TOWN OF GLASTONBURY
ENGINEERING DEPARTMENT
HEBRON AVENUE & NEW LONDON TURNPIKE
INTERSECTION IMPROVEMENTS
PW-1205
GLASTONBURY, CONNECTICUT

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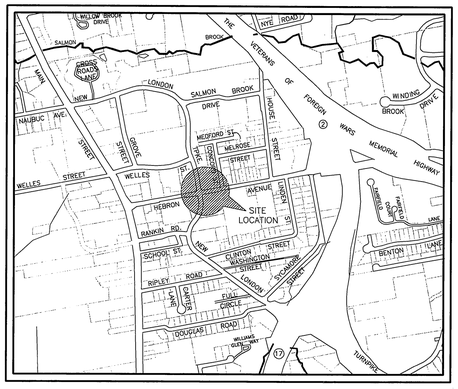


LOCATION MAP
SCALE: 1"=1000'

FEBRUARY 2014

ISSUED FOR CONSTRUCTION

RICHARD J. JOHNSON
TOWN MANAGER

DANIEL A. PENNINGTON
TOWN ENGINEER/MANAGER OF PHYSICAL SERVICES

STATE OF CONNECTICUT · DANIEL A. PENNINGTON · NO. 20101 · REGISTERED PROFESSIONAL ENGINEER

GRAPHIC SCALE
40 0 20 40 80 160
(IN FEET)
1 inch = 40 ft.
IF SCALING FROM THIS PLAN, VERIFY SCALE WITH THE GRAPHIC SCALE PROVIDED ABOVE.

ALL UTILITY INFORMATION AND DATA SHOWN OR INDICATED IN THE CONTRACT DOCUMENTS ARE COMPILED FROM MAPS AND DATA FURNISHED BY OTHERS, ANY SUCH INFORMATION SHOULD NOT BE CONSTRUED AS ACCURATE OR COMPLETE AND THE CONTRACTOR SHALL VERIFY ALL LOCATIONS PRIOR TO CONSTRUCTION.

MANUAL REVISIONS TO THIS DOCUMENT ARE PROHIBITED.
ALL REVISIONS MUST BE PERFORMED ON CADD FILE:
H: \DWG\Streets\Hebron Ave\PW-1205 Hebron Av-New Lndn Tpk Intrsct\Hebron Av - New London Tpke Intersection.dwg

PW-1205

NO.	DESCRIPTION	DATE
	DRAWING ISSUE STATUS	
2.	REMOVE MILL & OVERLAY	2/10/2014
1.	ISSUED FOR CONSTRUCTION	5/30/2013

TOWN OF GLASTONBURY CAD ENGINEERING

SCALE: AS SHOWN	DATE:
DRAWN BY: C.F.S.	1/2/2013
CHECKED BY: S.M.B.	5/30/2013
APPROVED BY: D.A.P.	5/30/2013
ST. FILE:	

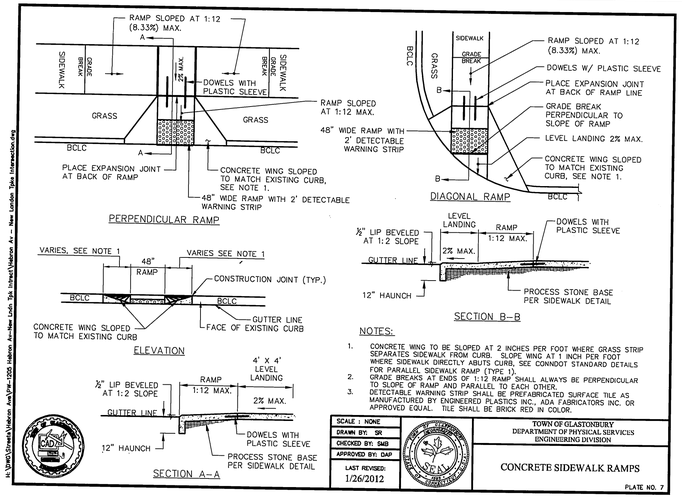
DO NOT SCALE THIS DRAWING. USE THE DIMENSIONS GIVEN. IF THERE ARE ANY DISCREPANCIES OR QUESTIONS, CONTACT THE TOWN OF GLASTONBURY, ENGINEERING OFFICE.

GRID NORTH

TOWN OF GLASTONBURY INCORPORATED 1693 CONNECTICUT SEAL

TITLE SHEET
INTERSECTION IMPROVEMENTS
located at
HEBRON AVENUE
and
NEW LONDON TURNPIKE
GLASTONBURY, CONNECTICUT

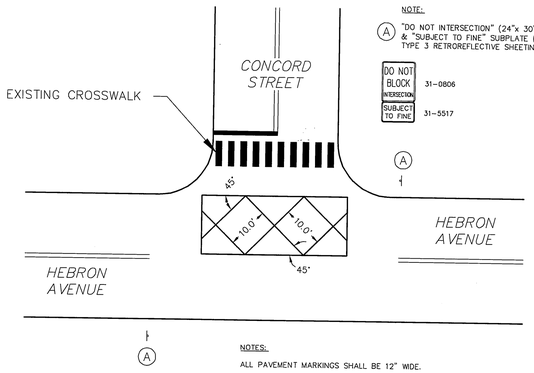
SHEET NO. 1 OF 25



NOTES:

1. CONCRETE WING TO BE SLOPED AT 2 INCHES PER FOOT WHERE GRASS STRIP SEPARATES SIDEWALK FROM CURB. SLOPE WING AT 1 INCH PER FOOT WHERE SIDEWALK DIRECTLY ABUTS CURB. SEE CONNDOT STANDARD DETAILS FOR PARALLEL SIDEWALK RAMP (TYPE 1).
2. GRADE BREAKS AT ENDS OF 1:12 RAMP SHALL ALWAYS BE PERPENDICULAR TO SLOPE OF RAMP AND PARALLEL TO EACH OTHER.
3. DETECTABLE WARNING STRIP SHALL BE PREFABRICATED SURFACE TILE AS MANUFACTURED BY ENGINEERED PLASTICS INC., ADA FABRICATORS INC. OR APPROVED EQUAL. TILE SHALL BE BRICK RED IN COLOR.

SCALE : NONE	TOWN OF GLASTONBURY
DRAWN BY: SR	DEPARTMENT OF PHYSICAL SERVICES
CHECKED BY: SMB	ENGINEERING DIVISION
APPROVED BY: DAP	CONCRETE SIDEWALK RAMPS
LAST REVISED: 1/26/2012	PLATE NO. 7



NOTE:

(A) "DO NOT INTERSECTION" (24"x 30") SIGN & "SUBJECT TO FINE" SUBPLATE (24"x 18") TYPE 3 RETROREFLECTIVE SHEETING.

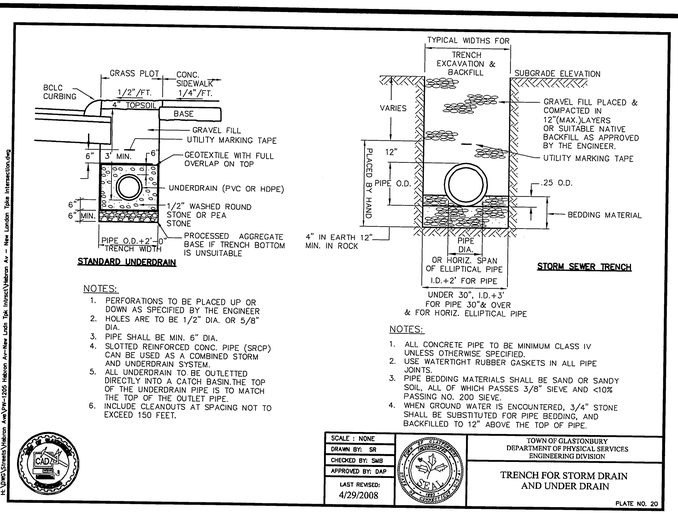
DO NOT BLOCK INTERSECTION 31-0806

SUBJECT TO FINE 31-5517

NOTES:

ALL PAVEMENT MARKINGS SHALL BE 12" WIDE.

DO NOT BLOCK THE BOX
TYPICAL SIGNS AND PAVEMENT MARKINGS
NOT TO SCALE



NOTES:

1. PERFORATIONS TO BE PLACED UP OR DOWN AS SPECIFIED BY THE ENGINEER
2. HOLES ARE TO BE 1/2" DIA. OR 5/8" DIA.
3. PIPE SHALL BE MIN. 6" DIA.
4. SLOTTED REINFORCED CONC. PIPE (SRCP) CAN BE USED AS A COMBINED STORM AND UNDERDRAIN SYSTEM.
5. ALL UNDERDRAIN TO BE OUTLETTED DIRECTLY INTO A CATCH BASIN.THE TOP OF THE UNDERDRAIN PIPE IS TO MATCH THE TOP OF THE OUTLET PIPE.
6. INCLUDE CLEANOUTS AT SPACING NOT TO EXCEED 150 FEET.

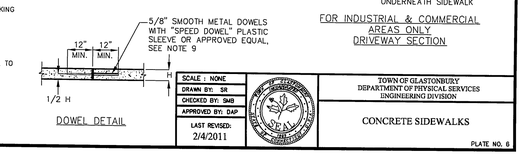
NOTES:

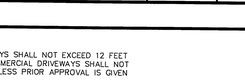
1. ALL CONCRETE PIPE TO BE MINIMUM CLASS IV UNLESS OTHERWISE SPECIFIED.
2. USE WATERTIGHT RUBBER GASKETS IN ALL PIPE JOINTS.
3. PIPE BEDDING MATERIALS SHALL BE SAND OR SANDY SOIL, ALL OF WHICH PASSES 3/8" SIEVE AND <10% PASSING NO. 200 SIEVE.
4. WHEN GROUND WATER IS ENCOUNTERED, 3/4" STONE SHALL BE SUBSTITUTED FOR PIPE BEDDING, AND BACKFILLED TO 12" ABOVE THE TOP OF PIPE.

SCALE : NONE	TOWN OF GLASTONBURY
DRAWN BY: SR	DEPARTMENT OF PHYSICAL SERVICES
CHECKED BY: SMB	ENGINEERING DIVISION
APPROVED BY: DAP	TRENCH FOR STORM DRAIN AND UNDER DRAIN
LAST REVISED: 4/29/2008	PLATE NO. 20

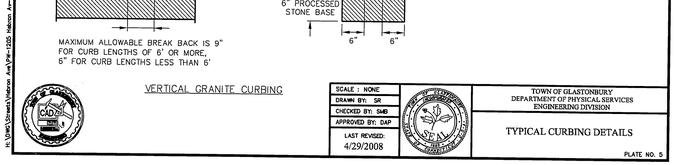
NOTES:

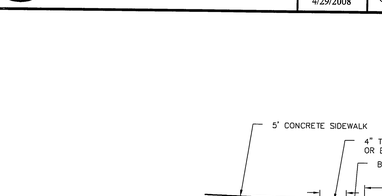
1. CONCRETE SHALL BE CONNDOT CLASS F, (4,000 PSI, 28 DAY STRENGTH).
2. FORMS ARE TO BE SET TRUE TO LINE AND GRADE ON WELL COMPACTED BASE. FORMS SHALL BE 5" STEEL OR 2"X6" LUMBER.
3. PROPER FINISHING PROCEDURES WILL BE FOLLOWED INCLUDING JOINTING, EDGING, AND BROOMING. A FINE BRISTLE BROOM SHOULD BE USED. ALL EDGING TOOL IMPRINTS SHOULD BE STEEL TROWELED PRIOR TO BROOMING.
4. CURING COMPOUND MAY BE REQUIRED AS DIRECTED BY THE ENGINEER.
5. CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PROTECT SURFACE FROM DAMAGE.
6. WALKS SHALL BE BACKFILLED AS SOON AS FORMS ARE REMOVED.
7. ALL CONCRETE SIDEWALK SLABS SHALL BE RECTANGULAR IN SHAPE. NO FIGURE L SLABS ARE TO BE CONSTRUCTED.
8. SIDEWALK SLABS SHOULD NOT EXCEED 5' IN WIDTH. IF SIDEWALK SLABS GREATER THAN 5' IN WIDTH ARE TO BE CONSTRUCTED, A LONGITUDINAL EXPANSION JOINT SHALL BE CONSTRUCTED TO FORM ACCEPTABLE SLABS.
9. INSERT METAL DOWELS AT ALL EXPANSION JOINTS, AT SIDEWALK RAMPS, AND AT THE LAST SLAB POURED AT THE END OF THE WORKING DAY. DOWELS SHALL ALSO BE INSTALLED BETWEEN NEW AND EXISTING CONCRETE SLABS.
10. EXPANSION JOINT SHALL BE 3/8" ASPHALT IMPREGNATED CELLULAR FIBER AND OF A DIMENSION EQUAL TO THE FULL SLAB DEPTH.





SCALE : NONE	TOWN OF GLASTONBURY
DRAWN BY: SR	DEPARTMENT OF PHYSICAL SERVICES
CHECKED BY: SMB	ENGINEERING DIVISION
APPROVED BY: DAP	CONCRETE SIDEWALKS
LAST REVISED: 2/4/2011	PLATE NO. 6

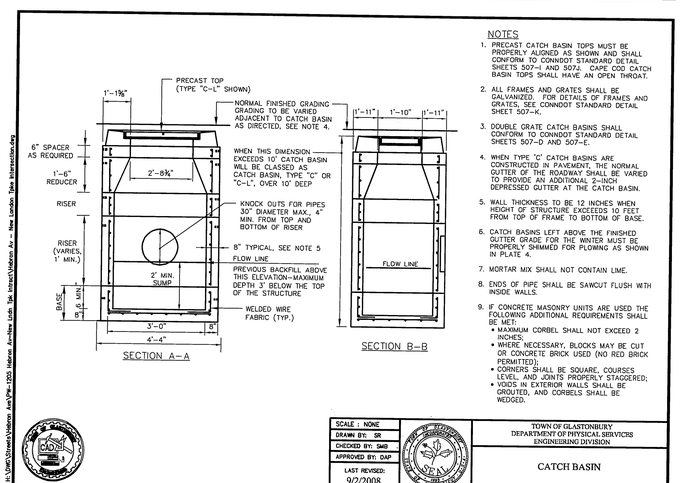




NOTES:

1. ALL BITUMINOUS CURBING IS TO BE SET ON THE BINDER COURSE.
2. ROADWAY SHALL BE SWEPT CLEAN AND PROPERLY TACK COATED PRIOR TO BITUMINOUS CURB INSTALLATION.

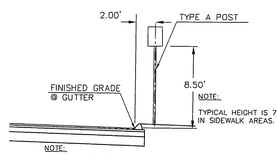
SCALE : NONE	TOWN OF GLASTONBURY
DRAWN BY: SR	DEPARTMENT OF PHYSICAL SERVICES
CHECKED BY: SMB	ENGINEERING DIVISION
APPROVED BY: DAP	TYPICAL CURBING DETAILS
LAST REVISED: 4/29/2008	PLATE NO. 5



NOTES

1. PRECAST CATCH BASIN TOPS MUST BE PROPERLY ALIGNED AS SHOWN AND SHALL CONFORM TO CONNDOT STANDARD DETAIL SHEETS 507–I AND 507–J. CURB COD CATCH BASIN TOPS SHALL HAVE AN OPEN THROAT.
2. ALL FRAMES AND GRATES SHALL BE GALVANIZED. FOR DETAILS OF FRAMES AND GRATES, SEE CONNDOT STANDARD DETAIL SHEET 507–K.
3. DOUBLE GRATE CATCH BASINS SHALL CONFORM TO CONNDOT STANDARD DETAIL SHEETS 507–D AND 507–E.
4. WHEN TYPE 'C' CATCH BASINS ARE CONSTRUCTED IN PAVEMENT, THE NORMAL GUTTER OF THE ROADWAY SHALL BE VARIED TO PROVIDE AN ADDITIONAL 2–INCH DEPRESSED GUTTER AT THE CATCH BASIN.
5. WALL THICKNESS TO BE 12 INCHES WHEN HEIGHT OF STRUCTURE EXCEEDS 10 FEET FROM TOP OF FRAME TO BOTTOM OF BASE.
6. CATCH BASINS LEFT ABOVE THE FINISHED GUTTER GRADE FOR THE WINTER MUST BE PROPERLY SHIMMED FOR PLOWING AS SHOWN IN PLATE 4.
7. MORTAR MIX SHALL NOT CONTAIN LIME.
8. ENDS OF PIPE SHALL BE SAWCUT FLUSH WITH INSIDE WALLS
9. IF CONCRETE MASONRY UNITS ARE USED THE FOLLOWING ADDITIONAL REQUIREMENTS SHALL BE MET:
   - MAXIMUM CORBEL SHALL NOT EXCEED 2 INCHES;
   - WHERE NECESSARY, BLOCKS MAY BE CUT OR CONCRETE BRICK USED (NO RED BRICK PERMITTED);
   - CORNERS SHALL BE SQUARE, COURSES LEVEL, AND JOINTS PROPERLY STAGGERED;
   - VOIDS IN EXTERIOR WALLS SHALL BE GROUTED, AND CORBELS SHALL BE WEDGED.

SCALE : NONE	TOWN OF GLASTONBURY
DRAWN BY: SR	DEPARTMENT OF PHYSICAL SERVICES
CHECKED BY: SMB	ENGINEERING DIVISION
APPROVED BY: DAP	CATCH BASIN
LAST REVISED: 9/2/2008	PLATE NO. 21



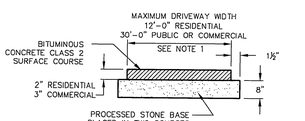
NOTE:

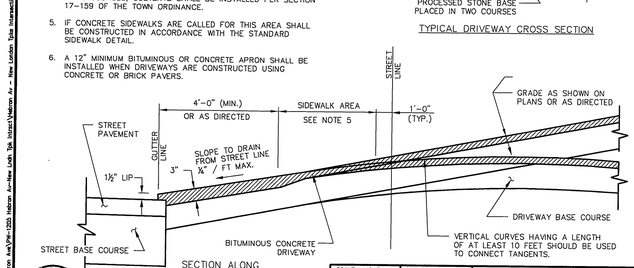
A CLEAR PATH OF NOT LESS THAN 3 FT SHALL BE PROVIDED IN SIDEWALK AREAS.

TYPICAL REGULATORY & WARNING SIGN PLACEMENT
NOT TO SCALE

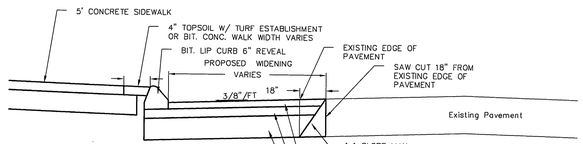
NOTES:

1. PRIVATE RESIDENTIAL DRIVEWAYS SHALL NOT EXCEED 12 FEET IN WIDTH AND PUBLIC OR COMMERCIAL DRIVEWAYS SHALL NOT EXCEED 30 FEET IN WIDTH UNLESS PRIOR APPROVAL IS GIVEN BY THE TOWN MANAGER.
2. DRIVEWAYS SHALL NOT BE CONSTRUCTED WITHIN 20 FEET OF AN INTERSECTION OR 4 FEET OF A CROSS WALK.
3. NO TWO DRIVEWAYS SHALL BE CONSTRUCTED CLOSER THAN 8 FEET APART WHEN MEASURED AT THE GUTTER LINE OF THE STREET.
4. WHERE DRIVEWAYS CROSS EXISTING ROADSIDE DITCHES OR WATERCOURSES, CULVERTS SHALL BE INSTALLED PER SECTION 17–159 OF THE TOWN ORDINANCE.
5. IF CONCRETE SIDEWALKS ARE CALLED FOR THIS AREA SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE STANDARD SIDEWALK DETAIL.
6. A 12" MINIMUM BITUMINOUS OR CONCRETE APRON SHALL BE INSTALLED WHEN DRIVEWAYS ARE CONSTRUCTED USING CONCRETE OR BRICK PAVERS.

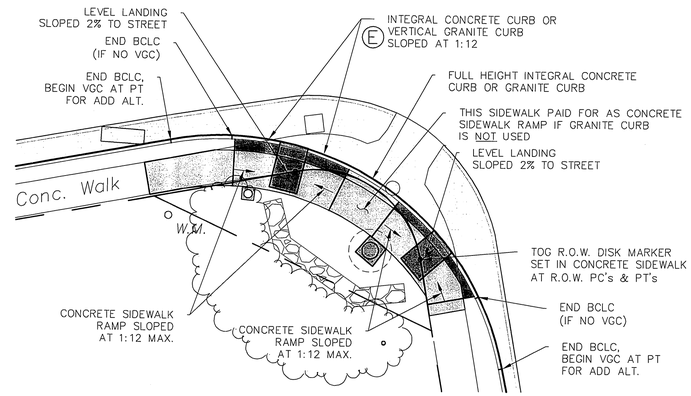




SCALE : NONE	TOWN OF GLASTONBURY
DRAWN BY: SR	DEPARTMENT OF PHYSICAL SERVICES
CHECKED BY: SMB	ENGINEERING DIVISION
APPROVED BY: DAP	BITUMINOUS CONCRETE DRIVEWAY
LAST REVISED: 4/29/2008	PLATE NO. 8



ROADWAY WIDENING AND
TYPICAL CROSS SECTION
HEBRON AVENUE
NOT TO SCALE



TYPICAL CONCRETE SIDEWALK RAMP LAYOUT
DEPICTING GRANITE CURB ADD ALTERNATE
NOT TO SCALE

THE LOCATION OF UNDERGROUND UTILITIES DEPICTED HEREON ARE BASED ON FIELD LOCATIONS AND BY INFORMATION PROVIDED BY OTHERS. THEIR TRUE LOCATIONS MAY VARY FROM THOSE INDICATED, AND ALL UNDERGROUND UTILITIES MAY NOT BE SHOWN. IF APPLICABLE UTILIZE THE "CALL BEFORE YOU DIG" NUMBER (1–800–922–4455), TO VERIFY THE LOCATION OF ALL UNDERGROUND UTILITIES, AND RESOLVE CONFLICTS PRIOR TO STARTING CONSTRUCTION, REPAIR OR DESIGN.

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STATE OF CONNECTICUT · DANIEL L. PENNEY · No. 20161 · LICENSED PROFESSIONAL ENGINEER

DRAWING ISSUE STATUS		
2.	REMOVE MILL & OVERLAY	2/10/2014
1.	ISSUED FOR CONSTRUCTION	5/30/2013
NO.	DESCRIPTION	DATE

PW-1205

SCALE: AS SHOWN	DATE:	
DRAWN BY: C.F.S.	8/24/2012	
CHECKED BY: S.M.B.	5/30/2013	
APPROVED BY: D.A.P.	5/30/2013	
ST. FILE:		

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GRID NORTH

TYPICAL DETAILS & CROSS-SECTIONS
TRAFFIC IMPROVEMENTS
located at
HEBRON AVENUE
and
NEW LONDON TURNPIKE
GLASTONBURY, CONNECTICUT

SHEET NO. 2 OF 25

FILE: H:\DWG\Streets\Hebron Ave\PW-1205 Hebron Av-New Lndn Tpk Intersct\Hebron Av - New London Tpke Intersection.dwg USER: Charles Steinhiper DATE: 2/10/2014

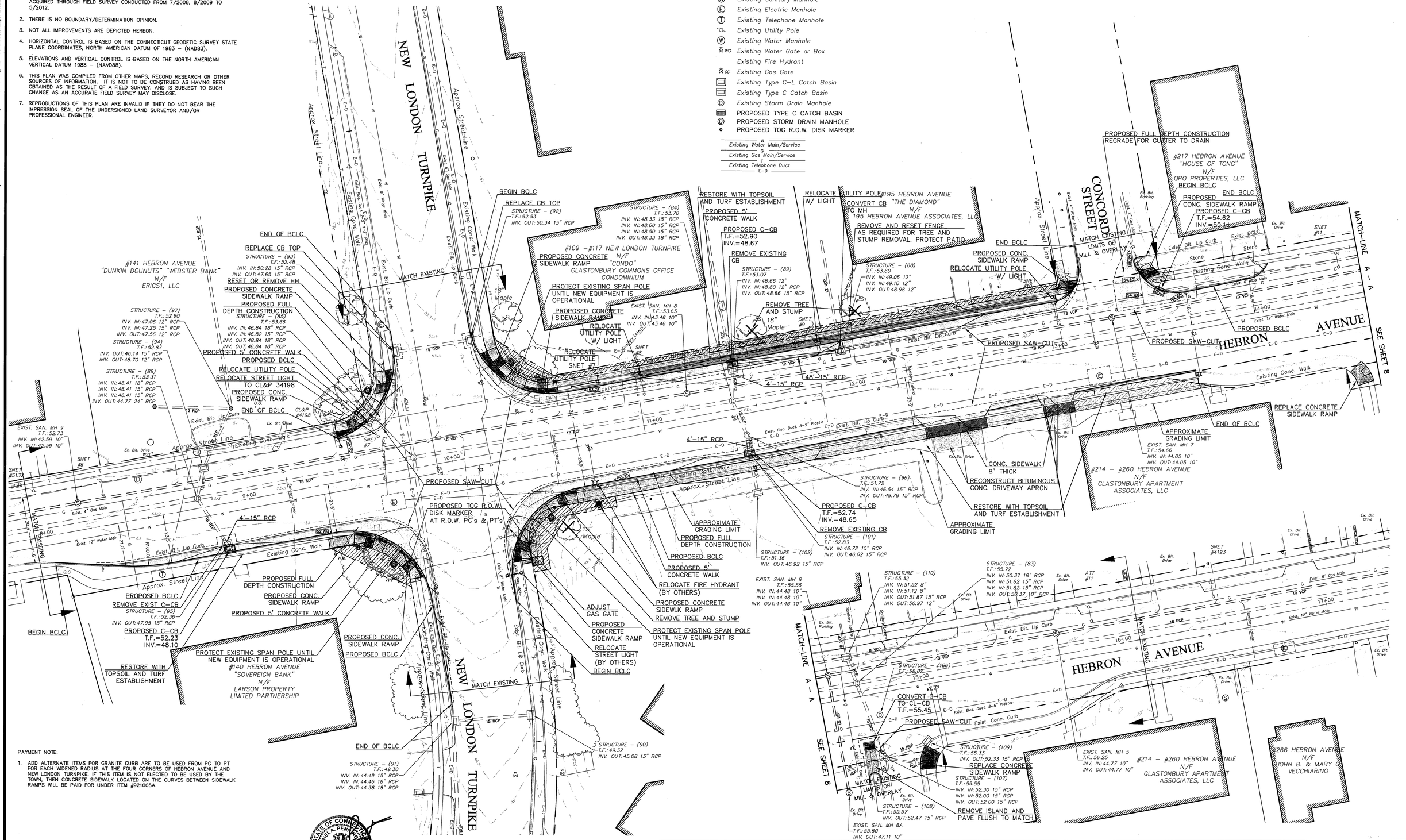
SURVEY NOTE:

1. LOCATION OF FEATURES AND CONTOUR DATA DEPICTED HEREON WHERE ACQUIRED THROUGH FIELD SURVEY CONDUCTED FROM 7/2008, 8/2009 TO 5/2012.
2. THERE IS NO BOUNDARY/DETERMINATION OPINION.
3. NOT ALL IMPROVEMENTS ARE DEPICTED HEREON.
4. HORIZONTAL CONTROL IS BASED ON THE CONNECTICUT GEODETIC SURVEY STATE PLANE COORDINATES, NORTH AMERICAN DATUM OF 1983 – (NAD83).
5. ELEVATIONS AND VERTICAL CONTROL IS BASED ON THE NORTH AMERICAN VERTICAL DATUM 1988 – (NAVD88).
6. THIS PLAN WAS COMPILED FROM OTHER MAPS, RECORD RESEARCH OR OTHER SOURCES OF INFORMATION. IT IS NOT TO BE CONSTRUED AS HAVING BEEN OBTAINED AS THE RESULT OF A FIELD SURVEY, AND IS SUBJECT TO SUCH CHANGE AS AN ACCURATE FIELD SURVEY MAY DISCLOSE.
7. REPRODUCTIONS OF THIS PLAN ARE INVALID IF THEY DO NOT BEAR THE IMPRESSION SEAL OF THE UNDERSIGNED LAND SURVEYOR AND/OR PROFESSIONAL ENGINEER.

LEGEND

- Existing Sanitary Manhole
- Existing Electric Manhole
- Existing Telephone Manhole
- Existing Utility Pole
- Existing Water Manhole
- Existing Water Gate or Box
- Existing Fire Hydrant
- Existing Gas Gate
- Existing Type C–L Catch Basin
- Existing Type C Catch Basin
- Existing Storm Drain Manhole
- PROPOSED TYPE C CATCH BASIN
- PROPOSED STORM DRAIN MANHOLE
- PROPOSED TOG R.O.W. DISK MARKER

W — Existing Water Main/Service
G — Existing Gas Main/Service
T — Existing Telephone Duct
E–D



PAYMENT NOTE:

1. ADD ALTERNATE ITEMS FOR GRANITE CURB ARE TO BE USED FROM PC TO PT FOR EACH WIDENED RADIUS AT THE FOUR CORNERS OF HEBRON AVENUE AND NEW LONDON TURNPIKE. IF THIS ITEM IS NOT ELECTED TO BE USED BY THE TOWN, THEN CONCRETE SIDEWALK LOCATED ON THE CURVES BETWEEN SIDEWALK RAMPS WILL BE PAID FOR UNDER ITEM #921005A.

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

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DRAWING ISSUE STATUS		
2.	REMOVE MILL & OVERLAY	2/10/2014
1.	ISSUED FOR CONSTRUCTION	5/30/2013
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PW-1205

TOWN OF GLASTONBURY ENGINEERING CAD

SCALE: AS SHOWN	DATE:
DRAWN BY: C.F.S.	8/24/2012
CHECKED BY: S.M.B.	5/30/2013
APPROVED BY: D.A.P.	5/30/2013
ST. FILE:	

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GRID NORTH

TOWN OF GLASTONBURY INCORPORATED 1693 CONNECTICUT

SITE PLAN DEPICTING
ROADWAY IMPROVEMENTS
at the Intersection of
HEBRON AVENUE
and
NEW LONDON TURNPIKE
GLASTONBURY, CONNECTICUT

SHEET NO. 3 OF 25

EXISTING SIGN LEGEND

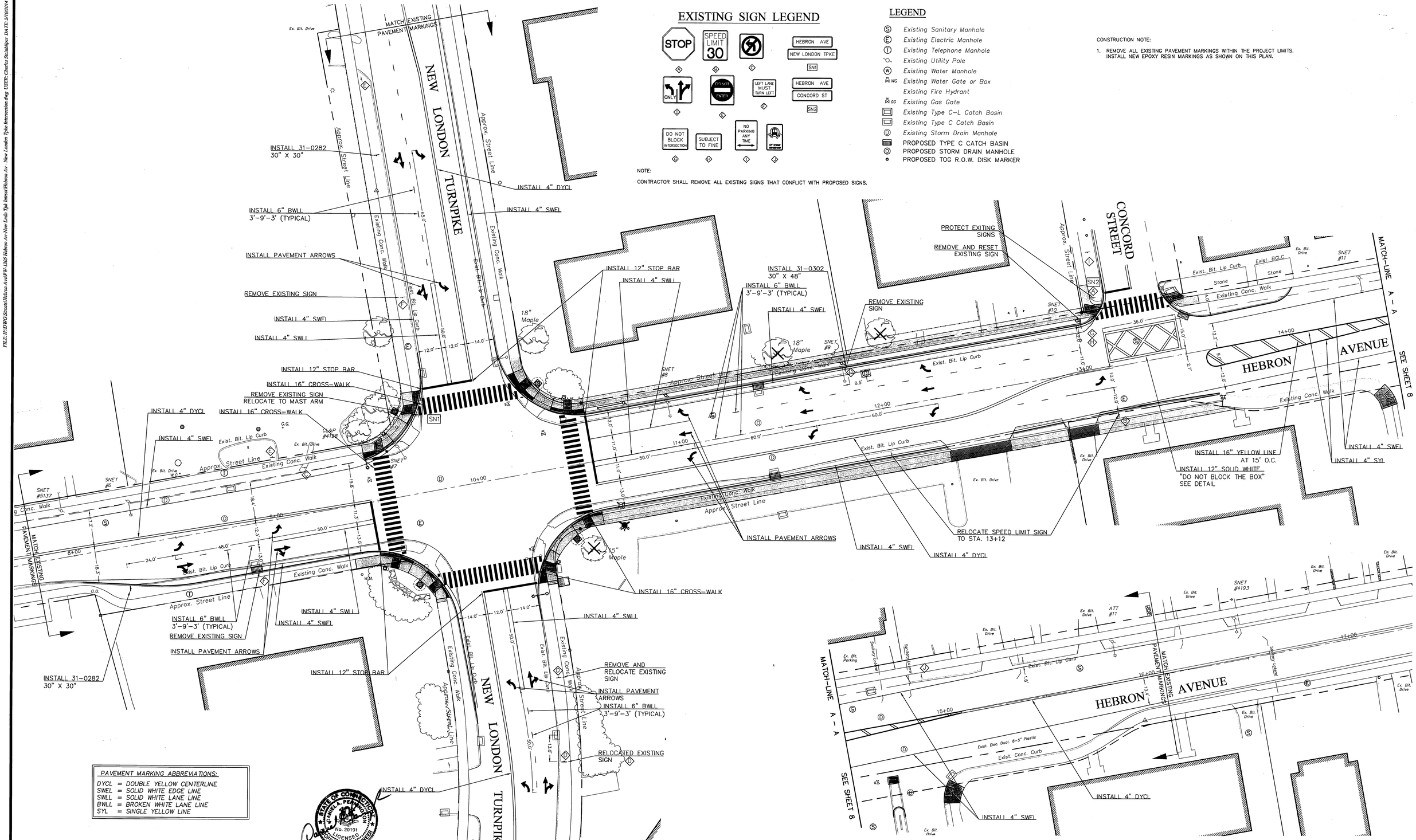
NOTE:
CONTRACTOR SHALL REMOVE ALL EXISTING SIGNS THAT CONFLICT WITH PROPOSED SIGNS.

LEGEND

- (S) *Existing Sanitary Manhole*
- (E) *Existing Electric Manhole*
- (T) *Existing Telephone Manhole*
- *Existing Utility Pole*
- (W) *Existing Water Manhole*
- WG *Existing Water Gate or Box*
- *Existing Fire Hydrant*
- GG *Existing Gas Gate*
- *Existing Type C–L Catch Basin*
- *Existing Type C Catch Basin*
- (D) *Existing Storm Drain Manhole*
- PROPOSED TYPE C CATCH BASIN
- (D) PROPOSED STORM DRAIN MANHOLE
- PROPOSED TOG R.O.W. DISK MARKER

CONSTRUCTION NOTE:

1. REMOVE ALL EXISTING PAVEMENT MARKINGS WITHIN THE PROJECT LIMITS. INSTALL NEW EPOXY RESIN MARKINGS AS SHOWN ON THIS PLAN.



PAVEMENT MARKING ABBREVIATIONS:

DYCL = DOUBLE YELLOW CENTERLINE
SWEL = SOLID WHITE EDGE LINE
SWLL = SOLID WHITE LANE LINE
BWLL = BROKEN WHITE LANE LINE
SYL = SINGLE YELLOW LINE

STATE OF CONNECTICUT — DANIEL A. PENNINGTON — No. 20101 — LICENSED PROFESSIONAL ENGINEER

GRAPHIC SCALE

20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.
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DRAWING ISSUE STATUS		
2.	REMOVE MILL & OVERLAY	2/10/2014
1.	ISSUED FOR CONSTRUCTION	5/30/2013
NO.	DESCRIPTION	DATE

PW-1205

TOWN OF GLASTONBURY — CAD — ENGINEERING

SCALE: AS SHOWN	DATE:
DRAWN BY: C.F.S.	8/24/2012
CHECKED BY: S.M.B.	5/30/2013
APPROVED BY: D.A.P.	5/30/2013
ST. FILE:	

DO NOT SCALE THIS DRAWING. USE THE DIMENSIONS GIVEN. IF THERE ARE ANY DISCREPANCIES OR QUESTIONS, CONTACT THE TOWN OF GLASTONBURY, ENGINEERING OFFICE.

GRID NORTH

INCORPORATED 1693 — SEAL — GLASTONBURY CONNECTICUT

PAVEMENT MARKING AND SIGNING
INTERSECTION IMPROVEMENTS
at the Intersection of
HEBRON AVENUE
and
NEW LONDON TURNPIKE
GLASTONBURY, CONNECTICUT

SHEET NO. 4 OF 25

FILE: H:\DWG\Streets\Hebron Ave\PW-1205 Hebron Av-New Lndn Tpk Intrsct\Hebron Av - New London Tpke Intersection.dwg USER: Charles Stoltzfuger DATE: 6/3/2013

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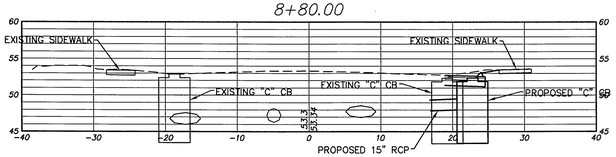

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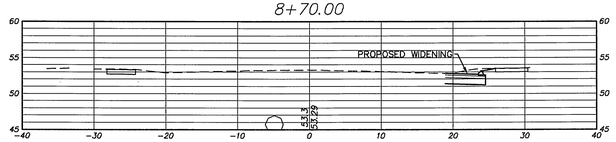

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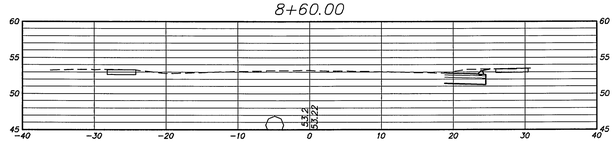

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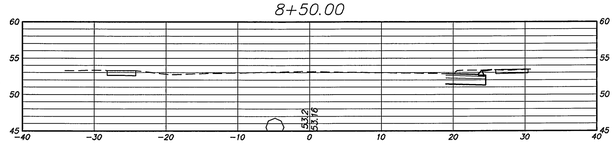

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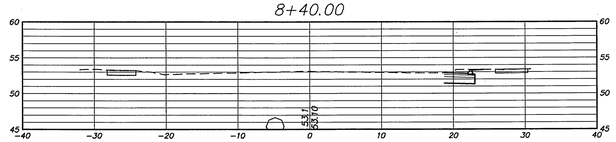

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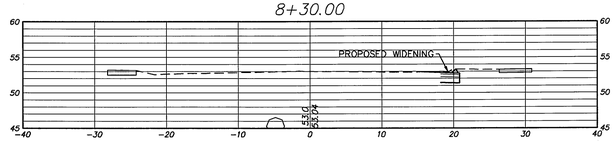

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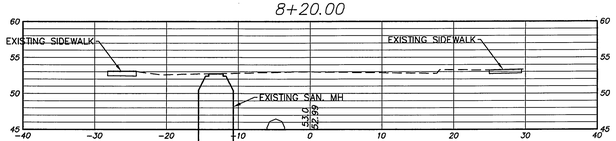

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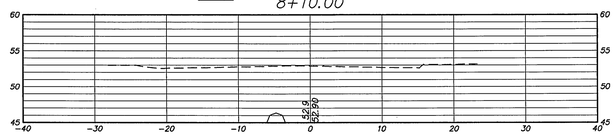

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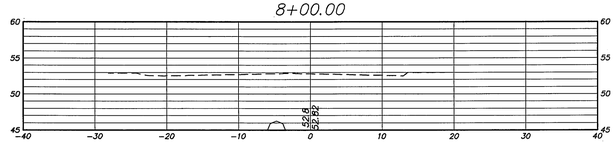

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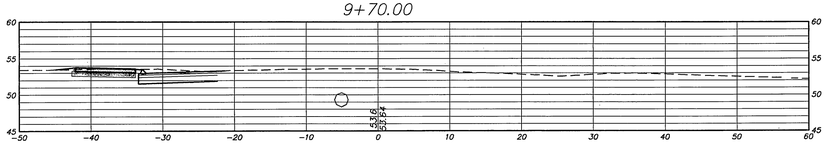

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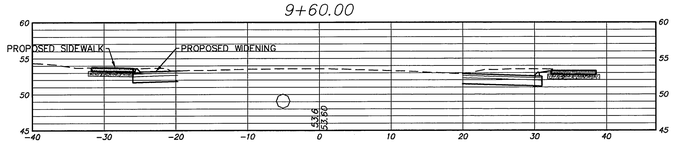

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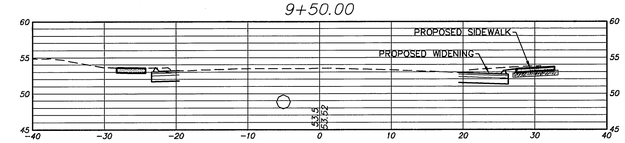

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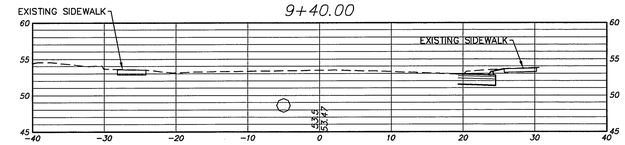

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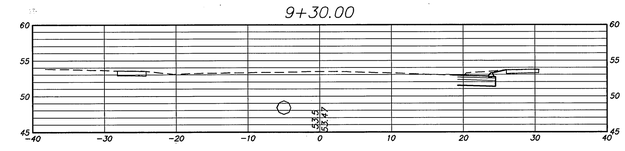

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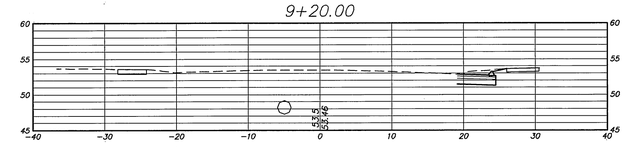

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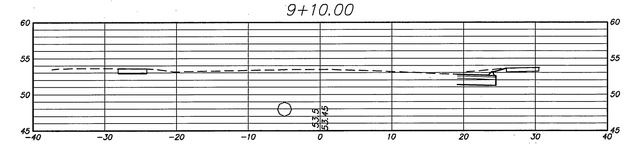

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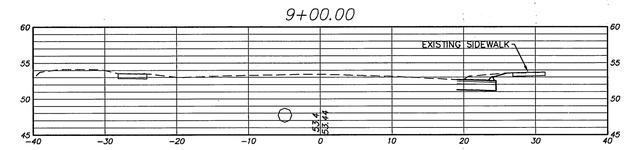

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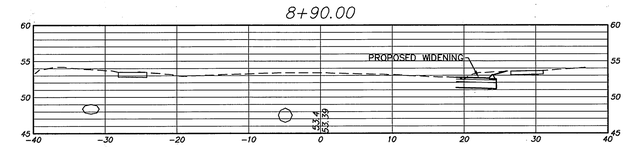

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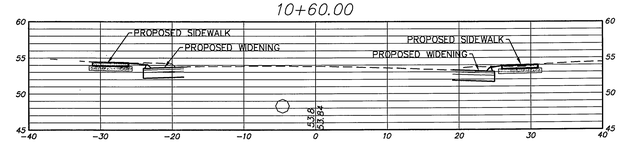

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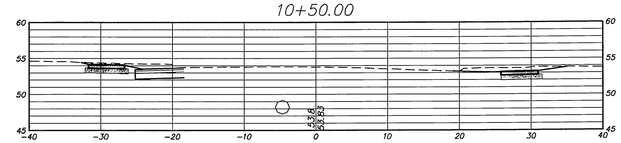

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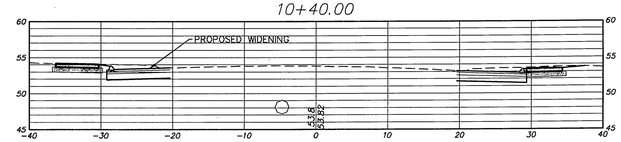

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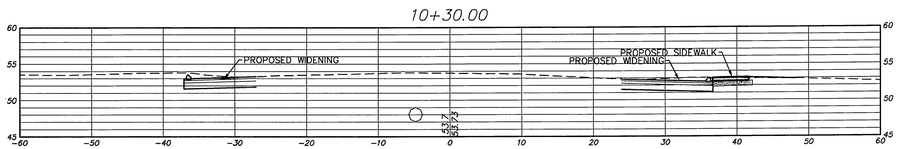

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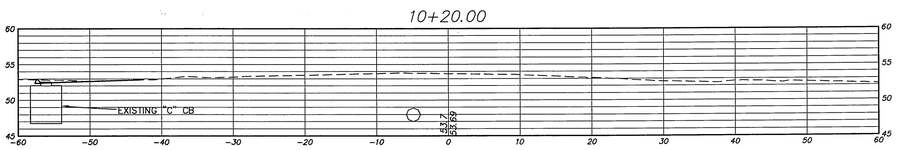

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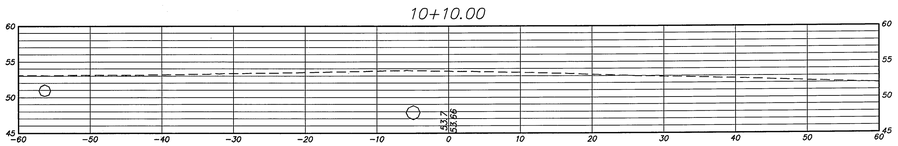

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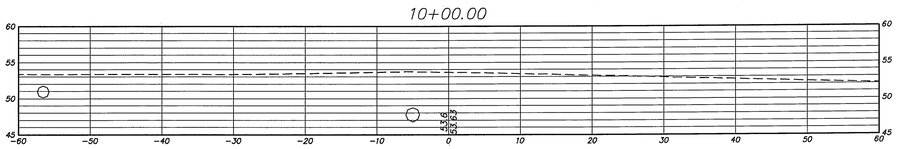

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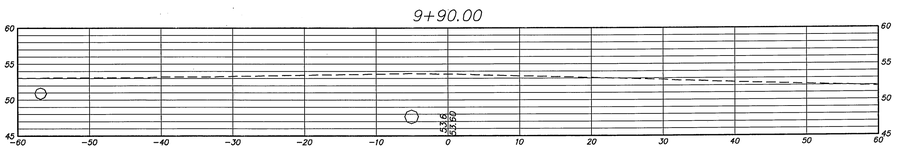

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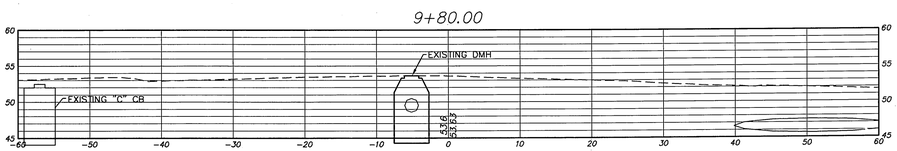


THE LOCATION OF UNDERGROUND UTILITIES DEPICTED HEREON ARE BASED ON FIELD LOCATIONS AND BY INFORMATION PROVIDED BY OTHERS. THEIR TRUE LOCATIONS MAY VARY FROM THOSE INDICATED, AND ALL UNDERGROUND UTILITIES MAY NOT BE SHOWN. IF APPLICABLE UTILIZE THE "CALL BEFORE YOU DIG" NUMBER (1-800-922-4455), TO VERIFY THE LOCATION OF ALL UNDERGROUND UTILITIES, AND RESOLVE CONFLICTS PRIOR TO STARTING CONSTRUCTION, REPAIR OR DESIGN.

ALL UTILITY INFORMATION AND DATA SHOWN OR INDICATED IN THE CONTRACT DOCUMENTS ARE COMPILED FROM MAPS AND DATA FURNISHED BY OTHERS. ANY SUCH INFORMATION SHOULD NOT BE CONSTRUED AS ACCURATE OR COMPLETE AND THE CONTRACTOR SHALL VERIFY ALL LOCATIONS PRIOR TO CONSTRUCTION.

MANUAL REVISIONS TO THIS DOCUMENT ARE PROHIBITED.
ALL REVISIONS MUST BE PERFORMED ON CADD FILE:
H:\DWG\Streets\Hebron Ave\PW-1205 Hebron Av-New Lndn Tpk Intrsct\Hebron Av - New London Tpke Intersection.dwg

STATE OF CONNECTICUT · DANIEL A. PENNACCHIO · No. 20193 · LICENSED PROFESSIONAL ENGINEER

GRAPHIC SCALE

10 0 5 10 20 40

(IN FEET)
1 inch = 10 ft.

IF SCALING FROM THIS PLAN, VERIFY SCALE WITH THE GRAPHIC SCALE PROVIDED ABOVE.

PW-1205

DRAWING ISSUE STATUS		
1.	ISSUED FOR CONSTRUCTION	5/30/2013
NO.	DESCRIPTION	DATE

TOWN OF GLASTONBURY · CAD · ENGINEERING

SCALE: AS SHOWN	DATE:
DRAWN BY: C.F.S.	2/7/2013
CHECKED BY: S.M.B.	5/30/2013
APPROVED BY: D.A.P.	5/30/2013
ST. FILE:	

DO NOT SCALE THIS DRAWING. USE THE DIMENSIONS GIVEN. "IF THERE ARE ANY DISCREPANCIES OR QUESTIONS, CONTACT THE TOWN OF GLASTONBURY, ENGINEERING OFFICE.

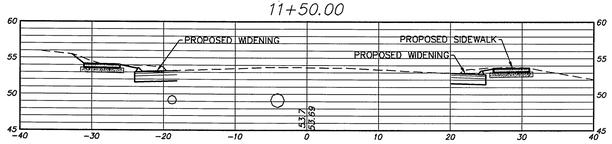
GRID NORTH

TOWN OF GLASTONBURY · INCORPORATED 1693 · SEAL · CONNECTICUT

CROSS - SECTIONS
INTERSECTION IMPROVEMENTS
at the Intersection of
HEBRON AVENUE
and
NEW LONDON TURNPIKE
GLASTONBURY, CONNECTICUT

SHEET NO. 5 OF 25

11+50.00



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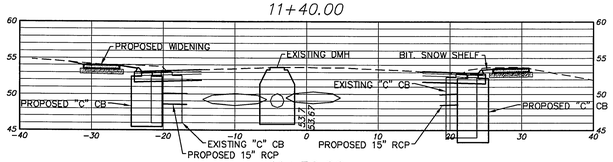

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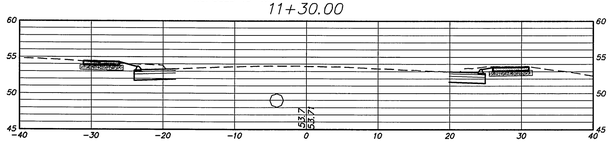

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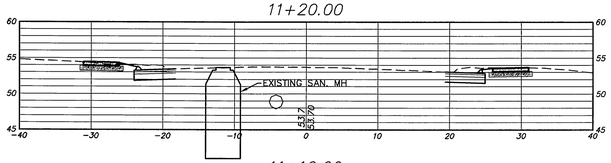

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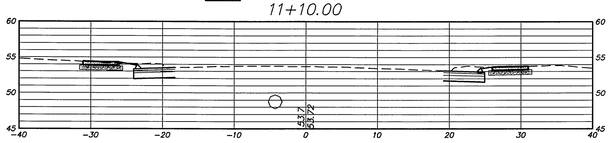

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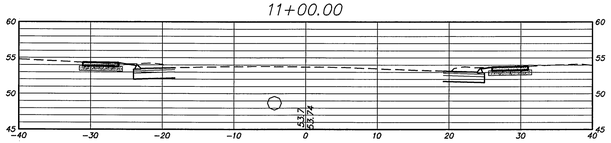

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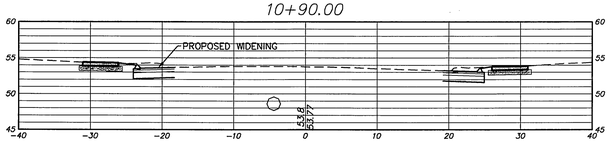

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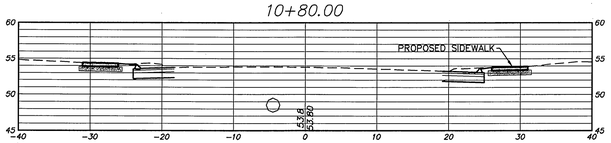

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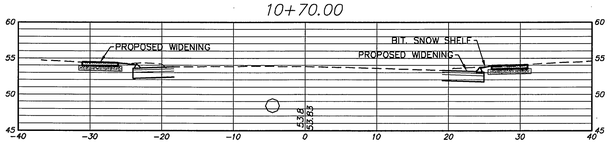

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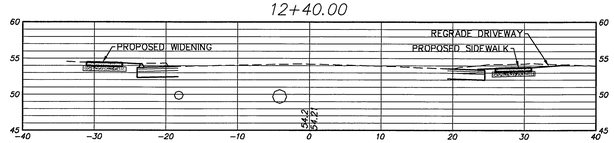

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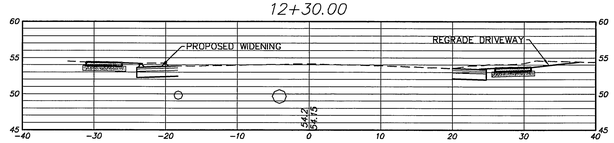

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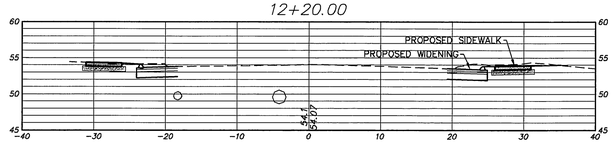

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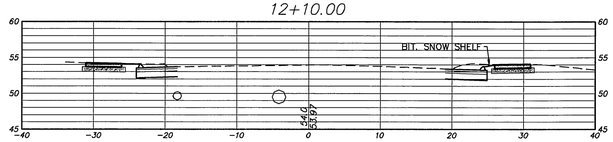

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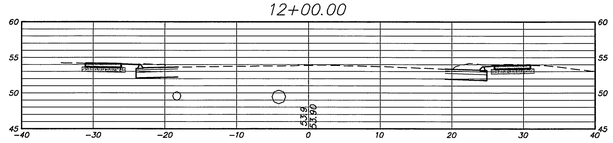

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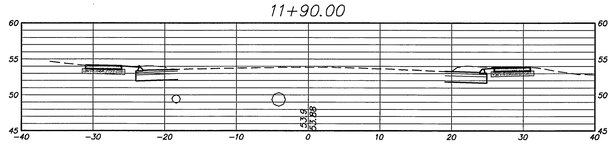

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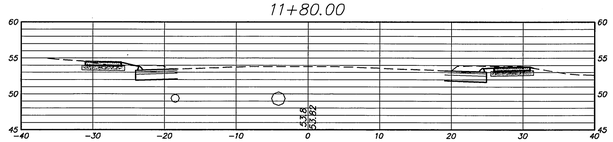

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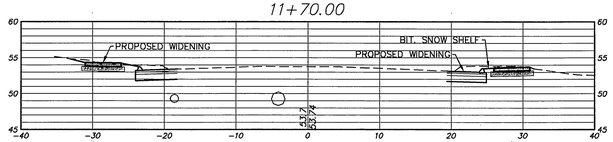

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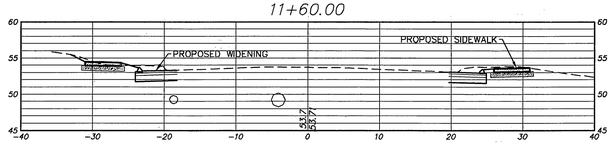

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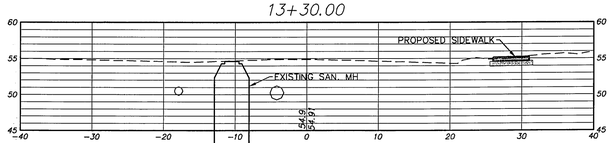

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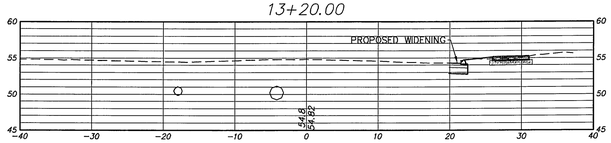

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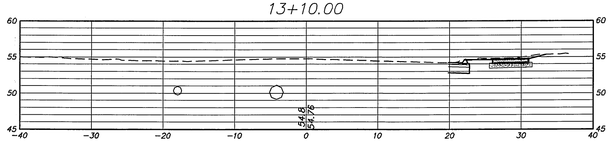

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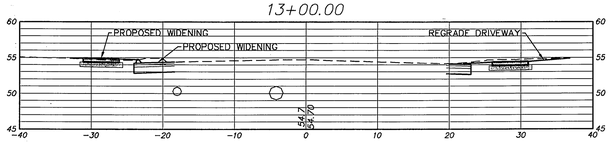

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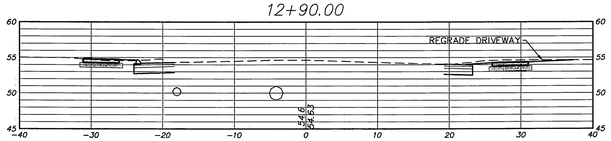

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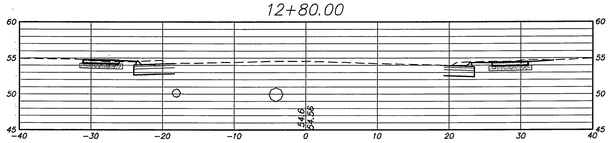

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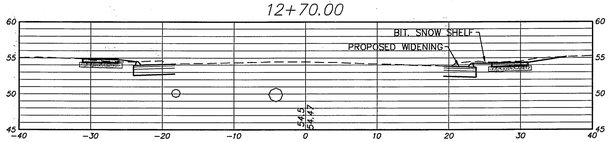

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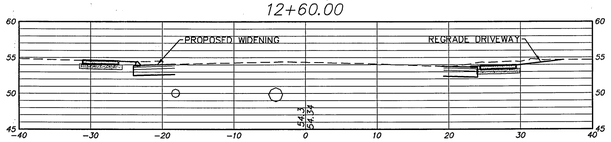

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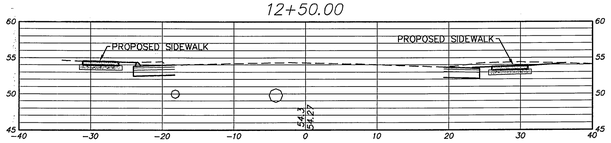

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N:\DWG\Streets\Hebron Ave\PW-1205 Hebron Av-New Lndn Tpk Intrsct\Hebron Av - New London Tpke Intersection.dwg

STATE OF CONNECTICUT · DANIEL A. PENNACCHIO · No. 20101 · LICENSED PROFESSIONAL ENGINEER

GRAPHIC SCALE

10 0 5 10 20 40

(IN FEET)
1 inch = 10 ft.

IF SCALING FROM THIS PLAN, VERIFY SCALE WITH THE GRAPHIC SCALE PROVIDED ABOVE.

PW-1205

DRAWING ISSUE STATUS		
1.	ISSUED FOR CONSTRUCTION	5/30/2013
NO.	DESCRIPTION	DATE

TOWN OF GLASTONBURY · CAD · ENGINEERING

SCALE: AS SHOWN	DATE:
DRAWN BY: C.F.S.	2/7/2013
CHECKED BY: S.M.B.	5/30/2013
APPROVED BY: D.A.P.	5/30/2013
ST. FILE:	

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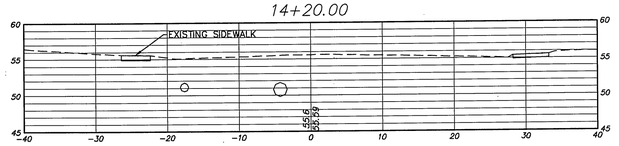
GRID NORTH

TOWN OF GLASTONBURY · INCORPORATED MAY 1, 1693 · SEAL · GLASTONBURY CONNECTICUT U.S.A.

CROSS - SECTIONS
INTERSECTION IMPROVEMENTS
at the Intersection of
HEBRON AVENUE
and
NEW LONDON TURNPIKE
GLASTONBURY, CONNECTICUT

SHEET NO. 6 OF 25

14+20.00



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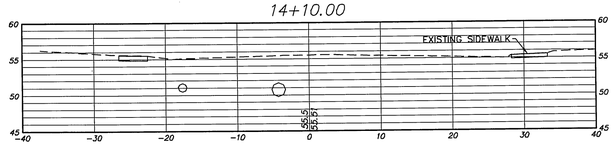

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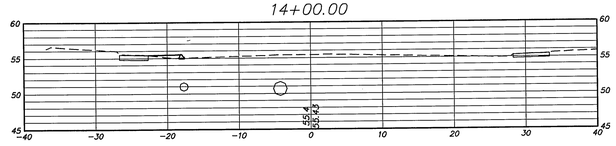

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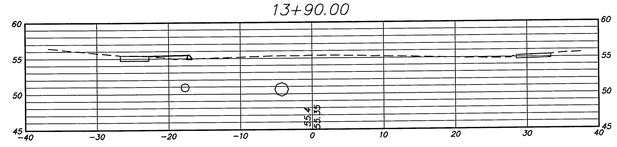

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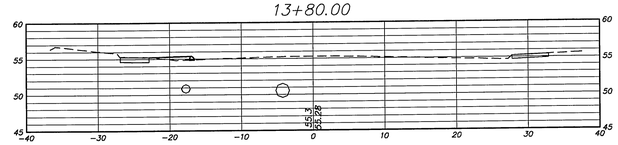

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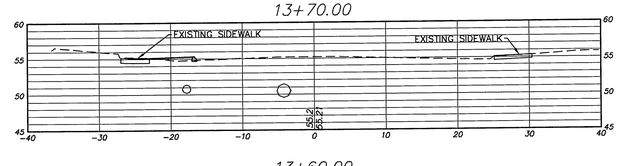

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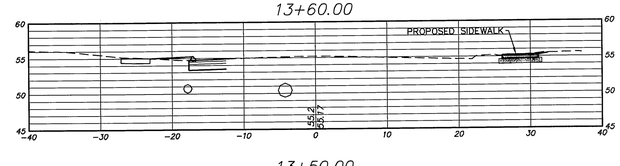

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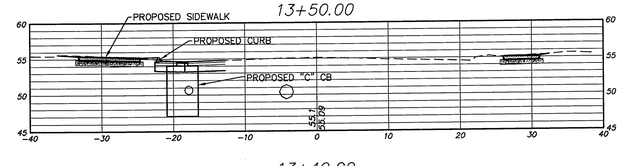

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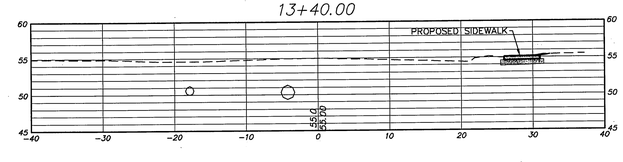

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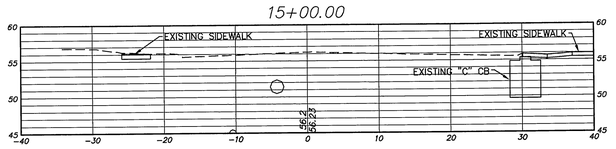

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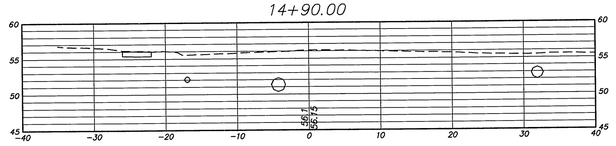

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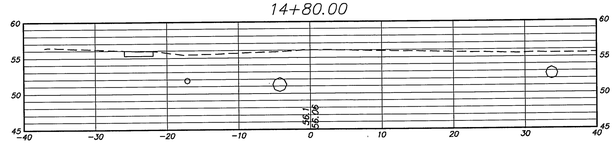

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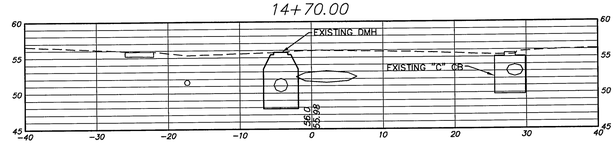

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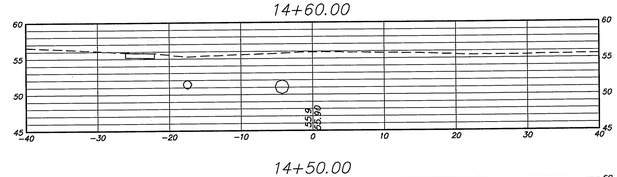

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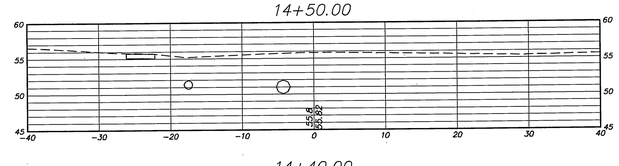

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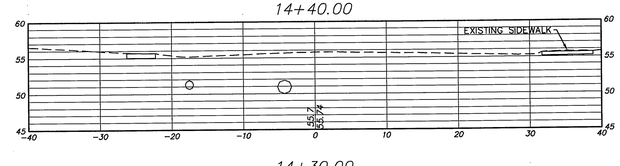

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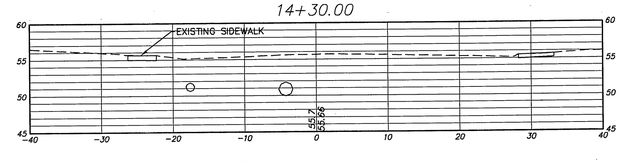

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STATE OF CONNECTION — DANIEL A. PENNINGTON — 21701 — LICENSED PROFESSIONAL ENGINEER

GRAPHIC SCALE

10 0 5 10 20 40

(IN FEET)
1 inch = 10 ft.

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PW-1205

DRAWING ISSUE STATUS		
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TOWN OF GLASTONBURY — CAD — ENGINEERING

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GRID NORTH

TOWN OF GLASTONBURY — INCORPORATED 1693 — CONNECTICUT

CROSS - SECTIONS
INTERSECTION IMPROVEMENTS
at the Intersection of
HEBRON AVENUE
and
NEW LONDON TURNPIKE
GLASTONBURY, CONNECTICUT

SHEET NO. 7 OF 25

MOVEMENT DIAGRAM

NONE

NTOR		PHASE 1			PHASE 2 (PRE-EMPT 2)			PHASE 3			PHASE 4 (PRE-EMPT 1)			PHASE 5			PHASE 6 (PRE-EMPT 2)			PHASE 7			PHASE 8 (PRE-EMPT 1)			PED PHASE		
	FLASH	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL
1	R	◀R	◀Y R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R
2	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
3	R	R	R	R	R	R	R	◀R	◀Y R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R
4	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
5	R	R	R	R	G	Y	R	R	R	R	R	R	R	◀R	◀Y R	R	R	R	R	R	R	R	R	R	R	R	R	R
6	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R
7	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	◀R	◀Y R	R	R	R	R	R	R	R
9	R	R ▶	R Y ▶	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R
P	OFF	◀											DW													WØ	◀ DW	▶
	MIN.	5	3	1	7	3	1	5	3	1	15	3	1	5	3	1	7	3	1	5	3	1	15	3	1	7/10	4	0.1
	MAX.	25	5	3	40	5	3	20	5	3	50	5	3	20	5	3	50	5	3	20	5	3	50	5	3	10/15	4	0.1

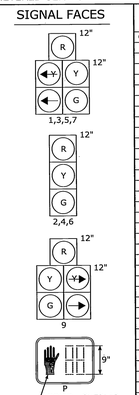
INTERVALS																												
	MIN GRN	5			7			5			15			5			7			5			15			7	ACCESSIBLE PEDESTRIAN SIGNAL
	WALK																									10	
	PED CLR																										
	VEH EXT	2			2			2			2			2			2			2			2				
	MAX 1	18			26			7			33			5			39			5			35				
	MAX 2	13			23			5			32			5			32			5			32				
	YELLOW		3			3.6			3			3.6			3			3.6			3			3.6			4.0	
	RED			1			1			1			1			1			1			1			1	0.1	
	ADD INIT																										COUNTDOWN PEDESTRIAN SIGNAL
	MAX INIT																										
	TBR																										
	TTR																										
	MIN GAP																										
MODE		NON-LOCK			NON-LOCK			NON-LOCK			MIN. RECALL THIS PHASE			NON-LOCK			NON-LOCK			NON-LOCK			MIN. RECALL THIS PHASE			NON-LOCK		
INT START																												

ENERGY BY TOWN
MAINT LEVEL
METERED SERVICE

ADDRESS #
SERVICE POLE #4198

INTERSECTION #

SIGNAL FACES



ALL INDICATIONS TO HAVE LED LAMPS AND BACKPLATES.

TOWN SIGNAL

OFFICE RECORD

REVISION #

OSTA # 053-1304-01
SIGNAL REVISED
SIGNAL REVISED, NEW EQUIPMENT INSTALLED AND ADDED ACCESSIBLE PEDESTRIAN SIGNAL.

TECHNICAL NOTES (CONTINUED)

PERCUSSIVE TONE ONLY DURING PEDESTRIAN WALK INTERVAL.
MANUAL AND INTERVAL ADVANCE TO BE DISCONNECTED DURING PHASE 9 PEDESTRIAN CLEARANCE INTERVAL.
*ALL ALT. PED. CLR. TIME MUST EQUAL ACTUAL PHASE PED. CLR. TIME.

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & CONSTRUCTION
DIVISION OF TRAFFIC ENGINEERING

TRAFFIC CONTROL PLAN

TOWN OF GLASTONBURY

HEBRON AVENUE AT
NEW LONDON TURNPIKE

REV #

FUSS & O'NEILL
146 HARTFORD ROAD
MANCHESTER, CONNECTICUT 06040
860.646.2469
www.fando.com

DETECTORS

IDENT	SIZE (WXL)	TURNS	MODE
D1	6' X 34'	VIDEO	PRESENCE
D2	6' X 34'	VIDEO	PRESENCE
D3	6' X 34'	VIDEO	PRESENCE
D4	6' X 34'	VIDEO	PRESENCE
D5	6' X 34'	VIDEO	PRESENCE
D6	6' X 34'	VIDEO	PRESENCE
D7	6' X 34'	VIDEO	PRESENCE
D8	18' X 34'	VIDEO	PRESENCE

PROGRAM

FUNCTION	TIME	DAYS
MAX 1	1100-1300 1500-1800	M-F
MAX 2	ALL OTHER TIMES	
FLASH	FUTURE	

COORDINATION TYPE - NONE

CYCLE	OFFSET SEC	OFFSET %	PHASE SPLITS SEC / % Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8

PERMIS PERIOD Ø	SEC

SYSTEM LOC
MASTER

TECHNICAL NOTES

STANDARD OVERLAP SKIP FEATURES APPLY
COUNTDOWN ONLY DURING FLASHING PEDESTRIAN CLEARANCE INTERVAL.
PHASES 1 & 5 TO DRIVE FACES 1 & 5 ◀Y AND ◀— ONLY.
PHASES 2 & 6 TO DRIVE FACES 1 & 5 R, Y AND G.
PHASES 3 & 7 TO DRIVE FACES 3 & 7 ◀Y AND ◀— ONLY.
PHASES 4 & 8 TO DRIVE FACES 3 & 7 R, Y AND G.
PRE-EMPTION TO BE INOPERATIVE DURING FLASH OPERATION.
PHASE 2 ON TO OMIT PHASE 1.
PHASE 6 ON TO OMIT PHASE 5.
PHASE 4 ON TO OMIT PHASE 3.
PHASE 8 ON TO OMIT PHASE 7.

LEGEND:

R	RED	◀R	RED ARROW
Y	YELLOW	◀Y	YELLOW ARROW
G	GREEN	◀—	GREEN ARROW
FL.	FLASHING	WØ	WALK/ PED. CLR
		D.W.	DON'T WALK

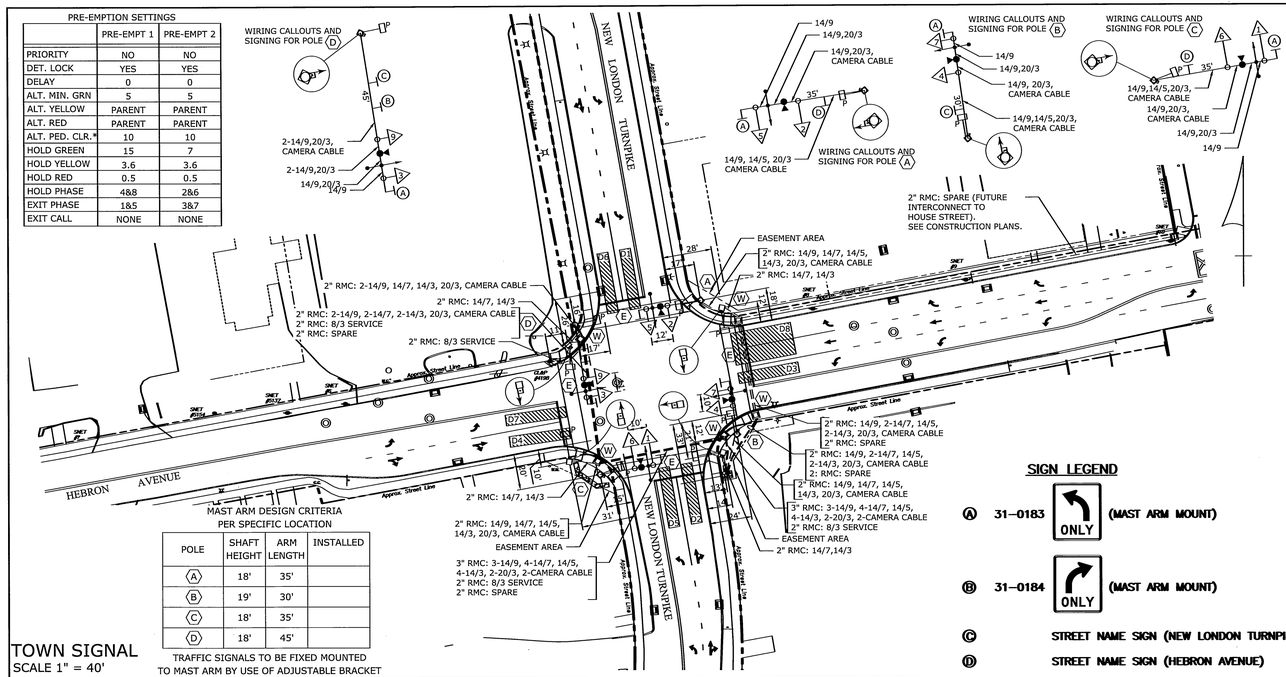
CONSTRUCTION NOTES :

1. ALL TRAFFIC SIGNAL EQUIPMENT IS NEW EXCEPT AS NOTED.
2. ALL MATERIAL AND CONSTRUCTION METHODS SHALL CONFORM TO THE 2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, TOWN OF GLASTONBURY STANDARDS AND THE FOLLOWING CURRENT DOT DOCUMENTS WHICH CAN BE ACCESSED ON THE DOT WEBSITE:
   STANDARD SPECIFICATIONS FOR ROADS, BRIDGES AND INCIDENTAL CONSTRUCTION (FORM 816).
   SUPPLEMENTAL SPECIFICATIONS TO FORM 816.
   SPECIAL PROVISIONS TO FORM 816.
   STANDARD INSTALLATION AND GUIDE DETAIL SHEETS.
3. THE CONTRACTOR SHALL STAKE ALL RIGHT OF WAY AND EASEMENTS PRIOR TO EXCAVATION. ALL WORK, INCLUDING ALL FOUNDATIONS, SHALL BE WITHIN THE ROW OR TOWN ACQUIRED EASEMENTS.
4. UTILITY LOCATIONS ARE FOR INFORMATIONAL PURPOSES ONLY AND SHALL BE CONSIDERED APPROXIMATE. THE CONTRACTOR SHALL CONTACT "CALL BEFORE YOU DIG" AT 1-800-922-4455 PRIOR TO COMMENCING CONSTRUCTION. CONTRACTOR SHALL CONTACT UTILITY REPRESENTATIVES AND TOWN AGENCIES FOUR WEEKS PRIOR TO EXCAVATION.
5. THE CONTRACTOR SHALL REMOVE ALL ABANDONED TRAFFIC SIGNAL EQUIPMENT, INCLUDING, BUT NOT LIMITED TO, FOUNDATIONS, HANDHOLES, CONDUIT RISERS AND CABLE, SIGNAL HEADS, AND STEEL POLES. ALL SALVAGEABLE EQUIPMENT SHALL BE RETURNED TO THE TOWN OF GLASTONBURY.
6. THE CONTRACTOR SHALL CONTACT MR. DANIEL PENNINGTON, TOWN OF GLASTONBURY TOWN ENGINEER AT (860) 652-7736 PRIOR TO ANY EXCAVATION AND DELIVERY OF ALL SALVAGE MATERIAL.
7. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY TOWN PERMITS, INCLUDING BUT NOT LIMITED TO: SIDEWALK, CURB, AND ROAD OPENING.
8. ANY PROPOSED REVISIONS TO THE LOCATION OF THE APPURTENANCES SHOWN ON THE PLAN MUST BE SUBMITTED FOR REVIEW AND APPROVAL BY THE TOWN ENGINEER PRIOR TO INSTALLATION.
9. SIGNAL APPURTENANCES, WHEN IN OR ADJACENT TO SIDEWALK, SHALL BE FIELD LOCATED TO PROVIDE A FREE PATH OF NOT LESS THAN 4 FEET. IF A MINIMUM 4 FOOT FREE PATH IS UNAVAILABLE, THE CONTRACTOR MUST CONTACT THE TOWN ENGINEER.
10. ALL SIGNS DAMAGED DURING CONSTRUCTION SHALL BE REPLACED IN KIND BY THE CONTRACTOR AT HIS EXPENSE.
11. CONTRACTOR SHALL TRIM ALL NECESSARY BUSHES, SHRUBS, TREES, ETC. OBSTRUCTING ANY TRAFFIC SIGNAL EQUIPMENT OR VISIBILITY OF SIGNAL HEADS.
12. CONTRACTOR SHALL REMOVE ALL EXISTING SIGNS THAT CONFLICT WITH THE PROPOSED SIGNS.
13. OPTICAL DETECTOR LOCATIONS, VIDEO DETECTION CAMERA LOCATIONS, AND DETECTION ZONES ARE FOR ILLUSTRATION ONLY. EXACT LOCATIONS SHALL BE DETERMINED BY THE MANUFACTURER OR THEIR DESIGNATED REPRESENTATIVE. OPTICAL DETECTOR AND VIDEO CABLES ARE TO BE INSTALLED CONTINUOUS BETWEEN EACH VIDEO DETECTION CAMERA AND OPTICAL DETECTOR AND THE SIGNAL CONTROLLER.
14. THE CONTRACTOR SHALL REPLACE IN KIND ALL DISTURBED AREAS (CURBING, SIDEWALK, ETC.) ASSOCIATED WITH THE CONSTRUCTION OF SIGNAL EQUIPMENT AND ALSO RECONSTRUCT ALL EXISTING HANDICAP RAMPS WITH ADA COMPLIANT RAMPS AS SHOWN ON THE PLANS. SIDEWALKS TO BE REPLACED TO NEAREST JOINT. THE LIMIT OF WORK ASSOCIATED WITH CONSTRUCTION OF SIGNAL EQUIPMENT SHALL BE A MINIMUM OF TEN (10) FEET UNLESS OTHERWISE SPECIFIED.
15. A VERTICAL CLEARANCE OF 16 TO 18 FEET OVER ROADWAY PAVEMENT IS REQUIRED FOR ALL TRAFFIC SIGNAL HEADS.
16. CONTRACTOR TO PROVIDE FOUR SETS OF CABINET WIRING DIAGRAMS IN THE CABINET.
17. CONTRACTOR SHALL COORDINATE WITH UTILITY REPRESENTATIVES TO INSTALL 2" RMC RISER ON CL&P POLE #4198 FOR SERVICE TO THE SIGNAL CONTROLLER CABINET.
18. CABINET DOOR TO OPEN FIELD SIDE.
19. INSTALL CONCRETE SIDEWALK ON CABINET DOOR SIDE OF CONTROLLER FOUNDATION AS SHOWN ON TYPICAL INSTALLATION DETAIL SHEET.
20. CONTRACTOR SHALL MAINTAIN EXISTING SIGNALIZATION DURING CONSTRUCTION.
21. ALL MAST ARMS, SIGNAL HEADS, ATTACHMENT BRACKETS, PEDESTRIAN SIGNAL HEADS, PUSH BUTTON STATIONS, AND CONTROLLER CABINET SHALL BE PAINTED BLACK.
22. INSTALL PEDESTRIAN PUSHBUTTON SIGN NO. 31-0845 ON ALL PEDESTRIAN PUSH BUTTONS.
23. TACTILE ARROWS ON PEDESTRIAN PUSH BUTTONS SHALL BE POINTING PARALLEL TO THE CROSSWALK.
24. UTILITY ENGINEERS CONSULTED DURING DESIGN:
    AT&T: TERRY SHEA (860) 725-1276
    CL&P: JIM KING (860) 638-2320

(W) ALL HANDHOLES TO BE TYPE I, 30" X 30".INSTALL HANDHOLES APPROX. 1' BEHIND CURB, UNLESS OTHERWISE SPECIFIED. HANDHOLES CONSTRUCTED IN SIDEWALK OR DRIVEWAY AREAS TO HAVE CAST IRON FRAMES AND COVERS.

PRE-EMPTION SETTINGS

	PRE-EMPT 1	PRE-EMPT 2
PRIORITY	NO	NO
DET. LOCK	YES	YES
DELAY	0	0
ALT. MIN. GRN	5	5
ALT. YELLOW	PARENT	PARENT
ALT. RED	PARENT	PARENT
ALT. PED. CLR.*	10	10
HOLD GREEN	15	7
HOLD YELLOW	3.6	3.6
HOLD RED	0.5	0.5
HOLD PHASE	4&8	2&6
EXIT PHASE	1&5	3&7
EXIT CALL	NONE	NONE



MAST ARM DESIGN CRITERIA PER SPECIFIC LOCATION

POLE	SHAFT HEIGHT	ARM LENGTH	INSTALLED
(A)	18'	35'	
(B)	19'	30'	
(C)	18'	35'	
(D)	18'	45'	

TRAFFIC SIGNALS TO BE FIXED MOUNTED TO MAST ARM BY USE OF ADJUSTABLE BRACKET

TOWN SIGNAL
SCALE 1" = 40'

SIGN LEGEND

(A) 31-0183 (MAST ARM MOUNT)

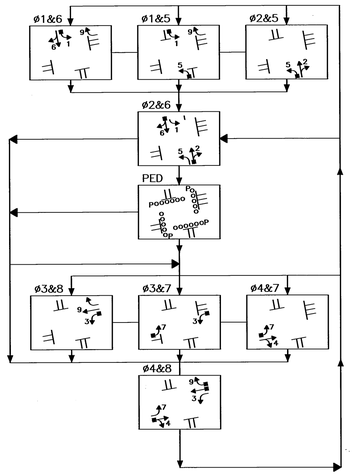
(B) 31-0184 (MAST ARM MOUNT)

(C) STREET NAME SIGN (NEW LONDON TURNPIKE)

(D) STREET NAME SIGN (HEBRON AVENUE)

REV # | INTERSECTION #

PHASING SEQUENCE

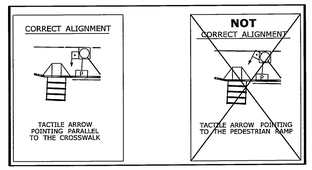


NOTES:

SEE SEPARATE PLAN FOR ADDITIONAL SIGNAGE & PAVEMENT MARKINGS.

TOWN OF GLASTONBURY TO MAINTAIN ALL PAVEMENT MARKINGS, SIGNS, AND PAINT ON SIGNAL EQUIPMENT.

(E) BAR TYPE CROSSWALK (16' - 16" X 8')



NO.	DATE	INIT.	DESCRIPTION

REVISIONS

REV # | INTERSECTION #

PROPOSED WOOD SPAN POLE
EXISTING WOOD SPAN POLE
PROPOSED STEEL SPAN POLE
EXISTING STEEL SPAN POLE
PROPOSED UTILITY POLE
EXISTING UTILITY POLE
PEDESTRIAN SIGNAL FACE
DIRECTIONAL ARW. FOR PUSH BUTTON
PROPOSED CONTROLLER
TRAFFIC SIGNAL FACE
PEDESTRIAN PUSH BUTTON & SIGN
PEDESTAL MOUNTING
PROPOSED R.M.C. (RIGID METAL CONDUIT)
EXISTING R.M.C. (RIGID METAL CONDUIT)
DET. LEADS IN SAW CUT
AUXILIARY TERMINATION CABINET
AUXILIARY EQUIPMENT CABINET
VIDEO DETECTOR
OPTICAL DETECTOR
SD SYSTEM DETECTOR
EXISTING CONTROLLER
PROPOSED HANDHOLE
EXISTING HANDHOLE
SIDEWALK RAMP
SONIC DETECTOR
GUY WIRE
LOOP DETECTOR
MAGNETIC DETECTOR
CABLE CLOSURE

J:\DWG\P2006\1296\A26\Civil\Signal\20061296A27_TSP01.dwg

DRAWN BY :
DESIGNED BY :
DATE PLOTTED : 8/6/2013

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

TOWN OF GLASTONBURY
HEBRON AVENUE AT
NEW LONDON TURNPIKE

FUSS & O'NEILL
146 HARTFORD ROAD
MANCHESTER, CONNECTICUT 06040
860.646.2469
www.fando.com

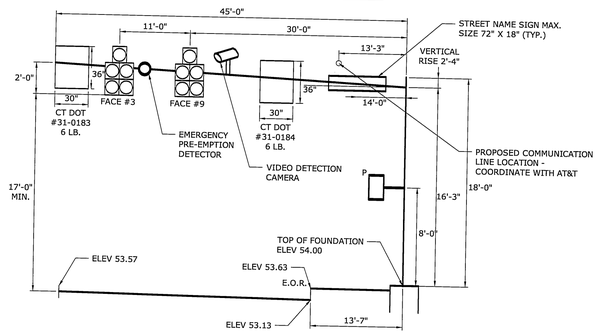
TOWN: GLASTONBURY

DRAWING TITLE: HEBRON AVENUE AT NEW LONDON TURNPIKE

PROJECT NO.
DRAWING NO.
SHEET NO. 8

Border Version 11/08/10

MAST ARM ASSEMBLY PROFILE VIEW



MAST ARM ID #D

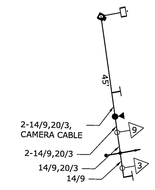
MAST ARM ON THE NORTHWEST CORNER OF HEBRON AVENUE AT NEW LONDON TURNPIKE
NO SCALE

CONTRACTOR TO VERIFY MAST ARM INFORMATION INCLUDING CROSS SECTIONS AND DIMENSIONS PRIOR TO SUBMISSION OF WORKING DRAWINGS.

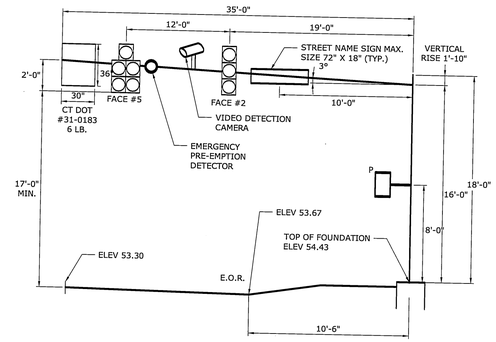
ALL MAST MOUNTED TRAFFIC SIGNALS ARE FIXED MOUNTED TO THE MAST ARM BY USE OF ADJUSTABLE BRACKET.

SHAFT HEIGHT TO BE 1.5 FEET (MIN.) HIGHER THAN ATTACHMENT POINT.

MAST ARM ASSEMBLY PLAN VIEW



MAST ARM ASSEMBLY PROFILE VIEW



MAST ARM ID #A

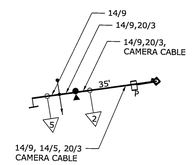
MAST ARM ON THE NORTHEAST CORNER OF HEBRON AVENUE AT NEW LONDON TURNPIKE
NO SCALE

CONTRACTOR TO VERIFY MAST ARM INFORMATION INCLUDING CROSS SECTIONS AND DIMENSIONS PRIOR TO SUBMISSION OF WORKING DRAWINGS.

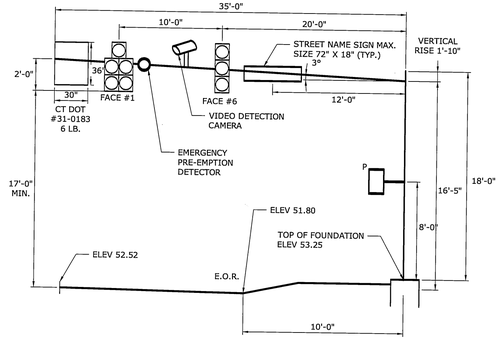
ALL MAST MOUNTED TRAFFIC SIGNALS ARE FIXED MOUNTED TO THE MAST ARM BY USE OF ADJUSTABLE BRACKET.

SHAFT HEIGHT TO BE 1.5 FEET (MIN.) HIGHER THAN ATTACHMENT POINT.

MAST ARM ASSEMBLY PLAN VIEW



MAST ARM ASSEMBLY PROFILE VIEW



MAST ARM ID #C

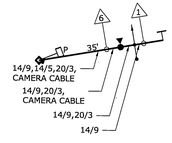
MAST ARM ON THE SOUTHWEST CORNER OF HEBRON AVENUE AT NEW LONDON TURNPIKE
NO SCALE

CONTRACTOR TO VERIFY MAST ARM INFORMATION INCLUDING CROSS SECTIONS AND DIMENSIONS PRIOR TO SUBMISSION OF WORKING DRAWINGS.

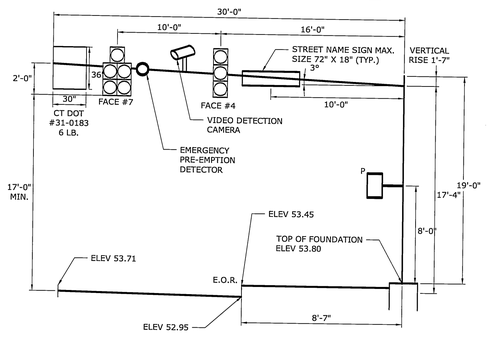
ALL MAST MOUNTED TRAFFIC SIGNALS ARE FIXED MOUNTED TO THE MAST ARM BY USE OF ADJUSTABLE BRACKET.

SHAFT HEIGHT TO BE 1.5 FEET (MIN.) HIGHER THAN ATTACHMENT POINT.

MAST ARM ASSEMBLY PLAN VIEW



MAST ARM ASSEMBLY PROFILE VIEW



MAST ARM ID #B

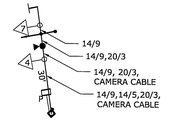
MAST ARM ON THE SOUTHEAST CORNER OF HEBRON AVENUE AT NEW LONDON TURNPIKE
NO SCALE

CONTRACTOR TO VERIFY MAST ARM INFORMATION INCLUDING CROSS SECTIONS AND DIMENSIONS PRIOR TO SUBMISSION OF WORKING DRAWINGS.

ALL MAST MOUNTED TRAFFIC SIGNALS ARE FIXED MOUNTED TO THE MAST ARM BY USE OF ADJUSTABLE BRACKET.

SHAFT HEIGHT TO BE 1.5 FEET (MIN.) HIGHER THAN ATTACHMENT POINT.

MAST ARM ASSEMBLY PLAN VIEW



REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: $DATE$

DESIGNER/DRAFTER: **TMM**
CHECKED BY: **MGV**

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: $FILEA$

SIGNATURE/ BLOCK:

STATE OF CONNECTICUT · TED J. DESMARAIS · No. 20084 · LICENSED PROFESSIONAL ENGINEER

PROJECT TITLE:
HEBRON AVENUE AT
NEW LONDON TURNPIKE

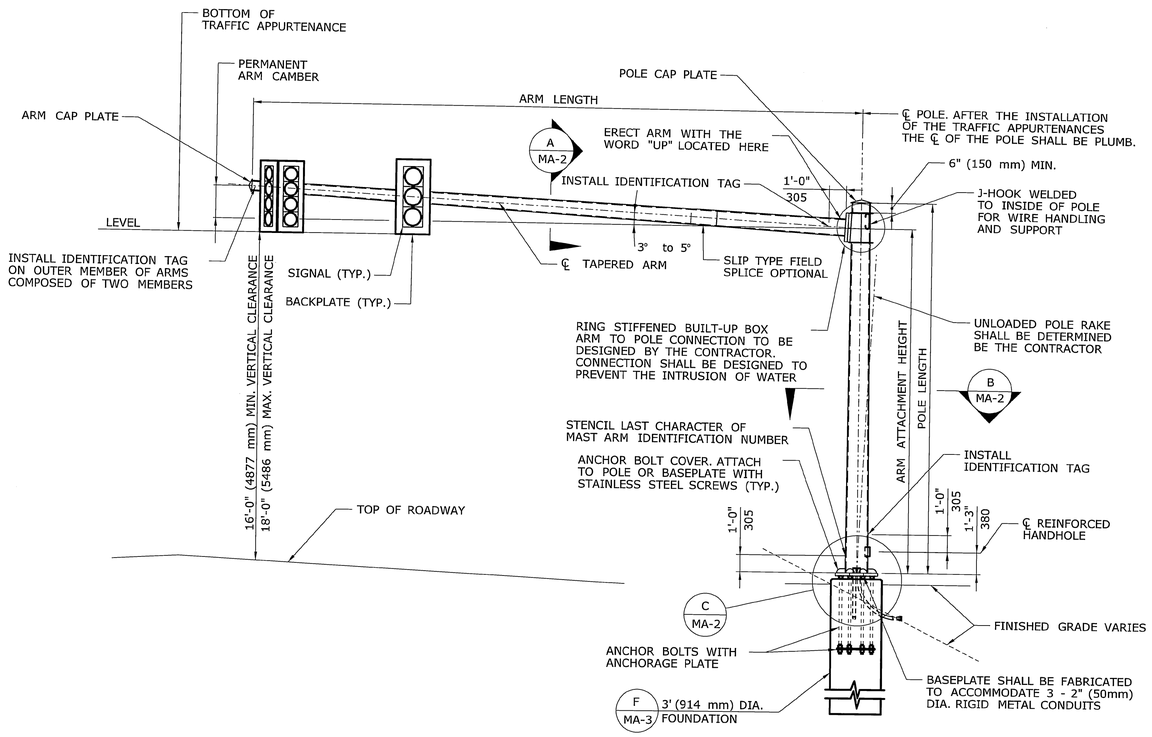
TOWN: **GLASTONBURY**

DRAWING TITLE: **MAST ARM CROSS SECTIONS**

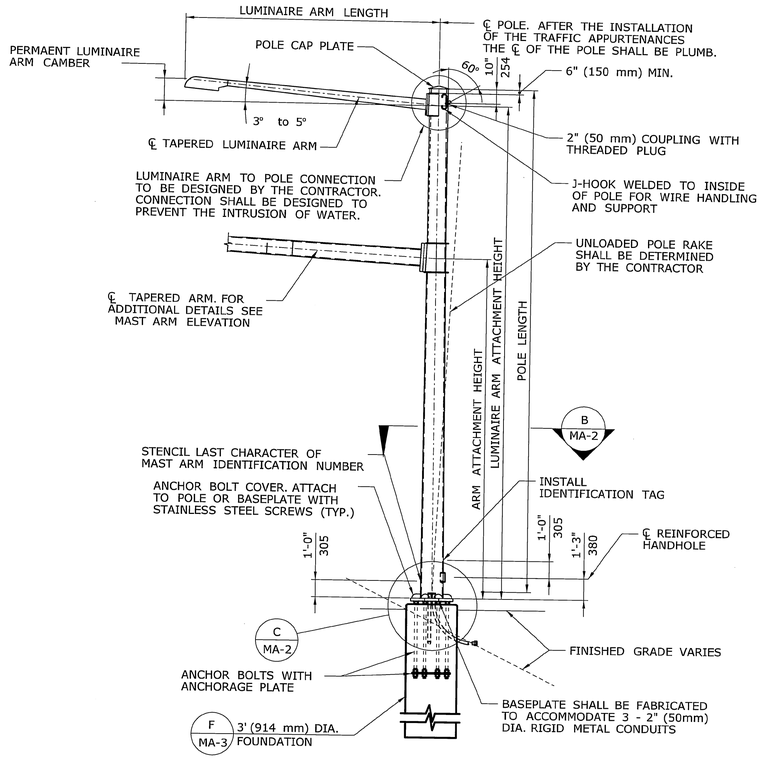
PROJECT NO.

DRAWING NO.

SHEET NO. **9**



ELEVATION
MAST ARM
SCALE: ¼" = 1'-0"



ELEVATION
COMBINATION MAST ARM
SCALE: ¼" = 1'-0"

MAST ARM ASSEMBLY NOTES

THE MAST ARM, INCLUDING THE ANCHORAGE TO THE FOUNDATION, SHALL BE DESIGNED, FABRICATED AND INSTALLED BY THE CONTRACTOR, OF THE SPAN SPECIFIED, IN ACCORDANCE WITH THE SPECIAL PROVISION "XX STEEL MAST ARM ASSEMBLY" OR "XX STEEL COMBINATION MAST ARM ASSEMBLY".

THE DIMENSIONS OF THE MAST ARM ASSEMBLY AND DETAILS OF THE TRAFFIC APPURTENANCES SUPPORTED BY THE MAST ARM ASSEMBLY ARE SHOWN ON THE TRAFFIC SIGNAL PLANS, ELEVATIONS, CROSS-SECTIONS OR IN THE SPECIAL PROVISIONS. THE ARM AND POLE LENGTHS AND THE ATTACHMENT HEIGHTS SHALL BE VERIFIED BY THE CONTRACTOR BASED ON THE FINISHED GRADE AT THE SITE, TOP OF FOUNDATION ELEVATION, THE LOCATIONS OF OVERHEAD UTILITY CABLES AND THE TRAFFIC APPURTENANCE MOUNTING HEIGHTS. IF EITHER THE ARM OR POLE LENGTH IS INADEQUATE, THE CONTRACTOR SHALL NOTIFY THE ENGINEER.

THE MAST ARMS SHALL BE DESIGNED IN ACCORDANCE WITH THE LATEST EDITION OF THE AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, INCLUDING THE LATEST INTERIM SPECIFICATIONS, AS AMENDED BY THE AS SPECIAL PROVISION "XX STEEL MAST ARM ASSEMBLY" OR "XX STEEL COMBINATION MAST ARM ASSEMBLY".

THE MAST ARM SHALL BE DESIGNED FOR THE LOAD EFFECTS DUE TO THE ACTUAL TRAFFIC APPURTENANCES (SIGNALS, SIGNS, LUMINAIRES, CAMERAS, ETC.). THE MAST ARMS SHALL ALSO BE DESIGNED FOR THE EFFECTS OF TRAFFIC APPURTENANCES DURING ALL STAGES OF CONSTRUCTION THAT MAY EXIST DURING THE PROJECT UNDER WHICH THE MAST ARMS ARE INSTALLED.

THE MAST ARMS SHALL BE DESIGNED TO SUPPORT TRAFFIC APPURTENANCES WITH PROPERTIES NO LESS THAN THOSE SHOWN IN THE TABLE ENTITLED "TRAFFIC APPURTENANCE PROPERTIES - MINIMUM DESIGN VALUES".

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

Plotted Date: $DATE$

DESIGNER/DRAFTER: TMM
CHECKED BY: MGV

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: $FILEA$

SIGNATURE/ BLOCK:

PROJECT TITLE:
HEBRON AVENUE AT
NEW LONDON TURNPIKE
INTERSECTION IMPROVEMENTS

TOWN: GLASTONBURY

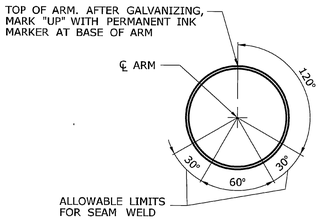
DRAWING TITLE: MAST ARM ASSEMBLY ELEVATION

PROJECT NO.

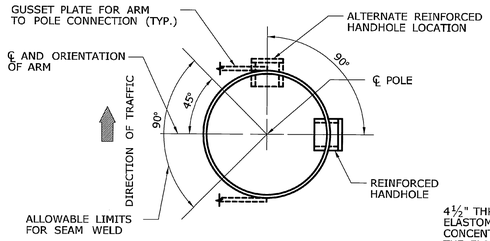
DRAWING NO. MA-1

SHEET NO. 10

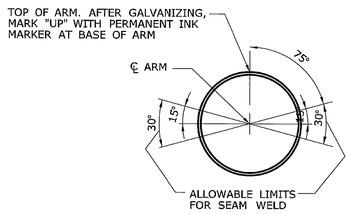
Border Version: 11/14/08



ARM WITH 1 SEAM WELD

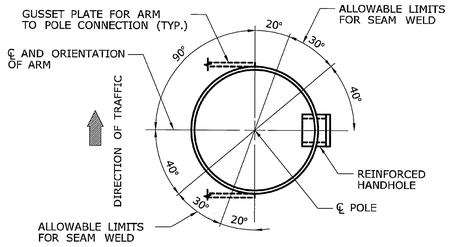


POLE WITH 1 SEAM WELD



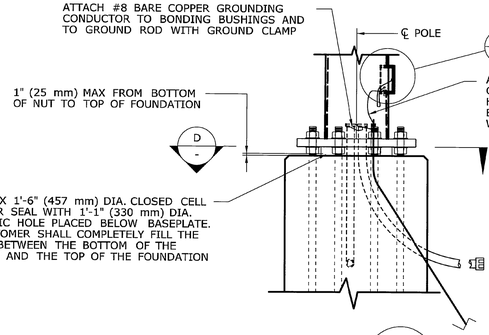
ARM WITH 2 SEAM WELDS

SECTION A
SCALE: 1½" = 1'-0" MA-1

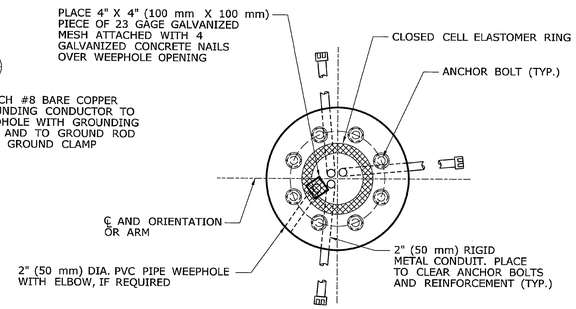


POLE WITH 2 SEAM WELDS

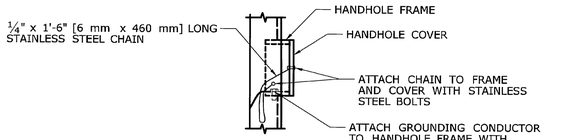
SECTION B
SCALE: 1½" = 1'-0" MA-1



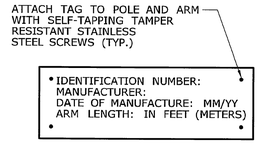
SECTION C
SCALE: ¾"=1'-0" MA-1



SECTION D
SCALE: ¾"=1'-0" —



DETAIL E
SCALE: 1½" = 1'-0" —



IDENTIFICATION TAG
NTS

TRAFFIC APPURTENANCE PROPERTIES MINIMUM DESIGN VALUES

	3 SECTION , 12" (305) DIA. TRAFFIC SIGNAL W/ BACKPLATE	4 SECTION , 12" (305) DIA. TRAFFIC SIGNAL W/BACKPLATE	5 SECTION , 12" (305) DIA.TRAFFIC SIGNAL W/ BACKPLATE	5 SECTION , 12" (305) DIA.TRAFFIC SIGNAL W/ BACKPLATE	SHEET ALUMINUM SIGN PANEL
WEIGHT, INCLUDING MOUNTING HARDWARE	65 LBS (29.48 kg)	80 LBS (36.29 kg)	95 LBS (43.09 kg)	105 LBS (47.63 kg)	4 LBS/SQ.FT. (19.53 kg/m^2)
TOTAL SURFACE AREA	28.04 SQ. FT. (2.61 m^2)	35.46 SQ. FT. (3.29 m^2)	45.16 SQ. FT. (4.20 m^2)	41.04 SQ. FT. (3.81 m^2)	BASED ON PANEL DIMENSIONS
PROJECTED AREA, FRONT FACE	8.62 SQ. FT. (0.80 m^2)	10.91 SQ. FT. (1.01 m^2)	13.34 SQ. FT. (1.24 m^2)	13.72 SQ. FT. (1.28 m^2)	BASED ON PANEL DIMENSIONS
PROJECTED AREA, BOTTOM FACE	1.18 SQ. FT. (0.11 m^2)	1.18 SQ. FT. (0.11 m^2)	1.18 SQ. FT. (0.11 m^2)	2.58 SQ. FT. (0.24 m^2)	BASED ON PANEL DIMENSIONS

NOTES:

THE TABULATED VALUES ARE THE MINIMUM VALUES THAT SHALL BE USED FOR THE DESIGN.

MAST ARMS SHALL BE DESIGNED ASSUMING ALL TRAFFIC SIGNALS ARE COMPOSED OF 12" (305 mm) DIAMETER SECTIONS WITH BACKPLATES.

THE PROJECTED FRONT FACE AREA IS IN A PLANE PARALLEL TO THE PLANE FORMED BY THE ARM AND THE POLE.

IF MULTIPLE APPURTENANCES ARE ATTACHED AT THE SAME LOCATION, THE MINIMUM DESIGN VALUE SHALL BE NO LESS THAN THE SUM OF THE CORRESPONDING TRAFFIC APPURTENANCE PROPERTIES.

FOR TRAFFIC APPURTENANCES NOT SHOWN, THE PROPERTIES SHALL BE DETERMINED BY THE CONTRACTOR AND SUBMITTED FOR REVIEW WITH THE WORKING DRAWING SUBMITTAL.

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

Plotted Date: $DATE$

DESIGNER/DRAFTER: TMM
CHECKED BY: MGV

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: $FILE$

SIGNATURE/BLOCK: STATE OF CONNECTICUT · TED J. DES LAURIERS · No. 20891 · LICENSED PROFESSIONAL ENGINEER

PROJECT TITLE:
HEBRON AVENUE AT
NEW LONDON TURNPIKE
INTERSECTION IMPROVEMENTS

TOWN: GLASTONBURY

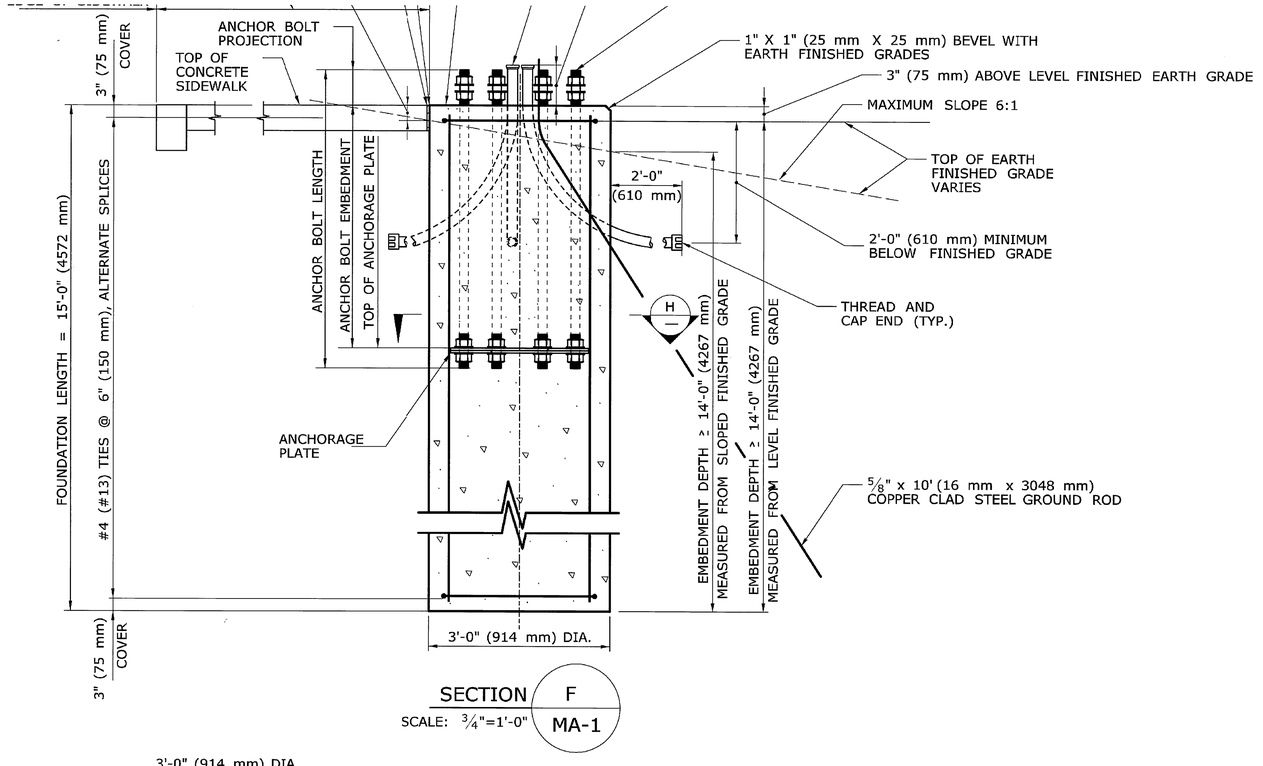
DRAWING TITLE: MAST ARM ASSEMBLY DETAILS

PROJECT NO.

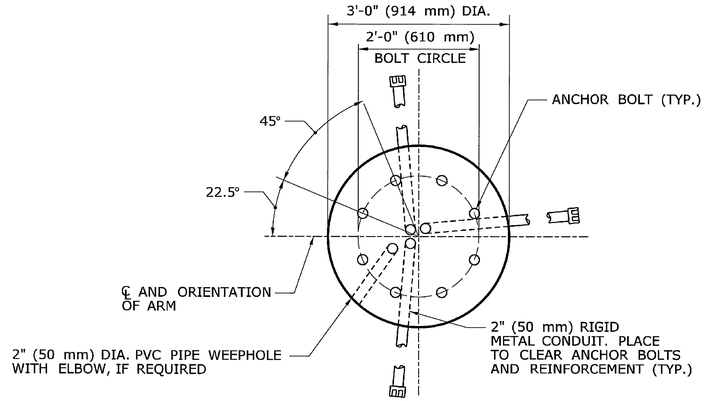
DRAWING NO. MA-2

SHEET NO. 11

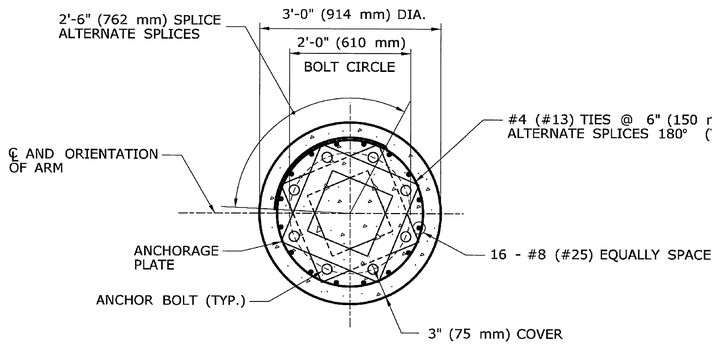
Border Version: 11/14/08



SECTION F
SCALE: 3/4"=1'-0"
MA-1



SECTION G
SCALE: 3/4"=1'-0"



SECTION H
Scale: 3/4"=1'-0"

FOUNDATION NOTES

THE DRILLED SHAFT FOUNDATION FOR THE MAST ARM ASSEMBLY SHALL BE DESIGNED, FABRICATED, AND CONSTRUCTED BY THE CONTRACTOR IN ACCORDANCE WITH THE SPECIAL PROVISION "TRAFFIC CONTROL FOUNDATION – MAST ARM."

THE FOUNDATION SHALL BE DESIGNED FOR THE SOILS AND ROCK PROPERTIES BASED ON THE SUBSURFACE CONDITIONS (CHARACTER OF THE SOIL AND ROCK, PRESENCE OF GROUND WATER, ETC.) IN THE LOCATION OF, ADJACENT TO AND BELOW THE DRILLED SHAFT FOUNDATION EXCAVATION. THE NEED AND EXTENT OF ALL SUBSURFACE EXPLORATIONS AND INVESTIGATIONS SHALL BE DETERMINED BY THE CONTRACTOR.

THE DESIGN OF THE FOUNDATION SHALL BE COORDINATED WITH THE MAST ARM ASSEMBLY AND THE MAST ARM ANCHORAGE TO ENSURE THAT THE FOUNDATION IS ADEQUATE FOR THE MAST ARM REACTIONS AND TO AVOID CONFLICTS BETWEEN THE EMBEDDED MAST ARM ANCHORAGE AND THE FOUNDATION REINFORCEMENT.

THE CONCRETE FOR THE FOUNDATION SHALL BE A CONTRACTOR DESIGNED PORTLAND CEMENT CONCRETE MIX WITH A MINIMUM 28 DAY COMPRESSIVE STRENGTH, f'_c, OF 4,000 PSI (28 MPa).

THE REINFORCEMENT SHALL BE UNCOATED AND CONFORM TO ASTM A615, GRADE 60 (ASTM A615M, GRADE 420). THE REINFORCEMENT SHALL BE ASSEMBLED WITH WIRE TIES. WELDING TO ASSEMBLE REINFORCEMENT IS NOT PERMITTED. ALL REINFORCEMENT SHALL HAVE 3" (75 mm) COVER, UNLESS OTHERWISE NOTED.

THE CONCRETE SHALL BE PLACED IN THE EXCAVATION AGAINST UNDISTURBED EARTH.

THE MAST ARM SHALL NOT BE ERECTED ON THE FOUNDATION UNTIL AFTER THE CONCRETE HAS ATTAINED A 28 DAY COMPRESSIVE STRENGTH, f'_c, GREATER THAN OR EQUAL TO 4,000 PSI (28 MPa).

THE COST OF THE FOUNDATION, INCLUDING EXCAVATION, CONCRETE AND REINFORCEMENT, INCLUDING THE DESIGN AND FABRICATION, SHALL BE PAID FOR UNDER THE ITEM "TRAFFIC CONTROL FOUNDATION – MAST ARM."

REV.	DATE	REVISION DESCRIPTION	SHEET NO.
			Plotted Date: $DATE$

DESIGNER/DRAFTER: TMM
CHECKED BY: MGV

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
Filename: $FILE$

SIGNATURE/BLOCK:
STATE OF CONNECTICUT · DEPT. OF TRANSPORTATION · No. 20869 · LICENSED PROFESSIONAL ENGINEER

PROJECT TITLE:
HEBRON AVENUE AT
NEW LONDON TURNPIKE
INTERSECTION IMPROVEMENTS

TOWN: GLASTONBURY
DRAWING TITLE: MAST ARM ASSEMBLY FOUNDATION DETAILS
PROJECT NO.
DRAWING NO. MA-3
SHEET NO. 12

Border Version: 11/14/08

DOCUMENT ALL LOOP DETECTOR VALUES BOTH CALCULATED AND MEASURED.

DEFINITIONS:

LOOP: #14 AWG WIRE IN SAWCUT, TERMINATED IN HANDHOLE, IMSA SPEC 51-7.
LEAD-IN: 14/2 SHIELDED TWISTED PAIR CABLE FROM HANDHOLE TO CONTROLLER, IMSA SPEC 50-2.
LOOP CIRCUIT: LOOP SAWCUT WIRE SPLICED TO 14/2 LEAD-IN CABLE.
AMPLIFIER: ELECTRONIC DEVICE CONNECTED TO LOOP CIRCUIT. SENSES CHANGE IN RESONANT FREQUENCY AND CREATES AN OUTPUT TO THE CONTROLLER.
MEGOHMMETER: INSTRUMENT SPECIFICALLY DESIGNED TO TEST THE INSULATION RESISTANCE OF A CIRCUIT. COMMON MANUFACTURERS: AMEC®, AMPROBE®, FLUKE®, MEGGER®.

1: RESISTANCE:

1a: INSULATION RESISTANCE: PERFORM A 600 VOLT (MINIMUM) MEGOHMMETER TEST ON LOOP CIRCUIT. THE LOOP AMPLIFIER MUST BE DISCONNECTED FROM THE LOOP CIRCUIT OR THE LOOP AMPLIFIER WILL BE DAMAGED. THE RESISTANCE OF THE LOOP WIRE TO GROUND MUST BE GREATER THAN 100 MEG OHMS.

1b: WIRE RESISTANCE: MEASURE THE DC RESISTANCE OF THE LOOP CIRCUIT. THE LOOP CIRCUIT MUST BE DISCONNECTED FROM THE AMPLIFIER. USING AN OHMMETER CONNECTED ACROSS THE LOOP CIRCUIT, MEASURE THE DC RESISTANCE OF THE CONDUCTORS. THE RESISTANCE SHOULD BE LESS THAN 4 OHMS.

NOTE: ALL TESTS SHALL BE DONE AT THE CONTROLLER ASSEMBLY (CA), HOWEVER IT IS RECOMMENDED TO PERFORM A PRELIMINARY MEGOHMMETER TEST AT THE HANDHOLE PRIOR TO SEALING THE SAWCUT AND SPLICING TO THE LEAD-IN. IF A DEFECTIVE LOOP WIRE IS FOUND, IT MAY BE EASILY REPLACED.

2: LOOP CIRCUIT INDUCTANCE:

2a: CALCULATE INDUCTANCE OF LOOP (L_{LOOP}) AND LEAD-IN CABLE ($L_{14/2}$).

LOOP INDUCTANCE (ENGLISH)

$L_{LOOP} = (P/4)\ (N^2 + N)$

LEAD-IN INDUCTANCE

$L_{14/2} = (0.24\,\mu h/FT)\ (D)$

LOOP INDUCTANCE (METRIC)

$L_{LOOP} = (3.28P/4)\ (N^2 + N)$

LEAD-IN INDUCTANCE

$L_{14/2} = (0.78\,\mu h/m)\ (D)$

WHERE:

L_{LOOP} = INDUCTANCE OF INDIVIDUAL LOOP SEGMENTS IN MICROHENRIES (μh).
$L_{14/2}$ = INDUCTANCE OF LEAD-IN CABLE.
P = PERIMETER OF INDIVIDUAL LOOP SEGMENT, IN FEET OR METERS.
N = NUMBER OF TURNS.
D = LENGTH OF LEAD-IN CABLE FROM SPLICE IN HANDHOLE TO CONTROLLER, IN FEET OR METERS.
$L_T = L_1 + L_2 + L_3$ etc.,
(TOTAL INDUCTANCE OF SEGMENTED LOOP SPLICED IN SERIES.)
$L_T = 1 / [(1 / L_1) + (1 / L_2) + (1 / L_3) +$ etc.],
(TOTAL INDUCTANCE OF SEGMENTED LOOP SPLICED IN PARALLEL.

WHERE:

L_T = TOTAL INDUCTANCE OF THE SEGMENTED ARRANGEMENT.
L_1, L_2, L_3 = INDUCTANCE OF INDIVIDUAL LOOP SEGMENTS.

EXAMPLE: (IN ENGLISH)

6' x 6', 4 TURNS, APPROXIMATELY 300' FROM THE CONTROLLER

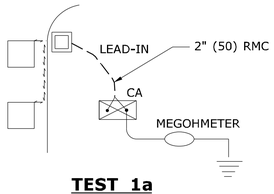
$L_{LOOP} = (24/4)\ (4^2 + 4)$
$L_{LOOP} = (6)\ (20)$
$L_{LOOP} = 120\ \mu h$

$L_{14/2} = (0.24\,\mu h/FT)\ (300)$
$L_{14/2} = (0.24)\ (300)$
$L_{14/2} = 72\ \mu h$

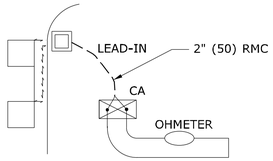
2b: MEASURE INDUCTANCE OF LOOP AND LEAD-IN AT CONTROLLER. USE INSTRUMENT DESIGNED TO MEASURE LOOP CIRCUIT INDUCTANCE.

3: POWER INTERRUPTION:

AFTER THE AMPLIFIER HAS TUNED AND IS OPERATING, DISCONNECT POWER BY REMOVING FUSE OR HARNESS CONNECTOR. RETURN POWER TO THE AMPLIFIER AND CONFIRM IT RE-TUNES AUTOMATICALLY WITHOUT ANY MANUAL ADJUSTMENTS.



TEST 1a



TEST 1b

PROJECT:
TOWN: LOCATION:

LOOP NUMBER	RESISTANCE OHMS		INDUCTANCE MICROHENRIES (μh)		AMPLIFIER POWER INTERRUPTION
	TO GROUND (1a)	LOOP WIRE (1b)	CALCULATED (2a)	MEASURED (2b)	PASS/FAIL (3)
D1 FRONT					
D1 REAR					
D2A					
D2B					
D4A FRONT					
D4B REAR					
D5					
D6A					
D6B					

LOOP CIRCUIT TEST DATA (EXAMPLE)

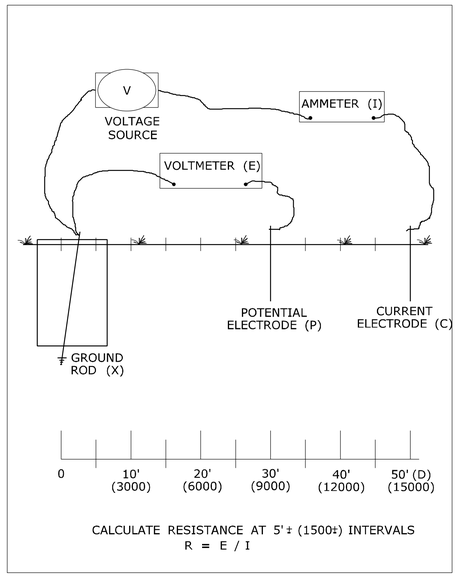
TEST PROCEDURE:

- INSERT ELECTRODE (C) A DISTANCE (D) FROM THE FOUNDATION. RECOMMEND A MINIMUM 50'.
- CONNECT A VOLTAGE SOURCE AND AMMETER BETWEEN THE FOUNDATION GROUND ROD (X) AND C.
- MEASURE THE CURRENT FLOW (I) BETWEEN X AND C.
- INSERT POTENTIAL ELECTRODE (P) AT 5'(1500) INTERVALS IN A STRAIGHT LINE TO ELECTRODE C.
- MEASURE VOLTAGE (E) AT EACH LOCATION OF P.
- CALCULATE RESISTANCE (R) AT EACH LOCATION OF P USING THE FORMULA R=E/I.
- PLOT THE VALUES ON A RxD GROUND RESISTANCE CHART.
- THE ACTUAL GROUND RESISTANCE IS WHERE THE PLOTTED CURVE IS RELATIVELY FLAT, USUALLY AT 62%± OF D.
  SEE EXAMPLE CHART: CURVE FLATTENS OUT AT 10 OHMS, APPROXIMATELY 30'(9000) FROM FOUNDATION.
- IF GROUND RESISTANCE IS GREATER THAN 10 OHMS, PERFORM CORRECTIVE ACTION AND RE-TEST.

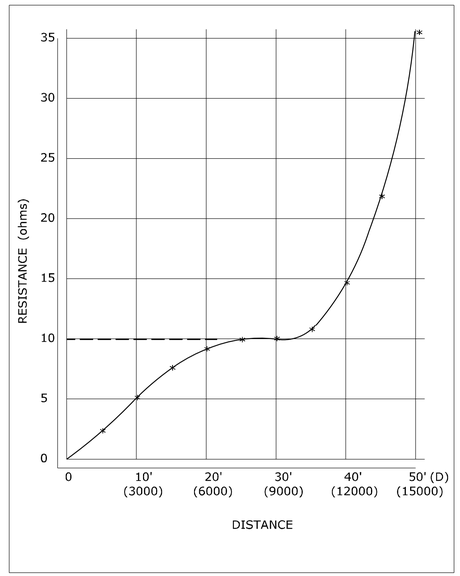
SUGGESTED CORRECTIVE ACTION:

A. INSTALL ADDITIONAL 10'(3000) GROUND ROD(S).
REFER TO NESC SECTION 09, RULE 94.B.2.
DRIVE ADDITIONAL GROUND RODS NO CLOSER TO FOUNDATION THAN 6'(1800). IF MORE THAN ONE IS NEEDED, SPACE MINIMUM 6'(1800) APART.
BONDS TO ADDITIONAL GROUND ROD(S) SHALL BE MADE BY A CLAMP DESIGN FOR DIRECT BURIAL OR BY EXOTHERMIC WELDING TECHNIQUE.
TOP OF ADDITIONAL GROUND ROD(S) SHALL BE 6" (150) BELOW GRADE.

B. IN AREAS OF SHALLOW BEDROCK, INSTALL A GROUND GRID OR ARRAY CONSISTING OF BURIED WIRE, RODS, STRIPS OR PLATES.
REFER TO NESC SECTION 09, RULE 94.B.3.
REFER TO NEC SECTION 250.
MINIMUM DEPTH OF 18" (450).
GRID CONNECTIONS AND BONDS ON GROUND GRID SHALL BE MADE BY CLAMPS DESIGNED FOR DIRECT BURIAL OR BY EXOTHERMIC WELDING TECHNIQUE.



3 POINT GROUND RESISTANCE TEST CIRCUIT



GROUND RESISTANCE CHART (EXAMPLE)

INDUCTIVE LOOP TEST PROCEDURE

PIN	COLOR	FUNCTION
A	WHITE	110 VAC Neutral
B	BROWN	Output Relay Common (moving contact)
C	BLACK	110 VAC (Fused)
D	RED	Loop
E	ORANGE	Loop
F	YELLOW	Output Relay Contact (Closes with moving contact when detecting vehicle)
G	BLUE	Output Relay Contact (Opens with moving contact when detecting vehicle)
H	GREEN	Chassis Ground
J	GREY	110 VAC Delay/Extend Override
Shell		Ground (shall be connected to pin H in the connector)

DETECTOR AMPLIFIER PIN DESIGNATION

NOTES:

1. DURING THE TEST, THE GROUND ROD SHOULD NOT BE BONDED TO ANY RMC IN THE FOUNDATION.
2. THE VOLTAGE SOURCE, VOLTMETER, AMMETER, ELECTRODES P AND C, AND CONNECTING CABLES ARE AVAILABLE AS A SPECIALIZED TEST INSTRUMENT.
3. REFER TO NATIONAL ELECTRICAL SAFETY CODE (NESC) SECTION 09, GROUNDING METHODS FOR ELECTRIC SUPPLY AND COMMUNCATIONS FACILITIES.
4. REFER TO NATIONAL ELECTRICAL CODE (NEC) CHAPTER 2, ARTICLE 250, GROUNDING.

3 POINT FALL-OF-POTENTIAL GROUND RESISTANCE TEST

LEGEND AS SHOWN ON TRAFFIC CONTROL SIGNAL PLAN:
INDUCTIVE LOOP DETECTOR
SAW CUT
RIGID METAL CONDUIT
HANDHOLE

REV.	DATE	REVISION DESCRIPTION
1	4-2012	MINOR REVISIONS.

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

Plotted Date: 4/25/2012

DIMENSIONS ARE IN ENGLISH (".") & METRIC UNITS (mm).
METRIC DIMENSIONS ARE ROUNDED:
- OVER 1" TO NEAREST 5 mm
- UNDER 1" TO NEAREST 1 mm.

NOT TO SCALE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

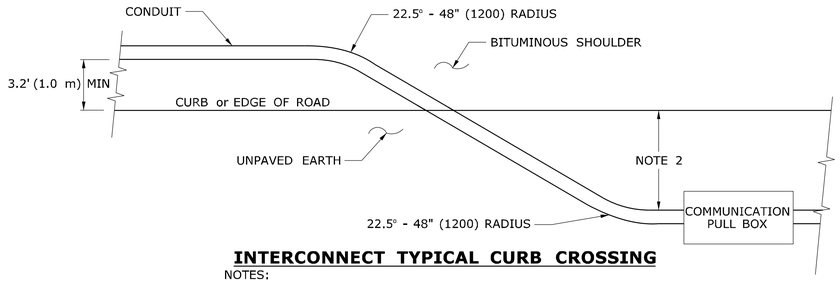
Filename: CTDOT_TRAFFIC_STD.dgn Model: TR-1000_01

SUBMITTED BY: NAME/DATE/TIME:
Tracy L. Fogarty 2012.05.01 12:54:11-04'00'
APPROVED BY: NAME/DATE/TIME:
Timothy M. Wilson 2012.05.09 10:22:59-04'00'

CTDOT STANDARD SHEET
OFFICE OF ENGINEERING

STANDARD SHEET TITLE:
GENERAL CLAUSES (TEST PROCEDURES)

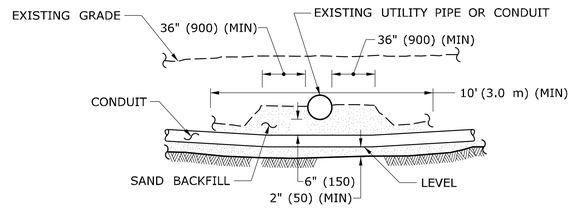
STANDARD SHEET NO.:
TR-1000_01



INTERCONNECT TYPICAL CURB CROSSING

NOTES:

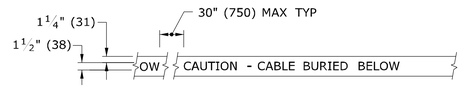
1. RESTORE AREAS DISTURBED BY TRENCH TO ORIGINAL CONDITION.
2. INSTALL PULL BOX A MINIMUM OF 10' (3.0 m) FROM CURB UNLESS OTHERWISE SHOWN ON PLANS OR DIRECTED BY ENGINEER.



CROSSING UNDER EXISTING UTILITY

NOTES:

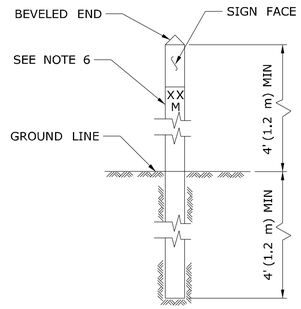
1. WHEN ENCOUNTERED AT APPROXIMATELY THE SAME DEPTH, CROSS BENEATH.
2. PROTECT & SUPPORT EXPOSED EXISTING UTILITY.



DETECTABLE WARNING TAPE

NOTE:
STANDARD SPECIFICATIONS, ARTICLE: 1.05.15

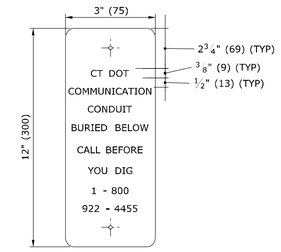
1. TAPE COLORS:
   COMMUNICATION - ORANGE BACKGROUND / BLACK LEGEND
   POWER - RED BACKGROUND / BLACK LEGEND



INTERCONNECT CONDUIT IDENTIFICATION POST

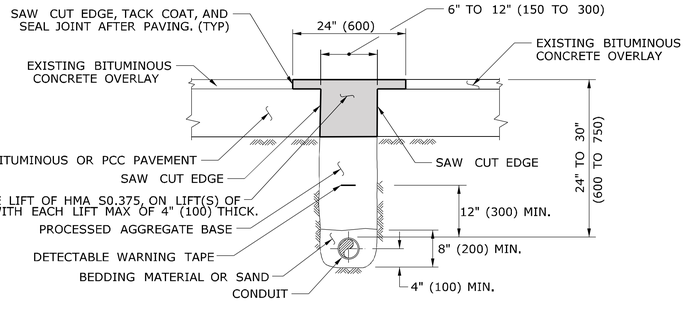
NOTES:

1. 4" x 4" (100 x 100) NOMINAL, PRESSURE TREATED WOOD POST.
2. ATTACH SIGN TO POST WITH 1/4" x 1 1/4" (6 x 31) STAINLESS STEEL LAG SCREW WITH NYLON WASHER ON FACE OF SIGN.
3. SIGN COLORS: BACKGROUND - ORANGE (RETROREFLECTIVE) LEGEND - BLACK (OPAQUE).
4. INSTALL POST APPROX 24" (600) FROM RMC IN VICINITY OF EACH PULL BOX.
5. INSTALL POSTS BETWEEN PULL BOXES, APPROX 10' (3.0 m) OFF CURB. SPACE POSTS 1500'± (460 m±) APART.
6. PERMANENTLY ATTACH STAINLESS STEEL NUMBERS INDICATING DISTANCE TO TRENCH IN FEET (METERS) CONTAINING COMMUNICATION CABLE. ATTACH NUMBERS TO SIDE OF POST FACING CONDUIT. INCLUDE "M" SUFFIX IF METERS.



SIGN FACE DETAIL

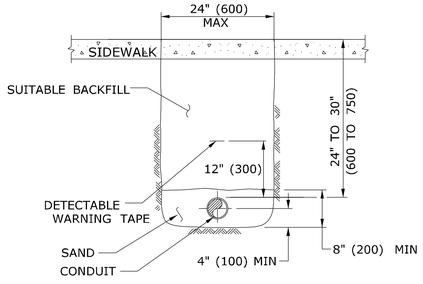
SIGN # 41-4669



PAVEMENT - BITUMINOUS CONCRETE OR OVERLAYED PORTLAND CEMENT CONCRETE

NOTES:
STANDARD SPECIFICATIONS, ARTICLE: 3.04 & 4.06.03

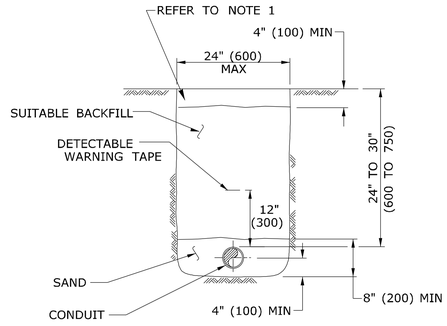
1. TOTAL HOT MIX ASPHALT (HMA) THICKNESS TO MATCH EXISTING BITUMINOUS CONCRETE AND PORTLAND CEMENT CONCRETE (PCC) THICKNESS.
2. WHEN ALLOWED BY ENGINEER, USE CONTROLLED LOW STRENGTH MATERIAL (CLSM) AS BEDDING MATERIAL. TOP OF CLSM AT LEAST 20" (500) BELOW SURFACE.



SIDEWALK

NOTES:
STANDARD SPECIFICATIONS, ARTICLE: 9.21 & 9.22

1. WHERE CONCRETE SIDEWALK DAMAGED OR CUT, REPLACE THE ENTIRE SECTION BETWEEN JOINTS. REPLACEMENT SIDEWALK IS PAID FOR AT THE CONTRACT UNIT PRICE FOR "CONCRETE SIDEWALK".



EARTH

NOTES:
STANDARD SPECIFICATIONS, ARTICLE: 9.50

1. IN MOWED AREAS: PLACE TOPSOIL, FERTILIZER, SEED, & MULCH.

GENERAL NOTES:

1. TOP OF CONDUIT NO LESS THAN 24" (600) DEEP.
2. COMPACT BACKFILL IN ≤ 6" (150) LIFTS. HAND COMPACTION NOT PERMITTED.

LEGEND AS SHOWN ON TRAFFIC CONTROL SIGNAL PLAN:
-- RMC (RIGID METAL CONDUIT)

REV.	DATE	REVISION DESCRIPTION
1	4-2012	REVISED BITUMINOUS CONRCETE TO HMA, & MINOR REVISIONS.

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

Plotted Date: 4/14/2012

DIMENSIONS ARE IN ENGLISH (') & METRIC UNITS (mm).
METRIC DIMENSIONS ARE ROUNDED:
- OVER 1" TO NEAREST 5 mm
- UNDER 1" TO NEAREST 1 mm.

NOT TO SCALE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: CTDOT_TRAFFIC_STD.dgn Model: TR-1001_01

SUBMITTED BY: NAME/DATE/TIME:
Tracy L. Fogarty 2012.05.01 12:54:42-04'00'

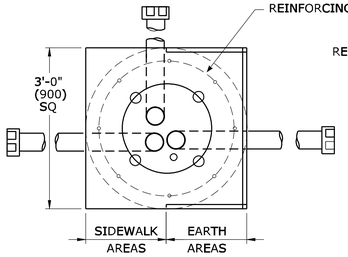
APPROVED BY: NAME/DATE/TIME:
Timothy M. Wilson 2012.05.09 10:23:34-04'00'

CTDOT STANDARD SHEET

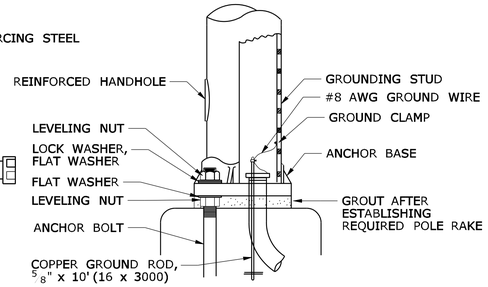
OFFICE OF ENGINEERING

STANDARD SHEET TITLE:
TRENCHING & BACKFILLING, ELECTRICAL CONDUIT

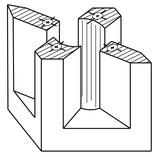
STANDARD SHEET NO.:
TR-1001_01



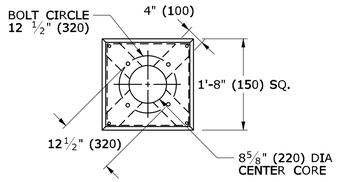
PLAN VIEW

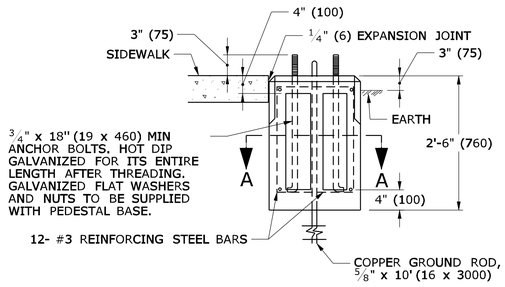


STEEL POLE INSTALLATION DETAIL



PICTORIAL SECTION A-A

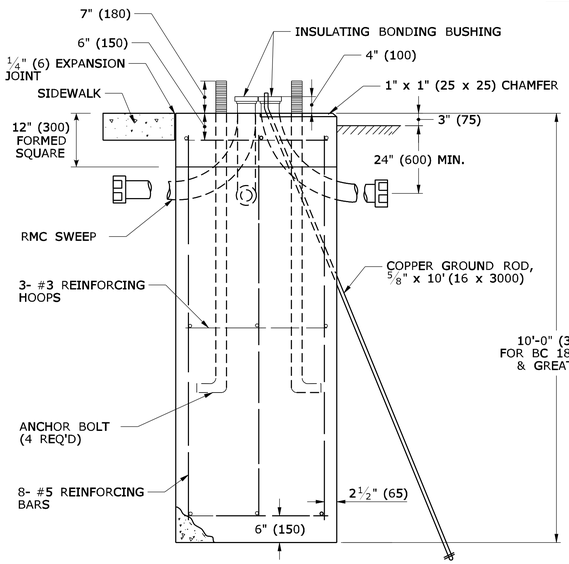




TRAFFIC CONTROL FOUNDATION PEDESTAL - TYPI - PRECAST

NOTES:

PLACE NO. 6 CRUSHED STONE IN CENTER OPENING AFTER CONDUITS AND GROUND ROD HAVE BEEN INSTALLED.

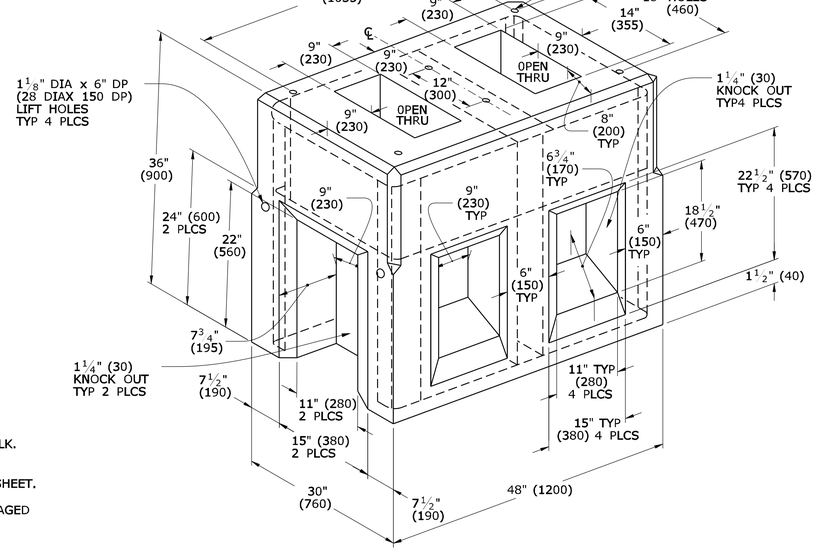


ELEVATION VIEW

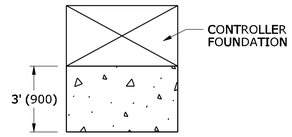
TRAFFIC CONTROL FOUNDATION SPAN POLE

NOTES:

INSTALL A MINIMUM OF TWO RMC SWEEPS IN ALL FOUNDATIONS.
INSTALL A MINIMUM OF ONE SPARE 2" (50) RMC SWEEP IN ALL FOUNDATIONS.
EXTEND SPARE SWEEP MINMUM 24" (600) FROM SIDE.
FORM EXPOSED EDGES WITH 1" x 1" (25 x 25) CHAMFER.
WHEN AUGERED, AND POURED IN PLACE, OR CYLINDRICAL FORM IS USED, FORM ONLY THE TOP OF FOUNDATION TO SQUARE.
MATCH TOP OF SPAN POLE AND PEDESTAL FOUNDATION WITH CROSS SLOPE OF ADJACENT SIDEWALK.
FINISH EXPOSED AREAS WITH WOOD FLOAT AND BRUSH.
BOND ALL POLES, PEDESTALS AND CONDUITS TO GROUND ROD.
ORIENT SPAN POLE ANCHOR BOLTS WITH RESPECT TO LOAD AS SHOWN ON TYPICAL SPAN POLE SHEET.
ANCHOR BOLT LENGTH INCLUDES BEND.
WHERE AN EXISTING CONCRETE SIDEWALK SLAB ABUTTING A FOUNDATION OR HANDHOLE IS DAMAGED OR CUT DURING INSTALLATION, REPLACE THE ENTIRE SECTION.
PROVIDE A CLEAR PATH NOT LESS THAN 3' (0.9 m) IN SIDEWALK AREAS FOR HANDICAP ACCESS.
WHEN REQUESTED BY THE ENGINEER, MEASURE RESISTANCE-TO-GROUND OF GROUND ROD AT TRAFFIC CONTROL FOUNDATIONS. SEE FALL-OF-POTENTIAL METHOD. IF LESS THAN 10 ohms, INSTALL SUPPLEMENTAL ELECTRODES AS REQUIRED. NEC ARTICLE 250.

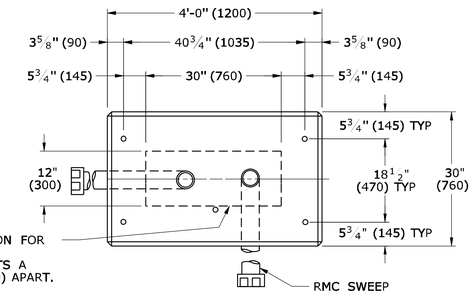


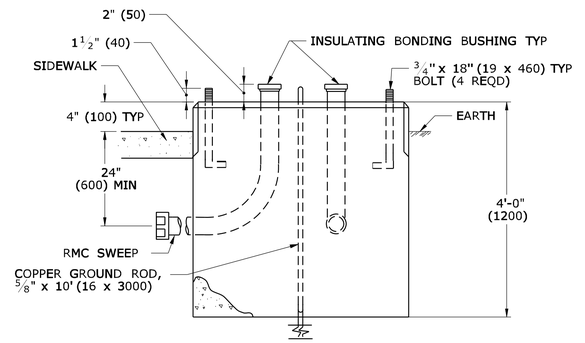
TRAFFIC CONTROL FOUNDATION CONTROLLER - TYPE IV - PRECAST



INSTALL PRECAST OR CAST IN PLACE CONCRETE SIDEWALK ON CABINET DOOR SIDE OF CONTROLLER FOUNDATION.
MINMUM 3" (75) THICK SLAB.
MINMUM 6" (150) GRAVEL OR MISC AGG BASE, COMPACTED.
PITCH SIDEWALK 1/4" PER FOOT (20 PER METER) AWAY FROM THE CONTROLLER FOUNDATION.

TYPICAL CONCRETE SIDEWALK AT CONTROLLER FOUNDATION





TRAFFIC CONTROL FOUNDATION CONTROLLER - TYPE IV - CAST IN PLACE

NOTES:

INSTALL FOUNDATION ON 6" (150) OF COMPACTED GRAVEL IN ACCORDANCE WITH SECTION 2.14.
LEVEL FOUNDATION WITH A PROJECTION OF 4" (100) ABOVE FINISHED GRADE.
INSTALL COPPER GROUND ROD: 5/8" x 10 (16 x 3000).
PLACE NO. 6 CRUSHED STONE IN THE CENTER OPENINGS AFTER THE CONDUITS AND GROUND ROD HAVE BEEN INSTALLED. THE OPENINGS SHALL BE CAPPED WITH A 2" (50) GROUT LEVEL WITH THE TOP OF THE FOUNDATION AND NEATLY FINISHED. THE GROUT SHALL CONFORM WITH THE REQUIREMENTS OF ARTICLE M.3.01-12.
CONCRETE: CLASS "A" CONFORMIN TO ARTICLE M.03.01.
#4 REBAR 2" (50) MIN COVER AROUND ALL OPENINGS, 3-#4 REBARS IN EACH CORNER.
CONDUITS SHALL NOT PROJECT MORE THAN 2" (50) ABOVE FOUNDATION.

LEGEND AS SHOWN ON TRAFFIC CONTROL SIGNAL PLAN:
- PROPOSED CONTROLLER
- EXISTING CONTROLLER
- PROPOSED STEEL SPAN POLE
- EXISTING STEEL SPAN POLE

REV.	DATE	REVISION DESCRIPTION

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

Plotted Date: 10/16/2009

NOT TO SCALE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: CTDOT_TRAFFIC_STD.dgn Model: TR-1002_01

SUBMITTED BY: NAME/DATE/TIME:
Tracy L. Fogarty 2009.10.16 14:15:50 -04'00'

APPROVED BY: NAME/DATE/TIME:
John F. Carey 2009.10.16 15:03:03 -04'00'

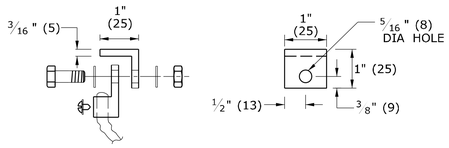
CTDOT STANDARD SHEET

OFFICE OF ENGINEERING

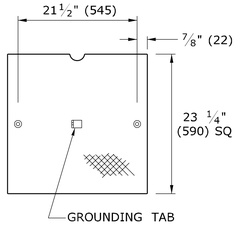
STANDARD SHEET TITLE: TRAFFIC CONTROL FOUNDATIONS

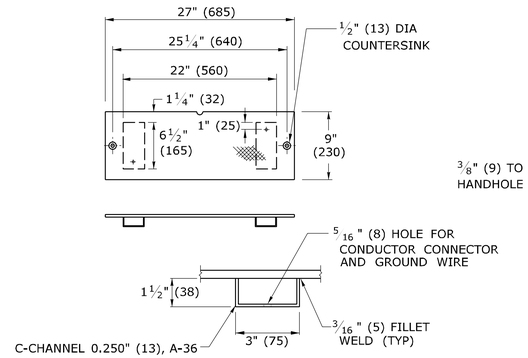
STANDARD SHEET NO.: TR-1002_01

COVER NOTES:
1. GROUNDING TAB WELDED TO BOTTOM CENTER OF COVER WITH $^{3}/_{16}$" (5) WELD (3 SIDES).
2. ATTACH 6' (2 m) LENGTH OF NO. 8 GROUND WIRE TO GROUNDING TAB WITH CONDUCTOR CONNECTOR, $^{1}/_{4}$" - 20 X $^{3}/_{4}$" (M6 X 20) LG SST HEX HEAD BOLT, AND SST FLAT WASHER. ATTACH FREE END OF GROUND WIRE TO CONDUIT BONDING BUSHING IN HANDHOLE.
3. CONDUCTOR CONNECTOR: COPPER ALLOY BODY, BRASS SCREW, BRASS OR COPPER ALLOY PRESSURE PLATE.
4. COVER SCREW INSERT: $^{3}/_{8}$"-16 (9-16), $1^{1}/_{2}$"L (37L), STAINLESS STEEL.
5. COVER SCREW: $^{3}/_{8}$"-16 (9-16), 1"L (25L), FLAT HEAD, SLOTTED, STAINLESS STEEL.

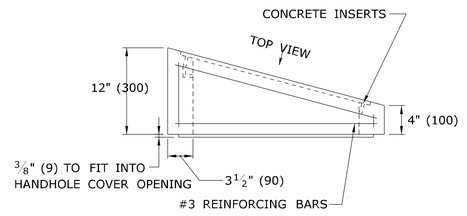


STEEL GROUNDING TAB w/ CONDUCTOR CONNECTOR

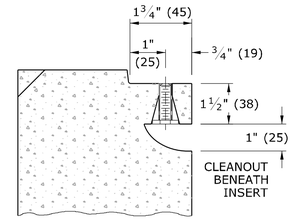




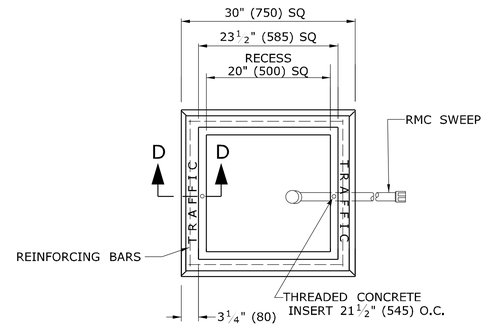
NON SKID FLOOR PLATE GALVANIZED STEEL, 3/8" (10)



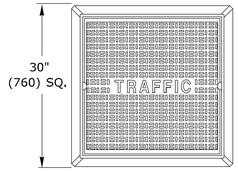
BANK ADAPTER

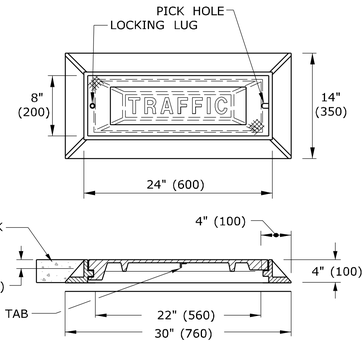


SECTION D-D

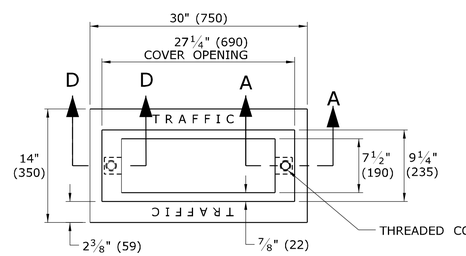


PLAN VIEW

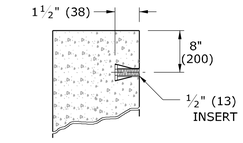




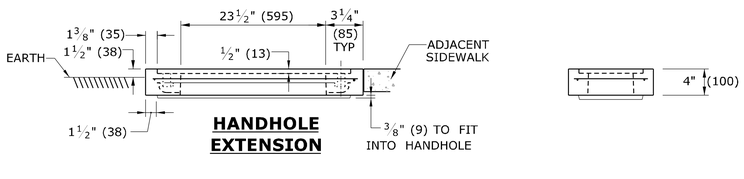
CAST IRON HANDHOLE COVERS



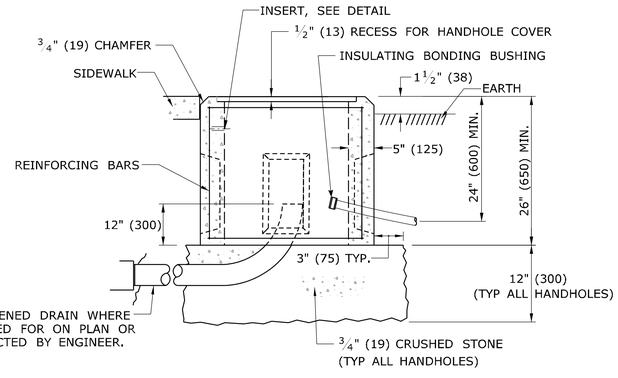
PLAN VIEW



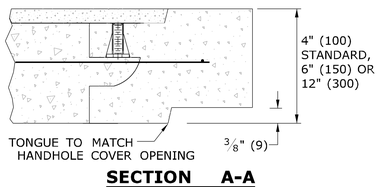
INSERT DETAIL
TYP IN TWO PLACES FOR ALL HANDHOLES



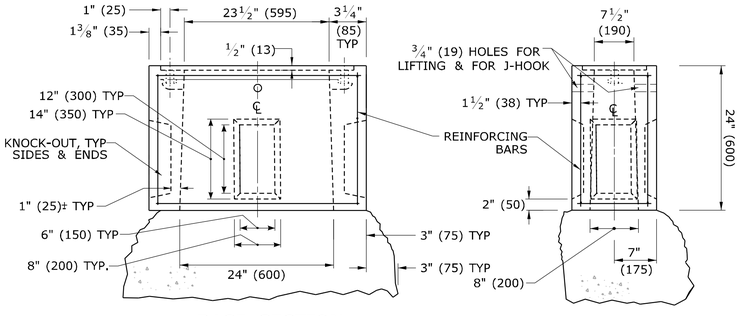
HANDHOLE EXTENSION



CONCRETE HANDHOLE TYPE I



SECTION A-A
HANDHOLE EXTENSIONS
4 - #8 REINFORCING BARS REQ'D



BASE SECTION
CONCRETE HANDHOLE TYPE II

HANDHOLE NOTES:
1. MINIMUM CLASS "C" CONCRETE.
2. COMPLETE TYPE II HANDHOLE:
   IN EARTH AREAS, CONSISTS OF A BASE SECTION WITH 4" (100) HANDHOLE EXTENSION,
   IN SIDEWALK AREAS, CONSISTS OF A BASE SECTION WITH 4" (100) CAST IRON COVER.
3. PLAN VIEW DIMENSIONS, SECTION VIEW, & DETAILS, SAME FOR BASE SECTION, EXTENSIONS & BANK ADAPTER.
4. GROUT AROUND ALL CONDUITS.
5. INSTALL 30" (750) SIDE PARALLEL TO ROAD UNLESS OTHERWISE NOTED.
6. CAST THE WORD "TRAFFIC" INTO TOP EDGE OF HANDHOLE, 1$^{1}/_{2}$" (38) LETTERS.
7. WHERE AN EXISTING CONCRETE SIDEWALK SLAB ABUTTING A HANDHOLE IS DAMAGED OR CUT DURING INSTALLATION, REPLACE THE ENTIRE SIDEWALK SECTION.
8. 12-#3 REINFORCING BARS REQUIRED FOR ALL HANDHOLES. (8 HORIZONTAL, 4 VERTICAL)

LEGEND AS SHOWN ON TRAFFIC CONTROL SIGNAL PLAN:
- PROPOSED HANDHOLE
- EXISTING HANDHOLE

REV.	DATE	REVISION DESCRIPTION
1	4-2012	CAST IRON COVER: CHANGED BOLT TO PICK HOLE. ADDED EXTENSIONS, C-CHANNEL, CONDUCTOR CONNECTOR & MINOR REVISIONS.

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

Plotted Date: 4/14/2012

DIMENSIONS ARE IN ENGLISH (".") & METRIC UNITS (mm).
METRIC DIMENSIONS ARE ROUNDED:
- OVER 1" TO NEAREST 5 mm
- UNDER 1" TO NEAREST 1 mm.

NOT TO SCALE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: CTDOT_TRAFFIC_STD.dgn Model: TR-1010_01

SUBMITTED BY: NAME/DATE/TIME:
Tracy L. Fogarty 2012.05.01 12:55:16-04'00'

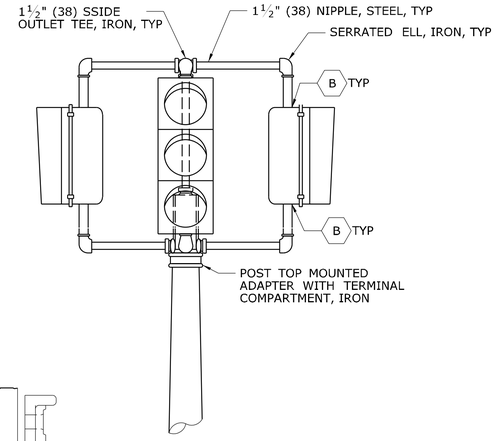
APPROVED BY: NAME/DATE/TIME:
Timothy M. Wilson 2012.05.09 10:24:21-04'00'

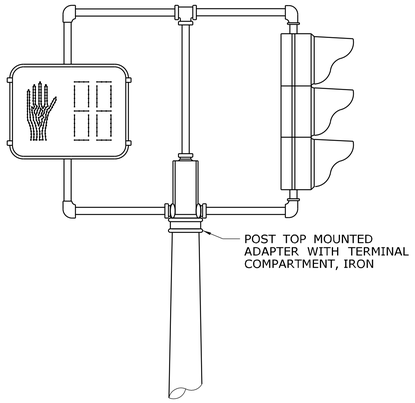
CTDOT STANDARD SHEET

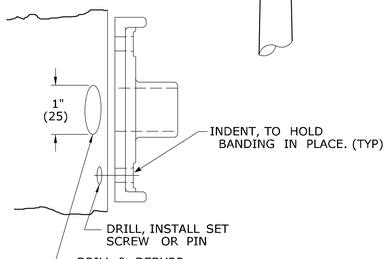
OFFICE OF ENGINEERING

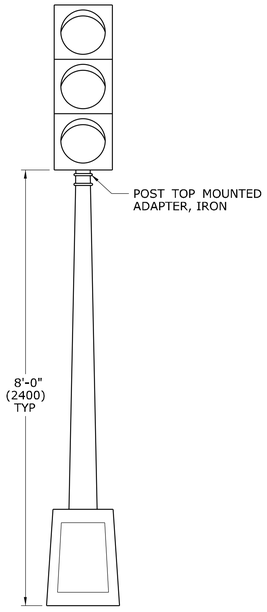
STANDARD SHEET TITLE:
CONCRETE HANDHOLE

STANDARD SHEET NO.:
TR-1010_01

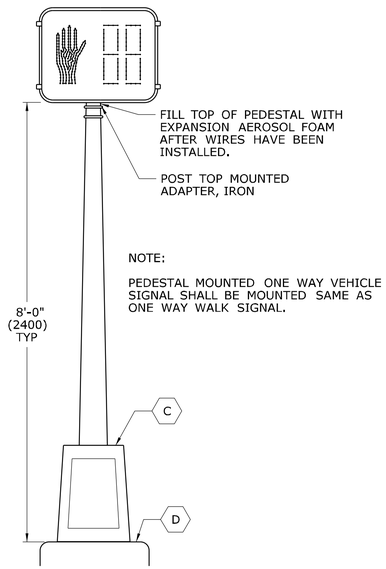








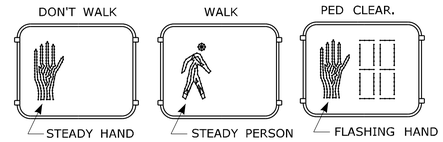
ONE WAY TRAFFIC SIGNAL PEDESTAL MOUNTED



NOTE:

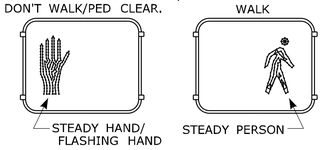
PEDESTAL MOUNTED ONE WAY VEHICLE SIGNAL SHALL BE MOUNTED SAME AS ONE WAY WALK SIGNAL.

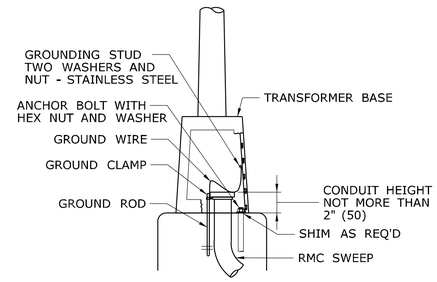
ONE WAY WALK SIGNAL PEDESTAL MOUNTED



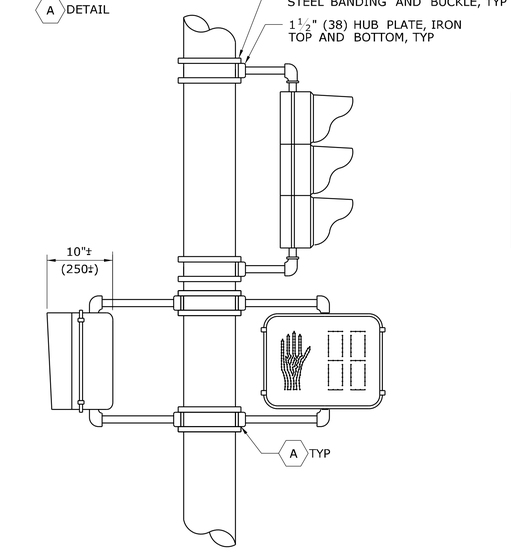
TYPICAL INDICATION WHEN LIT

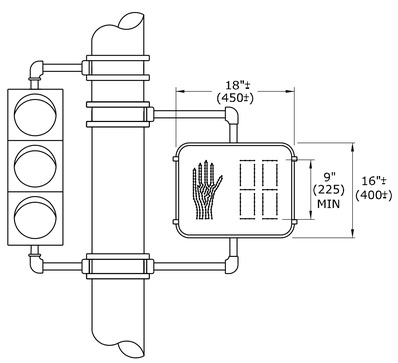
NON-COUNTDOWN DISPLAY, ONLY WHEN SHOWN ON PLAN.

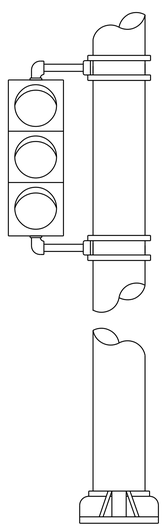




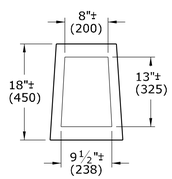
ALUMINUM PEDESTAL INSTALLATION DETAIL



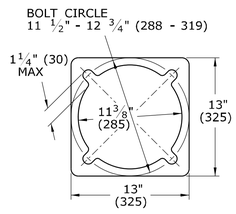




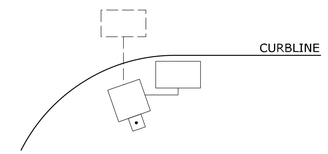
ONE WAY TRAFFIC SIGNAL POLE MOUNTED



ALUMINUM PEDESTAL DOOR OPENING DETAIL



PEDESTAL BASE PLAN



WHEN PEDESTALS OR SPAN POLES ARE INSTALLED CLOSE TO THE CURB, SIDE MOUNT PEDESTRIAN OR TRAFFIC SIGNALS TO AVOID VISOR DAMAGE FROM TURNING VEHICLES.

NOTES:

A SECURE LOWER HUB PLATE WITH STAINLESS STEEL SET SCREW OR PIN PRIOR TO BANDING TO PREVENT MOVEMENT. INSTALL CABLE THROUGH BOTTOM OF HUB PLATE.

B REFER TO CTDOT TRAFFIC STANDARD SHEET, TR-1105_01, TRAFFIC SIGNALS & CABLE ASSIGNMENTS.

C IF THREADED, MIN 1" (25) THREADED INTO BASE, SECURED WITH STAINLESS STEEL SET SCREWS.

D BASE DESIGNED AS BREAK-AWAY.

INCANDESCENT WALK SIGNAL LAMPS ARE 67 WATTS, RATED AT 8000 HOURS LAMP LIFE. LED WALK SIGNAL LAMPS ARE MAXIMUM 15 WATTS, WARRANTEED AT 5 YEAR LIFE.

LEGEND AS SHOWN ON TRAFFIC CONTROL SIGNAL PLAN:
- STEEL SPAN POLE, MAST ARM ASSEMBLY SHAFT
- ALUMINM PEDESTAL
- TRAFFIC SIGNAL
- PEDESTRIAN SIGNAL
- PEDESTAL MOUNTED, TRAFFIC & PEDESTRIAN SIGNALS
- POLE MOUNTED, TRAFFIC & PEDESTRIAN SIGNALS

REV.	DATE	REVISION DESCRIPTION
2	4-2012	MINOR REVISIONS.
1	1-2010	INCLUDED COUNTDOWN PEDESTRIAN SIGNALS.

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

Plotted Date: 4/14/2012

DIMENSIONS ARE IN ENGLISH (".") & METRIC UNITS (mm). METRIC DIMENSIONS ARE ROUNDED:
- OVER 1" TO NEAREST 5 mm
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NOT TO SCALE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: CTDOT_TRAFFIC_STD.dgn Model: TR-1102_01

SUBMITTED BY: NAME/DATE/TIME:
Tracy L. Fogarty 2012.05.01 12:55:27-04'00'

APPROVED BY: NAME/DATE/TIME:
Timothy M. Wilson 2012.05.09 10:24:58-04'00'

CTDOT STANDARD SHEET

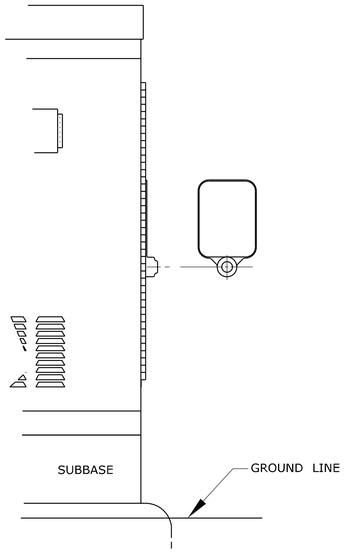
OFFICE OF ENGINEERING

STANDARD SHEET TITLE:

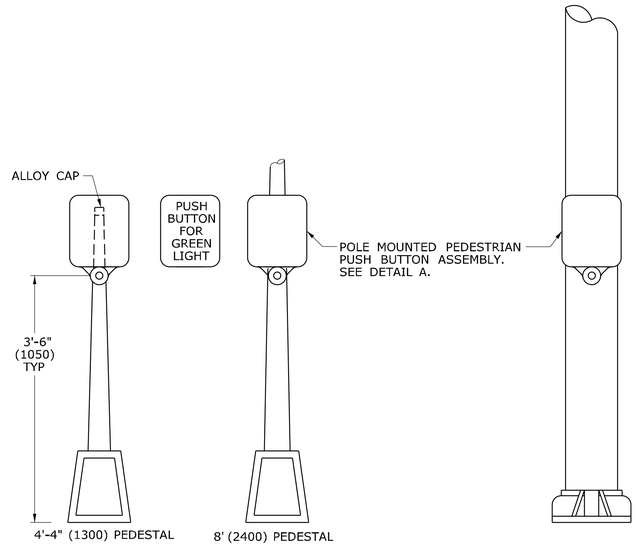
PEDESTALS, PEDESTRIAN SIGNALS

STANDARD SHEET NO.:

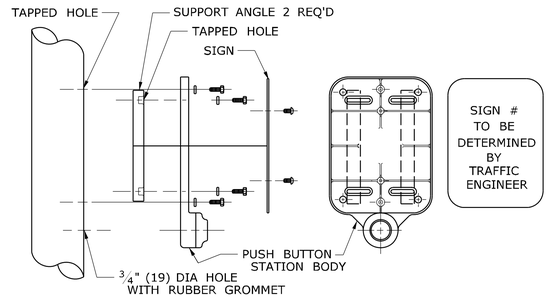
TR-1102_01



SURFACE MOUNTED



PEDESTAL MOUNTED



DETAIL A

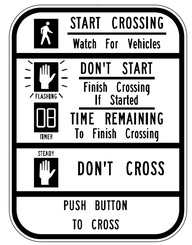
SPAN POLE/MAST ARM MOUNTED

GENERAL NOTES:

3'-6" (1050) FROM FINISHED GRADE SUCH AS SIDEWALK TO CENTER OF PUSH BUTTON.
PUSH BUTTON INSTALLATIONS SHALL CONFORM TO THE REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT (ADA), SECTION 14.2.5, CROSSING CONTROLS.
4'4" (1300) PEDESTAL TO INCLUDE ALLOY CAP SECURED WITH STAINLESS STEEL SET SCREW.
INSTALL PUSH BUTTON ON SIDE OF CONTROLLER CABINET, PEDESTAL, OR POLE SO IT IS MOST ACCESSIBLE TO PEDESTRIANS.

SIGN # 31-0833
* VARIABLE ARROW

SIGN # 31-0835



SIGN # 31-0845

LEGEND AS SHOWN ON TRAFFIC CONTROL SIGNAL PLAN:
- PEDESTRIAN PUSH BUTTON
- PEDESTRIAN PUSH BUTTON, PEDESTAL MOUNTED
- PEDESTRIAN PUSH BUTTON, POLE MOUNTED

REV.	DATE	REVISION DESCRIPTION
1	4-2012	MINOR REVISIONS & UPDATED SIGN #31-0845.

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

Plotted Date: 4/14/2012

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NOT TO SCALE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: CTDOT_TRAFFIC_STD.dgn Model: TR-1107_01

SUBMITTED BY: NAME/DATE/TIME:
Tracy L. Fogarty 2012.05.01 12:56:17-04'00'

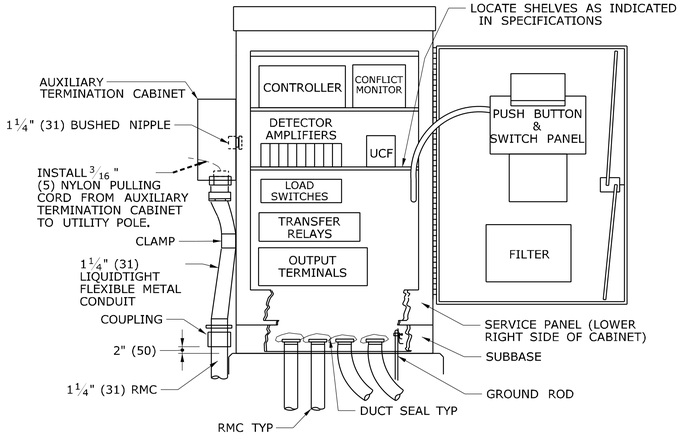
APPROVED BY: NAME/DATE/TIME:
Timothy M. Wilson 2012.05.09 10:25:56-04'00'

CTDOT STANDARD SHEET

OFFICE OF ENGINEERING

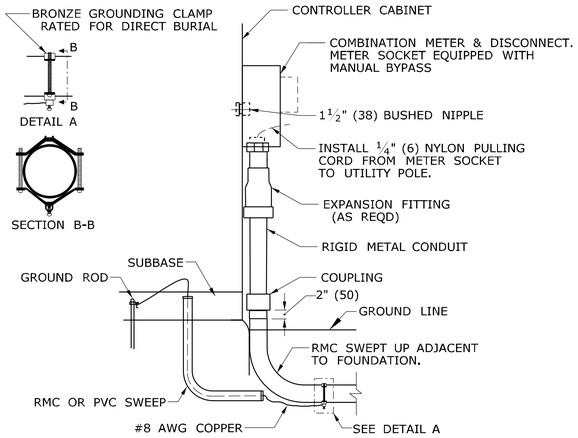
STANDARD SHEET TITLE:
PEDESTRIAN PUSH BUTTONS

STANDARD SHEET NO.:
TR-1107_01

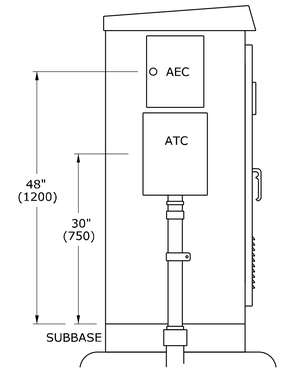


PROVIDE A MINIMUM CLEARANCE OF 6" (150) FROM THE CABINET BASE TO ALL COMPONENTS AND TERMINALS.

TYPICAL BASE MOUNTED CONTROLLER ON TYPE IV FOUNDATION

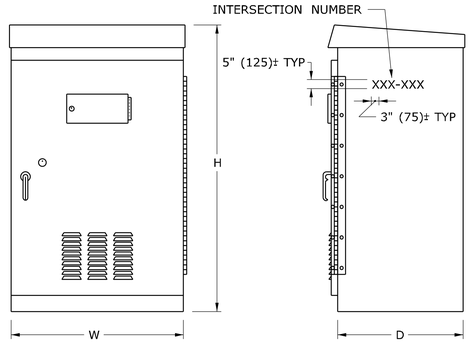


CONTROLLER CABINET WITH METERED SERVICE



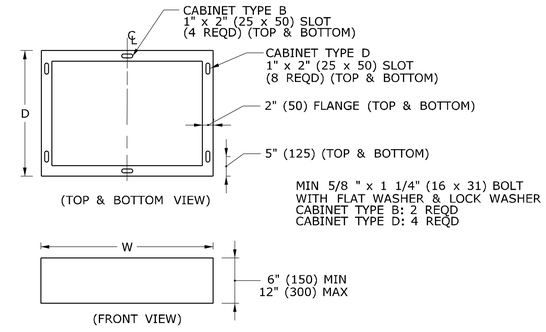
AUXILIARY EQUIPMENT CABINET (AEC) AUXILIARY TERMINATION CABINET (ATC)

CABINET TYPE	HEIGHT	WIDTH	DEPTH
ATC	16"(400)	12"(300)	6"(150)
AEC	14"(350)	11"(275)	11"(275)



BASE MOUNTED TRAFFIC CONTROLLER (TYPE B, D & E)

CABINET TYPE	DEPTH		WIDTH		HEIGHT	
	MIN	MAX	MIN	MAX	MIN	MAX
B	17" (425)	19" (475)	30" (750)	34" (850)	52" (1300)	56" (1400)
D	25" (625)	27" (675)	42" (1050)	45" (1125)	54" (1350)	59" (1475)
E	17" (425)	19" (475)	30" (750)	32" (800)	49" (1225)	52" (1300)



SUBBASE

GENERAL NOTES:

GROUT ALL BASES AFTER MOUNTING ON FOUNDATIONS, WHERE NECESSARY.

3'-0" (900) FROM SIDEWALK TO BOTTOM OF CONTROLLER.

INSTALL PEDESTALS AND POLES SO THAT DOORS AND COVERS ARE ON THE SIDE AWAY FROM THE STREET, UNLESS OTHERWISE SPECIFIED.

INSTALL CABINET SO THAT DOOR OPENS FIELD SIDE UNLESS OTHERWISE NOTED ON PLANS.

CAULK SEAM BETWEEN SUBBASE AND FOUNDATION.

STENCIL SIX DIGIT INTERSECTION NUMBER, USING BLACK PAINT ON SIDE, FRONT OR BACK OF CABINET MOST VISIBLE FROM THE ROAD.

LEGEND AS SHOWN ON TRAFFIC CONTROL SIGNAL PLAN:
- ⋈ CONTROLLER ASSEMBLY
- ☒ AUXILIARY EQUIPMENT CABINET
- ☑ AUXILIARY TERMINTION CABINET

REV.	DATE	REVISION DESCRIPTION
1	4-2012	REVISED CABINET TYPES & MINOR REVISIONS.

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

Plotted Date: 4/25/2012

DIMENSIONS ARE IN ENGLISH (".") & METRIC UNITS (mm). METRIC DIMENSIONS ARE ROUNDED:
- OVER 1" TO NEAREST 5 mm
- UNDER 1" TO NEAREST 1 mm.

NOT TO SCALE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: CTDOT_TRAFFIC_STD.dgn Model: TR-1108_01

SUBMITTED BY: NAME/DATE/TIME:
Tracy L. Fogarty 2012.05.01 12:56:32-04'00'

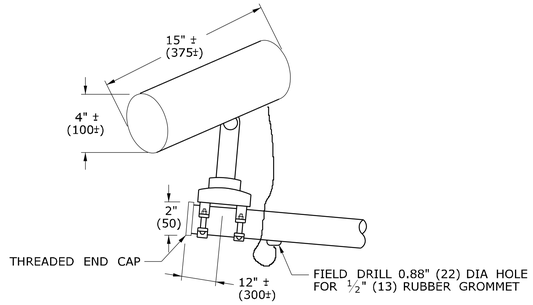
APPROVED BY: NAME/DATE/TIME:
Timothy M. Wilson 2012.05.09 10:26:13-04'00'

CTDOT STANDARD SHEET

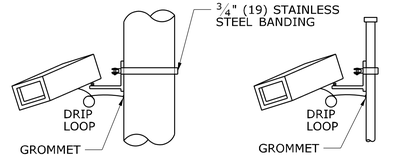
OFFICE OF ENGINEERING

STANDARD SHEET TITLE:
CONTROLLERS

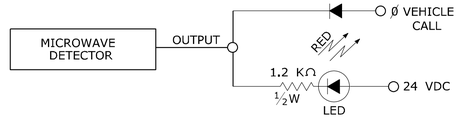
STANDARD SHEET NO.:
TR-1108_01



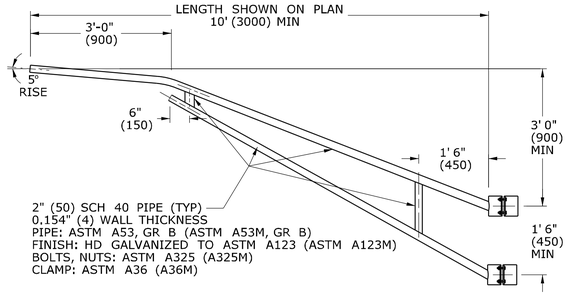
VIDEO IMAGE DETECTION SYSTEM



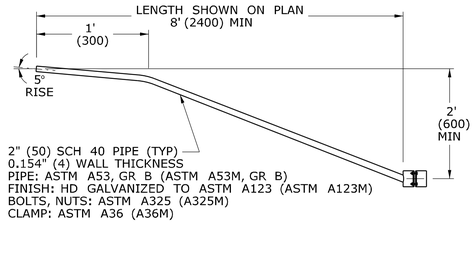
SONIC (MICROWAVE) DETECTOR



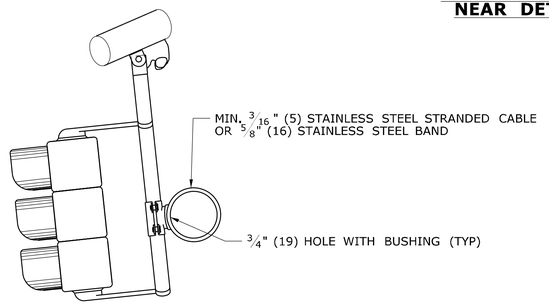
MICROWAVE DETECTOR LED LOCATED IN CONTROLLER CABINET NEAR DETECTOR HOOKUP WIRES



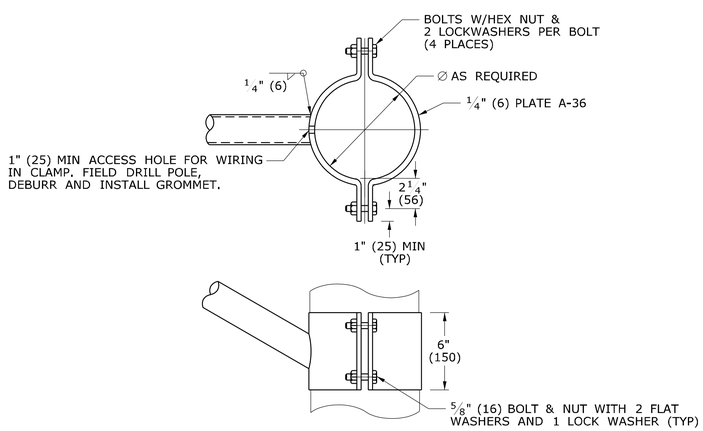
POLE MOUNT CAMERA EXTENSION BRACKET, TRUSS



POLE MOUNT CAMERA EXTENSION BRACKET, SINGLE ARM



MAST ARM MOUNT CAMERA EXTENSION BRACKET



ARM CLAMP DETAIL

LEGEND AS SHOWN ON TRAFFIC CONTROL SIGNAL PLAN:
- MICROWAVE DETECTOR
- VIDS CAMERA ON EXTENSION BRACKET

REV.	DATE	REVISION DESCRIPTION
-		

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

Plotted Date: 9/11/2009

NOT TO SCALE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: CTDOT_TRAFFIC_STD.dgn Model: TR-1111_02

SUBMITTED BY: NAME/DATE/TIME:
Tracy L. Fogarty
2009.09.15 08:12:11 -04'00'

APPROVED BY: NAME/DATE/TIME:
John F. Carey
2009.09.16 08:25:37 -04'00'

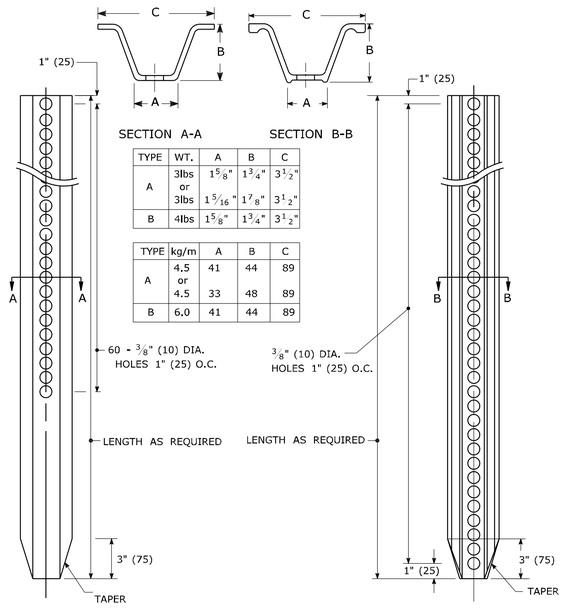
CTDOT STANDARD SHEET

OFFICE OF ENGINEERING

STANDARD SHEET TITLE:
VEHICLE DETECTION SYSTEMS

STANDARD SHEET NO.:
TR-1111_02

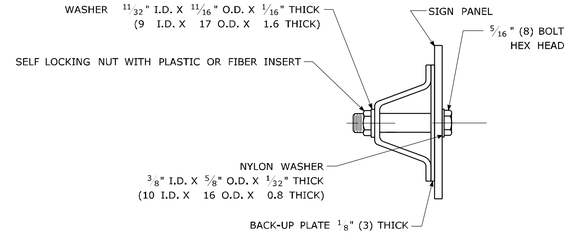
TYPICAL METAL SIGN POSTS



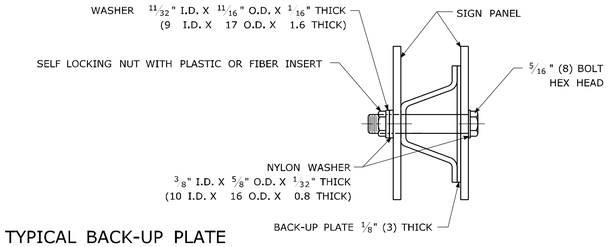
TYPE	WT.	A	B	C
A	3lbs or 3lbs	1 5/8"	1 3/4"	3 1/2"
		1 5/16"	1 7/8"	3 1/2"
B	4lbs	1 5/8"	1 3/4"	3 1/2"

TYPE	kg/m	A	B	C
A	4.5 or 4.5	41	44	89
		33	48	89
B	6.0	41	44	89

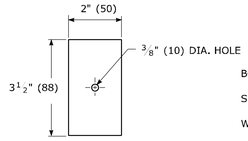
TYPICAL SIGN PANEL ATTACHMENT



TYPICAL BACK TO BACK SIGN PANEL ATTACHMENT



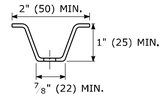
TYPICAL BACK-UP PLATE



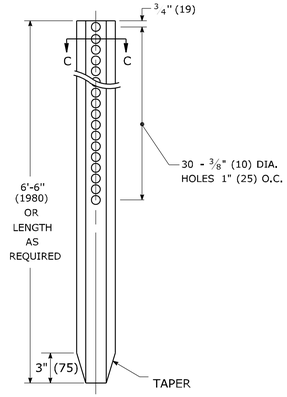
BOLTS - STAINLESS STEEL CONFORMING TO ASTM F593, ALLOY GROUP 1 OR 2 (ALLOY TYPES 304 OR 316).
SELF LOCKING NUTS - STAINLESS STEEL CONFORMING TO ASTM F594, ALLOY GROUP 1 OR 2 (ALLOY TYPES 304 OR 316).
WASHERS - STAINLESS STEEL CONFORMING TO ASTM A240, (ALLOY TYPES 304 OR 316).

METAL DELINEATOR POST

WT./FT. = 1.12 LBS. MIN.
(MASS/m = 1.67 kg/m MIN.)



SECTION C-C



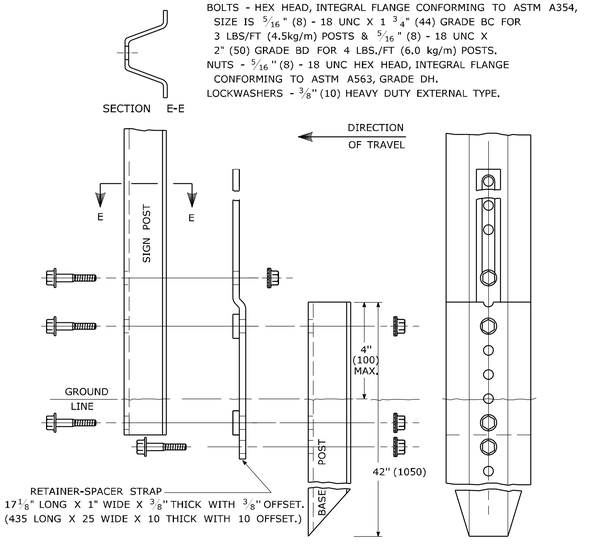
GENERAL NOTES:

1. STEEL FOR DELINEATOR POSTS SHALL BE ASTM A36/A36(m) STEEL. STEEL FOR ALL OTHER POSTS SHALL CONFORM TO THE MECHANICAL REQUIREMENTS OF ASTM A 499 GRADE 60 AND TO THE CHEMICAL REQUIREMENTS OF ASTM A1 CARBON STEEL TEE RAIL HAVING NOMINAL WEIGHT (MASS) OF 91lbs. (45 kg.) OR GREATER PER LINEAR YARD (METER).
2. AFTER FABRICATION, ALL STEEL POSTS, STRAPS AND PLATES SHALL BE GALVANIZED TO MEET THE REQUIREMENTS OF ASTM A123/A123(m).
3. WASHERS FOR BREAKAWAY INSTALLATIONS SHALL MEET ASTM F436, TYPE 1.
4. ALL BOLTS, NUTS, AND WASHERS FOR BREAKAWAY INSTALLATIONS SHALL BE GALVANIZED TO MEET THE REQUIREMENTS OF ASTM A153/A153(m).
5. ALL SIGN POSTS SHALL HAVE BREAKAWAY FEATURES THAT MEET AASHTO REQUIREMENTS CONTAINED IN THE CURRENT "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS." THE BREAKAWAY FEATURES SHALL BE STRUCTURALLY ADEQUATE TO CARRY THE SIGNS SHOWN IN THE PLANS AT 60 mph (97 km/h) WIND LOADINGS. INSTALLATIONS SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.
6. TYPE A POSTS - 3 lbs/ft (4.5 kg/m) TYPE B POSTS - 4 lbs/ft (6 kg/m).

BREAKAWAY TYPE I INSTALLATION

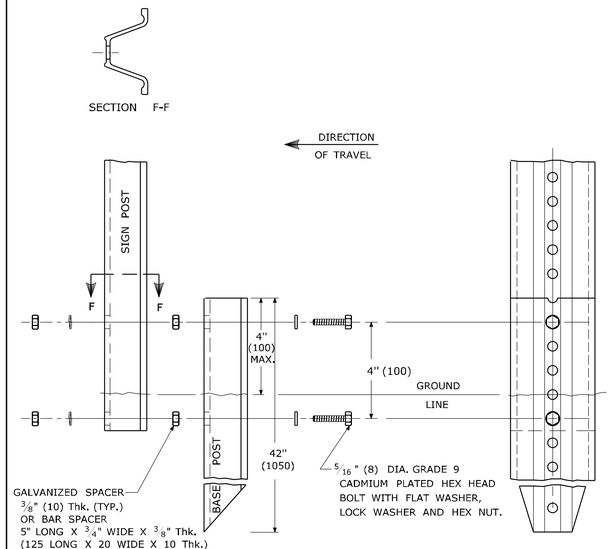
FOR 3 & 4 LB. POSTS
(FOR 4.5 & 6.0 kg/m POSTS)

BOLTS - HEX HEAD, INTEGRAL FLANGE CONFORMING TO ASTM A354, SIZE IS 5/16" (8) - 18 UNC X 1 3/4" (44) GRADE BC FOR 3 LBS/FT (4.5kg/m) POSTS & 5/16" (8) - 18 UNC X 2" (50) GRADE BD FOR 4 LBS./FT (6.0 kg/m) POSTS.
NUTS - 5/16" (8) - 18 UNC HEX HEAD, INTEGRAL FLANGE CONFORMING TO ASTM A563, GRADE DH.
LOCKWASHERS - 3/8" (10) HEAVY DUTY EXTERNAL TYPE.

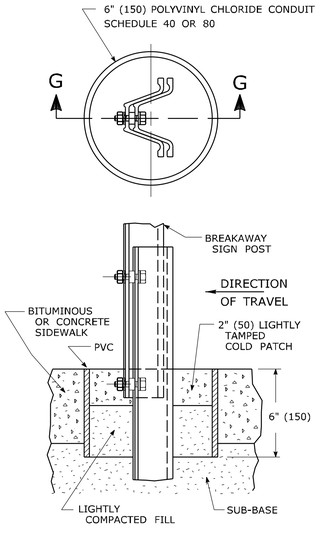


BREAKAWAY TYPE II INSTALLATION

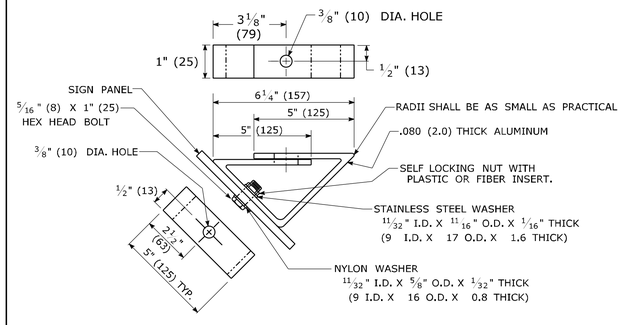
FOR 3 & 4 LB. POSTS
(FOR 4.5 & 6.0 kg/m POSTS)



TYPICAL SLEEVE FOR PAVED AREAS



45° SUBMOUNTING BRACKET



REV.	DATE	REVISION DESCRIPTION
1	2-2011	MINOR REVISIONS.

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

Plotted Date: 3/22/2011

DIMENSIONS ARE IN ENGLISH (") & METRIC UNITS (mm). METRIC DIMENSIONS ARE ROUNDED:
- OVER 1" TO NEAREST 5 mm
- UNDER 1" TO NEAREST 1 mm.

NOT TO SCALE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: CTDOT_TRAFFIC_STD.dgn Model: TR-1208_02

SUBMITTED BY:	NAME/DATE/TIME:
	Charles S. Harlow 2011.03.22 13:20:01 -04'00'
	Joseph C. Cancelliere 2011.03.24 08:24:54 -04'00'
APPROVED BY:	NAME/DATE/TIME:
	John F. Carey 2011.03.24 09:53:08 -04'00'

CTDOT STANDARD SHEET

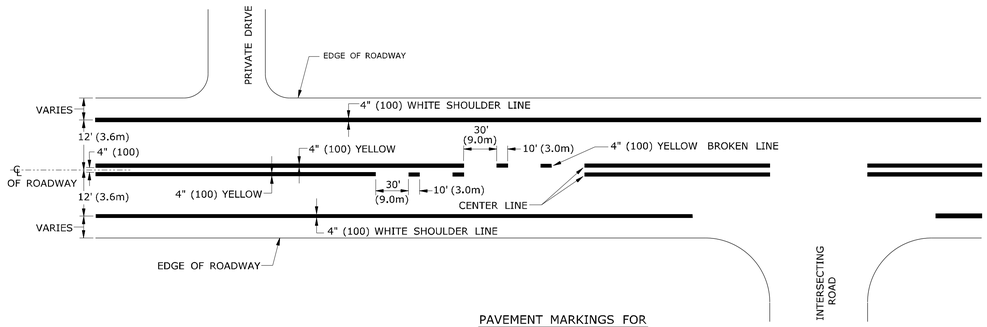
OFFICE OF ENGINEERING

STANDARD SHEET TITLE:

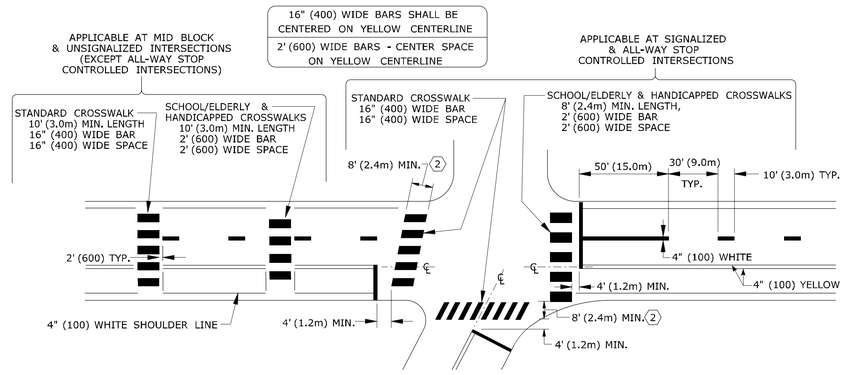
METAL SIGN POSTS AND SIGN MOUNTING DETAILS

STANDARD SHEET NO.:

TR-1208_02



PAVEMENT MARKINGS FOR
CENTERLINE AND SHOULDER LINE



PAVEMENT MARKINGS FOR
STOP BARS AND CROSSWALKS

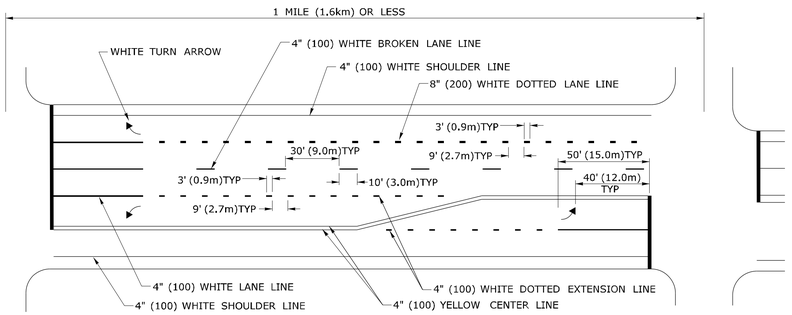
NOTES:

STOP-BARS

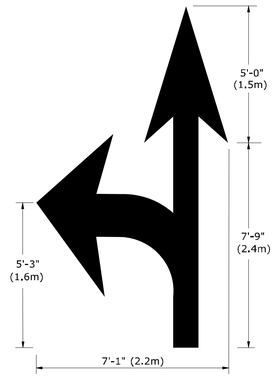
1. STOP BARS SHALL BE WHITE.
2. STOP BARS SHALL BE 12" (300) MIN. UNLESS OTHERWISE NOTED ON PLANS.
3. STOP BARS TO BE MARKED A MINIMUM OF 4' (1.2m) IN ADVANCE OF NEAREST EDGE OF CROSSWALK.
4. IN ABSENCE OF MARKED CROSSWALK THE STOP BAR SHALL BE PLACED AT THE DESIRED STOPPING POINT. NO MORE THAN 30' (9.0m) LESS THAN 5' (1.5m) FROM THE NEAREST EDGE OF THE INTERSECTING ROADWAY AND 90° TO THE CENTERLINE OF ROADWAY.
5. THE STOP BAR SHALL ORDINARILY BE PLACED IN LINE WITH THE STOP SIGN. HOWEVER, IF THE STOP SIGN CANNOT BE LOCATED EXACTLY WHERE VEHICLES ARE EXPECTED TO STOP, THE STOP BAR SHOULD BE PLACED AT THE STOPPING POINT.
6. STOP BARS AND CENTERLINE (WHEN SIDE STREET WIDTHS ARE 16' (4.8m) OR MORE) ARE TO BE MARKED ON SIDE STREETS WITHIN THE LIMITS OF CONSTRUCTION UNLESS, OTHERWISE INDICATED, OR AS DIRECTED BY THE ENGINEER.

CROSSWALKS

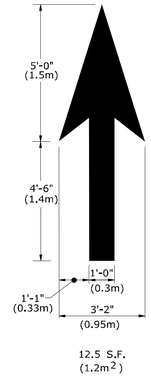
1. CROSSWALK MARKINGS SHALL BE WHITE.
2. (2) AT LOCATIONS WHERE THE CROSSWALK IS SKEWED, BARS TO BE PARALLEL TO ℄ AND ENDS OF BARS TO BE PARALLEL. THE LENGTH OF THE BARS WILL VARY DEPENDING ON THE ANGLE OF SKEW.
3. SCRAMBLE WALKS TO BE MARKED WITH ONE 24" WIDE LINE ACROSS EACH APPROACH.
4. BARS SHALL NORMALLY BE NO CLOSER THAN 2' FROM CURB LINE/EDGE OF ROAD. WHERE EXCESS SPACE MAY DEVELOP THIS DISTANCE MAY BE DECREASED TO 1'.
5. ONLY FULL LENGTH BARS ARE TO BE INSTALLED AT CORNERS.



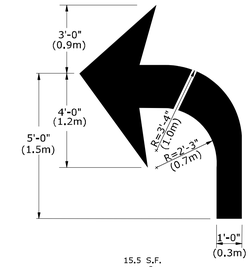
PAVEMENT MARKINGS FOR
TURNING LANES



REFER TO ADJACENT VIEWS FOR DIMENSIONING
27.0 S.F.
(2.5m^2)



12.5 S.F.
(1.2m^2)



15.5 S.F.
(1.4m^2)

27.0 S.F.
(2.5m^2)
LEFT & RIGHT
ARROW COMBO

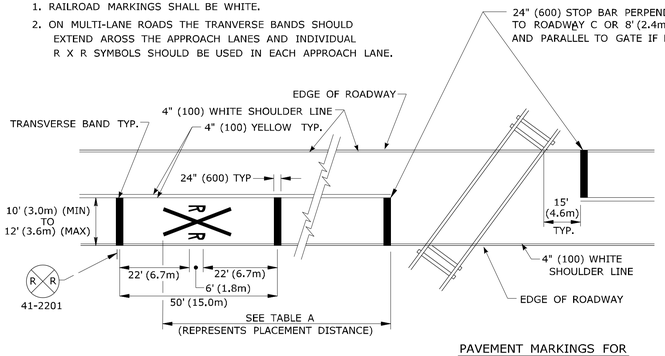
38.5 S.F.
(3.6m^2)
3 WAY ARROW
COMBO

PAVEMENT ARROW DETAILS
(WHITE)
ARROWS SHALL BE CENTERED IN TRAVEL LANE

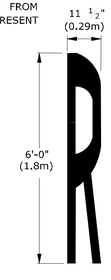
NOTES:

RAILROAD GRADE CROSSINGS

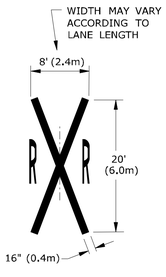
1. RAILROAD MARKINGS SHALL BE WHITE.
2. ON MULTI-LANE ROADS THE TRANVERSE BANDS SHOULD EXTEND AROSS THE APPROACH LANES AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE.



PAVEMENT MARKINGS FOR
RAILROAD GRADE CROSSINGS



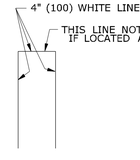
5.75 S.F.
(0.6m^2)



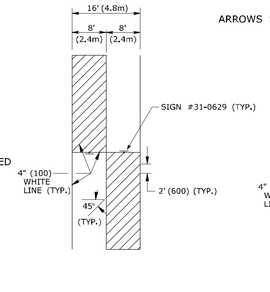
67.5 S.F.
(6.3m^2)

TABLE A	
POSTED OR 85 PERCENTILE SPEED M.P.H.	DISTANCE FT. (m)
20	*
25	*
30	100 (30)
35	150 (46)
40	225 (69)
45	300 (91)
50	375 (114)
55	450 (137)
60	550 (168)
65	650 (198)

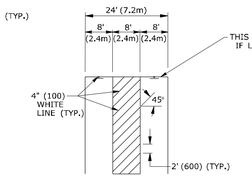
* NO SUGGESTED MINIMUM DISTANCE, AT THESE SPEEDS, SIGN LOCATION DEPENDS ON PHYSICAL CONDITIONS AT SITE, HOWEVER SHOULD NOT BE LESS THAN 50' (15m).



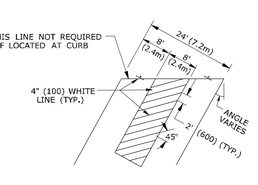
STANDARD
PARKING STALL



(PIGGY BACK STYLE)



(SIDE BY SIDE STYLE)
(SHARED AISLE)



(ANGLED SIDE BY SIDE STYLE)
(SHARED AISLE)

PARKING STALLS FOR HANDICAPPED

NOTES:

PAVEMENT MARKING

1. FOR PAVEMENT MARKINGS ON A CLIMBING LANE SEE DETAIL "L" ON TRAFFIC STANDARD SHEET TR-1210_02 "PAVEMENT MARKINGS FOR DIVIDED HIGHWAYS".
2. AREA OF PAVEMENT MARKINGS AS INDICATED IS APPROXIMATE.
3. EXIT RAMP PAVEMENT ARROW SHOULD BE BETWEEN THE GORE AND THE FIRST SET OF WRONG WAY SIGNS. THE EXACT LOCATION TO BE DETERMINED BY THE ENGINEER FOR THE OPTIMUM VISIBILITY (CONSIDER RAMP CURVATURE AND PROFILE).
4. EXIT RAMP PAVEMENT ARROW TO BE OMITTED IF LANE USE CONTROLS ARE USED, UNLESS OTHERWISE SPECIFIED.
5. RIGHT TURN PAVEMENT MARKINGS ARROWS ARE MIRROR IMAGE OF LEFT TURN PAVEMENT MARKING ARROWS.
6. SHARED AISLES MAY NOT BE USED WHERE CONNECTICUT BUILDING CODE GOVERNS

REV.	DATE	REVISION DESCRIPTION
1	2-2011	ADDED PAVEMENT MARKINGS FOR TURNING LANES.

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

Plotted Date: 2/16/2011

DIMENSIONS ARE IN ENGLISH (") & METRIC UNITS (mm).
METRIC DIMENSIONS ARE ROUNDED:
- OVER 1" TO NEAREST 5 mm
- UNDER 1" TO NEAREST 1 mm.

NOT TO SCALE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: CTDOT_TRAFFIC_STD.dgn Model: TR-1210_03

SUBMITTED BY:	NAME/DATE/TIME:
Charles S. Harlow	Charles S. Harlow 2011.02.22 11:13:16 -05'00'
APPROVED BY:	NAME/DATE/TIME:
John F. Carey	John F. Carey 2011.03.02 09:22:26 -05'00'

CTDOT
STANDARD SHEET

OFFICE OF ENGINEERING

STANDARD SHEET TITLE:
SPECIAL DETAILS AND PAVEMENT MARKINGS FOR TWO-WAY HIGHWAYS

STANDARD SHEET NO.:
TR-1210_03

E5 - SERIES

E5-1

COPY & BORDER - WHITE
BACKGROUND - GREEN

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	16.0	48	51-6147	2

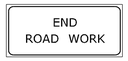
16 - SERIES

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
16-M	5.0	30X24	80-1613	1
16-H	17.5	60X42	80-1608	2
16-E	35.0	84X60	80-1605	2

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
16-S	10.0	48X30	80-1619	2

G20 - SERIES

G20-2a



	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	8.0	48X24	80-9612	2

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	9.0	36	80-9711	1
	16.0	48	80-9712	2

VARIABLE MILEAGE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	7.0	72X14	80-9720	

VARIABLE ARROW
COPY & BORDER - WHITE
BACKGROUND - BLUE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	9.0	36	50-5934	1

VARIABLE MILEAGE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	90.0	120X108	80-9728	

M4 - SERIES

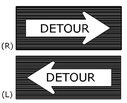
M4-8

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	2.0	24X12	80-9707	1

M4-8a

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	3.0	24X18	80-9708	1

M4-10



	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	6.0	48X18	80-9701R	2
	6.0	48X18	80-9702L	2

VARIABLE ARROW

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	5.0	30X24	80-9710	2

M4-9b

VARIABLE ARROW

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	5.0	30X24	80-9703	1

M4-9b

VARIABLE ARROW

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	6.25	30X24	80-9706	1

R1 - SERIES

R1-1

*
COPY & BORDER - WHITE
BACKGROUND - RED

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	5.19	30	31-0552	1
	13.30	48	31-0557	2

R1-2

*
COPY & BORDER - RED
BACKGROUND - WHITE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	3.90	36	31-0523	1
	10.83	60	31-0528	2

R4 - SERIES

R4-7

COPY & BORDER - BLACK
BACKGROUND - WHITE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	5.0	24X30	31-1526	1

R9 & R11 - SERIES

R9-9

COPY & BORDER - BLACK
BACKGROUND - WHITE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	3.75	30X18	80-9076	1

R9-11

VARIABLE ARROW
COPY & BORDER - BLACK
BACKGROUND - WHITE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	2.0	24X12	80-9074	1

R9-11a

VARIABLE ARROW
COPY & BORDER - BLACK
BACKGROUND - WHITE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	2.0	24X12	80-9075	1

R11-2

COPY & BORDER - BLACK
BACKGROUND - WHITE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	10.0	48X30	80-9080	2

R11-3a

VARIABLE MILEAGE
COPY & BORDER - BLACK
BACKGROUND - WHITE

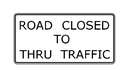
	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	12.5	60X30	80-9077	2

R11-3b

VARIABLE MILEAGE
COPY & BORDER - BLACK
BACKGROUND - WHITE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	12.5	60X30	80-9078	2

R11-3b



COPY & BORDER - BLACK
BACKGROUND - WHITE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	12.5	60X30	80-9081	2

R11-3b

COPY & BORDER - BLACK
BACKGROUND - ORANGE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	14.0	48X42	31-1906	2
	22.5	60X54	31-1907	2
	30.0	72X60	31-1908	2

W1 - SERIES

W1-4

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	9.0	36	80-9432L	1
	9.0	36	80-9431R	1
	16.0	48	80-9452L	2
	16.0	48	80-9451R	2

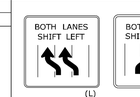
W1-6

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	4.5	36X18	80-9422	1
	8.0	48X24	80-9424	2

W1-8

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	1.5	12X18	80-9402	1
	5.0	24X30	80-9403	1
	7.5	30X36	80-9404	1

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	16.0	48	80-9433L	2
	16.0	48	80-9435R	2



	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	16.0	48	80-9434L	2
	16.0	48	80-9436R	2

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	25.0	60	80-9443L	2
	25.0	60	80-9445R	2

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	25.0	60	80-9444L	2
	25.0	60	80-9446R	2

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	25.0	60	80-9483L	2
	25.0	60	80-9485R	2

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	25.0	60	80-9484L	2
	25.0	60	80-9486R	2

W3 - SERIES

W3-1

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	9.0	36	80-9808	1

W3-1a

OCTAGON - RED W/ WHITE BORDER
ARROW & BORDER - BLACK
BACKGROUND - ORANGE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	9.0	36	80-9050	1
	16.0	48	80-9051	2

W3-2a

TRIANGLE - RED W/ WHITE BORDER
ARROW & BORDER - BLACK
BACKGROUND - ORANGE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	9.0	36	80-9054	1
	16.0	48	80-9055	2

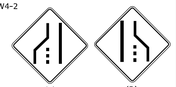
W3-3

TOP CIRCLE - RED
MIDDLE CIRCLE - YELLOW
BOTTOM CIRCLE - GREEN
COPY & BORDER - BLACK
BACKGROUND - ORANGE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	9.0	36	80-9052	1
	16.0	48	80-9053	2

W4-W6 - SERIES

W4-2



	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	16.0	48	80-9918L	2
	16.0	48	80-9917R	2

W6-3

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	16.0	48	80-9945	2

W8-W9 - SERIES

W8-1

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	9.0	36	80-9901	1
	16.0	48	80-9902	2

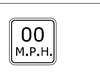
	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	9.0	36	80-9801	1
	16.0	48	80-9802	2

W9-2

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	16.0	48	80-9910L	2
	16.0	48	80-9911R	2

W13 - SERIES

W13-1



SUBPLATE
VARIABLE SPEED

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	2.25	18	80-9568	1
	4.0	24	80-9569	1

VARIABLE SPEED

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	9.0	36	80-9506	1
	16.0	48	80-9508	2

VARIABLE SPEED

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	12.0	72X24	80-9519	2

W20 - SERIES

W20-1

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	6.25	30	80-9602	1
	9.0	36	80-9603	1
	16.0	48	80-9604	2

W20-1

VARIABLE DISTANCE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	9.0	36	80-9614	1
	16.0	48	80-9615	2

W20-2

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	9.0	36	80-9805	1
	16.0	48	80-9806	2

W20-4

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	9.0	36	80-9834	1
	16.0	48	80-9835	2

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
(L)	16.0	48	80-9836	2
(R)	16.0	48	80-9839	2

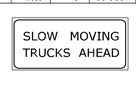
	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
(L)	16.0	48	80-9837	2
(R)	16.0	48	80-9838	2

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
(L)	16.0	48	80-9847	2
(R)	16.0	48	80-9848	2

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
(L)	16.0	48	80-9846	2
(R)	16.0	48	80-9849	2

W20-7a

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	9.0	36	80-9803	1
	16.0	48	80-9804	2



	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	32.0	96X48	80-9815	

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	1.66	30X8	80-9829	

W21 - SERIES

W21-6

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	9.0	36	80-9607	1

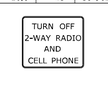
	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	2.0	24X12	80-9912	1

W22 - SERIES

W22-1

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	9.0	36	80-9620	1
	16.0	48	80-9625	2

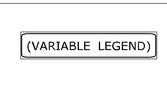
W22-2



	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	10.5	42X36	80-9623	2

W22-3

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	7.5	36X30	80-9622	1
	10.5	42X36	80-9621	2

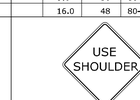


	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	4.17	60X10	80-9913	2
	12.0	96X18	80-9914	2
	3.33	48X10	80-9916	2

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	16.0	48	80-9951	2

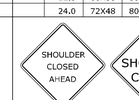
BLANK OR
VARIABLE LEGEND

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	9.0	36	80-9933	1
	16.0	48	80-9934	2



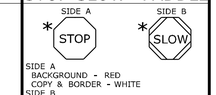
	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	16.0	48	80-9956	2

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	12.5	60X30	80-9928	2
	24.0	72X48	80-9929	2



	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
(1)	16.0	48	80-9957	2
(2)	9.0	36	80-9958	1
(2)	16.0	48	80-9959	2

STOP-SLOW PADDLE



SIDE A
BACKGROUND - RED
COPY & BORDER - WHITE
SIDE B
BACKGROUND - ORANGE
COPY & BORDER - BLACK PLAIN

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	2.51	19	80-9950	PADDLE

COPY & BORDER - BLACK
BACKGROUND - YELLOW

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	2.0	12X24	41-0815	

METRIC CONVERSION CHART
(1" = 25mm)

ENGLISH	METRIC	ENGLISH	METRIC
12"	300	60"	1500
18"	450	66"	1650
24"	600	72"	1800
30"	750	78"	1950
36"	900	84"	2100
42"	1050	90"	2250
48"	1200	96"	2400
54"	1350		

NOTES:

FOR METRIC SEE CONVERSION CHART.
1. R1-SERIES SIGN THE LEGEND "S.T.C." SHALL APPEAR.
2. POSTS - SEE STANDARD SHEET TR-1208_02 - "METAL SIGN POSTS AND SIGN MOUNTING DETAILS".
3. POSTS - TYPE A (EXCEPT WHERE NOTED WITH A "B" FOR TYPE B)
4. ALL POSTS NOTED ARE FOR LONG TERM INSTALLATION. SEE STANDARD SHEET TR-1208_02.
5. FOR TEMPORARY SUPPORTS SEE STANDARD SHEET TR-1220_02 - "CONSTRUCTION SIGN SUPPORTS AND CHANNELIZING DEVICES".
6. FOR SPECIFIC SIGN DESIGN, CONTACT CONN. D.O.T., DIVISION OF TRAFFIC ENGINEERING. FOR BOLT HOLE PATTERN REFER TO FHWA PUBLICATION "STANDARD HIGHWAY SIGNS". SIGNS OF DIFFERENT DIMENSIONS TO BE ERECTED ON THE SAME POSTS, OR SPAN/MAST ARM MOUNTED, MAY REQUIRE SPECIAL BOLT HOLE PATTERNS.
7. ALL CONSTRUCTION SIGNS TO BE PAID FOR UNDER THE CONSTRUCTION SIGNS ITEM IN THE CONTRACT.
8. MATERIALS & COLORS SHALL CONFORM TO STATE SPECIFICATIONS

MATERIALS:
SIGNS AND THEIR PORTABLE SUPPORTS SHALL CONFORM TO THE REQUIREMENTS OF NCHRP REPORT 350 (TL-3). ALUMINUM THICKNESS FOR POST MOUNTED SIGNS SHALL BE .100 EXCEPT SIGN #s. 80-9815, 80-9728, 80-9519, & 51-6147 (L OR R) WHICH SHALL BE .125, PLYWOOD THICKNESS FOR POST MOUNTED SIGNS SHALL BE 1/2 " EXTERIOR GRADE A-C OR BETTER. SIGN BLANKS SHALL HAVE ONE COAT OF PRIMER PAINT PRIOR TO APPLICATION OF RETROREFLECTIVE SHEETING & COPY.

ALL COLORS SHALL BE RETROREFLECTIVE WITH THE EXCEPTION OF BLACK WHICH SHALL BE OPAQUE.

COLORS: (UNLESS OTHERWISE SPECIFIED)
LEGEND - BLACK PLAIN
BACKGROUND - ORANGE RETROREFLECTIVE

* SIGNS TO BE "BRIGHT WIDE ANGLE RETROREFLECTIVE SHEETING.

REV.	DATE	REVISION DESCRIPTION
3	4-2012	REVISED NEW SIGNAL SIGN(S) TO CONFORM TO 2009 MUTCD.
2	2-2011	MINOR REVISIONS.
1	3-2010	REMOVED OBSOLETE SIGNS (50-5925, 50-5935).

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

Plotted Date: 4/28/2012

DIMENSIONS ARE IN ENGLISH (") & METRIC UNITS (mm).
METRIC DIMENSIONS ARE ROUNDED:
- OVER 1" TO NEAREST 5 mm
- UNDER 1" TO NEAREST 1 mm.

NOT TO SCALE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: CTDOT_TRAFFIC_STD.dgn Model: TR-1220_01

SUBMITTED BY: NAME/DATE/TIME:
Charles S. Harlow
2012.05.01 15:05:28-04'00'

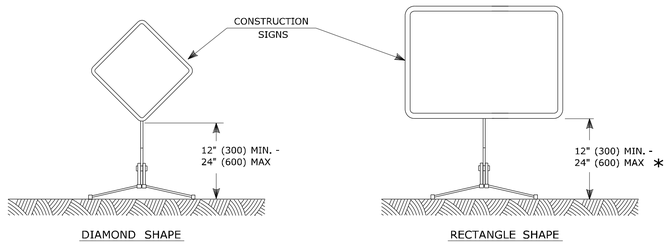
APPROVED BY: NAME/DATE/TIME:
Timothy M. Wilson
2012.05.09 10:28:00-04'00'

CTDOT STANDARD SHEET

OFFICE OF ENGINEERING

STANDARD SHEET TITLE:
SIGNS FOR CONSTRUCTION AND PERMIT OPERATIONS

STANDARD SHEET NO.:
TR-1220_01

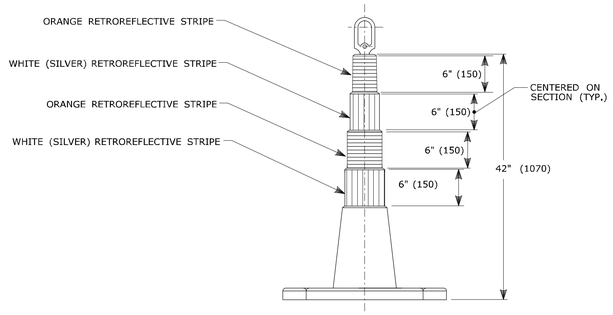


CONSTRUCTION SIGNS

NOTES FOR PORTABLE SIGN SUPPORTS:

1. SIGNS AND THEIR PORTABLE SUPPORTS SHALL CONFORM TO THE REQUIREMENTS OF NCHRP REPORT 350 (TL-3) AND THE LATEST EDITION OF THE MUTCD.
2. MOUNTING HEIGHT OF SIGNS SHALL BE A MINIMUM OF 12" (300) AND A MAXIMUM OF 24" (600). SIGNS SHALL BE MOUNTED HIGHER AS NEEDED TO MEET FIELD CONDITIONS OR AS DIRECTED BY THE ENGINEER.
3. THE ENGINEER RESERVES THE RIGHT TO REJECT ANY SUPPORT DEEMED UNSUITABLE FOR THE PURPOSE INTENDED.
4. PORTABLE SIGN SUPPORTS SHALL BE STABILIZED IN A MANNER THAT WILL NOT AFFECT THEIR COMPLIANCE WITH NCHRP REPORT 350 (TL-3).

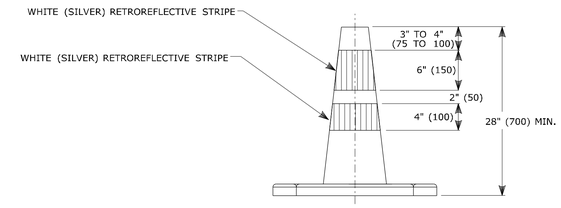
* FOR EXIT SIGNS, USE MIN. 72" (1800).



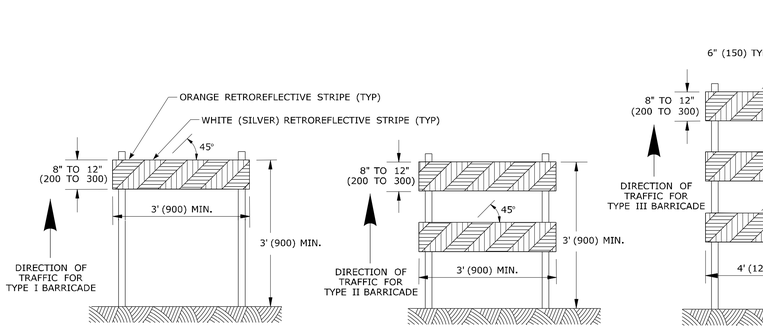
42" (1m) TRAFFIC CONE

NOTES:

1. TRAFFIC CONES SHALL CONFORM TO THE REQUIREMENTS OF NCHRP REPORT 350 (TL-3) AND THE LATEST EDITION OF THE MUTCD.
2. IF RUBBER CONES ARE USED, THEY SHALL HAVE INTERIOR RIBS FOR RIGIDITY.
3. IF PLASTIC CONES ARE USED, THEY SHALL BE COLOR IMPREGNATED.
4. THE ENGINEER RESERVES THE RIGHT TO REJECT ANY CONE DEEMED UNSUITABLE FOR THE PURPOSE INTENDED.



TRAFFIC CONE



TYPE I BARRICADE

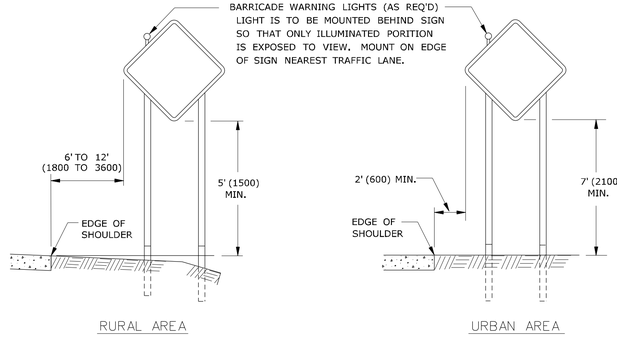
TYPE II BARRICADE

TYPE III BARRICADE

CONSTRUCTION BARRICADES

NOTES:

1. CONSTRUCTION BARRICADES SHALL CONFORM TO THE REQUIREMENTS OF NCHRP REPORT 350 (TL-3) AND THE LATEST EDITION OF THE MUTCD.
2. MARKINGS FOR BARRICADE RAILS SHALL BE ALTERNATE ORANGE AND WHITE STRIPES SLOPING DOWNWARD IN THE DIRECTION TRAFFIC IS TO PASS. 6" (150) WIDE STRIPES SHALL BE USED.
3. THE ENTIRE AREA OF ORANGE AND WHITE STRIPES SHALL BE RETROREFLECTIVE SHEETING AS REQUIRED IN THE SPECIFICATIONS. RAILS FOR TYPE I AND TYPE II BARRICADES SHALL BE RETROREFLECTIVE ON BOTH SIDES. WHERE TRAFFIC PASSES ONLY IN ONE DIRECTION OF TRAVEL, ONLY THE SIDE FACING TRAFFIC SHALL BE RETROREFLECTIVE.
4. THE ENGINEER RESERVES THE RIGHT TO REJECT ANY BARRICADE DEEMED UNSUITABLE FOR THE PURPOSE INTENDED.
5. CORNERS OF BARRICADE RAILS SHALL BE ROUNDED.
6. SIGNS MAY ONLY BE INSTALLED ON TYPE III BARRICADES AND SHALL BE PLACED SO AS TO COVER NO MORE THAN ONE BARRICADE RAIL.

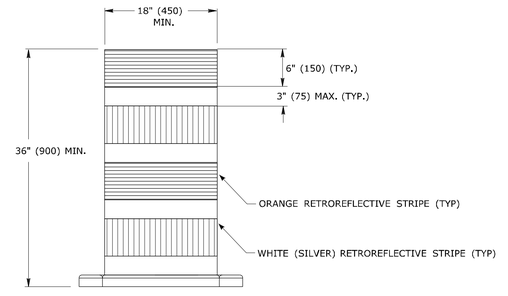


PLACEMENT OF CONSTRUCTION SIGNS TYPICAL LONG TERM INSTALLATION

NOTES:

SUPPORTS SHALL BE METAL SIGN POSTS AND HAVE BREAK-AWAY FEATURES.

SEE TYPICAL SHEETS:
"TYPICAL SIGN SUPPORT AND SIGN PLACEMENT DETAILS-GORE EXIT SIGN"
"TYPICAL METAL SIGN POSTS AND SIGN MOUNTING DETAILS"



TRAFFIC DRUM FRONT VIEW

NOTES:

1. TRAFFIC DRUM SHALL CONFORM TO THE REQUIREMENTS OF NCHRP REPORT 350 (TL-3) AND THE LATEST EDITION OF THE MUTCD.
2. THE ENGINEER RESERVES THE RIGHT TO REJECT ANY DRUM DEEMED UNSUITABLE FOR THE PURPOSE INTENDED.
3. THE ENTIRE AREA OF ORANGE AND WHITE STRIPES SHALL BE RETROREFLECTIVE SHEETING AS REQUIRED IN THE SPECIFICATIONS.
4. THE SECTIONS OF DRUMS NOT COVERED WITH RETROREFLECTIVE STRIPES SHALL BE ORANGE.

REV.	DATE	REVISION DESCRIPTION
1	2-2011	MINOR REVISIONS.

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

Plotted Date: 2/16/2011

DIMENSIONS ARE IN ENGLISH (.") & METRIC UNITS (mm). METRIC DIMENSIONS ARE ROUNDED:
- OVER 1" TO NEAREST 5 mm
- UNDER 1" TO NEAREST 1 mm.

NOT TO SCALE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: CTDOT_TRAFFIC_STD.dgn Model: TR-1220_02

	NAME/DATE/TIME:
SUBMITTED BY:	Charles S. Harlow 2011.02.22 11:16:41 -05'00'
APPROVED BY:	John F. Carey 2011.03.02 09:24:06 -05'00'

CTDOT STANDARD SHEET

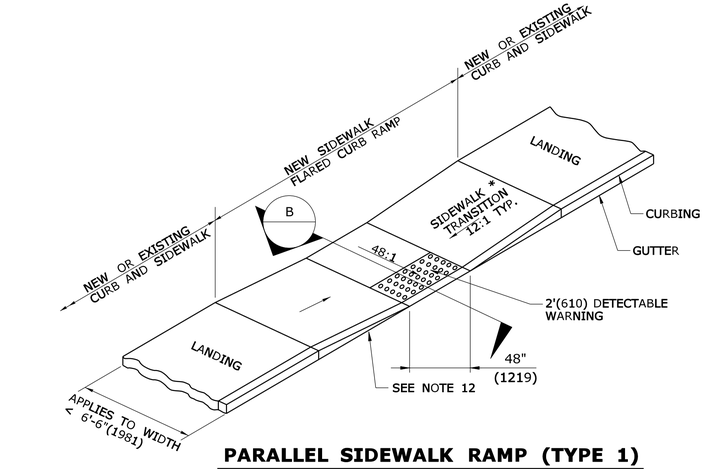
OFFICE OF ENGINEERING

STANDARD SHEET TITLE:

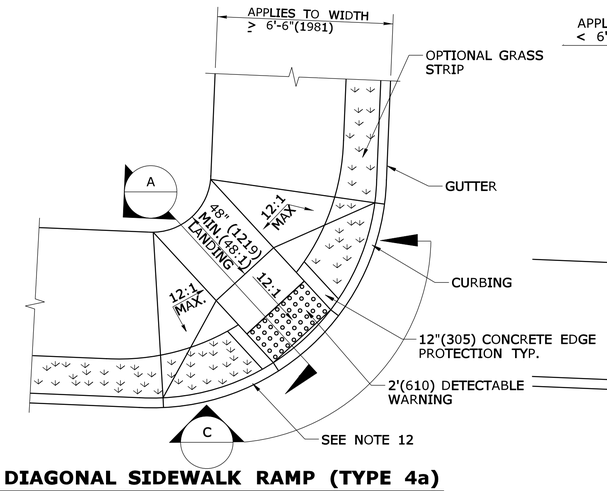
CONSTRUCTION SIGN SUPPORTS AND CHANNELIZING DEVICES

STANDARD SHEET NO.:

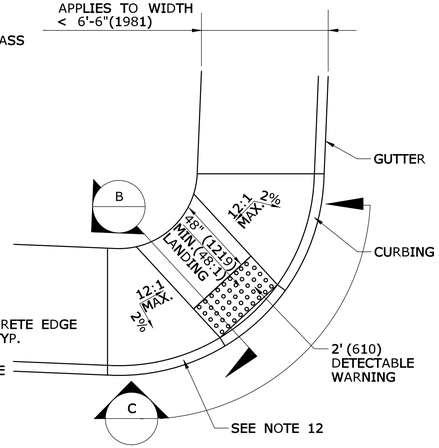
TR-1220_02



PARALLEL SIDEWALK RAMP (TYPE 1)



DIAGONAL SIDEWALK RAMP (TYPE 4a)



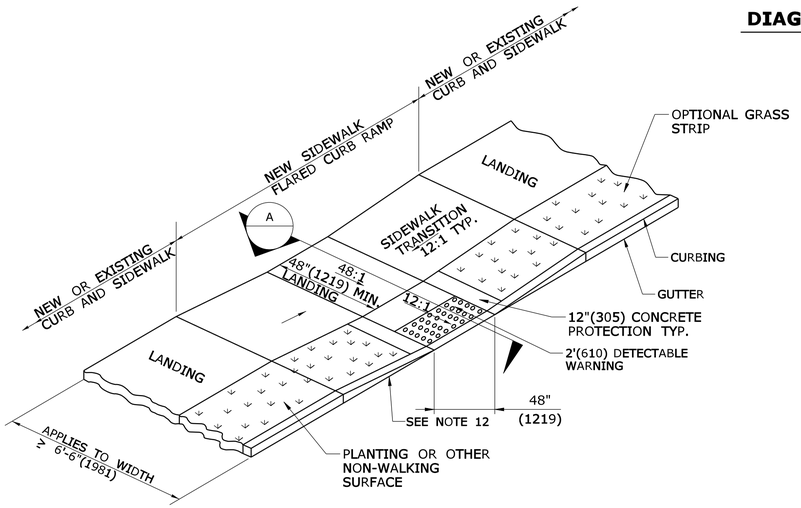
DIAGONAL/PARALLEL SIDEWALK RAMP (TYPE 4b)

GENERAL NOTES:

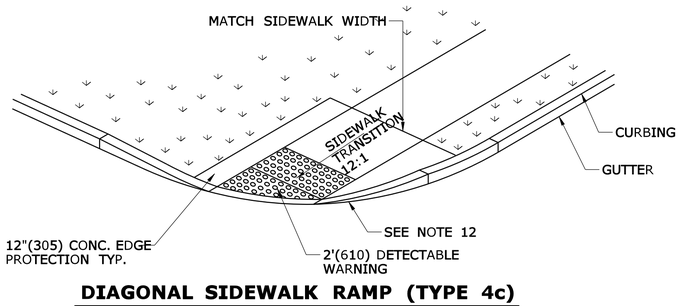
1. MAXIMUM SLOPES OF ADJOINING GUTTERS AND ROAD SURFACES IMMEDIATELY ADJACENT TO THE SIDEWALK RAMP OR ACCESSIBLE ROUTE SHOULD NOT EXCEED 20:1.
2. CARE SHALL BE TAKEN TO ASSURE UNIFORM GRADE ON THE RAMP, FREE OF SAGS AND ABRUPT GRADE CHANGES.
3. ALL RAMPS SHALL BE CONSTRUCTED OF CLASS "C" CONCRETE IN ACCORDANCE WITH CONNECTICUT STANDARD SPECIFICATIONS ARTICLE M.03.01.

*4. SIDEWALK RAMPS SHALL HAVE A COARSE BROOM FINISH TRANSVERSE TO THE SLOPE OF THE RAMP. THE SURFACE ALONG ACCESSIBLE ROUTES SHALL BE STABLE, FIRM AND SLIP RESISTANT IN COMPLIANCE WITH ADAAG SECTION 4.7.

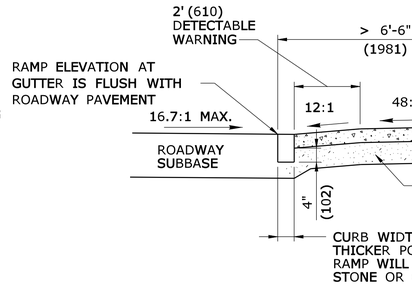
5. DIAGONAL SIDEWALK RAMPS AT MARKED CROSSINGS SHALL BE WHOLLY CONTAINED WITHIN THE MARKINGS, EXCLUDING ANY FLARED SIDES.
6. REMOVAL OF EXISTING SIDEWALK FOR NEW RAMP INSTALLATIONS SHALL BE TO THE NEAREST EXPANSION / CONTRACTION JOINT OR DUMMY JOINT. 12:1 MAY NOT BE ACHIEVABLE DUE TO SIDEWALK GRADE. IN RECOGNITION OF THIS, A MINIMUM LIMIT OF 15' (4.57m) FOR A PARALLEL RAMP SHALL BE USED. REMOVAL SHALL NOT BE FURTHER THAN 2' (610) FROM THE PROPOSED RAMP UNLESS DIRECTED BY THE ENGINEER. SAW CUT REQUIRED FOR DUMMY JOINTS SHALL BE INCLUDED IN THE COST OF "CONCRETE SIDEWALK".
7. EXPANSION JOINTS IN CONCRETE SHALL MATCH THOSE IN ADJACENT SIDEWALKS BUT IN NO CASE SHALL THE SPACING BETWEEN EXPANSION JOINTS EXCEED 12' (3.66m) UNLESS OTHERWISE NOTED.
8. RAISED ISLANDS IN MARKED CROSSINGS SHALL HAVE SIDEWALK RAMPS AT BOTH SIDES AND A LEVEL AREA AT LEAST 4' (1219) LONG BETWEEN THE RAMPS. IF THIS CAN NOT BE ACHIEVED, THE RAISED ISLAND SHALL BE CUT THROUGH LEVEL WITH THE ROADWAY AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
9. SIDEWALK RAMPS SHALL BE CONSTRUCTED AND PAID FOR UNDER THE ITEM "CONCRETE SIDEWALK", INCLUDING CURBING WITHIN THE LIMITS OF THE NEW SIDEWALK RAMP AND DETECTABLE WARNING STRIPS.
10. CURBING WITHIN THE LIMITS OF THE NEW SIDEWALK RAMP SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE REQUIREMENTS OF FORM 816 SECTIONS 8.11 AND 8.13.
11. HANDICAP RAMPS CONFORMING WITH CONNECTICUT GENERAL STATUTES, SEC. 7-118a, SHALL BE INCORPORATED INTO ALL PROPOSED SIDEWALKS AT ALL STREET INTERSECTIONS, AND AT ALL OTHER LOCATIONS WHERE THE GRADE OF THE DRIVEWAY OR OTHER FACILITY TAKES PRECEDENCE OVER THE GRADE OF THE PROPOSED SIDEWALK.
12. TRANSITION TO FULL HEIGHT CURB. INSTALL STONE CURBING IF ADJACENT CURBING IS STONE. INSTALL CONCRETE CURBING IF ADJACENT CURBING IS CONCRETE OR BITUMINOUS.
13. INSTALL THE EDGE OF THE DETECTABLE WARNING STRIP 6" (152) FROM THE EDGE OF ROAD.
14. TO PERMIT WHEELCHAIR WHEELS TO ROLL BETWEEN DOMES, ALIGN DOMES ON A SQUARE GRID IN THE DIRECTION OF PEDESTRIAN TRAVEL.



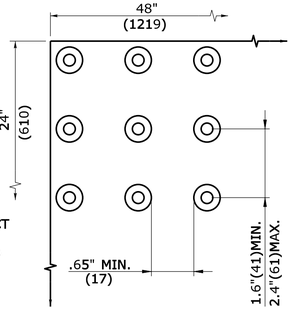
PERPENDICULAR SIDEWALK RAMP (TYPE 2)



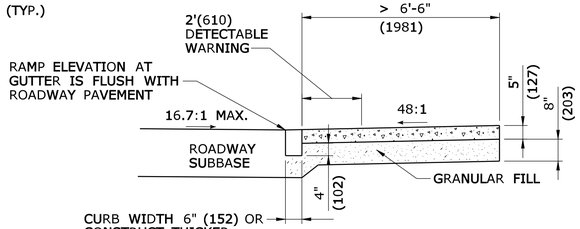
DIAGONAL SIDEWALK RAMP (TYPE 4c)



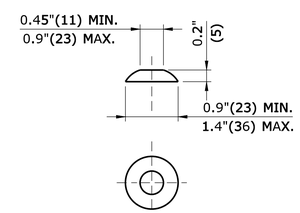
SECTION A



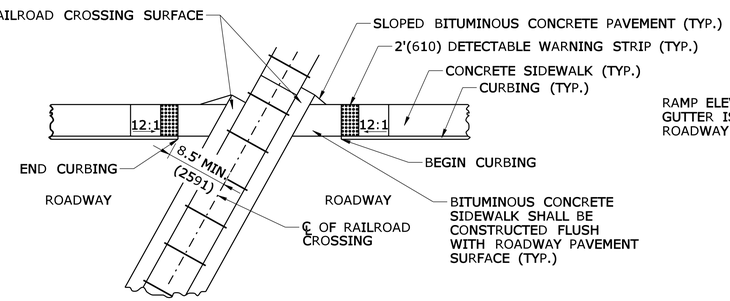
DOME SPACING



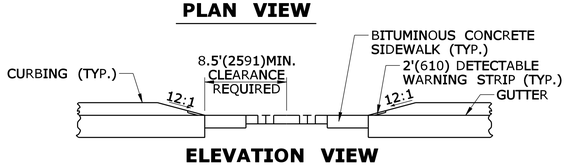
SECTION B



DOME SECTION

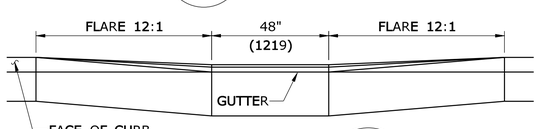


PLAN VIEW



ELEVATION VIEW

DETECTABLE WARNINGS AT RAILROAD CROSSING



SECTION C

ALL METRIC DIMENSIONS ARE IN MILLIMETERS (mm) UNLESS OTHERWISE NOTED

REV.	DATE	REVISION DESCRIPTION
-	-	-
-	-	-
-	-	-
-	-	-
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THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 9/11/2009

NOT TO SCALE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: CTDOT_HIGHWAY_STD.dgn Model: HW-921_02

SUBMITTED BY: NAME/DATE/TIME:

APPROVED BY: NAME/DATE/TIME:

CTDOT STANDARD SHEET

OFFICE OF ENGINEERING

STANDARD SHEET TITLE: SIDEWALK RAMPS

STANDARD SHEET NO.: HW-921_02