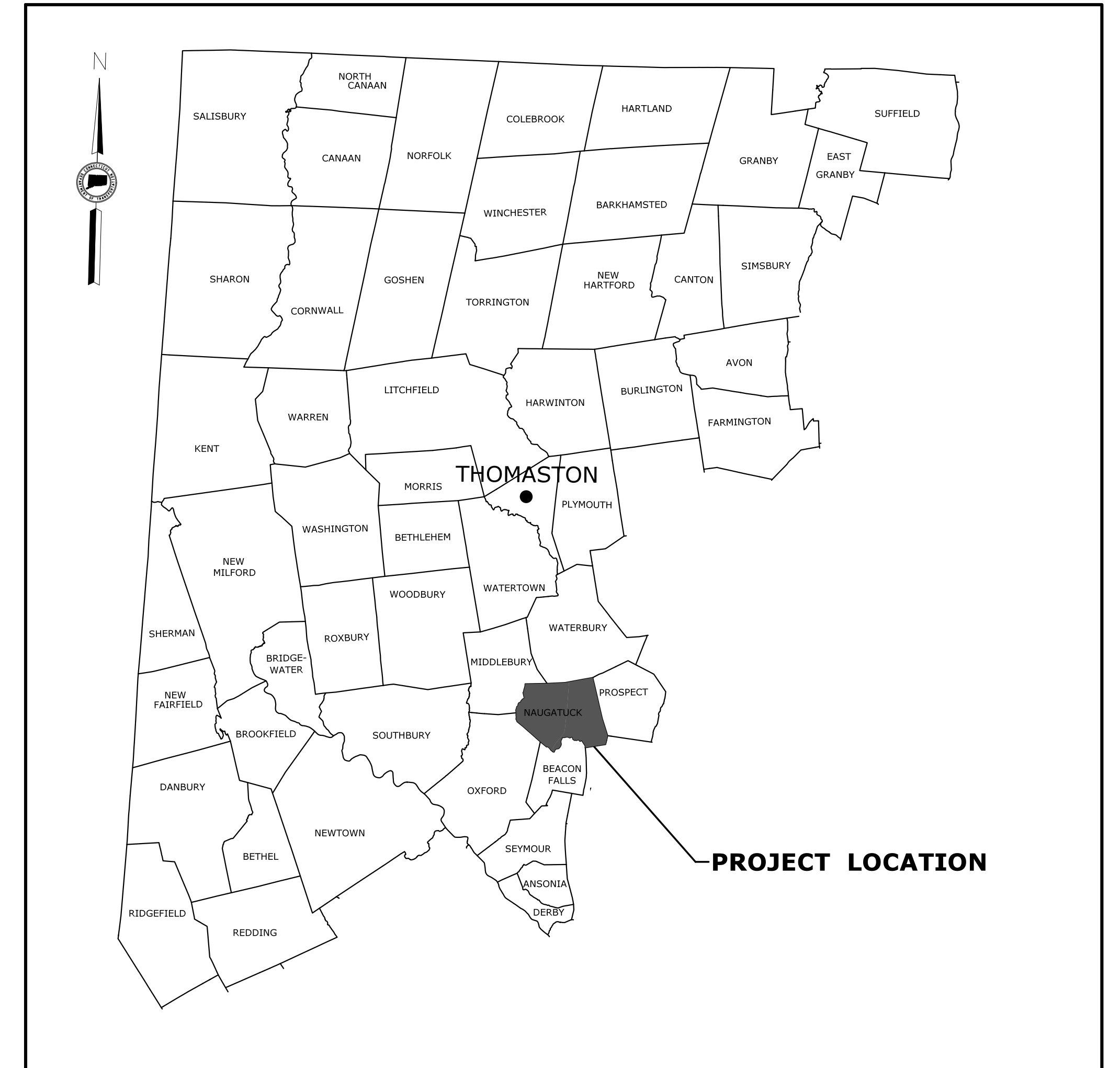
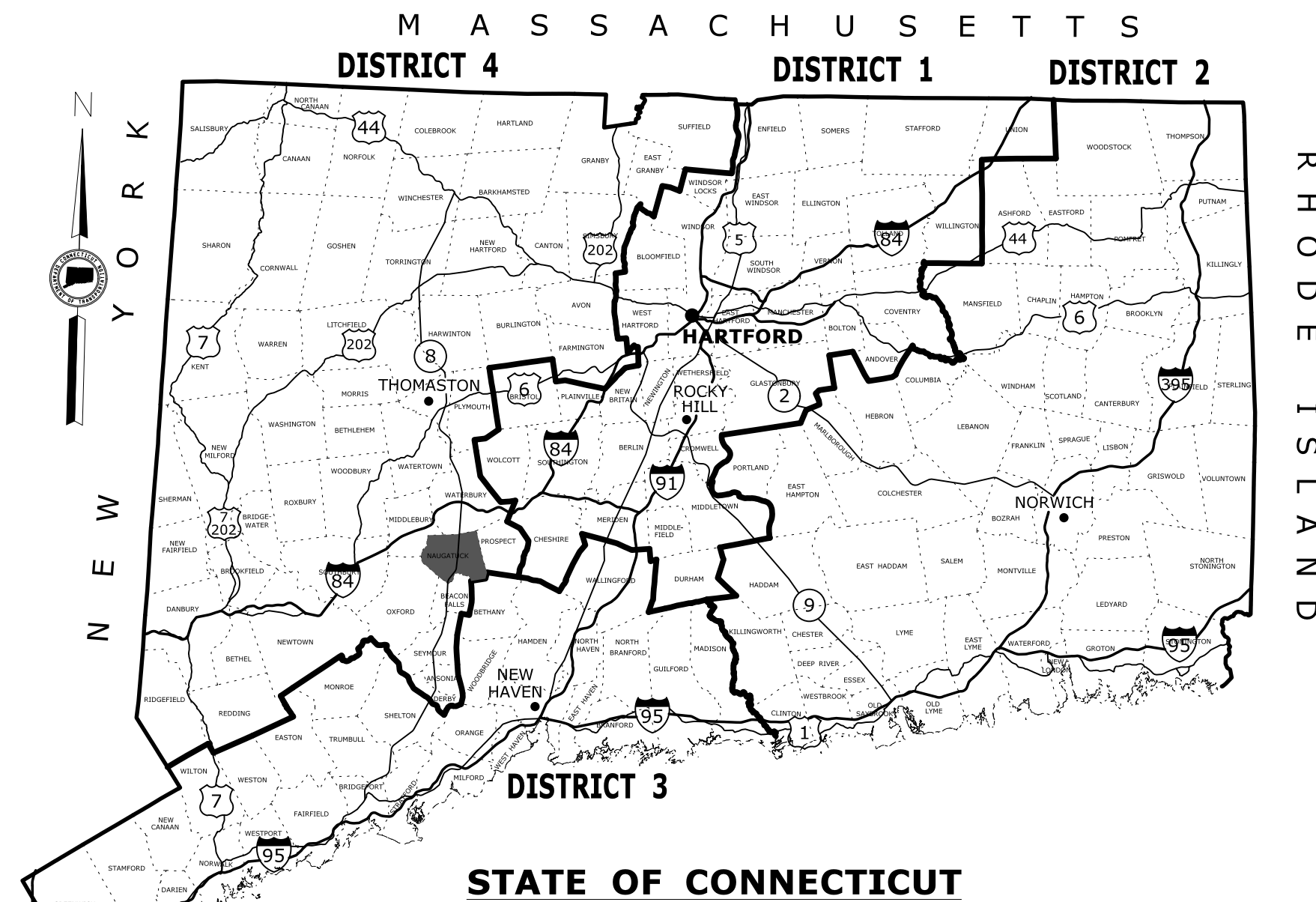


# BOROUGH OF NAUGATUCK

Plans For

## RUBBER AVE. AT HOADLEY ST. AND MELBOURNE ST. TRAFFIC SIGNAL REPLACEMENT PROJECT

Borough of  
**NAUGATUCK**  
STATE PROJECT NO. 87-146  
FEDERAL AID PROJECT NO. 1087(113)



**LOCATION PLAN**  
NOT TO SCALE

**GENERAL NOTES:**

1. FEDERAL AID PROJECT NO. 1087(113)
2. CONSTRUCTION SPECIFICATIONS:  
Connecticut Department of Transportation, Standard Specifications for Roads, Bridges and Incidental Construction, Form 817, dated 2016;
3. 400 FOOT GRID BASED ON CONNECTICUT COORDINATE SYSTEM SYSTEM N.A.D. 1983
4. VERTICAL DATUM BASED ON NAVD 1988

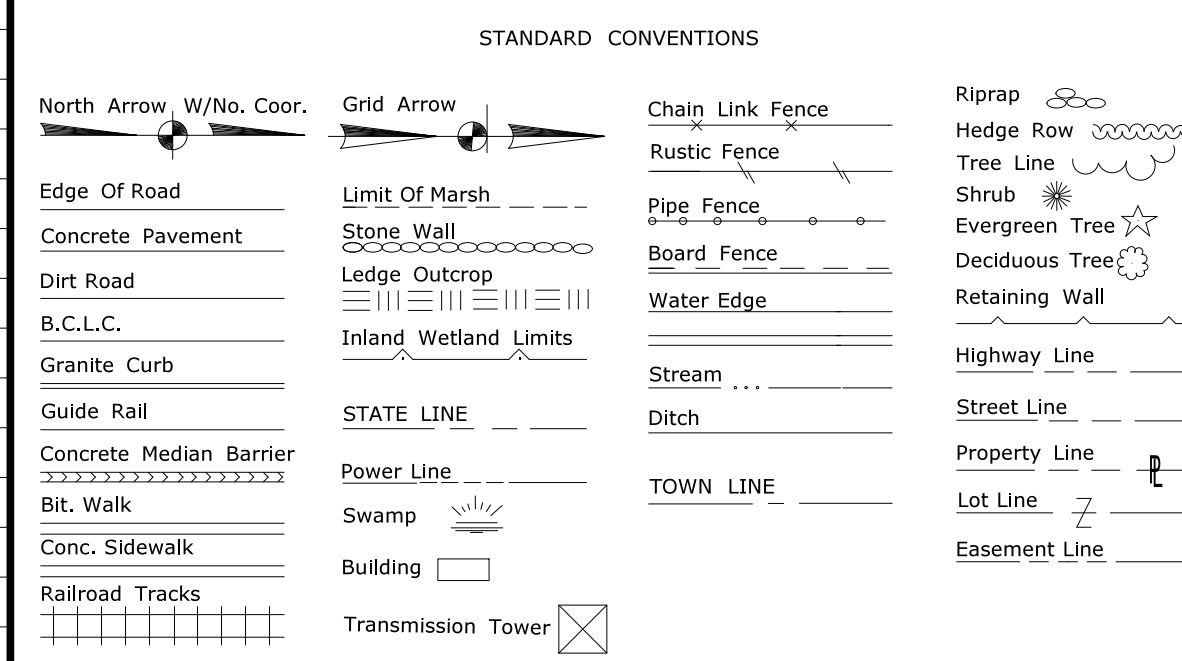
**DISCLAIMER**

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PERSONS AND/OR ENTITIES WHICH REPRODUCE AND/OR MAKE SUCH INFORMATION AVAILABLE BY ANY MEANS ARE NOT AUTHORIZED BY THE DEPARTMENT TO DO SO AND MAY BE LIABLE FOR CLAIMS RESULTING FROM THE DISSEMINATION OF UNOFFICIAL, INCOMPLETE AND/OR INACCURATE INFORMATION.

**LIST OF DRAWINGS**

DRAWING TITLE	DRAWING NO.	DRAWING TITLE	DRAWING NO.
TITLE SHEET	G-1	BITUMINOUS CONCRETE CURBING	HW-815_01
DETAILED ESTIMATE SHEET	DET-1 TO DET-2	CHAIN LINK FENCE	HW-913_01
TYPICAL SECTIONS	TYP-1 TO TYP-2	DRIVEWAY RAMPS AND SIDEWALKS	HW-921_01
ALIGNMENT DESIGN	ALN-1	TRAFFIC STANDARD INDEX SHEET	TR-STD_INDEX
ROADWAY PLAN	PLN-1	GENERAL CLAUSES (TEST PROCEDURES)	TR-1000_01
PROFILE CUT SHEET RUBBER AVE	PRO-1	TRENCHING & BACKFILLING, ELECTRICAL CONDUIT	TR-1001_01
CRITICAL CROSS SECTIONS	XSC-1 TO XSC-2	TRAFFIC CONTROL FOUNDATIONS	TR-1002_01
DRAINAGE PLAN	DRN-1	CONCRETE HANDHOLE	TR-1010_01
INTERSECTION GRADING PLAN	IGP-1	PEDESTALS, PEDESTRIAN SIGNALS	TR-1102_01
MISCELLANEOUS DETAIL SHEET	MDS-1 - MDS-3	TRAFFIC SIGNALS & CABLE ASSIGNMENTS	TR-1105_01
TRAFFIC CONTROL SIGNAL PLAN	TCS-1	PEDESTRIAN PUSH BUTTON	TR-1107_01
SIGNING AND PAVEMENT MARKING PLAN	SPM-1	CONTROLLERS	TR-1108_01
STEEL SPAN POLE ELEVATION	S-1	LOOP VEHICLE DETECTOR & SAWCUT	TR-1111_01
STEEL SPAN POLE DETAILS	S-2	CONTROL CABLE	TR-1113_01
STEEL SPAN POLE FOUNDATION DETAILS	S-3	BONDING & UTIL. POLE, SIGN HANGER, "Y" CLAMP DTLS	TR-1114_01
SIDEWALK RAMP GUIDE SHEETS	GS-1 - GS-4	SIGN PLACEMENT & RETROREFLECTIVE STRIP DETAILS	TR-1208_01
SIGN TYPICAL DETAILS	TR-GS.01 - 03	METAL SIGN POSTS & SIGN MOUNTING DETAILS	TR-1208_02
HIGHWAY STANDARD SHEET INDEX	HW_INX 1 OF 2	PAVEMENT MARKING LINES & SYMBOLS	TR-1210_04
HIGHWAY STANDARD SHEET INDEX	HW_INX 2 OF 2	PAVEMENT MARKINGS FOR NON FREEWAYS	TR-1210_08
TYPE "C", "C-L" & DROP INLET CATCH BASIN	HW-507_01	SIGNS FOR CONSTRUCTION & PERMIT OPERATIONS	TR-1220_01
TYPE "C", "C-L" CATCH BASIN TOPS & CURBS	HW-507_07	CONSTRUCTION SIGN SUPPORTS & CHANNELIZING DEVICES	TR-1220_02
CATCH BASIN FRAMES AND GRATES	HW-507_08	EVERSOURCE - UTILITY PLAN SHEET	UTL-1
MANHOLE - FRAME & COVER	HW-507_10	FRONTIER - UTILITY PLAN SHEET (FOR INFO ONLY)	UTL-2
CONCRETE CURBING	HW-811_01		



THE DESIGN APPEARS TO CONFORM TO APPLICABLE CRITERIA. APPROVAL IS NOT TO BE CONSTRUED TO MEAN THAT ALL ASPECTS OF THE DESIGN HAVE BEEN PERSONALLY CHECKED BY THE UNDERSIGNED.

BOROUGH OF NAUGATUCK - DIRECTOR OF PUBLIC WORKS - JAMES STEWART, P.E., L.S.

DESIGNED BY:  
BL COMPANIES  
BL COMPANIES INC.  
300 RESEARCH PARKWAY  
MERRIDEN, CT 06450

Plans For  
**RUBBER AVE AT HOADLEY ST  
AND MELBOURNE ST TRAFFIC  
SIGNAL REPLACEMENT PROJECT**



Borough of  
**NAUGATUCK**

STATE PROJECT NO. **87-146**

DRAWING NO. **G-1**  
SHEET NO. **01.01**

HIGHWAY ITEMS																											
Item Number	0020903A	0201001	0202000	0202512	0202529	0209001	0212000	0219001	0219011A	0286001.1	0404101A	0406171	0406195A	0406236	0406275A	0586001.1	0586002.1	0586013.1	0586040.1	0586041.1	0586600	0586703	0586750	0586760	0586780	0686000.15	0686000.18
Item	LEAD COMPLIANCE FOR MISCELLANEOUS EXTERIOR TASKS	CLEARING AND GRUBBING	EARTH EXCAVATION	CUT CONCRETE SIDEWALK	CUT BITUMINOUS CONCRETE PAVEMENT	FORMATION OF SUBGRADE	SUBBASE	SEDIMENTATION CONTROL SYSTEM	SEDIMENTATION CONTROL SYSTEM AT CATCH BASIN	ROCK IN DRAINAGE TRENCH (0'-10' Deep)	BITUMINOUS CONCRETE PATCHING - PARTIAL DEPTH	HMA S0.5"	FILLING JOINTS AND CRACKS IN BITUMINOUS CONCRETE PAVEMENT	MATERIAL FOR TACK COAT	FINE MILLING OF BITUMINOUS CONCRETE (0" - 4")	TYPE "C" CATCH BASIN (0' - 10' Deep)	TYPE "C" CATCH BASIN (4' SUMP) (0' - 10' Deep)	OFFSET TYPE "C" CATCH BASIN (0' - 10' Deep)	TYPE "C-L" CATCH BASIN (0' - 10' Deep)	TYPE "C-L" CATCH BASIN (W/4' SUMP) (0' - 10' Deep)	RESET CATCH BASIN	CONVERT TYPE "C-L" CATCH BASIN TO MANHOLE	TYPE "C" CATCH BASIN TOP	TYPE "C-L" CATCH BASIN TOP	MANHOLE FRAME AND COVER	15" RCP (0' - 10' Deep)	18" RCP (0' - 10' Deep)
Unit	L.S.	L.S.	C.Y.	L.F.	L.F.	S.Y.	C.Y.	L.F.	EA.	C.Y.	S.Y.	TON	L.F.	GAL	S.Y.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	L.F.	L.F.
Quantity	L.S.	L.S.	180	45	1800	260	90	40	14	7	5	350	100	330	2100	1	1	1	1	1	4	1	3	1	1	12	45
Subtotal	L.S.	L.S.	180	45	1800	260	90	40	14	7	5	350	100	330	2100	1	1	1	1	1	4	1	3	1	1	12	45
Unassigned	-	-	18	5	180	26	9	4	-	-	-	35	10	33	210	-	-	-	-	-	-	-	-	-	-	1	5
Total	L.S.	L.S.	198	50	1980	286	99	44	14	7	5	385	110	363	2310	1	1	1	1	1	4	1	3	1	1	13	50

Item Number	0686000.24	0728014A	0811001	0905009A	0913000	0913021	0921005	0921009A	0921039	0922003A	0922500	0924002	0944000	0950005	0950036	0969062A	0970006	0970007	0974001	0975004	0977001	0980001	1302047A	1403501A
Item	24" RCP (0' - 10' Deep)	CRUSHED STONE	CONCRETE CURBING	RESET LANDSCAPE WALL	REMOVE CHAIN LINK FENCE	6' CHAIN LINK FENCE	CONCRETE SIDEWALK RAMP	MONOLITHIC CONCRETE SIDEWALK AND CURB	DETECTABLE WARNING STRIP	DECORATIVE BITUMINOUS CONCRETE (PATTERN TYPE)	BITUMINOUS CONCRETE DRIVEWAY (COMMERCIAL)	CONCRETE DRIVEWAY RAMP	FURNISHING AND PLACING TOPSOIL	TURF ESTABLISHMENT	EROSION CONTROL MATTING TYPE E	CONSTRUCTION FIELD OFFICE (MEDIUM)	TRAFFIC PERSON (MUNICIPAL POLICE OFFICER)	TRAFFIC PERSON (UNIFORMED FLAGGER)	REMOVAL OF EXISTING MASONRY	MOBILIZATION AND PROJECT CLOSEOUT	TRAFFIC CONE	CONSTRUCTION STAKING	RESET GATE BOX	RESET MANHOLE (SANITARY SEWER)
Unit	L.F.	C.Y.	L.F.	S.F.	L.F.	L.F.	S.F.	S.F.	EA.	S.F.	S.Y.	C.Y.	S.Y.	S.Y.	S.Y.	MO	EST.	H.R.	C.Y.	L.S.	EA.	L.S.	EA.	EA.
Quantity	2	2	100	27	55	55	675	3600	8	1650	450	15	43	43	32	3	1	250	20	L.S.	20	L.S.	5	3
Subtotal	2	2	100	27	55	55	675	3600	8	1650	450	15	43	43	32	3	1	250	20	L.S.	20	L.S.	5	3
Unassigned	1	1	10	3	-	-	68	360	-	165	45	2	4	4	3	1	-	-	2	-	1	-	-	-
Total	3	3	110	30	55	55	743	3960	8	1815	495	17	47	47	35	4	1	250	22	L.S.	21	L.S.	5	3



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.	DESIGNER/DRAFTER: <b>KE</b> CHECKED BY: <b>MF</b> SCALE AS NOTED	 <b>BOROUGH OF NAUGATUCK</b> Filename: ...VHW_MSH_87-146_DET-1.dgn	SIGNATURE/BLOCK:  ARCHITECTURE ENGINEERING ENVIRONMENTAL LAND SURVEYING Companies	PROJECT TITLE: <b>RUBBER AVE AT HOADLEY ST AND MELBOURE ST TRAFFIC SIGNAL REPLACEMENT PROJECT</b>	TOWN: <b>NAUGATUCK</b> DRAWING TITLE: <b>DETAILED ESTIMATE SHEET</b>	PROJECT NO. <b>87-146</b> DRAWING NO. <b>DET-1</b> SHEET NO.
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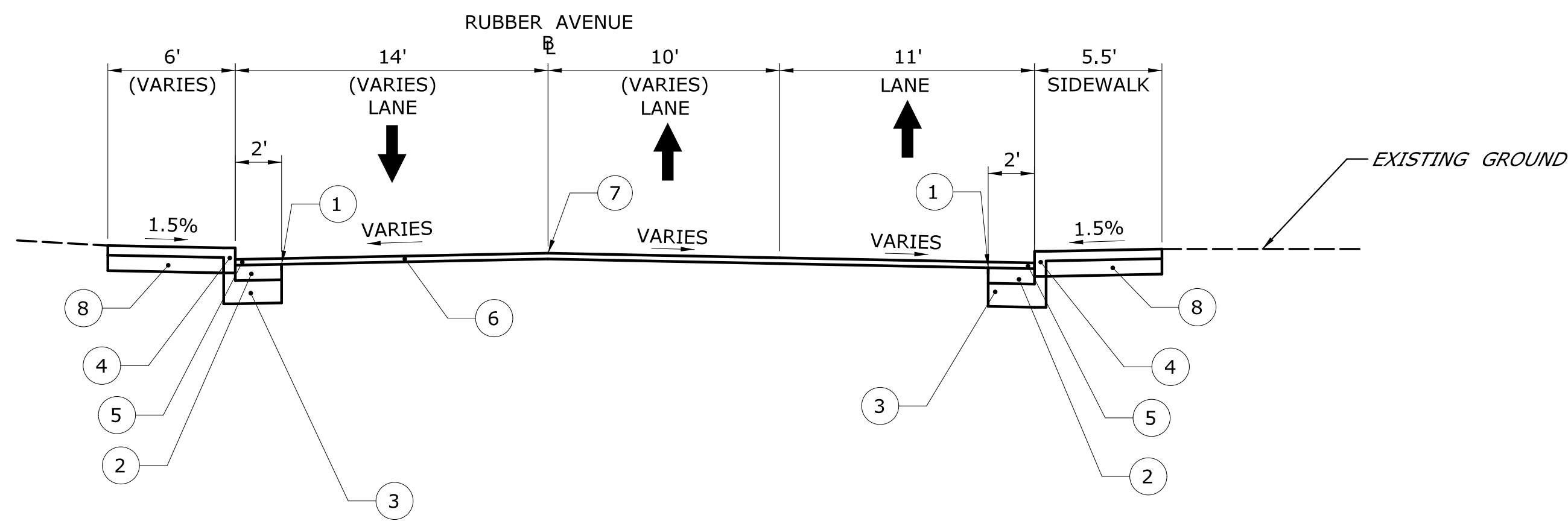
REV.	DATE	REVISION DESCRIPTION	SHEET NO.

Plotted Date: 9/28/2018

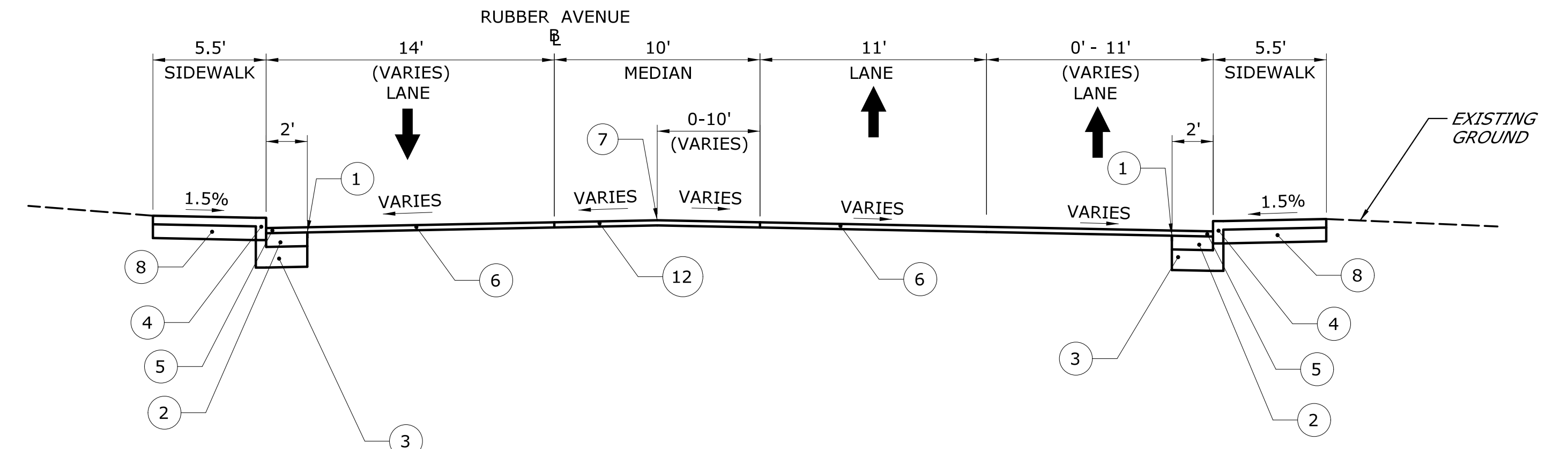
STRUCTURE ITEMS					TRAFFIC ITEMS																					
Item Number	0406275A	0520036A	0601201	0602006	0971001A	1001001	1002015	1002201A	1002203	1002208	1008015	1008115	1008117	1008215	1010001	1010021	1010052	1010054	1102002	1103022A	1105003A	1105007A	1105180A	1106001A	1106003A	1107011A
Item	FINE MILLING OF BITUMINOUS CONCRETE (0" - 4")	ASPHALTIC PLUG EXPANSION JOINT SYSTEM	CLASS "F" CONCRETE	DEFORMED STEEL BARS - EPOXY COATED	MAINTENANCE AND PROTECTION OF TRAFFIC	TRENCHING AND BACKFILLING	ROCK IN FOUNDATION	TRAFFIC CONTROL FOUNDATION - SPAN POLE	TRAFFIC CONTROL FOUNDATION - PEDESTAL - TYPE I	TRAFFIC CONTROL FOUNDATION - CONTROLLER - TYPE IV	2" RIGID METAL CONDUIT - SURFACE	2" RIGID METAL CONDUIT - IN TRENCH	3" RIGID METAL CONDUIT - IN TRENCH	2" RIGID METAL CONDUIT - UNDER ROADWAY	CONCRETE HANDHOLE	CONCRETE HANDHOLE - TYPE II	CONCRETE HANDHOLE CAST IRON COVER	CONCRETE HANDHOLE CAST IRON COVER - TYPE II	8' ALUMINUM PEDESTAL	30' STEEL SPAN POLE	1 WAY, 3 SECTION SPAN WIRE TRAFFIC SIGNAL	2 WAY, 3 SECTION SPAN WIRE TRAFFIC SIGNAL	1 WAY, 1 SECTION BI-COLORED ARROW	1 WAY PEDESTRIAN SIGNAL POLE MOUNTED	1 WAY PEDESTRIAN SIGNAL PEDESTAL MOUNTED	ACCESSIBLE PEDESTRIAN SIGNAL AND DETECTOR (TYPE A)
Unit	S.Y.	C.F.	C.Y.	LBS	L.S.	L.F.	V.F.	EA.	EA.	EA.	L.F.	L.F.	L.F.	L.F.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.
Quantity	20	54	3	310	-	600	10	2	5	1	60	500	10	100	3	5	2	3	5	2	7	1	2	3	5	8
Subtotal	20	54	3	310	L.S.	600	10	2	5	1	60	500	10	100	3	5	2	3	5	2	7	1	2	3	5	8
Unassigned	2	5	-	31	-	12	-	-	-	-	6	25	2	10	-	-	-	-	-	-	-	-	-	-	-	-
Total	22	59	3	341	L.S.	612	10	2	5	1	66	525	12	110	3	5	2	3	5	2	7	1	2	3	5	8

Item Number	1108115A	1108724A	1111201A	1111401A	1111451A	1112410A	1112470A	1113004	1113050	1113102	1113103	1113104	1113109	1113399	1113550A	1114102	1118012A	1118051A	1206023A	1208932A	1210101	1210102	1210105	1220027	1507000A
Item	FULL ACTUATED CONTROLLER 8 PHASE	PHASE SELECTOR	TEMPORARY DETECTION (SITE 1)	LOOP VEHICLE DETECTOR	LOOP DETECTOR SAWCUT	DETECTOR (TYPE A)	PRE-EMPTION SYSTEM CHASSIS	2 CONDUCTOR NO. 8 CABLE	2 CONDUCTOR NO. 14 CABLE	5 CONDUCTOR NO. 14 CABLE	7 CONDUCTOR NO. 14 CABLE	9 CONDUCTOR NO. 14 CABLE	21 CONDUCTOR NO. 14 CABLE	CABLE CLOSURE	DETECTOR CABLE (OPTICAL)	SPAN WIRE	REMOVAL AND/OR RELOCATION OF TRAFFIC SIGNAL EQUIPMENT (SITE 1)	TEMPORARY SIGNALIZATION (SITE #1)	REMOVAL AND RELOCATION OF EXISTING SIGNS	STGN FACE-SHEET ALUMINUM (TYPE IV RETROREFLECTIVE SHEETING)	4" WHITE EPOXY RESIN PAVEMENT MARKINGS	4" YELLOW EPOXY RESIN PAVEMENT MARKINGS	EPOXY RESIN PAVEMENT MARKINGS, SYMBOLS AND LEGENDS	CONSTRUCTION SIGNS	PROTECTION AND SUPPORT OF EXISTING UTILITIES
Unit	EA.	EA.	L.S.	EA.	L.F.	EA.	EA.	L.F.	L.F.	L.F.	L.F.	L.F.	L.F.	EA.	L.F.	L.F.	L.S.	L.S.	L.S.	S.F.	L.F.	L.F.	S.F.	S.F.	L.S.
Quantity	1	1	L.S.	5	340	2	1	55	1100	750	1525	225	140	2	300	270	L.S.	L.S.	L.S.	26	240	854	620	189	L.S.
Subtotal	1	1	L.S.	5	340	2	1	55	1100	750	1525	225	140	2	300	270	L.S.	L.S.	L.S.	26	240	854	620	189	L.S.
Unassigned	-	-	-	-	-	-	-	5	110	75	76	23	14	-	30	30	-	-	-	5	24	85	31	9	-
Total	1	1	L.S.	5	340	2	1	60	1210	825	1601	248	154	2	330	300	L.S.	L.S.	L.S.	31	264	939	651	198	L.S.

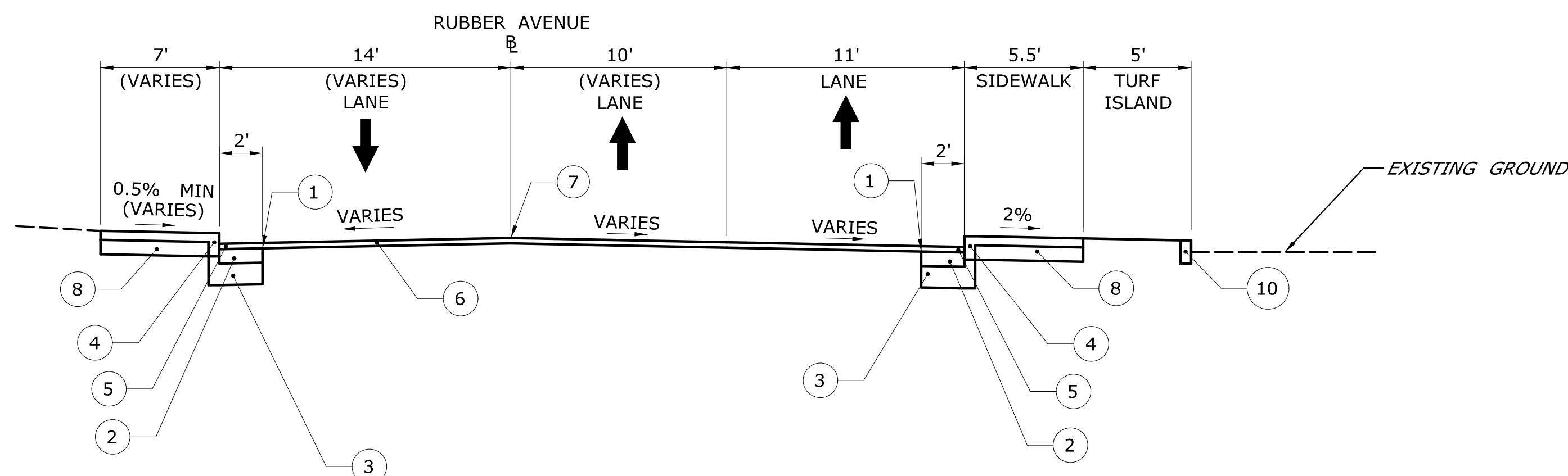
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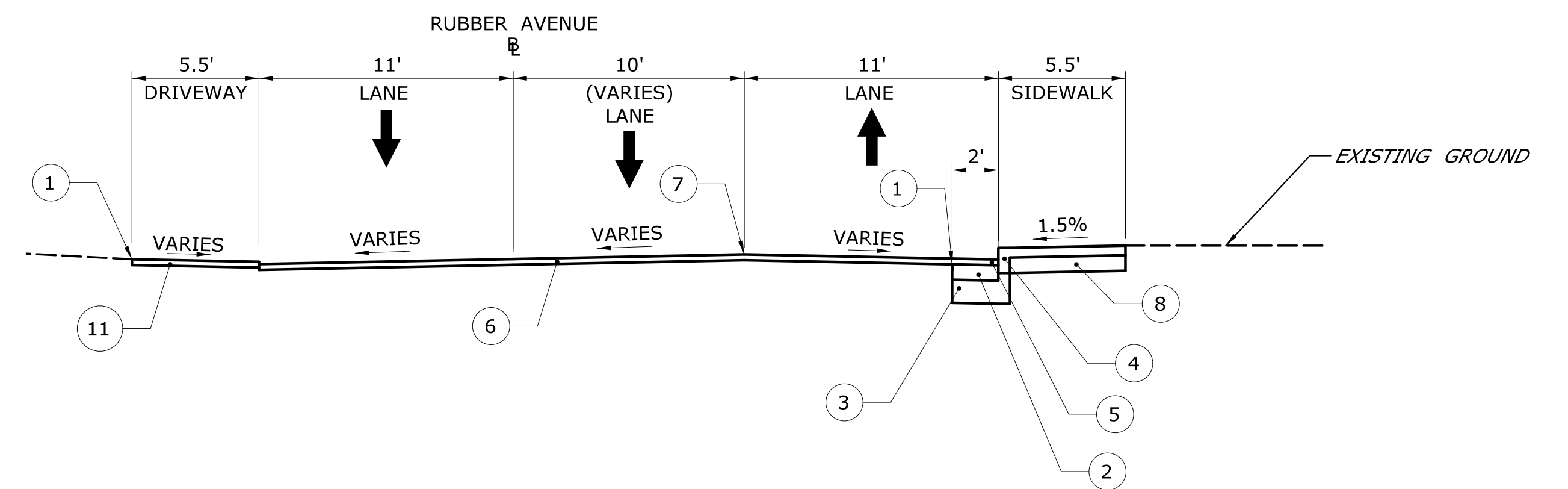
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(STA. 13+65.00 - STA. 15+00.00)  
N.T.S.



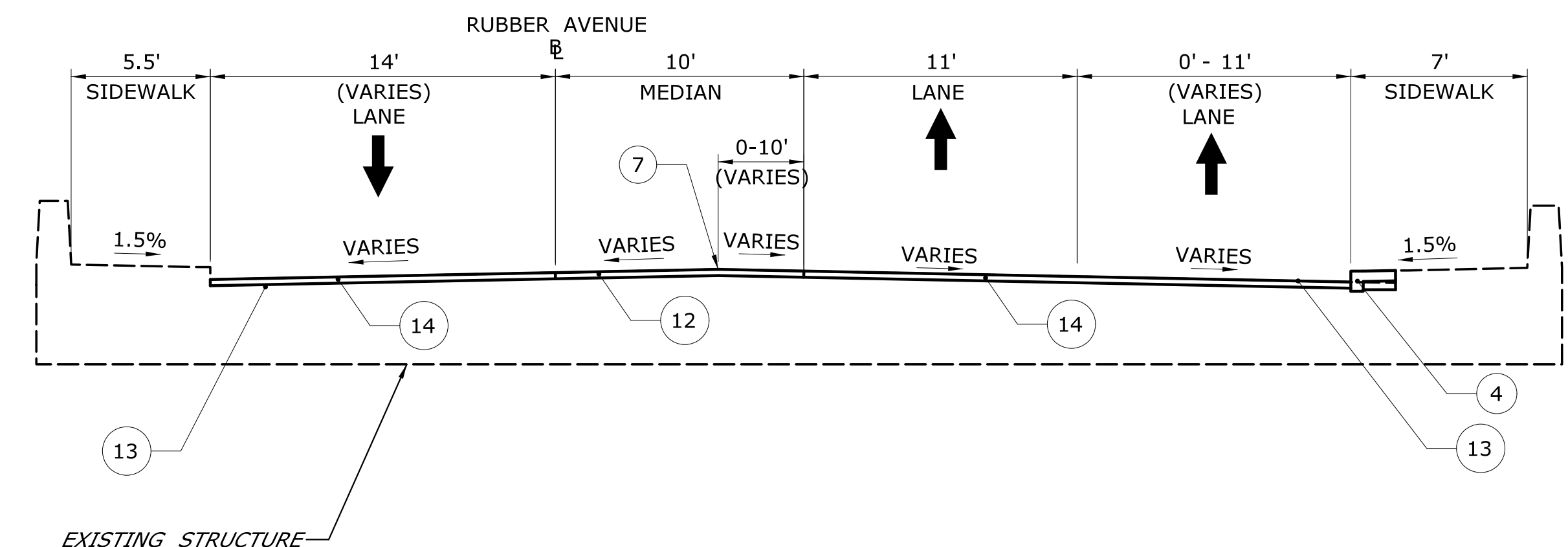
**RUBBER AVENUE**  
(STA. 15+47.00 - STA. 17+25.00)\*  
N.T.S.  
\*EXCLUDING BRIDGE



**RUBBER AVENUE**  
(STA. 15+00.00 - STA. 15+47.00)  
N.T.S.



**RUBBER AVENUE**  
(STA. 17+25.00 - STA. 18+30.00)  
N.T.S.



**RUBBER AVENUE**  
(BRIDGE)  
N.T.S.

**GENERAL NOTES**

1. MATERIAL FOR TACK COAT SHALL BE APPLIED BETWEEN PAVEMENT COURSES, ALL PAVEMENT JOINTS, VERTICAL SURFACES OF CATCH BASINS AND CONCRETE CURBS UP TO FINISH GRADE.

**LEGEND**

- 1 CUT BITUMINOUS CONCRETE PAVEMENT
- 2 6" HMA S0.5 TRAFFIC LEVEL 2 (PLACED IN THREE EQUAL LIFTS)
- 3 12" SUBBASE
- 4 MONOLITHIC CONCRETE SIDEWALK
- 5 2" HMA S0.5 TRAFFIC LEVEL 2 (WEARING SURFACE PLACED CURB TO CURB)
- 6 2" FINE MILLING OF BITUMINOUS CONCRETE (0"-4")
- 7 POINT OF APPLICATION OF GRADE
- 8 8" GRANULAR FILL
- 9 BITUMINOUS CONCRETE DRIVEWAY
- 10 CONCRETE CURB
- 11 BITUMINOUS CONCRETE DRIVEWAY (COMMERCIAL)
- 12 DECORATIVE BITUMINOUS CONCRETE (PATTERN TYPE)
- 13 1" HMA S0.5 TRAFFIC LEVEL 2 (WEARING SURFACE CURB TO CURB)
- 14 1" FINE MILLING OF BITUMINOUS CONCRETE (0"-4")

REV.	DATE	REVISION DESCRIPTION	SHEET NO.
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Plotted Date: 9/28/2018

DESIGNER/DRAFTER:  
**JO**

CHECKED BY:  
**MF**

SCALE AS NOTED

**BOROUGH OF NAUGATUCK**

Filename: ...VHW\_MSH\_87-146\_TYP-1.dgn

SIGNATURE/BLOCK:

ARCHITECTURE  
ENGINEERING  
ENVIRONMENTAL  
LAND SURVEYING

PROJECT TITLE:  
**RUBBER AVE AT HOADLEY ST AND MELBOURNE ST TRAFFIC SIGNAL REPLACEMENT PROJECT**

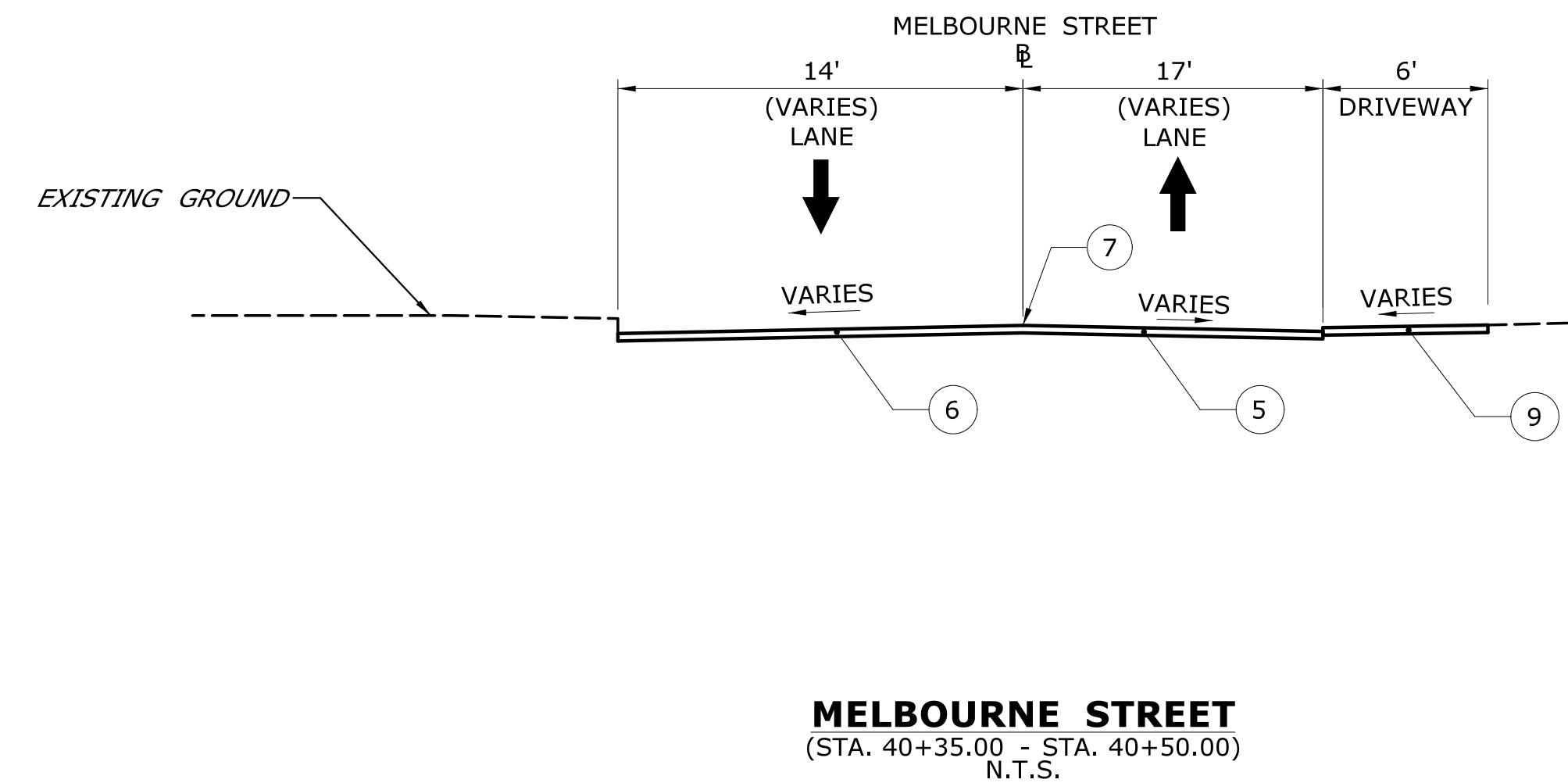
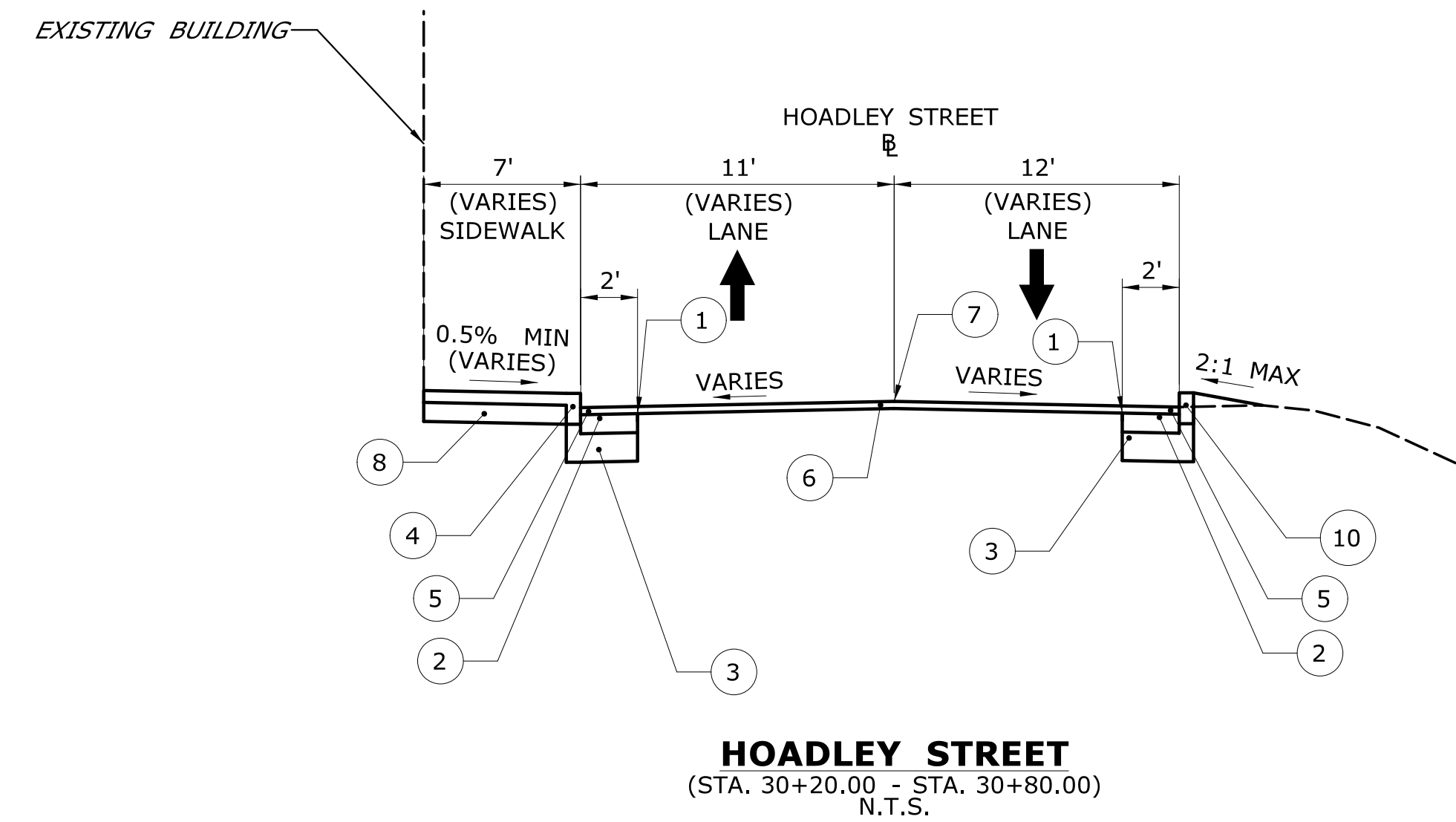
TOWN:  
**NAUGATUCK**

DRAWING TITLE:  
**TYPICAL SECTIONS**

PROJECT NO.  
**87-146**

DRAWING NO.  
**TYP-1**

SHEET NO.



**GENERAL NOTES**

1. MATERIAL FOR TACK COAT SHALL BE APPLIED BETWEEN PAVEMENT COURSES, ALL PAVEMENT JOINTS, VERTICAL SURFACES OF CATCH BASINS AND CONCRETE CURBS UP TO FINISH GRADE.

**LEGEND**

- ① CUT BITUMINOUS CONCRETE PAVEMENT
- ② 6" HMA S0.5 TRFFIC LEVEL 2 (PLACED IN THREE EQUAL LIFTS)
- ③ 12" SUBBASE
- ④ MONOLITHIC CONCRETE SIDEWALK
- ⑤ 2" HMA S0.5 TRAFFIC LEVEL 2 (WEARING SURFACE PLACED CURB TO CURB)
- ⑥ 2" FINE MILLING OF BITUMINOUS CONCRETE (0"-4")
- ⑦ POINT OF APPLICATION OF GRADE
- ⑧ 8" GRANULAR FILL
- ⑨ BITUMINOUS CONCRETE DRIVEWAY
- ⑩ CONCRETE CURB
- ⑪ BITUMINOUS CONCRETE DRIVEWAY (COMMERICAL)
- ⑫ DECORATIVE BITUMINOUS CONCRETE (PATTERN TYPE)
- ⑬ 1" HMA S0.5 TRAFFIC LEVEL 2 (WEARING SURFACE CURB TO CURB)
- ⑭ 1" FINE MILLING OF BITUMINOUS CONCRETE (0"-4")

REV.	DATE	REVISION DESCRIPTION	SHEET NO.
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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.

DESIGNER/DRAFTER: **JO**  
CHECKED BY: **MF**  
SCALE AS NOTED

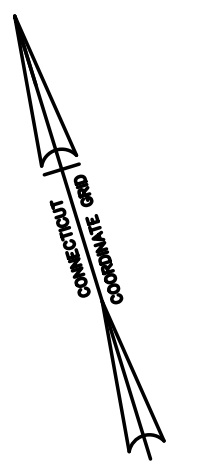
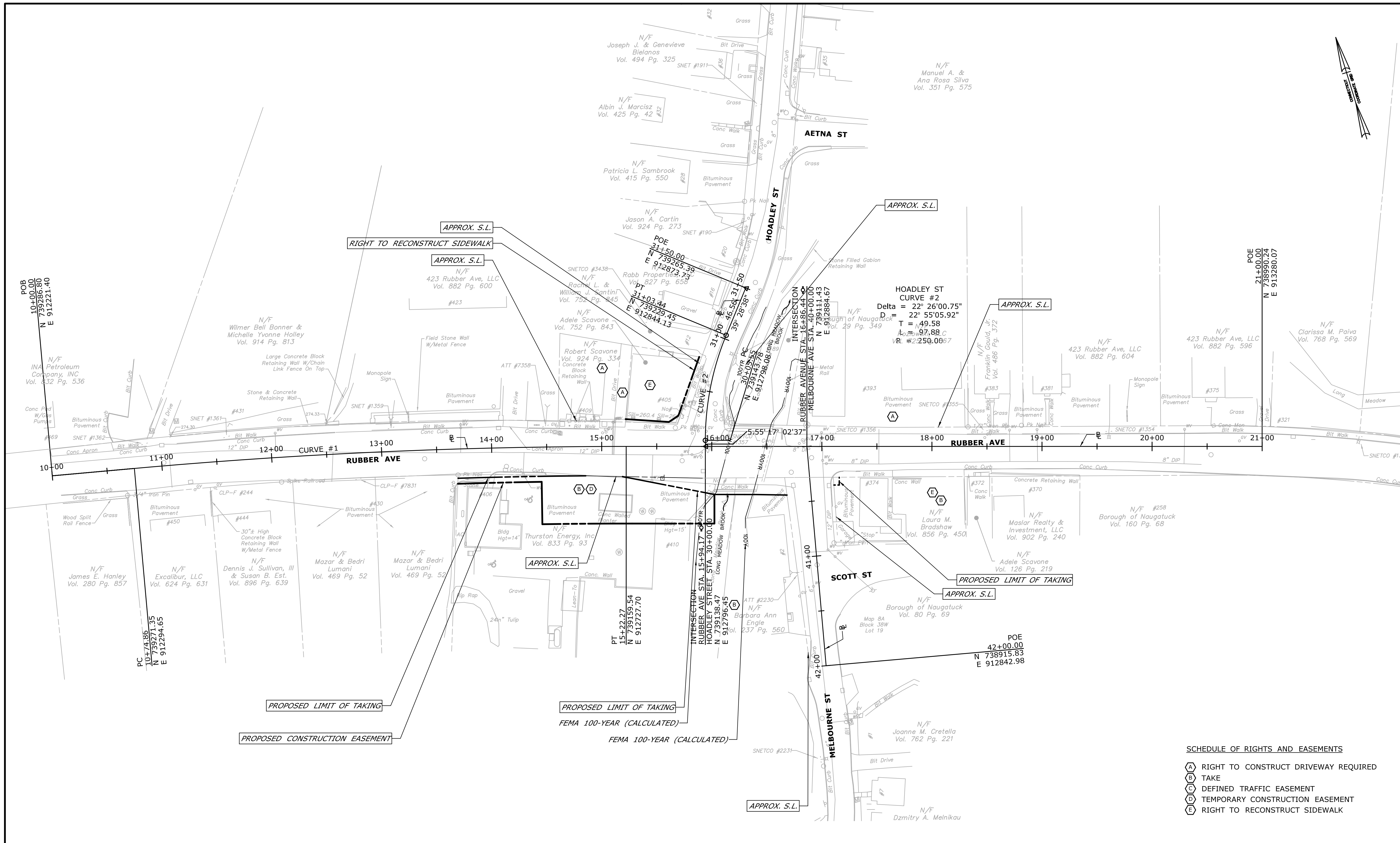
**BOROUGH OF NAUGATUCK**  
Filename: ...VHW\_MSH\_87-146\_TYP-2.dgn

SIGNATURE/BLOCK:  
 ARCHITECTURE ENGINEERING ENVIRONMENTAL LAND SURVEYING

PROJECT TITLE:  
**RUBBER AVE AT HOADLEY ST AND MELBOURNE ST TRAFFIC SIGNAL REPLACEMENT PROJECT**

TOWN: **NAUGATUCK**  
DRAWING TITLE: **TYPICAL SECTIONS**

PROJECT NO. **87-146**  
DRAWING NO. **TYP-2**  
SHEET NO.




**SCHEDULE OF RIGHTS AND EASEMENTS**

- (A) RIGHT TO CONSTRUCT DRIVEWAY REQUIRED
- (B) TAKE
- (C) DEFINED TRAFFIC EASEMENT
- (D) TEMPORARY CONSTRUCTION EASEMENT
- (E) RIGHT TO RECONSTRUCT SIDEWALK

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

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.

DESIGNER/DRAFTER:  
**JO**  
CHECKED BY:  
**MF**  
SCALE IN FEET  
0 40 80  
SCALE 1"=40'


**BOROUGH OF NAUGATUCK**  
 Filename: ...VHW\_MSH-87-146-ALN-1.dgn

SIGNATURE/BLOCK:  

**BL Companies**  
 ARCHITECTURE  
 ENGINEERING  
 ENVIRONMENTAL  
 LAND SURVEYING

PROJECT TITLE:  
**RUBBER AVE AT HOADLEY ST  
 AND MELBOURNE ST TRAFFIC  
 SIGNAL REPLACEMENT PROJECT**

TOWN: **NAUGATUCK**  
 PROJECT NO.: **87-146**  
 DRAWING NO.: **ALN-1**  
 SHEET NO.:  
 DRAWING TITLE:  
**ALIGNMENT DESIGN**

**NOTES:**

1. ALL THE DRIVEWAYS SHALL BE SAW CUT AT THE LIMITS OF WORK TO ESTABLISH A CLEAN JOINT.
2. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL DIMENSIONS AND ELEVATIONS PRIOR TO CONSTRUCTION.
3. ALL E&S CONTROL MEASURES SHALL BE INSTALLED IN ACCORDANCE WITH CT DEEP'S "2002 CT GUIDELINES FOR SOIL EROSION AND SEDIMENTATION CONTROL."
4. CONTRACTOR SHALL PROTECT EXISTING BOLLARDS.
5. ALL EXCAVATED SOIL SHALL REMAIN WITHIN PROJECT LIMITS.
6. FOR DRAINAGE SYSTEM INFORMATION SEE DRAWING NO. DRN-1 "DRAINAGE PLAN".
7. MAINTAIN 4 FEET BETWEEN BACK OF SIDEWALK AND UTILITY POLE. MAINTAIN 18 INCHES BETWEEN EDGE OF ROAD AND UTILITY POLE.
8. "THURSTON ENERGY" SIGN TO BE REMOVED AND STORED IN LOCATION AGREED UPON BY THURSTON ENERGY. WORK SHALL BE PAID UNDER ITEM 1206023A REMOVAL AND RELOCATION OF EXISTING SIGNS.
9. SEE MDS-2 FOR DETAILS ON ASPHALTIC PLUG EXPANSION JOINT SYSTEM.
10. FOR DECORATIVE CROSS WALKS AND MEDIAN DETAILS SEE SPM-1.
11. FOR RIGHT OF WAY INFORMATION SEE ALN-1.

**LIMIT OF CONSTRUCTION  
STA. 30+80.00  
CUT. BIT. CONC. PAVEMENT  
BEGIN MONOLITHIC  
CONCRETE SIDEWALK  
AND CURB  
MATCH EXISTING**

**APPROX. S.L.**  
**RIGHT TO RECONSTRUCT SIDEWALK**  
RELOCATE ROOF DRAIN (BY OTHERS)  
BOLLARD TO REMAIN  
REMOVE UTILITY POLE (BY OTHERS)  
CONC. SIDEWALK RAMP (TYPE 1 - MODIFIED)  
MATCH EXISTING BACK OF WALK  
REMOVE CONC. PAVEMENT  
RESET GATE BOX  
CONC. DRIVEWAY  
RESET LANDSCAPE WALL  
**APPROX. S.L.**  
GAS VAULT TO BE RESET BY OTHERS  
MATCH EXISTING BACK OF WALK  
GATES TO BE RESET BY OTHERS  
MONOLITHIC CONC. CURB AND CONC. SIDEWALK  
REMOVE CONC. PAVEMENT  
CONC. DRIVEWAY RAMP  
CUT BIT. CONC. PAVEMENT

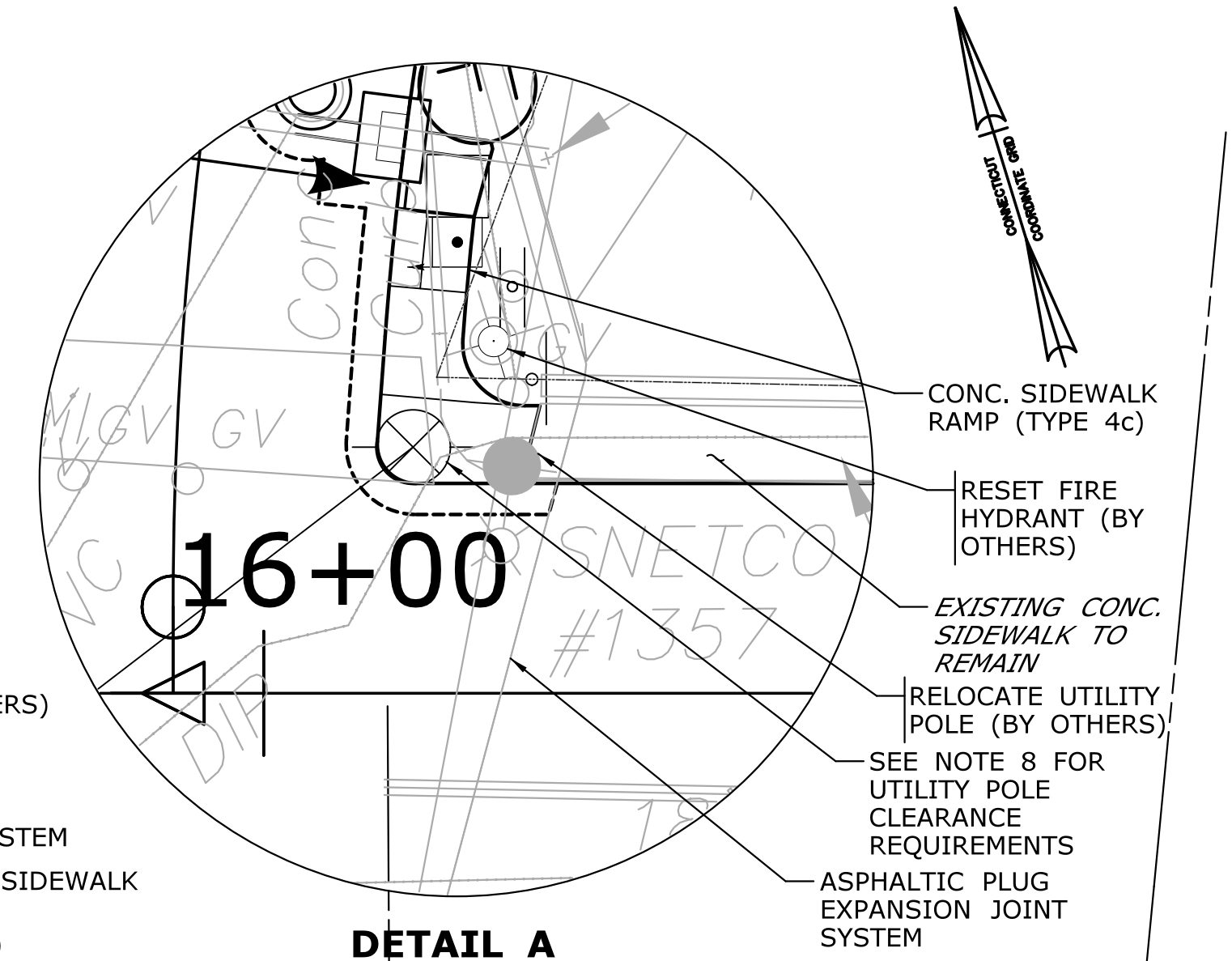
**BEGIN STATE PROJECT NO. 87-146  
FED. AID PROJECT NO. 1087(113)  
STA. 13+65.00  
BEGIN MILL AND OVERLAY  
CUT BIT. CONC. PAVEMENT  
MATCH EXISTING**

B.C.L.C.  
CONC. SIDEWALK RAMP (TYPE 4a)  
REMOVE CURB  
CRUSHED STONE - MATCH EXISTING  
MONOLITHIC CONC. CURB AND SIDEWALK  
**PROPOSED LIMIT OF TAKING**  
6' CHAINLINK FENCE  
**PROPOSED CONSTRUCTION EASEMENT**

**APPROX. S.L.**  
CONCRETE WALLED PLANTER TO BE REMOVED  
REMOVE AND STORE "THURSTON ENERGY" SIGN (SEE NOTE 10)  
CONC. CURB  
CUT BIT. CONC. PAVEMENT  
6' OPENING  
CONC. SIDEWALK RAMP (TYPE 1)  
TOP SOIL AND TURF ESTABLISHMENT  
RESET MANHOLE (SANITARY SEWER)  
MONOLITHIC CONC. CURB AND CONC. SIDEWALK  
**PROPOSED LIMIT OF TAKING**  
6' CHAINLINK FENCE  
FEMA 100-YEAR FLOOD (CALCULATED)  
RELOCATE UTILITY POLE (BY OTHERS)  
EXISTING CONC. SIDEWALK TO REMAIN  
CONC. SIDEWALK RAMP (TYPE 4a)  
CUT BIT. CONC. PAVEMENT  
BIT. CONC. DRIVEWAY (COMMERCIAL)

**LIMIT OF CONSTRUCTION  
STA. 40+50.00  
END MILL AND OVERLAY  
CUT BIT. CONC. PAVEMENT  
MATCH EXISTING**

ALIGNMENT	TYPE	REVEAL	START STA.	END STA.
RUBBER AVE.	CONC.	6"	13+65 RT	14+50 RT
RUBBER AVE.	CONC.	4"	14+50 RT	15+55 RT
RUBBER AVE.	CONC.	6"	15+55 RT	16+74 RT
RUBBER AVE.	CONC.	6"	17+10 RT	18+30 RT
RUBBER AVE.	CONC.	6"	13+65 LT	15+75 LT
RUBBER AVE.	CONC.	6"	16+08 LT	17+22 LT
HOADLEY ST.	CONC.	6"	30+50 RT	30+80 RT
HOADLEY ST.	CONC.	6"	30+50 LT	30+80 LT
MELBOURNE ST.	CONC.	6"	40+25 LT	40+40 LT



**DETAIL A**

**END STATE PROJECT NO. 87-146  
FED. AID PROJECT NO. 1087(113)  
STA. 18+30.00  
END OF MILL AND OVERLAY  
CUT BIT. CONC. PAVEMENT  
END MONOLITHIC  
CONCRETE SIDEWALK  
AND CURB  
MATCH EXISTING**

REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 9/28/2018

DESIGNER/DRAFTER:  
**JO**  
CHECKED BY:  
**MF**  
SCALE IN FEET  
0 40 80  
SCALE 1"=40'

**BOROUGH OF NAUGATUCK**

Filename: ...VHW\_MSH\_87-146\_PLN-1.dgn

SIGNATURE/BLOCK:  
**BL** COMPANIES  
ARCHITECTURE  
ENGINEERING  
ENVIRONMENTAL  
LAND SURVEYING

PROJECT TITLE:  
**RUBBER AVE AT HOADLEY ST  
AND MELBOURNE ST TRAFFIC  
SIGNAL REPLACEMENT PROJECT**

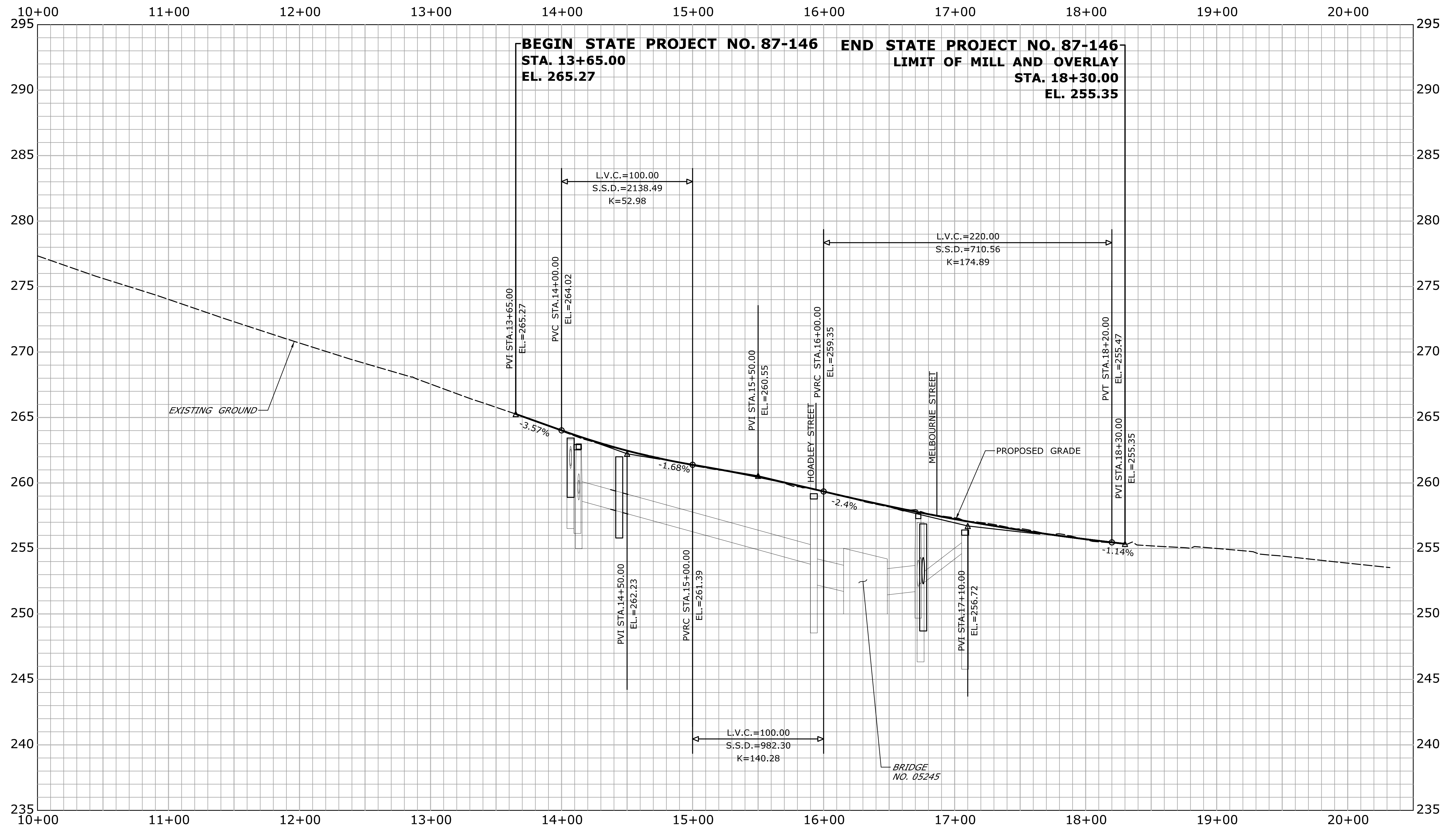
TOWN:  
**NAUGATUCK**

DRAWING TITLE:  
**ROADWAY PLAN**

PROJECT NO.  
**87-146**

DRAWING NO.  
**PLN-1**

SHEET NO.



REV.	DATE	REVISION DESCRIPTION	SHEET NO.

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: 9/28/2018

DESIGNER/DRAFTER: **JO**

CHECKED BY: **MF**

HORIZ. SCALE IN FEET: 0 40 80

VERT. SCALE IN FEET: 0 4 8

**BOROUGH OF NAUGATUCK**

Filename: ...\\HW\_MSH\_87-146\_PRO-1.dgn

SIGNATURE/BLOCK:

**BL Companies**

ARCHITECTURE  
ENGINEERING  
ENVIRONMENTAL  
LAND SURVEYING

PROJECT TITLE:

**RUBBER AVE AT HOADLEY ST AND MELBOURNE ST TRAFFIC SIGNAL REPLACEMENT PROJECT**

TOWN: **NAUGATUCK**

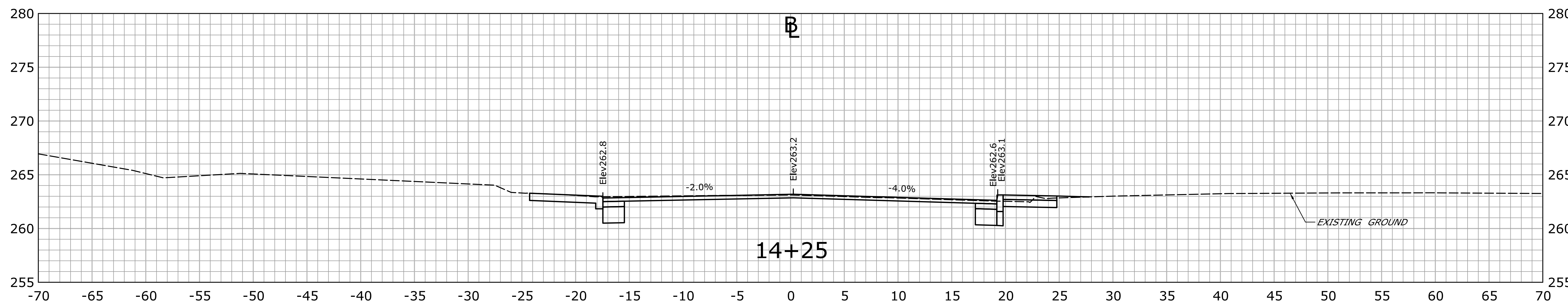
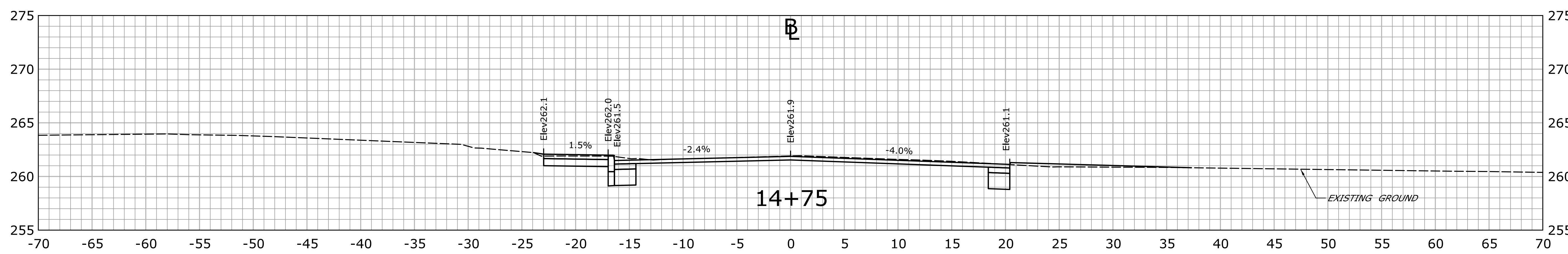
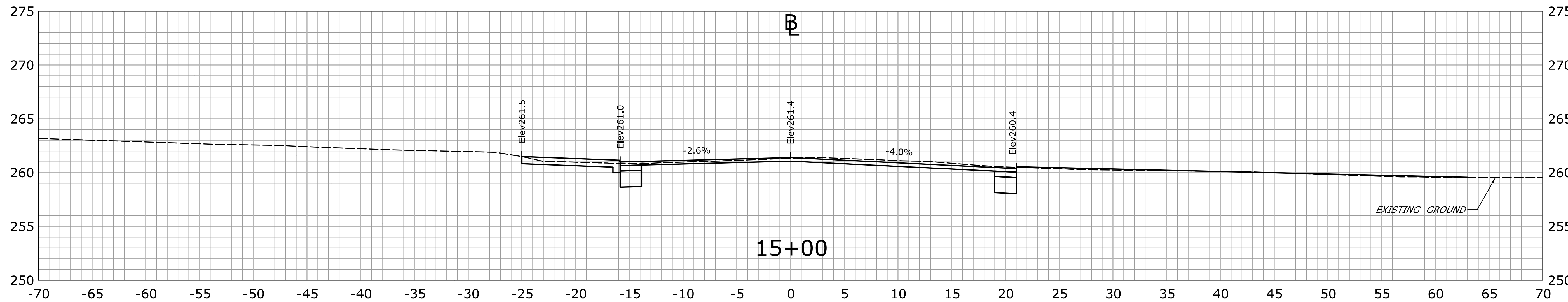
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PROJECT NO. **87-146**

DRAWING NO. **PRO-1**

SHEET NO.





STA. 14+25 TO STA. 15+00

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

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: 9/28/2018

DESIGNER/DRAFTER:  
**CM**

CHECKED BY:  
**MF**

SCALE IN FEET

SCALE 1"=5'

**BOROUGH OF NAUGATUCK**

Filename: ...VHW\_MSH\_87-146\_XSC-1.dgn

SIGNATURE/BLOCK:

**BL Companies**

ARCHITECTURE  
ENGINEERING  
ENVIRONMENTAL  
LAND SURVEYING

PROJECT TITLE:

**RUBBER AVE AT HOADLEY ST  
AND MELBOURNE ST TRAFFIC  
SIGNAL REPLACEMENT PROJECT**

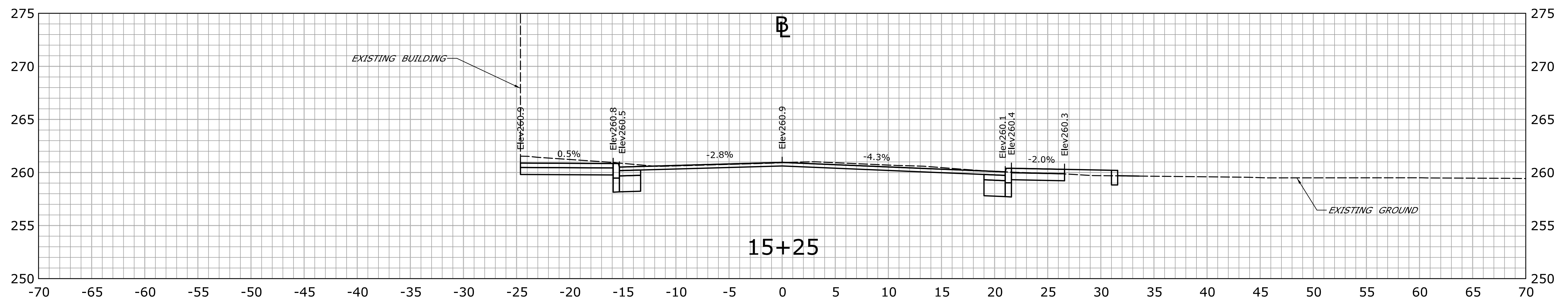
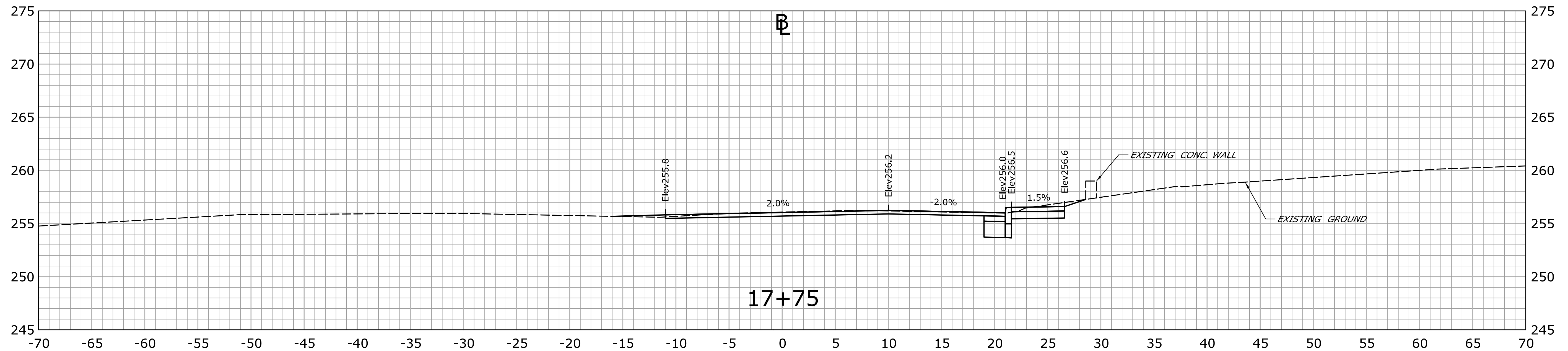
TOWN: **NAUGATUCK**

DRAWING TITLE:  
**CRITICAL  
CROSS SECTIONS**

PROJECT NO.  
**87-146**

DRAWING NO.  
**XSC-1**

SHEET NO.



STA. 15+25 TO STA. 17+75

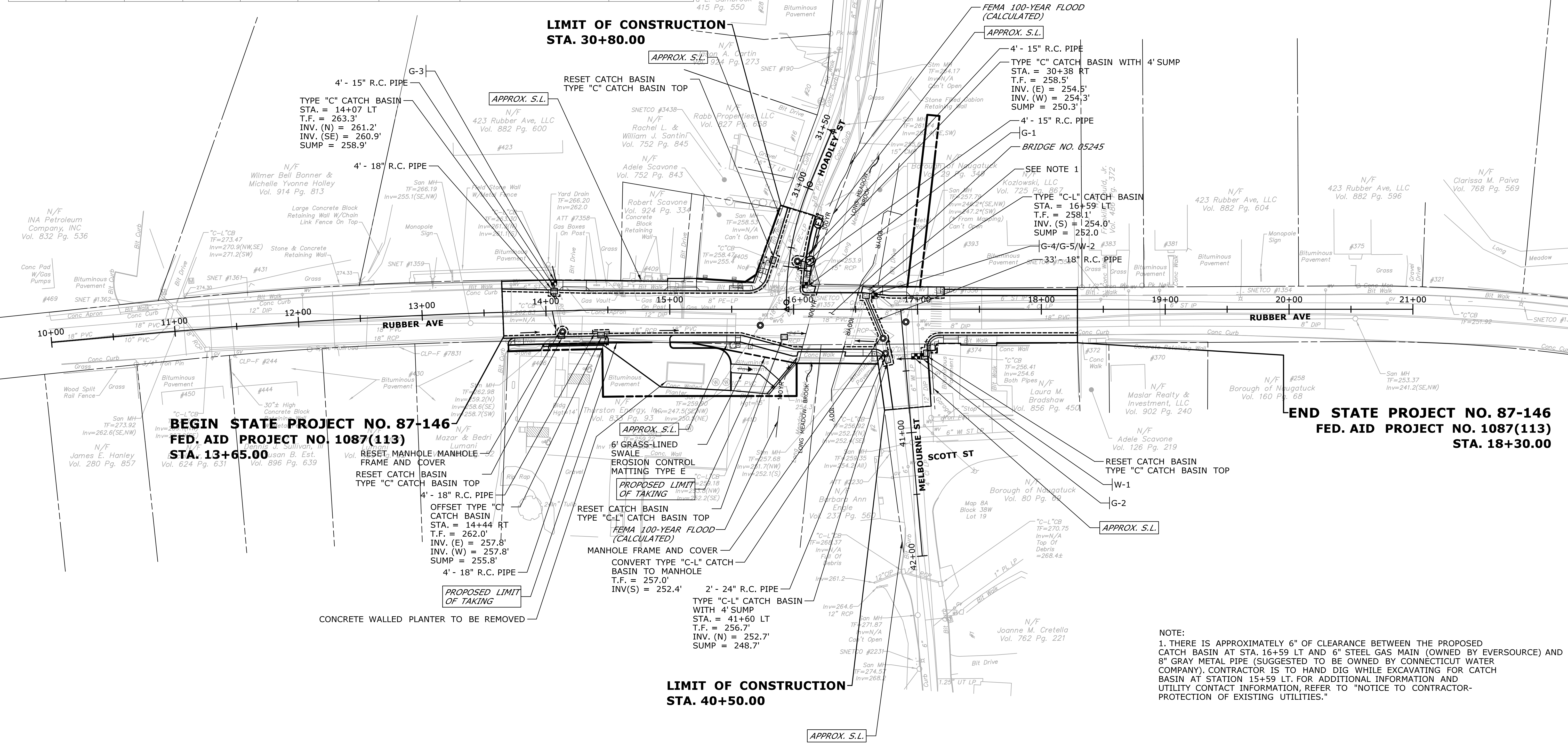
			THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.	DESIGNER/DRAFTER: <b>CM</b> CHECKED BY: <b>MF</b> SCALE IN FEET 0 5 10 SCALE 1"=5'	<b>BOROUGH OF NAUGATUCK</b> <small>Filename: ...VHW_MSH_87-146_XSC-2.dgn</small>	<b>BL</b> <small>Companies</small> ARCHITECTURE ENGINEERING ENVIRONMENTAL LAND SURVEYING	PROJECT TITLE: <b>RUBBER AVE AT HOADLEY ST          AND MELBOURNE ST TRAFFIC          SIGNAL REPLACEMENT PROJECT</b>	TOWN: <b>NAUGATUCK</b> DRAWING TITLE: <b>CRITICAL          CROSS SECTIONS</b>	PROJECT NO. <b>87-146</b> DRAWING NO. <b>XSC-2</b> SHEET NO.	
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 9/28/2018						

GAS (EVERSOURCE)

TEST PIT #	BASELINE		NORTHING	EASTING	GROUND ELEVATION (FT)	TOP OF PIPE ELEVATION (FT)	DESCRIPTION	RELOCATION ANTICIPATED
	STATION	OFFSET						
G-1	30+20.48	14.37 RT	739152.89	912816.34	258.81	256.56	6" STEEL GAS MAIN	NO
G-2	40+38.86	7.75 LT	739071.81	912884.15	256.98	254.40	6" STEEL GAS MAIN	NO
G-3	14+07.06	22.96 LT	739214.13	912623.40	263.65	260.82	6" STEEL GAS MAIN	NO
G-4	16+66.82	10.90 LT	739127.60	912869.12	257.73	255.73	6" STEEL GAS MAIN	NO
G-5	16+69.10	10.90 LT	739126.93	912871.29	257.73	256.06	6" STEEL GAS MAIN	NO

WATER (CT WATER CO.)

TEST PIT #	BASELINE		NORTHING	EASTING	GROUND ELEVATION (FT)	TOP OF PIPE ELEVATION (FT)	DESCRIPTION	RELOCATION ANTICIPATED
	STATION	OFFSET						
W-1	40+39.20	12.37 LT	739070.52	912888.60	256.84	253.30	8" D.I.P. WATER MAIN	NO
W-2	16+63.83	10.90 LT	739128.48	912866.25	257.73	253.15	8" GRAY METAL PIPE (SUGGEST TO BE WATER BY EVERSOURCE)	NO

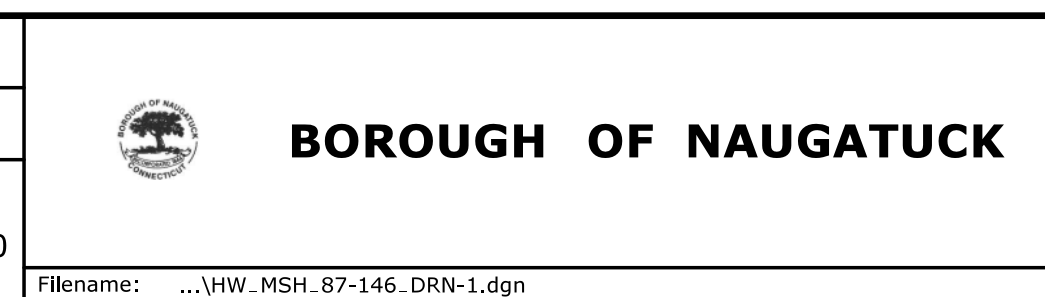


NOTE:  
 1. THERE IS APPROXIMATELY 6" OF CLEARANCE BETWEEN THE PROPOSED CATCH BASIN AT STA. 16+59 LT AND 6" STEEL GAS MAIN (OWNED BY EVERSOURCE) AND 8" GRAY METAL PIPE (SUGGESTED TO BE OWNED BY CONNECTICUT WATER COMPANY). CONTRACTOR IS TO HAND DIG WHILE EXCAVATING FOR CATCH BASIN AT STATION 15+59 LT. FOR ADDITIONAL INFORMATION AND UTILITY CONTACT INFORMATION, REFER TO "NOTICE TO CONTRACTOR- PROTECTION OF EXISTING UTILITIES."

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

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DESIGNER/DRAFTER: **JO**  
 CHECKED BY: **MF**  
 SCALE IN FEET  
 SCALE 1"=40'



PROJECT TITLE:  
**RUBBER AVE AT HOADLEY ST AND MELBOURNE ST TRAFFIC SIGNAL REPLACEMENT PROJECT**

TOWN: **NAUGATUCK**  
 DRAWING TITLE:  
**DRAINAGE PLAN**

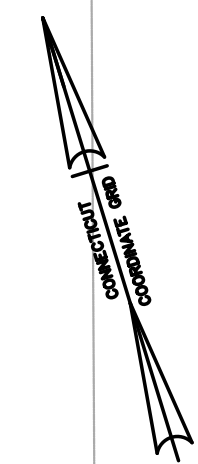
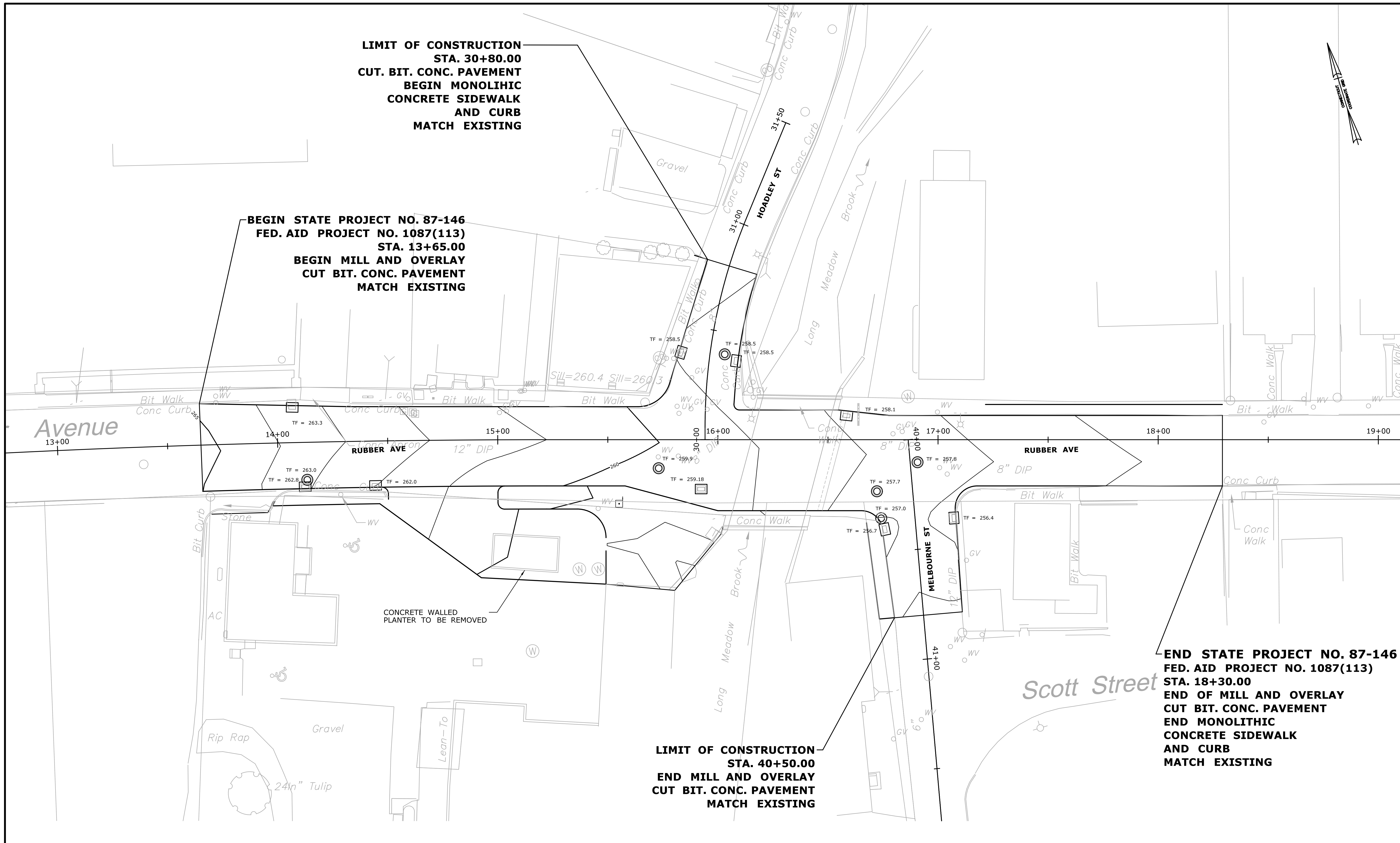
PROJECT NO.: **87-146**  
 DRAWING NO.: **DRN-1**  
 SHEET NO.

**LIMIT OF CONSTRUCTION  
STA. 30+80.00  
CUT. BIT. CONC. PAVEMENT  
BEGIN MONOLITHIC  
CONCRETE SIDEWALK  
AND CURB  
MATCH EXISTING**

**BEGIN STATE PROJECT NO. 87-146  
FED. AID PROJECT NO. 1087(113)  
STA. 13+65.00  
BEGIN MILL AND OVERLAY  
CUT BIT. CONC. PAVEMENT  
MATCH EXISTING**

**END STATE PROJECT NO. 87-146  
FED. AID PROJECT NO. 1087(113)  
STA. 18+30.00  
END OF MILL AND OVERLAY  
CUT BIT. CONC. PAVEMENT  
END MONOLITHIC  
CONCRETE SIDEWALK  
AND CURB  
MATCH EXISTING**

**LIMIT OF CONSTRUCTION  
STA. 40+50.00  
END MILL AND OVERLAY  
CUT BIT. CONC. PAVEMENT  
MATCH EXISTING**



REV.	DATE	REVISION DESCRIPTION	SHEET NO.


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Plotted Date: 9/28/2018

DESIGNER/DRAFTER:  
**JO**

CHECKED BY:  
**MF**

SCALE IN FEET  
0 20 40  
SCALE 1"=20'

 **BOROUGH OF NAUGATUCK**

Filename: ...VHW\_MSH\_87-146\_IGP-1.dgn

SIGNATURE/  
BLOCK:

 **Companies**

ARCHITECTURE  
ENGINEERING  
ENVIRONMENTAL  
LAND SURVEYING

PROJECT TITLE:  
**RUBBER AVE AT HOADLEY ST  
AND MELBOURNE ST TRAFFIC  
SIGNAL REPLACEMENT PROJECT**

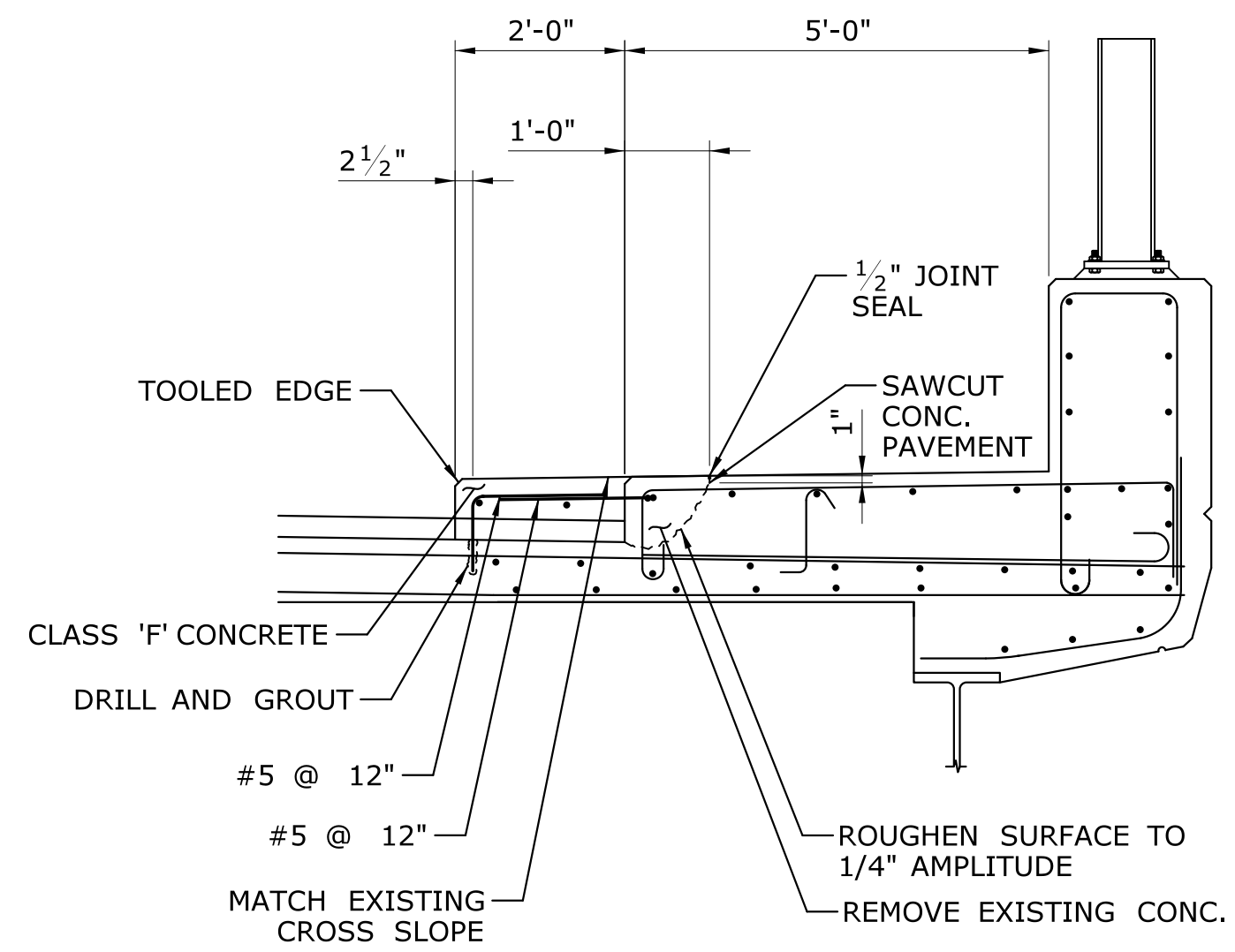
TOWN:  
**NAUGATUCK**

DRAWING TITLE:  
**INTERSECTION  
GRADING PLAN**

PROJECT NO.  
**87-146**

DRAWING NO.  
**IGP-1**

SHEET NO.

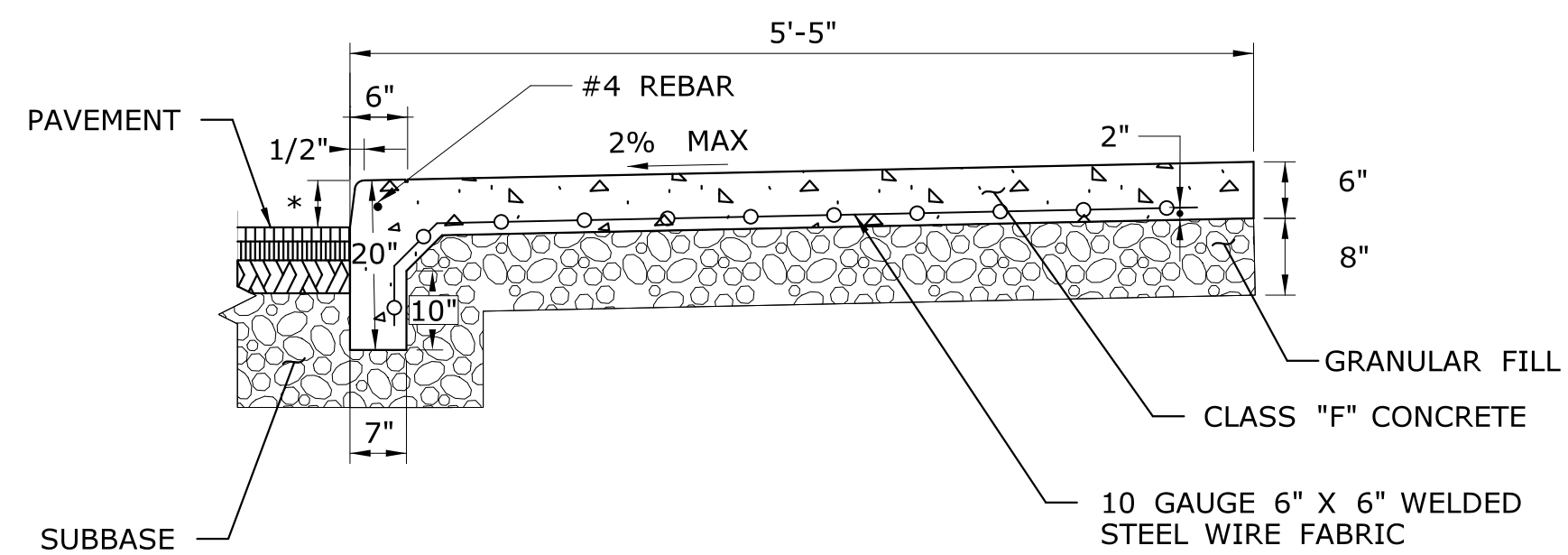


**BRIDGE SIDEWALK WIDENING DETAIL**

SCALE: 1/2" = 1'

**NOTES**

1. JOINT SEAL SHALL BE A POLYURETHANE BASED SEALANT CONFORMING TO FEDERAL SPECIFICATION TT-S-0023C, TYPE II, CLASS A AND ASTM C-920, TYPS, GRADE NS, CLASS 35 OR APPROVED EQUAL.
2. EXISTING REBAR LAYOUT SHALL BE VERIFIED BY THE CONTRACTOR.



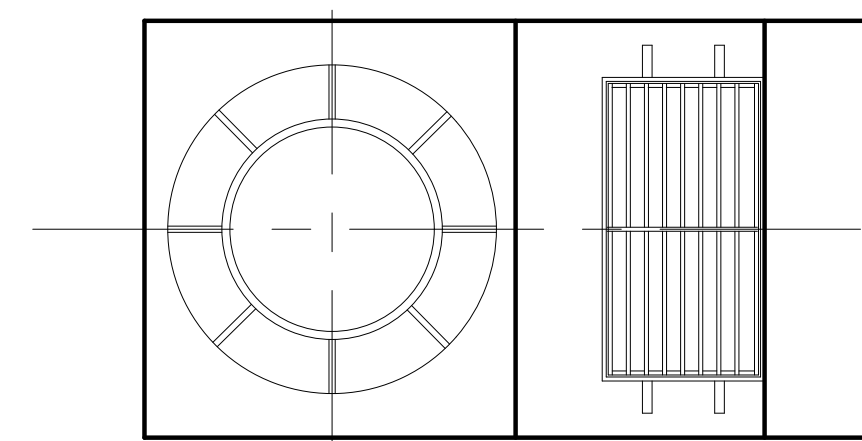
**MONOLITHIC CONCRETE SIDEWALK AND CURB**

N.T.S.

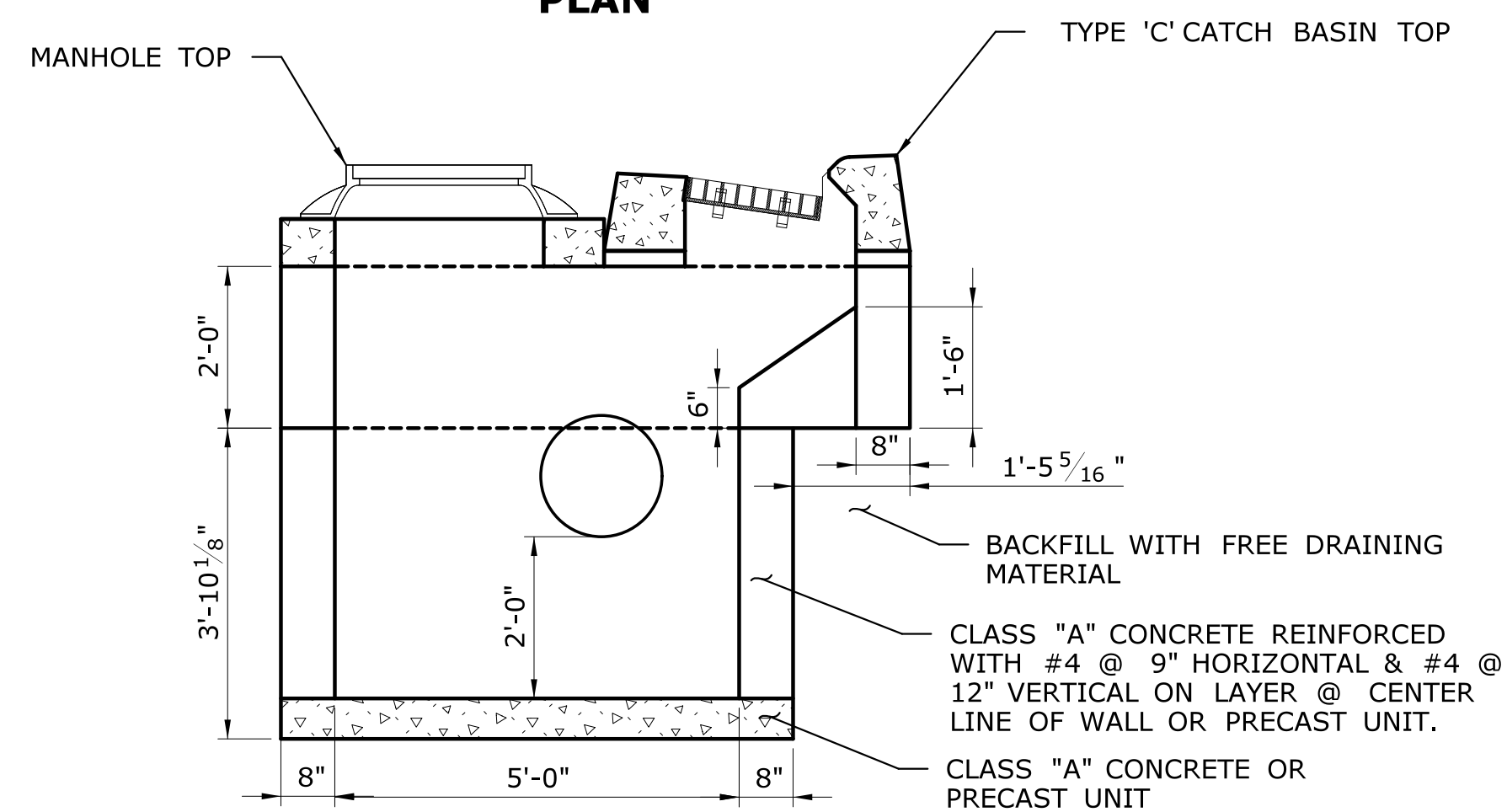
**NOTES**

1. MONOLITHIC CONCRETE CURB AND SIDEWALK TO BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR "MONOLITHIC CONCRETE SIDEWALK AND CURB."

\* CURB REVEAL VARIES. SEE PLN-1 FOR DETAILS.

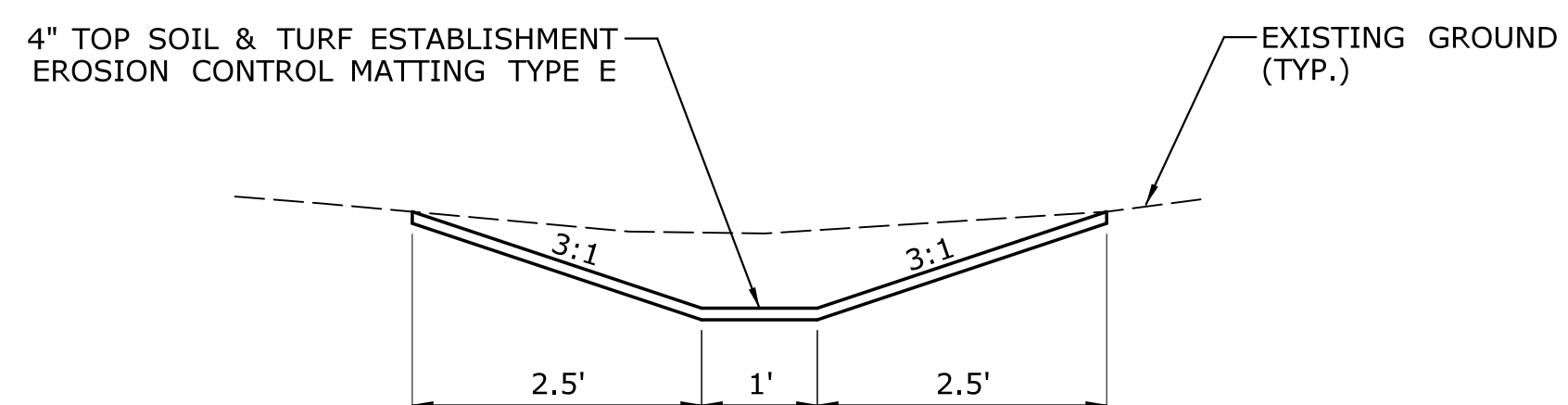


**PLAN**



**OFFSET TYPE 'C' CATCH BASIN**

SCALE: 1/2" = 1'



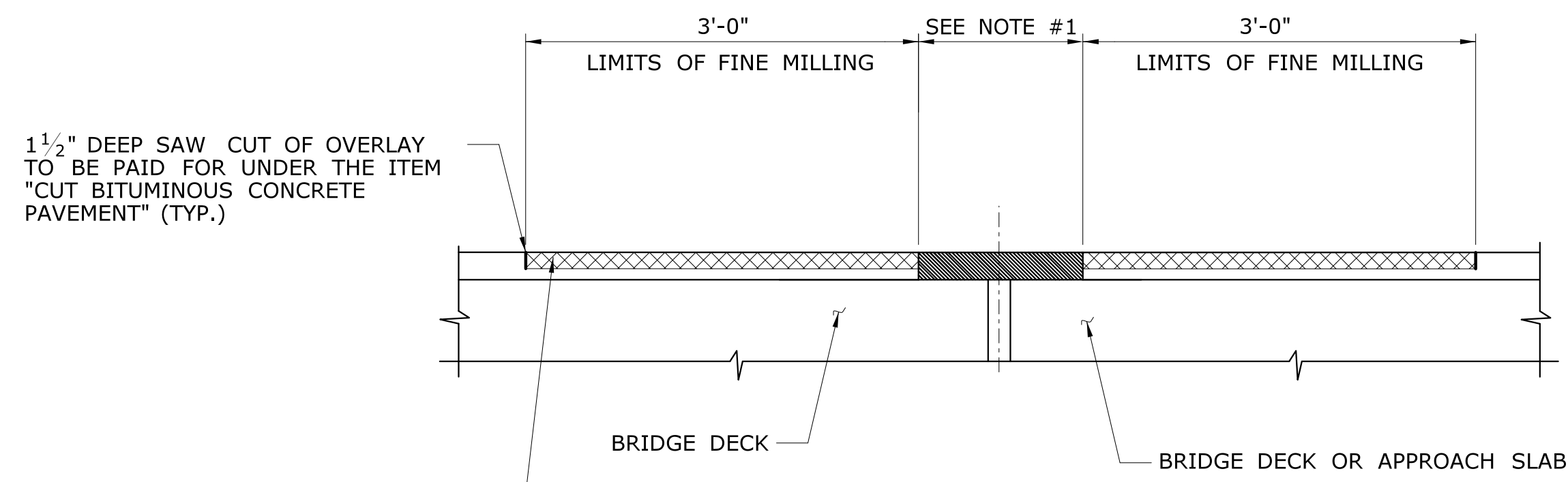
**GRASS-LINED SWALE**

N.T.S.

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REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 9/28/2018			

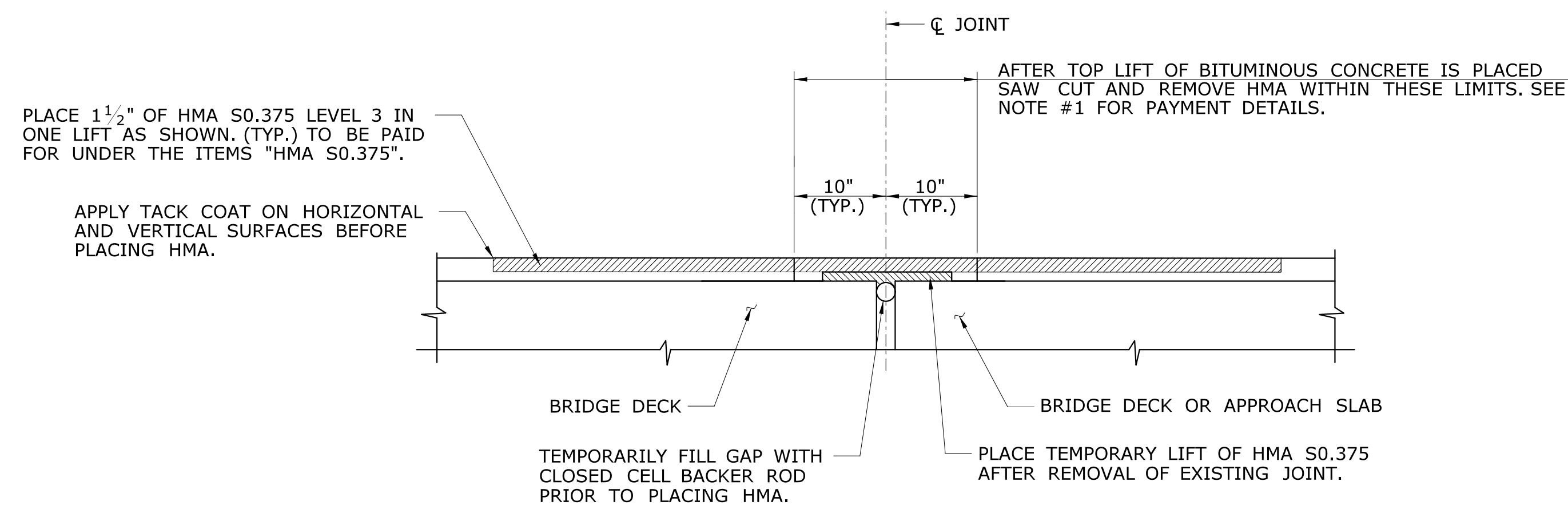
**NOTES**

1. REMOVE EXISTING ASPHALTIC PLUG EXPANSION JOINT SYSTEM INCLUDING BINDER WITH AGGREGATE, BRIDGING PLATE, LOCATING PIN, BACKER ROD WITHIN THESE LIMITS FROM GUTTER LINE TO GUTTER LINE. SAW CUTTING AT THE HEADER AND REMOVAL OF MATERIAL TO BE INCLUDED FOR PAYMENT UNDER THE ITEM "ASPHALTIC PLUG EXPANSION JOINT SYSTEM".
2. PRIOR TO INSTALLING THE NEW BACKER ROD AND SILICONE JOINT SEALANT, REMOVE EXISTING JOINT MATERIAL. CLEAN JOINT SIDES BY SANDBLASTING. DUST SHALL BE REMOVED BY THE METHOD APPROVED BY THE ENGINEER.
3. BRIDGING PLATE NOTES:  
 -INSTALL A STEEL BRIDGING PLATE IN APPLICATIONS WHERE RIGID SUPPORTS, SUCH AS CONCRETE, EXIST ON BOTH SIDES OF JOINT.  
 -DO NOT INSTALL A STEEL BRIDGING PLATE WHEN SUPPORT ON EITHER SIDE IS FLEXIBLE, SUCH AS BITUMINOUS CONCRETE PAVEMENT.  
 -STEEL BRIDGE PLATES SHALL HAVE A MINIMUM THICKNESS OF 1/4", EXCEPT AT JOINT OPENINGS THAT EXCEED 3" IN WIDTH, WHERE A 3/8" THICK X 12" WIDE PLATE SHALL BE USED.
4. SEE SPM-1 FOR ADDITIONAL INFORMATION.

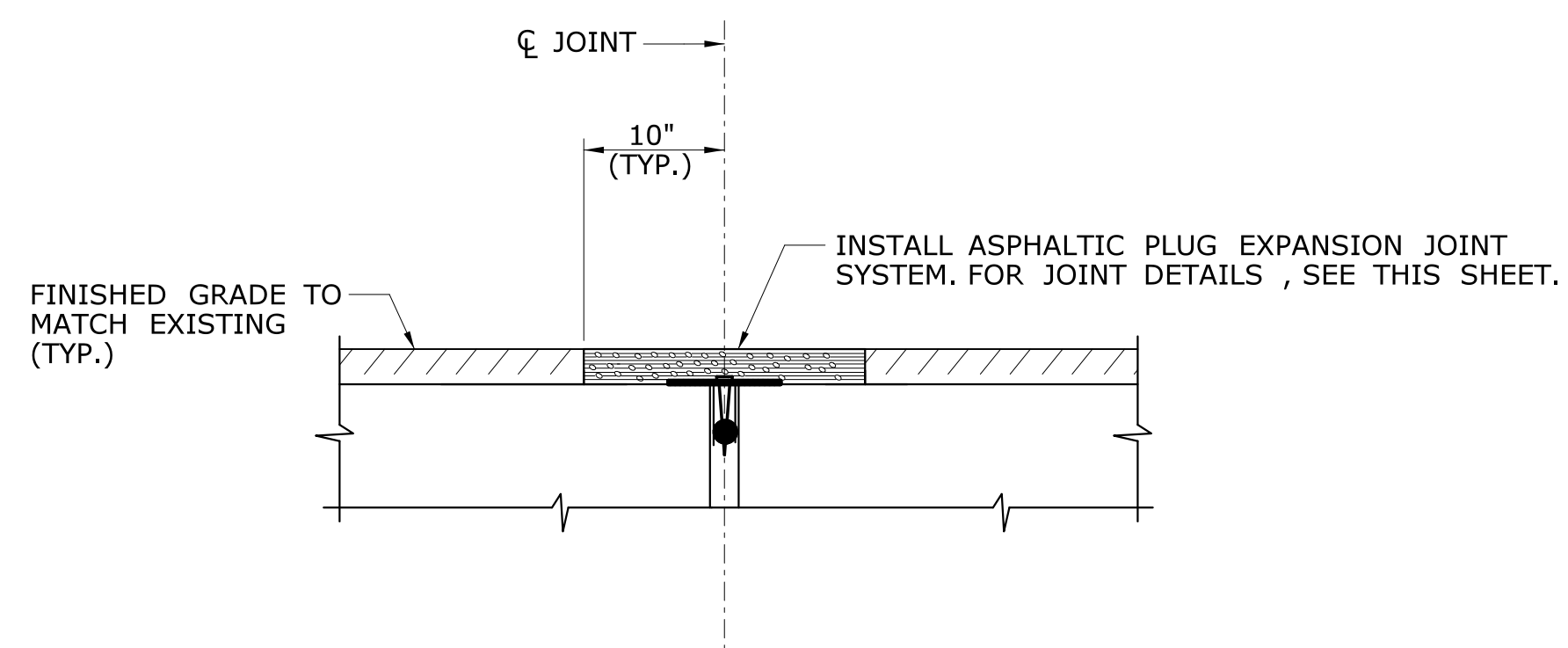


MILL BITUMINOUS OVERLAY GUTTER LINE TO GUTTER LINE 1 1/2" DEEP EACH SIDE OF THE JOINT (TYP.). THIS WORK TO BE INCLUDED FOR PAYMENT UNDER THE ITEM "2" FINE MILLING OF HMA (0" - 4")".

**EXISTING CONDITION**

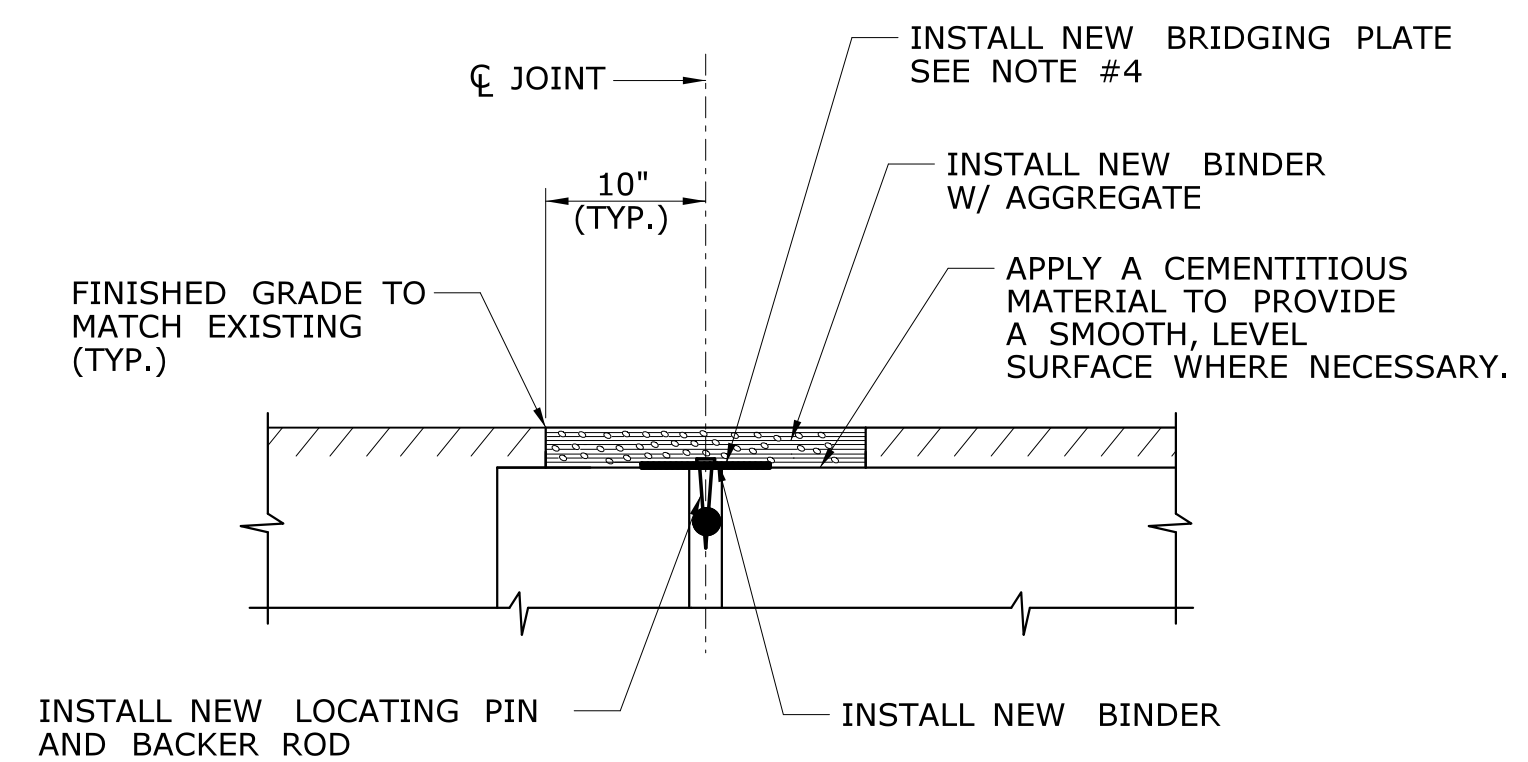


**OVERLAY OVER EXISTING JOINT - INTERMEDIATE CONDITION**



**FINAL CONDITION  
 ASPHALTIC PLUG EXPANSION JOINT SYSTEM**

**SECTION A**  
 SCALE: 1" = 1'-0"



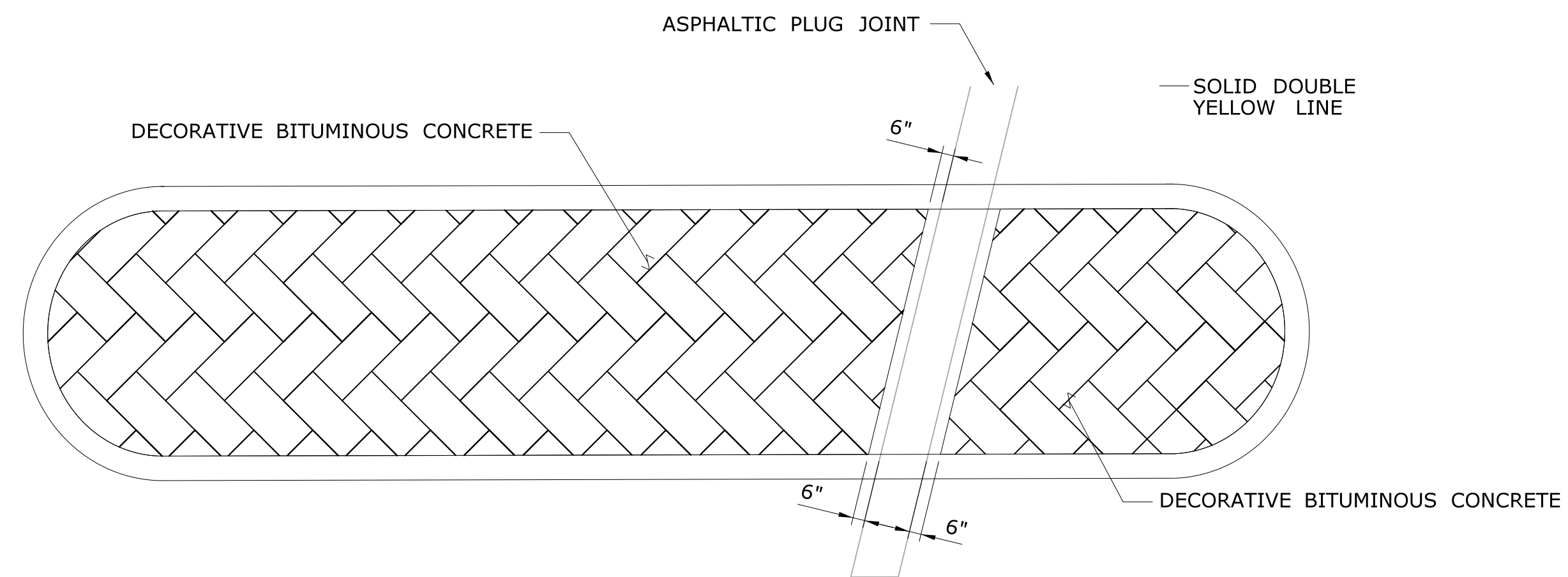
**ASPHALTIC PLUG EXPANSION JOINT SYSTEM**

SCALE: 1" = 1'-0"

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CHECKED BY: <b>MF</b>	SCALE AS NOTED	DRAWING NO. <b>MDS-2</b>					
REV. DATE REVISION DESCRIPTION SHEET NO.	Plotted Date: 9/28/2018	Filename: ...VHW_MSH_87-146_MDS-2.dgn	DRAWING TITLE: <b>MISCELLANEOUS                  DETAIL SHEET</b>	SHEET NO.			

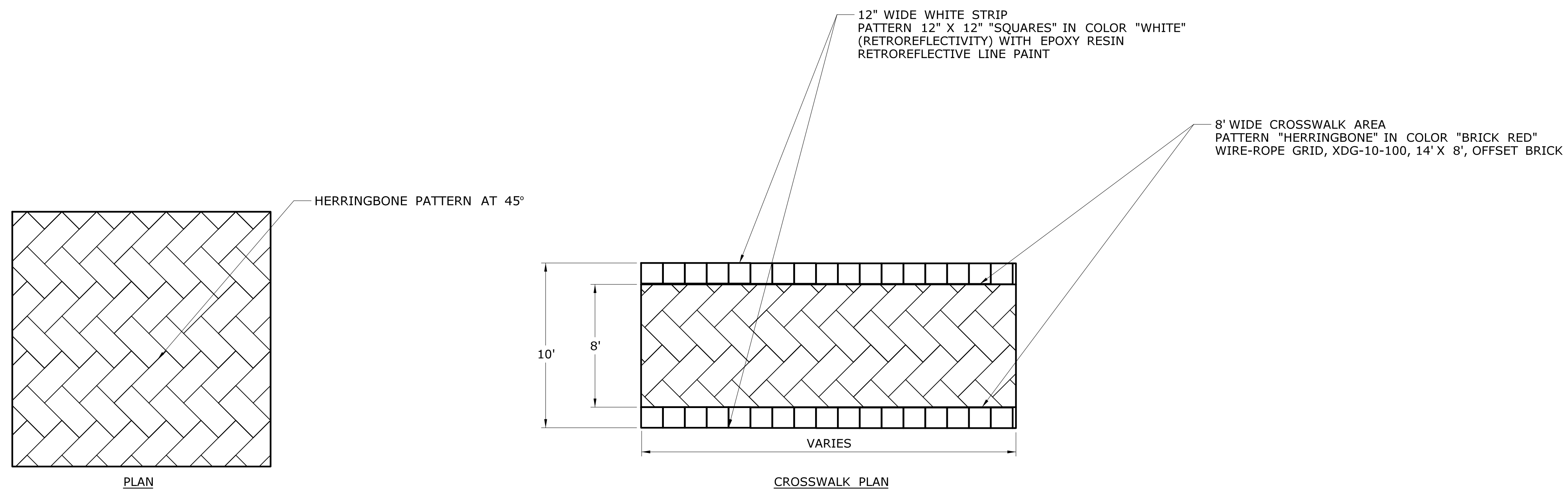
**NOTES**

1. SEE SPM-1 FOR ADDITIONAL INFORMATION.



**DECORATIVE BITUMINOUS CONCRETE AT ASPHALTIC PLUG EXPANSION JOINT SYSTEM**

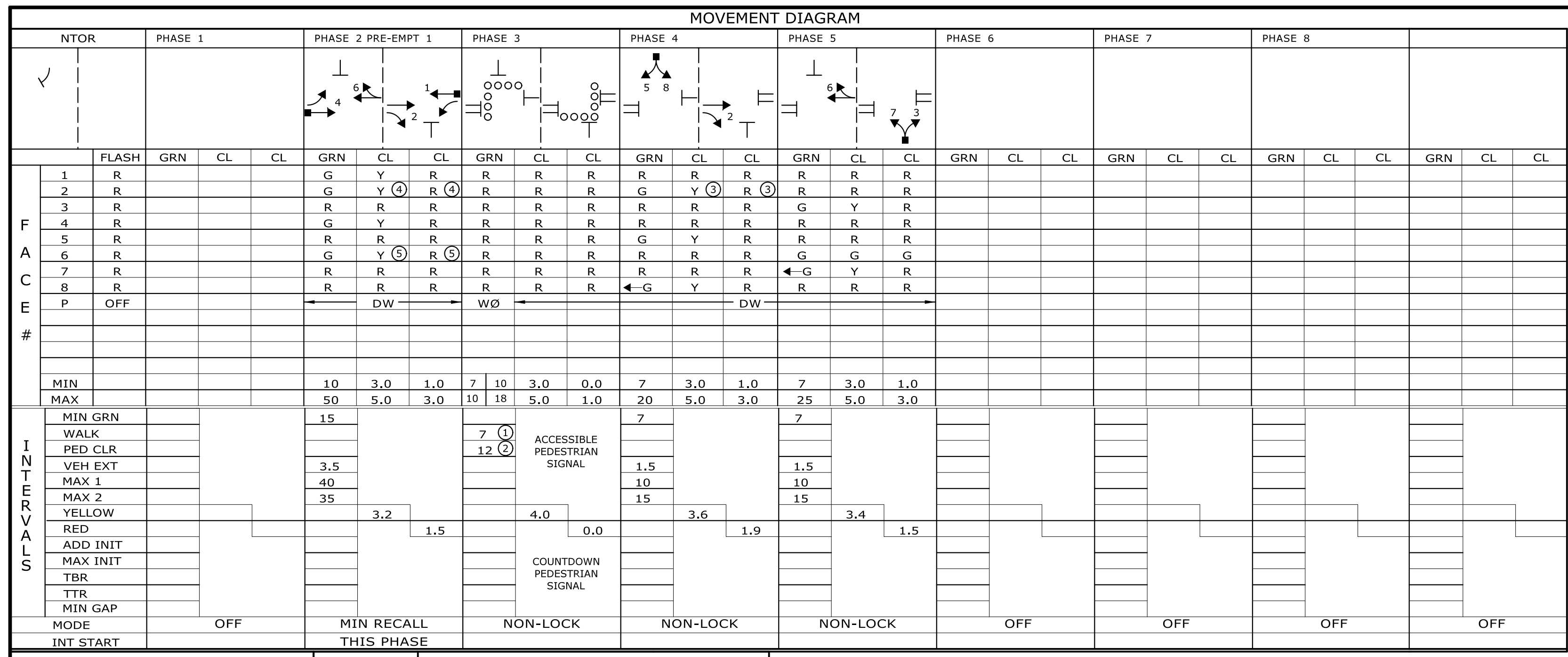
SCALE: N.T.S.



**DECORATIVE BITUMINOUS CONCRETE FOR CROSSWALK**

SCALE: N.T.S.

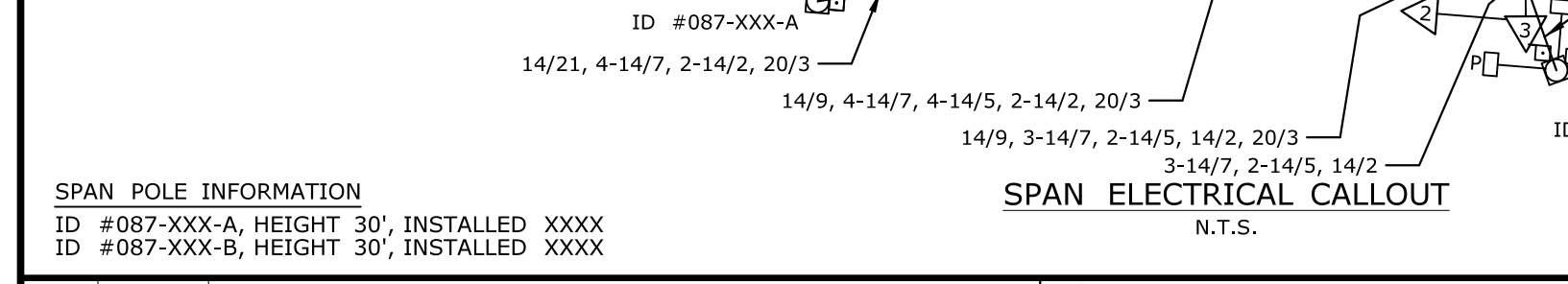
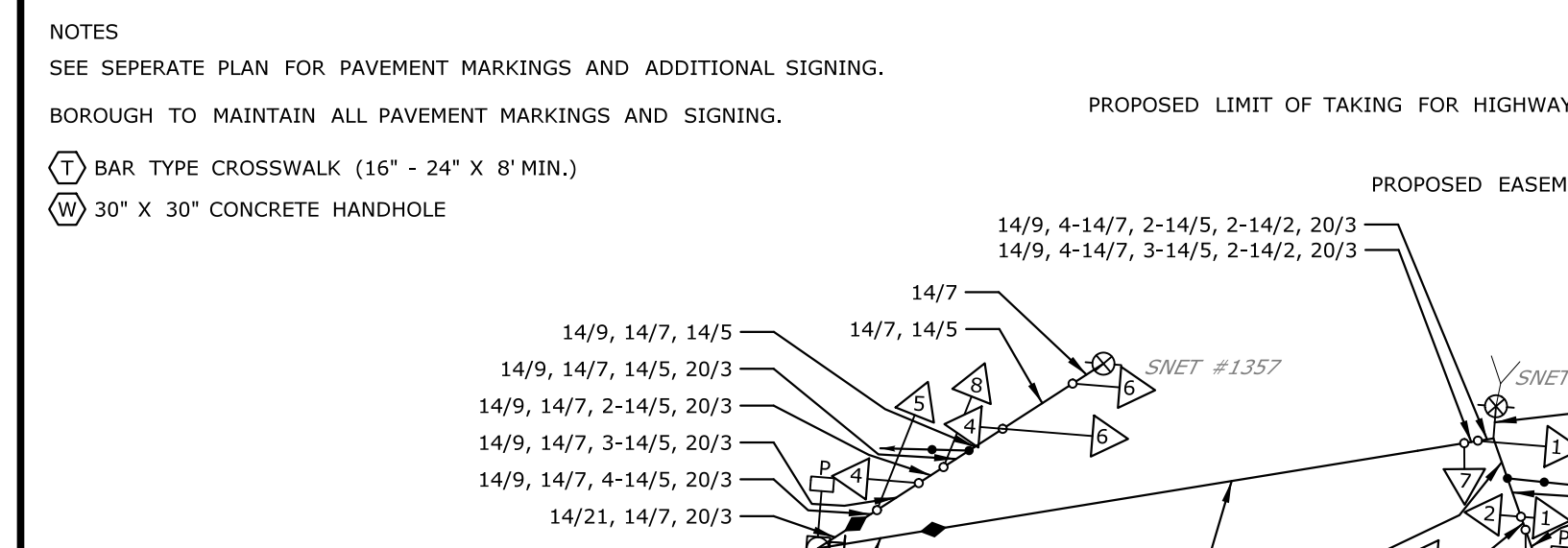
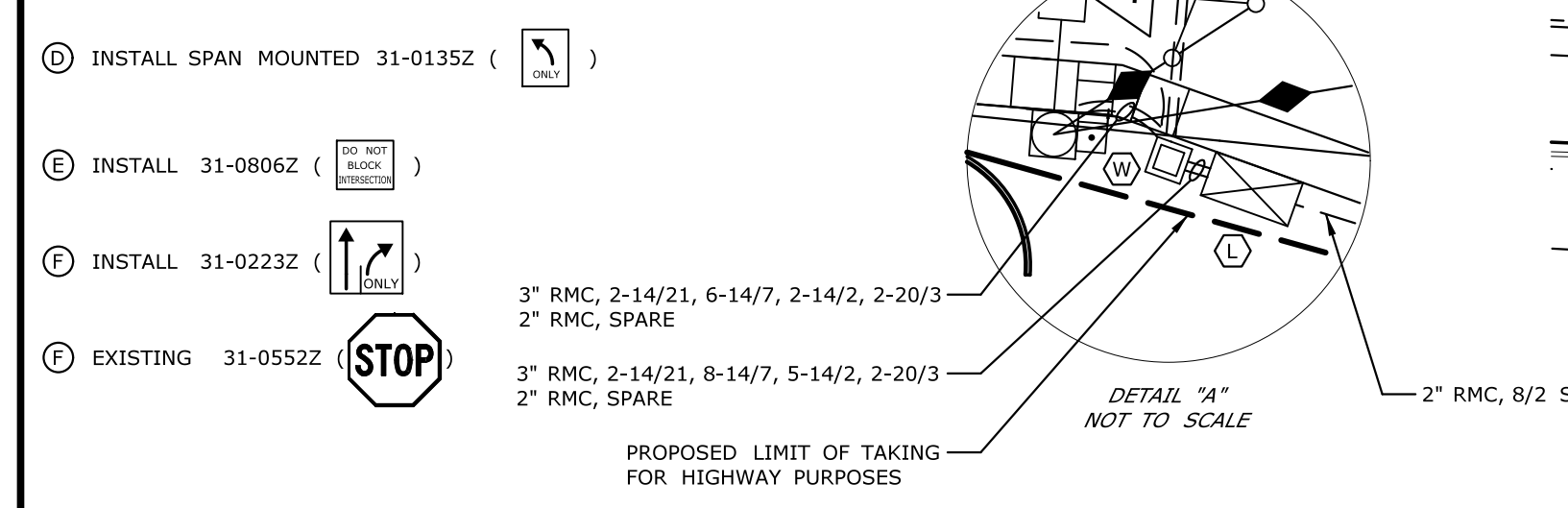
THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.		DESIGNER/DRAFTER: <b>JO</b> CHECKED BY: <b>MF</b> SCALE AS NOTED	<b>BOROUGH OF NAUGATUCK</b> Filename: ...\\HW_MSH.87-146.MDS-3.dgn	SIGNATURE/BLOCK: ARCHITECTURE ENGINEERING ENVIRONMENTAL LAND SURVEYING Companies	PROJECT TITLE: <b>RUBBER AVE AT HOADLEY ST AND MELBOURNE ST TRAFFIC SIGNAL REPLACEMENT PROJECT</b>	TOWN: <b>NAUGATUCK</b>	PROJECT NO. <b>87-146</b> DRAWING NO. <b>MDS-3</b> SHEET NO.
REV. DATE REVISION DESCRIPTION SHEET NO.	Plotted Date: 9/28/2018	<b>MISCELLANEOUS DETAIL SHEET</b>					



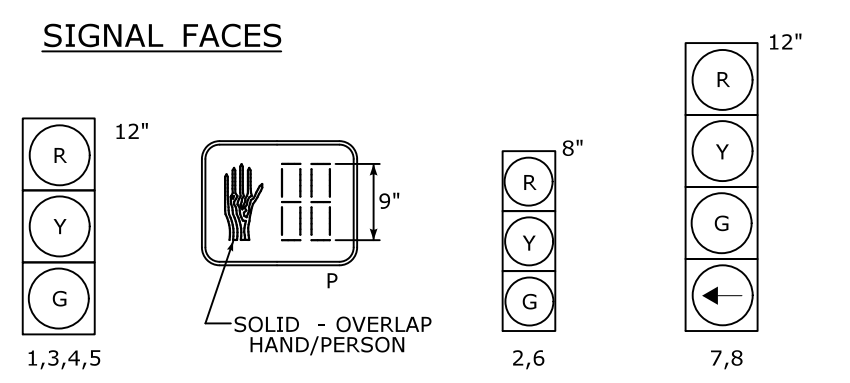
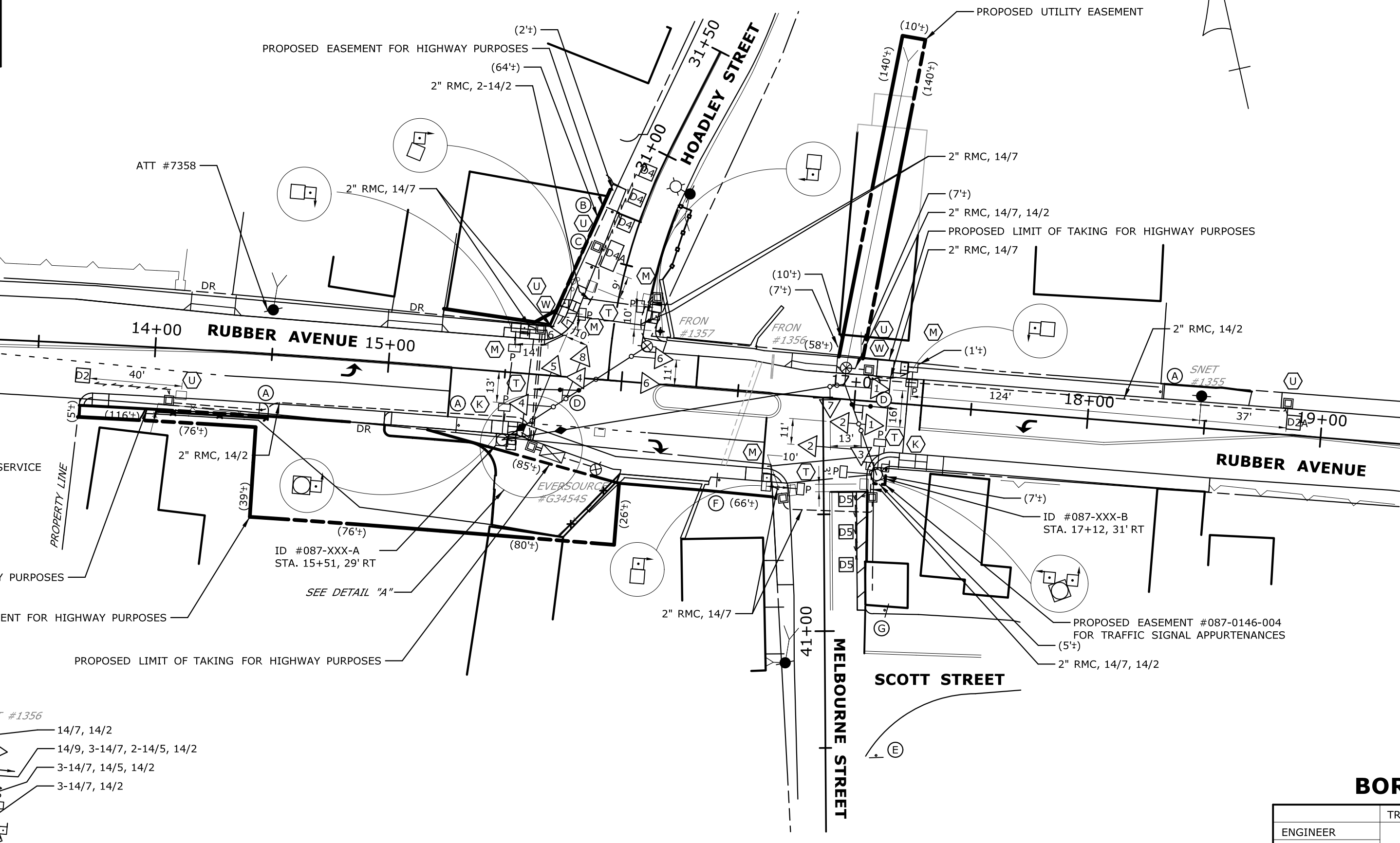
TECHNICAL NOTES		REV #	OFFICE RECORD
STANDARD OVERLAP SKIP FEATURES APPLY		TIR # 87-1606-02	SIGNAL REVISED:
① PERCUSSIVE TONE ONLY DURING PEDESTRIAN WALK INTERVAL.			
② COUNTDOWN ONLY DURING PEDESTRIAN CHANGE INTERVAL.			
③ MANUAL AND INTERVAL ADVANCE TO BE DISCONNECTED DURING PHASE 3 PEDESTRIAN CHANGE INTERVAL.			
④ TO BE "G" IF PHASE 2 IS NEXT.			
⑤ TO BE "G" IF PHASE 4 IS NEXT.			
⑥ TO BE "G" IF PHASE 5 IS NEXT.			
⑦ PRE-EMPTION TO BE INOPERATIVE DURING FLASHING OPERATION.			

I N T E R V A L S	MIN GRN		WALK		PED CLR		VEH EXT		MAX 1		MAX 2		YELLOW		RED		ADD INIT		MAX INIT		TBR		TTR		MIN GAP		MODE		INT START	
	MIN	MAX																												
			15																											
								3.5																						
								40																						
								35																						

IDENT	SIZE (WXL)	TURNS	MODE	SYSTEM LOC	COORDINATION TYPE: NONE				CYCLE	OFFSET
					FUNCTION	PROGRAM	TIME	DAYS		
D2	6' X 6'	3	PRESENCE		FLASH	NONE				
D2A	6' X 6'	3	PRESENCE		MAX 1	ALL OTHER TIMES				
D4	6' X 6'	3	PRESENCE		MAX 2	0700 - 0900	M-F			
D4A	6' X 12'	3	DELAY (6")		MAX 2	1500 - 1900	M-F			
D5	6' X 6'	3	PRESENCE							



NO.	DATE	REVISION DESCRIPTION



ALL INDICATIONS HAVE LED LAMPS.  
FACES 1, 2, 3, 4, 5, 6, 7, AND 8 TO HAVE BACKPLATES WITH RETROREFLECTIVE YELLOW BORDER.

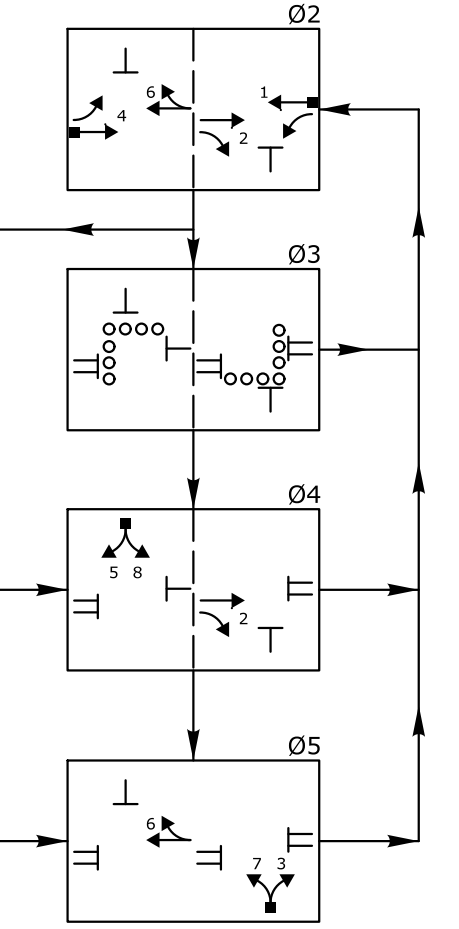
#### PRE-EMPTION SETTINGS

	PRE-EMPT 1
PRIORITY	NO
DET. LOCK	YES
DELAY	0
ALT. MIN. GRN	5
ALT. YELLOW	PARENT
ALT. RED	PARENT
ALT. PED. CLR.	12
HOLD GREEN	15
HOLD YELLOW	3.2
HOLD RED	1.5
HOLD PHASE	2
EXIT PHASE	4
EXIT CALL	NONE

### CONSTRUCTION NOTES

- ALL TRAFFIC SIGNAL EQUIPMENT IS NEW.
- STAKE ALL R.O.W. PRIOR TO EXCAVATION.
- REFER TO ROADWAY PLAN DWG NO. PLN-1 FOR ADDITIONAL INFORMATION.
- ALL PEDESTRIAN PUSH BUTTONS TO BE "ACCESSIBLE PEDESTRIAN SIGNAL AND DETECTOR (TYPE A)", INSTALL SIGN NO. 31-0845 WITH APPROPRIATE ARROW AT PEDESTRIAN PUSH BUTTON LOCATIONS. PEDESTRIAN PUSH BUTTON TO BE WITHIN 10 INCHES OF LANDING AREA.
- REMOVE ALL ABANDONED TRAFFIC SIGNAL EQUIPMENT PER SPECIAL PROVISIONS.
- ANY PROPOSED REVISIONS TO THE LOCATION OF THE APPURTENANCES SHOWN ON THE PLAN MUST BE SUBMITTED FOR REVIEW AND APPROVAL BY THE BOROUGH OF NAUGATUCK PRIOR TO INSTALLATION.
- THE LOCATION OF TRAFFIC SIGNAL APPURTENANCES (MAST ARMS, SPAN POLES, PEDESTALS, AND HAND HOLES) WHEN IN OR ADJACENT TO SIDEWALKS SHALL BE VERIFIED PRIOR TO INSTALLATION TO PROVIDE A FREE PATH OF NOT LESS THAN 4 FEET. IF A MINIMUM 4 FOOT FREE PATH IS UNAVAILABLE NOTIFY THE ENGINEER AND CONTACT THE BOROUGH.
- COORDINATE WITH UTILITY COMPANY REPRESENTATIVES LISTED IN THE SPECIAL PROVISIONS, 1.07 - LEGAL RELATIONS AND RESPONSIBILITIES.
- (X) INSTALL SPAN POLE FOUNDATION ABUTTING SIDEWALK LANDING AREA AND A MINIMUM OF 2' FROM VERTICAL EDGE OF CURB AT LOCATION SHOWN.
- (L) INSTALL CONTROLLER FOUNDATION AT STA. 15+73, 33' RT. DOOR TO OPEN STREET SIDE.
- (W) INSTALL 30" X 30" HANDHOLE. ALL OTHERS TYPE II.
- (U) INSTALL CAST IRON HANDHOLE COVER.
- COORDINATE AND SCHEDULE WORK BY UTILITY COMPANIES:  
\*FRONTIER TO INSTALL SNET #1356 (45') AND SNET #1357 (45')  
\*FRONTIER TO INSTALL SIDEWALK GUYS.
- ESTIMATED LOAD ON UTILITY POLES:  
SNET #1356: 1692 lbs.  
SNET #1357: 1340 lbs.
- INSTALL RISERS ON SNET #1356 AND #1357.
- SPAN ATTACHMENT ON SNET #1356 & SNET #1357 TO HAVE A MINIMUM CLEARANCE OF 12" BELOW SECONDARY & 40" ABOVE HIGHEST COMMUNICATIONS.
- SPAN POLES WITH 2 SPAN ATTACHMENTS TO HAVE 2 SPAN CLAMPS.
- SERIES SPLICE SEGMENTED LOOPS (8' APART) PER LANE.
- CENTER LOOP DETECTORS IN LANE.
- PAINT SPAN POLE, PEDESTAL, TRAFFIC SIGNAL AND PEDESTRIAN HEADS AND MOUNTING HARDWARE BLACK (FEDERAL STANDARD NO. 27038 CONFORMING TO FEDERAL SPECIFICATION TT-E-489).

- #### EMERGENCY PRE-EMPTION NOTES
- CONTRACTOR TO INSTALL A SWITCH IN THE SIGNAL CABINET TO EFFECTIVELY DISCONNECT THE PRE-EMPTION EQUIPMENT FROM THE TRAFFIC SIGNAL CONTROLLER.
  - PRE-EMPTION DETECTOR LOCATIONS ARE FOR ILLUSTRATION ONLY. EXACT LOCATIONS SHALL BE DETERMINED BY THE MANUFACTURER OR HIS DESIGNATED REPRESENTATIVE. DETECTOR CABLES ARE TO BE INSTALLED CONTINUOUS BETWEEN EACH DETECTOR AND THE AUXILIARY EQUIPMENT CABINET.



### BOROUGH SIGNAL

ENGINEER	TRAFFIC	DATE	ELECTRICAL	DATE	REV #	INTERSECTION #
DRAWN BY		CHECKED BY		SUBMITTED BY		
APPROVED BY		APPROVED DATE		ENERGY BY - BOROUGH		
				ADDRESS #		
				SERVICE POLE - EVERSOURCE #634545		
				UNMETERED SERVICE		

**BOROUGH OF NAUGATUCK**

RUBBER AVENUE AT  
HOADLEY STREET  
AND MELBOURNE STREET

TOWN: **NAUGATUCK**

PROJECT NO. **0087-0146**

DRAWING NO. **TCS-01**

SHEET NO. \_\_\_\_\_

SCALE 1" = 40'

DATE PLOTTED : 9/28/2018 G:\008515\15C\15C5613\DGNTraffic\TR\_MSH\_TCS\_087\_146.dgn



**PAVEMENT MARKING NOTES:**

1. ALL FINAL PAVEMENT MARKINGS TO BE EPOXY.
  2. INSTALL ALL PAVEMENT MARKINGS WITHIN THE LIMITS OF CONSTRUCTION UNLESS OTHERWISE SHOWN OR AS DIRECTED BY THE ENGINEER. MATCH TO EXISTING PAVEMENT MARKINGS AT THE LIMIT OF CONSTRUCTION.
  3. PAVEMENT MARKINGS TO BE INSTALLED IN ACCORDANCE WITH TYPICAL DRAWING "SPECIAL DETAILS AND TYPICAL PAVEMENT MARKINGS FOR TWO-WAY HIGHWAYS" EXCEPT AS OTHERWISE DIMENSIONED OR SHOWN ON PLANS.
  4. BOROUGH TO MAINTAIN ALL PAVEMENT MARKINGS.
  5. EXISTING PAVEMENT MARKINGS SHALL BE REMOVED BY CONTRACTOR WHERE IN CONFLICT WITH THE PROPOSED PAVEMENT MARKINGS BY A METHOD WHICH IS ACCEPTABLE BY THE TOWN, GRINDING IS NOT ALLOWED.
  6. SEE TRAFFIC SIGNAL PLAN FOR ADDITIONAL INFORMATION.
- T 12" WHITE LINE EACH SIDE AND DECORATIVE CROSSWALK TO BE MAINTAINED BY THE BOROUGH OF NAUGATUCK.

**SIGNING NOTES:**

1. INSTALL ALL SIGNS AS INDICATED.
2. ALL EXISTING SIGNS WITHIN LIMIT OF CONSTRUCTION TO BE REMOVED UNLESS OTHERWISE NOTED ON THE PLAN OR DIRECTED BY ENGINEER.
3. ALL EXISTING SIGNS OUTSIDE THE LIMIT OF CONSTRUCTION TO REMAIN UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE ENGINEER.
4. EXACT SIGN LOCATIONS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.
5. WHEN A SIGN IS TO BE REPLACED, THE EXISTING SIGN SHOULD NOT BE REMOVED UNTIL THE REPLACEMENT SIGN IS INSTALLED.
6. BOROUGH TO MAINTAIN ALL SIGNS.

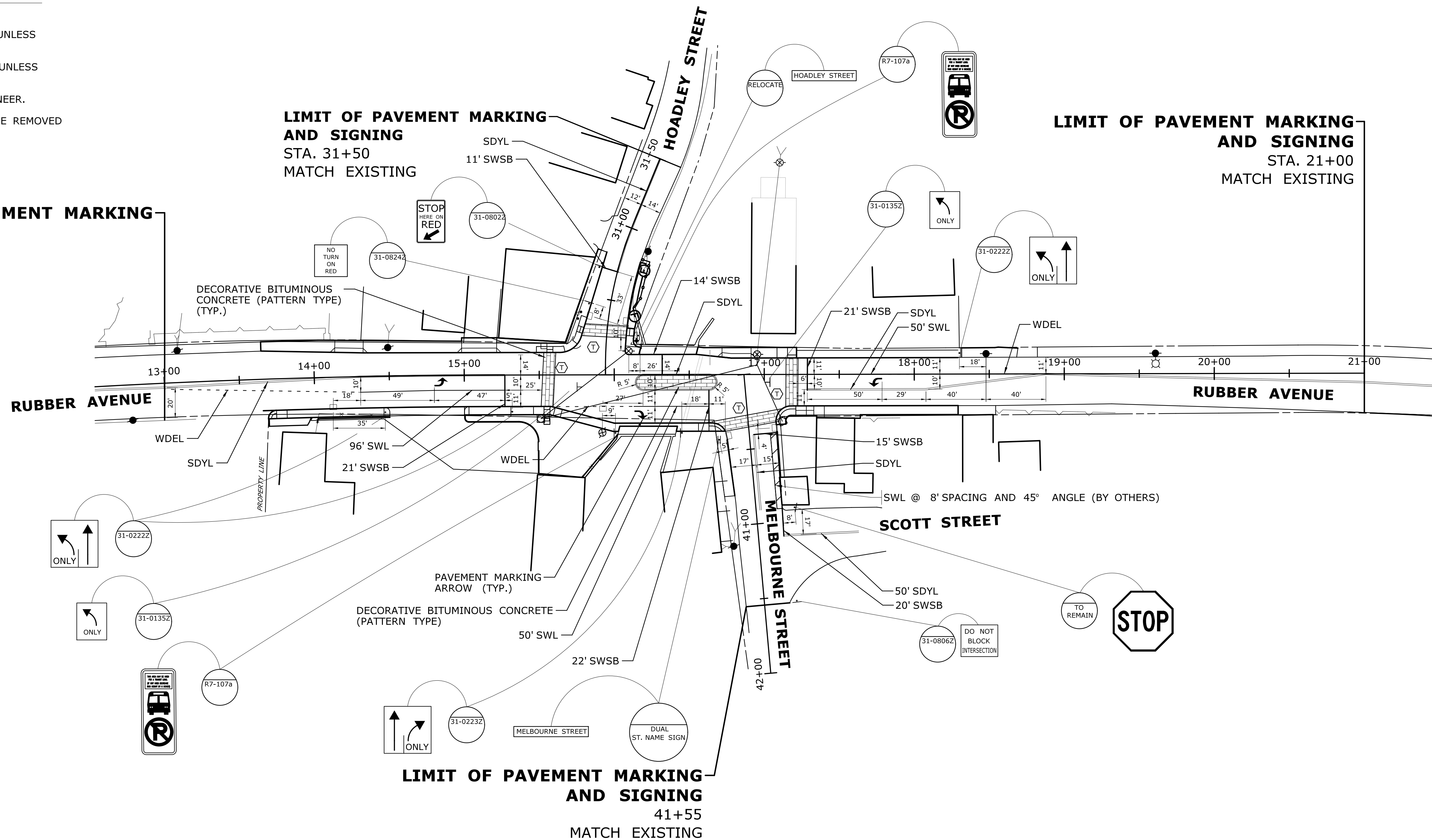
**GENERAL NOTES:**

1. SEE MDS-2 FOR DECORATIVE BITUMINOUS CONCRETE DETAILS.

**LIMIT OF PAVEMENT MARKING AND SIGNING**  
STA. 13+00  
MATCH EXISTING

**LIMIT OF PAVEMENT MARKING AND SIGNING**  
STA. 31+50  
MATCH EXISTING

**LIMIT OF PAVEMENT MARKING AND SIGNING**  
STA. 21+00  
MATCH EXISTING



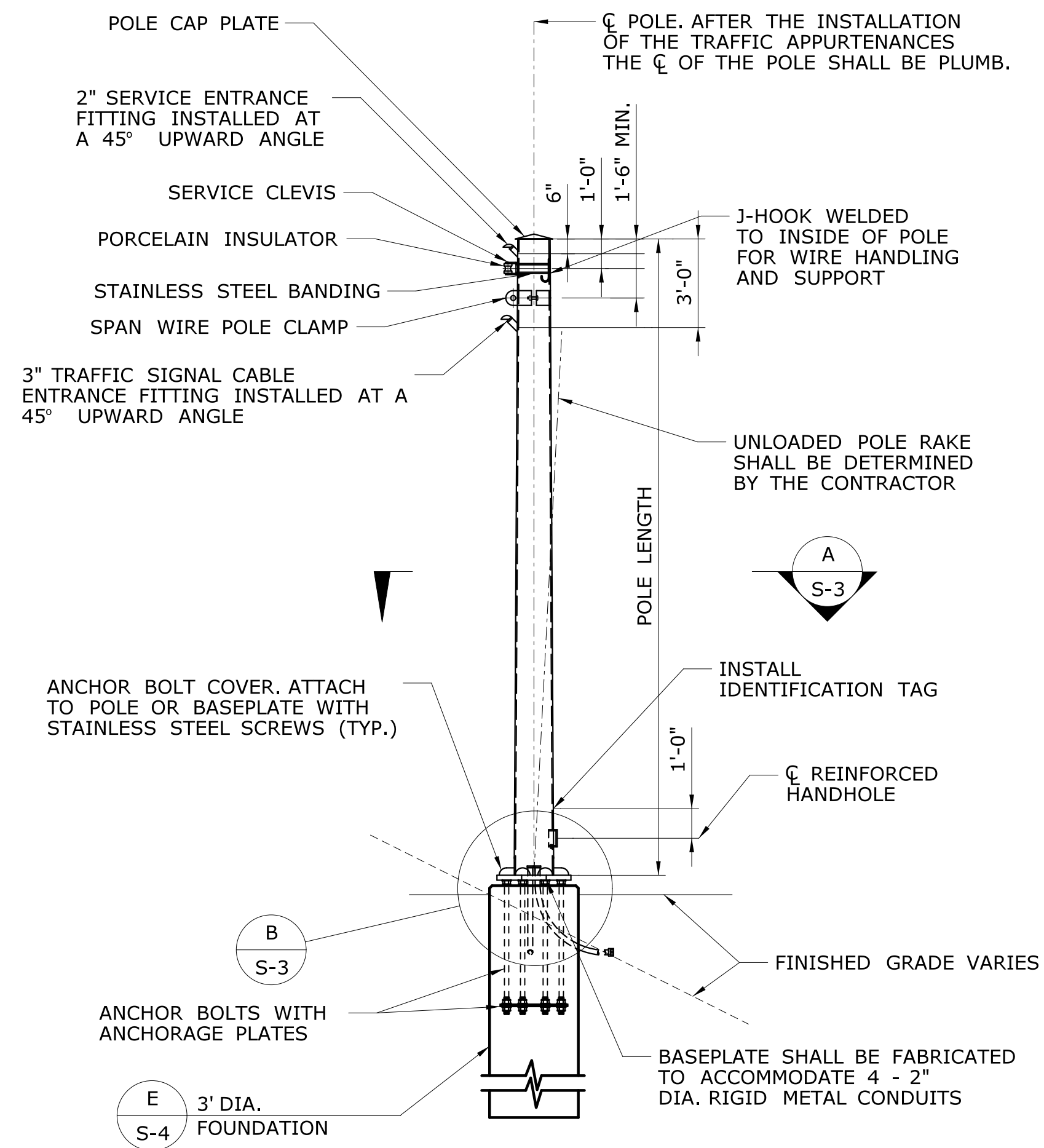
**SIGNING STANDARD CONVENTIONS:**

—	SINGLE POST MOUNTING	REGULATORY, WARNING, OR GUIDE SIGN INSTALLATION
==	DOUBLE POST MOUNTING	
⊥	SPAN WIRE MOUNTING	
000 00-0000	LOCATION NO. SIGN NO.	

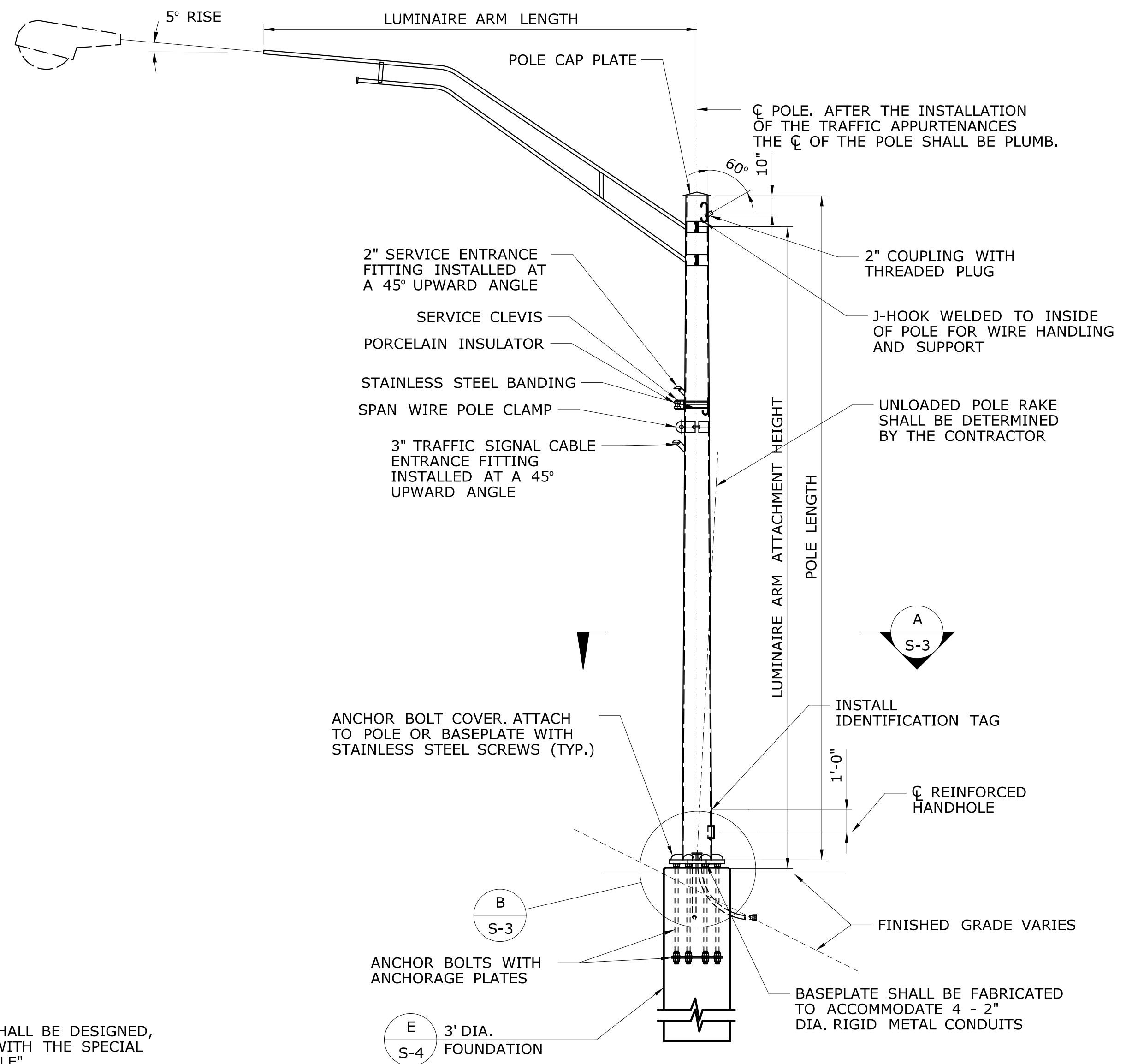
**STRIPE LEGEND:**

SWL	4" SOLID WHITE LINE
SDYL	4" SOLID DOUBLE YELLOW LINE
SWSB	12" SOLID WHITE STOP BAR
WDEL	4" WHITE DOTTED EXTENSION LINE (2' DASH, 4' SPACE)

<p>DESIGNER/DRAFTER: <b>YL/MRS</b></p> <p>CHECKED BY: <b>FMG</b></p> <p>SCALE IN FEET 0 40 80 SCALE 1"=40'</p>	<p><b>BOROUGH OF NAUGATUCK</b></p> <p>ARCHITECTURE ENGINEERING ENVIRONMENTAL LAND SURVEYING</p> <p>Companies</p>	<p>PROJECT TITLE: <b>RUBBER AVENUE AT HOADLEY ST AND MELBOURNE ST TRAFFIC SIGNAL IMPROVMENT</b></p>	<p>TOWN: <b>NAUGATUCK</b></p> <p>DRAWING TITLE: <b>SIGNING AND PAVEMENT MARKING PLANS</b></p>	<p>PROJECT NO. <b>87-146</b></p> <p>DRAWING NO. <b>SPM-1</b></p> <p>SHEET NO.</p>
<p>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.</p> <p>Plotted Date: 9/28/2018</p>	<p>File name: ...Traffic\TR_MSH_SPM_087_146.dgn</p>			



**ELEVATION  
SPAN POLE**  
SCALE: 1/4" = 1'-0"



**ELEVATION  
COMBINATION SPAN POLE**  
SCALE: 1/4" = 1'-0"

**SPAN POLE NOTES**

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

THE DIMENSIONS OF THE SPAN POLE AND DETAILS OF THE TRAFFIC APPURTENANCES SUPPORTED BY THE SPAN POLE ARE SHOWN ON THE TRAFFIC SIGNAL PLANS. THE POLE LENGTH 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 THE POLE LENGTH IS INADEQUATE, THE CONTRACTOR SHALL NOTIFY THE ENGINEER.

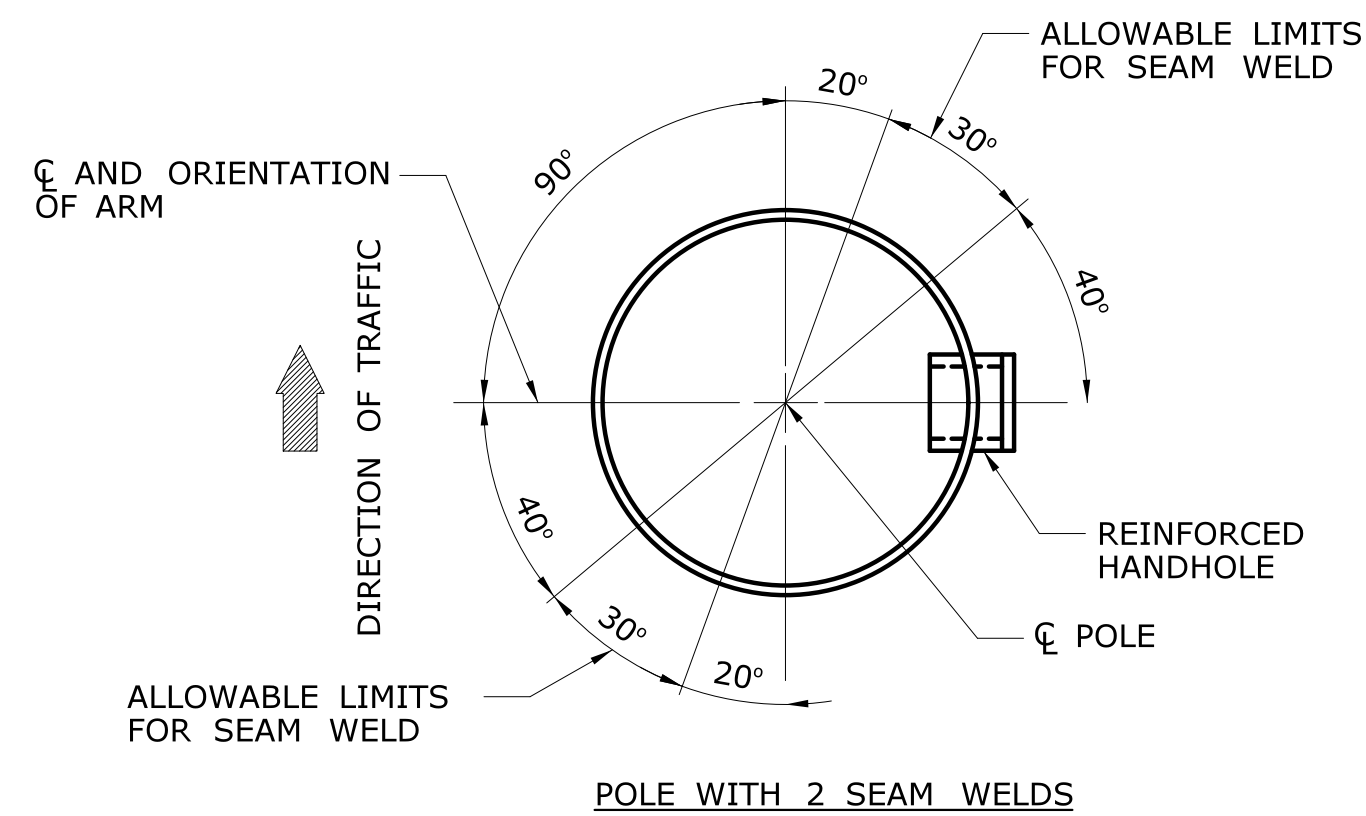
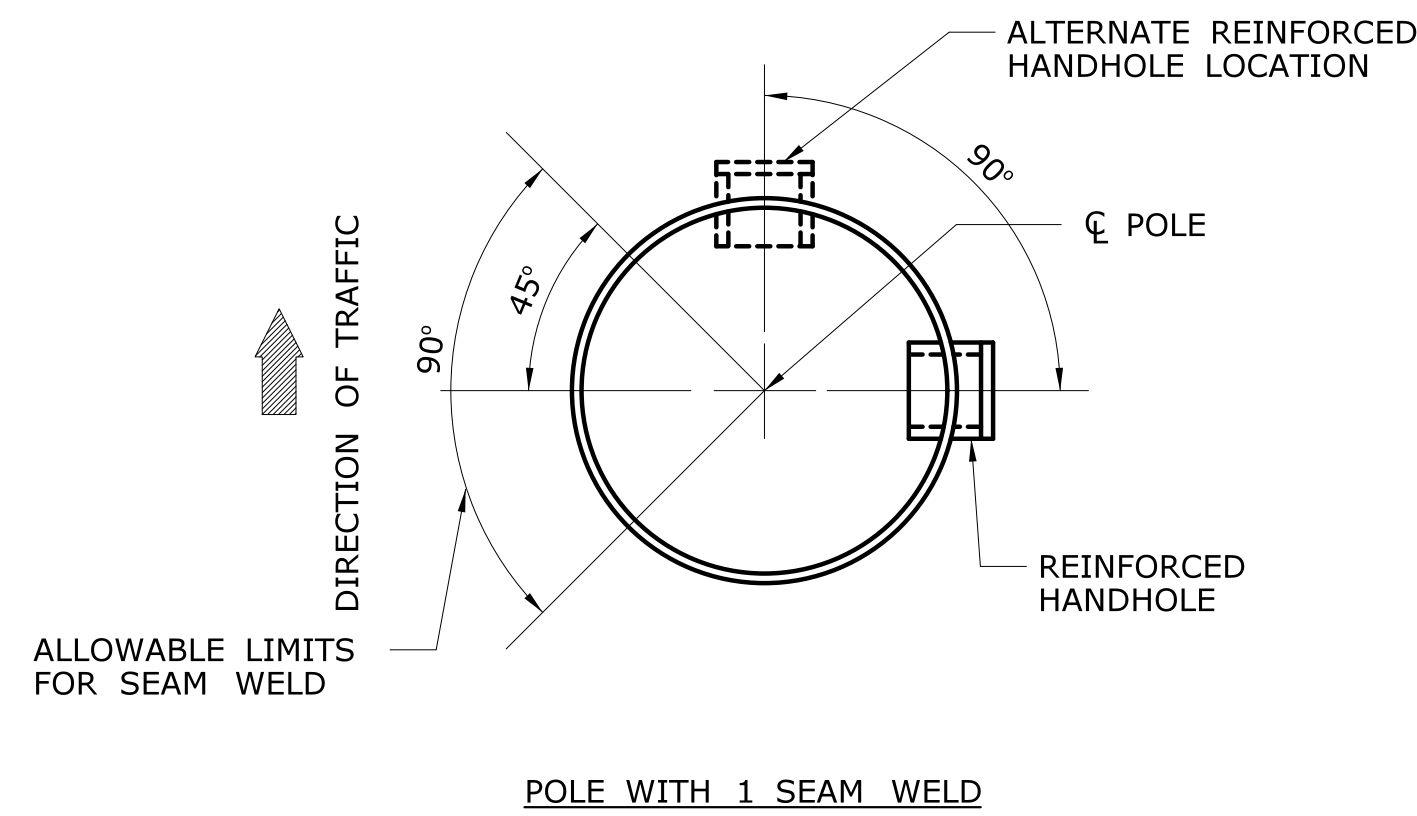
THE SPAN POLE SHALL BE DESIGNED IN ACCORDANCE WITH THE LATEST EDITION OF THE AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, INCLUDING THE LATEST INTERIM SPECIFICATIONS, AS AMENDED BY THE SPECIAL PROVISION "XX STEEL SPAN POLE" OR "COMBINATION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

THE SPAN POLE SHALL BE DESIGNED FOR THE LOAD EFFECTS DUE TO THE SPAN WIRE(S) ATTACHED TO THE POLE AND ALL THE TRAFFIC APPURTENANCES (SIGNALS, SIGNS, LUMINAIRES, CAMERAS, ETC.) ATTACHED TO THE SPAN WIRE AND POLE. THE LOAD EFFECT DUE TO THE SPAN WIRE, RESULTING FROM THE ATTACHED APPURTENANCES, WILL NOT BE PROVIDED AND SHALL BE DETERMINED BY THE CONTRACTOR. THE SPAN POLE SHALL ALSO BE DESIGNED FOR THE LOAD EFFECTS FROM FUTURE TRAFFIC APPURTENANCES ARRANGED, POSITIONED AND LOCATED AS SHOWN ON THE PLANS. THE SPAN POLE SHALL BE DESIGNED FOR LOAD EFFECTS DURING ALL STAGES OF CONSTRUCTION THAT MAY EXIST DURING THE PROJECT UNDER WHICH THE SPAN POLE ARE INSTALLED.

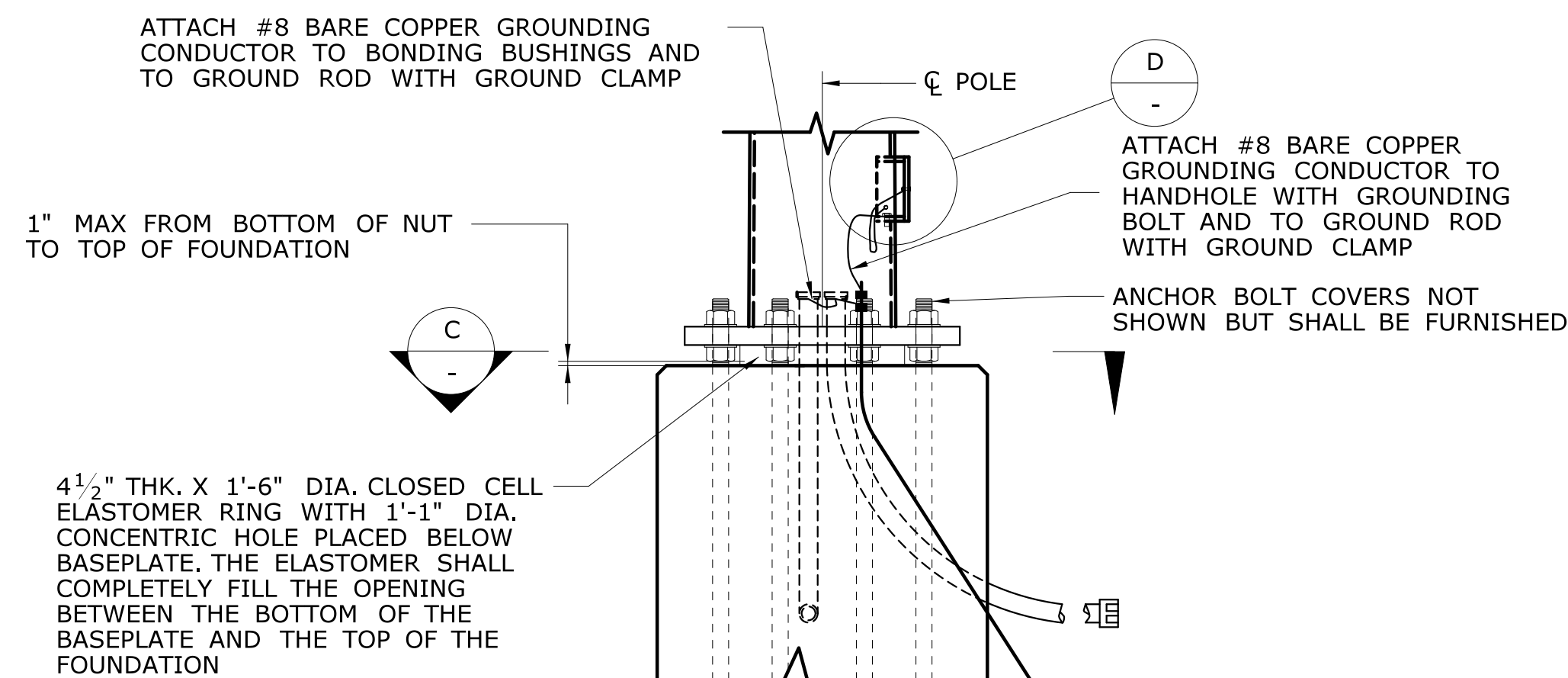
THE SPAN POLE SHALL BE DESIGNED TO SUPPORT TRAFFIC APPURTENANCES WITH PROPERTIES NO LESS THAN THOSE SHOWN IN THE TABLE ENTITLED "TRAFFIC APPURTENANCE PROPERTIES - MINIMUM DESIGN VALUES".

THE SPAN POLE SHALL BE DESIGNED TO SUPPORT A SPAN WIRE WITH A SAG NO GREATER THAN 5% OF THE SPAN.

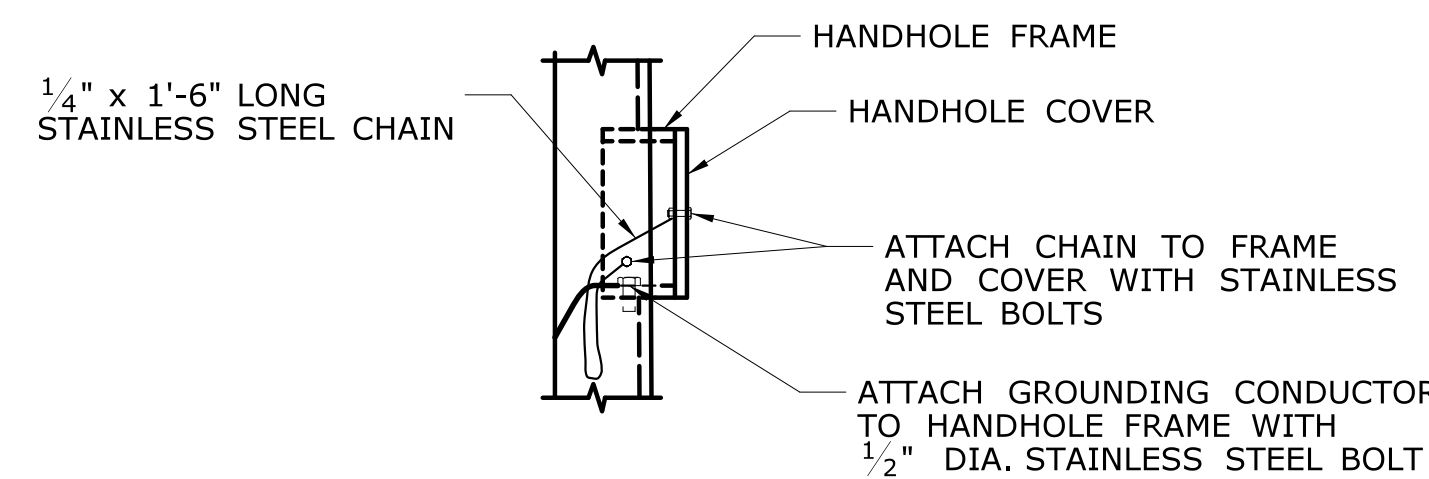
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REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 9/28/2018	<b>STEEL SPAN POLE ELEVATION</b>		



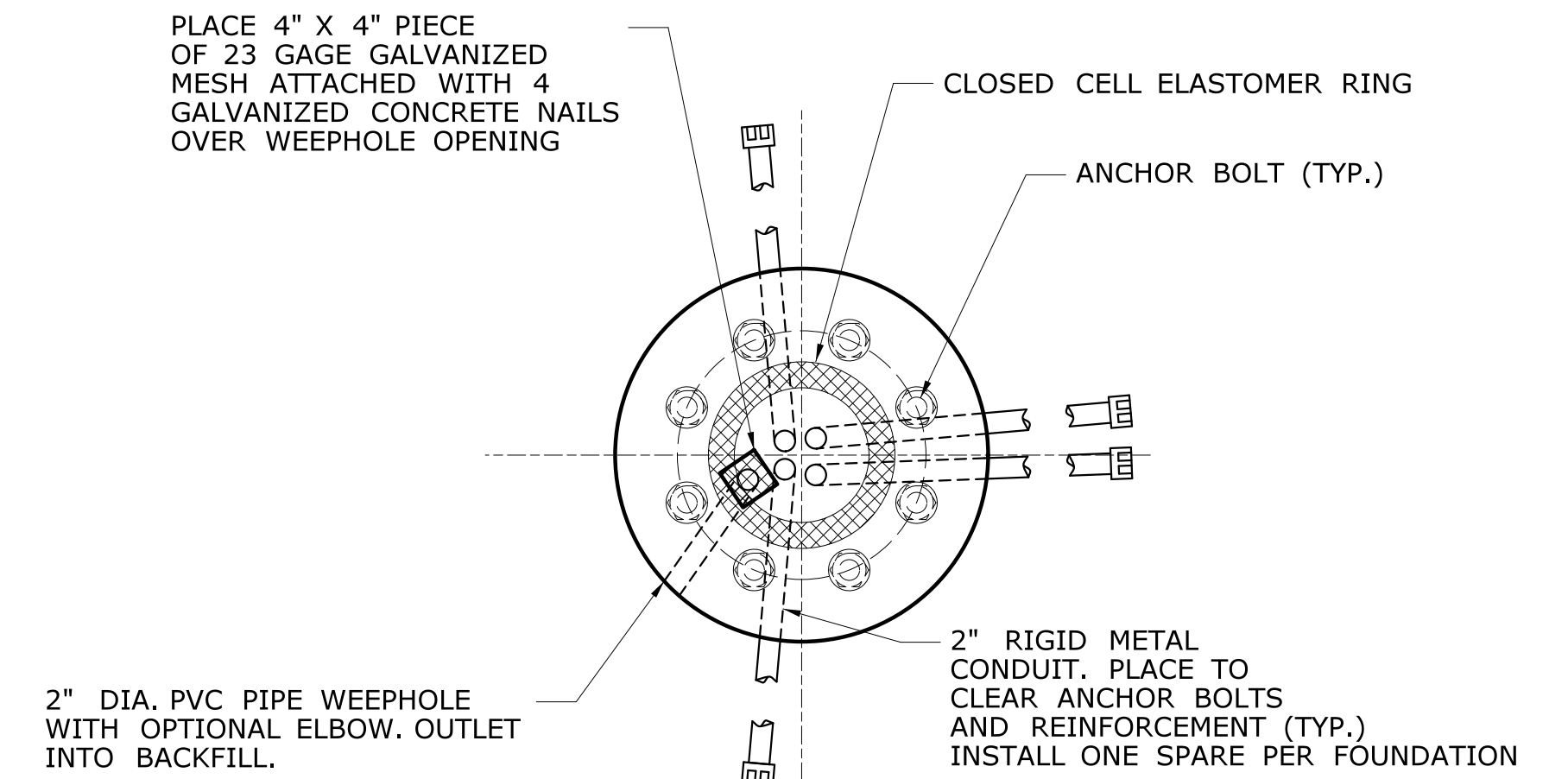
**SECTION A**  
SCALE: 1 1/2" = 1'-0"



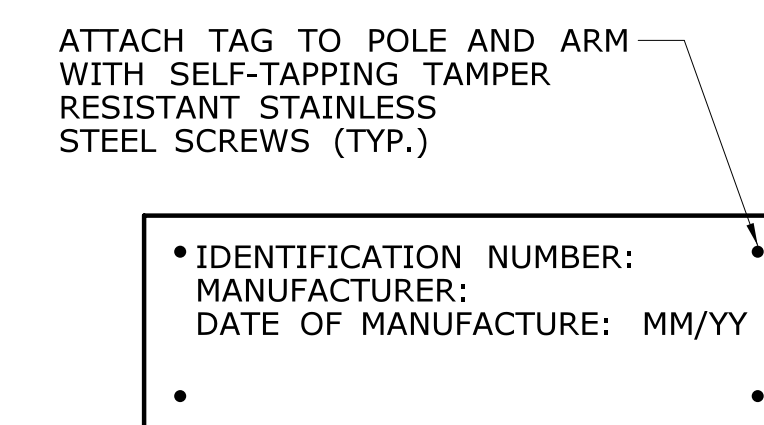
**DETAIL B**  
SCALE: 3/4" = 1'-0"



**DETAIL D**  
SCALE: 1 1/2" = 1'-0"



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



**IDENTIFICATION TAG**  
NTS

**TRAFFIC APPURTENANCE PROPERTIES  
MINIMUM DESIGN VALUES**

	2'-0"	2'-0"	2'-0"	3'-2"	WIDTH HEIGHT
	3 SECTION, 12" DIA. TRAFFIC SIGNAL W/ BACKPLATE	4 SECTION, 12" DIA. TRAFFIC SIGNAL W/ BACKPLATE	5 SECTION, 12" DIA. TRAFFIC SIGNAL W/ BACKPLATE	5 SECTION, 12" DIA. TRAFFIC SIGNAL W/ BACKPLATE	SHEET ALUMINUM SIGN PANEL
WEIGHT, INCLUDING MOUNTING HARDWARE	65 LBS	80 LBS	95 LBS	105 LBS	4 LBS/SQ.FT.
TOTAL SURFACE AREA	28.04 SQ. FT.	35.46 SQ. FT.	45.16 SQ. FT.	41.04 SQ. FT.	BASED ON PANEL DIMENSIONS
PROJECTED AREA, FRONT FACE	8.62 SQ. FT.	10.91 SQ. FT.	13.34 SQ. FT.	13.72 SQ. FT.	BASED ON PANEL DIMENSIONS

NOTES:  
 THE TABULATED VALUES ARE THE MINIMUM VALUES THAT SHALL BE USED FOR THE DESIGN.  
 SPAN POLES SHALL BE DESIGNED ASSUMING ALL TRAFFIC SIGNALS ARE COMPOSED OF 12" DIAMETER SECTIONS WITH BACKPLATES.  
 THE PROJECTED FRONT FACE AREA IS IN A PLANE PARALLEL TO THE PLANE FORMED BY THE SPAN WIRE 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.

**FOUNDATION NOTES**

THE DRILLED SHAFT FOUNDATION FOR THE SPAN POLE SHALL BE DESIGNED, FABRICATED, AND CONSTRUCTED BY THE CONTRACTOR IN ACCORDANCE WITH THE SPECIAL PROVISION "TRAFFIC CONTROL FOUNDATION-SPAN POLE".

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 SPAN POLE AND THE SPAN POLE ANCHORAGE TO ENSURE THAT THE FOUNDATION IS ADEQUATE FOR THE SPAN POLE REACTIONS AND TO AVOID CONFLICTS BETWEEN THE EMBEDDED SPAN POLE ANCHORAGE AND THE FOUNDATION REINFORCEMENT.

THE CONCRETE FOR THE FOUNDATION SHALL CONFORM TO CLASS "F" CONCRETE. THE SPECIFIED COMPRESSIVE STRENGTH OF THE CONCRETE,  $f'_c$ , USED IN THE DESIGN OF THE FOUNDATION SHALL BE 4,000 PSI. THE MINIMUM COMPRESSIVE STRENGTH OF THE CONCRETE IN THE CONSTRUCTED FOUNDATION SHALL BE CONFORM TO THE REQUIREMENTS OF "SECTION 6.01 - CONCRETE FOR STRUCTURES".

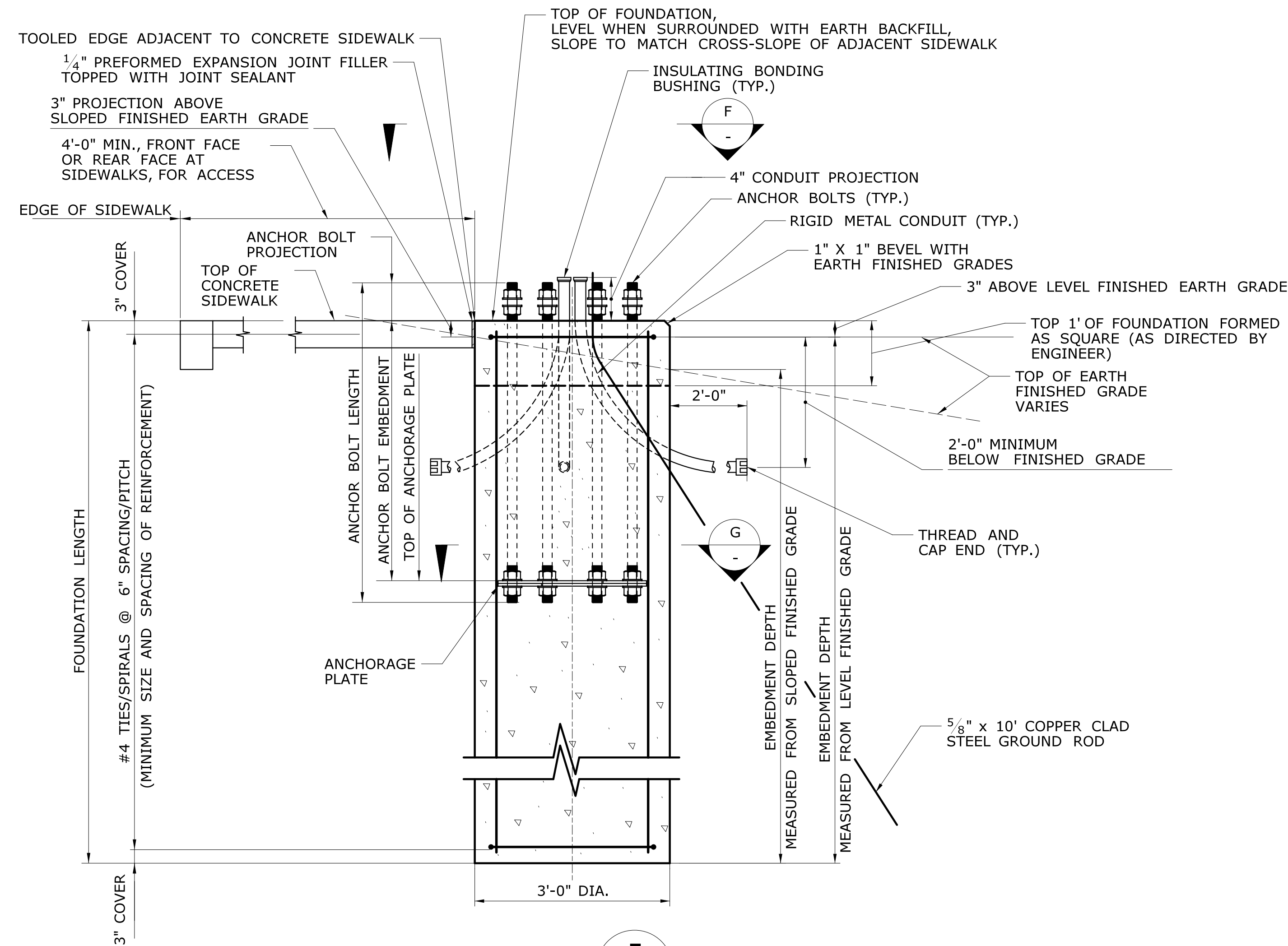
THE REINFORCEMENT SHALL BE UNCOATED AND CONFORM TO ASTM A615, GRADE 60 (ASTM A615M, GRADE 420). THE REINFORCEMENT SHALL BE ASSEMBLED WITH WIRE TIES. WELDING TO ASSEMBLE REINFORCEMENT IS NOT PERMITTED. ALL REINFORCEMENT SHALL HAVE 3" COVER, UNLESS OTHERWISE NOTED.

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

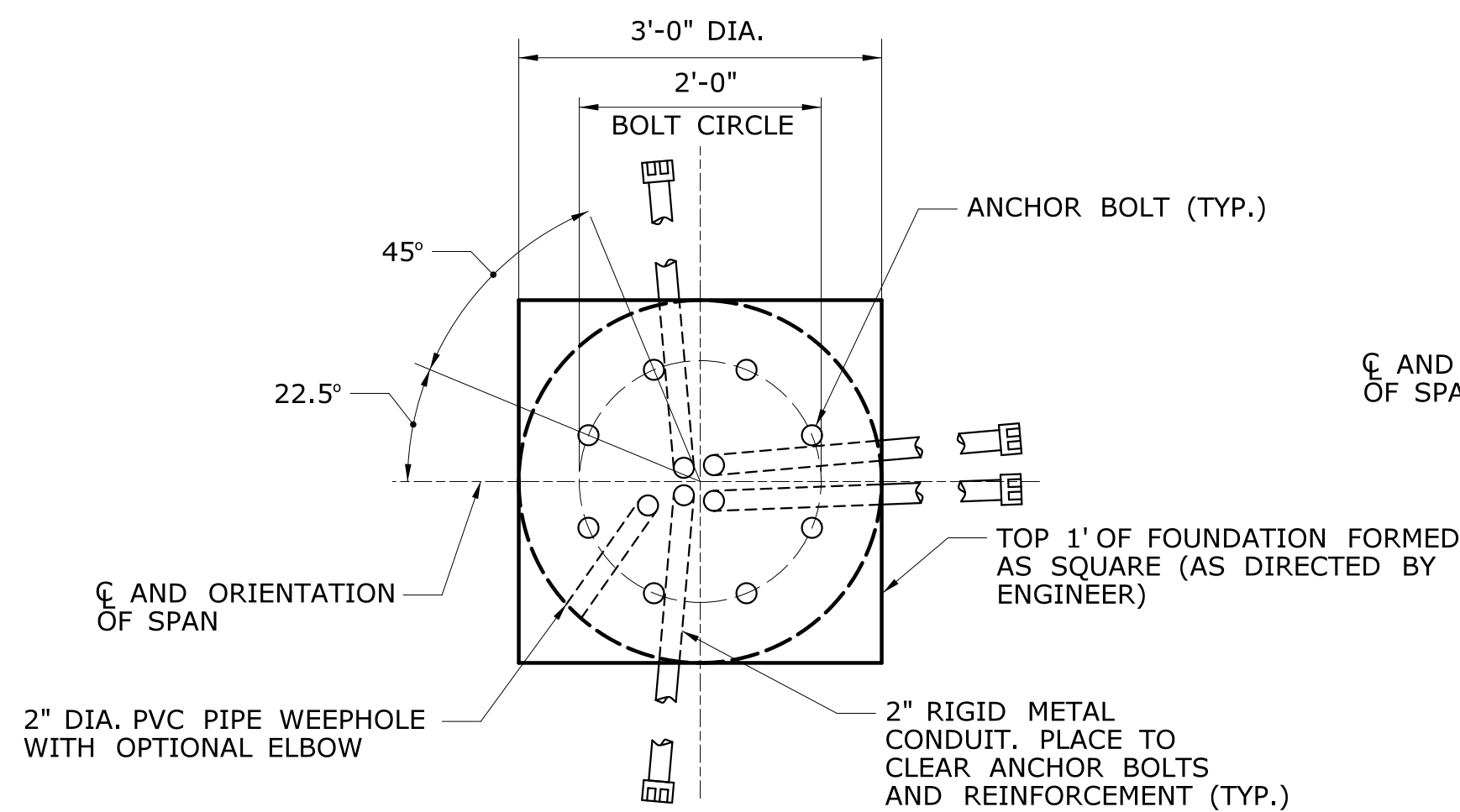
THE SPAN POLE SHALL NOT BE ERECTED ON THE FOUNDATION UNTIL THE CONCRETE HAS ATTAINED A COMPRESSIVE STRENGTH GREATER THAN OR EQUAL TO 4000 PSI.

THE COST OF THE FOUNDATION, INCLUDING THE EXCAVATION, CONCRETE, REINFORCEMENT, AND PREFORMED EXPANSION JOINT FILLER, INCLUDING THE DESIGN AND FABRICATION, SHALL BE PAID FOR UNDER THE ITEM "TRAFFIC CONTROL FOUNDATION-SPAN POLE".

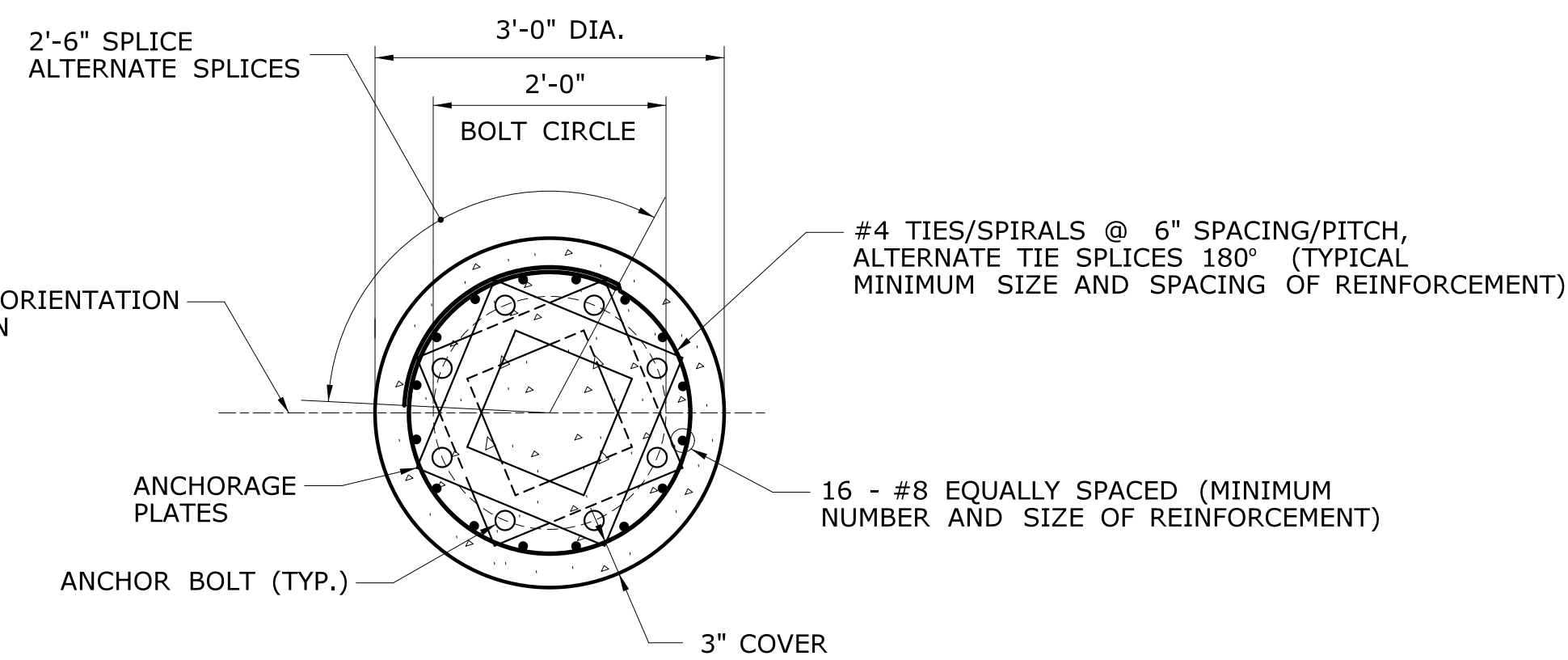
WHERE AN EXISTING CONCRETE SLAB ABUTTING A FOUNDATION IS DAMAGED OR CUT DURING INSTALLATION, REPLACE THE ENTIRE SECTION.



**DETAIL E**  
SCALE: 3/4"=1'-0"

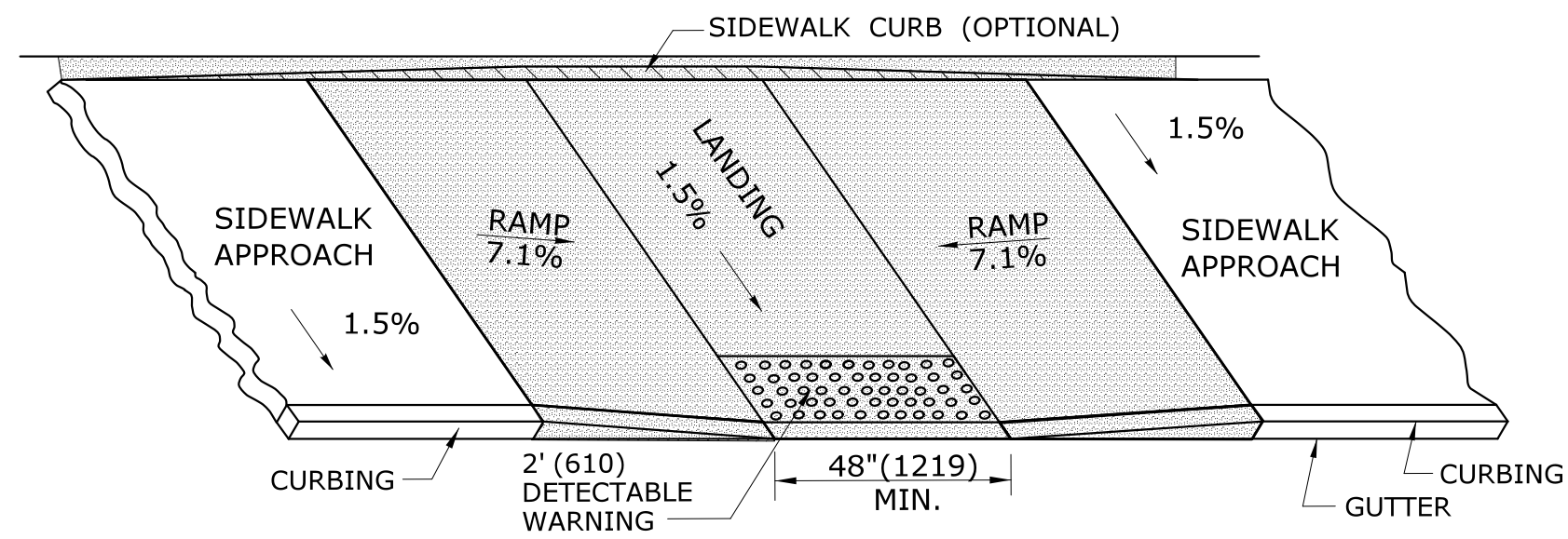


**SECTION F**  
SCALE: 3/4"=1'-0"

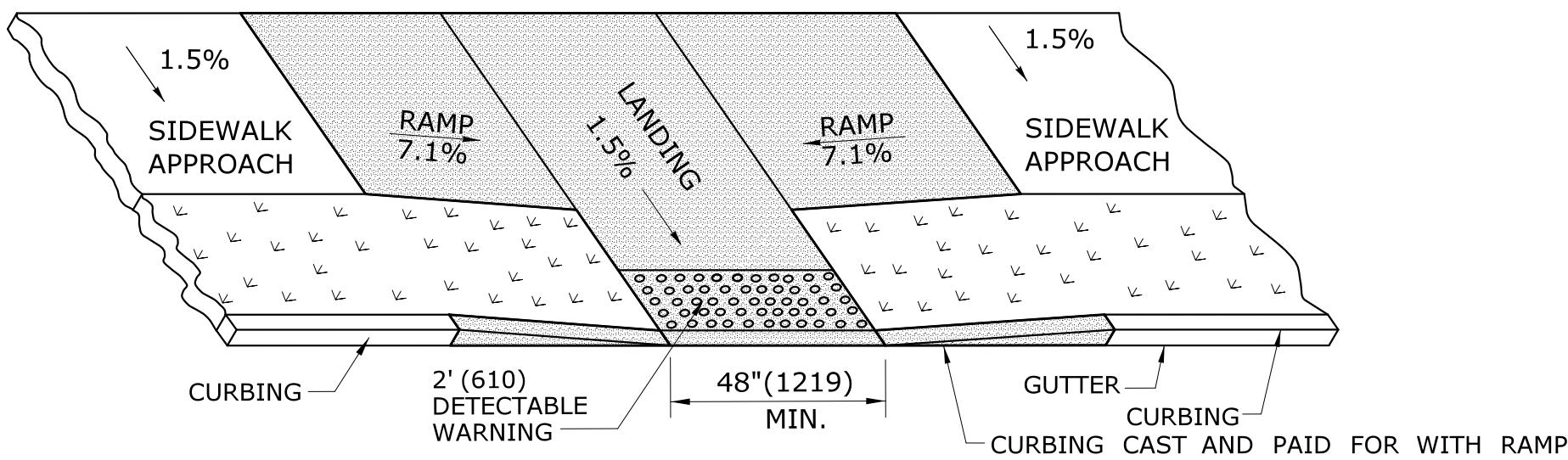


**SECTION G**  
SCALE: 3/4"=1'-0"

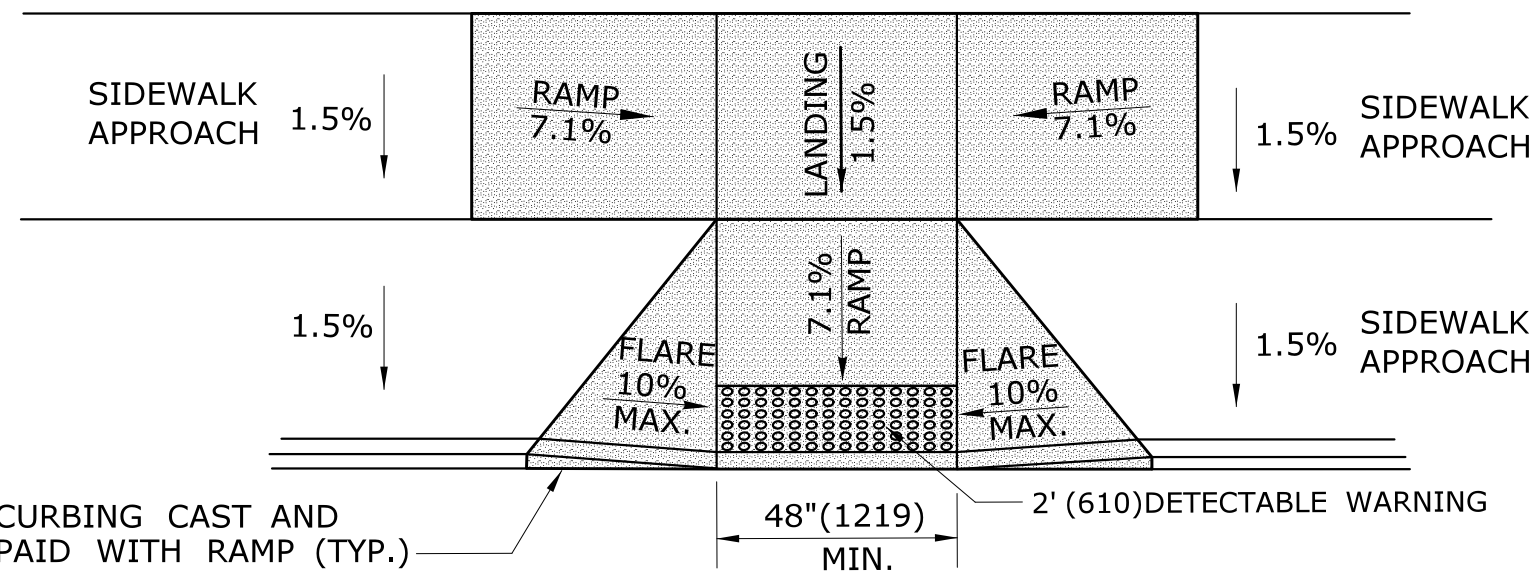
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REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 9/28/2018	<b>STEEL SPAN POLE FOUNDATION DETAILS</b>		



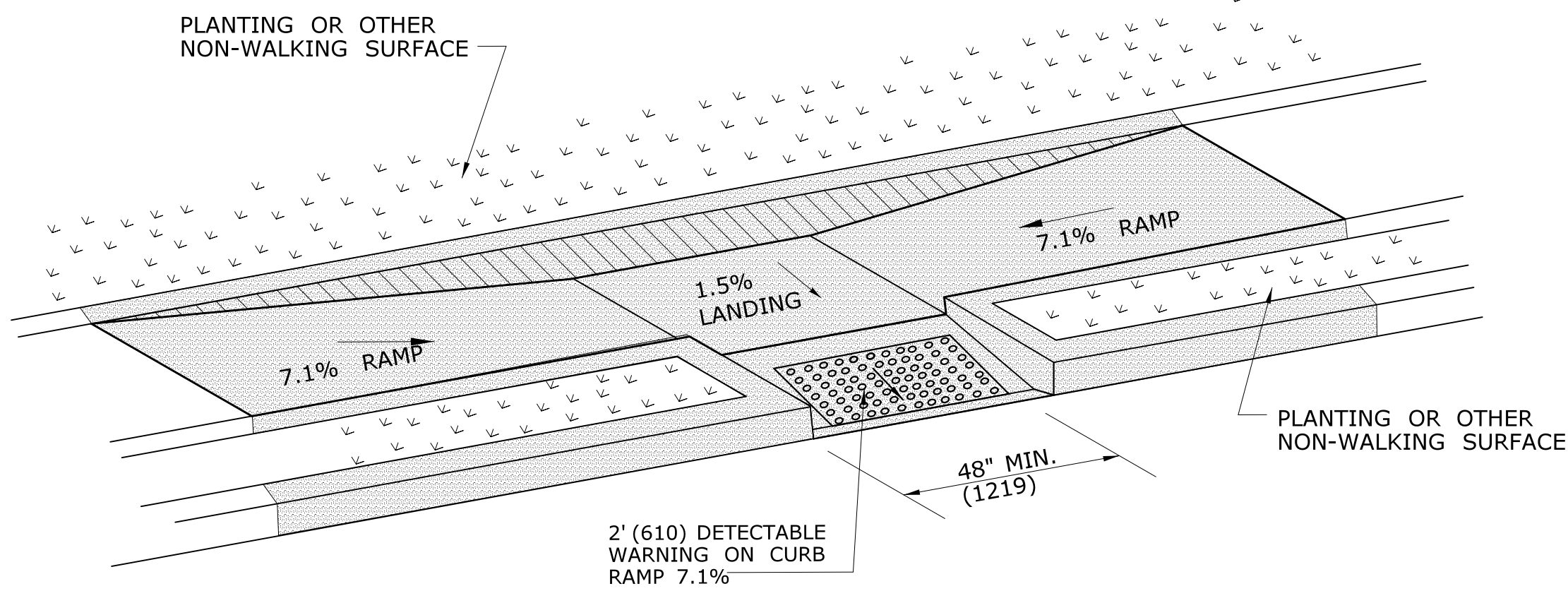
**PARALLEL SIDEWALK RAMP (TYPE 1) NO UTILITY STRIP**



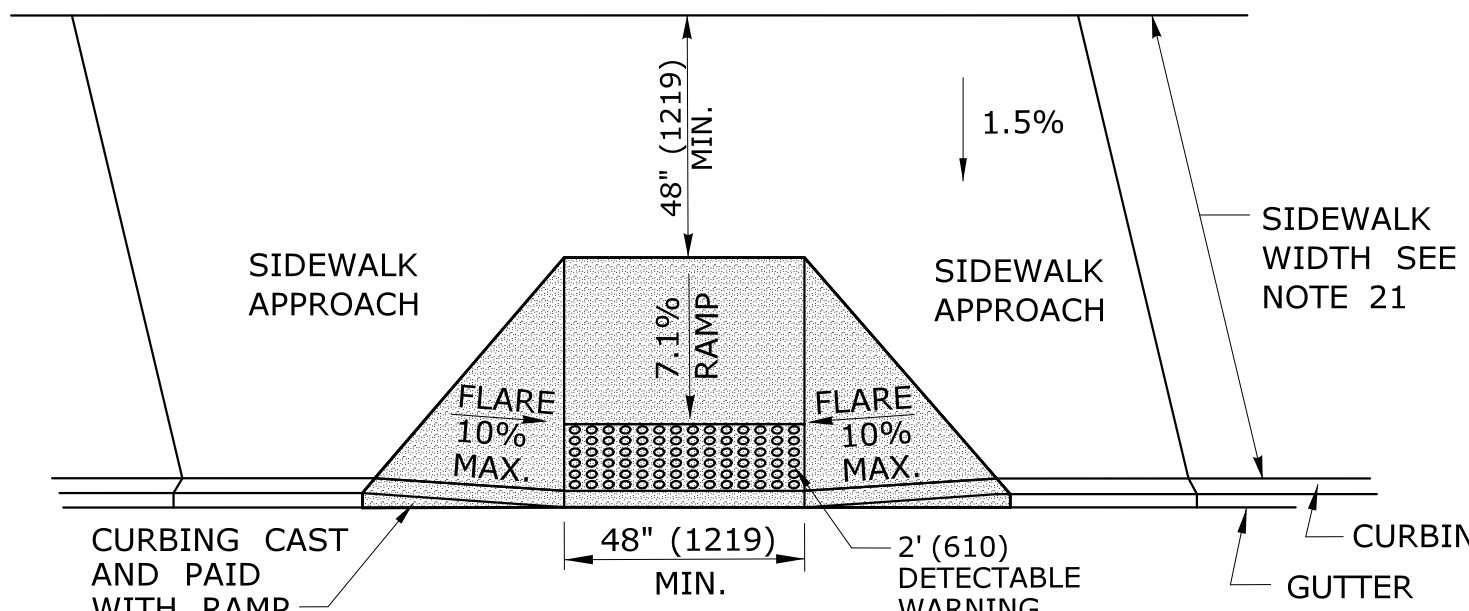
**PARALLEL SIDEWALK RAMP (TYPE 1a)  
WITH UTILITY / GRASS STRIP**



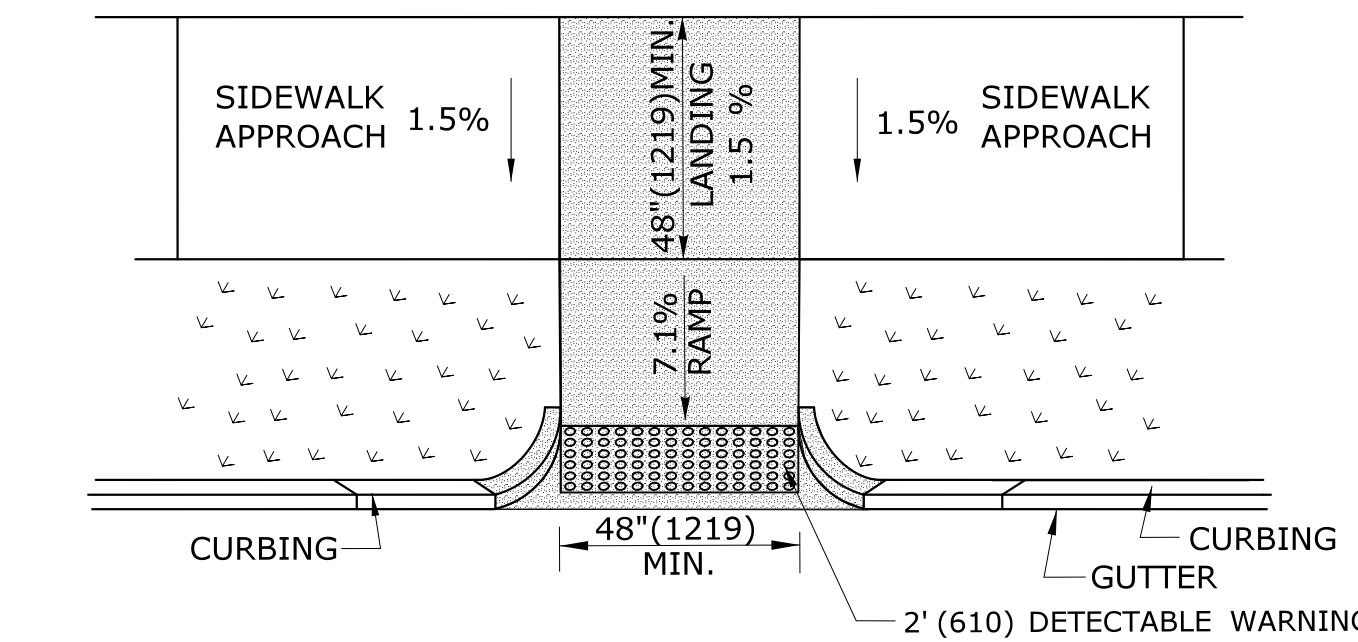
**PARALLEL/PERPENDICULAR SIDEWALK RAMP  
NO UTILITY/GRASS STRIP (TYPE 1b)**



**PARALLEL SIDEWALK RAMP (TYPE 1c)  
WITH UTILITY / GRASS STRIP**

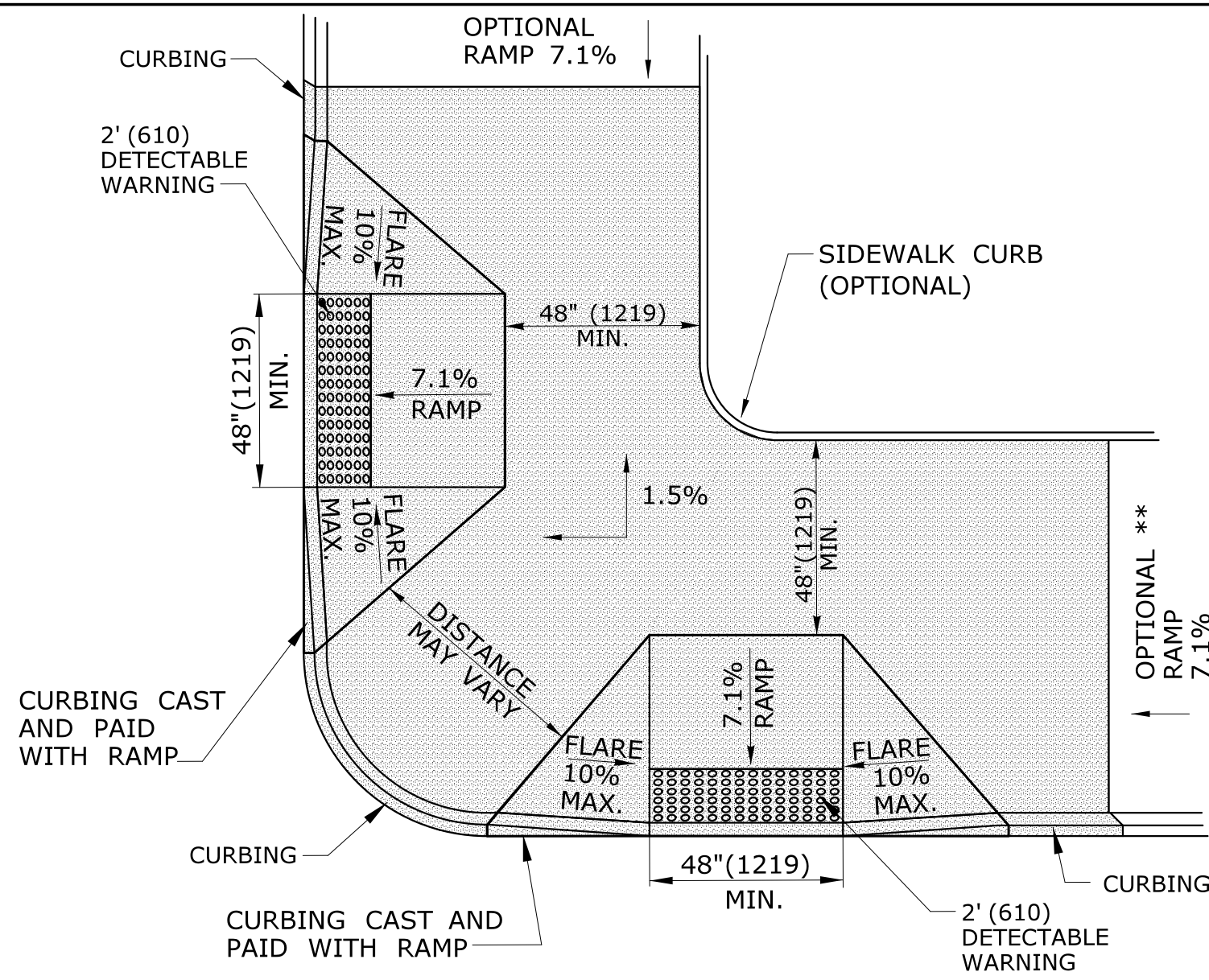


**PERPENDICULAR SIDEWALK RAMP  
W/ 48" (1219) MIN. BY PASS LANDING (TYPE 2)**



**PERPENDICULAR SIDEWALK RAMP  
W/CURB RETURNS / UTILITY GRASS STRIP (TYPE 2a)**

\* OPTIONAL FLARE ONE SIDE OF RAMP



**DUAL PERPENDICULAR  
SIDEWALK RAMPS (TYPE 3)**

SEE NOTES 19  
\* OPTIONAL CURB RETURN ON ONE SIDE OF RAMP  
\*\* SEE NOTE 23

**GENERAL NOTES:**

1. MAXIMUM SLOPES OF ADJOINING GUTTERS AND ROAD SURFACES IMMEDIATELY ADJACENT TO THE SIDEWALK RAMP SHOULD NOT EXCEED 5%. THE MAXIMUM GRADE DIFFERENCE BETWEEN THE GUTTER AND CURB RAMP SHALL NOT EXCEED 13%. SEE DETAIL 1 ON SHEET 4.
2. RAMP GRADE SHALL BE UNIFORM, FREE OF SAGS AND ABRUPT GRADE CHANGES. RUNNING SLOPES OF RAMPS SHALL NOT EXCEED 8.33% AND SHALL NOT EXCEED 15' (4.5m) WITHOUT PROVIDING A LANDING.
3. ALL RAMPS SHALL BE CONSTRUCTED OF CLASS "F" CONCRETE IN ACCORDANCE WITH CONNECTICUT STANDARD SPECIFICATIONS.
4. SIDEWALK RAMPS SHALL HAVE A COARSE BROOM FINISH TRANSVERSE TO THE SLOPE OF THE RAMP. THE SURFACE OF ALL SIDEWALK RAMPS SHALL BE STABLE, FIRM AND SLIP RESISTANT. SURFACE DISCONTINUITIES SHALL NOT EXCEED 1/2" (13) MAX. VERTICAL DISCONTINUITIES BETWEEN 1/4" (6.4) AND 1/2" (13) MAX. SHALL BE BEVELED 1:2 MINIMUM APPLIED ACROSS THE ENTIRE LEVEL CHANGE.
5. DIAGONAL SIDEWALK RAMPS AT MARKED CROSSINGS SHALL BE WHOLLY CONTAINED WITHIN THE MARKINGS, EXCLUDING ANY FLARED SIDES. DIAGONAL AND PERPENDICULAR RAMPS SHALL HAVE THE RAMP CUT PERPENDICULAR TO THE TANGENT OF THE CURB RADIUS FOR THE DESIGNATED ACCESSIBLE ROUTE. BOTH LONGITUDINAL SIDES OF THE RAMP SHOULD BE THE SAME LENGTH. SKEWED RAMPS SHOULD BE AVOIDED. FLARES ARE NOT CONSIDERED PART OF PEDESTRIAN ACCESS ROUTE. DIAGONAL RAMPS SHOULD NOT BE INSTALLED WHERE CURB RADII IS LESS THAN 20'(6096).
6. REMOVAL OF EXISTING SIDEWALK FOR NEW RAMP INSTALLATIONS SHALL BE TO THE NEAREST EXPANSION OR CONTRACTION JOINT. 8.3% MAXIMUM SLOPE MAY NOT BE ACHIEVABLE DUE TO EXISTING SIDEWALK GRADE. IN RECOGNITION OF THIS, A LIMIT OF 15' (4572) FOR REMOVAL SHALL BE USED UNLESS OTHERWISE SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER. SAW CUT REQUIRED FOR DUMMY JOINTS SHALL BE INCLUDED IN THE COST OF "CONCRETE SIDEWALK RAMP" OR "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' (3658) UNLESS OTHERWISE NOTED.
8. CONCRETE SIDEWALK RAMPS, SHALL BE PAID FOR UNDER THE ITEM "CONCRETE SIDEWALK RAMP", AS DEFINED BY THE CONSTRUCTION LIMITS ON THE PLANS AND SHALL BE FIELD VERIFIED.
9. SIDEWALK RAMPS SHALL BE CONSTRUCTED WITH THE TOE AT THE GUTTER CAST INTEGRALLY WITH RAMP UNLESS DIRECTED OTHERWISE BY THE ENGINEER (SEE TYPICAL SECTION ON SHEET 3). CURB REMOVAL AND CAST IN PLACE CURBING REQUIRED FOR THE RAMP, SHALL BE INCLUDED WITH PAY ITEM "CONCRETE SIDEWALK RAMP". CURBING OUTSIDE LIMITS OF RAMP OR LANDING SHOWN ON SHEET 3 SHALL BE CONSTRUCTED AND PAID FOR IN ACCORDANCE WITH CONNECTICUT STANDARD SPECIFICATIONS.
10. PREFERRED LOCATION TO INSTALL DETECTABLE WARNING STRIP SHALL BE 6" (152) FROM THE EDGE OF ROAD ALONG THE FULL WIDTH OF THE RAMP. FOR ALTERNATE LOCATIONS, REFER TO DETECTABLE WARNING PLACEMENT DETAILS ON SHEET 4.
11. TO PERMIT WHEELCHAIR WHEELS TO ROLL BETWEEN DOMES, ALIGN DOMES ON A SQUARE GRID IN THE DIRECTION OF RUNNING SLOPE (PERPENDICULAR TO CURB OR SLOPE BREAK). THE TRANSITION FROM RAMP TO GUTTER SHALL BE FLUSH WITHOUT A LIP.
12. WHERE COMMERCIAL DRIVEWAYS ARE PROVIDED WITH TRAFFIC SIGNALS AND THE SIDEWALK IS CONTINUOUS THROUGH DRIVEWAY, DETECTABLE WARNINGS ARE REQUIRED AT THE JUNCTION BETWEEN THE PEDESTRIAN ROUTE AND DRIVEWAY.
13. CONSTRUCT A SIDEWALK CURB WHEN THERE IS INSUFFICIENT BUFFER AVAILABLE TO GRADE OR WHEN CALLED FOR IN PLANS. PAID FOR WITH SIDEWALK RAMP WHEN REQUIRED FOR RAMP.
14. THE TOP AND BOTTOM OF RAMPS SHOULD BE PROVIDED WITH A 4' x 4' (1219 x 1219) MINIMUM LEVEL LANDING AREA WITH A CROSS SLOPE LESS THAN OR EQUAL TO 2% IN ANY DIRECTION.
15. UTILITY POLES, LUMINAIRE, PEDESTRIAN OR SIGNAL POLES, GRATES, ACCESS COVERS, AND OTHER APPURTENANCES SHALL NOT BE LOCATED ON RAMPS, LANDINGS, BLENDED TRANSITIONS, AND @ GUTTERS WITHIN THE PEDESTRIAN ACCESS ROUTE.
16. APPROACH SIDEWALK WIDTHS, GRASS STRIP OR UTILITY STRIP WIDTHS MAY VARY.
17. APPROACH SIDEWALK AND LANDING CROSS SLOPE SHALL NOT EXCEED 2%.
18. THE RUNNING OR CROSS SLOPES ON LANDINGS AT MID BLOCK CROSSING MAY BE WARPED TO MEET STREET OR HIGHWAY GRADE.
19. FOR PERPENDICULAR CURB RAMPS A MIN. 4'(1.2m) x 4'(1.2m) LEVEL LANDING SHALL BE PROVIDED AT THE TOP OF CURB RAMP. WHERE THE LEVEL LANDING IS RESTRICTED AT THE BACK OF SIDEWALK THE LEVEL LANDING SHALL BE 4'(1.2m) x 5'(1.5m) WITH THE 5'(1.5m) DIMENSION PROVIDED IN THE DIRECTION OF THE RAMP RUN.
20. FOR PARALLEL CURB RAMPS, A MIN. 4'(1.2m) x 4'(1.2m) LEVEL LANDING SHALL BE PROVIDED AT THE BOTTOM OF CURB RAMP. IF THE LEVEL LANDING IS RESTRICTED ON 2 OR MORE SIDES, THE LEVEL LANDING SHALL BE 4'(1.2m) x 5'(1.5m) WITH THE 5'(1.5m) DIMENSION PROVIDED IN THE DIRECTION OF THE PEDESTRIAN STREET CROSSING.
21. WHEN WIDTH OF SIDEWALK IS  $\geq 48"$  AND A PERPENDICULAR SIDEWALK RAMP IS INSTALLED, THE FLARED SIDES SHALL BE 10% MAX. IF WIDTH OF SIDEWALK IS  $< 48"$  THE FLARED SIDES MUST NOT EXCEED 8.33% (12:1).
22. SHADED AREAS ARE TYPICAL PAY LIMITS FOR CONCRETE SIDEWALK RAMP BUT, MAY VARY AS DIRECTED BY THE ENGINEER.
23. OPTIONAL RAMP, WHEN REQUIRED, SHALL BE PAID FOR AS PART OF CONCRETE SIDEWALK RAMP.

**DUAL PERPENDICULAR SIDEWALK RAMPS (TYPE 3a)  
WITH UTILITY / GRASS STRIP**

SEE NOTE 20

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

1	7/13	Created new sheets (4 total).	
REV.	DATE	REVISION DESCRIPTION	SHEET NO.

DESIGNER/DRAFTER:  
**MGB/EMK**

CHECKED BY:  
**LLF**

STATE OF CONNECTICUT  
DEPARTMENT OF TRANSPORTATION

Plotted Date: 9/28/2018

Filename: ...Highways\CTDOT\_Highway\_GD.dgn

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PROJECT TITLE:  
**RUBBER AVENUE AT HOADLEY ST  
AND MELBOURNE ST TRAFFIC  
SIGNAL IMPROVEMENT**

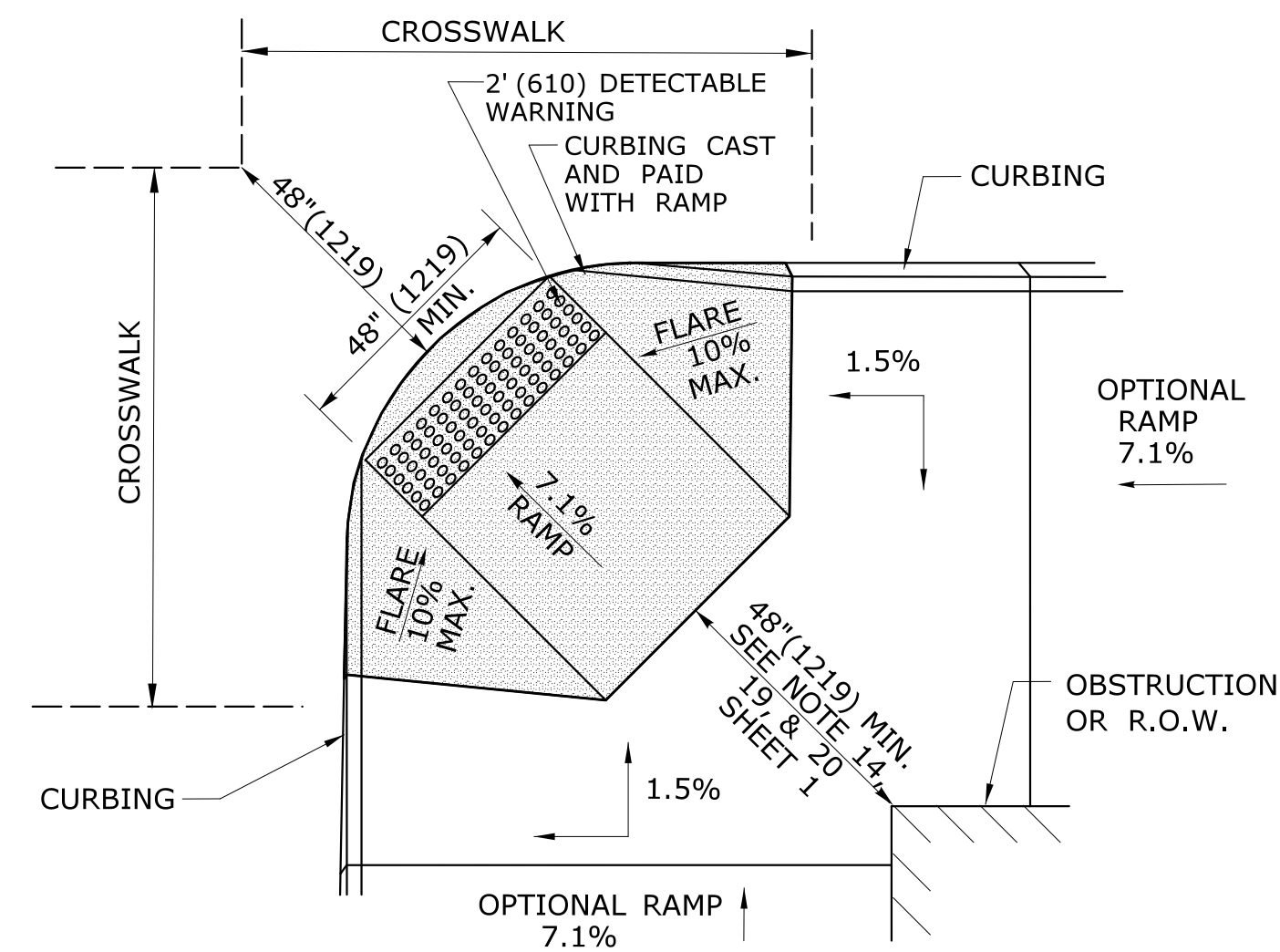
TOWN:  
**NAUGATUCK**

DRAWING TITLE:  
**SIDEWALK RAMPS  
SHEET 1**

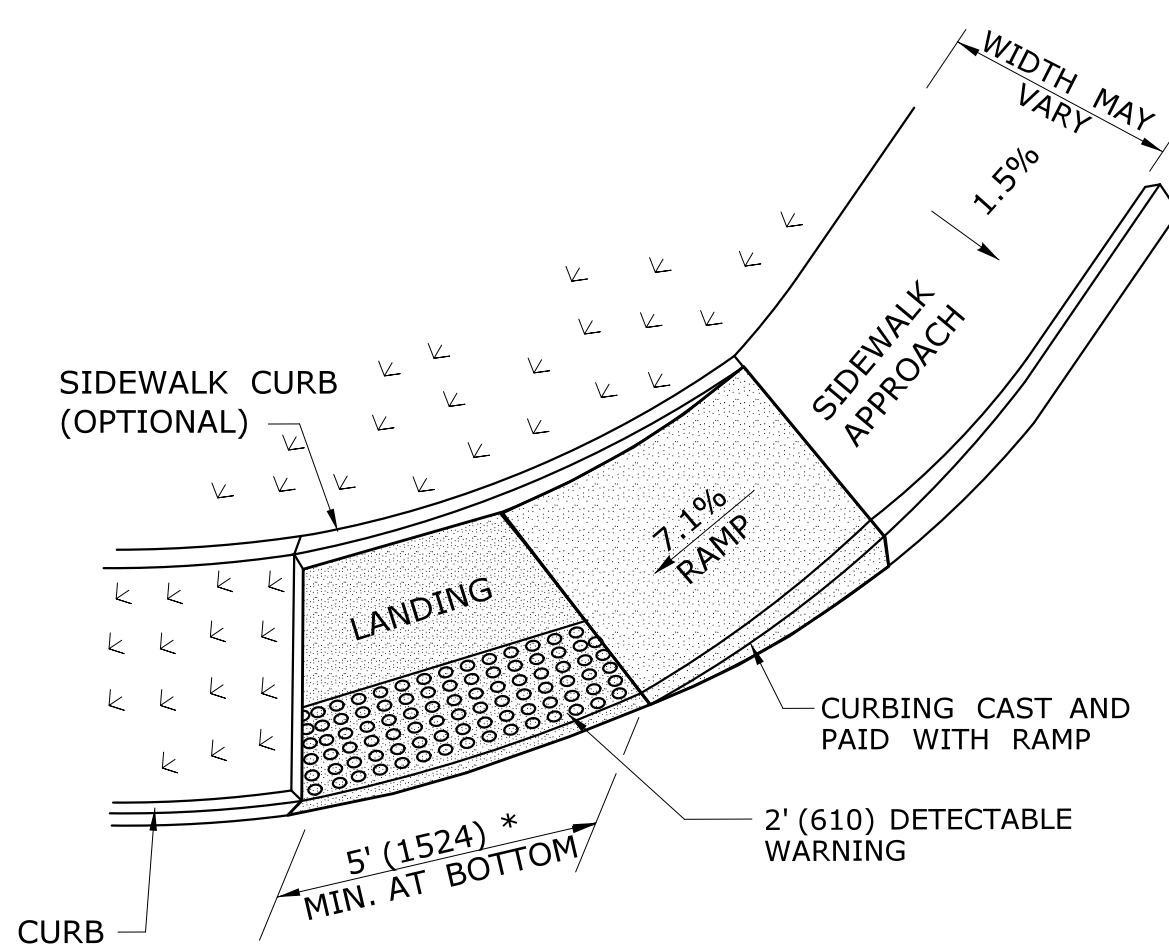
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**87-146**

DRAWING NO.  
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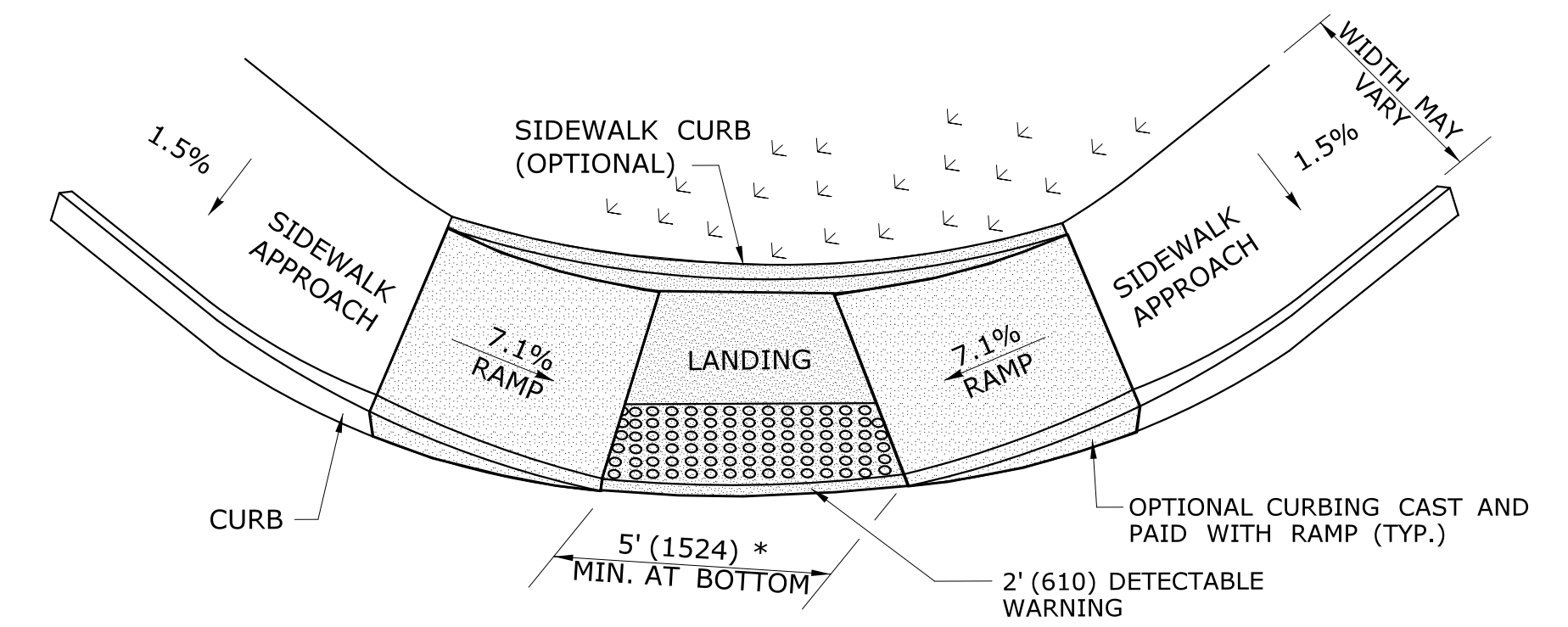
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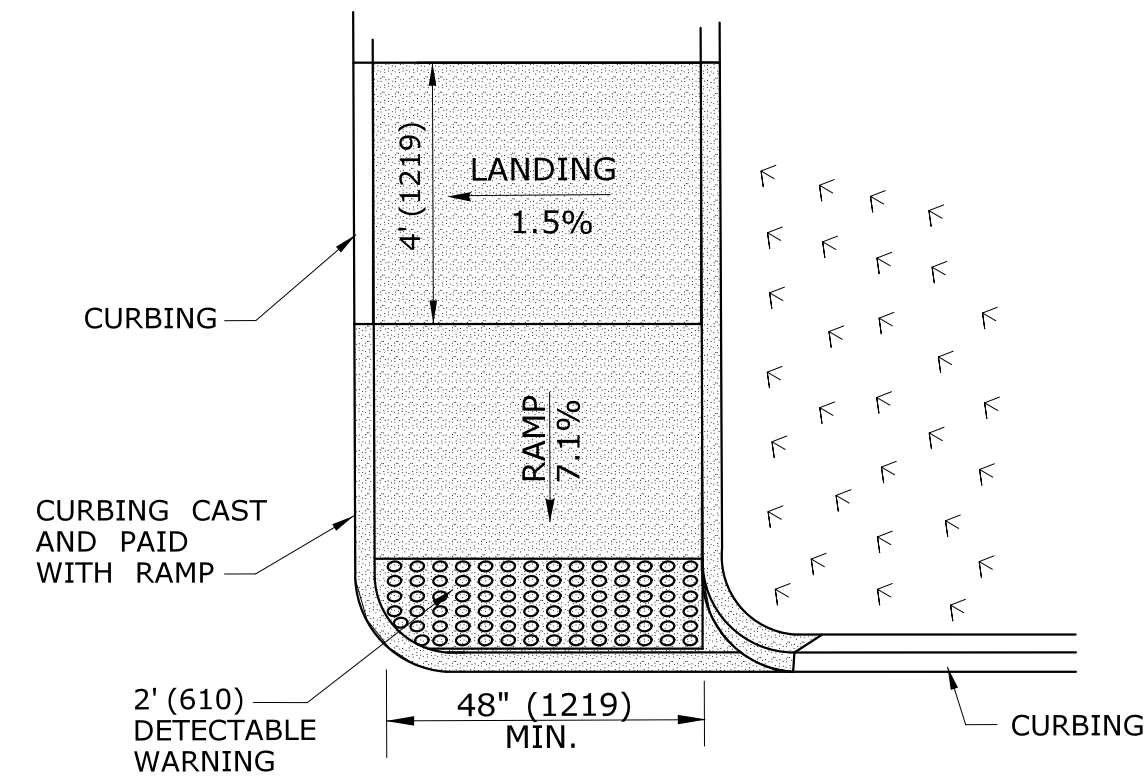
**DIAGONAL SIDEWALK RAMP (TYPE 4)  
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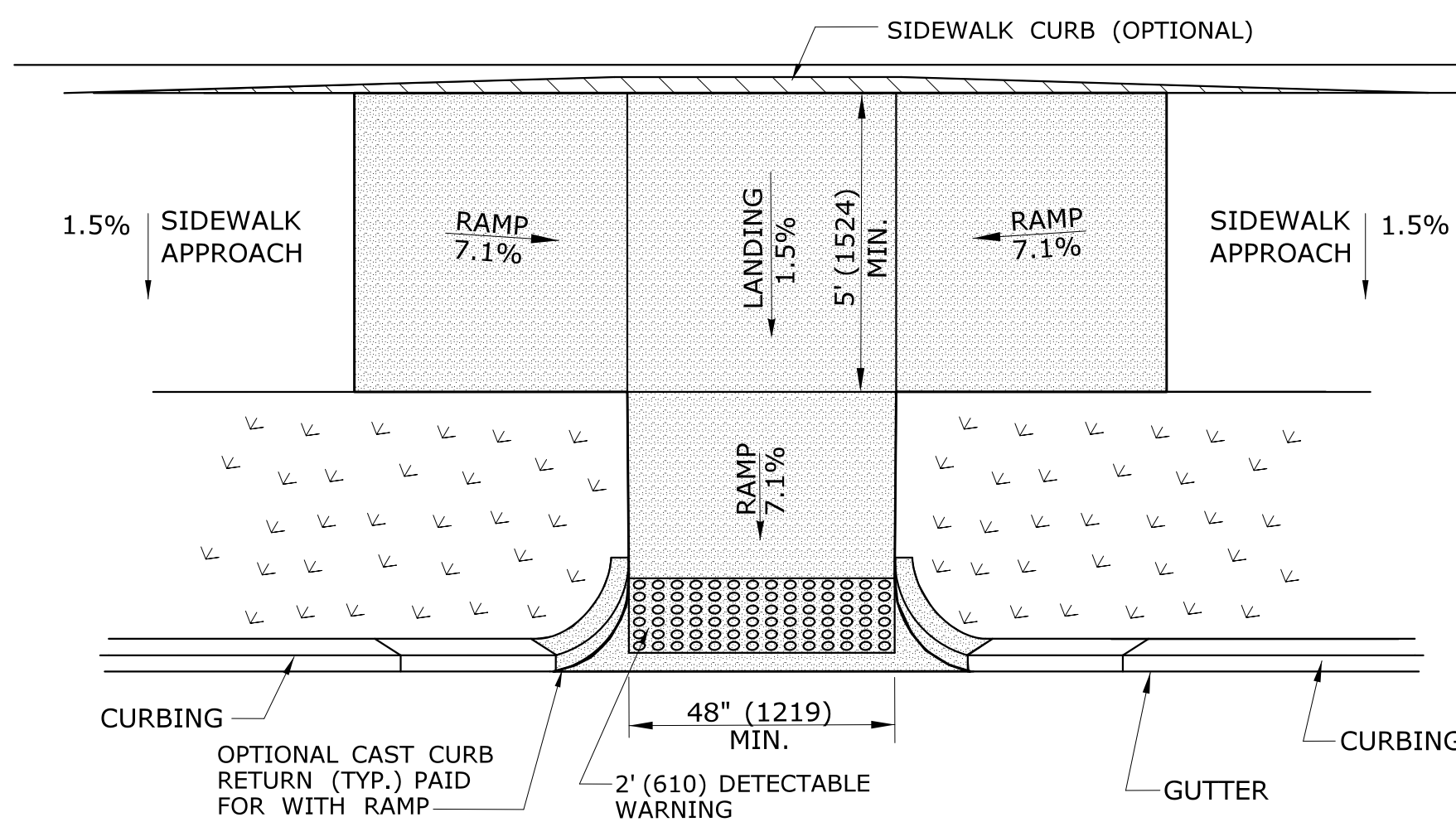
**SINGLE PARALLEL SIDEWALK RAMP  
W/LANDING AT BOTTOM ON  
CORNER (TYPE 4c)**  
\* SEE NOTE 20 SHEET 1



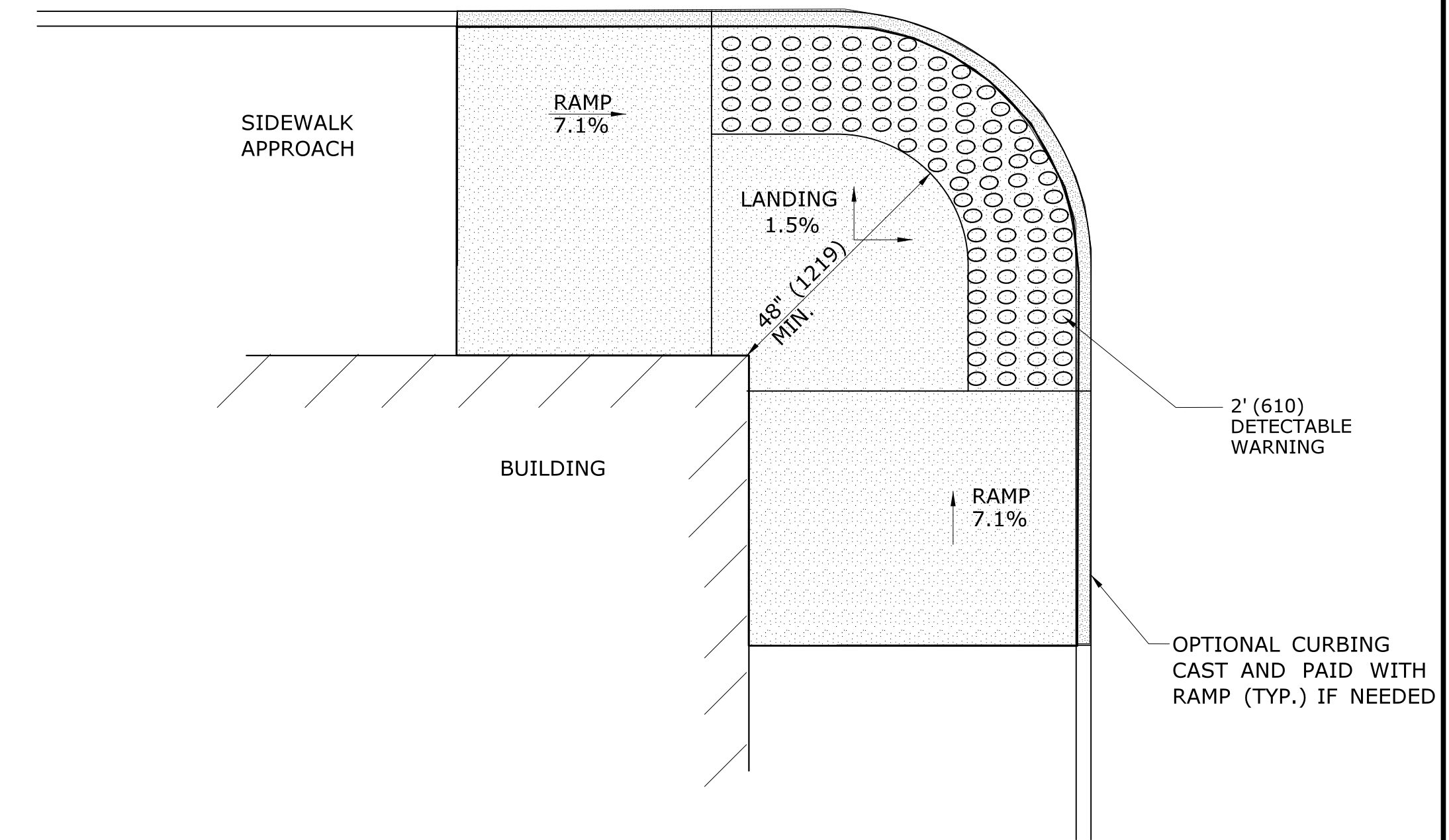
**DOUBLE PARALLEL SIDEWALK RAMP  
W/LANDING AT BOTTOM ON CORNER (TYPE 4f)**  
\* SEE NOTE 20 SHEET 1



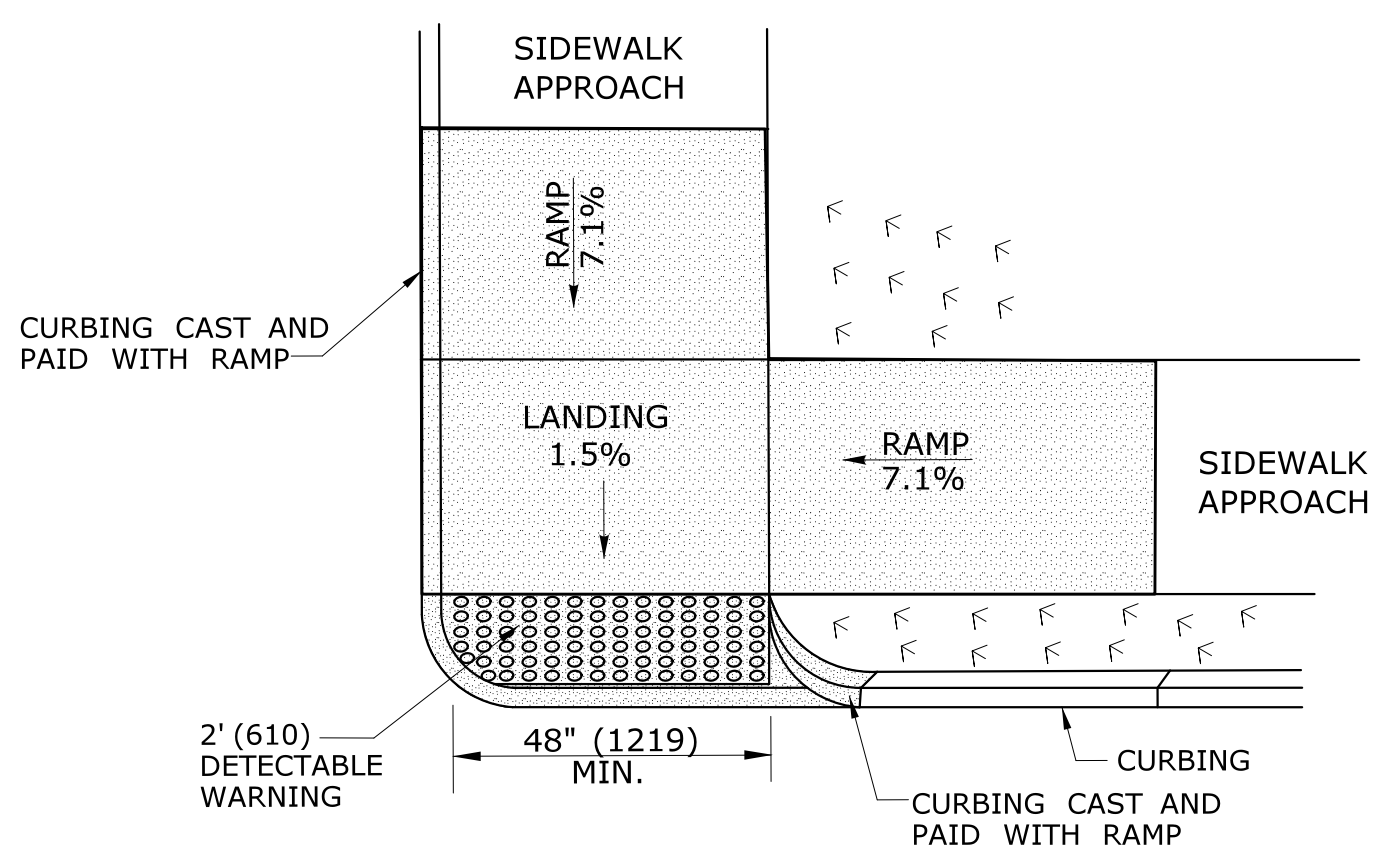
**SINGLE DIRECTION  
PERPENDICULAR SIDEWALK RAMP  
NO / UTILITY GRASS STRIP  
(TYPE 4a)**



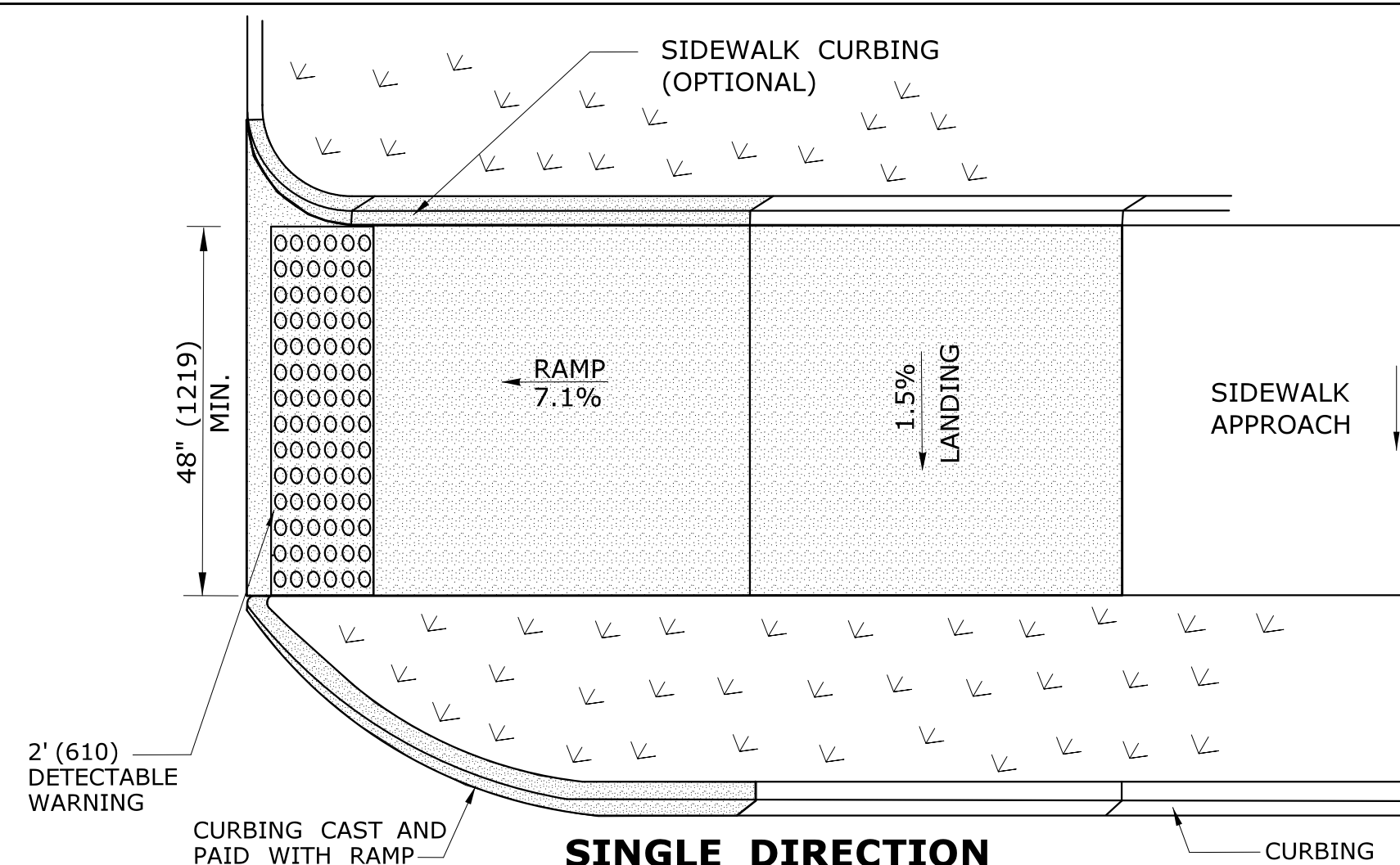
**PARALLEL/PERPENDICULAR SIDEWALK RAMP  
COMBINATION W/ CURB RETURNS (TYPE 4d)**  
\* OPTIONAL FLARE ONE SIDE



**RESTRICTED CONDITION  
DIAGONAL SIDEWALK RAMP  
(TYPE 4g)**



**DOUBLE DIRECTION  
PARALLEL SIDEWALK RAMP  
NO / UTILITY GRASS STRIP  
(TYPE 4b)**  
SEE NOTE 20 SHEET 1

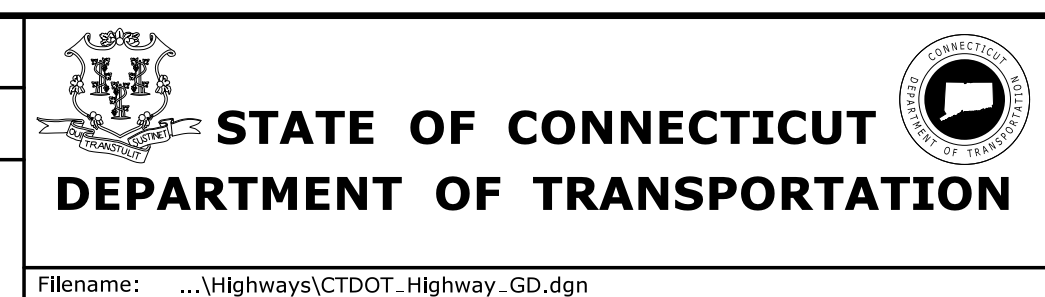


**SINGLE DIRECTION  
PERPENDICULAR SIDEWALK RAMP  
W/ UTILITY GRASS STRIP (TYPE 4e)**  
REFER TO DETECTABLE WARNING PLACEMENT ON SHEET 4

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

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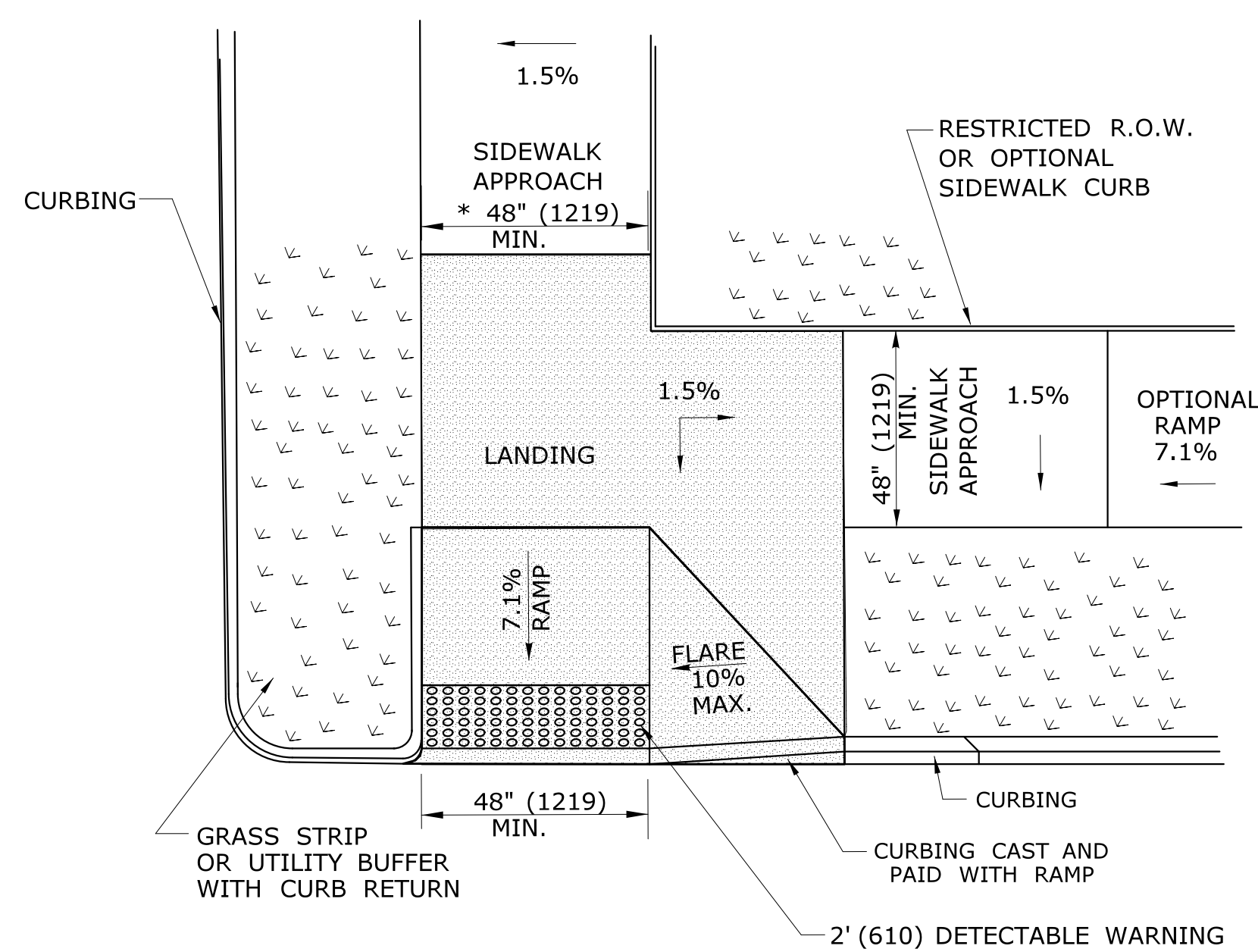


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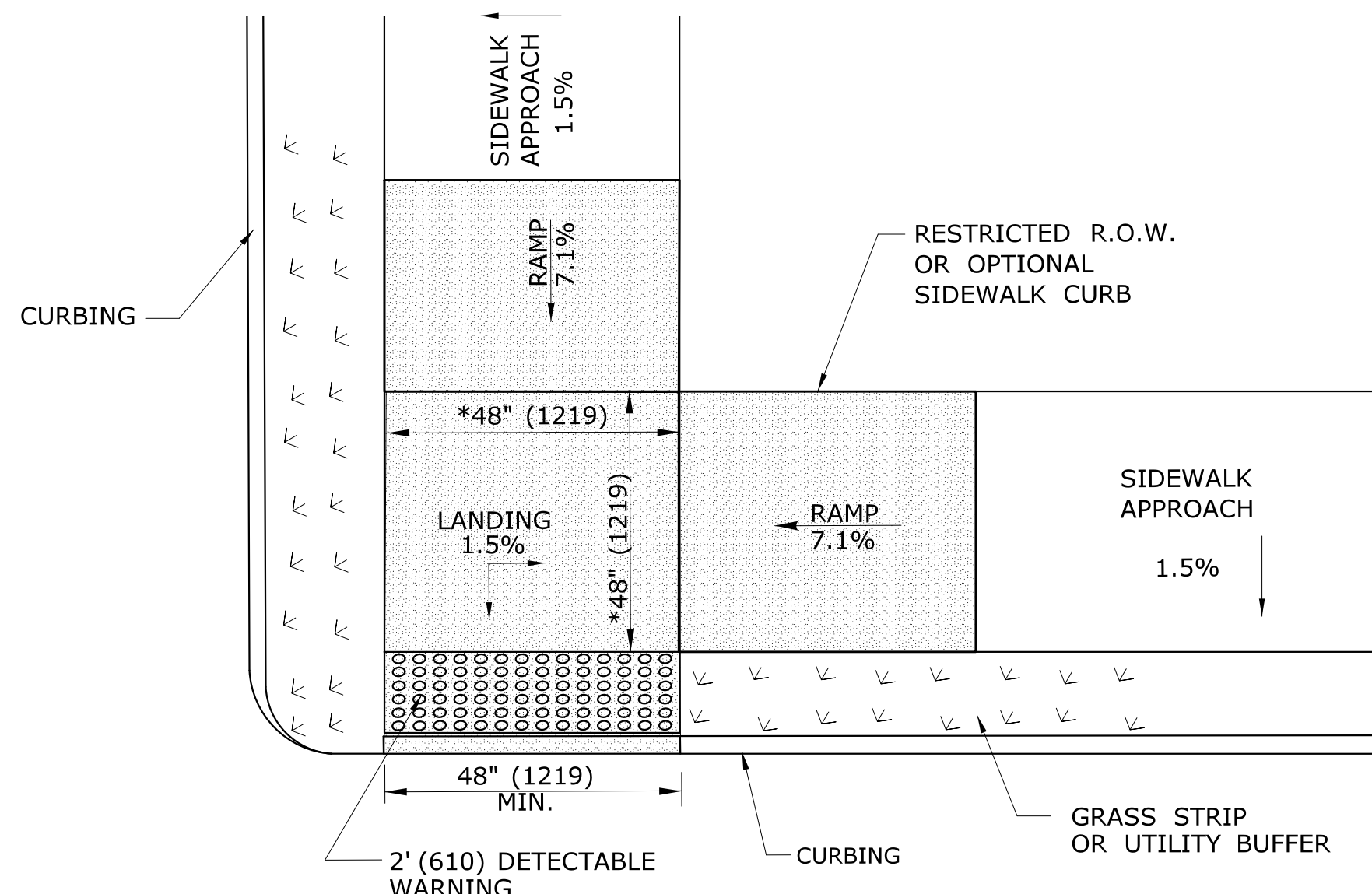
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**RUBBER AVENUE AT HOADLEY ST  
AND MELBOURNE ST TRAFFIC  
SIGNAL IMPROVEMENT**

TOWN:  
**NAUGATUCK**  
DRAWING TITLE:  
**SIDEWALK RAMP  
SHEET 2**

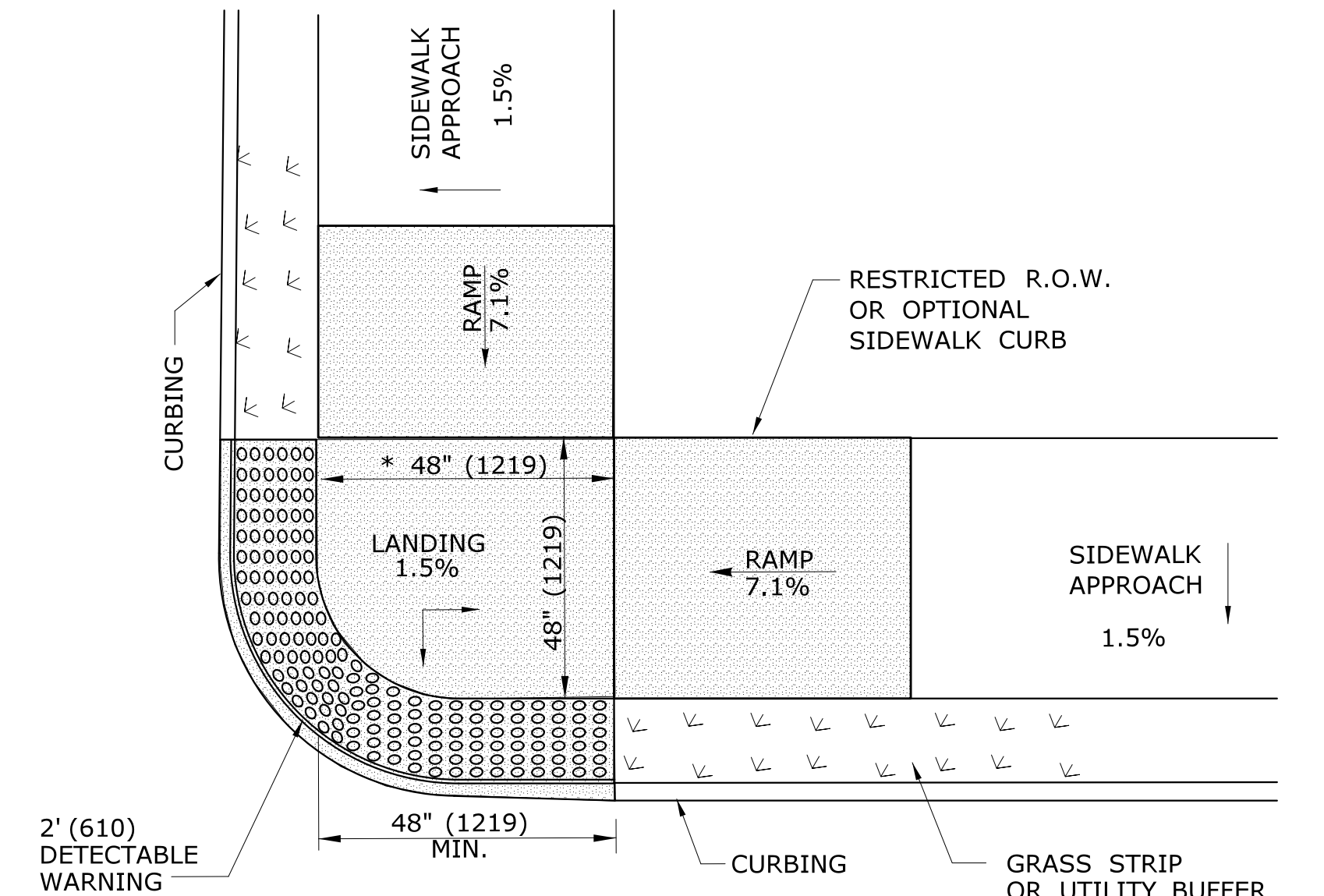
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**87-146**  
DRAWING NO.:  
**GS-02**  
SHEET NO.



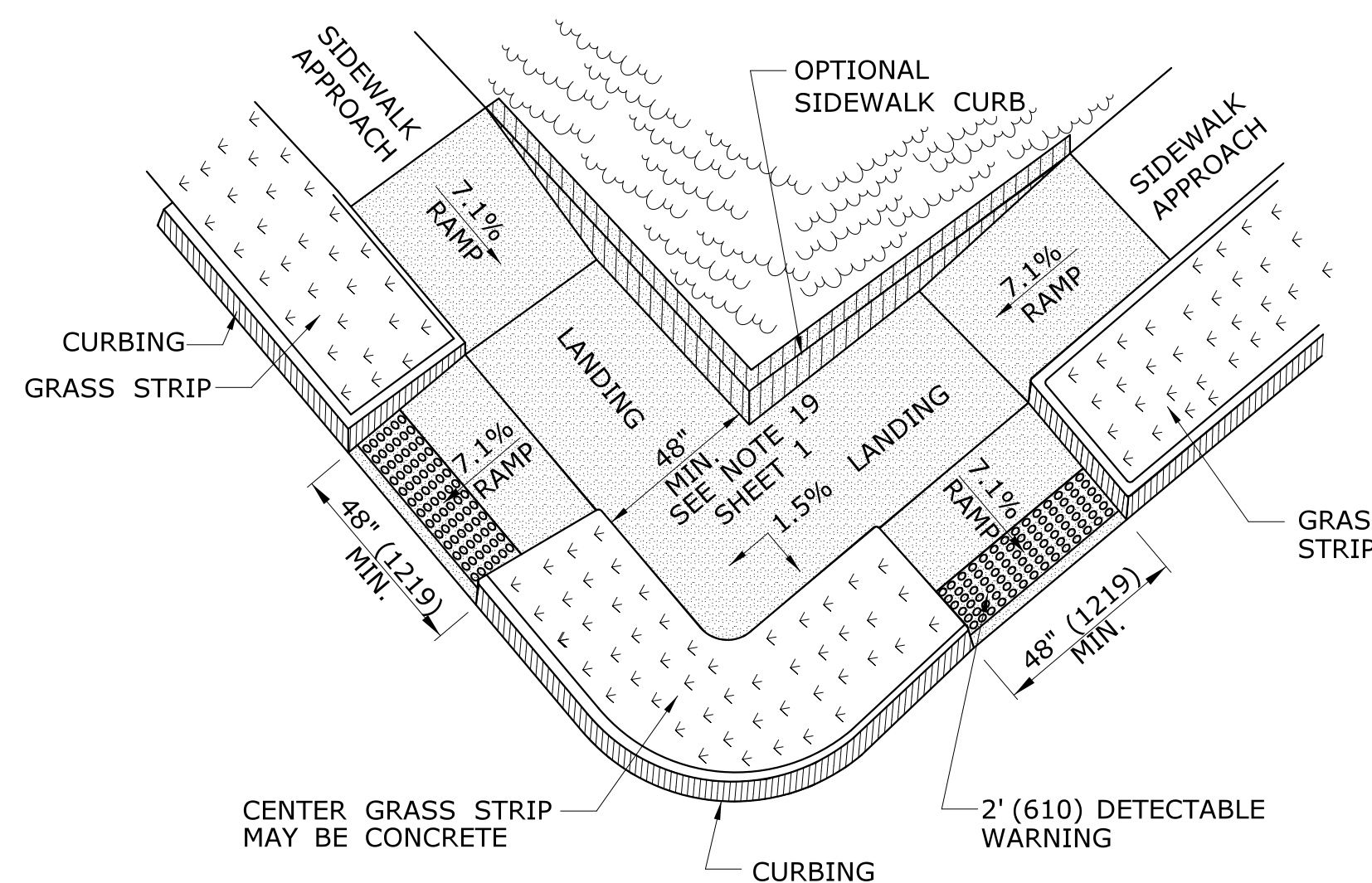
**RESTRICTED CORNER PERPENDICULAR SIDEWALK RAMP (TYPE 5)**  
\* SEE NOTE 19 SHEET 1



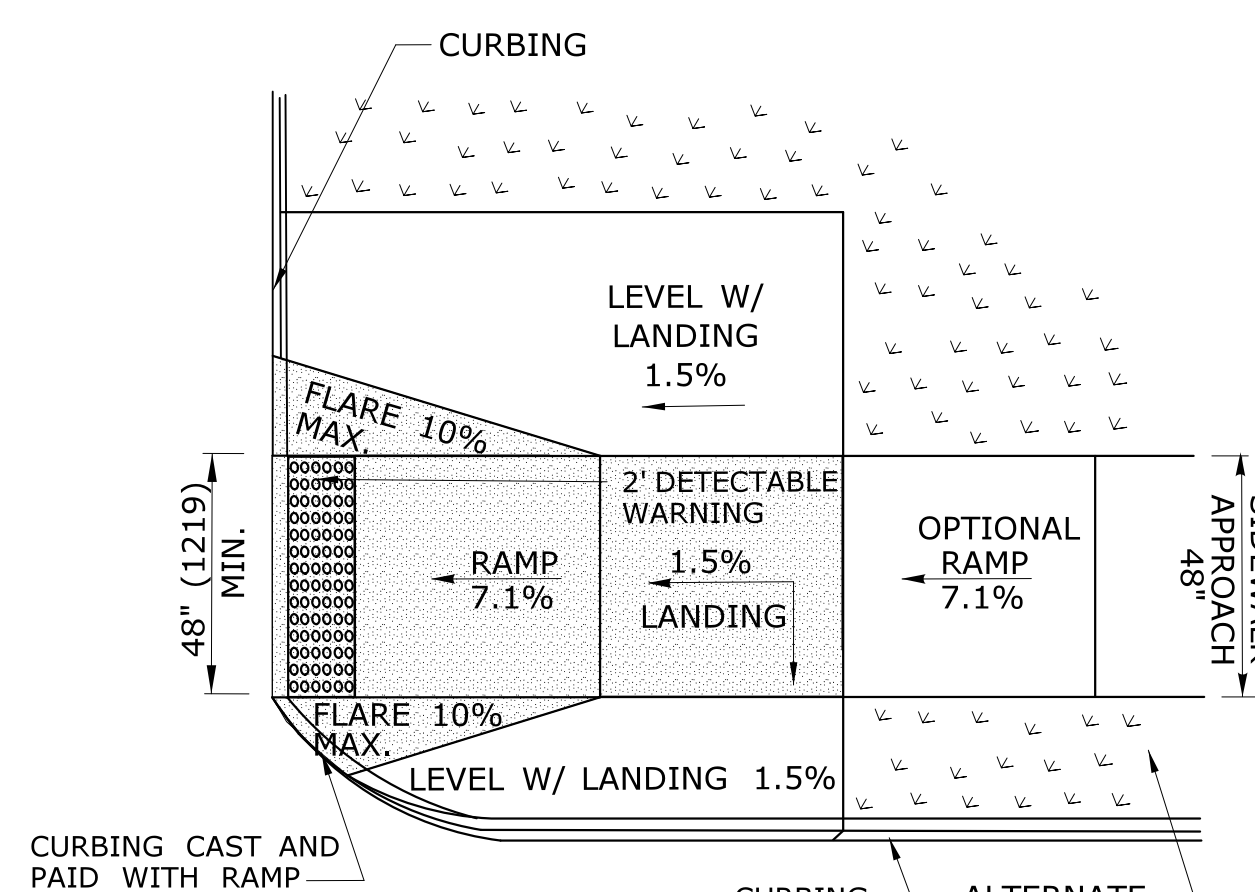
**RESTRICTED CORNER PARALLEL DOUBLE SIDEWALK RAMP W/CENTER LANDING AND UTILITY GRASS STRIP (TYPE 5a)**  
\* SEE NOTE 20 SHEET 1



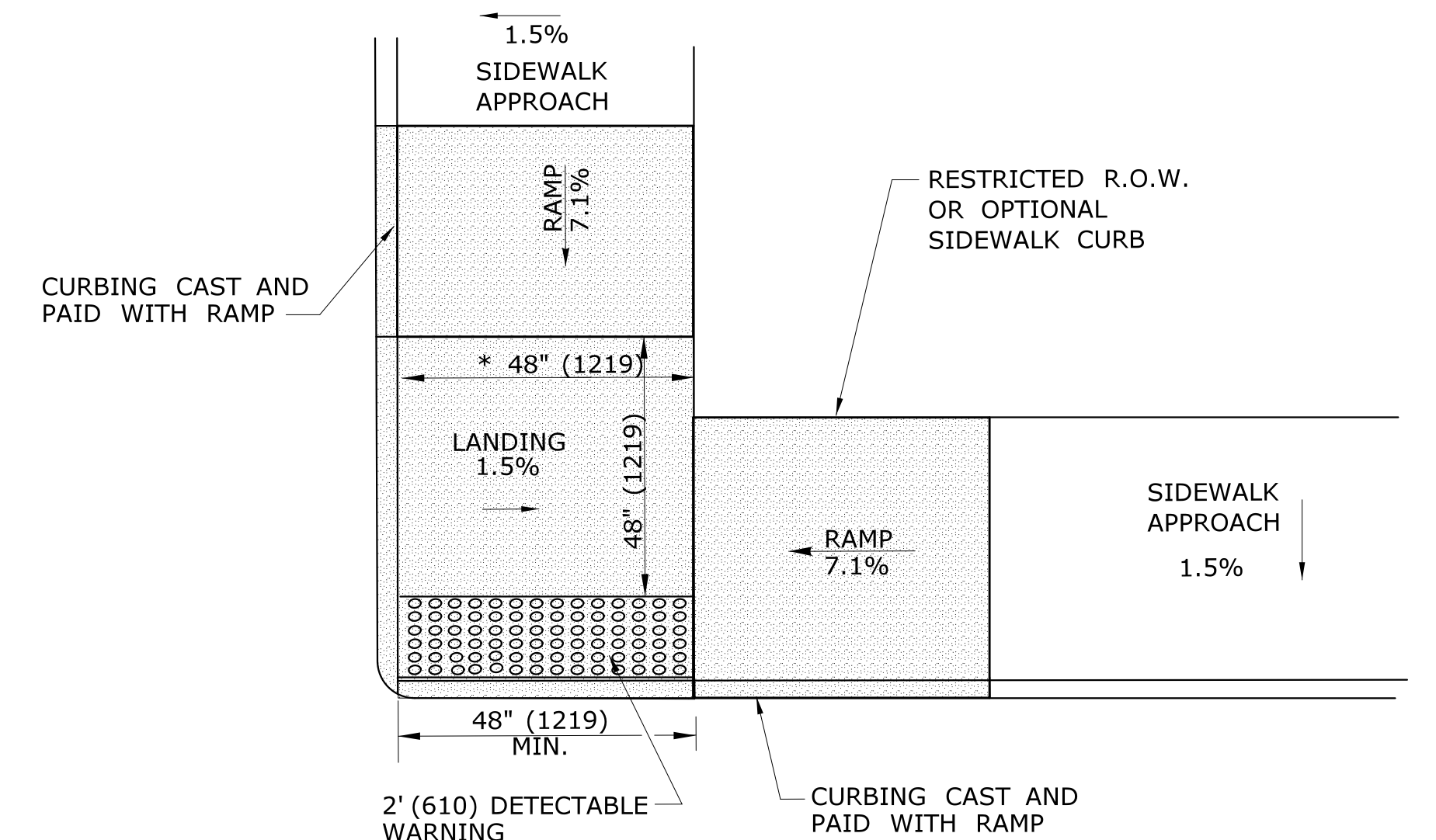
**RESTRICTED CORNER PARALLEL SIDEWALK RAMP W/ CENTER LANDING TWO DIRECTION AND UTILITY GRASS STRIP (TYPE 5b)**  
\* SEE NOTE 20 SHEET 1



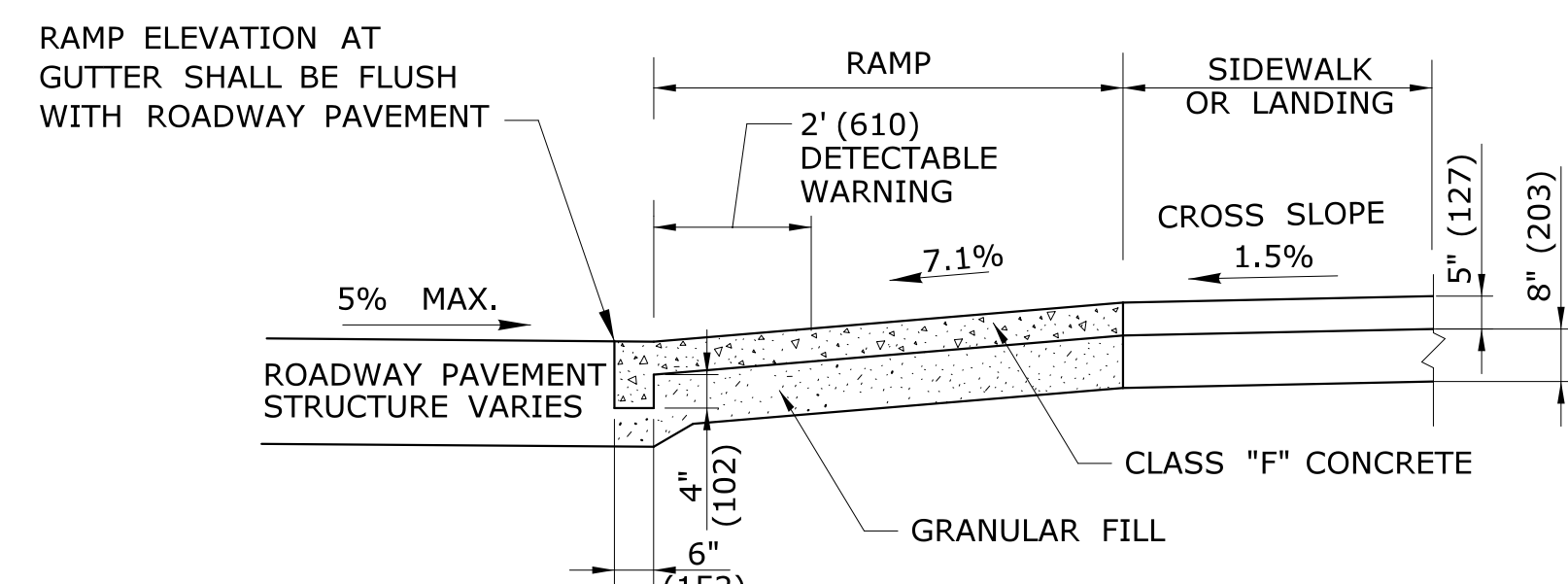
**COMBINATION SIDEWALK RAMP (TYPE 6)**  
\* SEE NOTE 19 SHEET 1



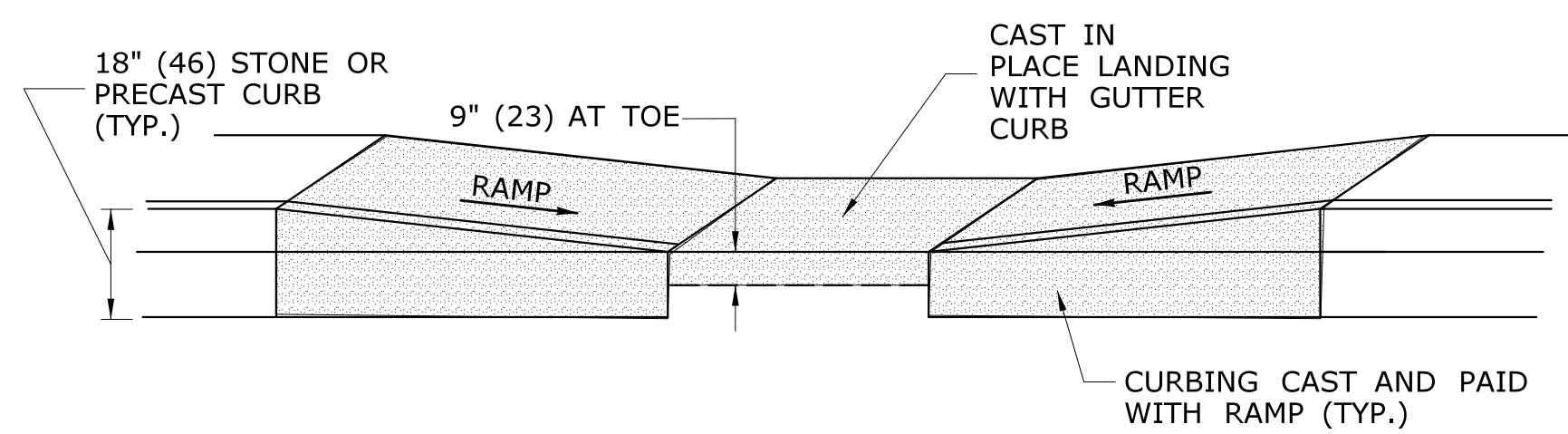
**PERPENDICULAR SIDEWALK RAMP ONE DIRECTION ON CORNER (TYPE 6a)**



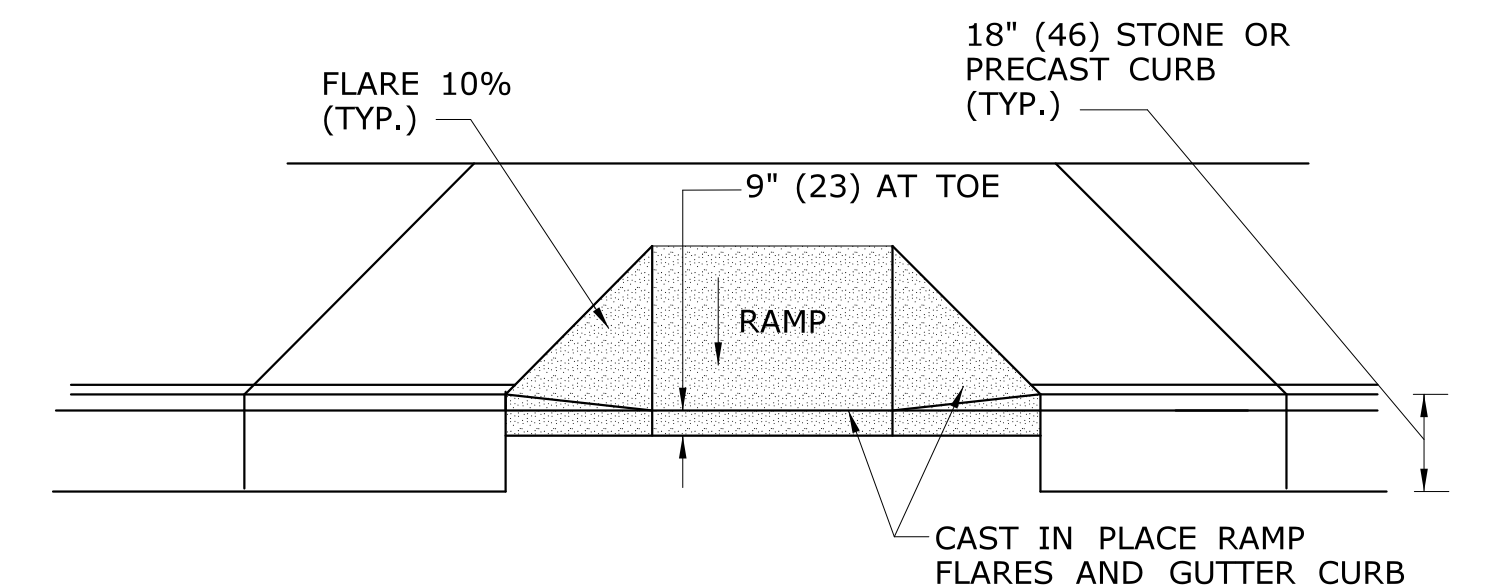
**RESTRICTED CORNER PARALLEL SIDEWALK RAMP W/CENTER LANDING NO GRASS STRIP (TYPE 5c)**  
\* SEE NOTE 20 SHEET 1



**TYPICAL SECTION THRU SIDEWALK RAMP**  
SEE NOTE 2 AND 17 SHEET 1



**TYPICAL ELEVATION PARALLEL SIDEWALK RAMP WITH CAST IN PLACE GUTTER**

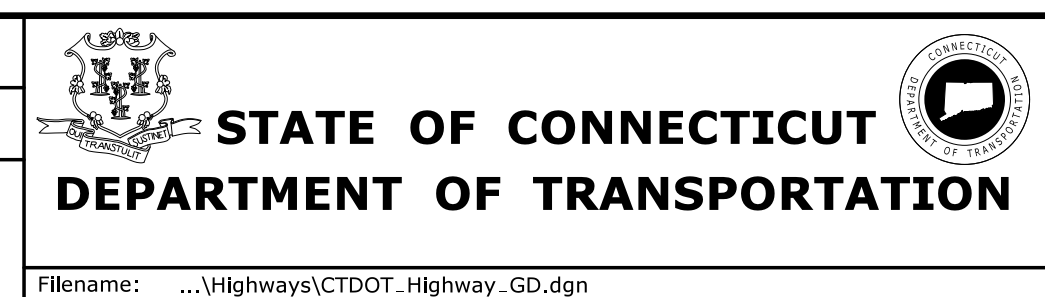


**TYPICAL ELEVATION PERPENDICULAR SIDEWALK RAMP WITH CAST IN PLACE GUTTER**

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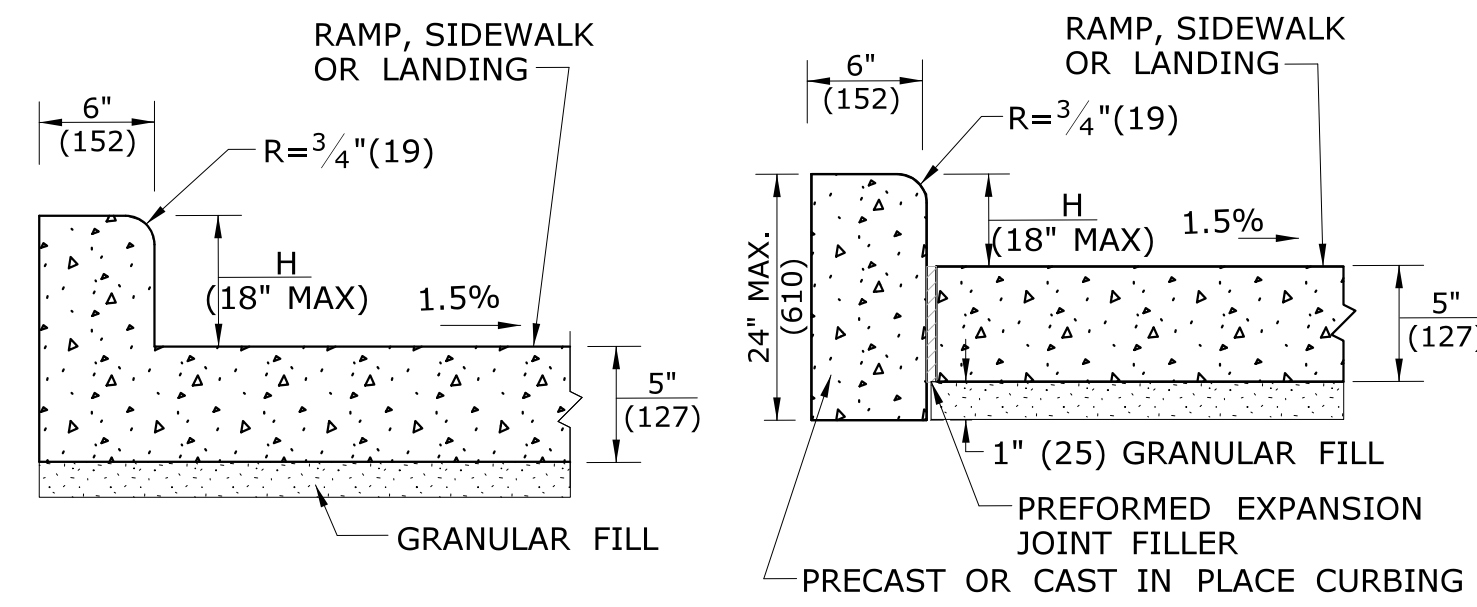


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PROJECT TITLE:  
**RUBBER AVENUE AT HOADLEY ST AND MELBOURNE ST TRAFFIC SIGNAL IMPROVEMENT**

TOWN:  
**NAUGATUCK**  
DRAWING TITLE:  
**SIDEWALK RAMP SHEET 3**

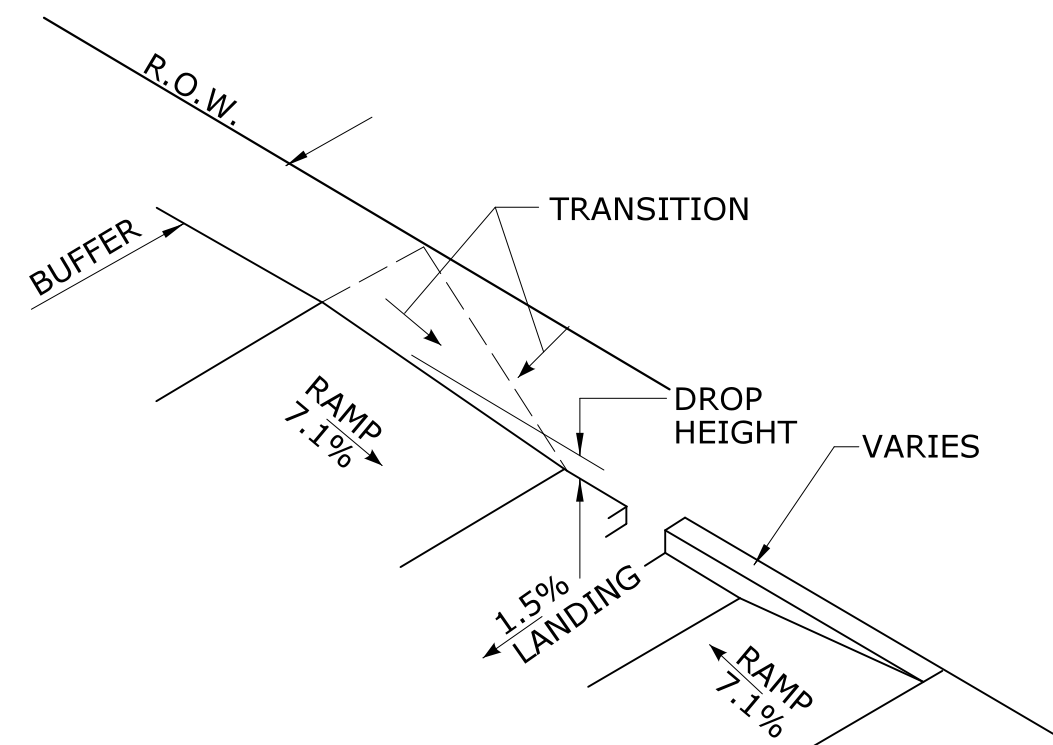
PROJECT NO.  
**87-146**  
DRAWING NO.  
**GS-03**  
SHEET NO.



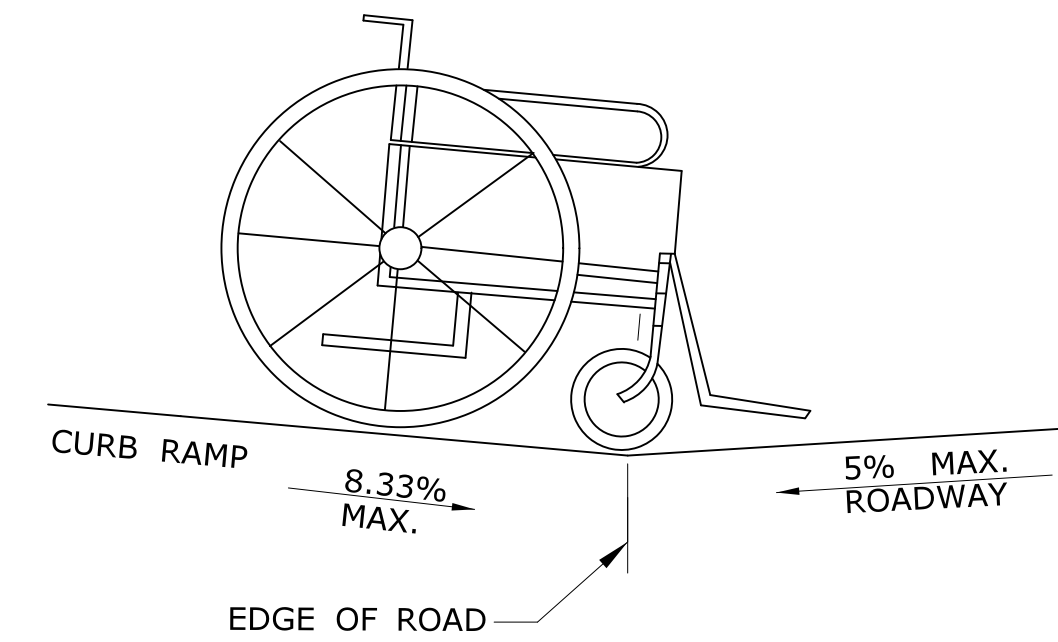
**MONOLITHIC CAST CURB**

**SEPARATELY CAST CURB**

**SIDEWALK CURB OPTIONS AT BACK OF SIDEWALK**



**BACK OF SIDEWALK CURB OR BUFFER TRANSITION**

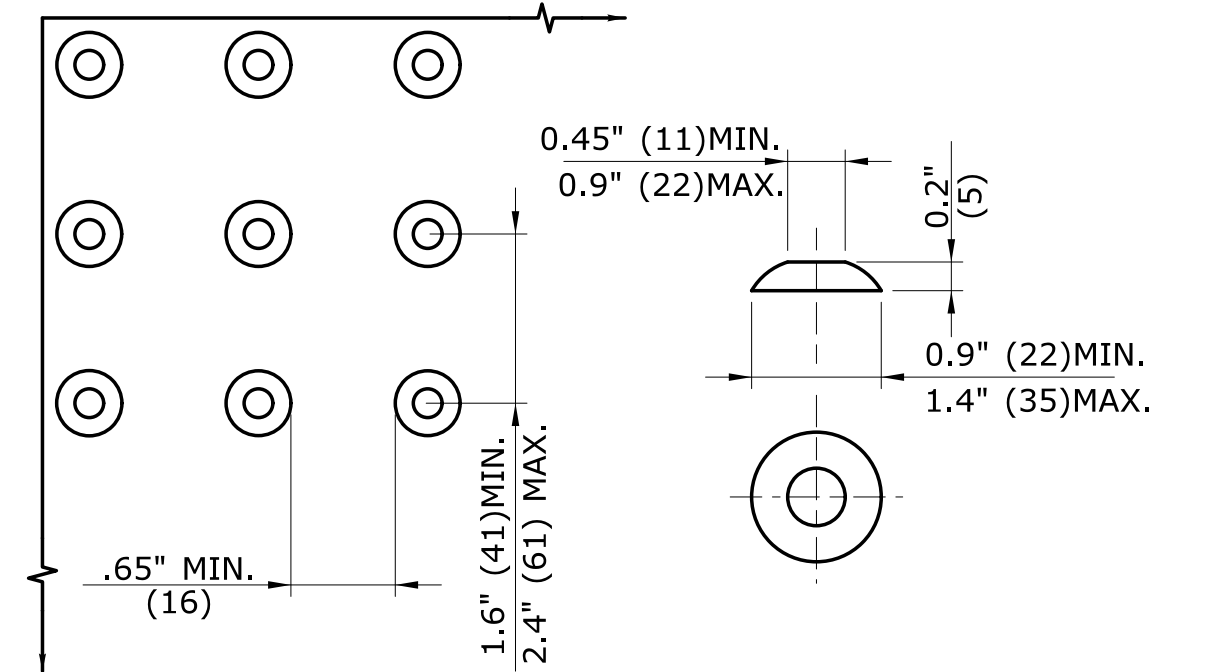


**DETAIL 1**  
**SEE GRADE CHANGE AT ROADWAY INTERFACE**

SEE NOTE 1 SHEET HW-921 02a

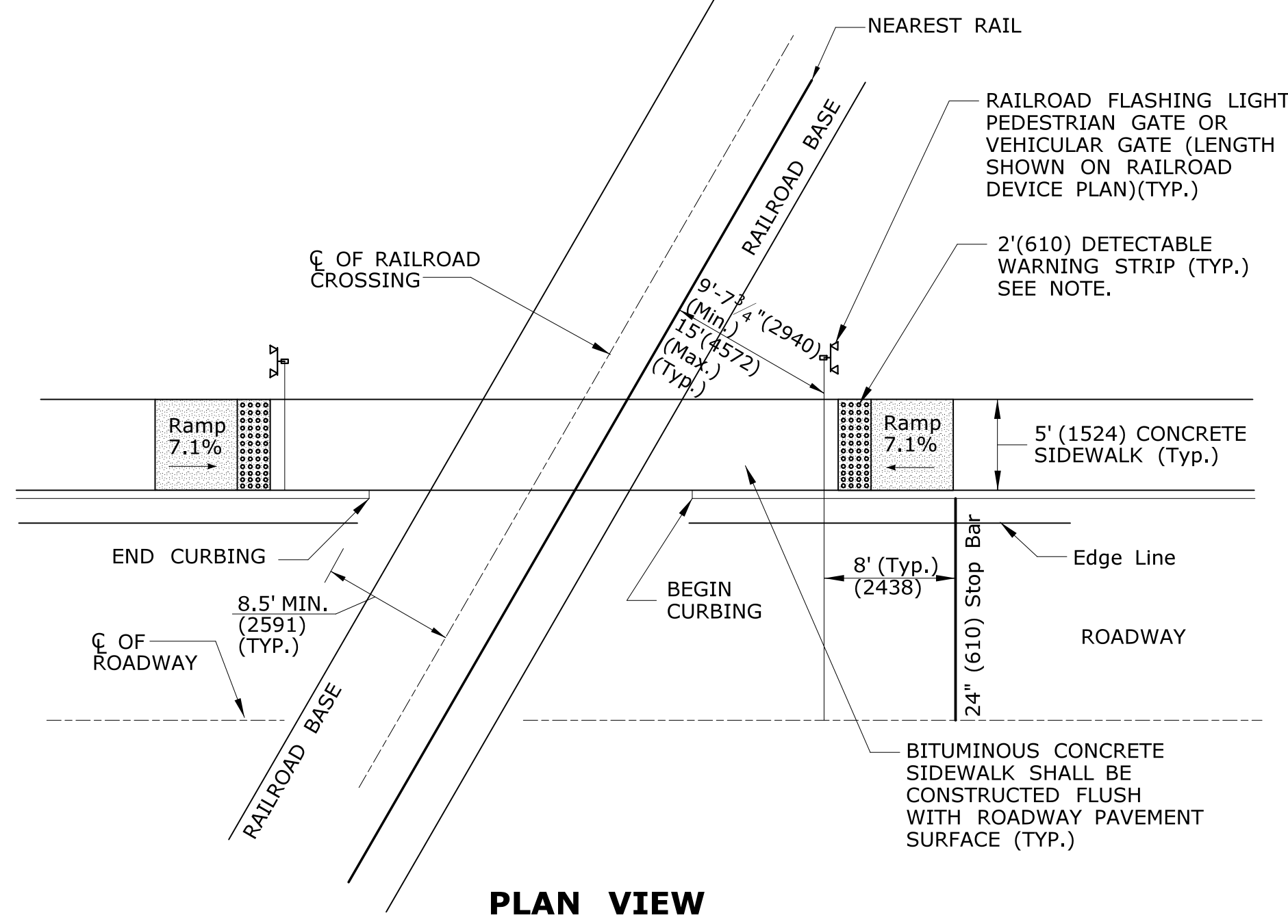
**GENERAL NOTES:**

1. RAMPED MEDIANS SHALL HAVE A CURB RAMP AT EITHER END AND LEVEL LANDING A MINIMUM OF 5' x 5' (1.5m x 1.5m) IN BETWEEN. CUT-THROUGH MEDIANS SHALL BE A MINIMUM OF 6' (1.8m) LONG AND 5' (1.5m) WIDE. FOR ALL MEDIANS, CUT-THROUGH OR RAMPED, A 2' (610) STRIP OF DETECTABLE WARNING SHALL BE INSTALLED AT THE ENTRANCE AND EXIT.
2. SEE GENERAL NOTES ON SHEET 1.

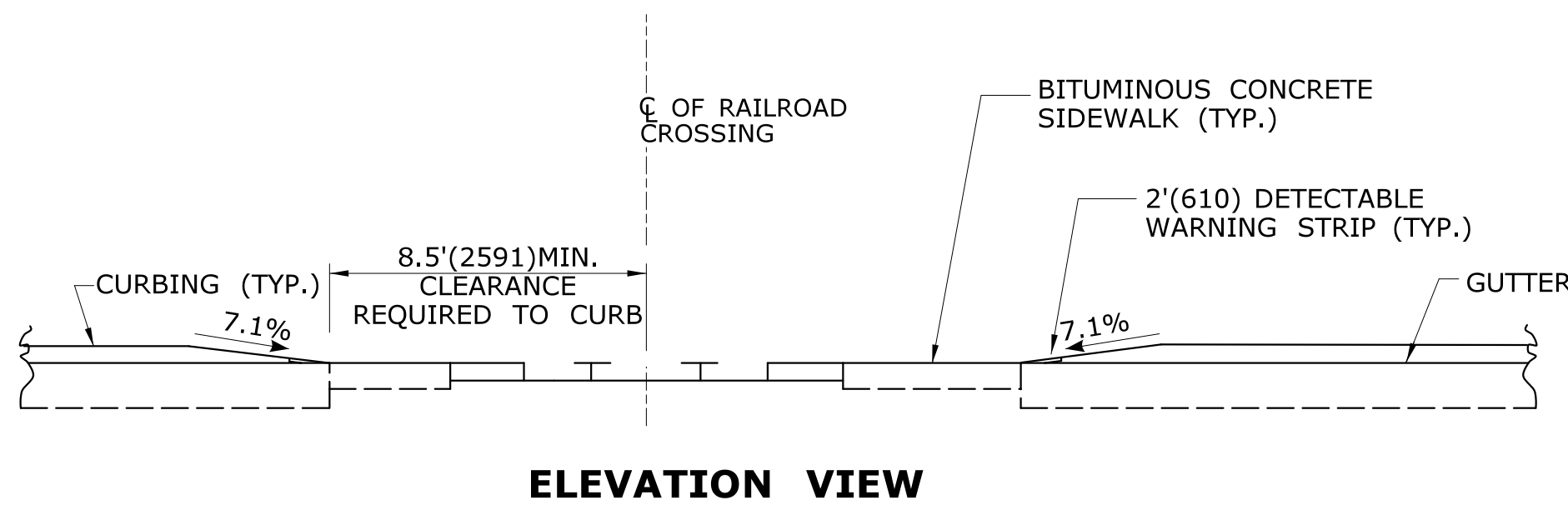


**DOME SPACING**      **DOME SECTION**

**STANDARD DOME ON DETECTABLE WARNING TILES**



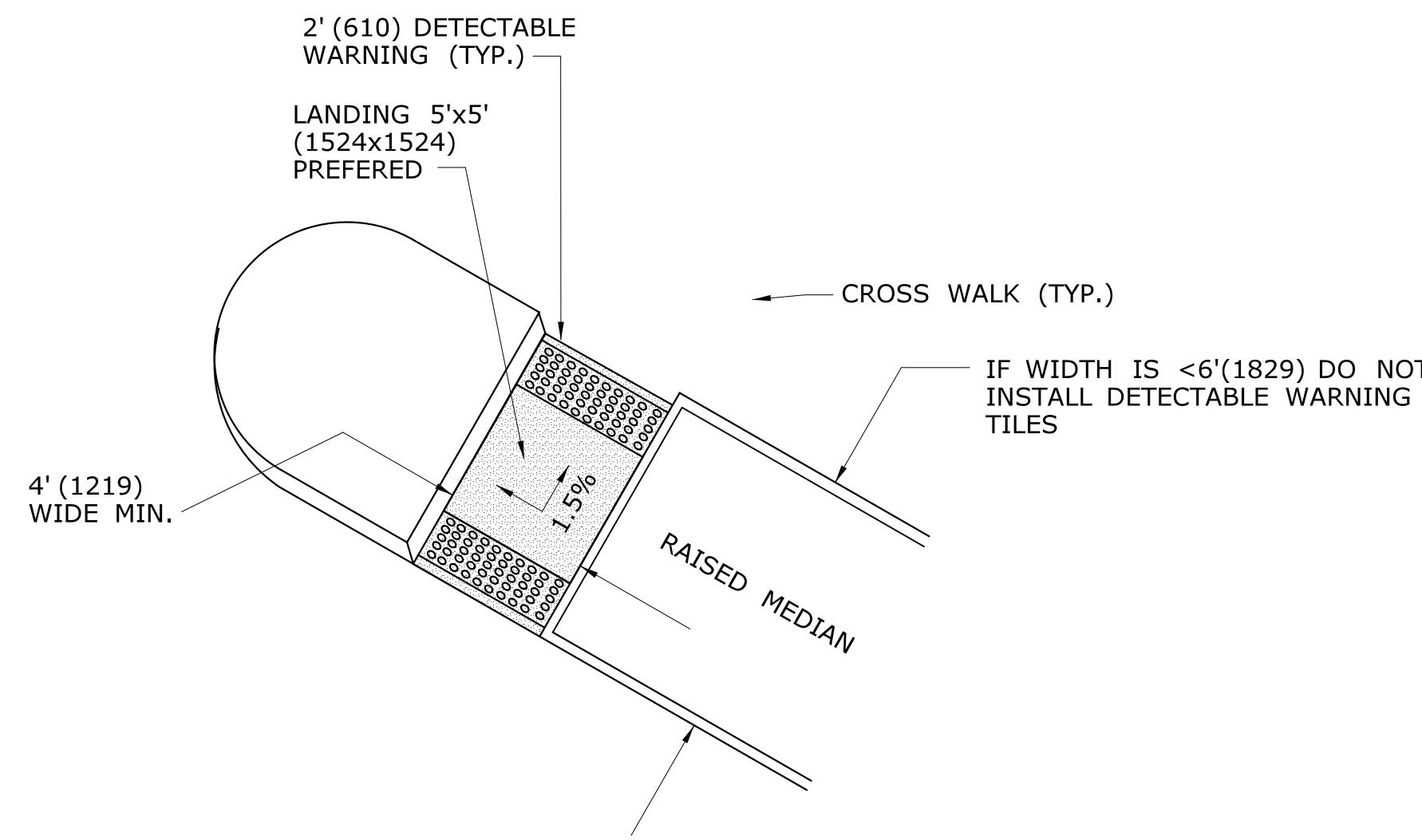
**PLAN VIEW**



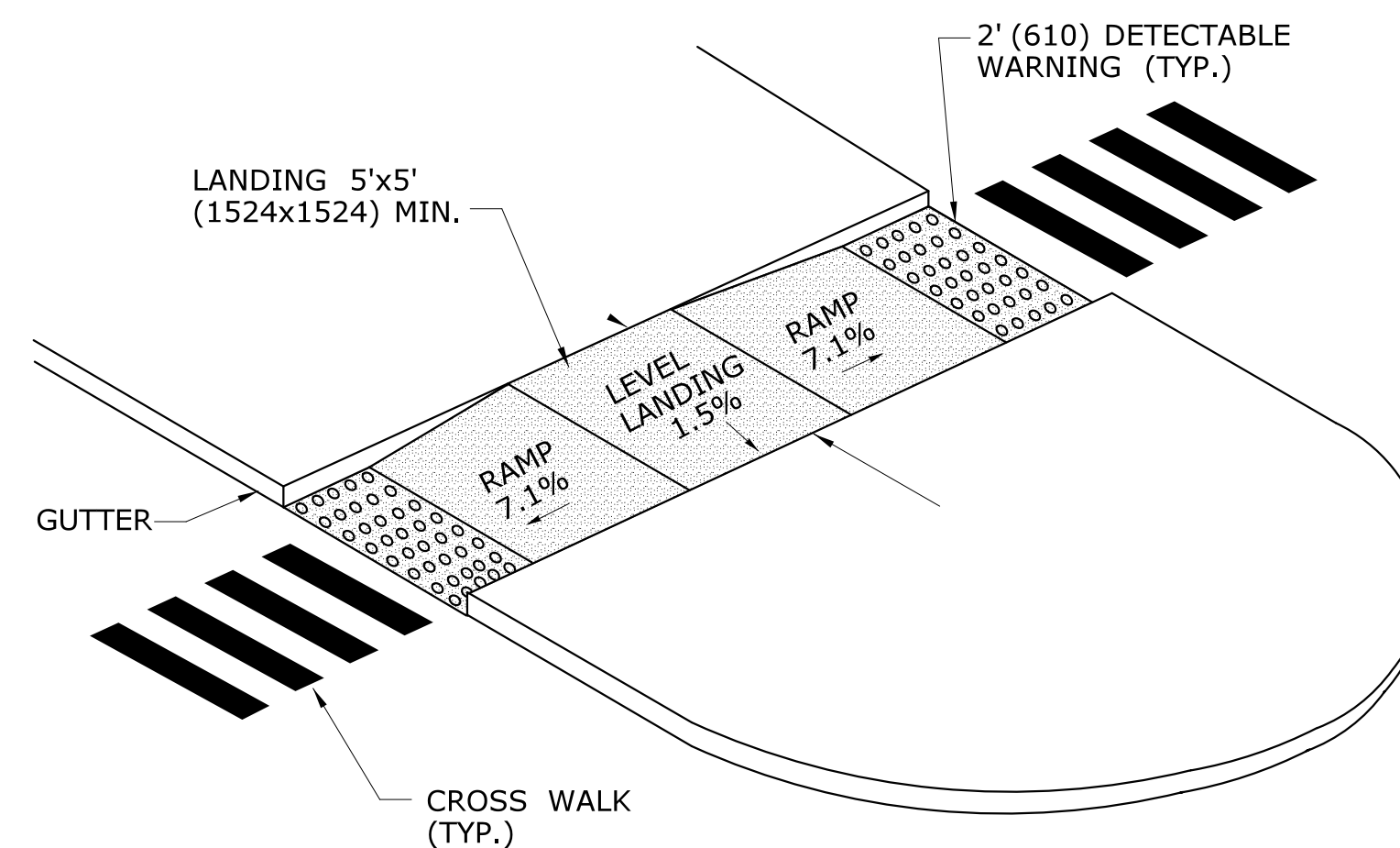
**ELEVATION VIEW**

**DETECTABLE WARNINGS AT RAILROAD CROSSING**

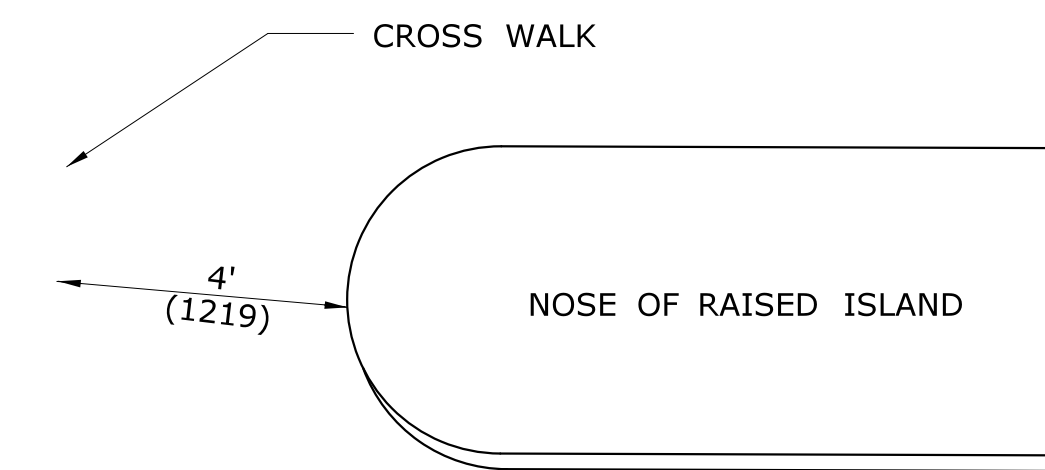
NOTE: WHEN NO GATE IS PRESENT, INSTALL DETECTABLE WARNING SURFACE 12' (3.6m) FROM THE NEAREST RAIL. IF GATE IS PRESENT, INSTALL DETECTABLE WARNING 2' (610) PRIOR TO GATE. THE ROWS OF TRUNCATED DOMES IN A DETECTABLE WARNING SURFACE SHALL BE INSTALLED PARALLEL WITH THE DIRECTION OF PEDESTRIAN TRAVEL.



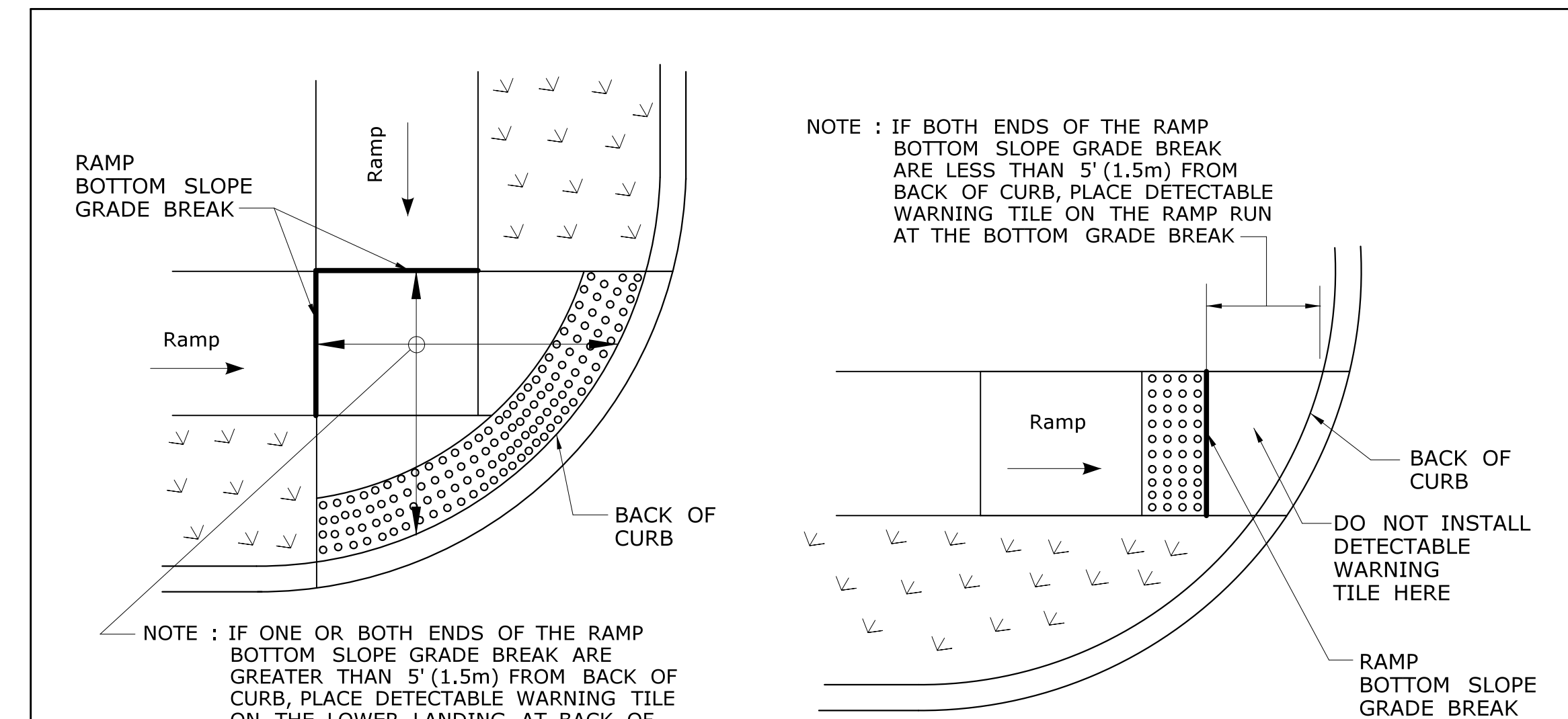
**CUT-THROUGH MEDIAN ISLAND**



**RAISED MEDIAN ISLAND WITH LANDING AND RAMPS**



**ALTERNATE CROSSWALK WITH MEDIAN ISLAND PULLED BACK**



**DETECTABLE WARNING PLACEMENT DETAIL 1**

**DETECTABLE WARNING PLACEMENT DETAIL 2**

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

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DESIGNER/DRAFTER: **MGB/EMK**  
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Plotted Date: 9/28/2018

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PROJECT TITLE:  
**RUBBER AVENUE AT HOADLEY ST AND MELBOURNE ST TRAFFIC SIGNAL IMPROVEMENT**

TOWN: **NAUGATUCK**

DRAWING TITLE:  
**SIDEWALK RAMP SHEET 4**

PROJECT NO.: **87-146**  
DRAWING NO.: **GS-04**  
SHEET NO.



R1 - SERIES	R2 - SERIES	R3 - SERIES	R4 - SERIES	R5 - SERIES																																																																																																																																																																																																																																	
<p>R1-1 *</p> <p>LEGEND - WHITE BACKGROUND - RED</p> <table border="1"> <thead> <tr> <th>AREA (SQ. FT.)</th> <th>SIZE (INCHES)</th> <th>CONN. D.O.T. #</th> <th>POSTS</th> <th>ALUM. THK.</th> </tr> </thead> <tbody> <tr><td>3.31</td><td>24</td><td>31-0536</td><td>1</td><td>.080</td></tr> <tr><td>5.19</td><td>30</td><td>31-0552</td><td>1</td><td>.080</td></tr> <tr><td>7.98</td><td>36</td><td>31-0553</td><td>1</td><td>.080</td></tr> <tr><td>13.3</td><td>48</td><td>31-0557</td><td>2</td><td>.100</td></tr> </tbody> </table>	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	3.31	24	31-0536	1	.080	5.19	30	31-0552	1	.080	7.98	36	31-0553	1	.080	13.3	48	31-0557	2	.100	<p>R2-1</p> <p>LEGEND - WHITE BACKGROUND - RED</p> <table border="1"> <thead> <tr> <th>AREA (SQ. FT.)</th> <th>SIZE (INCHES)</th> <th>CONN. D.O.T. #</th> <th>POSTS</th> <th>ALUM. THK.</th> </tr> </thead> <tbody> <tr><td>5.00</td><td>24X30</td><td>31-5505</td><td>1</td><td>.080</td></tr> <tr><td>7.50</td><td>30X36</td><td>31-5504</td><td>1</td><td>.080</td></tr> <tr><td>12.00</td><td>36X48</td><td>31-5506</td><td>2</td><td>.100</td></tr> <tr><td>20.00</td><td>48X60</td><td>31-5507</td><td>2B</td><td>.100</td></tr> </tbody> </table>	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	5.00	24X30	31-5505	1	.080	7.50	30X36	31-5504	1	.080	12.00	36X48	31-5506	2	.100	20.00	48X60	31-5507	2B	.100	<p>R3-1</p> <p>LEGEND - BLACK BACKGROUND - WHITE CIRCLE &amp; DIAGONAL - RED</p> <table border="1"> <thead> <tr> <th>AREA (SQ. FT.)</th> <th>SIZE (INCHES)</th> <th>CONN. D.O.T. #</th> <th>POSTS</th> <th>ALUM. 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NOTES:

FOR METRIC SEE CONVERSION CHART.

- THE LEGEND "O.S.T.A." SHALL APPEAR ON ALL R- SERIES SIGNS EXCEPT WHEN SUFFIXED WITH THE LETTER "Z".
- 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 ERCTED ON THE SAME POSTS, OR SPAN/MAST ARM MOUNTED, MAY REQUIRE SPECIAL BOLT HOLE PATTERNS.
- POSTS - SEE STANDARD SHEET TR-1208-02 - "METAL SIGN POSTS AND SIGN MOUNTING DETAILS."
- POSTS - TYPE A (EXCEPT WHERE NOTED WITH A "B" FOR TYPE B)
- SIGNS SHALL BE FABRICATED OF ONE CONTINUOUS PIECE OF SHEET ALUMINUM. SPLICING OF SHEET ALUMINUM WILL NOT BE ACCEPTED.
- FOR OVERHEAD MOUNTED SIGNS, SEE STANDARD SHEET TR-1114-01 - "BONDING AND UTILITY POLE ATTACHMENT DETAILS, SIGN HANGER, "Y" CLAMP DETAIL."

COLORS:

BACKGROUND - WHITE (SILVER) - EXCEPT AS NOTED.  
 LEGEND - BLACK - EXCEPT AS NOTED.  
 ALL SIGNS TO USE TYPE IV RETROREFLECTIVE SHEETING EXCEPT AS NOTED BY \*.  
 \* SIGNS TO USE TYPE IX RETROREFLECTIVE SHEETING.

<p>5 6-2015 REVISED DRAWING NO.</p> <p>4 5-2015 UPDATED PER MUTCD AND FORM 816 JAN 2015 REVISION.</p> <p>3 6-2012 REVISED NOTE #1 TO REFERENCE "O.S.T.A."</p> <p>2 6-2010 INCLUDED SIGNS TO MEET 2009 MUTCD REQUIREMENTS.</p> <p>1 1-2010 REVISED SHEETING FROM TYPE I TO III.</p> <p>REV. DATE REVISION DESCRIPTION</p>	<p>METRIC CONVERSION CHART (1" = 25mm)</p> <table border="1"> <thead> <tr> <th>ENGLISH</th> <th>METRIC</th> <th>ENGLISH</th> <th>METRIC</th> <th>ENGLISH</th> <th>METRIC</th> </tr> </thead> <tbody> <tr><td>12"</td><td>300</td><td>42"</td><td>1050</td><td>72"</td><td>1800</td></tr> <tr><td>18"</td><td>450</td><td>48"</td><td>1200</td><td>78"</td><td>1950</td></tr> <tr><td>24"</td><td>600</td><td>54"</td><td>1350</td><td>84"</td><td>2100</td></tr> <tr><td>30"</td><td>750</td><td>60"</td><td>1500</td><td>90"</td><td>2250</td></tr> <tr><td>36"</td><td>900</td><td>66"</td><td>1650</td><td>96"</td><td>2400</td></tr> </tbody> </table>	ENGLISH	METRIC	ENGLISH	METRIC	ENGLISH	METRIC	12"	300	42"	1050	72"	1800	18"	450	48"	1200	78"	1950	24"	600	54"	1350	84"	2100	30"	750	60"	1500	90"	2250	36"	900	66"	1650	96"	2400	<p>DESIGNER/DRAFTER: D. K. SWINBURNE</p> <p>CHECKED BY: L.N. CONROY</p> <p>Plotted: 9/28/2018</p> <p>STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION</p> <p>Signature/Block: _____</p>	<p>PROJECT TITLE: RUBBER AVENUE AT HOADLEY ST AND MELBOURNE ST TRAFFIC SIGNAL IMPROVEMENT</p> <p>TOWN: NAUGATUCK</p> <p>PROJECT NO.: 87-146</p> <p>DRAWING NO.: TR-GS_01</p> <p>DRAWING TITLE: SIGN FACE SHEET ALUMINUM R-SERIES SIGNS TYPICAL DETAILS</p> <p>SHEET NO. _____</p>
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FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	6.25	30	41-4226	1	.080	9.00	36	41-4236	1	.080	16.00	48	41-4246	2	.100	<p>W4-1</p> <p>OCTAGON - RED</p> <table border="1"> <thead> <tr> <th>AREA (SQ. FT)</th> <th>SIZE (INCHES)</th> <th>CONN. D.O.T. #</th> <th>POSTS</th> <th>ALUM. THK.</th> </tr> </thead> <tbody> <tr> <td>9.00</td> <td>36</td> <td>41-4448L</td> <td>1</td> <td>.080</td> </tr> <tr> <td>9.00</td> <td>36</td> <td>41-4449R</td> <td>1</td> <td>.080</td> </tr> <tr> <td>16.00</td> <td>48</td> <td>41-4452L</td> <td>2</td> <td>.100</td> </tr> <tr> <td>16.00</td> <td>48</td> <td>41-4459R</td> <td>2</td> <td>.100</td> </tr> </tbody> </table>					AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	9.00	36	41-4448L	1	.080	9.00	36	41-4449R	1	.080	16.00	48	41-4452L	2	.100	16.00	48	41-4459R	2	.100	<p>W5-1</p> <table border="1"> <thead> <tr> <th>AREA (SQ. FT)</th> <th>SIZE (INCHES)</th> <th>CONN. D.O.T. #</th> <th>POSTS</th> <th>ALUM. 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THK.	6.25	30	41-4519	1	.080	9.00	36	41-4520	1	.080	16.00	48	41-4521	2	.100	<p>W9-1</p> <p>(L)</p> <p>(R)</p> <table border="1"> <thead> <tr> <th>AREA (SQ. FT)</th> <th>SIZE (INCHES)</th> <th>CONN. D.O.T. #</th> <th>POSTS</th> <th>ALUM. THK.</th> </tr> </thead> <tbody> <tr> <td>9.00</td> <td>36</td> <td>41-4443L</td> <td>1</td> <td>.080</td> </tr> <tr> <td>9.00</td> <td>36</td> <td>41-4440R</td> <td>1</td> <td>.080</td> </tr> <tr> <td>16.00</td> <td>48</td> <td>41-4444L</td> <td>2</td> <td>.100</td> </tr> <tr> <td>16.00</td> <td>48</td> <td>41-4445R</td> <td>2</td> <td>.100</td> </tr> </tbody> </table>					AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	9.00	36	41-4443L	1	.080	9.00	36	41-4440R	1	.080	16.00	48	41-4444L	2	.100	16.00	48	41-4445R	2	.100
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<p>M1-5</p> <p></p> <p>51-6616</p> <p>51-6636</p> <p>VARIABLE: 1 or 2 DIGITS</p> <p>LEGEND - BLACK BACKGROUND - WHITE</p> <table border="1"> <thead> <tr> <th>AREA (SQ. FT.)</th> <th>SIZE (INCHES)</th> <th>CONN. D.O.T. #</th> <th>POSTS</th> <th>ALUM. THK.</th> </tr> </thead> <tbody> <tr> <td>4.00</td> <td>24X24</td> <td>51-6616</td> <td>1</td> <td>.080</td> </tr> <tr> <td>5.00</td> <td>30X24</td> <td>51-6647</td> <td>1</td> <td>.080</td> </tr> <tr> <td>9.00</td> <td>36X36</td> <td>51-6636</td> <td>2</td> <td>.080</td> </tr> <tr> <td>11.25</td> <td>45X36</td> <td>51-6646</td> <td>2</td> <td>.100</td> </tr> </tbody> </table>	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	4.00	24X24	51-6616	1	.080	5.00	30X24	51-6647	1	.080	9.00	36X36	51-6636	2	.080	11.25	45X36	51-6646	2	.100		<p>M3-3</p> <p></p> <table border="1"> <thead> <tr> <th>AREA (SQ. FT.)</th> <th>SIZE (INCHES)</th> <th>CONN. D.O.T. #</th> <th>COLOR</th> <th>ALUM. THK.</th> </tr> </thead> <tbody> <tr> <td>2.00</td> <td>24X12</td> <td>51-6653</td> <td>(1)</td> <td>.080</td> </tr> <tr> <td>2.00</td> <td>24X12</td> <td>51-6613</td> <td>(2)</td> <td>.080</td> </tr> <tr> <td>4.50</td> <td>30X18</td> <td>51-6657</td> <td>(1)</td> <td>.080</td> </tr> <tr> <td>4.50</td> <td>30X18</td> <td>51-6627</td> <td>(2)</td> <td>.080</td> </tr> </tbody> </table>	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	COLOR	ALUM. THK.	2.00	24X12	51-6653	(1)	.080	2.00	24X12	51-6613	(2)	.080	4.50	30X18	51-6657	(1)	.080	4.50	30X18	51-6627	(2)	.080	<p>M6-3</p> <p></p> <table border="1"> <thead> <tr> <th>AREA (SQ. FT.)</th> <th>SIZE (INCHES)</th> <th>CONN. D.O.T. #</th> <th>COLOR</th> <th>ALUM. THK.</th> </tr> </thead> <tbody> <tr> <td>2.19</td> <td>21X15</td> <td>51-2685</td> <td>(1)</td> <td>.080</td> </tr> <tr> <td>2.19</td> <td>21X15</td> <td>51-2625</td> <td>(2)</td> <td>.080</td> </tr> </tbody> </table>	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	COLOR	ALUM. THK.	2.19	21X15	51-2685	(1)	.080	2.19	21X15	51-2625	(2)	.080	<p>COLORS:</p> <p>D - SERIES D1, 2, 3, 4, 10 BACKGROUND-GREEN, LEGEND-WHITE</p> <p>D7, RS BACKGROUND-BROWN, LEGEND-WHITE</p> <p>D9 BACKGROUND-BLUE, LEGEND-WHITE</p> <p>ALL OTHER D-SERIES AS NOTED</p> <p>E - SERIES BACKGROUND-GREEN, LEGEND-WHITE</p> <p>I - SERIES BACKGROUND-GREEN, LEGEND-WHITE (EXCEPT AS NOTED)</p> <p>M2 - M6 SERIES (1) BACKGROUND-BLUE, LEGEND-WHITE (2) BACKGROUND-WHITE, LEGEND-BLACK</p> <p>ALL COLORS SHALL BE TYPE IV RETROREFLECTIVE WITH THE EXCEPTION OF BLACK WHICH SHALL BE OPAQUE.</p>																																																																																		
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<p>3 6-2015 REVISED DRAWING TITLE AND NO.</p> <p>2 5-2015 UPDATED PER MUTCD AND FORM 816 JAN 2015 REVISION.</p> <p>1 1-2010 REVISED SHEETING FROM TYPE I TO III.</p> <p>REV. DATE REVISION DESCRIPTION</p>	<p>METRIC CONVERSION CHART (1" = 25mm)</p> <table border="1"> <thead> <tr> <th>ENGLISH METRIC</th> <th>ENGLISH METRIC</th> <th>ENGLISH METRIC</th> <th>ENGLISH METRIC</th> </tr> </thead> <tbody> <tr> <td>12"</td> <td>300</td> <td>42"</td> <td>1050</td> </tr> <tr> <td>18"</td> <td>450</td> <td>48"</td> <td>1200</td> </tr> <tr> <td>24"</td> <td>600</td> <td>54"</td> <td>1350</td> </tr> <tr> <td>30"</td> <td>750</td> <td>60"</td> <td>1500</td> </tr> <tr> <td>36"</td> <td>900</td> <td>66"</td> <td>1650</td> </tr> </tbody> </table>	ENGLISH METRIC	ENGLISH METRIC	ENGLISH METRIC	ENGLISH METRIC	12"	300	42"	1050	18"	450	48"	1200	24"	600	54"	1350	30"	750	60"	1500	36"	900	66"	1650	<p>DESIGNER/DRAFTER: D.K. SWINBURNE</p> <p>CHECKED BY: L.N. CONROY</p> <p>Plotted: 9/28/2018</p> <p>Filename: CTDOT_TRAFFIC_GS.dgn</p>	<p>SIGNATURE/ BLOCK:</p> <p>PROJECT TITLE: RUBBER AVENUE AT HOADLEY ST AND MELBOURNE ST TRAFFIC SIGNAL IMPROVEMENT</p>	<p>TOWN: NAUGATUCK</p> <p>DRAWING TITLE: SIGN FACE SHEET ALUMINUM D,RS,E,I,&amp;M SERIES SIGNS T</p>
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\*ONLY STANDARD SHEETS MARKED WITH AN "✓" ARE IN THIS PROJECT #

\*\*REVISED OR ADDED

✓*	SHEET NO.	TITLE	APPROVAL DATE**
	HW-506_01	ENDWALLS, SLOPE PAVED INLETS AND OUTLETS	1-26-12
	HW-506_02	TYPE "D-G" & "L" ENDWALLS	7-13-12
	HW-506_03	ENDWALLS FOR PIPE ARCH	9-18-09
✓	HW-507_01	TYPE "C", "C-L" & DROP INLET CATCH BASIN	7-24-13
	HW-507_02	TYPE "C", "C-L" & DOUBLE GRATE TYPE - I	7-24-13
	HW-507_03	TYPE "C", "C-L" & DOUBLE GRATE TYPE - II	7-24-13
	HW-507_04	TYPE "C", "C-L" & ROUND PRECAST CONCRETE CB	11-10-11
	HW-507_05	TYPE "C" & "C-L" PRECAST CONCRETE CB DOUBLE GRATE TYPE - I	11-10-11
	HW-507_06	TYPE "C" & "C-L" PRECAST CONCRETE CB DOUBLE GRATE TYPE - II	11-10-11
✓	HW-507_07	TYPE "C" & "C-L" CATCH BASIN TOPS AND CURBS	11-10-11
✓	HW-507_08	CATCH BASIN FRAMES AND GRATES	9-18-09
	HW-507_09	HEAVY DUTY LOCK DOWN TOPS	7-12-12
✓	HW-507_10	MANHOLE - FRAME & COVER	7-24-13
	HW-651_01	C.C.M. PIPE INSTALLATIONS IN FILL & ROCK SLOPES & PIPE TRENCH DETAIL	7-24-13
	HW-651_02	SLOTTED DRAIN PIPE 12"- 15"-18"-24"-30" (305-381-457-610-762)	7-12-12
	HW-652_01	PIPE ENDS	7-24-13
	HW-751_01	UNDERDRAINS AND UNDERDRAIN OUTLETS	7-12-12
	HW-803_01a	PAVED APRONS	6-07-17
	HW-803_01b	PAVED DITCHES AND PAVED CHANNELS	6-07-17
✓	HW-811_01	CONCRETE CURBING	6-07-17
	HW-813_01	GRANITE STONE TRANSITION CURBING	7-24-13
	HW-813_02	STONE CURBING	6-07-17
✓	HW-815_01	BITUMINOUS CONCRETE CURBING	6-07-17
	HW-821_01a	TRANSITION - 45" (1145) F-SHAPE TO 45" (1145) VERTICAL SHAPE SHEET 1	1-26-12
	HW-821_01b	TRANSITION - 45" (1145) F-SHAPE TO 45" (1145) VERTICAL SHAPE SHEET 2	10-18-10
	HW-821_01c	TRANSITION - 45" (1145) F-SHAPE TO 45" (1145) VERTICAL SHAPE SHEET 3	1-26-12
	HW-821_02a	45" (1145) F-SHAPE PRECAST CONCRETE BARRIER CURB SHEET 1	7-24-13
	HW-821_02b	45" (1145) F-SHAPE PRECAST CONCRETE BARRIER CURB SHEET 2	7-24-13
	HW-821_03a	TRANSITION - 32" (813) JERSEY SHAPE TO 45" (1145) VERTICAL SHAPE SHEET 1	1-26-12
	HW-821_03b	TRANSITION - 32" (813) JERSEY SHAPE TO 45" (1145) VERTICAL SHAPE SHEET 2	10-18-10
	HW-821_03c	TRANSITION - 32" (813) JERSEY SHAPE TO 45" (1145) VERTICAL SHAPE SHEET 3	10-18-10
	HW-821_03d	TRANSITION - 32" (813) JERSEY SHAPE TO 45" (1145) VERTICAL SHAPE SHEET 4	10-18-10
	HW-821_03e	TRANSITION - 32" (813) JERSEY SHAPE TO 45" (1145) F-SHAPE	7-24-13

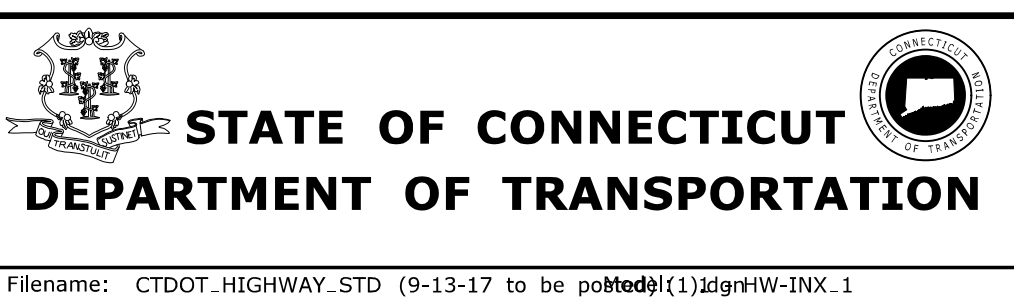
✓*	SHEET NO.	TITLE	APPROVAL DATE**
	HW-821_04a	MERRITT PARKWAY NARROW MEDIAN BARRIER	6-09-11
	HW-821_04b	MERRITT PARKWAY - 2' (610) WIDE MEDIAN BARRIER AND ROADSIDE BARRIER	7-24-13
	HW-821_05a	TRANSITION - 45" (1145) F-SHAPE TO 54" (1372) VERTICAL SHAPE SHEET 1	1-26-12
	HW-821_05b	TRANSITION - 45" (1145) F-SHAPE TO 54" (1372) VERTICAL SHAPE SHEET 2	1-26-12
	HW-821_06	54" (1372) VERTICAL SHAPE BARRIER	2-06-12
	HW-821_07	MISCELLANEOUS DETAILS FOR BARRIER TRANSITIONS	7-12-12
	HW-822_01	TEMPORARY PRECAST CONCRETE BARRIER CURB	7-24-13
	HW-905_01	STONE WALL, FARM WALL AND WIRE FENCES	6-07-17
	HW-910_01	W-BEAM METAL BEAM RAIL HARDWARE	6-09-11
	HW-910_02	METAL BEAM RAIL (TYPE R-B 350) GUIDERAIL	6-09-11
	HW-910_03	METAL BEAM RAIL (TYPE MD-B 350)	6-09-11
	HW-910_04	METAL BEAM RAIL (TYPE R-B 350) SYSTEMS 5, 5A, & 6	6-09-11
	HW-910_05	METAL BEAM RAIL R-B 350 SPAN TYPE I, II, III SECTIONS	7-24-13
	HW-910_06	R-B 350 BRIDGE ATTACHMENT SAFETY SHAPE PARAPET	6-09-11
	HW-910_07	R-B 350 BRIDGE ATTACHMENT VERTICAL SHAPE PARAPET	6-09-11
	HW-910_08	R-B 350 BRIDGE ATTACHMENT TRAILING END	6-09-11
	HW-910_09a	MISCELLANEOUS GUIDERAIL TRANSITIONS SHEET 1	1-26-12
	HW-910_09b	MISCELLANEOUS GUIDERAIL TRANSITIONS SHEET 2	7-25-12
	HW-910_10	METAL BEAM RAIL 8" (203) X 6" (152) BOX BEAM	7-24-13
	HW-910_11	CURVED GUIDERAIL TREATMENT DETAIL	7-25-12
	HW-910_12a	MERRITT PARKWAY GUIDERAIL ATTACHMENT - SYSTEM 2 & 3	7-24-13
	HW-910_12b	MERRITT PARKWAY GUIDERAIL	7-24-13
	HW-910_12c	MERRITT PARKWAY GUIDERAIL TRAILING END ATTACHMENTS	7-24-13
	HW-910_12d	MERRITT PARKWAY MEDIAN GUIDERAIL AND END ANCHOR	6-09-11
	HW-910_13a	THRIE-BEAM METAL BEAM RAIL HARDWARE	7-24-13
	HW-910_13b	THRIE-BEAM TRANSITIONS	7-24-13
	HW-910_14a	THRIE-BEAM 350 BRIDGE ATTACHMENT	6-09-11
	HW-910_14b	THRIE-BEAM 350 GUIDERAIL TRANSITION TO R-B 350 GUIDERAIL	6-09-11
	HW-910_15	MD-B 350 MEDIAN BARRIER SAFETY SHAPE ATTACHMENT TYPE I	6-09-11
	HW-910_16	MD-B 350 MEDIAN BARRIER SAFETY SHAPE ATTACHMENT TYPE II	6-09-11
	HW-910_17	R-B TERMINAL SECTION	7-24-13
	HW-910_18	METAL BEAM RAIL (TYPE MD-I)	10-18-10
	HW-910_19a	METAL BEAM RAIL (MODIFIED TYPE R-I) AND END ANCHORAGE TYPE I	7-24-13

REV.	DATE	REVISION DESCRIPTION
-	-	-
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Plotted Date: 9/20/2017

NOT TO SCALE

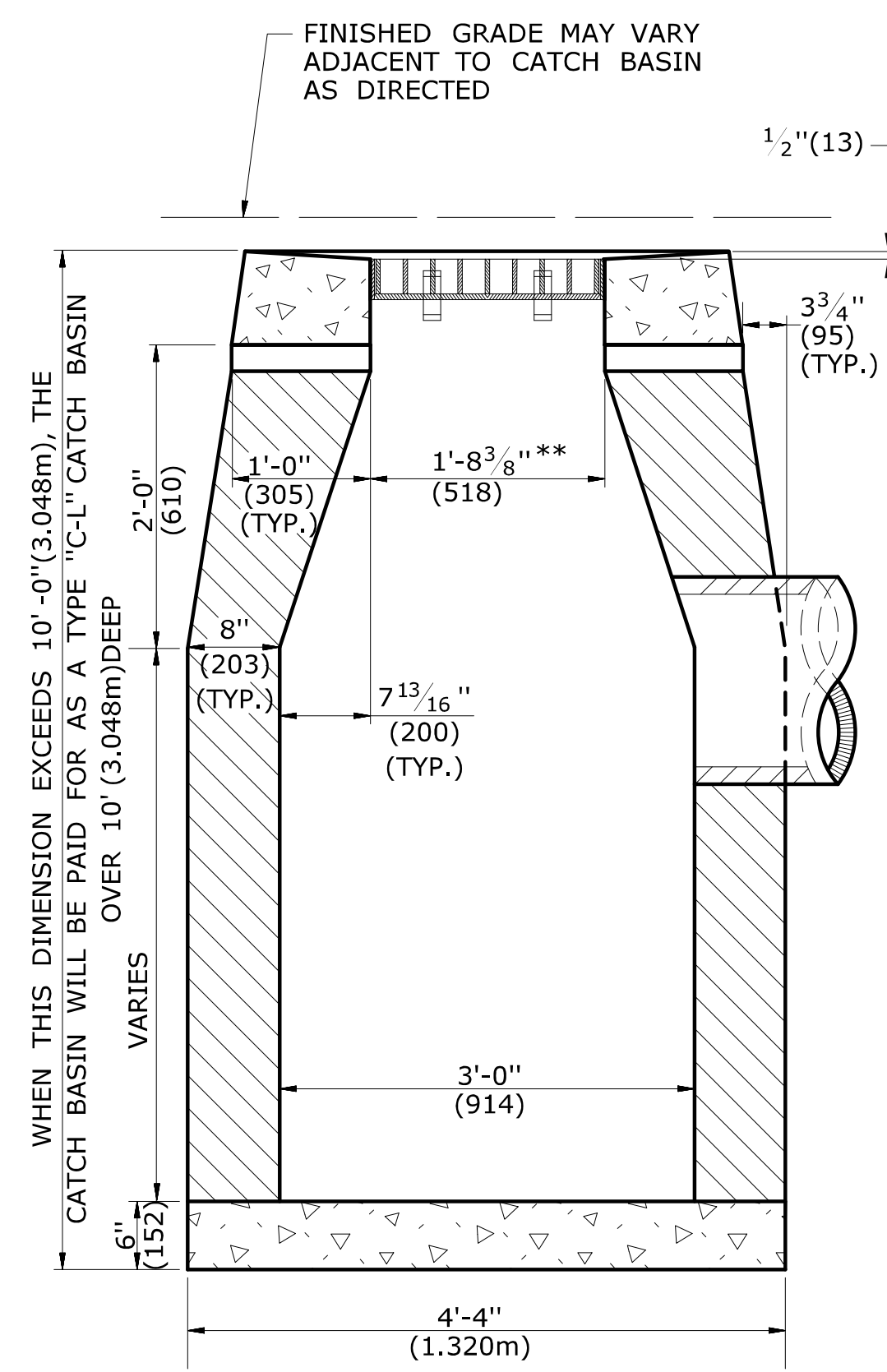


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STANDARD SHEET  
OFFICE OF ENGINEERING

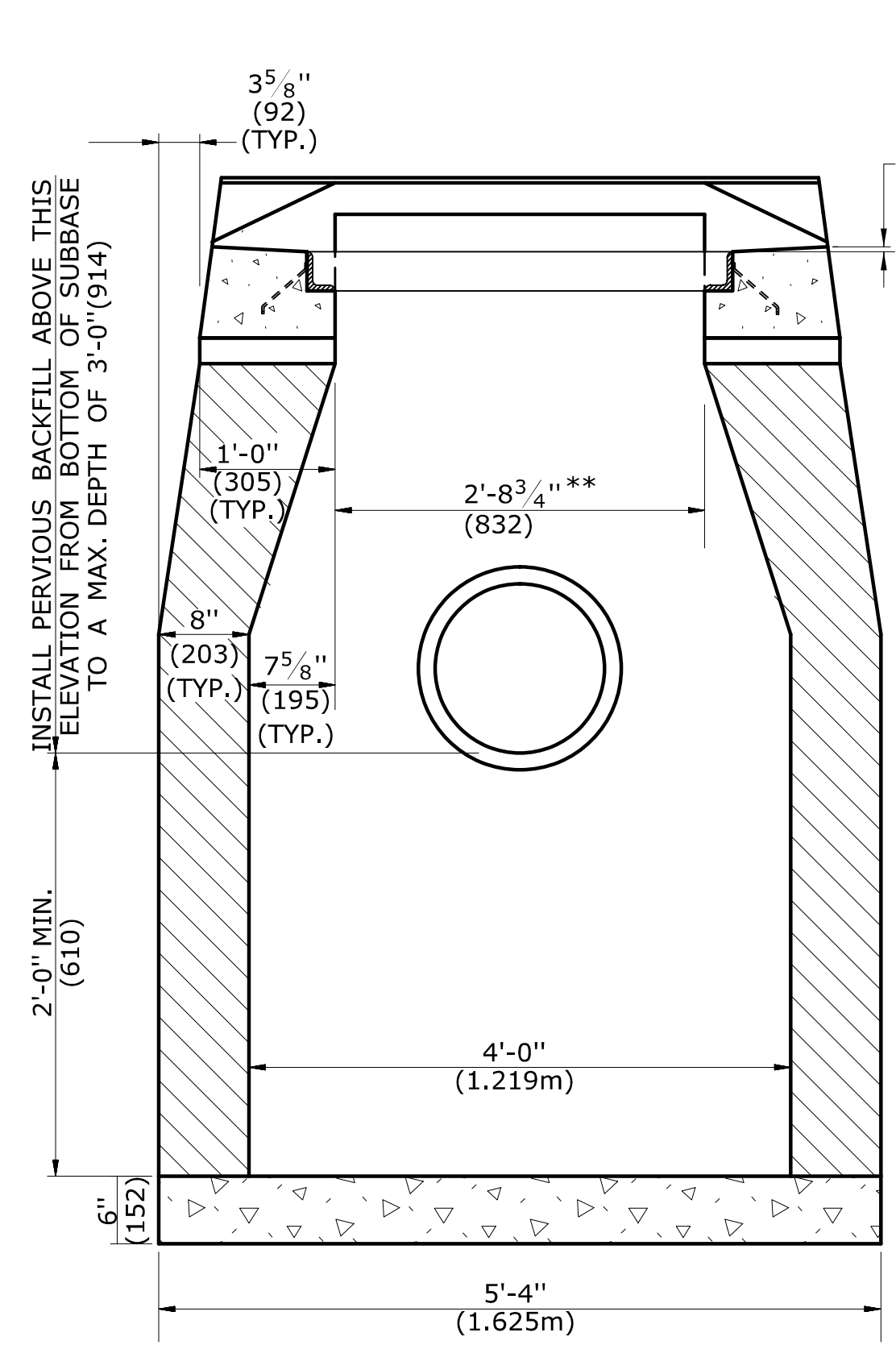
STANDARD SHEET TITLE:  
**HIGHWAY  
STANDARD SHEET INDEX**

STANDARD SHEET NO.:  
**HW\_INX  
1 of 2**

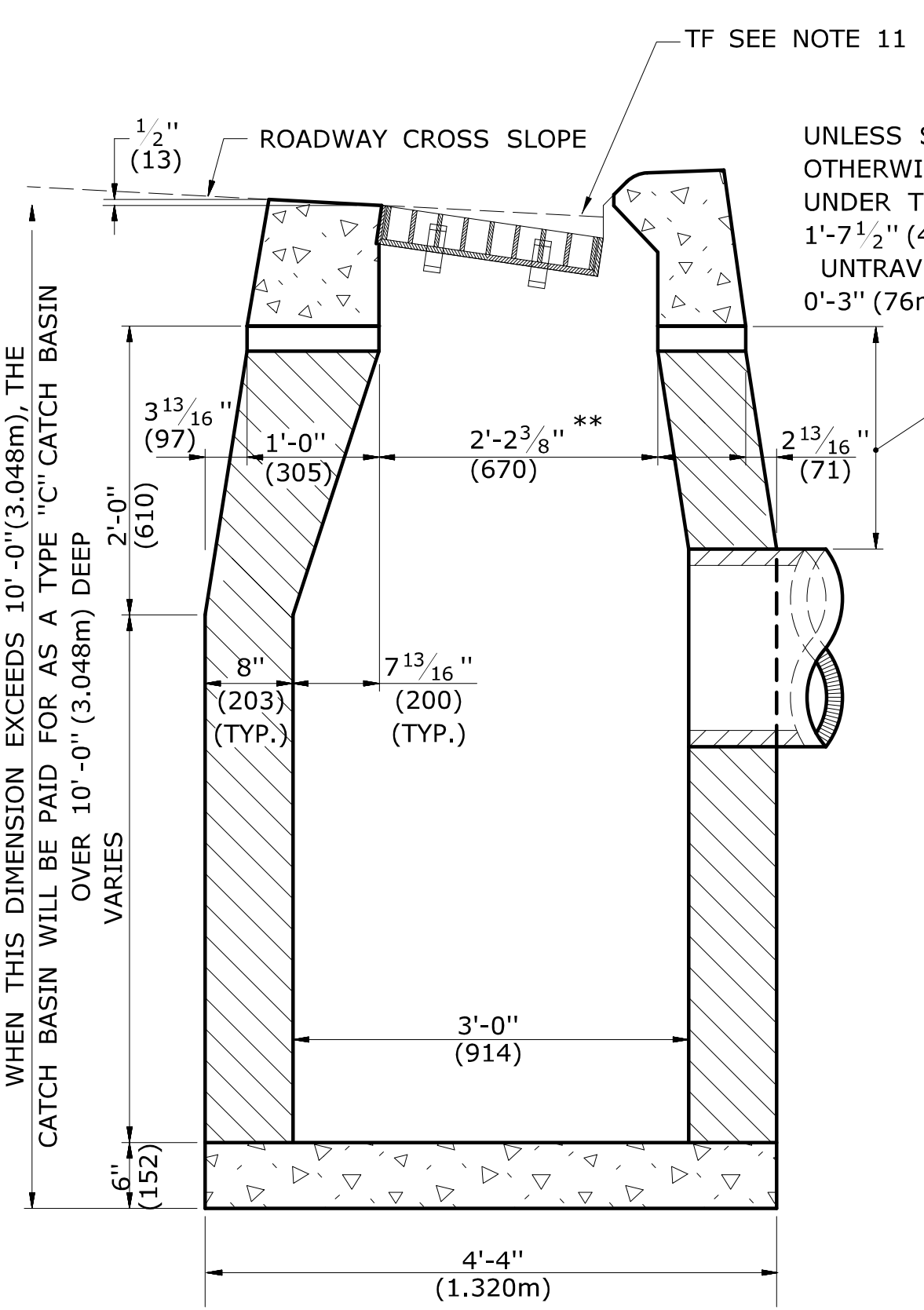




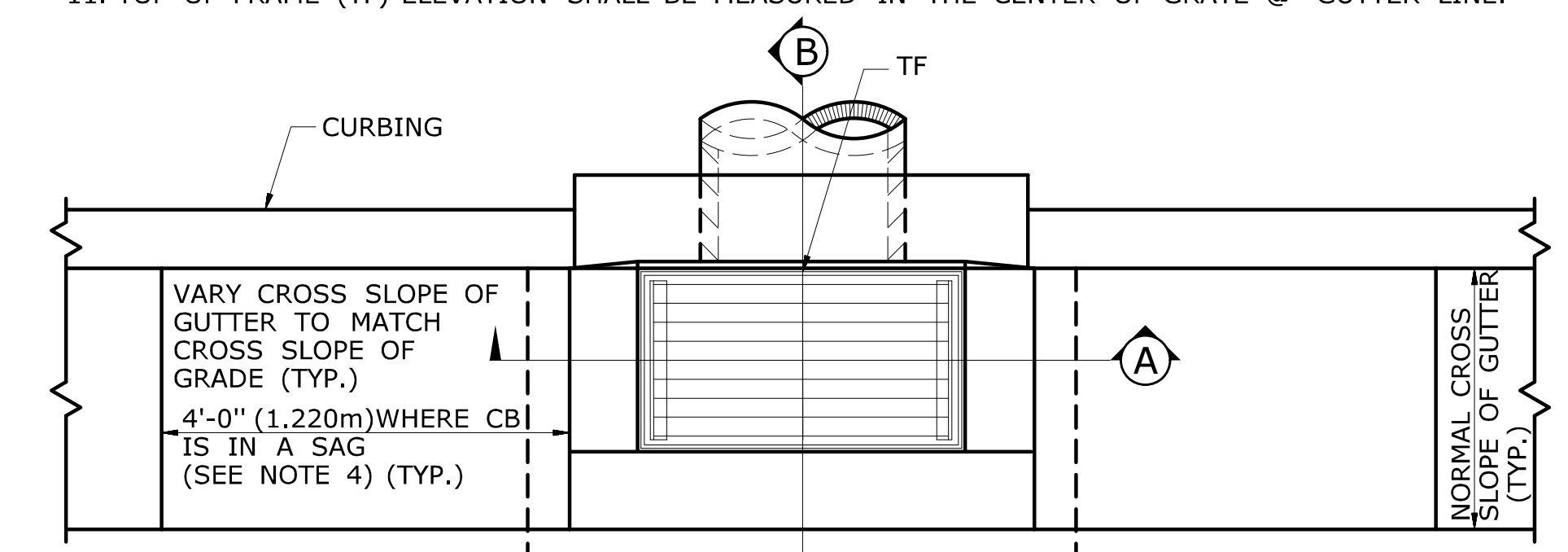
**SECTION B**  
**TYPE "C-L" CATCH BASIN**



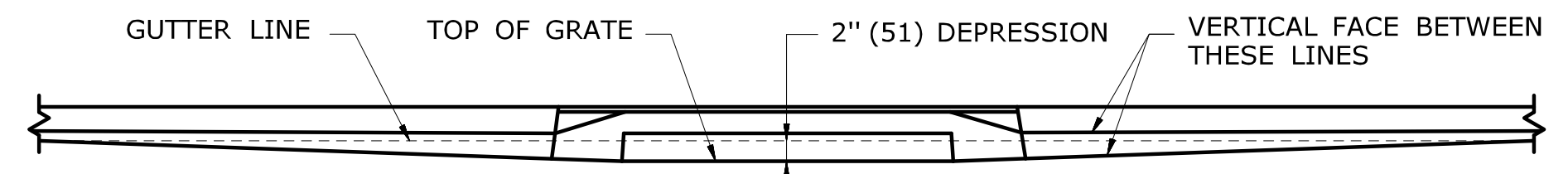
**SECTION A**  
**TYPE "C" & "C-L" CATCH BASIN  
(TYPE "C" TOP SHOWN)**



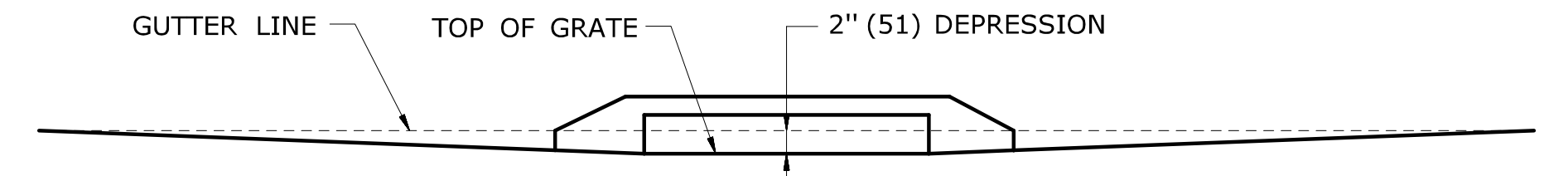
**SECTION B**  
**TYPE "C" CATCH BASIN**



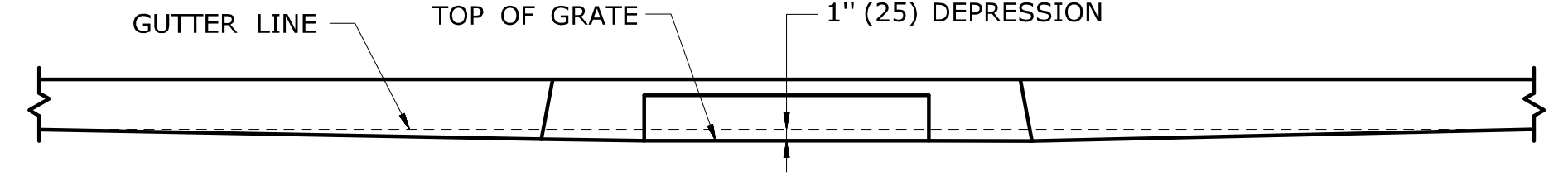
**PLAN**



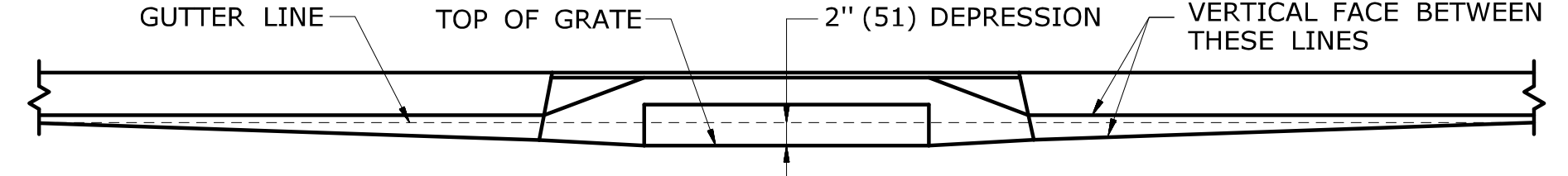
**FOR CATCH BASINS IN A LINE OF 4" (102) CONCRETE PARK CURBING OR 4" (102) BITUMINOUS CONCRETE PARK CURBING**



**FOR CATCH BASINS WHERE NO CURBING OF ANY TYPE EXISTS OR IS PROPOSED**



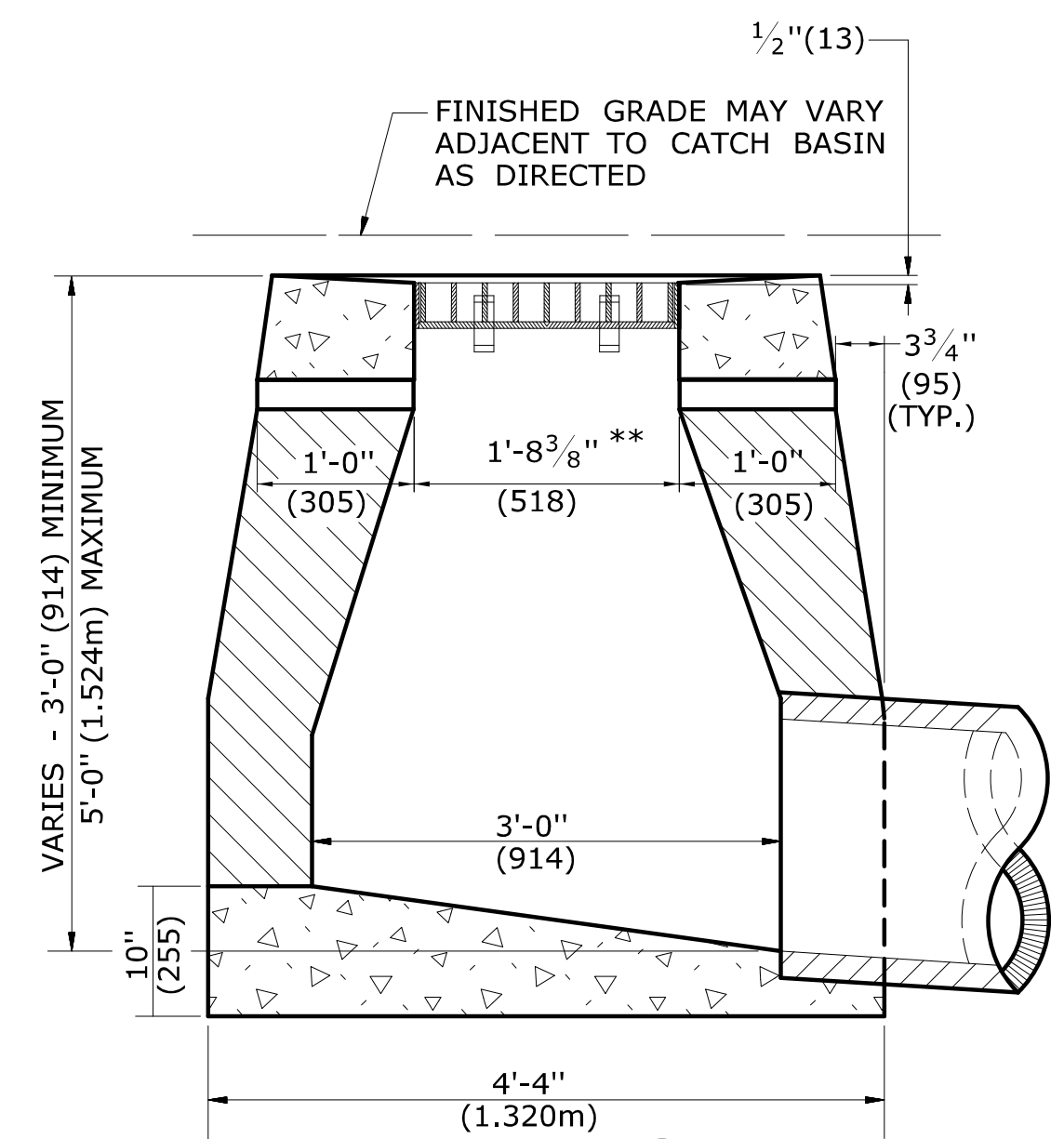
**FOR CATCH BASINS IN A LINE OF 6" (152) CONCRETE CURBING OR 6" (152) STONE CURBING**



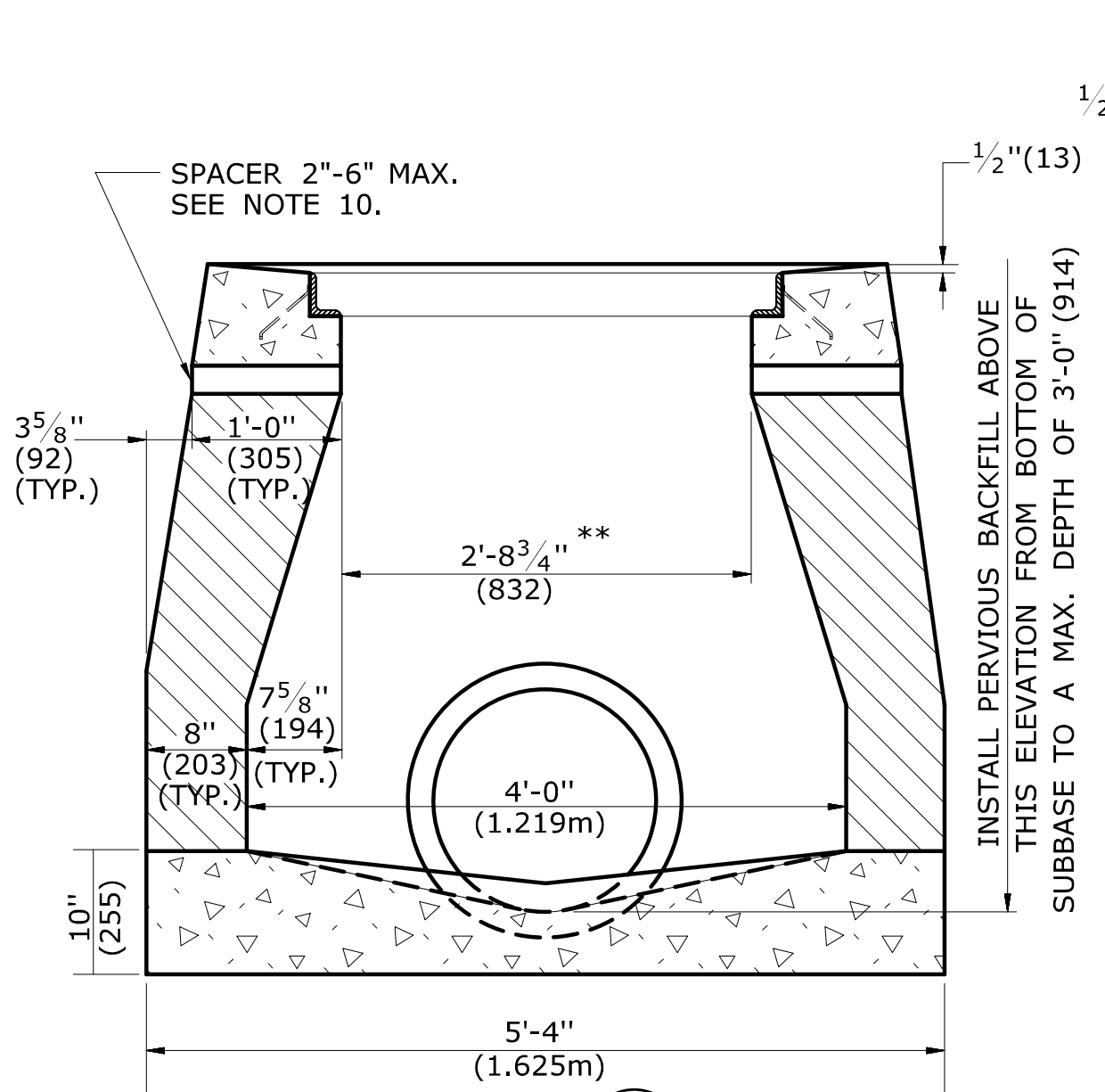
**FOR CATCH BASINS IN A LINE OF 6" (152) BITUMINOUS CONCRETE LIP CURBING (MACHINE FORMED)**

**DETAILS OF DEPRESSED GUTTER STRIP FOR TYPE "C" CATCH BASIN**

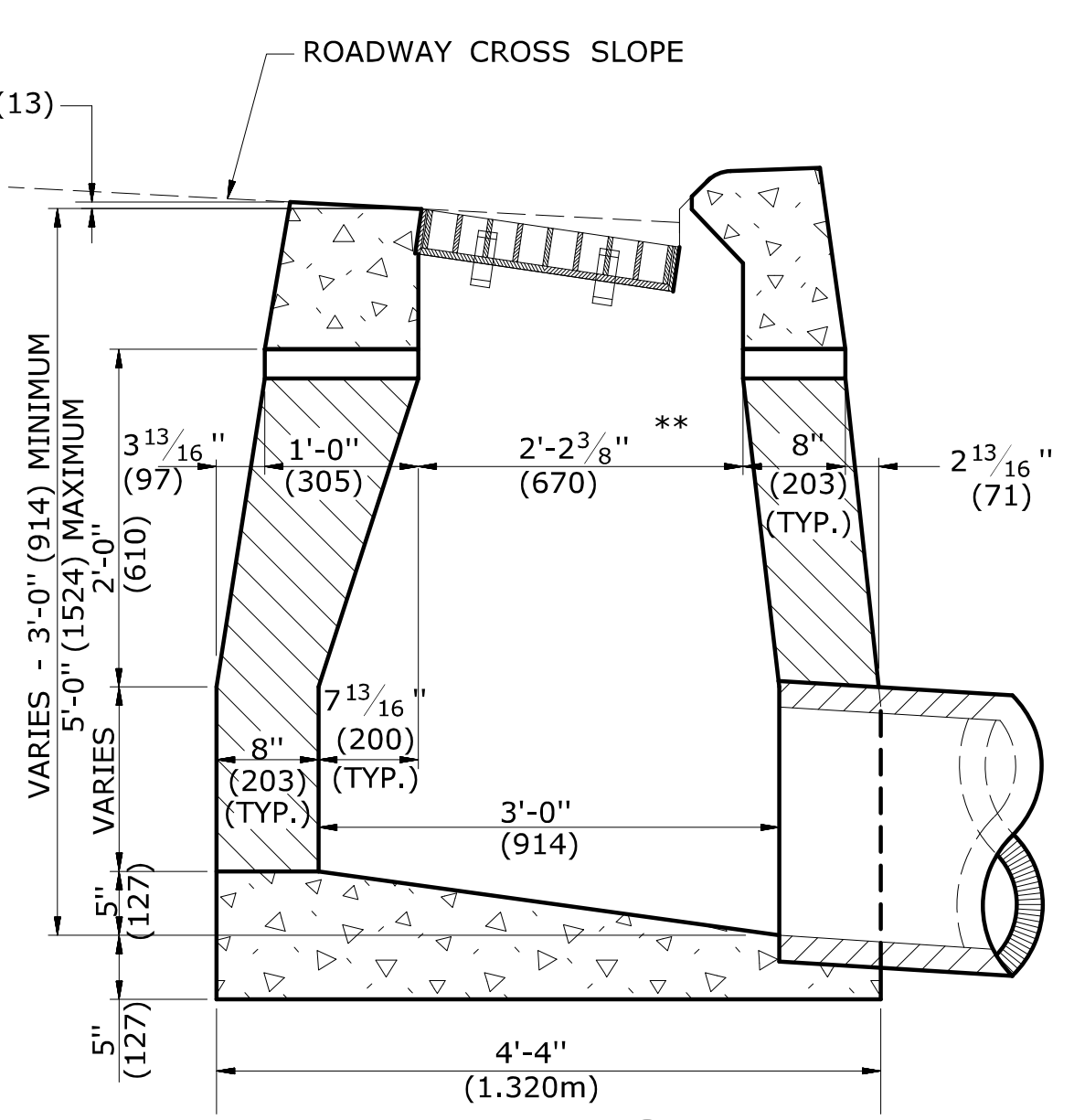
ALL METRIC DIMENSIONS ARE IN MILLIMETERS (mm) UNLESS OTHERWISE NOTED.



**SECTION B**  
**TYPE "C-L" DROP INLET**



**SECTION A**  
**TYPE "C" & "C-L" DROP INLET  
(TYPE "C-L" TOP SHOWN)**

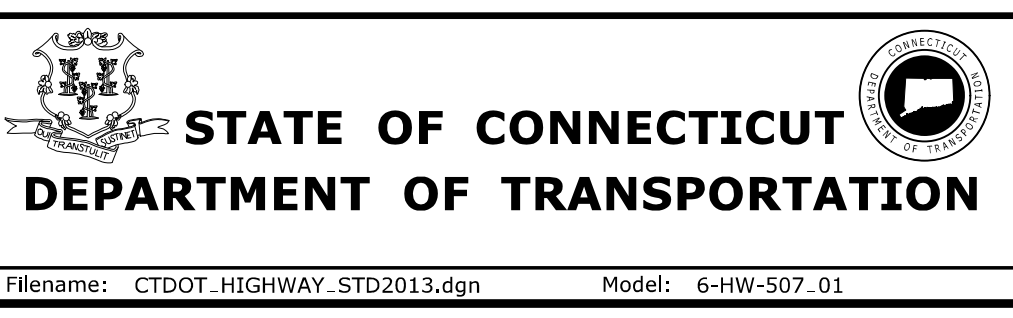


**SECTION B**  
**TYPE "C" DROP INLET**

REV.	DATE	REVISION DESCRIPTION
4	7/13	ADD NOTE 11
3	9/30/11	ADD SPACERS AND NOTE 10.
2	9/15/11	MODIFIED DETAILS TO BE CONSISTANT WITH PRECAST
1	7/28/11	REMOVE MIN. DROP NOTE

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NOT TO SCALE



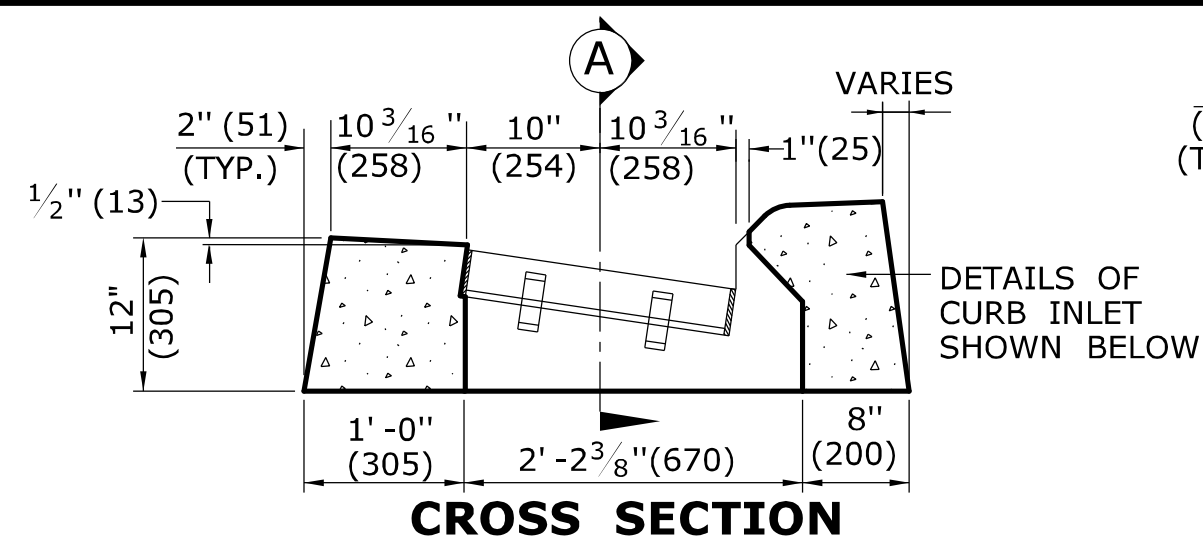
SUBMITTED BY: [Signature]  
NAME/DATE/TIME:  
APPROVED BY: [Signature]  
NAME/DATE/TIME:  
James H. Norman  
2013.07.24 14:39:55-04'00'

**CTDOT  
STANDARD SHEET  
OFFICE OF ENGINEERING**

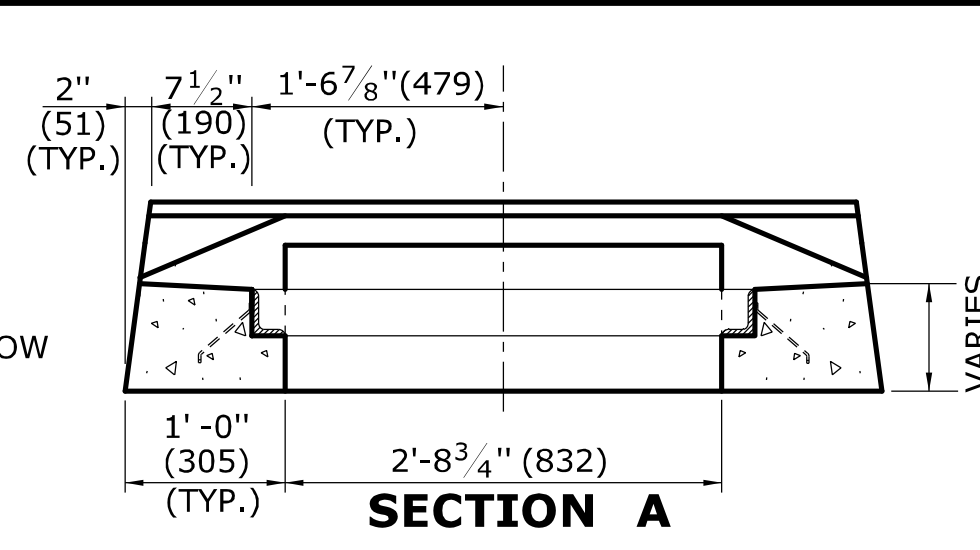
STANDARD SHEET TITLE:  
**TYPE "C", "C-L" &  
DROP INLET CATCH BASIN**  
STANDARD SHEET NO.:  
**HW-507\_01**

**GENERAL NOTES:**

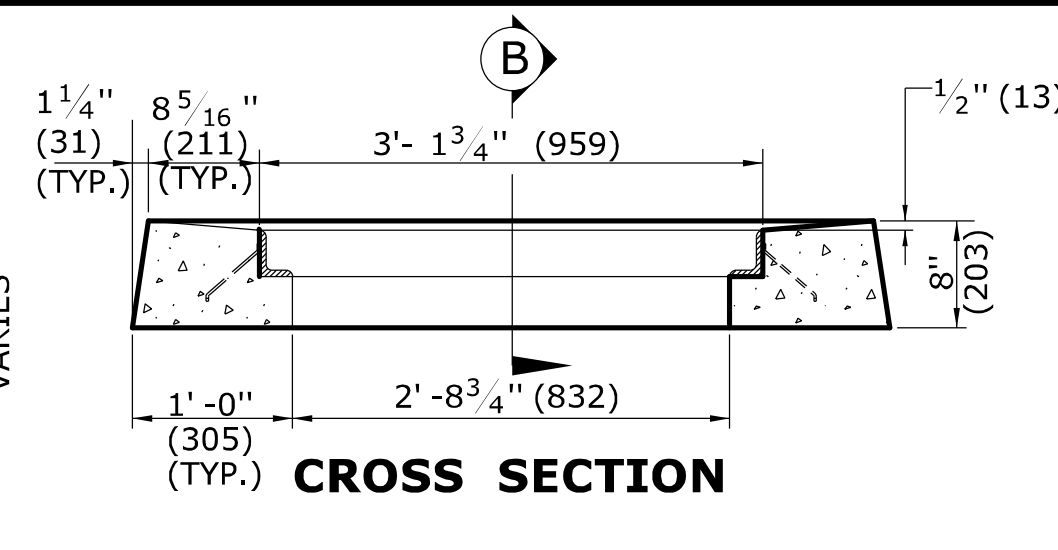
- FOR DETAILS OF FRAME AND GRATE SEE STANDARD SHEET HW-507-08.
- USE APPROPRIATE CONCRETE TOP FOR CURBING SHOWN ON PLANS. IF CURBING IS NOT SPECIFIED ON THE PLANS, IT SHALL BE CONSTRUCTED AS DIRECTED BY THE ENGINEER.
- ALL FACES OF STRUCTURES IN CONTACT WITH CONCRETE PAVEMENT SHALL BE COVERED WITH A LAYER OF TAR PAPER OR APPROVED EQUAL. THE COST FOR THE PAPER SHALL BE INCLUDED IN THE BID PRICE FOR THE TYPE OF CATCH BASIN INSTALLED.
- USE 6'-0" (1.830m) ON UPGRADE SIDE OF CONTINUOUS GRADE AND 1'-0" (305mm) ON DOWNGRADE SIDE OF CONTINUOUS GRADE OR AS DIRECTED.
- IF MASONRY UNITS ARE REQUIRED, THE BASIN SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE OVER ALL DIMENSIONS SHOWN HERE AND SECTION 5.07 OF THE STATE OF CONNECTICUT'S STANDARD SPECIFICATIONS. CORBELLING SHALL BE PERMITTED TO A MAXIMUM OF 3" (75mm.) NO PROJECTION SHALL EXTEND INSIDE THE LIMITS NOTED BY \*\*.
- WALL THICKNESS OF ALL CB'S OVER 10' (3.048m) DEEP SHALL BE INCREASED TO 12" (305mm) THICK. INSIDE DIMENSION SHALL REMAIN THE SAME. 12" (305mm) THICKNESS WILL START AFTER THE FIRST 10' (3.048m).
- TO CONVEY SUBSURFACE DRAINAGE, OPENINGS SHALL BE FORMED IN THE FOUR WALLS AT OR IMMEDIATELY ABOVE THE BOTTOM OF THE PERVIOUS BACKFILL.
- MINIMUM CONCRETE COMPRESSIVE STRENGTH OF F<sub>c</sub> = 4000 PSI (27,580 kPa) SHALL BE OBTAINED PRIOR TO SHIPPING.
- LATEST STATE OF CONNECTICUT'S STANDARD SPECIFICATIONS AND SUPPLEMENTALS SHALL GOVERN.
- SPACER MAY BE CMU OR PRECAST WITH REQUIRED REINFORCING (RECOMMENDED BY THE MANUFACTURER) AS NEEDED TO PROVIDE PROPER GRADE SHOWN ON PLANS.
- TOP OF FRAME (TF) ELEVATION SHALL BE MEASURED IN THE CENTER OF GRATE @ GUTTER LINE.



**CROSS SECTION**  
**TYPE "C" CATCH BASIN TOP**

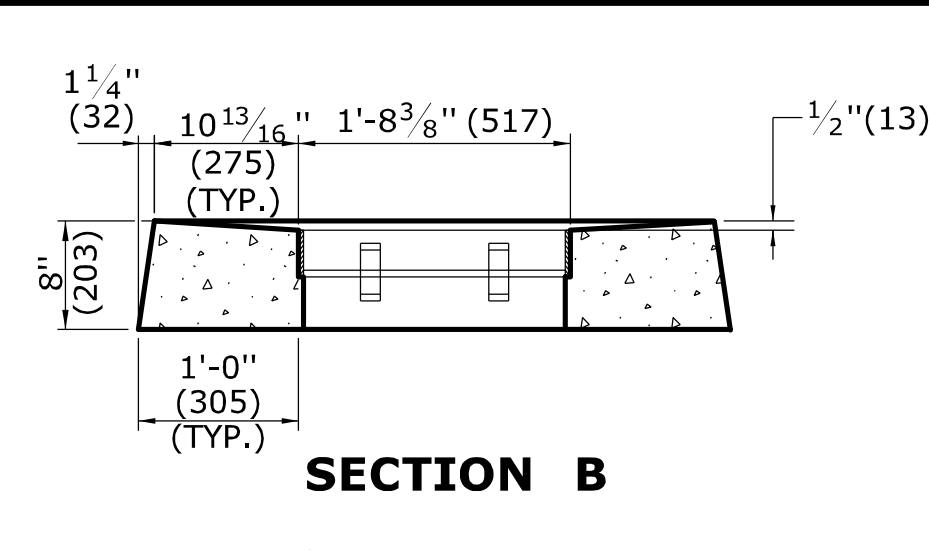


**SECTION A**



**CROSS SECTION**

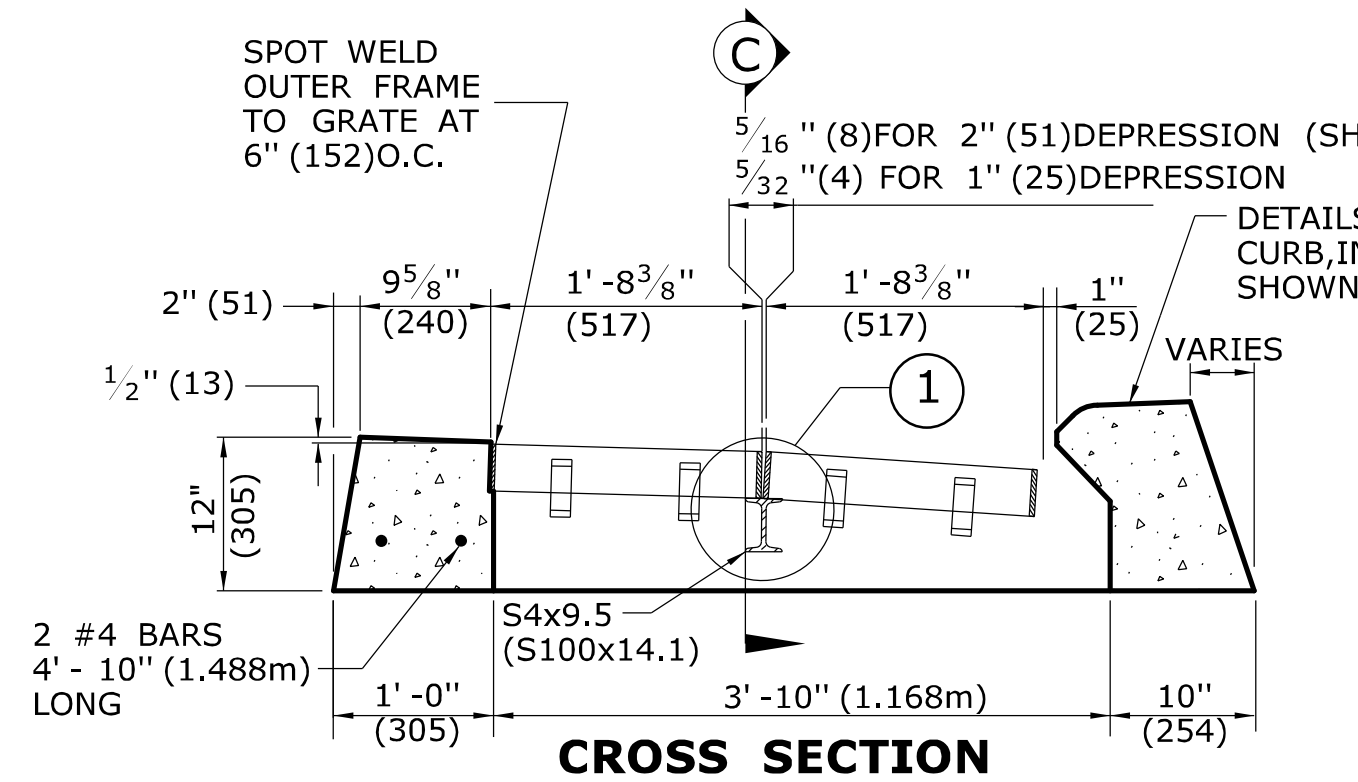
**TYPE "C-L" CATCH BASIN TOP**



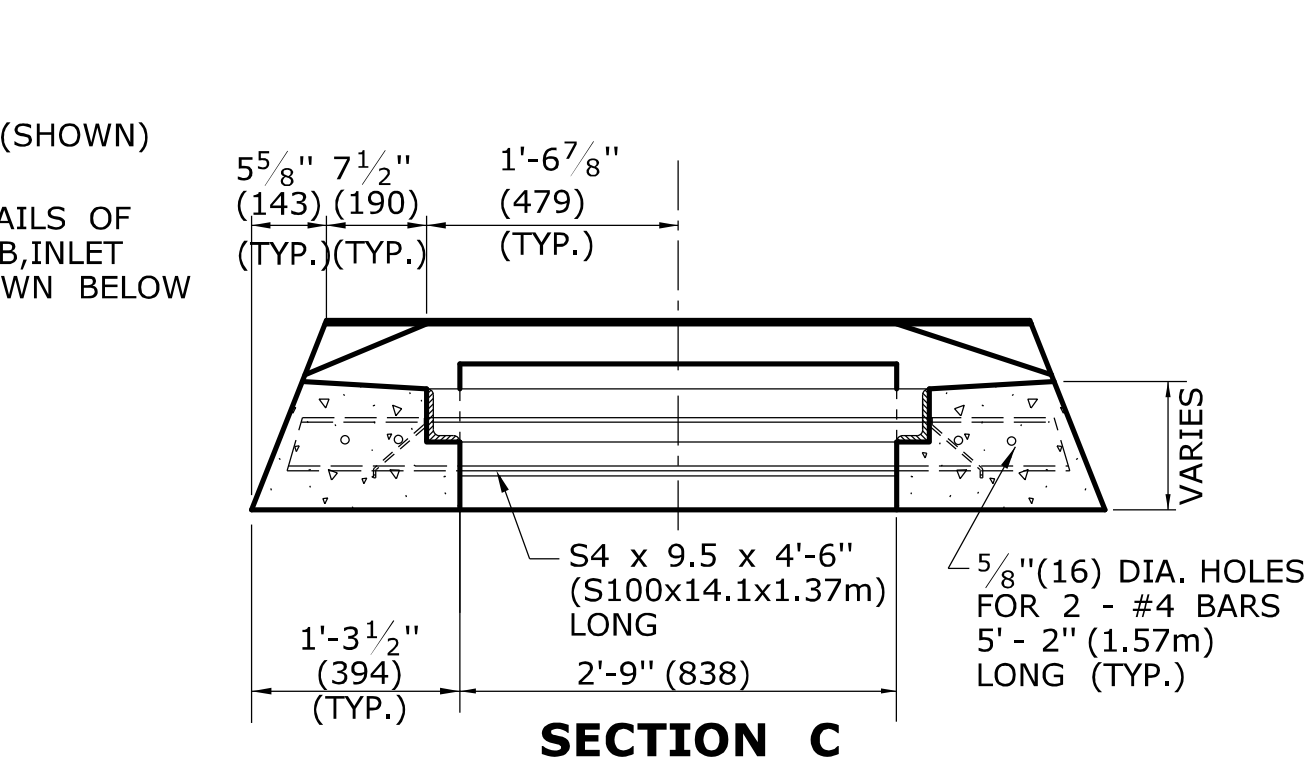
**SECTION B**

**GENERAL NOTES:**

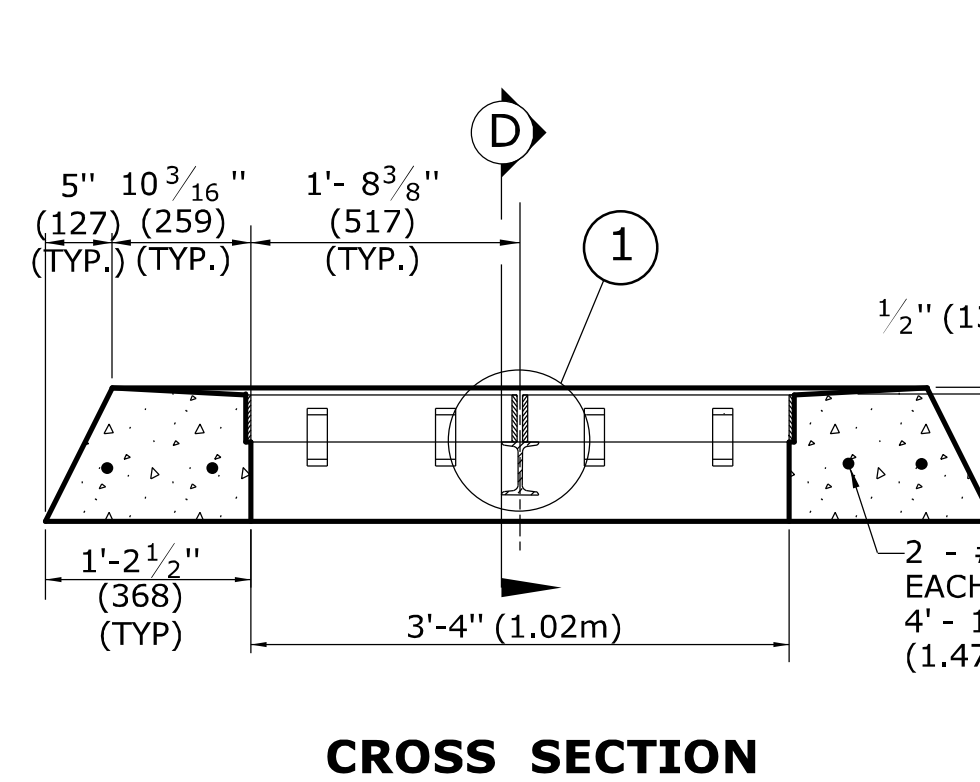
- FOR DETAILS OF FRAME AND GRATE SEE STANDARD SHEET HW-507\_08.
- ALL STEEL, EXCEPT REINFORCING BARS, SHALL BE GALVANIZED IN CONFORMANCE WITH SECTION M06.03 OF CONNECTICUT'S STANDARD SPECIFICATIONS.
- ALL BARS SHALL HAVE A MINIMUM 2" (51) COVER.



**CROSS SECTION**  
**TYPE "C" CATCH BASIN DOUBLE GRATE - TYPE I TOP**

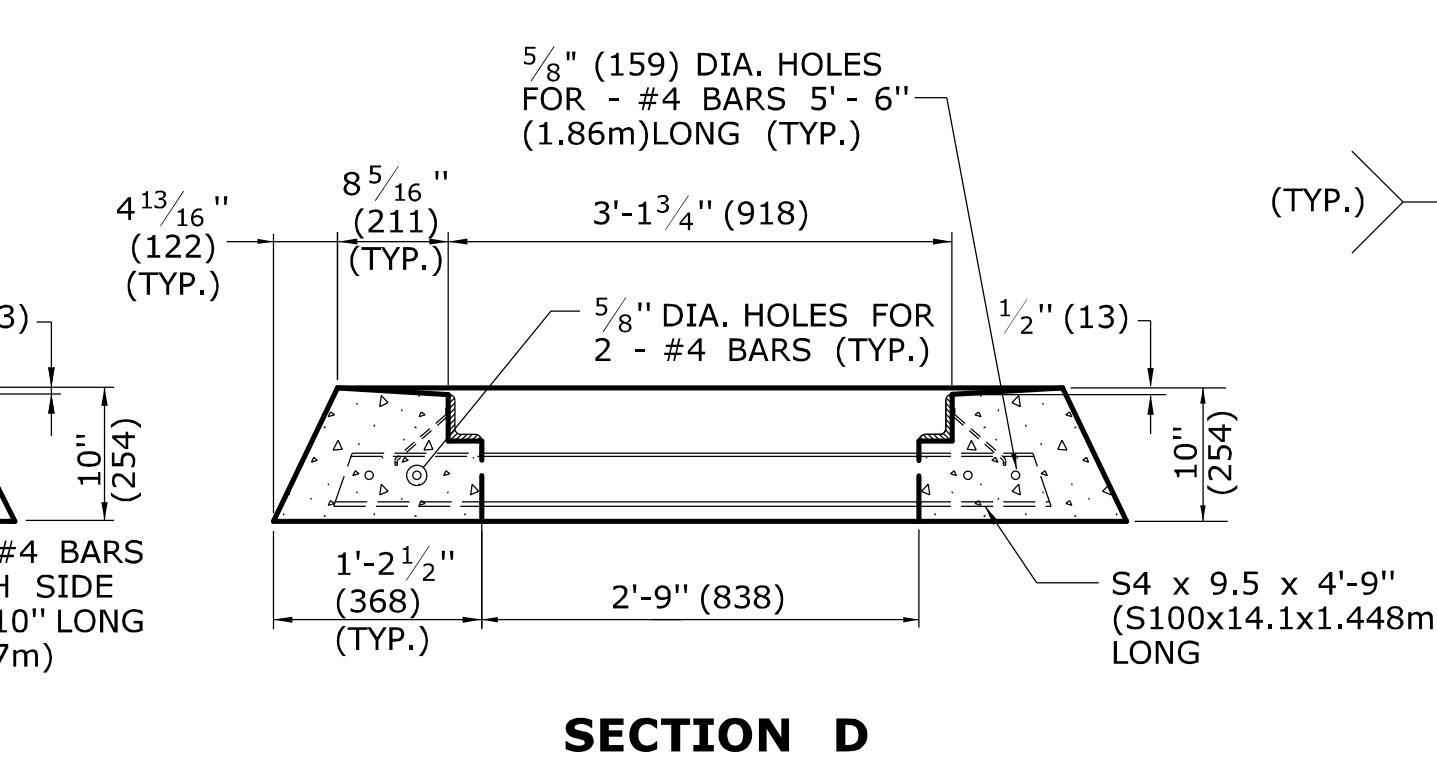


**SECTION C**

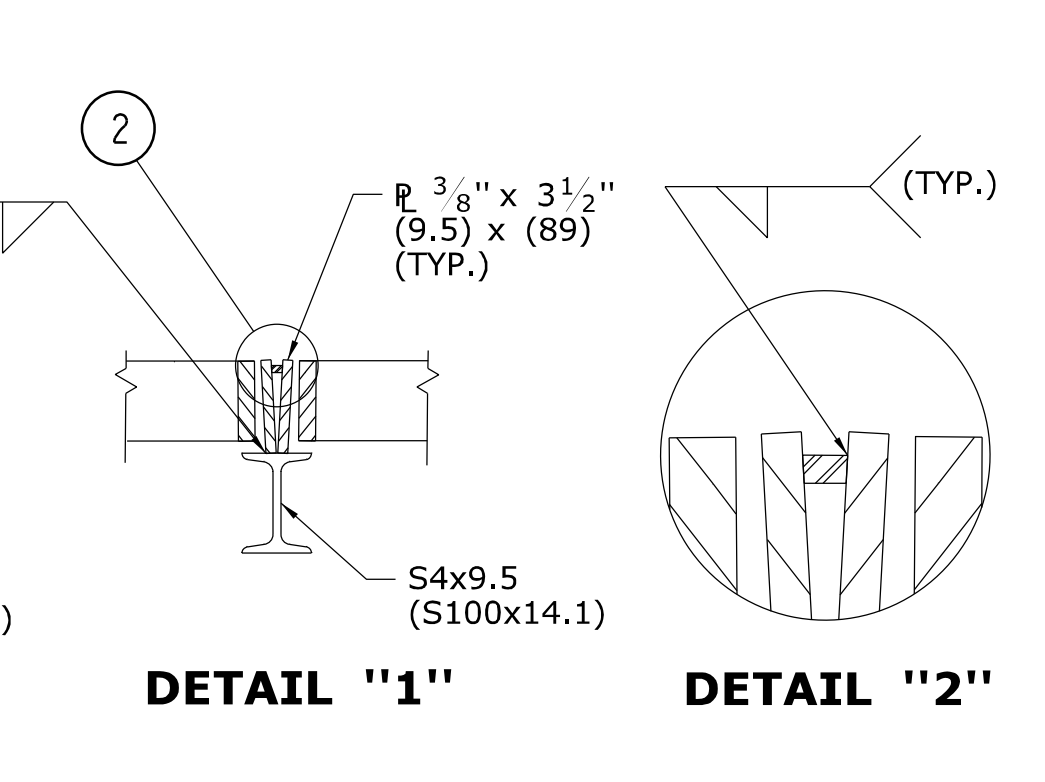


**CROSS SECTION**

**TYPE "C-L" CATCH BASIN DOUBLE GRATE - TYPE I TOP**

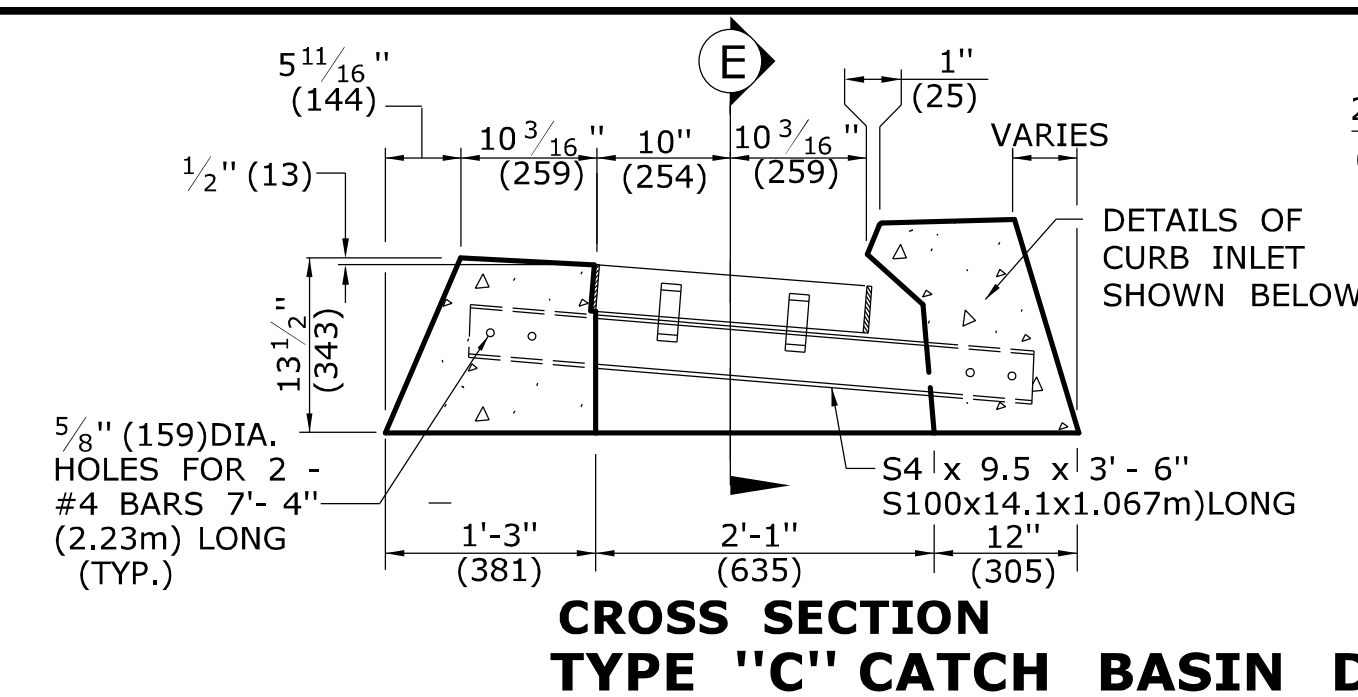


**SECTION D**

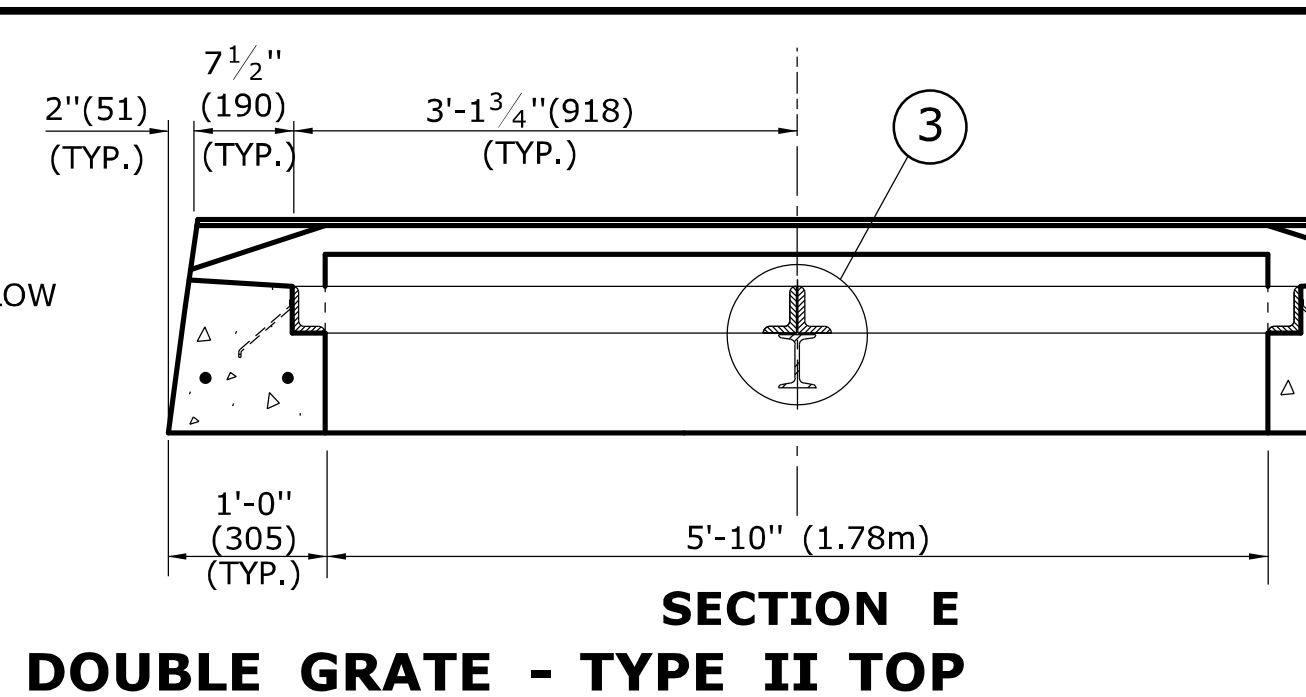


**DETAIL "1"**

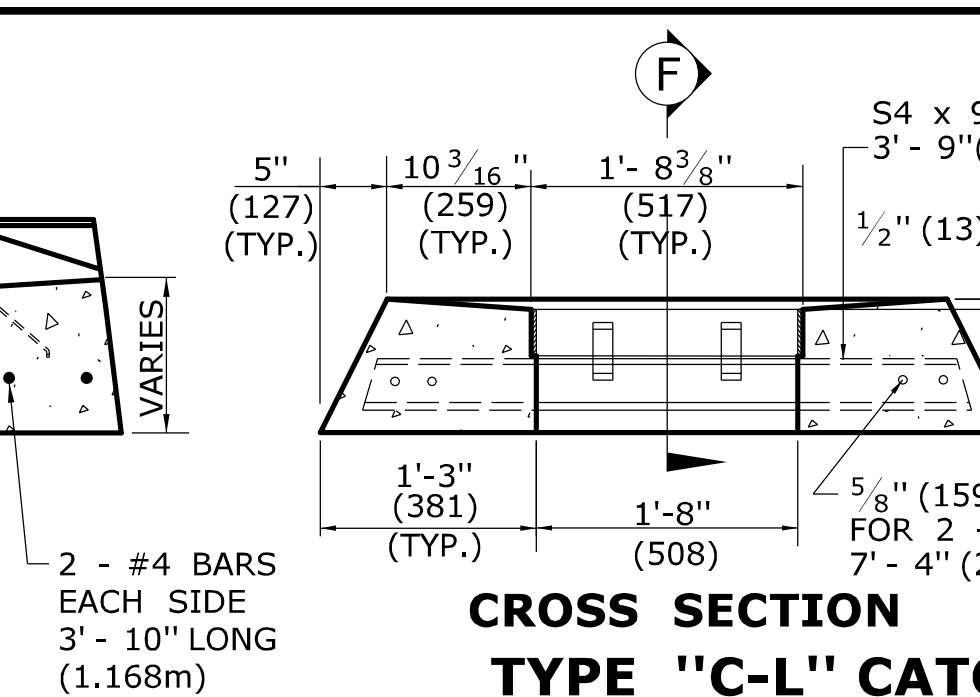
**DETAIL "2"**



**CROSS SECTION**  
**TYPE "C" CATCH BASIN DOUBLE GRATE - TYPE II TOP**

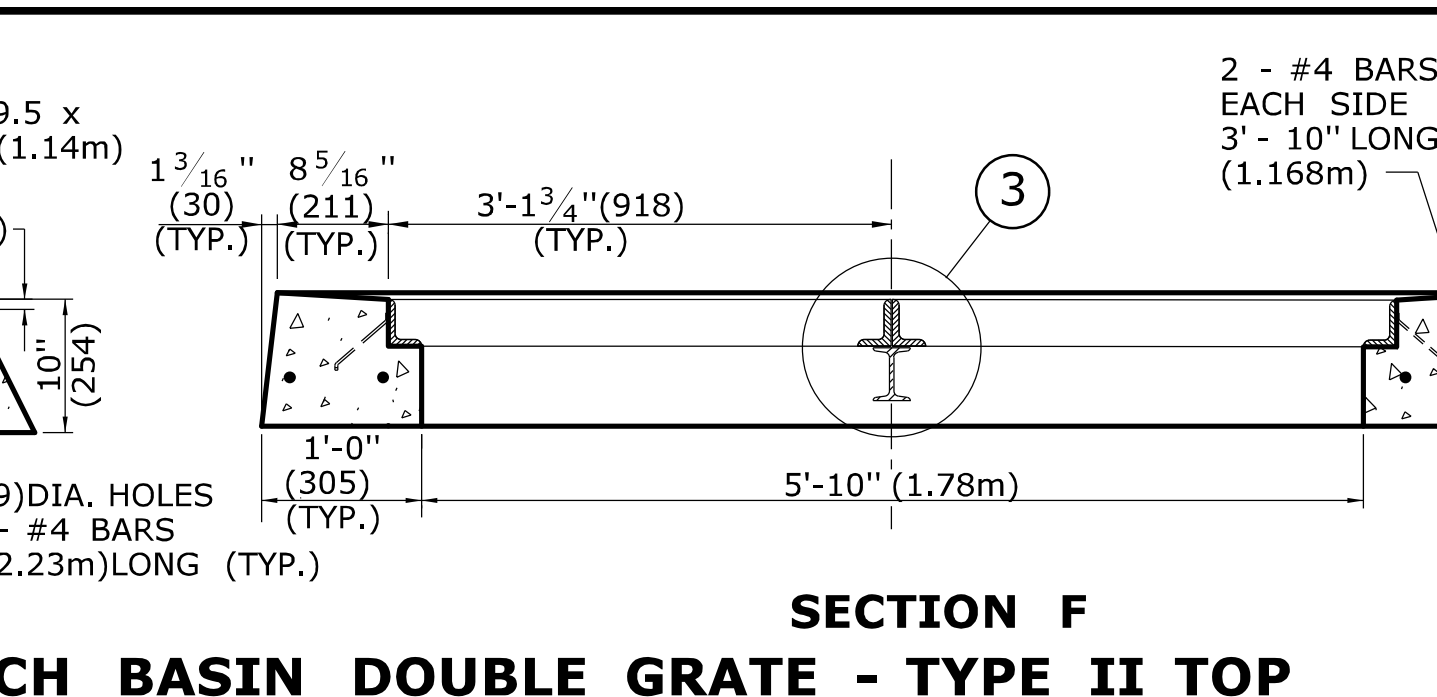


**SECTION E**

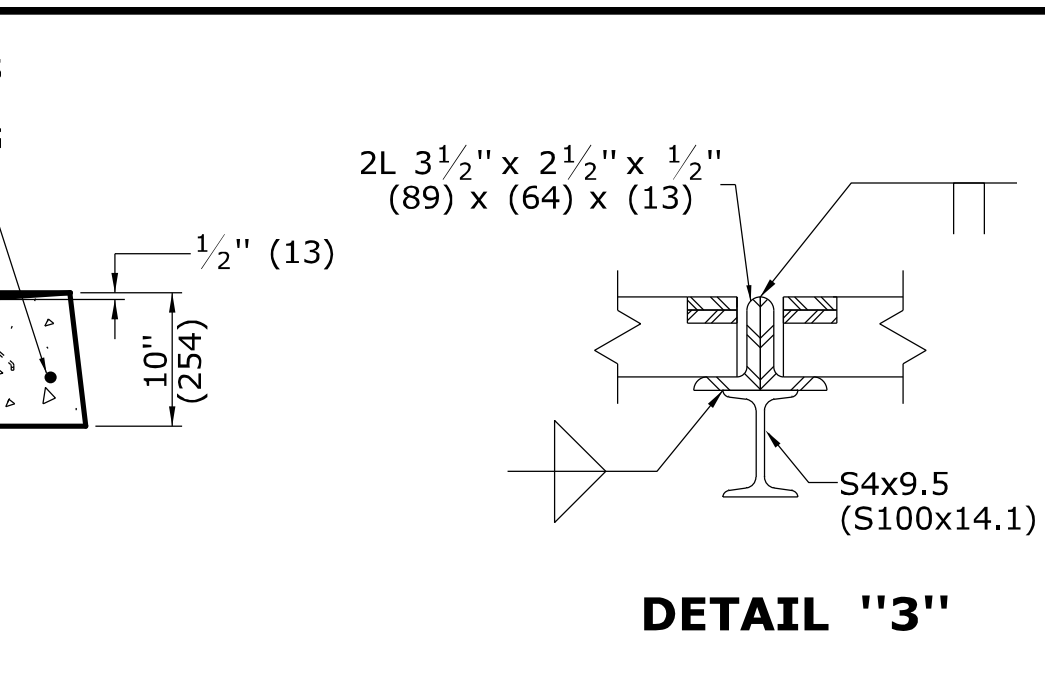


**CROSS SECTION**

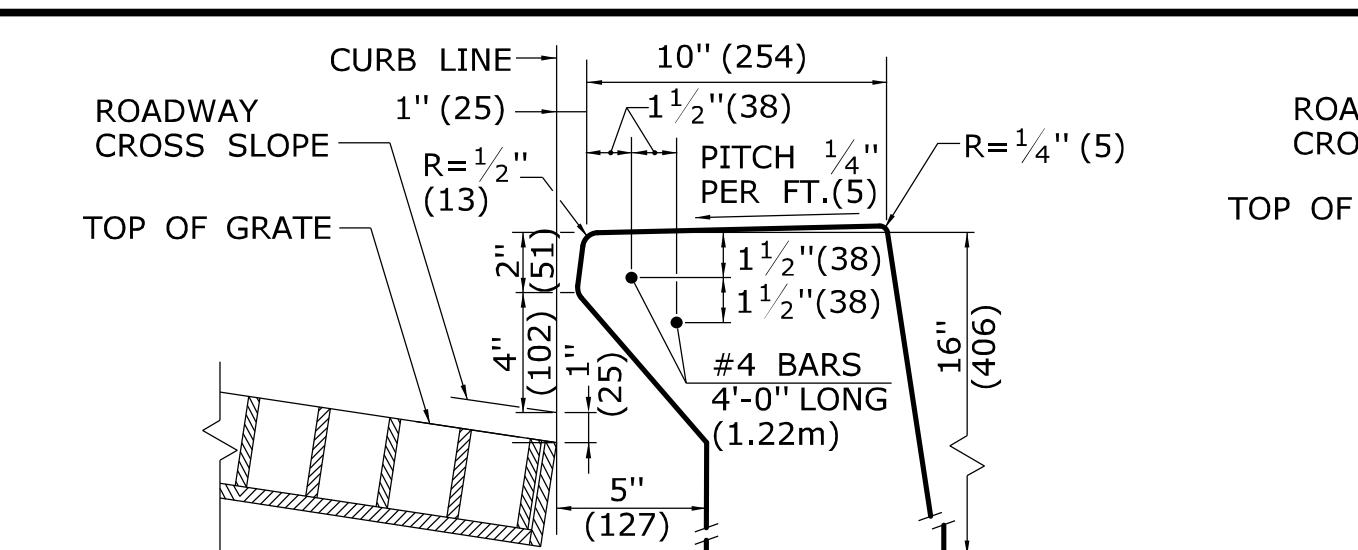
**TYPE "C-L" CATCH BASIN DOUBLE GRATE - TYPE II TOP**



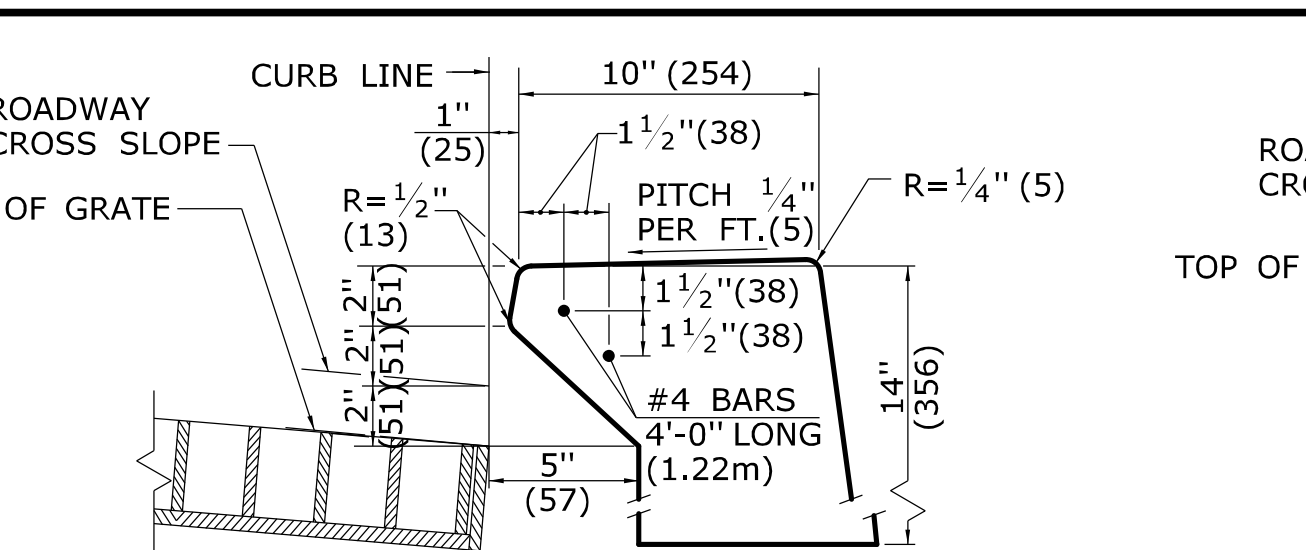
**SECTION F**



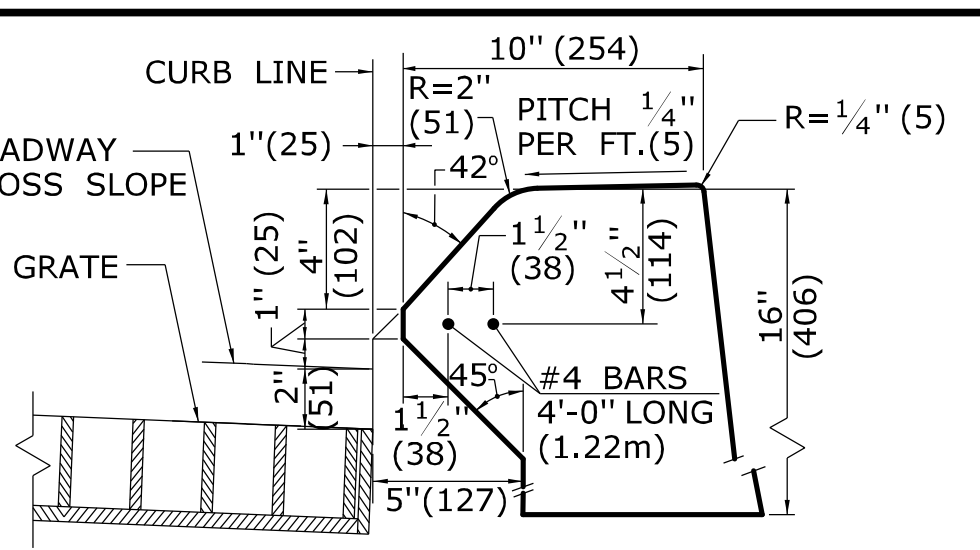
**DETAIL "3"**



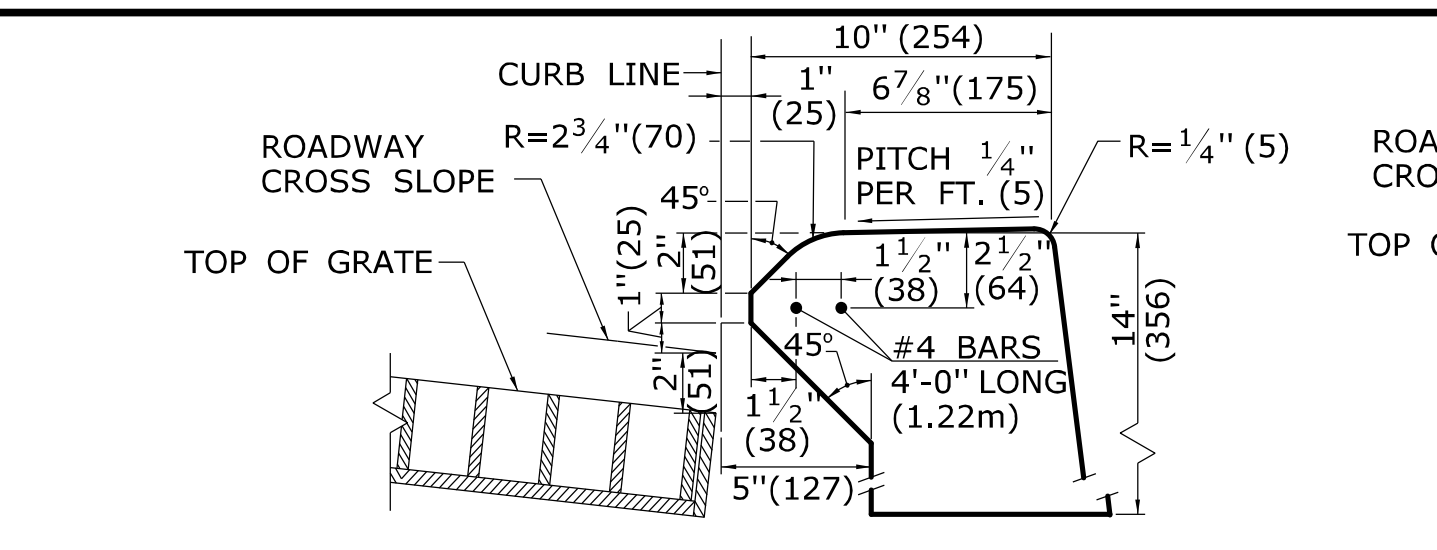
**INLET WITH 6" (152) CONCRETE OR STONE CURBING FOR TYPE "C" CB**



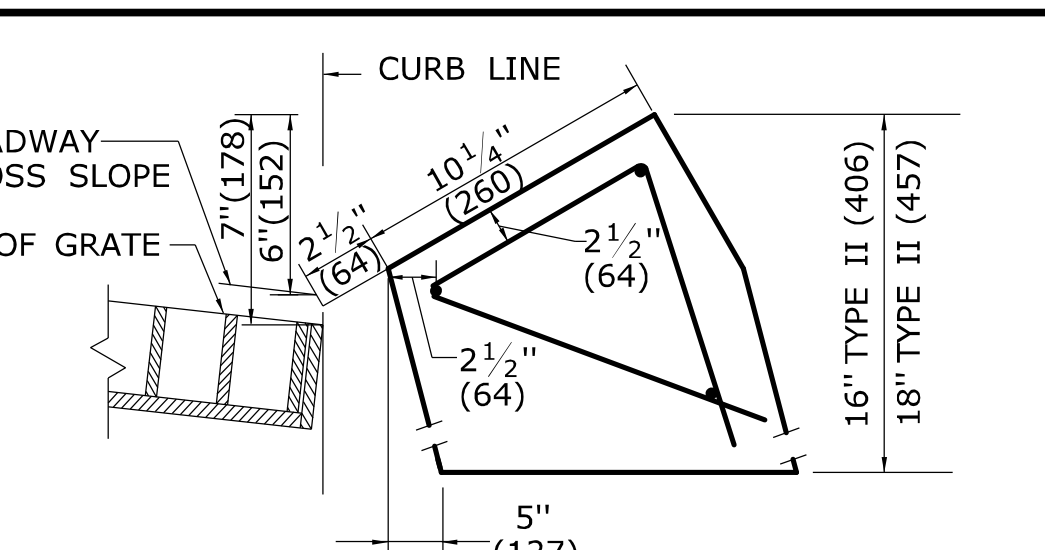
**INLET WITH NO CURBING (PLAIN TYPE) FOR TYPE "C" CB**



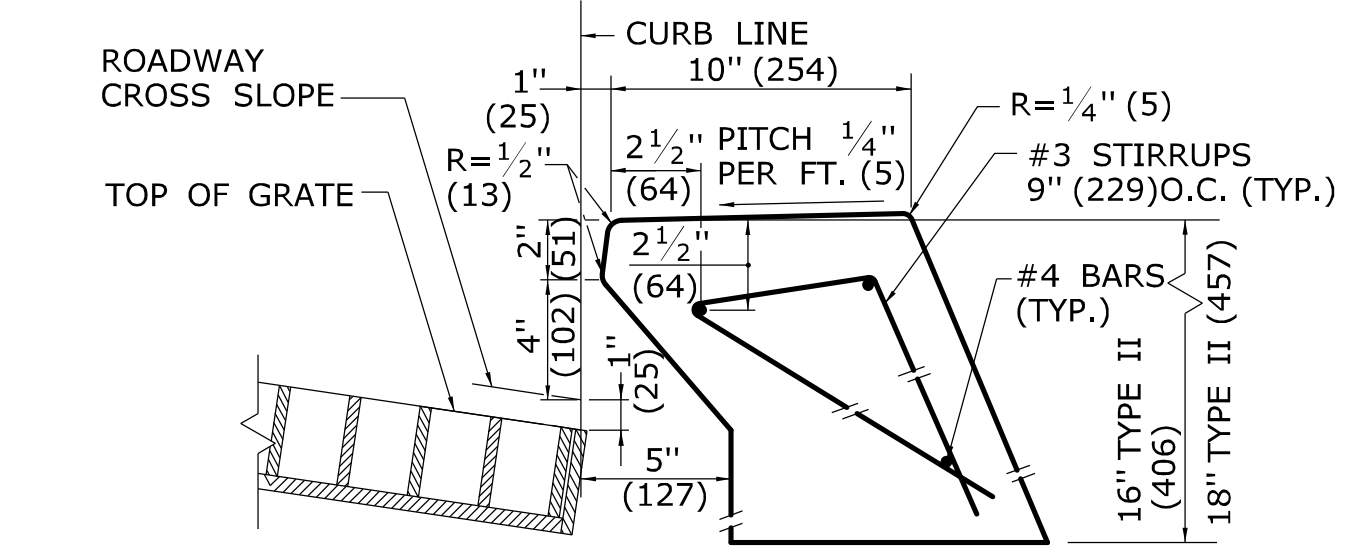
**INLET WITH 6" (152) BITUMINIOUS CONCRETE LIP CURBING FOR TYPE "C" CB**



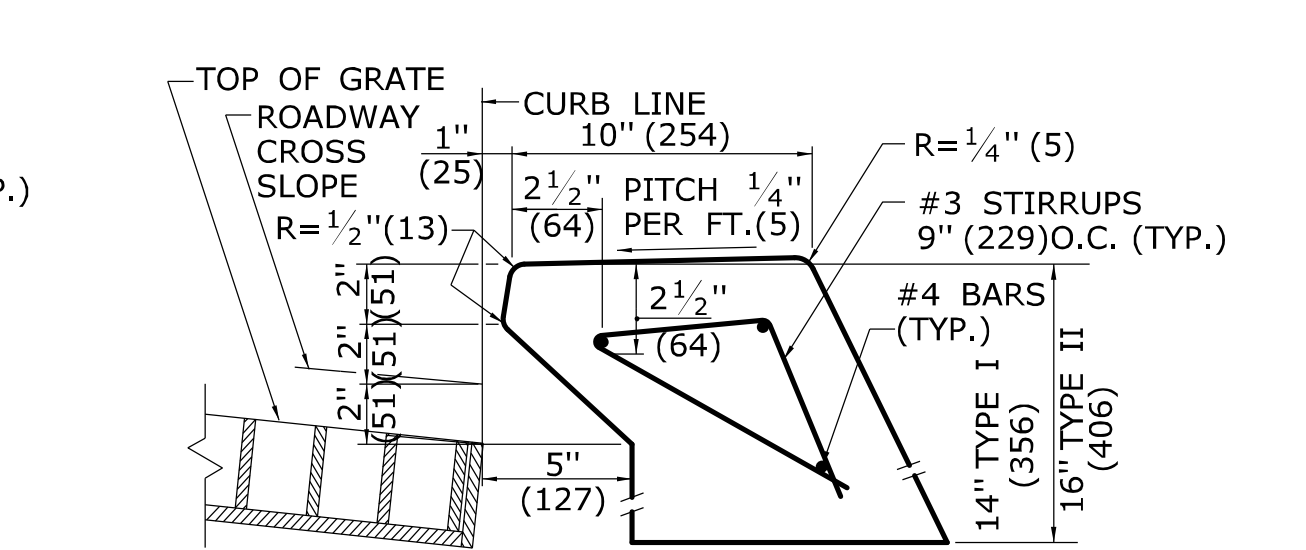
**INLET WITH 4" (102) CONCRETE PARK CURBING FOR TYPE "C" CB**



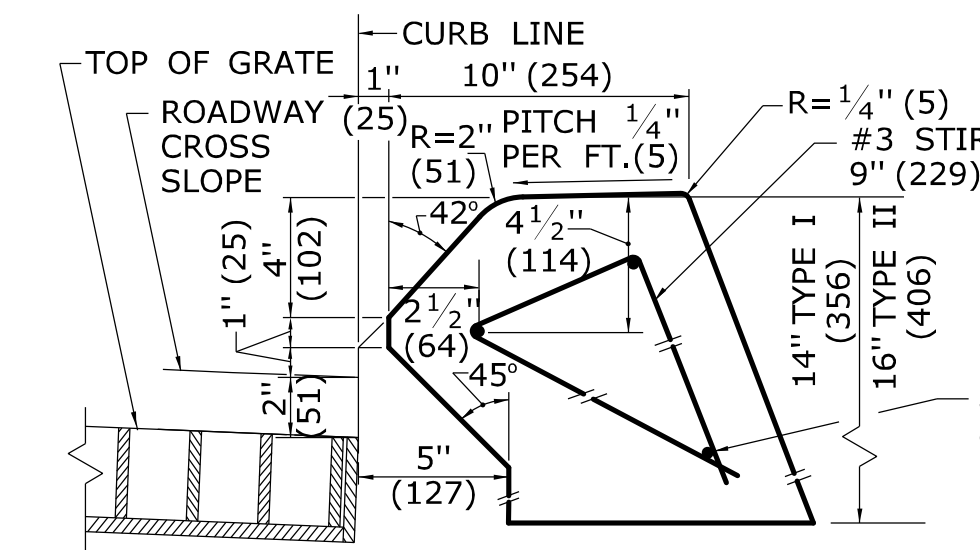
**INLET WITH GRANITE SLOPE CURB FOR TYPE "C" CB**



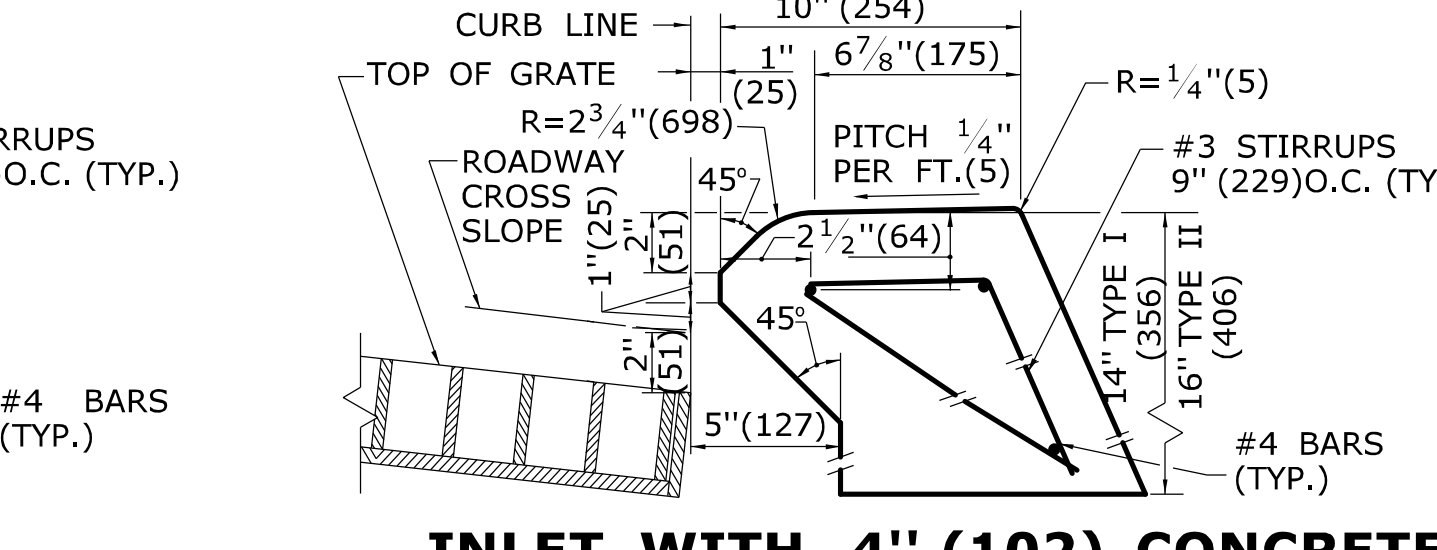
**INLET WITH 6" (152) CONCRETE OR STONE CURBING FOR TYPE "C" CB DOUBLE GRATE TYPE I & II**



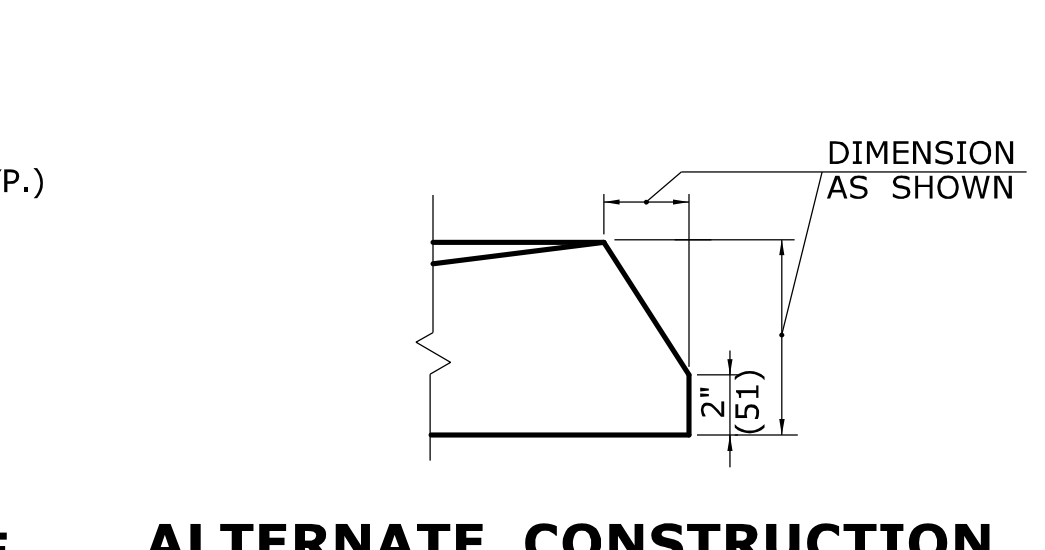
**INLET WITH NO CURBING (PLAIN TYPE) FOR TYPE "C" CB DOUBLE GRATE TYPE I & II**



**INLET WITH 6" (152) BITUMINIOUS CONCRETE LIP CURBING FOR TYPE "C" CB DOUBLE GRATE TYPE I & II**



**INLET WITH 4" (102) CONCRETE PARK CURBING FOR TYPE "C" CB DOUBLE GRATE TYPE I & II**



**ALTERNATE CONSTRUCTION OF TYPE II TOP**

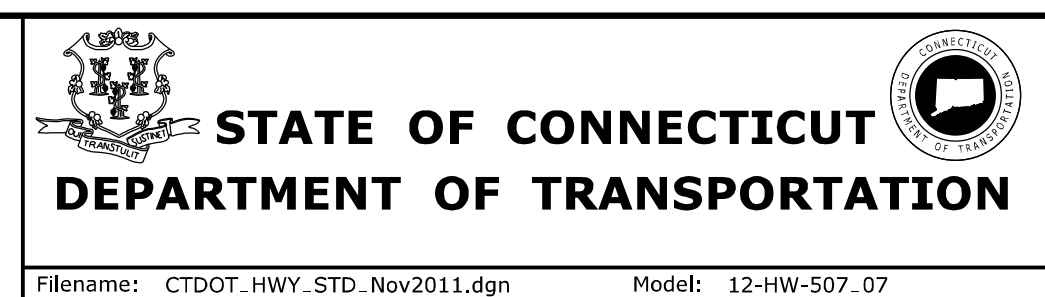
ALL METRIC DIMENSIONS ARE IN MILLIMETERS (mm) UNLESS OTHERWISE NOTED

REV.	DATE	REVISION DESCRIPTION
2	7/28/11	REMOVE MIN. DROP NOTE
1	6/01/10	REVISE CALL-OUT

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: 11/10/2011

NOT TO SCALE

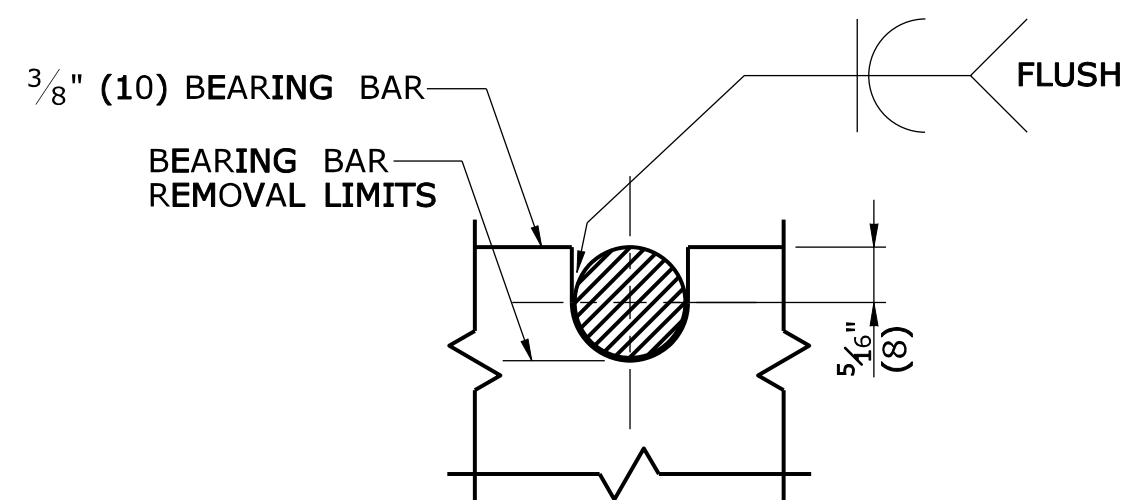


SUBMITTED BY:	NAME/DATE/TIME:
<i>Leo Fontaine</i>	Leo Fontaine 2011.11.10 10:04:01 -05'00'
APPROVED BY:	NAME/DATE/TIME:
<i>James H. Norman</i>	James H. Norman 2011.11.10 10:19:36 -05'00'

CTDOT  
STANDARD SHEET  
OFFICE OF ENGINEERING

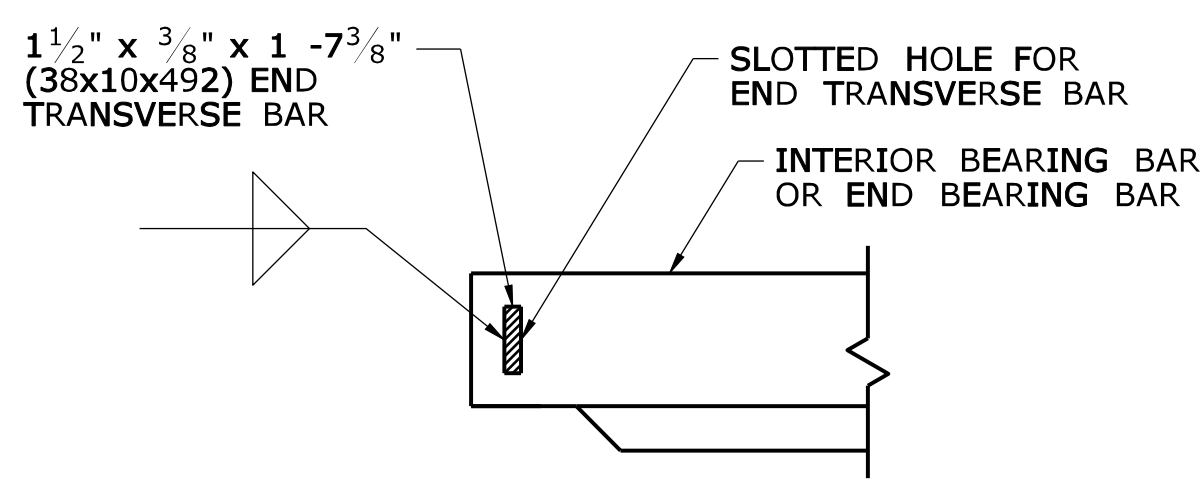
STANDARD SHEET TITLE:  
**TYPE "C" & "C-L" CATCH BASIN TOPS AND CURBS**

STANDARD SHEET NO.:  
**HW-507\_07**

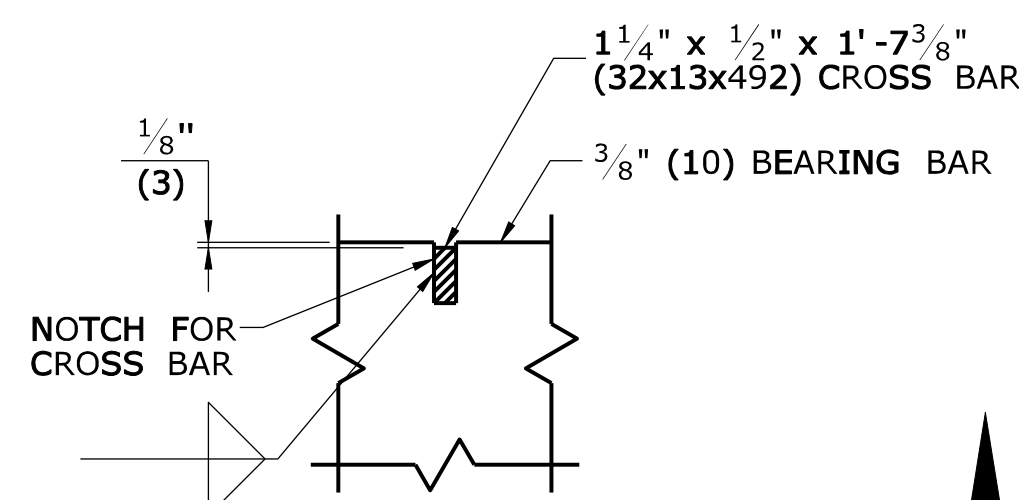


NOTE:  
5/8" (16) DIA. ROUND BAR SHALL CONTACT BEARING BAR AT BOTTOM AND BE FLUSH AT TOP.

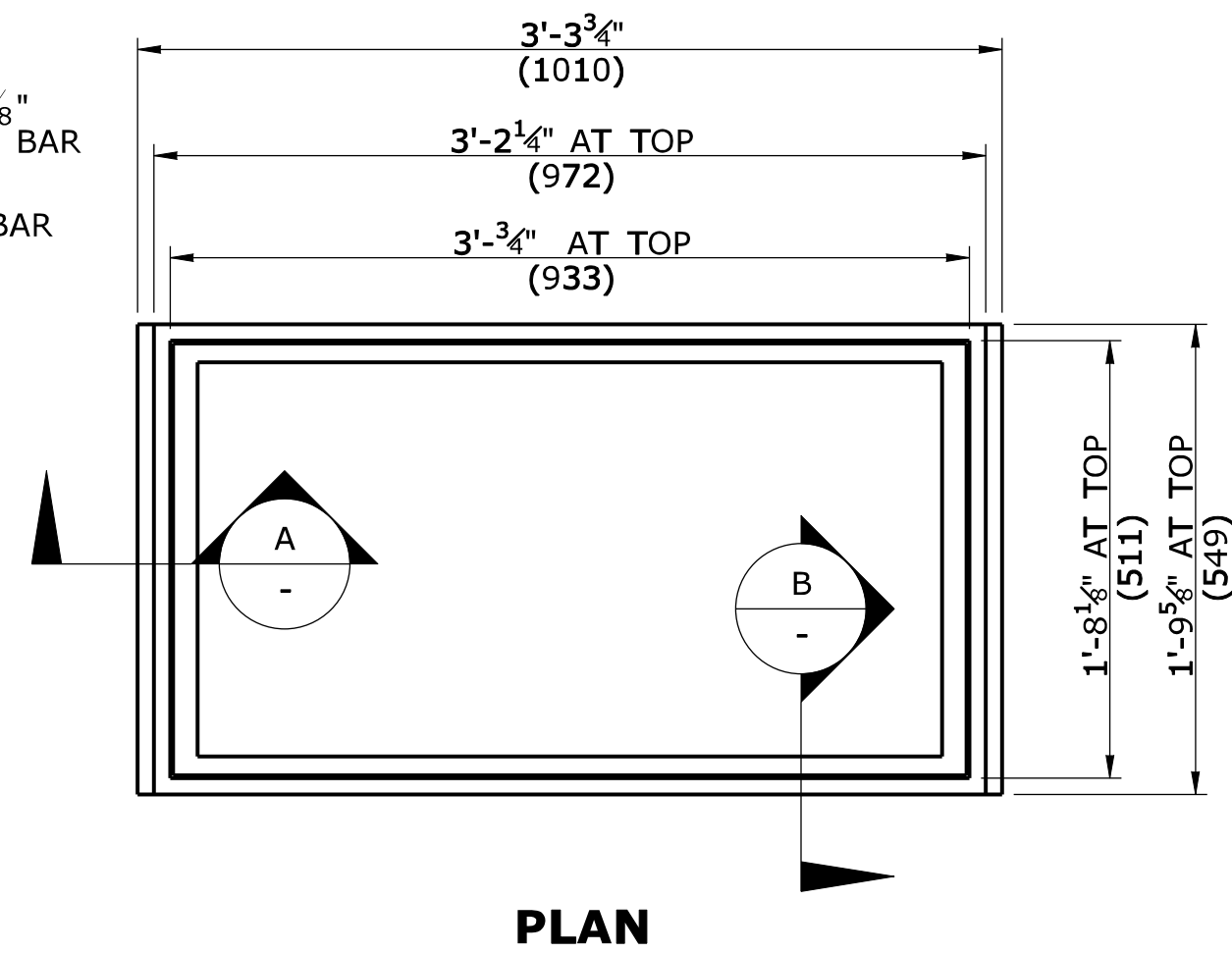
**ROUND BAR ATTACHMENT  
CATCH BASIN GRATE TYPE A**



**END TRANSVERSE BAR ATTACHMENT  
CATCH BASIN GRATE TYPE A & B**



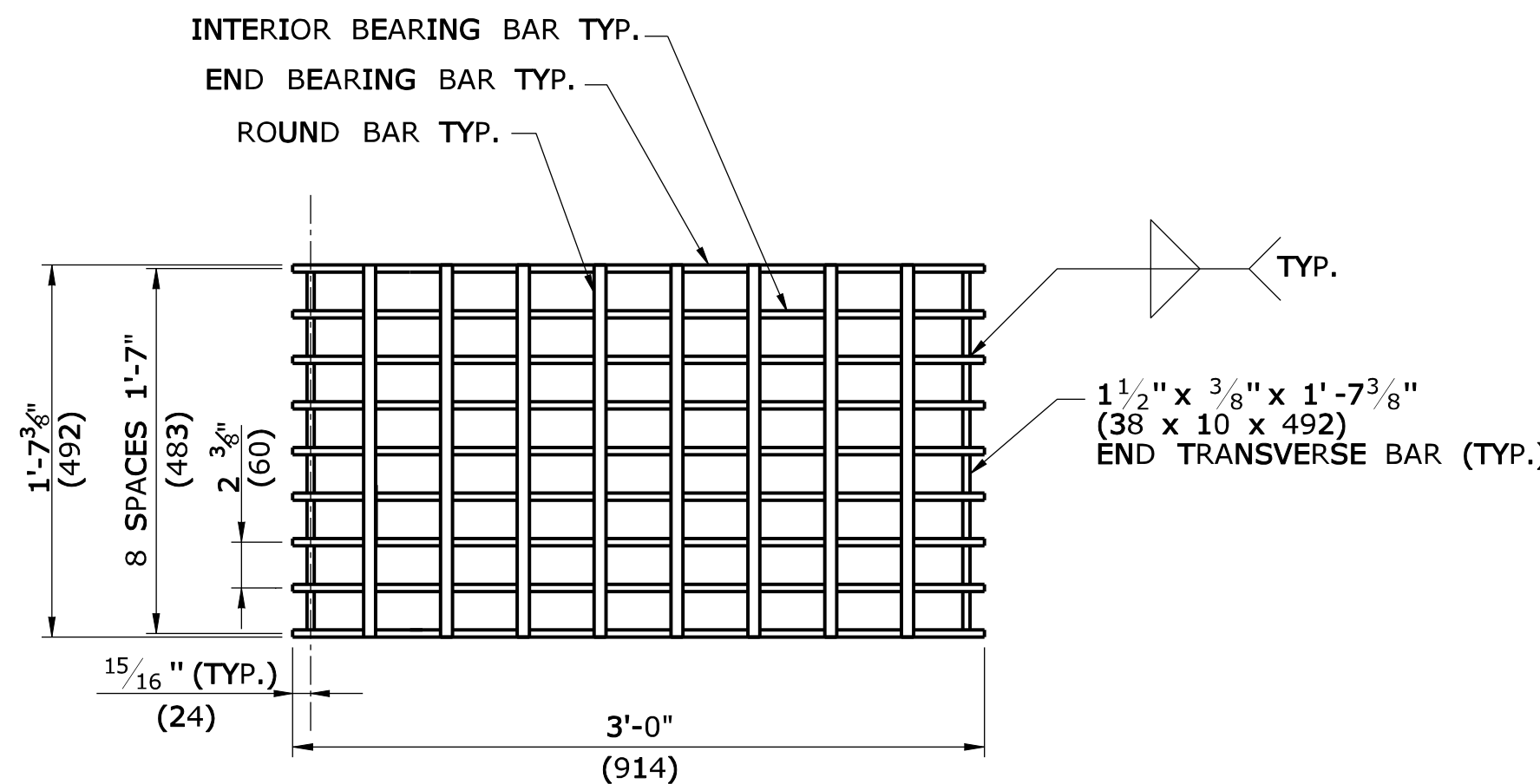
**CROSS BAR ATTACHMENT  
CATCH BASIN GRATE TYPE B**



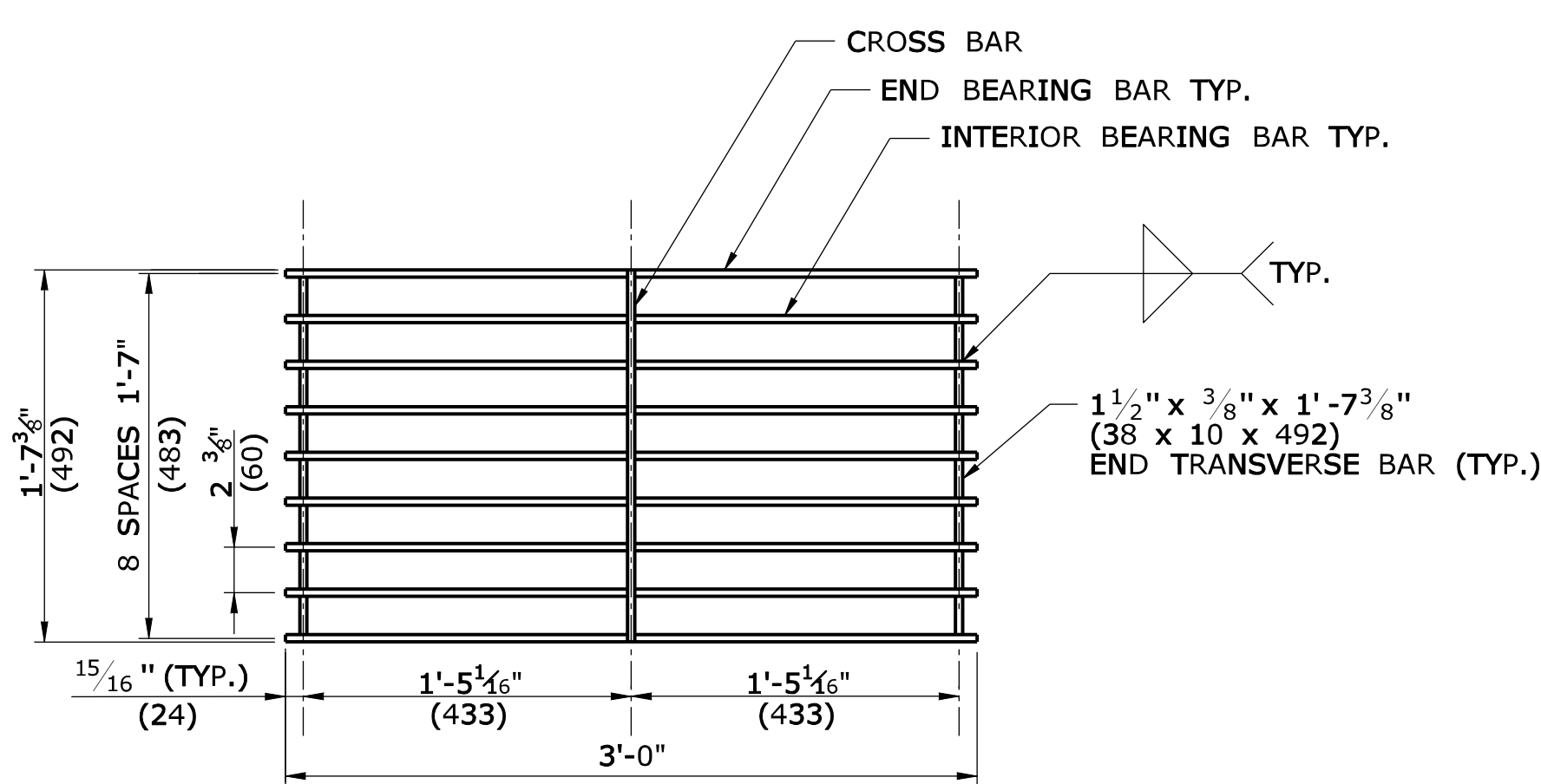
**PLAN**

**GENERAL NOTES:**

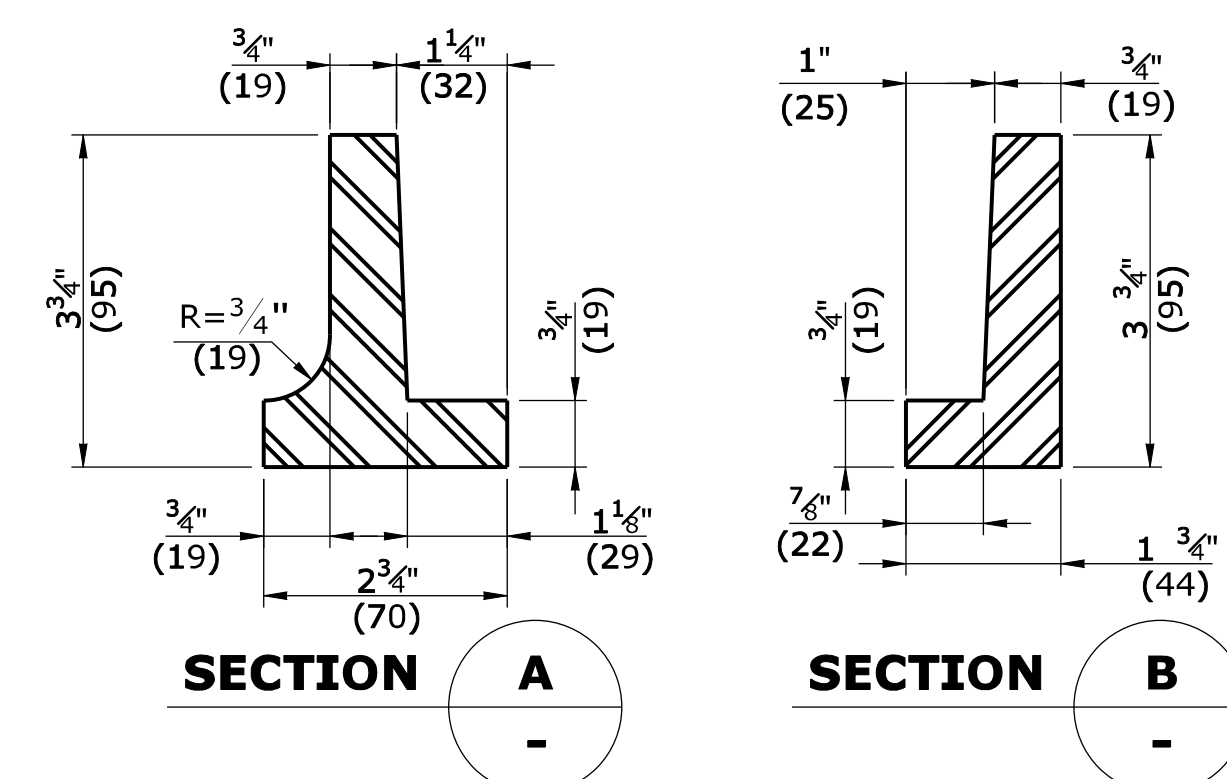
1. STEEL OR CAST IRON SHALL BE USED FOR FRAMES. STEEL SHALL BE USED FOR TYPE "A" & "B" GRATES.
2. TYPE "A" GRATES SHALL BE USED ON ALL ROADWAYS WHERE BICYCLE TRAFFIC IS ALLOWED OR AS DIRECTED BY THE ENGINEER.
3. TYPE "B" GRATES SHALL BE USED ON ALL LIMITED ACCESS HIGHWAYS, RAMPS AND WHERE BICYCLE TRAFFIC IS NOT ALLOWED OR AS DIRECTED BY THE ENGINEER.
4. STEEL FRAMES AND GRATES SHALL BE GALVANIZED IN ACCORDANCE WITH ARTICLE M.06.03.
5. DO NOT GALVANIZE CAST IRON FRAMES.
6. DIMENSIONAL TOLERANCES SHALL BE  $\pm 1/16"$  (1.6)
7. ALL STEEL BARS SHALL BE WELDED AT ALL INTERSECTIONS.
8. ALL WELDING SHALL CONFORM TO THE REQUIREMENTS OF AWS STRUCTURAL WELDING CODE, D1.1.



**PLAN**



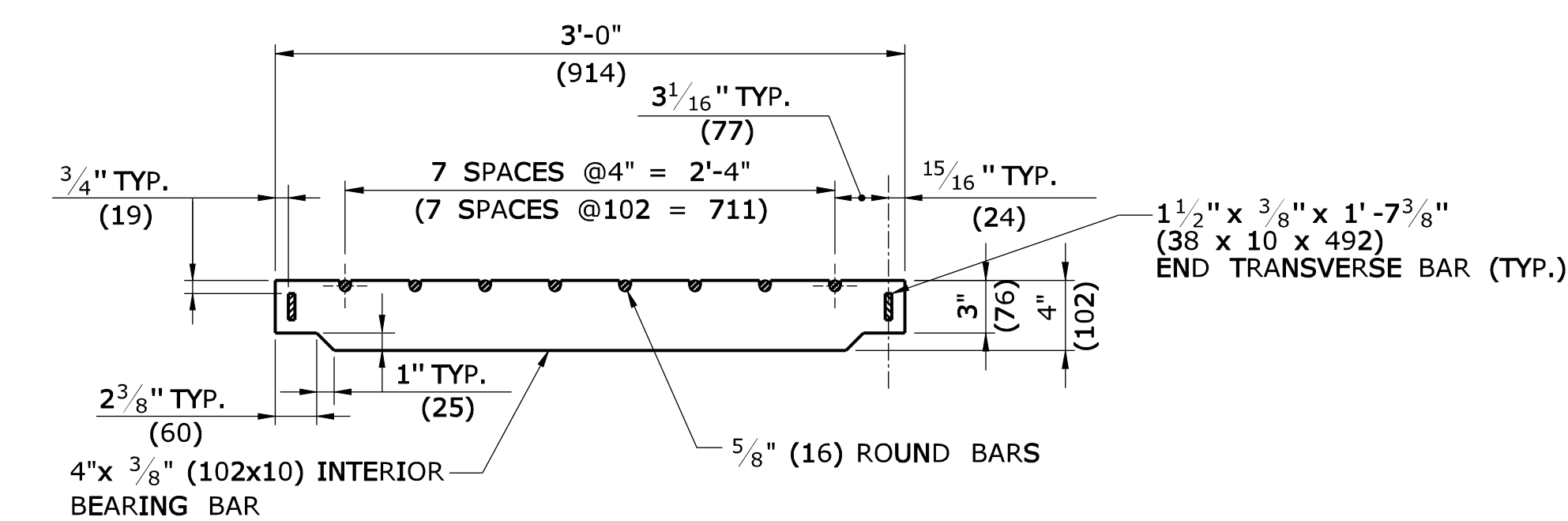
**PLAN**



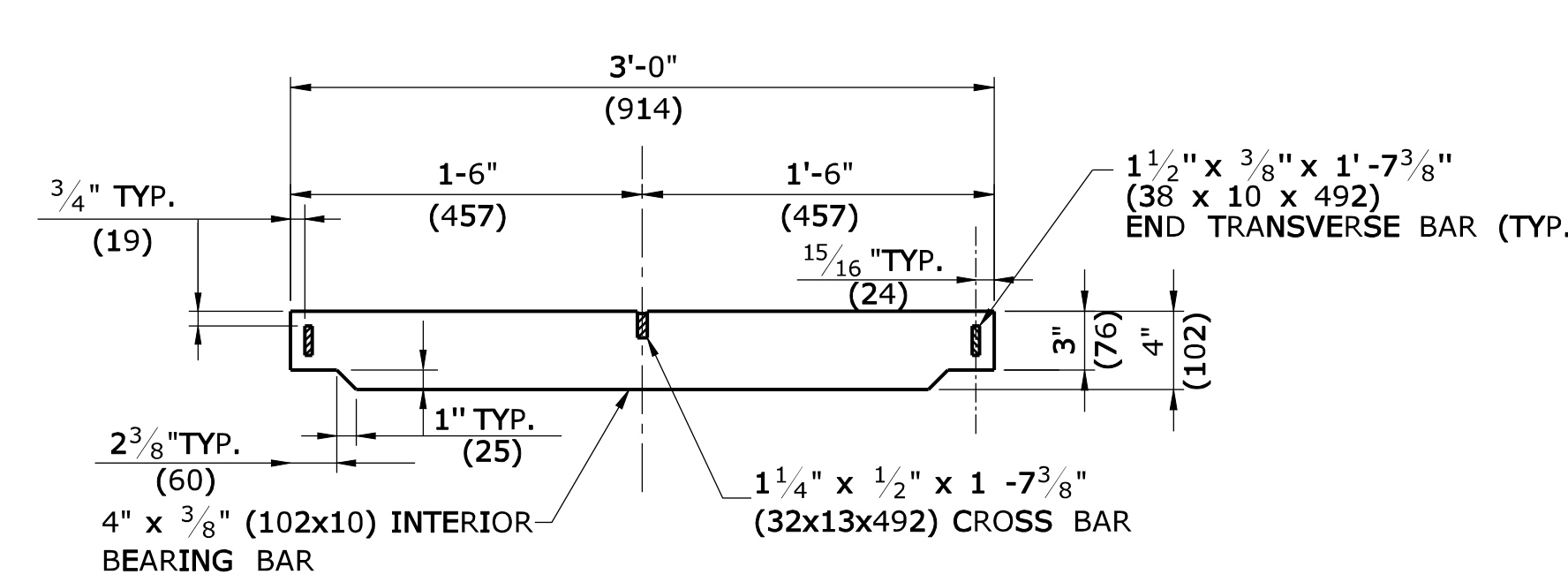
**SECTION A**

**SECTION B**

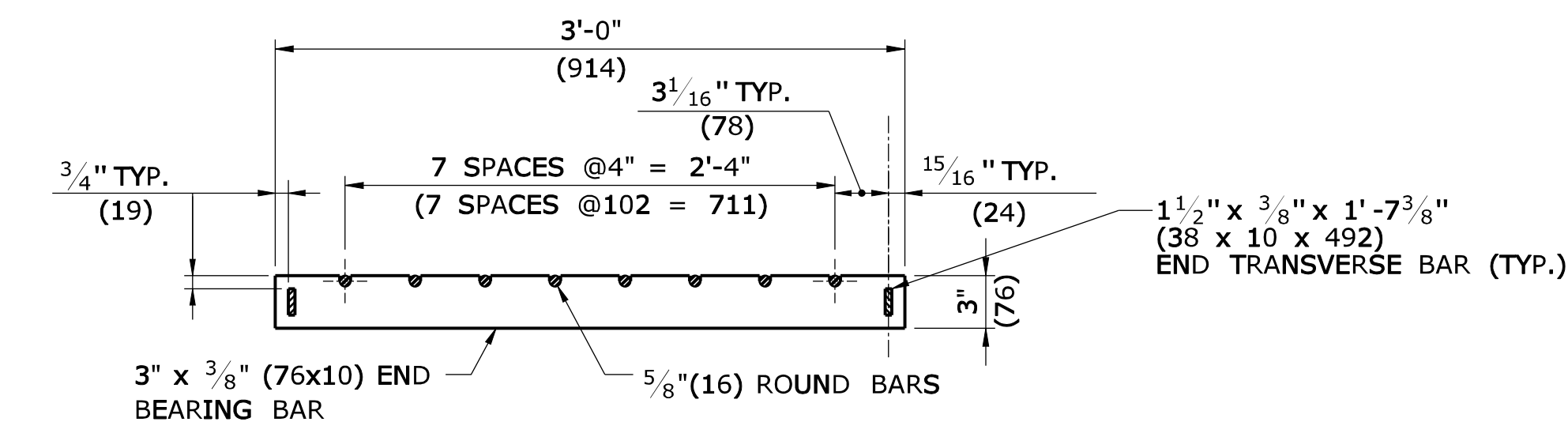
**CAST IRON FRAME ALTERNATE**



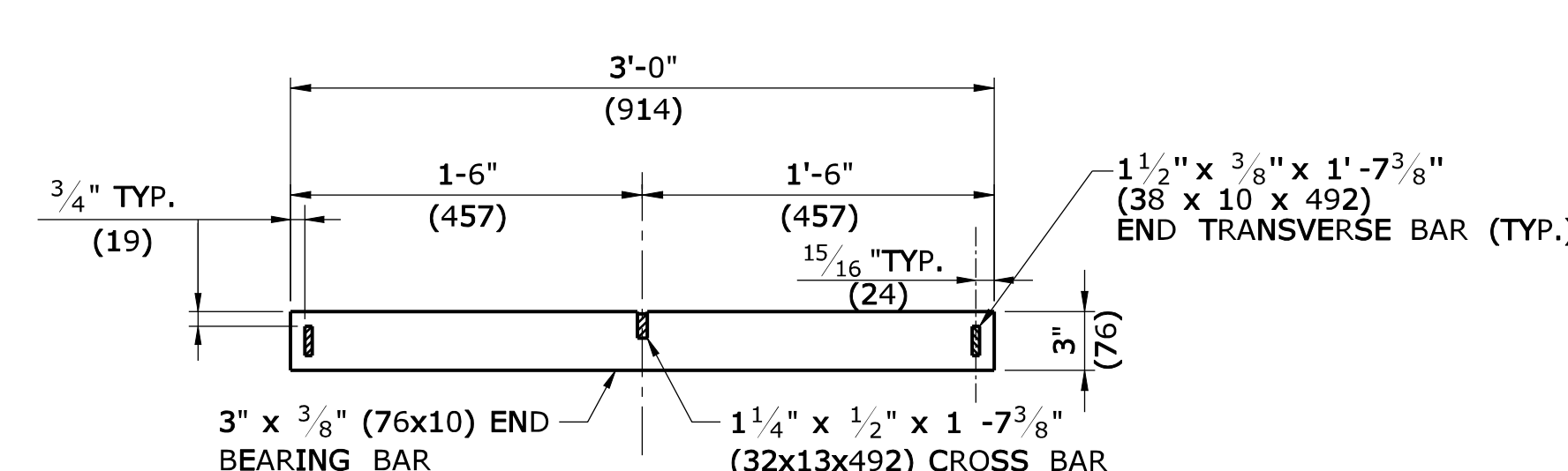
**ELEVATION- INTERIOR BEARING BAR**



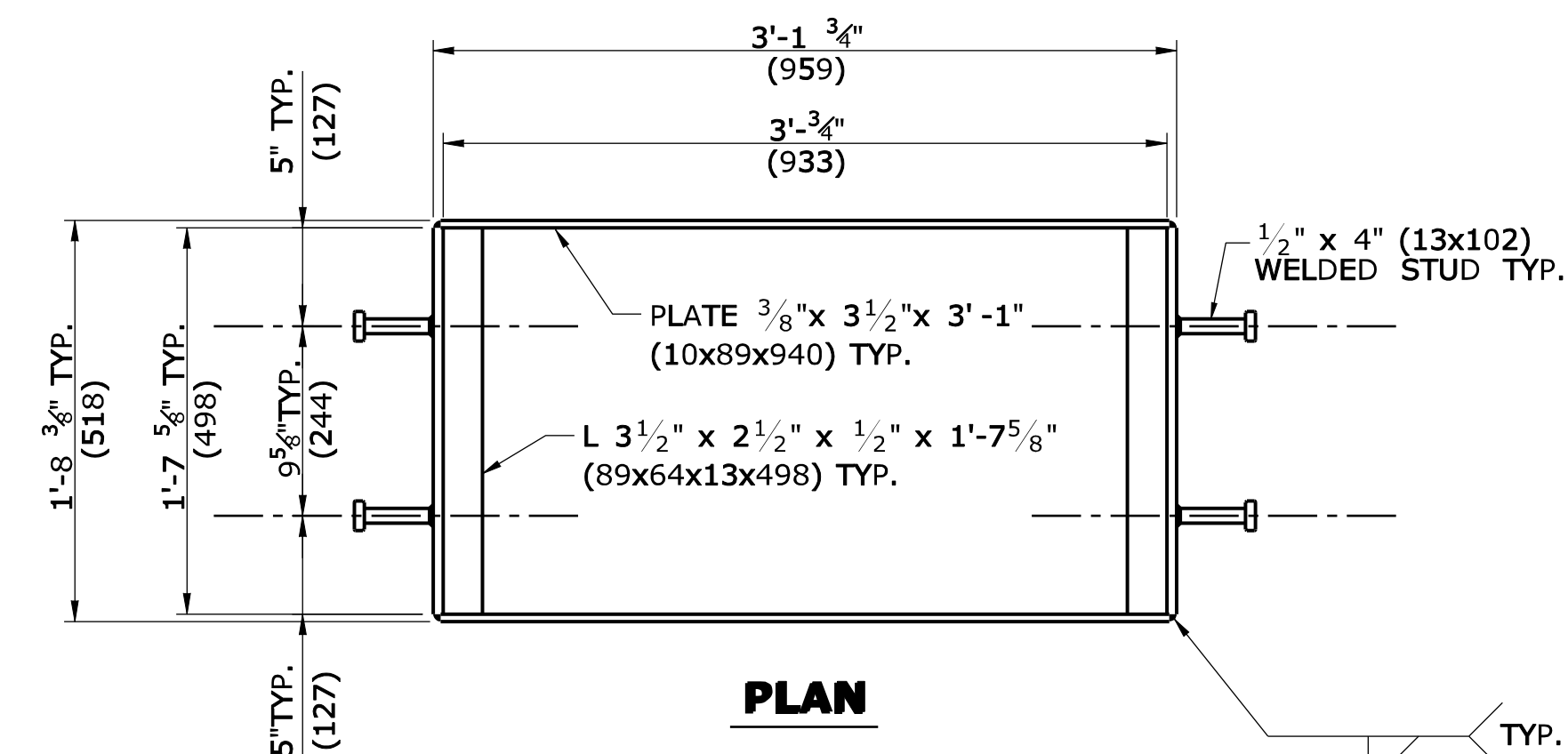
**ELEVATION- INTERIOR BEARING BAR**



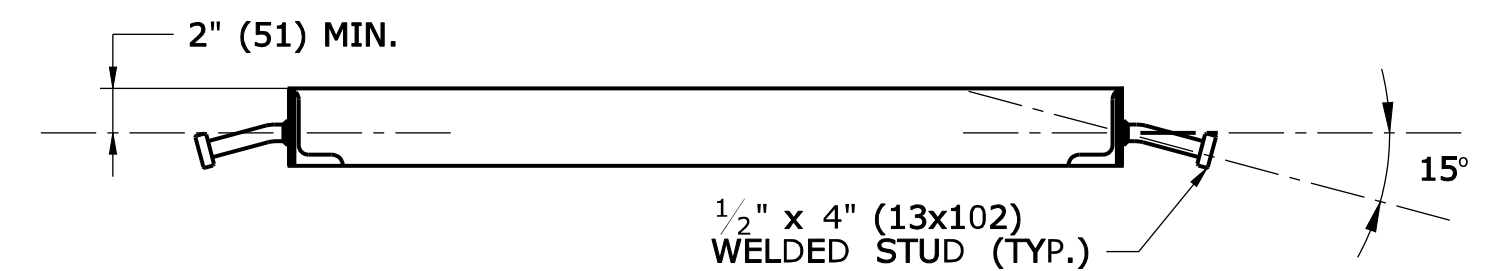
**ELEVATION- END BEARING BAR  
CATCH BASIN GRATE TYPE A**



**ELEVATION- END BEARING BAR  
CATCH BASIN GRATE TYPE B**



**PLAN**



**WELDED STUD ANCHOR DETAILS  
STEEL FRAME**

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

REV.	DATE	REVISION DESCRIPTION
-	-	-
-	-	-
-	-	-
-	-	-
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-	-	-
-	-	-
-	-	-
-	-	-
-	-	-

NOT TO SCALE

STATE OF CONNECTICUT  
DEPARTMENT OF TRANSPORTATION

Plotted Date: 9/11/2009

Filename: CTDOT-HIGHWAY\_STD.dgn Model: HW-507\_08

SUBMITTED BY: Timothy M. Wilson  
2009.09.16 11:16:32 -04'00'

APPROVED BY: James H. Norman  
2009.09.18 14:22:33 -04'00'

CTDOT  
STANDARD SHEET  
OFFICE OF ENGINEERING

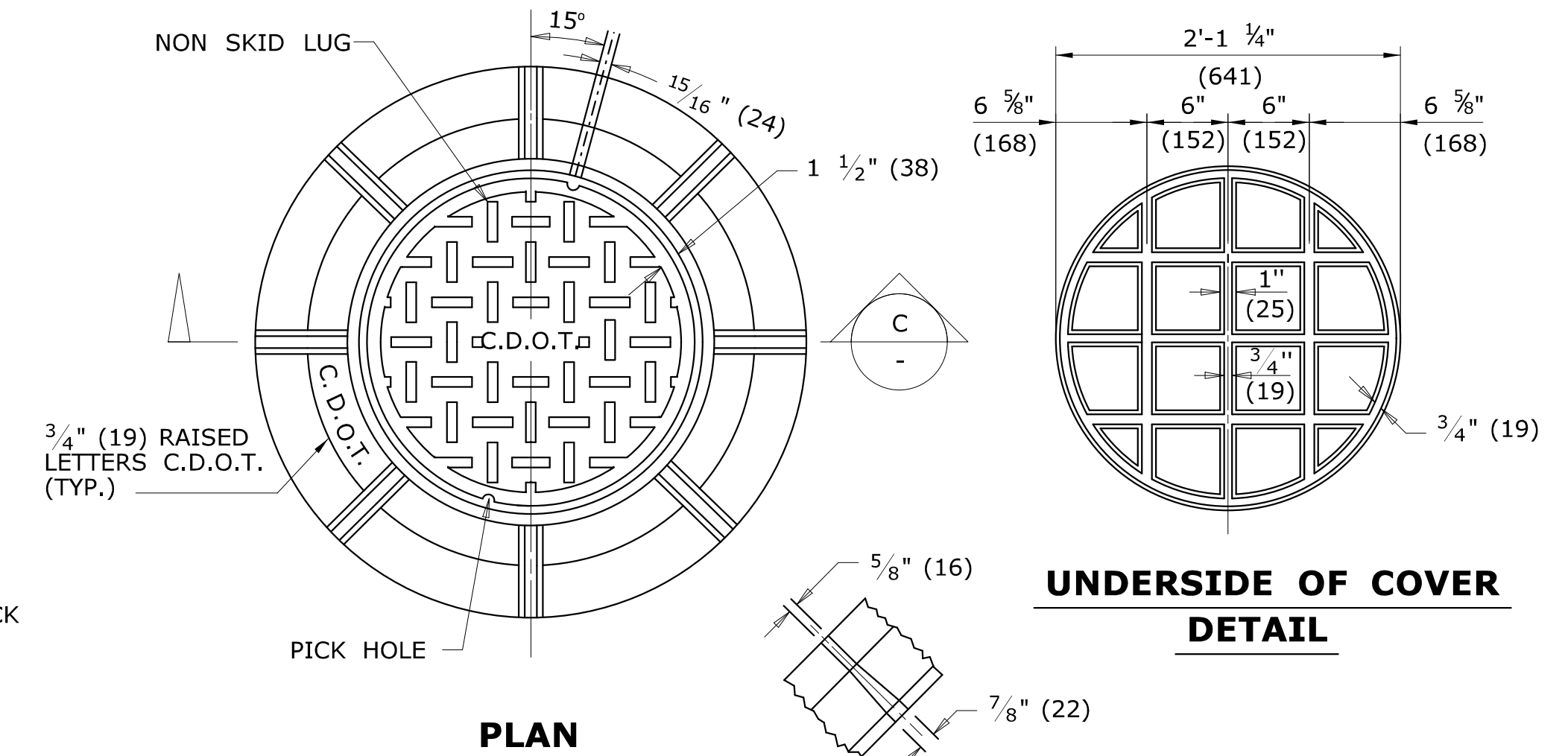
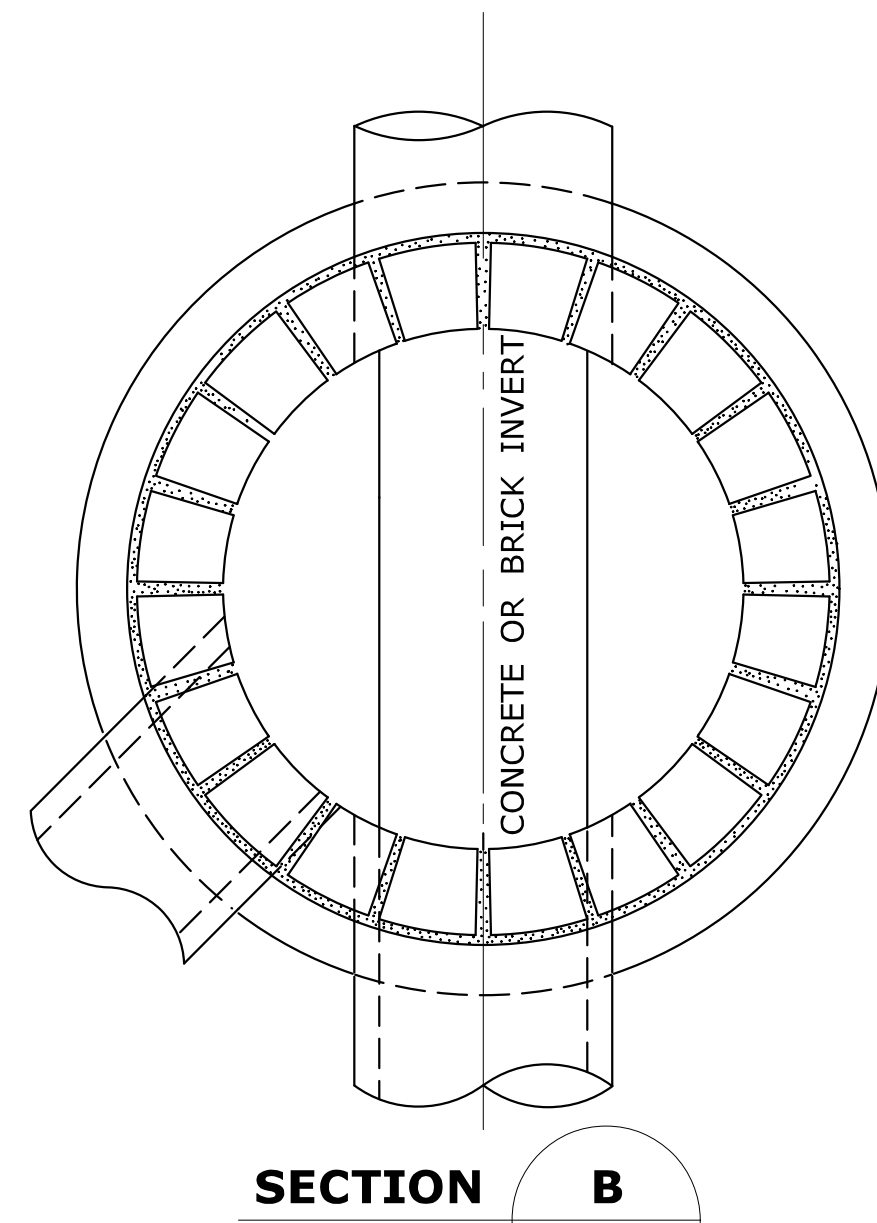
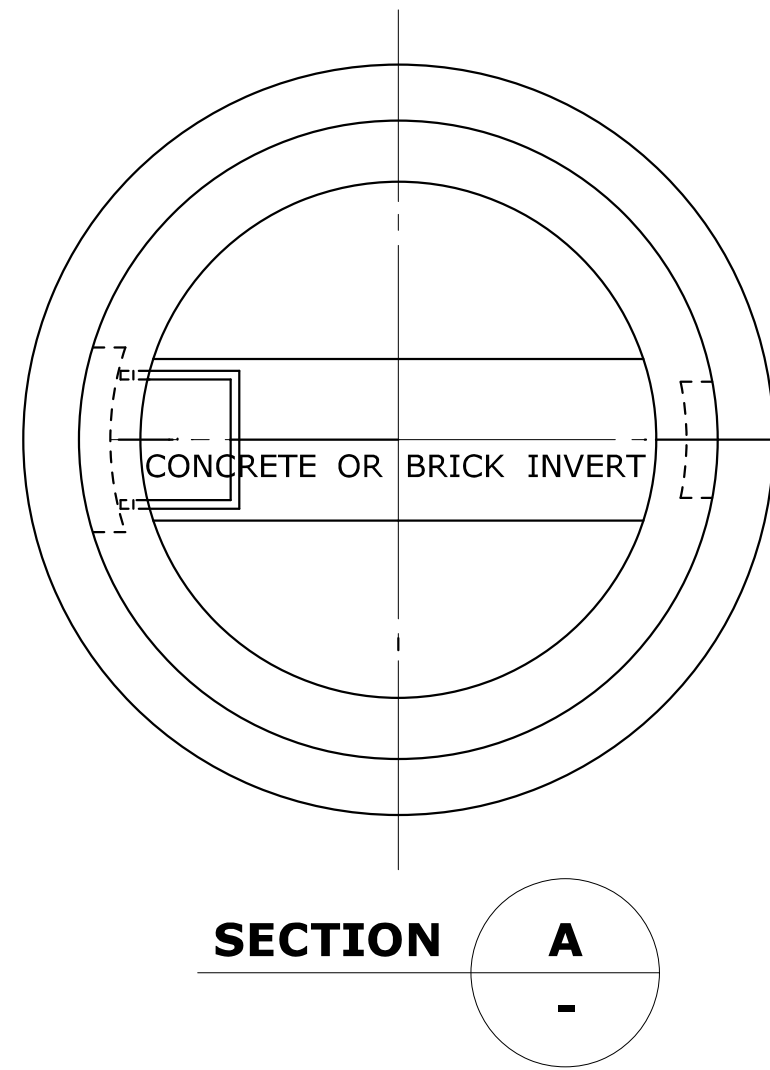
STANDARD SHEET TITLE:  
**CATCH BASIN FRAMES AND GRATES**

STANDARD SHEET NO.:  
**HW-507\_08**

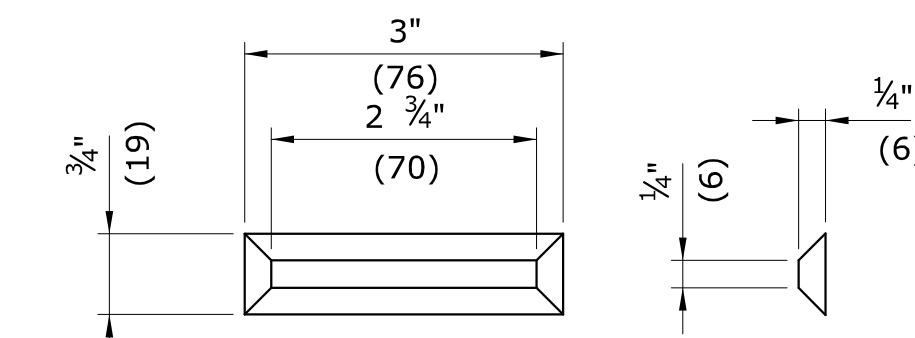


**GENERAL NOTES:**

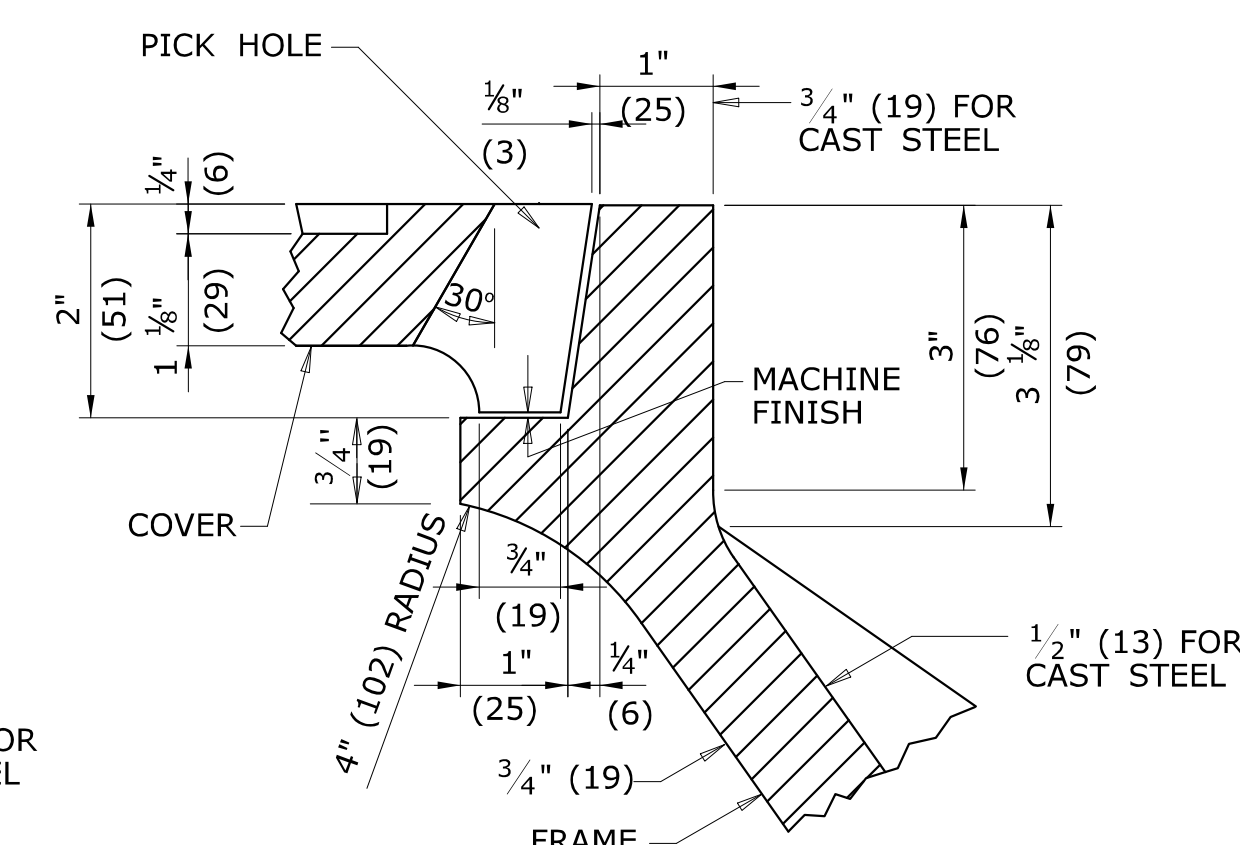
1. CHANNELS MAY BE SHAPED IN CONCRETE BASE OF MANHOLE OR FORMED USING BRICK OR MASONRY.
2. A FRAME DIAMETER OF 3'-3" (991) WITH 4" (102) FLANGE MUST BE USED WHEN THE TOP DIAMETER OF THE PRECAST CONE IS LESS THAN 3'-6" (1067). ALL OTHER FRAME DIMENSIONS SHALL REMAIN THE SAME.
3. COVER: CAST IRON STEEL  
MIN. COVER WEIGHT 134LB.(61kg) 134LB.(61kg)
4. ALL DIMENSIONS SUBJECT TO MANUFACTURING TOLERANCES.



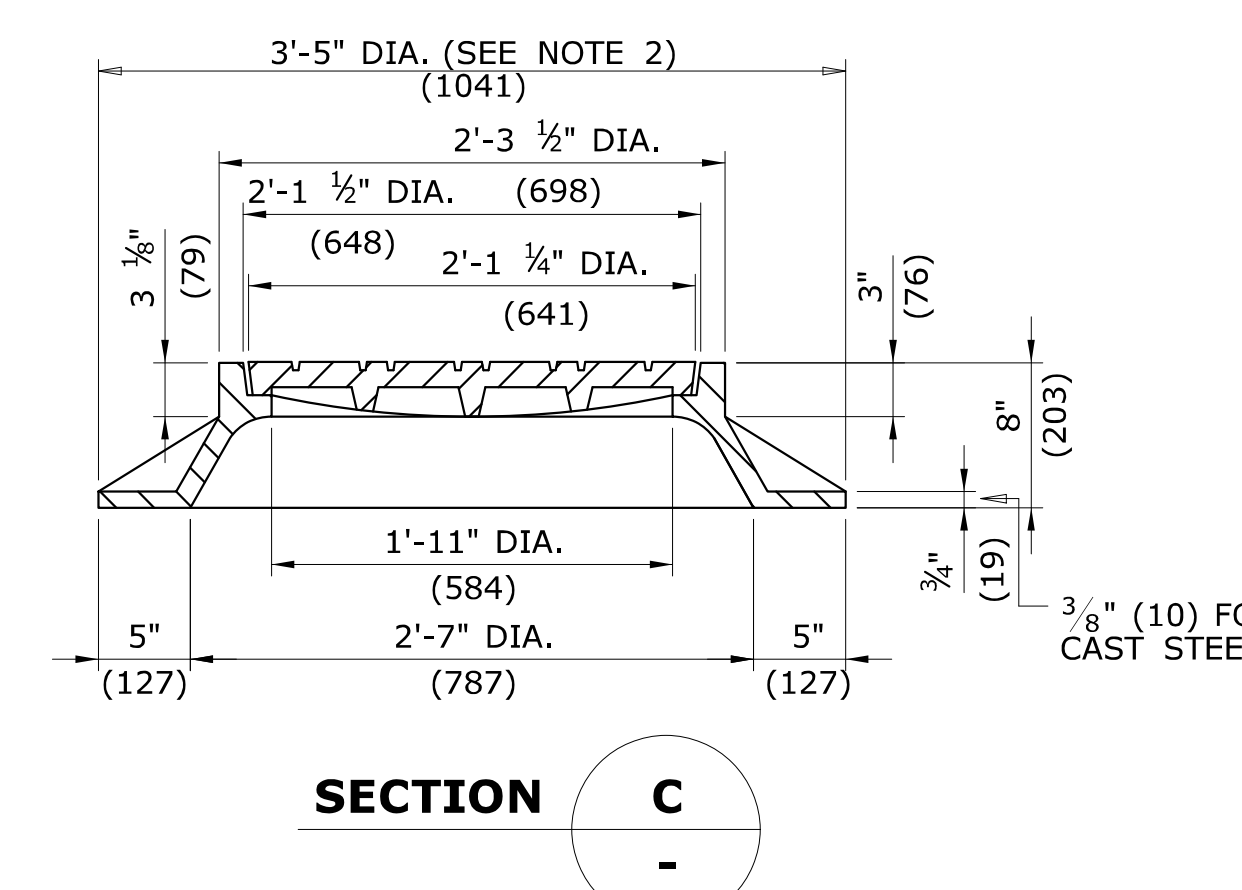
**UNDERSIDE OF COVER  
DETAIL**



**NON SKID LUG  
DETAIL**

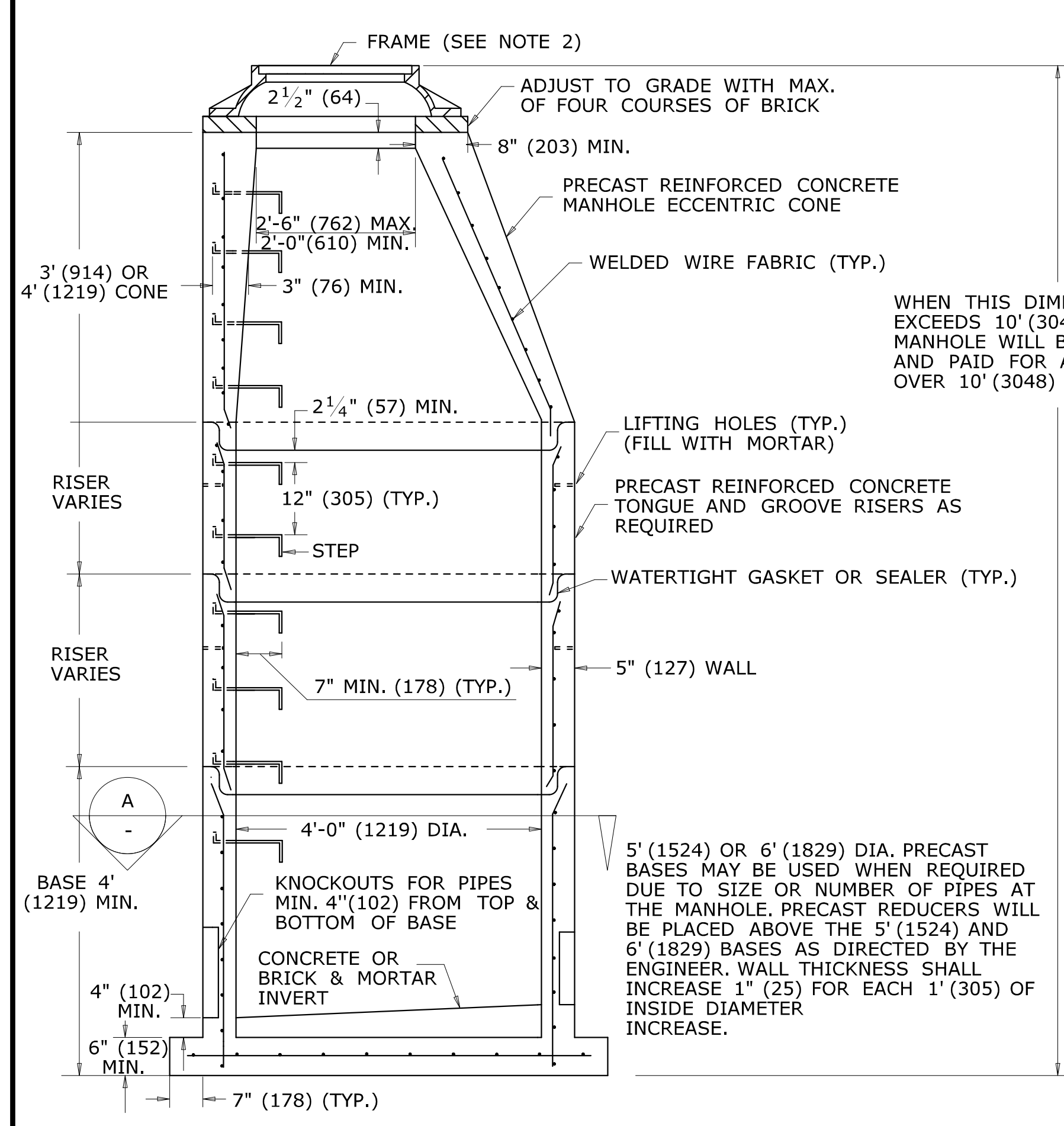


**DETAIL OF SEAT**



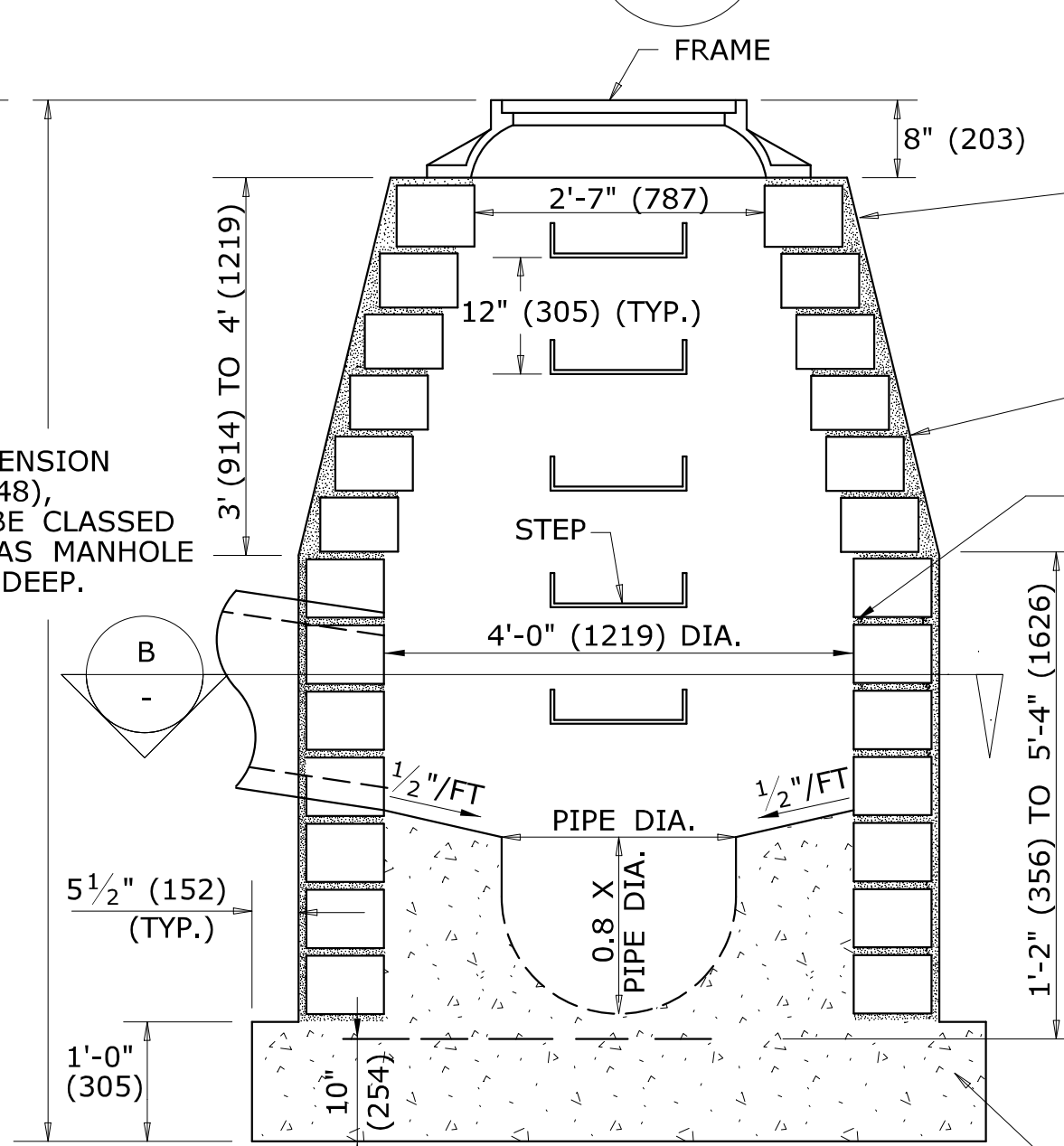
**SECTION C**

**FRAME AND COVER DETAILS**



**ELEVATION  
MANHOLE**

REINFORCED PRECAST CONCRETE UNIT



**ELEVATION  
MANHOLE**

MASONRY CONCRETE UNIT OR CLASS "A" CONCRETE

WALL SHALL BE A MIN. OF 6" (152) WITH MASONRY CONCRETE UNITS, CLASS "A" CONCRETE WALL SHALL BE 12" (300) THICK WHEN DEPTH OF MANHOLE IS GREATER THAN 10' (3048) DEEP.

MASONRY WALLS SHALL BE PLASTERED OUTSIDE WITH 2:1 CEMENT MORTAR 1/2" (13) THICK. MASONRY MUST BE WET WHEN MORTAR IS APPLIED.

ALL JOINTS SHALL BE POINTED FLUSH AND FULL

WALLS SHALL BE BUILT OF MASONRY CONCRETE UNITS OR CLASS "A" CONCRETE AT THE OPTION OF THE CONTRACTOR.

MASONRY CONCRETE UNITS SHALL BE LAID IN CEMENT SAND MORTAR 1:2 MIX, JOINTS SHALL NOT BE OVER 1/2" (13) ON INSIDE FACE

WHEN THIS DIMENSION EXCEEDS 10' (3048), MANHOLE WILL BE CLASSED AND PAID FOR AS MANHOLE OVER 10' (3048) DEEP.

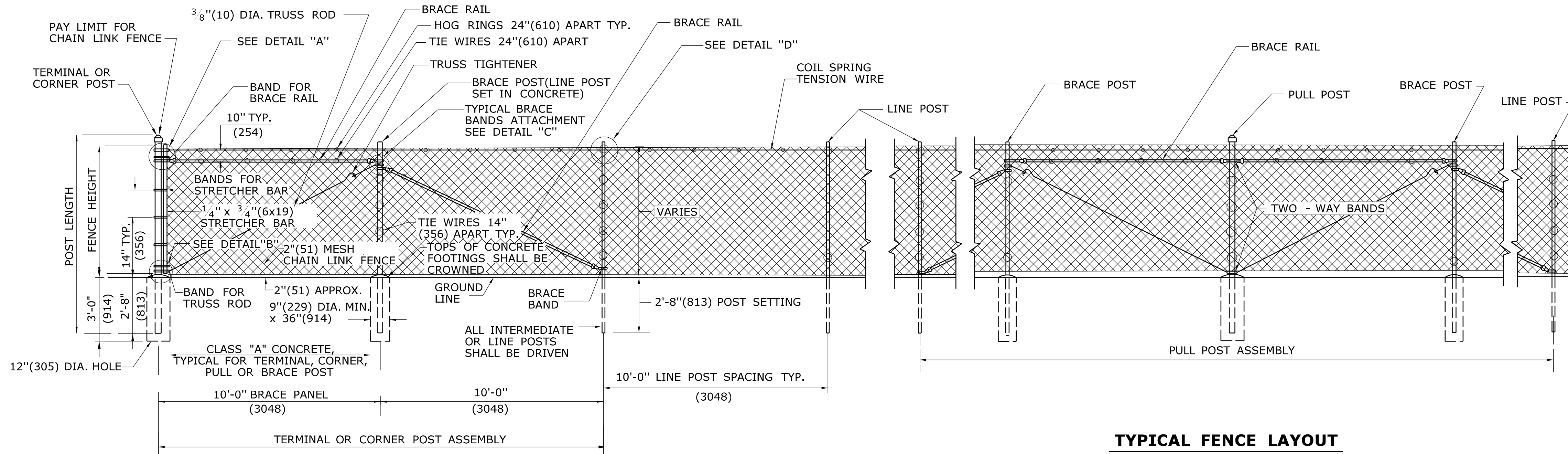
5' (1524) OR 6' (1829) DIA. PRECAST BASES MAY BE USED WHEN REQUIRED DUE TO SIZE OR NUMBER OF PIPES AT THE MANHOLE. PRECAST REDUCERS WILL BE PLACED ABOVE THE 5' (1524) AND 6' (1829) BASES AS DIRECTED BY THE ENGINEER. WALL THICKNESS SHALL INCREASE 1" (25) FOR EACH 1' (305) OF INSIDE DIAMETER INCREASE.

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

1	6/11	REVISE STEP WIDTH PER OSHA	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.	NOT TO SCALE	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION	SUBMITTED BY: [Signature] NAME/DATE/TIME: [Signature] Digitally signed by Leo L. Fontaine Date: 2013.07.24 11:01:54-04'00'	CTDOT STANDARD SHEET  OFFICE OF ENGINEERING	STANDARD SHEET TITLE:	STANDARD SHEET NO.:
2	7/13	REVISE COVER FRAME WEIGHT				APPROVED BY: [Signature] NAME/DATE/TIME: James H. Norman 2013.07.24 14:43:21-04'00'		MANHOLE - FRAME & COVER	HW-507_10
REV.	DATE	REVISION DESCRIPTION				Plotted Date: 6/13/2013		File name: CTDOT_HIGHWAY_STD2013.dgn	Model: 15-HW-507_10



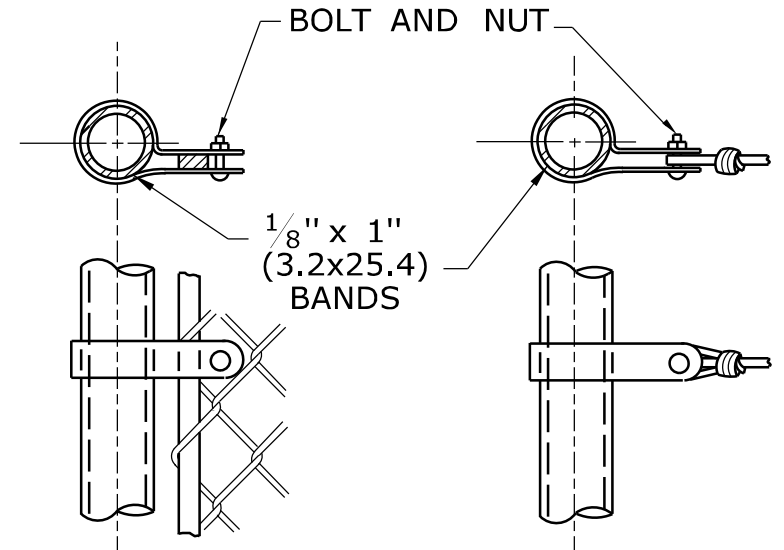




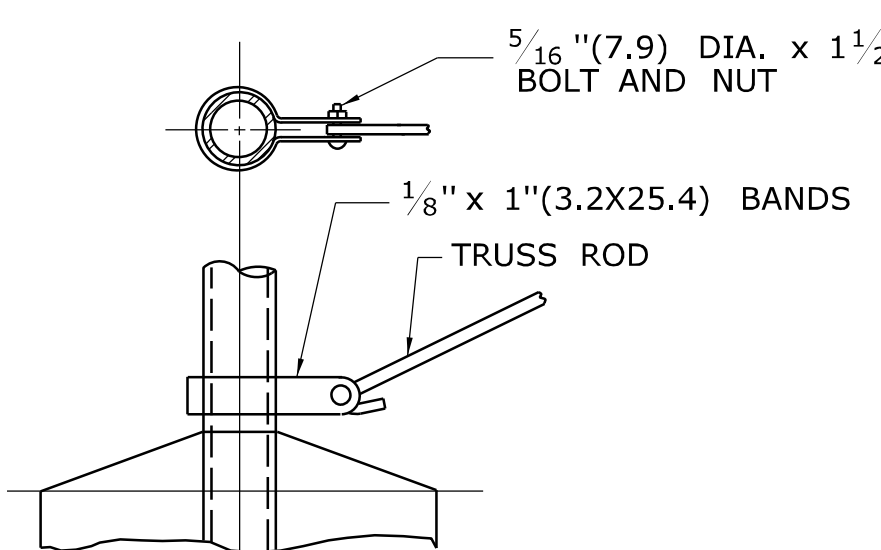
**TYPICAL FENCE LAYOUT**

- GENERAL NOTES:**
1. REFER TO SPECIFICATIONS FOR LOCATION OF PULL POST ASSEMBLIES.
  2. ALL SQUARE AND ROUND POSTS WILL BE CAPPED TO PREVENT WATER FROM ENTERING.
  3. WHERE ROCK IS ENCOUNTERED, IT SHALL BE DRILLED AND THE POSTS SET IN CONCRETE OR MORTAR.
  4. FENCE SHALL BE PLACED WITH FABRIC FACING OUTSIDE HIGHWAY RIGHT OF WAY OR AS DIRECTED BY THE ENGINEER.

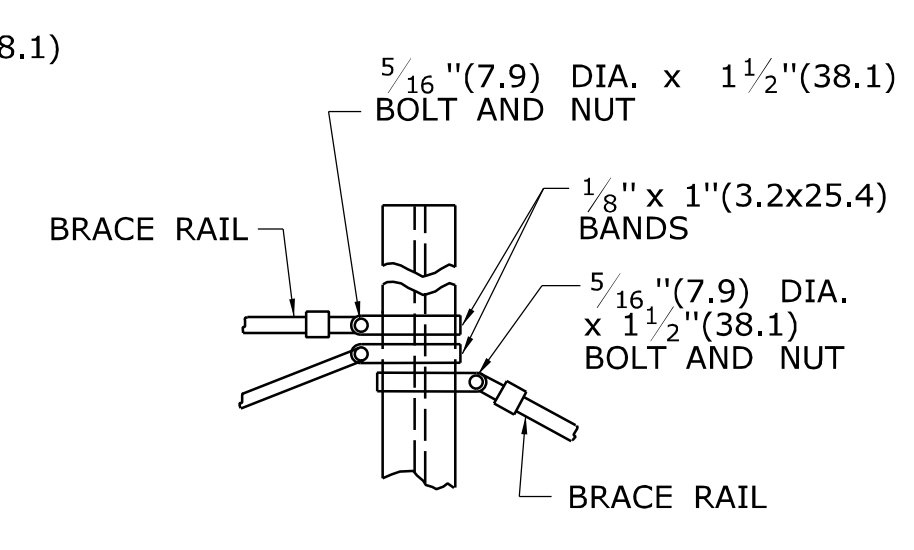
**ROUND PIPE TERMINAL CORNER OR PULL POST**



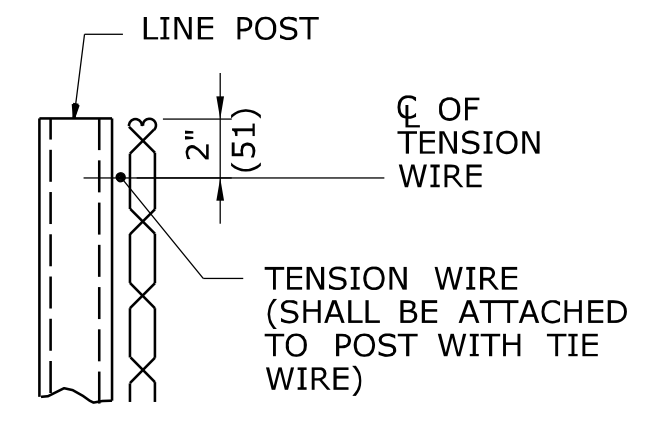
**DETAIL "A"  
STRETCHER BAR AND TENSION  
WIRE ATTACHMENTS**



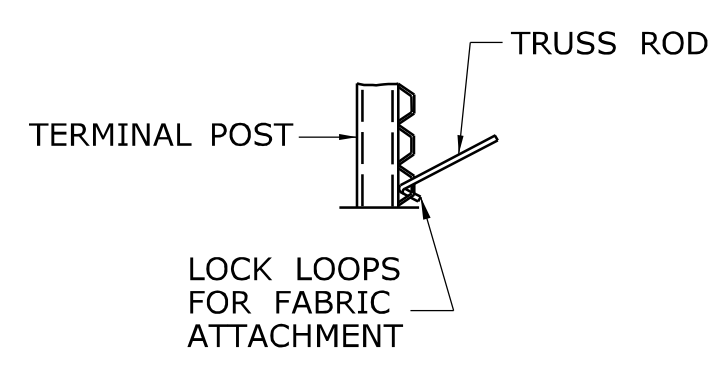
**DETAIL "B"  
TRUSS ROD ATTACHMENT**



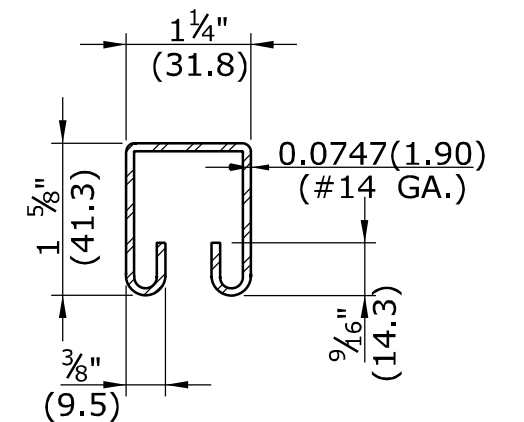
**DETAIL "C"  
ATTACHMENT OF BRACE RAILS  
TO LINE POSTS (TYPICAL)**



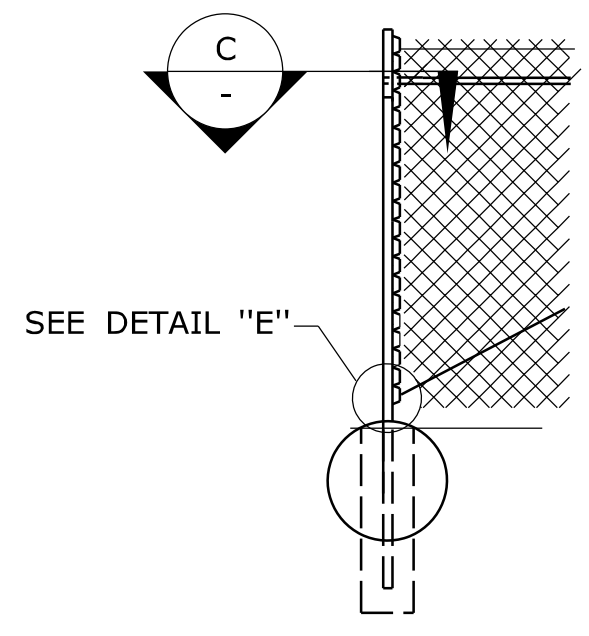
**DETAIL "D"  
LOCATION OF  
TENSION WIRE**



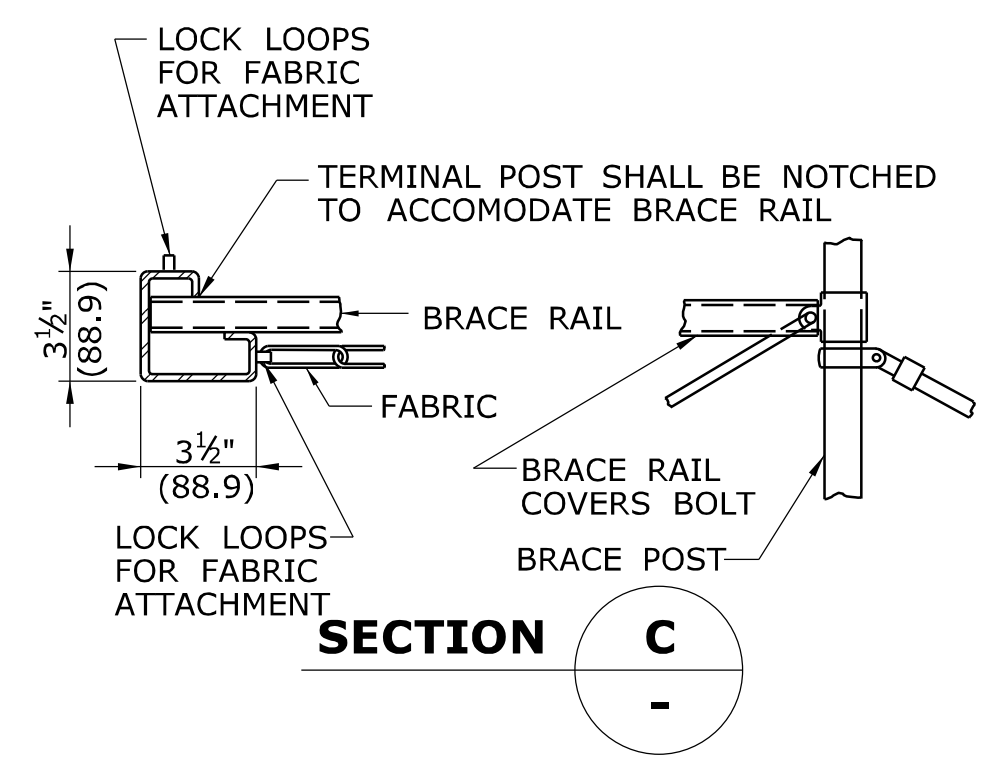
**DETAIL "E"  
TRUSS ROD  
ATTACHMENT**



**DETAIL "F"  
BRACE RAIL**



**TERMINAL, CORNER OR  
PULL POST**



**SECTION C  
FABRIC AND BRACE  
RAIL ATTACHMENT**

LINE BRACE OR INTERMEDIATE POST	TYPE	MATERIAL	FENCE HEIGHT			
			6'(1.8m) OR LESS		GREATER THAN 6'(1.8m)	
			DIMENSIONS INCHES(mm)	WEIGHT LBS/FT(kg/m)	DIMENSIONS INCHES(mm)	WEIGHT LBS/FT(kg/m)
"C"	PIPE	STEEL	1.87 X 1.62 (47.5x41.1)	2.40(3.57)	2.25 x 1.70(57.2x43.2)	2.78(4.14)
		STEEL CLASS 1	1.90(48.3) O.D.	2.72(4.05)		3.65(5.43)
		STEEL CLASS 2		2.28(3.39)		3.12(4.64)
ROLL-FORMED*	PIPE	ALUM. ALLOY		0.94(1.40)		1.25(1.86)
		STEEL	1.62 X 1.25 (41.1x31.75)	1.35(2.01)		
		STEEL CLASS 1	1.31(33.3) O.D.	1.68(2.50)	1.66(42.2) O.D.	2.27(3.38)
BRACE RAIL (OR TOP RAIL WHEN SPECIFIED)	PIPE	STEEL CLASS 2		1.34(1.99)		1.84(2.74)
		ALUM. ALLOY	1.62(41.1) O.D.	0.78(1.16)	1.62(41.1) O.D.	0.78(1.16)
		STEEL CLASS 1	2.37(60.2) O.D.	3.65(5.43)	2.87(72.9) O.D.	5.79(8.62)
TERMINAL CORNER OR PULL POST	PIPE	STEEL CLASS 2		3.12(4.64)		4.64(6.91)
		ALUM. ALLOY		1.25(1.86)		2.00(2.98)

NOTE: A MINUS TOLERANCE OF 5% IN SIZE AND WEIGHT SHALL BE ALLOWED FOR THESE MEMBERS, BUT WILL NOT APPLY TO THE ZINC OR POLYVINYL CHLORINE COATING. \* DIMENSIONS AND WEIGHT ARE FOR A FENCE HEIGHT OF 9'(2.7m) OR LESS.

**MINIMUM DIMENSIONS AND WEIGHTS FOR POSTS AND RAILS**

REV.	DATE	REVISION DESCRIPTION
1	6/01/10	REMOVE "H" POST & SQUARE TUBULAR POST DETAILS AND NOTES
-	-	-
-	-	-
-	-	-
-	-	-
-	-	-

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: 6/23/2011

NOT TO SCALE

STATE OF CONNECTICUT  
DEPARTMENT OF TRANSPORTATION

Filename: CTDOT\_HIGHWAY.STD\_JUNE2011.dgn Model: 65 - HW-913\_01

SUBMITTED BY: [Signature]  
NAME/DATE/TIME: [Blank]  
APPROVED BY: [Signature]  
NAME/DATE/TIME: James H. Norman  
2012.07.12 09:43:42 -04'00'

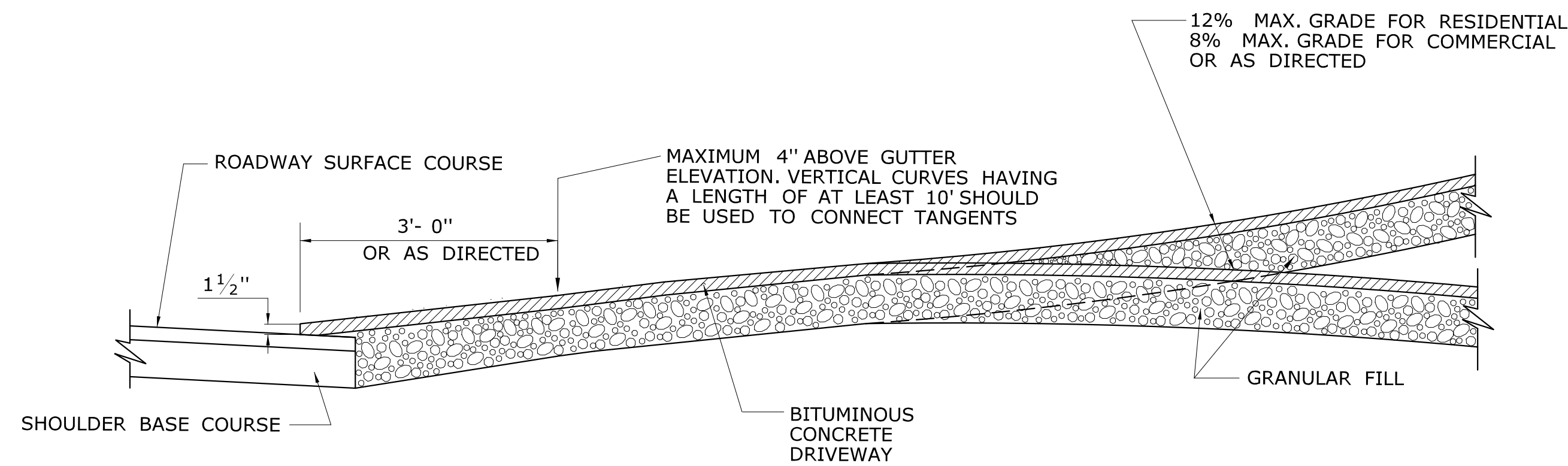
CTDOT  
STANDARD SHEET  
OFFICE OF ENGINEERING

STANDARD SHEET TITLE:  
**CHAIN LINK FENCE**

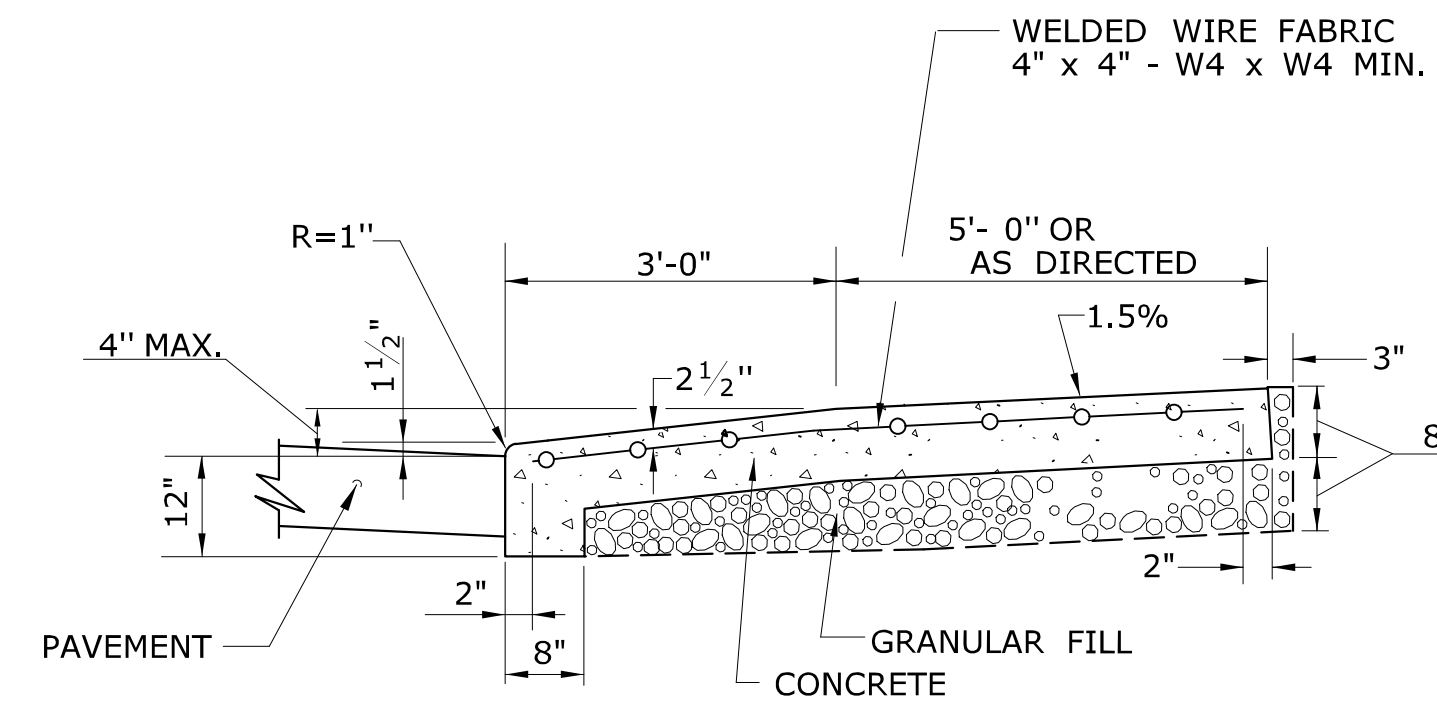
STANDARD SHEET NO.:  
**HW-913\_01**

**GENERAL NOTES:**

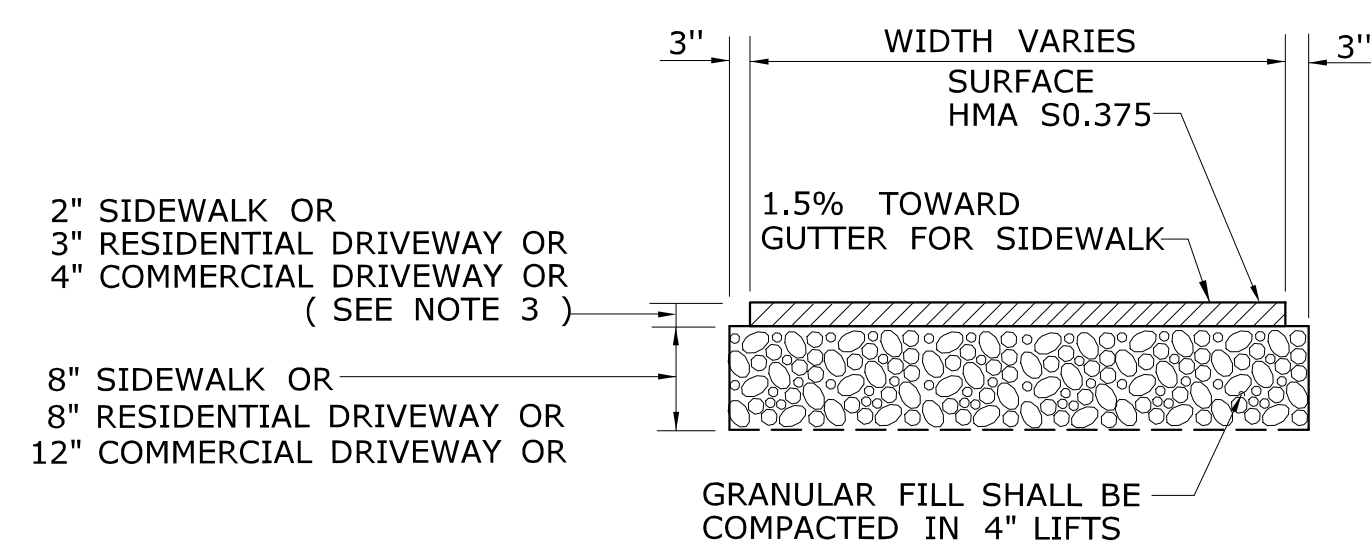
1. DRIVEWAY ENTRANCE SHALL BE A MINIMUM OF 12' WIDE, EXCLUDING CURBING WHEN PRESENT.
2. WELDED WIRE FABRIC MATS WITH REINFORCING AT CLOSER SPACING MAY BE USED.
3. SURFACE HMA S0.375 TO BE PLACED IN TWO EQUAL LIFTS FOR BOTH RESIDENTIAL AND COMMERCIAL DRIVEWAYS.



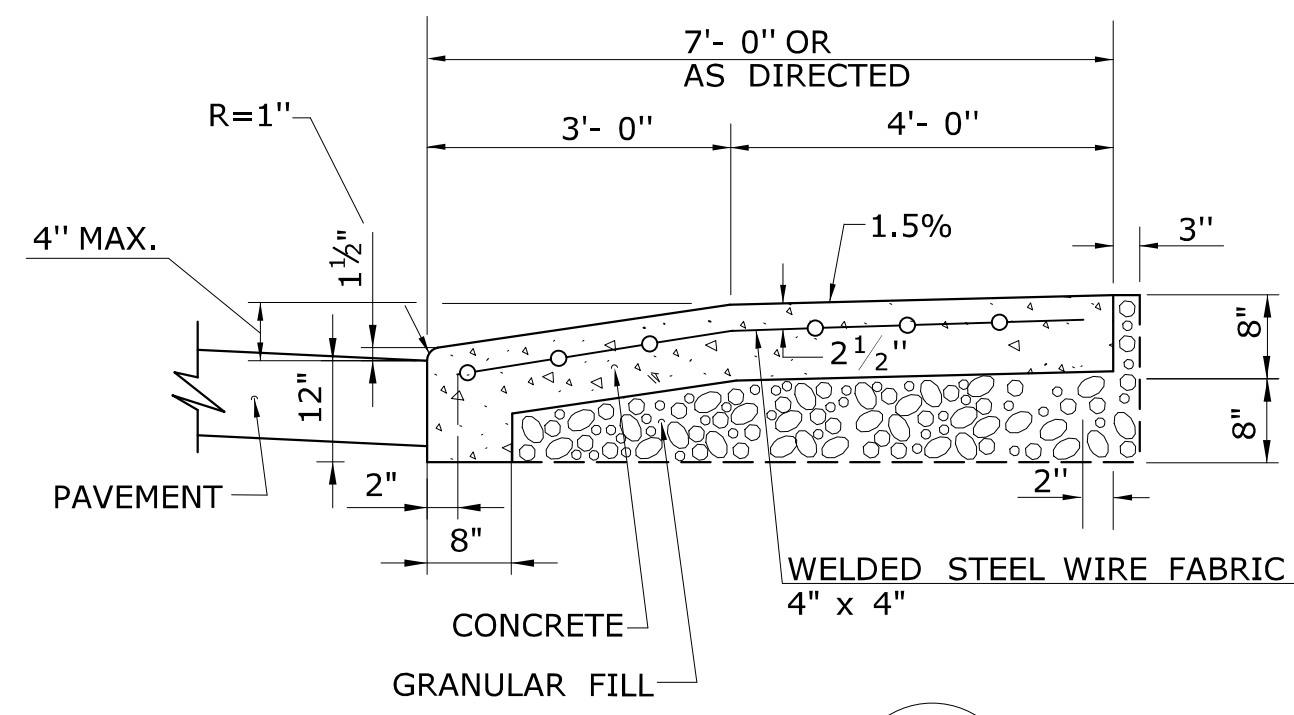
**SECTION A**



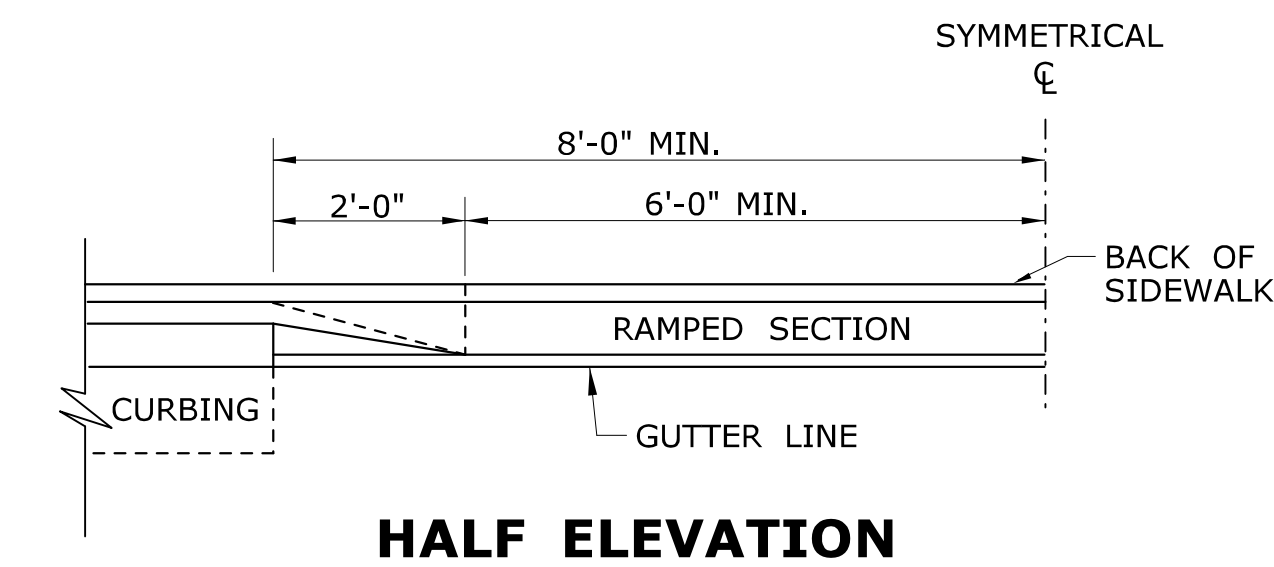
**SECTION C**



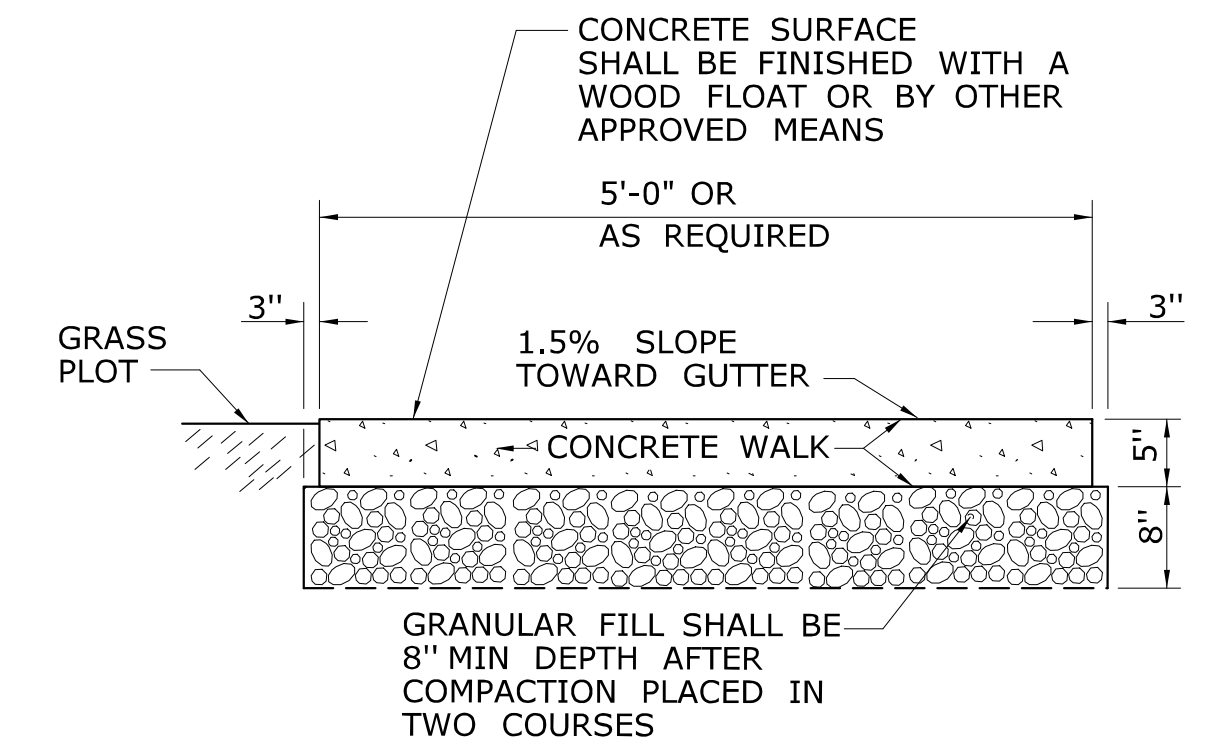
**TYPICAL SECTION  
BITUMINOUS CONCRETE  
SIDEWALK AND DRIVEWAY**



**SECTION B**

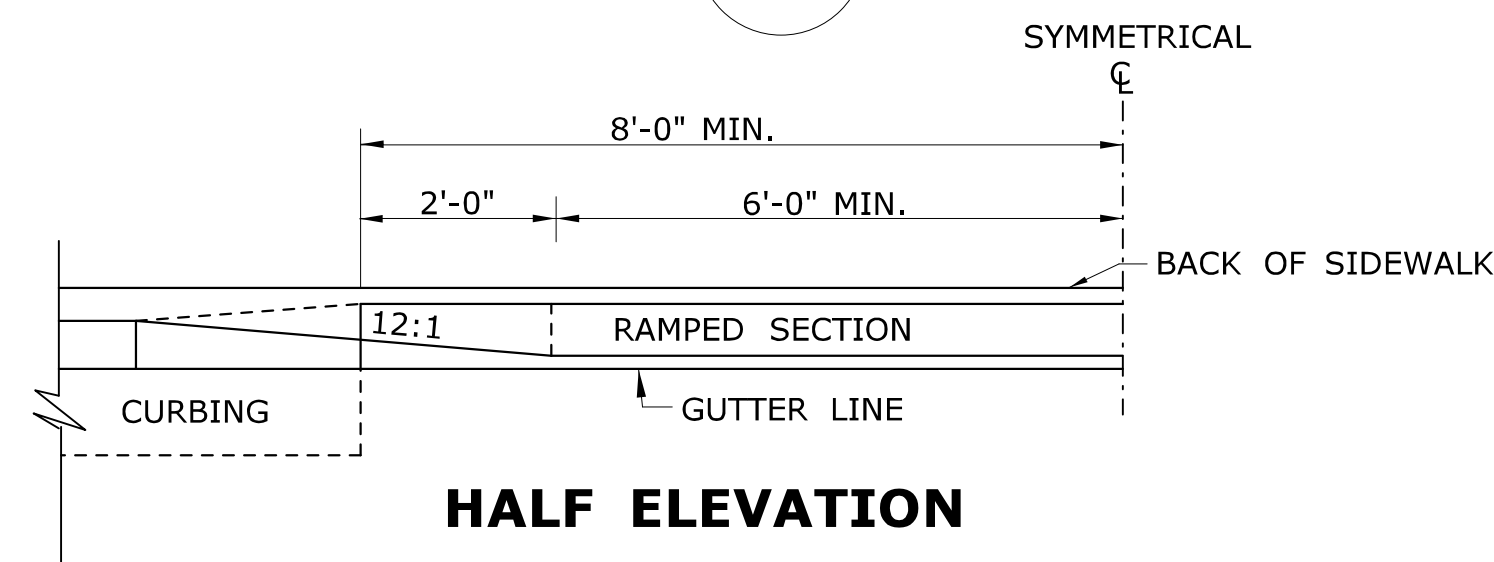


**HALF ELEVATION**

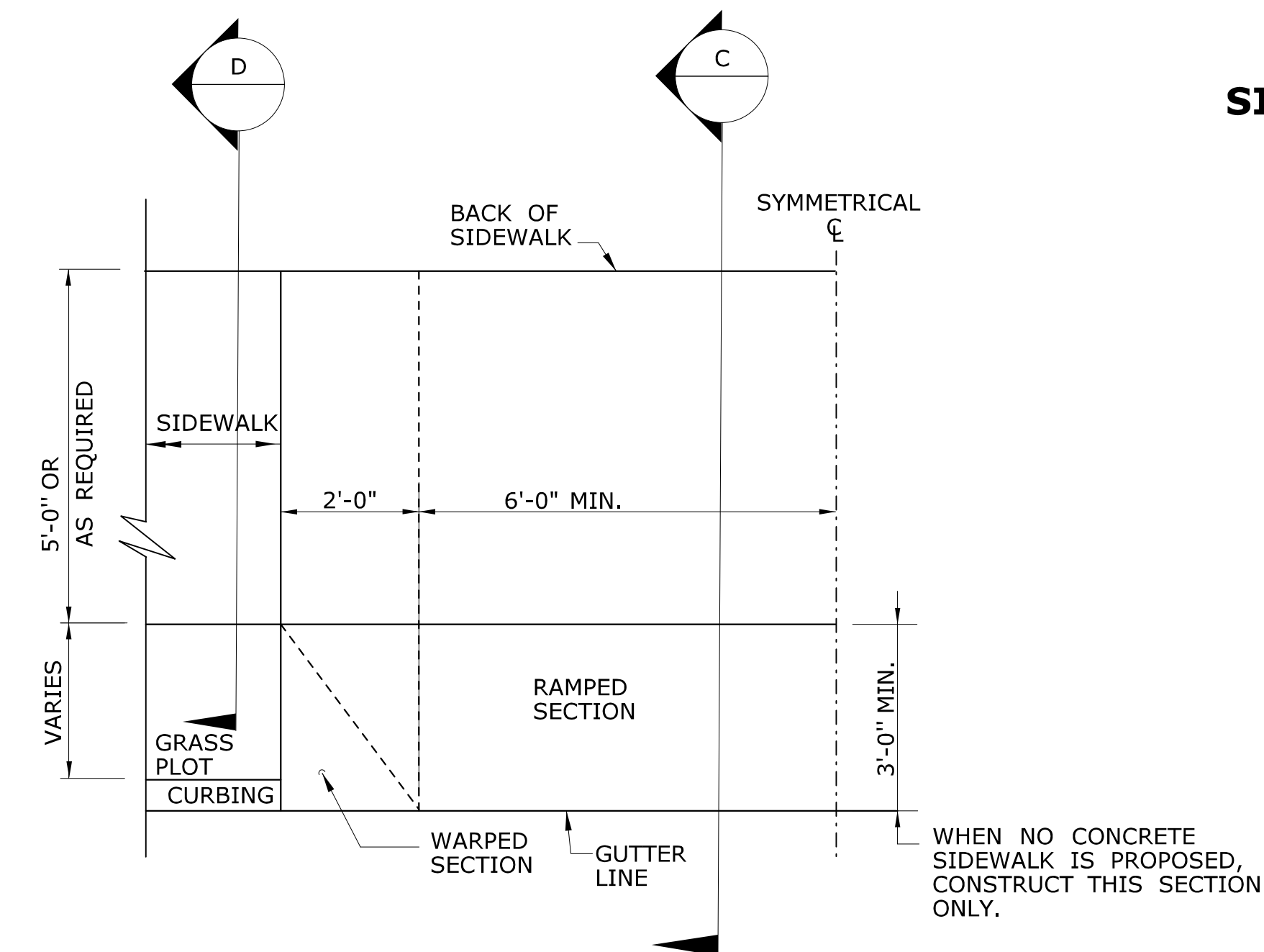


**SECTION D**

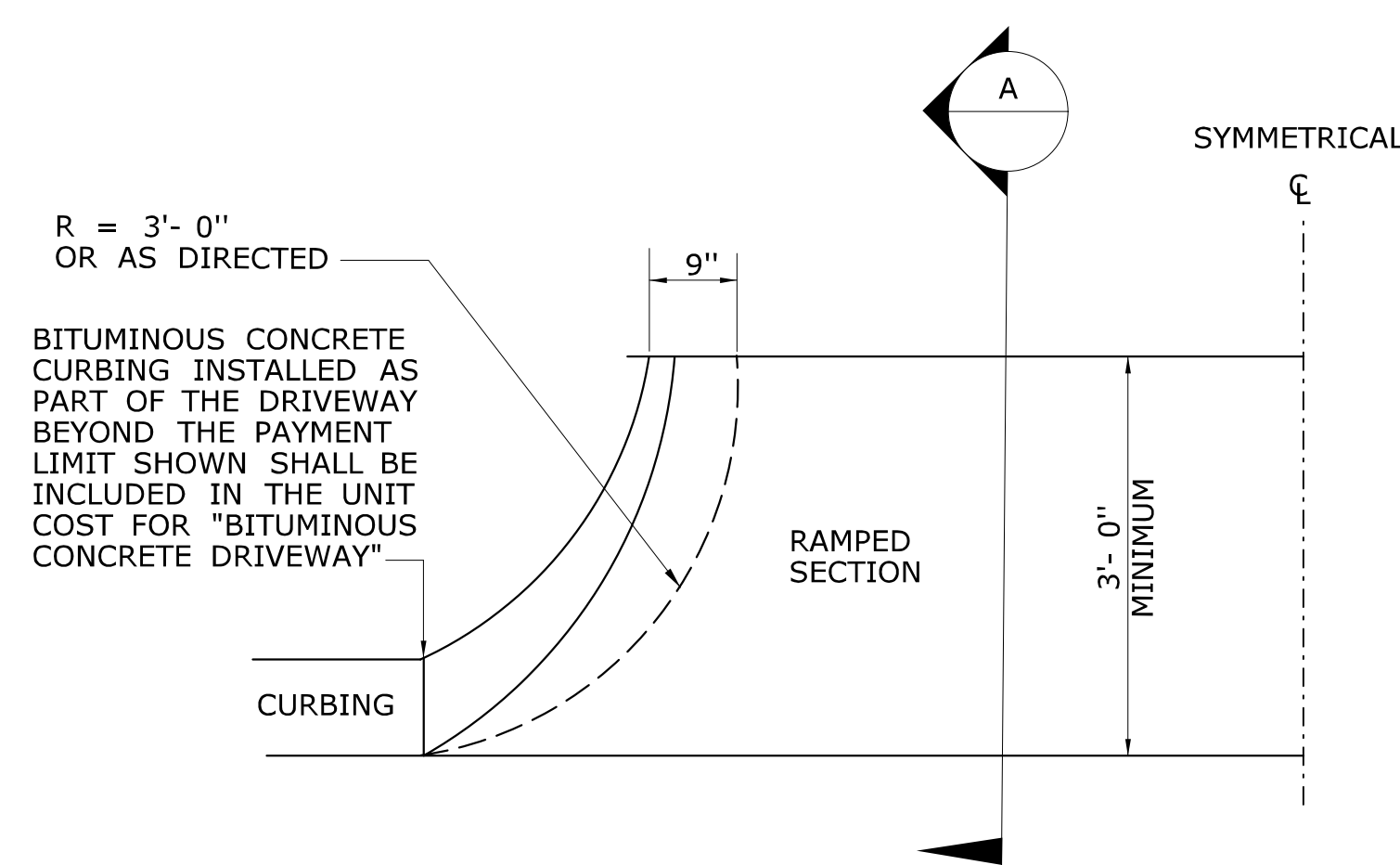
**5' WIDE CONCRETE  
SIDEWALK WITH GRASS PLOT**



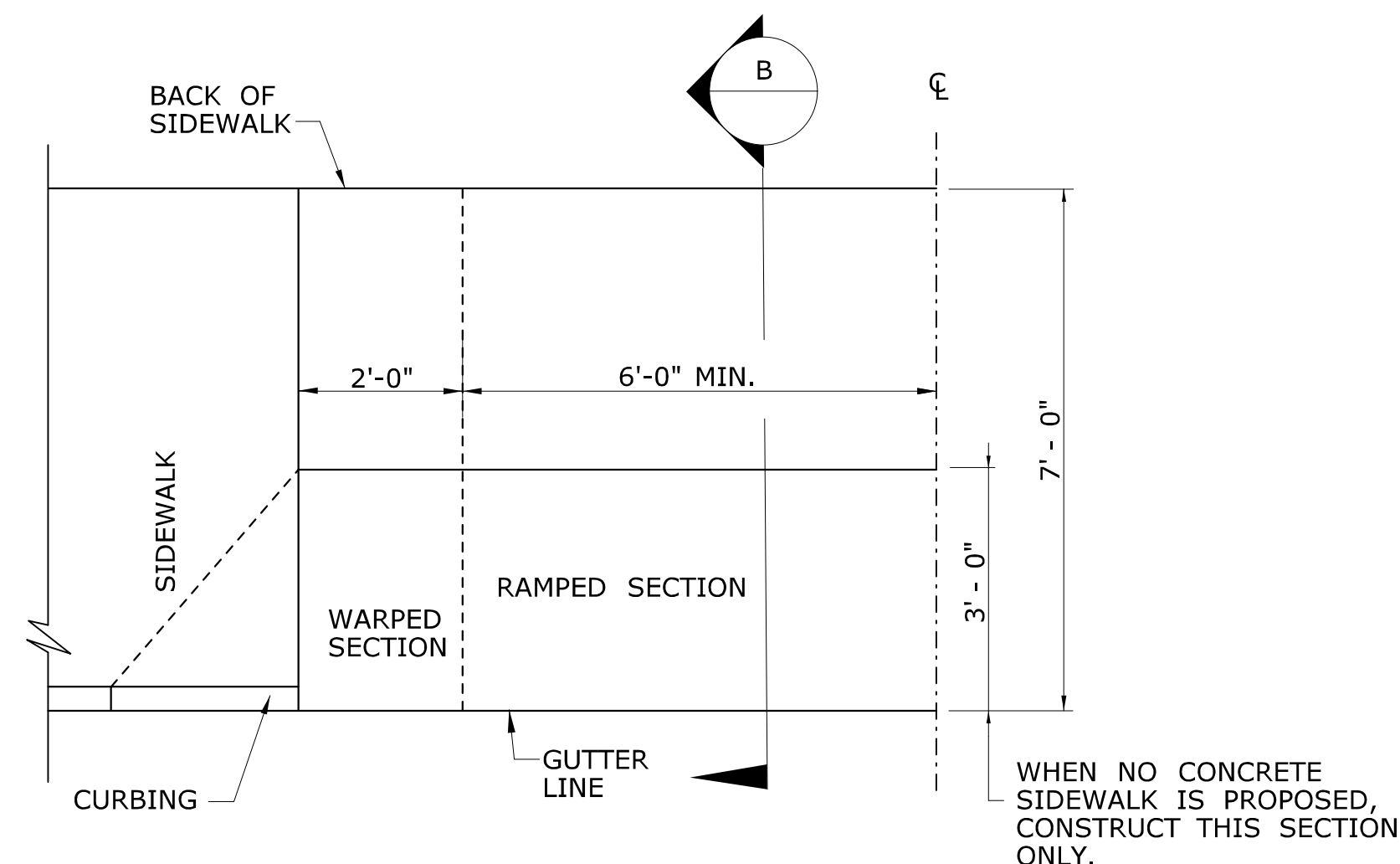
**HALF ELEVATION**



**HALF PLAN OF  
CONCRETE DRIVEWAY RAMP WHERE  
CURB IS SEPARATED FROM  
SIDEWALK BY GRASS PLOT**



**HALF BITUMINOUS CONCRETE  
DRIVEWAY PLAN**



**HALF PLAN OF  
CONCRETE DRIVEWAY RAMP WHERE  
SIDEWALK ADJOINS CURBING**

1	6/01/10	REVISED BORDER TITLE
2	6/01/10	REVISED HALF ELEVATION DETAILS
3	1/12	REVISE 2% MAX. SLOPE NOTE
4	6/17	REVISED SLOPES & MATERIAL COMPOSITIONS
-	-	INCREASED WALKING WIDTH OF CONCRETE DRIVEWAY RAMP
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: 6/6/2017

NOT TO SCALE



Filename: HW-921\_01.dgn Model: CT\_Civil\_2D\_Sheet

SUBMITTED BY:	NAME/DATE/TIME:
<i>Leo Fontaine</i>	Leo Fontaine, P.E. 2017.06.07 07:34:10-04'00'
APPROVED BY:	NAME/DATE/TIME:
<i>Gregory M. Dorosh</i>	Gregory M. Dorosh, P.E. 2017.06.07 10:47:32-04'00'

**CTDOT  
STANDARD SHEET  
OFFICE OF ENGINEERING**

STANDARD SHEET TITLE:	STANDARD SHEET NO.:
<b>DRIVEWAY RAMPS AND SIDEWALKS</b>	<b>HW-921_01</b>



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<sub>LOOP</sub>) AND LEAD-IN CABLE (L<sub>14/2</sub>).

<u>LOOP INDUCTANCE (ENGLISH)</u>	<u>LOOP INDUCTANCE (METRIC)</u>
$L_{LOOP} = (P/4) (N^2 + N)$	$L_{LOOP} = (3.28P/4) (N^2 + N)$
LEAD-IN INDUCTANCE	LEAD-IN INDUCTANCE
$L_{14/2} = (0.24\mu h/FT) (D)$	$L_{14/2} = (0.78\mu h/m) (D)$

WHERE:

L<sub>LOOP</sub> = INDUCTANCE OF INDIVIDUAL LOOP SEGMENTS IN MICROHENRIES (μh).  
 L<sub>14/2</sub> = 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.)  
 $L_T = 1 / [(1/L_1) + (1/L_2) + (1/L_3) + \text{etc.}]$ ,  
 (TOTAL INDUCTANCE OF SEGMENTED LOOP SPLICED IN PARALLEL.)

WHERE:

L<sub>T</sub> = TOTAL INDUCTANCE OF THE SEGMENTED ARRANGEMENT.  
 L<sub>1</sub>, L<sub>2</sub>, L<sub>3</sub> = INDUCTANCE OF INDIVIDUAL LOOP SEGMENTS.

EXAMPLE: (IN ENGLISH)

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

$L_{LOOP} = (24/4) (4^2 + 4)$	$L_{14/2} = (0.24\mu h/FT) (300)$
$L_{LOOP} = (6) (20)$	$L_{14/2} = (0.24) (300)$
$L_{LOOP} = 120 \mu h$	$L_{14/2} = 72 \mu h$

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

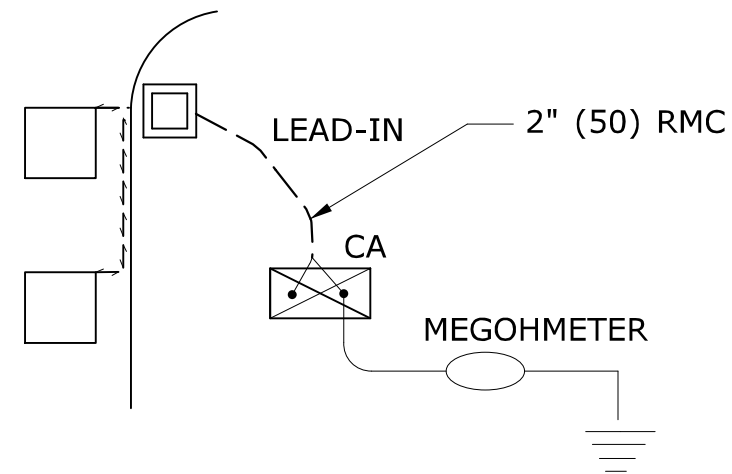
**3: POWER INTERRUPTION:**

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.

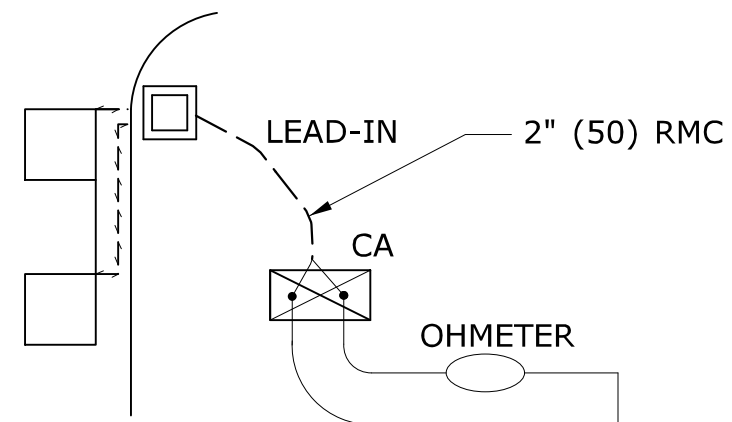
**INDUCTIVE LOOP TEST PROCEDURE**

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**



**TEST 1a**



**TEST 1b**

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

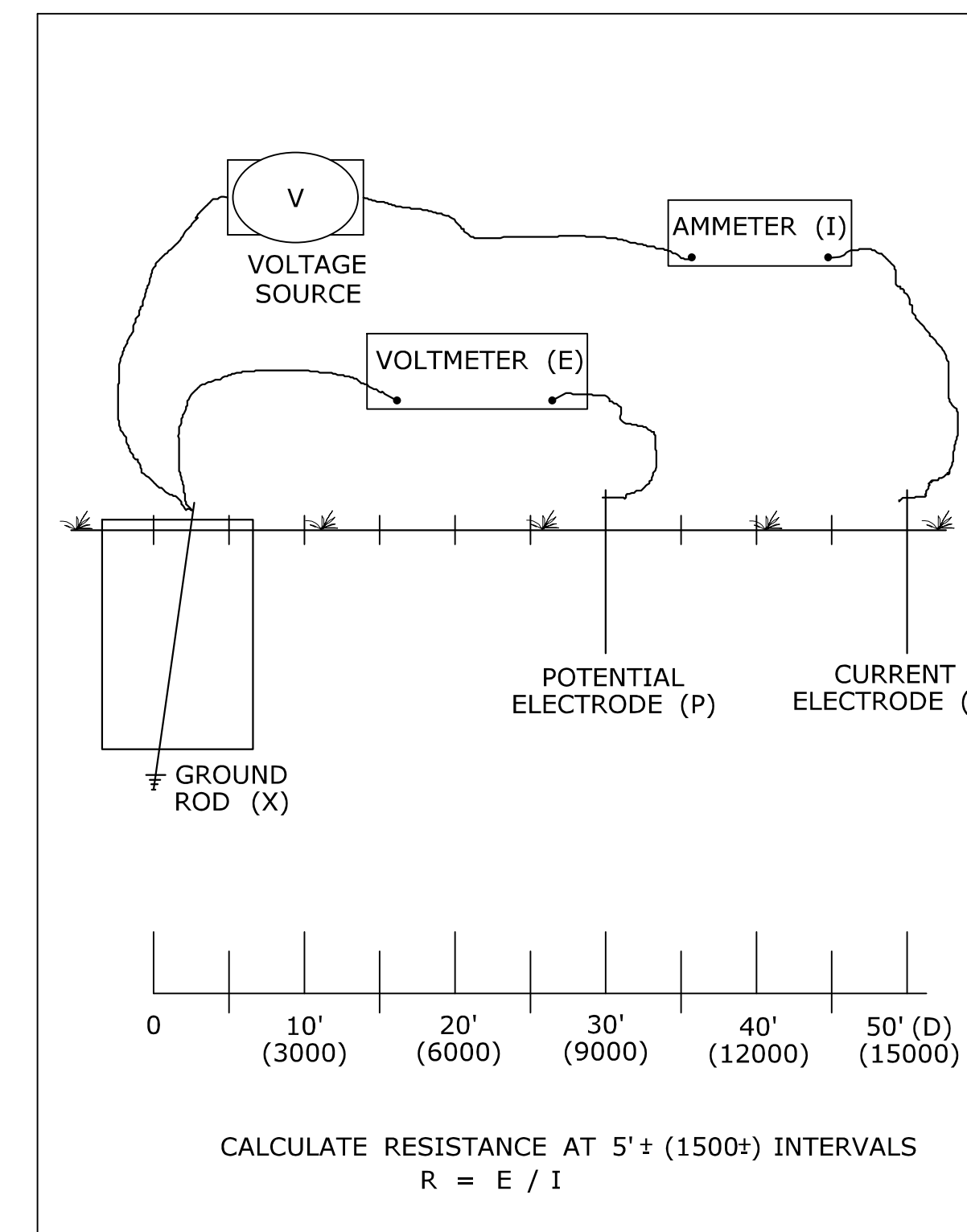
**LOOP CIRCUIT TEST DATA (EXAMPLE)**

**TEST PROCEDURE:**

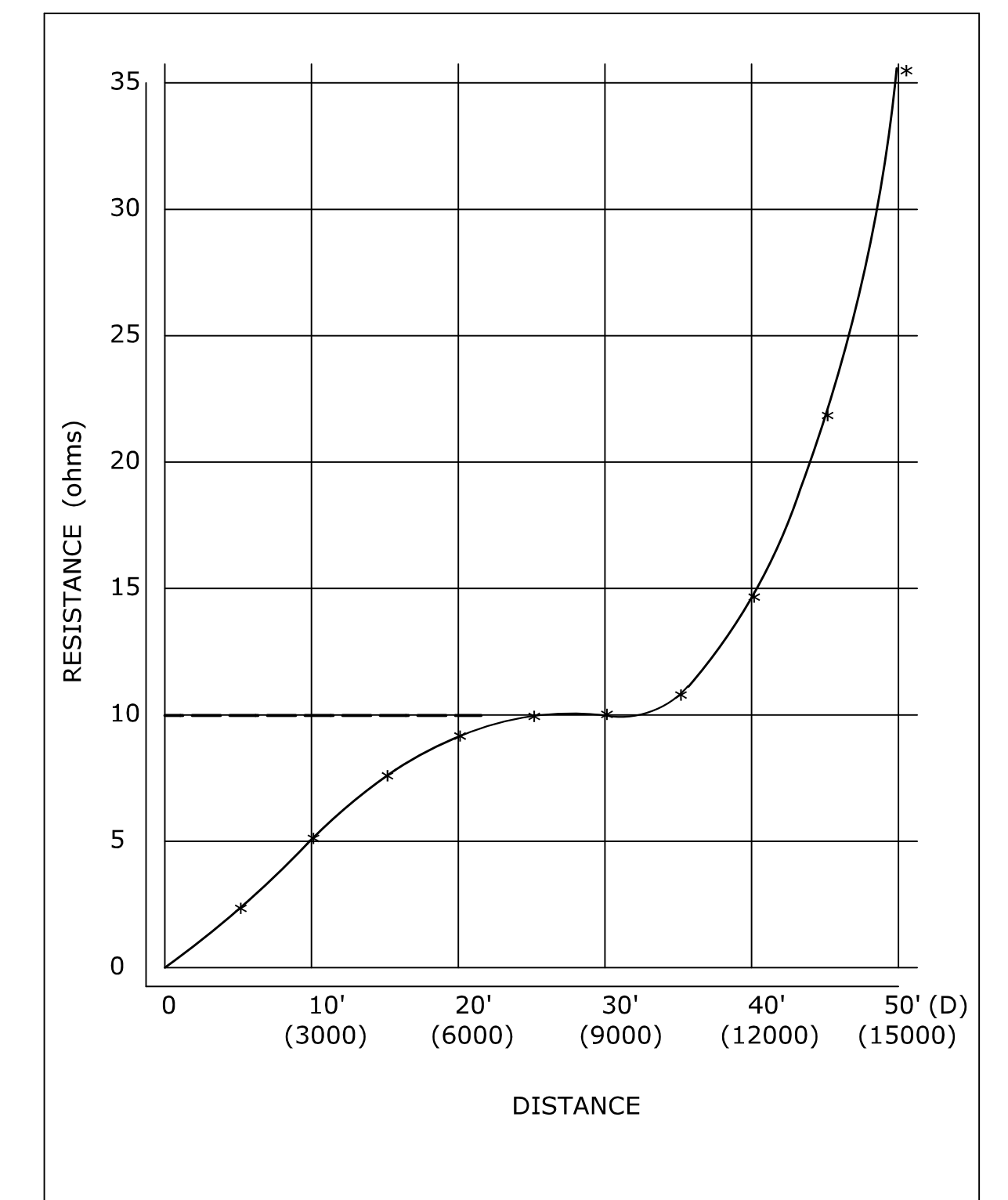
- INSERT ELECTRODE (C) A DISTANCE (D) FROM THE FOUNDATION. RECOMMEND A MINIMUM 50'.
- CONNECT A VOLTAGE SOURCE AND AMMETER BETWEEN THE FOUNDATION GROUND ROD (X) AND C.
- MEASURE THE CURRENT FLOW (I) BETWEEN X AND C.
- INSERT POTENTIAL ELECTRODE (P) AT 5' (1500) INTERVALS IN A STRAIGHT LINE TO ELECTRODE 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)**

**NOTES:**

1. 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.
2. DURING THE TEST, THE GROUND ROD SHOULD NOT BE BONDED TO ANY RMC IN THE FOUNDATION.
3. THE VOLTAGE SOURCE, VOLTMETER, AMMETER, ELECTRODES P AND C, AND CONNECTING CABLES ARE AVAILABLE AS A SPECIALIZED TEST INSTRUMENT.
4. REFER TO NATIONAL ELECTRICAL SAFETY CODE (NESC) SECTION 09, GROUNDING METHODS FOR ELECTRIC SUPPLY AND COMMUNICATIONS FACILITIES.
5. 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
2	1-2014	REVISED GROUND RESISTANCE NOTES.
1	4-2012	MINOR REVISIONS.

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Plotted Date: 1/7/2014

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* Tracy L. Fogarty 2014.01.07 16:11:26-05'00'

APPROVED BY: NAME/DATE/TIME:  
*Charles S. Harlow* Charles S. Harlow 2014.01.08 09:02:11-05'00'

**CTDOT**  
**STANDARD SHEET**

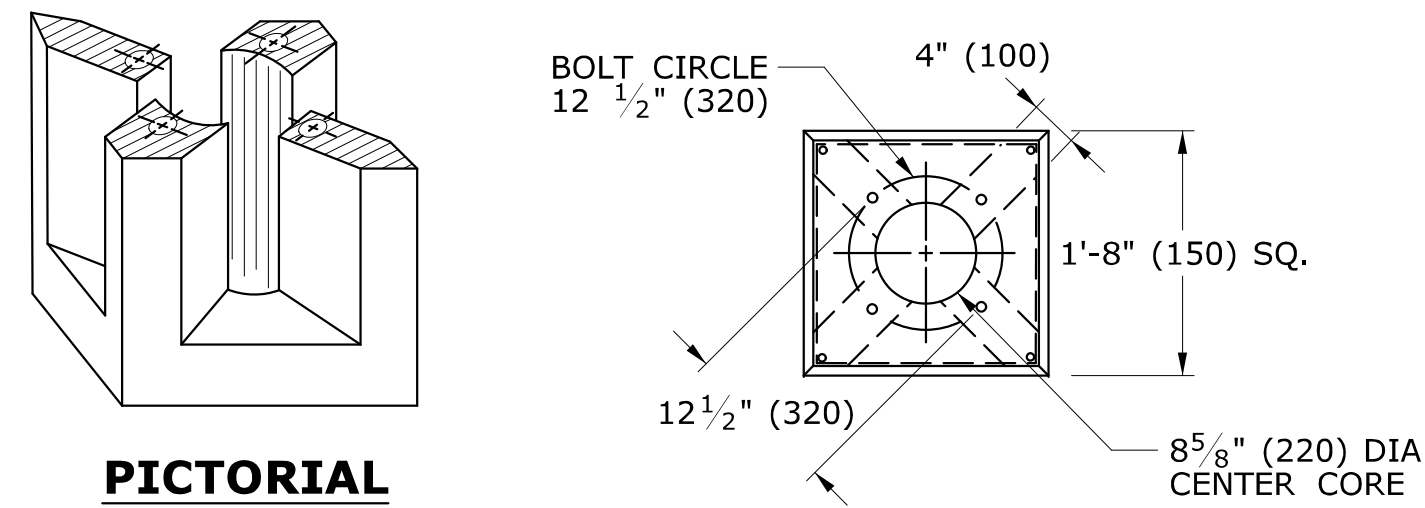
**OFFICE OF ENGINEERING**

STANDARD SHEET TITLE:  
**GENERAL CLAUSES (TEST PROCEDURES)**

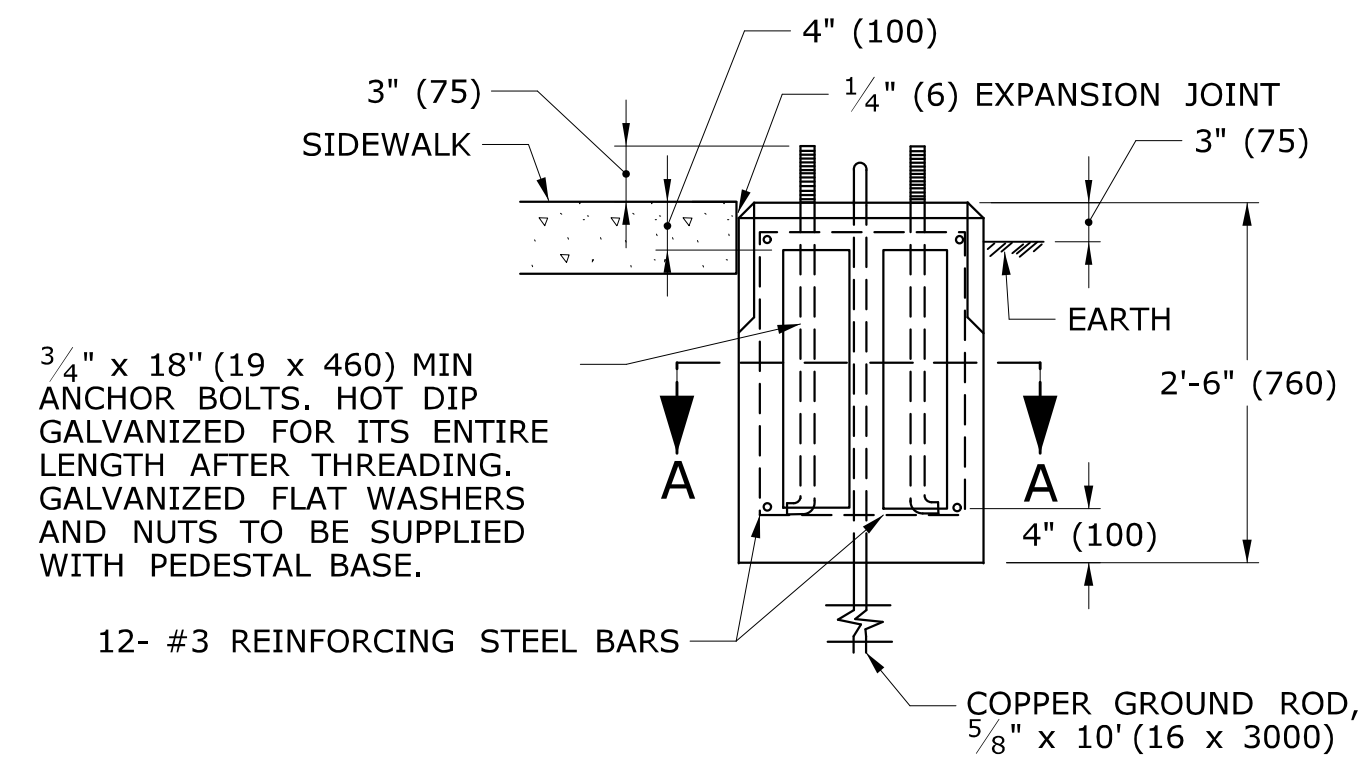
STANDARD SHEET NO.:  
**TR-1000\_01**







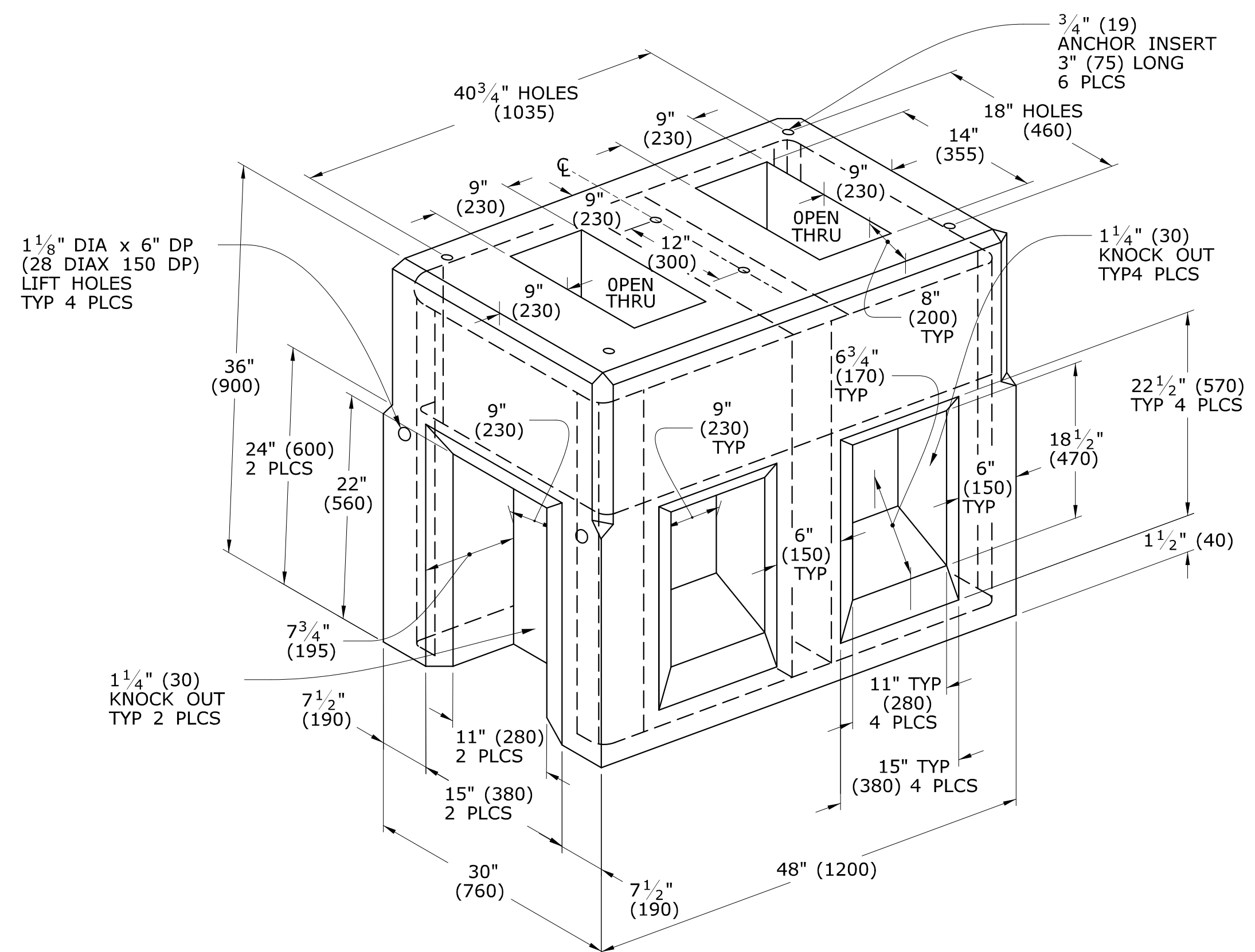
**PICTORIAL SECTION A-A**



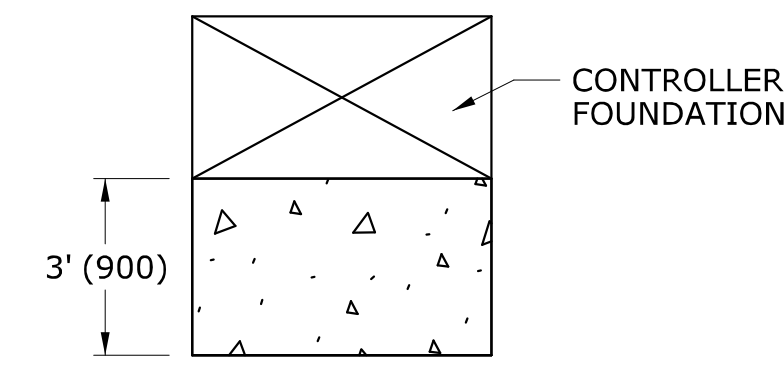
**TRAFFIC CONTROL FOUNDATION PEDESTAL - TYPE I - PRECAST**

NOTES:

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

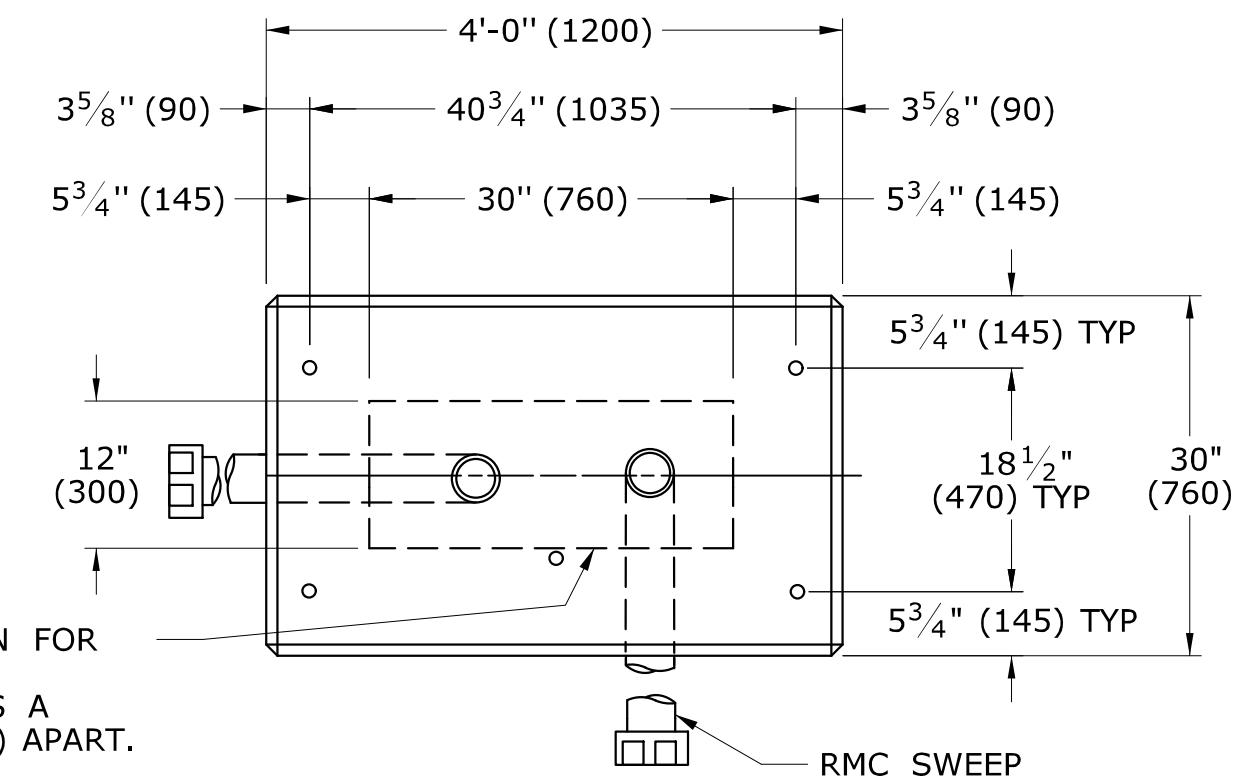


**TRAFFIC CONTROL FOUNDATION CONTROLLER - TYPE IV - PRECAST**

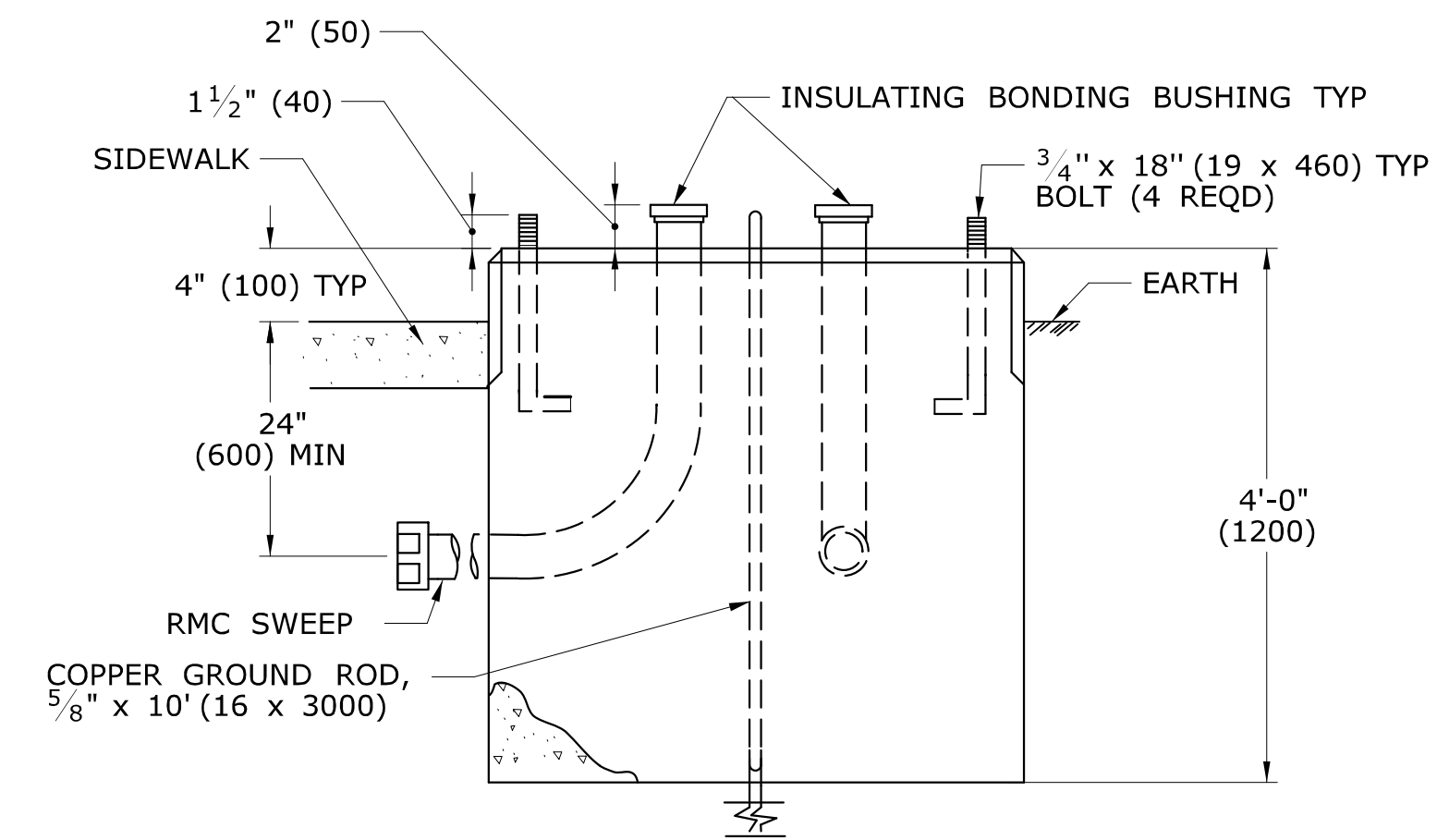


INSTALL PRECAST OR CAST IN PLACE CONCRETE SIDEWALK ON CABINET DOOR SIDE OF CONTROLLER FOUNDATION. PITCH SIDEWALK 1/4" PER FOOT (20 PER METER) AWAY FROM THE CONTROLLER FOUNDATION. REFER TO HIGHWAY STANDARD SHEET HW-921.01 FOR SIDEWALK CONSTRUCTION.

**TYPICAL CONCRETE SIDEWALK AT CONTROLLER FOUNDATION**



AREA OF LIMITATION FOR CONDUIT SWEEPS. SEPARATE CONDUITS A MINIMUM OF 2" (50) APART.



**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" CONFORMING 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
2	1-2014	REMOVED SPAN POLE FOUNDATION DETAILS, REVISED TYPICAL CONCRETE SIDEWALK AT CONTROLLER FOUNDATION.
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: 1/7/2014

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-1002\_01

SUBMITTED BY: Tracy L. Fogarty  
NAME/DATE/TIME: Tracy L. Fogarty 2014.01.07 16:12:06-05'00'

APPROVED BY: Charles S. Harlow  
NAME/DATE/TIME: Charles S. Harlow 2014.01.08 09:02:54-05'00'

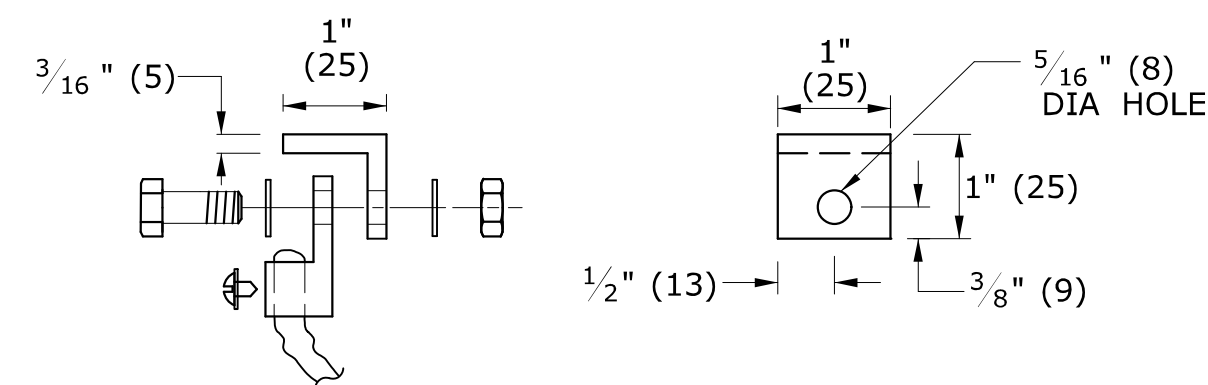
CTDOT  
STANDARD SHEET  
OFFICE OF ENGINEERING

STANDARD SHEET TITLE:  
**TRAFFIC CONTROL FOUNDATIONS**

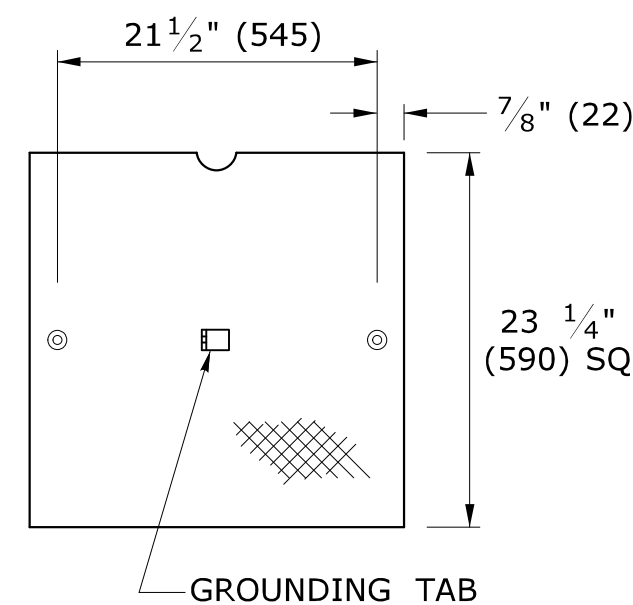
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**TR-1002\_01**

**COVER NOTES:**

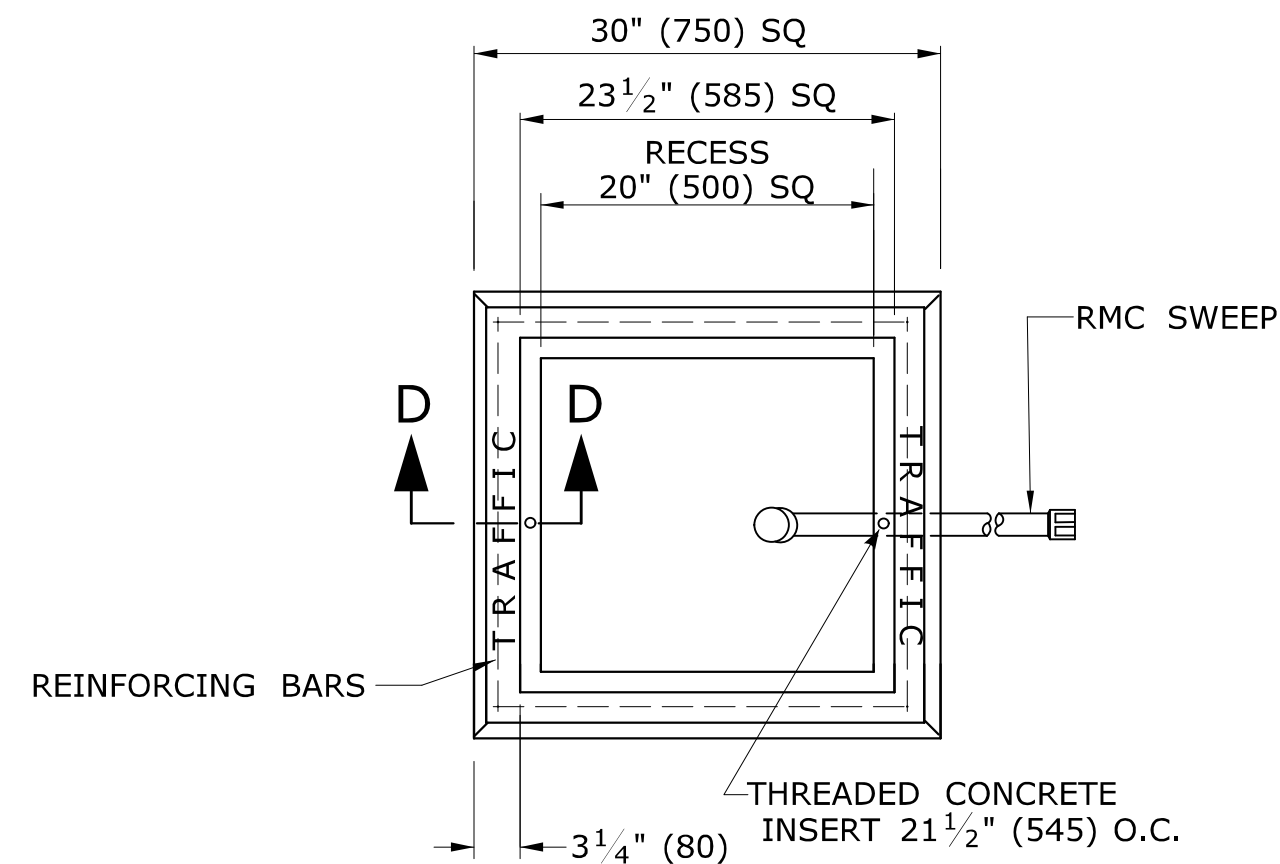
1. GROUNDING TAB WELDED TO BOTTOM CENTER OF COVER WITH  $\frac{3}{16}$ " (5) WELD (3 SIDES).
2. ATTACH 6' (2 m) LENGTH OF NO. 8 GROUND WIRE TO GROUNDING TAB WITH CONDUCTOR CONNECTOR,  $\frac{1}{4}$ " - 20 X  $\frac{3}{4}$ " (M6 X 20) LG SST HEX HEAD BOLT, AND SST FLAT WASHER. ATTACH FREE END OF GROUND 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:  $\frac{3}{8}$ "-16 (9-16),  $1\frac{1}{2}$ "L (37L), STAINLESS STEEL.
5. COVER SCREW:  $\frac{3}{8}$ "-16 (9-16), 1"L (25L), FLAT HEAD, SLOTTED, STAINLESS STEEL.



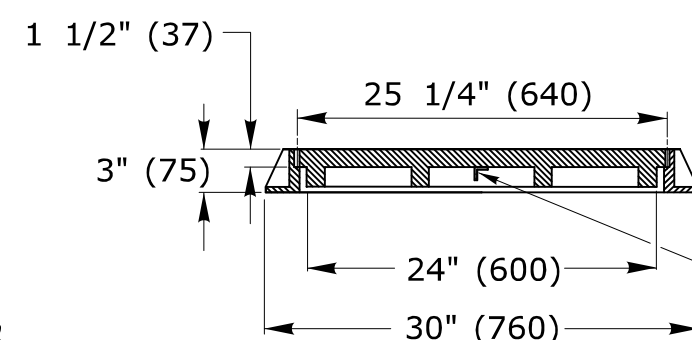
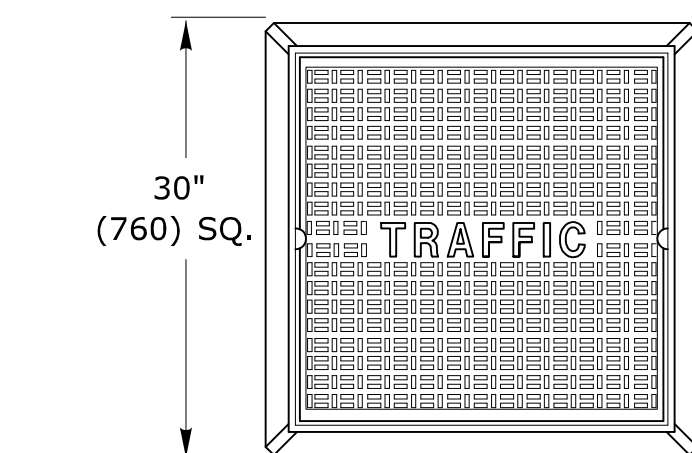
**STEEL GROUNDING TAB  
w/ CONDUCTOR CONNECTOR**



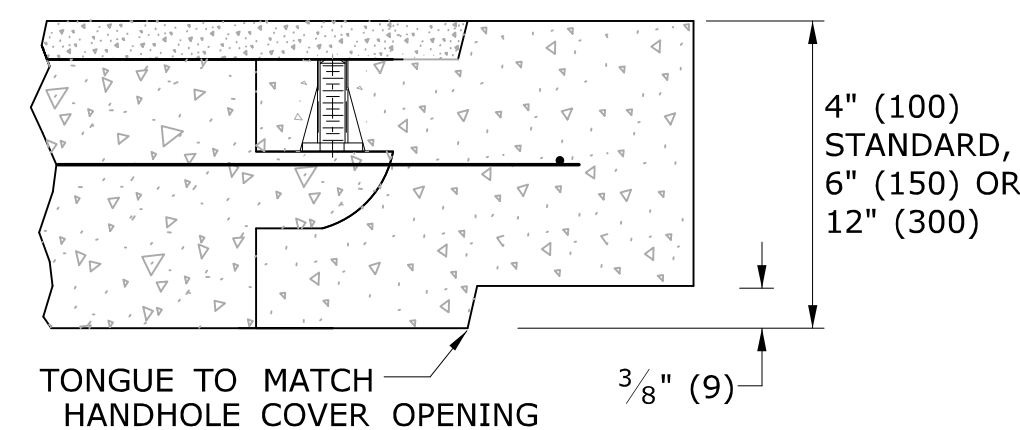
**NON SKID FLOOR PLATE  
GALVANIZED STEEL, 3/8" (10)**



**PLAN VIEW**



**CAST IRON  
HANDHOLE COVERS**

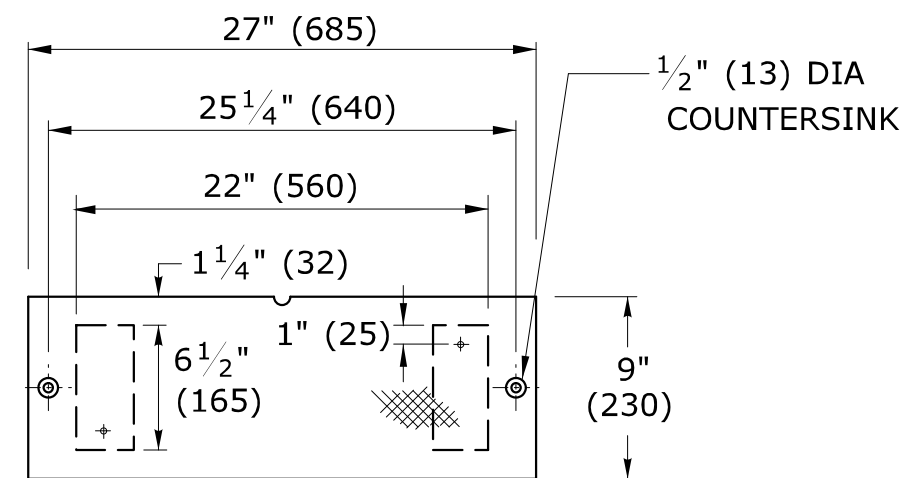


**SECTION A-A  
HANDHOLE EXTENSIONS**

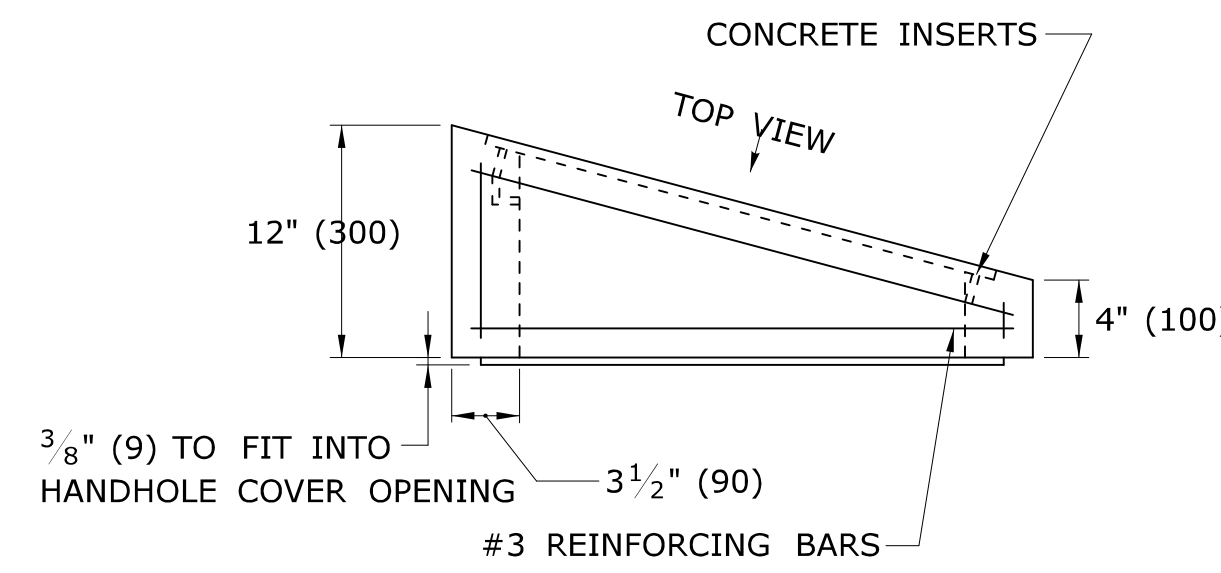
4 - #8 REINFORCING BARS REQ'D

**HANDHOLE NOTES:**

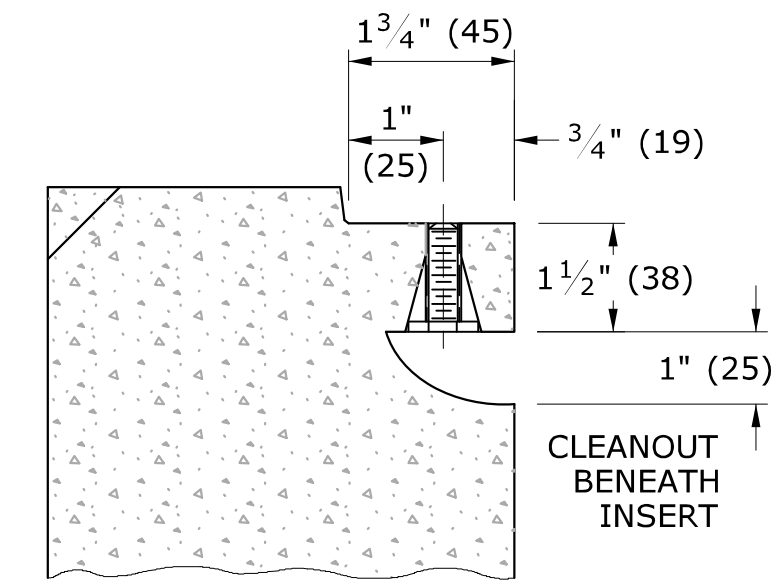
1. MINIMUM CLASS "C" CONCRETE.
2. COMPLETE TYPE II HANDHOLE:  
IN EARTH AREAS, CONSISTS OF A BASE SECTION WITH 4" (100) HANDHOLE EXTENSION,  
IN SIDEWALK AREAS, CONSISTS OF A BASE SECTION WITH 4" (100) CAST IRON COVER.
3. PLAN VIEW DIMENSIONS, SECTION VIEW, & DETAILS, SAME FOR BASE SECTION,  
EXTENSIONS & BANK ADAPTER.
4. GROUT AROUND ALL CONDUITS.



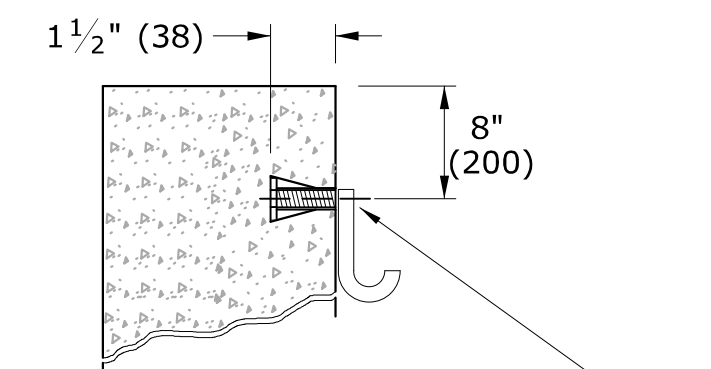
C-CHANNEL 0.250" (13), A-36



**BANK ADAPTER**

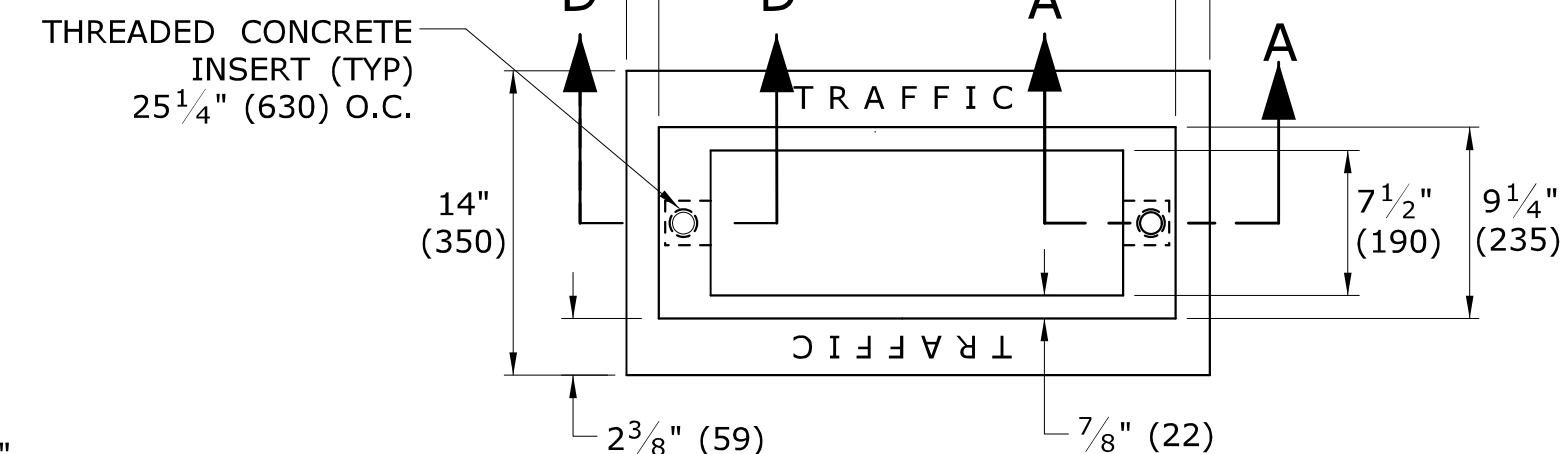


**SECTION D-D**

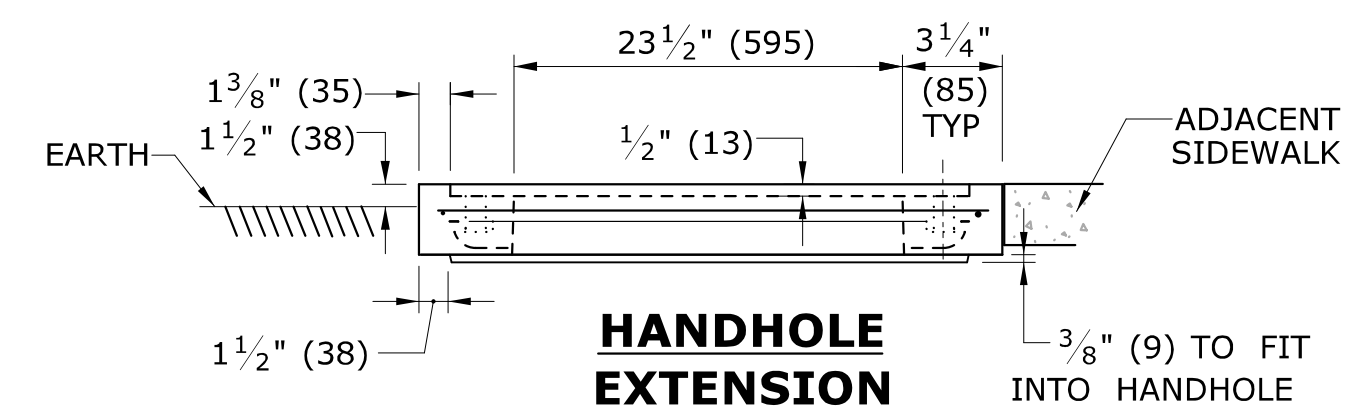


**INSERT DETAIL**

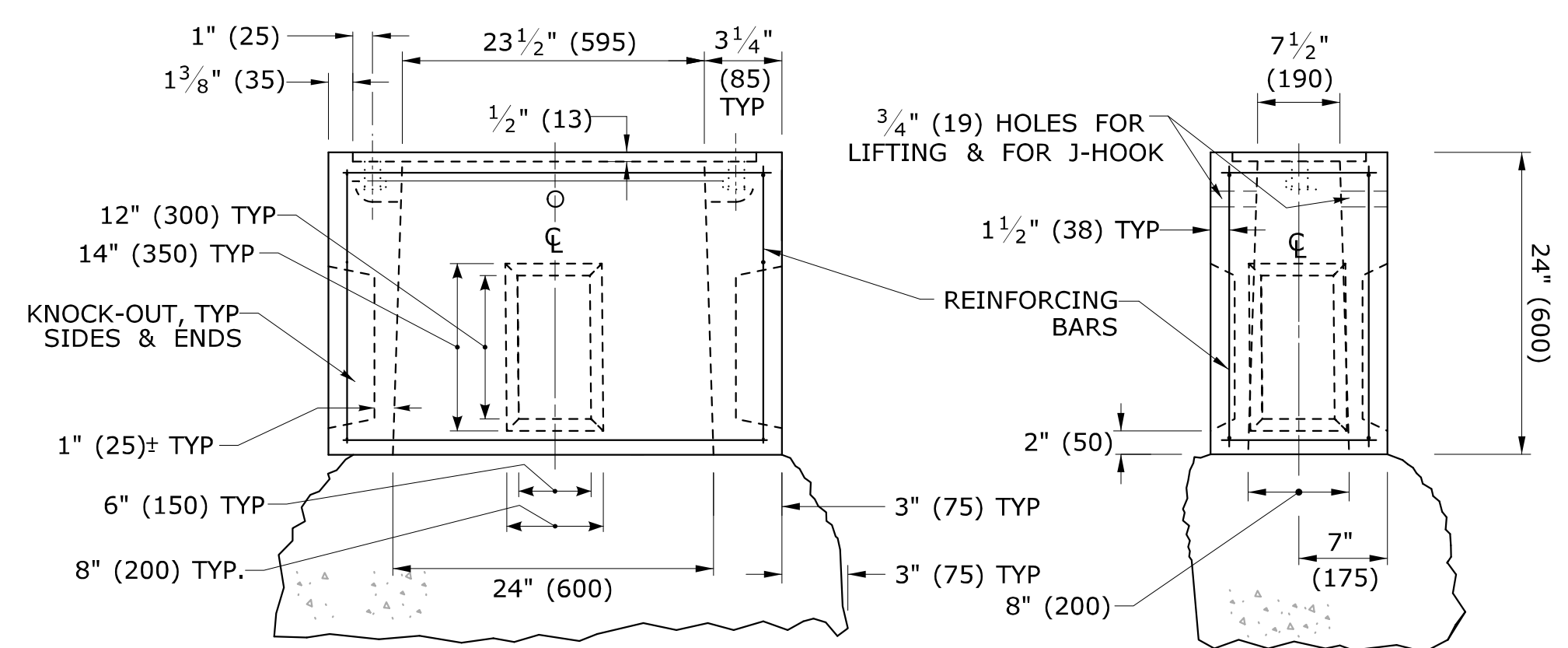
TYP IN TWO PLACES FOR ALL HANDHOLES



**PLAN VIEW**



**HANDHOLE  
EXTENSION**



**BASE SECTION  
CONCRETE HANDHOLE TYPE II**

5. INSTALL 30" (750) SIDE PARALLEL TO ROAD UNLESS OTHERWISE NOTED.
6. INSTALL HANDHOLES APPROX. 12" (300) BEHIND CURB OR  
IF NO CURB, 24" (600) BEHIND EDGE OF ROAD UNLESS OTHERWISE SPECIFIED.
7. CAST THE WORD "TRAFFIC" INTO TOP EDGE OF HANDHOLE, 1 1/2" (38) LETTERS.
8. WHERE AN EXISTING CONCRETE SIDEWALK SLAB ABUTTING A HANDHOLE IS DAMAGED OR  
CUT DURING INSTALLATION, REPLACE THE ENTIRE SIDEWALK SECTION.
9. 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
2	4-2014	REVISED HANDHOLES NOTES, ADDED NOTE #6. ADDED "J" HOOK TO INSERT DETAIL.
1	4-2012	CAST IRON COVER: CHANGED BOLT TO PICK HOLE. ADDED EXTENSIONS, C-CHANNEL, CONDUCTOR CONNECTOR & MINOR REVISIONS.

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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 Tracy L. Fogarty, P.E. 2014.04.25 16:01:09-04'00'

APPROVED BY: NAME/DATE/TIME:  
Charles S. Harlow Digitally signed by Charles S. Harlow, P.E. Date: 2014.04.29 14:26:25-04'00'

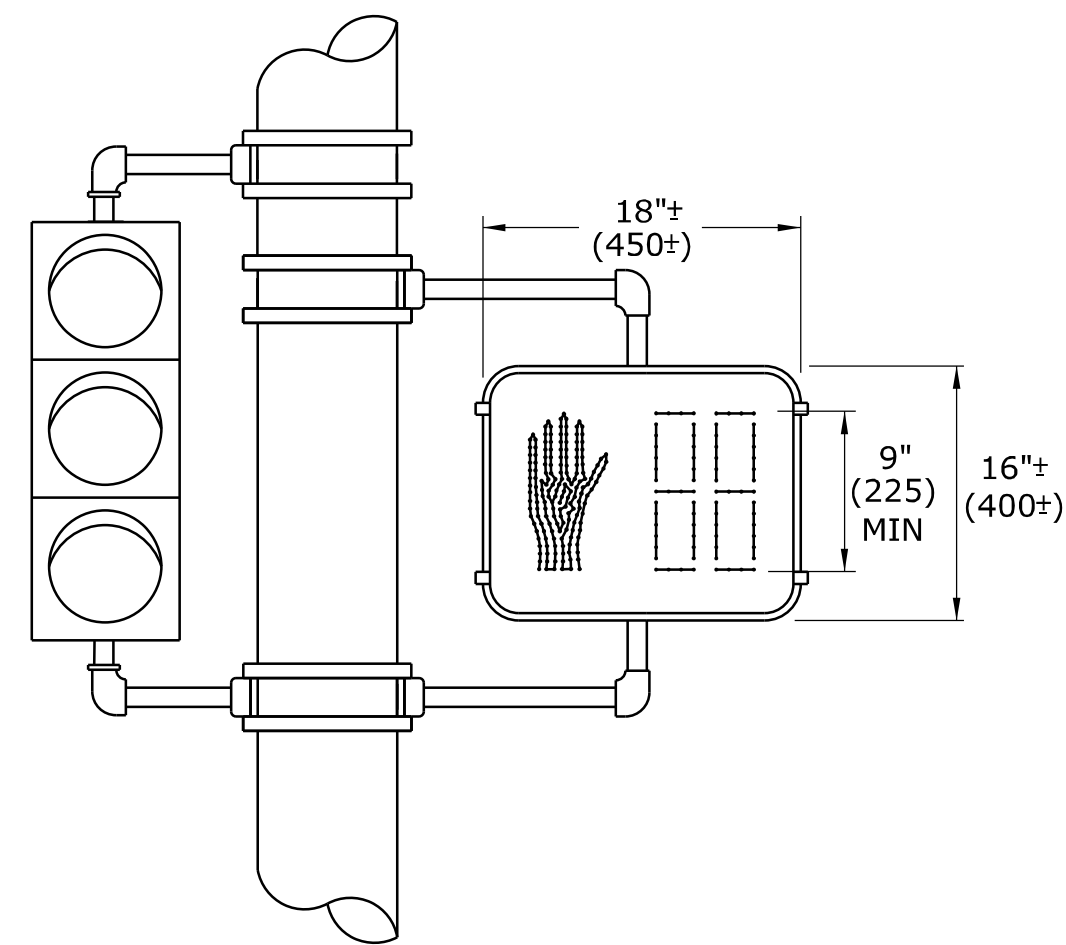
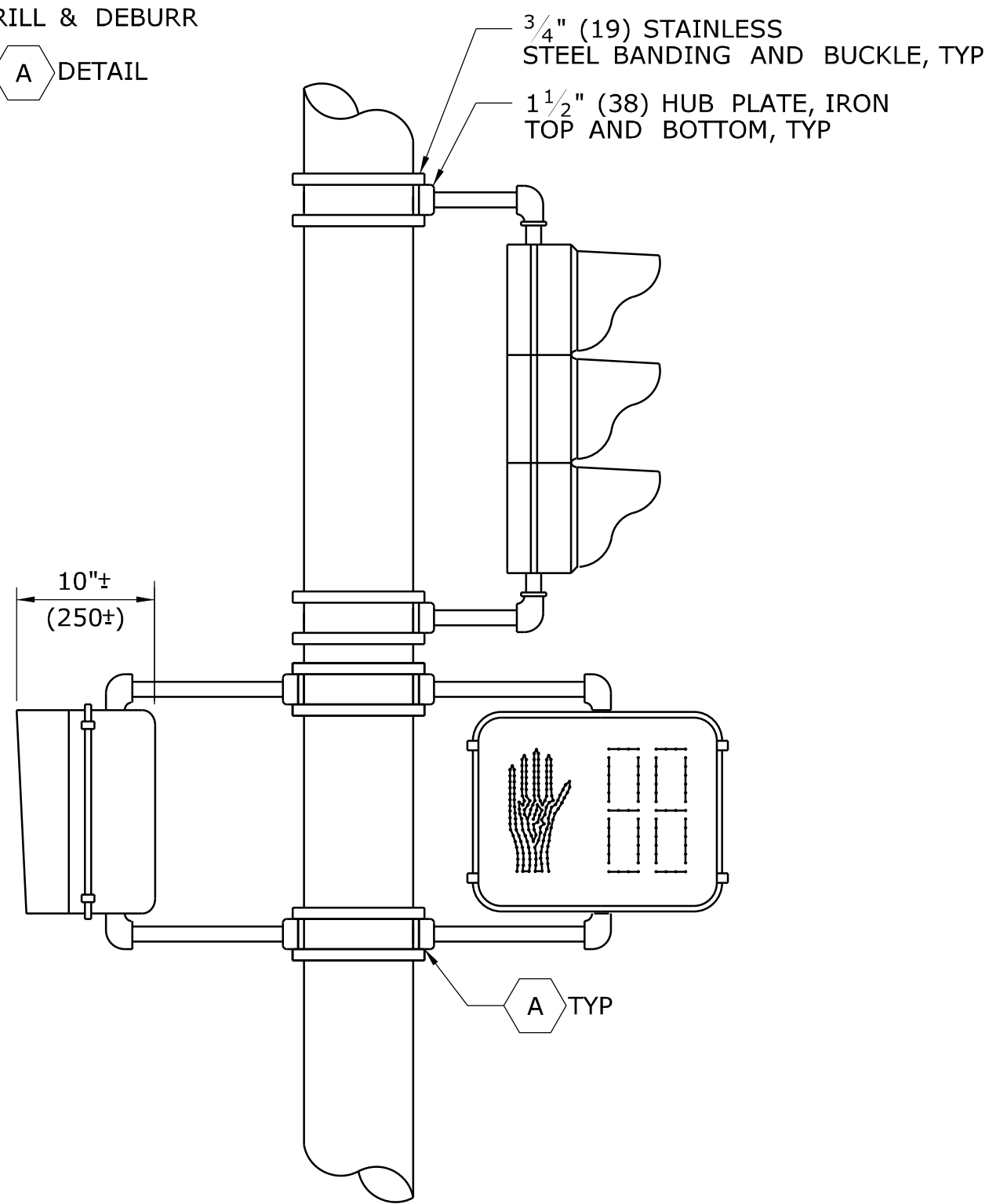
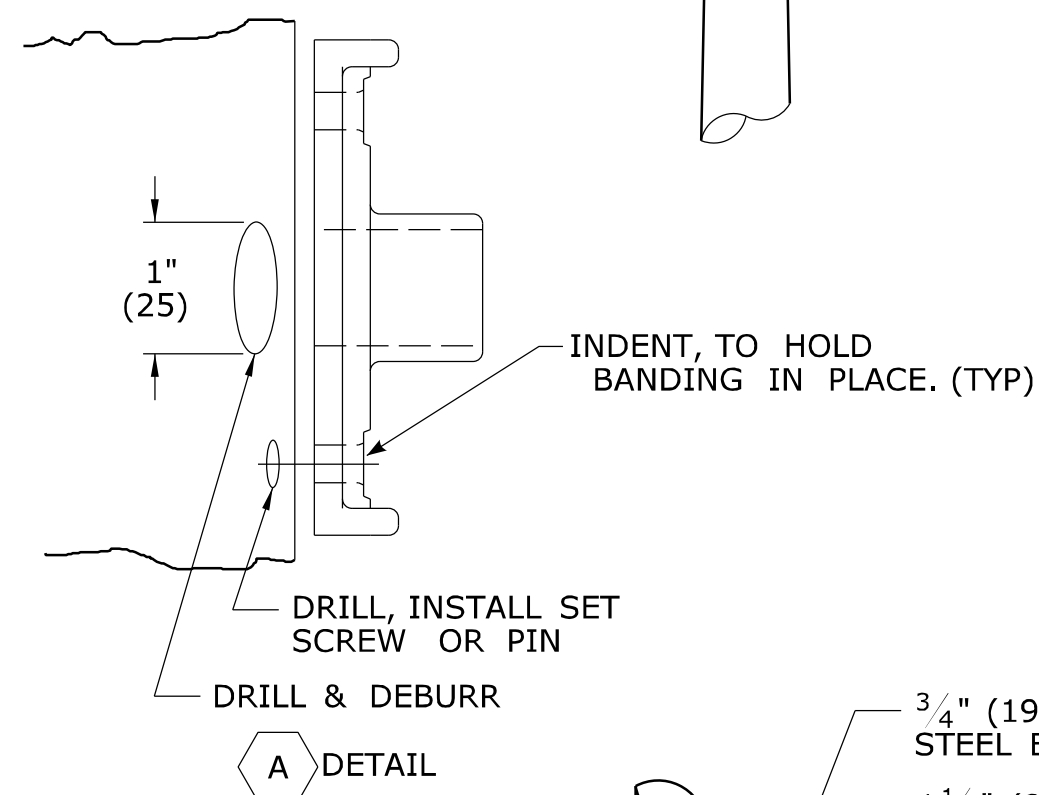
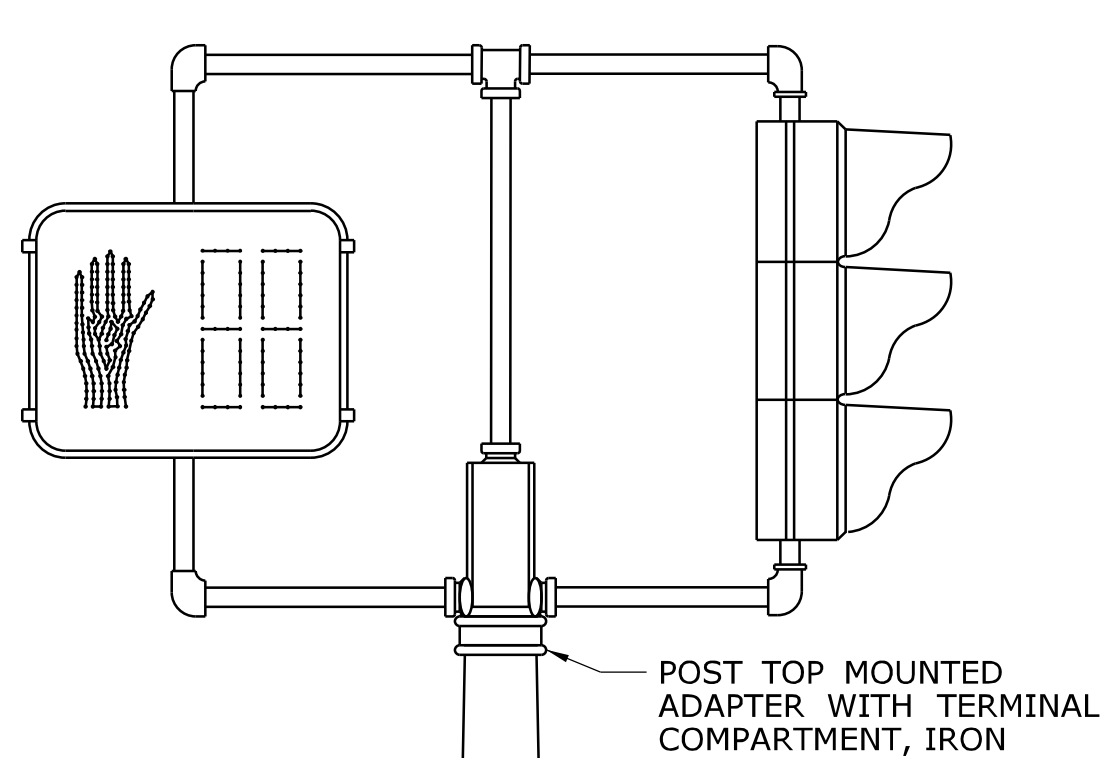
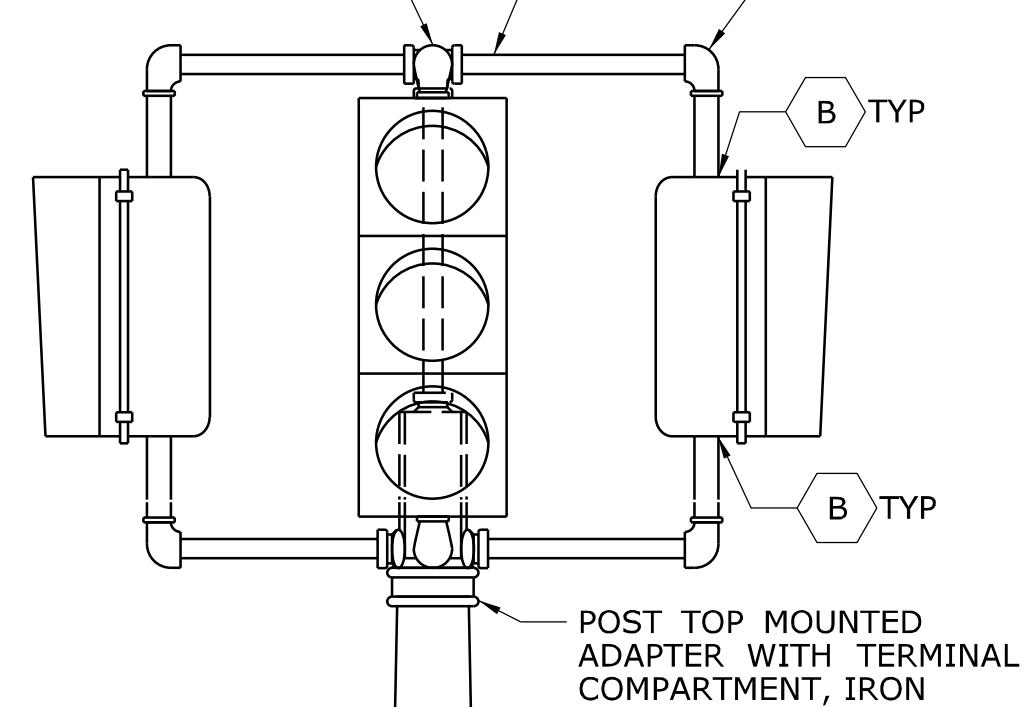
CTDOT  
STANDARD SHEET  
OFFICE OF ENGINEERING

STANDARD SHEET TITLE:  
**CONCRETE HANDHOLE**

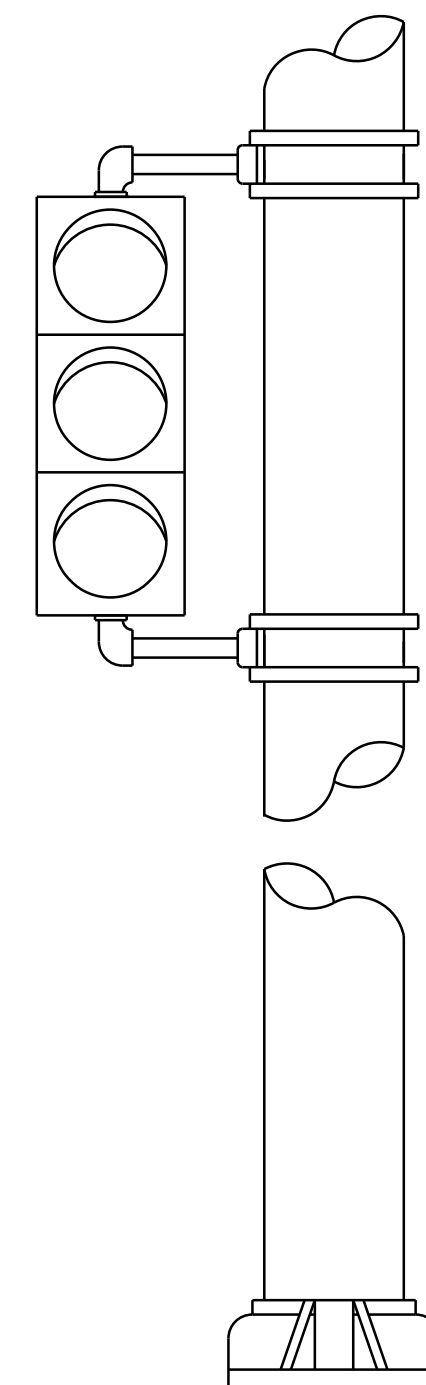
STANDARD SHEET NO.:  
**TR-1010\_01**

1 1/2" (38) SSIDE  
OUTLET TEE, IRON, TYP

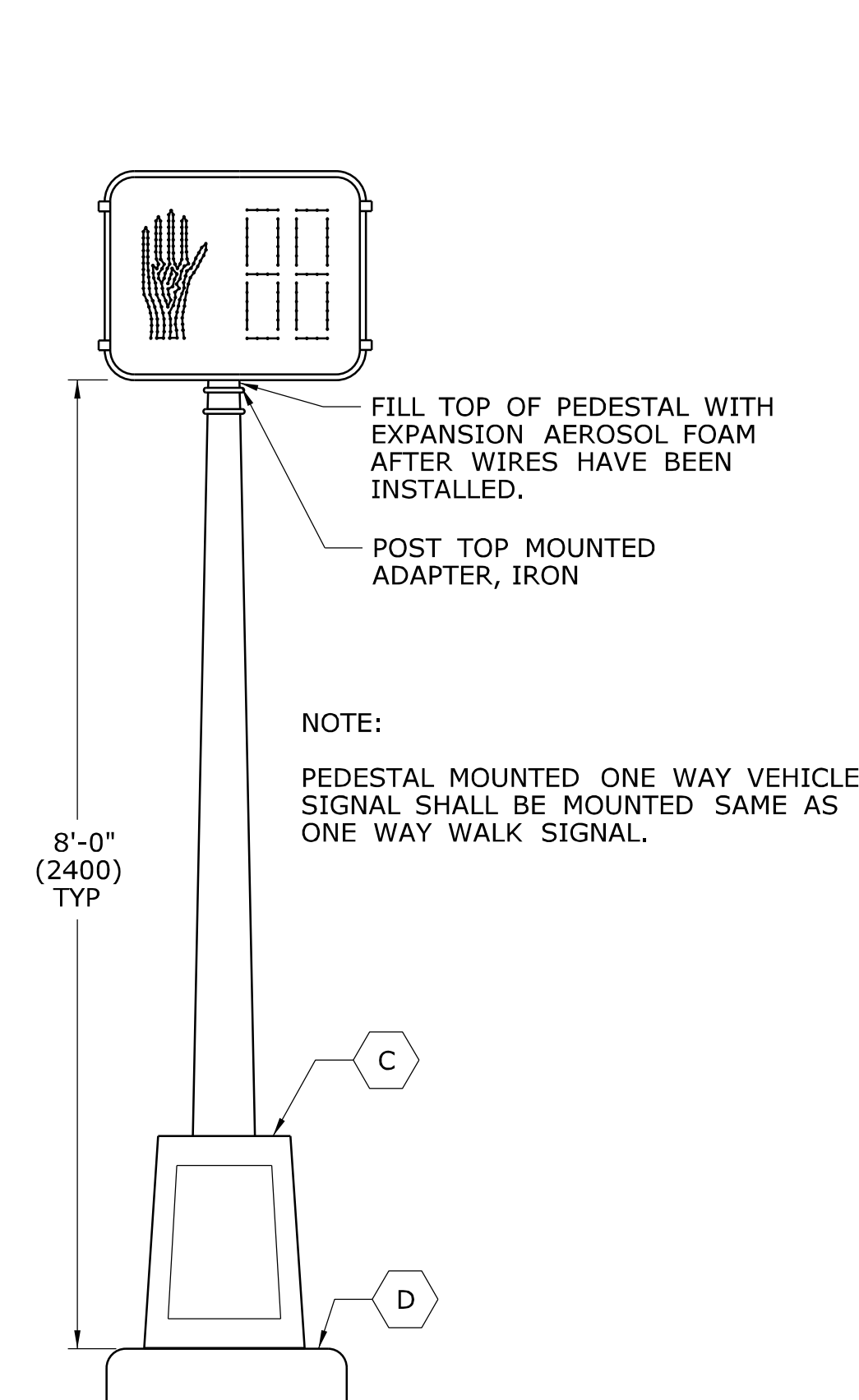
1 1/2" (38) NIPPLE, STEEL, TYP



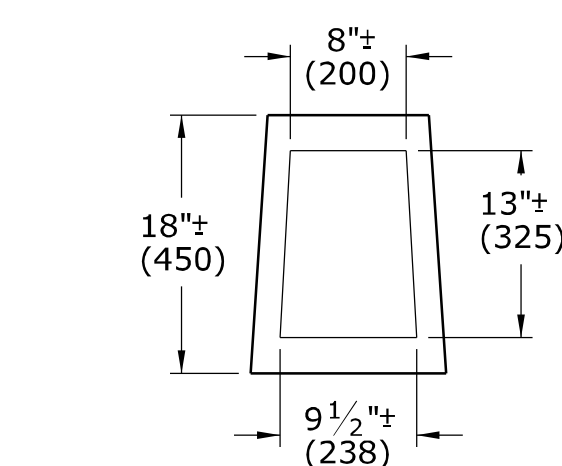
**ONE WAY TRAFFIC SIGNAL  
PEDESTAL MOUNTED**



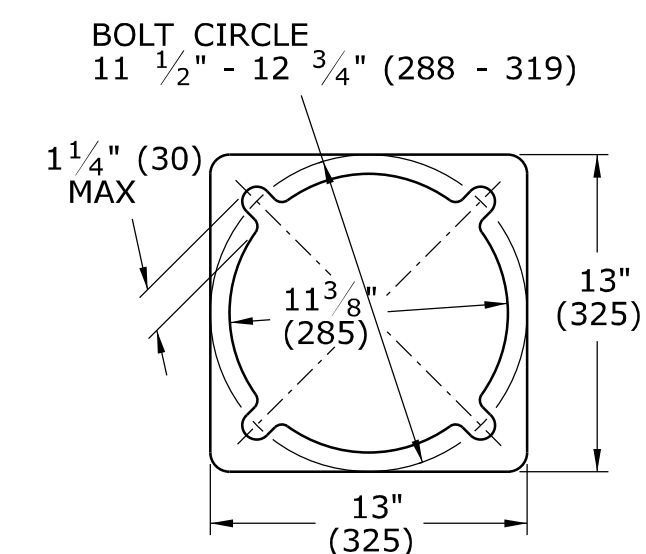
**ONE WAY TRAFFIC SIGNAL  
POLE MOUNTED**



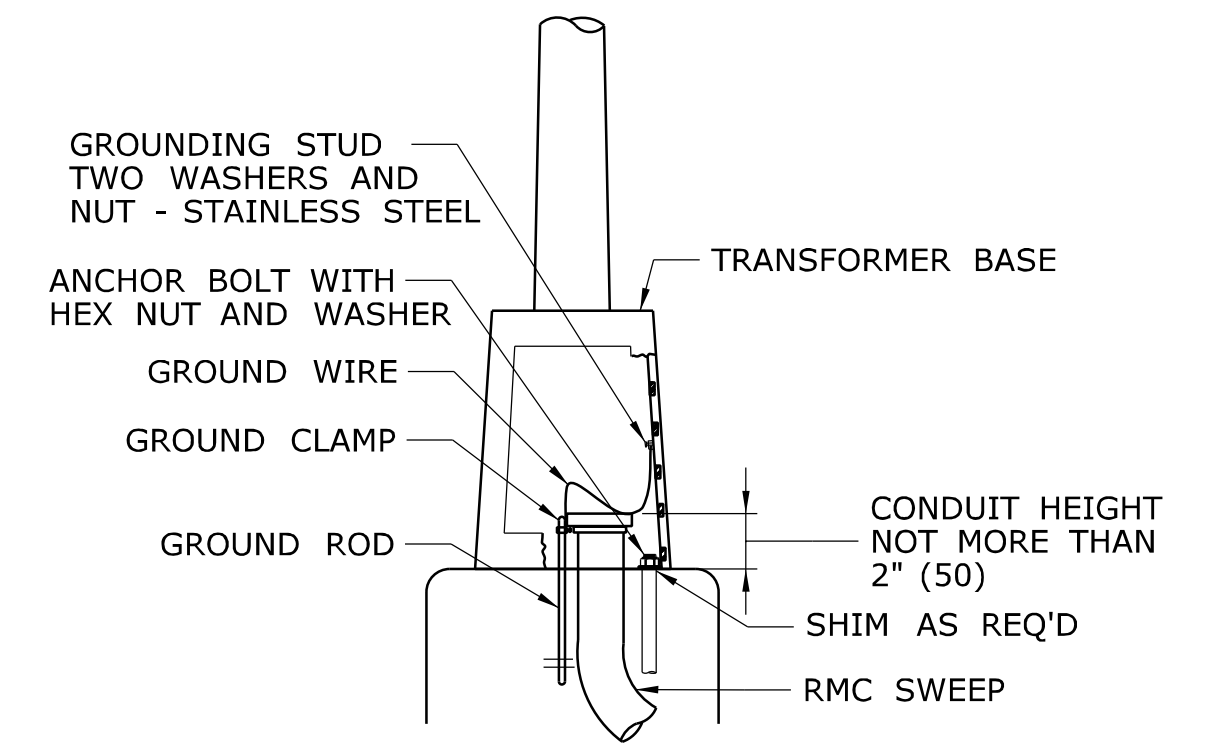
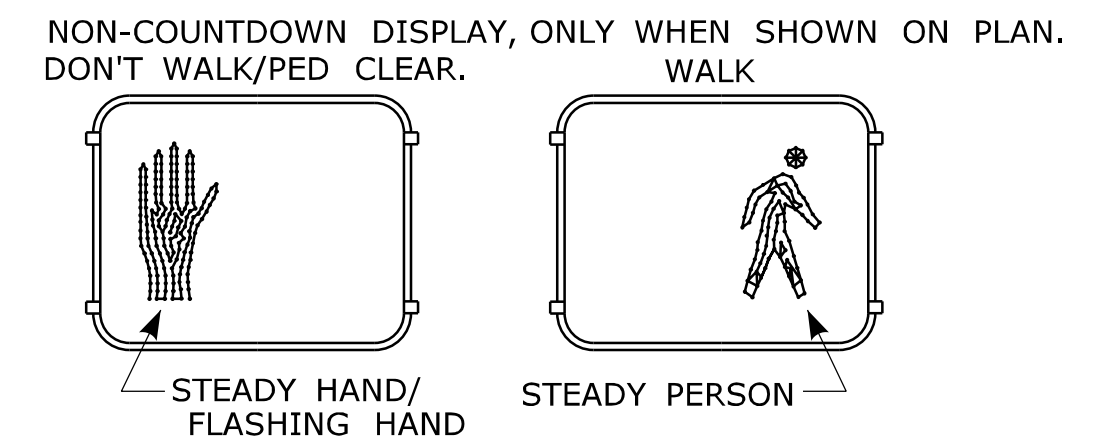
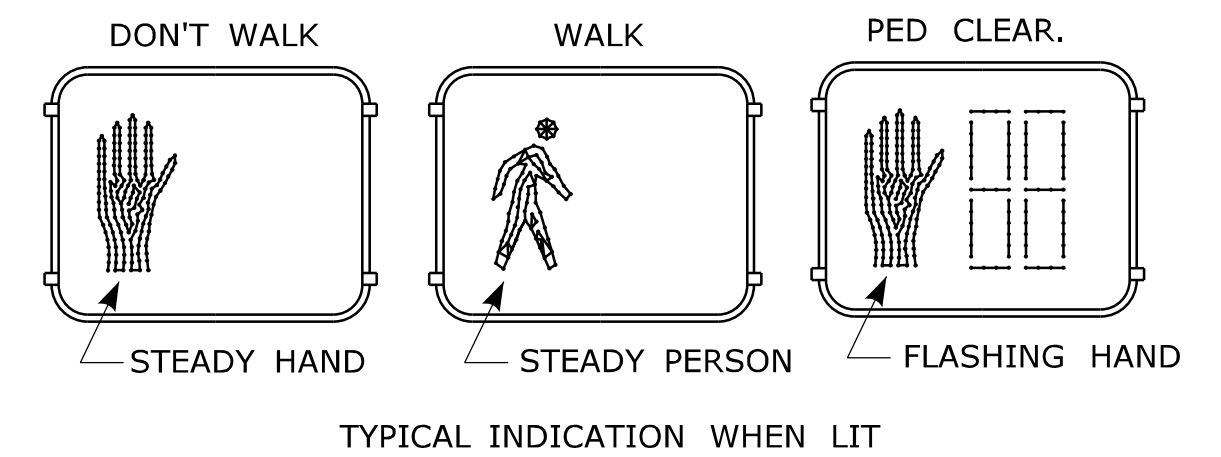
**ONE WAY WALK SIGNAL  
PEDESTAL MOUNTED**



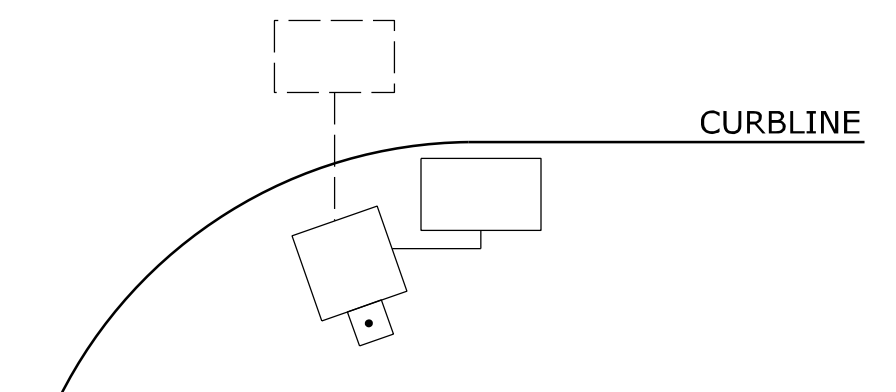
**ALUMINUM PEDESTAL  
DOOR OPENING DETAIL**



**ALUMINUM PEDESTAL  
BASE PLAN**



**ALUMINUM PEDESTAL  
INSTALLATION DETAIL**



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, WARRANTED AT 5 YEAR LIFE.

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

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

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- UNDER 1" TO NEAREST 1 mm.

NOT TO SCALE

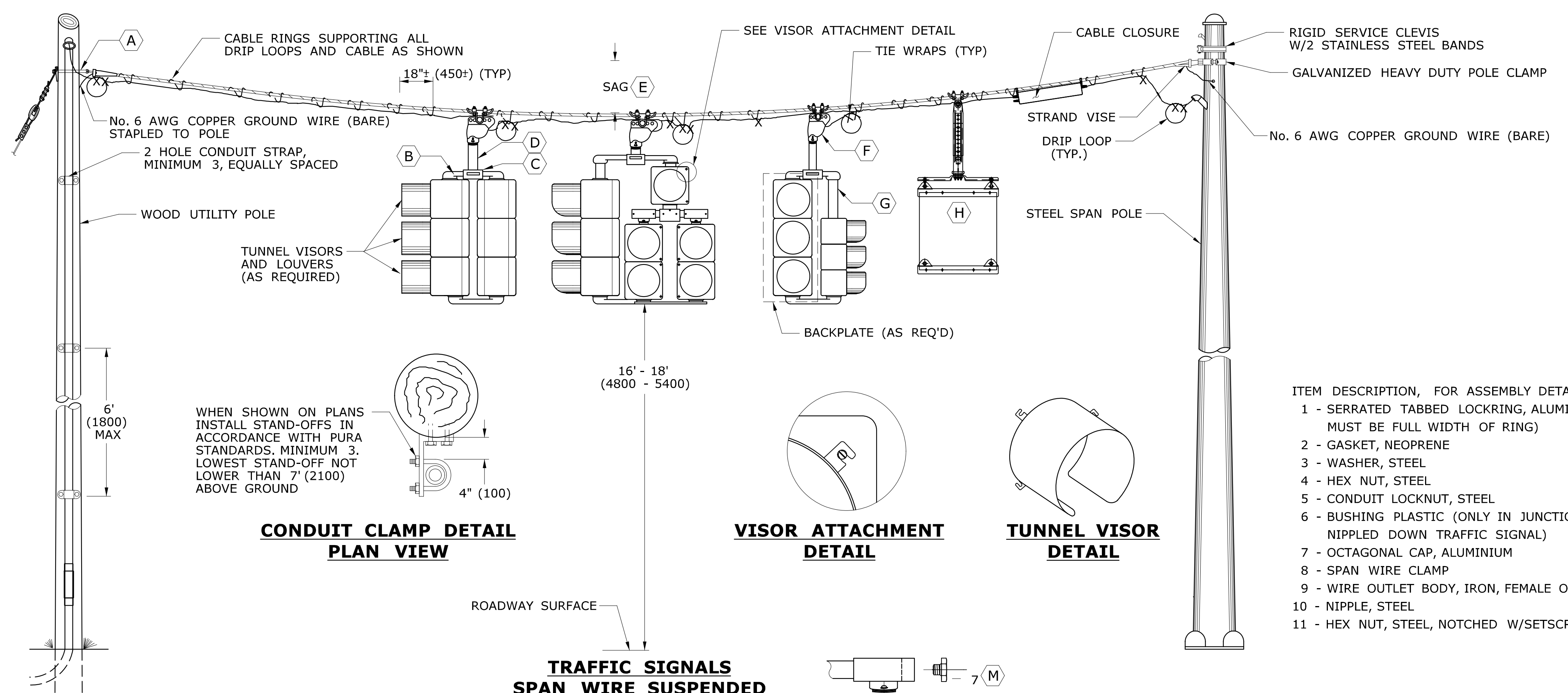


Filename: CTDOT\_TRAFFIC\_STD.dgn Model: TR-1102\_01

SUBMITTED BY:	NAME/DATE/TIME:
Tracy L. Fogarty	Tracy L. Fogarty 2012.05.01 12:55:27-04'00'
APPROVED BY:	NAME/DATE/TIME:
Timothy M. Wilson	Timothy M. Wilson 2012.05.09 10:24:58-04'00'

CTDOT  
STANDARD SHEET  
OFFICE OF ENGINEERING

STANDARD SHEET TITLE:	STANDARD SHEET NO.:
PEDESTALS, PEDESTRIAN SIGNALS	TR-1102_01



TRAFFIC SIGNAL CABLE COLOR ASSIGNMENTS					
SIGNAL ASSEMBLY & CABLE USED	SIGNAL FUNCTION	ARTERY 1	ARTERY 2	SIDE STREET 1	SIDE STREET 2
2 - WAY 9 CONDUCTOR	RED	RED		BLACK	
	YELLOW	ORANGE		WHITE \ BLACK	
	GREEN	GREEN		BLUE	
	SPARE	GREEN\BLACK		RED \ BLACK	
	NEUTRAL	WHITE			
3 - WAY 12 CONDUCTOR	RED	RED	RED \ BLACK	BLACK	
	YELLOW	ORANGE	ORANGE \ BLACK	WHITE \ BLACK	
	GREEN	GREEN	GREEN \ BLACK	BLUE	
	SPARE	BLUE\BLACK	BLACK \ WHITE		
	NEUTRAL	WHITE			
4 - WAY 15 CONDUCTOR	RED	RED	RED \ BLACK	BLACK	RED \ WHITE
	YELLOW	ORANGE	ORANGE \ BLACK	WHITE \ BLACK	BLACK \ WHITE
	GREEN	GREEN	GREEN \ BLACK	BLUE	GREEN \ WHITE
	SPARE	BLUE\BLACK		BLUE \ WHITE	
	NEUTRAL	WHITE			

WHEN SHOWN ON PLANS INSTALL STAND-OFFS IN ACCORDANCE WITH PURA STANDARDS. MINIMUM 3. LOWEST STAND-OFF NOT LOWER THAN 7' (2100) ABOVE GROUND

**CONDUIT CLAMP DETAIL  
PLAN VIEW**

**VISOR ATTACHMENT  
DETAIL**

**TUNNEL VISOR  
DETAIL**

- ITEM DESCRIPTION, FOR ASSEMBLY DETAILS
- 1 - SERRATED TABBED LOCKRING, ALUMINUM (TAB MUST BE FULL WIDTH OF RING)
  - 2 - GASKET, NEOPRENE
  - 3 - WASHER, STEEL
  - 4 - HEX NUT, STEEL
  - 5 - CONDUIT LOCKNUT, STEEL
  - 6 - BUSHING PLASTIC (ONLY IN JUNCTION BOX OR NIPPLED DOWN TRAFFIC SIGNAL)
  - 7 - OCTAGONAL CAP, ALUMINIUM
  - 8 - SPAN WIRE CLAMP
  - 9 - WIRE OUTLET BODY, IRON, FEMALE ONLY
  - 10 - NIPPLE, STEEL
  - 11 - HEX NUT, STEEL, NOTCHED W/SETSCREWS

PEDESTRIAN SIGNAL CABLE COLOR ASSIGNMENTS		
SIGNAL ASSEMBLY & CABLE USED	SIGNAL FUNCTION	WIRE COLOR
WALK SIGNAL W/ PUSHBUTTON 7 CONDUCTOR	DON'T WALK	RED
	WALK	GREEN
	NEUTRAL FOR WALK SIGNAL	WHITE
	PEDESTRIAN PUSHBUTTON	BLACK
	NEUTRAL FOR PUSHBUTTON	ORANGE
WALK SIGNAL W/ PUSHBUTTON 7 CONDUCTOR	SPARE CONDUCTOR	WHITE \ BLACK
	SPARE CONDUCTOR *	BLUE \ BLACK
	RED	RED
	YELLOW	ORANGE
	GREEN	GREEN
NEUTRAL FOR TRAFFIC SIGNAL PEDESTRIAN PUSHBUTTON NEUTRAL FOR PUSHBUTTON SPARE CONDUCTOR *	WHITE	WHITE
	BLACK	BLACK
	WHITE \ BLACK	WHITE \ BLACK
	BLUE \ BLACK	BLUE \ BLACK
	BLUE \ BLACK	BLUE \ BLACK

\* IF 14/7 FEEDS MORE THAN ONE BUTTON, SPLIT THE BUTTONS AND USE BLUE WITH BLACK TRACER FOR THE ADDITIONAL BUTTON.

**TRAFFIC SIGNALS  
SPAN WIRE SUSPENDED**

**SPAN WIRE HANGER  
ASSEMBLY DETAIL**

**TWO WAY, THREE WAY  
& FOUR WAY NIPPLE DOWN  
ASSEMBLY DETAIL**

**UPPER CENTER  
SUPPORT DETAIL**

**DIRECT ASSEMBLY DETAIL**

**3 BOLT  
BRACKET ASSEMBLY**

- NOTES: FOR ASSEMBLY DETAILS
- J APPLY SILICONE CAULK BETWEEN OR AROUND SERRATED LOCKRING AND HOUSING.
  - K OPTIONAL USE IF NIPPLE THREADS TOO FAR INTO ELBOW.
  - L DRILL HOLE IN CENTER OF 2 WAY BOTTOM BRACKET - INSTALL 3 BOLT BRACKET (SEE DETAIL).
  - M DO NOT INSERT ORNAMENTAL CAP PAST DOTTED LINE.
  - N ALL THREAD.
  - P SETSCREW (SQUARE OR ALLEN) ON ALL FITTINGS.
  - R CHASE NIPPLE CAN BE SUBSTITUTED FOR THE COMBINATION OF ITEMS 6, 5 AND 10.
  - S INSTALL STAINLESS STEEL WASHER ON INSIDE OF COTTER PIN. COTTER PIN AND WASHER SHALL BE ON SIDE OF HANGER AWAY FROM SIGNAL CABLES.
  - T CHASE NIPPLE CAN BE SUBSTITUTED FOR COMBINATION 4, 5, 10 AND 11.
  - U CENTER HUB SAME AS (C) EXCEPT TOP OPENING MAY BE THREADED.
  - V DOOR HINGE ON OUTSIDE OF SIDE BY SIDE ASSEMBLY.
  - W USE BALANCE ADJUSTER TO PLUMB SIGNAL ASSEMBLIES AS REQUIRED.

TABLE NOTES:

1. INSTALL SEPARATE CABLE BETWEEN CLOSURE AND EACH TRAFFIC SIGNAL ASSEMBLY. WIRE EACH TRAFFIC SIGNAL SECTION SEPARATELY BACK TO CABLE CLOSURE. JUMPERS BETWEEN TERMINALS ARE NOT ALLOWED EXCEPT ON NEUTRAL CONDUCTORS.
2. WIRE ALL SIGNALS, SAME DIRECTION FROM CONTROLLER, SEPARATELY WITH CONDUCTORS IN 21 CONDUCTOR CABLE, EVEN IF INDICATIONS ARE IDENTICAL.
3. CABLES THAT FEED PEDESTRIAN INDICATIONS, PUSH BUTTONS, AND DETECTORS BYPASS CABLE CLOSURE.
4. REFER TO STANDARD SHEET TR-1113.01 FOR CABLE CLOSURE - TYPE A.

NOTES:

- SERVICE CONDUCTORS: THW, THWN OR XHHW. INDIVIDUAL WIRES MAY BE USED IN LIEU OF MULTI-CONDUCTOR CABLE.
- ALL WORK ON UTILITY POLES MUST COMPLY WITH CURRENT PURA REGULATIONS AND NESC RULES.
- A ATTACH SPAN AT LEAST 12" (300) BELOW LOWEST POWER COMPANY ATTACHMENT, AND AT LEAST 40" (1000) ABOVE HIGHEST COMMUNICATIONS ATTACHMENT, UNLESS OTHERWISE DIRECTED ON PLANS.
  - B ELBOW OR "T" FITTING MUST HAVE NOTCH FOR SERRATED TABBED LOCKRING.
  - C TOP BRACKET CENTER HUB SHALL BE MIN 4" (100) ROUND AND 3" (75) DEEP OR EQUAL VOLUME. SERRATION CAST IN HUB OR TABBED OR SERRATED LOCKRING, TOP OPENING NOT THREADED.
  - D NIPPLE LENGTH DEPENDS ON SPAN HEIGHT.
  - E SAG OF SPAN TO BE 5%+ LENGTH, UNLESS OTHERWISE ALLOWED BY ENGINEER.
  - F FACE ALL ENTRANCE FITTINGS TOWARD CABLE CLOSURE UNLESS SIGNAL ASSEMBLY IS UNBALANCED AND A BALANCE ADJUSTER IS USED.
  - G INSTALL EXTENSION NIPPLE ON TOP OF SIGNAL HOUSING SO BOTTOM OF ALL SIGNALS ARE EVEN.
  - H REFER TO TYPICAL "SIGN FACE SHEET ALUMINUM, R-SERIES SIGNS", AND TO TR-1208.03 FOR SIGN HANGER ASSEMBLY. MAXIMUM SIGN SIZE 24" X 24" (600 X 600). ALL STAINLESS STEEL HARDWARE. SECURE LOUVERS TO TUNNEL VISORS WITH 3 STAINLESS STEEL SCREWS.

REV.	DATE	REVISION DESCRIPTION
3	3-2015	REMOVED STRAIN INSULATOR.
2	5-2013	MINOR REVISIONS.
1	4-2012	MINOR REVISIONS.

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STATE OF CONNECTICUT  
DEPARTMENT OF TRANSPORTATION

FILENAME: CTDOT\_TRAFFIC\_STD.DGN MODEL: TR-1105\_01

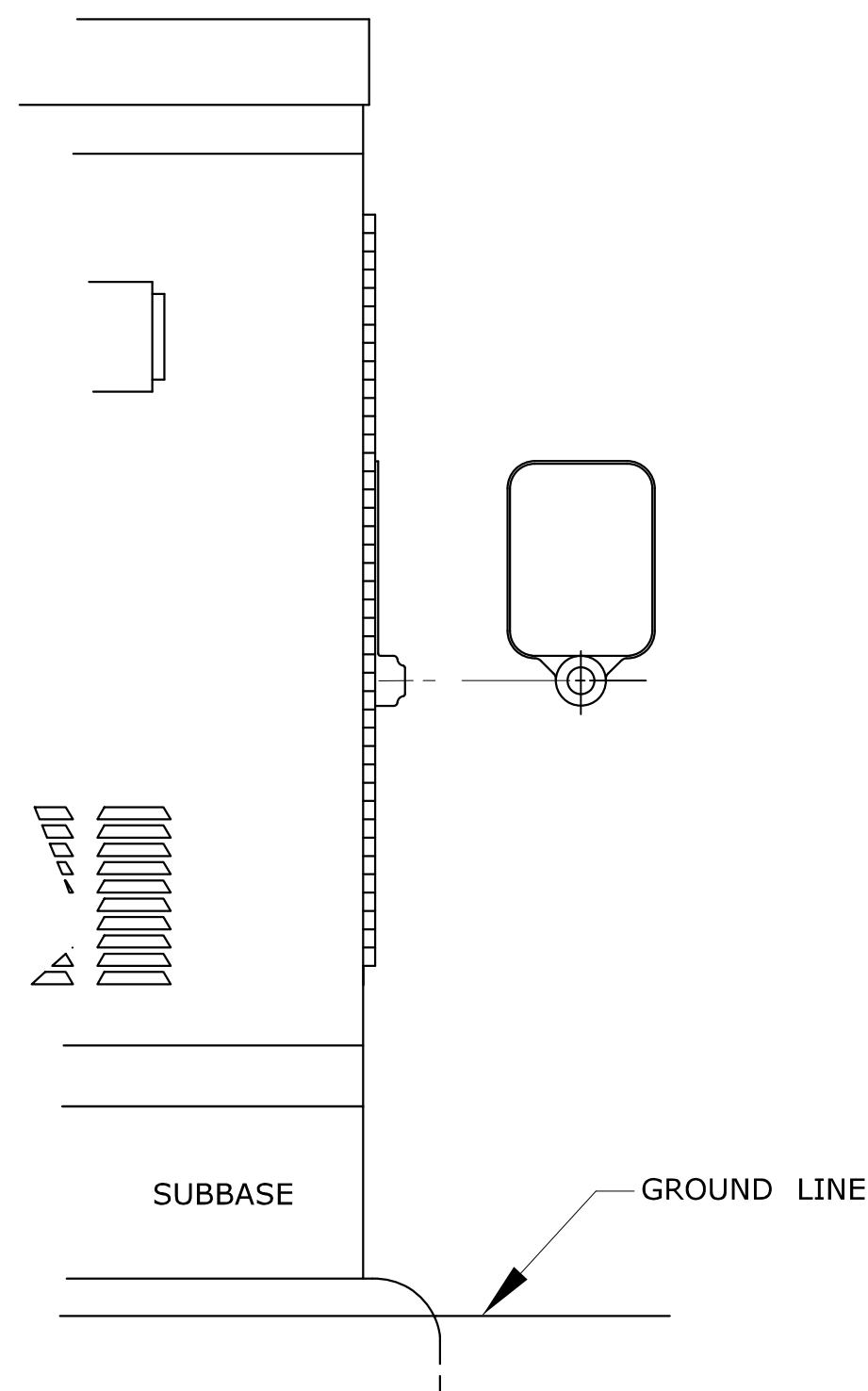
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Tracy L. Fogarty Tracy L. Fogarty, P.E. 2015.05.05 12:30:30-04'00'

APPROVED BY: NAME/DATE/TIME:  
Charles S. Harlow Charles S. Harlow, P.E. 2015.05.12 15:26:44-04'00'

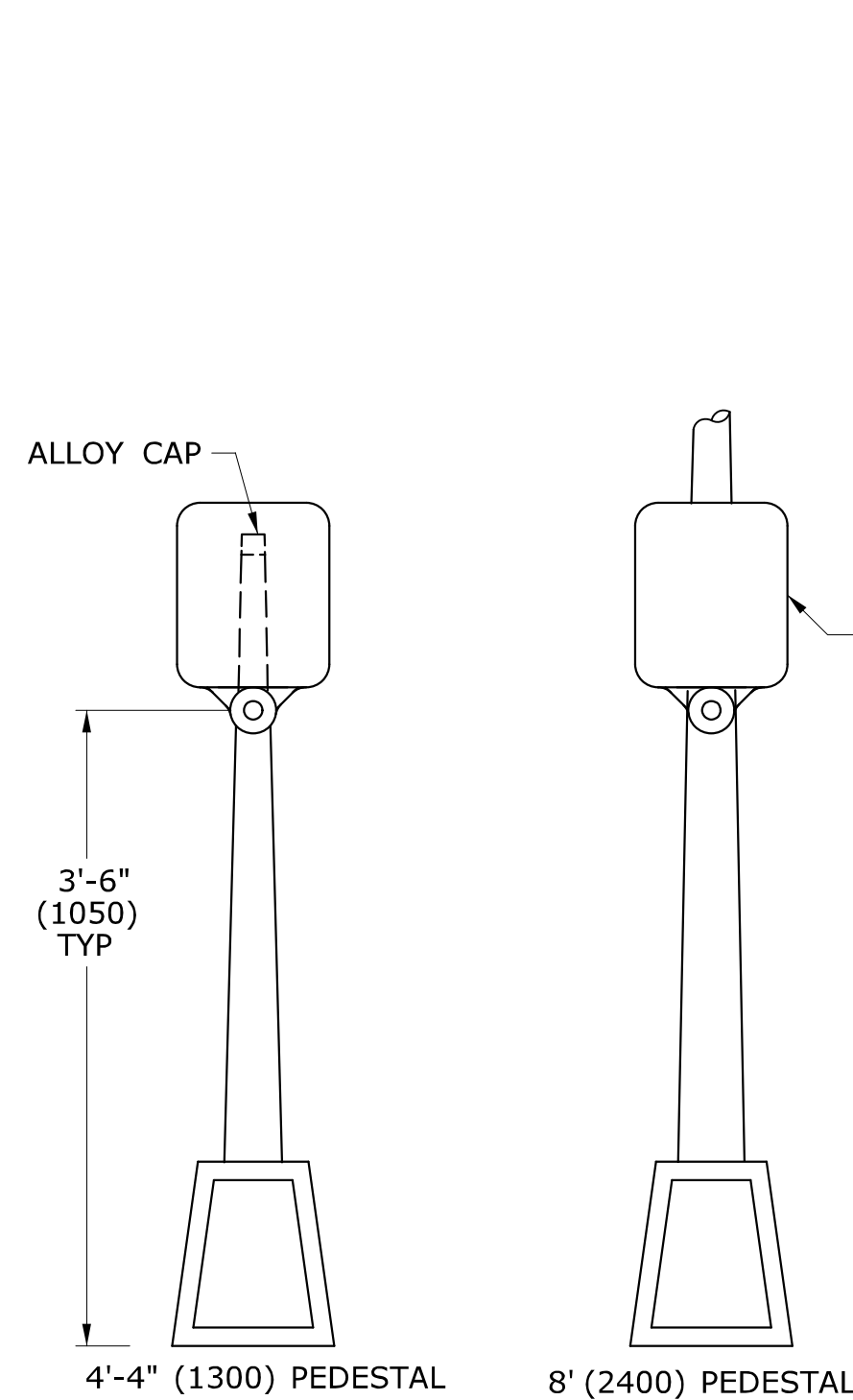
CTDOT  
STANDARD SHEET  
OFFICE OF ENGINEERING

STANDARD SHEET TITLE:  
**TRAFFIC SIGNALS & CABLE ASSIGNMENTS**

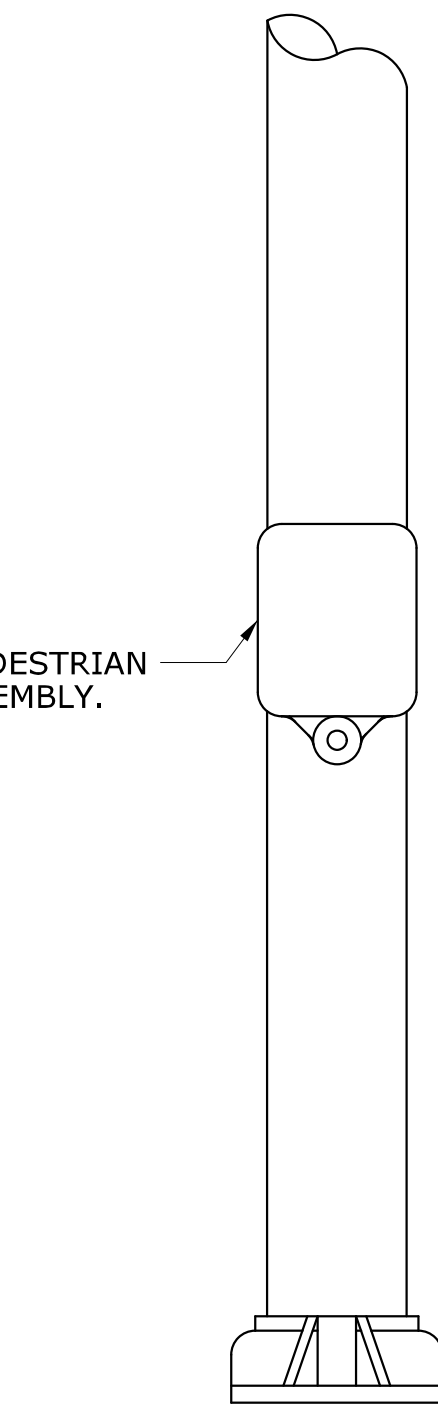
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**TR-1105\_01**



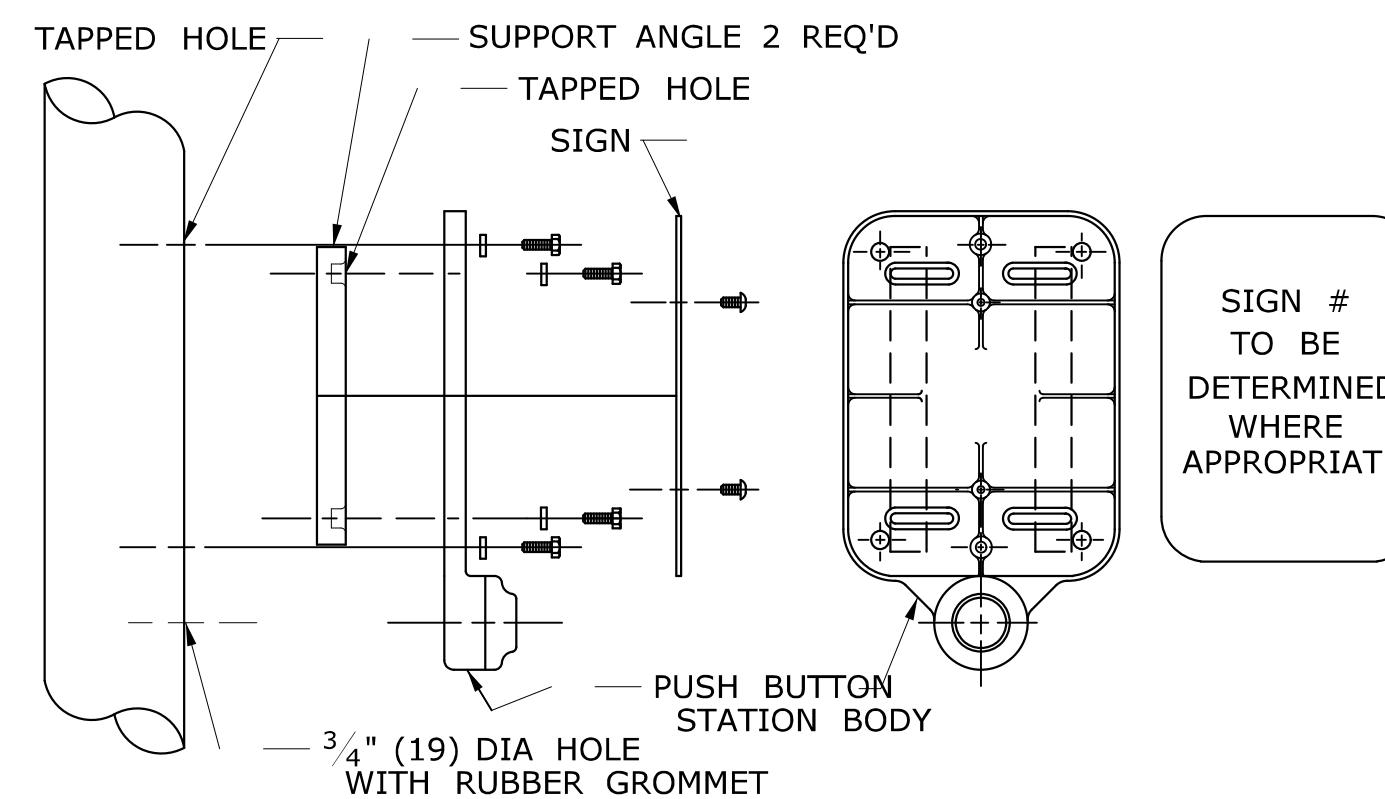
**SURFACE MOUNTED**



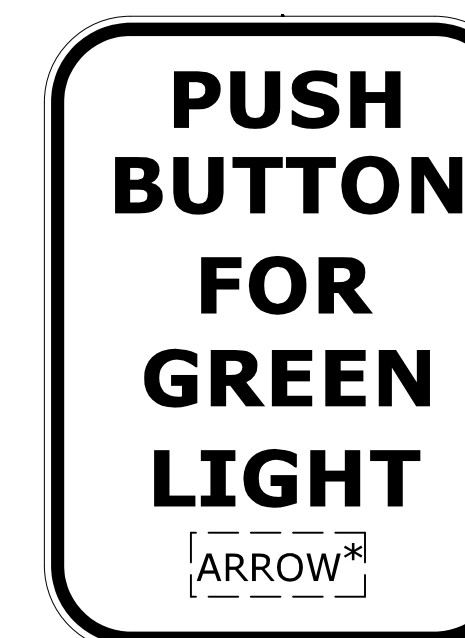
**PEDESTAL MOUNTED**



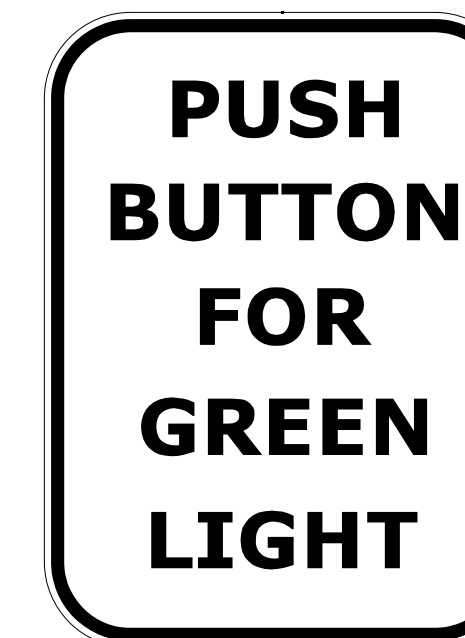
**SPAN POLE/MAST ARM MOUNTED**



**DETAIL A**



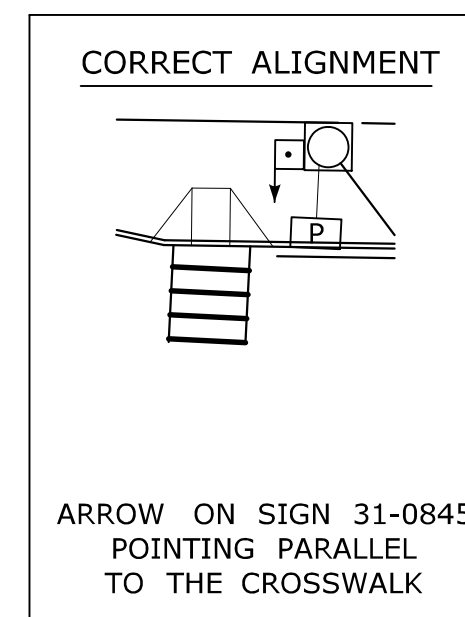
SIGN # 31-0833  
\* USE APPROPRIATE ARROW UNLESS OTHERWISE NOTED ON PLAN.



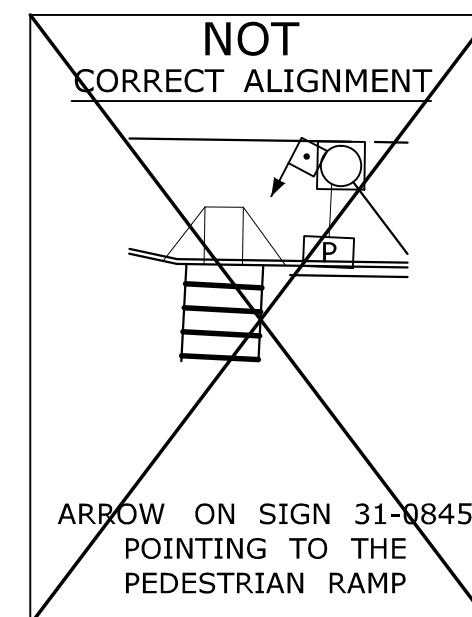
SIGN # 31-0835  
**FOR CROSSING WITH SIDE STREET GREEN**

**GENERAL NOTES:**

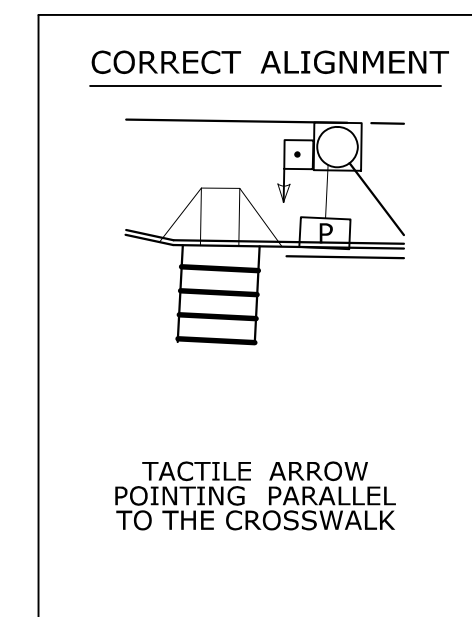
3'-6" (1050) FROM FINISHED GRADE SUCH AS SIDEWALK TO CENTER OF PUSH BUTTON.  
 PUSH BUTTON INSTALLATIONS SHALL CONFORM TO THE REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT (ADA) STANDARDS FOR ACCESSIBLE DESIGN, CURRENT EDITION GOVERNS.  
 4'-4" (1300) PEDESTAL TO INCLUDE ALLOY CAP SECURED WITH STAINLESS STEEL SET SCREW.



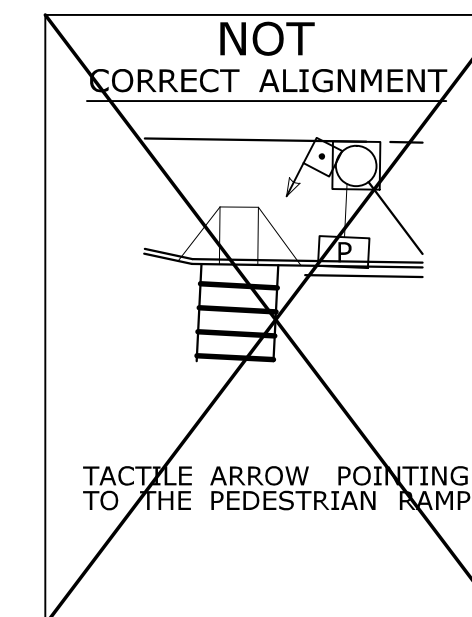
PEDESTRIAN PUSH BUTTON ALIGNMENT



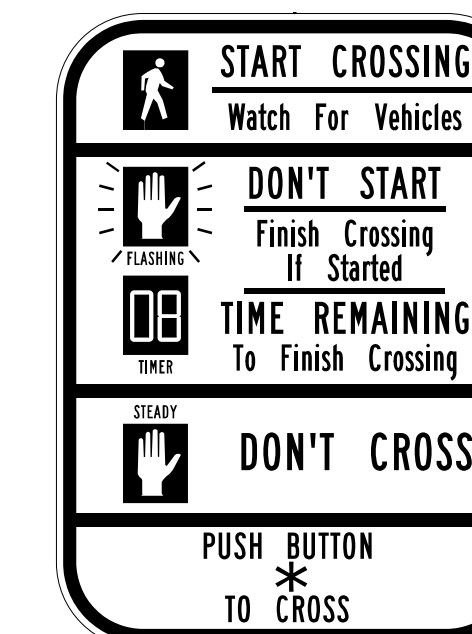
PEDESTRIAN PUSH BUTTON ALIGNMENT



ACCESSIBLE PEDESTRIAN SIGNAL AND DETECTOR



ACCESSIBLE PEDESTRIAN SIGNAL AND DETECTOR



SIGN # 31-0845  
\* USE APPROPRIATE ARROW UNLESS OTHERWISE NOTED ON PLAN.

**EXAMPLE ALIGNMENTS FOR EXCLUSIVE PEDESTRIAN PHASE**

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
2	4-2014	ADDED PEDESTRIAN EXAMPLE ALIGNMENTS
1	4-2012	MINOR REVISIONS & UPDATED SIGN #31-0845.

Plotted Date: 4/25/2014

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NOT TO SCALE

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FILENAME: CTDOT\_TRAFFIC\_STD.DGN Model: TR-1107\_01

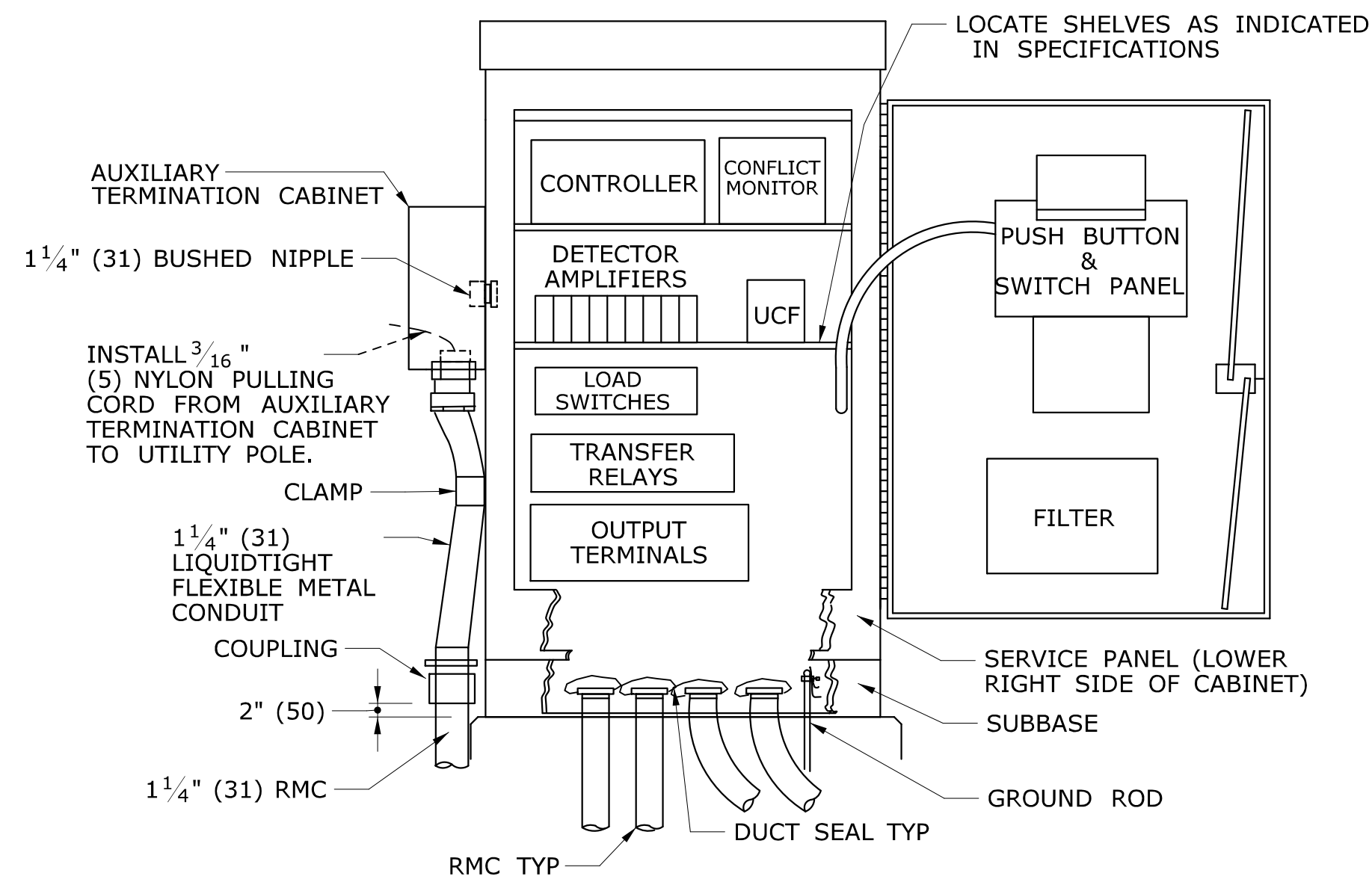
SUBMITTED BY: Tracy L. Fogarty, P.E.  
 NAME/DATE/TIME: 2014.04.25 16:01:49-04'00'

APPROVED BY: Charles S. Harlow, P.E.  
 NAME/DATE/TIME: 2014.04.29 14:27:01-04'00'

CTDOT  
 STANDARD SHEET  
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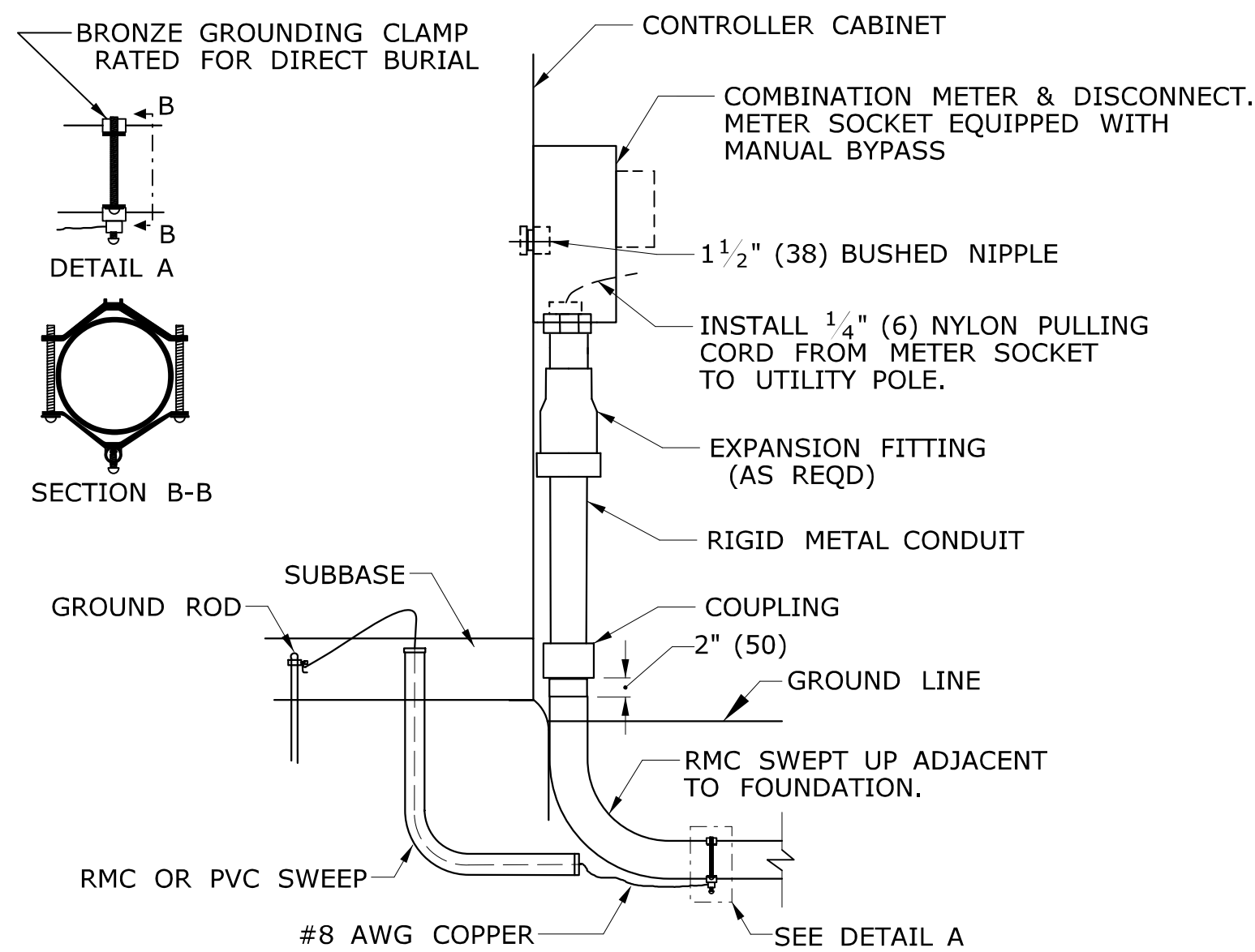
STANDARD SHEET TITLE:  
**PEDESTRIAN PUSH BUTTONS**

STANDARD SHEET NO.:  
**TR-1107\_01**

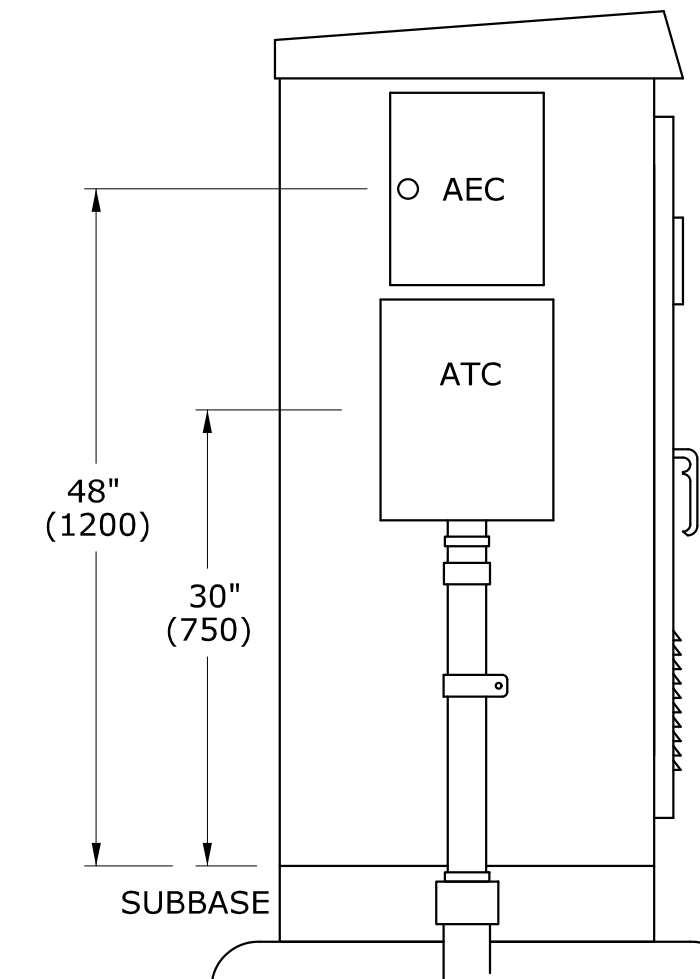


PROVIDE A MINIMUM CLEARANCE OF 6" (150) FROM THE CABINET BASE TO ALL COMPONENTS AND TERMINALS.

**TYPICAL BASE MOUNTED CONTROLLER ON TYPE IV FOUNDATION**



**CONTROLLER CABINET WITH METERED SERVICE**

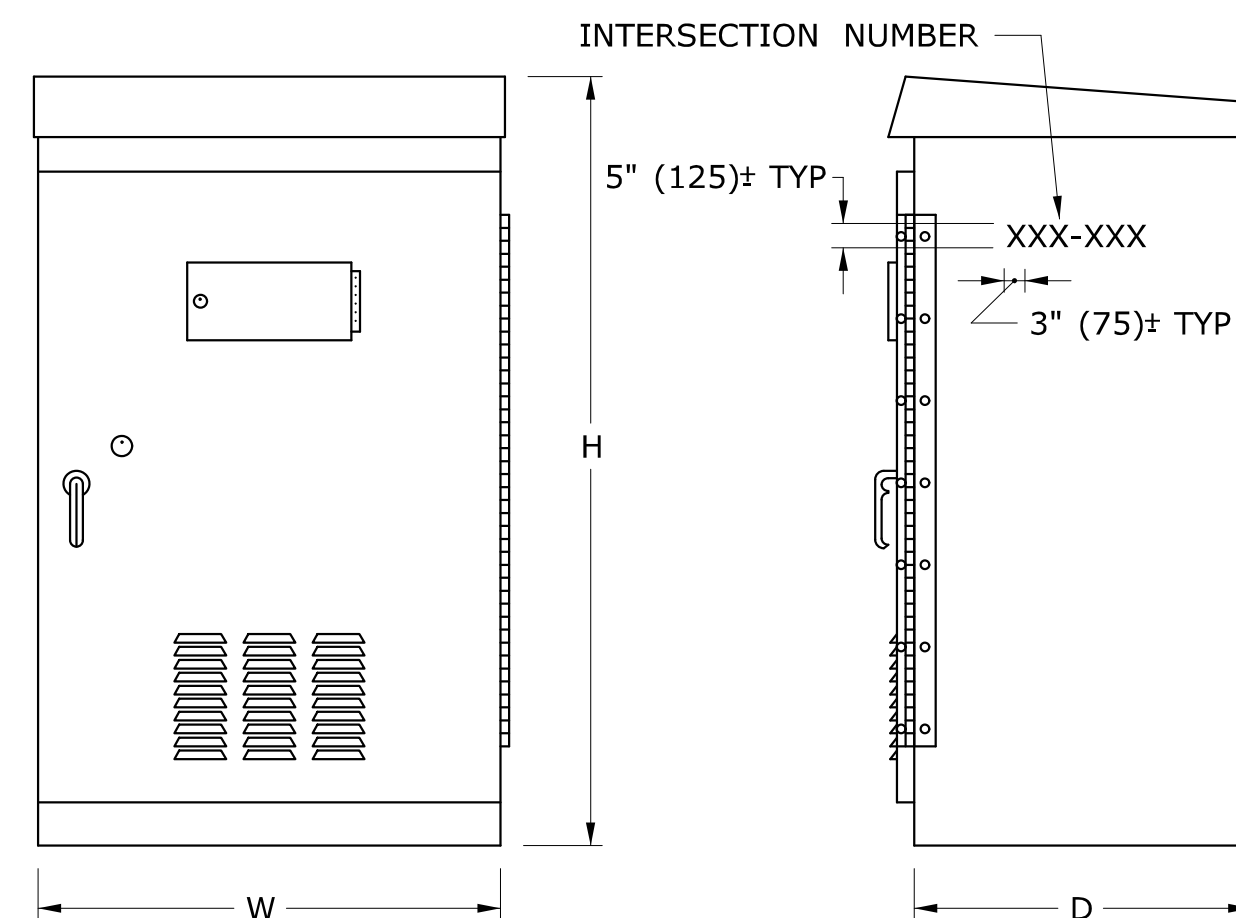


**AUXILIARY EQUIPMENT CABINET (AEC) AUXILIARY TERMINATION CABINET (ATC)**

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

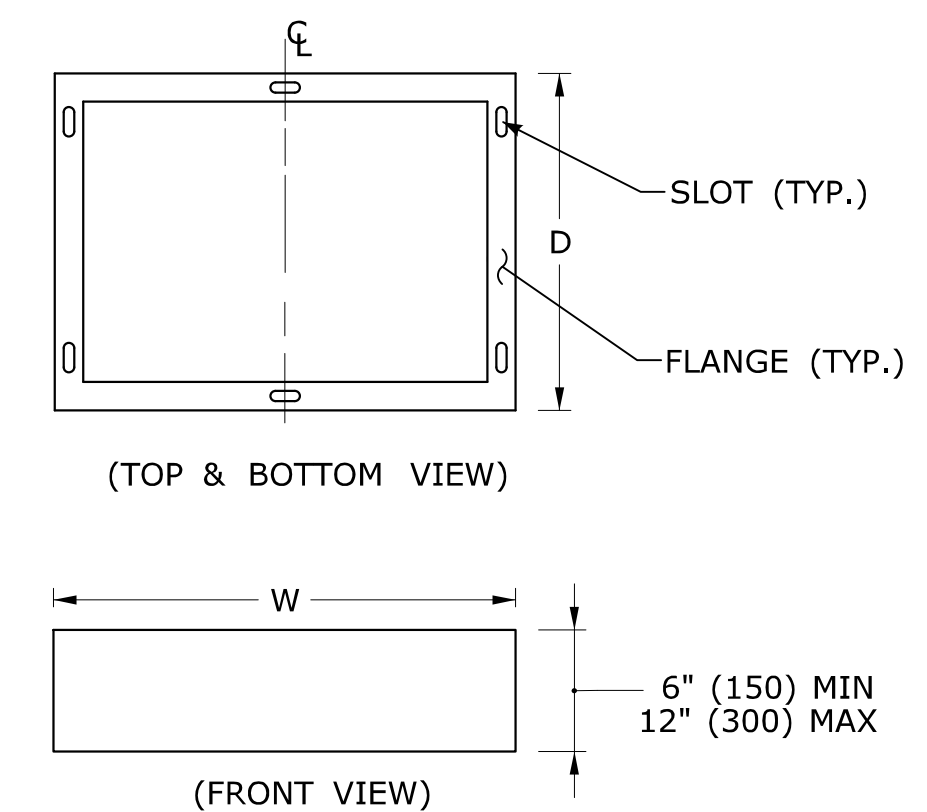
**GENERAL NOTES:**

- 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.



**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**

SLOT AND FLANGE DIMENSIONS TO BE PER MANUFACTURER.

LEGEND AS SHOWN ON TRAFFIC CONTROL SIGNAL PLAN:

- CONTROLLER ASSEMBLY
- AUXILIARY EQUIPMENT CABINET
- AUXILIARY TERMINATION CABINET

REV.	DATE	REVISION DESCRIPTION
2	5-2013	REVISED SUBBASE.
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: 5/15/2013

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

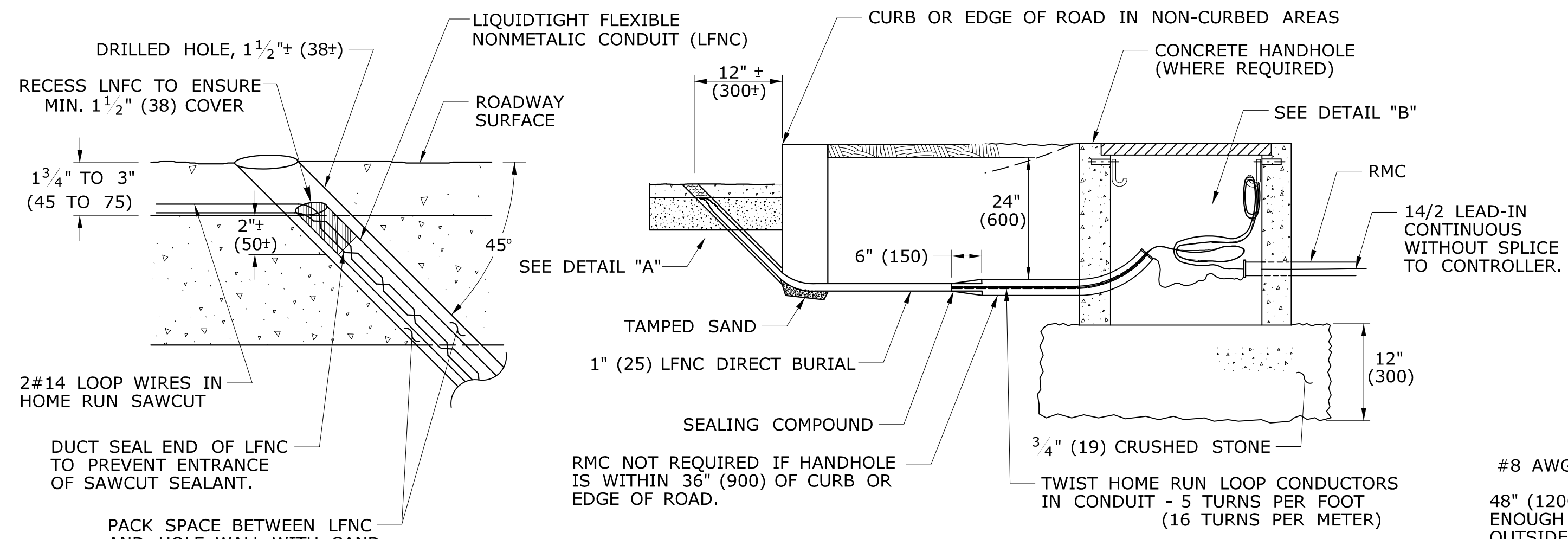
SUBMITTED BY: NAME/DATE/TIME: Tracy L. Fogarty 2013.07.29

APPROVED BY: NAME/DATE/TIME: Charles S. Harlow 2013.07.29 14:59:45-04'00'

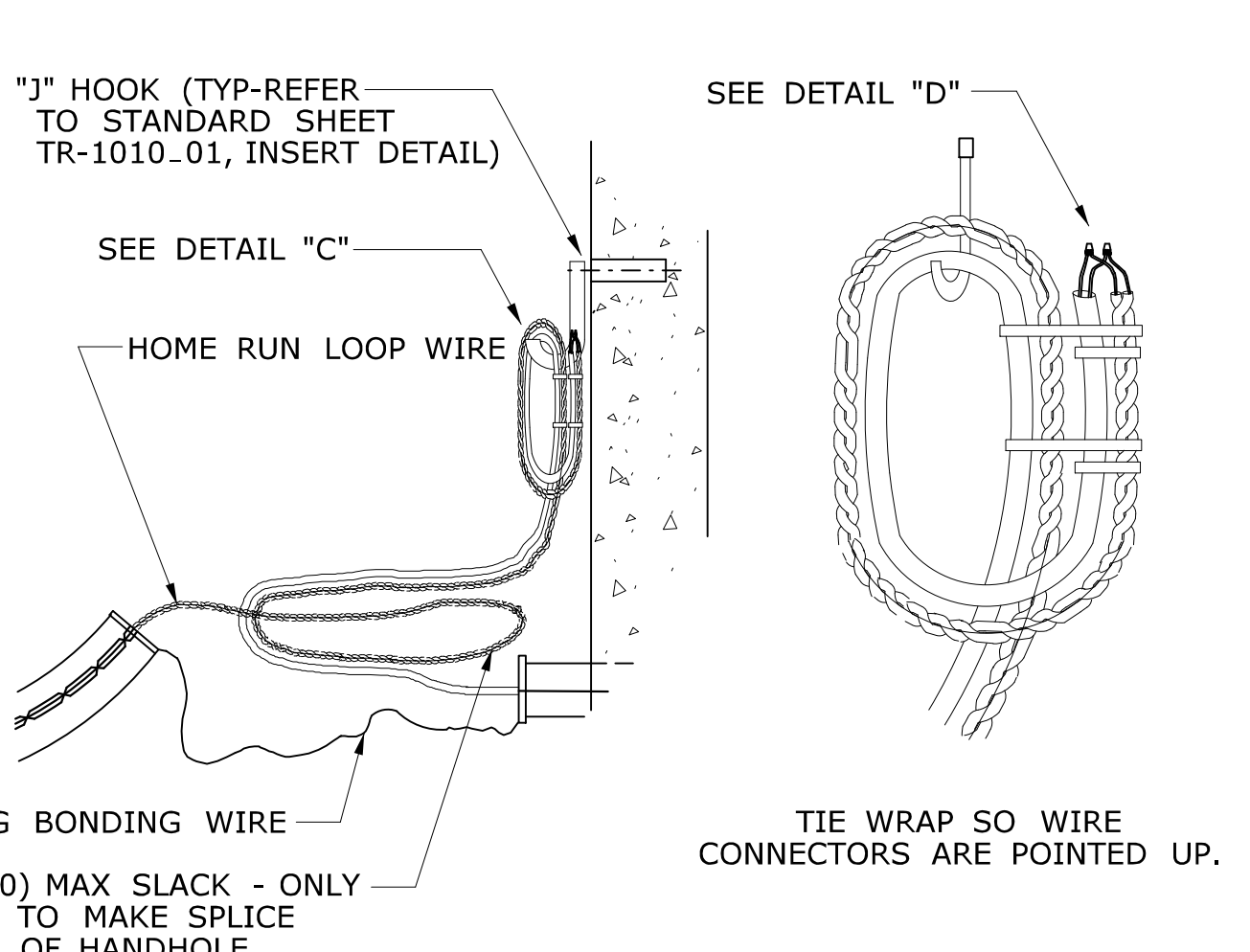
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STANDARD SHEET TITLE: CONTROLLERS

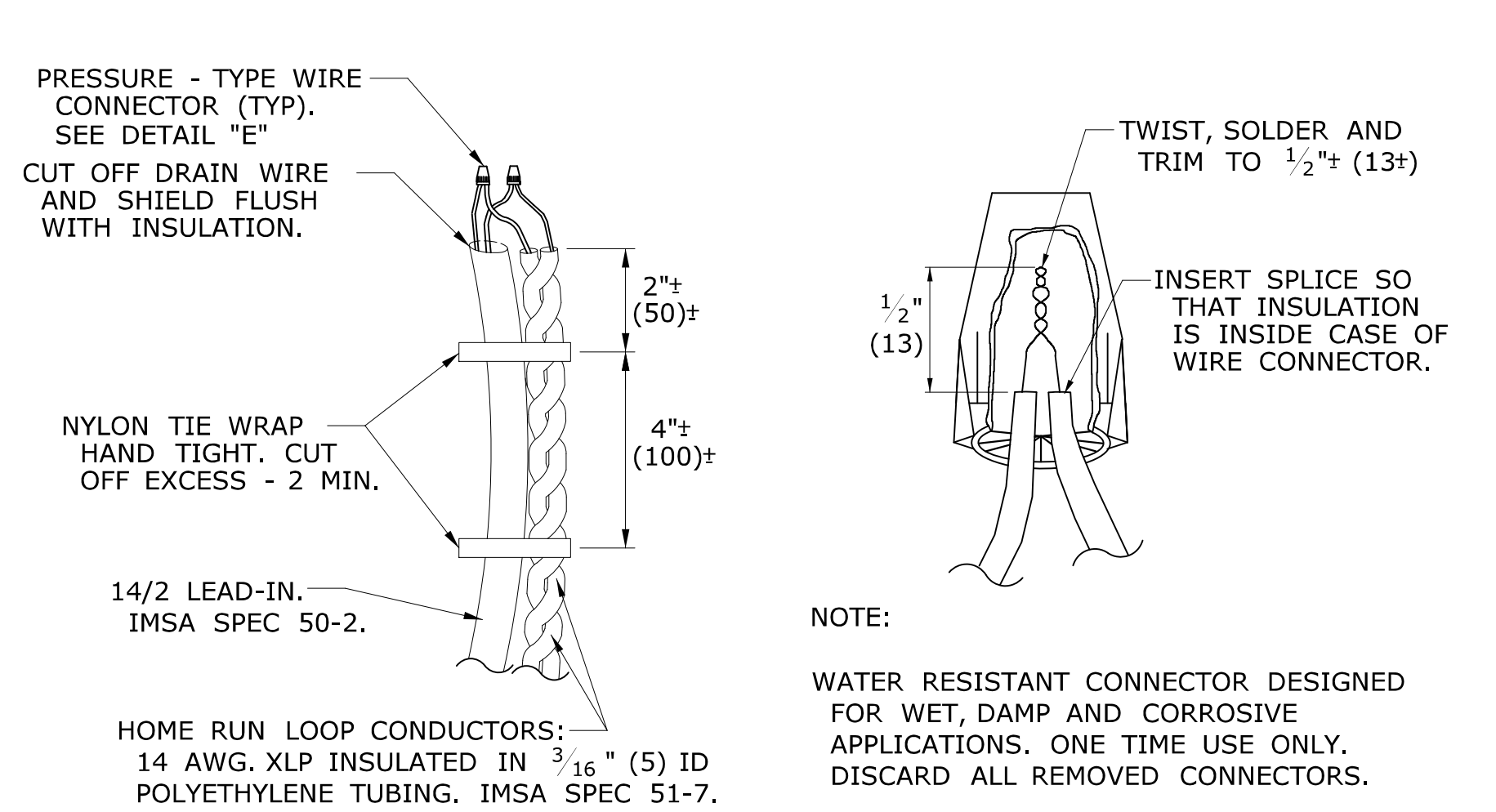
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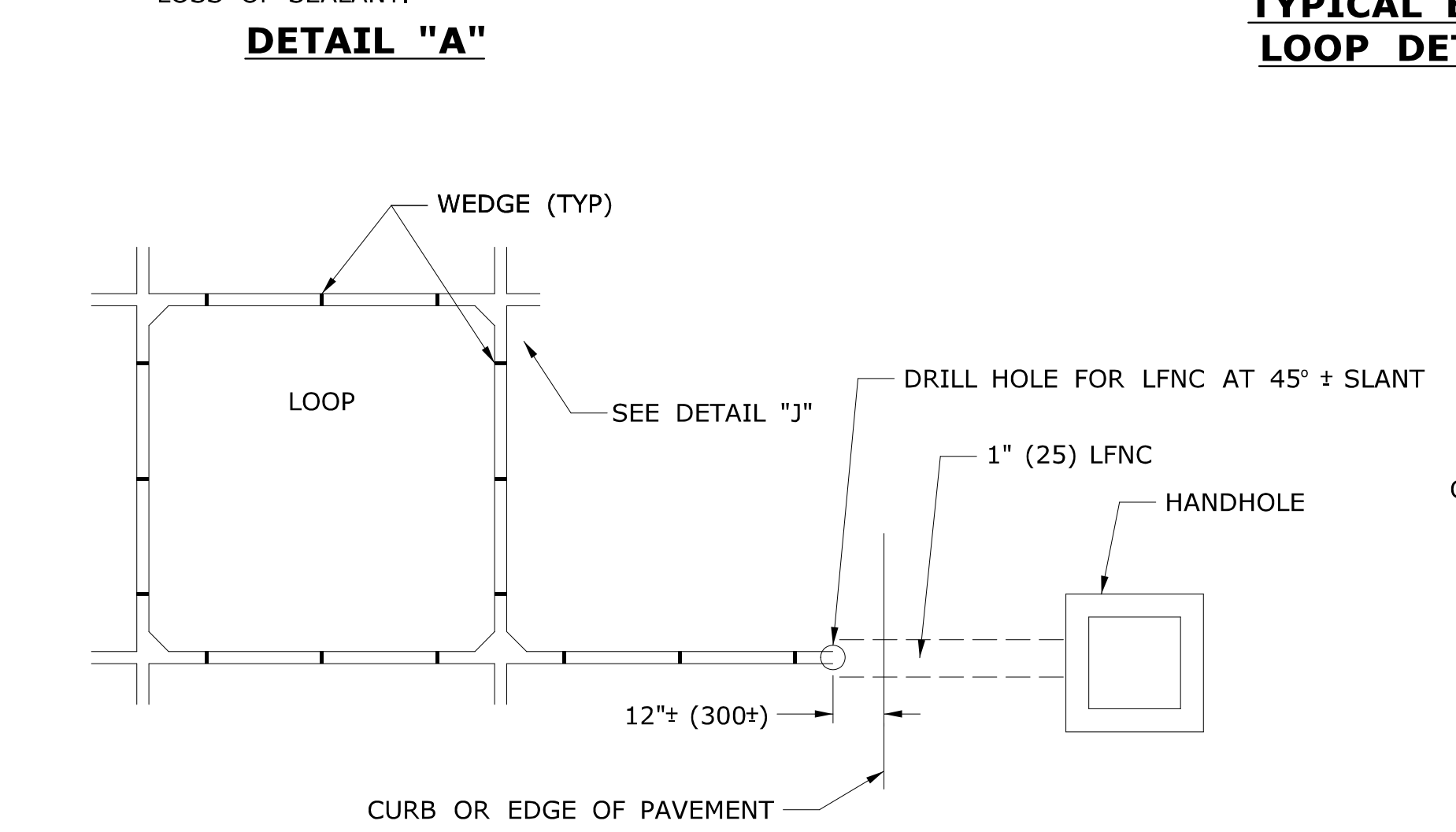
**TYPICAL ELEVATION VIEW  
LOOP DETECTOR LEAD-IN**



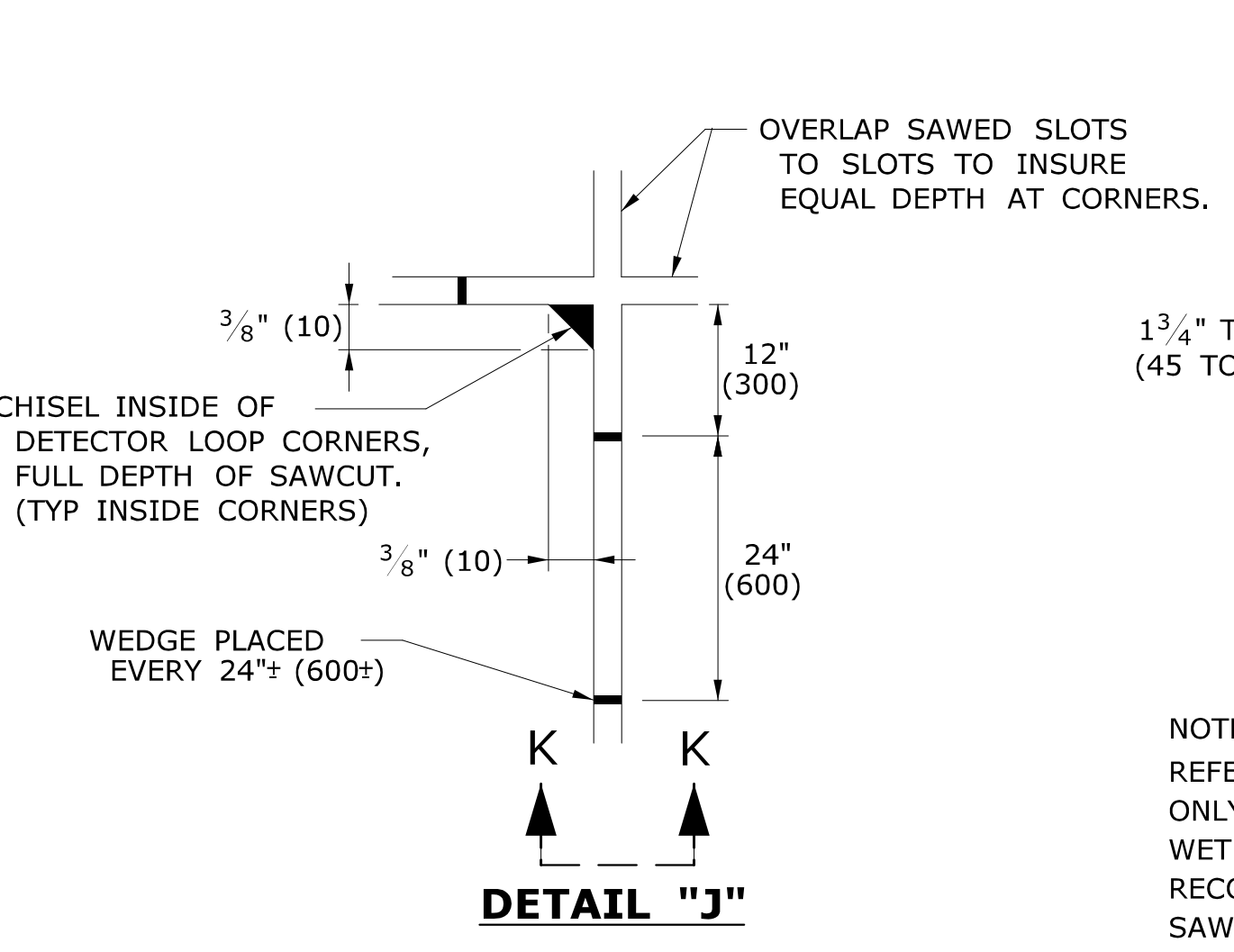
**DETAIL "B"      DETAIL "C"  
FRONT VIEW**



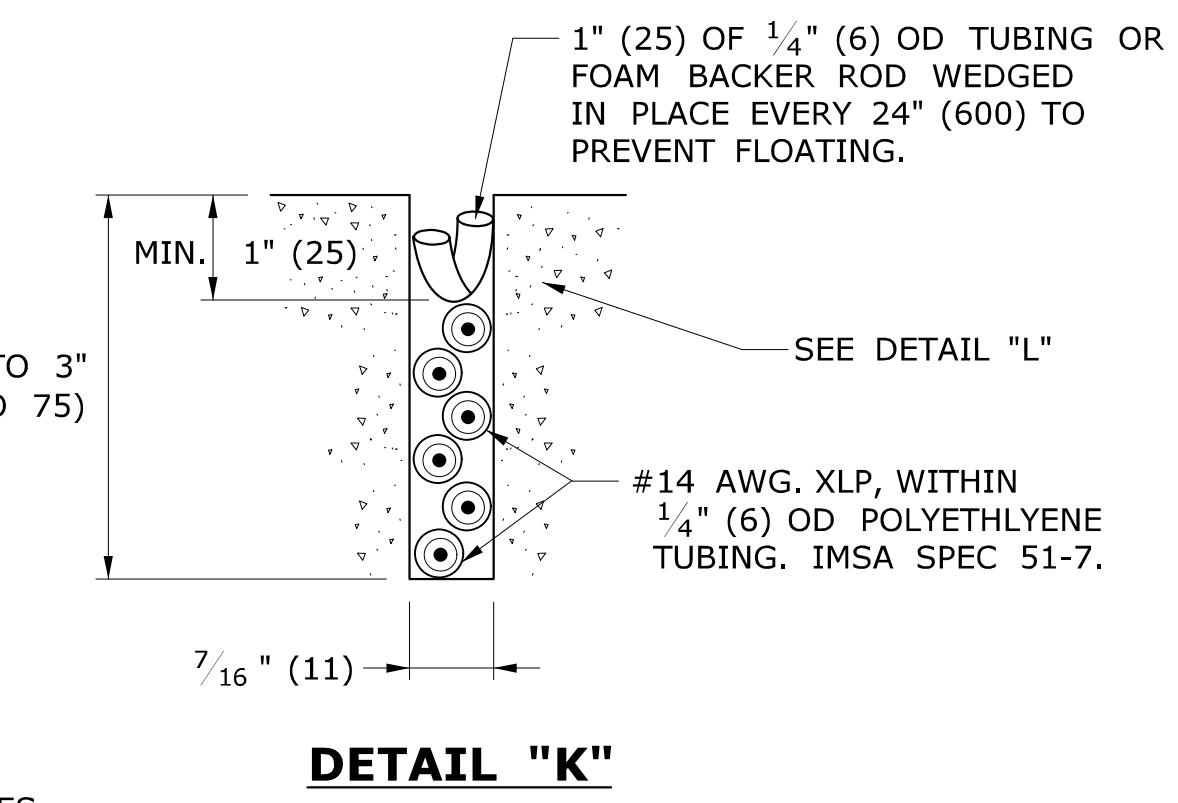
**DETAIL "D"      DETAIL "E"**



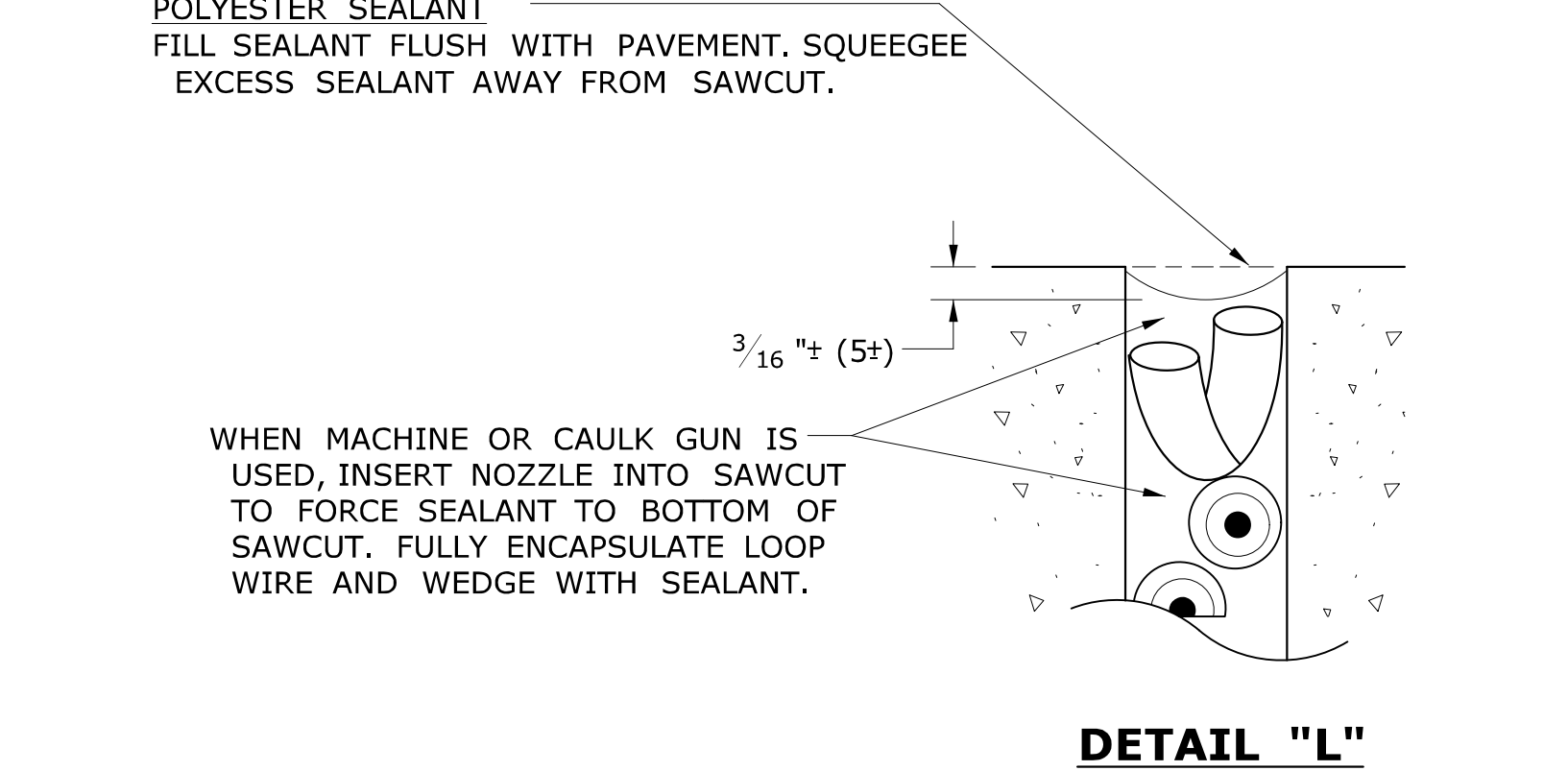
**TYPICAL PLAN VIEW  
LOOP DETECTOR SAWCUT AND LEAD-IN**



**DETAIL "J"**

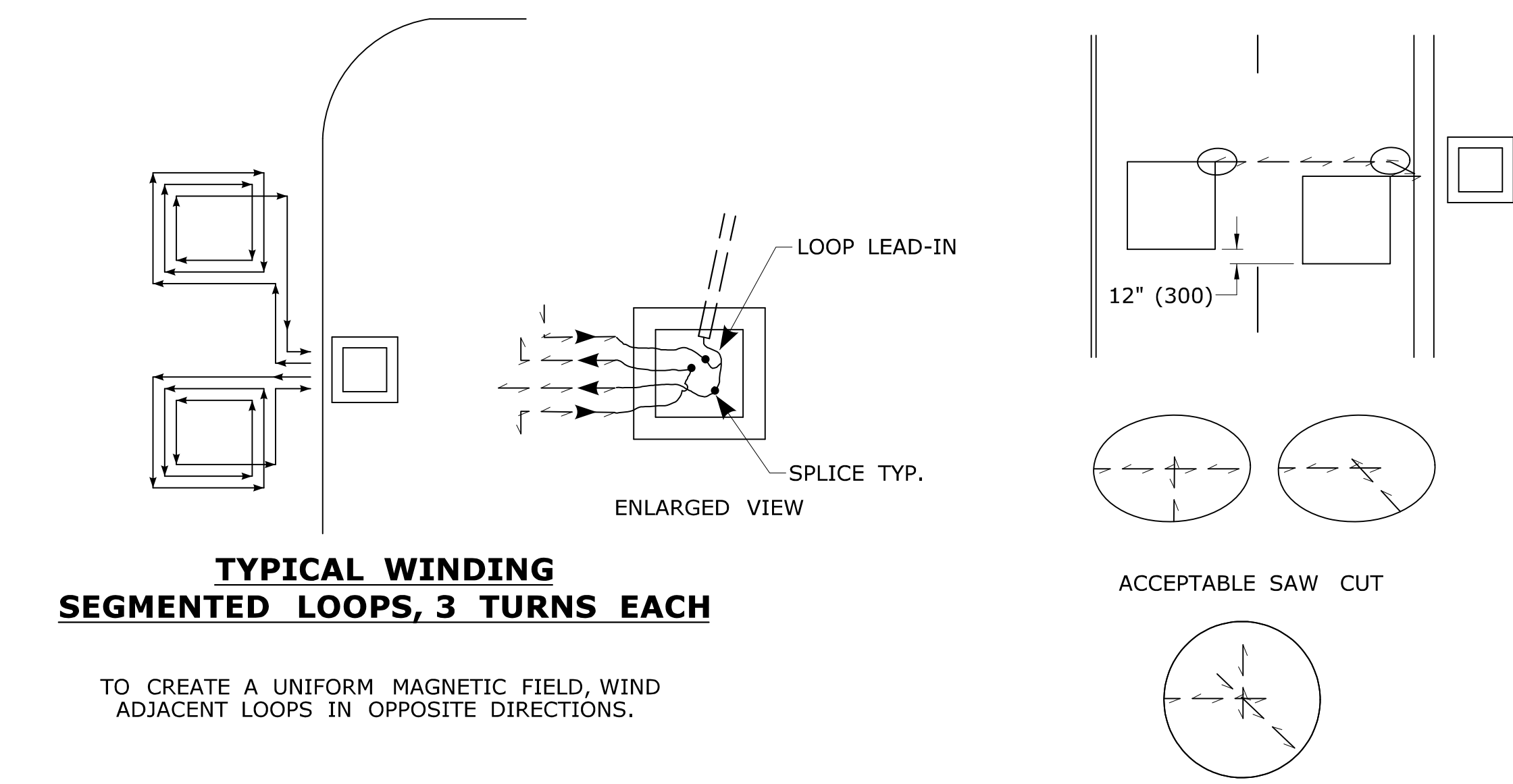


**DETAIL "K"**



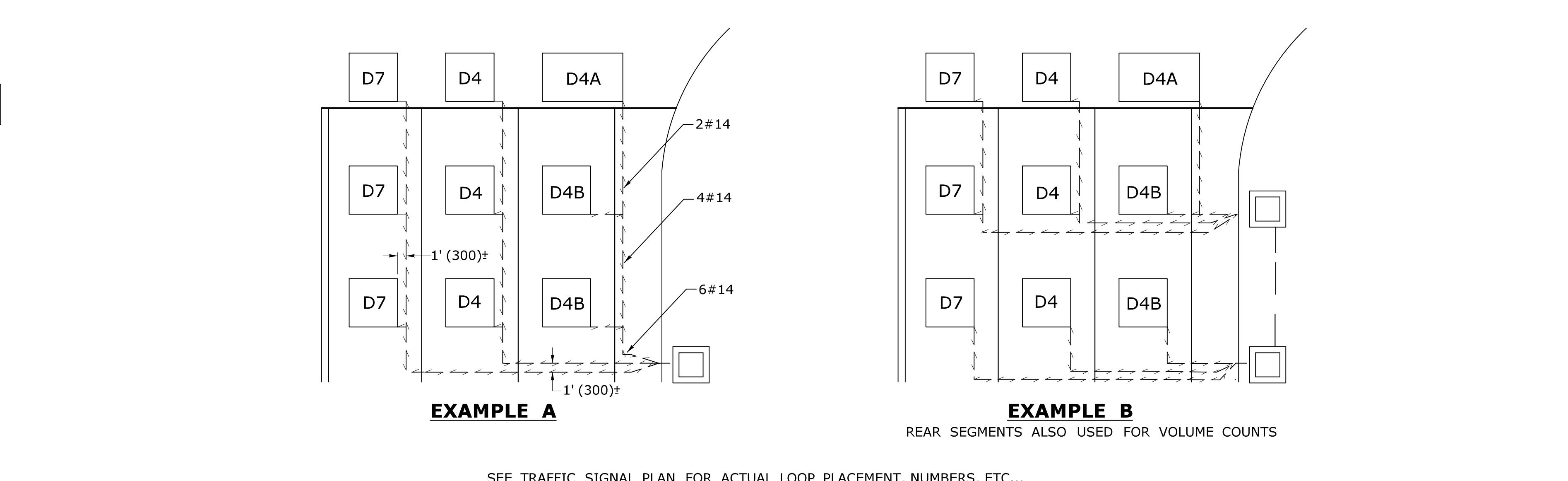
**DETAIL "L"**

NOTES:  
REFER TO STANDARD SPECIFICATIONS, SECTION 11-11.  
ONLY USE POLYESTER COMPOUND AS SEALANT, UNLESS OTHER TYPE IS APPROVED BY ENGINEER.  
WET SAW CUT ONLY, DRY SAW CUT NOT PERMITTED.  
RECOMMENDED SAW BLADE: 14" x 3/8" (350 x 10) PRODUCES 7/16" (11) SLOT.  
SAW CUT LOOP & HOME RUN DEPTH TO ENSURE MIN. 1" (25) SEALANT COVERAGE.



**TYPICAL WINDING  
SEGMENTED LOOPS, 3 TURNS EACH**

TO CREATE A UNIFORM MAGNETIC FIELD, WIND ADJACENT LOOPS IN OPPOSITE DIRECTIONS.



**EXAMPLE A**

**EXAMPLE B**

REAR SEGMENTS ALSO USED FOR VOLUME COUNTS

SEE TRAFFIC SIGNAL PLAN FOR ACTUAL LOOP PLACEMENT, NUMBERS, ETC...  
LOOP SEGMENTS ON SAME AMPLIFIERS MAY SHARE HOME RUN SAW CUT. SPLICE SEGMENTS IN SERIES.  
LOOP SEGMENTS ON DIFFERENT AMPLIFIERS MUST BE IN SEPARATE HOME RUN SAW CUT.

LEGEND AS SHOWN ON TRAFFIC CONTROL SIGNAL PLAN:

[Symbol]	INDUCTIVE LOOP DETECTOR
[Symbol]	SAW CUT
[Symbol]	RIGID METAL CONDUIT
[Symbol]	HANDHOLE

REV.	DATE	REVISION DESCRIPTION
3	4-2014	DETAIL "B" - REVISED "J" HOOK NOTE.
2	7-2012	DELETED URETHANE SEALANT NOTE FROM DETAIL "L"
1	4-2012	MINOR REVISIONS.

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Plotted Date: 4/21/2014

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

**STATE OF CONNECTICUT  
DEPARTMENT OF TRANSPORTATION**

NOT TO SCALE

Filename: CTDOT\_TRAFFIC\_STD.DGN Model: TR-1111\_01

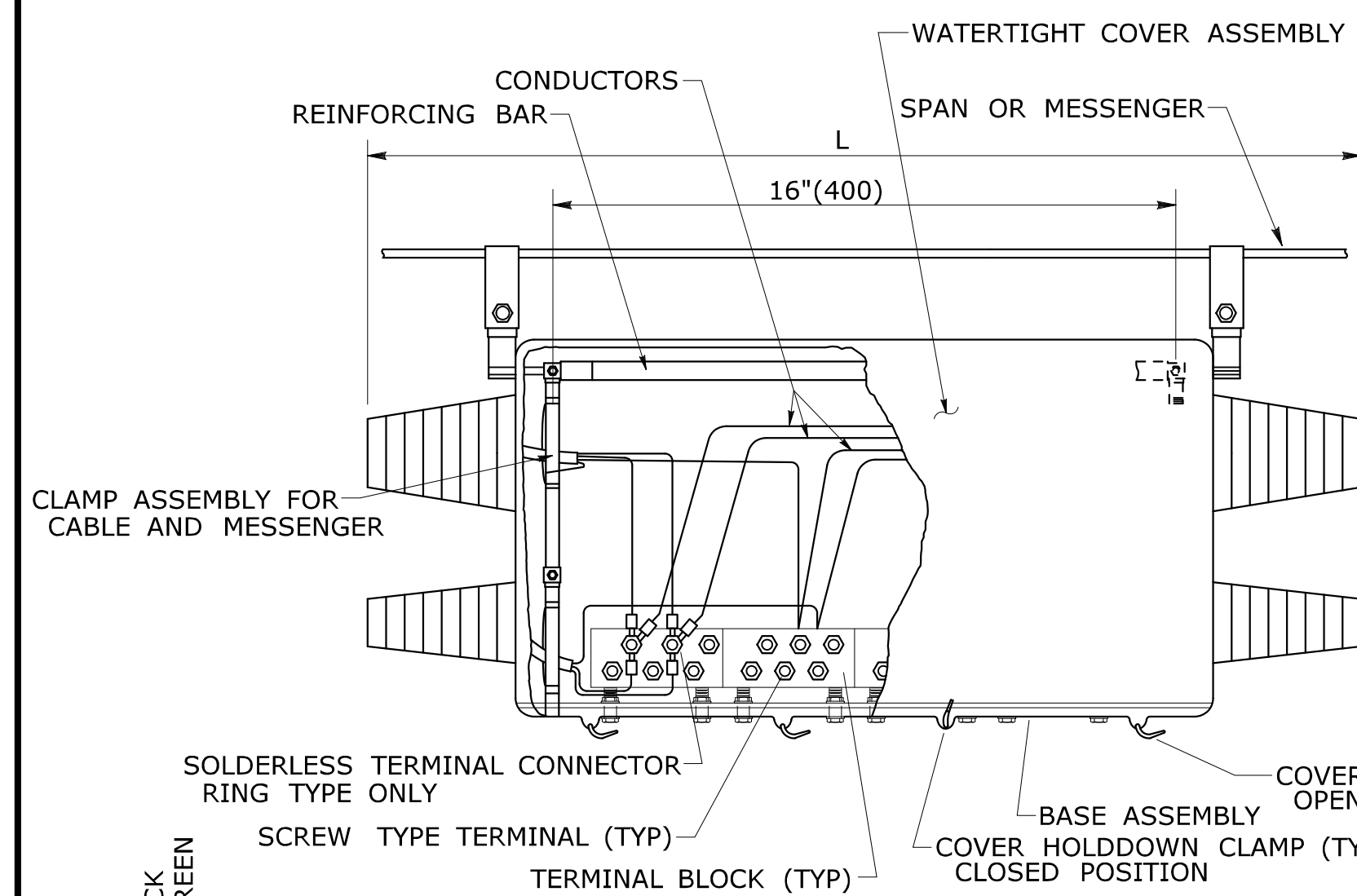
SUBMITTED BY: NAME/DATE/TIME:  
Tracy L. Fogarty Tracy L. Fogarty, P.E. 2014.04.25

APPROVED BY: NAME/DATE/TIME:  
Charles S. Harlow Charles S. Harlow, P.E. 2014.04.29 14:27:33-04'00'

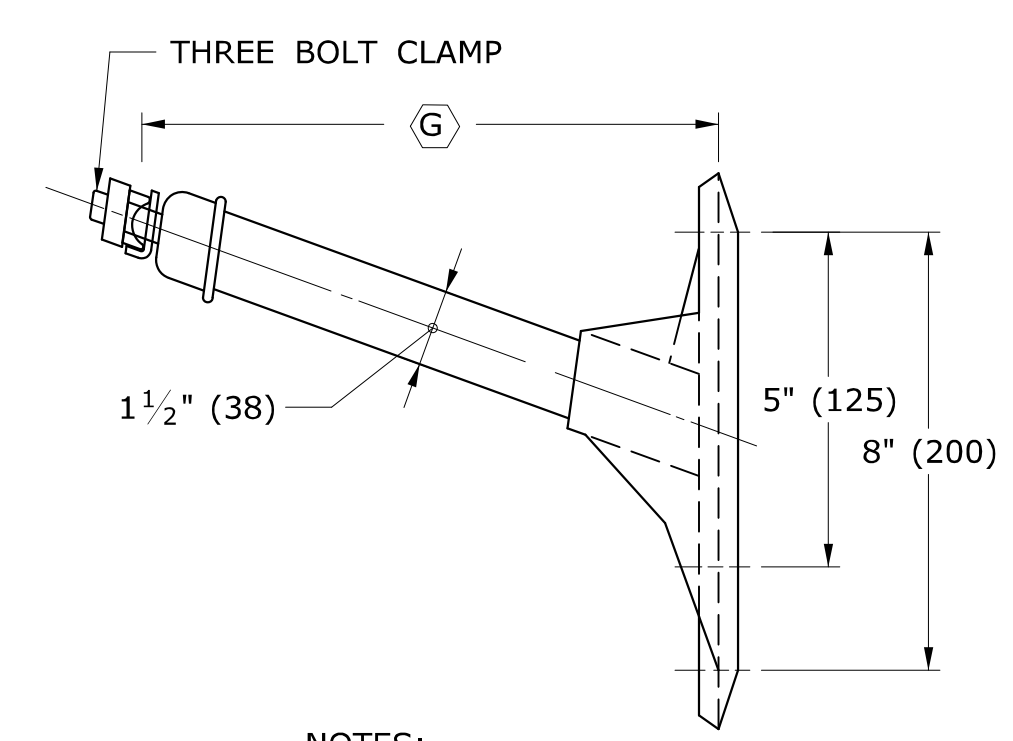
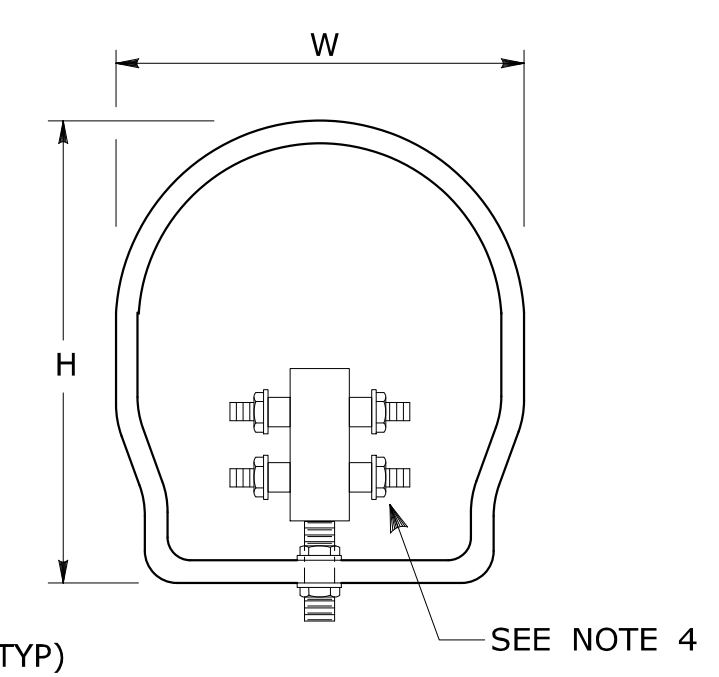
**CTDOT  
STANDARD SHEET  
OFFICE OF ENGINEERING**

STANDARD SHEET TITLE:  
**LOOP VEHICLE DETECTOR  
AND SAWCUT**

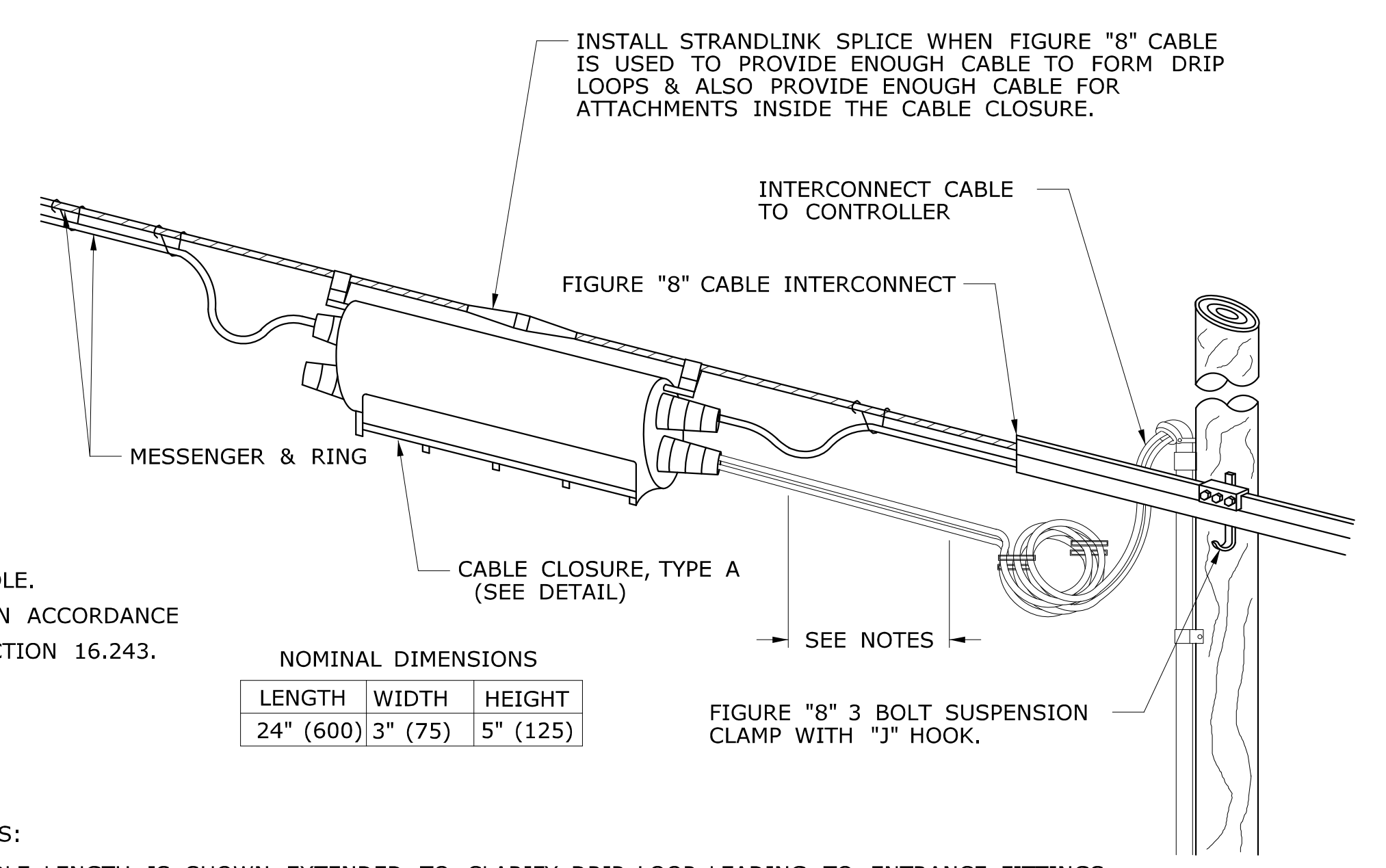
STANDARD SHEET NO.:  
**TR-1111\_01**



	LENGTH	WIDTH	HEIGHT
MIN	28" (700)	3" (75)	5" (125)
MAX	33" (840)	6" (150)	8" (200)



NOTES:  
 5/8" (16) THROUGH BOLT IN TOP HOLE.  
 1/2" (13) X 4" (100) LAG BOLT IN BOTTOM HOLE.  
 (G) LENGTH REQUIRED TO PROVIDE CLEARANCE IN ACCORDANCE WITH PURA CONSTRUCTION STANDARD SECTION 16.243.



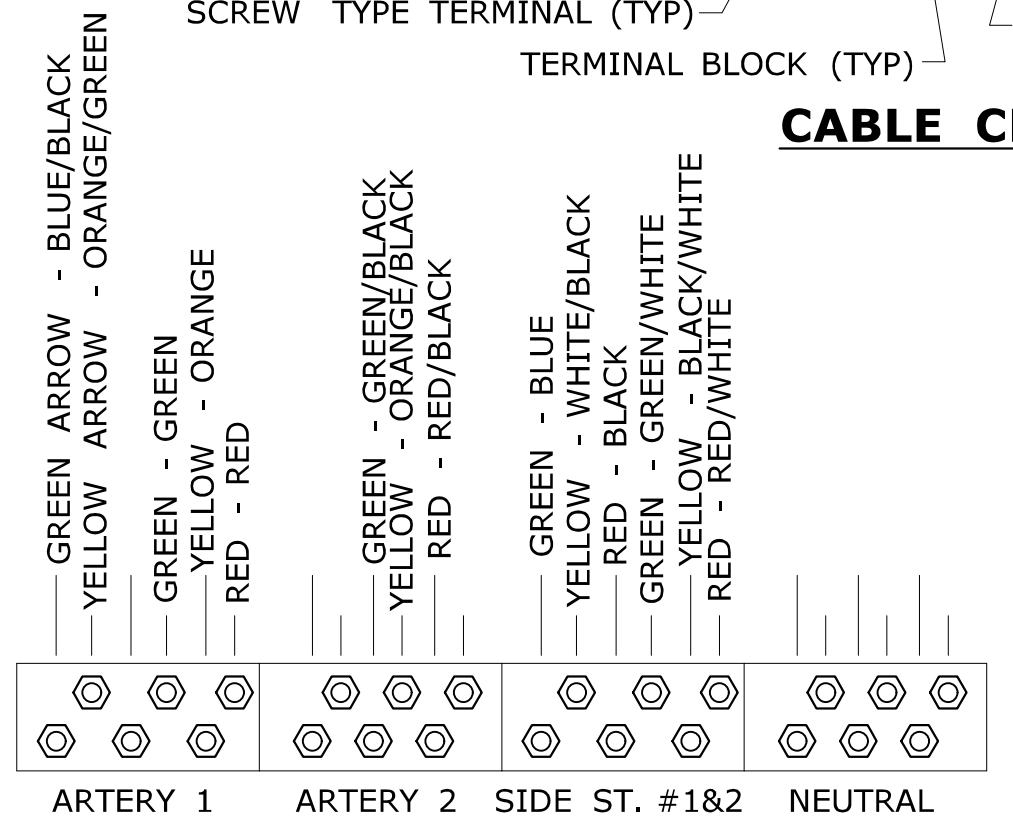
NOMINAL DIMENSIONS

LENGTH	WIDTH	HEIGHT
24" (600)	3" (75)	5" (125)

NOTES:  
 CABLE LENGTH IS SHOWN EXTENDED TO CLARIFY DRIP LOOP LEADING TO ENTRANCE FITTINGS. WHEN CABLE IS TOO LARGE TO FORM DRIP LOOPS, INSTALL DIRECTLY INTO CLOSURE WITHOUT DRIP LOOPS.

**CABLE CLOSURE FOR TRAFFIC SIGNALS**

- NOTES:
1. PROVIDE A MINIMUM OF FOUR TERMINAL BLOCKS WITH SEPARATE SCREW TYPE TERMINALS, SIX ON EACH SIDE.
  2. INSTALL SEPARATE CABLE BETWEEN CLOSURE & EACH TRAFFIC SIGNAL ASSEMBLY. WIRE EACH TRAFFIC SIGNAL SECTION SEPARATELY BACK TO CABLE CLOSURE. JUMPERS BETWEEN TERMINALS ARE NOT ALLOWED EXCEPT ON NEUTRAL CONDUCTORS.
  3. WIRE ALL SIGNALS, SAME DIRECTION FROM CONTROLLER, SEPARATELY WITH CONDUCTORS IN 21 OR 25 CONDUCTOR CABLE, EVEN IF INDICATIONS ARE IDENTICAL.
  4. PREVENT CONNECTORS, TERMINAL POSTS AND CONDUCTORS FROM CONTACT WITH CLOSURE COVER AND SECURELY WRAP WITH ELECTRICAL TAPE OR RUBBER MASTIC TAPE.
  5. CABLES THAT FEED PEDESTRIAN INDICATIONS, PUSH BUTTONS, AND DETECTORS BYPASS CABLE CLOSURE.
  6. INSTALL TRAFFIC SIGNAL CABLE CLOSURE ON THE SPAN ±5' (±1.5 m) FROM CURBLINE.

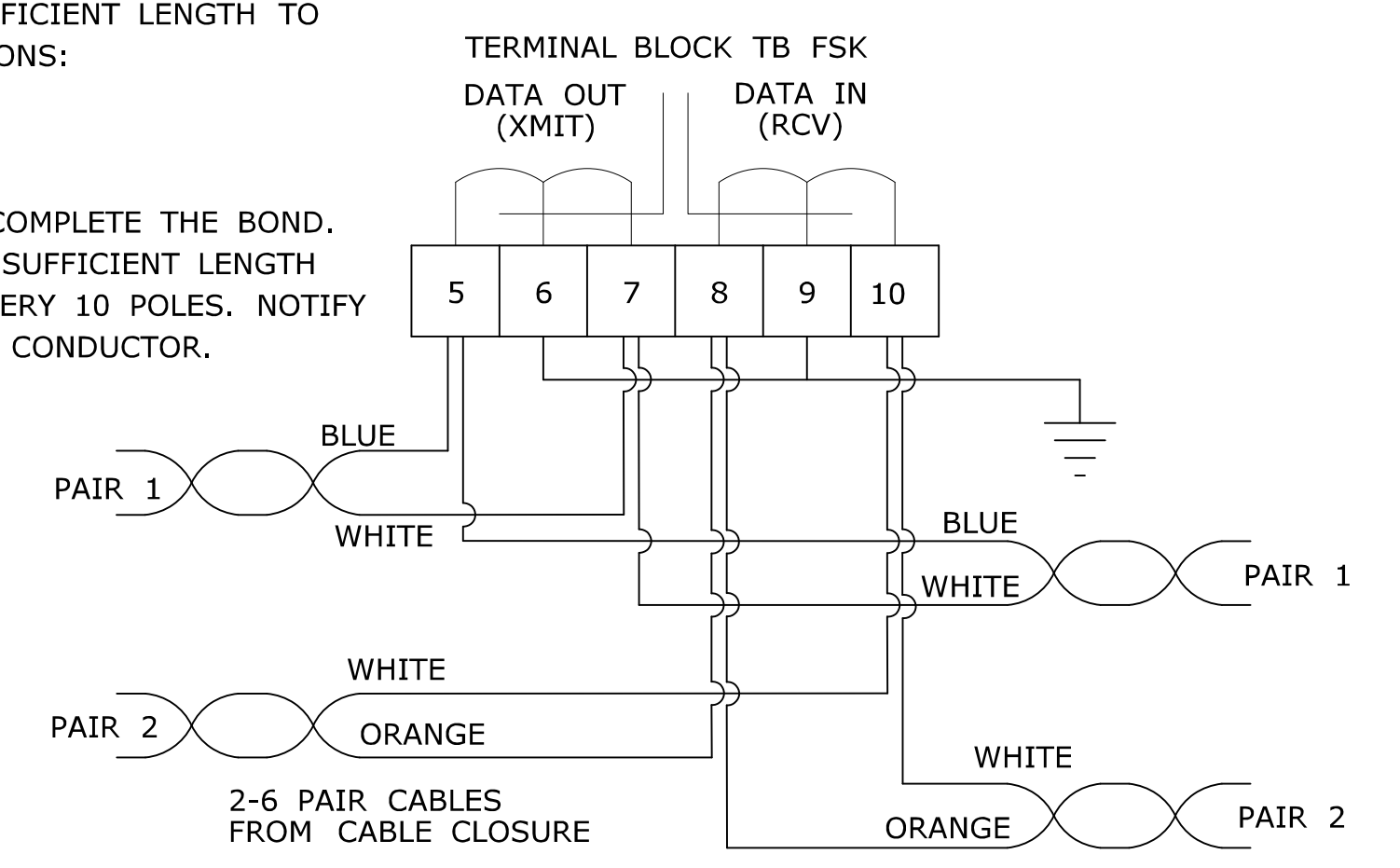


**RECOMMENDED CONNECTION OF 21 CONDUCTOR CABLE IN CLOSURE**

**COMMUNICATION CABLE EXTENSION BRACKET**

- BONDING AND GROUNDING REQUIREMENTS FOR COMMUNICATION CABLES
1. PLACE BOND ON STRAND USING #6 AWG LEAVE COIL OF SUFFICIENT LENGTH TO REACH THE NEXT STRAND AT ALL OF THE FOLLOWING LOCATIONS:
    - A. FIRST POLE
    - B. LAST POLE
    - C. JUNCTION POLE
 CONTACT THE UTILITY THAT OWNS THE NEXT STRAND TO COMPLETE THE BOND.
  2. LEAVE COIL #6 AWG WIRE ATTACHED TO CABLE STRAND OF SUFFICIENT LENGTH TO REACH VERTICAL GROUNDING CONDUCTOR AT LEAST EVERY 10 POLES. NOTIFY ELECTRIC COMPANY TO MAKE ATTACHMENT TO GROUNDING CONDUCTOR.

**OVERHEAD INTERCONNECT INSTALLATION**



NOTES:  
 CONNECT SHIELDS TO GROUND ONLY AT EVERY OTHER CABINET, LEAVE SHIELD OPEN AT ALTERNATE CABINETS. TAG 6 PAIR CABLES WITH INTERSECTION DESTINATION. SPARE PAIRS TO BE FOLDED BACK AND NEATLY TIED ADJACENT TO TERMINAL BLOCK.

**TYPICAL COMMUNICATION CABLE CONNECTION IN CONTROLLER CABINET**

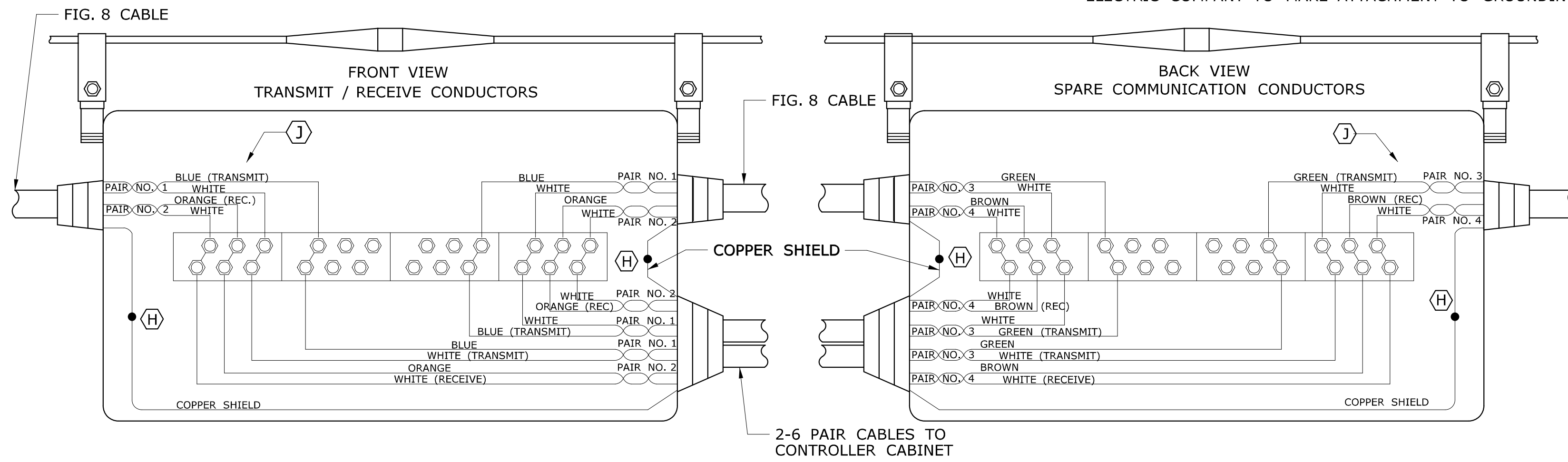
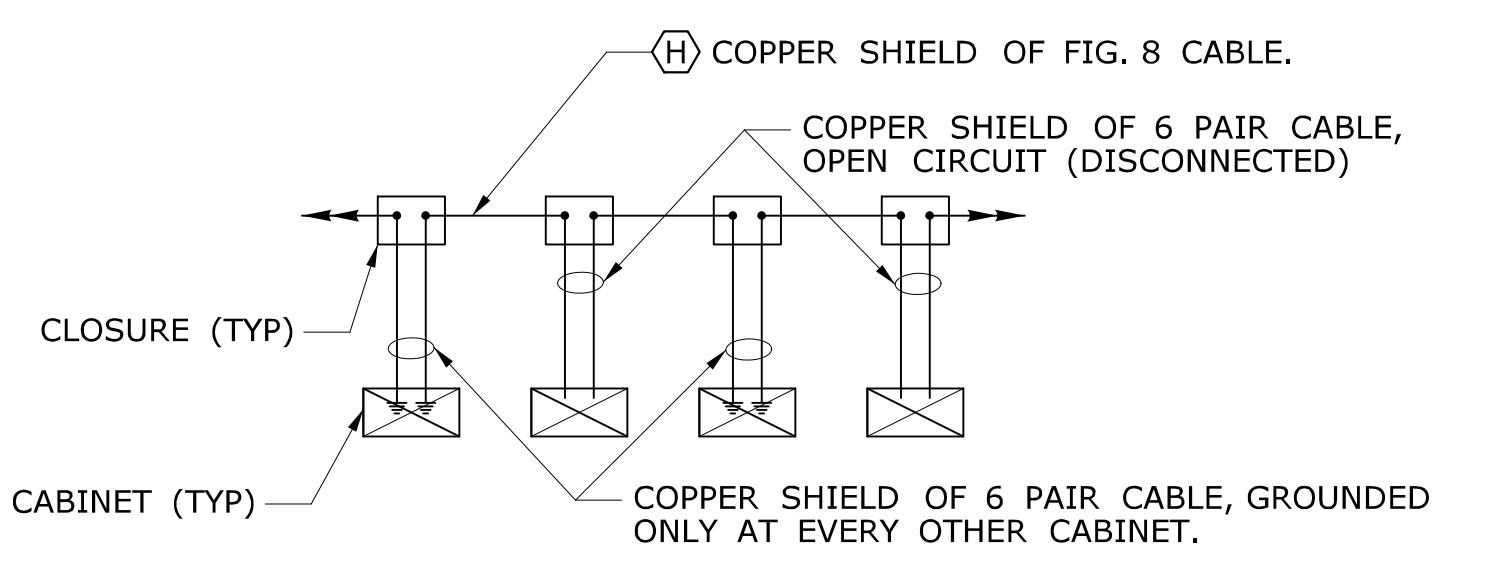


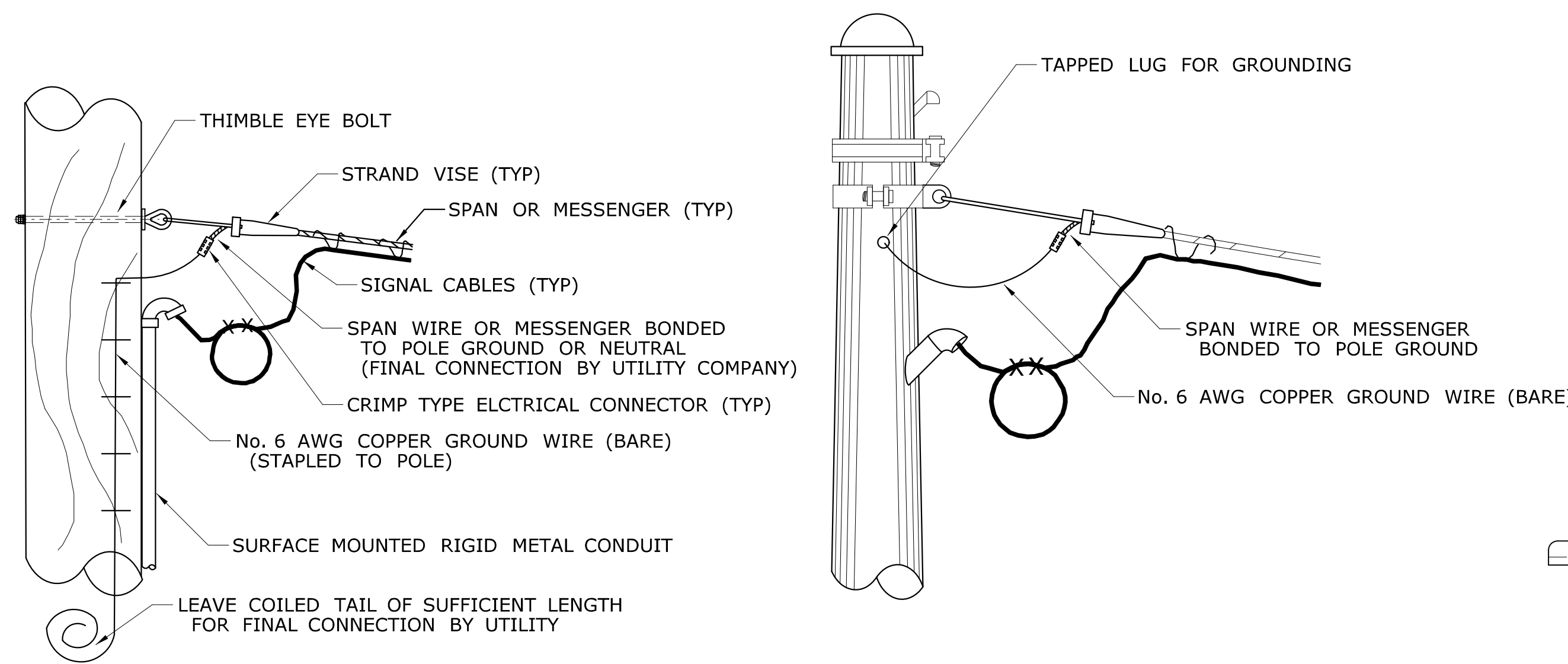
FIG. 8 CABLE				6 PAIR, CABLE			
PAIR #	DOT	SPARE	PAIR #	MUNICIPAL SPARES	PAIR #	DOT	SPARE
3	GREEN	- WHITE	5	SLATE - WHITE	5	SLATE	- WHITE
4	BROWN	- WHITE	6	BLUE - RED	6	BLUE	- RED

NOTES:  
 SPARE PAIRS TO BE FOLDED BACK AND NEATLY TIED. GROUP MUNICIPAL SPARES TOGETHER, SEPARATE FROM THOSE RESERVED FOR D.O.T. MUNICIPAL SPARES ARE NOT TO BE CUT. DO NOT BOND THE CABLE SHEATH TO THE SUPPORT STRAND.  
 (H) CONNECT ONLY TO SHIELD OF CORRESPONDING 6 PAIR CABLE.  
 (I) WHEN CONNECTING TO AN EXISTING SYSTEM, VERIFY COLOR CODE OF TRANSMIT AND RECEIVE CONDUCTORS.

**TYPICAL COMMUNICATION CABLE CONNECTION IN CABLE CLOSURE, TYPE A**

LEGEND AS SHOWN ON TRAFFIC CONTROL SIGNAL PLAN:  
 ○ PROPOSED UTILITY POLE  
 ● EXISTING UTILITY POLE  
 ○ POLE ANCHOR & GUY  
 ○ CABLE CLOSURE



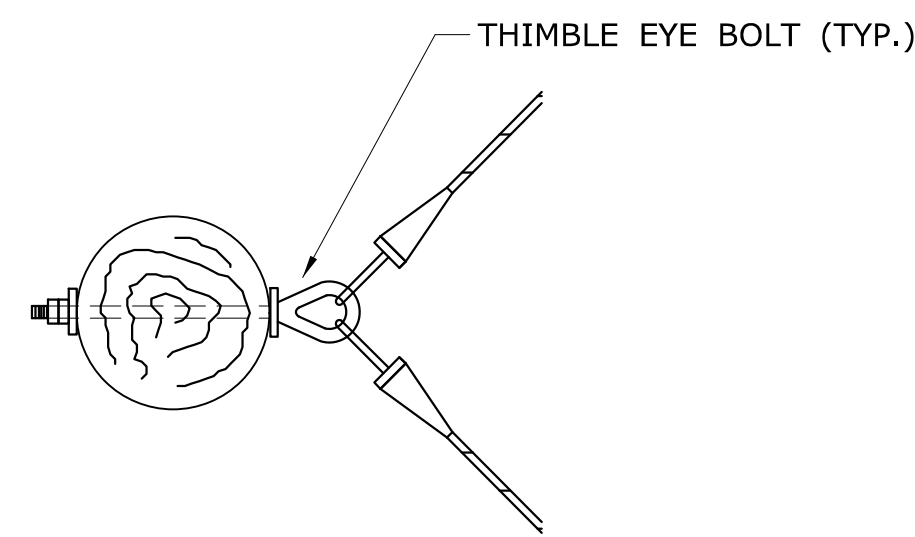


**WOOD UTILITY POLE**

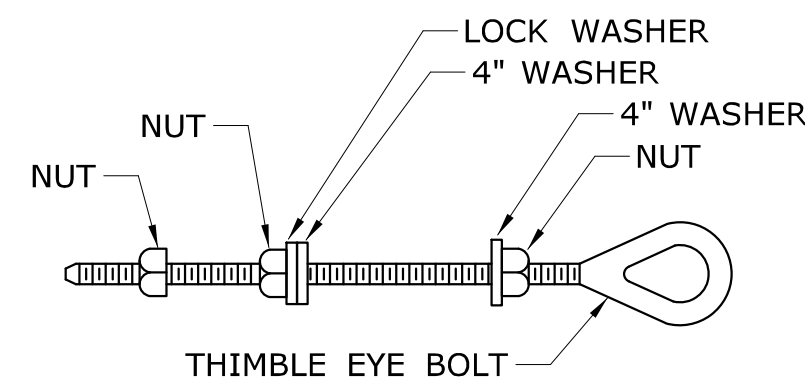
**STEEL POLE**

**TYPICAL BONDED ATTACHMENT DETAIL FOR SPAN/MESSENGER**

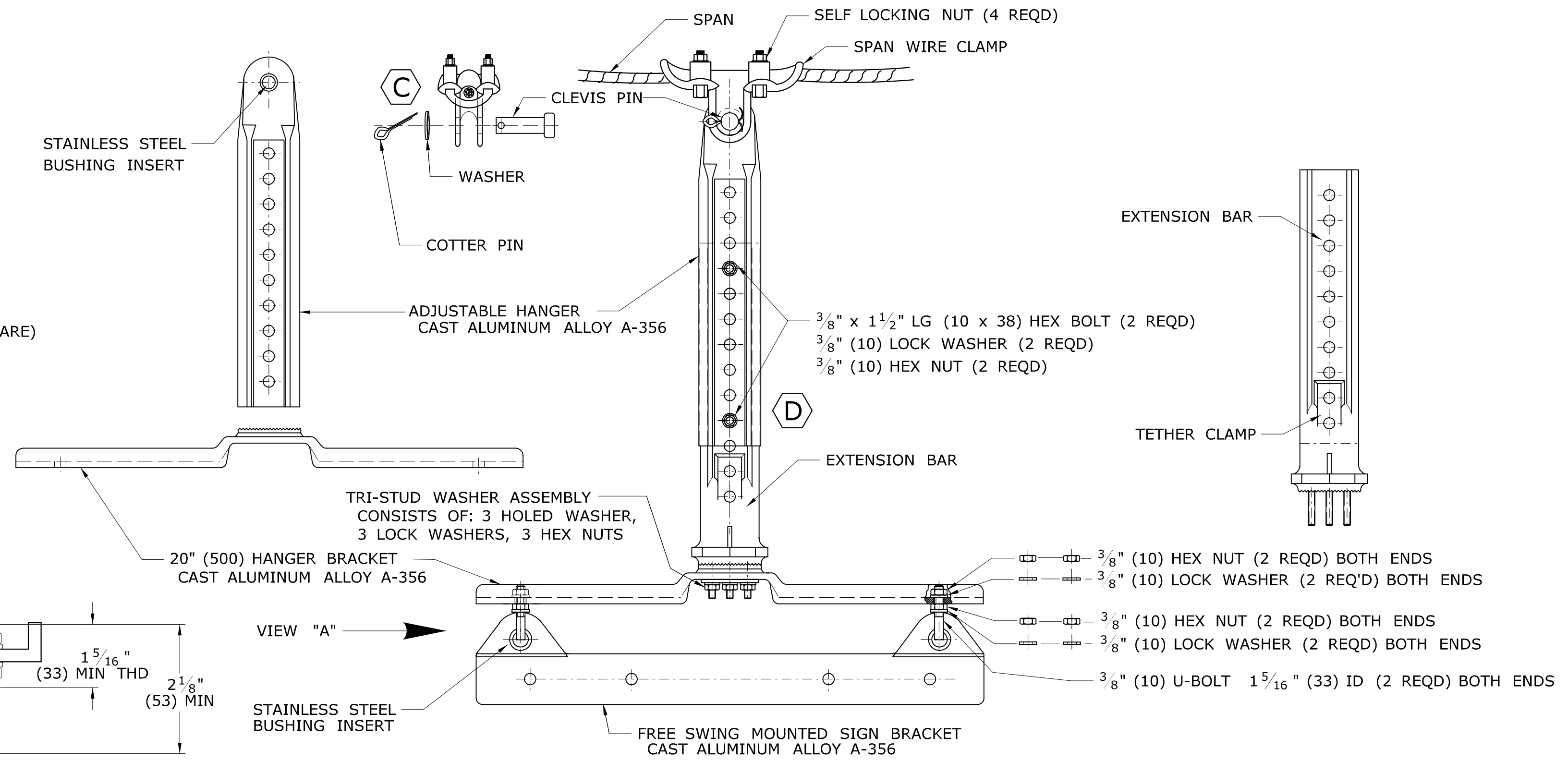
NOTES:  
NOTE THAT EXISTING COPPER GROUND WIRE MAY BE USED IF AVAILABLE. ALL ATTACHMENTS REQUIRE BONDING.



**TYPICAL SINGLE ATTACHMENT WITH DOUBLE PULL-OFF**

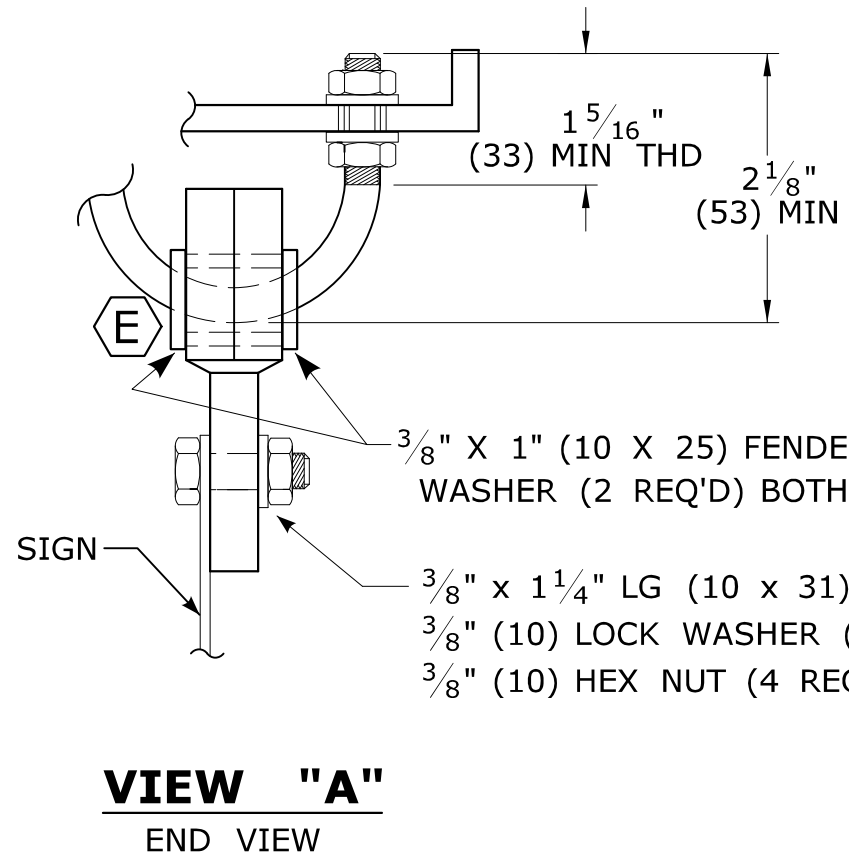


**THIMBLE EYE BOLT**  
SUPPLIED BY THE CONTRACTOR.

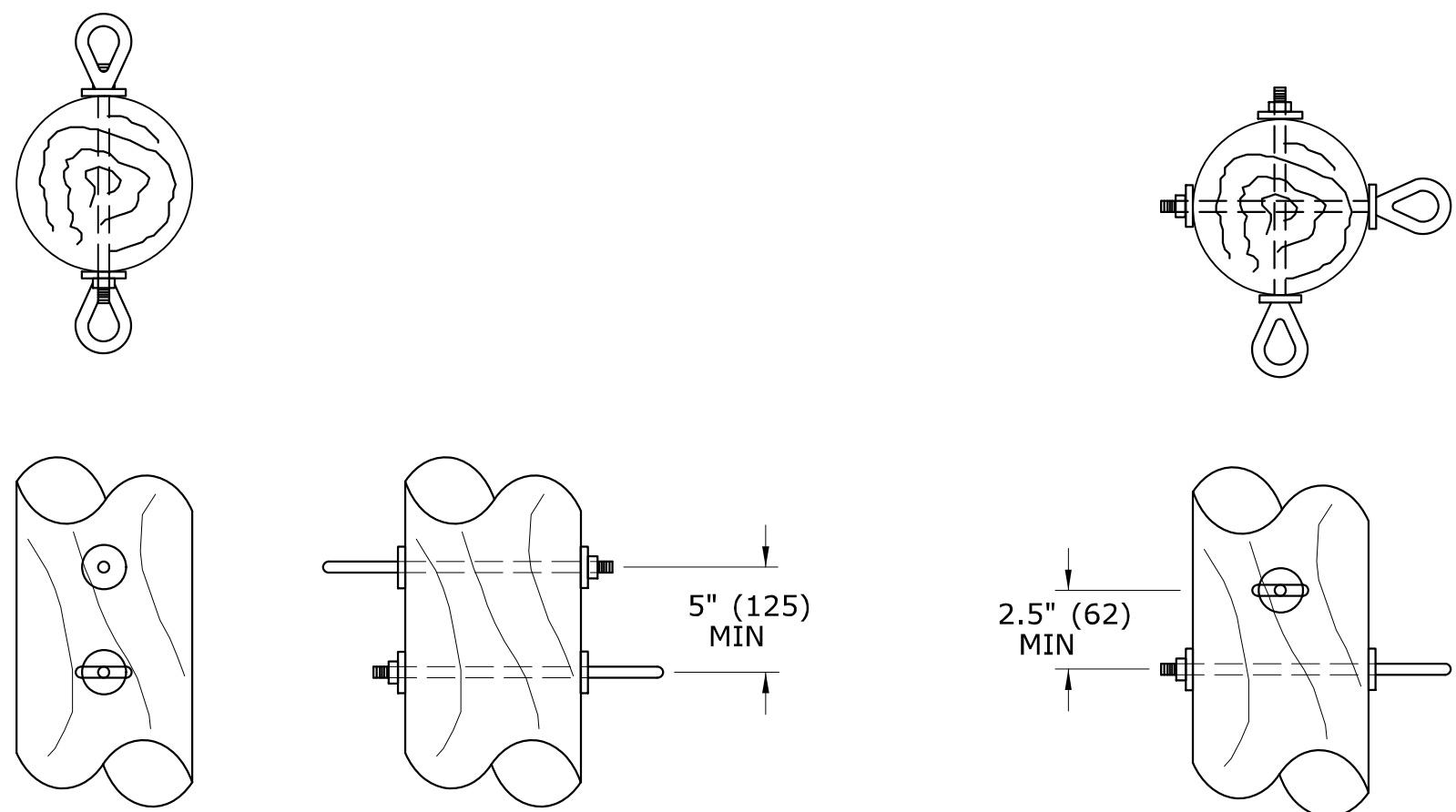


**FREE SWINGING SPAN MOUNTED SIGN HANGER ASSEMBLY**

NOTES:  
ALL STAINLESS STEEL HARDWARE: BOLTS, NUTS, WASHERS, CLEVIS PIN, COTTER PIN, ETC.  
C INSTALL CLEVIS PIN SO THAT THE WASHER AND COTTER PIN ARE ON SIDE OF HANGER AWAY FROM SIGNAL CABLES.  
D OVERLAP MAXIMUM NUMBER OF HOLES SEAT SNUGGLY ON EXTENSION BAR. LEAVE BOTTOM HOLE OPEN FOR TETHER CLAMP.  
E INSTALL FENDER WASHER ON U-BOLT, ON BOTH ENDS, ON BOTH SIDES OF SIGN BRACKET.



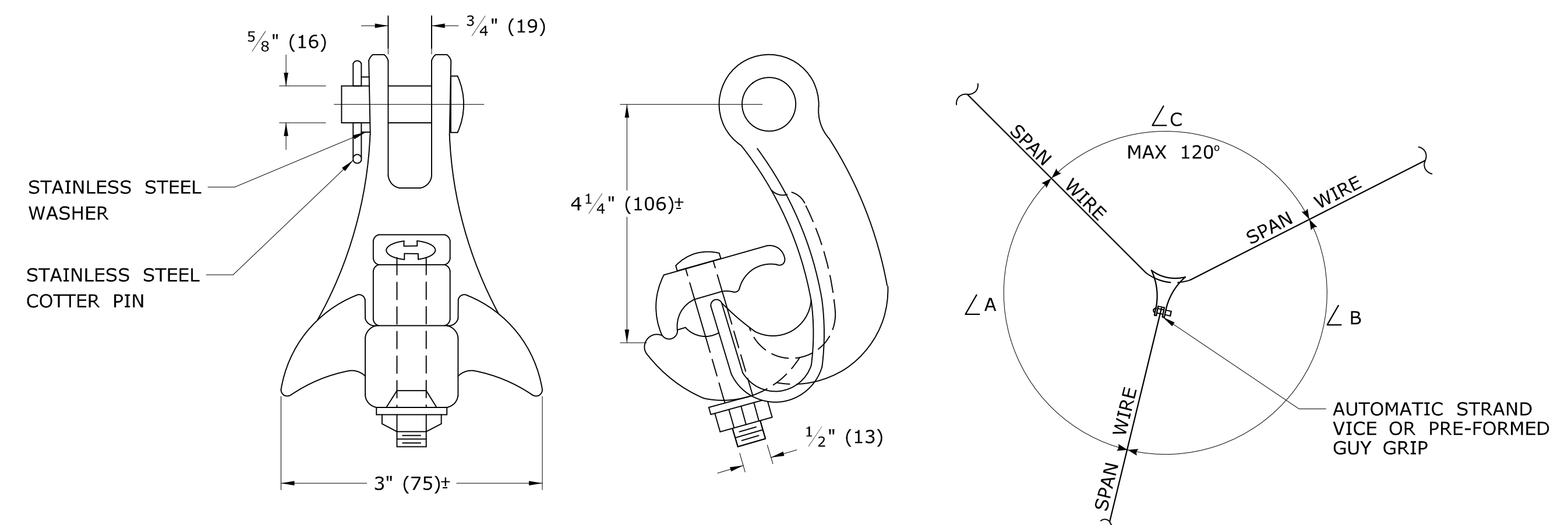
**VIEW "A"**  
END VIEW



**SAME PLANE**

**PERPENDICULAR**

**TYPICAL DOUBLE ATTACHMENT DETAIL ON WOOD POLE**



**TANGENT "Y" SPAN CLAMP DETAIL**

**CLAMP ORIENTATION DETAIL**

NOTES:  
MINIMUM 11,000 LBS. (10.7 kN) BREAKING STRENGTH.  
CLAMP SMALLEST ANGLE OF Y CONNECTION.  
 $\angle A \approx \angle B$  SO PULL-OFF BISECTS  $\angle C$ .

LEGEND AS SHOWN ON TRAFFIC CONTROL SIGNAL PLAN:  
SPAN MOUNTED SIGN

NOTE:  
METHOD OF ATTACHMENT TO BE DETERMINED BY POLE CUSTODIAN.

REV.	DATE	REVISION DESCRIPTION
3	3-2015	REVISED SPAN WIRE TO WOOD POLE DETAILS, ADDED BONDING ATTACHMENT DETAILS, REMOVED ANCHOR.
2	4-2014	ADDED SIGNAL "Y" SPAN ATTACHMENT DETAIL.
1	4-2012	INCLUDED SIGN HANGER BOLTS, REMOVED AUDIBLE PED. SIGNAL & RENUMBERED STANDARD SHEET (FROM TR-1107_02).

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.

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

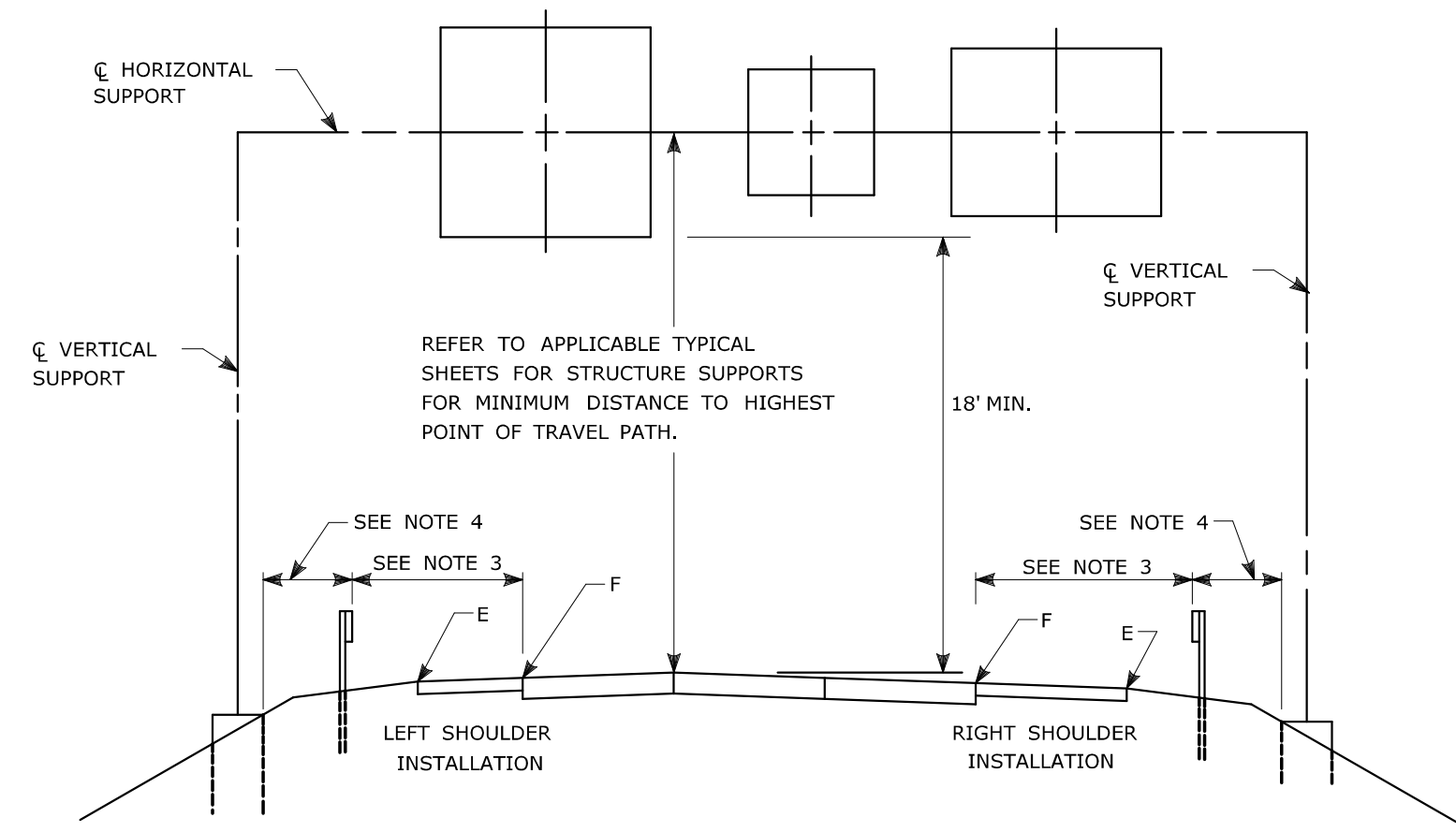
STATE OF CONNECTICUT  
DEPARTMENT OF TRANSPORTATION

SUBMITTED BY: Tracy L. Fogarty, P.E.  
DATE: 2015.05.12  
APPROVED BY: Charles S. Harlow, P.E.  
DATE: 2015.05.12 15:41:34-04'00"

CTDOT  
STANDARD SHEET  
OFFICE OF ENGINEERING

STANDARD SHEET TITLE:  
**BONDING AND UTILITY POLE ATTACHMENT DETAILS, SIGN HANGER, "Y" CLAMP DETAIL**

STANDARD SHEET NO.: TR-1114\_01



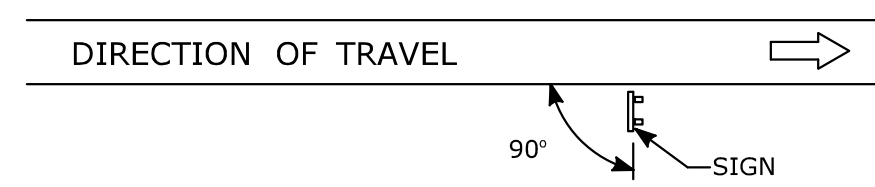
**TYPICAL PLACEMENT OF OVERHEAD SIGNS ON SIGN SUPPORTS**

**NOTES:**

- 1) FOR PLACEMENT OF CANTILEVER SIGN SUPPORT USE APPLICABLE PORTION OF ABOVE DETAIL.
- 2) BARRIER SYSTEMS MAY BE REQUIRED FOR BOTH SIDES OF SUPPORTS IN MEDIANS.
- 3) IMPACT PROTECTION SHALL BE PROVIDED FOR THE SIGN SUPPORTS LOCATED WITHIN CLEAR ZONE.
- 4) SIGN SUPPORT FOUNDATIONS SHALL BE LOCATED OUTSIDE OF BARRIER SYSTEMS DEFLECTION AREA.
- 5) ALL SIGNS ARE TO BE LEVEL, REGARDLESS OF CAMBER IN SUPPORT.

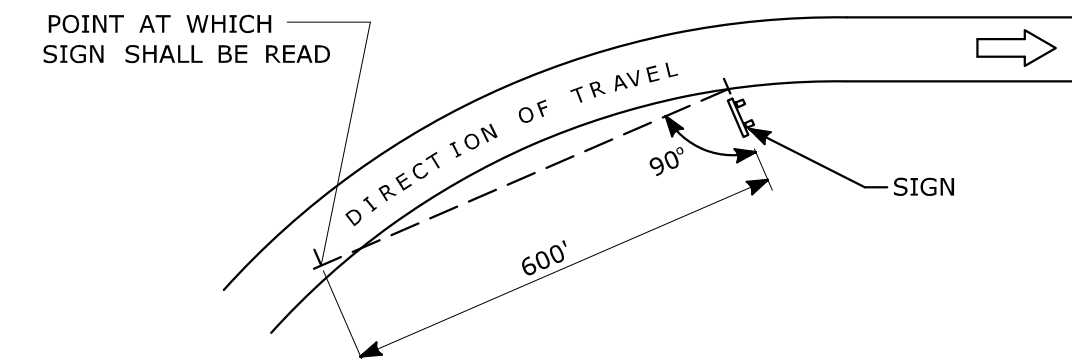
FOR MAXIMUM EFFECTIVENESS, POSITION SIDE MOUNTED SIGNS ON STRUCTURAL STEEL BREAKAWAY SIGN SUPPORTS AS FOLLOWS:

ON A TANGENT SECTION, POSITION THE SIGN SO THE VERTICAL AXIS IS PLUMB AND THE HORIZONTAL AXIS IS AT AN ANGLE OF 90° WITH THE TRAFFIC LANE WHICH THE SIGN SERVES. SIGNS LOCATED 30 FT OR MORE FROM THE EDGE OF THE ROAD SHALL BE TURNED APPROXIMATELY 3° TOWARD THE ROAD.



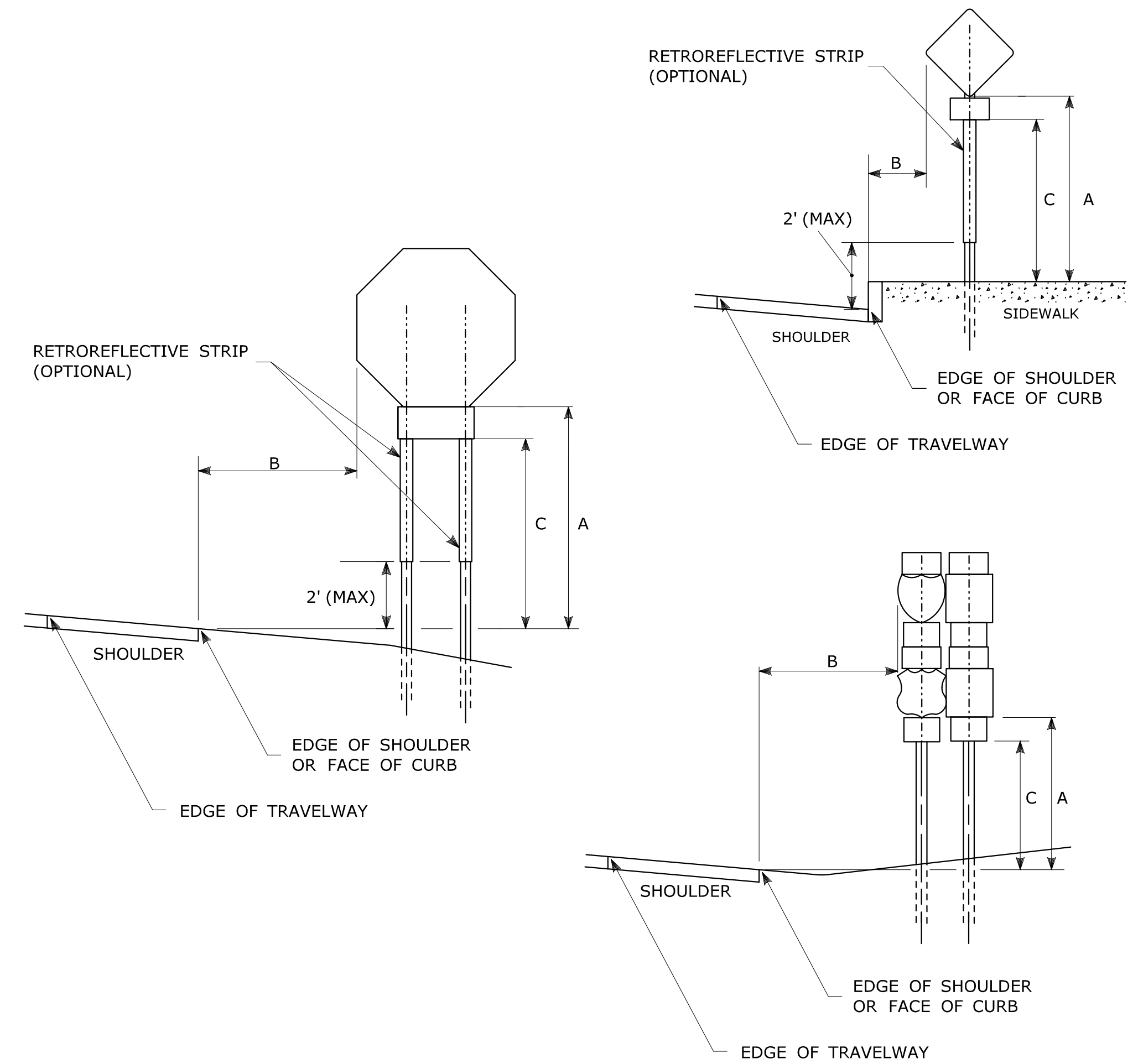
**DIAGRAM "A"**

ON A HORIZONTAL CURVE SECTION, POSITION THE SIGN SO THE VERTICAL AXIS IS PLUMB AND THE HORIZONTAL AXIS IS AT AN ANGLE OF 90° WITH A STRAIGHT LINE BETWEEN THE SIGN AND THE POINT AT WHICH THE SIGN SHALL BE READ.



**DIAGRAM "B"**

**SIGN ORIENTATION DETAILS FOR SIDE MOUNTED SIGNS ON STRUCTURAL STEEL BREAKAWAY SIGN SUPPORTS**



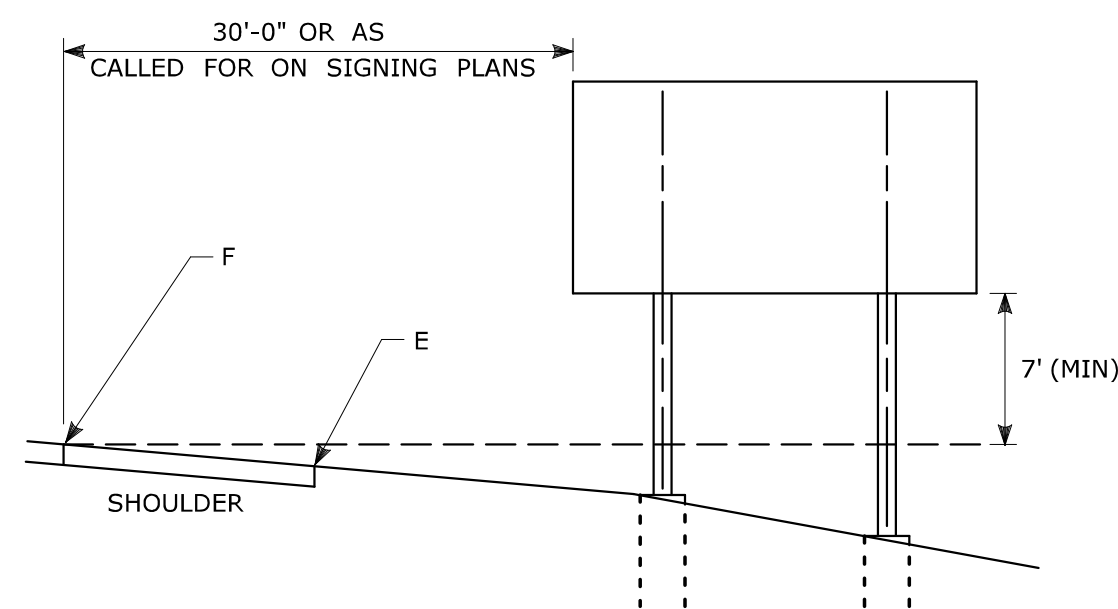
**TYPICAL SIGN PLACEMENT DETAIL**

**NOTES:**

- ALL SIGNS AND SHIELDS ON DIRECTIONAL ASSEMBLIES SHALL ABUT VERTICALLY.
- REFER TO STANDARD SHEET No. TR-1208-02 "METAL SIGN POSTS AND SIGN MOUNTING DETAILS" FOR SIGN POSTS AND SIGN MOUNTING.
- IF A RETROREFLECTIVE STRIP IS USED ON SIGN SUPPORT, IT SHALL BE PLACED FOR THE FULL LENGTH OF THE SUPPORT FROM THE BOTTOM OF THE SIGN TO WITHIN 2 FT ABOVE THE EDGE OF THE ROADWAY.
- PARKING SIGNS TYPICALLY USE 45° MOUNTING BRACKET.

DIM."A" MIN SIGN HEIGHT	DIM."B" MIN LATERAL OFFSET	DIM."C" MIN PLAQUE HEIGHT	ASSEMBLY LOCATION
7' $\triangle$	6' $\triangle$	5'	SIGNS ON FREEWAYS AND EXPRESSWAYS EXCEPT CHEVRON ALIGNMENT SIGNS, ONE-DIRECTION LARGE ARROW SIGNS, DO NOT ENTER SIGNS, AND WRONG WAY SIGNS
5'	2'	4'	<ul style="list-style-type: none"> <li>SIGNS IN RURAL AREAS</li> <li>DO NOT ENTER AND WRONG WAY SIGNS ALONG EXIT RAMP</li> <li>DO NOT ENTER AND WRONG WAY SIGNS ON LIMITED ACCESS HIGHWAYS</li> </ul>
5'	2'	N/A	<ul style="list-style-type: none"> <li>CHEVRON ALIGNMENT SIGNS LOCATED ON FREEWAYS, EXPRESSWAYS, RAMP, AND IN RURAL AREAS</li> <li>ONE-DIRECTION LARGE ARROW SIGNS LOCATED ON FREEWAYS, EXPRESSWAYS, RAMP, AND IN RURAL AREAS</li> </ul>
4'	2'	4'	CENTRAL ISLANDS OF ROUNDABOUTS
7'	2' $\triangle$	6'	BUSINESS & RESIDENTIAL AREAS WHERE PARKING OR OTHER OBSTRUCTIONS LIMIT VISIBILITY
7'	2' $\triangle$	7'	SIDEWALKS $\triangle$

- $\triangle$  OR AS DIRECTED BY THE ENGINEER
- $\triangle$  8 FT MINIMUM HEIGHT REQUIRED IF A SUPPLEMENTAL PLAQUE IS SUBMOUNTED BELOW THE MAJOR SIGN.
- $\triangle$  6 FT FROM EDGE OF SHOULDER, WHEN SHOULDER IS OVER 6 FT WIDE
- $\triangle$  12 FT FROM EDGE OF TRAVELWAY, WHEN SHOULDER IS LESS THAN 6 FT WIDE.
- $\triangle$  A LATERAL OFFSET OF AT LEAST 1 FT FROM THE FACE OF THE CURB MAY BE USED WHERE SIDEWALK WIDTH IS LIMITED OR WHERE EXISTING UTILITY POLES ARE CLOSE TO THE CURB.
- $\triangle$  A CLEAR PATH OF NOT LESS THAN 4 FT SHALL BE PROVIDED IN SIDEWALK AREAS.

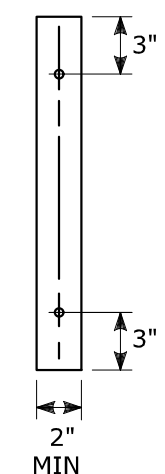


**TYPICAL PLACEMENT OF SIDE MOUNTED SIGNS ON STRUCTURAL STEEL BREAKAWAY SIGN SUPPORTS**

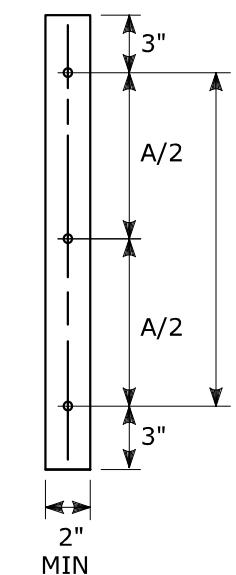
**NOTES:**

- 1) MIN. VERTICAL CLEARANCE ABOVE SIDEWALKS SHALL BE 7'.
- 2) WHERE GUIDE RAIL IS USED, THE OFFSET TO THE NEAR EDGE OF SIGN FACE SHALL BE AS SHOWN ELSEWHERE IN THE CONTRACT PLANS.
- 3) ON INTERSECTING ROADS AT RAMP TERMINI, THE OFFSET TO THE NEAR EDGE OF OF SIGN FACE SHALL BE 6' MIN. FROM POINT "E".
- 4) IF 30'-0" MIN. CANNOT BE MET, PLEASE CONTACT THE ENGINEER.

RETROREFLECTIVE STRIPS 48" LONG OR LESS:



RETROREFLECTIVE STRIPS OVER 48" LONG:



**RETROREFLECTIVE STRIP DETAIL**

**NOTES:**

- RETROREFLECTIVE STRIPS WHICH ARE 48 IN LONG OR LESS SHALL BE ATTACHED USING 2 BOLTS AND RETROREFLECTIVE STRIPS OVER 48 IN LONG SHALL BE ATTACHED USING 3 BOLTS AS SHOWN ON THE DETAILS ABOVE.
- REFER TO STANDARD SHEET No. TR-1208-02 "METAL SIGN POSTS AND SIGN MOUNTING DETAILS" FOR MOUNTING DETAILS.
- RETROREFLECTIVE STRIP COLOR SHALL MATCH THE BACKGROUND COLOR OF THE SIGN, EXCEPT THAT THE COLOR OF THE STRIP FOR "YIELD" AND "DO NOT ENTER" SIGNS SHALL BE RED.

REV.	DATE	REVISION DESCRIPTION
2	4-2017	MINOR REVISIONS.
1	2-2011	MINOR REVISIONS.

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Plotted Date: 4/3/2017

STATE OF CONNECTICUT  
DEPARTMENT OF TRANSPORTATION

NOT TO SCALE

SUBMITTED BY: Mark F. Makuch, P.E.  
2017.04.19  
11:09:35-04'00'

APPROVED BY: Gregory M. Dorosh, P.E.  
2017.04.20  
13:14:38-04'00'

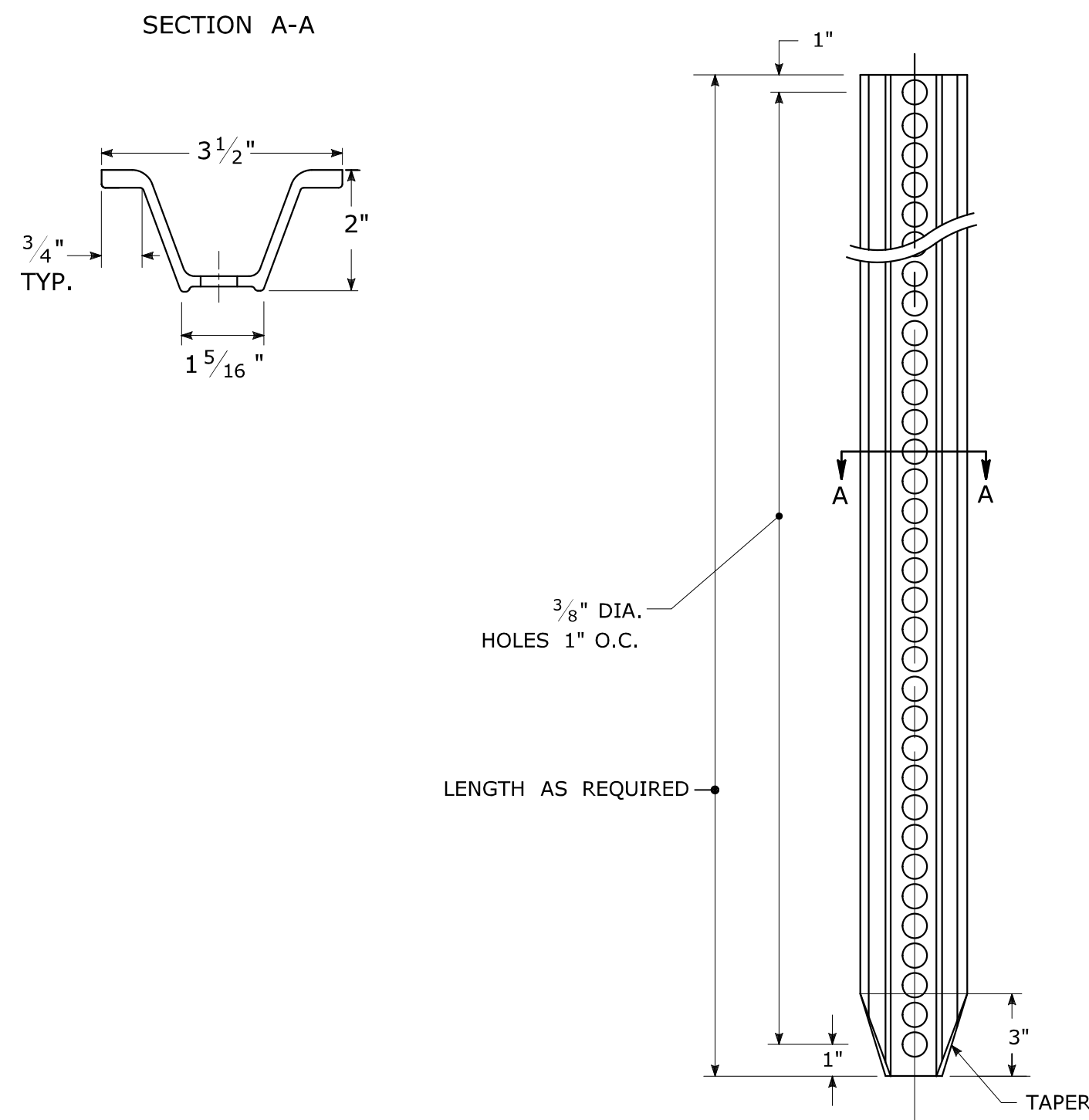
CTDOT  
STANDARD SHEET

OFFICE OF ENGINEERING

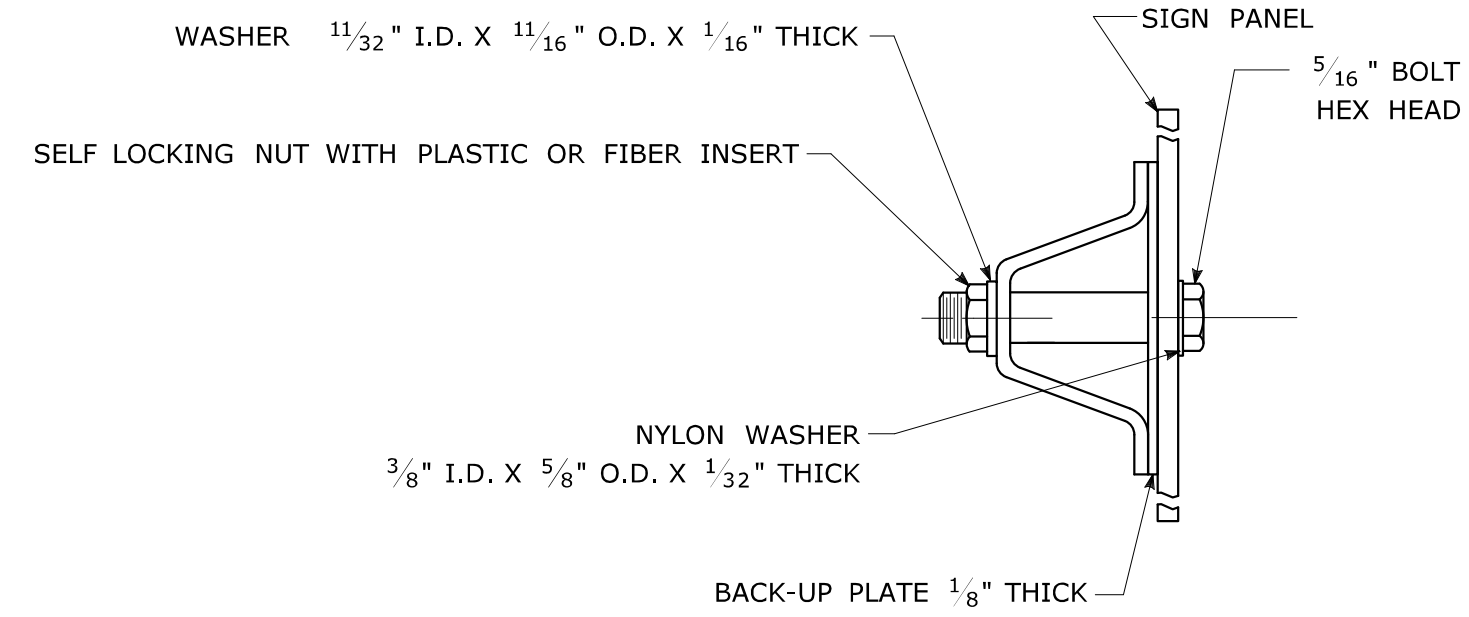
STANDARD SHEET TITLE:  
**SIGN PLACEMENT AND RETROREFLECTIVE STRIP DETAILS**

STANDARD SHEET NO.:  
**TR-1208\_01**

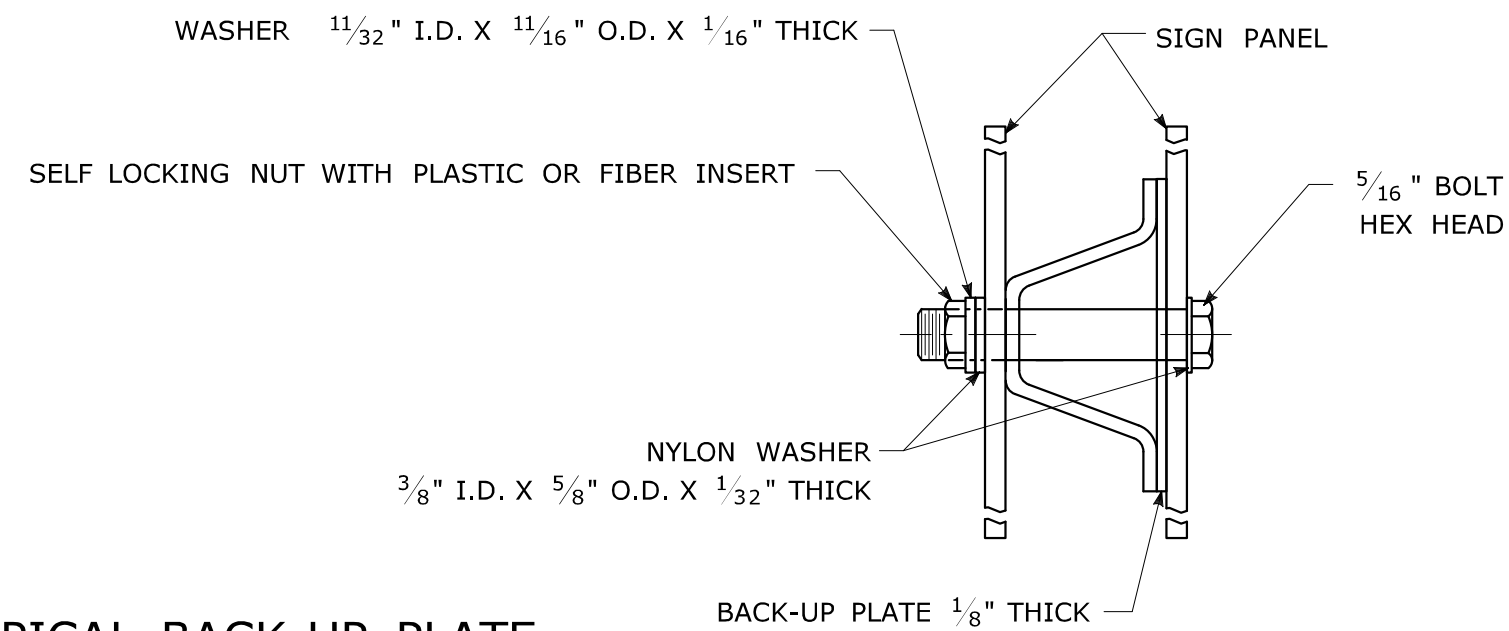
TYPICAL METAL SIGN POSTS



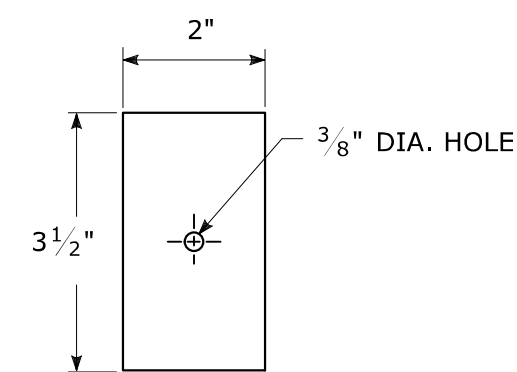
TYPICAL SIGN PANEL ATTACHMENT



TYPICAL BACK TO BACK SIGN PANEL ATTACHMENT



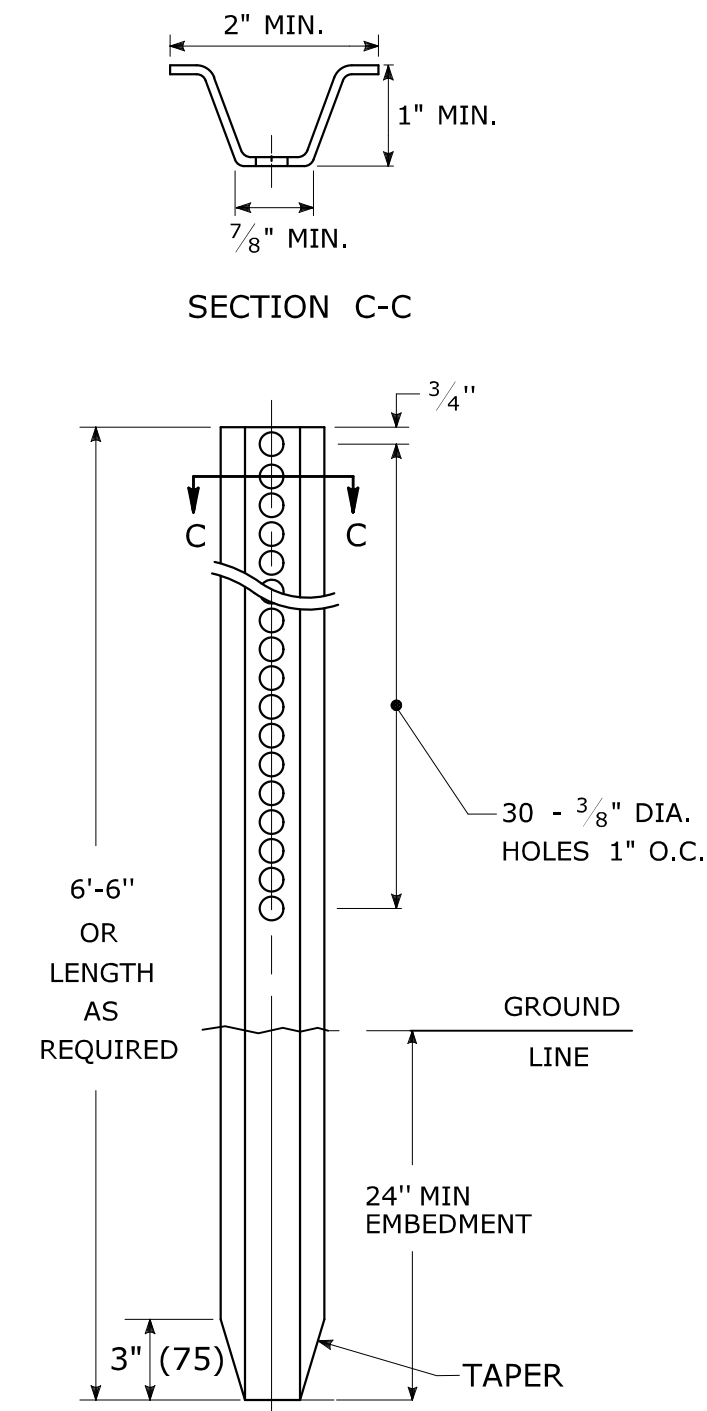
TYPICAL BACK-UP PLATE



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

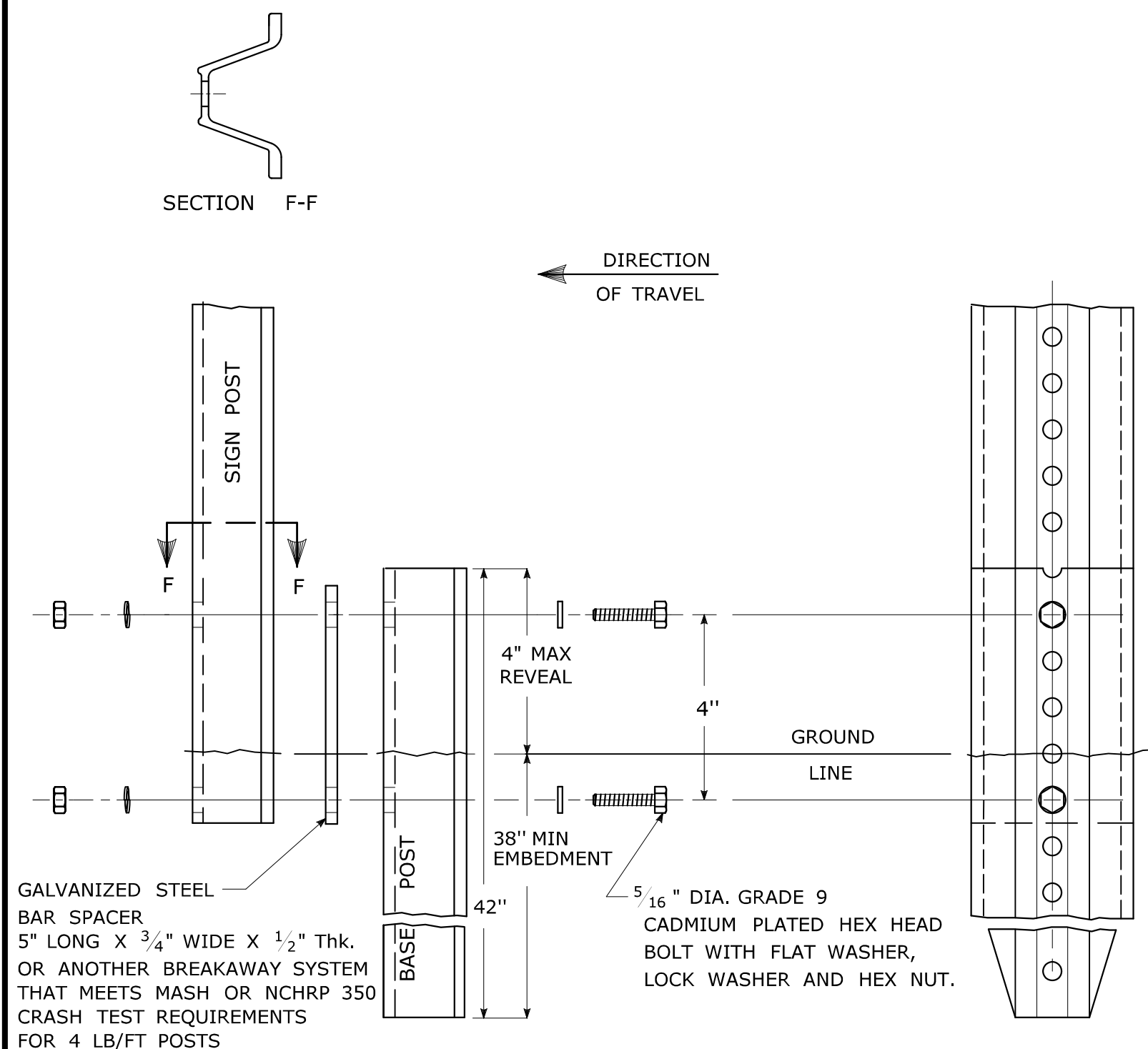
WT./FT. = 1.12 LBS./FT. MIN.



GENERAL NOTES:

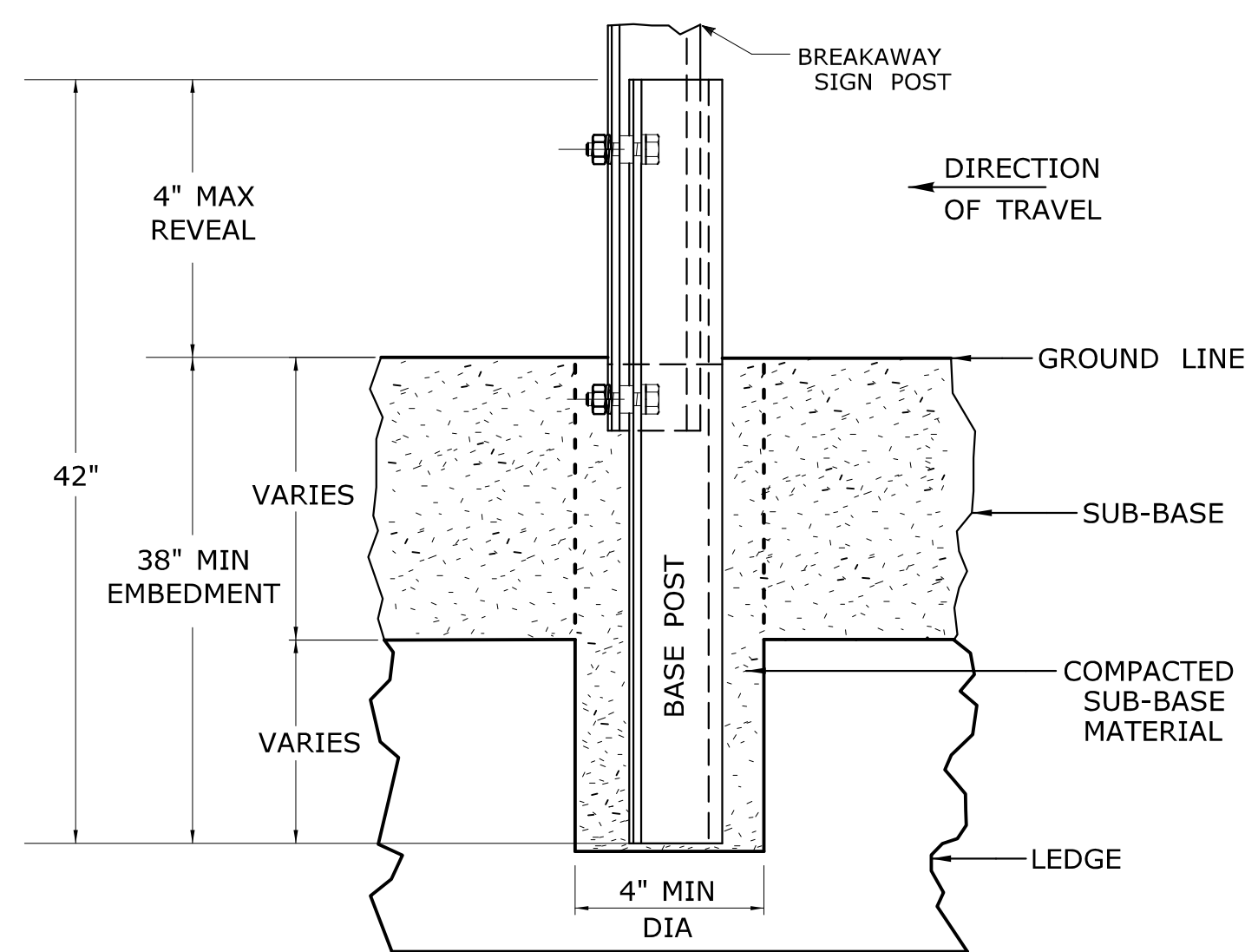
- STEEL FOR DELINEATOR POSTS SHALL BE ASTM A36 STEEL. STEEL FOR ALL OTHER POSTS SHALL CONFORM TO THE MECHANICAL REQUIREMENTS OF ASTM A 499 GRADE 80 AND TO THE CHEMICAL REQUIREMENTS OF ASTM A1 CARBON STEEL TEE RAIL HAVING NOMINAL WEIGHT (MASS) OF 91 LBS. OR GREATER PER LINEAR YARD.
- AFTER FABRICATION, ALL STEEL POSTS, STRAPS AND PLATES SHALL BE GALVANIZED TO MEET THE REQUIREMENTS OF ASTM A123.
- WASHERS FOR BREAKAWAY INSTALLATIONS SHALL MEET ASTM F436, TYPE 1.
- SPACER BAR FOR BREAKAWAY INSTALLATION SHALL CONFORM TO THE MECHANICAL REQUIREMENTS OF ASTM A36.
- ALL BOLTS, NUTS, AND WASHERS FOR BREAKAWAY INSTALLATIONS SHALL BE GALVANIZED TO MEET THE REQUIREMENTS OF ASTM A153.
- 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 WIND LOADINGS. INSTALLATIONS SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.
- SIGN POSTS SHALL BE 4 LBS./FT.

BREAKAWAY INSTALLATION FOR 4 LBS./FT. POSTS

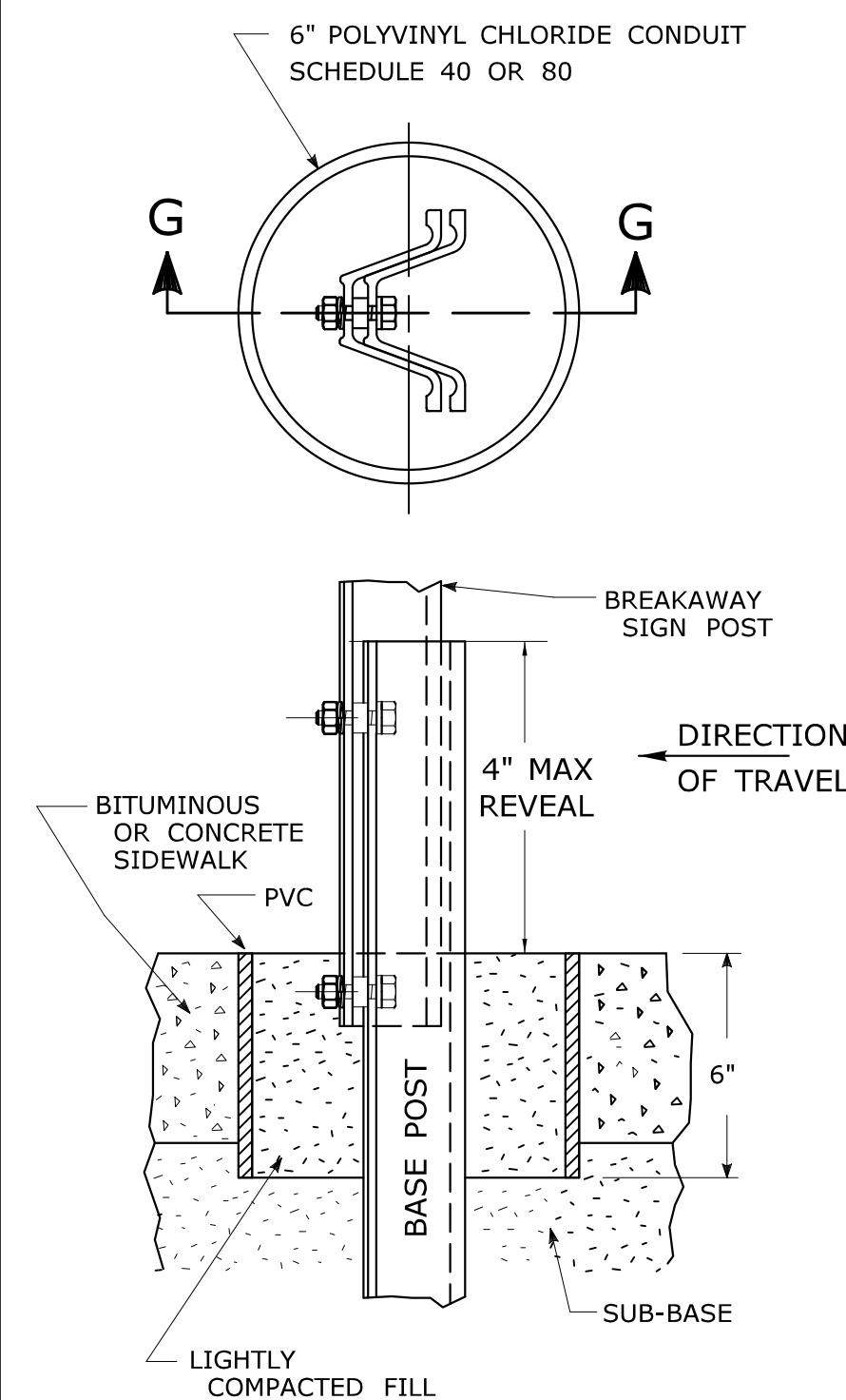


TYPICAL SIGN POST INSTALLATION IN LEDGE

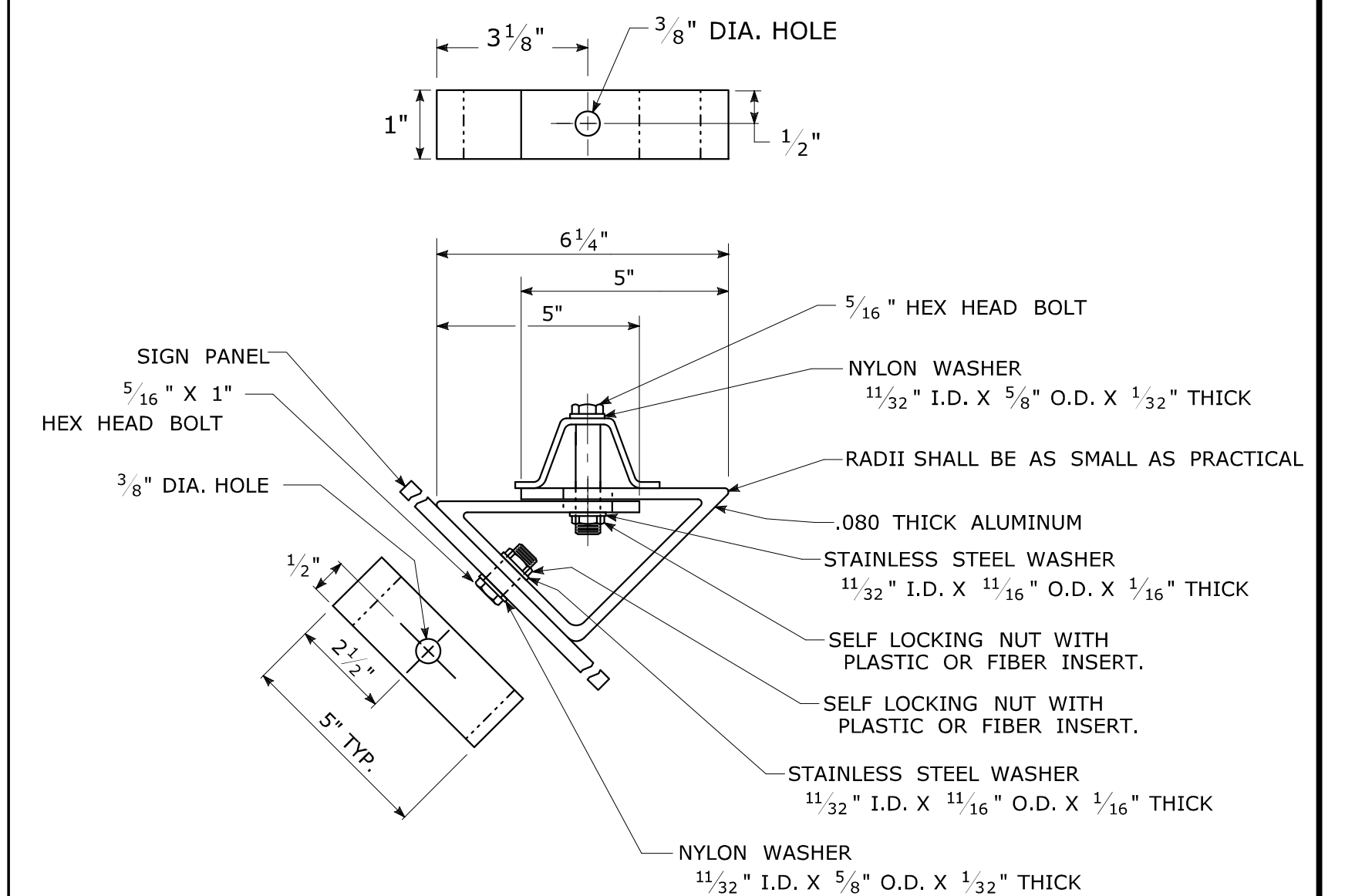
LEDGE SHALL BE REMOVED TO DRIVE THE BASE POST TO A DEPTH OF 38".  
 HOLE SHALL BE FILLED WITH SUB-BASE MATERIAL AND COMPACTED WITH A TAMPING BAR, OR TECHNIQUE APPROVED BY THE ENGINEER, PRIOR TO BASE POST INSTALLATION.



TYPICAL SLEEVE FOR PAVED AREAS



45° MOUNTING BRACKET FOR INSTALLATION OF PARKING SIGNS



REV.	DATE	REVISION DESCRIPTION
2	6-2017	SIGN POST REVISIONS.
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: 6/6/2017

NOT TO SCALE

STATE OF CONNECTICUT  
 DEPARTMENT OF TRANSPORTATION

File name: TR-1208\_02\_May\_2017\_Revision.dgn Model: TR-1208\_02

SUBMITTED BY: *Mark F. Makuch*  
 NAME/DATE/TIME: Mark F. Makuch, P.E. 2017.06.07 07:30:30-04'00'

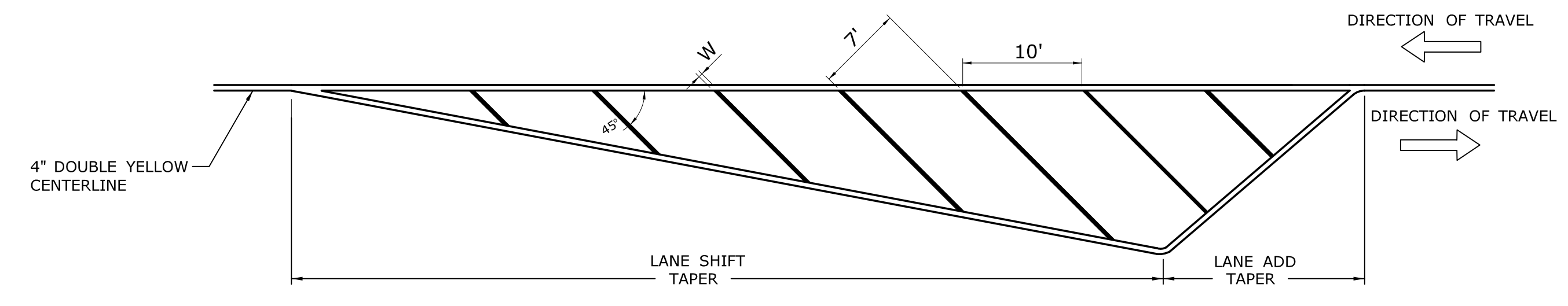
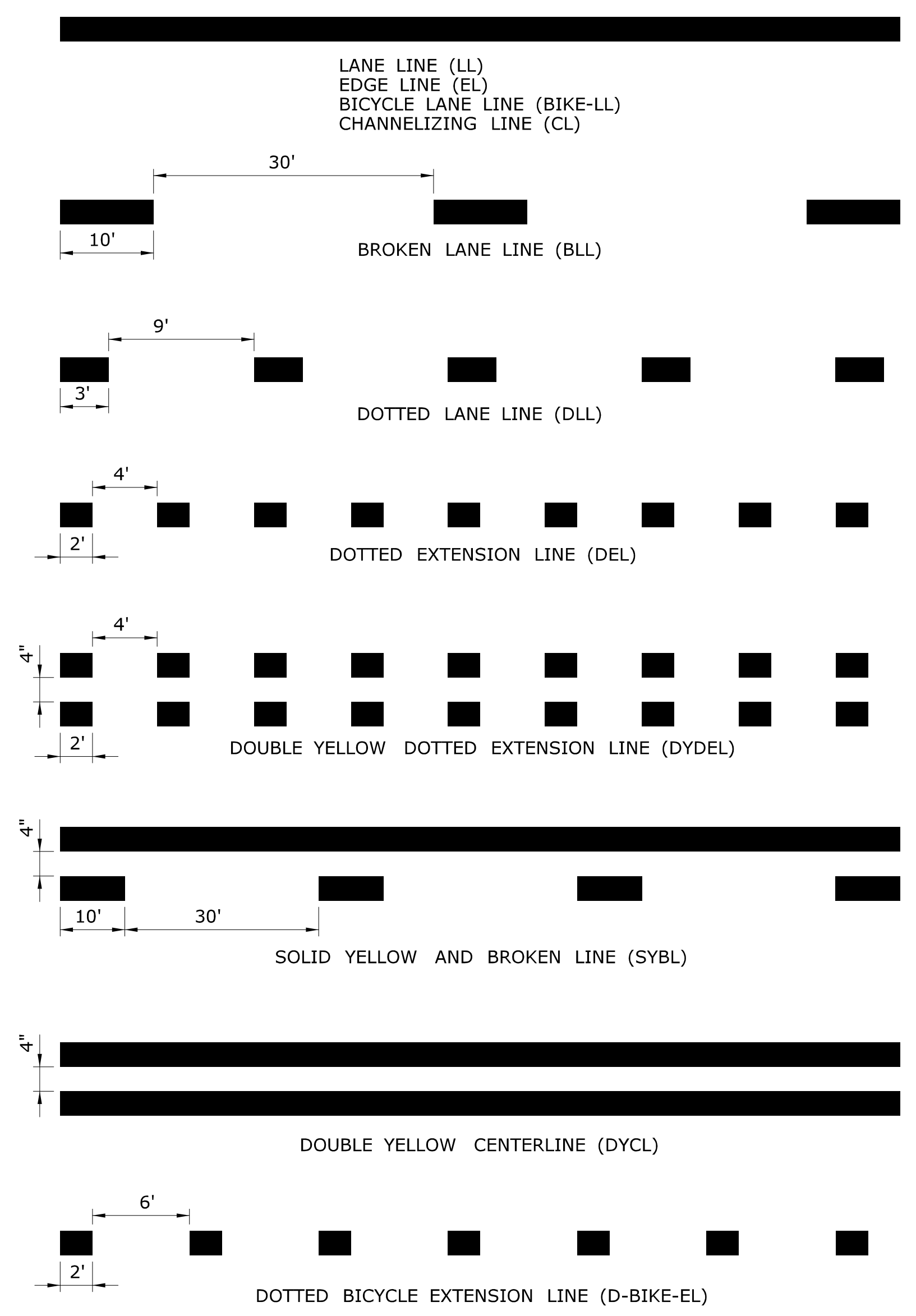
APPROVED BY: *Mary E. Baker*  
 NAME/DATE/TIME: Mary E. Baker, P.E. 2017.06.13 15:28:14-04'00'

*Gregory M. Dorosh*  
 NAME/DATE/TIME: Gregory M. Dorosh, P.E. 2017.06.15 09:27:29-04'00'

CTDOT  
 STANDARD SHEET  
 OFFICE OF ENGINEERING

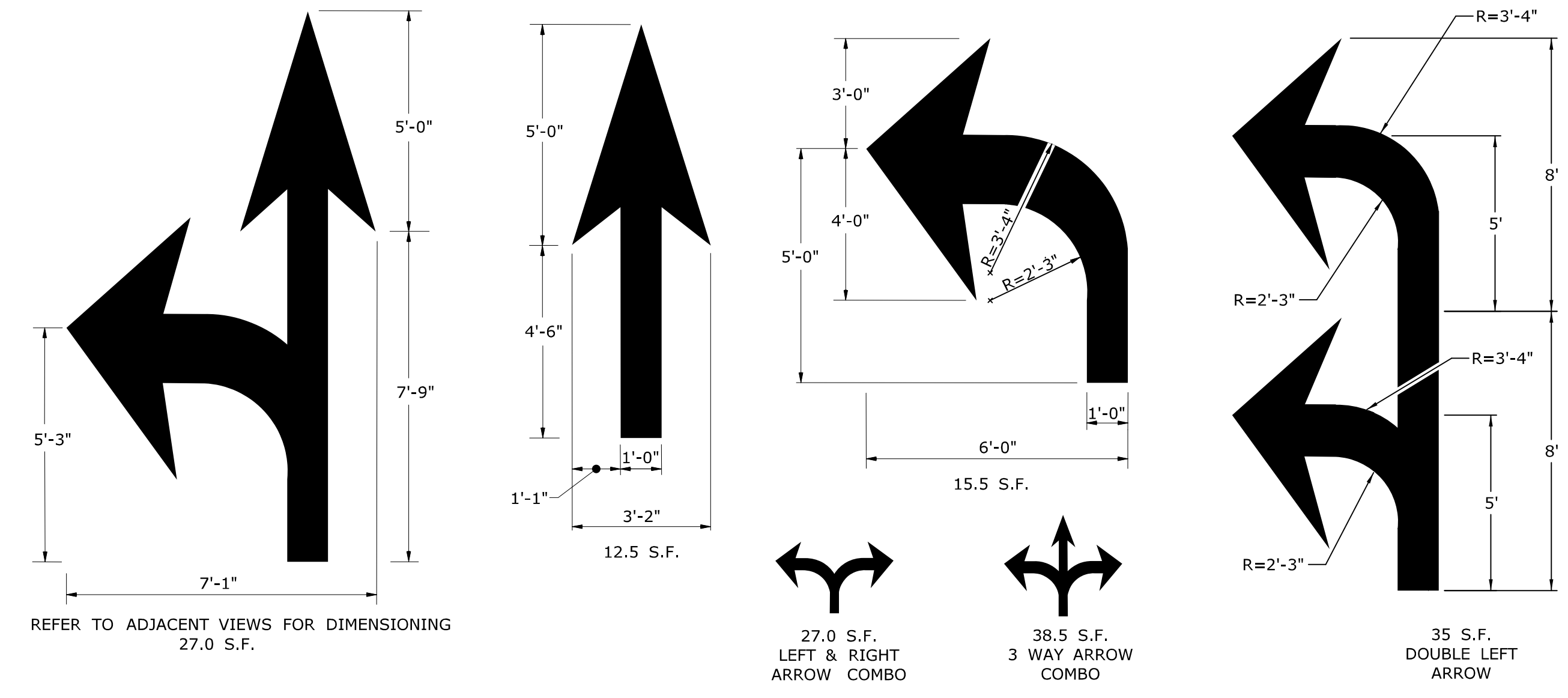
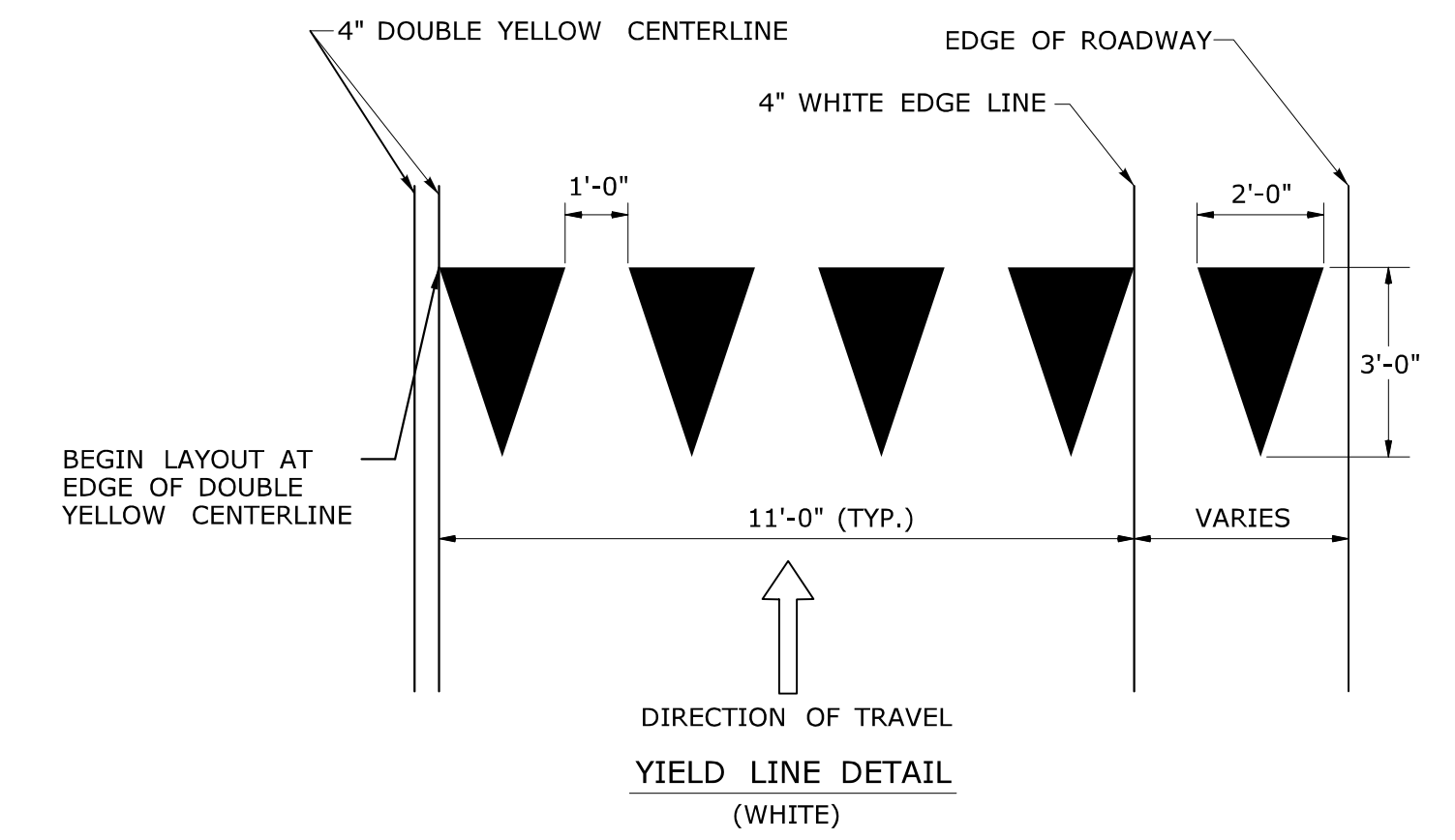
STANDARD SHEET TITLE: METAL SIGN POSTS AND SIGN MOUNTING DETAILS

GUIDE SHEET NO.: TR-1208\_02



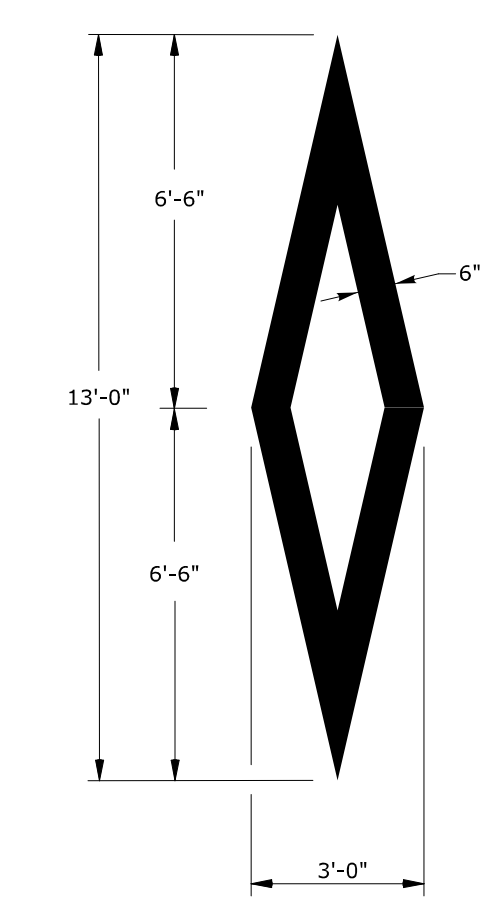
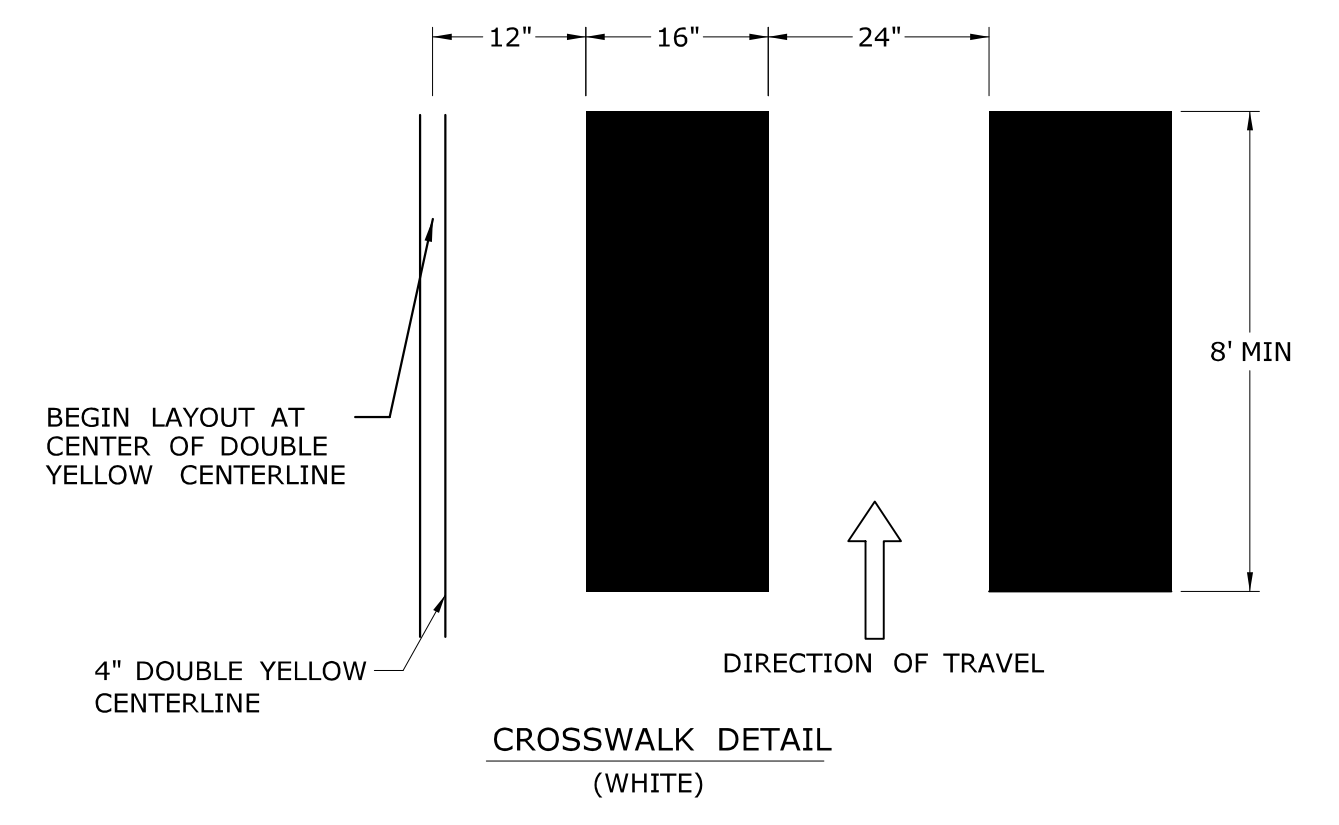
**CROSS HATCHED ISLAND DETAIL**  
(YELLOW)

W IS TO BE 6" WHEN POSTED SPEED ≤ 45 MPH  
W IS TO BE 12" WHEN POSTED SPEED > 45 MPH  
CROSS HATCHED ISLANDS ARE TO BE INSTALLED WHERE CALLED FOR ON THE PLANS

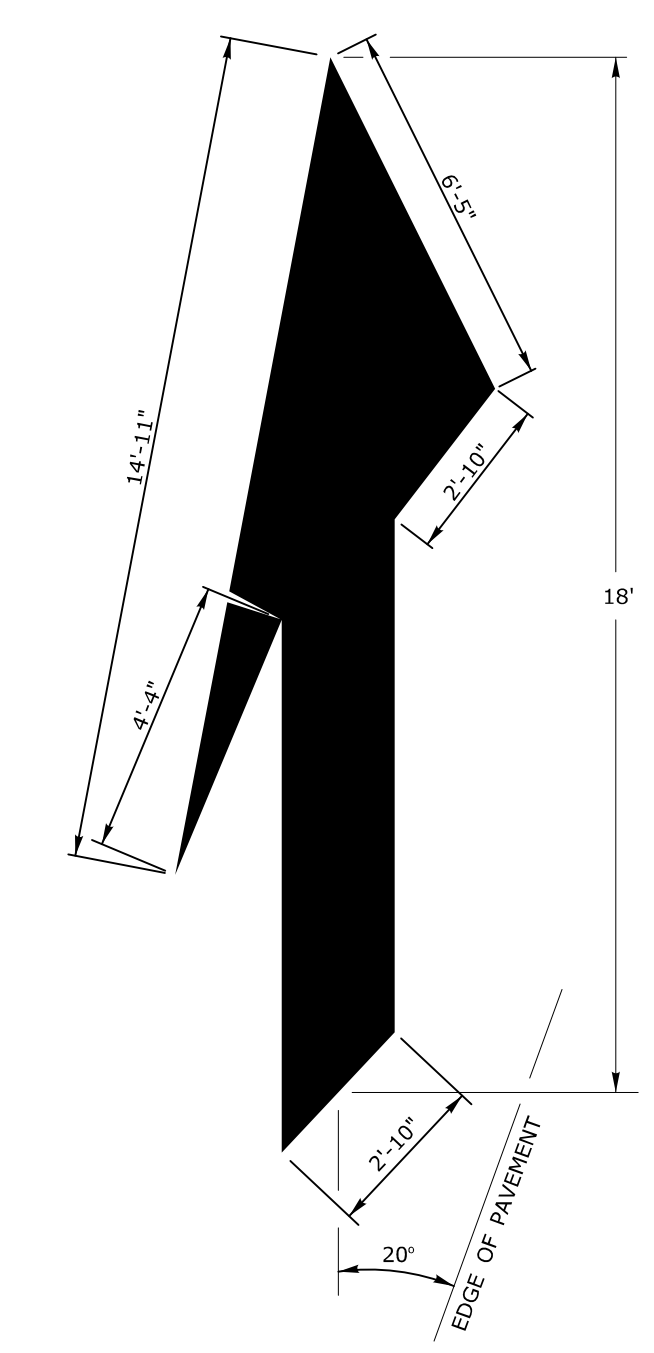


**PAVEMENT ARROW DETAILS**  
(WHITE)

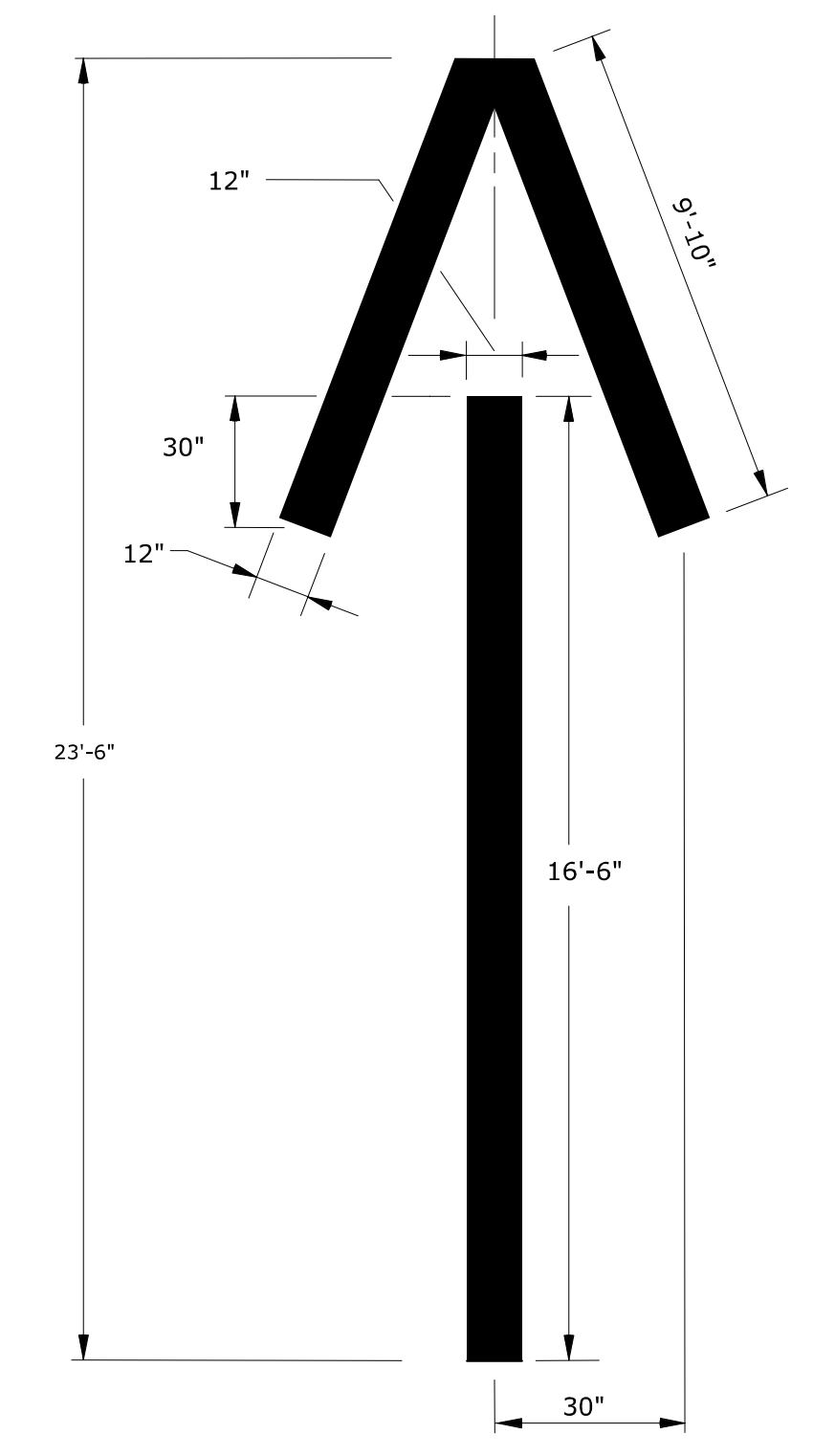
ARROWS SHALL BE CENTERED IN TRAVEL LANE



**WHITE PREFERENTIAL LANE SYMBOL**  
13.0 S.F.



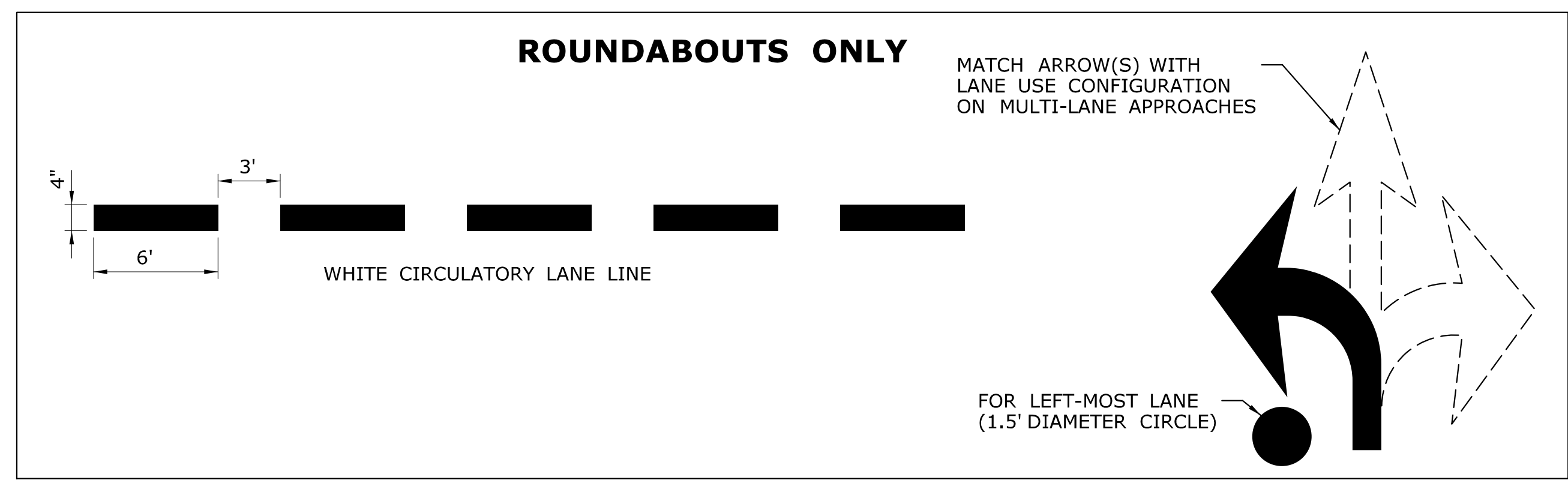
**WHITE LANE REDUCTION ARROW**  
41.8 S.F.



**WHITE WRONG WAY PAVEMENT ARROW**  
36.2 S.F.

**NOTES :**

1. AREA OF PAVEMENT MARKINGS AS INDICATED IS APPROXIMATE.
2. RIGHT TURN PAVEMENT MARKING ARROWS ARE MIRROR IMAGE OF LEFT TURN PAVEMENT MARKING ARROWS.



REV.	DATE	REVISION DESCRIPTION

Plotted Date: 4/3/2017

NOT TO SCALE

STATE OF CONNECTICUT  
DEPARTMENT OF TRANSPORTATION

Mark F. Makuch, P.E.  
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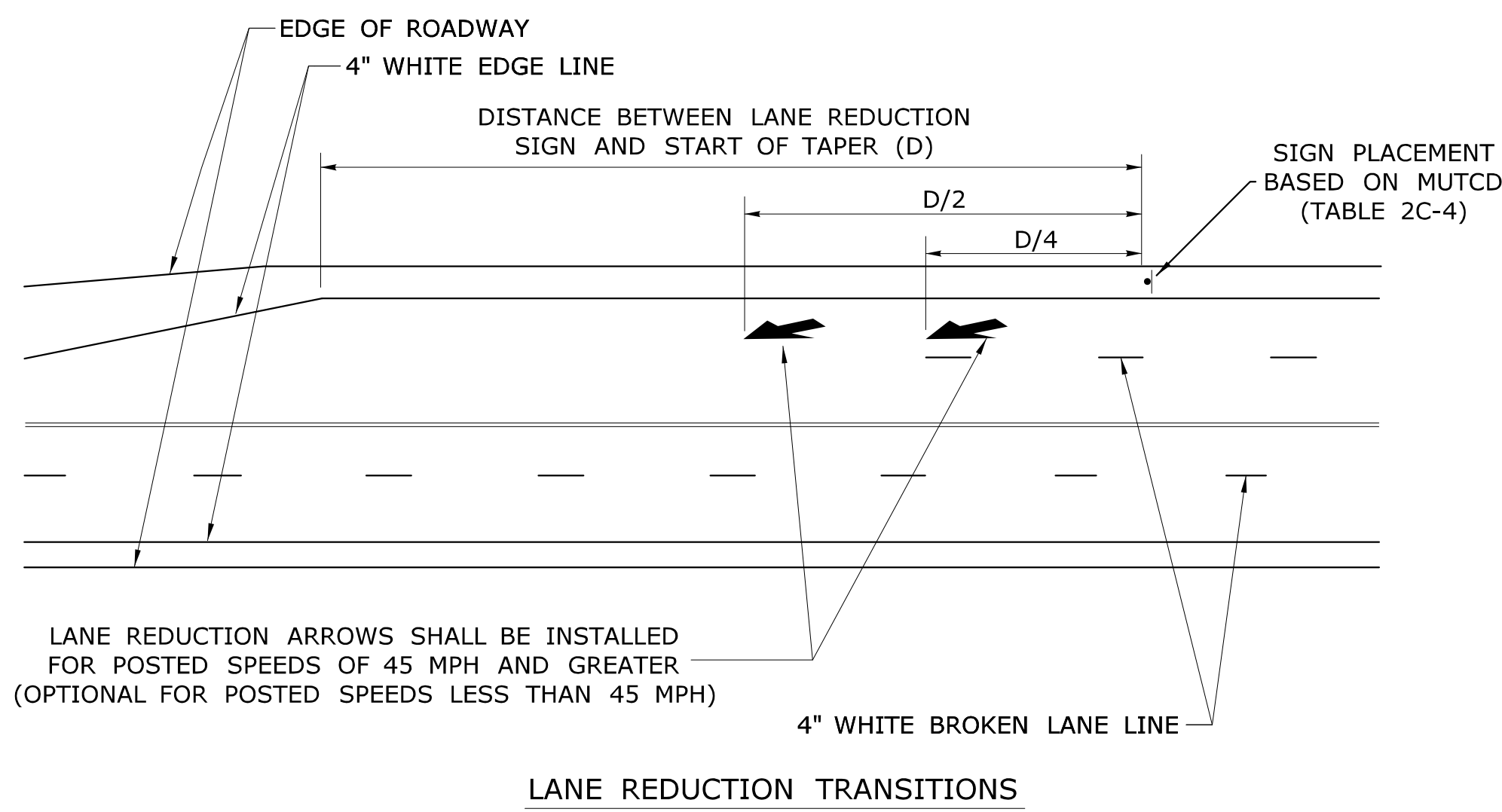
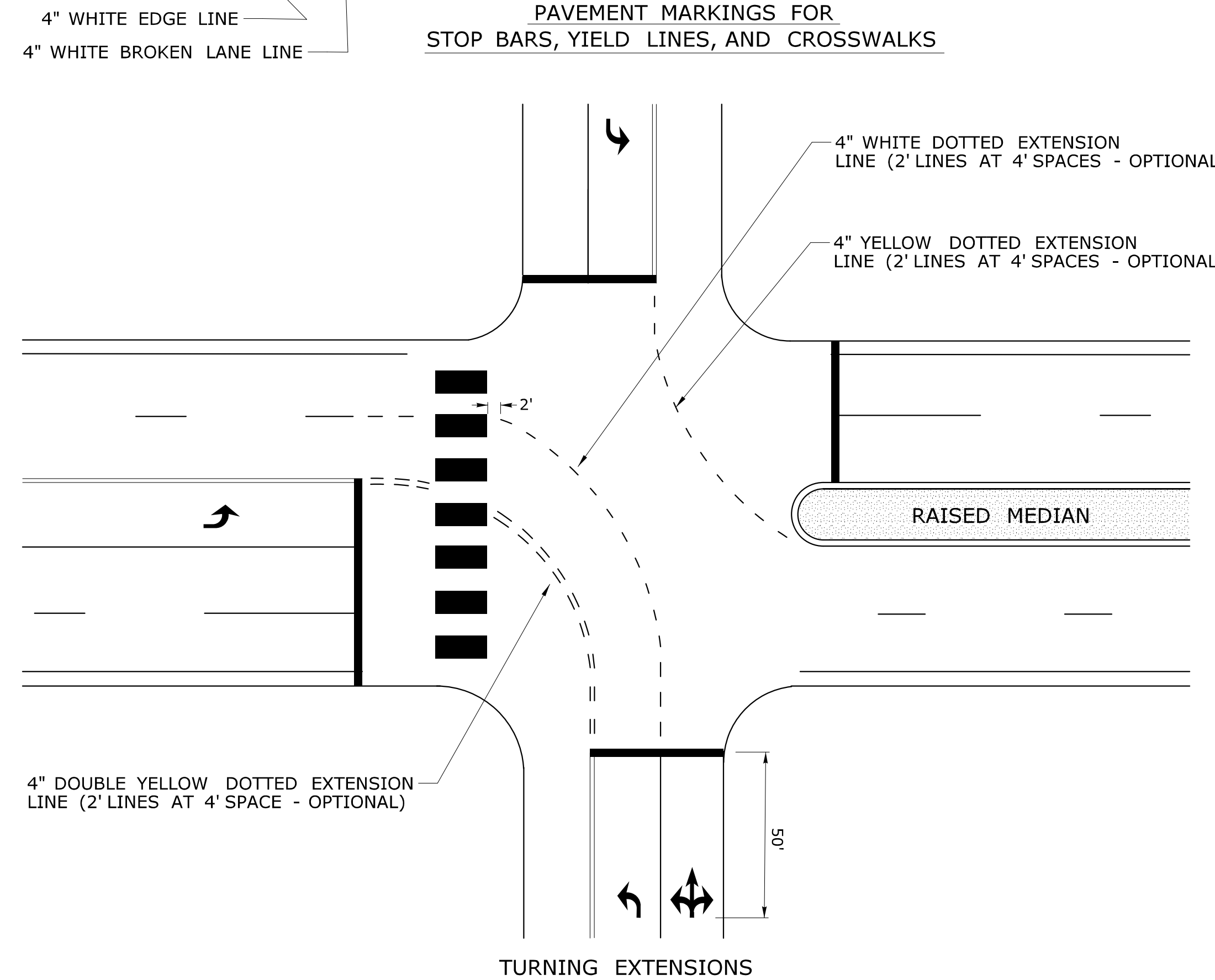
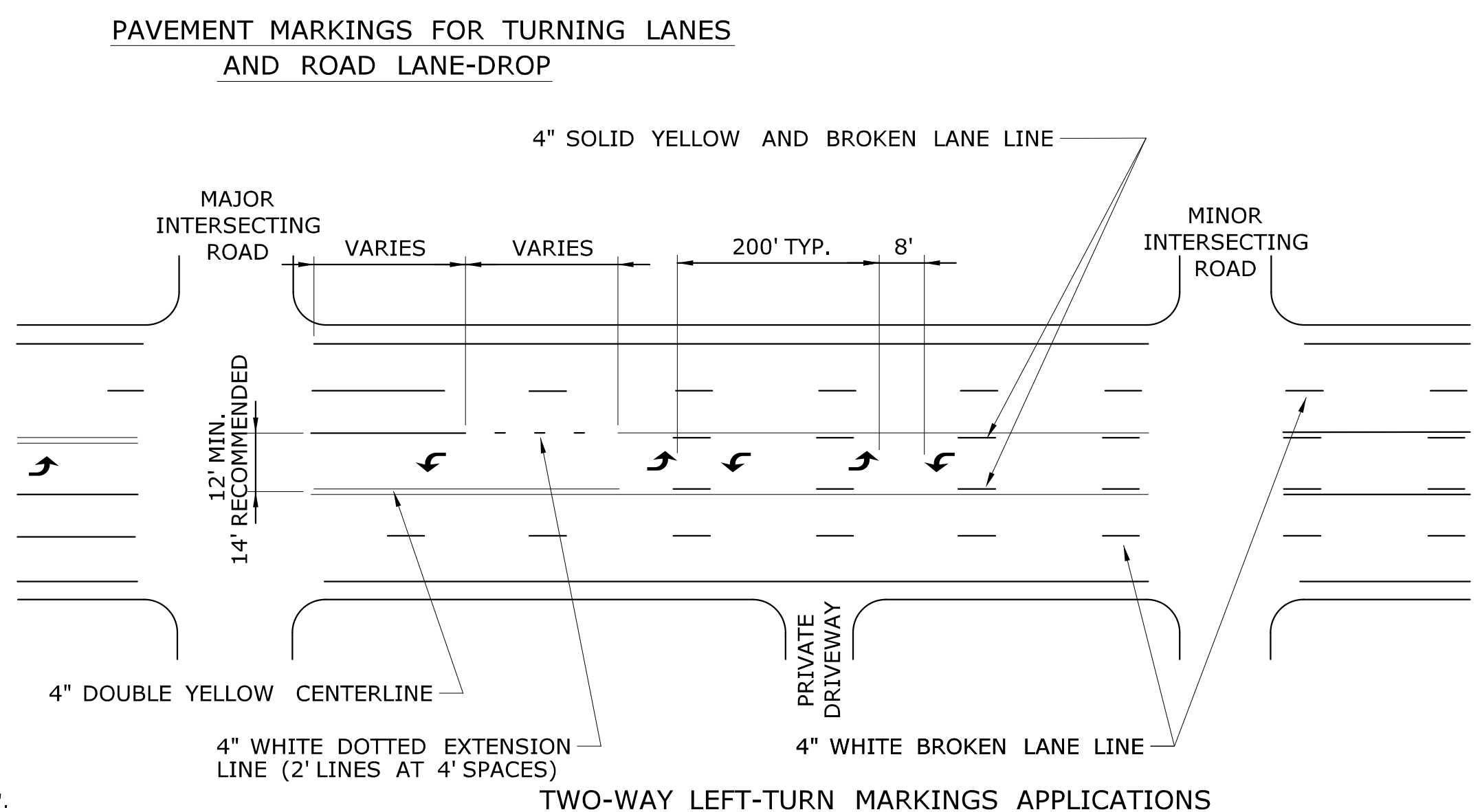
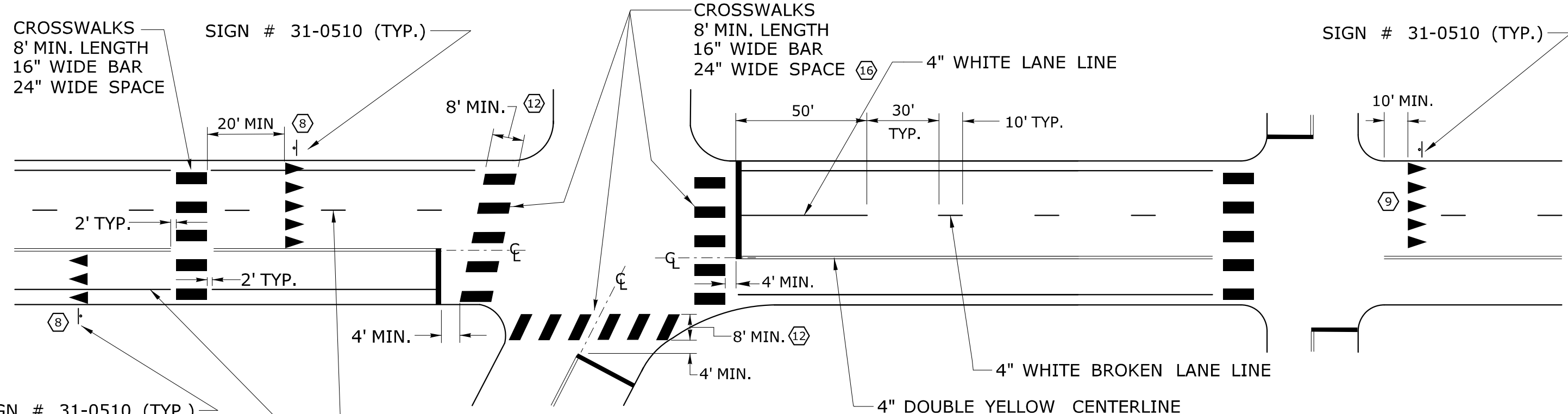
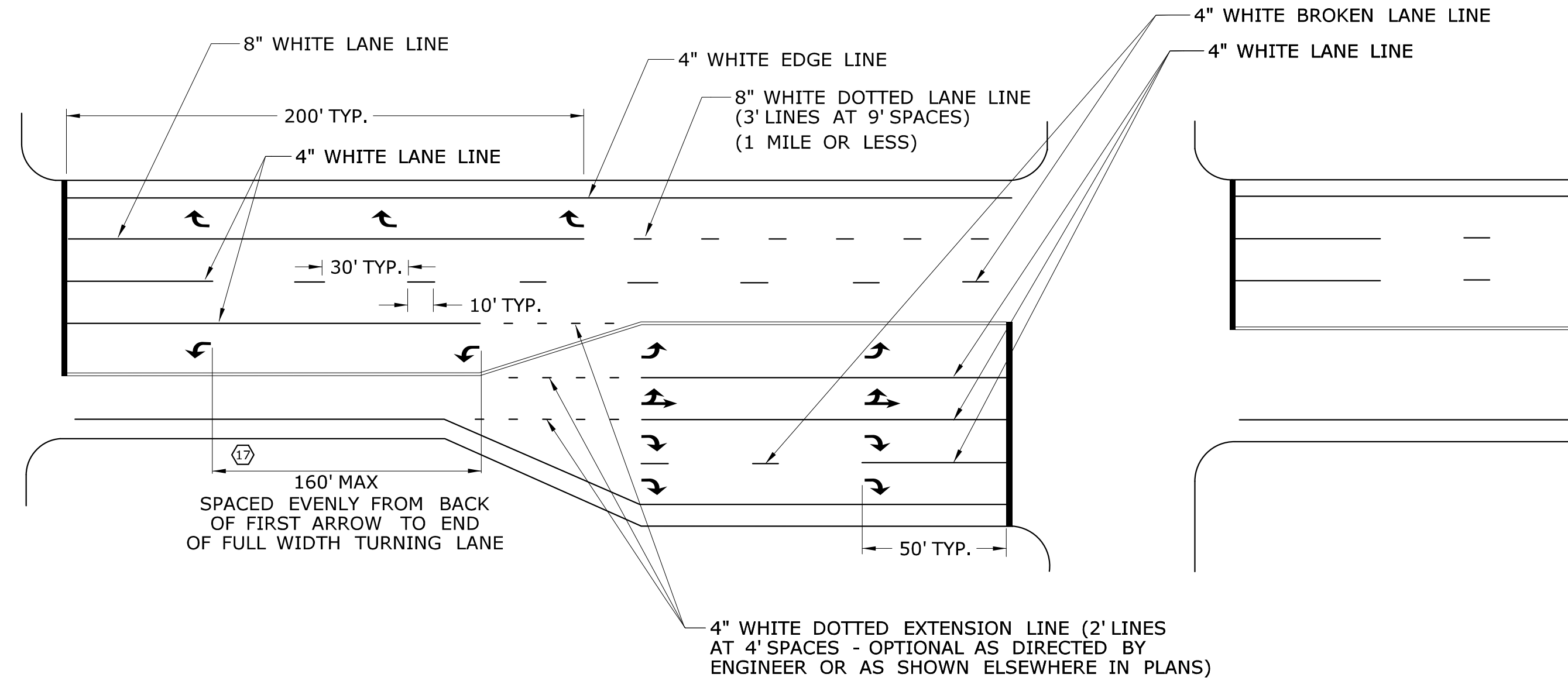
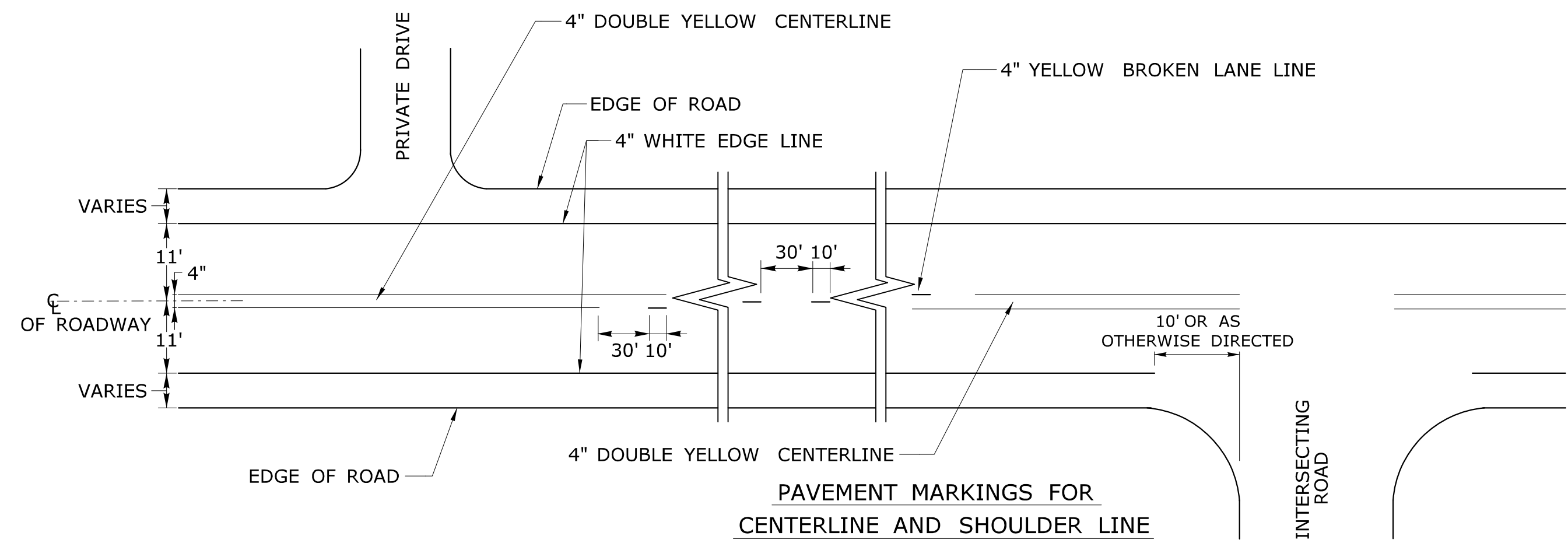
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CTDOT  
STANDARD SHEET  
OFFICE OF ENGINEERING

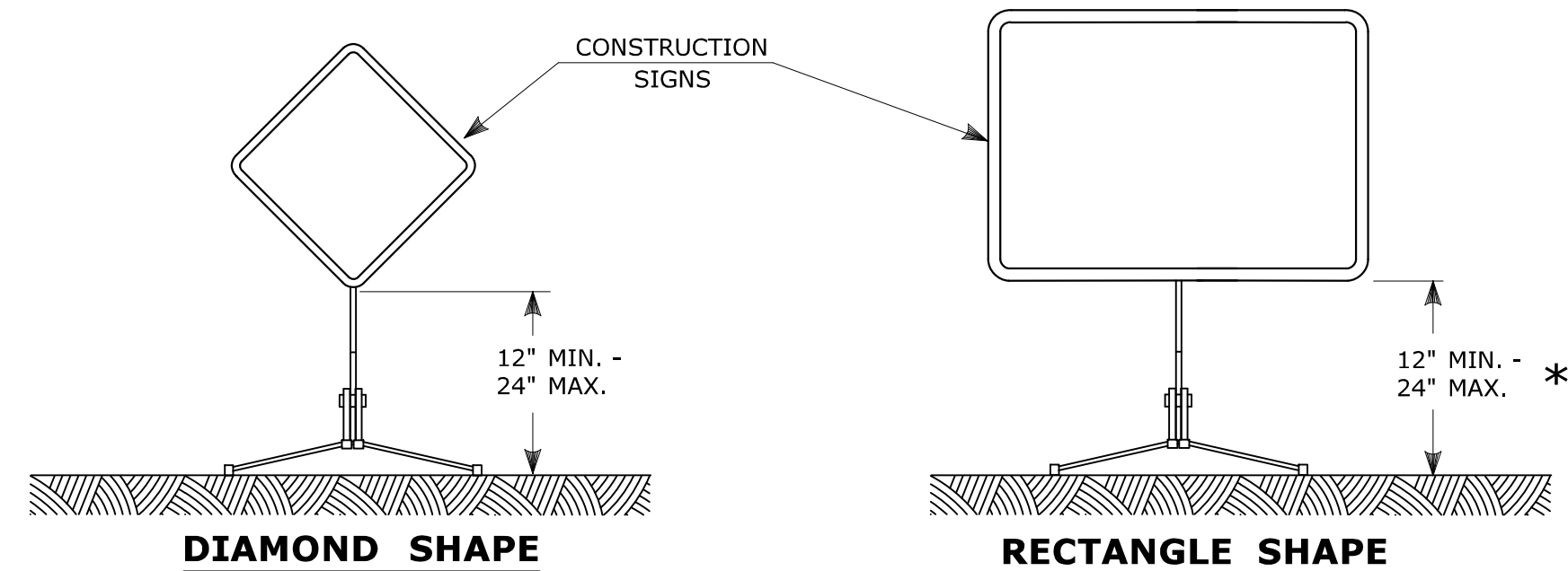
STANDARD SHEET TITLE:  
**PAVEMENT MARKING LINES AND SYMBOLS**

STANDARD SHEET NO.:  
**TR-1210\_04**



- NOTES:**
- STOP BARS AND YIELD LINES**
- STOP BARS AND YIELD LINES SHALL BE WHITE.
  - STOP BARS SHALL BE 12" MIN. UNLESS OTHERWISE NOTED ON PLANS.
  - STOP BARS TO BE PLACED A MINIMUM OF 4' IN ADVANCE OF THE NEAREST EDGE OF CROSSWALK AND SHOULD BE PLACED 90° TO THE CENTERLINE OF THE ROADWAY.
  - IN THE ABSENCE OF A MARKED CROSSWALK THE STOP BAR SHOULD BE PLACED 90° TO THE CENTERLINE OF THE ROADWAY, AT THE DESIRED STOPPING POINT AT LEAST 5' AND NO MORE THAN 30' FROM THE NEAREST EDGE OF THE INTERSECTING ROADWAY.
  - THE STOP SIGN SHOULD BE PLACED IN LINE WITH THE STOP BAR. 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.
  - FOR STOP BARS AT RAMP SEE DETAILS "R", "S", "T", & "U" AND NOTES ON TRAFFIC STANDARD SHEET TR-1210 07 "PAVEMENT MARKINGS FOR DIVIDED HIGHWAYS EXIT RAMP".
  - FOR YIELD LINE INSTALLATIONS, ONLY FULL TRIANGLES ARE TO BE INSTALLED.
- ⑧ MID-BLOCK CROSSWALKS ARE CROSSWALKS LOCATED MORE THAN 50 FEET FROM A SIGNALIZED OR UNSIGNALIZED INTERSECTION. YIELD LINES ASSOCIATED WITH MIDBLOCK CROSSWALKS SHOULD BE INSTALLED 20 TO 50 FEET IN ADVANCE OF THE NEAREST CROSSWALK LINE OR AS DIRECTED BY THE ENGINEER. SIGN # 31-0510 IS REQUIRED.
- ⑨ FOR CROSSWALKS AT UNSIGNALIZED INTERSECTIONS WITH MINOR STREET STOP CONTROL, YIELD LINES SHALL BE INSTALLED ON MULTI-LANE APPROACHES, BUT NOT SINGLE LANE APPROACHES.
10. THE YIELD SIGN SHOULD BE PLACED IN LINE WITH A YIELD LINE. HOWEVER, IF THE YIELD SIGN CANNOT BE LOCATED EXACTLY WHERE VEHICLES ARE EXPECTED TO YIELD, THE YIELD LINE SHOULD BE PLACED AT THE YIELDING POINT.
- CROSSWALKS**
- CROSSWALK MARKINGS SHALL BE WHITE.
  - AT LOCATIONS WHERE THE CROSSWALK IS SKEWED, BARS TO BE PARALLEL TO  $\epsilon$  AND ENDS OF BARS TO BE PARALLEL. THE LENGTH OF THE BARS WILL VARY DEPENDING ON THE ANGLE OF SKEW.
  - BARS SHOULD BE NO CLOSER THAN 1' FROM EDGE OF ROAD.
  - ONLY FULL LENGTH BARS ARE TO BE INSTALLED.
  - DECORATIVE CROSSWALKS SHALL BE BANDED FROM CURB TO CURB WITH A MINIMUM 12" WIDE WHITE TRANSVERSE LINE ALONG EACH EDGE.
  - 24" WIDE SPACE TO BE CENTERED ON YELLOW CENTERLINE.
- PAVEMENT MARKINGS FOR TURNING LANES**
- ⑰ INSTALL AT LEAST TWO ARROWS PER LANE WHERE STORAGE LENGTH IS GREATER THAN 150 FEET.

E5 - SERIES				G20 - SERIES				M4 - SERIES				R1 - SERIES				R9 & R11 - SERIES				W1 - SERIES				W3 - SERIES																																																																																																			
<p>COPY &amp; BORDER - WHITE BACKGROUND - GREEN</p> <table border="1"> <thead> <tr> <th>AREA (SQ. FT)</th> <th>SIZE (INCHES)</th> <th>CONN. D.O.T. #</th> <th>POSTS</th> </tr> </thead> <tbody> <tr> <td>16.0</td> <td>48</td> <td>51-6147</td> <td>2</td> </tr> </tbody> </table>				AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	16.0	48	51-6147	2	<p>VARIABLE MILEAGE</p> <table border="1"> <thead> <tr> <th>AREA (SQ. FT)</th> <th>SIZE (INCHES)</th> <th>CONN. D.O.T. #</th> <th>POSTS</th> </tr> </thead> <tbody> <tr> <td>8.0</td> <td>48X24</td> <td>80-9612</td> <td>2</td> </tr> <tr> <td>90.0</td> <td>120X108</td> <td>80-9728</td> <td></td> </tr> </tbody> </table>				AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	8.0	48X24	80-9612	2	90.0	120X108	80-9728		<p>VARIABLE ARROW</p> <table border="1"> <thead> <tr> <th>AREA (SQ. FT)</th> <th>SIZE (INCHES)</th> <th>CONN. D.O.T. #</th> <th>POSTS</th> </tr> </thead> <tbody> <tr> <td>2.0</td> <td>24X12</td> <td>80-9707</td> <td>1</td> </tr> <tr> <td>5.0</td> <td>30X24</td> <td>80-9703</td> <td>1</td> </tr> </tbody> </table>				AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	2.0	24X12	80-9707	1	5.0	30X24	80-9703	1	<p>* COPY &amp; BORDER - WHITE BACKGROUND - RED</p> <table border="1"> <thead> <tr> <th>AREA (SQ. FT)</th> <th>SIZE (INCHES)</th> <th>CONN. D.O.T. #</th> <th>POSTS</th> </tr> </thead> <tbody> <tr> <td>5.19</td> <td>30</td> <td>31-0552</td> <td>1</td> </tr> <tr> <td>13.30</td> <td>48</td> <td>31-0557</td> <td>2</td> </tr> </tbody> </table>				AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	5.19	30	31-0552	1	13.30	48	31-0557	2	<p>COPY &amp; BORDER - BLACK BACKGROUND - WHITE</p> <table border="1"> <thead> <tr> <th>AREA (SQ. FT)</th> <th>SIZE (INCHES)</th> <th>CONN. D.O.T. #</th> <th>POSTS</th> </tr> </thead> <tbody> <tr> <td>3.75</td> <td>30X18</td> <td>80-9076</td> <td>1</td> </tr> </tbody> </table>				AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	3.75	30X18	80-9076	1	<p>VARIABLE MILEAGE COPY &amp; BORDER - BLACK BACKGROUND - WHITE</p> <table border="1"> <thead> <tr> <th>AREA (SQ. FT)</th> <th>SIZE (INCHES)</th> <th>CONN. D.O.T. #</th> <th>POSTS</th> </tr> </thead> <tbody> <tr> <td>12.5</td> <td>60X30</td> <td>80-9077</td> <td>2</td> </tr> </tbody> </table>				AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	12.5	60X30	80-9077	2	<p>(L) (R)</p> <table border="1"> <thead> <tr> <th>AREA (SQ. FT)</th> <th>SIZE (INCHES)</th> <th>CONN. D.O.T. #</th> <th>POSTS</th> </tr> </thead> <tbody> <tr> <td>9.0</td> <td>36</td> <td>80-9432L</td> <td>1</td> </tr> <tr> <td>9.0</td> <td>36</td> <td>80-9431R</td> <td>1</td> </tr> <tr> <td>16.0</td> <td>48</td> <td>80-9452L</td> <td>2</td> </tr> <tr> <td>16.0</td> <td>48</td> <td>80-9451R</td> <td>2</td> </tr> </tbody> </table>				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	<p>OCTAGON - RED W/ WHITE BORDER ARROW &amp; BORDER - BLACK BACKGROUND - FLUORESCENT ORANGE</p> <table border="1"> <thead> <tr> <th>AREA (SQ. FT)</th> <th>SIZE (INCHES)</th> <th>CONN. D.O.T. #</th> <th>POSTS</th> </tr> </thead> <tbody> <tr> <td>9.0</td> <td>36</td> <td>80-9808</td> <td>1</td> </tr> </tbody> </table>				AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	9.0	36	80-9808	1				
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<p>5 8-2015 UPDATED PER MUTCD AND FORM 816 JAN 2015 REVISION.</p> <p>4 6-2012 REVISED NOTE #1 TO REFERENCE "O.S.T.A."</p> <p>3 4-2012 REVISED NEW SIGNAL SIGN(S) TO CONFORM TO 2009 MUTCD.</p> <p>2 2-2011 MINOR REVISIONS.</p> <p>1 3-2010 REMOVED OBSOLETE SIGNS (50-5925, 50-5935).</p> <p>REV. DATE REVISION DESCRIPTION</p>				<p>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.</p> <p>Plotted Date: 8/25/2015</p>				<p>STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION</p> <p>Mark Makuch Mark F. Makuch, P.E. 2015.08.26 07:15:03-04'00'</p> <p>APPROVED BY: NAME/DATE/TIME: Charles S. Harlow, P.E. 2015.08.28 11:40:30-04'00'</p>				<p>CTDOT STANDARD SHEET OFFICE OF ENGINEERING</p>				<p>STANDARD SHEET TITLE: SIGNS FOR CONSTRUCTION AND PERMIT OPERATIONS</p>				<p>STANDARD SHEET NO.: TR-1220_01</p>																																																																																																							

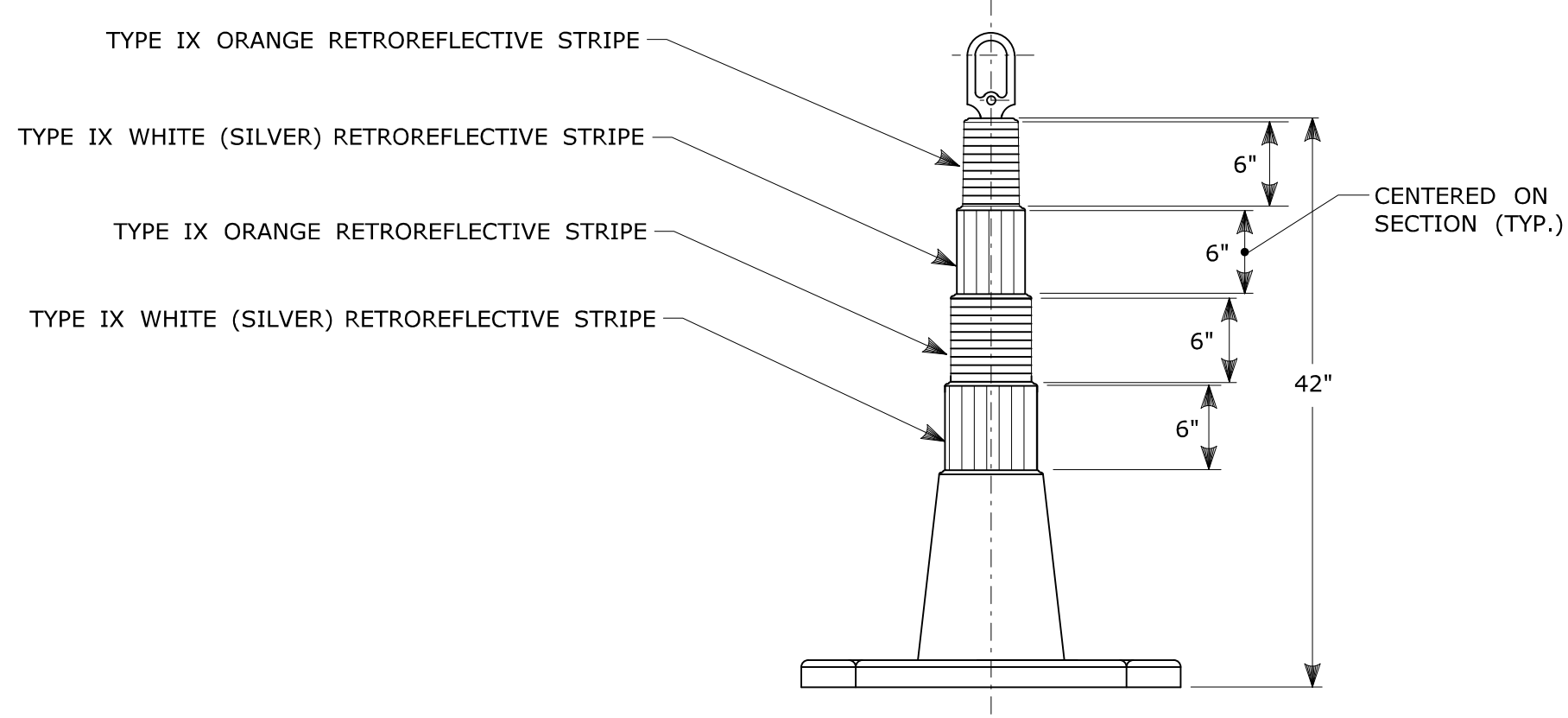


**PORTABLE CONSTRUCTION SIGNS**

NOTES FOR PORTABLE SIGN SUPPORTS:

- SIGNS AND THEIR PORTABLE SUPPORTS SHALL CONFORM TO THE REQUIREMENTS OF NCHRP REPORT 350 (TL-3) OR THE AASHTO MASH FOR CATEGORY 2 DEVICES AND THE LATEST EDITION OF THE MUTCD.
- MOUNTING HEIGHT OF SIGNS SHALL BE A MINIMUM OF 12" AND A MAXIMUM OF 24". SIGNS SHALL BE MOUNTED HIGHER AS NEEDED TO MEET FIELD CONDITIONS OR AS DIRECTED BY THE ENGINEER.
- THE ENGINEER RESERVES THE RIGHT TO REJECT ANY SUPPORT DEEMED UNSUITABLE FOR THE PURPOSE INTENDED.
- PORTABLE SIGN SUPPORTS SHALL BE STABILIZED IN A MANNER THAT WILL NOT AFFECT THEIR COMPLIANCE WITH NCHRP REPORT 350 (TL-3) OR THE AASHTO MASH FOR CATEGORY 2 DEVICES.
- PORTABLE CONSTRUCTION SIGN SUPPORTS SHOULD NOT BE USED FOR DURATION OF MORE THAN 3 DAYS EXCEPT FOR R9-8 THROUGH R9-11a SERIES, R11 SERIES, W1-6 THROUGH W1-8 SERIES, M4-10, AND E5-1. SEE STANDARD SHEET TR-1220.01 - "SIGNS FOR CONSTRUCTION AND PERMIT OPERATIONS" FOR SIGN DETAILS.

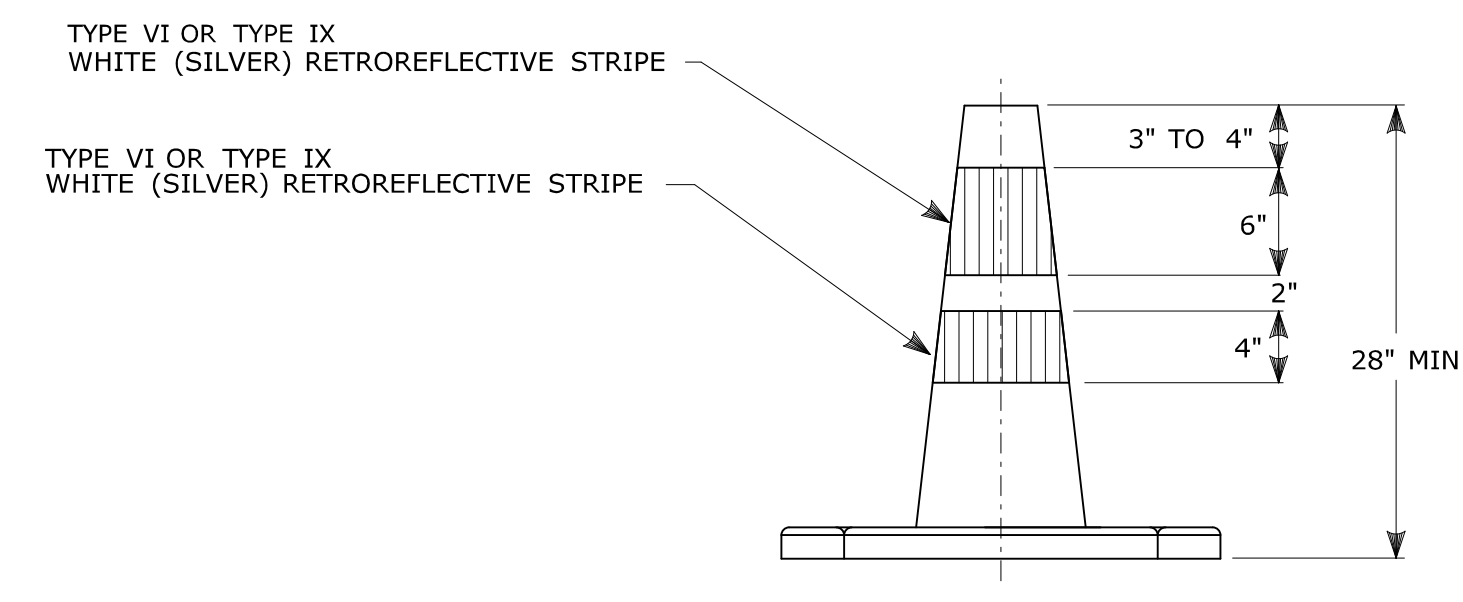
\* FOR E5-1 (EXIT SIGNS) USE MIN 48".



**42" TRAFFIC CONE**

NOTES:

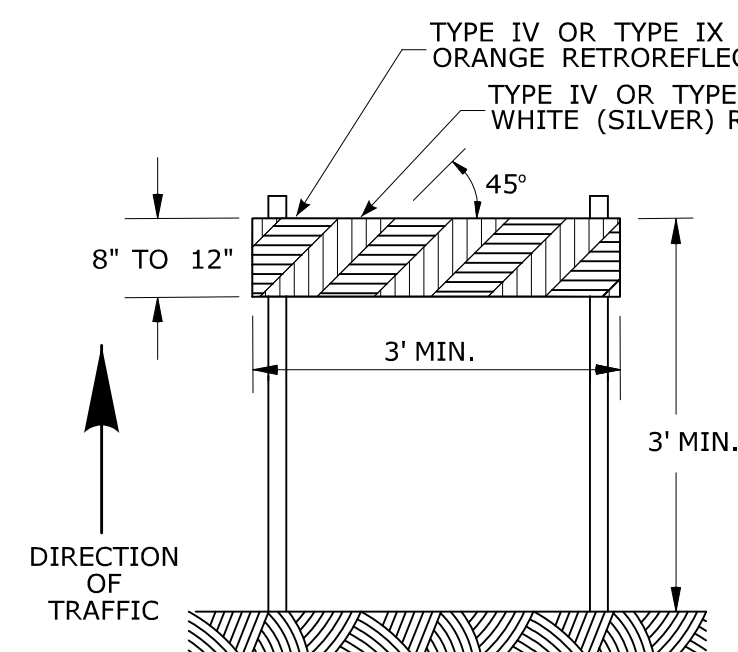
- TRAFFIC CONES SHALL CONFORM TO THE REQUIREMENTS OF NCHRP REPORT 350 (TL-3) OR THE AASHTO MASH FOR CATEGORY 1 DEVICES AND THE LATEST EDITION OF THE MUTCD.
- IF RUBBER CONES ARE USED, THEY SHALL HAVE INTERIOR RIBS FOR RIGIDITY.
- IF PLASTIC CONES ARE USED, THEY SHALL BE COLOR IMPREGNATED.
- THE ENGINEER RESERVES THE RIGHT TO REJECT ANY CONE DEEMED UNSUITABLE FOR THE PURPOSE INTENDED.
- THE ENTIRE AREA OF ORANGE AND WHITE STRIPES SHALL BE RETROREFLECTIVE SHEETING AS REQUIRED IN THE SPECIFICATIONS.
- THE SECTIONS OF CONES NOT COVERED WITH RETROREFLECTIVE STRIPES SHALL BE ORANGE.



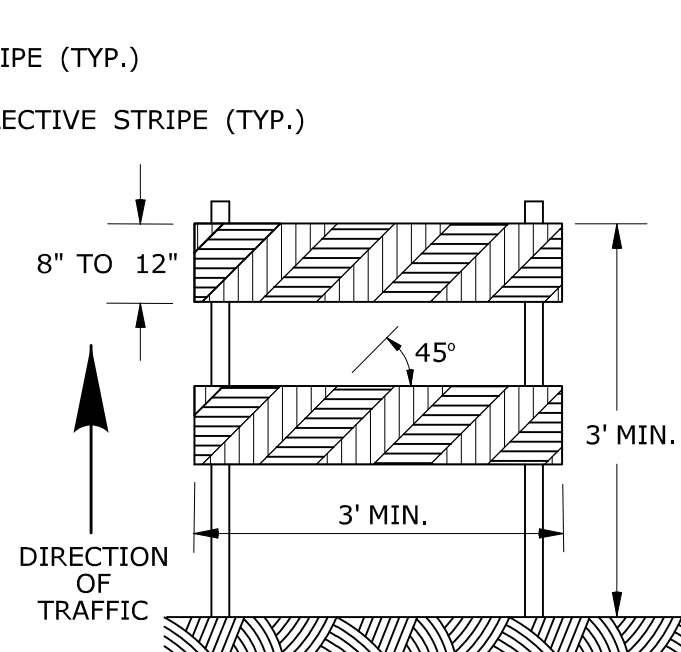
**TRAFFIC CONE**

NOTES:

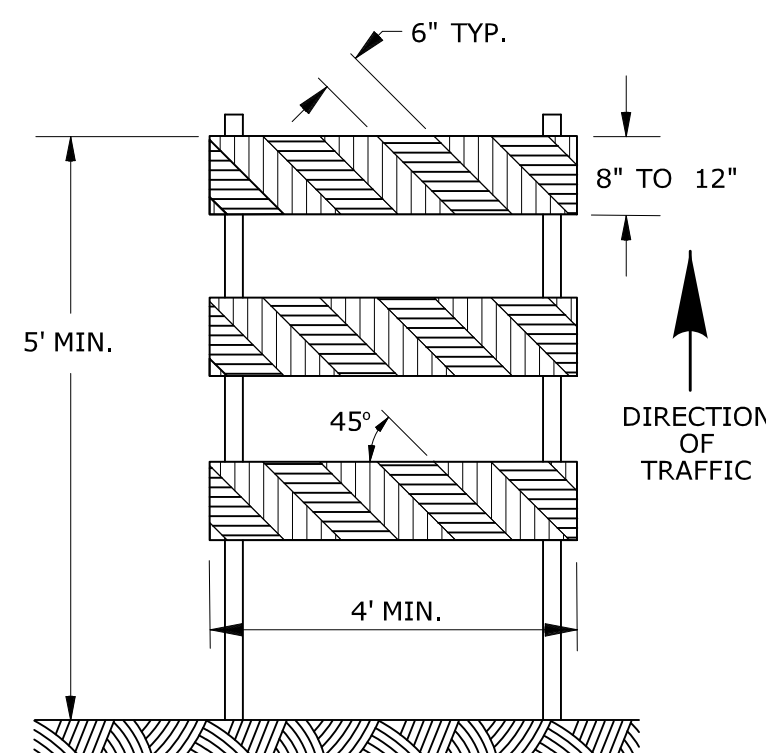
- TRAFFIC CONES SHALL CONFORM TO THE REQUIREMENTS OF NCHRP REPORT 350 (TL-3) OR THE AASHTO MASH FOR CATEGORY 1 DEVICES AND THE LATEST EDITION OF THE MUTCD.
- IF RUBBER CONES ARE USED, THEY SHALL HAVE INTERIOR RIBS FOR RIGIDITY.
- IF PLASTIC CONES ARE USED, THEY SHALL BE COLOR IMPREGNATED.
- THE ENGINEER RESERVES THE RIGHT TO REJECT ANY CONE DEEMED UNSUITABLE FOR THE PURPOSE INTENDED.
- TRAFFIC CONES NOT USED AT NIGHT MAY UTILIZE TYPE III SHEETING.
- THE SECTIONS OF CONES NOT COVERED WITH RETROREFLECTIVE STRIPES SHALL BE ORANGE.



**TYPE I BARRICADE**



**TYPE II BARRICADE**

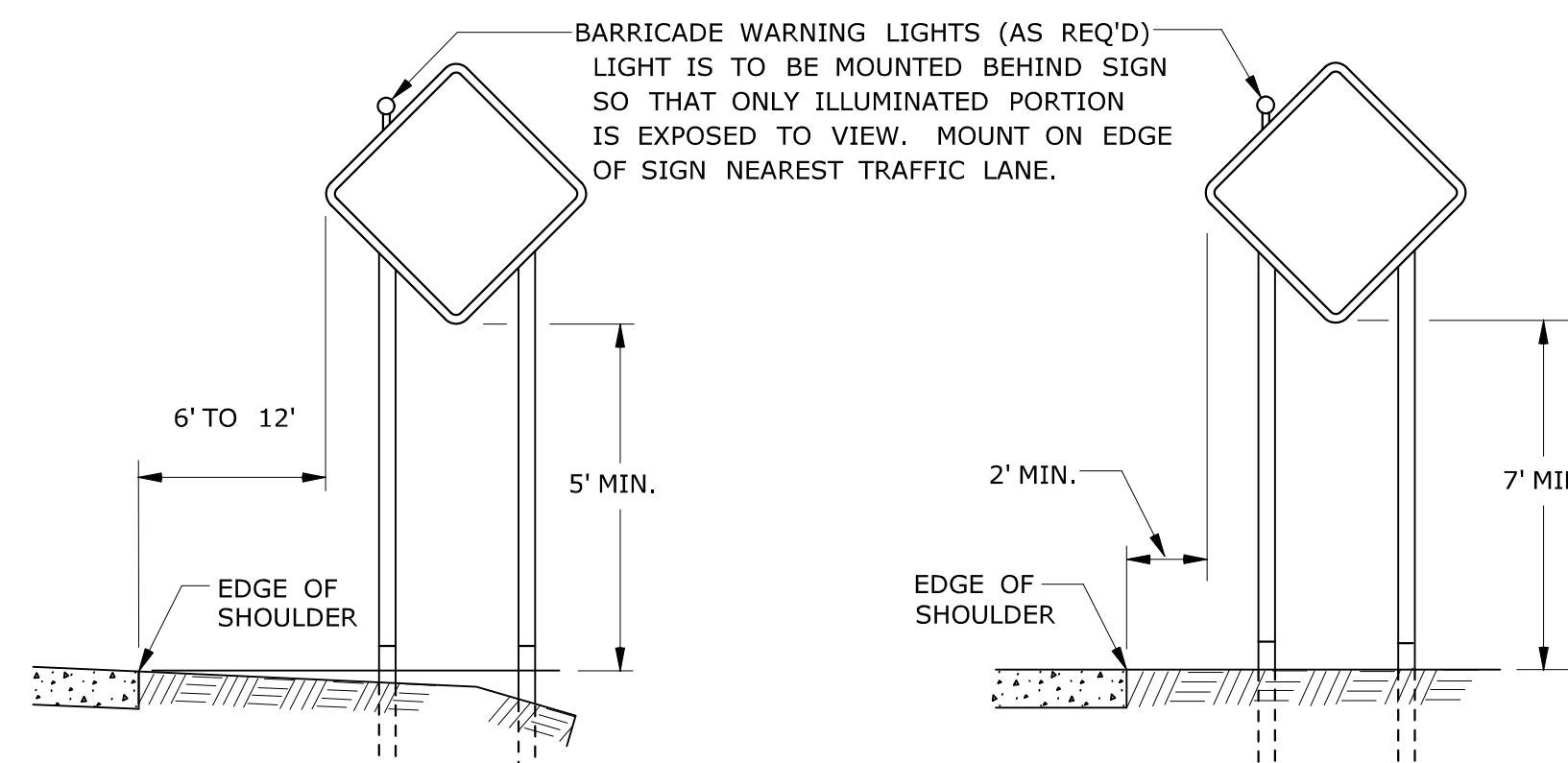


**TYPE III BARRICADE**

**CONSTRUCTION BARRICADES**

NOTES:

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



**RURAL AREA**

**URBAN AREA**

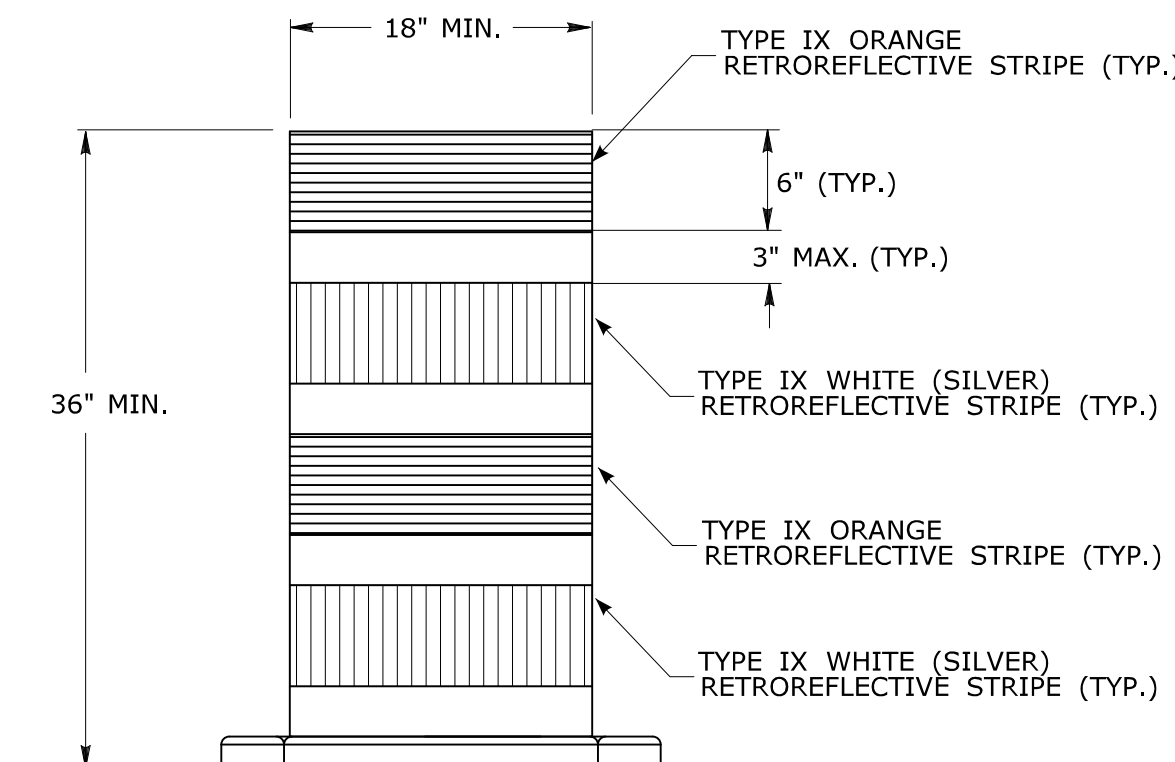
**PLACEMENT OF CONSTRUCTION SIGNS  
TYPICAL LONG TERM INSTALLATION**

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"

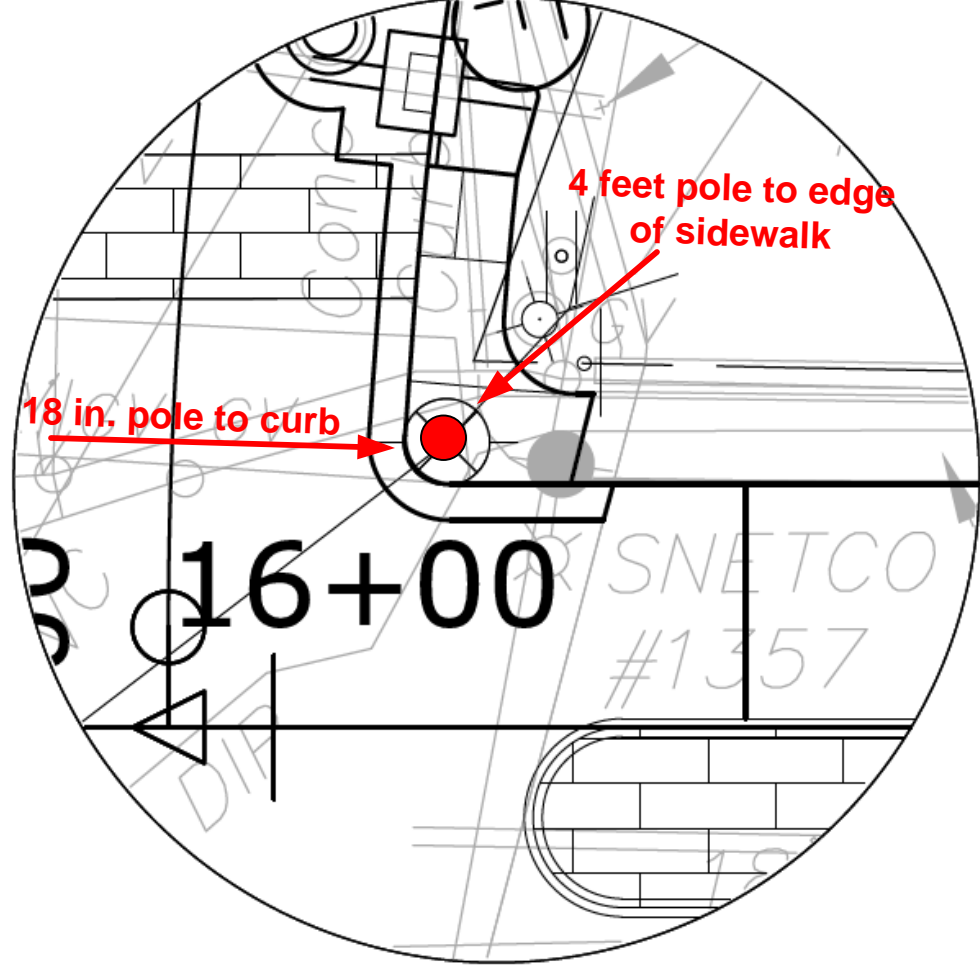
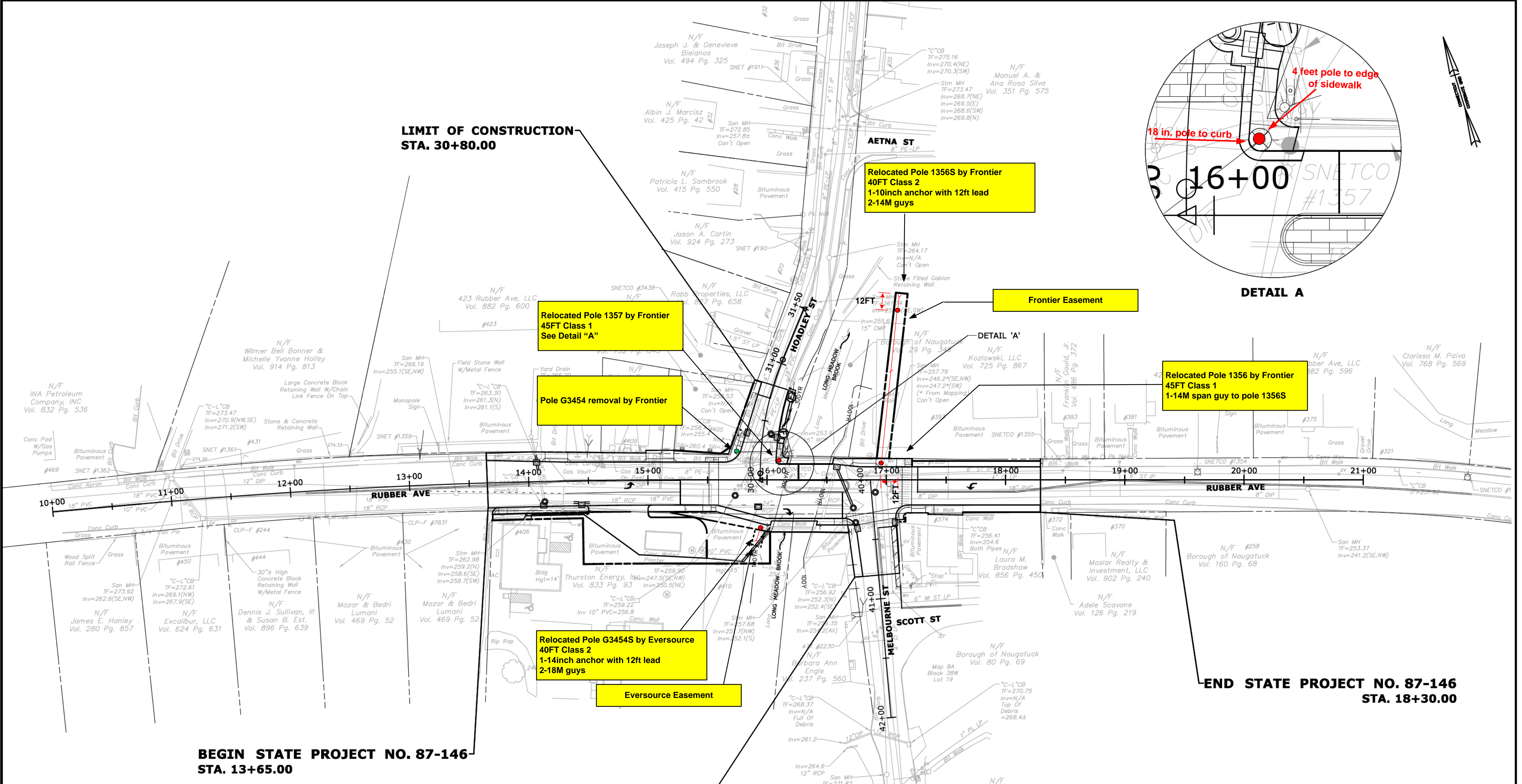


**TRAFFIC DRUM  
FRONT VIEW**

NOTES:

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

<p>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.</p>		<p>NOT TO SCALE</p>		<p>STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION</p>		<p>SUBMITTED BY: NAME/DATE/TIME: Mark Makuch Mark F. Makuch, P.E. 2015.08.26 07:15:47-04'00'</p>		<p>CTDOT STANDARD SHEET</p>		<p>STANDARD SHEET TITLE: CONSTRUCTION SIGN SUPPORTS AND CHANNELIZING DEVICES</p>		<p>STANDARD SHEET NO.: TR-1220_02</p>	
<p>2 8-2015 UPDATED PER MUTCD AND FORM 816 JAN 2015 REVISION.</p>						<p>APPROVED BY: NAME/DATE/TIME: Charles S. Harlow Charles S. Harlow, P.E. 2015.08.28 11:40:57-04'00'</p>		<p>OFFICE OF ENGINEERING</p>					
<p>1 2-2011 MINOR REVISIONS.</p>													
<p>REV. DATE REVISION DESCRIPTION</p>		<p>Plotted Date: 8/14/2015</p>		<p>Filename: CTDOT_TRAFFIC_STD.DGN Model: TR-1220_02</p>									



<b>EVERSOURCE</b> By: M DeF Paul Vukas    Ass: Rubber Ave Phone: 203-271-4834    4726 : 21L1    Map: F10-1, H2 Date: 06/12/2018    Pri. Voltage: 13.8KV Scale: NTS    Sec. Voltage: 120/240		Town: Naugatuck	Work Order#: 2M622766
		AWC: Cheshire	Activity#: HNO
Description: DOT 87-146 - Rubber Ave., Naugatuck - Relocate Poles - NON Reimbursible Comments: Gary Swanson - FTR engineer - (203) 575-6112 - gary.k.swanson@ftr.com Notif# 475750		Rights: <input type="checkbox"/> Yes <input type="checkbox"/> No Easement: <input type="checkbox"/> Yes <input type="checkbox"/> No Easement Number:	Start Date: Tree Trim: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Pole Set By: <input checked="" type="checkbox"/> NU <input checked="" type="checkbox"/> Tel Tel. WO#:
		Traffic Control: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Work Request #: 2834628	


FOR INFORMATION ONLY

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

Plotted Date: 6/11/2018

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.

DESIGNER/DRAFTER: **JO**  
 CHECKED BY: **MF**  
 SCALE IN FEET  
 0 40 80  
 SCALE 1"=40'


**BOROUGH OF NAUGATUCK**

Filename: ...\\HW\_MSH-87-146-UTL-1.dgn

SIGNATURE/BLOCK:

PROJECT TITLE:  
**RUBBER AVE AT HOADLEY ST AND MELBOURNE ST TRAFFIC SIGNAL REPLACEMENT PROJECT**

TOWN: **NAUGATUCK**  
 DRAWING TITLE:  
**UTILITY PLAN SHEET**

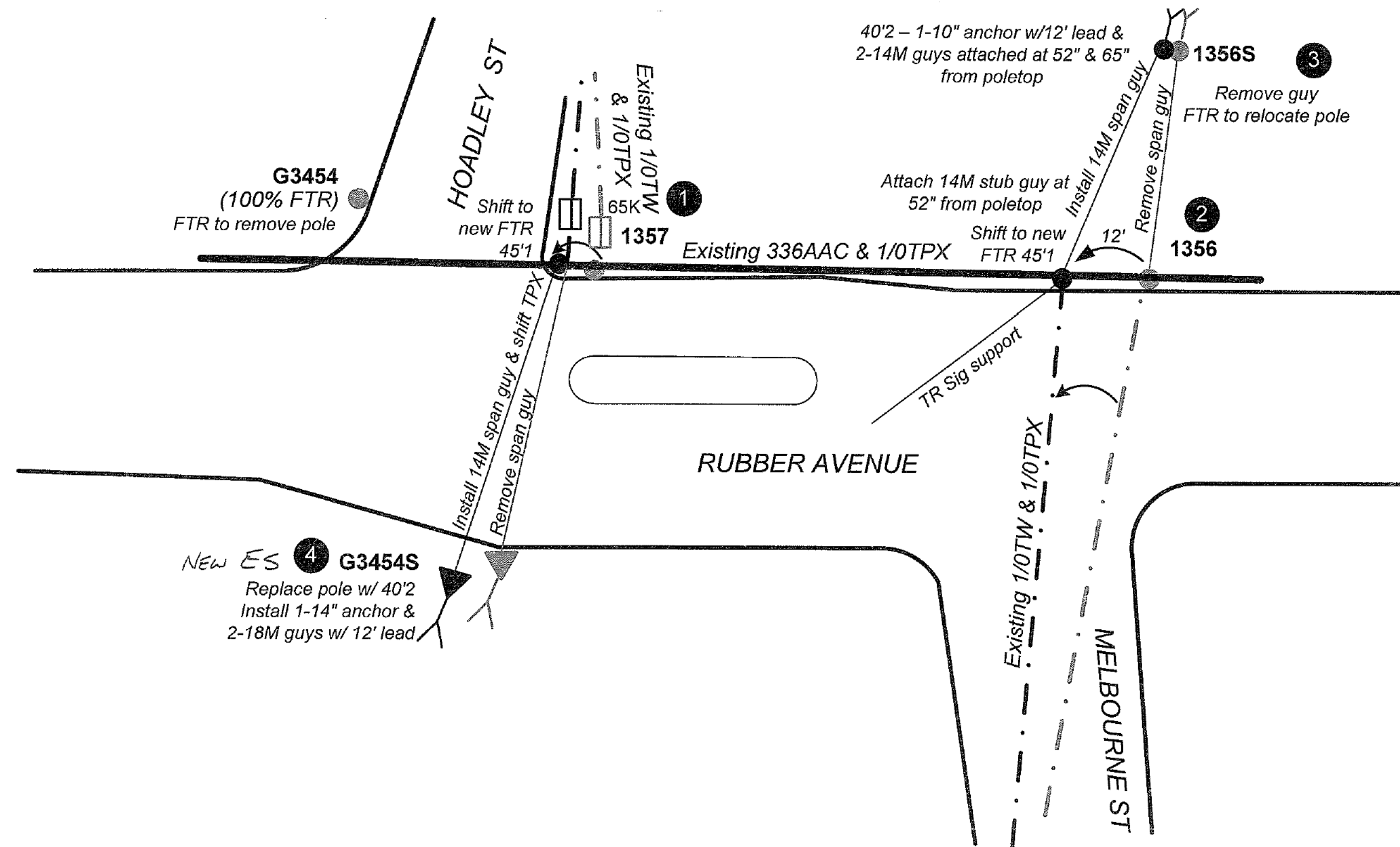
PROJECT NO. **87-146**  
 DRAWING NO. **UTL-1**  
 SHEET NO.



**frontier**  
Communications

**POLE RELOCATION PLAN FOR RUBBER AVE, NAUGATUCK**

PROJECT NUMBER: SHP 87-146	C.O. AREA:
DRAWN DATE: 8/25/18	ENGR: GARY SWANSON/ENY
SCALE: 1"=100'	TAX DISTRICT: DWG 1 OF 1
TWN: SHP	RNG: SEC:



FOR INFORMATION ONLY

DESIGNER/DRAFTER: <b>MS</b>		<p><b>BOROUGH OF NAUGATUCK</b></p> <p>Filename: ...VHW_MSH_87-146_UTL-2.dgn</p>	SIGNATURE/ BLOCK:	PROJECT TITLE: <b>RUBBER AVE AT HOADLEY ST AND MELBOURNE ST TRAFFIC SIGNAL REPLACEMENT PROJECT</b>	TOWN: <b>NAUGATUCK</b>	PROJECT NO.: <b>87-146</b>
CHECKED BY: <b>MF</b>					DRAWING NO.: <b>UTL-2</b>	
NOT TO SCALE					DRAWING TITLE: <b>UTILITY PLAN SHEET</b>	SHEET NO.:
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 8/31/2018		

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.