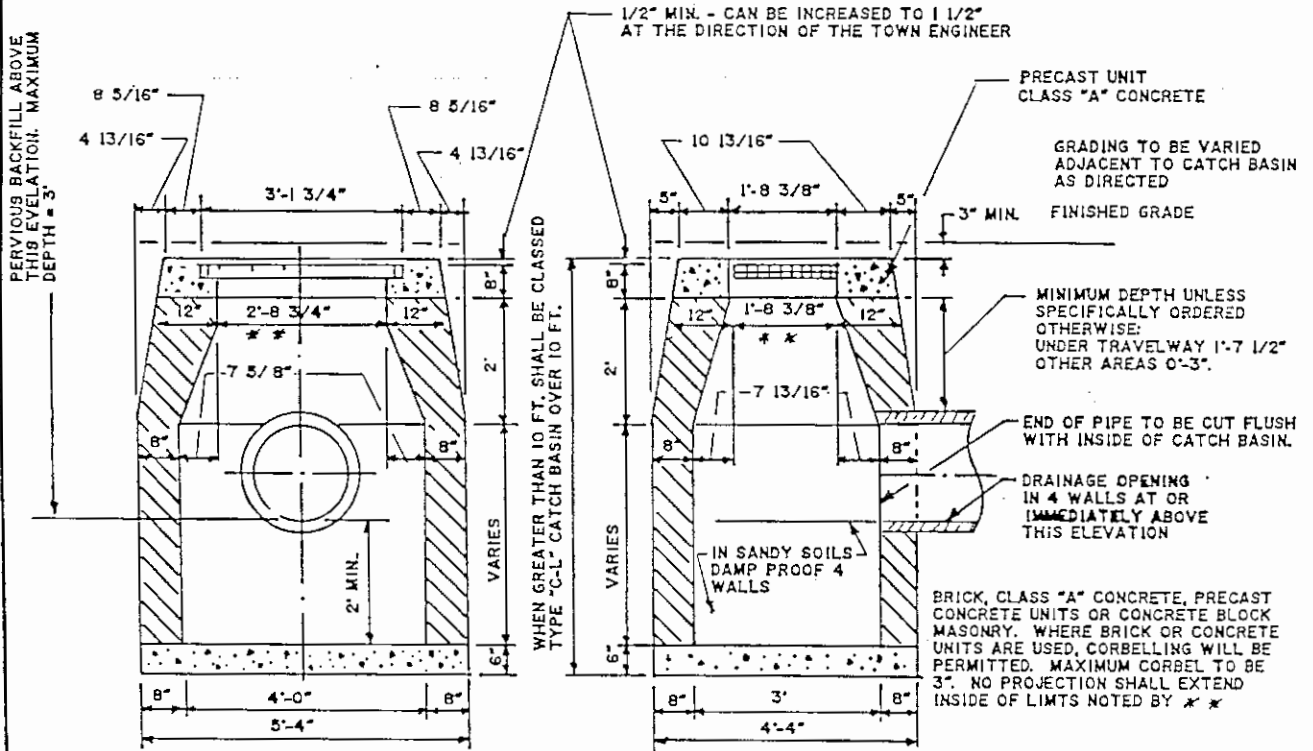


PLAN

NOTES

1. WALLS OF ALL CATCH BASINS OVER 10 FEET DEEP TO BE INCREASED TO 12" THICK. INSIDE DIMENSIONS TO REMAIN THE SAME.
2. PRECAST CONCRETE TOPS SUPPLIED SHALL BE APPROVED BY THE TOWN ENGINEER BEFORE INSTALLATION.
3. PRECAST CONCRETE SUMP UNITS WILL BE PERMITTED. WALL THICKNESS SHALL BE SAME AS REQUIRED FOR CONSTRUCTION WITH OTHER PERMITTED MASONRY MATERIAL. UNITS SHALL BE SUITABLY REINFORCED TO PREVENT CRACKING DURING HANDLING AND PLACING. UNITS SHALL BE APPROVED BY THE TOWN ENGINEER BEFORE INSTALLATION.

ALL PRECAST CONCRETE PRODUCTS MUST HAVE THE CASTING DATE CLEARLY LABELED ON EACH PRODUCT. NO PRECAST CONCRETE PRODUCT SHALL BE DELIVERED TO THE SITE WITHIN THE SEVEN DAY PERIOD FOLLOWING THE CASTING DATE.



SECTION A - A

SECTION B - B

TOWN OF EAST HARTFORD  
STANDARD DETAIL

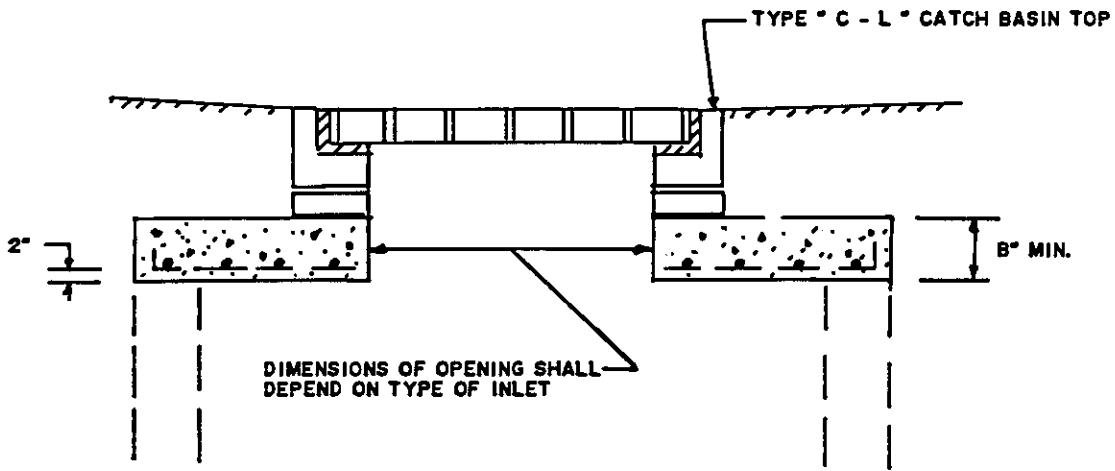
TYPE "C - L" CATCH BASIN

DATE: JUNE 1993

| NO. | DESCRIPTION | DATE | APPROVE |
|-----|-------------|------|---------|
|     |             |      |         |
|     |             |      |         |
|     |             |      |         |

REVISIONS

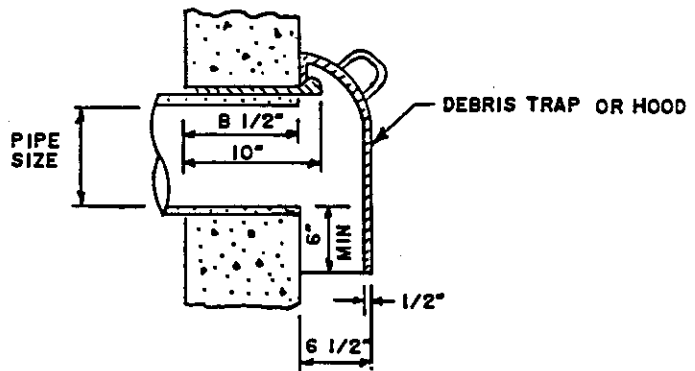
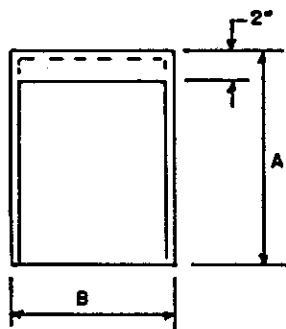




**TRANSITION CATCH BASIN SLAB**

**NOTES**

1. TRANSITION SLABS FOR CATCH BASINS MAY BE USED WITH THE APPROVAL OF THE TOWN ENGINEER.
2. THE THICKNESS OF THE SLAB & REINFORCING WILL VARY. THE SLAB SHALL BE DESIGNED FOR A H - 20 LOADING.



| A   | B   | PIPE SIZE | WT. ( LBS ) | SET ( # OF HOOKS ) |
|-----|-----|-----------|-------------|--------------------|
| 16" | 12" | 6"        | 70          | 2                  |
| 18" | 12" | 8"        | 75          | 2                  |
| 20" | 12" | 10"       | 85          | 2                  |
| 22" | 18" | 12"       | 100         | 2                  |
| 25" | 17" | 16"       | 135         | 2                  |
| 28" | 20" | 18"       | 155         | 2                  |

**NOTE**

MANUFACTURER CATALOG NUMBER IS TO BE INDICATED ON THE CONSTRUCTION PLANS.

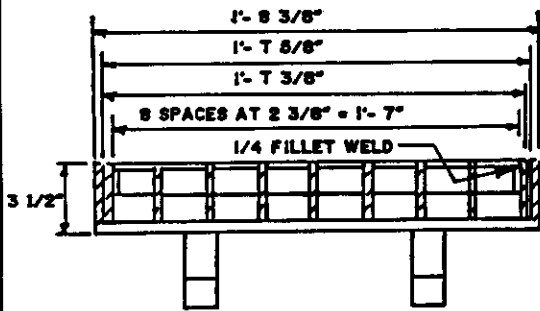
**DEBRIS TRAP**

TOWN OF EAST HARTFORD  
STANDARD DETAIL

**TRANSITIONAL CATCH BASIN  
SLAB AND DEBRIS TRAP**

DATE: JUNE 1993

| NO.       | DESCRIPTION | DATE | APPROVE |
|-----------|-------------|------|---------|
|           |             |      |         |
|           |             |      |         |
|           |             |      |         |
| REVISIONS |             |      |         |



**TRANSVERSE SECTION OF  
FRAME AND GRATE**

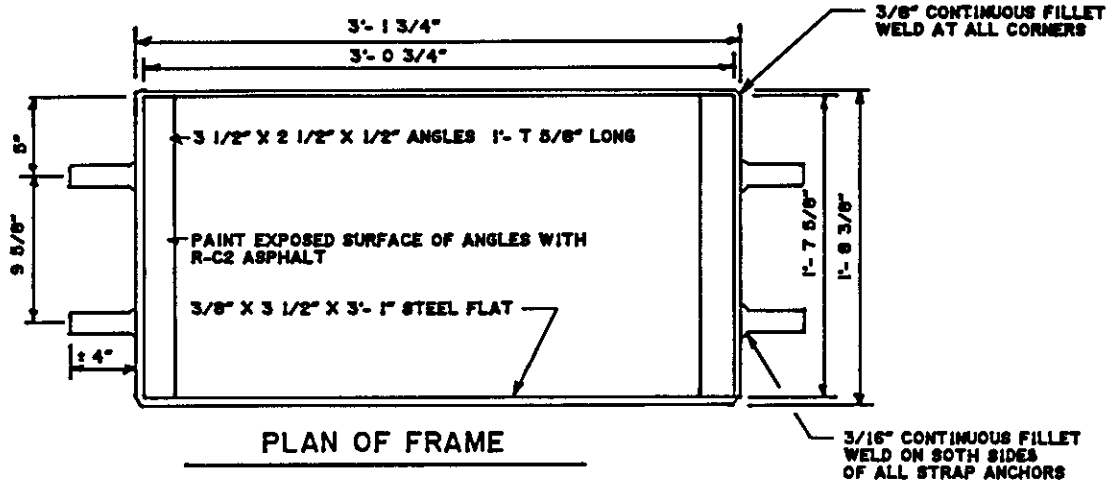
**NOTES**

**1. STEEL**

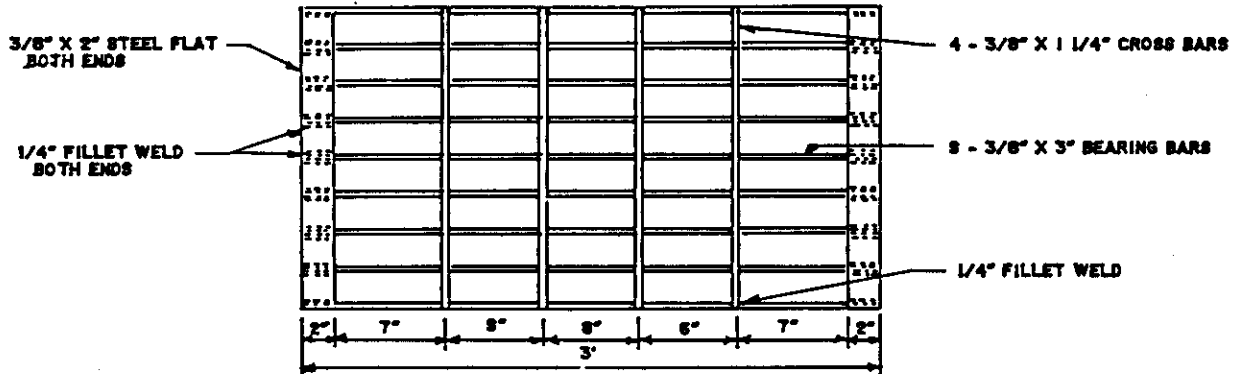
ALL STEEL TO BE STRUCTURAL GRADE CONFORMING TO A.S.T.M. DER. A - 7, OR A - 283-46T, GRADE B OR BETTER, EXCEPT IN THE CHEMICAL COMPOSITION OF THE STEEL THE 0.20% OF COPPER MAY BE OMITTED.

**2. GALVANIZING**

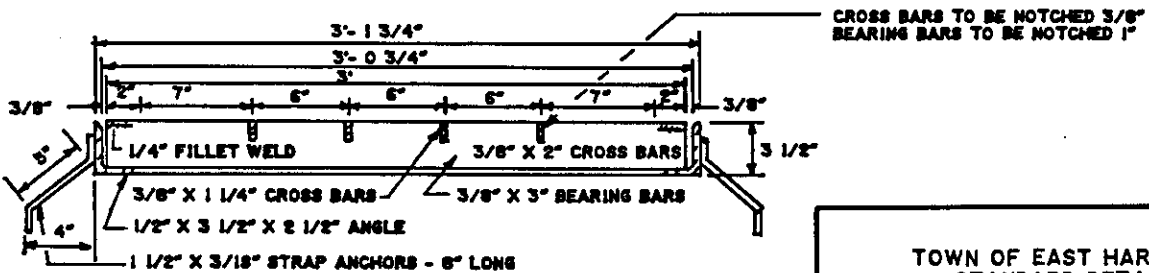
GRATES SHALL BE GALVANIZED AS SPECIFIED IN THE STATE OF CONNECTICUT FORM 814.



**PLAN OF FRAME**



**PLAN OF GRATE**



**LONGITUDINAL SECTION OF FRAME & GRATE**

CROSS BARS TO BE NOTCHED 3/8"  
BEARING BARS TO BE NOTCHED 1"

TOWN OF EAST HARTFORD  
STANDARD DETAIL

STEEL FRAME AND GRATE  
FOR CATCH BASINS

DATE: JUNE 1993

| NO.       | DESCRIPTION | DATE | APPROVE |
|-----------|-------------|------|---------|
|           |             |      |         |
|           |             |      |         |
|           |             |      |         |
| REVISIONS |             |      |         |

SURFACE ELEVATION

CAMBELL FOUNDRY CO. # 1202 MANHOLE  
FRAME & COVER OR APPROVED EQUAL.

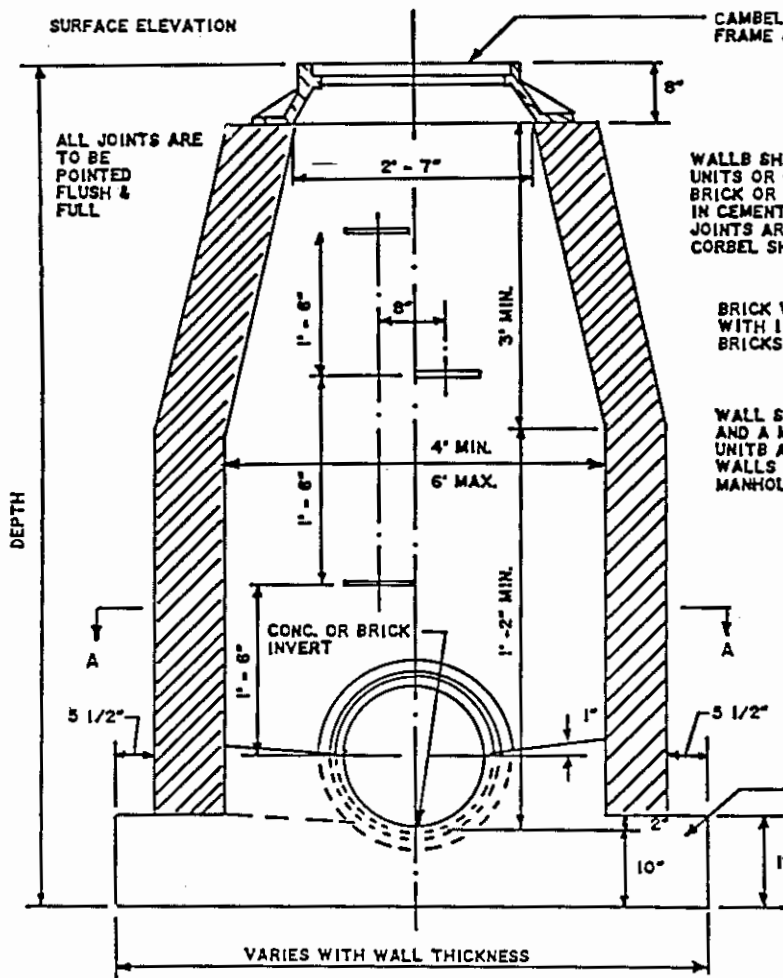
ALL JOINTS ARE  
TO BE  
POINTED  
FLUSH &  
FULL

WALLS SHALL BE BUILT OF BRICKS, PRECAST CONCRETE  
UNITS OR CLASS "A" CONCRETE.  
BRICK OR PRECAST UNITS TO BE LAID  
IN CEMENT SAND MORTAR 1:2 MIX.  
JOINTS ARE NOT TO BE OVER 1/4" ON INSIDE FACE.  
CORBEL SHALL BE LIMITED TO 3" PER COURSE.

BRICK WALLS ARE TO BE PLASTERED OUTSIDE  
WITH 1:2 CEMENT MORTAR IS APPLIED.  
BRICKS MUST BE WET WHEN MOTAR IS APPLIED.

WALL SHALL BE A MINIMUM OF 8" WITH BRICK,  
AND A MINIMUM OF 6" WITH PRECAST CONCRETE  
UNITS AND CLASS "A" CONCRETE.  
WALLS SHALL BE 12" THICK WHEN DEPTH OF  
MANHOLE EXCEEDS 10 FEET.

DEPTH



| M.H.<br>I.D. | MAX. PIPE<br>SIZE |
|--------------|-------------------|
| 4"           | 36"               |
| 5"           | 48"               |
| 6"           | 54"               |

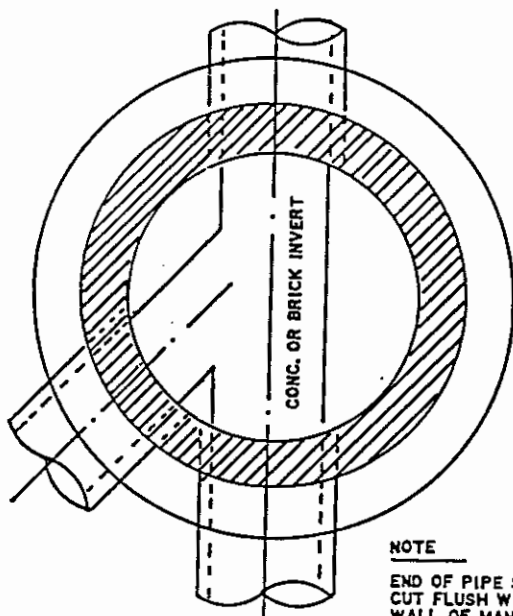
CLASS "A" CONCRETE

NOTE

MANHOLES REQUIRING INSIDE DIAMETERS  
IN EXCESS OF 6 FEET WILL BE CONSIDERED  
SPECIAL STRUCTURES, DETAILS OF WHICH  
MUST BE APPRVED BY THE TOWN ENGINEER  
PRIOR TO CONSTRUCTION.

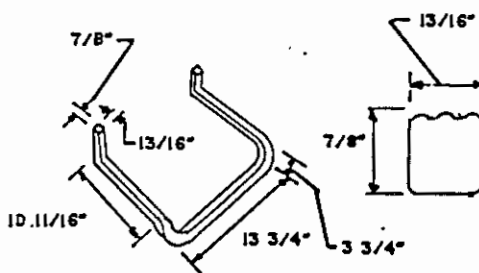
SIDE VIEW

NOTE: ALL CORNERS TO BE SLIGHTLY  
ROUNDED. CASTINGS SHALL BE  
WHOLE, SOUND, FREE FROM HOLES AND  
OTHER DEFECTS. ALL SIDES ARE TO  
TAPERED 1/8".



SECTION A - A

TOP VIEW



LADDER RUNG

LADDER RUNG TO BE  
FORMED FROM ALUMINIUM  
ALLOY 6061 - T6  
OR AS APPRVED BY  
THE TOWN ENGINEER.

NOTE

END OF PIPE SHALL BE  
CUT FLUSH WITH INSIDE  
WALL OF MANHOLE.

TOWN OF EAST HARTFORD  
STANDARO DETAIL

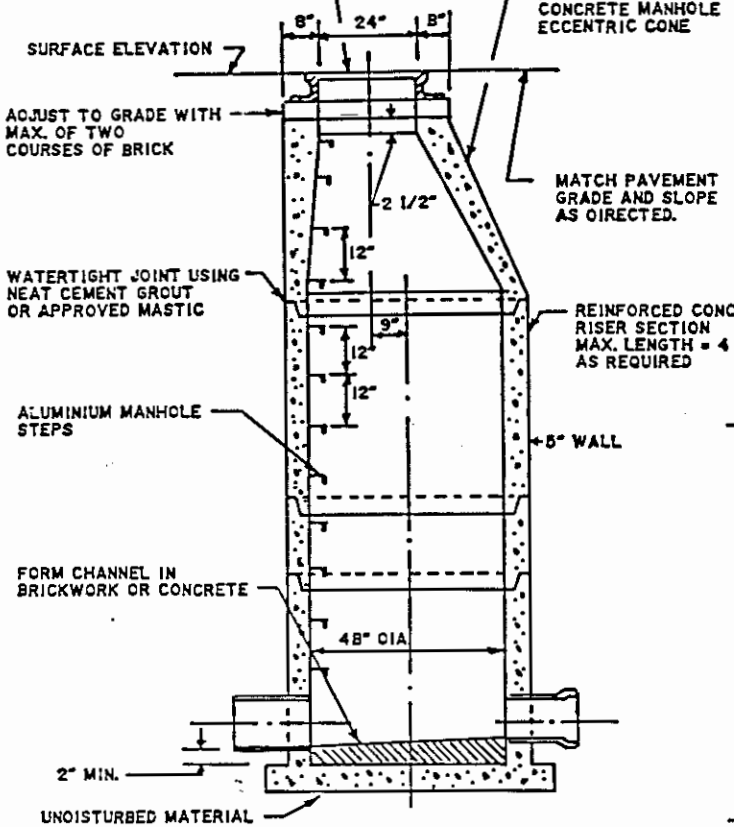
MASONRY MANHOLE

DATE: JUNE 1993

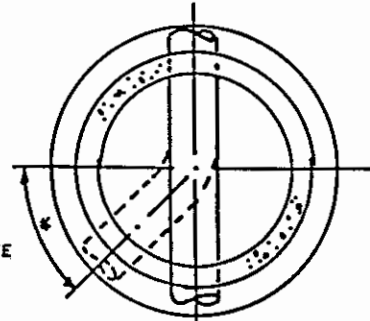
| NO.       | DESCRIPTION | DATE | APPROVE |
|-----------|-------------|------|---------|
| REVISIONS |             |      |         |

CAMPBELL NO. 1104 M.H. FRAME & COVER OR APPROVED EQUAL

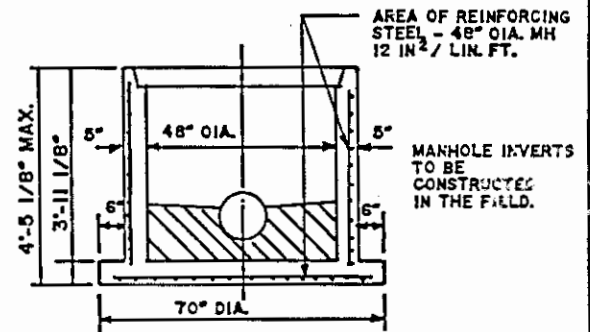
DEFLECTION ANGLE AS REQUIRED OR ALLOWED BY OPENING SIZE



VERTICAL SECTION

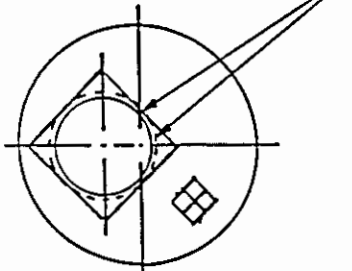


HORIZONTAL SECTION BASE

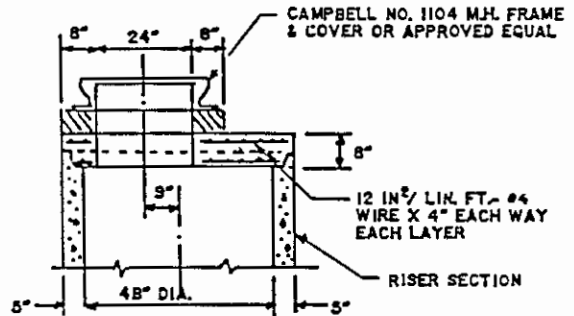


VERTICAL SECTION BASE

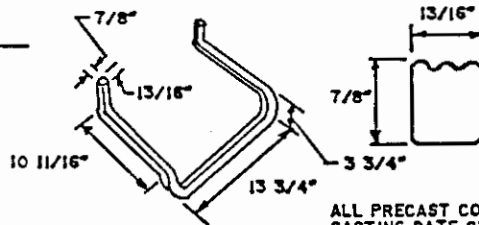
20 IN<sup>2</sup> LIN. FT. ADDITIONAL REINFORCEMENT 1/2" DIA. BAR OR EQUIVALENT - TOP & BOTTOM



HORIZONTAL SECTION SLAB TOP



VERTICAL SECTION SLAB TOP



ISOMETRIC VIEW ALUMINIUM LADDER RUNG

LADDER RUNG TO BE FORMED FROM ALUMINIUM ALLOY 6061 - T6

NOTES:

1. A.S.T.M. SPEC'S C478-63T
2. MAX. PIPE SIZE FOR 48" DIA. MANHOLE IS 24" DIA.
3. EXPANDED BASE SECTIONS WILL BE ALLOWED. DETAILS MUST BE APPROVED BY TOWN ENGINEER
4. ABSORPTION NOT TO EXCEED BX PER A.S.T.M. SPEC C-76

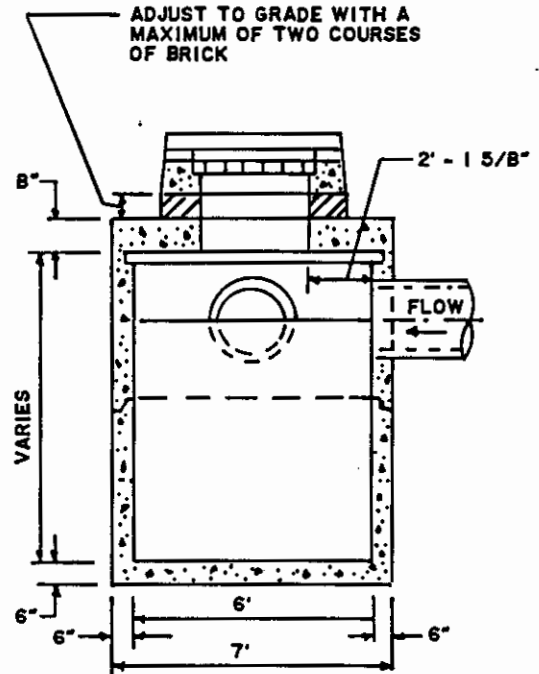
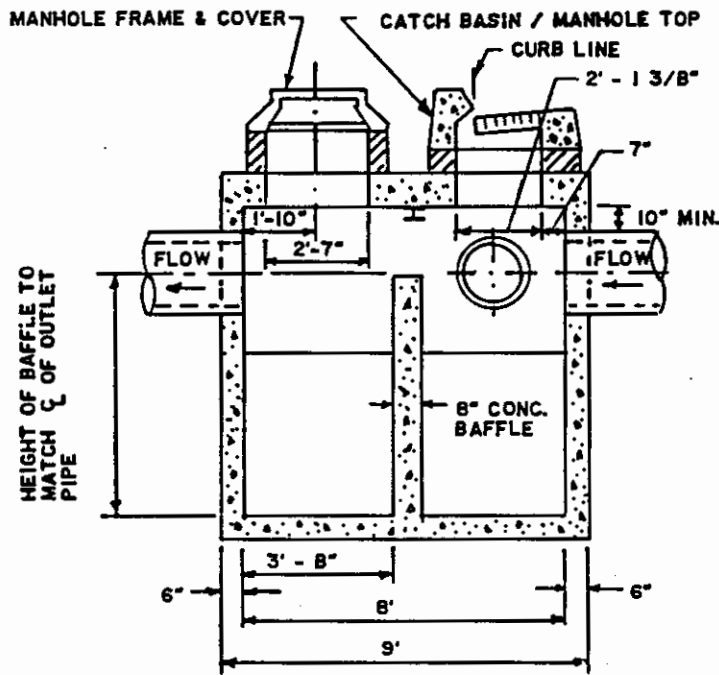
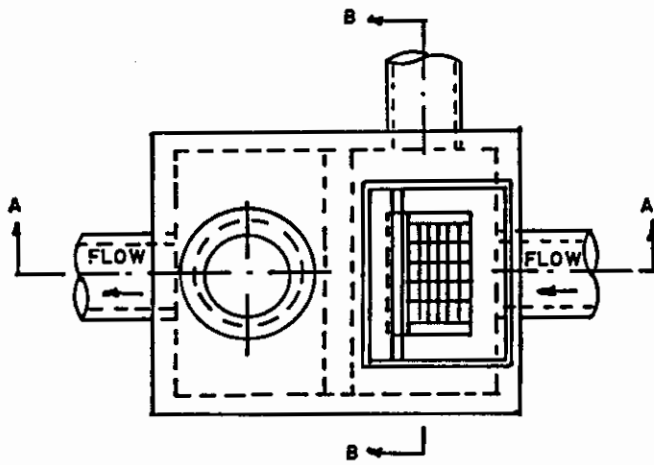
ALL PRECAST CONCRETE PRODUCTS MUST HAVE THE CASTING DATE CLEARLY LABELED ON EACH PRODUCT. NO PRECAST CONCRETE PRODUCT SHALL BE DELIVERED TO THE SITE WITHIN THE SEVEN DAY PERIOD FOLLOWING THE CASTING DATE.

TOWN OF EAST HARTFORD  
STANDARD DETAIL

PRECAST MANHOLE

| NO. | DESCRIPTION | DATE | APPROVE |
|-----|-------------|------|---------|
|     |             |      |         |
|     |             |      |         |
|     |             |      |         |
|     |             |      |         |

DATE: JUNE 1993



**NOTES**

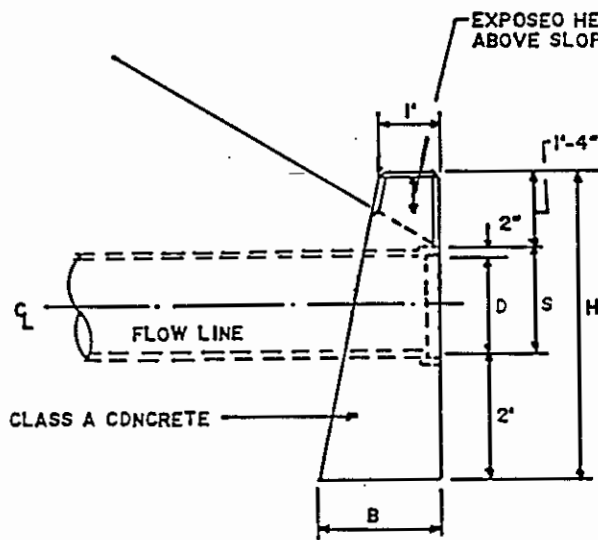
1. CONSTRUCTION JOINTS ARE TO BE SEALED WITH 1" DIAMETER BUTYL RUBBER OR EQUIVALENT.
2. BAFFLE CONSTRUCTION OF CAST MATERIALS SHALL HAVE THRU HOLES OR CONCRETE BLOCK WITH WEEP HOLES ABOVE THE OUTLET FLOW LINE.
3. ALUMINUM STEPS SHALL BE INSTALLED AT 12" VERTICAL INTERVALS BEGINNING 12" BELOW THE TOP OF FRAME ELEVATION.
4. THE UNIT SHALL BE DESIGNED FOR A H - 20 LOADING.
5. ALL PRECAST CONCRETE PRODUCTS MUST HAVE THE CASTING DATE CLEARLY LABELED ON EACH PRODUCT. NO PRECAST CONCRETE PRODUCT SHALL BE DELIVERED TO THE SITE WITHIN THE SEVEN DAY PERIOD FOLLOWING THE CASTING DATE.

| NO.       | DESCRIPTION | DATE | APPROVE |
|-----------|-------------|------|---------|
| REVISIONS |             |      |         |
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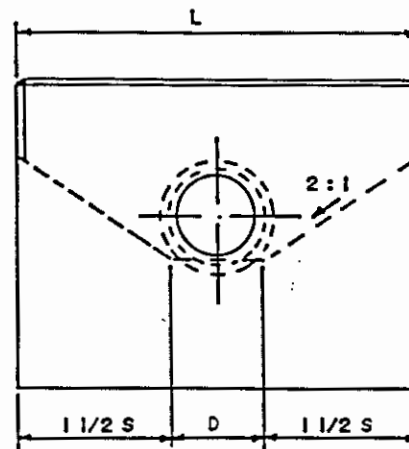
TOWN OF EAST HARTFORD  
STANDARD DETAIL

SEDIMENTATION STRUCTURE

DATE: JUNE 1993



WALL AT FOOT OF SLOPE

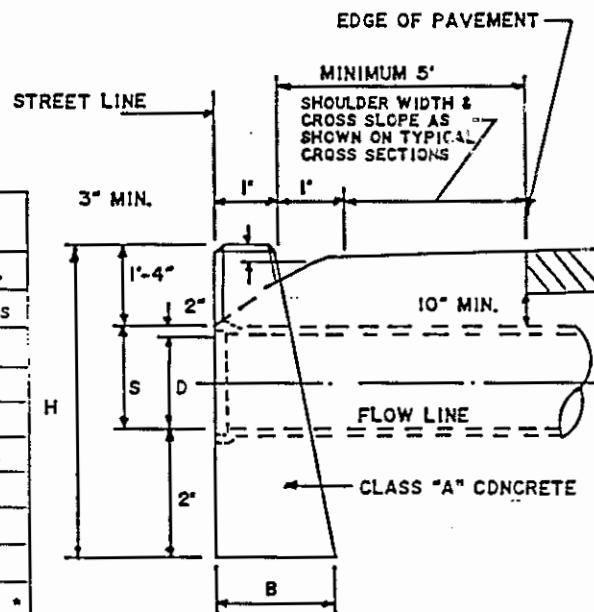


FRONT ELEVATION

NOTE  
ALL EDGES OF EXPOSED SURFACES ARE TO BE CHAMFERED ONE INCH.

| DIMENSION AND QUANTITIES FOR ONE END WALL BASED ON $S = 0 + 2'$ |          |          |          |          |              |         |
|---|----------|----------|----------|----------|--------------|---------|
| D   | S        | H        | L        | BATTER   | B            | VOL.    |
| INS.  | FT & INS | FT & INS | FT & INS | INS / FT | FT & INS     | CU. YDS |
| 12  | 1' - 2"  | 4' - 6"  | 4' - 6"  | 2 1/2"   | 1' - 11 1/4" | 1.10    |
| 15  | 1' - 5"  | 4' - 9"  | 5' - 6"  | 2 1/2"   | 1' - 11 7/8" | 1.45    |
| 18  | 1' - 8"  | 5' - 0"  | 6' - 6"  | 2 1/2"   | 2' - 0 1/2"  | 1.83    |
| 21  | 1' - 11" | 5' - 3"  | 7' - 6"  | 2 1/2"   | 2' - 1 1/8"  | 2.26    |
| 24  | 2' - 2"  | 5' - 6"  | 8' - 6"  | 2 1/2"   | 2' - 1 3/4"  | 2.72    |
| 30  | 2' - 8"  | 6' - 0"  | 10' - 6" | 3"       | 2' - 3"      | 3.79    |
| 36  | 3' - 2"  | 6' - 6"  | 12' - 6" | 3"       | 2' - 7 1/2"  | 5.45    |
| 42  | 3' - 8"  | 7' - 0"  | 14' - 6" | 3"       | 2' - 9"      | 6.40 *  |
| 48  | 4' - 2"  | 7' - 6"  | 16' - 6" | 3"       | 2' - 10 1/2" | 8.00 *  |

\* VOLUME OF PIPE WITHIN ENDWALL HAS BEEN DEDUCTED.



WALL AT SHOULDER

H = TOTAL HEIGHT OF ENDWALL  
B = BASE  
D = INSIDE DIAMETER OF PIPE  
S = HEIGHT OF SLOPE ABOVE FLOW LINE AT FACE OF WALL - MIN. = 0 + 2"  
L = LENGTH OF WALL

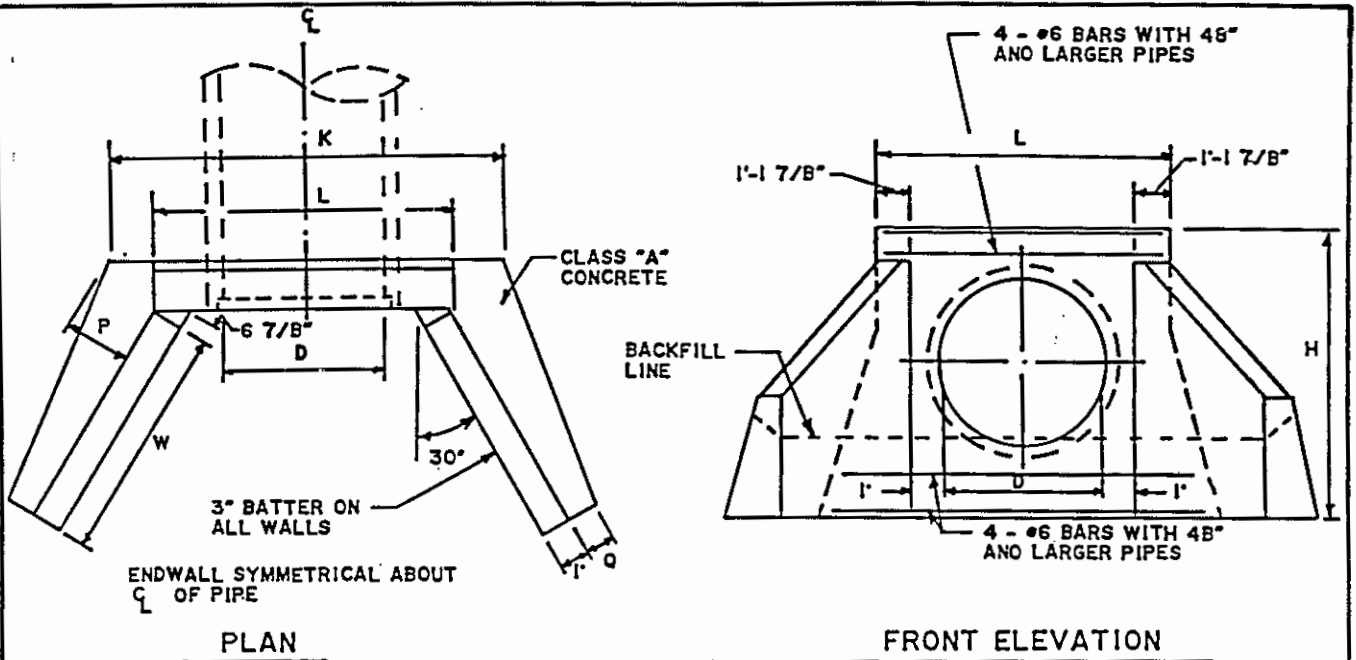
WHEN ENDWALL IS TO BE USED FOR TWO PIPES, THE DIMENSIONS OF THE ENDWALL SHALL CONFORM TO THOSE REQUIRED FOR THE LARGER PIPE, EXCEPT THE DIMENSION "L" SHALL BE INCREASED BY THE OUTSIDE DIAMETER OF THE SMALLER PIPE PLUS TWO FEET.

TOWN OF EAST HARTFORD  
STANDARD DETAIL

STANDARD ENDWALL

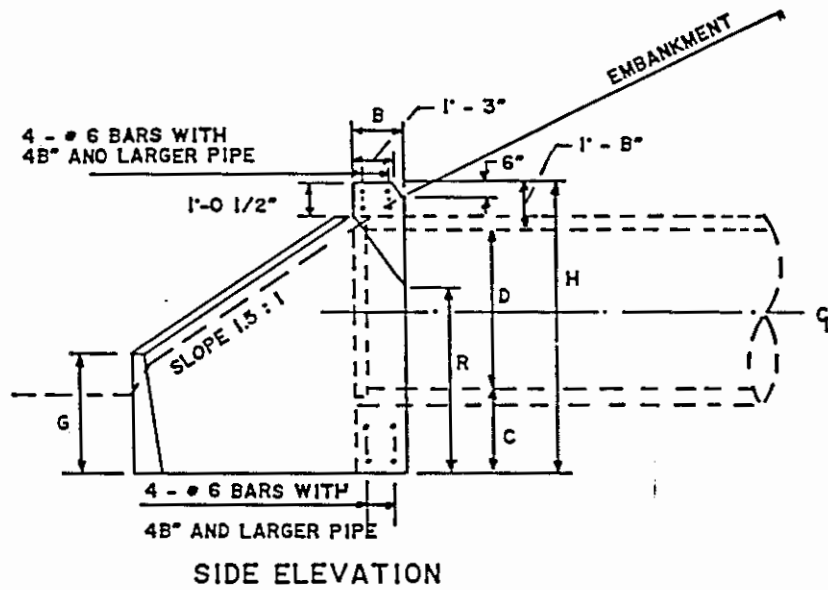
| NO.       | DESCRIPTION | DATE | APPROVE |
|-----------|-------------|------|---------|
| REVISIONS |             |      |         |

DATE: JUNE 1993



PLAN

FRONT ELEVATION



SIDE ELEVATION

| DIMENSIONS AND QUANTITIES FOR ONE WING TYPE ENDWALL |          |          |          |          |             |            |            |            |            |            |         |
|---|----------|----------|----------|----------|-------------|------------|------------|------------|------------|------------|---------|
| O   | B        | C        | G        | H        | K           | L          | P          | Q          | R          | W          | VOL.    |
| INS   | FT & INS | FT & INS | FT & INS | FT & INS | FT & INS    | FT & INS   | FT & INS   | FT & INS   | FT & INS   | FT & INS   | CU. YDS |
| 36  | 1' - 6"  | 2' - 0"  | 3' - 3"  | 6' - 8"  | 9'-1 1/2"   | 7'-3 3/4"  | 1'-4 7/8"  | 0'-9 3/4"  | 3'-4 7/8"  | 4'-1 3/8"  | 5.17    |
| 42  | 1' - 6"  | 2' - 0"  | 3' - 3"  | 7' - 2"  | 9'-10 1/2"  | 7'-9 3/4"  | 1'-6 3/8"  | 0'-9 3/4"  | 3'-10 1/2" | 4'-11 3/4" | 5.75    |
| 48  | 1' - 7"  | 2' - 6"  | 3' - 9"  | 8' - 2"  | 10' - 10"   | 8'-3 3/4"  | 1'-9 3/8"  | 0'-11 1/4" | 4' - 9"    | 5' - 10"   | 7.78    |
| 54  | 1' - 7"  | 2' - 6"  | 3' - 9"  | 8' - 8"  | 11'-7 1/2"  | 8'-9 3/4"  | 1'-10 7/8" | 0'-11 1/4" | 5' - 3"    | 6'-8 1/2"  | 8.51    |
| 60  | 1' - 7"  | 2' - 6"  | 3' - 9"  | 9' - 2"  | 12'-4 1/2"  | 9'-3 3/4"  | 2'-0 3/8"  | 0'-11 1/4" | 5' - 9"    | 7' - 7"    | 10.46   |
| 72  | 1' - 7"  | 2' - 6"  | 3' - 9"  | 10' - 2" | 13'-10 3/4" | 10'-3 3/4" | 2'-3 3/8"  | 0'-11 1/4" | 6' - 9"    | 9'-3 3/4"  | 13.56   |

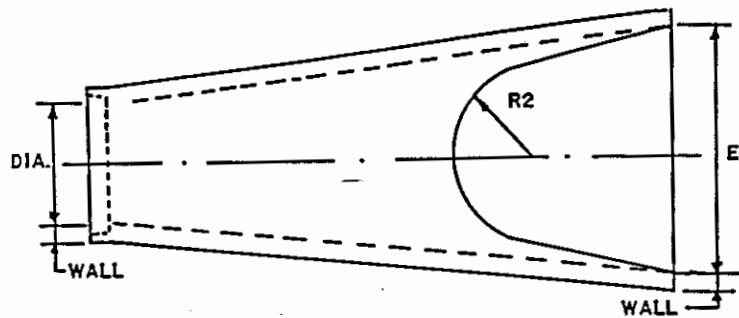
WHEN ONE ENDWALL IS TO BE FOR TWO PIPES, THE DIMENSIONS OF THE ENDWALL SHALL CONFORM TO THOSE REQ. FOR THE LARGER PIPE, EXCEPT THE DIMENSION "L" SHALL BE INCREASED BY THE OUTSIDE DIAMETER OF THE SMALLER PIPE PLUS TWO FEET.

TOWN OF EAST HARTFORD  
STANDARD DETAIL

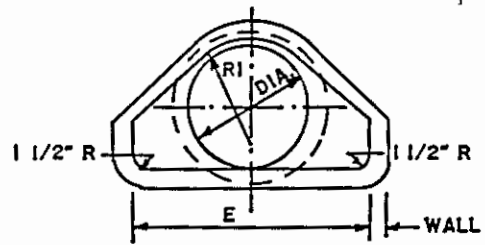
WING TYPE ENDWALL

| NO.       | DESCRIPTION | DATE | APPROVE |
|-----------|-------------|------|---------|
| REVISIONS |             |      |         |

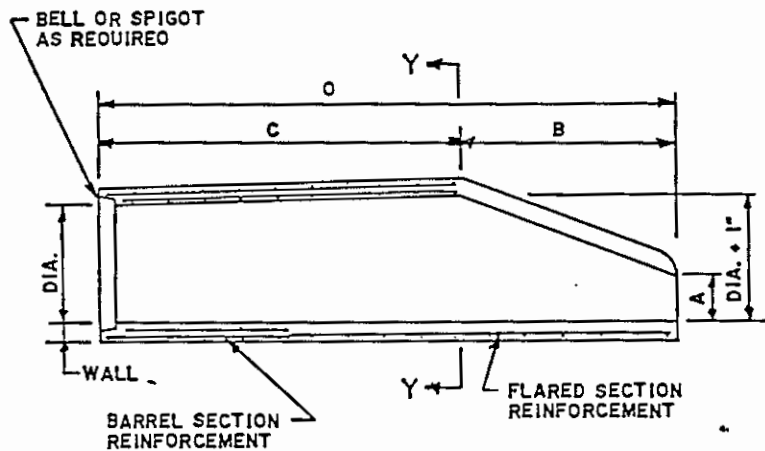
DATE: JUNE 1993



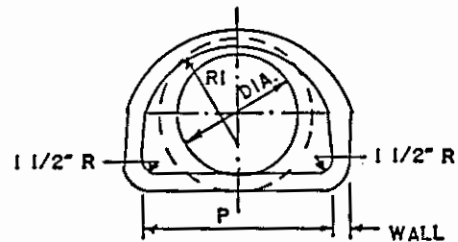
PLAN



END ELEVATION



CROSS SECTION



SECTION Y - Y

| Dia. | Wall   | A      | B         | C          | D         | E      | P         | R1        | R2  |
|------|--------|--------|-----------|------------|-----------|--------|-----------|-----------|-----|
| 15   | 2 1/4" | 6"     | 2'- 3"    | 3'- 10"    | 6'- 1"    | 2'- 6" | 24 5/16"  | 12 1/2"   | 11" |
| 18   | 2 1/2" | 9"     | 2'- 3"    | 3'- 10"    | 6'- 1"    | 3'- 0" | 29"       | 15 1/2"   | 12" |
| 21   | 2 3/4" | 9"     | 2'-11"    | 3'- 2"     | 6'- 1"    | 3'- 6" | 31 5/8"   | 16 1/8"   | 13" |
| 24   | 3"     | 9 1/2" | 3'-7 1/2" | 2'- 6"     | 6'-1 1/2" | 4'- 0" | 33 3/16"  | 16 13/16" | 14" |
| 30   | 3 1/2" | 1'- 0" | 4'- 6"    | 1'-7 3/4"  | 6'-1 3/4" | 5'- 0" | 37"       | 18 1/2"   | 15" |
| 36   | 4"     | 1'- 3" | 5'- 3"    | 2'-10 3/4" | 8'-1 3/4" | 6'- 0" | 47 13/16" | 24 5/16"  | 20" |
| 42   | 4 1/2" | 1'- 9" | 5'- 3"    | 2'- 11"    | 8'- 2"    | 6'- 6" | 53 7/8"   | 27 1/2"   | 22" |
| 48   | 5"     | 2'- 0" | 6'- 0"    | 2'- 2"     | 8'- 2"    | 7'- 0" | 56 1/2"   | 28 1/2"   | 22" |
| 54   | 5 1/2" | 2'- 3" | 5'- 5"    | 2'- 11"    | 8'- 4"    | 7'- 6" | 65 1/2"   | 33 1/8"   | 24" |
| 60   | 6"     | 2'- 6" | 5'- 0"    | 3'- 3"     | 8'- 3"    | 8'- 0" | 72 1/2"   | 36 11/16" | 24" |
| 72   | 7"     | 2'- 0" | 6'- 6"    | 1'- 9"     | 8'- 3"    | 9'- 0" | 77 13/16" | 38 15/16" | 24" |

NOTE

ALL PRECAST CONCRETE PRODUCTS MUST HAVE THE CASTING DATE CLEARLY LABELED ON EACH PRODUCT. NO PRECAST CONCRETE PRODUCT SHALL BE DELIVERED TO THE SITE WITHIN THE SEVEN DAY PERIOD FOLLOWING THE CASTING DATE.

TOWN OF EAST HARTFORD  
STANDARD DETAIL

REINFORCED CONCRETE  
CULVERT END

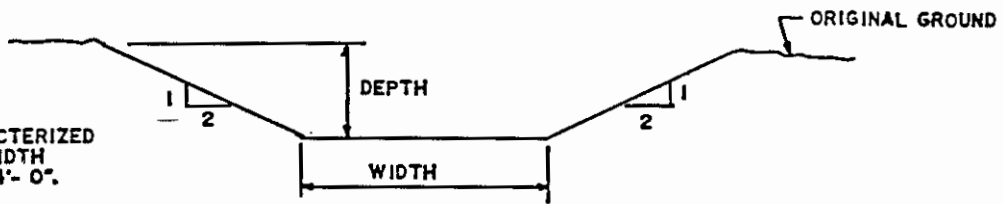
DATE: JUNE 1993

| NO.       | DESCRIPTION | DATE | APPROVE |
|-----------|-------------|------|---------|
|           |             |      |         |
|           |             |      |         |
| REVISIONS |             |      |         |

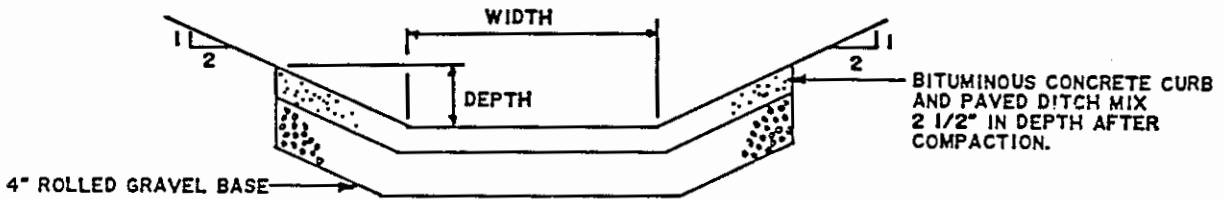


**NOTE**

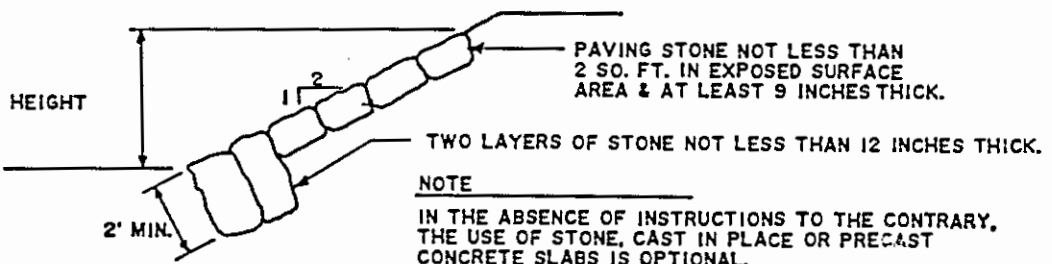
CHANNEL CHARACTERIZED BY A BOTTOM WIDTH GREATER THAN 4'- 0".



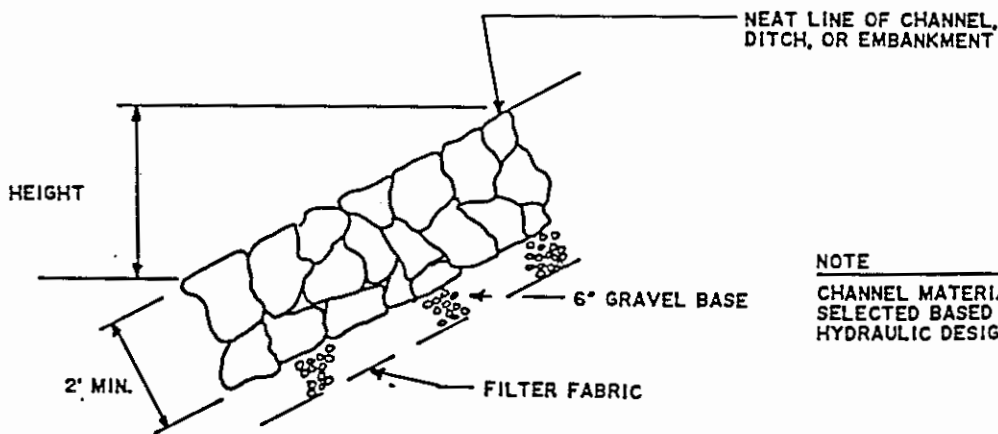
**EARTH DITCH OR CHANNEL**



**PAVED DITCH OR CHANNEL**



**SLOPE PAVING**



**RIP RAP**

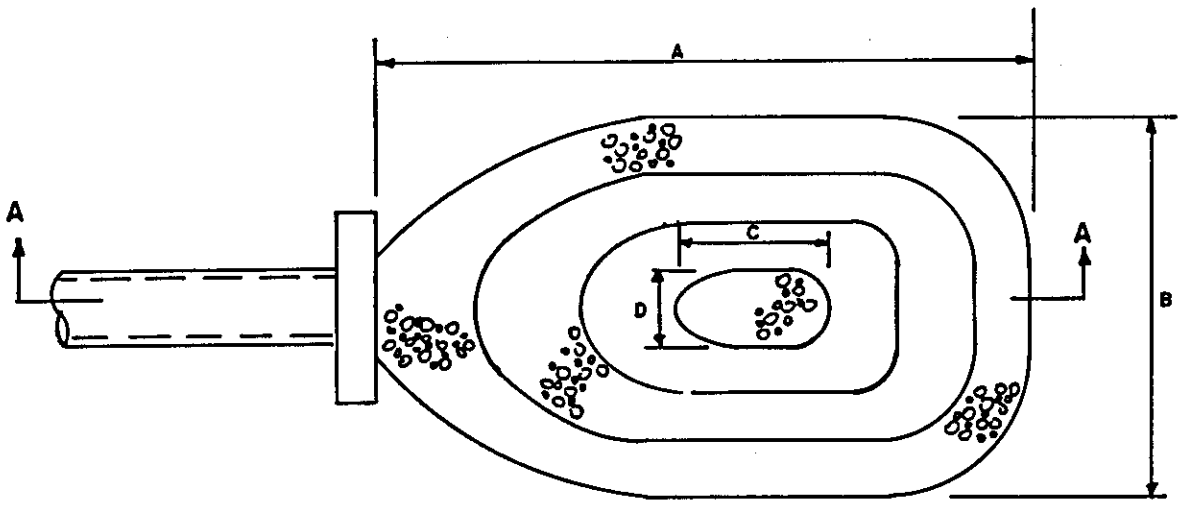
**NOTE**  
CHANNEL MATERIAL WILL BE SELECTED BASED UPON THE HYDRAULIC DESIGN.

TOWN OF EAST HARTFORD  
STANDARD DETAIL

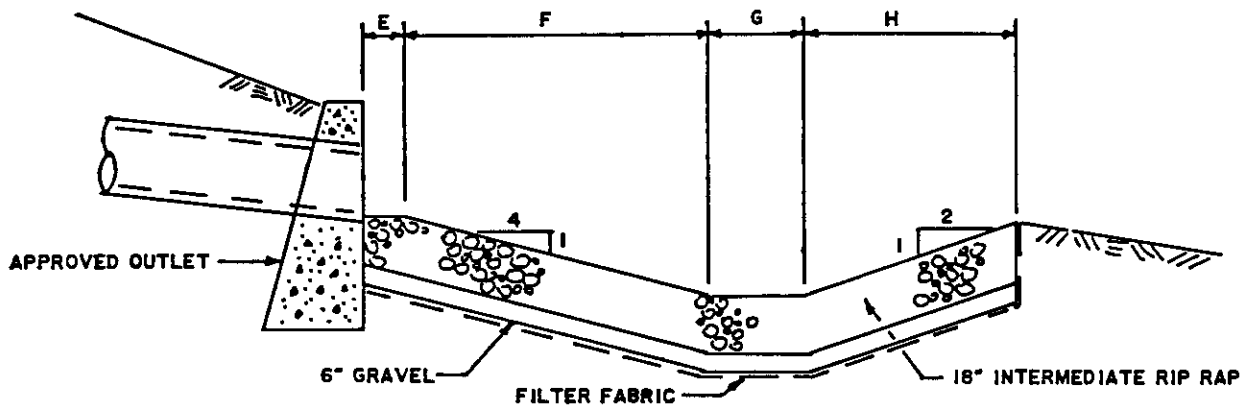
DITCH, CHANNEL AND  
SLOPE PROTECTION

DATE: JUNE 1993

| NO.       | DESCRIPTION | DATE | APPROVE |
|-----------|-------------|------|---------|
|           |             |      |         |
|           |             |      |         |
|           |             |      |         |
| REVISIONS |             |      |         |



PLAN



SECTION A-A

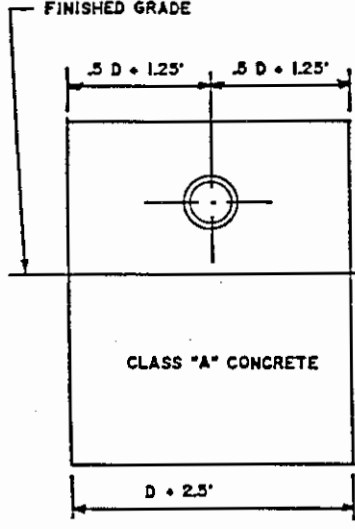
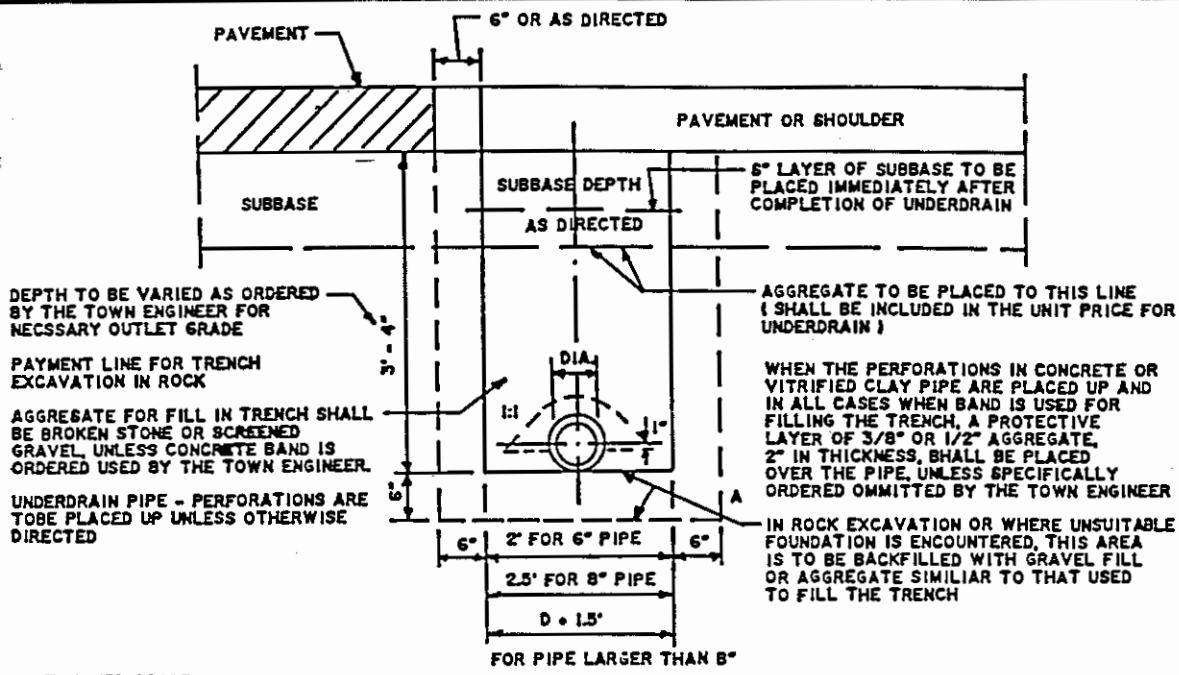
| PIPE SIZE | A   | B   | C      | O      | E  | F      | G      | H      | WGT. RIP RAP IN TONS |
|-----------|-----|-----|--------|--------|----|--------|--------|--------|----------------------|
| 15"       | 10' | 7'  | 1 1/2' | 1'     | 1' | 4 1/2' | 1 1/2' | 3'     | 6                    |
| 18"       | 12' | 8'  | 2'     | 1'     | 1' | 5'     | 2'     | 4'     | 8                    |
| 21"       | 13' | 9'  | 2 1/2' | 1 1/2' | 1' | 7'     | 2 1/2' | 4 1/2' | 12                   |
| 24"       | 17' | 10' | 2 1/2' | 1 1/2' | 1' | 8'     | 2 1/2' | 5 1/2' | 15                   |
| 30"       | 20' | 13' | 3'     | 2'     | 2' | 9'     | 3'     | 6'     | 22                   |
| 36"       | 22' | 18' | 3 1/2' | 2'     | 2' | 9 1/2' | 3 1/2' | 7'     | 33                   |

TOWN OF EAST HARTFORD  
STANDARD DETAIL

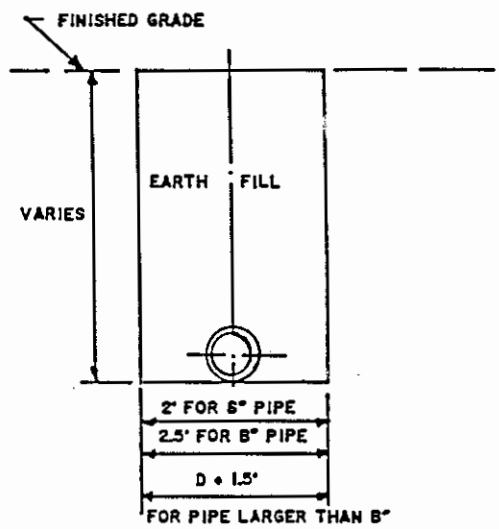
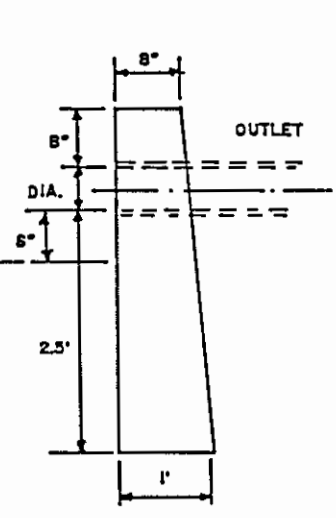
RIP RAP PLUNGE  
POOL

DATE: JUNE 1993

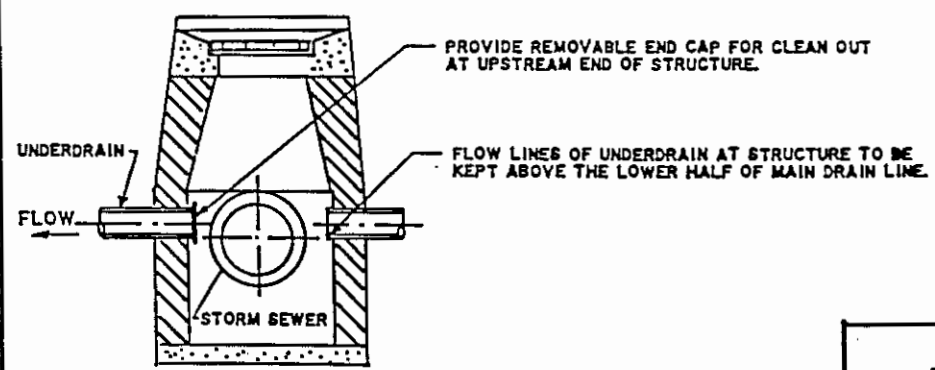
| NO.       | DESCRIPTION | DATE | APPROVE |
|-----------|-------------|------|---------|
| REVISIONS |             |      |         |
|           |             |      |         |
|           |             |      |         |



ENDWALL FOR UNDERDRAIN OUTLET



UNDERDRAIN OUTLET



UNDERDRAIN AT CATCH BASIN

TOWN OF EAST HARTFORD  
STANDARD DETAIL

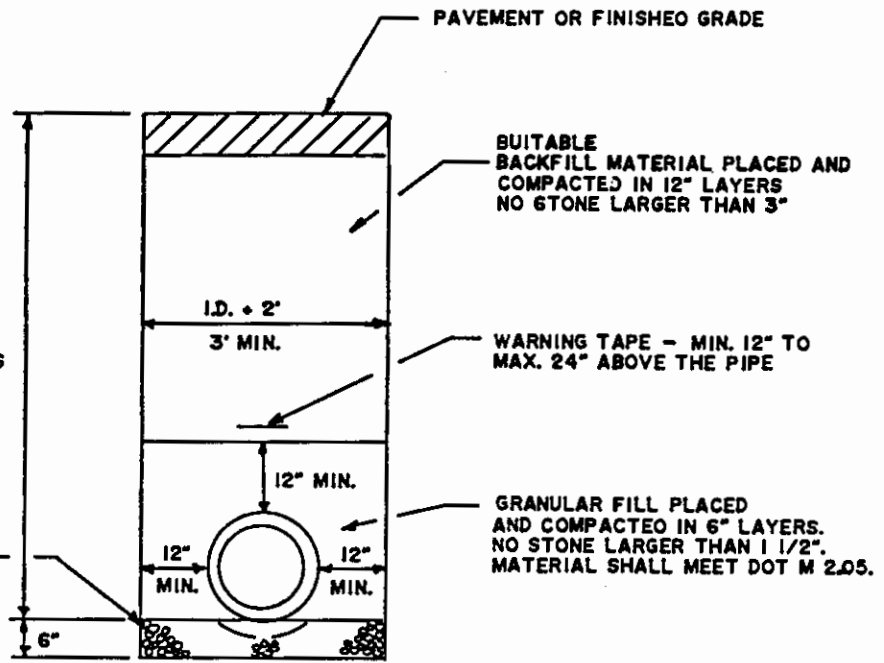
UNDERDRAIN

DATE: JUNE 1993

| NO.       | DESCRIPTION | DATE | APPROVE |
|-----------|-------------|------|---------|
|           |             |      |         |
|           |             |      |         |
| REVISIONS |             |      |         |

3/4" CRUSHED STONE BEDDING MATERIAL IN ROCK EXCAVATION OR UNSUITABLE MATERIAL. MATERIAL SHALL MEET DOT M 08.D1.21 FOR 3/4" STONE. OTHERWISE USE GRANULAR FILL.

VARIES

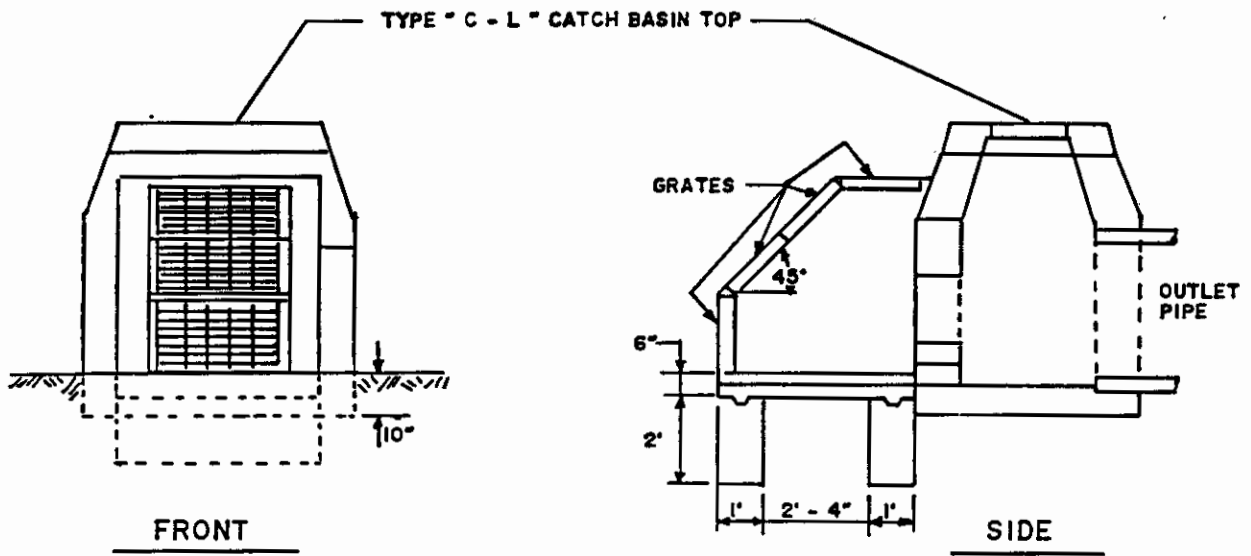


TOWN OF EAST HARTFORD  
STANDARD DETAIL

TYPICAL TRENCH

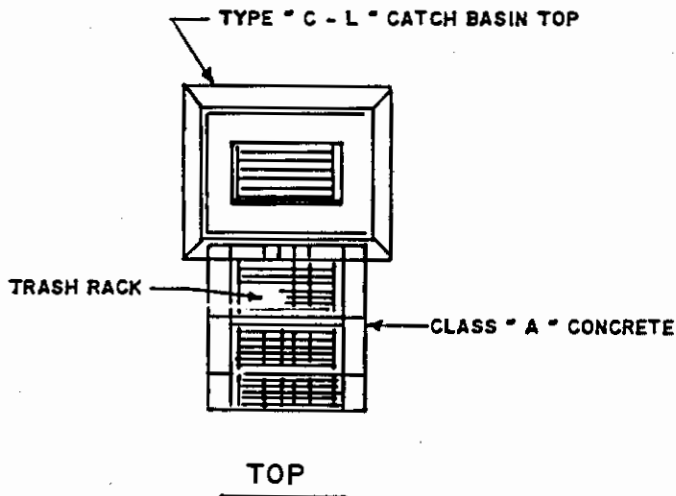
DATE: JUNE 1993

| NO.       | DESCRIPTION | DATE | APPROVE |
|-----------|-------------|------|---------|
|           |             |      |         |
|           |             |      |         |
|           |             |      |         |
| REVISIONS |             |      |         |



NOTE

1. SIZE AND NUMBER OF OUTLET CONTROLS TO BE DETERMINED BY THE DESIGN ENGINEER.
2. THE OUTLET PIPE FROM THE STRUCTURE IS TO BE A FREE FLOWING CONDITION.



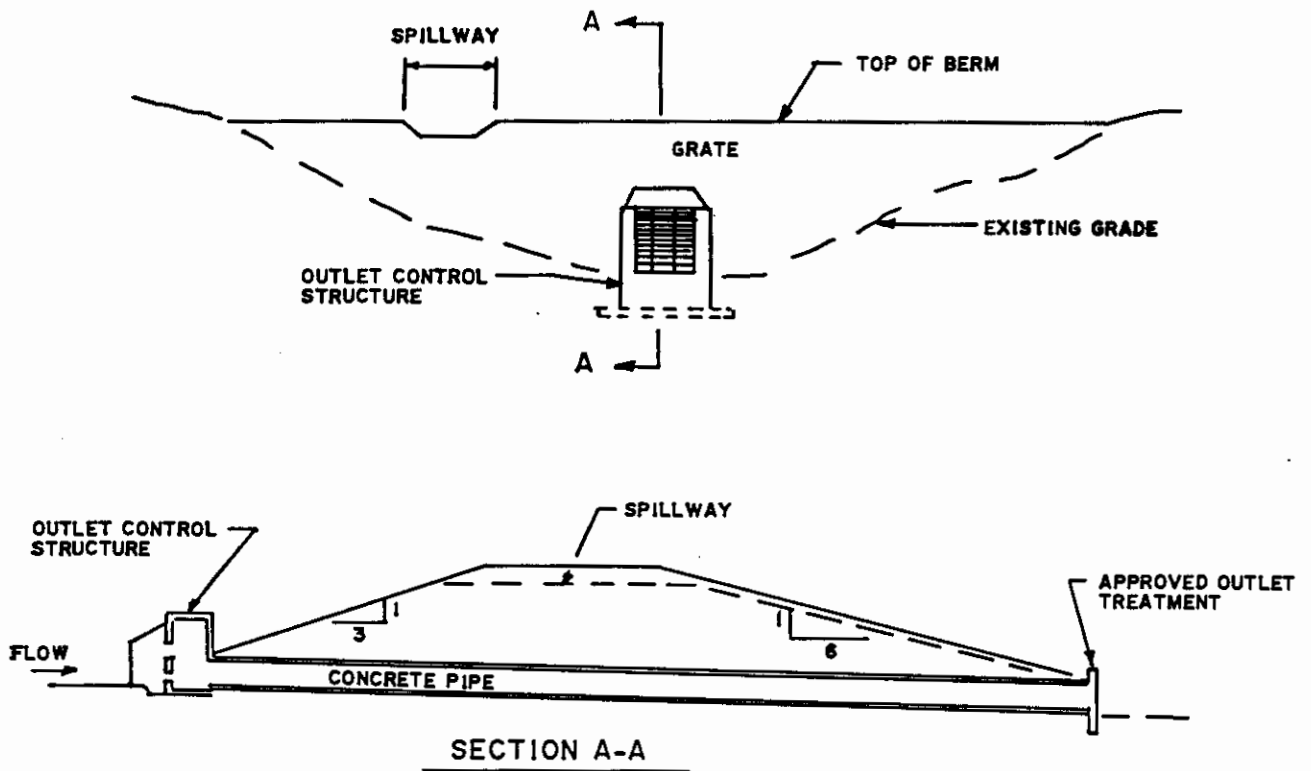
THIS DETAIL IS PROVIDED FOR INFORMATIONAL PURPOSES ONLY.

TOWN OF EAST HARTFORD  
STANDARD DETAIL

TYPICAL DETENTION BASIN  
OUTLET STRUCTURE

DATE: JUNE 1993

| NO.       | DESCRIPTION | DATE | APPROVE |
|-----------|-------------|------|---------|
|           |             |      |         |
|           |             |      |         |
|           |             |      |         |
| REVISIONS |             |      |         |



**NOTE**

1. ALL DETENTION BASINS SHALL HAVE A RIP RAP PILOT CHANNEL WITH A MINIMUM SLOPE OF 1.0% TO ENSURE COMPLETE DRAINAGE.
2. THE SPILLWAY SHALL BE DESIGNED TO HANDLE A 100 YEAR STORM INCLUDING SCOUR PROTECTION.
3. CONCRETE ANTI-SEEP COLLARS SHALL BE INSTALLED ALONG THE PIPE FOR BERMS USED FOR DETENTION BASINS.

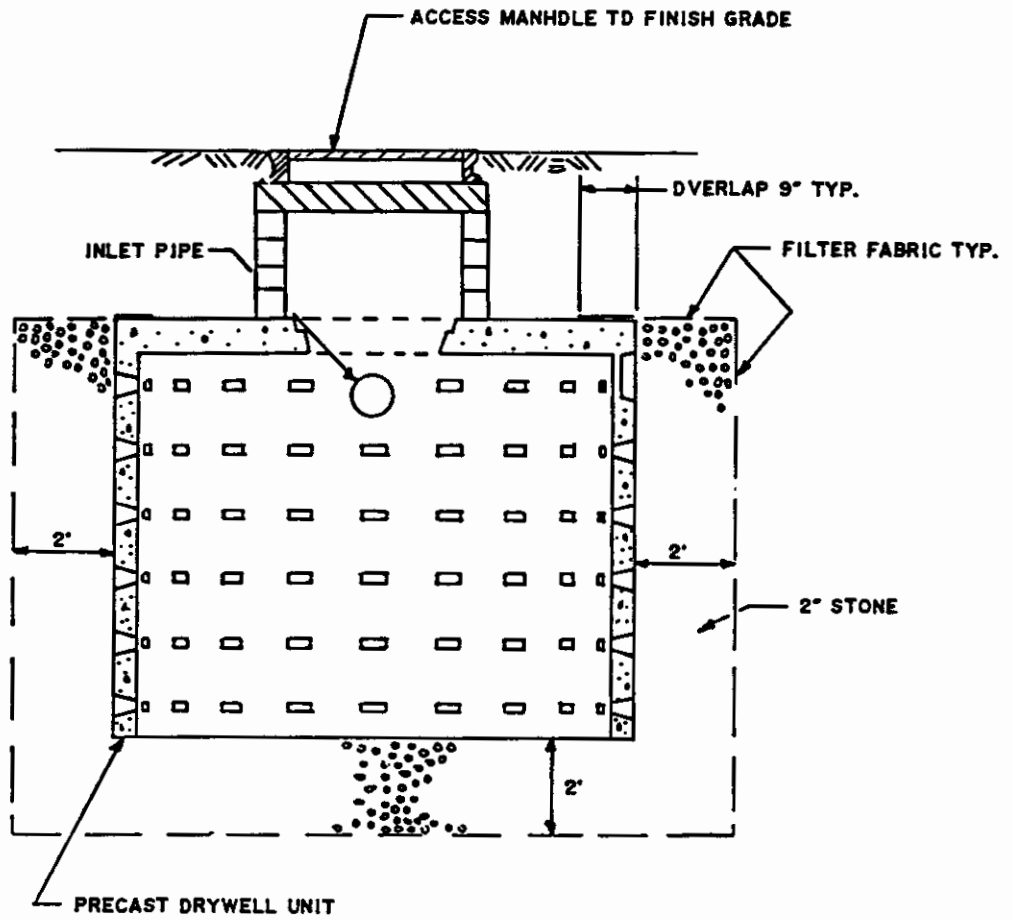
THIS DETAIL IS PROVIDED FOR INFORMATIONAL PURPOSES ONLY.

TOWN OF EAST HARTFORD  
STANDARD DETAIL

TYPICAL DETENTION  
BASIN DAM

DATE: JUNE 1993

| NO.       | DESCRIPTION | DATE |
|-----------|-------------|------|
|           |             |      |
|           |             |      |
|           |             |      |
| REVISIONS |             |      |



**NOTES**

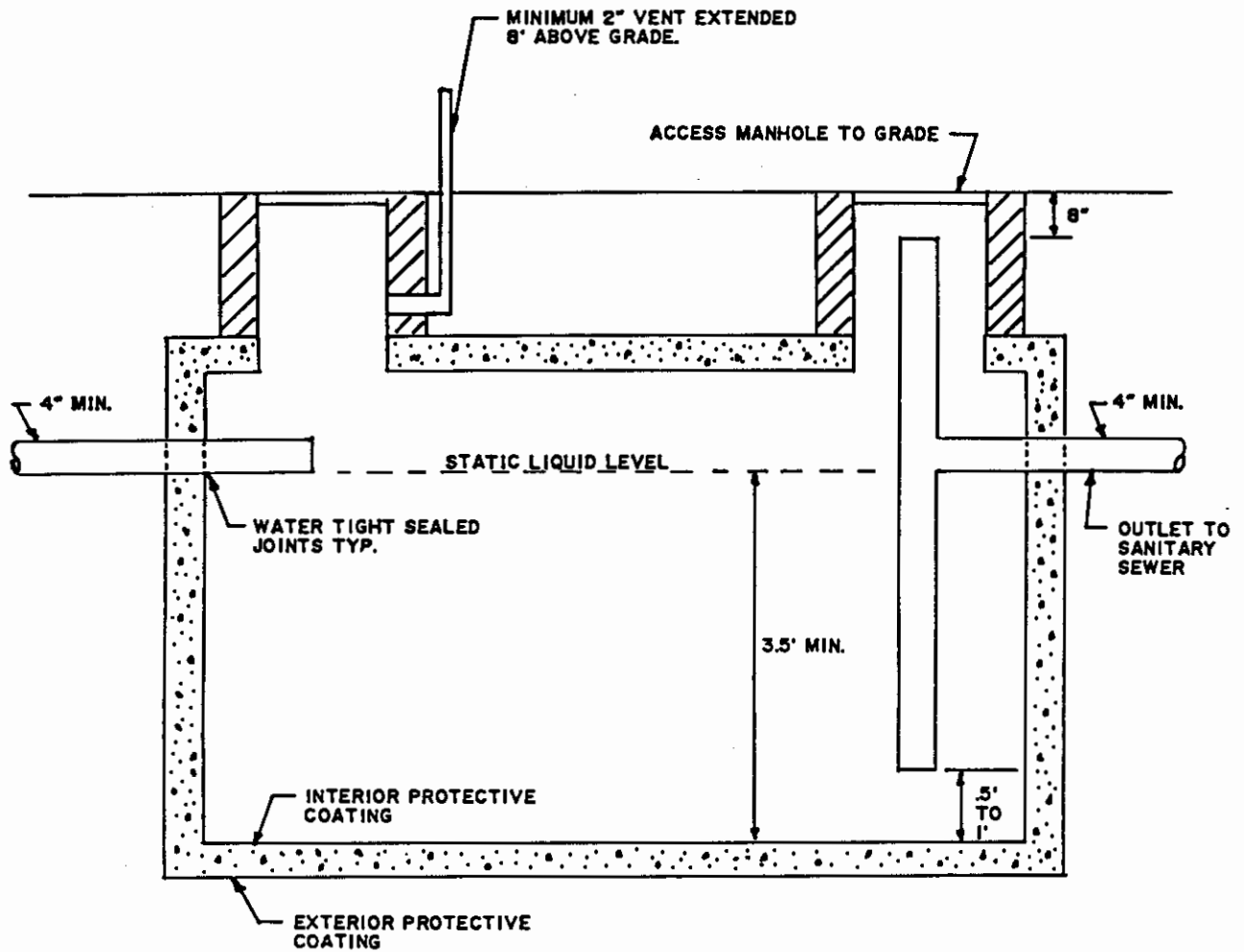
1. DRYWELLS LOCATED UNDER PAVEMENT OR IN AREAS OF LOADING SHALL BE DESIGNED FOR HS-20 LOADING.
2. MEASURES SHALL BE INCORPORATED IN THE DRYWELL DESIGN TO PREVENT SEDIMENTS FROM REACHING THE DRYWELL.

TOWN OF EAST HARTFORD  
STANDARD DETAIL

DRYWELL

DATE: JUNE 1993

| ND.       | DESCRIPTIONS | DATE | APPROVE |
|-----------|--------------|------|---------|
|           |              |      |         |
|           |              |      |         |
|           |              |      |         |
| REVISIONS |              |      |         |



THIS DETAIL IS PROVIDED FOR  
 INFORMATIONAL PURPOSES ONLY.  
 THE DETAILS OF THE DEPARTMENT OF  
 ENVIRONMENTAL PROTECTION MAY SUPERCEED  
 THIS DETAIL.

**NOTE**

1. MINIMUM TANK CAPACITY SHALL BE 1,000 GALLONS.
2. SEPERATORS LOCATED UNDER PAVEMENT OR IN AREAS OF LOADING SHALL BE DESIGNED FOR HS-20 LOADING.

TOWN OF EAST HARTFORD  
 STANDARD DETAIL

OIL AND WATER SEPERATOR

DATE: JUNE 1993

| NO.       | DESCRIPTION | DATE | APPROVE |
|-----------|-------------|------|---------|
|           |             |      |         |
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| REVISIONS |             |      |         |

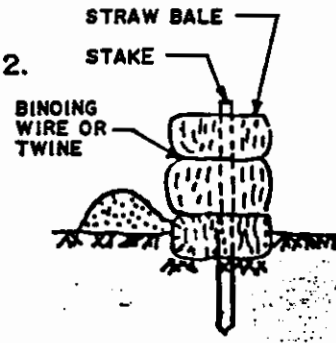


1. TRENCH WIDTH OF BALE



EXCAVATE A TRENCH 4" DEEP AND THE WIDTH OF A STRAW BALE.

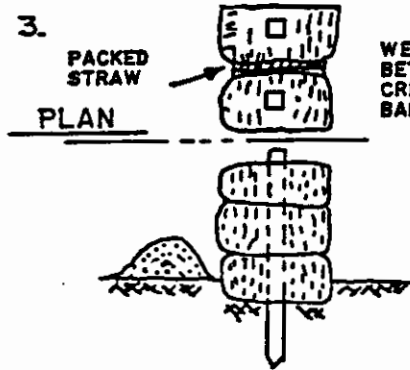
2.



STRAW BALE  
STAKE  
BINDING WIRE OR TWINE

PLACE AND STAKE STRAW BALES, TWO STAKES PER BALE.

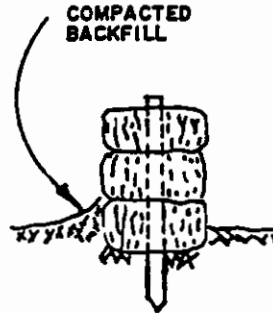
3.



PACKED STRAW  
PLAN

WEDGE LOOSE STRAW BETWEEN BALES TO CREATE A CONTINUOUS BARRIER.

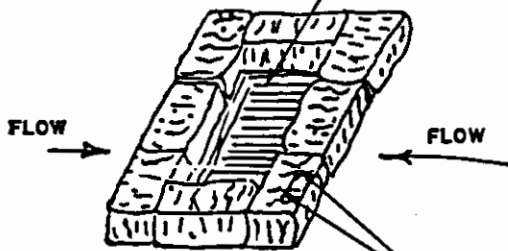
4.



COMPACTED BACKFILL

BACKFILL AND COMPACT THE EXCAVATED SOIL AS SHOWN ON THE UPHILL SIDE OF THE BARRIER TO PREVENT PIPING.

STORM SEWER STRUCTURE

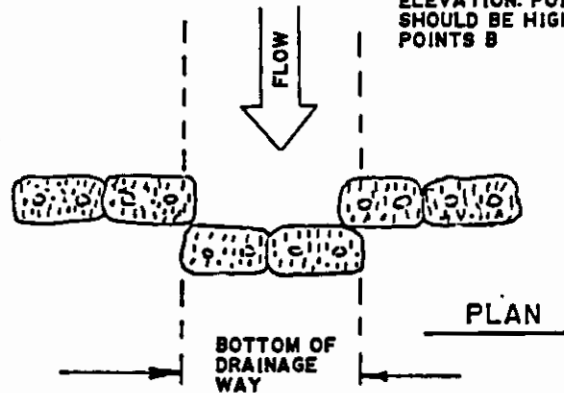


FLOW

FLOW

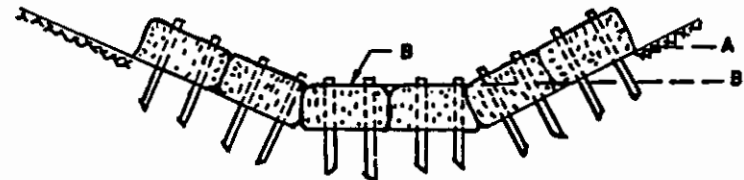
ANCHOR WITH TWO 2" X 2" 3' STAKES FOR EACH BALE.

ELEVATION: POINTS A SHOULD BE HIGHER THAN POINTS B



PLAN

BOTTOM OF DRAINAGE WAY



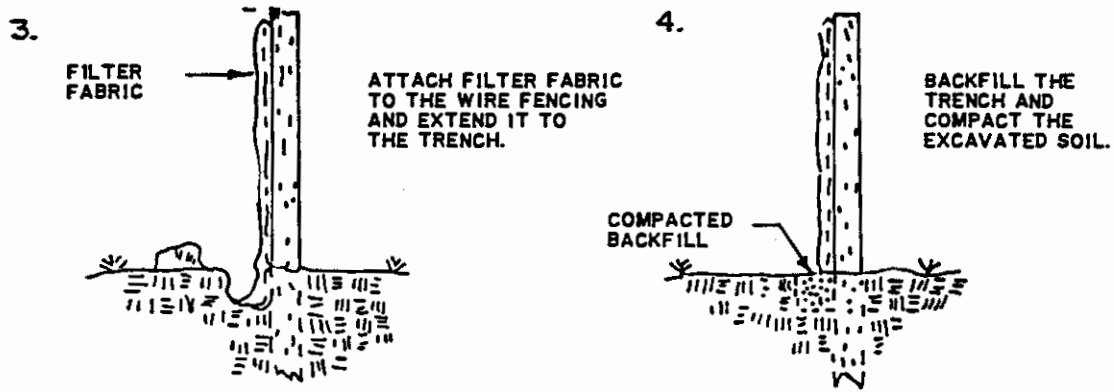
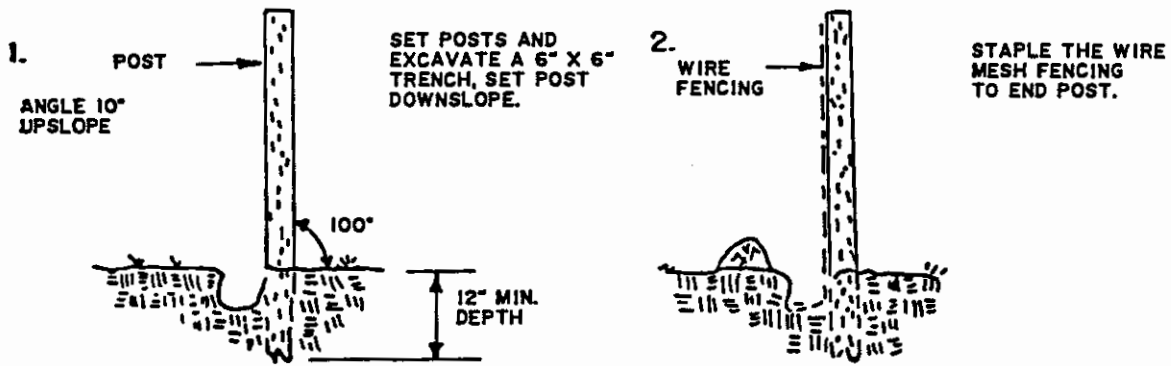
**HAYBALE INSTALLATION AT CATCH BASINS**

TOWN OF EAST HARTFORD  
STANDARD DETAIL

EROSION CONTROL  
HAYBALE

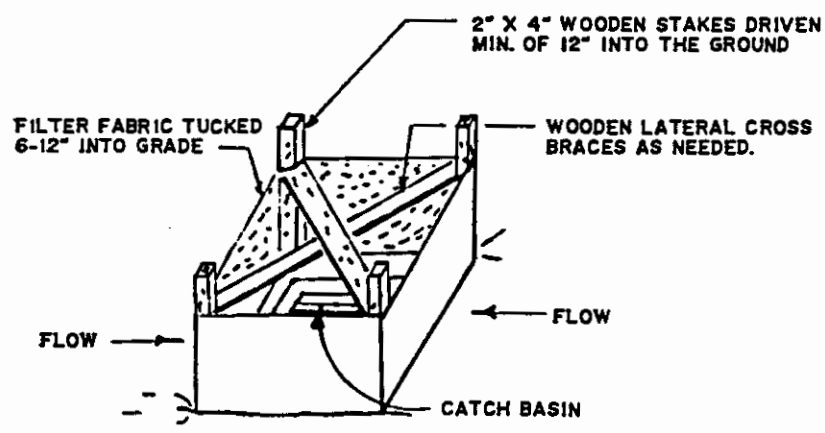
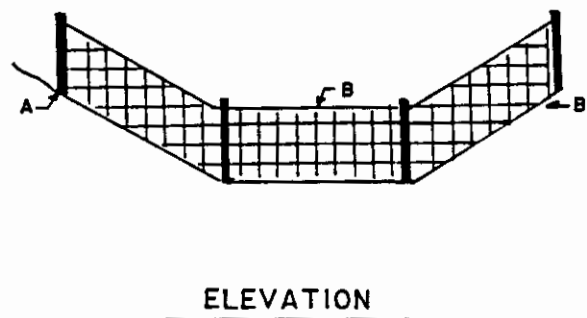
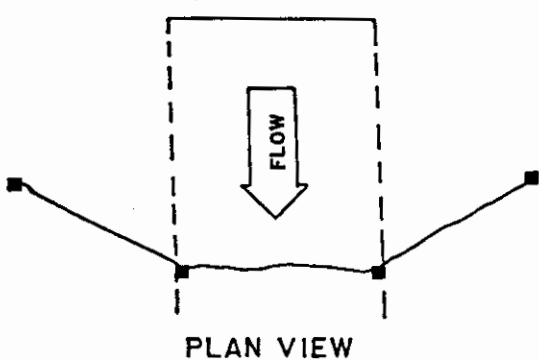
DATE: JUNE 1993

| NO.       | DESCRIPTION | DATE | APPROVE |
|-----------|-------------|------|---------|
|           |             |      |         |
|           |             |      |         |
| REVISIONS |             |      |         |



BOTTOM OF DRAINAGEWAY

POINTS "A" SHOULD BE HIGHER THAN POINT "B".



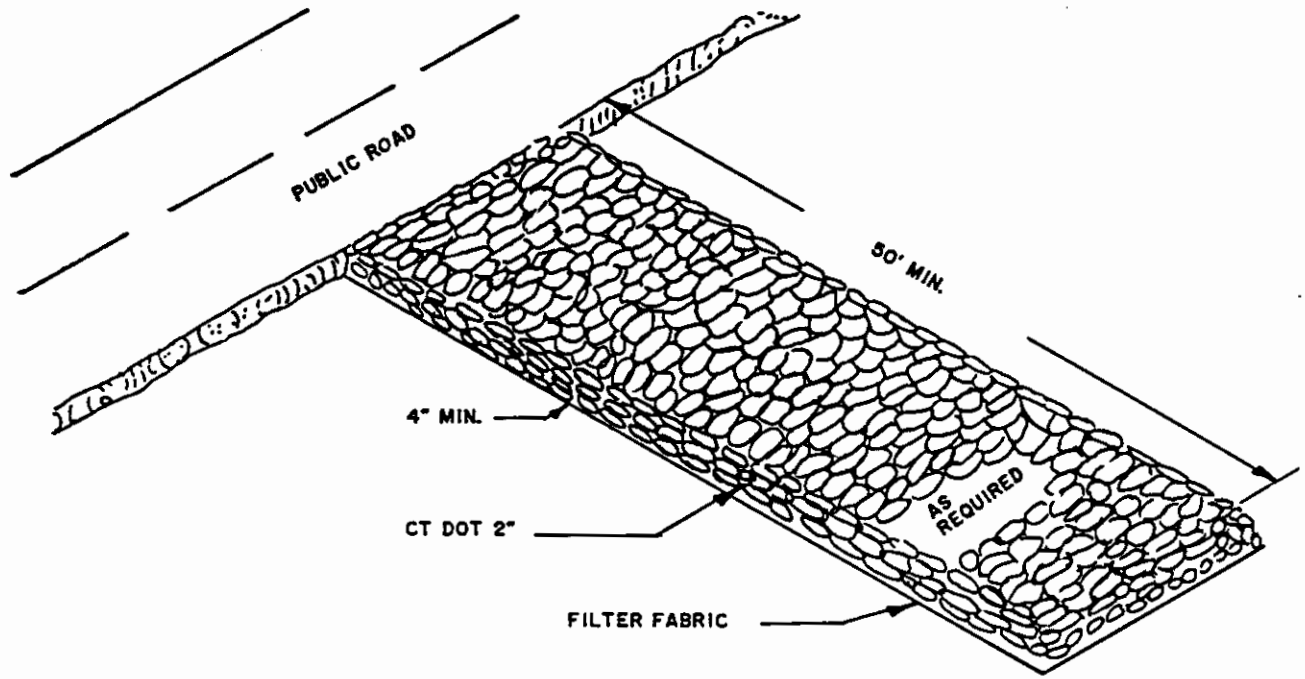
**SILT FENCE INSTALLATION AT CATCH BASINS**

TOWN OF EAST HARTFORD  
STANDARD DETAIL

EROSION CONTROL  
SILT FENCE

| NO.       | DESCRIPTION | DATE | APPROVE |
|-----------|-------------|------|---------|
|           |             |      |         |
|           |             |      |         |
|           |             |      |         |
| REVISIONS |             |      |         |

DATE: JUNE 1993



CONSTRUCTION ENTRANCE

TDWN DF EAST HARTFORD  
STANDARD DETAIL

CONSTRUCTION ENTRANCE

DATE: JUNE 1993

| NO.       | DESCRIPTION | DATE | APPROVE |
|-----------|-------------|------|---------|
|           |             |      |         |
|           |             |      |         |
|           |             |      |         |
| REVISIONS |             |      |         |

# **TOWN OF EAST HARTFORD DESIGN MANNUAL**

## **APPENDIX C**

### DRAINAGE DESIGN FORMS AND DESIGN AIDS

#### Table of Contents

#### **Rainfall Intensity Charts**

|                   |                              |
|-------------------|------------------------------|
| Hartford County   | <a href="#"><u>C - 1</u></a> |
| SCS 24 hour Storm | <a href="#"><u>C - 2</u></a> |

#### **Time of Concentration Charts**

|               |                              |
|---------------|------------------------------|
| Seelye Chart  | <a href="#"><u>C - 3</u></a> |
| Kirpich Chart | <a href="#"><u>C - 4</u></a> |

|                                  |  |
|----------------------------------|--|
| <b>Culvert Computation Forms</b> | <a href="#"><u>C - 5</u></a> to <a href="#"><u>C - 6</u></a> |
|----------------------------------|--|

|  |                              |
|--|------------------------------|
| <b>Summary of Water Surface Profiles</b> | <a href="#"><u>C - 7</u></a> |
|--|------------------------------|

|                           |                              |
|---------------------------|------------------------------|
| <b>Gutter Flow Charts</b> | <a href="#"><u>C - 8</u></a> |
|---------------------------|------------------------------|

|  |   |
|--|---|
| <b>Instructions for Use of Hydraulic Capacity of Crate Inlet in a Sump</b> | <a href="#"><u>C - 9</u></a> to <a href="#"><u>C - 10</u></a> |
|--|---|

|  |                               |
|--|-------------------------------|
| <b>Hydraulic Capacity of Grate inlet in a Sump</b> | <a href="#"><u>C - 11</u></a> |
|--|-------------------------------|

#### **Gutter Flow Analysis**

|                     |  |
|---------------------|--|
| Directions for Form | <a href="#"><u>C - 12</u></a> to <a href="#"><u>C - 13</u></a> |
| Computation Form    | <a href="#"><u>C - 14</u></a>                                  |

#### **Storm Sewer Systems Design**

|                     |                               |
|---------------------|-------------------------------|
| Directions for Form | <a href="#"><u>C - 15</u></a> |
| Computation Form    | <a href="#"><u>C - 16</u></a> |

#### **Ditch and Channel Analysis**

|  |                               |
|--|-------------------------------|
| Directions for Overland Flow Analysis Form | <a href="#"><u>C - 17</u></a> |
| Overland Flow Analysis for Ditch Design    | <a href="#"><u>C - 18</u></a> |
| Directions for Ditch and Channel Design    | <a href="#"><u>C - 19</u></a> |
| Ditch and Channel Design Form              | <a href="#"><u>C - 20</u></a> |

RAINFALL INTENSITY CHART IN INCHES PER HOUR  
HARTFORD, CT

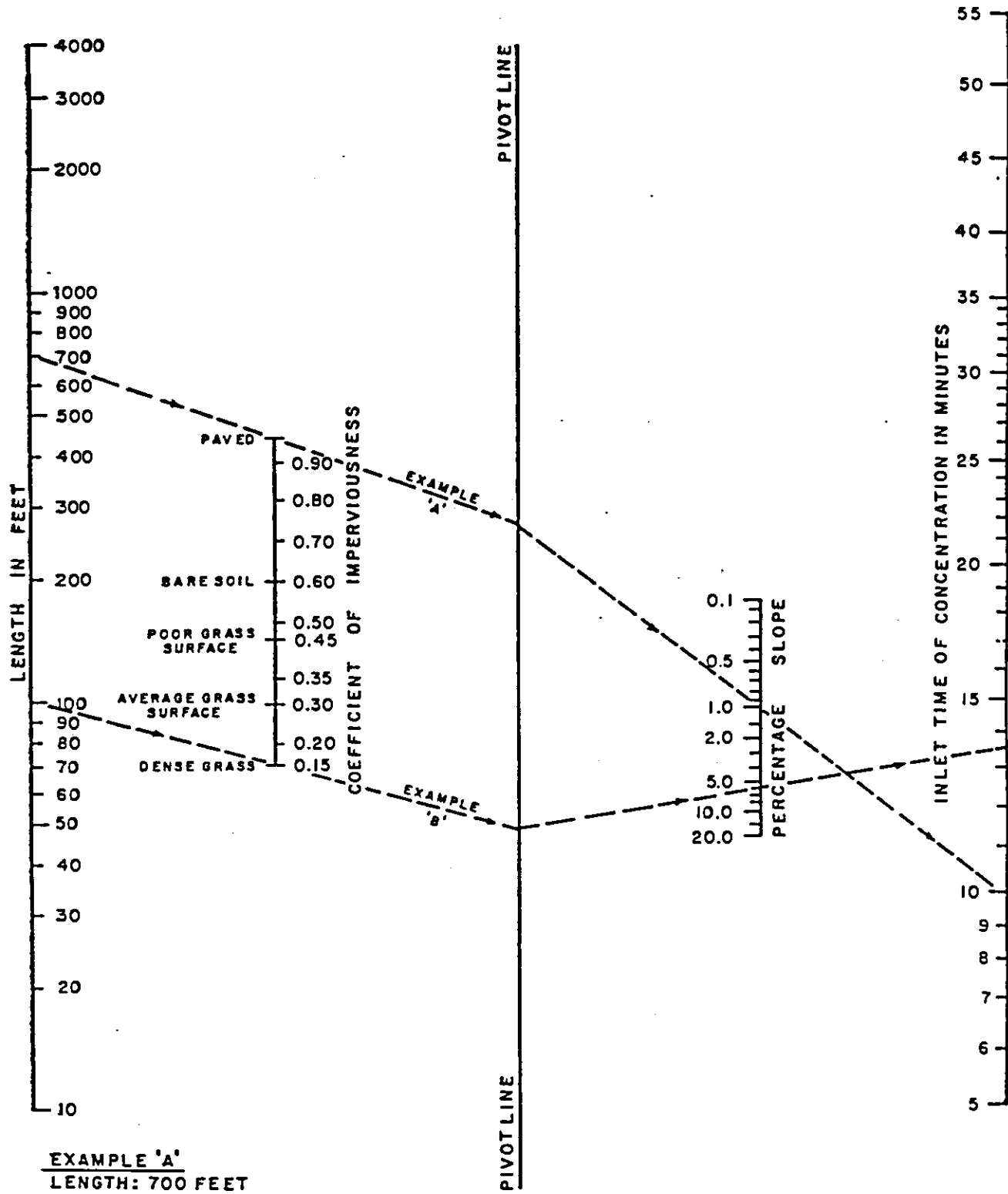
| STORM<br>(YRS) | MINUTES |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |  |  |  |  |
|----------------|---------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--|--|--|--|
|                | 5       | 6   | 7   | 8   | 9   | 10  | 11  | 12  | 13  | 14  | 15  | 16  | 17  | 18  | 19  | 20  | 21  | 22  | 23  | 24  | 25  | 26  | 27  | 28  | 29  | 30  | 31  | 32  |  |  |  |  |
| 2              | 4.1     | 3.8 | 3.6 | 3.4 | 3.2 | 3.1 | 3.0 | 2.9 | 2.8 | 2.6 | 2.5 | 2.4 | 2.3 | 2.3 | 2.2 | 2.2 | 2.1 | 2.1 | 2.0 | 2.0 | 1.9 | 1.9 | 1.8 | 1.8 | 1.7 | 1.7 | 1.7 | 1.7 |  |  |  |  |
| 10             | 6.2     | 5.6 | 5.4 | 5.3 | 5.0 | 4.7 | 4.5 | 4.4 | 4.3 | 4.1 | 4.0 | 3.9 | 3.8 | 3.7 | 3.5 | 3.4 | 3.3 | 3.3 | 3.2 | 3.2 | 3.1 | 3.0 | 2.9 | 2.9 | 2.8 | 2.7 | 2.6 | 2.6 |  |  |  |  |
| 25             | 7.1     | 6.7 | 6.4 | 6.1 | 5.7 | 5.6 | 5.4 | 5.2 | 5.0 | 4.9 | 4.7 | 4.5 | 4.4 | 4.3 | 4.2 | 4.1 | 4.0 | 4.0 | 3.9 | 3.8 | 3.7 | 3.6 | 3.5 | 3.5 | 3.4 | 3.3 | 3.2 | 3.2 |  |  |  |  |
| 50             | 7.7     | 7.4 | 7.0 | 6.7 | 6.5 | 6.1 | 6.0 | 5.8 | 5.6 | 5.4 | 5.2 | 5.1 | 5.0 | 4.9 | 4.7 | 4.6 | 4.5 | 4.4 | 4.3 | 4.3 | 4.2 | 4.1 | 4.0 | 3.9 | 3.8 | 3.7 | 3.6 | 3.6 |  |  |  |  |
| 100            | 8.4     | 8.0 | 7.6 | 7.3 | 7.0 | 6.8 | 6.6 | 6.4 | 6.2 | 6.0 | 5.8 | 5.6 | 5.4 | 5.2 | 5.1 | 5.0 | 4.9 | 4.8 | 4.7 | 4.6 | 4.5 | 4.4 | 4.3 | 4.2 | 4.1 | 4.0 | 3.9 | 3.8 |  |  |  |  |

C-1

| STORM<br>(YRS) | MINUTES |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |  |  |  |  |
|----------------|---------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--|--|--|--|
|                | 33      | 34  | 35  | 36  | 37  | 38  | 39  | 40  | 41  | 42  | 43  | 44  | 45  | 46  | 47  | 48  | 49  | 50  | 51  | 52  | 53  | 54  | 55  | 56  | 57  | 58  | 59  | 60  |  |  |  |  |
| 2              | 1.6     | 1.6 | 1.6 | 1.5 | 1.5 | 1.5 | 1.4 | 1.4 | 1.4 | 1.3 | 1.3 | 1.3 | 1.3 | 1.3 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.1 | 1.1 | 1.1 | 1.1 |  |  |  |  |
| 10             | 2.6     | 2.5 | 2.5 | 2.5 | 2.4 | 2.4 | 2.3 | 2.3 | 2.3 | 2.2 | 2.2 | 2.1 | 2.1 | 2.1 | 2.0 | 2.0 | 2.0 | 2.0 | 1.9 | 1.9 | 1.9 | 1.9 | 1.8 | 1.8 | 1.8 | 1.8 | 1.8 | 1.8 |  |  |  |  |
| 25             | 3.1     | 3.1 | 3.0 | 3.0 | 2.9 | 2.9 | 2.8 | 2.8 | 2.7 | 2.6 | 2.5 | 2.5 | 2.5 | 2.5 | 2.4 | 2.4 | 2.4 | 2.4 | 2.3 | 2.3 | 2.2 | 2.2 | 2.2 | 2.2 | 2.2 | 2.1 | 2.1 | 2.1 |  |  |  |  |
| 50             | 3.5     | 3.4 | 3.3 | 3.3 | 3.2 | 3.2 | 3.1 | 3.1 | 3.0 | 3.0 | 2.9 | 2.9 | 2.8 | 2.8 | 2.8 | 2.7 | 2.7 | 2.7 | 2.6 | 2.6 | 2.5 | 2.5 | 2.4 | 2.4 | 2.4 | 2.4 | 2.4 | 2.3 |  |  |  |  |
| 100            | 3.8     | 3.7 | 3.7 | 3.6 | 3.6 | 3.6 | 3.5 | 3.5 | 3.4 | 3.4 | 3.3 | 3.3 | 3.2 | 3.2 | 3.2 | 3.1 | 3.1 | 3.0 | 2.9 | 2.9 | 2.8 | 2.8 | 2.7 | 2.7 | 2.7 | 2.7 | 2.6 | 2.6 |  |  |  |  |

SCS - 24 Hour Rainfall Event

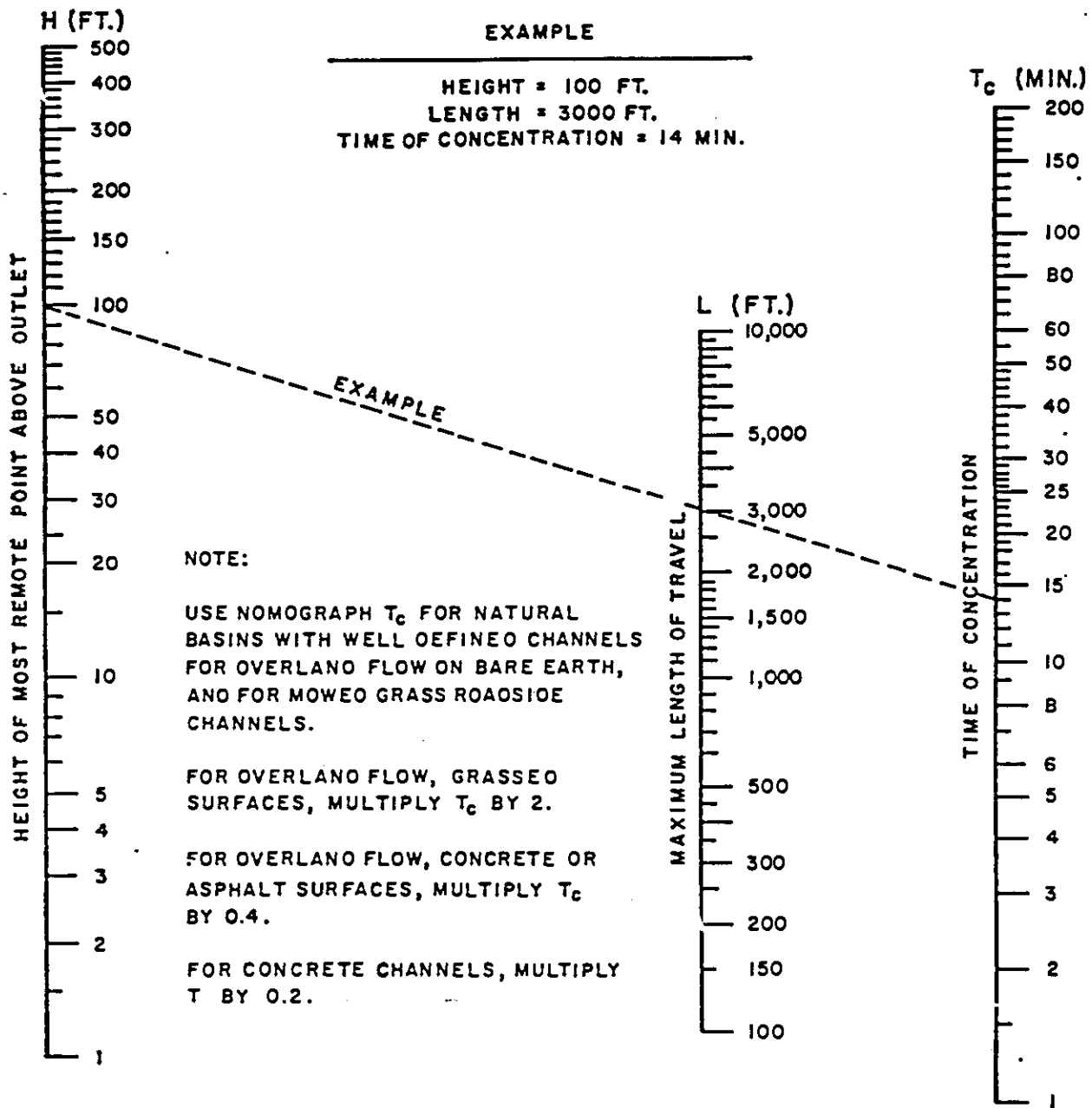
2 year event - 3.2 inches  
5 year event - 4.2 inches  
10 year event - 4.9 inches  
25 year event - 5.6 inches  
50 year event - 6.4 inches  
100 year event - 7.0 inches



**EXAMPLE 'A'**  
 LENGTH: 700 FEET  
 PAVED  
 SLOPE: 1.0 %  
 TIME: 10 MINUTES

**EXAMPLE 'B'**  
 LENGTH: 100 FEET  
 DENSE GRASS  
 SLOPE: 6.0 %  
 TIME: 13 1/2 MINUTES

SEELYE CHART  
 TIME OF CONCENTRATION



KIRPICH CHART

TIME OF CONCENTRATION



CULVERT COMPUTATIONS

Designed By: \_\_\_\_\_  
Checked By: \_\_\_\_\_

Date: \_\_\_\_\_  
Date: \_\_\_\_\_

Project \_\_\_\_\_  
Roadway \_\_\_\_\_  
Location \_\_\_\_\_

---

DRAINAGE AREA

- a) Total area \_\_\_\_\_ Acres
- b) Above storage \_\_\_\_\_ Acres
- c) Effective area \_\_\_\_\_ Acres
- d) Special considerations \_\_\_\_\_
- e) Existing culverts \_\_\_\_\_

DESIGN DISCHARGE \_\_\_\_\_ C.F.S. for \_\_\_\_\_ Year Frequency

- a) SCS method \_\_\_\_\_ CFS
- b) Gauge - Data Prediction Method \_\_\_\_\_ CFS
- c) Rational Formula \_\_\_\_\_ CFS
- d) Remarks \_\_\_\_\_

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HYDRAULIC DATA

- a) Size \_\_\_\_\_ Type \_\_\_\_\_
- b) Maximum permissible headwater elevation \_\_\_\_\_
- c) Headwater control \_\_\_\_\_
- d) Elevation of channel bet at outlet \_\_\_\_\_
- e) Length \_\_\_\_\_ Ft. and Slope \_\_\_\_\_  
Ft./Ft. of Culvert \_\_\_\_\_
- f) Entrance invert elevation \_\_\_\_\_

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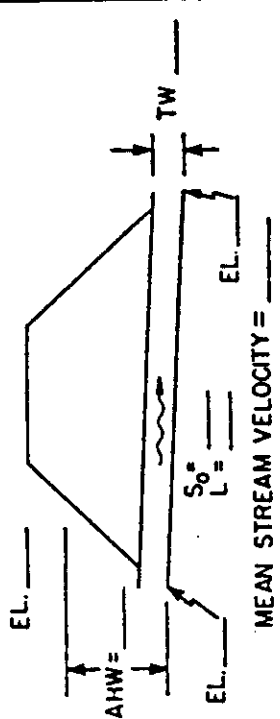
MISCELLANEOUS DATA

- a) Height of overfill \_\_\_\_\_
  - b) Strength Requirements \_\_\_\_\_ Gauge (Corr. Str. Plate) (ACCOMP)  
or \_\_\_\_\_ Class RCP
  - c) End treatment \_\_\_\_\_
  - d) Entrance Channel \_\_\_\_\_
  - e) Outlet Channel \_\_\_\_\_
  - f) Bank Protection \_\_\_\_\_
-

CULVERT COMPUTATIONS

Project \_\_\_\_\_  
 Watercourse \_\_\_\_\_  
 Roadway \_\_\_\_\_

Designed by \_\_\_\_\_  
 Checked by \_\_\_\_\_  
 Sheet \_\_\_\_\_ of \_\_\_\_\_

| HYDROLOGIC AND CHANNEL INFORMATION   |  | SKETCH         |    |                |   |             |                 |      |                |
|--|--|----------------|----|----------------|---|-------------|-----------------|------|----------------|
| <p> <math>Q_1 =</math> _____<br/> <math>Q_2 =</math> _____<br/> <math>TW_1 =</math> _____<br/> <math>TW_2 =</math> _____<br/> <br/>                     ( <math>Q_1 =</math> DESIGN DISCHARGE, SAY <math>Q_{25}</math><br/> <math>Q_2 =</math> CHECK DISCHARGE, SAY <math>Q_{50}</math> OR <math>Q_{100}</math> )                 </p> | <p>                     STATION: _____<br/>  <br/>                     MEAN STREAM VELOCITY = _____<br/>                     MAX. STREAM VELOCITY = _____                 </p> |                |    |                |   |             |                 |      |                |
| HEADWATER COMPUTATION  |  | COMMENTS       |    |                |   |             |                 |      |                |
| CULVERT DESCRIPTION<br>(ENTRANCE TYPE)   | O  | INLET CONT.    |    | OUTLET CONTROL | HW = H + h <sub>0</sub> - LS <sub>0</sub> | CONTROLLING | OUTLET VELOCITY | COST |                |
|  |  | $\frac{HW}{D}$ | HW |                |   |             |                 |      | K <sub>e</sub> |
|  |  |                |    |                |   |             |                 |      |                |
|  |  |                |    |                |   |             |                 |      |                |
|  |  |                |    |                |   |             |                 |      |                |
|  |  |                |    |                |   |             |                 |      |                |
|  |  |                |    |                |   |             |                 |      |                |
|  |  |                |    |                |   |             |                 |      |                |
|  |  |                |    |                |   |             |                 |      |                |
| SUMMARY & RECOMMENDATIONS  |  |                |    |                |   |             |                 |      |                |

Source: Federal Highway Administration, Hydraulic Engineering Circular No. 5

SUMMARY-COMPUTATION OF WATER SURFACE PROFILE

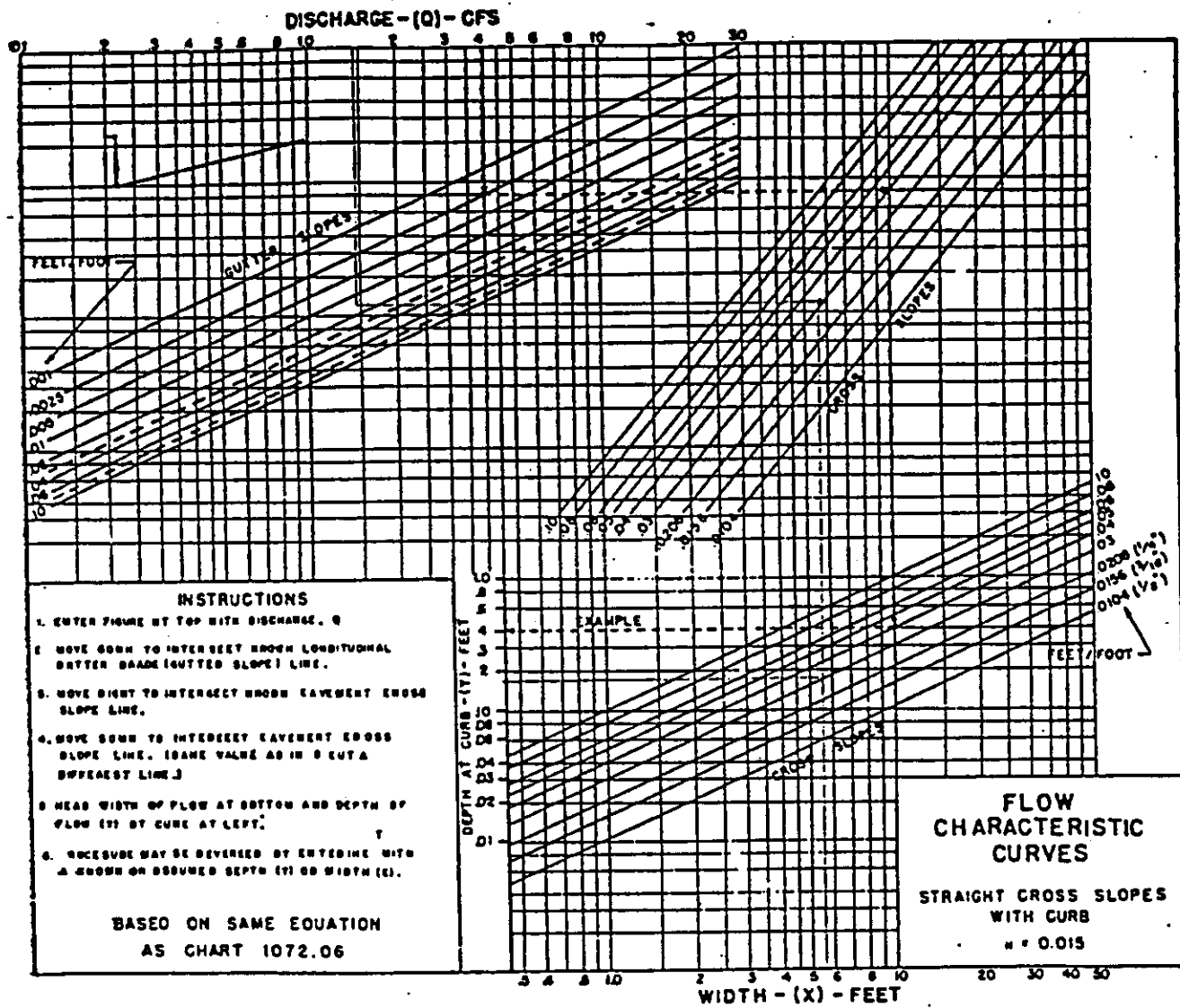
Project \_\_\_\_\_  
 Watercourse \_\_\_\_\_

Designed by \_\_\_\_\_  
 Checked by \_\_\_\_\_  
 Sheet \_\_\_\_\_ of \_\_\_\_\_

| STATION<br>(ELEVATION) | LENGTH OF REACH | AREA (ZONE OR<br>TOTAL) | HYDRAULIC RADIUS<br>(ZONE OR TOTAL) | n | FRICITION SLOPE<br>REQ'D FOR Q <sub>design</sub> | AVERAGE FRICTION<br>SLOPE | FRICITION LOSS<br>IN REACH | VELOCITY OF<br>Q <sub>design</sub> (ZONE OR<br>TOTAL) | DISCHARGE<br>(ZONE OR TOTAL) | VELOCITY HEAD<br>(h) | DIFFERENCE IN<br>VELOCITY HEADS<br>(h <sub>1</sub> -h <sub>2</sub> ) | OTHER LOSSES | TOTAL HEAD | WATER SURFACE<br>ELEVATION | ELEVATION OF<br>ENERGY GRADIENT |
|------------------------|-----------------|-------------------------|-------------------------------------|---|--|---------------------------|----------------------------|---|------------------------------|----------------------|--|--------------|------------|----------------------------|---------------------------------|
|                        |                 |                         |                                     |   |  |                           |                            |   |                              |                      |  |              |            |                            |                                 |
|                        |                 |                         |                                     |   |  |                           |                            |   |                              |                      |  |              |            |                            |                                 |
|                        |                 |                         |                                     |   |  |                           |                            |   |                              |                      |  |              |            |                            |                                 |
|                        |                 |                         |                                     |   |  |                           |                            |   |                              |                      |  |              |            |                            |                                 |
|                        |                 |                         |                                     |   |  |                           |                            |   |                              |                      |  |              |            |                            |                                 |
|                        |                 |                         |                                     |   |  |                           |                            |   |                              |                      |  |              |            |                            |                                 |
|                        |                 |                         |                                     |   |  |                           |                            |   |                              |                      |  |              |            |                            |                                 |
|                        |                 |                         |                                     |   |  |                           |                            |   |                              |                      |  |              |            |                            |                                 |
|                        |                 |                         |                                     |   |  |                           |                            |   |                              |                      |  |              |            |                            |                                 |
|                        |                 |                         |                                     |   |  |                           |                            |   |                              |                      |  |              |            |                            |                                 |
|                        |                 |                         |                                     |   |  |                           |                            |   |                              |                      |  |              |            |                            |                                 |
|                        |                 |                         |                                     |   |  |                           |                            |   |                              |                      |  |              |            |                            |                                 |
|                        |                 |                         |                                     |   |  |                           |                            |   |                              |                      |  |              |            |                            |                                 |
|                        |                 |                         |                                     |   |  |                           |                            |   |                              |                      |  |              |            |                            |                                 |
|                        |                 |                         |                                     |   |  |                           |                            |   |                              |                      |  |              |            |                            |                                 |
|                        |                 |                         |                                     |   |  |                           |                            |   |                              |                      |  |              |            |                            |                                 |
|                        |                 |                         |                                     |   |  |                           |                            |   |                              |                      |  |              |            |                            |                                 |
|                        |                 |                         |                                     |   |  |                           |                            |   |                              |                      |  |              |            |                            |                                 |
|                        |                 |                         |                                     |   |  |                           |                            |   |                              |                      |  |              |            |                            |                                 |
|                        |                 |                         |                                     |   |  |                           |                            |   |                              |                      |  |              |            |                            |                                 |
|                        |                 |                         |                                     |   |  |                           |                            |   |                              |                      |  |              |            |                            |                                 |
|                        |                 |                         |                                     |   |  |                           |                            |   |                              |                      |  |              |            |                            |                                 |
|                        |                 |                         |                                     |   |  |                           |                            |   |                              |                      |  |              |            |                            |                                 |
|                        |                 |                         |                                     |   |  |                           |                            |   |                              |                      |  |              |            |                            |                                 |
|                        |                 |                         |                                     |   |  |                           |                            |   |                              |                      |  |              |            |                            |                                 |
|                        |                 |                         |                                     |   |  |                           |                            |   |                              |                      |  |              |            |                            |                                 |
|                        |                 |                         |                                     |   |  |                           |                            |   |                              |                      |  |              |            |                            |                                 |
|                        |                 |                         |                                     |   |  |                           |                            |   |                              |                      |  |              |            |                            |                                 |
|                        |                 |                         |                                     |   |  |                           |                            |   |                              |                      |  |              |            |                            |                                 |
|                        |                 |                         |                                     |   |  |                           |                            |   |                              |                      |  |              |            |                            |                                 |
|                        |                 |                         |                                     |   |  |                           |                            |   |                              |                      |  |              |            |                            |                                 |
|                        |                 |                         |                                     |   |  |                           |                            |   |                              |                      |  |              |            |                            |                                 |
|                        |                 |                         |                                     |   |  |                           |                            |   |                              |                      |  |              |            |                            |                                 |
|                        |                 |                         |                                     |   |  |                           |                            |   |                              |                      |  |              |            |                            |                                 |
|                        |                 |                         |                                     |   |  |                           |                            |   |                              |                      |  |              |            |                            |                                 |
|                        |                 |                         |                                     |   |  |                           |                            |   |                              |                      |  |              |            |                            |                                 |
|                        |                 |                         |                                     |   |  |                           |                            |   |                              |                      |  |              |            |                            |                                 |
|                        |                 |                         |                                     |   |  |                           |                            |   |                              |                      |  |              |            |                            |                                 |
|                        |                 |                         |                                     |   |  |                           |                            |   |                              |                      |  |              |            |                            |                                 |
|                        |                 |                         |                                     |   |  |                           |                            |   |                              |                      |  |              |            |                            |                                 |
|                        |                 |                         |                                     |   |  |                           |                            |   |                              |                      |  |              |            |                            |                                 |

C-7

Source: Conn. DOT, Bureau of Highways, Drainage Manual



INSTRUCTIONS FOR USE OF HYDRAULIC  
CAPACITY OF GRATE INLET IN A SUMP

The chart applies only when the grate is located in a low point or sump where the water will pond at the grate.

The capacity of the grate depends upon whether the exposed perimeter of the area of the openings and the depth of water at the grate. Recent experiments have determined that a grate will act as a weir and follow the weir formula for depths (heads) on the grate up to 0.4 ft. It will act as an orifice and follow the orifice formula for heads of 1.4 ft. and over. For heads between 0.4 and 1.4 ft. the operation is indefinite because of vortices and eddies over the grate.

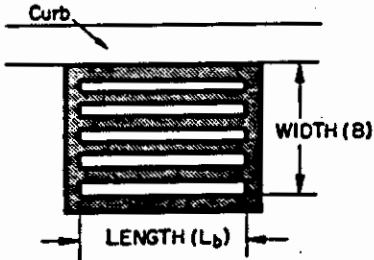
In the usual problem, the following are given:

1. A particular design of grate with dimensions.
2. A design discharge (Q) or information as to drainage area, rainfall intensities and runoff coefficients from which a design discharge can be estimated.

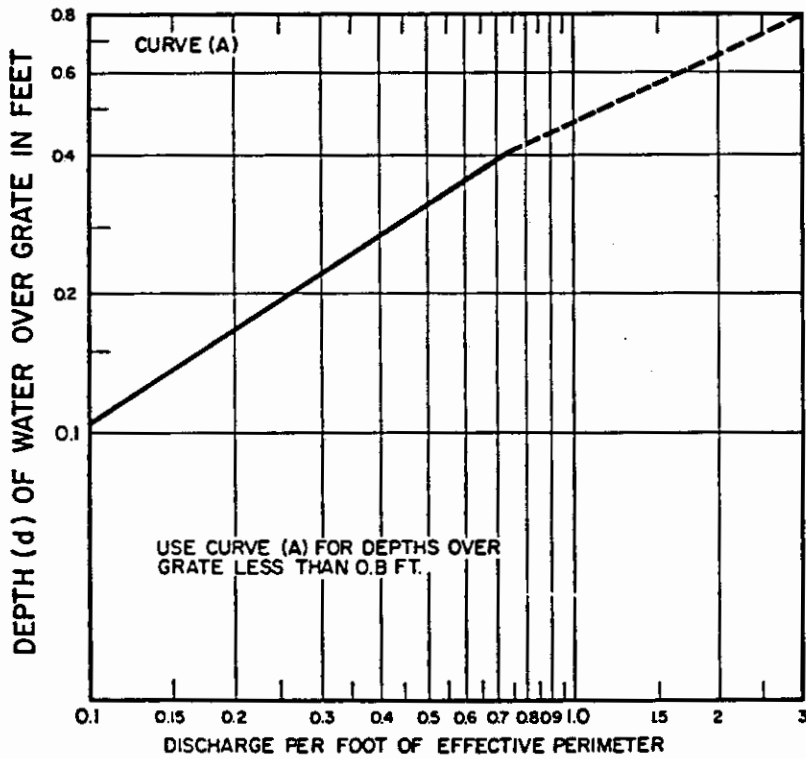
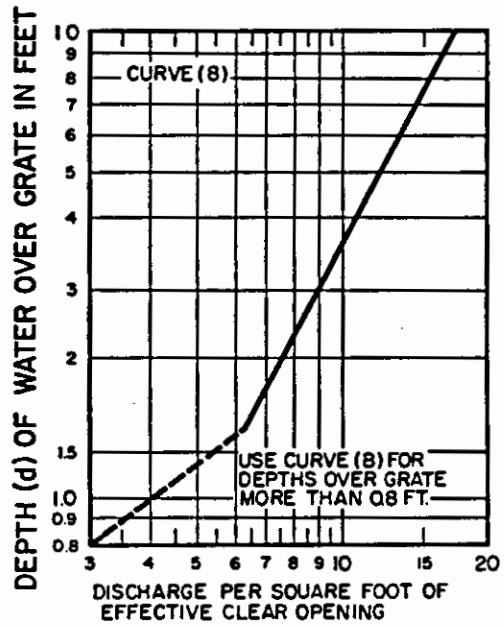
PROCEDURE

1. Compute the perimeter of the grate opening (P) ignoring the bars and omitting any side over which the water does not enter, such as when one side is against the face of a curb. Divide the result by 2. This allows for partial clogging of the grate by assuming that only half of the perimeter will be effective.

2. Compute the Q/P ratio, using effective perimeter after allowing for clogging.
3. Compute the total area of clear opening (A), excluding area taken up by bars, and divided by 2. This allows for partial clogging of the grate by assuming that only half of the area will be effective.
4. Compute the Q/A ratio, using effective area after allowing for clogging.
5. Enter the chart at the bottom scale, using line (a) with the Q/P value and line (b) with the Q/A value, and read the required head in feet at the left margin.
6. If the required head falls below 0.4, (a) only will apply. This is the usual case.
7. If the required head falls above 1.4 feet., (b) only will apply.



$P = 2B + L_b$   
 A = AREA OF CLEAR OPENING IN GRATE  
 TO ALLOW FOR CLOGGING DIVIDE P OR  
 A BY 2 BEFORE OBTAINING d.  
 WITHOUT CURB  $P = 2(B + L_b)$



BUREAU OF PUBLIC ROADS  
REV. AUG. 1968

### HYDRAULIC CAPACITY OF GRATE INLET IN SUMP

ROADWAY SURFACE DRAINAGE  
DIRECTIONS FOR GUTTER FLOW ANALYSIS FORM  
ENGINEERING DEPARTMENT

Inlet capacity for structures on grades will be determined on the assumption that the portion of the gutter flow within the width of the grate will be intercepted. The remainder of the flow in the width of gutter outside the grate will be assumed to bypass the structure.

1. Inlet Number - Identifying symbol for inlet.
2. Time to Inlet - Time required for surface flow to concentrate at inlet.
3. Area in Acres - Area contributing runoff to inlet.
4. Runoff Coefficient (C) - Coefficient of area contributing to inlet.
5. AC - The product of the area and the runoff coefficient.
6. Sum of AC - The sum of the AC for the inlet.
7. Total AC - The AC bypassing the previous inlet and the AC for the inlet.  $6 + 15 = 7.$
8. Rainfall Intensity (I) - The intensity determined by the Time of Inlet, 2.



9. Q to Inlet - The product of the Total AC, 7, and the Rainfall Intensity, 8.  $Q=ACI$ .
10. Grade to Gutter - Grade to be expressed in feet per foot.
11. Cross Slope of Shoulder - Slope to be expressed in feet per foot.
12. Depth of Flow - Depth of water at gutter.
13. Width of Flow - The width the water will flow in the shoulder or travelway.
14. Q Bypassing Inlet - The portion of flow that is beyond the width of the grate will be used to determine the bypass Q.
15. AC Bypassing Inlet - Determined by dividing the "Q Bypassing Inlet", 14, by "Q to Inlet", 9, and multiplying the result by the "Total AC", 7. i.e.,  $\frac{(14)}{(9)} (7) = \text{AC Bypassing, 15.}$
16. AC Entering System - The "Total AC", 7, minus the "AC Bypassing Inlet", 15, will equal the AC Entering the System.

GUTTER FLOW ANALYSIS

| Project _____           |    | Designed by _____ |  |  |  |                  |  |  |  |                 |  |  |  |  |  |  |  |  |  |  |
|-------------------------|----|-------------------|--|--|--|------------------|--|--|--|-----------------|--|--|--|--|--|--|--|--|--|--|
| Town _____              |    | Route _____       |  |  |  | Checked by _____ |  |  |  | Sheet No. _____ |  |  |  |  |  |  |  |  |  |  |
| Inlet Number            | 1  |                   |  |  |  |                  |  |  |  |                 |  |  |  |  |  |  |  |  |  |  |
| Time to Inlet           | 2  |                   |  |  |  |                  |  |  |  |                 |  |  |  |  |  |  |  |  |  |  |
| Area in Acres           | 3  |                   |  |  |  |                  |  |  |  |                 |  |  |  |  |  |  |  |  |  |  |
| Rumoff Coefficient      | 4  |                   |  |  |  |                  |  |  |  |                 |  |  |  |  |  |  |  |  |  |  |
| AC                      | 5  |                   |  |  |  |                  |  |  |  |                 |  |  |  |  |  |  |  |  |  |  |
| Sum of AC               | 6  |                   |  |  |  |                  |  |  |  |                 |  |  |  |  |  |  |  |  |  |  |
| Total AC                | 7  |                   |  |  |  |                  |  |  |  |                 |  |  |  |  |  |  |  |  |  |  |
| Rainfall Intensity      | 8  |                   |  |  |  |                  |  |  |  |                 |  |  |  |  |  |  |  |  |  |  |
| Q to Inlet              | 9  |                   |  |  |  |                  |  |  |  |                 |  |  |  |  |  |  |  |  |  |  |
| Grade of Gutter         | 10 |                   |  |  |  |                  |  |  |  |                 |  |  |  |  |  |  |  |  |  |  |
| Cross Slope of Shoulder | 11 |                   |  |  |  |                  |  |  |  |                 |  |  |  |  |  |  |  |  |  |  |
| Depth of Flow at Gutter | 12 |                   |  |  |  |                  |  |  |  |                 |  |  |  |  |  |  |  |  |  |  |
| Width of Flow           | 13 |                   |  |  |  |                  |  |  |  |                 |  |  |  |  |  |  |  |  |  |  |
| Q Bypassing Inlet       | 14 |                   |  |  |  |                  |  |  |  |                 |  |  |  |  |  |  |  |  |  |  |
| AC Bypassing Inlet      | 15 |                   |  |  |  |                  |  |  |  |                 |  |  |  |  |  |  |  |  |  |  |
| AC Entering Catch Basin | 16 |                   |  |  |  |                  |  |  |  |                 |  |  |  |  |  |  |  |  |  |  |

Source: Conn. DOT, Bureau of Highways, Drainage Manual

## ROADWAY SURFACE DRAINAGE

### DIRECTIONS FOR STORM SEWER SYSTEM DESIGN FORM

#### ENGINEERING DEPARTMENT

1. Line Segment - Identification of line usually between inlets, by numbers.
2. Time to Inlet - Time for surface flow to concentrate at the first inlet. If the area is such that it takes less than the minimum time of 5 minutes then 5 minutes shall be used until the accumulated time exceeds 5 minutes.
3. Time in Pipe - Time required to pass through line segment.
4. Accumulated Time - Time of concentration effective at location. the longest time is to be used. This can be overland flow to an inlet; accumulation of time in pipe; or a branch line entering a system.
5. AC Entering Catch Basin - AC determined by "Gutter Flow Analysis Form".
6. Sum of AC in System - Sum of the AC's entering inlets effective at location.
7. Rainfall Intensity - The intensity determined by the Accumulated Time 4.
8. "Q" in system - The product of sum of AC in system, 7, and the Rainfall Intensity, 5.
9. Pipe size - Self explanatory.
10. Length of Pipe - Self explanatory.
11. Slope - To be expressed to the nearest thousandth of a foot.
12. Average Velocity - That which will be obtained in pipe of size, type and slope specified at design discharge.
13. Full Capacity - Discharge which can be carried by pipe of size and type specified, flowing full.
14. Headwater - Height water will reach above the flowline that will develop at the design discharge in the structure.
15. "n" - Roughness coefficient:  $n=.012$  for R.C.P.  $n=.019$  for A.C.C.M.P. with paved invert.

STORM SEWER SYSTEM DESIGN

| Project _____           |    | Designed by _____ |  |  |                  |  |  |  |  |                 |  |  |  |  |  |  |  |  |  |  |
|-------------------------|----|-------------------|--|--|------------------|--|--|--|--|-----------------|--|--|--|--|--|--|--|--|--|--|
| Town _____              |    | Route _____       |  |  | Checked by _____ |  |  |  |  | Sheet No. _____ |  |  |  |  |  |  |  |  |  |  |
| Line Segment            | 1  |                   |  |  |                  |  |  |  |  |                 |  |  |  |  |  |  |  |  |  |  |
| Time to Inlet           | 2  |                   |  |  |                  |  |  |  |  |                 |  |  |  |  |  |  |  |  |  |  |
| Time in Pipe            | 3  |                   |  |  |                  |  |  |  |  |                 |  |  |  |  |  |  |  |  |  |  |
| Accumulated Time        | 4  |                   |  |  |                  |  |  |  |  |                 |  |  |  |  |  |  |  |  |  |  |
| AC Entering Catch Basin | 5  |                   |  |  |                  |  |  |  |  |                 |  |  |  |  |  |  |  |  |  |  |
| Sum of AC in System     | 6  |                   |  |  |                  |  |  |  |  |                 |  |  |  |  |  |  |  |  |  |  |
| Rainfall Intensity      | 7  |                   |  |  |                  |  |  |  |  |                 |  |  |  |  |  |  |  |  |  |  |
| Q in System             | 8  |                   |  |  |                  |  |  |  |  |                 |  |  |  |  |  |  |  |  |  |  |
| Pipe Size               | 9  |                   |  |  |                  |  |  |  |  |                 |  |  |  |  |  |  |  |  |  |  |
| Length of Pipe          | 10 |                   |  |  |                  |  |  |  |  |                 |  |  |  |  |  |  |  |  |  |  |
| Slope                   | 11 |                   |  |  |                  |  |  |  |  |                 |  |  |  |  |  |  |  |  |  |  |
| Average Velocity        | 12 |                   |  |  |                  |  |  |  |  |                 |  |  |  |  |  |  |  |  |  |  |
| Full Capacity           | 13 |                   |  |  |                  |  |  |  |  |                 |  |  |  |  |  |  |  |  |  |  |
| Headwater               | 14 |                   |  |  |                  |  |  |  |  |                 |  |  |  |  |  |  |  |  |  |  |
| h'                      | 15 |                   |  |  |                  |  |  |  |  |                 |  |  |  |  |  |  |  |  |  |  |

Source: Conn. DOT, Bureau of Highways, Drainage Manual

CHANNEL AND DITCH DRAINAGE  
DIRECTIONS FOR OVERLAND FLOW ANALYSIS FORM  
ENGINEERING DEPARTMENT

1. Ditch Location No. - Identify symbol for the point where the flow analysis is being done.
2. Station - Baseline Station at the point of analysis.
3. Offset - Dist. from Baseline (left or right).
4. Length of Travel - Dist. from the most remote point above the point of analysis.
5. Diff. Elev. - Diff. in elev. between the most remote point and the point of analysis.
6. Slope - The grade between the remote point and the point of analysis (expressed in ft./100 ft.).
7. Tc (KIRPICH) - Tc determined from the Kirpich Chart.
8. Tc (SEELYE) - Tc determined from the Seelye Chart.
9. Tc (RECOMMENDED) - Tc recommended for use in the calculation.
10. A - Area Contributing measured in acres.
11. C - Runoff coeff. of contributing area.
12. AC - Product of area and runoff coeff.
13. I - Rainfall intensity determined by Tc.
14. Q - The product of area, runoff coeff., and rainfall intensity.



CHANNEL AND DITCH DRAINAGE  
DIRECTIONS FOR DITCH DESIGN FORM  
ENGINEERING DEPARTMENT

1. Ditch Segment - ditch location numbers at the beginning and end of the section being designed.
2.  $T_c$  - Time of concentration determined by overland flow and time in the ditch.
3. AC Ent. - The AC entering the ditch in this section.
4. The sum of AC - The Total of the AC entering in this section and the AC already in the ditch.
5.  $I$  - Rainfall intensity determined by  $T_c$ .
6.  $Q$  - The product of the sum of AC and  $I$ .
7. Width - The bottom width of the ditch.
8. "N" - Manning's coeff. for the type of lining.
9. Slope - The grade of the ditch section expressed in ft./ft.
10. Veloc. - The velocity of the design flow.
11. Depth Flow - The depth of the design flow.
12. Depth Allow. - Allowable depth determined from cross sections.
13. Horiz. Radius - Approximate radius of curvature along the centerline of the ditch.
14. Diff. Surface Level - the difference in the surface level between the inside and outside edges.
15. Depth of Lining - Measured from the bottom of the ditch to the top elevation of the lining.
16. Type of Lining - Determined by design charts.





# **TOWN OF EAST HARTFORD DESIGN MANNUAL**

## **APPENDIX D**

### ZONING ILLUSTRATIONS

#### Table of Contents

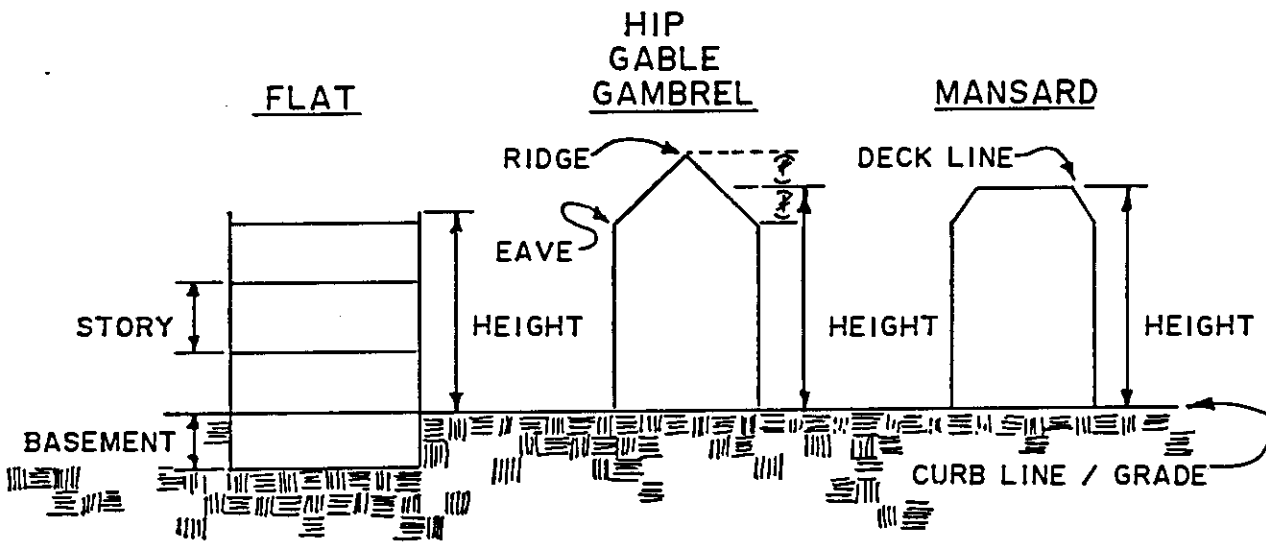
#### Zoning Section, Subject

|  |                        |
|--|------------------------|
| 200, Building Heights                    | <a href="#">D – 1</a>  |
| 200, Floor Area Ratio                    | <a href="#">D – 2</a>  |
| 200, Lot Lines                           | <a href="#">D – 3</a>  |
| 200, Lot Lines, Lot Frontage & Lot Width | <a href="#">D – 4</a>  |
| 200, Lot Depth                           | <a href="#">D – 5</a>  |
| 200, Yards                               | <a href="#">D – 6</a>  |
| 200, Lot Types                           | <a href="#">D – 7</a>  |
| 200, Lot Coverage & Lot Area             | <a href="#">D – 8</a>  |
| 203, Buffer Strips                       | <a href="#">D – 9</a>  |
| 224.6, Signs, Various Styles             | <a href="#">D – 10</a> |
| * Plantings in Parking Lot               | <a href="#">D – 11</a> |
| 703 Landscape Layout                     | <a href="#">D – 12</a> |

\* Zoning Sections: 338.4, 41.1, 418.7, and 432.2

### **Project Checklist**

[\(Click Here\)](#)

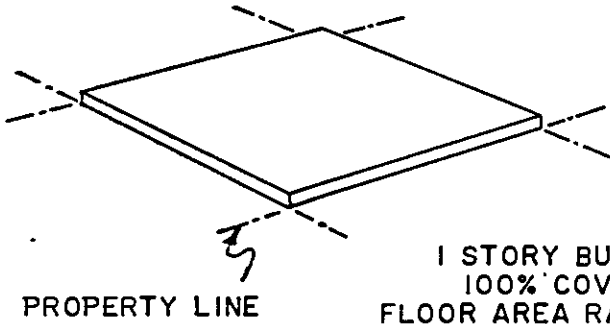


SOURCE: AMERICAN PLANNING ASSOCIATION

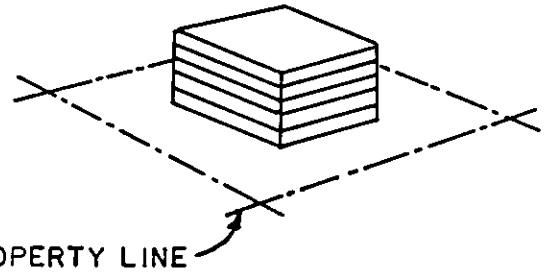
# BUILDING HEIGHT

FLOOR AREA RATIO IS THE TOTAL FLOOR AREA ON A ZONING LOT, DIVIDED BY THE LOT AREA OF THAT ZONING LOT.

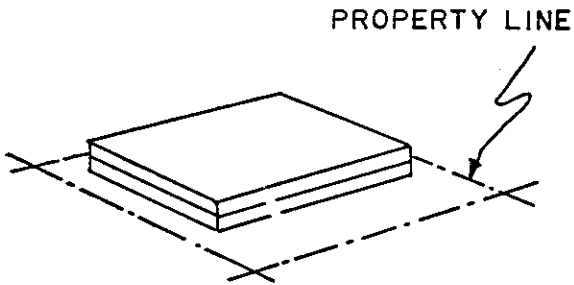
$$FAR = \frac{\text{TOTAL FLOOR AREA}}{\text{TOTAL LOT AREA}}$$



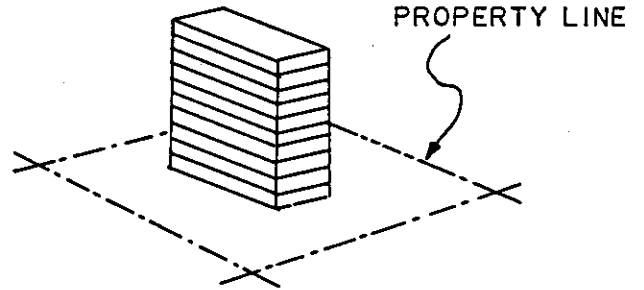
1 STORY BUILDING  
100% COVER  
FLOOR AREA RATIO = 1.0



5 STORY BUILDING  
20% COVER  
FLOOR AREA RATIO = 1.0



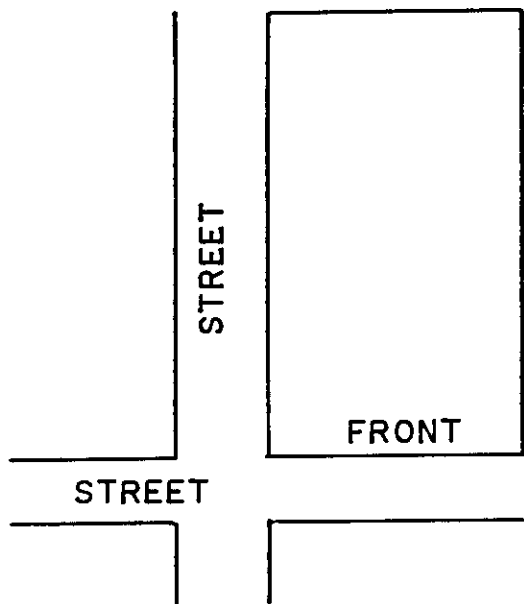
2 STORY BUILDING  
50% COVER  
FLOOR AREA RATIO = 1.0



10 STORY BUILDING  
10% COVER  
FLOOR AREA RATIO = 1.0

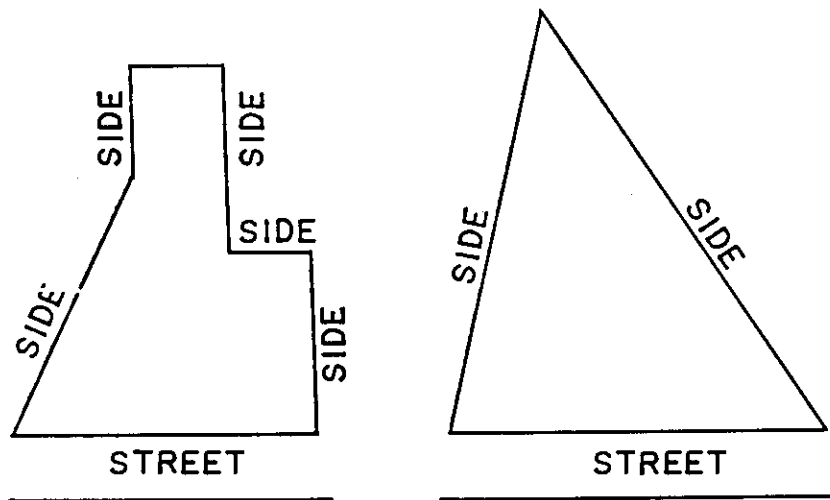
SOURCE: PLANNING AND DESIGN CRITERIA

FRONT



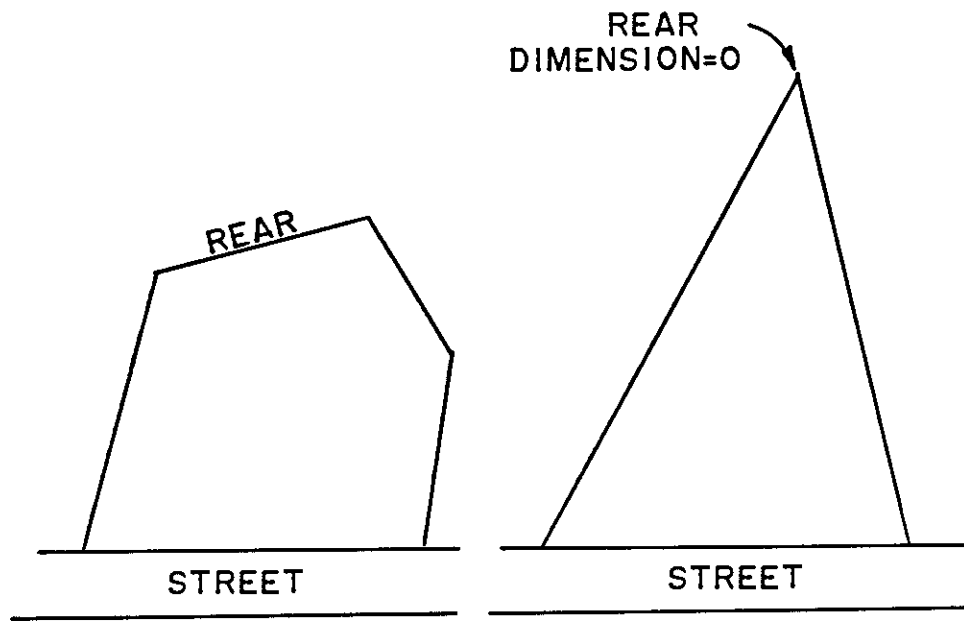
ON CORNER LOTS-  
THE SIDE WITH THE  
LEAST DIMENSION IS  
CONSIDERED THE FRONT  
YARD.

SIDE

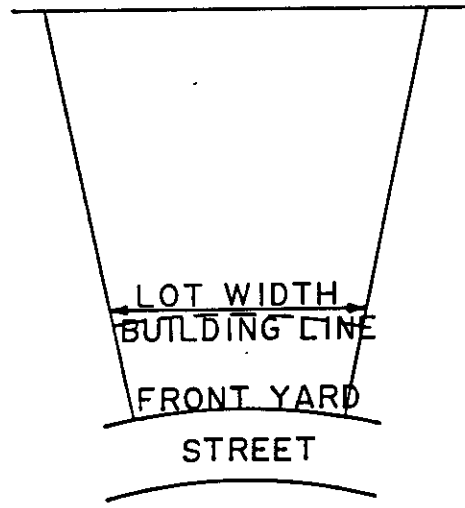
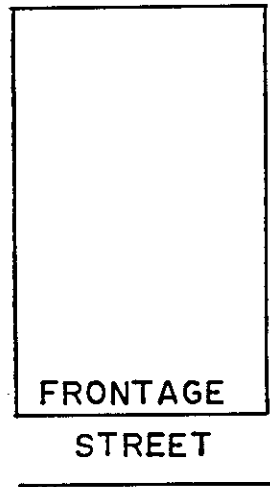


# LOT LINES

REAR

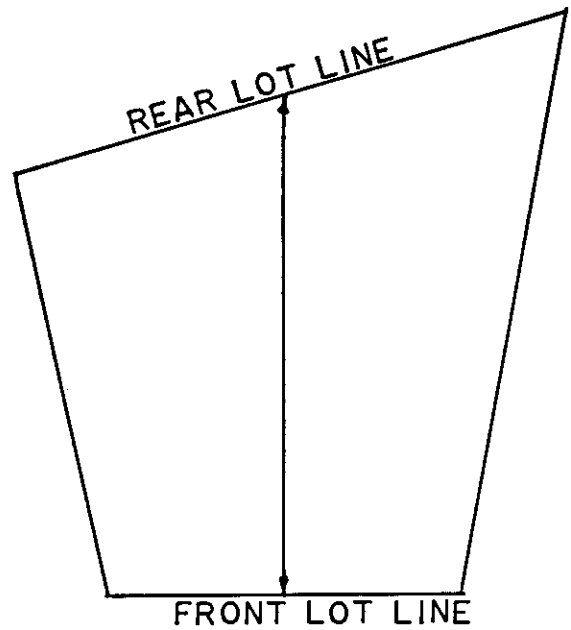
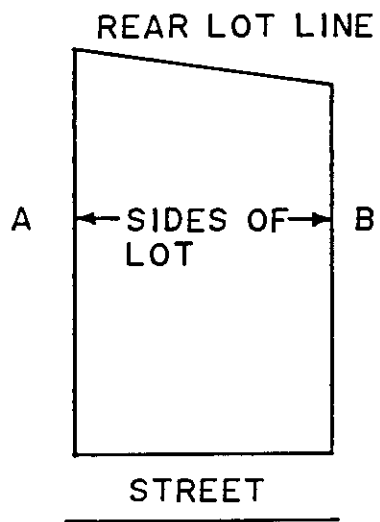


# LOT LINES



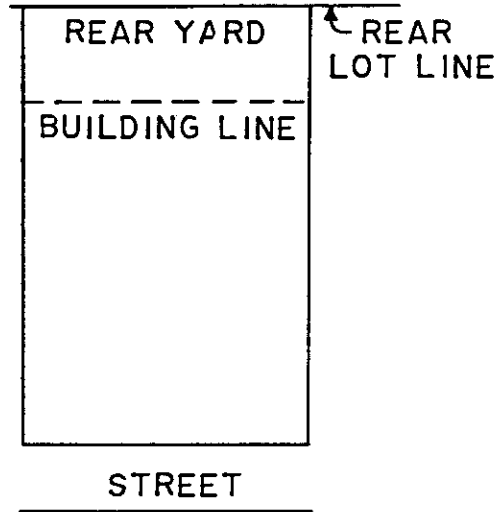
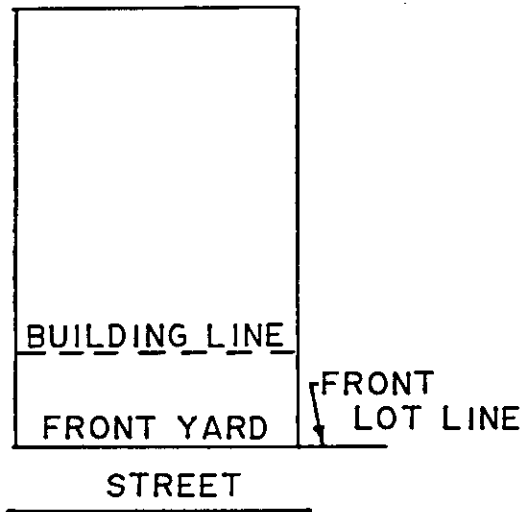
LOT FRONTAGE

LOT WIDTH



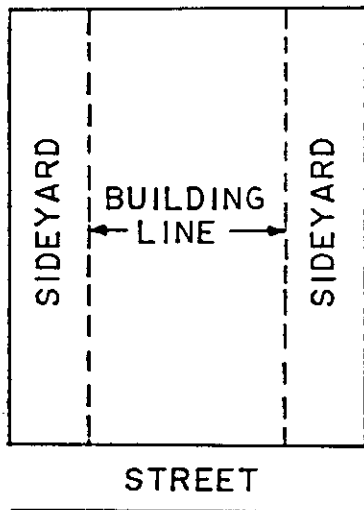
MEASURED FROM MIDDLE  
OF LOT FRONTAGE IN THE  
MEAN DIRECTION OF THE  
SIDE LOT LINES

## LOT DEPTH

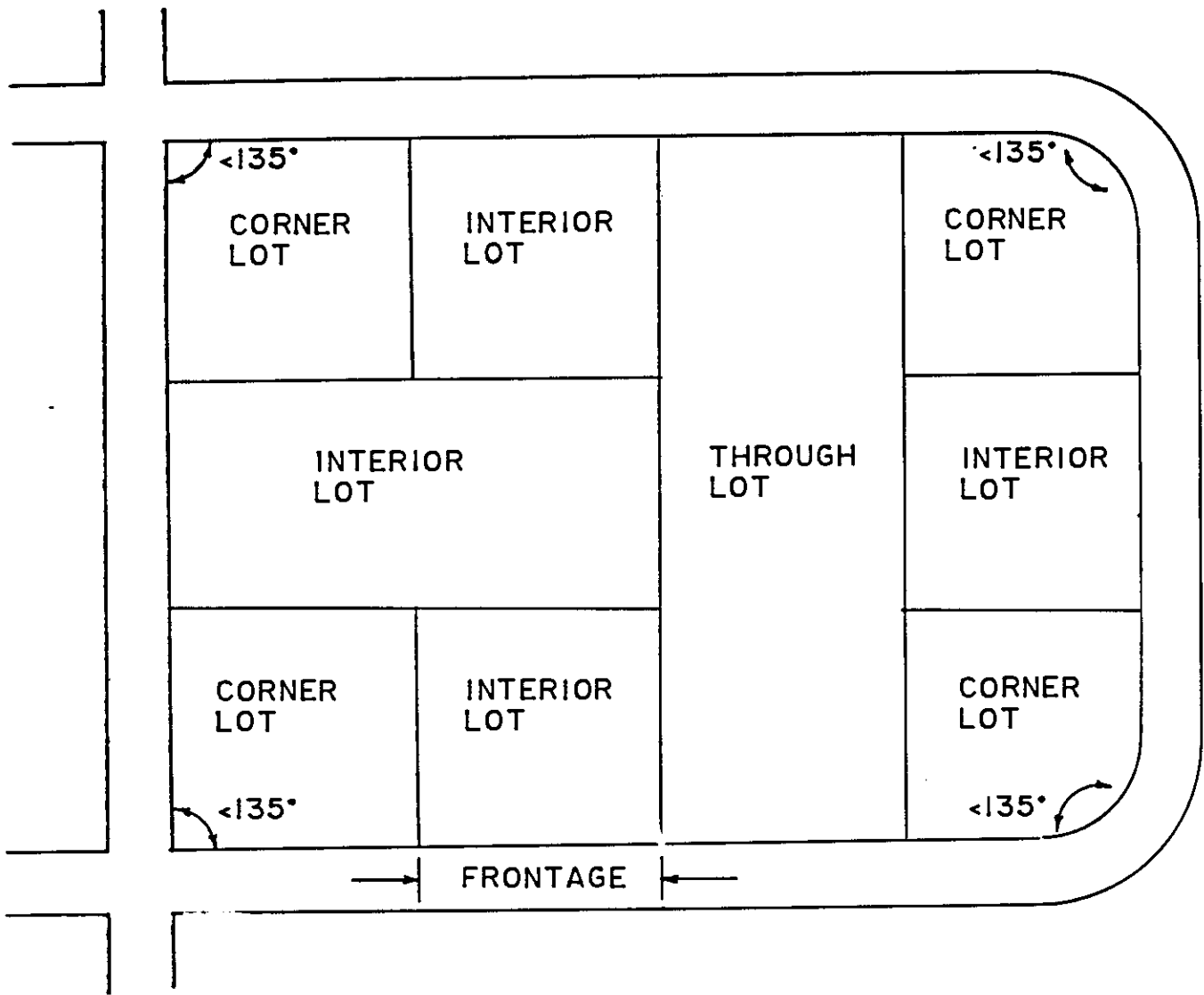


YARD FRONT

YARD REAR

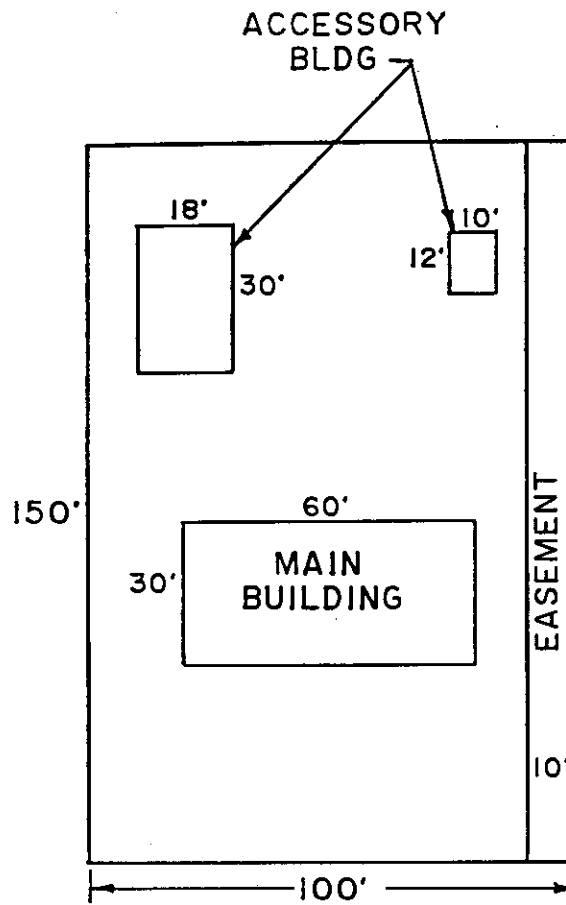


YARD SIDE



## TYPE OF LOTS



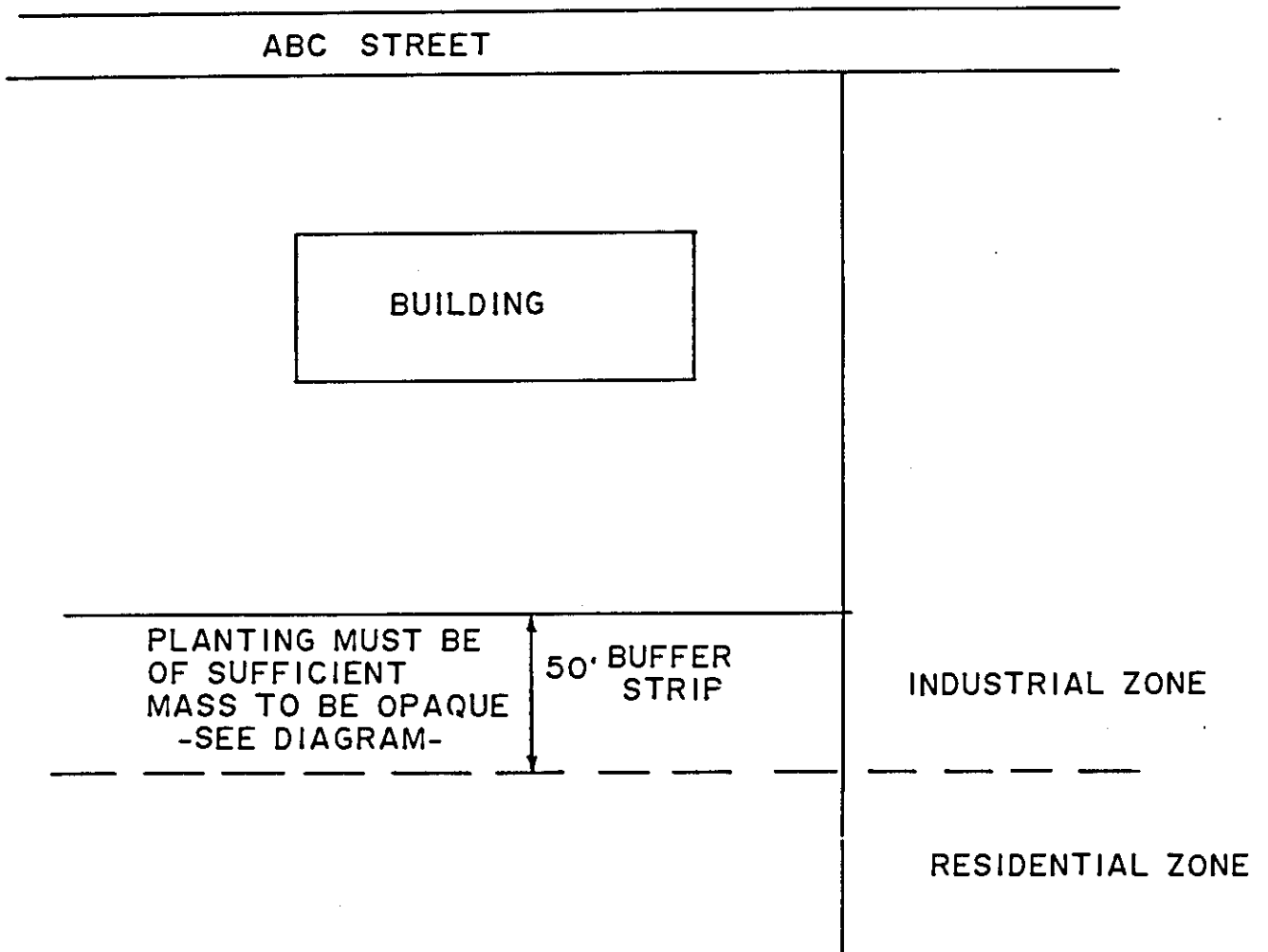


15,000<sup>sq</sup> LOT AREA - INCLUDES EASEMENT

COVERAGE - 1800<sup>sq</sup>  
 540<sup>sq</sup>  
 120<sup>sq</sup>

TOTAL 2,460<sup>sq</sup> / 16.4% LOT COVERAGE

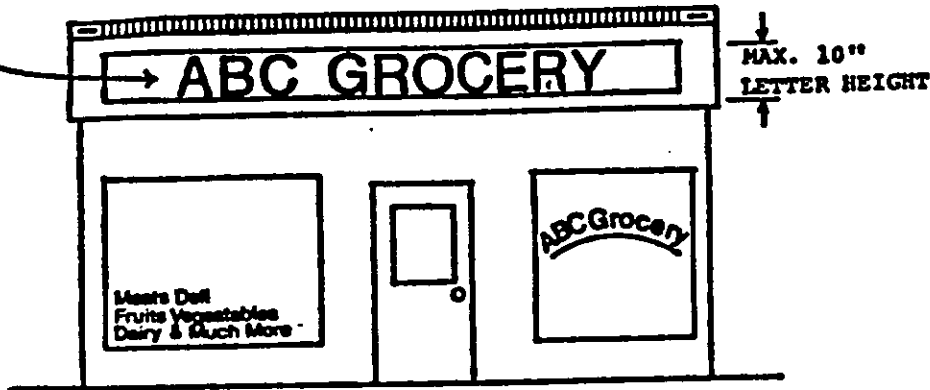
LOT COVERAGE - LOT AREA



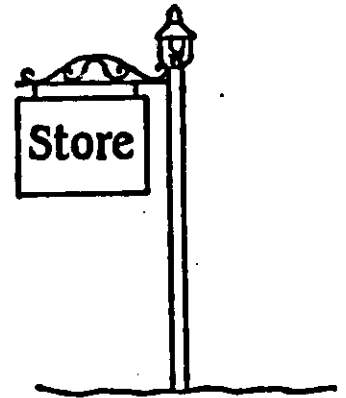
# BUFFER STRIPS

TYPES OF SIGNS

WALL SIGN  
(PRIMARY IDENTIFICATION)

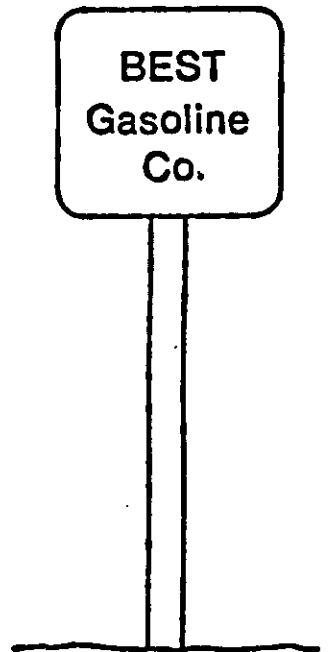
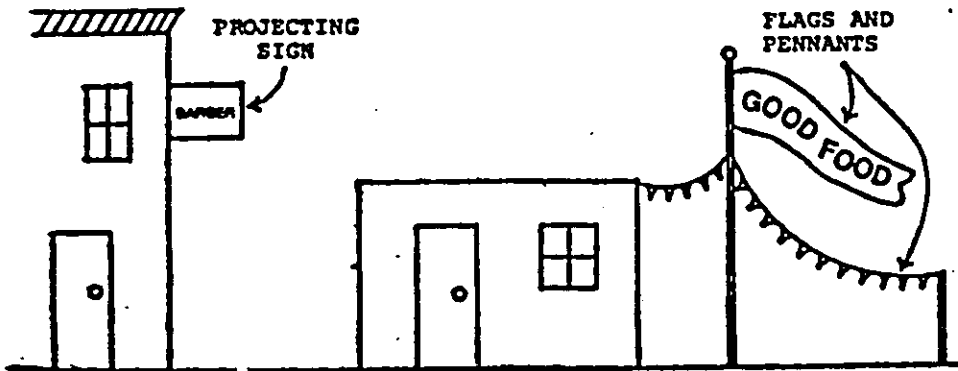


WINDOW SIGNS AND  
DISPLAY AREA

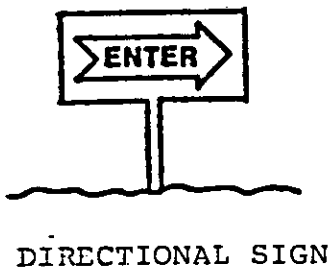


HANGING SIGN

SOME PROHIBITED SIGNS



GROUND SIGN

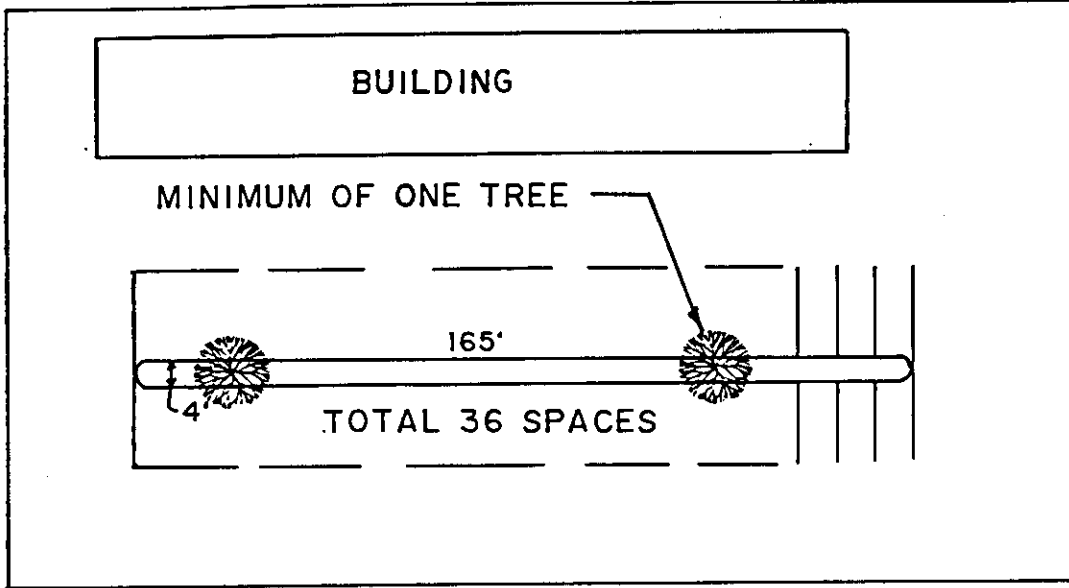


DIRECTIONAL SIGN



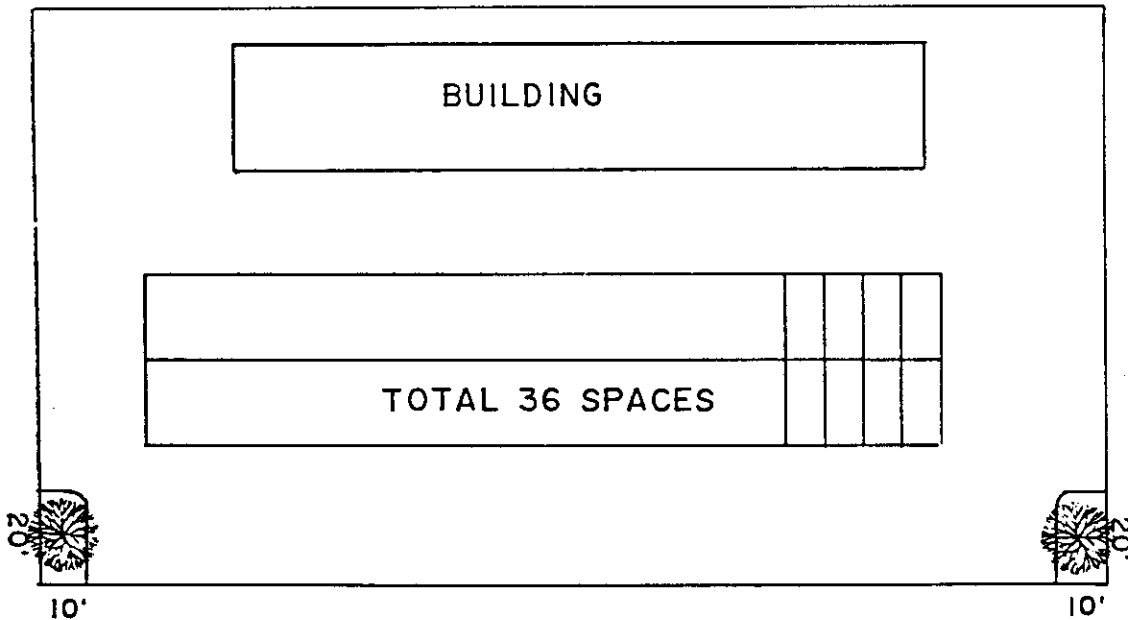
GROUND SIGN/  
MONUMENT STYLE

10<sup>th</sup> LANDSCAPING REQUIRED PER PARKING SPACE WITH  
A MINIMUM OF ONE TREE PER LANDSCAPED ISLAND



## LANDSCAPED ISLAND

EACH 4' x 165' - TOTAL 600<sup>sq</sup>  
MEETS / EXCEEDS REQUIREMENT



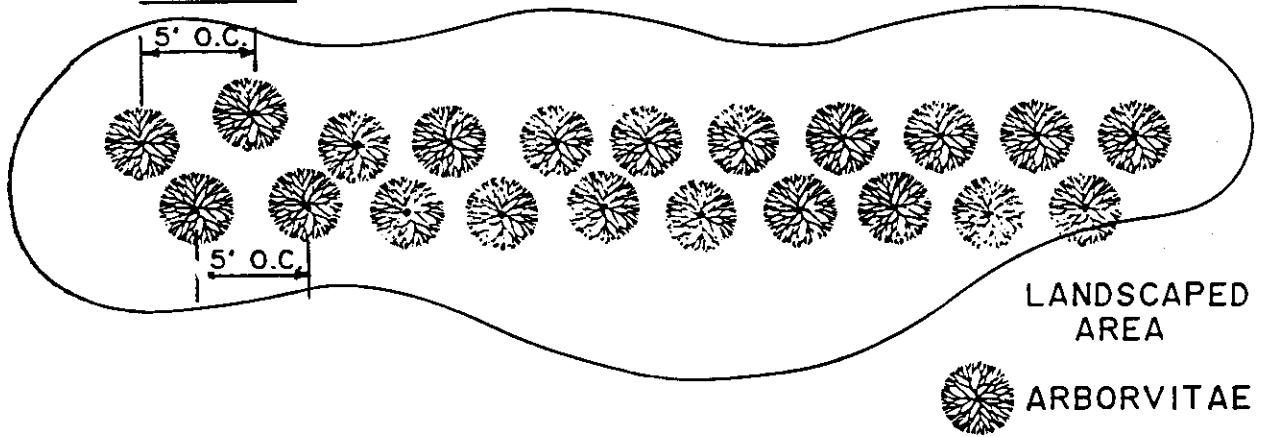
## LANDSCAPED ISLANDS

EACH 10' x 20' - TOTAL 400<sup>sq</sup>  
MEETS / EXCEEDS REQUIREMENT

EXAMPLES:

| <u>TYPE</u> | <u>SIZE</u>                 | <u>QUANTITY</u>                       |
|-------------|-----------------------------|---------------------------------------|
| ARBURVITAE  | 4' - 5' HEIGHT              | 5' ON CENTER<br>IN TWO STAGGERED ROWS |
| HEMLOCK     | 4' - 5' HEIGHT              | 6' ON CENTER<br>IN TWO STAGGERED ROWS |
| SPRUCE      | 5' - 6' HEIGHT              | 6' ON CENTER<br>IN TWO STAGGERED ROWS |
| WHITE PINE  | 2" CALIPPER OR<br>6' HEIGHT | 8' ON CENTER<br>IN TWO STAGGERED ROWS |

EXAMPLE:



**STANDARDS FOR LANDSCAPING  
-OF SUFFICIENT MASS TO BE  
OPAQUE**

PROJECT CHECKLIST

|  | PROVIDED | NOT PROVIDED | N/A |
|--|----------|--------------|-----|
| TITLE  |          |              |     |
| DATE   |          |              |     |
| SCALE (graphic scales)   |          |              |     |
| NORTH ARROW  |          |              |     |
| NAME & ADDRESS OF DESIGN PROFESSIONAL  |          |              |     |
| P.E. & L.S. CERTIFICATION  |          |              |     |
| KEY MAP  |          |              |     |
| STREET NAMES   |          |              |     |
| LEGEND   |          |              |     |
| ABUTTING PROPERTY OWNERS   |          |              |     |
| LOT NUMBER (assessor lot)  |          |              |     |
| BOUNDARY LINES including dimensions & bearings (A-2 accuracy)                |          |              |     |
| MAP REFERENCE  |          |              |     |
| DIMENSIONAL TIES   |          |              |     |
| DATUMS   |          |              |     |
| BENCHMARK  |          |              |     |
| EXISTING GRADES  |          |              |     |
| PROPOSED GRADES  |          |              |     |
| EXISTING & PROPOSED STRUCTURES including finish floor elevation & dimensions |          |              |     |
| LOCATION & DIMENSIONS OF RIGHT-OF-WAY, EASEMENTS, CHANNEL ENCROACHMENT LINE  |          |              |     |
| DRIVEWAYS, PARKING AREAS, SIDEWALKS, etc.                                    |          |              |     |
| PROFILES and/or CROSS SECTIONS   |          |              |     |
| STORM DRAINAGE SYSTEM  |          |              |     |
| EXISTING & PROPOSED UTILITIES  |          |              |     |
| ZONING DATA BLOCK  |          |              |     |
| LIGHTING PLAN  |          |              |     |
| LANDSCAPE PLAN   |          |              |     |
| INLAND WETLAND LIMIT & BUFFER  |          |              |     |
| FLOOD HAZARD LIMITS & ELEVATION  |          |              |     |
| TRAFFIC STUDY  |          |              |     |
| INTERNAL CIRCULATION & SIGNAGE   |          |              |     |
| LOADING DOCK LOCATIONS   |          |              |     |
| DUMPSTER PAD & ENCLOSURE   |          |              |     |
| EROSION CONTROL MEASURES   |          |              |     |
| CONSTRUCTION DETAILS   |          |              |     |
| WELL & SEPTIC SYSTEM LOCATION  |          |              |     |
| TOWN NOTE FOR INSPECTIONS  |          |              |     |
| APPROVAL LETTERS   |          |              |     |
| APPROVAL BLOCKS  |          |              |     |
| STATE & FEDERAL PERMITS provide documentation                                |          |              |     |

## East Hartford Manual of Technical Design

Revision #2 - 05 October 2022

### Insert the following into Section 5

The design of all detention basins and infiltration devices shall insure that the bottom of the storage device is a minimum of 2' (two feet) above the season high water table as determined by the required test pits. This allows for variations of the water table as well as insuring that the structure will drain within the time frames called for by the Connecticut Stormwater Quality Manual.

When designing for detention and/or retention, infiltration will not be counted in determining the required storage volumes.

The Connecticut Stormwater Quality Manual shall be used for storm drainage design unless superseded by this document.

## East Hartford Manual of Technical Design

Revision #3 - 09 November 2023

[Link to Stormwater Management Plan](#)

### Insert the following into Section 5 on Page 30 "Drywell Design"

The Applicant's Engineer shall prepare a preliminary storm drainage design after considering infiltration demands and requirements. Attenuation requirements are contained in the *Manual of Technical Design* as well as the current versions of the *CT Stormwater Quality Manual* and the *Town's Stormwater Management Plan* issued per the CT DEEP MS4 Permit.

Proposed test pit locations must be reported to Call Before You Dig (CBYD) and excavation shall not commence earlier than three (3) working days after initial CBYD report. The Applicant's Engineer shall schedule test pit excavation with the Engineering Division. Test pits are generally scheduled in the morning between 8:00AM and Noon. Test pits shall not be excavated during inclement weather.

The developer must have his/her Engineer, Soil Scientist or other licensed professional present to record the test pit data.