

FILE: H:\DWG\Streets\Glastonbury Blvd\PW-1809 Glastonbury Blvd - Pavement Rehab - 2018 Design\Glastonbury Blvd Pavement Rehab-2018-Design.dwg USER: Steven Troy DATE: 2/21/2020

TOWN OF GLASTONBURY

GLASTONBURY BOULEVARD PAVEMENT REHABILITATION

PW-1809

STATE PROJECT L053-0003

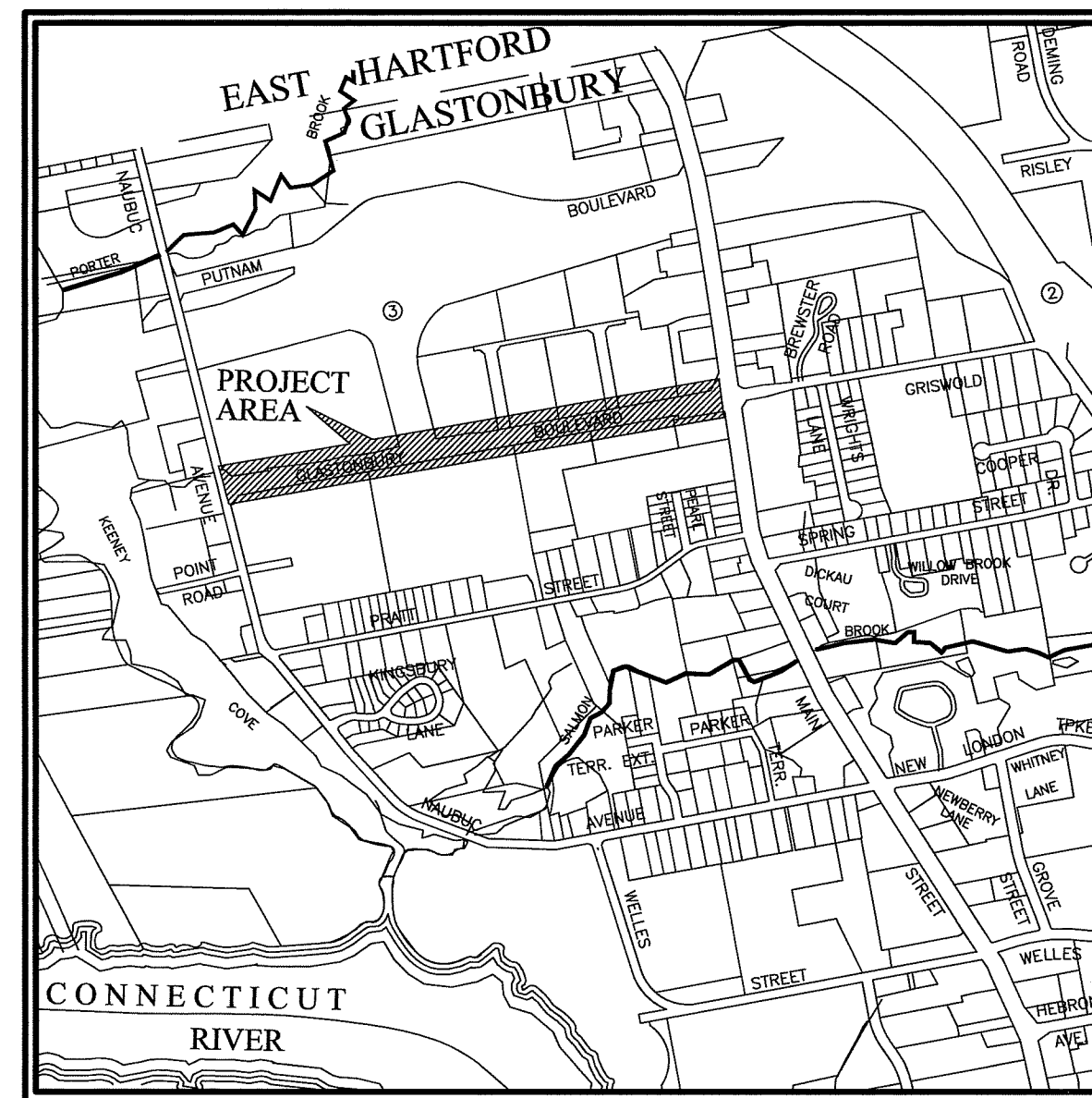
located between

MAIN STREET & NAUBUC AVENUE

GLASTONBURY, CONNECTICUT

SHEET INDEX

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2	DETAIL ESTIMATE SHEET
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15	PAVEMENT MARKING & SIGNING PLAN
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CTDOT STANDARD SHEETS	
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HW-507_03	TYPE "C" "C-L" & DOUBLE GRATE TYPE-II
HW-507_06	TYPE "C" "C-L" PRECAST CONCRETE CB DOUBLE GRATE TYPE-II
HW-507_07	TYPE "C" & "C-L" CATCH BASIN TOPS AND CURBS
HW-507_08	CATCH BASIN FRAMES & GRATES
TR 1000_01	GENERAL CLAUSES
TR 1001_01	TRENCHING & BACKFILL ELECTRIC CONDUIT
TR 1002_01	TRAFFIC CONTROL FOUNDATIONS
TR 1010_01	CONCRETE HANDHOLE
TR 1102_01	PEDESTALS, PEDESTRIAN SIGNALS
TR 1105_01	TRAFFIC SIGNALS AND CABLE ASSIGNMENTS
TR 1107_01	PEDESTRIAN BUSH BUTTONS
TR 1208_01	SIGN PLACEMENT AND RETRO REFLECTIVE STRIP DETAILS
TR 1208_02	METAL SIGN POSTS & SIGN MOUNTING DETAILS
TR 1210_04	PAVEMENT MARKINGS LINES AND SYMBOLS
TR 1210_08	PAVEMENT MARKINGS FOR NON FREEWAYS
TR 1220_01	SIGNS FOR CONSTRUCTION AND PERMIT OPERATIONS
TR 1220_02	CONSTRUCTION SIGN SUPPORTS AND CHANNELIZING DEVICES



LOCATION MAP

SCALE: 1"=1000'

FEBRUARY 2020

ISSUED FOR CONSTRUCTION

RICHARD J. JOHNSON
TOWN MANAGER

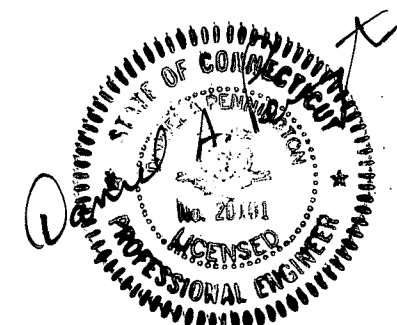
DANIEL A. PENNINGTON
MANAGER OF PHYSICAL SERVICES/TOWN ENGINEER

GENERAL NOTES:

- THESE PLANS HAVE BEEN PREPARED BY THE TOWN GLASTONBURY ENGINEERING DIVISION.
- ALL WORK UNDER THIS CONTRACT IS TO BE COVERED BY AND IN CONFORMITY WITH THE STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROADS, BRIDGES, FACILITIES AND INCIDENTAL CONSTRUCTION, FORM 817, 2016 INCLUDING SUPPLEMENT DATED JULY 2018 GOVERN.
- DESIGN CLASSIFICATION FOR GLASTONBURY BOULEVARD: ARTERIAL
- PROJECT OWNER IS THE TOWN OF GLASTONBURY. ALL FUTURE MAINTENANCE AFTER CONSTRUCTION SHALL BE THE RESPONSIBILITY OF THE TOWN OF GLASTONBURY.
- PROJECT AREA IS ZONED PLANNED AREA DEVELOPMENT AND PLANNED BUSINESS/DEVELOPMENT.
- THE LOCATION OF UNDERGROUND UTILITIES DEPICTED HEREIN ARE BASED ON INFORMATION PROVIDED BY OTHERS AND SHOULD BE CONSIDERED APPROXIMATE. THE ACTUAL LOCATIONS MAY VARY FROM THAT INDICATED ON THE PLANS AND ALL UNDERGROUND UTILITIES MAY NOT BE SHOWN. CONTRACTOR SHALL CONTACT CALL BEFORE YOU DIG TO VERIFY THE LOCATION OF ALL UNDERGROUND UTILITIES AND RESOLVE CONFLICTS PRIOR TO STARTING CONSTRUCTION.
- TOPOGRAPHY DEPICTED ON THE PLANS IS BASED ON ACTUAL FIELD SURVEY CONDUCTED BY THE TOWN OF GLASTONBURY IN SEPTEMBER, 2018. HORIZONTAL COORDINATES ARE BASED ON NAD83, VERTICAL DATUM IS NGVD88.

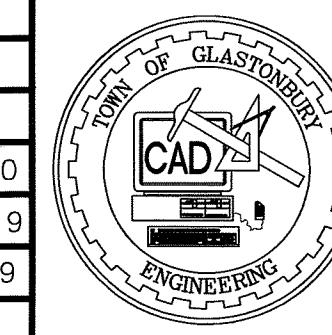
ALL UTILITY INFORMATION AND DATA SHOWN OR INDICATED IN THE CONTRACT DOCUMENTS ARE COMPILED FROM MAPS AND DATA FURNISHED BY OTHERS. ANY SUCH INFORMATION SHOULD NOT BE CONSTRUED AS ACCURATE OR COMPLETE AND THE CONTRACTOR SHALL VERIFY ALL LOCATIONS PRIOR TO CONSTRUCTION.

MANUAL REVISIONS TO THIS DOCUMENT ARE PROHIBITED.
ALL REVISIONS MUST BE PERFORMED ON CADD FILE:
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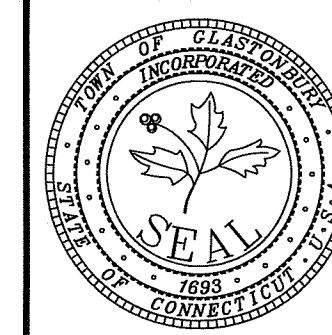
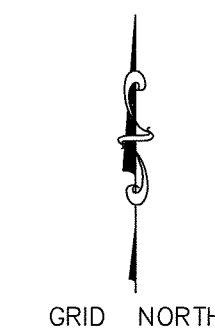


PW-1809

DRAWING ISSUE STATUS	
NO.	DESCRIPTION
3	ISSUED FOR CONSTRUCTION 2/21/2020
2	100% SUBMISSION 10/21/2019
1	90% SUBMISSION 6/10/2019



SCALE: AS SHOWN	DATE:
DRAWN BY: C.F.S.	5/2019
CHECKED BY: S.M.B.	6/10/2019
APPROVED BY: D.A.P.	6/10/2019
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.	

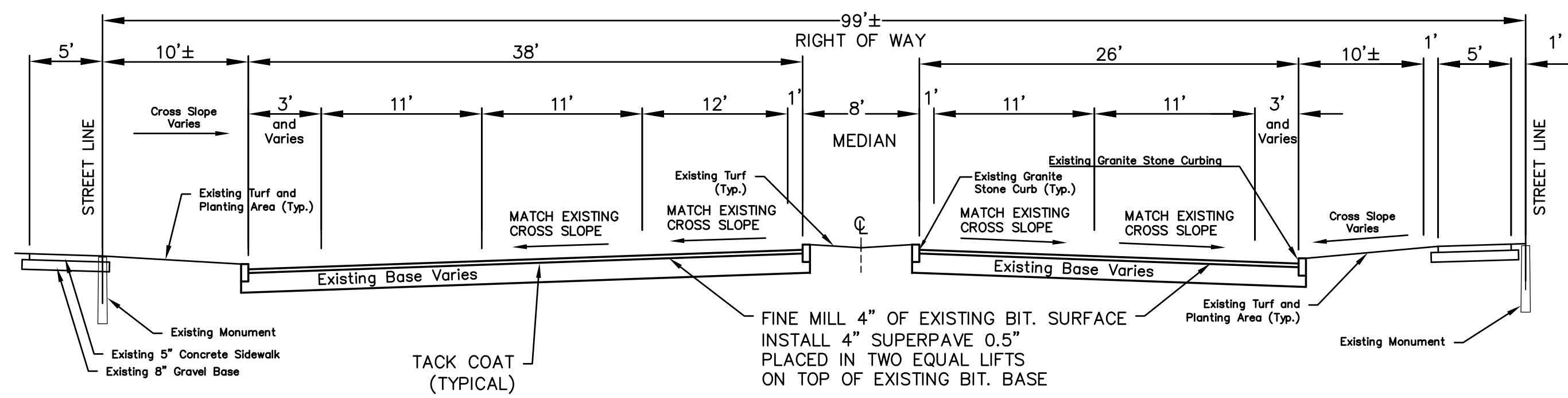


TITLE SHEET
PAVEMENT REHABILITATION
of
GLASTONBURY BOULEVARD
located between the Intersections of
MAIN STREET & NAUBUC AVENUE
GLASTONBURY, CONNECTICUT

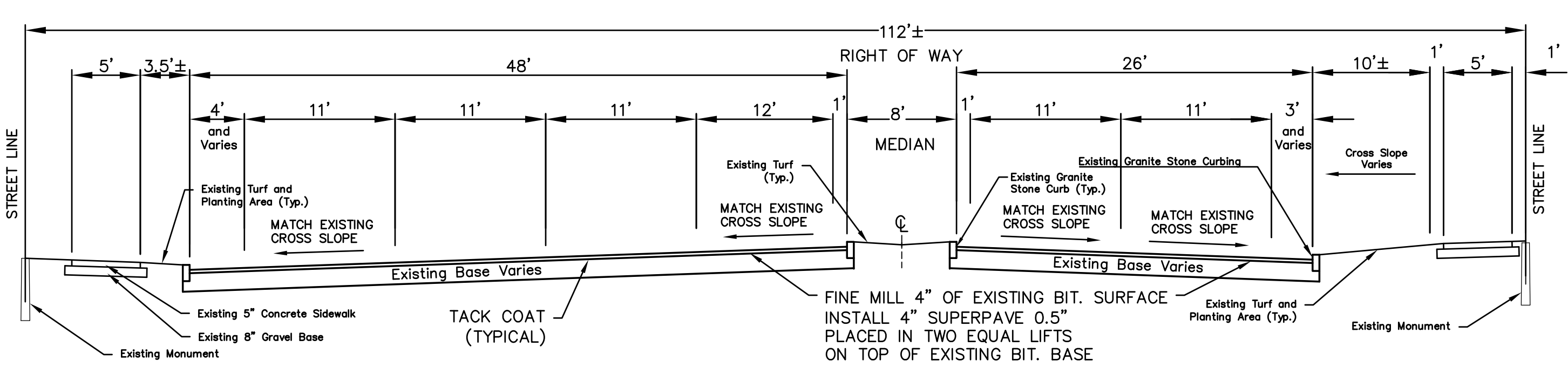
SHEET NO.

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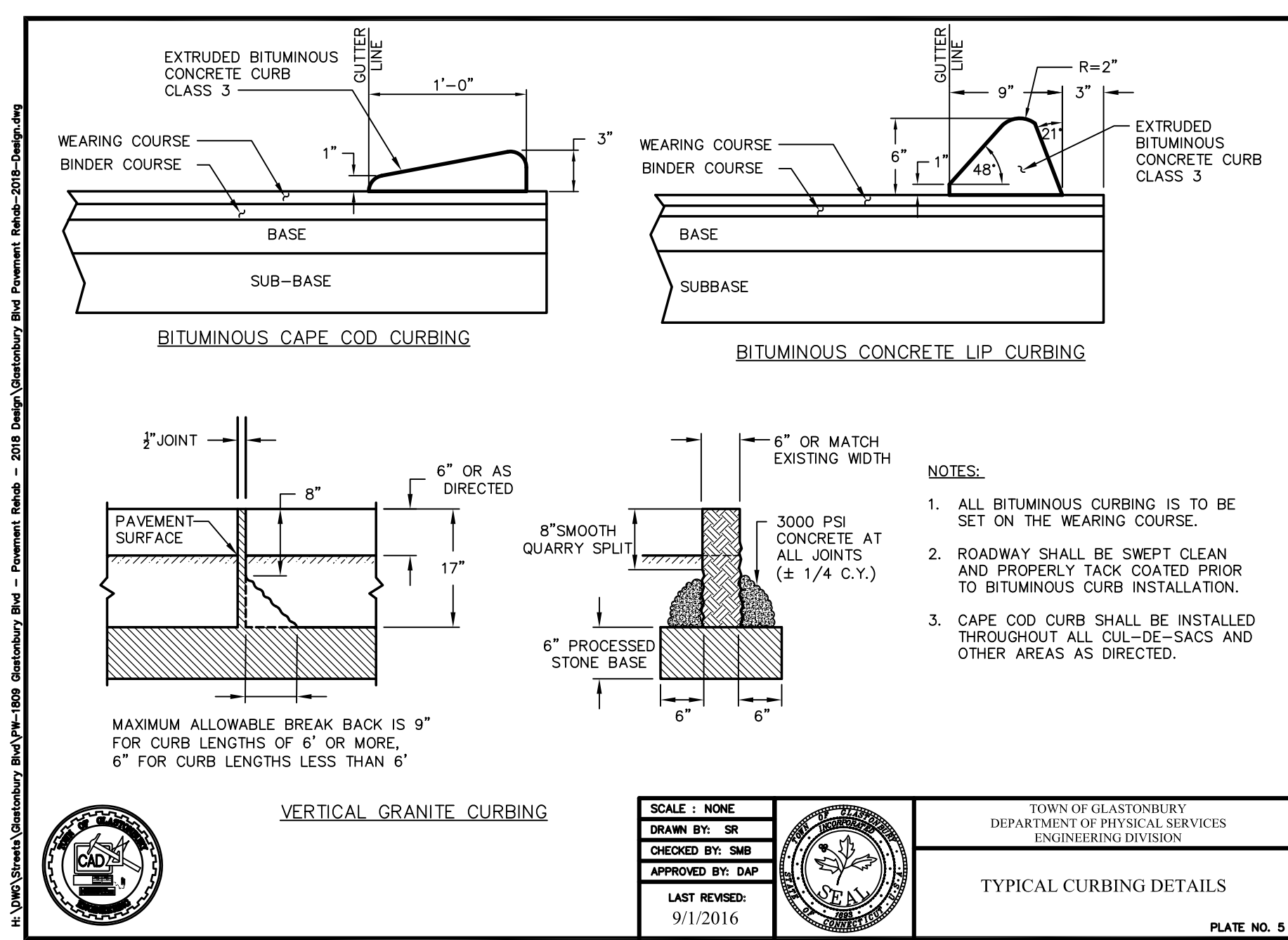
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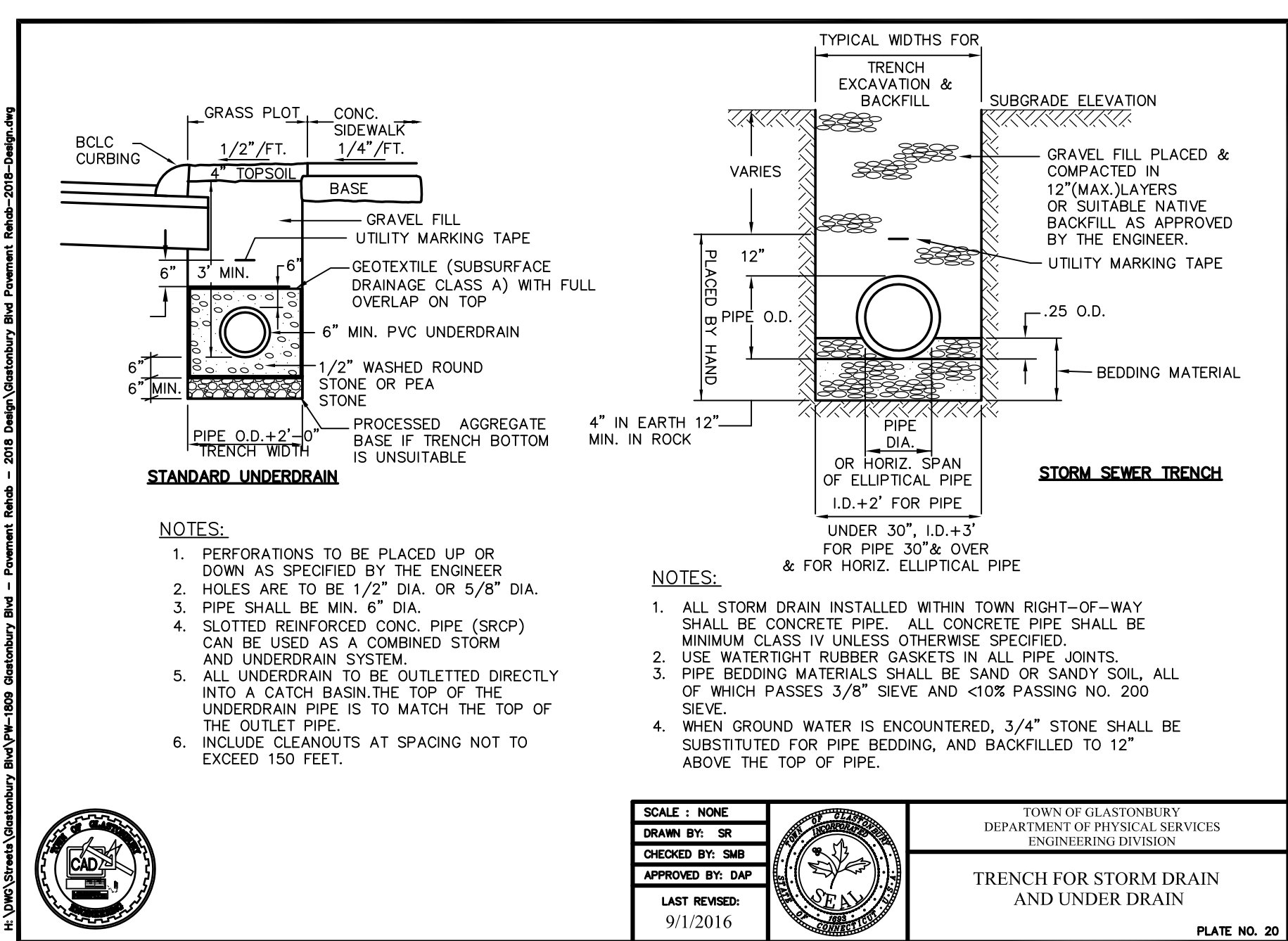
**FINE MILLING W/ 4" OVERLAY
TYPICAL CROSS-SECTION
STA. 10+20 TO 22+00 & 25+00 TO 38+24**
NOT TO SCALE



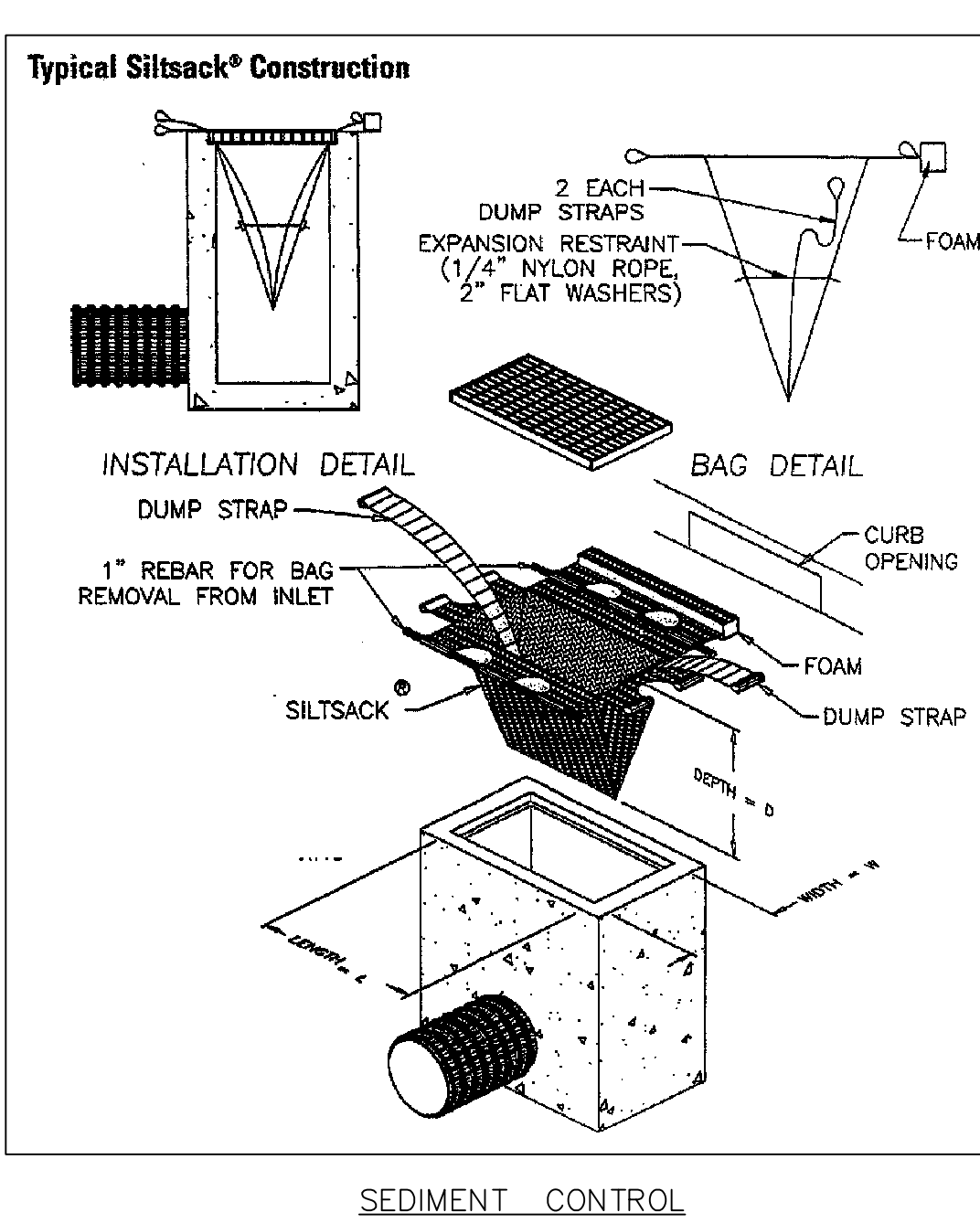
**FINE MILLING W/ 4" OVERLAY
TYPICAL CROSS-SECTION AT ON-RAMP
STA. 22+00 TO 25+00**
NOT TO SCALE



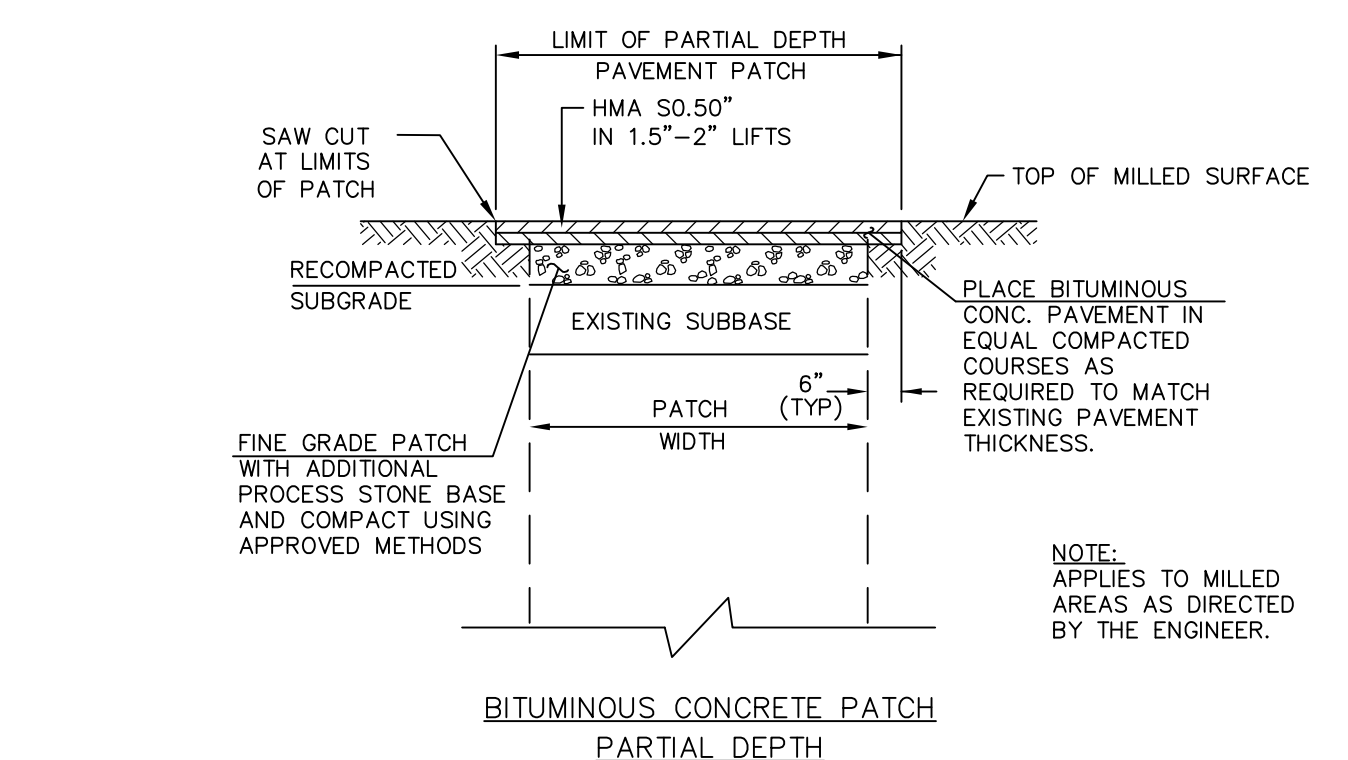
TYPICAL CURBING DETAILS
SCALE: NONE
DRAWN BY: SR
CHECKED BY: S.M.B.
APPROVED BY: D.A.P.
LAST REVISION: 9/1/2016
TOWN OF GLASTONBURY
DEPARTMENT OF PHYSICAL SERVICES
ENGINEERING DIVISION
PLATE NO. 5



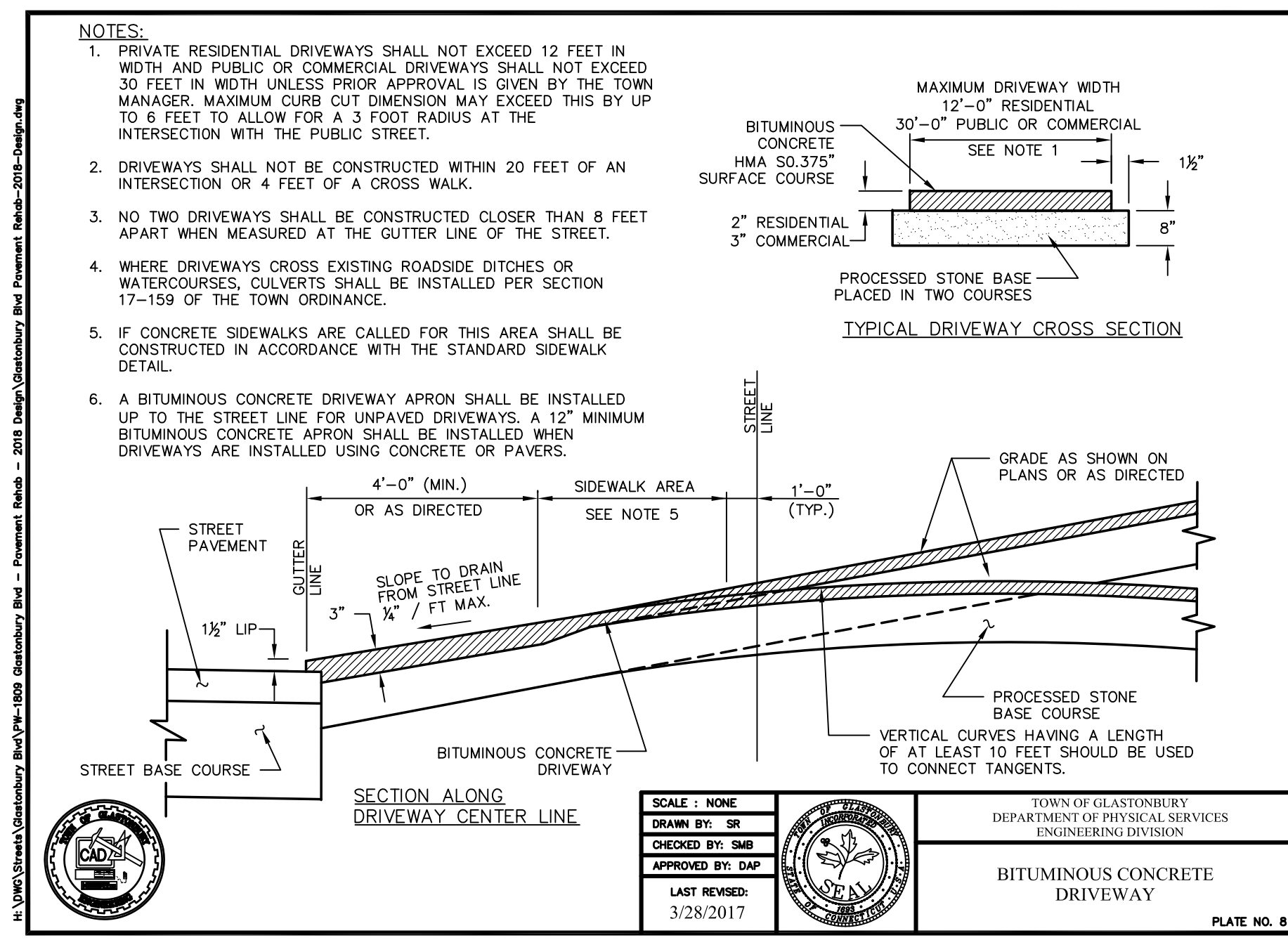
TRENCH FOR STORM DRAIN AND UNDER DRAIN
SCALE: NONE
DRAWN BY: SR
CHECKED BY: S.M.B.
APPROVED BY: D.A.P.
LAST REVISION: 9/1/2016
TOWN OF GLASTONBURY
DEPARTMENT OF PHYSICAL SERVICES
ENGINEERING DIVISION
PLATE NO. 20



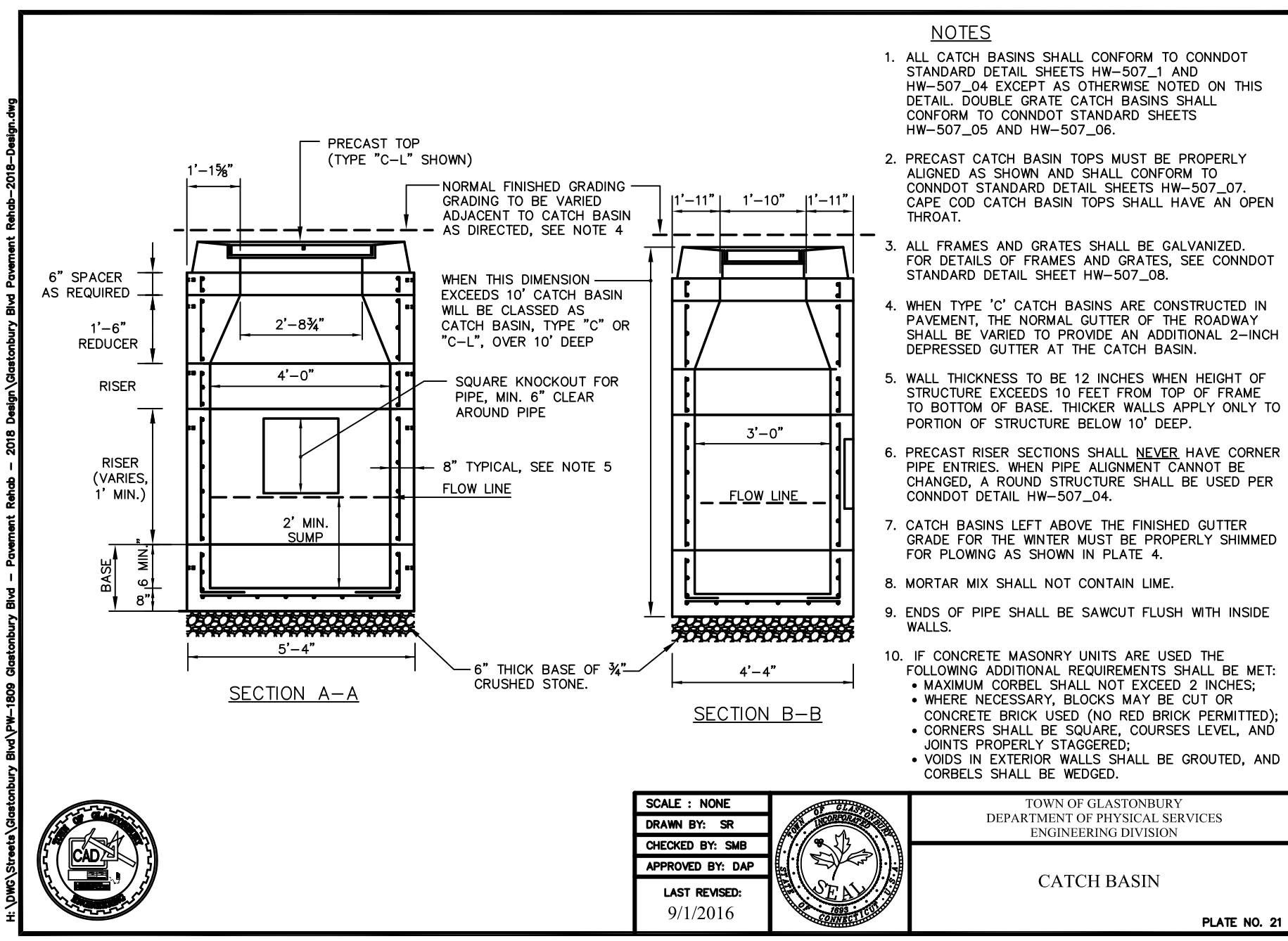
SEDIMENT CONTROL SYSTEM AT CATCH BASIN



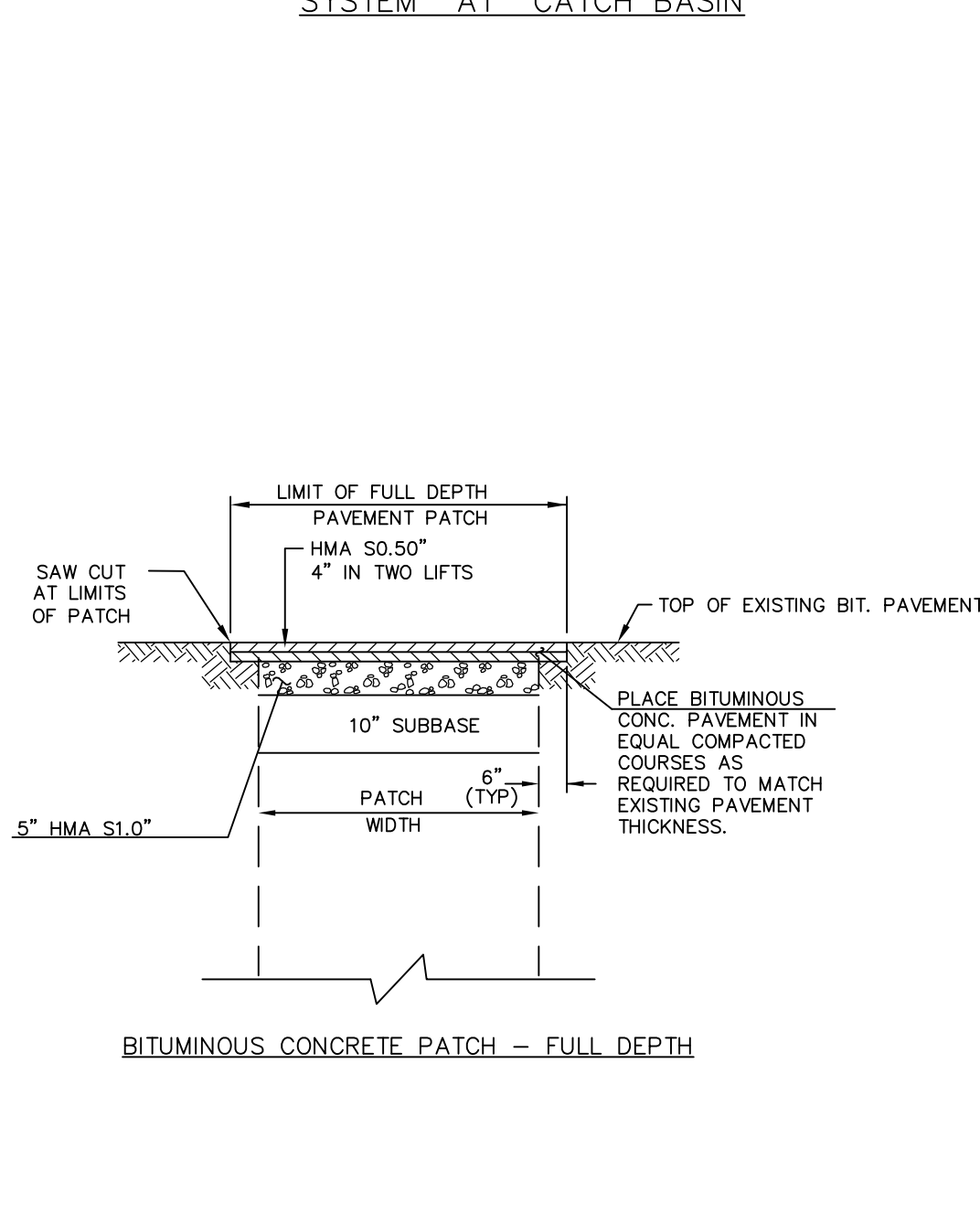
BITUMINOUS CONCRETE PATCH PARTIAL DEPTH



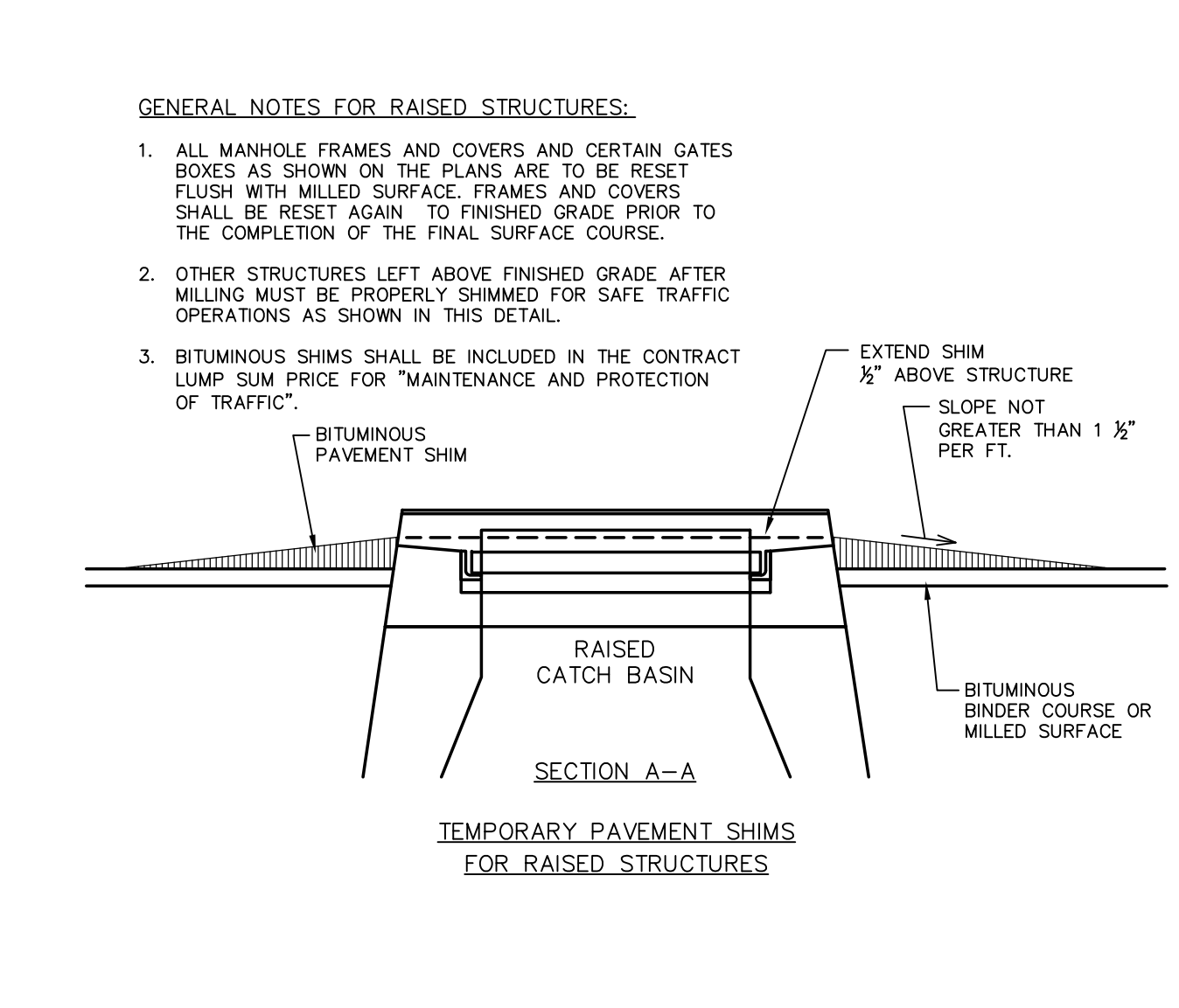
BITUMINOUS CONCRETE DRIVEWAY
SCALE: NONE
DRAWN BY: SR
CHECKED BY: S.M.B.
APPROVED BY: D.A.P.
LAST REVISION: 3/28/2017
TOWN OF GLASTONBURY
DEPARTMENT OF PHYSICAL SERVICES
ENGINEERING DIVISION
PLATE NO. 8



CATCH BASIN
SCALE: NONE
DRAWN BY: SR
CHECKED BY: S.M.B.
APPROVED BY: D.A.P.
LAST REVISION: 9/1/2016
TOWN OF GLASTONBURY
DEPARTMENT OF PHYSICAL SERVICES
ENGINEERING DIVISION
PLATE NO. 21



BITUMINOUS CONCRETE PATCH - FULL DEPTH

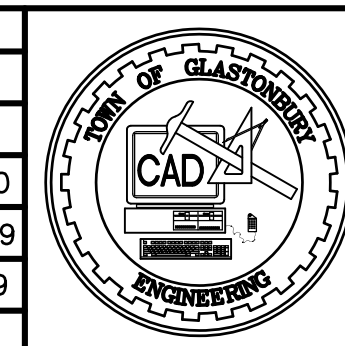


TEMPORARY PAVEMENT SHIMS FOR RAISED STRUCTURES

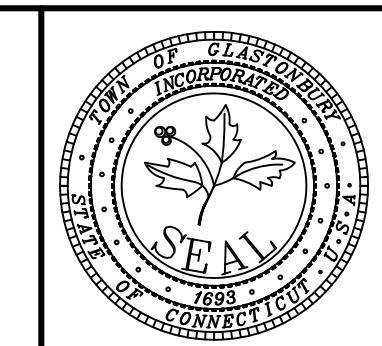
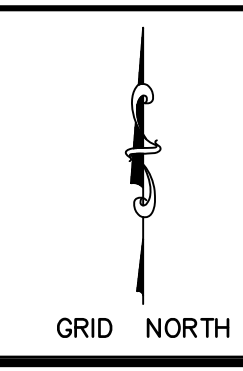
GENERAL NOTES FOR RAISED STRUCTURES:

1. ALL MANHOLE FRAMES AND COVERS AND CERTAIN GATES BOXES AS SHOWN ON THE PLANS ARE TO BE RESET FLUSH WITH MILLED SURFACE. FRAMES AND COVERS SHALL BE RESET AGAIN TO FINISHED GRADE PRIOR TO THE COMPLETION OF THE FINAL SURFACE COURSE.
2. OTHER STRUCTURES LEFT ABOVE FINISHED GRADE AFTER MILLING MUST BE PROPERLY SHIMMED FOR SAFE TRAFFIC OPERATIONS AS SHOWN IN THIS DETAIL.
3. BITUMINOUS SHIMS SHALL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR "MAINTENANCE AND PROTECTION OF TRAFFIC".

DRAWING ISSUE STATUS		
NO.	DESCRIPTION	DATE
3.	ISSUED FOR CONSTRUCTION	2/21/2020
2.	100% SUBMISSION	10/21/2019
1.	90% SUBMISSION	6/10/2019



SCALE: AS SHOWN	DATE: 5/2019
DRAWN BY: C.F.S.	CHECKED BY: S.M.B.
APPROVED BY: D.A.P.	ST. FILE:
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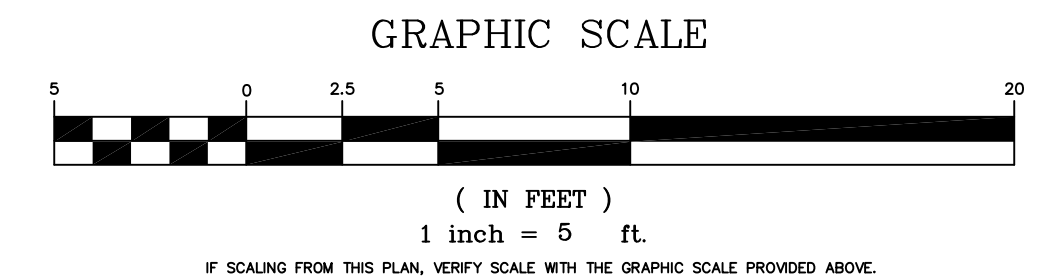
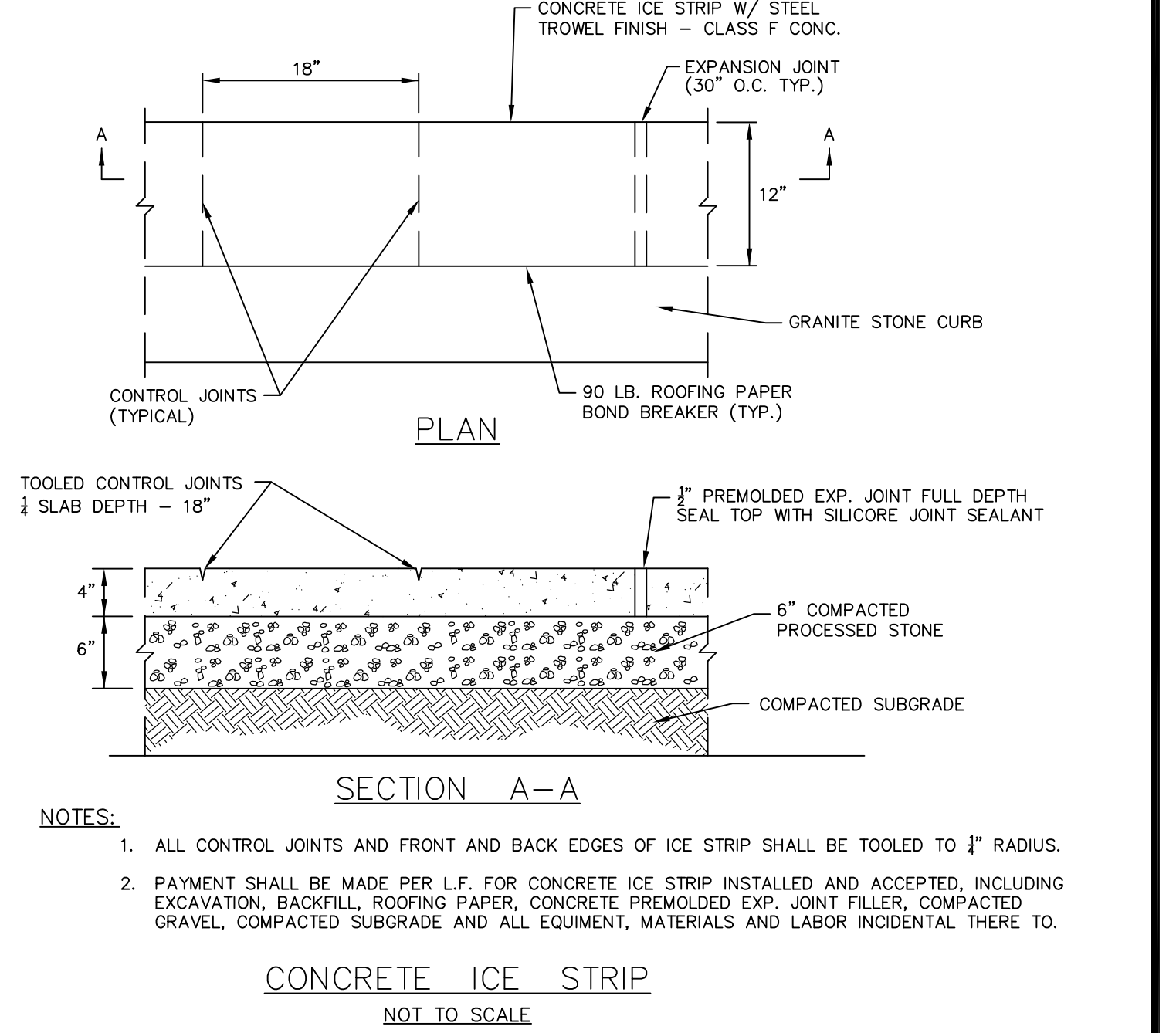
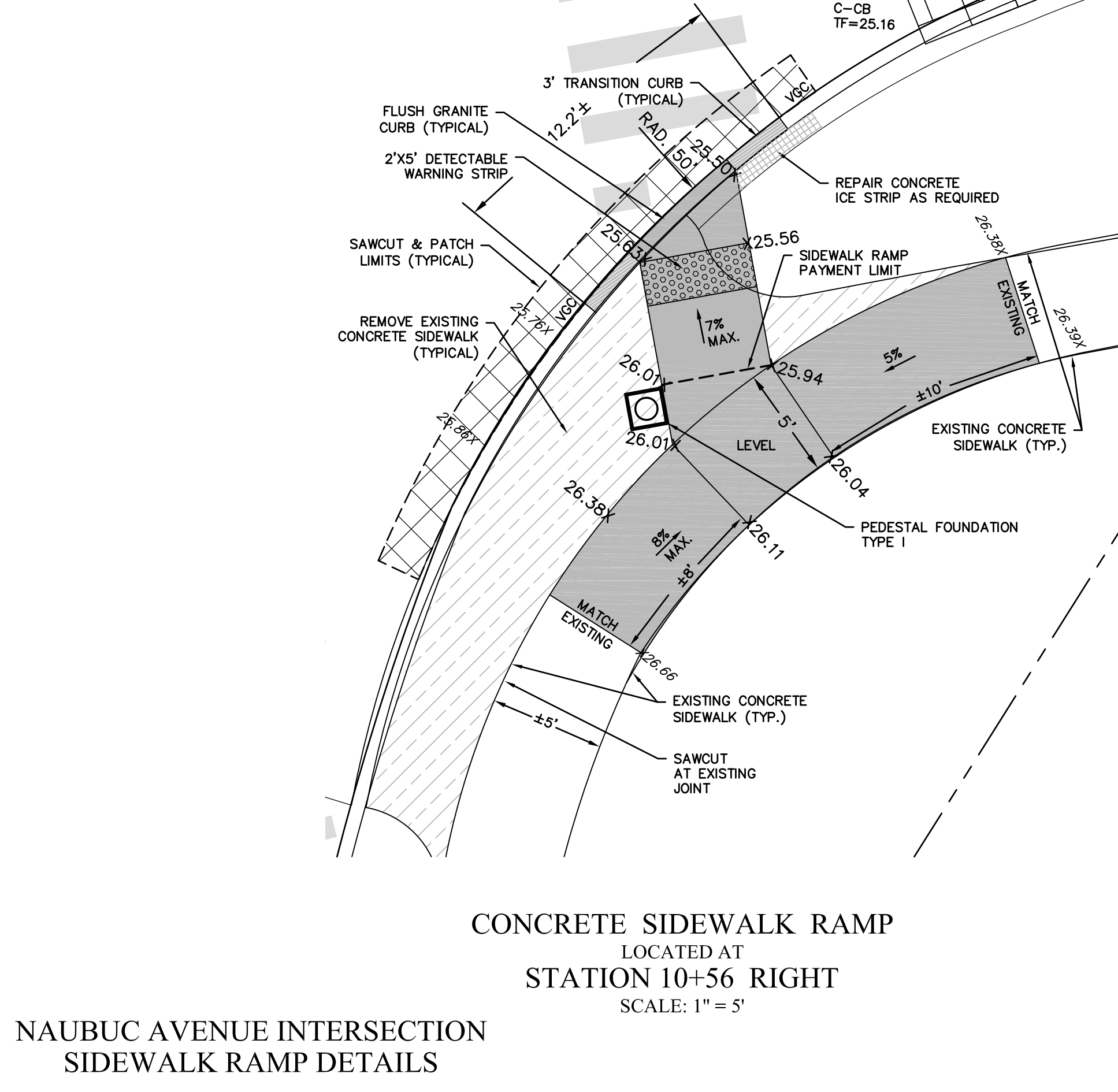
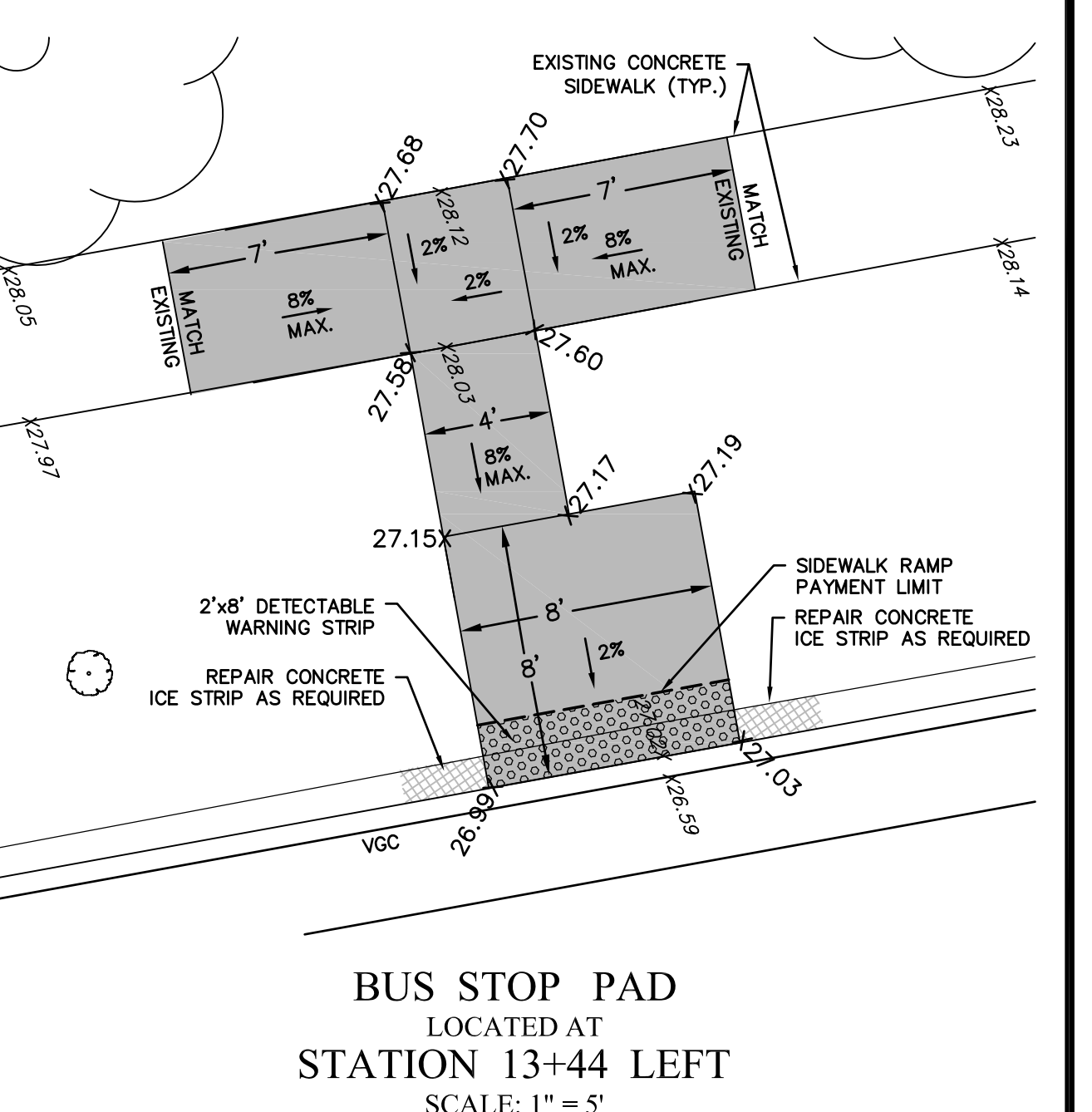
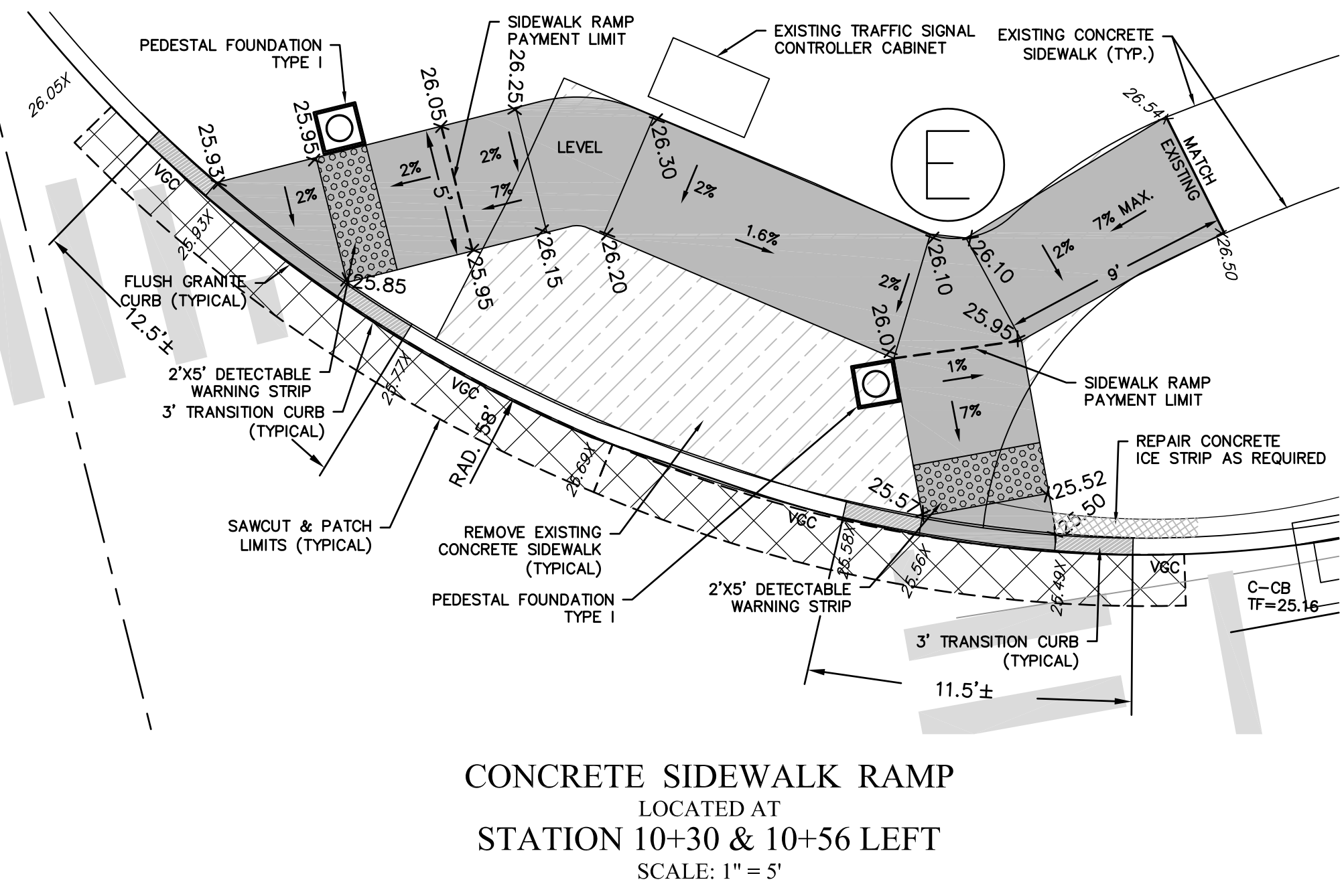
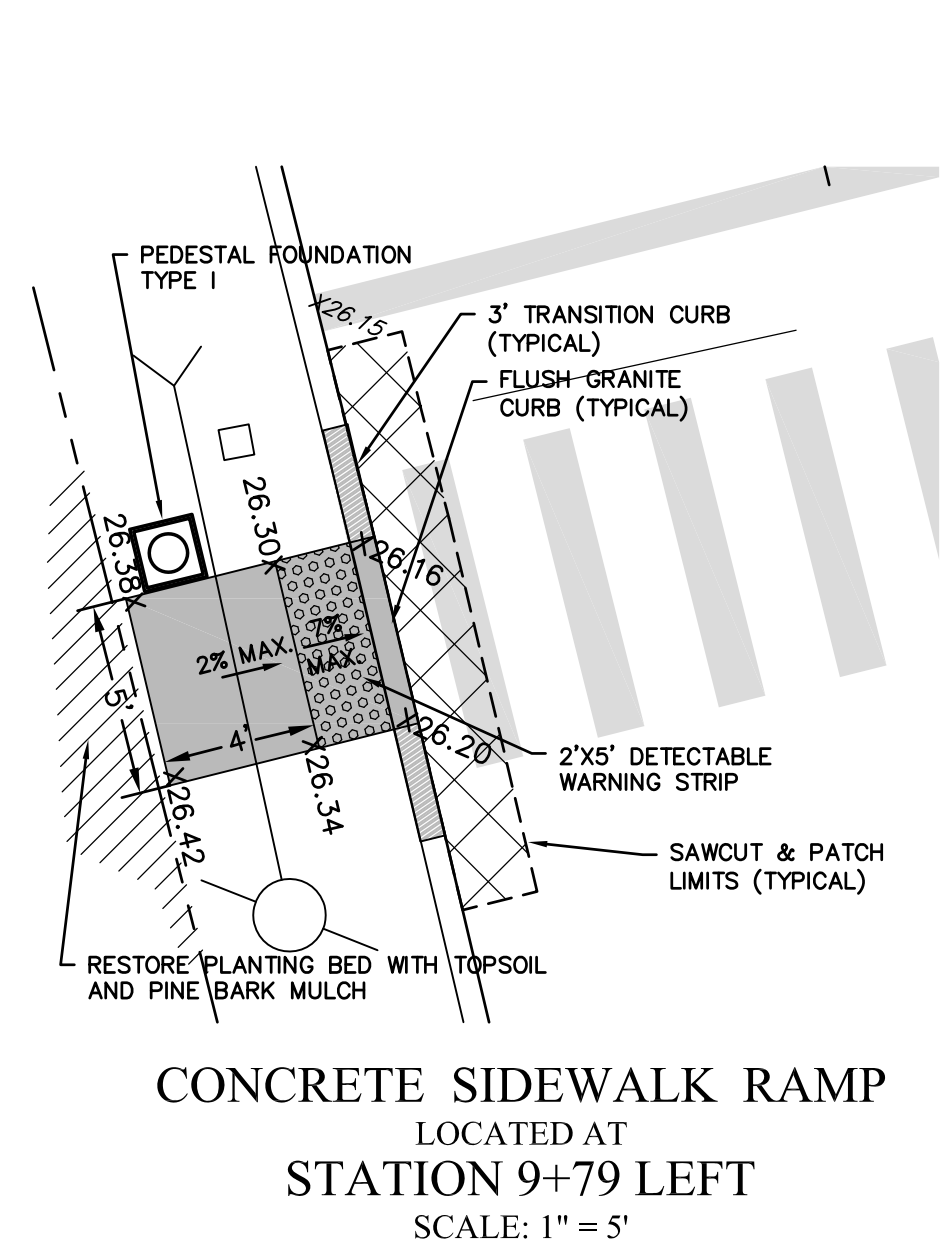
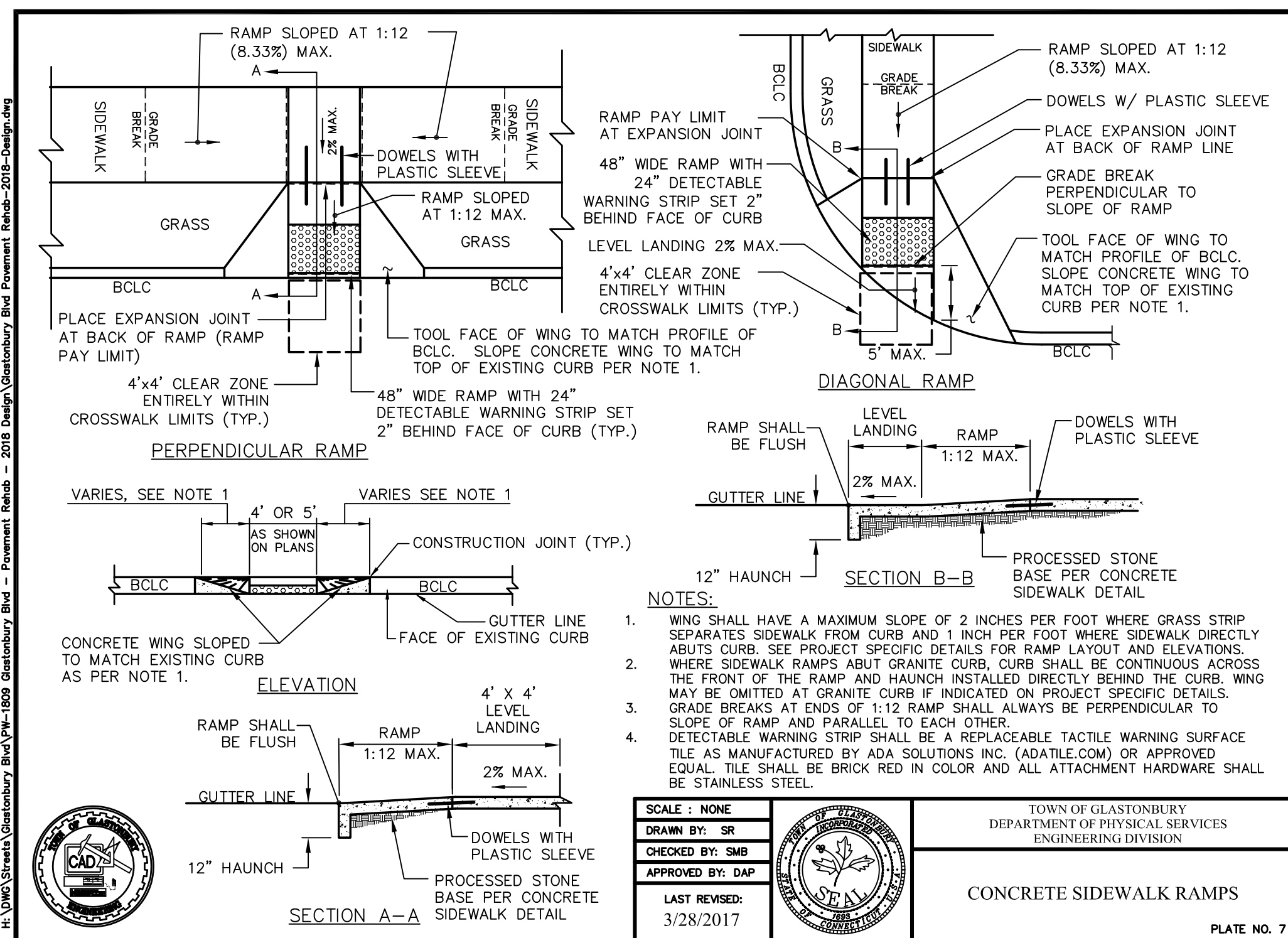
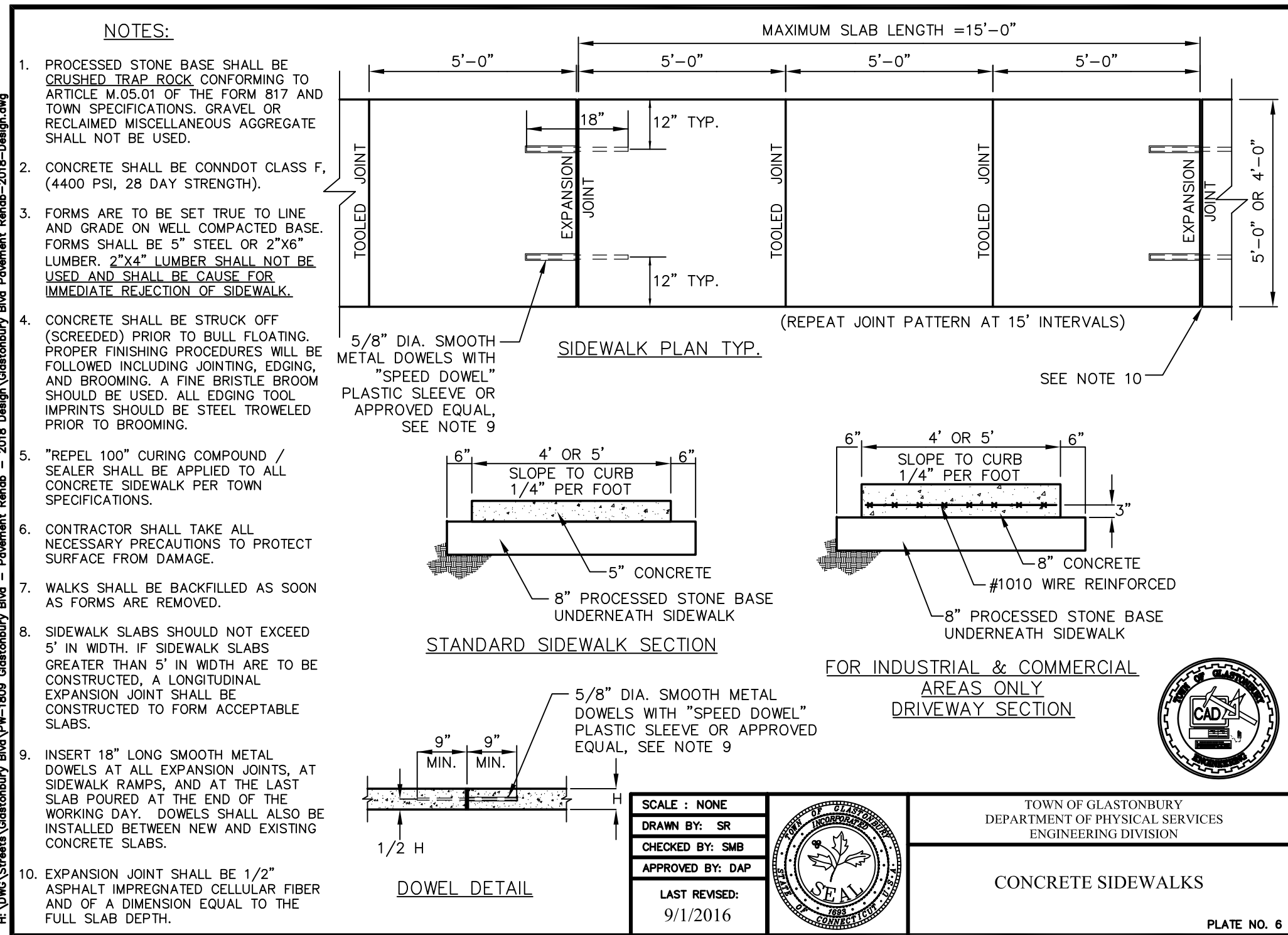


PLAN DEPICTING
TYPICAL DETAILS
PAVEMENT REHABILITATION
of
GLASTONBURY BOULEVARD
located Between the Intersections of
MAIN STREET & NAUBUC AVENUE
GLASTONBURY, CONNECTICUT

FILE: H:\DWG\Stretches\Glastonbury Blvd\PW-1809\Glastonbury Blvd Pavement Rehab-2018-Design.dwg USER: Steven Troy DATE: 2/27/2020

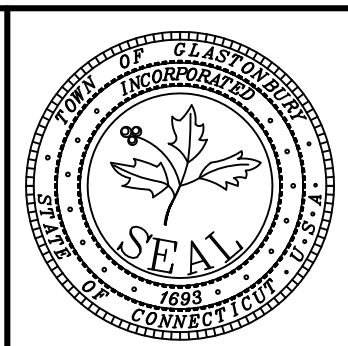
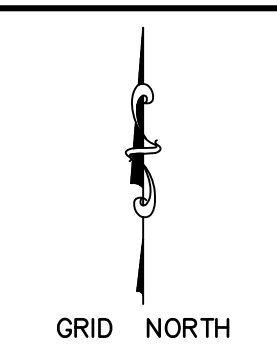
GENERAL NOTES:

1. ALL CONCRETE SIDEWALKS AND CONCRETE SIDEWALK RAMPS SHALL 5' WIDE AND BE CONSTRUCTED ACCORDING TO THE TOWN STANDARD DETAILS SHOWN ON SHEET 5.
2. SIDEWALK RAMPS SHALL HAVE A COARSE BROOM FINISH TRANSVERSE TO THE SLOPE OF THE RAMP.
3. REMOVAL OF EXISTING SIDEWALK FOR NEW RAMP INSTALLATION SHALL BE TO THE NEAREST EXPANSION OR CONTRACTION JOINT BEYOND THE LIMITS OF SIDEWALK REPLACEMENT SHOWN ON THE PLANS.
4. THE RUNNING SLOPE OF SIDEWALK RAMPS SHALL NOT EXCEED 8%.
5. SIDEWALK RAMPS SHALL BE FLUSH WITH THE ROADWAY OR SHALL HAVE A LIP NOT GREATER THAN 1/4 INCH.
6. TRANSITION SIDEWALK RAMP CROSS SLOPE TO MATCH THE ROADWAY PROFILE AS GRADUALLY AS POSSIBLE. DO NOT EXCEED 3% PER FOOT CROSS SLOPE RATE OF CHANGE WHEN TRANSITIONING TO THE ROADWAY PROFILE.
7. TRANSITION OF RAMP CROSS SLOPE TO ROADWAY PROFILE SHALL BE COMPLETED BEHIND THE DETECTABLE WARNING SURFACE.



DRAWING ISSUE STATUS		
NO.	DESCRIPTION	DATE
3.	ISSUED FOR CONSTRUCTION	2/21/2020
2.	100% SUBMISSION	10/21/2019
1.	90% SUBMISSION	6/10/2019

SCALE: AS SHOWN	DATE: 5/2019
DRAWN BY: C.F.S.	CHECKED BY: S.M.B.
APPROVED BY: D.A.P.	ST. FILE:
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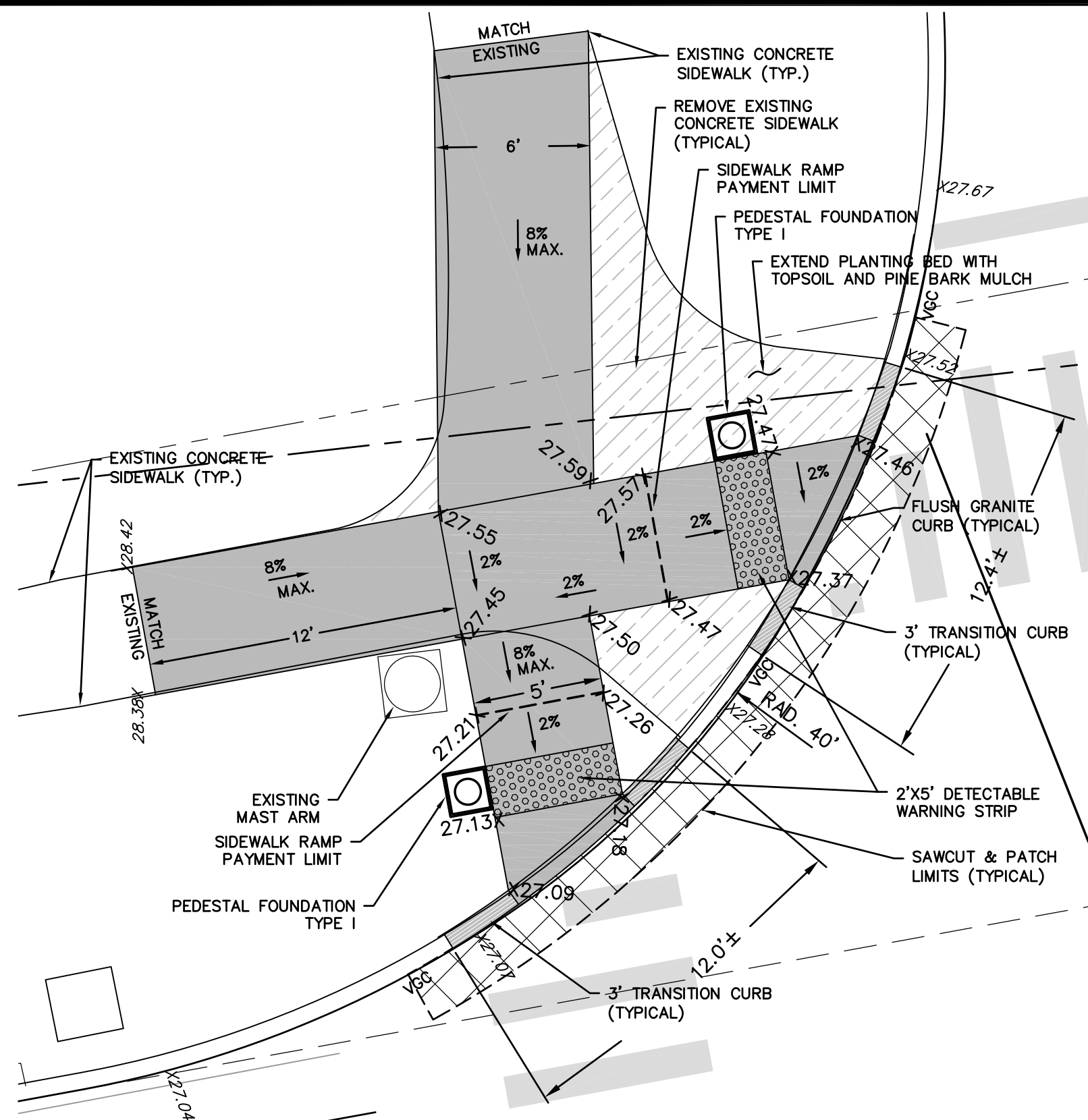
PLAN DEPICTING
SIDEWALK RAMP DETAILS
**PAVEMENT REHABILITATION
GLASTONBURY BOULEVARD**
located Between the Intersections of
**MAIN STREET & NAUBUC AVENUE
GLASTONBURY, CONNECTICUT**

SHEET NO.
4

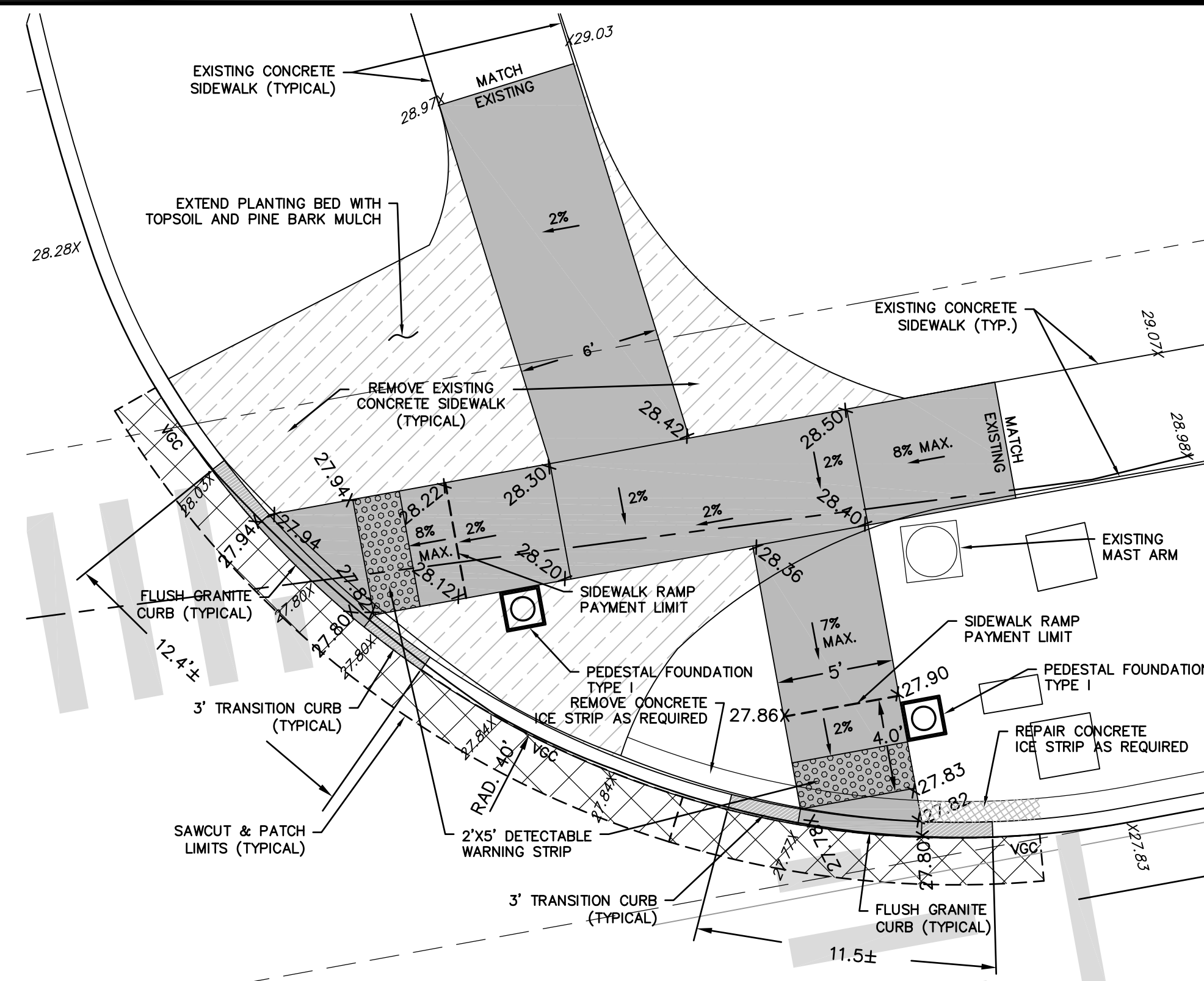
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GENERAL NOTES:

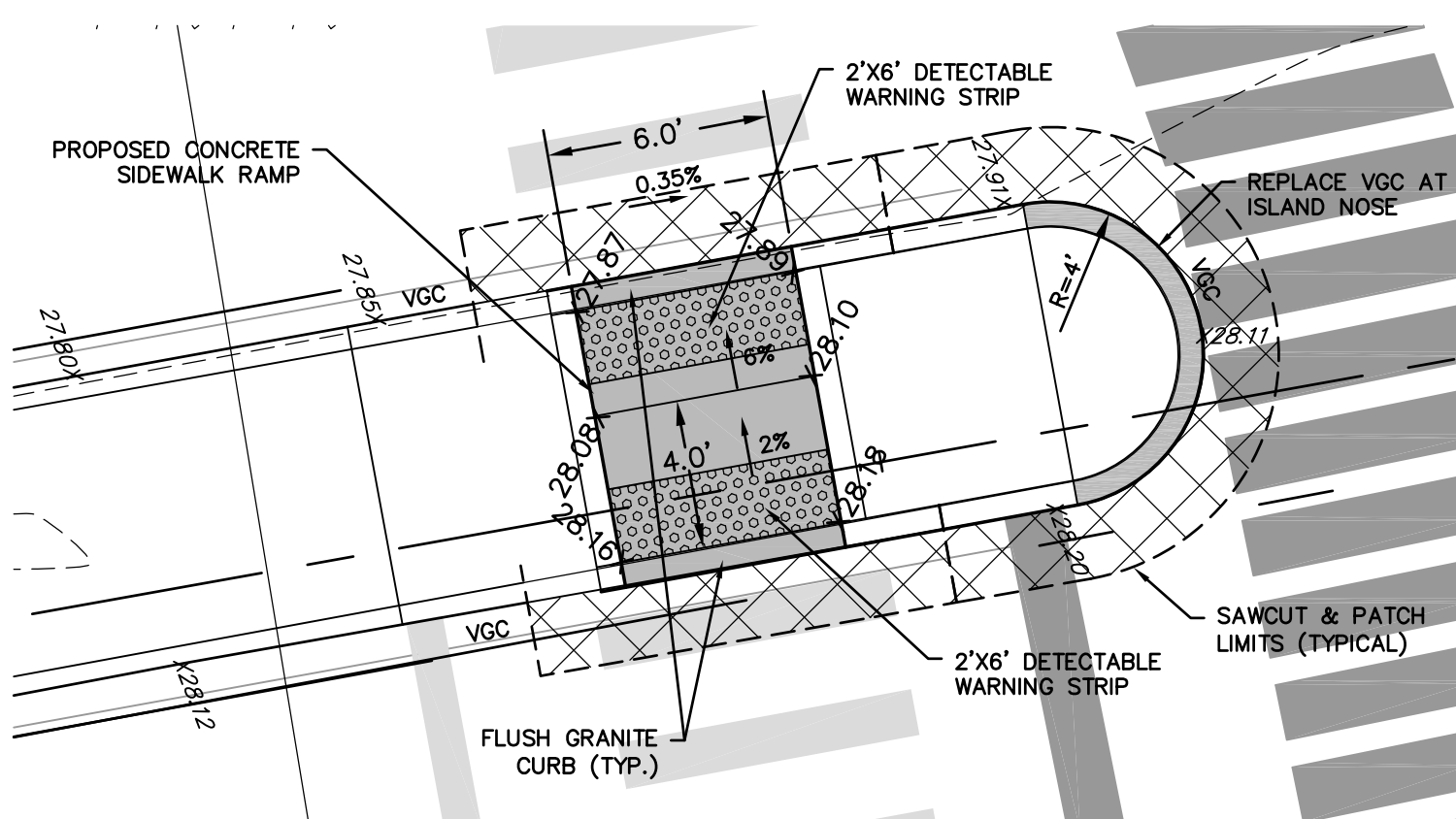
1. ALL CONCRETE SIDEWALKS AND CONCRETE SIDEWALK RAMPS SHALL BE 5' WIDE AND BE CONSTRUCTED ACCORDING TO THE TOWN STANDARD DETAILS SHOWN ON SHEET 5.
2. SIDEWALK RAMPS SHALL HAVE A COARSE BROOM FINISH TRANSVERSE TO THE SLOPE OF THE RAMP.
3. REMOVAL OF EXISTING SIDEWALK FOR NEW RAMP INSTALLATION SHALL BE TO THE NEAREST EXPANSION OR CONTRACTION JOINT BEYOND THE LIMITS OF SIDEWALK REPLACEMENT SHOWN ON THE PLANS.
4. THE RUNNING SLOPE OF SIDEWALK RAMPS SHALL NOT EXCEED 8%.
5. SIDEWALK RAMPS SHALL BE FLUSH WITH THE ROADWAY OR SHALL HAVE A LIP NOT GREATER THAN 1/4" INCH.
6. TRANSITION SIDEWALK RAMP CROSS SLOPE TO MATCH THE ROADWAY PROFILE AS GRADUALLY AS POSSIBLE. DO NOT EXCEED 3% PER FOOT CROSS SLOPE RATE OF CHANGE WHEN TRANSITIONING TO THE ROADWAY PROFILE.
7. TRANSITION OF RAMP CROSS SLOPE TO ROADWAY PROFILE SHALL BE COMPLETED BEHIND THE DETECTABLE WARNING SURFACE.



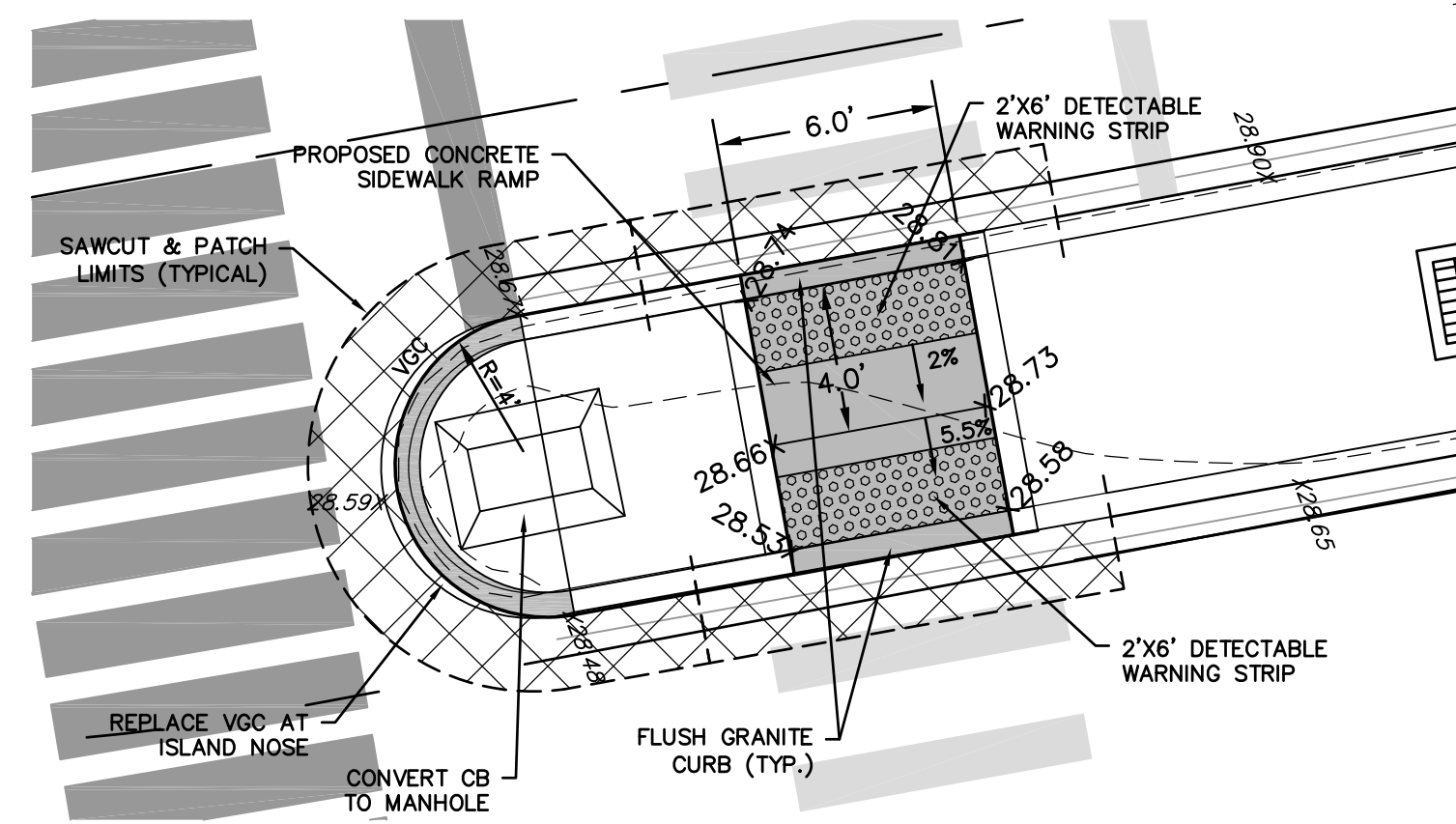
CONCRETE SIDEWALK RAMP
LOCATED AT
STATION 14+45 & 14+58 LEFT
SCALE: 1" = 5'



CONCRETE SIDEWALK RAMP
LOCATED AT
STATION 15+53 & 15+75 LEFT
SCALE: 1" = 5'

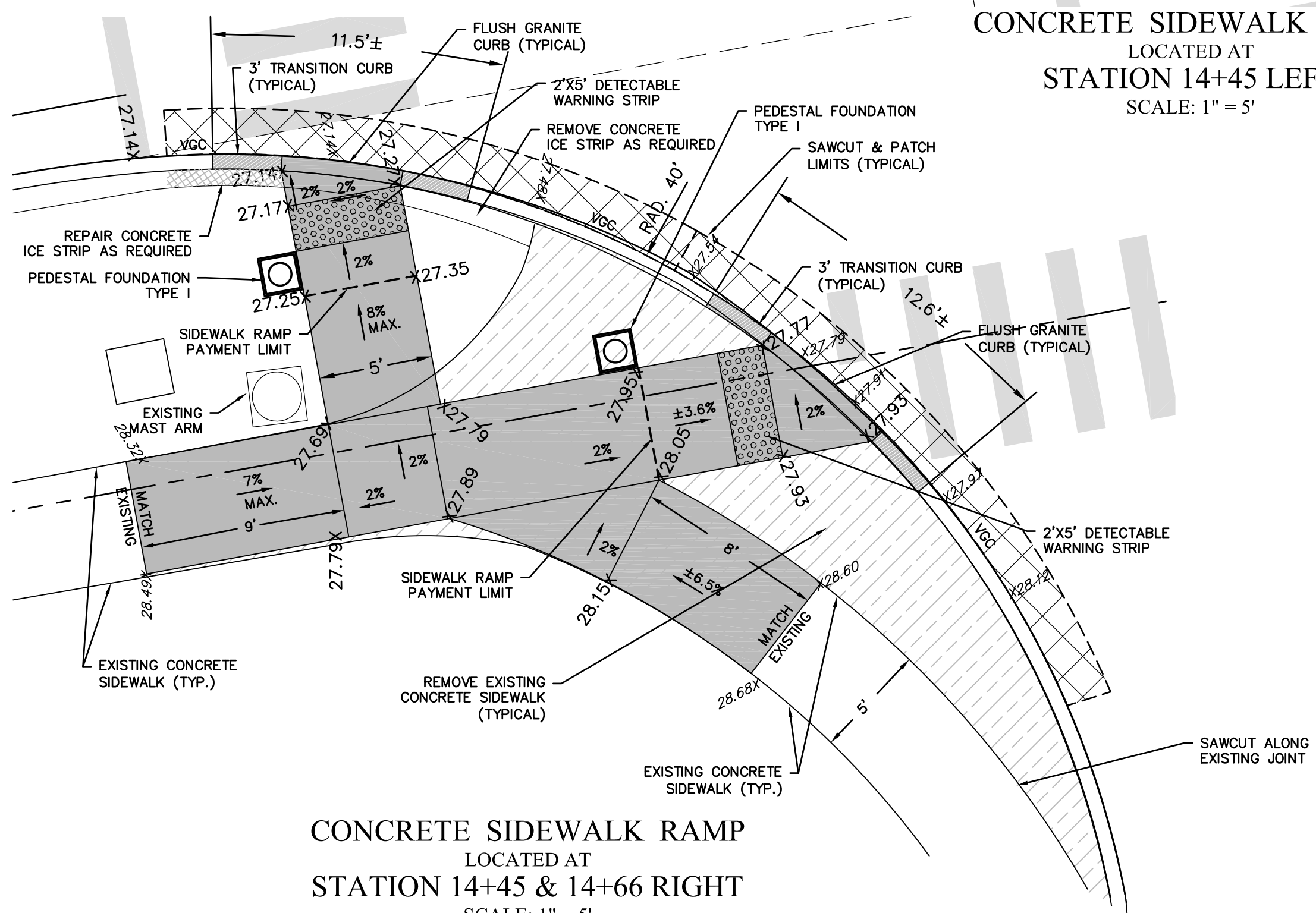


CONCRETE SIDEWALK RAMP
LOCATED AT
STATION 14+45 LEFT
SCALE: 1" = 5'

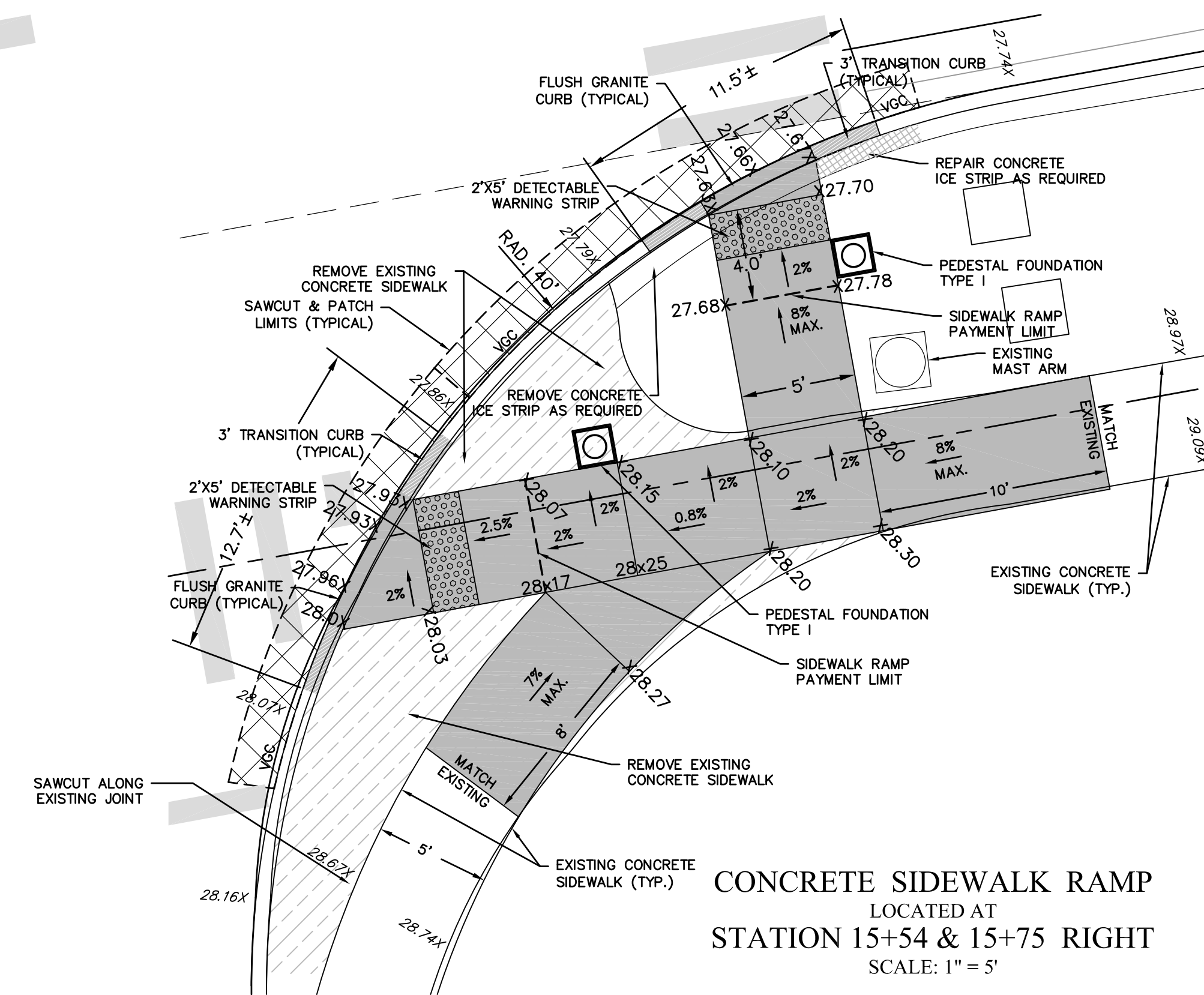


CONCRETE SIDEWALK RAMP
LOCATED AT
STATION 15+75 RIGHT
SCALE: 1" = 5'

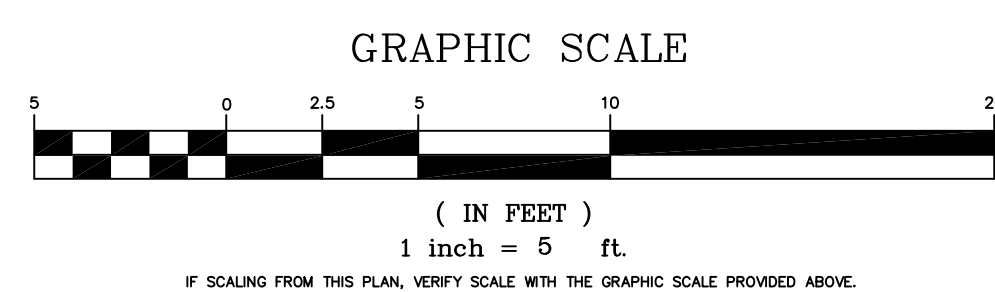
DRIVEWAY TO #180/200 AND SHOPPING PLAZA DRIVE INTERSECTION SIDEWALK RAMP DETAILS



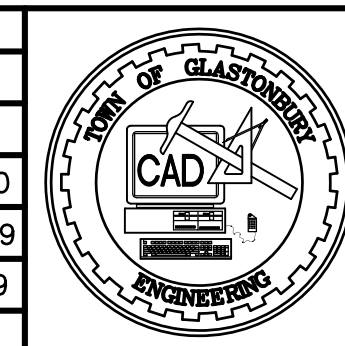
CONCRETE SIDEWALK RAMP
LOCATED AT
STATION 14+45 & 14+66 RIGHT
SCALE: 1" = 5'



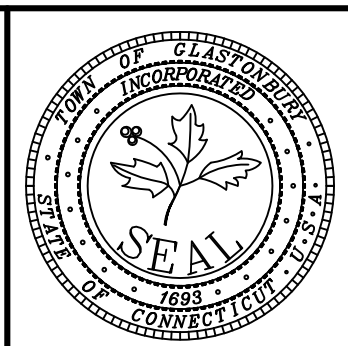
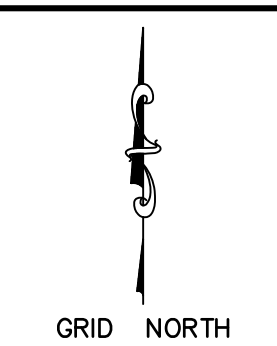
CONCRETE SIDEWALK RAMP
LOCATED AT
STATION 15+54 & 15+75 RIGHT
SCALE: 1" = 5'



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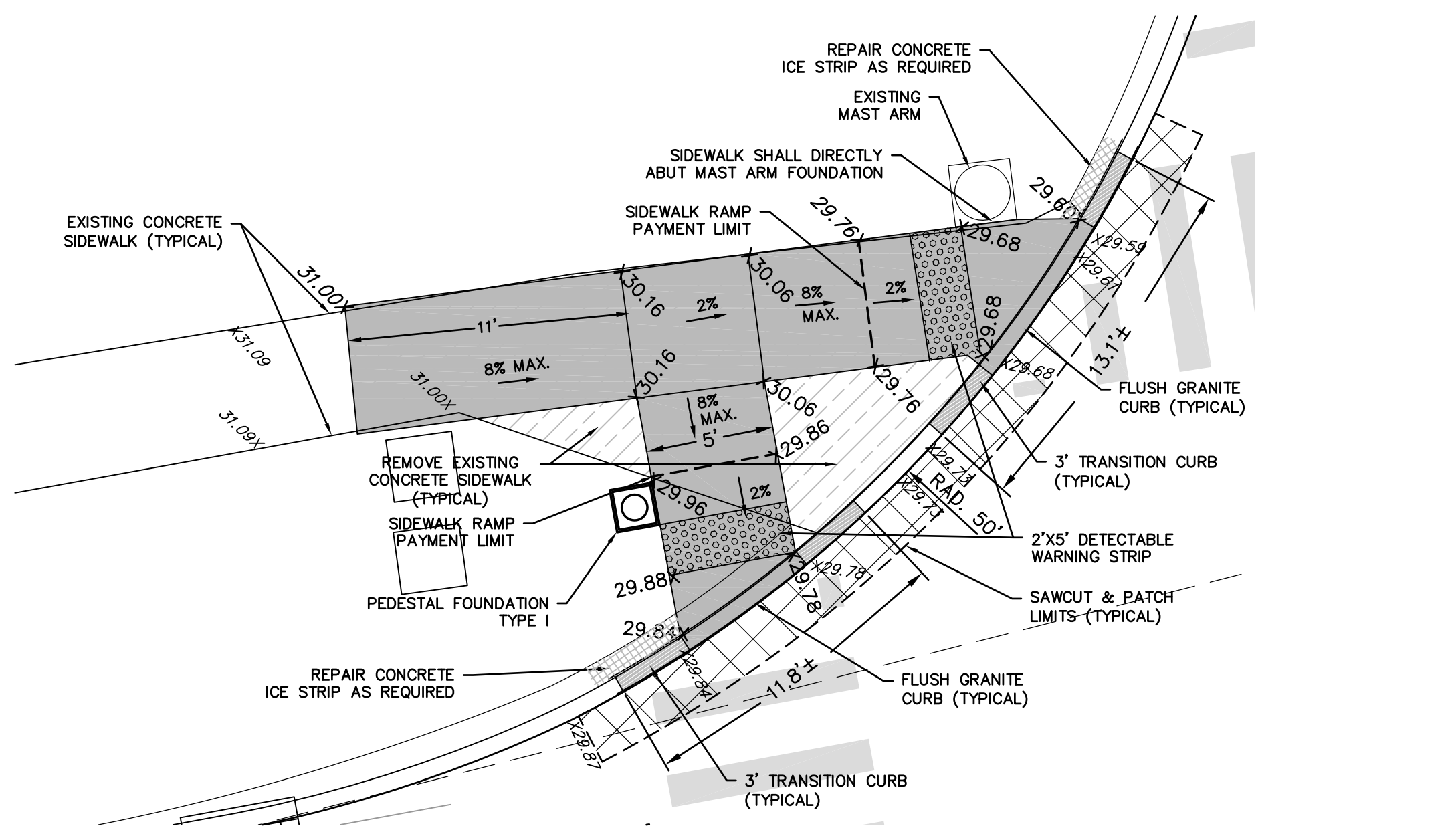
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APPROVED BY: D.A.P.	ST. FILE:



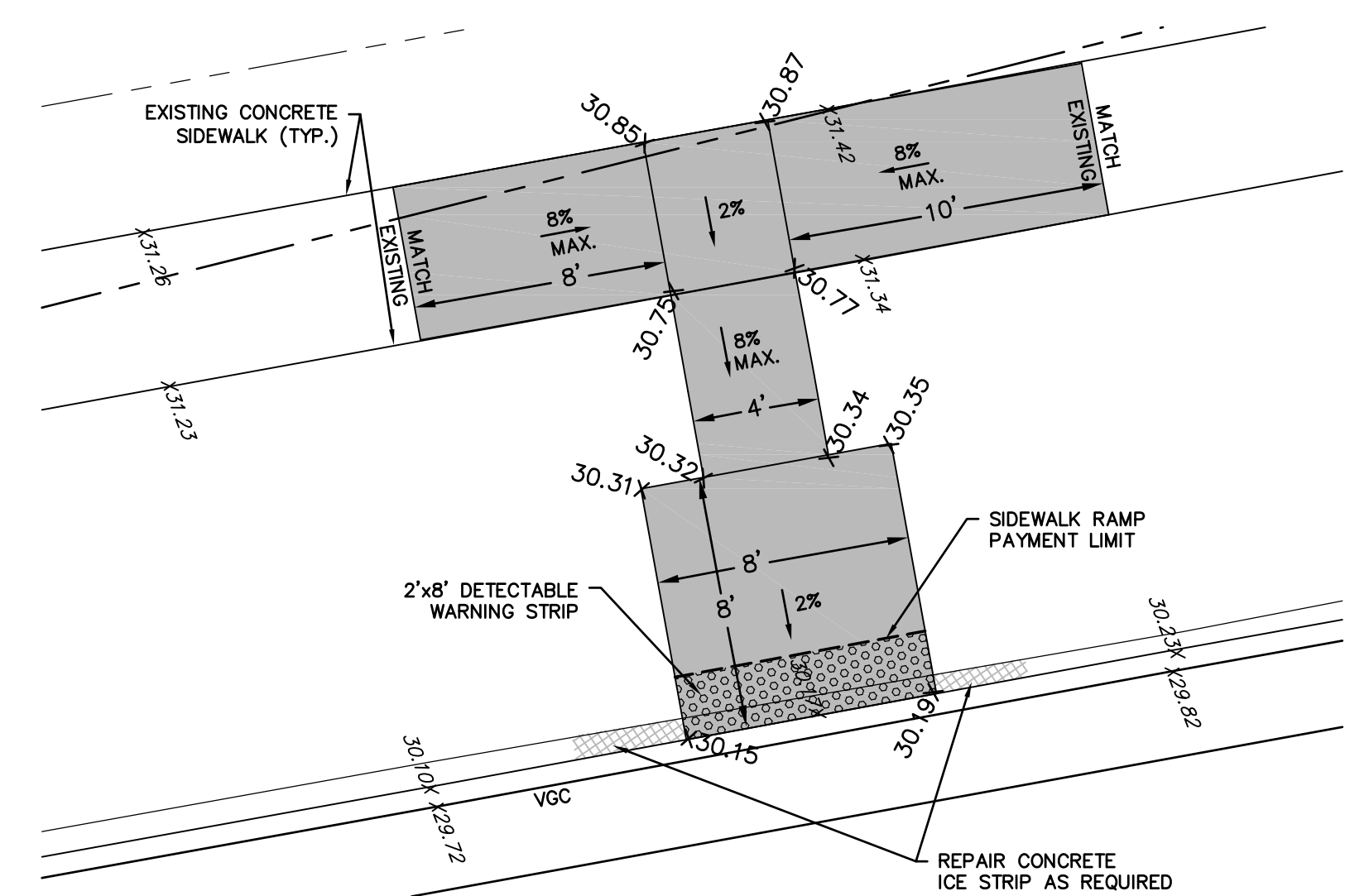
PLAN DEPICTING
SIDEWALK RAMP DETAILS
PAVEMENT REHABILITATION
GLASTONBURY BOULEVARD
located Between the Intersections of
MAIN STREET & NAUBUC AVENUE
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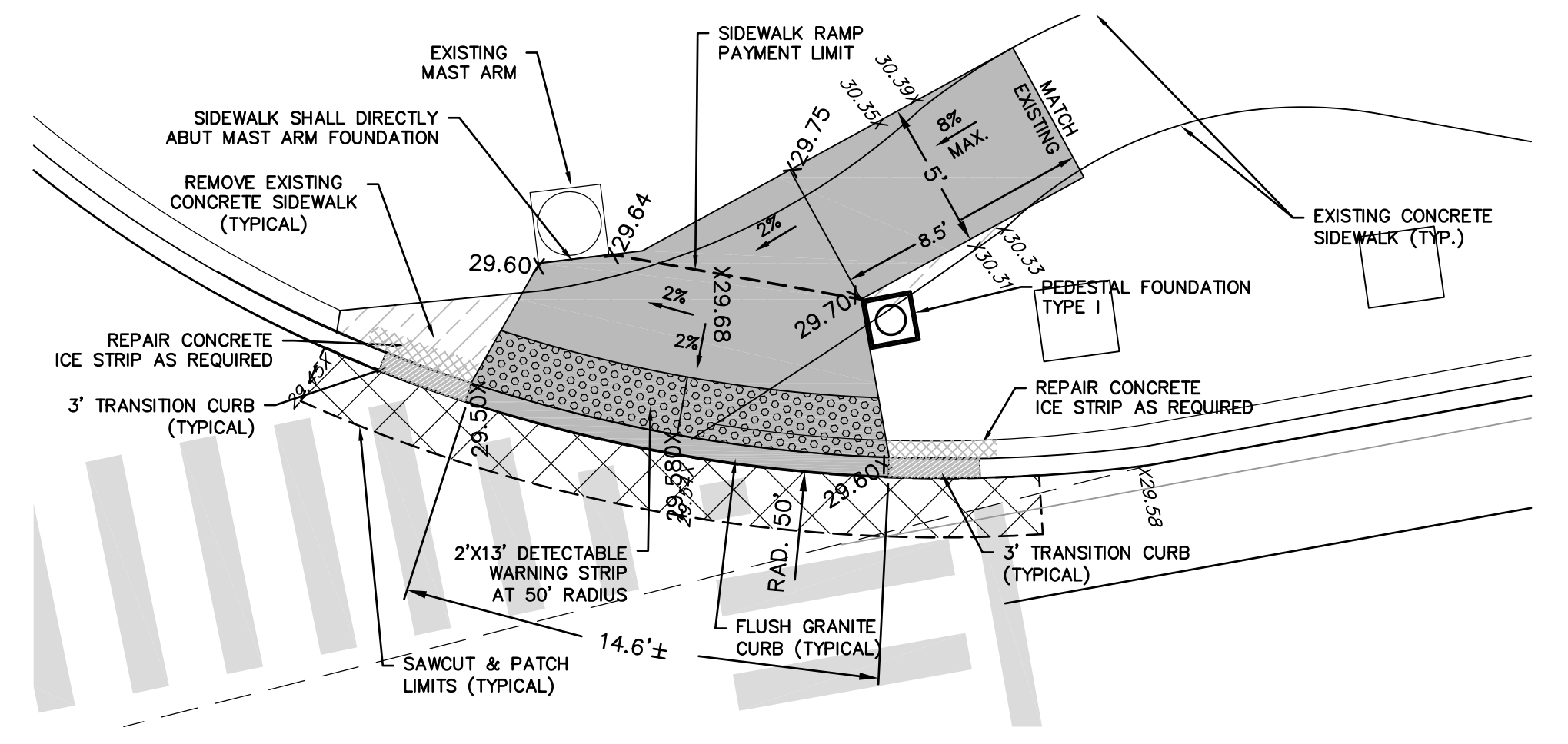
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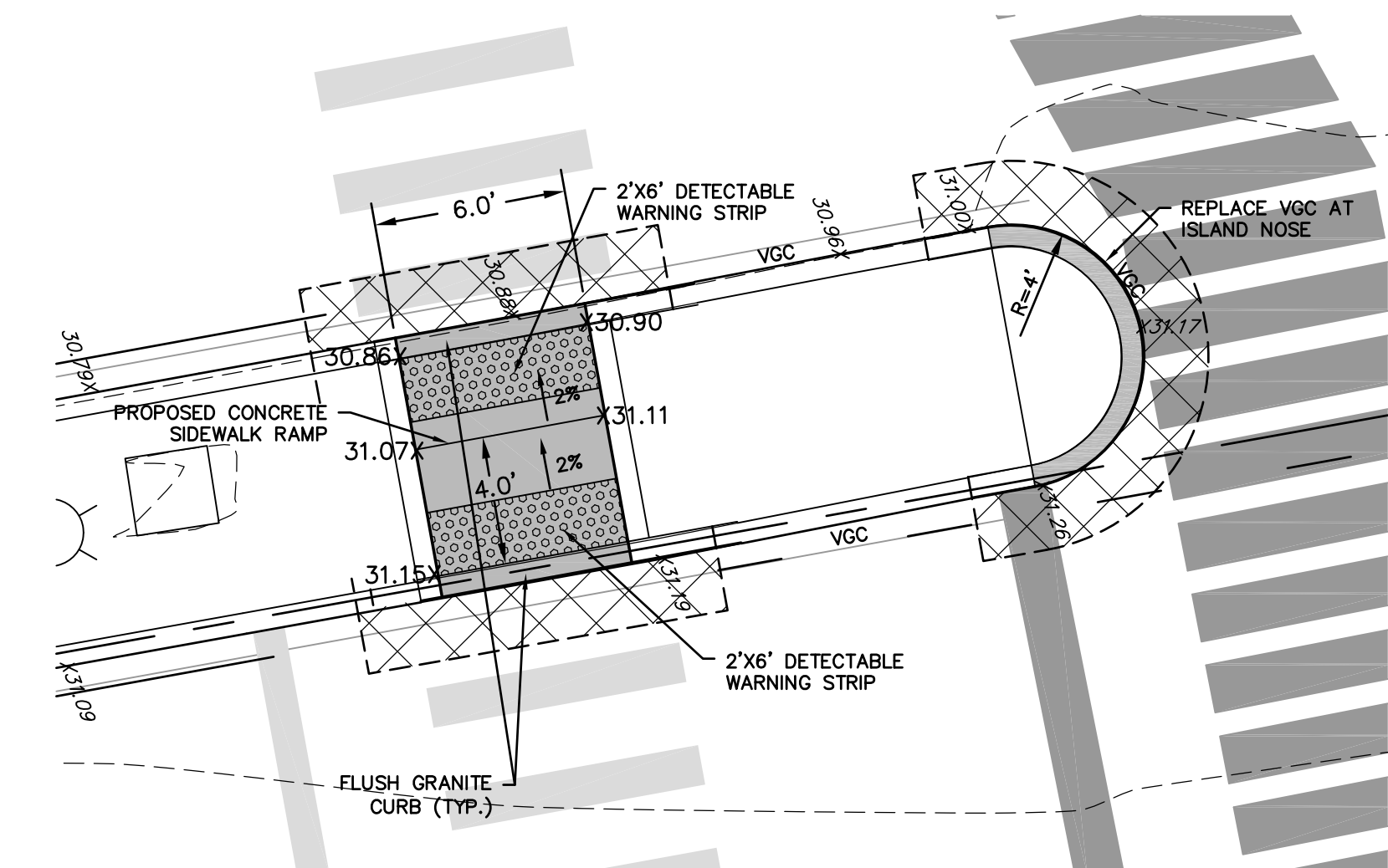
CONCRETE SIDEWALK RAMP
LOCATED AT
STATION 20+55 & 20+70 LEFT
SCALE: 1" = 5'



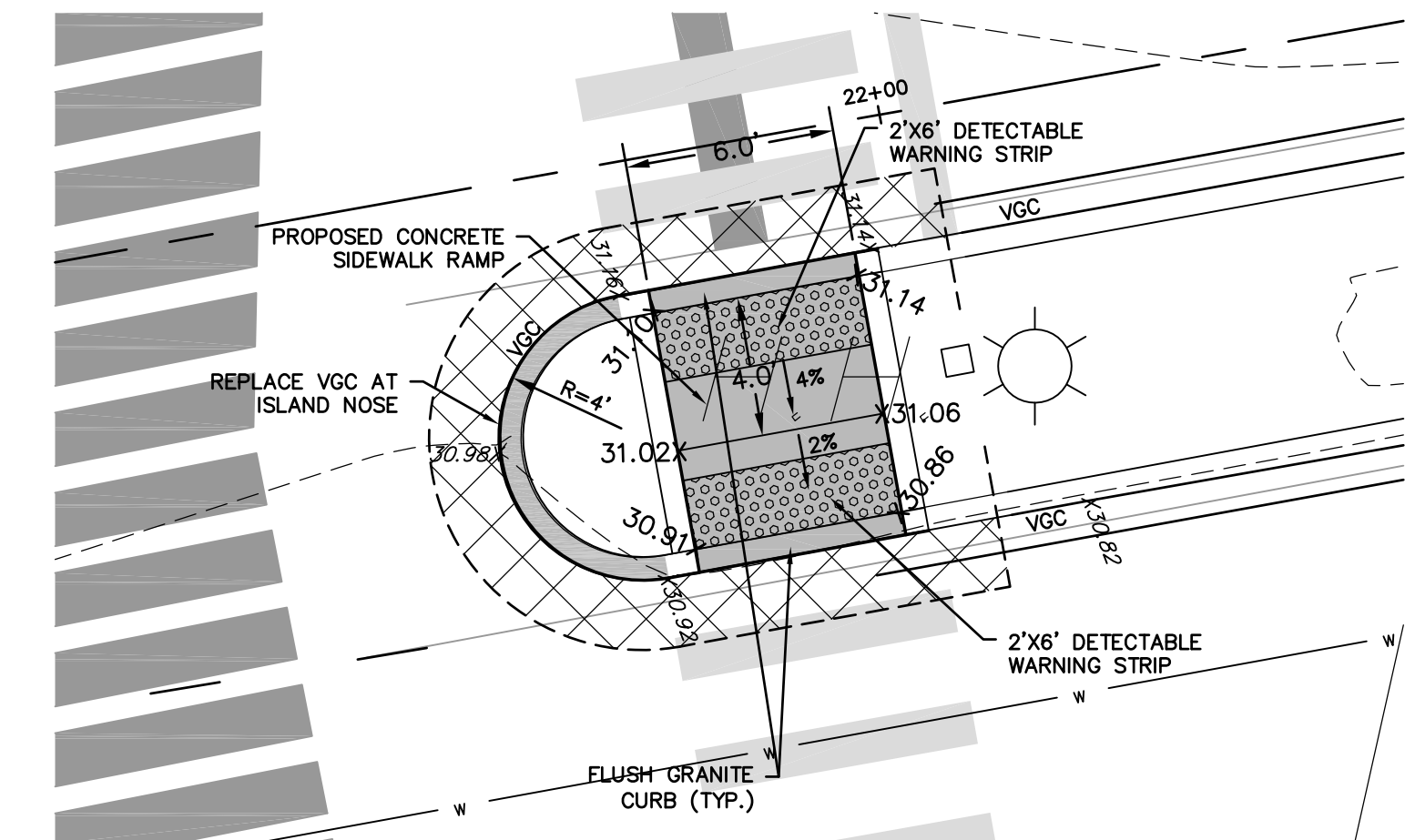
BUS STOP PAD
LOCATED AT
STATION 19+74 LEFT
SCALE: 1" = 5'



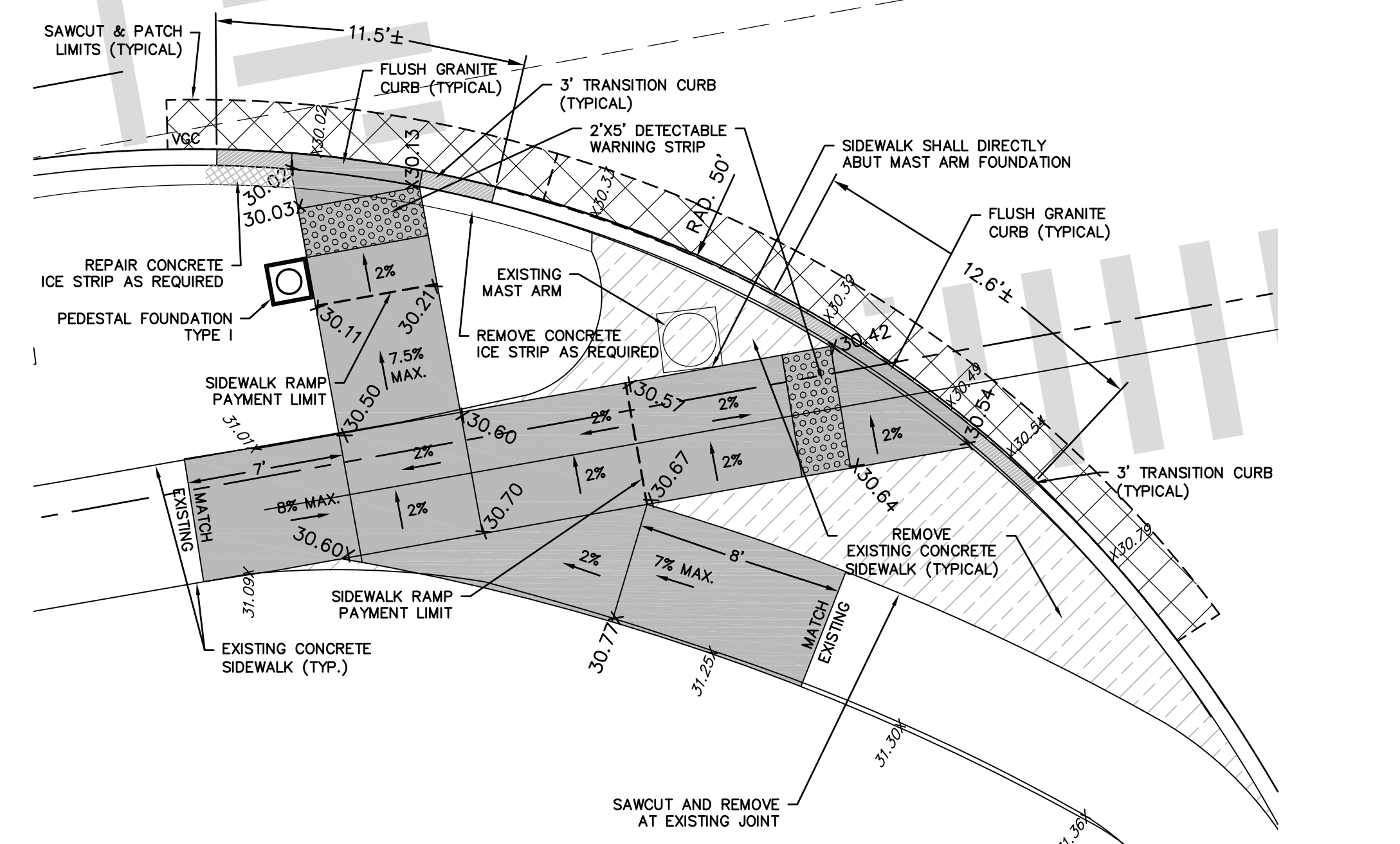
CONCRETE SIDEWALK RAMP
LOCATED AT
STATION 21+90 LEFT
SCALE: 1" = 5'



CONCRETE SIDEWALK RAMP
LOCATED AT
STATION 20+55 LEFT
SCALE: 1" = 5'



CONCRETE SIDEWALK RAMP
LOCATED AT
STATION 21+90 RIGHT
SCALE: 1" = 5'

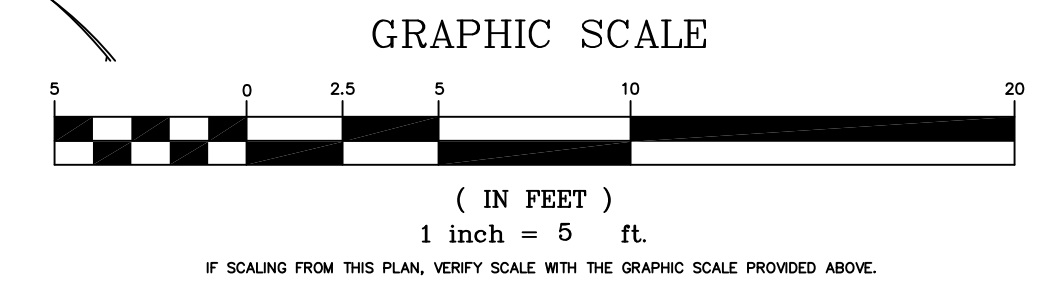


CONCRETE SIDEWALK RAMP
LOCATED AT
STATION 20+55 & 20+70 RIGHT
SCALE: 1" = 5'

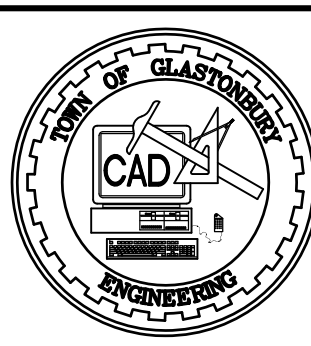
**ROUTE 3 RAMPS AND
SOMERSET SQUARE MAIN DRIVE
CONCRETE SIDEWALK RAMP DETAILS**

GENERAL NOTES:

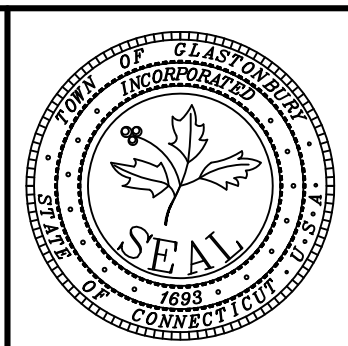
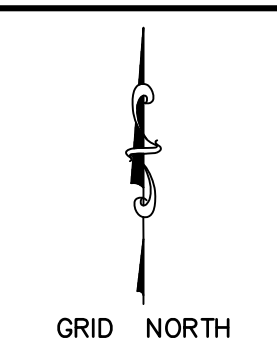
1. ALL CONCRETE SIDEWALKS AND CONCRETE SIDEWALK RAMPS SHALL BE 5' WIDE AND CONSTRUCTED ACCORDING TO THE TOWN STANDARD DETAILS SHOWN ON SHEET 5.
2. SIDEWALK RAMPS SHALL HAVE A COARSE BROOM FINISH TRANSVERSE TO THE SLOPE OF THE RAMP.
3. REMOVAL OF EXISTING SIDEWALK FOR NEW RAMP INSTALLATION SHALL BE TO THE NEAREST EXPANSION OR CONTRACTION JOINT BEYOND THE LIMITS OF SIDEWALK REPLACEMENT SHOWN ON THE PLANS.
4. THE RUNNING SLOPE OF SIDEWALK RAMPS SHALL NOT EXCEED 8%.
5. SIDEWALK RAMPS SHALL BE FLUSH WITH THE ROADWAY OR SHALL HAVE A LIP NOT GREATER THAN 1/4" INCH.
6. TRANSITION SIDEWALK RAMP CROSS SLOPE TO MATCH THE ROADWAY PROFILE AS GRADUALLY AS POSSIBLE. DO NOT EXCEED 3% PER FOOT CROSS SLOPE RATE OF CHANGE WHEN TRANSITIONING TO THE ROADWAY PROFILE.
7. TRANSITION OF RAMP CROSS SLOPE TO ROADWAY PROFILE SHALL BE COMPLETED BEHIND THE DETECTABLE WARNING SURFACE.



DRAWING ISSUE STATUS		
NO.	DESCRIPTION	DATE
3.	ISSUED FOR CONSTRUCTION	2/21/2020
2.	100% SUBMISSION	10/21/2019
1.	90% SUBMISSION	6/10/2019

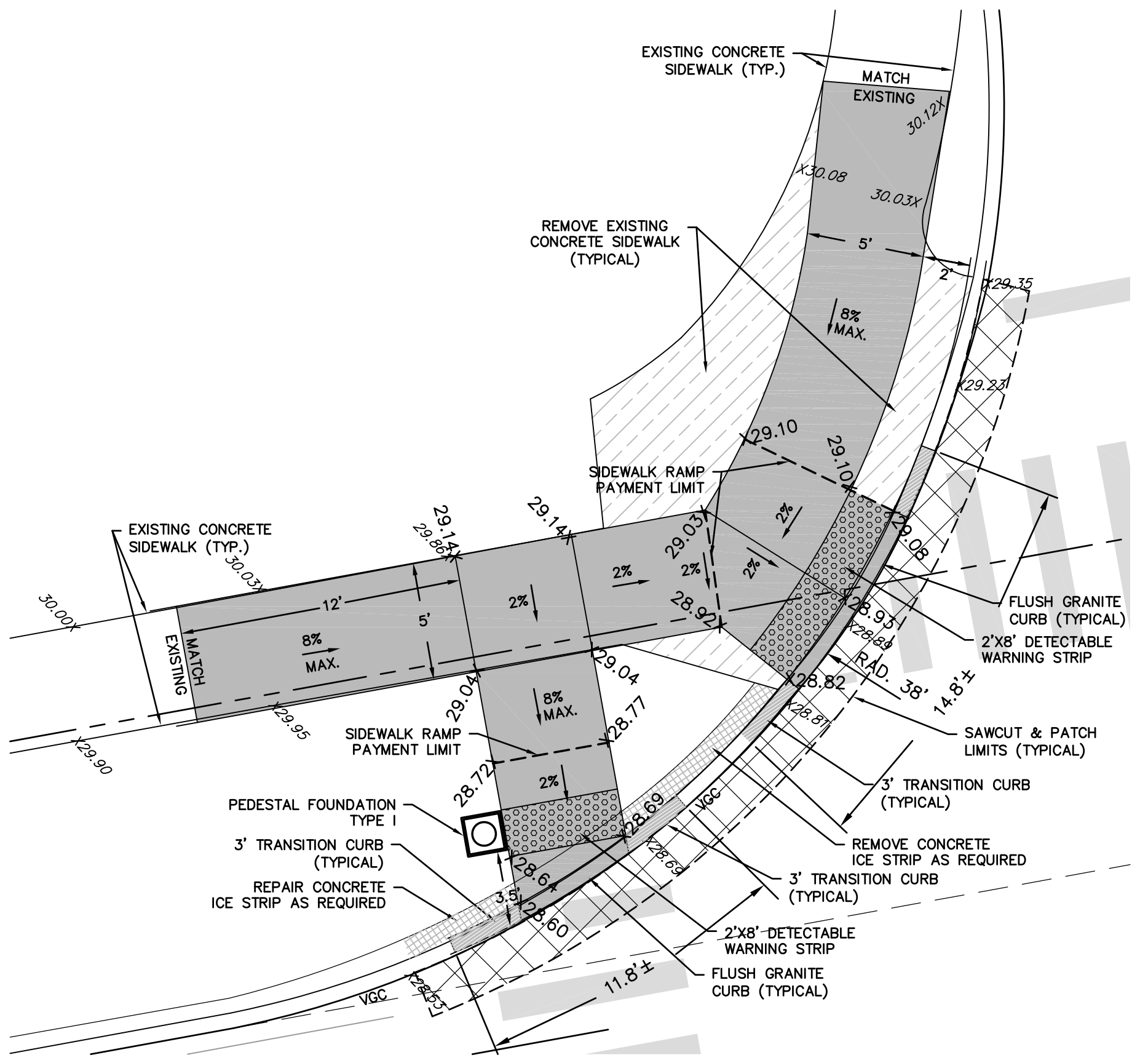


SCALE: AS SHOWN	DATE:
DRAWN BY: C.F.S.	5/2019
CHECKED BY: S.M.B.	6/10/2019
APPROVED BY: D.A.P.	6/10/2019
ST. FILE:	

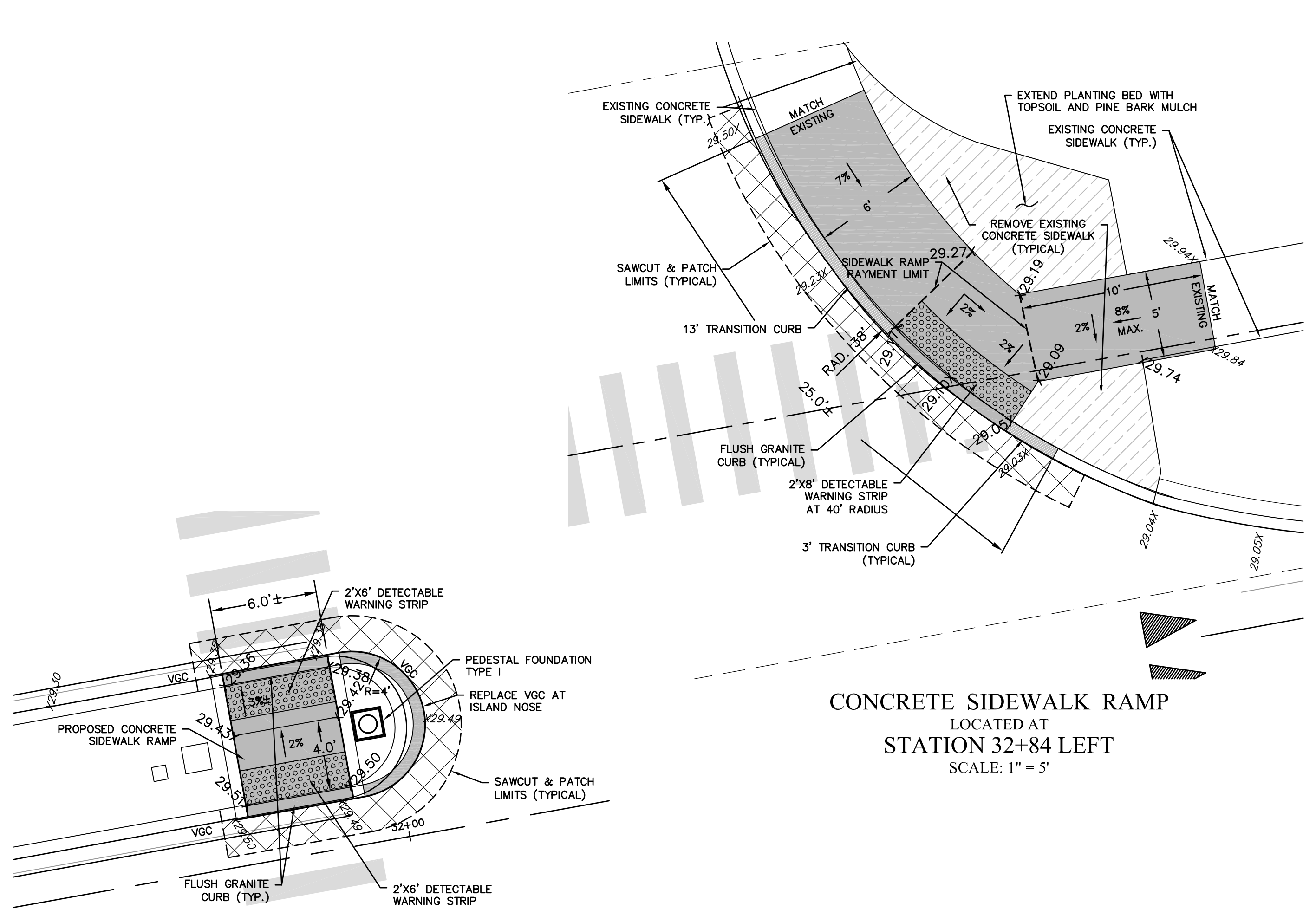


PLAN DEPICTING
SIDEWALK RAMP DETAILS
**PAVEMENT REHABILITATION
GLASTONBURY BOULEVARD**
located Between the Intersections of
**MAIN STREET & NAUBUC AVENUE
GLASTONBURY, CONNECTICUT**

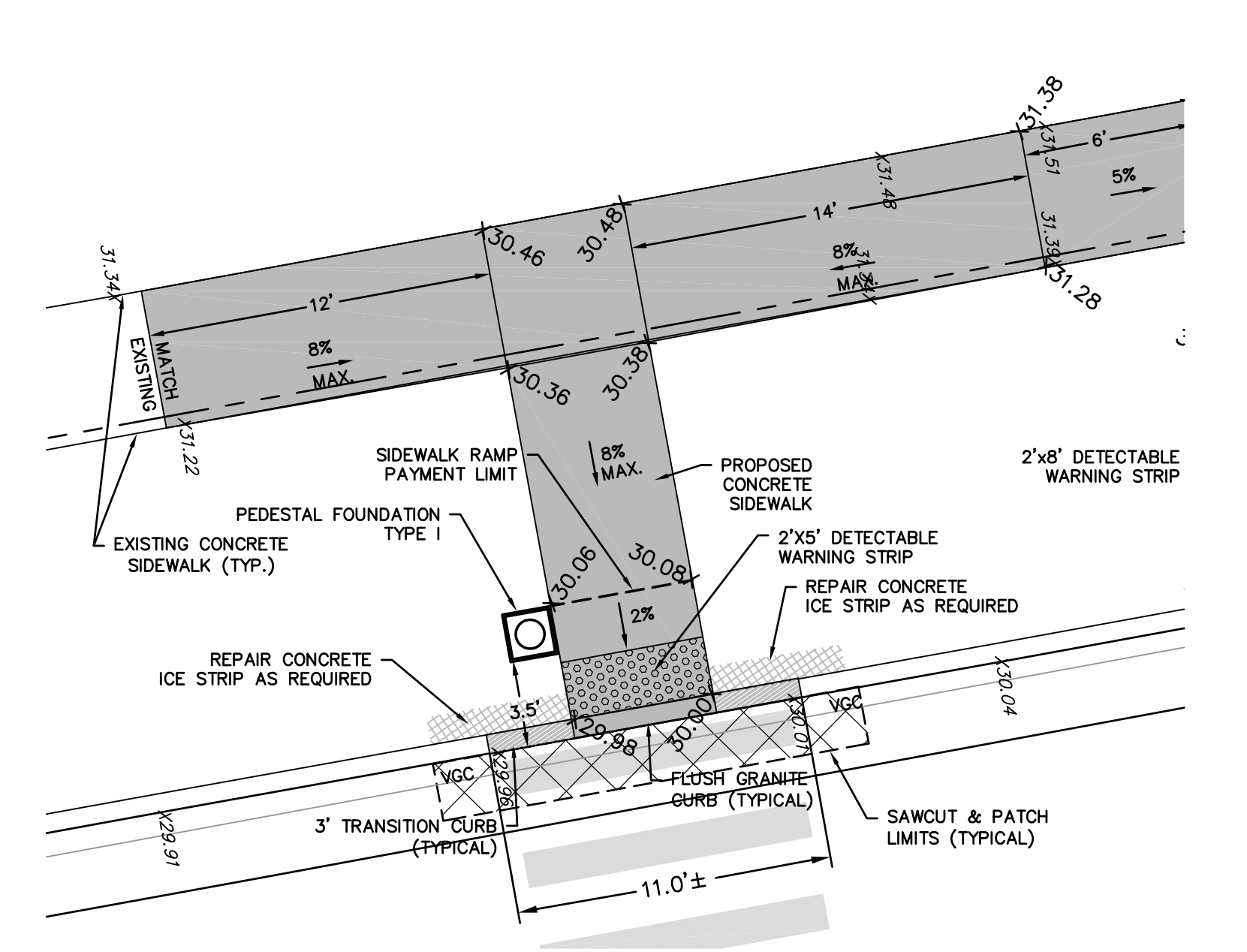
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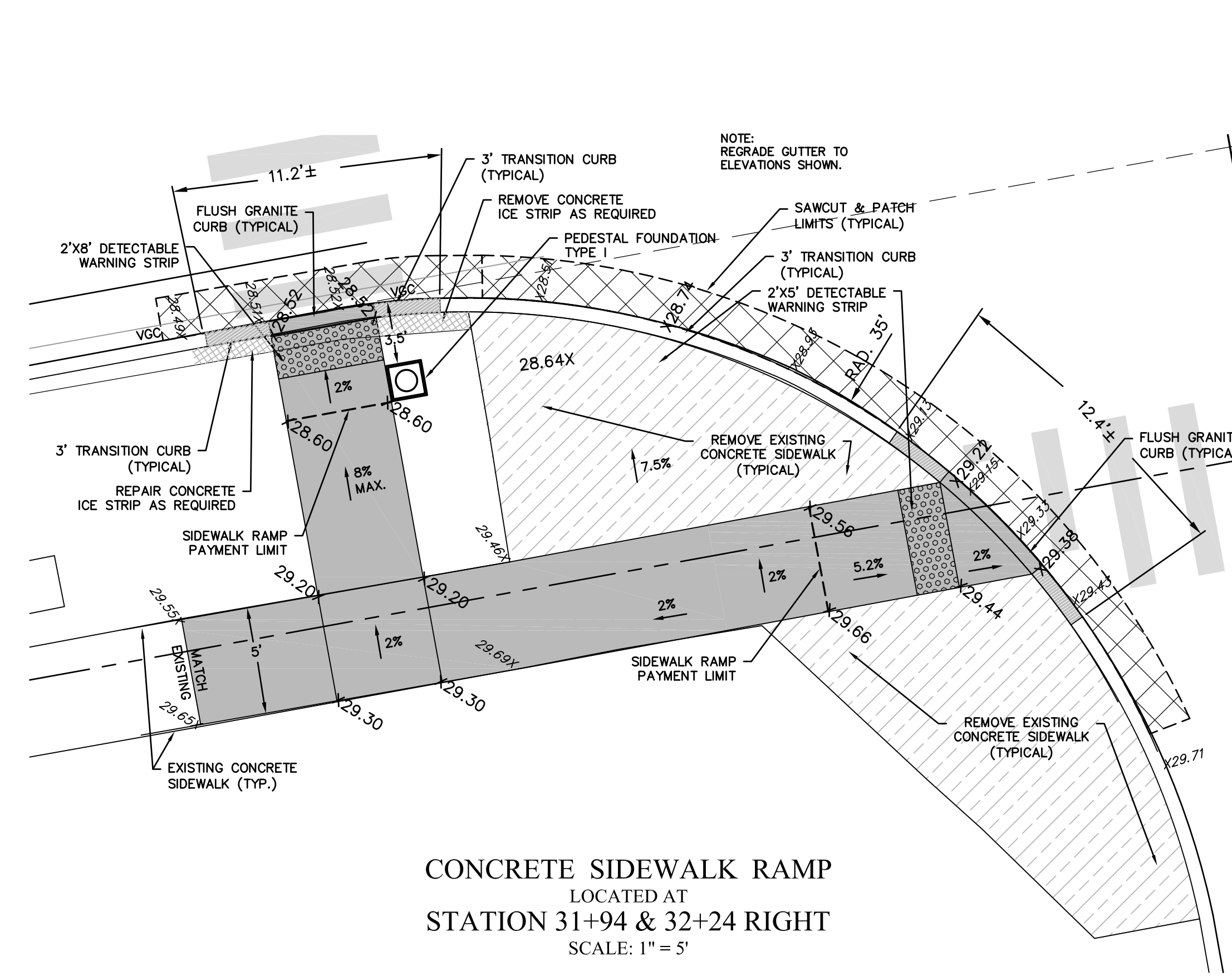
CONCRETE SIDEWALK RAMP
LOCATED AT
STATION 31+94 & 32+05 LEFT
SCALE: 1" = 5'



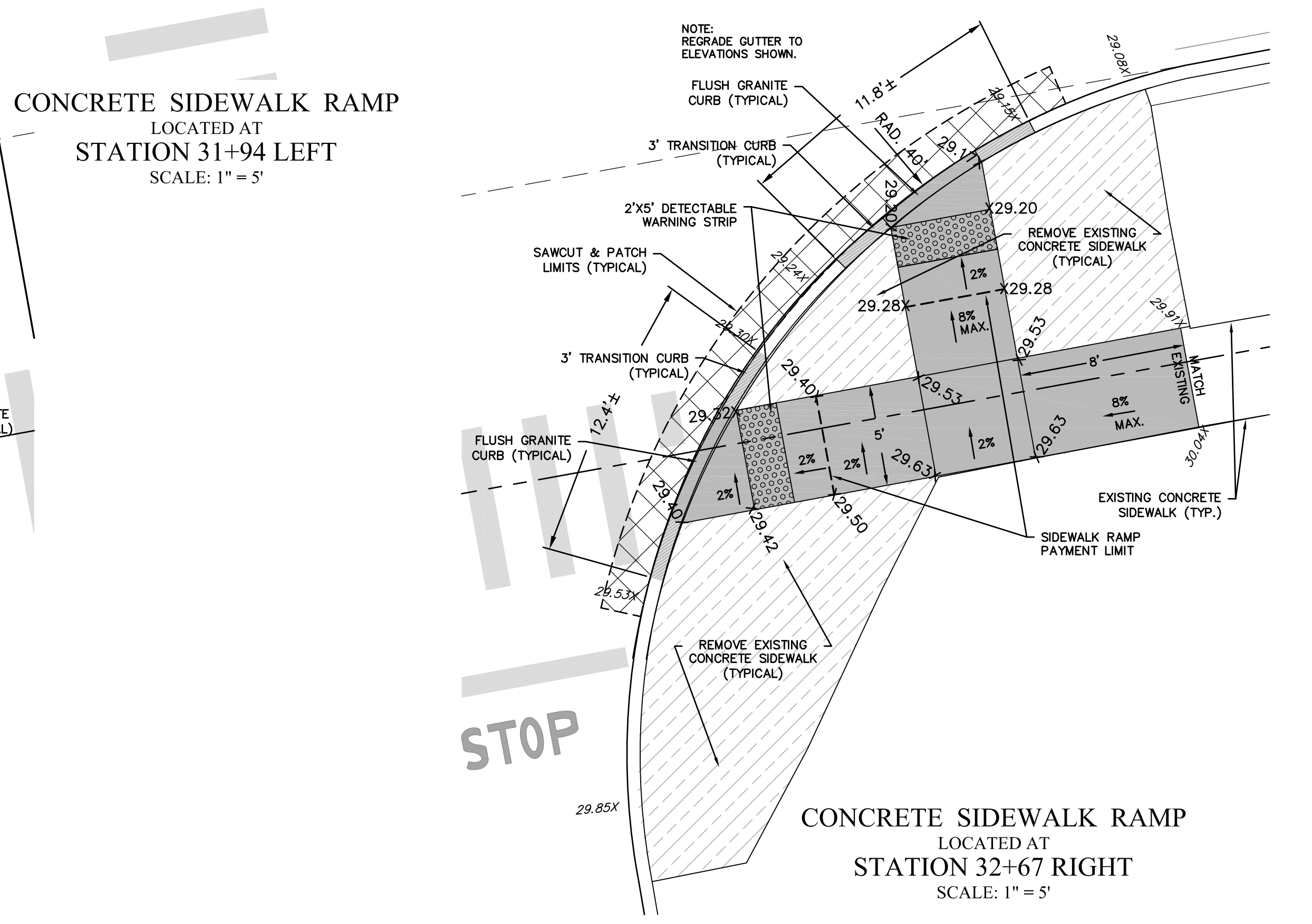
CONCRETE SIDEWALK RAMP
LOCATED AT
STATION 32+84 LEFT
SCALE: 1" = 5'



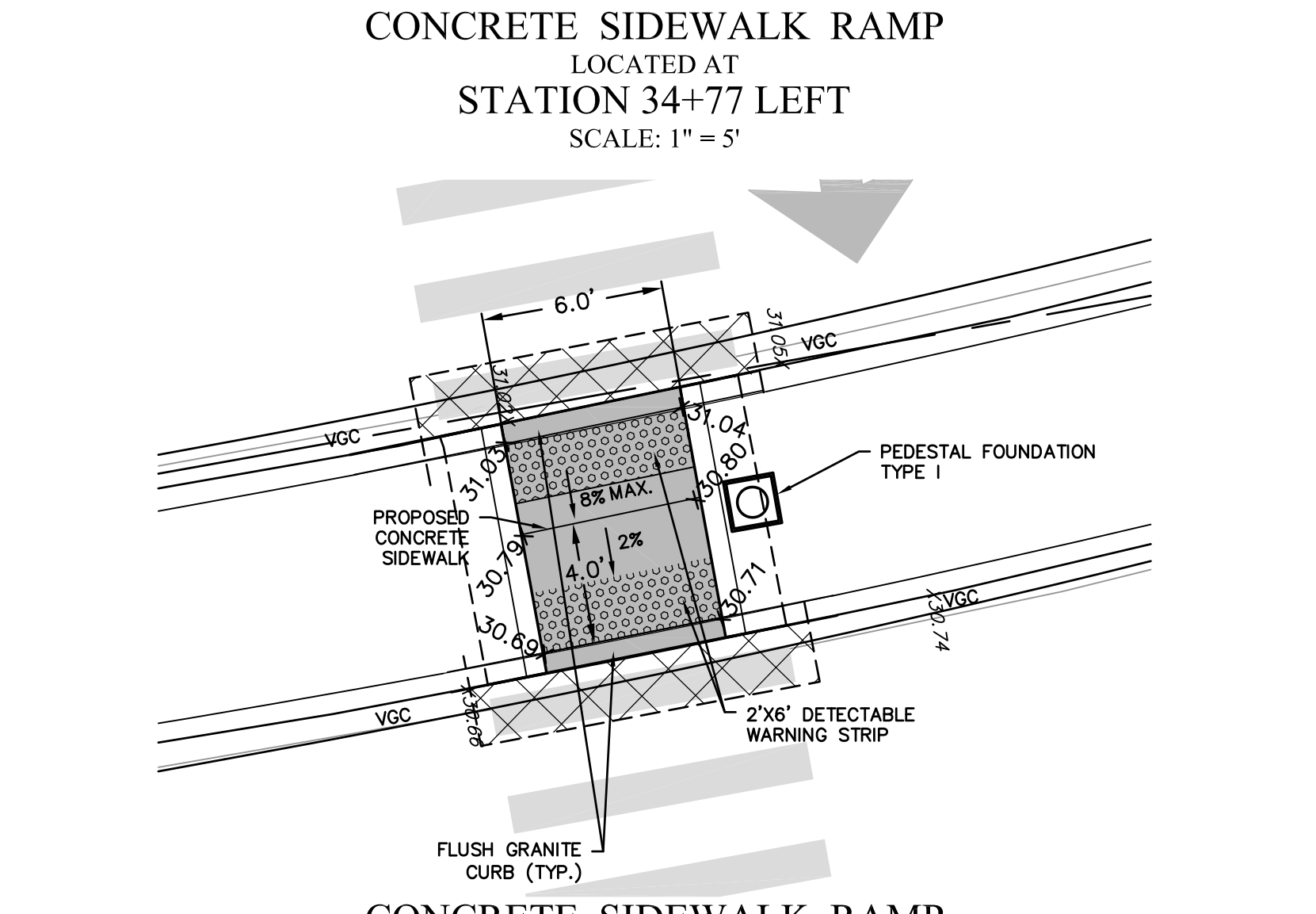
CONCRETE SIDEWALK RAMP
LOCATED AT
STATION 34+77 LEFT
SCALE: 1" = 5'



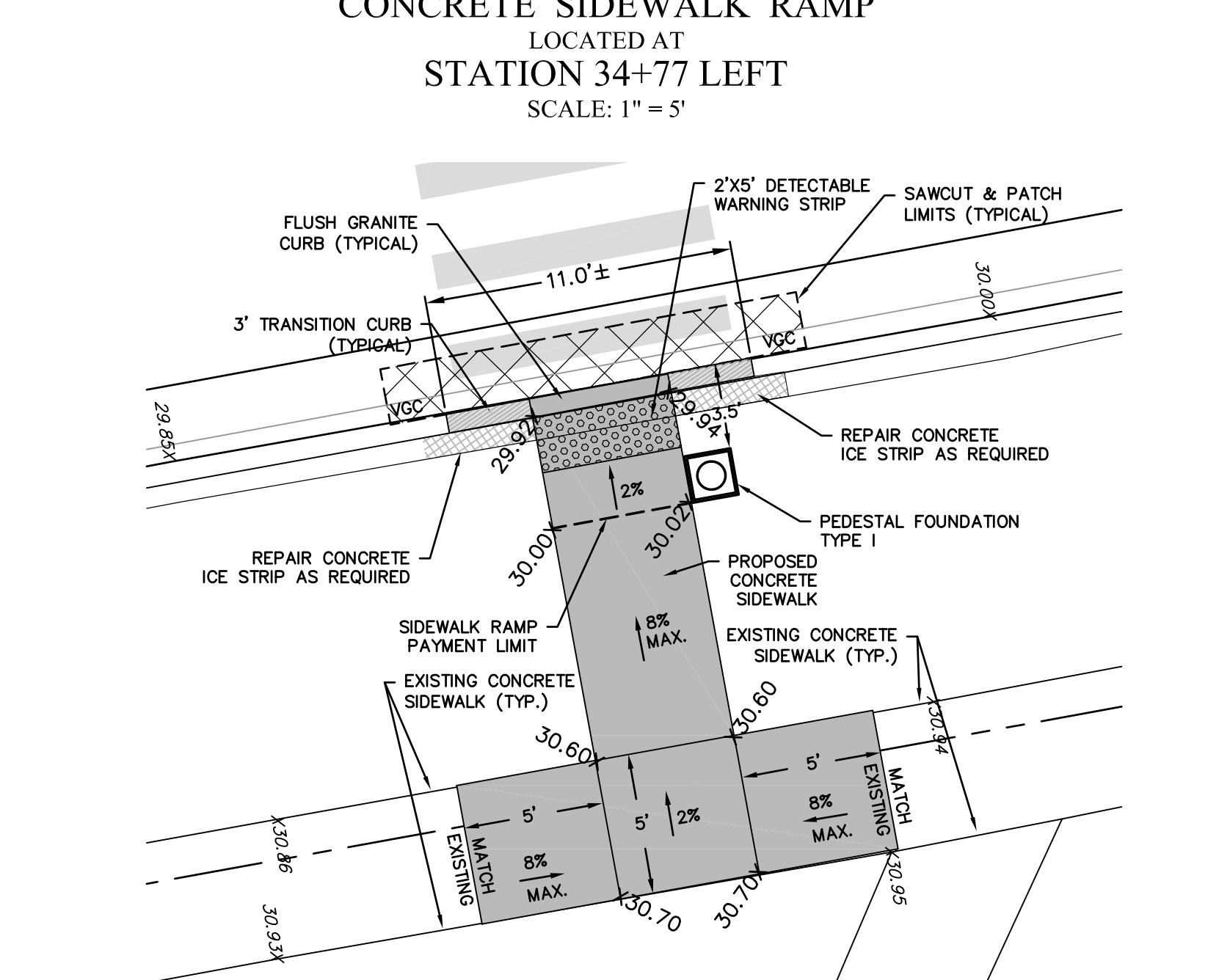
CONCRETE SIDEWALK RAMP
LOCATED AT
STATION 31+94 & 32+24 RIGHT
SCALE: 1" = 5'



CONCRETE SIDEWALK RAMP
LOCATED AT
STATION 32+67 RIGHT
SCALE: 1" = 5'



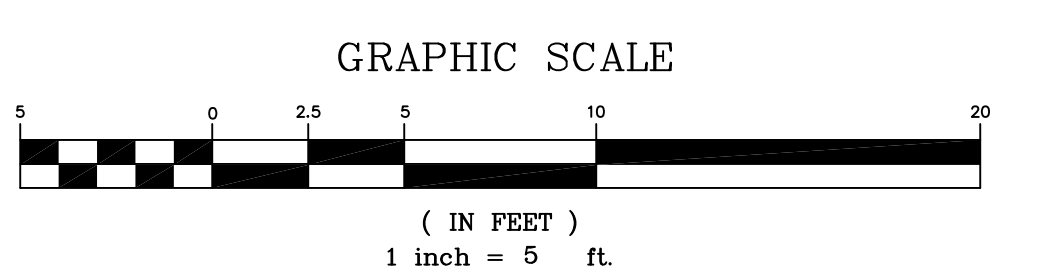
CONCRETE SIDEWALK RAMP
LOCATED AT
STATION 34+77 LEFT
SCALE: 1" = 5'



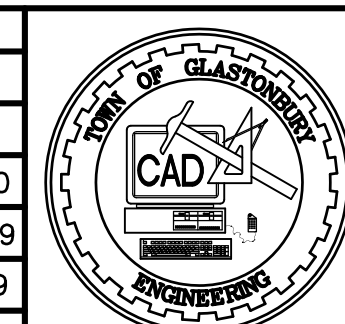
CONCRETE SIDEWALK RAMP
LOCATED AT
STATION 34+77 RIGHT
SCALE: 1" = 5'

- GENERAL NOTES:**
1. ALL CONCRETE SIDEWALKS AND CONCRETE SIDEWALK RAMPS SHALL BE 5' WIDE AND CONSTRUCTED ACCORDING TO THE TOWN STANDARD DETAILS SHOWN ON SHEET 5.
 2. SIDEWALK RAMPS SHALL HAVE A COARSE BROOM FINISH TRANSVERSE TO THE SLOPE OF THE RAMP.
 3. REMOVAL OF EXISTING SIDEWALK FOR NEW RAMP INSTALLATION SHALL BE TO THE NEAREST EXPANSION OR CONTRACTION JOINT BEYOND THE LIMITS OF SIDEWALK REPLACEMENT SHOWN ON THE PLANS.
 4. THE RUNNING SLOPE OF SIDEWALK RAMPS SHALL NOT EXCEED 8%.
 5. SIDEWALK RAMPS SHALL BE FLUSH WITH THE ROADWAY OR SHALL HAVE A LIP NOT GREATER THAN 1/4 INCH.
 6. TRANSITION SIDEWALK RAMP CROSS SLOPE TO MATCH THE ROADWAY PROFILE AS GRADUALLY AS POSSIBLE. DO NOT EXCEED 3% PER FOOT CROSS SLOPE RATE OF CHANGE WHEN TRANSITIONING TO THE ROADWAY PROFILE.
 7. TRANSITION OF RAMP CROSS SLOPE TO ROADWAY PROFILE SHALL BE COMPLETED BEHIND THE DETECTABLE WARNING SURFACE.

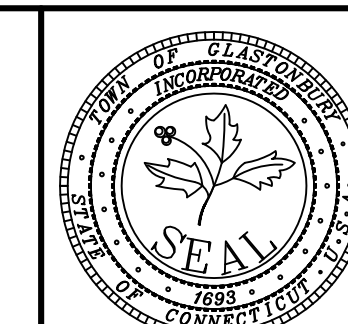
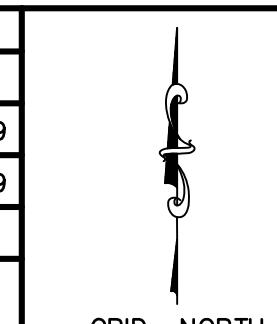
**UNSIGNALIZED INTERSECTION
DRIVEWAYS TO #40, 45 AND 65
SIDEWALK RAMP DETAILS**



DRAWING ISSUE STATUS		
NO.	DESCRIPTION	DATE
3.	ISSUED FOR CONSTRUCTION	2/21/2020
2.	100% SUBMISSION	10/21/2019
1.	90% SUBMISSION	6/10/2019

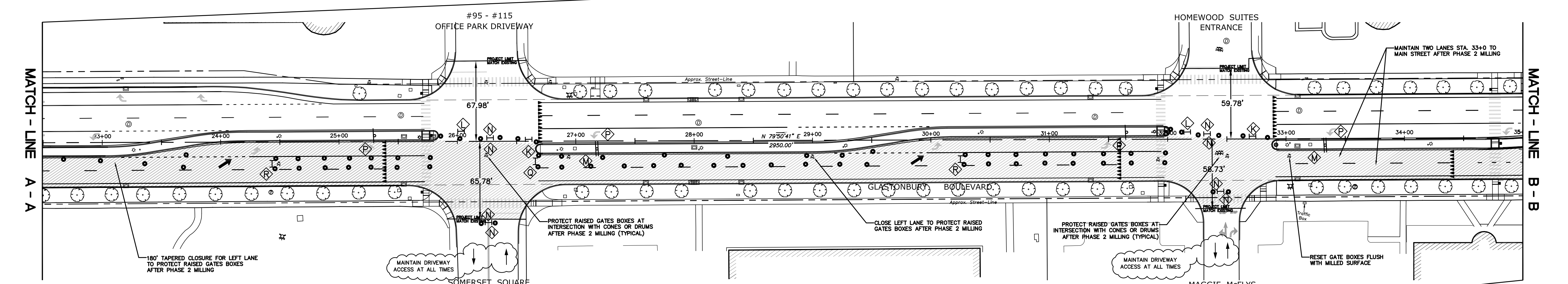
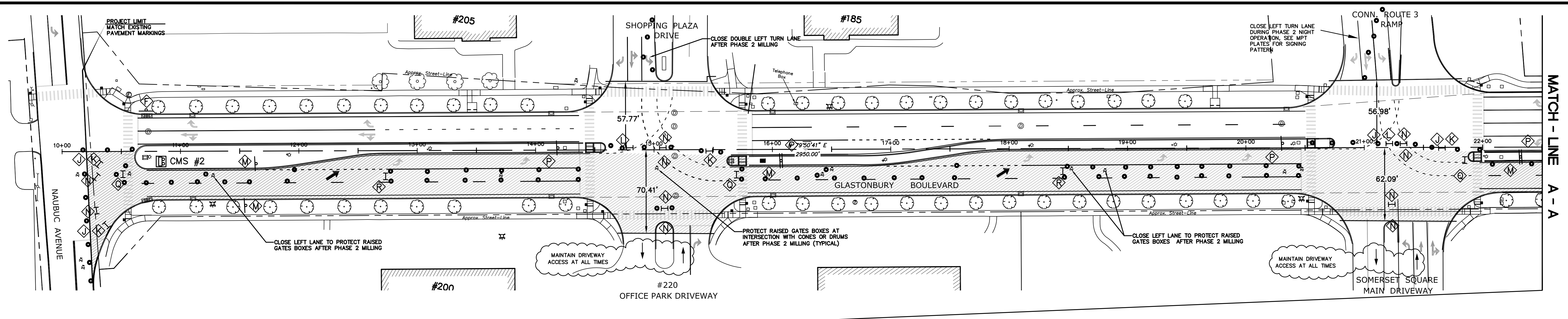


SCALE: AS SHOWN	DATE:
DRAWN BY: C.F.S.	5/2019
CHECKED BY: S.M.B.	6/10/2019
APPROVED BY: D.A.P.	6/10/2019
ST. FILE:	



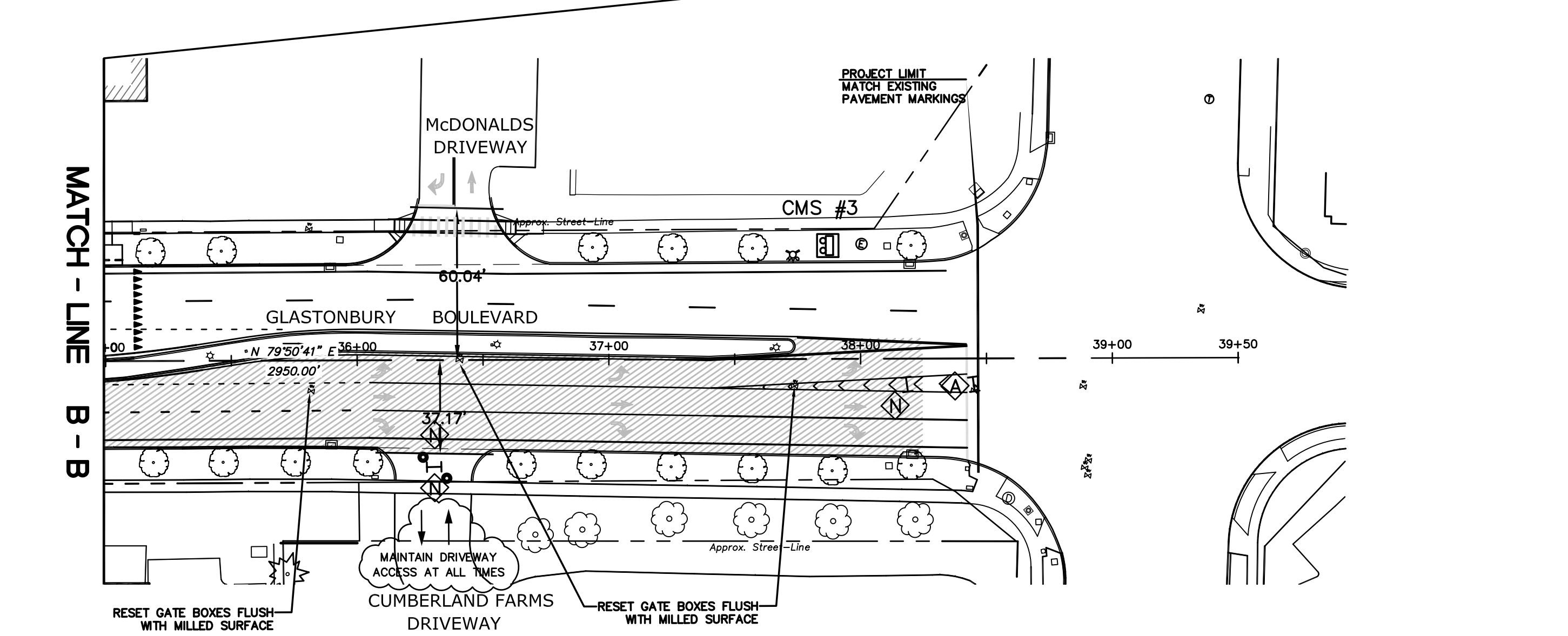
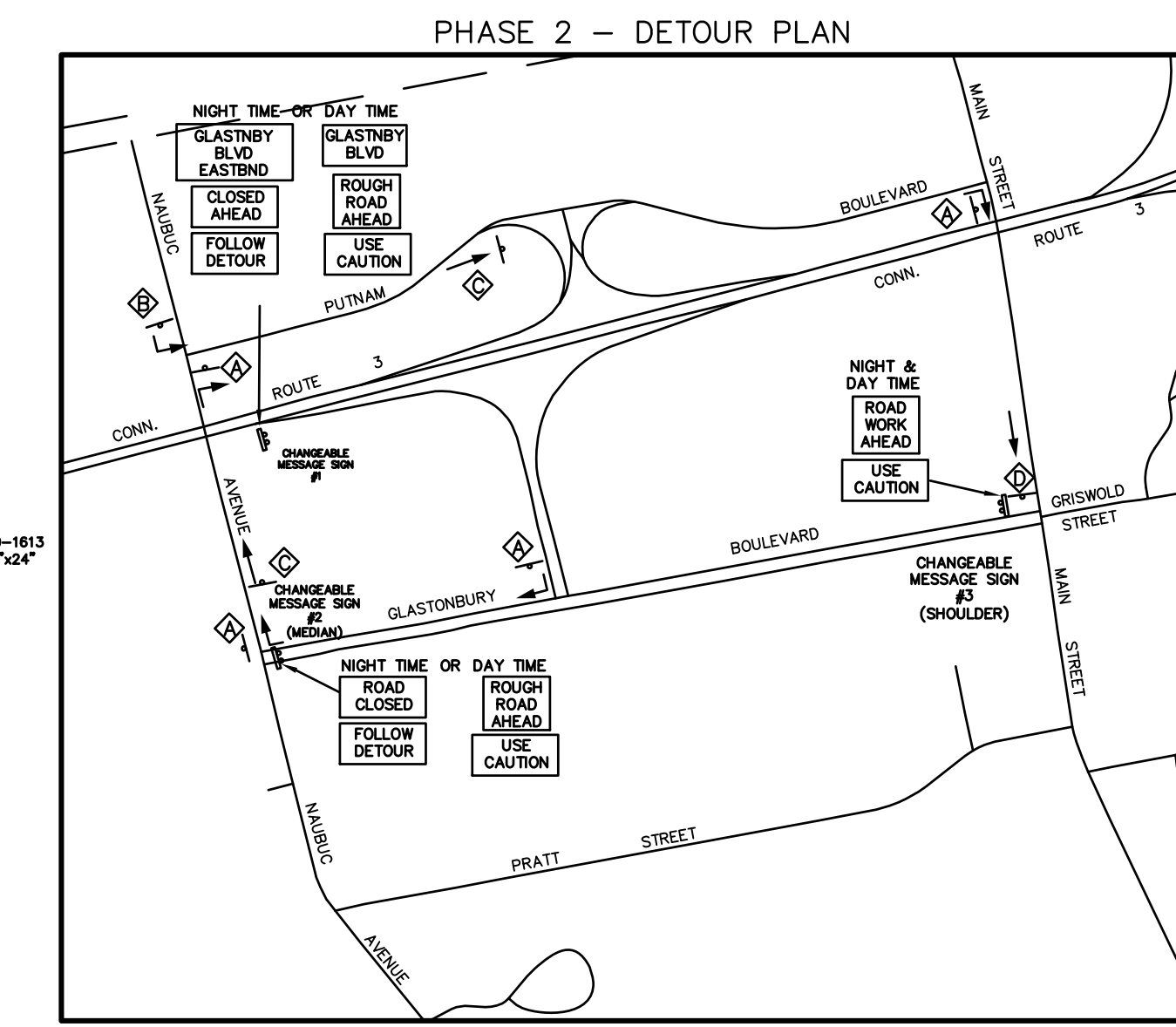
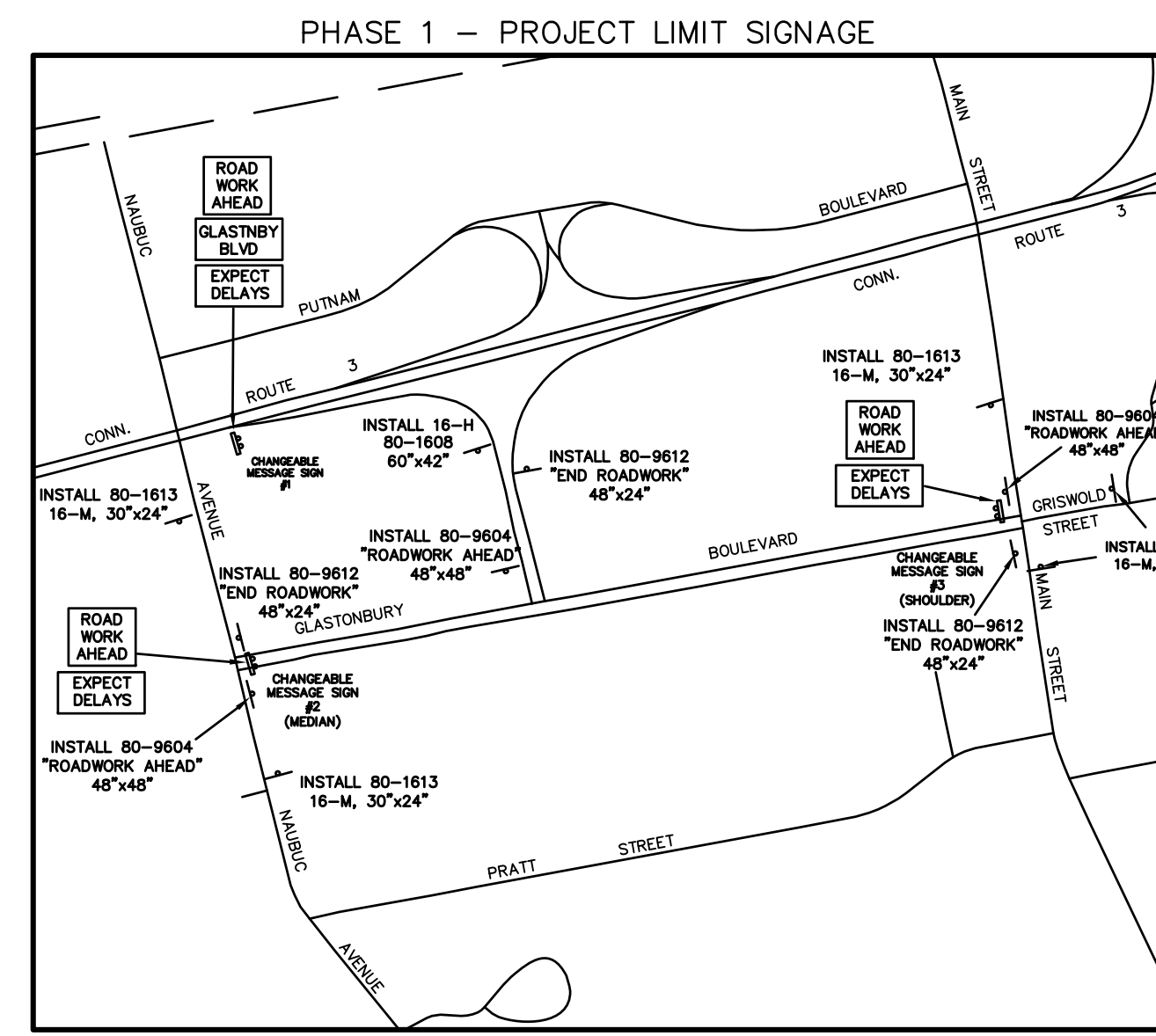
PLAN DEPICTING
SIDEWALK RAMP DETAILS
**PAVEMENT REHABILITATION
GLASTONBURY BOULEVARD**
located Between the Intersections of
**MAIN STREET & NAUBUC AVENUE
GLASTONBURY, CONNECTICUT**

FILE: H:\DWG\Stress\Glastonbury Blvd - Pavement Rehab - 2018 Design\Glastonbury Blvd - Pavement Rehab - 2018 Design.dwg USER: Steven Troy DATE: 2/21/2020



LEGEND

	PHASE 2 WORK AREA
	PHASE 3 WORK AREA
	TYPE III BARRICADE
	TRAFFIC CONE OR DRUM (20' SPACED TYPICAL)



CONSTRUCTION NOTES (STAGING PLANS)

- CONSTRUCTION PHASING SHALL BE AS DESCRIBED IN SECTION 1.08 PROSECUTION AND PROGRESS OF THE SPECIAL PROVISIONS AND AS SHOWN ON THESE PLANS.
- CONTRACTOR SHALL IMPLEMENT APPROPRIATE PEDESTRIAN DETOUR AND SIDEWALK CLOSURE SIGNAGE TO PROPERLY DIRECT PEDESTRIANS AROUND THE WORK AREA AS DIRECTED BY THE ENGINEER.
- DETOUR AND ROAD CLOSURE SIGNAGE APPLY TO MILLING AND PAVING OPERATIONS DURING OVERNIGHT WORKING HOURS. THESE SIGNS SHALL BE REMOVED OR BAGGED DURING THE DAY TO ALLOW NORMAL TRAFFIC OPERATIONS THROUGHOUT THE PROJECT LIMITS.
- ALL MANHOLES FRAMES AND COVERS, AND CERTAIN GATES BOXES AS SHOWN ON THE PLANS SHALL BE RESET FLUSH WITH THE MILLED SURFACE IMMEDIATELY UPON COMPLETION OF MILLING OPERATIONS. THESE STRUCTURES SHALL ALL BE RESET AGAIN TO THE FINISHED GRADE PAVEMENT ELEVATION ON THE DAY IMMEDIATELY PRECEDING FINAL PAVING AND PROTECTED WITH DRUMS AND/OR CONES AS MAY BE NECESSARY.
- ALL CATCH BASINS SHALL BE SHIMMED ACCORDING TO THE TEMPORARY PAVEMENT SHIM DETAIL SHOWN ON SHEET 3. THIS WORK SHALL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR "MAINTENANCE AND PROTECTION OF TRAFFIC".
- CMS #1 SHALL BE A 10' WIDE FULL MATRIX PANEL AND CMS #2 AND CMS #3 SHALL BE 6' WIDE FULL MATRIX PANELS.

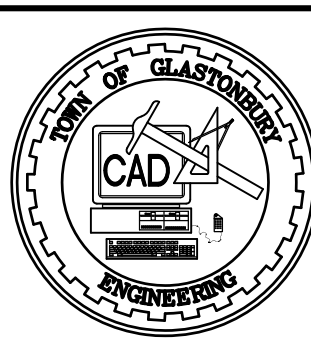
GRAPHIC SCALE

(IN FEET)
1 inch = 40 ft.

IF SCALING FROM THIS PLAN, VERIFY SCALE WITH THE GRAPHIC SCALE PROVIDED ABOVE. PW-1809

DRAWING ISSUE STATUS

NO.	DESCRIPTION	DATE
3.	ISSUED FOR CONSTRUCTION	2/21/2020
2.	100% SUBMISSION	10/11/2019
1.	90% SUBMISSION	6/10/2019



SCALE: AS SHOWN

DATE: 5/2019

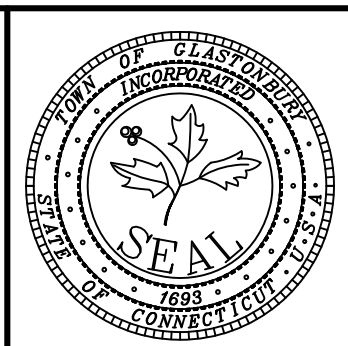
DRAWN BY: C.F.S.

CHECKED BY: S.M.B. 6/10/2019

APPROVED BY: D.A.P. 6/10/2019

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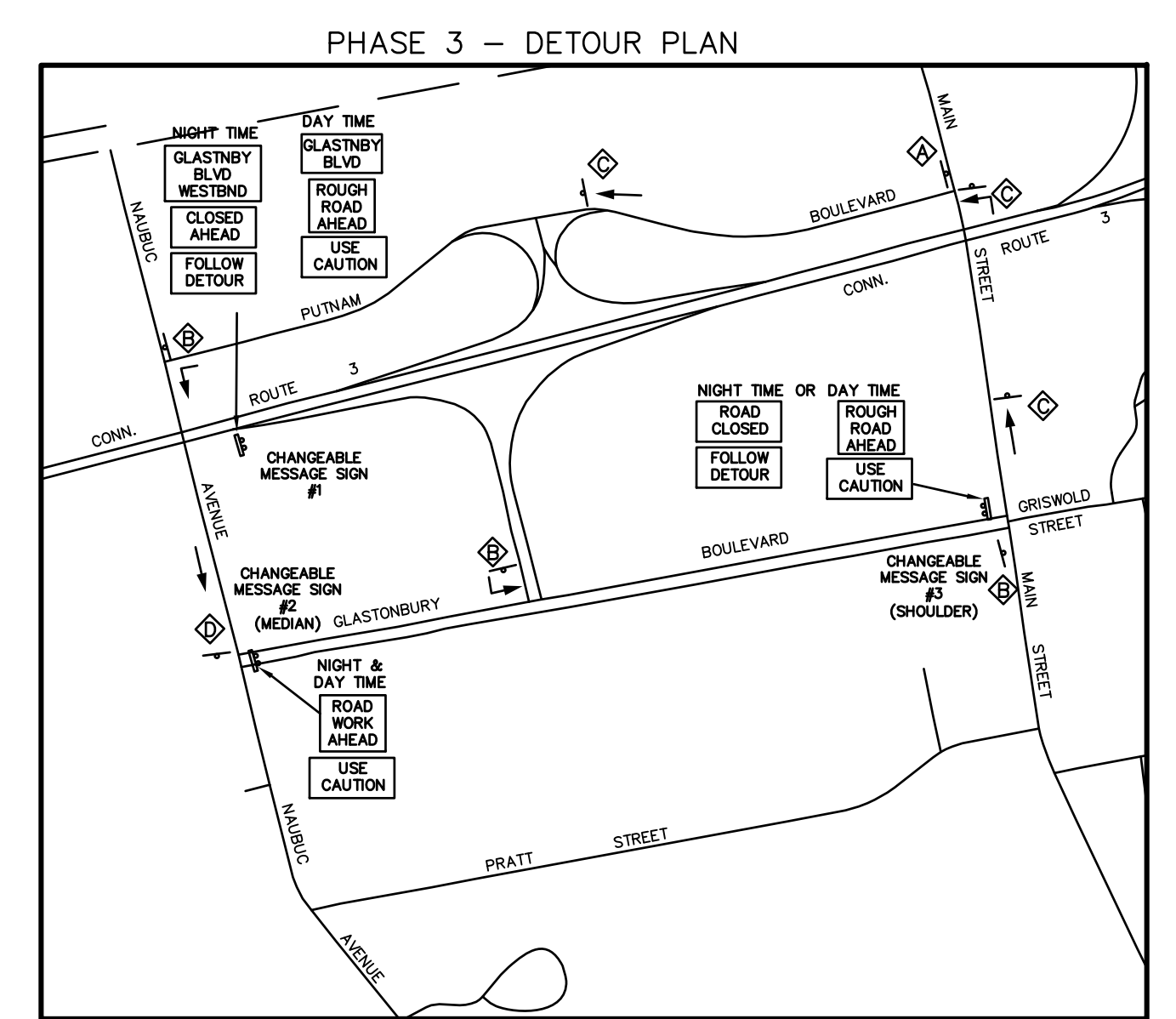
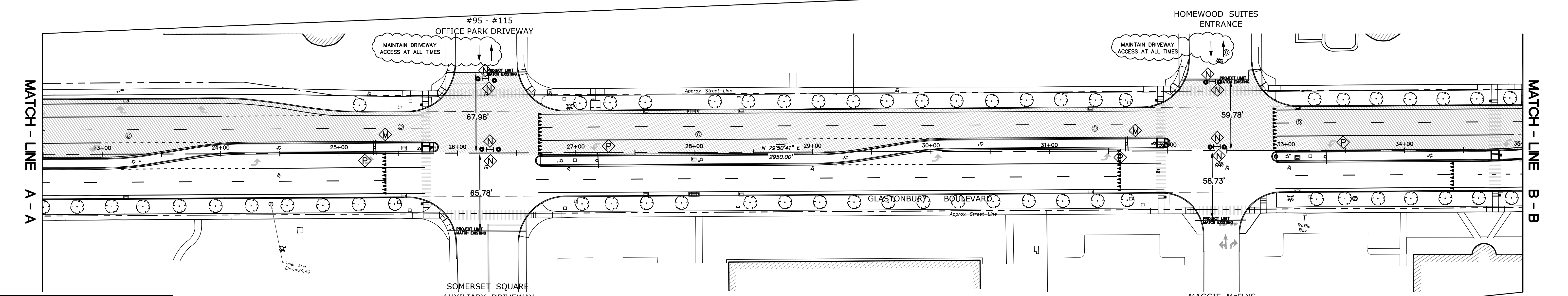
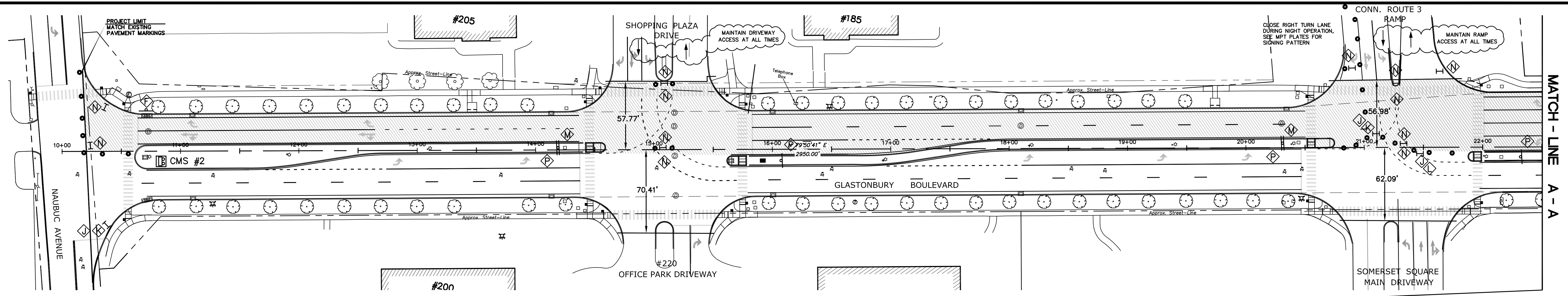
DO NOT SCALE THIS DRAWING. USE THE DIMENSIONS GIVEN. IF THERE ARE ANY DISCREPANCIES OR QUESTIONS, CONTACT THE TOWN OF GLASTONBURY, ENGINEERING OFFICE.



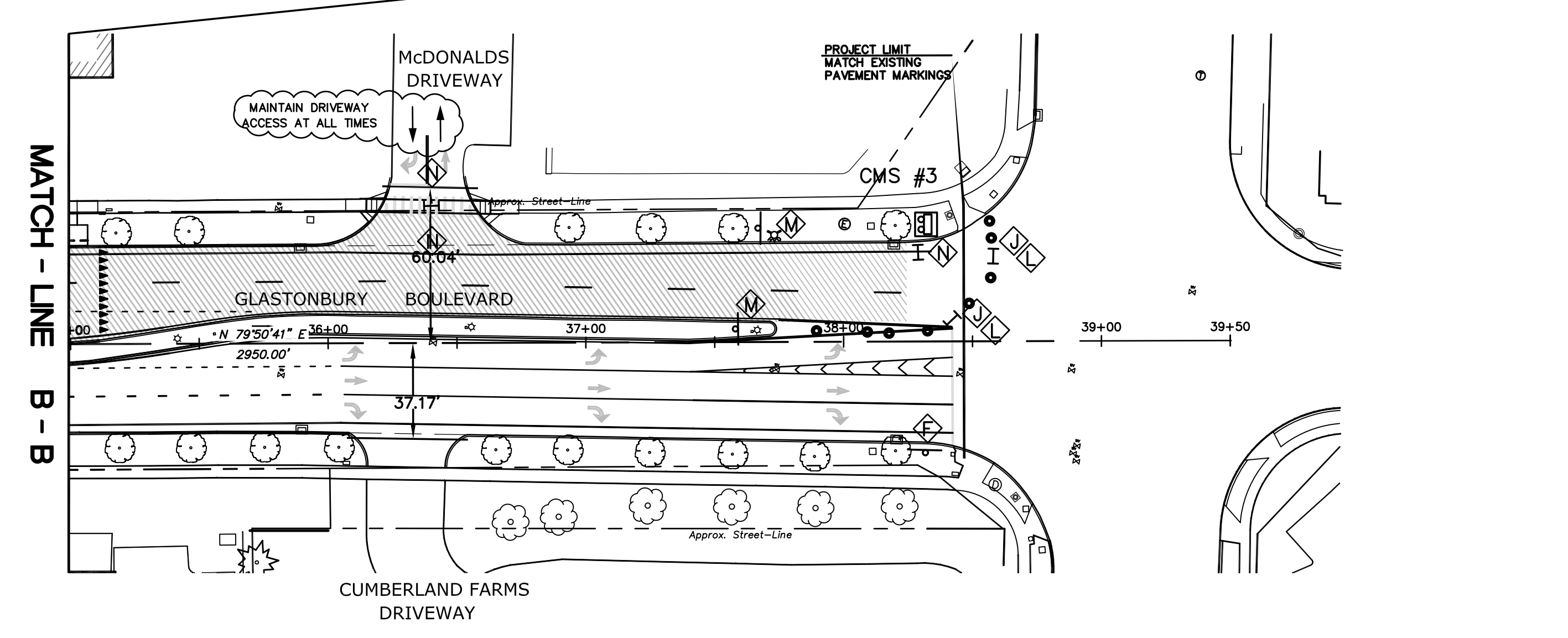
PLAN DEPICTING
CONSTRUCTION STAGING - PHASE 1 AND 2
PAVEMENT REHABILITATION
of
GLASTONBURY BOULEVARD
located Between the Intersections of
MAIN STREET & NAUBUC AVENUE
GLASTONBURY, CONNECTICUT

SHEET NO.
10

FILE: H:\DWG\Stress\Glastonbury Blvd - Pavement Rehab - 2018 Design\Glastonbury Blvd - Pavement Rehab - 2018 Design.dwg USER: Steven Troy DATE: 2/21/2020



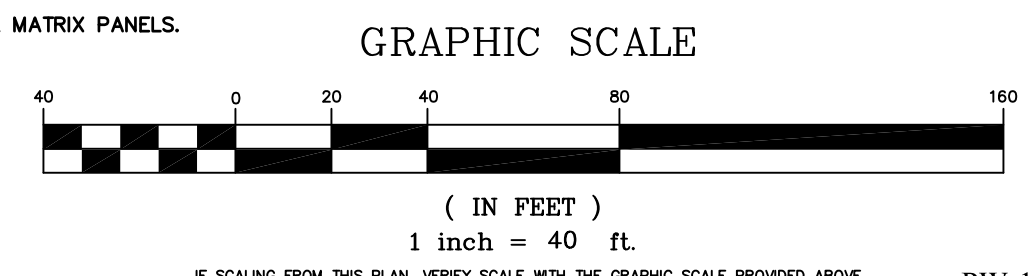
PLAN SCALE: 1" = 40'



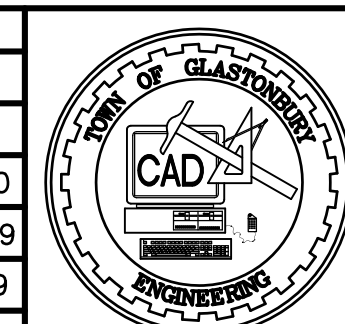
LEGEND

	PHASE 2 WORK AREA
	PHASE 3 WORK AREA
	TYPE III BARRICADE
	TRAFFIC CONE OR DRUM (20' SPACED TYPICAL)
	ROAD CLOSED 48x30 (80-9080)
	DETOUR 48x30 (80-9702)
	DETOUR 48x30 (80-9701)
	DETOUR 48x30 (80-9701)
	RAISED STRUCTURES 36x36 (80-9933)
	BUMP 36x36 (80-9901)
	BUMP AHEAD 36x36 (80-9801)
	BUMP AHEAD 48x48 (80-9934)
	LEFT TURNS ONLY 48x48 (80-9703)
	DETOUR 30x24 (80-9703)
	DETOUR 30x24 (80-9703)

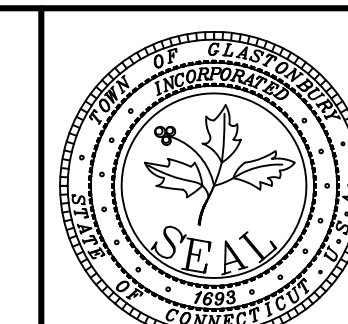
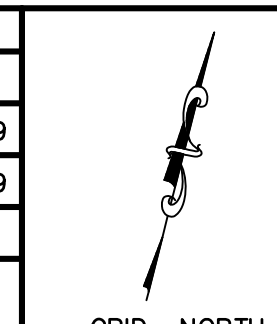
- CONSTRUCTION NOTES (STAGING PLANS)**
- CONSTRUCTION PHASING SHALL BE AS DESCRIBED IN SECTION 1.08 PROSECUTION AND PROGRESS OF THE SPECIAL PROVISIONS AND AS SHOWN ON THESE PLANS.
 - CONTRACTOR SHALL IMPLEMENT APPROPRIATE PEDESTRIAN DETOUR AND SIDEWALK CLOSURE SIGNAGE TO PROPERLY DIRECT PEDESTRIANS AROUND THE WORK AREA AS DIRECTED BY THE ENGINEER.
 - DETOUR AND ROAD CLOSURE SIGNAGE APPLY TO MILLING AND PAVING OPERATIONS DURING OVERNIGHT WORKING HOURS. THESE SIGNS SHALL BE REMOVED OR BAGGED DURING THE DAY TO ALLOW NORMAL TRAFFIC OPERATIONS THROUGHOUT THE PROJECT LIMITS.
 - ALL MANHOLES FRAMES AND COVERS, AND CERTAIN GATES BOXES AS SHOWN ON THE PLANS SHALL BE RESET FLUSH WITH THE MILLED SURFACE IMMEDIATELY UPON COMPLETION OF MILLING OPERATIONS. THESE STRUCTURES SHALL ALL BE RESET AGAIN TO THE FINISHED GRADE PAVEMENT ELEVATION ON THE DAY IMMEDIATELY PRECEDING FINAL PAVING AND PROTECTED WITH DRUMS AND/OR CONES AS MAY BE NECESSARY.
 - ALL CATCH BASINS SHALL BE SHIMMED ACCORDING TO THE TEMPORARY PAVEMENT SHIM DETAIL SHOWN ON SHEET 3. THIS WORK SHALL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR "MAINTENANCE AND PROTECTION OF TRAFFIC".
 - CMS #1 SHALL BE A 10' WIDE FULL MATRIX PANEL AND CMS #2 AND CMS #3 SHALL BE 6' WIDE FULL MATRIX PANELS.



DRAWING ISSUE STATUS		
NO.	DESCRIPTION	DATE
3.	ISSUED FOR CONSTRUCTION	2/21/2020
2.	100% SUBMISSION	10/21/2019
1.	90% SUBMISSION	6/10/2019



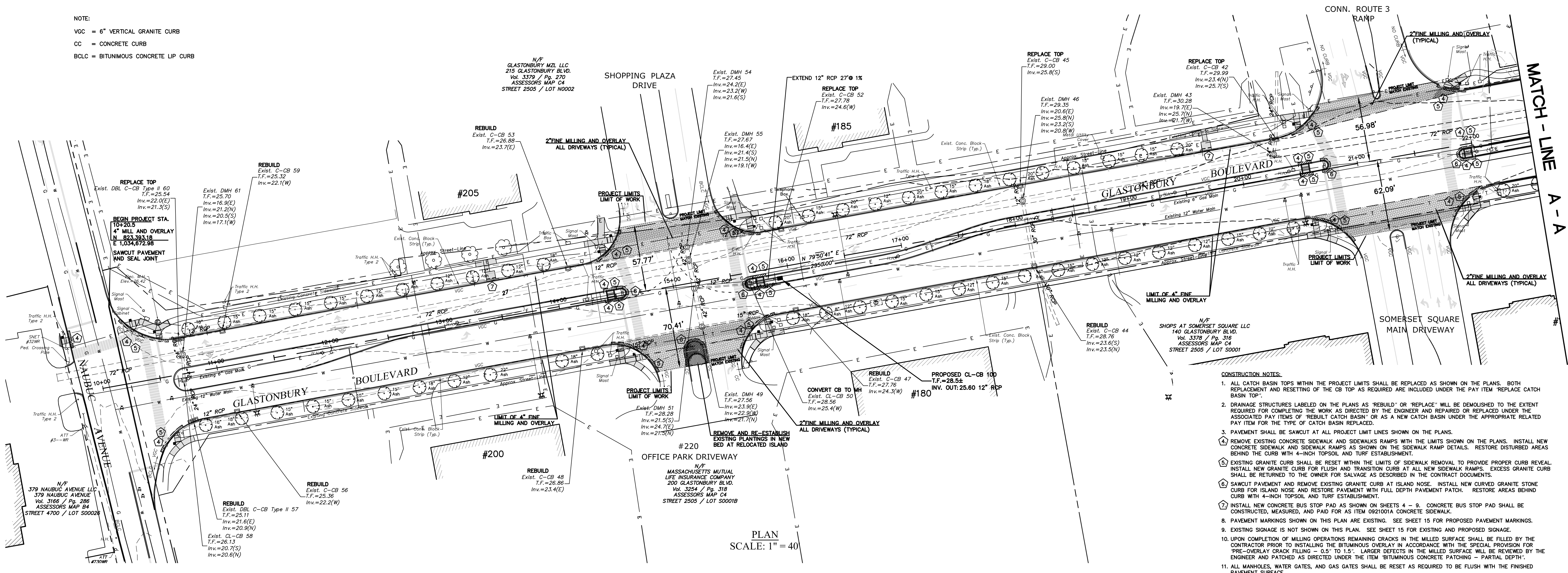
SCALE: AS SHOWN	DATE: 5/2019
DRAWN BY: C.F.S.	CHECKED BY: S.M.B.
APPROVED BY: D.A.P.	ST. FILE:



PLAN DEPICTING
CONSTRUCTION STAGING - PHASE 3
PAVEMENT REHABILITATION
OF
GLASTONBURY BOULEVARD
located Between the Intersections of
MAIN STREET & NAUBUC AVENUE
GLASTONBURY, CONNECTICUT

FILE: H:\DWG\Streets\Glastonbury Blvd - Pavement Rehab - 2019 Design\Glastonbury Blvd Pavement Rehab 2019.dwg USER: Steven Troy DATE: 2/21/2020

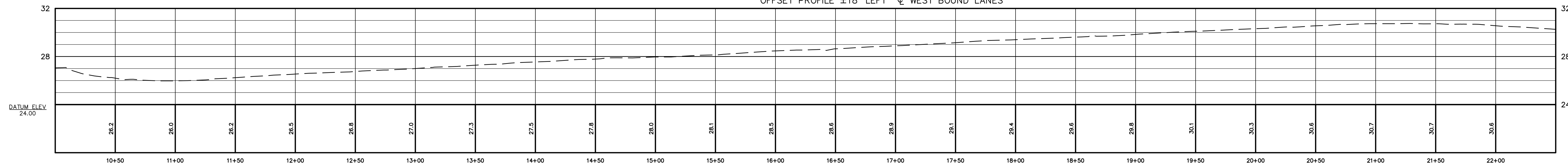
NOTE:
 VGC = 6" VERTICAL GRANITE CURB
 CC = CONCRETE CURB
 BCLC = BITUMINOUS CONCRETE LIP CURB



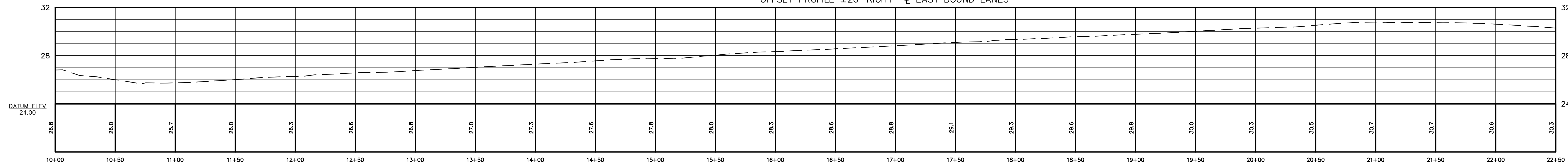
- CONSTRUCTION NOTES:**
1. ALL CATCH BASIN TOPS WITHIN THE PROJECT LIMITS SHALL BE REPLACED AS SHOWN ON THE PLANS. BOTH REPLACEMENT AND RESETTING OF THE CB TOP AS REQUIRED ARE INCLUDED UNDER THE PAY ITEM "REPLACE CATCH BASIN TOP".
 2. DRAINAGE STRUCTURES LABELED ON THE PLANS AS "REBUILD" OR "REPLACE" WILL BE DEMOLISHED TO THE EXTENT REQUIRED FOR COMPLETING THE WORK AS DIRECTED BY THE ENGINEER AND REPAIRED OR REPLACED UNDER THE ASSOCIATED PAY ITEMS OF "REBUILD CATCH BASIN" OR AS A NEW CATCH BASIN UNDER THE APPROPRIATE RELATED PAY ITEM FOR THE TYPE OF CATCH BASIN REPLACED.
 3. PAVEMENT SHALL BE SAWCUT AT ALL PROJECT LIMIT LINES SHOWN ON THE PLANS.
 4. REMOVE EXISTING CONCRETE SIDEWALK AND SIDEWALK RAMPS WITH THE LIMITS SHOWN ON THE PLANS. INSTALL NEW CONCRETE SIDEWALK AND SIDEWALK RAMPS AS SHOWN ON THE SIDEWALK RAMP DETAILS. RESTORE DISTURBED AREAS BEHIND THE CURB WITH 4-INCH TOPSOIL AND TURF ESTABLISHMENT.
 5. EXISTING GRANITE CURB SHALL BE RESET WITHIN THE LIMITS OF SIDEWALK REMOVAL TO PROVIDE PROPER CURB REVEAL. INSTALL NEW GRANITE CURB FOR FLUSH AND TRANSITION CURB AT ALL NEW SIDEWALK RAMPS. EXCESS GRANITE CURB SHALL BE RETURNED TO THE OWNER FOR SALVAGE AS DESCRIBED IN THE CONTRACT DOCUMENTS.
 6. SAWCUT PAVEMENT AND REMOVE EXISTING GRANITE CURB AT ISLAND NOSE. INSTALL NEW CURVED GRANITE STONE CURB FOR ISLAND NOSE AND RESTORE PAVEMENT WITH FULL DEPTH PAVEMENT PATCH. RESTORE AREAS BEHIND CURB WITH 4-INCH TOPSOIL AND TURF ESTABLISHMENT.
 7. INSTALL NEW CONCRETE BUS STOP PAD AS SHOWN ON SHEETS 4 - 9. CONCRETE BUS STOP PAD SHALL BE CONSTRUCTED, MEASURED, AND PAID FOR AS ITEM 0921001A CONCRETE SIDEWALK.
 8. PAVEMENT MARKINGS SHOWN ON THIS PLAN ARE EXISTING. SEE SHEET 15 FOR PROPOSED PAVEMENT MARKINGS.
 9. EXISTING SIGNAGE IS NOT SHOWN ON THIS PLAN. SEE SHEET 15 FOR EXISTING AND PROPOSED SIGNAGE.
 10. UPON COMPLETION OF MILLING OPERATIONS REMAINING CRACKS IN THE MILLED SURFACE SHALL BE FILLED BY THE CONTRACTOR PRIOR TO INSTALLING THE BITUMINOUS OVERLAY IN ACCORDANCE WITH THE SPECIAL PROVISION FOR "PRE-OVERLAY CRACK FILLING - 0.5" TO 1.5". LARGER DEFECTS IN THE MILLED SURFACE WILL BE REVIEWED BY THE ENGINEER AND PATCHED AS DIRECTED UNDER THE ITEM "BITUMINOUS CONCRETE PATCHING - PARTIAL DEPTH".
 11. ALL MANHOLES, WATER GATES, AND GAS GATES SHALL BE RESET AS REQUIRED TO BE FLUSH WITH THE FINISHED PAVEMENT SURFACE.

PLAN SCALE: 1" = 40'

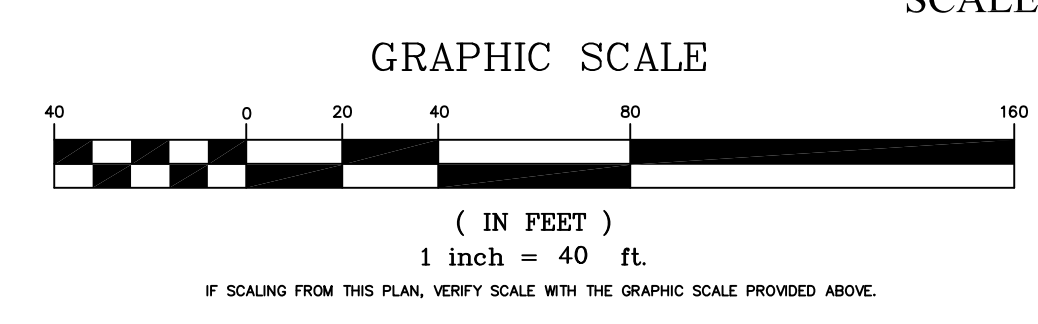
OFFSET PROFILE ±18' LEFT @ WEST BOUND LANES



OFFSET PROFILE ±26' RIGHT @ EAST BOUND LANES

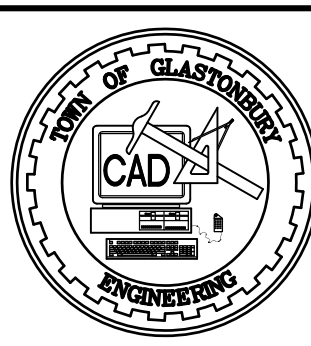


PROFILE SCALE: 1" = 40' HORIZ.
SCALE: 1" = 4' VERT.

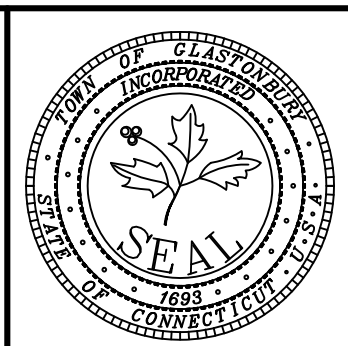
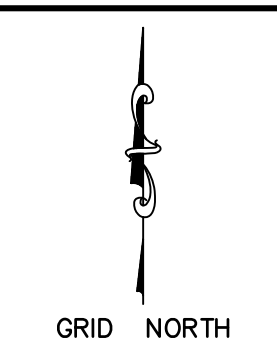


PW-1809

DRAWING ISSUE STATUS		
NO.	DESCRIPTION	DATE
3.	ISSUED FOR CONSTRUCTION	2/21/2020
2.	100% SUBMISSION	10/21/2019
1.	90% SUBMISSION	6/10/2019



DRAWING ISSUE STATUS	
SCALE:	DATE:
AS SHOWN	5/2019
DRAWN BY: C.F.S.	6/10/2019
CHECKED BY: S.M.B.	6/10/2019
APPROVED BY: D.A.P.	6/10/2019
ST. FILE:	

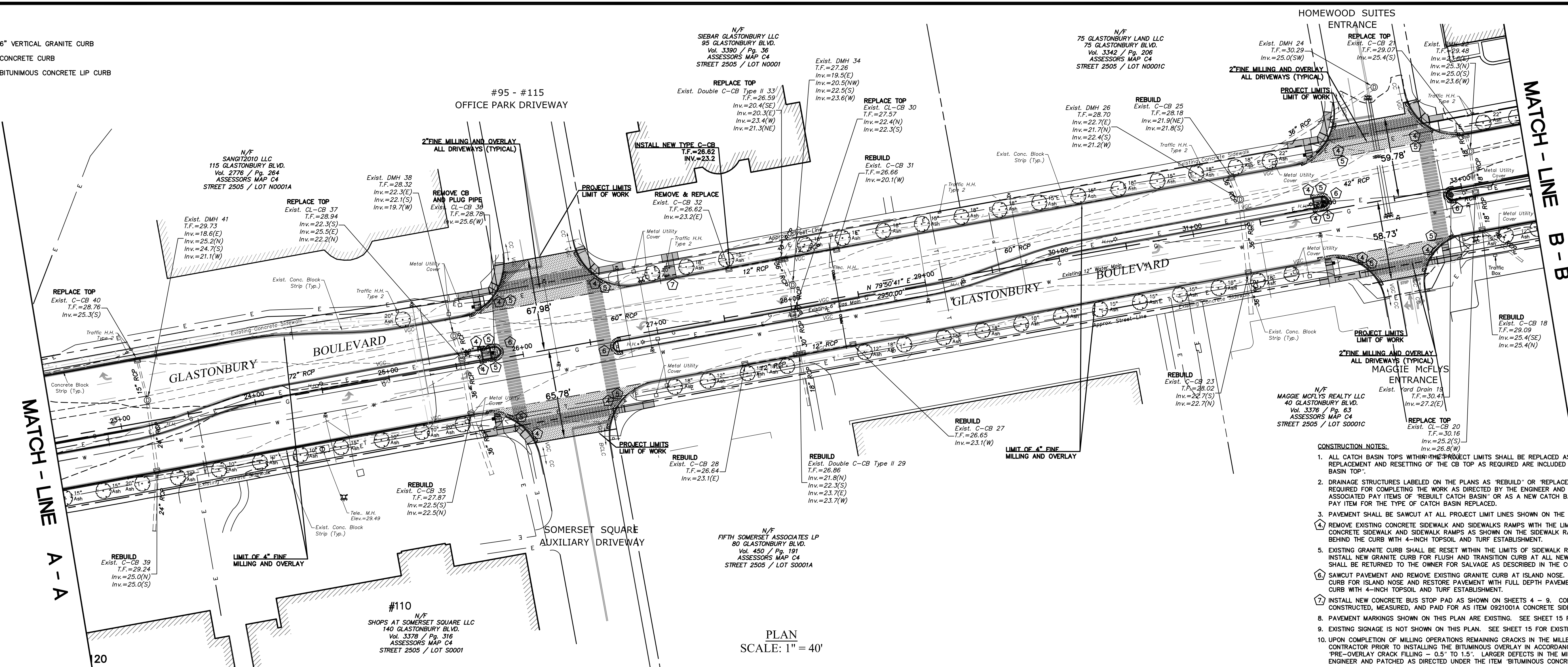


PLAN DEPICTING
 PAVEMENT REHABILITATION
 of
GLASTONBURY BOULEVARD
 located between the Intersections of
MAIN STREET & NAUBUC AVENUE
 GLASTONBURY, CONNECTICUT

SHEET NO.
12

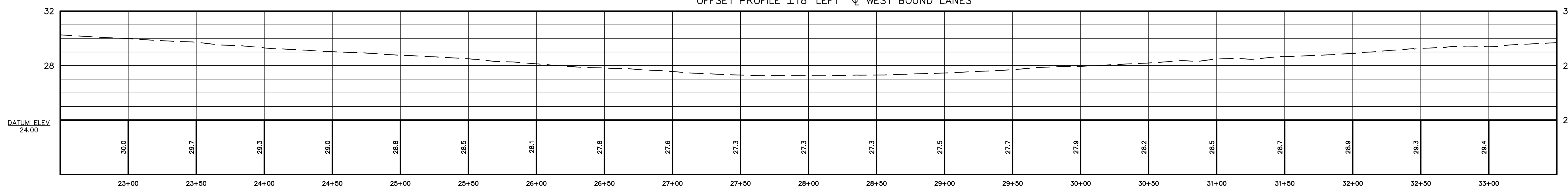
FILE: H:\DWG\Streets\Glastonbury Blvd - Pavement Rehab - 2019 Design\Glastonbury Blvd Pavement Rehab\2018 Design.dwg USER: Steven Troy DATE: 2/21/2020

NOTE:
 VGC = 6" VERTICAL GRANITE CURB
 CC = CONCRETE CURB
 BCLC = BITUMINOUS CONCRETE UP CURB

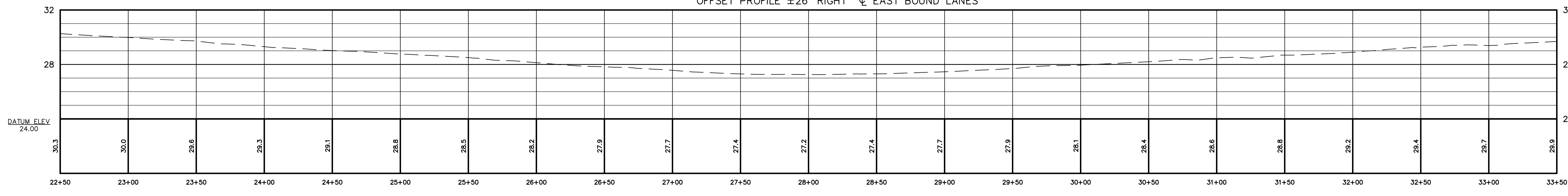


- CONSTRUCTION NOTES:**
1. ALL CATCH BASIN TOPS WITHIN THE PROJECT LIMITS SHALL BE REPLACED AS SHOWN ON THE PLANS. BOTH REPLACEMENT AND RESETTING OF THE CB TOP AS REQUIRED ARE INCLUDED UNDER THE PAY ITEM 'REPLACE CATCH BASIN TOP'.
 2. DRAINAGE STRUCTURES LABELED ON THE PLANS AS 'REBUILD' OR 'REPLACE' WILL BE DEMOLISHED TO THE EXTENT REQUIRED FOR COMPLETING THE WORK AS DIRECTED BY THE ENGINEER AND REPLACED UNDER THE ASSOCIATED PAY ITEMS OF 'REBUILD CATCH BASIN' OR AS A NEW CATCH BASIN UNDER THE APPROPRIATE RELATED PAY ITEM FOR THE TYPE OF CATCH BASIN REPLACED.
 3. PAVEMENT SHALL BE SAWCUT AT ALL PROJECT LIMIT LINES SHOWN ON THE PLANS.
 4. REMOVE EXISTING CONCRETE SIDEWALKS AND SIDEWALKS RAMPS WITH THE LIMITS SHOWN ON THE PLANS. INSTALL NEW CONCRETE SIDEWALK AND SIDEWALK RAMPS AS SHOWN ON THE SIDEWALK RAMP DETAILS. RESTORE DISTURBED AREAS BEHIND THE CURB WITH 4-INCH TOPSOIL AND TURF ESTABLISHMENT.
 5. EXISTING GRANITE CURB SHALL BE RESET WITHIN THE LIMITS OF SIDEWALK REMOVAL TO PROVIDE PROPER CURB REVEAL. INSTALL NEW GRANITE CURB FOR FLUSH AND TRANSITION CURB AT ALL NEW SIDEWALK RAMPS. EXCESS GRANITE CURB SHALL BE RETURNED TO THE OWNER FOR SALVAGE AS DESCRIBED IN THE CONTRACT DOCUMENTS.
 6. SAWCUT PAVEMENT AND REMOVE EXISTING GRANITE CURB AT ISLAND NOSE. INSTALL NEW CURVED GRANITE STONE CURB WITH 4-INCH TOPSOIL AND TURF ESTABLISHMENT.
 7. INSTALL NEW CONCRETE BUS STOP PAD AS SHOWN ON SHEETS 4 - 9. CONCRETE BUS STOP PAD SHALL BE CONSTRUCTED, MEASURED, AND PAID FOR AS ITEM 0921001A CONCRETE SIDEWALK.
 8. PAVEMENT MARKINGS SHOWN ON THIS PLAN ARE EXISTING. SEE SHEET 15 FOR PROPOSED PAVEMENT MARKINGS.
 9. EXISTING SIGNAGE IS NOT SHOWN ON THIS PLAN. SEE SHEET 15 FOR EXISTING AND PROPOSED SIGNAGE.
 10. UPON COMPLETION OF MILLING OPERATIONS REMAINING CRACKS IN THE MILLED SURFACE SHALL BE FILLED BY THE CONTRACTOR PRIOR TO INSTALLING THE BITUMINOUS OVERLAY IN ACCORDANCE WITH THE SPECIAL PROVISION FOR 'PRE-OVERLAY CRACK FILLING - 0.5" TO 1.5"'. LARGER DEFECTS IN THE MILLED SURFACE WILL BE REVIEWED BY THE ENGINEER AND PATCHED AS DIRECTED UNDER THE ITEM 'BITUMINOUS CONCRETE PATCHING - PARTIAL DEPTH'.
 11. ALL MANHOLES, WATER GATES, AND GAS GATES SHALL BE RESET AS REQUIRED TO BE FLUSH WITH THE FINISHED PAVEMENT SURFACE.

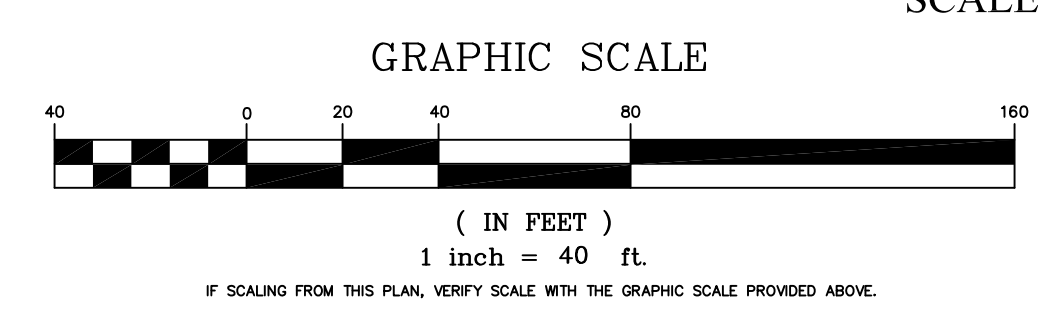
OFFSET PROFILE ±18' LEFT ☉ WEST BOUND LANES



OFFSET PROFILE ±26' RIGHT ☉ EAST BOUND LANES

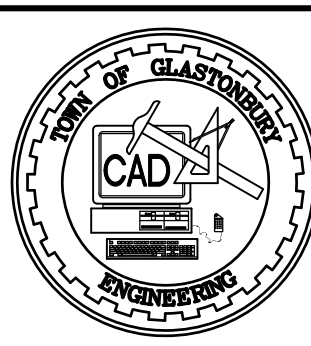


PROFILE
 SCALE: 1" = 40' HORIZ.
 SCALE: 1" = 4' VERT.

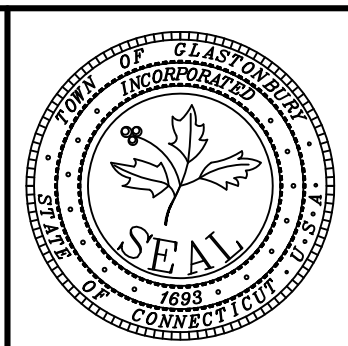


PW-1809

DRAWING ISSUE STATUS		
NO.	DESCRIPTION	DATE
3.	ISSUED FOR CONSTRUCTION	2/21/2020
2.	100% SUBMISSION	10/21/2019
1.	90% SUBMISSION	6/10/2019
NO.	DESCRIPTION	DATE



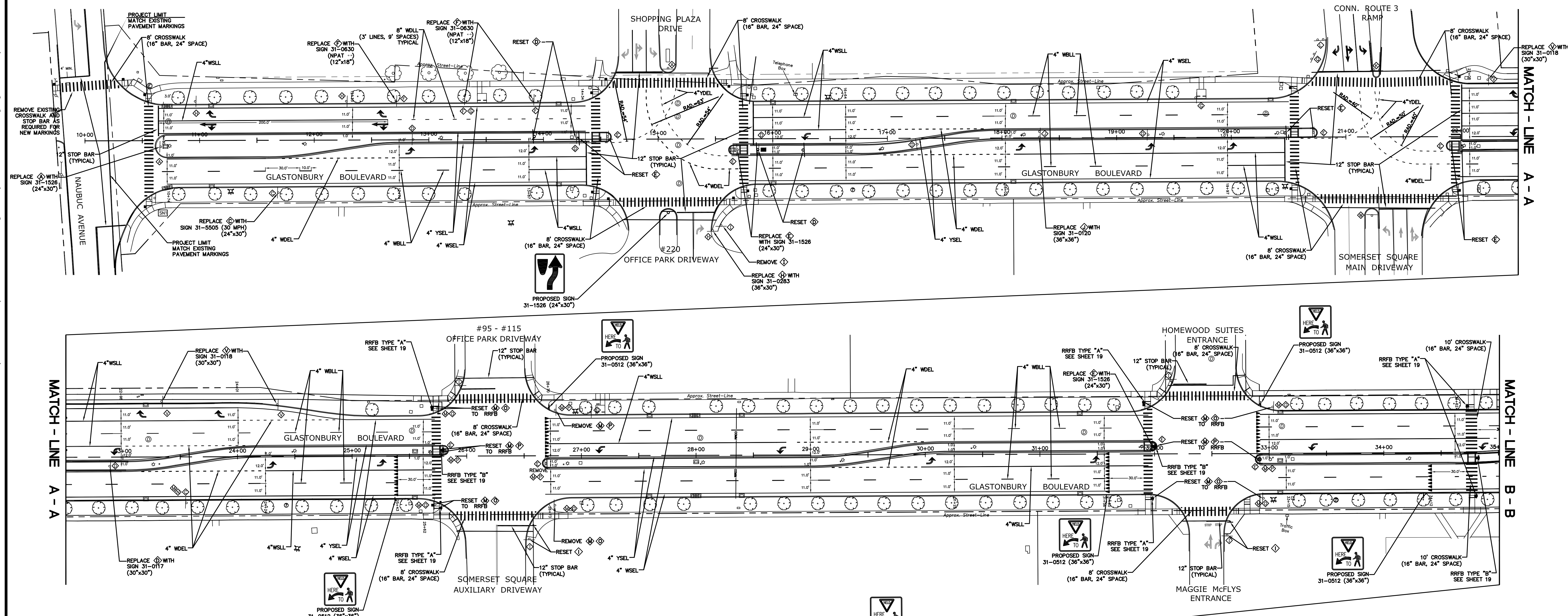
SCALE: AS SHOWN	DATE:
DRAWN BY: C.F.S.	5/2019
CHECKED BY: S.M.B.	6/10/2019
APPROVED BY: D.A.P.	6/10/2019
ST. FILE:	
DO NOT SCALE THIS DRAWING. USE THE DIMENSIONS GIVEN. IF THERE ARE ANY DISCREPANCIES OR QUESTIONS, CONTACT THE TOWN OF GLASTONBURY, ENGINEERING OFFICE.	



PRELIMINARY
 PLAN DEPICTING
 PAVEMENT REHABILITATION
 of
GLASTONBURY BOULEVARD
 located between the intersections of
 MAIN STREET & NAUBUC AVENUE
 GLASTONBURY, CONNECTICUT

SHEET NO.
13

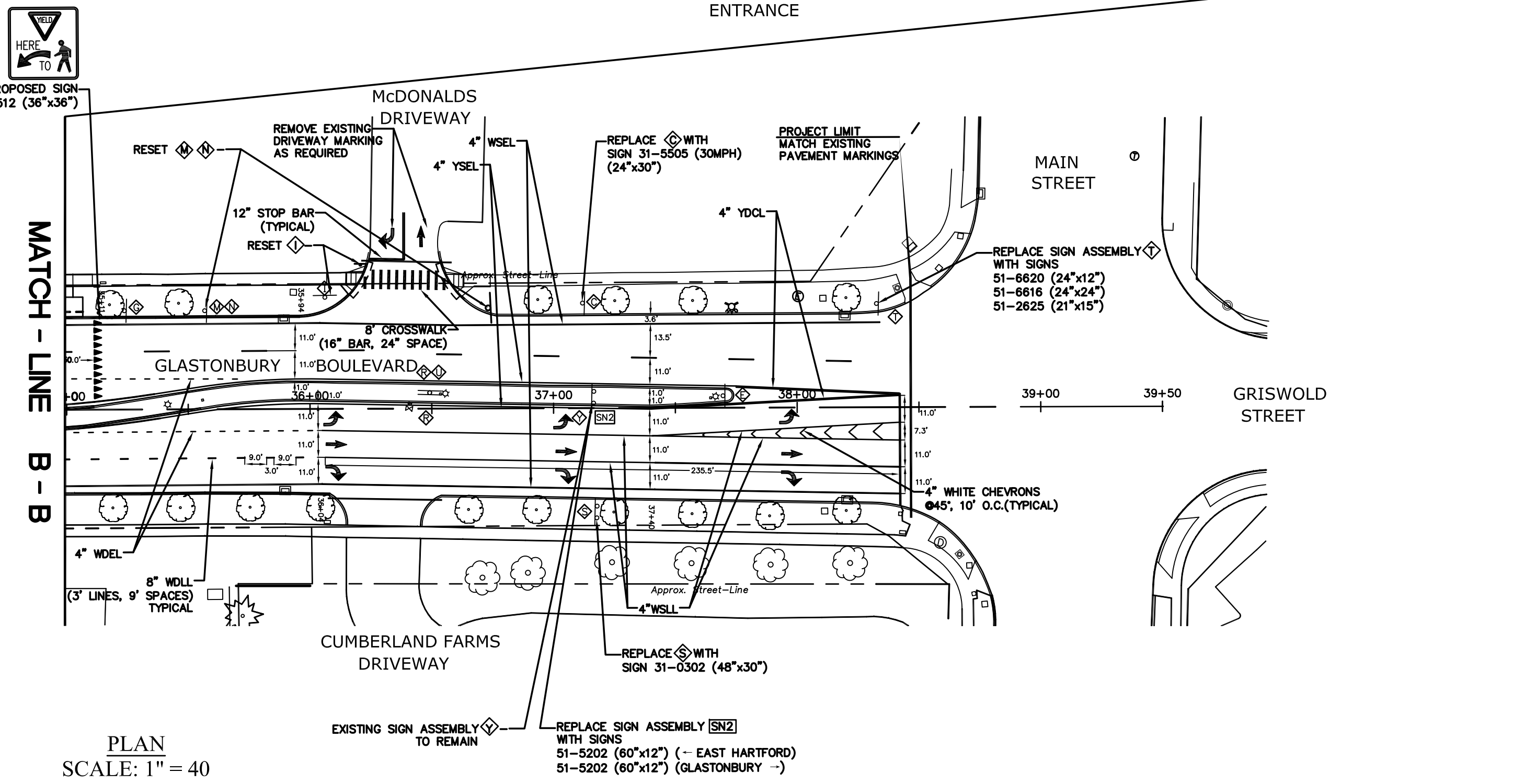
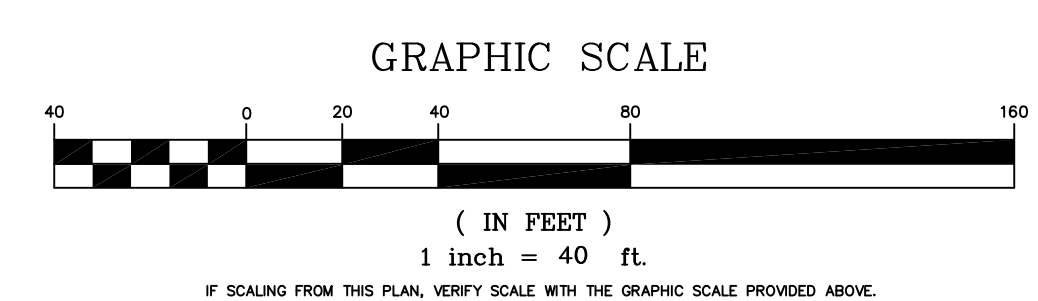
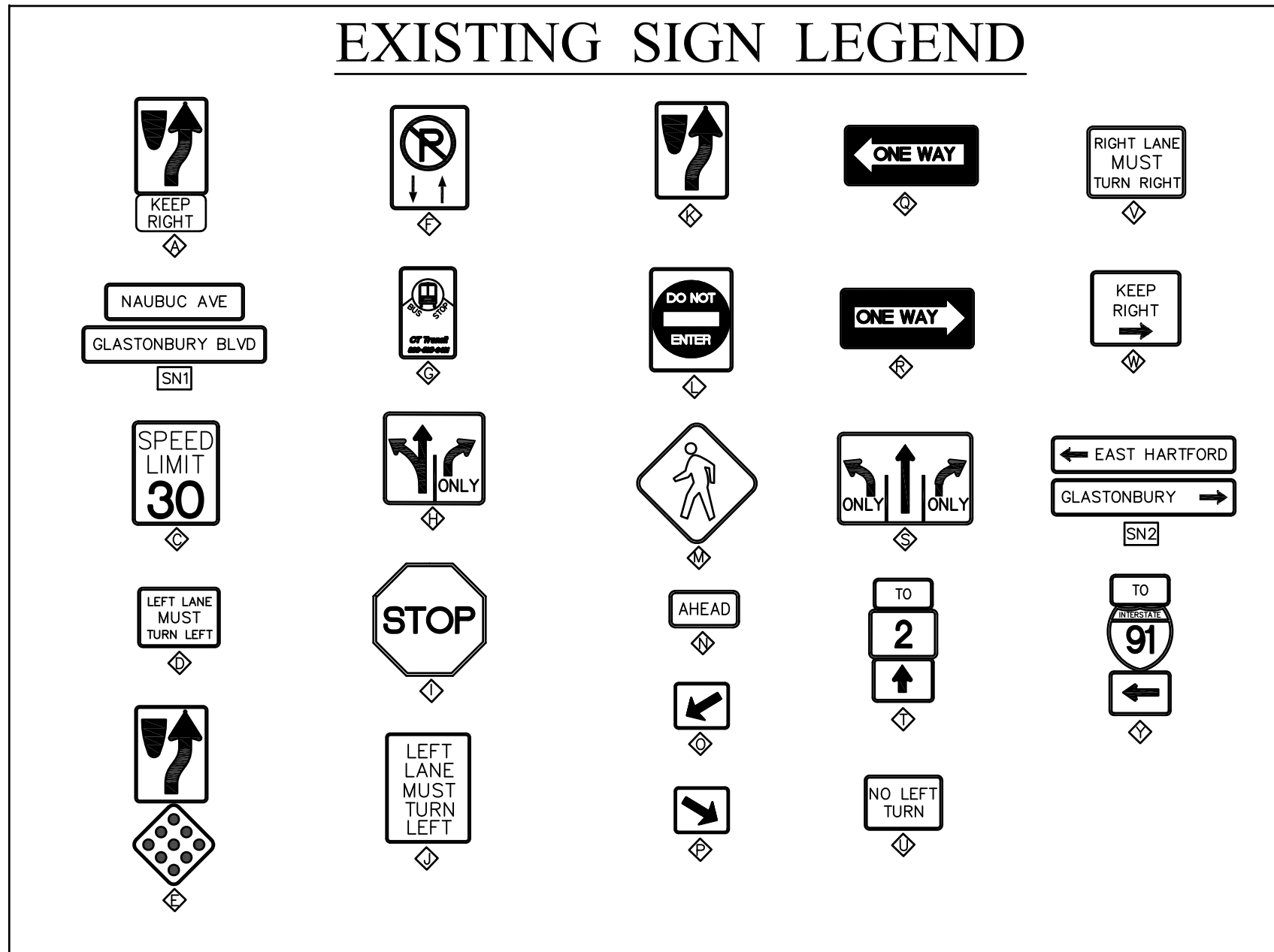
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PAVEMENT MARKING ABBREVIATIONS:

YDCL	=	YELLOW DOUBLE CENTERLINE
YSEL	=	YELLOW SINGLE EDGE LINE
YDEL	=	YELLOW DOTTED EXTENSION LINE
WSEL	=	WHITE SOLID EDGE LINE
WSSL	=	WHITE SOLID LANE LINE
WBLL	=	WHITE BROKEN LANE LINE (10' LINE, 30' SPACE)
WDLL	=	WHITE DOTTED LANE LINE (3' LINE, 9' SPACE)
WDEL	=	WHITE DOTTED EXTENSION LINE (2' LINE, 4' SPACE)

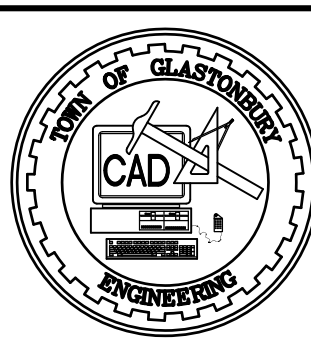
- NOTES:**
1. ALL EXISTING SIGNS ARE TO REMAIN EXCEPT AS SHOWN ON THIS PLAN.
 2. EXISTING SIGNS SHALL BE REMOVED AND RESET ON A NEW POST WITH TYPE II BREAK AWAY BASE AS REQUIRED TO ACCOMPLISH THE CONTRACT WORK AND PROTECT EXISTING SIGNAGE. THIS WORK SHALL BE PAID FOR UNDER THE ITEM "REMOVE AND RESET EXISTING SIGNS".
 3. ALL STOP BARS, CROSS WALKS, ARROW MARKINGS AND YIELD LINES SHALL BE WHITE.
 4. FIRST SET OF LANE USE ARROWS SHALL BE INSTALLED 50' BACK FROM STOP BAR. A SECOND SET OF ARROWS SHALL BE INSTALLED AT THE POINT WHERE THE TURN LANE BEGINS AT ITS FULL WIDTH WHEN THE LANE IS GREATER THAN 150' LONG. A THIRD SET SHALL BE INSTALLED MID-WAY BETWEEN THE TWO SETS OF ARROWS IF THE DISTANCE EXCEEDS 160'.



PLAN SCALE: 1" = 40'

DRAWING ISSUE STATUS

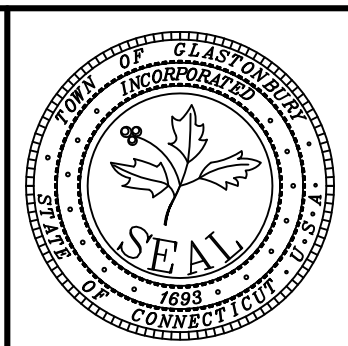
NO.	DESCRIPTION	DATE
3.	ISSUED FOR CONSTRUCTION	2/21/2020
2.	100% SUBMISSION	10/21/2019
1.	90% SUBMISSION	6/10/2019



SCALE: AS SHOWN DATE:

DRAWN BY: C.F.S.	5/2019
CHECKED BY: S.M.B.	6/10/2019
APPROVED BY: D.A.P.	6/10/2019
ST. FILE:	

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PLAN DEPICTING
PAVEMENT MARKINGS AND SIGNING PLAN
PAVEMENT REHABILITATION
OF
GLASTONBURY BOULEVARD
located Between the Intersections of
MAIN STREET & NAUBUC AVENUE
GLASTONBURY, CONNECTICUT

PW-1809

FILE: H:\DING Streets Glastonbury Blvd PW-1809 Glastonbury Blvd - Pavement Rehab - 2018 Design\PW-1809 Glastonbury Blvd - Signal Plans\Sheet-100%_sig USER: Steven Troy DATE: 2/21/2020

MOVEMENT	DIAGRAM																			
	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8												
NONE	[Diagrammatic Phases 1-8]																			
NTOR	FLASH	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	
F A C E #	1	R	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	
	2	R	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	
	3	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
	4	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
	5	R	R	R	R	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	R	R	R
	P	OFF	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	WO	DW	DW	DW	DW	
MIN	5	3.0	0.0	10	3.0	0.0	5	3.0	0.0	5	3.0	0.0	5/28	4.0	0.1					
MAX	30	5.0	3.0	60	5.0	3.0	30	5.0	3.0	60	5.0	3.0	10/32	5.0	1					
I N T E R V A L S	MIN GRN	5		15			5			7			7							
	WALK																			
	PED CLR																			
	VEH EXT	2.0			3.0			2.0					2.0							
	MAX 1	20			37			10					29							
	MAX 2	15			32			10					19							
	YELLOW		3.0			3.0			3.0				3.0							
	RED			1.0			2.0			2.0				2.0						
	ADD INIT																			
	MAX INIT																			
TBR																				
TTR																				
MIN GAP																				
MODE	NON-LOCK		MIN. RECALL		NON-LOCK		NON-LOCK		NON-LOCK		OFF		OFF		OFF					
INT START	NON-LOCK		THIS PHASE		NON-LOCK		NON-LOCK		NON-LOCK		OFF		OFF		OFF					

ENERGY BY TOWN ADDRESS #
 MAINT LEVEL NORMAL SERVICE POLE SNET #732 INTERSECTION #
 METERED SERVICE

SIGNAL FACES

12" 12" 12" 8"

1 EXISTING 2,3,4 EXISTING 5 EXISTING 6 EXISTING

16" 9" 16" 9"
 P SOLID OVERLAP HAND/PERSON
 PROPOSED
 ALL NEW INDICATIONS TO HAVE L.E.D. LAMPS

TOWN SIGNAL

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

TOWN OF GLASTONBURY
 GLASTONBURY BOULEVARD AT
 NAUBUC AVENUE

REV # 1 TRAFFIC ELECTRICAL
 DATE DATE
 ENGINEER TOWN OF GLASTONBURY
 DRAWN BY ENGINEERING DEPARTMENT
 CHECKED BY OCTOBER 2019
 SUBMITTED BY
 APPROVED BY
 DATE

LEGEND:
 R RED
 Y YELLOW
 G GREEN
 FL FLASHING
 W/P WALK/ PED. CLR
 D.W. DON'T WALK
 ← RED ARROW
 ← YELLOW ARROW
 ← GREEN ARROW
 W/P WALK/ PED. CLR
 D.W. DON'T WALK

DETECTORS PROGRAM COORDINATION TYPE - CLOSED LOOP PERMISS SYSTEM LOC TECHNICAL NOTES
 IDENT SIZE (WXL) TURNS MODE FUNCTION T I M E DAYS OFFSET PHASE SPLITS SEC / % PERIOD MASTER STANDARD OVERLAP SKIP FEATURES APPLY
 D1 6' X 30" VIDEO PRESENCE FLASH 2200-0600 DAILY CYCLE SEC % Ø1 Ø2 Ø3 Ø4 Ø5 Ø6 Ø7 Ø8 Ø SEC TOWN HALL
 D2A 6' X 30" VIDEO PRESENCE MAX 1 ALL OTHER TIMES DAILY
 D2B 6' X 30" VIDEO PRESENCE MAX 2 0600-0930 M - F
 D4A 6' X 30" VIDEO PRESENCE MAX 2 1530-2000 M - F
 D4B 6' X 30" VIDEO DELAY 8" MAX2 1100-1530 SAT
 D3 6' X 30" VIDEO DELAY 2" MAX2 1100-1530 SAT

2 PHASE 2 ON TO OMIT PHASE 1.
 TO BE R IF PHASE 2 IS NEXT.
 4 TIMINGS SHOWN INDICATE "FREE" OPERATION. ACTUAL TIMINGS TO BE CONTROLLED BY CLOSED LOOP LOCAL COORDINATION UNIT.
 5 COUNT DOWN ONLY DURING FLASHING PEDESTRIAN CHANGE INTERVAL.
 6 PERCUSSIVE TONE ONLY DURING PEDESTRIAN WALK INTERVAL.

CONSTRUCTION NOTES :

ALL MATERIAL AND CONSTRUCTION METHODS SHALL CONFORM TO THE FOLLOWING CURRENT D.O.T. DOCUMENTS WHICH CAN BE ACCESSED ON THE D.O.T. WEBSITE:

- STANDARD SPECIFICATIONS FOR ROADS, BRIDGES AND INCIDENTAL CONSTRUCTION,
- SUPPLEMENTAL SPECIFICATION TO THE STANDARD SPECIFICATION,
- SPECIAL PROVISIONS TO THE STANDARD SPECIFICATIONS,
- STANDARD INSTALLATION AND GUIDE DETAIL SHEETS.

ALL TRAFFIC SIGNAL EQUIPMENT IS EXISTING EXCEPT AS NOTED.

ANY PROPOSED REVISIONS TO THE LOCATION OF THE APPURTENANCES SHOWN ON THE PLAN MUST BE SUBMITTED FOR THE REVIEW AND APPROVAL OF THE ENGINEER PRIOR TO INSTALLATION.

CLEAN EXISTING CONDUITS AND HANDHOLES WHERE REQUIRED.

STAKE ALL R.O.W. PRIOR TO EXCAVATION.

REMOVE ALL ABANDONED TRAFFIC SIGNAL EQUIPMENT PER SPECIAL PROVISION.

VIDEO DETECTION BY USE OF VIDEO 360° CAMERA MOUNTED ON MAST ARM EXTENSION.

INSTALL VIDEO DETECTION SYSTEM TO REPLACE EXISTING LOOP DETECTORS.

ALL NEW EQUIPMENT SHALL BE PAINTED OR POWDER COATED BLACK AS PER SPECIAL PROVISIONS AND APPROVED BY THE ENGINEER IN ADVANCE TO INSTALLATION.

MOUNT NEW 360° VIDEO CAMERA ON NORTHWEST CORNER SPAN POLE USING 12 FOOT ALUMINUM TRUSS ARM EXTENSION BRACKET.

INSTALL CONTINUOUS CAT6 CABLE BETWEEN CAMERA AND CONTROLLER CABINET. CABLE SHALL BE CAT6 OUTDOOR RATED CABLE AS APPROVED BY THE ENGINEER.

DETECTOR ZONES SHOWN ARE FOR ILLUSTRATION PROPOSES ONLY. EXACT DETECTION ZONE SIZES SHALL BE DETERMINED BY THE CAMERA MANUFACTURER OR HIS DESIGNATED REPRESENTATIVE.

EXISTING LOOP DETECTOR SAWCUTS WILL BE REMOVED/ABANDONED. HANDHOLES FOR LOOP WIRING WILL BE ABANDONED IN PLACE EXCEPT AS NOTED. REMOVE OTHER ABANDONED TRAFFIC SIGNAL EQUIPMENT INCLUDING PEDESTRIAN PUSH BUTTONS AS PER SPECIAL PROVISION.

INSTALL NEW PEDESTAL FOUNDATION ADJACENT TO SIDEWALK LEVEL LANDING AREA AS SHOWN ON SHEET 4. INSTALL NEW PEDESTRIAN SIGNAL, PUSH BUTTON, AND SIGN ON NEW PEDESTAL AND INSTALL 14/7 CONDUCTOR TO EXISTING CABINET.

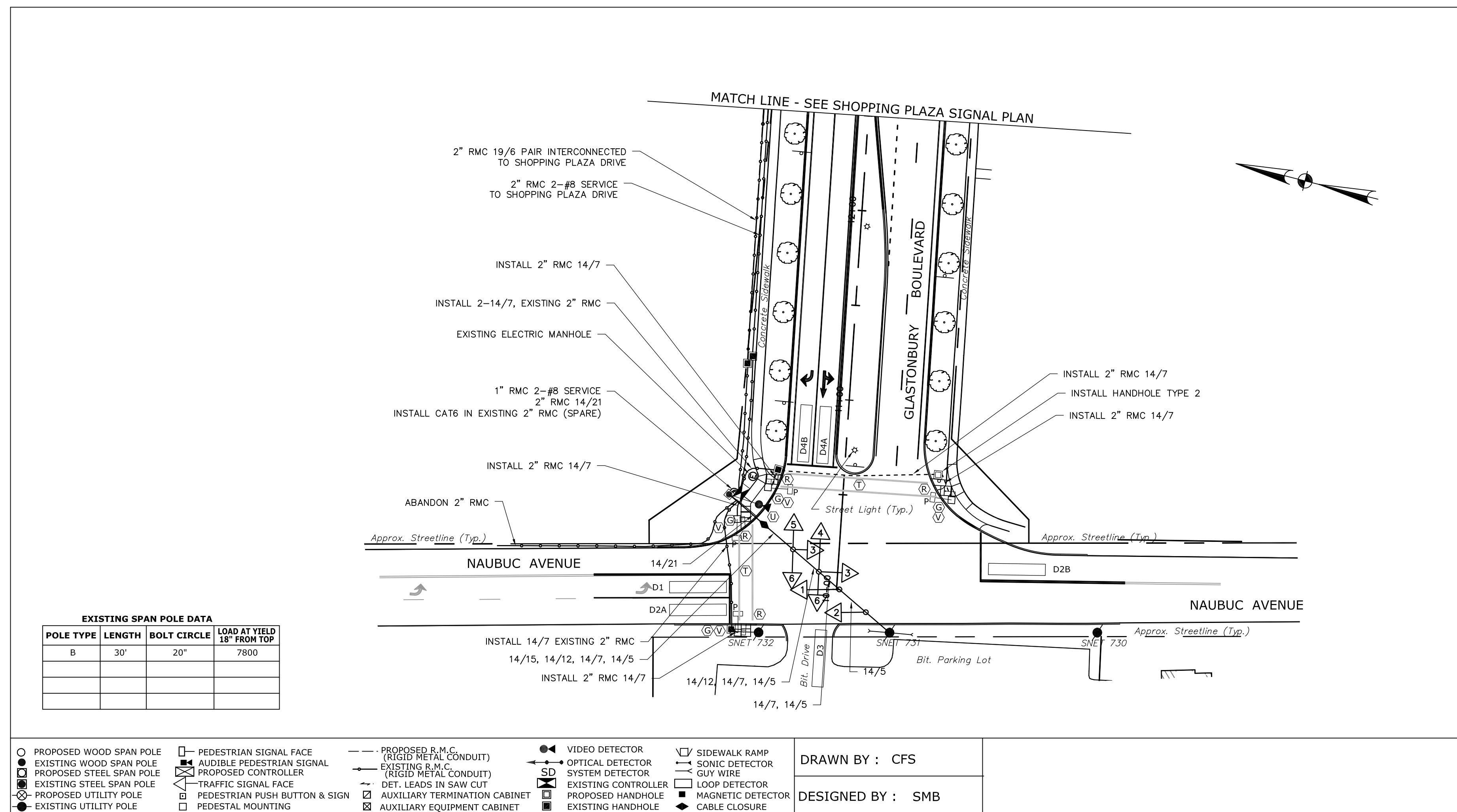
INSTALL NEW SIDEWALK RAMP. SEE SHEET 4 FOR DETAILED LAYOUT OF SIDEWALK RAMPS AND EQUIPMENT.

INSTALL PEDESTAL FOUNDATION AFTER SIDEWALK HAS BEEN FRAMED TO INSURE PROPER ELEVATION PLACEMENT AND ADJACENT TO LEVEL LANDING AREA.

INSTALL PEDESTRIAN PUSHBUTTON SIGN 31-0856 ON ALL PEDESTRIAN PUSHBUTTONS.

THE LOCATION OF TRAFFIC SIGNAL FOUNDATIONS WHEN IN OR ADJACENT TO SIDEWALKS SHALL BE VERIFIED PRIOR TO INSTALLATION TO PROVIDE A MINIMUM FREE PATH OF NOT LESS THAN 4 FEET. IF A MINIMUM 4 FOOT FREE PATH IS UNAVAILABLE THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER.

MODIFY EXISTING CONTROLLER TO ACCOMMODATE CHANGES. SUPPLY COPIES OF REVISED WIRING DIAGRAMS AS REQUIRED.



PAVEMENT MARKING NOTES :

REFER TO SHEET No. 15 PAVEMENT MARKING AND SIGNING PLAN FOR CHANGES TO SIGNS AND PAVEMENT MARKINGS.

BAR TYPE CROSSWALK (16" BAR, 24" SPACE, 8" WIDE)

ACCESSIBLE PEDESTRIAN SIGNAL AND DETECTOR EXAMPLE ALIGNMENT

CORRECT ALIGNMENT
 TACTILE ARROW POINTING PARALLEL TO THE CROSSWALK

NOT CORRECT ALIGNMENT
 TACTILE ARROW POINTING TO THE PEDESTRIAN RAMP

TOWN SIGNAL
SCALE 1" = 40'

TOWN OF GLASTONBURY
GLASTONBURY BOULEVARD AT
NAUBUC AVENUE

NO. DATE INIT. DESCRIPTION REVISIONS

TOWN: **GLASTONBURY** PROJECT NO. L053-0003
 DRAWING TITLE: **TRAFFIC CONTROL SIGNAL PLAN** SHEET NO. -

TRAFFIC CONTROL SIGNAL PLAN FOR GLASTONBURY BOULEVARD LOCATED AT NAUBUC AVENUE GLASTONBURY, CONNECTICUT

SCALE: AS SHOWN DATE: 3/28/2019
 DRAWN BY: C.F.S. 6/10/2019
 CHECKED BY: S.M.B. 6/10/2019
 APPROVED BY: D.A.P. 6/10/2019
 ST. FILE:

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GRID NORTH

FILE: H:\DTPG\Streets\Glastonbury Blvd\PW-1809\Glastonbury Blvd - Pavement Rehab - 2018 Design\PK-1809\Glastonbury Blvd - Signal Plans\Sheet-100%\.dwg USER: Steven Troy DATE: 2/21/2020

