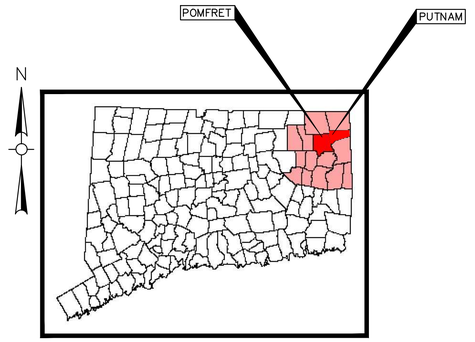
AIR LINE TRAIL

RECONSTRUCTION AND ACCESSIBILITY PROJECT

TAP PROJECT NO. 111-126

W & S PROJECT NO. ENG22-1336

TOWNS OF PUTNAM AND POMFRET, CT



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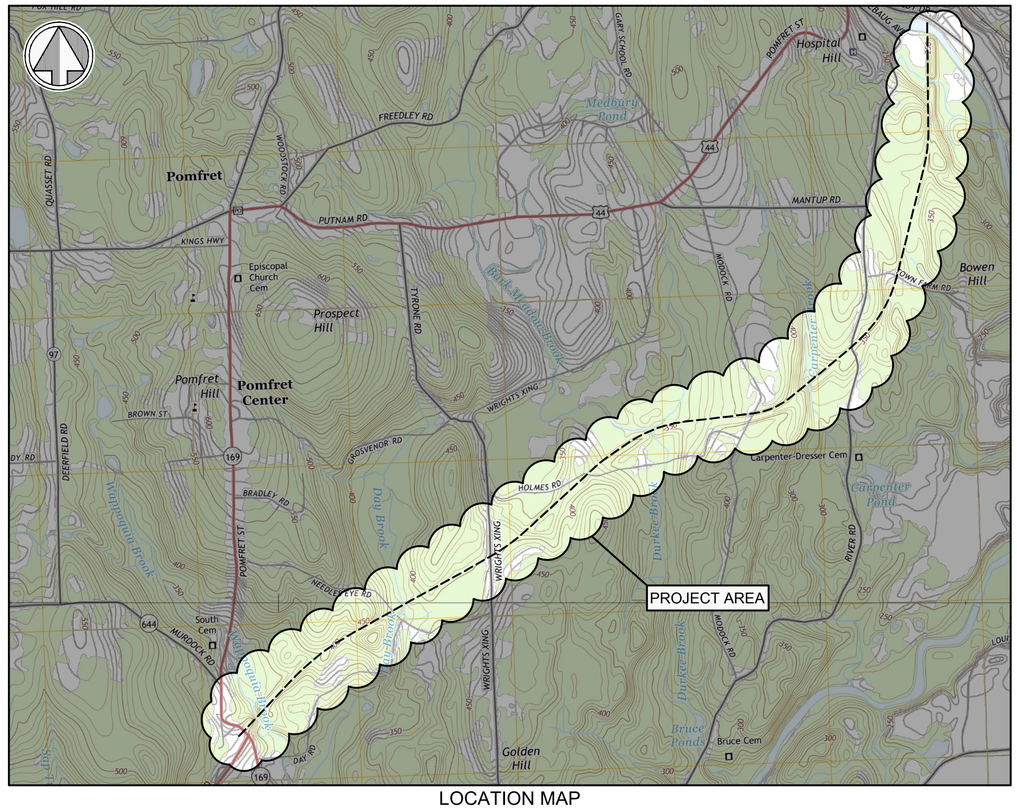

LOCATION MAP

SCALE: 1"=1500'

SHEET INDEX

L001.....INDEX PLAN
L002.....NOTES AND LEGEND
L003.....DETAILED ESTIMATE SHEET
L100 - L122.....EXISTING CONDITIONS PLANS AND SURVEY TIES
L200.....TRAIL TYPICAL SECTION
L300.....SEDIMENTATION AND EROSION CONTROL DETAILS
L400.....MISCELLANEOUS DETAILS
L500 - L522.....PLAN SHEETS
L601-L611.....PROFILE SHEETS
L700 - L703.....BORING LOGS
L800-L810.....CRITICAL CROSS SECTIONS

AUGUST 28, 2023

Prepared By

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978.532.1900 800.SAMPSON
www.westonandsampson.com

MAUREEN A. NICHOLSON
FIRST SELECTMAN

[redacted]

BARNEY SENEY
MAYOR

811 Know what's below. Call before you dig.

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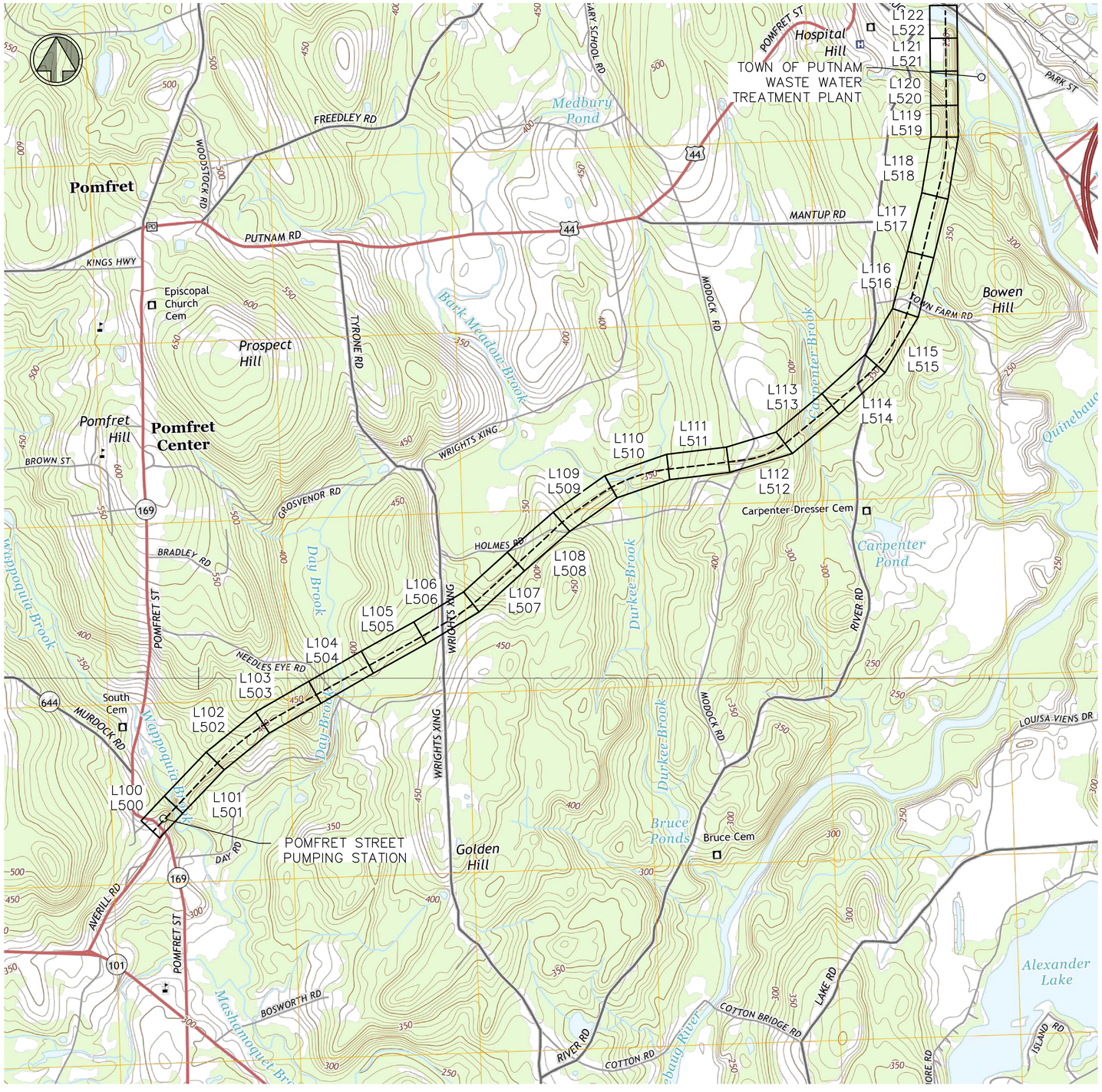

DRAWING INDEX MAP

SCALE: 1"=1000'

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AIR LINE TRAIL
RECONSTRUCTION AND
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INDEX PLAN

Sheet Number:

L001

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LEGEND

DESCRIPTION	EXISTING	PROPOSED
SANITARY SEWER		8"S PVC
FORCE MAIN		6"FM PVC
LOW PRESSURE FORCE MAIN		6"LP PVC
WATER MAIN		8"W DI
STORM DRAIN		18"D RCP
GAS		4"G
ELECTRIC		E
TELEPHONE		T
HOUSE CONNECTION		
WATER SERVICE		
GRINDER PUMP	GP	GP
SANITARY SEWER MANHOLE	S	SMH
STORM DRAIN MANHOLE	D	DMH
ELECTRICAL MANHOLE	E	
TELEPHONE MANHOLE	T	
AIR RELEASE VALVE MANHOLE		ARMH
FORCE MAIN CLEANOUT MANHOLE		FMMH
CLEANOUT		CO
CATCH BASIN		
HYDRANT		
TEMPORARY HYDRANT		H
GATE VALVE		
CHECK VALVE		
BUTTERFLY VALVE		
BALL VALVE		
CURB STOP		
REDUCER		
CAP OR PLUG		
GAS GATE VALVE	GV	
UTILITY POLE		
GUY POLE		
GUY WIRE		
OVERHEAD WIRES		
LIGHT POST		
EDGE OF PAVEMENT		
EDGE OF UNPAVED ROAD		
CURB		
SIDEWALK		
STONE WALL		
RETAINING WALL	RET WALL	RET WALL
WIRE FENCE	X	
CHAIN LINK FENCE	O	O
DECIDUOUS TREE		
EVERGREEN TREE		
TREE LINE		
SURVEY MARKER		
CONTROL POINT		
BENCH MARK		
PROPERTY LINE		
EASEMENT LINE		
CONTOUR	56	56
SPOT ELEVATIONS	× 100.2	×101.5
BUILDING/BUILDING NUMBER	#35	
FLOOR ELEVATION	FF=56.7	
SILL ELEVATION	S=56.7	
LIMIT OF WORK		
WETLAND/WETLAND FLAG		
EDGE OF WATER		
DRAINAGE DITCH/SWALE		
RIP RAP		
BOLLARD	B	
SIGN		
GUIDE RAIL		
PERCOLATION TEST	PT1	
TEST PIT	TP1	
BORING	B1	B4
PROBE	P-1	P-1
GROUNDWATER MONITORING WELL	WSE-1	GW-1
HAY BALES		
SILT FENCE		
ROCK OUTCROP		

NOTE: ITEMS SHOWN IN THE LEGEND MAY NOT BE PRESENT IN THESE PLANS

ABBREVIATIONS

AC	ASBESTOS CEMENT PIPE, TRANSITE
ACCMP	ASPHALT COATED CORRUGATED METAL PIPE
ASTM	AMERICAN SOCIETY FOR TESTING AND MATERIALS
BC	BITUMINOUS CONCRETE
BIT	BITUMINOUS
BLDG	BUILDING
BM	BENCH MARK
C900	C900 POLYVINYL CHLORIDE
CATV	CABLE TELEVISION
CB	CATCH BASIN
CC	CONCRETE CURB
CI	CAST IRON
$\mathbb{C}_L$	CENTERLINE
CMP	CORRUGATED METAL PIPE
CNO	COULD NOT OPEN
CONC	CONCRETE
CTDOT	CONNECTICUT DEPARTMENT OF TRANSPORTATION
CU FT	CUBIC FEET
CY	CUBIC YARD
D	STORM DRAIN
DI	DROP INLET, DUCTILE IRON
DIA, Ø	DIAMETER
D_{INV}	DEPTH TO INVERT OF EXISTING PIPE
DMH	DRAIN MANHOLE
E	ELECTRIC, EAST
EA	EACH
ELEV	ELEVATION
EOP	EDGE OF PAVEMENT
EW	EACH WAY
EX	EXISTING
FM	FORCE MAIN
FT	FEET, FOOT
G	NATURAL GAS
GALV	GALVANIZED
GC	GRANITE CURB
GM	GAS MAIN
GS	GAS SERVICE
HC	HOUSE CONNECTION
HDD	HORIZONTAL DIRECTIONAL DRILLING
HDPE	HIGH DENSITY POLYETHYLENE PIPE
HP	HIGH PRESSURE
HYD	FIRE HYDRANT
INV	INVERT
ID	INSIDE DIAMETER
IP	IRON PIPE
LF	LINEAR FEET
LS	LUMP SUM
MAX	MAXIMUM
MB	MAIL BOX
MECH	MECHANICAL
MH	MANHOLE
MIN	MINIMUM
MISC	MISCELLANEOUS
MJ	MECHANICAL JOINT
MWT	MERIDEN-WATERBURY TURNPIKE
N	NORTH
NF	NOT FOUND
NO OR #	NUMBER
PE	POLYETHYLENE
$\mathbb{P}_L$	PROPERTY LINE
PVC	POLYVINYL CHLORIDE
PR	PROPOSED
PVMT	PAVEMENT
RC	REINFORCED CONCRETE
ROW	RIGHT-OF-WAY
S	SEWER, SOUTH
SCAV	SEWER COMBINATION AIR VALVE STRUCTURE
SERV	SERVICE
SF	SQUARE FEET
SM	SEWER MAIN
SPEC	SPECIFICATIONS
SQ FT	SQUARE FEET
SS	SEWER SERVICE
STA	STATION
SW	SIDEWALK
T	TELEPHONE
TBM	TEMPORARY BENCH MARK
TNPK	TURNPIKE
TR	TRAFFIC, TRAFFIC CONDUIT
TYP	TYPICAL
UP	UTILITY POLE
VC	VITRIFIED CLAY
VERT	VERTICAL
W	WATER, WEST
WM	WATER MAIN
WS	WATER SERVICE

CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL CONTACT "CALL BEFORE YOU DIG" (CBYD) AT 1-800-922-4455 AT LEAST 72 HOURS, SATURDAYS, SUNDAYS, AND HOLIDAYS EXCLUDED, PRIOR TO EXCAVATING AT ANY LOCATION. A COPY OF THE CBYD PROJECT REFERENCE NUMBER(S) SHALL BE GIVEN TO THE OWNER PRIOR TO EXCAVATION.
2. LOCATIONS OF EXISTING PIPES, CONDUITS, UTILITIES, FOUNDATIONS AND OTHER UNDERGROUND OBJECTS ARE NOT WARRANTED TO BE CORRECT AND THE CONTRACTOR SHALL HAVE NO CLAIM ON THAT ACCOUNT SHOULD THEY BE OTHER THAN SHOWN.
3. TEST PITS TO LOCATE EXISTING UTILITIES MAY BE REQUIRED BY THE ENGINEER.
4. ALL PAVEMENT OUTSIDE OF THE LIMITS SHOWN WHICH IS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPLACED IN ACCORDANCE WITH THE SPECIFICATIONS AND AS SHOWN ON THE DRAWINGS.
5. ALL AREAS DISTURBED BY THE CONTRACTOR BEYOND PAYMENT LIMITS SHALL BE RESTORED AT NO ADDITIONAL COST TO THE OWNER.
6. THE CONTRACTOR SHALL MAINTAIN SIDE SLOPES AND DRAINAGE SWALES DURING CONSTRUCTION TO PREVENT PONDING AND EROSION.
7. THE CONTRACTOR SHALL NOT STORE ANY APPARATUS, MATERIALS, SUPPLIES, AND EQUIPMENT ON DRAINAGE STRUCTURES OR WITHIN 100 FEET OF WETLANDS.
8. THE CONTRACTOR SHALL INSTALL THE EROSION CONTROL MEASURES BEFORE BEGINNING OTHER WORK ON SITE.
9. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN INLET PROTECTION ON ALL EXISTING CATCH BASINS THROUGHOUT THE DURATION OF THE PROJECT.
10. THE CONTRACTOR SHALL NOTIFY WATER AND SEWER SERVICE PROVIDERS AT LEAST 72 HOURS PRIOR TO EXCAVATING NEAR SEWER AND WATERLINES.
11. ALL STREET EXCAVATIONS SHALL BE COMPLETELY CLOSED AT THE END OF EACH WORKING DAY BY BACKFILLING. COVERING WITH STEEL PLATES MAY BE ALLOWED IF APPROVED BY THE ENGINEER AND CT DOT.
12. DURING THE PROCESS OF WORK, THE CONTRACTOR SHALL CONDUCT OPERATIONS AND MAINTAIN THE AREA OF CONSTRUCTION ACTIVITIES, INCLUDING SWEEPING AND SPRINKLING OF STREETS AS NECESSARY OR AS REQUIRED, TO MINIMIZE CREATION AND DISPERSION OF DUST.
13. A TRAFFIC CONTROL PLAN SHALL BE FOLLOWED AS STATED IN THE SPECIFICATIONS. SIGNAGE SHALL BE PROVIDED AS NECESSARY OR AS REQUIRED.
14. WHERE EXISTING FENCES ARE TO BE REMOVED AND RESET, A TEMPORARY CONSTRUCTION FENCE SHALL BE ERECTED AFTER REMOVAL FOR THE PROTECTION OF THE PUBLIC.
15. ALL DOT HIGHWAY LINE MONUMENTATION AND PRIVATE PROPERTY MONUMENTATION WITHIN THE PROJECT LIMITS MUST BE DELINEATED AND PROTECTED FROM DAMAGE OR MOVEMENT. ANY COST ASSOCIATED WITH RESETTING OF THE MONUMENTATION SHALL BE AT THE CONTRACTOR'S EXPENSE.
16. THE CONTRACTOR SHALL COMPLETE ALL LAYOUTS, SURVEYS, ETC. REQUIRED FOR CONSTRUCTION OF THE PROJECT AS SHOWN AND AS SPECIFIED.
17. ALL WORK PERFORMED WITHIN STATE HIGHWAY LIMITS SHALL CONFORM TO THE PERMIT ISSUED FOR THIS PROJECT.
18. LIMITS OF CLEARING SHALL BE FIELD LOCATED WITH OWNERS AND ENGINEER PRIOR TO CONSTRUCTION.
19. HISTORICAL RAILROAD MONUMENTS MAY BE ENCOUNTERED DURING CONSTRUCTION. ALL MONUMENTS SHALL BE LOCATED AND ADEQUATELY PROTECTED. IF AN EXISTING MONUMENT CONFLICTS WITH THE PROPOSED WORK IT SHALL BE REMOVED AND THE MONUMENT SHALL BE RESET BY A LICENSED SURVEYOR.

Project:

TAP PROJECT NO. 111-126

AIR LINE TRAIL
RECONSTRUCTION AND
ACCESSIBILITY PROJECT

TOWNS OF PUTNAM AND
POMFRET, CT

Weston & Sampson

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LEGEND,
ABBREVIATIONS
AND NOTES

Sheet Number:

L002

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POMFRET ROAD

N/F State Of Connecticut

N/F State Of Connecticut "airline Trail"

N/F Thomas Borner & Katalin Borner

N/F State Of Connecticut

N/F STATE OF CONNECTICUT "airline Trail"

N/F Janice L. Bosworth

CB TF=354.39 Inv=349.3 (S) Inv=349.0 (N)

CB TF=352.37 INV=350.1 (E) INV=349.8 (N)

CB TF=353.45 INV=350.5

CB TF=353.73 INV=349.8

15" RCP

12" RCP

18" CPP

Inv=339.8

Inv=341.1

OBSCURED

#405S

SNET #405

B-11

110+00

111+00

112+00

113+00

114+00

PC-2

MATCHLINE STA. 114+00 (SEE DRAWING L101)

FEMA 100-YR FLOODPLAIN-ZONE A

WAPPOQUIA BROOK CULVERT

FLOW

PLAN

0 10' 20' 40'

SCALE: 1"=20'

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EXISTING CONDITIONS PLANS AND SURVEY TIES

Sheet Number:

L100

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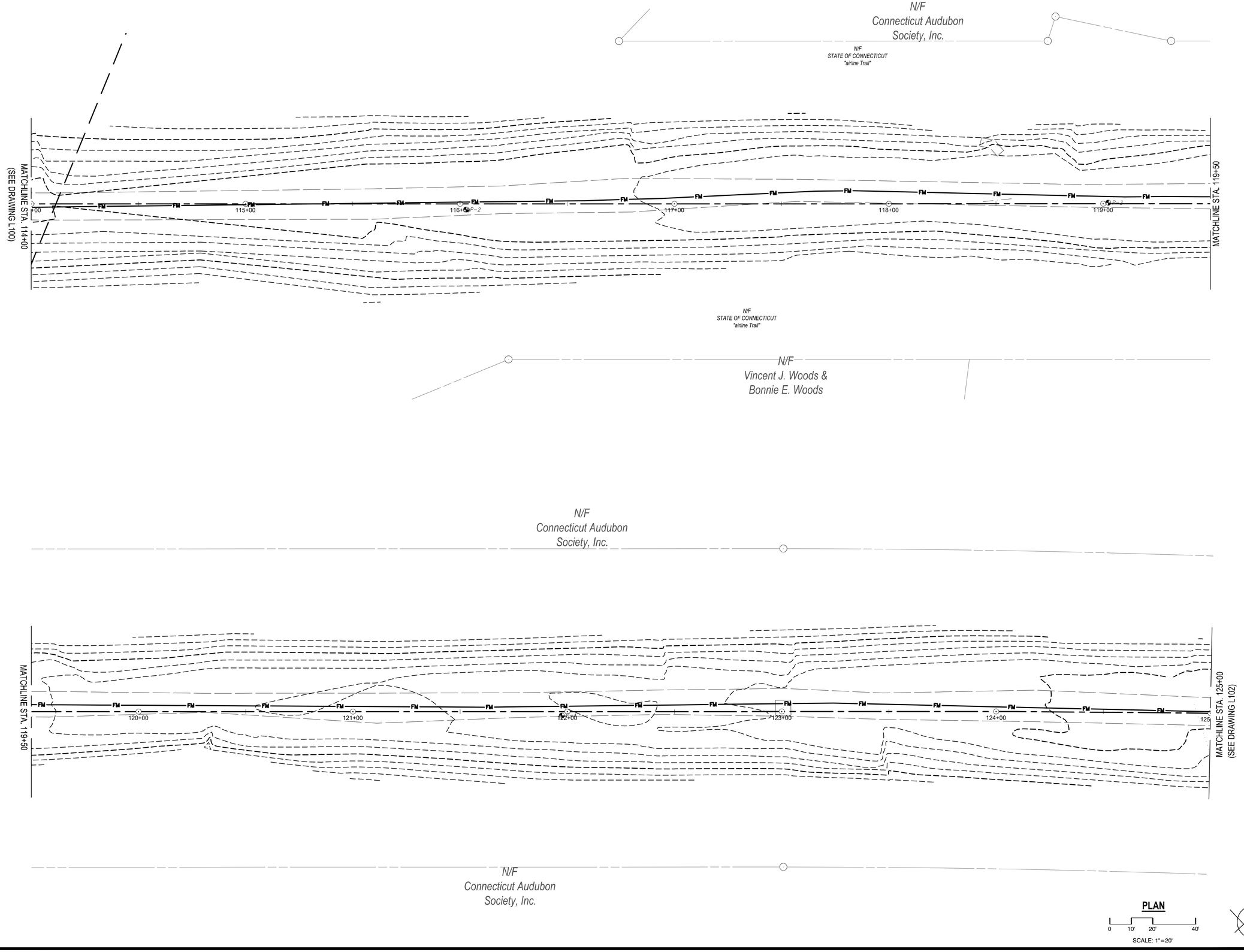

PLAN

0 10' 20' 40'

SCALE: 1"=20'

Project:

TAP PROJECT NO. 111-126

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EXISTING CONDITIONS PLANS AND SURVEY TIES

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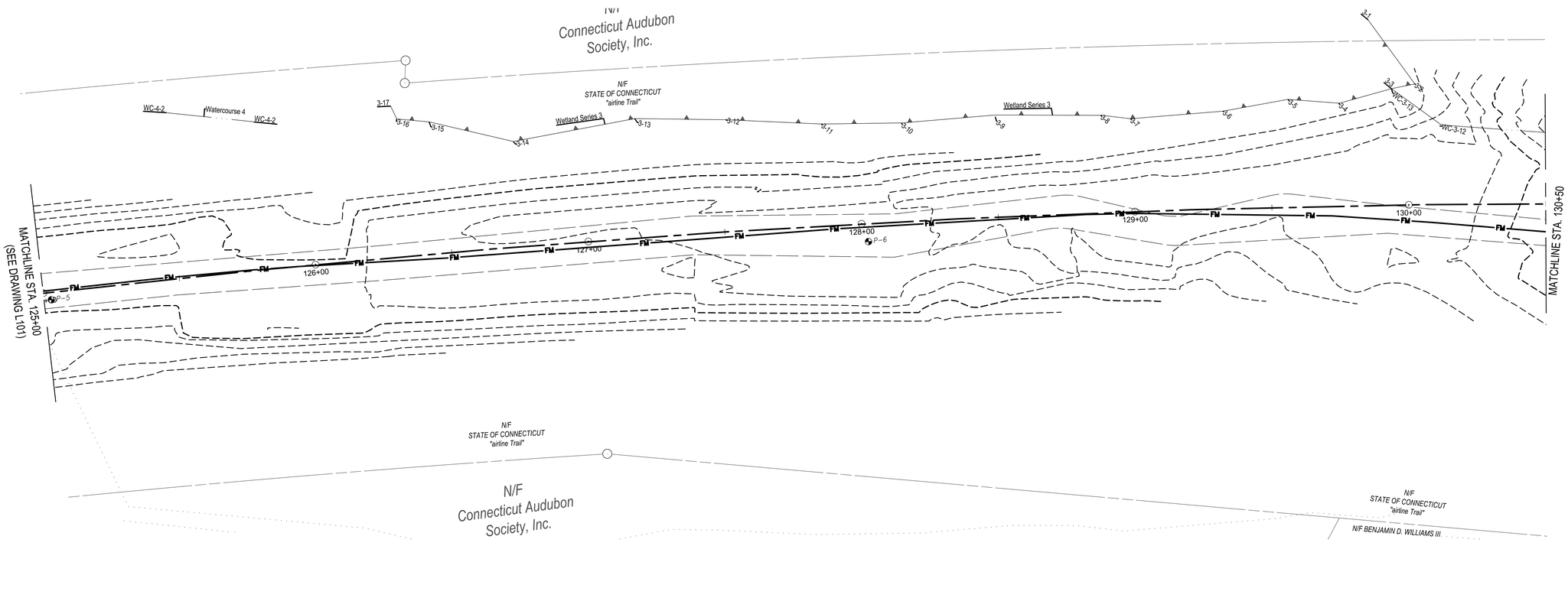

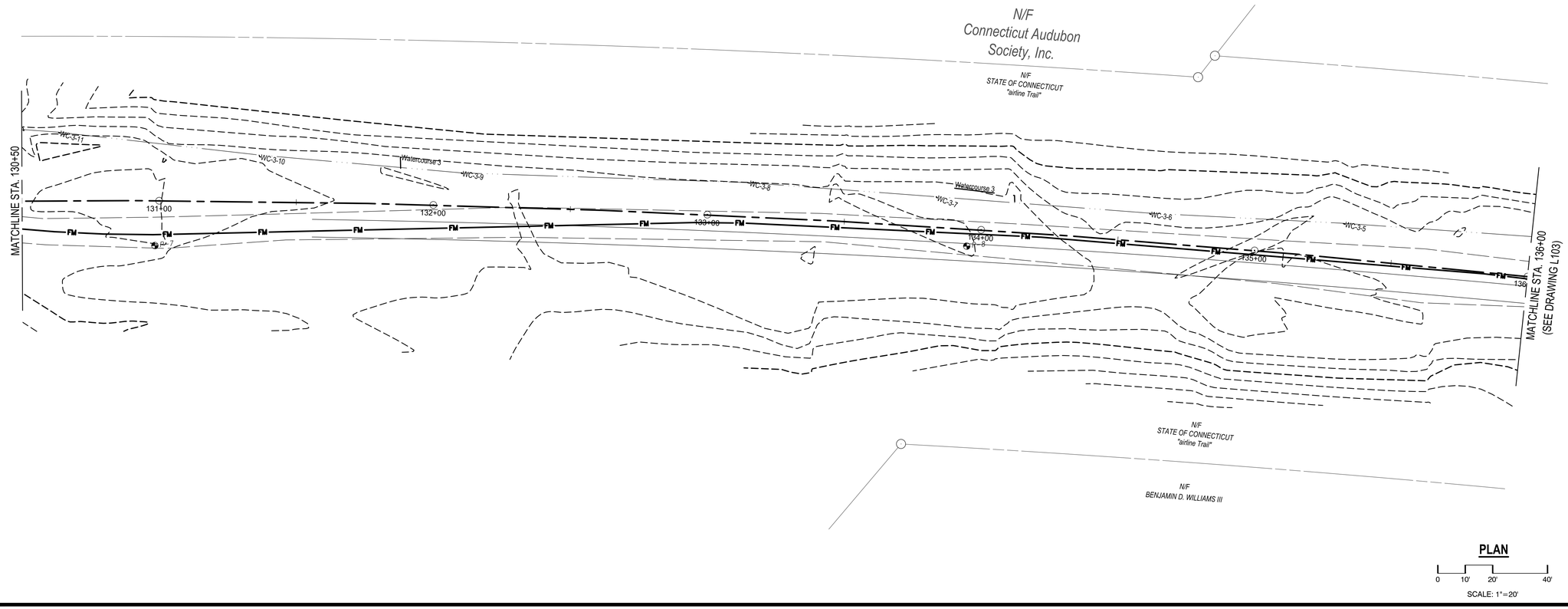

PLAN

0 10' 20' 40'

SCALE: 1"=20'

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EXISTING CONDITIONS PLANS AND SURVEY TIES

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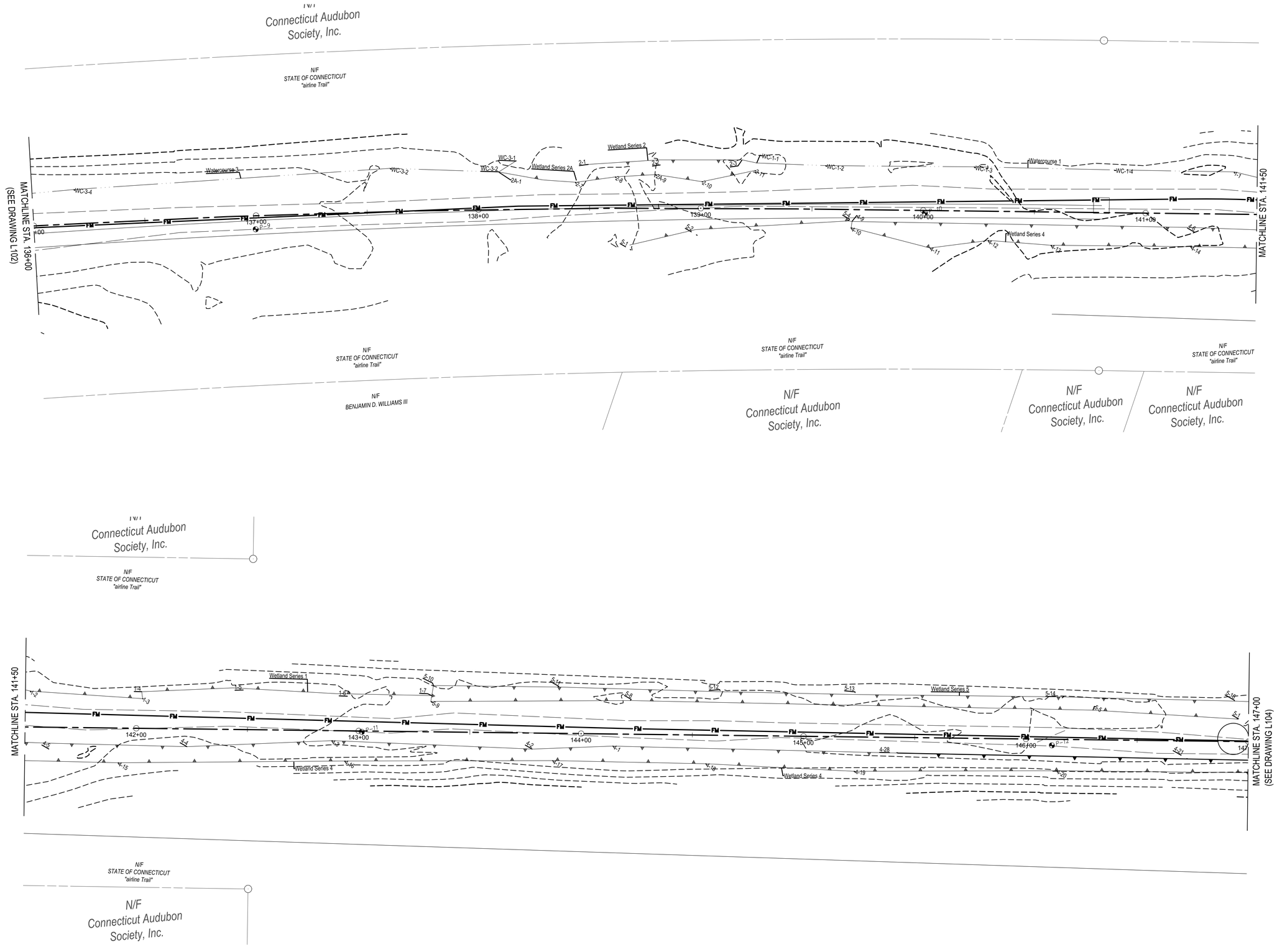

PLAN

0 10' 20' 40'

SCALE: 1"=20'

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EXISTING CONDITIONS PLANS AND SURVEY TIES

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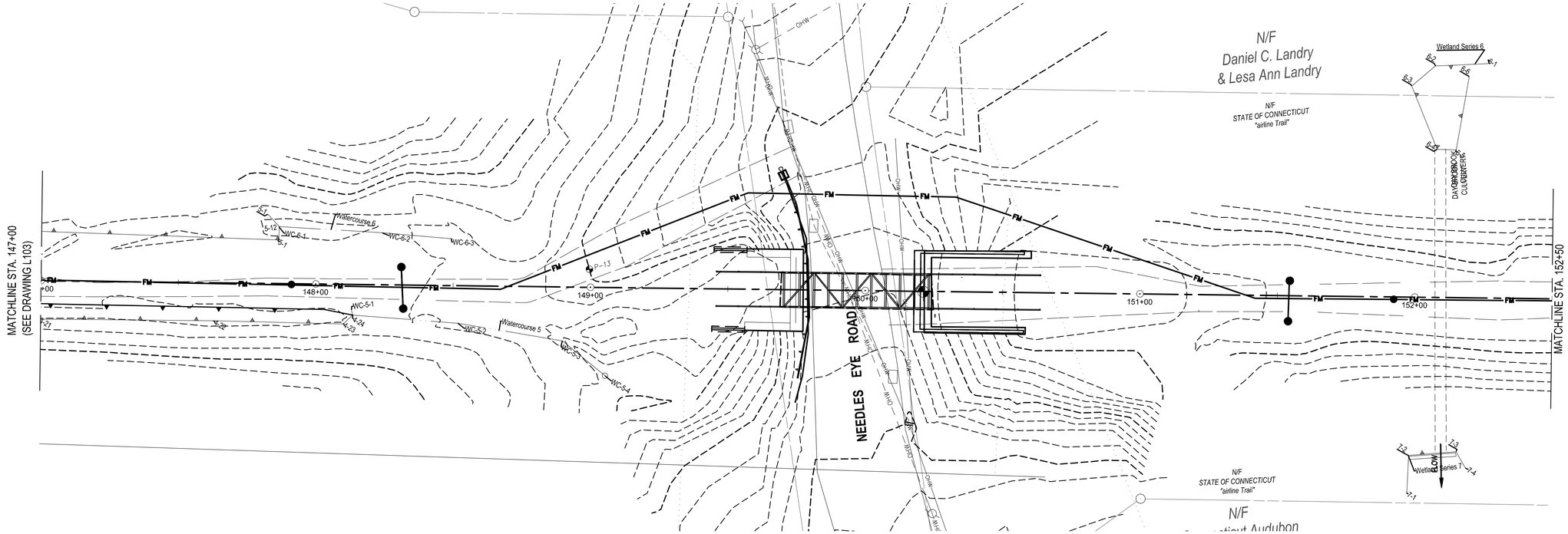

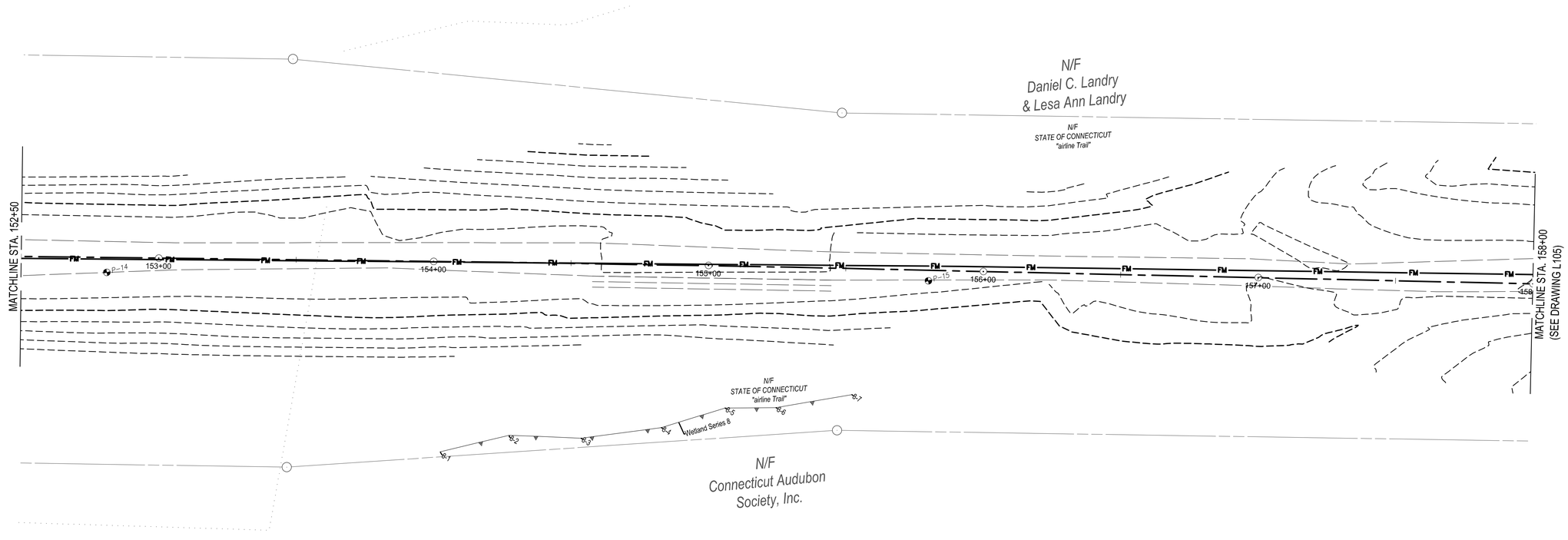

PLAN

0 10' 20' 40'

SCALE: 1"=20'

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EXISTING CONDITIONS PLANS AND SURVEY TIES

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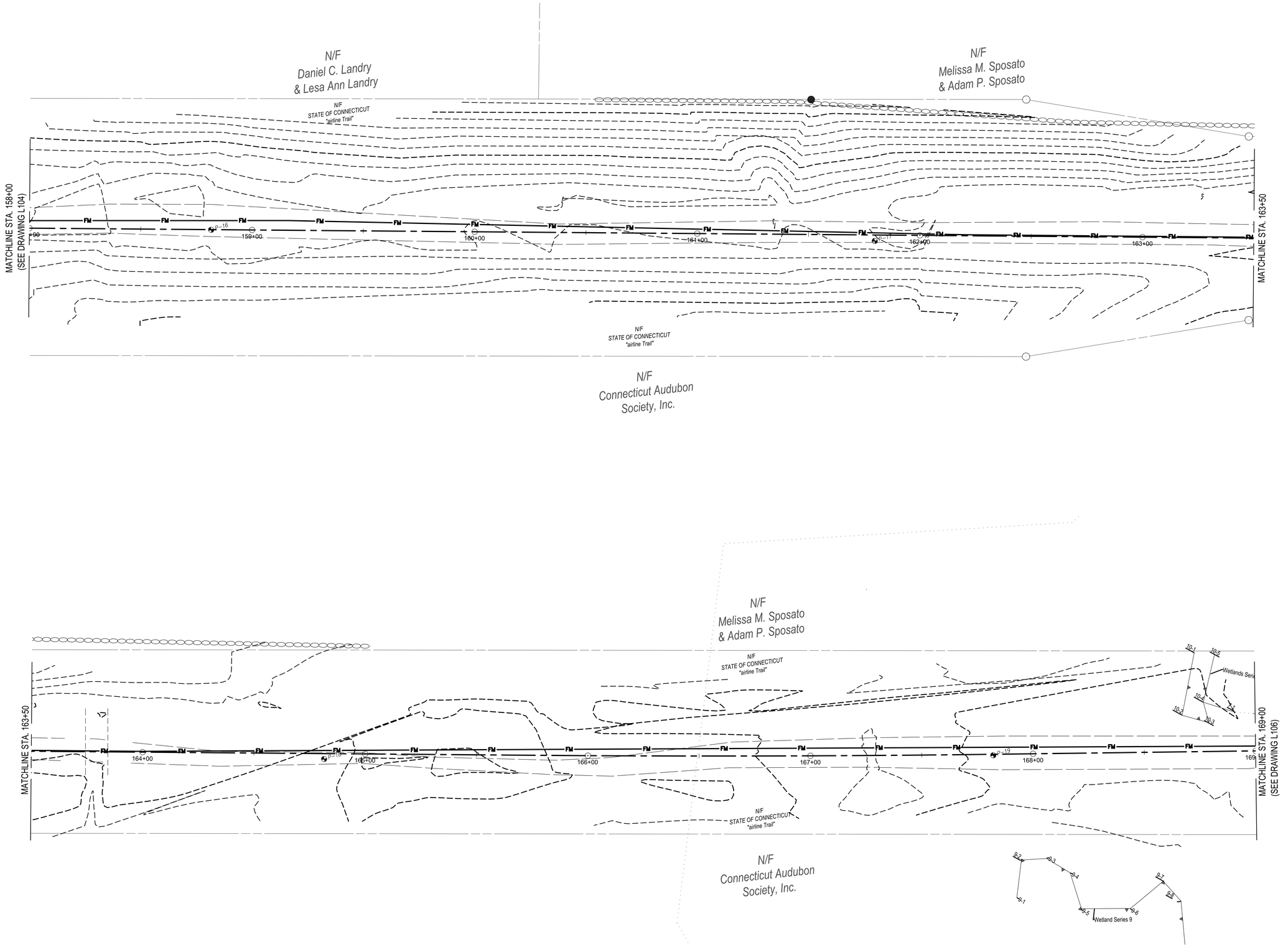

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EXISTING CONDITIONS PLANS AND SURVEY TIES

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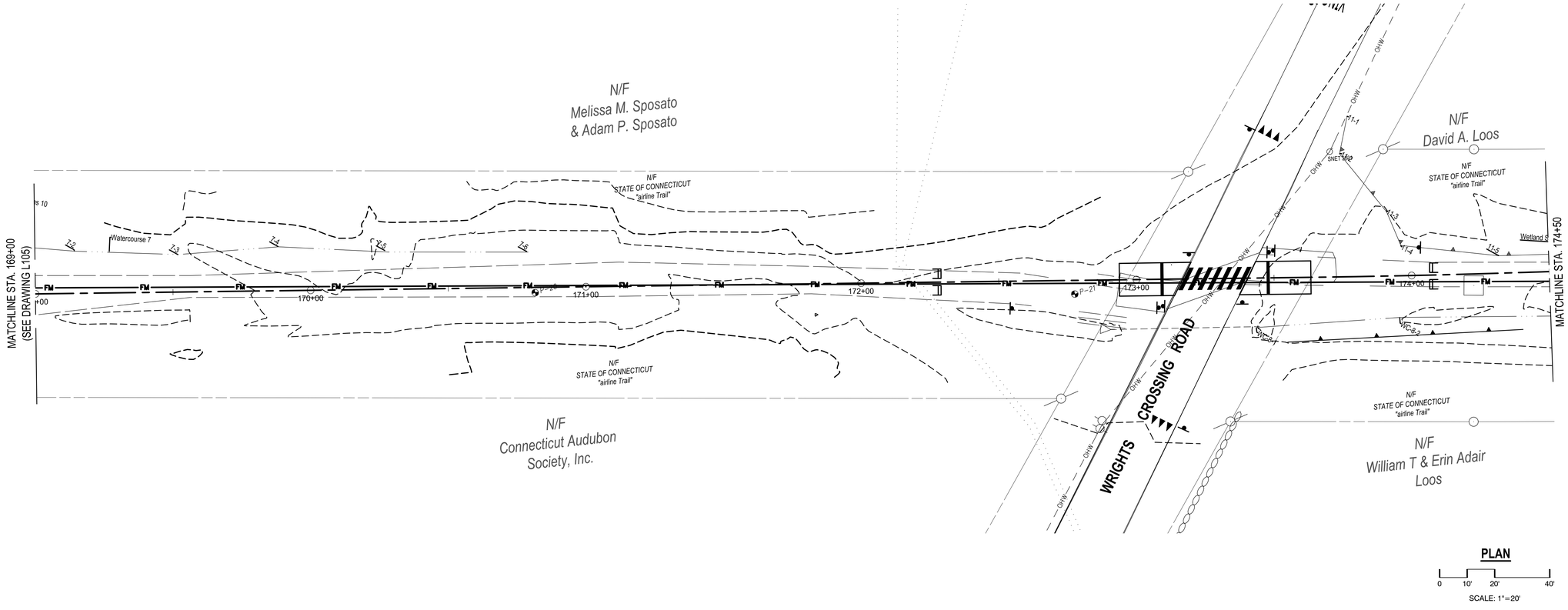

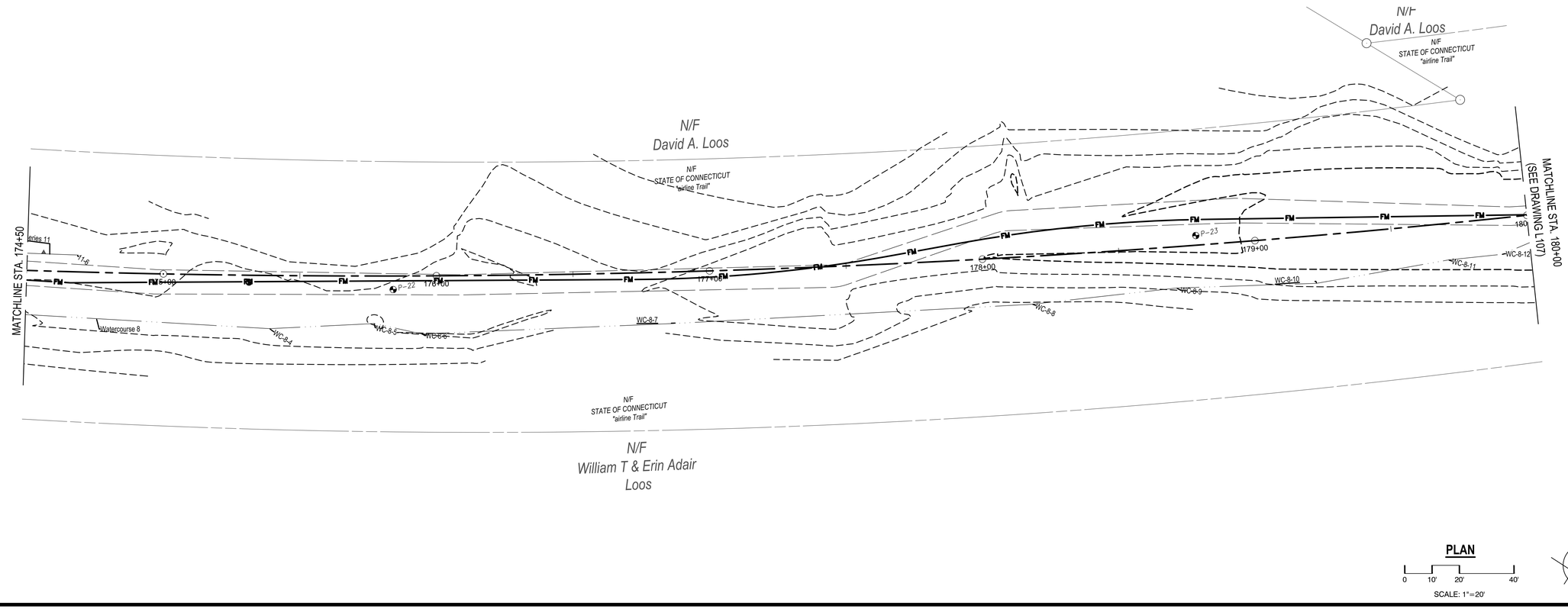

Project:
TAP PROJECT NO. 111-126

AIR LINE TRAIL
RECONSTRUCTION AND
ACCESSIBILITY PROJECT

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Approved By:	MJJ
W&S Project No.:	ENG22-1336
W&S File No.:	---

Drawing Title:

EXISTING CONDITIONS PLANS AND SURVEY TIES

Sheet Number:

L106

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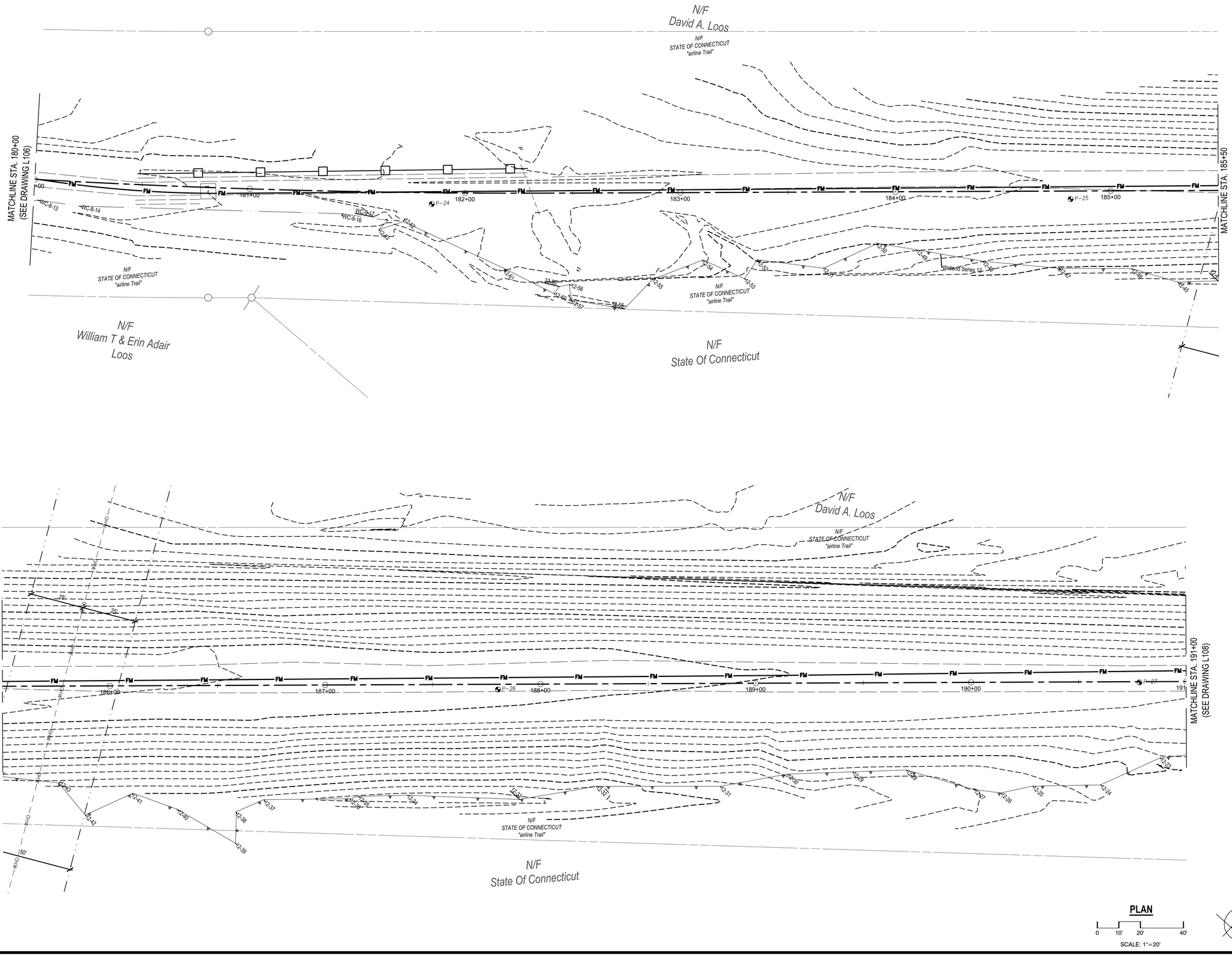

PLAN

0 10' 20' 40'

SCALE: 1"=20'

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Project:

TAP PROJECT NO. 111-126

AIR LINE TRAIL
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W&S File No.:	---

Drawing Title:

EXISTING
CONDITIONS
PLANS AND
SURVEY TIES

Sheet Number:

L107

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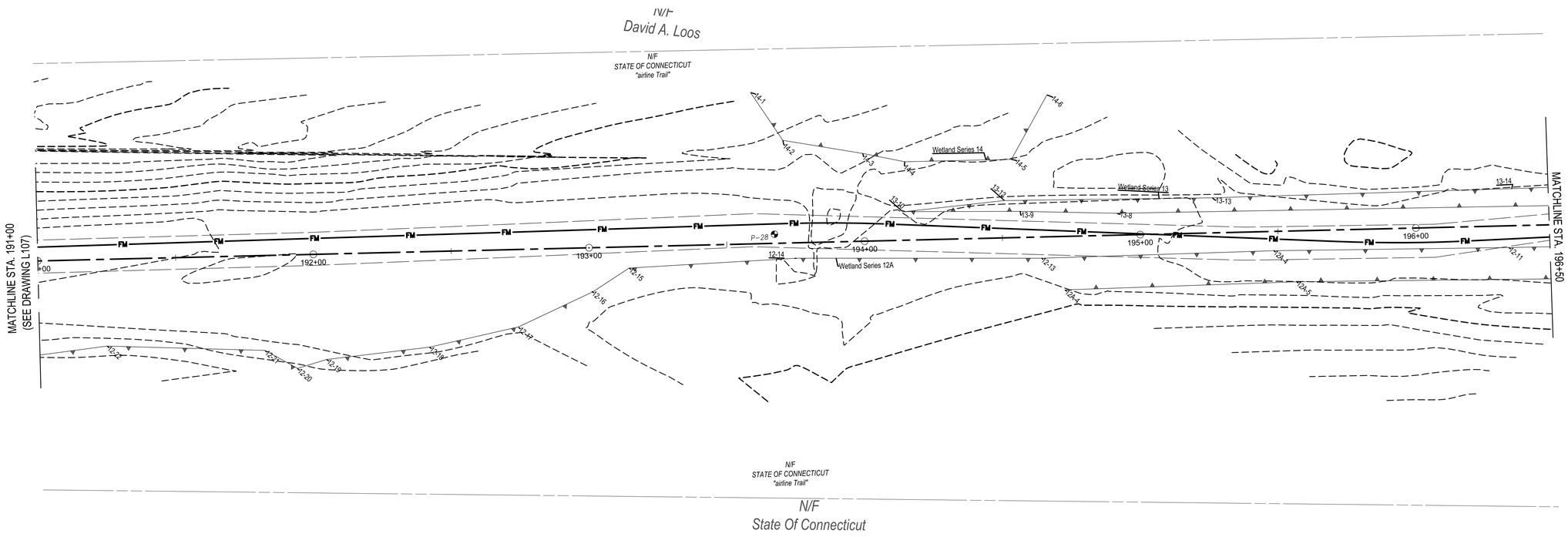

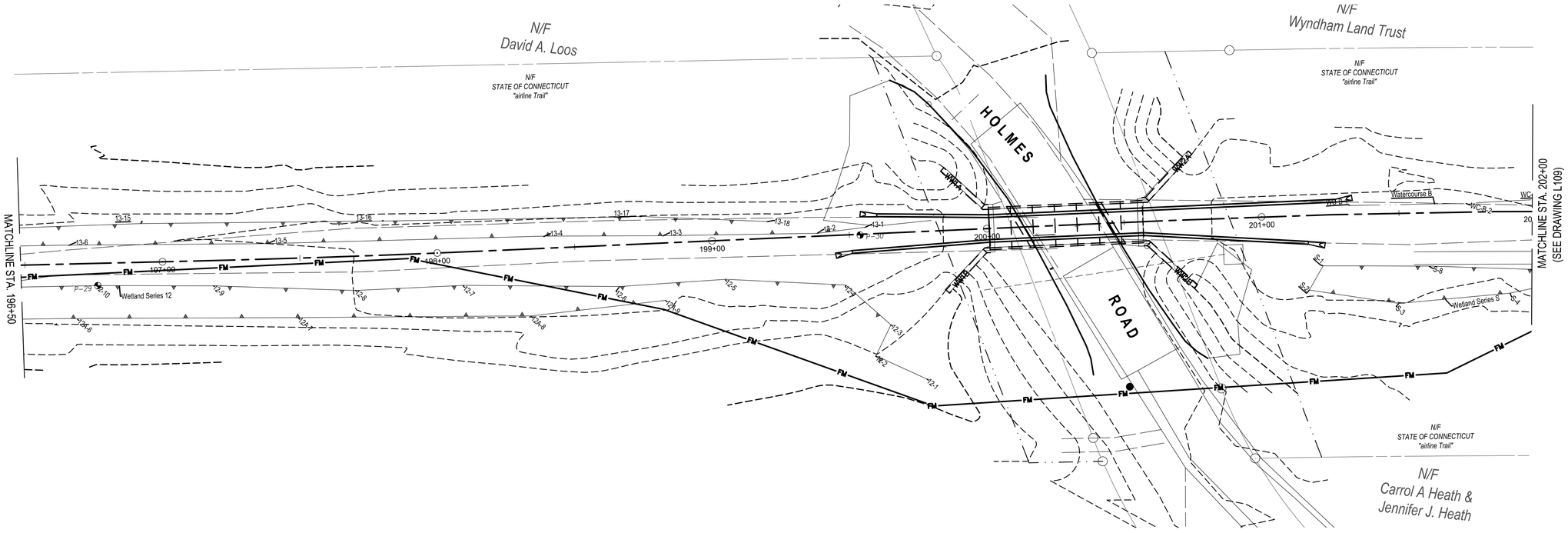

PLAN

0 10' 20' 40'

SCALE: 1"=20'

Project:

TAP PROJECT NO. 111-126

AIR LINE TRAIL
RECONSTRUCTION AND
ACCESSIBILITY PROJECT

TOWNS OF PUTNAM AND
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EXISTING CONDITIONS PLANS AND SURVEY TIES

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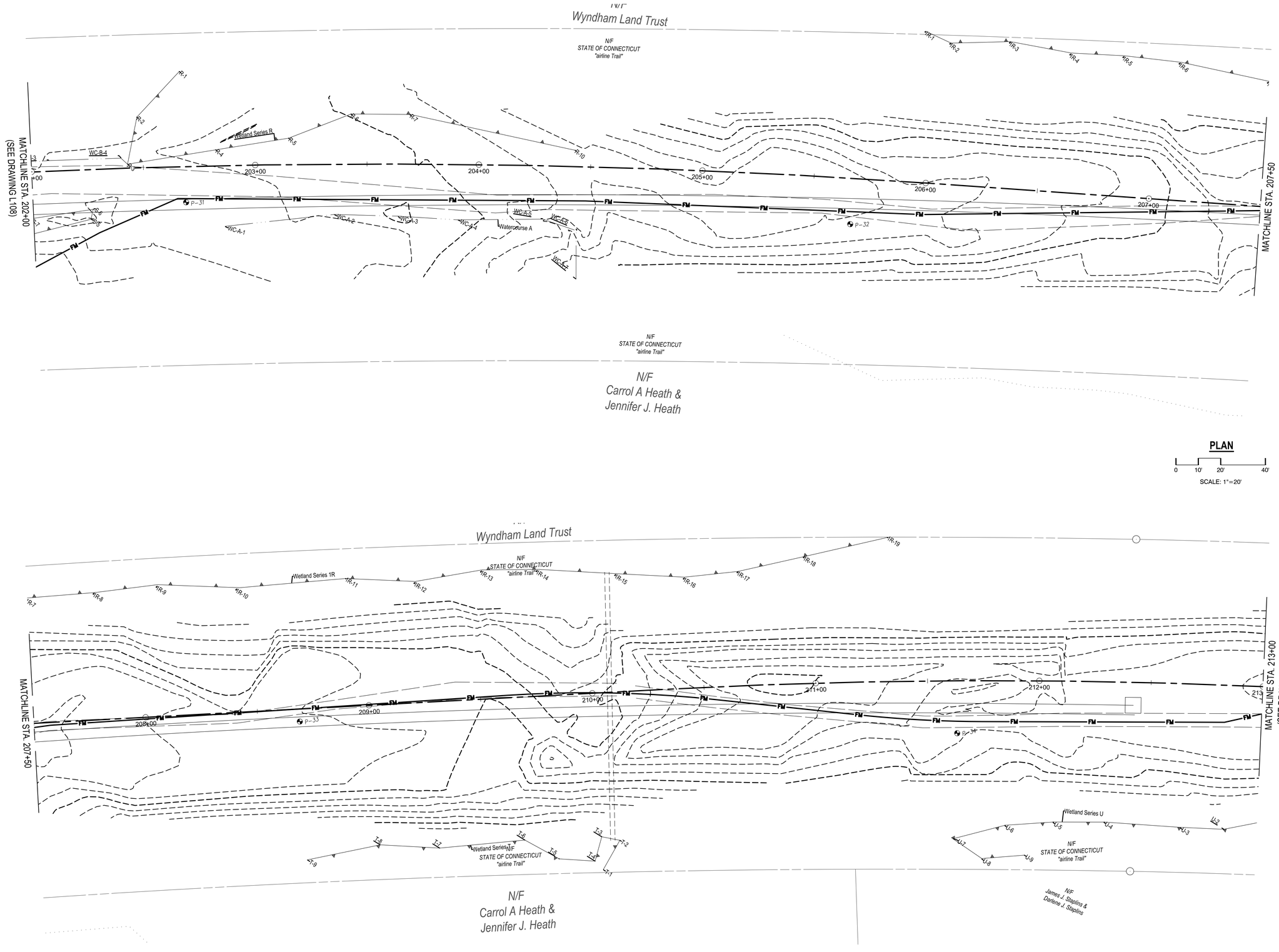

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EXISTING CONDITIONS PLANS AND SURVEY TIES

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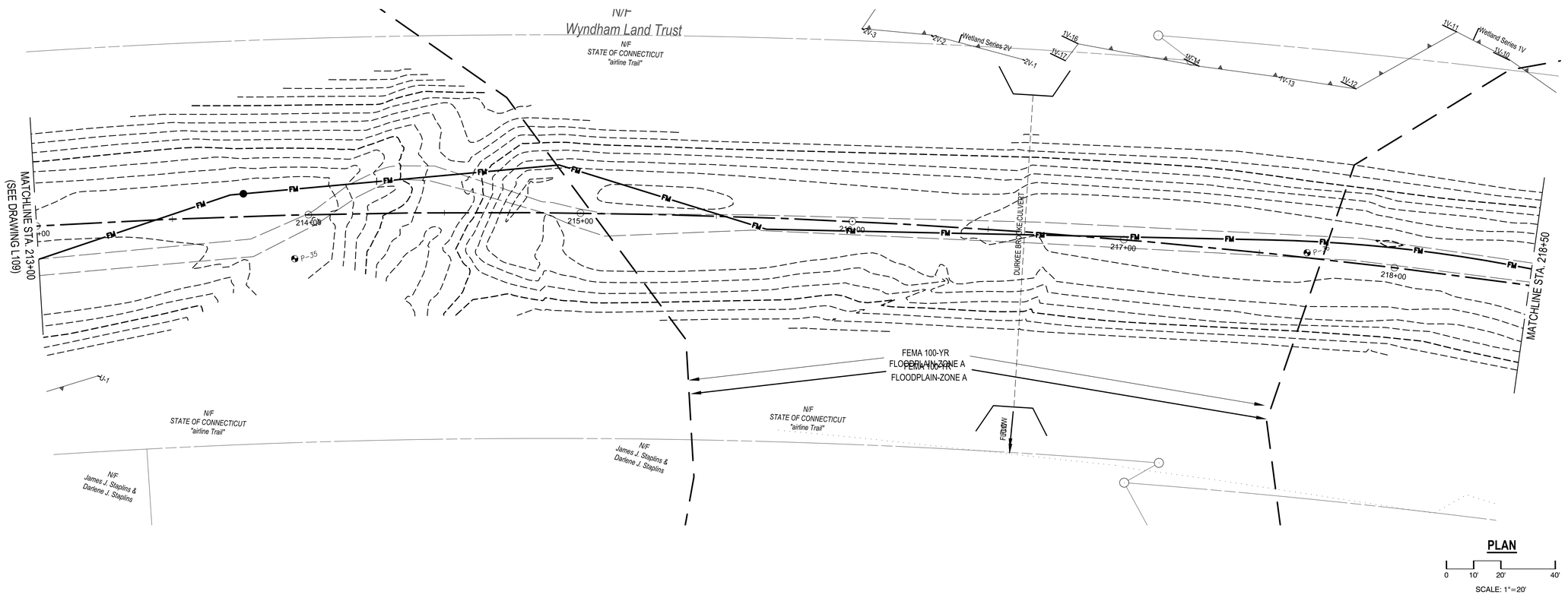

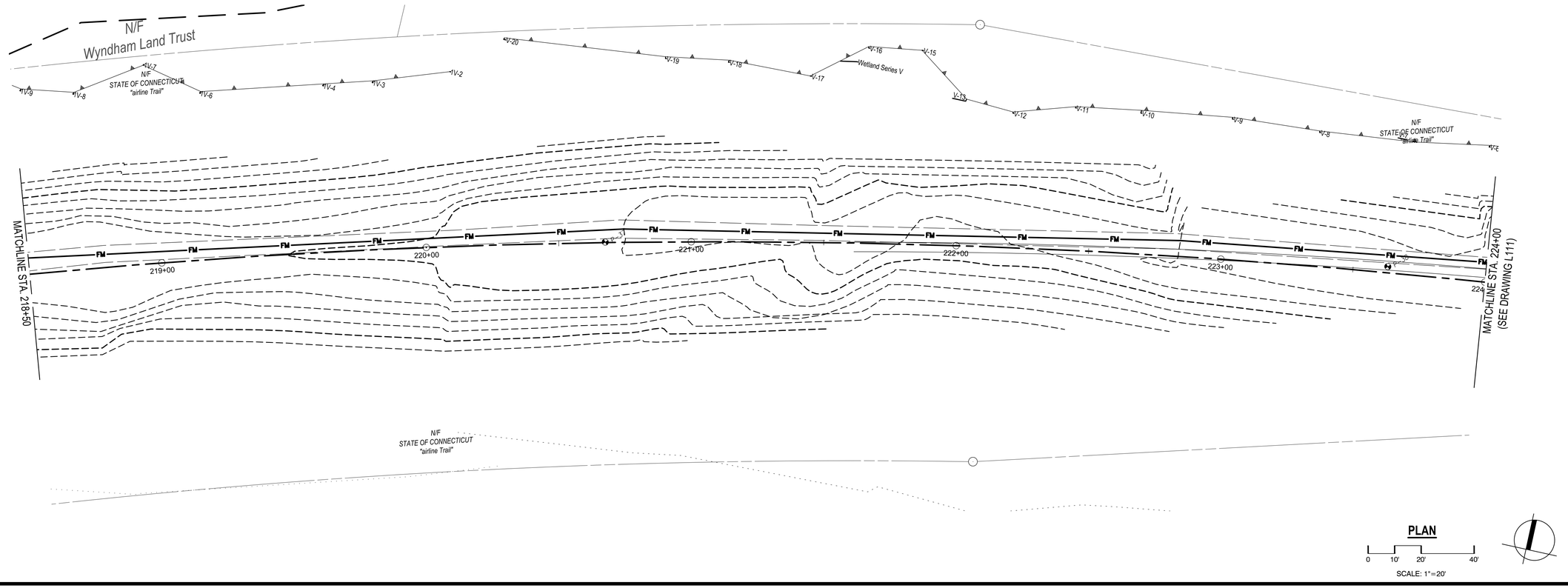

Project:

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AIR LINE TRAIL
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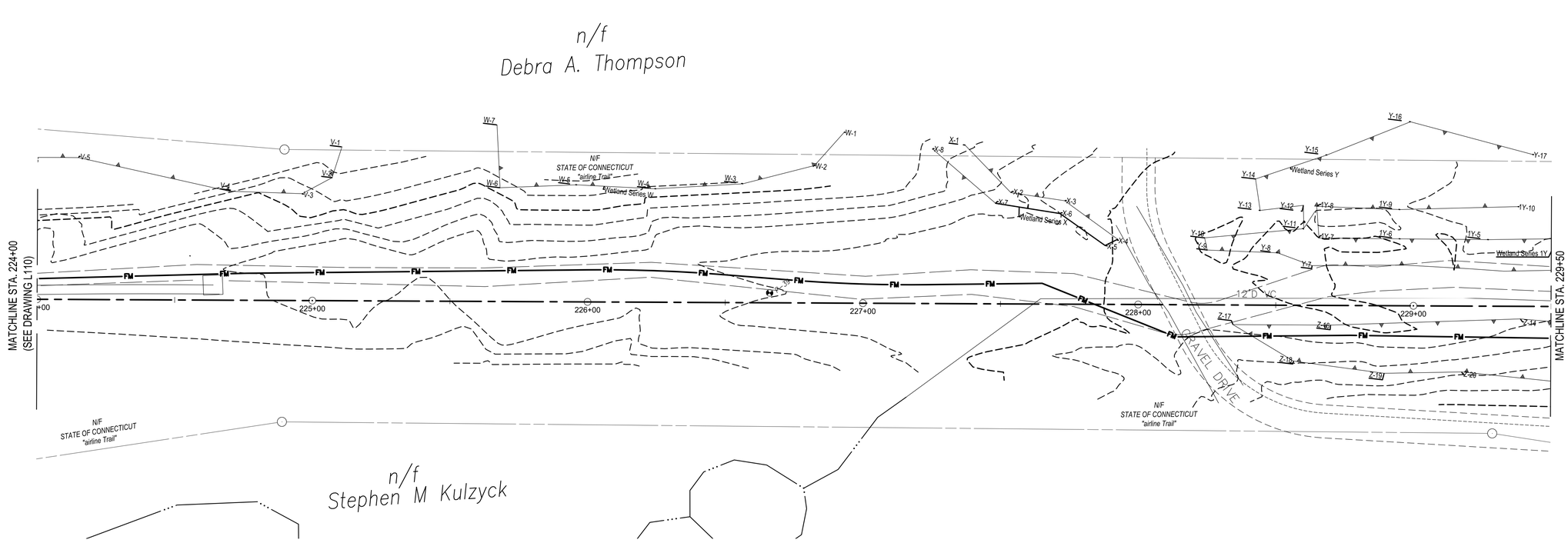

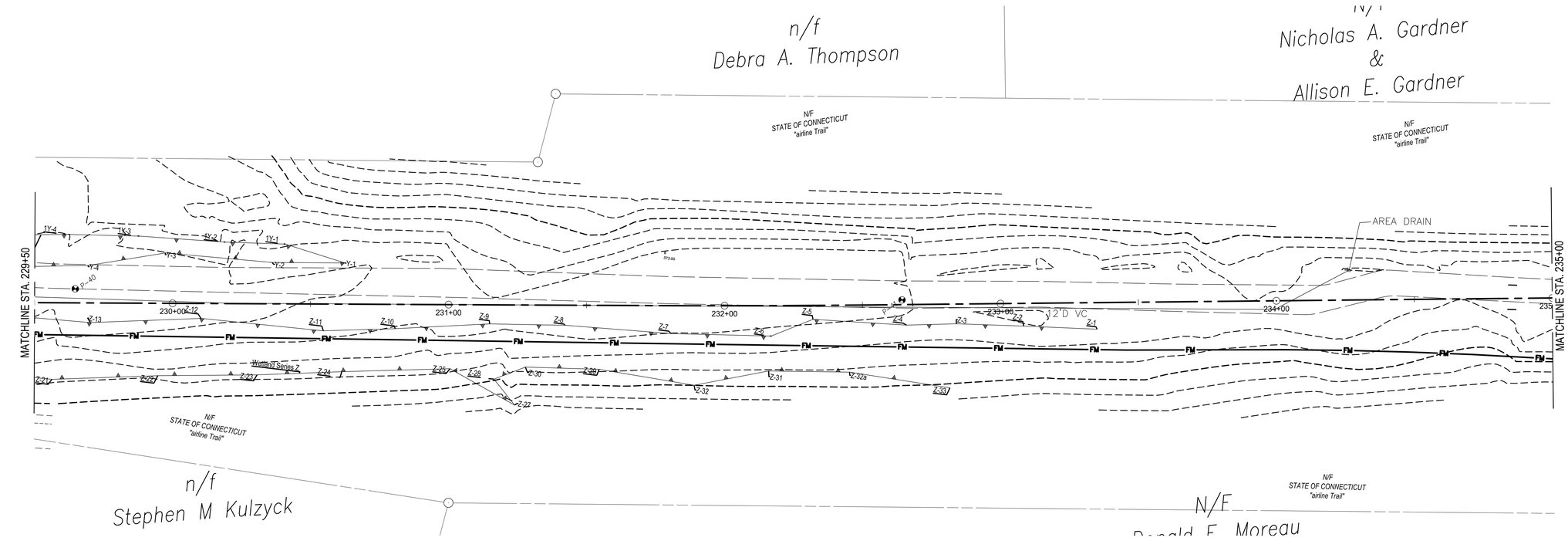

PLAN

0 10' 20' 40'

SCALE: 1"=20'

Project:

TAP PROJECT NO. 111-126

AIR LINE TRAIL
RECONSTRUCTION AND
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EXISTING CONDITIONS PLANS AND SURVEY TIES

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L111

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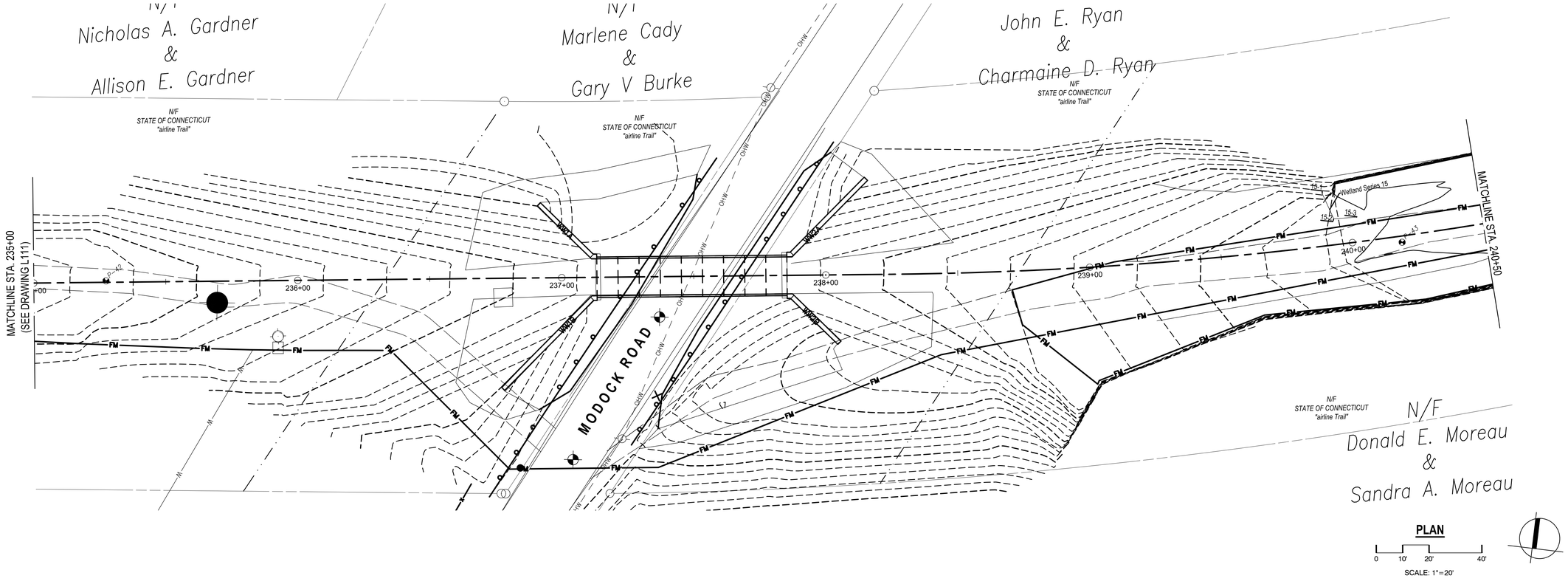

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EXISTING CONDITIONS PLANS AND SURVEY TIES

Sheet Number:

L112

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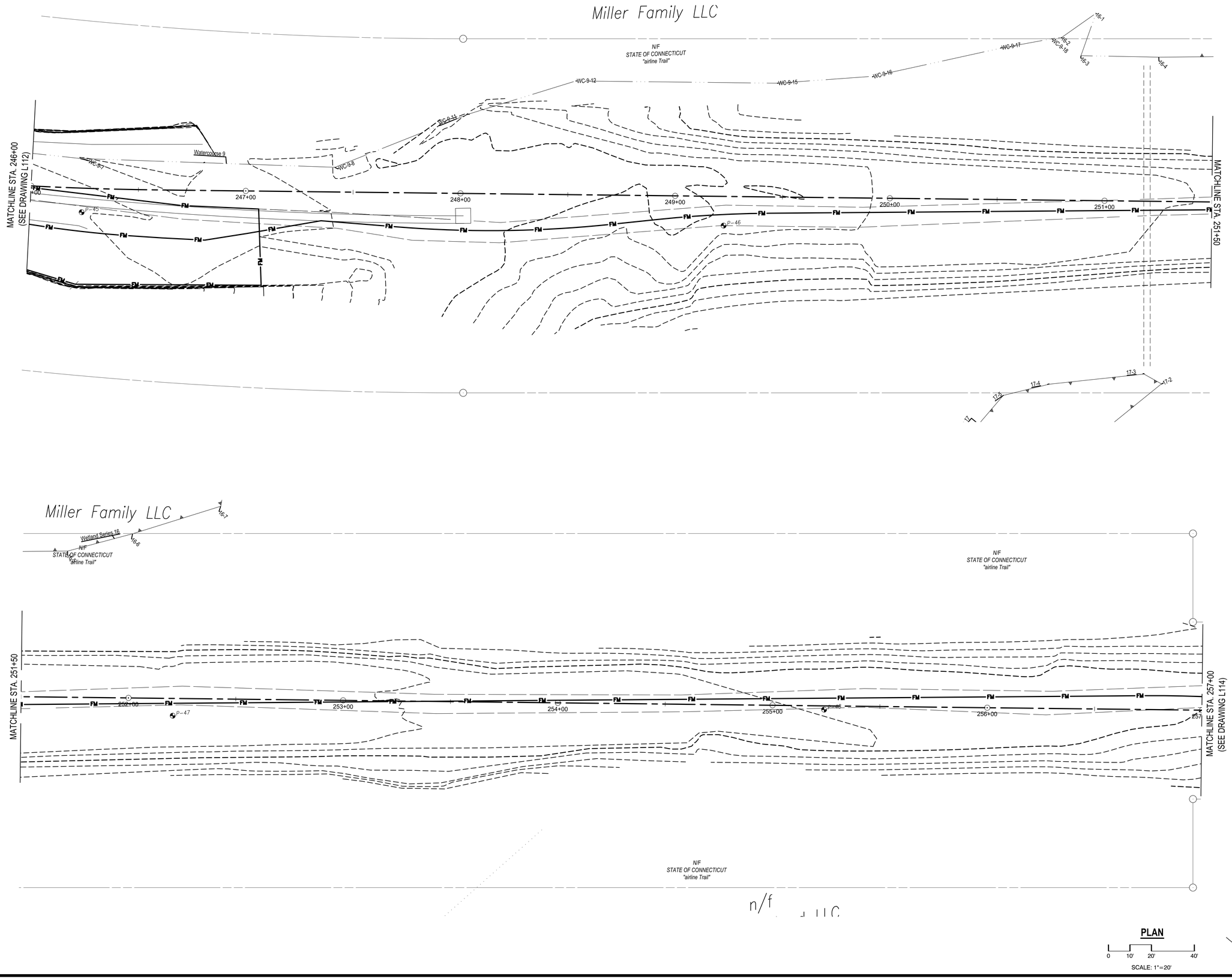

PLAN

0 10' 20' 40'

SCALE: 1"=20'

Project:

TAP PROJECT NO. 111-126

AIR LINE TRAIL
RECONSTRUCTION AND
ACCESSIBILITY PROJECT

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EXISTING CONDITIONS PLANS AND SURVEY TIES

Sheet Number:

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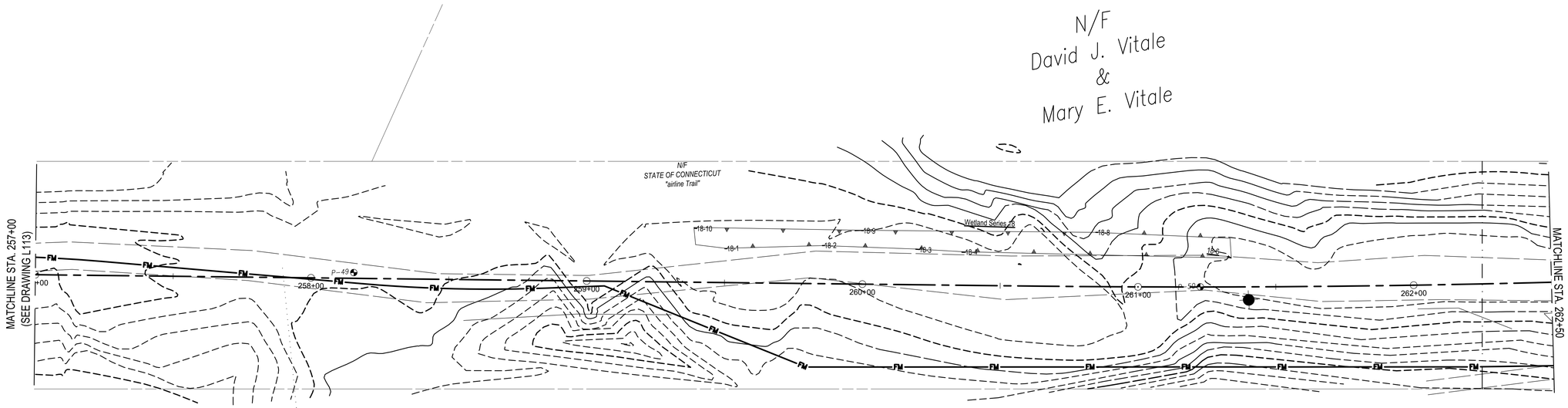
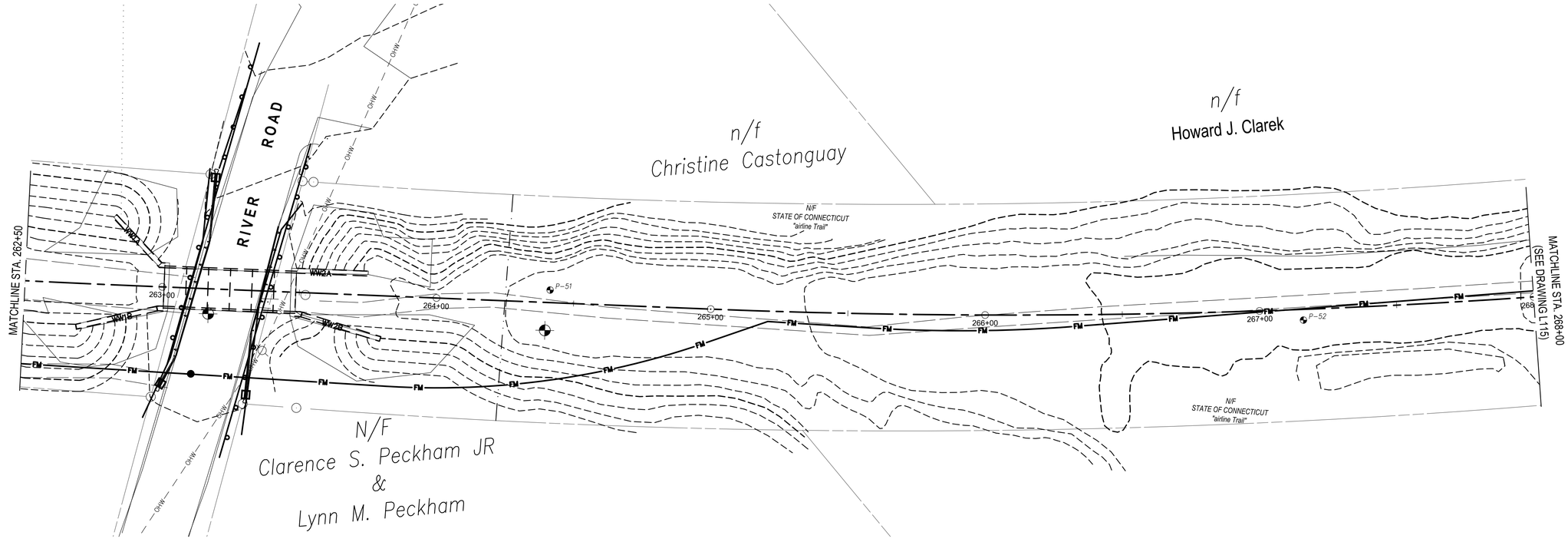


PLAN

0 10' 20' 40'

SCALE: 1"=20'



PLAN

0 10' 20' 40'

SCALE: 1"=20'

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Project:

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EXISTING CONDITIONS PLANS AND SURVEY TIES

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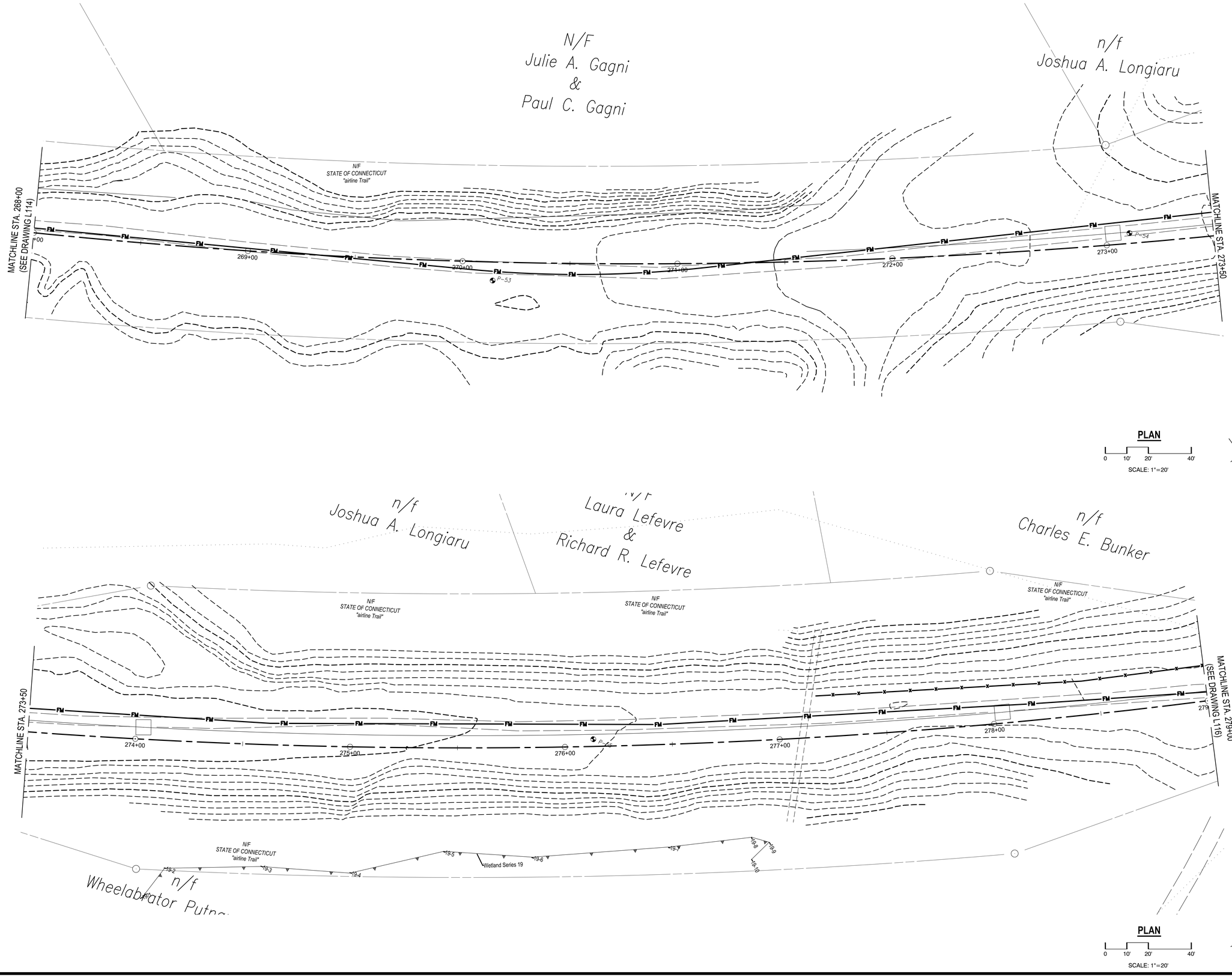

PLAN

0 10' 20' 40'

SCALE: 1"=20'

PLAN

0 10' 20' 40'

SCALE: 1"=20'

Project:

TAP PROJECT NO. 111-126

AIR LINE TRAIL
RECONSTRUCTION AND
ACCESSIBILITY PROJECT

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EXISTING CONDITIONS PLANS AND SURVEY TIES

Sheet Number:

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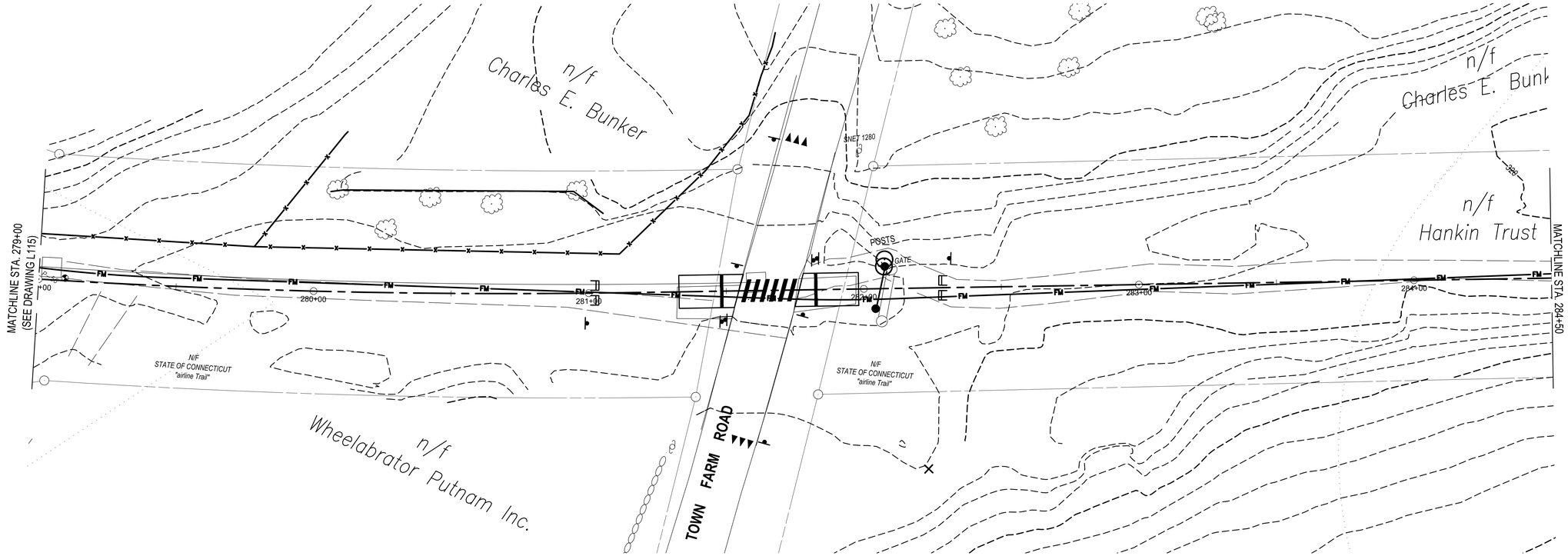
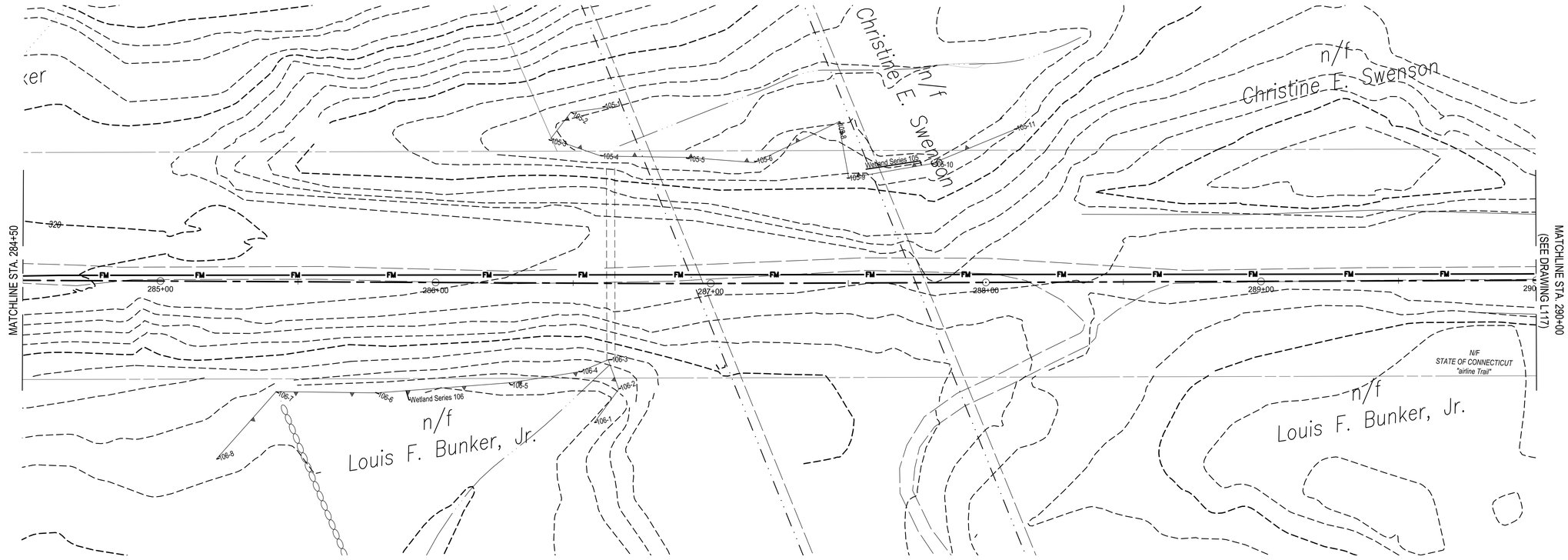


PLAN

0 10' 20' 40'

SCALE: 1"=20'



PLAN

0 10' 20' 40'

SCALE: 1"=20'

Project:

TAP PROJECT NO. 111-126

AIR LINE TRAIL
RECONSTRUCTION AND
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EXISTING CONDITIONS PLANS AND SURVEY TIES

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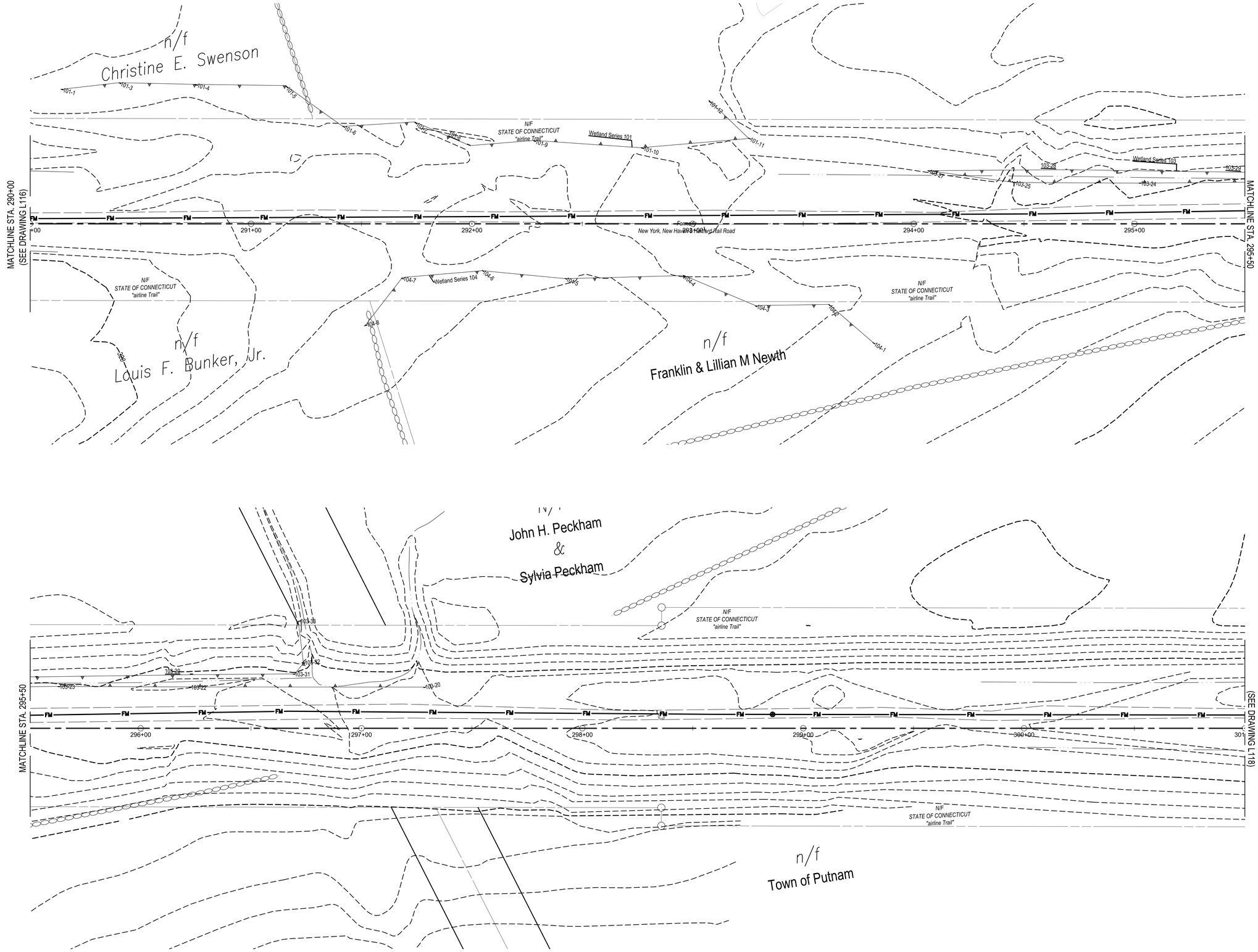

PLAN

0 10' 20' 40'

SCALE: 1"=20'

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Project:

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EXISTING CONDITIONS PLANS AND SURVEY TIES

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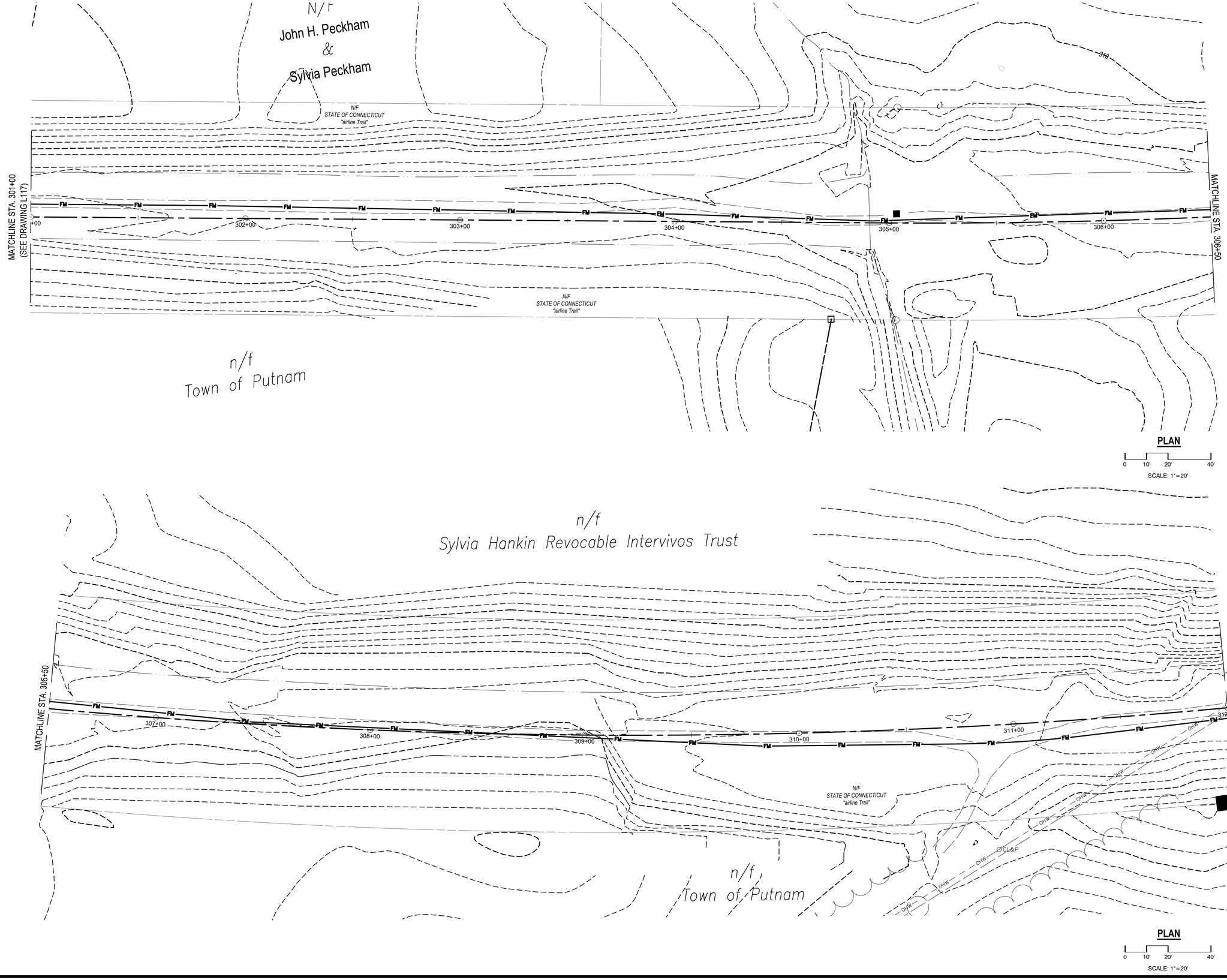

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Reviewed By:	RC
Approved By:	MJJ
W&S Project No.:	ENG22-1336
W&S File No.:	---

Drawing Title:

EXISTING
CONDITIONS
PLANS AND
SURVEY TIES

Sheet Number:

L118

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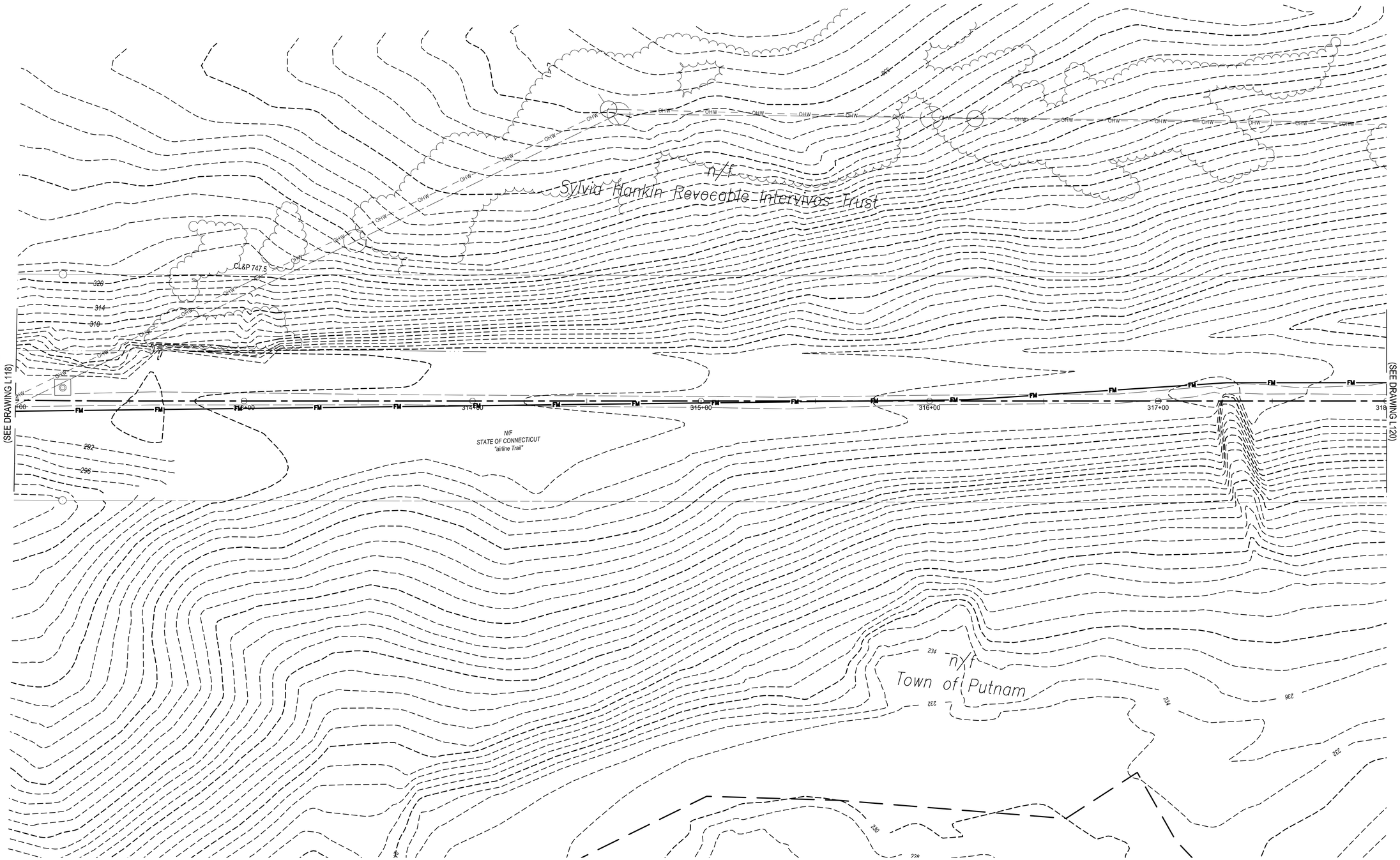

PLAN

0 10' 20' 40'

SCALE: 1"=20'

Project:

TAP PROJECT NO. 111-126

AIR LINE TRAIL
RECONSTRUCTION AND
ACCESSIBILITY PROJECT

TOWNS OF PUTNAM AND
POMFRET, CT

Weston & Sampson

Weston & Sampson Engineers, Inc.
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Rocky Hill, CT 06067
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W&S File No.:	---

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PLANS AND
SURVEY TIES

Sheet Number:

L119

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Sylvia Hankin Revocable Intervivos Trust

N/F
STATE OF CONNECTICUT
"airline Trail"

MATCHLINE STA. 318+00
(SEE DRAWING L119)

MATCHLINE STA. 324+00
(SEE DRAWING L121)

+00 319+00 320+00 321+00 322+00 323+00 324

OHW FM 240 238 236 234 232 230 228 226 224 222 220

PLAN
0 10' 20' 40'
SCALE: 1"=20'

Project:
TAP PROJECT NO. 111-126

AIR LINE TRAIL
RECONSTRUCTION AND
ACCESSIBILITY PROJECT

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EXISTING
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Sheet Number:

L120

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STATE OF CONNECTICUT
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OHW

230

MATCHLINE STA. 324+00
(SEE DRAWING L120)

MATCHLINE STA. 330+00
(SEE DRAWING L122)

FM

+00 325+00 326+00 327+00 328+00 329+00 330

FORMERLY
NEW YORK, NEW HAVEN & HARTFORD RAIL ROAD

n/f
Town of P

PLAN
0 10' 20' 40'
SCALE: 1"=20'

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Project:
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EXISTING
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Sheet Number:

L121

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(SEE DRAWING L121)

+00

331+00

332+00

333+00

334+00

334+97.69

Iron Rod Set

Iron Rod Set

N/F
STATE OF CONNECTICUT
"airline Trail"

Edge of Path

Guy Wires

Guy Wires

Guy Wires

Paved Path

Monitor Wells

Top of Slope (Toe)

Bottom of As-Built Slope

Light w/conc. base

Hydrant

Path

Paved Path

Path

Sewer Manhole

Sign

Bench

Wood Fence

Water Shed 100-1

400-1

100-2

100-3

100-4

100-5

100-6

CLF

Edge of Shoulder

Edge of Shoulder

RIVER

QUINEBAUG

FLOODWAY

100 YEAR FEMA
100 YEAR FEMA
FLOODWAY ZONE AE

100 YEAR FEMA
100 YEAR FEMA
FLOODWAY ZONE AE

PLAN

0 10' 20' 40'

SCALE: 1"=20'

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Project:
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AIR LINE TRAIL
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W&S File No.: ---

Drawing Title:

EXISTING CONDITIONS PLANS AND SURVEY TIES

Sheet Number:

L122

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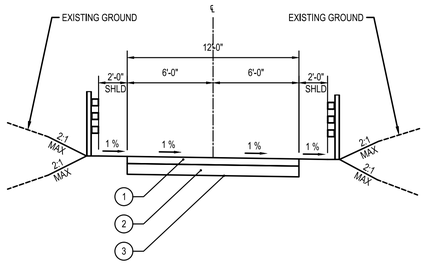
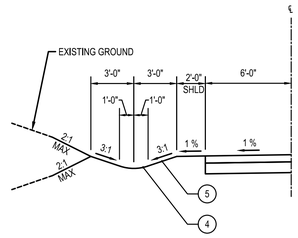


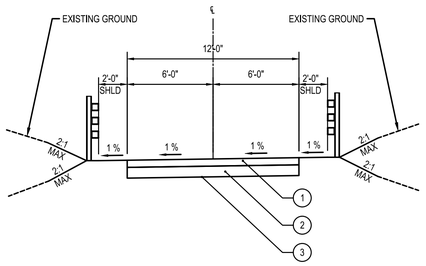
TYPICAL TRAIL SECTION - BANK RIGHT

SCALE: 1"=5'-0"



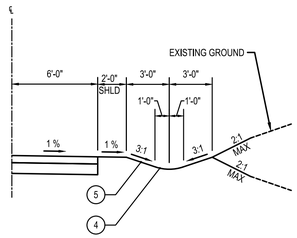
TYPICAL DRAINAGE SWALE - LEFT

SCALE: 1"=5'-0"



TYPICAL TRAIL SECTION - BANK LEFT

SCALE: 1"=5'-0"



TYPICAL DRAINAGE SWALE - RIGHT

SCALE: 1"=5'-0"

LEGEND

1. 4" GRANULAR PAVEMENT
2. 8" PROCESSED AGGREGATE BASE (SEE NOTE 3)
3. FORMATION OF SUBGRADE
4. 4" TOPSOIL & TURF ESTABLISHMENT LAWN
5. EROSION CONTROL MATTING (SEE NOTE 4)

NOTE:

1. EROSION CONTROL MATTING TYPE D SHALL BE PLACED ON ALL SLOPES 3:1 OR STEEPER.
2. SEE MISCELLANEOUS DETAILS FOR UNDERDRAIN APPLICATION AND LOCATIONS.
3. IN AREAS OF POOR DRAINAGE OR UNSUITABLE SOIL CONDITIONS, 12" OF PROCESSED AGGREGATE BASE SHALL BE PROVIDED. FOR THE PURPOSES OF PRELIMINARY DESIGN, IT IS ASSUMED THIS WILL BE REQUIRED FOR 10% OF THE LENGTH OF THE IMPROVED TRAIL.
4. SEE TRAIL PLANS FOR EROSION CONTROL MATTING TYPE REQUIRED AT EACH DRAINAGE SWALE.

Project:

TAP PROJECT NO. 111-126

AIR LINE TRAIL
RECONSTRUCTION AND
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W&S Project No.:	ENG22-1336
W&S File No.:	---

Drawing Title:

TRAIL TYPICAL SECTION

Sheet Number:

L200

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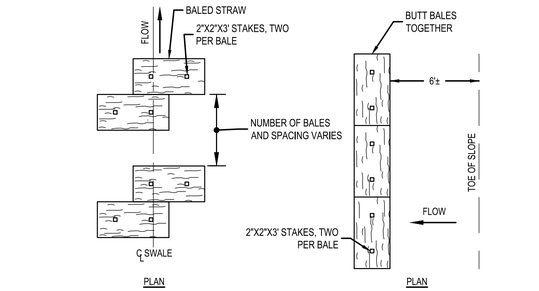
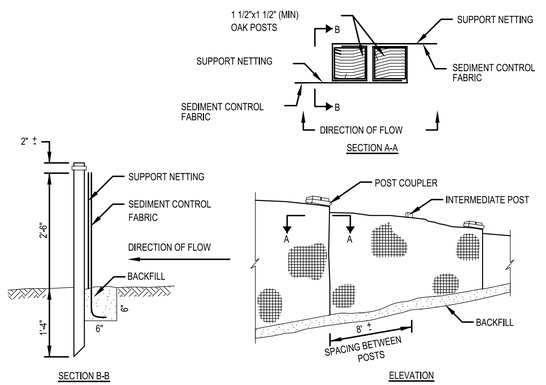


STRAW BALES DETAIL

N.T.S.



SILT FENCE DETAIL

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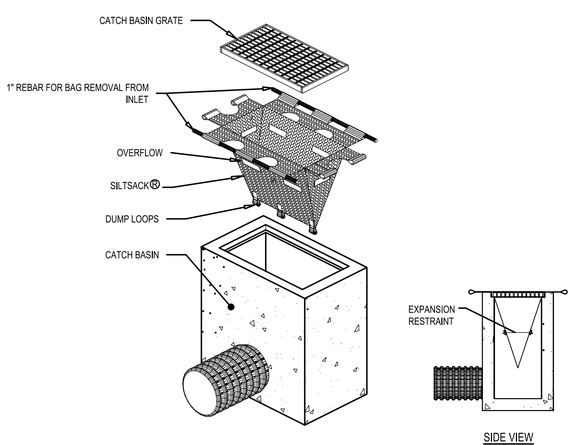
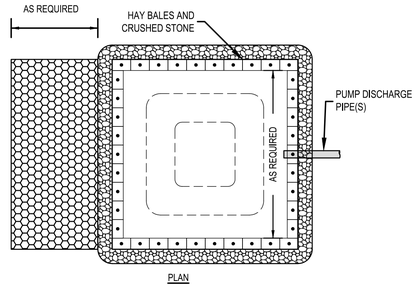


NOTES:
1. PROVIDE HI-FLOW SILT SACK TYPE A FOR TYPE "C-L" CATCH BASIN TOPS AND TYPE B WITH CURB DEFLECTOR FOR TYPE "C" CATCH BASIN TOPS OR OTHER STRUCTURES WITH CURB INLET.

CATCH BASIN INLET PROTECTION

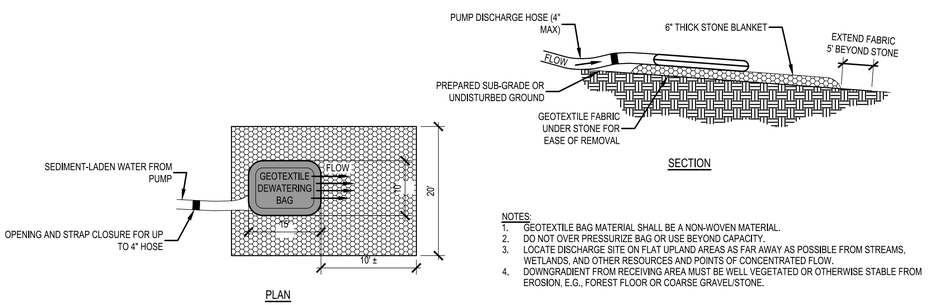
N.T.S.



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

TYPICAL SEDIMENTATION BASIN

N.T.S.



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

GEOTEXTILE DEWATERING BAG

N.T.S.

SEDIMENTATION AND EROSION CONTROL MAINTENANCE PROCEDURES AND NOTES

ALL SEDIMENTATION AND EROSION CONTROL DEVICES SHALL BE INSPECTED DURING CONSTRUCTION ON A WEEKLY BASIS, AND FOLLOWING ALL STORMS, BY THE RESIDENT ENGINEER. THE CONTRACTOR SHALL MAINTAIN AND MAKE REPAIRS AND REMOVE SEDIMENT IF IT HAS ACCUMULATED TO A DEPTH OF 1/2 THE HEIGHT OF THE STRAW BALES OR SILT FENCE AS INSTALLED. THE CONTRACTOR HAS THE OPTION TO INSTALL A NEW ROW OF STRAW BALES OR SILT FENCE BEHIND THE SEDIMENTED CONTROLS. THE CONTRACTOR SHALL MAINTAIN AND MAKE REPAIRS AND REMOVE SEDIMENT AS REQUESTED BY THE RESIDENT ENGINEER. THIS WORK SHALL BE PERFORMED WITHIN 24 HOURS OF THE REQUEST AND THERE SHALL BE NO SEPARATE PAYMENT FOR THIS MAINTENANCE. WHERE CONSTRUCTION ACTIVITIES HAVE PERMANENTLY CEASED OR HAVE TEMPORARILY BEEN SUSPENDED FOR MORE THAN THIRTY DAYS, OR WHEN FINAL GRADES HAVE BEEN REACHED IN ANY PORTION OF THE SITE, STABILIZATION PRACTICES SHALL BE IMPLEMENTED WITHIN 7 DAYS.

THE CONTRACTOR SHALL CLEAN SEDIMENT AND DEBRIS FROM ALL DRAINAGE STRUCTURES, AND PIPES AT THE COMPLETION OF CONSTRUCTION, AND AS REQUESTED BY THE RESIDENT ENGINEER TO KEEP THE SYSTEM FUNCTIONING PROPERLY DURING CONSTRUCTION.

FOLLOWING COMPLETION OF CONSTRUCTION, THE CONTRACTOR SHALL REPAIR ALL ERODED AREAS AND ENSURE A GOOD STAND OF TURF IS ESTABLISHED THROUGHOUT. THE CONTRACTOR SHALL REPAIR ALL ERODED OR DISPLACED RIPRAP, AND CLEAN SEDIMENT COVERED STONES.

THIS PLAN PROPOSES EROSION CONTROL MEASURES TO ADEQUATELY CONTROL ACCELERATED EROSION AND SEDIMENTATION AND REDUCE THE DANGER FROM STORM WATER RUNOFF AT THE SITE. THE RUNOFF SHALL BE CONTROLLED BY THE INTERCEPTION, DIVERSION, AND SAFE DISPOSAL OF THE PRECIPITATION. RUNOFF SHALL ALSO BE CONTROLLED BY STAGING CONSTRUCTION ACTIVITY AND PRESERVING NATURAL VEGETATION WHENEVER POSSIBLE.

EXISTING VEGETATION SHALL BE PROTECTED AND ONLY THAT CLEARING AND GRUBBING ABSOLUTELY NECESSARY FOR THE PROPOSED CONSTRUCTION SHALL BE PERFORMED, ALL DISTURBED AREAS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION AND CONTOUR, UNLESS OTHERWISE INDICATED ON THE PLANS. THE CONTRACTOR SHALL TAKE SPECIAL CARE WITH HIS CONSTRUCTION METHODS AND SHALL COMPLY WITH THE FOLLOWING GUIDELINES.

REFERENCE IS MADE TO THE "CONNECTICUT GUIDELINES FOR SOIL EROSION AND SEDIMENT CONTROL," (2002), AS AMENDED, THE GUIDELINES ARE OBTAINABLE FROM THE D.E.E.P, STORE, 79 ELM STREET, HARTFORD, CONNECTICUT 06106-5127, (860) 424-4088, HTTP://WWW.CT.GOV/DEEP, AND SHOULD BE USED AS A REFERENCE IN CONSTRUCTING THE EROSION AND SEDIMENT CONTROLS INDICATED ON THESE PLANS.

ALL AREAS SHALL BE PROTECTED FROM SEDIMENTATION DURING AND AFTER CONSTRUCTION. PARTICULARLY THE STORAGE OF EXCAVATED OR STOCKPILED MATERIAL. THE CONTRACTOR SHALL CAREFULLY STRIP ALL TOPSOIL, LOAM, OR ORGANIC MATTER PRIOR TO TRENCHING OR OTHER OPERATIONS AND SHALL STORE THEM SEPARATELY FROM ALL OTHER MATERIALS DURING EXCAVATION. EACH STOCKPILE MUST BE ADEQUATELY SURROUNDED WITH SEDIMENT CONTROL MATERIAL (I.E. STRAW BALES AND/OR FILTER FABRIC FENCE).

EXCAVATION THAT MUST BE DEWATERED WILL BE PUMPED INTO AN ACTIVE DRAINAGE SYSTEM IN ACCORDANCE WITH ANY APPLICABLE PERMITTING.

BOTH THE INLET AND OUTLET OF THE PUMPS SHOULD BE FILTERED AND PROTECTED FROM SURGE ACTION. DEBRIS AND OTHER WASTE RESULTING FROM EQUIPMENT MAINTENANCE AND CONSTRUCTION WILL NOT BE DISCARDED ON SITE.

STABILIZING OF SLOPES SHALL BE DONE IMMEDIATELY AFTER CONSTRUCTION OF SLOPES. SLOPES STEEPER THAN 2:1 SHALL BE PROTECTED WITH EROSION MATS. THESE MATS ARE MANUFACTURED COMBINATIONS OF MULCH AND NETTING AND SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. ALL OTHER AREAS SHALL BE MULCHED WITH STRAW AT THE RATE OF 1.5 TO 2 TONS PER ACRE. STRAW MULCH MUST BE ANCHORED IMMEDIATELY AFTER SPREADING TO PREVENT WINDBLOWING. THE METHODS RECOMMENDED BY THE "CONNECTICUT GUIDELINES FOR SOIL EROSION AND SEDIMENT CONTROL" SHALL BE USED FOR THE ANCHORING OF MULCH OR NETTING.

SEDIMENTATION CONTROL SYSTEM - THE SEDIMENTATION CONTROL SYSTEM SHALL CONSIST OF FILTER FABRIC BARRIER FENCE. THE SEDIMENTATION CONTROL SYSTEM SHALL BE INSTALLED IMMEDIATELY AFTER A CUT SLOPE HAS BEEN GRADED, BEFORE A FILL SLOPE HAS BEEN CREATED AND AS INDICATED ON THE PLANS. THE SYSTEM IS DESIGNED TO INTERCEPT SILT AND SEDIMENT BEFORE IT REACHES WETLAND SILT AREAS, OR WATERCOURSES. DEPOSITS OF SEDIMENT AND SILT ARE TO BE PERIODICALLY REMOVED FROM THE UPSTREAM SIDE OF THE FENCE. THIS MATERIAL IS TO BE SPREAD AND STABILIZED IN AREAS NOT SUBJECT TO EROSION, OR IN AREAS WHICH ARE NOT TO BE PAVED OR BUILT ON. THE SEDIMENTATION CONTROL SYSTEM IS TO BE REPLACED AS NECESSARY TO PROVIDE PROPER FILTERING ACTION. THE SYSTEM IS TO REMAIN IN PLACE AND BE MAINTAINED TO INSURE EFFICIENT SILTATION CONTROL UNTIL ALL AREAS ABOVE THE FENCE ARE STABILIZED AND VEGETATION HAS BEEN ESTABLISHED.

CONSTRUCTION ENTRANCE - A STONE STABILIZED PAD SHALL BE LOCATED AT POINTS OF VEHICULAR INGRESS AND EGRESS FROM THE CONSTRUCTION SITE TO REDUCE TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. THE AREA OF THE ENTRANCE SHOULD BE CLEARED OF ALL VEGETATION, ROOTS AND OTHER OBJECTIONABLE MATERIAL. FILTER FABRIC SHALL BE PLACED ON SUBGRADE PRIOR TO PLACEMENT OF STONE. STONE SHALL BE PLACED TO THE DIMENSIONS SHOWN ON THE PLAN. PERIODIC TOP DRESSING WITH ADDITIONAL STONE OR ADDITIONAL LENGTH, AS CONDITIONS DEMAND, MAY BE REQUIRED TO INSURE THAT THE ENTRANCE FUNCTIONS AS INTENDED. PUBLIC ROADWAYS SHALL BE CLEANED OF DIRT AND DEBRIS AS NECESSARY, OR AS DIRECTED BY THE RESIDENT ENGINEER.

RIPRAP - RIPRAP, IF REQUIRED OR SPECIFIED, IS TO BE INSTALLED AS ENERGY DISSIPATION STRUCTURES. THE RIPRAP IS TO BE INSTALLED BEFORE OUTLET STRUCTURES ARE ACTIVATED, AND ALL ADJACENT AREAS ARE TO BE IMMEDIATELY SEEDED IF IN SEASON, OTHERWISE THE SOIL IS TO BE STABILIZED BY OTHER METHODS.

IN ALL AREAS, REMOVAL OF TREES, BUSHES AND OTHER VEGETATION, AND DISTURBANCE OF THE SOIL, IS TO BE KEPT TO AN ABSOLUTE MINIMUM WHILE ALLOWING PROPER DEVELOPMENT OF THE SITE.

DURING CONSTRUCTION, AS SMALL AN AREA OF SOIL AS POSSIBLE SHOULD BE EXPOSED FOR AS SHORT A TIME AS POSSIBLE. AFTER CONSTRUCTION, GRADE, RESPREAD TOPSOIL, AND STABILIZE SOIL BY SEEDING AND MULCHING SO AS TO PREVENT EROSION.

GRASSED SWALES - ALL GRASSED SWALES SHALL BE STABILIZED WITH SOIL EROSION CONTROL MATS IMMEDIATELY AFTER GRADING. THE SWALES SHALL BE IMMEDIATELY SODDED OR SEEDED DEPENDING ON THE SEASON.

Project:
TAP PROJECT NO. 111-126

AIR LINE TRAIL RECONSTRUCTION AND ACCESSIBILITY PROJECT

TOWNS OF PUTNAM AND POMFRET, CT

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Reviewed By:	RC
Approved By:	LAS
W&S Project No.:	ENG22-1336
W&S File No.:	---

Drawing Title:

SEDIMENTATION AND EROSION CONTROL DETAILS

Sheet Number:

L300

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W&S File No.:	---

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MISCELLANEOUS
DETAILS

Sheet Number:

L400

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BEGIN PROJECT
AIR LINE TRAIL
MULTI-USE PATHWAY
STA 110+15.72

BEGINNING OF SPLIT
RAIL FENCE (TYP.)

12" WIDE AGGREGATE
MULTI-USE PATHWAY

TURF ESTABLISHMENT
(TYP.)

BEGIN 12" WIDE AGGREGATE
MULTI-USE PATHWAY.
MATCH EXISTING WIDTH
AND ELEVAVTION
STA 100+15.72

MATCHLINE STA. 114+00 (SEE DRAWING L501)

N/F
State Of Connecticut
"airline Trail"

N/F
State Of Connecticut

N/F
State
Of
Connecticut

N/F
Thomas Borner &
Katalin Borner

N/F
Janice L. Bosworth

POMFRET ROAD

CB
TF=354.35
Inv=349.3 (S)
Inv=349.3 (N)

Inv=339.8

15" RCP

OBSCURED

CB
TF=352.37
INV=350.1 (E)
INV=349.8 (N)

12" RCP

SNET
#405

#405S

CB
TF=353.45
INV=350.5

CB
TF=353.73
INV=349.8

18" CPP

Inv=341.1

FEMA 100-YR
FLOODPLAIN-ZONE A

WAPPOQUIA BROOK
CULVERT

FLOW

109+00
110+00
111+00
112+00
113+00

SCALE: 1"=20'

Project:
TAP PROJECT NO. 111-126

AIR LINE TRAIL
RECONSTRUCTION AND
ACCESSIBILITY PROJECT

TOWNS OF PUTNAM AND
POMFRET, CT

www.westonandsampson.com

Consultants:

Revisions:

No.	Date	Description

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Seal:

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Scale: 1"=20'

Date:	August 28, 2023
Drawn By:	AMN
Reviewed By:	RC
Approved By:	MJJ
W&S Project No.:	ENG22-1336
W&S File No.:	----

Drawing Title:

PLAN SHEETS

Sheet Number:

L500

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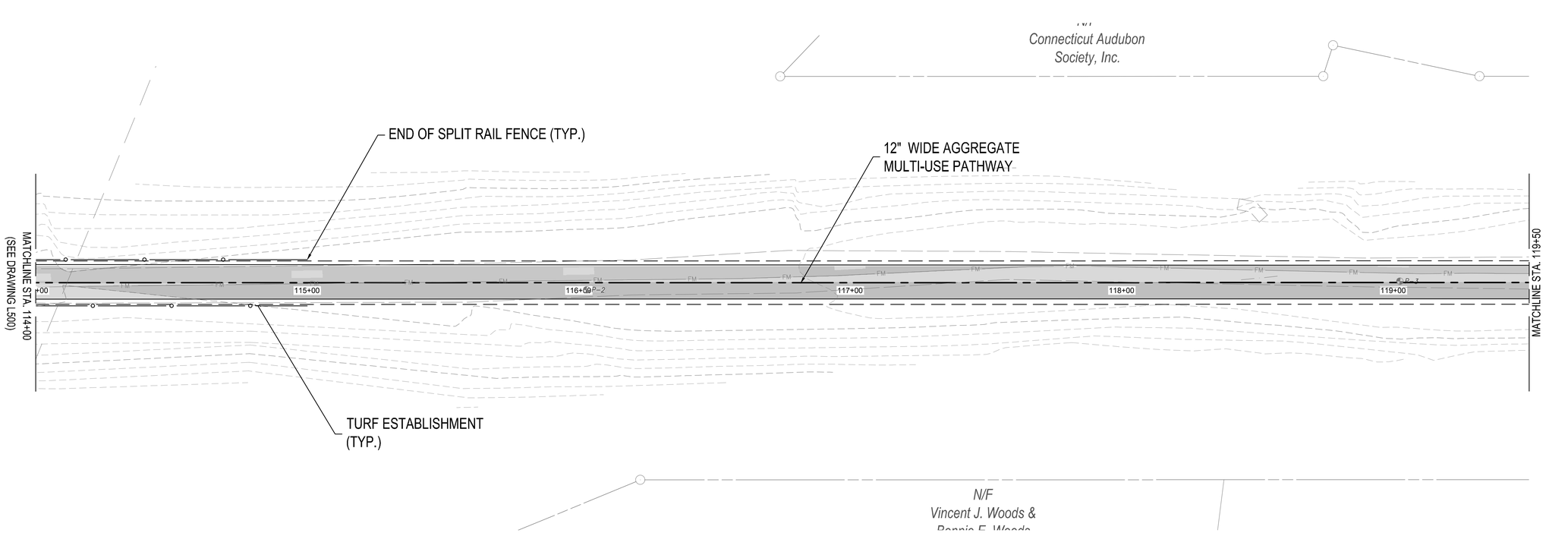

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W&S File No.:	----

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L501

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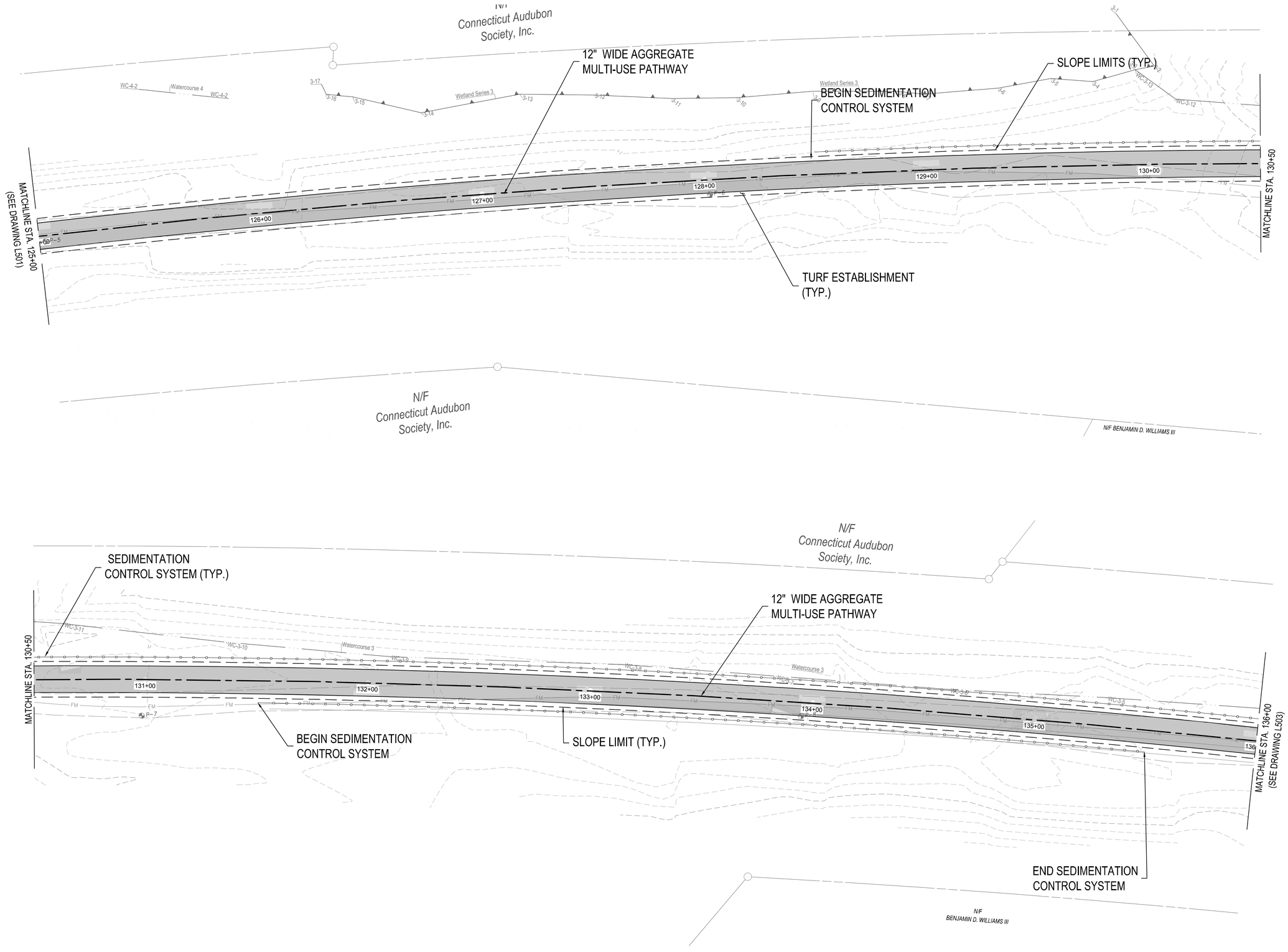

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W&S File No.:	----

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L502

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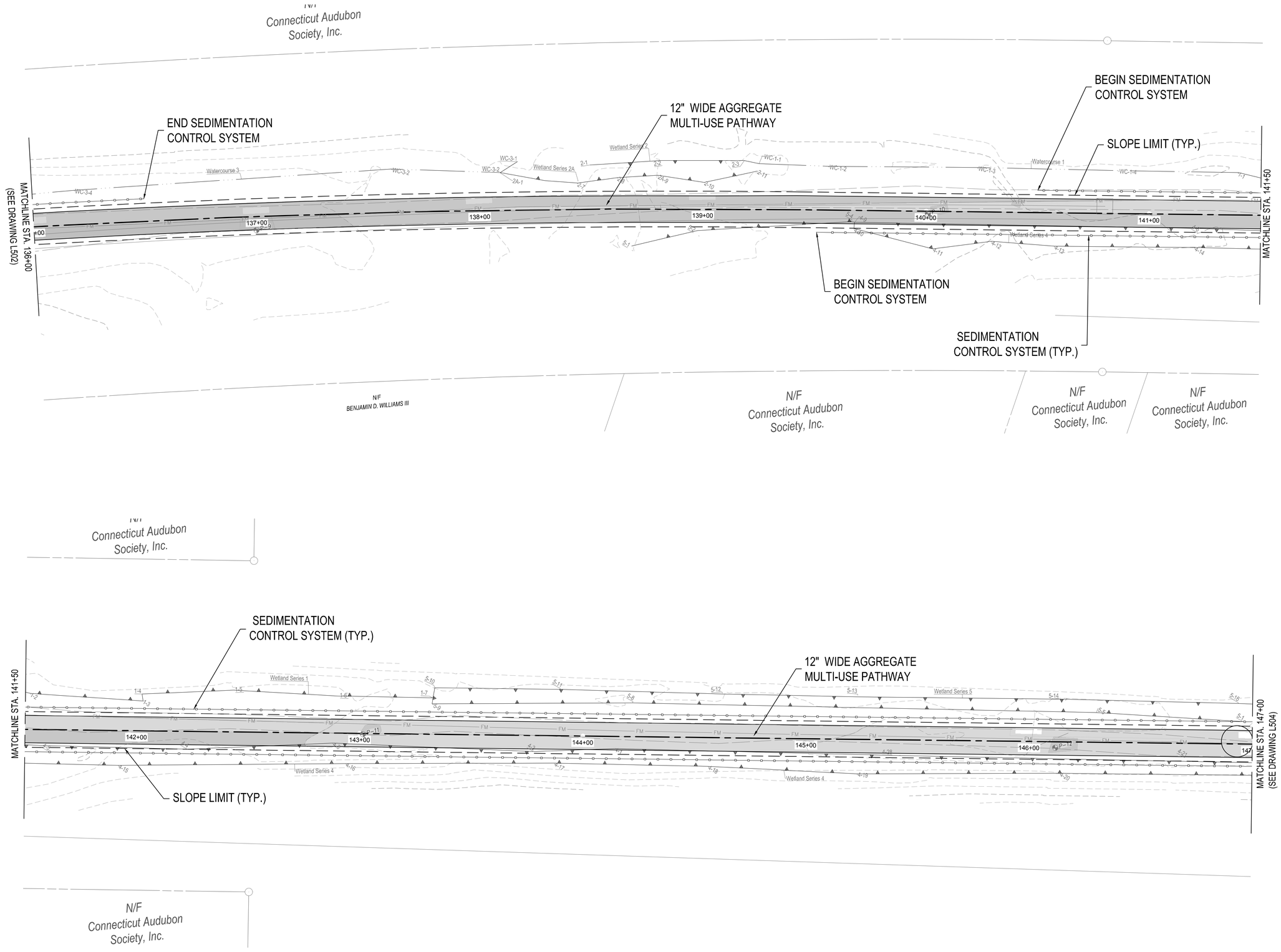

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L503

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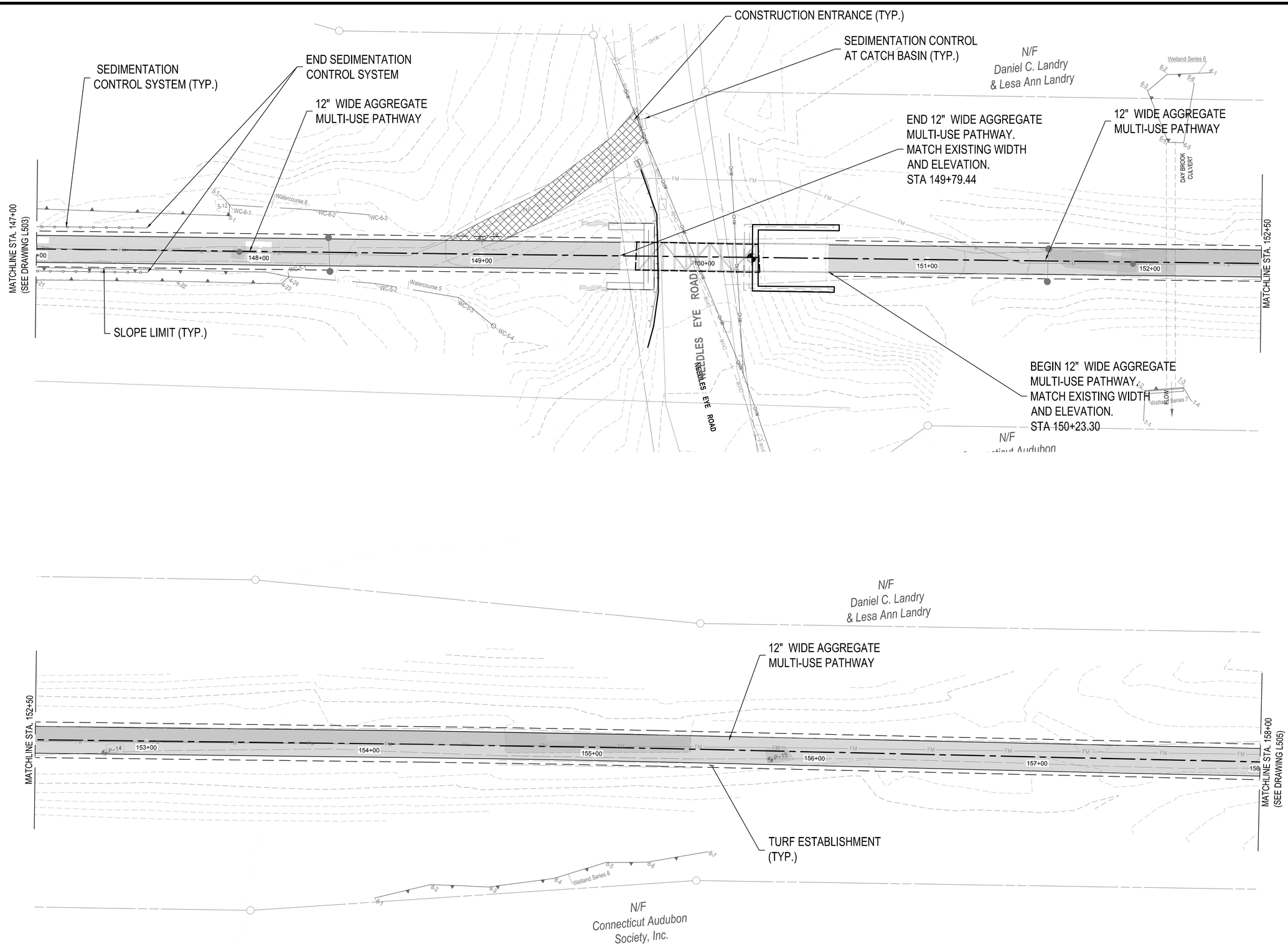

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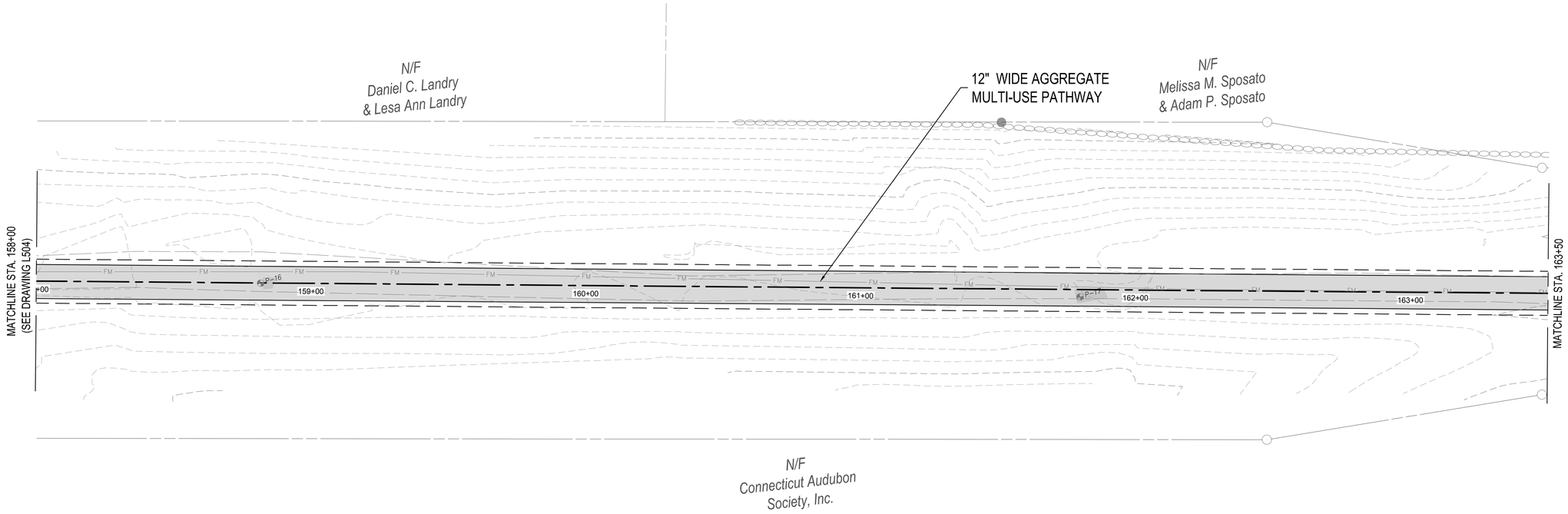

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L505

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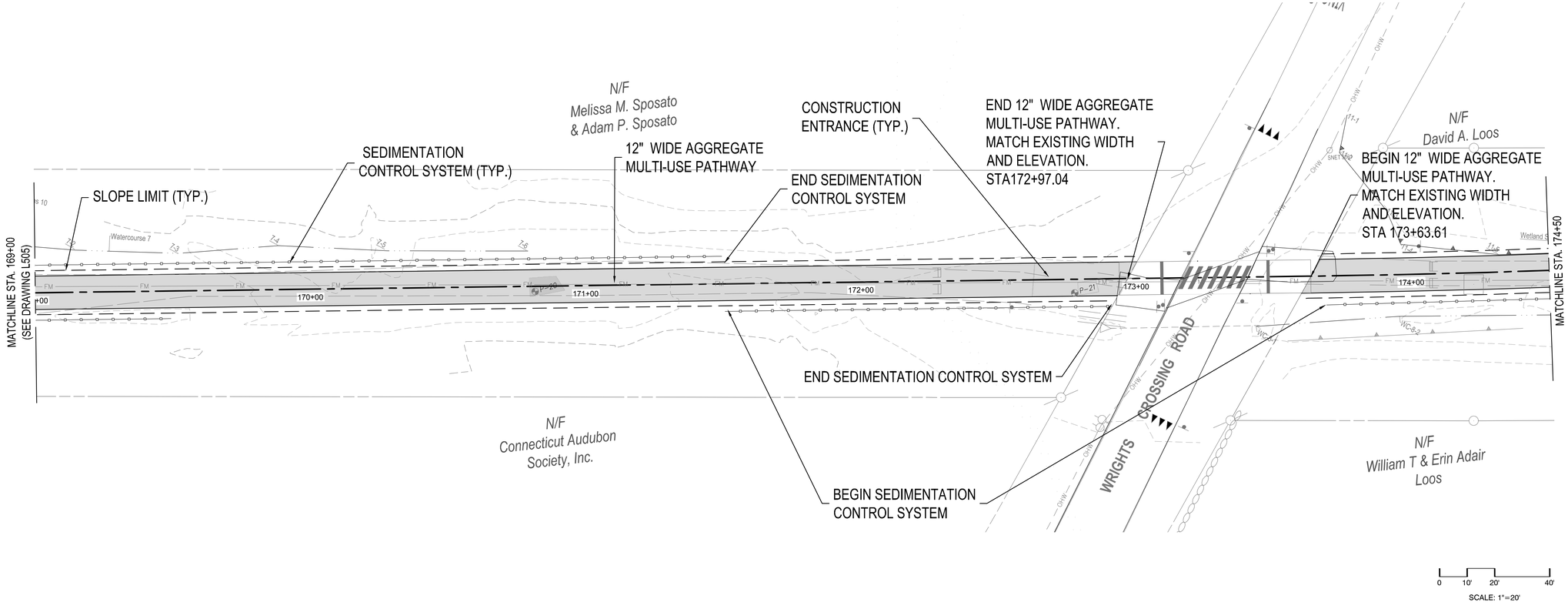

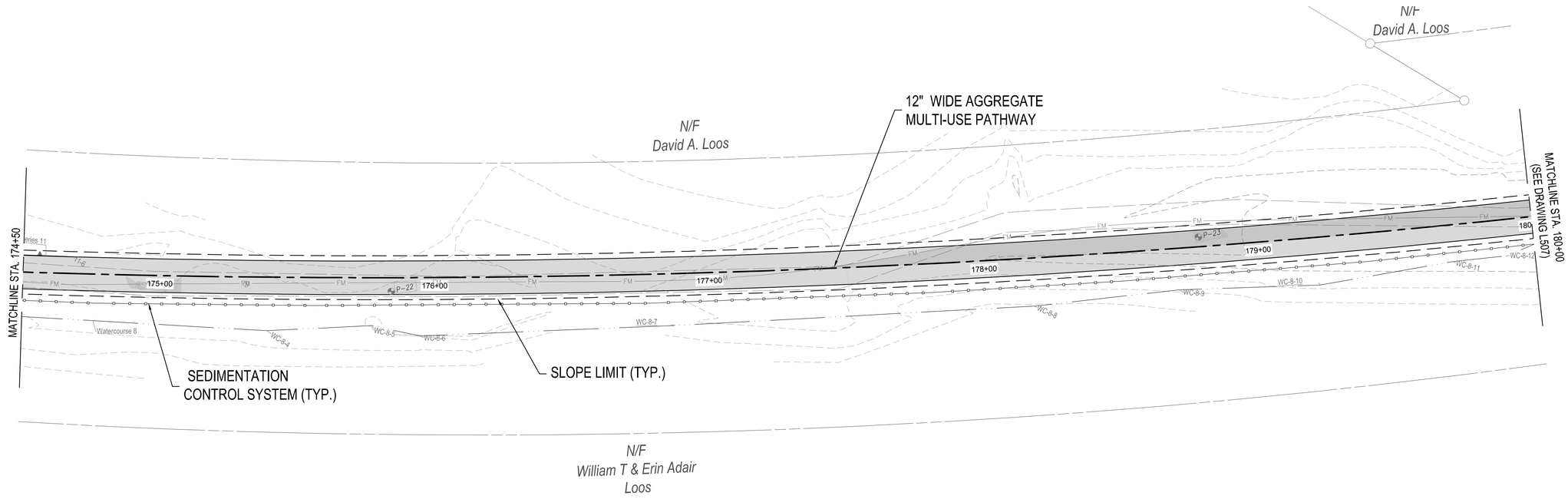

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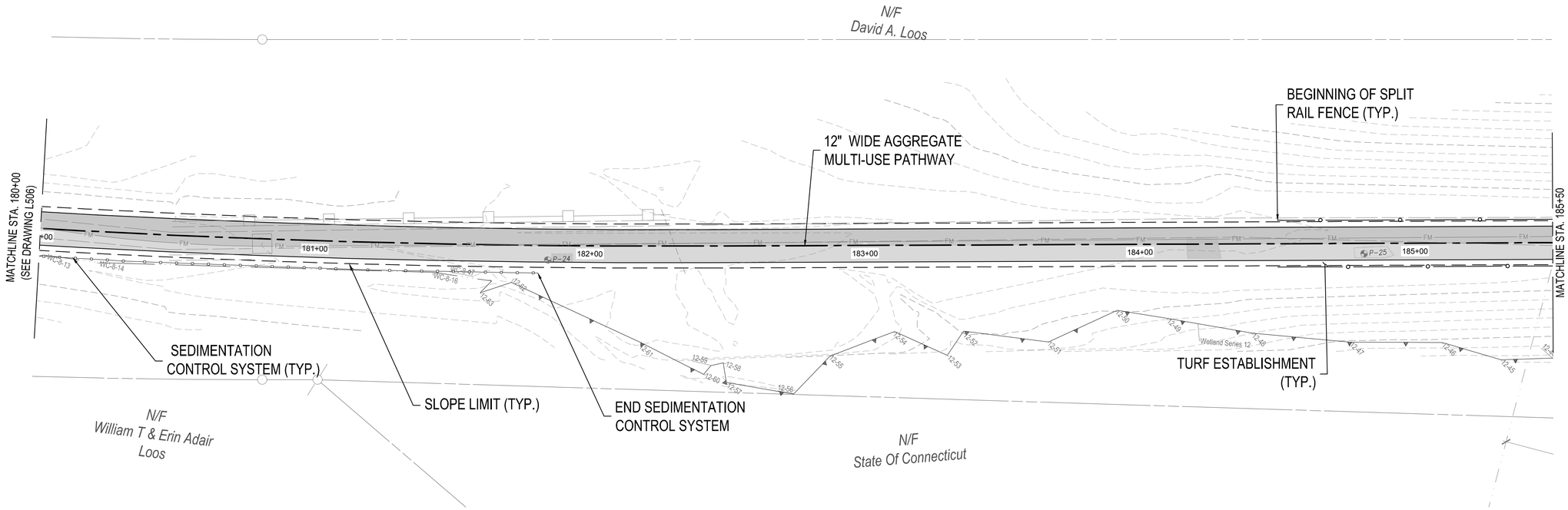

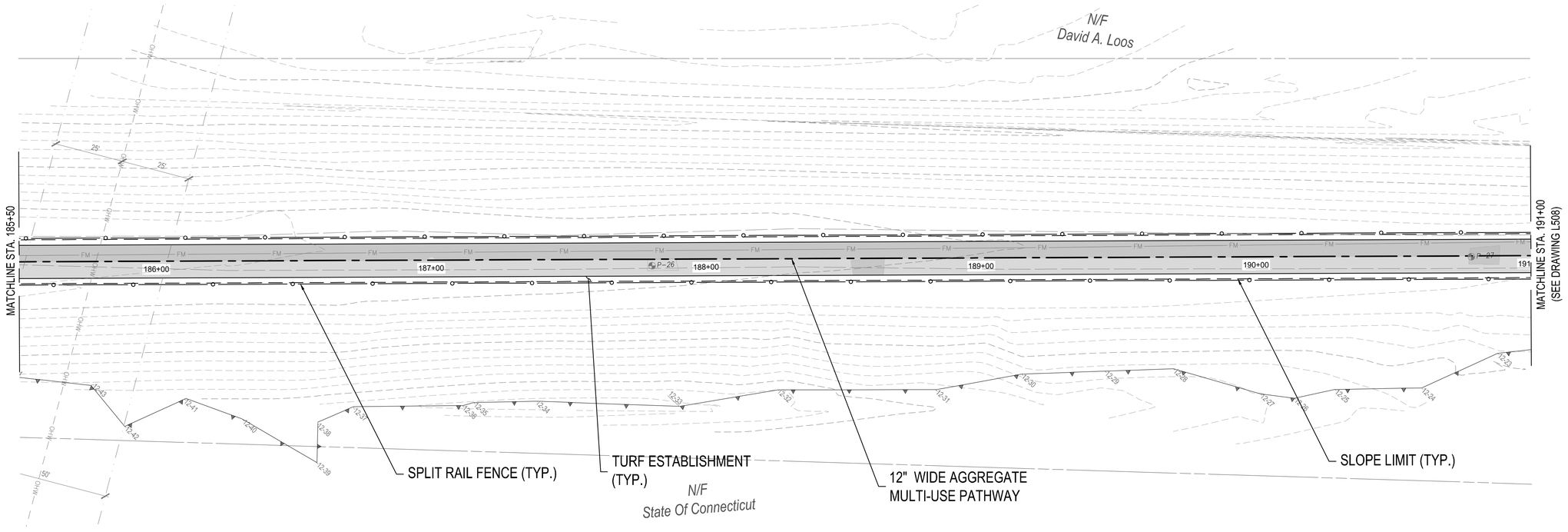

0 10' 20' 40'

SCALE: 1"=20'

Project:
TAP PROJECT NO. 111-126

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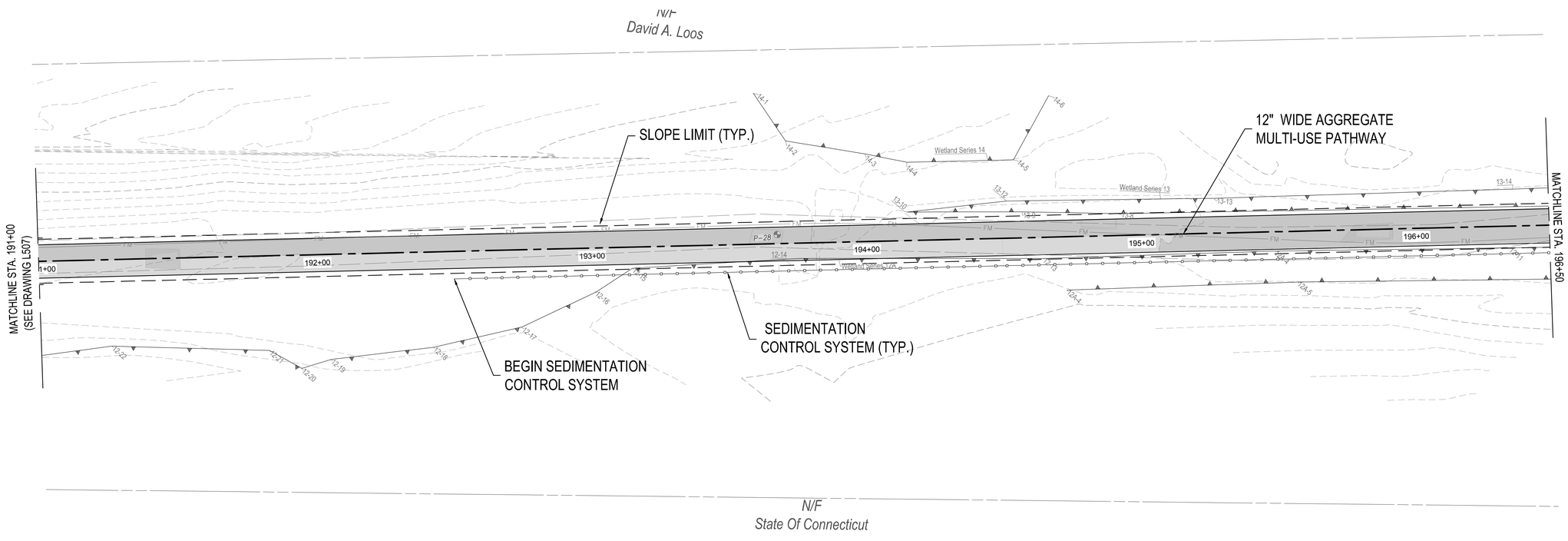

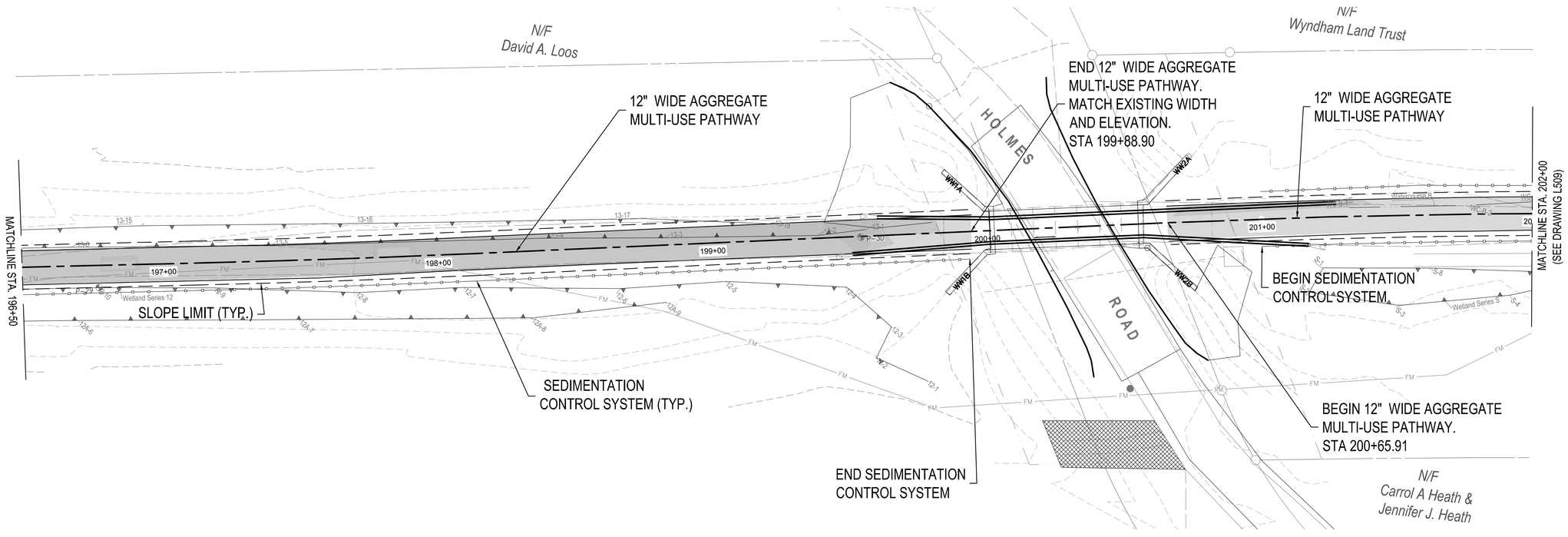

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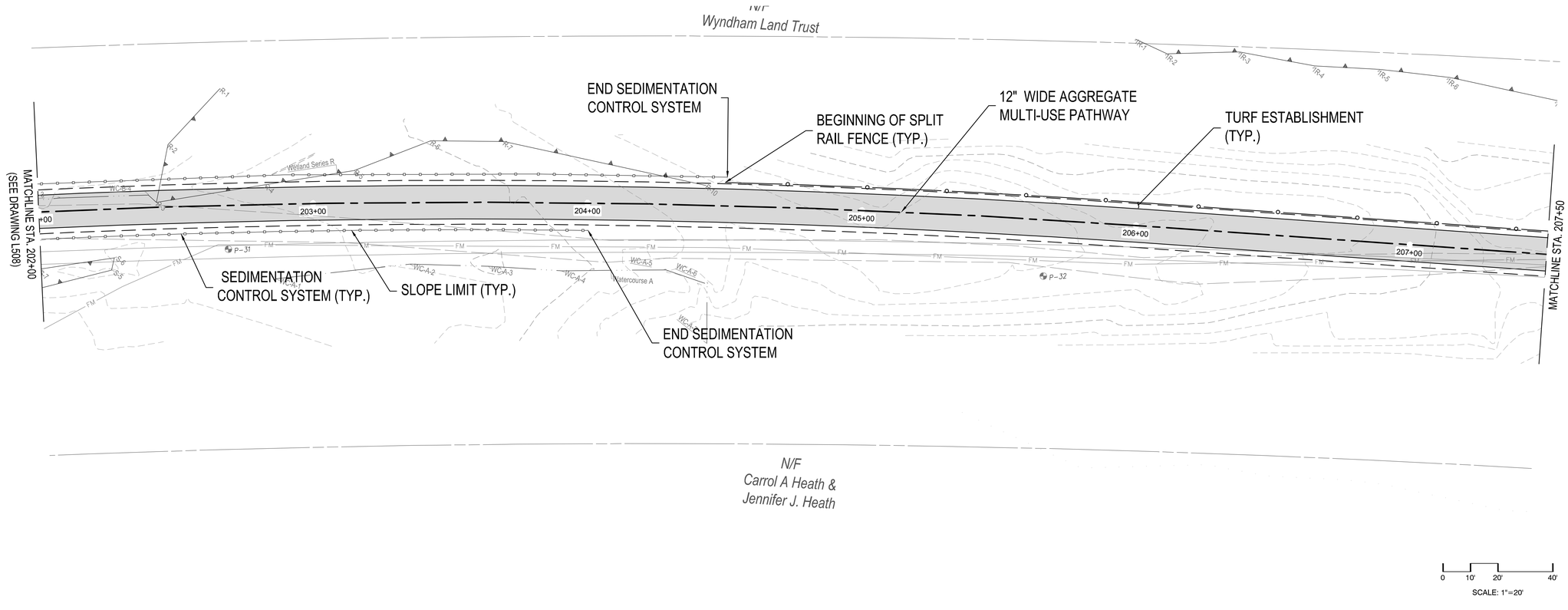

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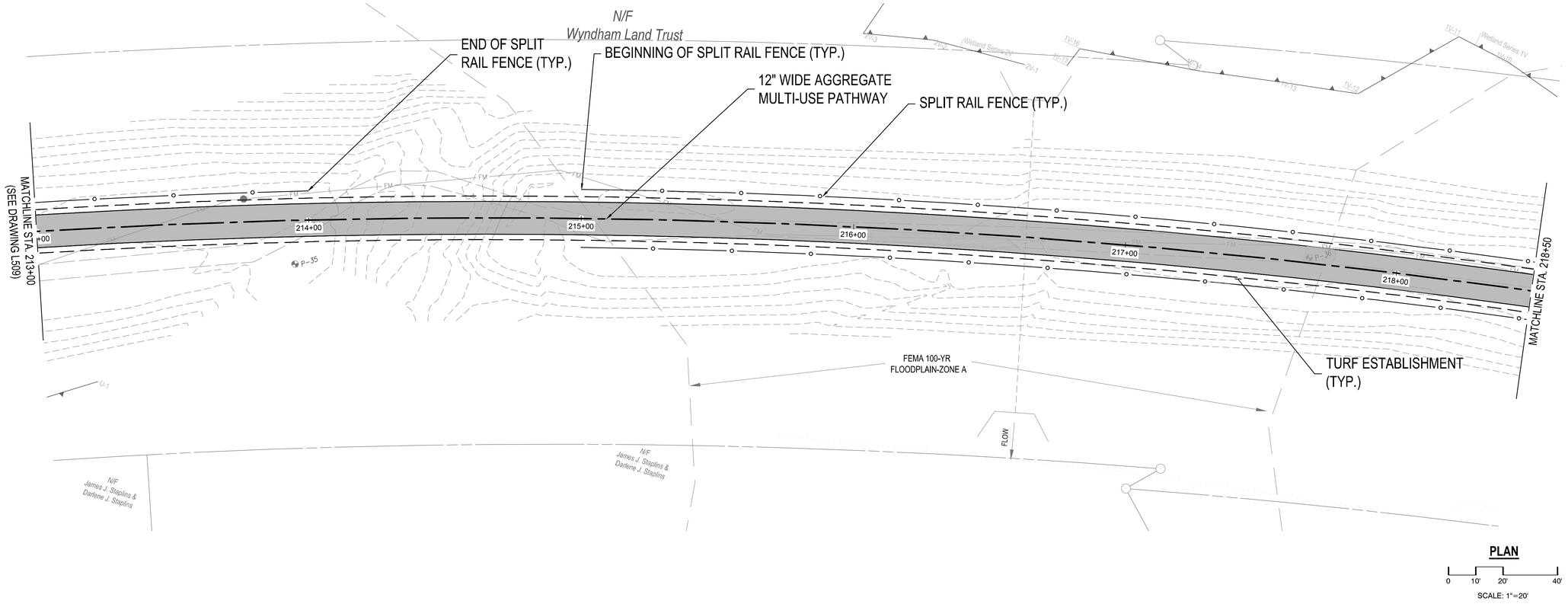
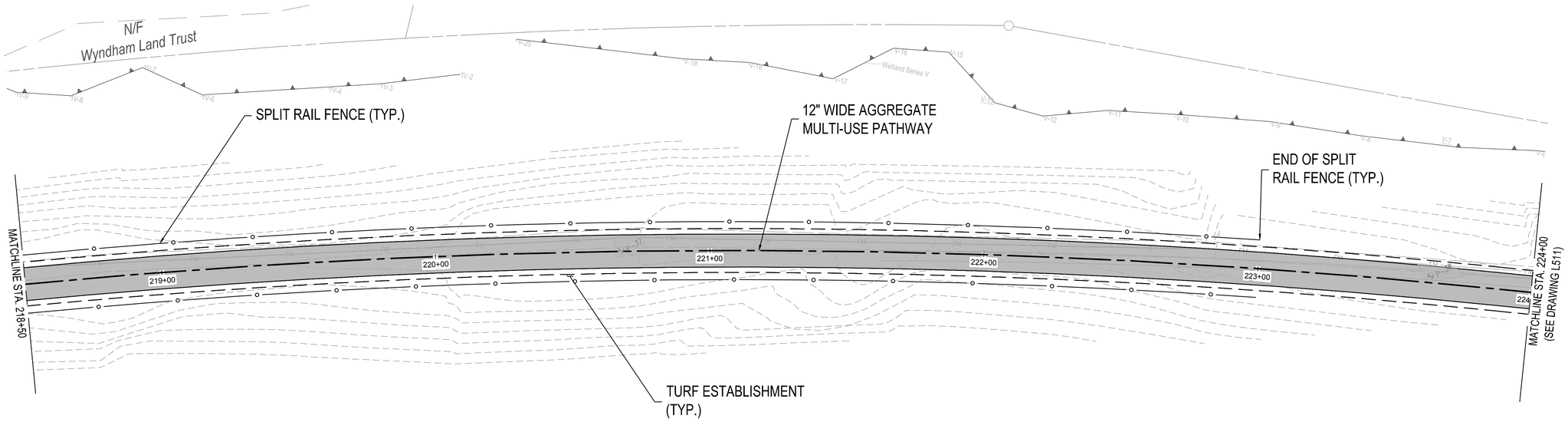


PLAN

0 10' 20' 40'

SCALE: 1"=20'



PLAN

0 10' 20' 40'

SCALE: 1"=20'

Project:

TAP PROJECT NO. 111-126

AIR LINE TRAIL
RECONSTRUCTION AND
ACCESSIBILITY PROJECT

TOWNS OF PUTNAM AND
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L510

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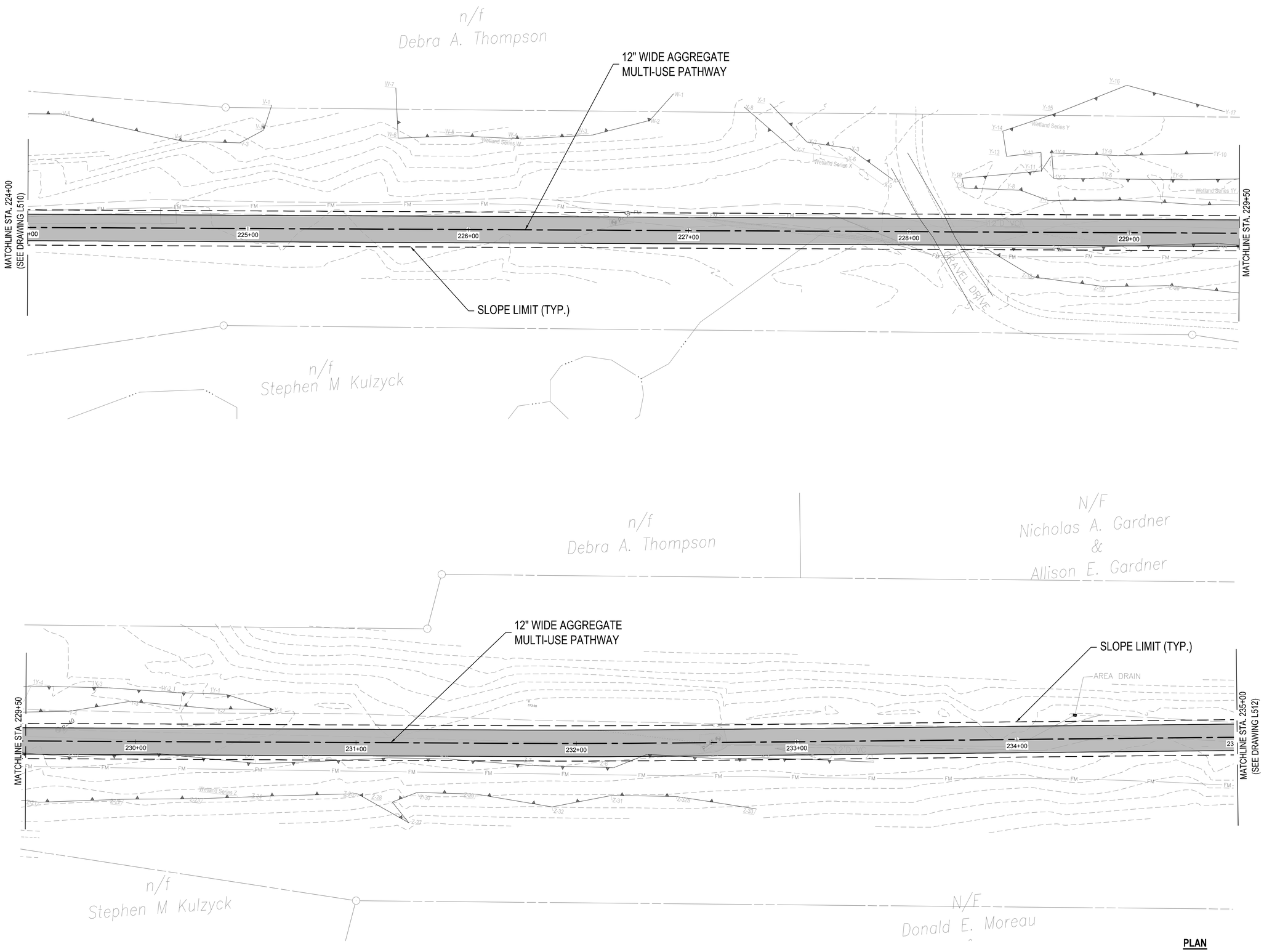

PLAN

0 10' 20' 40'

SCALE: 1"=20'

Project:
TAP PROJECT NO. 111-126

AIR LINE TRAIL
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L511

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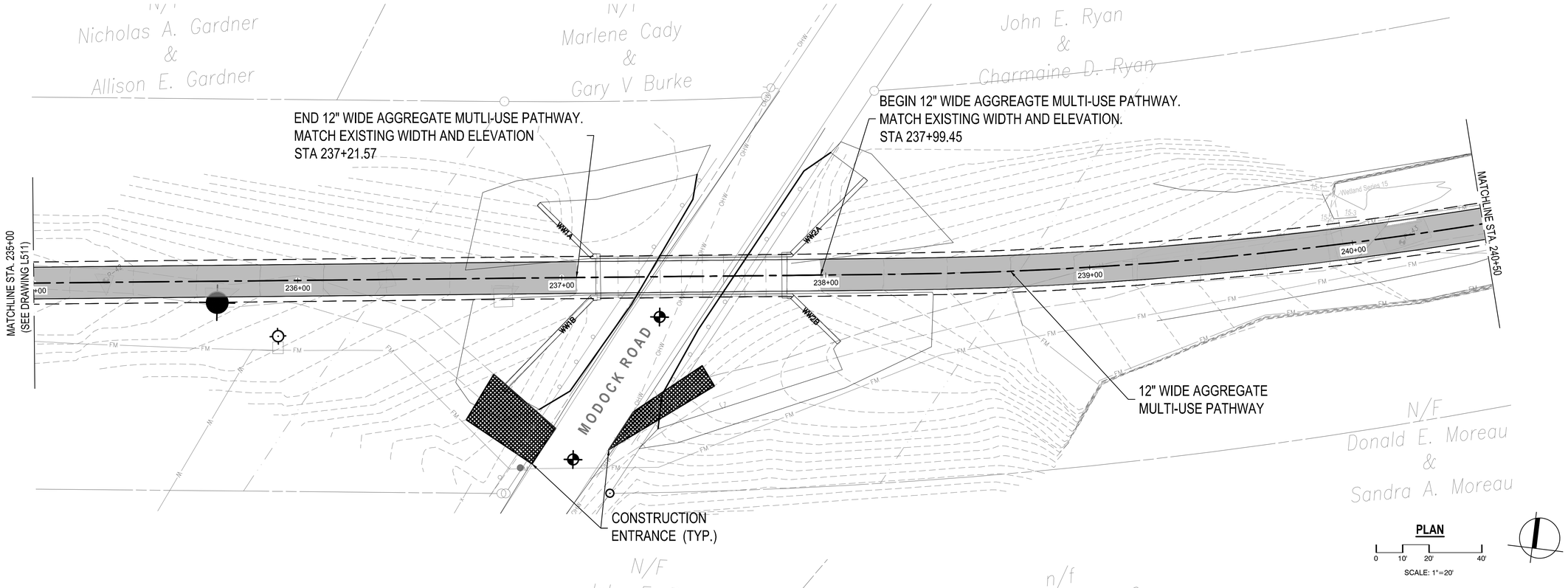

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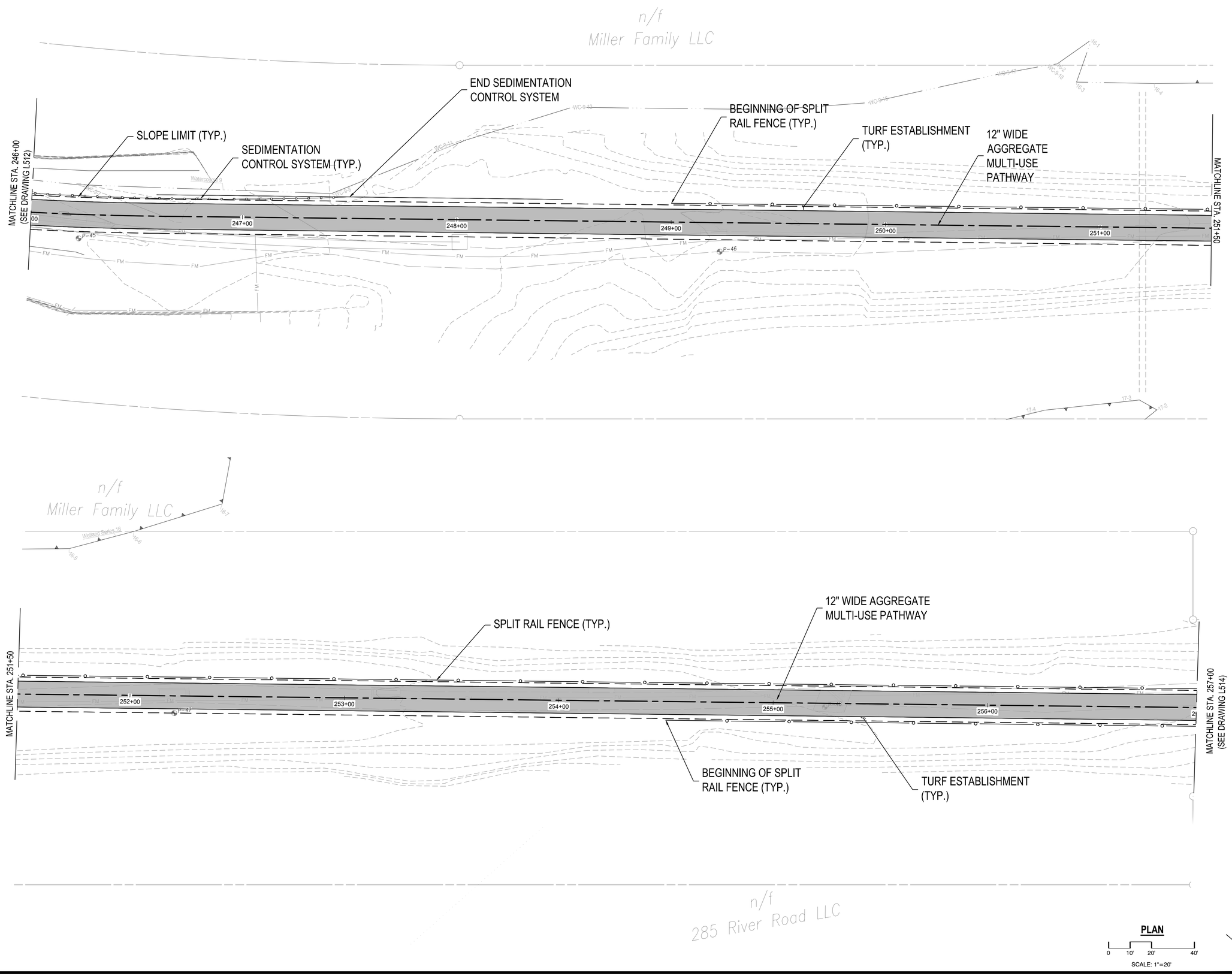

Project:
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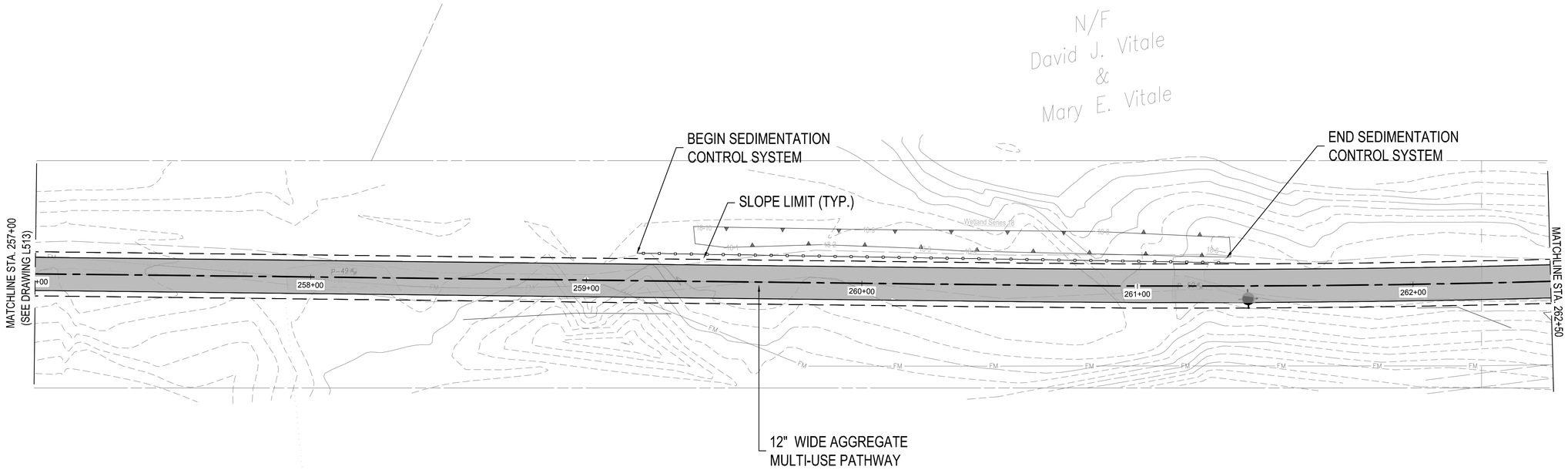
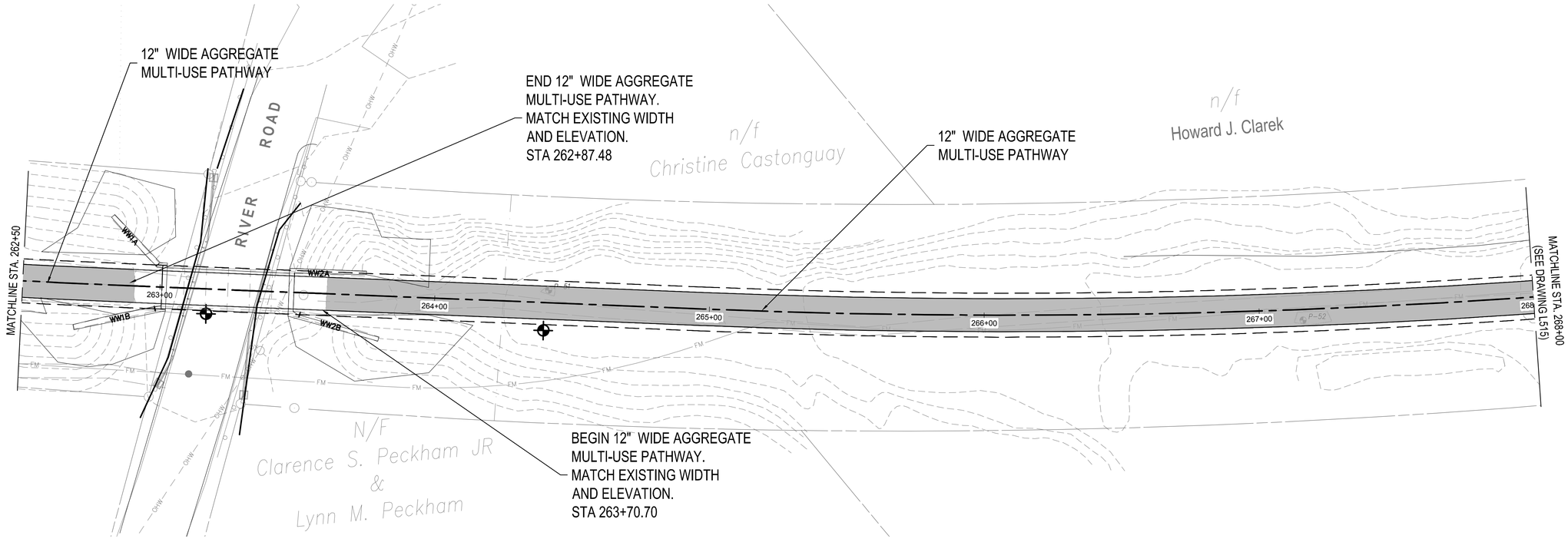


PLAN

0 10' 20' 40'

SCALE: 1"=20'



PLAN

0 10' 20' 40'

SCALE: 1"=20'

Project:

TAP PROJECT NO. 111-126

AIR LINE TRAIL RECONSTRUCTION AND ACCESSIBILITY PROJECT

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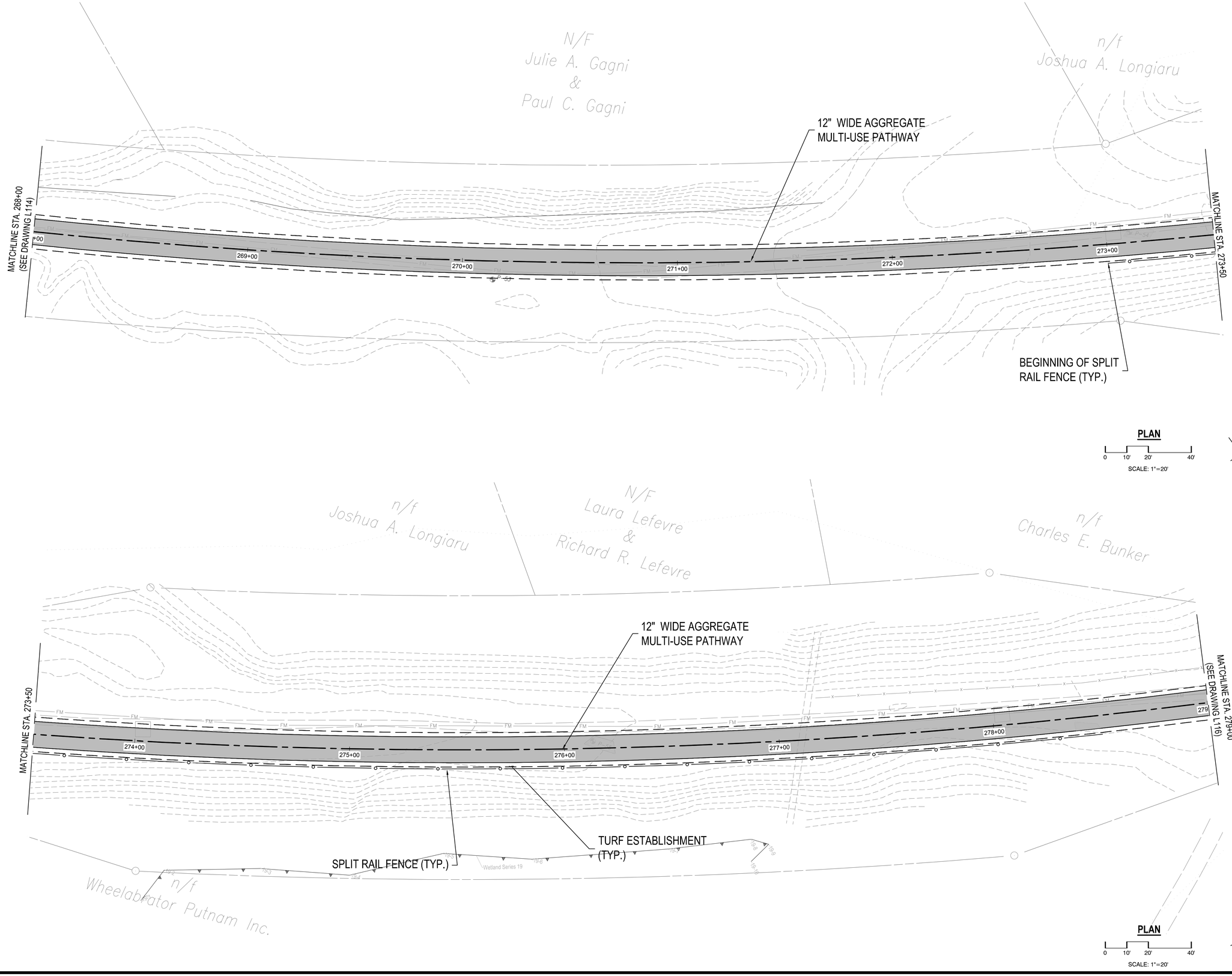

Project:
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Reviewed By:	RC
Approved By:	MJJ
W&S Project No.:	ENG22-1336
W&S File No.:	----

Drawing Title:

PLAN SHEETS

Sheet Number:

L515

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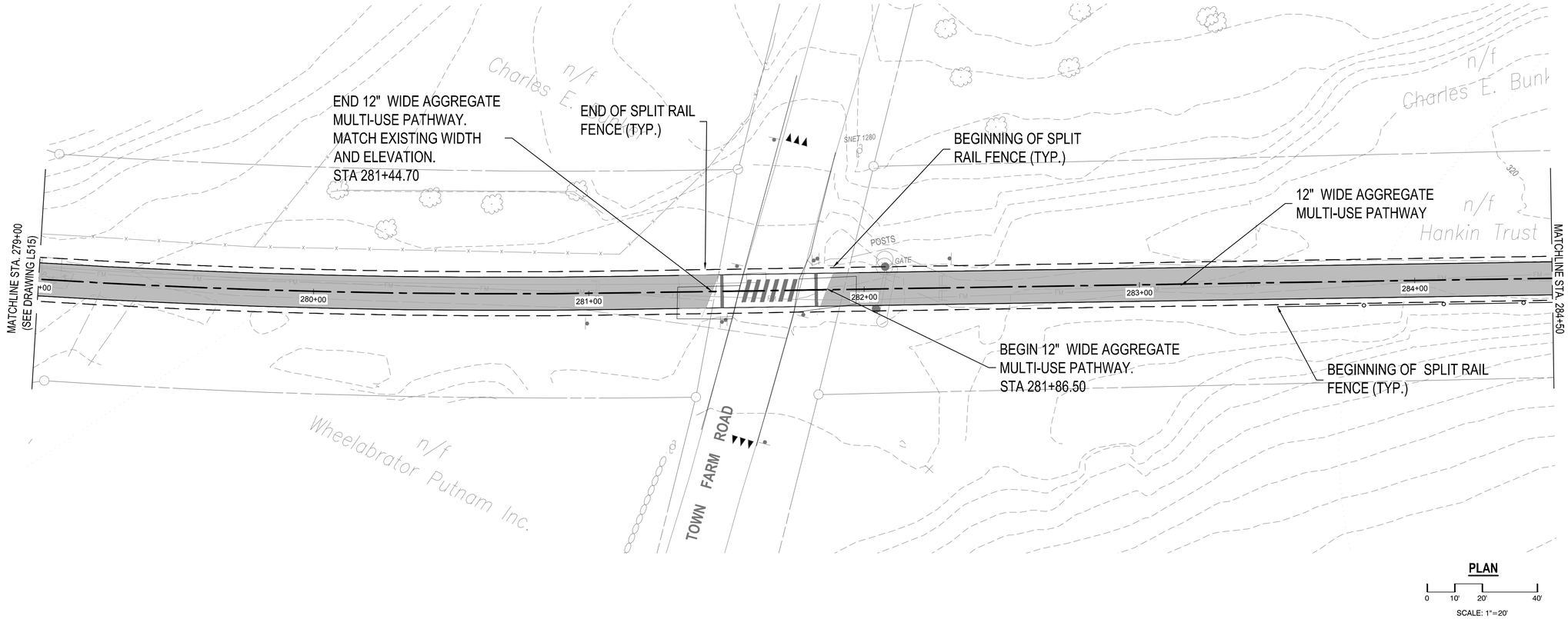
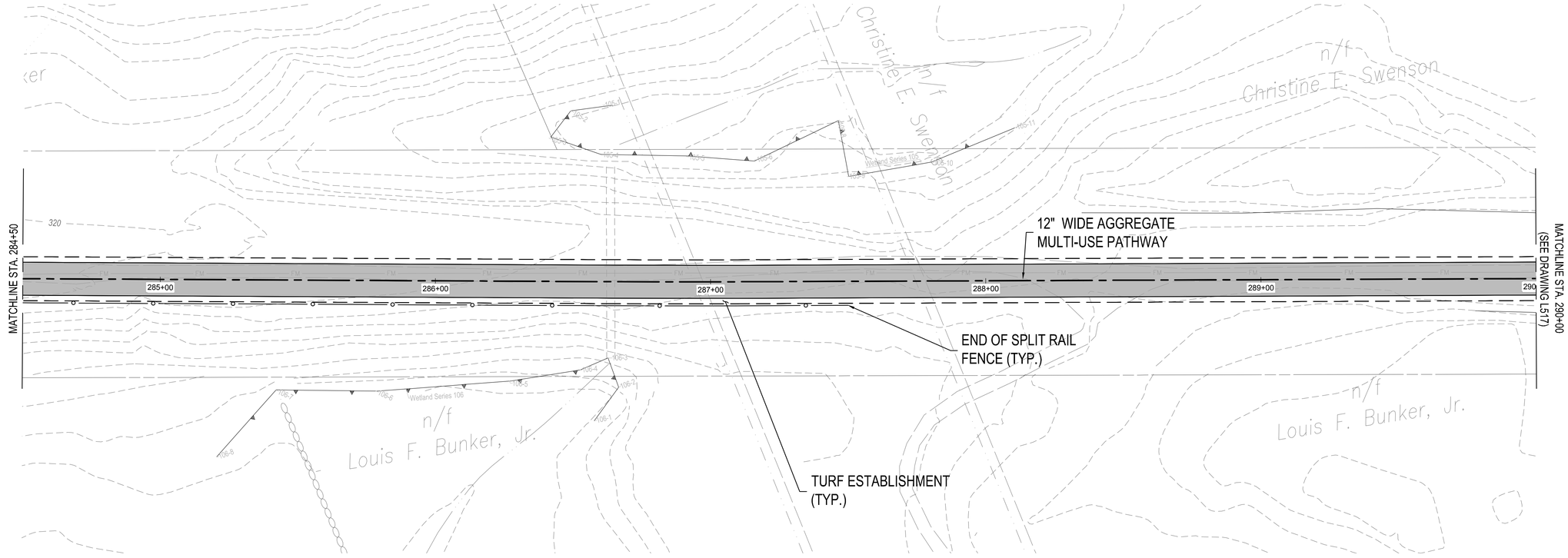
P:\CT\Shared CT\Active Tsk SPK-111-(3)\CAD\ANS\AIR TRAIL_MSV-L1-21.dwg



PLAN

0 10' 20' 40'

SCALE: 1"=20'



PLAN

0 10' 20' 40'

SCALE: 1"=20'

Project:

TAP PROJECT NO. 111-126

AIR LINE TRAIL RECONSTRUCTION AND ACCESSIBILITY PROJECT

TOWNS OF PUTNAM AND POMFRET, CT

Weston & Sampson

Weston & Sampson Engineers, Inc.
712 Brook Street
Rocky Hill, CT 06067
978.532.1900 800.SAMPSON
www.westonandsampson.com

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W&S File No.:	----

Drawing Title:

PLAN SHEETS

Sheet Number:

L516

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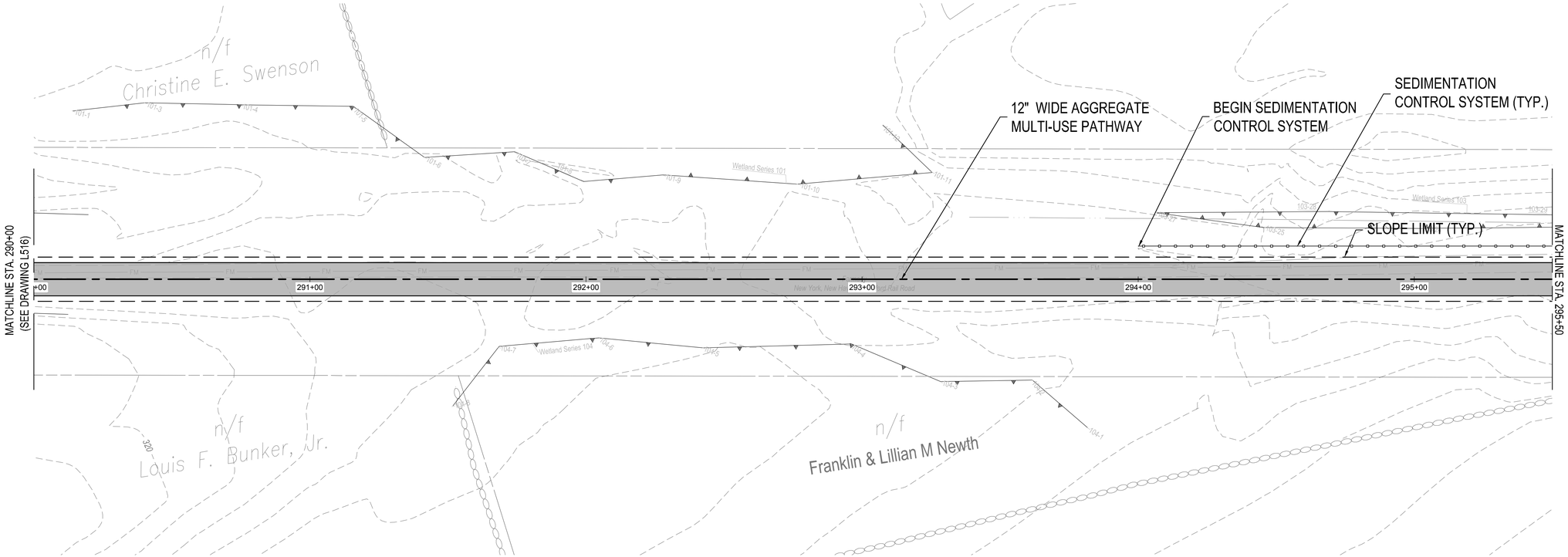

PLAN

0 10' 20' 40'

SCALE: 1"=20'

Project:

TAP PROJECT NO. 111-126

AIR LINE TRAIL
RECONSTRUCTION AND
ACCESSIBILITY PROJECT

TOWNS OF PUTNAM AND
POMFRET, CT

Weston & Sampson

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Sheet Number:

L517

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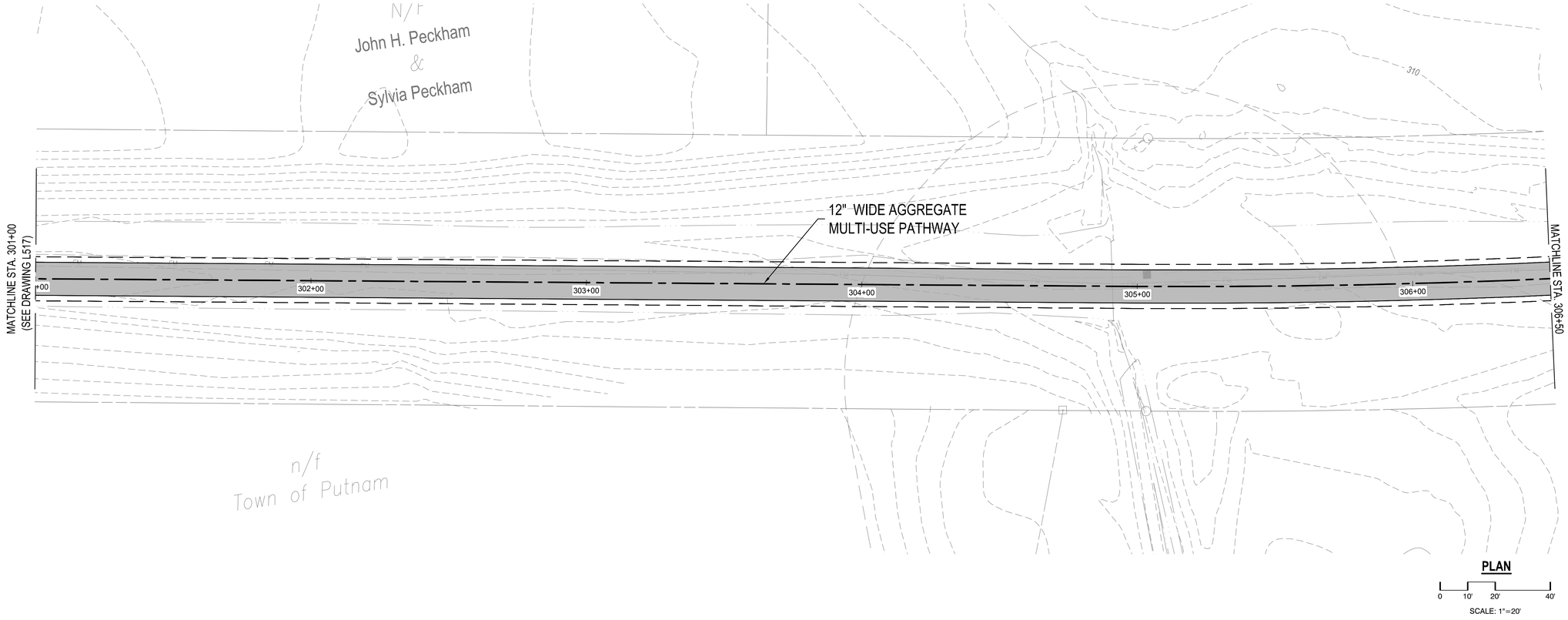
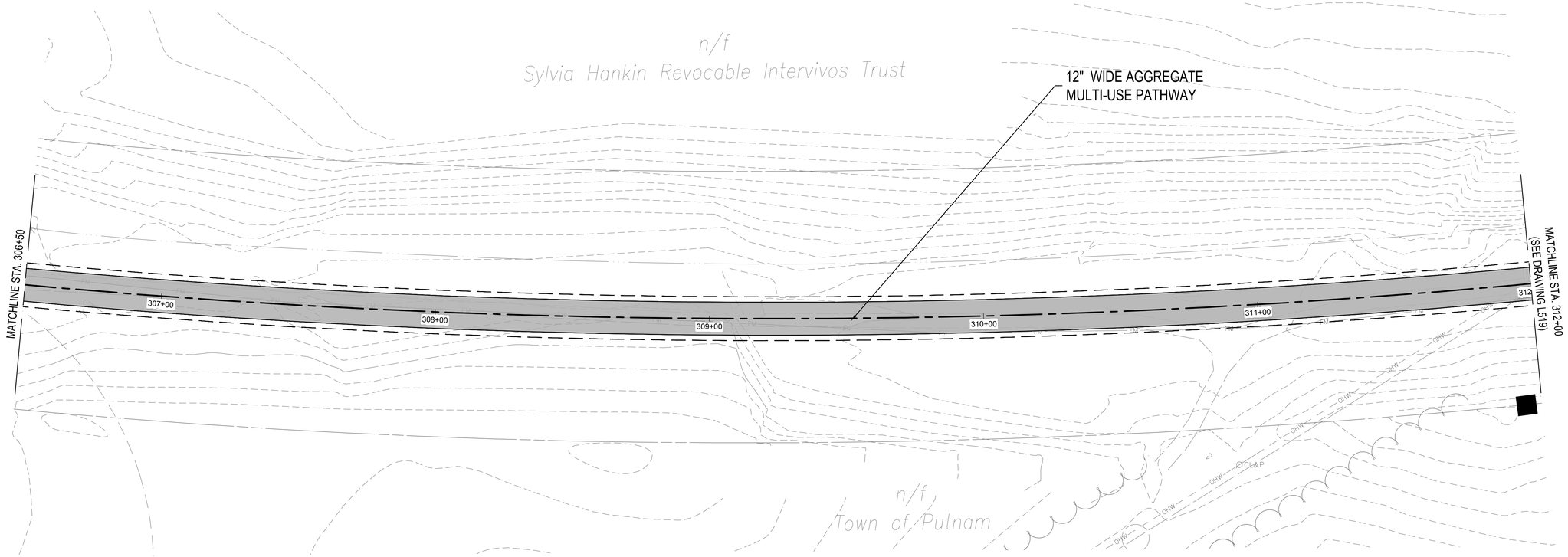


PLAN

0 10' 20' 40'

SCALE: 1"=20'



PLAN

0 10' 20' 40'

SCALE: 1"=20'

Project:

TAP PROJECT NO. 111-126

AIR LINE TRAIL
RECONSTRUCTION AND
ACCESSIBILITY PROJECT

TOWNS OF PUTNAM AND
POMFRET, CT

Weston & Sampson Engineers, Inc.
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W&S File No.:	----

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PLAN SHEETS

Sheet Number:

L518

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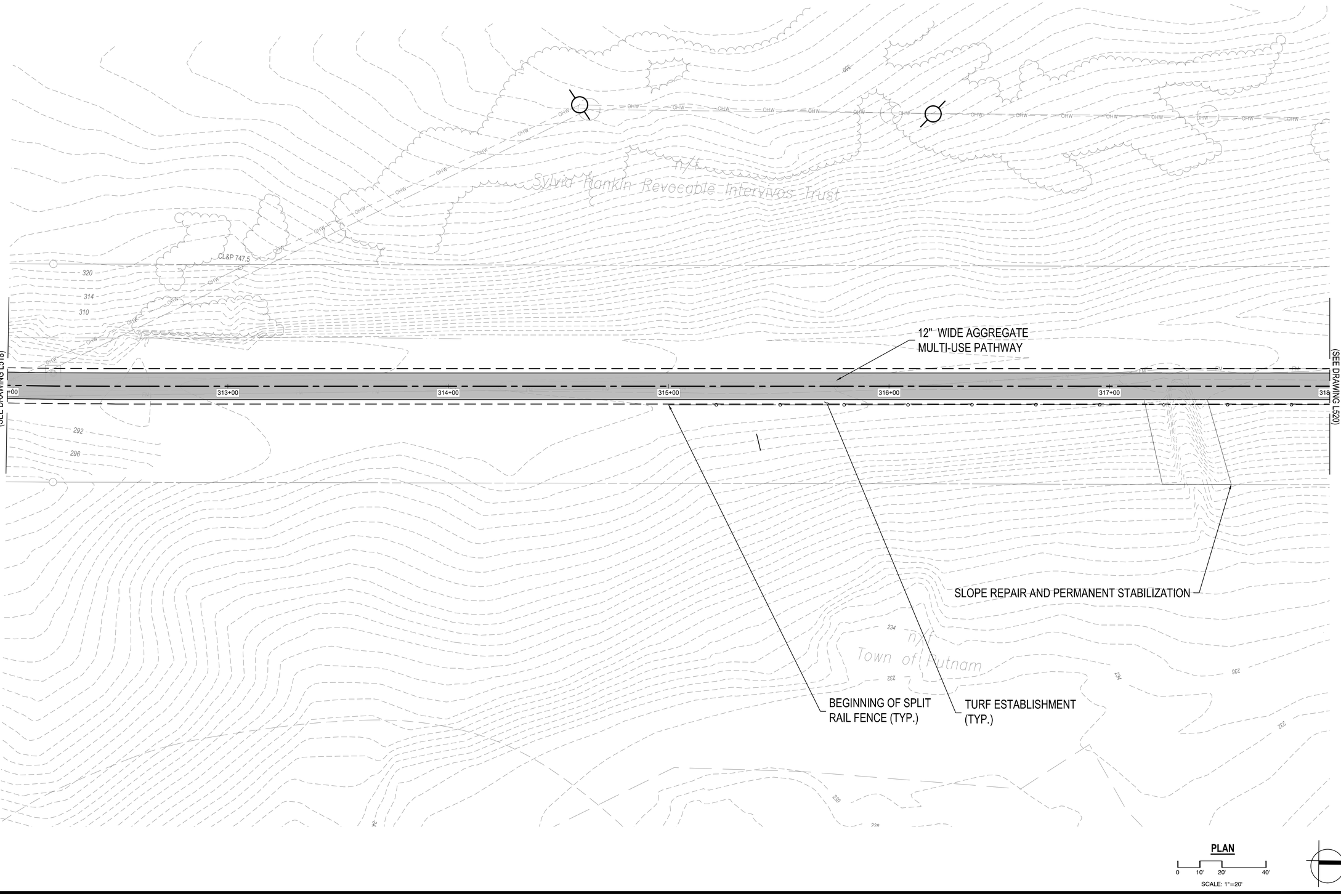

PLAN

0 10' 20' 40'

SCALE: 1"=20'

Project:

TAP PROJECT NO. 111-126

AIR LINE TRAIL
RECONSTRUCTION AND
ACCESSIBILITY PROJECT

TOWNS OF PUTNAM AND
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W&S File No.:	----

Drawing Title:

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L519

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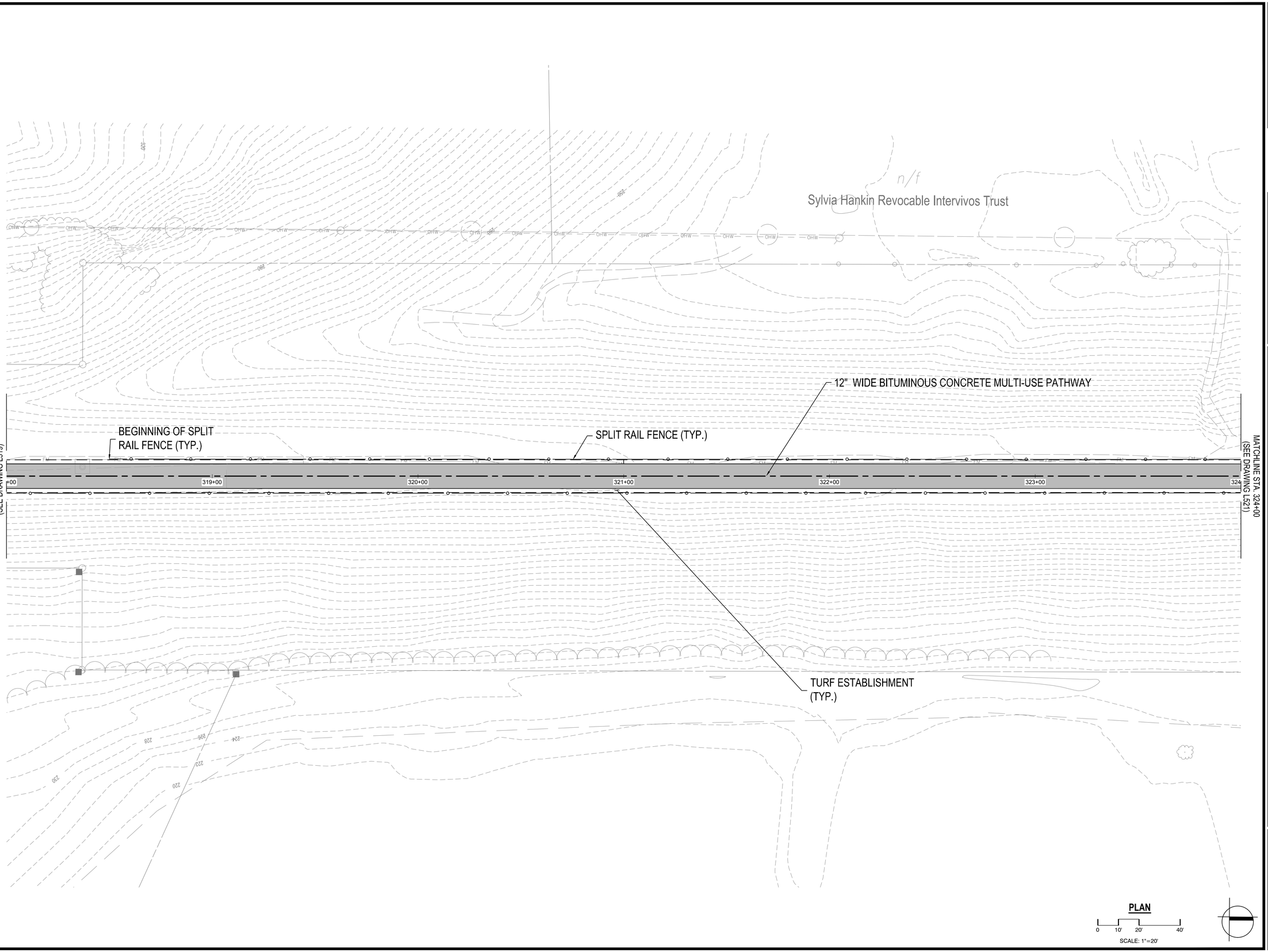

P:\TP\Portland CT\Airline Trail SDK 111.05\CAD\MASARK TRAIL_AMN\1521.dwg

Project:
TAP PROJECT NO. 111-126

AIR LINE TRAIL
RECONSTRUCTION AND
ACCESSIBILITY PROJECT

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W&S File No.:	----

Drawing Title:

PLAN SHEETS

Sheet Number:

L520

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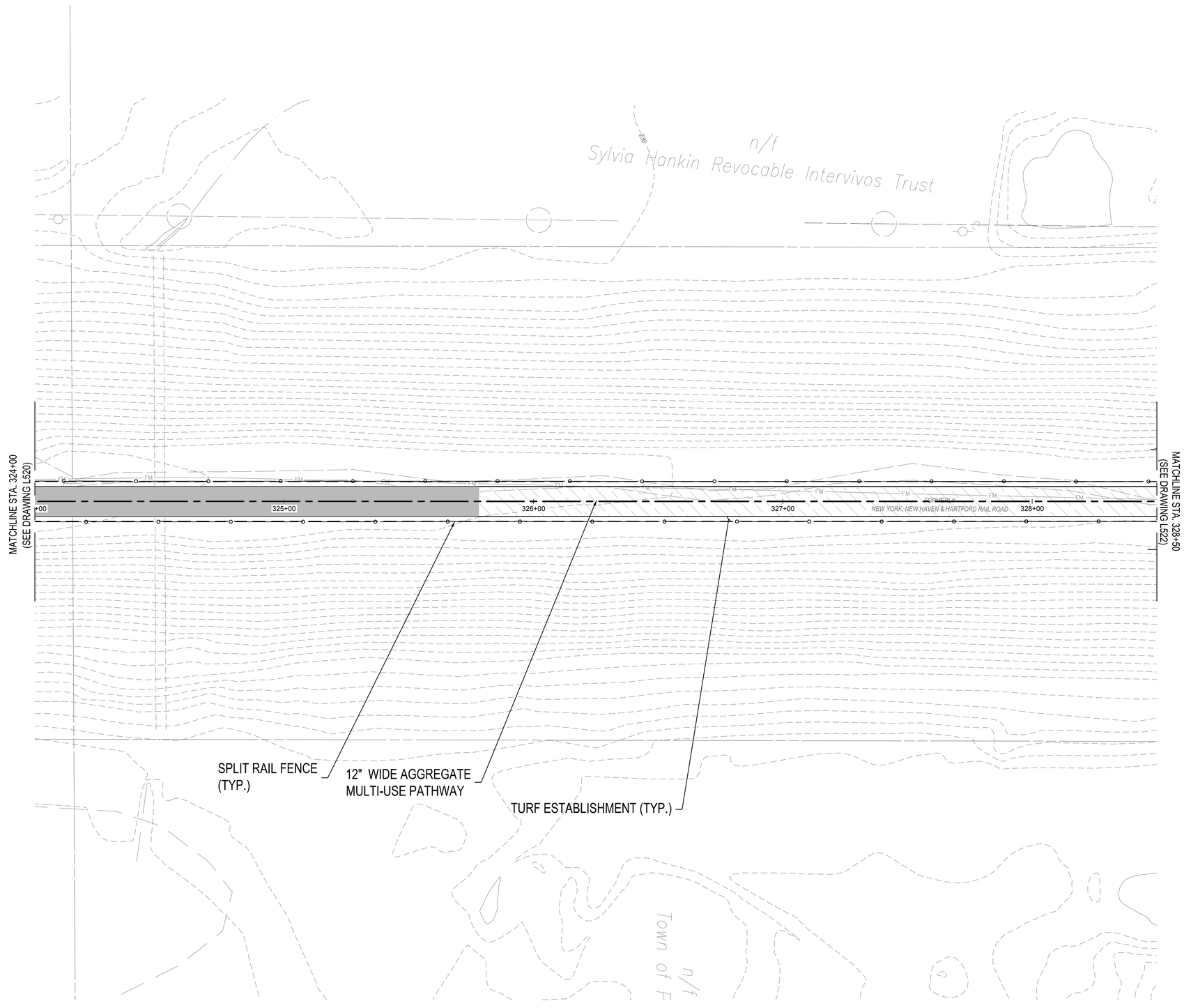

Project:
TAP PROJECT NO. 111-126

AIR LINE TRAIL
RECONSTRUCTION AND
ACCESSIBILITY PROJECT

TOWNS OF PUTNAM AND
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W&S File No.:	----

Drawing Title:

PLAN SHEETS

Sheet Number:

L521

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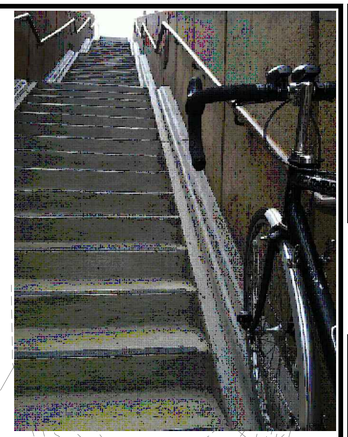

12'-0" ACCESSIBLE ROUTE
4.5% MAX SLOPE

CONCRETE SIDEWALK
SEATING AND
OVERLOOK AREA

8-FT WIDE CONCRETE STAIRS AND
LANDING WITH BUILT-IN BICYCLE RAIL

Δ = 2°49'43"
R = 4924.78 '
L= 243.12'
T= 121.59'

Δ = 203°39'30"
R = 25.36 '
L= 90.15'
T= 121.09'

Δ = 68°20'26"
R = 50.00 '
L = 59.64'
T = 33.94'

MATCHLINE STA. 328+50
(SEE DRAWING L121)

SPLIT RAIL FENCE (TYP)

Δ = 153°12'49"
R = 17.97 '
L = 48.06'
T = 75.48'

APPROXIMATE
SLOPE LIMIT (TYP)

Δ = 25°04'19"
R = 247.72 '
L = 108.40'
T = 55.08'

RETAINING WALL
HEIGHT 4'-10'

Δ = 59°37'47"
R = 71.03 '
L = 73.93'
T = 40.70'

QUINEBAUG

FLOW

100 -YEAR F
FLOODWAY

100-YR FEMA
FLOODWAY- ZONE AE

RETAINING WALL
HEIGHT 4'-10'

EXISTING TRAIL
PROPERTY/EASEMENT

Δ = 12°42'06"
R = 305.34 '
L = 67.69'
T = 33.98'

Δ = 5°23'36"
R = 526.03 '
L = 49.52'
T = 24.78'

END PROJECT
AIR LINE TRAIL
MULTI-USE PATHWAY
STA 337+55.64
N 892604.6335
E 1229190.6397

CONSTRUCTION
ENTRANCE (TYP.)

N/F
TOWN OF PUTNAM

TEMPORARY
CONSTRUCTION
EASEMENT

PLAN
0 10' 20' 40'
SCALE: 1"=20'

Project:
TAP PROJECT NO. 111-126

AIR LINE TRAIL
RECONSTRUCTION AND
ACCESSIBILITY PROJECT

TOWNS OF PUTNAM AND
POMFRET, CT

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Scale: 1"=20'

Date:	August 28, 2023
Drawn By:	AMN
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W&S Project No.:	ENG22-1336
W&S File No.:	----

Drawing Title:

PLAN SHEETS

Sheet Number:

L522

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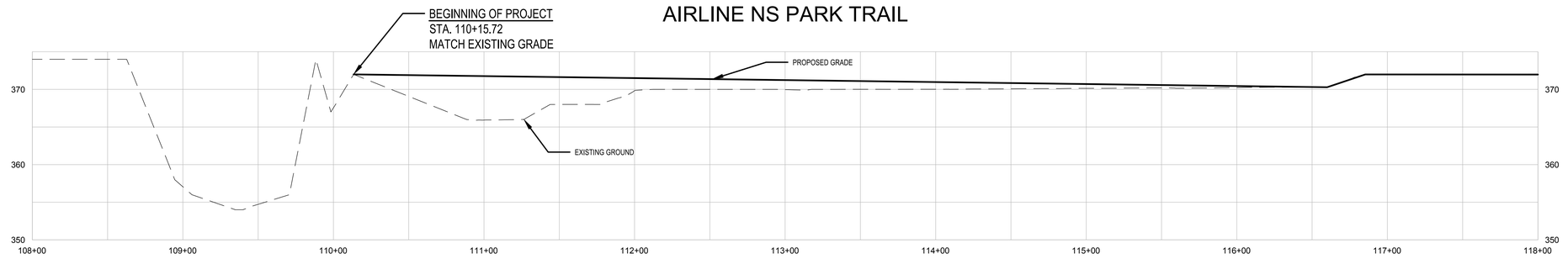
AIRLINE NS PARK TRAIL

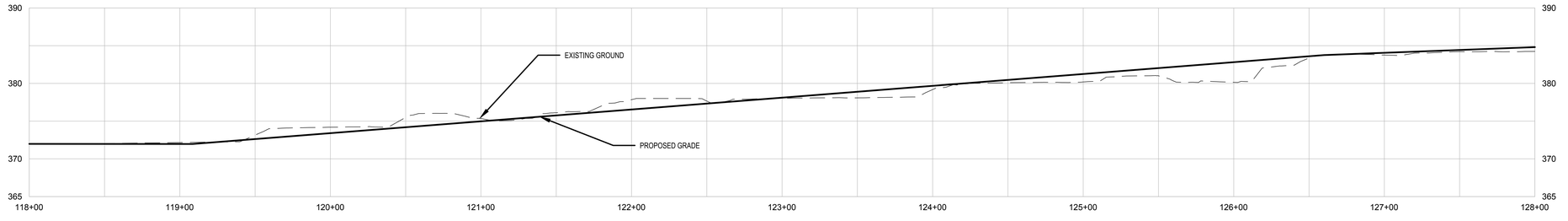


PROFILE

0 20' 40' 80'

HORIZONTAL SCALE: 1"=40'
VERTICAL SCALE: 1"=8'

AIRLINE NS PARK TRAIL



PROFILE

0 20' 40' 80'

HORIZONTAL SCALE: 1"=40'
VERTICAL SCALE: 1"=8'

Project:
TAP PROJECT NO. 111-126

AIR LINE TRAIL

TOWNS OF PUTNAM AND POMFRET, CT

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W&S File No.:	---

Drawing Title:

EXISTING PROFILE
STA. 108+00 TO 128+00

Sheet Number:

L601

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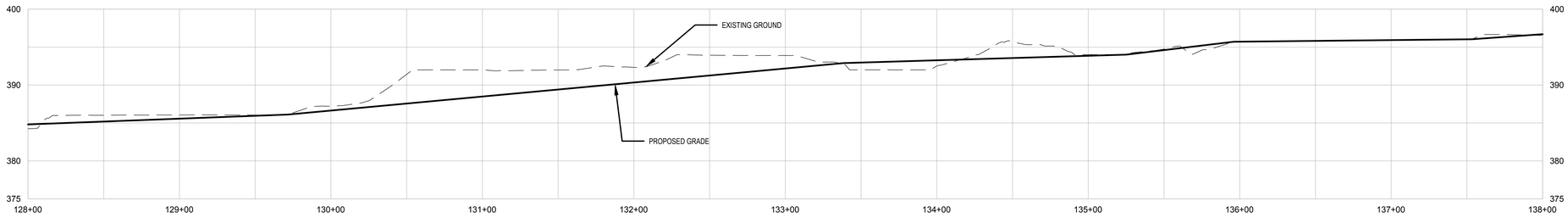
AIRLINE NS PARK TRAIL

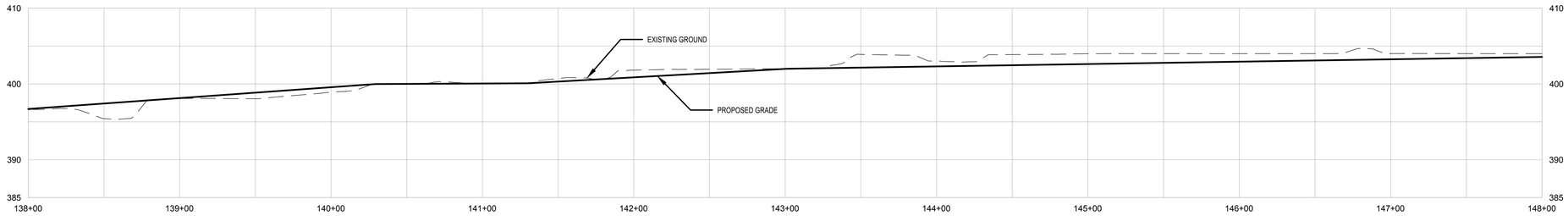


PROFILE

0 20' 40' 80'

HORIZONTAL SCALE: 1"=40'
VERTICAL SCALE: 1"=8'

AIRLINE NS PARK TRAIL



PROFILE

0 20' 40' 80'

HORIZONTAL SCALE: 1"=40'
VERTICAL SCALE: 1"=8'

Project:

TAP PROJECT NO. 111-126

AIR LINE TRAIL

TOWNS OF PUTNAM AND POMFRET, CT

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Drawing Title:

EXISTING PROFILE
STA. 128+00 TO 148+00

Sheet Number:

L602

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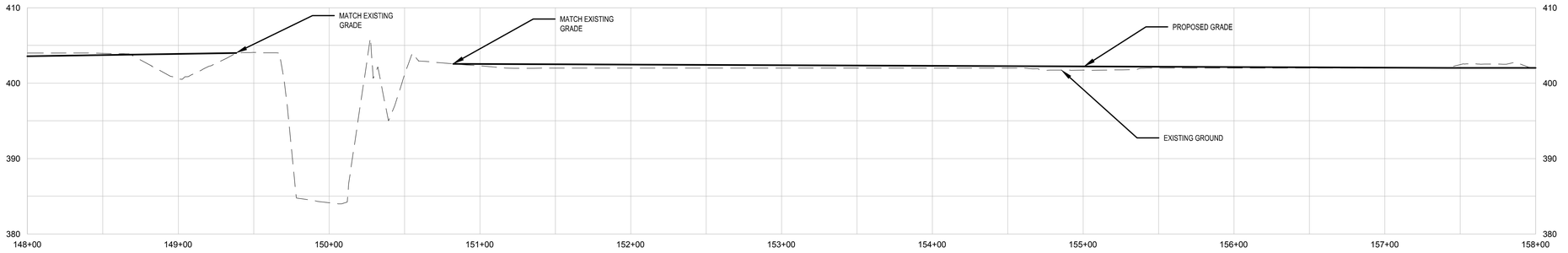
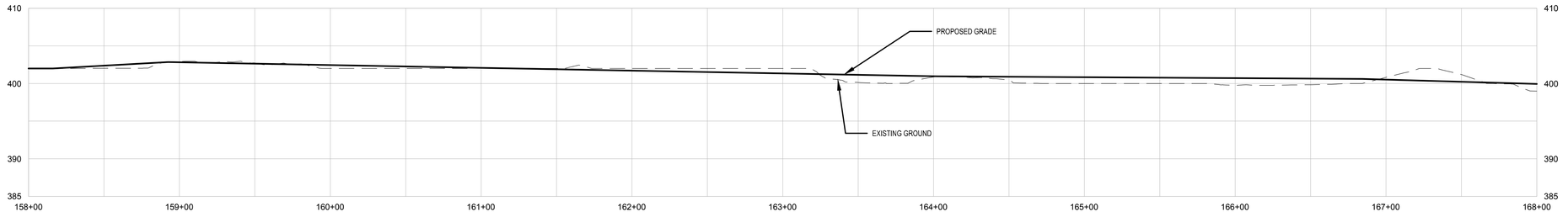


PROFILE

0 20' 40' 80'

HORIZONTAL SCALE: 1"=40'
VERTICAL SCALE: 1"=8'

AIRLINE NS PARK TRAIL



PROFILE

0 20' 40' 80'

HORIZONTAL SCALE: 1"=40'
VERTICAL SCALE: 1"=8'

Project:

TAP PROJECT NO. 111-126

AIR LINE TRAIL

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Drawing Title:

EXISTING PROFILE
STA. 148+00 TO 168+00

Sheet Number:

L603

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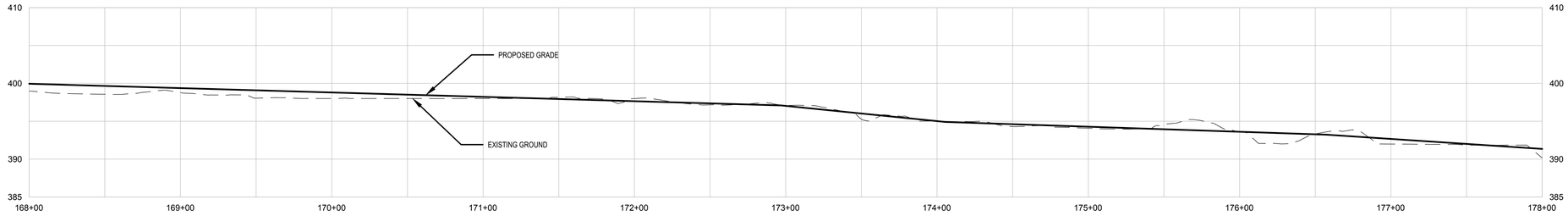
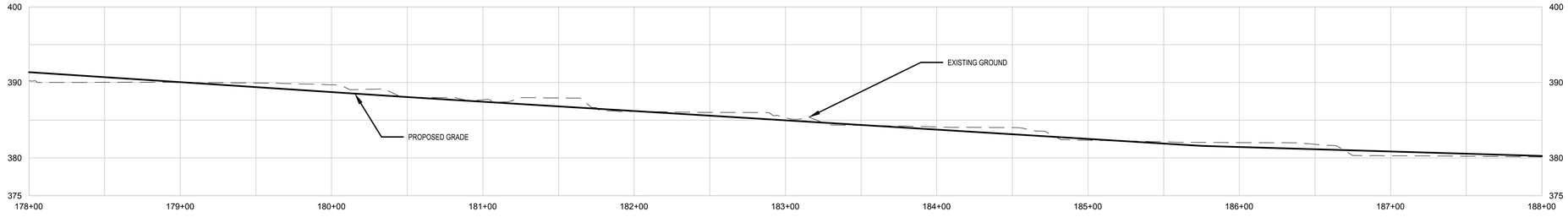


PROFILE

0 20' 40' 80'

HORIZONTAL SCALE: 1"=40'
VERTICAL SCALE: 1"=8'

AIRLINE NS PARK TRAIL



PROFILE

0 20' 40' 80'

HORIZONTAL SCALE: 1"=40'
VERTICAL SCALE: 1"=8'

Project:

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AIR LINE TRAIL

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Approved By:	MJJ
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W&S File No.:	---

Drawing Title:

EXISTING PROFILE
STA. 168+00 TO 188+00

Sheet Number:

L604

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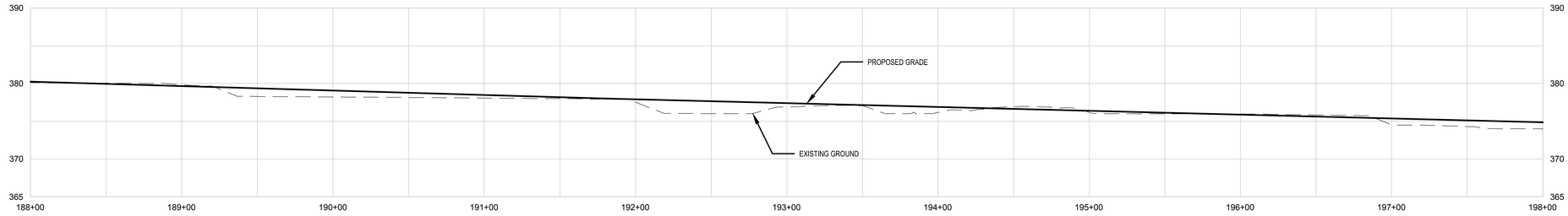
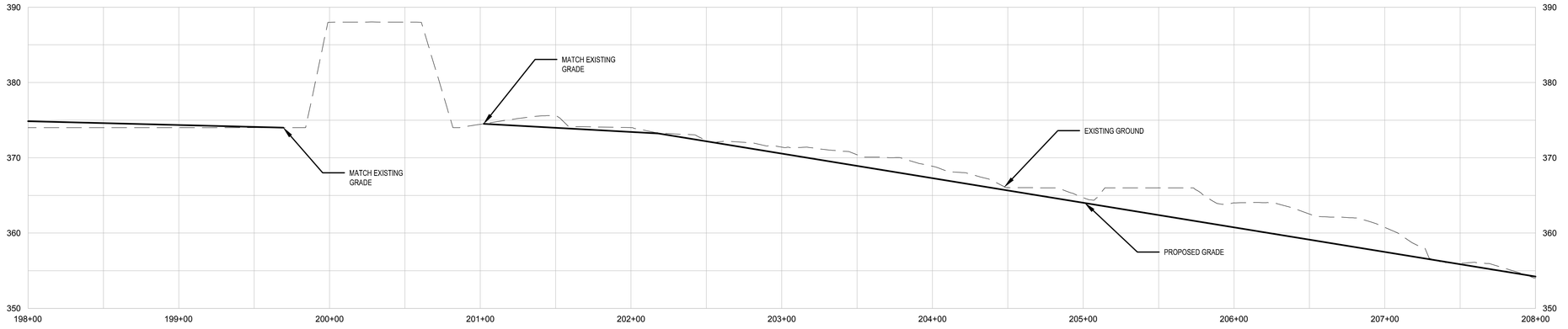


PROFILE

0 20' 40' 80'

HORIZONTAL SCALE: 1"=40'
VERTICAL SCALE: 1"=8'

AIRLINE NS PARK TRAIL



PROFILE

0 20' 40' 80'

HORIZONTAL SCALE: 1"=40'
VERTICAL SCALE: 1"=8'

Project:

TAP PROJECT NO. 111-126

AIR LINE TRAIL

TOWNS OF PUTNAM AND POMFRET, CT

Weston & Sampson Engineers, Inc.
712 Brook Street
Rocky Hill, CT 06067
978.532.1900 800.SAMPSON
www.westonandsampson.com

Consultants:

Revisions:

No.	Date	Description

COA:

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Scale: AS NOTED

Date:	August 28, 2023
Drawn By:	AMN
Reviewed By:	RC
Approved By:	MJJ
W&S Project No.:	ENG22-1336
W&S File No.:	----

Drawing Title:

EXISTING PROFILE
STA. 188+00 TO 208+00

Sheet Number:

L605

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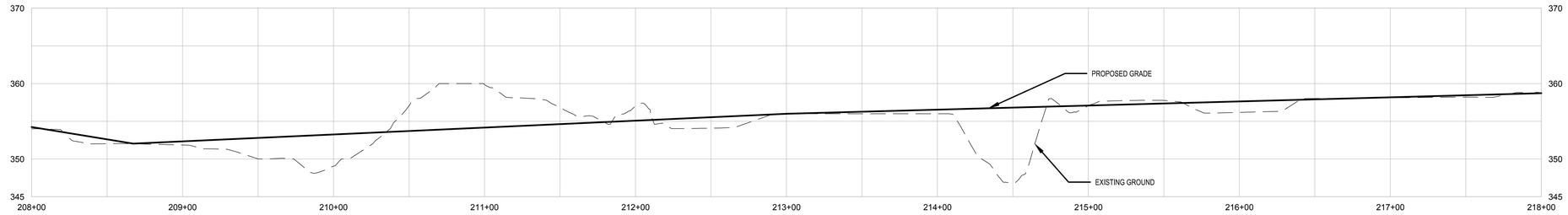
Town03 South#(NS)Projects\2720\Airline (TT)\Airline Trail\ENG\111-126\CAD\Trail Profile.dwg

AIRLINE NS PARK TRAIL

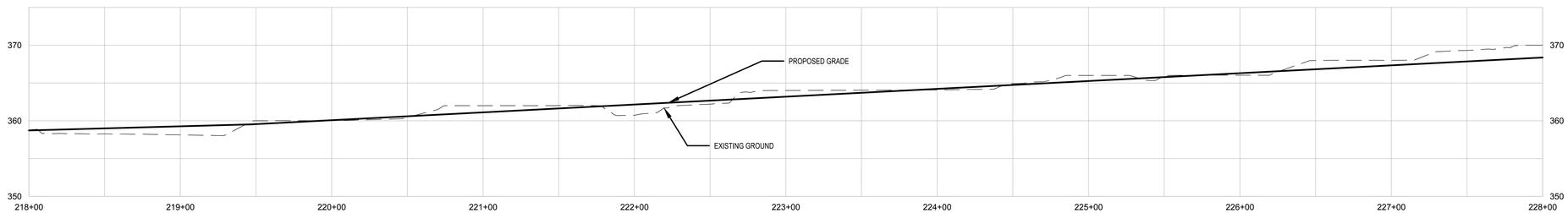


PROFILE

0 20' 40' 80'

HORIZONTAL SCALE: 1"=40'
VERTICAL SCALE: 1"=8'

AIRLINE NS PARK TRAIL



PROFILE

0 20' 40' 80'

HORIZONTAL SCALE: 1"=40'
VERTICAL SCALE: 1"=8'

Project:
TAP PROJECT NO. 111-126

AIR LINE TRAIL

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W&S Project No.:	ENG22-1336
W&S File No.:	---

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EXISTING PROFILE
STA. 208+00 TO 228+00

Sheet Number:

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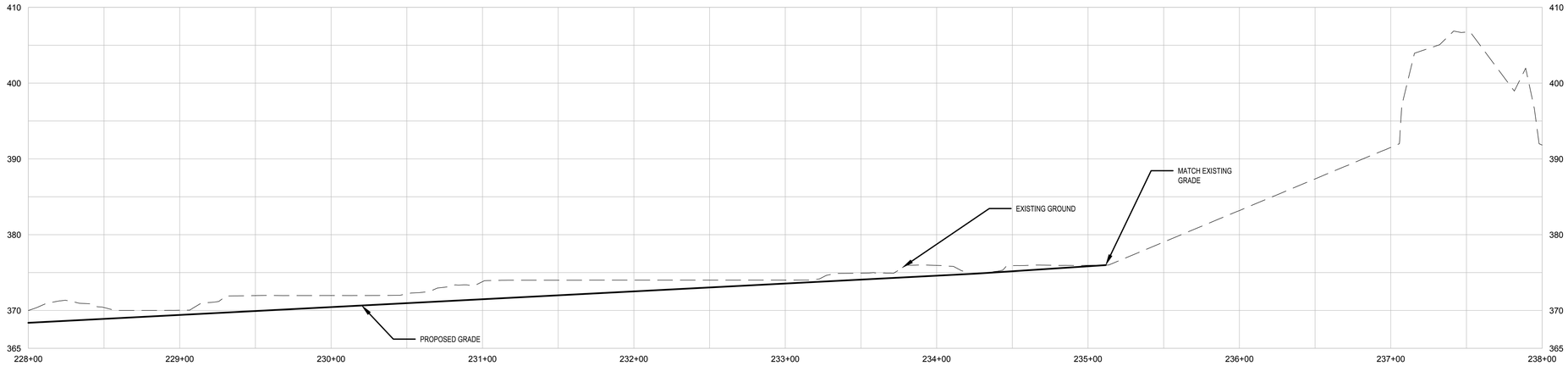
Users\EBrault\AECProjects\CT\Drawings\CT\Active Tasks\TAP\111-126\CAD\Tech Plots\Airline

AIRLINE NS PARK TRAIL

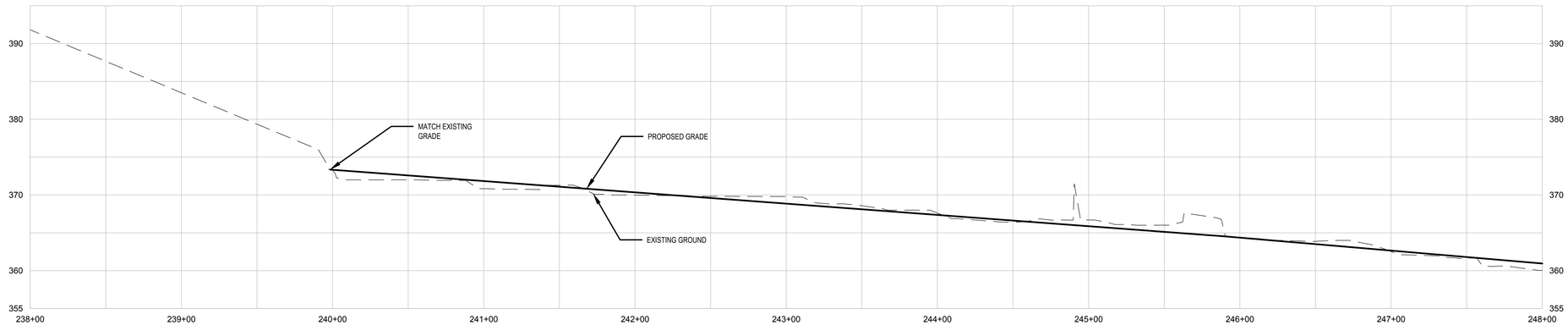


PROFILE

0 20' 40' 80'

HORIZONTAL SCALE: 1"=40'
VERTICAL SCALE: 1"=8'

AIRLINE NS PARK TRAIL



PROFILE

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HORIZONTAL SCALE: 1"=40'
VERTICAL SCALE: 1"=8'

Project:

TAP PROJECT NO. 111-126

AIR LINE TRAIL

TOWNS OF PUTNAM AND POMFRET, CT

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Reviewed By:	RC
Approved By:	MJJ
W&S Project No.:	ENG22-1336
W&S File No.:	---

Drawing Title:

EXISTING PROFILE
STA. 128+00 TO 148+00

Sheet Number:

L607

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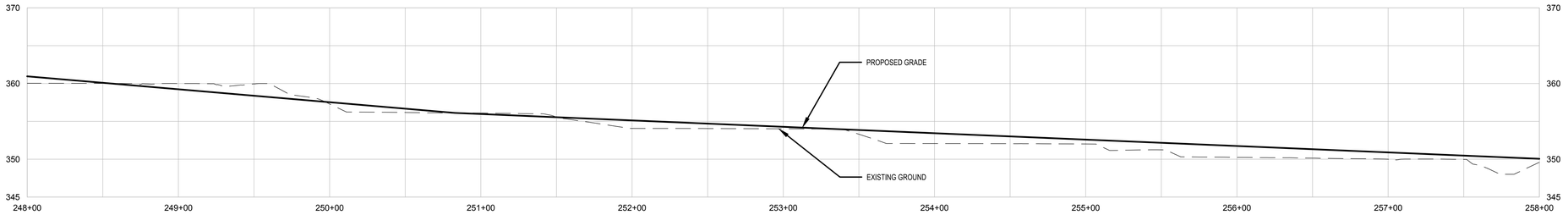
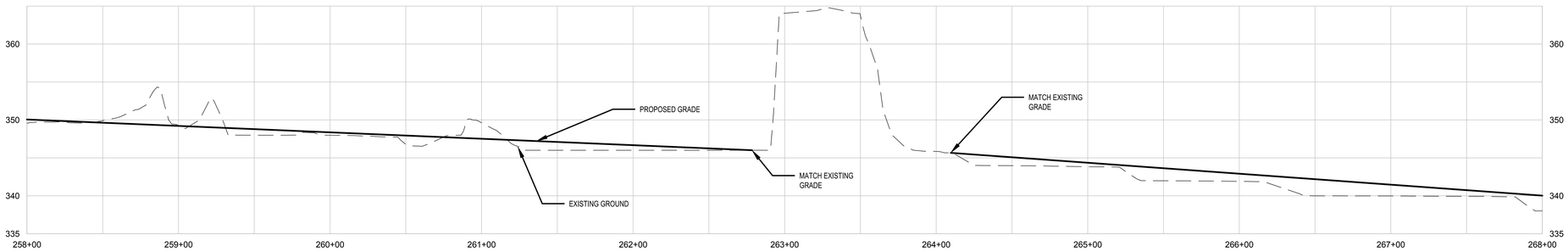


PROFILE

0 20' 40' 80'

HORIZONTAL SCALE: 1"=40'
VERTICAL SCALE: 1"=8'

AIRLINE NS PARK TRAIL



PROFILE

0 20' 40' 80'

HORIZONTAL SCALE: 1"=40'
VERTICAL SCALE: 1"=8'

Project:

TAP PROJECT NO. 111-126

AIR LINE TRAIL

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Approved By:	MJJ
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W&S File No.:	---

Drawing Title:

EXISTING PROFILE
STA. 248+00 TO 268+00

Sheet Number:

L608

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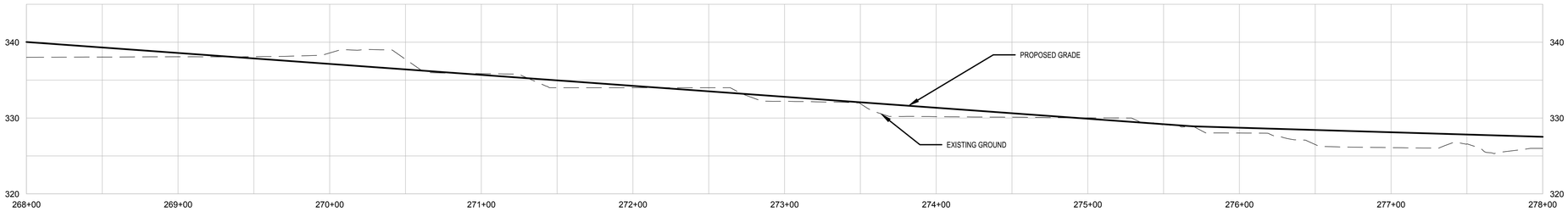
AIRLINE NS PARK TRAIL

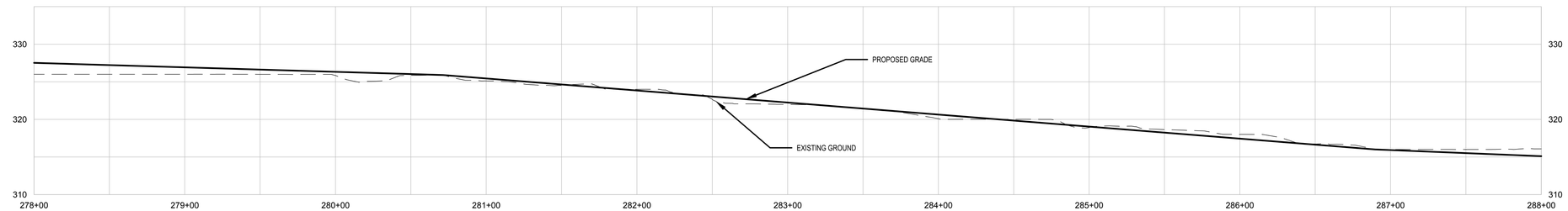


PROFILE

0 20' 40' 80'

HORIZONTAL SCALE: 1"=40'
VERTICAL SCALE: 1"=8'

AIRLINE NS PARK TRAIL



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0 20' 40' 80'

HORIZONTAL SCALE: 1"=40'
VERTICAL SCALE: 1"=8'

Project:

TAP PROJECT NO. 111-126

AIR LINE TRAIL

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Drawn By:	AMN
Reviewed By:	RC
Approved By:	MJJ
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W&S File No.:	---

Drawing Title:

EXISTING PROFILE
STA. 268+00 TO 288+00

Sheet Number:

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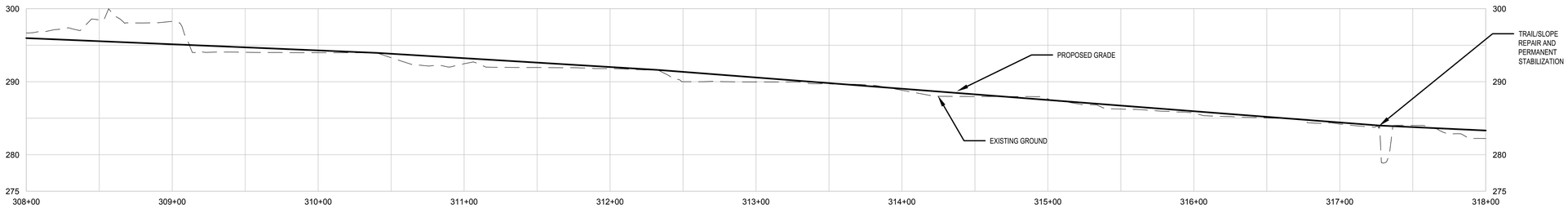
AIRLINE NS PARK TRAIL

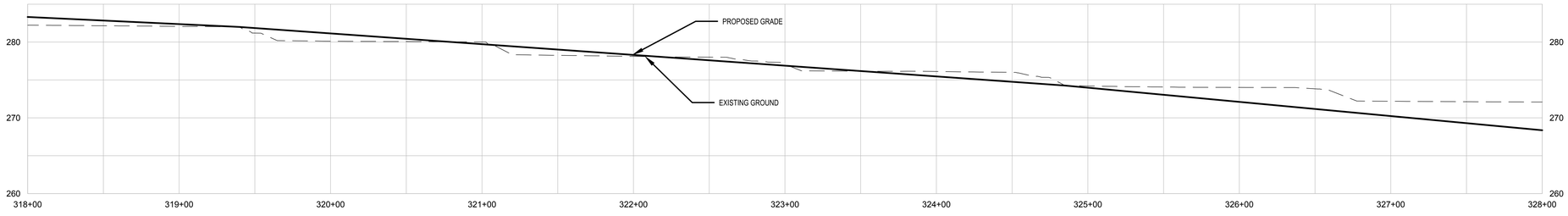


PROFILE

0 20' 40' 80'

HORIZONTAL SCALE: 1"=40'
VERTICAL SCALE: 1"=8'

AIRLINE NS PARK TRAIL



PROFILE

0 20' 40' 80'

HORIZONTAL SCALE: 1"=40'
VERTICAL SCALE: 1"=8'

Project:

TAP PROJECT NO. 111-126

AIR LINE TRAIL

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Date:	August 28, 2023
Drawn By:	AMN
Reviewed By:	RC
Approved By:	MJJ
W&S Project No.:	ENG22-1336
W&S File No.:	---

Drawing Title:

EXISTING PROFILE
STA. 308+00 TO 328+00

Sheet Number:

L610

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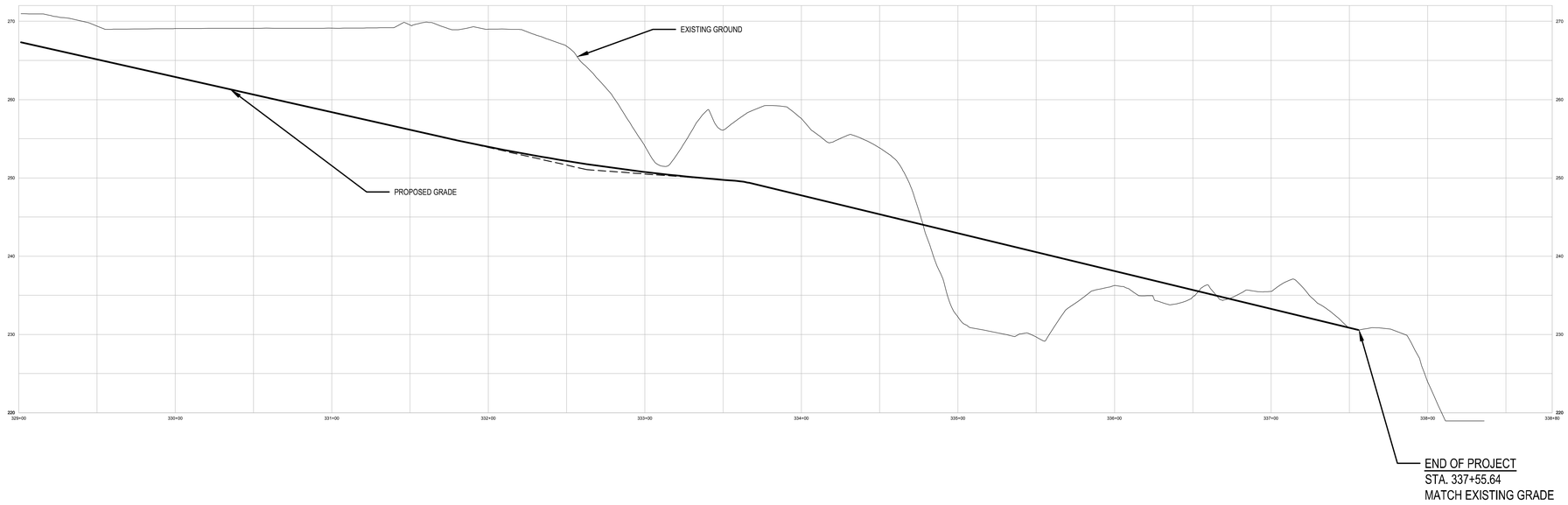

END OF PROJECT
STA. 337+55.64
MATCH EXISTING GRADE

PROFILE

0 20' 40' 80'

HORIZONTAL SCALE: 1"=40'
VERTICAL SCALE: 1"=8'

Project:

TAP PROJECT NO. 111-126

AIR LINE TRAIL

TOWNS OF PUTNAM AND POMFRET, CT

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Date:	August 28, 2023
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W&S File No.:	----

Drawing Title:

EXISTING PROFILE
STA. 328+00 TO 334+25

Sheet Number:

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Weston & Sampson

Airline State Park Trail
Pomfret, Putnam, CT

BORING ID: B-101

WSE Project: ENG22-1336 — Page 1 of 2

CONTRACTOR:	Seaboard Drilling, Inc.	BORING LOCATION:	See Site Exploration Map	DATE START:	January 27, 2023
FOREMAN:	Jeff Nitsch	ADVANCE METHOD:	Hollow-Stem Auger Drilling	DATE FINISH:	January 27, 2023
LOGGED BY:	Geno Mirabella	AUGER DIAMETER:	4-1/4" ID (Stem), 7-5/8" OD (Flights)	GROUND EL:	274.0 ± (NAVD88)
CHECKED BY:	S. Spink, P.E.	SUPPORT CASING:	N/A	FINAL DEPTH:	52.0 ft.
EQUIPMENT:	Diedrich D-50, ATV Mounted	CORING METHOD:	N/A	GRID COORDS:	N/A
SPT HAMMER:	Automatic (140-lb.)	BACKFILL MATERIAL:	Drill Cuttings	GRID SYSTEM:	Not Available

DEPTH BELOW GROUND SURFACE (VERTICAL FT.)	SAMPLE TYPE GRAPHIC	SAMPLE ID NUMBER AND RECOVERY RATIO (IN./IN.)	SPT BLOWS / 6 IN. (OR) CORE RATE / 12 IN. (MIN.)	GEOTECHNICAL TEST DATA: N-Value, Raw (bpf) / Organic Content (%); Moisture Content (%) / Plastic Limit, PL (%) / Liquid Limit, LL (%)	STRATIGRAPHY LOG	STRATUM IDENTIFICATION AND DESCRIPTION	ELEVATION SCALE SHOWN TO NEAREST FT.	REMARKS, OTHER TESTS, AND INSTALLATIONS
						Surface: Forest debris.		Note: Values in brackets preceeding a remark indicate depth below ground surface (in feet) corresponding to the remark.
0		S1 12/24	3 2 5 5	7		**Silty sand with gravel (SM)** - Loose to medium dense; black to brown; moist; some fine to coarse SAND, some fine to coarse gravel, some non plastic fines. **[FILL]**		
		S2 4/24	7 12 8 7	20				
5		S3 14/24	2 2 3 6	5			269	
		S4 10/24	2 2 3 3	5				
10							264	
15						**Poorly graded sand with silt and gravel (SP-SM)** - Medium dense; light brown with gray; moist; mostly fine to coarse SAND, some fine to coarse gravel, few non plastic fines. **[FILL]**	259	
20		S5 6/24	13 8 5 5	13			254	

Refer to the attached index sheets for important information about this log including general notes, legends, and guidance on description methods and procedures.

Weston & Sampson

Airline State Park Trail
Pomfret, Putnam, CT

BORING ID: B-101

WSE Project: ENG22-1336 — Page 2 of 2

DEPTH BELOW GROUND SURFACE (VERTICAL FT.)	SAMPLE TYPE GRAPHIC	SAMPLE ID NUMBER AND RECOVERY RATIO (IN./IN.)	SPT BLOWS / 6 IN. (OR) CORE RATE / 12 IN. (MIN.)	GEOTECHNICAL TEST DATA: N-Value, Raw (bpf) / Organic Content (%); Moisture Content (%) / Plastic Limit, PL (%) / Liquid Limit, LL (%)	STRATIGRAPHY LOG	STRATUM IDENTIFICATION AND DESCRIPTION	ELEVATION SCALE SHOWN TO NEAREST FT.	REMARKS, OTHER TESTS, AND INSTALLATIONS
								Note: Values in brackets preceeding a remark indicate depth below ground surface (in feet) corresponding to the remark.
30		S6 5/24	9 15 4 3	19		**Poorly graded sand with silt and gravel (SP-SM)** - Medium dense; light brown with gray; moist; mostly fine to coarse SAND, some fine to coarse gravel, few non plastic fines. **[FILL]**	244	
35							239	
40		S7 0/24	4 9 8 11	17		**Poorly graded sand with gravel (SP)** - Medium dense to dense; brown with mottled orange; moist; mostly fine to coarse SAND, little fine gravel, trace non plastic fines.	234	
45		S8 4/24	14 16 16 17	32			229	
50		S9 24/24	15 11 11 19	22			224	[51.0] GC: 16%, SC: 78%, FC: 6% **Exploration ended at 52.0 ft.**

Refer to the attached index sheets for important information about this log including general notes, legends, and guidance on description methods and procedures.

Weston & Sampson

Airline State Park Trail
Pomfret, Putnam, CT

BORING ID: B-102

WSE Project: ENG22-1336 — Page 1 of 2

CONTRACTOR:	Seaboard Drilling, Inc.	BORING LOCATION:	See Site Exploration Map	DATE START:	January 27, 2023
FOREMAN:	Jeff Nitsch	ADVANCE METHOD:	Hollow-Stem Auger Drilling	DATE FINISH:	January 27, 2023
LOGGED BY:	Geno Mirabella	AUGER DIAMETER:	4-1/4" ID (Stem), 7-5/8" OD (Flights)	GROUND EL:	271.8 ± (NAVD88)
CHECKED BY:	S. Spink, P.E.	SUPPORT CASING:	N/A	FINAL DEPTH:	52.0 ft.
EQUIPMENT:	Diedrich D-50, ATV Mounted	CORING METHOD:	N/A	GRID COORDS:	N/A
SPT HAMMER:	Automatic (140-lb.)	BACKFILL MATERIAL:	Drill Cuttings	GRID SYSTEM:	Not Available

DEPTH BELOW GROUND SURFACE (VERTICAL FT.)	SAMPLE TYPE GRAPHIC	SAMPLE ID NUMBER AND RECOVERY RATIO (IN./IN.)	SPT BLOWS / 6 IN. (OR) CORE RATE / 12 IN. (MIN.)	GEOTECHNICAL TEST DATA: N-Value, Raw (bpf) / Organic Content (%); Moisture Content (%) / Plastic Limit, PL (%) / Liquid Limit, LL (%)	STRATIGRAPHY LOG	STRATUM IDENTIFICATION AND DESCRIPTION	ELEVATION SCALE SHOWN TO NEAREST FT.	REMARKS, OTHER TESTS, AND INSTALLATIONS
						Surface: Forest debris.		Note: Values in brackets preceeding a remark indicate depth below ground surface (in feet) corresponding to the remark.
0		S1 16/24	3 4 4 5	8		**Silty sand with gravel (SM)** - Loose to loose; brown and black; moist; mostly fine to coarse SAND, little fine to coarse gravel, little non plastic fines; occasional asphalt. **[FILL]**		
		S2 12/24	5 4 4 6	8				
5		S3 15/24	5 3 2 5	5		**Silty sand (SM)** - Loose; tan; moist; mostly fine to medium SAND, little non plastic fines, few fine to coarse gravel. **[FILL]**	267	
		S4 12/24	2 2 2 3	4		**Silty sand with gravel (SM)** - Loose to medium dense; brown; moist; mostly fine to coarse SAND, little fine to coarse gravel, little non plastic fines. **[FILL]**		[7.0] Auger grinding.
10							262	
15							257	
20		S5 1/24	4 5 2 2	7			252	
							247	

Refer to the attached index sheets for important information about this log including general notes, legends, and guidance on description methods and procedures.

Weston & Sampson

Airline State Park Trail
Pomfret, Putnam, CT

BORING ID: B-102

WSE Project: ENG22-1336 — Page 2 of 2

DEPTH BELOW GROUND SURFACE (VERTICAL FT.)	SAMPLE TYPE GRAPHIC	SAMPLE ID NUMBER AND RECOVERY RATIO (IN./IN.)	SPT BLOWS / 6 IN. (OR) CORE RATE / 12 IN. (MIN.)	GEOTECHNICAL TEST DATA: N-Value, Raw (bpf) / Organic Content (%); Moisture Content (%) / Plastic Limit, PL (%) / Liquid Limit, LL (%)	STRATIGRAPHY LOG	STRATUM IDENTIFICATION AND DESCRIPTION	ELEVATION SCALE SHOWN TO NEAREST FT.	REMARKS, OTHER TESTS, AND INSTALLATIONS
								Note: Values in brackets preceeding a remark indicate depth below ground surface (in feet) corresponding to the remark.
30		S6 6/24	14 14 10 8	24		**Silty sand with gravel (SM)** - Medium dense; brown; moist; mostly fine to coarse SAND, some fine to coarse gravel, little non plastic fines. **[FILL]**	242	
35							237	[35.0] Auger grinding.
40		S7 12/24	5 6 7 12	13		**Silty sand (SM)** - Medium dense; dark brown to orange; moist; mostly fine to coarse SAND, little non plastic fines, trace fine gravel.	232	
45		S8 18/24	7 21 35 38	50/4		**Poorly graded sand with gravel (SP)** - Very dense; light brown with gray; moist; mostly fine to coarse SAND, some fine to coarse gravel, trace non plastic fines.	227	
50		S9 18/22	40 33 47 50/4	50/4			222	**Exploration ended at 51.8 ft.**

Refer to the attached index sheets for important information about this log including general notes, legends, and guidance on description methods and procedures.

Weston & Sampson

Airline State Park Trail
Pomfret, Putnam, CT

BORING ID: B-103

WSE Project: ENG22-1336 — Page 1 of 2

CONTRACTOR:	Seaboard Drilling, Inc.	BORING LOCATION:	See Site Exploration Map	DATE START:	January 26, 2023
FOREMAN:	Jeff Nitsch	ADVANCE METHOD:	Hollow-Stem Auger Drilling	DATE FINISH:	January 26, 2023
LOGGED BY:	Geno Mirabella	AUGER DIAMETER:	4-1/4" ID (Stem), 7-5/8" OD (Flights)	GROUND EL:	271.2 ± (NAVD88)
CHECKED BY:	S. Spink, P.E.	SUPPORT CASING:	N/A	FINAL DEPTH:	51.8 ft.
EQUIPMENT:	Diedrich D-50, ATV Mounted	CORING METHOD:	N/A	GRID COORDS:	N/A
SPT HAMMER:	Automatic (140-lb.)	BACKFILL MATERIAL:	Drill Cuttings	GRID SYSTEM:	Not Available

DEPTH BELOW GROUND SURFACE (VERTICAL FT.)	SAMPLE TYPE GRAPHIC	SAMPLE ID NUMBER AND RECOVERY RATIO (IN./IN.)	SPT BLOWS / 6 IN. (OR) CORE RATE / 12 IN. (MIN.)	GEOTECHNICAL TEST DATA: N-Value, Raw (bpf) / Organic Content (%); Moisture Content (%) / Plastic Limit, PL (%) / Liquid Limit, LL (%)	STRATIGRAPHY LOG	STRATUM IDENTIFICATION AND DESCRIPTION	ELEVATION SCALE SHOWN TO NEAREST FT.	REMARKS, OTHER TESTS, AND INSTALLATIONS
						Surface: Forest debris.		Note: Values in brackets preceeding a remark indicate depth below ground surface (in feet) corresponding to the remark.
0		S1 14/24	2 3 4 4	7		**Poorly graded sand with gravel (SP)** - Loose; black and light brown; mostly fine to coarse SAND, little fine to coarse gravel, trace non plastic fines; common asphalt. **[FILL]**		
		S2 16/24	4 4 4 5	8		**Poorly graded sand (SP)** - Loose; tan; moist; mostly fine to coarse SAND, few fine to coarse gravel, trace non plastic fines. **[FILL]**	267	
5		S3 10/24	4 2 4 6	6		**Poorly graded sand with gravel (SP)** - Loose to medium dense; brown to light brown; moist; mostly fine to coarse SAND, some fine gravel, trace non plastic fines. **[FILL]**		[6.0 - 7.0] Auger grinding. [6.0] GC: 31%, SC: 61%, FC: 8%
		S4 7/24	2 2 2 4	4		*Change to little gravel at 8 ft.*	262	
10								
15							257	
20		S5 12/24	4 5 6 4	11		*Change to some gravel at 20 ft.*	252	[18.0 - 19.0] Auger grinding.
							247	

Refer to the attached index sheets for important information about this log including general notes, legends, and guidance on description methods and procedures.

Weston & Sampson

Airline State Park Trail
Pomfret, Putnam, CT

BORING ID: B-103

WSE Project: ENG22-1336 — Page 2 of 2

DEPTH BELOW GROUND SURFACE (VERTICAL FT.)	SAMPLE TYPE GRAPHIC	SAMPLE ID NUMBER AND RECOVERY RATIO (IN./IN.)	SPT BLOWS / 6 IN. (OR) CORE RATE / 12 IN. (MIN.)	GEOTECHNICAL TEST DATA: N-Value, Raw (bpf) / Organic Content (%); Moisture Content (%) / Plastic Limit, PL (%) / Liquid Limit, LL (%)	STRATIGRAPHY LOG	STRATUM IDENTIFICATION AND DESCRIPTION	ELEVATION SCALE SHOWN TO NEAREST FT.	REMARKS, OTHER TESTS, AND INSTALLATIONS
								Note: Values in brackets preceeding a remark indicate depth below ground surface (in feet) corresponding to the remark.
30		S6 6/24	14 14 10 8	24		**Silty sand with gravel (SM)** - Medium dense; brown; moist; mostly fine to coarse SAND, some fine to coarse gravel, little non plastic fines. **[FILL]**	242	
35							237	[35.0] Auger grinding.
40		S7 12/24	5 6 7 12	13		**Silty sand (SM)** - Medium dense; dark brown to orange; moist; mostly fine to coarse SAND, little non plastic fines, trace fine gravel.	232	
45		S8 18/24	7 21 35 38	50/4		**Poorly graded sand with gravel (SP)** - Very dense; light brown with gray; moist; mostly fine to coarse SAND, some fine to coarse gravel, trace non plastic fines.	227	
50		S9 18/22	40 33 47 50/4	50/4			222	**Exploration ended at 51.8 ft.**

Refer to the attached index sheets for important information about this log including general notes, legends, and guidance on description methods and procedures.

Project:
TAP PROJECT NO. 111-126

AIR LINE TRAIL
RECONSTRUCTION AND
ACCESSIBILITY PROJECT

TOWNS OF PUTNAM AND
POMFRET, CT

Weston & Sampson

Weston & Sampson Engineers, Inc.
712 Brook Street
Rocky Hill, CT 06067
978.532.1900 800.SAMPSON
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Consultants:

Revisions:

No.	Date	Description

COA:

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Seal:

Issued For:

PRELIMINARY DESIGN

Scale: 1"=20'

Date:	APRIL 28, 2023
Drawn By:	GB
Reviewed By:	RC
Approved By:	MJJ
W&S Project No.:	ENG22-1336
W&S File No.:	----

Drawing Title:

BORING LOGS

Sheet Number:

L700

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Weston & Sampson

Airline State Park Trail
Pomfret, Putnam, CT

BORING ID: B-104

WSE Project: ENG22-1336 — Page 1 of 2

CONTRACTOR:	Seaboard Drilling, Inc.	BORING LOCATION:	See Site Exploration Map	DATE START:	January 25, 2023
FOREMAN:	Jeff Nitsch	ADVANCE METHOD:	Hollow-Stem Auger Drilling	DATE FINISH:	January 25, 2023
LOGGED BY:	Geno Mirabella	AUGER DIAMETER:	4-1/4" ID (Stem), 7-5/8" OD (Flights)	GROUND EL:	229.0 ± (NAVD88)
CHECKED BY:	S. Spink, P.E.	SUPPORT CASING:	N/A	FINAL DEPTH:	27.0 ft.
EQUIPMENT:	Diedrich D-50, ATV Mounted	CORING METHOD:	N/A	GRID COORDS:	N/A
SPT HAMMER:	Automatic (140-lb.)	BACKFILL MATERIAL:	Drill Cuttings	GRID SYSTEM:	Not Available

DEPTH BELOW GROUND SURFACE (VERTICAL FT.)	SAMPLE TYPE GRAPHIC	SAMPLE ID NUMBER AND RECOVERY RATIO (IN./IN.)	SPT BLOWS / 6 IN. (OR) CORE RATE / 12 IN. (MIN.)	GEOTECHNICAL TEST DATA: N-Value, Raw (bpf) / Organic Content (%); Moisture Content (%) / Plastic Limit, PL (%) / Liquid Limit, LL (%)	STRATIGRAPHY LOG	STRATUM IDENTIFICATION AND DESCRIPTION	ELEVATION SCALE SHOWN TO NEAREST FT.	REMARKS, OTHER TESTS, AND INSTALLATIONS
						Surface: Forest debris.		Note: Values in brackets preceeding a remark indicate depth below ground surface (in feet) corresponding to the remark.
		S1 24/24	3 4 4 6	8		**Silty sand with gravel (SM)** - Loose; brown and black; moist; mostly fine to coarse SAND, some non plastic fines, little fine to coarse gravel; Trace asphalt. **[FILL]**		
		S2 17/24	5 5 5 3	10		**Poorly graded sand (SP)** - Medium dense to loose; brown; moist to wet; mostly fine to coarse SAND, trace fine gravel, trace non plastic fines.		[3.5] Estimated water level at time of drilling based on changes in sample moisture.
5		S3 13/24	5 4 6 4	10			224	
		S4 18/24	2 3 3 3	6				[7.0 - 8.0] Auger grinding.
10		S5 24/24	2 3 4 2	7			219	[11.0] GC: 6%, SC: 93%, FC: 2%
15		S6 24/24	2 3 4 2	7			214	
20		S7 24/24	2 4 4 3	8			209	

Refer to the attached index sheets for important information about this log including general notes, legends, and guidance on description methods and procedures.

Weston & Sampson

Airline State Park Trail
Pomfret, Putnam, CT

BORING ID: B-104

WSE Project: ENG22-1336 — Page 2 of 2

DEPTH BELOW GROUND SURFACE (VERTICAL FT.)	SAMPLE TYPE GRAPHIC	SAMPLE ID NUMBER AND RECOVERY RATIO (IN./IN.)	SPT BLOWS / 6 IN. (OR) CORE RATE / 12 IN. (MIN.)	GEOTECHNICAL TEST DATA: N-Value, Raw (bpf) / Organic Content (%); Moisture Content (%) / Plastic Limit, PL (%) / Liquid Limit, LL (%)	STRATIGRAPHY LOG	STRATUM IDENTIFICATION AND DESCRIPTION	ELEVATION SCALE SHOWN TO NEAREST FT.	REMARKS, OTHER TESTS, AND INSTALLATIONS
		SB 12/24	3 4 4 7	8		**Poorly graded sand (SP)** - Medium dense to loose; brown; moist to wet; mostly fine to coarse SAND, trace fine gravel, trace non plastic fines.		Note: Values in brackets preceeding a remark indicate depth below ground surface (in feet) corresponding to the remark.
30							199	**Exploration ended at 27.0 ft.**
35							194	
40							189	
45							184	
50							179	

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Weston & Sampson

Airline State Park Trail
Pomfret, Putnam, CT

BORING ID: B-105

WSE Project: ENG22-1336 — Page 1 of 2

CONTRACTOR:	Seaboard Drilling, Inc.	BORING LOCATION:	See Site Exploration Map	DATE START:	January 25, 2023
FOREMAN:	Jeff Nitsch	ADVANCE METHOD:	Hollow-Stem Auger Drilling	DATE FINISH:	January 25, 2023
LOGGED BY:	Geno Mirabella	AUGER DIAMETER:	4-1/4" ID (Stem), 7-5/8" OD (Flights)	GROUND EL:	228.0 ± (NAVD88)
CHECKED BY:	S. Spink, P.E.	SUPPORT CASING:	N/A	FINAL DEPTH:	25.0 ft. (Refusal)
EQUIPMENT:	Diedrich D-50, ATV Mounted	CORING METHOD:	N/A	GRID COORDS:	N/A
SPT HAMMER:	Automatic (140-lb.)	BACKFILL MATERIAL:	Drill Cuttings	GRID SYSTEM:	Not Available

DEPTH BELOW GROUND SURFACE (VERTICAL FT.)	SAMPLE TYPE GRAPHIC	SAMPLE ID NUMBER AND RECOVERY RATIO (IN./IN.)	SPT BLOWS / 6 IN. (OR) CORE RATE / 12 IN. (MIN.)	GEOTECHNICAL TEST DATA: N-Value, Raw (bpf) / Organic Content (%); Moisture Content (%) / Plastic Limit, PL (%) / Liquid Limit, LL (%)	STRATIGRAPHY LOG	STRATUM IDENTIFICATION AND DESCRIPTION	ELEVATION SCALE SHOWN TO NEAREST FT.	REMARKS, OTHER TESTS, AND INSTALLATIONS
						Surface: Forest debris.		Note: Values in brackets preceeding a remark indicate depth below ground surface (in feet) corresponding to the remark.
		S1 12/24	7 14 14 12	28		**Silty sand with gravel (SM)** - Medium dense; brown with black; moist; mostly fine to coarse SAND, some non plastic fines, little fine to coarse gravel; occasional debris (brick, asphalt). **[FILL]**		
		S2 10/24	6 8 8 7	16		**Poorly graded sand with gravel (SP)** - Medium dense; brown with mottled orange; moist; mostly fine to coarse SAND, some fine to coarse gravel, trace non plastic fines.		[2.0 - 3.0] Auger grinding. [3.5] Water level measured on 01/25/23 (end of drilling).
5		S3 11/24	5 4 4 5	8		**Poorly graded sand (SP)** - Loose; brown with mottled orange; wet; mostly fine to coarse SAND, trace fine gravel, trace low plasticity fines.	223	
		S4 24/24	3 4 4 8	8		**Poorly graded sand with gravel (SP)** - Loose to medium dense; brown; wet; mostly fine to coarse SAND, some fine to coarse gravel, trace low plasticity fines.		
10		S5 22/24	2 4 5 4	9			218	
15		S6 24/24	7 5 3 5	8			213	
20		S7 19/24	3 6 9 4	15			208	

Refer to the attached index sheets for important information about this log including general notes, legends, and guidance on description methods and procedures.

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Airline State Park Trail
Pomfret, Putnam, CT

BORING ID: B-105

WSE Project: ENG22-1336 — Page 2 of 2

DEPTH BELOW GROUND SURFACE (VERTICAL FT.)	SAMPLE TYPE GRAPHIC	SAMPLE ID NUMBER AND RECOVERY RATIO (IN./IN.)	SPT BLOWS / 6 IN. (OR) CORE RATE / 12 IN. (MIN.)	GEOTECHNICAL TEST DATA: N-Value, Raw (bpf) / Organic Content (%); Moisture Content (%) / Plastic Limit, PL (%) / Liquid Limit, LL (%)	STRATIGRAPHY LOG	STRATUM IDENTIFICATION AND DESCRIPTION	ELEVATION SCALE SHOWN TO NEAREST FT.	REMARKS, OTHER TESTS, AND INSTALLATIONS
30							198	Note: Values in brackets preceeding a remark indicate depth below ground surface (in feet) corresponding to the remark. ***Heaving sand at 25.0 ft. (exploration ended).***
35							193	
40							188	
45							183	
50							178	

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Weston & Sampson

Airline State Park Trail
Pomfret, Putnam, CT

BORING ID: B-106

WSE Project: ENG22-1336 — Page 1 of 1

CONTRACTOR:	Seaboard Drilling, Inc.	BORING LOCATION:	See Site Exploration Map	DATE START:	January 25, 2023
FOREMAN:	Jeff Nitsch	ADVANCE METHOD:	Hollow-Stem Auger Drilling	DATE FINISH:	January 25, 2023
LOGGED BY:	Geno Mirabella	AUGER DIAMETER:	4-1/4" ID (Stem), 7-5/8" OD (Flights)	GROUND EL:	229.0 ± (NAVD88)
CHECKED BY:	S. Spink, P.E.	SUPPORT CASING:	N/A	FINAL DEPTH:	22.0 ft.
EQUIPMENT:	Diedrich D-50, ATV Mounted	CORING METHOD:	N/A	GRID COORDS:	N/A
SPT HAMMER:	Automatic (140-lb.)	BACKFILL MATERIAL:	Drill Cuttings	GRID SYSTEM:	Not Available

DEPTH BELOW GROUND SURFACE (VERTICAL FT.)	SAMPLE TYPE GRAPHIC	SAMPLE ID NUMBER AND RECOVERY RATIO (IN./IN.)	SPT BLOWS / 6 IN. (OR) CORE RATE / 12 IN. (MIN.)	GEOTECHNICAL TEST DATA: N-Value, Raw (bpf) / Organic Content (%); Moisture Content (%) / Plastic Limit, PL (%) / Liquid Limit, LL (%)	STRATIGRAPHY LOG	STRATUM IDENTIFICATION AND DESCRIPTION	ELEVATION SCALE SHOWN TO NEAREST FT.	REMARKS, OTHER TESTS, AND INSTALLATIONS
						Surface: Forest debris.		Note: Values in brackets preceeding a remark indicate depth below ground surface (in feet) corresponding to the remark.
		S1 15/24	5 6 5 5	11		**Silty sand with gravel (SM)** - Medium dense; brown and dark gray; moist; mostly fine to coarse SAND, some non plastic fines, little fine to coarse gravel; trace debris (brick, asphalt). **[FILL]**		
		S2 12/24	4 3 3 6	6		**Poorly graded sand with gravel (SP)** - Loose; brown; moist; mostly fine to coarse SAND, little fine gravel, trace non plastic fines.		[3.0] GC: 17%, SC: 76%, FC: 6% [4.0] Water level measured on 01/25/23 (end of drilling).
5		S3 13/24	4 4 10 20	14		**Poorly graded sand with gravel (SP)** - Medium dense; brown; wet; mostly fine to coarse SAND, some fine to coarse gravel, trace non plastic fines.	224	[5.0 - 6.0] Auger grinding.
		S4 10/24	4 6 6 8	12		**Poorly graded sand (SP)** - Medium dense; light brown; wet; mostly fine to medium SAND, trace non plastic fines.		
10							219	[10.0 - 13.0] Auger grinding.
		S5 17/24	15 19 23 11	42		**Poorly graded sand with gravel (SP)** - Dense; brown; wet; mostly fine to coarse SAND, some fine to coarse gravel, trace non plastic fines.		
15							214	[15.0 - 18.0] Auger grinding.
		S6 18/24	4 5 6 5	11		**Poorly graded sand (SP)** - Medium dense; light brown; wet; mostly fine to coarse SAND, few fine gravel, trace non plastic fines.		
20							209	**Exploration ended at 22.0 ft.**

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Weston & Sampson

Airline State Park Trail
Pomfret, Putnam, CT

BORING ID: B-107

WSE Project: ENG22-1336 — Page 1 of 1

CONTRACTOR:	Seaboard Drilling, Inc.	BORING LOCATION:	See Site Exploration Map	DATE START:	January 25, 2023
FOREMAN:	Jeff Nitsch	ADVANCE METHOD:	Hollow-Stem Auger Drilling	DATE FINISH:	January 25, 2023
LOGGED BY:	Geno Mirabella	AUGER DIAMETER:	4-1/4" ID (Stem), 7-5/8" OD (Flights)	GROUND EL:	232.0 ± (NAVD88)
CHECKED BY:	S. Spink, P.E.	SUPPORT CASING:	N/A	FINAL DEPTH:	22.0 ft.
EQUIPMENT:	Diedrich D-50, ATV Mounted	CORING METHOD:	N/A	GRID COORDS:	N/A
SPT HAMMER:	Automatic (140-lb.)	BACKFILL MATERIAL:	Drill Cuttings	GRID SYSTEM:	Not Available

DEPTH BELOW GROUND SURFACE (VERTICAL FT.)	SAMPLE TYPE GRAPHIC	SAMPLE ID NUMBER AND RECOVERY RATIO (IN./IN.)	SPT BLOWS / 6 IN. (OR) CORE RATE / 12 IN. (MIN.)	GEOTECHNICAL TEST DATA: N-Value, Raw (bpf) / Organic Content (%); Moisture Content (%) / Plastic Limit, PL (%) / Liquid Limit, LL (%)	STRATIGRAPHY LOG	STRATUM IDENTIFICATION AND DESCRIPTION	ELEVATION SCALE SHOWN TO NEAREST FT.	REMARKS, OTHER TESTS, AND INSTALLATIONS
						Surface: Forest debris.		Note: Values in brackets preceeding a remark indicate depth below ground surface (in feet) corresponding to the remark.
		S1 15/24	2 4 3 4	7		**Silty sand with gravel (SM)** - Loose; black; moist; mostly fine to coarse SAND, little fine to coarse gravel, little non plastic fines; common debris (asphalt, brick, wood, ash, cinders). **[FILL]**		
		S2 8/24	6 5 4 2	9		**Poorly graded sand with gravel (SP)** - Loose to very loose; brown; moist; mostly fine to coarse SAND, some fine to coarse gravel, trace non plastic fines.		
5		S3 3/24	4 2 2 3	4			227	
		S4 12/24	4 6 4 3	10		**Silty sand with gravel (SM)** - Medium dense; brown; wet; some fine to coarse SAND, some fine to coarse gravel, little non plastic fines.		[8.0] Estimated water level at time of drilling based on changes in sample moisture. [8.0] GC: 39%, SC: 46%, FC: 15%
10						**Poorly graded sand with gravel (SP)** - Medium dense; brown; wet; mostly fine to coarse SAND, some fine to coarse gravel, trace non plastic fines.	222	[9.5 - 10.0] Auger grinding.
15		S5 24/24	5 8 9 8	17			217	
20		S6 19/24	5 7 7 7	14			212	**Exploration ended at 22.0 ft.**

Refer to the attached index sheets for important information about this log including general notes, legends, and guidance on description methods and procedures.

Project:

TAP PROJECT NO. 111-126

AIR LINE TRAIL
RECONSTRUCTION AND
ACCESSIBILITY PROJECT

TOWNS OF PUTNAM AND
POMFRET, CT

Weston & Sampson

Weston & Sampson Engineers, Inc.
712 Brook Street
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978.532.1900 800.SAMPSON
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No.	Date	Description

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Seal:

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Scale: 1"=20'

Date:	APRIL 28, 2023
Drawn By:	GB
Reviewed By:	RC
Approved By:	MJJ
W&S Project No.:	ENG22-1336
W&S File No.:	----

Drawing Title:

BORING LOGS

Sheet Number:

L701

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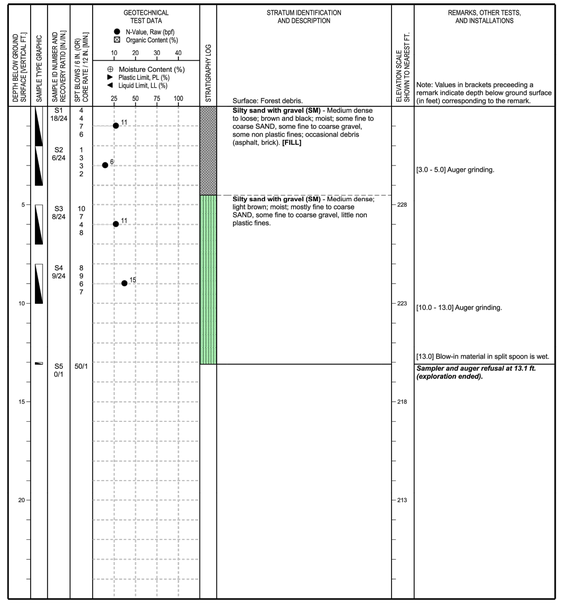
Weston & Sampson

Airline State Park Trail
Pomfret, Putnam, CT

BORING ID: B-108

WSE Project: ENG22-1336 Page 1 of 1

CONTRACTOR:	Seaboard Drilling, Inc.	BORING LOCATION:	See Site Exploration Map	DATE START:	January 26, 2023
FOREMAN:	Jeff Nitsch	ADVANCE METHOD:	Hollow-Stem Auger Drilling	DATE FINISH:	January 26, 2023
LOGGED BY:	Geno Mirabella	AUGER DIAMETER:	4-1/4" ID (Stem), 7-5/8" OD (Flights)	GROUND EL:	233.0 ± (NAVD88)
CHECKED BY:	S. Spink, P.E.	SUPPORT CASING:	N/A	FINAL DEPTH:	13.1 ft. (Refusal)
EQUIPMENT:	Diedrich D-50, ATV Mounted	CORING METHOD:	N/A	GRID COORDS:	N/A
SPT HAMMER:	Automatic (140-lb.)	BACKFILL MATERIAL:	Drill Cuttings	GRID SYSTEM:	Not Available



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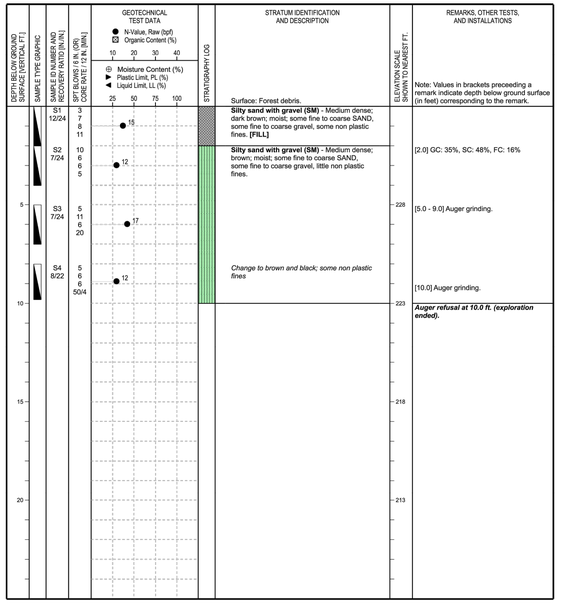
Airline State Park Trail
Pomfret, Putnam, CT

BORING ID: B-109

WSE Project: ENG22-1336 Page 1 of 1

CONTRACTOR:	Seaboard Drilling, Inc.	BORING LOCATION:	See Site Exploration Map	DATE START:	January 26, 2023
FOREMAN:	Jeff Nitsch	ADVANCE METHOD:	Hollow-Stem Auger Drilling	DATE FINISH:	January 26, 2023
LOGGED BY:	Geno Mirabella	AUGER DIAMETER:	4-1/4" ID (Stem), 7-5/8" OD (Flights)	GROUND EL:	233.0 ± (NAVD88)
CHECKED BY:	S. Spink, P.E.	SUPPORT CASING:	N/A	FINAL DEPTH:	10.0 ft. (Refusal)
EQUIPMENT:	Diedrich D-50, ATV Mounted	CORING METHOD:	N/A	GRID COORDS:	N/A
SPT HAMMER:	Automatic (140-lb.)	BACKFILL MATERIAL:	Drill Cuttings	GRID SYSTEM:	Not Available



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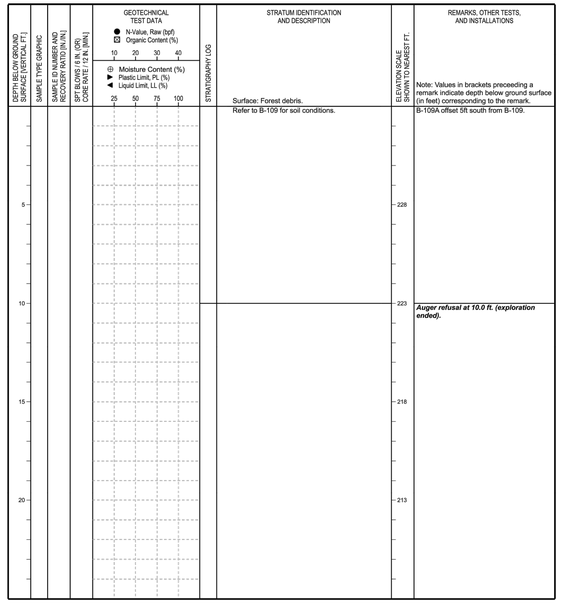
Airline State Park Trail
Pomfret, Putnam, CT

BORING ID: B-109A

WSE Project: ENG22-1336 Page 1 of 1

CONTRACTOR:	Seaboard Drilling, Inc.	BORING LOCATION:	See Site Exploration Map	DATE START:	January 26, 2023
FOREMAN:	Jeff Nitsch	ADVANCE METHOD:	Hollow-Stem Auger Drilling	DATE FINISH:	January 26, 2023
LOGGED BY:	Geno Mirabella	AUGER DIAMETER:	4-1/4" ID (Stem), 7-5/8" OD (Flights)	GROUND EL:	233.0 ± (NAVD88)
CHECKED BY:	S. Spink, P.E.	SUPPORT CASING:	N/A	FINAL DEPTH:	10.0 ft. (Refusal)
EQUIPMENT:	Diedrich D-50, ATV Mounted	CORING METHOD:	N/A	GRID COORDS:	N/A
SPT HAMMER:	Automatic (140-lb.)	BACKFILL MATERIAL:	Drill Cuttings	GRID SYSTEM:	Not Available



Refer to the attached index sheets for important information about this log including general notes, legends, and guidance on description methods and procedures.

Project:
TAP PROJECT NO. 111-126

AIR LINE TRAIL
RECONSTRUCTION AND
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TOWNS OF PUTNAM AND
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Seal:

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Scale: 1"=20'

Date:	APRIL 28, 2023
Drawn By:	GB
Reviewed By:	RC
Approved By:	MJJ
W&S Project No.:	ENG22-1336
W&S File No.:	---

Drawing Title:

BORING LOGS

Sheet Number:

L702

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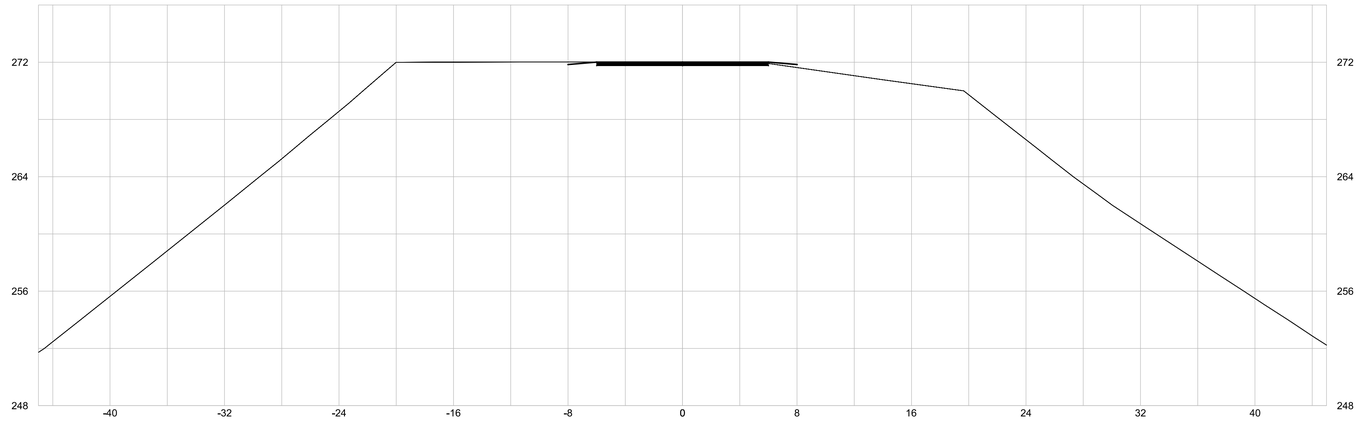

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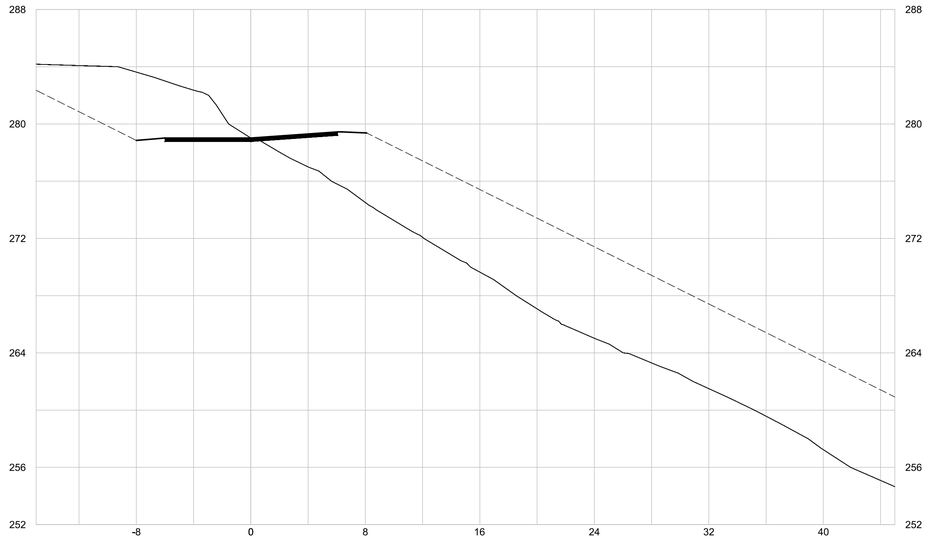

PROFILE

0 2.5' 5' 10'

HORIZONTAL SCALE: 1"=5'
VERTICAL SCALE: 1"=5'

Project:

TAP PROJECT NO. 111-126

AIR LINE TRAIL

TOWNS OF PUTNAM AND POMFRET, CT

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No.	Date	Description

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W&S File No.:	----

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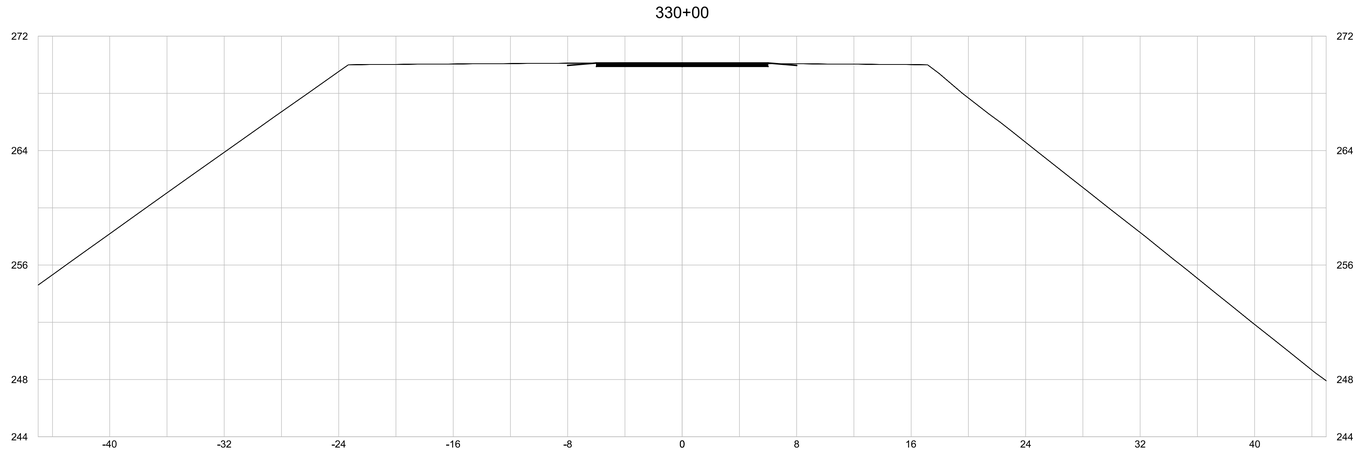

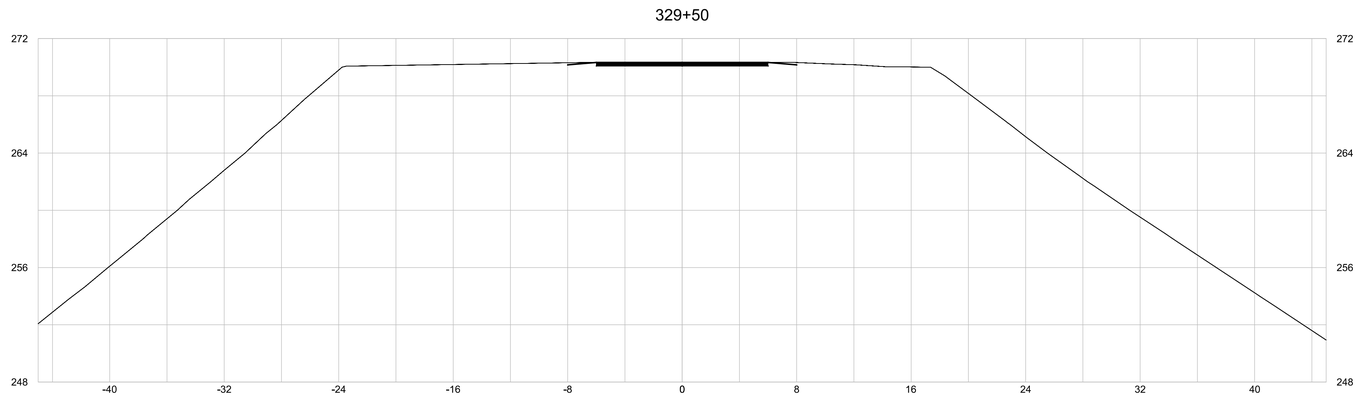

PROFILE

0 2.5' 5' 10'

HORIZONTAL SCALE: 1"=5'
VERTICAL SCALE: 1"=5'

Project:

TAP PROJECT NO. 111-126

AIR LINE TRAIL

TOWNS OF PUTNAM AND POMFRET, CT

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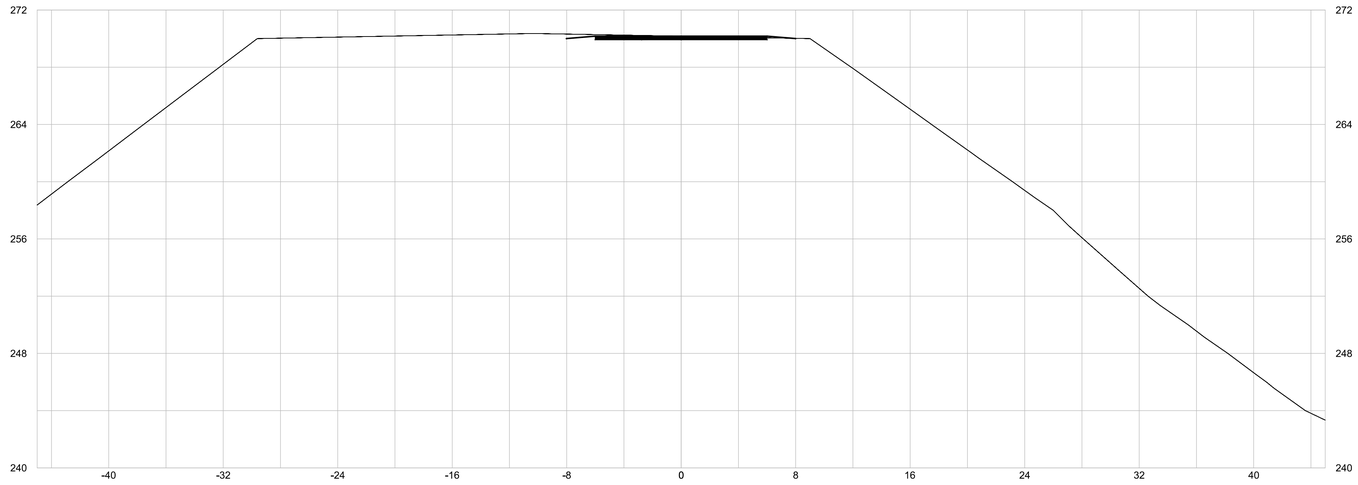

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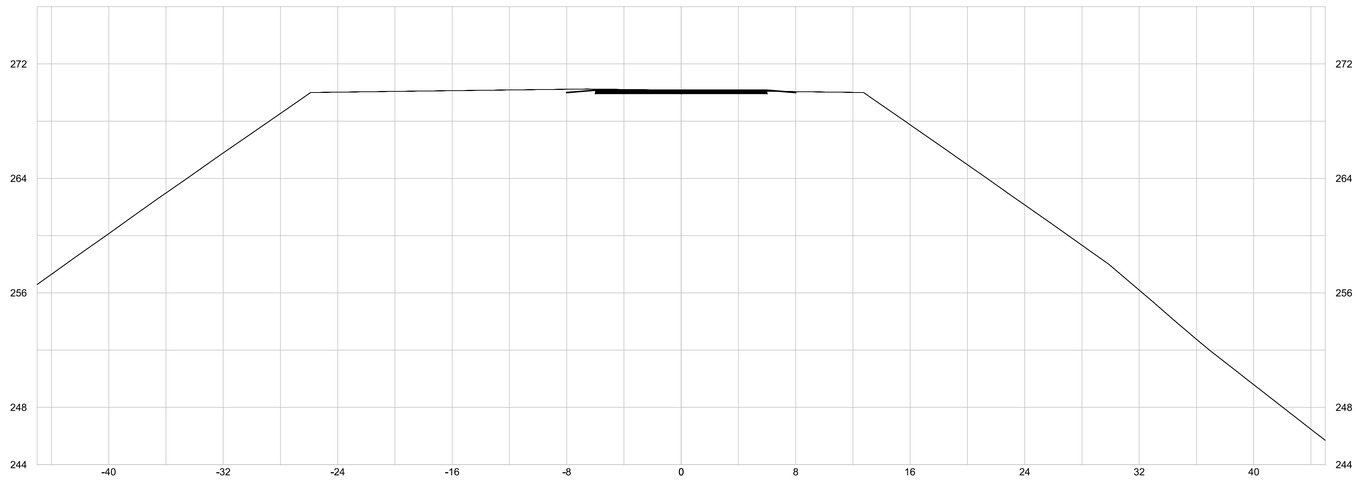

PROFILE

0 2.5' 5' 10'

HORIZONTAL SCALE: 1"=5'
VERTICAL SCALE: 1"=5'

Project:

TAP PROJECT NO. 111-126

AIR LINE TRAIL

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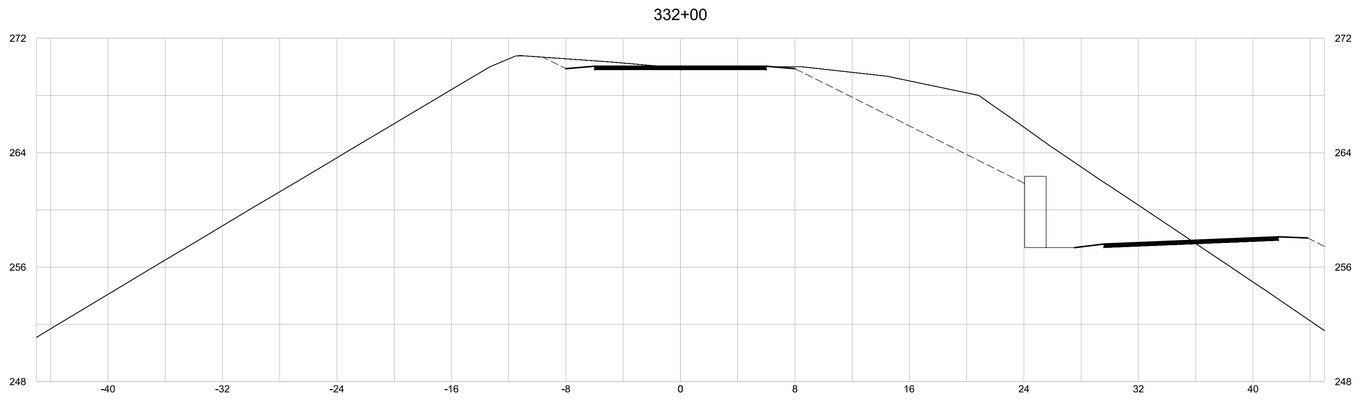

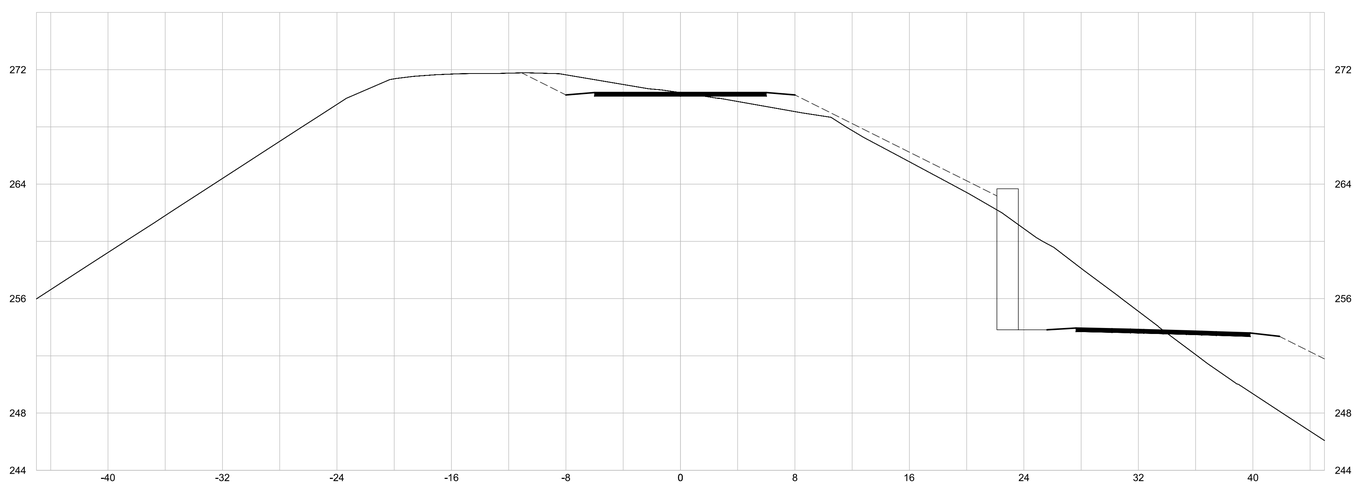

PROFILE

0 2.5' 5' 10'

HORIZONTAL SCALE: 1"=5'
VERTICAL SCALE: 1"=5'

Project:

TAP PROJECT NO. 111-126

AIR LINE TRAIL

TOWNS OF PUTNAM AND POMFRET, CT

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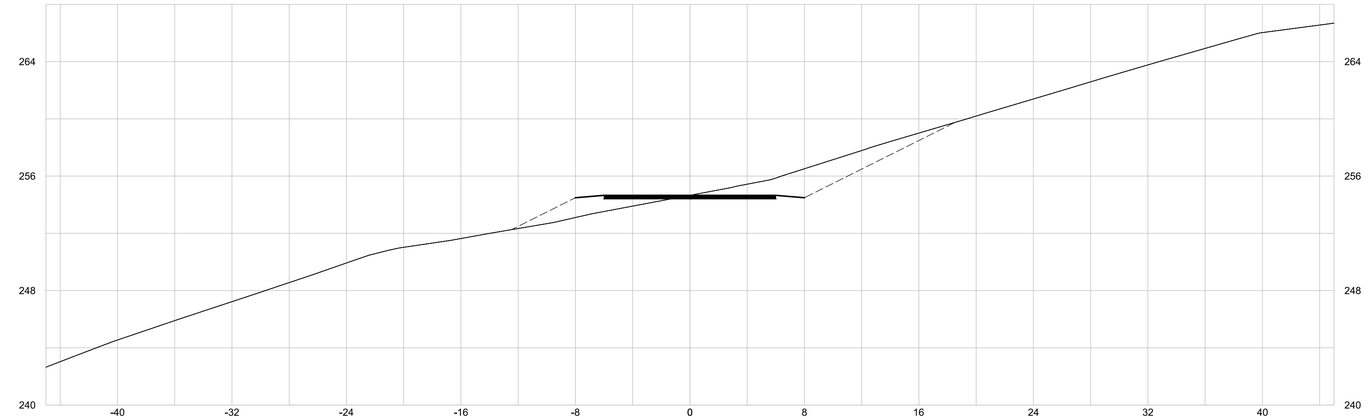

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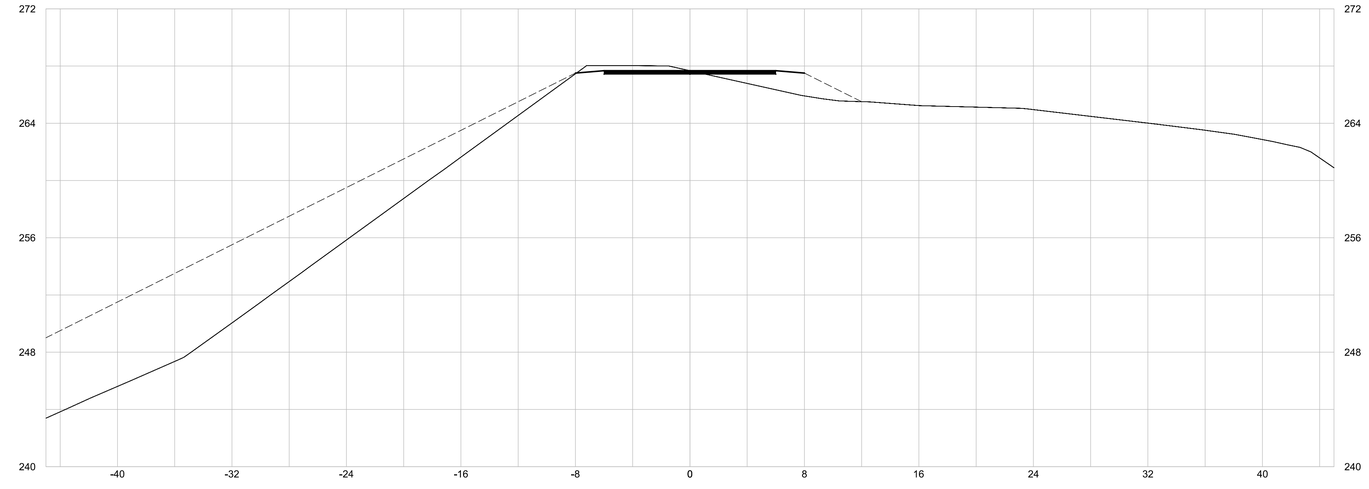

PROFILE

0 2.5' 5' 10'

HORIZONTAL SCALE: 1"=5'
VERTICAL SCALE: 1"=5'

Project:

TAP PROJECT NO. 111-126

AIR LINE TRAIL

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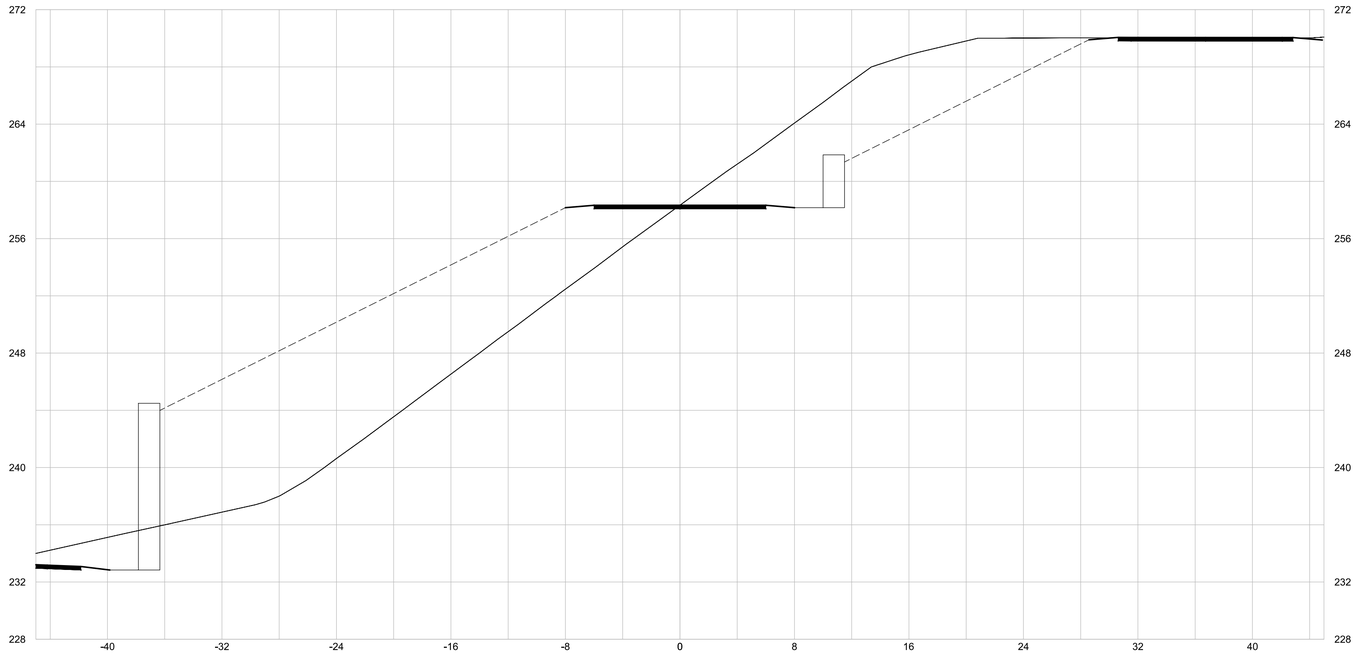

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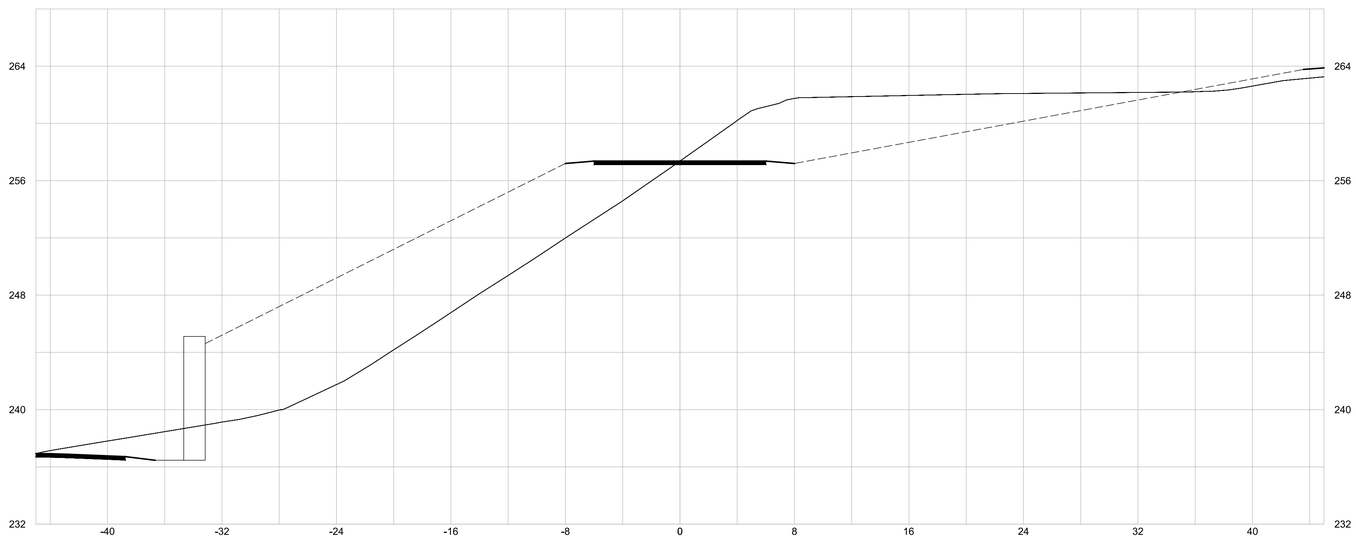

PROFILE

0 2.5' 5' 10'

HORIZONTAL SCALE: 1"=5'
VERTICAL SCALE: 1"=5'

Project:

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AIR LINE TRAIL

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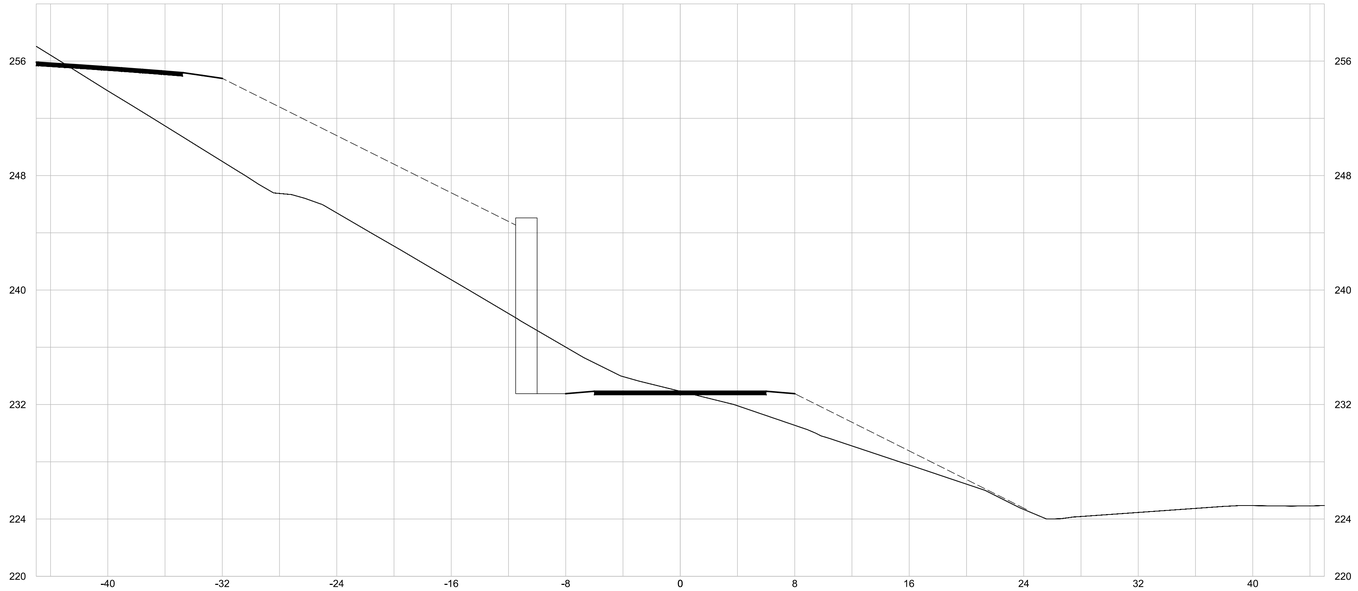

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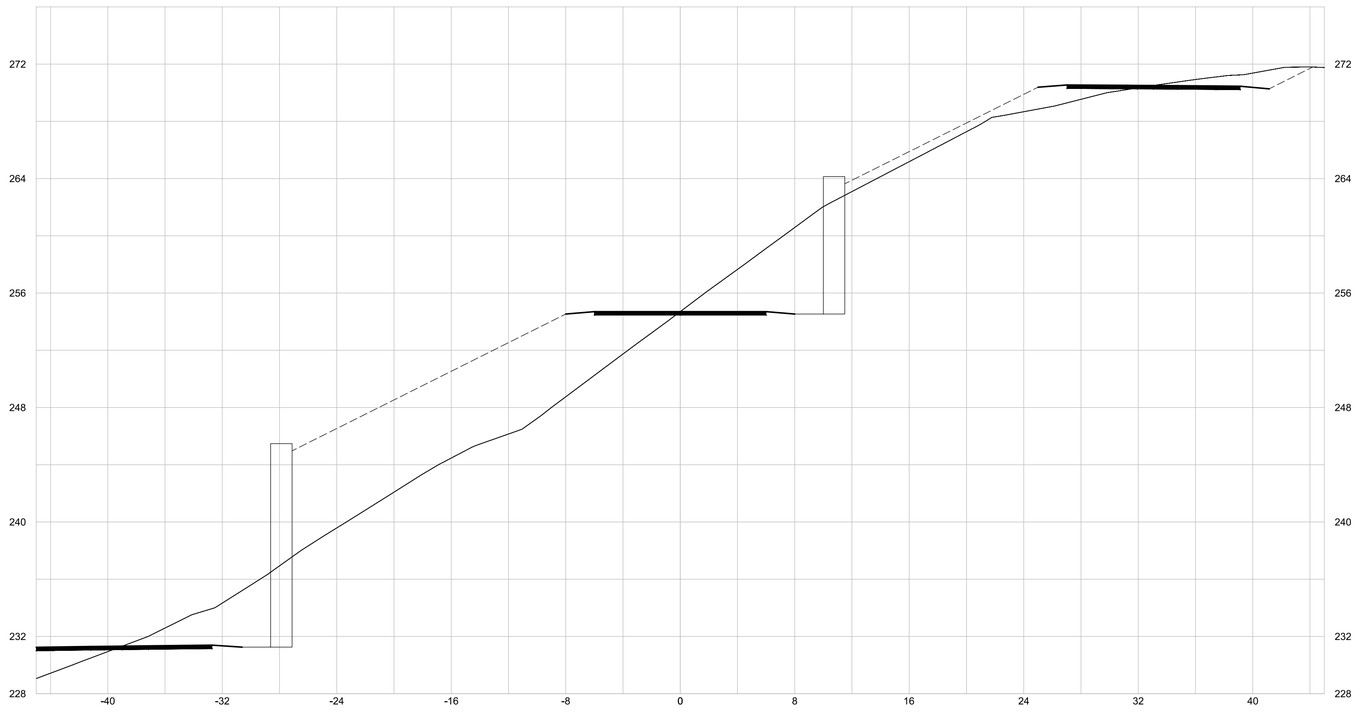

PROFILE

0 2.5' 5' 10'

HORIZONTAL SCALE: 1"=5'

VERTICAL SCALE: 1"=5'

Project:

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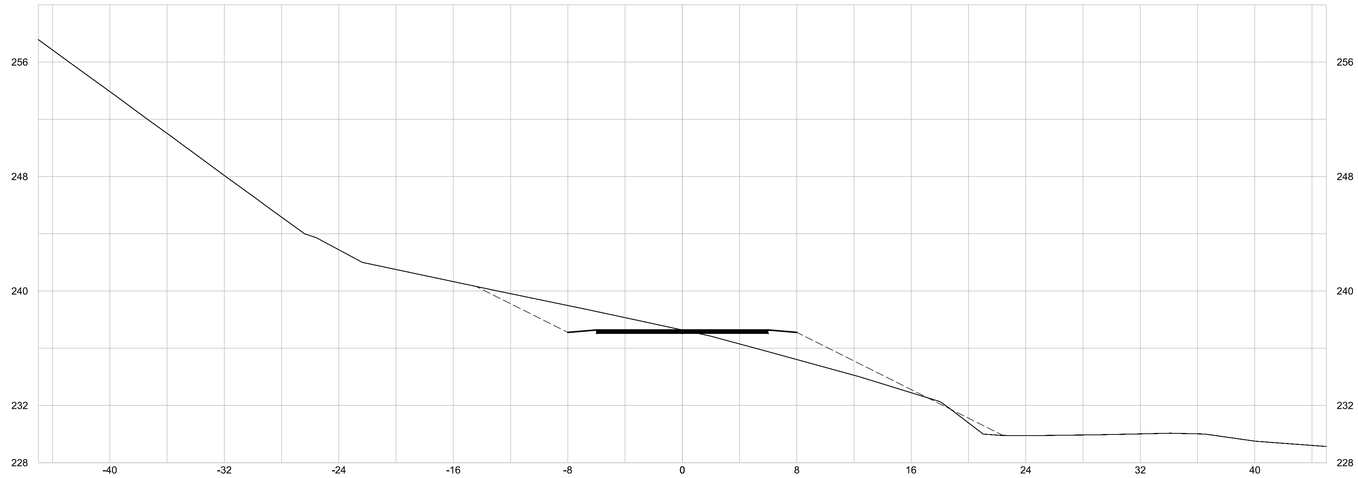

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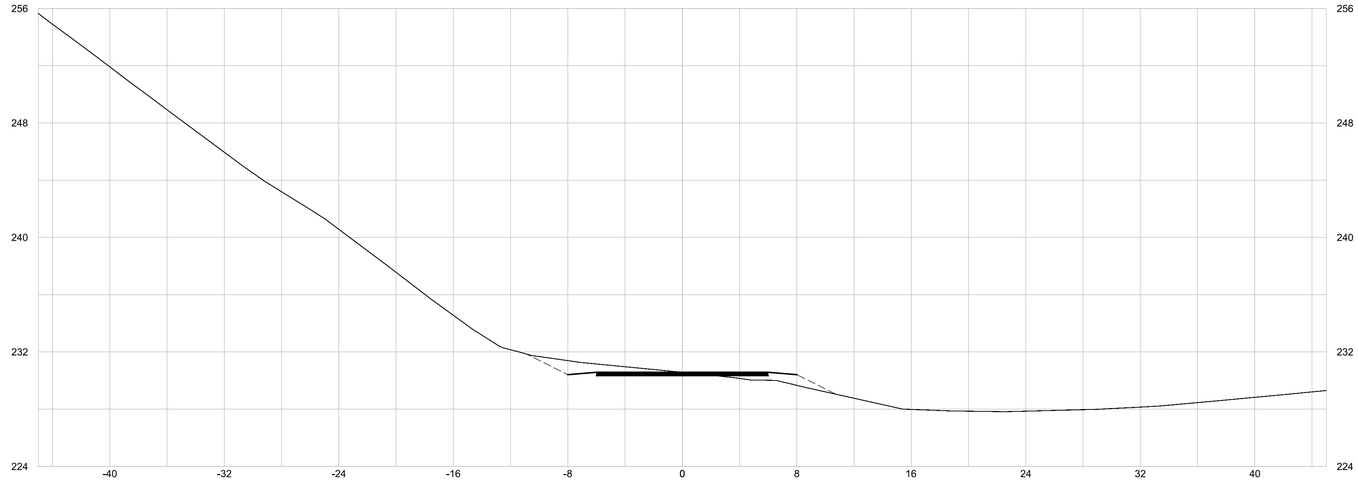

PROFILE

0 2.5' 5' 10'

HORIZONTAL SCALE: 1"=5'

VERTICAL SCALE: 1"=5'

Project:

TAP PROJECT NO. 111-126

AIR LINE TRAIL

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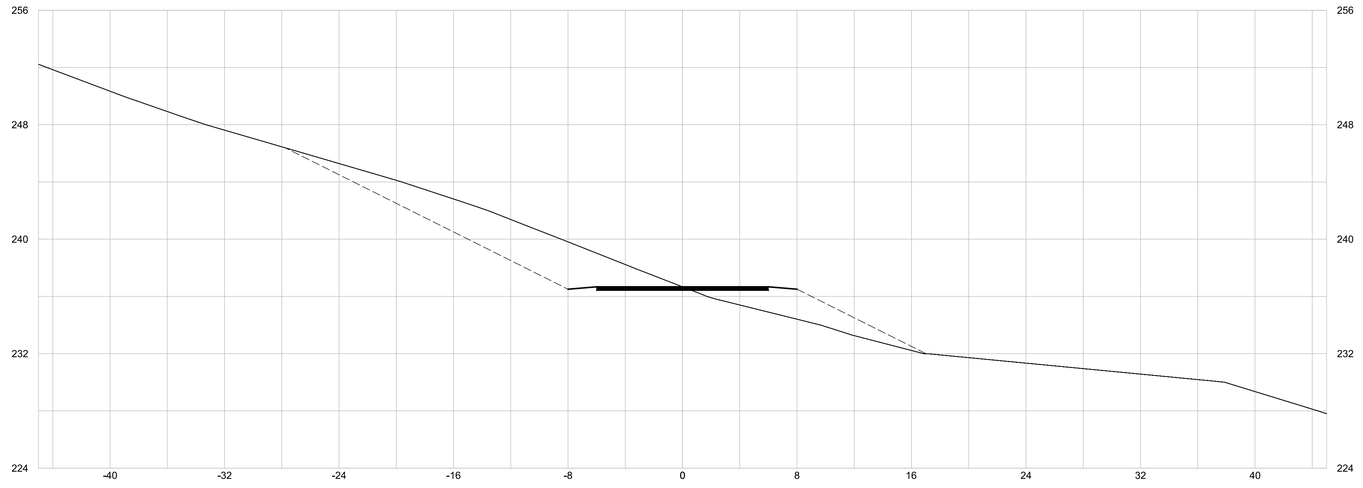

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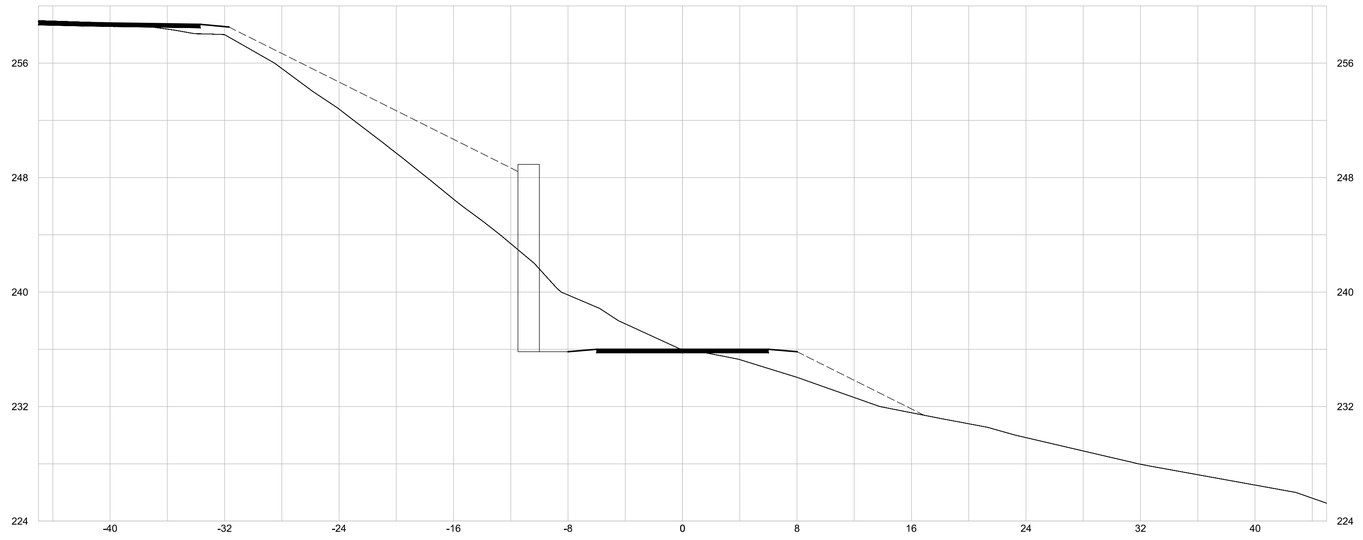

PROFILE

0 2.5' 5' 10'

HORIZONTAL SCALE: 1"=5'
VERTICAL SCALE: 1"=5'

Project:

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