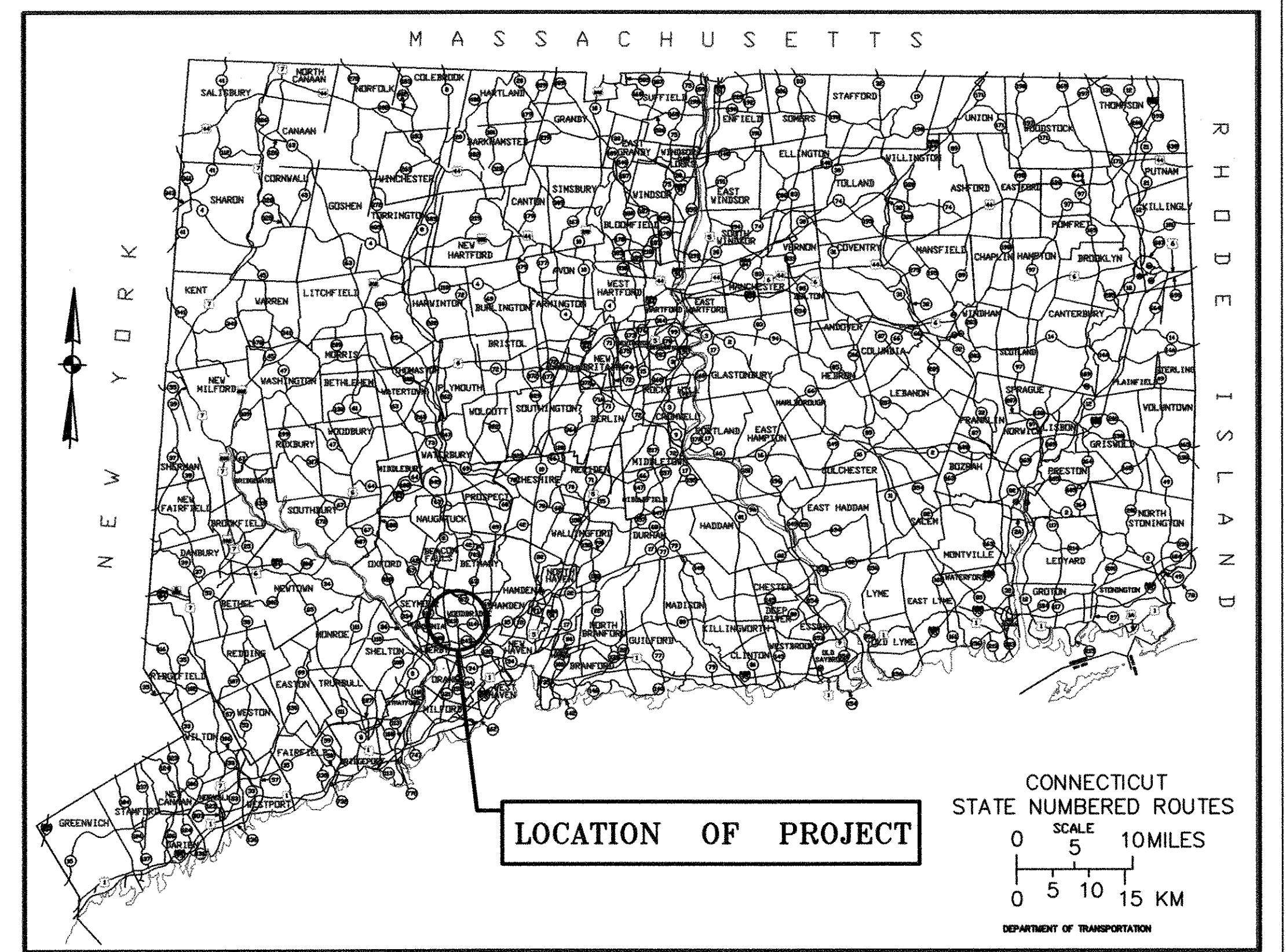
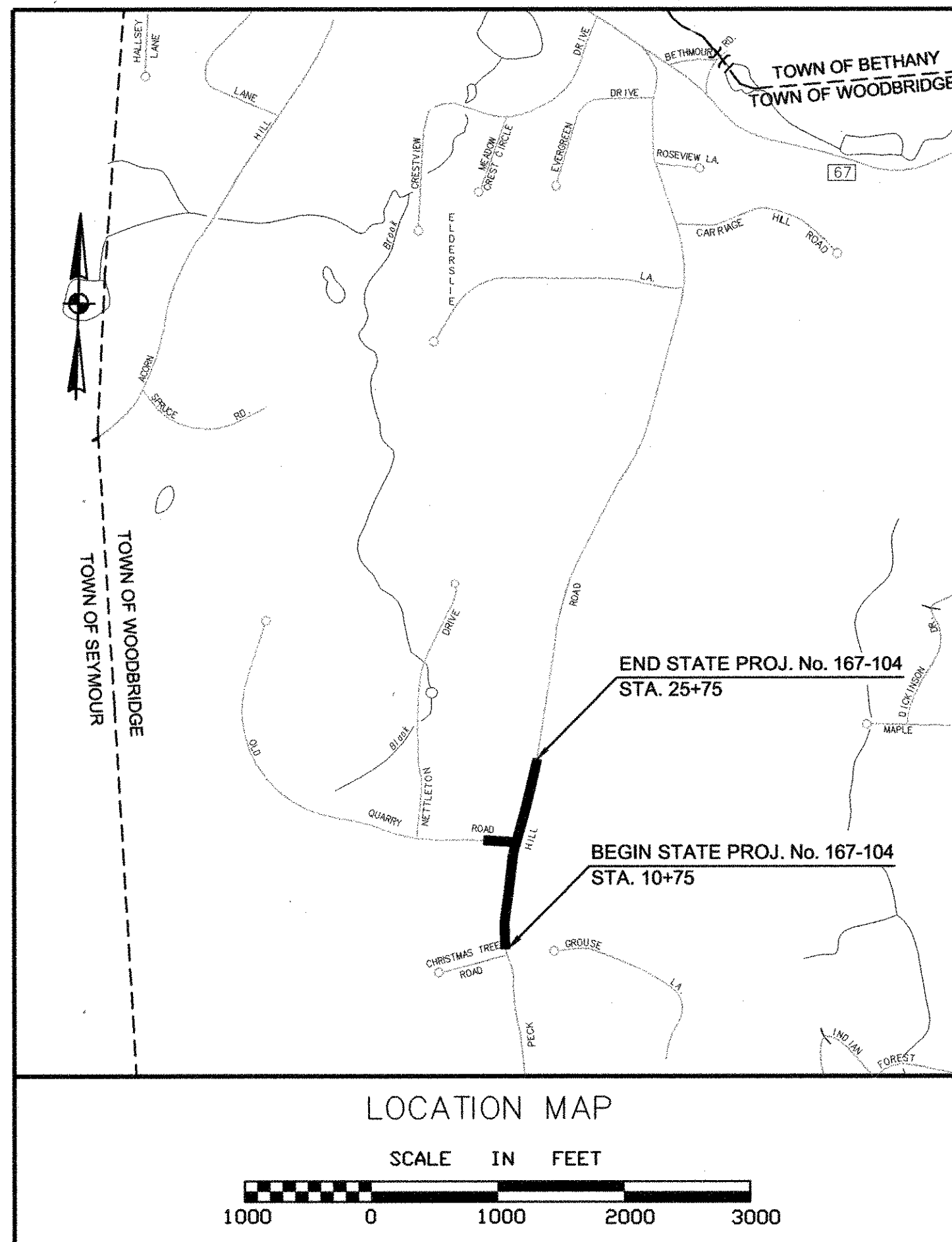


CONNECTICUT DEPARTMENT OF TRANSPORTATION PLAN

FOR RECONSTRUCTION OF PECK HILL ROAD

IN THE TOWN OF
WOODBIDGE
FROM STA. 10+75 TO STA. 25+75
LENGTH 1,500 ft

DESIGN SCALES { PLAN 1:20 (1 in = 20 ft)
OTHER SCALES AS NOTED
TO BE MAINTAINED BY TOWN OF WOODBRIDGE



2004 SPECIFICATIONS, FORM 816 INCLUDING SUPPLEMENT THERETO DATED JULY 2010 GOVERN. ALL ELEVATIONS ON THIS PROJECT BASED ON N.G.V.D. OF 1929, IN FEET. ALL COORDINATES BASED ON CONNECTICUT COORDINATE GRID (NAD 1983), IN FEET

TOWN NO. 167
PROJECT NO. 104

CONSTRUCTION CHANGE ORDER REVISIONS			
SHEET NO.	DESCRIPTION	DATE	BY

LIST OF DRAWINGS				
SHEET NO.	TITLE	SHEET NO.	STANDARD DRAWINGS	F.H.W.A. APPROVAL
1	TITLE SHEET	HW-STD_INDEX	HIGHWAY STANDARD SHEET INDEX	
2	DETAILED ESTIMATE SHEET	HW-506 01	ENDWALLS, SLOPE PAVED INLETS AND OUTLETS	9-09-09
3	TYPICAL SECTIONS	HW-507 01	TYPE "C", "C-L" & DROP INLET CATCH BASINS	9-09-09
4-6	MISCELLANEOUS DETAILS	HW-507 04	TYPE "C", "C-L" & ROUND PRECAST CONCRETE CB	9-09-09
7-12	ROADWAY PLANS & PROFILES	HW-507 07	TYPE "C", "C-L" CATCH BASIN TOPS AND CURBS	9-09-09
13	INTERSECTION GRADING PLAN	HW-507 08	CATCH BASIN FRAMES AND GRATES	9-09-09
14-16	SEDIMENTATION AND EROSION CONTROL PLANS	HW-507 10	MANHOLE - FRAME & COVER	9-09-09
17-19	SIGNING AND PAVEMENT MARKING PLANS	HW-751 01	UNDERDRAINS AND UNDERDRAIN OUTLETS	9-09-09
20-28	CROSS SECTIONS	HW-811 01	CURBING	9-09-09
29	BORING LOGS	HW-921 01	DRIVEWAY RAMPS	9-09-09
		HW-925 01	PAVEMENT FOR RAILING	9-09-09
		TR-STD_INDEX	TRAFFIC STANDARD SHEET INDEX	
		TR-1208 02	METAL SIGN POSTS AND SIGN MOUNTING DETAILS (9)	9-01-09
		TR-1210 03	SPECIAL DETAILS & TYPICAL PAVEMENT MARKINGS FOR TWO WAY HIGHWAYS (25)	9-01-09
		TR-1220 01	SIGNS FOR CONSTRUCTION AND PERMIT OPERATIONS (23)	9-01-09
		TR-1220 02	CONSTRUCTION SIGN SUPPORTS AND CHANNELIZING DEVICES (23A)	9-01-09
		TR_GDS_INDEX	TRAFFIC ENGINEERING GUIDE SHEET INDEX	
		TR_GDS_X	R-SERIES SIGN TYPICAL DETAILS	06-10
		TR_GDS_Y	S & W-SERIES SIGN TYPICAL DETAILS	01-10
		TR_GDS_Z	D, E, I & M-SERIES SIGN TYPICAL DETAILS	01-10

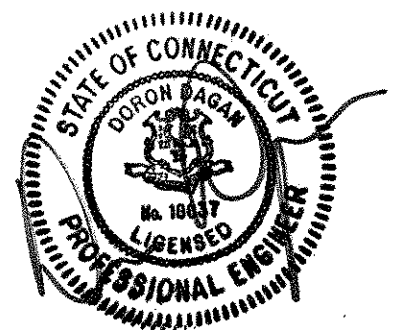
DESIGNED IN ACCORDANCE WITH AASHTO 2004 AND CONNECTICUT DEPARTMENT OF TRANSPORTATION HIGHWAY DESIGN MANUAL 2003 EDITION
DESIGN SPEED: 40 MPH
CONN. DEPT. OF TRANS CLASSIFICATION: RURAL MAJOR COLLECTOR ROAD

DESIGN BY: **Luchs** CONSULTING ENGINEERS
89 COLONY STREET MERIDEN, CT
TEL. 203-379-0320 • FAX. 203-379-0278

SIGNATURE: *Doron Dagan*
DORON DAGAN, PE

CONN. PROF. ENG. REG. NO.: 18637

DATE SUBMITTED: 8/12/11



TOWN OF WOODBRIDGE
CONNECTICUT

APPROVED: *Edward Maum Sheehy*
EDWARD MAUM SHEEHY
FIRST SELECTMAN

DATE: 8/12/11

TOWN OF WOODBRIDGE
EDWARD MAUM SHEEHY, FIRST SELECTMAN
ANTHONY GENOVESE, FINANCE DIRECTOR
WARREN CONNORS, OPERATIONS MANAGER

STANDARD CONVENTIONS		STANDARD ABBREVIATIONS	
North Arrow W/No. Coord.	Grid Arrow	ANCH.	ANCHORAGE
Edge Of Road	Limit Of Marsh	BIT. CONC.	BITUMINOUS CONCRETE
Concrete Pavement	Stage Wall	BCLC	BITUMINOUS CONCRETE LIP CURBING
Dirt Road	Ledge Outcrop	B	BASE LINE
B.C.L.C.	Inland Wetland Limits	BM	BENCH MARK
Granite Curb		C.C.	CONCRETE CURBING
Guide Rail	STATE LINE	COMP	COATED CORRUGATED METAL PIPE
Concrete Median Barrier	Power Line	CB	CATCH BASIN
Bit. Walk	Swamp	CP	CONTROL POINT
Conc. Sidewalk	Building	D.R.O.W.	DRAINAGE RIGHT OF WAY
Railroad Tracks	Transmission Tower	GG	GAS GATE
Chain Link Fence	Riprap	LVC	LENGTH OF VERTICAL CURVE
Rustic Fence	Hedge Row	MBR	METAL BEAM RAIL
Pipe Fence	Tree Line	MH	MANHOLE
Board Fence	Evergreen Tree	MOD. RIPRAP	MODIFIED RIPRAP
Water Edge	Deciduous Tree	PC	POINT OF HORIZONTAL CURVATURE
Stream	Retaining Wall	PI	POINT OF HORIZONTAL INTERSECTION
Ditch	Highway Line	PL	PROPERTY LINE
TOWN LINE	Street Line	PT	POINT OF HORIZONTAL TANGENCY
	Property Line	PVC	POINT OF VERTICAL CURVATURE
	Lot Line	PVI	POINT OF VERTICAL INTERSECTION
	Easement Line	PVT	POINT OF VERTICAL TANGENCY
		RCCE	REINFORCED CONCRETE CULVERT END
		RCP	REINFORCED CONCRETE PIPE
		SL	STREET LINE
		S.C.S.	SEDIMENTATION CONTROL SYSTEM
		STA.	STATION
		T.L.	TAKING LINE
		TEMP.	TEMPORARY
		WG	WATER GATE
		C	CUT - APPROXIMATE SLOPE LIMIT
		F	FILL - APPROXIMATE SLOPE LIMIT
		BL	BORING LOCATION
		TP	TEST PIT LOCATION

F.H.W.A. REGION NO.	STATE	TOWN(S)	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	WOODBIDGE	1167(106)	167-104	2011	-	1	29

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 TRUE CONDITIONS OR ACTUAL QUANTITIES OR DISTRIBUTION OF QUANTITIES OF WORK WHICH WILL BE REQUIRED.

DETAILED ESTIMATE SHEET

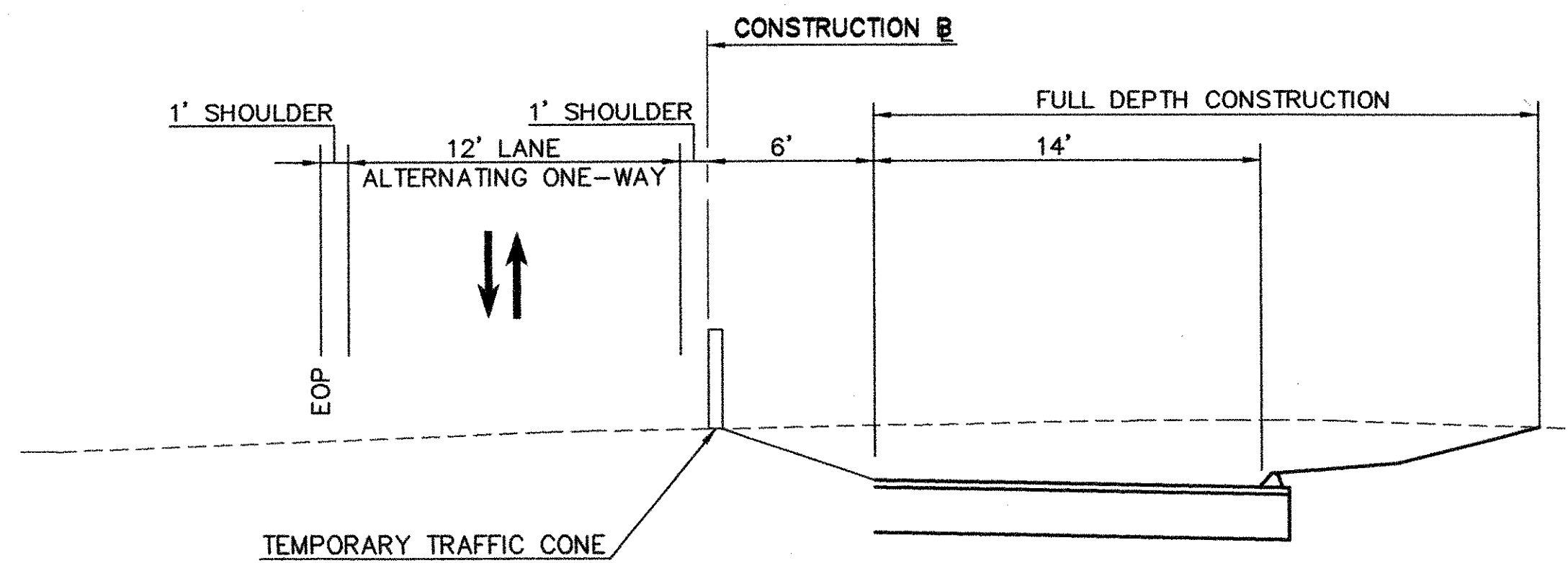
P - FEDERAL AID PARTICIPATING
NP - FEDERAL AID NON PARTICIPATING
* - FOR INTERNAL USE ONLY
NOT A LEGAL DEFINITION

FOR THE CONSTRUCTION OF RECONSTRUCTION OF PECK HILL ROAD IN THE TOWN OF WOODBIDGE
FROM STA. 10+75 TO STA. 25+75 LENGTH 1,500 FEET; BASE COURSE: HMA S1 WIDTH 28 FEET; DEPTH 3 in; SURFACE COURSE: HMA S0.375 WIDTH 28 FEET; DEPTH 3 in

ITEM NUMBER	MISCELLANEOUS																																																
	202202	202101	202229	202301	202302	202303	202304	202401	212202	212301	212601	212401A	304202	408226	408170	408172	507001	507026	507285	507397	507398	801001	801101	851001	851002	851003	851005	703001	703023	751711	751001	751001	751001	753001	753014	803001	803201	810021	810170	812489	822301	823201	842001	843001	844002	846001	850025	900001A	910071A
ITEM	EARTH EXCAVATION	ROCK EXCAVATION	COT BITUMINOUS CONCRETE PAVEMENT	TRENCH EXCAVATION 0'-4'	ROCK IN TRENCH EXCAVATION 0'-4'	TRENCH EXCAVATION 0'-10'	ROCK IN TRENCH EXCAVATION 0'-10'	FORMATION OF SUBGRADE	SUBBASE	GRANULAR FILL	SEDIMENTATION CONTROL BALES	SEDIMENTATION CONTROL SYSTEM	PROCESSED AGGREGATE BASE	MATERIAL FOR TACK COAT	HMA S0.375	HMS S1	TYPE "C" CATCH BASIN	TYPE "C" CATCH BASIN (4' SUMP)	18" CATCH BASIN TRAP HOOD	24" CATCH BASIN TRAP HOOD	STANDARD STORM MANHOLE	CLASS "A" CONCRETE	CLASS "C" CONCRETE	BEDDING MATERIAL	15" R.C. PIPE	18" R.C. PIPE	24" R.C. PIPE	STANDARD RIPRAP	ROCK WIER	6" UNDERDRAIN	4" EDGE DRAIN	4" OUTLET FOR EDGE DRAIN	GEOTEXTILE (SEPARATION - HIGH SURVIVABILITY)	BITUMINOUS CONCRETE LIP CURBING	BITUMINOUS CONCRETE PARK CURBING	R-B END ANCHORAGE TYPE 1	METAL BEAM RAIL TYPE R-B 350	REMOVE CABLE GUIDE RAIL	BITUMINOUS CONCRETE DRIVEWAY	PAVEMENT FOR RAILING	CALCIUM CHLORIDE FOR DUST CONTROL	WATER FOR DUST CONTROL	FURNISHING AND PLACING TOPSOIL	LIMING	TURF ESTABLISHMENT	CONSTRUCTION FIELD OFFICE, SMALL	TRAFFIC PERSON (UNIFORMED FLAGGER)	MAINTENANCE AND PROTECTION OF TRAFFIC	
LOCATION/UNIT	C.Y.	C.Y.	LF.	C.Y.	C.Y.	C.Y.	C.Y.	S.Y.	C.Y.	C.Y.	LF.	LF.	TON	GAL.	TON	TON	E.A.	E.A.	E.A.	E.A.	E.A.	C.Y.	C.Y.	C.Y.	LF.	LF.	LF.	C.Y.	LF.	LF.	LF.	LF.	S.Y.	LF.	LF.	E.A.	LF.	LF.	S.Y.	S.Y.	TON	M.GAL.	S.Y.	TON	S.Y.	NO	HR.	L.S.	
STA. 10+75 TO STA. 25+75	4009	40	176	185	21	429	48	5548	1475	5	96	1264	896	520	898	898	2	6	8	2	2	4	1	58	474	257	35	50	32	1034	1174	90	29	1282	215	4	325	176	234	75	3	378	3078	1	3078	12	80	L.S.	
SUBTOTAL	4009	40	176	185	21	429	48	5548	1475	5	96	1264	896	520	898	898	2	6	8	2	2	4	1	58	474	257	35	50	32	1034	1174	90	29	1282	215	4	325	176	234	75	3	378	3078	1	3078	12	80	L.S.	
UNASSIGNED			24	15	4	11	7	152	45		4	36	34	30	42	42								2	16	8			3	41	26	10	1	18	10		5	4	16	5		22	122		122				
TOTAL	4009	40	200	200	25	440	55	5700	1520	5	100	1300	930	550	940	940	2	6	8	2	2	4	1	60	490	265	35	50	35	1075	1200	100	30	1300	225	4	330	180	250	80	3	400	3200	1	3200	12	80	L.S.	

ITEM NUMBER	MISCELLANEOUS														
	913002A	916002	917001	918002	919022A	980001	98101A	120002A	1208006	1208028	121002	121005	122001A		
ITEM	MOBILIZATION	BARRICADE WARNING LIGHTS- HIGH INTENSITY	TRAFFIC CONE	TRAFFIC DRUM	CONSTRUCTION BARRICADE TYPE III	CONSTRUCTION STAKING	OPPOSING TRAFFIC LANE DIVIDER	REMOVAL AND RELOCATION OF EXISTING SIGNS	SIGN FACE - SHEET ALUMINUM BRIGHT WIDE ANGLE - RETROREFLECTIVE SHEETING	SIGN FACE - SHEET ALUMINUM TYPE III REFLECTIVE SHEETING	4" YELLOW EPOXY RESIN PAVEMENT MARKINGS	EPOXY RESIN PAVEMENT MARKING SYMBOLS AND LEGENDS	CONSTRUCTION SIGNS TYPE III REFLECTIVE SHEETING		
LOCATION/UNIT	L.S.	DAY	E.A.	E.A.	E.A.	L.S.	E.A.	L.S.	S.F.	S.F.	LF.	S.F.	S.F.		
STA. 10+75 TO STA. 25+75	L.S.	30	30	30	4	L.S.	20	L.S.	10	15	1385	15	100		
SUBTOTAL	L.S.	30	30	30	4	L.S.	20	L.S.	10	15	1385	15	100		
UNASSIGNED									2	2	40	2			
TOTAL	L.S.	30	30	30	4	L.S.	20	L.S.	12	17	1425	17	100		

REV. DATE DESCRIPTION SHEET NO. REVISIONS	GRAPHIC SCALE (IN FEET) 1 inch = 20 ft.	DESIGNER: MLF		PROJECT TITLE: RECONSTRUCTION OF PECK HILL ROAD	TOWN: WOODBIDGE	PROJECT NO.: 167-104
		DRAFTER: MLF		ENGINEER: LUCHS CONSULTING ENGINEERS	DRAWING TITLE: DETAILED ESTIMATE SHEET	DRAWING NO.: DE-1
FILENAME: Q:\Projects\Luchs Projects\27014 Peck Hill\design\DE2701401.dwg	PLOTTED: 8/10/2011	CHECKED BY:	APPROVED BY:	CADD FILE:	PLOTTED DATE: 6/30/10	SHEET NO.: 2

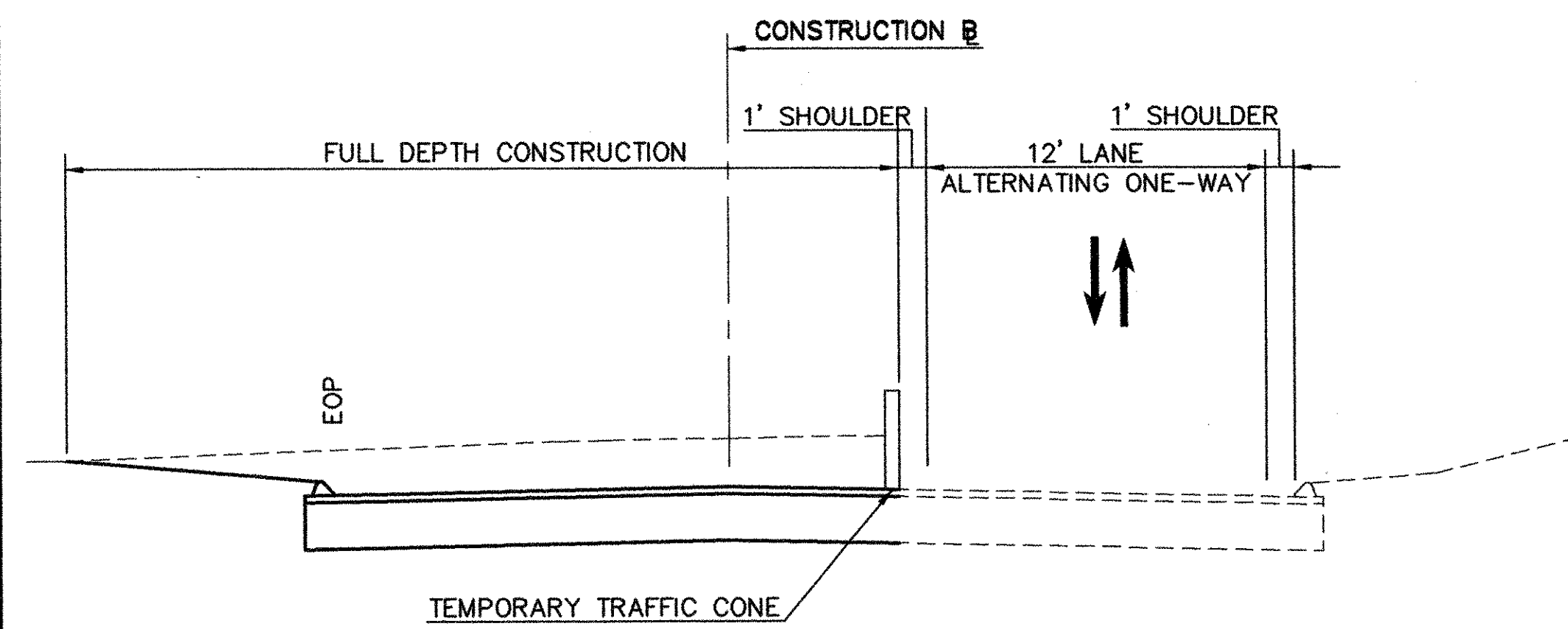


NOTES (ALL STAGES, THROUGHOUT THE PROJECT LENGTH):

- CONTRACTOR SHALL MAINTAIN A 12' WIDE PAVED ALTERNATING ONE-WAY TRAFFIC LANE, NOT TO EXCEED 250' IN LENGTH, AT ALL TIMES.
- CONTRACTOR SHALL PAVE THE COMPLETED AREAS OF FULL DEPTH CONSTRUCTION AT THE END OF EACH DAY WITH THE FIRST COURSE OF PAVEMENT AS NOTED IN THE TYPICAL SECTIONS.
- SPECIAL CONSIDERATION SHALL BE GIVEN TO PECK HILL ROAD FROM STA. 14+00 TO STA. 22+50 (STEEP GRADES) WHERE NO TRAFFIC AT ANY TIME IS TO DRIVE ON AN UNPAVED SURFACE.
- CONTRACTOR SHALL MAINTAIN ACCESS TO OLD QUARRY ROAD AT ALL TIMES. DURING STAGE 2 (WHICH INCLUDES OLD QUARRY ROAD) CONTRACTOR SHALL MAINTAIN A 12' WIDE PAVED ALTERNATING ONE-WAY TRAFFIC LANE ON OLD QUARRY ROAD AT ALL TIMES.
- FOR ADDITIONAL DETAILS SEE SPECIAL PROVISIONS "PROSECUTION AND PROGRESS" AND "MAINTENANCE AND PROTECTION OF TRAFFIC".

MAINTENANCE AND PROTECTION OF TRAFFIC
PECK HILL ROAD - STA. 19+00 TO STA. 22+50

STAGE 1

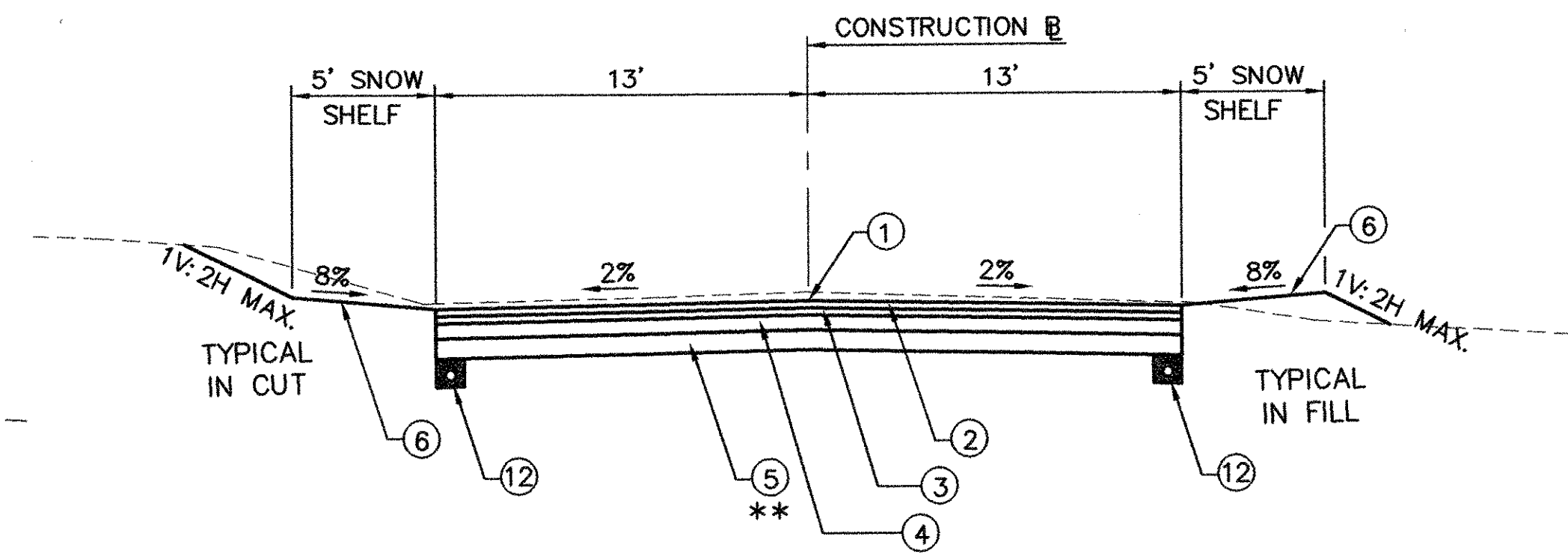


MAINTENANCE AND PROTECTION OF TRAFFIC
PECK HILL ROAD - STA. 19+00 TO STA. 22+50
AND OLD QUARRY ROAD STA. 30+00 TO STA. 31+40

STAGE 2

LEGEND

- ① POINT OF APPLICATION OF GRADE
- ② 3" HMA S0.375 (PLACED IN 2 EQUAL LIFTS)
- ③ 3" HMA S1
- ④ 6" PROCESSED AGGREGATE BASE
- ⑤ 8" SUBBASE (18" IN ROCK CUTS)
- ⑥ TOPSOIL & TURF ESTABLISHMENT
- ⑦ BITUMINOUS CONCRETE LIP CURBING
- ⑧ GUIDE RAILING (SEE PLANS FOR TYPE AND LOCATION)
- ⑩ PAVEMENT FOR RAILING (SEE PLANS FOR LOCATION)
- ⑪ 6" UNDERDRAIN (SEE PLANS FOR LOCATION)
- ⑫ 4" EDGE DRAIN (SEE PLANS FOR LOCATION)

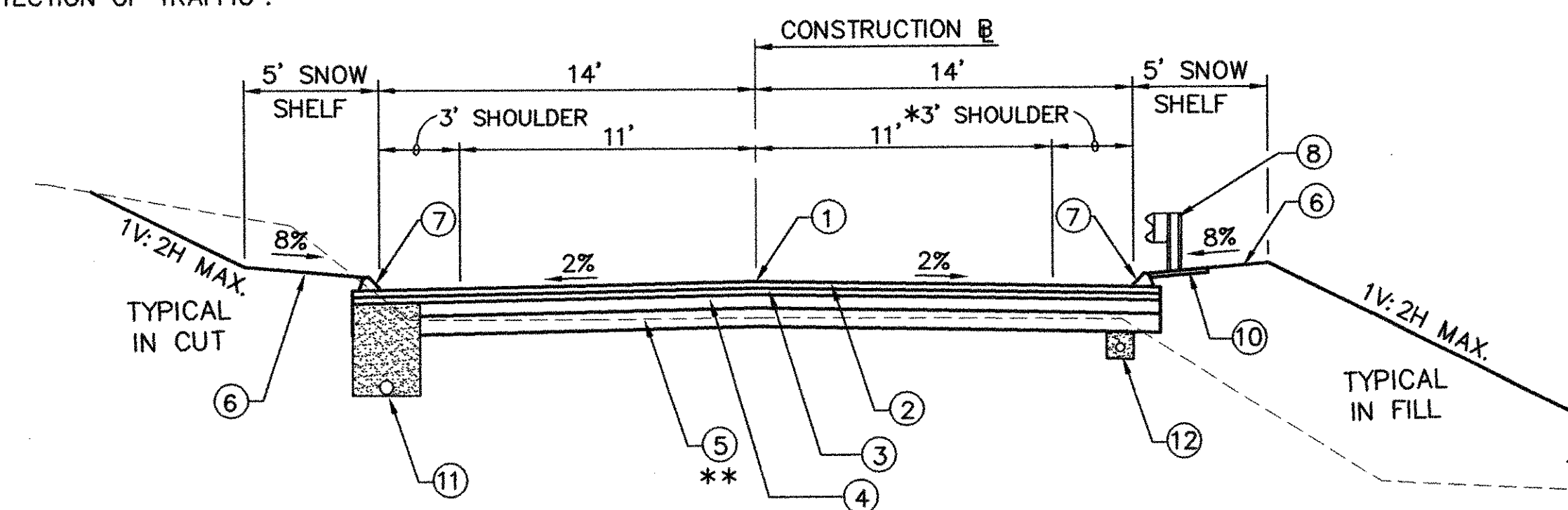


** SUBBASE DEPTH IS 12" FOR OLD QUARRY ROAD RECONSTRUCTION

TYPICAL SECTION - OLD QUARRY ROAD

STA. 30+14 - STA. 31+50

(NOT TO SCALE)

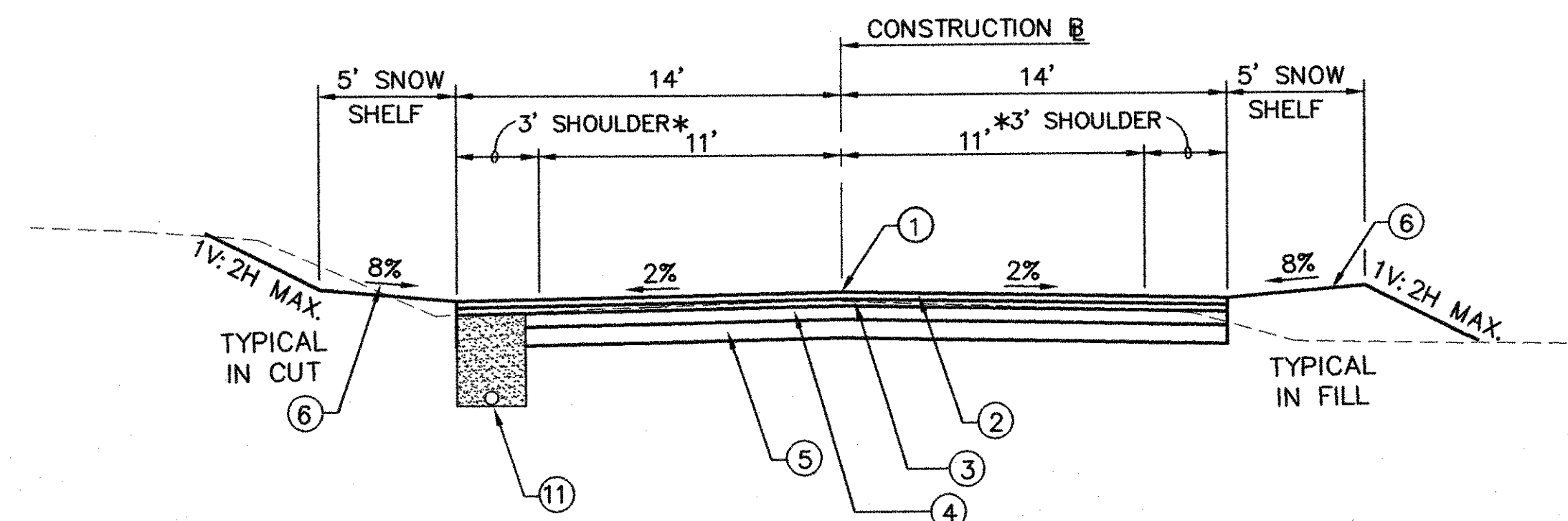


* SHOULDER WIDTH VARIES STA. 17+90 TO STA. 19+42 FROM 3' TO 9' AND VARIES STA. 20+70 TO STA. 22+20 FROM 9' TO 3'
 ** FROM STA. 18+50 TO STA. 23+00 SUBBASE DEPTH IS 12"

TYPICAL SECTION - PECK HILL ROAD

STA. 12+85 - STA. 21+00

(NOT TO SCALE)

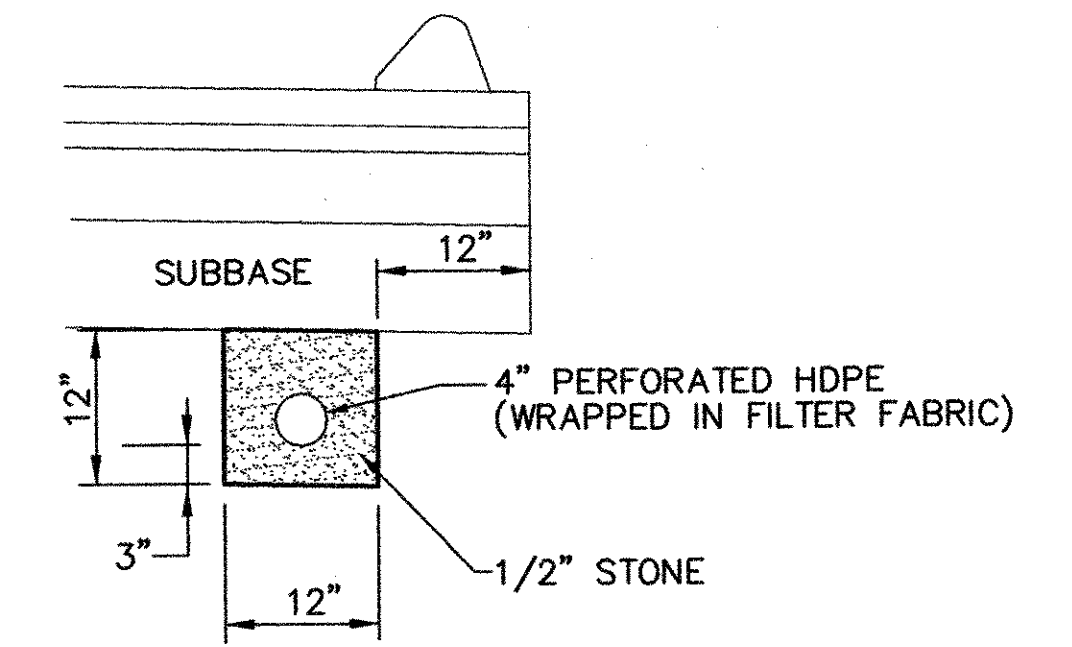


* SHOULDER WIDTH VARIES STA. 10+75 TO 11+20 & STA. 24+34 TO 25+00 FROM 3' TO MATCH EXISTING WIDTH

TYPICAL SECTION - PECK HILL ROAD

STA. 10+75 - STA. 12+85 & STA. 21+00 - STA. 25+00

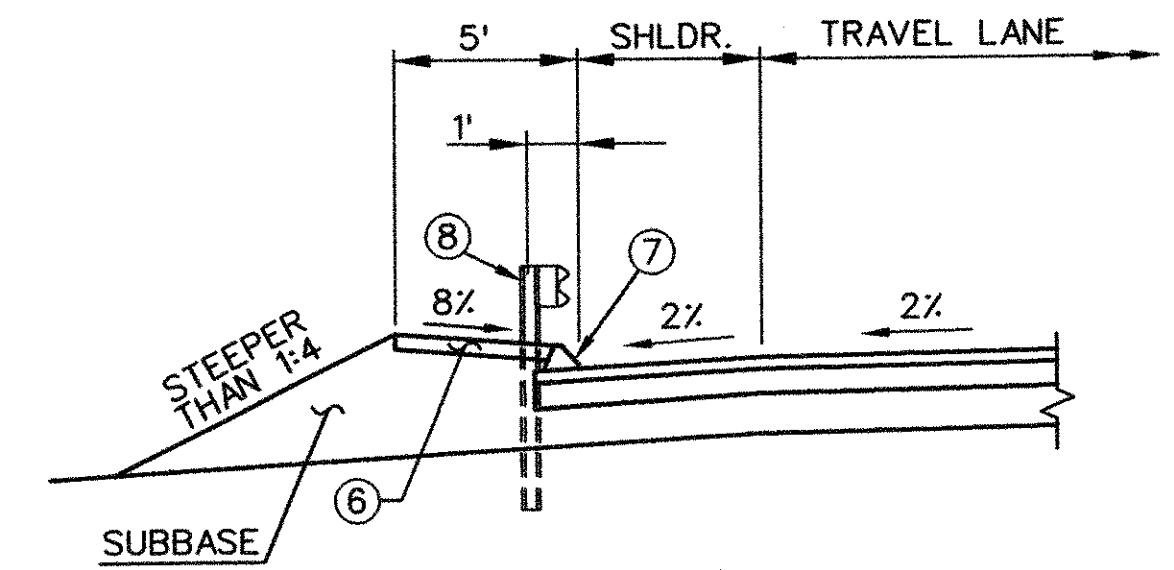
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4" EDGE DRAIN DETAIL

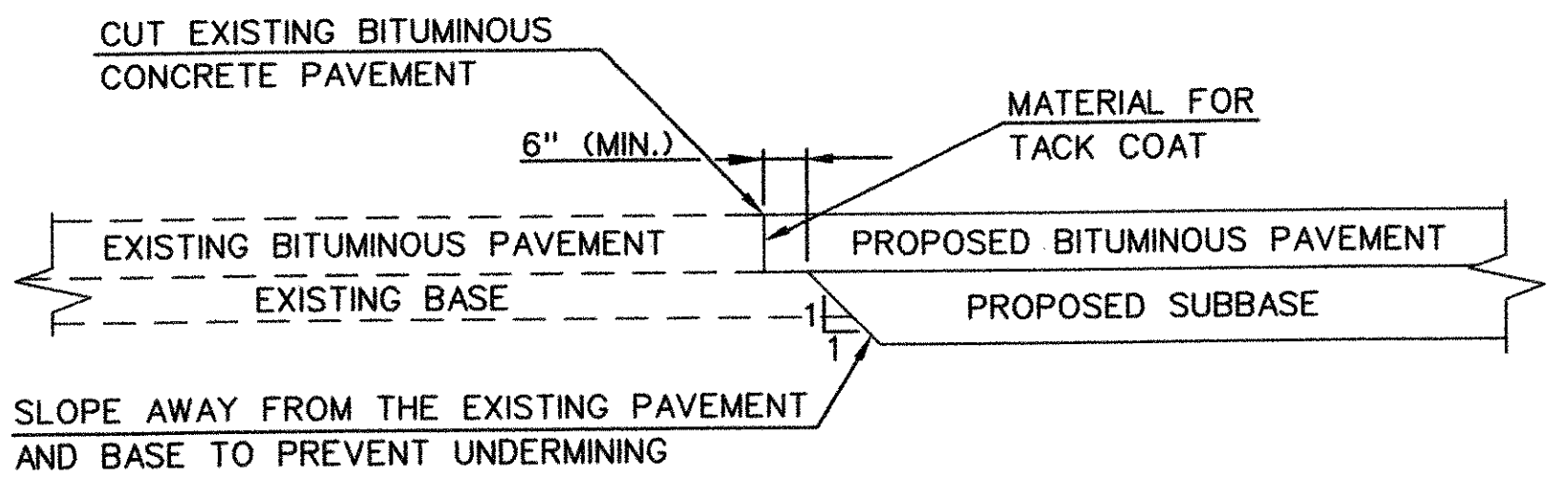
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NOTE: FOR UNDERDRAIN DETAIL, REFER TO CT-DOT STANDARD SHEET



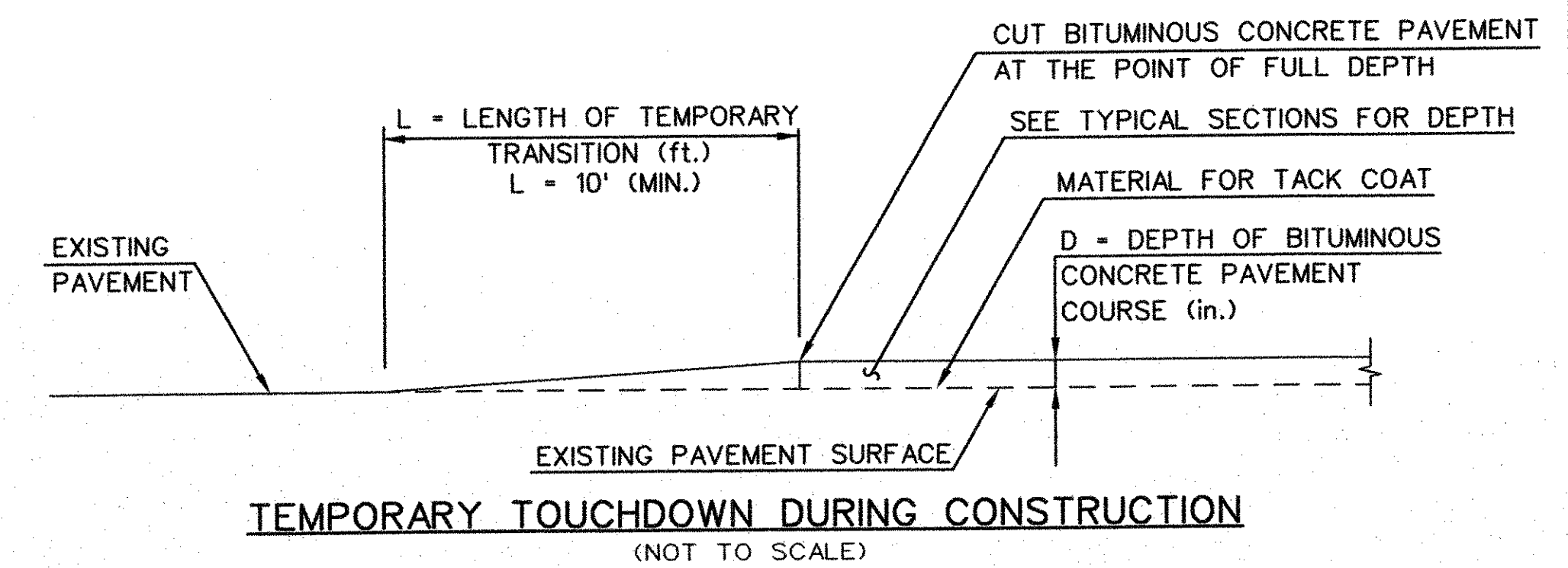
TYPICAL GUIDE RAILING PLACEMENT WITH CURBING

(NOT TO SCALE)



PAVEMENT TRANSITION DETAIL FOR PLACEMENT AT EXISTING PAVEMENT

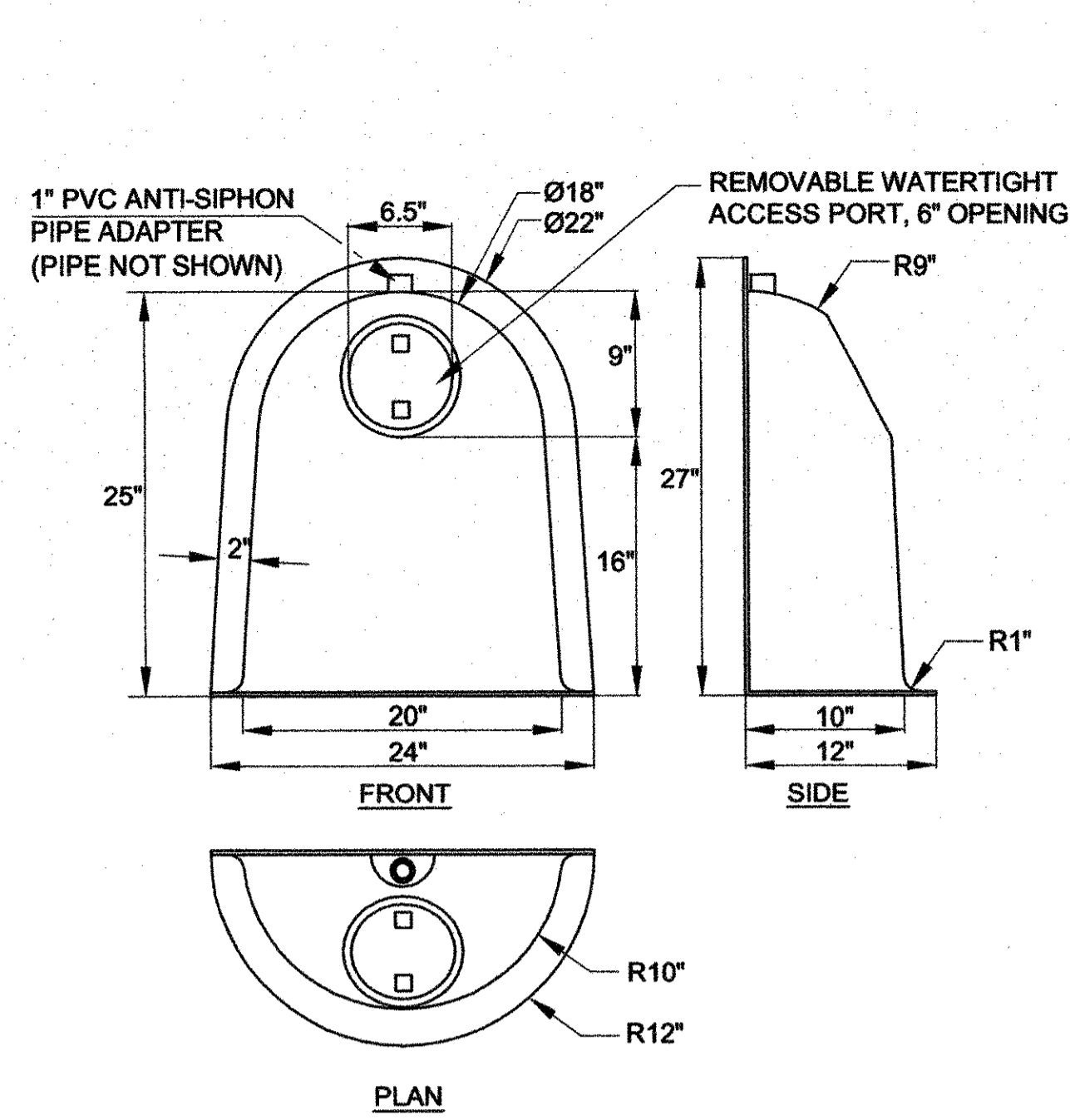
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TEMPORARY TOUCHDOWN DURING CONSTRUCTION

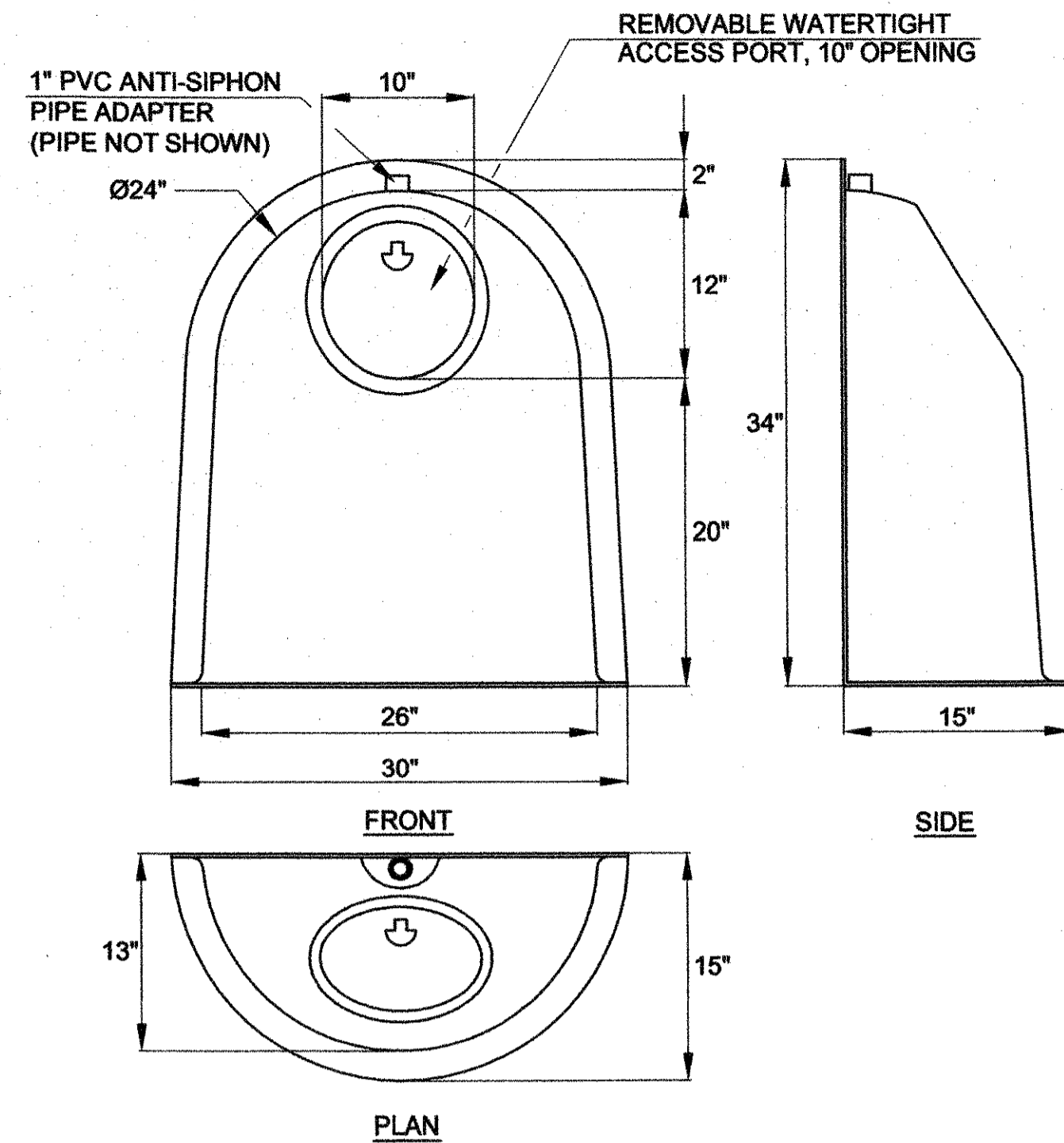
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DESIGNER: MLF			PROJECT TITLE: RECONSTRUCTION OF PECK HILL ROAD		TOWN: WOODBRIDGE	PROJECT NO.: 167-104
DRAFTER: MLF			ENGINEER: LUCHS CONSULTING ENGINEERS		DRAWING TITLE: TYPICAL SECTIONS	DRAWING NO.: TYP-1
CHECKED BY:		APPROVED BY:		CADD FILE:	PLOTTED DATE: 6/30/10	SHEET NO.: 3
REV.	DATE	DESCRIPTION	SHEET NO.	FILENAME: Q:\Projects\Luchs Projects\27014 Peck Hill\design\TS2701401.dwg PLOTTED: 7/08/2011		



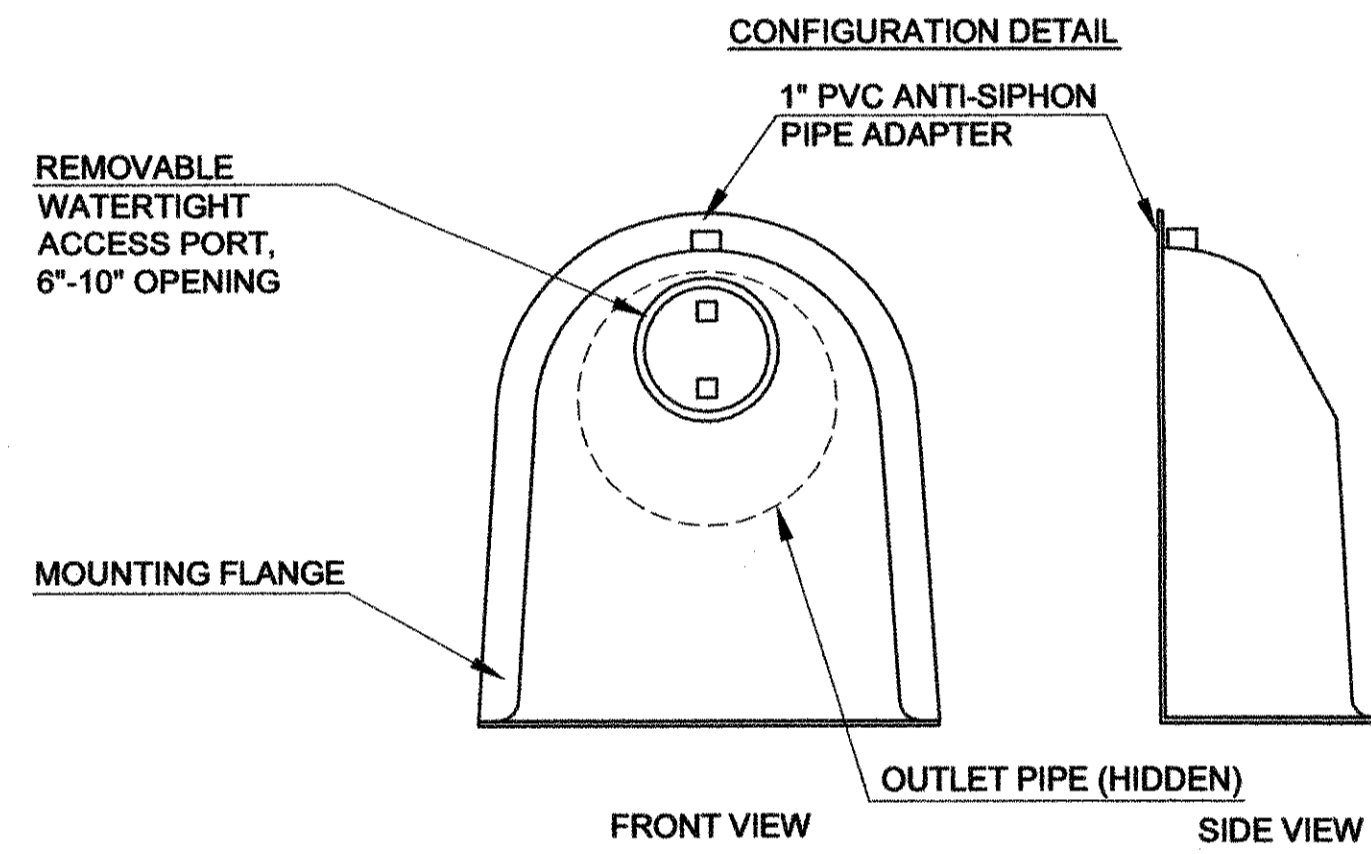
NOTES: INSTALL ON CATCH BASINS WITH 15" RCP OUTLETS

18F SNOOT OIL & DEBRIS STOP
NOT TO SCALE



NOTES: INSTALL ON CATCH BASINS WITH 18" RCP OUTLETS

24F SNOOT OIL & DEBRIS STOP
NOT TO SCALE

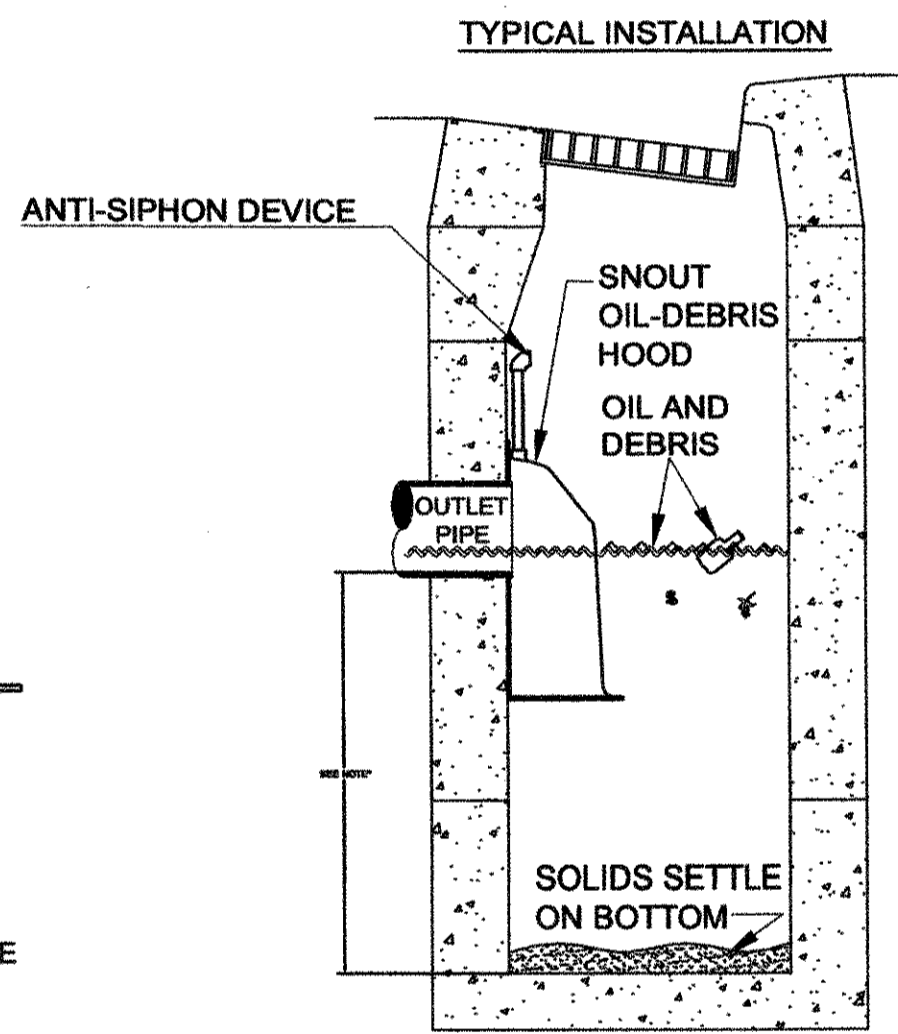


NOTES:

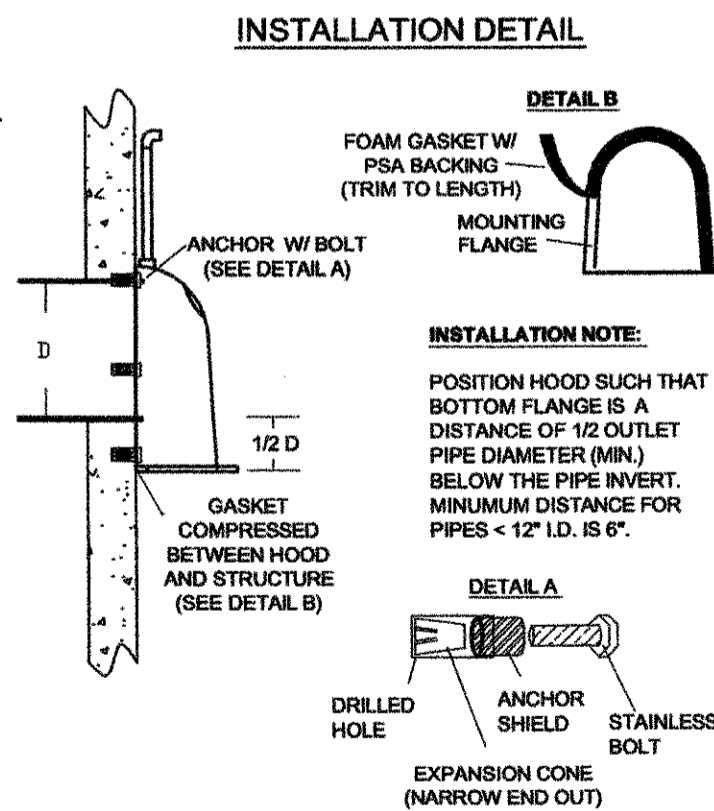
- ALL HOODS AND TRAPS FOR CATCH BASINS AND WATER QUALITY STRUCTURES SHALL BE AS MANUFACTURED BY: BEST MANAGEMENT PRODUCTS, INC. 53 MT. ARCHER RD. LYME, CT 06371 (860) 434-0277, (860) 434-3195 FAX TOLL FREE: (800) 504-8008 OR (888) 434-0277 WEB SITE: www.bmpinc.com OR PRE-APPROVED EQUAL
- ALL HOODS SHALL BE CONSTRUCTED OF A GLASS REINFORCED RESIN COMPOSITE WITH ISO GEL COAT EXTERIOR FINISH WITH A MINIMUM 0.125" LAMINATE THICKNESS.
- ALL HOODS SHALL BE EQUIPPED WITH A WATERTIGHT ACCESS PORT, A MOUNTING FLANGE, AND AN ANTI-SIPHON VENT PIPE AND ELBOW AS DRAWN. (SEE CONFIGURATION DETAIL)
- THE SIZE AND POSITION OF THE HOOD SHALL BE DETERMINED BY OUTLET PIPE SIZE AS PER MANUFACTURER'S RECOMMENDATION (SNOOT SIZE ALWAYS LARGER THAN PIPE SIZE).
- THE BOTTOM OF THE HOOD SHALL EXTEND DOWNWARD A MINIMUM DISTANCE EQUAL TO 1/2 THE OUTLET PIPE DIAMETER WITH A MINIMUM DISTANCE OF 6" FOR PIPES < 12" I.D.
- THE ANTI-SIPHON VENT SHALL EXTEND ABOVE HOOD BY MINIMUM OF 3" AND A MAXIMUM OF 12" ACCORDING TO STRUCTURE CONFIGURATION.
- THE SURFACE OF THE STRUCTURE WHERE THE HOOD IS MOUNTED SHALL BE FINISHED SMOOTH AND FREE OF LOOSE MATERIAL AND PIPE SHALL BE FINISHED FLUSH TO WALL.
- THE HOOD SHALL BE SECURELY ATTACHED TO STRUCTURE WALL WITH 3/8" STAINLESS STEEL BOLTS AND OIL-RESISTANT GASKET AS SUPPLIED BY MANUFACTURER. (SEE INSTALLATION DETAIL)
- INSTALLATION INSTRUCTIONS SHALL BE FURNISHED WITH MANUFACTURER SUPPLIED NSTALLATION KIT. INSTALLATION KIT SHALL INCLUDE:
 - INSTALLATION INSTRUCTIONS
 - PVC ANTI-SIPHON VENT PIPE AND ADAPTER
 - OIL-RESISTANT CRUSHED CELL FOAM GASKET WITH PSA BACKING
 - 3/8" STAINLESS STEEL BOLTS
 - ANCHOR SHIELDS

OIL- DEBRIS HOOD SPECIFICATION AND INSTALLATION (TYPICAL)

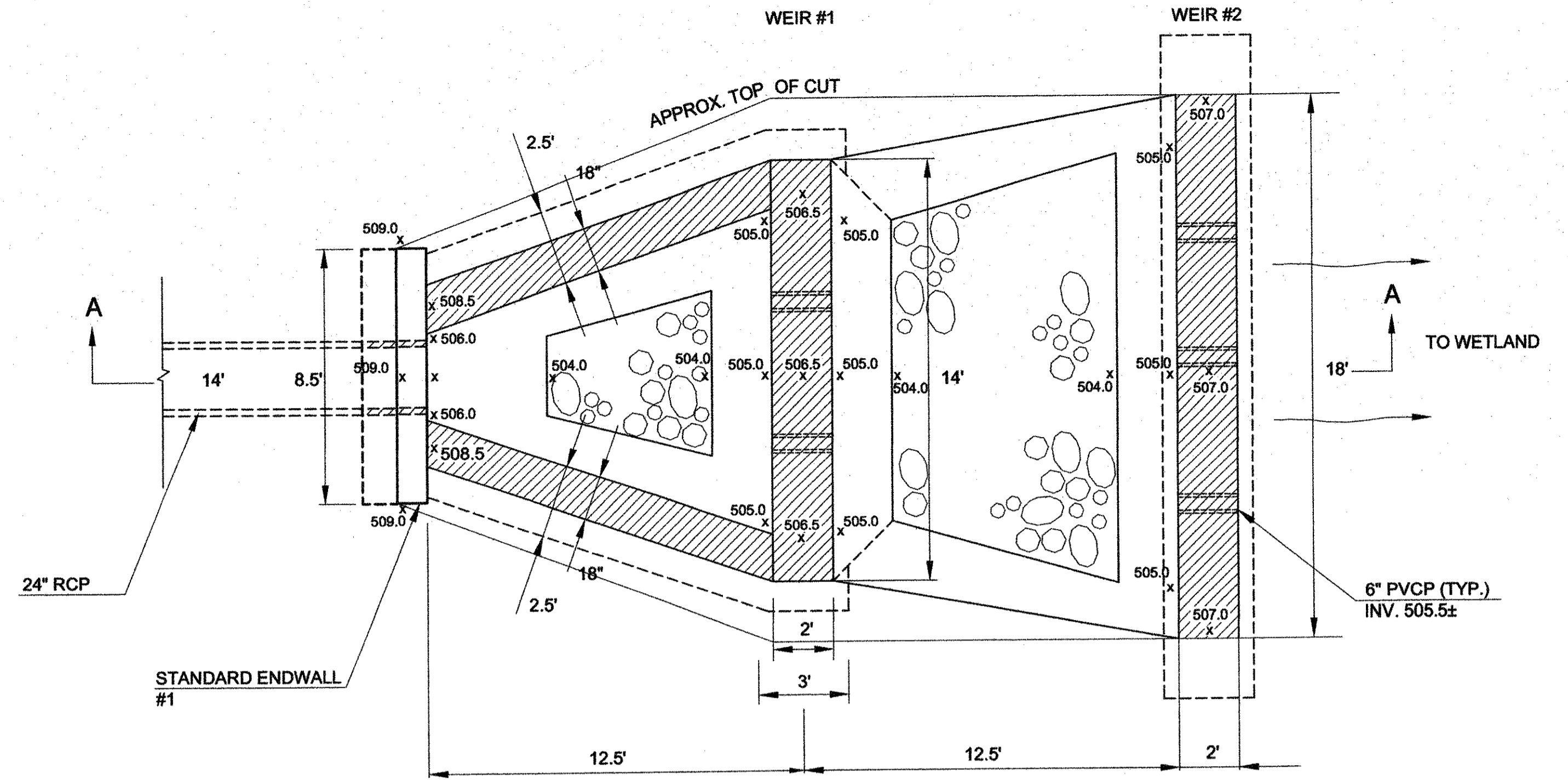
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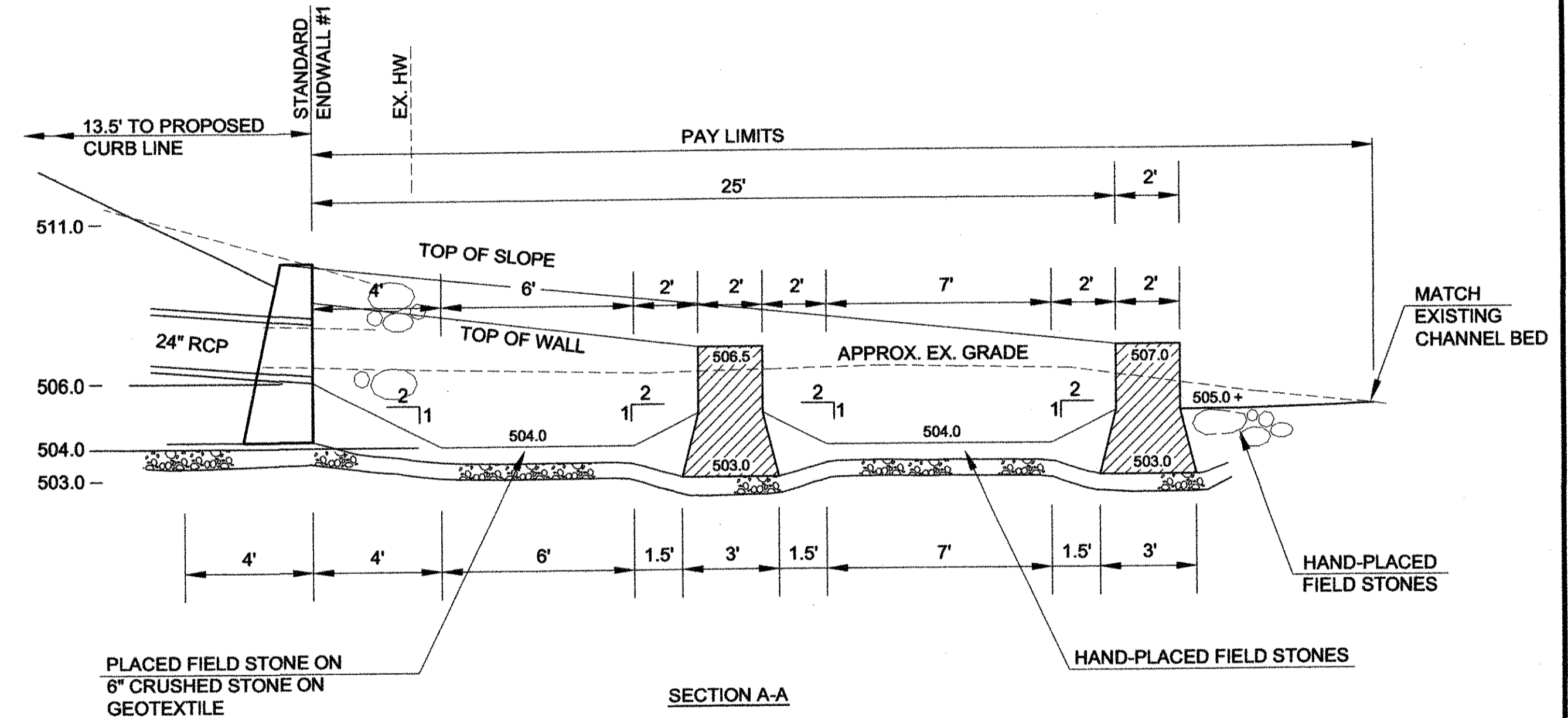
*NOTE- SUMP DEPTH OF 36" MIN. FOR < OR= 12" DIAM. OUTLET. FOR OUTLETS > OR= 15", DEPTH = 2.5-3X DIAM.



HOOD SPECIFICATION FOR CATCH BASINS AND WATER QUALITY STRUCTURES



PLAN VIEW



SECTION A-A

CONSTRUCTION METHOD NOTES:

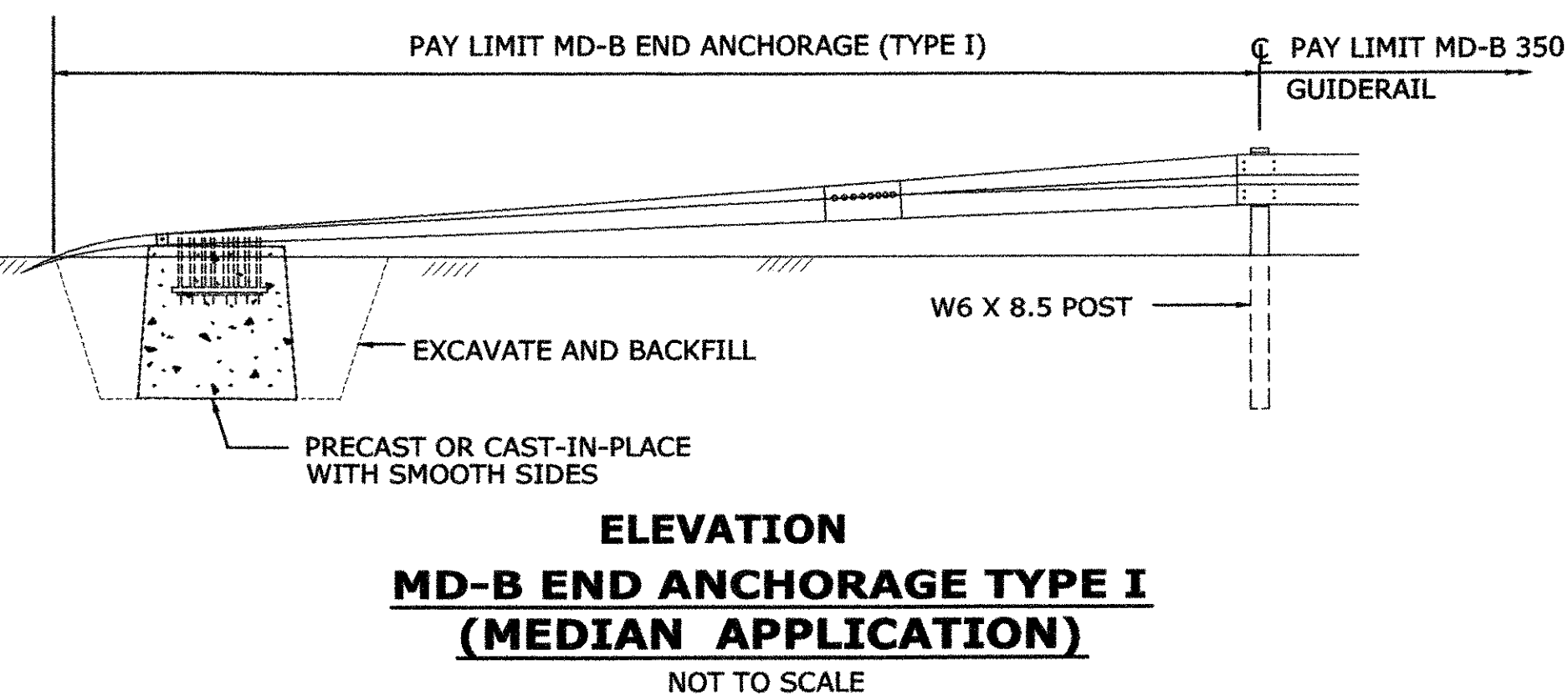
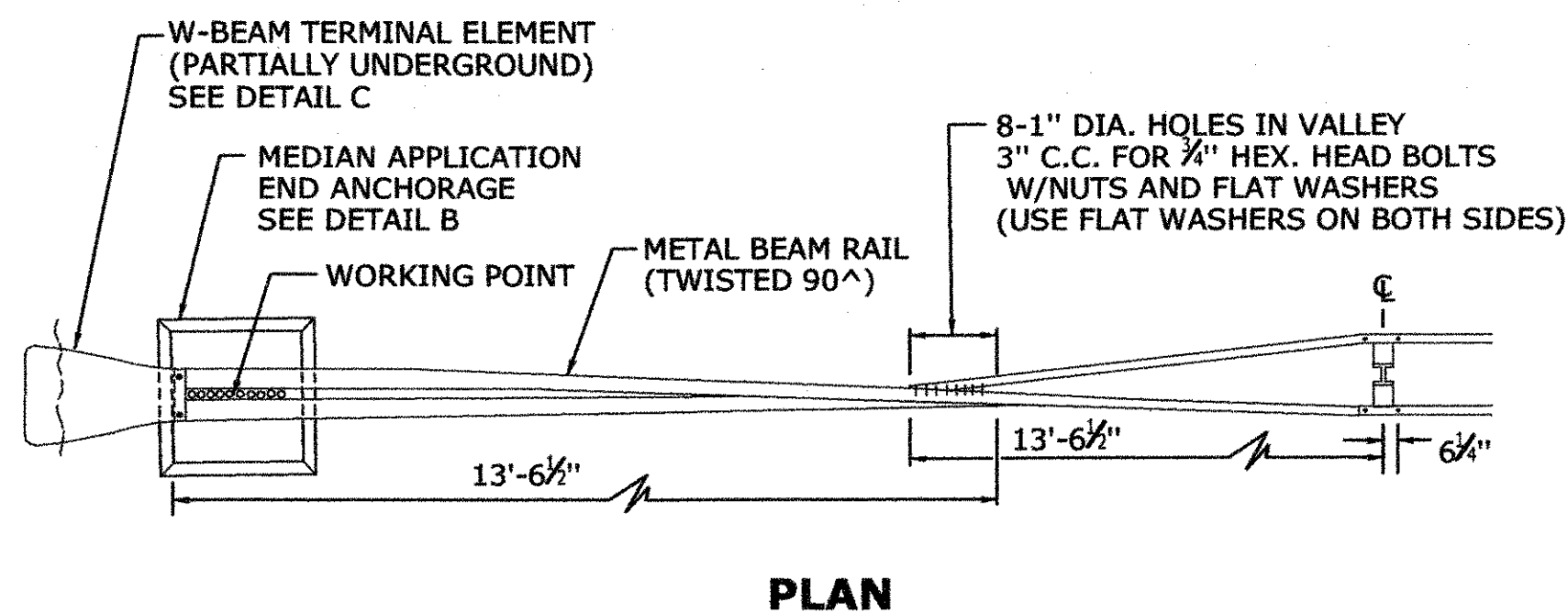
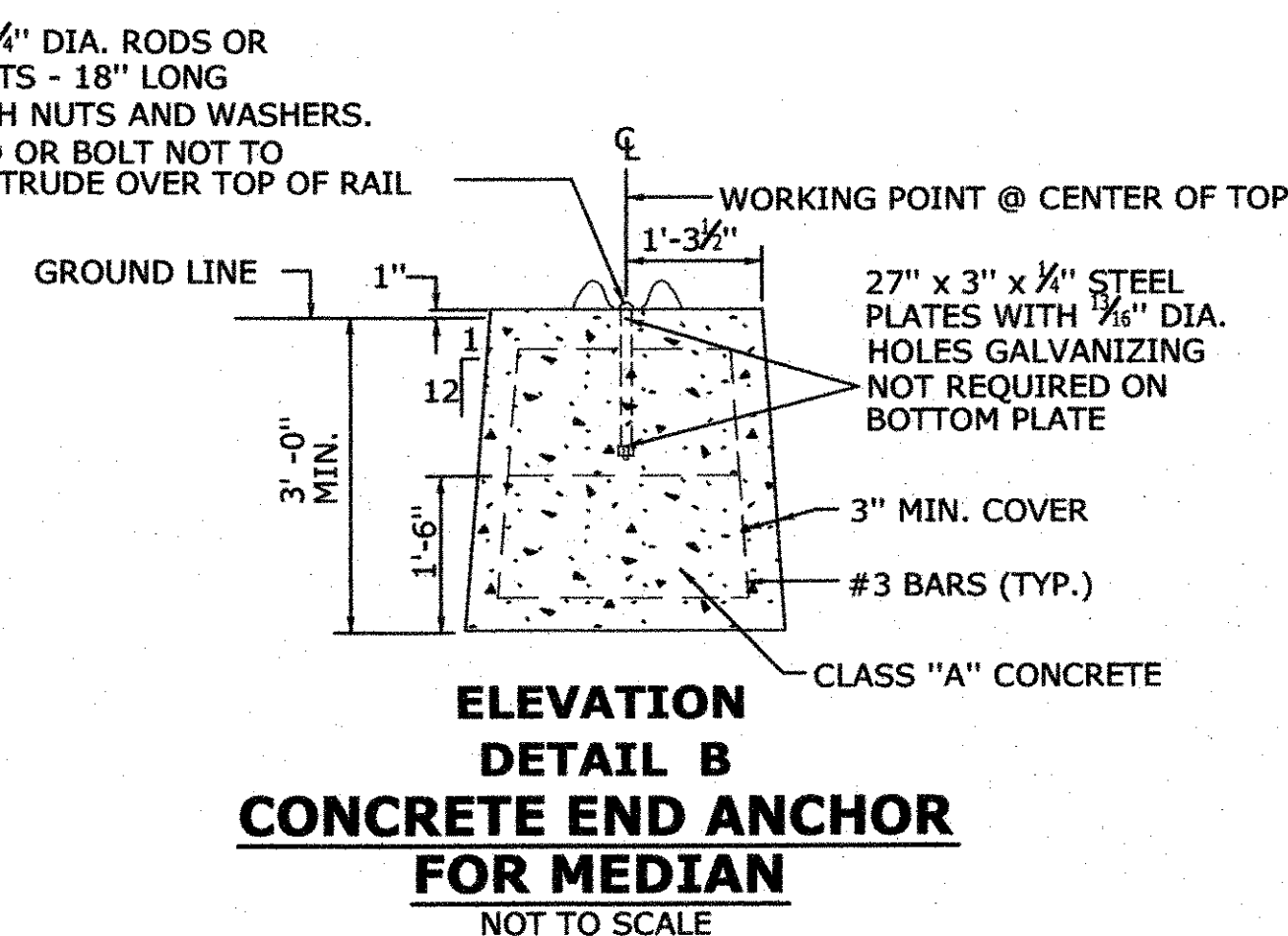
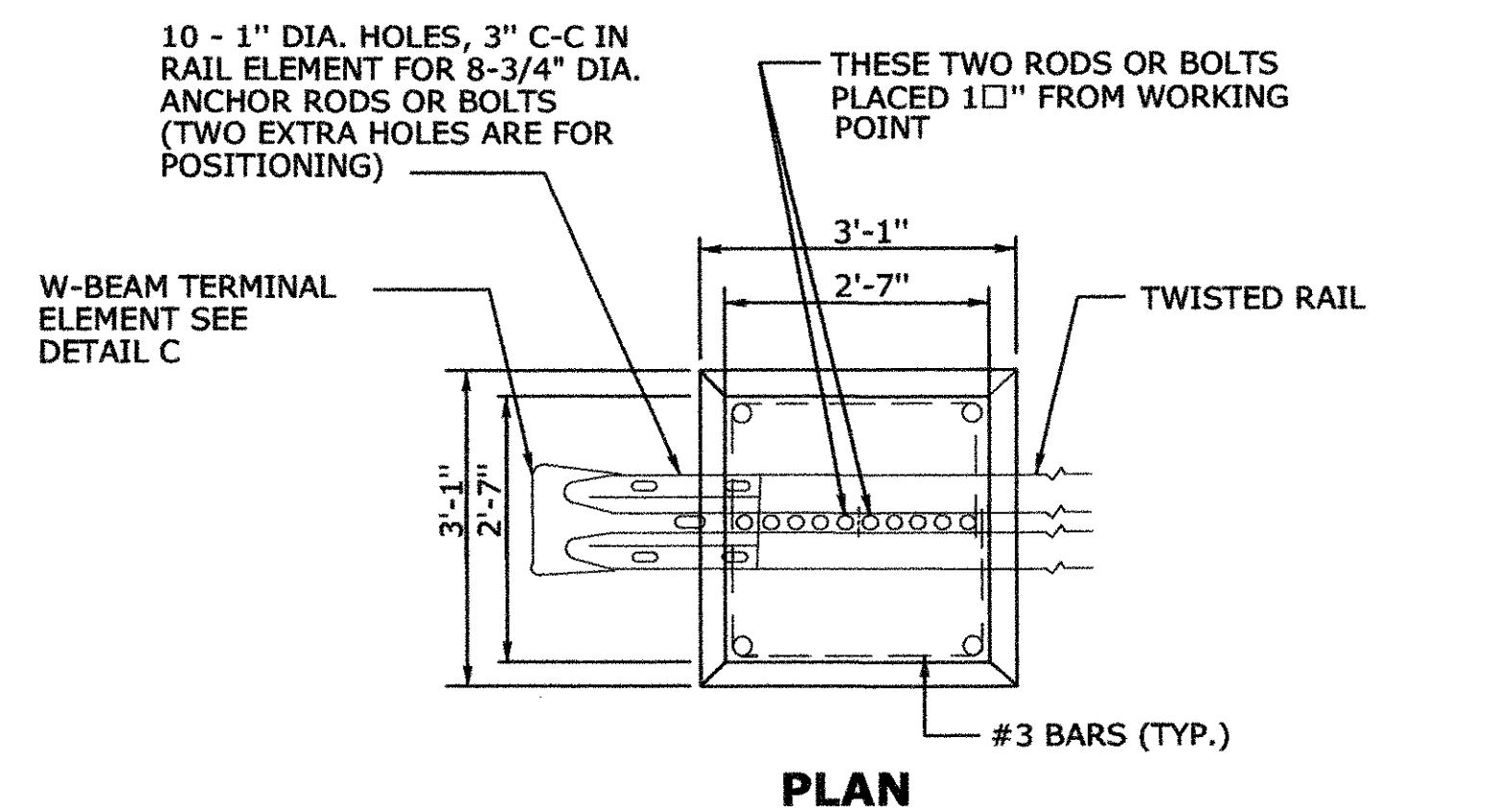
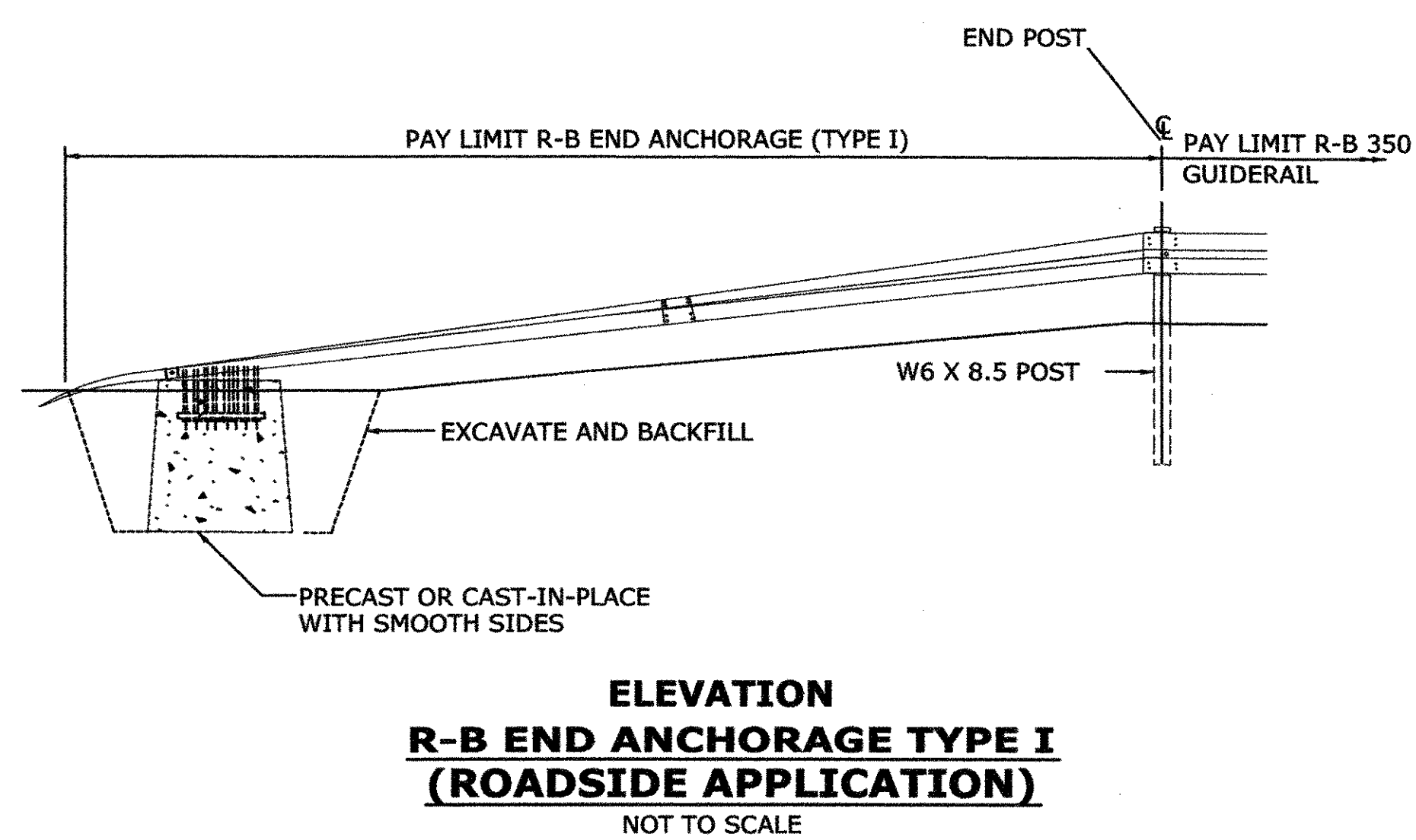
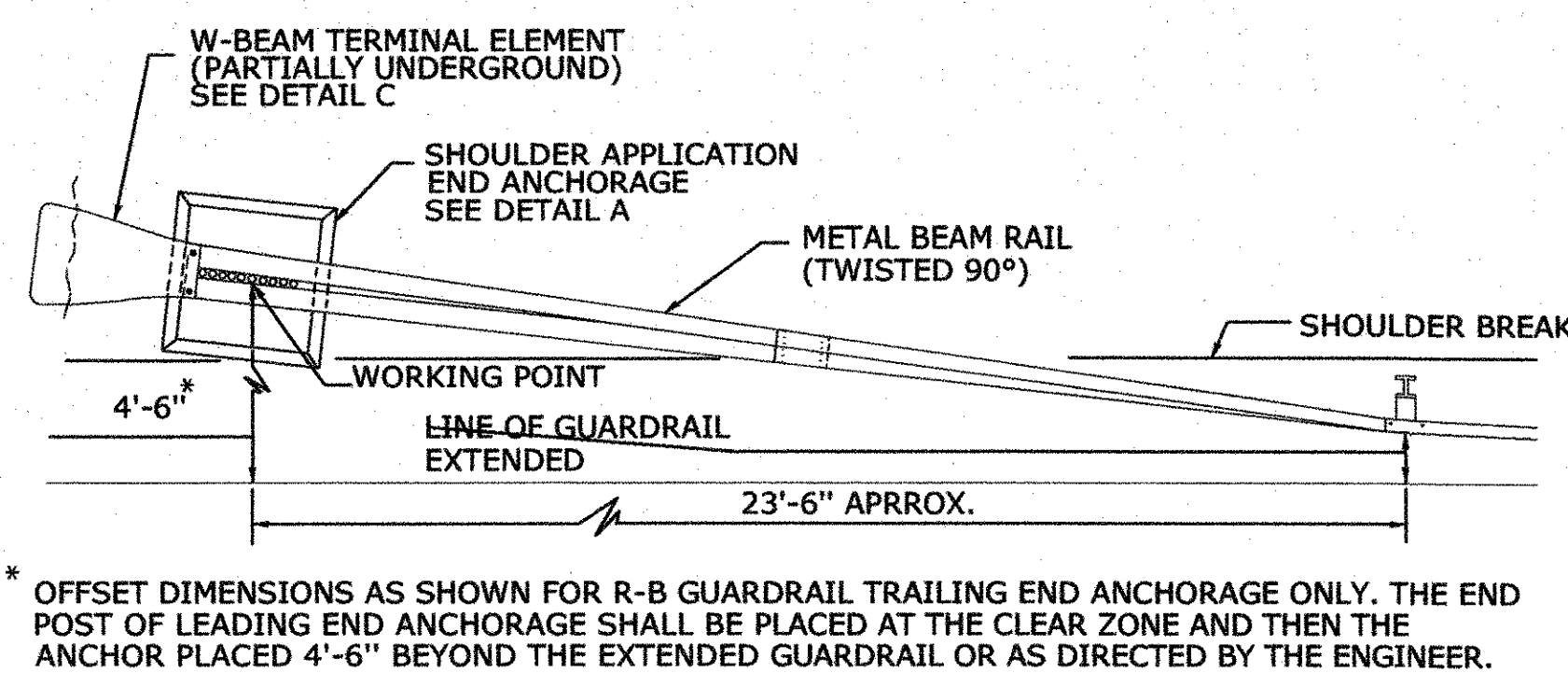
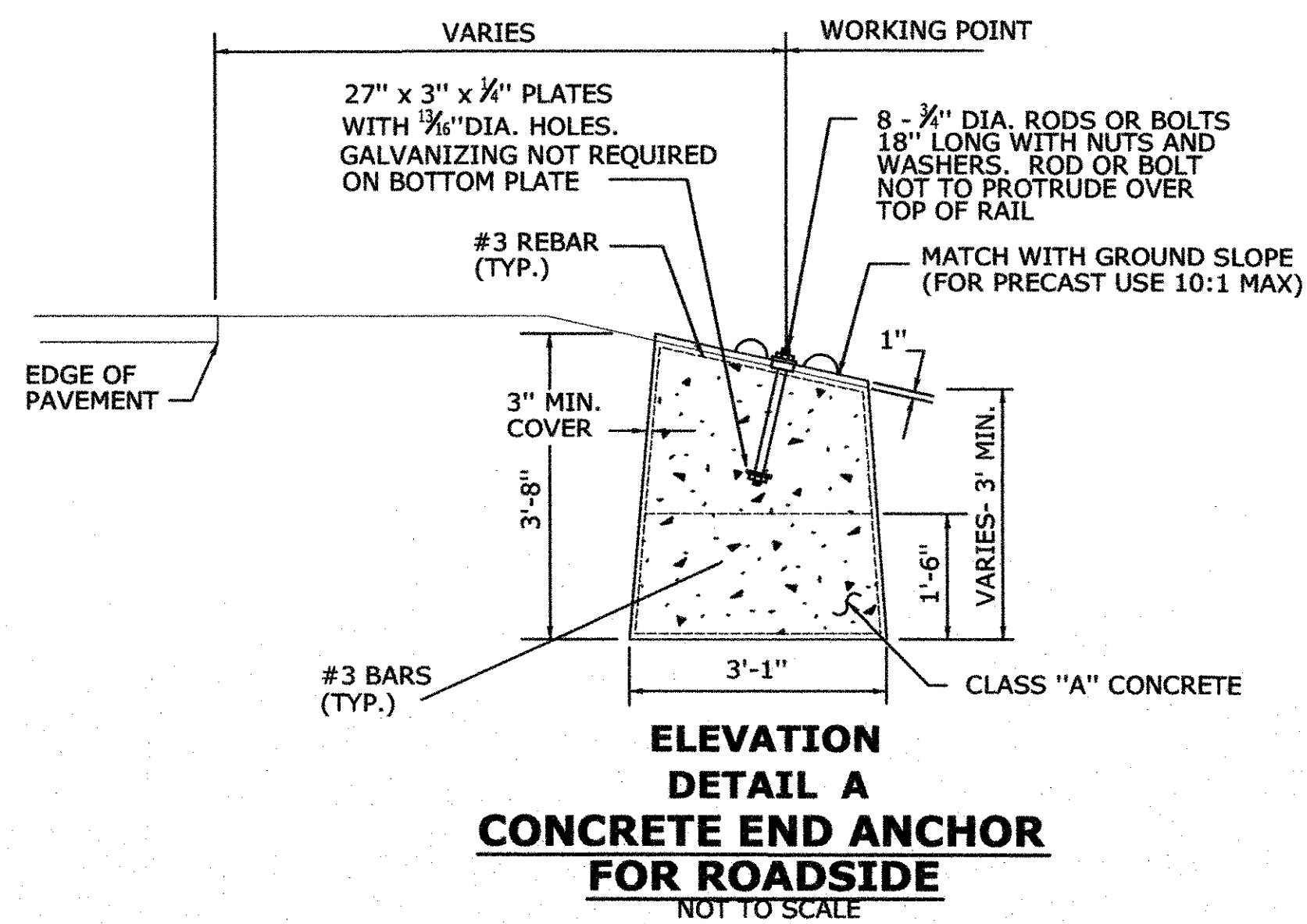
- INSTALL 2-3 6" GREY PVC/P PIPE IN WEIRS @ INV. 505.5.
- WEIRS & LINING TO BE DRY NATIVE FIELD STONE CONSTRUCTION USING 80± 10% LBS STONES (AVERAGE).
- DIMENSIONS OF WALLS & WEIRS ARE MINIMUMS & MAY BE ADJUSTED TO MATCH FIELD CONDITIONS.
- FIELD STONES IN BOTTOM OF BASINS TO HAVE FLAT SIDES UP WHERE POSSIBLE.
- CRUSHED STONE AND GEOTEXTILE SHALL CONFORM TO CONDOT FORM 816.

GENERAL NOTES:

- ENERGY DISSIPATOR SHALL BE PAID FOR UNDER THE ITEM "STANDARD RIPRAP".
- ENERGY DISSIPATOR SHALL BE MEASURED FOR PAYMENT BY THE ACTUAL NUMBER OF CUBIC YARDS PLACED.
- ENERGY DISSIPATOR SHALL INCLUDE ALL MATERIALS, INCLUDING BUT NOT LIMITED TO, GREY PVC/P PIPE, FIELD STONE, CRUSHED STONE, AND GEOTEXTILE, AND ALL TOOLS, EQUIPMENT AND LABOR, INCLUDING BUT NOT LIMITED TO GRADING AND HAND PLACING THE FIELD STONES, INCIDENTAL AND NECESSARY TO COMPLETE THE WORK.

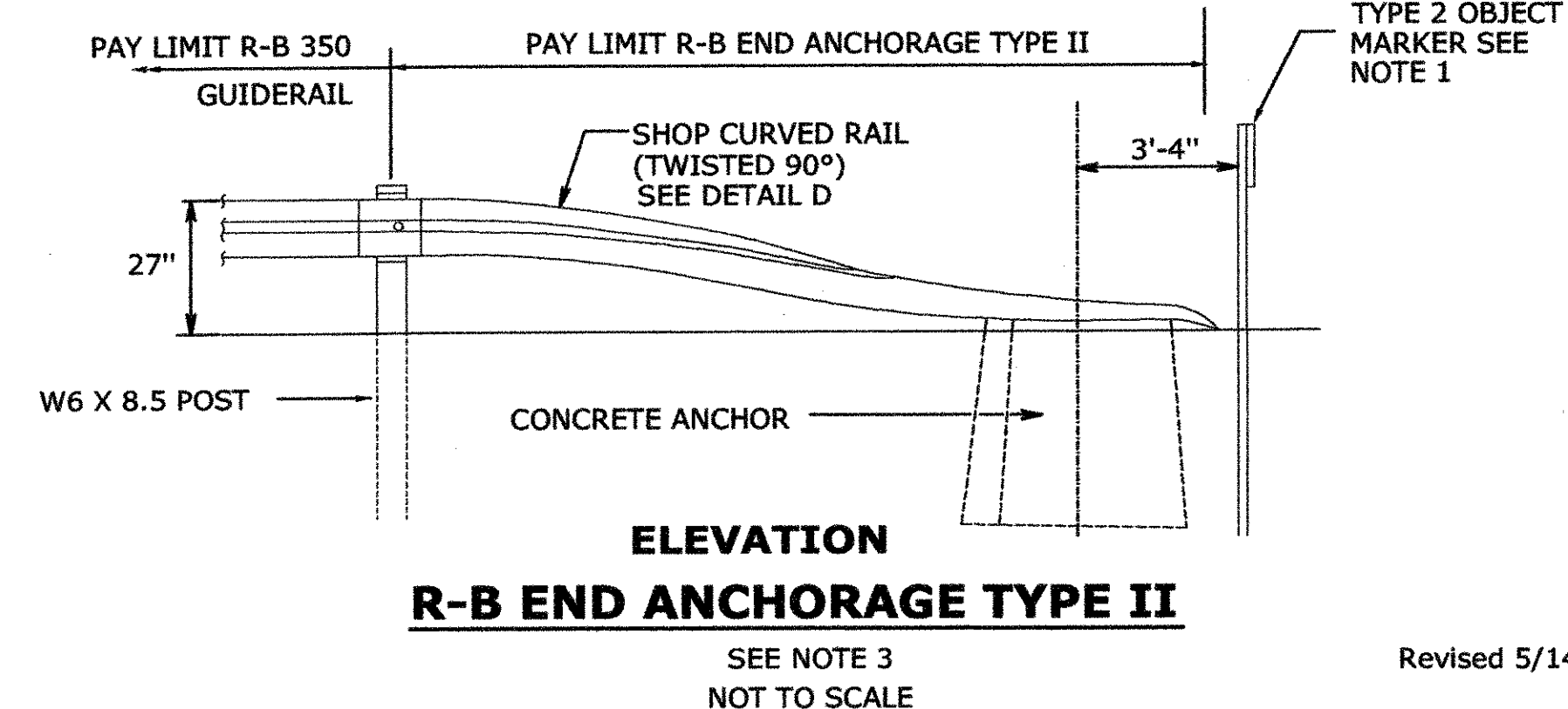
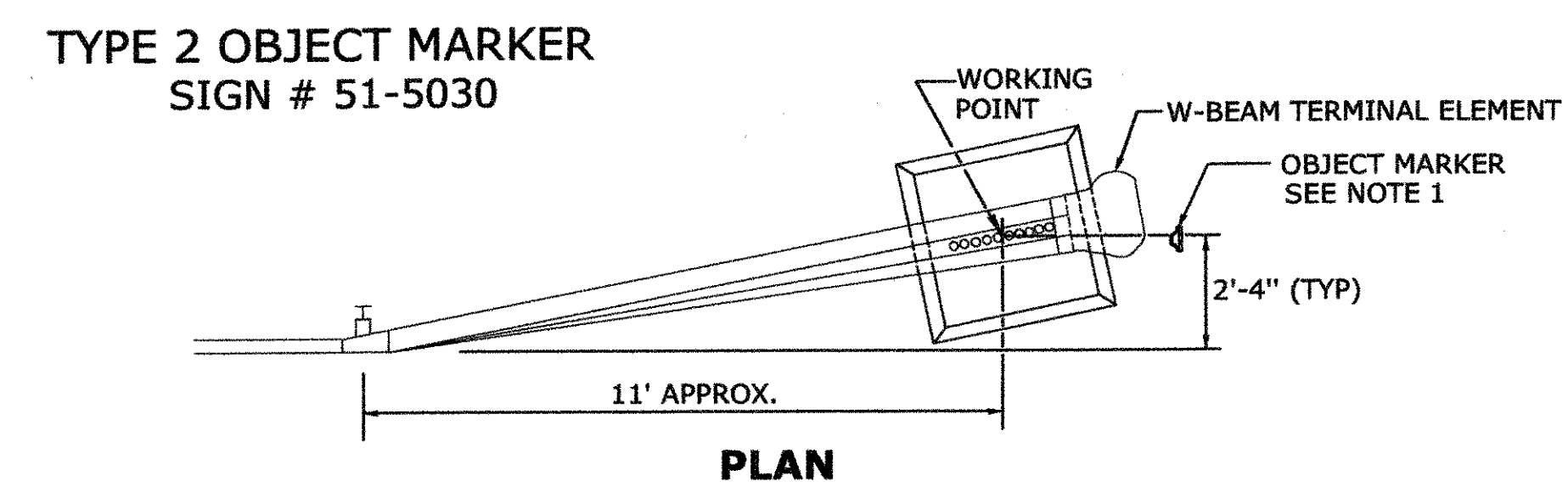
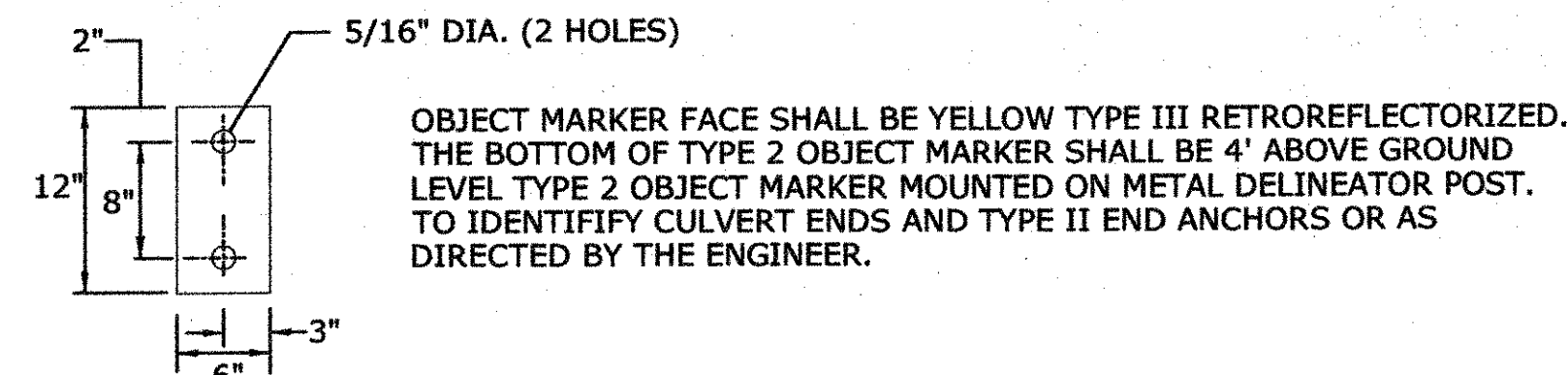
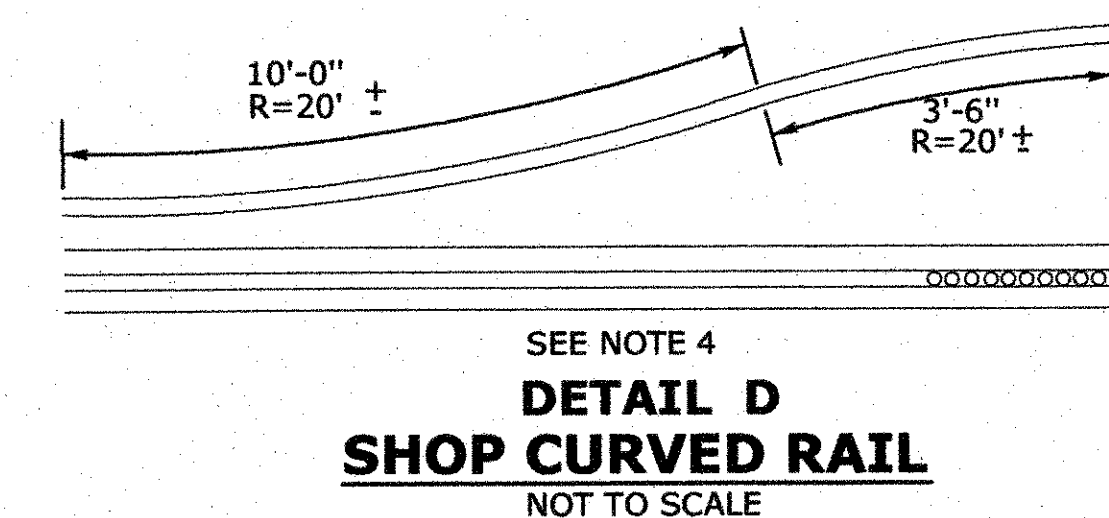
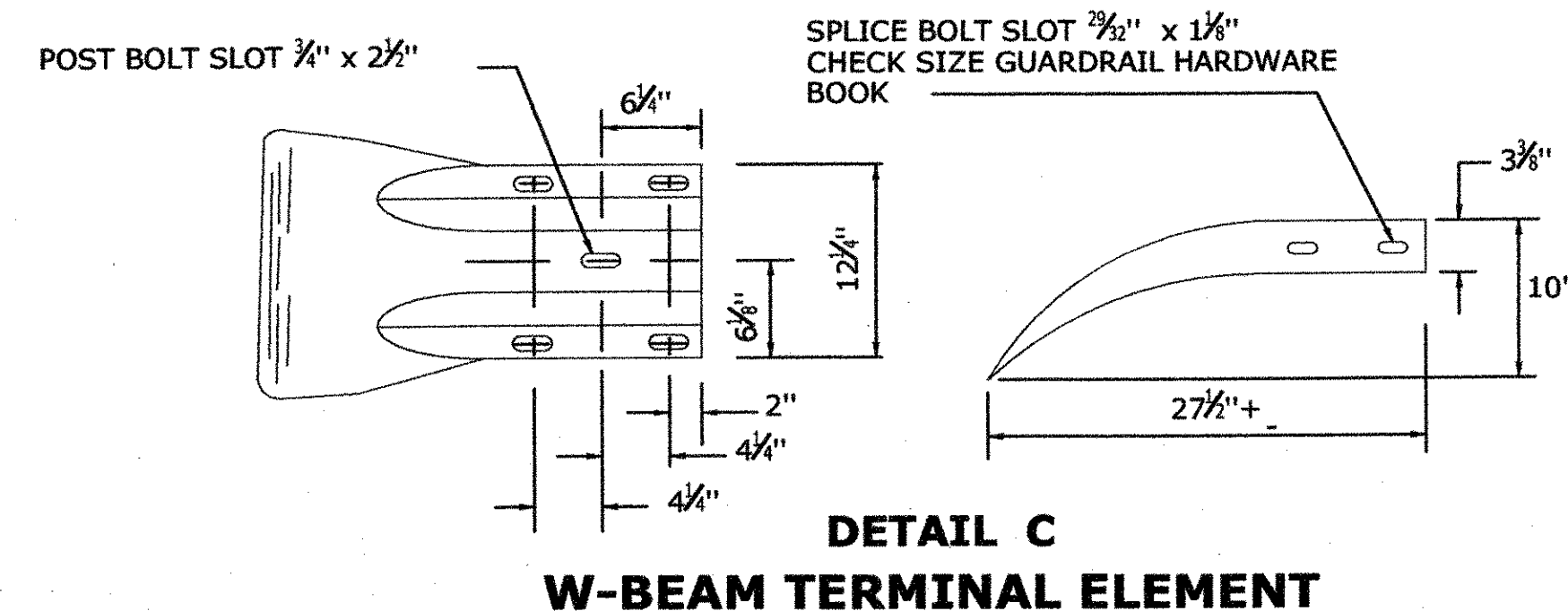
ENERGY DISSIPATER AT HW#1 STA. 13+22 RT
NOT TO SCALE

DESIGNER: TG			PROJECT TITLE: RECONSTRUCTION OF PECK HILL ROAD	TOWN: WOODBRIDGE	PROJECT NO.: 167-104
DRAFTER: KT			ENGINEER: LUCHS CONSULTING ENGINEERS	DRAWING TITLE: MISCELLANEOUS DETAILS	DRAWING NO.: MISC-1
CHECKED BY: TG		APPROVED BY:	CADD FILE:	PLOTTED DATE: 6/30/10	SHEET NO.: 4
DATE CHECKED: 4-23-10		DATE:			
REV.	DATE	DESCRIPTION	SHEET NO.		
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GENERAL NOTES:

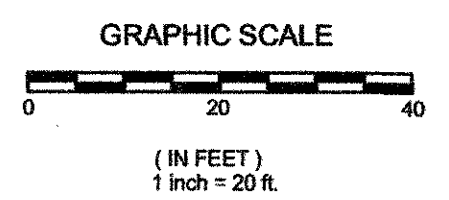
- SEE TRAFFIC TYPICAL DELINEATION AND OBJECT MARKER DETAIL SHEET 7.
- R-B END ANCHORAGE TYPE II INSTALLED ON FREEWAYS AND RAMP SHALL USE CLASS B (10 GAUGE) TERMINAL AND W-BEAM RAIL ELEMENTS. ALL OTHER R-B END ANCHORAGE TYPE I SHALL USE 12 GAUGE TERMINAL AND W-BEAM RAIL ELEMENTS.
- R-B END ANCHORAGE TYPE II MAY ONLY BE USED WHEN THE RAIL IS TURNED AND EXTENDED INTO A DRIVEWAY BEYOND CLEAR ZONE, ON ROADS WITH DESIGN SPEEDS < 45 mph TYPE II END ANCHORS SHALL USE CLASS A (12 GAUGE) TERMINAL ELEMENTS.
- OTHER RADDII WHICH CAN BE DEMONSTRATED TO PROVIDE THE INSTALLATIONS SHOWN FOR END ANCHORAGE TYPE II MAY BE APPROVED.



Revised 5/14/08

REV.	DATE	DESCRIPTION	SHEET NO.

FILENAME: Q:\Projects\Luchs Projects\27014 Peck Hill\design\Details\MISC-02.dwg PLOTTED: 4/07/2011



DESIGNER:	MLF
DRAFTER:	MLF
CHECKED BY:	
DATE CHECKED:	

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ENGINEER: LUCHS CONSULTING ENGINEERS

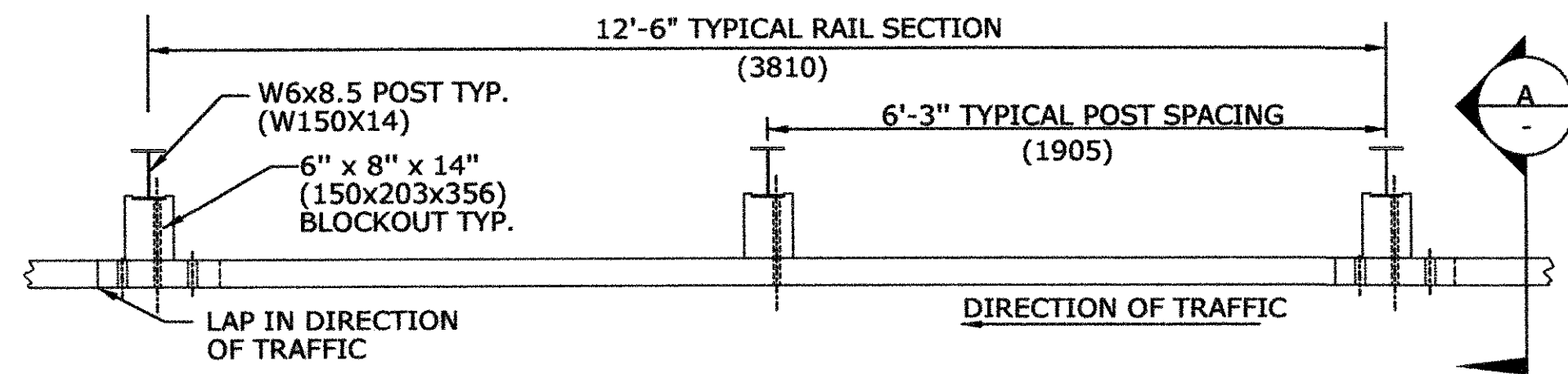
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PROJECT TITLE:	RECONSTRUCTION OF PECK HILL ROAD
CADD FILE:	
PLOTTED DATE:	6/30/10

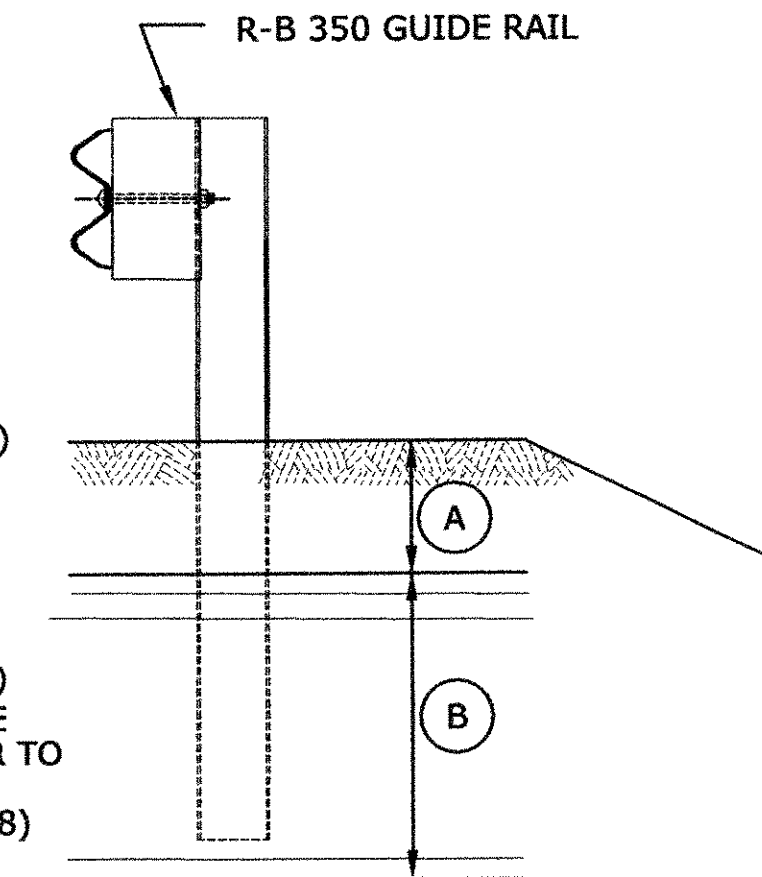
TOWN:	WOODBIDGE	PROJECT NO.:	167-104
DRAWING TITLE:	MISCELLANEOUS DETAILS	DRAWING NO.:	MISC-2
		SHEET NO.:	5

GENERAL NOTES:

- SEE METAL BEAM RAIL HARDWARE SHEET.
- MAXIMUM DESIGN DEFLECTION FOR R-B 350 GUIDERAIL AT THE STANDARD POST SPACING OF 6'-3" (1905) IS 4'-3" (1295). DEFLECTION REQUIREMENT IS MEASURED FROM THE BACK OF POST TO THE FACE OF OBSTRUCTION.
- FOR CURVES WITH RADII OF 150'(45.7m) OR LESS, ALL RAIL ELEMENTS SHALL BE SHOP FABRICATED TO THE PROPER RADIUS AND GALVANIZED AFTER FABRICATION. RADIUS RAIL WHEN REQUIRED AND NOTED ON THE PLANS, IS INCLUDED IN THE PAY ITEM FOR GUIDERAIL.
- RAIL HEIGHT WITH CURBING SHALL BE MEASURED FROM THE TOP OF PAVEMENT. ON HIGH SPEED ROADWAYS (>45mph 72.4kph), 4" (102) CURBING MAY BE USED IN CONJUNCTION WITH GUIDERAIL AND THE RAIL ELEMENT SHALL BE PLACED FLUSH WITH THE FACE OF CURB. ON LOW SPEED ROADWAYS (<45mph 72.4kph), 6" (152) CURBING MAY BE USED IN CONJUNCTION WITH GUIDERAIL AND THE RAIL ELEMENT SHALL BE PLACED A MAXIMUM OF 9" (229) BEHIND THE FACE OF CURB.
- THREE BLOCKOUTS MAY BE USED FOR ONE POST ONLY. TWO BLOCKOUTS MAY BE USED FOR A SERIES OF POSTS. THE COST OF ADDITIONAL BLOCKOUTS AND LONGER BOLTS SHALL BE INCLUDED IN THE BID PRICE PER FOOT OF GUIDERAIL. EXTRA BLOCKOUTS AT TRANSITION TO BRIDGE PARAPETS SHOULD BE AVOIDED.
- THE BOTTOM OF WEATHERING STEEL POSTS, WHEN SPECIFIED, SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM-A-123 TO PROVIDE A 2" (51) EXPOSED GALVANIZED COATING ABOVE THE GROUND.
- W-BEAM GUIDERAIL MAY BE PLACED 1' (305) OR MORE FROM THE EDGE OF PAVEMENT ONLY ON SLOPES 10:1 OR FLATTER AND WITHOUT CURBING. IF THE RAIL IS INSTALLED WITHIN 2'(610) OF THE EDGE OF PAVEMENT, THE RAIL HEIGHT IS MEASURED FROM THE SHOULDER SLOPE EXTENDED TO THE RAIL. IF THE RAIL IS INSTALLED BEYOND 2'(610) FROM THE EDGE OF PAVEMENT, THE RAIL HEIGHT IS MEASURED FROM THE GROUND DIRECTLY BELOW THE RAIL.
- ALL R-B 350 GUIDERAIL TYPES INSTALLED ON EXPRESSWAYS AND RAMPS SHALL USE CLASS B, TYPE-II (10 GAUGE) W-BEAM RAIL ELEMENTS.
- 20" (507) DIA. EXCAVATED HOLE SHALL BE BACKFILLED WITH SUITABLE MATERIAL, OR GRANULAR FILL COMPACTED IN 6" (150) LIFTS BEFORE DRIVING POST OR POSTS MAY BE SET IN EXCAVATED HOLE AND BACKFILLED WITH CONTROLLED LOW STRENGTH MATERIAL (CLSM). 8" (203) DIA. HOLE SHALL BE BACKFILLED WITH SUITABLE MATERIAL.
- AS DIRECTED BY THE ENGINEER AND WHERE PAVEMENT FOR RAILING IS NOT BEING INSTALLED, PROCESSED AGGREGATE SHALL BE INSTALLED FROM THE PAVEMENT EDGE OR BACK OF CURB TO A MINIMUM OF 2' (610) BEHIND THE GUIDERAIL POST AND COMPACTED IN 6" (150) LIFTS.



PLAN



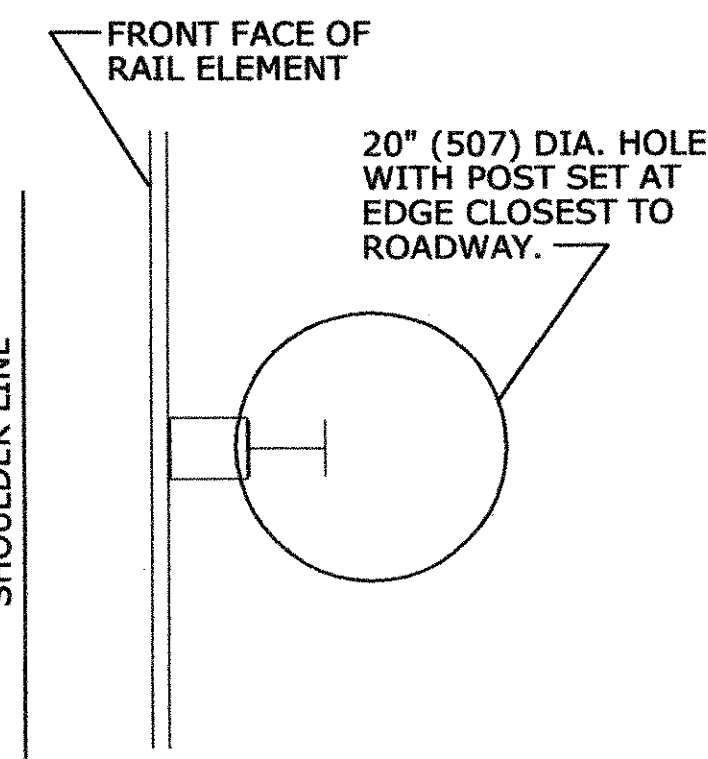
ELEVATION
(SEE NOTE 9)

CONDITION 1 :

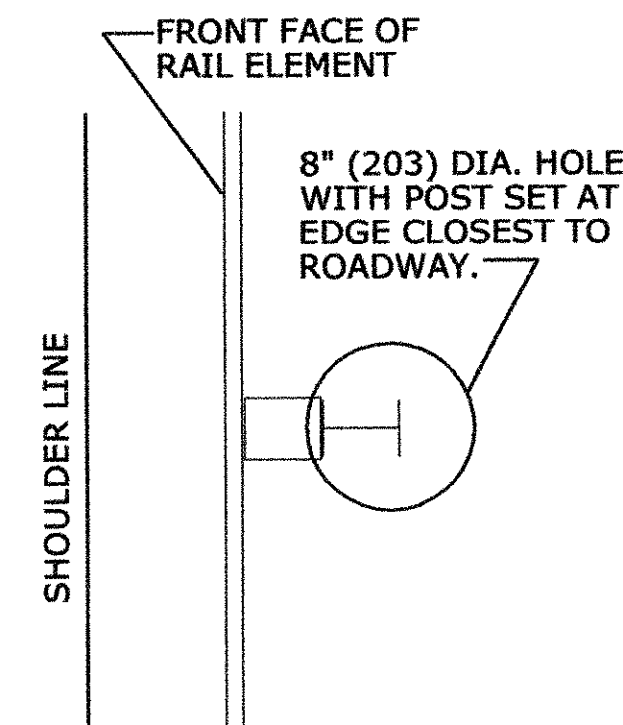
IF SOIL DEPTH IS < 18" (457) DEEP DRILL 20" (507) DIA. HOLE 24" (610) INTO LEDGE. (B)

CONDITION 2 :

IF SOIL DEPTH IS > 18" (457) DEEP DRILL 8" (203) DIA. HOLE 1' (305) INTO LEDGE (A) TO THE DEPTH OF FULL EMBEDMENT OF 44" (1118) WHICHEVER IS LESS.

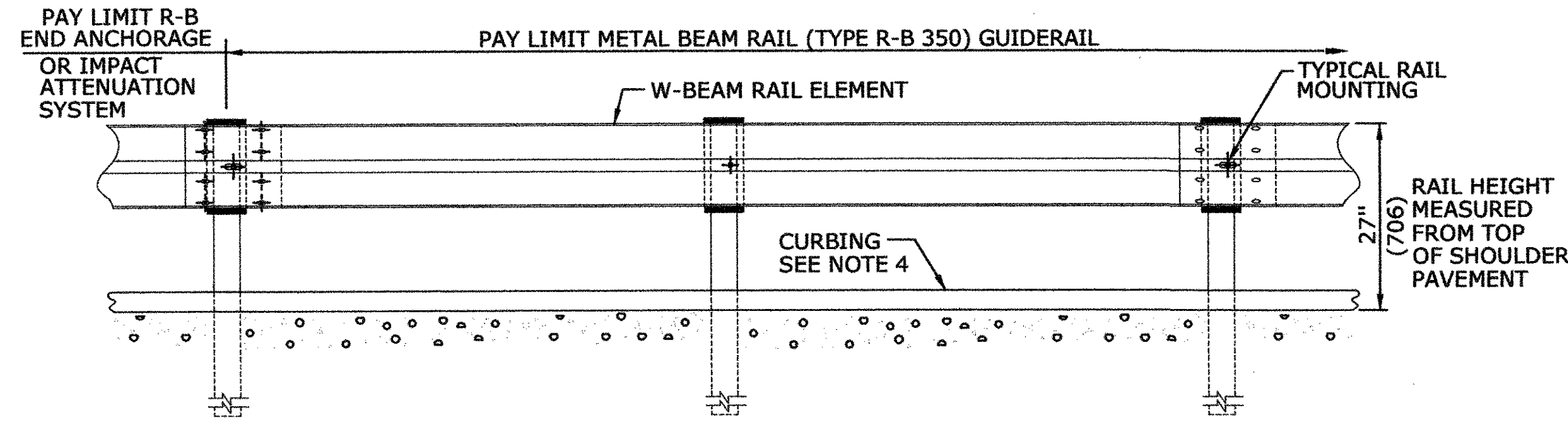


PLAN CONDITION 1
(SEE NOTE 9)



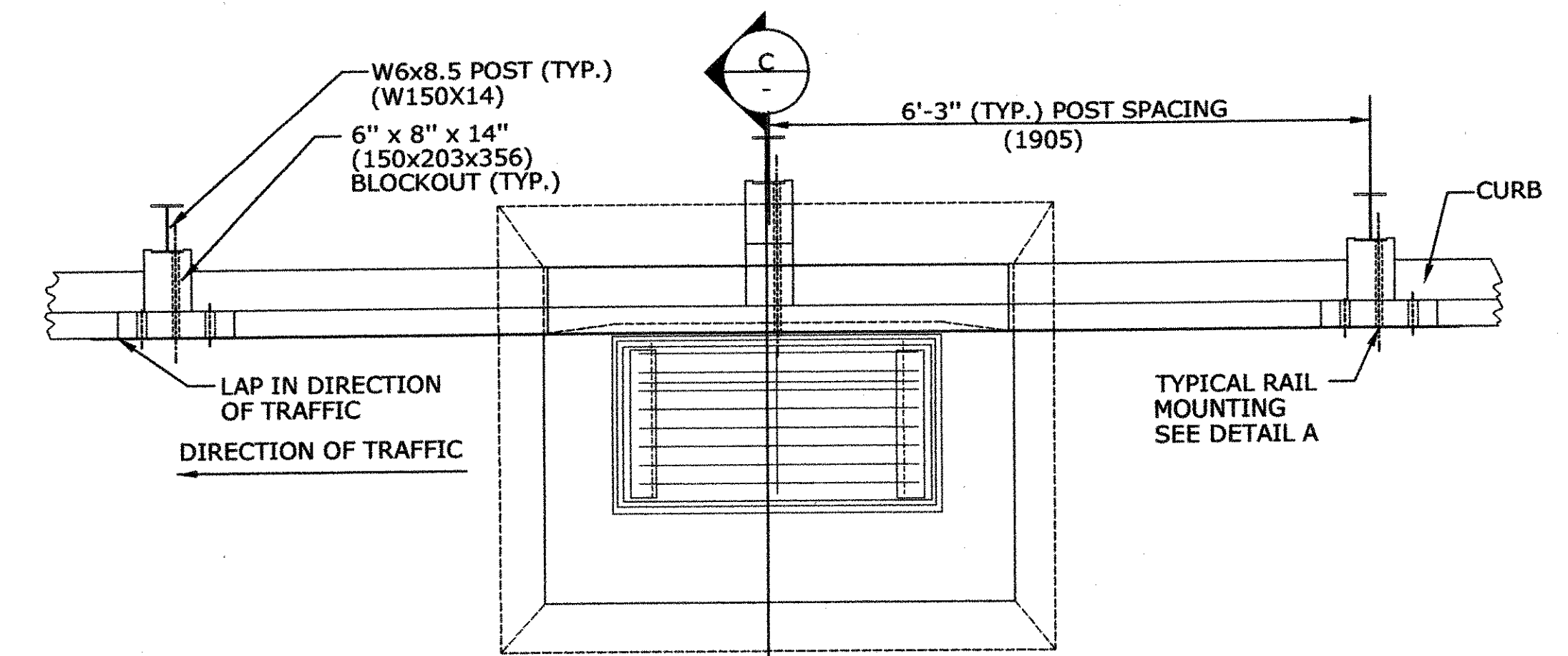
PLAN CONDITION 2
(SEE NOTE 9)

DRILLING IN ROCK FOR GUIDERAIL POSTS

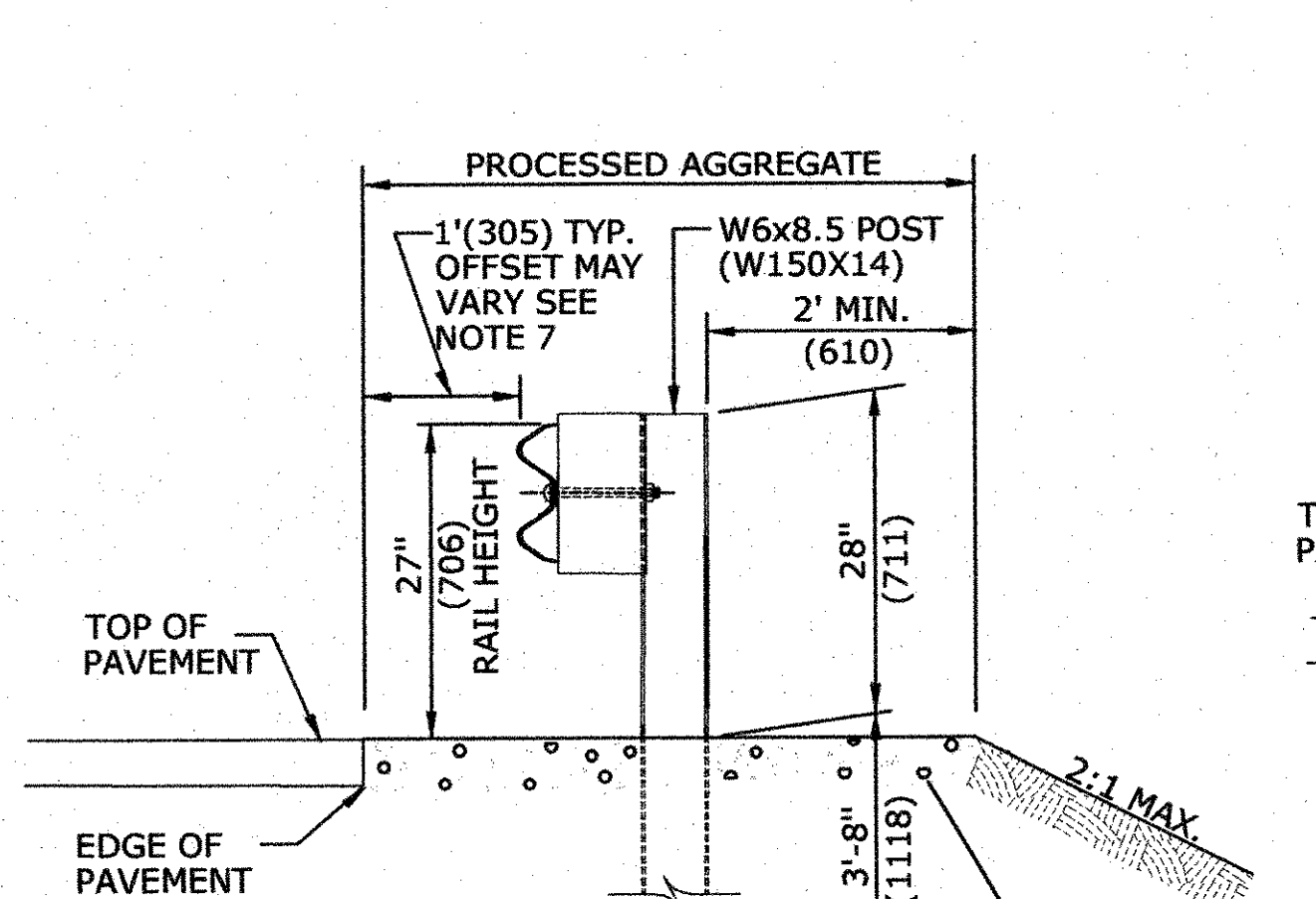


ELEVATION

METAL BEAM RAIL (TYPE R-B 350)

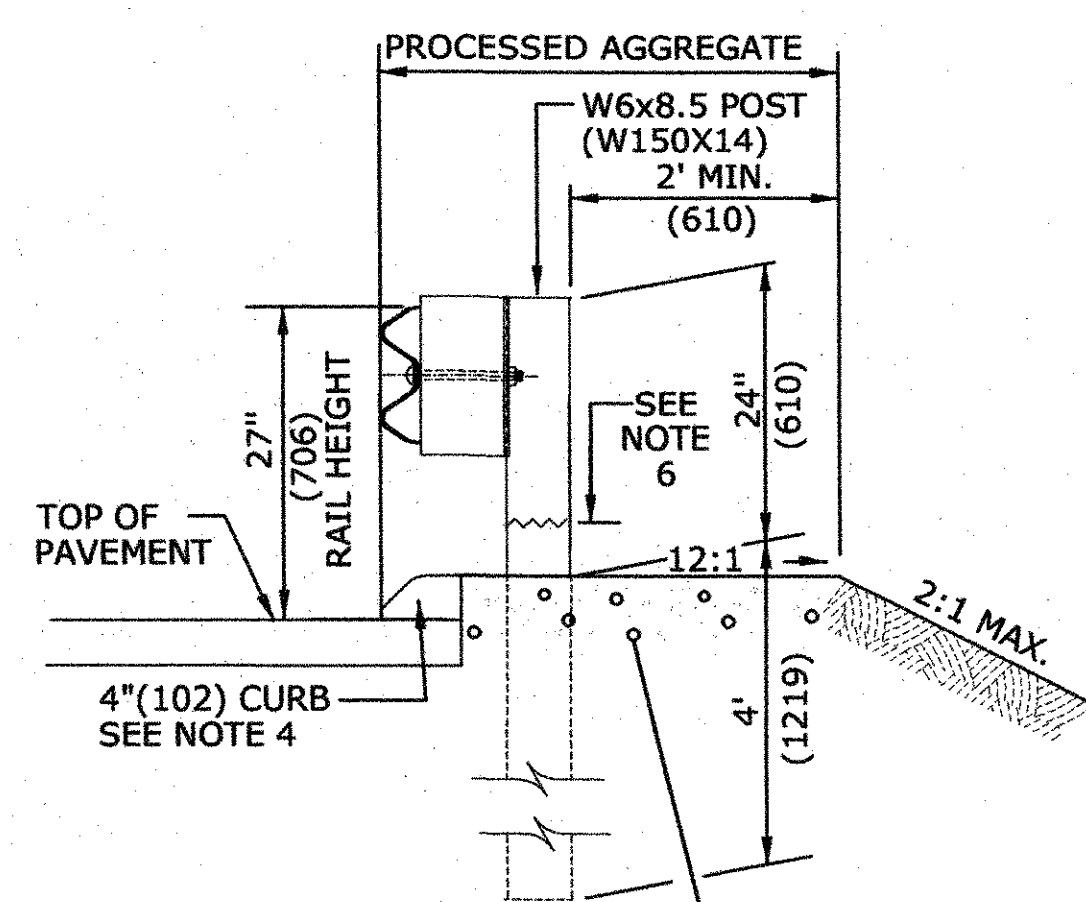


PLAN



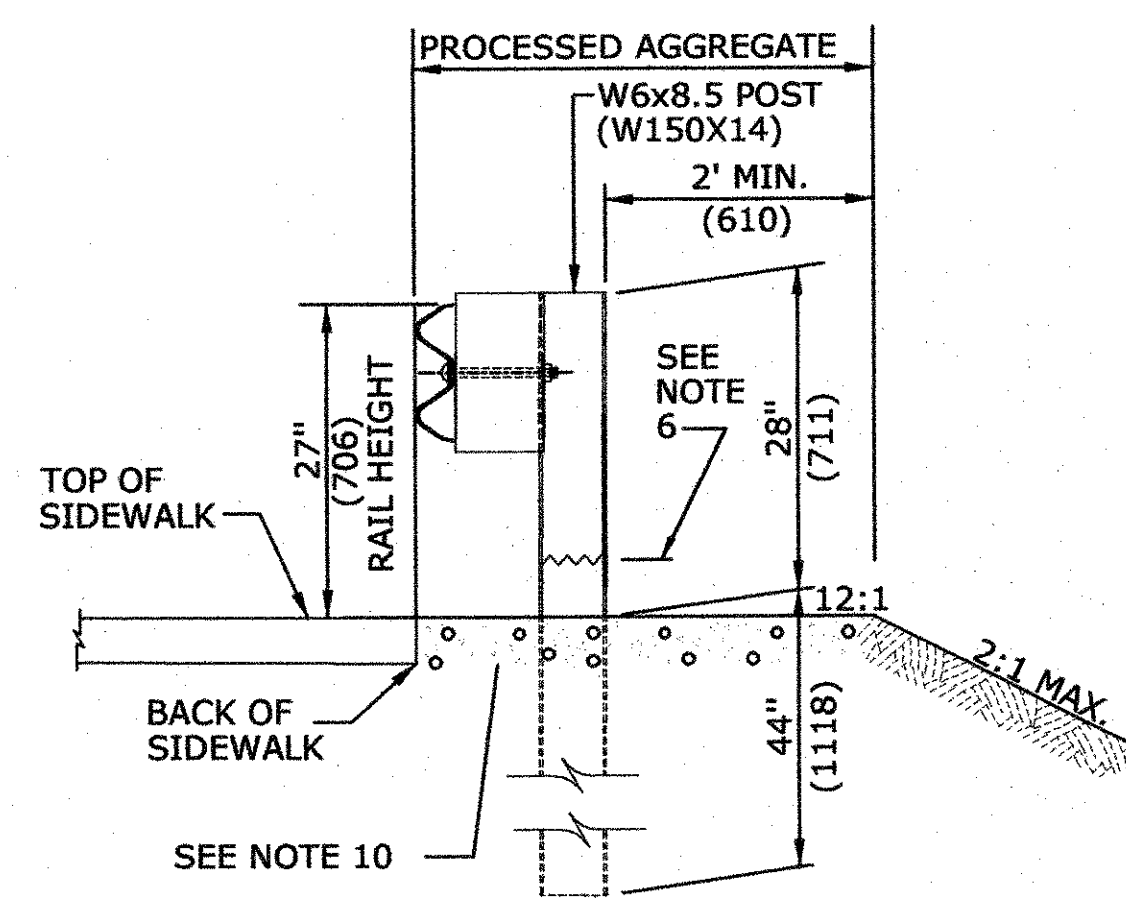
SECTION A

NO CURB APPLICATION



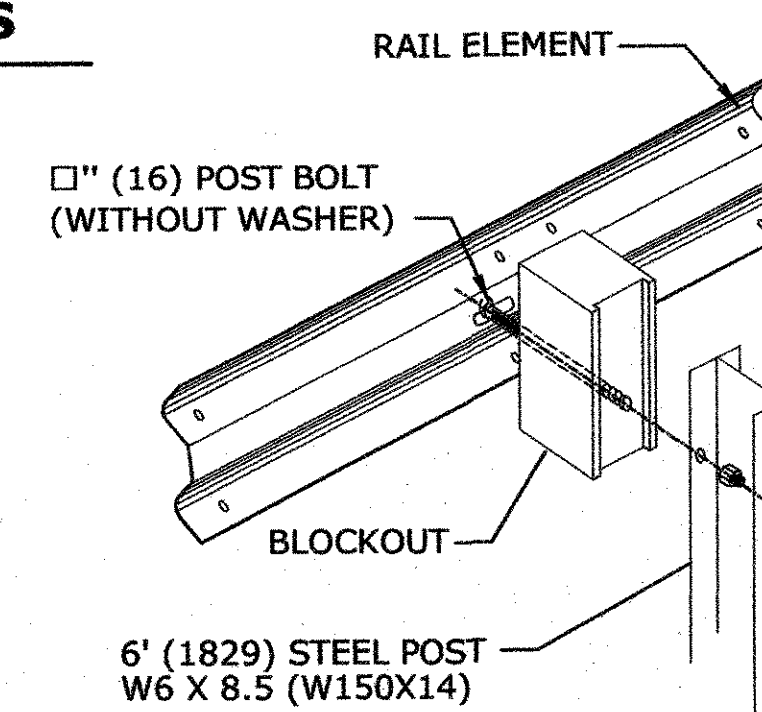
SECTION A

CURB APPLICATION

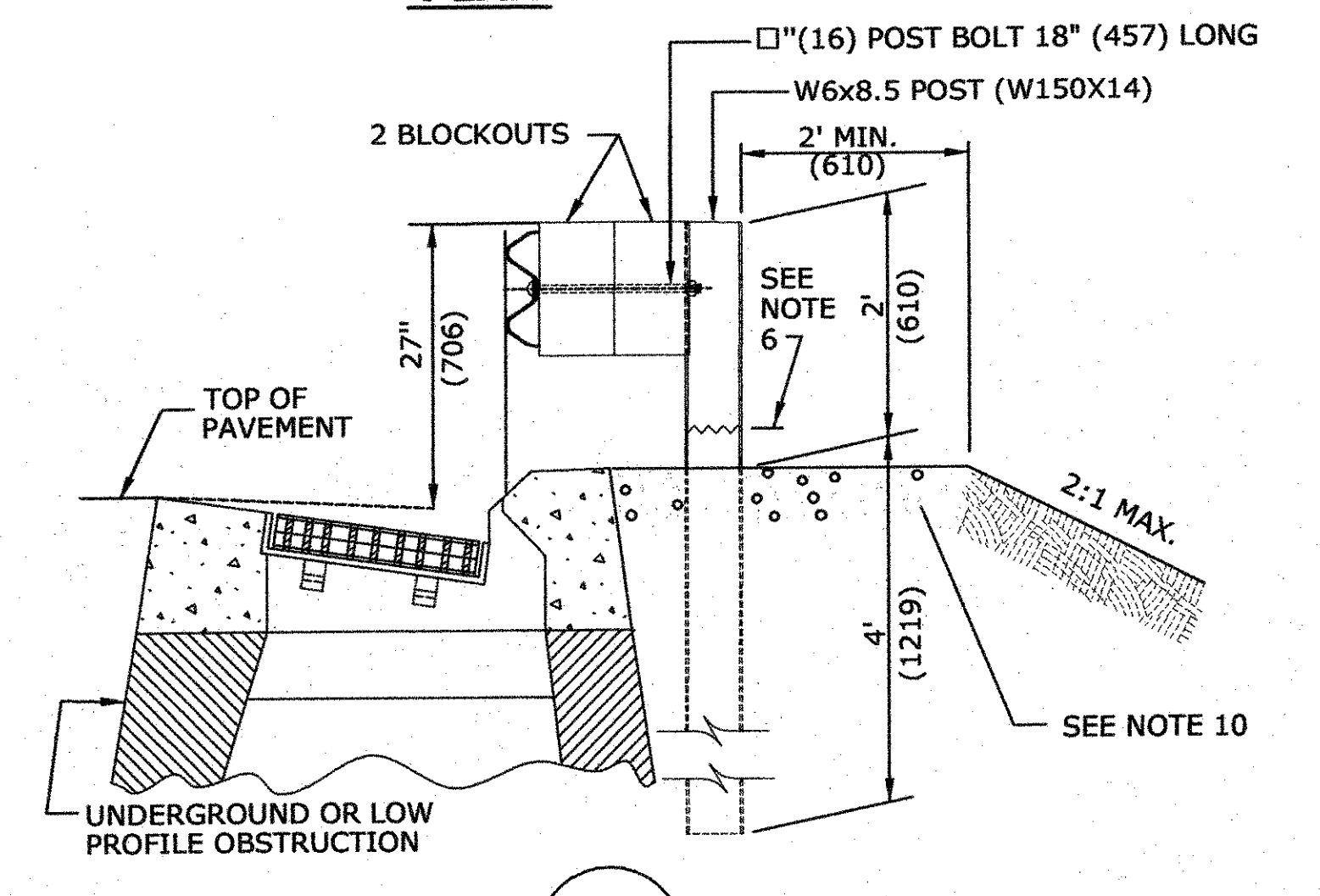


SECTION A

SIDEWALK APPLICATION



DETAIL A
RAIL MOUNTING

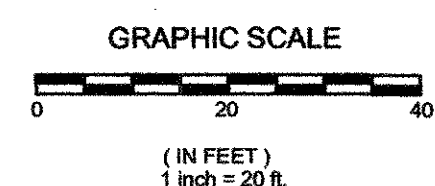


SECTION C

MULTIPLE BLOCKOUT APPLICATION (MAY BE USED TO AVOID UNDERGROUND OR LOW PROFILE OBSTRUCTION)

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

REV.	DATE	DESCRIPTION	SHEET NO.



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DRAFTER:	MLF
CHECKED BY:	
DATE CHECKED:	

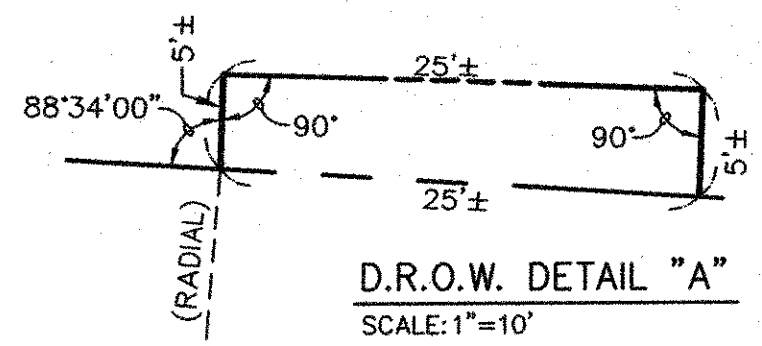
Luchs
CONSULTING ENGINEERS

ENGINEER: LUCHS CONSULTING ENGINEERS

APPROVED BY: _____ DATE: _____

PROJECT TITLE:	RECONSTRUCTION OF PECK HILL ROAD
CADD FILE:	
PLOTTED DATE:	8/30/10

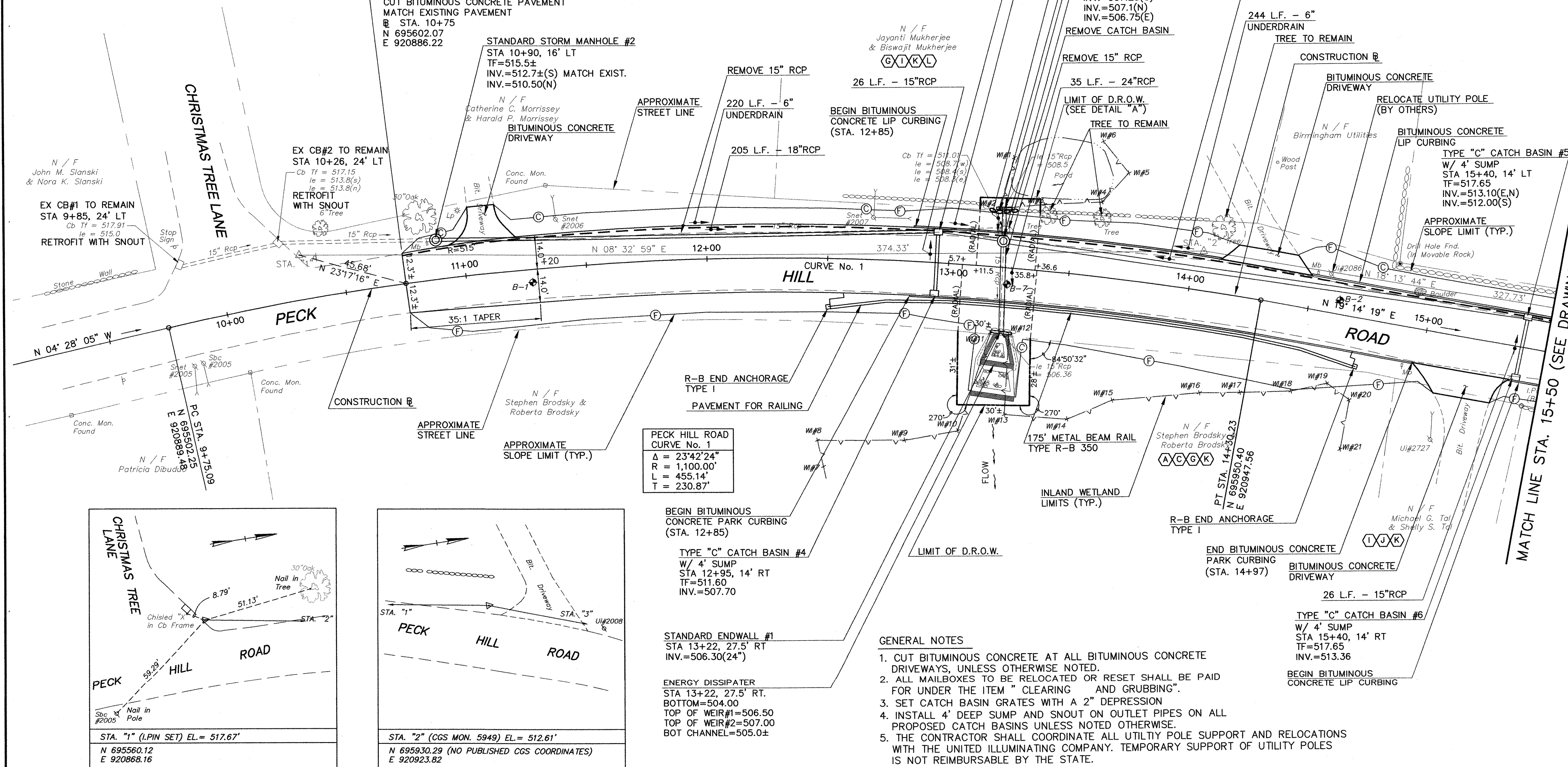
TOWN:	WOODBIDGE	PROJECT NO.:	167-104
DRAWING TITLE:	METAL BEAM RAIL (TYPE R-B 350) GUIDERAIL	DRAWING NO.:	MISC-3
		SHEET NO.:	6



SCHEDULE OF RIGHTS AND EASEMENTS

(A)	EASEMENT TO SLOPE FOR SUPPORT OF THE HIGHWAY REQUIRED
(C)	EASEMENT TO DRAIN REQUIRED
(G)	DRAINAGE RIGHT OF WAY REQUIRED
(I)	RIGHT TO GRADE REQUIRED
(J)	RIGHT TO CONSTRUCT DRIVEWAY(S) REQUIRED
(K)	RIGHT TO INSTALL SEDIMENTATION CONTROL SYSTEM REQUIRED
(L)	RIGHT TO REMOVE AND RESET STONE WALL REQUIRED

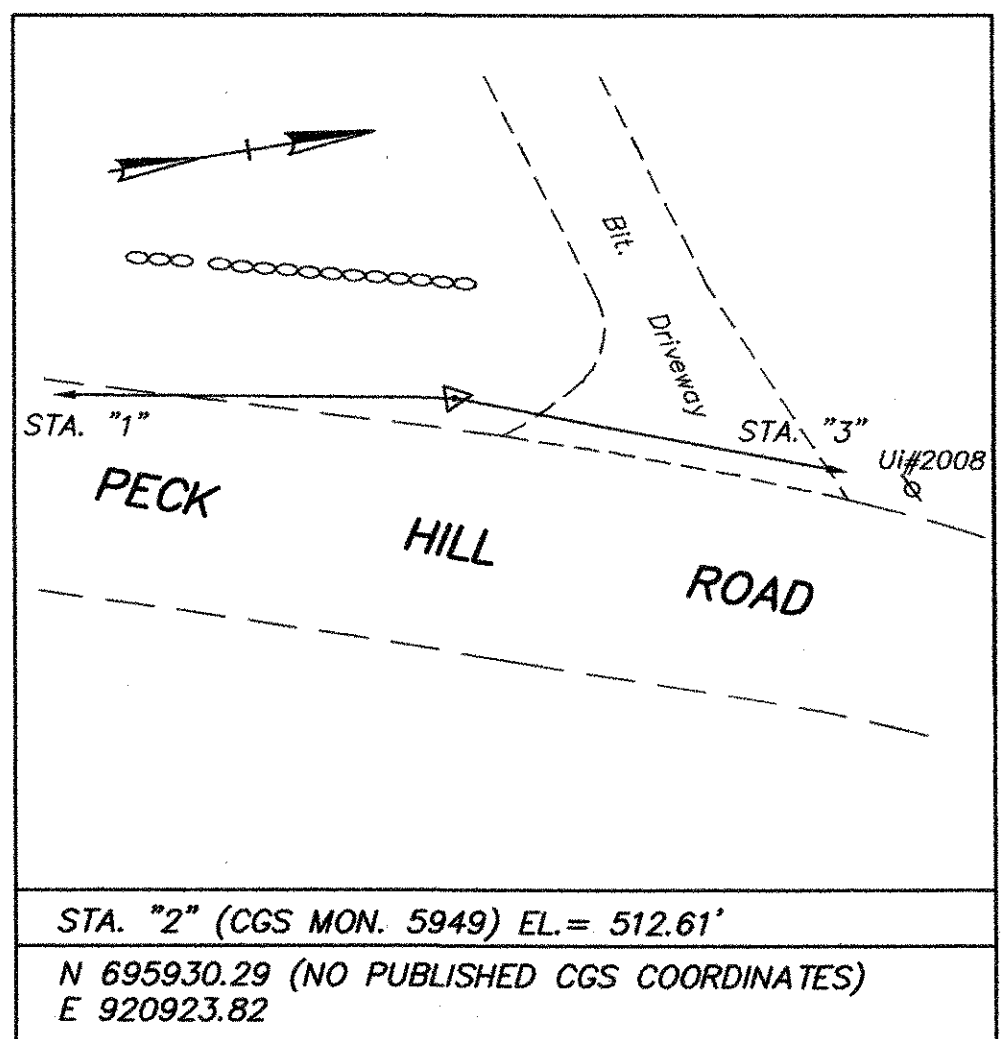
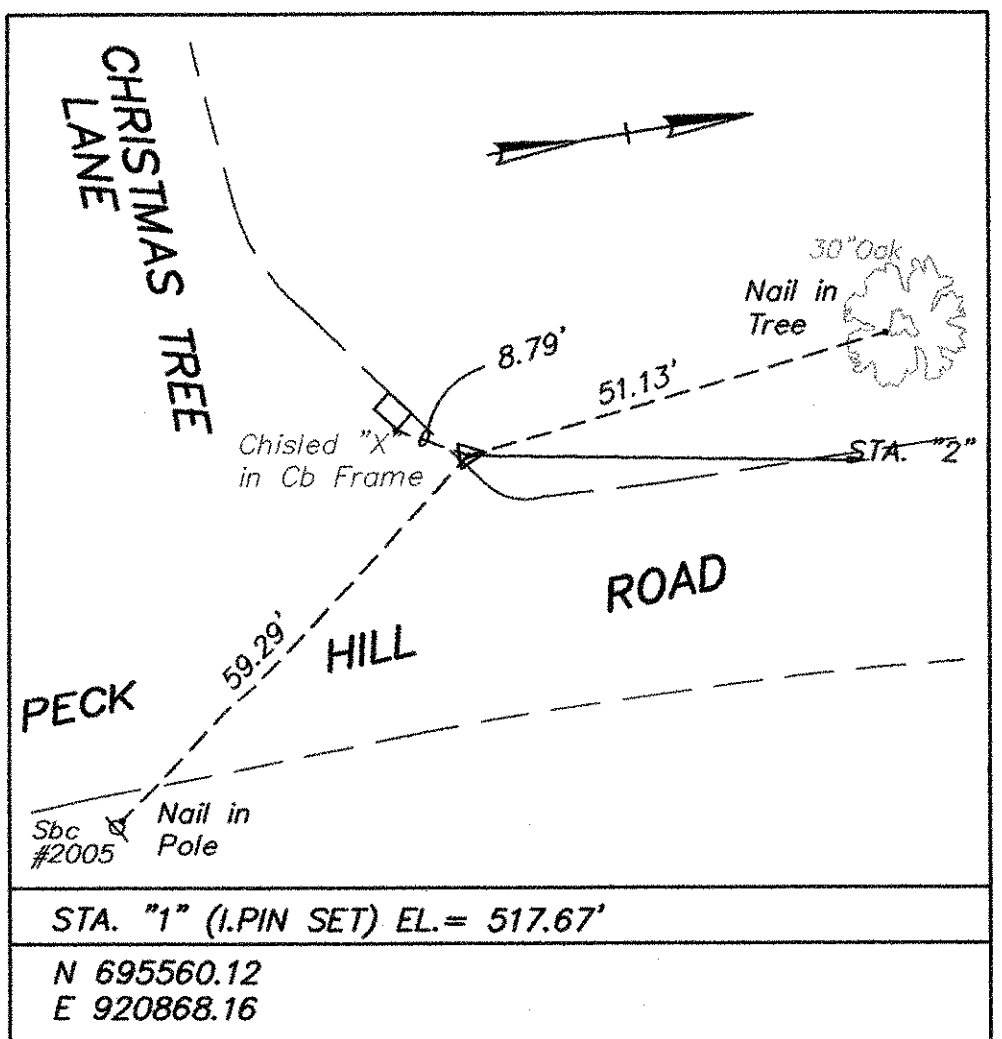
BEGINNING OF STATE PROJECT NO.167-104



PECK HILL ROAD CURVE No. 1
 $\Delta = 23^{\circ}42'24''$
 $R = 1,100.00'$
 $L = 455.14'$
 $T = 230.87'$

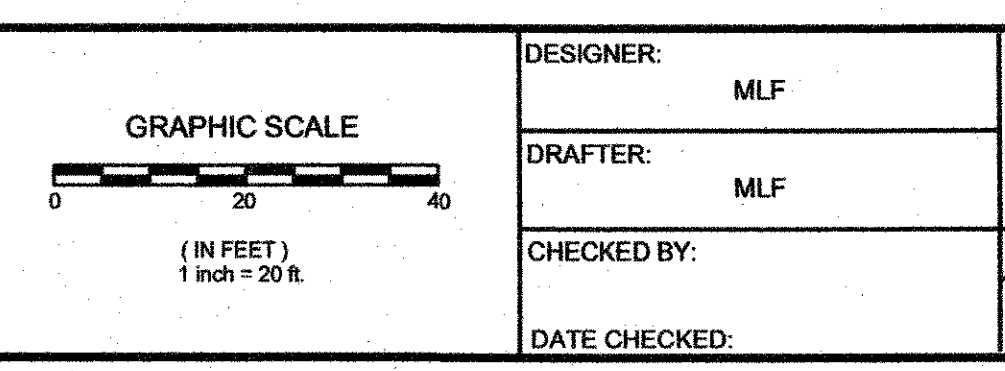
GENERAL NOTES

- CUT BITUMINOUS CONCRETE AT ALL BITUMINOUS CONCRETE DRIVEWAYS, UNLESS OTHERWISE NOTED.
- ALL MAILBOXES TO BE RELOCATED OR RESET SHALL BE PAID FOR UNDER THE ITEM "CLEARING AND GRUBBING".
- SET CATCH BASIN GRATES WITH A 2" DEPRESSION
- INSTALL 4' DEEP SUMP AND SNOT ON OUTLET PIPES ON ALL PROPOSED CATCH BASINS UNLESS NOTED OTHERWISE.
- THE CONTRACTOR SHALL COORDINATE ALL UTILITY POLE SUPPORT AND RELOCATIONS WITH THE UNITED ILLUMINATING COMPANY. TEMPORARY SUPPORT OF UTILITY POLES IS NOT REIMBURSABLE BY THE STATE.



REV.	DATE	DESCRIPTION	SHEET NO.

FILENAME: Q:\Projects\Luchs Projects\27014 Peck Hill\design\HP2701401.dwg
 PLOTTED: 4/26/2011



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 DRAFTER: MLF
 CHECKED BY:
 DATE CHECKED:

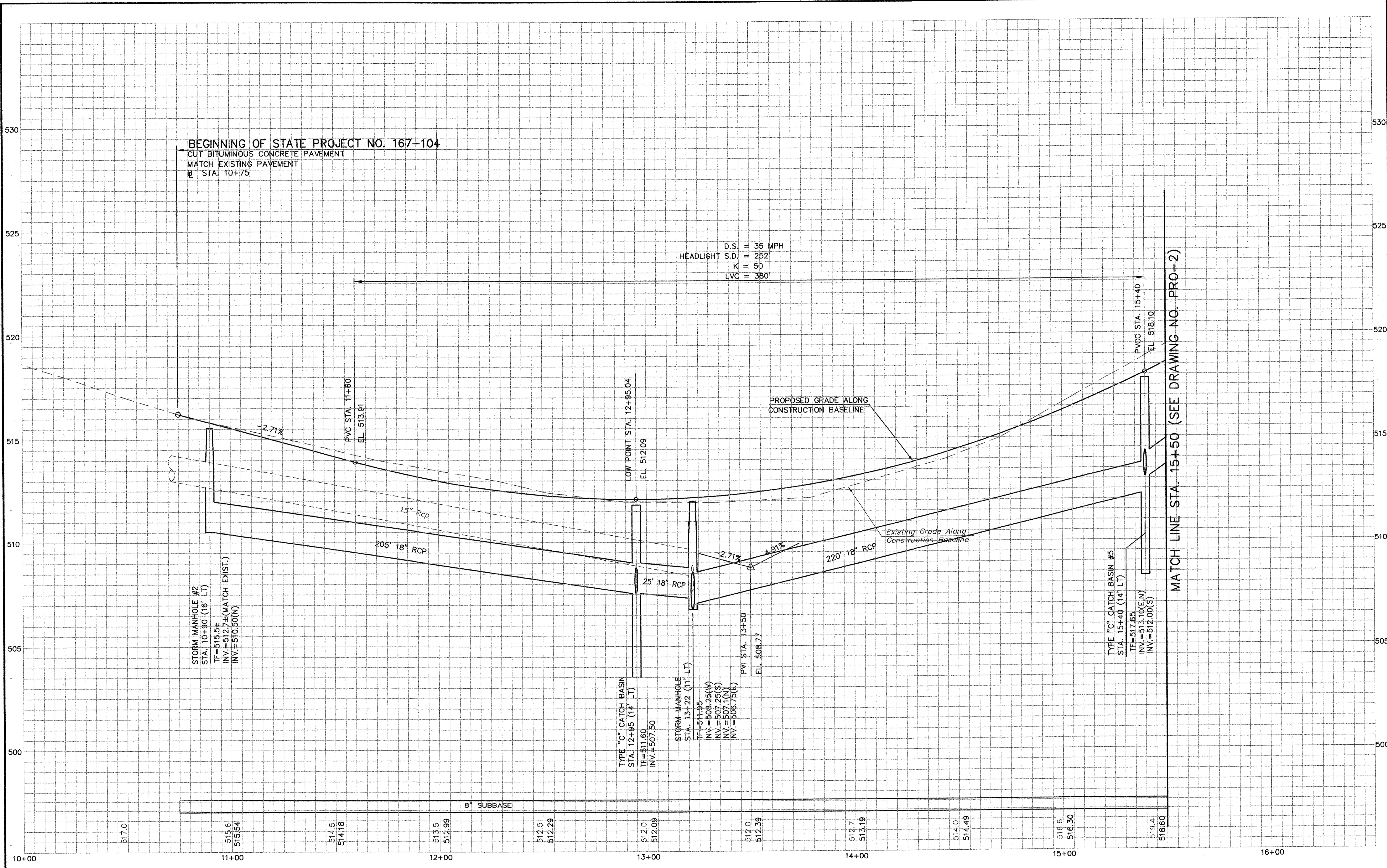
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CADD FILE: _____
 PLOTTED DATE: 6/30/10

TOWN: **WOODBRIDGE**

DRAWING TITLE: **ROADWAY PLAN - PECK HILL ROAD STA. 10+75 - STA. 15+50**

PROJECT NO.: **167-104**
 DRAWING NO.: **HWY-1**
 SHEET NO.: **7**

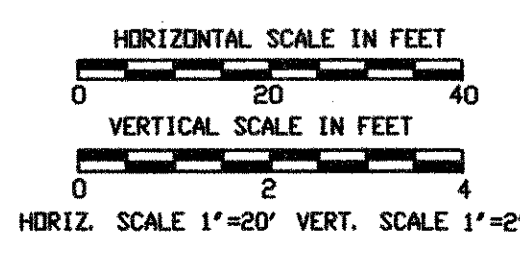


D.S. = 35 MPH
 HEADLIGHT S.D. = 252'
 K = 50
 LVC = 360

BEGINNING OF STATE PROJECT NO. 167-104
 CUT BITUMINOUS CONCRETE PAVEMENT
 MATCH EXISTING PAVEMENT
 STA. 10+75

MATCH LINE STA. 15+50 (SEE DRAWING NO. PRO-2)

REV.	DATE	DESCRIPTION	SHEET NO.



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 DRAFTER: MLF
 CHECKED BY:
 DATE CHECKED:

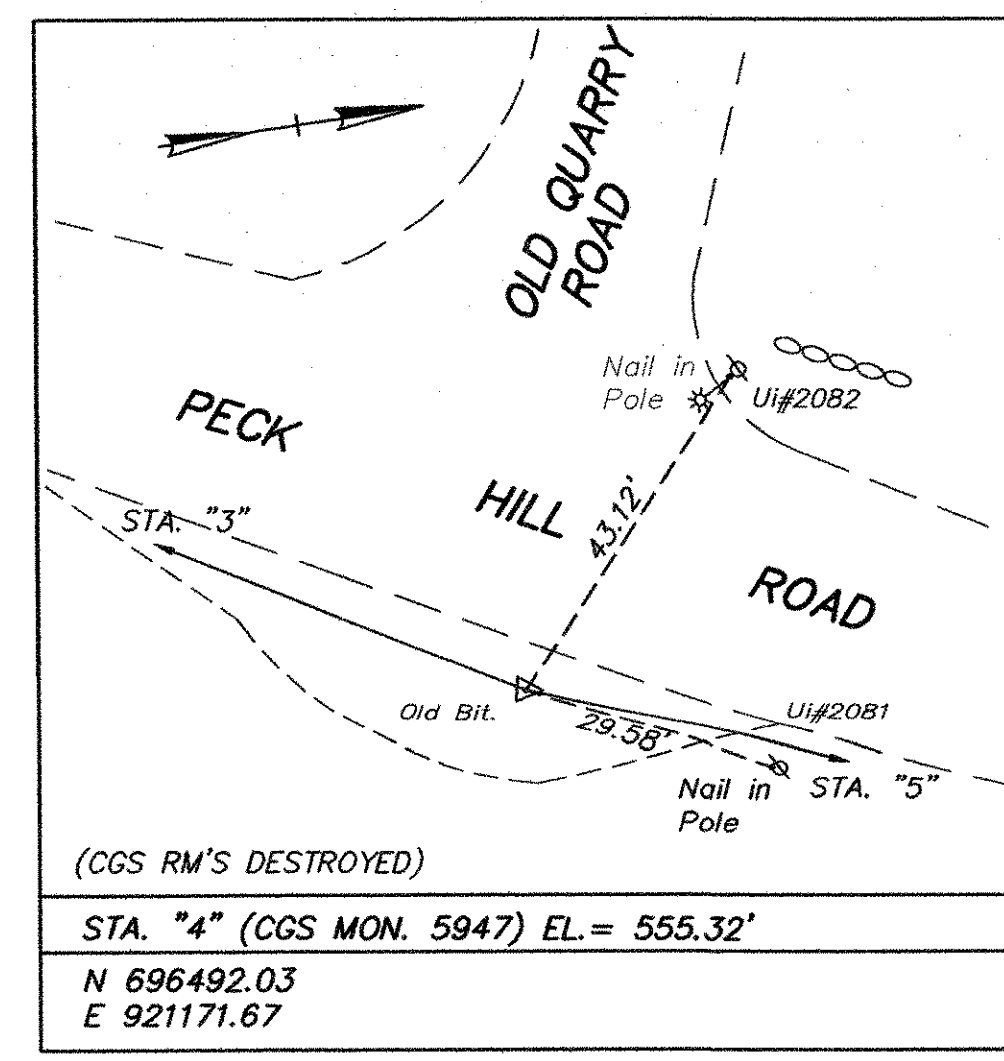
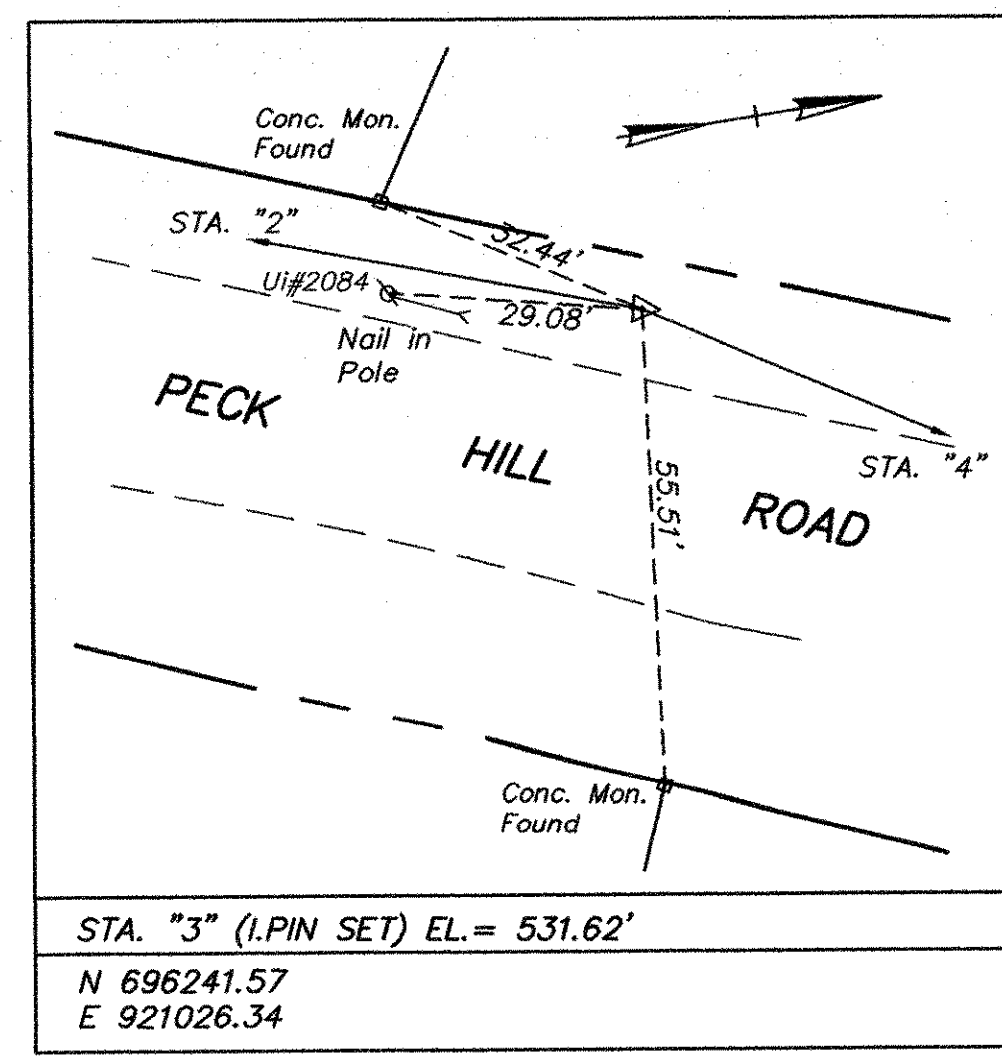
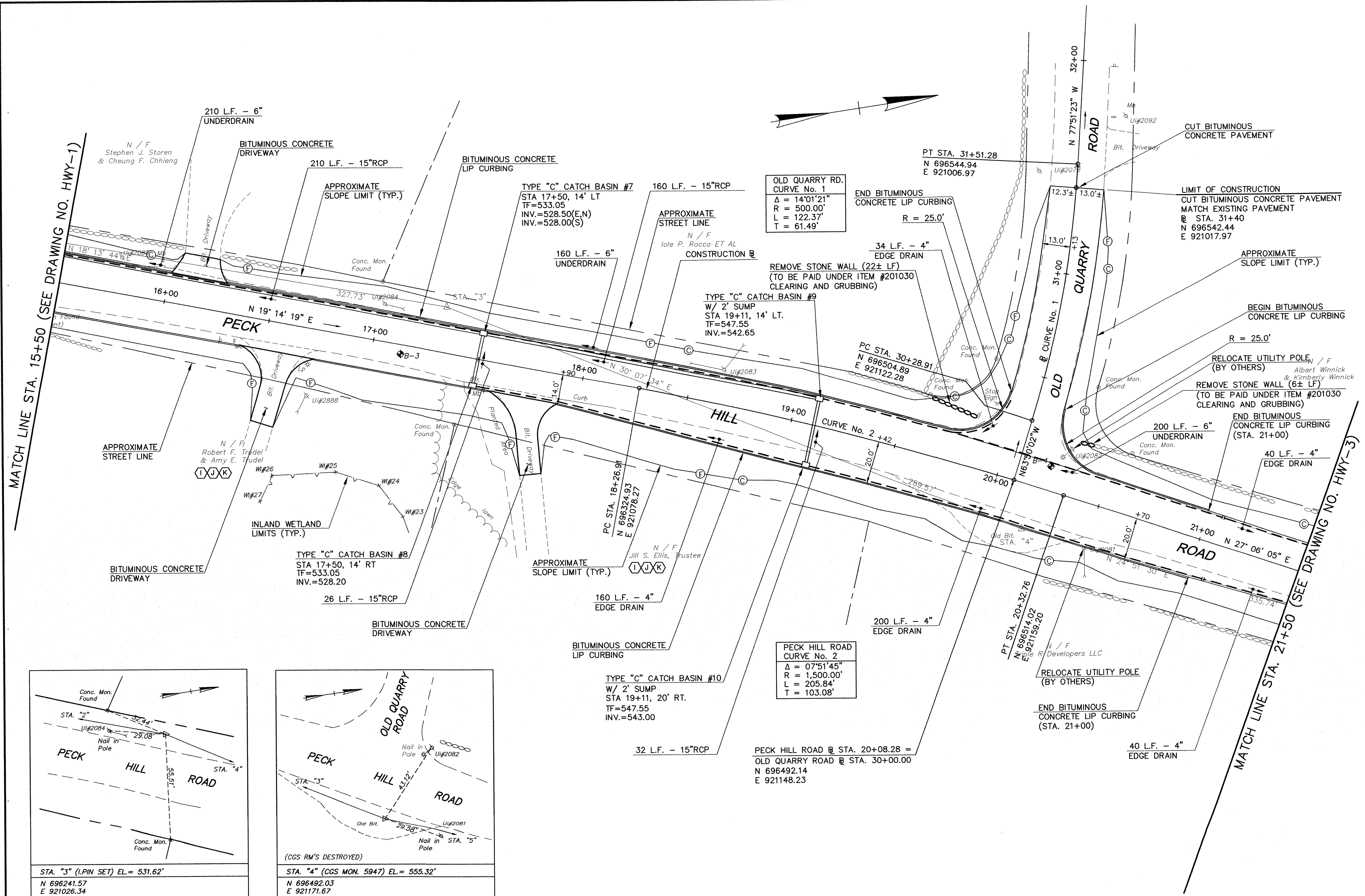


ENGINEER: LUCHS CONSULTING ENGINEERS
 APPROVED BY:
 DATE:

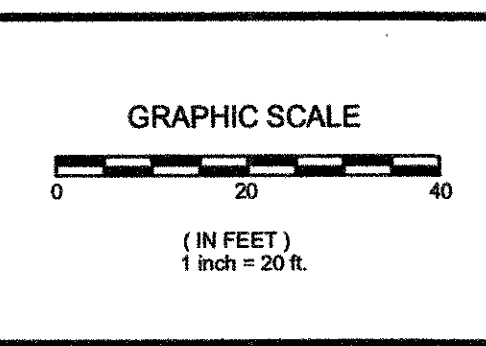
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 CADD FILE:
 PLOTTED DATE: 6/30/10

TOWN: WOODBRIDGE
 DRAWING TITLE: ROADWAY PROFILE - PECK HILL ROAD
 STA. 10+75 - STA. 15+50


PROJECT NO.: 167-104
 DRAWING NO.: PRO-1
 SHEET NO.: 8



REV.	DATE	DESCRIPTION	SHEET NO.



DESIGNER: MLF
 DRAFTER: MLF
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ENGINEER: LUCHS CONSULTING ENGINEERS
 APPROVED BY: _____
 DATE: _____

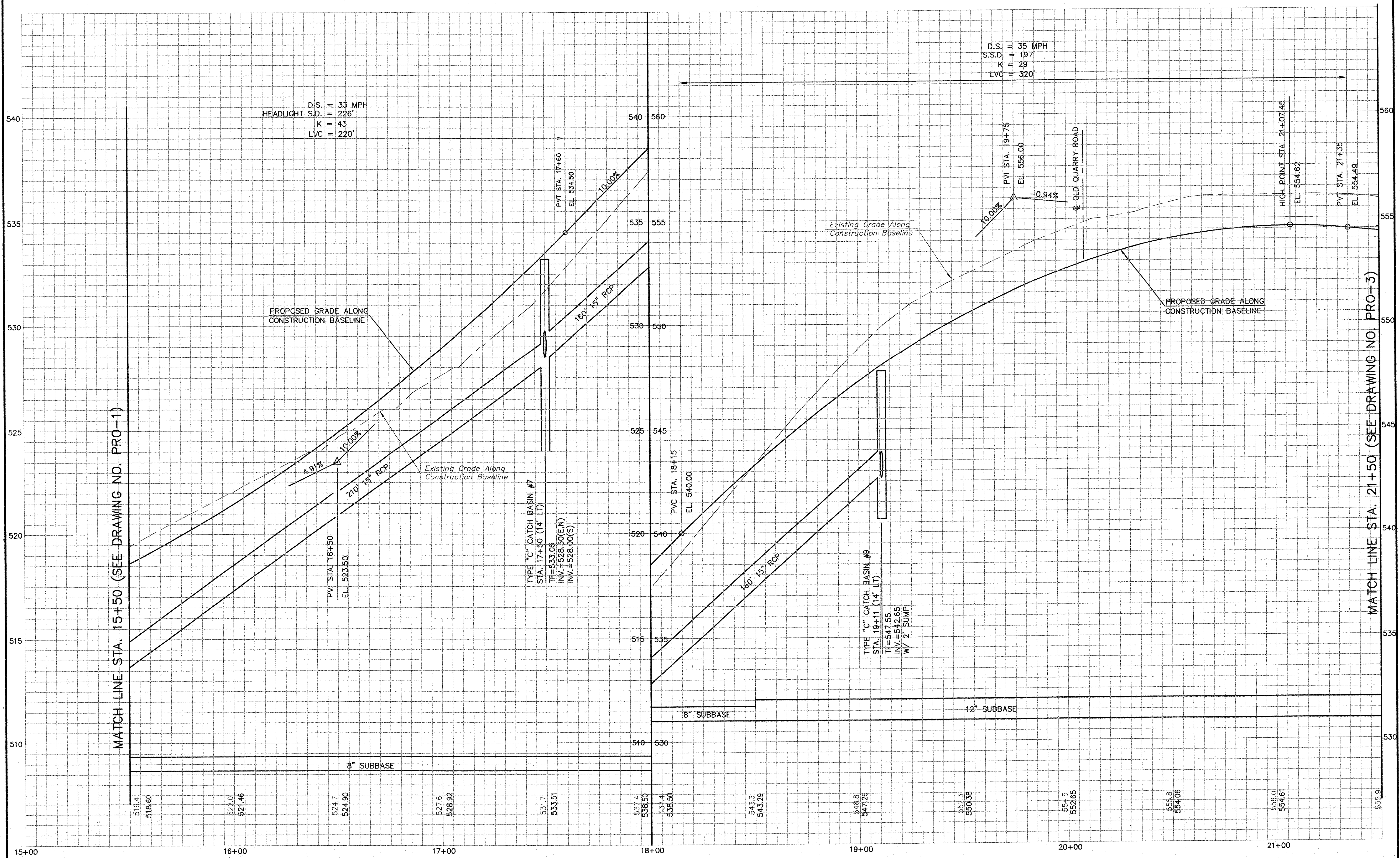
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RECONSTRUCTION OF PECK HILL ROAD

CADD FILE: _____
 PLOTTED DATE: 6/30/10

TOWN: **WOODBRIDGE**

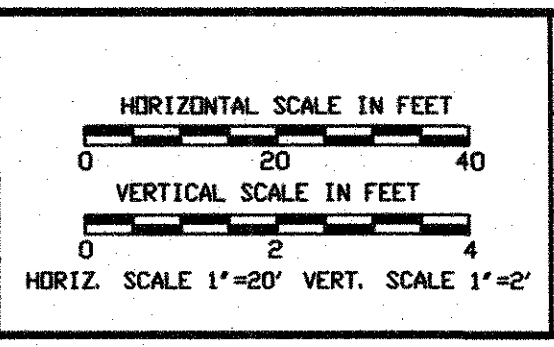
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ROADWAY PLAN
 PECK HILL ROAD STA. 15+50 - STA. 21+50
 OLD QUARRY ROAD STA. 30+00 - STA. 32+00

PROJECT NO.: **167-104**
 DRAWING NO.: **HWY-2**
 SHEET NO.: **9**



REV.	DATE	DESCRIPTION	SHEET NO.

FILENAME: Q:\Projects\Luchs Projects\27014 Peck Hill\design\PR2701401.dwg
PLOTTED: 4/07/2011



DESIGNER: MLF
DRAFTER: MLF
CHECKED BY:
DATE CHECKED:

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ENGINEER: LUCHS CONSULTING ENGINEERS
APPROVED BY: DATE:

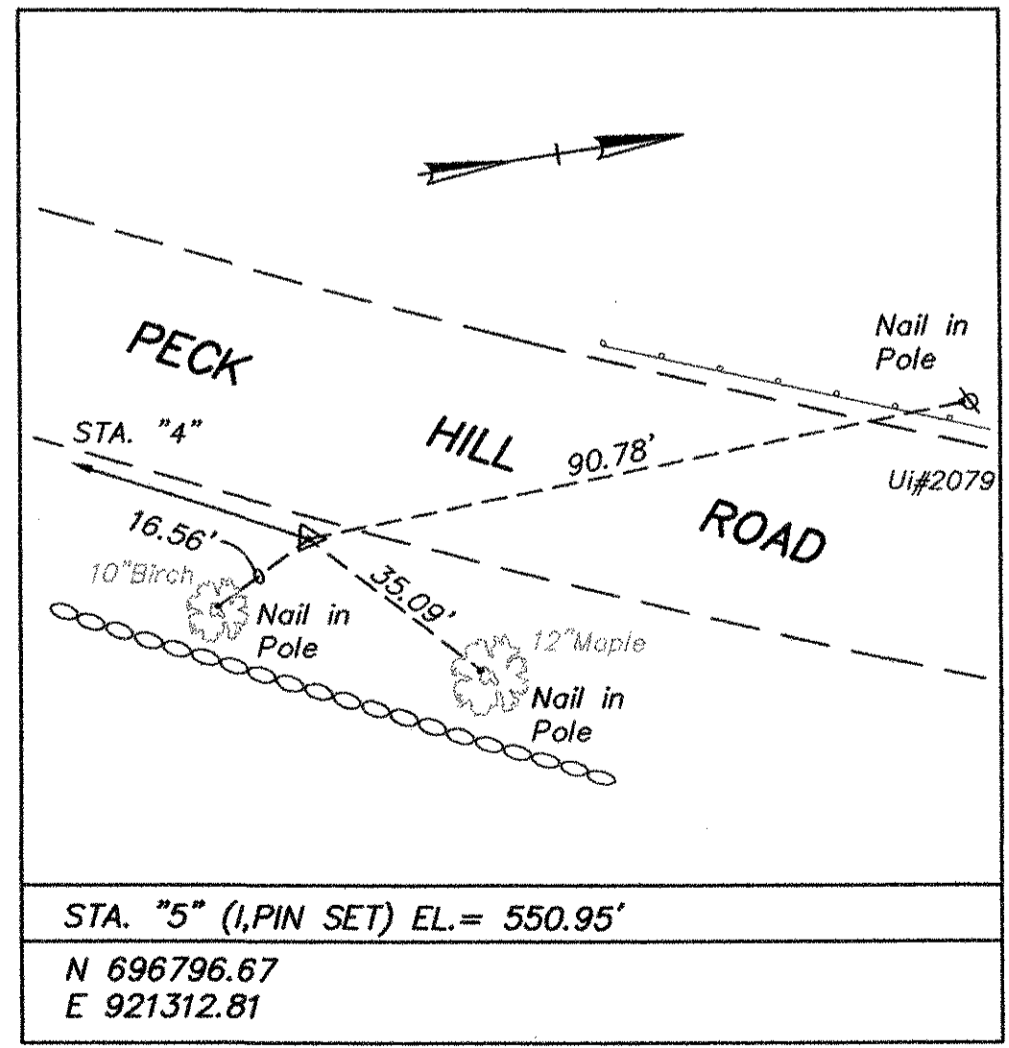
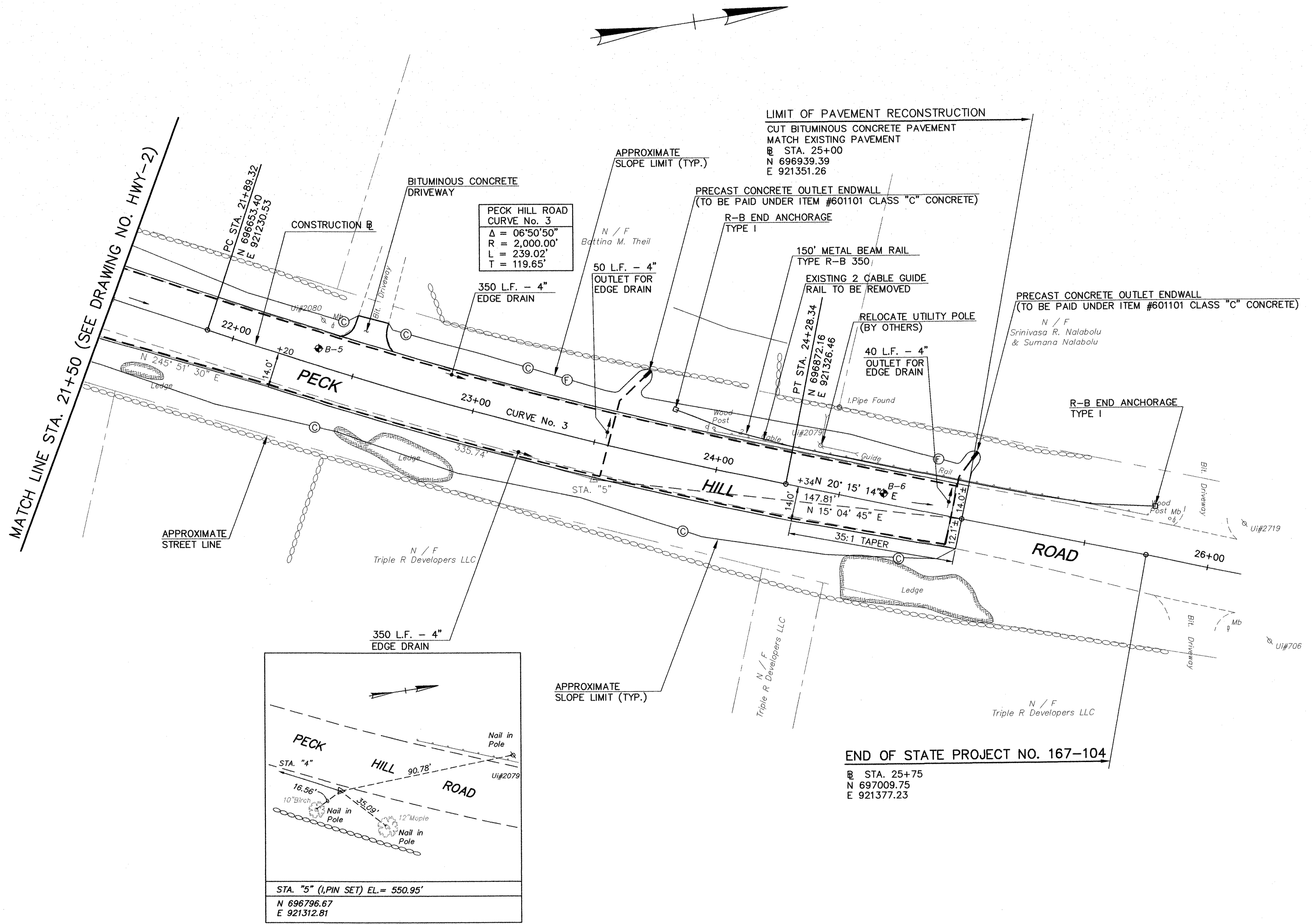
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RECONSTRUCTION OF PECK HILL ROAD

CADD FILE: PLOTTED DATE: 6/30/10

TOWN: **WOODBIDGE**

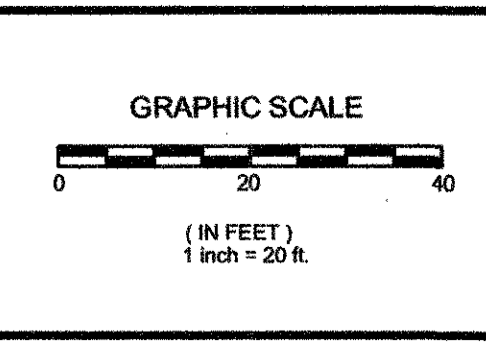
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**ROADWAY PROFILE - PECK HILL ROAD
STA. 15+50 - STA. 21+50**

PROJECT NO.: **167-104**
DRAWING NO.: **PRO-2**
SHEET NO.: **10**



REV.	DATE	DESCRIPTION	SHEET NO.

FILENAME: Q:\Projects\Luchs Projects\27014 Peck Hill\design\HP2701401.dwg PLOTTED: 4/28/2011



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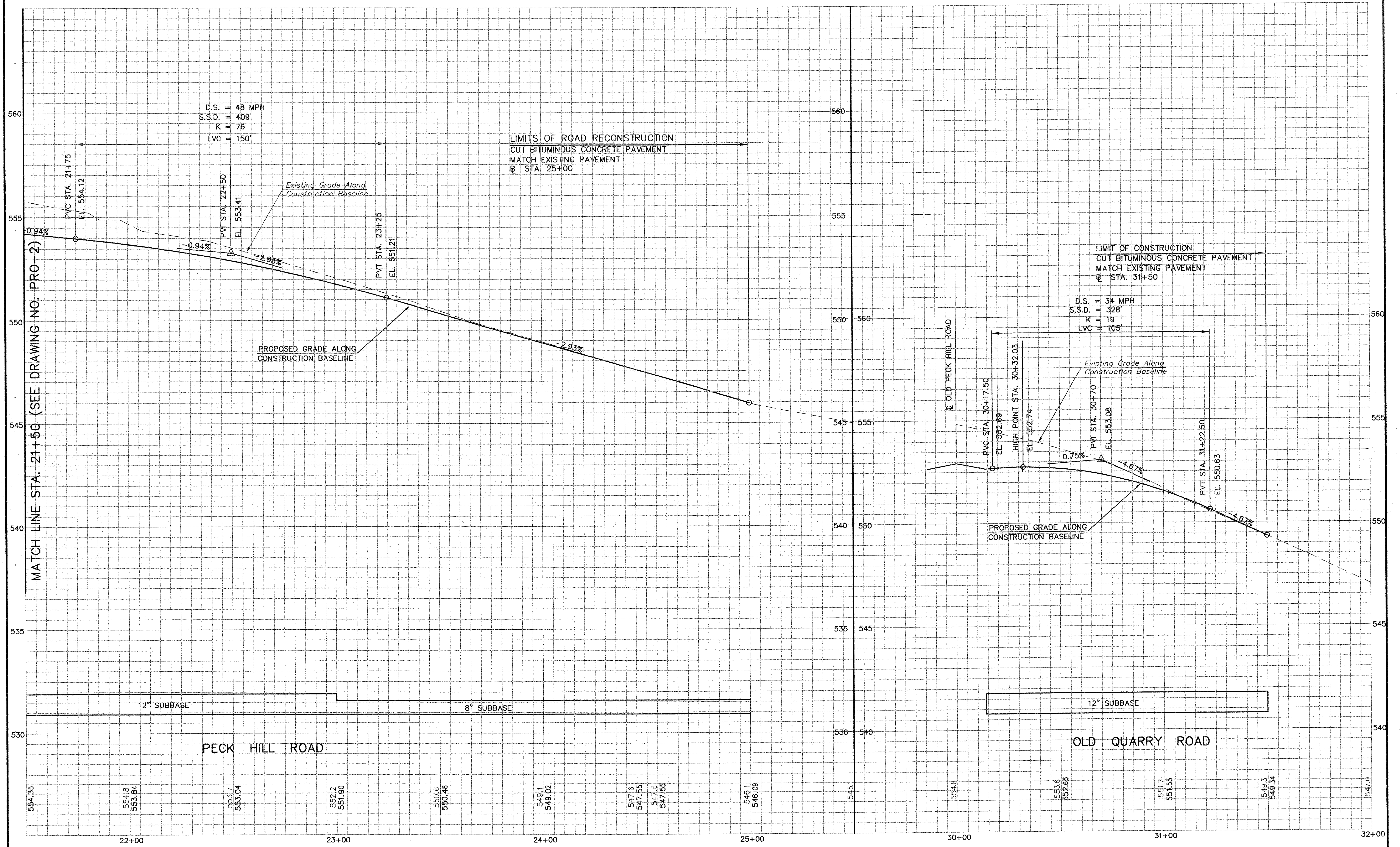
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TOWN: WOODBRIDGE

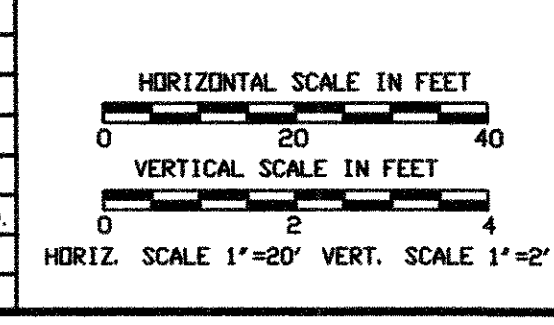
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CADD FILE: _____ PLOTTED DATE: 6/30/10

PROJECT NO.:	167-104
DRAWING NO.:	HWY-3
SHEET NO.:	11



REV.	DATE	DESCRIPTION	SHEET NO.



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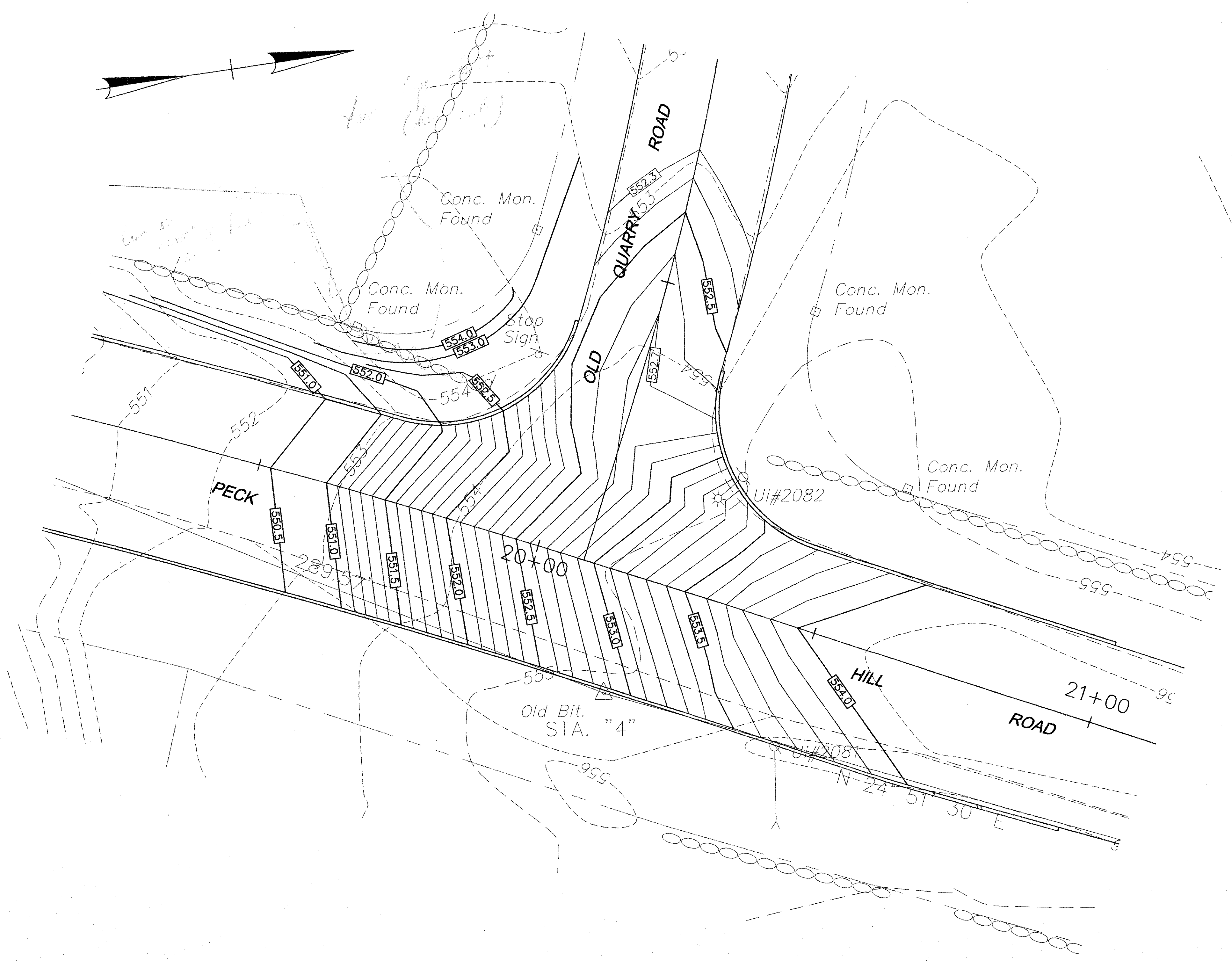
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ENGINEER: LUCHS CONSULTING ENGINEERS
 APPROVED BY: _____ DATE: _____

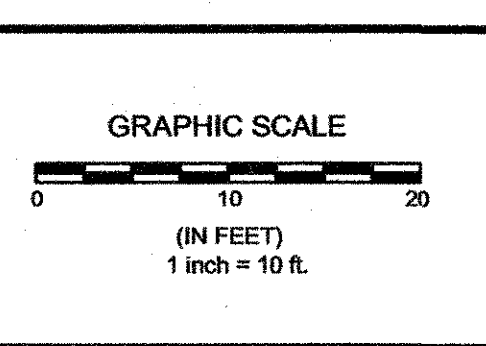
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 CADD FILE: _____ PLOTTED DATE: 6/30/10

TOWN: **WOODBIDGE**
 DRAWING TITLE: **ROADWAY PROFILES**
PECK HILL ROAD - STA. 21+50 - STA. 26+00
OLD QUARRY ROAD - STA. 30+00 - STA. 32+00

PROJECT NO.: **167-104**
 DRAWING NO.: **PRO-3**
 SHEET NO.: **12**



REV.	DATE	DESCRIPTION	SHEET NO.



DESIGNER: MLF
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 CHECKED BY:
 DATE CHECKED:

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ENGINEER: LUCHS CONSULTING ENGINEERS
 APPROVED BY: _____ DATE: _____

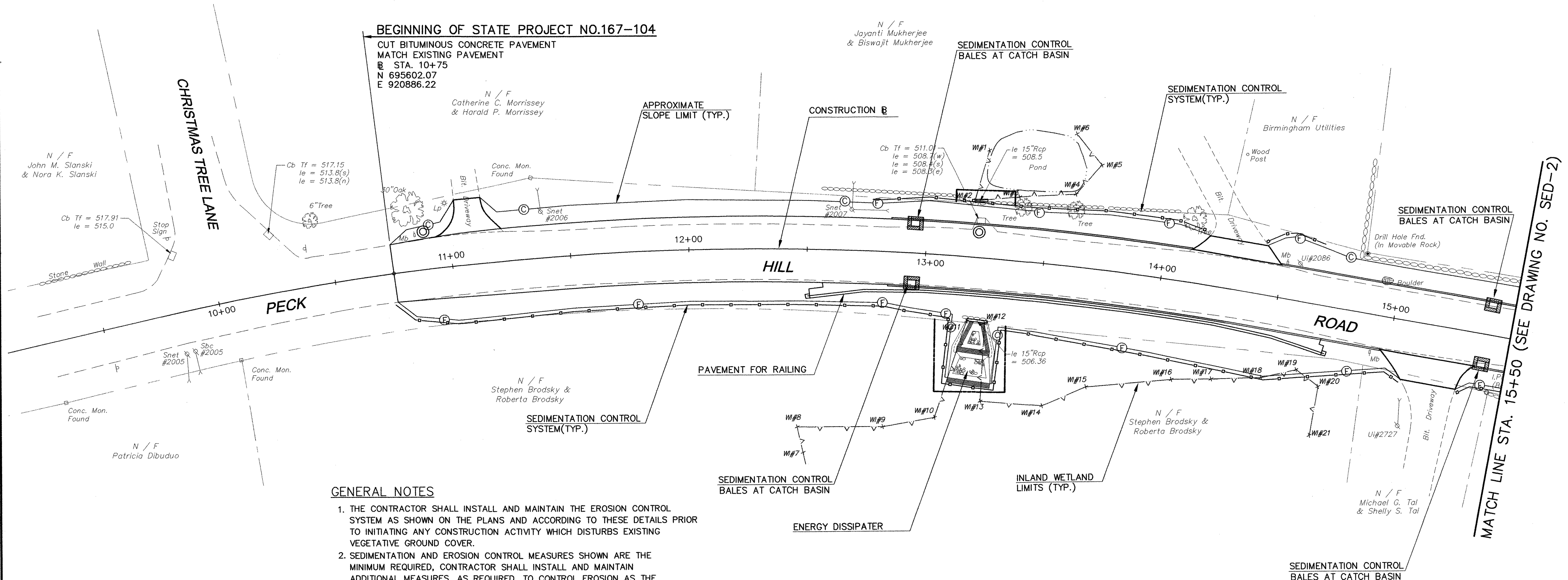
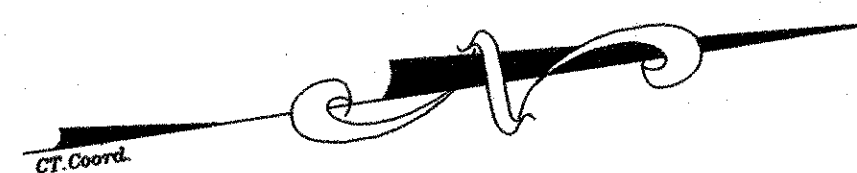
PROJECT TITLE:
**RECONSTRUCTION OF
 PECK HILL ROAD**

CADD FILE: _____ PLOTTED DATE: 6/30/10

TOWN: **WOODBIDGE**

DRAWING TITLE:
**INTERSECTION GRADING PLAN
 PECK HILL ROAD @ OLD QUARRY ROAD**

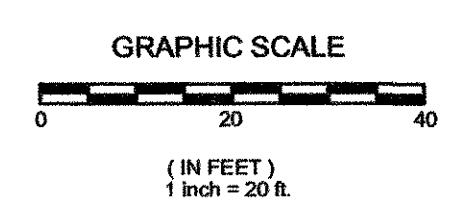
PROJECT NO.: **167-104**
 DRAWING NO.: **INT-1**
 SHEET NO.: **13**



GENERAL NOTES

1. THE CONTRACTOR SHALL INSTALL AND MAINTAIN THE EROSION CONTROL SYSTEM AS SHOWN ON THE PLANS AND ACCORDING TO THESE DETAILS PRIOR TO INITIATING ANY CONSTRUCTION ACTIVITY WHICH DISTURBS EXISTING VEGETATIVE GROUND COVER.
 2. SEDIMENTATION AND EROSION CONTROL MEASURES SHOWN ARE THE MINIMUM REQUIRED, CONTRACTOR SHALL INSTALL AND MAINTAIN ADDITIONAL MEASURES, AS REQUIRED, TO CONTROL EROSION AS THE CONSTRUCTION PROJECT PROGRESSES.
 3. THE CONTRACTOR SHALL DIRECT THE DISCHARGE FROM DEWATERING ACTIVITIES TO APPROPRIATE VELOCITY REDUCTION AND SEDIMENTATION CONTROL DEVICES.
 4. THE CONTRACTOR SHALL CONDUCT HIS CONSTRUCTION ACTIVITIES TO MINIMIZE DISCHARGE OF TURBID RUNOFF.
 5. THE CONTRACTOR SHALL DAILY, OR AS DIRECTED, SWEEP THE PAVED ROADWAYS ADJACENT TO THE WORK AREA AND CONDUCT HIS ACTIVITIES TO MINIMIZE THE TRACKING OF SOIL ONTO PAVED ROADWAYS.
 6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACING ANY SEDIMENTATION AND EROSION CONTROL MEASURES THAT ARE DAMAGED OR DESTROYED DURING CONSTRUCTION AT NO ADDITIONAL COST TO THE STATE OF CONNECTICUT.
- FOR SEDIMENTATION AND EROSION CONTROL DETAILS, SEE MISCELLANEOUS DETAILS.

REV.	DATE	DESCRIPTION	SHEET. NO.



DESIGNER: MLF
 DRAFTER: MLF
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 DATE CHECKED:

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ENGINEER: LUCHS CONSULTING ENGINEERS
 APPROVED BY: _____ DATE: _____

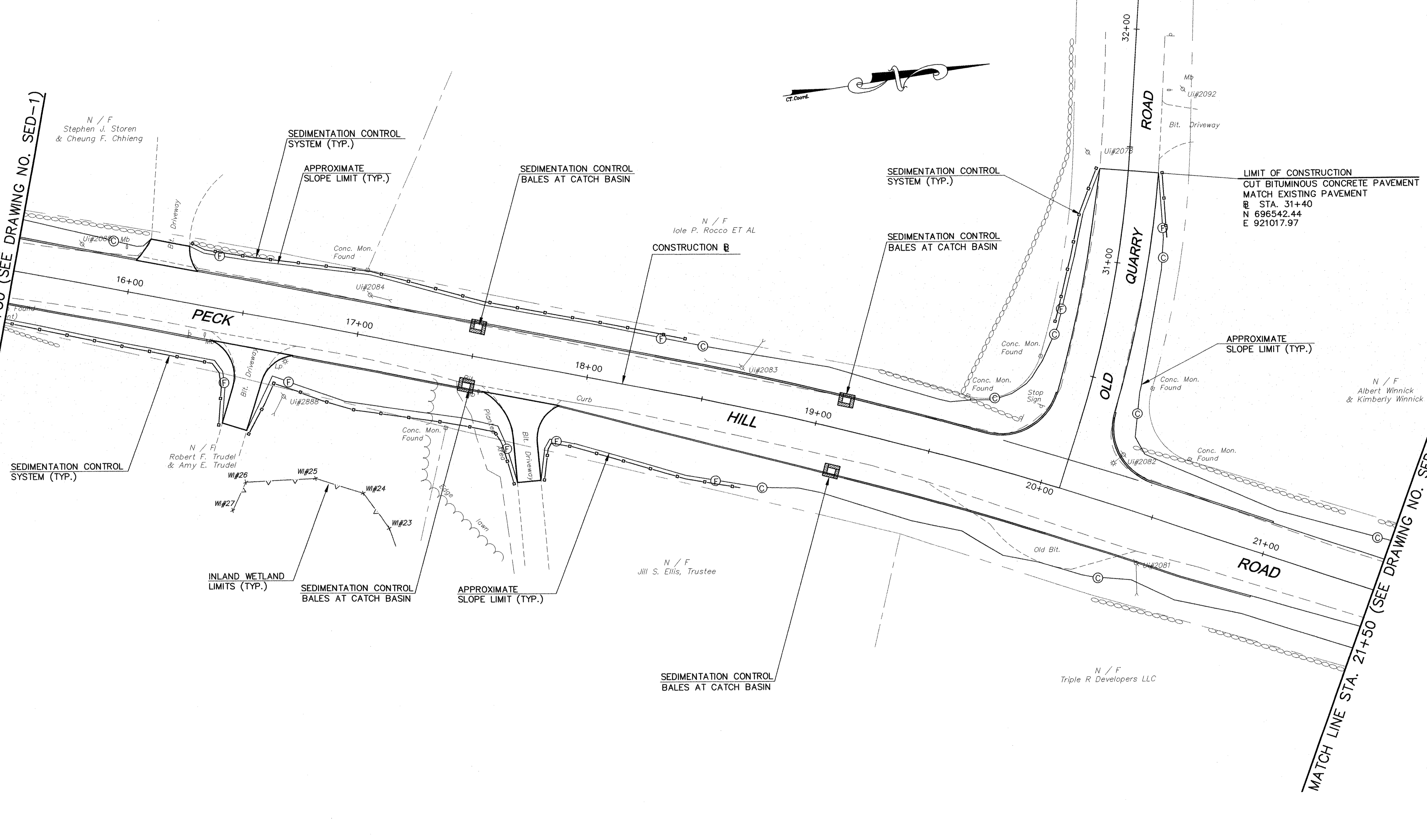
PROJECT TITLE: **RECONSTRUCTION OF PECK HILL ROAD**
 CADD FILE: _____ PLOTTED DATE: 6/30/10

TOWN: **WOODBIDGE**
 PROJECT NO.: **167-104**
 DRAWING TITLE: **SEDIMENTATION & EROSION CONTROL PLAN STA. 10+75 - STA. 15+50**
 DRAWING NO.: **SED-1**
 SHEET NO.: **14**

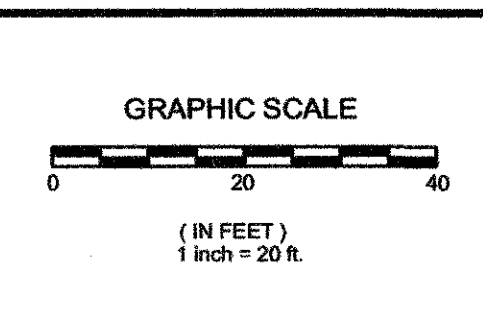
MATCH LINE STA. 15+50 (SEE DRAWING NO. SED-2)

MATCH LINE STA. 15+50 (SEE DRAWING NO. SED-1)

MATCH LINE STA. 21+50 (SEE DRAWING NO. SED-3)



REV.	DATE	DESCRIPTION	SHEET NO.



DESIGNER: MLF
 DRAFTER: MLF
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 DATE CHECKED:

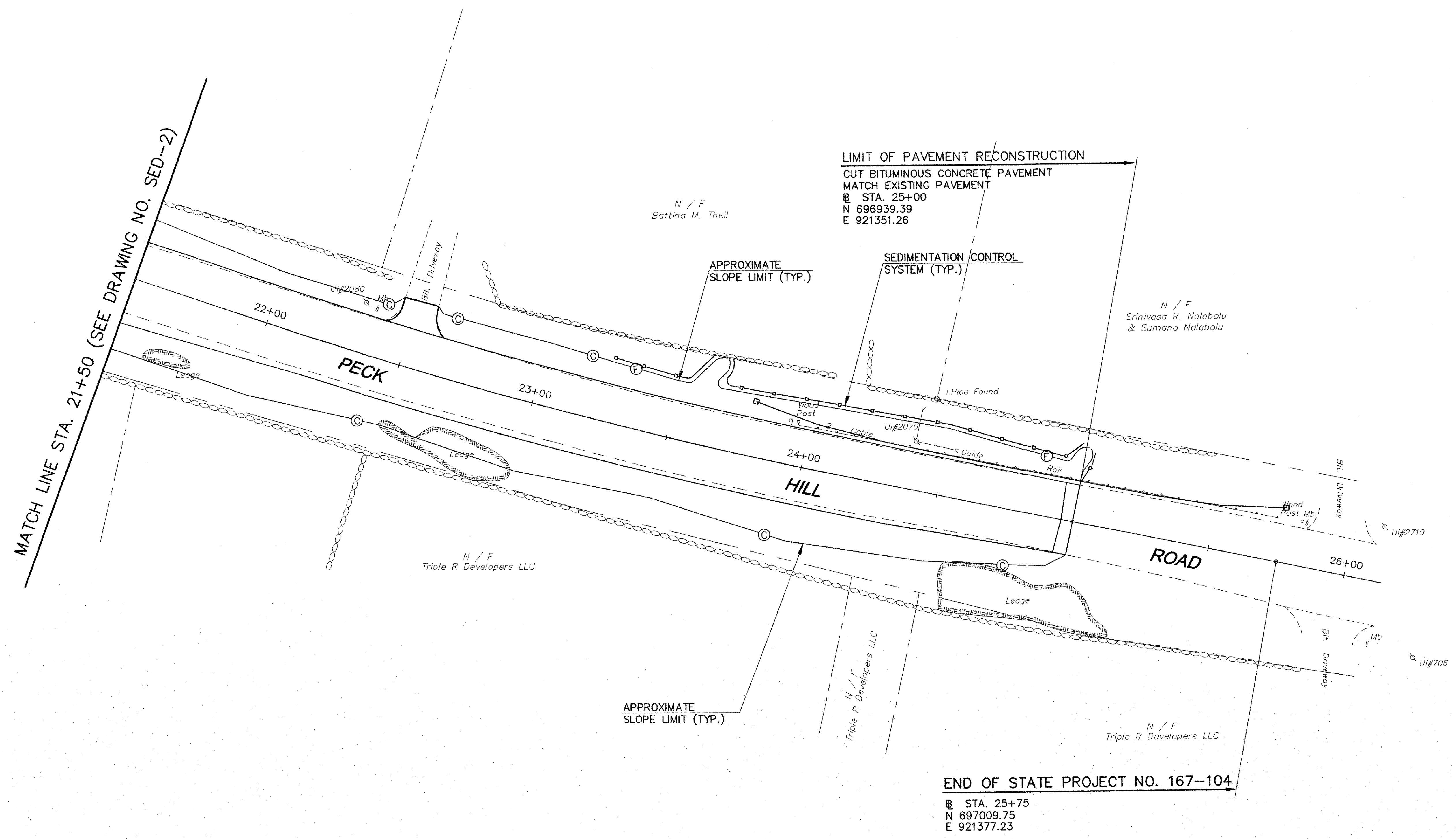
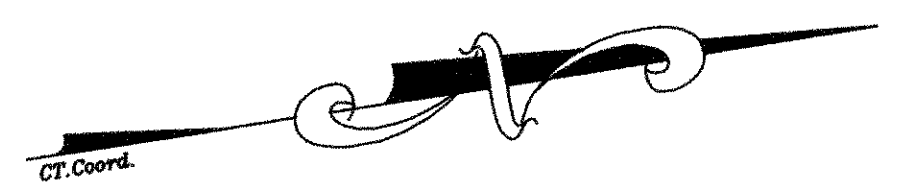
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CONSULTING ENGINEERS

ENGINEER: LUCHS CONSULTING ENGINEERS
 APPROVED BY: _____ DATE: _____

PROJECT TITLE:
RECONSTRUCTION OF PECK HILL ROAD
 CADD FILE: _____ PLOTTED DATE: 8/30/10

TOWN: **WOODBIDGE**
 DRAWING TITLE:
**SEDIMENTATION & EROSION CONTROL PLAN
 PECK HILL ROAD STA. 15+50 - SAT. 21+50
 OLD QUARRY ROAD STA. 30+00 - SAT. 32+00**

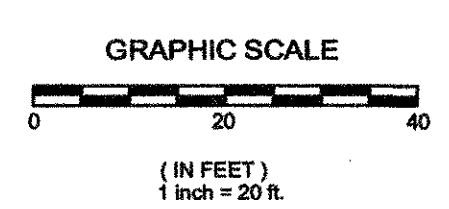
PROJECT NO.: **167-104**
 DRAWING NO.: **SED-2**
 SHEET NO.: **15**



REV.	DATE	DESCRIPTION	SHEET NO.

REVISIONS

FILENAME: Q:\Projects\Luchs Projects\27014 Peck Hill\design\ES2701401.dwg PLOTTED: 4/07/2011



DESIGNER: MLF
 DRAFTER: MLF
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 DATE CHECKED:

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ENGINEER: LUCHS CONSULTING ENGINEERS
 APPROVED BY: DATE:

PROJECT TITLE: **RECONSTRUCTION OF PECK HILL ROAD**

CADD FILE: PLOTTED DATE: 6/30/10

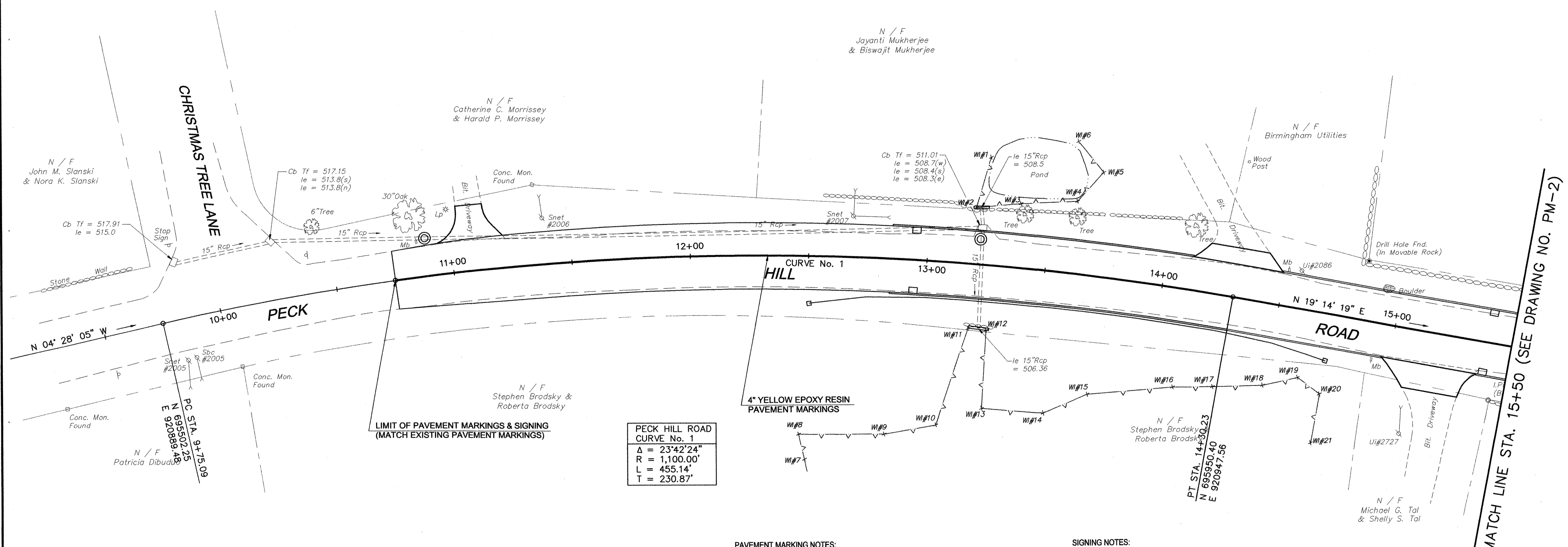
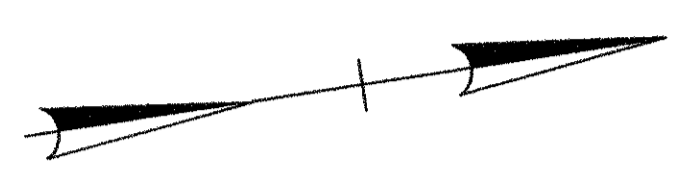
TOWN: **WOODBIDGE**

DRAWING TITLE: **SEDIMENTATION & EROSION CONTROL PLAN STA. 21+50 - STA. 25+00**

PROJECT NO.: **167-104**

DRAWING NO.: **SED-3**

SHEET NO.: **16**



PECK HILL ROAD CURVE No. 1 $\Delta = 23^{\circ}42'24''$ $R = 1,100.00'$ $L = 455.14'$ $T = 230.87'$
--

PAVEMENT MARKING NOTES:

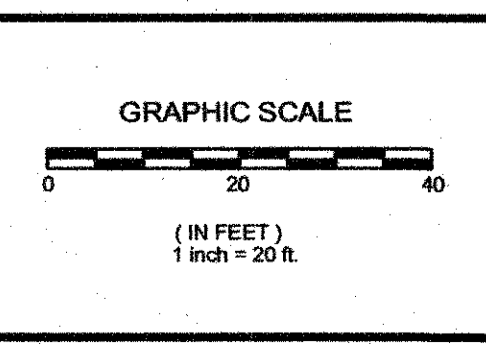
1. ALL FINAL PAVEMENT MARKINGS TO BE EPOXY RESIN.
2. PAVEMENT MARKINGS SHALL BE INSTALLED THROUGHOUT THE PROJECT AREA TO THE LIMITS OF PAVEMENT MARKINGS AS INDICATED ON THE PLAN OR AS DIRECTED BY THE ENGINEER. ALL CONFLICTING PAVEMENT MARKINGS WITHIN THE LIMITS OF PAVEMENT MARKINGS SHALL BE REMOVED.
3. MATCH TO EXISTING PAVEMENT MARKINGS AT LIMITS OF PAVEMENT MARKINGS.
4. PAVEMENT MARKINGS TO BE INSTALLED IN ACCORDANCE WITH STANDARD DRAWING "TYPICAL SHEET: SPECIAL DETAILS AND TYPICAL PAVEMENT MARKINGS FOR TWO-WAY HIGHWAYS" EXCEPT AS OTHERWISE DIMENSIONED OR SHOWN HEREON.
5. ALL PAVEMENT MARKINGS SHALL BE MAINTAINED BY THE TOWN OF WOODBRIDGE.

SIGNING NOTES:

1. INSTALL ALL SIGNS AS INDICATED.
2. EXISTING SIGNS WITHIN THE LIMITS OF SIGNING TO BE REMOVED UNLESS OTHERWISE NOTED HEREON, OR AS DIRECTED BY THE ENGINEER.
3. ALL EXISTING SIGNS OUTSIDE THE LIMITS OF SIGNING ARE TO REMAIN UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
4. EXACT SIGN LOCATIONS TO BE VERIFIED BY THE ENGINEER.
5. WHEN A SIGN IS TO BE REPLACED, THE EXISTING SIGN SHALL NOT BE REMOVED UNTIL THE NEW REPLACEMENT SIGN IS INSTALLED.
6. PERMANENT REMOVAL OF EXISTING SIGNS SHALL BE PAID UNDER ITEM NO. 1206023A - REMOVAL AND RELOCATION OF EXISTING SIGNS.
7. SIGNS TO BE INSTALLED PER TYPICAL SHEET "TYPICAL METAL SIGN POSTS AND SIGN MOUNTING DETAILS", EXCEPT AS NOTED.
8. SIGNS SHALL NOT BE PLACED LESS THAN 10 FEET FROM UTILITY POLES.
9. ALL SIGNS TO BE MAINTAINED BY THE TOWN OF WOODBRIDGE.

REV.	DATE	DESCRIPTION	SHEET NO.

FILENAME: Q:\Projects\Luchs Projects\27014 Peck Hill\design\PM2701401.dwg PLOTTED: 4/07/2011



DESIGNER: MLF
 DRAFTER: MLF
 CHECKED BY:
 DATE CHECKED:

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ENGINEER: LUCHS CONSULTING ENGINEERS
 APPROVED BY: _____ DATE: _____

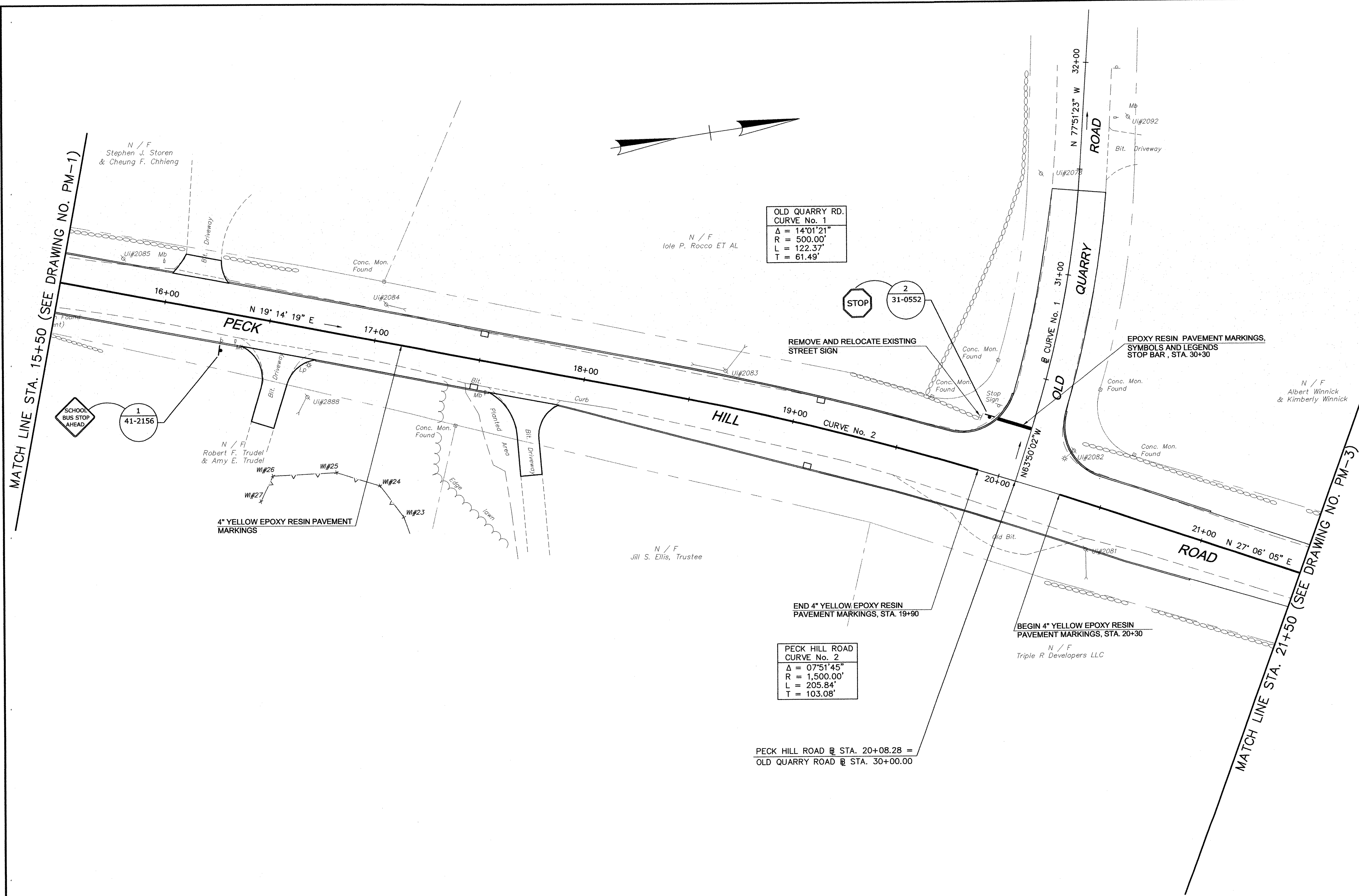
PROJECT TITLE:
RECONSTRUCTION OF PECK HILL ROAD

CADD FILE: _____ PLOTTED DATE: 6/30/10

TOWN: **WOODBRIDGE**

DRAWING TITLE:
**PAVEMENT MARKING & SIGNING PLAN
 PECK HILL ROAD
 STA. 10+75 - STA. 15+50**

PROJECT NO.: **167-104**
 DRAWING NO.: **PM-1**
 SHEET NO.: **17**



OLD QUARRY RD.
CURVE No. 1
 $\Delta = 14^{\circ}01'21''$
 $R = 500.00'$
 $L = 122.37'$
 $T = 61.49'$

PECK HILL ROAD
CURVE No. 2
 $\Delta = 07^{\circ}51'45''$
 $R = 1,500.00'$
 $L = 205.84'$
 $T = 103.08'$

PECK HILL ROAD @ STA. 20+08.28 =
OLD QUARRY ROAD @ STA. 30+00.00

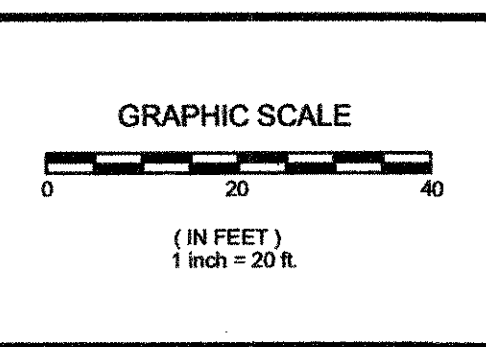
MATCH LINE STA. 15+50 (SEE DRAWING NO. PM-1)

MATCH LINE STA. 21+50 (SEE DRAWING NO. PM-3)

REV.	DATE	DESCRIPTION	SHEET NO.

REVISIONS

FILENAME: Q:\Projects\Luchs Projects\27014 Peck Hill\design\PM2701401.dwg PLOTTED: 4/07/2011



DESIGNER: MLF
 DRAFTER: MLF
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 DATE CHECKED:

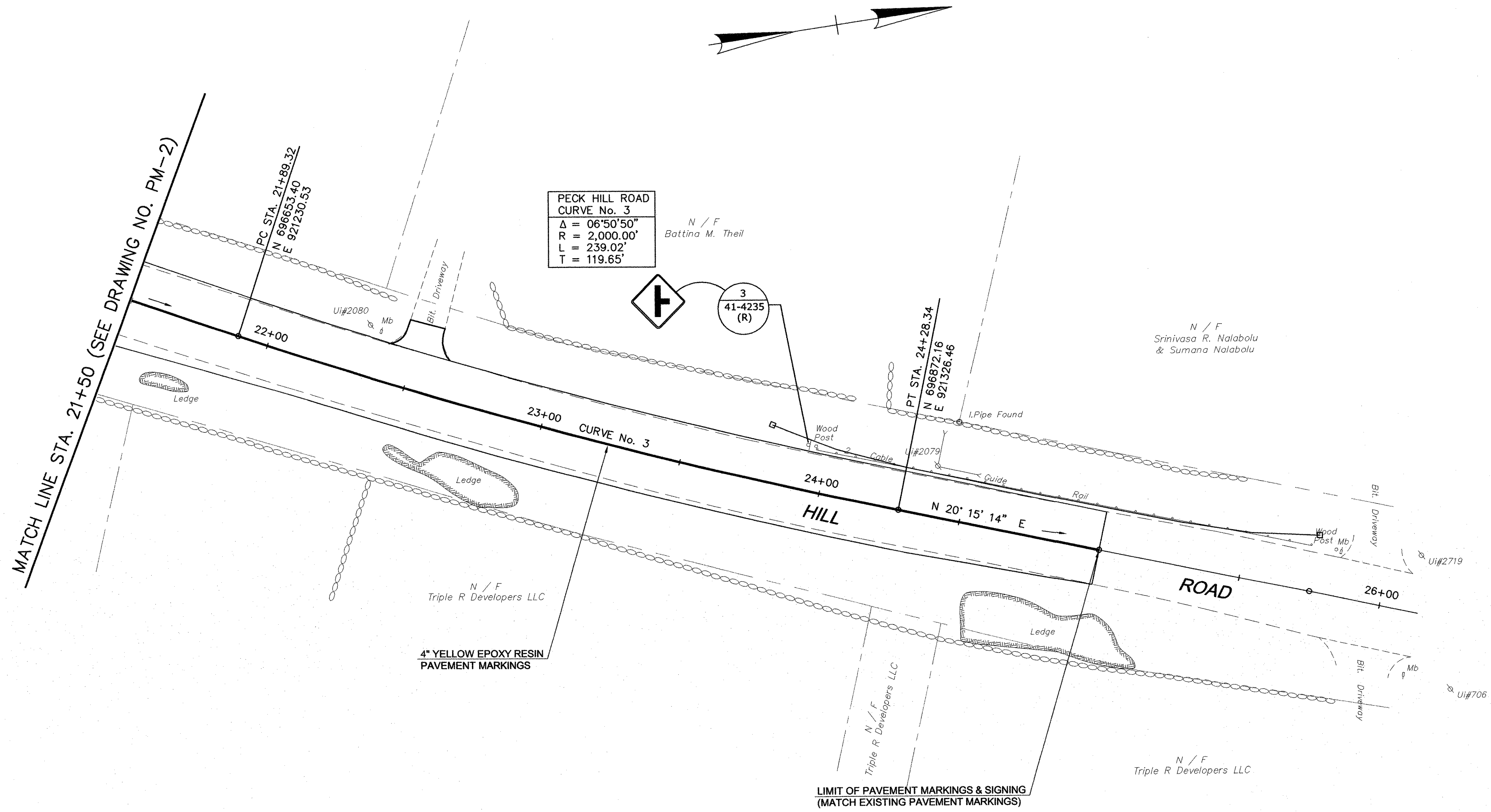
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ENGINEER: LUCHS CONSULTING ENGINEERS
 APPROVED BY: DATE:

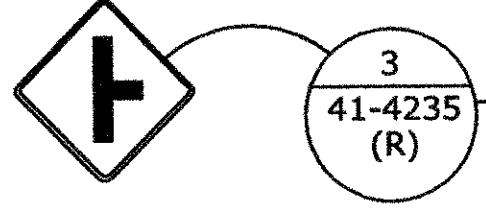
PROJECT TITLE: RECONSTRUCTION OF PECK HILL ROAD
 CADD FILE: PLOTTED DATE: 6/30/10

TOWN: WOODBRIDGE
 DRAWING TITLE: PAVEMENT MARKING & SIGNING PLAN
 PECK HILL ROAD STA. 15+50 - STA. 21+50
 OLD QUARRY ROAD STA. 30+00 - STA. 32+00

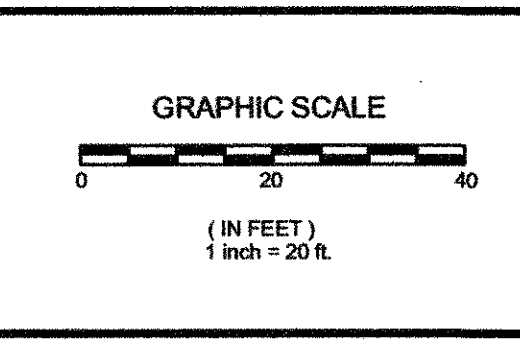
PROJECT NO.: 167-104
 DRAWING NO.: PM-2
 SHEET NO.: 18



PECK HILL ROAD
 CURVE No. 3
 $\Delta = 06^{\circ}50'50''$
 $R = 2,000.00'$
 $L = 239.02'$
 $T = 119.65'$



REV.	DATE	DESCRIPTION	SHEET NO.



DESIGNER: MLF
 DRAFTER: MLF
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 DATE CHECKED:

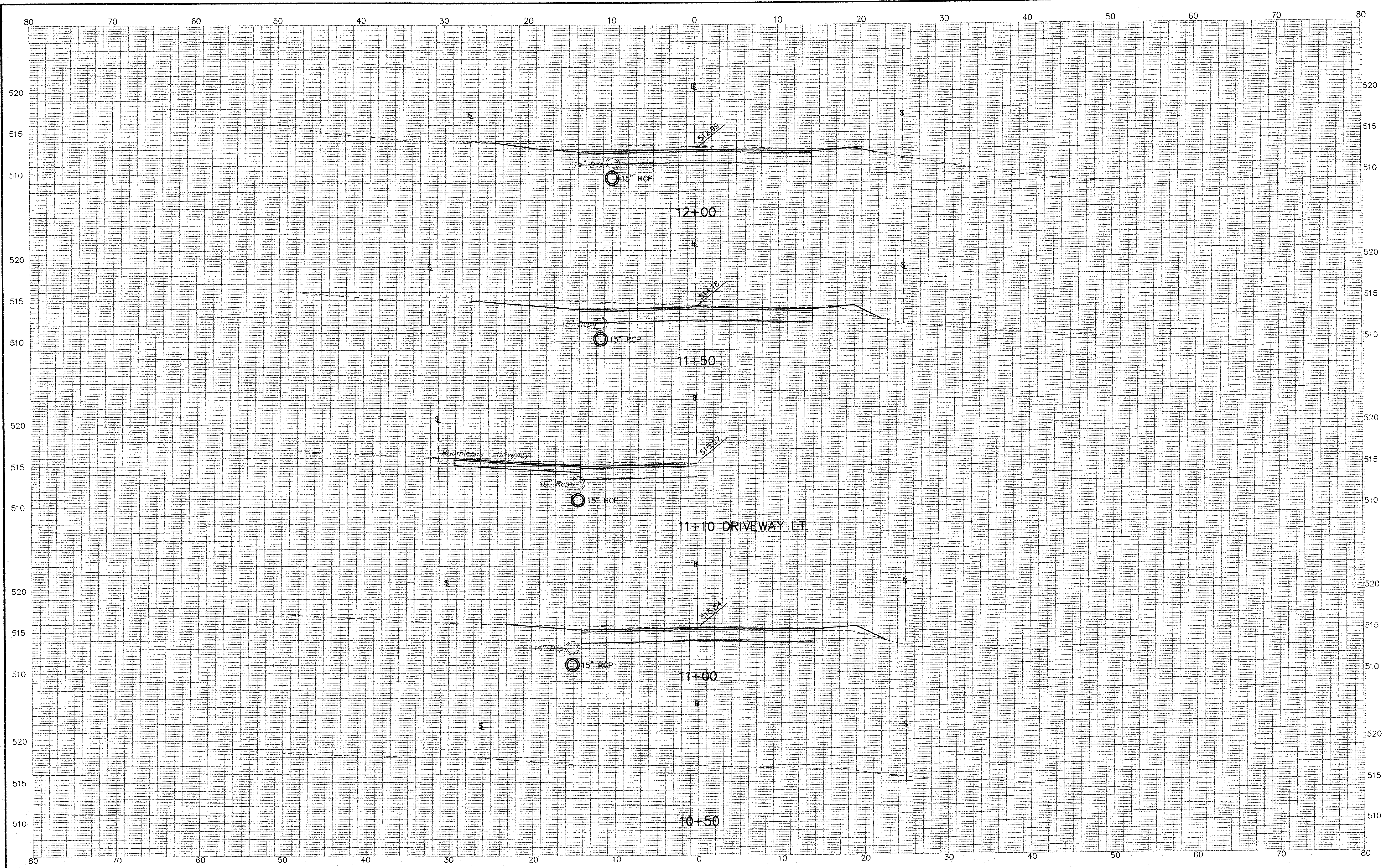
Luchs
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ENGINEER: LUCHS CONSULTING ENGINEERS
 APPROVED BY: _____ DATE: _____

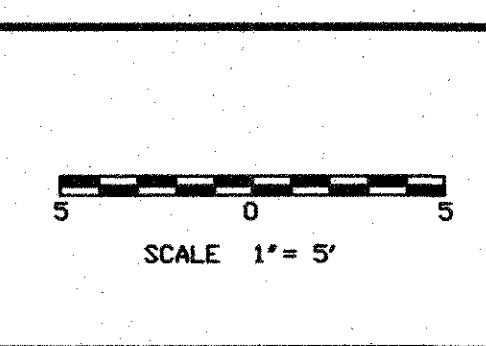
PROJECT TITLE: **RECONSTRUCTION OF PECK HILL ROAD**
 CADD FILE: _____ PLOTTED DATE: 6/30/10

TOWN: **WOODBIDGE**
 DRAWING TITLE: **PAVEMENT MARKING & SIGNING PLAN PECK HILL ROAD STA. 21+50 - STA. 25+00**

PROJECT NO.: **167-104**
 DRAWING NO.: **PM-3**
 SHEET NO.: **19**



REV	DATE	DESCRIPTION	SHEET NO.



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 DRAFTER: MLF
 CHECKED BY:
 DATE CHECKED:

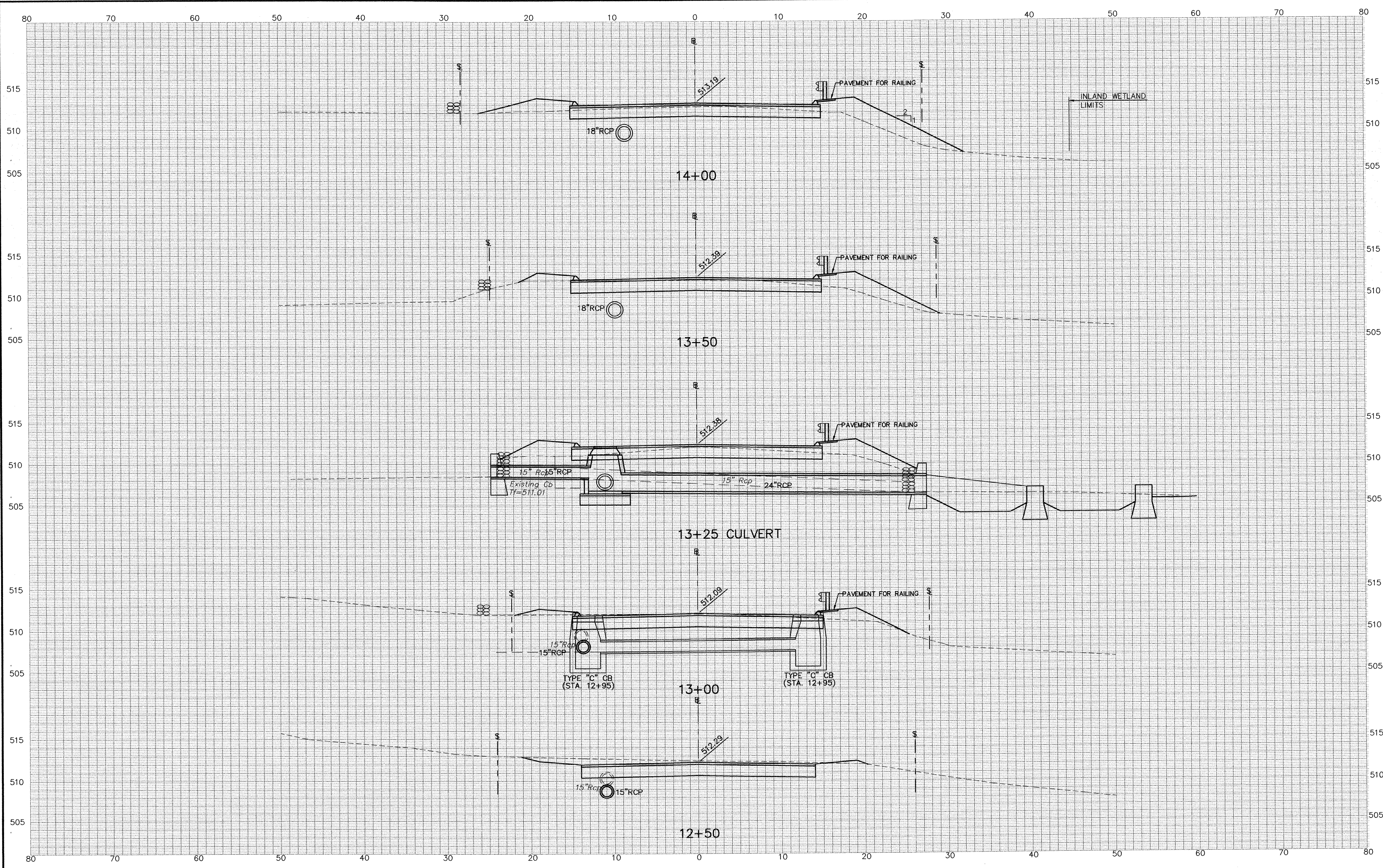
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ENGINEER: LUCHS CONSULTING ENGINEERS
 APPROVED BY: _____ DATE: _____

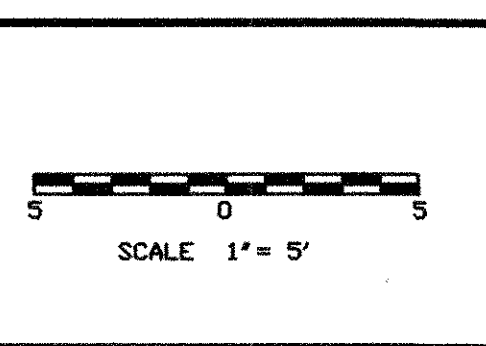
PROJECT TITLE: **RECONSTRUCTION OF PECK HILL ROAD**
 CADD FILE: _____ PLOTTED DATE: 6/30/10

TOWN: **WOODBRIDGE**
 DRAWING TITLE: **CROSS SECTIONS - PECK HILL ROAD STA. 10+50 - STA. 12+00**

PROJECT NO.: **167-104**
 DRAWING NO.: **SECT-1**
 SHEET NO.: **20**



REV.	DATE	DESCRIPTION	SHEET NO.



DESIGNER: MLF
 DRAFTER: MLF
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 DATE CHECKED:

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ENGINEER: LUCHS CONSULTING ENGINEERS
 APPROVED BY: _____ DATE: _____

PROJECT TITLE:
**RECONSTRUCTION OF
 PECK HILL ROAD**

CADD FILE: _____ PLOTTED DATE: 6/30/10

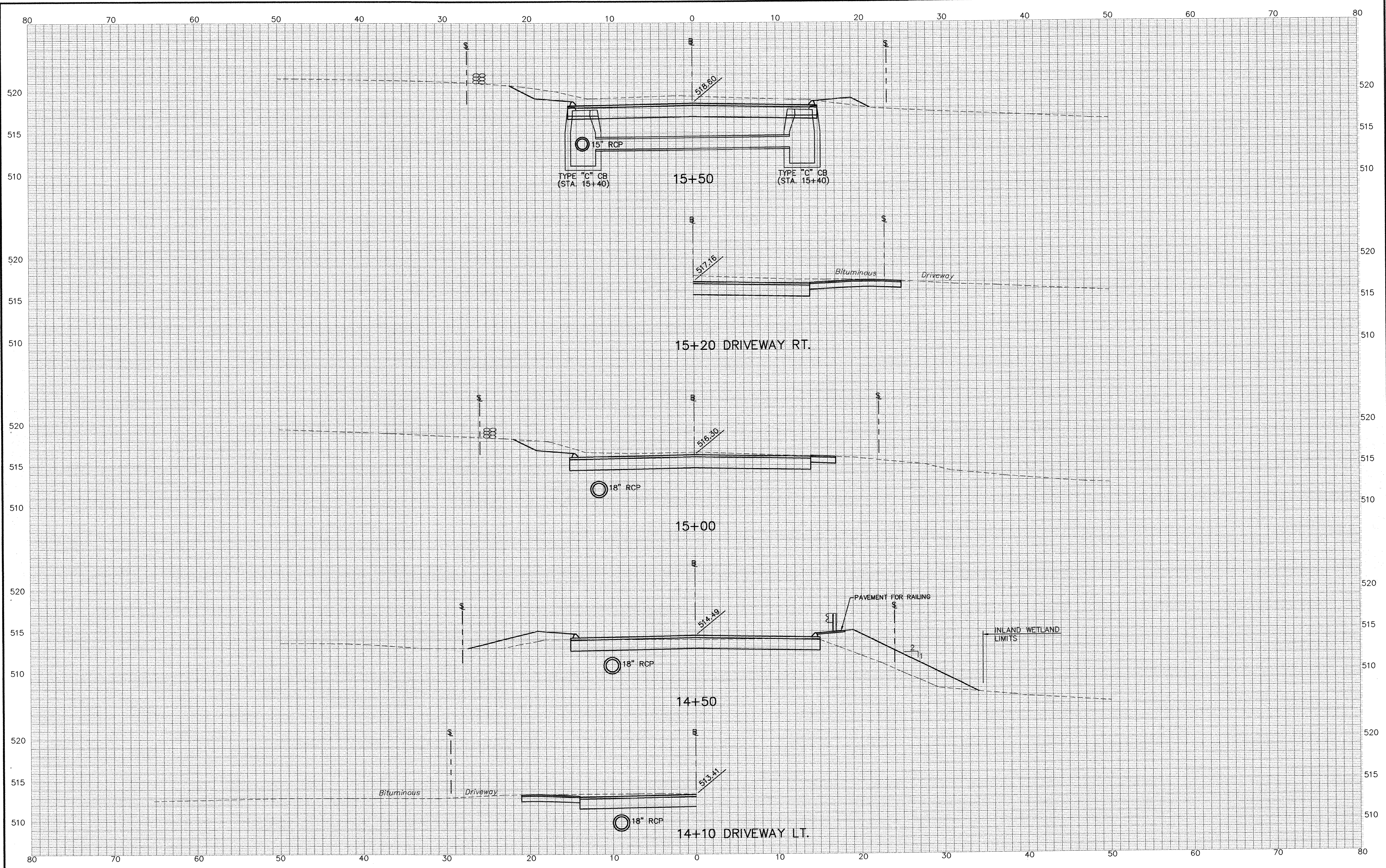
TOWN:
WOODBIDGE

DRAWING TITLE:
**CROSS SECTIONS - PECK HILL ROAD
 STA. 12+50 - STA. 14+00**

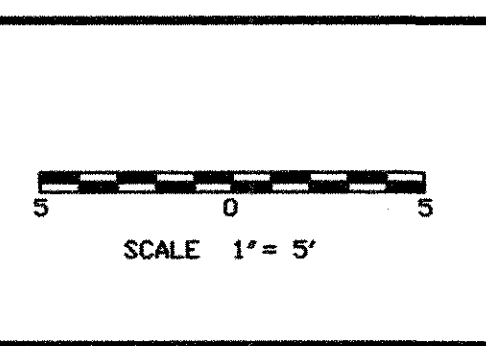
PROJECT NO.:
167-104

DRAWING NO.:
SECT-2

SHEET NO.:
21



REV.	DATE	DESCRIPTION	SHEET NO.
		REVISIONS	
FILENAME: Q:\Projects\Luchs Projects\27014 Peck Hill\design\cross sections\sect-3.dwg			PLOTTED: 4/07/2011



DESIGNER: MLF
 DRAFTER: MLF
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 DATE CHECKED:

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ENGINEER: LUCHS CONSULTING ENGINEERS
 APPROVED BY: _____ DATE: _____

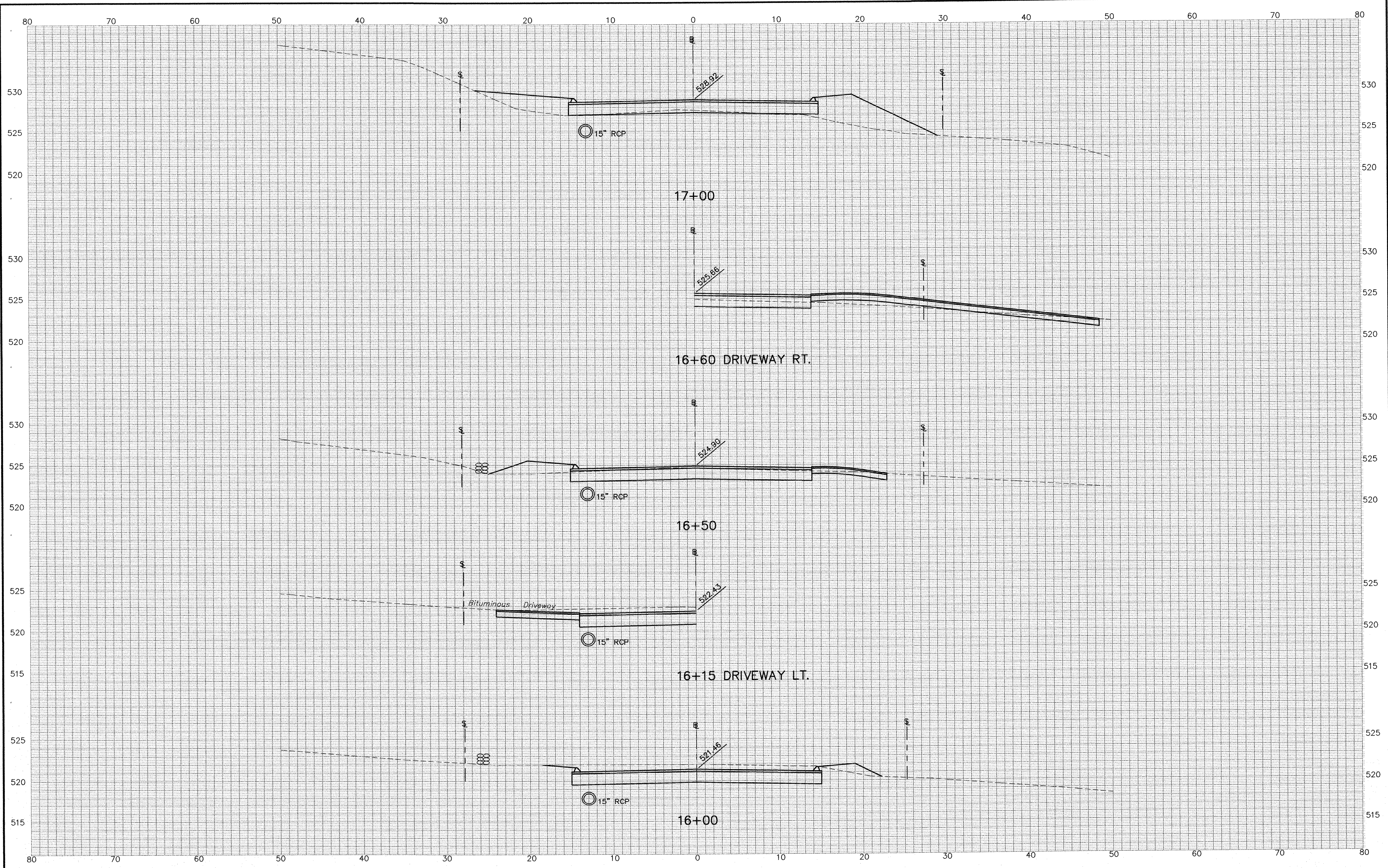
PROJECT TITLE: **RECONSTRUCTION OF PECK HILL ROAD**

CADD FILE: _____ PLOTTED DATE: 6/30/10

TOWN: **WOODBIDGE**

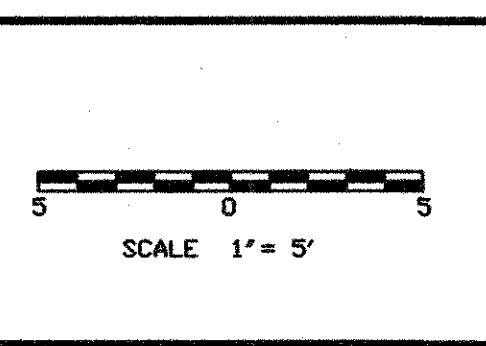
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PROJECT NO.: **167-104**
 DRAWING NO.: **SECT-3**
 SHEET NO.: **22**



REV.	DATE	DESCRIPTION	SHEET NO.
		REVISIONS	

FILENAME: Q:\Projects\Luchs Projects\27014 Peck Hill\design\cross sections\sect-4.dwg PLOTTED: 4/07/2011



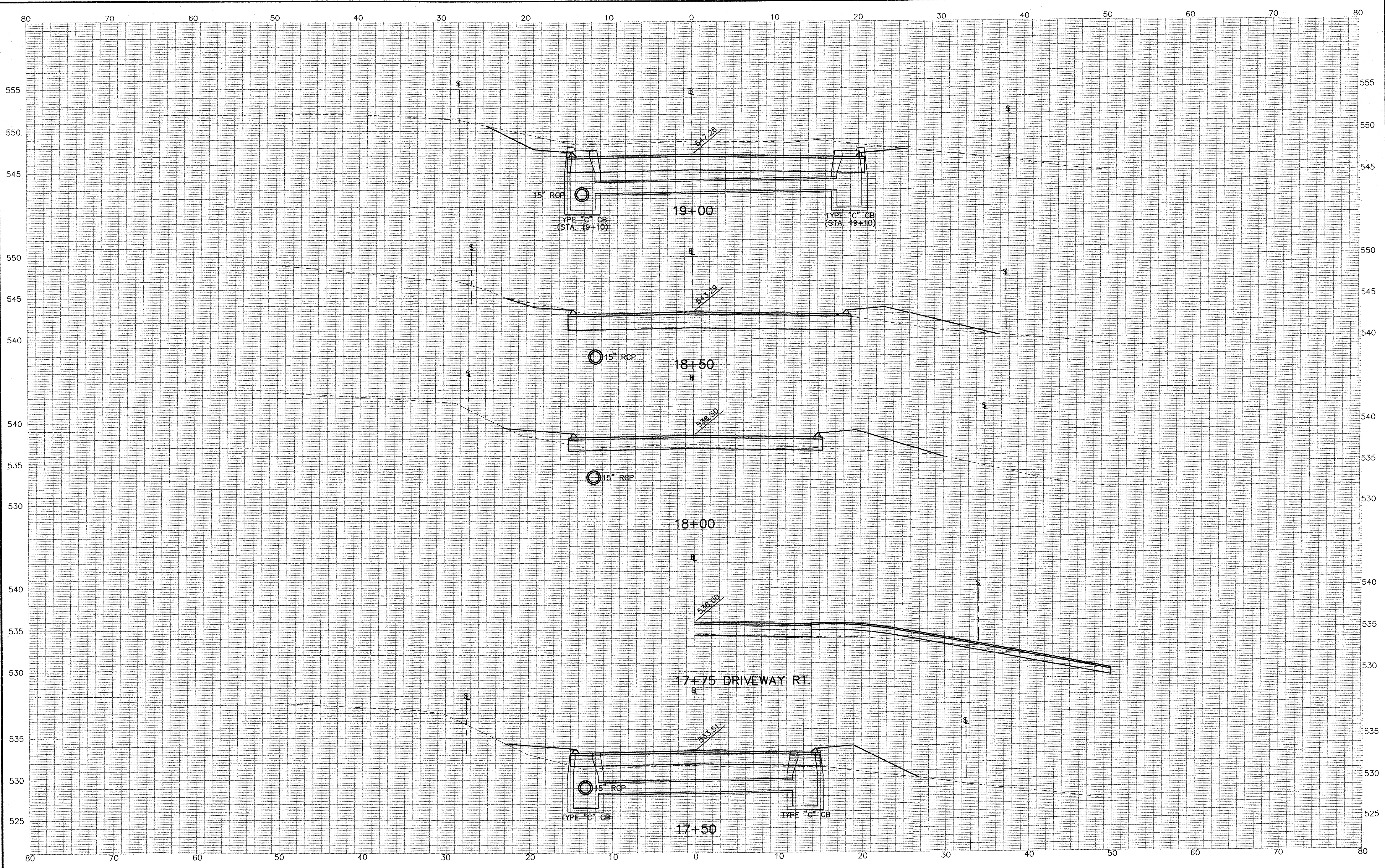
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 DRAFTER: MLF
 CHECKED BY:
 DATE CHECKED:

ENGINEER: LUCHS CONSULTING ENGINEERS
 APPROVED BY: _____ DATE: _____

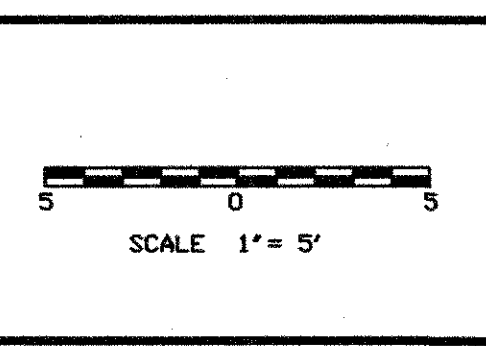
PROJECT TITLE: **RECONSTRUCTION OF PECK HILL ROAD**
 CADD FILE: _____ PLOTTED DATE: 6/30/10

TOWN: **WOODBIDGE**
 DRAWING TITLE: **CROSS SECTIONS - PECK HILL ROAD STA. 16+00 - STA. 17+00**

PROJECT NO.: **167-104**
 DRAWING NO.: **SECT-4**
 SHEET NO.: **23**



REV.	DATE	DESCRIPTION	SHEET NO.



DESIGNER: MLF
 DRAFTER: MLF
 CHECKED BY:
 DATE CHECKED:

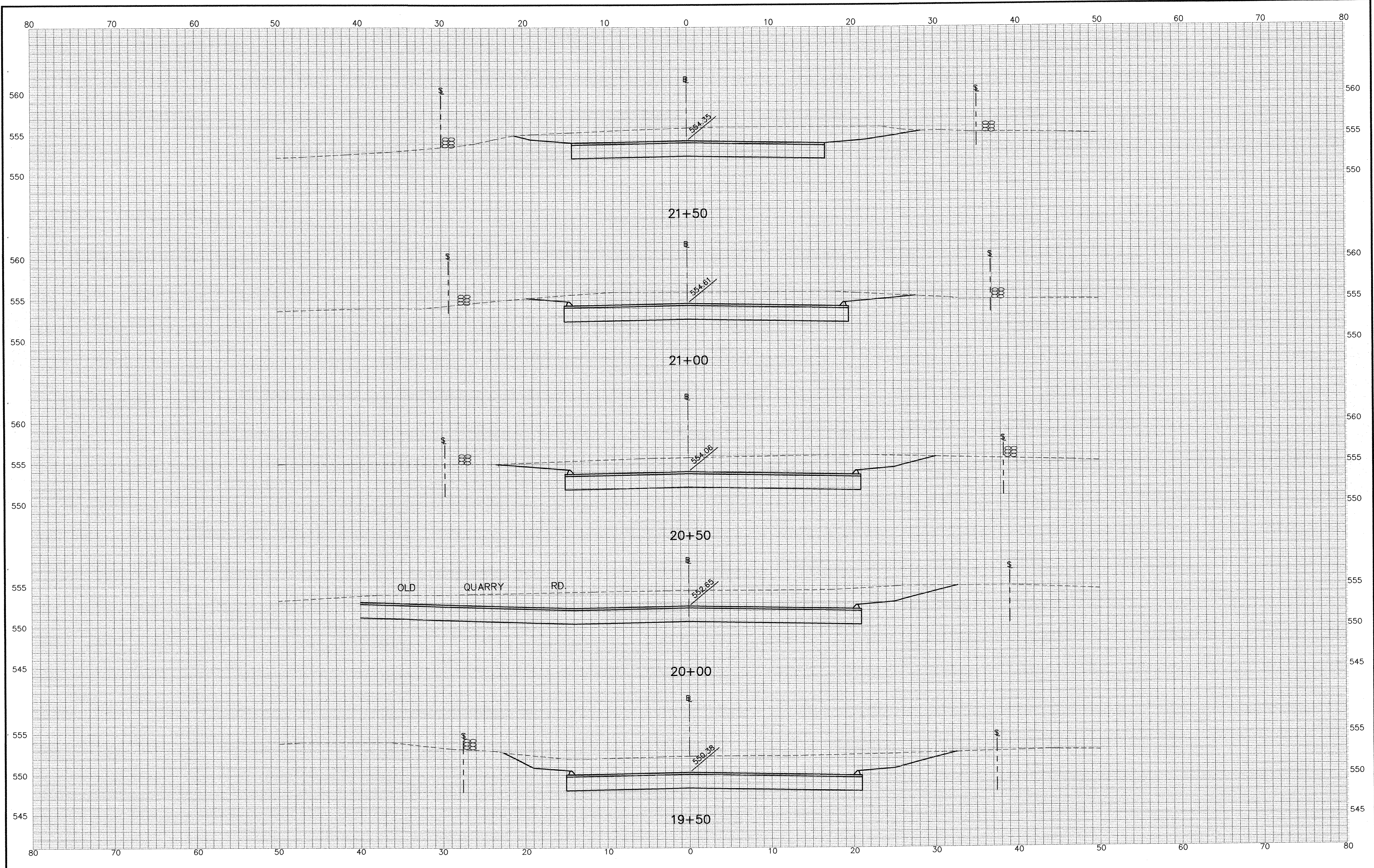
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ENGINEER: LUCHS CONSULTING ENGINEERS
 APPROVED BY: _____ DATE: _____

PROJECT TITLE: **RECONSTRUCTION OF PECK HILL ROAD**
 CADD FILE: _____ PLOTTED DATE: 6/30/10

TOWN: **WOODBRIDGE**
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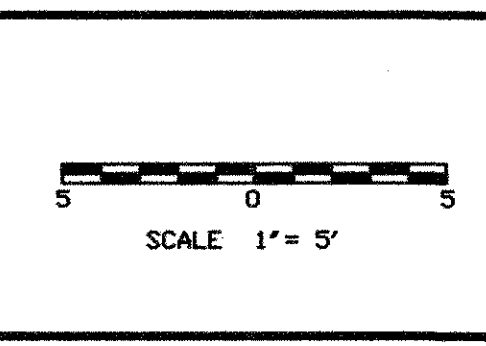
PROJECT NO.: **167-104**
 DRAWING NO.: **SECT-5**
 SHEET NO.: **24**



REV.	DATE	DESCRIPTION	SHEET. NO.

REVISIONS

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DESIGNER: MLF
 DRAFTER: MLF
 CHECKED BY:
 DATE CHECKED:

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ENGINEER: LUCHS CONSULTING ENGINEERS
 APPROVED BY: _____ DATE: _____

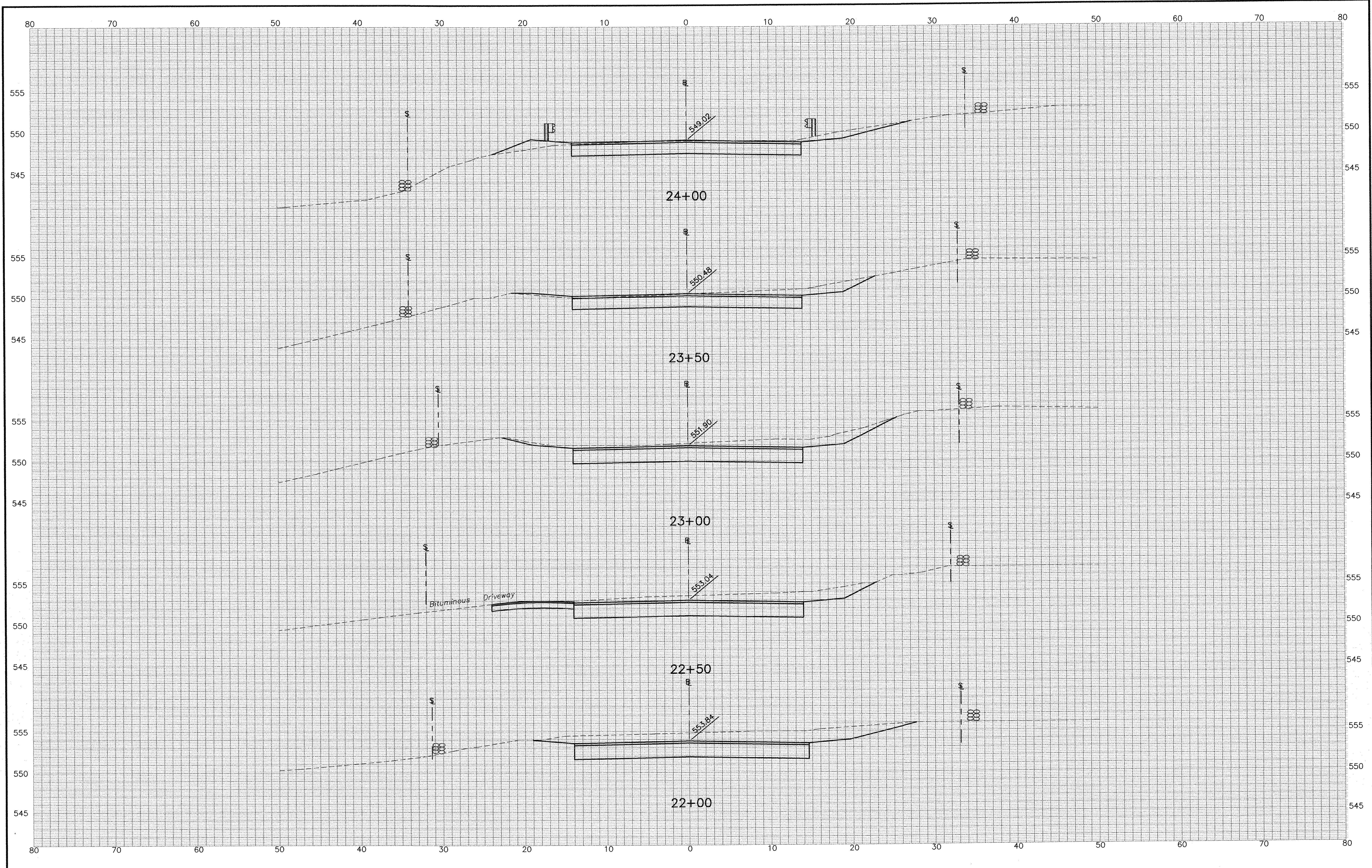
PROJECT TITLE: **RECONSTRUCTION OF PECK HILL ROAD**

CADD FILE: _____ PLOTTED DATE: 6/30/10

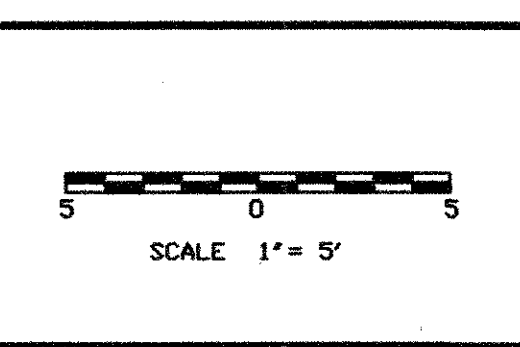
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DRAWING TITLE: **CROSS SECTIONS - PECK HILL ROAD STA. 19+50 - STA. 21+50**

PROJECT NO.: **167-104**
 DRAWING NO.: **SECT-6**
 SHEET NO.: **25**



REV.	DATE	DESCRIPTION	SHEET NO.



DESIGNER: MLF
 DRAFTER: MLF
 CHECKED BY:
 DATE CHECKED:

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ENGINEER: LUCHS CONSULTING ENGINEERS
 APPROVED BY: _____ DATE: _____

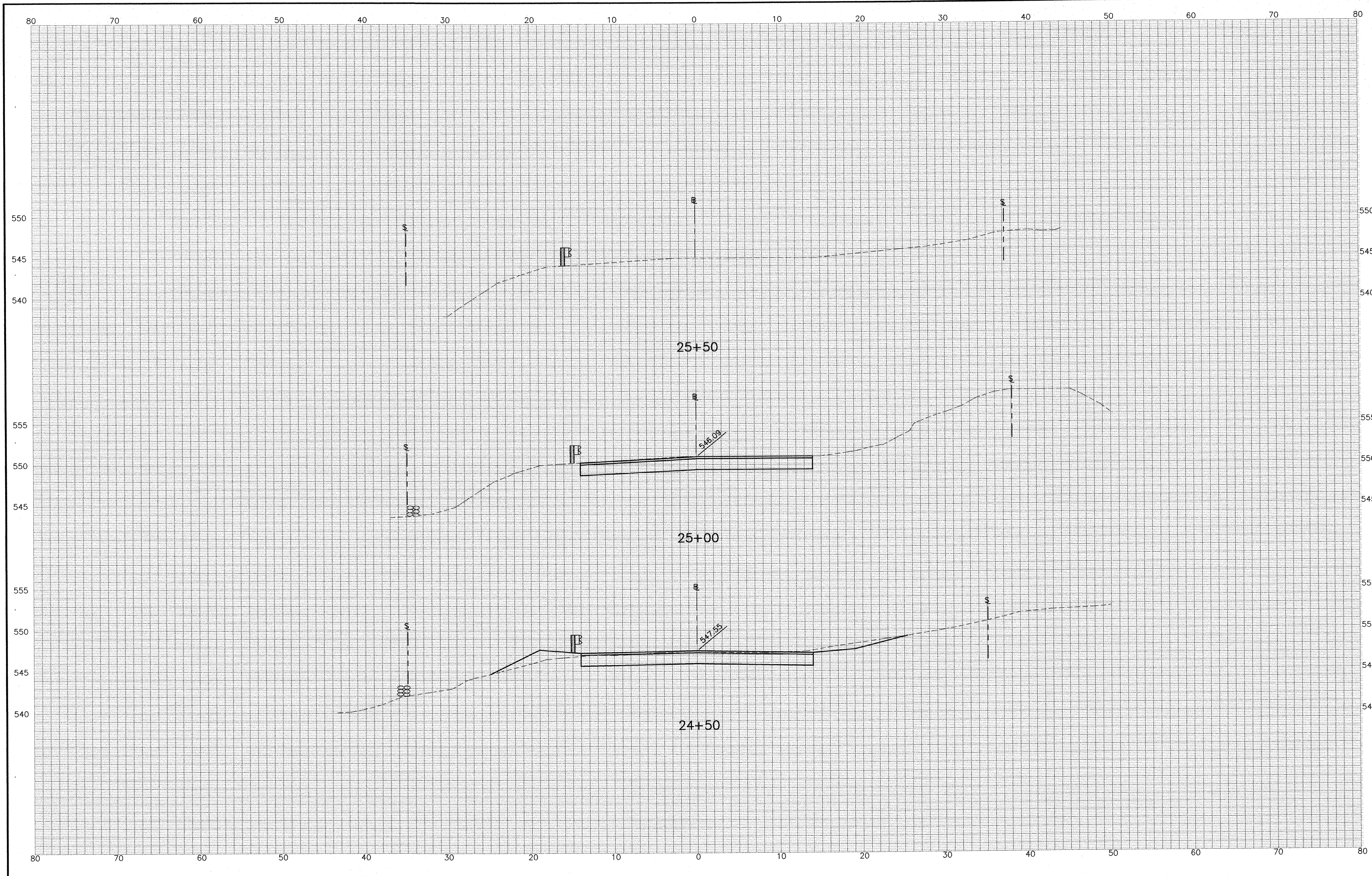
PROJECT TITLE:
**RECONSTRUCTION OF
 PECK HILL ROAD**

CADD FILE: _____ PLOTTED DATE: 6/30/10

TOWN: **WOODBIDGE**

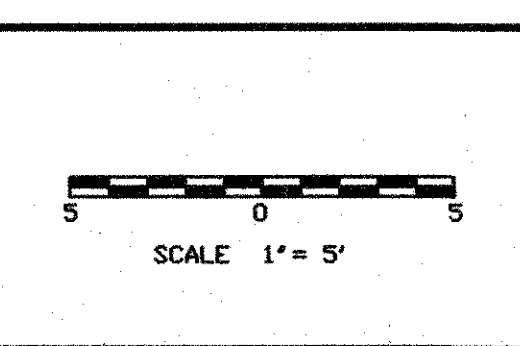
DRAWING TITLE:
**CROSS SECTIONS - PECK HILL ROAD
 STA. 22+00 - STA. 24+00**

PROJECT NO.: **167-104**
 DRAWING NO.: **SECT-7**
 SHEET NO.: **26**



REV.	DATE	DESCRIPTION	SHEET NO.
		REVISIONS	

FILENAME: Q:\Projects\Luchs Projects\27014 Peck Hill\design\cross sections\sect-8.dwg PLOTTED: 4/07/2011



DESIGNER: MLF
 DRAFTER: MLF
 CHECKED BY:
 DATE CHECKED:

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CONSULTING ENGINEERS

ENGINEER: LUCHS CONSULTING ENGINEERS
 APPROVED BY: _____ DATE: _____

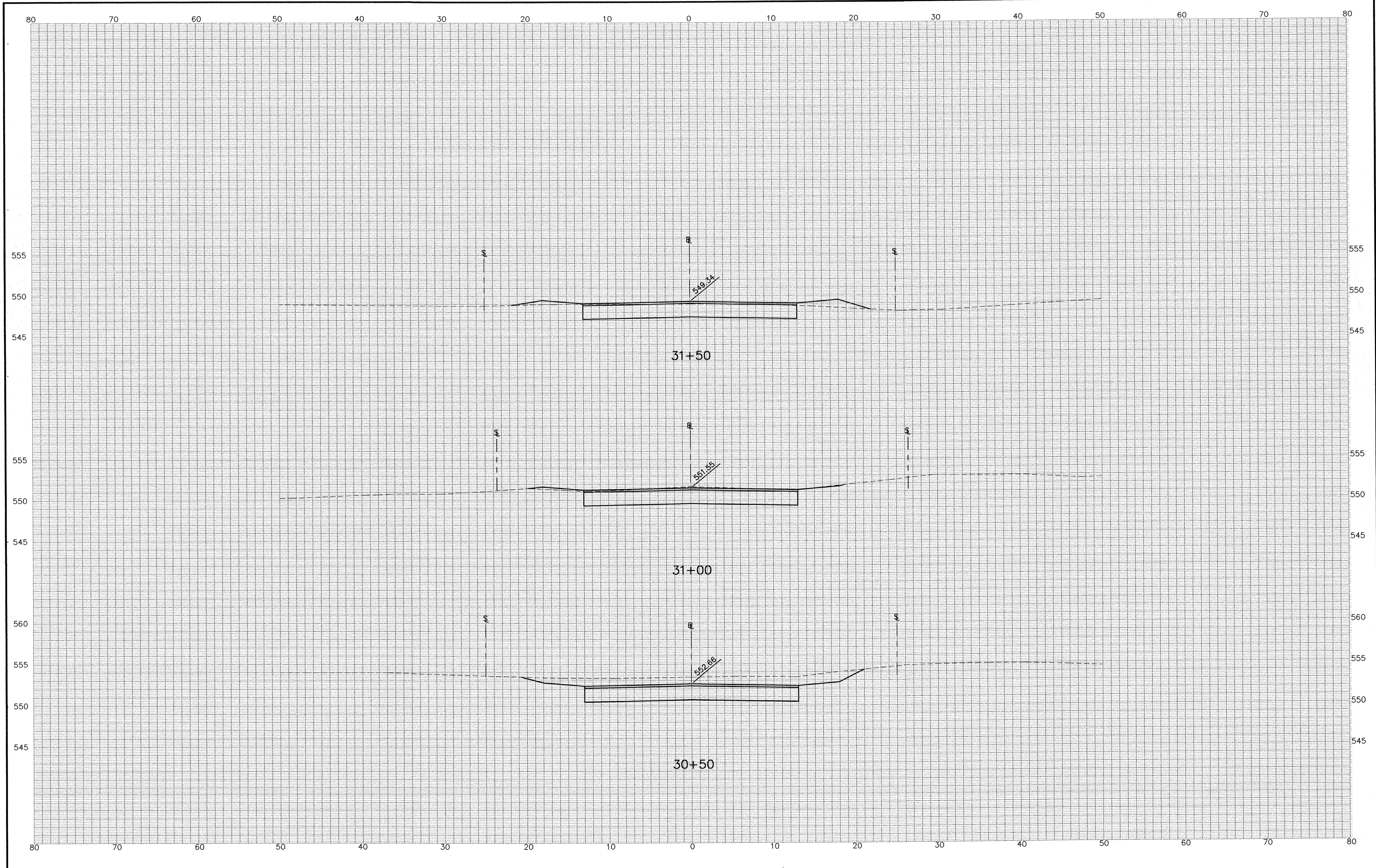
PROJECT TITLE:
**RECONSTRUCTION OF
 PECK HILL ROAD**

CADD FILE: _____ PLOTTED DATE: 6/30/10

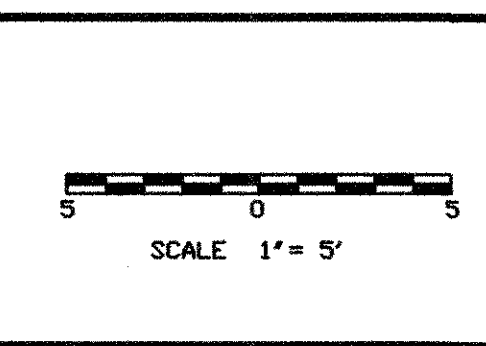
TOWN: **WOODBIDGE**

DRAWING TITLE:
**CROSS SECTIONS - PECK HILL ROAD
 STA. 24+50 - STA. 25+50**

PROJECT NO.: **167-104**
 DRAWING NO.: **SECT-8**
 SHEET NO.: **27**



REV.	DATE	DESCRIPTION	SHEET. NO.
		REVISIONS	
FILENAME: Q:\Projects\Luchs Projects\27014 Peck Hill\design\cross sections\sect-9.dwg			PLOTTED: 4/07/2011



DESIGNER: MLF
 DRAFTER: MLF
 CHECKED BY:
 DATE CHECKED:

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 CONSULTING ENGINEERS

ENGINEER: LUCHS CONSULTING ENGINEERS
 APPROVED BY: _____ DATE: _____

PROJECT TITLE:
**RECONSTRUCTION OF
 PECK HILL ROAD**

CADD FILE: _____ PLOTTED DATE: 6/30/10

TOWN: **WOODBRIDGE**

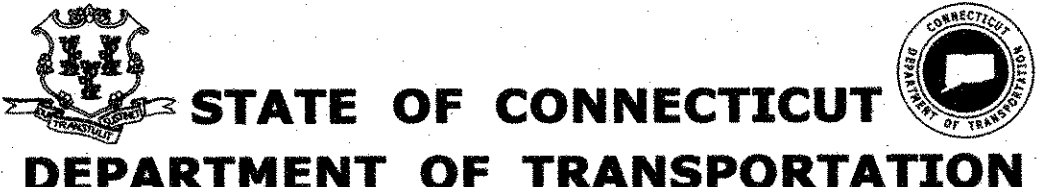
DRAWING TITLE:
**CROSS SECTIONS - OLD QUARRY ROAD
 STA. 30+50 - STA. 31+50**

PROJECT NO.: **167-104**
 DRAWING NO.: **SECT-9**
 SHEET NO.: **28**

*ONLY STANDARD SHEETS MARKED WITH AN "✓" ARE IN THIS PROJECT # 167-104

**REVISED OR ADDED

✓*	SHEET NO.	TITLE	APPROVAL DATE**	✓*	SHEET NO.	TITLE	APPROVAL DATE**
✓	HW-506_01	ENDWALLS, SLOPE PAVED INLETS AND OUTLETS	9-09-09		HW-910_01	W- BEAM METAL BEAM RAIL HARDWARE	10-18-10
	HW-506_02	TYPE "D-G" & "L" ENDWALLS	9-09-09		HW-910_02	METAL BEAM RAIL (TYPE R-B 350) GUIDERAIL	10-18-10
	HW-506_03	ENDWALLS FOR PIPE ARCH	9-09-09		HW-910_03	METAL BEAM RAIL (TYPE MD-B 350)	10-18-10
✓	HW-507_01	TYPE "C", "C-L" & DROP INLET CATCH BASINS	9-09-09		HW-910_04	METAL BEAM RAIL (TYPE R-B 350) SYSTEMS 5, 5A, & 6	10-18-10
	HW-507_02	TYPE "C", "C-L" & DOUBLE GRATE TYPE - I	9-09-09		HW-910_05	METAL BEAM RAIL R-B 350 SPAN TYPE I, II, III SECTIONS	10-18-10
	HW-507_03	TYPE "C", "C-L" & DOUBLE GRATE TYPE - II	9-09-09		HW-910_06	R-B 350 BRIDGE ATTACHMENT JERSEY SHAPE PARAPET	10-18-10
✓	HW-507_04	TYPE "C", "C-L" & ROUND PRECAST CONCRETE CB	6-01-10		HW-910_07	R-B 350 BRIDGE ATTACHMENT VERTICAL SHAPE PARAPET	10-18-10
	HW-507_05	TYPE "C" & "C-L" PRECAST CONCRETE CB DOUBLE GRATE TYPE - I	6-01-10		HW-910_08	R-B 350 BRIDGE ATTACHMENT TRAILING END	10-18-10
	HW-507_06	TYPE "C" & "C-L" PRECAST CONCRETE CB DOUBLE GRATE TYPE - II	6-01-10		HW-910_09	MISCELLANEOUS GUIDERAIL TRANSITIONS	10-18-10
✓	HW-507_07	TYPE "C" & "C-L" CATCH BASIN TOPS AND CURBS	6-01-10		HW-910_10	METAL BEAM RAIL 8" (203) X 6" (152) BOX BEAM	9-09-09
✓	HW-507_08	CATCH BASIN FRAMES AND GRATES	9-09-09		HW-910_11	CURVED GUIDERAIL TREATMENT DETAIL	10-18-10
	HW-507_09	HEAVY DUTY LOCK DOWN TOPS	6-01-10		HW-910_12a	MERRITT PARKWAY GUIDERAIL ATTACHMENT - SYSTEMS 2 & 3	10-18-10
✓	HW-507_10	MANHOLE - FRAME & COVER	9-09-09		HW-910_12b	MERRITT PARKWAY GUIDERAIL	10-18-10
	HW-601_01	FIGURES FOR DATES ON BRIDGE PARAPETS	9-09-09		HW-910_12c	MERRITT PARKWAY GUIDERAIL TRAILING END ATTACHMENT	10-18-10
	HW-651_01	C.C.M. PIPE INSTALLATIONS IN FILL & ROCK SLOPES & CULVERT TRENCH DETAIL	6-01-10		HW-910_13a	THRIE-BEAM TRANSITION TO R-B 350 GUIDERAIL	10-18-10
	HW-651_02	SLOTTED DRAIN PIPE 12"- 15"-18"-24"-30" (305-381-457-610-762)	9-09-09		HW-910_13b	THRIE-BEAM BRIDGERAIL TRANSITION	10-18-10
	HW-652_01	CULVERT ENDS	9-09-09		HW-910_13c	THRIE-BEAM PEDESTAL POST TRANSITION TO HEADWALL	10-18-10
✓	HW-751_01	UNDERDRAINS AND UNDERDRAIN OUTLETS	6-01-10		HW-910_14a	THRIE-BEAM 350 GUIDERAIL TRANSITION TO VERTICAL PARAPET	10-18-10
	HW-803_01	PAVED DITCH AND PAVED APRON	9-09-09		HW-910_14b	THRIE-BEAM 350 GUIDERAIL TRANSITION TO R-B 350 GUIDERAIL	10-18-10
✓	HW-811_01	CURBING	6-01-10		HW-910_15	MD-B 350 MEDIAN BARRIER JERSEY SHAPE ATTACHMENT TYPE I	10-18-10
	HW-813_01	GRANITE STONE TRANSITION CURBING	10-18-10		HW-910_16	MD-B 350 MEDIAN BARRIER JERSEY SHAPE ATTACHMENT TYPE II	10-18-10
	HW-821_01a	TRANSITION 45" (1145) F-SHAPE TO 45" (1145) VERTICAL SHAPE SHEET 1	10-18-10		HW-910_17	R-B TERMINAL SECTION	10-18-10
	HW-821_01b	TRANSITION 45" (1145) F-SHAPE TO 45" (1145) VERTICAL SHAPE SHEET 2	10-18-10		HW-910_18	METAL BEAM RAIL (TYPE MD-I)	10-18-10
	HW-821_01c	TRANSITION 45" (1145) F-SHAPE TO 45" (1145) VERTICAL SHAPE SHEET 3	10-18-10		HW-911_01	R-B END ANCHORAGE TYPE I AND II	10-18-10
	HW-821_02	45" (1145) F-SHAPE PRECAST CONCRETE BARRIER CURB	10-18-10		HW-911_02	MD-B END ANCHORAGE TYPE I	10-18-10
	HW-821_03a	TRANSITION - 32" (813) JERSEY SHAPE TO 45" (1145) VERTICAL SHAPE SHEET 1	10-18-10		HW-911_03	ANCHOR IN EARTH CUT SLOPE & ANCHOR IN ROCK CUT SLOPE	10-18-10
	HW-821_03b	TRANSITION - 32" (813) JERSEY SHAPE TO 45" (1145) VERTICAL SHAPE SHEET 2	10-18-10		HW-911_04	GRADING PLAN FOR GUIDERAIL END ANCHOR	10-18-10
	HW-821_03c	TRANSITION - 32" (813) JERSEY SHAPE TO 45" (1145) VERTICAL SHAPE SHEET 3	10-18-10		HW-911_05	MERRITT PARKWAY GUIDERAIL END ANCHORS	10-18-10
	HW-821_03d	TRANSITION - 32" (813) JERSEY SHAPE TO 45" (1145) VERTICAL SHAPE SHEET 4	10-18-10		HW-913_01	CHAIN LINK FENCE	6-01-10
	HW-821_04a	MERRITT PARKWAY NARROW MEDIAN BARRIER	10-18-10		HW-918_01a	THREE CABLE GUIDERAIL (I-BEAM POSTS) SHEET 1	10-18-10
	HW-821_04b	MERRITT PARKWAY MEDIAN BARRIER - 2' (610) WIDE	10-18-10		HW-918_01b	THREE CABLE GUIDERAIL (I-BEAM POSTS) SHEET 2	10-18-10
	HW-822_01	TEMPORARY PRECAST CONCRETE BARRIER CURB	9-09-09	✓	HW-921_01	DRIVEWAY RAMPS AND SIDEWALKS	6-01-10
	HW-905_01	FENCES AND BARWAYS	9-09-09		HW-921_02	SIDEWALK RAMPS	9-09-09


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REV. DATE	REVISION DESCRIPTION																										
<p>Filename: CTDOT_HIGHWAY_STD_OCT2010.dgn Model: 01-HW-001_INDEX</p>																											

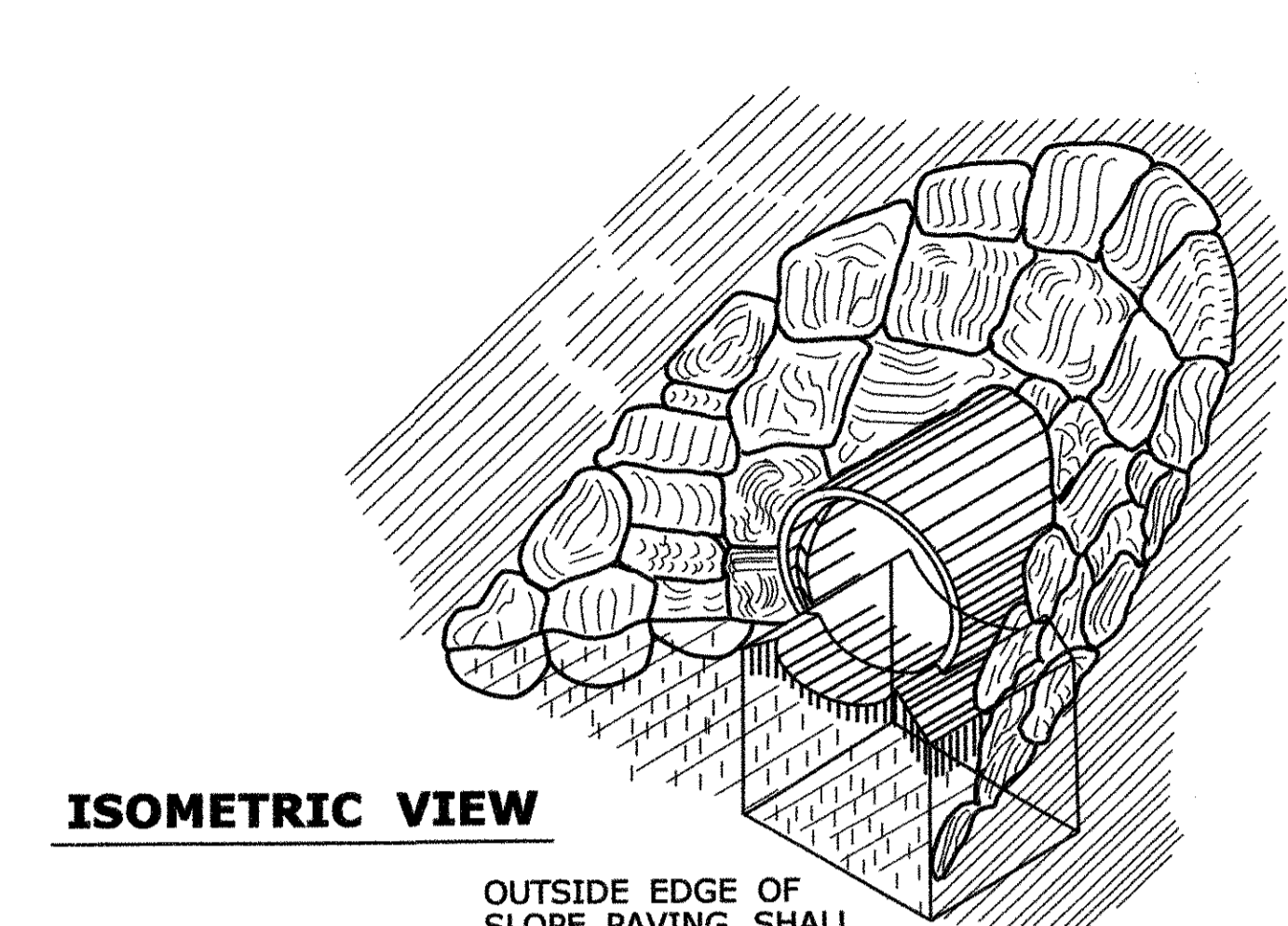
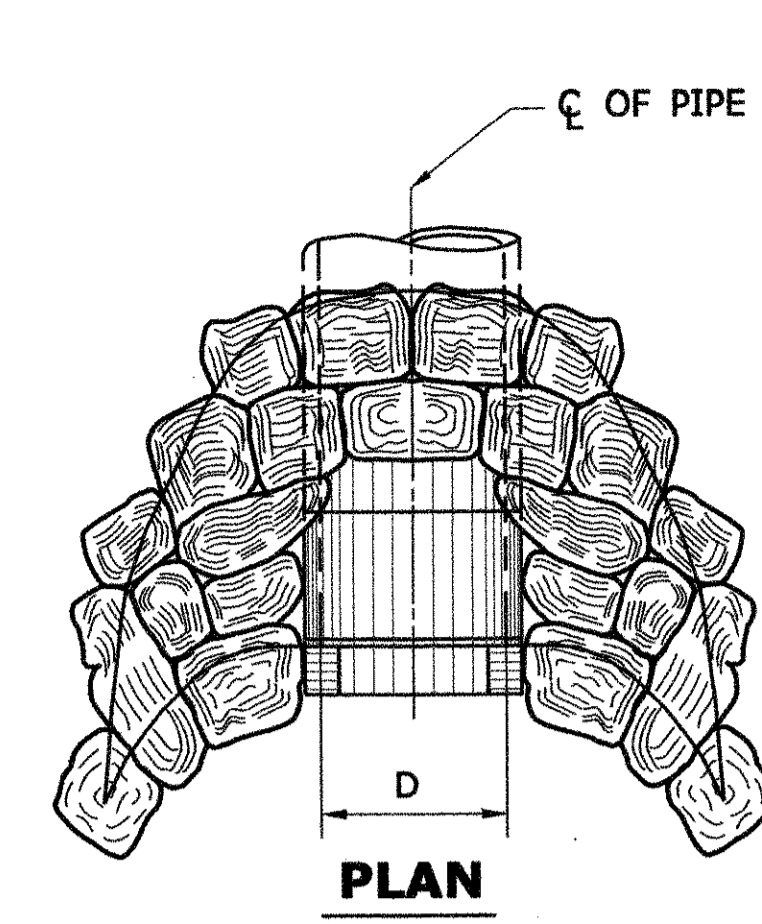
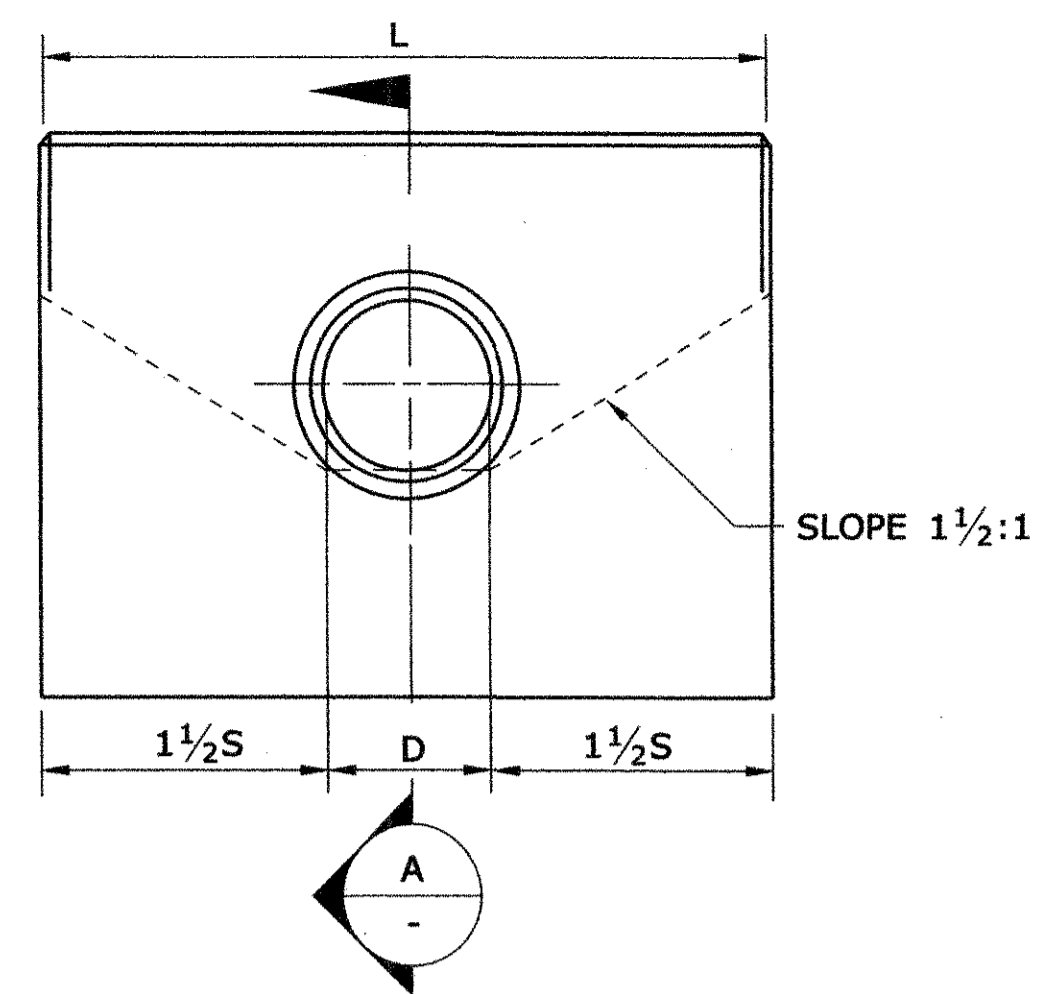
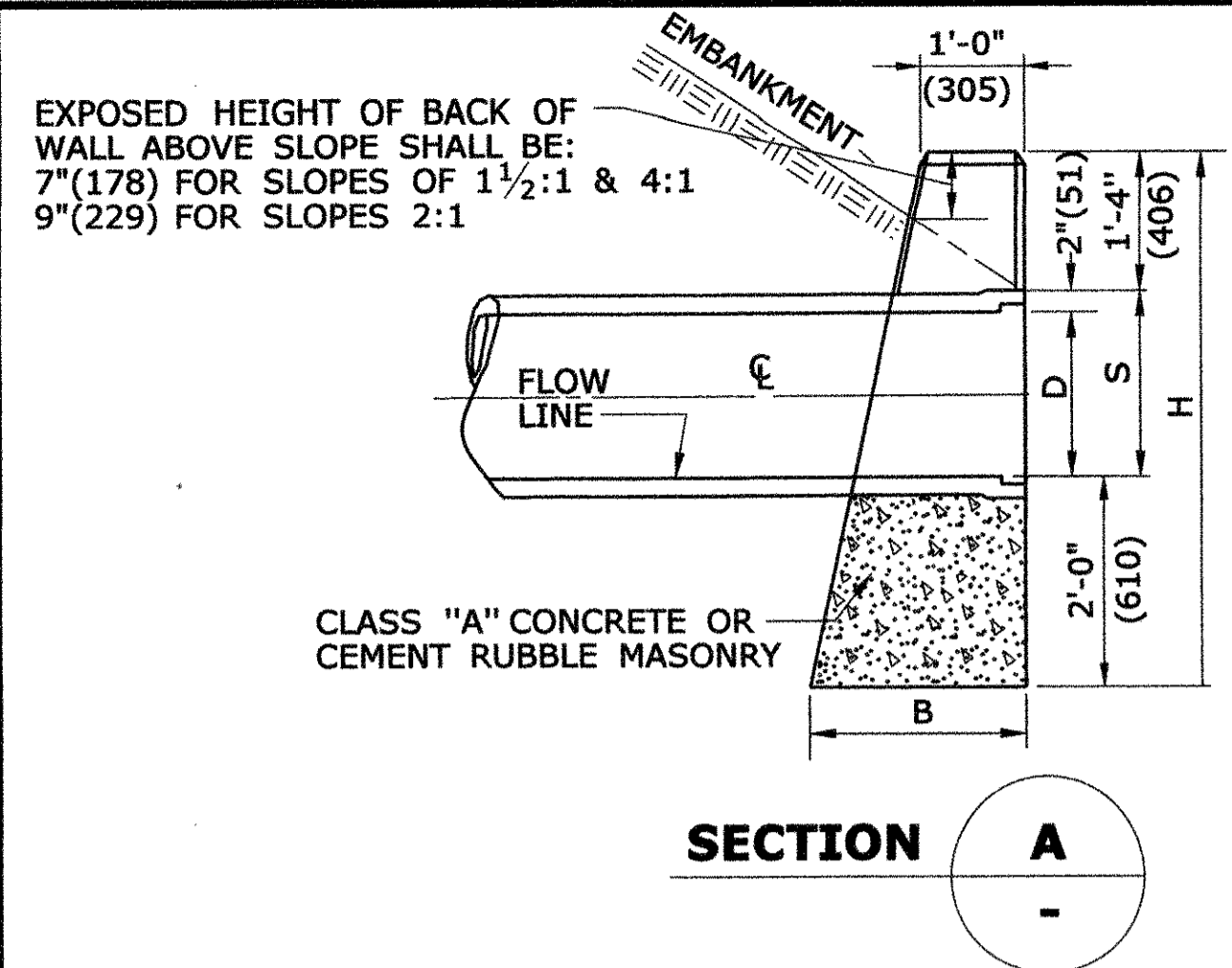
*ONLY STANDARD SHEETS MARKED WITH AN "✓" ARE IN THIS PROJECT # 167-104

**REVISED OR ADDED

✓*	SHEET NO.	TITLE	APPROVAL DATE**
✓	HW-925_01	PAVEMENT FOR RAILING	9-09-09
	HW-949_01	PLANTING DETAILS FOR TREES	9-09-09
	HW-949_02	PLANTING DETAILS FOR SHRUBS	9-09-09
	HW-1800_01	GRADING PLAN FOR TYPE B IMPACT ATTENUATION SYSTEM (FLARED)	10-18-10
	HW-1800_02	GRADING PLAN FOR TYPE B IMPACT ATTENUATION SYSTEM (MEDIAN/GORE)	10-18-10
	HW-1800_03	GRADING PLAN FOR TYPE B IMPACT ATTENUATION SYSTEM (TANGENTIAL)	10-18-10
	HW-1806_01a	CT TRUCK MOUNTED IMPACT ATTENUATOR SHEET 1	10-18-10
	HW-1806_01b	CT TRUCK MOUNTED IMPACT ATTENUATOR SHEET 2	10-18-10
	HW-1806_01c	CT TRUCK MOUNTED IMPACT ATTENUATOR SHEET 3	10-18-10

✓*	SHEET NO.	TITLE	APPROVAL DATE**

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. NOT TO SCALE	 STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION	SUBMITTED BY: _____ NAME/DATE/TIME: _____ APPROVED BY: _____ NAME/DATE/TIME: _____	CTDOT STANDARD SHEET OFFICE OF ENGINEERING	STANDARD SHEET TITLE: HIGHWAY STANDARD SHEET INDEX	STANDARD SHEET NO.: HW_INX 2 of 2
Plotted Date: 10/18/2010 Filename: CTDOT_HIGHWAY.STD.OCT2010.dgn Model: 2 - HW-002.INDEX						



H = TOTAL HEIGHT OF ENDWALL
 B = BASE
 D = INSIDE DIAMETER OF PIPE
 S = HEIGHT OF SLOPE ABOVE FLOW LINE AT FACE OF WALL = D+2"(51) MIN.
 L = LENGTH OF WALL = 3S+D
 ALL EDGES OF EXPOSED SURFACES SHALL BE CHAMFERED APPROXIMATELY ONE INCH (25mm).

DIMENSIONS AND QUANTITIES FOR ONE ENDWALL BASED ON S = D + 2" (51 mm)

D	S	H	L	BATTER	B	VOL.
IN.(mm)	FT. & IN.(mm)	FT. & IN.(mm)	FT. & IN.(mm)	FT. & IN.(mm)	FT. & IN.(mm)	CU.YD.(m ³)
12"(305)	1'-2"(356)	4'-6"(1372)	4'-6"(1372)	2 1/2"(5:1)	1'-11 1/4"(590)	1.10(.8)
15"(381)	1'-5"(432)	4'-9"(1448)	5'-6"(1676)	2 1/2"(5:1)	1'-11 7/8"(606)	1.45(1.0)
18"(457)	1'-8"(508)	5'-0"(1524)	6'-6"(1981)	2 1/2"(5:1)	2'-0 1/2"(622)	1.83(1.4)
24"(610)	2'-2"(660)	5'-6"(1676)	8'-6"(2591)	2 1/2"(5:1)	2'-1 3/4"(654)	2.72(2.1)
30"(762)	2'-8"(813)	6'-0"(1829)	10'-6"(3200)	2 1/2"(5:1)	2'-3"(686)	3.79(2.7)
36"(914)	3'-2"(965)	6'-6"(1981)	12'-6"(3810)	3"(4:1)	2'-7 1/2"(790)	5.45(4.2)
42"(1067)	3'-8"(1118)	7'-0"(2134)	14'-6"(4420)	3"(4:1)	2'-9"(838)	6.40(4.9)*
48"(1219)	4'-2"(1270)	7'-6"(2286)	16'-6"(5029)	3"(4:1)	2'-10 1/2"(876)	8.00(6.1)*

* VOLUME IS BASED ON D MINUS WALL THICKNESS AT C OF PIPE

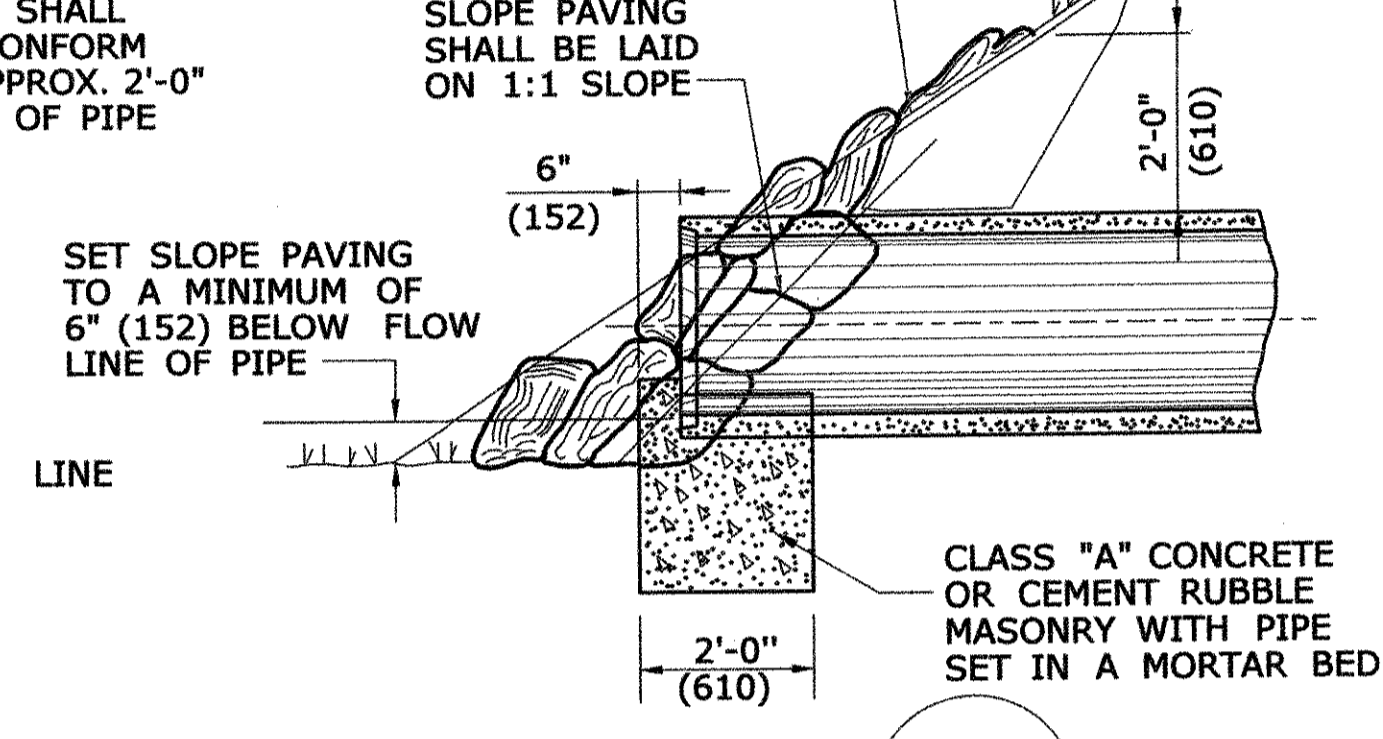
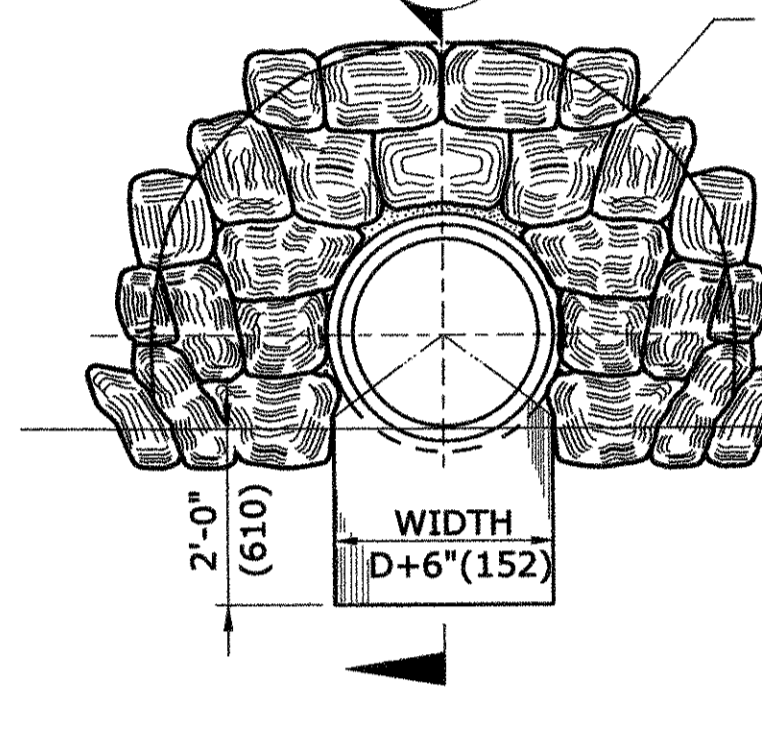


TABLE WITH QUANTITIES

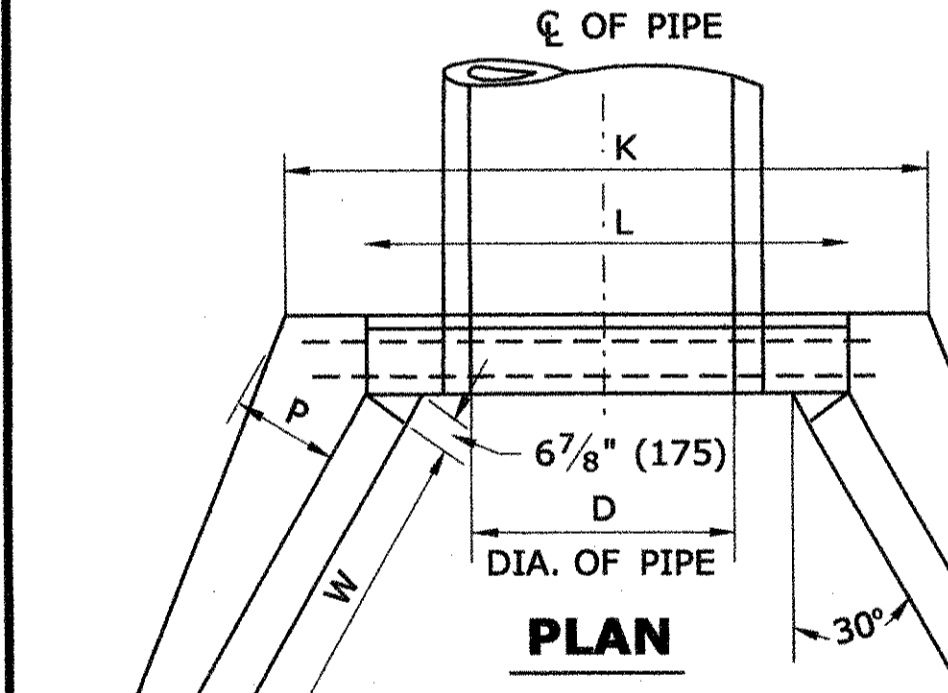
D	VOLUME OF FOOTING	SLOPE * PAVING
INS.(mm)	C.Y.(m ³)	S.Y.(m ²)
15"(375-400)	0.26(0.20)	3.2(2.7)
18"(457)	0.30(0.23)	3.5(2.9)
24"(610)	0.37(0.28)	4.0(3.3)
30"(750-800)	0.37(0.34)	4.6(3.8)

* APPROXIMATE QUANTITY FOR MINIMUM CONDITION

ENDWALL SYMMETRICAL ABOUT C OF PIPE

STANDARD ENDWALL

FOOTING & SLOPE PAVING FOR PIPES 15"(381) TO 30"(762) DIAMETER



DIMENSIONS AND QUANTITIES FOR ONE WING TYPE ENDWALL

D	B	C	G	H	K	L	P	Q	R	W	VOL
INS.(mm)	FT.&IN.(mm)	FT.&IN.(mm)	FT.&IN.(mm)	FT.&IN.(mm)	FT.&IN.(mm)	FT.&IN.(mm)	FT.&IN.(mm)	FT.&IN.(mm)	FT.&IN.(mm)	FT.&IN.(mm)	CU.YD.(m ³)
36"(914)	1'-6" (457)	2'-0" (610)	3'-3" (991)	6'-8" (2032)	9'-1 1/2" (2781)	7'-3 3/4" (2229)	1'-4 7/8" (430)	0'-9 3/4" (248)	3'-4 7/8" (1038)	5'-5 3/4" (1670)	5.87(4.5)
42"(1000)	1'-6" (457)	2'-0" (610)	3'-3" (991)	7'-2" (2184)	9'-10 1/2" (3010)	7'-9 3/4" (2381)	1'-6 3/8" (470)	0'-9 3/4" (248)	3'-10 1/2" (1181)	6'-7 3/4" (2026)	6.67(5.1)
48"(1200)	1'-7" (483)	2'-6" (762)	3'-9" (1143)	8'-2" (2489)	10'-10" (3302)	8'-3 3/4" (2534)	1'-9 3/8" (540)	0'-11 1/4" (286)	4'-9" (1448)	7'-9 1/2" (2375)	9.11(7.0)
60"(1500)	1'-7" (483)	2'-6" (762)	3'-9" (1143)	9'-2" (2794)	12'-4 1/2" (3772)	9'-3 3/4" (2838)	2'-0 3/8" (620)	0'-11 1/4" (286)	5'-9" (1753)	10'-1 1/4" (3080)	12.43(9.5)
72"(1800)	1'-7" (483)	2'-6" (762)	3'-9" (1143)	10'-2" (3099)	13'-10 3/4" (4235)	10'-3 3/4" (3143)	2'-3 3/8" (690)	0'-11 1/4" (286)	6'-9" (2057)	12'-5" (3785)	16.30(12.5)

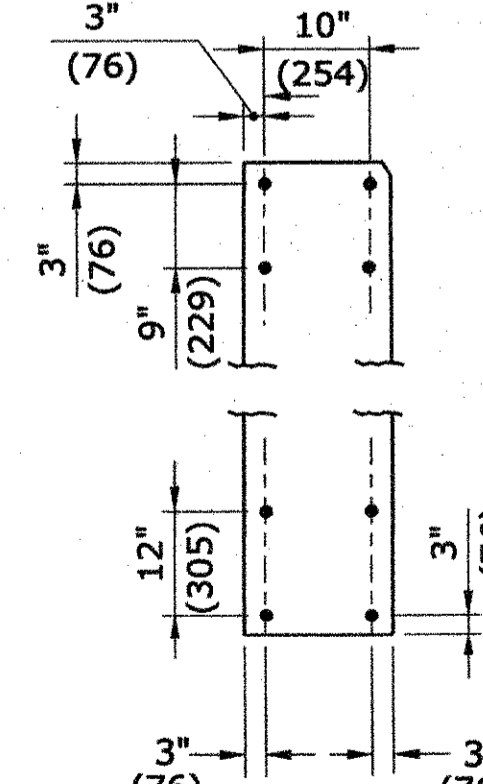
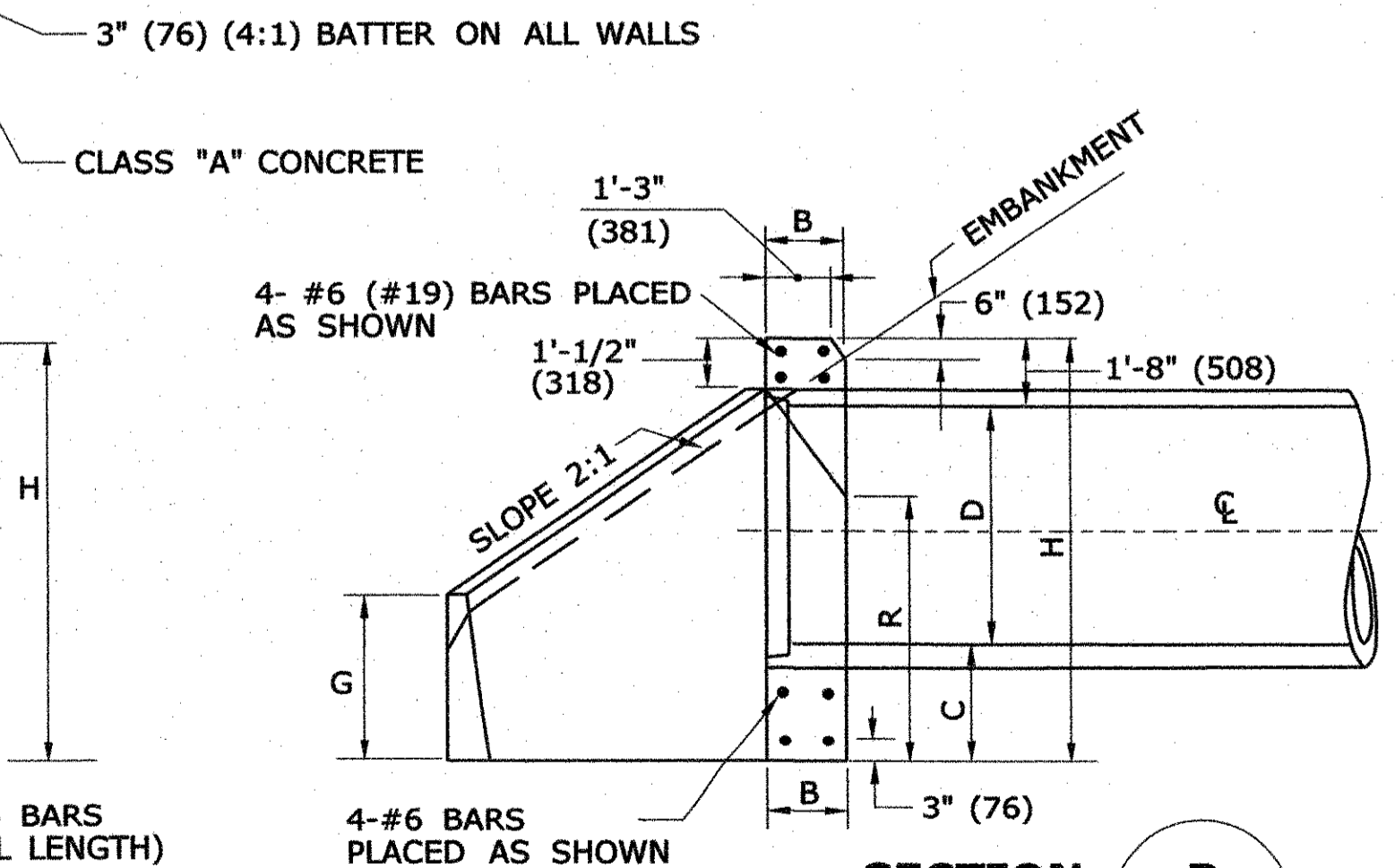
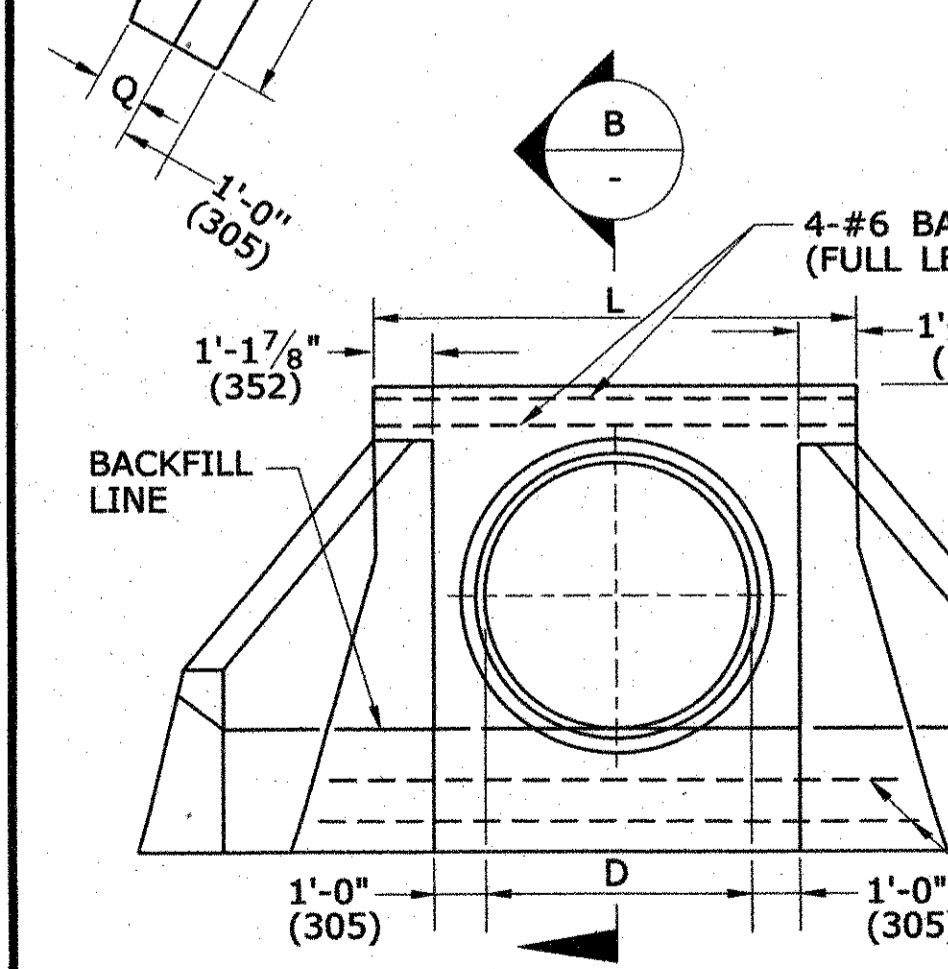
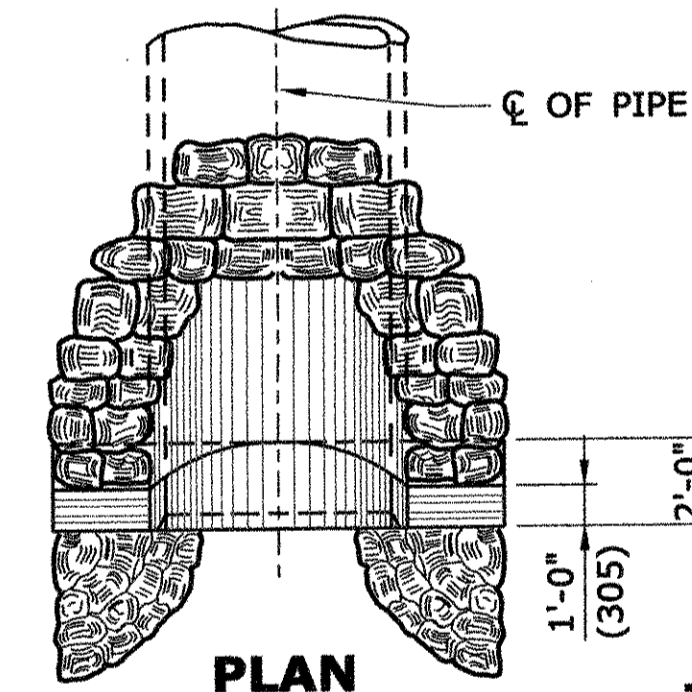


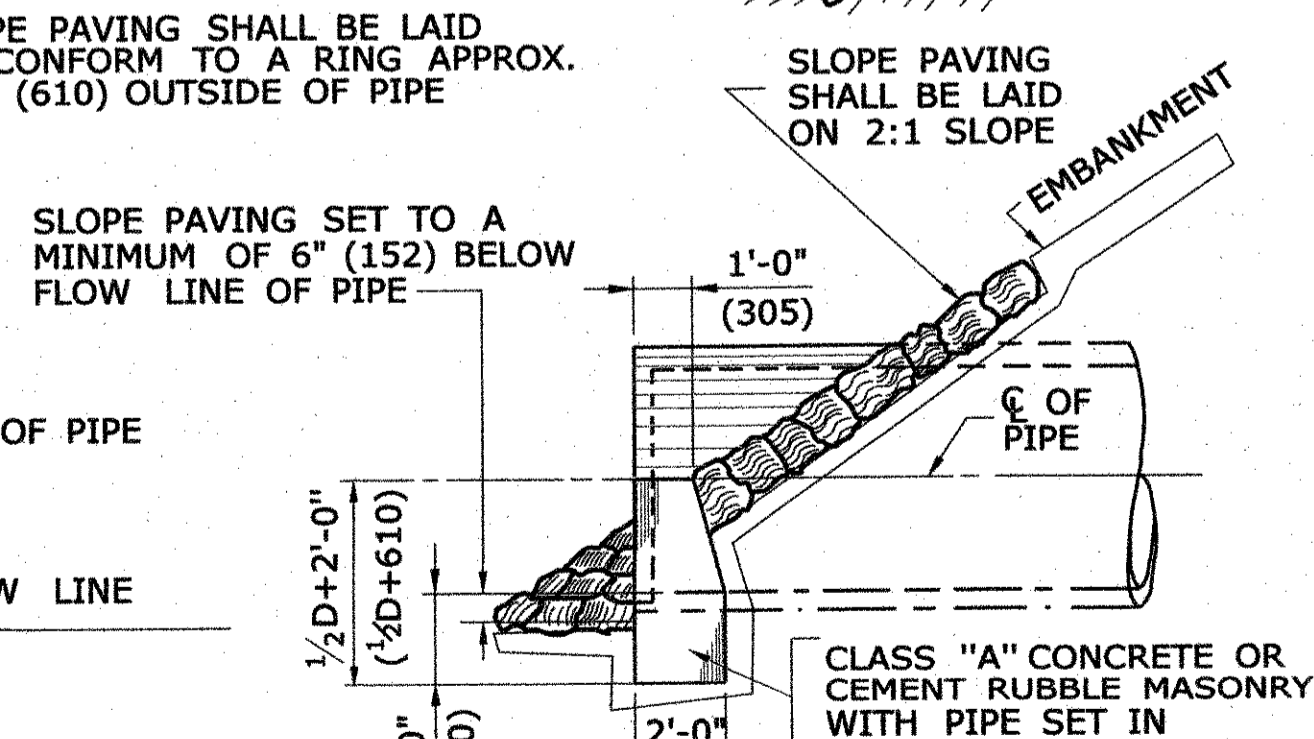
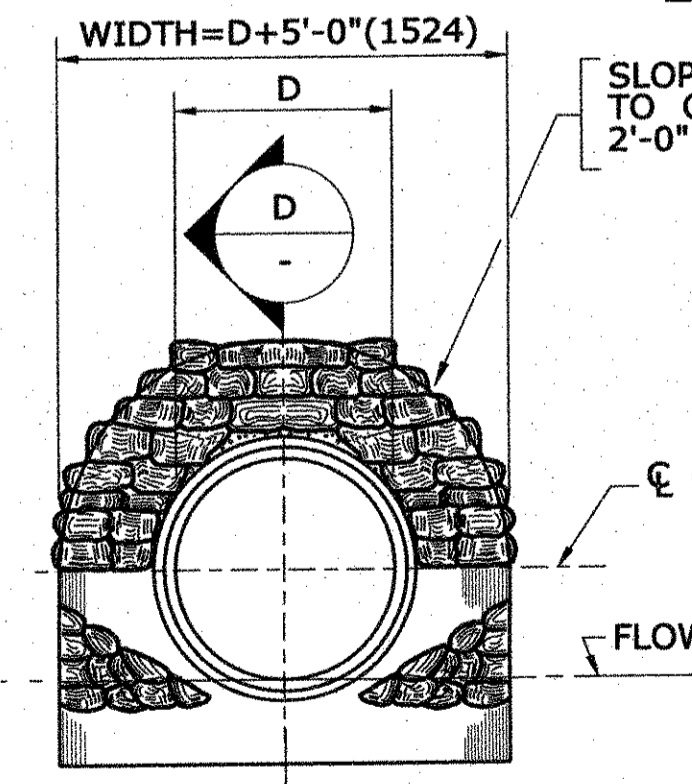
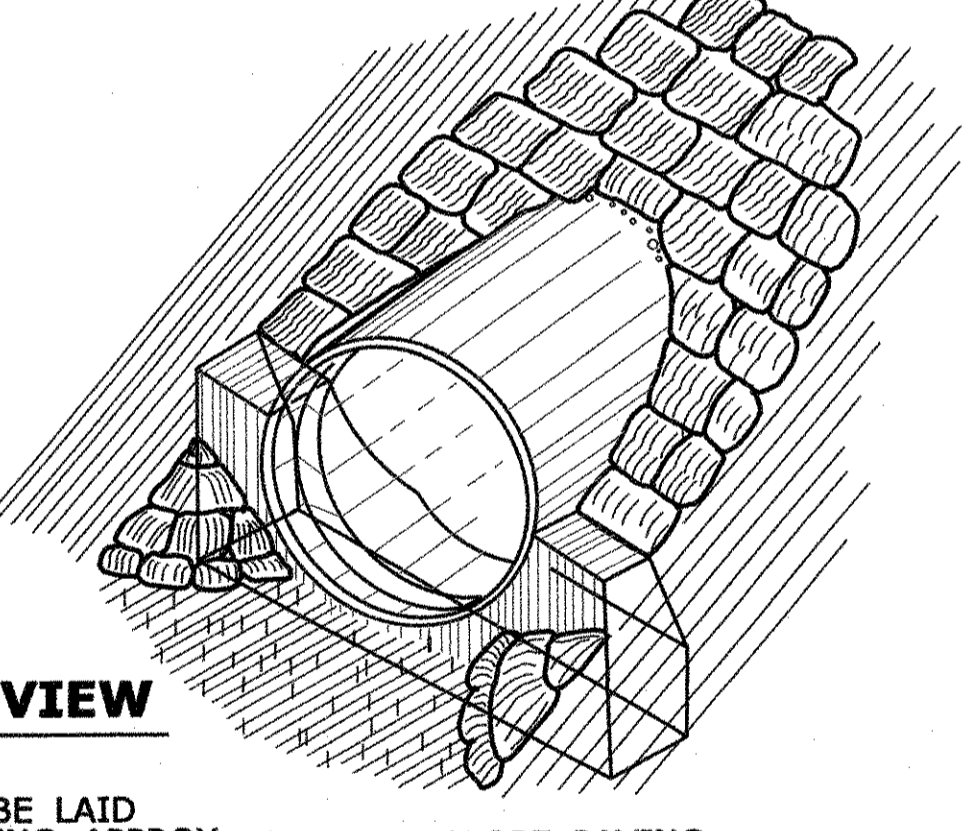
TABLE WITH QUANTITIES

D	VOLUME OF FOOTING	SLOPE * PAVING
INS.(mm)	C.Y.(m ³)	S.Y.(m ²)
36"(914)	1.55(1.2)	4.7(3.9)
42"(1000-1050)	1.69(1.3)	5.4(4.5)
48"(1200)	1.82(1.4)	6.1(5.1)
60"(1500-1600)	2.08(1.6)	7.6(6.4)
72"(1829)	2.34(1.8)	9.3(7.8)

* APPROXIMATE QUANTITY FOR MINIMUM CONDITION



ISOMETRIC VIEW



REINFORCEMENT SHALL BE USED FOR 48" (1219) DIA. PIPE AND UP

FOOTING & SLOPE PAVING FOR PIPES 36"(914) TO 72"(1829) DIAMETER

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

REV.	DATE	REVISION DESCRIPTION

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Plotted Date: 9/11/2009

NOT TO SCALE

STATE OF CONNECTICUT
 DEPARTMENT OF TRANSPORTATION

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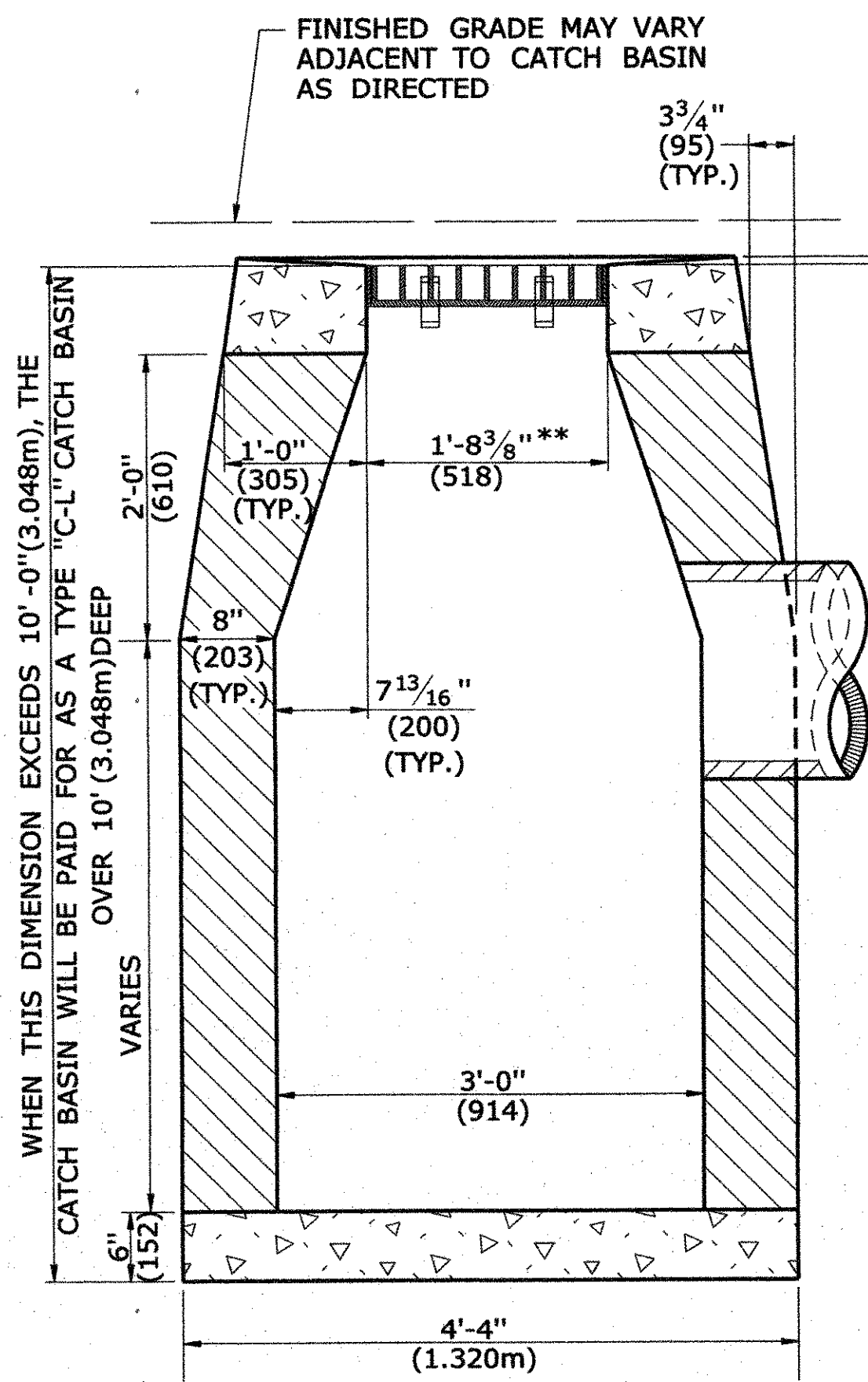
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 2009.09.16 11:07:05 -04'00'

APPROVED BY: James H. Norman
 2009.09.18 14:15:37 -04'00'

CTDOT
 STANDARD SHEET
 OFFICE OF ENGINEERING

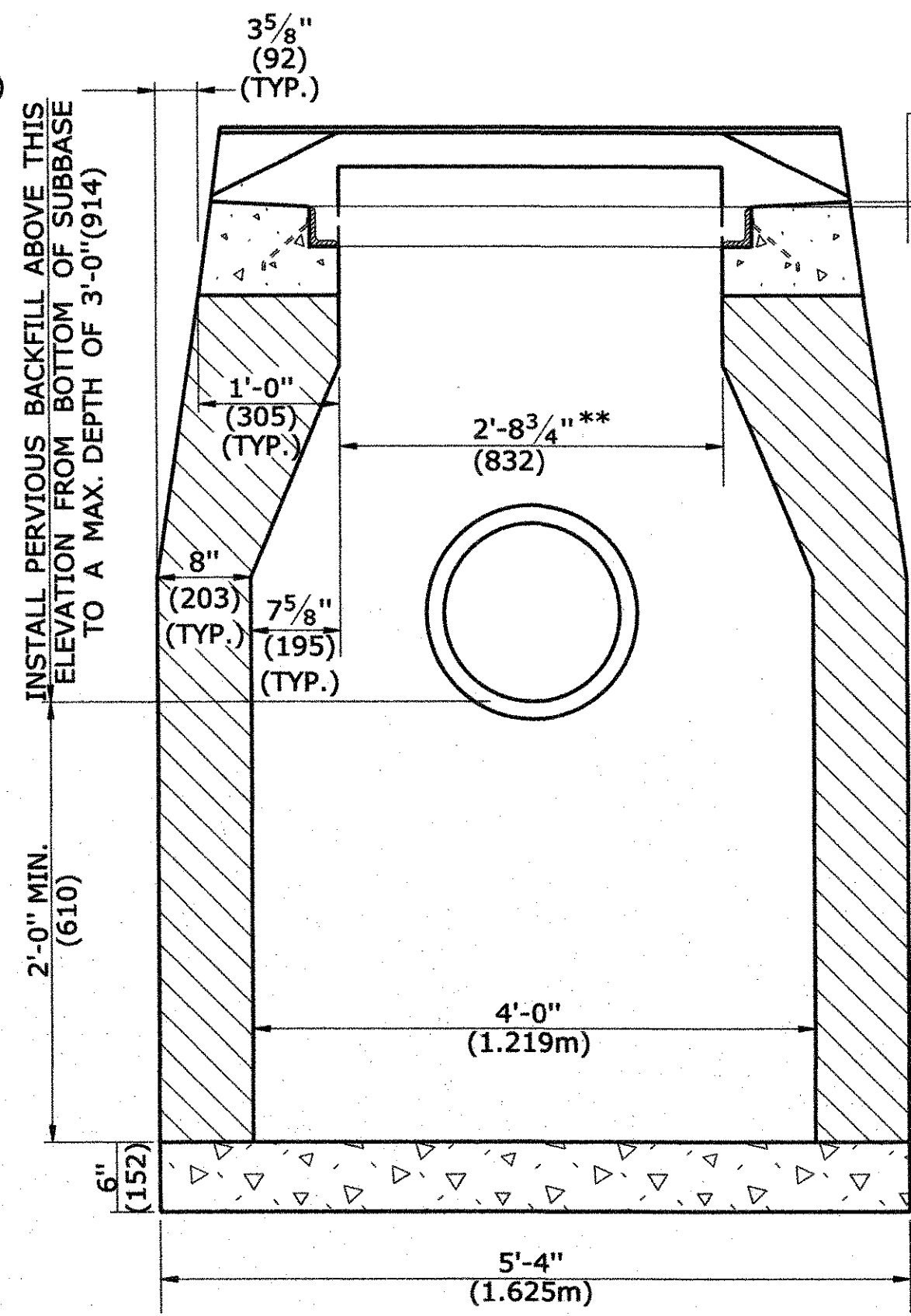
ENDWALLS, SLOPE PAVED
 INLETS AND OUTLETS

STANDARD SHEET NO.: HW-506_01



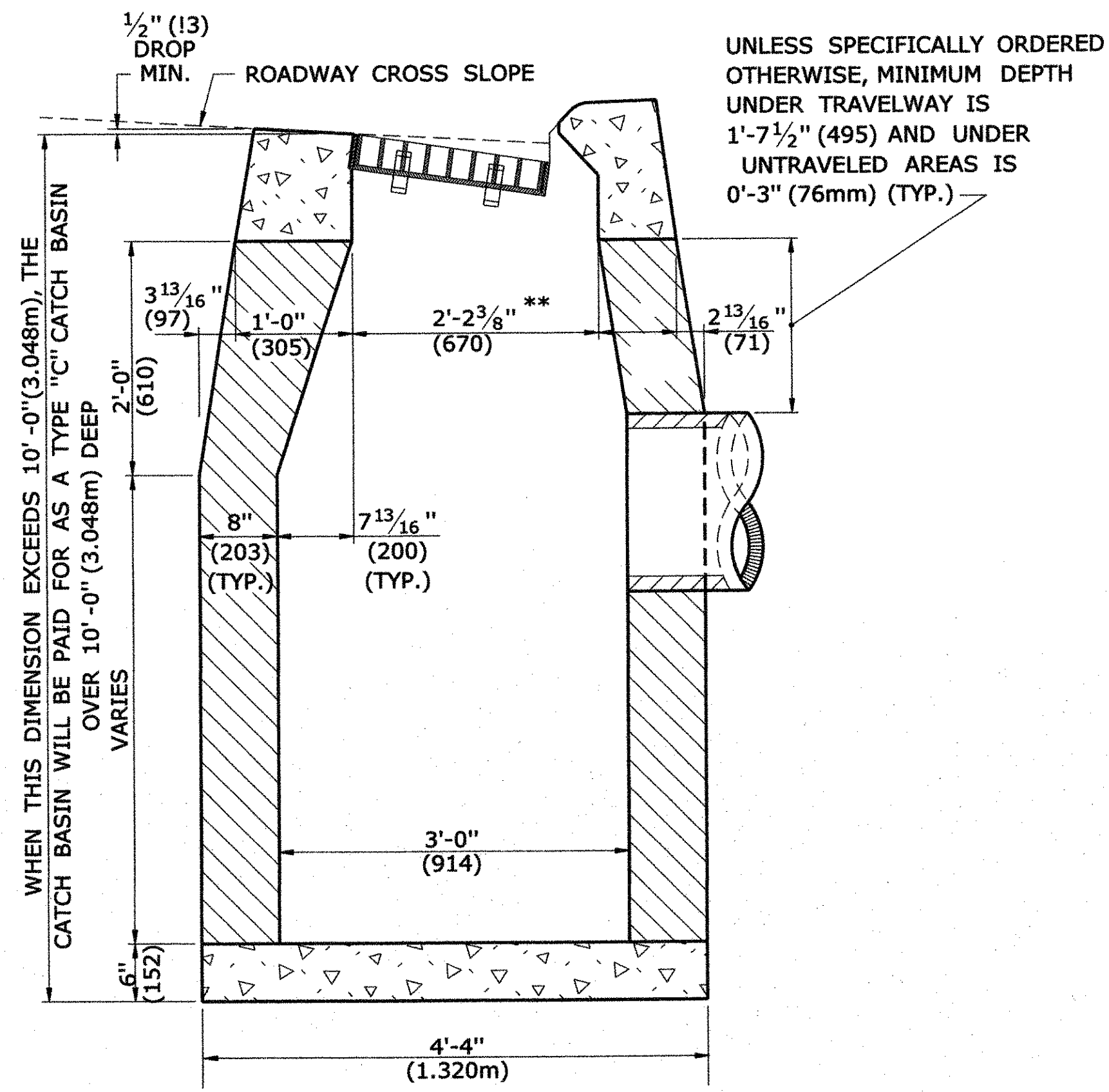
SECTION B

TYPE "C-L" CATCH BASIN



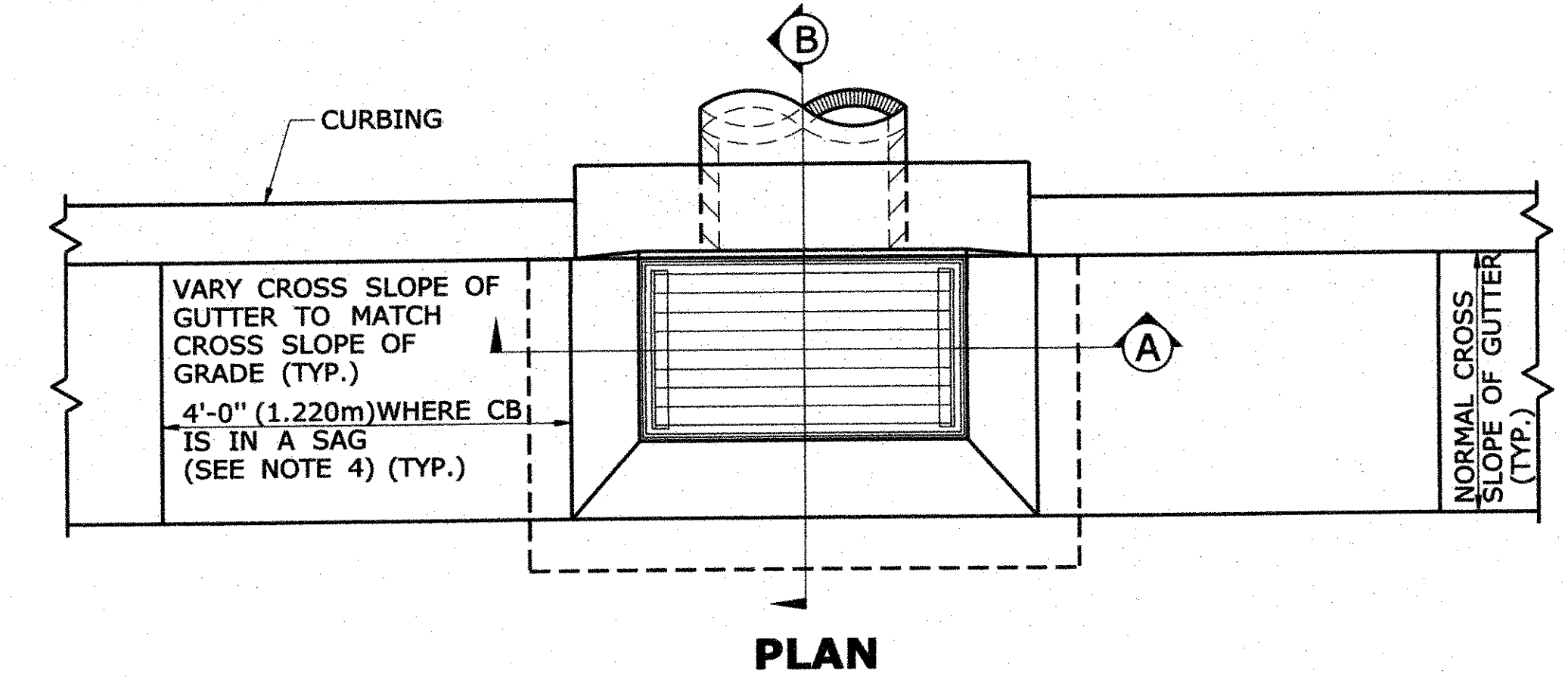
SECTION A

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

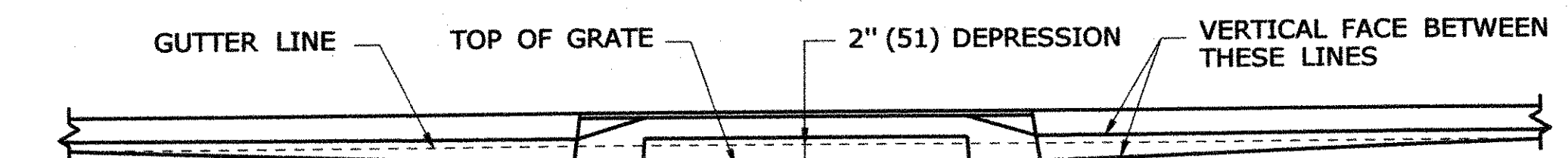


SECTION B

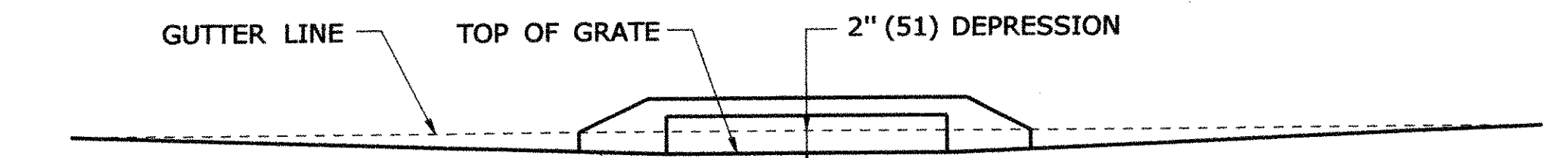
TYPE "C" CATCH BASIN



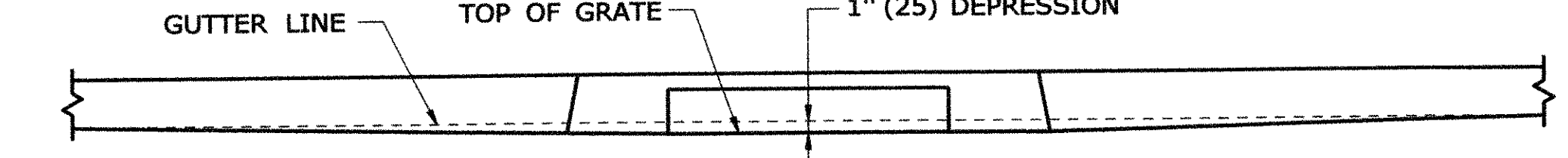
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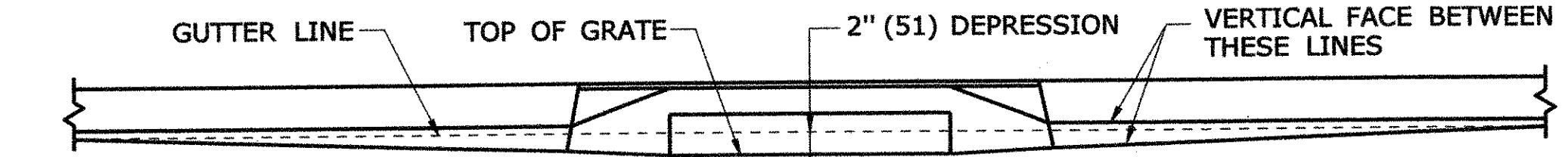
FOR CATCH BASINS IN A LINE OF 4" (102) CONCRETE PARK CURBING OR 4" (102) BITUMINOUS CONCRETE PARK CURBING



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

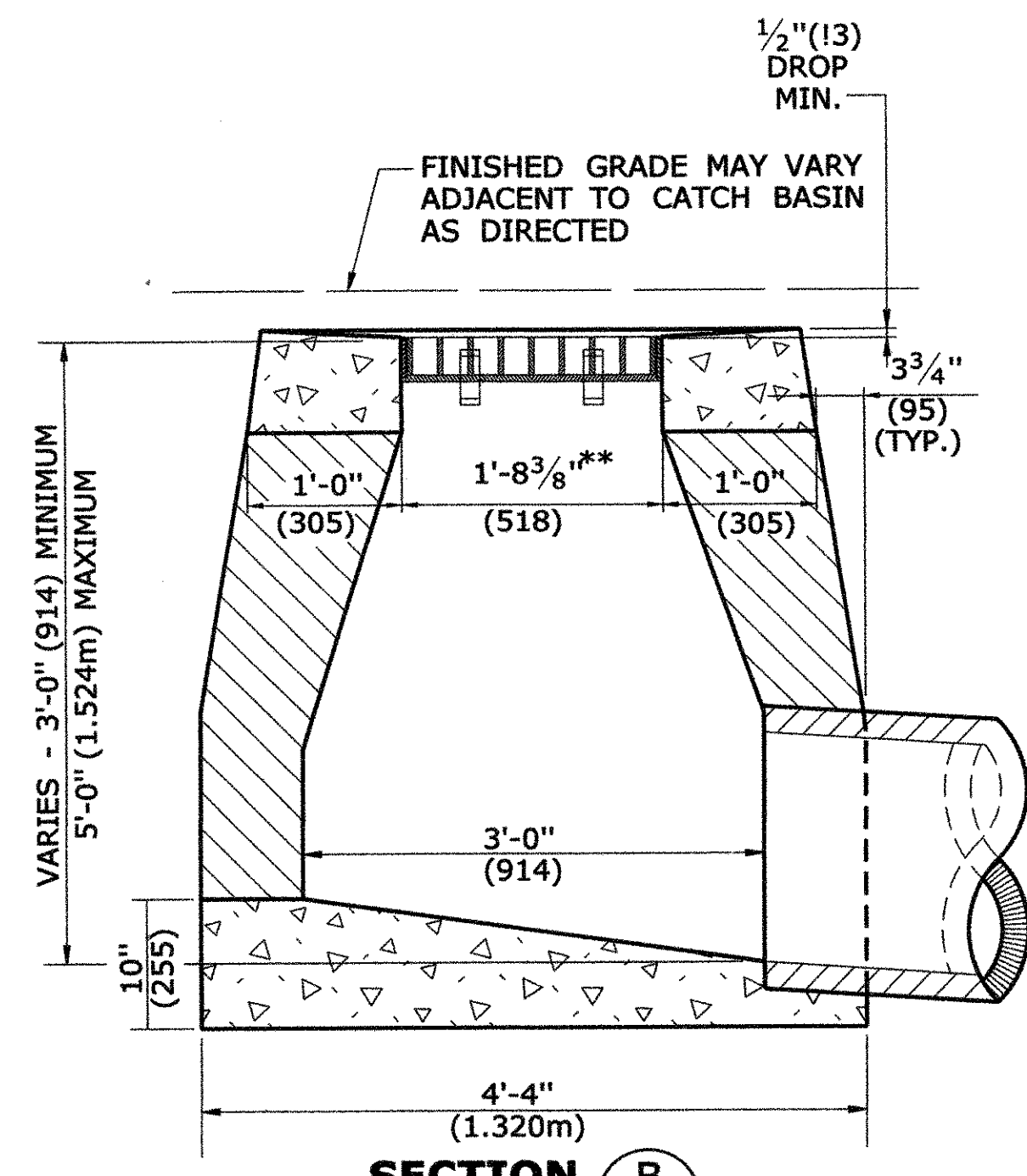


FOR CATCH BASINS IN A LINE OF 6" (152) CONCRETE CURBING OR 6" (152) STONE CURBING



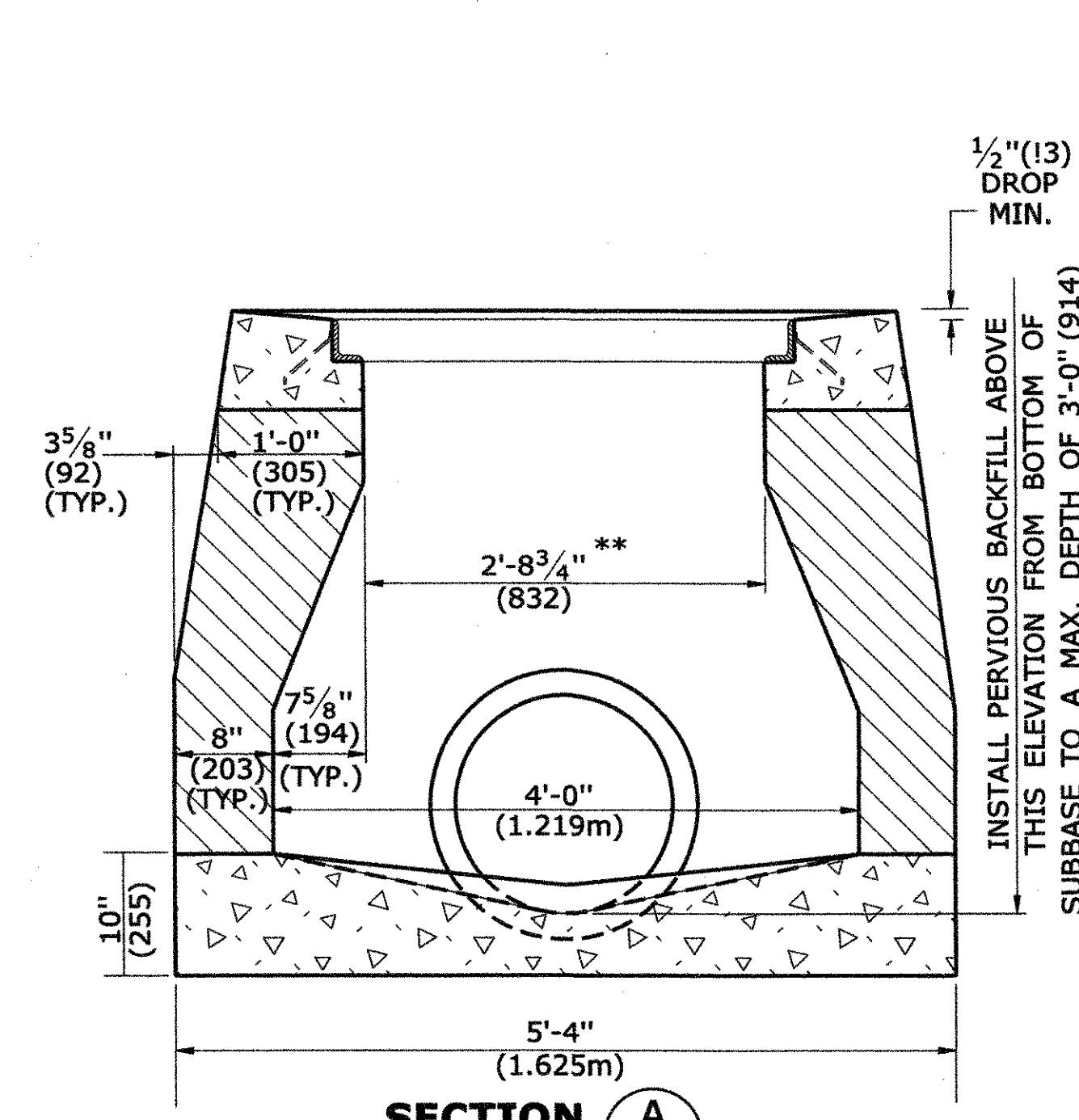
FOR CATCH BASINS IN A LINE OF 6" (152) BITUMINOUS CONCRETE LIP CURBING (MACHINE FORMED)

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



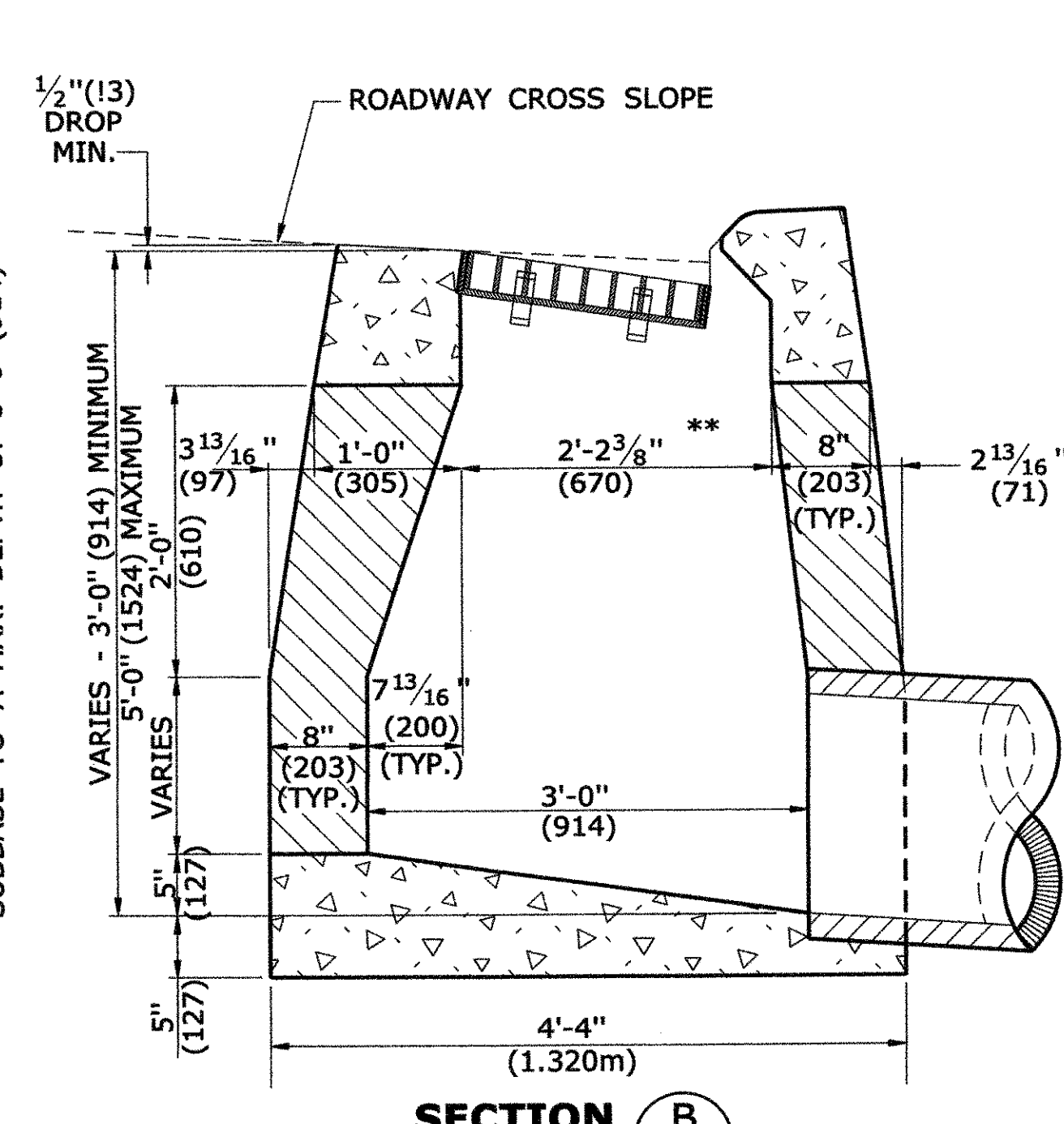
SECTION B

TYPE "C-L" DROP INLET



SECTION A

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



SECTION B

TYPE "C" DROP INLET

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NOT TO SCALE

Plotted Date: 9/11/2009

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

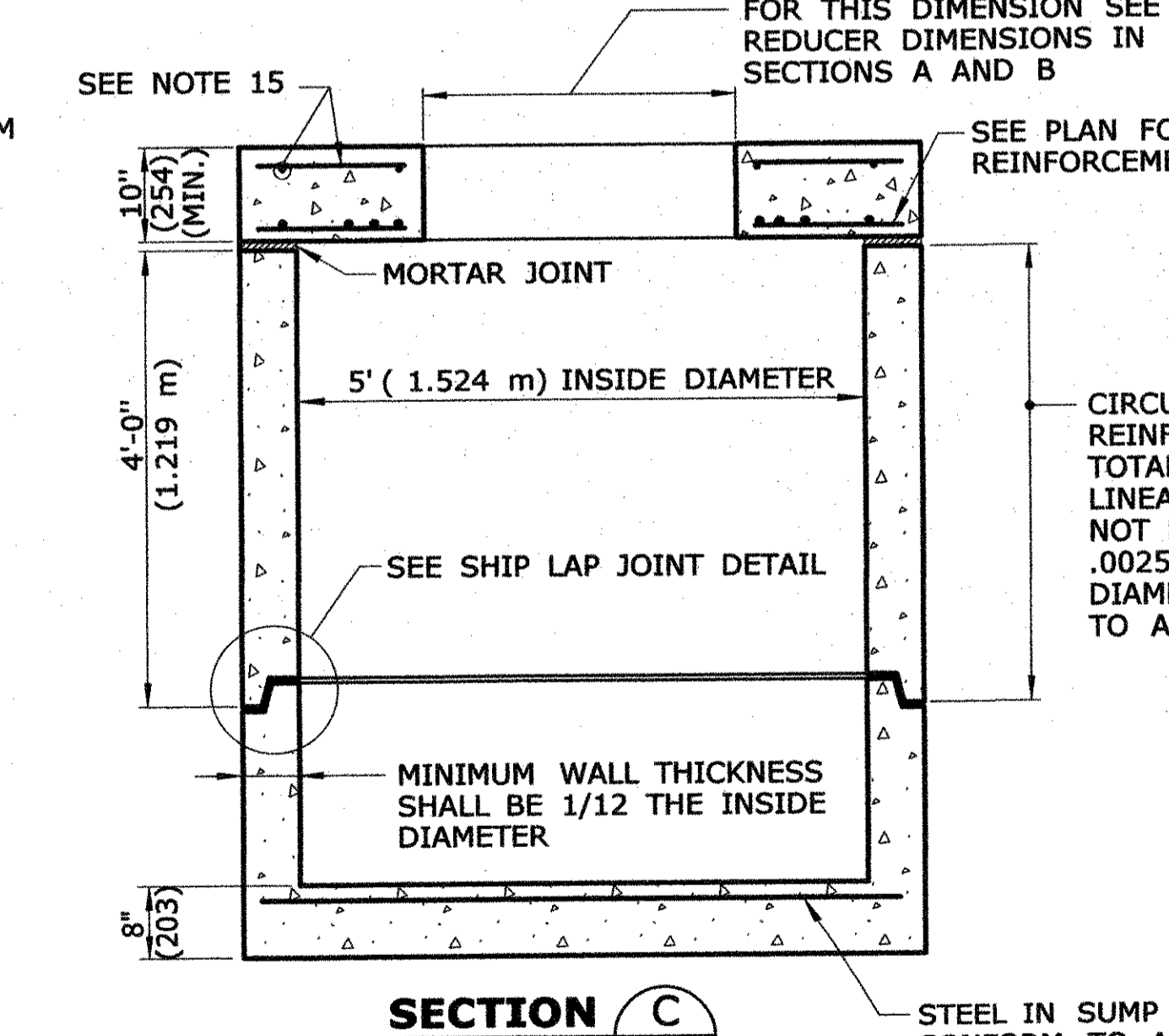
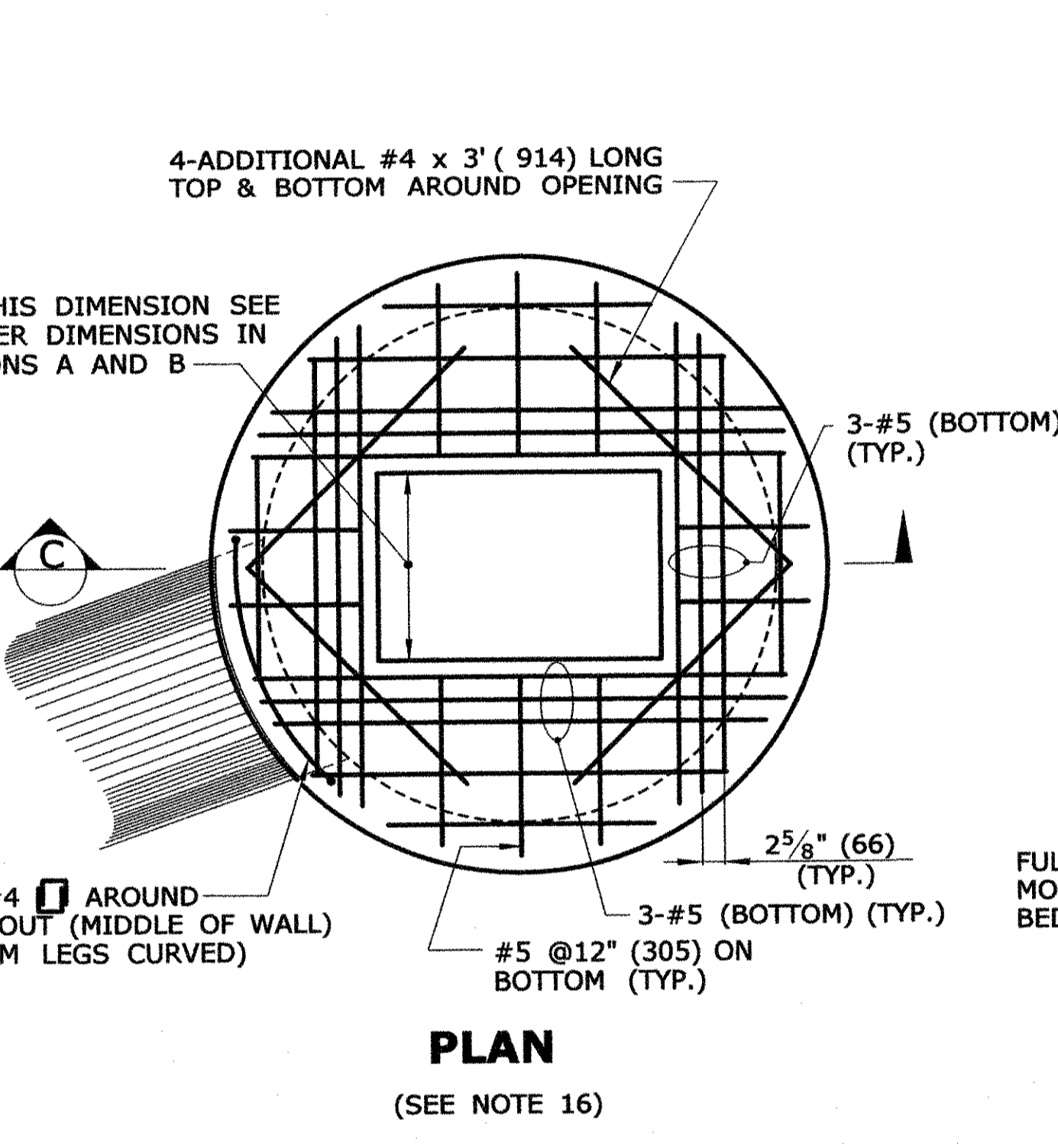
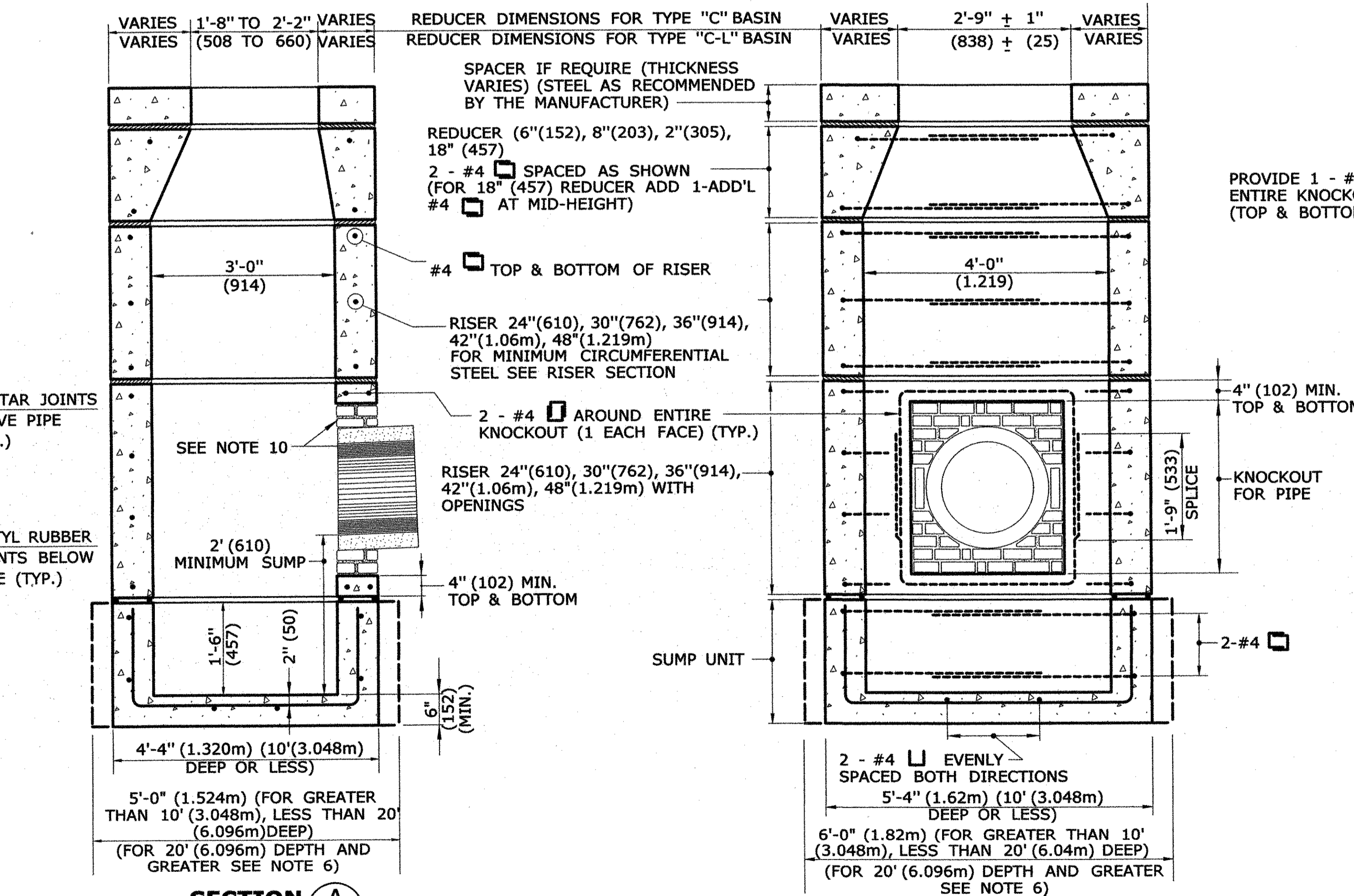
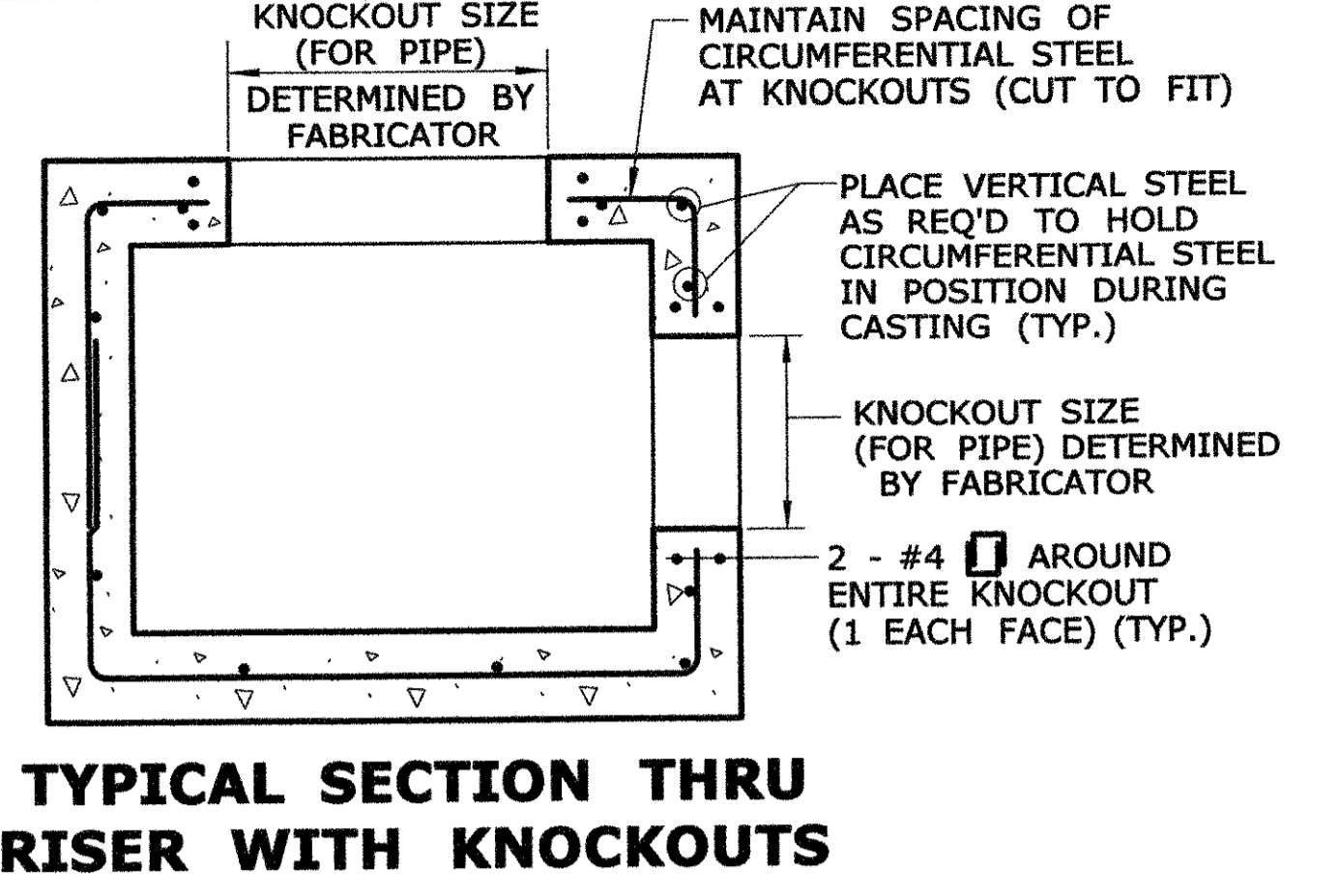
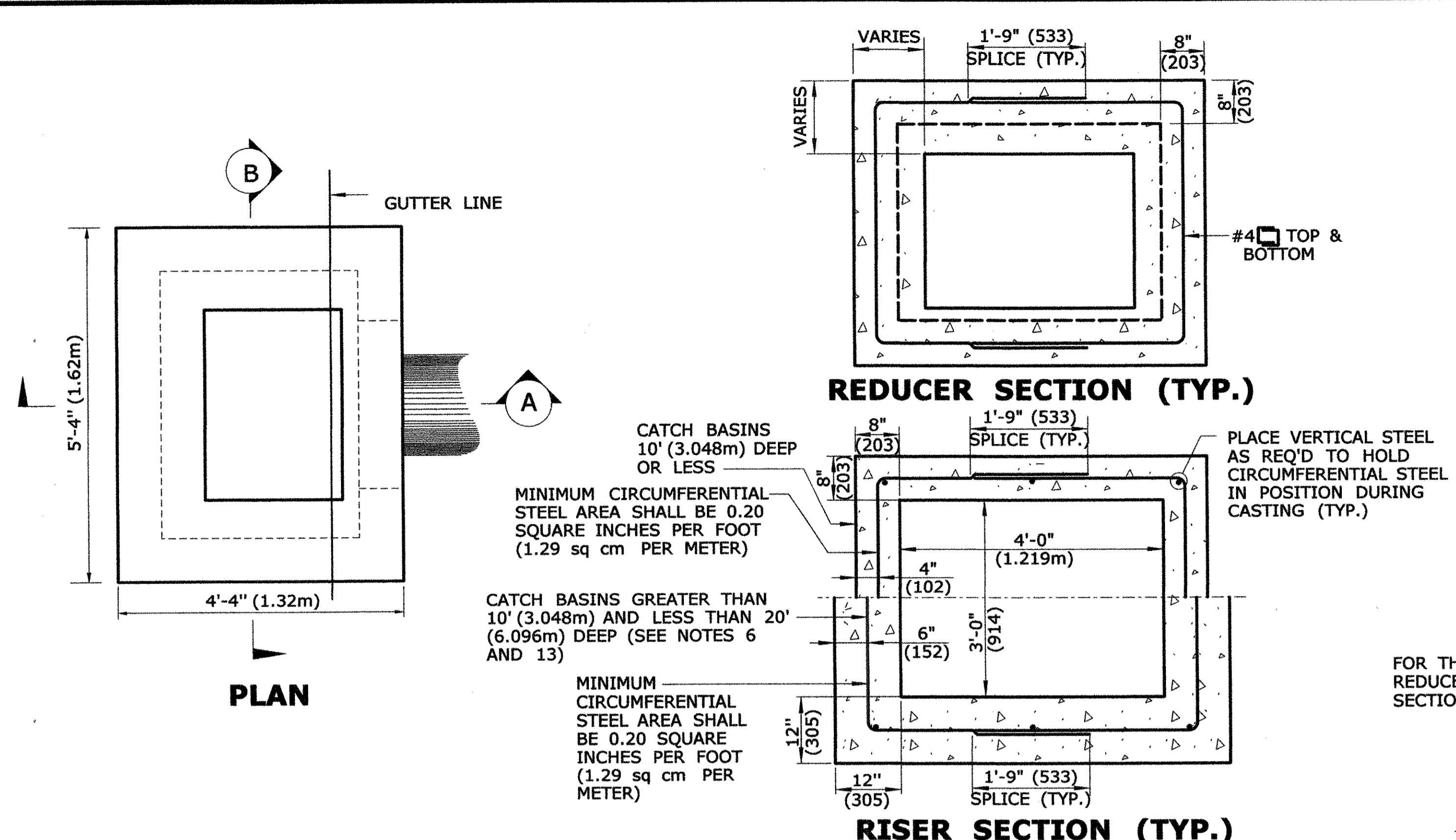
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SUBMITTED BY:	NAME/DATE/TIME:
<i>Timothy M. Wilson</i>	Timothy M. Wilson 2009.09.16 11:10:00 -04'00'
APPROVED BY:	NAME/DATE/TIME:
<i>James H. Norman</i>	James H. Norman 2009.09.18 14:19:35 -04'00'

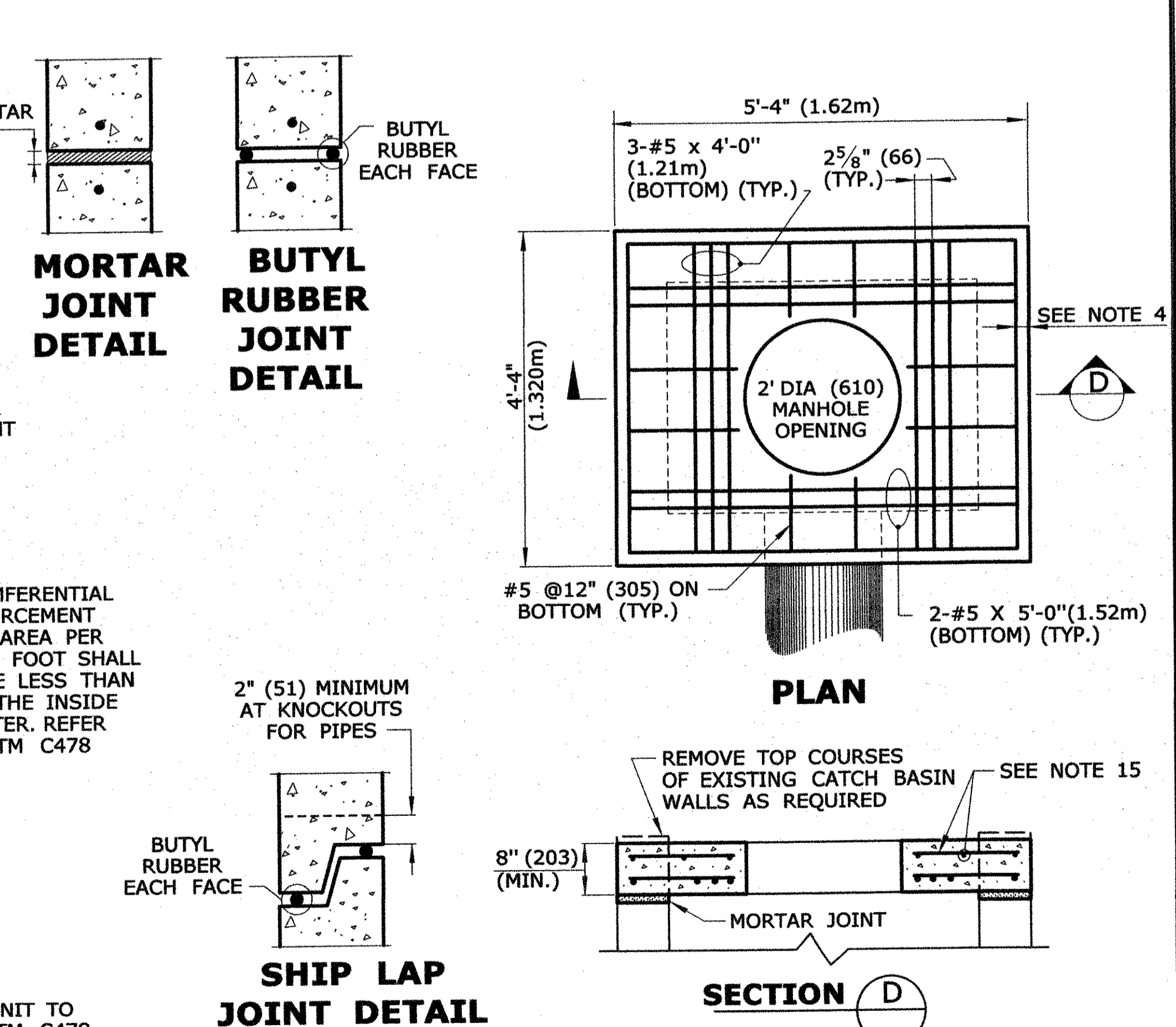
CTDOT
STANDARD SHEET
OFFICE OF ENGINEERING

STANDARD SHEET TITLE:
TYPE "C" , "C-L" & DROP INLET CATCH BASIN

STANDARD SHEET NO.:
HW-507_01



- GENERAL NOTES:**
1. REINFORCEMENT SHALL CONFORM TO ASTM A615, GRADE 60.
 2. DETAILS ON THIS SHEET SHOW STANDARD REINFORCEMENT. WELDED WIRE FABRIC WITH AN AREA EQUAL TO OR GREATER THAN THE REINFORCING SHOWN MAY BE SUBSTITUTED.
 3. ALL LAP SPLICES, DEVELOPMENT LENGTHS, BENDS FOR REINFORCEMENT, AND WELDED WIRE FABRIC SHALL CONFORM TO AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES.
 4. ALL REINFORCEMENT SHALL HAVE A MINIMUM CLEAR COVER OF 2"(51), EXCEPT FOR BENEATH BOTTOM REINFORCEMENT IN TOP SLABS, WHERE THE MINIMUM MAY BE 1 1/2"(38).
 5. MINIMUM CONCRETE COMPRESSIVE STRENGTH $F_c' = 4000$ PSI (27,580 kPa) SHALL BE OBTAINED PRIOR TO SHIPPING.
 6. BASES AND RISERS AT A DEPTH OF 20' (6.096) AND GREATER SHALL BE DESIGNED BY THE CONTRACTOR AND WORKING DRAWINGS SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW.
 7. SEE STANDARD SHEET HW-507.08 FOR CATCH BASIN FRAMES AND GRATES.
 8. FOR DOT MAINTENANCE PERSONNEL, RISERS MAY BE PREFABRICATED WITH PIPE OPENINGS IN ALL FOUR WALLS. ADEQUATE REINFORCING AROUND PIPE OPENINGS CONFORMING TO THESE PLANS SHALL BE PROVIDED. ANY RISERS USED WHERE A PIPE OPENING IS TO REMAIN IN PLACE, MUST BE FORMED UP WITH BRICK AS DIRECTED BY THE ENGINEER.
 9. RISERS SHALL NEVER HAVE CORNER PIPE ENTRIES. WHERE THE ALIGNMENT OF THE PIPE WITH RESPECT TO THE CORNER OF THE CATCH BASIN CANNOT BE CHANGED, A ROUND STRUCTURE CONFORMING TO ASTM C478 SHALL BE USED. REINFORCING FOR THE ROUND TOP SLAB WITH A RECTANGULAR OPENING SHALL CONFORM TO DETAILS SHOWN HERE.
 10. ALL PIPE OPENINGS SHALL BE CLOSED USING MATERIALS WHICH CONFORM TO STATE OF CONNECTICUT STANDARD SPECIFICATIONS SECTION M.08.02. IF THE ENGINEER DETERMINES THAT THE CLOSURE OF ANY PIPE OPENING IS UNSATISFACTORY, THE CONTRACTOR SHALL RECLOSE SAID OPENING AT NO ADDITIONAL COST TO THE STATE. KNOCKOUTS FOR PIPE OPENINGS SHALL NOT RESULT IN A REDUCED WALL THICKNESS.
 11. THE LATEST STATE OF CONNECTICUT STANDARD SPECIFICATIONS AND SUPPLEMENTALS SHALL GOVERN.
 12. FOR ADDITIONAL DETAILS, SEE OTHER CATCH BASIN SHEETS.
 13. WALL THICKNESS OF ALL CB'S OVER 10' (3.048m) DEEP SHALL BE INCREASED TO 12" (305) THICK. INSIDE DIMENSION SHALL REMAIN THE SAME. (THE 12" (305) THICKNESS WILL START AFTER THE FIRST 10' (3.048m).)
 14. BUTYL RUBBER JOINT SEAL SHALL CONFORM TO AASHTO M-198 AND MORTAR SHALL CONFORM TO THE LATEST STATE OF CONNECTICUT STANDARD SPECIFICATIONS MATERIAL SECTION M11.04.
 15. SHRINKAGE AND TEMPERATURE REINFORCEMENT SHALL BE PROVIDED IN THE TOPS OF SLABS. THE TOTAL AREA OF REINFORCEMENT PROVIDED SHALL BE AT LEAST 0.125 SQUARE INCHES PER FOOT (0.8 sq cm PER METER) IN EACH DIRECTION. THE MAXIMUM SPACING OF THIS REINFORCEMENT SHALL NOT EXCEED 18 INCHES (457).
 16. THE DETAILS SHOWN IN THE PLAN VIEW FOR PRECAST CONCRETE ROUND STRUCTURES SHALL ALSO BE USED FOR CONVERTING MANHOLES TO CATCH BASINS.



PRECAST CONCRETE TYPE "C" & "C-L" ROUND STRUCTURE

(SEE NOTE 9)

TOP SLAB TO CONVERT CATCH BASIN TO MANHOLE

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

REV.	DATE	REVISION DESCRIPTION
1	6/01/10	CHANGE NOTE 7 TO REFERENCE HW-507_08

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: 5/20/2010

NOT TO SCALE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: CTDOT_HIGHWAY_STD.dgn Model: HW-507_04

SUBMITTED BY: Leo Fontaine
2010.05.28 09:30:53 -04'00'

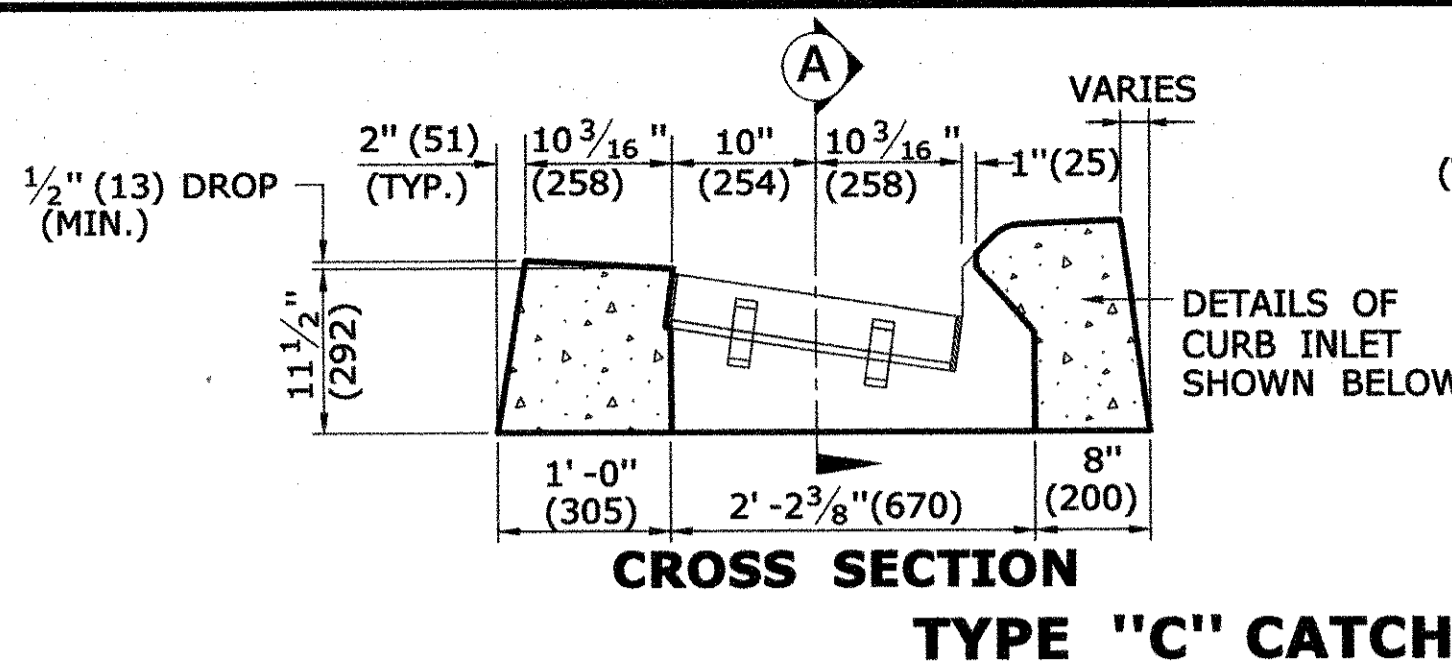
APPROVED BY: James H. Norman
Digitally signed by James H. Norman
DN: cn=James H. Norman, o=State of Connecticut, c=US, email=jnorman@dot.state.ct.us

CTDOT
STANDARD SHEET

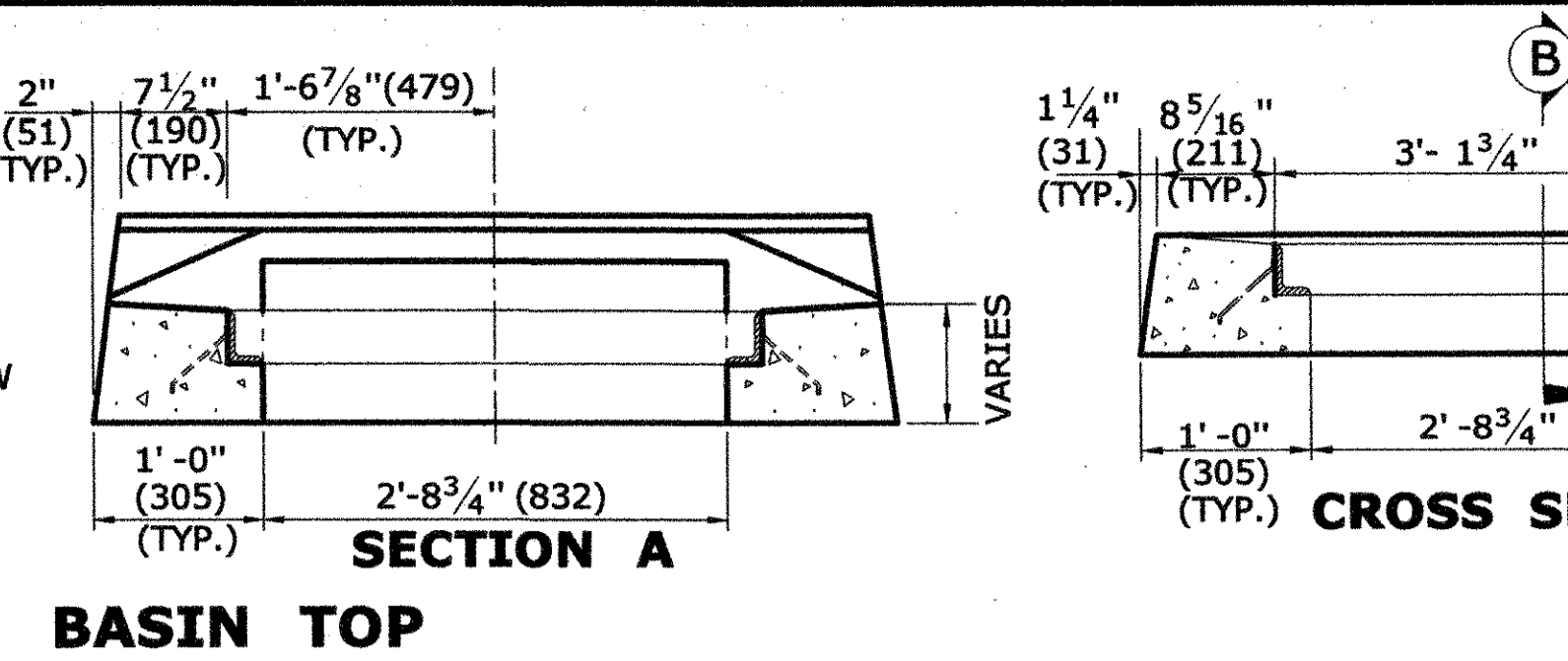
OFFICE OF ENGINEERING

STANDARD SHEET TITLE: TYPE "C", "C-L" & ROUND PRECAST CONCRETE CB

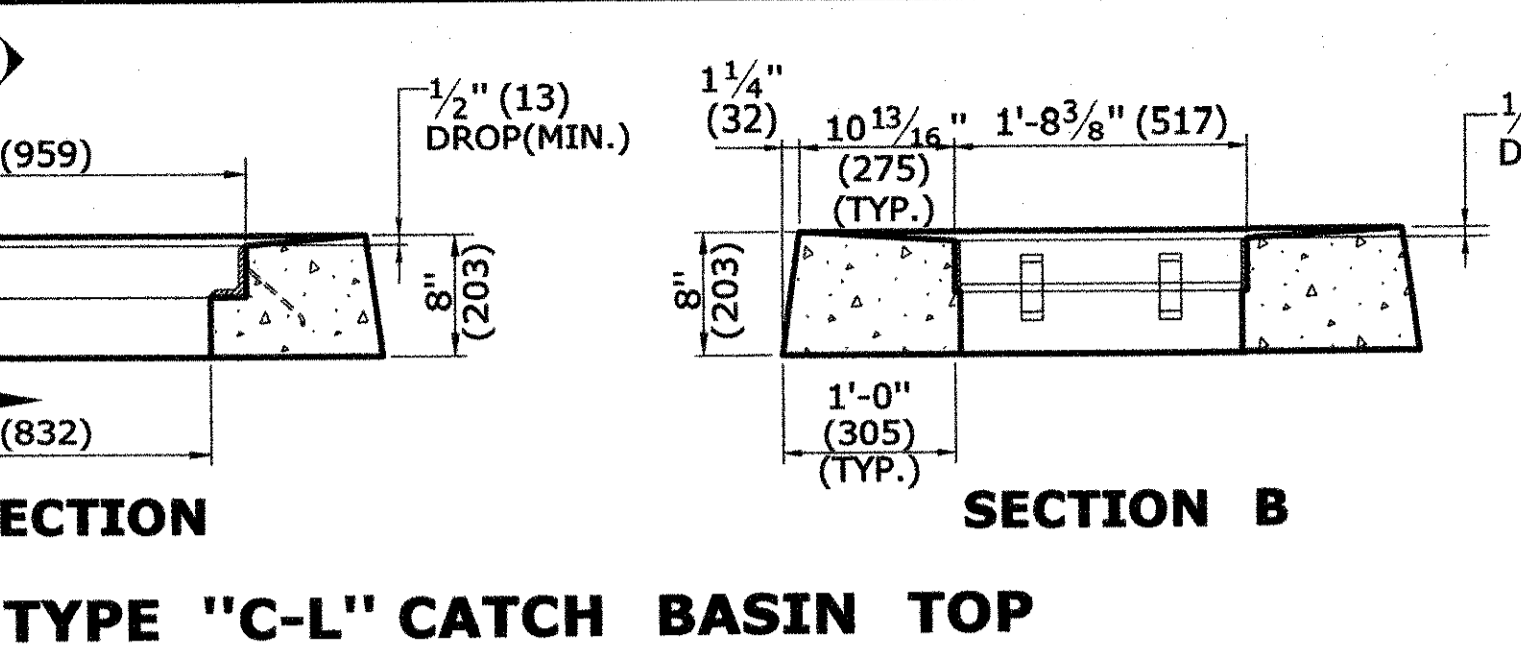
STANDARD SHEET NO.: HW-507_04



CROSS SECTION
TYPE "C" CATCH BASIN TOP



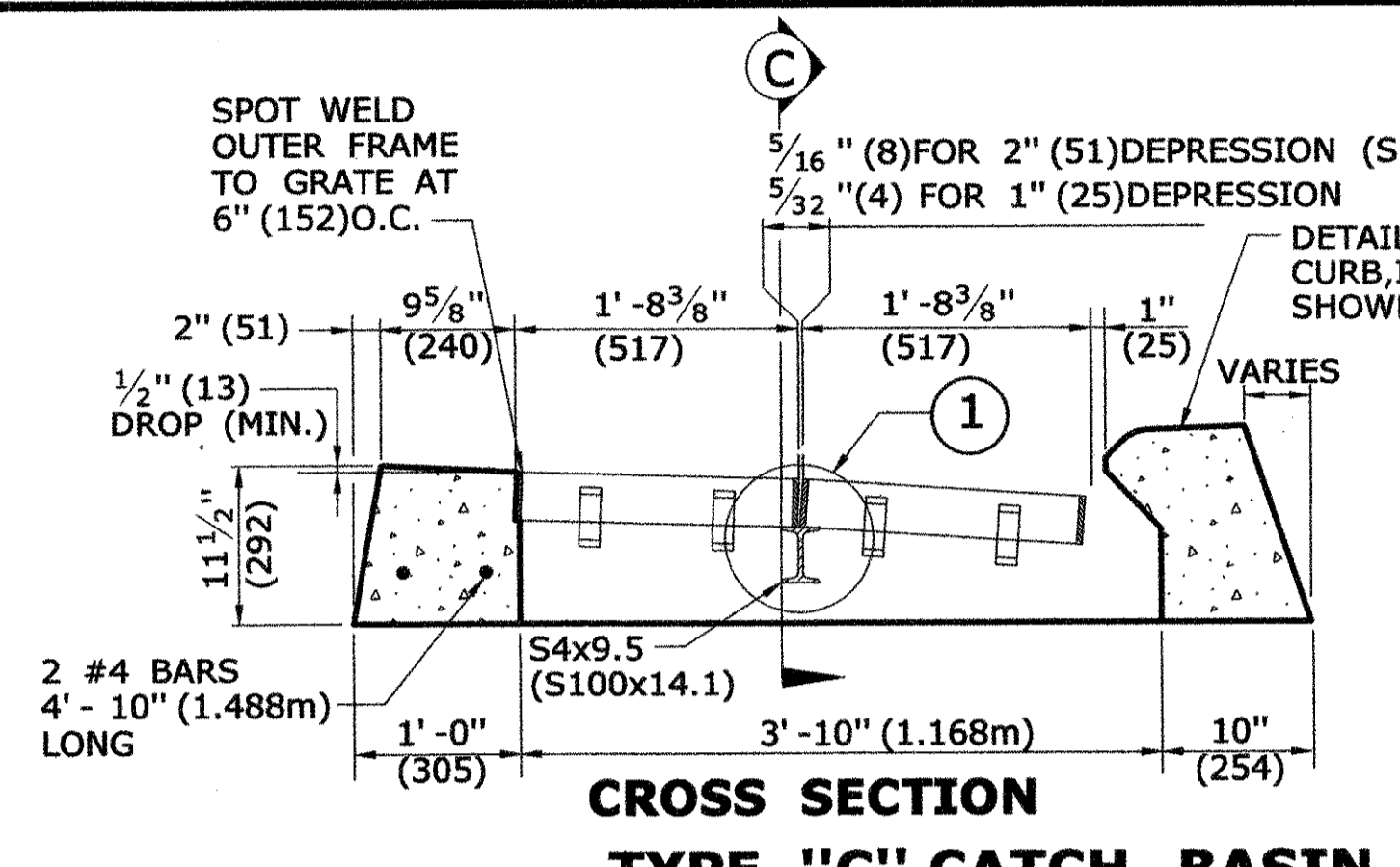
SECTION A



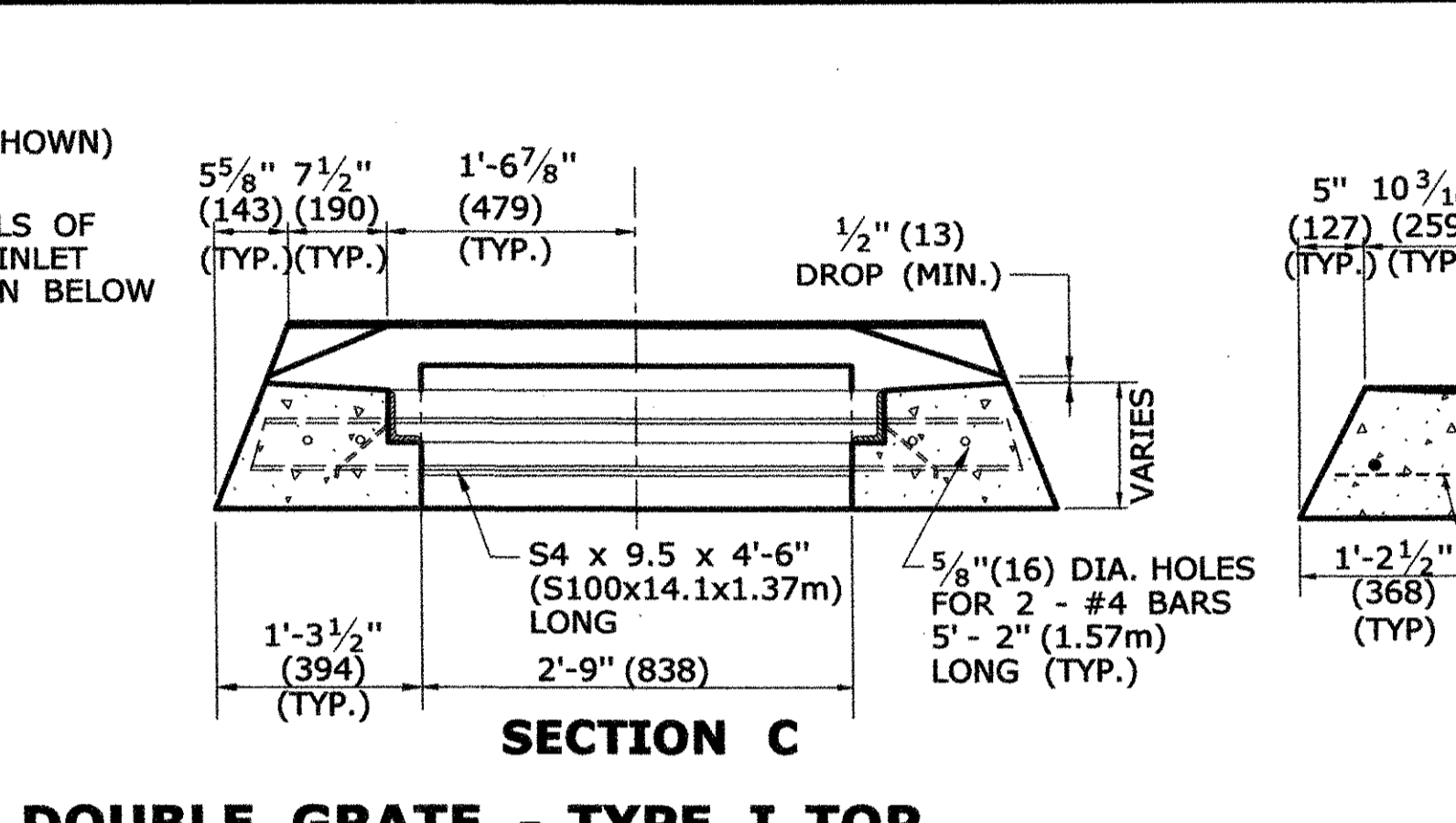
SECTION B

CROSS SECTION
TYPE "C-L" CATCH BASIN TOP

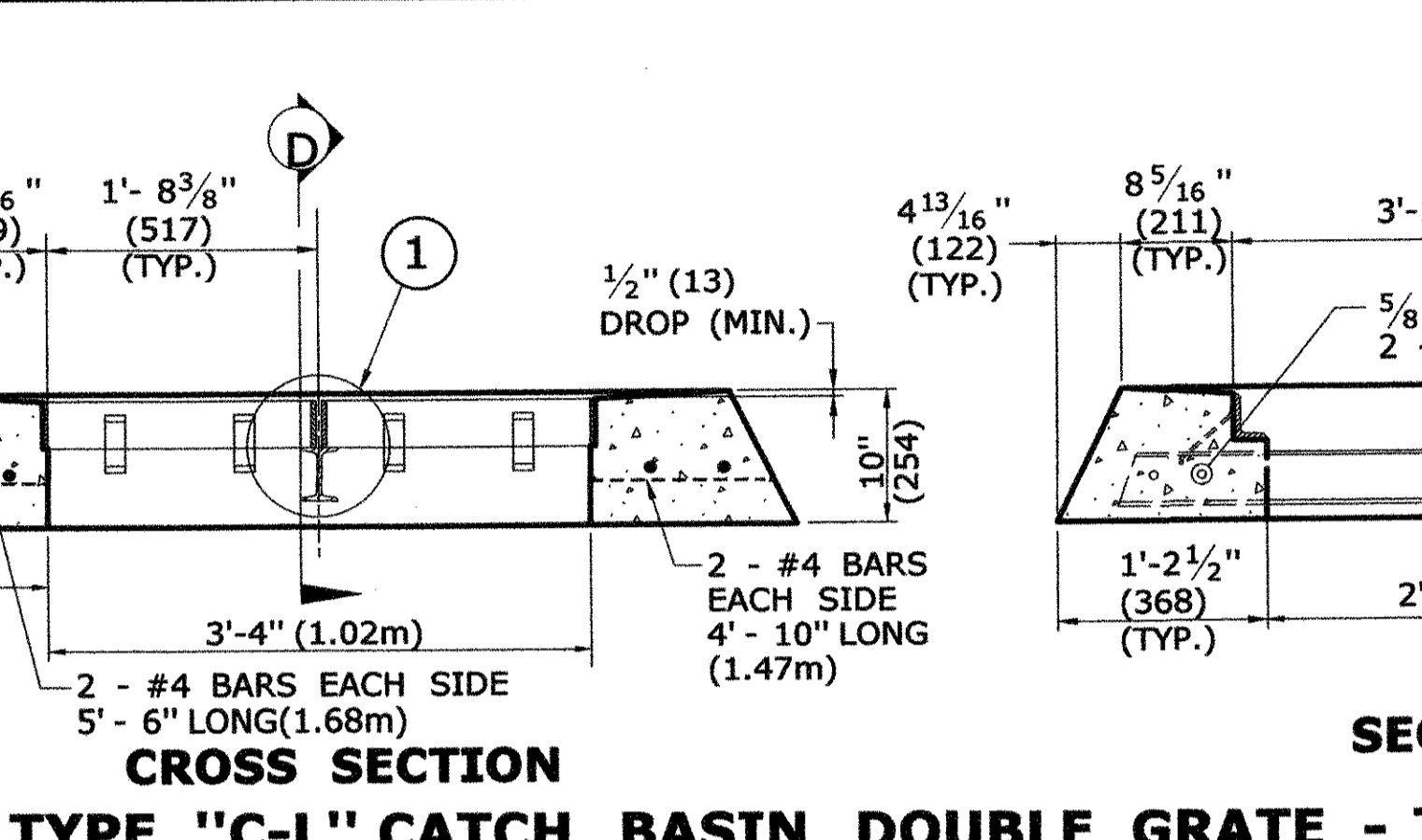
- GENERAL NOTES:**
- FOR DETAILS OF FRAME AND GRATE SEE STANDARD SHEET HW-507-08.
 - ALL STEEL, EXCEPT REINFORCING BARS, SHALL BE GALVANIZED IN CONFORMANCE WITH SECTION M06.03 OF CONNECTICUT'S STANDARD SPECIFICATIONS.
 - ALL BARS SHALL HAVE A MINIMUM 2" (51) COVER.



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

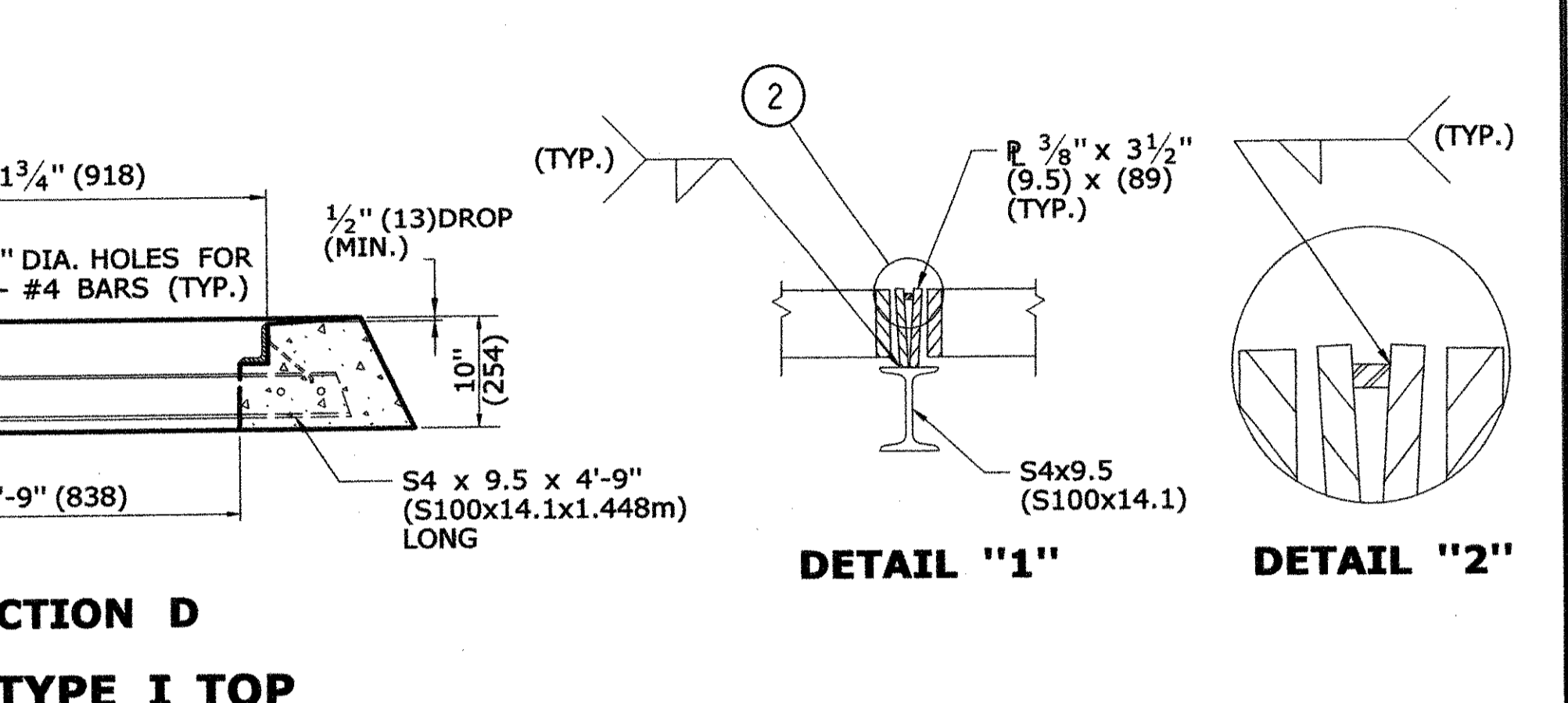


SECTION C

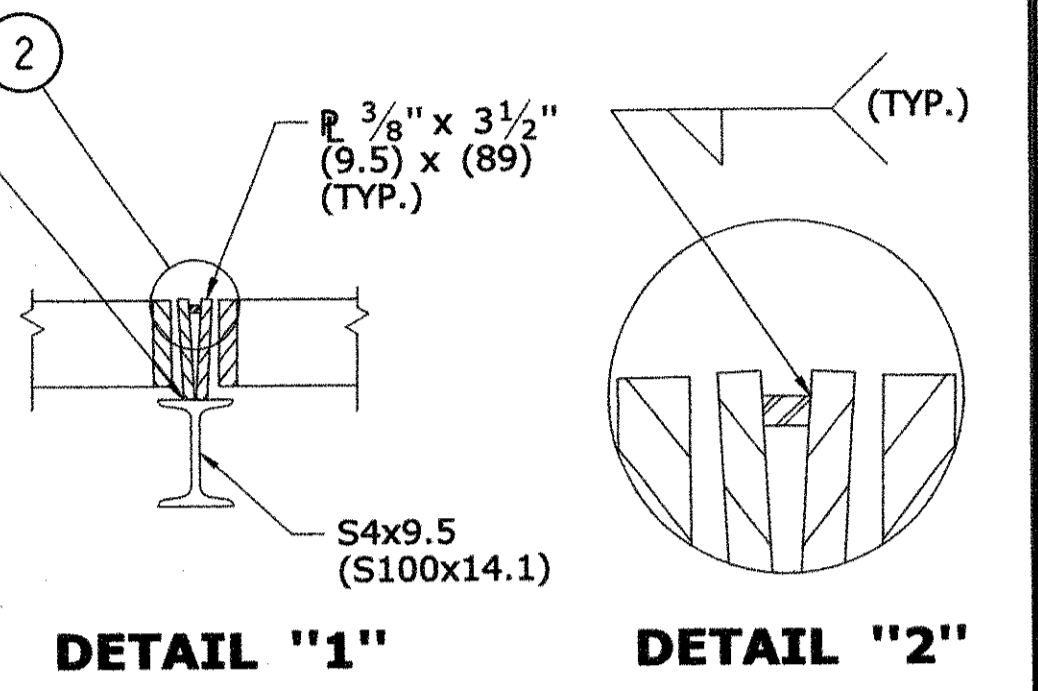


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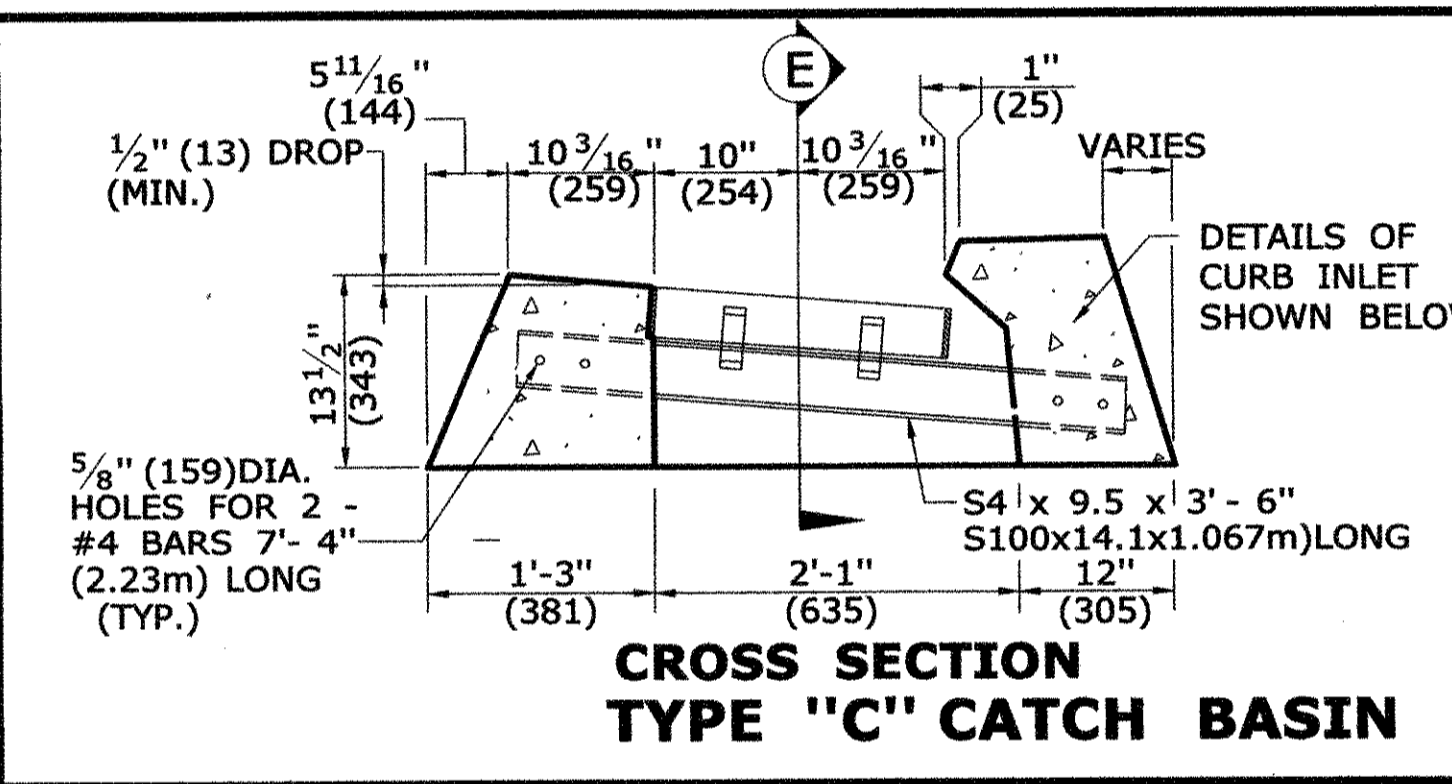
TYPE "C-L" CATCH BASIN DOUBLE GRATE - TYPE I TOP



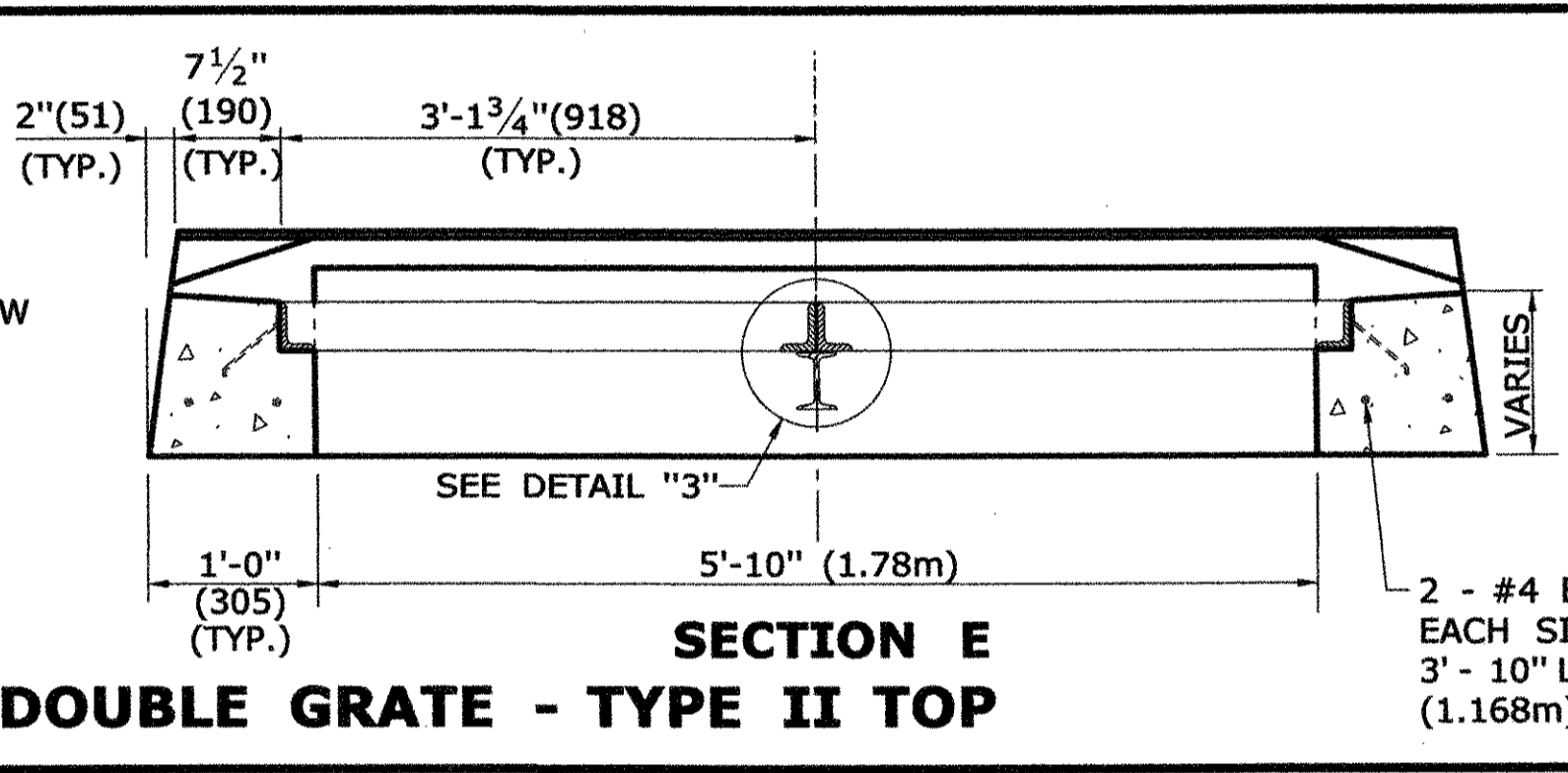
SECTION D



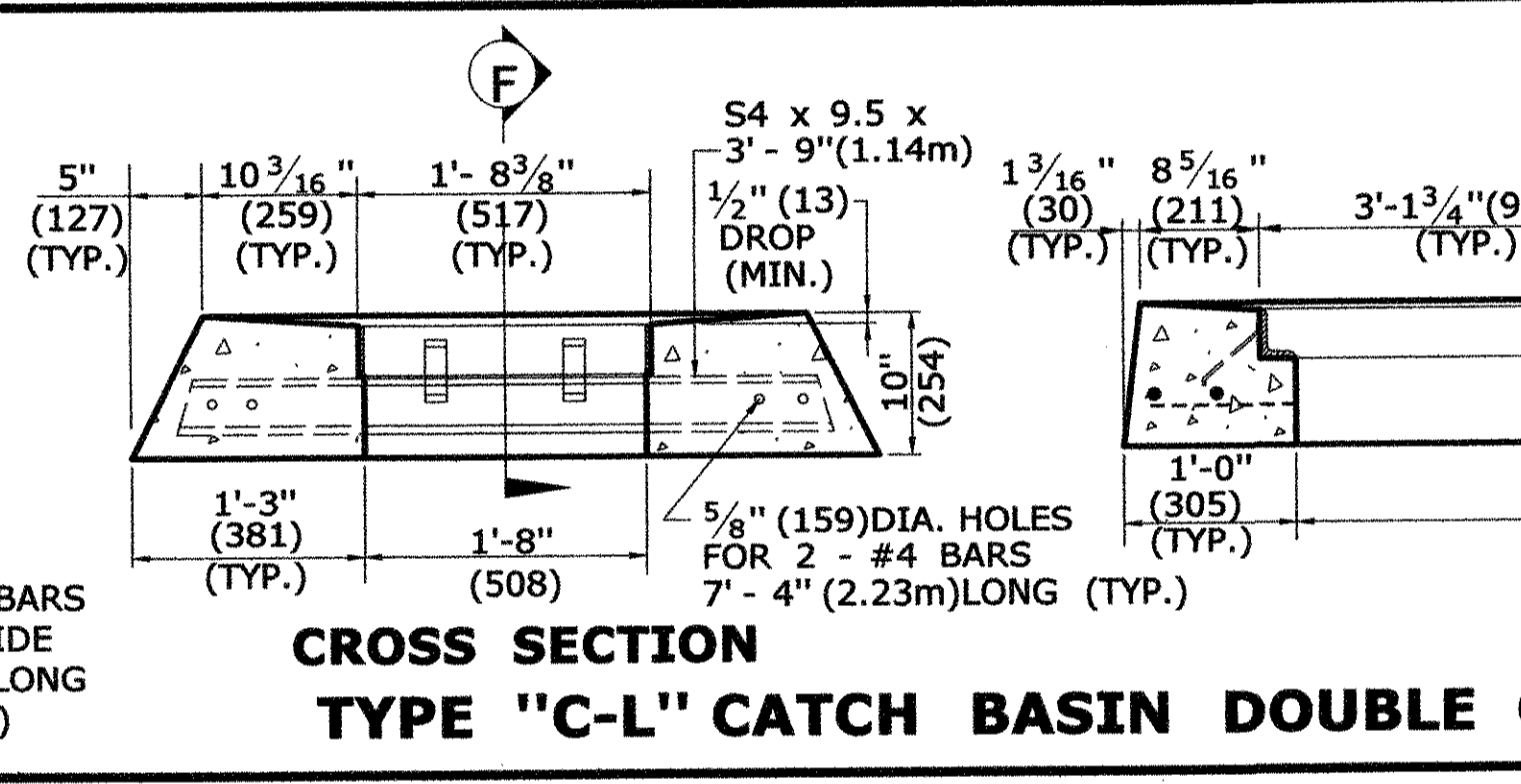
DETAIL "1" **DETAIL "2"**



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

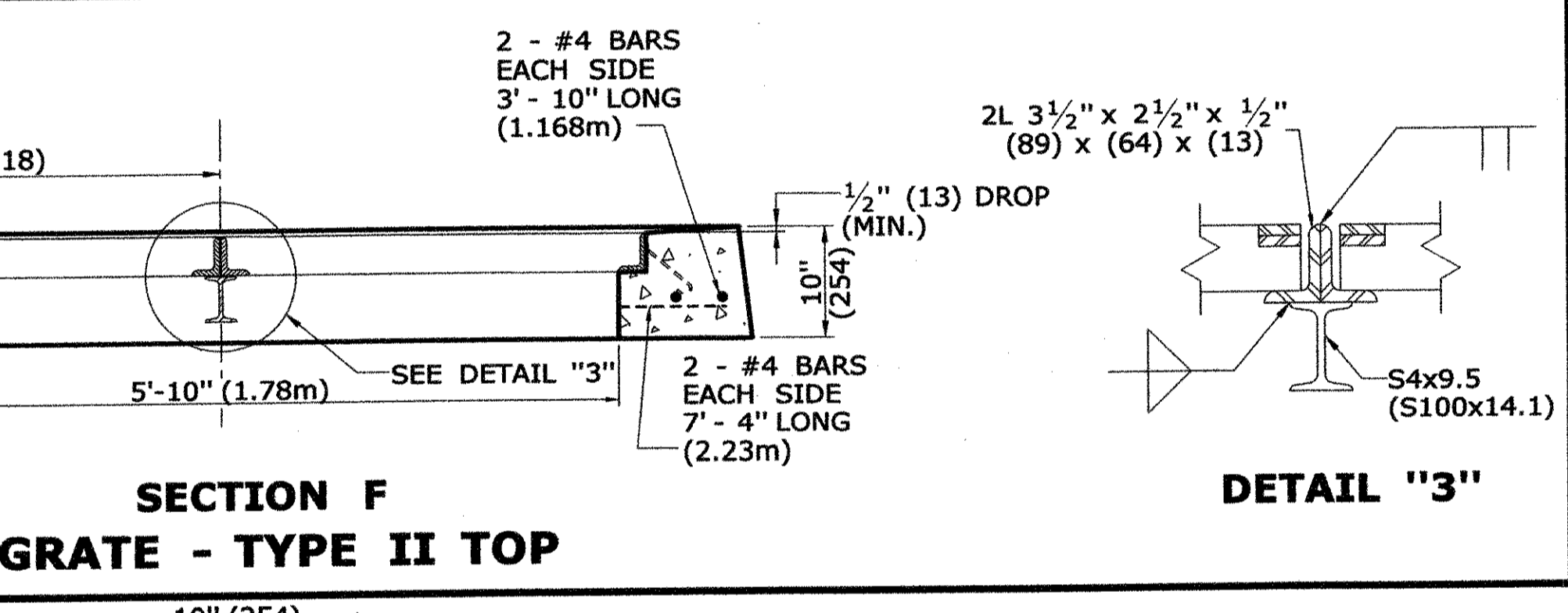


SECTION E

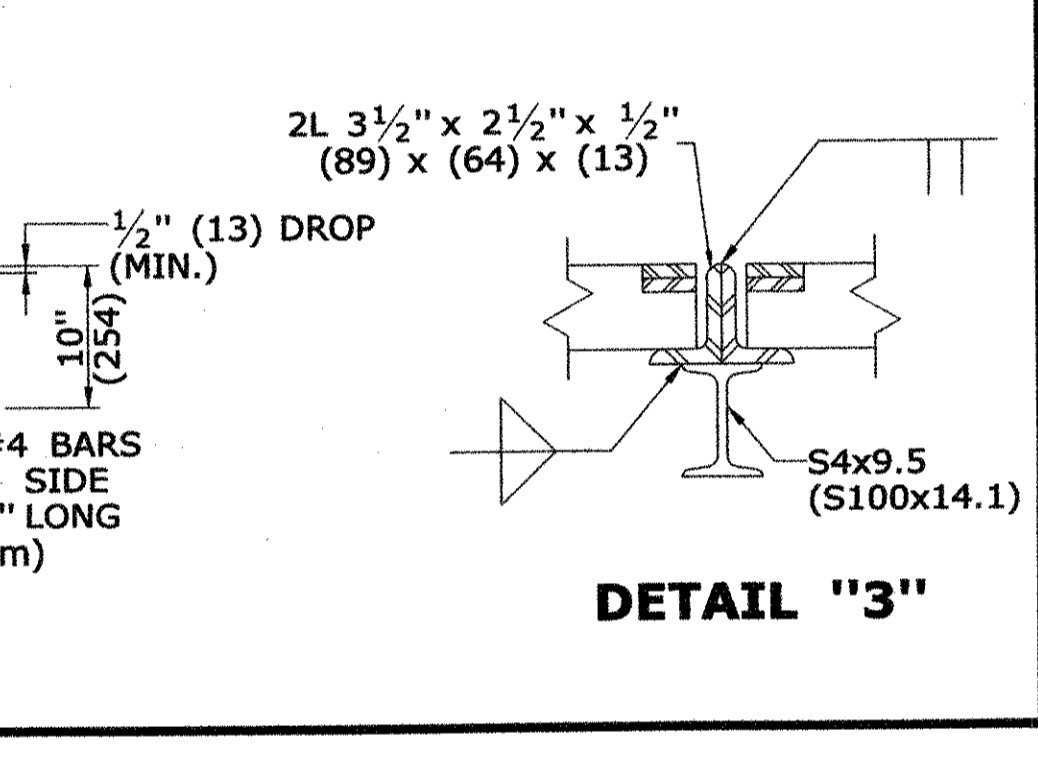


CROSS SECTION

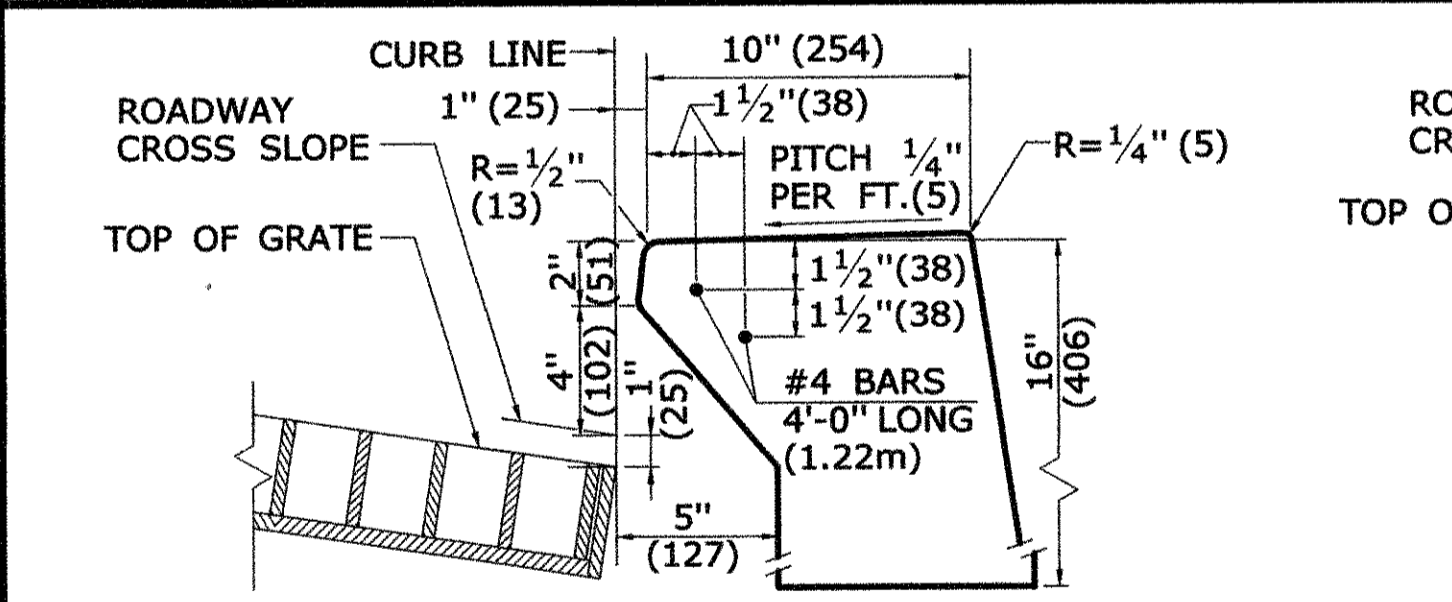
TYPE "C-L" CATCH BASIN DOUBLE GRATE - TYPE II TOP



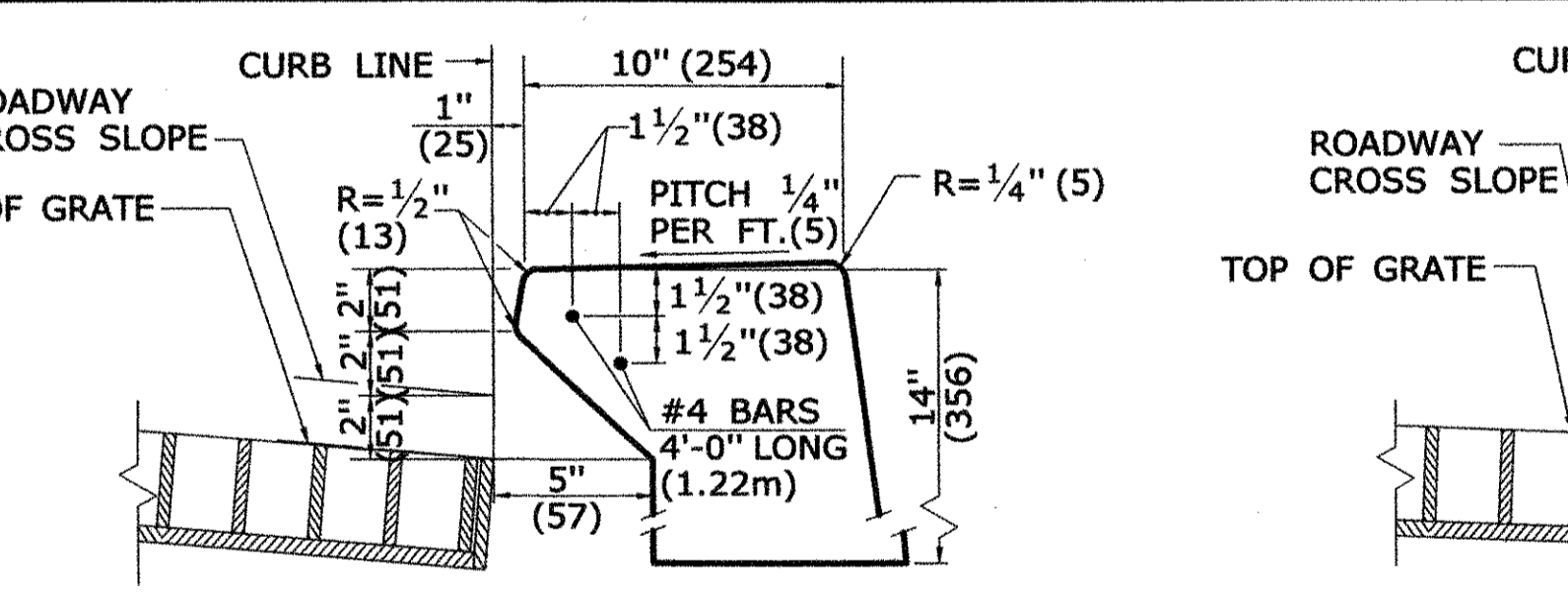
SECTION F



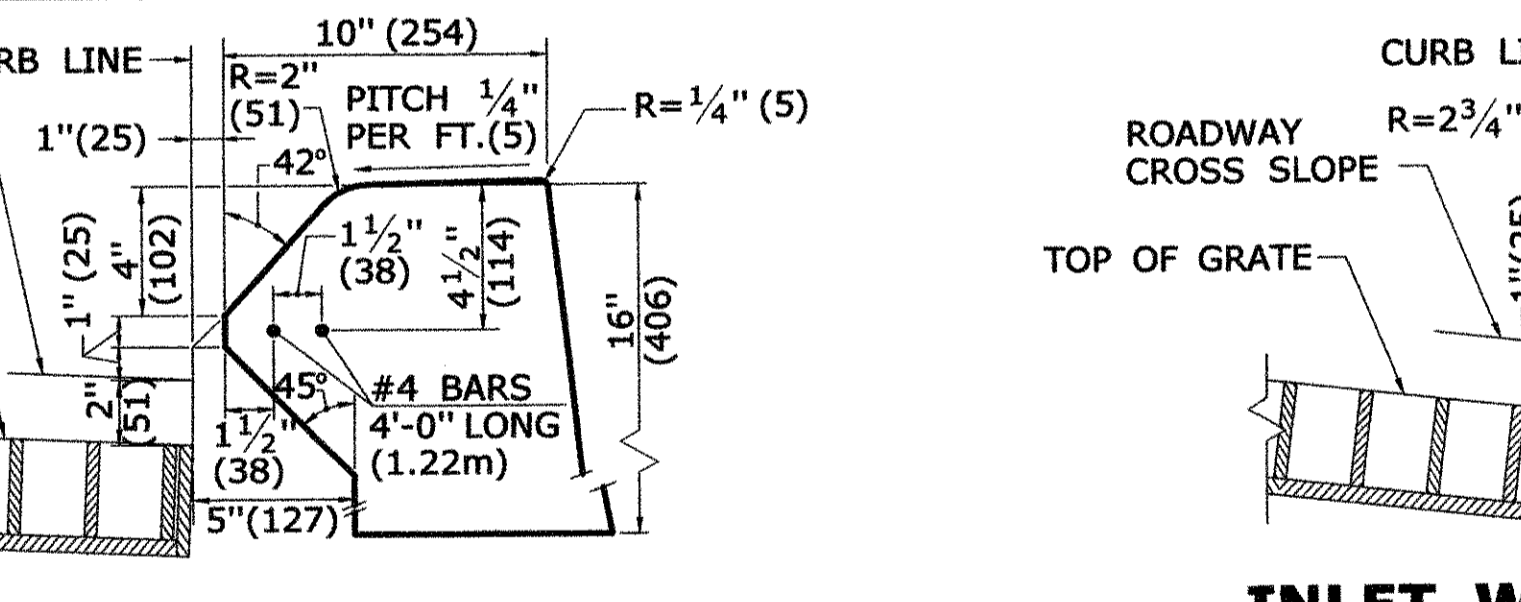
DETAIL "3"



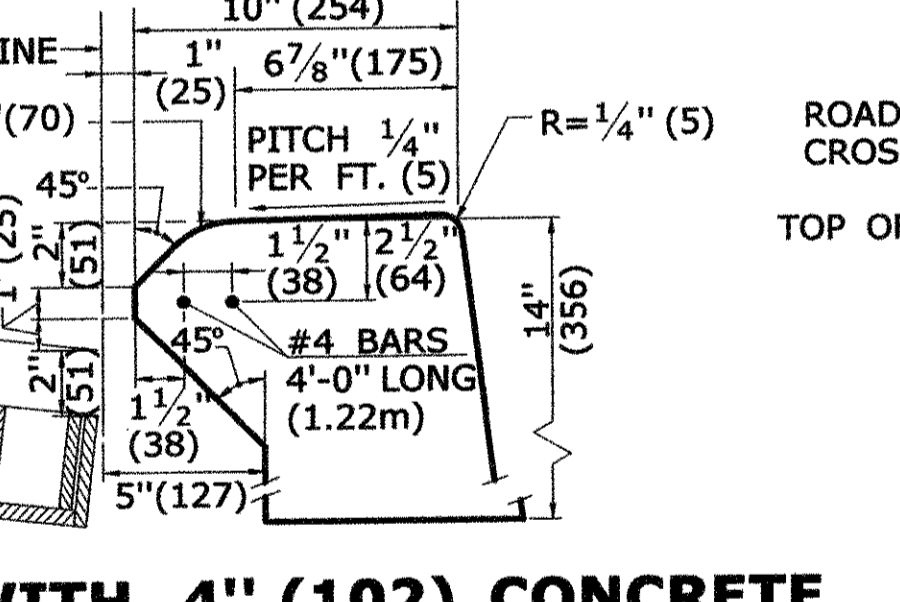
INLET WITH 6" (152) CONCRETE OR STONE CURBING FOR TYPE "C" CB



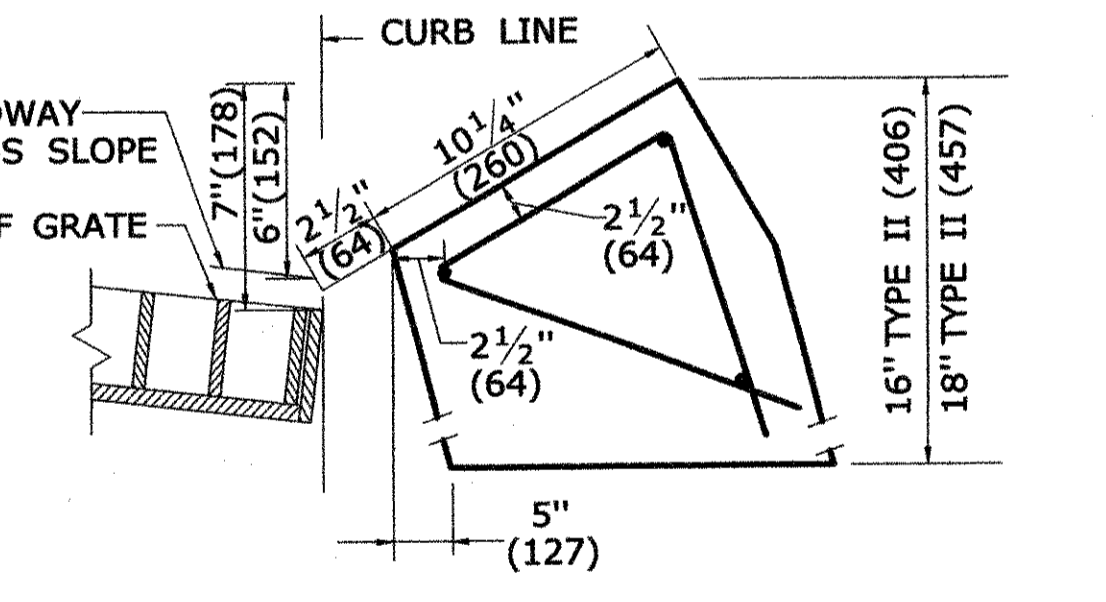
INLET WITH NO CURBING (PLAIN TYPE) FOR TYPE "C" CB



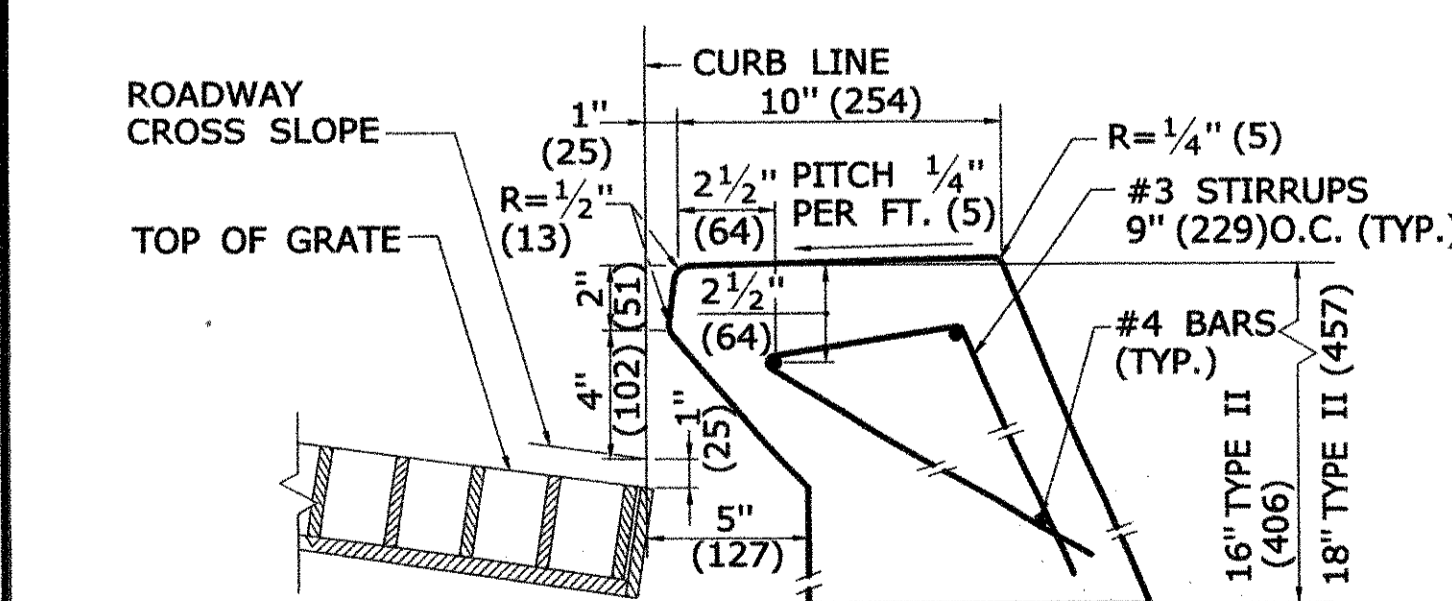
INLET WITH 6" (152) BITUMINOUS CONCRETE LIP CURBING FOR TYPE "C" CB



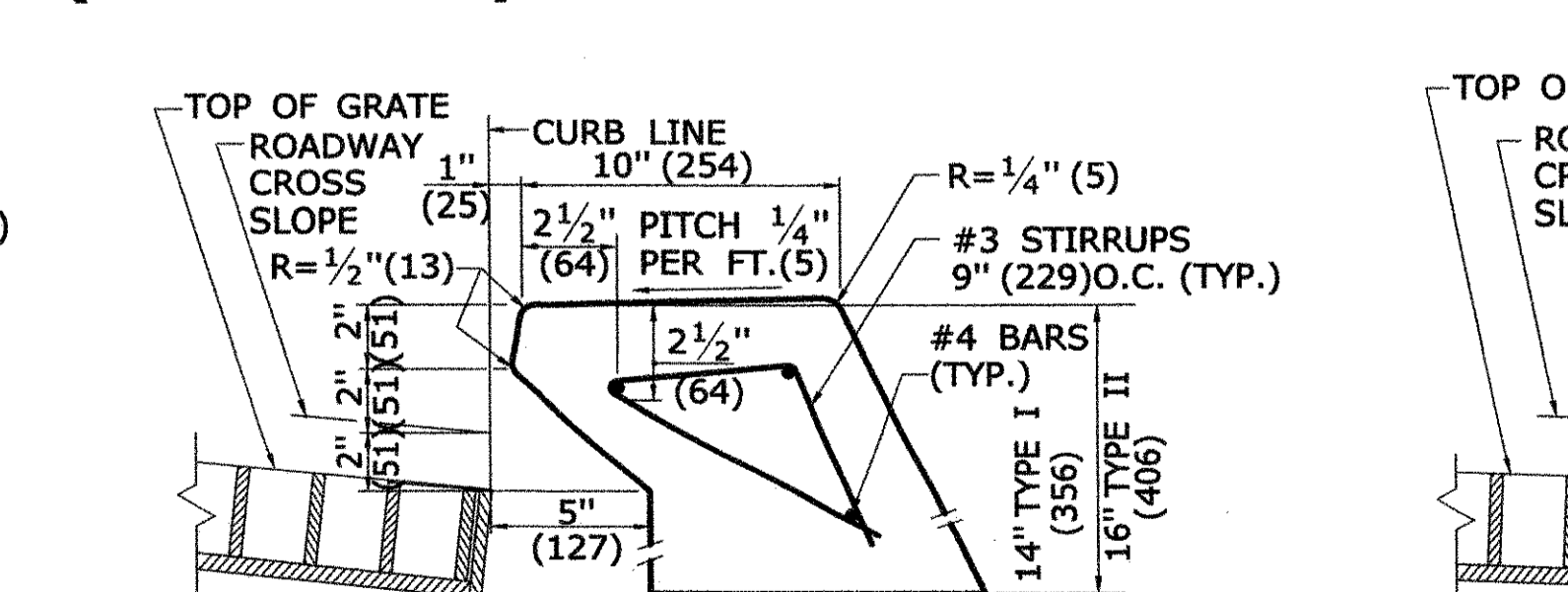
INLET WITH 4" (102) CONCRETE PARK CURBING FOR TYPE "C" CB



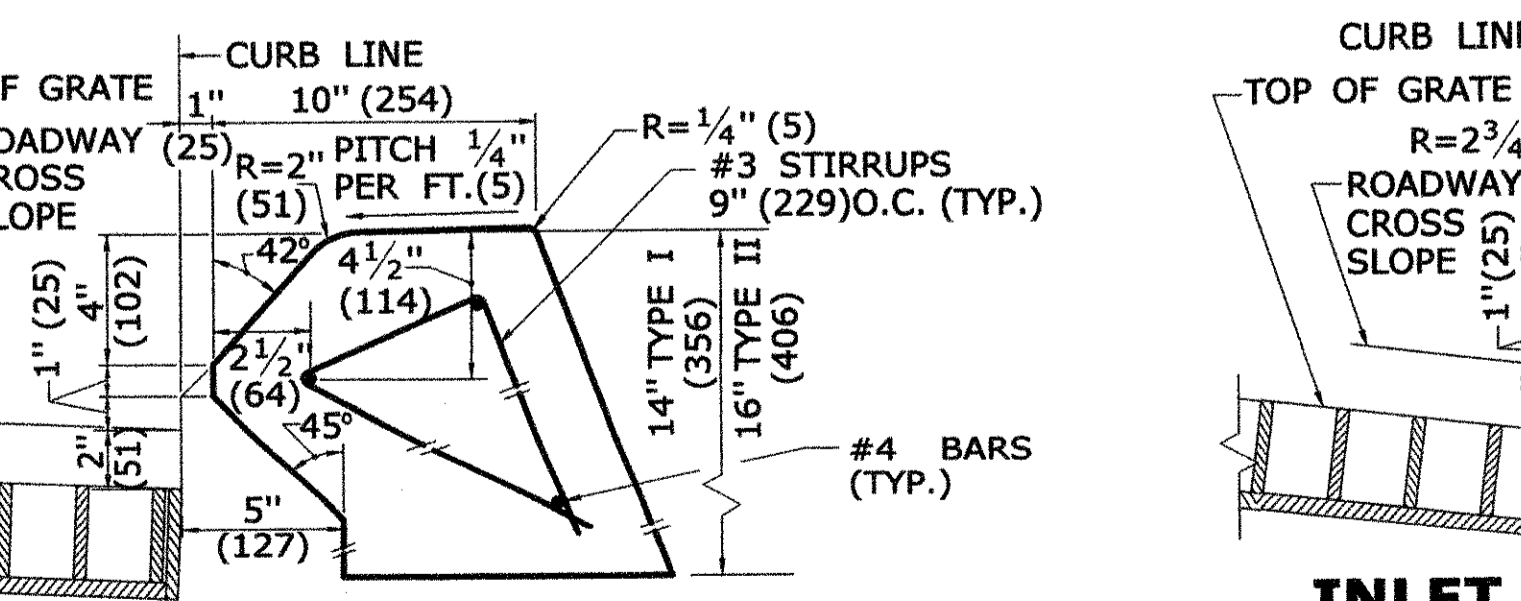
INLET WITH GRANITE SLOPE CURB FOR TYPE "C" CB



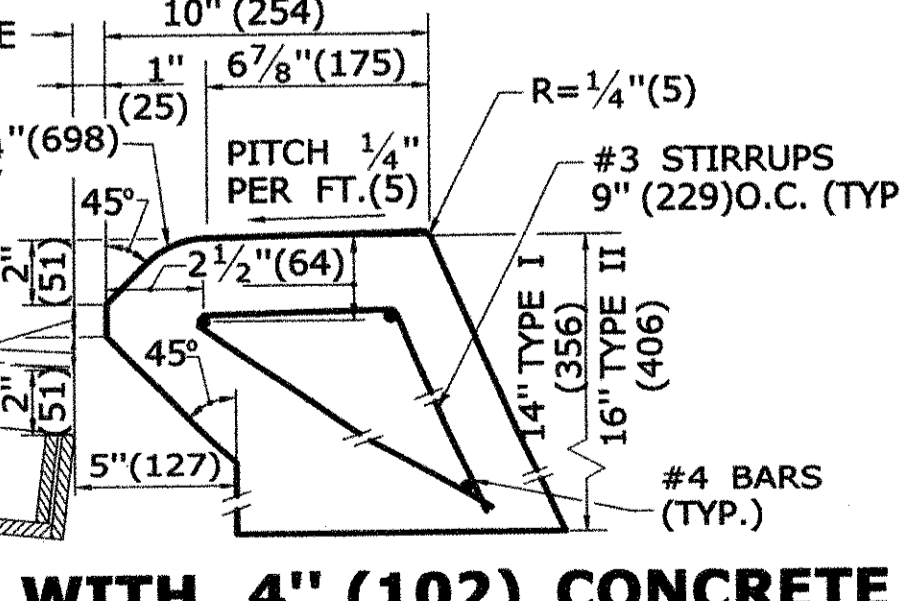
INLET WITH 6" (152) CONCRETE OR STONE CURBING FOR TYPE "C" CB DOUBLE GRATE TYPE I & II



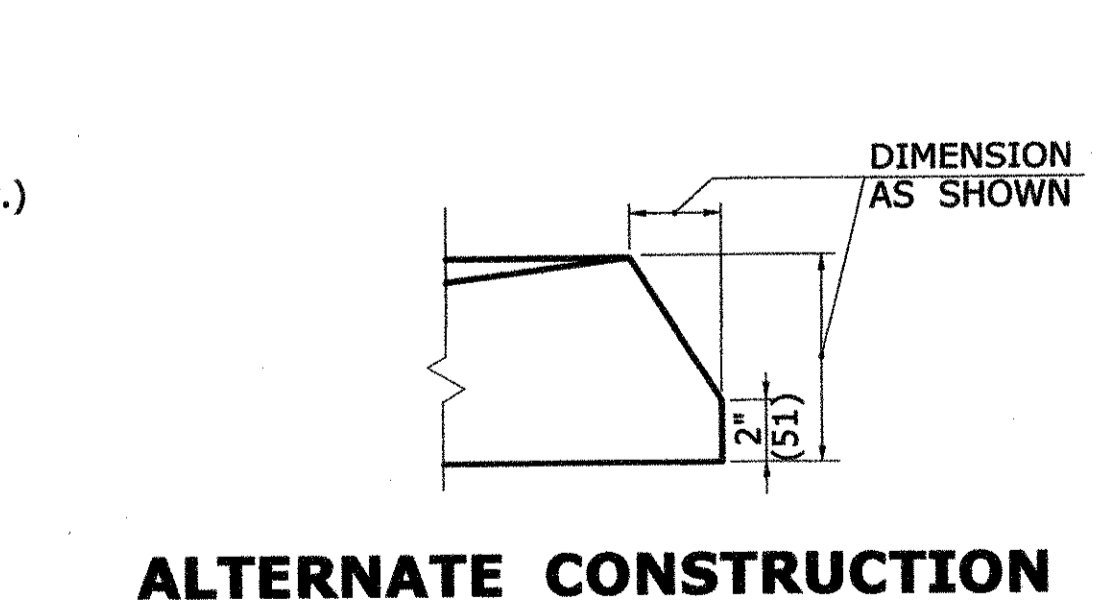
INLET WITH NO CURBING (PLAIN TYPE) FOR TYPE "C" CB DOUBLE GRATE TYPE I & II



INLET WITH 6" (152) BITUMINOUS 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
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: 5/20/2010

NOT TO SCALE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: CTDOT_HIGHWAY_STD.dgn Model: HW-507-07

SUBMITTED BY: NAME/DATE/TIME:
Leo Fontaine
2010.05.28 10:26:43 -04'00'

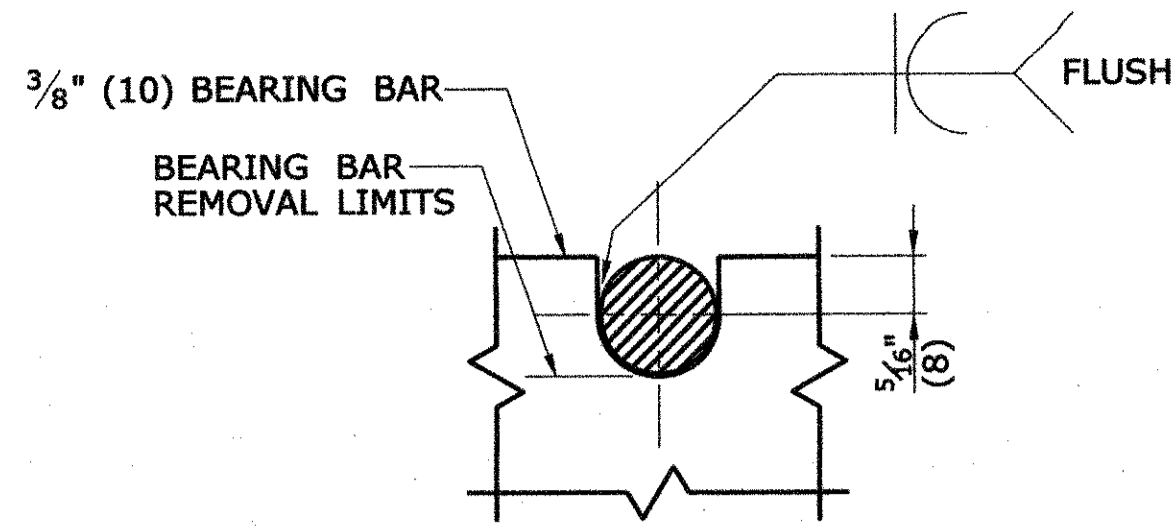
APPROVED BY: NAME/DATE/TIME:
James H. Norman
Digitally signed by James H. Norman
DN: cn=J. Norman, o=Department of Transportation, email=jnorman@dot.gov,
c=State of Connecticut, ou=James H. Norman
Date: 2010.06.04 08:17:33 -04'00'

CTDOT
STANDARD SHEET

OFFICE OF ENGINEERING

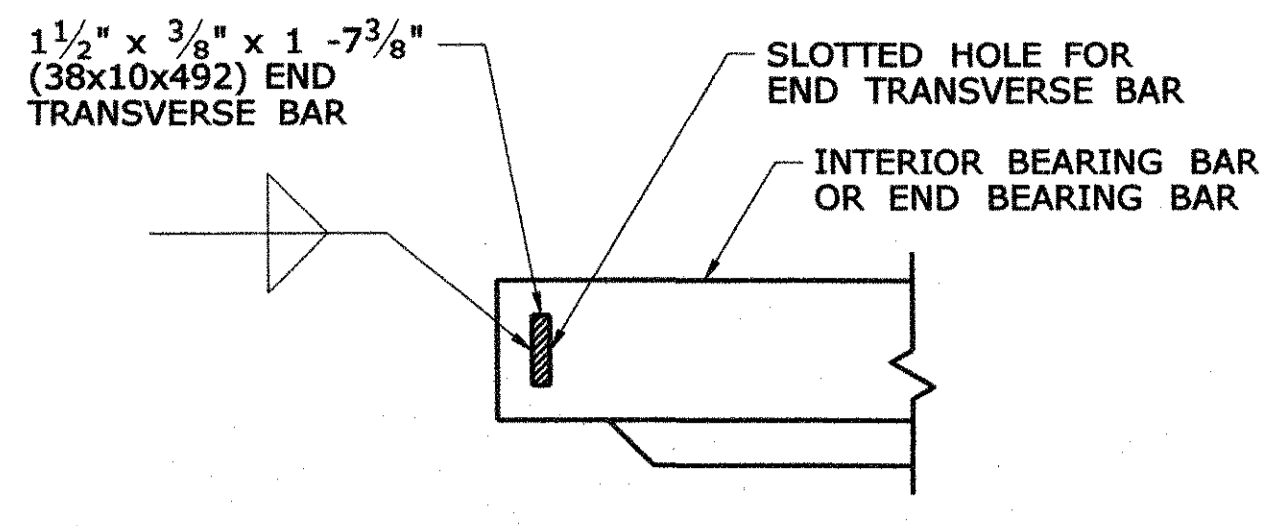
STANDARD SHEET TITLE:
TYPE "C" & "C-L" CATCH BASIN TOPS AND CURBS

STANDARD SHEET NO.:
HW-507_07

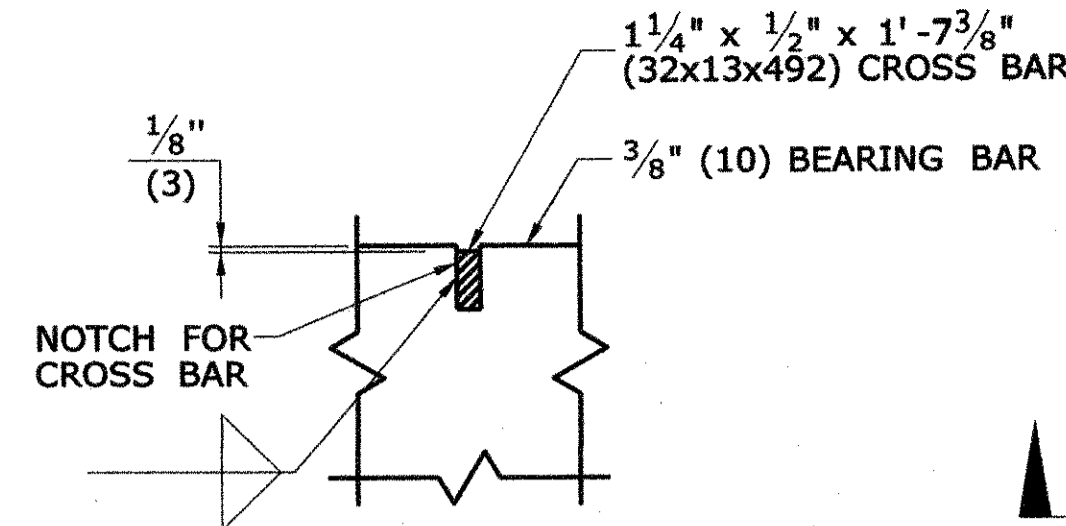


NOTE:
 $\frac{3}{8}$ " (16) DIA. ROUND BAR SHALL CONTACT BEARING BAR AT BOTTOM AND BE FLUSH AT TOP.

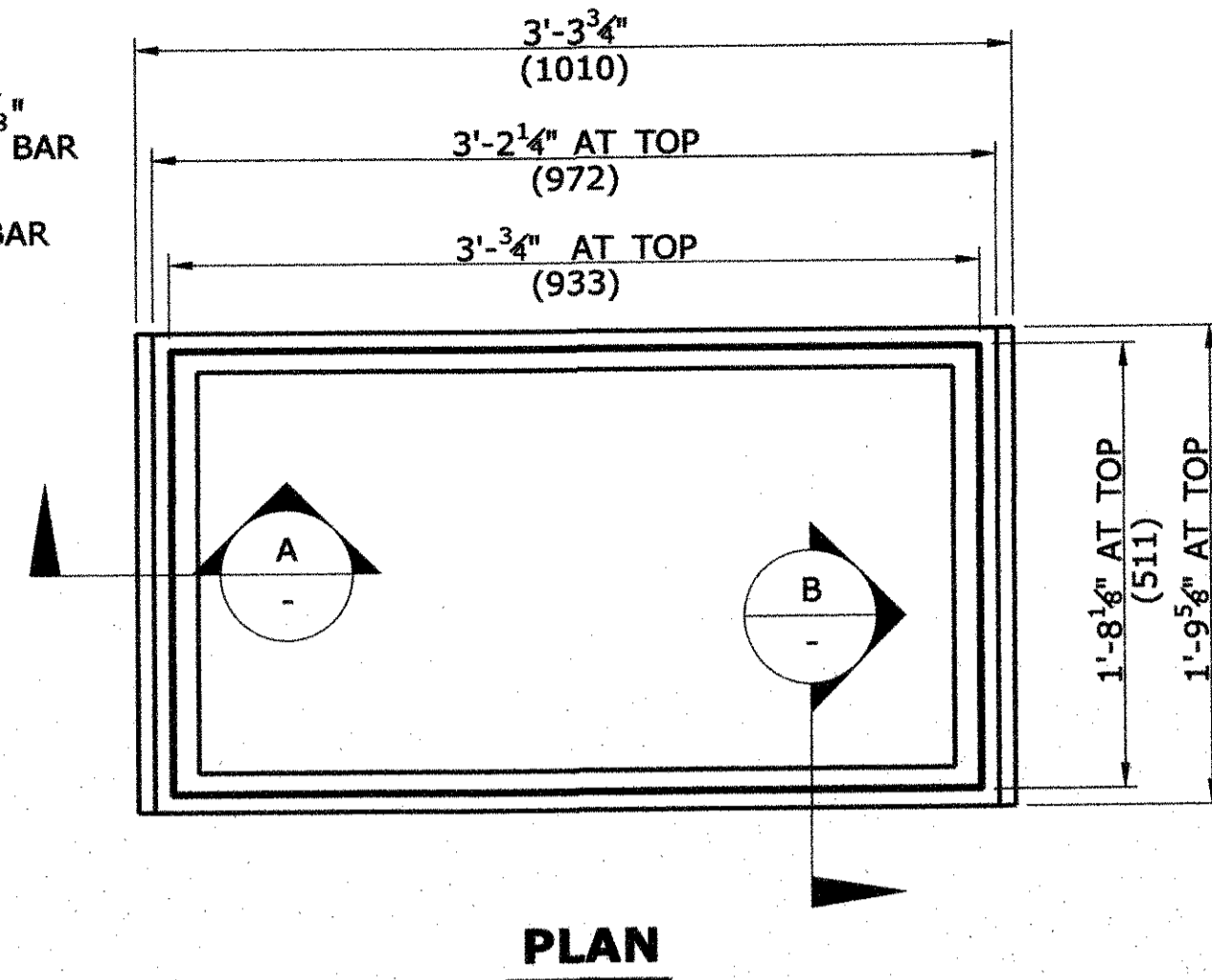
**ROUND BAR ATTACHMENT
 CATCH BASIN GRATE TYPE A**



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



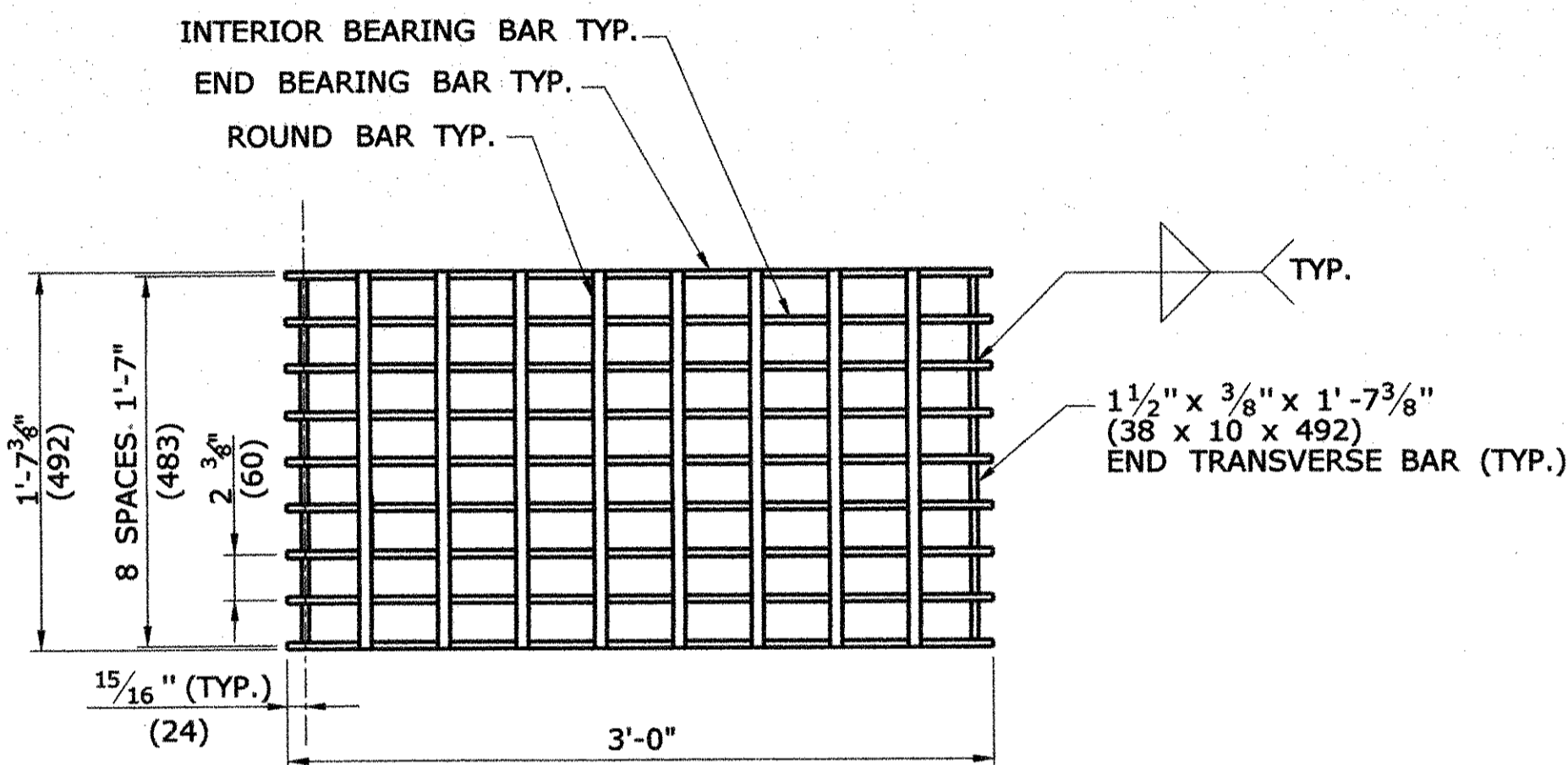
**CROSS BAR ATTACHMENT
 CATCH BASIN GRATE TYPE B**



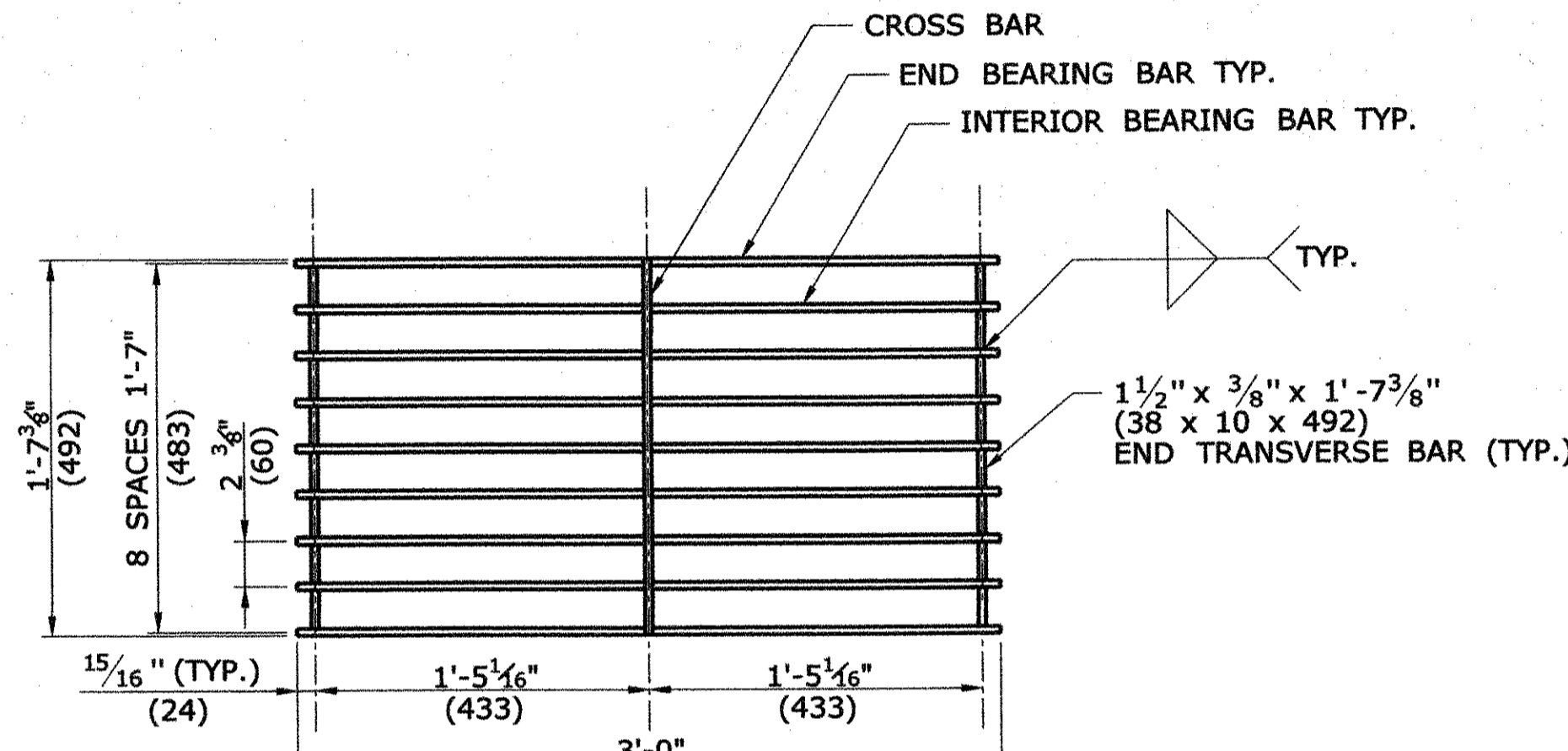
PLAN

GENERAL NOTES:

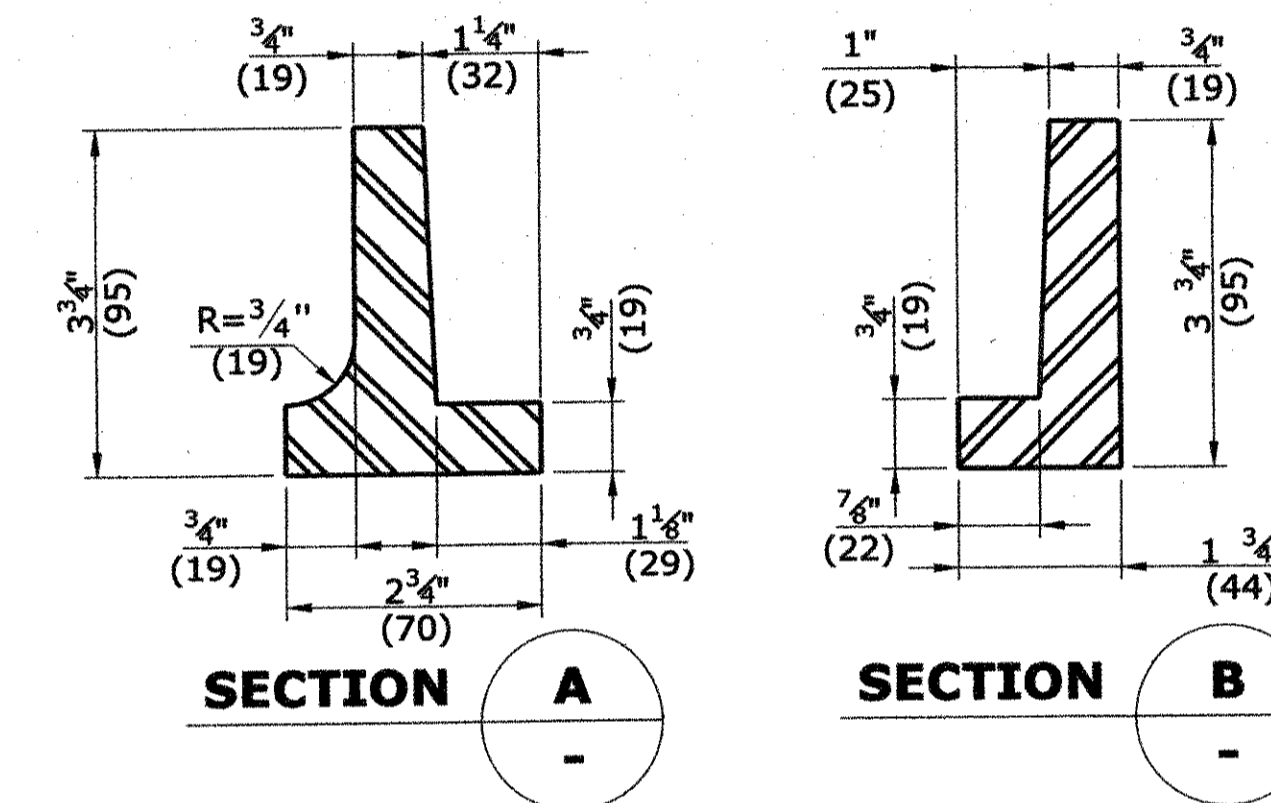
1. STEEL OR CAST IRON SHALL BE USED FOR FRAMES. STEEL SHALL BE USED FOR TYPE "A" & "B" GRATES.
2. TYPE "A" GRATES SHALL BE USED ON ALL ROADWAYS WHERE BICYCLE TRAFFIC IS ALLOWED OR AS DIRECTED BY THE ENGINEER.
3. TYPE "B" GRATES SHALL BE USED ON ALL LIMITED ACCESS HIGHWAYS, RAMPS AND WHERE BICYCLE TRAFFIC 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 $\pm \frac{1}{16}$ " (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.



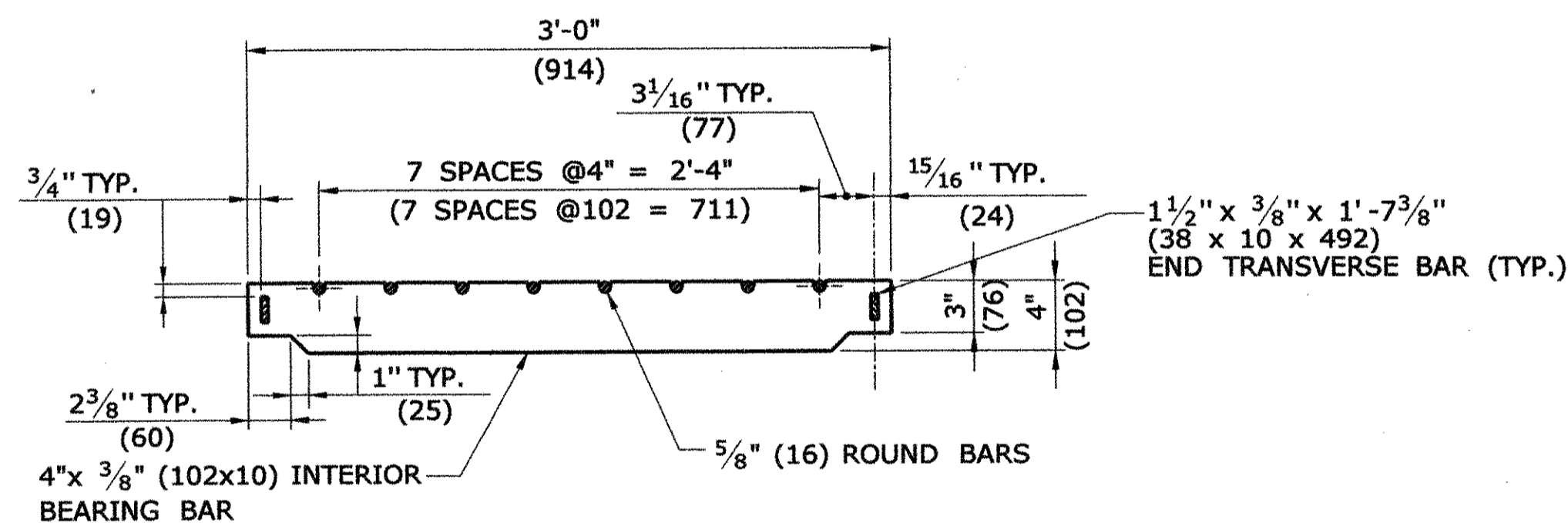
PLAN



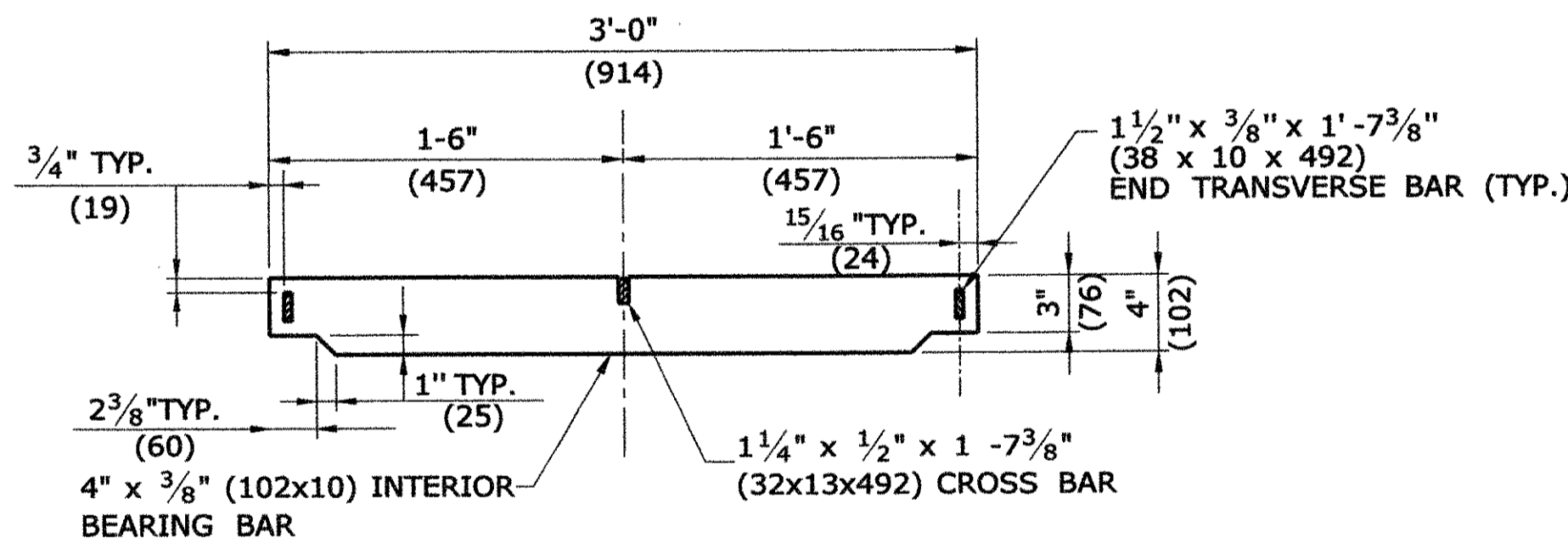
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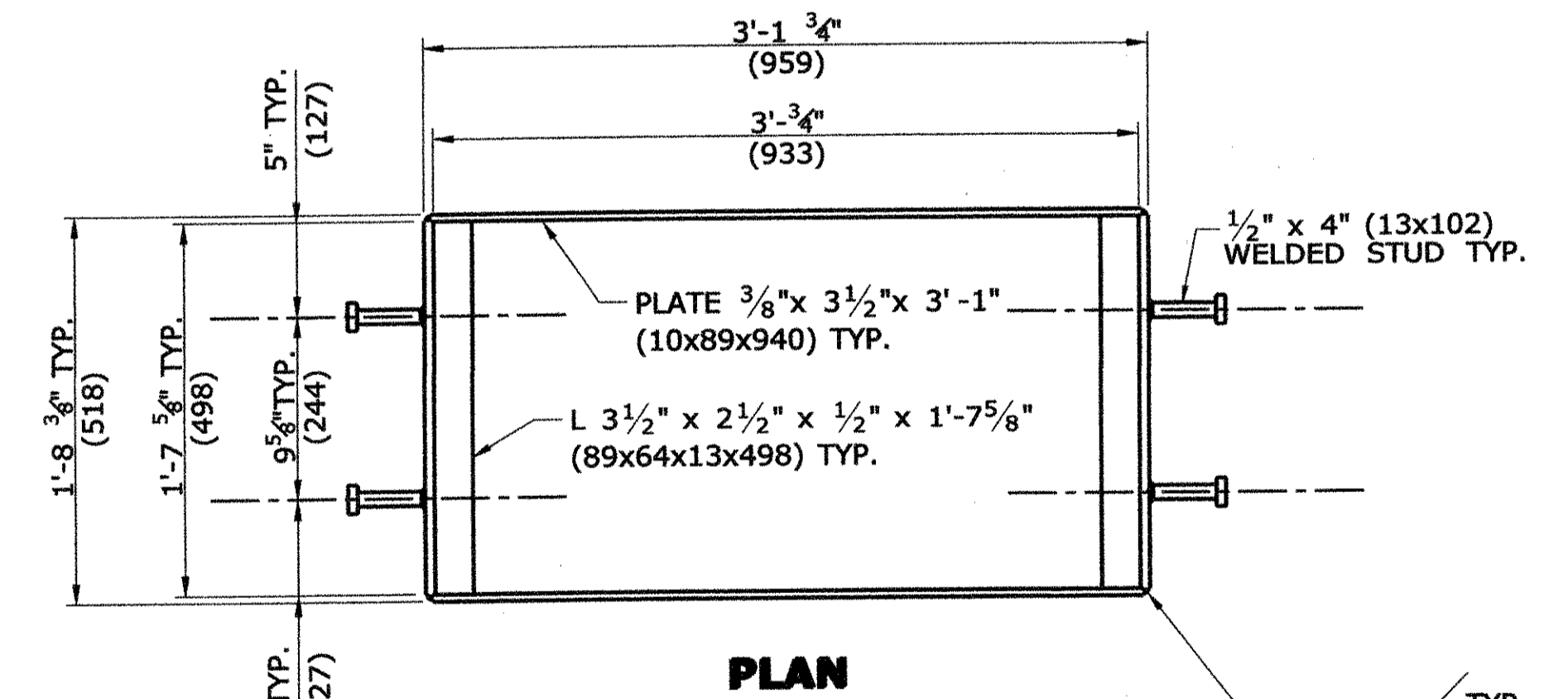
CAST IRON FRAME ALTERNATE



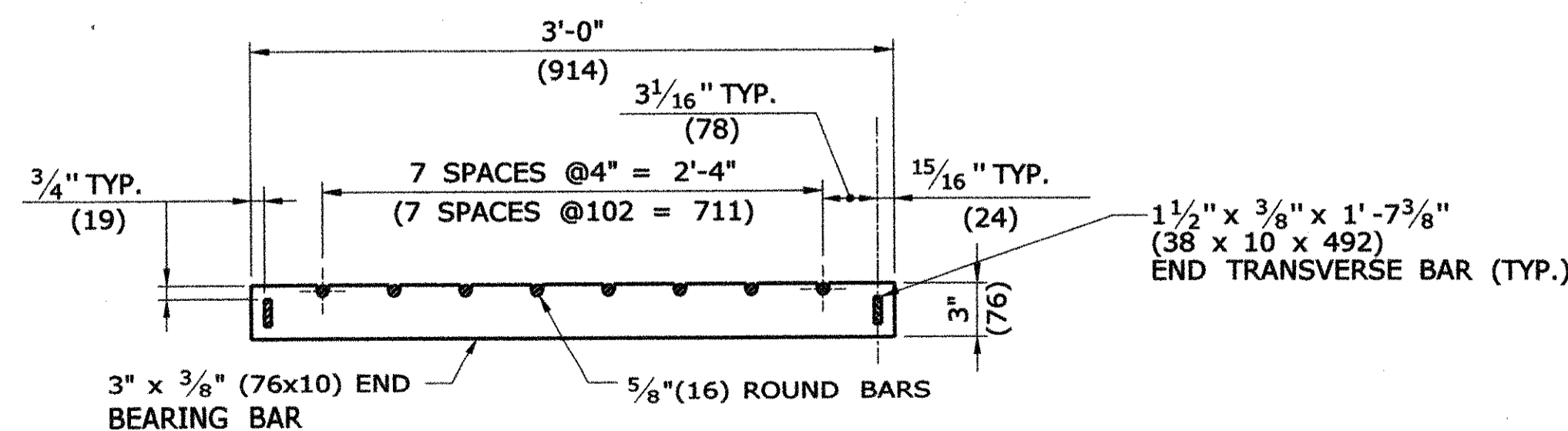
ELEVATION- INTERIOR BEARING BAR



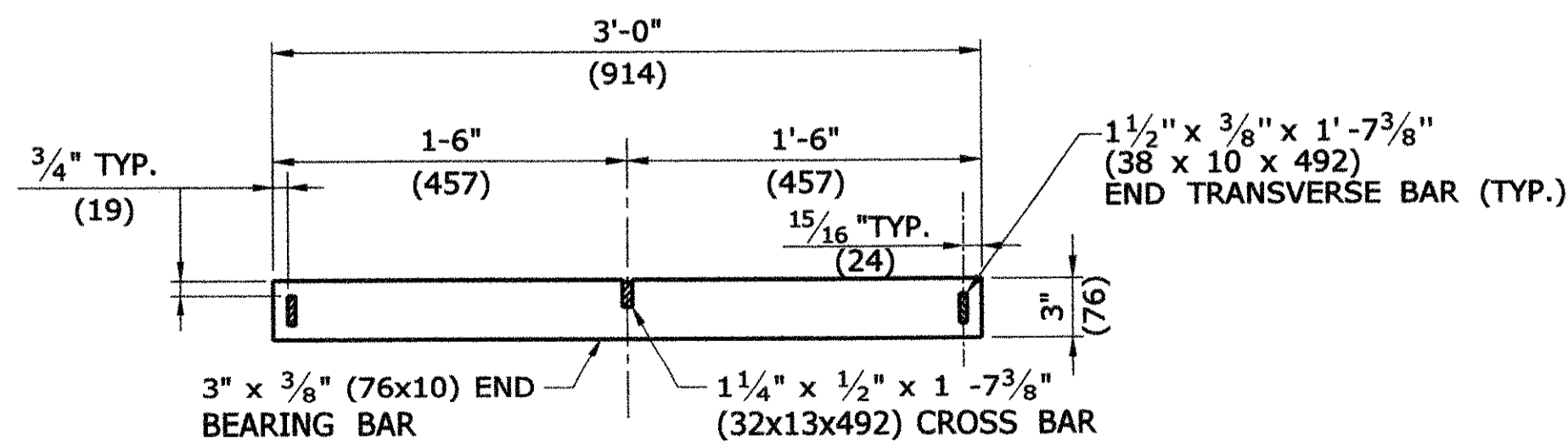
ELEVATION- INTERIOR BEARING BAR



**WELDED STUD ANCHOR DETAILS
 STEEL FRAME**



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



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

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

REV.	DATE	REVISION DESCRIPTION

NOT TO SCALE

STATE OF CONNECTICUT
 DEPARTMENT OF TRANSPORTATION

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'

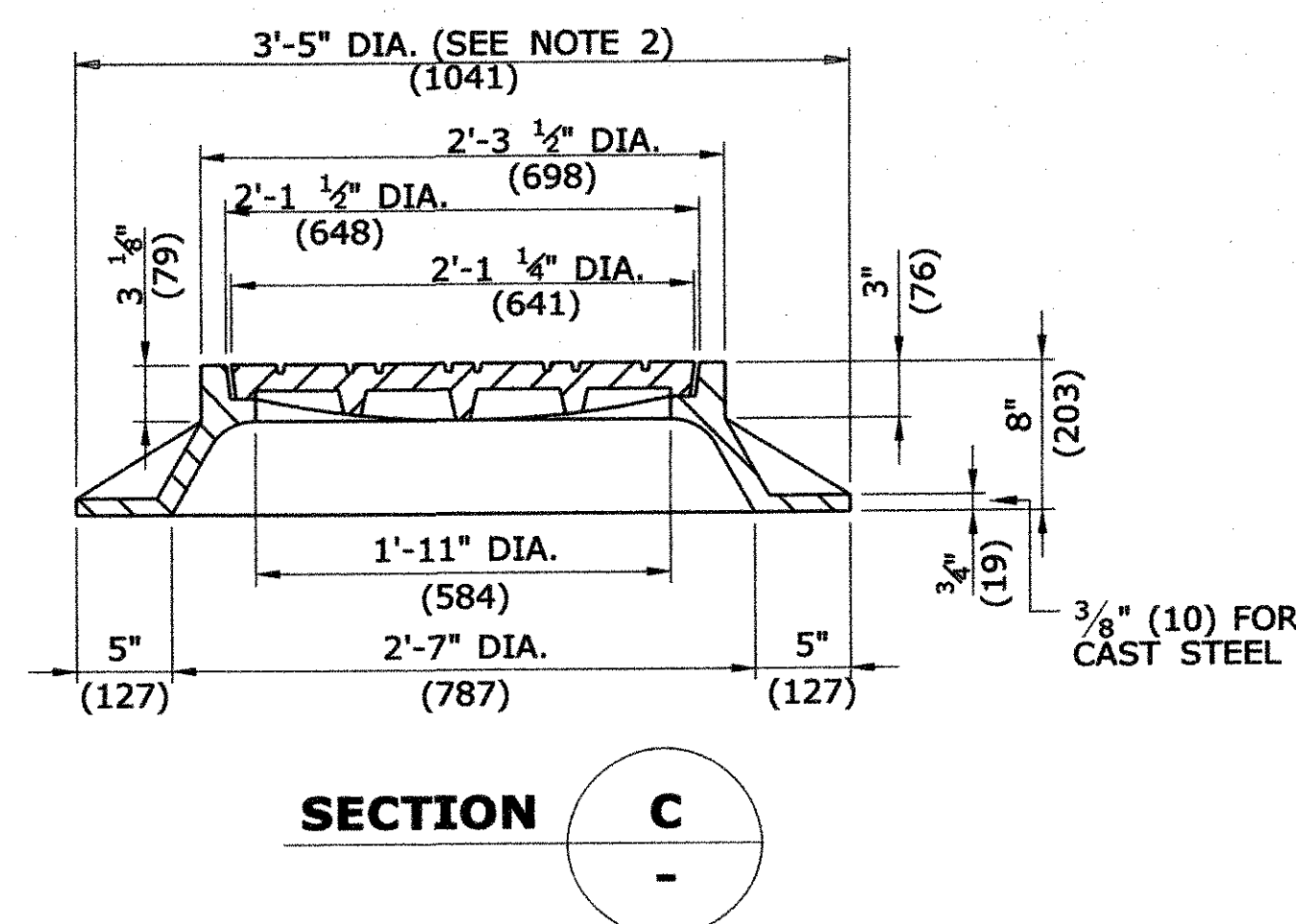
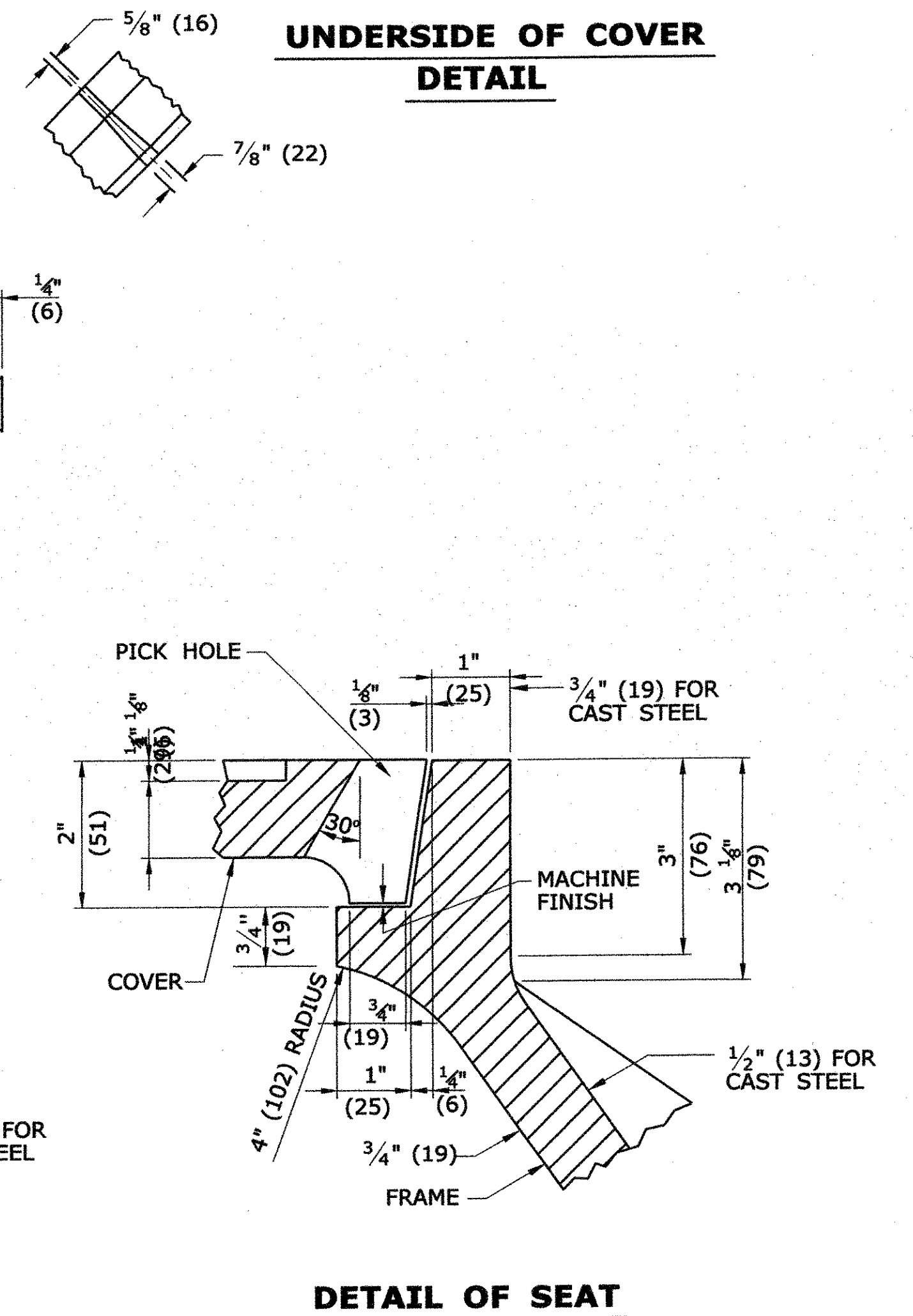
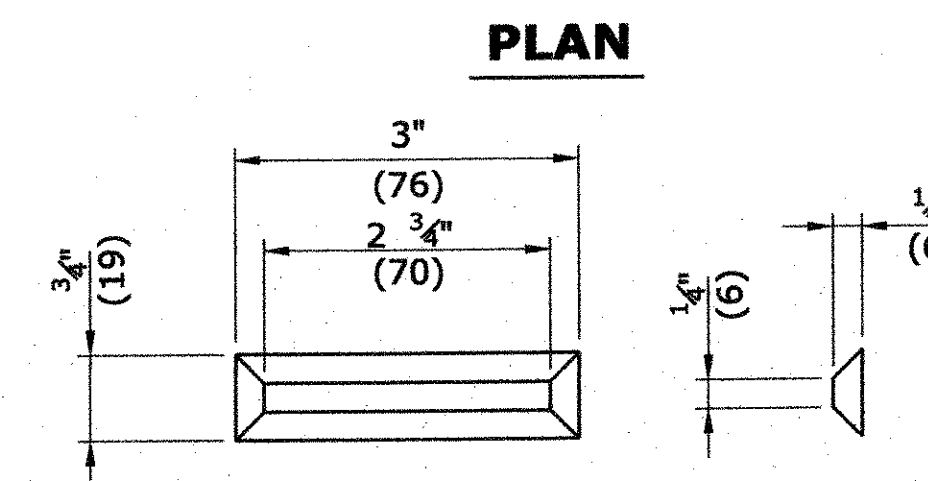
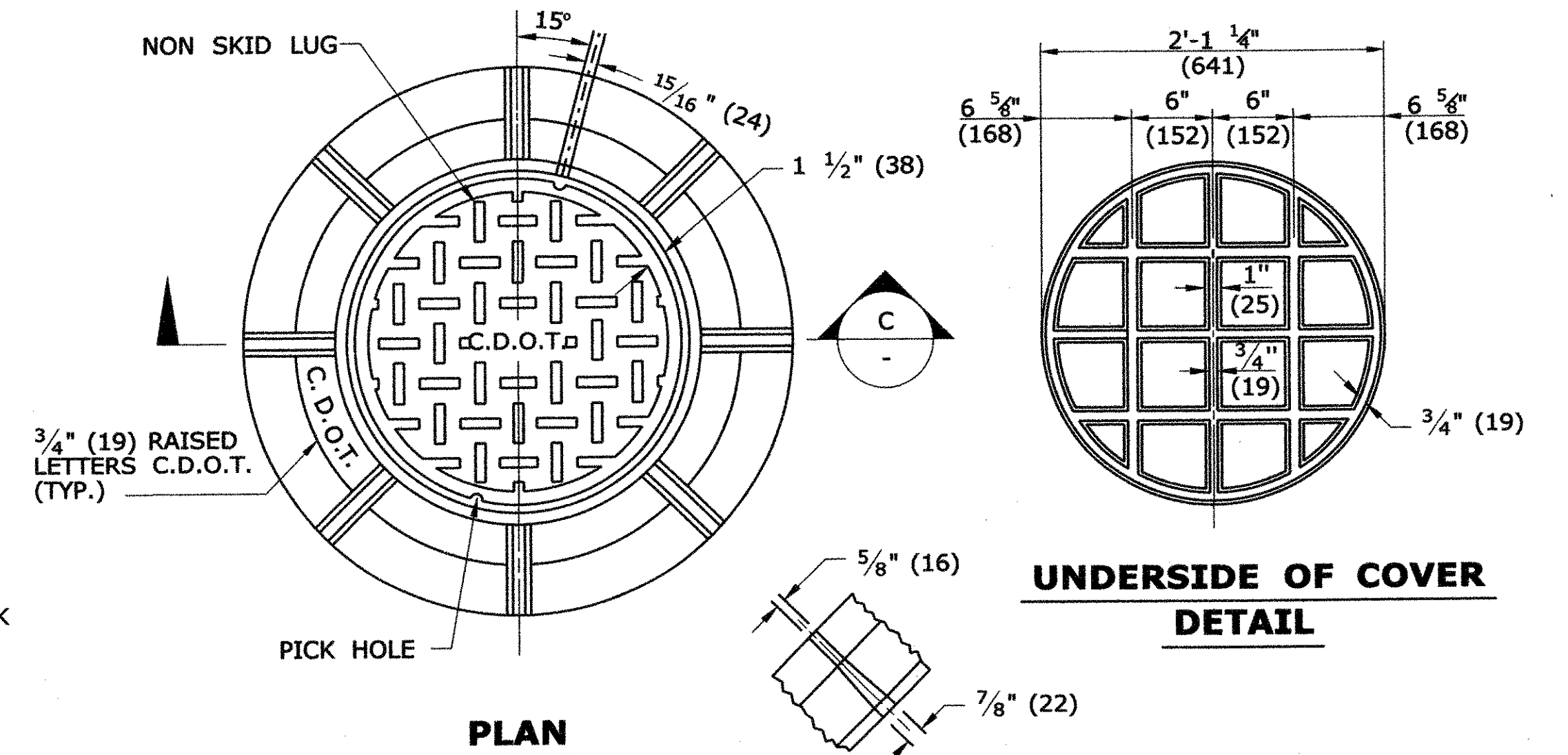
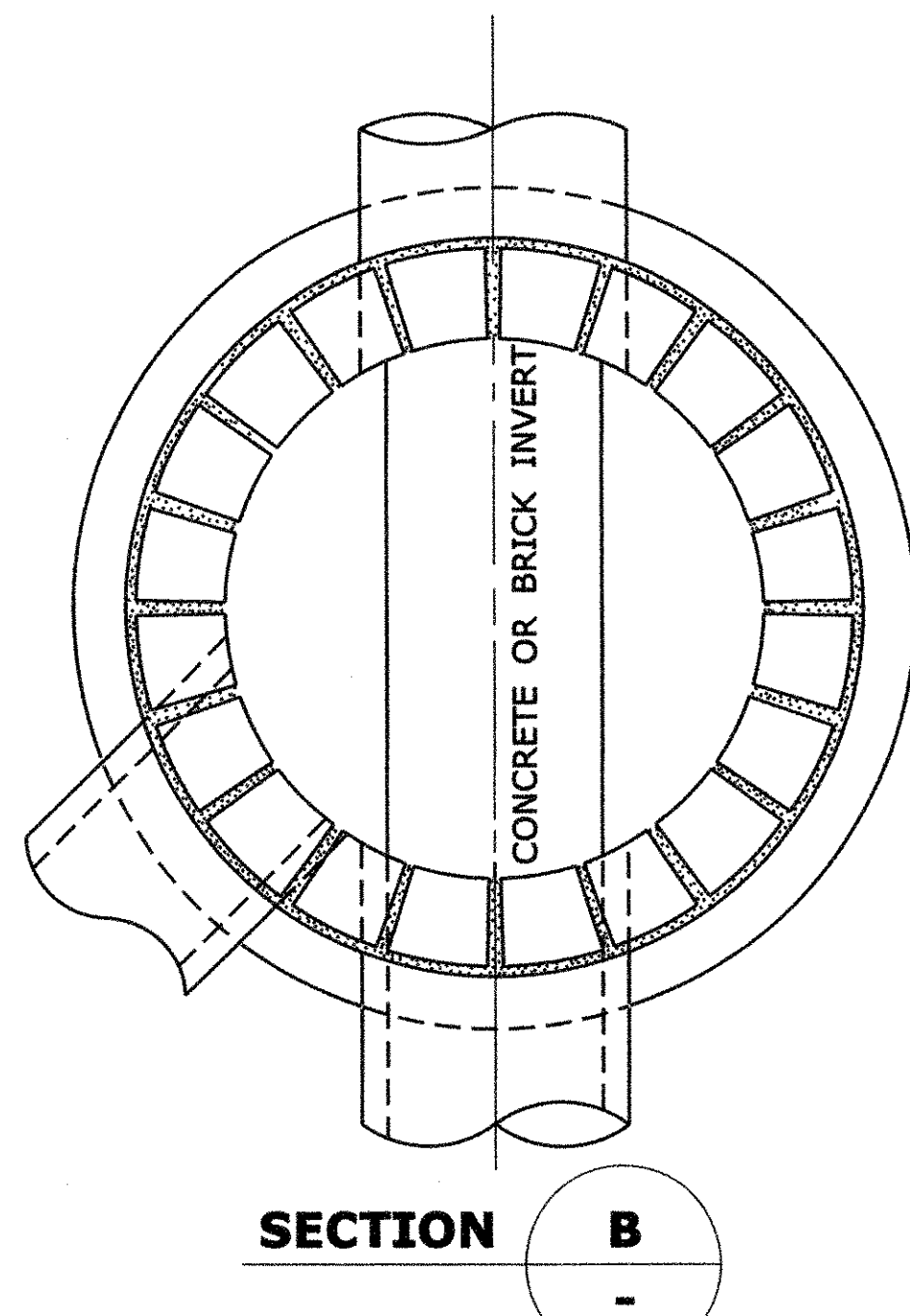
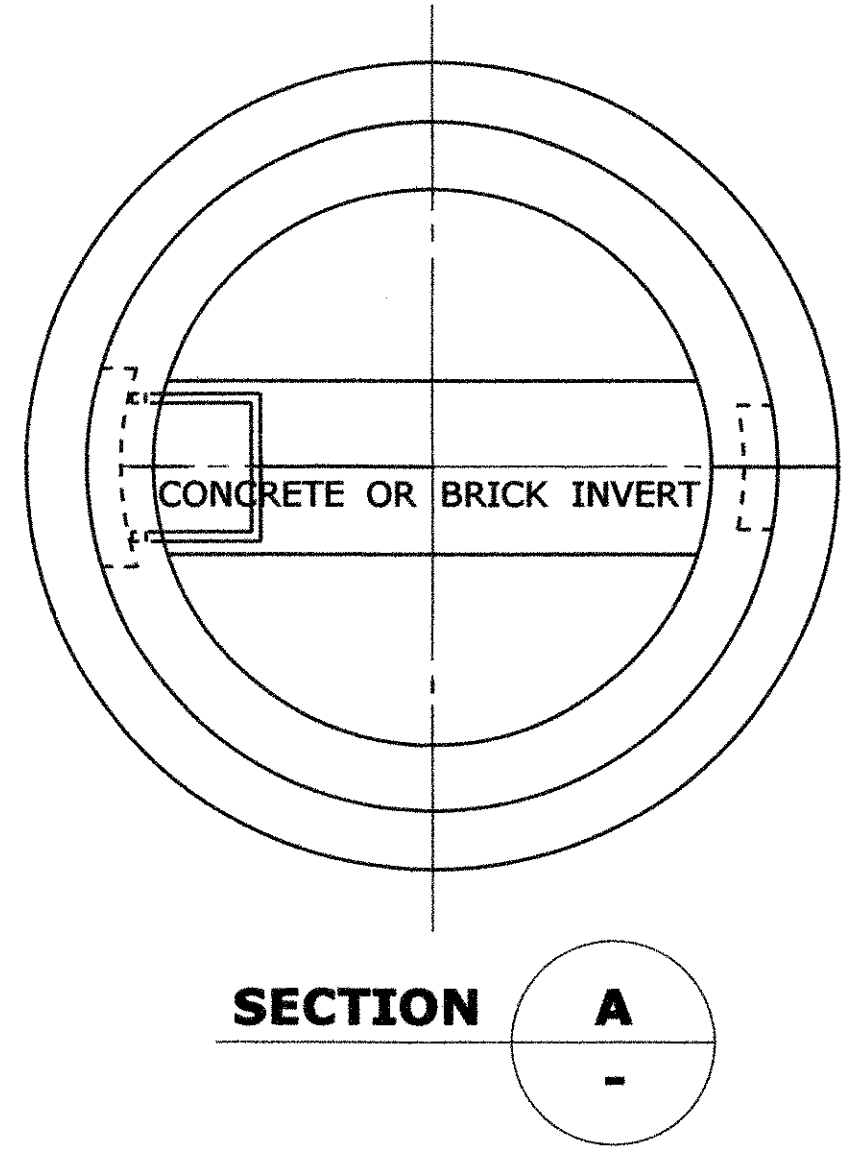
CTDOT
 STANDARD SHEET
 OFFICE OF ENGINEERING

STANDARD SHEET TITLE: **CATCH BASIN FRAMES AND GRATES**
 STANDARD SHEET NO.: **HW-507_08**

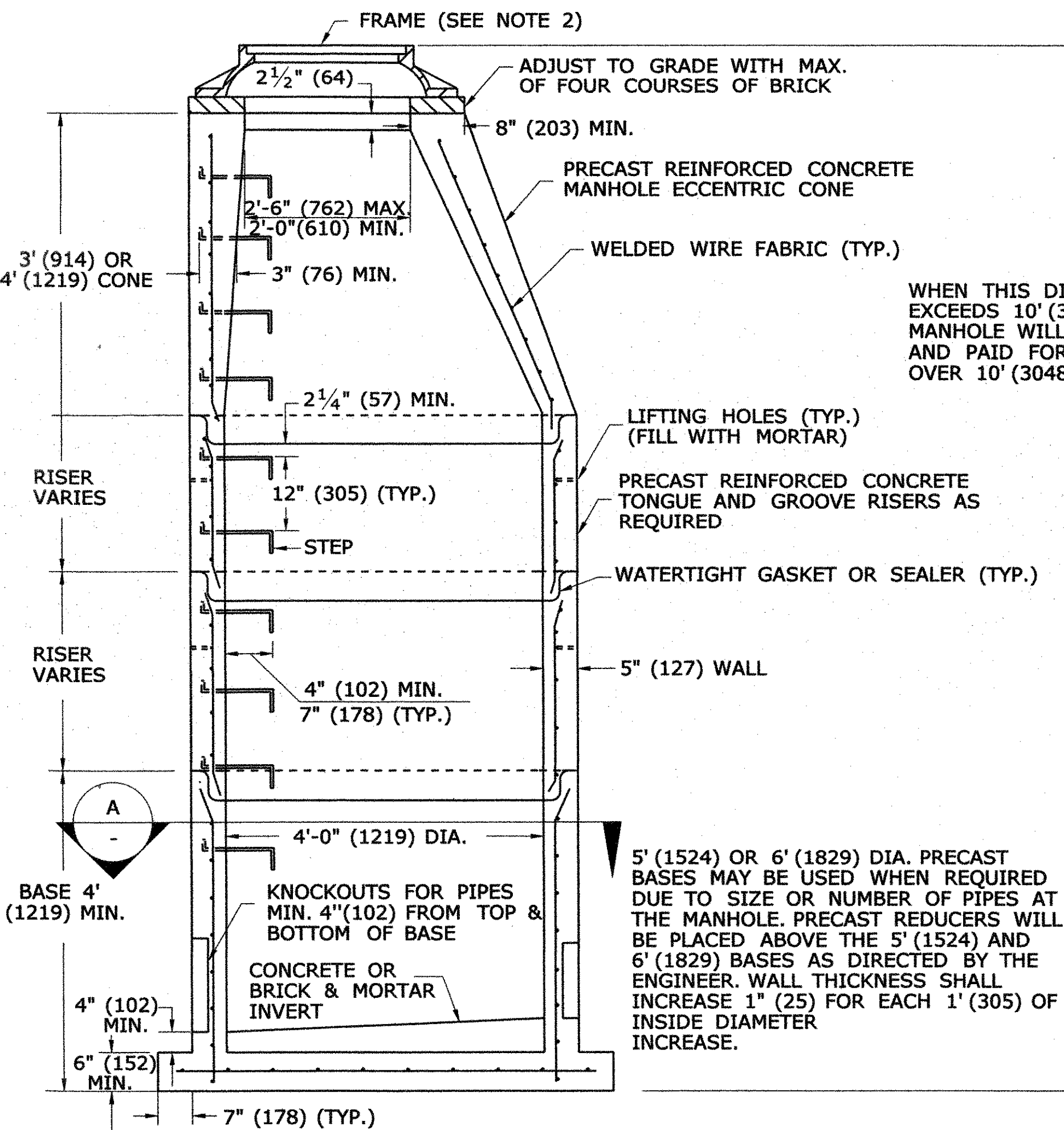
GENERAL NOTES:

- CHANNELS MAY BE SHAPED IN CONCRETE BASE OF MANHOLE OR FORMED USING BRICK OR MASONRY.
- 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.
- FRAME AND COVER:

	CAST IRON	STEEL
APPROX. COVER WEIGHT	184LB.(83kg)	134LB.(61kg)
APPROX. FRAME WEIGHT	312LB.(142kg)	227LB.(103kg)
- ALL DIMENSIONS SUBJECT TO MANUFACTURING TOLERANCES.



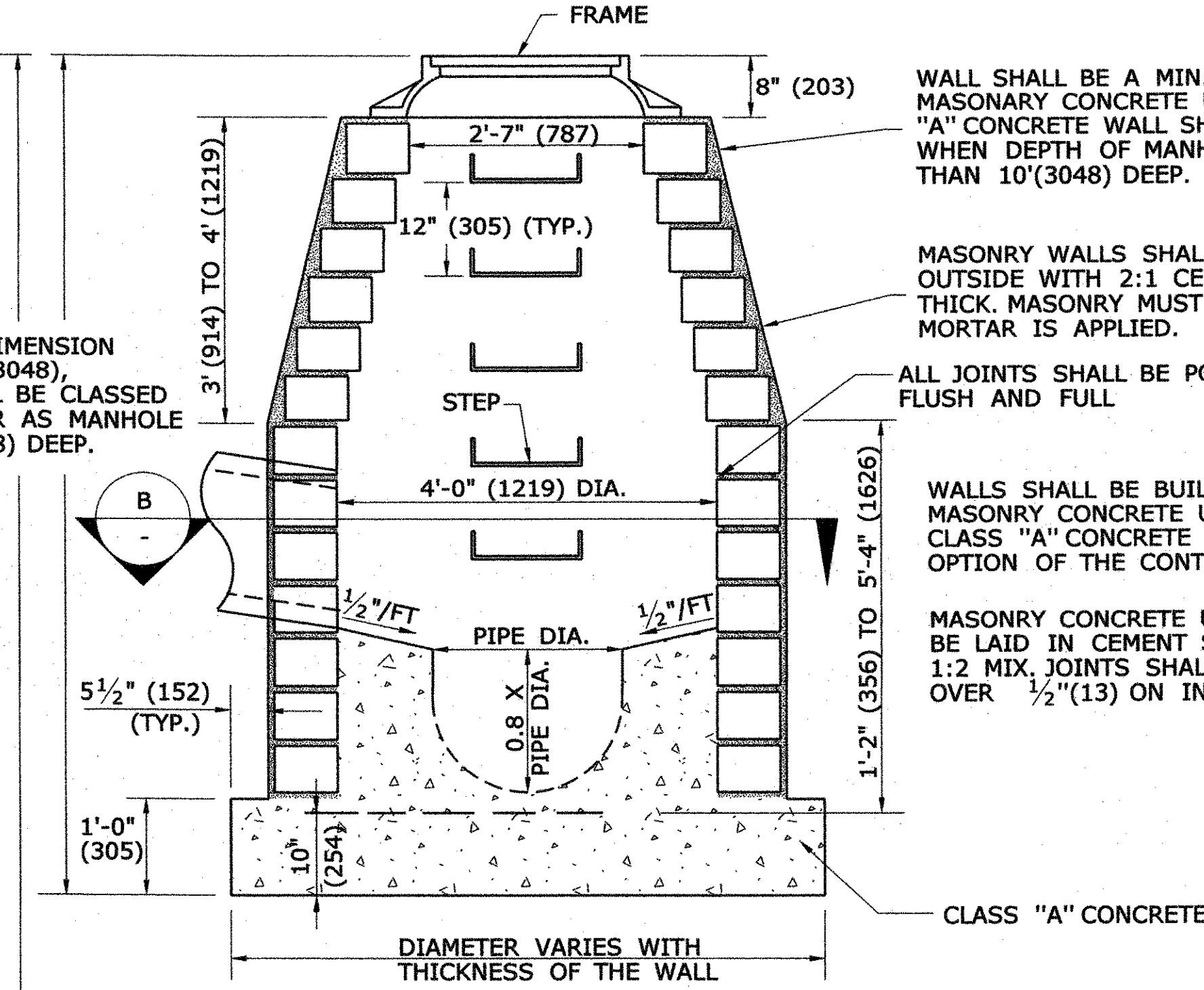
FRAME AND COVER DETAILS



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.

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

REV.	DATE	REVISION DESCRIPTION

NOT TO SCALE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Plotted Date: 9/11/2009

SUBMITTED BY: *Timothy M. Wilson* NAME/DATE/TIME: Timothy M. Wilson 2009.09.16 11:17:43 -04'00'

APPROVED BY: *James H. Norman* NAME/DATE/TIME: James H. Norman 2009.09.18 14:23:21 -04'00'

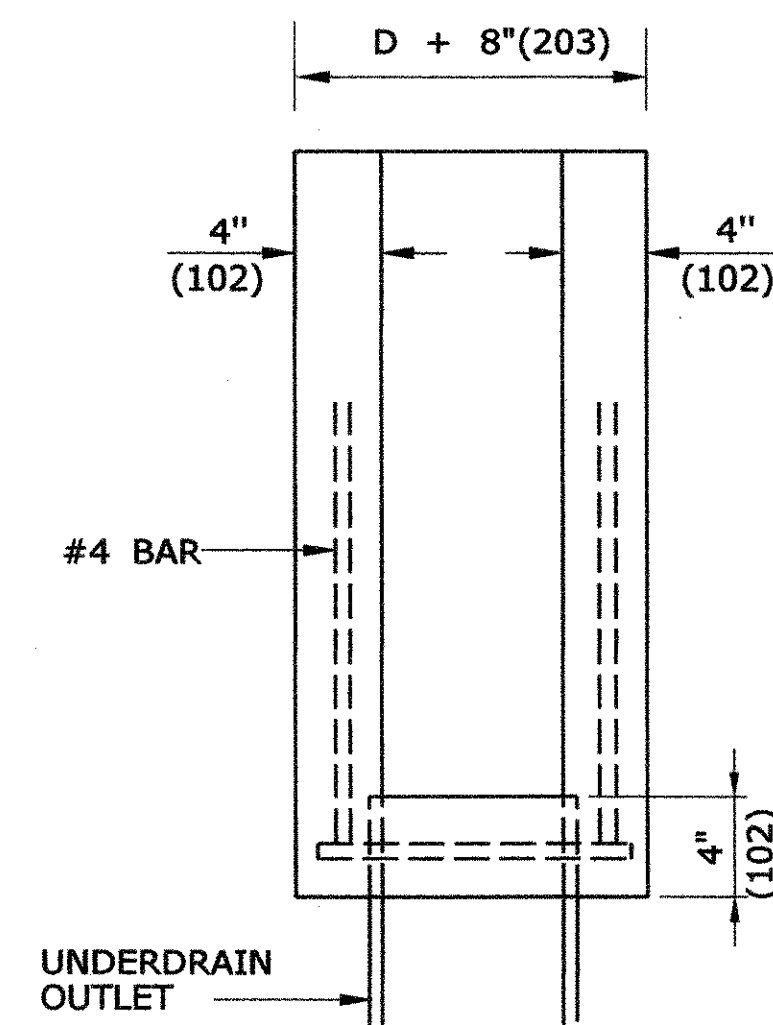
CTDOT
STANDARD SHEET
OFFICE OF ENGINEERING

STANDARD SHEET TITLE: **MANHOLE - FRAME & COVER**

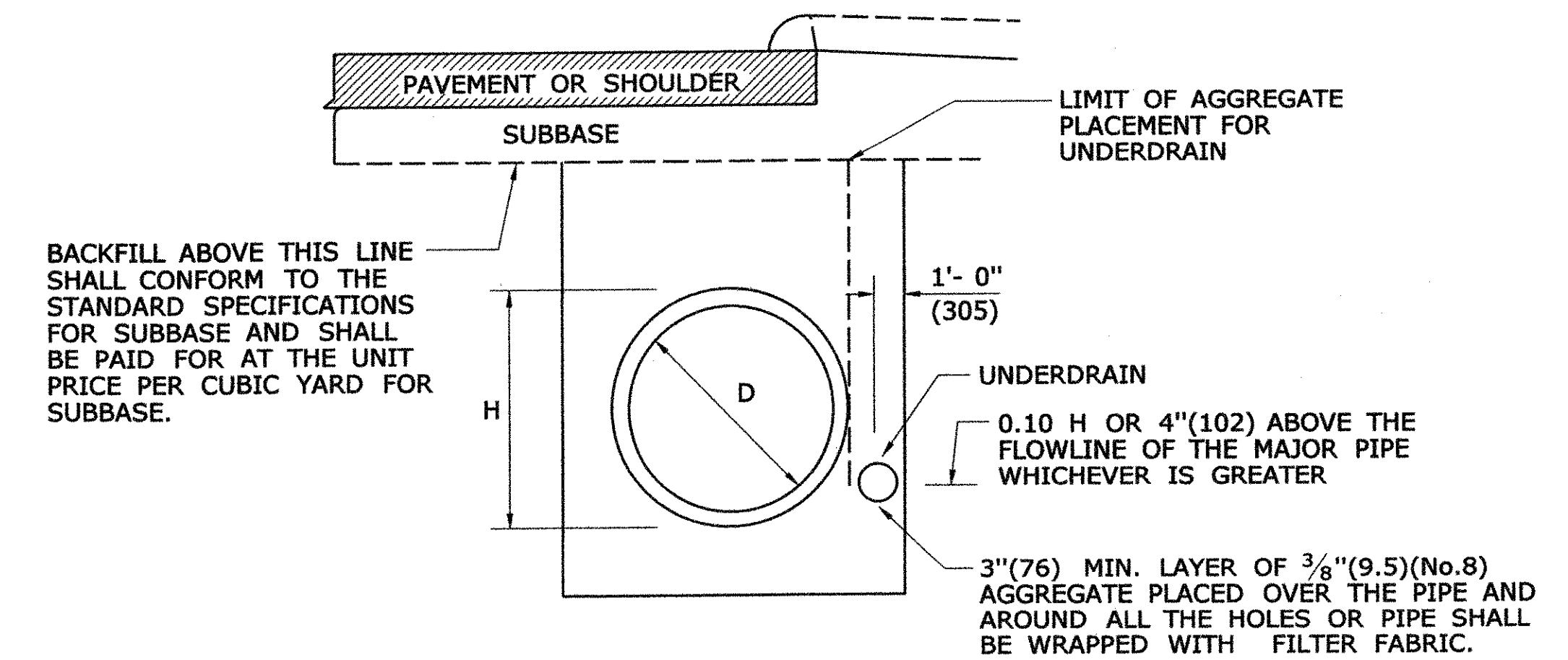
STANDARD SHEET NO.: **HW-507_10**

GENERAL NOTES:

1. THE OUTLET ENDWALL CAN BE EITHER PRECAST OR CAST IN PLACE. CONCRETE SHALL BE CLASS "C" CONCRETE.
2. IF PRECAST CONCRETE ENDWALL IS USED, THE OUTLET SHALL BE GROUTED AND SEALED TO ENDWALL OPENING WITH NON-SHRINK GROUT.

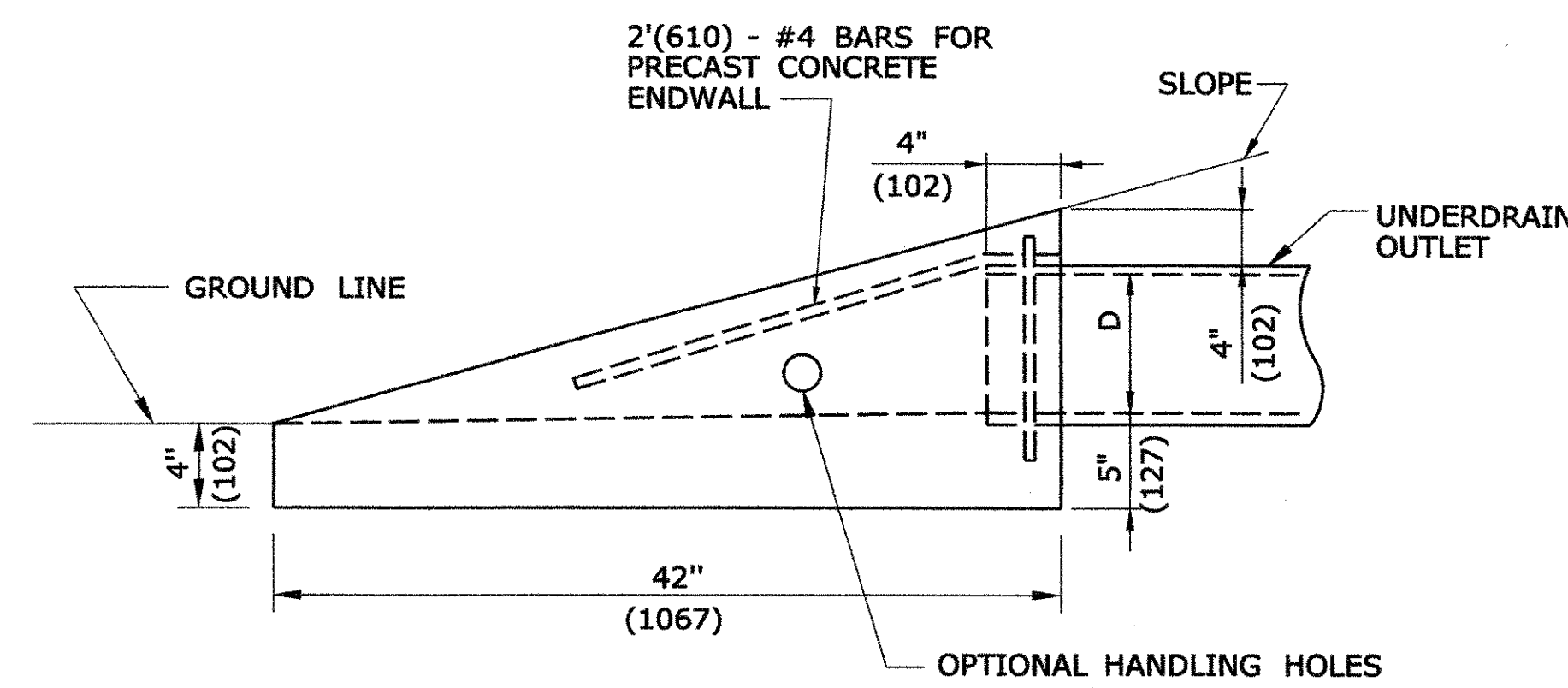


PLAN VIEW

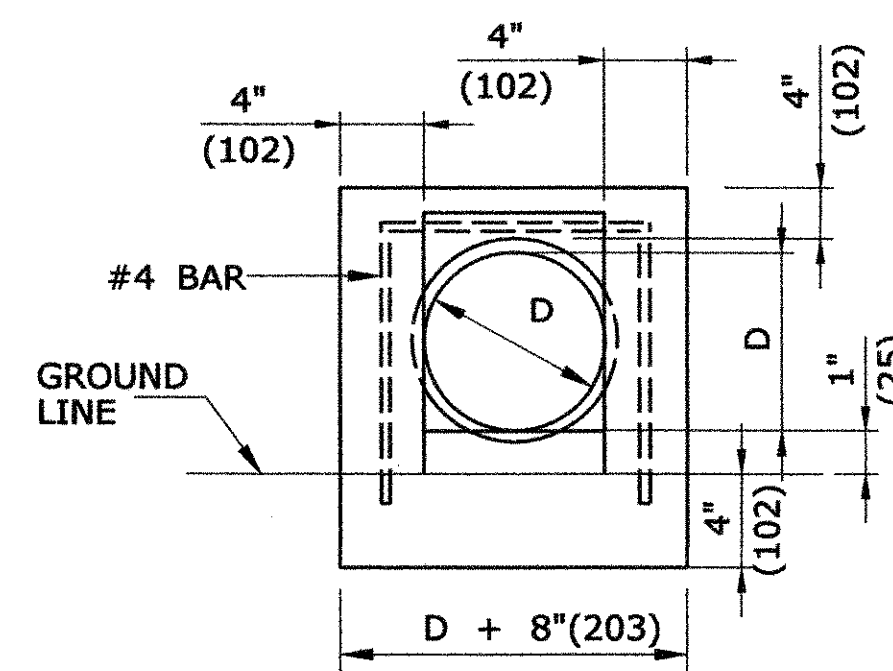


NOTE:
PAY LIMIT FOR TRENCH EXCAVATION AND BEDDING SHALL BE THE SAME AS FOR THE CULVERT ALONE. MATERIAL ABOVE THE BEDDING SHALL BE SUITABLE MATERIAL OR GRANULAR FILL.

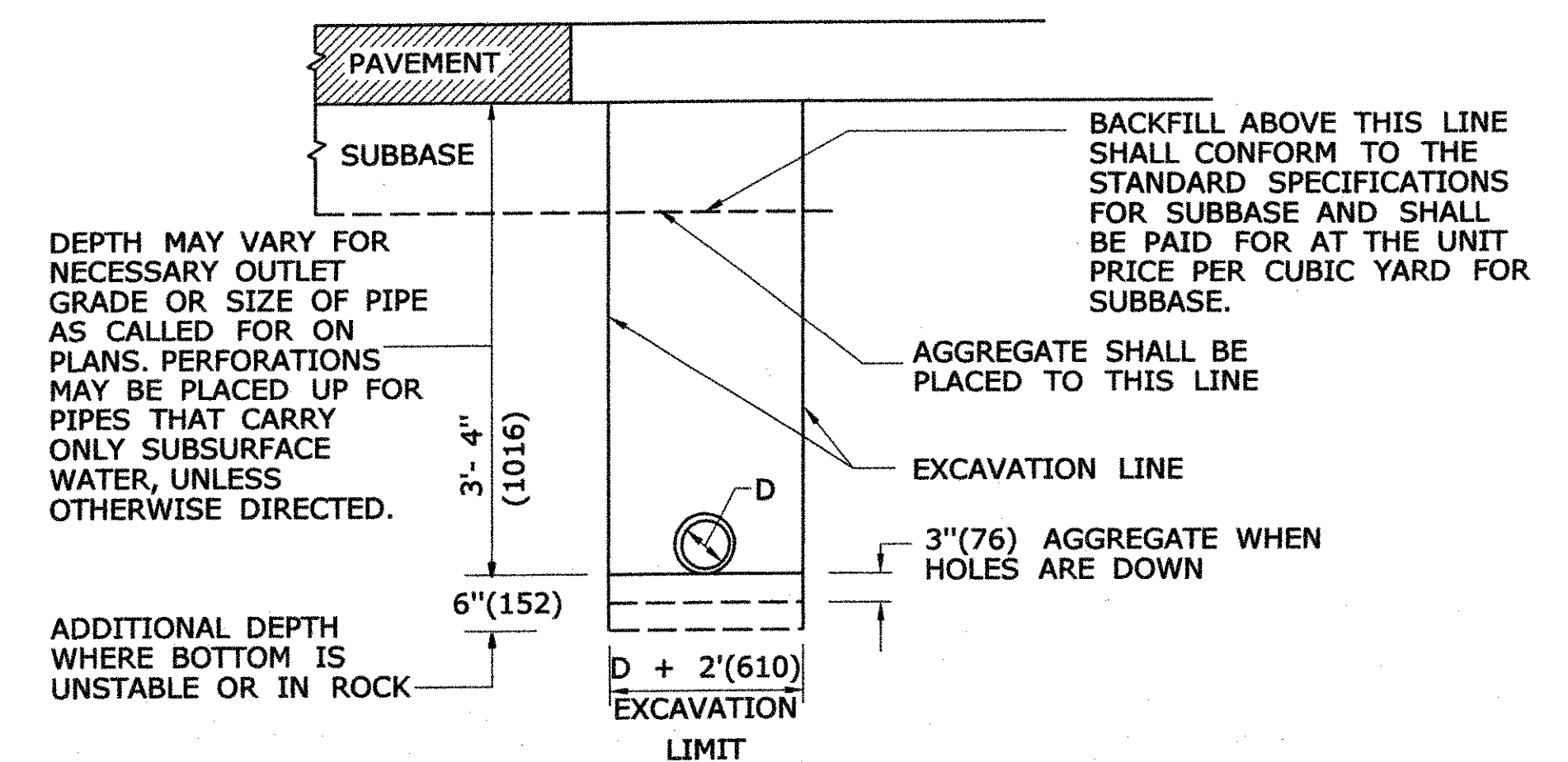
CULVERT AND UNDERDRAIN IN THE SAME TRENCH



ENDWALL



ELEVATION



UNDERDRAIN

UNDERDRAIN OUTLET DETAILS


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

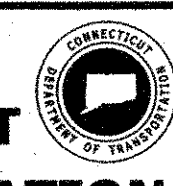
REV.	DATE	REVISION DESCRIPTION
1	6/01/10	REMOVED RODENT SCREEN DETAILS AND REVISED TITLES
-	-	-
-	-	-
-	-	-
-	-	-
-	-	-

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

Plotted Date: 5/21/2010


STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION



Filename: CTDOT_HIGHWAY_STD.dgn Model: HW-751_01

SUBMITTED BY: NAME/DATE/TIME:
Leo Fontaine
2010.05.28 10:27:49 -04'00'

APPROVED BY: NAME/DATE/TIME:
James H. Norman

Digitally signed by James H. Norman
DN: cn=US, sn=CT, o=Department of Transportation, email=jnorman@dot.gov,
cn=State of Connecticut, cn=James H. Norman
Date: 2010.06.04 09:19:46 -04'00'

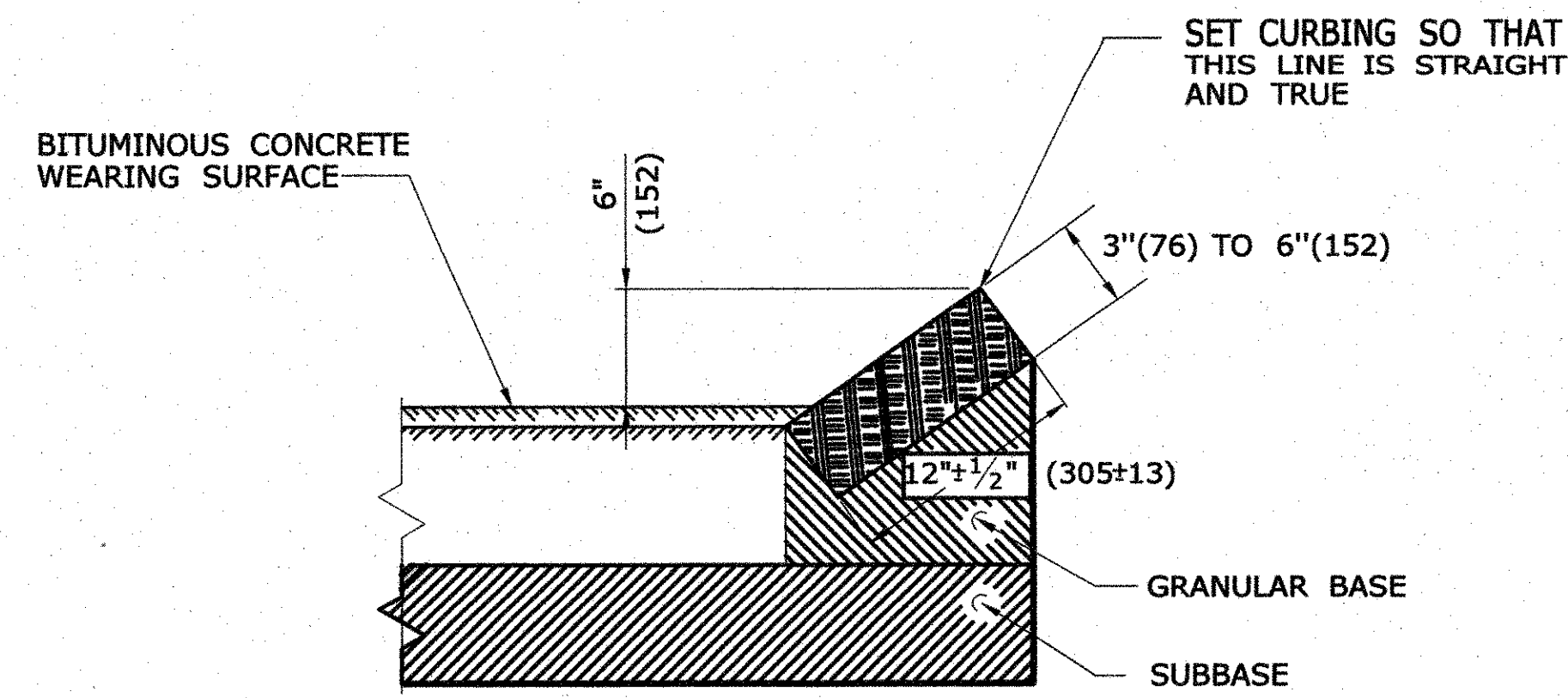
CTDOT
STANDARD SHEET

OFFICE OF ENGINEERING

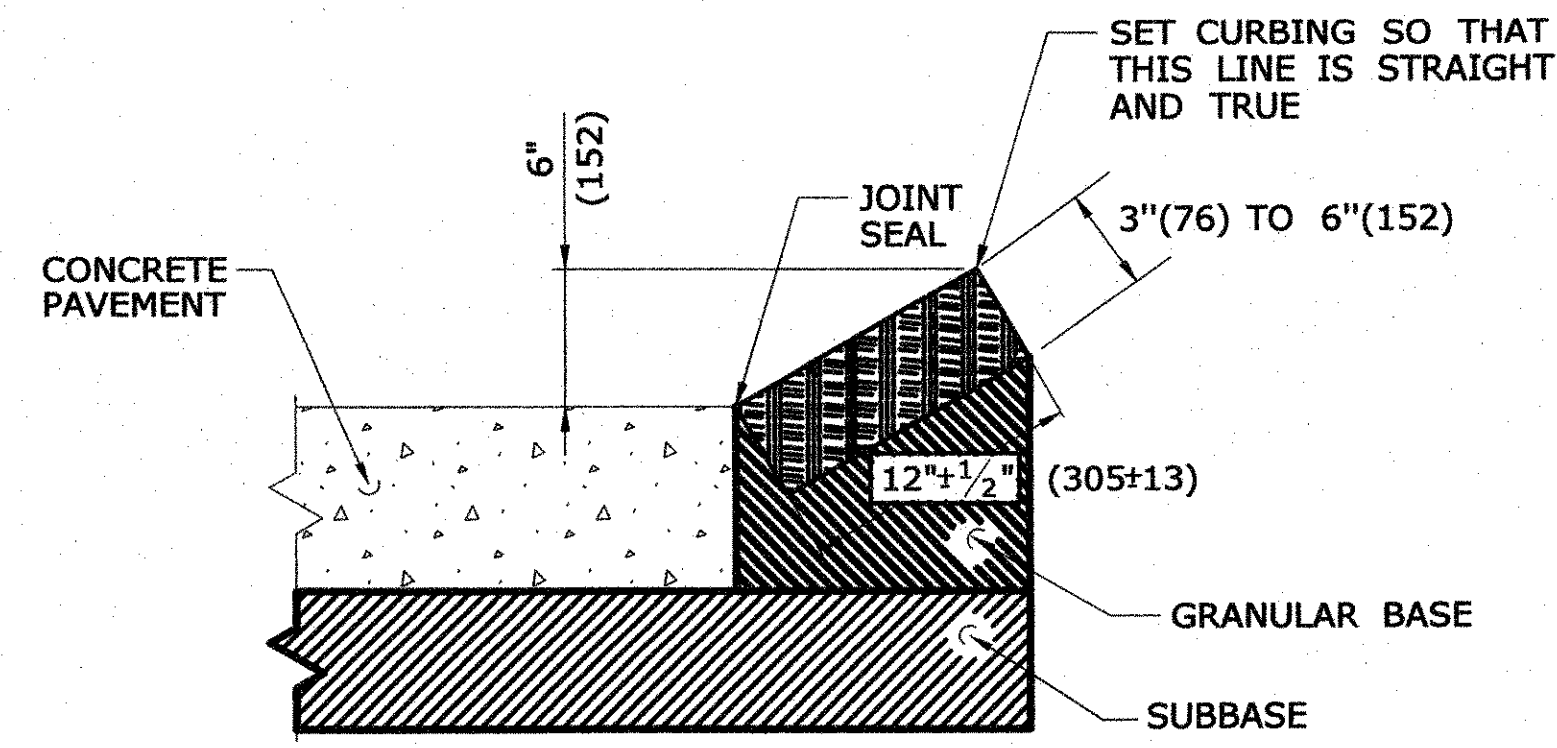
STANDARD SHEET TITLE:
UNDERDRAINS AND UNDERDRAIN OUTLETS

STANDARD SHEET NO.:
HW-751_01

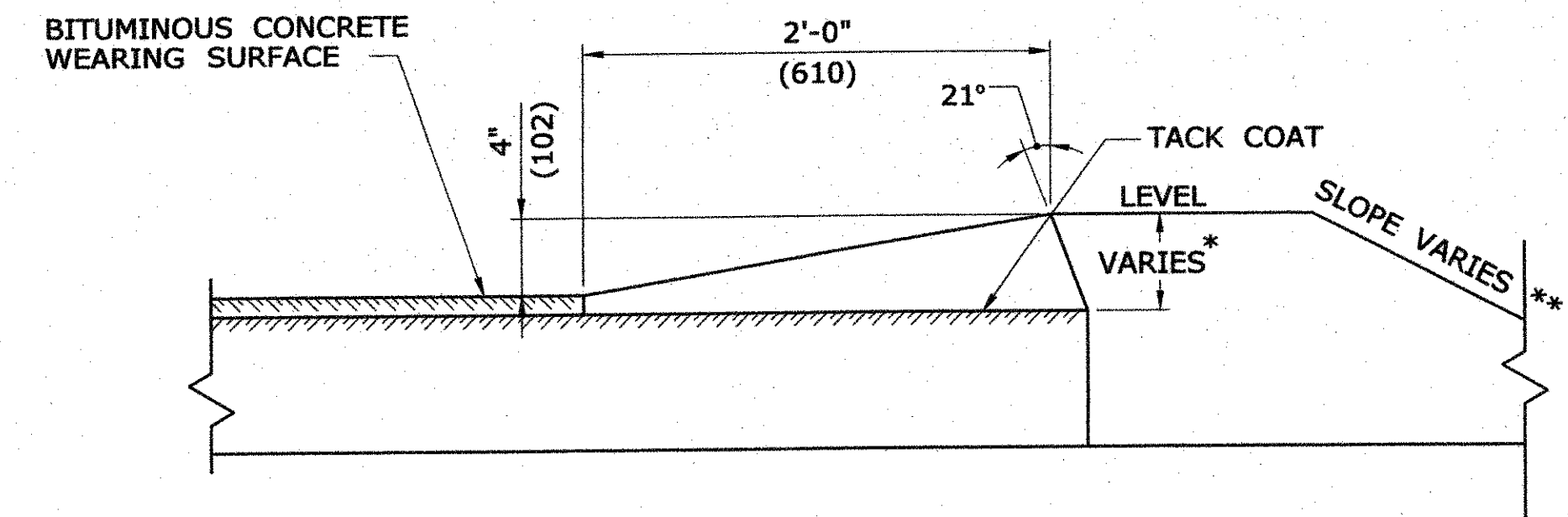
NOTE:
1. ALL CONSTRUCTION DIMENSIONS ARE NOMINAL.



TYPICAL SECTION SHOWING SLOPE CURBING SET ADJACENT TO BITUMINOUS CONCRETE SURFACES



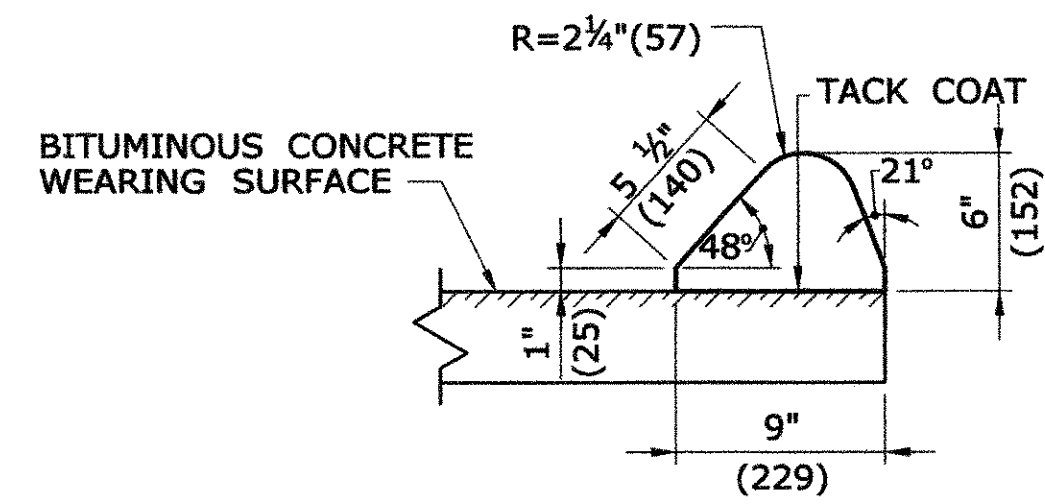
TYPICAL SECTION SHOWING SLOPE CURBING SET ADJACENT TO CONCRETE SURFACES



* THIS DIMENSION VARIES WITH THE THICKNESS OF THE TOP COURSE AND SLOPE OF SHOULDER.
** SEE TYPICAL SECTIONS FOR PROJECT. IN FILL AREAS 2'(610) LEVEL BEHIND THE CURB IS REQUIRED.

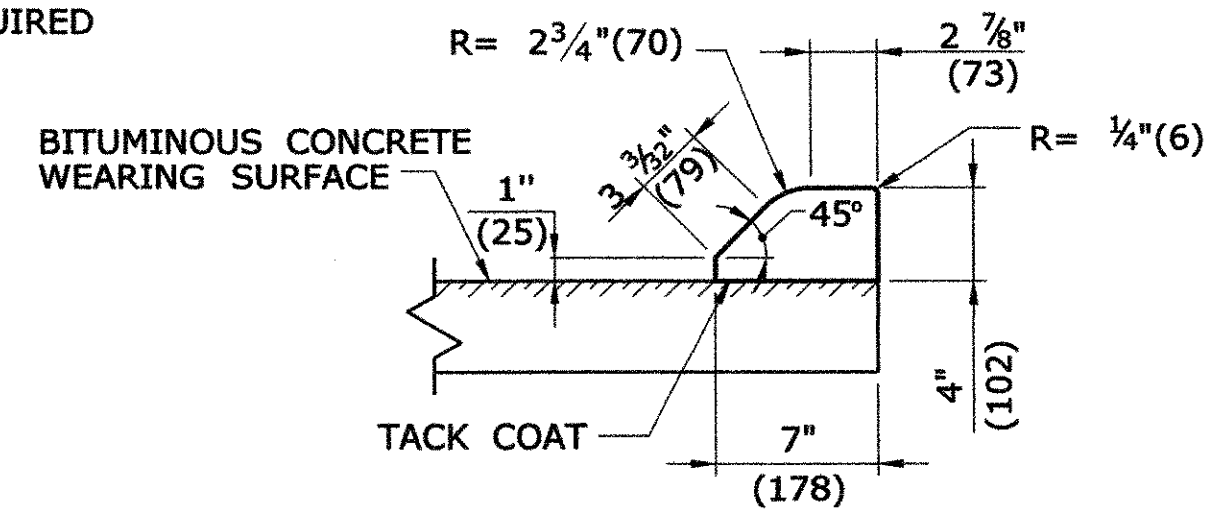
BITUMINOUS CONCRETE BERM

GRANITE SLOPE CURBING

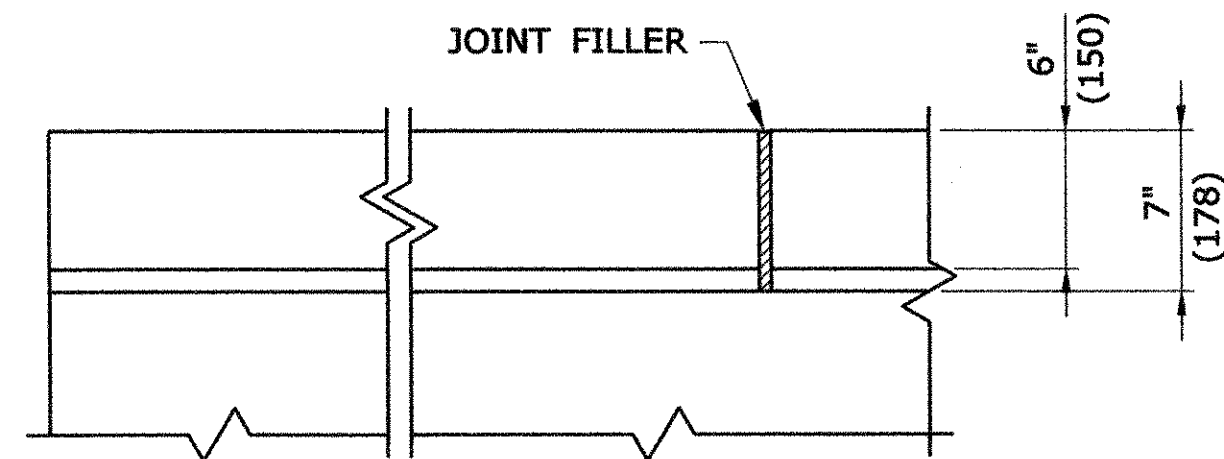


6"(150) BITUMINOUS CONCRETE LIP CURBING

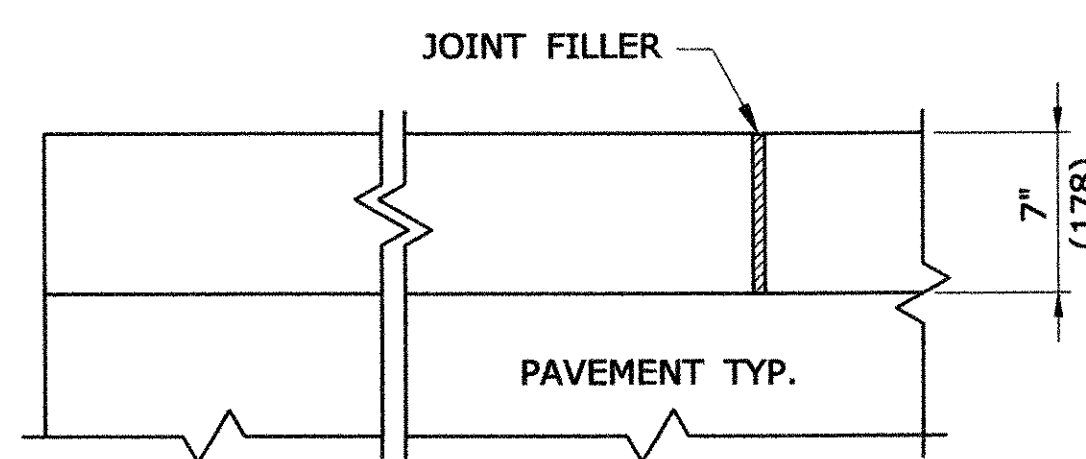
1/2"(13) MORTAR JOINT REQUIRED



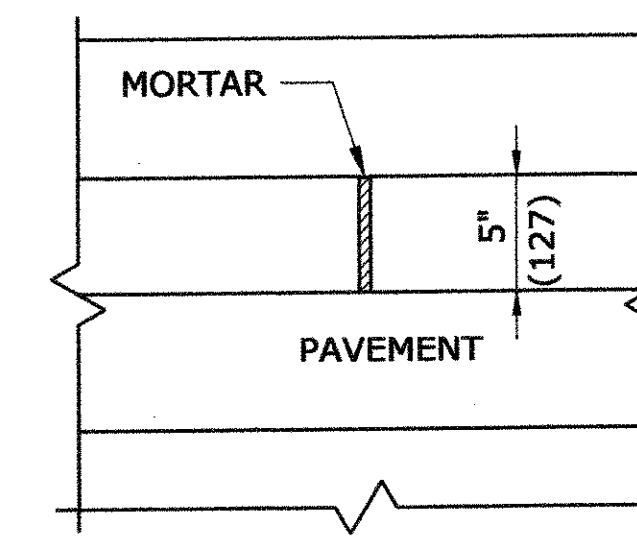
4"(100) BITUMINOUS CONCRETE PARK CURBING



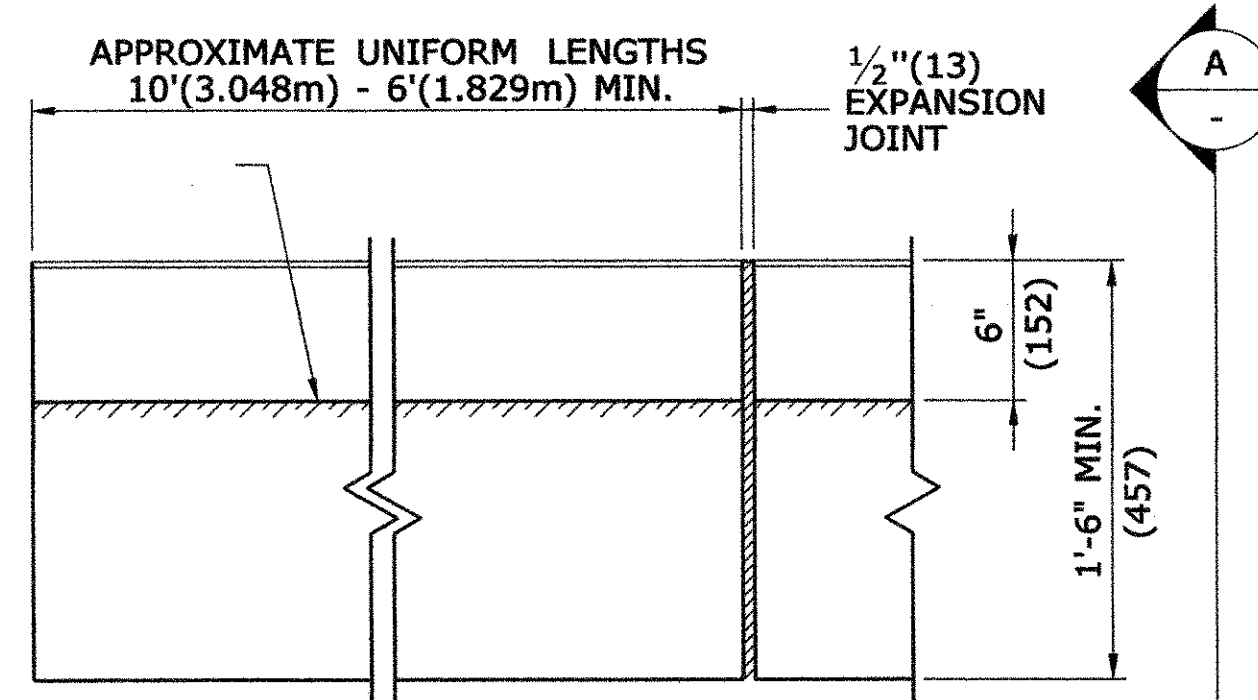
PLAN



PLAN

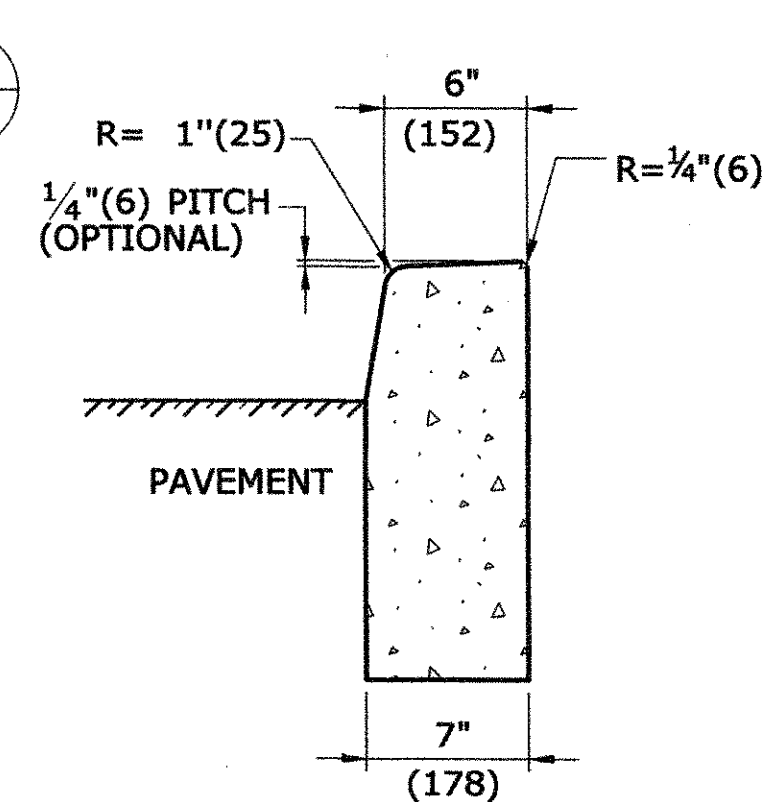


PLAN

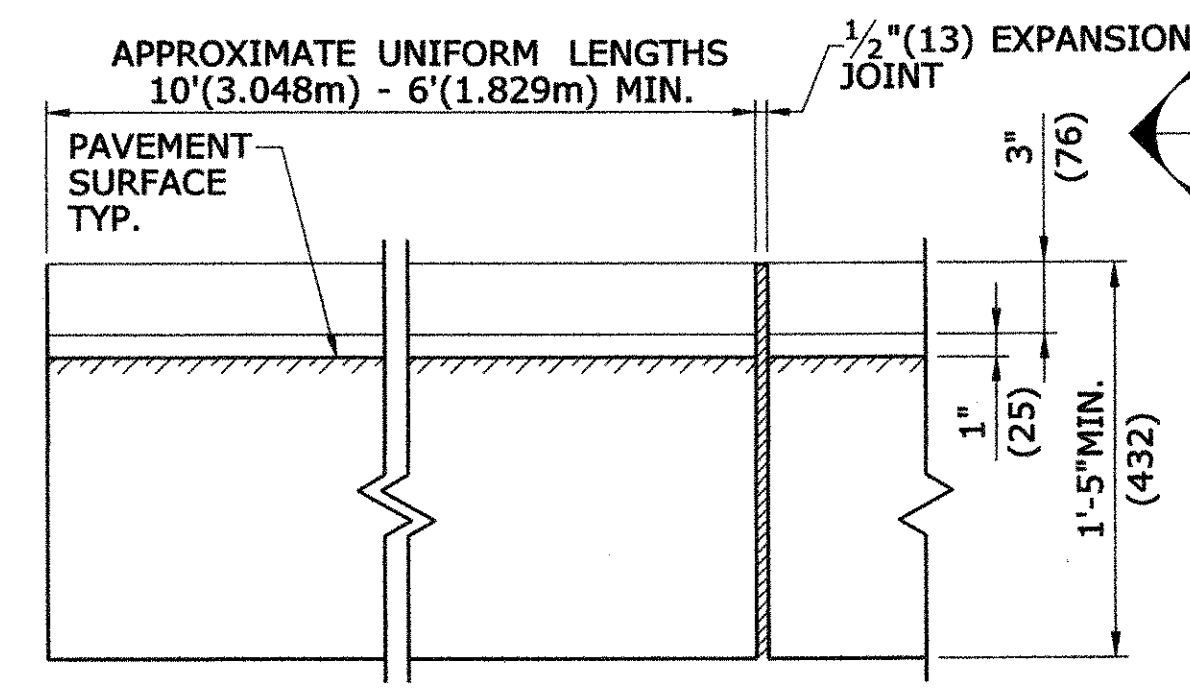


ELEVATION

6" (150) CONCRETE CURBING

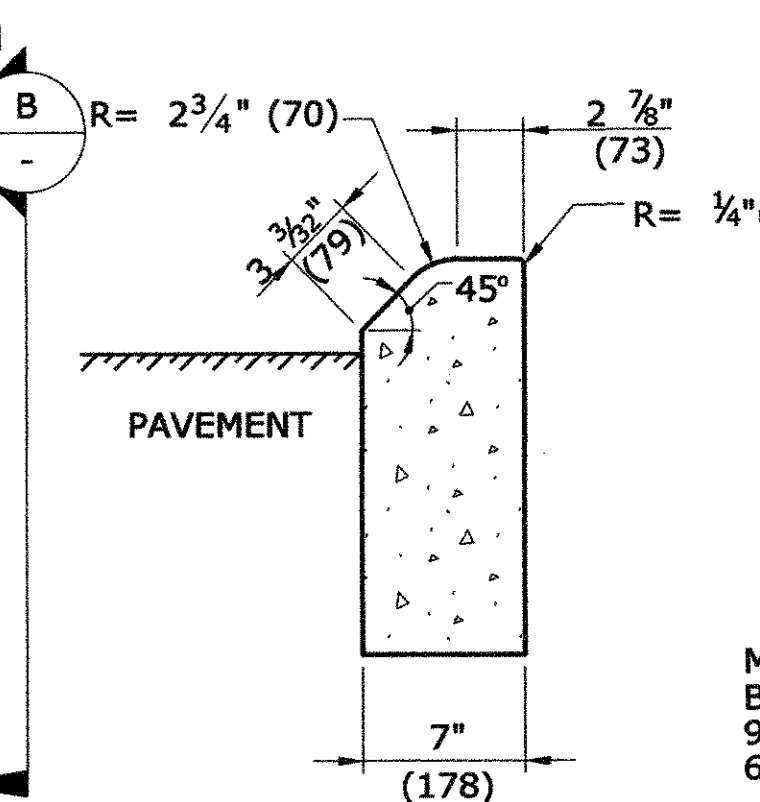


SECTION A

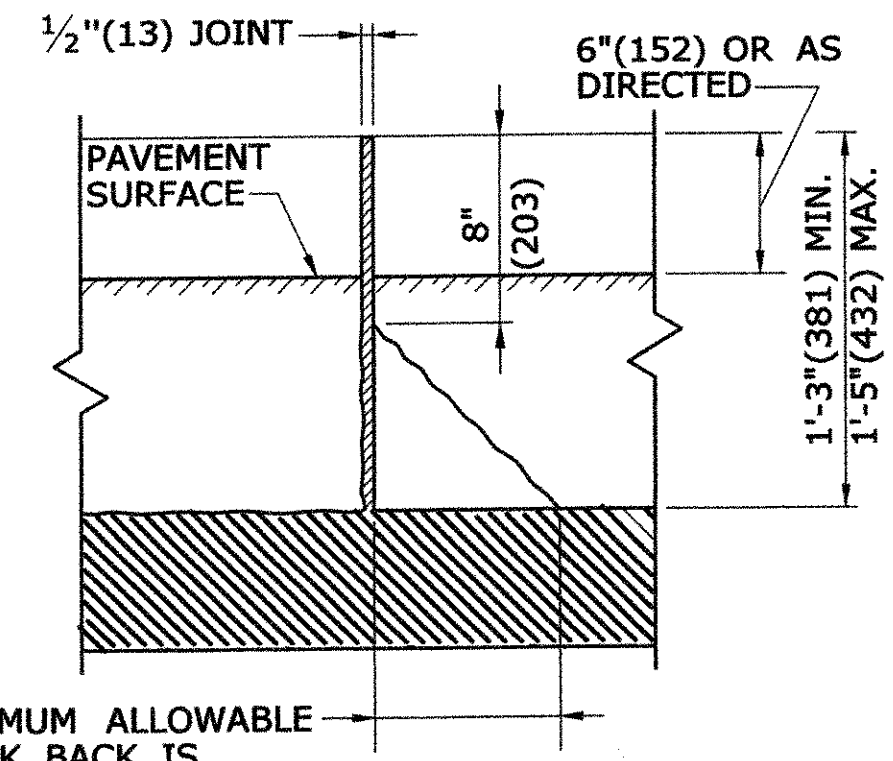


ELEVATION

4"(100) CONCRETE PARK CURBING

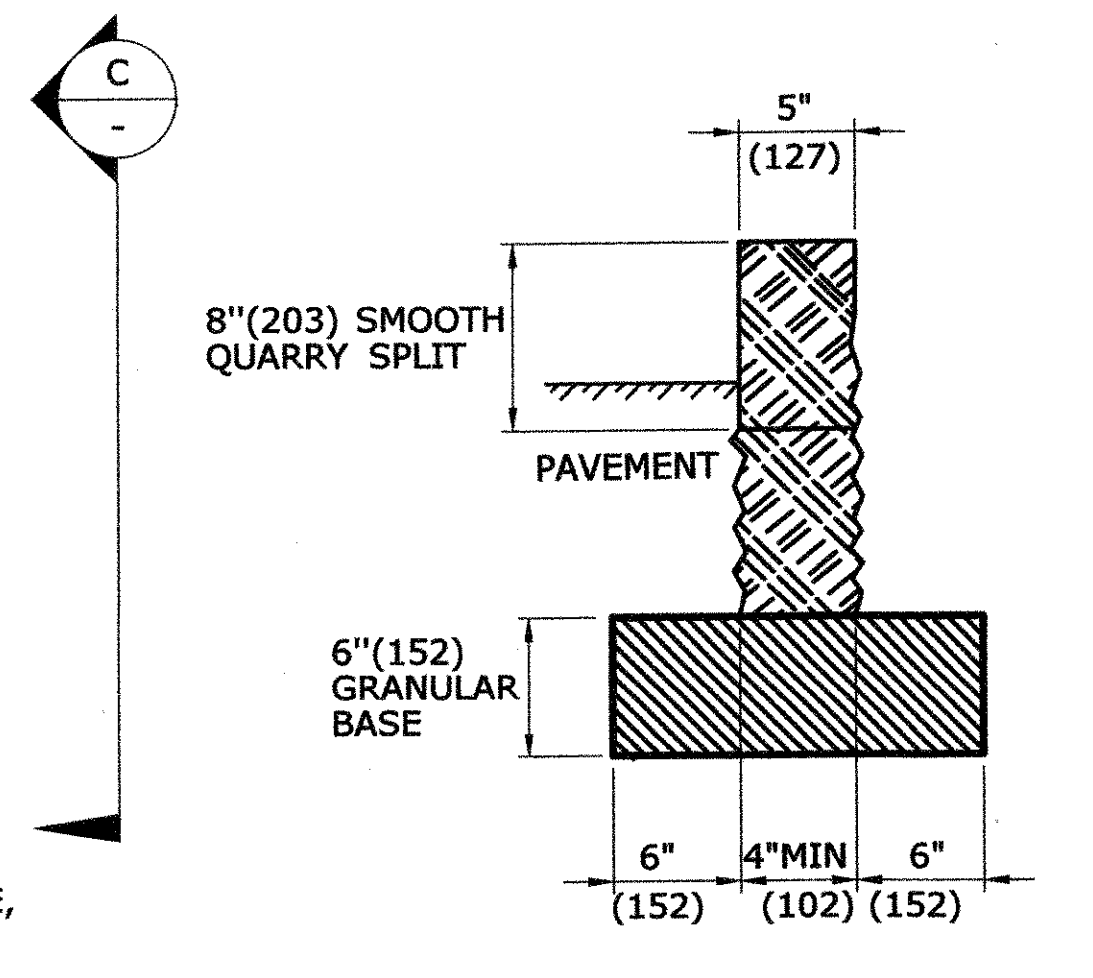


SECTION B



ELEVATION

STONE CURBING



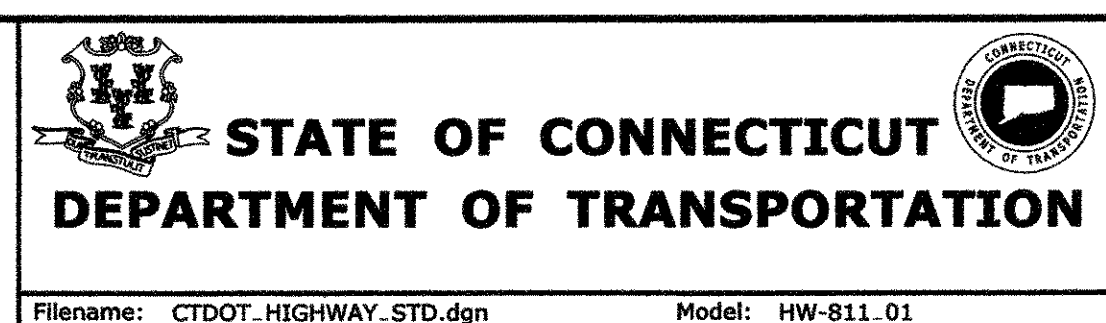
SECTION C

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

REV.	DATE	REVISION DESCRIPTION
1	6/01/10	REVISED TITLE FOR 6" CONC. CURB

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



SUBMITTED BY: Leo Fontaine
NAME/DATE/TIME: 2010.05.28 10:28:25 -04'00'
APPROVED BY: James H. Norman
NAME/DATE/TIME: [Signature]

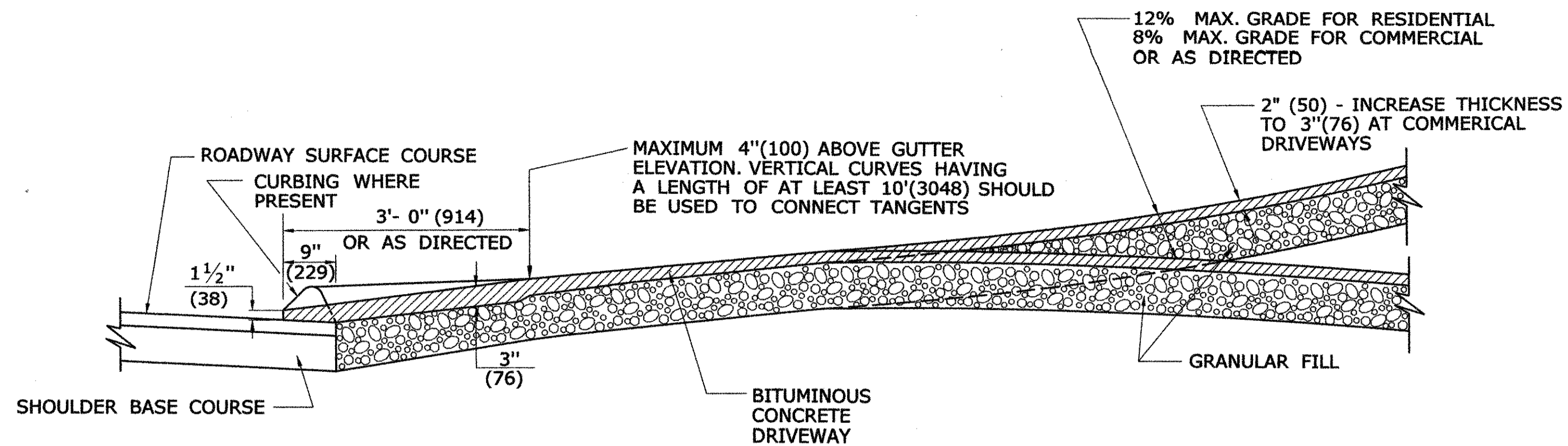
CTDOT STANDARD SHEET
OFFICE OF ENGINEERING

CURBING

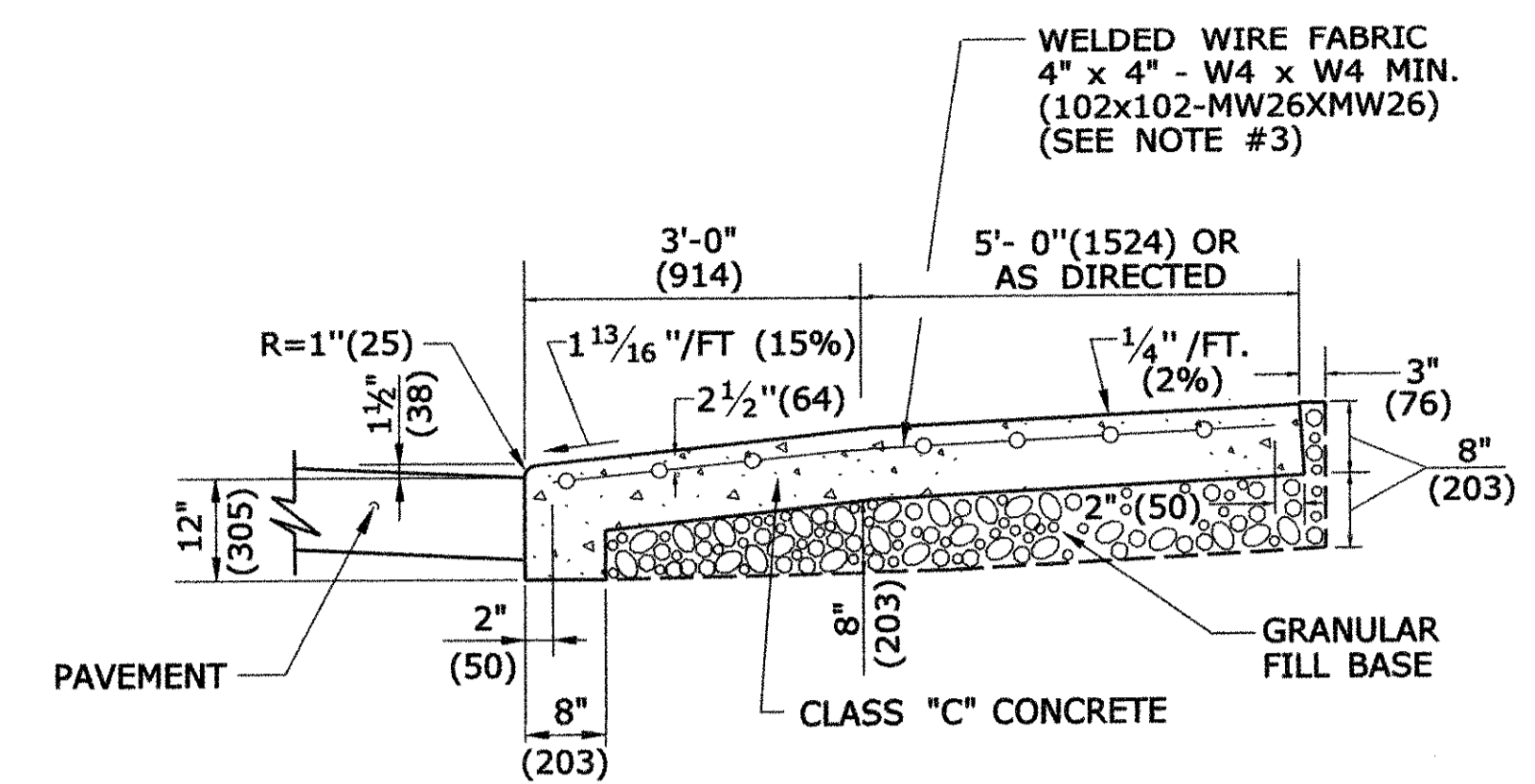
STANDARD SHEET NO.: HW-811_01

GENERAL NOTES:

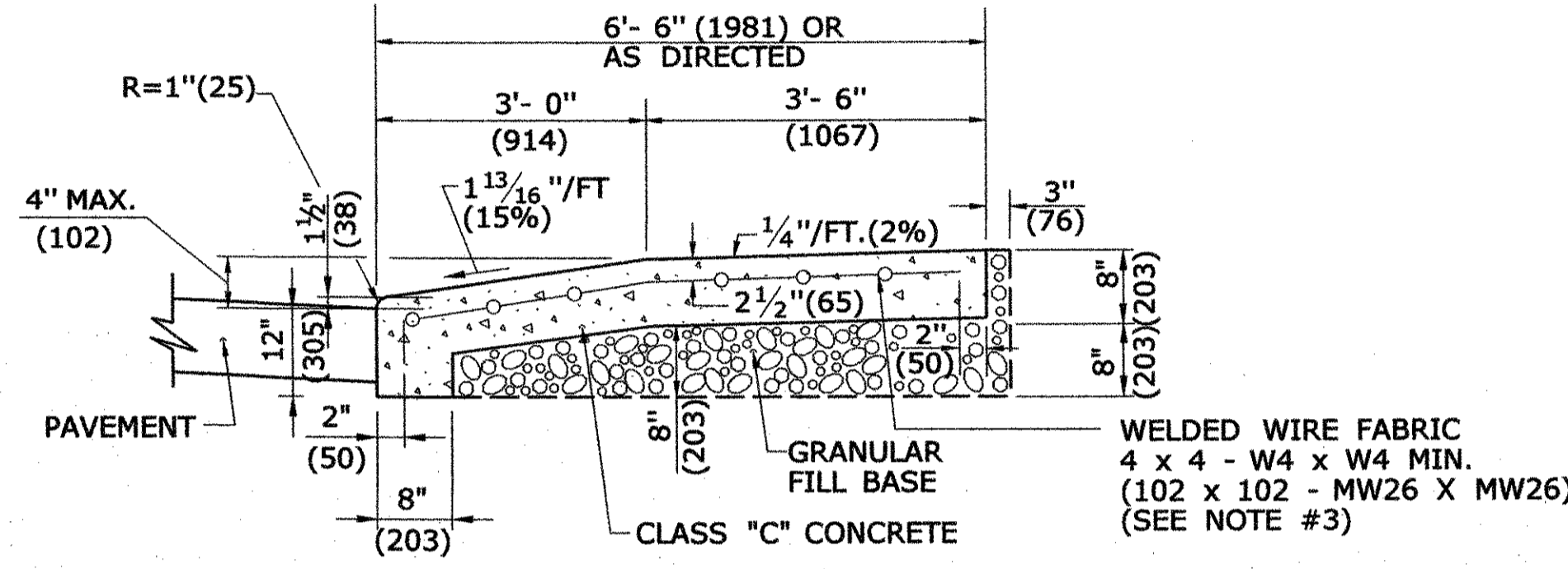
1. DRIVEWAY ENTRANCE SHALL BE A MINIMUM OF 12' (3658) WIDE, EXCLUDING CURBING WHEN PRESENT.
2. SIDEWALK RAMPS SHALL BE A MINIMUM OF 36" (914) TO 40" (1016) MAXIMUM, WITH A MAXIMUM SLOPE OF 12:1. THERE SHALL BE NO LIP AT THE DRIVEWAY SIDEWALK INTERFACE.
3. WELDED WIRE FABRIC MATS WITH REINFORCING AT CLOSER SPACING MAY BE USED.



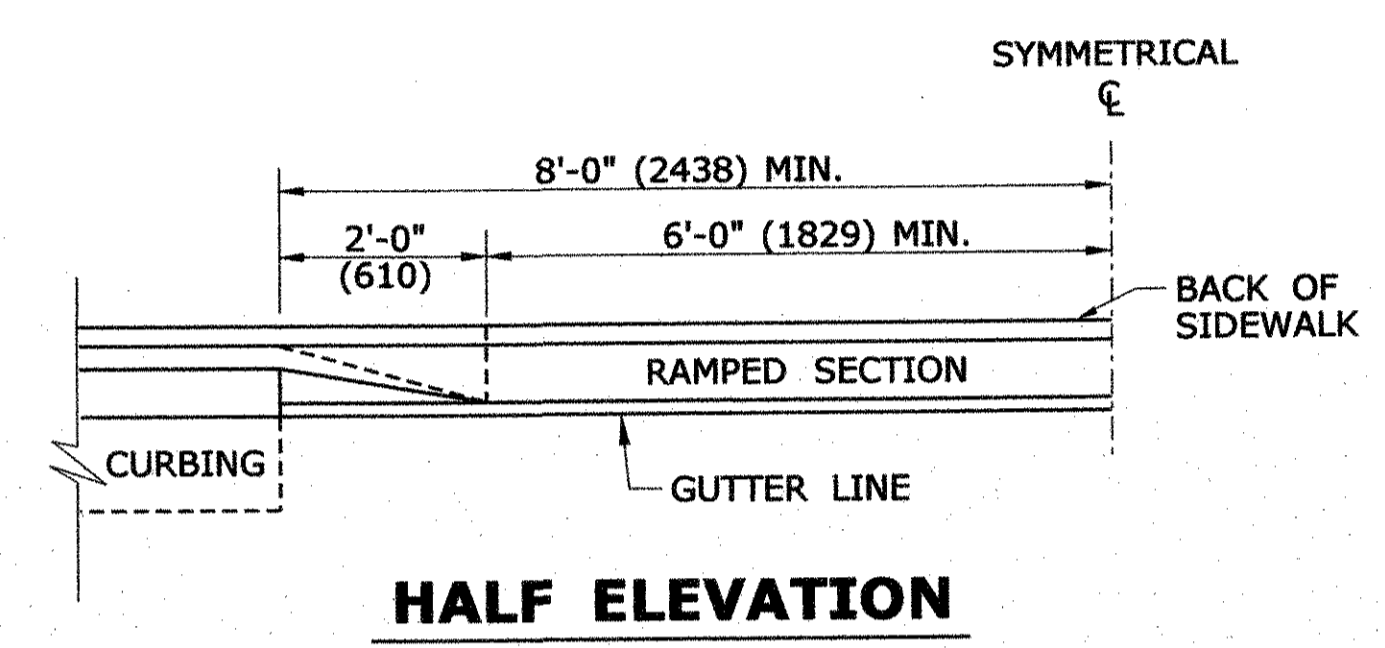
SECTION A



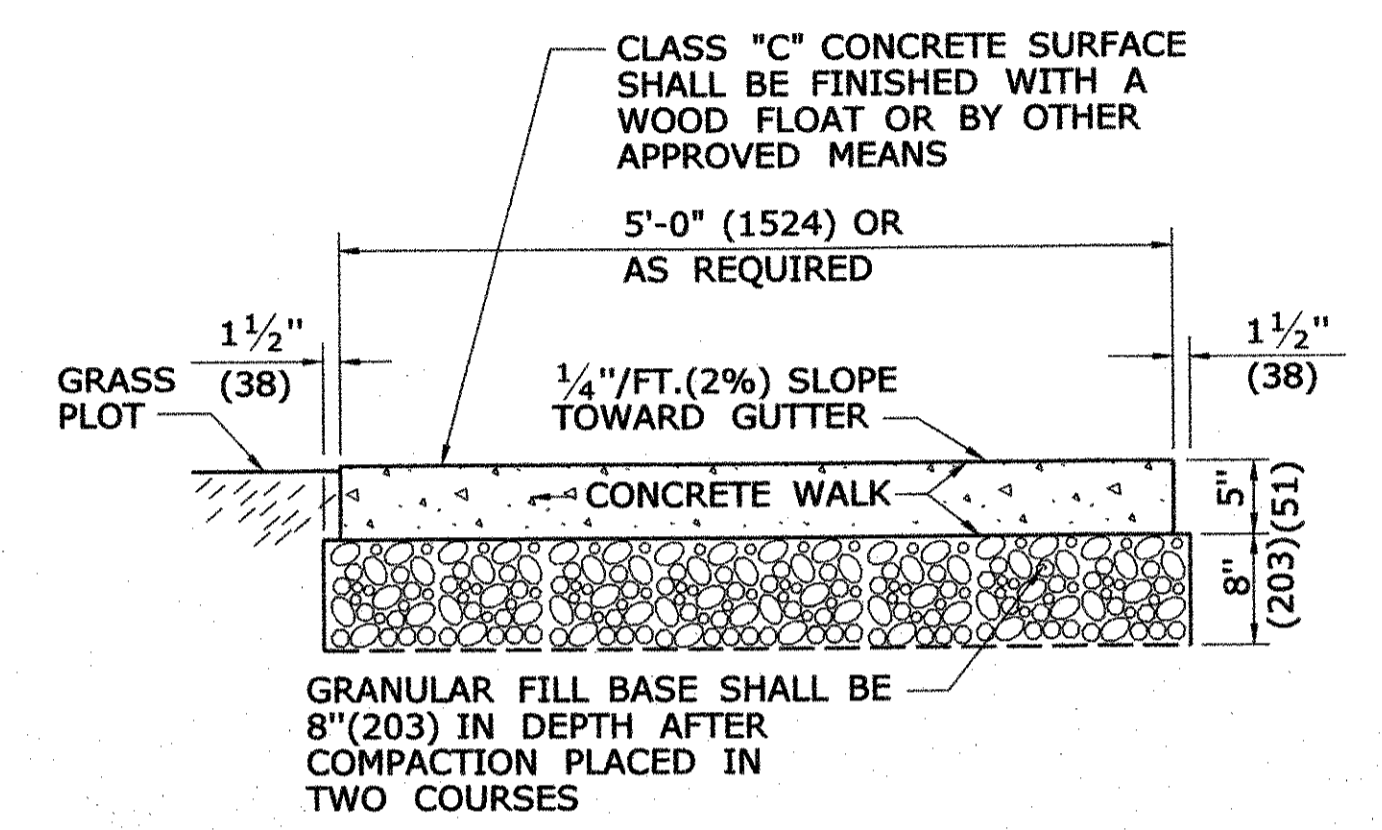
SECTION C



SECTION B

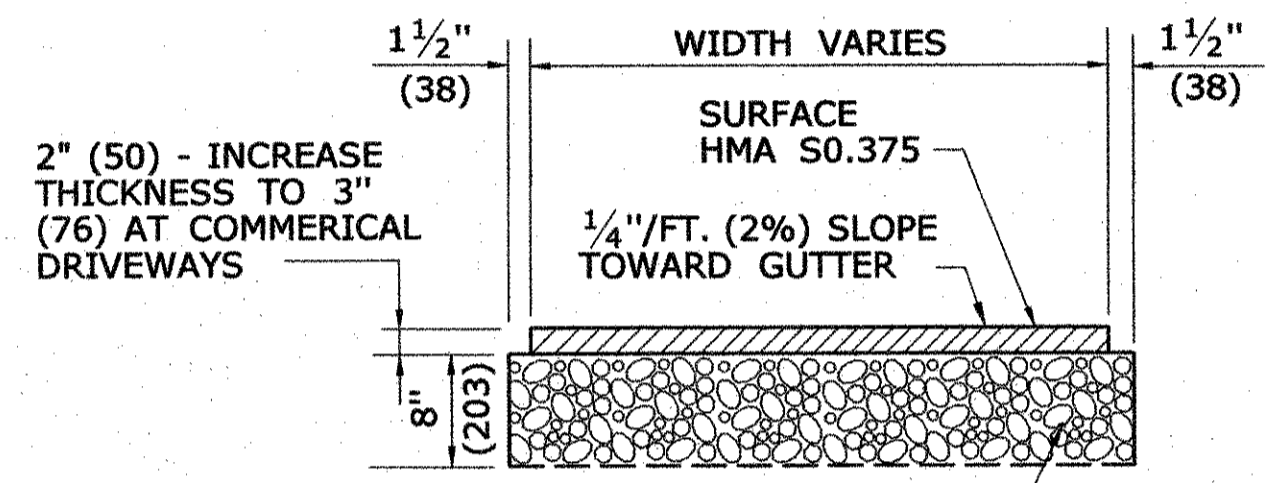


HALF ELEVATION

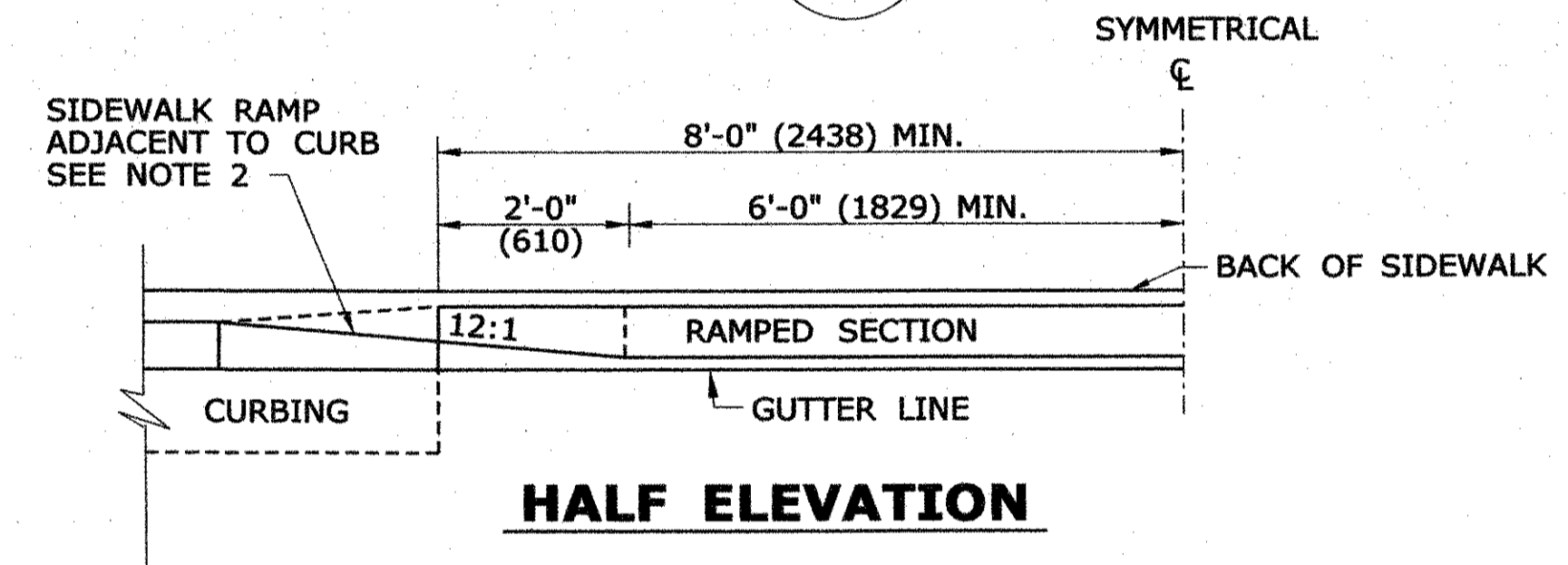


SECTION D

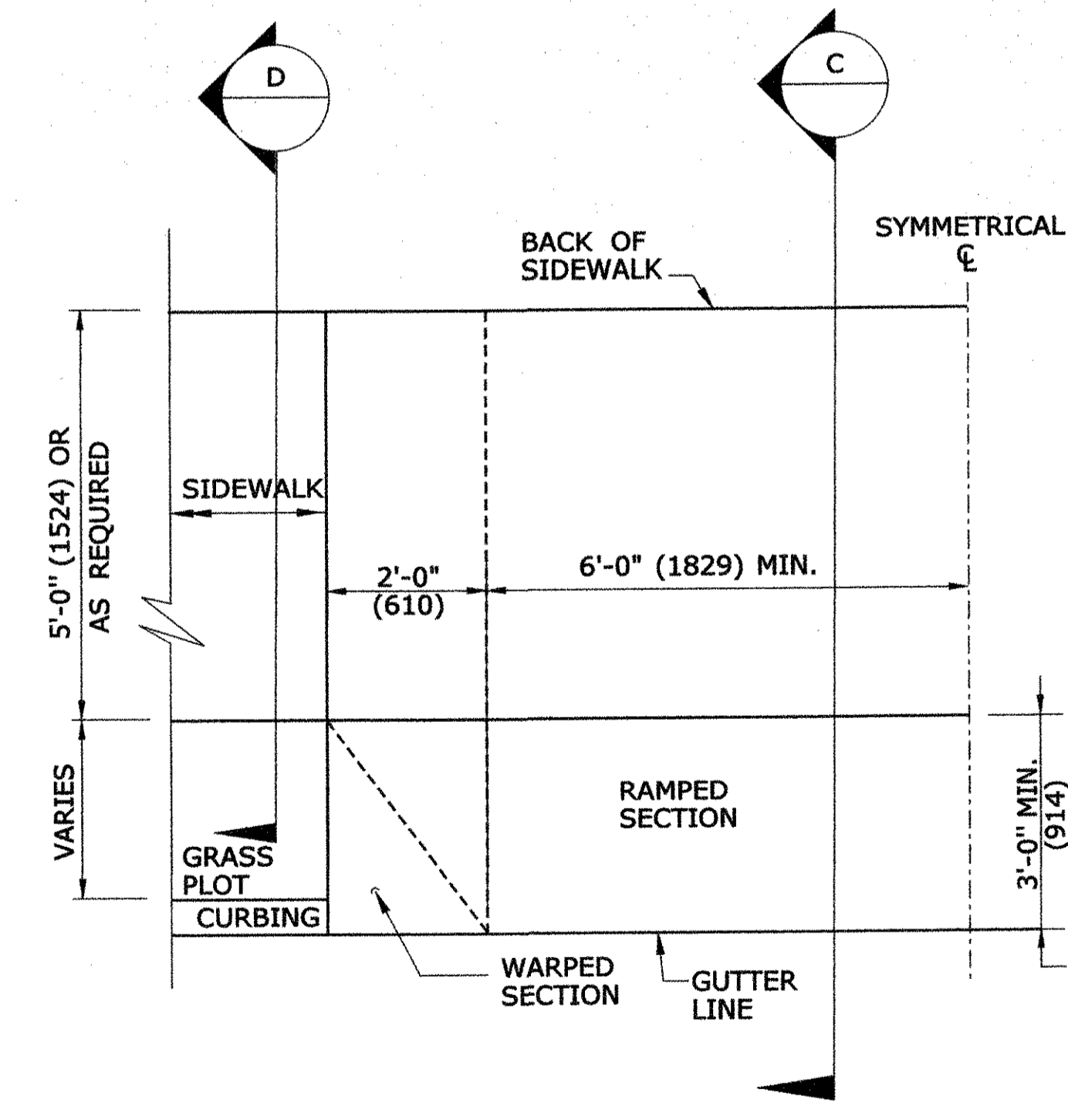
5' (1524) WIDE CONCRETE SIDEWALK WITH GRASS PLOT



TYPICAL SECTION BITUMINOUS CONCRETE SIDEWALK AND DRIVE

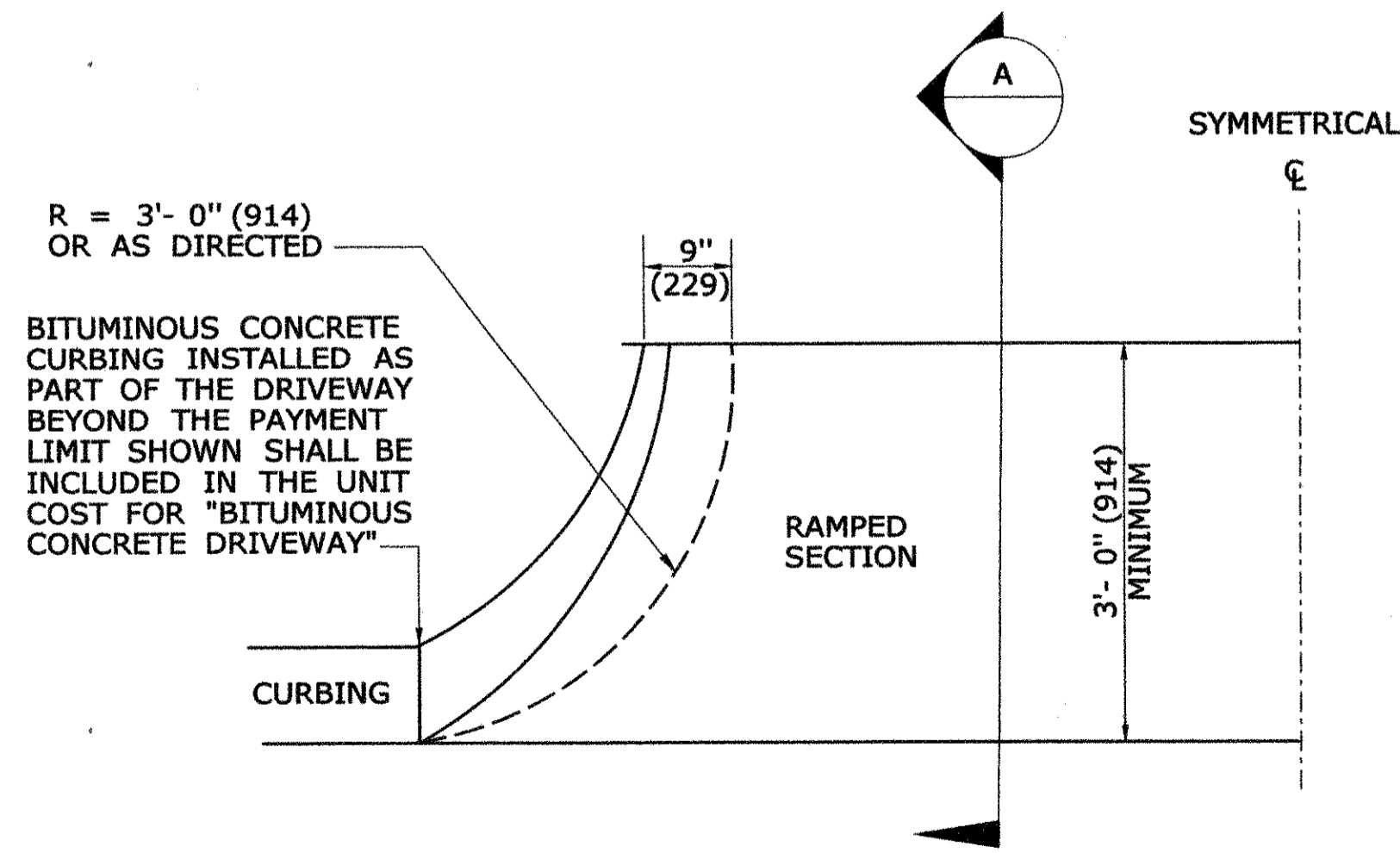


HALF ELEVATION

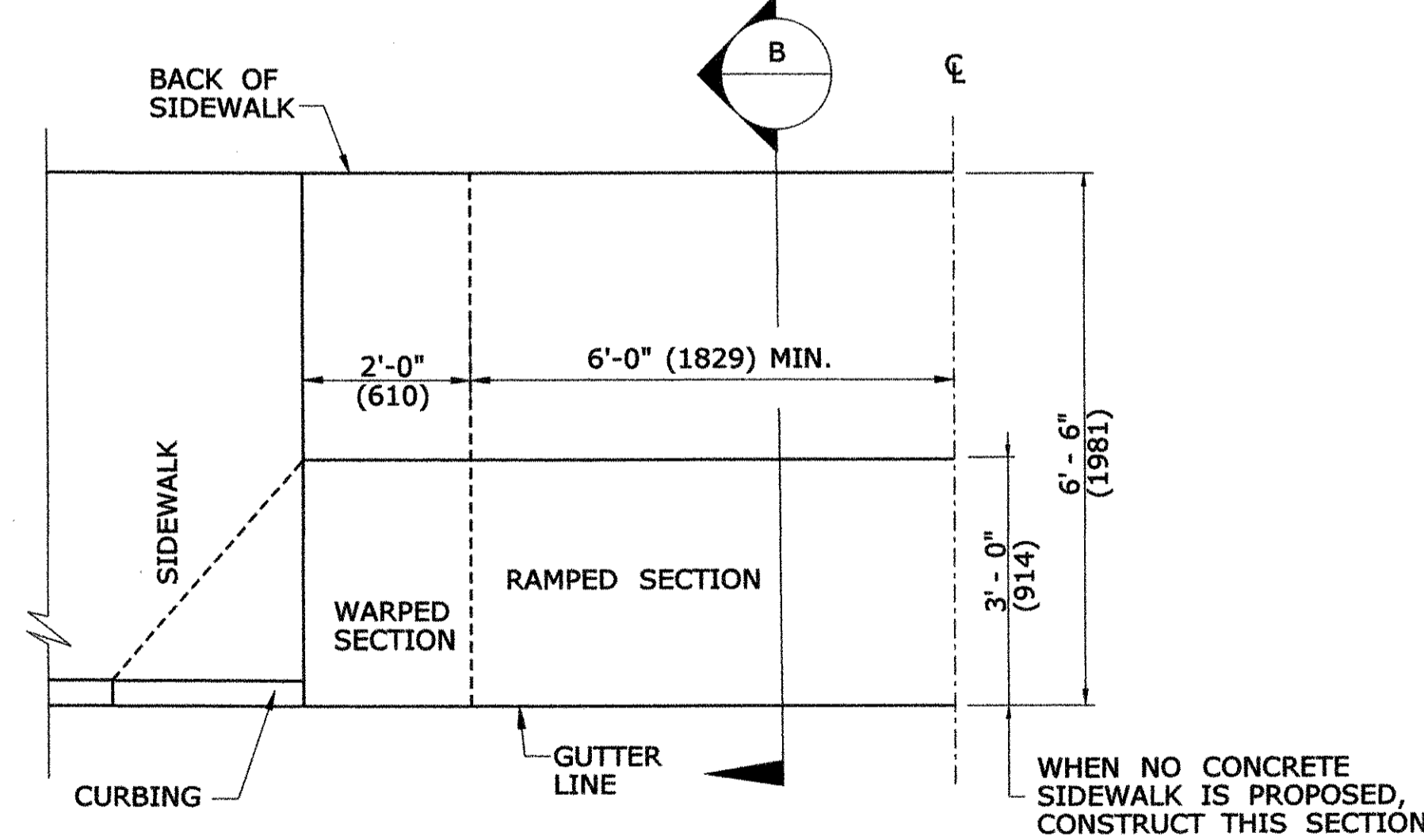


HALF PLAN OF CONCRETE DRIVEWAY RAMP WHERE CURB IS SEPARATED FROM SIDEWALK BY GRASS PLOT

WHEN NO CONCRETE SIDEWALK IS PROPOSED, CONSTRUCT THIS SECTION ONLY.



HALF BITUMINOUS CONCRETE DRIVEWAY PLAN



HALF PLAN OF CONCRETE DRIVEWAY RAMP WHERE SIDEWALK ADJOINS CURBING

WHEN NO CONCRETE SIDEWALK IS PROPOSED, CONSTRUCT THIS SECTION ONLY.

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

REV.	DATE	REVISION DESCRIPTION
1	6/01/10	REVISED BORDER TITLE
2	6/01/10	REVISED HALF ELEVATION DETAILS
-	-	-
-	-	-
-	-	-
-	-	-

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Plotted Date: 5/21/2010

NOT TO SCALE

STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION

Filename: CTDOT-HIGHWAY-STD.dgn Model: HW-921_01

SUBMITTED BY: NAME/DATE/TIME:
Leo Fontaine
2010.05.28 10:29:33 -04'00'

APPROVED BY: NAME/DATE/TIME:
James H. Norman
Digitally signed by James H. Norman
DN: cn=US, sn=CT, st=Newington, ou=Department of Transportation, email=jnorman@dot.gov,
o=State of Connecticut, cn=James H. Norman
Date: 2010.06.04 09:22:04 -04'00'

CTDOT STANDARD SHEET

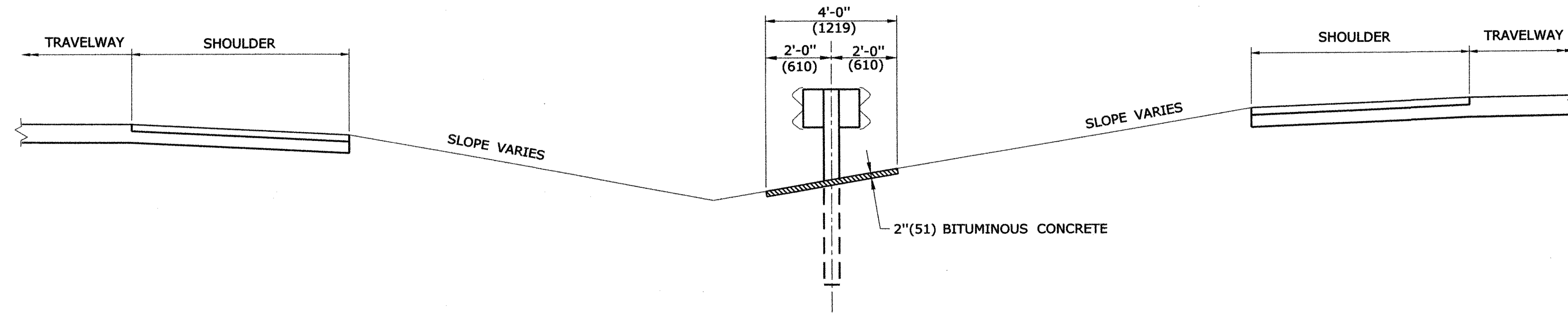
OFFICE OF ENGINEERING

STANDARD SHEET TITLE: **DRIVEWAY RAMPS AND SIDEWALKS**

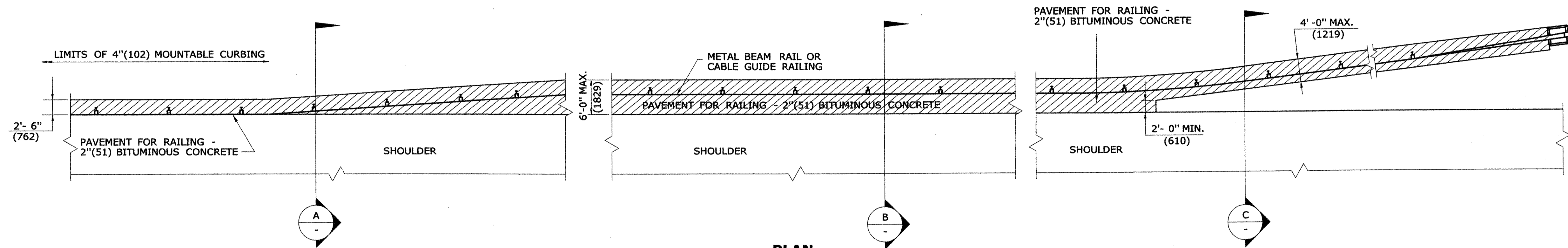
STANDARD SHEET NO.: **HW-921_01**

GENERAL NOTES:

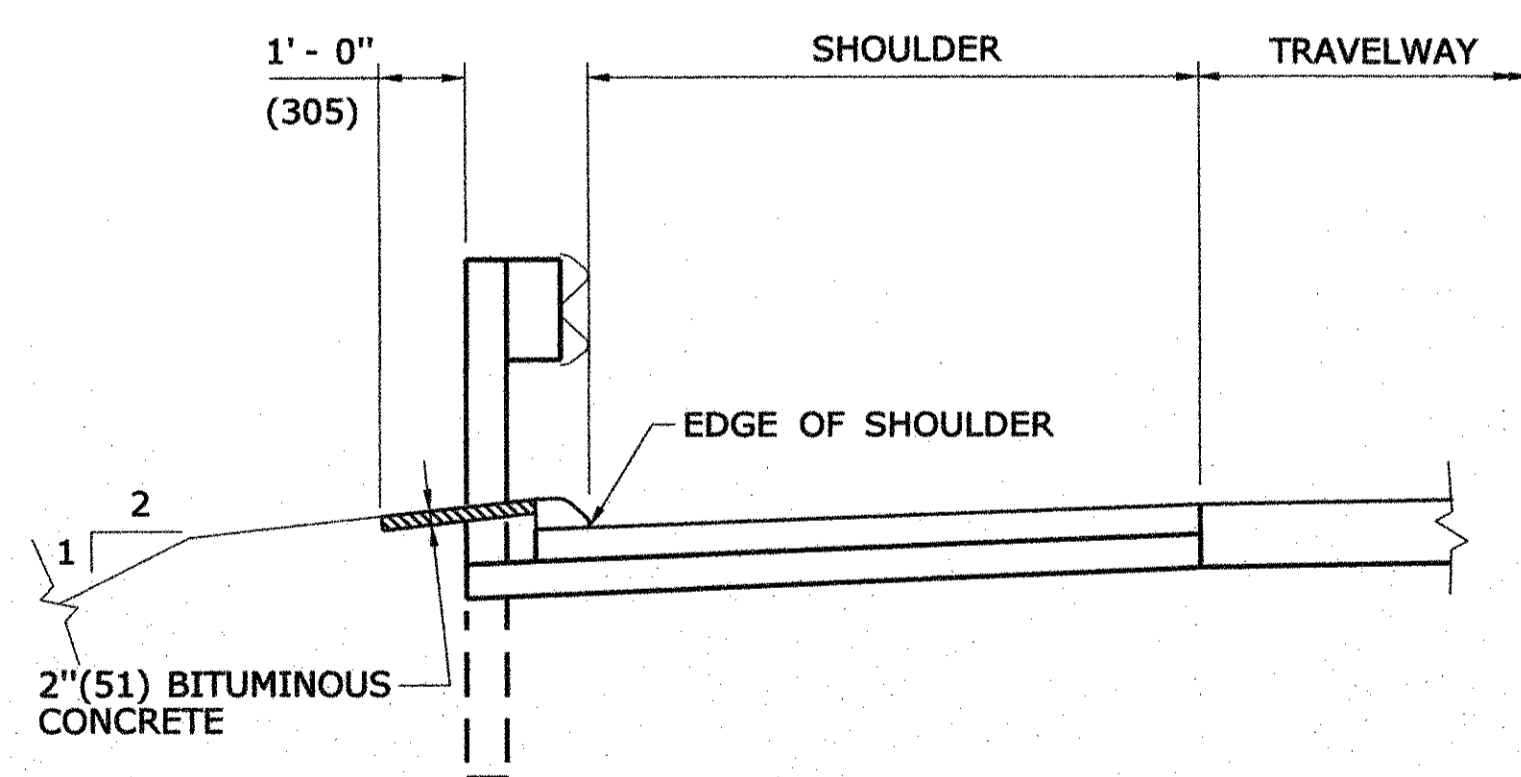
1. PAVEMENT FOR RAILING SHALL BE USED ONLY AT THE FOLLOWING LOCATIONS:
 - A) WITHIN PUBLIC WATER SUPPLY WATERSHED AREAS.
 - B) AT THE APPROACHES TO BRIDGES OVER STREAMS AND RIVERS FOR A MINIMUM LENGTH OF 50'(15m).
 - C) WHEN THE RIVER OR STREAM IS LESS THAN 50'(15m) FROM THE EDGE OF ROAD AND PARALLELING IT.
2. WHEN PAVEMENT FOR RAILING IS NOT REQUIRED, PROCESSED AGGREGATE MAY BE USED UNDER RAILING.



MEDIAN SECTION

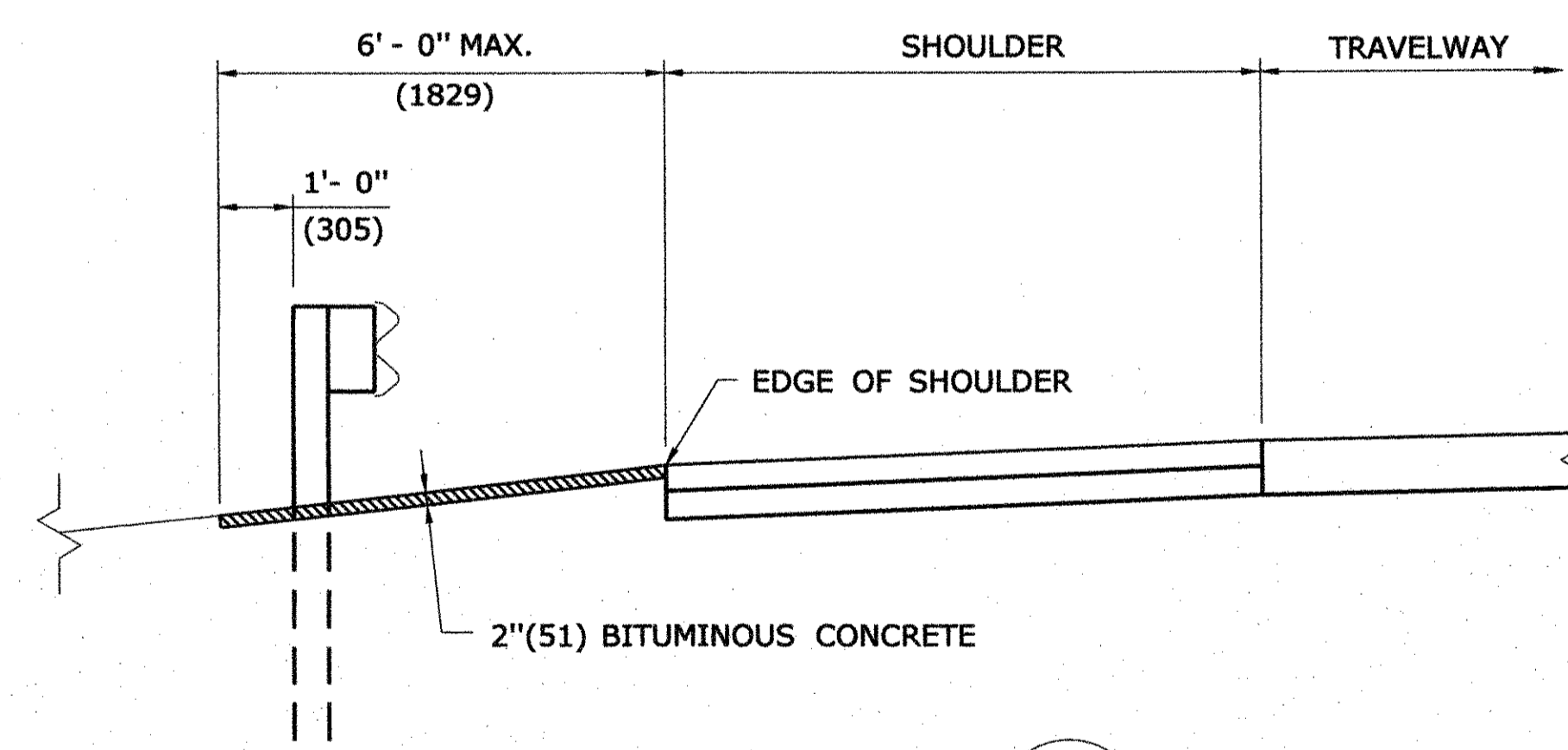


PLAN



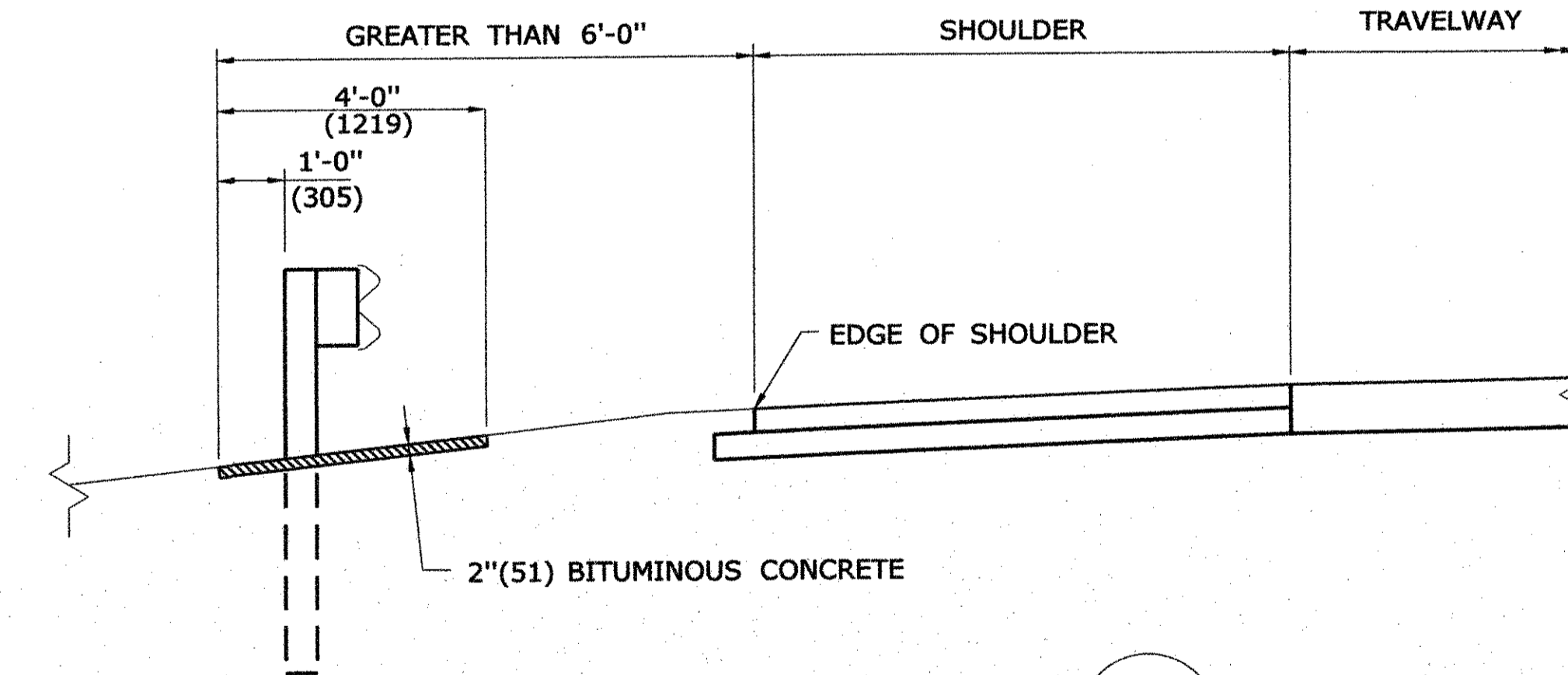
SECTION A

RAIL WITH 4"(102) MOUNTABLE CURBING



SECTION B

RAIL WITHOUT CURBING



SECTION C

TRANSITION OR OFFSET RAIL

TYPICAL CROSS SECTIONS

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

REV.	DATE	REVISION DESCRIPTION

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

Plotted Date: 9/11/2009

NOT TO SCALE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: CTDOT_HIGHWAY_STD.dgn Model: HW-925_01

SUBMITTED BY: *Timothy M. Wilson* NAME/DATE/TIME: Timothy M. Wilson 2009.09.16 11:24:43 -04'00'

APPROVED BY: *James H. Norman* NAME/DATE/TIME: James H. Norman 2009.09.18 14:30:55 -04'00'

CTDOT
STANDARD SHEET

OFFICE OF ENGINEERING

PAVEMENT FOR RAILING

STANDARD SHEET NO.: HW-925_01


ONLY STANDARD SHEETS MARKED WITH AN "✓" ARE IN THIS PROJECT # 167-104

SHEET NO.	TITLE	APPROVAL DATE
TR-1000_01	GENERAL CLAUSES (TEST PROCEDURES) [7]	09/01/09
TR-1001_01	TRENCHING & BACKFILLING, ELECTRICAL CONDUIT [3]	09/01/09
TR-1002_01	TRAFFIC CONTROL FOUNDATIONS [5]	09/01/09
TR-1010_01	CONCRETE HANDHOLE [4]	09/01/09
TR-1101_01	POLE ANCHOR, CONTROL CABLE AND MESSENGER & SPAN WIRE [13]	09/01/09
TR-1102_01	PEDESTALS, PEDESTRIAN SIGNALS [9]	01/2010
TR-1103_01	SPAN POLE, ALTERNATE FLASHING SIGNALS FOR WARNING SIGNS [14]	09/01/09
TR-1105_01	TRAFFIC SIGNALS AND CABLE ASSIGNMENTS [11]	09/01/09
TR-1107_01	PEDESTRIAN PUSH BUTTON [10]	09/01/09
TR-1107_02	AUDIBLE PEDESTRIAN SIGNAL, "Y" CLAMP, SIGN HANGER [12]	09/01/09
TR-1108_01	CONTROLLERS [10A]	09/01/09
TR-1111_01	LOOP VEHICLE DETECTOR AND SAWCUT [6]	09/01/09
TR-1111_02	VEHICLE DETECTION SYSTEMS [8]	09/01/09
TR-1116_01	OVERHEAD ILLUMINATED "STOP AHEAD" SIGN & INTERNALLY ILLUMINATED SIGN [15]	09/01/09

SHEET NO.	TITLE	APPROVAL DATE
TR-1205_01	DELINEATION, DELINEATOR AND OBJECT MARKER DETAILS [7]	02/2011
TR-1208_01	SIGN SUPPORT AND SIGN PLACEMENT DETAILS, GORE EXIT SIGN [8]	02/2011
✓ TR-1208_02	METAL SIGN POSTS AND SIGN MOUNTING DETAILS [9]	02/2011
TR-1210_01	PAVEMENT MARKINGS (DURABLE MARKINGS) FOR DIVIDED HIGHWAYS [21A]	02/2011
TR-1210_02	PAVEMENT MARKINGS (DURABLE MARKINGS) FOR DIVIDED HIGHWAYS [22A]	02/2011
✓ TR-1210_03	SPECIAL DETAILS & TYPICAL PAVEMENT MARKINGS FOR TWO-WAY HIGHWAYS [25]	02/2011
✓ TR-1220_01	SIGNS FOR CONSTRUCTION AND PERMIT OPERATIONS [23]	02/2011
✓ TR-1220_02	CONSTRUCTION SIGN SUPPORTS AND CHANNELIZING DEVICES [23A]	02/2011

STANDARD SHEETS SHALL BE USED WITH STANDARD SPECIFICATIONS

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.



STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION

SUBMITTED BY: _____ NAME-DATE/TIME _____

CTDOT STANDARD SHEET OFFICE OF ENGINEERING

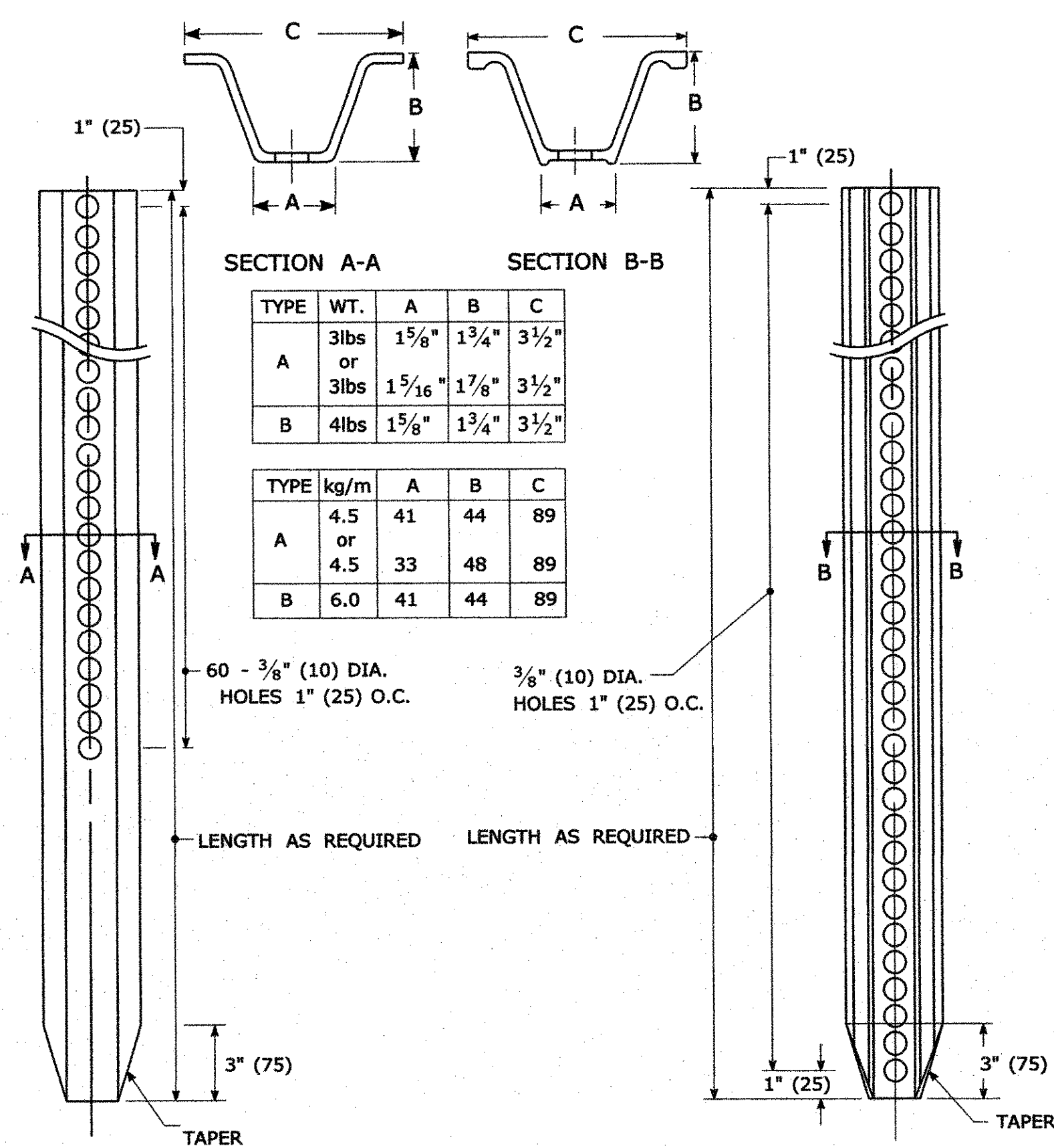
STANDARD SHEET TITLE: **TRAFFIC STANDARD SHEET INDEX**

STANDARD SHEET NO.: TR-STD_INDEX

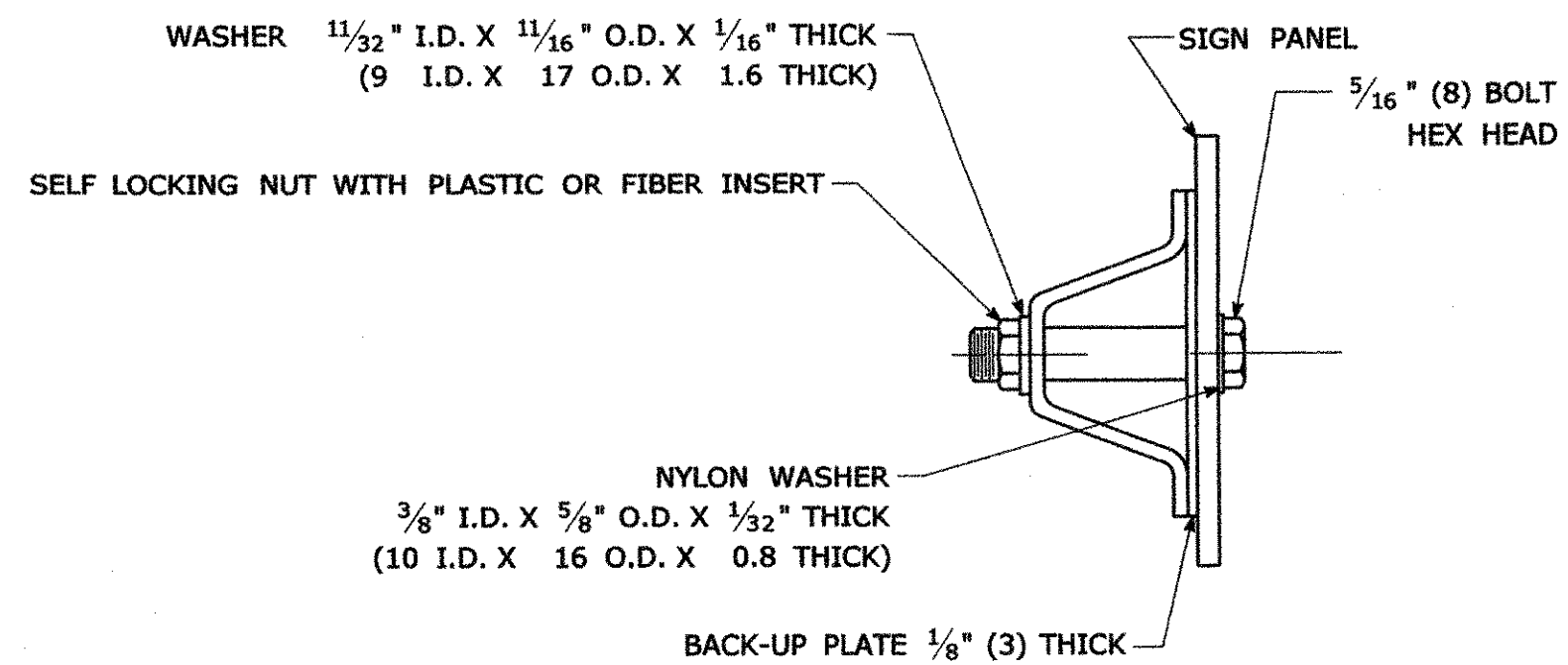
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 2/17/2011
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Filename: JUNE-2010-CTDOT-TRAFFIC-STD.dgn Model: TR-STD_INDEX

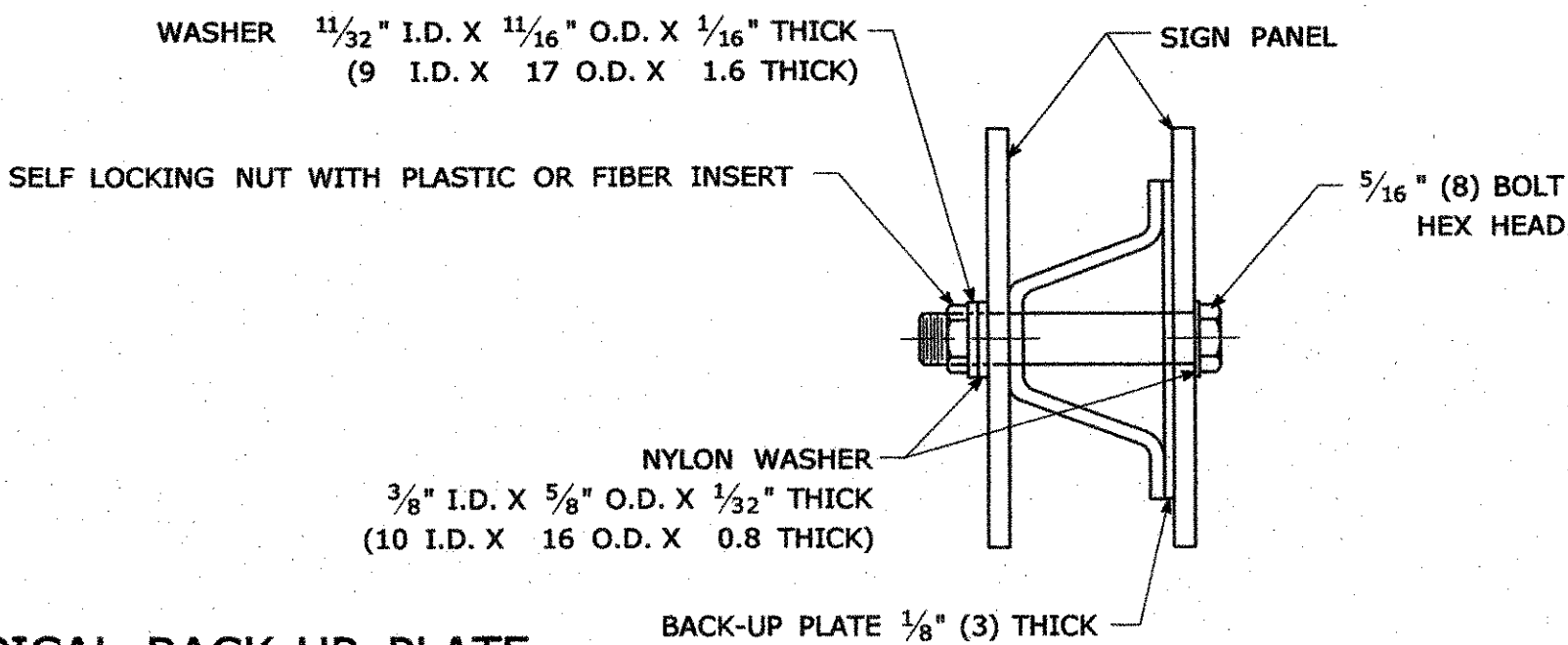
TYPICAL METAL SIGN POSTS



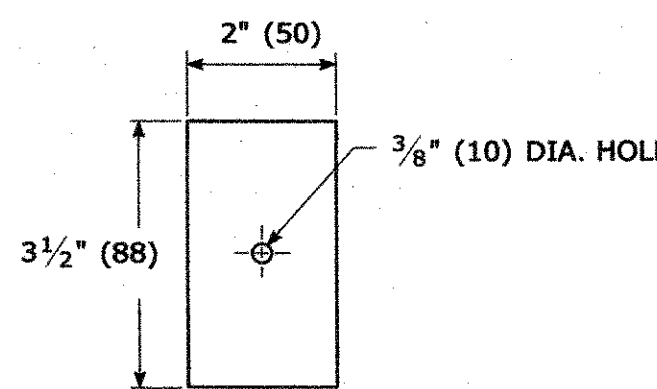
TYPICAL SIGN PANEL ATTACHMENT



TYPICAL BACK TO BACK SIGN PANEL ATTACHMENT



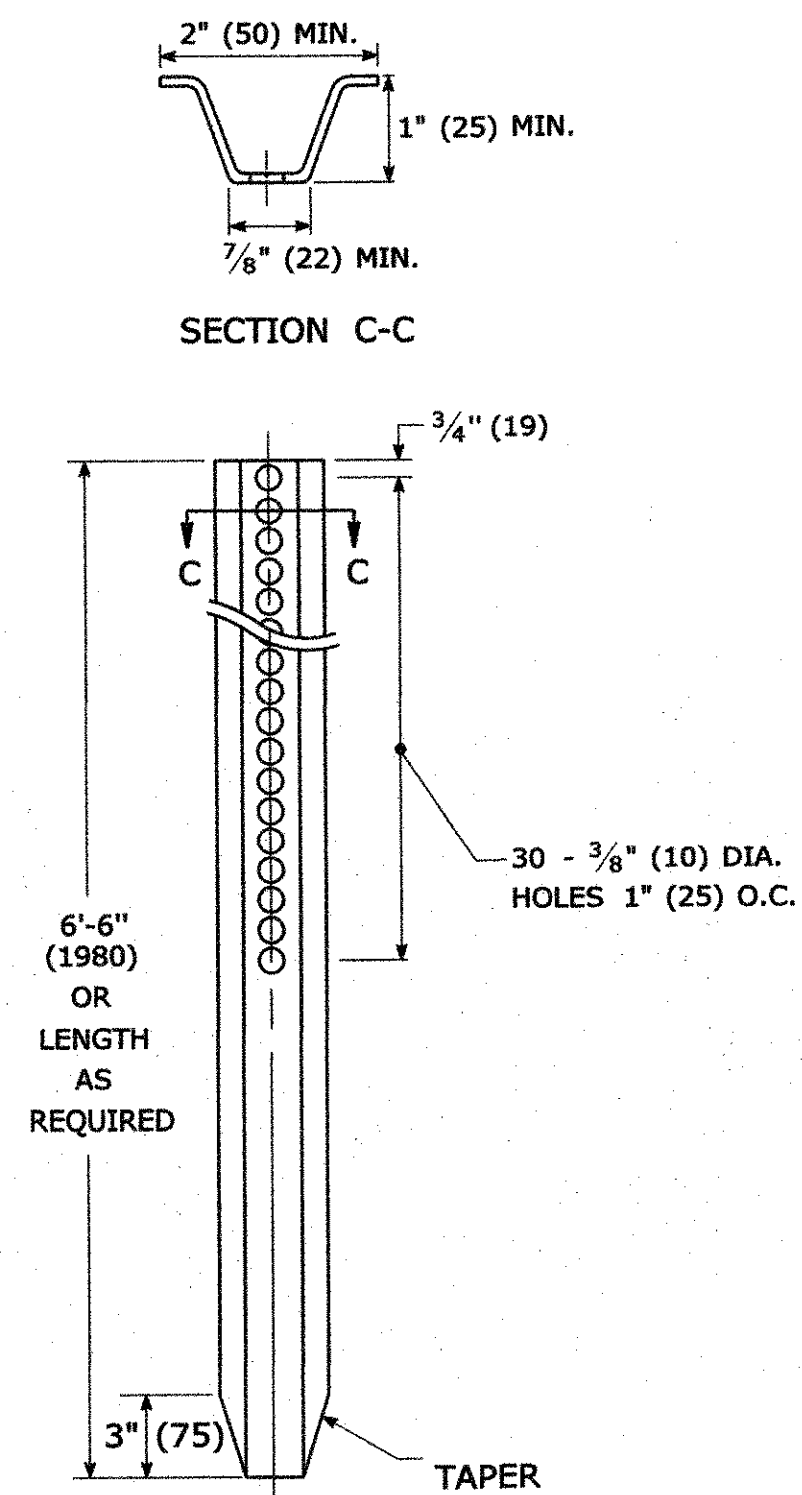
TYPICAL BACK-UP PLATE



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. MIN.
 (MASS/m = 1.67 kg/m MIN.)



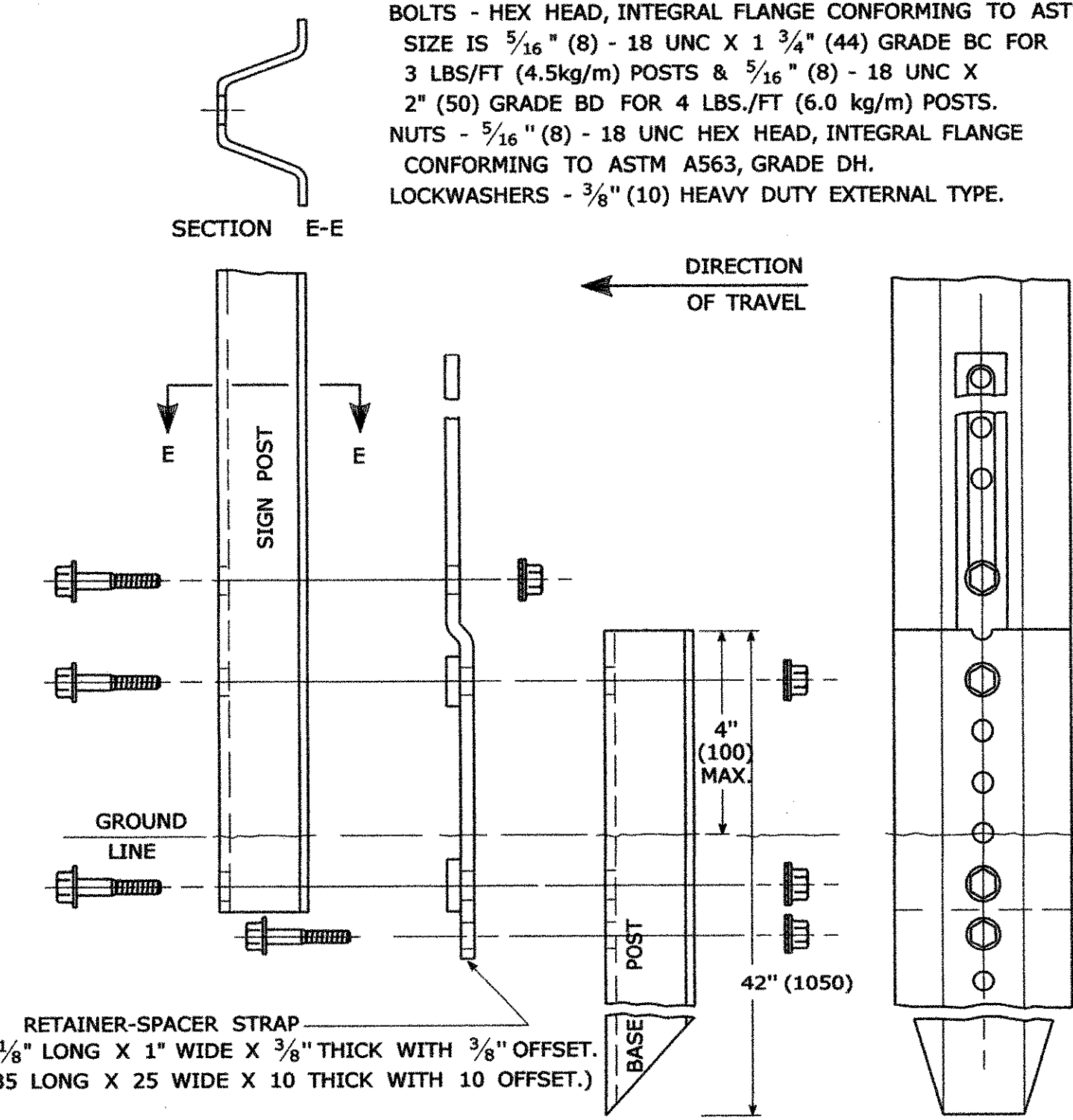
GENERAL NOTES:

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

BREAKAWAY TYPE I INSTALLATION

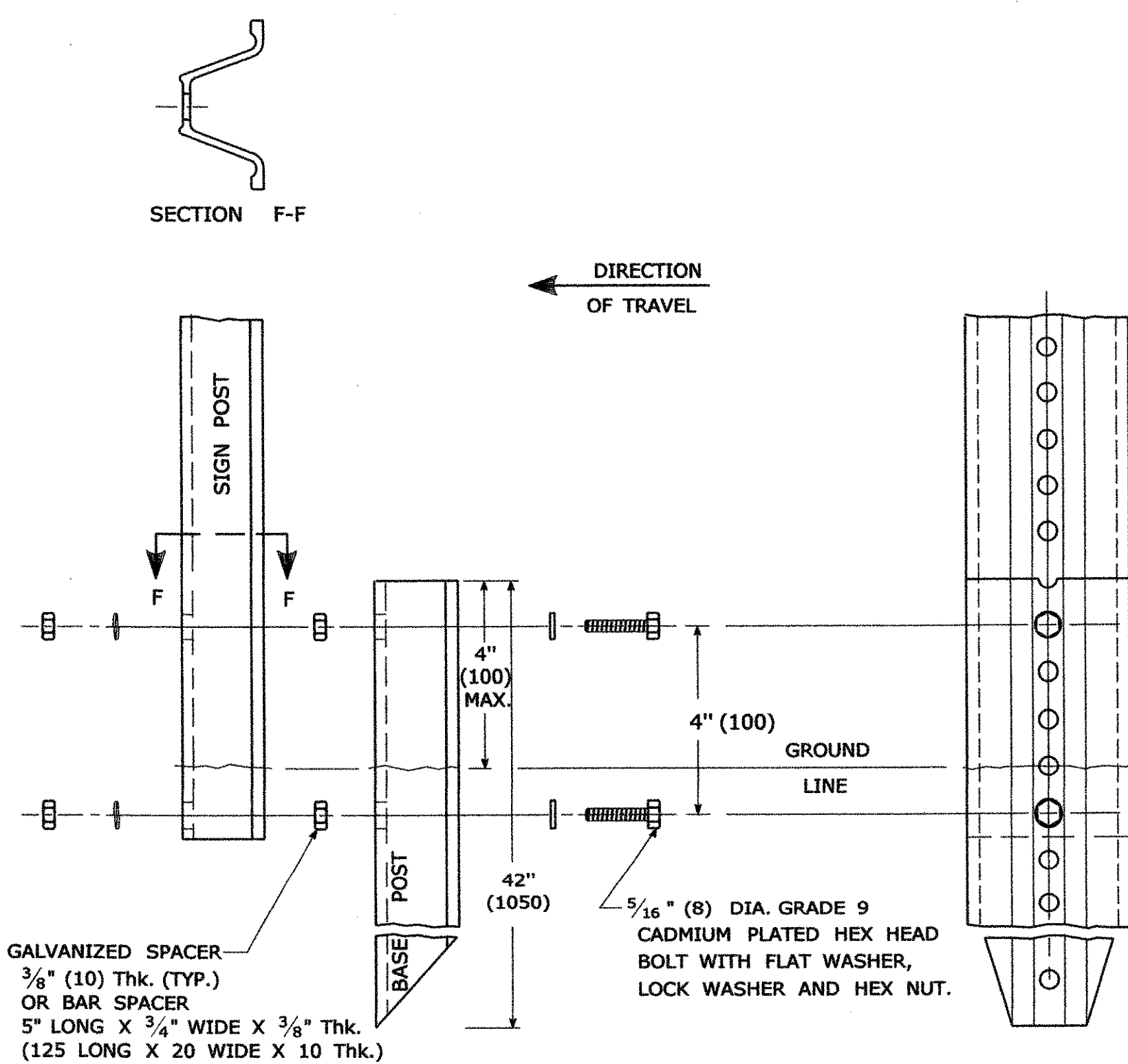
FOR 3 & 4 LB. POSTS
 (FOR 4.5 & 6.0 kg/m POSTS)

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

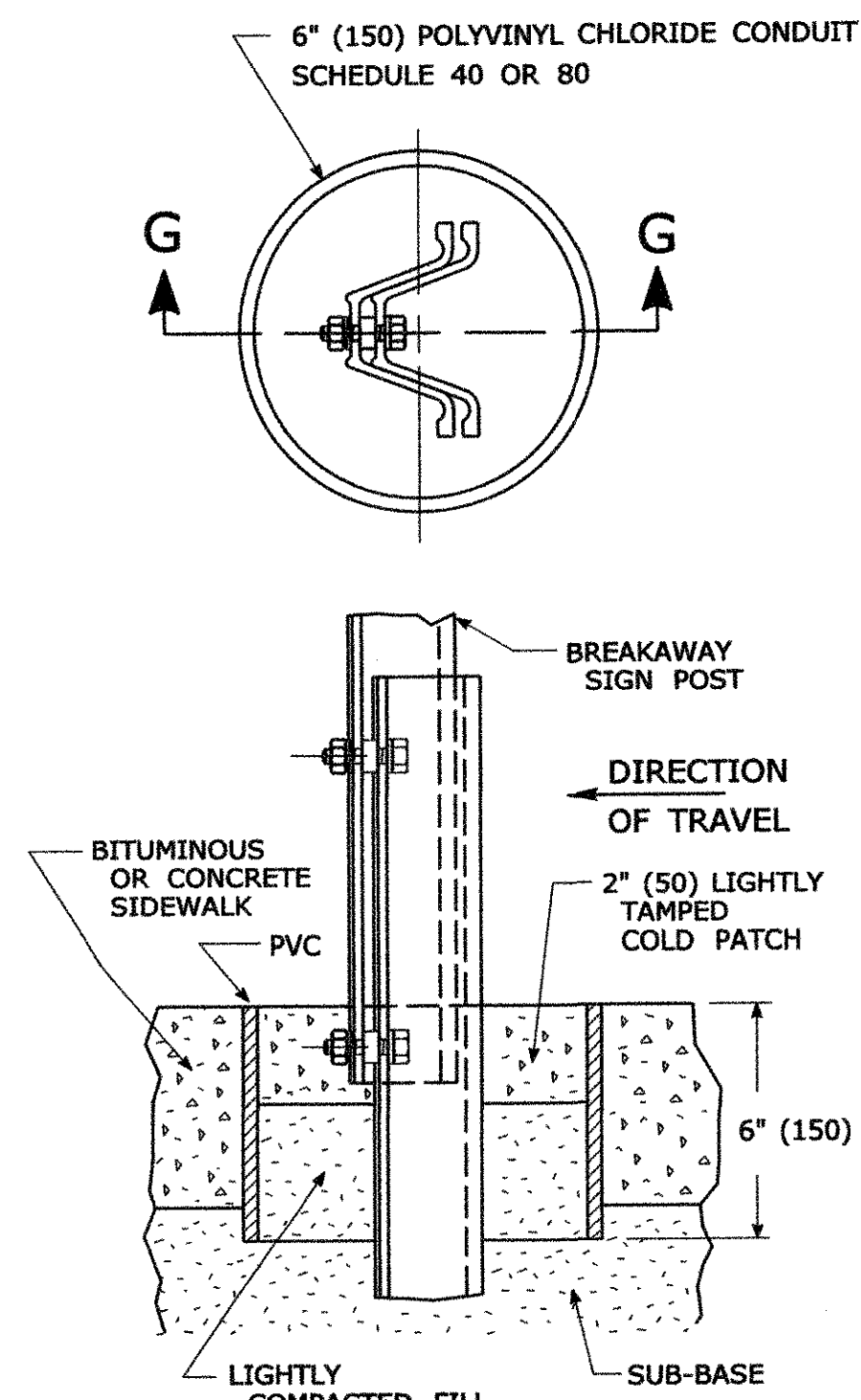


BREAKAWAY TYPE II INSTALLATION

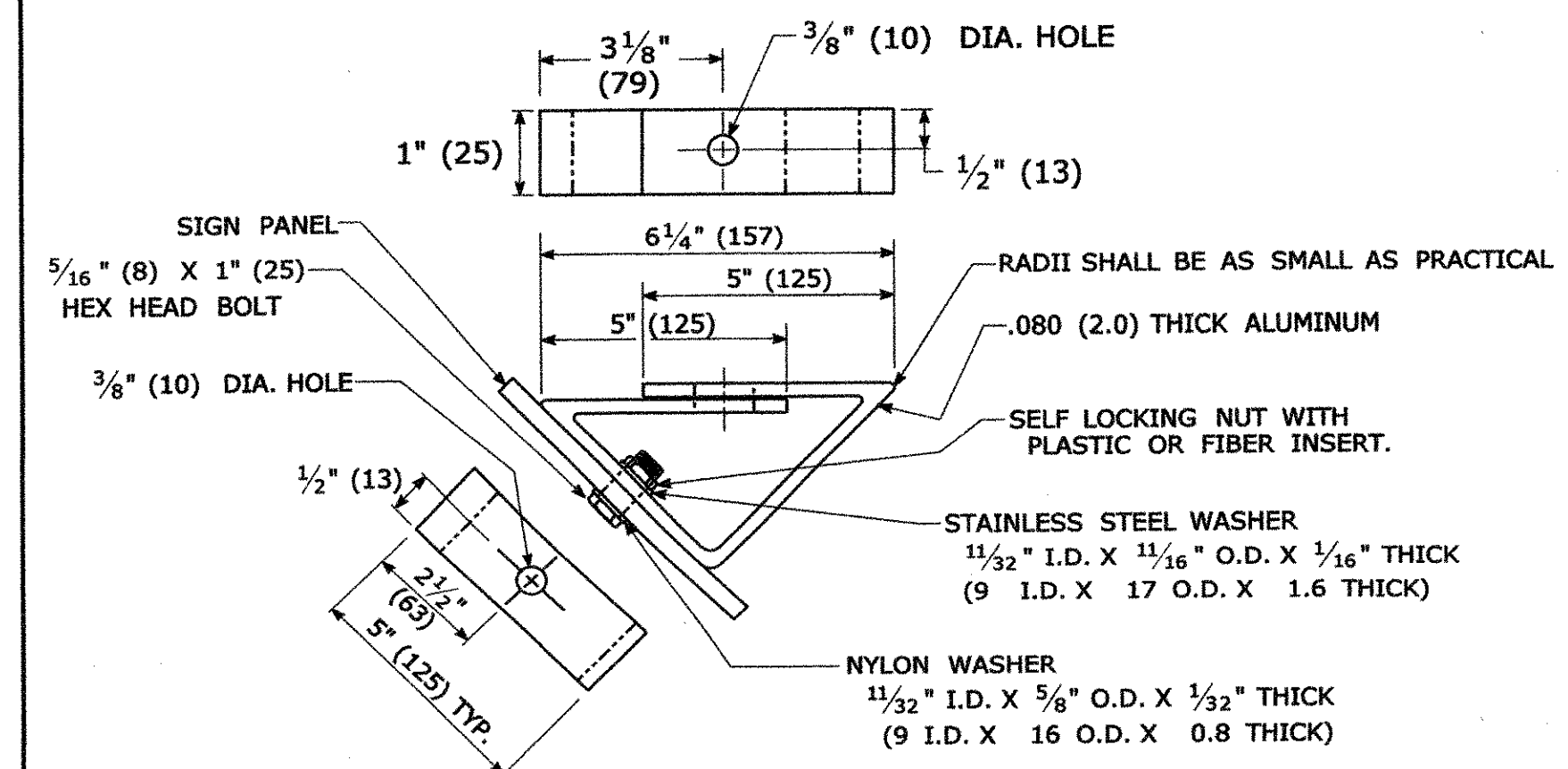
FOR 3 & 4 LB. POSTS
 (FOR 4.5 & 6.0 kg/m POSTS)



TYPICAL SLEEVE FOR PAVED AREAS



45° SUBMOUNTING BRACKET



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



SUBMITTED BY: Charles S. Harlow 2011.03.22 13:20:01 -04'00'
 APPROVED BY: John F. Carey 2011.03.24 09:53:08 -04'00'

CTDOT STANDARD SHEET OFFICE OF ENGINEERING

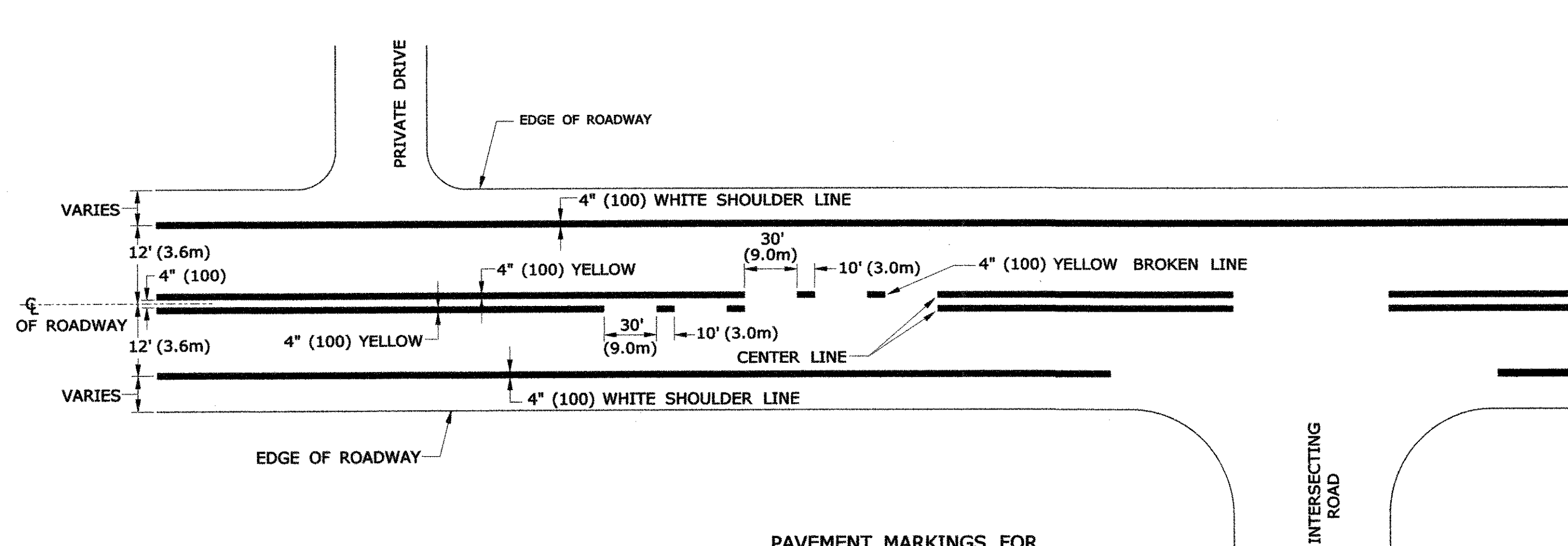
STANDARD SHEET TITLE: METAL SIGN POSTS AND SIGN MOUNTING DETAILS
 STANDARD SHEET NO.: TR-1208_02

REV.	DATE	DESCRIPTION
1	2-2011	MINOR REVISIONS.

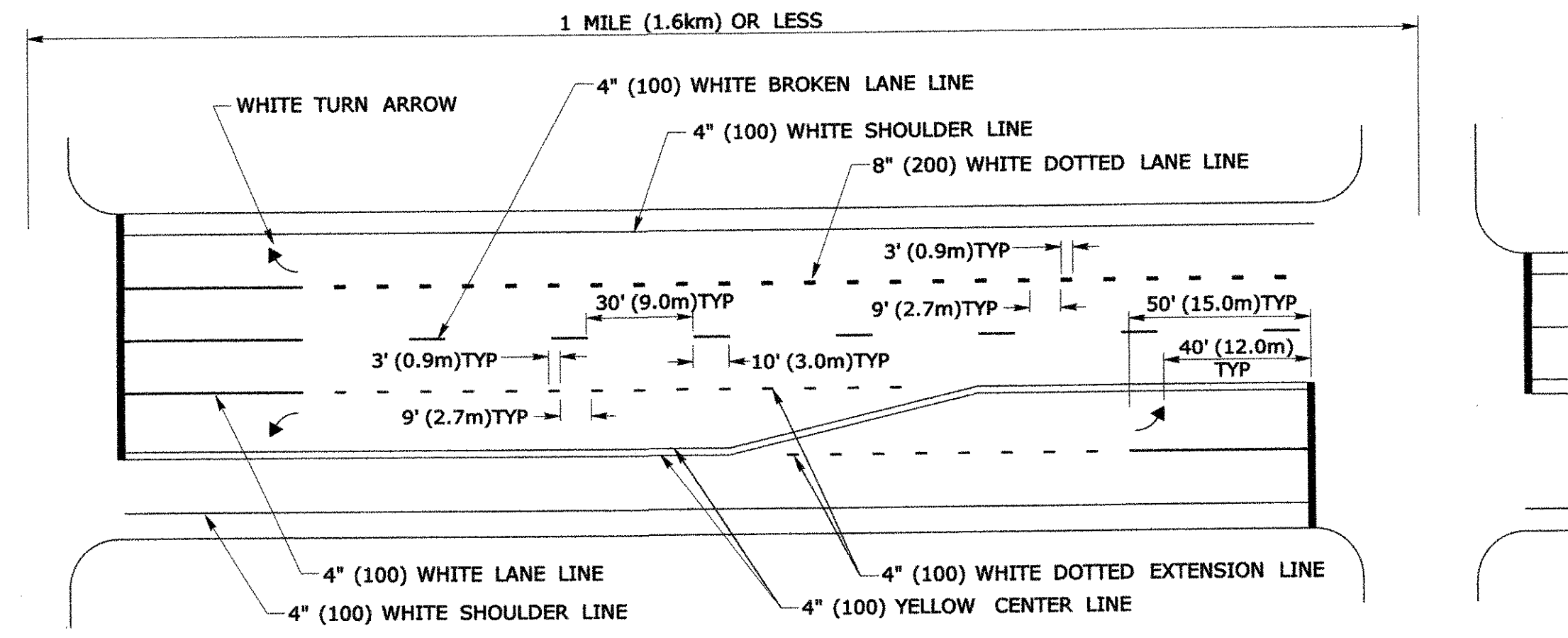
Plotted Date: 3/22/2011

Filename: CTDOT_TRAFFIC_STD.dgn

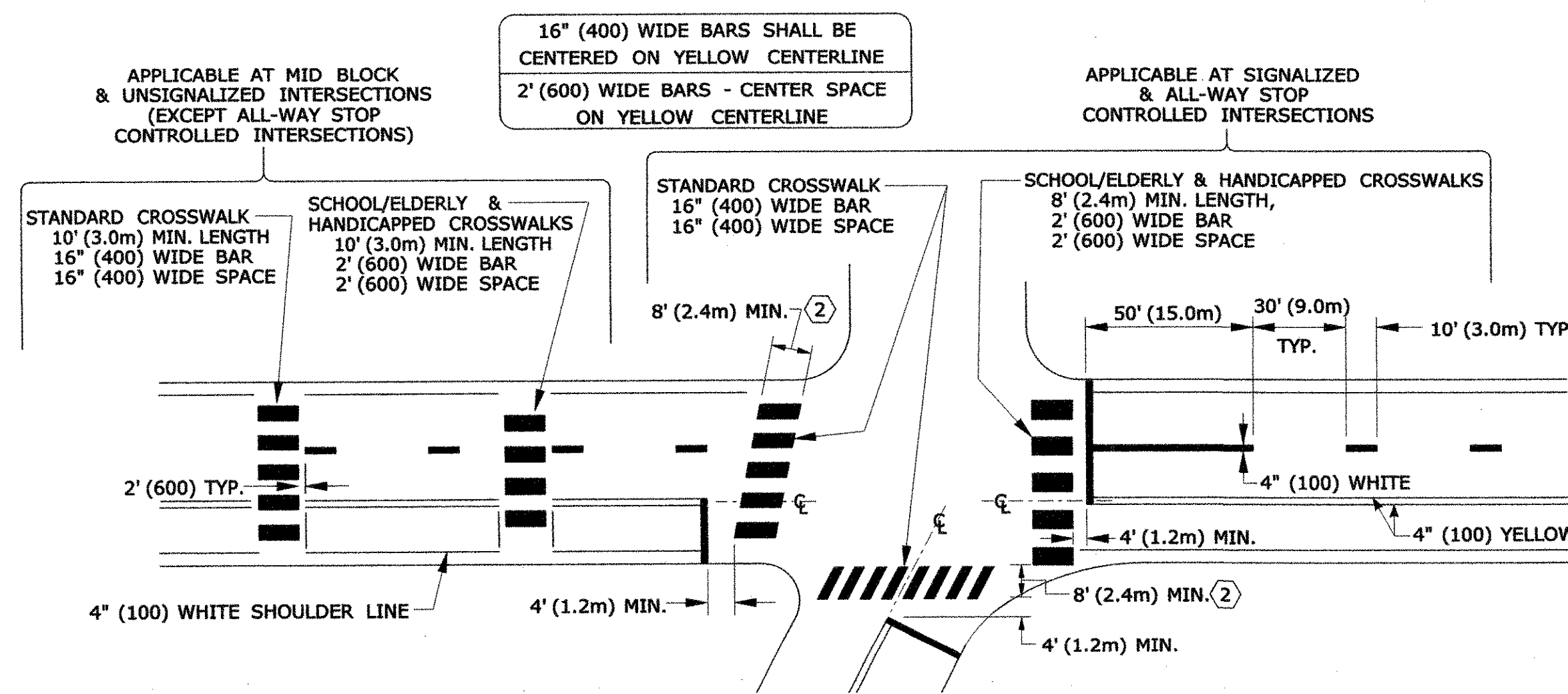
Model: TR-1208_02



PAVEMENT MARKINGS FOR CENTERLINE AND SHOULDER LINE



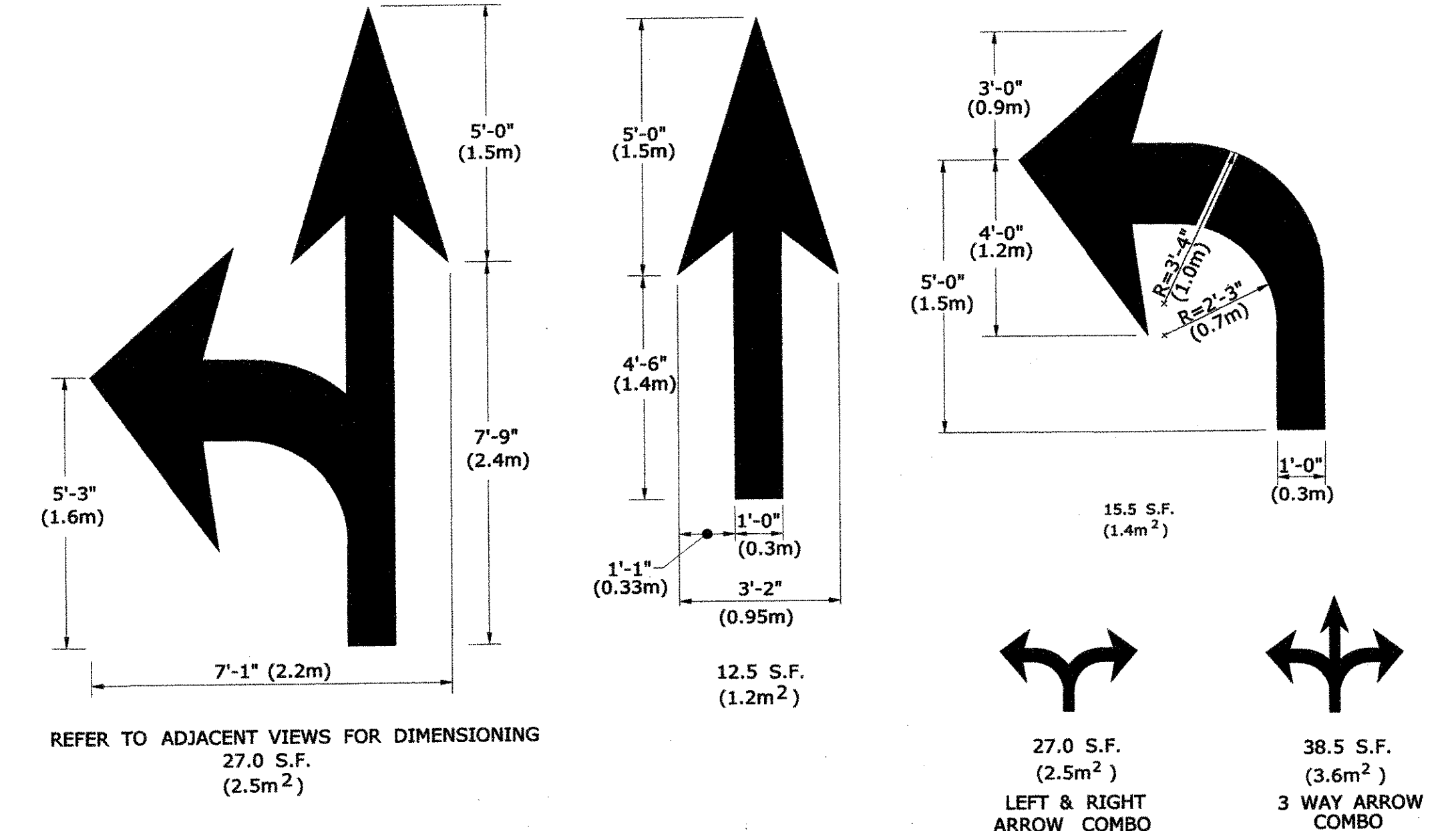
PAVEMENT MARKINGS FOR TURNING LANES



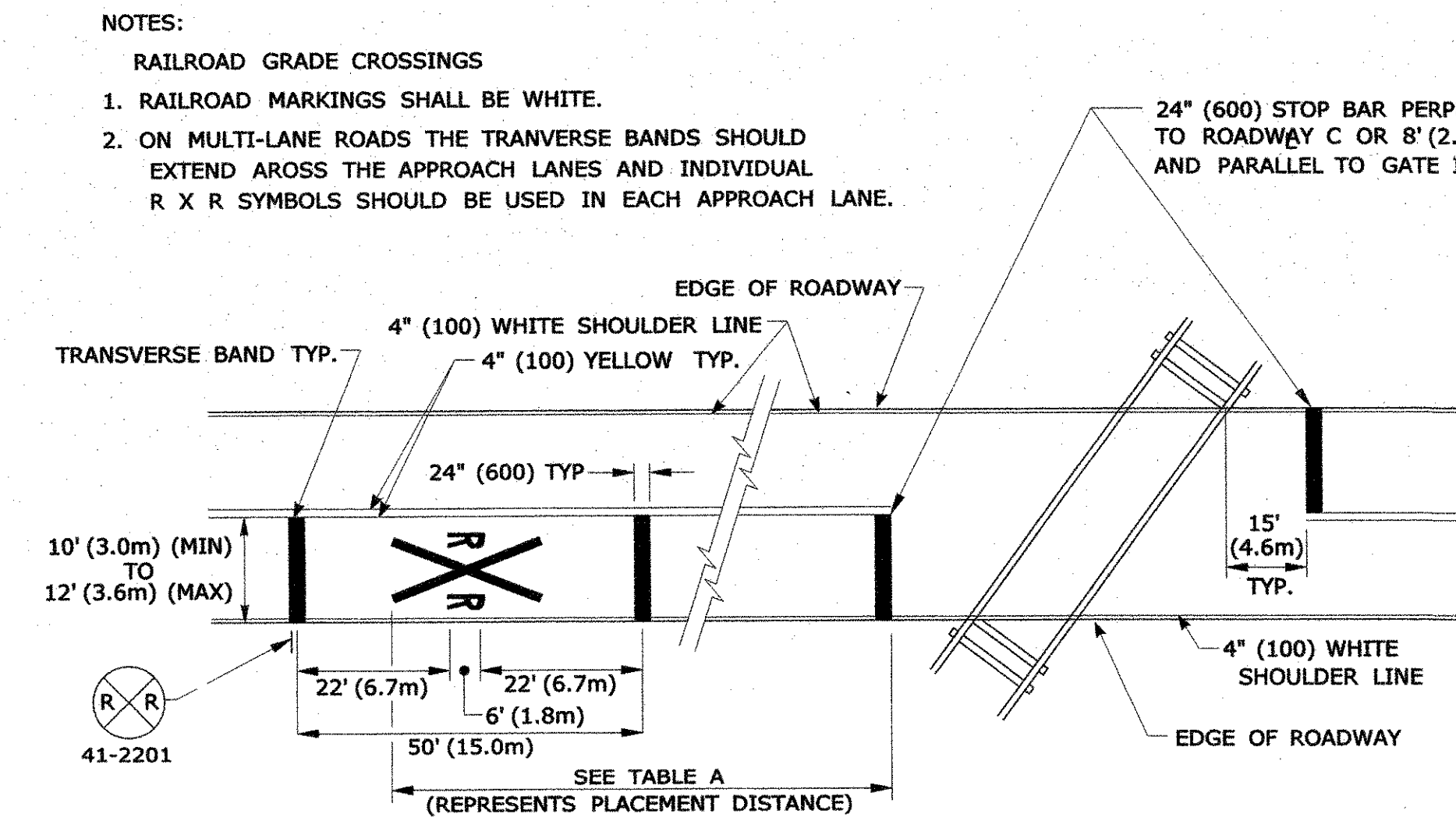
PAVEMENT MARKINGS FOR STOP BARS AND CROSSWALKS

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

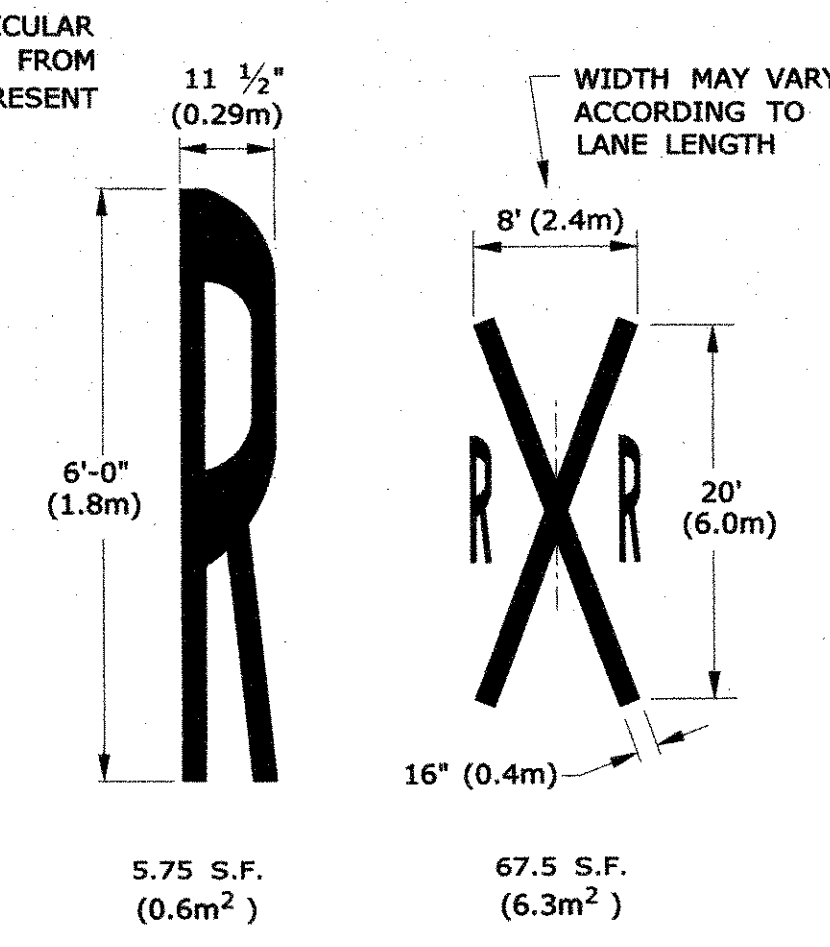
- CROSSWALKS
- CROSSWALK MARKINGS SHALL BE WHITE.
 - AT LOCATIONS WHERE THE CROSSWALK IS SKEWED, BARS TO BE PARALLEL TO ϵ AND ENDS OF BARS TO BE PARALLEL. THE LENGTH OF THE BARS WILL VARY DEPENDING ON THE ANGLE OF SKEW.
 - SCRAMBLE WALKS TO BE MARKED WITH ONE 24" WIDE LINE ACROSS EACH APPROACH.
 - BARS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



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

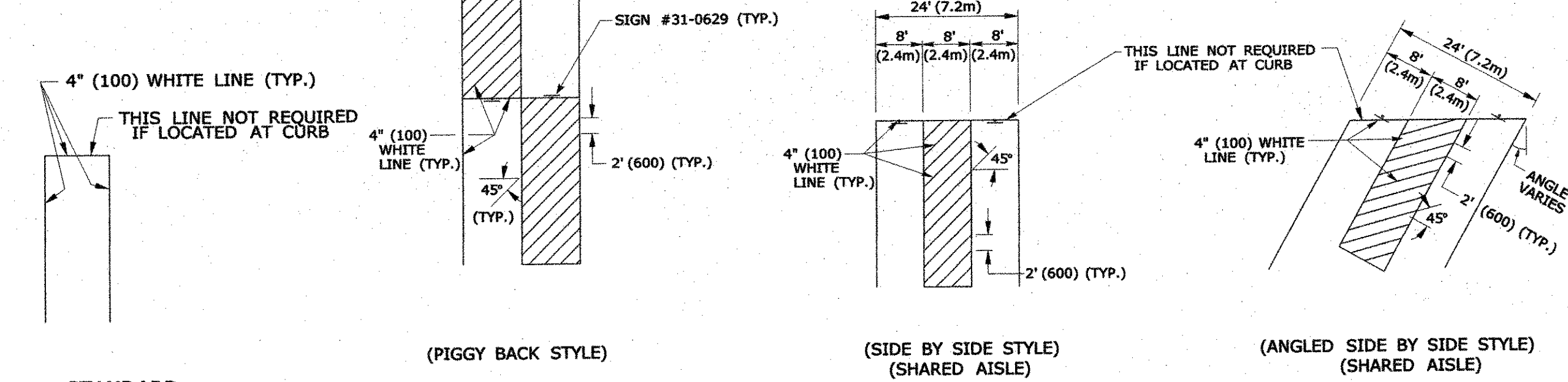


PAVEMENT MARKINGS FOR RAILROAD GRADE CROSSINGS



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

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



STANDARD PARKING STALL

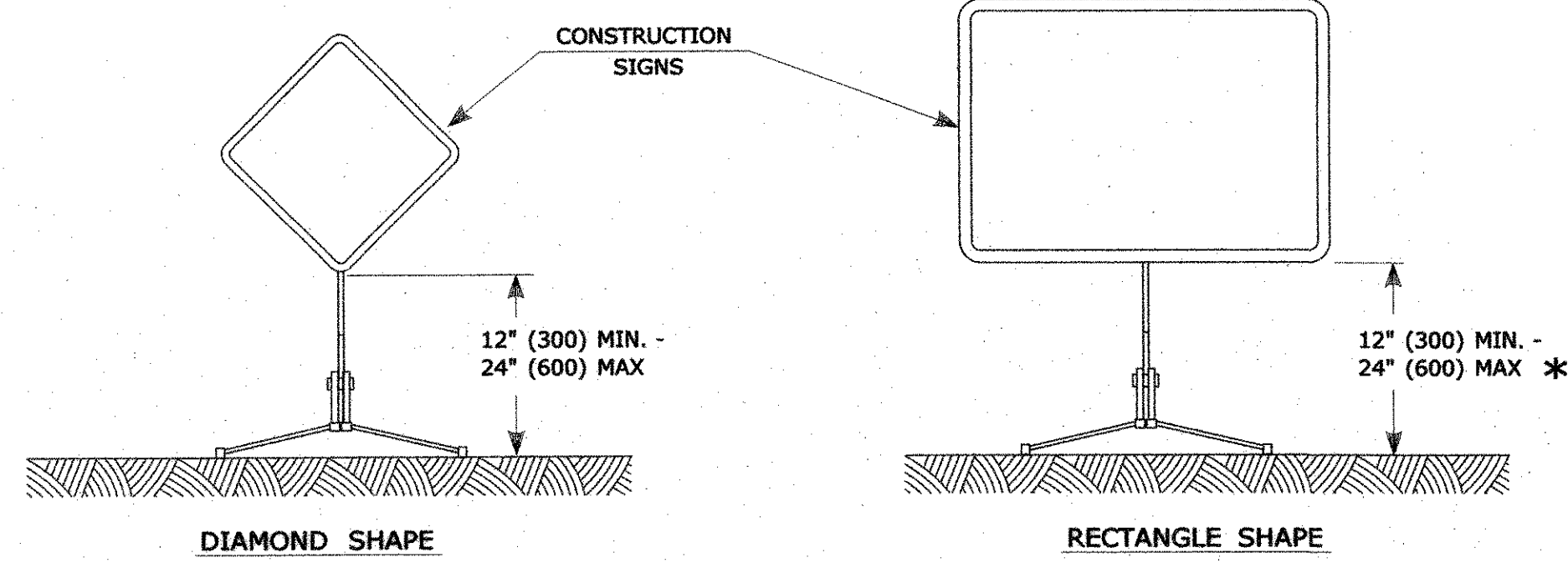
(PIGGY BACK STYLE)

(SIDE BY SIDE STYLE) (SHARED AISLE)

PARKING STALLS FOR HANDICAPPED

(ANGLED SIDE BY SIDE STYLE) (SHARED AISLE)

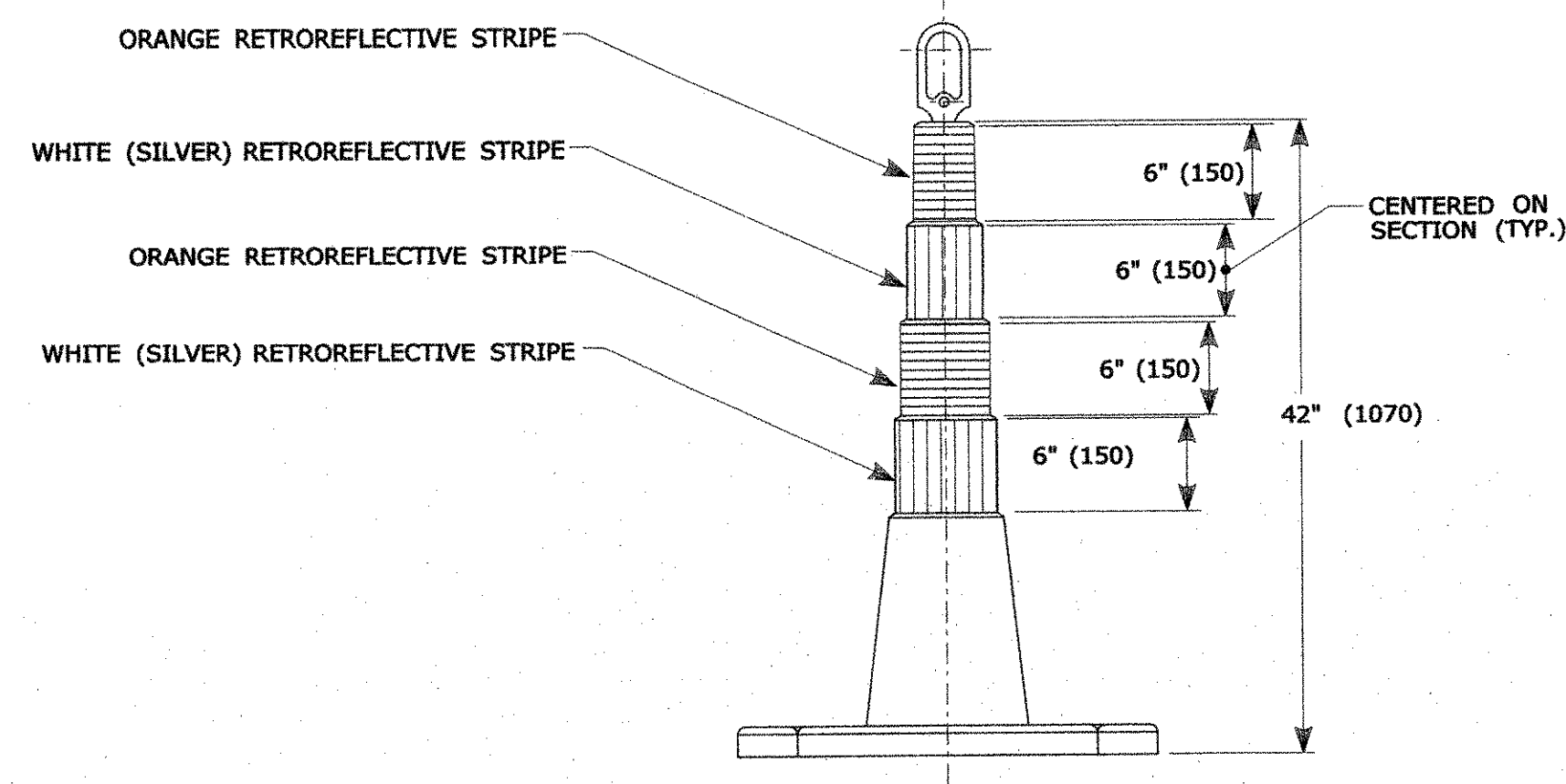
- NOTES:
- FOR PAVEMENT MARKINGS ON A CLIMBING LANE SEE DETAIL "L" ON TRAFFIC STANDARD SHEET TR-1210.02 "PAVEMENT MARKINGS FOR DIVIDED HIGHWAYS".
 - AREA OF PAVEMENT MARKINGS AS INDICATED IS APPROXIMATE.
 - EXIT RAMP PAVEMENT ARROW SHOULD BE BETWEEN THE GORE AND THE FIRST SET OF WRONG WAY SIGNS. THE EXACT LOCATION TO BE DETERMINED BY THE ENGINEER FOR THE OPTIMUM VISIBILITY (CONSIDER RAMP CURVATURE AND PROFILE).
 - EXIT RAMP PAVEMENT ARROW TO BE OMITTED IF LANE USE CONTROLS ARE USED, UNLESS OTHERWISE SPECIFIED.
 - RIGHT TURN PAVEMENT MARKINGS ARROWS ARE MIRROR IMAGE OF LEFT TURN PAVEMENT MARKING ARROWS.
 - SHARED AISLES MAY NOT BE USED WHERE CONNECTICUT BUILDING CODE GOVERNS



CONSTRUCTION SIGNS

NOTES FOR PORTABLE SIGN SUPPORTS:

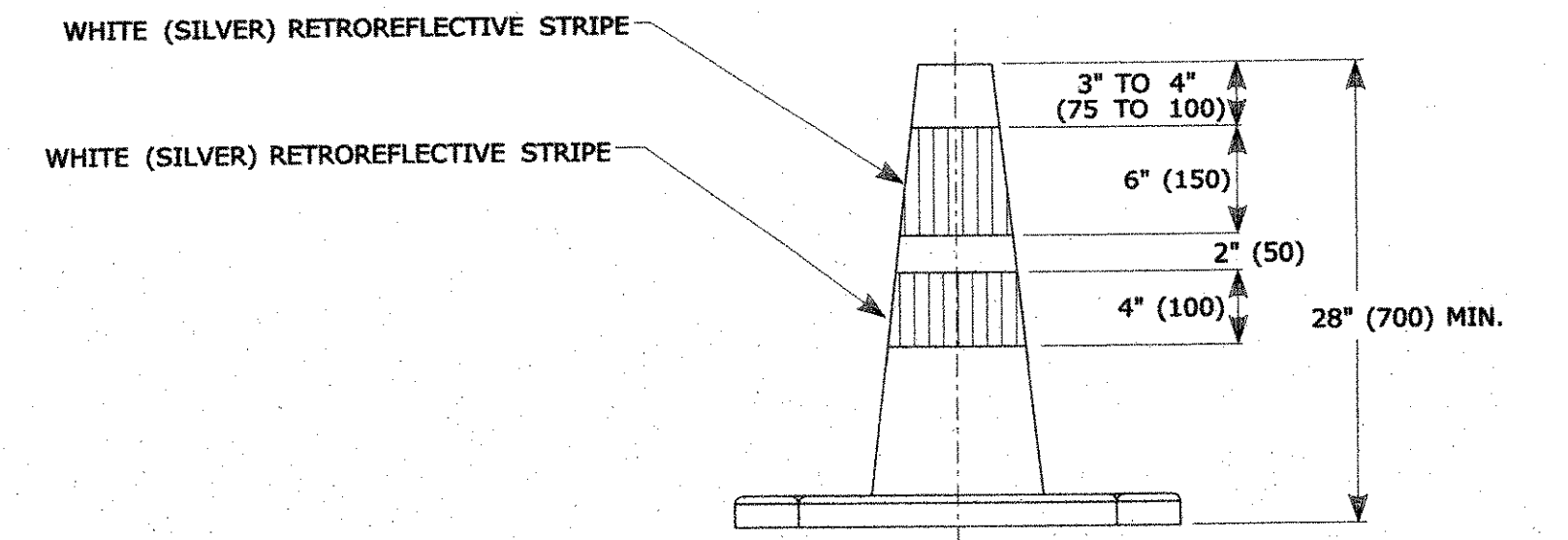
- SIGNS AND THEIR PORTABLE SUPPORTS SHALL CONFORM TO THE REQUIREMENTS OF NCHRP REPORT 350 (TL-3) AND THE LATEST EDITION OF THE MUTCD.
 - MOUNTING HEIGHT OF SIGNS SHALL BE A MINIMUM OF 12" (300) AND A MAXIMUM OF 24" (600). SIGNS SHALL BE MOUNTED HIGHER AS NEEDED TO MEET FIELD CONDITIONS OR AS DIRECTED BY THE ENGINEER.
 - 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).
- * FOR EXIT SIGNS, USE MIN. 72" (1800).



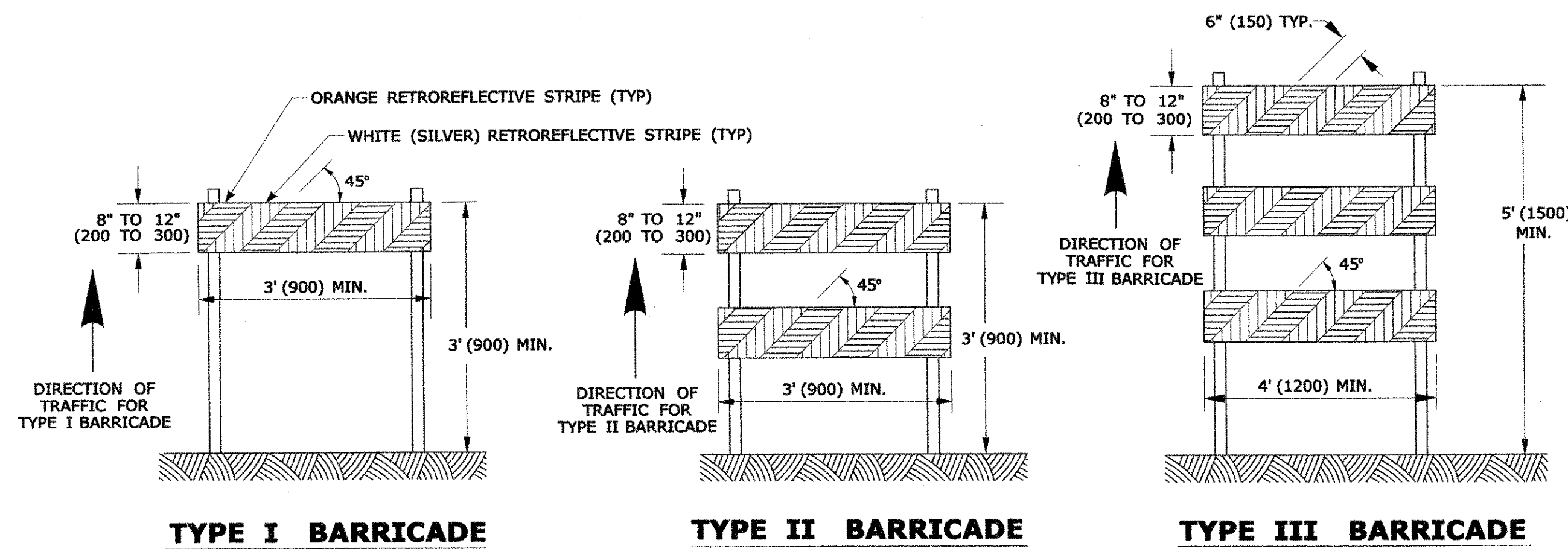
42" (1m) TRAFFIC CONE

NOTES:

- TRAFFIC CONES SHALL CONFORM TO THE REQUIREMENTS OF NCHRP REPORT 350 (TL-3) 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.



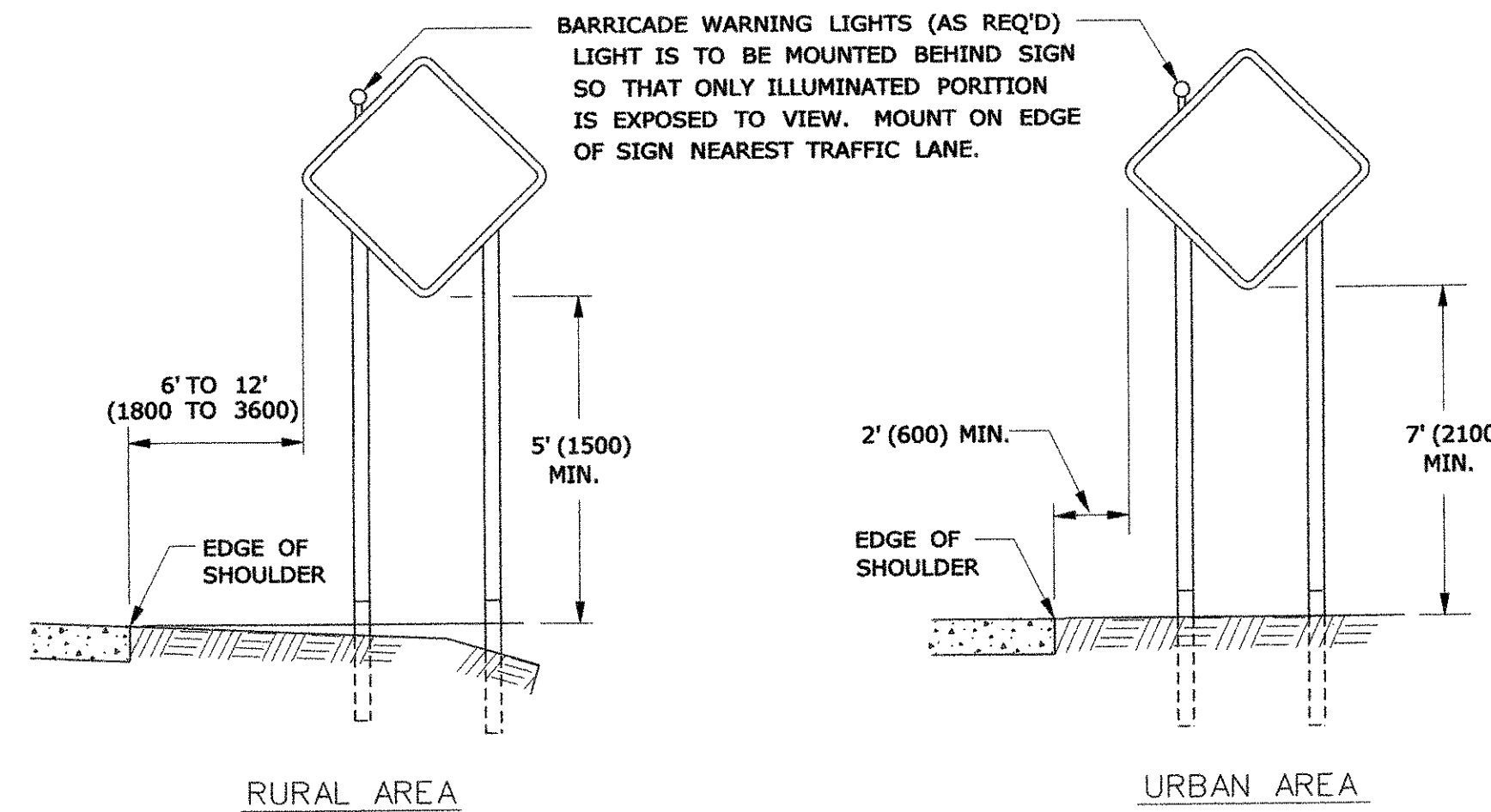
TRAFFIC CONE



CONSTRUCTION BARRICADES

NOTES:

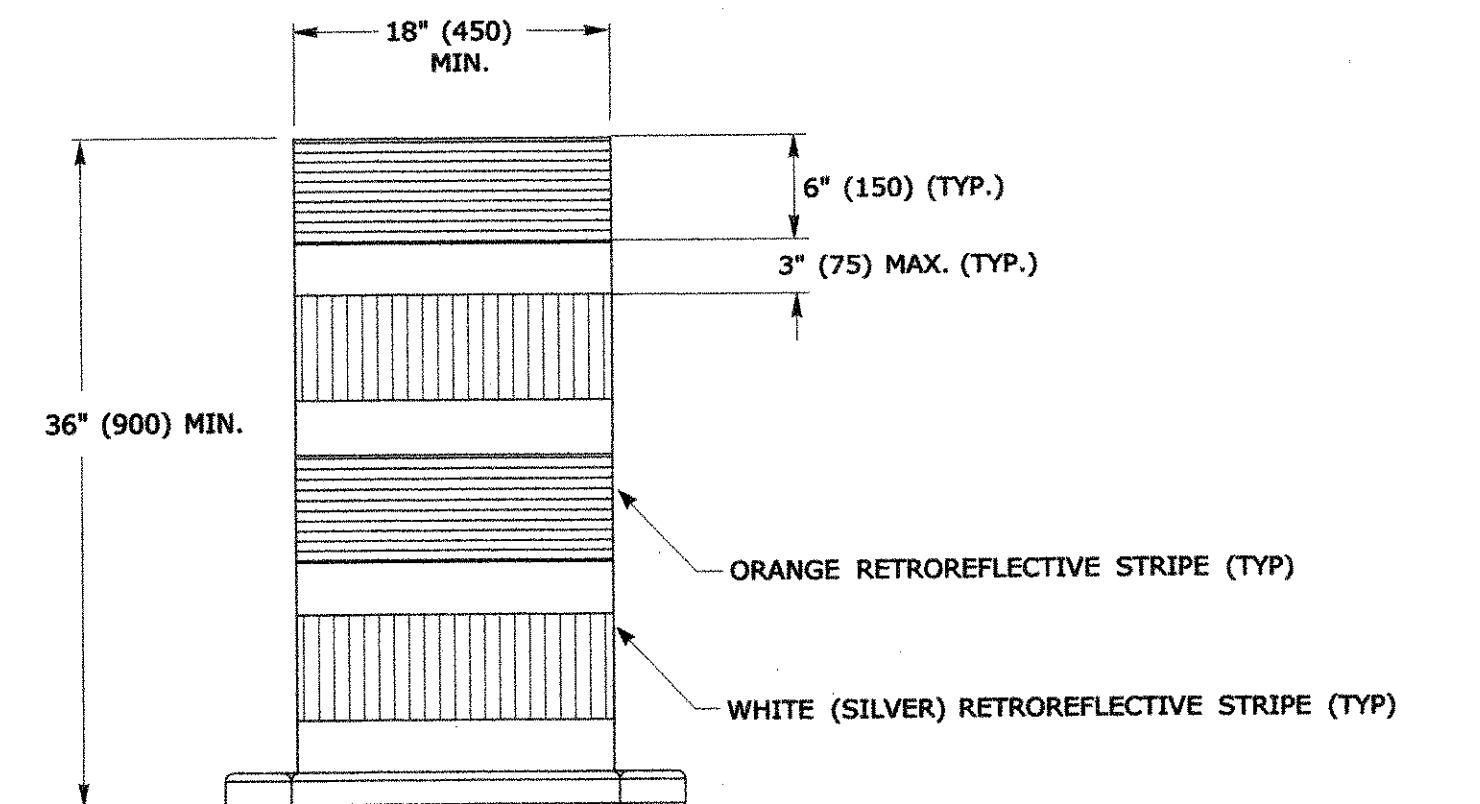
- CONSTRUCTION BARRICADES SHALL CONFORM TO THE REQUIREMENTS OF NCHRP REPORT 350 (TL-3) AND THE LATEST EDITION OF THE MUTCD.
- MARKINGS FOR BARRICADE RAILS SHALL BE ALTERNATE ORANGE AND WHITE STRIPES SLOPING DOWNWARD IN THE DIRECTION TRAFFIC IS TO PASS. 6" (150) WIDE STRIPES SHALL BE USED.
- THE ENTIRE AREA OF ORANGE AND WHITE STRIPES SHALL BE RETROREFLECTIVE SHEETING AS REQUIRED IN THE SPECIFICATIONS. RAILS FOR TYPE I AND TYPE II BARRICADES SHALL BE RETROREFLECTIVE ON BOTH SIDES. WHERE TRAFFIC PASSES ONLY IN ONE DIRECTION OF TRAVEL, ONLY THE SIDE FACING TRAFFIC SHALL BE RETROREFLECTIVE.
- 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.



**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**

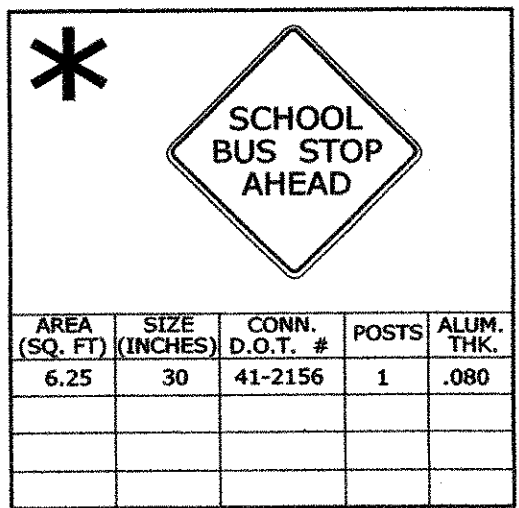
NOTES:

- TRAFFIC DRUM SHALL CONFORM TO THE REQUIREMENTS OF NCHRP REPORT 350 (TL-3) 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.

1 2-2011 MINOR REVISIONS. 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: 2/16/2011	DIMENSIONS ARE IN ENGLISH (") & METRIC UNITS (mm). METRIC DIMENSIONS ARE ROUNDED: - OVER 1" TO NEAREST 5 mm. - UNDER 1" TO NEAREST 1 mm. NOT TO SCALE	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION	SUBMITTED BY: Charles S. Harlow NAME/DATE/TIME: 2011.02.22 11:16:41 -05'00'	CTDOT STANDARD SHEET OFFICE OF ENGINEERING	STANDARD SHEET TITLE: CONSTRUCTION SIGN SUPPORTS AND CHANNELIZING DEVICES	STANDARD SHEET NO.: TR-1220_02
				APPROVED BY: John F. Carey NAME/DATE/TIME: 2011.03.02 09:24:06 -05'00'			

S - SERIES	W1 - SERIES						W2 - SERIES			W3 - SERIES			W4 - SERIES						W5 - SERIES			W6 - SERIES			W7 - SERIES		
AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.

W8 - SERIES	W9 - SERIES		W10 - SERIES		W11 - SERIES		W12 - SERIES			W13 - SERIES		W16 - SERIES														
AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.	AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK.



* - THIS SIGN ADDED FOR THIS PROJECT

NOTES:

- FOR METRIC SEE CONVERSION CHART.
- 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 ERRECTED ON THE SAME POSTS, OR SPAN/MAST ARM MOUNTED, MAY REQUIRE SPECIAL BOLT HOLE PATTERNS.
- POSTS - SEE TYP. SHEET (SHT #9) - "TYPICAL 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.

COLORS:

R-SERIES
BACKGROUND - YELLOW - EXCEPT AS NOTED.
LEGEND - BLACK - EXCEPT AS NOTED.
ALL COLORS SHALL BE TYPE III RETROREFLECTIVE WITH THE EXCEPTION OF BLACK WHICH SHALL BE OPAQUE.

REV	DATE	REVISION DESCRIPTION
1	1-2010	REVISED SHEETING FROM TYPE I TO III.

METRIC CONVERSION CHART (1" = 25mm)					
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

DESIGNER/DRAFTER:
D. K. SWINBURNE
CHECKED BY:
L.N. CONROY
Plotted: 4/7/2011

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
File name: CTDOT_TRAFFIC_GD.dgn

SIGNATURE/
BLOCK:
OFFICE OF ENGINEERING
APPROVED BY: _____ DATE: _____

PROJECT TITLE: _____

TOWN: _____
DRAWING TITLE:
**SIGN FACE SHEET ALUMINUM
& W SERIES SIGNS TYPICAL DETAILS**
PROJECT NO. _____
DRAWING NO. _____
SHEET NO. _____

