APPLICATION SUMMARY:
The applicant has made an application for alteration or improvement of a Scenic Road to replace a bridge over the Binney Park Brook (Bridge No. 056-019) within the portion of Sound Beach Avenue designated as a “Scenic Road”, along Binney Park, and per Section 11-13 of the Town of Greenwich Charter.

ISSUES TO BE RESOLVED / RECOMMENDATIONS:
1. The language in the Charter regarding scenic roads permits for alteration, improvements and routine repair and maintenance to keep the designated scenic road in good and passable condition (Sec. 11-3). The Charter states that any such work shall be carried out so as to preserve, to the highest degree possible, their scenic characteristics. The Commission will need to determine if the work proposed meets the intents and purposes of the Charter which maintains the characteristics indicated in the record as the basis for designation.
2. The proposed action seeks to replace the current bridge. The proposed structure will have a masonry fascia with an arch to match the existing look and to flow with the park setting. The intent is to reuse the existing stone as much as possible with any additional stone approved prior to setting.
3. The elevation of the bridge will not change with the proposed bridge.
4. Reusing of stone from the existing bridge for the proposed bridge will be done to help preserve the existing ascetics.
5. End Wall Treatment Options. One option is to curve the stonewalls into the landscape, to avoid “snagging” hazard. The second option is to end the stonewalls straight with weathering steel guiderails.
6. Planting Plan. The applicant provided a planting plan that includes the following four types of plants: *Magnolia virginiana* (native), *Larix laracina* (native, but this may not be a good application for this plant), *Quercus bicolor* (native), and *Metasequoia glyptostroboides* (not native). The Commission may request the applicant evaluate additional and / or alternative plant materials for when they submit for Final Coastal Site Plan approval.
7. The Commission will need to determine if the bridge and/or the roadway were contributing factors considered when the road was designated a scenic road in September of 2020 (see the Commission’s scenic road designation approval, attached)
8. The Inland Wetlands Agency (IWWA) has not yet been formally engaged in this application. Once the applicant receives approval and recommendations from the Commission, they will proceed with completing the final design and apply to IWWA, as well as return to the Planning and Zoning Commission for Final Coastal Site Plan approval.
9. Department comments were not requested and will not be until the applicant applies for a Final Coastal Site Plan.

DEPARTMENT COMMENTS:
None are requested until the applicant moves on to the Final Coastal Site Plan application.

PROPOSAL:
The subject proposal includes the complete replacement of the South Beach Avenue Bridge over the Binney Park Brook (Bridge No. 056-019) as well as roadway improvements to the east and west approaches.

The bridge is noted to serve three purposes:
1) To support vehicular travel on Wesskum Wood Road
2) To allow pedestrian users of Binney Park to access the full site
3) To allow water to flow from Binney Park Brook to the Long Island Sound

The existing bridge, originally constructed in 1950, has deteriorated over time with the underside of the deck exhibiting the worse deterioration of the bridge’s superstructure. This bridge is recommended for
replacement by the most recent Bridge Inspection report. The existing bridge is a concrete structure with stone facing. The current sides / parapets of the bridge are 2'-5" tall when on the bridge. The complete travel area with relative shoulder is 20'-3" +/- wide. The existing Wesskum Wood Road provides two vehicular travel lanes, one in each direction, and has a posted speed limit of 25 miles per hour. The current configuration of the bridge does not allow for a designated pedestrian passage area or meet the guidelines to provide an area for cyclists.

The proposed bridge will have a precast concrete headwall core with stone masonry facing. The idea is to reuse as much of the existing stone from the original bridge as possible to help preserve the existing ascetics of the area. The proposed sides / parapets of the bridge are 3'-6" tall when on the bridge. The complete proposed travel area is 31'-5" (including 2 2' wide shoulders, a 5' wide sidewalk, 5" granite curb, and 2 11' vehicular travel lanes). As part of the project, a sidewalk and curb will be added on the south side of the bridge, and the sidewalk will connect to the existing southeastern side sidewalk, and connect to a future sidewalk at the southwestern side. This design change is intended to improve safety for both pedestrians and motorists. Two crosswalks are also proposed on the western side of the bridge to improve safety.

The bridge and adjacent roadway will be installed at the same elevation as the current bridge.

Two options are currently being considered on how to end the bridge walls / sides / parapets. One option is to curve the stonewalls into the landscape. The second option is to end the stonewalls straight with weathering steel guiderails. Currently, option one is preferred by the applicant.

The applicant provided a potential planting plan for the application. There are 4 proposed plants: *Magnolia virginiana* (native), *Larix laricina* (native, but this may not be a good application for this plant), *Quercus bicolor* (native), and *Metasequoia glyptostroboides* (not native).

**SCENIC ROAD REGULATIONS:**
The language in the Charter regarding scenic roads permits for improvements, alterations, routine repair and/or maintenance to keep the designated scenic road in good and passable condition. The Charter’s definition of alteration and improvement includes but is not limited to, reconstruction of a scenic road, widening of the right of way or of the traveled portion of the scenic road, changes of grade, straightening, removal of stone walls and/or mature trees, but excludes routine repairs or maintenance requires approval from the Planning and Zoning Commission. In either case - routine repairs or maintenance, or the alteration/improvement - the Charter states that such work shall be carried out so as to preserve, to the highest degree possible, their scenic characteristics.

The Preamble of the Scenic Roads Article 3, Section 11-8 of the Town Charter reads as follows: "Scenic roads are irreplaceable resources, the destruction of which has had and will have an adverse impact on the town's historic and scenic heritage. The purpose of this Article is to establish standards and procedures for designating town highways or portions thereof as scenic roads and for regulating and preserving the town's scenic roads for the benefit of present and future generations."

The Planning and Zoning Commission considered and approved the designation of the sections of Sound Beach Ave., Wesskum Wood Road and Arch Street that make up the roads around the pond in Binney Park, in September of 2020. In that decision the Commission cited that these sections of road, "... circles Binney Park, widely considered one of the most precious open space parcels in Town with meandering streams, a central pond, curved walkways, stone bridges and walls, and specimen trees.” The Commission also noted at that time that the loop possessed more than one of the required scenic road criteria noted in Sec 11-10(b) of the Charter as the
The road was: bordered by mature trees, or stone walls; the travel portion of the road was no more than 20-feet in width; offered scenic views; blended naturally into the surrounding terrain, and it crosses a brook, stream, lake, or pond (the Cider Mill Brook and associated Binney Park Pond).

Since the Road has been designated a Scenic Road, the Commission must look at all alterations under the language of Section 11-13 of the Charter. Subsection (a) of this section notes the preservation objective of this regulation. Specifically, this section notes, “...future alterations and improvements of scenic roads shall be carried out so as to preserve to the highest degree possible their scenic characteristics, particularly those characteristics that are indicated in the records of the Planning and Zoning Commission as the basis for the designation.” Subsection (d) of this same section indicates that, “Any alteration or improvement shall be made so as to minimize any adverse impact on the scenic character of the road.”

**APPLICABLE REGULATIONS:**
The Scenic Road regulations fall under State Statutes Section 7-149(a) and Article 3, Sections 11-8 through 11-13 of the Town of Greenwich Charter.
RESOLVED the application of Rita and Merl Baker, PLPZ 2020 00090, for a Scenic Road Designation, to establish the “Binney Park Loop” to include portions of Sound Beach Avenue between Arch Street to Wesskum Wood Road; Wesskum Wood Road from Sound Beach Avenue to Arch Street; and Arch Street from Wesskum Wood Road to Sound Beach Avenue, as a Scenic Road per Chapter 11, Article 3 of the Town of Greenwich Charter.

Dear Mr. and Mrs. Baker:

At a regular meeting held on September 9, 2020 the Planning and Zoning Commission considered the above referenced application and took the following action:

Upon a motion to approve the Scenic Road Designation, made by Mr. Macri and seconded by Mr. Hardman, the following resolution was adopted: (Voting in favor: Alban, Lowe (for Levy), Yeskey (for Fox), and Hardman. Voting against: Mr. Macri. The motion was moved 4-1).

Whereas the Commission held regular meetings on 6/30/20, 8/5/20, and 9/9/20 and took all testimony required by law; and

Whereas the applicant requested a Scenic Road designation, to establish the “Binney Park Loop” as a Scenic Road per Chapter 11, Article 3 of the Town’s Charter. The Loop as defined by the applicant includes portions of Sound Beach Avenue (from Arch St. to Wesskum Wood Road); Wesskum Wood Road (from Sound Beach Avenue to Arch Street); and Arch Street (from Wesskum Wood to Sound Beach Avenue); and

Whereas the Commission notes that the first guiding principle in the 2019 Plan of Conservation and Development is the preservation of community character and sense of place; and further notes that the Plan promotes and encourages the designation of more scenic roads throughout the Town; and

Whereas the Commission finds that the proposed scenic road is in keeping with the 2019 Plan of Conservation and Development; and
Whereas Scenic Roads are codified in the Town Charter, Chapter 11, Article 3, and Section 11-10 outlines the Designation Standards, which must be met in order to designate a scenic road; and

Whereas Section 11-10, Subsection (a) requires the roadway be free of intensive commercial development, intensive vehicular traffic, and be at least one-half (1/2) mile in length; and

Whereas the proposed loop circles Binney Park, widely considered one of the most precious open space parcels in Town with meandering streams, a central pond, curved walkways, stone bridges and walls, and specimen trees. The 2015 Master Plan for Binney Park states: “Binney Park has been one of Greenwich’s most popularly used and beloved open spaces. Located on 31.89 acres in the heart of Old Greenwich, it was the creation of Edwin Binney, a summer resident of the Sound Beach area, who in the late 1920s purchased and donated the land to the town, and designed and supervised the park’s construction. Its meandering streams, central pond, curving walkways, specimen trees and shrubs have been backdrops for weddings, birthday parties, athletic events, and community gatherings...Binney Park has been recognized by the town as an historic landscape, as evidenced by its inclusion in the 2009 Historic Landscape Report. Therefore, efforts to manage and improve the landscape should adhere to the United States Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes.” Development on the outer side of the loop includes single family homes, the Perrot Memorial Library constructed in Jeffersonian architecture, an outdoor reading room on the corner of South Beach Avenue and Harding road, a pocket park with views of the cider Mill Creek, the historic First Congregational Church, the First Church cemetery which is the final resting place for many of the founders of Greenwich and other local historical figures; and

Whereas the Commission finds that the proposed Binney Park Loop is free of intensive commercial development; and

Whereas the Commission notes comments from the Beta Group, the Commission’s traffic consultant, traffic counts of the existing scenic roads (conducted in 2020 by the Town Department of Public Works (DPW)) and counts of the loop provided in part by DPW and also by the State Department of Transportation, and comments from Bubaris Traffic Associates, the applicant’s traffic Engineer; and

Whereas the Commission notes that the word “intensive traffic” is not defined in the Charter and is subject to the Commission’s interpretation; and

Whereas the Commission notes that in their interpretation, there are roads with more intense traffic and roads with less intense traffic including the existing scenic roads in Town; and

Whereas the Commission further notes that in reviewing the intent of the Statute, which is to protect scenic resources, the Binney Park Loop is scenic and the traffic on the roadway, albeit greater than other areas, does not actually change the scenic nature of the site; and

Whereas the Commission finds that the proposed Binney Park Loop is free of intensive vehicular traffic; and

Whereas the Commission finds that the proposed Binney Park Loop comprises one continuous roadway that in totality is over one-half (1/2) mile in length; and
Whereas the Commission further finds that the proposed roadway meets Subsection (b) of the Designation Standards, whereby four of the six scenic road characteristic listed in that section are met, where at least one is required. The Commission finds that the proposed roadway: (2) is bordered by mature trees or stone walls; (4) offers scenic views; (5) blends naturally into the surrounding terrain; and (6) parallels or crosses over brooks, streams, lakes or ponds; and

Whereas the Commission notes that Subsection (c) of the Designation Standards requires that, No highway or portion thereof may be designated as a scenic road unless the owners of a majority of lot frontage abutting the highway or portion thereof agree to the designation by filing a written statement of approval with the Town Clerk; and

Whereas the Commission notes submission of the signatures from the abutting owners and further notes that the Town of Greenwich has considerable frontage along the proposed scenic road and as such this proposal was presented to the Board of Selectman for signature, who in turn referred the following resolution to the Representative Town Meeting (RTM): RESOLVED, the First Selectman is authorized to sign a Scenic Road Approval Form to accompany an Eastern Greenwich Preservation Association application to the Planning and Zoning Commission. At the March 9, 2020 RTM meeting, a vote of 94 in favor –76 against –3 abstentions was taken in favor of said resolution; and

Whereas the Commission finds that the proposal meets Subsection (c) Chapter 11, Article 3, Section 11-10. - Designation standards, of the Town’s Charter; and

Whereas the Commission finds that pursuant to Section 11-13 any alteration or improvement shall be made so as to minimize any adverse impact on the scenic character of the road; and

THEREFORE BE IT RESOLVED that the application of Rita and Merl Baker, PLPZ 2020 00090, for a Scenic Road Designation, to establish the “Binney Park Loop” to include portions of Sound Beach Avenue between Arch Street to Wesskum Wood Road; Wesskum Wood Road from Sound Beach Avenue to Arch Street; and Arch Street from Wesskum Wood Road to Sound Beach Avenue, as a Scenic Road per Chapter 11, Article 3 of the Town of Greenwich Charter is hereby approved.

Sincerely,

Katie DeLuca, AICP
Director of Planning and Zoning
Planning and Zoning Application for Reconstruction on a Scenic Road

Wesskum Wood Road Bridge No. 056-019
Town of Greenwich, Connecticut

Prepared by:
Town of Greenwich Department of Public Works
Town Project No. 17-17

November 2020
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Abutters information and Notification

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Project Plan Set
SITE PLAN CHECKLIST

APPLICATION NAME: Wesskum Wood Road Bridge No. 056-019 over Binney Park Brook

All applications for preliminary and final site plan approval shall be made on the appropriate forms as provided by the Planning Staff. The following items must also be provided with the application. If any of the following items are not filed at the time of application, the application may be returned to the applicant in order that it may be filed in the entirety at an appropriate future date. Required Items: (Sec. 6-14)

CHECK ITEMS SUBMITTED

✔ 1. Fifteen copies of a survey, folded to 9” x 12”, showing existing conditions, including:
   ✔ a. Locations and dimensions of all existing buildings, structures, fences, retaining walls, utility facilities, trees of six (6) inches or more in diameter at breast height, and other similar features.
   ✔ b. Existing contours at no more than a two-foot vertical interval, unless waived by the commission Staff in circumstances where such contours may not be necessarily pertinent. The survey shall indicate topographic conditions of property immediately adjoining the subject parcel.
   ✔ c. The location of all existing watercourses, intermittent streams wetlands as determined by IWWA, Flood Hazard Lines as determined by FEMA, springs and rock outcrops or a note indicating that none exist, with the sources of information listed.
   ✔ d. The zone in which the land to be developed falls and the location of any town and zone boundary lines within or adjoining the tract, and yard dimensions to existing buildings. Lot area, by zone, shall be indicated.
   ✔ e. The title of the development, date, revision date if any and nature of revision, north arrow, scale, and the name and address of owner and names of owners of adjacent land.
   ✔ f. Street and property lines, curbs, edges of pavement, sidewalks, easements, right-of-way, covenants, and deed restrictions.
   ✔ g. Traffic lights and controls, public trees, catch basins, hydrants, and power and telephone lines in adjacent streets.
   ✔ h. Certification with the signature and seal or registration number of a registered land surveyor licensed in the State of Connecticut that the drawing is substantially correct to A-2 Standards, and that the property is in a designated zone under the zoning regulations.

✔ 2. Fifteen sets of a detailed Site development plan, at a readable scale, folded to 9” x 12”, prepared in accordance with all applicable Town standards including the Roadway Design and Drainage Design Manuals, and signed by a professional architect, land surveyor, or engineer licensed in the State of Connecticut, showing:
   ✔ a. Location, dimension, and elevation of all proposed buildings, structures, walls, fences.
   ✔ b. Location dimensions and surface treatment of all existing and proposed parking and loading spaces, traffic access and circulation drives, and pedestrian walks. Sidewalks are to be provided as required by the Building Zone Regulations.
   ✔ c. Approximate location of proposed utility lines, including water, gas, electricity, sewer and the location of any transformers.
   ✔ d. Note specifying source of water supply and method of sewage disposal.

N/A ☐ e. Existing and proposed contours at units of no more than a two foot interval unless waived by the Commission’s staff. Cuts and fills and estimates of blasting to be submitted at time of final site plan.

N/A ☐ f. Location, size and type of proposed landscaping and buffer planting and the designation of those areas of natural vegetation not to be disturbed.

N/A ☐ g. Any other similar information determined by the Commission staff in order to provide for the proper enforcement of the Building Zone Regulations.

N/A ☐ h. Zoning statistics including: Gross Floor Area, Floor Area Ratio, Usable Floor Area, Required Parking, Actual Parking Provided, Building Height, Building Footprint, and Area Devoted to Surface parking, Building and Drives.

N/A ☐ i. Provisions for compliance with Americans with Disabilities Act (Handicap Access) and State Building Code.

N/A ☐ j. Coastal Area Management Application for projects within the Coastal Overlay Zone.

N/A ☐ 3. Eight sets of architectural plans, signed and sealed by an architect registered in the State of Connecticut, of all floors, all exterior elevations showing existing and proposed grade conditions. Elevations are to detail architectural elements by labeling materials, color and dimensions. Each architectural elevation shall show the absolute building height as well as building height for zoning purposes. All HVAC facilities are to be shown on architectural elevations.
4. Three copies of Floor Plan Work Sheets with the dimensions and calculated floor areas for each floor prepared in accordance with Sec. 6-5(22). Consult Commission Staff for required format.

5. Three copies of “building coverage” computation sheets.

6. Three copies of “area devoted to surface parking, building, and drives” worksheets.

7. Five copies of sight distance certification reports when required by a preliminary site plan review or when advised by the commission staff pursuant to item 2(g) of this checklist.

8. Three copies of Volume calculations per 6-101.

9. Completed Traffic Impact Evaluation Form if applicable. Submission requirements are defined on the form, available at the Commission office. A traffic report may be required.

10. Ten copies of completed application form signed by applicant or authorized agent, owners and contract purchasers, as applicable.

11. Ten copies of completed Special Permit form, if required by Building Zone Regulations.

12. Fifteen copies of detailed, inclusive narrative description of the proposed project. For those projects involving amendments to the Building Zone Regulations and/or amendments to the Building Zone Regulation Map, the narrative description must provide the section number and text for the proposed amendments(s) to the BZR and an explanation providing justification for the proposal. For map changes, a scaled drawing at 1” to 400’ needs to be provided for affected areas(s).

13. Eight copies of reductions in, 11 x 17 size, or other appropriate size, providing a readable, clear plan of proposed site development and architectural plans.

14. A showing that an adequate source of potable water is available to satisfy the needs of the proposed development as per Sec. 6-15(a) (5), signed by C.A.W.C.

15. An affidavit certifying that all abutting property owners have been notified, as evidenced by the submission of a certificate of mailing or certified or registered mail receipts about said application. A schedule of names, addresses, shown on a GIS map with lot lines indicating the location of the notified property owners. Owners of lots, or portions of lots, which are across a public or private street shall be deemed to be abutting property owners. For projects which require the preliminary review by the Conservation Commission, the notice shall be sent by the applicant to abutting owners two weeks prior to any scheduled hearing date of the Conservation Commission.

16. Authorization for the agent and contract purchasers to act on behalf of the certified property owner(s).

17. A separate schematic plan at a scale no larger than 1”=100” indicating buildings, parking and drives on the site and all adjoining properties, including those across the street, and the nearest cross street.

18. Five copies of a Drainage Summary Report as per Department of Public Works and the Town Drainage Design Manual. The summary report must be prepared in accordance with the following formats: PRELIMINARY: Existing and proposed storm water distribution, existing and proposed runoff rates, capability of off-site drainage facilities to accommodate proposed runoff, capability of off-site soils to accommodate percolation or detention if proposed, and identification of proposed drainage structures. FINAL: Final structure design details, prior approval from IWWA, Engineering Division and Conservation Commission as appropriate, and all information required by the preliminary report or two copies of drainage exemption forms.

19. In accordance with Sec. 6-183.1 to 6-183.10 of the Building Zone regulations, tree protection and sedimentation and erosion control plans shall be submitted with site plan applications.

20. All applications for final site plans shall be in the form of a survey prepared by a registered Connecticut land surveyor having metes and bounds, dimensions of all buildings, parking and drives, setbacks of all structures from property lines, setbacks between buildings, and certification that building dimensions shown thereon are the same as the approved architectural plans. Architectural and drainage plans are to be references by title, date(s) and sheet numbers.

21. Required fee submitted at time of application (see fee schedule).

22. “It is the belief of the PZC staff that this application is incomplete because of the failure of the applicant to provide the materials referred to above. This application will be reviewed by the PZC and a decision made as to whether it is complete or incomplete at its public meeting to be held in the PZC office.”

All applicants must make an appointment to submit this application with the Applications Coordinator, Peter Mangs, who can be reached by (email) Peter.Mangs@greenwichct.org or (phone) 203-622-7894.

NOTE: Any new documentation presented at Planning and Zoning Meetings shall be submitted to staff so that they can be made part of the record. Please ensure all documents can easily be removed from presentation boards.

* A drainage summary report is not required because all work falls within the Town Right-of-Way.
SITE PLAN APPLICATION

☐ PRELIMINARY

☐ FINAL

*For Reconstruction in a Scenic Roadway

Project Name: Wessum Wood Road Bridge No. 056-019 over Binney Park Brook
Project Address: Wessum Wood Road between Sound Beach Avenue and Arch Street
Property Owner(s): Town of Greenwich Department of Public Works
Tax Account Number(s): N/A Zone(s): R-12 Lot Area: N/A

Please select all relevant items below:
☐ Special Permit – Complete special permit application form
☐ Coastal Overlay Zone
☐ Property is within 500 feet of a Municipal Boundary of ________________ (for notification)
☐ Amendment to Building Zone Regulations – Section(s) ________________________________
☐ Amendment to Building Zone Map – Zone(s) affected ________________________________
☐ Health Department review needed
☐ Sewer Department review needed
☐ Architectural Review Committee Application attached or Review needed
☐ Planning & Zoning Board of Appeals review needed
☐ Inland Wetlands and Watercourses Agency Review / Approval Required
☐ Scenic Road Designation

AUTHORIZED AGENT

Name: James Michel, P.E., Deputy Commissioner
Firm name: Town of Greenwich DPW
Street Address: 101 Field Point Road
City: Greenwich St: CT Zip: 06830
Phone: 203-622-7767
Email: jmichel@greenwichct.org
Signature: ____________________________ Date: November 24, 2020

PROPERTY OWNER(S) AUTHORIZATION

Name: James Michel, P.E., Deputy Commissioner
Street Address: 101 Field Point Road
City: Greenwich ST: CT Zip: 06830
Phone: 203-622-7767
Email: jmichel@greenwichct.org
Signature: ____________________________ Date: November 24, 2020

To be completed by P&Z staff only:
Check # __________________ Check Amount: $__________
Application # ____________________________ PZ Site Plan App 2018
## SITE PLAN ZONING STATISTICS

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This Site Plan Involves:

- [ ] ADDITIONS
- [ ] ALTERATIONS
- [ ] DEMOLITION
- [ ] RE-CONSTRUCTION
STORMWATER MANAGEMENT STANDARDS – DRAINAGE REPORT EXEMPTION

Project Name: Wessukm Wood Road Bridge No. 056-019 over Binney Park Brook
Project Address: Wessukm Wood Road between Sound Beach Avenue and Arch Street
Project Lot Number(s): N/A (ROW Only)
Property Owner(s): Town of Greenwich Department of Public Works

Tax Account Number(s): N/A Zone(s): R-12 Lot Area: N/A

1. Check all that apply to the proposed project:
   - [ ] This is a new development or redevelopment project,
   - [ ] The project will result in an increased amount of stormwater runoff and/or water pollutants flowing from a parcel of land (prior to the application of stormwater Best Management Practices),
   - [ ] The project will alter the drainage characteristics of a parcel of land (prior to the application of stormwater Best Management Practices).

Categorical Exemptions:

2. Does the proposed project meet one of the following categorical exemptions? Check all that apply:
   - [ ] Normal maintenance and improvement of land in agricultural use (as defined by Connecticut General Statutes), provided such activity conforms to acceptable management practices for pollution control approved by the Connecticut Department of Energy and Environmental Protection and the Greenwich Inland Wetlands and Watercourses Commission. This exemption does not apply to construction activities that are not directly related to the farming or agricultural operation.
   - [ ] Routine maintenance of existing landscaping, gardens (excluding structural modifications to stormwater BMPs including rain gardens) or lawn areas including those maintained by the Town of Greenwich Parks and Recreation Department and Board of Education.
   - [ ] Resurfacing of an existing impervious area on a non-residential lot such as repaving an existing parking lot or drive with no increase in impervious cover.
   - [ ] Routine maintenance to existing town roads that is performed to maintain the original width, line, grade, hydraulic capacity, or original purpose of the roadway.
   - [ ] Customary cemetery management.
   - [ ] Emergency repairs to any stormwater management facility or practice that poses a threat to public health or safety, or as deemed necessary by the approving authority.
   - [ ] Any emergency activity that is immediately necessary for the protection of life, property, or the environment, as determined by the approving authority.
   - [ ] Repair of an existing septic system.
   - [ ] Construction of utilities (gas, water, electric, telephone, etc.), other than drainage, which will not permanently alter terrain, ground cover, or drainage patterns.
   - [ ] Repair or replacement of an existing roof of a single-family dwelling.
   - [ ] Construction of a second (or higher) floor addition on an existing building.
   - [ ] Construction of a maximum 12 foot x 12 foot shed. The construction must include the installation of a 1 foot wide x 1 foot deep crushed stone trench along the sides of the shed that discharge the roof runoff.
   - [ ] The repair of an existing wood, composite, or plastic deck with no proposed enlargement of the deck surface.
The reconstruction or construction of a wood, composite, or plastic deck with the decking boards spaced at least 3/16 of an inch and a pervious surface below the deck. The pervious area below the deck must have the soil tilled 12 to 16 inches and finished with grass seed, sod, or crushed stone. The minimum depth for the crushed stone is 4 inches. A site plan showing the proposed location of the deck and construction details for the deck must be submitted.

The construction of any fence that will not alter existing terrain or drainage patterns.

If so, the Greenwich Stormwater Management Standards shall not apply, and submittal of a Stormwater Management Report is not required. However, application of the standards is still strongly encouraged.

OWNERS' CERTIFICATION

Owners' Name __________________________________________

Street Address ________________________________ City ______________ State ____ Zip_________

203-622-7767 Phone ________________________________ FAX __________________________

Owners' Signature ______________________________ Date _______________

CONTRACTOR'S CERTIFICATION

Company Name __________________________________________

Street Address ________________________________ City ______________ State ____ Zip_________

203-622-7767 Phone ________________________________ FAX __________________________

Contractor's Signature ______________________________ Date _______________
Narrative

Project Description

The project area is located within the southeasterly corner of Greenwich, south of Route 1 and Interstate 95 and north of the Metro-North Railroad Old Greenwich Railroad Station. A location map is provided, see Figure 1. This project is located in Greenwich, CT and includes replacement of the Wesskum Wood Road Bridge over Binney Park Brook (Bridge No. 056-019). The primary purpose of this project is to replace a bridge in poor condition while making safety improvements for motorists and pedestrians. Pavement will be fully reconstructed, and curbing and sidewalks replaced. This is a Local Bridge Program (LBP) project with design, construction and inspection reimbursable through the State at 50%. A draft project plan set with relevant plans is included as part of this application. The existing and proposed site conditions are as shown in HWY-1 plan sheet included in the Plan Set.

Existing Conditions

The Wesskum Wood Road Bridge was originally constructed in 1950. It has deteriorated over time and is in immediate need of replacement. The project roadway is Wesskum Wood Road which provides two lanes, one in each direction, and has a posted speed limit of 25 miles per hour (mph). The existing bridge is located in Binney Park in Old Greenwich, it has an aesthetically pleasing stone masonry arch fascia. The bridge serves three purposes – supporting traffic traveling on Wesskum Wood Road, allowing water to flow in Binney Pond Brook to the Long Island Sound and allowing users of Binney Park to access the entire site. The bridge replacement will ensure that all of these functions can continue for years to come.

Proposed Conditions

The Town of Greenwich has determined that Wesskum Wood Road Bridge No. 056-019 requires a complete bridge replacement. Based on the latest Connecticut Department of Transportation (CTDOT) inspection report, dated March 28, 2017, the bridge superstructure is in poor condition with the underside of the deck exhibiting the worse deterioration.

The proposed structure will have a masonry fascia with an arch to match the existing look and to flow with the park setting. The intent is to reuse the existing stone as much as possible with any additional stone approved prior to setting. The elevation of the bridge will not change.

As part of the proposed bridge replacement, a sidewalk will be added on the south side of the bridge so to continue the existing sidewalk on the south side of the roadway to connect to a future sidewalk at the southwest, the out-to-out width of the proposed bridge will be increased to 26 feet to meet guidelines and allow safe passage for cyclists, include taller parapets to meet bridge design requirements and include curved end wall treatments to eliminate the need for metal guiderail. Crosswalks are proposed for pedestrian connectivity as is consistent with that was approved through the Binney Park Master Plan completed by the Department of Parks and Recreation.
Restoration plantings within the disturbed areas will be consistent with what was approved through the Binney Park Master Plan completed by the Department of Parks and Recreation. Water quality will be maintained and protected via the use of erosion and sedimentation prevention measures and the use of best management practices for construction activity within wetlands and upland buffer zone. Sedimentation and erosion control measures which includes silt fence at the fill limits and silt sacs at the catch basins will be provided. There will be continuous flow through the bridge during construction by following temporary water handling measures. The proposed project will require an Inlands Wetlands and Watercourse Permit as well as a Coastal Area Management Permit at final design.
Project Location Map
This map was produced from the Town of Greenwich Geographic Information System. The Town expressly disclaims any liability that may result from the use of this map. Aerial: 4/15/03. Data: 10/1/08. Map: 5/29/09. Copyright © 2005 by the Town of Greenwich.

1 inch = 140 feet

Wesskum Wood Road Bridge
Bridge No. 056-019

Wesskum Wood Road Bridge Location Plan
GIS Property Map
This map was produced from the Town of Greenwich Geographic Information System. The Town expressly disclaims any liability that may result from the use of this map. Aerial: 4/15/03. Data: 10/1/08. Map: 5/29/09. Copyright © 2005 by the Town of Greenwich.

1 inch = 100 feet

Wesskum Wood Road Bridge Replacement
Abutting Neighbors for Notification
Town Project No. 17-17

Wesskum Wood Road Bridge
Bridge No. 056-019
Abutters Information and Notification
## ABUTTERS LIST
Wesskum Wood Road Bridge No. 056-019

<table>
<thead>
<tr>
<th>Name</th>
<th>Address 1</th>
<th>Address 2</th>
<th>Address 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Martin &amp; Lois Berlin</td>
<td>90 Wesskum Wood Road</td>
<td>33 Gilliam Lane</td>
<td>96 Wesskum Wood Road</td>
</tr>
<tr>
<td></td>
<td>Old Greenwich, CT 06870</td>
<td>Riverside, CT 06878</td>
<td>Old Greenwich, CT 06870</td>
</tr>
<tr>
<td>Jack &amp; Chloe Dukeshrerer</td>
<td>100 Wesskum Wood Road</td>
<td>70 Wesskum Wood Road</td>
<td>71 Wesskum Wood Road</td>
</tr>
<tr>
<td></td>
<td>Old Greenwich, CT 06870</td>
<td>Old Greenwich, CT 06870</td>
<td>Old Greenwich, CT 06870</td>
</tr>
<tr>
<td>Brian &amp; Meghan Schnelle</td>
<td>127 Sound Beach Avenue</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Old Greenwich, CT 06870</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

November 23, 2020

«Name»
«Address_1»
«Address_2»

Re: Replacement of the Wesskum Wood Road Bridge
Bridge No. 056-019; Town Project No. 17-17

To Whom it May Concern:

Notice is hereby given that Town of Greenwich Department of Public Works has filed a final site plan application with the Town of Greenwich, Planning and Zoning Commission for work within a Scenic Roadway for the replacement of the Wesskum Wood Road Bridge No. 056-019 over Binney Park Brook.

Further information concerning this application may be obtained by contacting the Planning and Zoning Commission at 203-622-7894.

Sincerely,

James W. Michel, P.E.
Deputy Commissioner

gcc(typ)/jwm
cc: File 17-17 (TOG)
**Sender: Complete This Section**

- Complete items 1, 2, and 3.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

   - Jack & Chloe Dukesherer
   - 100 Wesskum Wood Road
   - Old Greenwich, CT 06870

2. Article Number (Transfer from service label):

   - 91 7199 9991 7037 4785 0258

---

**Complete This Section on Delivery**

A. Signature

   - X

B. Received by (Printed Name)

   - [Address]

C. Date of Delivery

D. Is delivery address different from item 1?

   - [Yes/No]

---

**Sender: Complete This Section**

- Complete items 1, 2, and 3.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

   - 92 Wesskum Wood Road LLC
   - 33 Gilliam Lane
   - Riverside, CT 06878

2. Article Number (Transfer from service label):

   - 91 7199 9991 7037 4785 0272

---

**Complete This Section on Delivery**

A. Signature

   - X

B. Received by (Printed Name)

C. Date of Delivery

D. Is delivery address different from item 1?

   - [Yes/No]
Replacement of the Wesskum Wood Road Bridge Over Binney Park Brook

Public Information Meeting

Town of Greenwich
Stantec Consulting Services Inc.

September 30, 2020
Introduction & Public Comment Format

• Presentation will be recorded and slides from the presentation will be posted to the project website link provided at the end of the presentation.

• All questions will be answered at the end of presentation.

• Submit questions via the “Raise Hand” feature on Zoom screen (phone only participants dial *9 to “Raise Hand”).

• Email address will be provided at the end to send in additional questions.
Agenda

• **Introduction & Opening Remarks**
  
  Town of Greenwich – Gabriella Circosta-Cohee, PE

• **Project Overview**
  
  Stantec Consulting Services Inc.
  Justin Abate, PE

• **Additional Project Impacts**
  
  Stantec Consulting Services Inc.

• **Public Comments & Questions**
Attendees

- Town of Greenwich Department of Public Works
  - Gabriella Circosta-Cohee, PE – Senior Civil Engineer
  - James Michel, PE – Deputy Commissioner of Public Works
  - Amy J. Siebert, PE – Commissioner of Public Works

- Stantec Consulting Services Inc.
  - Justin Abate, PE – Project Manager
  - Andrew Lessard, PE – Technical Advisor
  - Antonio DiCamillo, PE – Civil Engineer
  - Jeff Olszewski, PLA, ASLA – Landscape Architect
  - John Eberle, PE – Principal
Tonight’s Goals

- Provide overview of the project
- Review project impacts and opportunities
- Discuss next steps
- Receive comments

WE WANT TO HEAR FROM YOU!
Purpose & Need

Replacement of the Wesskum Wood Road Bridge Over Binney Park Brook

Why This Project?

• Primary – Recommended for replacement by the most recent Bridge Inspection
  o Secondary – Safety improvements for motorists and pedestrians
Other Project Considerations

- Environmental permitting and Town approvals
- Avoiding private property impacts
- Construction approach / sequencing and traffic control
- Binney Park Scenic Loop - maintaining aesthetic and historic appeal of the bridge

All will be addressed throughout the design process
Binney Park Scenic Loop

- September 9, 2020 Planning and Zoning approved the Loop
- Loop includes portions Sound Beach Ave, Wesskum Wood Rd, & Arch St.
- Sec. 11-13 - “Town shall maintain scenic roads in good and sufficient repair”
  
  Any alteration or improvement shall be made so as to minimize any adverse impact on the scenic character of the road.
- Look and feel of bridge will be maintained within safety requirements
- Will go to Planning & Zoning next for Scenic Road Approval
Project Overview

Stantec Consulting Services Inc.

Justin Abate, PE
Project Limits

Limits of Construction

Binney Pond

Binney Park Block

Nature Trails

The First Congregational Church of Greenwich
First Church Preschool

AJ1
Existing Conditions

1040 veh/day

Binney Park

Existing Bridge: Concrete Structure with Stone Facing

Binney Pond

Existing Sidewalk
Existing Conditions

- Superstructure Condition Rating = “4” (poor)
- Most recent bridge inspection recommended for replacement, confirmed by subsequent investigations by Stantec.
Bridge Types Considered

- Steel I-Girder Bridge
- Precast Concrete Box Culvert
- Precast Concrete Slab Bridge

→ Precast Concrete Arch with Stone Veneer
Existing Plan
Proposed Plan
Proposed Elevation

CONCRETE WITH STONE MASONRY FACING (REUSE EXISTING STONES)
STONE MASONRY CAPSTONE (REUSE EXISTING)

PROPOSED GRADE

APPROXIMATE GRADE EXISTING & PROPOSED

CLEAR SPAN 18'-0"

ELEVATION
SCALE: 1/4"=1'-0"
Bridge Sections
Proposed Section

TYPICAL APPROACH SECTION
SCALE: 1/8"=1'-0"
Planting Plan

<table>
<thead>
<tr>
<th>PLANT LIST</th>
<th>COMMON NAME</th>
<th>SIZE</th>
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</thead>
<tbody>
<tr>
<td>MV 5 Magnolia virginiana</td>
<td>SWEETBAY MAGNOLIA</td>
<td>2.5'-3' CAL. B&amp;B</td>
</tr>
<tr>
<td>LL 2 Larix laricina</td>
<td>Tamarack</td>
<td>5'-6' HT. B&amp;B</td>
</tr>
<tr>
<td>QB 2 Quercus bicolor</td>
<td>Swamp White Oak</td>
<td>2.5'-3' CAL. B&amp;B</td>
</tr>
<tr>
<td>MG 1 Metasequoia glyptostroboides</td>
<td>DAWN REDWOOD</td>
<td>5'-6' HT. B&amp;B</td>
</tr>
</tbody>
</table>
1. **Addition of Sidewalk at the South Side**
   a. Continuation of sidewalk at southeast
   b. Connect to a future sidewalk at southwest

2. **Pavement Width (from ±20 feet to 26 feet)**
   a. Meet guidelines to provide area for cyclists

3. **Taller Parapets**
   a. Increase from ±29” existing to 42” proposed
   b. Bridge design requirement for safe railing height

4. **End Wall Treatments**
   a. Curved end walls to avoid “snagging” hazard, OR
   b. Straight end walls with weathering steel guiderail
Renderings – End Wall Treatments

a. Curved end walls to avoid “snagging” hazard OR
b. Straight end walls with weathering steel guiderail

Option “a” (preferred)
Option “b”
Impacts to Traffic

- Road closure with a detour
- 3 month duration
Tentative Project Schedule

• Anticipated Project Schedule
  o Semi-Final Design – November 2020
  o Submit Permits – January 2021
  o Final Design – April 2021
  o Advertise Construction to Bid – December 2021
  o Start Construction – March 2022
  o Complete Construction – December 2022
Plans for
REPLACEMENT OF THE
WESSKUM WOOD ROAD BRIDGE
OVER BINNEY PARK BROOK
(BRIDGE NO. 056019)
Town of
GREENWICH

GENERAL NOTES:
1. CONSTRUCTION SPECIFICATIONS
   Connecticut Department of Transportation, Standard Specifications
   for Roads, Bridges and Incidental Construction, Form 817, dated 2016;
   Supplemental Specifications, dated January 2019; and Special Provisions
2. GRID BASED ON CONNECTICUT COORDINATE
   SYSTEM (S.D.O.C. 1983)
3. VERTICAL DATUM BASED ON N.A.V.D. OF 1988

ESTIMATED ADT: 1040 VPD (2017)
CONNECTICUT D.O.T. CLASSIFICATION: URBAN LOCAL
DESIGN SPEED: 25 MPH

PROJECT LOCATION

LIST OF SUBSETS

<table>
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<tr>
<th>SUBSET NO</th>
<th>SUBSET TITLE</th>
<th>SHEET COUNT</th>
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<tr>
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<td>2</td>
</tr>
<tr>
<td>02</td>
<td>REVISIONS</td>
<td>14</td>
</tr>
<tr>
<td>03</td>
<td>HIGHWAY</td>
<td>10</td>
</tr>
<tr>
<td>04</td>
<td>STRUCTURE</td>
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</tr>
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</table>

THE INITIAL SUBSET SHEET COUNT DOES NOT INCLUDE ADDENDUMS AND CHANGE ORDERS

LIST OF DRAWINGS

<table>
<thead>
<tr>
<th>SUBSET 01 - GENERAL</th>
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</thead>
<tbody>
<tr>
<td>DRAWING TITLE</td>
</tr>
<tr>
<td>TITLE SHEET</td>
</tr>
<tr>
<td>DETAIL SHEET</td>
</tr>
<tr>
<td>DETAILED ESTIMATE SHEET</td>
</tr>
</tbody>
</table>
NOTES:  
1. LEFT SHOULDER WIDTHS VARY/TAPER. TAPER SECTION STA.: 11+80 TO 12+17.  
2. RIGHT SHOULDER WIDTH AND CROSS SLOPE VARY/TAPER TO MATCH EXISTING INTERSECTION WITH BINNEY PARK ROAD.  
3. RIGHT GUTTER LINE VARIETIES/TAPERS PER PLAN TO MAINTAIN ADEQUATE FLOW OF RUNOFF.

NOTE:  
ROADWAY SECTION  
STA. 11+65 TO 12+05 
NOT TO SCALE

**NOTES:**  
1. ACCESSIBLE RAMPS & CROSSWALK STA. ±11+75, 30’ R. SEE PLAN FOR CONFIGURATION.

PRELIMINARY DESIGN REVIEW

TOWN OF GREENWICH  
CONNECTICUT

REPLACEMENT OF THE  
WEISSKUM WOOD ROAD BRIDGE  
OVER BINNEY PARK BROOK  
(BRIDGE NO. 056019)

GREENWICH

TYPICAL SECTIONS & DETAILS

03.02

SCALE AS NOTED

LEGAL:  
1. POINT OF APPLICATION OF GRADE
2. 2" HMA 60.375
3. 2" HMA 60.5
4. 4" HMA 61.0
5. 12" SUBBASE
6. 5" x 18" GRANITE STONE CURB
7. STONE MASONRY WALL (WHERE SHOWN ON PLANS)
8. 6" PROCESSED AGGREGATE
9. LAW (4" MIN. TOPSOIL AND SEED)

NOTE:  
ROADWAY SECTION  
STA. 11+50 TO 11+55 
NOT TO SCALE

NOTE:  
ROADWAY SECTION  
STA. 11+50 
NOT TO SCALE

NOTE:  
ROADWAY SECTION  
STA. 12+76 TO 12+92 
NOT TO SCALE
NOTES:
1. GRANITE CURB SHALL HAVE A 1/2" BUZZED EDGE.
2. CURB REVEAL REQUIRED UNLESS OTHERWISE DIRECTED.
3. MINIMUM LENGTH OF STRAIGHT CURB SHALL BE 1'-0" AND RADIUS CURB SHALL BE 2'-6".
4. JOINTS IN GRANITE CURB SHALL BE GRouted. LEAVE OPEN JOINT APPROXIMATELY EVERY 30" O.C. TO ALLOW FOR EXPANSION.

CONCRETE SIDEWALK AND GRANITE CURB

NOT TO SCALE

SAW CUT EXISTING PAVEMENT (PLACE MATERIAL FOR TACK COAT) EXISTING BITUMINOUS CONCRETE PAVEMENT

NOTE:
THERE SHALL BE NO DIRECT PAYMENT FOR THE WORK ASSOCIATED WITH KEYING THE TOP COURSE OF PAVEMENT INTO THE EXISTING PAVEMENT. THE COST SHALL BE INCLUDED IN THE PRICE OF OTHER ITEMS BID. ALL WORK SHALL MEET THE APPROVAL OF THE ENGINEER.

PAVEMENT TRANSITION DETAIL FOR PLACEMENT OF EXISTING PAVEMENT

NOT TO SCALE

BIORETENTION BASIN - SEE PLAN (WIDTH VARIES)

1 2'-3" SLOPE
RAIN-GARDEN SEED MIX (SEE PLANTING PLAN FOR PLANT TREATMENT)

PLANTINGS - SEE PLANTING PLAN FOR PLANT SPECIES

SHOULDER TREATMENT FOR PLAN

18" BIORETENTION TRENCHES (SEE SPECIAL PROVISION)

BIORETENTION AREA

NOT TO SCALE

APPLICATION FOR FORESTED GREEN INTEGRATION - SEE PLAN (WIDTH VARIES)

PLANTINGS - SEE PLANTING PLAN FOR PLANT TREATMENT

NOTE:
SLOPE AWAY FROM EXISTING PAVEMENT AND BASE TO PREVENT UNDERMINING

BITUMINOUS CONCRETE (HMA) SIDEWALK AND GRANITE CURB

NOT TO SCALE

EDGE OF ROAD (NO CURBING)

NON-WALKING SURFACE

ACCESSIBLE RAMP DETAIL (TYPE A)

1. GRANITE CURB SHALL HAVE A 1/2" BUZZED EDGE.

2. CURB REVEAL REQUIRED UNLESS OTHERWISE DIRECTED.

3. MINIMUM LENGTH OF STRAIGHT CURB SHALL BE 1'-0" AND RADIUS CURB SHALL BE 2'-6".

4. JOINTS IN GRANITE CURB SHALL BE GRouted. LEAVE OPEN JOINT APPROXIMATELY EVERY 30" O.C. TO ALLOW FOR EXPANSION.

PRELIMINARY DESIGN REVIEW

REPLACEMENT OF THE WESSKUM WOOD ROAD BRIDGE OVER BINNEY PARK BROOK (BRIDGE NO. 056019)

TOWN OF GREENWICH CONNECTICUT

STANTEC CONSULTING SERVICES INC.

GREENWICH TYPICAL SECTIONS & DETAILS

17-17 TYP-02 03.03
SURVEY NOTES:
1) NORTH ORIENTATION AND COORDINATES REFER TO CONNECTICUT GRID SYSTEM NAD 83.
2) ELEVATIONS BASED ON NAVD 1988.
3) ALL TOP OF FRAME AND INVERT ELEVATIONS ARE BASED ON FIELD MEASUREMENTS. SANITARY AND STORM PIPE SIZES ARE FROM FIELD MEASUREMENT AND RECORD MAPPING AS NOTED HEREBIN.

REPLACEMENT OF THE WESSKUM WOOD ROAD BRIDGE OVER BINNEY PARK BROOK (BRIDGE NO. 056019)
Survey Notes:
1) North Orientation and Coordinates refer to Connecticut Grid System NAD 83.
2) Elevations based on NAVD 1988.
3) All top of frame and invert elevations are based on field measurements.
Sanitary and storm pipe sizes are from field measurement and record mapping as noted hereon.

Preliminary Design Review

Replacement of the Wesskum Wood Road Bridge
Over Binney Park Brook
(Bridge No. 056019)
NOTE: ENTIRE PROJECT IS WITHIN FEMA 100-YEAR FLOOD ZONE

NOTE: ALL COSTS ASSOCIATED WITH FURNISHING, STORING AND INSTALLING PLANTINGS SHALL BE PAID FOR UNDER THE ITEM "FURNISHING, PLANTING AND MULCHING TREES, SHRUBS, VINES AND GROUND COVER PLANTS".

PLANT LIST

<table>
<thead>
<tr>
<th>QTY</th>
<th>BOTANICAL NAME</th>
<th>COMMON NAME</th>
<th>SIZE</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Larix laricina</td>
<td>Tamarack</td>
<td>5'-6' HT. B&amp;B</td>
</tr>
<tr>
<td>6</td>
<td>Magnolia virginiana</td>
<td>Sweetbay Magnolia</td>
<td>2.5'-3' CAL. &amp; B&amp;B</td>
</tr>
<tr>
<td>1</td>
<td>Metasequoia glyptostroboides</td>
<td>Dawn Redwood</td>
<td>5'-6' HT. B&amp;B</td>
</tr>
<tr>
<td>2</td>
<td>Quercus bicolor</td>
<td>Swamp white oak</td>
<td>2.5'-3' CAL. &amp; B&amp;B</td>
</tr>
<tr>
<td>3</td>
<td>Magnolia virginiana</td>
<td>Sweetbay Magnolia</td>
<td>2.5'-3' CAL. &amp; B&amp;B</td>
</tr>
</tbody>
</table>

TOWN OF GREENWICH
CONNECTICUT

REPLACEMENT OF THE
WESSKUM WOOD ROAD BRIDGE
OVER BINNEY PARK BROOK
(BRIDGE NO. 056019)

PRELIMINARY DESIGN REVIEW

GREENWICH
PLANTING PLAN

03.07
**SIGN LEGEND:**

- **A** ROAD CLOSED (detour)
- **B** BRIDGE CLOSED (detour)
- **C** BRIDGE CLOSED (detour)
- **D** SIDEWALK CLOSED
- **E** BRIDGE CLOSED (detour)
- **F** BRIDGE CLOSED (detour)
- **G** ROAD CLOSED
- **H** ROAD CLOSED
- **I** DETOUR
- **J** DETOUR
- **K** DETOUR
- **L** DETOUR
- **M** DETOUR

**DETOUR NOTES:**
1. All sign locations indicated on this plan are approximate. Exact locations of signs shall be determined in field as directed by the Engineer.
2. Detour signs shall be placed when the detour is in operation.
3. Detour signs shall be removed when the detour is no longer required.
4. All construction signs are to be posted in a manner that they do not block, or are not blocked by, existing signs, and do not interfere with sight lines.
5. Existing signs which interfere with the detour signs shall be covered while the detour is in effect, as directed by the Engineer.
6. Barricade warning lights - high intensity shall be mounted on all diamond-shaped post-mounted construction signs and signs in A-1.
7. Contractor to notify the Town of Greenwich Emergency Services two weeks prior to the closure.
8. The cost of detour signs shall be paid for under the item "construction signs".
9. Inclusion of temporary precast concrete barrier curbs for access to work area shall not be measured for payment.
10. Maintain access to all driveways during construction.

**SYMBOL LEGEND:**
- SINGLE POST MOUNTED SIGN
- DOUBLE POST MOUNTED SIGN
- DIRECTION OF TRAFFIC
- CONSTRUCTION BARRICADE TYPE III
- TEMPORARY PRECAST CONCRETE BARRIER CURB

**DETROU計畫:**

- **A** 封路 ( substitute)
- **B** 橋梁封路 ( substitute)
- **C** 橋梁封路 ( substitute)
- **D** 人行道封路
- **E** 橋梁封路 ( substitute)
- **F** 橋梁封路 ( substitute)
- **G** 封路
- **H** 封路
- **I** 阻隔
- **J** 阻隔
- **K** 阻隔
- **L** 阻隔
- **M** 阻隔

**DETOUR NOTES:**
1. 所有指示在本图上的所有标志位置均为大致。实际位置的标志位置应根据工程师的指示在现场确定。
2. 当路障实施时放置路障标志。
3. 当花障实施时路障标志应被移除。
4. 所有施工标志应以不遮挡现有标志，或现有标志不遮挡的方式放置。
5. 干预的标志，如果它们不干扰视野，则不应被覆盖。
6. 警告标志上的高亮度灯应安装在所有菱形的杆上。
7. 在两周内，施工单位应通知格林威治镇紧急服务。
8. 路障标志的费用应从"施工标志"中支付。
9. 临时预铸混凝土障碍物路缘，用于向工作区域提供通道，不作测量。
EX BOW
ELEV.=7.7

EX EOP
ELEV.=7.4

EXIST. CL ROAD
ELEV.=7.8

PROP BOW
ELEV.=8.0

PROP EOP
ELEV.=7.8

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE TOWN AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.
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**CONCRETE DISTRIBUTION**

<table>
<thead>
<tr>
<th>COMPONENT OR DETAIL</th>
<th>SUPERSTRUCTURE</th>
<th>SUBSTRUCTURE</th>
<th>FOOTINGS</th>
<th>TOTAL</th>
</tr>
</thead>
</table>

**ELEVATION**

*SCALE: 1/8"=1'-0"*

**PLAN**

*SCALE: 1/10"=1'-0"*

**EXISTING SECTION**

*SCALE: 1/4"=1'-0"*

**PROPOSED SECTION**

*SCALE: 1/4"=1'-0"*

**NOTICE TO BRIDGE INSPECTORS**

The Department's Bridge Safety Procedures require this bridge to be inspected for, but not limited to, all appropriate components indicated in the governing manuals for bridge inspection. Attention must be given to inspecting the following special components and details. The listing for components for specific attention shall not be construed to reduce the importance of inspection of any other component of the structure. The frequency of inspection of this structure shall be in accordance with the governing manuals for bridge inspection, unless otherwise directed by the Manager of Bridge Safety and Evaluation.

**PRELIMINARY DESIGN REVIEW**

Replacement of the Wesskum Wood Road Bridge over Binney Park Brook (Bridge No. 056019)
TABLE OF BRIDGE QUANTITIES

<table>
<thead>
<tr>
<th>ITEM</th>
<th>UNIT</th>
<th>QUANTITY</th>
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</thead>
<tbody>
<tr>
<td>STRUCTURE EXCAVATION - MASONRY</td>
<td>CY</td>
<td>454</td>
</tr>
<tr>
<td>STRUCTURE EXCAVATION - Steel Piles</td>
<td>LF</td>
<td>244</td>
</tr>
<tr>
<td>PLACING WATER</td>
<td>LS</td>
<td>13</td>
</tr>
<tr>
<td>REMOVAL OF SUPERSTRUCTURE</td>
<td>LS</td>
<td>13</td>
</tr>
<tr>
<td>ABUTMENT AND WALL CONCRETE</td>
<td>CY</td>
<td>24</td>
</tr>
<tr>
<td>PRECAST REINFORCED CONCRETE ARCH</td>
<td>LF</td>
<td>35</td>
</tr>
<tr>
<td>PRECAST SUBSTRUCTURE ELEMENTS</td>
<td>CY</td>
<td>112</td>
</tr>
<tr>
<td>FURNISHING EXPANSION JOINT FILLER</td>
<td>SF</td>
<td>35</td>
</tr>
<tr>
<td>DRIVING STEEL PILES</td>
<td>LB</td>
<td>90,000</td>
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<tr>
<td>EXPOSED EDGES</td>
<td>EA</td>
<td>1</td>
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<tr>
<td>DYNAMIC PILE DRIVING ANALYSIS</td>
<td>EA</td>
<td>2</td>
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<tr>
<td>DRAINAGE</td>
<td>CY</td>
<td>100</td>
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<tr>
<td>REMOVAL OF EXISTING MASONRY</td>
<td>CY</td>
<td>100</td>
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WORKING POINTS

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<tr>
<th>LOCATION</th>
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<th>EASTING</th>
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GENERAL NOTES:

Specifications: Connecticut Department of Transportation Form 817 (2016), Supplemental Specifications (January 2016), the Special Provisions, and Town of Greenwich Specifications.


ALLOWABLE DESIGN STRESSES:

<table>
<thead>
<tr>
<th>Rebar</th>
<th>f_y (psi)</th>
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<tbody>
<tr>
<td>ASTM A615 Grade 60</td>
<td>60,000</td>
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</table>

FUTURE PAVING ALLOWANCE: NONE

RESETTING STONE MASONRY

Flexible Concrete:

<table>
<thead>
<tr>
<th>Beams</th>
<th>1&quot; x 1&quot;</th>
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<tr>
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REINFORCEMENT:

<table>
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<tr>
<th>Item</th>
<th>Specifications</th>
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<tbody>
<tr>
<td>Steel</td>
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</table>
The information, including estimated quantities of work, shown on these sheets is based on limited investigations by the Town and is in no way warranted to indicate the conditions of actual quantities of work which will be required.

PRELIMINARY DESIGN REVIEW

TOWN OF GREENWICH
CONNECTICUT

REPLACEMENT OF THE
WESSKUM WOOD ROAD BRIDGE
OVER BINNEY PARK BROOK
(BRIDGE NO. 056019)

GREENWICH
ABUTMENT 1

04.08

SCALE AS NOTED

17-17

S-08

Stantec Consulting Services Inc.
55 Church Street, Suite 601
New Haven CT
06510

Tel. 203.495.1645
Fax. 203.495.1652
www.stantec.com
ABUTMENT 2 PLAN

SCALE: 1" = 1'-0"

PRECAST CONCRETE FOOTING

PRECAST CONCRETE PEDESTAL WALL

PRECAST CONCRETE PEDESTAL ARCH UNIT

ABUTMENT 2 ELEVATION

SCALE: 1" = 1'-0"

PRECAST CONCRETE FOOTING

PRECAST CONCRETE PEDESTAL WALL

PRECAST ARCH UNIT

WINGWALL & BARRIER WALL 2A

SCALE: 1" = 1'-0"

STONE MASONRY CAP (REUSE EXISTING)

FINISHED GRADE

EXTEND MASONRY FACING BELOW FINISHED GRADE

WINGWALL & BARRIER WALL 2B

SCALE: 1" = 1'-0"

STONE MASONRY CAP (REUSE EXISTING)

FINISHED GRADE

EXTEND MASONRY FACING BELOW FINISHED GRADE

PRECAST CONCRETE HEADWALL

STONE MASONRY FACING (REUSE EXISTING)

PRECAST CONCRETE HEADWALL

SCALE AS NOTED

TOWN OF GREENWICH
CONNECTICUT

OVER BINNEY PARK BROOK
(BRIDGE NO. 056019)

REPLACEMENT OF THE
WESSKUM WOOD ROAD BRIDGE
GREENWICH

ABUTMENT 2

PRELIMINARY DESIGN REVIEW
TYPICAL LONGITUDINAL ARCH SECTION

SCALE: 1" = 1'-0"

CAST-IN-PLACE CONCRETE BARRIER WALL (TYP.)

S-10 ARCH SECTIONS

SCALE AS NOTED

S-10 ARCH SECTIONS

PRECAST REINFORCED CONCRETE ARCH

PRECAST PEDESTAL WALL

FINISHED GRADE

BOTTOM OF SUBBASE

ARCH SPRINGLINE

TYPICAL APPROACH SECTION

SCALE: 1" = 1'-0"

STOPE MASONRY FACING

STOPE MASONRY CAPSTONE

FINISHED GRADE

TYPICAL APPROACH SECTION

OVER BINNEY PARK BROOK (BRIDGE NO. 056019)