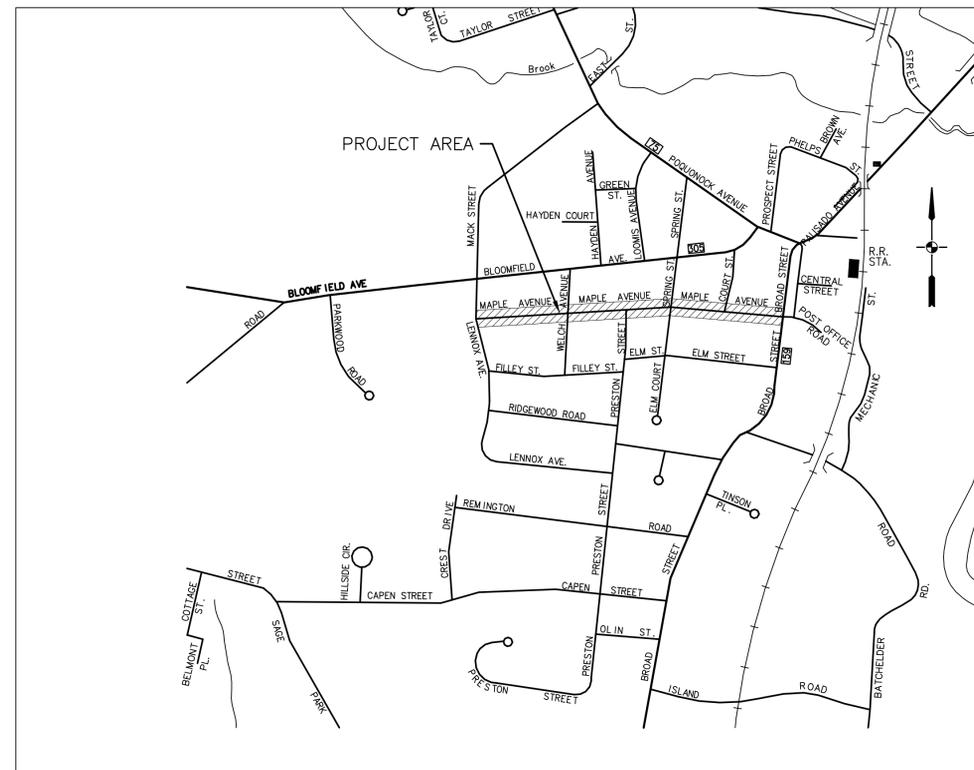


# THE METROPOLITAN DISTRICT

## MAPLE AVENUE SANITARY SEWER

### REPLACEMENT AND REHABILITATION

**WINDSOR, CT**  
**CONTRACT 2013-04**  
**FEBRUARY 2013**



**LOCATION MAP**  
 NOT TO SCALE

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	GENERAL NOTES, ABBREVIATIONS AND LEGEND FOR SANITARY SEWER
3-5	PLAN AND PROFILE FOR SANITARY SEWER 1-3
6-8	DETAILS FOR SANITARY SEWER 1-3
9-14	TRAFFIC MANAGEMENT PLANS 1-6
15-16	TRAFFIC DETAILS 1-2



**AI** Engineers, Inc.  
 919 MIDDLE STREET  
 MIDDLETOWN, CT 06457

**DEPARTMENT OF ENGINEERING AND PLANNING**  
**555 MAIN STREET**  
**HARTFORD, CONNECTICUT**



**GENERAL NOTES**

1. PLAN AND TOPOGRAPHY FROM SURVEY PERFORMED BY AI ENGINEERS, INC. OF MIDDLETOWN, CT IN SUMMER OF 2012. TEMPORARY BENCHMARKS ARE LOCATED ON THE PLANS WITH DESCRIPTIONS AND ELEVATIONS. SURVEY HAS BEEN PREPARED IN ACCORDANCE WITH SECTIONS 20-3008-1 THRU 20-3008-20 OF THE REGULATIONS OF CONNECTICUT STATE AGENCIES "MINIMUM STANDARDS FOR SURVEYS AND MAPS IN THE STATE OF CONNECTICUT" AS ENDORSED BY THE CONNECTICUT ASSOCIATION OF LAND SURVEYORS, INC. THE CONTRACTOR SHALL TRANSFER ALL TEMPORARY BENCHMARKS AS NECESSARY.
2. ELEVATIONS ON ALL PLAN AND PROFILE SHEETS REFER TO VERTICAL DATUM NAVD88 (CTGS 2816) AND HORIZONTAL DATUM NAD 1983/92 (CTSG 2816 AND CTSG5820X).
3. PROPERTY LINES AND MARKERS ARE SHOWN BASED ON AVAILABLE MAPPING AND FIELD LOCATED EVIDENCE. PROPERTY AND RIGHT-OF-WAY SURVEYS HAVE NOT BEEN PERFORMED ALONG MAPLE AVENUE.
4. EXCAVATE TEST PITS IN LOCATIONS AS DIRECTED BY THE ENGINEER. TEST PITS SHALL BE DUG TO ADJUST PIPING AS REQUIRED BY THE ENGINEER.
5. THE CONTRACTOR IS HEREBY ADVISED THAT ALL LOCATIONS OF EXISTING PIPES, CONDUITS, UTILITIES, FOUNDATIONS, UTILITY HOUSE SERVICES ARE NOT WARRANTED TO BE CORRECT AND THE CONTRACTOR SHALL HAVE NO CLAIM ON THAT ACCOUNT SHOULD THERE BE OTHER THAN SHOWN. LOCATIONS OF EXISTING UTILITIES ARE SHOWN IN THEIR APPROXIMATE LOCATIONS AS REPRESENTED BY UTILITY DRAWINGS. THEREFORE THEIR ACTUAL LOCATIONS MAY VARY, UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR EXCAVATE IN ANY AREA PRIOR TO SERVICE MARK-OUTS BY THE APPROPRIATE UTILITY COMPANIES.
6. STONE WALLS, FENCES, MAIL BOXES, SIGNS, CURBS, SIDEWALKS, SIDEWALK RAMPS, LIGHT POLES, ETC. SHALL BE SUPPORTED, REMOVED AND REPLACED AS NECESSARY TO PERFORM THE WORK. UNLESS OTHERWISE INDICATED, ALL SUCH WORK SHALL BE INCIDENTAL TO CONSTRUCTION OF THE PROJECT, AT NO ADDITIONAL COST TO THE METROPOLITAN DISTRICT (MDC).
7. MDC SURVEY CREWS SHALL BE RESPONSIBLE FOR CONSTRUCTION LAYOUT. THE CONTRACTOR SHALL COORDINATE WITH MDC FIELD INSPECTION AND SURVEY CREWS TO SCHEDULE THIS WORK WITH TWO WEEKS ADVANCE NOTICE. THE CONTRACTOR SHALL CONTACT MDC TO REQUEST RELOCATION OF SURVEY CONTROL POINTS SUBJECT TO BEING DISTURBED DURING CONSTRUCTION.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING EXISTING FLOWS IN EXISTING SANITARY SEWERS, SEWER SERVICE LATERALS, STORM DRAINAGE SYSTEMS, AND FOR OBTAINING ALL PERMITS, AS SPECIFIED IN SECTION 01510 PRIOR TO INITIATING ANY SANITARY FLOW BYPASS.
9. ALL DEWATERING SHALL BE DIRECTED TO SANITARY SEWERS AT LOCATIONS AS APPROVED BY THE ENGINEER. DO NOT DISCHARGE GROUND WATER TO STORM DRAINS. ALL DEWATERING ACTIVITIES SHALL COMPLY WITH THE TECHNICAL SPECIFICATIONS AND CTDEP REGULATIONS. IN NO CASE SHALL THE CONTRACTOR DIRECT DEWATERING DISCHARGE WITHOUT THE APPROVAL OF THE ENGINEER OR OWNER, AS SPECIFIED.
10. WHEN DEWATERING, THE CONTRACTOR MUST CHANNEL FLOW SO AS TO NOT FLOOD PROPERTIES.
11. CONTRACTOR SHALL BE RESPONSIBLE FOR SUPPORT OF EXISTING UTILITIES AND REPAIR OR REPLACEMENT COSTS OF UTILITIES DAMAGED DURING CONSTRUCTION OPERATIONS WHETHER ABOVE OR BELOW GRADE.
12. AFTER PLACING APPROXIMATELY 2 FEET OF BACKFILL MATERIAL OVER ALL UTILITY PIPING, THE CONTRACTOR SHALL PLACE A 6-INCH WIDE NON DETECTABLE STRIP OF DURABLE, COLOR CODED (BLUE FOR WATER AND GREEN FOR SANITARY & STORM SEWERS) UNDERGROUND UTILITY IDENTIFICATION TAPE IMPRINTED WITH AN APPROPRIATE WARNING INDICATING THE PRESENCE OF THE BURIED UTILITY.
13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COORDINATION OF ALL UTILITIES RELOCATION WORK. CLAIMS FOR EXTRAS WILL NOT BE ALLOWED FOR DELAY OF WORK DUE TO UTILITY COMPANY COORDINATION OR UTILITIES RELOCATION WORK.
14. IF EXISTING MAGNETIC OR TRAFFIC LOOP DETECTORS ARE REMOVED IN THE COURSE OF EXCAVATION, THEY SHALL BE REPLACED WITH NEW TRAFFIC LOOP DETECTORS IN ACCORDANCE WITH STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION OR TOWN OF WINDSOR.
15. THE CONTRACTOR IS HEREBY REMINDED THAT THE CONNECTICUT GENERAL STATUTES REQUIRE NOTICE TO UTILITY COMPANIES OF PENDING EXCAVATION AT OR NEAR PUBLIC UTILITIES - THE CONTRACTOR SHALL CALL "CALL BEFORE YOU DIG" 1-800-922-4455 AT LEAST 48 HOURS PRIOR TO BEGINNING EXCAVATION.
16. MINIMIZE CLEARING AND GRUBBING AS MUCH AS POSSIBLE. ALL LAWN AREAS SHALL BE LOAMED AND SEEDED TO THE LIMITS DISTURBED BY CONSTRUCTION UNLESS OTHERWISE NOTED. NO TREES GREATER THEN 2" CALIPER SHALL BE REMOVED WITHOUT WRITTEN AUTHORIZATION FROM THE OWNER.
17. ALL PIPE SECTIONS SHOWING LENGTHS IN LINEAR FEET ARE TWO-DIMENSIONAL MEASUREMENTS TAKEN FROM CENTER TO CENTER OF EACH ADJOINING MANHOLE.
18. FORM BRICK INVERTS IN MANHOLES WITH BRICK EDGE TO A DEPTH OF 0.8 INCHES INSIDE DIAMETER OF PIPE AND FORM A 1 INCH SLOPED BENCH WITH BRICK FLAT. AT MANHOLES THE INVERT SHALL BE SLOPED UNIFORMLY AT A SLOPE CONSISTENT WITH GIVEN PIPE SLOPE BETWEEN INLET AND OUTLET PIPE AND SHALL BE FORMED AND FILLED AS REQUIRED TO DIRECT THE FLOW AS INDICATED AND TO PREVENT DEPOSITION OF SOLIDS.
19. UNLESS OTHERWISE INDICATED, ALL EXISTING SANITARY HOUSE CONNECTIONS ARE STYRENE RUBBER PLASTIC PIPE OR VITRIFIED CLAY PIPE (V.C.).
20. PORTIONS OF THE EXISTING SERVICE CONNECTIONS ARE PROPOSED FOR REPLACEMENT WITH SDR35 PVC. REPLACED PORTIONS OF SERVICE CONNECTIONS SHALL CONNECT TO THE REMAINING EXISTING SERVICE CONNECTION AT THE LIMITS OF TRENCH EXCAVATION, AS SHOWN ON THE PLANS. EXACT LOCATIONS OF WYE BRANCHES FOR EXISTING BUILDING SEWER CONNECTIONS ARE TO BE DETERMINED IN THE FIELD. THE LOCATION OF EXISTING WYES SHOWN ON PLANS WERE TAKEN FROM RECORD DRAWINGS OF THE MAPLE AVENUE SEWER SYSTEM. THE CONTRACTOR SHALL PROVIDE FOR THE APPROPRIATE TRANSITION FITTING BETWEEN THE INSTALLED PVC AND THE REMAINING PROPERTY SERVICE CONNECTION PIPE MATERIAL.
21. ONLY FOUR SANITARY MANHOLES ARE PROPOSED FOR REPLACEMENT UNDER THIS CONTRACT, ALL OTHER SANITARY MANHOLES ARE NOT BEING REPLACED PER MDC DIRECTIVE. ALL EXISTING SANITARY MANHOLES TO REMAIN WITHIN THE PROJECT LIMITS, ARE TO HAVE THE FRAMES AND COVERS REPLACED TO MEET CURRENT MDC SPECIFICATION.
22. UNLESS OTHERWISE NOTED, PIPE MATERIAL FOR PROPOSED CLAY TILE REPAIRS, SEWER MAINS, AND LATERAL PROPERTY SERVICES SHALL BE SDR35 PVC.
23. CONNECTIONS FOR NEW PIPES ENTERING EXISTING MANHOLES SHALL BE MADE WITH THE USE OF A KOR-N-SEAL BOOT, OR APPROVED EQUAL. THE CONTRACTOR SHALL CONTACT THE ENGINEER IN THE EVENT THAT THE APPROVED, WATERTIGHT CONNECTION CANNOT BE MADE.
24. SAW CUT ALL BITUMINOUS CONCRETE ROADWAYS, DRIVEWAYS, DRIVEWAY APRONS, WALKWAYS AND SIDEWALKS AT EDGE OF TRENCH EXCAVATION, OR AS DIRECTED BY THE ENGINEER. CONCRETE SIDEWALKS SHALL BE SAW CUT AT THE NEAREST JOINT ADJACENT TO EXCAVATIONS, AND REPLACED AFTER SEWER INSTALLATION IN ACCORDANCE WITH THE DETAILS SHOWN ON THE DRAWINGS. RESTORATION OF BITUMINOUS CONCRETE DRIVEWAYS AND DRIVEWAY APRONS SHALL BE THE FULL WIDTH OF THE DRIVE, TO THE LONGITUDINAL LIMITS OF TRENCH, AND SHALL BE REPLACED IN ACCORDANCE WITH THE DETAILS SHOWN ON THE DRAWINGS.
25. SIDEWALKS RESTORATIONS HAVE BEEN TYPICALLY SHOWN WITH 8-FOOT LONG SECTIONS. THE SIDEWALKS ARE 4 FEET WIDE WITH 4-FOOT JOINTS (TOOLED OR EXPANSION). THE CONTRACTOR SHALL REMOVE AND RESTORE SIDEWALK TO THE NEAREST JOINT, LOCATED OUTSIDE OF THE EXCAVATED AREA, ON UNDISTURBED GROUND.
26. REMOVED SECTIONS OF BITUMINOUS CONCRETE LIP CURBING SHALL NOT BE REPLACED BECAUSE OF PENDING ROAD RESURFACING PROJECT BY THE TOWN OF WINDSOR.
27. ALL PERVIOUS AREAS DISTURBED DURING CONSTRUCTION SHALL BE LOAMED AND SEEDED, AND MULCHED WITH STRAW (OR OTHER APPROVED MATERIAL).
28. SILT SACK, OR AN APPROVED EQUAL SHALL BE USED AT CATCH BASINS DURING CONSTRUCTION UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

**GENERAL NOTES (Con't.)**

29. ALL PAVEMENT DISTURBED OR DAMAGED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPLACED IN ACCORDANCE WITH THE SPECIFICATIONS AND AS SHOWN ON THE CONTRACT DRAWINGS.
30. CONTRACTOR TO RESTORE ALL DISTURBED PAVEMENT MARKINGS WITH TEMPORARY PAVEMENT MARKINGS.
31. ALL AREAS DISTURBED BY THE CONTRACTOR BEYOND PAYMENT LIMITS SHALL BE RESTORED AT NO ADDITIONAL COST TO THE METROPOLITAN DISTRICT.
32. CONTRACTOR WILL MAINTAIN AND/OR PROVIDE OSHA SAFE PEDESTRIAN WALKWAYS IN ALL DISTURBED AREAS DURING CONSTRUCTION.
33. ALL STREET EXCAVATIONS SHALL BE BACKFILLED AND RESTORED WITH TEMPORARY PAVEMENT AT THE END OF EACH WORKING DAY.
34. NO NATIVE MATERIAL MAY BE REUSED.
35. THE TRUNKS OF TREES WHICH ARE ADJACENT TO THE WORK AND ARE DESIGNATED TO REMAIN SHALL BE ENCLOSED WITH SUBSTANTIAL WOODEN BOXES OF SUCH HEIGHT AS MAY BE NECESSARY TO PROTECT THEM FROM INJURY OR FROM PILED MATERIAL, FROM EQUIPMENT, AND FROM THE OPERATIONS OR OTHERWISE DUE TO THE WORK.
36. BRANCHES, LIMBS AND ROOTS SHALL NOT BE CUT EXCEPT BY PERMISSION OF THE ENGINEER. ALL CUTTING SHALL BE SMOOTHLY AND NEATLY DONE WITHOUT SPLITTING OR CRUSHING. ALL REMAINING ENDS OF CUT BRANCHES SHALL BE PAINTED WITH AN APPROVED SEALANT.
37. TREES AND SHRUBS REMOVED WITHIN EASEMENTS SHALL BE REPLACED PER THE HOMEOWNER AND ENGINEER'S DIRECTION.
38. THE CONTRACTOR SHALL OBTAIN PERMIT FROM UTILITY SERVICES AT 60 MURPHY ROAD, IN HARTFORD, PRIOR TO ANY SEWER MAIN LINE AND LATERAL WORK.

**GENERAL SEWER NOTES**

1. EXISTING SERVICE LATERALS ARE SHOWN PER RECORD DRAWING LOCATION. THE PROPOSED LATERAL CONNECTIONS WILL BE MADE PER MDC STANDARD WITH A WYE CONNECTION, AND A BEND FITTING LOCATED AT THE WYE BRANCH INLET, WITH THE INTENT TO MAKE THE SERVICE LATERALS PERPENDICULAR TO THE STREET LINE. IN SOME INSTANCES, THE PROPOSED LATERAL CONNECTION TO THE MAIN ALIGNMENT MAY DIFFER FROM THE EXISTING LOCATION. PRIOR TO INSTALLING WYES IN THE PROPOSED MAIN, THE CONTRACTOR SHALL EXCAVATE THE RESPECTIVE SERVICE LATERAL, AT THE PROPOSED CONNECTION, IN ORDER TO VERIFY MINIMUM SLOPE REQUIREMENTS. WYE LOCATIONS MAY NEED FIELD ADJUSTMENT ALONG THE ALIGNMENT TO MAINTAIN MINIMUM SLOPE.
2. SECTIONS OF EXISTING SERVICE LATERALS THAT ARE LOCATED DOWNSTREAM OF THE NEW SERVICE LATERAL CONNECTIONS SHALL BE ABANDONED IN-PLACE.
3. BYPASS PUMPING OF SEWAGE DURING CONSTRUCTION ACTIVITIES SHALL BE DONE IN A MANNER THAT ALLOWS FOR PASSAGE OF TRAFFIC IN TRAVELED AREAS.
4. ALL EXCAVATIONS SHALL BE BACKFILLED AND COMPACTED, AND ALL CONSTRUCTION MATERIALS REMOVED FROM THE ROADWAY AT THE END OF EACH WORK DAY, TO ALLOW FOR UNOBSTRUCTED USE OF THE ROAD DURING NON-WORKING HOURS.
5. THE CONTRACTOR SHALL MAINTAIN THE MDC MINIMUM SEWER LATERAL SLOPE OF 0.01 FT/FT WHEN INSTALLING REPLACEMENT LATERALS, WITH A PREFERRED GRADE OF 0.02 FT/FT. DUE TO THE EXISTING CONDITIONS OF THE SEWER SYSTEM HOUSE CONNECTIONS, THE MINIMUM SLOPE MAY NOT BE ACHIEVABLE. IN INSTANCES WHERE THE MDC MINIMUM SLOPE CANNOT BE MAINTAINED, THE CONTRACTOR SHALL CONTACT THE ENGINEER.
6. SEWER MANHOLE FRAMES & COVERS ARE BEING REPLACED ALONG MAPLE AVENUE. THE PROPOSED TOP OF FRAME ELEVATIONS (TF) ARE PER "THE TOWN OF WINDSOR MAPLE AVENUE RESURFACING PLANS" DATED 4/12/2012.
7. EXISTING SANITARY MANHOLE NUMBERS ARE SHOWN PER THE MDC RECORD DRAWING ENTITLED "MAPLE AVENUE & COURT STREET, WINDSOR", DATED MAY 11, 1977.

**ABBREVIATIONS \***

AARV	AUTOMATIC AIR RELEASE VALVE	ELEV	ELEVATION	PL	PLATE
ABD	ABANDONED	EOP	EDGE OF PAVEMENT	PVC	POLYVINYL CHLORIDE
AC	ASBESTOS CEMENT PIPE	EW	EACH WAY EXIST EXISTING	PVMT	PAVEMENT
ACCOMP	ASPHALT COATED CORRUGATED METAL PIPE	FF	FIRST FLOOR	RCP	REINFORCED CONCRETE PIPE
ASTM	AMERICAN SOCIETY FOR TESTING AND MATERIALS	FL	FLOW LINE	REC	RECORD DRAWING
BC	BITUMINOUS CONCRETE BIT BITUMINOUS	FLG	FLANGE	R.O.W.	RIGHT-OF-WAY
BLDG	BUILDING	FT	FEET, FOOT	ROD	ROCK QUALITY
BM	BENCH MARK	G	NATURAL GAS	R&R	REMOVE AND REPLACE
BO	BLOW OFF	GLV	GALVANIZED	S	SEWER, SOUTH
BOE	BOTTOM OF EXPLORATION	GC	GRANITE CURB	SA	SANITARY SEWER
BV	BUTTERFLY VALVE	GR	GRANITE	SE	SOUTH EAST
CATV	CABLE TELEVISION	HC	HOUSE CONNECTION	SECT	SECTION
CB	CATCH BASIN	HORIZ	HORIZONTAL HP HIGH PRESSURE	SF	SQUARE FEET
CC	CONCRETE CURB	HYD	FIRE HYDRANT	SHT	SHEET SPEC SPECIFICATIONS
CI	CAST IRON	INV	INVERT	SQ FT	SQUARE FEET
CL	CENTERLINE	ID	INSIDE DIAMETER	SL	STREET LINE
CL	CEMENT LINED	IP	IRON PIPE	STA	STATION
CMP	CORRUGATED METAL PIPE	LB	POUND	STM	STEEL
CONN	CONNECT/CONNECTION	LF	LINEAR FEET	STL	STORM
CS	COMBINED SEWER	LS	LUMP SUM	SW	SIDEWALK, SOUTH WEST
CT DEP	CONNECTICUT DEPARTMENT OF ENVIRONMENTAL PROTECTION	MAX	MAXIMUM	T	HYDROSTATIC THRUST, TELEPHONE
CT	COPPER TUBING	MB	MAIL BOX	TBM	TEMPORARY BENCH MARK
CU FT	CUBIC FEET	MDC	METROPOLITAN DISTRICT COMMISSION	TF	TOP OF FRAME
CY	CUBIC YARD	MECH	MECHANICAL	THK	THICK (NESS)
D	STORM DRAIN, DEPTH FROM RIM TO INVERT	MH	MANHOLE	TP	TEST PIT
DI	DROP INLET, DUCTILE IRON	MIN	MINIMUM	TYP	TYPICAL
DIA	DIAMETER	MISC	MISCELLANEOUS	TRP	TRANSIT PIPE
DMH	DRAIN MANHOLE	MJ	MECHANICAL JOINT	UC	UNDERGROUND CONDUIT
DS	DOUBLE STRENGTH	N	NORTH	UE	UNDERGROUND ELECTRIC
DWG	DRAWING	NE	NORTH EAST	UP	UTILITY POLE
E	EAST, ELECTRIC	NW	NORTH WEST	VC	VITRIFIED CLAY
EA	EACH	NF	NOT FOUND	VERT	VERTICAL
EAF	EACH FACE	N/F	NOW OR FORMERLY	W	WATER, WEST
		NO OR #	NUMBER	W/	WITH
		OD	OUTSIDE DIAMETER	W/O	WITHOUT
		PCCP	PRESTRESSED CONCRETE CYLINDER PIPE	WG	WATER GATE
		PE	PLAIN END, POLYETHYLENE	WS	WATER SERVICE
		PL	PROPERTY LINE	WICL	WROUGHT IRON CEMENT LINED

\*NOT ALL ABBREVIATIONS ARE USED IN THIS PLAN SET.

LEGEND *		
DESCRIPTION	EXISTING	PROPOSED
SANITARY SEWER	8" San Sewer	8" SAN SEWER
WATER MAIN	8" Water Main	8" WATER MAIN
TEMPORARY WATER MAIN		24" STORM
STORM DRAIN	24" Storm Drain	24" STORM
GAS		
ELECTRIC		N/A
TELEPHONE		N/A
CABLE TELEVISION LINES		N/A
OVERHEAD LINES		N/A
SEWER LATERAL	Lateral	LATERAL
CHIMNEY	PLAN E or S Chimney N or W	PROFILE E or S CHIMNEY N or W
SANITARY SEWER MANHOLE	San MH	SAN. MH
STORM DRAIN MANHOLE	Stm MH	STM. MH
ELECTRIC MH CHAMBER		N/A
TELEPHONE VAULT		N/A
CATCH BASIN		CB
AIR RELEASE VALVE	ARV	AV
BLOW-OFF	BO	BO
ELECTRIC HANDHOLE		
HYDRANT	Hyd	HYD.
TEMPORARY HYDRANT	N/A	HYD.
GATE VALVE	G.V.	G.V.
WATER SERVICE CURB STOP	WS	WS
FORD BOX	FB	FB
CAP OR PLUG	Cap	CAP
IRON PIN	IP	N/A
MONUMENT	MON	N/A
UTILITY POLE	UP	N/A
HOUSES, STRUCTURES, ETC.		N/A
MISCELLANEOUS ITEMS		N/A
CENTER LINE OF ROAD		N/A
TRAVERSE STATIONS, BASELINE		N/A
EDGE OF PAVEMENT	BIT	CONC.
CURB	BIT CURB	BIT. CURB
CONC. OR GRANITE	Conc. (or Granite)	CONC./GRANITE
SIDEWALK	Conc. or Bit. Walk	
FENCE		
TREES, SHRUBS, BUSHES, ETC.		
RIVERS, PONDS, STREAMS, ETC.		
WALKS		
WALLS		
PROPERTY LINE	PL	N/A
EASEMENT LINE		
RIGHT OF WAY		N/A
STREET LINES	SL	N/A
TOWN LINES		N/A
LIMIT OF ASSESSMENT (ASSESSMENT MAPS)		N/A
OLD PROPERTY LINES (ASSESSMENT MAPS)		N/A
LIMIT OF WORK	N/A	
HOUSE NUMBER		N/A
TEST PIT	N/A	TP
VACUUM TEST	VT	N/A
BORINGS		
PLAN	N/A	B-1
PROFILE		

\*NOT ALL SYMBOLS ARE USED IN THIS PLAN SET.

**MAP REFERENCES**

1. MDC SEWER MAP DOC ID: MDC\_SRP\_51\_33-5, MAPLE AVENUE & COURT STREET, WINDSOR SCALE: 1" = 40' HOR. 1" = 10' VERT.
2. MDC SEWER MAP DOC ID: MDC\_SRP\_51\_404-12, MAPLE AVENUE WINDSOR DATE: JAN. 1947.
3. TOWN OF WINDSOR ENGINEERING DEPARTMENT MAPLE AVENUE RESURFACING PLAN STA 0+87 TO 6+50 SCALE HOR. 1" = 20' DATE: 4/13/2012 SHEETS 1-26 OF 26.
4. MDC UTILITY SERVICES MAP DOC ID: MDC\_WRP\_33\_98-75-01, MAPLE AVENUE WINDSOR SCALE: 1" = 40' DATE: 7-12-99.
5. MDC UTILITY SERVICES MAP DOC ID: MDC\_WRP\_33\_98-75-02, MAPLE AVENUE WINDSOR SCALE: 1" = 40' DATE: 7-12-99.
6. MDC SEWER MAP DOC ID: MDC\_SRP\_51\_33-5A, WELCH AVENUE WINDSOR.
7. MDC SEWER MAP DOC ID: MDC\_SRP\_51\_33-5A, WELCH AVENUE WINDSOR MDC\_WRP\_33\_98-75-01, MAPLE AVENUE WINDSOR SCALE: 1" = 40' DATE: 7-12-99.
8. CONNECTICUT STATE HIGHWAY DEPARTMENT RIGHT-OF-WAY MAP, TOWN OF WINDSOR, BROAD STREET FROM BLOOMFIELD AVE SOUTHERLY TO THE LIBRARY, ROUTE NO-110, SCALE 1"=40', NUMBER 273, SHEET 1 OF 2, APPROVED SEPTEMBER 30TH, 1930.
9. RIGHT OF WAY SURVEY, PREPARED FOR THE TOWN OF WINDSOR, MAPLE AVENUE STREELINE, MAPLE AVENUE, WINDSOR, CONNECTICUT, SCALE: 1"=40', DATE: 12-12-2010, SHEETS 1 AND 2 OF 2.
10. RIGHT OF WAY SURVEY, PREPARED FOR THE TOWN OF WINDSOR, COURT STREET STREELINE, COURT STREET, WINDSOR, CONNECTICUT, SCALE: 1"=40', DATE: 12-12-2010, SHEET 1 OF 1.



**The Metropolitan District  
Hartford, Connecticut**

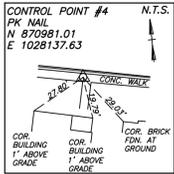
UNDERGROUND UTILITY CHECK			REVISION	DATE
APPROXIMATE LOCATION	SOURCE	DATE		
GAS				
CATV				
ELEC.				
TEL				
SEWER				
WATER				
STEAM				
FIBER OPTICS				

DRAFTER	AF	CHECKED	RG
PROJ. ENG.	RG/SG	PEER REVIEW	
SUBMITTED			
APPROVED			

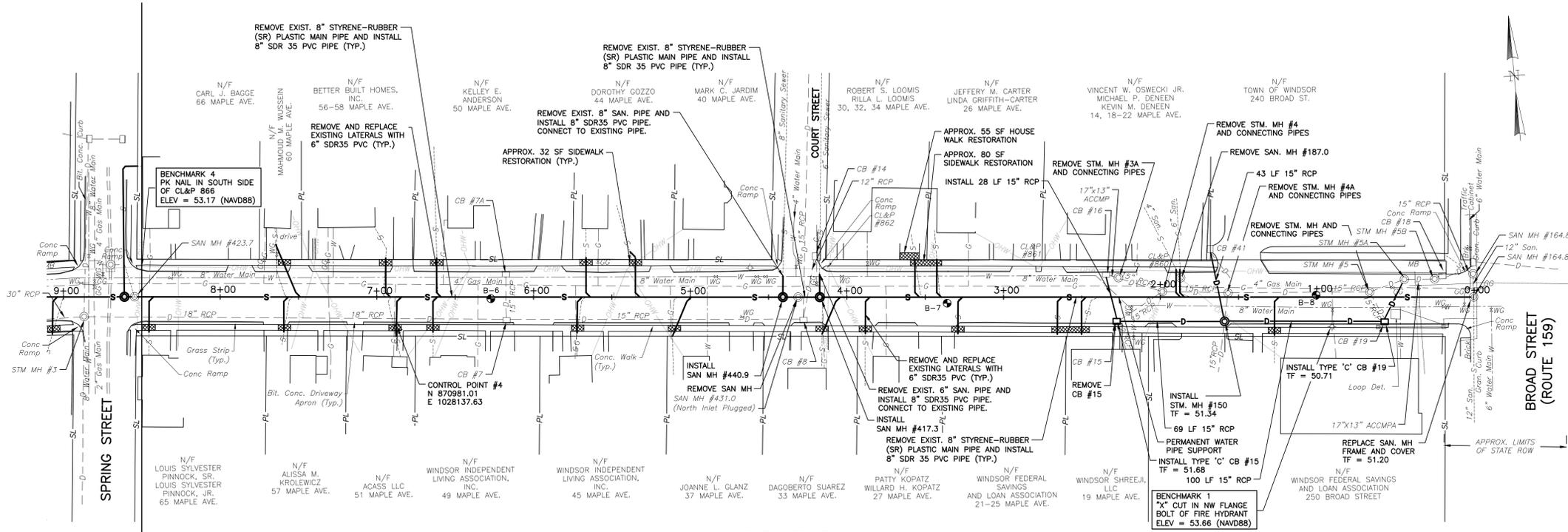
GENERAL NOTES, ABBREVIATIONS AND LEGEND  
FOR SANITARY SEWER  
IN PORTION OF  
**MAPLE AVENUE  
WINDSOR**  
NOT TO SCALE



MDC CODE:	MAPLE AVENUE SANITARY SEWER WINDSOR, CT	SHEET <b>2</b> 2 OF 16 SHEETS
DATE	FEBRUARY 2013	
CONTRACT NUMBER	2013-04	PLAN NUMBER 13-04-2



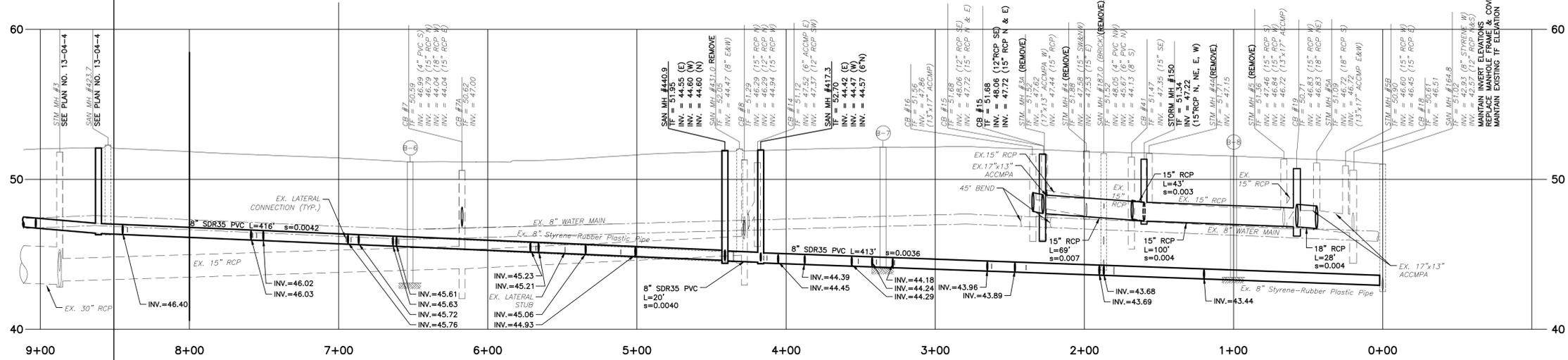
**SHEET-SPECIFIC SEWER NOTES:**  
 1. THE STYRENE-RUBBER MAIN AND LATERALS ARE BEING REPLACED AS PART OF THIS PROJECT. THE EXISTING STYRENE LATERALS MAY TRANSITION TO CLAY TILE OR PVC, OR BOTH, PRIOR TO PROPOSED CONNECTION LOCATION.  
 2. LATERAL WYE CONNECTIONS SHOWN IN PLAN VIEW ARE EXAGGERATED TO ILLUSTRATE THE DIRECTION OF FLOW. DESIGN LOCATIONS FOR LATERAL WYE CONNECTIONS ARE PER THE PROFILE ON THIS SHEET.



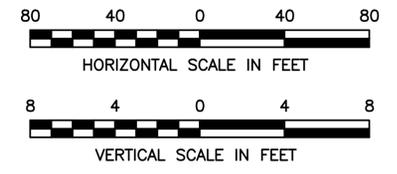
**LEGEND:**  
 [Symbol] CONCRETE SIDEWALK REPLACEMENT

PROPOSED TEST PIT LOCATION		
STATION	OFFSET (FT.)	UTILITY
0+46.5	6.0' RT.	GAS
0+52.9	6.4' LT.	WATER
0+90.2	15.3' LT.	WATER
1+60.8	5.8' LT.	WATER
1+63.2	6.1' RT.	GAS
2+33.2	6.8' RT.	WATER & GAS
5+72.4	12.3' RT.	GAS

MATCH LINE SHEET NO. 4  
 STA. 8+50



MAPLE AVENUE  
 PROFILE  
 ELEVATIONS REFER TO NGVD 1988

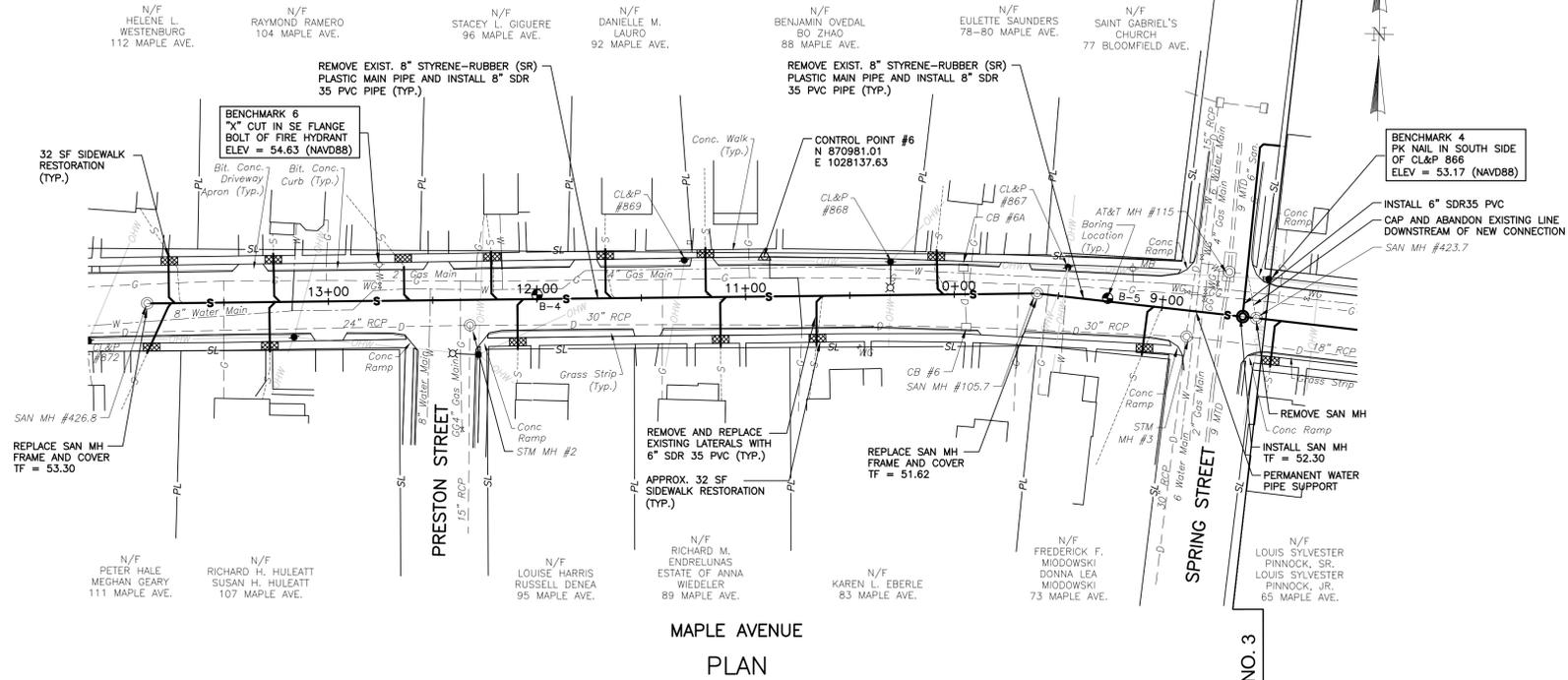
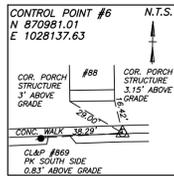


UNDERGROUND UTILITY CHECK			REVISION		DATE	
APPROXIMATE LOCATION	SOURCE	DATE				
GAS						
CATV						
ELEC.						
TEL.						
SEWER						
WATER						
STEAM						
FIBER OPTICS						

DRAFTER	AF	CHECKED	RG
PROJ. ENG.	RG/SG	PEER REVIEW	
SUBMITTED			
APPROVED			

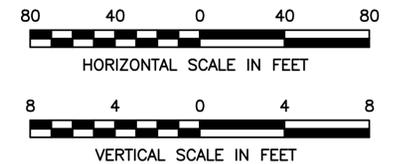
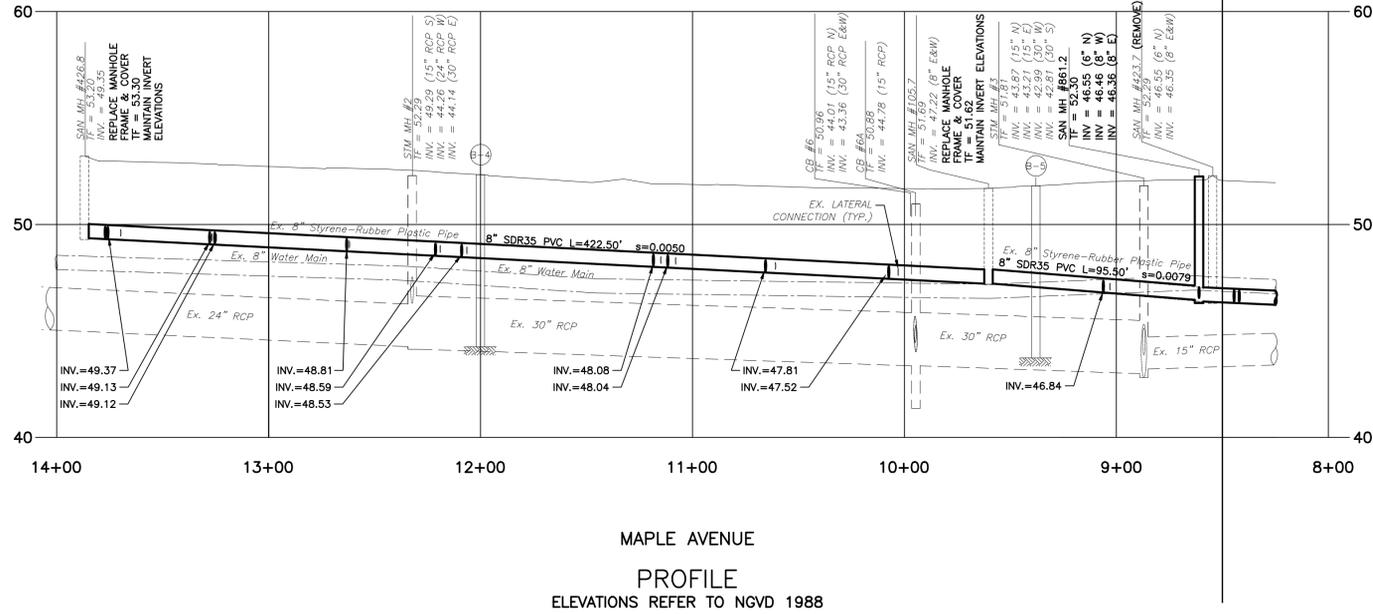
PLAN AND PROFILE FOR SANITARY SEWER -- 1  
 IN PORTION OF  
 MAPLE AVENUE  
 WINDSOR  
 SCALE: 1"=40' HOR. SCALE: 1" = 4' VERT.

MDC CODE:	MAPLE AVENUE SANITARY SEWER WINDSOR, CT	SHEET 3 3 OF 16 SHEETS
DATE	FEBRUARY 2013	
CONTRACT NUMBER	2013-04	PLAN NUMBER 13-04-3



- SHEET-SPECIFIC SEWER NOTES:**
1. THE LATERAL REPLACEMENT FOR 112 MAPLE AVENUE IS PARTIALLY LOCATED UNDER A SIDEWALK AT THE CONNECTION POINT BEHIND THE STREET SIDEWALK.
  2. THE STYRENE RUBBER MAIN AND LATERALS ARE BEING REPLACED. THE EXISTING STYRENE LATERALS MAY TRANSITION TO CLAY TILE OR PVC, OR BOTH, PRIOR TO PROPOSED CONNECTION LOCATION.
  3. LATERAL WYE CONNECTIONS SHOWN IN PLAN VIEW ARE EXAGGERATED TO ILLUSTRATE THE DIRECTION OF FLOW. DESIGN LOCATIONS FOR LATERAL WYE CONNECTIONS ARE PER THE PROFILE ON THIS SHEET.

**LEGEND:**  
 CONCRETE SIDEWALK REPLACEMENT

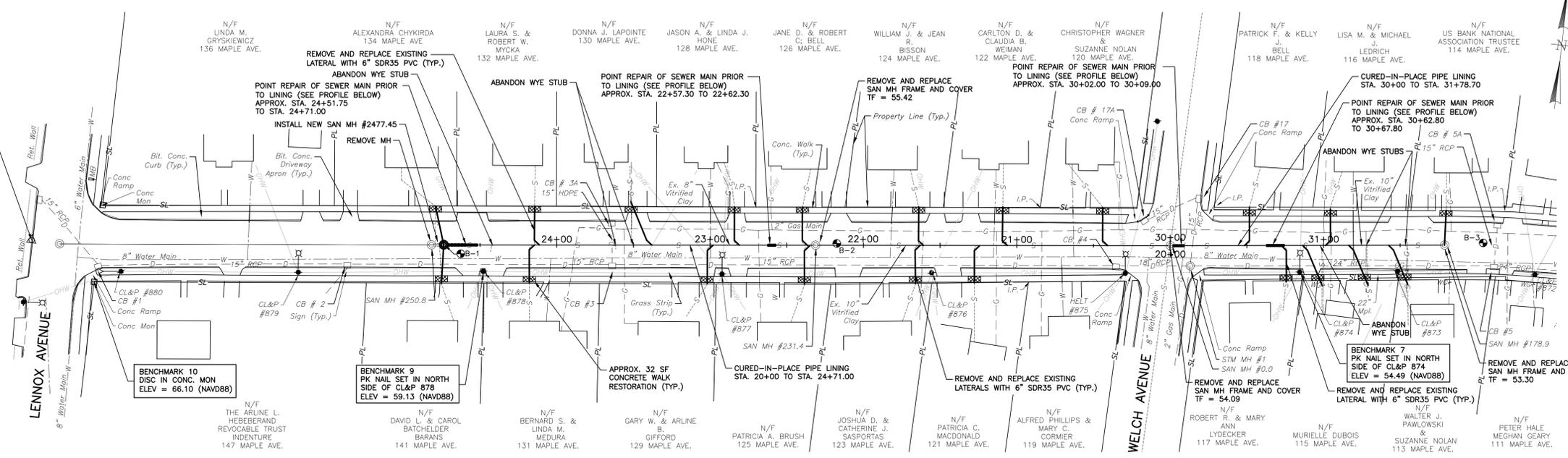


UNDERGROUND UTILITY CHECK			REVISION		DATE	
APPROXIMATE LOCATION	SOURCE	DATE				
GAS						
CATV						
ELEC.						
TEL.						
SEWER						
WATER						
STEAM						
FIBER OPTICS						

PLAN AND PROFILE FOR SANITARY SEWER - 2  
 IN PORTION OF  
**MAPLE AVENUE WINDSOR**

MDC CODE: MAPLE AVENUE	SHEET 4
SANITARY SEWER	4 OF 16 SHEETS
WINDSOR, CT	
DATE: FEBRUARY 2013	
CONTRACT NUMBER: 2013-04	PLAN NUMBER: 13-04-4

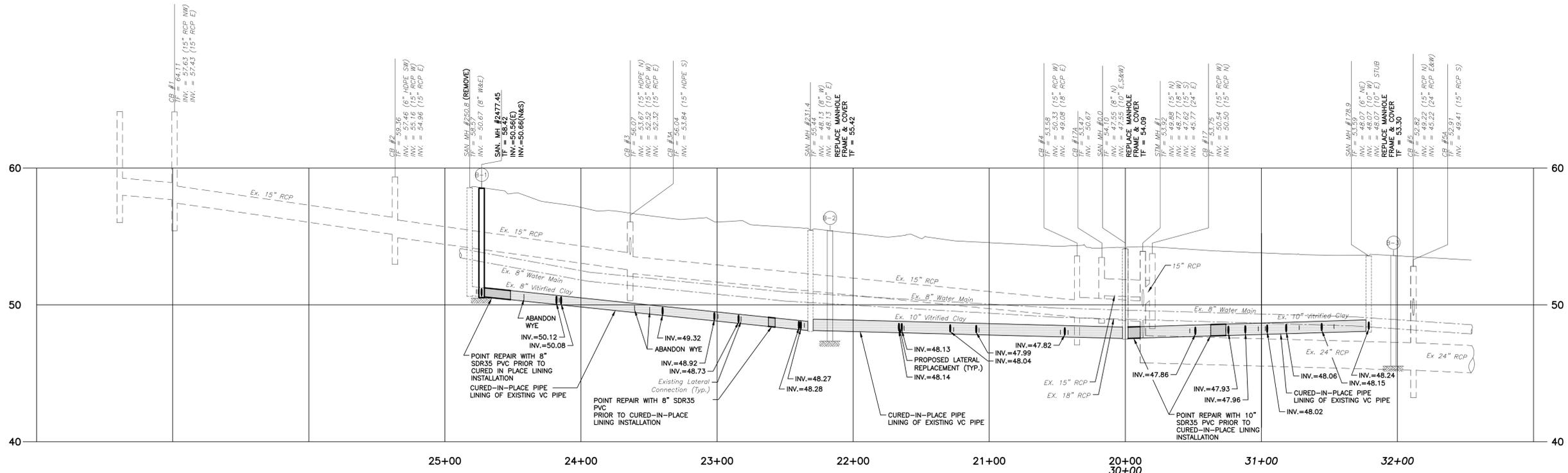
SCALE: 1"=40' HOR. SCALE: 1" = 4' VERT.



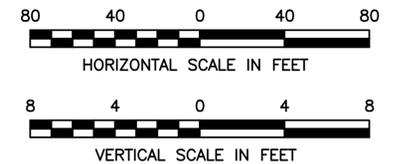
- SHEET-SPECIFIC SEWER NOTES:**
- FOR LATERALS BEING REPLACED, INSTALL PVC WYE IN THE MAINLINE SEWER PRIOR TO INSTALLING CURED-IN-PLACE PIPE LINING OF THE SEWER MAIN.
  - LATERAL WYE CONNECTIONS SHOWN IN PLAN VIEW ARE EXAGGERATED TO ILLUSTRATE THE DIRECTION OF FLOW. DESIGN LOCATIONS FOR LATERAL WYE CONNECTIONS ARE PER THE PROFILE ON THIS SHEET.
  - THERE ARE SIX ABANDONED WYES SHOWN ON THIS SHEET. ABANDONED WYES SHALL NOT HAVE THE LATERAL COUPON REMOVED AFTER LINING. CAP AND ABANDONED LATERAL DOWNSTREAM OF NEW CONNECTION AT PROPERTY.

**LEGEND:**  
 CONCRETE SIDEWALK REPLACEMENT

MAPLE AVENUE  
PLAN



MAPLE AVENUE  
PROFILE  
ELEVATIONS REFER TO NGVD 1988



**MDC The Metropolitan District Hartford, Connecticut**

UNDERGROUND UTILITY CHECK			REVISION	DATE
APPROXIMATE LOCATION	SOURCE	DATE		
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TEL.				
SEWER				
WATER				
STEAM				
FIBER OPTICS				

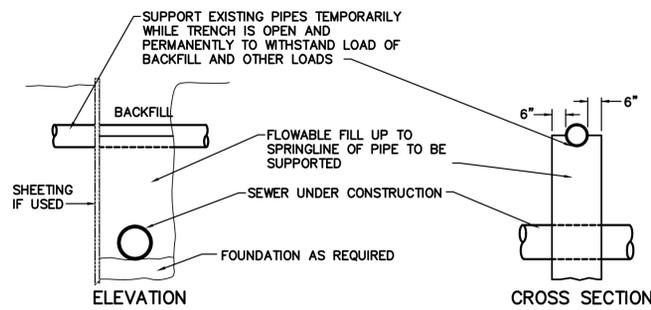
  

DRAFTER AF	CHECKED RG
PROJ. ENG. RG/SG	PEER REVIEW
SUBMITTED	
APPROVED	

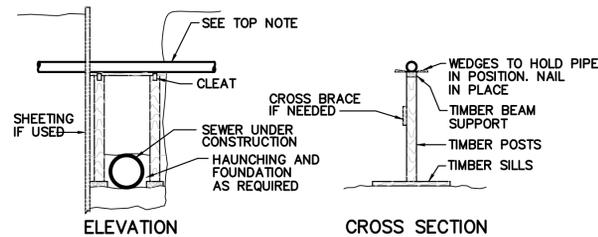
PLAN AND PROFILE FOR SANITARY SEWER - 3  
 IN PORTION OF  
**MAPLE AVENUE WINDSOR**

SCALE: 1"=40' HOR. SCALE: 1" = 4' VERT.

MDC CODE: MAPLE AVENUE	SHEET 5
SANITARY SEWER	5 OF 16 SHEETS
WINDSOR, CT	
DATE FEBRUARY 2013	
CONTRACT NUMBER 2013-04	PLAN NUMBER 13-04-5

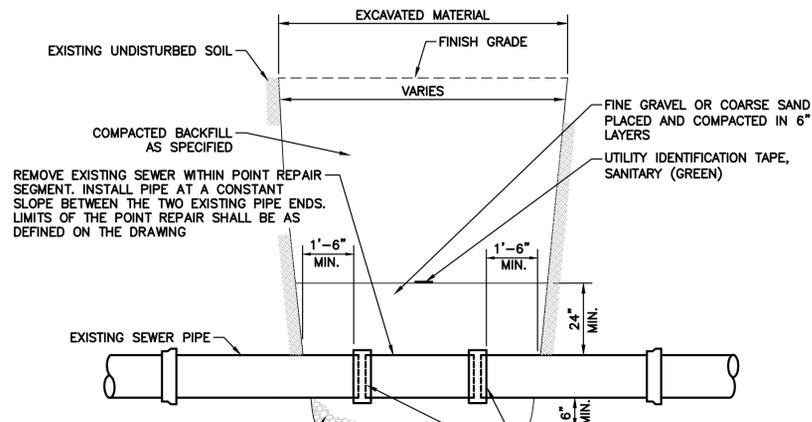


PIER AT SEWERS AND DRAINS



TIMBER PIPE SUPPORTS  
(TO BE AS DIRECTED BY THE ENGINEER)

TYPICAL SUPPORTS FOR EXISTING UTILITIES ACROSS SEWER TRENCHES

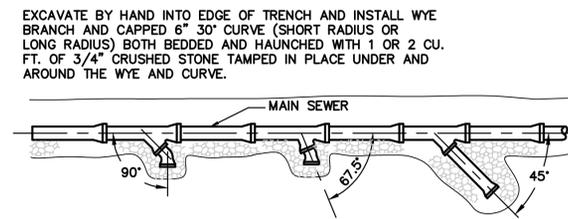


COMPACTED CRUSHED STONE TO 6 INCHES ABOVE PIPE WITH MDC APPROVED FILTER FABRIC WRAPPED AROUND CRUSHED STONE BEDDING (12" MIN. OVERLAP)

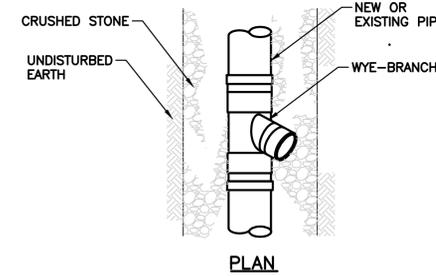
CONNECT NEW SEWER TO EXISTING SEWER WITH RUBBER SLEEVE COUPLING WITH STAINLESS STEEL COMPRESSION BANDS AND SHEAR RINGS AS MANUFACTURED BY UNISEAL PRODUCTS, FERNCO, MISSION CLAY PRODUCTS, OR APPROVED EQUAL.

- NOTES:
- SERVICE LATERALS LOCATED WITHIN POINT REPAIR SEGMENTS SHALL BE RECONNECTED AS REQUIRED TO THE RESPECTIVE LATERAL.
  - REFER TO DRAWINGS FOR NEW PIPE MATERIAL.
  - BACKFILL AND COMPACTION SHALL BE IN ACCORDANCE WITH TYPICAL SEWER TRENCH DETAIL.

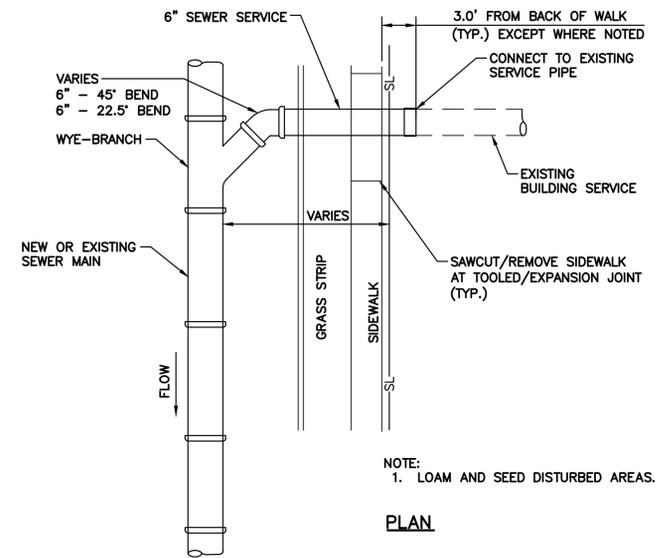
TYPICAL POINT REPAIR



TYPICAL WYE BRANCH FOR SANITARY SEWERS

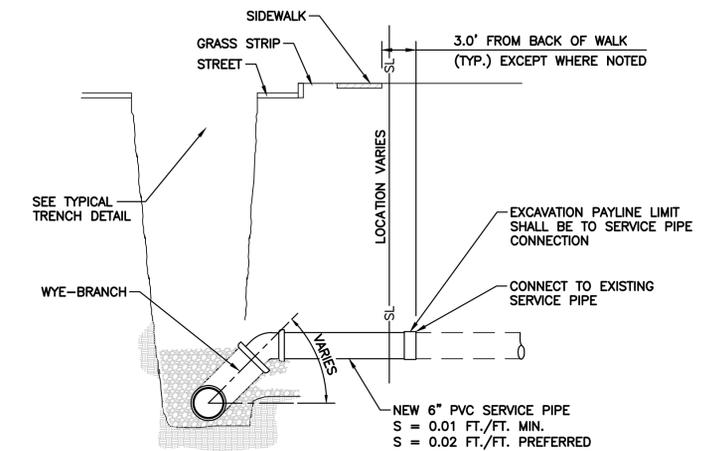


SECTION  
PVC WYE-BRANCH  
NOT TO SCALE



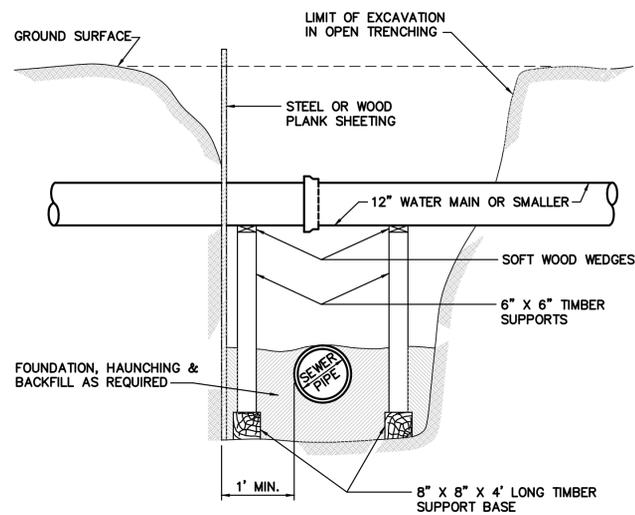
NOTE:  
1. LOAM AND SEED DISTURBED AREAS.

PLAN



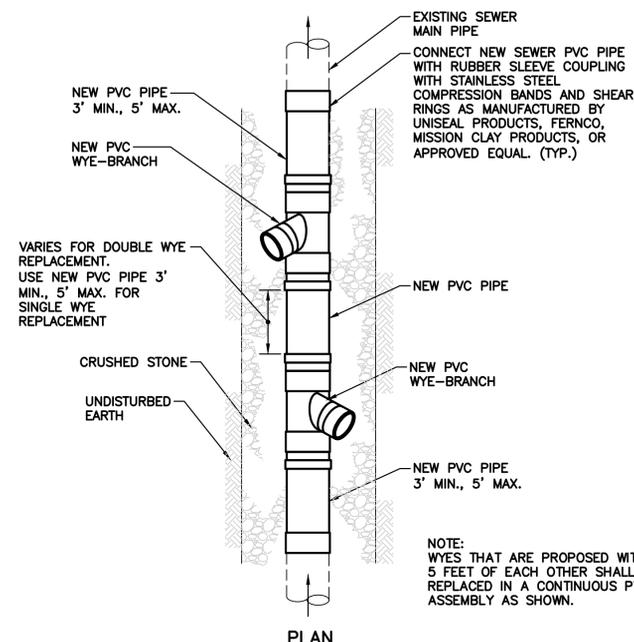
SECTION

TYPICAL SEWER LATERAL REPLACEMENT



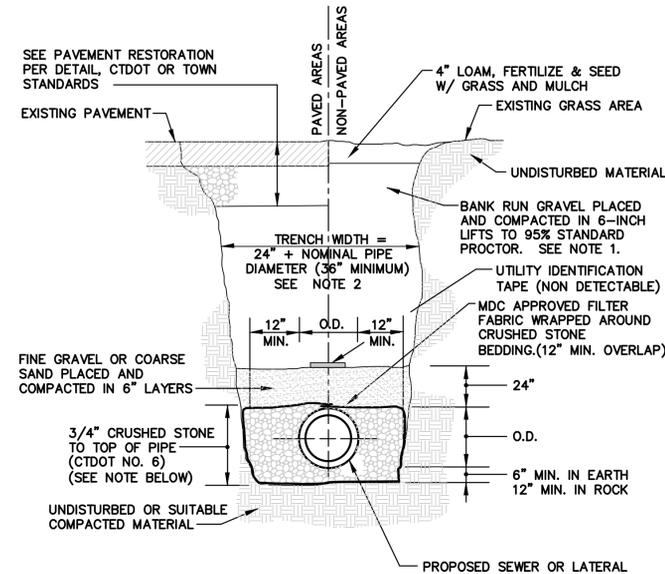
NOTE:  
THE BACKFILL AROUND WATER MAIN MUST BE THOROUGHLY COMPACTED WITH SUITABLE MATERIAL TO THE SATISFACTION OF THE ENGINEER. CONTRACTOR TO SUBMIT DETAILS OF TRENCH SHEETING (IF USED) AND PIPE SUPPORT WITH STAMP OF REGISTERED PROFESSIONAL CIVIL ENGINEER FROM CONNECTICUT. CONTRACTOR TO EXCAVATE TO HORIZONTAL CENTER LINE OF WATER MAIN PRIOR TO DRIVING SHEETING. TEMPORARY SUPPORT INSTALLATION MUST BE APPROVED BY THE ENGINEER.

PERMANENT WATER PIPE SUPPORT  
FOR MAINS 12" AND SMALLER



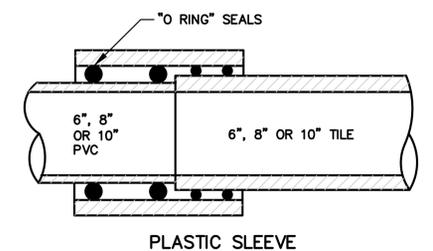
NOTE:  
WYES THAT ARE PROPOSED WITHIN 5 FEET OF EACH OTHER SHALL BE REPLACED IN A CONTINUOUS PVC ASSEMBLY AS SHOWN.

PVC WYE-BRANCH  
AT EXISTING SEWER MAIN  
NOT TO SCALE

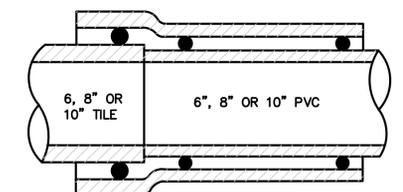


- NOTES:
- BACKFILL MATERIAL SHALL BE BANK RUN GRAVEL AS SPECIFIED IN SECTION 02230, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
  - TRENCH WIDTH VARIES BASED ON PIPE DEPTH. SEE TYPICAL EXCAVATION AND SURFACE RESTORATION PAY LIMITS DETAIL, SECTION 01025.

SEWER TRENCH DETAIL



PLASTIC SLEEVE



PLASTIC BELL SLEEVE

PIPE SLEEVE JOINTS

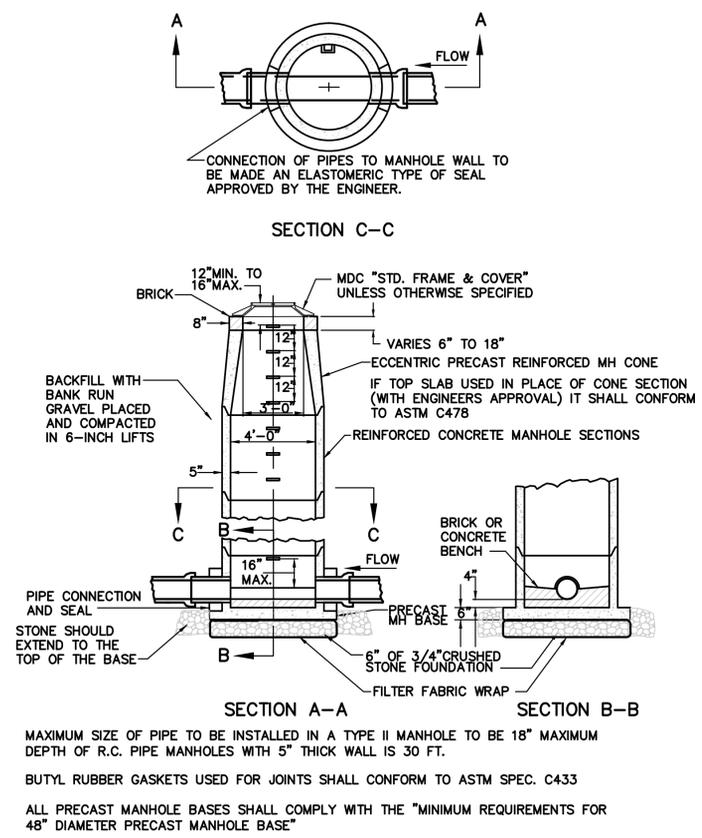
UNDERGROUND UTILITY CHECK			REVISION	DATE
APPROXIMATE LOCATION	SOURCE	DATE		
GAS				
CATV				
ELEC.				
TEL.				
SEWER				
WATER				
STEAM				
FIBER OPTICS				

DRAFTER	AF	CHECKED	RG
PROJ. ENG.	RG/SG	PEER REVIEW	
SUBMITTED			
APPROVED			

DETAILS FOR SANITARY SEWER - 1  
IN PORTION OF  
MAPLE AVENUE  
WINDSOR  
NOT TO SCALE

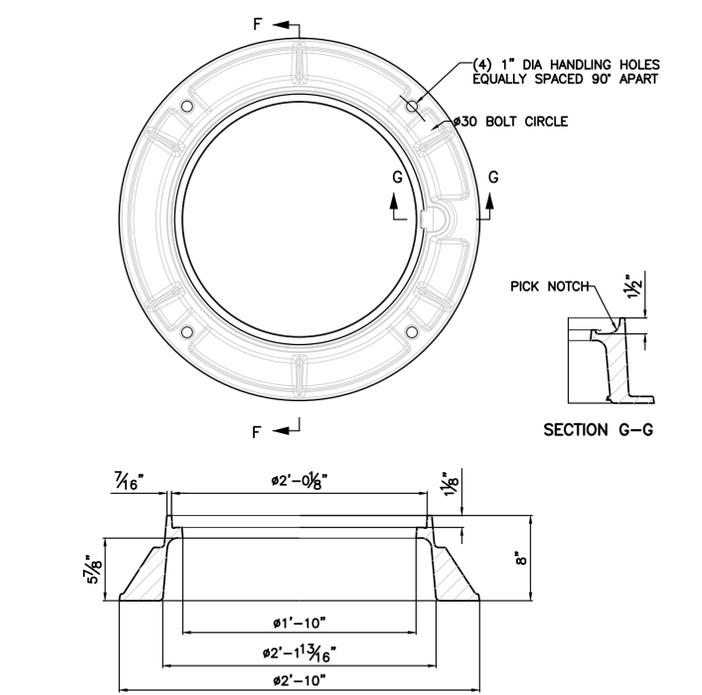


MDC CODE:	MAPLE AVENUE SANITARY SEWER WINDSOR, CT	SHEET 6 6 OF 16 SHEETS
DATE:	FEBRUARY 2013	
CONTRACT NUMBER	2013-04	PLAN NUMBER 13-04-6

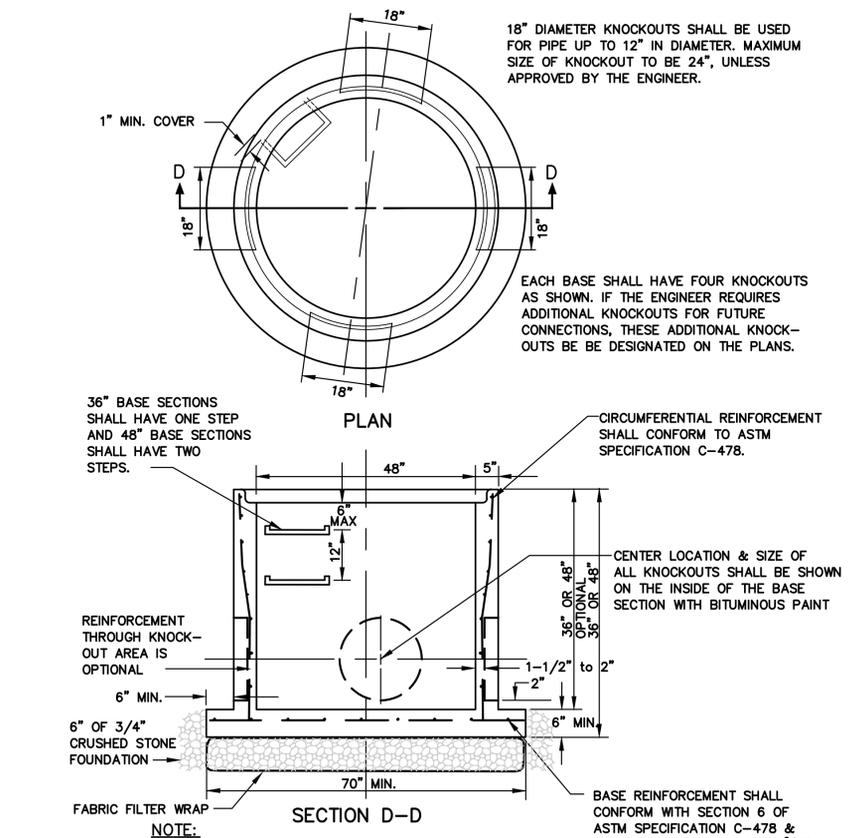


MAXIMUM SIZE OF PIPE TO BE INSTALLED IN A TYPE II MANHOLE TO BE 18" MAXIMUM DEPTH OF R.C. PIPE MANHOLES WITH 5" THICK WALL IS 30 FT.  
 BUTYL RUBBER GASKETS USED FOR JOINTS SHALL CONFORM TO ASTM SPEC. C433  
 ALL PRECAST MANHOLE BASES SHALL COMPLY WITH THE "MINIMUM REQUIREMENTS FOR 48" DIAMETER PRECAST MANHOLE BASE"

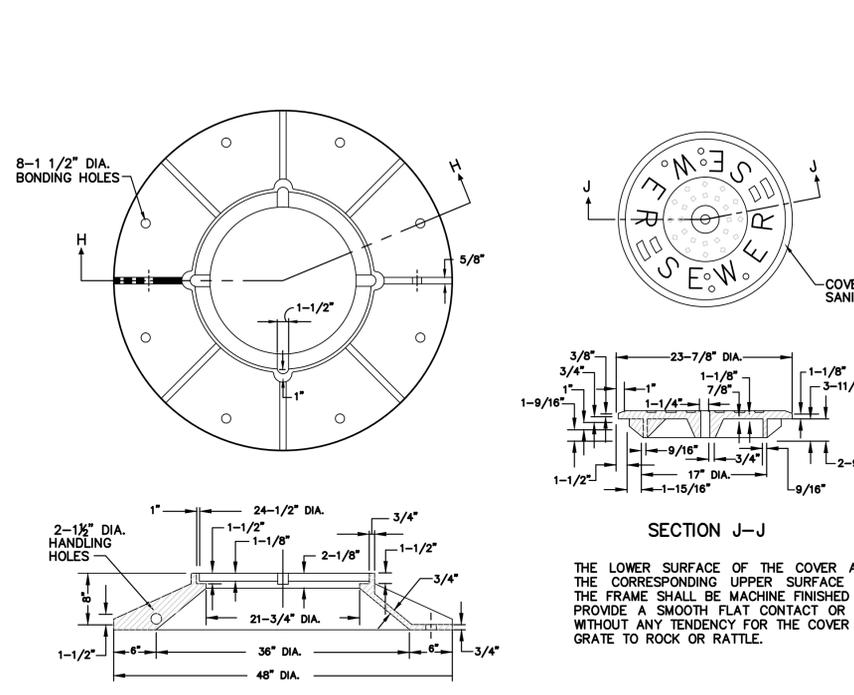
**TYPE II MANHOLE TYPICAL PRECAST MANHOLE**



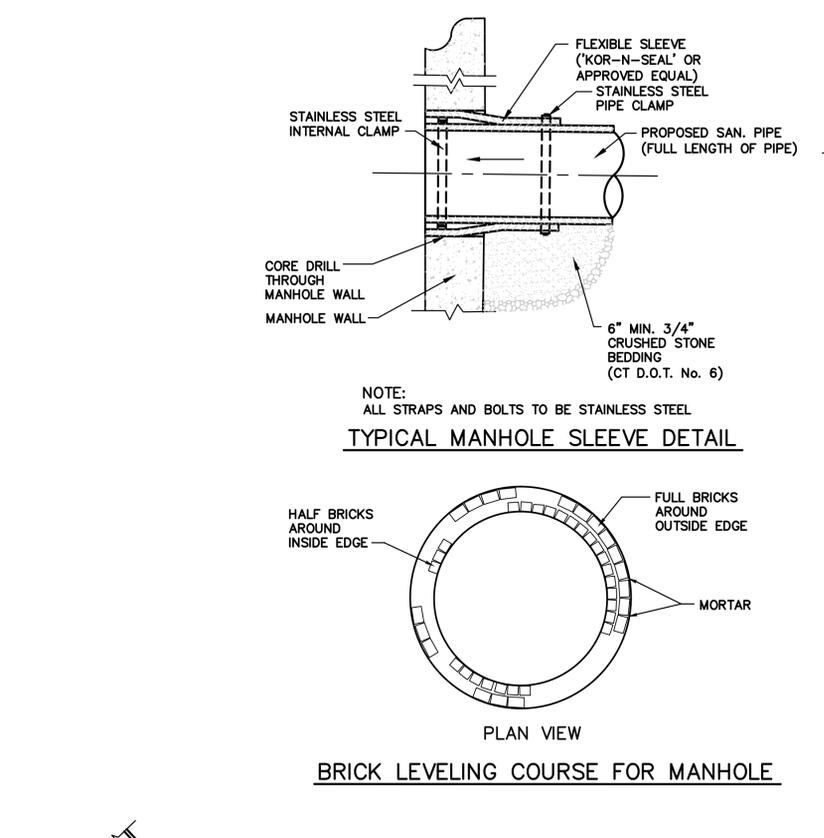
SECTION F-F  
 STANDARD FRAME AND COVER - 34" DIA. (BRICK MANHOLES)



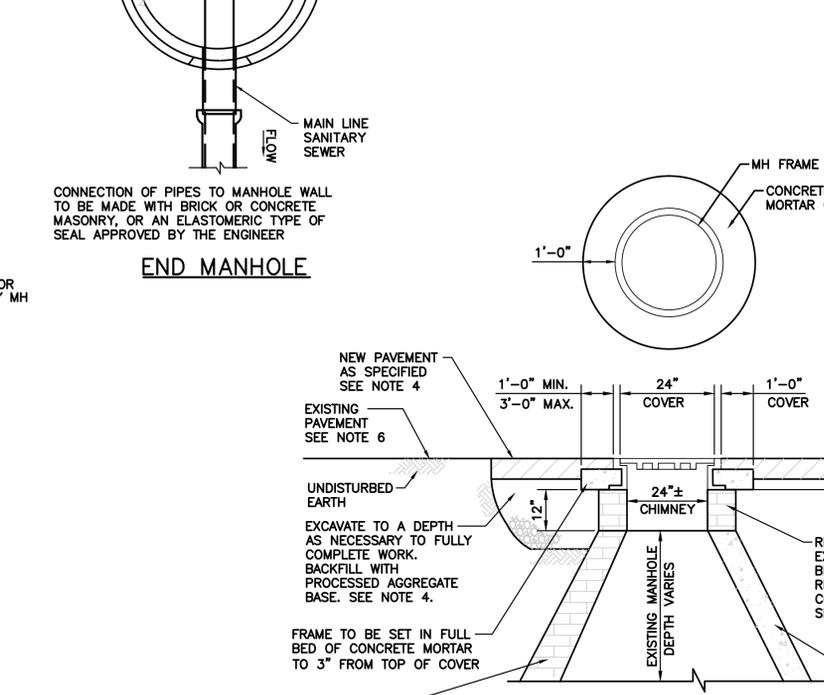
**MINIMUM REQUIREMENTS FOR 48" DIAMETER PRECAST MANHOLE BASE**



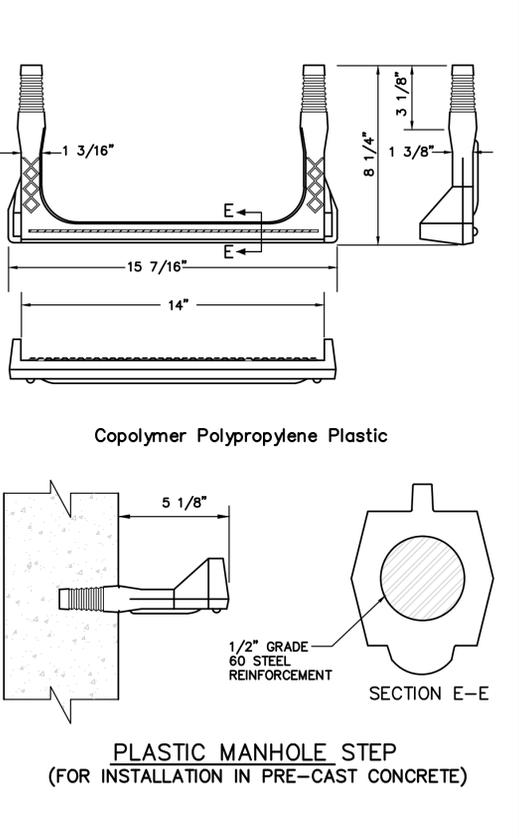
SECTION H-H  
 STANDARD FRAME AND COVER (PRECAST MANHOLES)



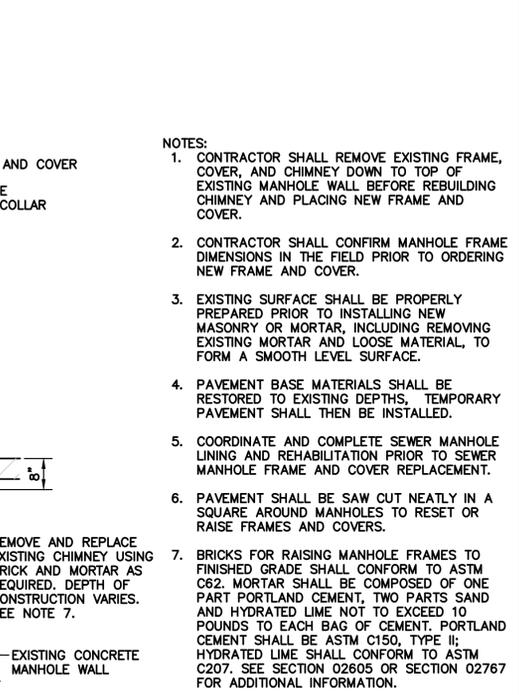
**END MANHOLE**



SEWER MANHOLE FRAME AND COVER RESTORATION



**SEWER MANHOLE FRAME AND COVER RESTORATION**

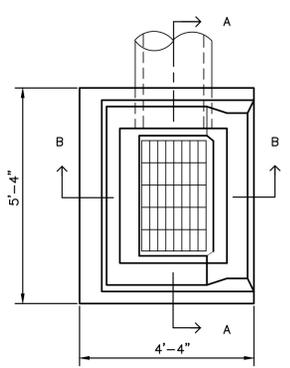


- CONTRACTOR SHALL REMOVE EXISTING FRAME, COVER, AND CHIMNEY DOWN TO TOP OF EXISTING MANHOLE WALL BEFORE REBUILDING CHIMNEY AND PLACING NEW FRAME AND COVER.
- CONTRACTOR SHALL CONFIRM MANHOLE FRAME DIMENSIONS IN THE FIELD PRIOR TO ORDERING NEW FRAME AND COVER.
- EXISTING SURFACE SHALL BE PROPERLY PREPARED PRIOR TO INSTALLING NEW MASONRY OR MORTAR, INCLUDING REMOVING EXISTING MORTAR AND LOOSE MATERIAL, TO FORM A SMOOTH LEVEL SURFACE.
- PAVEMENT BASE MATERIALS SHALL BE RESTORED TO EXISTING DEPTHS. TEMPORARY PAVEMENT SHALL THEN BE INSTALLED.
- COORDINATE AND COMPLETE SEWER MANHOLE LINING AND REHABILITATION PRIOR TO SEWER MANHOLE FRAME AND COVER REPLACEMENT.
- PAVEMENT SHALL BE SAW CUT NEATLY IN A SQUARE AROUND MANHOLES TO RESET OR RAISE FRAMES AND COVERS.
- BRICKS FOR RAISING MANHOLE FRAMES TO FINISHED GRADE SHALL CONFORM TO ASTM C62. MORTAR SHALL BE COMPOSED OF ONE PART PORTLAND CEMENT, TWO PARTS SAND AND HYDRATED LIME NOT TO EXCEED 10 POUNDS TO EACH BAG OF CEMENT. PORTLAND CEMENT SHALL BE ASTM C150, TYPE II. HYDRATED LIME SHALL CONFORM TO ASTM C207. SEE SECTION 02605 OR SECTION 02767 FOR ADDITIONAL INFORMATION.

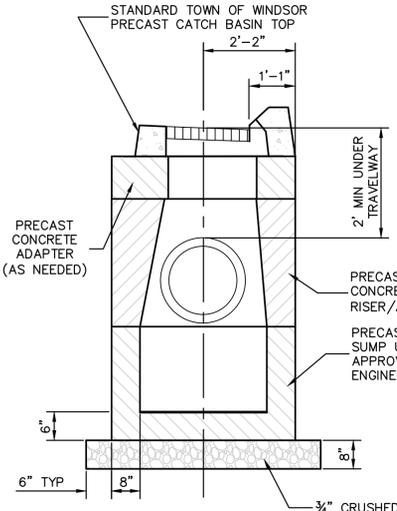
UNDERGROUND UTILITY CHECK			REVISION	DATE
APPROXIMATE LOCATION	SOURCE	DATE		
GAS				
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SEWER				
WATER				
STEAM				
FIBER OPTICS				

DRAFTER AF	CHECKED RG
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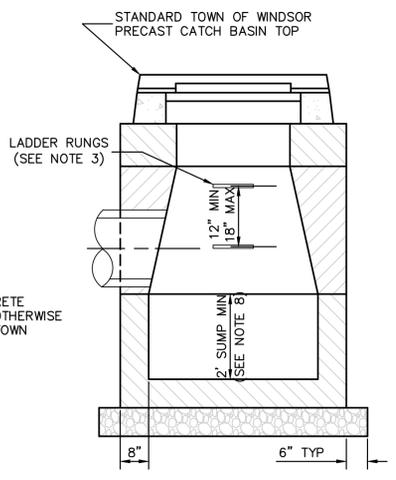
- NOTES:
1. ENDS OF PIPES SHALL EXTEND TO AND BE CUT FLUSH WITH INSIDE FACE OF CATCH BASIN. APPLY MORTAR TO CUT EDGE OF PIPE TO COVER REINFORCING.
  2. RED BRICK IS NOT TO BE USED.
  3. LADDER RUNGS SHALL BE INSTALLED IN ALL CATCH BASINS WHEN THE DEPTH OF THE STRUCTURE FROM THE TOP OF FRAME TO THE LOWEST FLOW LINE EXCEEDS 4 FEET. RUNGS SHALL CONFORM TO CTDOT FORM 816 SECTION M 08.02.5.
  4. ANY OVER EXCAVATION SHALL BE REPLACED WITH PROCESSED AGGREGATE BASE, MEDIUM GRADATION, OR 3/4" STONE, AND COMPACTED.
  5. ALL PRECAST CONCRETE PRODUCTS MUST HAVE THE CASTING DATE CLEARLY LABELED ON EACH PRODUCT. NO PRECAST CONCRETE PRODUCT SHALL BE DELIVERED TO THE SITE WITHIN THE 7 DAY PERIOD FOLLOWING THE CASTING DATE.
  6. ALL WEAKENED OR KNOCKOUT AREAS THAT ARE NOT USED SHALL BE BRICKED AND MORTARED TO MAINTAIN DESIGN WALL THICKNESS.
  7. THE JOINTS OF PRECAST CONCRETE CATCH BASINS SHALL BE WRAPPED WITH GEOTEXTILE COVERING AT LEAST 12 INCHES ON BOTH SIDES OF THE JOINT.
  8. SUMP DEPTH SHALL INCREASE TO 4' WHEN CATCH BASIN OUTLETS TO A DRYWELL, AN INFILTRATOR SYSTEM, DETENTION BASIN, WETLANDS, WATERCOURSE, OR WHEN DIRECTED BY THE ENGINEER.
  9. CATCH BASIN TOPS AND GRATES TO BE SET TO FINISHED GRADE. ASPHALT SHIMS TO BE PLACED BEFORE WINTER IF PAVING HAS NOT BEEN COMPLETED.
  10. BACKFILL WITH SUITABLE MATERIAL APPROVED BY THE ENGINEER.



PLAN

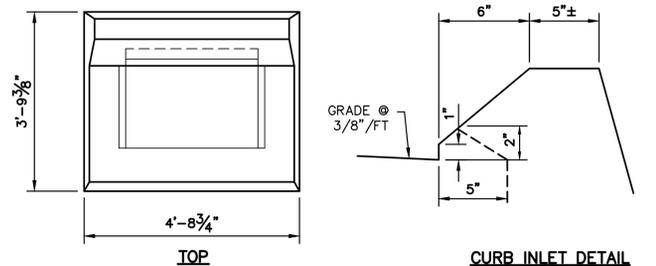


SECTION B-B

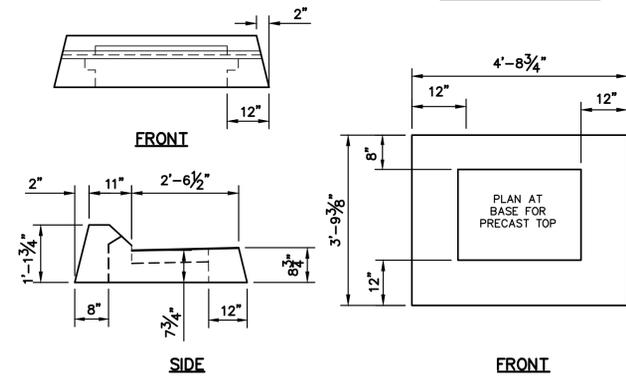


SECTION A-A

CATCH BASIN TYPE "C" PRECAST CONCRETE

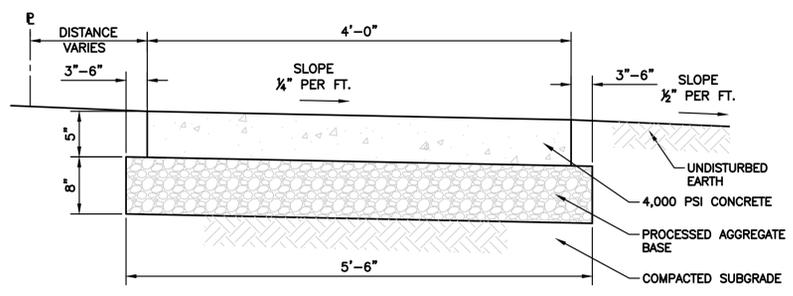


CURB INLET DETAIL

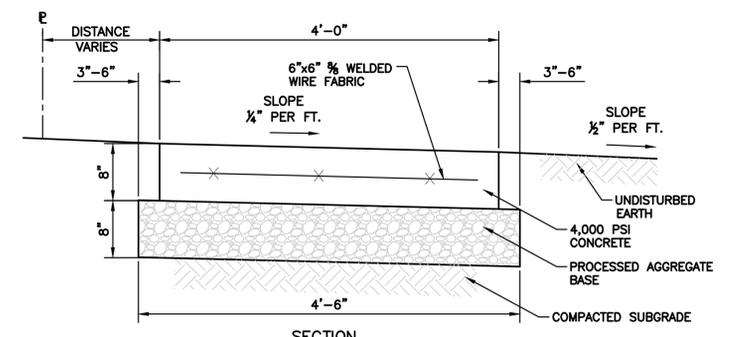


CATCH BASIN TOP TYPE "C" PRECAST CONCRETE

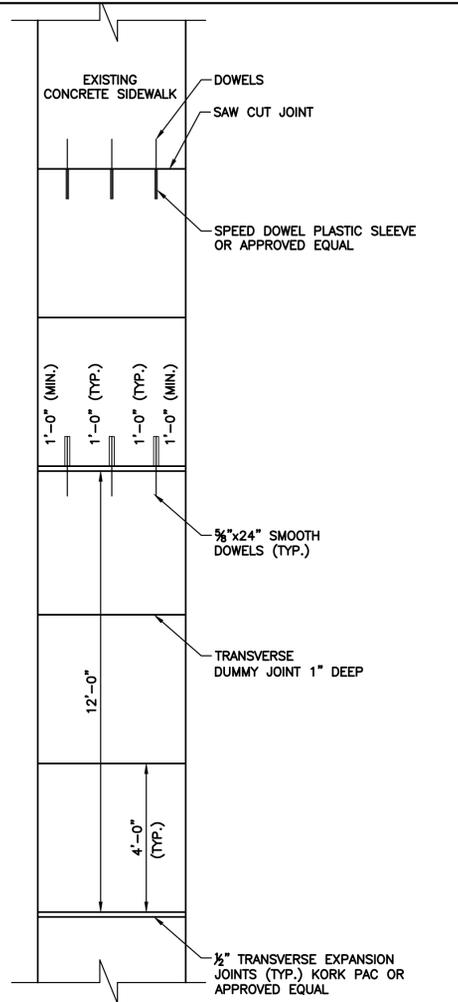
- NOTES:
1. ALL DIMENSIONS SHOWN ARE FOR GENERAL INFORMATION ONLY. CONTRACTOR TO SUBMIT MANUFACTURERS' SHOP DRAWINGS OF SPECIFIC PRODUCT FOR APPROVAL BY THE ENGINEER.
  2. A 3'-0 3/4" X 1'-7 7/8" GALVANIZED, BICYCLE SAFE GRATE SHALL BE USED.



5" CONCRETE SIDEWALK N.T.S.

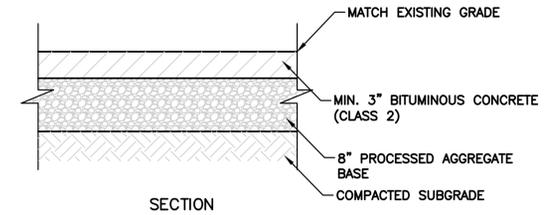


8" CONCRETE SIDEWALK (DRIVEWAY) N.T.S.

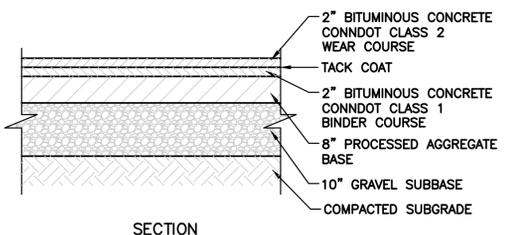


SIDEWALK DOWEL DETAIL N.T.S.

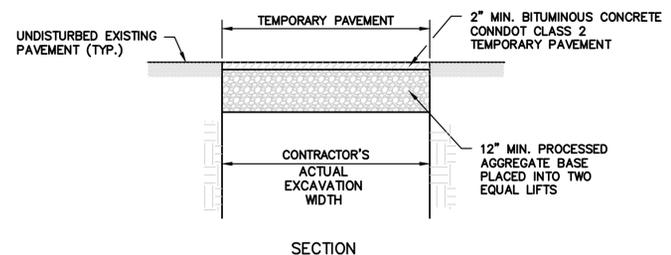
- NOTES:
1. 1'-0" (TYP.) DOWEL SPACING FOR 4' WIDE CONCRETE WALK.
  2. ALL TOOL MARKS TO BE TOWELED, FINISH CONCRETE WITH A FINE BROOM.
  3. WHERE AVERAGE SIDEWALK WIDTH VARIES THE PANEL LENGTH SHALL MATCH WALK WIDTH.



RESIDENTIAL BITUMINOUS CONCRETE PAVEMENT N.T.S.



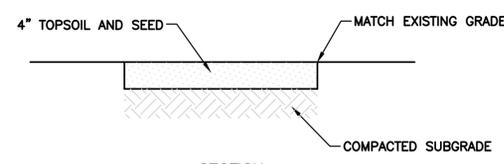
COMMERCIAL BITUMINOUS CONCRETE PAVEMENT N.T.S.



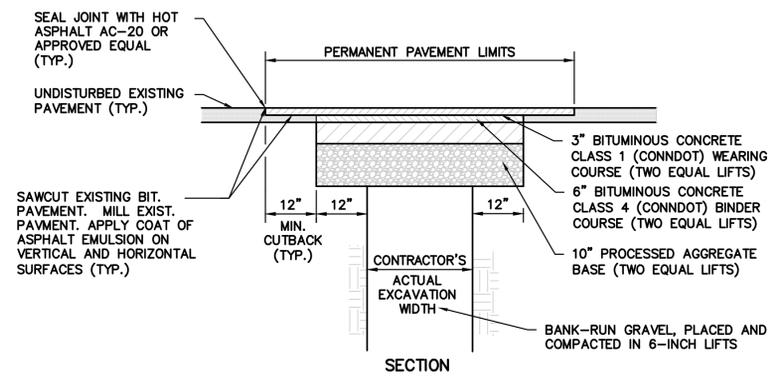
- NOTES:
1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL EMERGENCY AND GENERAL MAINTENANCE OF TEMPORARY TRENCH PAVEMENT.
  2. TRENCH REPAIR AS SHOWN IN THESE DETAILS REFLECTS MINIMUM DIMENSIONS.
  3. TEMPORARY TRENCH REPAIR SHALL BE COMPLETED AT THE END OF EACH WORK DAY.
  4. THE CONTRACTOR SHALL COMPLETE PAVEMENT RESTORATION BASED ON THE ACTUAL EXCAVATION WIDTH, BUT THE PAYLINE DIMENSIONS SHOWN REPRESENT THE MAXIMUM PAYLINE LIMITS TO BE PAID.

TEMPORARY TRENCH PAVEMENT WIDTH (TPW)	
DEPTH TO PIPE INVERT	TPW (FT)
0-8	6.5
8-12	8.5
12-16	10.5

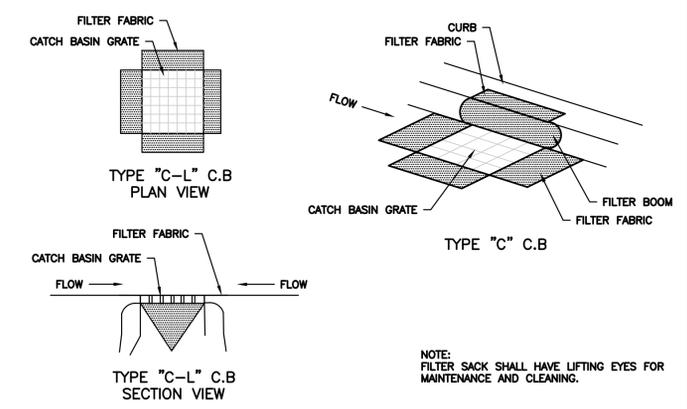
TEMPORARY TRENCH PAVEMENT REPAIR WITHIN TOWN OF WINDSOR RIGHT-OF-WAY N.T.S.



SURFACE RESTORATION N.T.S.



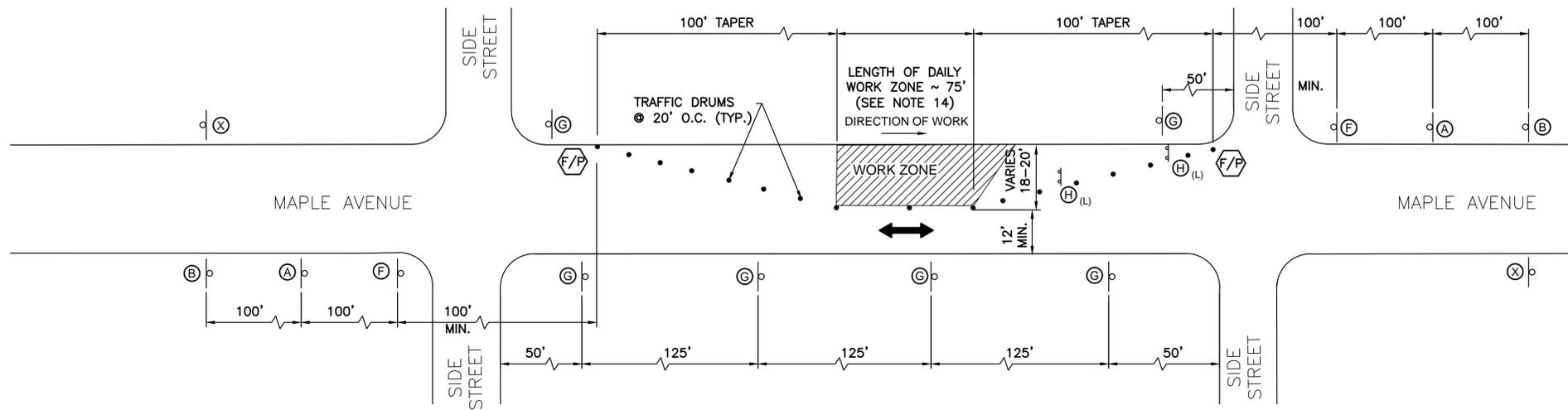
PERMANENT PAVEMENT RESTORATION WITHIN CONNDOT RIGHT-OF-WAY N.T.S.



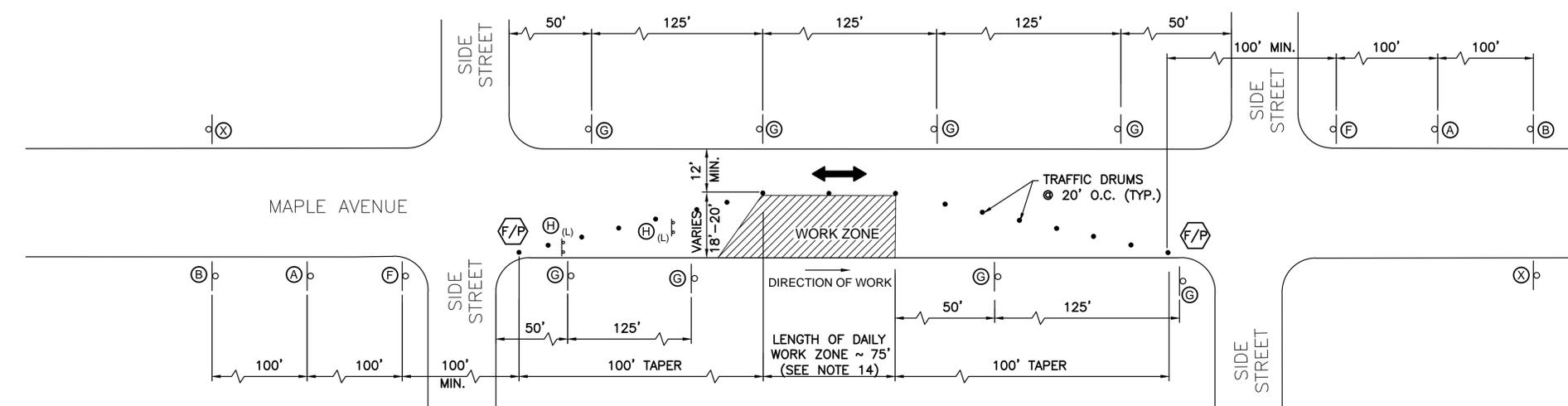
CATCH BASIN FILTER SACK NOT TO SCALE

UNDERGROUND UTILITY CHECK			REVISION		DATE	
APPROXIMATE LOCATION	SOURCE	DATE				
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SEWER						
WATER						
STEAM						
FIBER OPTICS						

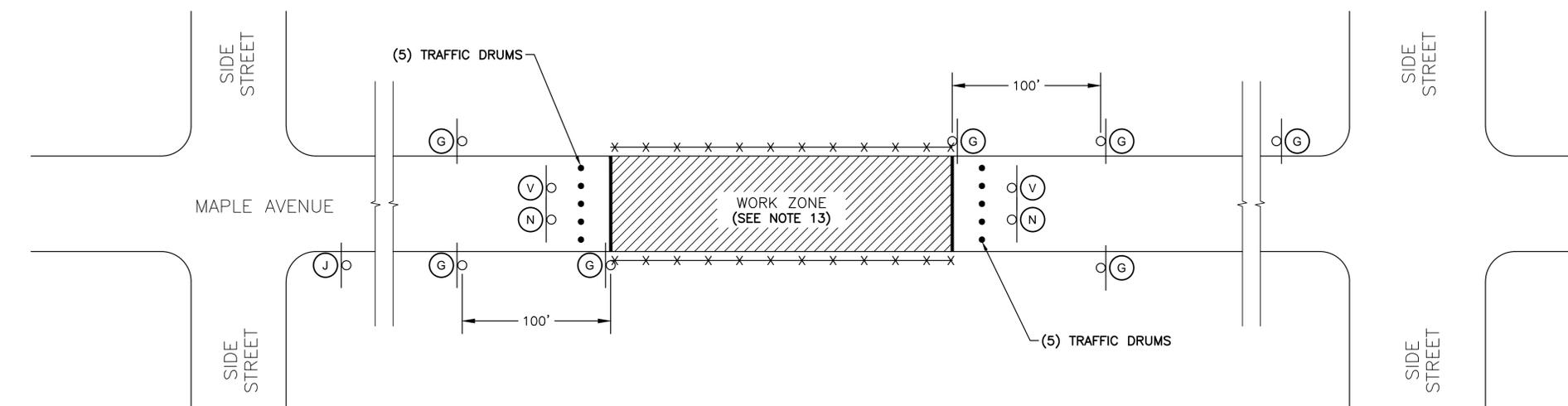
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PROJ. ENG.	RG/SG	PEER REVIEW	
SUBMITTED			
APPROVED			



TYPICAL WORK ZONE FOR ALTERNATING ONE-WAY TRAFFIC - NORTH SIDE OF MAPLE AVENUE  
NOT TO SCALE



TYPICAL WORK ZONE FOR ALTERNATING ONE-WAY TRAFFIC - SOUTH SIDE OF MAPLE AVENUE  
NOT TO SCALE



TYPICAL WORK ZONE FOR ROAD CLOSURE - MAPLE AVENUE  
NOT TO SCALE

GENERAL TRAFFIC MANAGEMENT NOTES:

1. THE CONTRACTOR SHALL PROVIDE ACCESS FOR EMERGENCY AND SCHOOL BUS VEHICLES AT ALL TIMES.
2. THE CONTRACTOR SHALL ESTABLISH A SIDEWALK DETOUR PLAN PRIOR TO CONSTRUCTION THAT SAFELY CONVEYS PEDESTRIANS ACROSS THE INTERSECTION. THE DETOUR ROUTE SHALL BE LOCATED TO PROVIDE ADEQUATE SIGHT DISTANCE OF ONCOMING VEHICLES FROM EVERY DIRECTION AND SAFE PASSAGE OF PEDESTRIANS.
3. IF THE CONTRACTOR OBSTRUCTS ANY SIDEWALK WITHIN THE WORK ZONE, SIGNING SHALL BE POSTED WARNING PEDESTRIANS THAT THE SIDEWALK IS CLOSED.
4. THE CONTRACTOR SHALL COORDINATE WITH THE TOWN OF WINDSOR POLICE DEPARTMENT ON POSTING NO PARKING SIGNS.
5. THE CONTRACTOR SHALL MAINTAIN TRAFFIC SIGNALS AT ALL TIMES.
6. ONLY TRAFFIC DRUMS OR 42" TRAFFIC CONES FOR ADDED SPACE SHALL BE USED FOR TRAFFIC CHANNELING AROUND WORK ZONES. ALL DRUMS TO BE REMOVED FROM TRAVEL LANES AT THE END OF EACH DAY.
7. INSTALL NEW TRAFFIC DETECTOR LOOPS WHERE EXISTING LOOPS ARE REMOVED DURING INSTALLATION OF PIPE AND STRUCTURES OR WHEN WITHIN MILLING AND OVERLAYING LIMITS. SEE PLAN AND PROFILE DRAWINGS FOR LOCATIONS. SEE APPENDIX 'A' OF THE PROJECT MANUAL FOR EXISTING TRAFFIC CONTROL SIGNAL LAYOUT.
8. DURING NON-WORKING HOURS, ALL TRENCHES SHALL BE BACKFILLED, PATCHED (TEMPORARY BITUMINOUS PATCH) AND RESTORED TO ACCOMMODATE NORMAL TRAFFIC OPERATIONS.
9. THE CONTRACTOR SHALL COVER ALL CONFLICTING PAVEMENT MARKINGS WITH PREFORMED BLACK LINE MASK PAVEMENT MARKING TAPE.
10. ALL CONFLICTING SIGNS SHALL BE BAGGED DURING CONSTRUCTION.
11. UPON COMPLETION OF THE PERMANENT PAVEMENT REPAIRS, THE CONTRACTOR SHALL FURNISH AND INSTALL PERMANENT PAVEMENT MARKINGS (I.E., CENTERLINES, LANE LINES, STOP BARS, CROSSWALKS, ETC.) OF THE SAME SIZE AND TYPE WHICH EXISTED PRIOR TO THE CONTRACTOR'S ACTIVITIES.
12. ALL COMMERCIAL AND PRIVATE DRIVES MUST REMAIN OPEN. IF DURING CONSTRUCTION, ACCESS TO THE AFFECTED BUSINESS IS NOT APPARENT, ADDITIONAL SIGNS (BUSINESS ACCESS - BLUE ON TEMPORARY SUPPORTS) MAY BE REQUIRED.
13. THE WORK ZONE LENGTH SHALL BE 75 FEET CONSISTING OF 50 FEET OF TRENCH AND AN ADDITIONAL 25 FEET FOR THE EXCAVATOR. THIS IS BASED ON LAYING 36 FEET OF PIPE PER DAY. WORK ZONE LENGTHS MAY BE INCREASED IF CONTRACTOR DEMONSTRATES THAT GREATER DAILY LAYING LENGTHS CAN BE REALIZED.
14. FOR STANDARD DETAILS OF TRAFFIC MANAGEMENT SIGNS, SEE SHEET NOS. 15 AND 16.
15. COURT STREET IS ONE-WAY FROM SOUTH TO NORTH DIRECTION. MAINTAIN EXISTING STOP SIGN. COVER "DO NOT ENTER" SIGN DURING IMPLEMENTATION OF TEMPORARY DETOUR. UPON COMPLETION OF TEMPORARY DETOUR, REMOVE COVER FROM "DO NOT ENTER" SIGN.

LEGEND:

- WORK ZONE
- TRAFFIC MANAGEMENT SIGN AND POST
- TRAFFIC SIGN ON TEMPORARY SUPPORT
- TRAFFIC DRUMS
- CONSTRUCTION FENCE
- DIRECTION OF VEHICULAR DETOUR AROUND WORK ZONE
- FLAGGER/POLICE

WORK ZONE:  
MAPLE AVENUE

SIGN LEGEND:


\* CONTRACTOR TO PLACE THESE SIGNS AS NECESSARY

UNDERGROUND UTILITY CHECK			REVISION	DATE
APPROXIMATE LOCATION	SOURCE	DATE		
GAS				
CATV				
ELEC.				
TEL.				
SEWER				
WATER				
STEAM				
FIBER OPTICS				

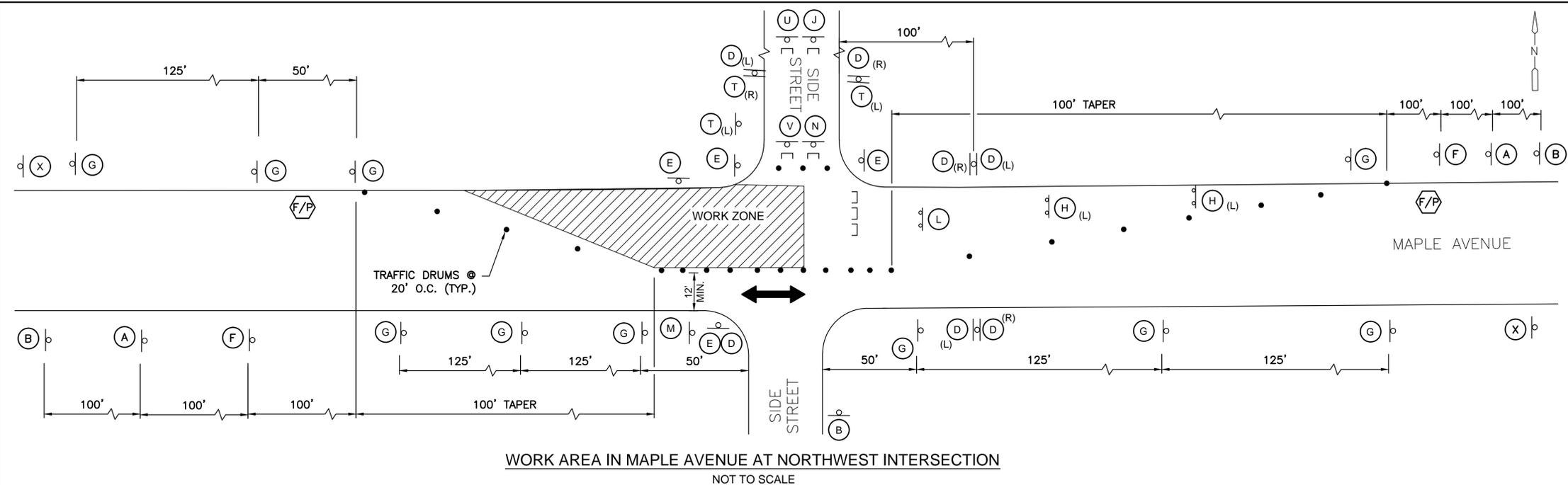
DRAFTER AF	CHECKED RG
PROJ. ENG. RG/SG	PEER REVIEW
SUBMITTED	
APPROVED	

TRAFFIC MANAGEMENT PLAN - 1

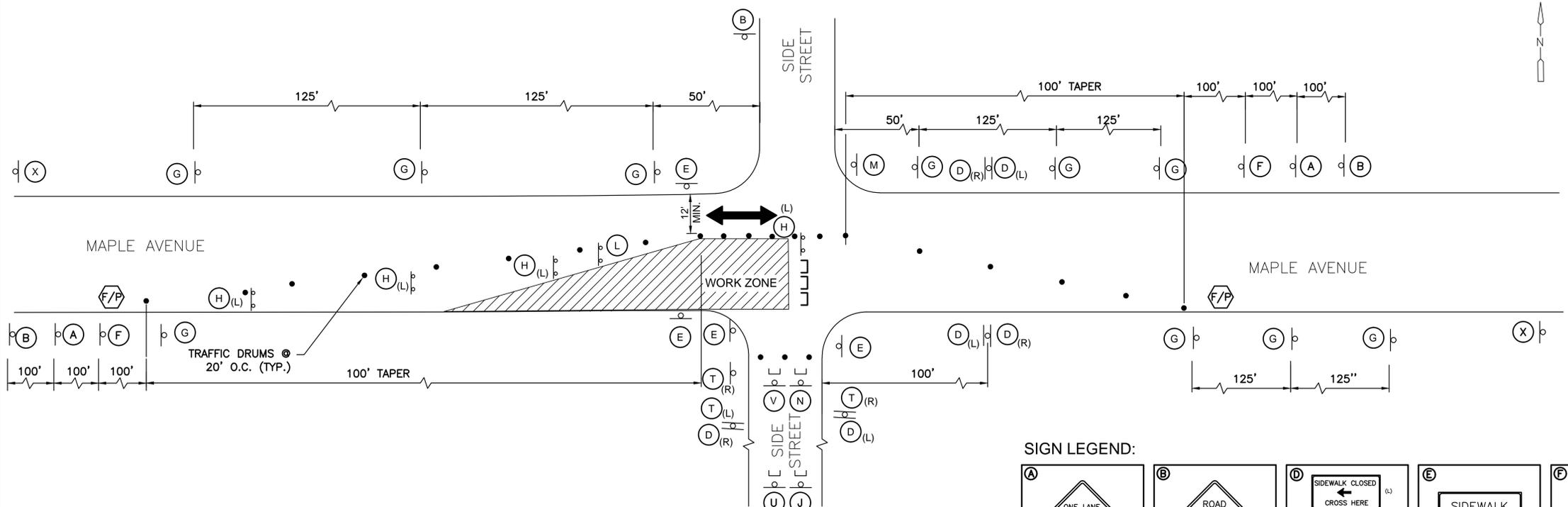
IN PORTION OF  
MAPLE AVENUE  
WINDSOR  
NOT TO SCALE



MDC CODE: MAPLE AVENUE	SHEET
SANITARY SEWER	9
WINDSOR, CT	9 OF 16 SHEETS
DATE: FEBRUARY 2013	
CONTRACT NUMBER: 2013-04	PLAN NUMBER: 13-04-9



WORK AREA IN MAPLE AVENUE AT NORTHWEST INTERSECTION  
NOT TO SCALE



WORK AREA IN MAPLE AVENUE AT SOUTHWEST INTERSECTION  
NOT TO SCALE

- GENERAL TRAFFIC MANAGEMENT NOTES:**
1. THE CONTRACTOR SHALL PROVIDE ACCESS FOR EMERGENCY AND SCHOOL BUS VEHICLES AT ALL TIMES.
  2. THE CONTRACTOR SHALL ESTABLISH A SIDEWALK DETOUR PLAN PRIOR TO CONSTRUCTION THAT SAFELY CONVEYS PEDESTRIANS ACROSS THE INTERSECTION. THE DETOUR ROUTE SHALL BE LOCATED TO PROVIDE ADEQUATE SIGHT DISTANCE OF ONCOMING VEHICLES FROM EVERY DIRECTION AND SAFE PASSAGE OF PEDESTRIANS.
  3. IF THE CONTRACTOR OBSTRUCTS ANY SIDEWALK WITHIN THE WORK ZONE, SIGNING SHALL BE POSTED WARNING PEDESTRIANS THAT THE SIDEWALK IS CLOSED.
  4. THE CONTRACTOR SHALL COORDINATE WITH THE TOWN OF WINDSOR POLICE DEPARTMENT ON POSTING NO PARKING SIGNS.
  5. THE CONTRACTOR SHALL MAINTAIN TRAFFIC SIGNALS AT ALL TIMES.
  6. ONLY TRAFFIC DRUMS OR 42" TRAFFIC CONES FOR ADDED SPACE SHALL BE USED FOR TRAFFIC CHANNELING AROUND WORK ZONES. ALL DRUMS TO BE REMOVED FROM TRAVEL LANES AT THE END OF EACH DAY.
  7. INSTALL NEW TRAFFIC DETECTOR LOOPS WHERE EXISTING LOOPS ARE REMOVED DURING INSTALLATION OF PIPE AND STRUCTURES OR WHEN WITHIN MILLING AND OVERLAYING LIMITS. SEE PLAN AND PROFILE DRAWINGS FOR LOCATIONS. SEE APPENDIX 'A' OF THE PROJECT MANUAL FOR EXISTING TRAFFIC CONTROL SIGNAL LAYOUT.
  8. DURING NON-WORKING HOURS, ALL TRENCHES SHALL BE BACKFILLED, PATCHED (TEMPORARY BITUMINOUS PATCH) AND RESTORED TO ACCOMMODATE NORMAL TRAFFIC OPERATIONS.
  9. THE CONTRACTOR SHALL COVER ALL CONFLICTING PAVEMENT MARKINGS WITH PERFORMED BLACK LINE MASK PAVEMENT MARKING TAPE.
  10. ALL CONFLICTING SIGNS SHALL BE BAGGED DURING CONSTRUCTION.
  11. UPON COMPLETION OF THE PERMANENT PAVEMENT REPAIRS, THE CONTRACTOR SHALL FURNISH AND INSTALL PERMANENT PAVEMENT MARKINGS (I.E., CENTERLINES, LANE LINES, STOP BARS, CROSSWALKS, ETC.) OF THE SAME SIZE AND TYPE WHICH EXISTED PRIOR TO THE CONTRACTOR'S ACTIVITIES.
  12. ALL COMMERCIAL AND PRIVATE DRIVES MUST REMAIN OPEN. IF DURING CONSTRUCTION, ACCESS TO THE AFFECTED BUSINESS IS NOT APPARENT, ADDITIONAL SIGNS (BUSINESS ACCESS - BLUE ON TEMPORARY SUPPORTS) MAY BE REQUIRED.
  13. THE WORK ZONE LENGTH SHALL BE 75 FEET CONSISTING OF 50 FEET OF TRENCH AND AN ADDITIONAL 25 FEET FOR THE EXCAVATOR. THIS IS BASED ON LAYING 36 FEET OF PIPE PER DAY. WORK ZONE LENGTHS MAY BE INCREASED IF CONTRACTOR DEMONSTRATES THAT GREATER DAILY LAYING LENGTHS CAN BE REALIZED.
  14. FOR STANDARD DETAILS OF TRAFFIC MANAGEMENT SIGNS, SEE SHEET NOS. 15 AND 16.
  15. COURT STREET IS ONE-WAY FROM SOUTH TO NORTH DIRECTION. MAINTAIN EXISTING STOP SIGN. COVER 'DO NOT ENTER' SIGN DURING IMPLEMENTATION OF TEMPORARY DETOUR. UPON COMPLETION OF TEMPORARY DETOUR, REMOVE COVER FROM 'DO NOT ENTER' SIGN.

- LEGEND:**
- WORK ZONE
  - TRAFFIC MANAGEMENT SIGN AND POST
  - TRAFFIC SIGN ON TEMPORARY SUPPORT
  - TRAFFIC DRUMS
  - DIRECTION OF VEHICULAR DETOUR AROUND WORK ZONE
  - FLAGGER/POLICE
  - TRAFFIC BARRICADE

- WORK ZONES:**
- MAPLE AVENUE
  - COURT STREET
  - SPRING STREET
  - BROAD STREET
  - PRESTON STREET
  - WELCH AVENUE

**SIGN LEGEND:**


\* CONTRACTOR TO PLACE THESE SIGNS AS NECESSARY

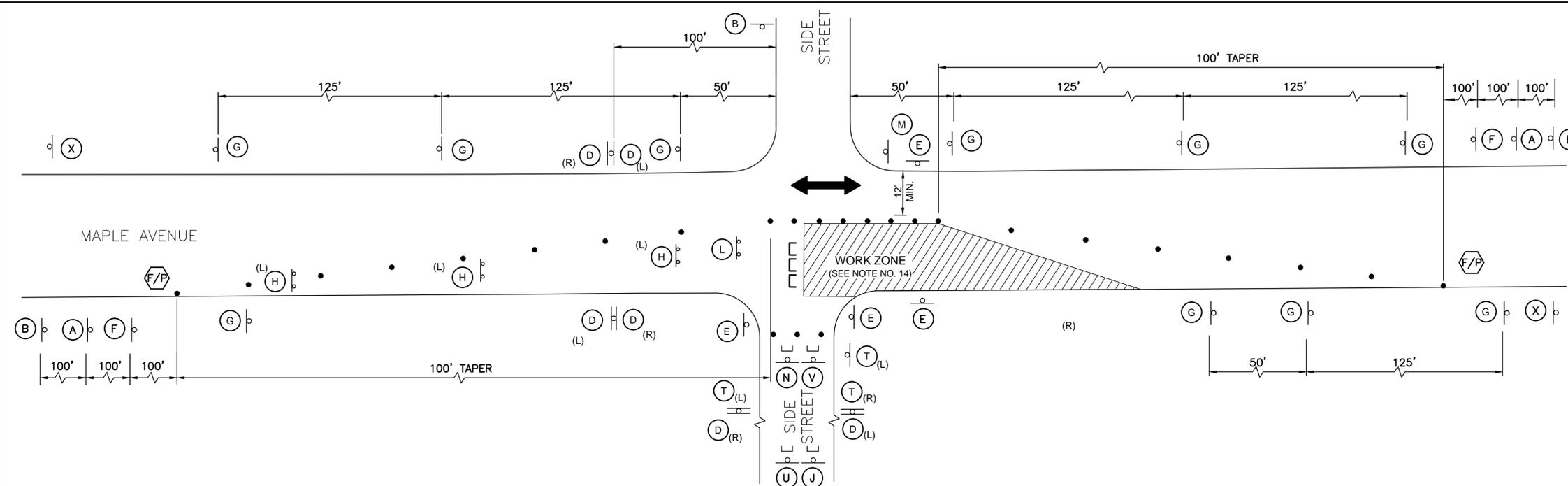
**MDC The Metropolitan District Hartford, Connecticut**

UNDERGROUND UTILITY CHECK			REVISION	DATE
APPROXIMATE LOCATION	SOURCE	DATE		
GAS				
CATV				
ELEC.				
TEL.				
SEWER				
WATER				
STEAM				
FIBER OPTICS				

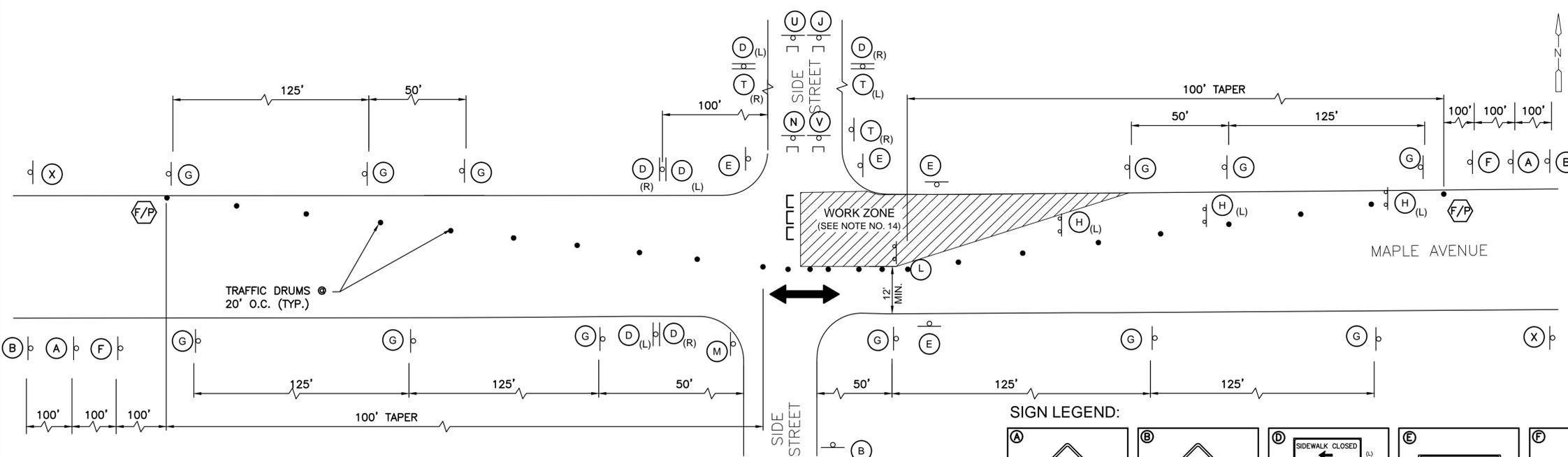
DRAFTER AF	CHECKED RG
PROJ. ENG. RG/SG	PEER REVIEW
SUBMITTED	
APPROVED	

TRAFFIC MANAGEMENT PLAN -2  
IN PORTION OF  
MAPLE AVENUE  
WINDSOR  
NOT TO SCALE

MDC CODE: MAPLE AVENUE	SHEET
SANITARY SEWER	10
WINDSOR, CT	10 OF 16 SHEETS
DATE: FEBRUARY 2013	
CONTRACT NUMBER: 2013-04	PLAN NUMBER: 13-04-10



**WORK AREA IN MAPLE AVENUE AT SOUTHEAST INTERSECTION**  
NOT TO SCALE



**WORK AREA IN MAPLE AVENUE AT NORTHEAST INTERSECTION**  
NOT TO SCALE

**GENERAL TRAFFIC MANAGEMENT NOTES:**

1. THE CONTRACTOR SHALL PROVIDE ACCESS FOR EMERGENCY AND SCHOOL BUS VEHICLES AT ALL TIMES.
2. THE CONTRACTOR SHALL ESTABLISH A SIDEWALK DETOUR PLAN PRIOR TO CONSTRUCTION THAT SAFELY CONVEYS PEDESTRIANS ACROSS THE INTERSECTION. THE DETOUR ROUTE SHALL BE LOCATED TO PROVIDE ADEQUATE SIGHT DISTANCE OF ONCOMING VEHICLES FROM EVERY DIRECTION AND SAFE PASSAGE OF PEDESTRIANS.
3. IF THE CONTRACTOR OBSTRUCTS ANY SIDEWALK WITHIN THE WORK ZONE, SIGNING SHALL BE POSTED WARNING PEDESTRIANS THAT THE SIDEWALK IS CLOSED.
4. THE CONTRACTOR SHALL COORDINATE WITH THE TOWN OF WINDSOR POLICE DEPARTMENT ON POSTING NO PARKING SIGNS.
5. THE CONTRACTOR SHALL MAINTAIN TRAFFIC SIGNALS AT ALL TIMES.
6. ONLY TRAFFIC DRUMS OR 42" TRAFFIC CONES FOR ADDED SPACE SHALL BE USED FOR TRAFFIC CHANNELING AROUND WORK ZONES. ALL DRUMS TO BE REMOVED FROM TRAVEL LANES AT THE END OF EACH DAY.
7. INSTALL NEW TRAFFIC DETECTOR LOOPS WHERE EXISTING LOOPS ARE REMOVED DURING INSTALLATION OF PIPE AND STRUCTURES OR WHEN WITHIN MILLING AND OVERLAYING LIMITS. SEE PLAN AND PROFILE DRAWINGS FOR LOCATIONS. SEE APPENDIX 'A' OF THE PROJECT MANUAL FOR EXISTING TRAFFIC CONTROL SIGNAL LAYOUT.
8. DURING NON-WORKING HOURS, ALL TRENCHES SHALL BE BACKFILLED, PATCHED (TEMPORARY BITUMINOUS PATCH) AND RESTORED TO ACCOMMODATE NORMAL TRAFFIC OPERATIONS.
9. THE CONTRACTOR SHALL COVER ALL CONFLICTING PAVEMENT MARKINGS WITH PREFORMED BLACK LINE MASK PAVEMENT MARKING TAPE.
10. ALL CONFLICTING SIGNS SHALL BE BAGGED DURING CONSTRUCTION.
11. UPON COMPLETION OF THE PERMANENT PAVEMENT REPAIRS, THE CONTRACTOR SHALL FURNISH AND INSTALL PERMANENT PAVEMENT MARKINGS (I.E., CENTERLINES, LANE LINES, STOP BARS, CROSSWALKS, ETC.) OF THE SAME SIZE AND TYPE WHICH EXISTED PRIOR TO THE CONTRACTOR'S ACTIVITIES.
12. ALL COMMERCIAL AND PRIVATE DRIVES MUST REMAIN OPEN. IF DURING CONSTRUCTION, ACCESS TO THE AFFECTED BUSINESS IS NOT APPARENT, ADDITIONAL SIGNS (BUSINESS ACCESS - BLUE ON TEMPORARY SUPPORTS) MAY BE REQUIRED.
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14. FOR STANDARD DETAILS OF TRAFFIC MANAGEMENT SIGNS, SEE SHEET NOS. 15 AND 16.
15. COURT STREET IS ONE-WAY FROM SOUTH TO NORTH DIRECTION. MAINTAIN EXISTING STOP SIGN. COVER "DO NOT ENTER" SIGN DURING IMPLEMENTATION OF TEMPORARY DETOUR. UPON COMPLETION OF TEMPORARY DETOUR, REMOVE COVER FROM "DO NOT ENTER" SIGN.

**LEGEND:**

- WORK ZONE
- (A) TRAFFIC MANAGEMENT SIGN AND POST
- (B) TRAFFIC SIGN ON TEMPORARY SUPPORT
- TRAFFIC DRUMS
- DIRECTION OF VEHICULAR DETOUR AROUND WORK ZONE
- (F/P) FLAGGER/POLICE
- TRAFFIC BARRICADE

**WORK ZONES:**

- MAPLE AVENUE
- COURT STREET
- SPRING STREET
- BROAD STREET
- PRESTON STREET
- WELCH AVENUE

**SIGN LEGEND:**


\*CONTRACTOR TO PLACE THESE SIGNS AS NECESSARY.

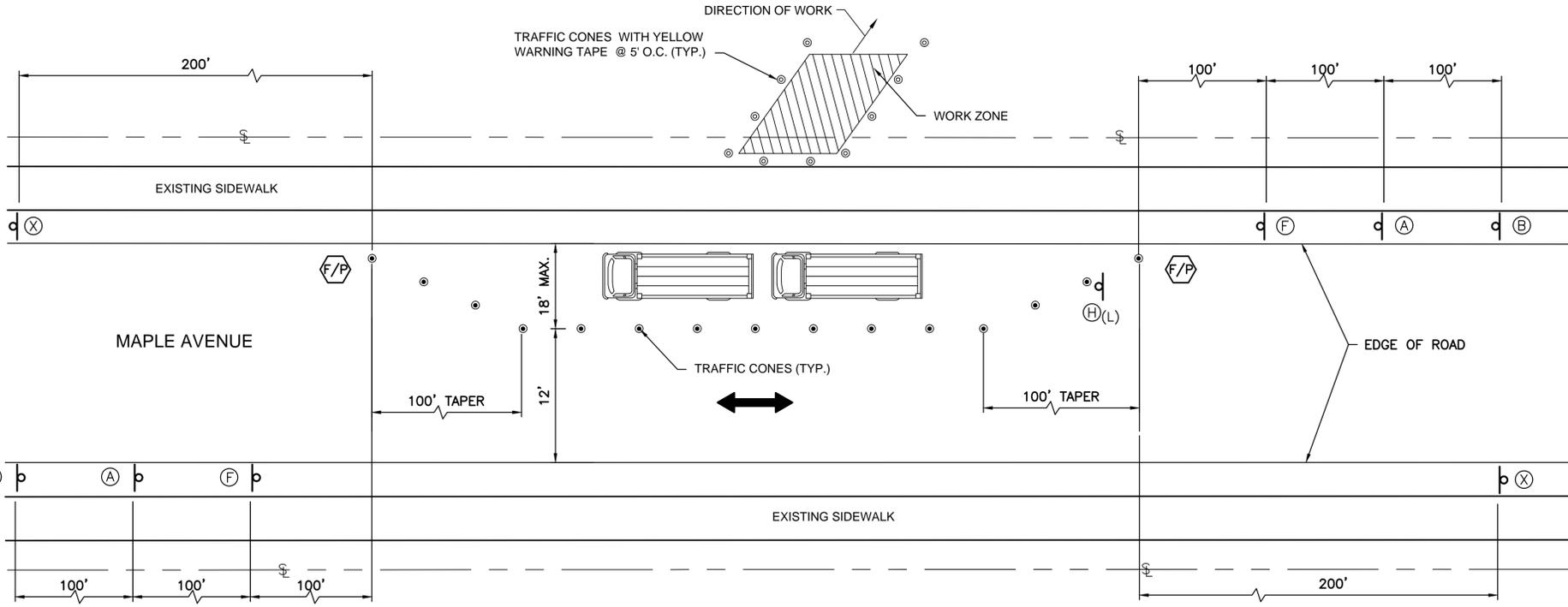
**The Metropolitan District**  
Hartford, Connecticut

UNDERGROUND UTILITY CHECK			REVISION	DATE
APPROXIMATE LOCATION	SOURCE	DATE		
GAS				
CATV				
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TEL.				
SEWER				
WATER				
STEAM				
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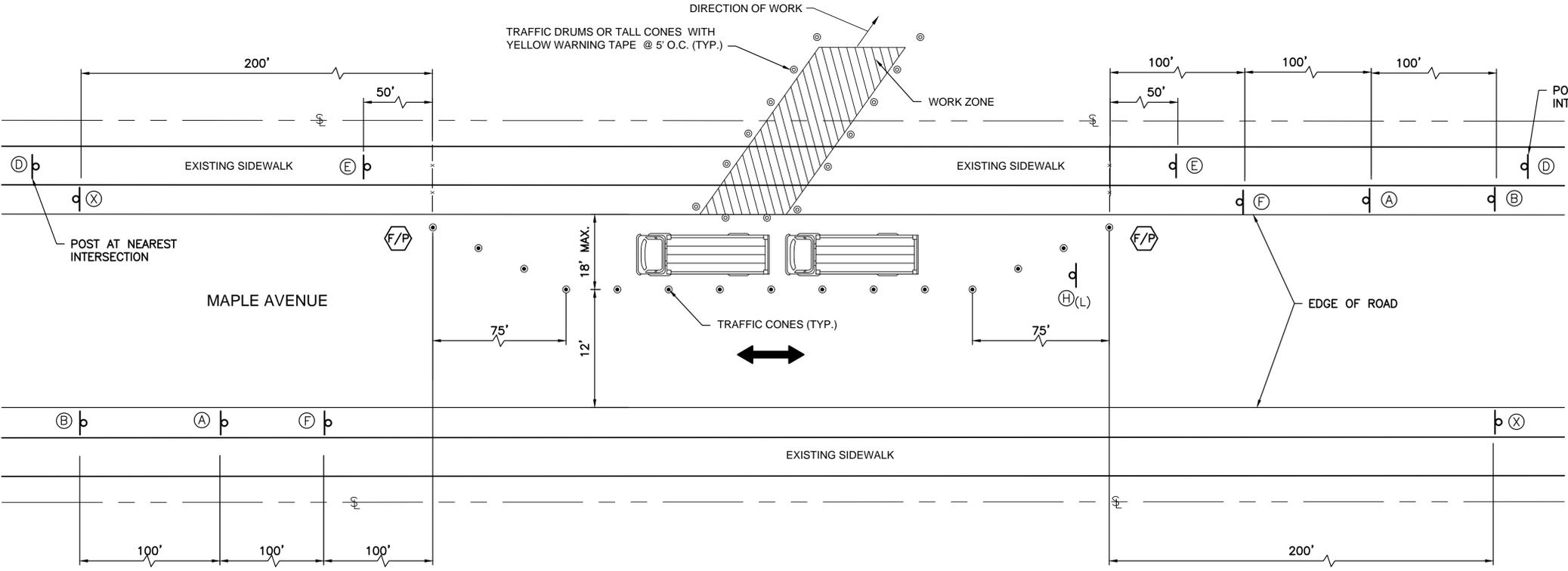
DRAFTER AF	CHECKED RG
PROJ. ENG. RG/SG	PEER REVIEW
SUBMITTED	
APPROVED	

TRAFFIC MANAGEMENT PLAN - 3  
IN PORTION OF  
MAPLE AVENUE  
WINDSOR  
NOT TO SCALE

MDC CODE: MAPLE AVENUE	SHEET
SANITARY SEWER	11
WINDSOR, CT	11 OF 16 SHEETS
DATE FEBRUARY 2013	
CONTRACT NUMBER 2013-04	PLAN NUMBER 13-04-11



**CONSTRUCTION VEHICLES AT WORK ZONE ON MAPLE AVENUE  
(WITHOUT SIDEWALK DETOUR)**  
NOT TO SCALE



**CONSTRUCTION VEHICLES AT WORK ZONE ON MAPLE AVENUE  
(WITH SIDEWALK DETOUR)**  
NOT TO SCALE

- GENERAL TRAFFIC MANAGEMENT NOTES:**
- THE CONTRACTOR SHALL PROVIDE ACCESS FOR EMERGENCY AND SCHOOL BUS VEHICLES AT ALL TIMES.
  - THE CONTRACTOR SHALL ESTABLISH A SIDEWALK DETOUR PLAN PRIOR TO CONSTRUCTION THAT SAFELY CONVEYS PEDESTRIANS ACROSS THE INTERSECTION. THE DETOUR ROUTE SHALL BE LOCATED TO PROVIDE ADEQUATE SIGHT DISTANCE OF ONCOMING VEHICLES FROM EVERY DIRECTION AND SAFE PASSAGE OF PEDESTRIANS.
  - IF THE CONTRACTOR OBSTRUCTS ANY SIDEWALK WITHIN THE WORK ZONE, SIGNING SHALL BE POSTED WARNING PEDESTRIANS THAT THE SIDEWALK IS CLOSED.
  - THE CONTRACTOR SHALL COORDINATE WITH THE TOWN OF WINDSOR POLICE DEPARTMENT ON POSTING NO PARKING SIGNS.
  - THE CONTRACTOR SHALL MAINTAIN TRAFFIC SIGNALS AT ALL TIMES.
  - ONLY TRAFFIC DRUMS OR 42" TRAFFIC CONES FOR ADDED SPACE SHALL BE USED FOR TRAFFIC CHANNELING AROUND WORK ZONES. ALL DRUMS TO BE REMOVED FROM TRAVEL LANES AT THE END OF EACH DAY.
  - INSTALL NEW TRAFFIC DETECTOR LOOPS WHERE EXISTING LOOPS ARE REMOVED DURING INSTALLATION OF PIPE AND STRUCTURES OR WHEN WITHIN MILLING AND OVERLAYING LIMITS. SEE PLAN AND PROFILE DRAWINGS FOR LOCATIONS. SEE APPENDIX 'A' OF THE PROJECT MANUAL FOR EXISTING TRAFFIC CONTROL SIGNAL LAYOUT.
  - DURING NON-WORKING HOURS, ALL TRENCHES SHALL BE BACKFILLED, PATCHED (TEMPORARY BITUMINOUS PATCH) AND RESTORED TO ACCOMMODATE NORMAL TRAFFIC OPERATIONS.
  - THE CONTRACTOR SHALL COVER ALL CONFLICTING PAVEMENT MARKINGS WITH PREFORMED BLACK LINE MASK PAVEMENT MARKING TAPE.
  - ALL CONFLICTING SIGNS SHALL BE BAGGED DURING CONSTRUCTION.
  - UPON COMPLETION OF THE PERMANENT PAVEMENT REPAIRS, THE CONTRACTOR SHALL FURNISH AND INSTALL PERMANENT PAVEMENT MARKINGS (I.E., CENTERLINES, LANE LINES, STOP BARS, CROSSWALKS, ETC.) OF THE SAME SIZE AND TYPE WHICH EXISTED PRIOR TO THE CONTRACTOR'S ACTIVITIES.
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  - FOR STANDARD DETAILS OF TRAFFIC MANAGEMENT SIGNS, SEE SHEET NOS. 15 AND 16.
  - COURT STREET IS ONE-WAY FROM SOUTH TO NORTH DIRECTION. MAINTAIN EXISTING STOP SIGN. COVER "DO NOT ENTER" SIGN DURING IMPLEMENTATION OF TEMPORARY DETOUR. UPON COMPLETION OF TEMPORARY DETOUR, REMOVE COVER FROM "DO NOT ENTER" SIGN.

- LEGEND:**
- WORK ZONE
  - TRAFFIC CONES
  - 42" TRAFFIC CONES
  - CONSTRUCTION FENCE
  - TRAFFIC MANAGEMENT SIGN/BARRICADE SUPPORT
  - FLAGGER/POLICE
  - CONSTRUCTION VEHICLE
  - ALTERNATING DIRECTION OF VEHICULAR DETOUR AROUND WORK ZONE

**WORK ZONES:**  
MAPLE AVENUE

AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	SUPPORTS
8	48x24	80-9812	2

**SIGN LEGEND:**


\* CONTRACTOR TO PLACE THESE SIGNS AS NECESSARY

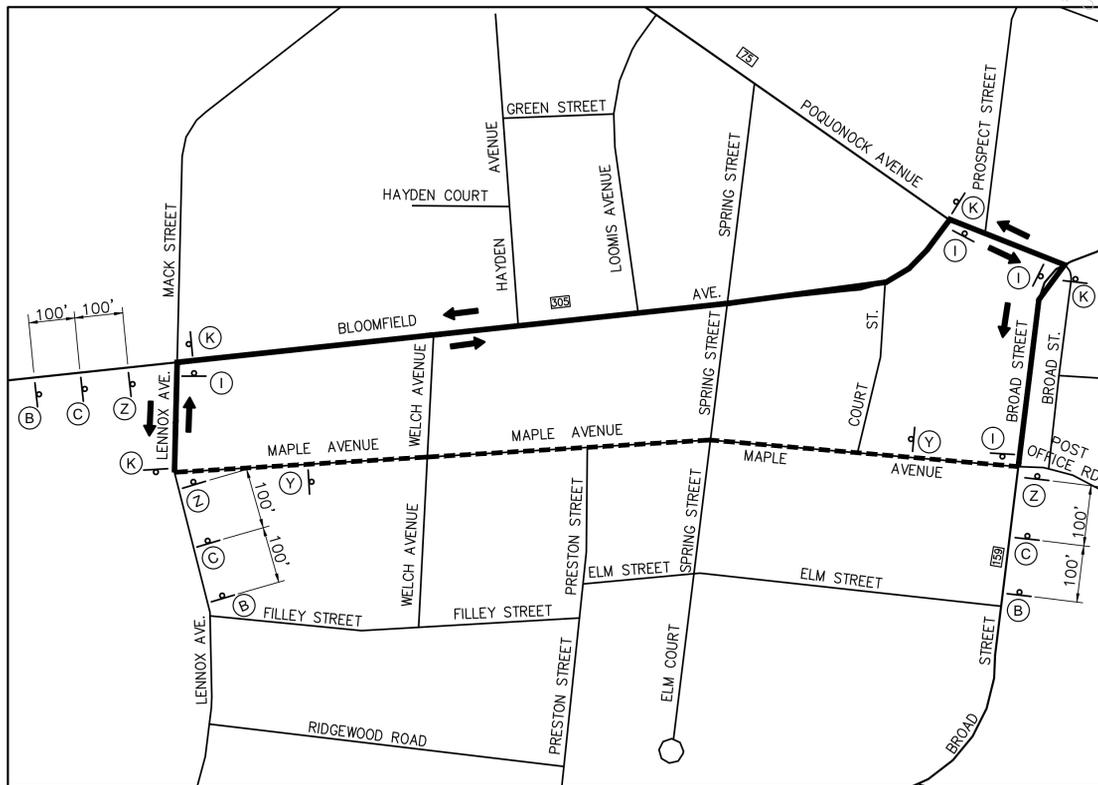
**MDC The Metropolitan District Hartford, Connecticut**

UNDERGROUND UTILITY CHECK			REVISION	DATE
APPROXIMATE LOCATION	SOURCE	DATE		
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CATV				
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SEWER				
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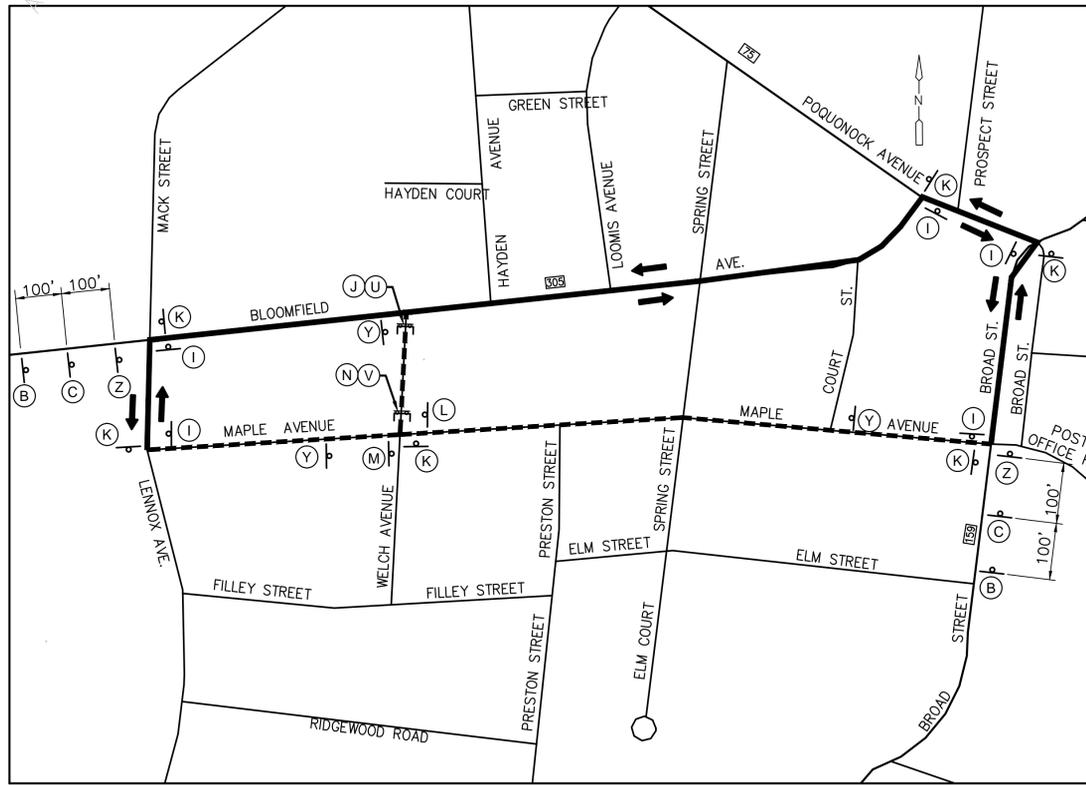
DRAFTER AF	CHECKED RG
PROJ. ENG. RG/SG	PEER REVIEW
SUBMITTED	
APPROVED	

TRAFFIC MANAGEMENT PLAN - 4  
IN PORTION OF  
MAPLE AVENUE  
WINDSOR  
NOT TO SCALE

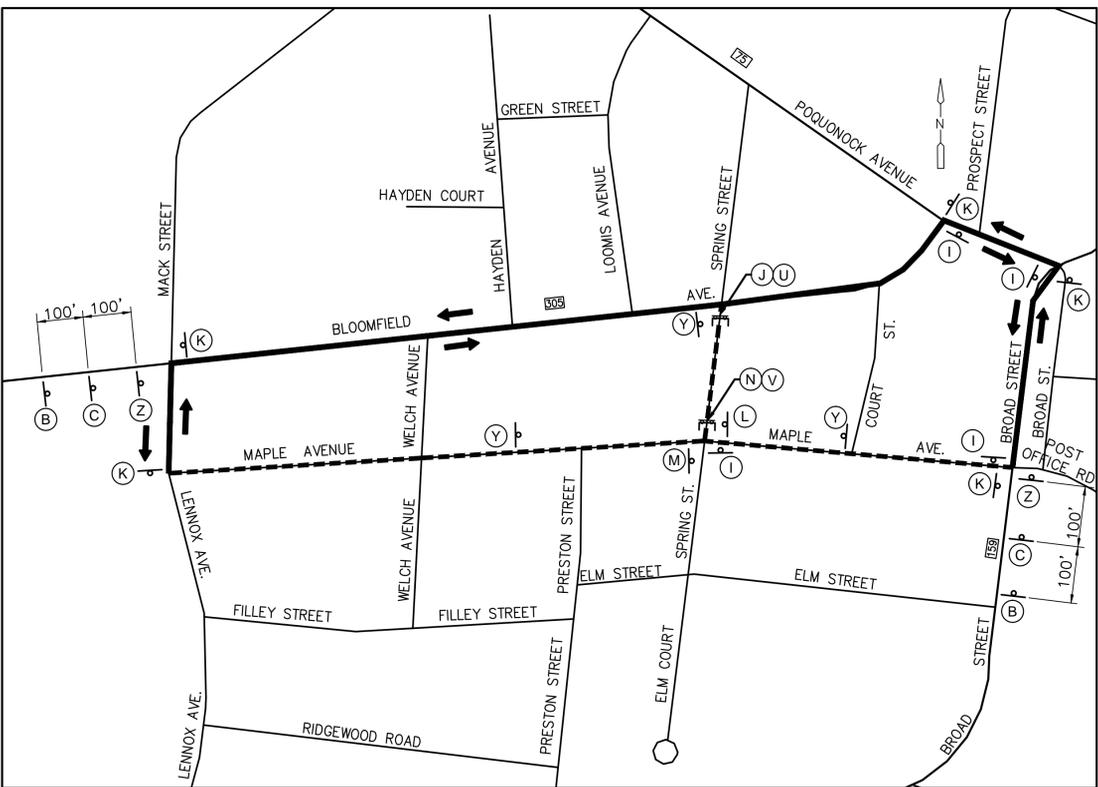
MDC CODE: MAPLE AVENUE	SHEET 12
WINDSOR, CT	12 OF 16 SHEETS
DATE FEBRUARY 2013	
CONTRACT NUMBER 2013-04	PLAN NUMBER 13-04-12



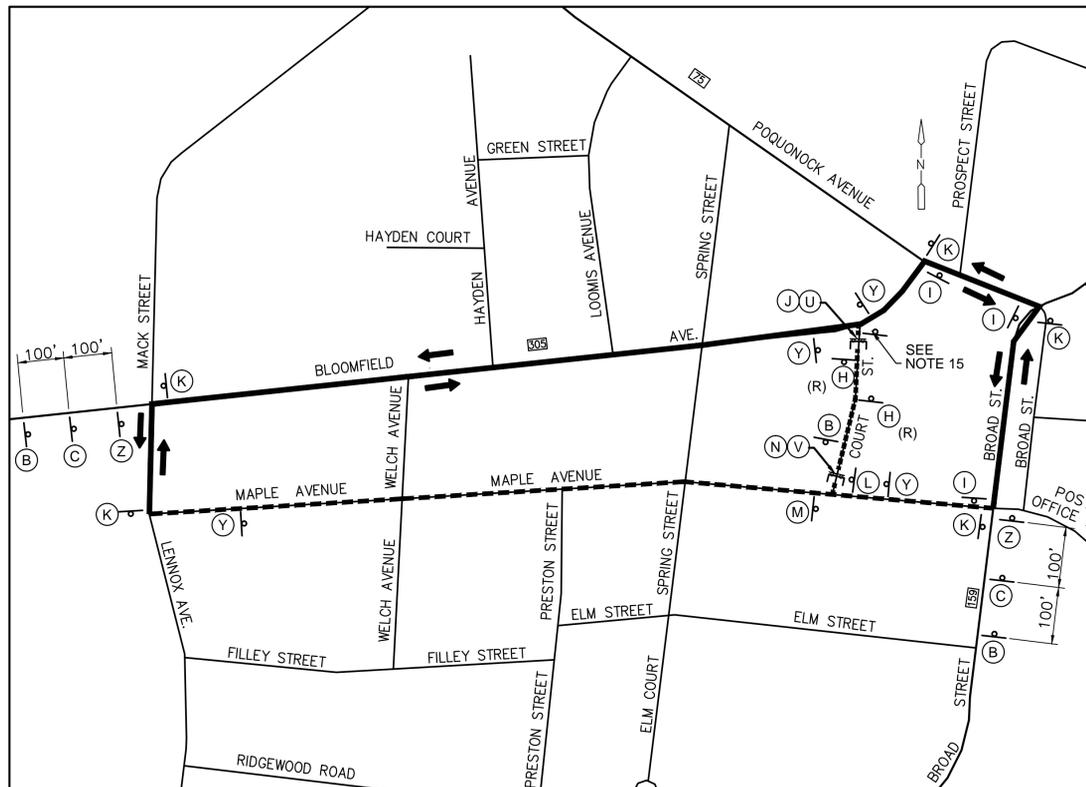
DETOUR PLAN - MAPLE AVENUE  
NOT TO SCALE



DETOUR PLAN - WELCH AVENUE  
NOT TO SCALE



DETOUR PLAN - SPRING STREET  
NOT TO SCALE



DETOUR PLAN - COURT STREET  
NOT TO SCALE

GENERAL TRAFFIC MANAGEMENT NOTES:

1. THE CONTRACTOR SHALL PROVIDE ACCESS FOR EMERGENCY AND SCHOOL BUS VEHICLES AT ALL TIMES.
2. THE CONTRACTOR SHALL ESTABLISH A SIDEWALK DETOUR PLAN PRIOR TO CONSTRUCTION THAT SAFELY CONVEYS PEDESTRIANS ACROSS THE INTERSECTION. THE DETOUR ROUTE SHALL BE LOCATED TO PROVIDE ADEQUATE SIGHT DISTANCE OF ONCOMING VEHICLES FROM EVERY DIRECTION AND SAFE PASSAGE OF PEDESTRIANS.
3. IF THE CONTRACTOR OBSTRUCTS ANY SIDEWALK WITHIN THE WORK ZONE, SIGNING SHALL BE POSTED WARNING PEDESTRIANS THAT THE SIDEWALK IS CLOSED.
4. THE CONTRACTOR SHALL COORDINATE WITH THE TOWN OF WINDSOR POLICE DEPARTMENT ON POSTING NO PARKING SIGNS.
5. THE CONTRACTOR SHALL MAINTAIN TRAFFIC SIGNALS AT ALL TIMES.
6. ONLY TRAFFIC DRUMS OR 42" TRAFFIC CONES FOR ADDED SPACE SHALL BE USED FOR TRAFFIC CHANNELING AROUND WORK ZONES. ALL DRUMS TO BE REMOVED FROM TRAVEL LANES AT THE END OF EACH DAY.
7. INSTALL NEW TRAFFIC DETECTOR LOOPS WHERE EXISTING LOOPS ARE REMOVED DURING INSTALLATION OF PIPE AND STRUCTURES OR WHEN WITHIN MILLING AND OVERLAYING LIMITS. SEE PLAN AND PROFILE DRAWINGS FOR LOCATIONS. SEE APPENDIX 'A' OF THE PROJECT MANUAL FOR EXISTING TRAFFIC CONTROL SIGNAL LAYOUT.
8. DURING NON-WORKING HOURS, ALL TRENCHES SHALL BE BACKFILLED, PATCHED (TEMPORARY BITUMINOUS PATCH) AND RESTORED TO ACCOMMODATE NORMAL TRAFFIC OPERATIONS.
9. THE CONTRACTOR SHALL COVER ALL CONFLICTING PAVEMENT MARKINGS WITH PREFORMED BLACK LINE MASK PAVEMENT MARKING TAPE.
10. ALL CONFLICTING SIGNS SHALL BE BAGGED DURING CONSTRUCTION.
11. UPON COMPLETION OF THE PERMANENT PAVEMENT REPAIRS, THE CONTRACTOR SHALL FURNISH AND INSTALL PERMANENT PAVEMENT MARKINGS (I.E., CENTERLINES, LANE LINES, STOP BARS, CROSSWALKS, ETC.) OF THE SAME SIZE AND TYPE WHICH EXISTED PRIOR TO THE CONTRACTOR'S ACTIVITIES.
12. ALL COMMERCIAL AND PRIVATE DRIVES MUST REMAIN OPEN. IF DURING CONSTRUCTION, ACCESS TO THE AFFECTED BUSINESS IS NOT APPARENT, ADDITIONAL SIGNS (BUSINESS ACCESS - BLUE ON TEMPORARY SUPPORTS) MAY BE REQUIRED.
13. THE WORK ZONE LENGTH SHALL BE 75 FEET CONSISTING OF 50 FEET OF TRENCH AND AN ADDITIONAL 25 FEET FOR THE EXCAVATOR. THIS IS BASED ON LAYING 36 FEET OF PIPE PER DAY. WORK ZONE LENGTHS MAY BE INCREASED IF CONTRACTOR DEMONSTRATES THAT GREATER DAILY LAYING LENGTHS CAN BE REALIZED.
14. FOR STANDARD DETAILS OF TRAFFIC MANAGEMENT SIGNS, SEE SHEET NOS. 15 AND 16.
15. COURT STREET IS ONE-WAY FROM SOUTH TO NORTH DIRECTION. MAINTAIN EXISTING STOP SIGN. COVER "DO NOT ENTER" SIGN DURING IMPLEMENTATION OF TEMPORARY DETOUR. UPON COMPLETION OF TEMPORARY DETOUR, REMOVE COVER FROM "DO NOT ENTER" SIGN.

LEGEND:

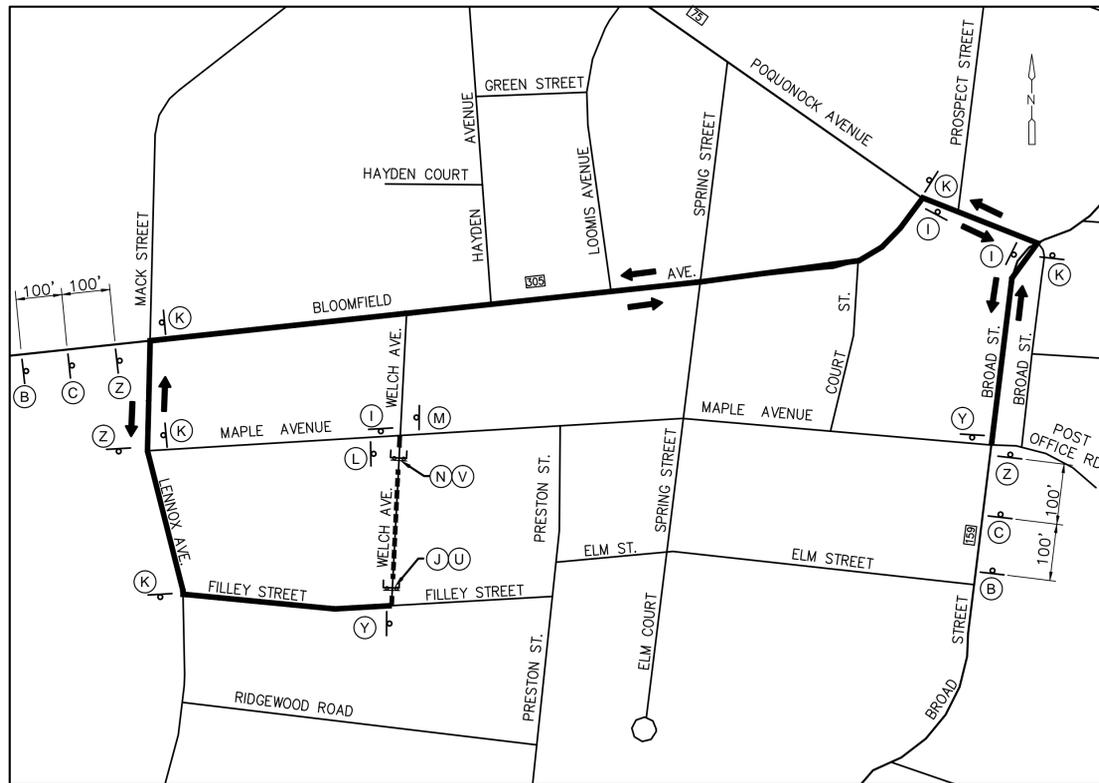
- STREET CLOSURE
- MAIN DETOUR ROUTE FOR ALL DETOURS
- TRAFFIC MANAGEMENT SIGN AND POST
- TRAFFIC SIGN ON TEMPORARY SUPPORT
- DIRECTION OF VEHICULAR DETOUR AROUND WORK ZONE
- TRAFFIC BARRICADE

SIGN LEGEND:

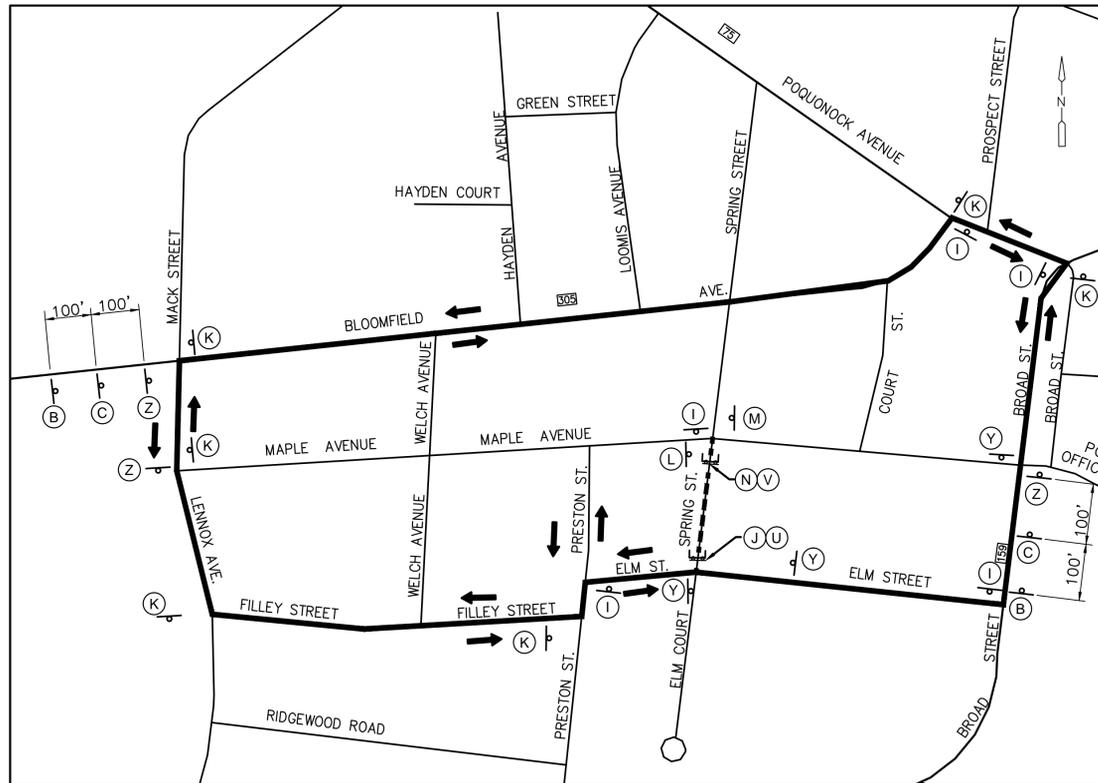

UNDERGROUND UTILITY CHECK			REVISION	DATE
APPROXIMATE LOCATION	SOURCE	DATE		
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SEWER				
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FIBER OPTICS				

DRAFTER AF	CHECKED RG
PROJ. ENG. RG/SG	PEER REVIEW
SUBMITTED	
APPROVED	

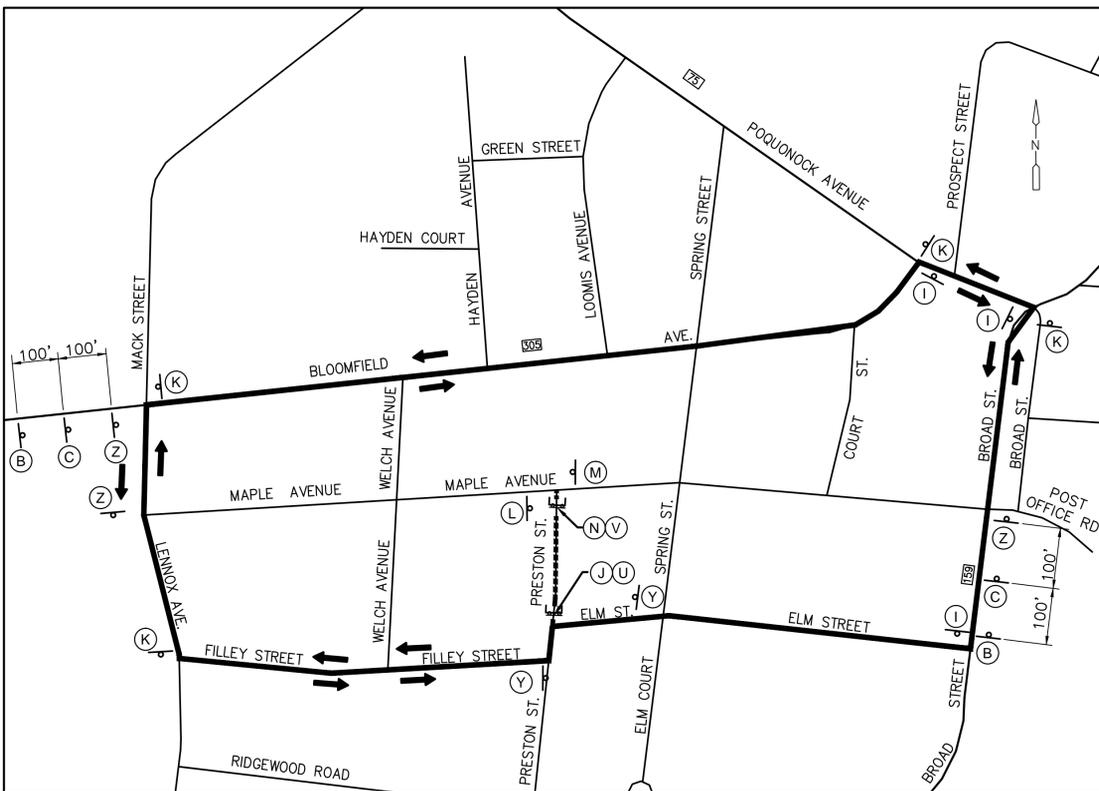
MDC CODE: MAPLE AVENUE	SHEET
SANITARY SEWER	13
WINDSOR, CT	13 OF 16 SHEETS
DATE FEBRUARY 2013	
CONTRACT NUMBER 2013-04	PLAN NUMBER 13-04-13



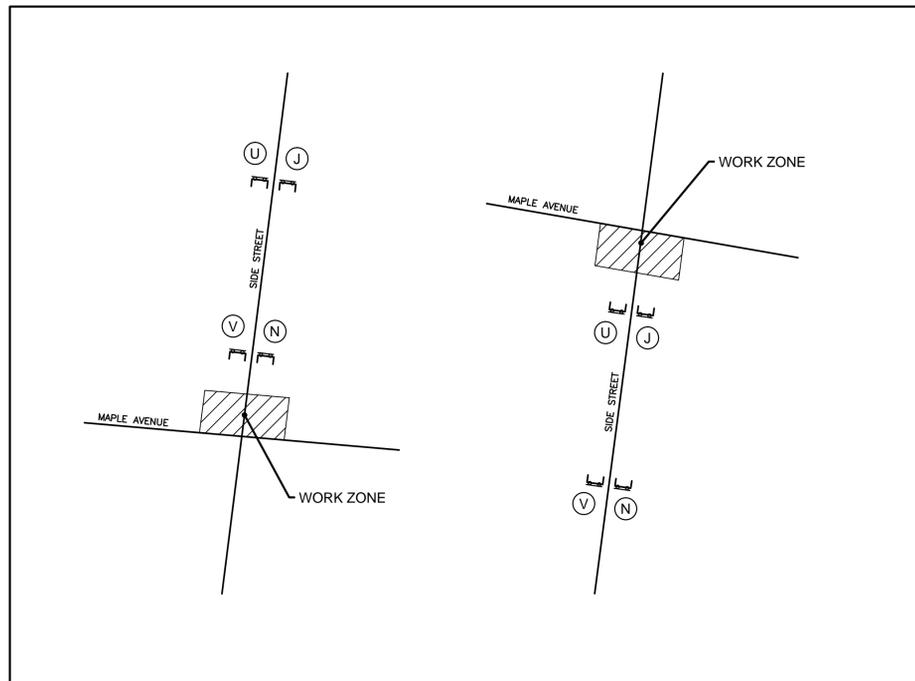
DETOUR PLAN - WELCH AVENUE  
NOT TO SCALE



DETOUR PLAN - SPRING STREET  
NOT TO SCALE



DETOUR PLAN - PRESTON STREET  
NOT TO SCALE



DETAIL - WORK ZONE  
NOT TO SCALE

GENERAL TRAFFIC MANAGEMENT NOTES:

1. THE CONTRACTOR SHALL PROVIDE ACCESS FOR EMERGENCY AND SCHOOL BUS VEHICLES AT ALL TIMES.
2. THE CONTRACTOR SHALL ESTABLISH A SIDEWALK DETOUR PLAN PRIOR TO CONSTRUCTION THAT SAFELY CONVEYS PEDESTRIANS ACROSS THE INTERSECTION. THE DETOUR ROUTE SHALL BE LOCATED TO PROVIDE ADEQUATE SIGHT DISTANCE OF ONCOMING VEHICLES FROM EVERY DIRECTION AND SAFE PASSAGE OF PEDESTRIANS.
3. IF THE CONTRACTOR OBSTRUCTS ANY SIDEWALK WITHIN THE WORK ZONE, SIGNING SHALL BE POSTED WARNING PEDESTRIANS THAT THE SIDEWALK IS CLOSED.
4. THE CONTRACTOR SHALL COORDINATE WITH THE TOWN OF WINDSOR POLICE DEPARTMENT ON POSTING NO PARKING SIGNS.
5. THE CONTRACTOR SHALL MAINTAIN TRAFFIC SIGNALS AT ALL TIMES.
6. ONLY TRAFFIC DRUMS OR 42" TRAFFIC CONES FOR ADDED SPACE SHALL BE USED FOR TRAFFIC CHANNELING AROUND WORK ZONES. ALL DRUMS TO BE REMOVED FROM TRAVEL LANES AT THE END OF EACH DAY.
7. INSTALL NEW TRAFFIC DETECTOR LOOPS WHERE EXISTING LOOPS ARE REMOVED DURING INSTALLATION OF PIPE AND STRUCTURES OR WHEN WITHIN MILLING AND OVERLAYING LIMITS. SEE PLAN AND PROFILE DRAWINGS FOR LOCATIONS. SEE APPENDIX 'A' OF THE PROJECT MANUAL FOR EXISTING TRAFFIC CONTROL SIGNAL LAYOUT.
8. DURING NON-WORKING HOURS, ALL TRENCHES SHALL BE BACKFILLED, PATCHED (TEMPORARY BITUMINOUS PATCH) AND RESTORED TO ACCOMMODATE NORMAL TRAFFIC OPERATIONS.
9. THE CONTRACTOR SHALL COVER ALL CONFLICTING PAVEMENT MARKINGS WITH PREFORMED BLACK LINE MASK PAVEMENT MARKING TAPE.
10. ALL CONFLICTING SIGNS SHALL BE BAGGED DURING CONSTRUCTION.
11. UPON COMPLETION OF THE PERMANENT PAVEMENT REPAIRS, THE CONTRACTOR SHALL FURNISH AND INSTALL PERMANENT PAVEMENT MARKINGS (I.E., CENTERLINES, LANE LINES, STOP BARS, CROSSWALKS, ETC.) OF THE SAME SIZE AND TYPE WHICH EXISTED PRIOR TO THE CONTRACTOR'S ACTIVITIES.
12. ALL COMMERCIAL AND PRIVATE DRIVES MUST REMAIN OPEN. IF DURING CONSTRUCTION, ACCESS TO THE AFFECTED BUSINESS IS NOT APPARENT, ADDITIONAL SIGNS (BUSINESS ACCESS - BLUE ON TEMPORARY SUPPORTS) MAY BE REQUIRED.
13. THE WORK ZONE LENGTH SHALL BE 75 FEET CONSISTING OF 50 FEET OF TRENCH AND AN ADDITIONAL 25 FEET FOR THE EXCAVATOR. THIS IS BASED ON LAYING 36 FEET OF PIPE PER DAY. WORK ZONE LENGTHS MAY BE INCREASED IF CONTRACTOR DEMONSTRATES THAT GREATER DAILY LAYING LENGTHS CAN BE REALIZED.
14. FOR STANDARD DETAILS OF TRAFFIC MANAGEMENT SIGNS, SEE SHEET NOS. 15 AND 16.
15. COURT STREET IS ONE-WAY FROM SOUTH TO NORTH DIRECTION. MAINTAIN EXISTING STOP SIGN. COVER "DO NOT ENTER" SIGN DURING IMPLEMENTATION OF TEMPORARY DETOUR. UPON COMPLETION OF TEMPORARY DETOUR, REMOVE COVER FROM "DO NOT ENTER" SIGN.

LEGEND:

- STREET CLOSURE
- MAIN DETOUR ROUTE FOR ALL DETOURS
- TRAFFIC MANAGEMENT SIGN AND POST
- TRAFFIC SIGN ON TEMPORARY SUPPORT
- DIRECTION OF VEHICULAR DETOUR AROUND WORK ZONE
- TRAFFIC BARRICADE

SIGN LEGEND:


UNDERGROUND UTILITY CHECK			REVISION	DATE
APPROXIMATE LOCATION	SOURCE	DATE		
GAS				
CATV				
ELEC.				
TEL.				
SEWER				
WATER				
STEAM				
FIBER OPTICS				

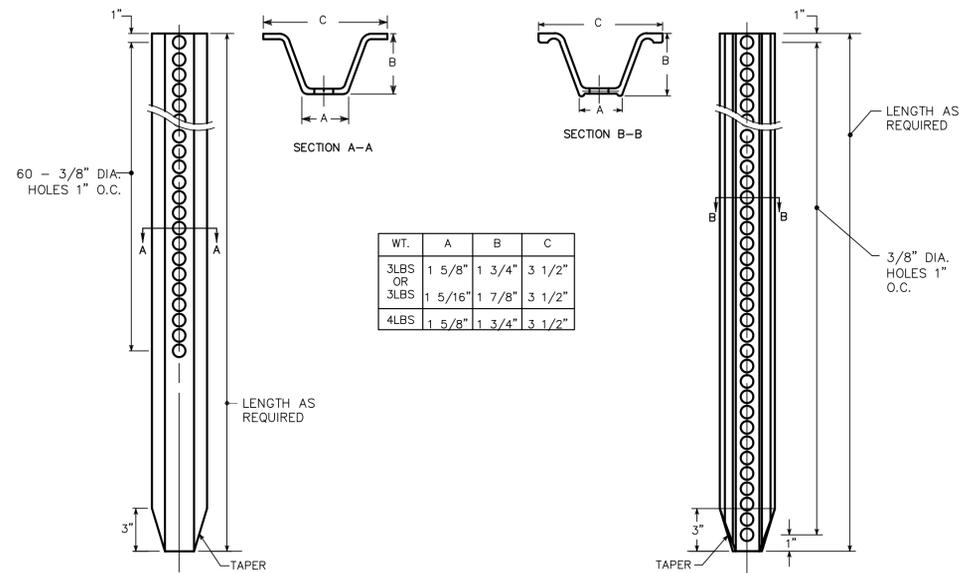
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SUBMITTED	
APPROVED	

TRAFFIC MANAGEMENT PLAN - 6  
DETOUR-SIDE STREETS OF MAPLE AVENUE

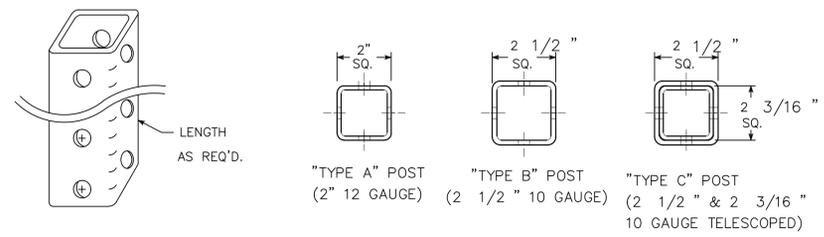
IN PORTION OF  
MAPLE AVENUE  
WINDSOR  
NOT TO SCALE



MDC CODE: MAPLE AVENUE	SHEET
SANITARY SEWER	14
WINDSOR, CT	14 OF 16 SHEETS
DATE FEBRUARY 2013	
CONTRACT NUMBER 2013-04	PLAN NUMBER 13-04-14



TYPICAL METAL SIGN POSTS



SQUARE TUBULAR SIGN POST

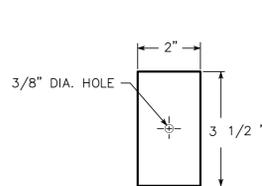


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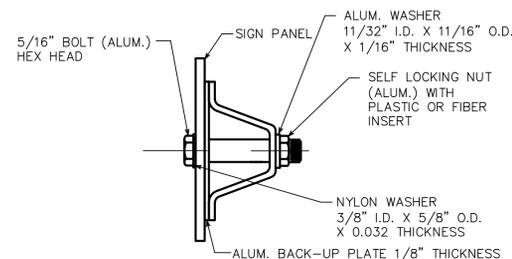
- SQUARE TUBULAR SIGN POSTS SHALL BE FORMED OF 10 GAUGE (.135 USS GAUGE) OR 12 GAUGE (.105 USS GAUGE) HOT ROLLED CARBON STEEL, STRUCTURAL QUALITY, ASTM DESIGNATION A570, GRADE 50. AVERAGE MINIMUM YIELD STRENGTH AFTER COLD FORMING IS 60,000 PSI.
- SQUARE TUBULAR SIGN POSTS SHALL BE ROLLED TO SIZE AND CORNER WELDED BY HIGH FREQUENCY RESISTANCE WELDING AND EXTERNALLY SCARFED TO AGREE WITH CORNER RADII.
- SQUARE TUBULAR SIGN POSTS SHALL BE HOT DIPPED GALVANIZED CONFORMING TO ASTM A 653, G90, STRUCTURAL QUALITY, GRADE 50, CLASS 1. THE CORNER WELD IS ZINC COATED AFTER SCARFING OPERATION. THE STEEL IS ALSO COATED WITH A CHROMATE CONVERSION COATING AND A CLEAR ORGANIC POLYMER TOPCOAT, BOTH THE INTERIOR AND THE EXTERIOR OF COATING AND A CLEAR ORGANIC POLYMER TOPCOAT, BOTH THE INTERIOR AND THE EXTERIOR OF THE SIGN POST SHALL BE GALVANIZED.
- FINISHED SQUARE TUBULAR SIGN POSTS SHALL BE SMOOTH AND STRAIGHT TO PROVIDE THE TELESCOPE OF CONSECUTIVE SIZES OF SQUARE POST FREELY AND FOR NOT LESS 10 FEET OF THEIR LENGTH.
- HOLES SHALL BE 7/16" DIA. ON 1" CENTERS ON ALL SIDES FOR ENTIRE LENGTH OF THE SIGN POST.
- "TYPE C" SIGN POSTS FORMED OF 2-3/16" SQUARE TUBULAR SIGN POSTS TELESKOPEDED INSIDE 2-1/2" SQUARE TUBULAR SIGN POSTS. ALL 2-3/16" SQUARE TUBULAR SIGN POSTS SHALL BE TELESKOPEDED AT LEAST ONE HALF THE LENGTH OF THE SIGN POST ASSEMBLY.

NOTES:

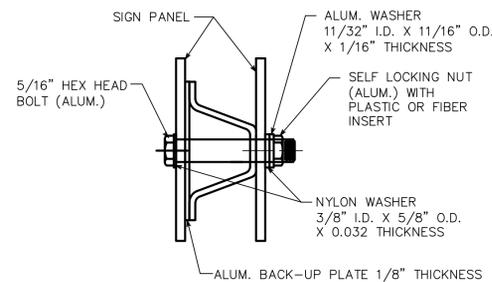
- STEEL FOR SIGN POSTS SHALL CONFORM TO THE MECHANICAL REQUIREMENTS OF ASTM A499-81 GRADE 60 AND TO THE CHEMICAL REQUIREMENTS OF ASTM A1-76 CARBON STEEL TEE RAIL HAVING NORMAL WEIGHT OF 91 LBS. OR GREATER PER LINEAR YARD. STEEL FOR DELINEATOR POSTS SHALL BE ASTM A36 STEEL.
- AFTER FABRICATION, ALL STEEL POSTS SHALL BE GALVANIZED TO MEET THE REQUIREMENTS OF ASTM A123.
- ALL SIGN POSTS SHALL HAVE "BREAKAWAY" FEATURES THAT MEET AASHTO REQUIREMENTS CONTAINED IN "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNAL S-1985". THE "BREAKAWAY" FEATURES SHALL BE STRUCTURALLY ADEQUATE TO CARRY THE SIGNS SHOWN IN THE PLANS AT 60 MPH WIND LOADINGS. INSTALLATIONS SHALL BE IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
- TYPE A POSTS - 3 LB/FT  
TYPE B POSTS - 4 LB/FT



TYPICAL BACK-UP PLATE



TYPICAL SIGN PANEL ATTACHMENT



TYPICAL BACK TO BACK SIGN PANEL ATTACHMENT



GENERAL NOTES:

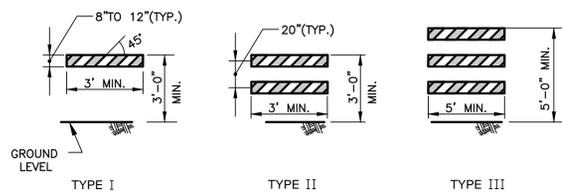
- ALL SIGN POSTS NOTED ARE FOR LONG TERM INSTALLATION. SEE SIGN POST DETAILS THIS SHEET.
- FOR TEMPORARY SUPPORTS, SEE SIGN POST DETAILS THIS SHEET.
- FOR SPECIFIC SIGN DESIGN, CONTACT THE TOWN OF WINDSOR, DIVISION OF TRAFFIC ENGINEERING. FOR BOLT HOLE PATTERN, REFER TO FHWA PUBLICATION "STANDARD HIGHWAY SIGNS" AS SPECIFIED IN THE 2009 "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (M.U.T.C.D.).
- SIGNS OF DIFFERENT DIMENSIONS TO BE ERRECTED ON THE SAME POSTS, MAY REQUIRE SPECIAL BOLT HOLE PATTERNS.
- WHERE (0-00) IS SHOWN ON SIGN, THIS INDICATES VARIABLE NUMBER(S) LEGEND.
- COLORS OF SIGNS (UNLESS OTHERWISE SPECIFIED):  
LEGEND - BLACK PLAIN  
BACKGROUND - ORANGE REFLECTORIZED  
COLOR AND MATERIALS SHALL CONFORM TO STATE OF CONNECTICUT, DEPARTMENT OF TRANSPORTATION, FORM 816 SPECIFICATIONS.
- POSTS - CHANNEL STYLE TYPE A (EXCEPT WHERE NOTED WITH A "B" FOR TYPE B).
- ALL CONSTRUCTION SIGNS SHALL BE PAID FOR UNDER THE CONSTRUCTION SIGNS ITEM IN THE CONTRACT.
- THE CONTRACTOR SHALL RELOCATE AND/OR REMOVE SIGNS, PAVEMENT MARKINGS, BARRIERS, DELINEATORS, ETC. AS THE WORK PROGRESSES.
- CONSTRUCTION SIGNS SHALL BE ENCAPSULATED LENS REFLECTIVE SHEETING AND SHALL CONFORM TO SECTION 12.20 OF THE CONNECTICUT DEPARTMENT OF TRANSPORTATION'S STANDARD SPECIFICATIONS, FORM 816. SIGNS MAY BE MOUNTED ON EITHER METAL SIGN POSTS OR PORTABLE SIGN SUPPORTS.
- THE CONTRACTOR SHALL COORDINATE WITH THE TOWN OF WINDSOR POLICE DEPARTMENT ON POSTING NO PARKING SIGNS.
- UPON THE COMPLETION OF THE PERMANENT PAVEMENT REPAIRS, THE CONTRACTOR SHALL FURNISH AND INSTALL PERMANENT PAVEMENT MARKINGS (I.E., CENTERLINES, LANE LINES, STOP BARS, CROSSWALKS, ETC.) OF THE SAME SIZE AND TYPE WHICH EXISTED PRIOR TO THE CONTRACTOR'S ACTIVITIES.

UNDERGROUND UTILITY CHECK			REVISION	DATE
APPROXIMATE LOCATION	SOURCE	DATE		
GAS				
CATV				
ELEC.				
TEL.				
SEWER				
WATER				
STEAM				
FIBER OPTICS				

DRAFTER AF	CHECKED RG
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SUBMITTED	
APPROVED	



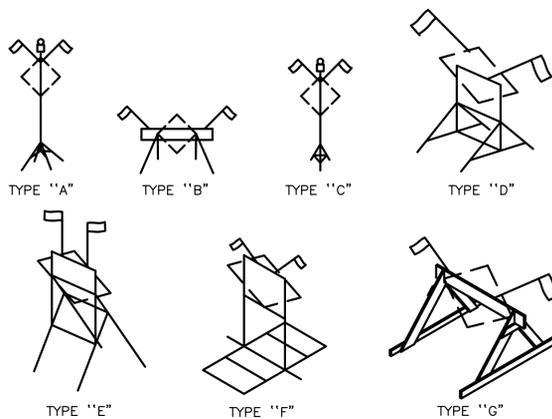
MDC CODE: MAPLE AVENUE	SHEET
SANITARY SEWER	15
WINDSOR, CT	15 OF 16 SHEETS
DATE: FEBRUARY 2013	
CONTRACT NUMBER: 2013-04	PLAN NUMBER: 13-04-15



- NOTES:
- ALUMINUM BARRICADE FACE PANELS SHALL BE MOUNTED ON 3" OR 4" P.V.C. BARRICADE SUPPORT.
  - MARKINGS FOR BARRICADE FACE PANELS SHALL BE ALTERNATE ORANGE AND WHITE STRIPES SLOPING DOWNWARD IN THE DIRECTION TRAFFIC IS TO PASS. SIX (6") INCH WIDE STRIPES AT A 45° ANGLE SHALL BE USED.
  - THE ENTIRE AREA OF ORANGE AND WHITE STRIPES SHALL BE REFLECTIVE SHEETING - ENCAPSULATED LENS. BARRICADE FACE PANELS AS NOTED SHALL BE REFLECTORIZED ON BOTH SIDES. WHERE TRAFFIC PASSES ONLY IN ONE DIRECTION OF TRAVEL, ONLY THE SIDE FACING TRAFFIC SHALL BE REFLECTORIZED.
  - ALUMINUM BARRICADE FACE PANELS SHALL HAVE ROUNDED CORNERS.
  - THE ENGINEER RESERVES THE RIGHT TO REJECT ANY BARRICADE FACE PANEL WHICH THE ENGINEER DEEMS HAZARDOUS, AND NOT IN THE BEST INTEREST OF THE MOTORING PUBLIC, OR NOT SUITABLE FOR PURPOSE INTENDED.

**ALUMINUM BARRICADE FACE PANELS**

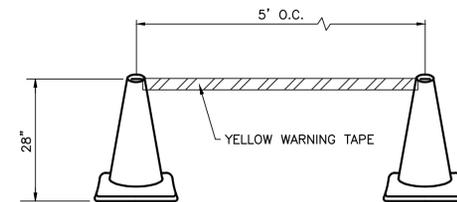
DETAIL **6**  
NOT TO SCALE 16



- NOTES:
- SIGN SUPPORTS SHALL BE CONSTRUCTED OF A SUITABLE MATERIAL. BREAKAWAY AND/OR COLLAPSIBLE FEATURES SHALL BE INCORPORATED IN THE SIGN SO THAT THE SUPPORT WILL NOT CONSTITUTE A HAZARD TO THE MOTORIST AND/OR WORKERS IN THE WORK AREA.
  - MOUNTING HEIGHT OF SIGN UTILIZING STRUCTURES DEPICTED ABOVE SHALL BE A MINIMUM OF 12", WITH A RECOMMENDED HEIGHT OF 18" ABOVE PAVEMENT.
  - THE ENGINEER RESERVES THE RIGHT TO REJECT ANY SUPPORT WHICH THE ENGINEER DEEMS A HAZARD, OR IS NOT IN THE BEST INTEREST OF THE MOTORING PUBLIC.
  - FLAGS AND/OR BARRICADE WARNING LIGHTS SHALL BE USED AS SHOWN ON THE TRAFFIC MANAGEMENT PLANS AND AS DIRECTED BY THE ENGINEER.

**PORTABLE SIGN SUPPORTS**

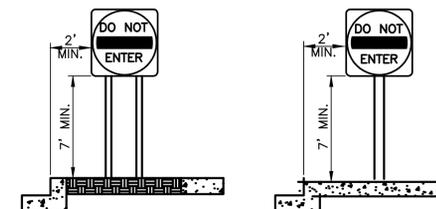
DETAIL **7**  
NOT TO SCALE 16



- NOTES:
- TRAFFIC CONES SHALL BE DESIGNED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.), CHAPTER VI, SECTION 6C-3, CONE DESIGN.
  - HEIGHT OF TRAFFIC CONES SHALL BE 28".
  - TRAFFIC CONES SHALL BE PREDOMINATELY FEDERAL ORANGE IN COLOR AND REFLECTORIZED.
  - RUBBER CONES SHALL HAVE INTERIOR RIBS FOR RIGIDITY.
  - PLASTIC CONES SHALL BE COLOR IMPREGNATED.
  - TRAFFIC CONES SHALL BE OF A THICKNESS NECESSARY TO WITHSTAND IMPACT WITHOUT DAMAGE TO EITHER CONE OR IMPACTING VEHICLE.
  - THE ENGINEER RESERVES THE RIGHT TO REJECT ANY TRAFFIC CONE THE ENGINEER DEEMS NOT SUITABLE FOR THE PURPOSE INTENDED.

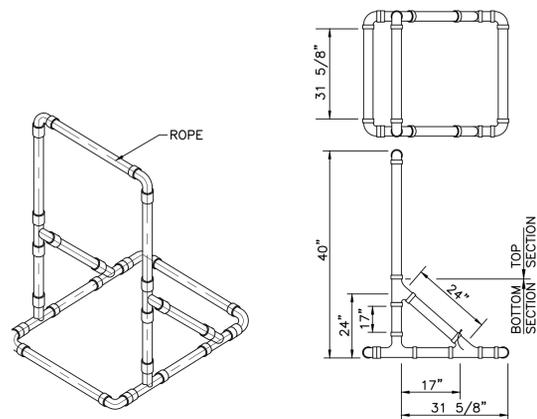
**TRAFFIC CONE**

DETAIL **3**  
NOT TO SCALE 16



**HEIGHT AND LATERAL LOCATIONS OF SIGNS**

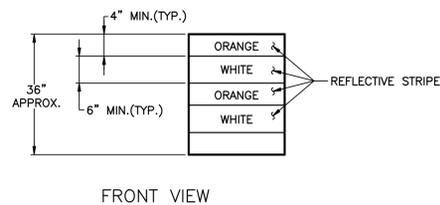
DETAIL **8**  
NOT TO SCALE 16



- NOTES:
- ALL DIMENSIONS ARE APPROXIMATE.
  - BOTTOM SECTION OF SUPPORT MAY BE FILLED WITH SAND FOR BALLAST.
  - SUPPORT SHALL BE LOOSELY THREADED WITH ROPE, KNOTTED AS REQUIRED.

**TYPICAL 3" OR 4" PLASTIC SIGN/BARRICADE SUPPORT**

DETAIL **9**  
NOT TO SCALE 16

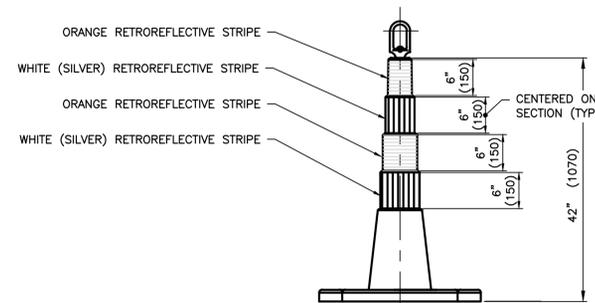


**FRONT VIEW**

- NOTES:
- TRAFFIC DRUMS SHALL BE DESIGNED IN ACCORDANCE WITH THE LATEST EDITION OF THE M.U.T.C.D.
  - THE ENGINEER RESERVES THE RIGHT TO REJECT ANY TRAFFIC DRUM DEEMED NOT SUITABLE FOR THE PURPOSE INTENDED.
  - THE ENTIRE AREA OF ORANGE AND WHITE STRIPES SHALL BE FLEXIBLE ENCAPSULATED LENS REFLECTIVE SHEETING.
  - REFLECTORIZED STRIPES SHOULD NOT BE PLACED OVER THE PROTRUDING CIRCUMFERENTIAL RIBS OF THE TRAFFIC DRUM.
  - THE SECTIONS OF TRAFFIC DRUMS NOT COVERED WITH REFLECTORIZED STRIPES SHALL BE ORANGE.
  - THE DESIGN OF THE TRAFFIC DRUM WILL ALLOW FOR THE ATTACHMENT OF A BARRICADE WARNING LIGHT.

**TRAFFIC DRUM**

DETAIL **10**  
NOT TO SCALE 16



- 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 ENGINEERS RESERVES THE RIGHT TO REJECT ANY CONE DEEMED UNSUITABLE FOR THE PURPOSE INTENDED.

**42" TRAFFIC CONE**

DETAIL **11**  
NOT TO SCALE 16

UNDERGROUND UTILITY CHECK			REVISION	DATE
APPROXIMATE LOCATION	SOURCE	DATE		
GAS				
CATV				
ELEC.				
TEL.				
SEWER				
WATER				
STEAM				
FIBER OPTICS				

DRAFTER <u>AF</u>	CHECKED <u>RG</u>
PROJ. ENG. <u>RG/SG</u>	PEER REVIEW
SUBMITTED	
APPROVED	



MDC CODE: <u>MAPLE AVENUE</u>	SHEET
<u>SANITARY SEWER</u>	<b>16</b>
<u>WINDSOR, CT</u>	16 OF 16 SHEETS
DATE <u>FEBRUARY 2013</u>	
CONTRACT NUMBER <u>2013-04</u>	PLAN NUMBER <u>13-04-16</u>