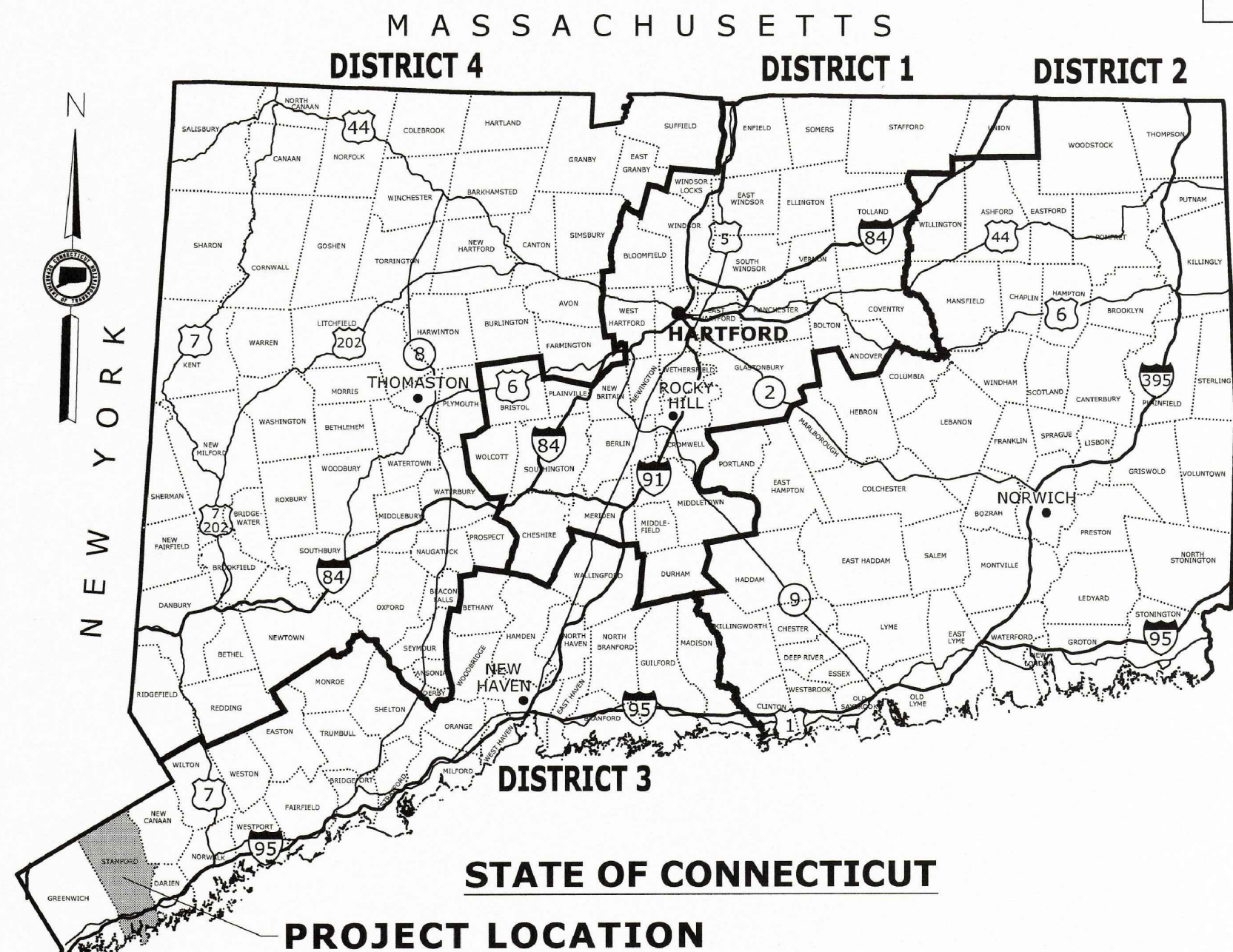


CITY OF STAMFORD

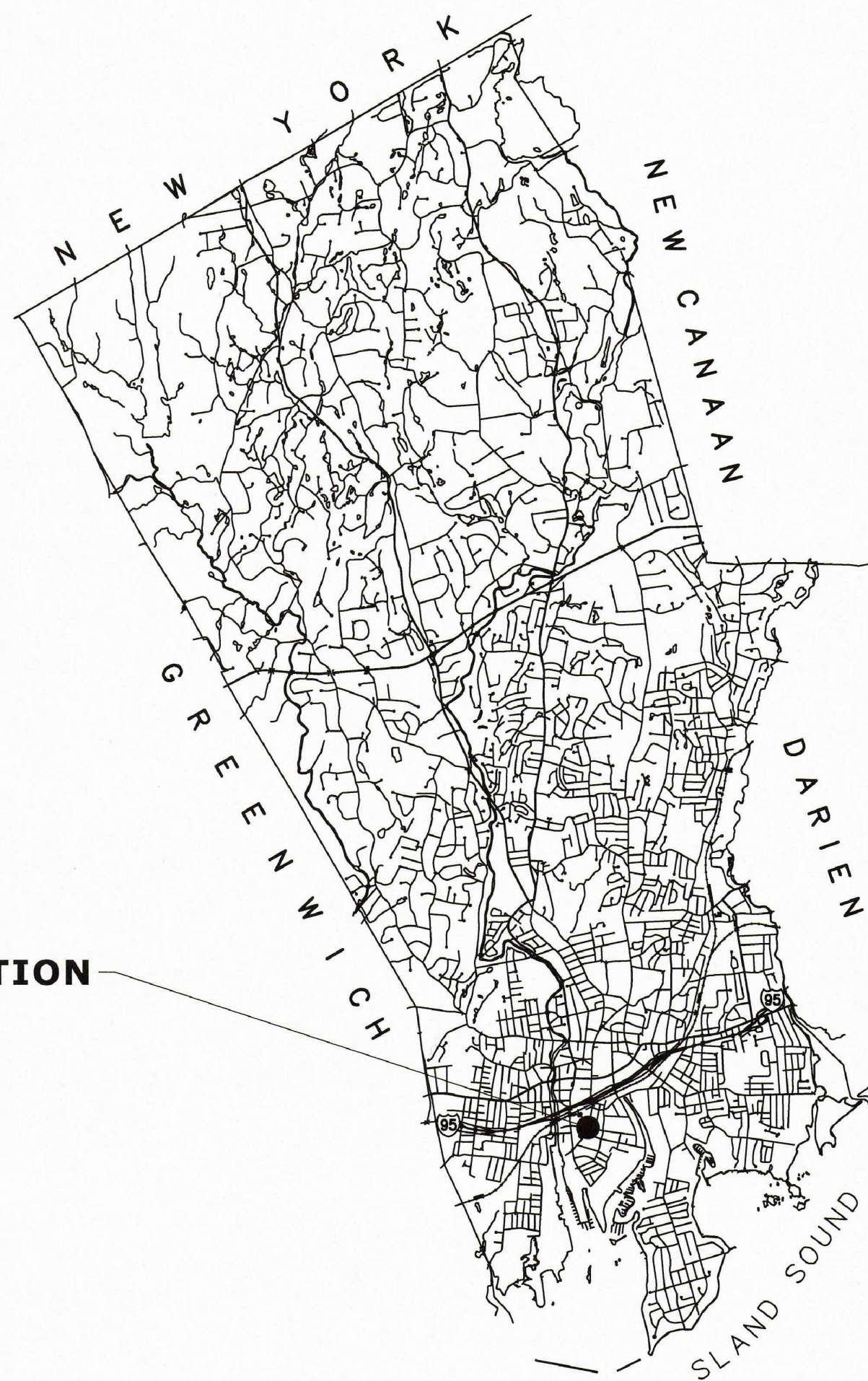
Plans For

ATLANTIC ST./HENRY ST. INTERSECTION IMPROVEMENTS

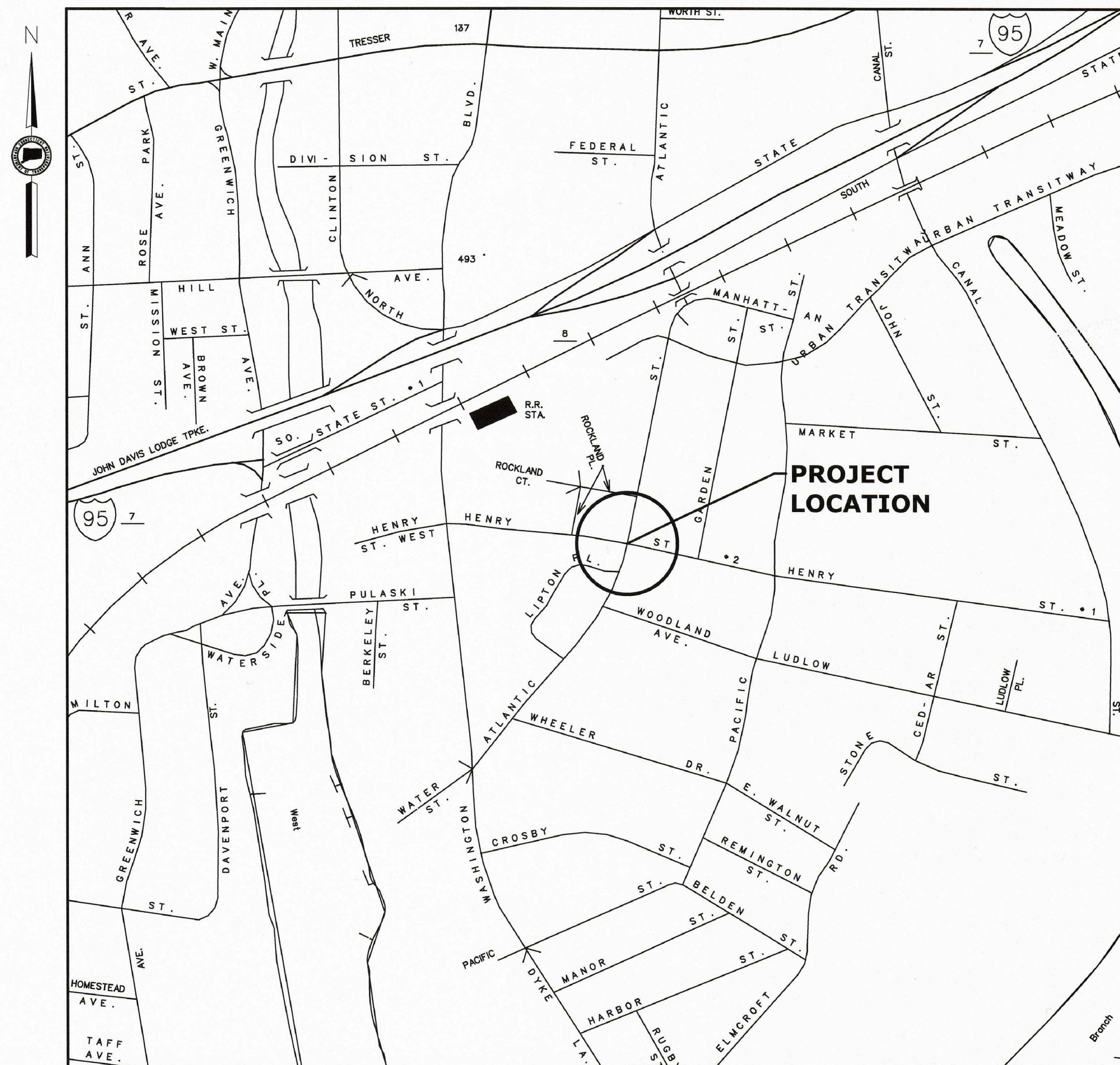
ROAD	MAINTENANCE RESPONSIBILITY	LENGTH
ATLANTIC ST.	CITY OF STAMFORD	625 FEET
HENRY ST.	CITY OF STAMFORD	330 FEET



RHODE ISLAND



PROJECT LOCATION



LOCATION PLAN
NOT TO SCALE

GENERAL NOTES:

- CONSTRUCTION SPECIFICATIONS:
Connecticut Department of Transportation, Standard Specifications for Roads, Bridges, Facilities and Incidental Construction, Form 817, dated 2016
- 400 FOOT GRID BASED ON CONNECTICUT COORDINATE SYSTEM SYSTEM N.A.D. 1983
- VERTICAL DATUM BASED ON NAVD 1988

DISCLAIMER

IT IS THE RESPONSIBILITY OF EACH BIDDER AND ALL OTHER INTERESTED PARTIES TO OBTAIN ALL BIDDING RELATED INFORMATION AND DOCUMENTS FROM OFFICIAL SOURCES AT THE CITY OF STAMFORD.
PERSONS AND/OR ENTITIES WHICH REPRODUCE AND/OR MAKE SUCH INFORMATION AVAILABLE BY ANY MEANS ARE NOT AUTHORIZED BY THE CITY TO DO SO AND MAY BE LIABLE FOR CLAIMS RESULTING FROM THE DISSEMINATION OF UNOFFICIAL, INCOMPLETE AND/OR INACCURATE INFORMATION.

SUBMITTED BY:

James Travers
JAMES TRAVERS
TRANSPORTATION BUREAU CHIEF
DATE: 5-4-2017

MID APPROVED BY:

David R. Martin
THE HONORABLE DAVID R. MARTIN
MAYOR
DATE: 5/5/2017

CITY OF STAMFORD

FINAL DESIGN REVIEW

Plans For
ATLANTIC ST./HENRY ST. INTERSECTION IMPROVEMENTS

City
STAMFORD

STATE PROJECT NO.

0135-0320

DRAWING NO.
G-1
SHEET NO.
01.01

LIST OF SUBSETS		
SUBSET NO.	SUBSET TITLE	*SUBSET SHEET COUNT
01	GENERAL	3
02	REVISIONS	1
03	HIGHWAY	11
04	TRAFFIC	6
05	STRUCTURES	5
06	UTILITY	11
07	LANDSCAPE	3
	CTDOT HIGHWAY STANDARDS	9
	CTDOT TRAFFIC STANDARDS	13

*THE INITIAL SUBSET SHEET COUNT DOES NOT INCLUDE ADDENDUMS AND CHANGE ORDERS

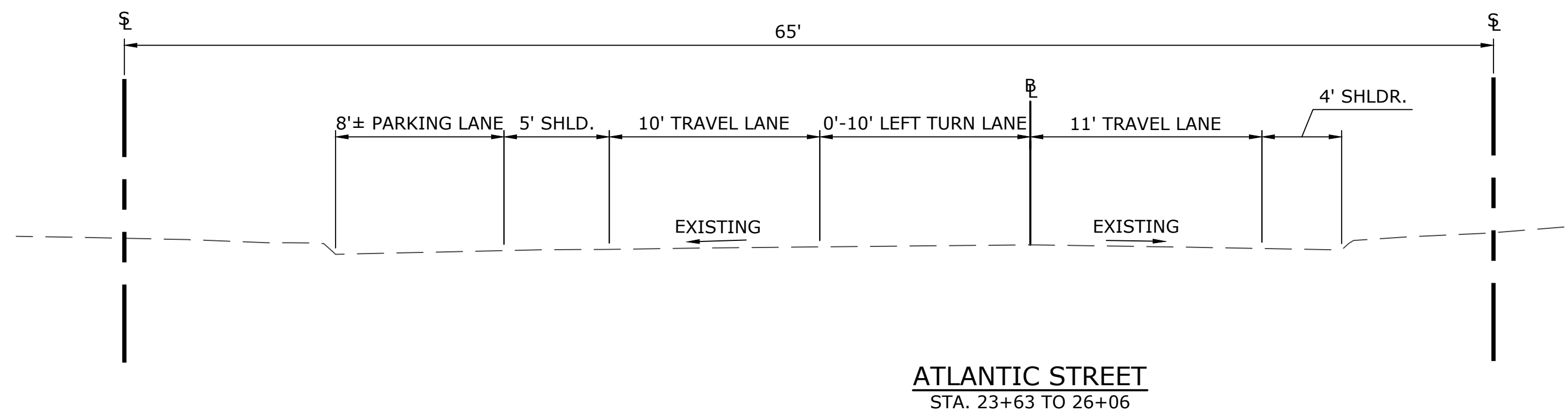
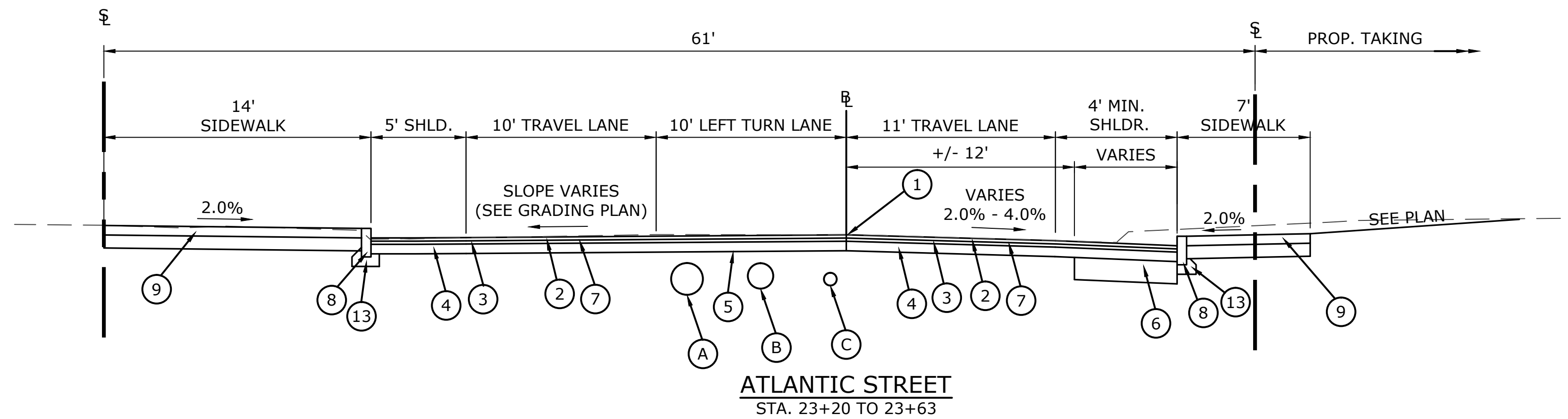
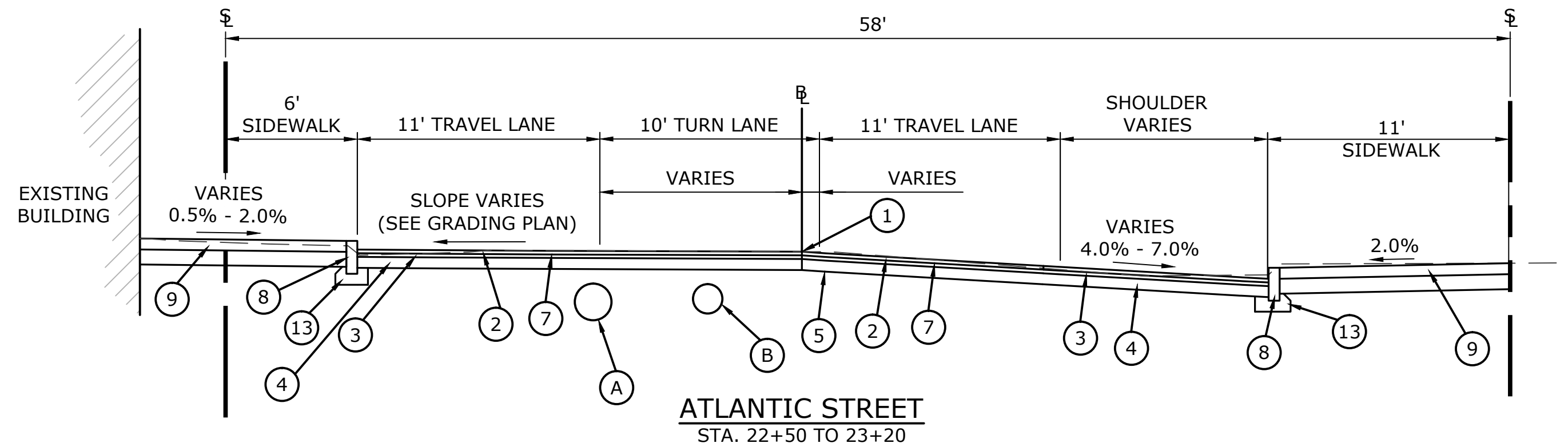
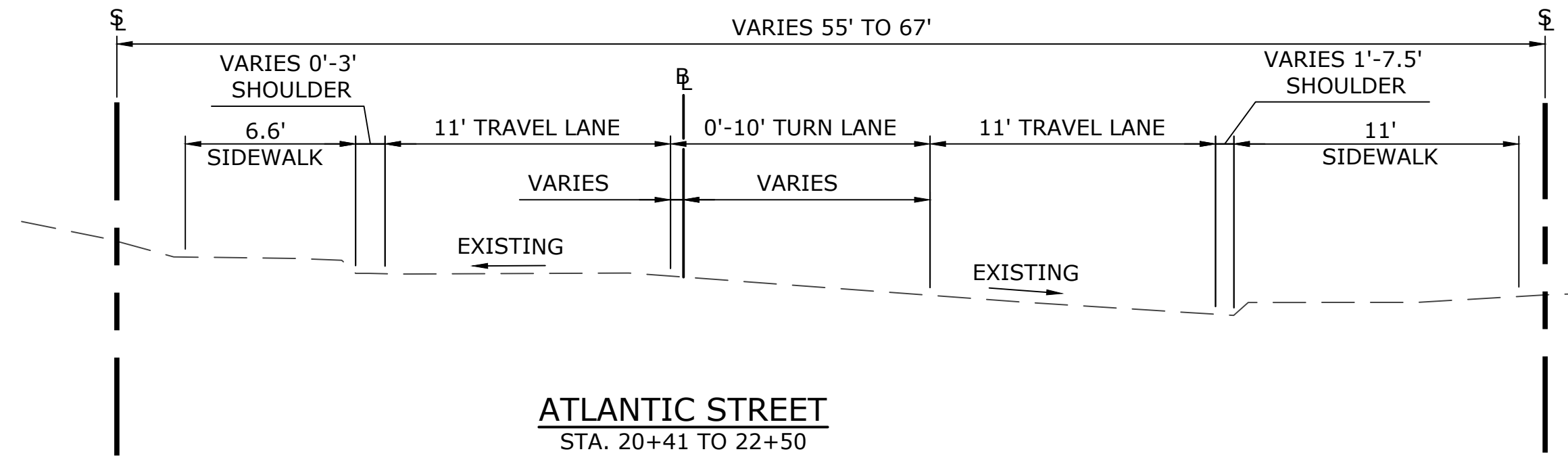
**LIST OF DRAWINGS
SUBSET 01 - GENERAL**

DRAWING TITLE	DRAWING NO.
TITLE SHEET	G-1
DETAIL ESTIMATE SHEETS	EST-01 TO EST-02

STANDARD CONVENTIONS

North Arrow w/No. Coord.	Grid Arrow	Chain Link Fence	Riprap
Edge Of Road	Limit Of Marsh	Rustic Fence	Hedge Row
Concrete Pavement	Stone Wall	Pipe Fence	Tree Line
Dirt Road	Ledge Outcrop	Board Fence	Shrub
B.C.L.C.	Inland Wetland Limits	Water Edge	Evergreen Tree
Granite Curb	STATE LINE	Stream	Deciduous Tree
Guide Rail	Power Line	Ditch	Retaining Wall
Concrete Median Barrier	Swamp	TOWN LINE	Highway Line
Bit. Walk	Building	Transmission Tower	Street Line
Conc. Sidewalk			Property Line
Railroad Tracks			Lot Line
			Easement Line

DESIGNED BY:
FUSS & O'NEILL, INC.
146 HARTFORD ROAD
MANCHESTER, CT 06040



LEGEND

- ① POINT OF APPLICATION OF GRADE
- ② 2" HMA S0.5
- ③ 2" HMA S0.5
- ④ 6" HMA S1 (2 EQUAL LIFTS)
- ⑤ FINE GRADE & COMPACT PRIOR TO PAVING
- ⑥ 14" SUBBASE (18" IN ROCK CUTS)
- ⑦ MATERIAL FOR TACK COAT
- ⑧ 6"X18" GRANITE STONE CURBING
- ⑨ CONCRETE SIDEWALK
- ⑩ 4" TOPSOIL AND TURF ESTABLISHMENT
- ⑪ CUT BITUMINOUS CONCRETE PAVEMENT
- ⑫ 6"X18" GRANITE STONE CURBING WITH 5" REVEAL (SEE GRADING PLAN)
- ⑬ 3,000 PSI CONCRETE UNDER GRANITE CURBING

LEGEND

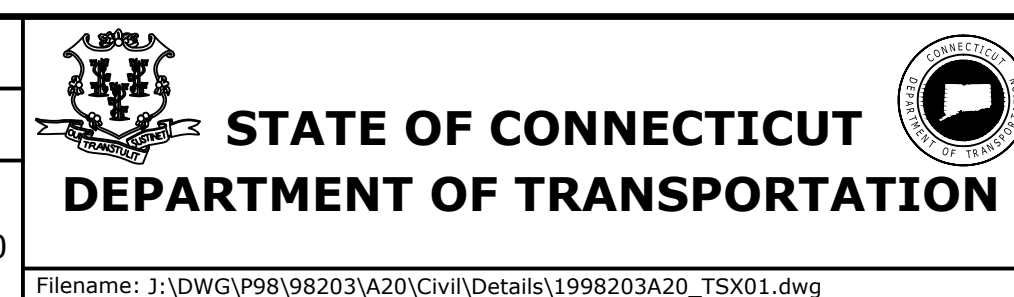
- Ⓐ 20" CAST IRON GAS MAIN 18" TO 24" COVER
- Ⓑ 16" CAST IRON GAS MAIN 18" TO 24" COVER
- Ⓒ 8" PLASTIC GAS LINE ±24" TO 36" COVER

FINAL DESIGN REVIEW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.
1.	8/15/16	RESPONSE TO DOT COMMENTS	

Plotted Date: 12/28/2016

DESIGNER/DRAFTER:
WRV/JBM
CHECKED BY:
M. VERTUCCI
SCALE IN FEET
SCALE 1"=5'



SIGNATURE/
BLOCK:

FUS & O'NEILL
146 Hartford Road
Manchester, CT 06106
(860) 644-2800

PROJECT TITLE:
**ATLANTIC ST./HENRY ST.
INTERSECTION IMPROVEMENTS**

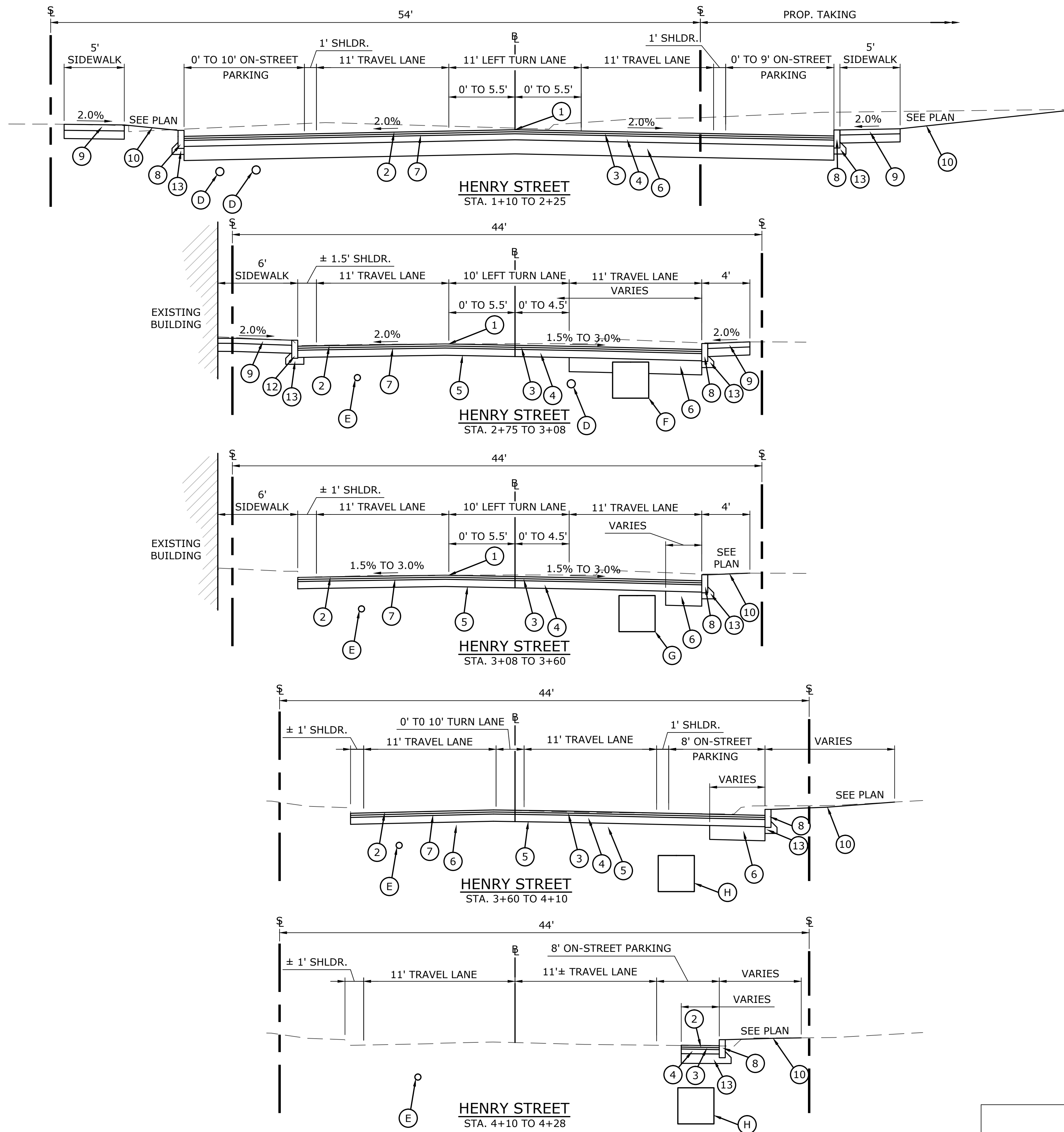
TOWN:
STAMFORD

DRAWING TITLE:
TYPICAL SECTIONS

PROJECT NO.
135-320

DRAWING NO.
TYP-01

SHEET NO.
03.02



LEGEND

- ① POINT OF APPLICATION OF GRADE
- ② 2" HMA S0.5
- ③ 2" HMA S0.5
- ④ 6" HMA S1 (2 EQUAL LIFTS)
- ⑤ FINE GRADE & COMPACT PRIOR TO PAVING
- ⑥ 14" SUBBASE (18" IN ROCK CUTS)
- ⑦ MATERIAL FOR TACK COAT
- ⑧ 6"x18" GRANITE STONE CURBING
- ⑨ CONCRETE SIDEWALK
- ⑩ 4" TOPSOIL AND TURF ESTABLISHMENT
- ⑪ CUT BITUMINOUS CONCRETE PAVEMENT
- ⑫ 6"x18" GRANITE STONE CURBING WITH 5" REVEAL (SEE GRADING PLAN)
- ⑬ 3,000 PSI CONCRETE UNDER GRANITE CURBING

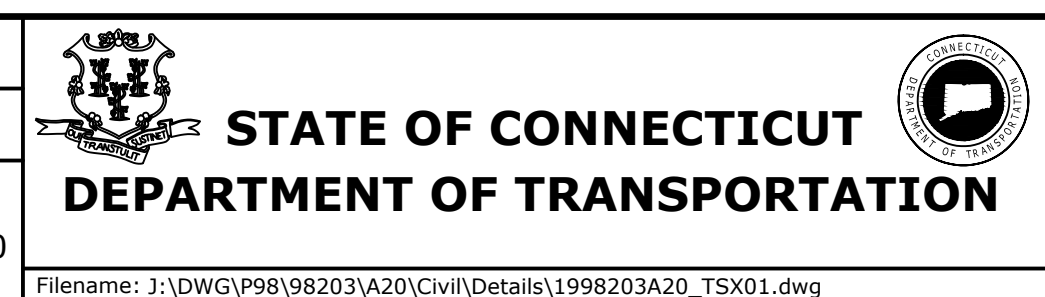
LEGEND

- ⓓ 8" PLASTIC GAS LINE ± 3' COVER
- ⓔ 6" PLASTIC GAS LINE ± 2.5' COVER
- ⓕ CONCRETE ENCLOSED DUCT BANK - LEVEL III ± 22" COVER WITH STEEL PLATE
- ⓖ CONCRETE ENCLOSED DUCT BANK - LEVEL III ± 24" COVER WITH STEEL PLATE
- ⓓ CONCRETE ENCLOSED DUCT BANK - LEVEL III ± 42" COVER

FINAL DESIGN REVIEW

1.	8/15/16	RESPONSE TO DOT COMMENTS	
REV.	DATE	REVISION DESCRIPTION	SHEET NO.

DESIGNER/DRAFTER:
WRV/JBM
CHECKED BY:
M. VERTUCCI
SCALE IN FEET
SCALE 1"=5'

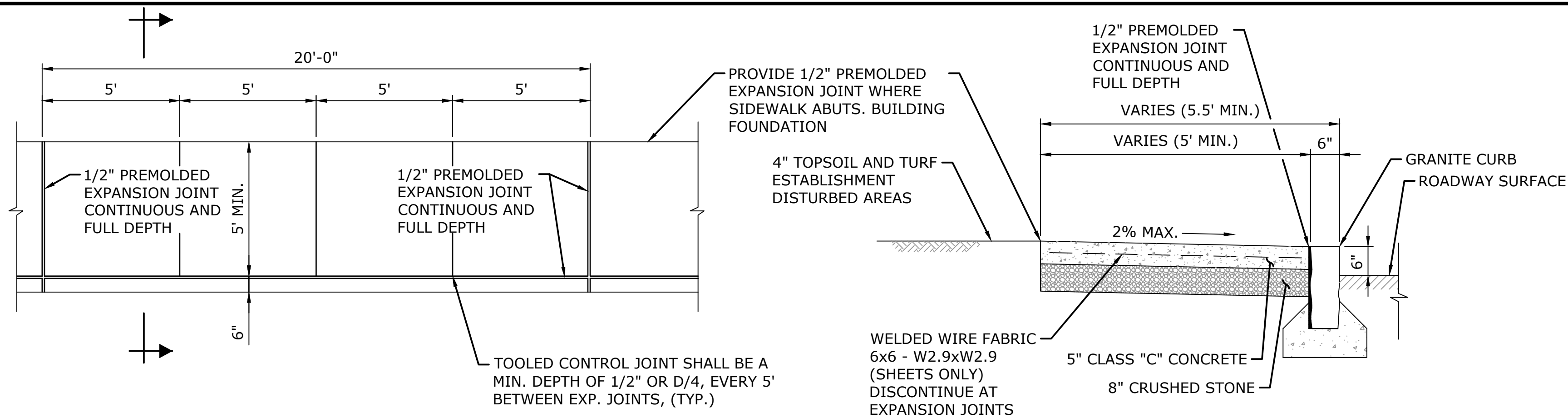


SIGNATURE/
BLOCK:
FUSSELL & O'NEILL
REGISTERED PROFESSIONAL ENGINEERS

PROJECT TITLE:
**ATLANTIC ST./HENRY ST.
INTERSECTION IMPROVEMENTS**

TOWN:
STAMFORD
DRAWING TITLE:
TYPICAL SECTIONS

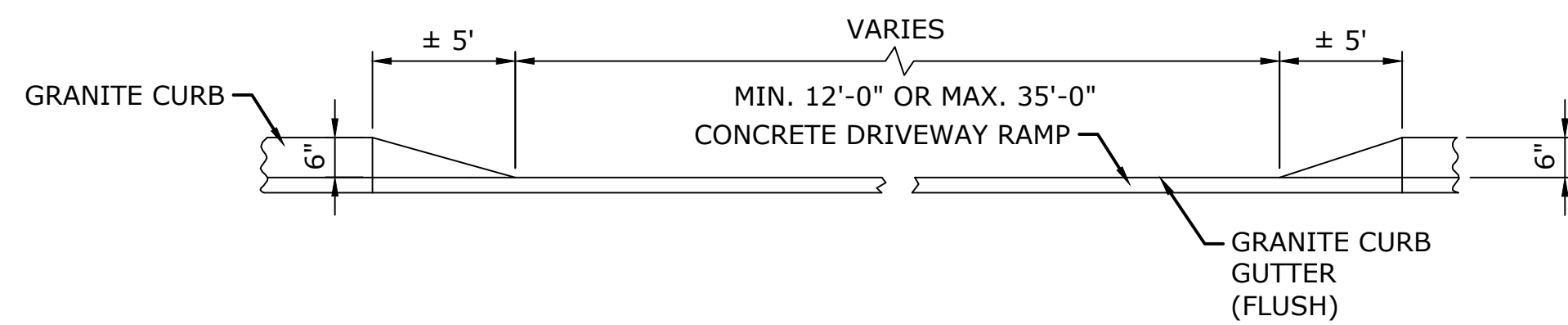
PROJECT NO.
135-320
DRAWING NO.
TYP-02
SHEET NO.
03.03



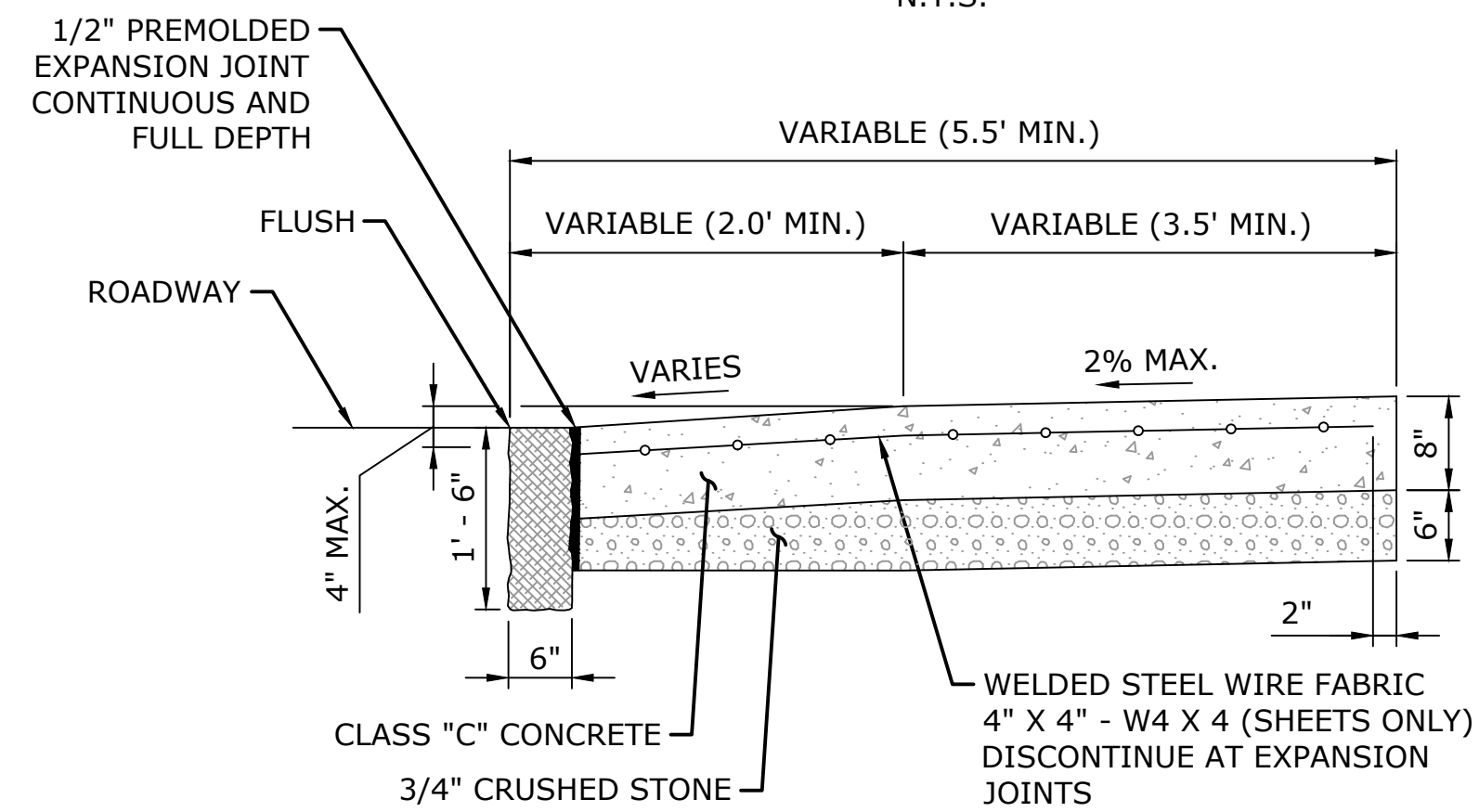
PLAN

CONCRETE SIDEWALK
N.T.S.

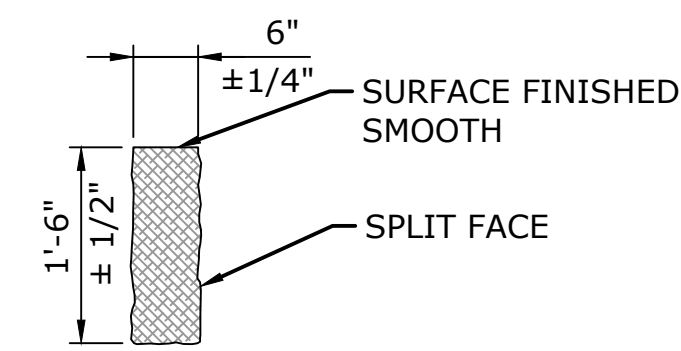
SECTION



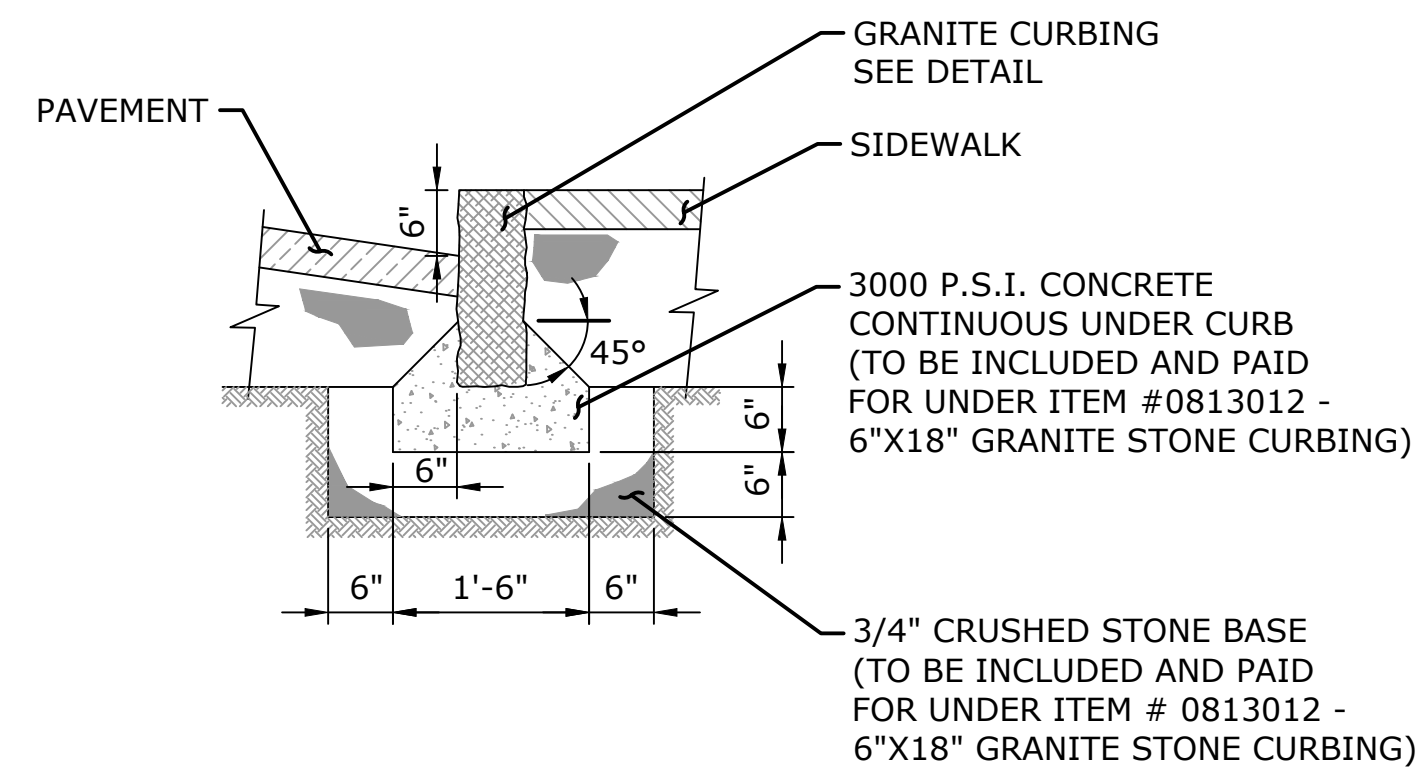
TYPICAL CONSTRUCTION OF CURB AT DRIVEWAY
N.T.S.



CONCRETE DRIVEWAY RAMP
N.T.S.



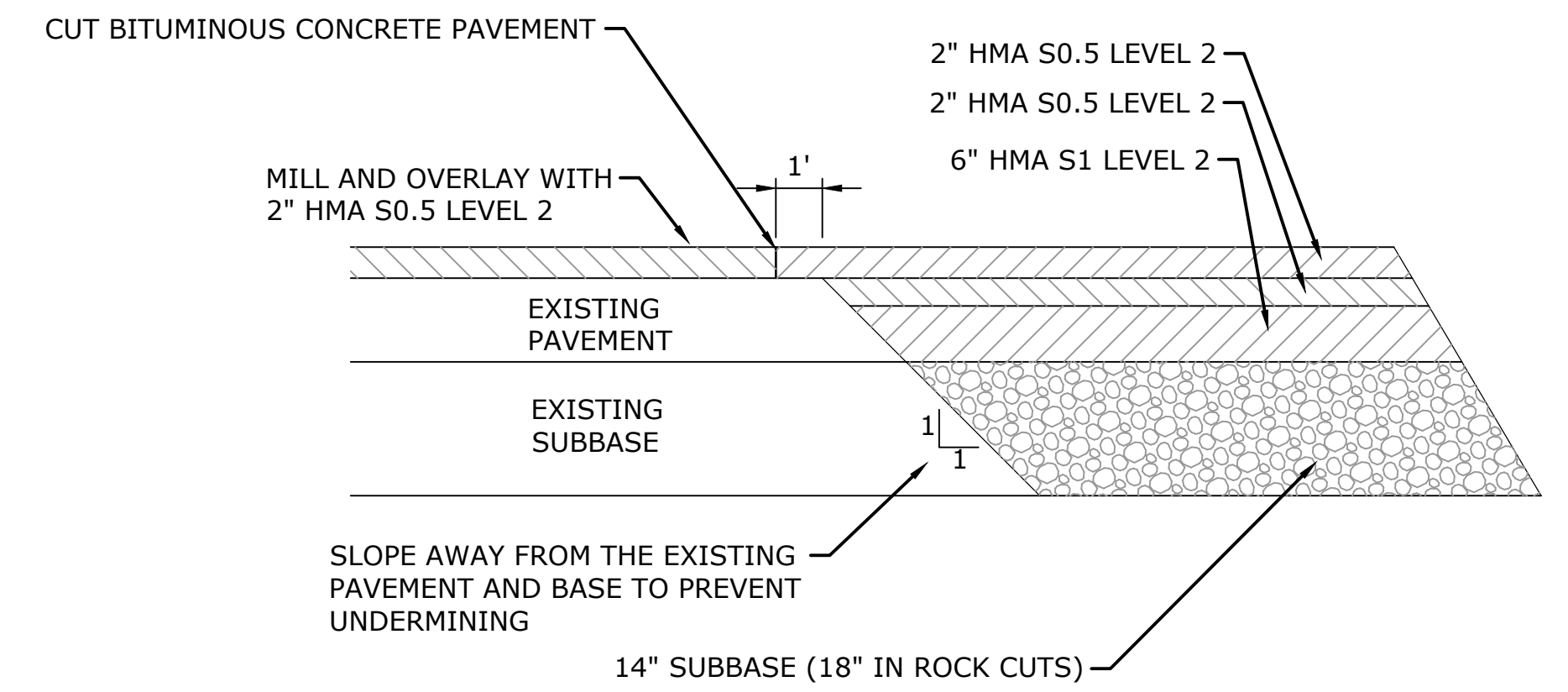
GRANITE CURBING
N.T.S.



GRANITE CURB SETTING DETAIL
N.T.S.

WATER POLLUTION CONTROL NOTES

1. CONSTRUCTION STANDARDS - CONSTRUCT ALL WATER POLLUTION CONTROL MEASURES IN ACCORDANCE WITH THE STANDARDS AND SPECIFICATIONS OF THE MOST RECENT EDITION OF THE "CONNECTICUT GUIDELINES FOR SOIL EROSION AND SEDIMENT CONTROL" (CT DEP BULLETIN 34) AND FORM 816 SECTION 1.10.3 "WATER POLLUTION CONTROL". ALL MEASURES SHALL BE MAINTAINED AND UPGRADED TO ACHIEVE PROPER SEDIMENT CONTROL DURING CONSTRUCTION. PRIOR TO MOBILIZATION, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER EROSION AND SEDIMENTATION CONTROL PLANS AND DETAILS THAT ARE TO BE ESTABLISHED FOR ALL PROJECT CONSTRUCTION. THE EROSION AND SEDIMENTATION PLANS AND DETAILS SHALL BE CONSISTENT WITH THE PROJECT CONSTRUCTION DOCUMENTS AND CONSTRUCTION STANDARDS, UNLESS OTHERWISE APPROVED BY THE ENGINEER. THE CONTRACTOR SHALL IMPLEMENT THIS EROSION AND SEDIMENTATION CONTROL PLAN AFTER RECEIVING WRITTEN APPROVAL FROM THE ENGINEER.
2. PLAN IMPLEMENTATION - THE IMPLEMENTATION INCLUDES THE INSTALLATION AND MAINTENANCE OF CONTROL MEASURES UNTIL PERMANENT STABILIZATION IS ACHIEVED, INFORMING ALL SUBCONTRACTORS OF THE REQUIREMENTS AND OBJECTIVES OF THE PLAN, AND NOTIFYING THE PROPER AGENCY OF ANY TRANSFER OF THIS RESPONSIBILITY.
3. FUGITIVE DUST - CONTROL FUGITIVE DUST USING WATER SPRAYS ON SOIL SURFACES, SWEEPING PAVED AREAS, TEMPORARY WINDBREAKS OR NON-ASPHALTIC SOIL TACKIFIERS.
4. HAY BALE LIFE SPAN - INSTALL HAY BALES WHERE PROTECTION AND EFFECTIVENESS IS REQUIRED FOR LESS THAN 90 DAYS. OTHERWISE, INSTALL GEOTEXTILE FENCE.
5. CATCH BASINS - PROTECT CATCH BASINS WITH PROPER CONTROLS THROUGHOUT THE CONSTRUCTION PERIOD UNTIL ALL DISTURBED AREAS ARE PERMANENTLY STABILIZED. SEDIMENT CONTROL MEASURES SHALL BE INSTALLED AT ALL CATCH BASINS DOWN GRADE OF CONSTRUCTION.
6. STOCKPILES - ENCIRCLE STOCKPILES OF ERODIBLE SOIL WITH A SEDIMENTATION CONTROL SYSTEM. THE SIDE SLOPES OF ERODIBLE STOCKPILED MATERIAL SHALL BE NO STEEPER THAN 2:1. STOCKPILES THAT ARE NOT TO BE USED WITHIN 30 DAYS SHALL BE PERMANENTLY SEEDDED.
7. SEDIMENT REMOVAL - SEDIMENT REACHING 1/2 THE HEIGHT OF THE EROSION CONTROL BARRIER SHALL BE REMOVED. REMOVE AND DISPOSE OF SEDIMENT IN A MANNER CONSISTENT WITH THE EROSION AND SEDIMENTATION CONTROL PLAN.
8. ANTI-TRACKING PADS - SHALL BE INSTALLED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER



PAVEMENT TRANSITION DETAIL FOR PLACEMENT AT EXISTING PAVEMENT
N.T.S.

FINAL DESIGN REVIEW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

DESIGNER/DRAFTER:
WRV/JBM
CHECKED BY:
M. VERTUCCI
SCALE AS NOTED

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

File name: J:\DWG\198203\A20\Civil\Details\1998203A20_DET01.dwg

SIGNATURE/BLOCK:

FUSS & O'NEILL
145 Hartford Road
Meriden, CT 06450
(860) 442-2600

PROJECT TITLE:
ATLANTIC ST./HENRY ST.
INTERSECTION IMPROVEMENTS

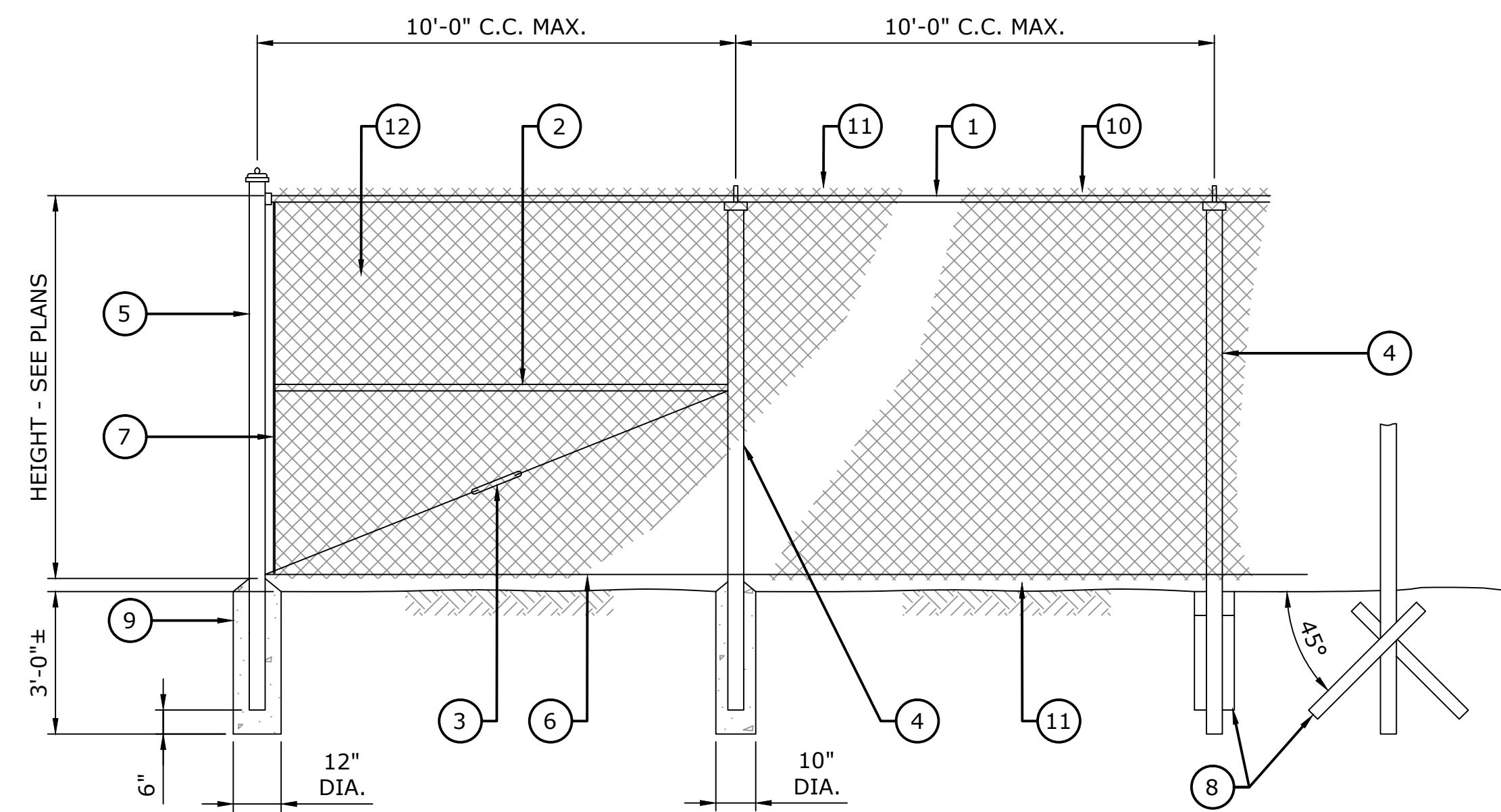
TOWN:
STAMFORD

DRAWING TITLE:
MISCELLANEOUS DETAILS

PROJECT NO.
135-320

DRAWING NO.
MDS-01

SHEET NO.
03.04



- ① 1 5/8" O.D. TOP RAIL ATTACH TO THE C.L. FABRIC WITH 9 GAUGE WIRE CLIP EVERY 24"
- ② 1 5/8" O.D. BRACE RAIL FENCES OVER 6 FEET FEET HIGH AND ALL FENCES WITHOUT TOP RAIL
- ③ 5/16" TRUSS ROD AND TURNBUCKLE
- ④ INTERMEDIATE POST

FENCE HEIGHT	SQUARE POST	ROUND POST
6 FEET AND LESS	1 7/8"	2"
OVER 6 FEET	2 1/4"	2 1/2"

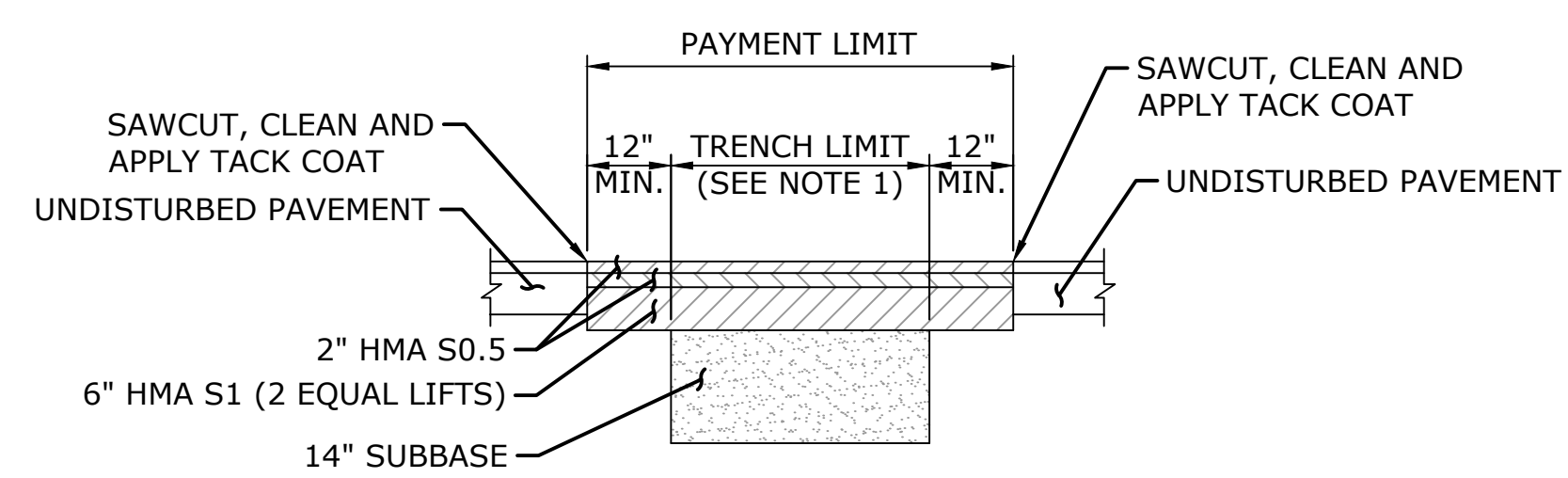
 ATTACH TO C.L. FABRIC WITH CLIPS EVERY 15"
- ⑤ END OR CORNER POST

FENCE HEIGHT	SQUARE POST	ROUND POST
6 FEET AND LESS	2"	2 1/2"
OVER 6 FEET	2 1/2"	3"
- ⑥ 6 GAUGE BOTTOM TENSION WIRE ATTACH TO C.L. FABRIC WITH HOG RING AT 24" C.C.
- ⑦ TENSION ROD ATTACHED TO END OR CORNER POST

- ⑧ 2-30" MIN. LENGTH DRIVE ANCHORS DRIVEN THROUGH FITTINGS AT 90° TO FENCE LINE INTO EARTH AT 45°, (TO BE USED IN PLACE OF CONCRETE FOOTING. SEE FOOTING DESIGN NOTE.)
- ⑨ CONCRETE FOOTING 36" DEEP WITH 12" DIA. AT END POST AND 10" DIA. AT INTERMEDIATE POST. HOLE CORE IN UNDISTURBED OR COMPACTED SOIL. (SEE FOOTING DESIGN NOTE)
- ⑩ 6 GAUGE TENSION WIRE WHEN TOP RAIL IS NOT USED.
- ⑪ FABRIC SELVAGE:
 UNDER 6 FEET SHALL BE KNUCKLED TOP AND BOTTOM
 6 FEET AND OVER SHALL BE KNUCKLED BOTTOM AND TWISTED ON THE TOP
 RECREATIONAL FENCING, REGARDLESS OF HEIGHT, SHALL BE KNUCKLED TOP AND BOTTOM
- ⑫ 11 GAUGE 2" WIRE MESH FABRIC (RESIDENTIAL)
 9 GAUGE 1 3/4" WIRE MESH FABRIC (RESIDENTIAL)
 9 GAUGE 2" WIRE MESH FABRIC (COMMERCIAL)
 OTHER GAUGE AND MESH SIZES AVAILABLE

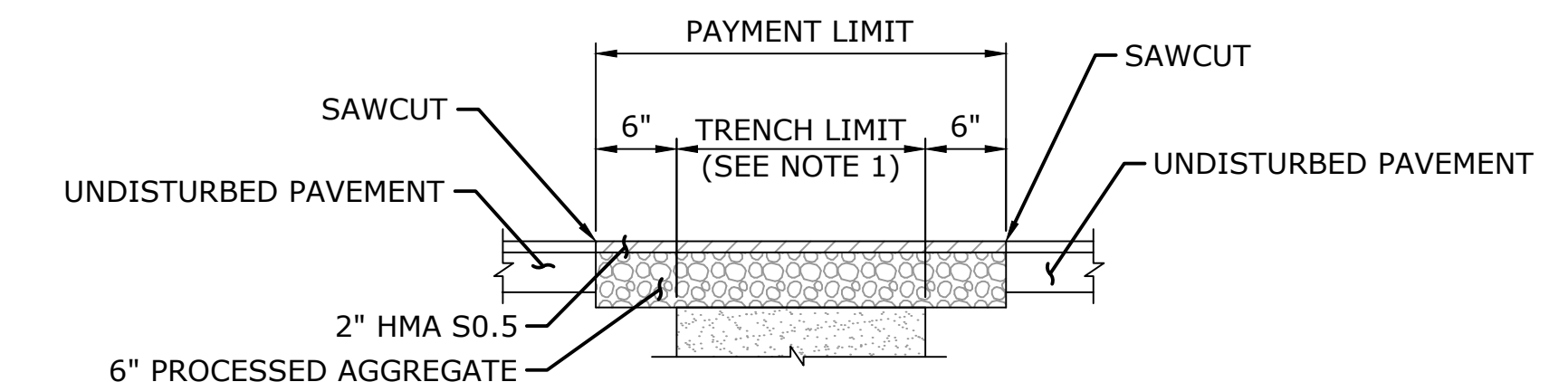
- NOTES:**
- FOOTING DESIGN TO CHECKED BY AN ENGINEER FOR WIND LOADS IF SLATS ARE USED OR IF POOR SOIL CONDITIONS EXIST.
 - STRAIGHT RUNS BETWEEN BRACED POSTS SHALL NOT EXCEED 500 FT.
 - FENCE DETAILS ARE INTENDED AS A GUIDE ONLY. ALL FENCE MATERIALS AND CONSTRUCTION METHODS SHALL BE APPROVED BY THE ENGINEER AND FENCE MANUFACTURER.

CHAIN LINK FENCE
N.T.S.



- NOTES:**
- THE LIMIT OF THE TRENCH SHALL BE PIPE I.D. + 2'-0" FOR PIPES LESS THAN 30" IN DIAMETER. THE LIMIT OF HE TRENCH SHALL BE PIPE I.D. + 3'-0" FOR PIPES THAT ARE 30" OR GREATER IN DIAMETER.
 - THE CONTRACTOR SHALL SAWCUT ALL EXISTING PAVEMENT AT THE LIMITS OF PERMANENT PAVEMENT UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
 - SAWCUTTING, EXCAVATION, REMOVAL OF EXISTING PAVEMENT FROM TRENCH LIMITS TO LIMITS OF PERMANENT PAVEMENT, CLEANING, TACK COAT, HMA, AND SUBBASE SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE YARD FOR "PAVEMENT REPLACEMENT PERMANENT."
 - MINIMUM THICKNESS TO BE THE SAME AS PROPOSED HMA OR MATCH THICKNESS OF EXISTING PAVEMENT, WHICHEVER IS GREATER.

PERMANENT PAVEMENT REPLACEMENT
N.T.S.

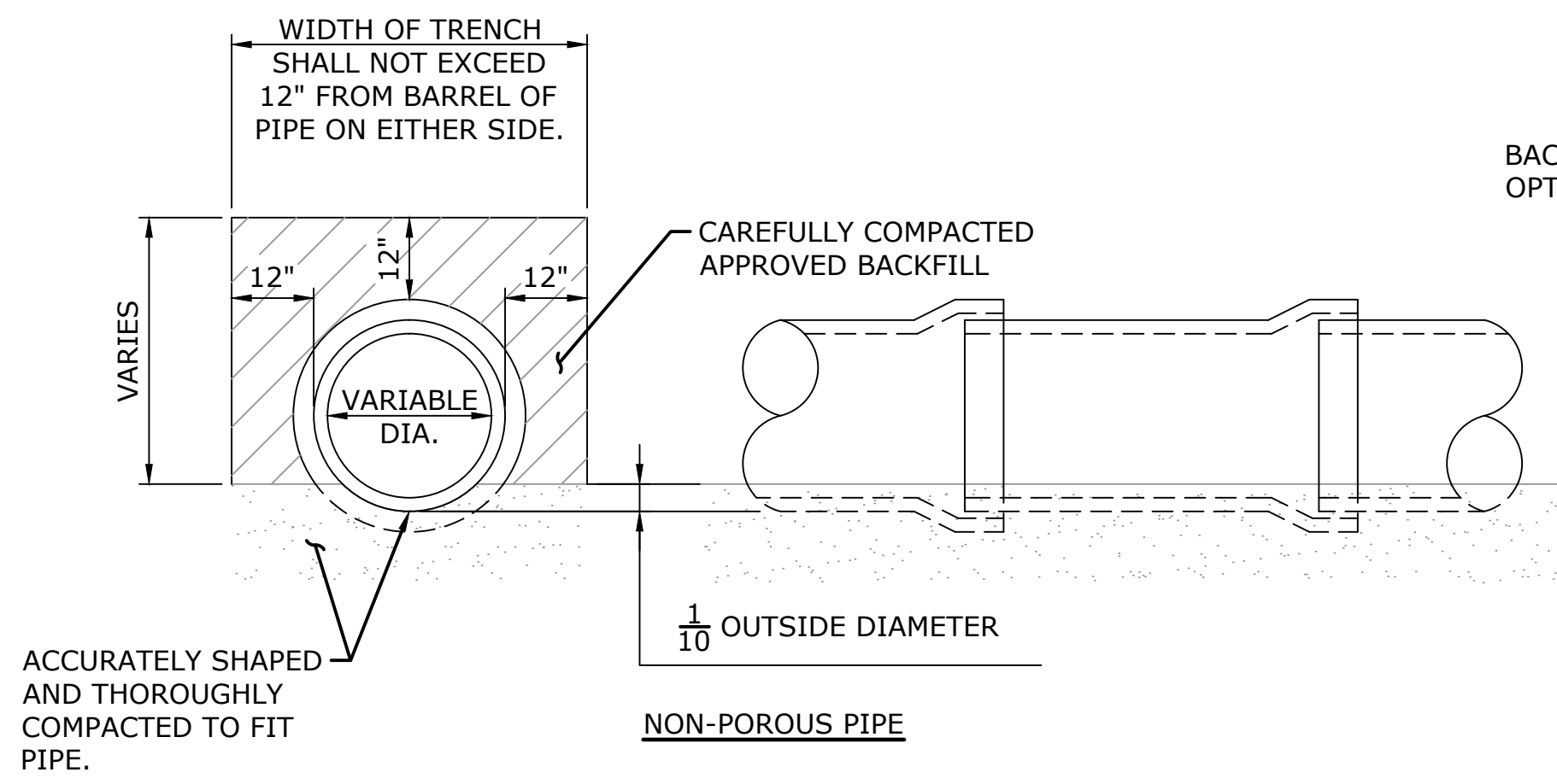


- NOTES:**
- THE LIMIT OF THE TRENCH SHALL BE PIPE I.D. + 2'-0" FOR PIPES LESS THAN 30" IN DIAMETER. THE LIMIT OF HE TRENCH SHALL BE PIPE I.D. + 3'-0" FOR PIPES THAT ARE 30" OR GREATER IN DIAMETER.
 - THE CONTRACTOR SHALL SAWCUT ALL EXISTING PAVEMENT AT THE LIMITS OF TEMPORARY PAVEMENT UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
 - SAWCUTTING AND REMOVAL OF EXISTING PAVEMENT FROM TRENCH LIMITS OF TEMPORARY PAVEMENT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE YARD FOR "TEMPORARY PAVEMENT".

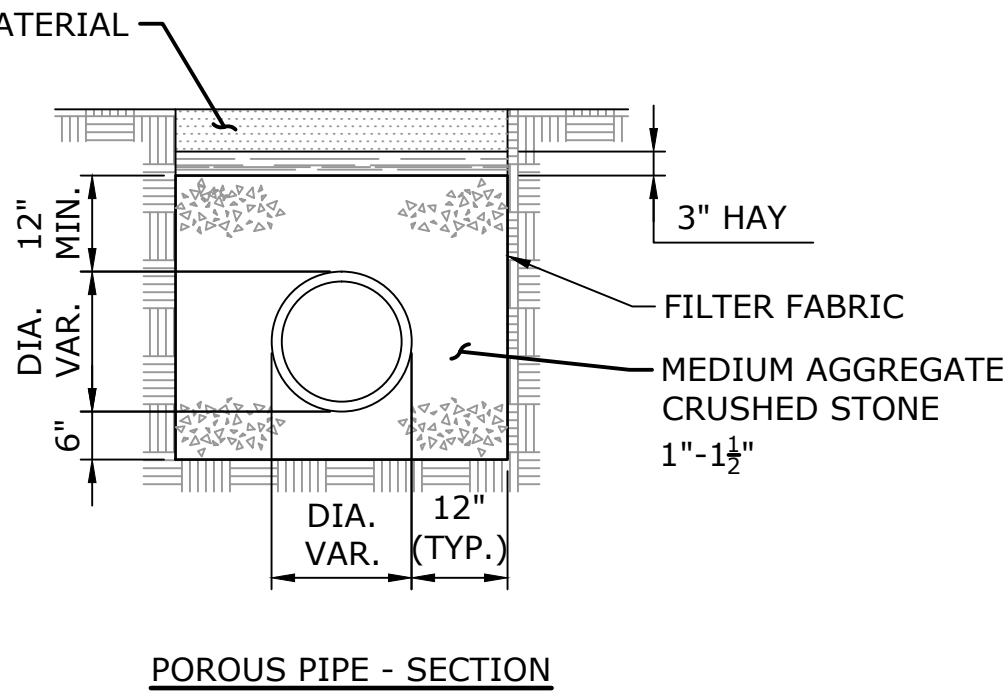
TEMPORARY PAVEMENT
N.T.S.

FINAL DESIGN REVIEW

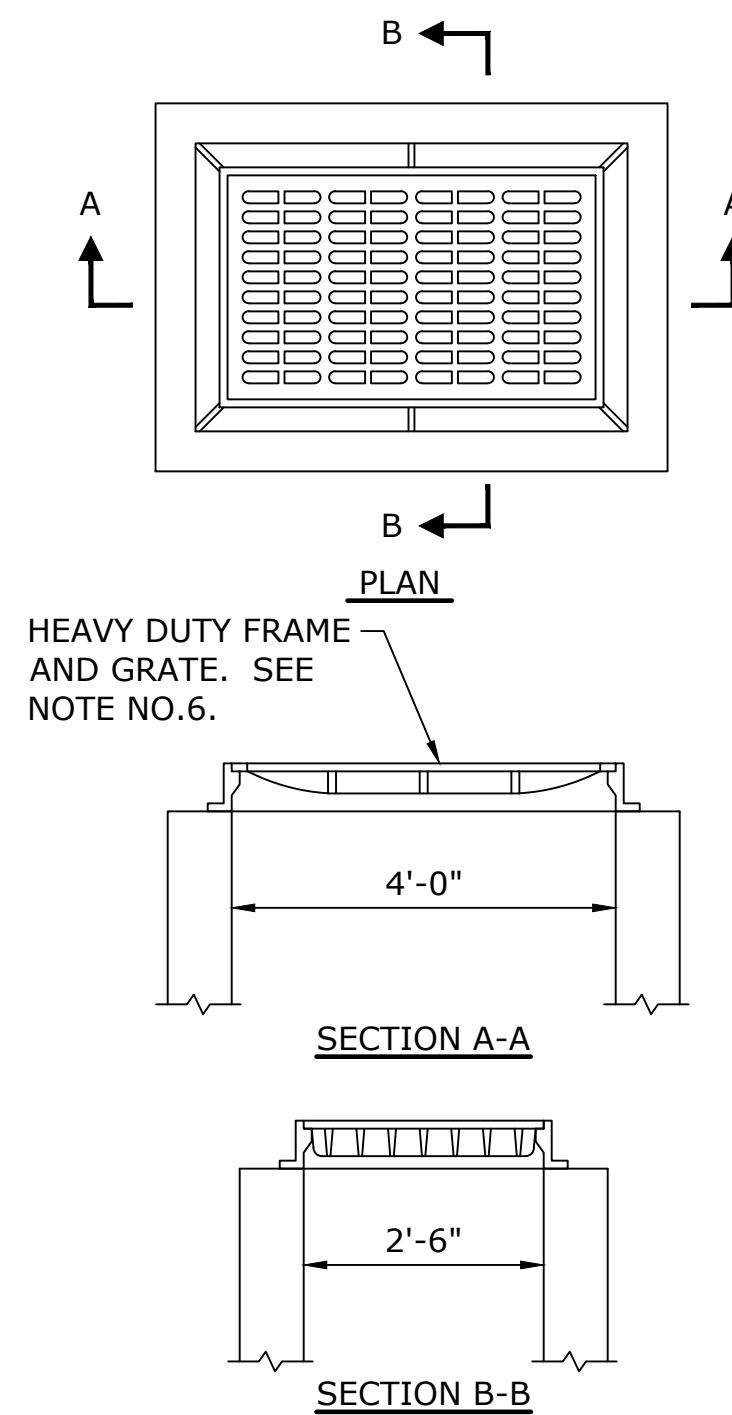
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	CHECKED BY: M. VERTUCCI					SCALE AS NOTED



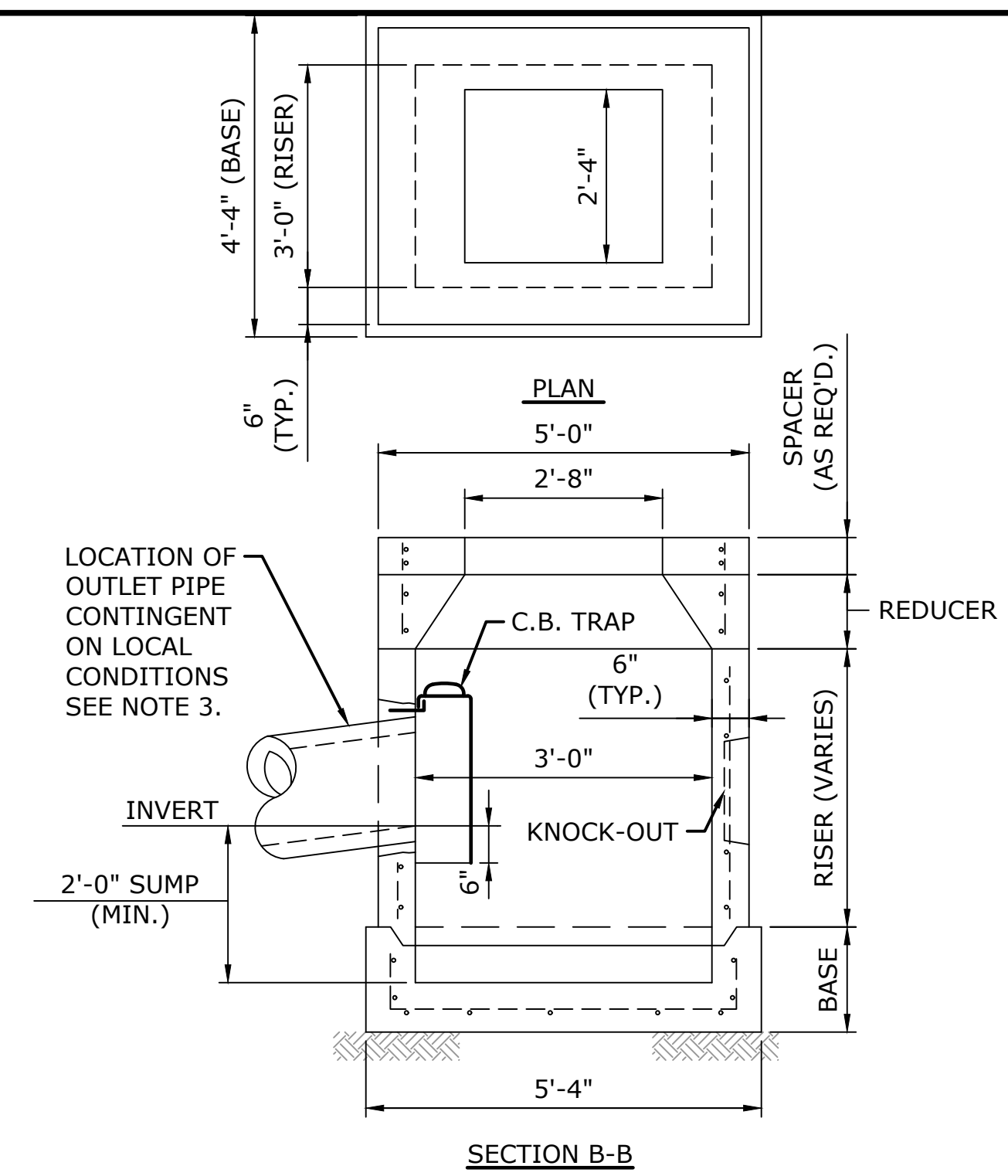
TYPICAL METHOD OF LAYING PIPE
N.T.S.



POROUS PIPE - SECTION

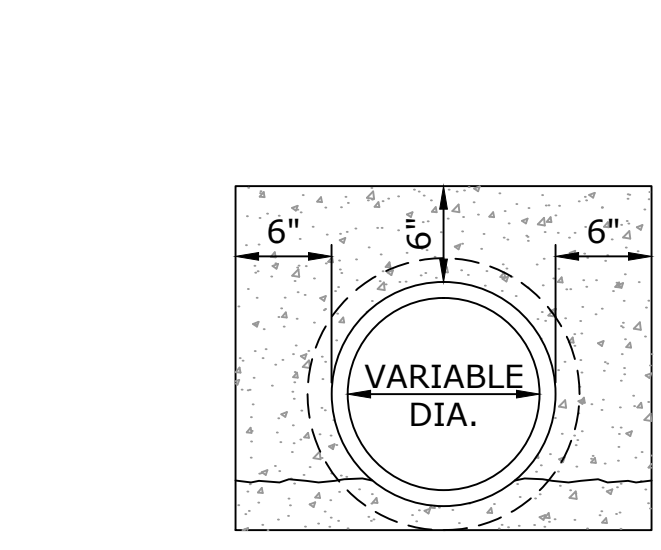


HEAVY DUTY FRAME AND GRATE
N.T.S.

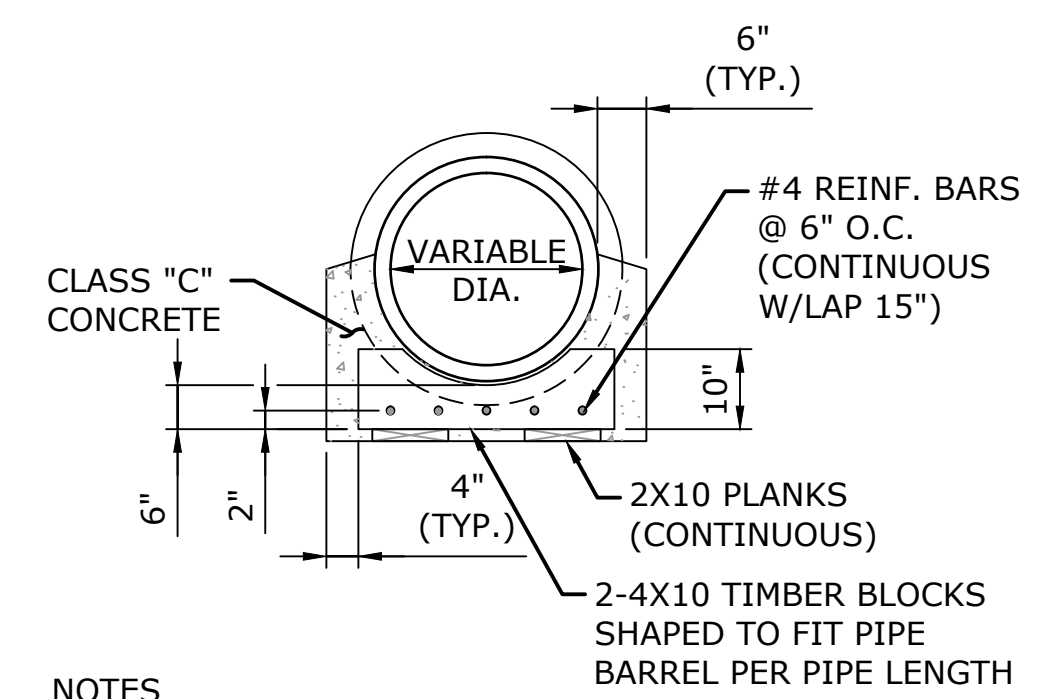


TYPICAL PRECAST CATCH BASIN (STANDARD)
N.T.S.

- NOTES**
- ALL PRECAST SECTIONS SHALL BE CONSTRUCTED OF REINFORCED CONCRETE, INCLUDING THE SUMP. REINFORCING SHALL CONFORM TO ASTM A615, GRADE 40 OR BETTER. CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 4,000 PSI.
 - COMPACTION AROUND ALL STRUCTURES TO BE HAND TAMPED IN ACCORDANCE WITH SECTION 2.05 OF CTDOT STANDARD SPECIFICATIONS FOR ROADS, BRIDGES AND INCIDENTAL CONSTRUCTION, LATEST EDITION.
 - UNREINFORCED PIPES SHALL BE CUT FLUSH WITH INSIDE FACE OF C.B. WALL. REINFORCED PIPES SHALL BE CUT TO PROVIDE 1" RECESS INTO FACE OF C.B. WALL. CUT END SHALL THEN BE PATCHED WITH MORTAR FLUSH WITH WALL.
 - ALL UNUSED KNOCK-OUTS SHALL BE BRICKED UP WHERE DIRECTED BY THE ENGINEER.
 - TYPE "C" CATCH BASIN HEAVY DUTY FRAME AND GRATE TO BE CAMPBELL FOUNDRY CO. NO. 2617 OR ENGINEER APPROVED EQUAL.
 - TYPE "C-L" CATCH BASIN HEAVY DUTY FRAME AND GRATE TO BE CAMPBELL FOUNDRY CO. NO. 3408 OR ENGINEER APPROVED EQUAL.
 - FOR OUTLET PIPES 18" I.D. OR SMALLER C.B. TRAPS TO BE CAMPBELL FOUNDRY NO. 2564 OR ENGINEER APPROVED EQUAL. FOR LARGER PIPES, LARGER TRAPS SHALL BE USED, SUBJECT TO THE APPROVAL OF THE ENGINEER. TRAPS SHALL BE HUNG FROM TWO 1/2" SQUARE STAINLESS STEEL HANGER HOOKS EMBEDDED IN WALL OF C.B.
 - AS DIRECTED, THE CONTRACTOR SHALL ADHERE THE APPROPRIATE "DON'T DUMP" PLAQUE FURNISHED BY THE CITY, TO TOPS OF CATCH BASIN FRAMES, AS SHOWN. IN ADDITION TO THE PEEL AND STICK BACKING, CONTRACTOR SHALL BOND PLAQUE TO SUBSTRATE USING EXTERIOR GRADE CONSTRUCTION ADHESIVE. COST OF THIS SHALL BE INCLUDED IN THE COST OF CATCH BASIN WORK.

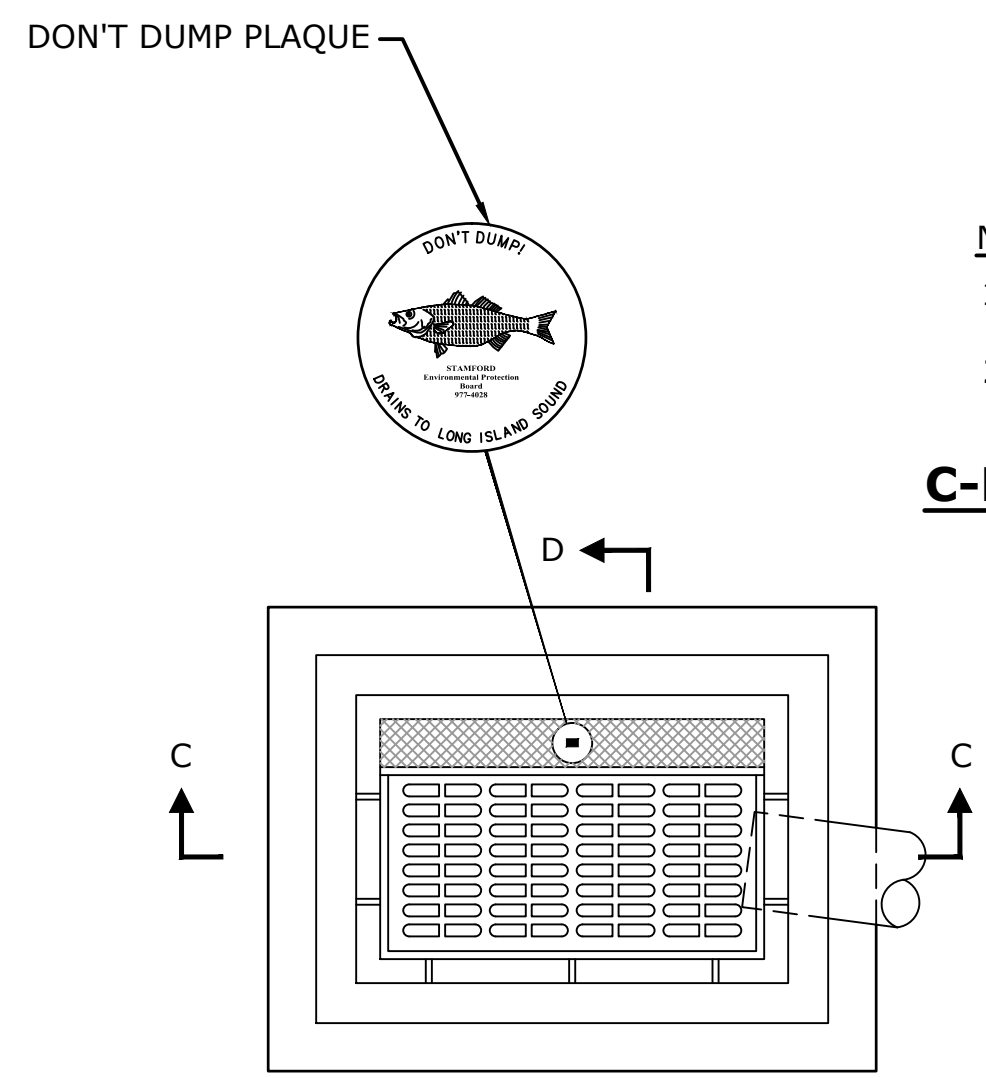


CONCRETE SADDLE FOR LATERALS
N.T.S.



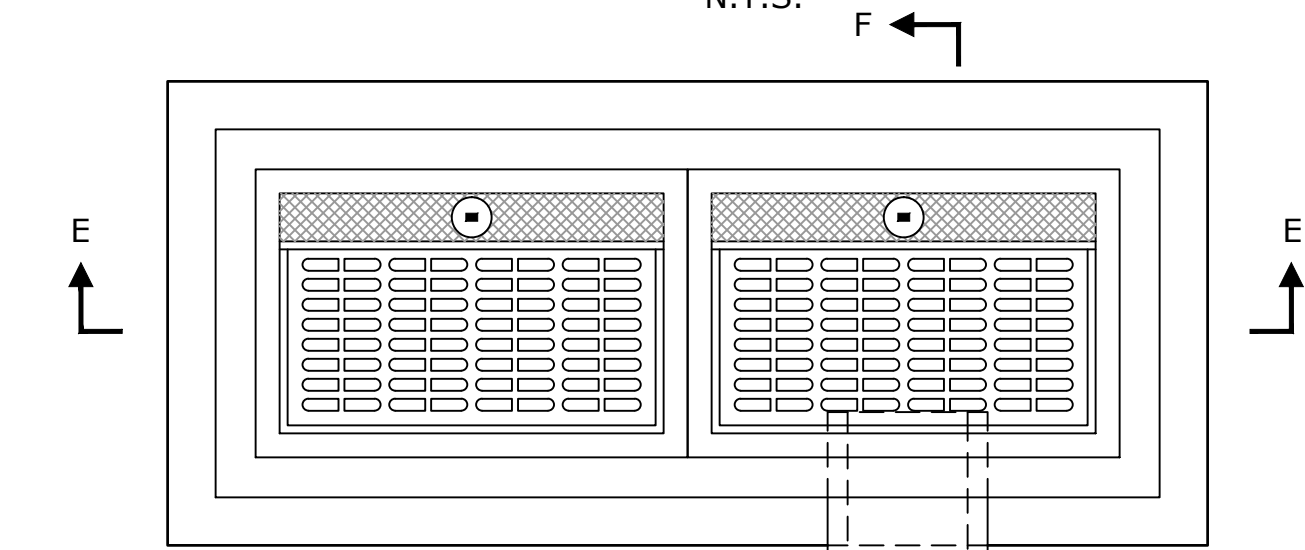
REINFORCED CONCRETE CRADLE
N.T.S.

- NOTES**
- ALL LATERALS HAVING LESS THAN THREE FEET OF FILL OVER PIPE SHALL BE SADDLED USING CLASS "C" CONCRETE AS SHOWN.
 - LATERALS SHALL BE LAYED TO LINE AND GRADE IN A BED OF CONCRETE AND IMMEDIATELY ENCASED AS SHOWN.

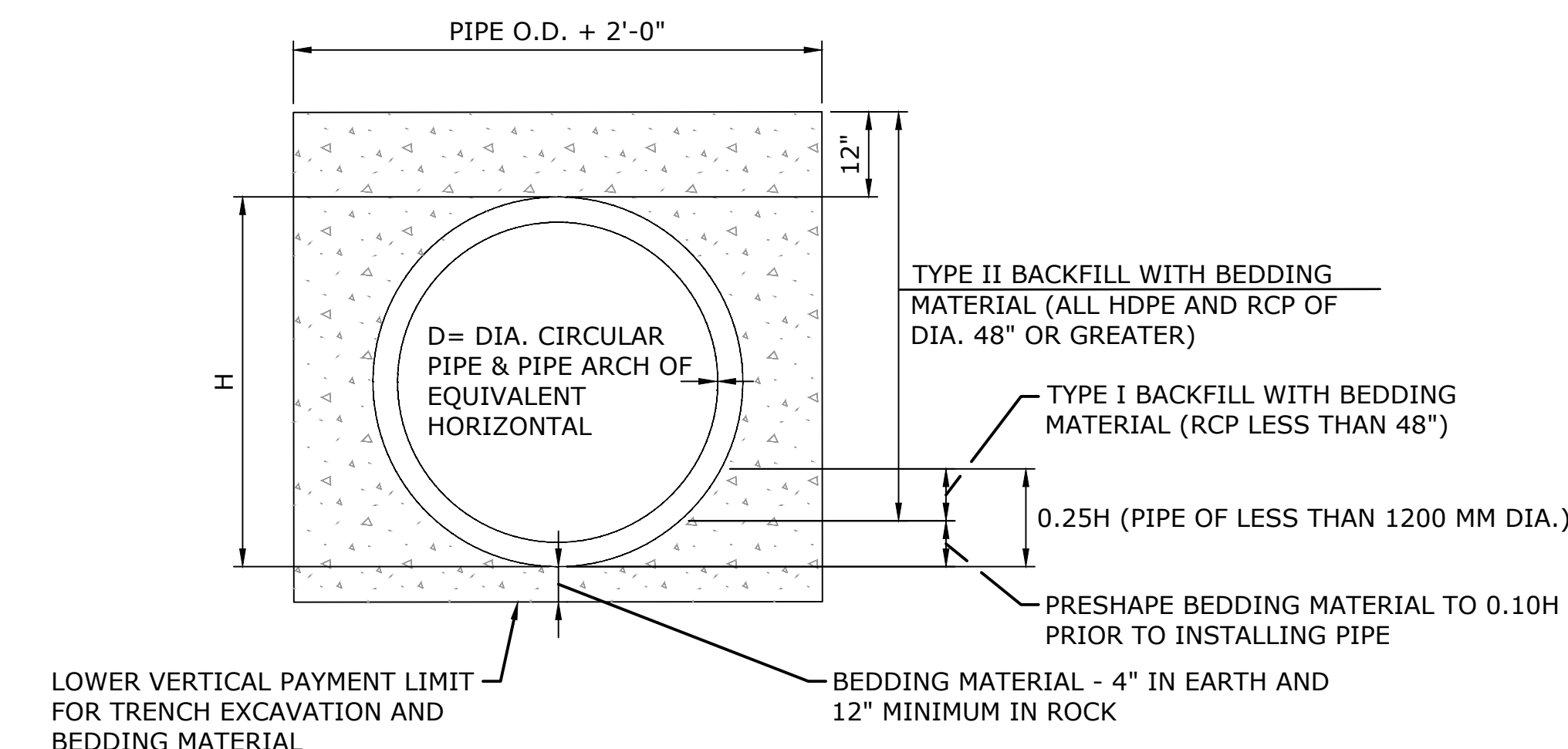


C-L CATCH BASIN FRAME AND GRATE
N.T.S.

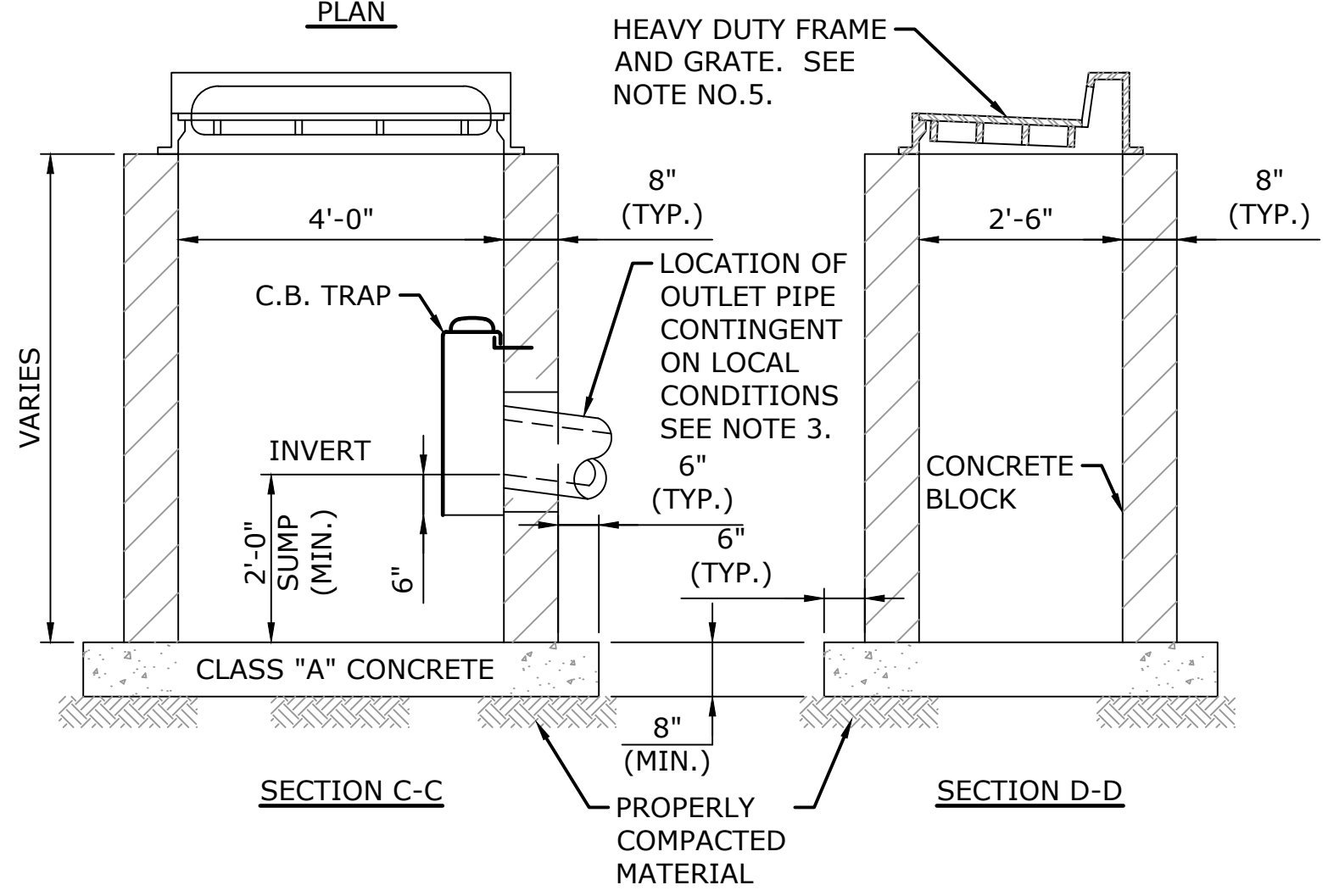
- NOTES**
- MASONRY CATCH BASIN SHOWN, PRECAST CATCH BASIN SIMILAR.
 - SEE STANDARD CATCH BASIN DETAIL FOR ADDITIONAL INFORMATION.



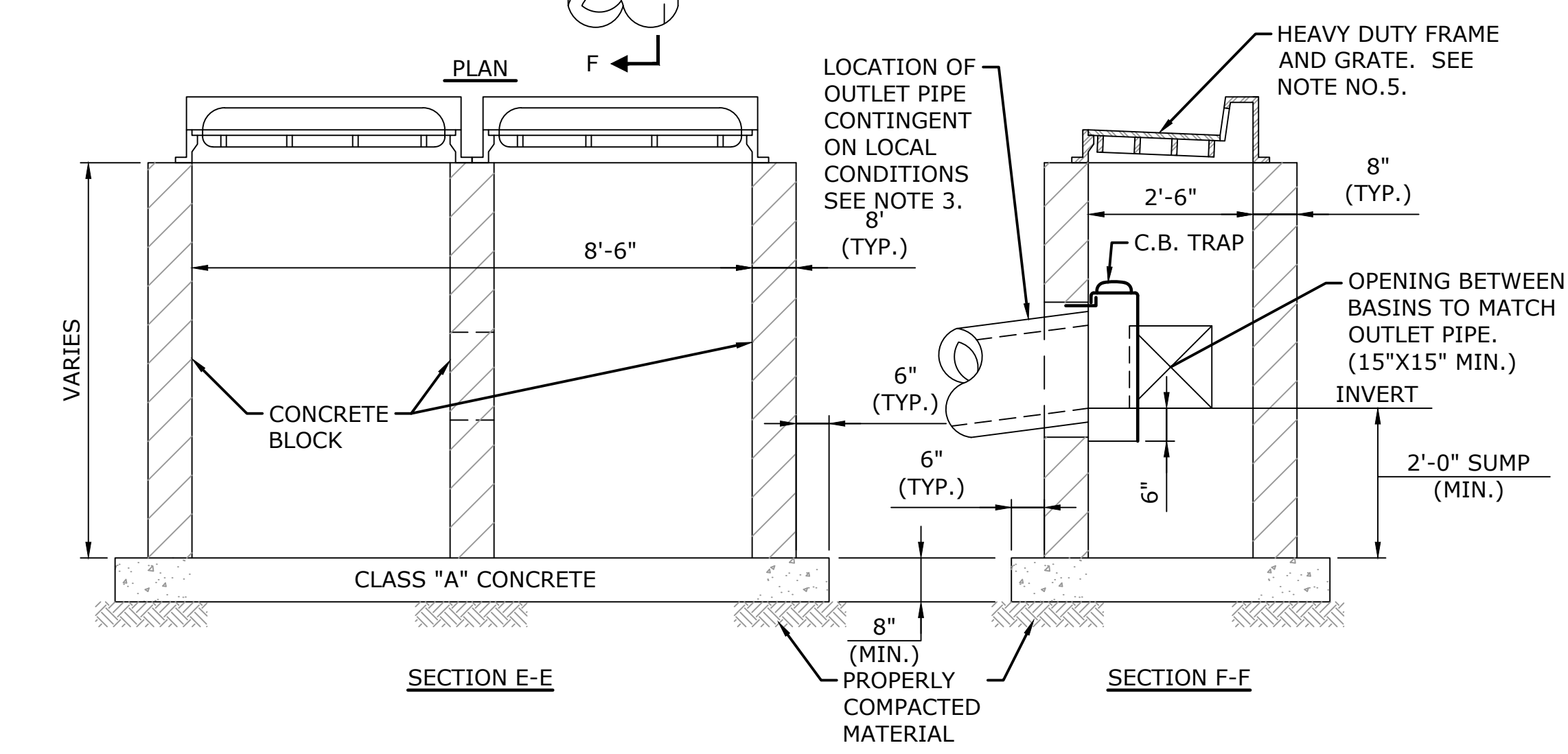
TYPE "C" DOUBLE GRATE (TYPE II) CATCH BASIN (MASONRY)
N.T.S.



BEDDING DETAIL FOR DRAINAGE PIPES
N.T.S.



STANDARD CATCH BASIN (MASONRY) TYPE B-1 AND TYPE "C"
N.T.S.

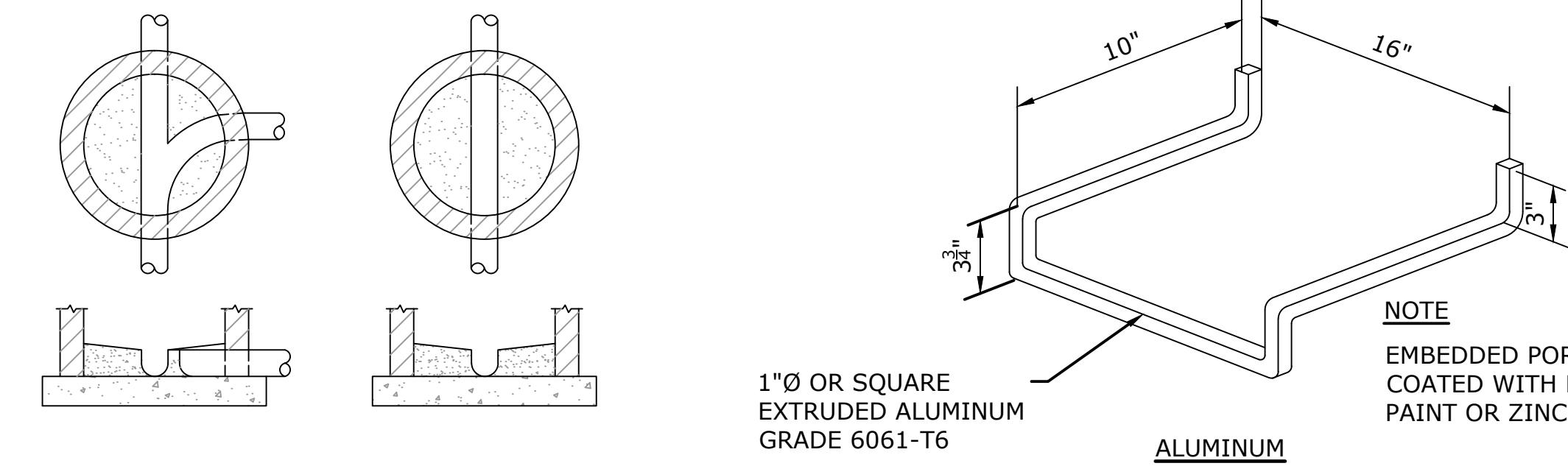


FINAL DESIGN REVIEW

DESIGNER/DRAFTER: WRV/JBM CHECKED BY: M. VERTUCCI					SIGNATURE/BLOCK: 		PROJECT TITLE: ATLANTIC ST./HENRY ST. INTERSECTION IMPROVEMENTS		TOWN: STAMFORD		PROJECT NO. 135-320	
SCALE AS NOTED			FILENAME: J:\DWG\1998\1998203\A20\Civil\Details\1998203A20_DET01.dwg		SIGNATURE/BLOCK: 		DRAWING TITLE: MISCELLANEOUS DETAILS STORM DRAINAGE		DRAWING NO. MDS-03		SHEET NO. 03.06	
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 12/28/2016								

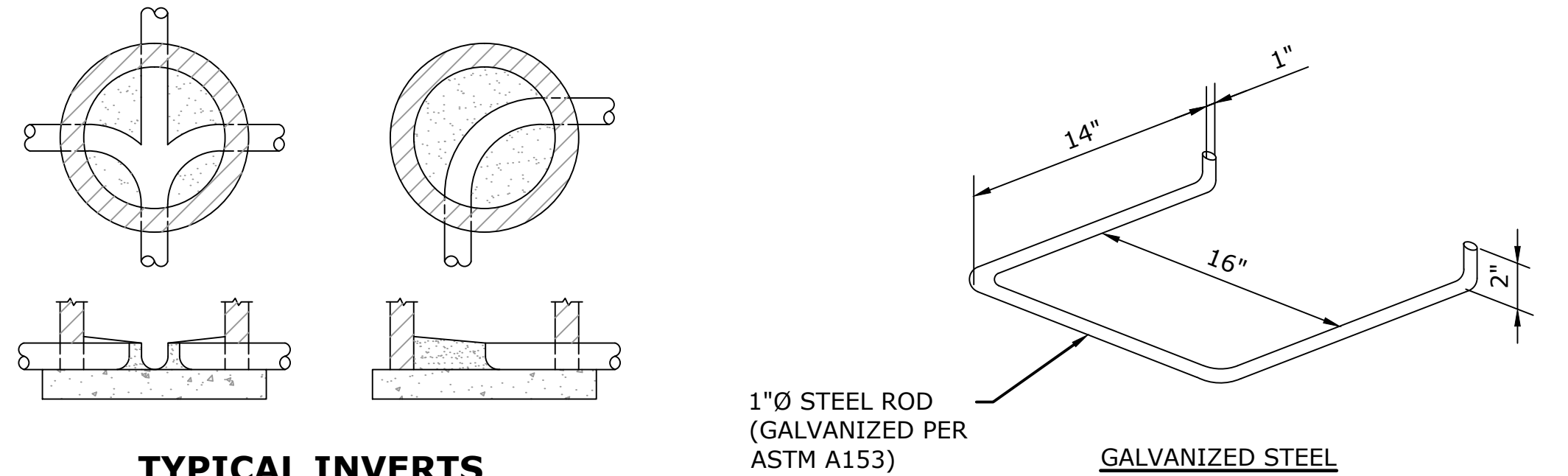
NOTES

1. CASTINGS DESIGNATED AS "HEAVY DUTY" SHALL SAFELY WITHSTAND AASHTO HS20 HIGHWAY LOADING.
2. ALL STEEL TO BE STRUCTURAL GRADE CONFORMING TO ASTM A36.
3. CAST IRON SHALL CONFORM TO ASTM A48 CLASS 30.
4. SEAT OF MANHOLE FRAMES, EDGES AND BOTTOM OF COVERS SHALL BE MACHINED TO A TRUE SURFACE SO COVERS WILL NOT BIND OR ROCK ON FRAMES.
5. FIRST STEP FROM TOP OF MANHOLE SHALL BE SHORTENED SO AS TO EXTEND NOT MORE THAN 4" FROM WALL OF MANHOLE. ALL OTHER STEPS SHALL EXTEND 6" FROM WALL.
6. APPROVED CONCRETE BLOCK MAY BE USED IN LIEU OF BRICK IN THE CONSTRUCTION OF CATCH BASINS AND STORM MANHOLES.
7. WHERE SHOWN, STEEL ITEMS SHALL BE HOT-DIP GALVANIZED IN ACCORDANCE WITH ASTM A123 FOR STEEL SHAPES AND PLATES, OR ASTM A153 FOR HARDWARE.
8. REINFORCING STEEL SHALL CONFORM TO THE FOLLOWING:
BAR REINFORCEMENT - ASTM A615 GRADE 60
WELDED WIRE FABRIC - ASTM A184
WELDED DEFORMED WIRE FABRIC - ASTM A497
9. UNREINFORCED PIPES SHALL BE CUT FLUSH WITH INSIDE FACE OF C.B. WALL. REINFORCED PIPES SHALL BE CUT TO PROVIDE 1" RECESS INTO FACE OF C.B. WALL. CUT END SHALL THEN BE PATCHED WITH MORTAR FLUSH WITH WALL.
10. ALL UNUSED KNOCK-OUTS SHALL BE BRICKED UP WHERE DIRECTED BY THE ENGINEER.



1"Ø OR SQUARE
EXTRUDED ALUMINUM
GRADE 6061-T6

ALUMINUM

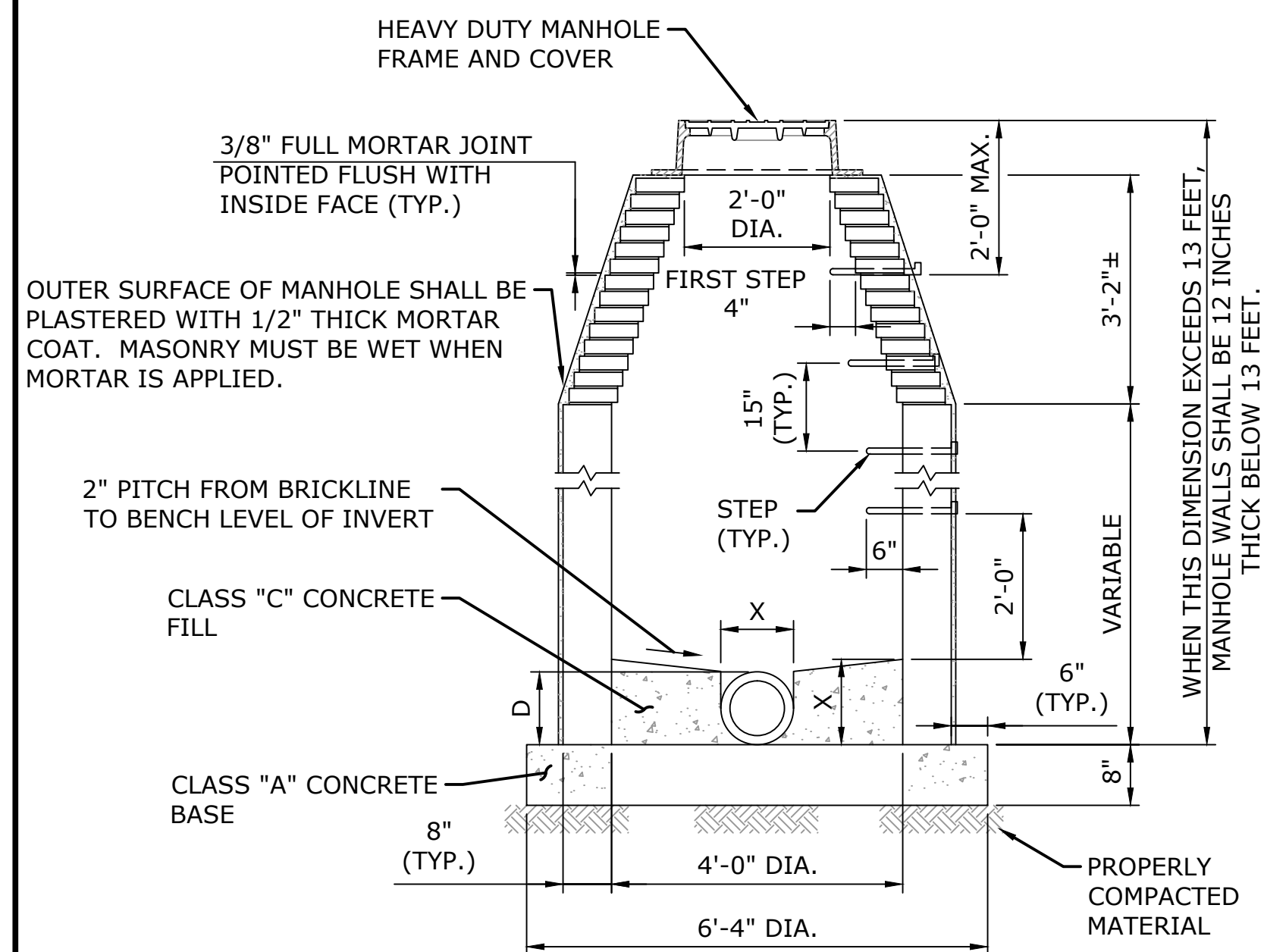


1"Ø STEEL ROD
(GALVANIZED PER
ASTM A153)

GALVANIZED STEEL

TYPICAL INVERTS
N.T.S.

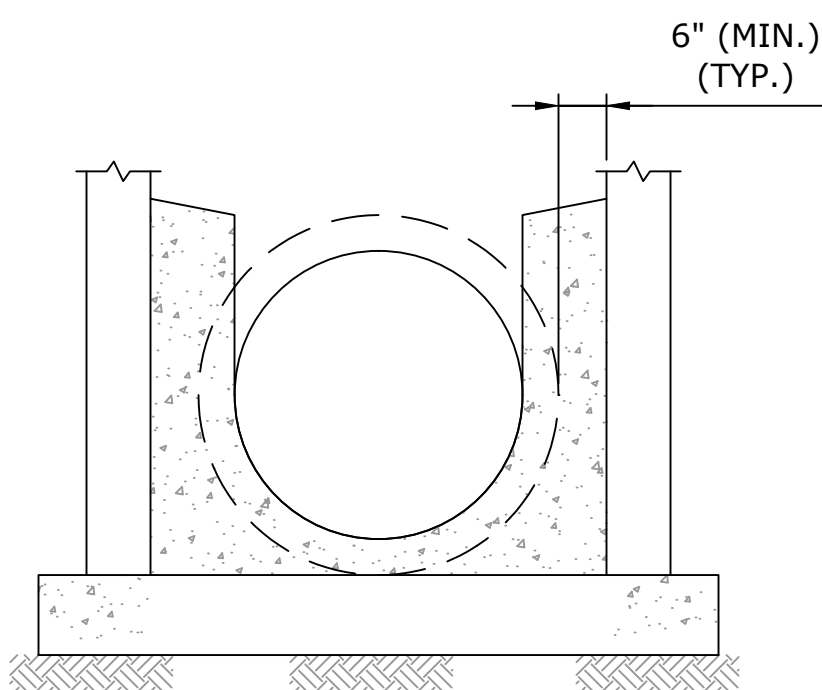
MANHOLE STEPS
N.T.S.



NOTES

1. DIMENSIONS "X" VARY ACCORDING TO SIZE OF PIPE.
2. "D" DENOTES OUTSIDE DIAMETER OF PIPE.
3. WHERE 5 FT. & 6 FT. DIA. MANHOLES ARE SHOWN ON THE PLANS, THEY SHALL BE CONSTRUCTED USING PRECAST CONCRETE UNITS.

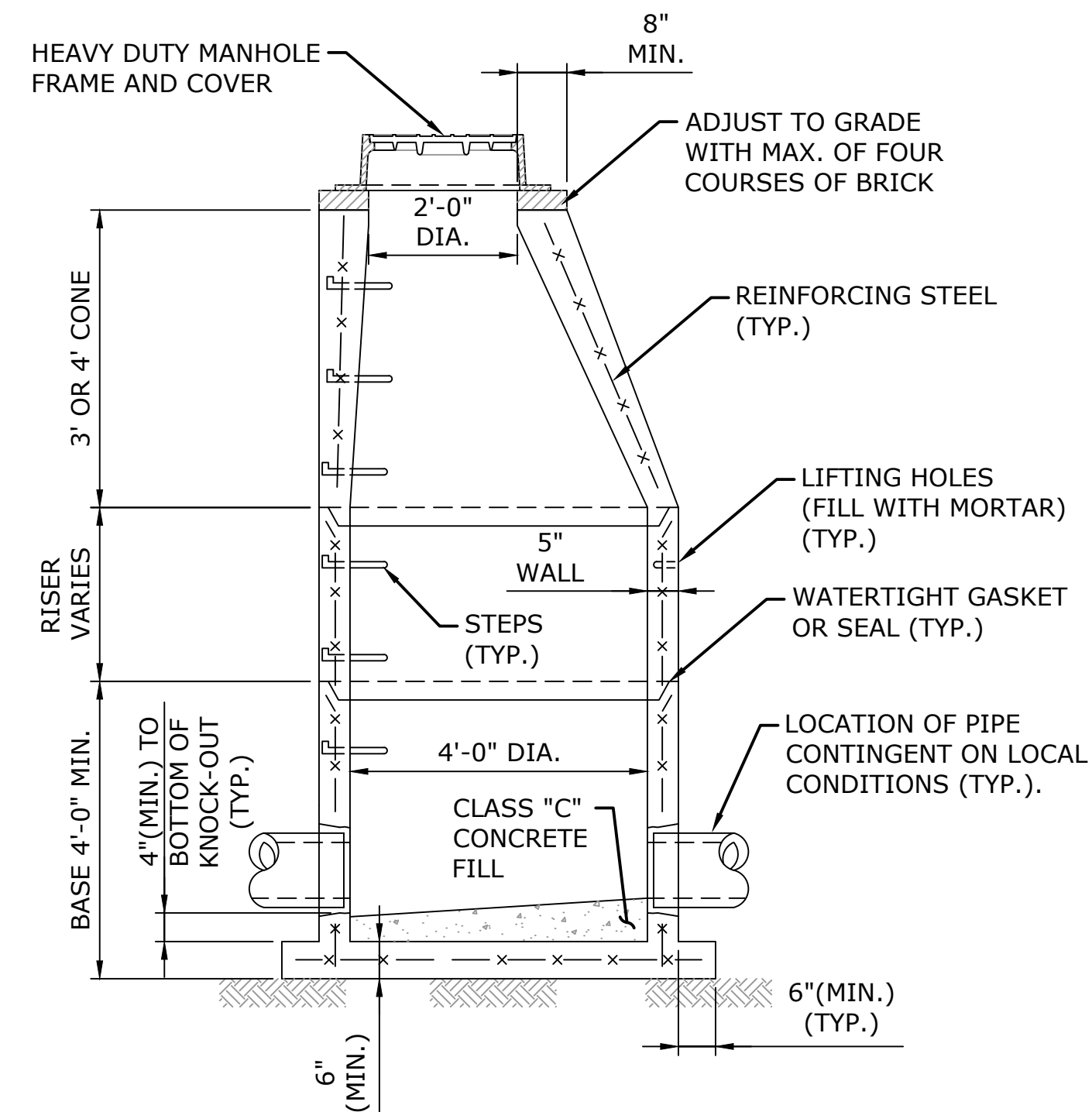
STANDARD MANHOLE
(LESS THAN 36" PIPE)
(MASONRY CONSTRUCTION)



NOTE:
FOR ADDITIONAL INFORMATION, SEE
"STANDARD MANHOLE (LESS THAN 36" PIPE)"
DETAIL, THIS SHEET.

STANDARD MANHOLE
(FOR 36" AND LARGER PIPES)

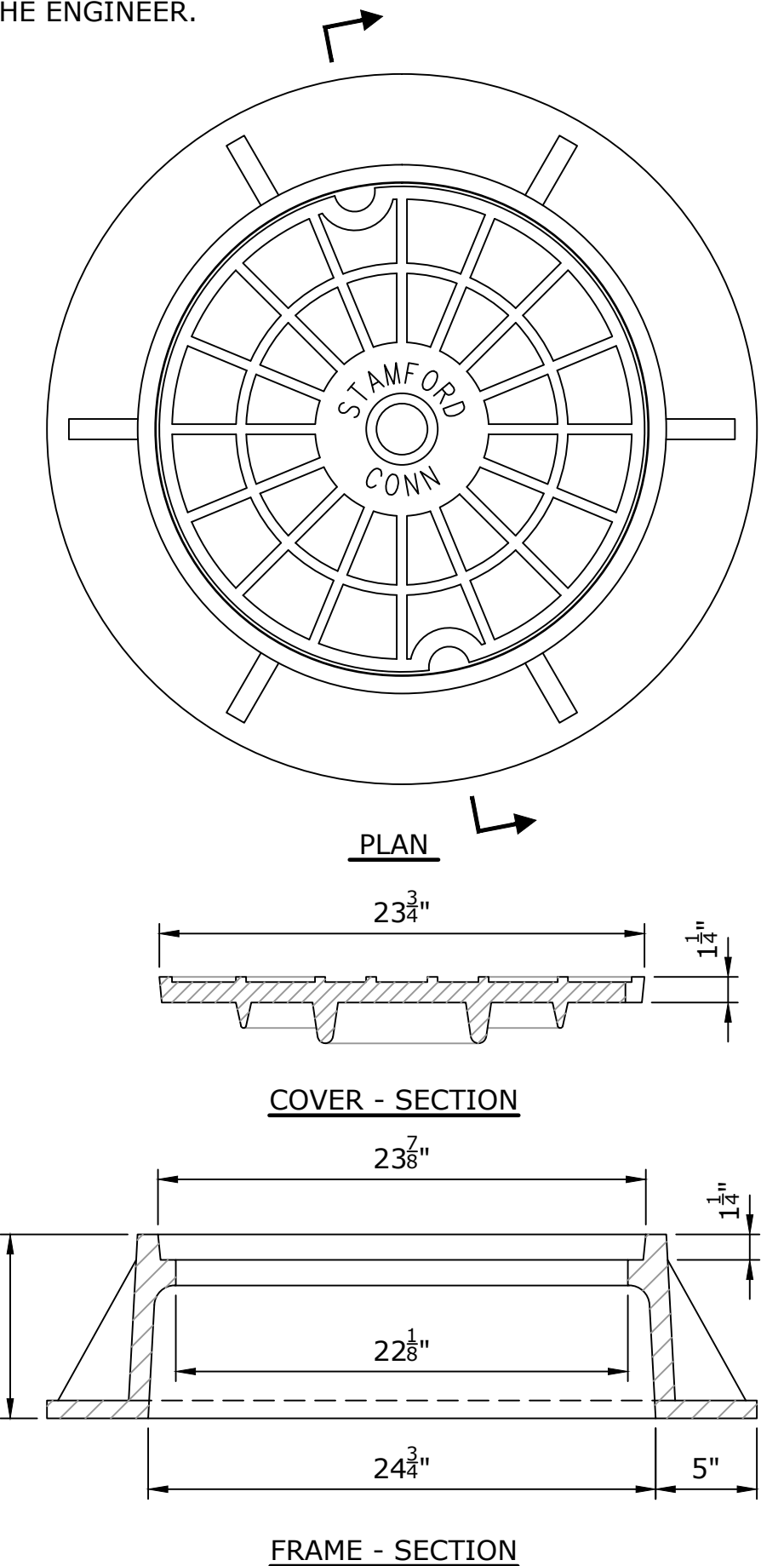
STANDARD MANHOLE (SW-1)
N.T.S.



NOTES

1. 5 FT. & 6 FT. DIA. PRECAST BASES MAY BE USED WHEN REQUIRED DUE TO SIZE OR NUMBER OF PIPES AT THE MANHOLE. PRECAST REDUCERS WILL BE PLACED ABOVE THE 5" AND 6" BASES AS DIRECTED BY THE ENGINEER. WALL THICKNESS TO INCREASE 1 INCH FOR EACH 1 FOOT OF INSIDE DIAMETER INCREASE.
2. FOR ADDITIONAL INFORMATION, SEE "STANDARD MANHOLE (LESS THAN 36" PIPE)" DETAIL, THIS SHEET.

STANDARD MANHOLE
(PRECAST CONCRETE UNITS)



HEAVY DUTY HIGHWAY
MANHOLE FRAME & COVER
N.T.S.

NOTE:
MANHOLE FRAME AND COVER TO SHALL BE
CAMPBELL FOUNDRY PATTERN NO. 1027
(STAMFORD) OR ENGINEER APPROVED EQUAL.

FINAL DESIGN REVIEW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

DESIGNER/DRAFTER:
WRV/JBM
CHECKED BY:
M. VERTUCCI
SCALE AS NOTED

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

File name: J:\DWG\98\98203\A20\Civil\Details\1998203A20_DET01.dwg

SIGNATURE/
BLOCK:

PROFESSIONAL ENGINEER

FUSS & O'NEILL
146 Hartford Road
Meriden, CT 06450
(860) 684-2000

PROJECT TITLE:
**ATLANTIC ST./HENRY ST.
INTERSECTION IMPROVEMENTS**

TOWN:
STAMFORD

DRAWING TITLE:
**MISCELLANEOUS DETAILS
STORM DRAINAGE**

PROJECT NO.
135-320

DRAWING NO.
MDS-04

SHEET NO.
03.07

SIDEWALK RAMP CONSTRUCTION NOTES:

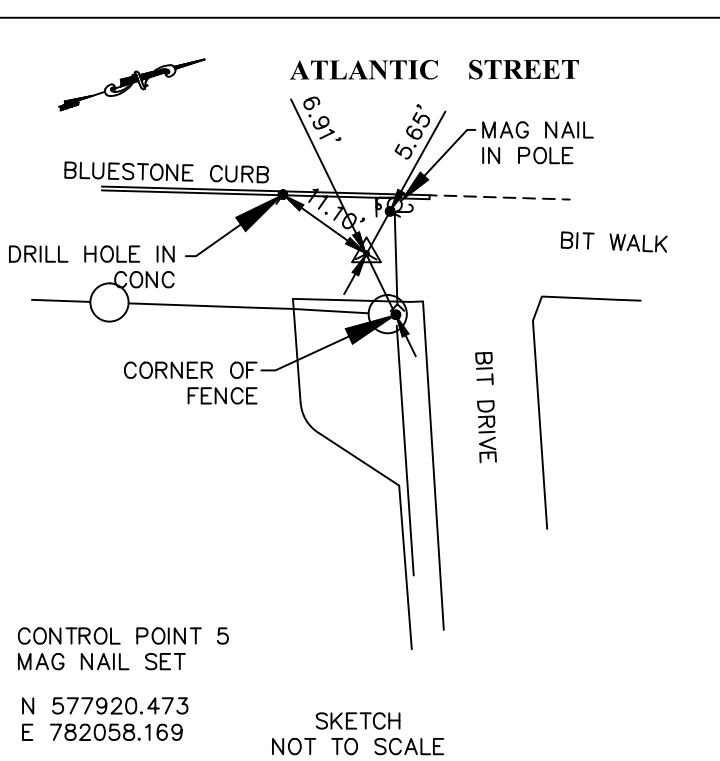
1. SIDEWALK RAMPS TO BE CONSTRUCTED IN ACCORDANCE WITH CT DOT SIDEWALK RAMP STANDARDS FOR DUAL PERPENDICULAR SIDEWALK RAMPS (TYPE 3) TO THE LINE AND GRADE INDICATED IN THE PLANS OR AS DIRECTED BY THE ENGINEER.
2. CONTRACTOR SHALL VERIFY EXISTING DOOR SILL ELEVATIONS PRIOR TO CONSTRUCTION.
3. LEVEL LANDING AREA SLOPE SHALL BE A MINIMUM OF 4'X4' AND SHALL NOT EXCEED 2% IN ANY DIRECTION.

LIMIT OF CONSTRUCTION
STA. 4+28.19
N 578084.32
E 781894.25

CURB TABLE				
STREET NAME	TYPE	FROM	TO	
ATLANTIC STREET (LT)	GRANITE STONE	22+53.85 LT 20.38		22+81.78 LT 20.03
ATLANTIC STREET (LT)	GRANITE STONE	22+81.78 LT 20.03	R=15.0 L=21.43	2+81.05 LT 18.20
ATLANTIC STREET (LT)	GRANITE STONE	2+81.22 RT 15.50	R=15.0 L=31.06	23+54.82 LT 27.11
ATLANTIC STREET (LT)	GRANITE STONE	23+54.82 LT 27.11		23+56.65 LT 28.46
ATLANTIC STREET (RT)	GRANITE STONE	22+59.82 RT 20.36		22+73.56 RT 21.21
ATLANTIC STREET (RT)	GRANITE STONE	22+73.56 RT 21.21	R=25.0 L=45.03	1+86.45 LT 17.50
ATLANTIC STREET (RT)	GRANITE STONE	2+14.10 RT 17.96	R=30.0 L=37.49	23+63.19 RT 14.43
ATLANTIC STREET (RT)	GRANITE STONE	23+67.19 RT 14.47		23+83.20 RT 14.62
HENRY STREET (RT)	GRANITE STONE	0+86.49 RT 22.85		1+07.18 RT 20.48
HENRY STREET (RT)	GRANITE STONE	1+07.18 RT 20.48	R=5.0 L=3.93	1+11.40 RT 21.25
HENRY STREET (RT)	GRANITE STONE	1+11.40 RT 21.25		1+19.50 RT 25.80
HENRY STREET (RT)	GRANITE STONE	1+19.50 RT 25.80	R=5.0 L=2.65	1+22.41 RT 26.50
HENRY STREET (RT)	GRANITE STONE	1+22.41 RT 26.50		1+78.89 RT 26.50
HENRY STREET (RT)	GRANITE STONE	1+78.89 RT 26.50	R=22.1 L=20.68	1+97.15 RT 26.60
HENRY STREET (RT)	GRANITE STONE	1+97.15 RT 26.60	R=5.0 L=3.46	1+99.98 RT 25.48
HENRY STREET (RT)	GRANITE STONE	1+99.98 RT 25.48		2+08.09 RT 18.59
HENRY STREET (RT)	GRANITE STONE	2+08.09 RT 18.59	R=5.0 L=3.11	2+11.05 RT 17.64
HENRY STREET (RT)	GRANITE STONE	2+11.05 RT 17.64	R=20 L=3.67	2+14.10 RT 17.96
HENRY STREET (RT)	GRANITE STONE	2+81.22 RT 15.50		3+44.60 RT 15.64
HENRY STREET (RT)	GRANITE STONE	3+44.60 RT 15.64	R=211.5 L=5.21	3+49.42 RT 15.82
HENRY STREET (RT)	GRANITE STONE	3+57.88 LT 15.98	R=211.5 L=15.43	3+73.30 RT 15.38
HENRY STREET (RT)	GRANITE STONE	3+73.30 RT 15.38	R=5.0 L=3.92	3+76.93 RT 16.54
HENRY STREET (RT)	GRANITE STONE	3+76.93 RT 16.54		3+81.30 RT 20.33
HENRY STREET (RT)	GRANITE STONE	3+81.30 RT 20.33	R=5.0 L=3.93	3+84.93 RT 21.52
HENRY STREET (RT)	GRANITE STONE	3+84.93 RT 21.52		4+01.97 RT 20.23
HENRY STREET (RT)	GRANITE STONE	4+01.97 RT 20.23	R=233.5 L=23.21	4+25.16 RT 19.71
HENRY STREET (LT)	GRANITE STONE	1+31.26 LT 31.02	R=5.0 L=6.53	1+36.25 LT 27.29
HENRY STREET (LT)	GRANITE STONE	1+36.25 LT 27.29		1+57.42 LT 27.50
HENRY STREET (LT)	GRANITE STONE	1+57.42 LT 27.50	R=5.0 L=3.93	1+60.96 LT 26.04
HENRY STREET (LT)	GRANITE STONE	1+60.96 LT 26.04		1+68.03 LT 18.96
HENRY STREET (LT)	GRANITE STONE	1+68.03 LT 18.96	R=5.0 L=3.75	1+71.39 LT 17.50
HENRY STREET (LT)	GRANITE STONE	1+80.11 LT 17.50		1+86.45 LT 17.50
HENRY STREET (LT)	GRANITE STONE	2+90.09 LT 18.13		3+08.45 LT 17.85

LEGEND:

- 24" FULL DEPTH RECONSTRUCTION - SEE TYP-01 & TYP-02
- REMOVAL OF BIT. CONC. SURFACE (ROADWAY) - SEE TYP-01 & TYP-02



SCHEDULE OF RIGHTS AND EASEMENTS

- (A) TAKING FOR HIGHWAY PURPOSES REQUIRED.
- (B) TEMPORARY WORK AREA FOR REMOVAL OF EXISTING STRUCTURE AT #740 ATLANTIC STREET AND RESTORATION TO ORIGINAL CONDITION REQUIRED.
- (C) EASEMENT FOR HIGHWAY PURPOSES REQUIRED.

CURVE DATA

CURVE NO. 1	CURVE NO. 2	CURVE NO. 3
$\Delta = 17^{\circ}56'52''$	$\Delta = 0^{\circ}44'21''$	$\Delta = 16^{\circ}50'12''$
R = 750.00'	R = 3000.00'	R = 200.00'
L = 234.94'	L = 38.70'	L = 58.77'
T = 118.44'	T = 19.35'	T = 29.60'
CURVE NO. 4	CURVE NO. 5	CURVE NO. 6
$\Delta = 26^{\circ}50'29''$	$\Delta = 3^{\circ}35'58''$	$\Delta = 3^{\circ}35'58''$
R = 200.00'	R = 200.00'	R = 200.00'
L = 93.69'	L = 12.56'	L = 12.56'
T = 47.72'	T = 6.28'	T = 6.28'

NOTES:

1. SEE CTDOT HIGHWAY DETAIL HW-921_01 FOR APPROPRIATE CURBING TRANSITION TYPE FOR SIDEWALK RAMPS. TRANSITION CURBING IS TO BE PAID UNDER THE ITEM "CONCRETE SIDEWALK".

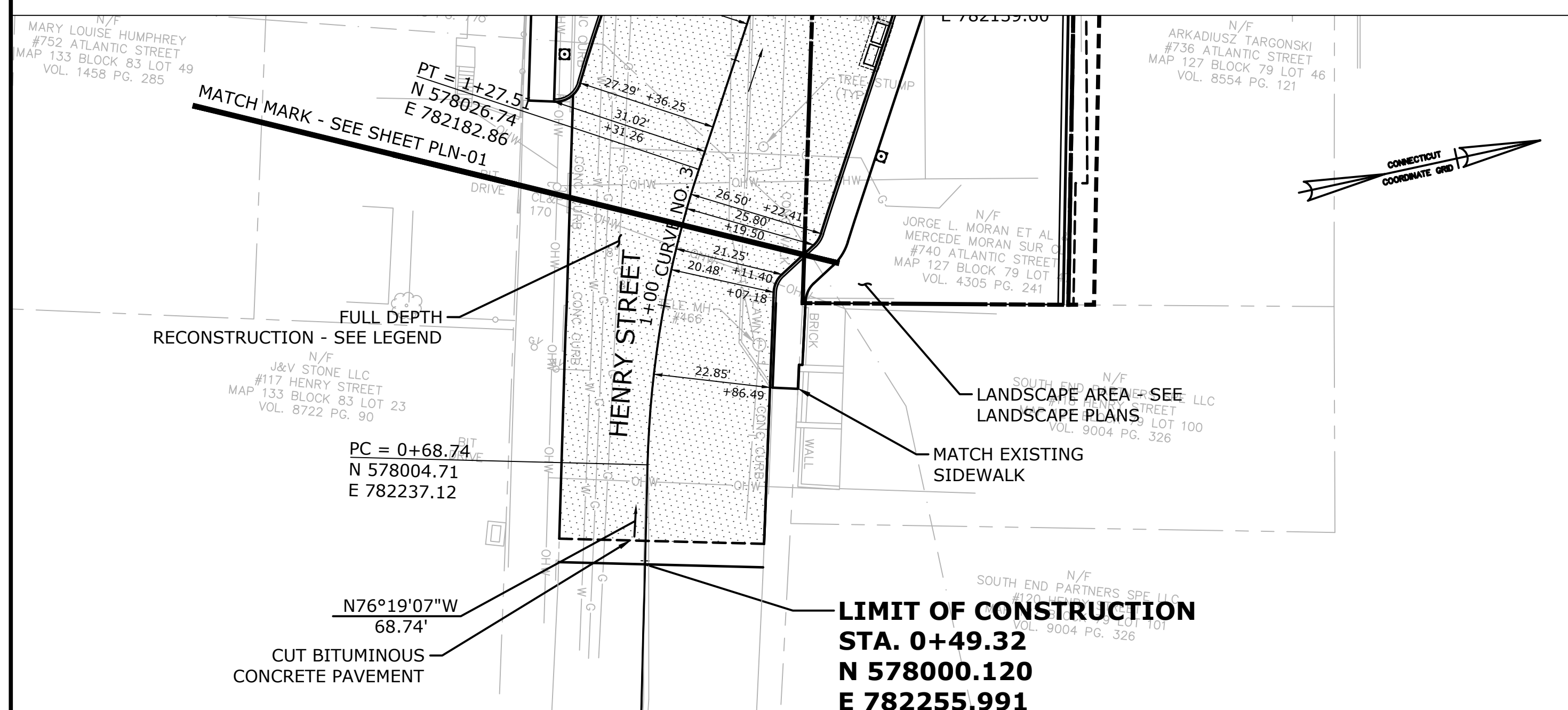
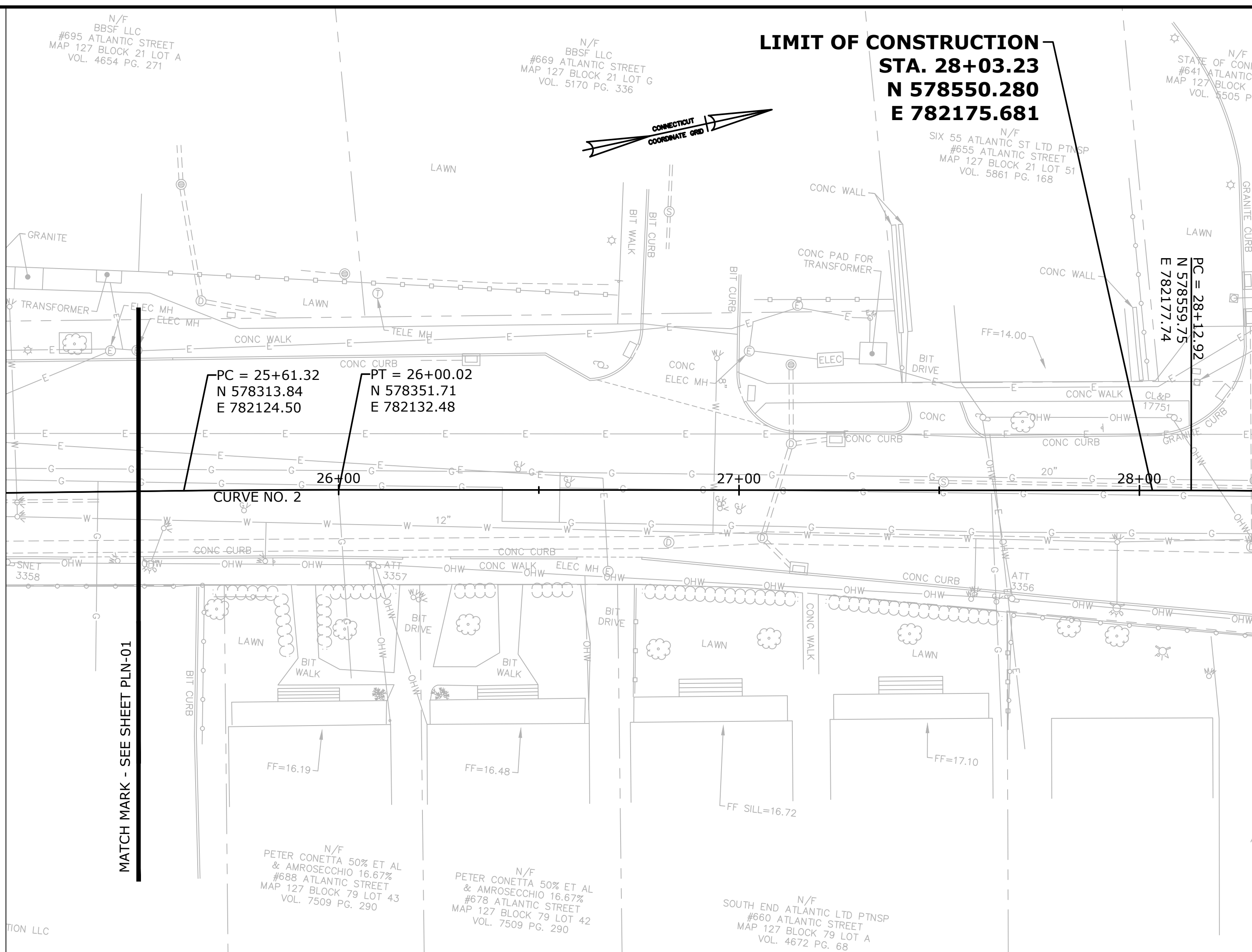
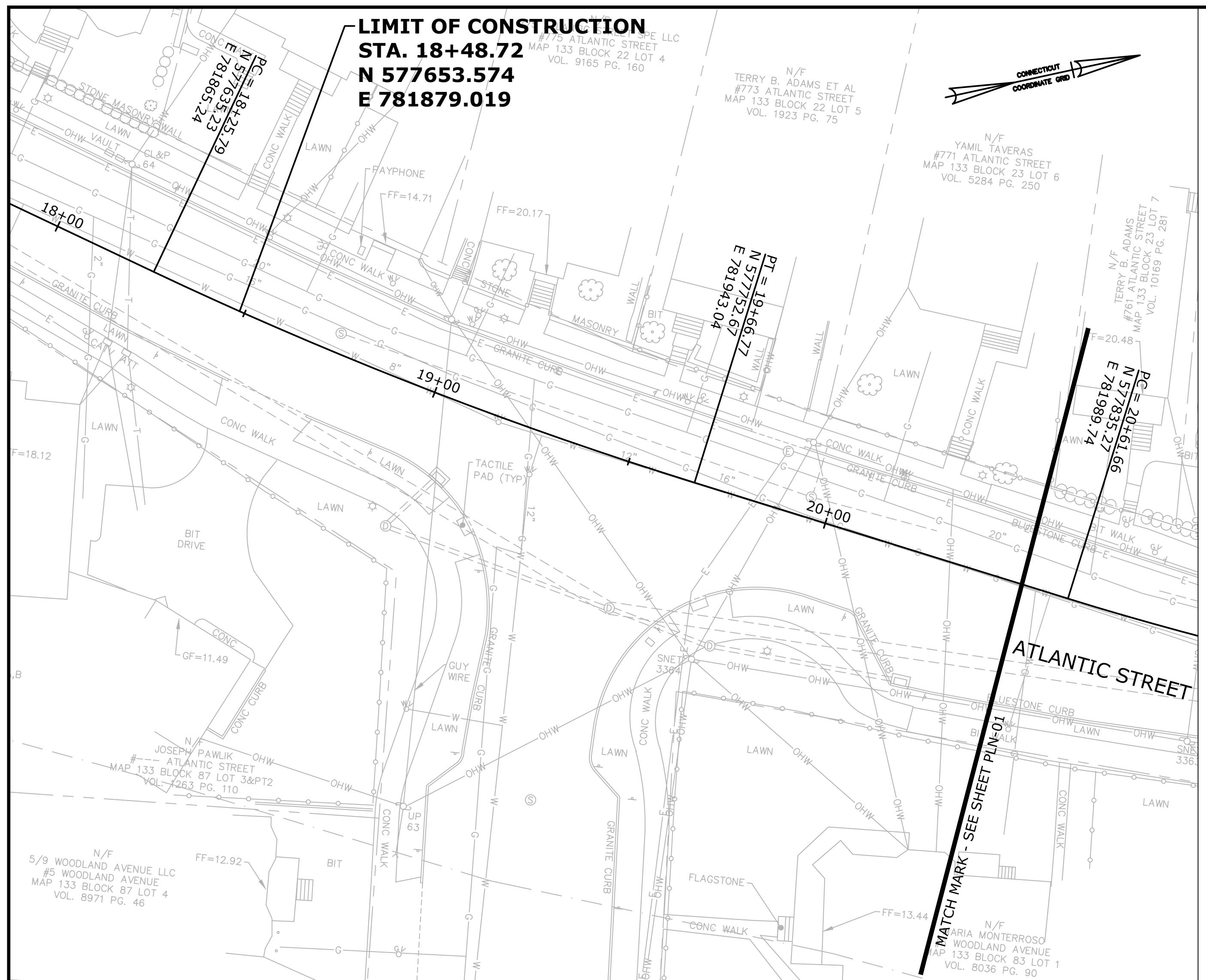
FINAL DESIGN REVIEW

DESIGNER/DRAFTER: WRV/JBM CHECKED BY: M. VERTUCCI SCALE IN FEET 0 20 40 SCALE 1"=20'	<p>STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION</p>	SIGNATURE/BLOCK: 	PROJECT TITLE: ATLANTIC ST./HENRY ST. INTERSECTION IMPROVEMENTS	TOWN: STAMFORD	PROJECT NO. 135-320 DRAWING NO. PLN-01 SHEET NO. 03.08
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REV.	DATE	REVISION DESCRIPTION	SHEET NO.

Plotted Date: 4/20/2017

Filename: J:\DWG\198203\A20\Civil\Plan\1998203A20_HPN01.dwg



LEGEND:

	24" FULL DEPTH RECONSTRUCTION - SEE TYP-01 & TYP-02
	REMOVAL OF BIT, CONC. SURFACE (ROADWAY) - SEE TYP-01 & TYP-02

FINAL DESIGN REVIEW

TOWN:	STAMFORD	PROJECT NO.:	135-320
DRAWING TITLE:	ROADWAY PLAN	DRAWING NO.:	PLN-02
		SHEET NO.:	03.09

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

Plotted Date: 4/20/2017

DESIGNER/DRAFTER:
WRV/JBM

CHECKED BY:
M. VERTUCCI

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

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

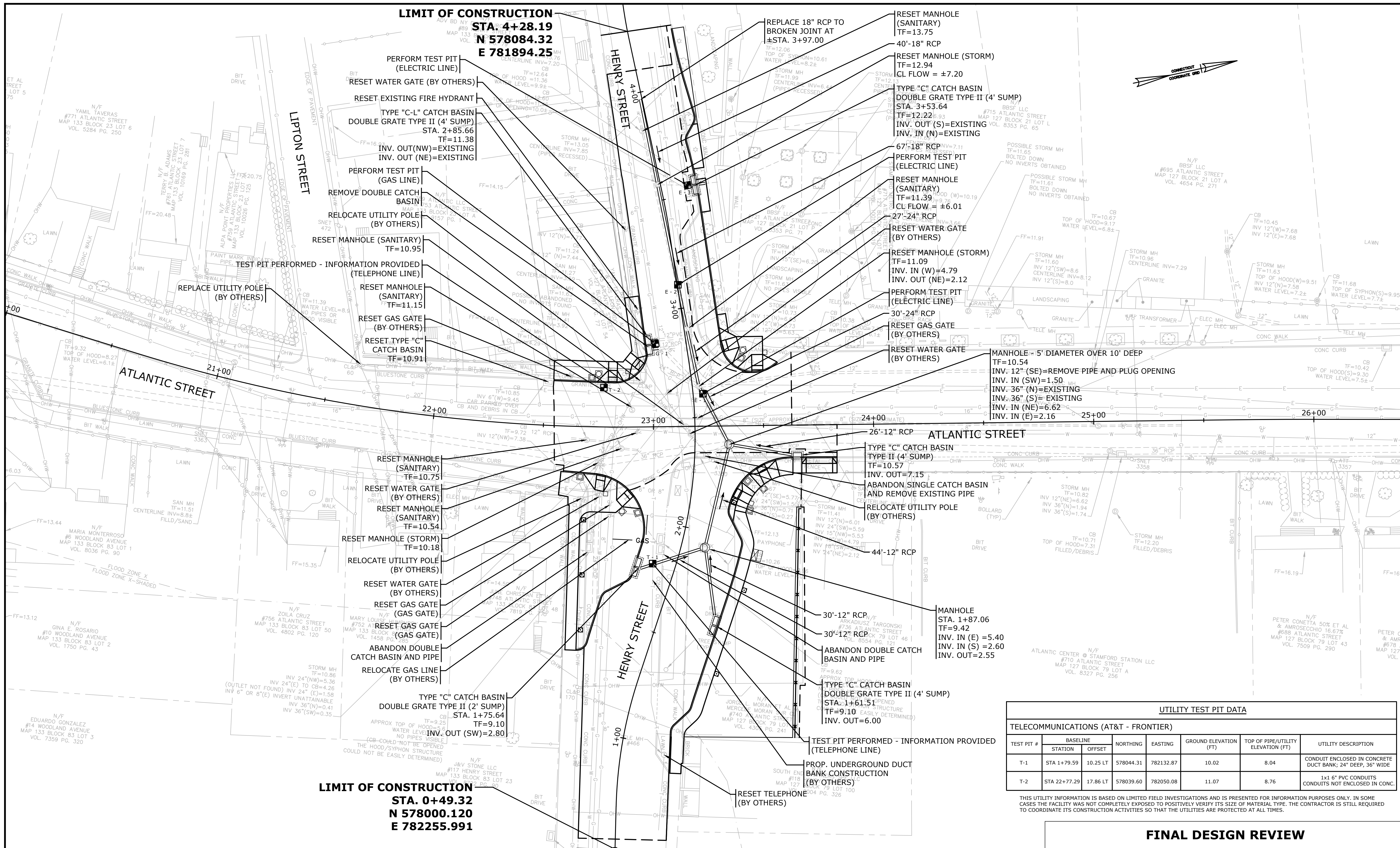
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SIGNATURE/BLOCK:

FUSS & O'NEILL
 160 Hartford Road
 Meriden, CT 06450
 (860) 454-2000

PROJECT TITLE:

**ATLANTIC ST./HENRY ST.
INTERSECTION IMPROVEMENTS**



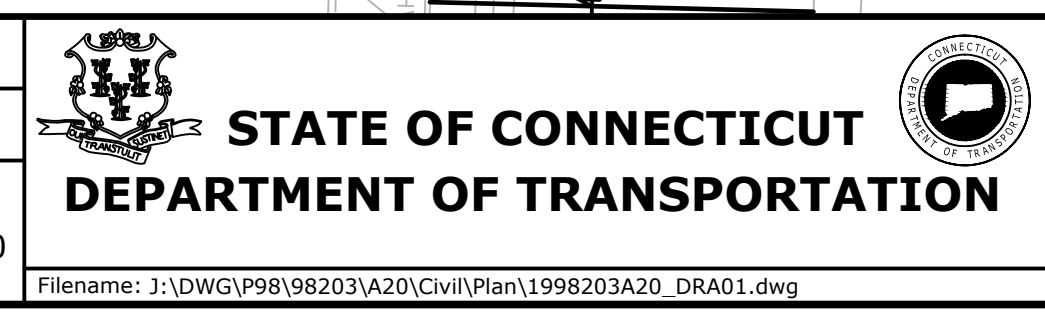
UTILITY TEST PIT DATA							
TEST PIT #	BASELINE		NORTHING	EASTING	GROUND ELEVATION (FT)	TOP OF PIPE/UTILITY ELEVATION (FT)	UTILITY DESCRIPTION
	STATION	OFFSET					
T-1	STA 1+79.59	10.25 LT	578044.31	782132.87	10.02	8.04	CONDUIT ENCLOSED IN CONCRETE DUCT BANK; 24" DEEP, 36" WIDE
T-2	STA 22+77.29	17.86 LT	578039.60	782050.08	11.07	8.76	1x1 6" PVC CONDUITS CONDUITS NOT ENCLOSED IN CONC.

THIS UTILITY INFORMATION IS BASED ON LIMITED FIELD INVESTIGATIONS AND IS PRESENTED FOR INFORMATION PURPOSES ONLY. IN SOME CASES THE FACILITY WAS NOT COMPLETELY EXPOSED TO POSITIVELY VERIFY ITS SIZE OF MATERIAL TYPE. THE CONTRACTOR IS STILL REQUIRED TO COORDINATE ITS CONSTRUCTION ACTIVITIES SO THAT THE UTILITIES ARE PROTECTED AT ALL TIMES.

FINAL DESIGN REVIEW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

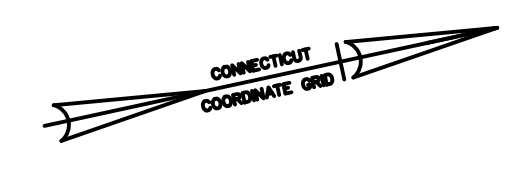
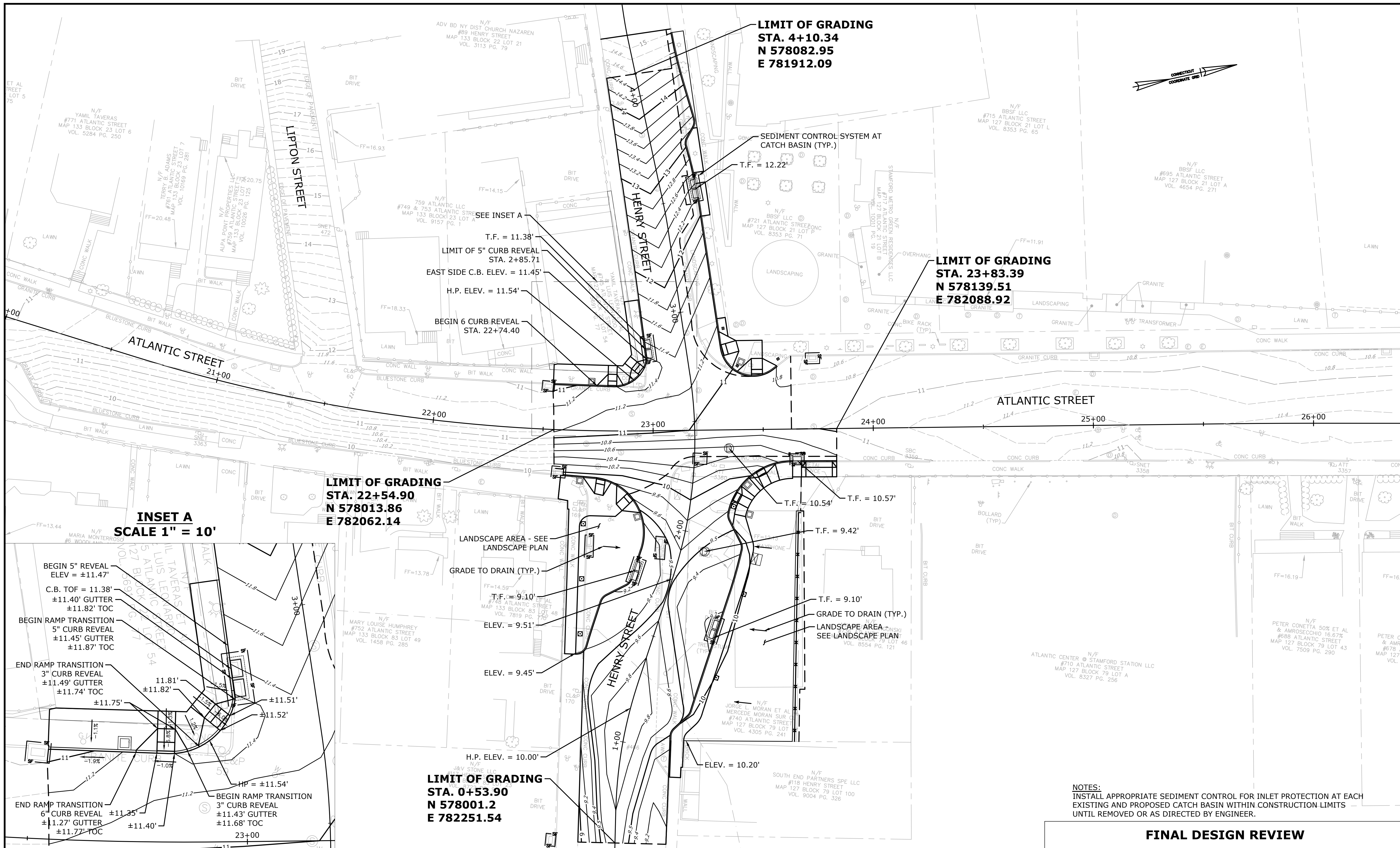
DESIGNER/DRAFTER:
WRV/SBM
CHECKED BY:
M. VERTUCCI
SCALE IN FEET
0 20 40
SCALE 1"=20'



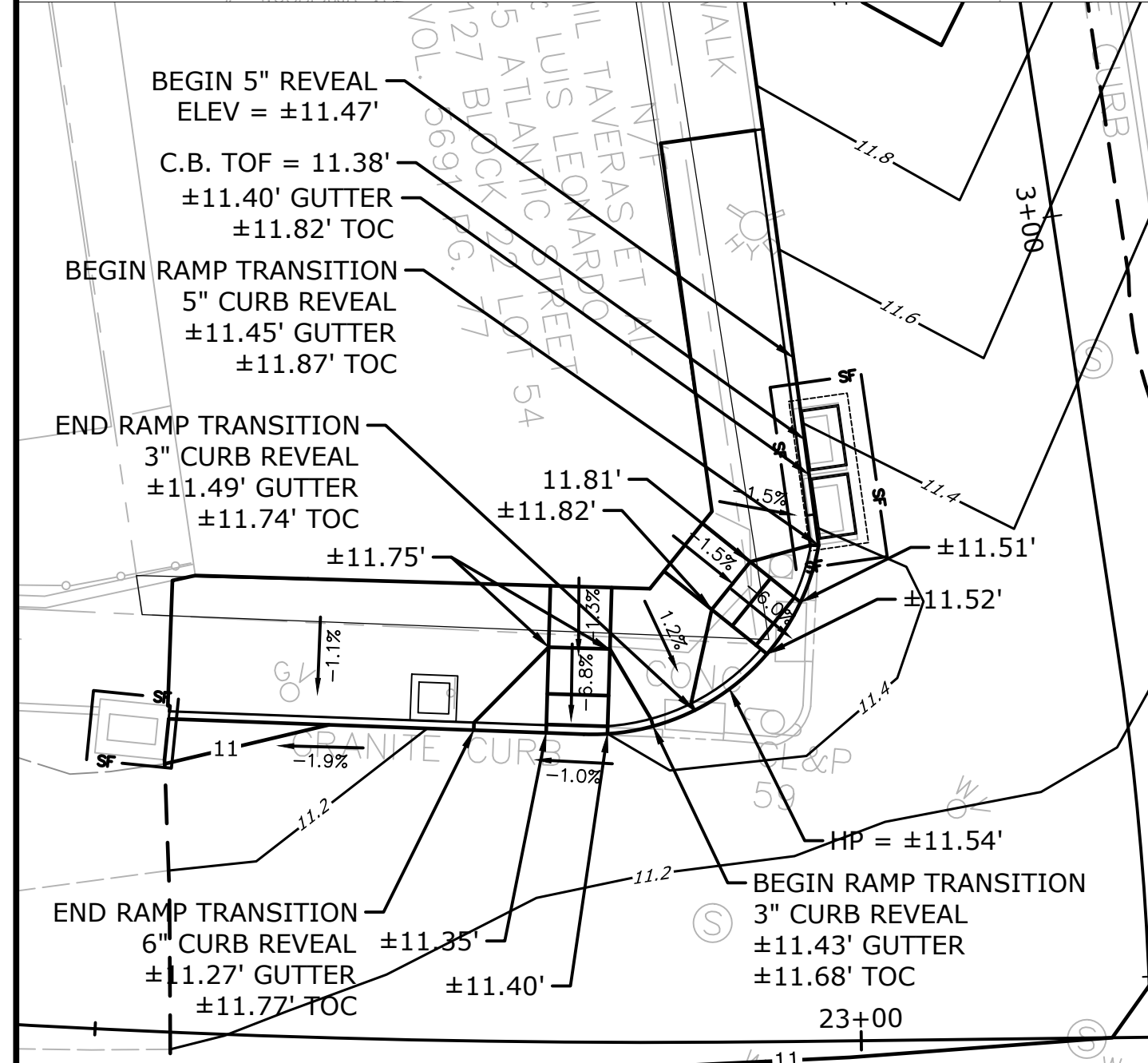
SIGNATURE/BLOCK:
PROFESSIONAL ENGINEER
FUSS & O'NEILL
140 Hartford Road
Meriden, CT 06450
TEL: 860-235-1100
WWW.FUSSANDONEILL.COM

PROJECT TITLE:
**ATLANTIC ST./HENRY ST.
INTERSECTION IMPROVEMENTS**

TOWN:
STAMFORD
DRAWING TITLE:
DRAINAGE AND UTILITY PLAN
PROJECT NO.:
135-320
DRAWING NO.:
DRA-01
SHEET NO.:
03.10



INSET A
SCALE 1" = 10'



NOTES:
INSTALL APPROPRIATE SEDIMENT CONTROL FOR INLET PROTECTION AT EACH EXISTING AND PROPOSED CATCH BASIN WITHIN CONSTRUCTION LIMITS UNTIL REMOVED OR AS DIRECTED BY ENGINEER.

FINAL DESIGN REVIEW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.
1.	9/30/16	RESPONSE TO DOT AND CITY COMMENTS	
		REVISION DESCRIPTION	

DESIGNER/DRAFTER:
WRV/JBM
CHECKED BY:
M. VERTUCCI
SCALE IN FEET
0 20 40
SCALE 1"=20'

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

FILENAME: J:\DWG\98198203\A20\Civil\Plan\1998203A20_GRA01.dwg

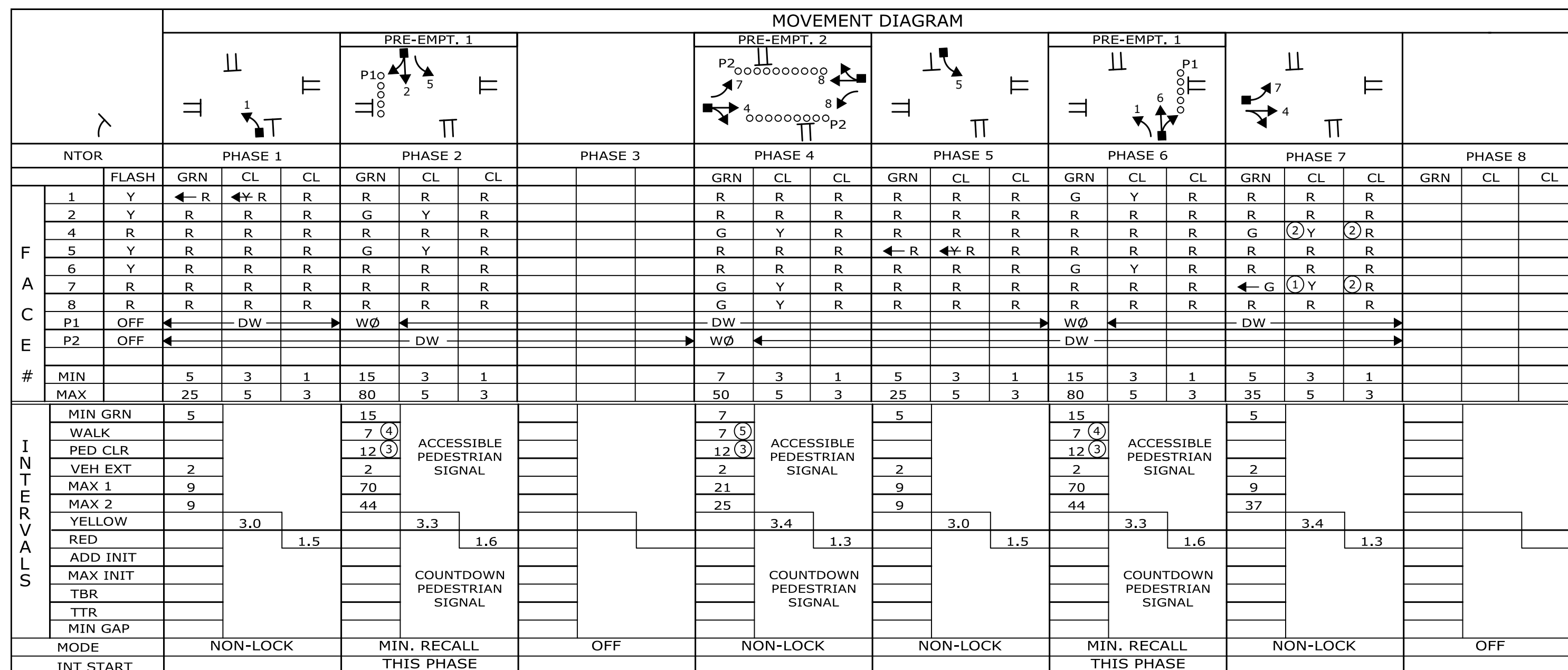
SIGNATURE/BLOCK:

FUS & O'NEILL
140 Hartford Road
Meriden, CT 06450
(860) 235-2000

PROJECT TITLE:
**ATLANTIC ST./HENRY ST.
INTERSECTION IMPROVEMENTS**

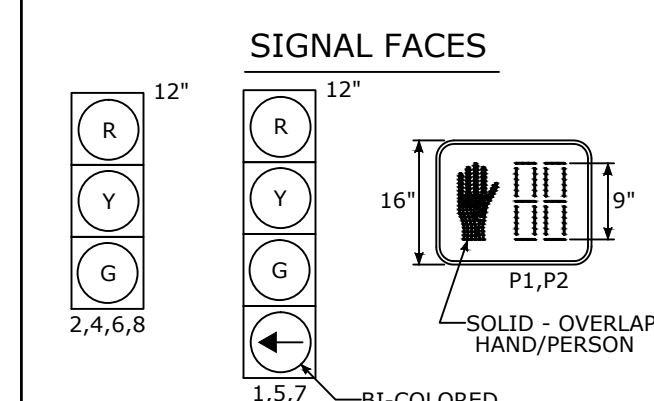
TOWN:
STAMFORD
DRAWING TITLE:
GRADING PLAN

PROJECT NO.
135-320
DRAWING NO.
GRA-01
SHEET NO.
03.11



IDENT	SIZE (WxL)	TURNS	MODE	PROGRAM			COORDINATION TYPE - U.T.C.S.			PERMIS PERIOD	SYSTEM LOC	TECHNICAL NOTES
				FUNCTION	T I M E	DAYS	OFFSET	PHASE SPLITS	SEC / %			
D1	6'X50'	VIDEO	PRESENCE	FLASH	NONE						STANDARD OVERLAP SKIP FEATURES APPLY	
D2	6'X50'	VIDEO	PRESENCE								PRE-EMPTION TO BE INOPERATIVE DURING FLASHING OPERATION.	
D4	6'X50'	VIDEO	PRESENCE								PHASE 2 ON TO OMIT PHASE 1	
D4A	6'X50'	VIDEO	PRESENCE								PHASE 6 ON TO OMIT PHASE 5	
D4B	6'X50'	VIDEO	PRESENCE								PHASE 4 ON TO OMIT PHASE 7	
D5	6'X50'	VIDEO	PRESENCE								PHASES 1 & 5 TO DRIVE FACES 1 & 5 ← AND ← ONLY	
D6	6'X50'	VIDEO	PRESENCE								PHASES 2 & 6 TO DRIVE FACES 1 & 5 R, Y & G	
D7	6'X50'	VIDEO	PRESENCE								(1) TO BE ← Y G IF PHASE 4 NEXT	
											(2) TO BE G IF PHASE 4 NEXT	
											(3) COUNTDOWN ONLY DURING FLASHING	
											PEDESTRIAN CHANGE INTERVAL	
											MANUAL AND INTERVAL ADVANCE TO BE DISCONNECTED DURING PEDESTRIAN PHASE 2, 4 & 6 CLEARANCE INTERVAL	

ENERGY BY CITY	ADDRESS #	INTERSECTION # 138
MAINT LEVEL	SERVICE POLE NEW POLE	
UNMETERED SERVICE		

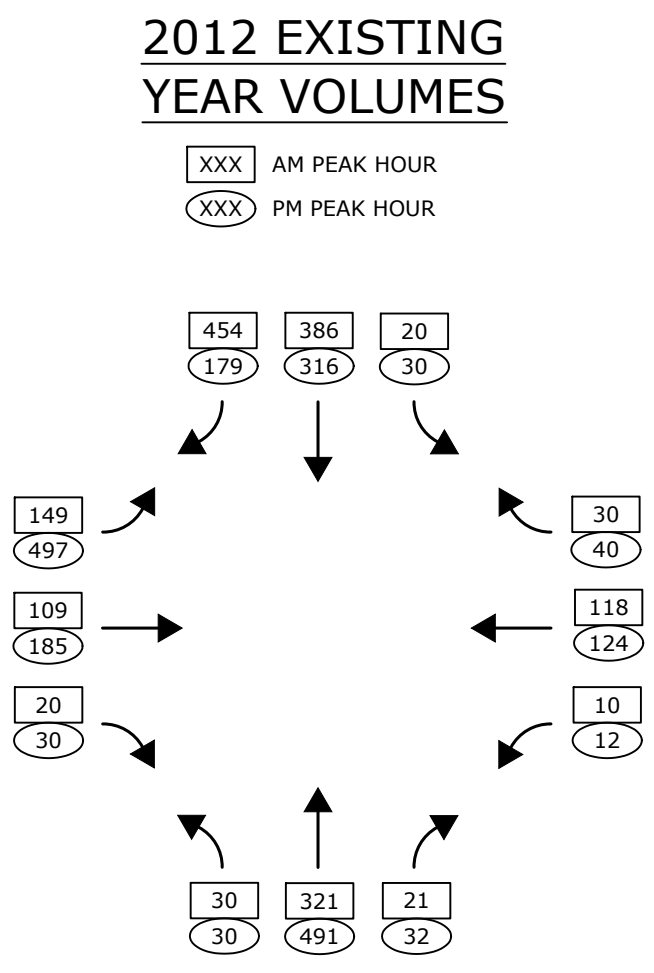
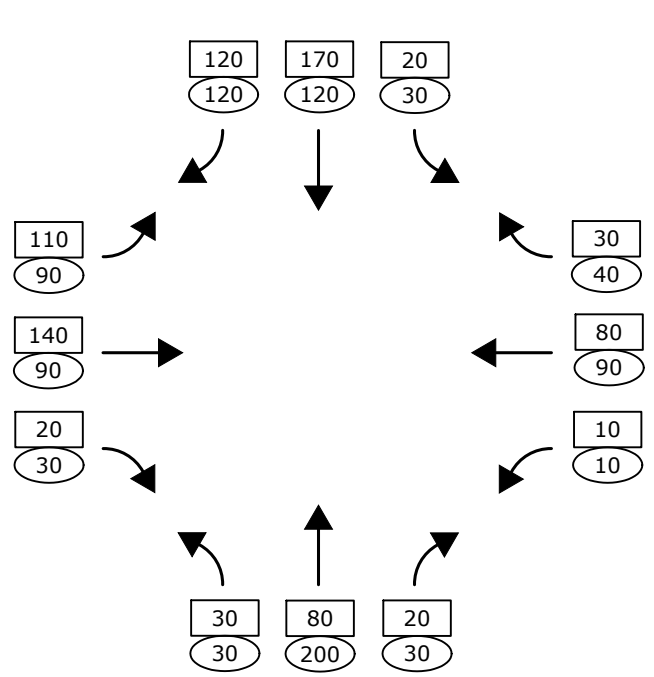


ALL INDICATIONS TO HAVE LED LAMPS.
ALL SIGNALS SHALL BE FIXED MOUNT.
ALL FACES TO HAVE TUNNEL VISORS.
ALL INDICATIONS TO HAVE BACK PLATES WITH 2" YELLOW RETROREFLECTIVE BORDERS

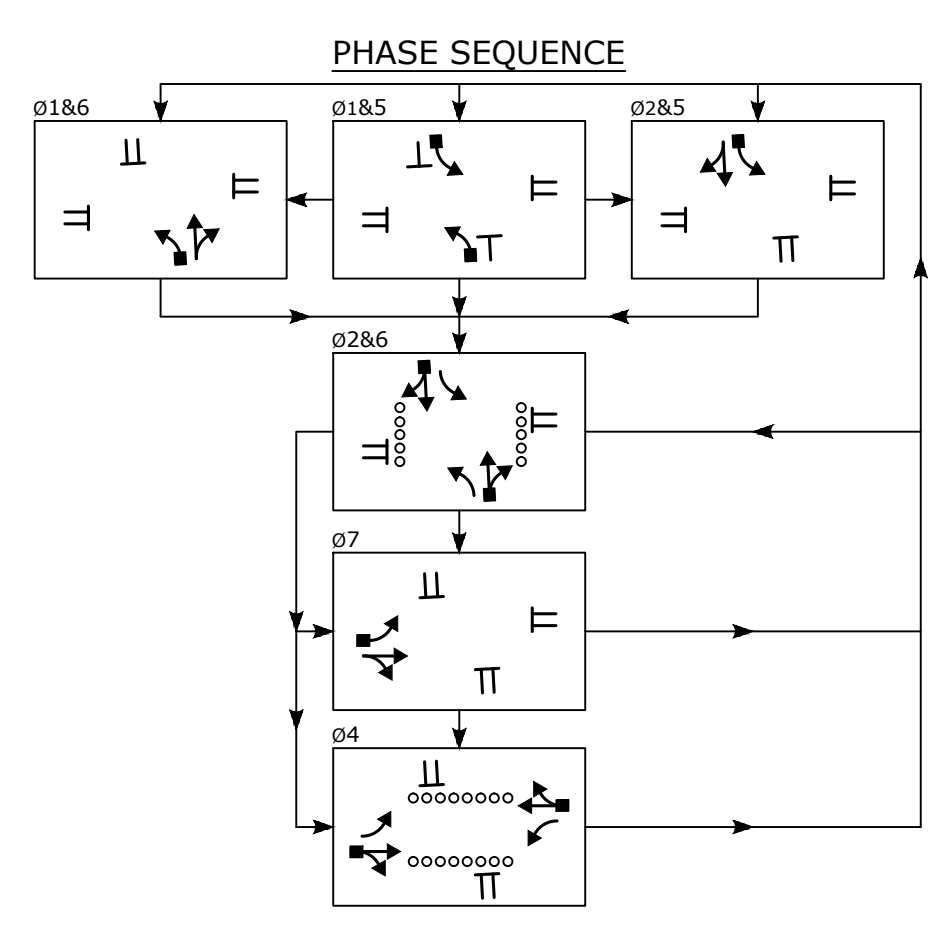
	PRE-EMPT 1	PRE-EMPT 2
PRIORITY	NO	NO
DET. LOCK	YES	YES
DELAY	0	0
ALT. MIN. GRN	5	5
ALT. YELLOW	3.4	3.4
ALT. RED	1.6	1.6
ALT. PED. CLR.	12	12
HOLD GREEN	15	15
HOLD YELLOW	3.3	3.4
HOLD RED	1.6	1.3
HOLD PHASE	2.6	4
EXIT PHASE	7	1&5
EXIT CALL	NONE	NONE

ID #	SHAFT HEIGHT	ARM LENGTH	APPROXIMATE ARM MOUNTING HEIGHT	CAMERA BRACKET LENGTHS	APPROXIMATE BRACKET MOUNTING HEIGHT	YEAR INSTALLED
135-138-A	20'	20'	17.7'			
135-138-B	30'	40'	17.8'	15'		
135-138-C	20'	40'	17.8'			
135-138-D	20'	40'	17.0'			

MAST ARM 135-138-B TO BE A COMBINATION MAST ARM
ALL MAST ARM MOUNTED TRAFFIC SIGNALS ARE FIXED MOUNTED TO THE ARM BY USE OF ADJUSTABLE BRACKETS.
ALL MAST ARM MOUNTED SIGNS ARE FIXED MOUNTED.

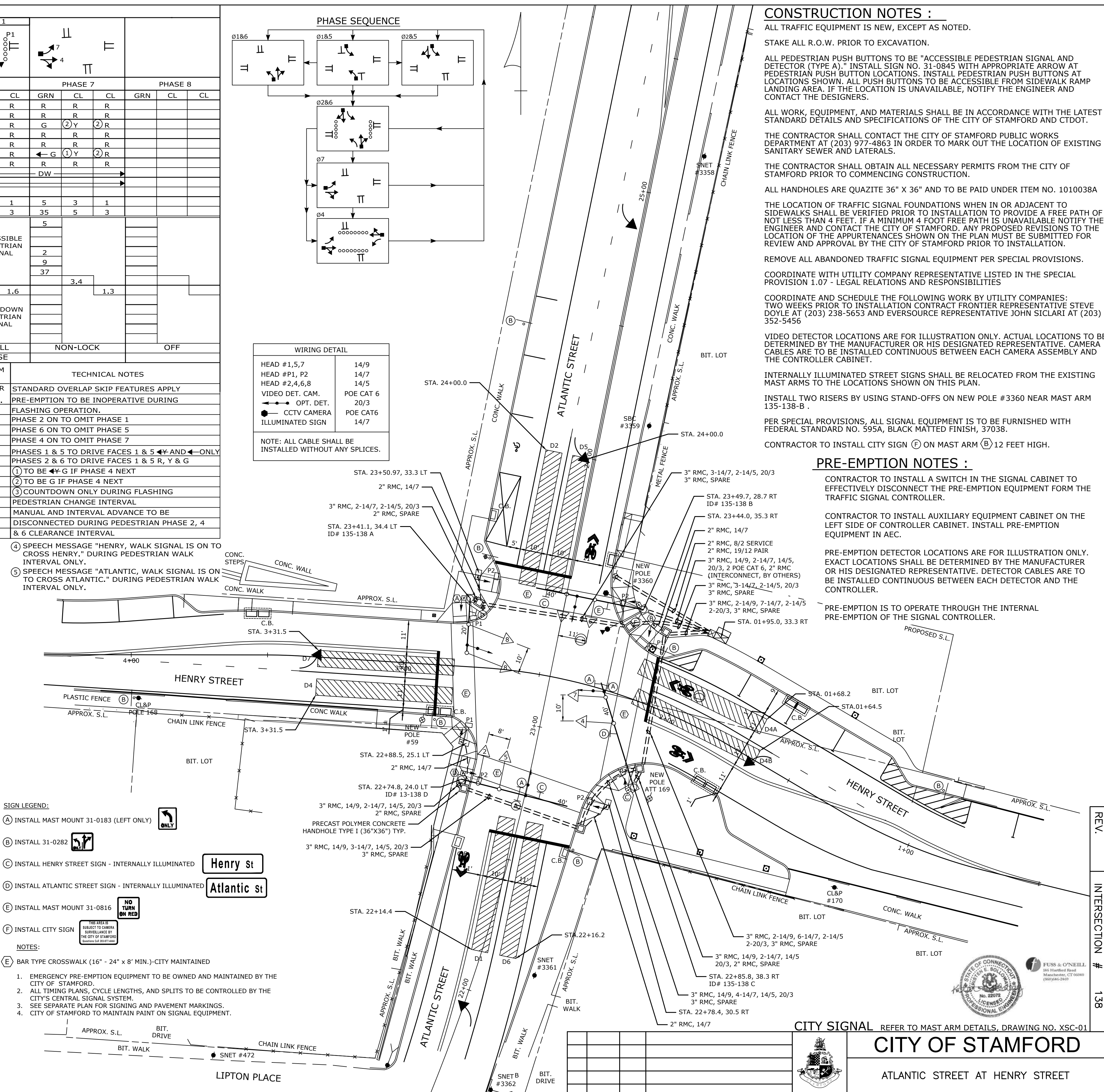


- SIGN LEGEND:
- (A) INSTALL MAST MOUNT 31-0183 (LEFT ONLY)
 - (B) INSTALL 31-0282
 - (C) INSTALL HENRY STREET SIGN - INTERNALLY ILLUMINATED
 - (D) INSTALL ATLANTIC STREET SIGN - INTERNALLY ILLUMINATED
 - (E) INSTALL MAST MOUNT 31-0816
 - (F) INSTALL CITY SIGN
- NOTES:
- EMERGENCY PRE-EMPTION EQUIPMENT TO BE OWNED AND MAINTAINED BY THE CITY OF STAMFORD.
 - ALL TIMING PLANS, CYCLE LENGTHS, AND SPLITS TO BE CONTROLLED BY THE CITY'S CENTRAL SIGNAL SYSTEM.
 - SEE SEPARATE PLAN FOR SIGNING AND PAVEMENT MARKINGS.
 - CITY OF STAMFORD TO MAINTAIN PAINT ON SIGNAL EQUIPMENT.



HEAD #	1,5,7	14/9
HEAD #1, P2	14/7	14/5
VIDEO DET. CAM.	POE CAT 6	20/3
OPT. DET.	POE CAT 6	14/7
ILLUMINATED SIGN	14/7	

NOTE: ALL CABLE SHALL BE INSTALLED WITHOUT ANY SPLICES.



CONSTRUCTION NOTES :
ALL TRAFFIC EQUIPMENT IS NEW, EXCEPT AS NOTED.
STAKE ALL R.O.W. PRIOR TO EXCAVATION.
ALL PEDESTRIAN PUSH BUTTONS TO BE "ACCESSIBLE PEDESTRIAN SIGNAL AND DETECTOR (TYPE A)" INSTALL SIGN NO. 31-0845 WITH APPROPRIATE ARROW AT PEDESTRIAN PUSH BUTTON LOCATIONS. INSTALL PEDESTRIAN PUSH BUTTONS AT LOCATIONS SHOWN. ALL PUSH BUTTONS TO BE ACCESSIBLE FROM SIDEWALK RAMP LANDING AREA. IF THE LOCATION IS UNAVAILABLE, NOTIFY THE ENGINEER AND CONTACT THE DESIGNERS.
ALL WORK, EQUIPMENT, AND MATERIALS SHALL BE IN ACCORDANCE WITH THE LATEST STANDARD DETAILS AND SPECIFICATIONS OF THE CITY OF STAMFORD AND CTDOT.
THE CONTRACTOR SHALL CONTACT THE CITY OF STAMFORD PUBLIC WORKS DEPARTMENT AT (203) 977-4863 IN ORDER TO MARK OUT THE LOCATION OF EXISTING SANITARY SEWER AND LATERALS.
THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS FROM THE CITY OF STAMFORD PRIOR TO COMMENCING CONSTRUCTION.
ALL HANDHOLES ARE QUARTZITE 36" X 36" AND TO BE PAID UNDER ITEM NO. 1010038A
THE LOCATION OF TRAFFIC SIGNAL FOUNDATIONS WHEN IN OR ADJACENT TO SIDEWALKS SHALL BE VERIFIED PRIOR TO INSTALLATION TO PROVIDE A FREE PATH OF NOT LESS THAN 4 FEET. IF A MINIMUM 4 FOOT FREE PATH IS UNAVAILABLE NOTIFY THE ENGINEER AND CONTACT THE CITY OF STAMFORD. ANY PROPOSED REVISIONS TO THE LOCATION OF THE APPURTENANCES SHOWN ON THE PLAN MUST BE SUBMITTED FOR REVIEW AND APPROVAL BY THE CITY OF STAMFORD PRIOR TO INSTALLATION.
REMOVE ALL ABANDONED TRAFFIC SIGNAL EQUIPMENT PER SPECIAL PROVISIONS.
COORDINATE WITH UTILITY COMPANY REPRESENTATIVE LISTED IN THE SPECIAL PROVISION 1.07 - LEGAL RELATIONS AND RESPONSIBILITIES
COORDINATE AND SCHEDULE THE FOLLOWING WORK BY UTILITY COMPANIES: TWO WEEKS PRIOR TO INSTALLATION CONTRACT FRONTIER REPRESENTATIVE STEVE DOYLE AT (203) 238-5653 AND EVERSOURCE REPRESENTATIVE JOHN SICLARI AT (203) 352-5456
VIDEO DETECTOR LOCATIONS ARE FOR ILLUSTRATION ONLY. ACTUAL LOCATIONS TO BE DETERMINED BY THE MANUFACTURER OR HIS DESIGNATED REPRESENTATIVE. CAMERA CABLES ARE TO BE INSTALLED CONTINUOUS BETWEEN EACH CAMERA ASSEMBLY AND THE CONTROLLER CABINET.
INTERNALLY ILLUMINATED STREET SIGNS SHALL BE RELOCATED FROM THE EXISTING MAST ARMS TO THE LOCATIONS SHOWN ON THIS PLAN.
INSTALL TWO RISERS BY USING STAND-OFFS ON NEW POLE #3360 NEAR MAST ARM 135-138-B.
PER SPECIAL PROVISIONS, ALL SIGNAL EQUIPMENT IS TO BE FURNISHED WITH FEDERAL STANDARD NO. 595A, BLACK MATTED FINISH, 37038.
CONTRACTOR TO INSTALL CITY SIGN (F) ON MAST ARM (E) 12 FEET HIGH.

PRE-EMPTION NOTES :
CONTRACTOR TO INSTALL A SWITCH IN THE SIGNAL CABINET TO EFFECTIVELY DISCONNECT THE PRE-EMPTION EQUIPMENT FORM THE TRAFFIC SIGNAL CONTROLLER.
CONTRACTOR TO INSTALL AUXILIARY EQUIPMENT CABINET ON THE LEFT SIDE OF CONTROLLER CABINET. INSTALL PRE-EMPTION EQUIPMENT IN AEC.
PRE-EMPTION DETECTOR LOCATIONS ARE FOR ILLUSTRATION ONLY. EXACT LOCATIONS SHALL BE DETERMINED BY THE MANUFACTURER OR HIS DESIGNATED REPRESENTATIVE. DETECTOR CABLES ARE TO BE INSTALLED CONTINUOUS BETWEEN EACH DETECTOR AND THE CONTROLLER.
PRE-EMPTION IS TO OPERATE THROUGH THE INTERNAL PRE-EMPTION OF THE SIGNAL CONTROLLER.

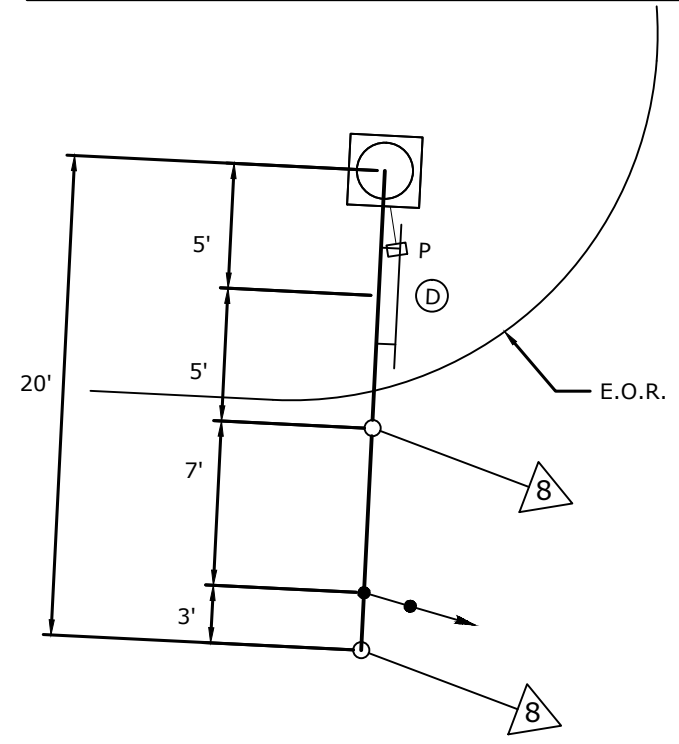
CITY SIGNAL REFER TO MAST ARM DETAILS, DRAWING NO. XSC-01

CITY OF STAMFORD

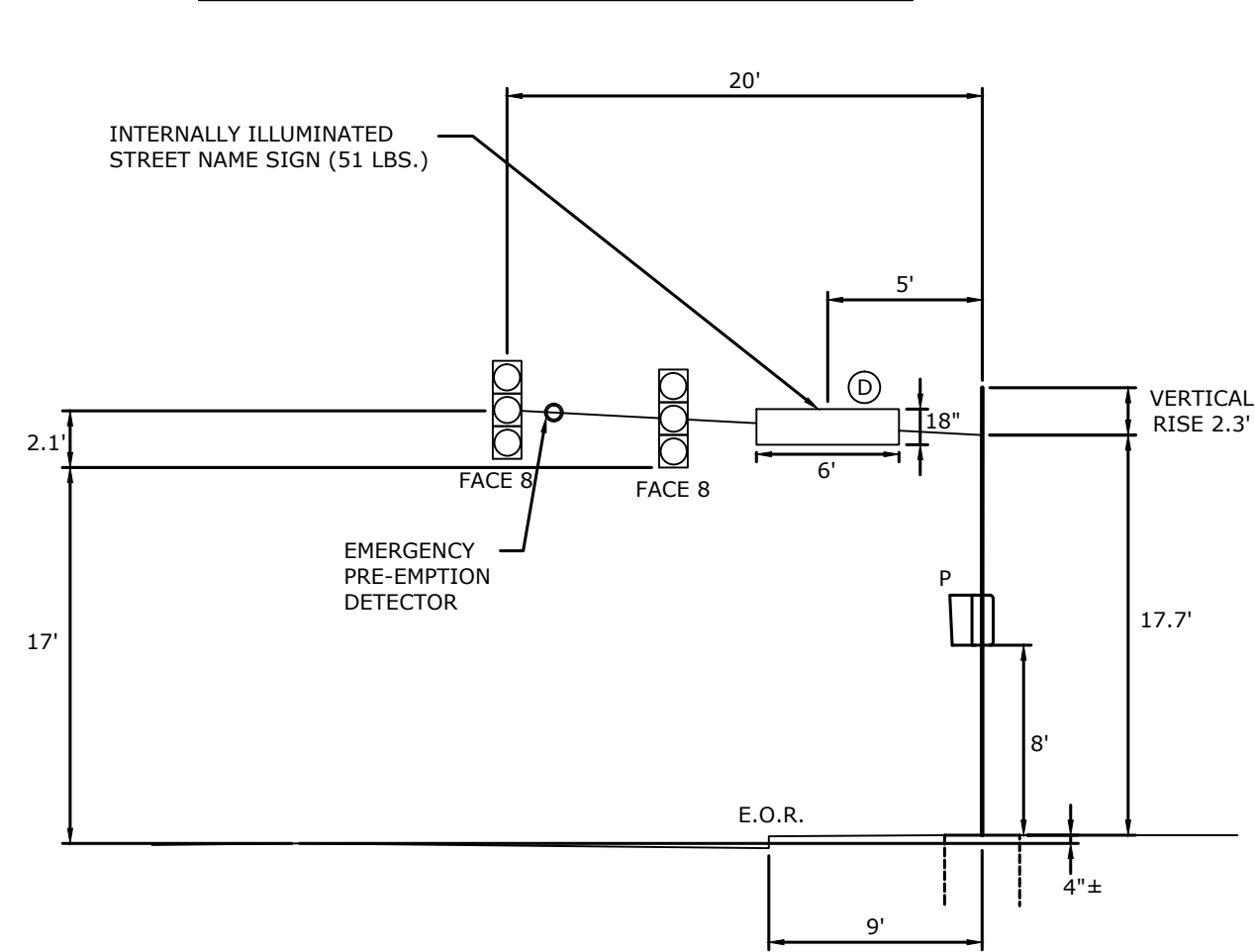
ATLANTIC STREET AT HENRY STREET

LEGEND: PROPOSED WOOD SPAN POLE, EXISTING WOOD SPAN POLE, PROPOSED STEEL SPAN POLE, EXISTING STEEL SPAN POLE, PROPOSED COMBINATION POLE, PROPOSED UTILITY POLE, EXISTING UTILITY POLE, PEDESTAL MOUNTING, PEDESTRIAN PUSH BUTTON & SIGN, TRAFFIC SIGNAL FACE, PEDESTRIAN SIGNAL HEAD, AUDIBLE PEDESTRIAN SIGNAL, LOOP DETECTOR, MAGNETIC DETECTOR, SYSTEM DETECTOR, OPTICAL DETECTOR, PROPOSED CONTROLLER, EXISTING CONTROLLER, PROPOSED HANDHOLE(QUAZ), EXISTING HANDHOLE, PROPOSED R.M.C. (RIGID METAL CONDUIT), EXISTING R.M.C. (RIGID METAL CONDUIT), VIDEO DETECTION UNIT, VIDEO DETECTION AREA, AUXILIARY EQUIPMENT CABINET, RED, YELLOW, GREEN, RED ARROW, YELLOW ARROW, GREEN ARROW, WALK/PED. CLR., D.W. DON'T WALK, FLASHING, DATE PLOTTED: 5/1/2017, SCALE: 1" = 20', PROJECT NO.: 135-320, DRAWING NO.: TCS-001, SHEET NO.: 04.02

MAST ARM ASSEMBLY PLAN VIEW



MAST ARM ASSEMBLY PROFILE VIEW



INT. NO 135-138, MAST ARM ID #135-138-A

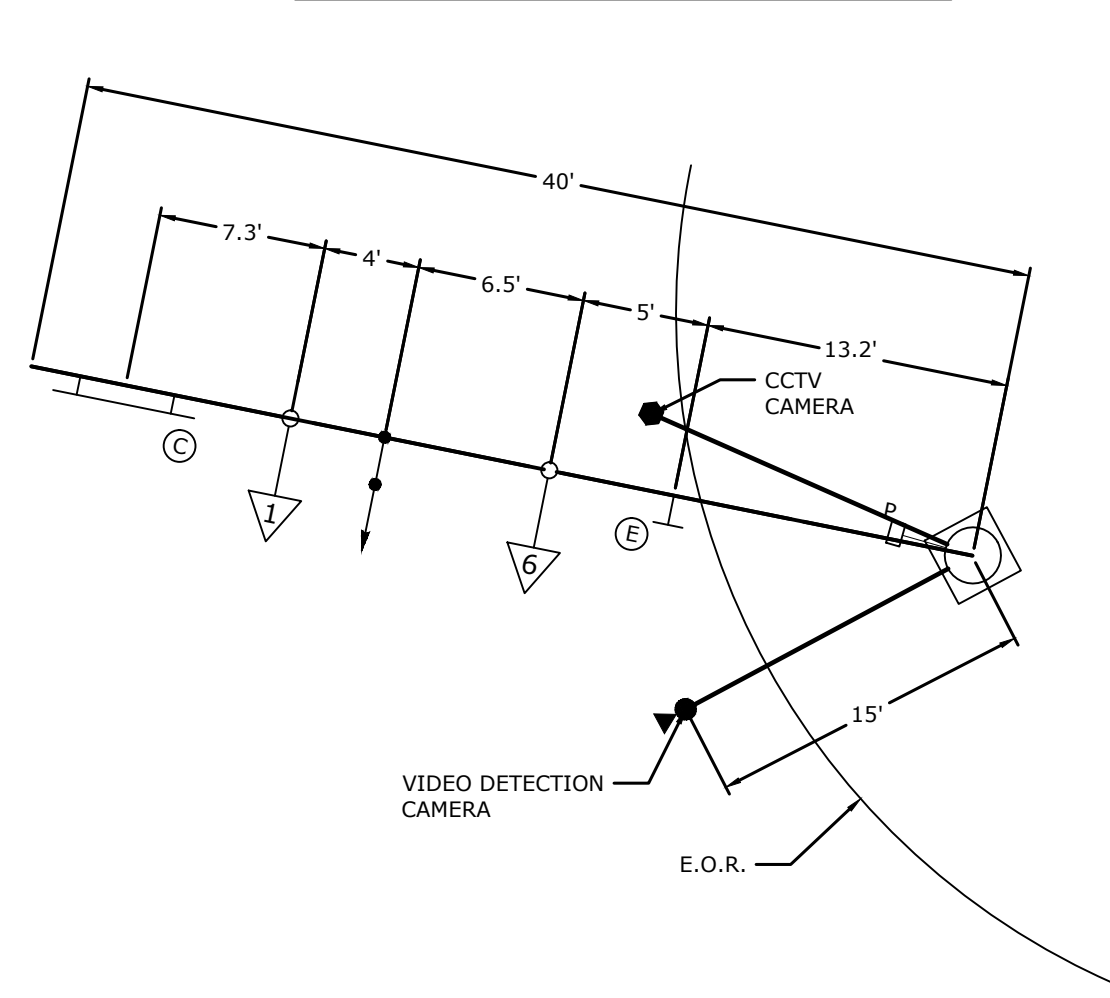
MAST ARM ON THE N.W. CORNER OF ATLANTIC STREET AND HENRY STREET

NO SCALE

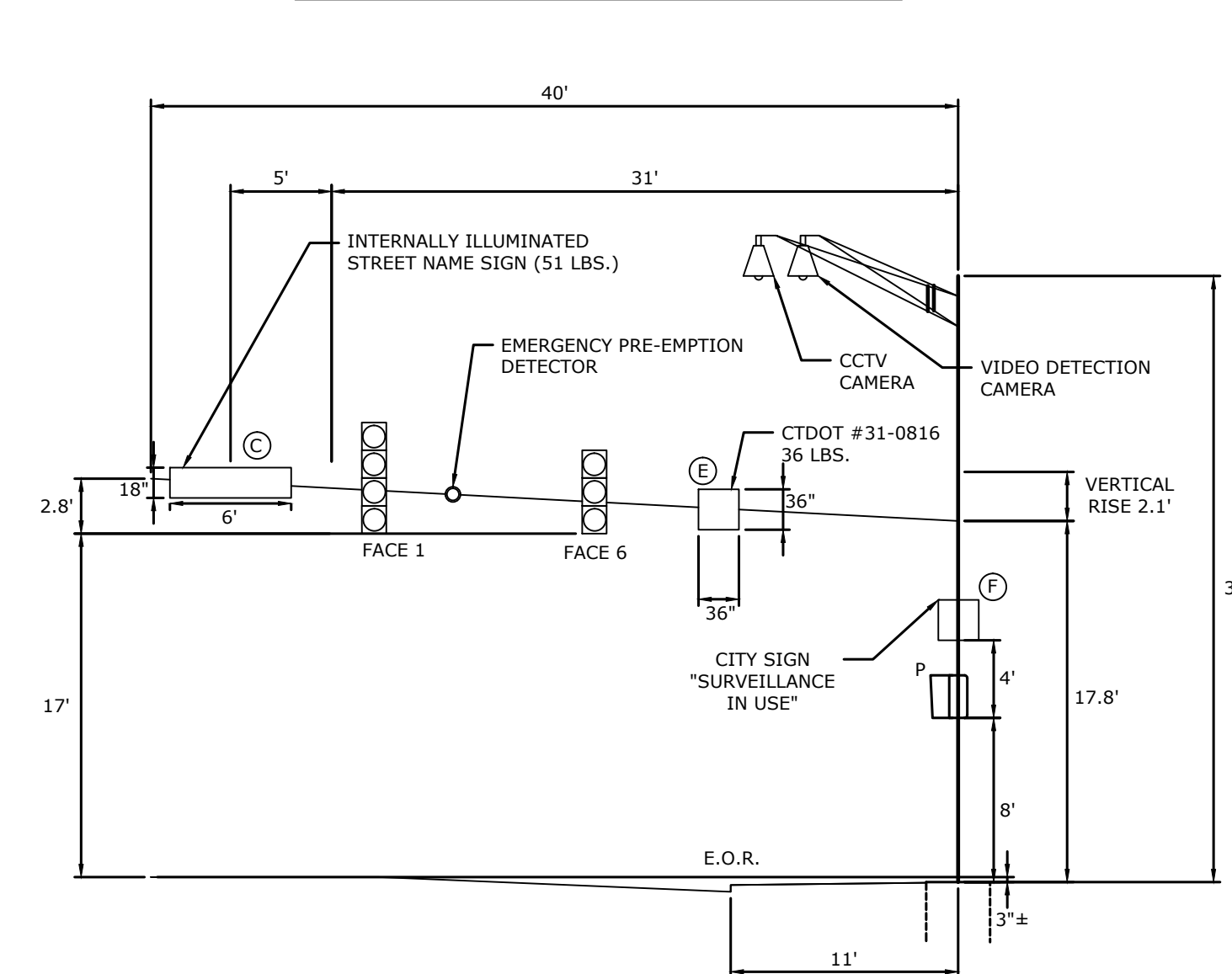
CONTRACTOR TO VERIFY MAST ARM INFORMATION INCLUDING CROSS SECTIONS AND DIMENSIONS PRIOR TO SUBMISSION OF WORKING DRAWINGS.

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

MAST ARM ASSEMBLY PLAN VIEW



MAST ARM ASSEMBLY PROFILE VIEW



INT. NO 135-138, MAST ARM ID #135-138-B

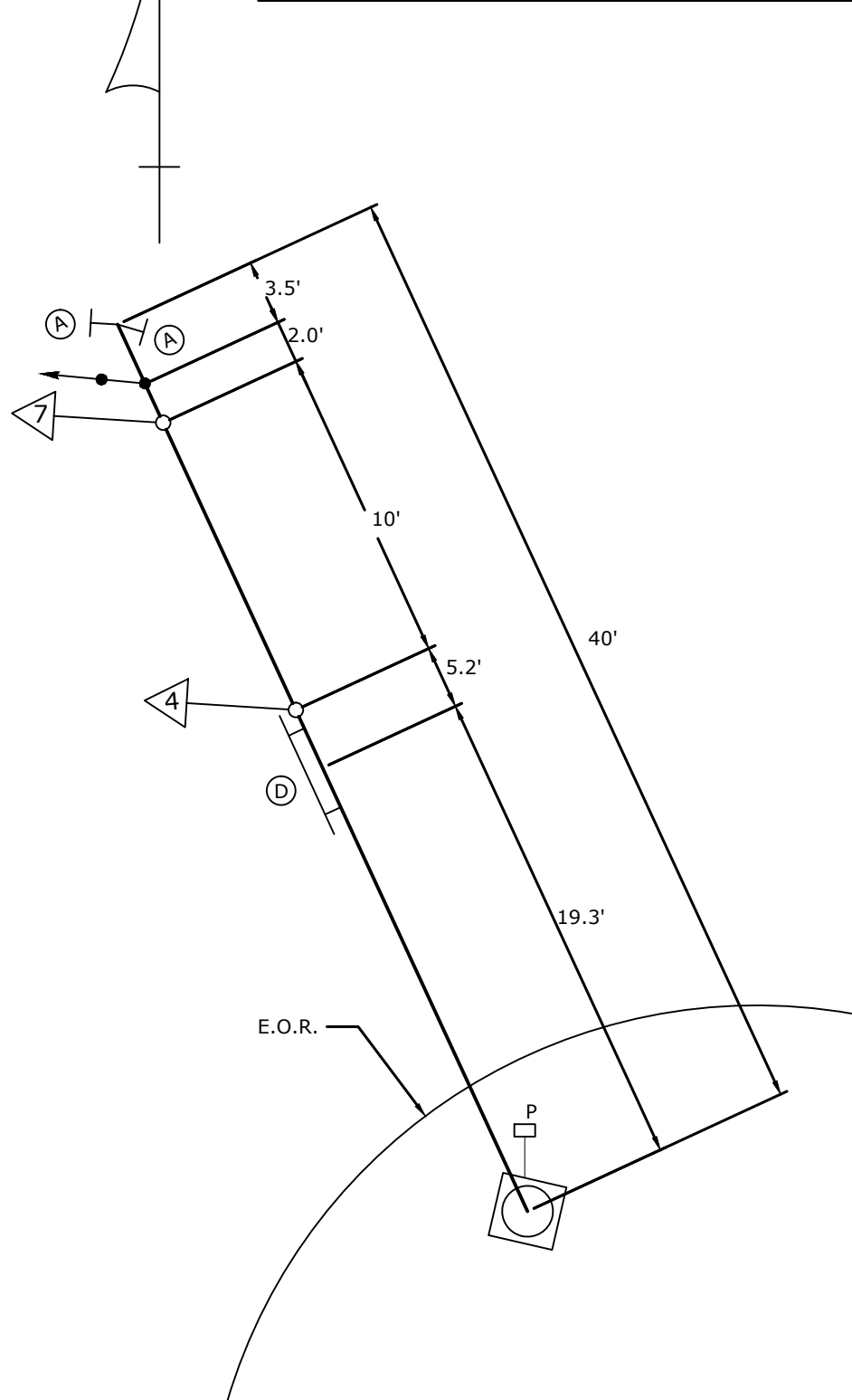
MAST ARM ON THE N.E. CORNER OF ATLANTIC STREET AND HENRY STREET

NO SCALE

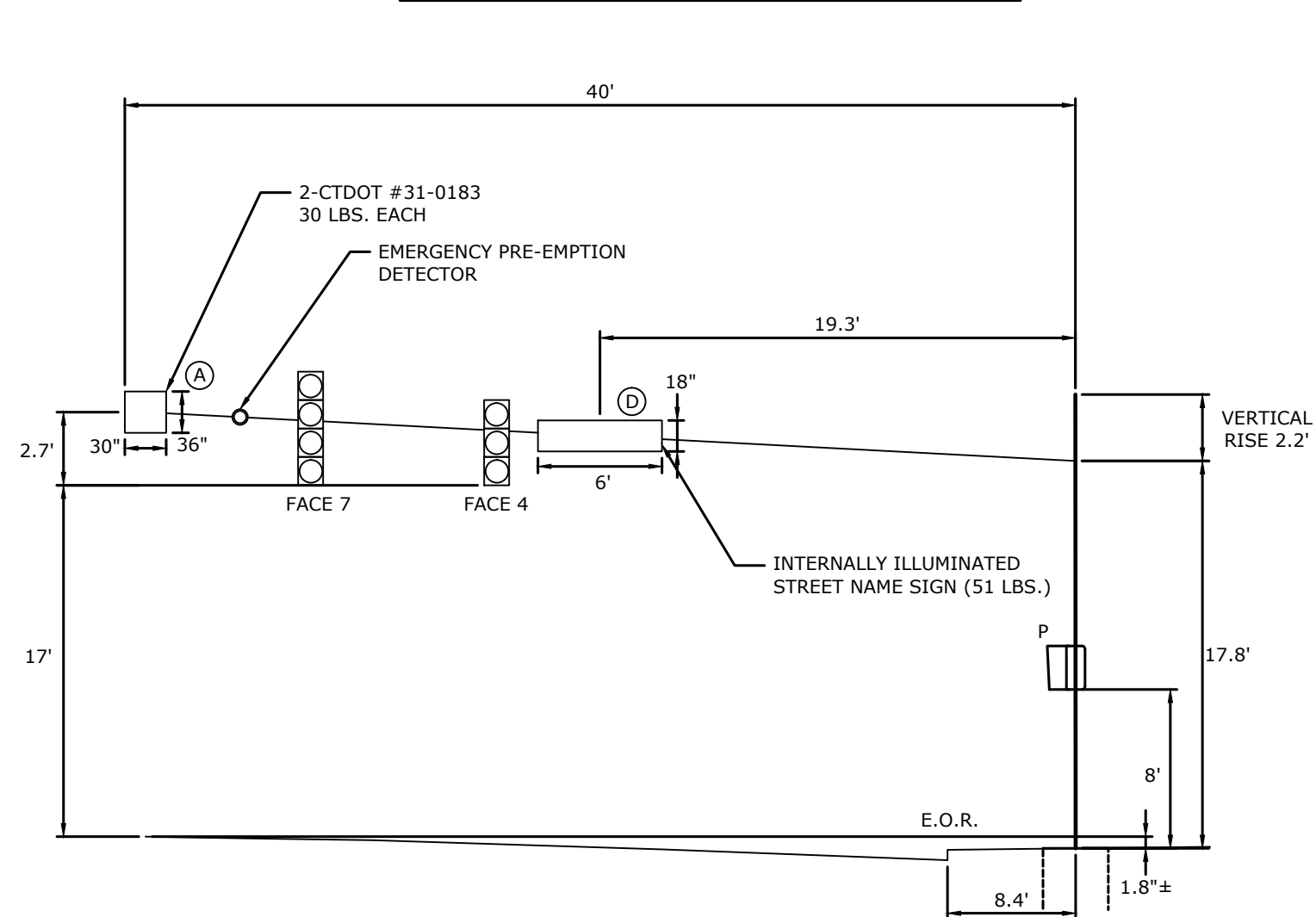
CONTRACTOR TO VERIFY MAST ARM INFORMATION INCLUDING CROSS SECTIONS AND DIMENSIONS PRIOR TO SUBMISSION OF WORKING DRAWINGS.

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

MAST ARM ASSEMBLY PLAN VIEW



MAST ARM ASSEMBLY PROFILE VIEW



INT. NO 135-138, MAST ARM ID #135-138-C

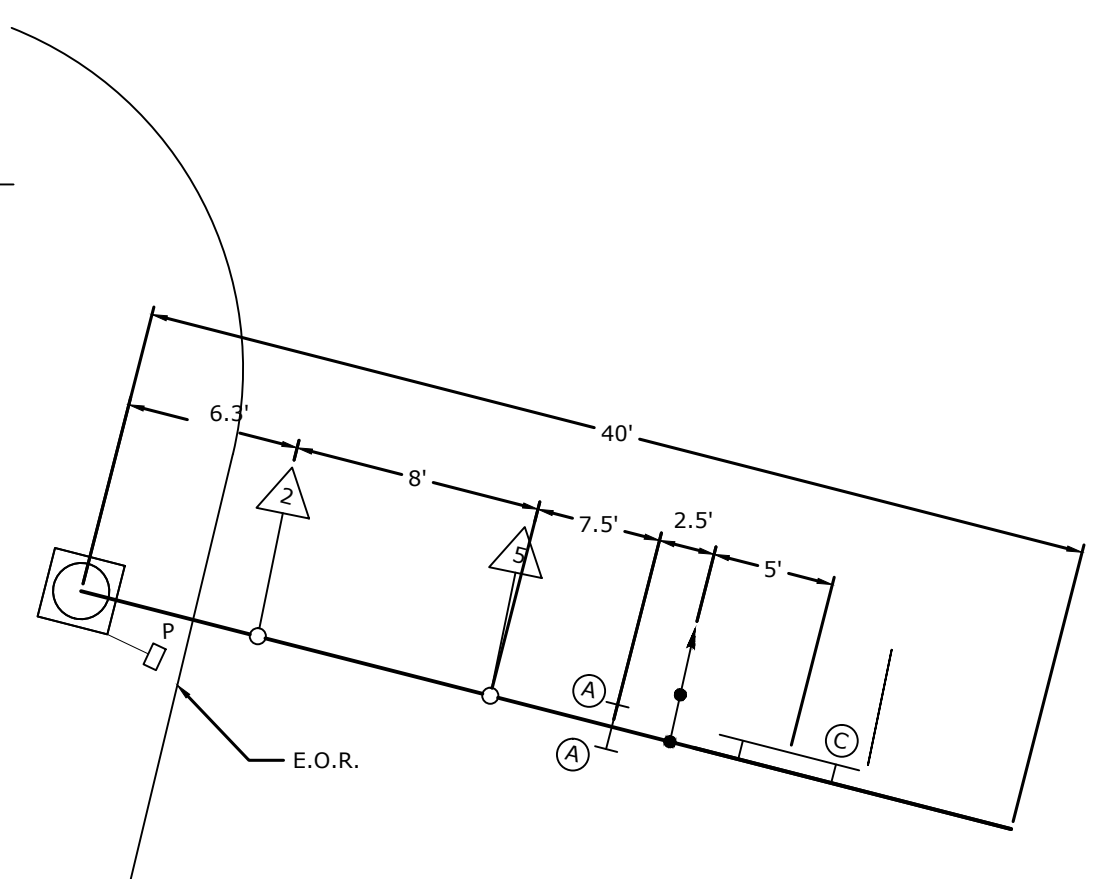
MAST ARM ON THE S.E. CORNER OF ATLANTIC STREET AND HENRY STREET

NO SCALE

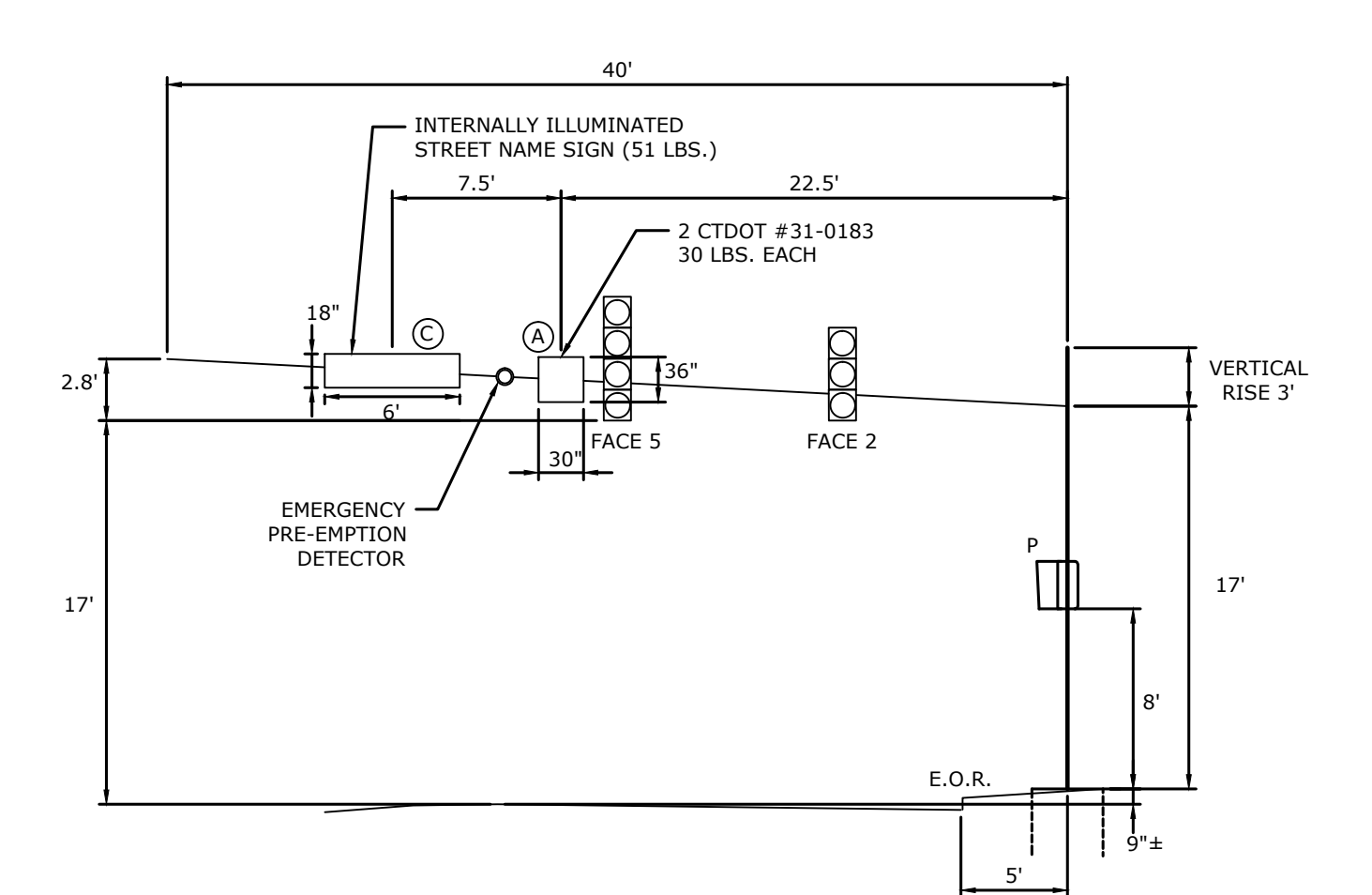
CONTRACTOR TO VERIFY MAST ARM INFORMATION INCLUDING CROSS SECTIONS AND DIMENSIONS PRIOR TO SUBMISSION OF WORKING DRAWINGS.

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

MAST ARM ASSEMBLY PLAN VIEW



MAST ARM ASSEMBLY PROFILE VIEW



INT. NO 135-138, MAST ARM ID #135-138-D

MAST ARM ON THE S.W. CORNER OF ATLANTIC STREET AND HENRY STREET

NO SCALE

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

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

FINAL DESIGN REVIEW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

Plotted Date: 3/6/2017

DESIGNER/DRAFTER:
SBM/WRV
CHECKED BY:
M. VERTUCCI
SCALE AS NOTED



Filename: J:\DWG\198203\A20\Civil\Signal\1998203A20_XCS01_MASTARM.dwg

SIGNATURE/
BLOCK:



PROJECT TITLE:

**ATLANTIC ST./HENRY ST.
INTERSECTION IMPROVEMENTS**

TOWN:

STAMFORD

DRAWING TITLE:

MAST ARM DETAILS

PROJECT NO.

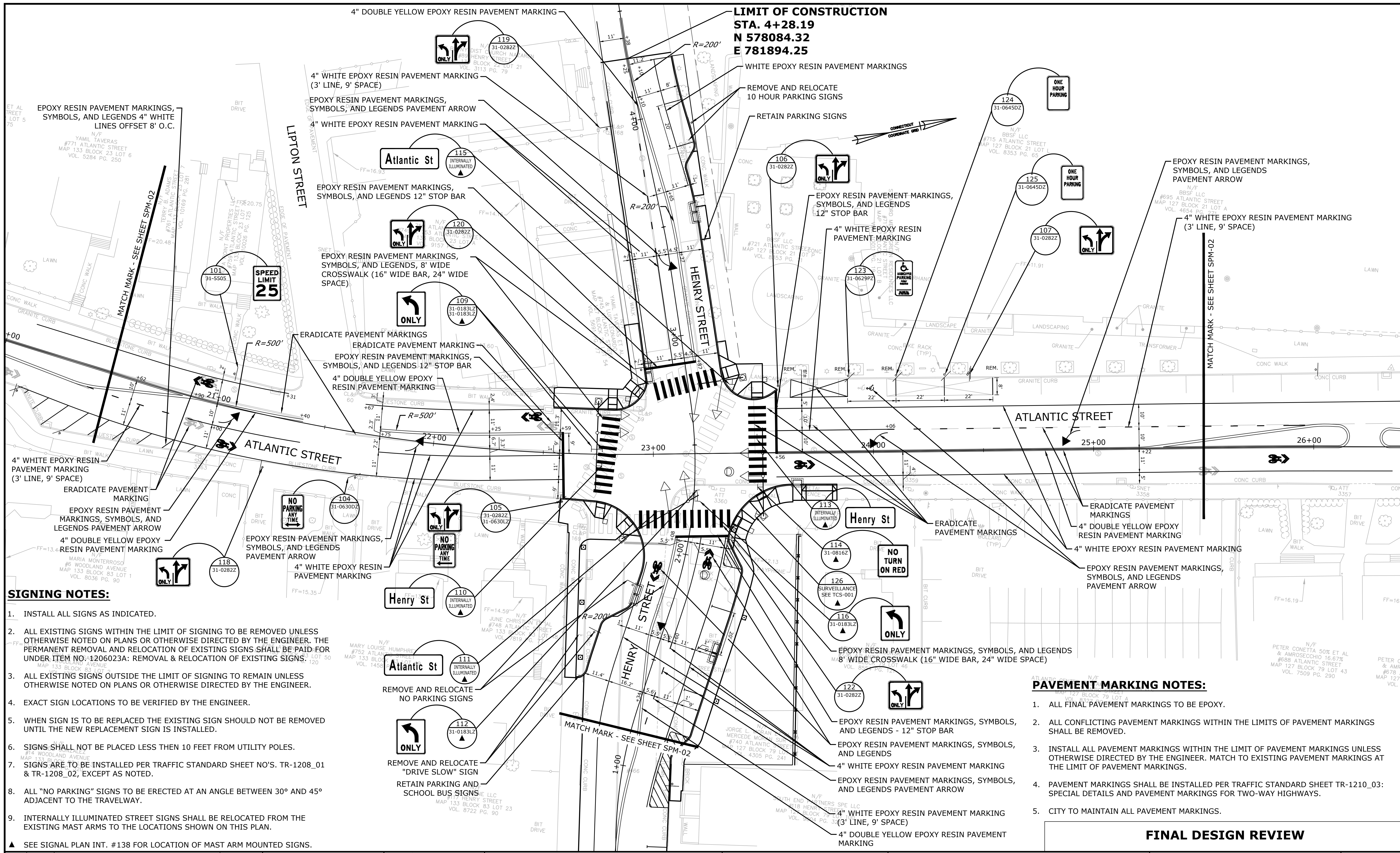
135-320

DRAWING NO.

XSC-01

SHEET NO.

04.03



LIMIT OF CONSTRUCTION
STA. 4+28.19
N 578084.32
E 781894.25

EPOXY RESIN PAVEMENT MARKINGS, SYMBOLS, AND LEGENDS 4" WHITE LINES OFFSET 8' O.C.

4" WHITE EPOXY RESIN PAVEMENT MARKING (3' LINE, 9' SPACE)

EPOXY RESIN PAVEMENT MARKINGS, SYMBOLS, AND LEGENDS PAVEMENT ARROW

4" WHITE EPOXY RESIN PAVEMENT MARKING

EPOXY RESIN PAVEMENT MARKINGS, SYMBOLS, AND LEGENDS 12" STOP BAR

EPOXY RESIN PAVEMENT MARKINGS, SYMBOLS, AND LEGENDS 8" WIDE CROSSWALK (16" WIDE BAR, 24" WIDE SPACE)

ERADICATE PAVEMENT MARKINGS

EPOXY RESIN PAVEMENT MARKINGS, SYMBOLS, AND LEGENDS 12" STOP BAR

4" DOUBLE YELLOW EPOXY RESIN PAVEMENT MARKING

ERADICATE PAVEMENT MARKINGS

EPOXY RESIN PAVEMENT MARKINGS, SYMBOLS, AND LEGENDS 12" STOP BAR

4" WHITE EPOXY RESIN PAVEMENT MARKING

EPOXY RESIN PAVEMENT MARKINGS, SYMBOLS, AND LEGENDS PAVEMENT ARROW

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4" WHITE EPOXY RESIN PAVEMENT MARKING

ERADICATE PAVEMENT MARKINGS

EPOXY RESIN PAVEMENT MARKINGS, SYMBOLS, AND LEGENDS PAVEMENT ARROW

SIGNING NOTES:

1. INSTALL ALL SIGNS AS INDICATED.
2. ALL EXISTING SIGNS WITHIN THE LIMIT OF SIGNING TO BE REMOVED UNLESS OTHERWISE NOTED ON PLANS OR OTHERWISE DIRECTED BY THE ENGINEER. THE PERMANENT REMOVAL AND RELOCATION OF EXISTING SIGNS SHALL BE PAID FOR UNDER ITEM NO. 1206023A: REMOVAL & RELOCATION OF EXISTING SIGNS.
3. ALL EXISTING SIGNS OUTSIDE THE LIMIT OF SIGNING TO REMAIN UNLESS OTHERWISE NOTED ON PLANS OR OTHERWISE DIRECTED BY THE ENGINEER.
4. EXACT SIGN LOCATIONS TO BE VERIFIED BY THE ENGINEER.
5. WHEN SIGN IS TO BE REPLACED THE EXISTING SIGN SHOULD NOT BE REMOVED UNTIL THE NEW REPLACEMENT SIGN IS INSTALLED.
6. SIGNS SHALL NOT BE PLACED LESS THEN 10 FEET FROM UTILITY POLES.
7. SIGNS ARE TO BE INSTALLED PER TRAFFIC STANDARD SHEET NO'S. TR-1208_01 & TR-1208_02, EXCEPT AS NOTED.
8. ALL "NO PARKING" SIGNS TO BE ERRECTED AT AN ANGLE BETWEEN 30° AND 45° ADJACENT TO THE TRAVELWAY.
9. INTERNALLY ILLUMINATED STREET SIGNS SHALL BE RELOCATED FROM THE EXISTING MAST ARMS TO THE LOCATIONS SHOWN ON THIS PLAN.

▲ SEE SIGNAL PLAN INT. #138 FOR LOCATION OF MAST ARM MOUNTED SIGNS.

PAVEMENT MARKING NOTES:

1. ALL FINAL PAVEMENT MARKINGS TO BE EPOXY.
2. ALL CONFLICTING PAVEMENT MARKINGS WITHIN THE LIMITS OF PAVEMENT MARKINGS SHALL BE REMOVED.
3. INSTALL ALL PAVEMENT MARKINGS WITHIN THE LIMIT OF PAVEMENT MARKINGS UNLESS OTHERWISE DIRECTED BY THE ENGINEER. MATCH TO EXISTING PAVEMENT MARKINGS AT THE LIMIT OF PAVEMENT MARKINGS.
4. PAVEMENT MARKINGS SHALL BE INSTALLED PER TRAFFIC STANDARD SHEET TR-1210_03: SPECIAL DETAILS AND PAVEMENT MARKINGS FOR TWO-WAY HIGHWAYS.
5. CITY TO MAINTAIN ALL PAVEMENT MARKINGS.

FINAL DESIGN REVIEW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

DESIGNER/DRAFTER:
WRV/JBM
 CHECKED BY:
M. VERTUCCI
 SCALE IN FEET
 0 20 40
 SCALE 1"=20'

STATE OF CONNECTICUT
 DEPARTMENT OF TRANSPORTATION

SIGNATURE/BLOCK:
 PROJECT TITLE:
ATLANTIC ST./HENRY ST. INTERSECTION IMPROVEMENTS

TOWN:
STAMFORD
 DRAWING TITLE:
SIGNING AND STRIPING PLAN

PROJECT NO.
135-320
 DRAWING NO.
SPM-01
 SHEET NO.
04.04

R1 - SERIES	R2 - SERIES	R3 - SERIES										R4 - SERIES				R5 - SERIES																																																																																																														
<p>R1-1 *</p> <p>LEGEND - WHITE BACKGROUND - RED</p> <table border="1"> <thead> <tr> <th>AREA (SQ. FT.)</th> <th>SIZE (INCHES)</th> <th>CONN. D.O.T. #</th> <th>POSTS</th> <th>ALUM. THK.</th> </tr> </thead> <tbody> <tr><td>3.31</td><td>24</td><td>31-0536</td><td>1</td><td>.080</td></tr> <tr><td>5.19</td><td>30</td><td>31-0552</td><td>1</td><td>.080</td></tr> <tr><td>7.98</td><td>36</td><td>31-0553</td><td>1</td><td>.080</td></tr> <tr><td>13.3</td><td>48</td><td>31-0557</td><td>2</td><td>.100</td></tr> </tbody> </table>	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	3.31	24	31-0536	1	.080	5.19	30	31-0552	1	.080	7.98	36	31-0553	1	.080	13.3	48	31-0557	2	.100	<p>R2-1</p> <p>LEGEND - WHITE BACKGROUND - RED</p> <table border="1"> <thead> <tr> <th>AREA (SQ. FT.)</th> <th>SIZE (INCHES)</th> <th>CONN. D.O.T. #</th> <th>POSTS</th> <th>ALUM. THK.</th> </tr> </thead> <tbody> <tr><td>5.00</td><td>24X30</td><td>31-5505</td><td>1</td><td>.080</td></tr> <tr><td>7.50</td><td>30X36</td><td>31-5504</td><td>1</td><td>.080</td></tr> <tr><td>12.00</td><td>36X48</td><td>31-5506</td><td>2</td><td>.100</td></tr> <tr><td>20.00</td><td>48X60</td><td>31-5507</td><td>2</td><td>.100</td></tr> </tbody> </table>	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	5.00	24X30	31-5505	1	.080	7.50	30X36	31-5504	1	.080	12.00	36X48	31-5506	2	.100	20.00	48X60	31-5507	2	.100	<p>R3-1</p> <p>31-1604 OVERHEAD MTD LEGEND - BLACK BACKGROUND - WHITE CIRCLE & DIAGONAL - RED</p> <table border="1"> <thead> <tr> <th>AREA (SQ. FT.)</th> <th>SIZE (INCHES)</th> <th>CONN. D.O.T. #</th> <th>POSTS</th> <th>ALUM. THK.</th> </tr> </thead> <tbody> <tr><td>4.00</td><td>24X24</td><td>31-1604</td><td>1</td><td>.080</td></tr> <tr><td>6.25</td><td>30X30</td><td>31-1617</td><td>1</td><td>.080</td></tr> <tr><td>5.00</td><td>30X24</td><td>31-1618</td><td>1</td><td>.080</td></tr> <tr><td>9.00</td><td>36X36</td><td>31-1627</td><td>2</td><td>.100</td></tr> <tr><td>7.50</td><td>36X30</td><td>31-1628</td><td>2</td><td>.080</td></tr> </tbody> </table>	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	4.00	24X24	31-1604	1	.080	6.25	30X30	31-1617	1	.080	5.00	30X24	31-1618	1	.080	9.00	36X36	31-1627	2	.100	7.50	36X30	31-1628	2	.080	<p>R3-5</p> <p>(L) (R)</p>	<p>R3-6</p> <p>ONLY</p>	<p>R3-7L</p> <p>LEFT LANE MUST TURN LEFT</p>	<p>R3-7R</p> <p>RIGHT LANE MUST TURN RIGHT</p>	<p>R3-8b</p> <p>LEFT LANE MUST TURN LEFT RIGHT LANE MUST TURN RIGHT</p>	<p>R4-1</p> <p>DO NOT PASS</p>	<p>R4-1</p> <p>KEEP RIGHT EXCEPT TO PASS</p>	<p>R5-1 *</p> <p>LEGEND - WHITE BACKGROUND - RED CIRCLE - RED</p> <table border="1"> <thead> <tr> <th>AREA (SQ. FT.)</th> <th>SIZE (INCHES)</th> <th>CONN. D.O.T. #</th> <th>POSTS</th> <th>ALUM. THK.</th> </tr> </thead> <tbody> <tr><td>6.25</td><td>30X30</td><td>31-1119</td><td>1</td><td>.080</td></tr> <tr><td>9.00</td><td>36X36</td><td>31-1120</td><td>1</td><td>.080</td></tr> <tr><td>16.00</td><td>48X48</td><td>31-1121</td><td>2</td><td>.100</td></tr> </tbody> </table>	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	6.25	30X30	31-1119	1	.080	9.00	36X36	31-1120	1	.080	16.00	48X48	31-1121	2	.100	<p>R5-1 *</p> <p>LEGEND - WHITE BACKGROUND - RED CIRCLE & DIAGONAL - RED</p> <table border="1"> <thead> <tr> <th>AREA (SQ. FT.)</th> <th>SIZE (INCHES)</th> <th>CONN. D.O.T. #</th> <th>POSTS</th> <th>ALUM. THK.</th> </tr> </thead> <tbody> <tr><td>6.00</td><td>36X24</td><td>31-1122</td><td>2</td><td>.080</td></tr> <tr><td>8.75</td><td>42X30</td><td>31-1123</td><td>2</td><td>.100</td></tr> </tbody> </table>	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	6.00	36X24	31-1122	2	.080	8.75	42X30	31-1123	2	.100
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THIS SIGN ADDED FOR THIS PROJECT ONLY

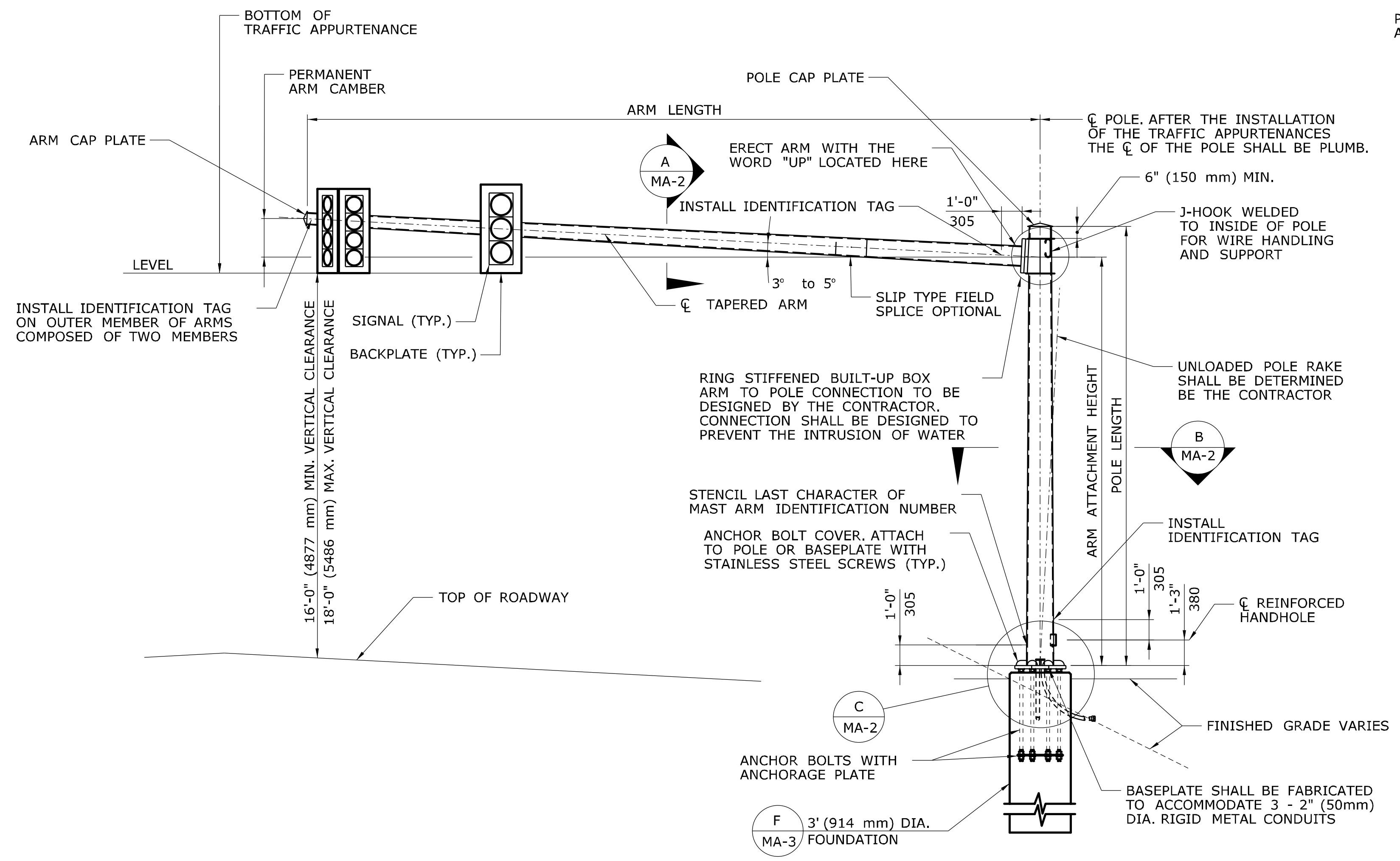
NOTES:

- FOR METRIC SEE CONVERSION CHART.
1. THE LEGEND "O.S.T.A." SHALL APPEAR ON ALL R - SERIES SIGNS EXCEPT WHEN SUFFIXED WITH THE LETTER "Z".
2. 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.
3. POSTS - SEE TYP. SHEET (SHT #9) - "TYPICAL METAL SIGN POSTS AND SIGN MOUNTING DETAILS."
4. POSTS - TYPE A (EXCEPT WHERE NOTED WITH A "B" FOR TYPE B)
5. FOR OVERHEAD MOUNTED SIGNS, SEE TYPICAL SIGNAL SHEET - "MISC. TRAFFIC SIGNAL INSTALLATION DETAILS."
6. SIGNS SHALL BE FABRICATED OF ONE CONTINUOUS PIECE OF SHEET ALUMINUM. SPLICING OF SHEET ALUMINUM WILL NOT BE ACCEPTED.
7. BACKGROUND SHEETING SHALL BE TYPE III RETROREFLECTIVE SHEETING, EXCEPT NOTED BY *.

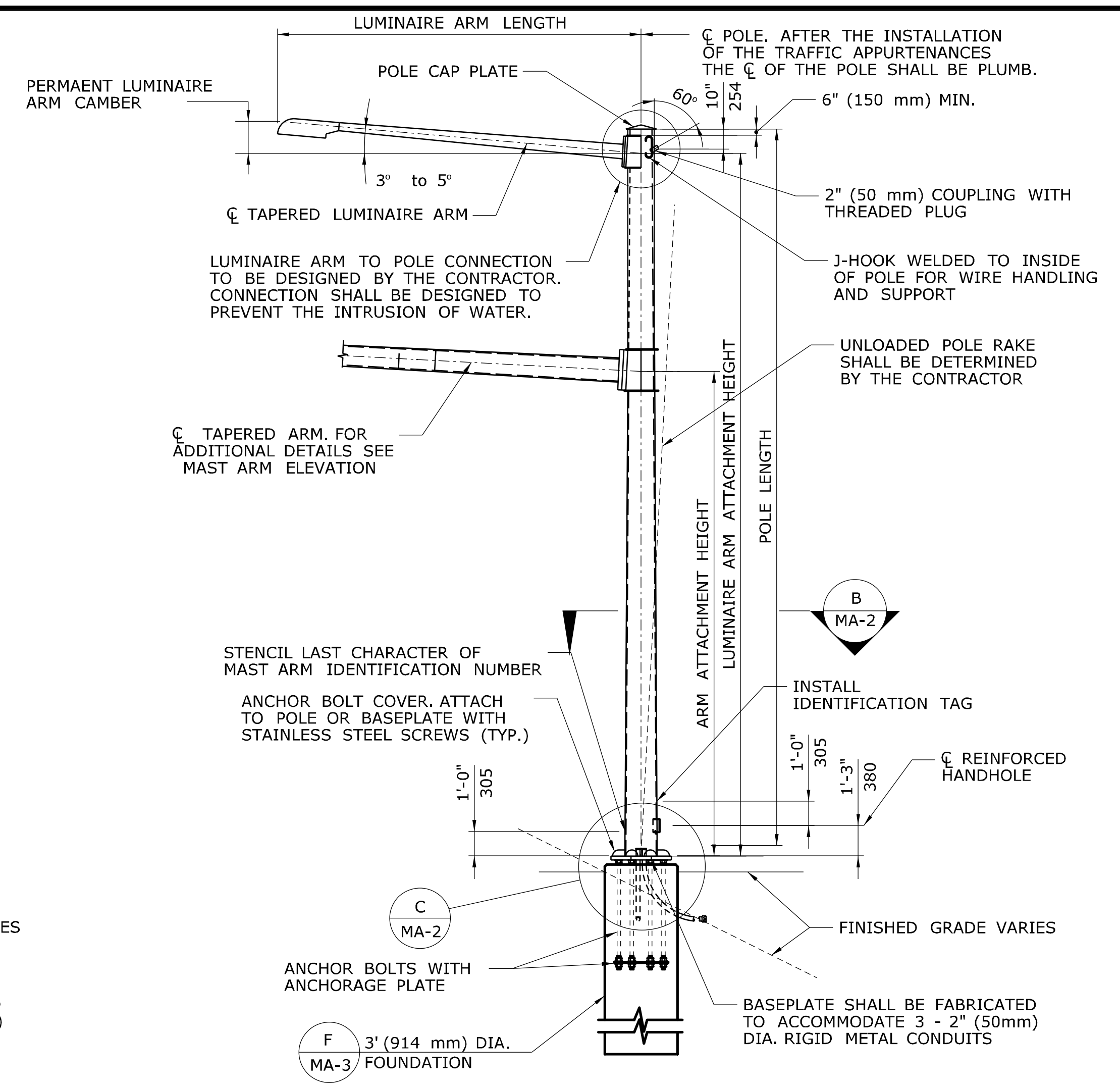
COLORS:

R-SERIES
BACKGROUND - WHITE (SILVER) - EXCEPT AS NOTED.
LEGEND - BLACK - EXCEPT AS NOTED.
ALL COLORS SHALL BE RETROREFLECTIVE WITH THE EXCEPTION OF BLACK WHICH SHALL BE OPAQUE.
* SIGNS TO BE "BRIGHT WIDE ANGLE RETROREFLECTIVE SHEETING".

<p>3 6-2012 REVISED NOTE #1 TO REFERENCE "O.S.T.A."</p> <p>2 6-2010 INCLUDED SIGNS TO MEET 2009 MUTCD REQUIREMENTS.</p> <p>1 1-2010 REVISED SHEETING FROM TYPE I TO III.</p> <p>REV. DATE REVISION DESCRIPTION</p>	<p>METRIC CONVERSION CHART (1" = 25mm)</p> <table border="1"> <thead> <tr> <th>ENGLISH</th> <th>METRIC</th> <th>ENGLISH</th> <th>METRIC</th> <th>ENGLISH</th> <th>METRIC</th> </tr> </thead> <tbody> <tr><td>12"</td><td>300</td><td>42"</td><td>1050</td><td>72"</td><td>1800</td></tr> <tr><td>18"</td><td>450</td><td>48"</td><td>1200</td><td>78"</td><td>1950</td></tr> <tr><td>24"</td><td>600</td><td>54"</td><td>1350</td><td>84"</td><td>2100</td></tr> <tr><td>30"</td><td>750</td><td>60"</td><td>1500</td><td>90"</td><td>2250</td></tr> <tr><td>36"</td><td>900</td><td>66"</td><td>1650</td><td>96"</td><td>2400</td></tr> </tbody> </table>	ENGLISH	METRIC	ENGLISH	METRIC	ENGLISH	METRIC	12"	300	42"	1050	72"	1800	18"	450	48"	1200	78"	1950	24"	600	54"	1350	84"	2100	30"	750	60"	1500	90"	2250	36"	900	66"	1650	96"	2400	<p>DESIGNER/DRAFTER: D. K. SWINBURNE</p> <p>CHECKED BY: L.N. CONROY</p> <p>Plotted: 6/14/2016</p>	<p>STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION</p> <p>SIGNATURE/BLOCK: OFFICE OF ENGINEERING</p> <p>APPROVED BY: DATE:</p>	<p>PROJECT TITLE:</p>	<p>TOWN:</p>	<p>PROJECT NO.</p>
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**ELEVATION
MAST ARM**
SCALE: 1/4" = 1'-0"



**ELEVATION
COMBINATION MAST ARM**
SCALE: 1/4" = 1'-0"

MAST ARM ASSEMBLY NOTES

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

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

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

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

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

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

Plotted Date: 10/15/2012

DESIGNER/DRAFTER: **MSR**
 CHECKED BY: **S. HARRIS**
 SCALE AS NOTED

**STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION**

Filename: ...:\Civil\Details\SB_MastArm.dgn

SIGNATURE/
BLOCK:

FUSS & O'NEILL
146 Hartford Road
Manchester, CT 06040
(860)946-2100

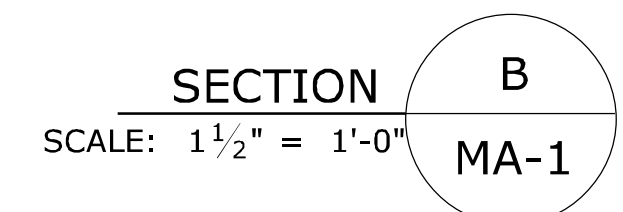
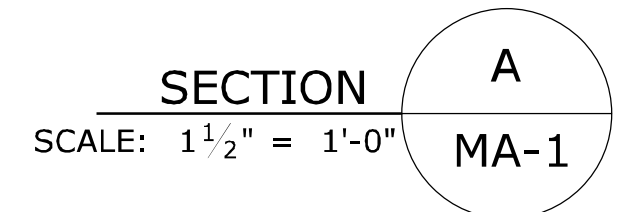
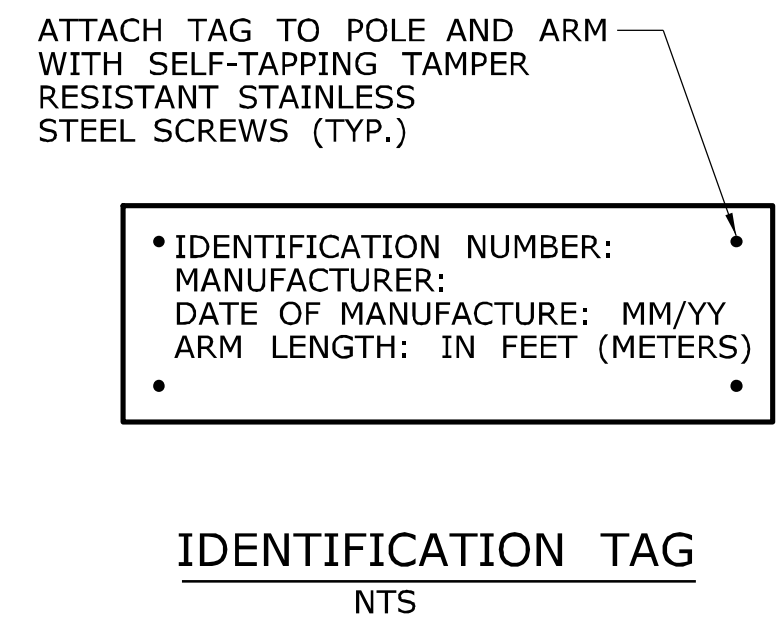
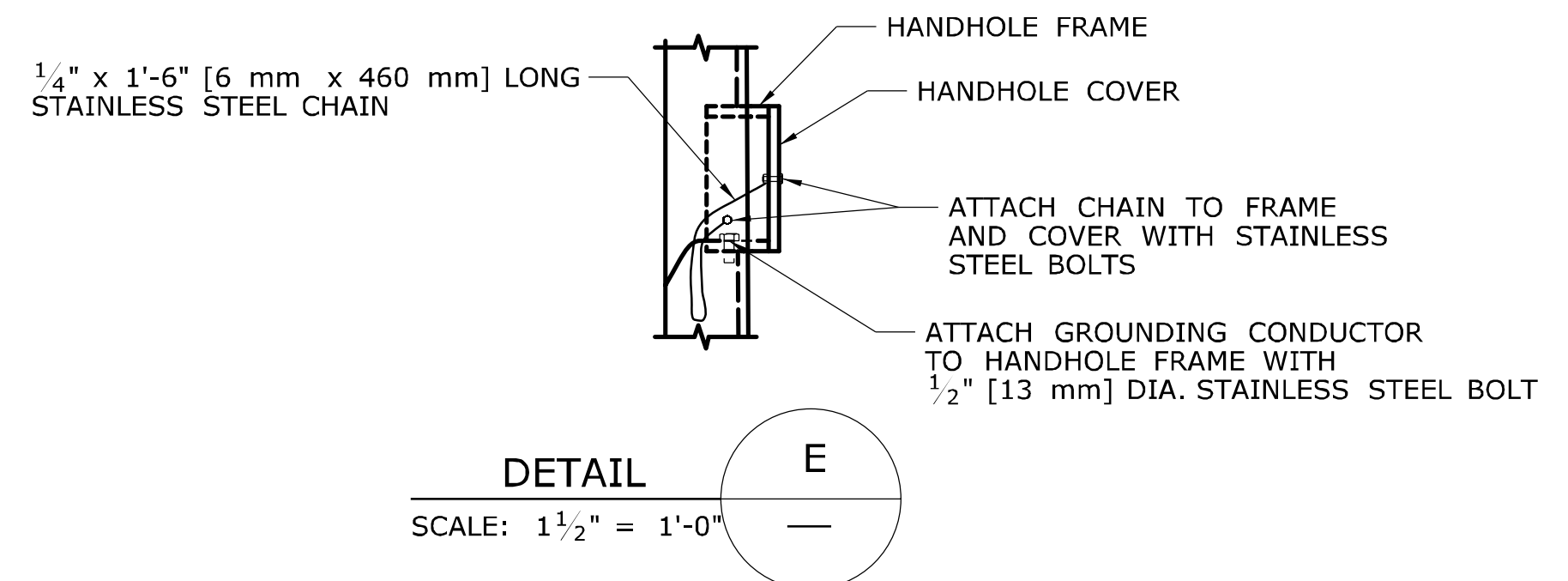
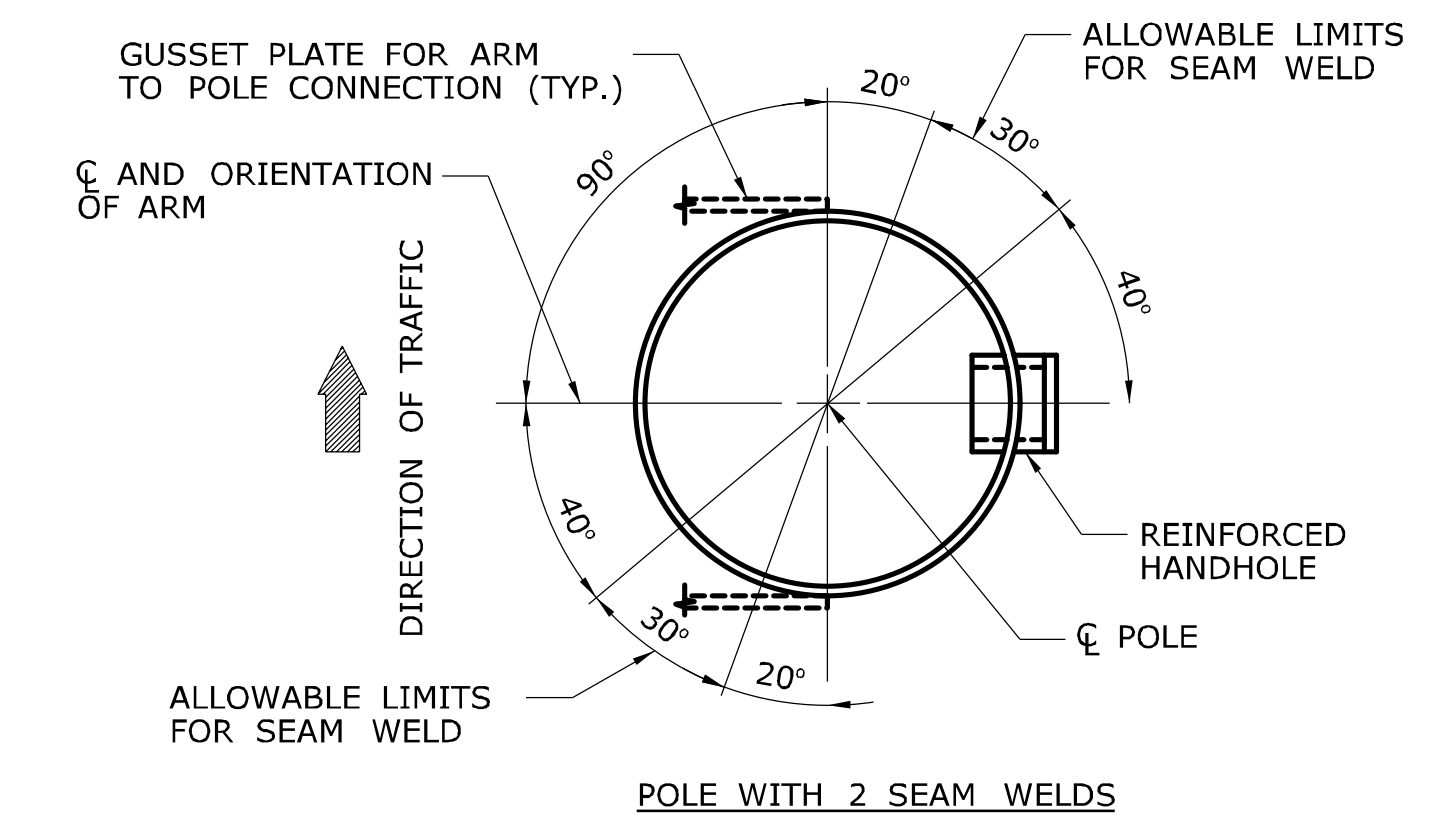
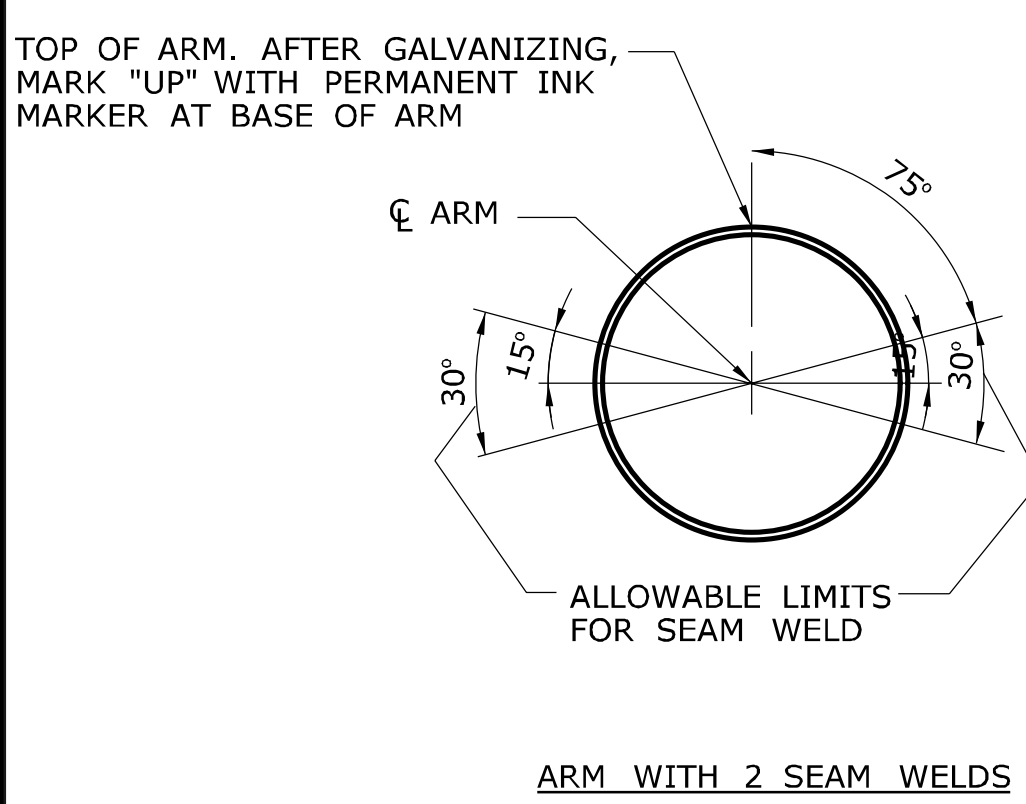
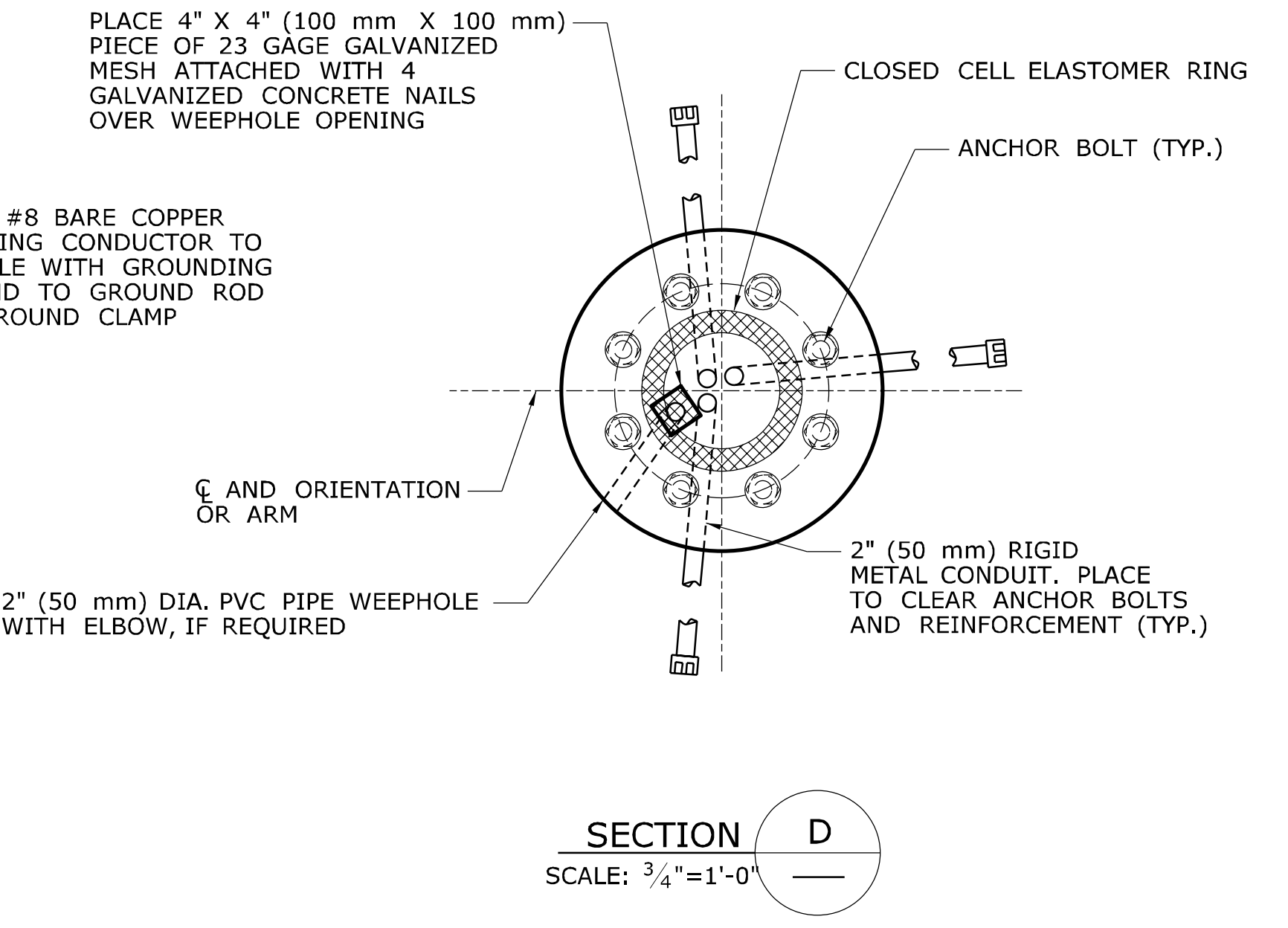
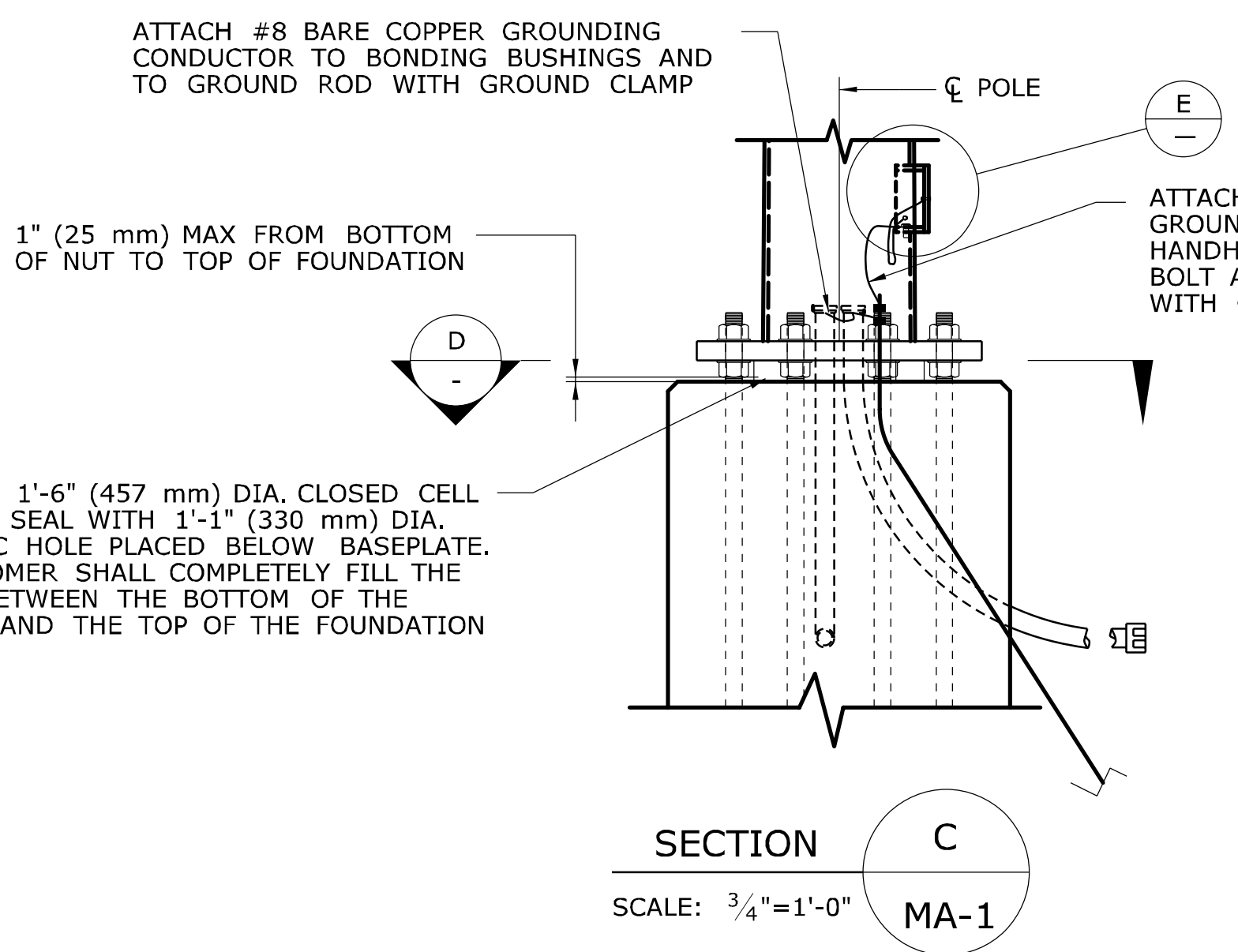
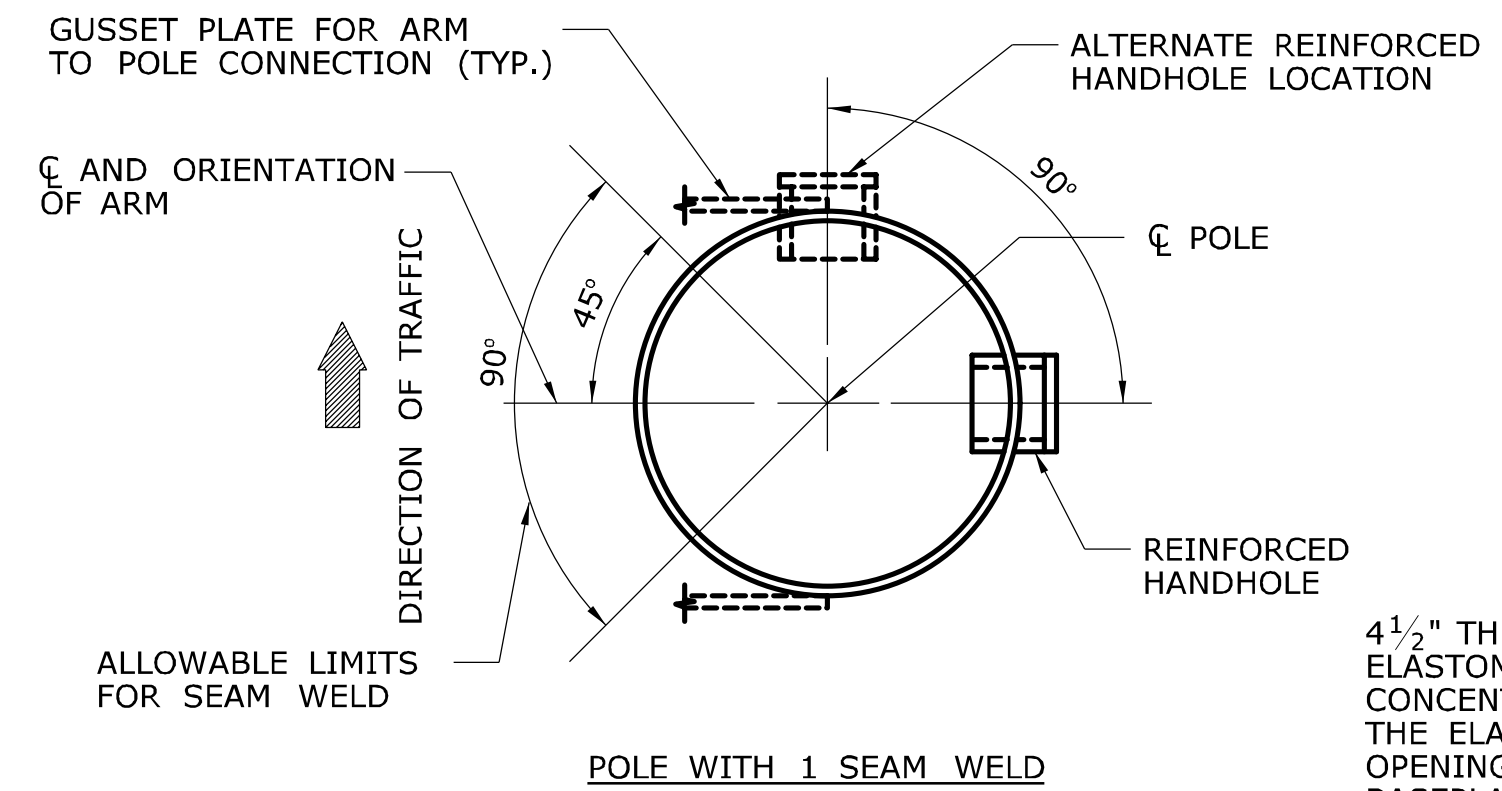
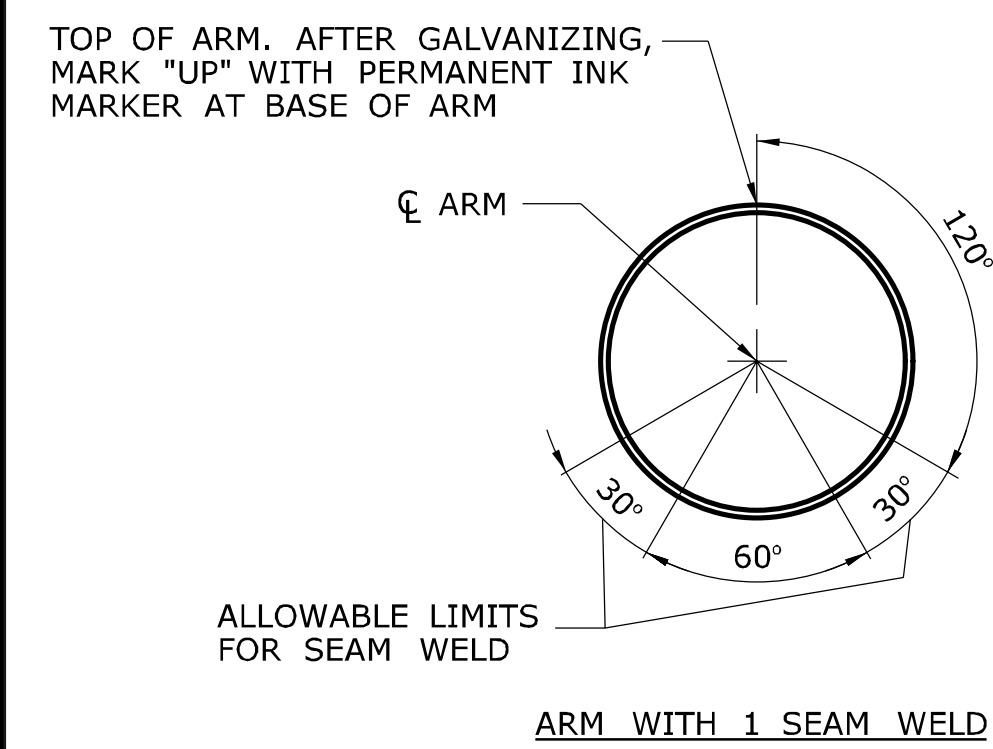
PROFESSIONAL ENGINEER

PROJECT TITLE:
**ATLANTIC ST./HENRY ST.
INTERSECTION IMPROVEMENTS**

TOWN:
STAMFORD

DRAWING TITLE:
**MAST ARM ASSEMBLY
ELEVATION**

PROJECT NO.: **135-320**
 DRAWING NO.: **S-01**
 SHEET NO.: **05.2**



TRAFFIC APPURTENANCE PROPERTIES
MINIMUM DESIGN VALUES

	2'-0" 610	2'-0" 610	2'-0" 610	3'-2" 965	WIDTH
					HEIGHT
	3 SECTION, 12" (305) DIA. TRAFFIC SIGNAL W/ BACKPLATE	4 SECTION, 12" (305) DIA. TRAFFIC SIGNAL W/ BACKPLATE	5 SECTION, 12" (305) DIA. TRAFFIC SIGNAL W/ BACKPLATE	5 SECTION, 12" (305) DIA. TRAFFIC SIGNAL W/ BACKPLATE	SHEET ALUMINUM SIGN PANEL
WEIGHT, INCLUDING MOUNTING HARDWARE	65 LBS (29.48 kg)	80 LBS (36.29 kg)	95 LBS (43.09 kg)	105 LBS (47.63 kg)	4 LBS/SQ.FT. (19.53 kg/m ²)
TOTAL SURFACE AREA	28.04 SQ. FT. (2.61 m ²)	35.46 SQ. FT. (3.29 m ²)	45.16 SQ. FT. (4.20 m ²)	41.04 SQ. FT. (3.81 m ²)	BASED ON PANEL DIMENSIONS
PROJECTED AREA, FRONT FACE	8.62 SQ. FT. (0.80 m ²)	10.91 SQ. FT. (1.01 m ²)	13.34 SQ. FT. (1.24 m ²)	13.72 SQ. FT. (1.28 m ²)	BASED ON PANEL DIMENSIONS
PROJECTED AREA, BOTTOM FACE	1.18 SQ. FT. (0.11 m ²)	1.18 SQ. FT. (0.11 m ²)	1.18 SQ. FT. (0.11 m ²)	2.58 SQ. FT. (0.24 m ²)	BASED ON PANEL DIMENSIONS

NOTES:

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

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

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

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

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

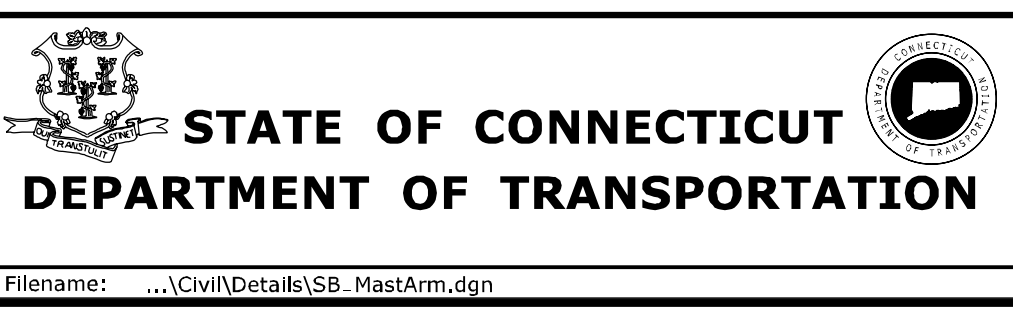
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Plotted Date: 10/15/2012

DESIGNER/DRAFTER:
MSR

CHECKED BY:
S. HARRIS

SCALE AS NOTED



SIGNATURE/BLOCK:

FUSS & O'NEILL
146 Hartford Road
Manchester, CT 06040
(860) 442-2100

PROJECT TITLE:

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TOWN:

STAMFORD

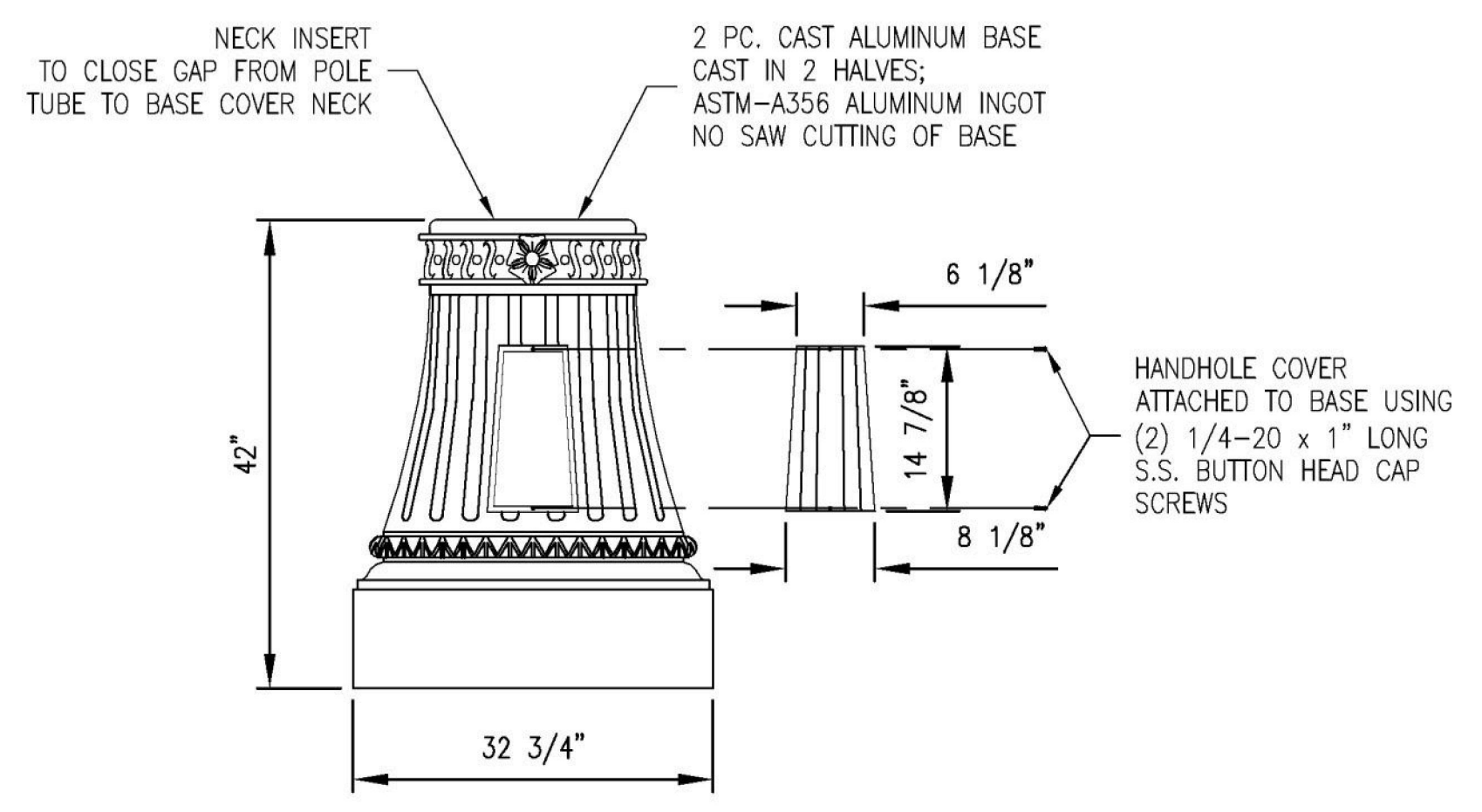
DRAWING TITLE:

**MAST ARM ASSEMBLY
DETAILS**

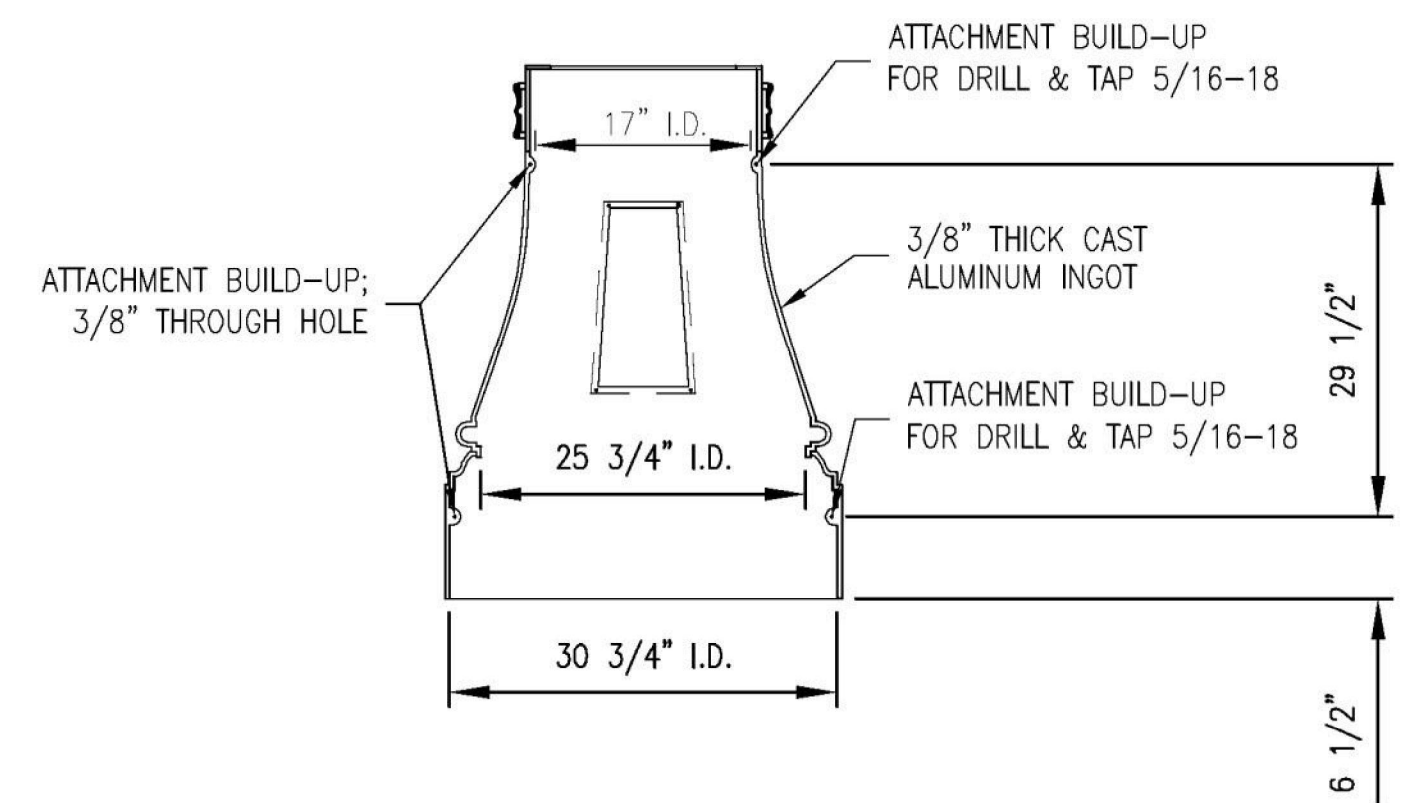
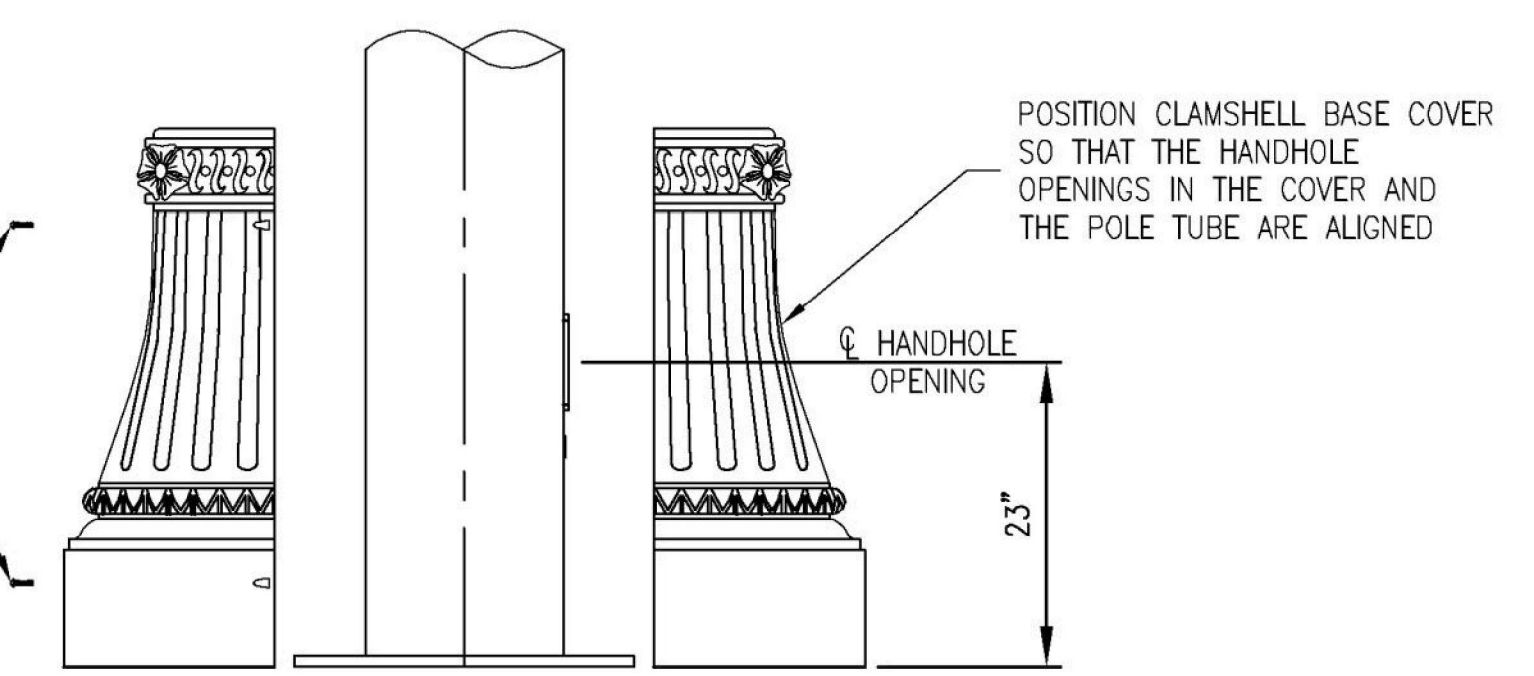
PROJECT NO.
135-320

DRAWING NO.
S-02

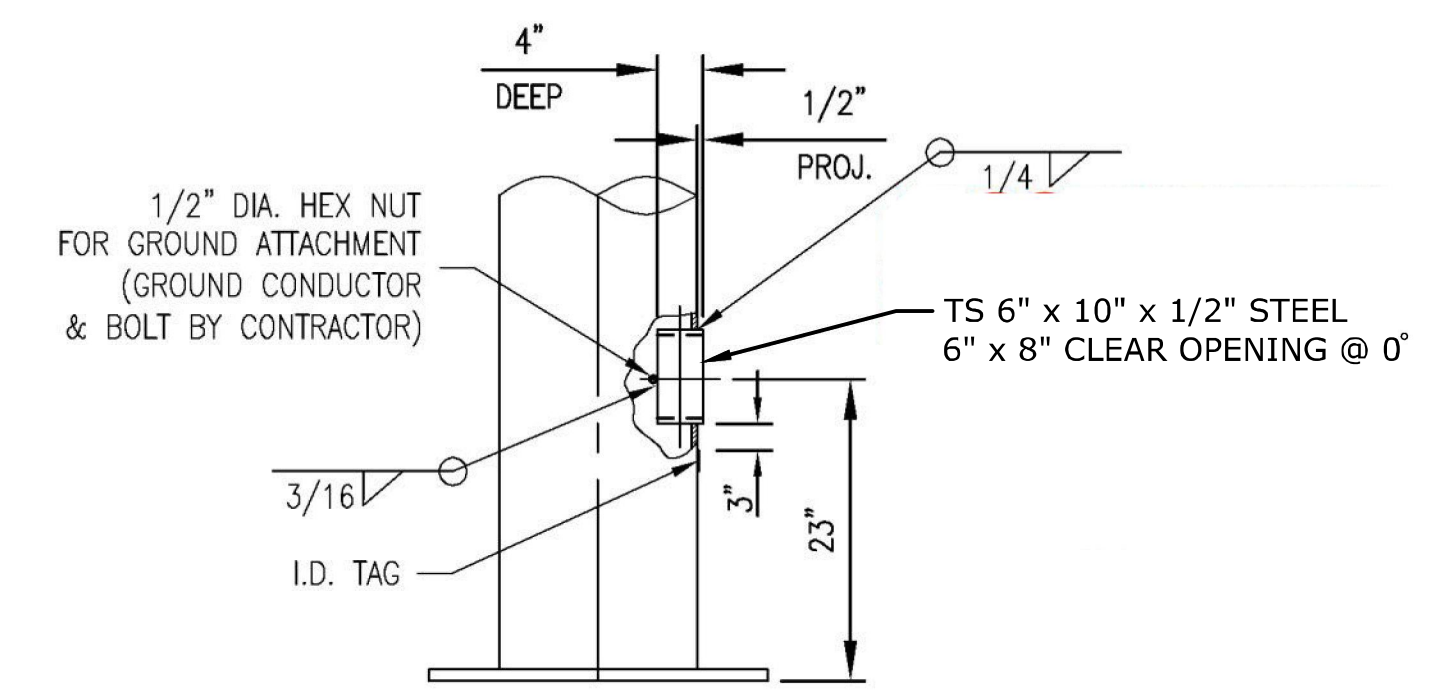
SHEET NO.
05.3



BASE HALVES CLAMPED TOGETHER AROUND POLE SHAFT USING (2) 5/16-18 x 1 1/2" LONG S.S. BUTTON HEAD CAP SCREWS



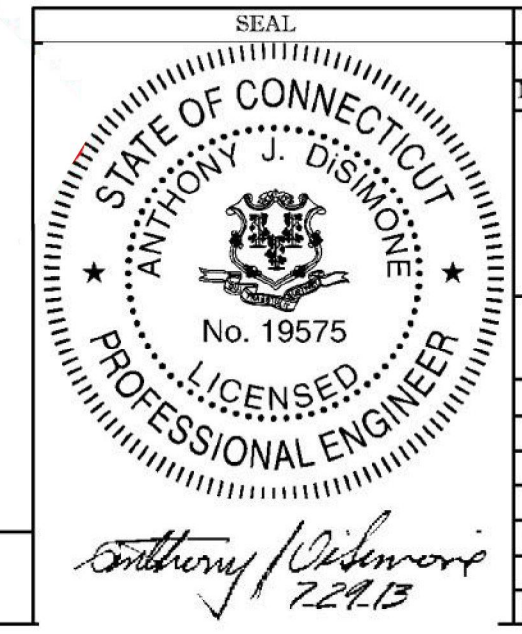
CLAMSHELL BASE COVER
VSI HUNTINGTON SERIES #3142



HANDHOLE DETAIL

- NOTES:**
1. CASTINGS - ASTM A356 CAST ALUMINUM ALLOY.
 2. CLAMSHELL BASE HARDWARE - GRADE 18-8 S.S.
 3. FINISH - BLACK MATTED FINISH, STANDARD 595A, 37038 CONFORMING TO FEDERAL SPECIFICATION TT-E-489
 4. CLAMSHELL BASE COVER SHALL BE HUNTINGTON SERIES BASE #3142, FINISH - BLACK MATTED

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REV.	DATE	REVISION	BY	CHK'D
VSI SALES, LLC MARS, PENNSYLVANIA 16046 PHONE: 724-625-4060 FAX: 724-625-4088				
DECORATIVE BASE COVER DETAILS				
STATE:	CONNECTICUT	DRAWN BY:	JEA	
CITY:	STAMFORD	CHK'D BY:	AJD	
PROJECT:	DYKE LANE & BATEMAN WAY	DATE:	7-29-13	
ITEM:	55 FT MAST ARM ASSEMBLY	SCALE:	N.T.S.	
P.O. NUMBER:		DRAWING NUMBER:	130719-55N-5	
CUSTOMER:		VSI NUMBER:	130719-55N-5	
SHEET 3 OF 3				

FINAL DESIGN REVIEW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

DESIGNER/DRAFTER:
WRV/JBM

CHECKED BY:
M. VERTUCCI

SCALE AS NOTED

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

File name: J:\DWG\IP98\98203\A20\Civil\Details\1998203A20_DET01.dwg

SIGNATURE/BLOCK:

FUSS & O'NEILL
146 Hartford Road
Manchester, CT 06040
(860)442-2100

PROJECT TITLE:

**ATLANTIC ST./HENRY ST.
INTERSECTION IMPROVEMENTS**

TOWN:

STAMFORD

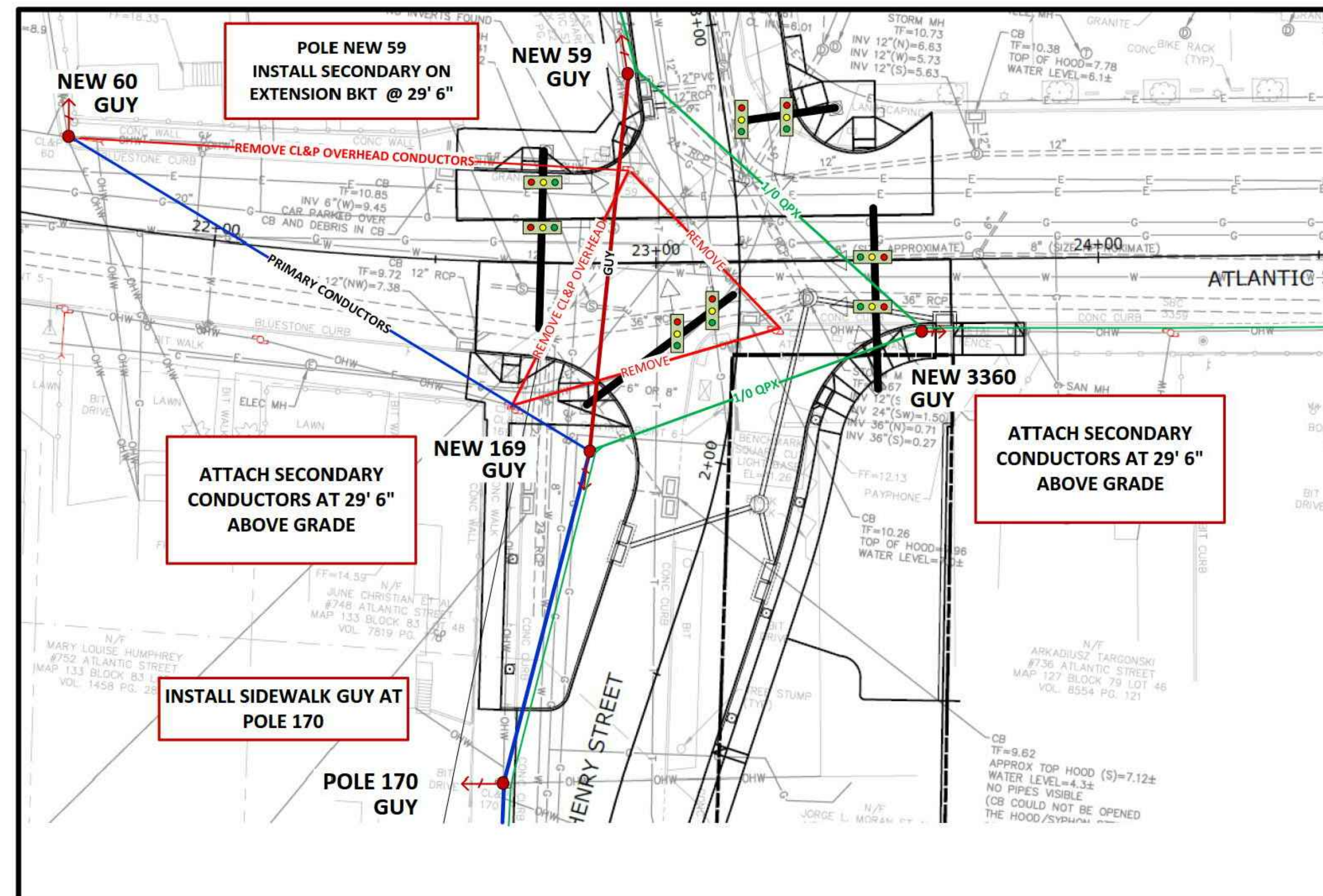
DRAWING TITLE:

MISCELLANEOUS DETAILS

PROJECT NO.
135-320

DRAWING NO.
MDS-05

SHEET NO.
05.5



CITY OF STAMFORD ROAD REALIGNMENT		RELOCATE OVERHEAD FACILITIES AT HENRY & ATLANTIC STREETS				
BY	S COLIUKOS	PROJECT	103808	SEG	08	
STREET	ATLANTIC STREET	WR	2077011	WO	GETWRKORD	
X STREET	HENRY STREET	ACTV	TXOR	DATE	02-17-2015	

FOR INFORMATION PURPOSES ONLY

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

DESIGNER/DRAFTER:
WRV/SBM

CHECKED BY:
M. VERTUCCI

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

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

File name: J:\DWG\1998\198203\A20\Civil\Plan\1998203A20_UTL01.dwg

SIGNATURE/
BLOCK:

PROJECT TITLE:
**ATLANTIC ST./HENRY ST.
INTERSECTION IMPROVEMENTS**

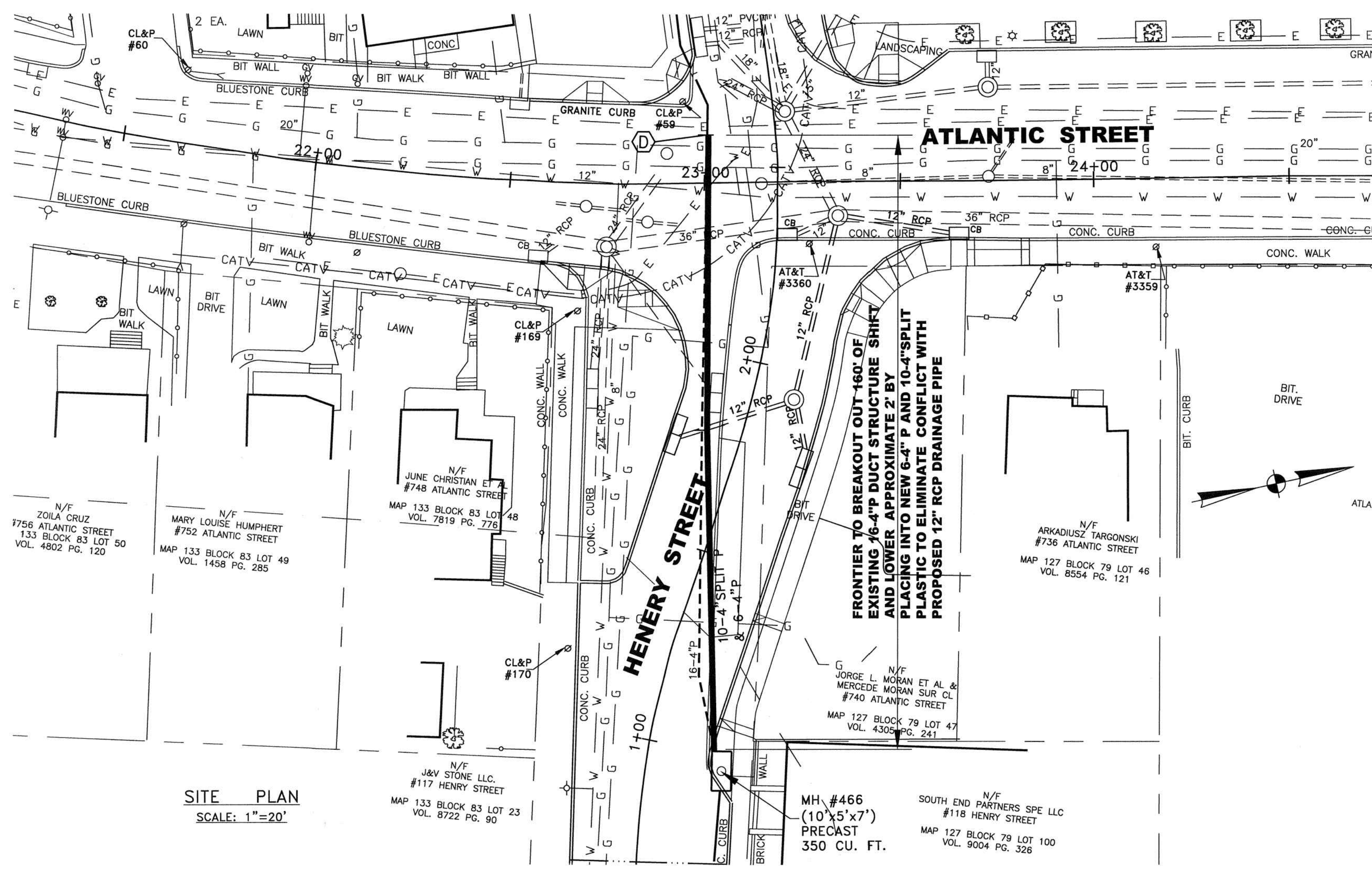
TOWN:
STAMFORD

DRAWING TITLE:
EVERSOURCE UTILITY PLAN

PROJECT NO.
135-320

DRAWING NO.
UTL-02

SHEET NO.
06.02



CABLE PL	FRONTIER COMMUNICATIONS		CLASS	A	WO NO	3095976			
CONDUIT PL	218	EXCHANGE	FAIRFIELD	TOWN	STAMFORD	AREA	60120	PRINT	SK-1
MAP	WIRE CENTER		STAMFORD		T S				
FILE	3095976SHPCON.DWG		LOCATION		STAMFORD-ATLANTIC ST. I/O HENRY ST. (SHP 135-320)				

SITE PLAN
SCALE: 1"=20'

FRONTIER COMMUNICATIONS
PROPOSED
UNDERGROUND CONSTRUCTION
PREPARED BY KLS DATE: 01/21/16

FOR INFORMATION PURPOSES ONLY

DESIGNER/DRAFTER: WRV/SBM CHECKED BY: M. VERTUCCI SCALE IN FEET SCALE 1"=20' Plotted Date: 2/4/2016			STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION Signature/Block:		PROJECT TITLE: ATLANTIC ST./HENRY ST. INTERSECTION IMPROVEMENTS		TOWN: STAMFORD DRAWING TITLE: FRONTIER UTILITY PLAN		PROJECT NO. 135-320 DRAWING NO. UTL-03 SHEET NO. 06.03	
REV.	DATE	REVISION DESCRIPTION	SHEET NO.							

ADDRESS: HENRY ST. & ATLANTIC ST. STAMFORD, CT
 PROJECT NAME: POLE RELOCATION



SITE LOCATION

CONTACTS
 CONTACT INFO

- SITE INDEX
- 1 - COVER SHEET/SITE LOCATION
 - 2 - LEGEND
 - 3 - EXISTING CABLE PATHWAY
 - 4 - PROPOSED CABLE PATHWAY

- SCOPE OF WORK:
- 1. 4" Core Level 3 MH, excavate and install 1-4" schedule 40 conduit concrete encased - estimated 80' from MH 0690-0013 Atlantic Av to new pole# 169 Henry St. - Day work.
 - 2. Adjust existing frame and cover for new sidewalk grade - Day Work.
 - 3. Place new 1/4" strand from P#168 Henry St to New pole #169 Henry St. Comm space, estimated 250' - Day work.
 - 4. Shuffle 154' of slack from pole #164 to new pole #169 Henry St. (unlash / lash 6 sections 600'+) Comm space - Day work.

- NIGHT CUTOVER:
- 1. Comm Space UG Splice crew identifies and tags spliced fibers - trim out spliced fibers in 24 OFNR, removes cable fro existing splice case - Night work.
 - 2. Comm Space line crew pulls cable back from manhole to old pole #169. Cable is relocated on new strands to new pole #169 and pulled into the new conduit back to MH#0690-0013 Atlantic St. - Night Work.
 - 2. Splice Crews prep cable end (24 fiber OFNR) and resplices the same fibers trimmed out - Night Work.
 - 3. Line crews lashes cable to new strand and creates slack coil where appropriate - Night Work.

SYMBOL CORRESPONDS TO PHOTO LOCATIONS AND ORIENTATION. SEE SHEET # FOR SITE PHOTOGRAPHS.

3				AS-BUILT
2				REVISION # 1
1				ORIGINAL
NO.	DATE	ENG DESIGN	DRAFTING	COMMENT



AXIS
 ENGINEERING GROUP
 1900 West Park Dr. Suite 165
 Westboro, MA 01581
 (508) 870-7221
 www.axisgroup.com

Level(3)
 COMMUNICATIONS

LEVEL 3 ENGINEER:
 ENGINEERING FIRM: AXIS ENGINEERING GROUP
 PROJECT NUMBER:
 LOCATION: ATLANTIC ST. AND HENRY ST.
 STAMFORD, CT
 DRAWING NAME: Henry St_Stamford CT.dwg

CONFIDENTIAL/PROPRIETARY SHEET: 1 OF 4

LEGEND

LINETYPES

	UG FIBER - EXISTING
	UG FIBER - PROPOSED
	AERIAL FIBER - EXISTING
	AERIAL FIBER - PROPOSED
	STRAND - EXISTING
	STRAND - PROPOSED
	CONDUIT - EXISTING
	CONDUIT - PROPOSED
	INNERDUCT - EXISTING
	INNERDUCT - PROPOSED
	GAS
	WATER
	TELEPHONE
	ELECTRIC
	SANITARY SEWER (SEW)
	STORM DRAIN
	FENCE
	CABLE TV
	STEAM
	OIL
	UNKNOWN UTILITY
	RIGHT OF WAY
	EDGE OF PAVEMENT

SYMBOL	DESCRIPTION
ASW	ASPHALT SIDEWALK
BIP	BLACK IRON PIPE
BSP	BLACK STEEL PIPE
CSW	CONCRETE SIDEWALK
EOP	EDGE OF PAVEMENT
EOTW	EDGE OF TRAVEL WAY
FOC	FACE OF CURB
HDPE	HIGH DENSITY POLYETHYLENE
HH	HANDHOLE
JB	JUNCTION BOX
MH	MANHOLE
MP	MILE POST
O/S	OFFSET
PVC	POLY VINYL CHLORIDE
RGS	RIGID GALVANIZED STEEL CONDUIT
ROW	RIGHT OF WAY
STA.	STATION

	RISER
	TELEPHONE
	POWER VAULT
	CATCH BASIN/INLET
	FIRE HYDRANT
	GROUND/BOND
	STREET LIGHT
	TREE
	CULVERT
	WING WALL
	BRIDGE
	MISC. UTILITY
	UTILITY POLE - EXISTING
	POLE - PROPOSED
	HANDHOLE - EXISTING
	HANDHOLE - PROPOSED
	MANHOLE - EXISTING
	MANHOLE - PROPOSED
	PULLBOX - EXISTING
	PULLBOX - PROPOSED

	VAULT - EXISTING
	VAULT - PROPOSED
	AERIAL STORAGE - EXISTING
	AERIAL STORAGE - PROPOSED
	VAULT/BUILDING STORAGE - EXISTING
	VAULT/BUILDING STORAGE - PROPOSED
	POLE ANCHOR/DOWN GUY - EXISTING
	POLE ANCHOR/DOWN GUY - PROPOSED
	PROPOSED DOWN GUY ON EXISTING ANCHOR

	TERMINATION - EXISTING
	TERMINATION - PROPOSED
	BUILDING CALLOUT - PROPOSED
	SPLICE POINT - EXISTING
	SPLICE POINT - PROPOSED

	SEQUENTIAL CALLOUT
	SEQUENTIAL IN TAIL CALLOUT
	SEQUENTIAL TAIL OUT CALLOUT

POLE NO	N/A
UTILITY1	0'-0"

POLE NO	N/A
UTILITY1	0'-0"

1	CABLE FIBERS: FIBERS CABLE OWNER: LEVEL3 CABLE LENGTH: LENGTH NOTES:
---	---

1	CABLE FIBERS: FIBERS CABLE OWNER: LEVEL3 CABLE LENGTH: LENGTH NOTES:
---	---

1	CONDUIT OWNER: LEVEL3 CONDUIT LENGTH: LENGTH CONDUIT QTY: CONDUITS CONDUIT SIZE: SIZE CONDUIT TYPE: TYPE INNER DUCT QTY: INNERDUCTS INNER DUCT SIZE: SIZE INNER DUCT TYPE: TYPE NOTES:
---	--

1	CONDUIT OWNER: LEVEL3 CONDUIT LENGTH: LENGTH CONDUIT QTY: CONDUITS CONDUIT SIZE: SIZE CONDUIT TYPE: TYPE INNER DUCT QTY: INNERDUCTS INNER DUCT SIZE: SIZE INNER DUCT TYPE: TYPE NOTES:
---	--

1	STRAND TYPE: TYPE STRAND LENGTH: LENGTH NOTES:
---	--

1	STRAND TYPE: TYPE STRAND LENGTH: LENGTH NOTES:
---	--

POLE ATTACHMENT CALLOUT - EXISTING
USE DYNAMIC PULL DOWN TO SELECT
FROM 1 TO 6 ATTACHMENTS

POLE ATTACHMENT CALLOUT - PROPOSED
USE DYNAMIC PULL DOWN TO SELECT
FROM 1 TO 6 ATTACHMENTS

CABLE SPAN CALLOUT - EXISTING
FOR USE ON PAPER SPACE (SHOWN AT 50X)

CABLE SPAN CALLOUT - PROPOSED
FOR USE ON PAPER SPACE (SHOWN AT 50X)

CONDUIT CALLOUT - EXISTING
FOR USE ON PAPER SPACE (SHOWN AT 50X)
WITH OR WITHOUT INNER DUCT INFO

CONDUIT CALLOUT - PROPOSED
FOR USE ON PAPER SPACE (SHOWN AT 50X)
WITH OR WITHOUT INNER DUCT INFO

STRAND CALLOUT - EXISTING
FOR USE ON PAPER SPACE (SHOWN AT 50X)

STRAND CALLOUT - PROPOSED
FOR USE ON PAPER SPACE (SHOWN AT 50X)

SYMBOL CORRESPONDS TO PHOTO LOCATIONS AND ORIENTATION. SEE SHEET # FOR SITE PHOTOGRAPHS.



3				AS-BUILT
2				REVISION # 1
1				ORIGINAL
NO.	DATE	ENG DESIGN	DRAFTING	COMMENT

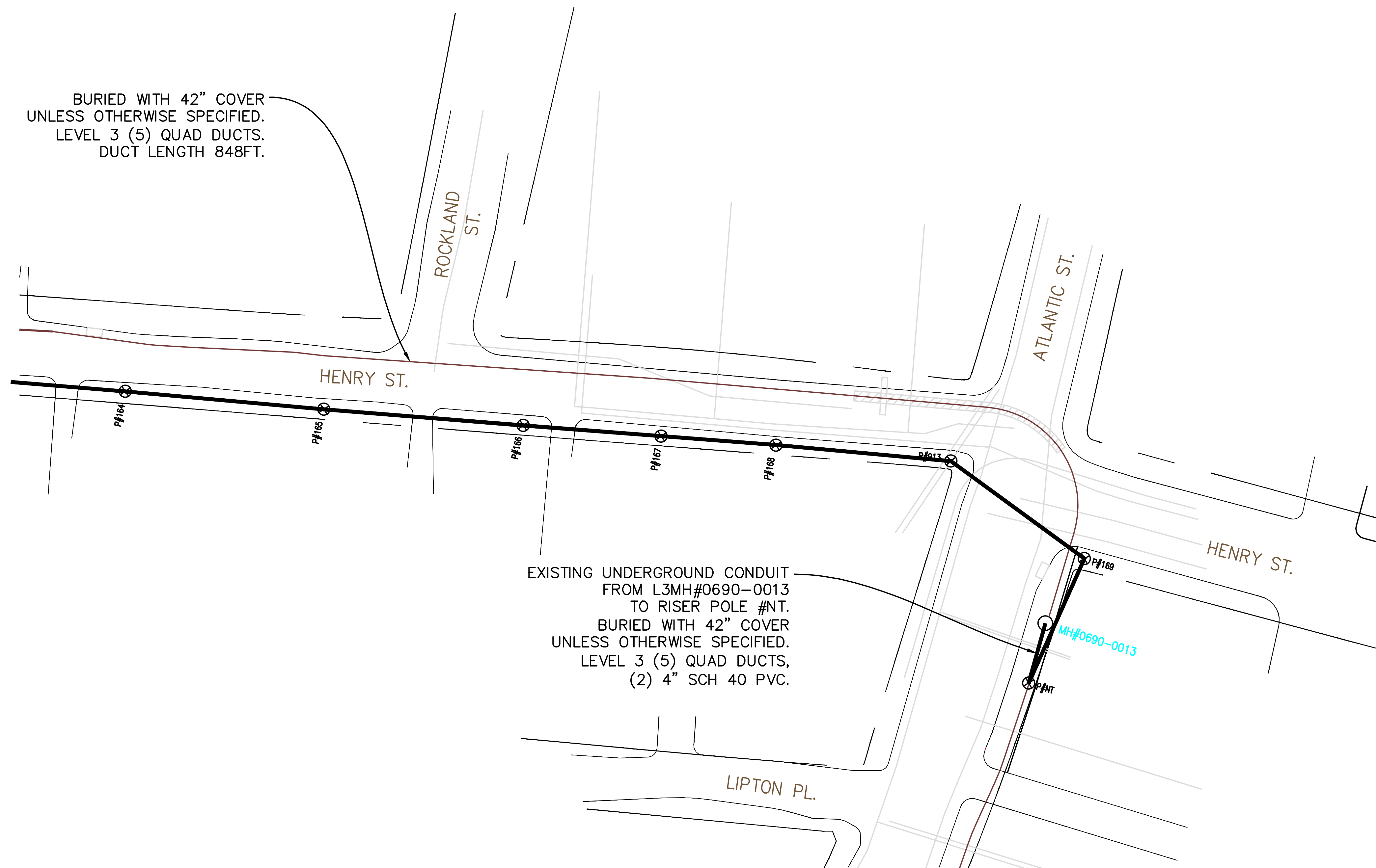
Level(3) COMMUNICATIONS	
LEVEL 3 ENGINEER:	
ENGINEERING FIRM: AXIS ENGINEERING GROUP	
PROJECT NUMBER:	
LOCATION: ATLANTIC ST. AND HENRY ST. STAMFORD, CT	
DRAWING NAME: Henry_St_Stamford CT.dwg	
CONFIDENTIAL/PROPRIETARY	SHEET: 2 OF 4

EXISTING CABLE PATHWAY

CONSTRUCTION NOTES

1 NOTES

BURIED WITH 42" COVER
UNLESS OTHERWISE SPECIFIED.
LEVEL 3 (5) QUAD DUCTS.
DUCT LENGTH 848FT.



EXISTING UNDERGROUND CONDUIT
FROM L3MH#0690-0013
TO RISER POLE #NT.
BURIED WITH 42" COVER
UNLESS OTHERWISE SPECIFIED.
LEVEL 3 (5) QUAD DUCTS,
(2) 4" SCH 40 PVC.

SYMBOL CORRESPONDS TO PHOTO LOCATIONS AND ORIENTATION. SEE SHEET # FOR SITE PHOTOGRAPHS.

Page Rate Card			
Unit Code & Description	Units	Estimated Quantity	Actual Quantity

3				AS-BUILT
2				REVISION # 1
1				ORIGINAL
NO.	DATE	ENG DESIGN	DRAFTING	COMMENT



Know what's below.
Call before you dig.



AXIS
ENGINEERING GROUP

Level(3)
COMMUNICATIONS

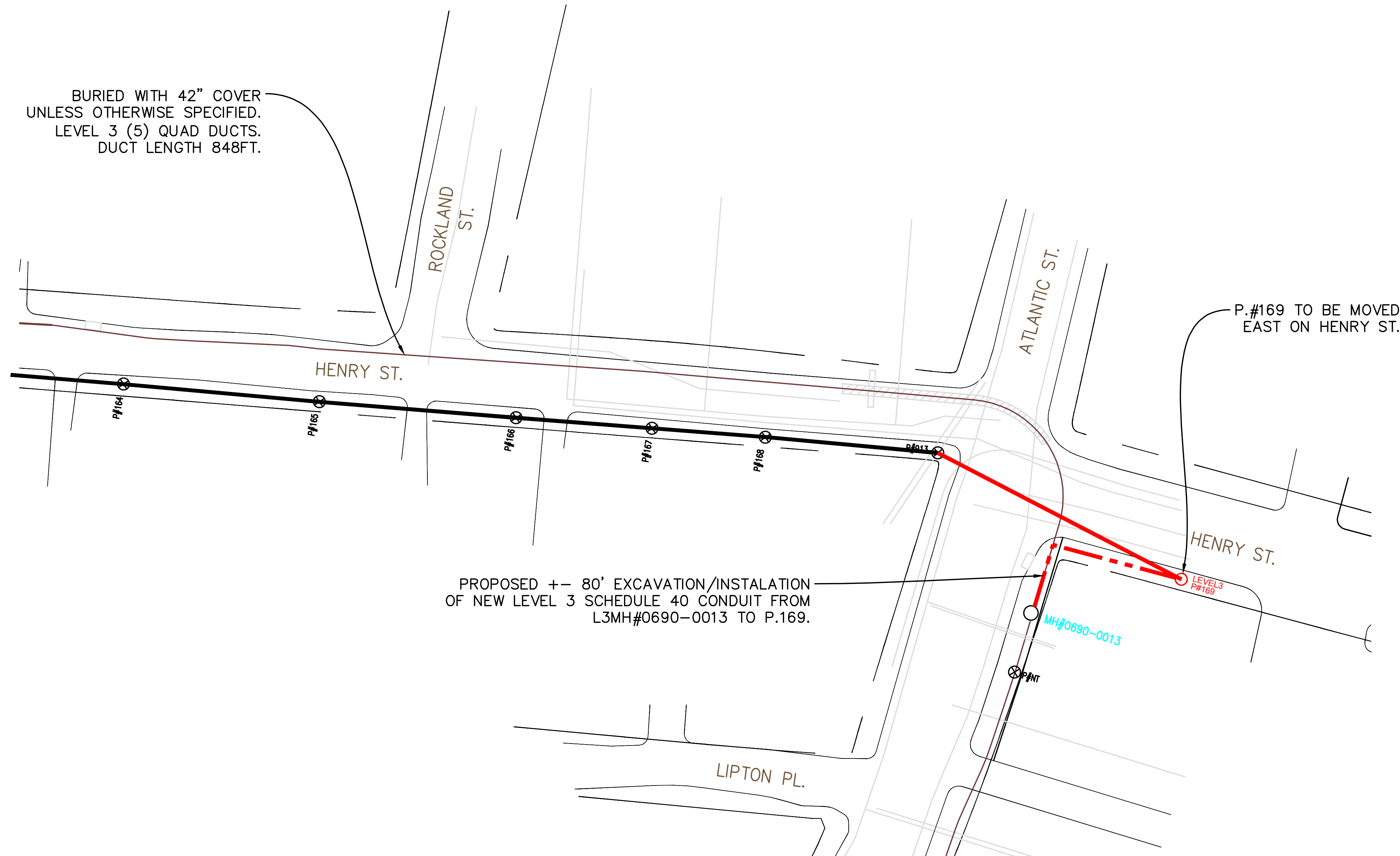
LEVEL 3 ENGINEER:
ENGINEERING FIRM: AXIS ENGINEERING GROUP
PROJECT NUMBER:
LOCATION: ATLANTIC ST. AND HENRY ST.
STAMFORD, CT
DRAWING NAME: Henry St_Stamford CT.dwg

PROPOSED CABLE PATHWAY ROAD WIDENING - P.#169 RELOCATION

CONSTRUCTION NOTES

1 NOTES

BURIED WITH 42" COVER
UNLESS OTHERWISE SPECIFIED.
LEVEL 3 (5) QUAD DUCTS.
DUCT LENGTH 848FT.



P.#169 TO BE MOVED
EAST ON HENRY ST.

PROPOSED +/- 80' EXCAVATION/INSTALATION
OF NEW LEVEL 3 SCHEDULE 40 CONDUIT FROM
L3MH#0690-0013 TO P.169.

SYMBOL CORRESPONDS TO PHOTO LOCATIONS AND ORIENTATION. SEE SHEET # FOR SITE PHOTOGRAPHS.

Page Rate Card			
Unit Code & Description	Units	Estimated Quantity	Actual Quantity

3				AS-BUILT
2				REVISION # 1
1				ORIGINAL
NO.	DATE	ENG DESIGN	DRAFTING	COMMENT



Know what's below.
Call before you dig.



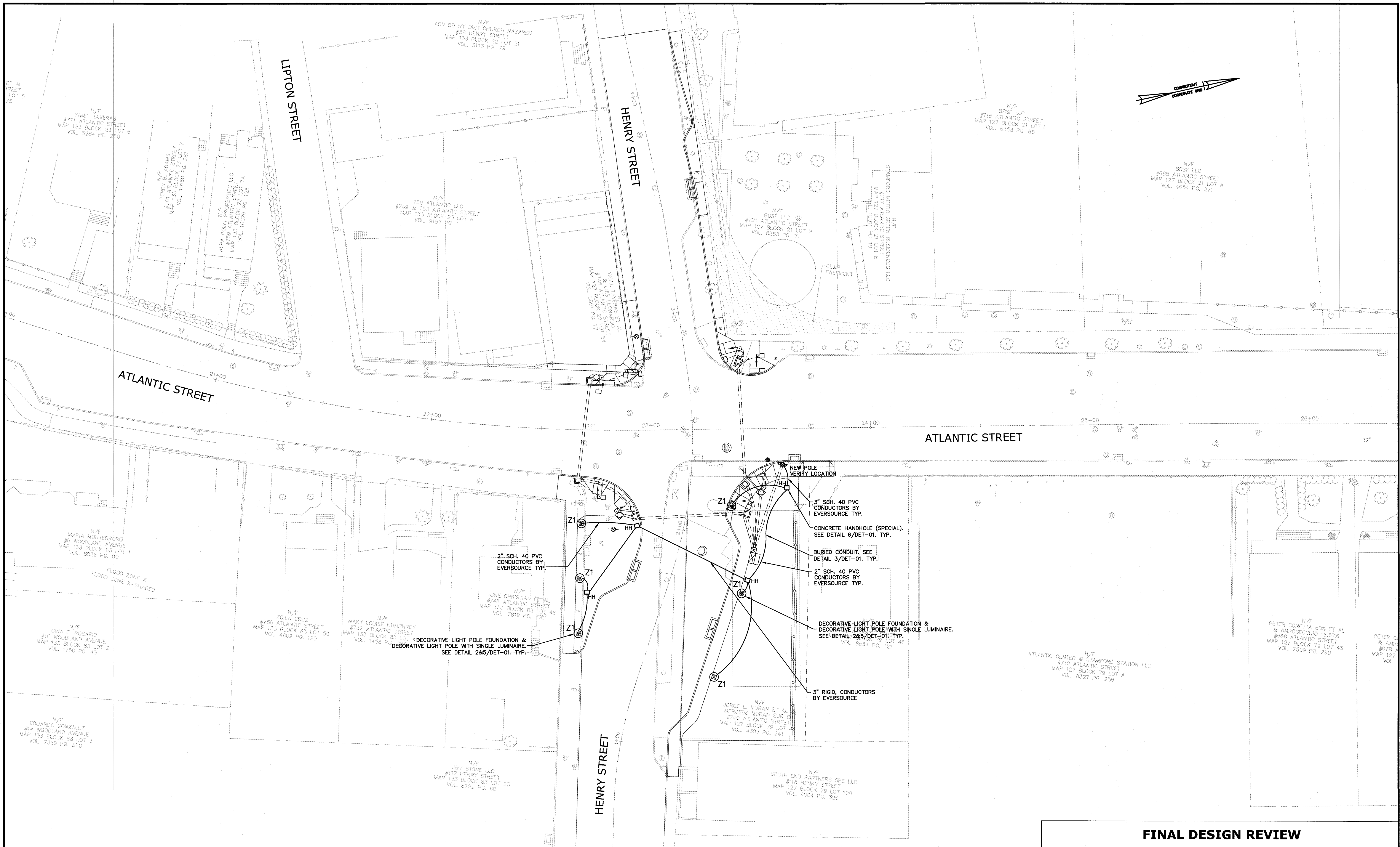
AXIS
ENGINEERING GROUP

Level(3)
COMMUNICATIONS

LEVEL 3 ENGINEER:
ENGINEERING FIRM: AXIS ENGINEERING GROUP
PROJECT NUMBER:
LOCATION: ATLANTIC ST. AND HENRY ST.
STAMFORD, CT
DRAWING NAME: Henry St_Stamford CT.dwg

CONFIDENTIAL/PROPRIETARY

SHEET: 4 OF 4



FINAL DESIGN REVIEW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

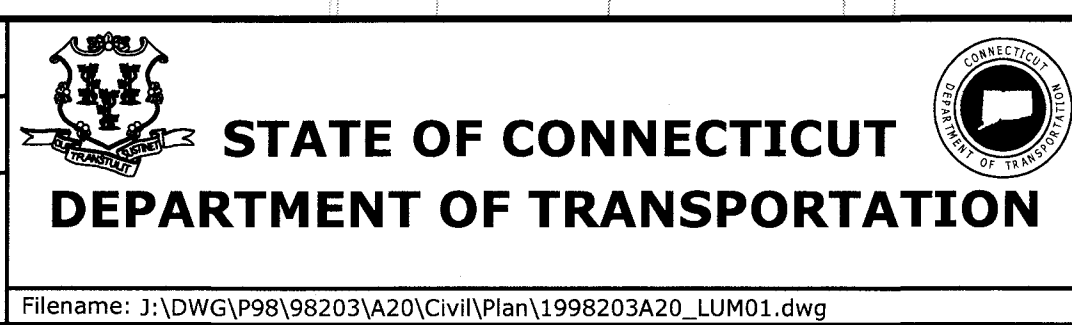
THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 4/12/2017

DESIGNER/DRAFTER:
AP

CHECKED BY:
M. VERTUCCI

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



SIGNATURE/
BLOCK:

PROJECT TITLE:
**ATLANTIC ST./HENRY ST.
INTERSECTION IMPROVEMENTS**

TOWN:
STAMFORD

DRAWING TITLE:
SITE LIGHTING POWER

PROJECT NO.
135-320

DRAWING NO.
LUM-01

SHEET NO.
06.09



FINAL DESIGN REVIEW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

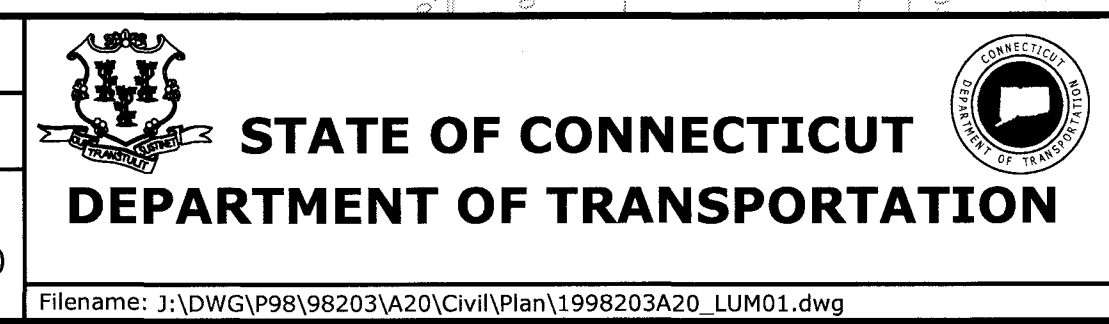
THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 4/12/2017

DESIGNER/DRAFTER:
AP

CHECKED BY:
M. VERTUCCI

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



SIGNATURE/
BLOCK:

PROJECT TITLE:
**ATLANTIC ST./HENRY ST.
INTERSECTION IMPROVEMENTS**

TOWN:
STAMFORD


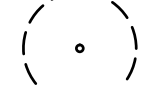



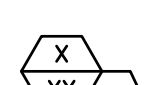
DRAWING TITLE:
LIGHTING CALCULATIONS

PROJECT NO.
135-320

DRAWING NO.
LUM-02

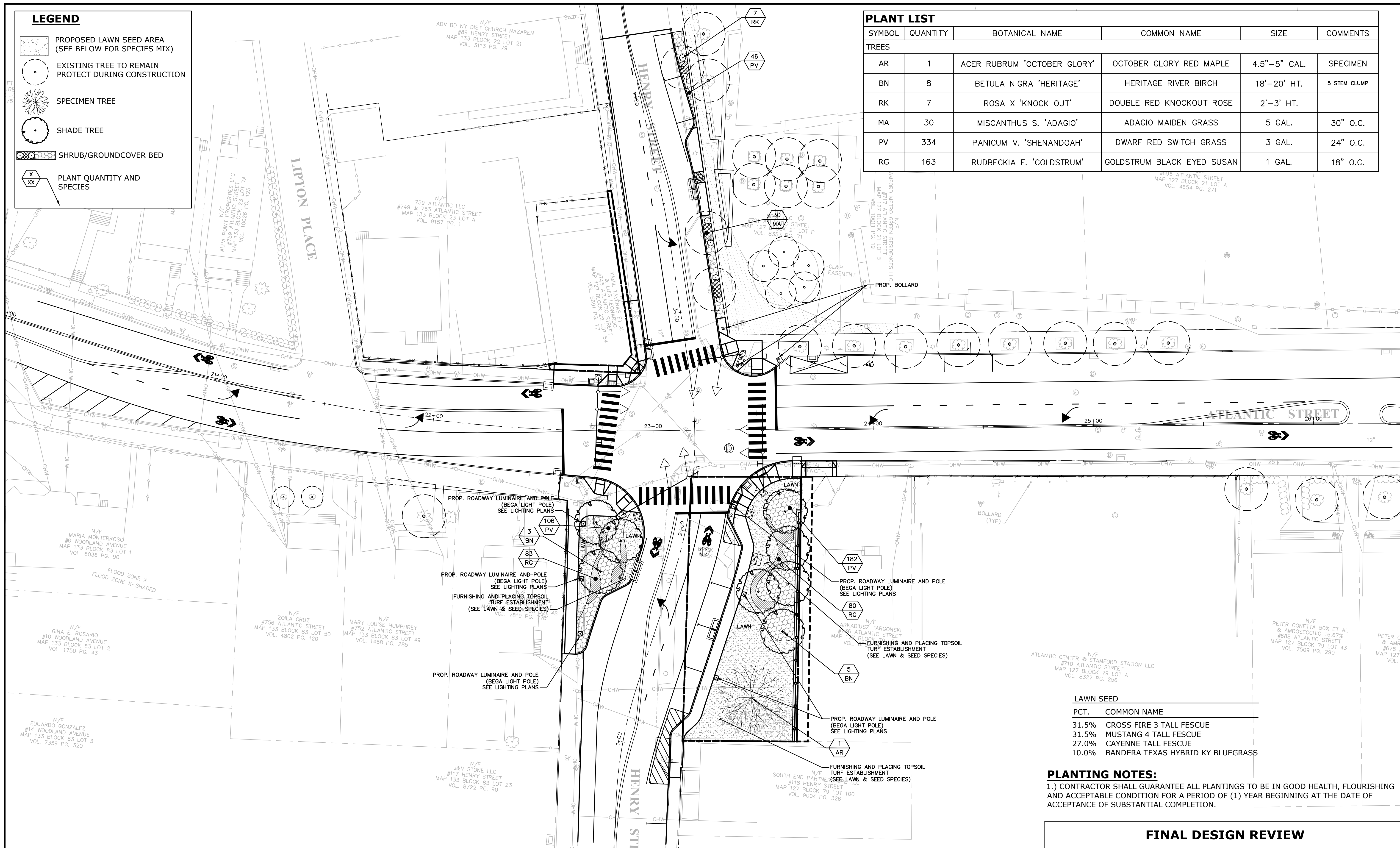
SHEET NO.
06.10

LEGEND

-  PROPOSED LAWN SEED AREA (SEE BELOW FOR SPECIES MIX)
-  EXISTING TREE TO REMAIN PROTECT DURING CONSTRUCTION
-  SPECIMEN TREE
-  SHADE TREE
-  SHRUB/GROUNDCOVER BED
-  PLANT QUANTITY AND SPECIES

PLANT LIST

SYMBOL	QUANTITY	BOTANICAL NAME	COMMON NAME	SIZE	COMMENTS
TREES					
AR	1	ACER RUBRUM 'OCTOBER GLORY'	OCTOBER GLORY RED MAPLE	4.5"-5" CAL.	SPECIMEN
BN	8	BETULA NIGRA 'HERITAGE'	HERITAGE RIVER BIRCH	18'-20' HT.	5 STEM CLUMP
RK	7	ROSA X 'KNOCK OUT'	DOUBLE RED KNOCKOUT ROSE	2'-3' HT.	
MA	30	MISCANTHUS S. 'ADAGIO'	ADAGIO MAIDEN GRASS	5 GAL.	30" O.C.
PV	334	PANICUM V. 'SHENANDOAH'	DWARF RED SWITCH GRASS	3 GAL.	24" O.C.
RG	163	RUDBECKIA F. 'GOLDSTRUM'	GOLDSTRUM BLACK EYED SUSAN	1 GAL.	18" O.C.





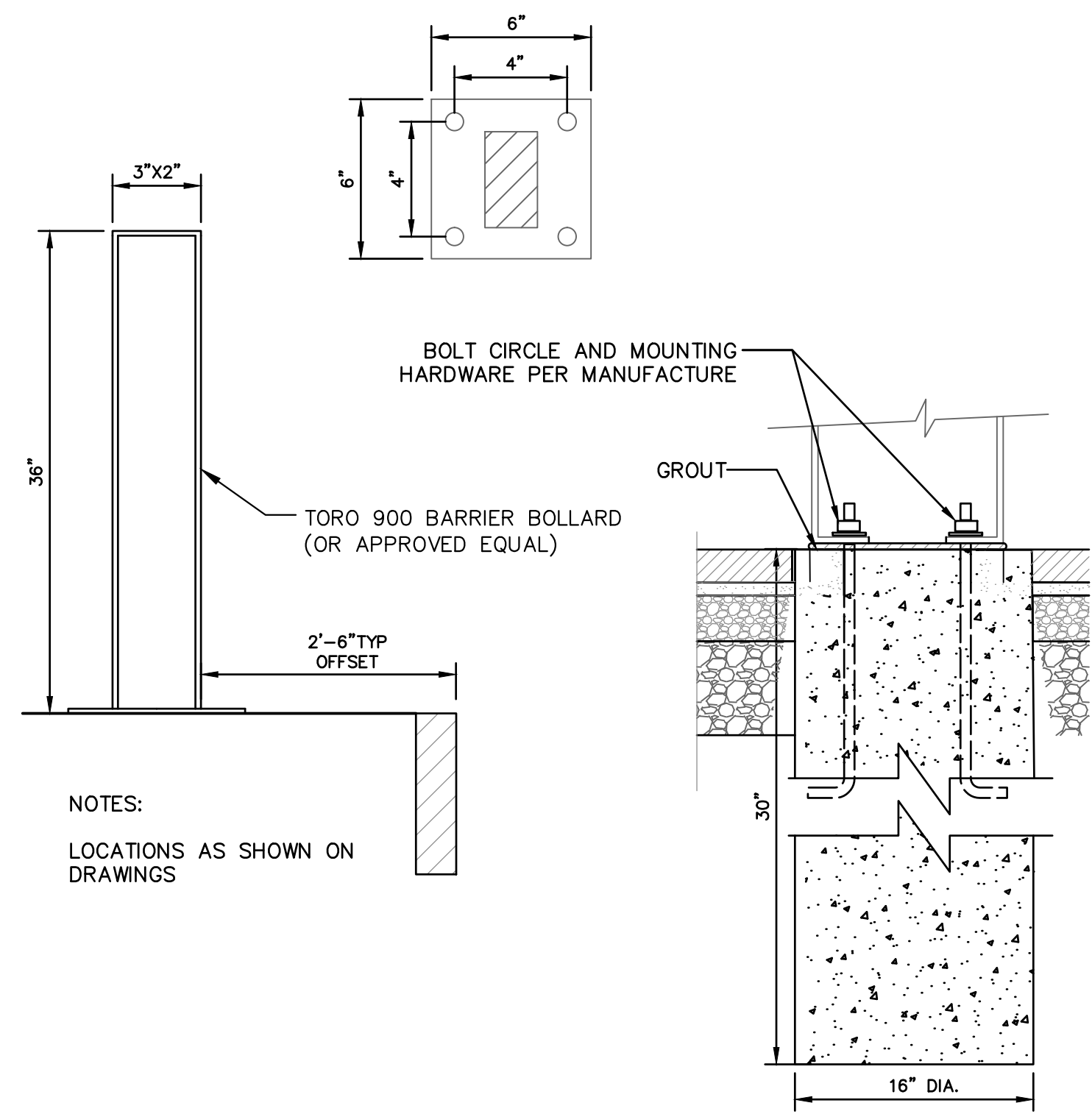
LAWN SEED

PCT.	COMMON NAME
31.5%	CROSS FIRE 3 TALL FESCUE
31.5%	MUSTANG 4 TALL FESCUE
27.0%	CAYENNE TALL FESCUE
10.0%	BANDERA TEXAS HYBRID KY BLUEGRASS

PLANTING NOTES:
 1.) CONTRACTOR SHALL GUARANTEE ALL PLANTINGS TO BE IN GOOD HEALTH, FLOURISHING AND ACCEPTABLE CONDITION FOR A PERIOD OF (1) YEAR BEGINNING AT THE DATE OF ACCEPTANCE OF SUBSTANTIAL COMPLETION.

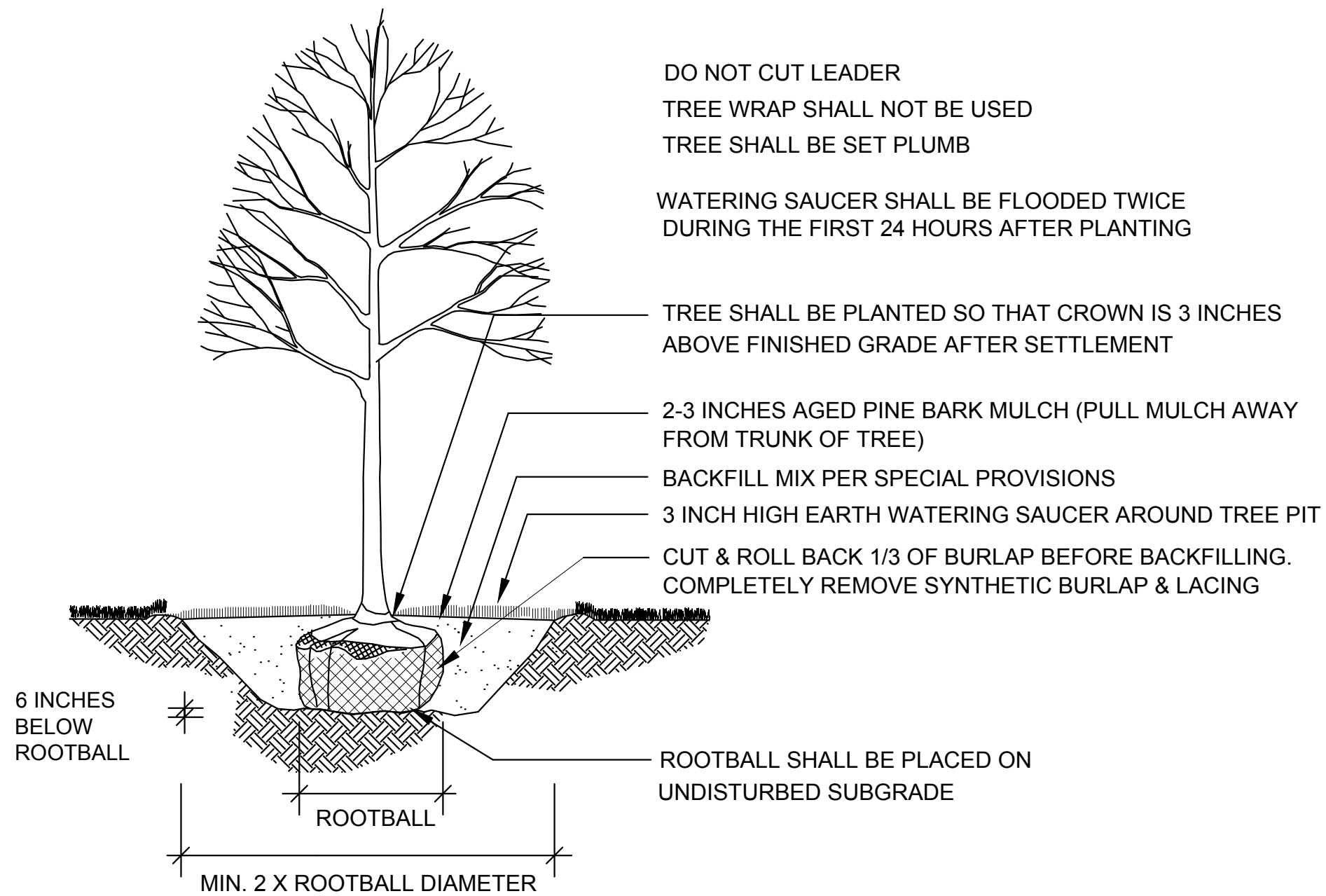
FINAL DESIGN REVIEW

<p>DESIGNER/DRAFTER: KAEMMERLEN</p> <p>CHECKED BY: M. VERTUCCI</p> <p>SCALE IN FEET 0 20 40 SCALE 1"=20'</p>	 <p>STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION</p>	<p>SIGNATURE/BLOCK:</p> 	<p>PROJECT TITLE: ATLANTIC ST./HENRY ST. INTERSECTION IMPROVEMENTS</p>	<p>TOWN: STAMFORD</p> <p>DRAWING TITLE: PLANTING PLAN</p>	<p>PROJECT NO. 135-320</p> <p>DRAWING NO. LND-02</p> <p>SHEET NO. 07.02</p>
<p>THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.</p> <p>Plotted Date: 4/21/2017</p> <p>Filename: J:\DWG\988\98203\A20\Civil\Plan\1998203A20_LND01.dwg</p>					
REV.	DATE	REVISION DESCRIPTION	SHEET NO.		



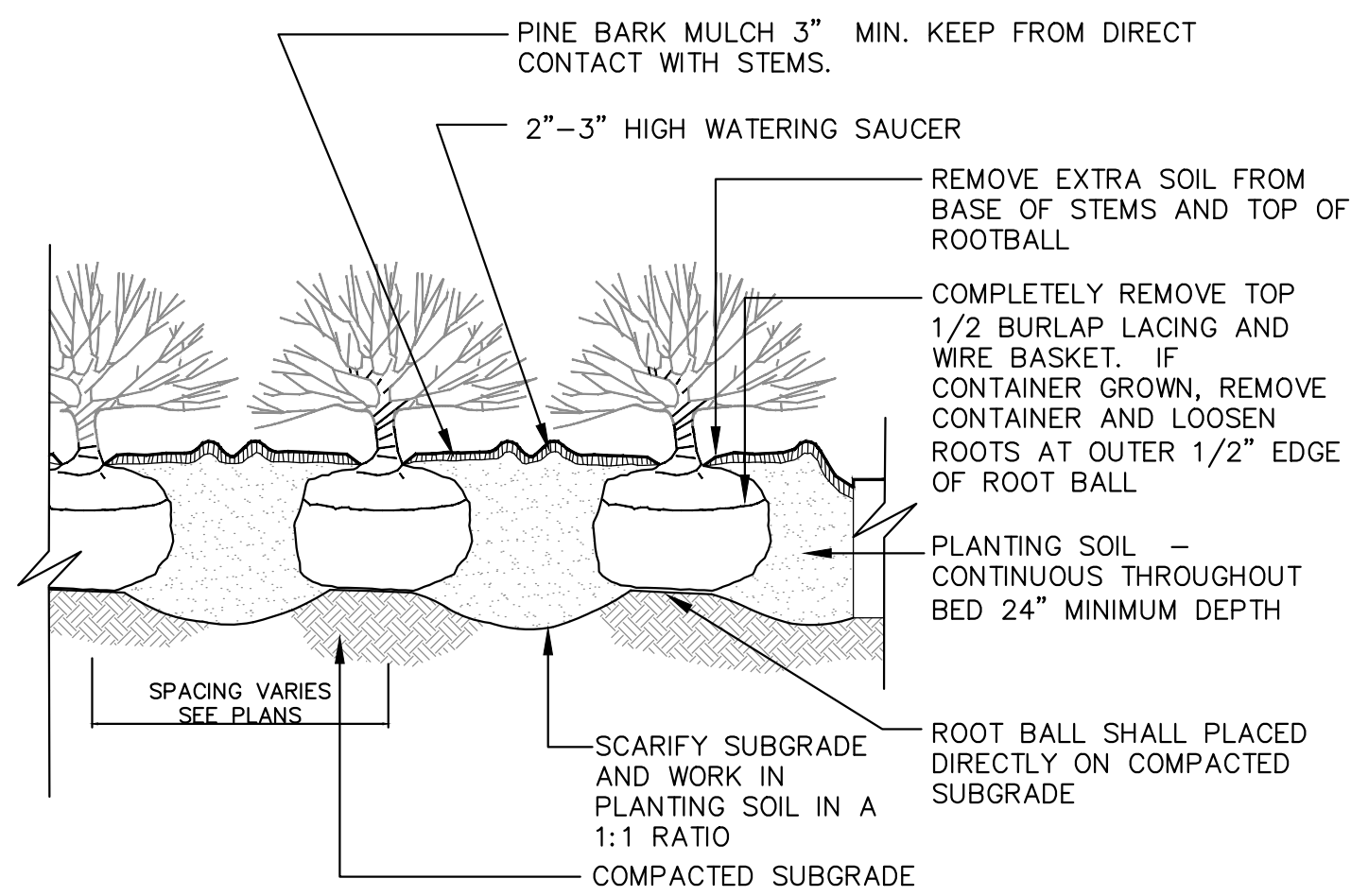
NOTES:
LOCATIONS AS SHOWN ON DRAWINGS

1 BOLLARD AND PRECAST FOOTING
SCALE: N.T.S.



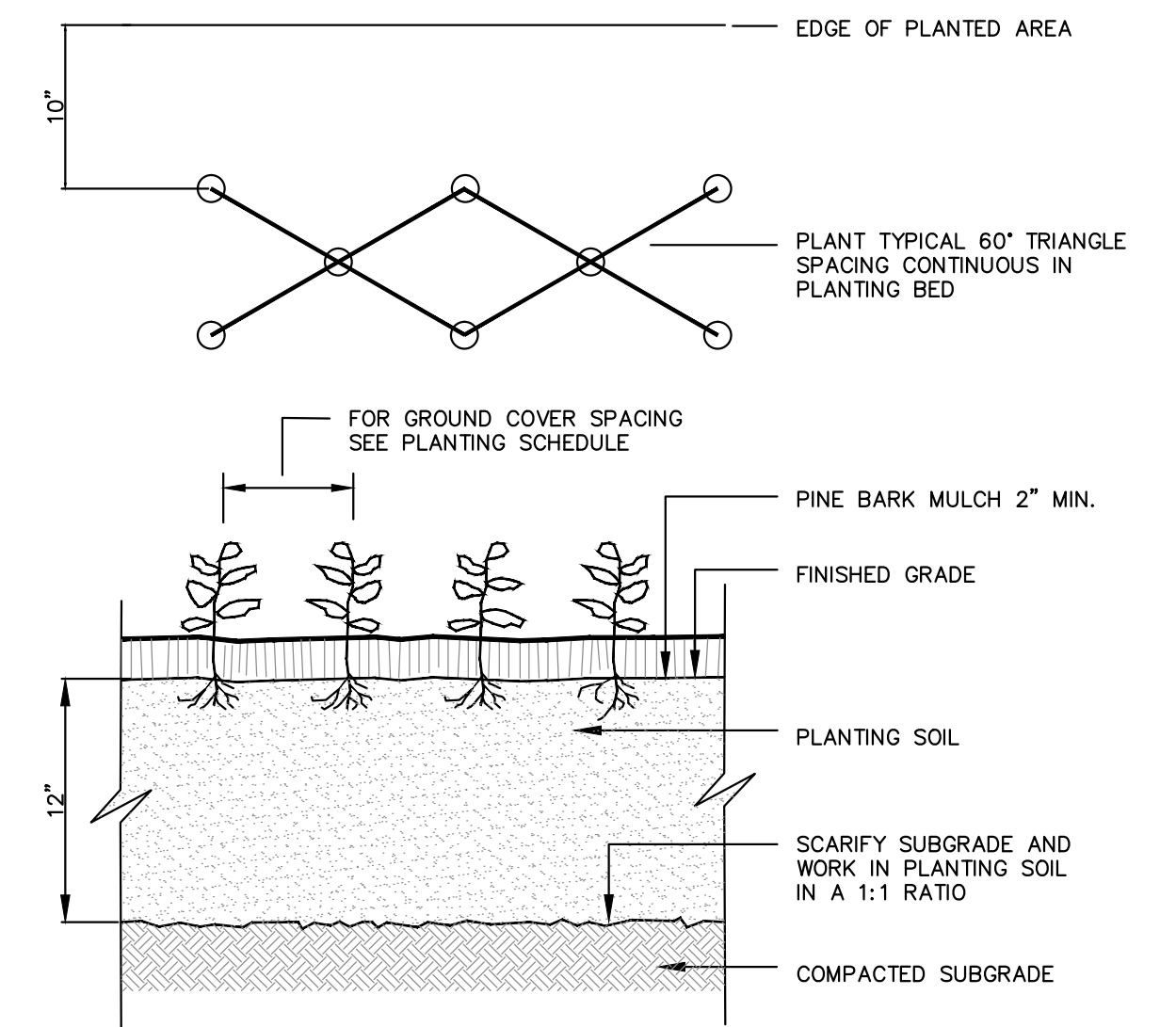
2 TREE PLANTING
SCALE: N.T.S.

NOTES:
1. TOPSOIL SHALL HAVE A PH RANGE OF 5.5 TO 7 WITH A MINIMUM 2 PERCENT ORGANIC MATERIAL CONTENT. AMEND WITH SOIL AMENDMENTS AS NECESSARY.
2. NO PRUNING OR CUTTING UNLESS DIRECTED BY THE ENGINEER.
3. SAUCER SHALL BE FLOODED TWICE DURING THE FIRST 24 HOURS AFTER PLANTING.
4. PLANTS SHALL BE SET PLUMB AND PLANTED SO THAT THE TOP OF THE ROOTBALL IS 1"-2" ABOVE FINISHED GRADE.
5. COORDINATE PLANTING WITH RESIDENT ENGINEER PRIOR TO INSTALLATION.



3 SHRUB AND PERENNIAL PLANTING
SCALE: N.T.S.

NOTES:
TOPSOIL SHALL HAVE A PH RANGE OF 5.5 TO 7 WITH A MINIMUM 2 PERCENT ORGANIC MATERIAL CONTENT. AMEND WITH SOIL AMENDMENTS AS NECESSARY.



4 GROUNDCOVER PLANTING
SCALE: N.T.S.

FINAL DESIGN REVIEW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

DESIGNER/DRAFTER:
CHECKED BY:
SCALE AS NOTED

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Plotted Date: 4/21/2017
Filename: J:\DWG\198203\A20\Civil\Details\1998203A20_DET02.dwg

SIGNATURE/BLOCK:
FUSSELL & O'NEILL
146 Hartford Road
Manchester, CT 06106
(860) 646-2800

PROJECT TITLE:
**ATLANTIC ST./HENRY ST.
INTERSECTION IMPROVEMENTS**

TOWN:
STAMFORD

DRAWING TITLE:
LANDSCAPE DETAILS

PROJECT NO.
135-320

DRAWING NO.
LND-03

SHEET NO.
07.03

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

**REVISED OR ADDED

✓*	SHEET NO.	TITLE	APPROVAL DATE**
	HW-506_01	ENDWALLS, SLOPE PAVED INLETS AND OUTLETS	1-26-12
	HW-506_02	TYPE "D-G" & "L" ENDWALLS	7-13-12
	HW-506_03	ENDWALLS FOR PIPE ARCH	9-18-09
	HW-507_01	TYPE "C", "C-L" & DROP INLET CATCH BASIN	7-24-13
	HW-507_02	TYPE "C", "C-L" & DOUBLE GRATE TYPE - I	7-24-13
	HW-507_03	TYPE "C", "C-L" & DOUBLE GRATE TYPE - II	7-24-13
	HW-507_04	TYPE "C", "C-L" & ROUND PRECAST CONCRETE CB	11-10-11
	HW-507_05	TYPE "C" & "C-L" PRECAST CONCRETE CB DOUBLE GRATE TYPE - I	11-10-11
	HW-507_06	TYPE "C" & "C-L" PRECAST CONCRETE CB DOUBLE GRATE TYPE - II	11-10-11
	HW-507_07	TYPE "C" & "C-L" CATCH BASIN TOPS AND CURBS	11-10-11
	HW-507_08	CATCH BASIN FRAMES AND GRATES	9-18-09
	HW-507_09	HEAVY DUTY LOCK DOWN TOPS	7-12-12
	HW-507_10	MANHOLE - FRAME & COVER	7-24-13
	HW-601_01	FIGURES FOR DATES ON BRIDGE PARAPETS	6-09-11
	HW-651_01	C.C.M. PIPE INSTALLATIONS IN FILL & ROCK SLOPES & PIPE TRENCH DETAIL	7-24-13
	HW-651_02	SLOTTED DRAIN PIPE 12"- 15"-18"-24"-30" (305-381-457-610-762)	7-12-12
	HW-652_01	PIPE ENDS	7-24-13
	HW-751_01	UNDERDRAINS AND UNDERDRAIN OUTLETS	7-12-12
	HW-803_01	PAVED DITCH AND PAVED APRON	7-12-12
	HW-811_01	CURBING	7-12-12
	HW-813_01	GRANITE STONE TRANSITION CURBING	7-24-13
	HW-821_01a	TRANSITION 45" (1145) F-SHAPE TO 45" (1145) VERTICAL SHAPE SHEET 1	1-26-12
	HW-821_01b	TRANSITION 45" (1145) F-SHAPE TO 45" (1145) VERTICAL SHAPE SHEET 2	10-18-10
	HW-821_01c	TRANSITION 45" (1145) F-SHAPE TO 45" (1145) VERTICAL SHAPE SHEET 3	1-26-12
	HW-821_02a	45" (1145) F-SHAPE PRECAST CONCRETE BARRIER CURB SHEET 1	7-24-13
	HW-821_02b	45" (1145) F-SHAPE PRECAST CONCRETE BARRIER CURB SHEET 2	7-24-13
	HW-821_03a	TRANSITION - 32" (813) JERSEY SHAPE TO 45" (1145) VERTICAL SHAPE SHEET 1	1-26-12
	HW-821_03b	TRANSITION - 32" (813) JERSEY SHAPE TO 45" (1145) VERTICAL SHAPE SHEET 2	10-18-10
	HW-821_03c	TRANSITION - 32" (813) JERSEY SHAPE TO 45" (1145) VERTICAL SHAPE SHEET 3	10-18-10
	HW-821_03d	TRANSITION - 32" (813) JERSEY SHAPE TO 45" (1145) VERTICAL SHAPE SHEET 4	10-18-10
	HW-821_03e	TRANSITION - 32" (813) JERSEY SHAPE TO 45" (1145) F-SHAPE	7-24-13
	HW-821_04a	MERRITT PARKWAY NARROW MEDIAN BARRIER	6-09-11
	HW-821_04b	MERRITT PARKWAY - 2' (610) WIDE MEDIAN BARRIER AND ROADSIDE BARRIER	7-24-13

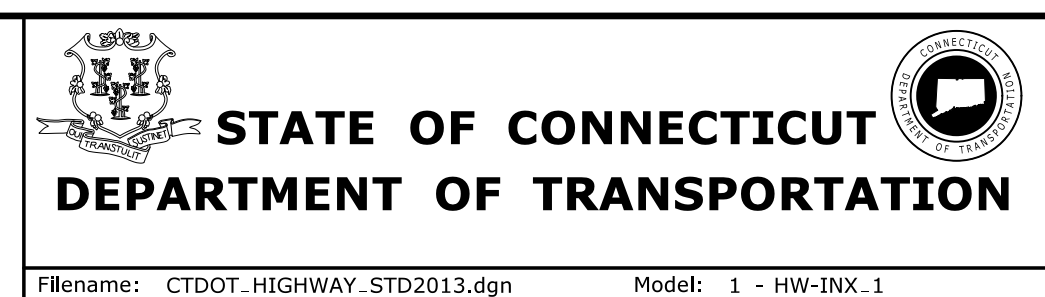
✓*	SHEET NO.	TITLE	APPROVAL DATE**
	HW-821_05a	TRANSITION - 45" (1145) F-SHAPE TO 54" (1372) VERTICAL SHAPE SHEET 1	1-26-12
	HW-821_05b	TRANSITION - 45" (1145) F-SHAPE TO 54" (1372) VERTICAL SHAPE SHEET 2	1-26-12
	HW-821_06	54" (1372) VERTICAL SHAPE BARRIER	2-6-12
	HW-821_07	MISCELLANEOUS DETAILS FOR BARRIER TRANSITIONS	7-12-12
	HW-822_01	TEMPORARY PRECAST CONCRETE BARRIER CURB	7-24-13
	HW-905_01	FENCES AND BARWAYS	7-13-12
	HW-910_01	W- BEAM METAL BEAM RAIL HARDWARE	6-09-11
	HW-910_02	METAL BEAM RAIL (TYPE R-B 350) GUIDERAIL	6-09-11
	HW-910_03	METAL BEAM RAIL (TYPE MD-B 350)	6-09-11
	HW-910_04	METAL BEAM RAIL (TYPE R-B 350) SYSTEMS 5, 5A, & 6	6-09-11
	HW-910_05	METAL BEAM RAIL R-B 350 SPAN TYPE I, II, III SECTIONS	7-24-13
	HW-910_06	R-B 350 BRIDGE ATTACHMENT SAFETY SHAPE PARAPET	6-09-11
	HW-910_07	R-B 350 BRIDGE ATTACHMENT VERTICAL SHAPE PARAPET	6-09-11
	HW-910_08	R-B 350 BRIDGE ATTACHMENT TRAILING END	6-09-11
	HW-910_09a	MISCELLANEOUS GUIDERAIL TRANSITIONS SHEET 1	1-26-12
	HW-910_09b	MISCELLANEOUS GUIDERAIL TRANSITIONS SHEET 2	7-25-12
	HW-910_10	METAL BEAM RAIL 8" (203) X 6" (152) BOX BEAM	7-24-13
	HW-910_11	CURVED GUIDERAIL TREATMENT DETAIL	7-25-12
	HW-910_12a	MERRITT PARKWAY GUIDERAIL ATTACHMENT - SYSTEM 2 & 3	7-24-13
	HW-910_12b	MERRITT PARKWAY GUIDERAIL	7-24-13
	HW-910_12c	MERRITT PARKWAY GUIDERAIL TRAILING END ATTACHMENTS	7-24-13
	HW-910_12d	MERRITT PARKWAY MEDIAN GUIDERAIL AND END ANCHOR	6-09-11
	HW-910_13a	THRIE-BEAM METAL BEAM RAIL HARDWARE	7-24-13
	HW-910_13b	THRIE-BEAM TRANSITIONS	7-24-13
	HW-910_14a	THRIE-BEAM 350 BRIDGE ATTACHMENT	6-09-11
	HW-910_14b	THRIE-BEAM 350 GUIDERAIL TRANSITION TO R-B 350 GUIDERAIL	6-09-11
	HW-910_15	MD-B 350 MEDIAN BARRIER SAFETY SHAPE ATTACHMENT TYPE I	6-09-11
	HW-910_16	MD-B 350 MEDIAN BARRIER SAFETY SHAPE ATTACHMENT TYPE II	6-09-11
	HW-910_17	R-B TERMINAL SECTION	7-24-13
	HW-910_18	METAL BEAM RAIL (TYPE MD-I)	10-18-10
	HW-910_19a	METAL BEAM RAIL (MODIFIED TYPE R-I) AND END ANCHORAGE TYPE I	7-24-13
	HW-910_19b	METAL BEAM RAIL (MODIFIED TYPE R-I) AND END ANCHORAGE TYPE II	7-24-13
	HW-910_19c	METAL BEAM RAIL (MODIFIED TYPE R-I) SYSTEMS 2 AND 3	7-24-13

1	7-24-13	REVISED 23 SHEETS
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: 7/25/2013

NOT TO SCALE

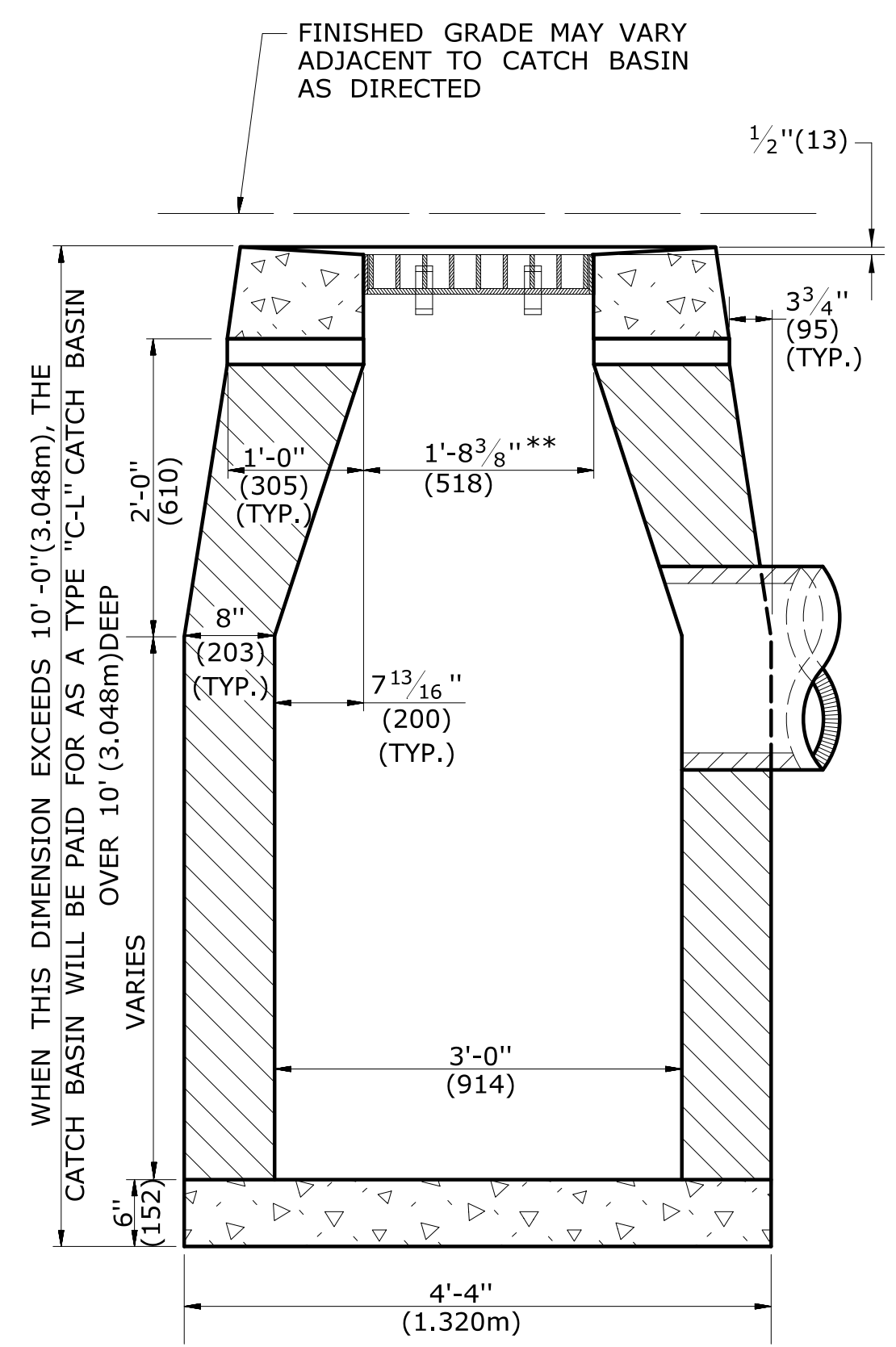


CTDOT
STANDARD SHEET

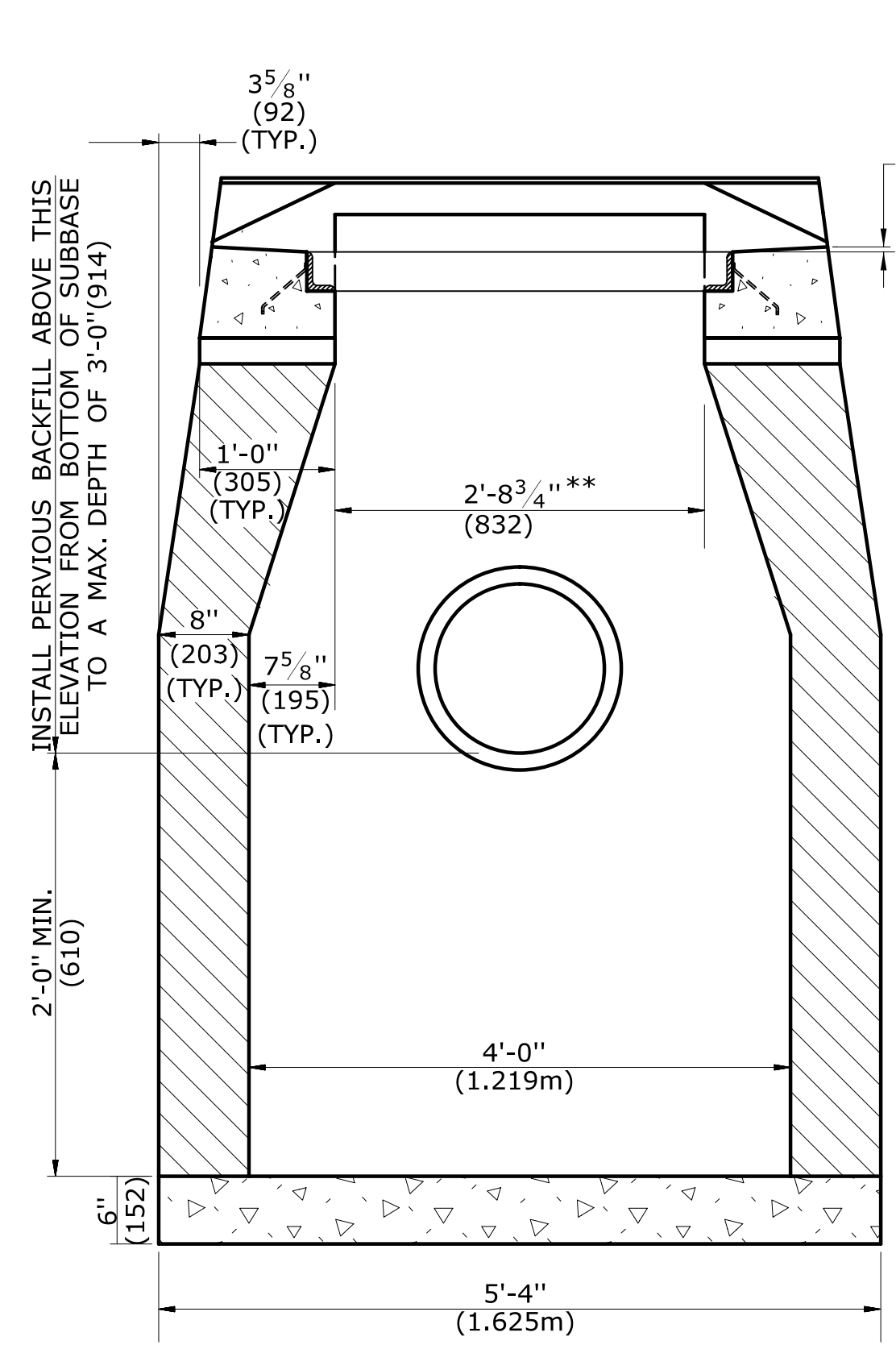
OFFICE OF ENGINEERING

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

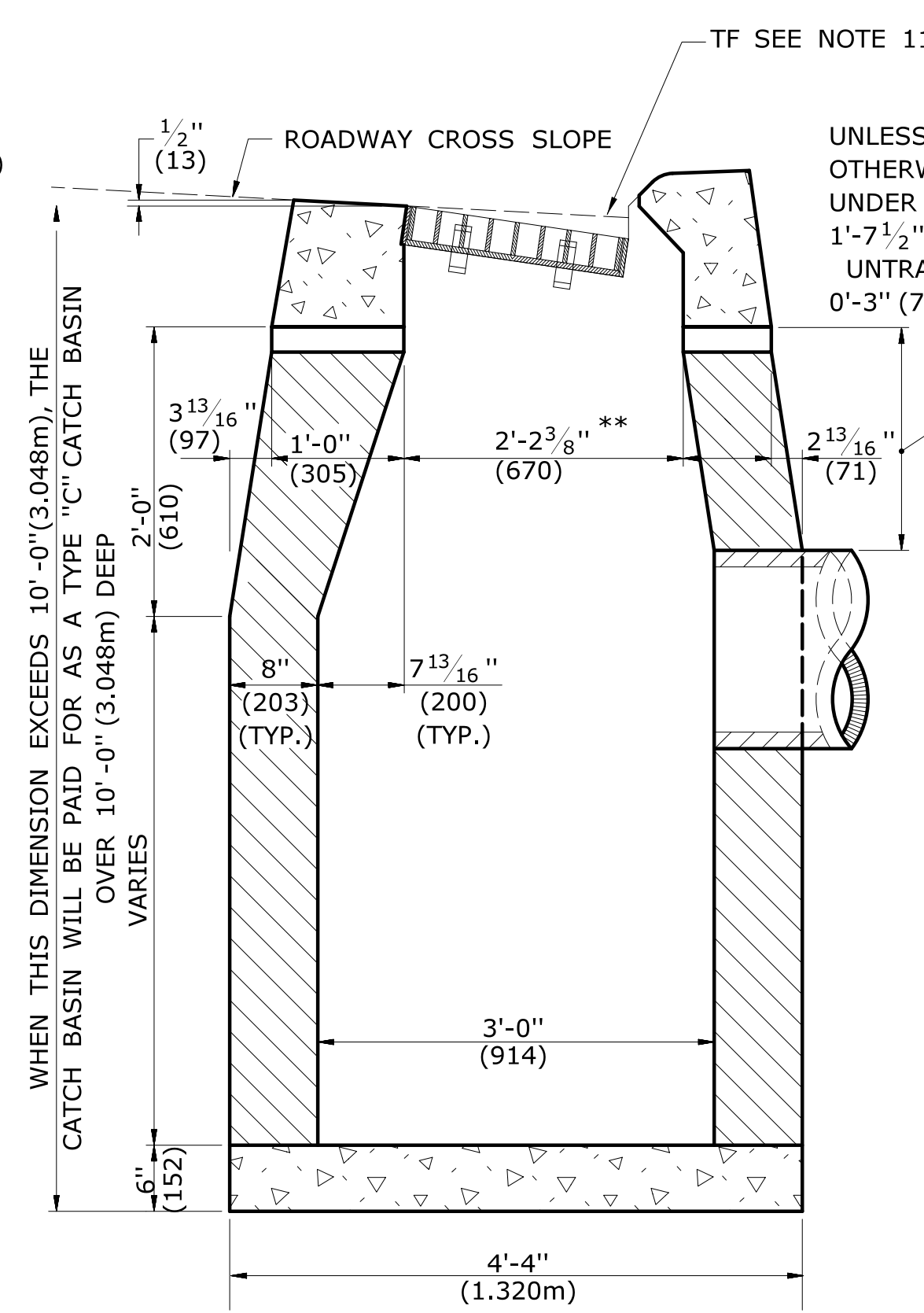
STANDARD SHEET NO.:
**HW_INX
1 of 2**



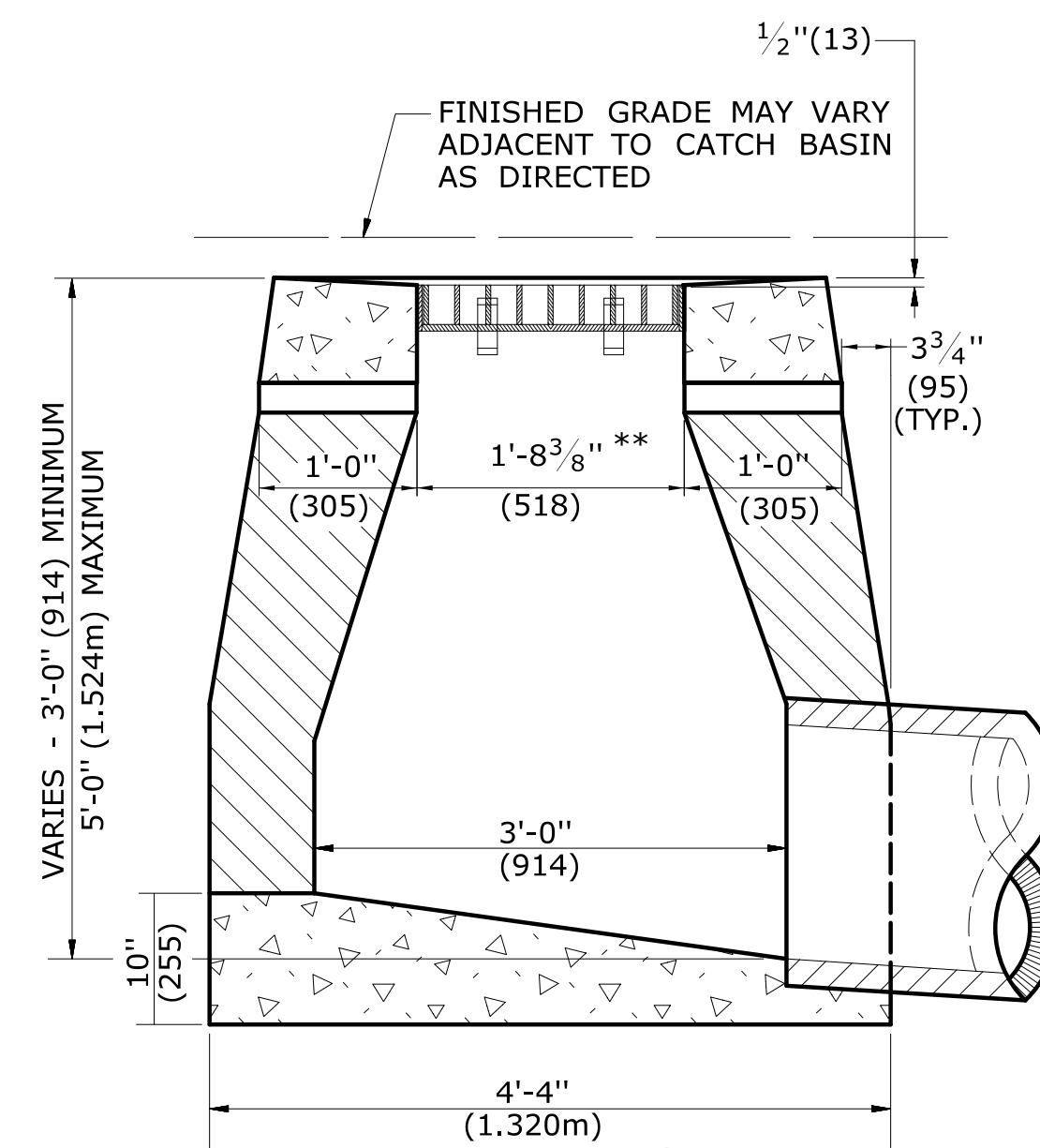
SECTION B
TYPE "C-L" CATCH BASIN



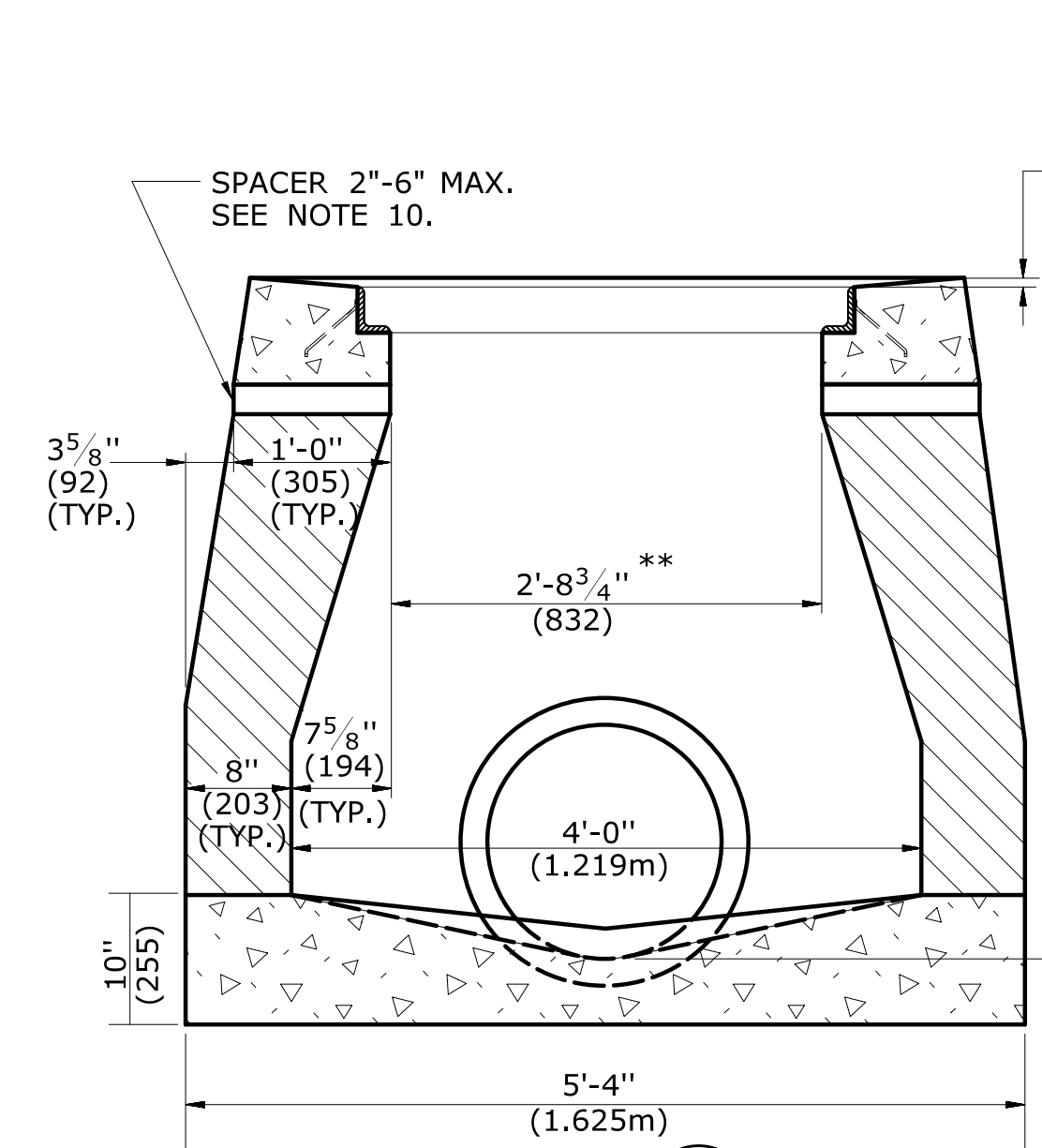
SECTION A
**TYPE "C" & "C-L" CATCH BASIN
(TYPE "C" TOP SHOWN)**



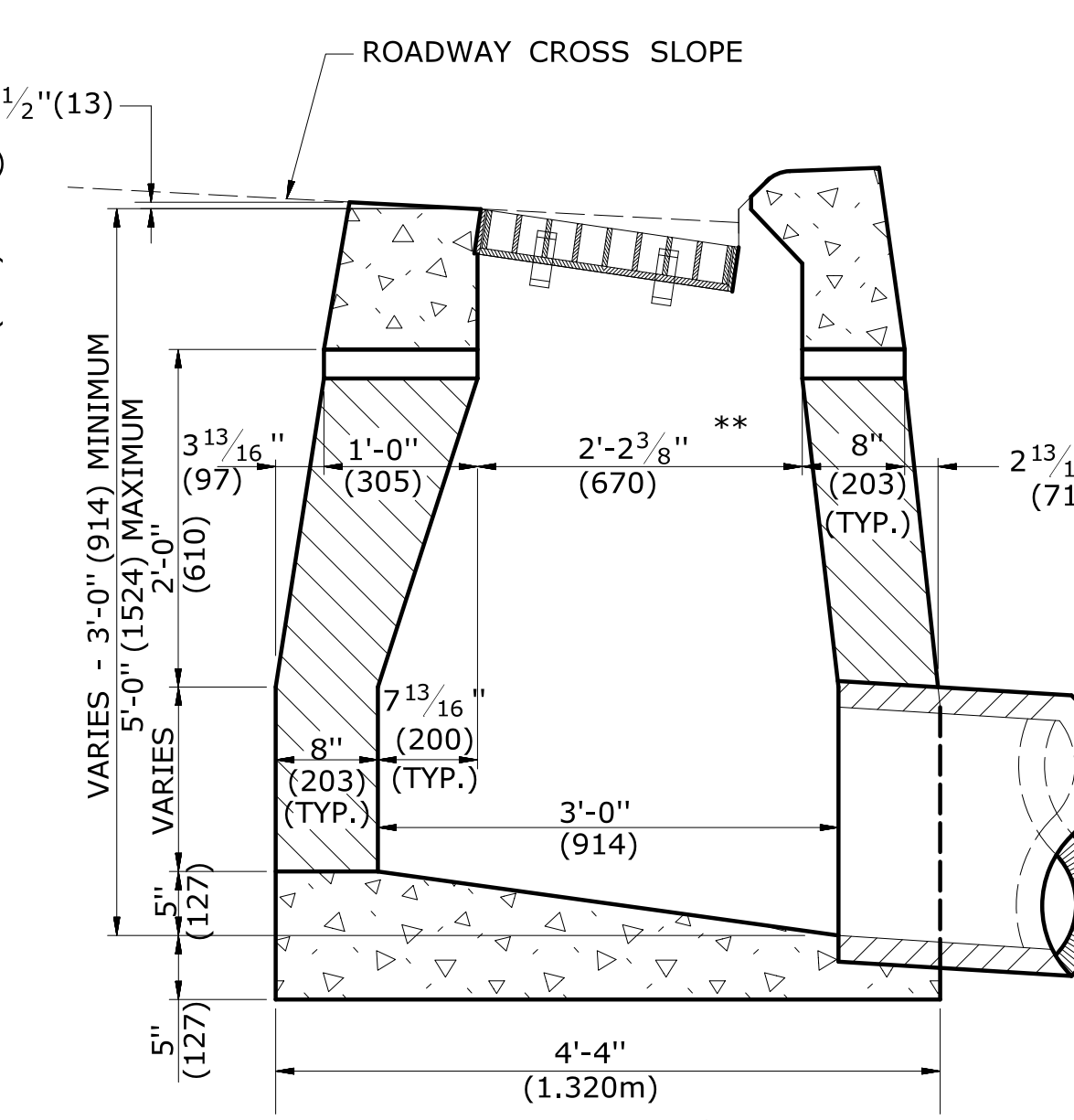
SECTION B
TYPE "C" CATCH BASIN



SECTION B
TYPE "C-L" DROP INLET



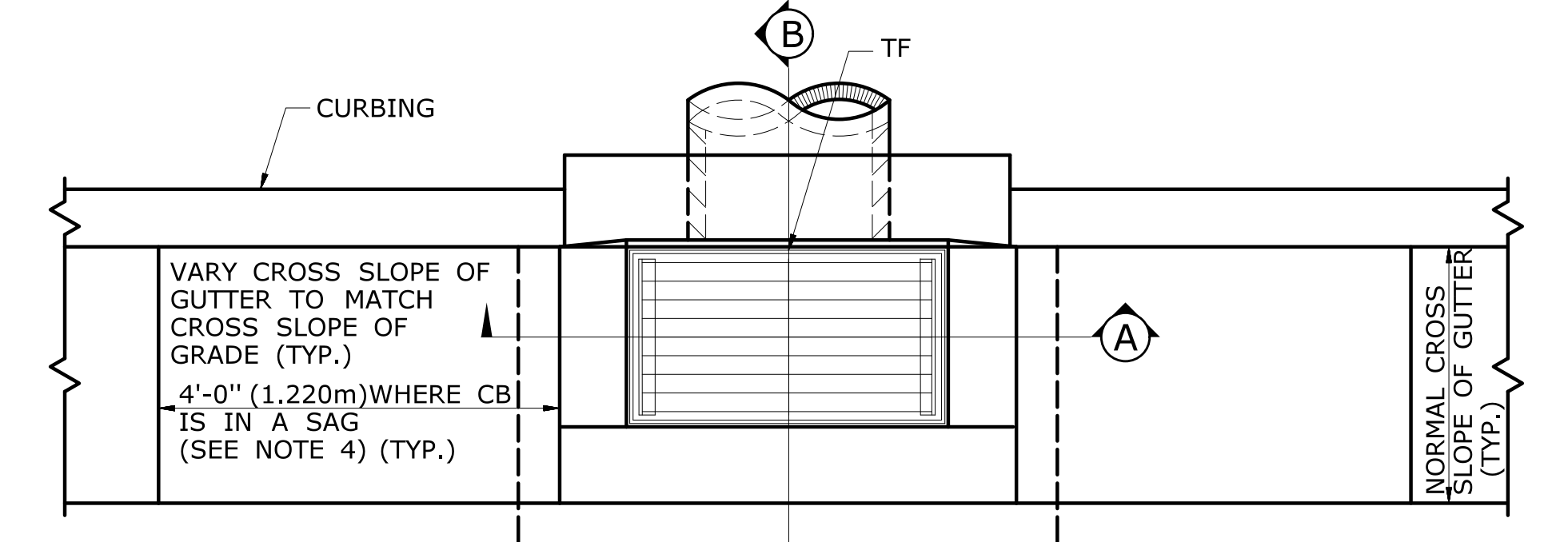
SECTION A
**TYPE "C" & "C-L" DROP INLET
(TYPE "C-L" TOP SHOWN)**



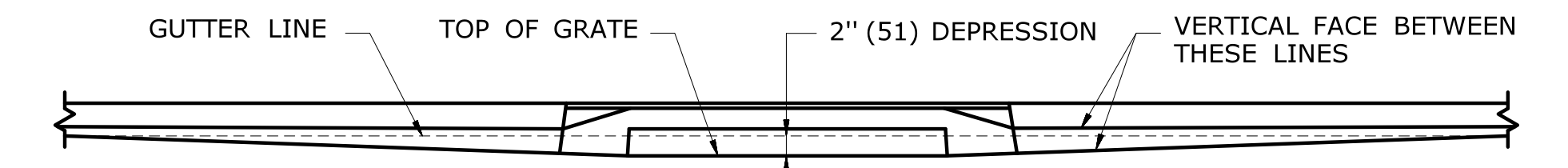
SECTION B
TYPE "C" DROP INLET

GENERAL NOTES:

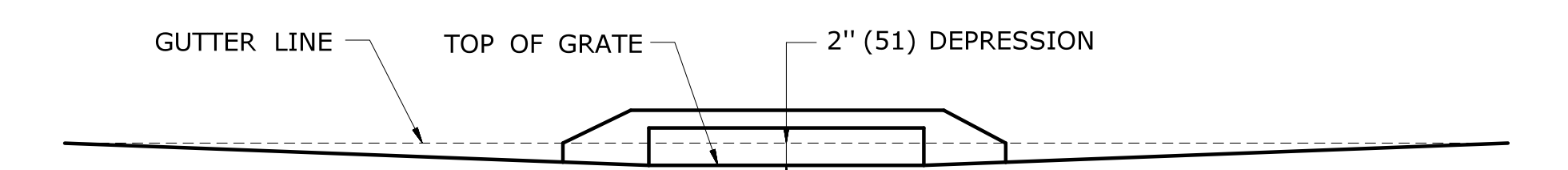
1. FOR DETAILS OF FRAME AND GRATE SEE STANDARD SHEET HW-507-08.
2. USE APPROPRIATE CONCRETE TOP FOR CURBING SHOWN ON PLANS. IF CURBING IS NOT SPECIFIED ON THE PLANS, IT SHALL BE CONSTRUCTED AS DIRECTED BY THE ENGINEER.
3. ALL FACES OF STRUCTURES IN CONTACT WITH CONCRETE PAVEMENT SHALL BE COVERED WITH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



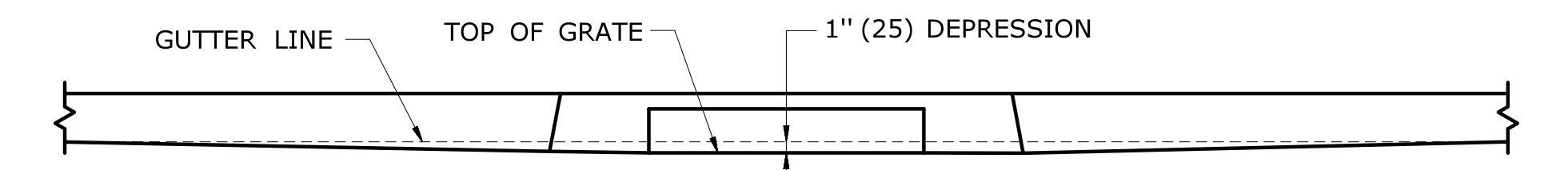
PLAN



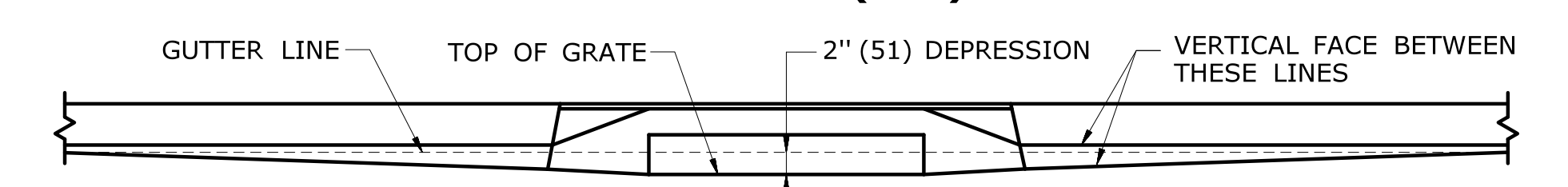
FOR CATCH BASINS IN A LINE OF 4" (102) CONCRETE PARK CURBING OR 4" (102) BITUMINOUS CONCRETE PARK CURBING



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



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



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

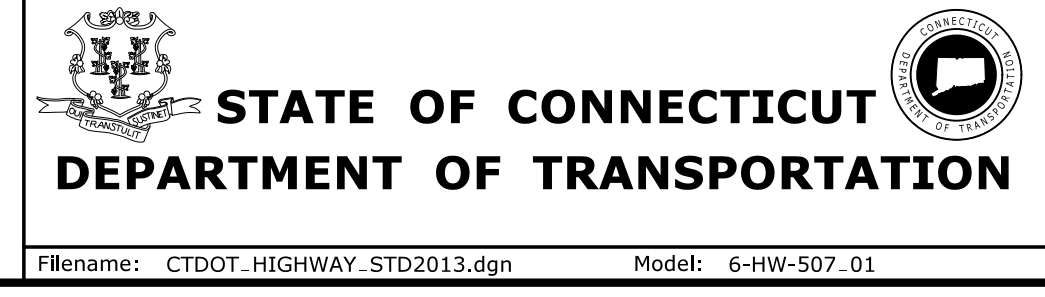
DETAILS OF DEPRESSED GUTTER STRIP FOR TYPE "C" CATCH BASIN

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

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

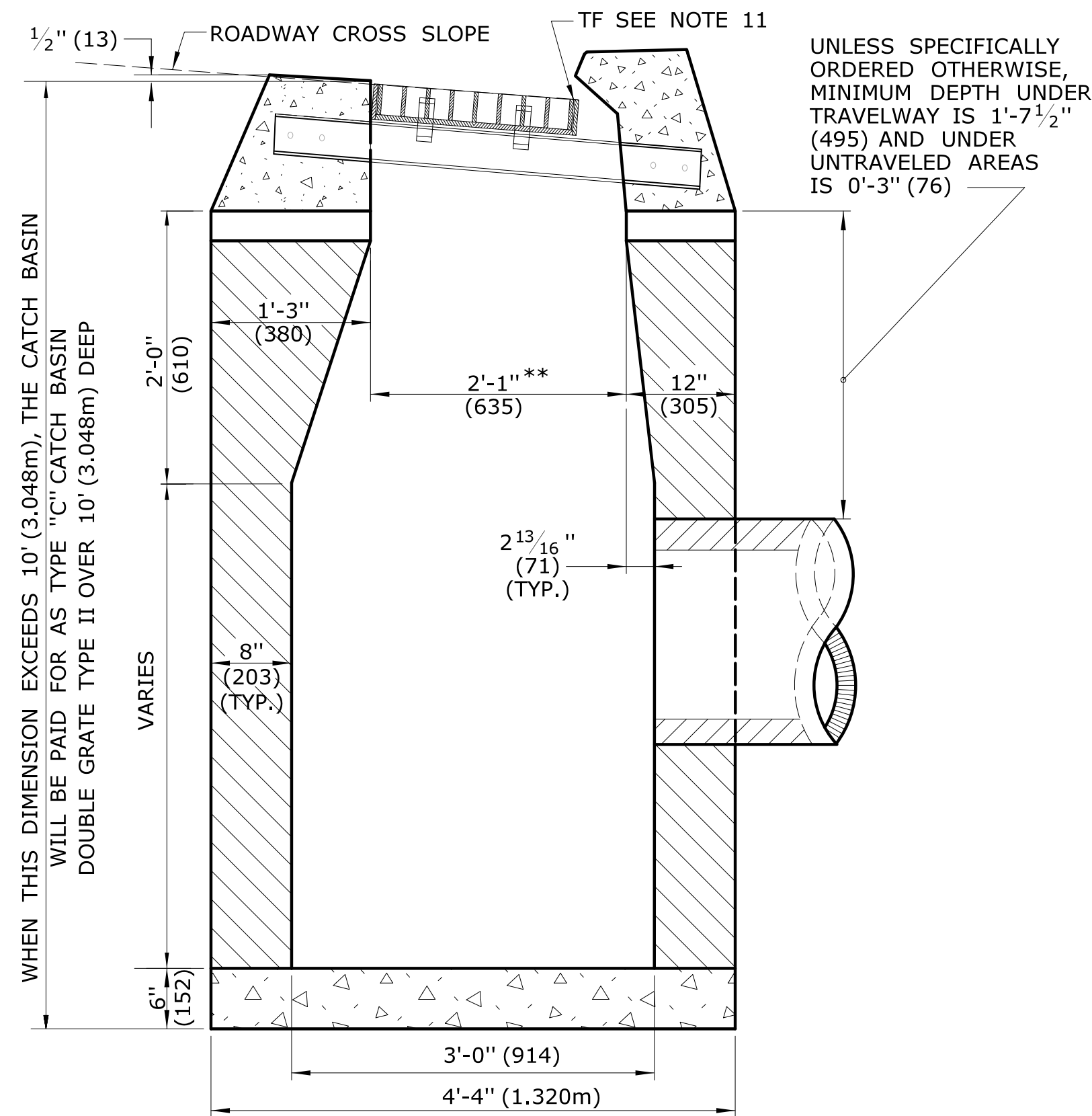


SUBMITTED BY:	NAME/DATE/TIME:
APPROVED BY:	NAME/DATE/TIME:

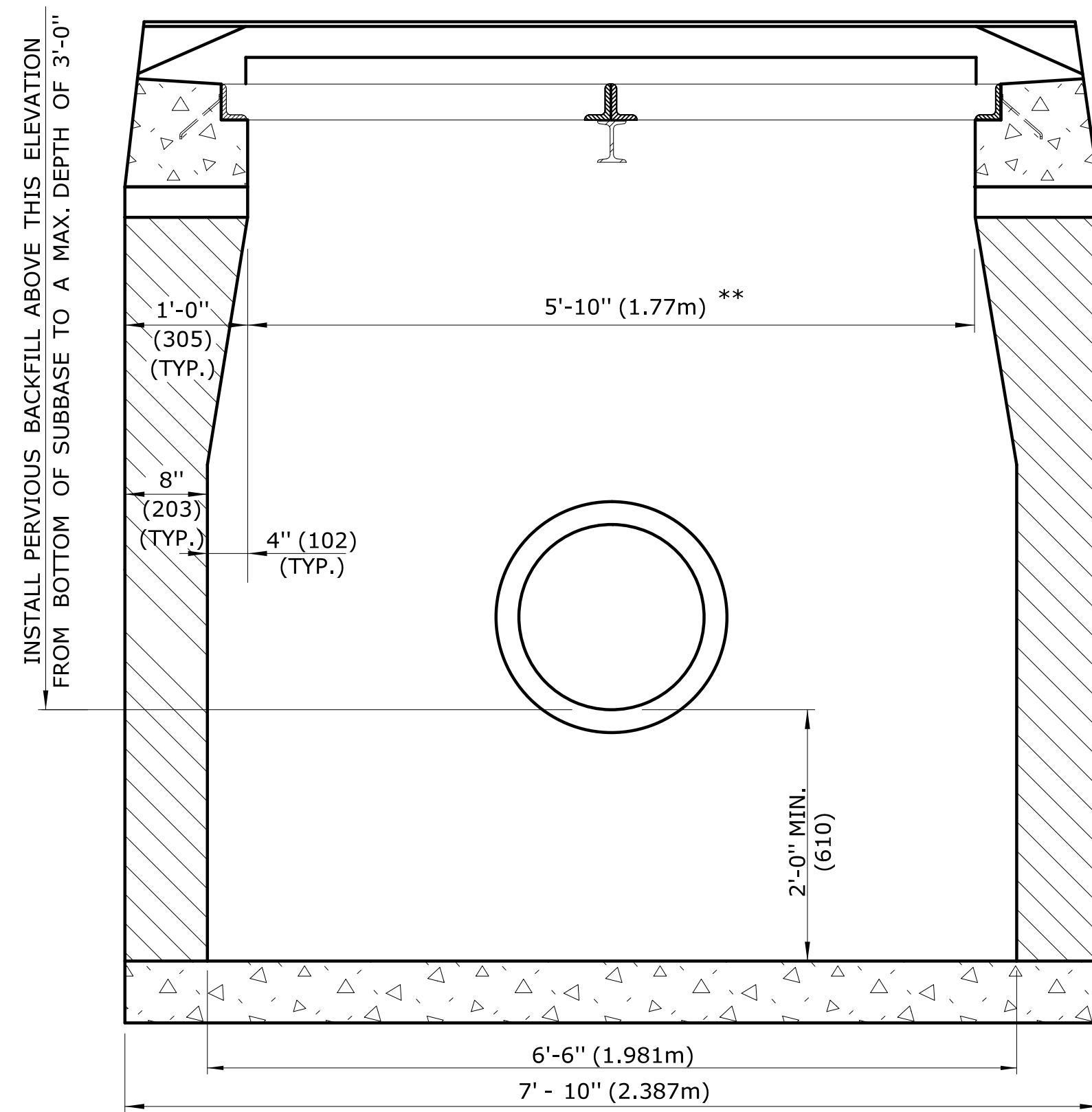
**CTDOT
STANDARD SHEET
OFFICE OF ENGINEERING**

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

STANDARD SHEET NO.:
HW-507_01

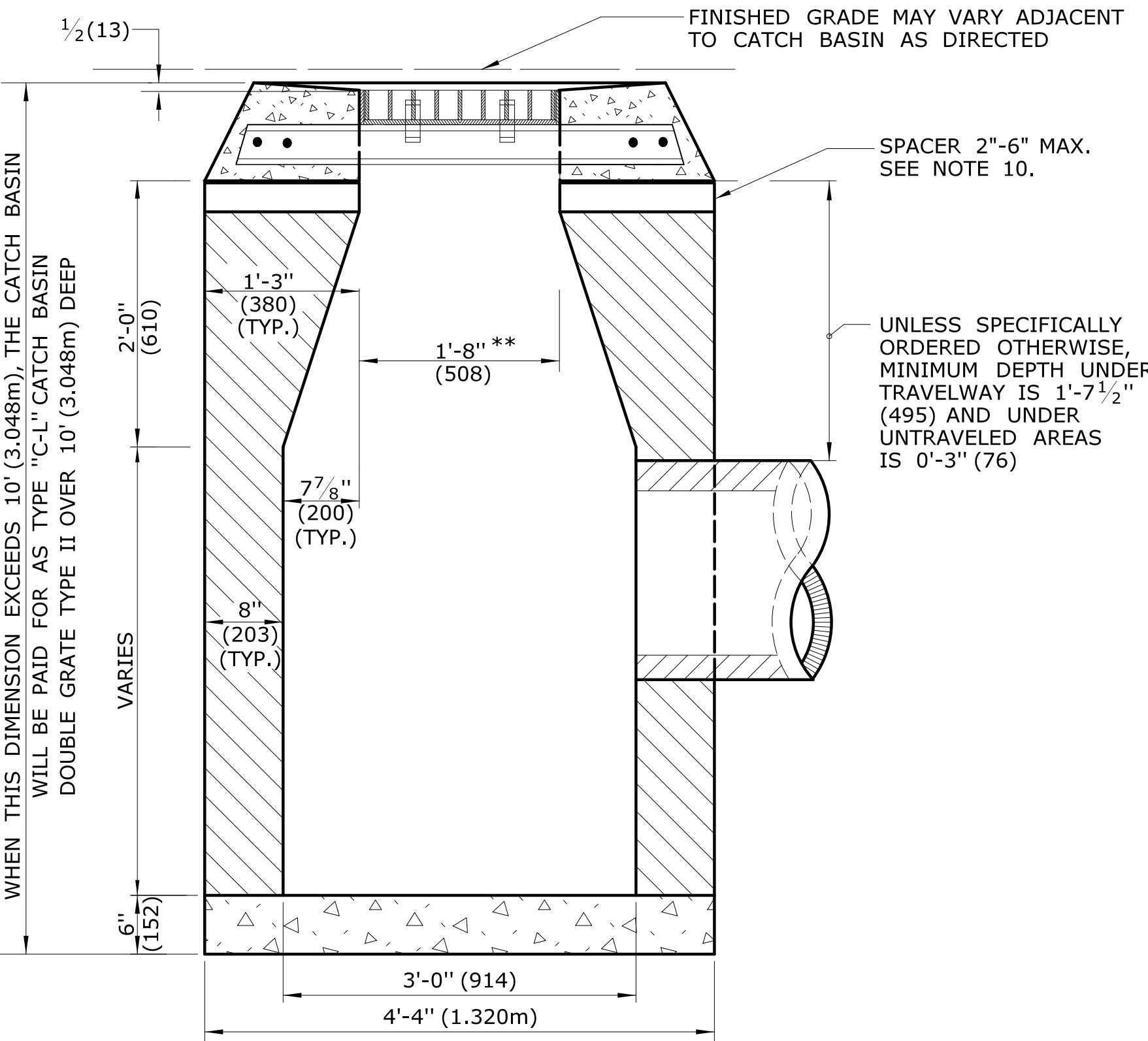


SECTION B

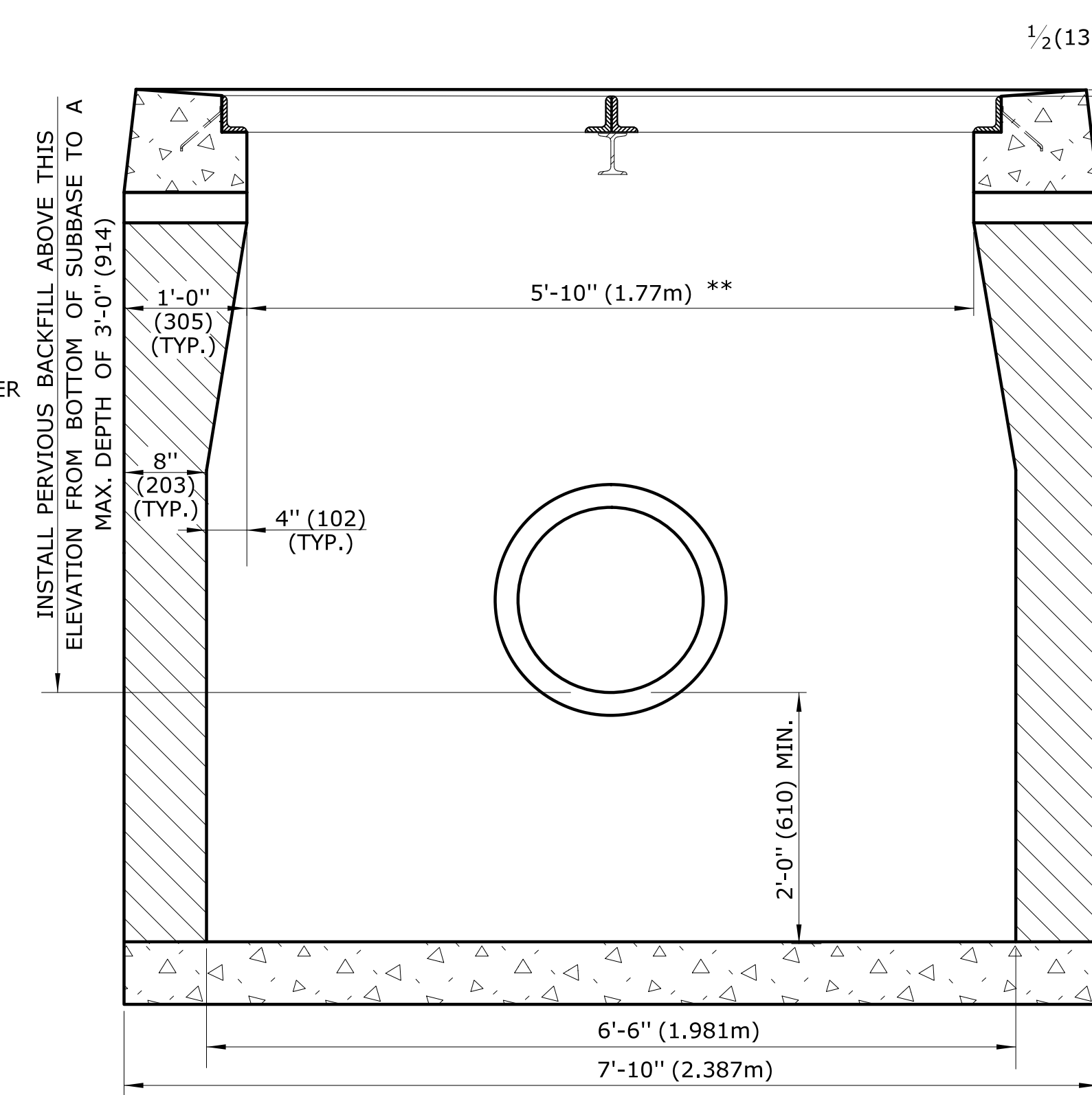


SECTION A

TYPE "C" CATCH BASIN DOUBLE GRATE - TYPE II



SECTION B

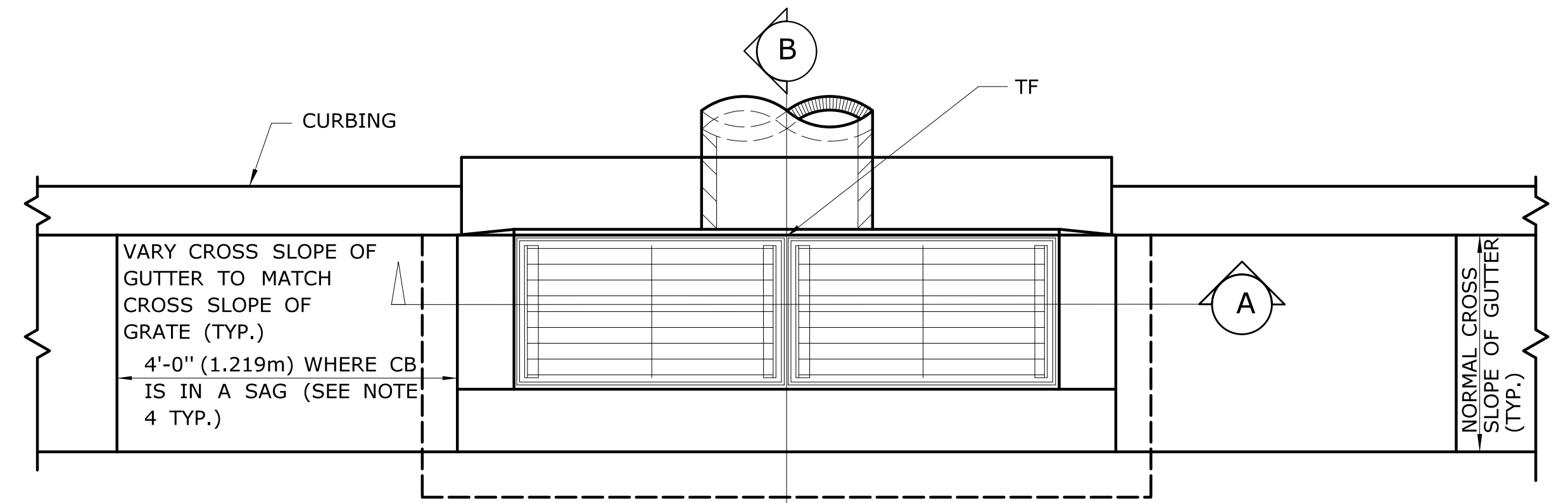


SECTION A

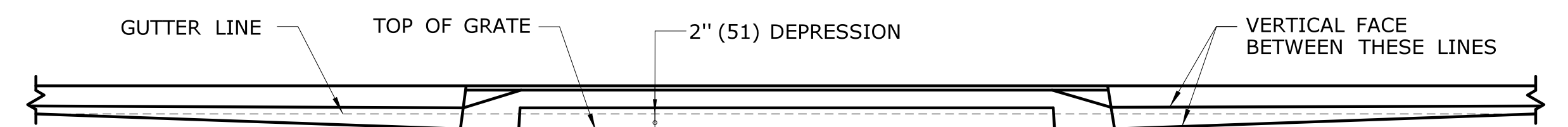
TYPE "C-L" CATCH BASIN DOUBLE GRATE - TYPE II

GENERAL NOTES:

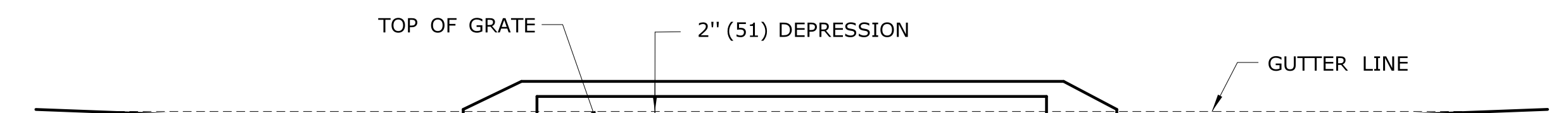
- FOR DETAILS OF FRAME AND GRATE SEE STANDARD SHEET HW-507_08.
- USE APPROPRIATE CONCRETE TOP FOR CURBING SHOWN ON PLANS. IF CURBING IS NOT SPECIFIED ON THE PLANS, IT SHALL BE CONSTRUCTED AS DIRECTED BY THE ENGINEER.
- ALL FACES OF STRUCTURES IN CONTACT WITH CONCRETE PAVEMENT SHALL BE COVERED WITH A LAYER OF TAR PAPER OR APPROVED EQUAL. THE COST FOR THE PAPER SHALL BE INCLUDED IN THE BID PRICE FOR THE TYPE OF CATCH BASIN INSTALLED.
- USE 6'-0" (1.830m) ON UPGRADE SIDE OF CONTINUOUS GRADE AND 1'-0" (305) ON DOWNGRADE SIDE OF CONTINUOUS GRADE OR AS DIRECTED.
- IF MASONRY UNITS ARE REQUIRED, THE BASIN SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE OVER ALL DIMENSIONS SHOWN HERE AND SECTION 5.07 OF THE STATE OF CONNECTICUT'S STANDARD SPECIFICATIONS. CORRELLING SHALL BE PERMITTED TO A MAXIMUM OF 3" (75). NO PROJECTION SHALL EXTEND INSIDE THE LIMITS NOTED BY **.
- WALL THICKNESS OF ALL CB'S OVER 10' (3.048m) DEEP SHALL BE INCREASED TO 12" (305) THICK. INSIDE DIMENSION SHALL REMAIN THE SAME. (12" (305) THICKNESS WILL START AFTER THE FIRST 10' (3.048m)).
- TO CONVEY SUBSURFACE DRAINAGE, OPENINGS SHALL BE FORMED IN THE FOUR WALLS AT OR IMMEDIATELY ABOVE THE BOTTOM OF THE PERVIOUS BACKFILL.
- MINIMUM CONCRETE COMPRESSIVE STRENGTH OF F'c = 4000 PSI (27,580 kPa) SHALL BE OBTAINED PRIOR TO SHIPPING.
- LATEST STATE OF CONNECTICUT'S STANDARD SPECIFICATIONS AND SUPPLEMENTALS SHALL GOVERN.
- SPACER MAY BE CMU OR PRECAST WITH REQUIRED REINFORCING (RECOMMENDED BY THE MANUFACTURER) AS NEEDED TO PROVIDE PROPER GRADE SHOWN ON PLANS.
- TOP OF FRAME (TF) ELEVATION SHALL BE MEASURED IN BETWEEN BOTH GRATES @ THE GUTTER.



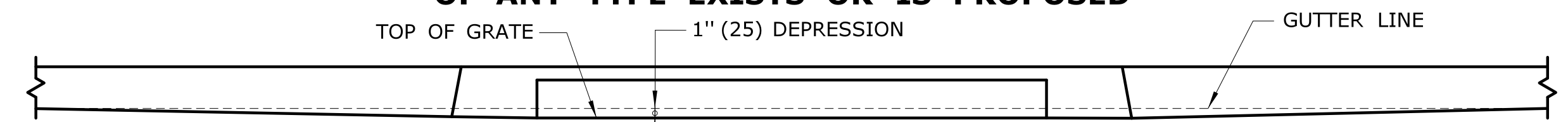
PLAN



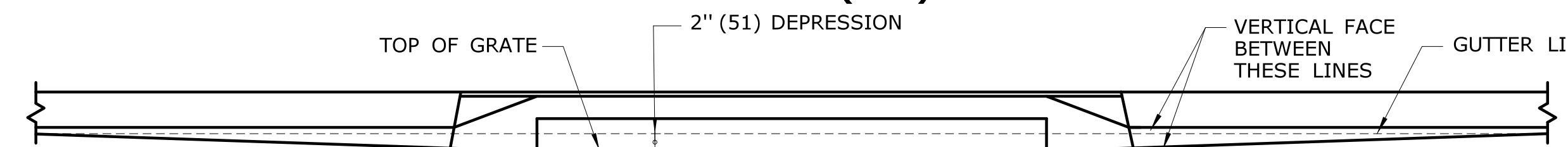
FOR CATCH BASINS IN A LINE OF 4" (102) CONCRETE PARK CURBING OR 4" (102) BITUMINOUS CONCRETE PARK CURBING



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



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



**FOR CATCH BASINS IN A LINE OF 6" (152) BITUMINOUS CONCRETE LIP CURBING (MACHINE FORMED)
DETAILS OF DEPRESSED GUTTER STRIP
FOR TYPE "C" CATCH BASIN DOUBLE GRATE TYPE II**

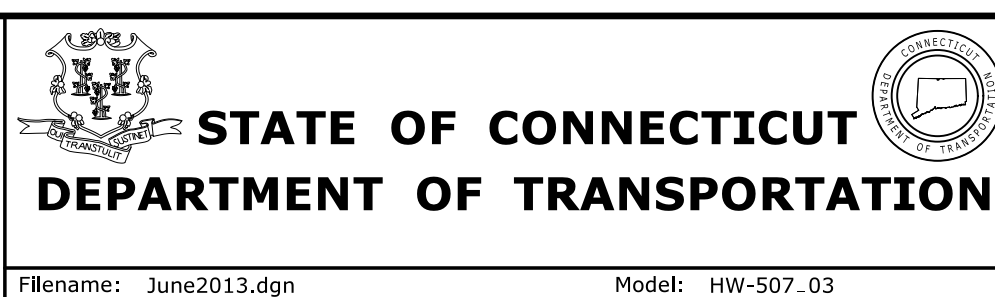
ALL METRIC DIMENSIONS ARE IN MILLIMETERS (mm) UNLESS OTHERWISE NOTED

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

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

Plotted Date: 3/21/2013

NOT TO SCALE



SUBMITTED BY: _____ NAME/DATE/TIME: _____

APPROVED BY: _____ NAME/DATE/TIME: _____

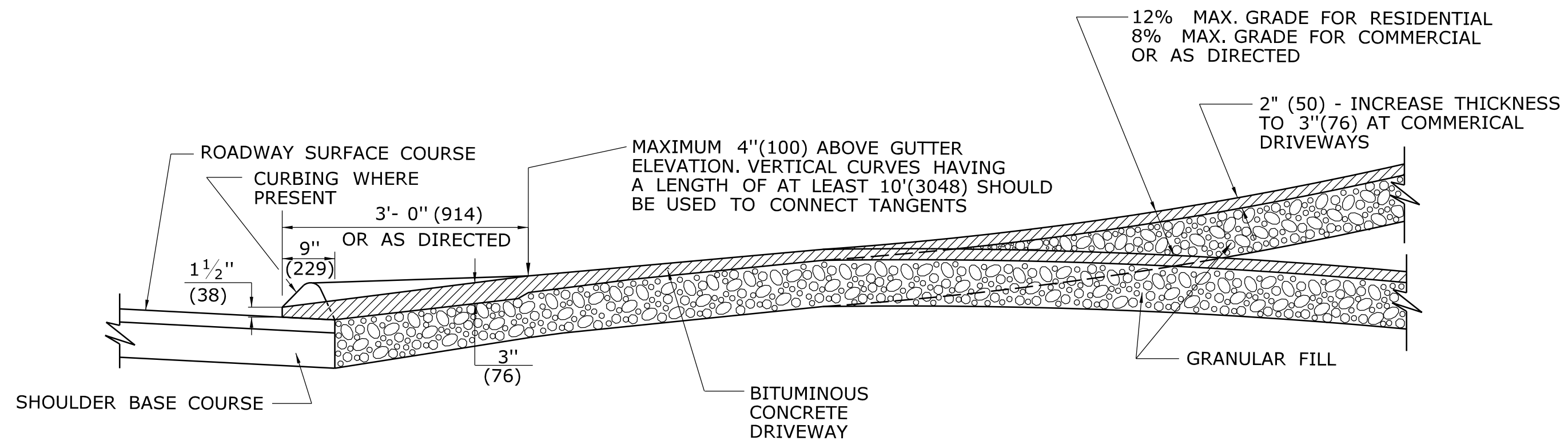
**CTDOT
STANDARD SHEET
OFFICE OF ENGINEERING**

STANDARD SHEET TITLE:
**TYPE "C" , "C-L" &
DOUBLE GRATE TYPE - II**

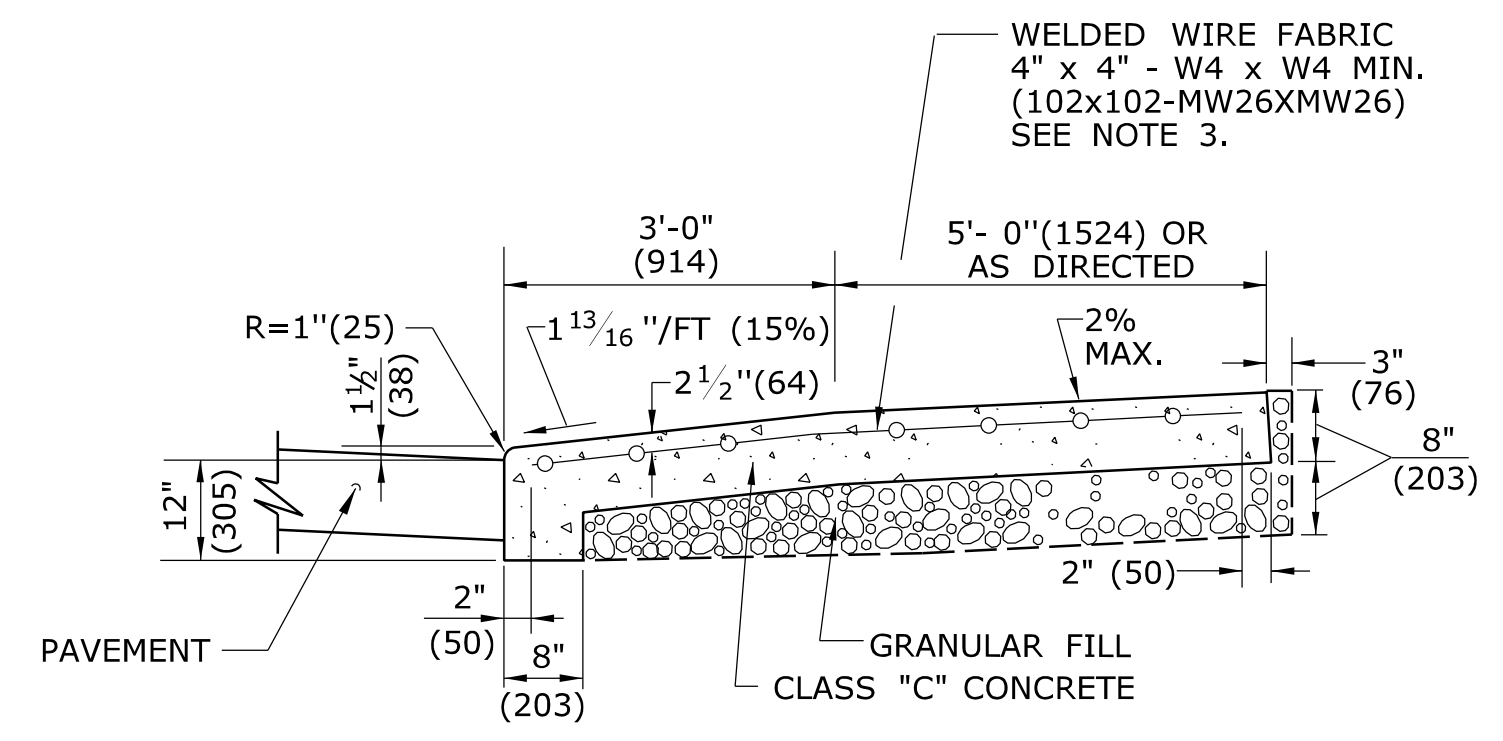
STANDARD SHEET NO.:
HW-507_03

GENERAL NOTES:

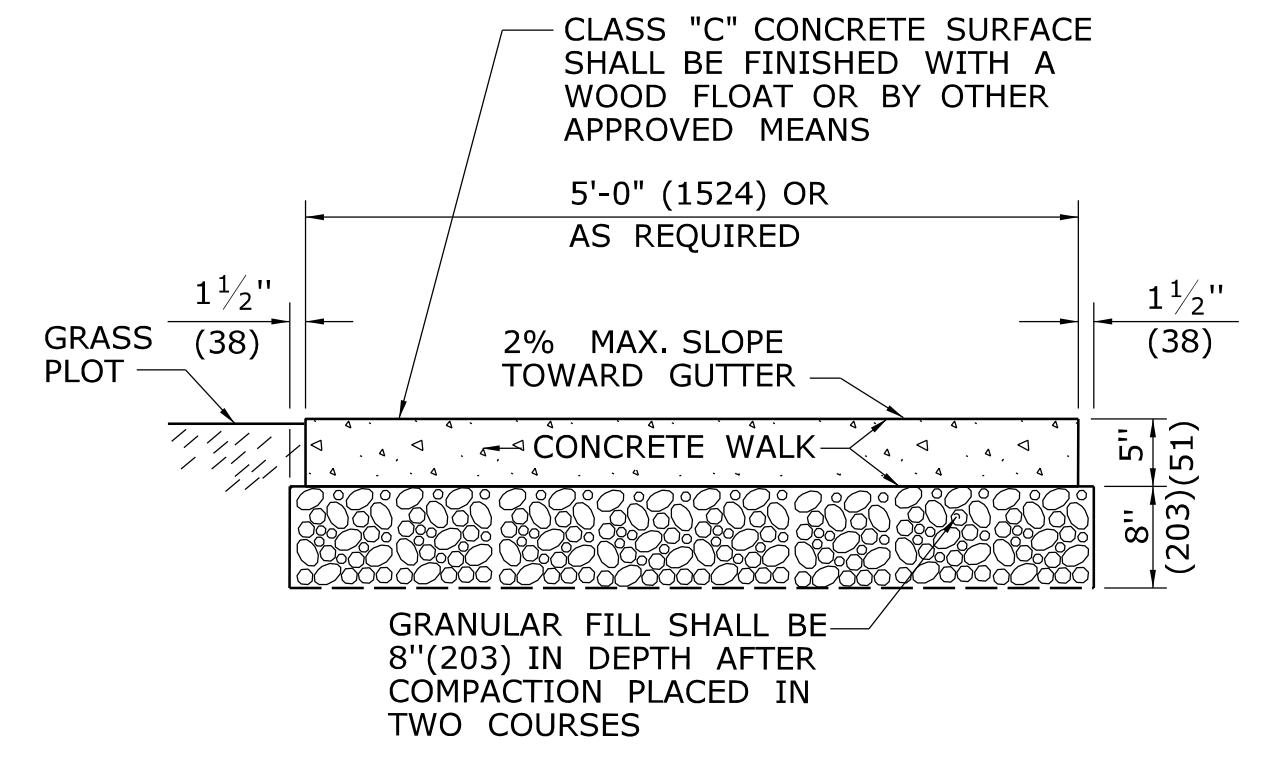
1. DRIVEWAY ENTRANCE SHALL BE A MINIMUM OF 12' (3658) WIDE, EXCLUDING CURBING WHEN PRESENT.
2. SIDEWALK RAMPS SHALL BE A MINIMUM OF 36" (914) TO 40" (1016) MAXIMUM, WITH A MAXIMUM SLOPE OF 12:1. THERE SHALL BE NO LIP AT THE DRIVEWAY SIDEWALK INTERFACE.
3. WELDED WIRE FABRIC MATS WITH REINFORCING AT CLOSER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



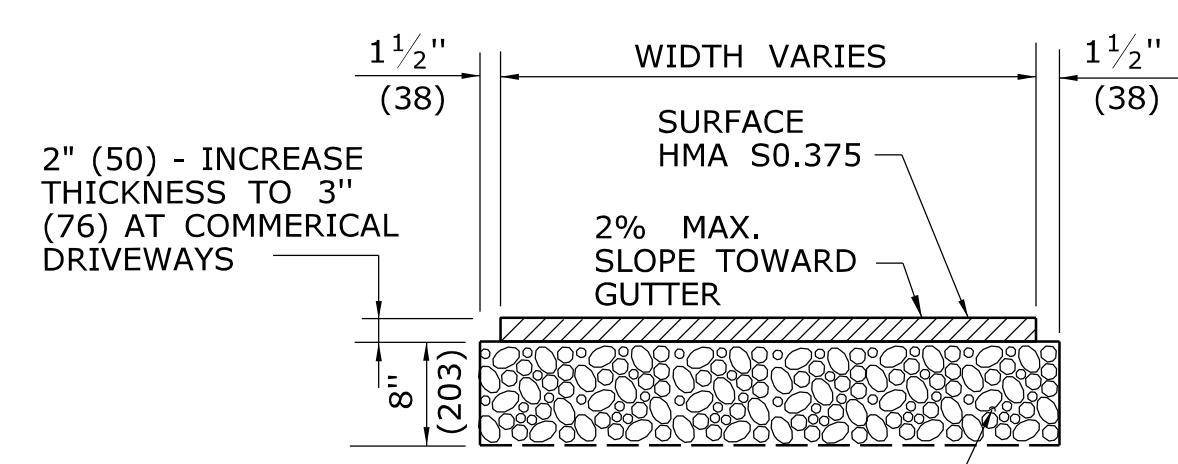
SECTION A



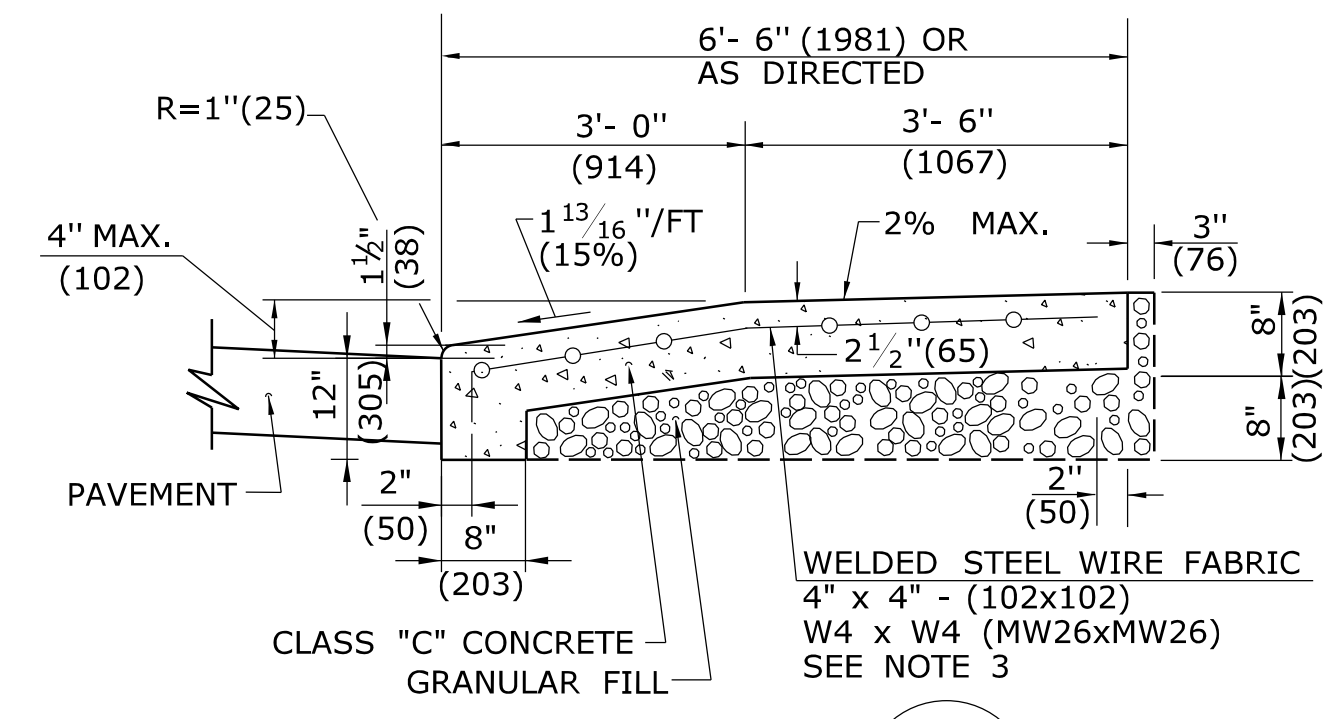
SECTION C



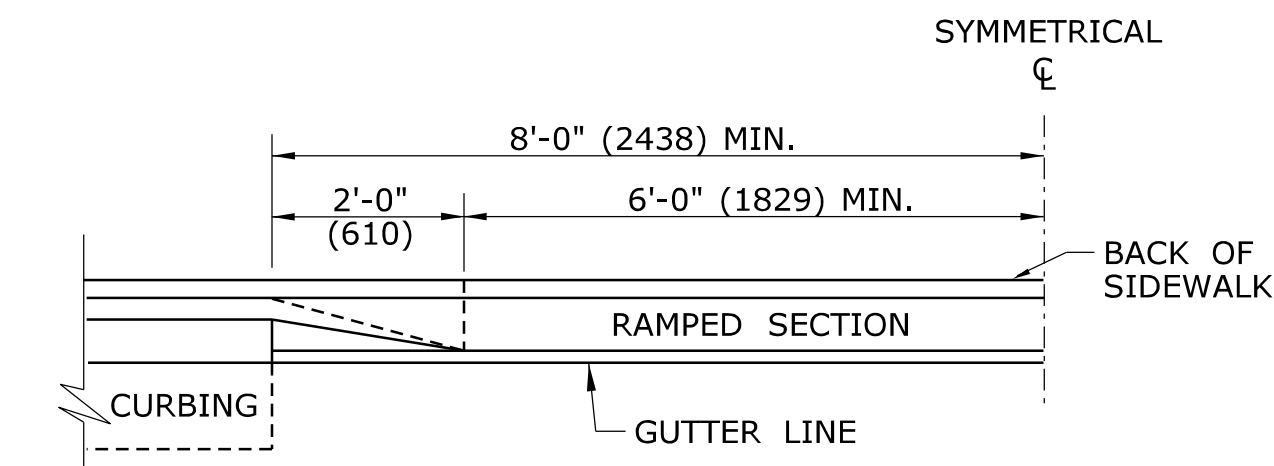
SECTION D



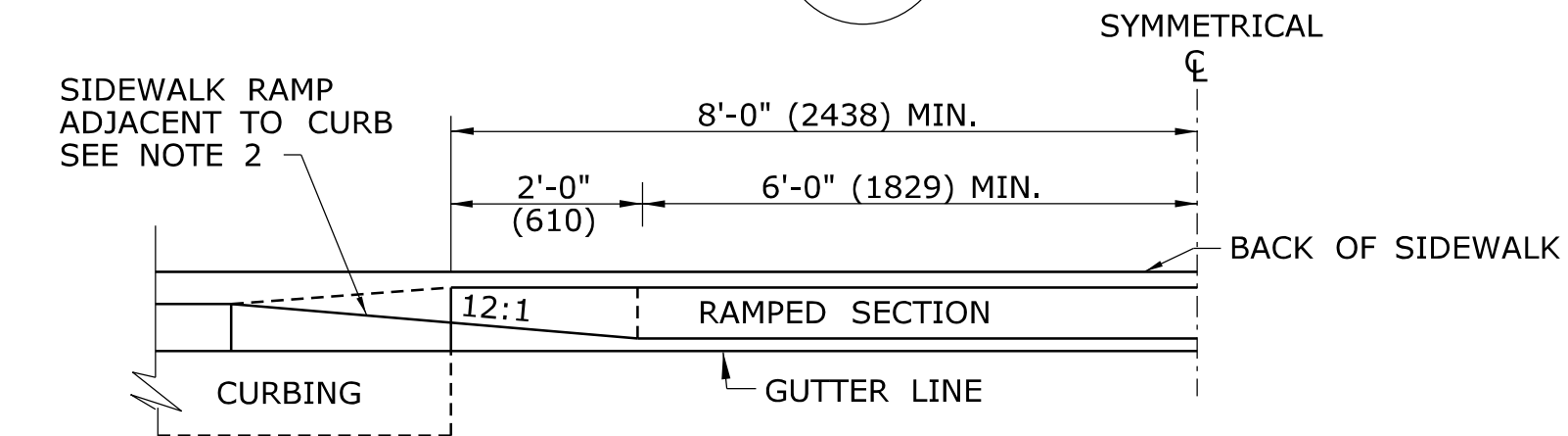
TYPICAL SECTION BITUMINOUS CONCRETE SIDEWALK AND DRIVE



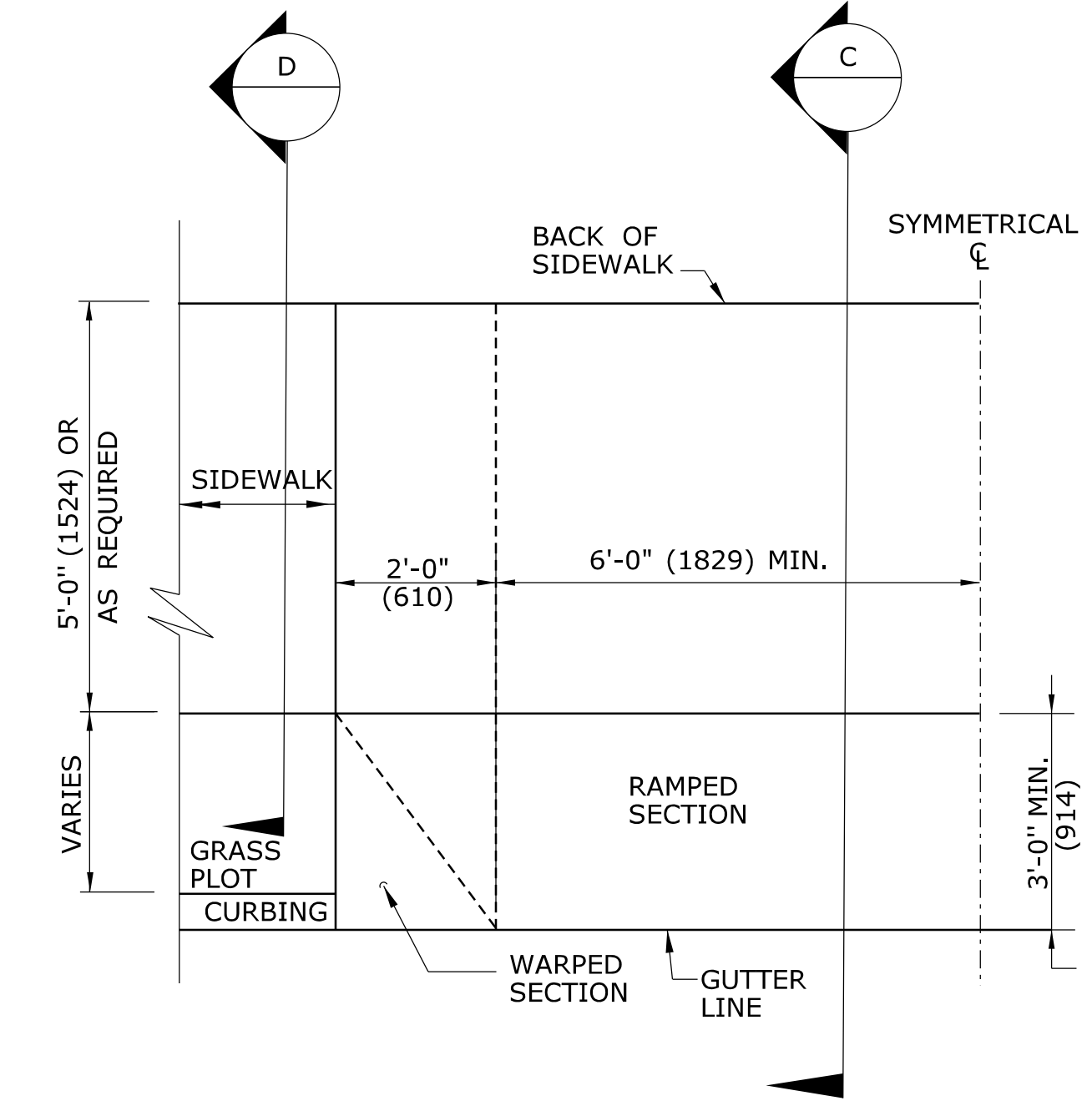
SECTION B



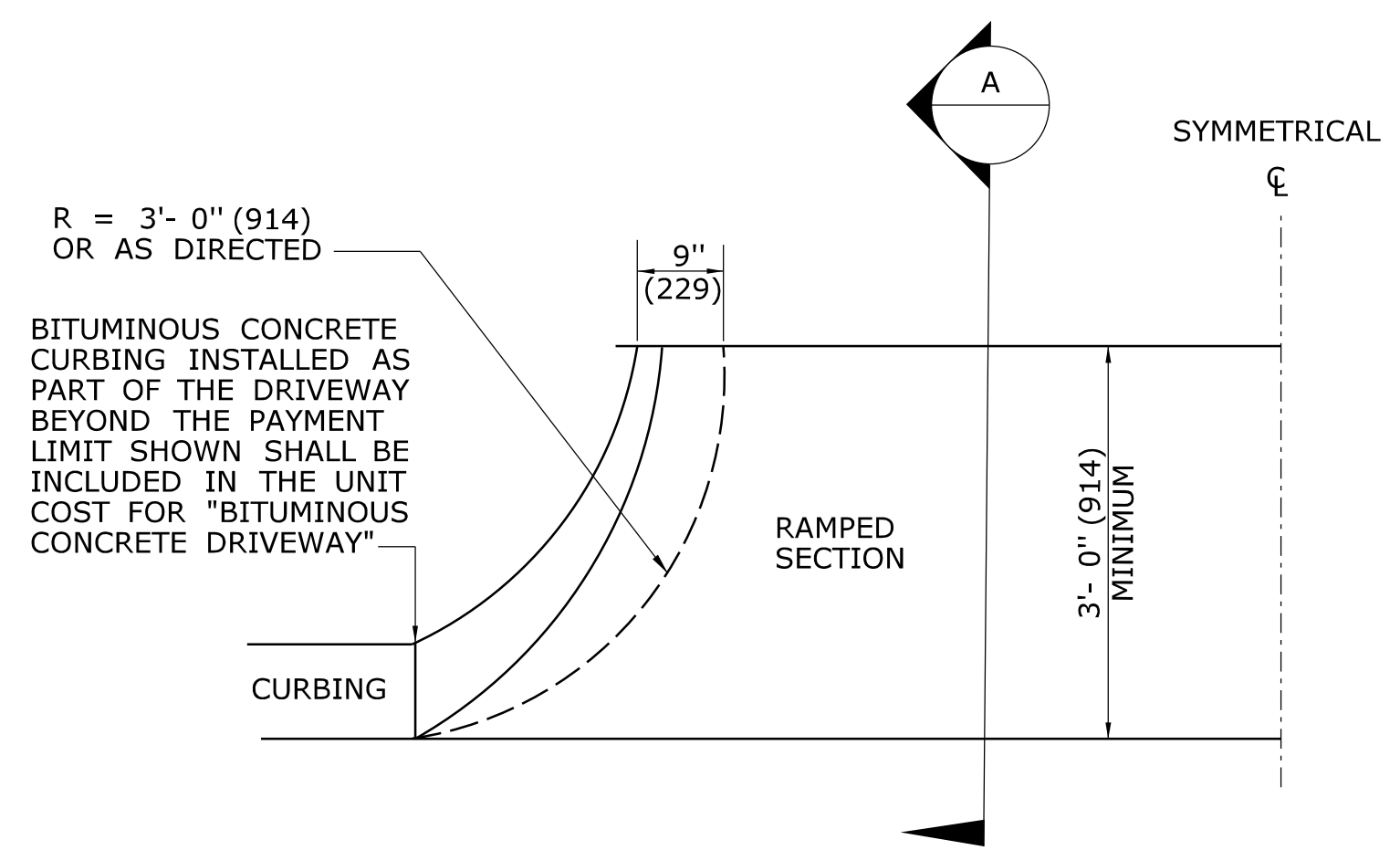
HALF ELEVATION



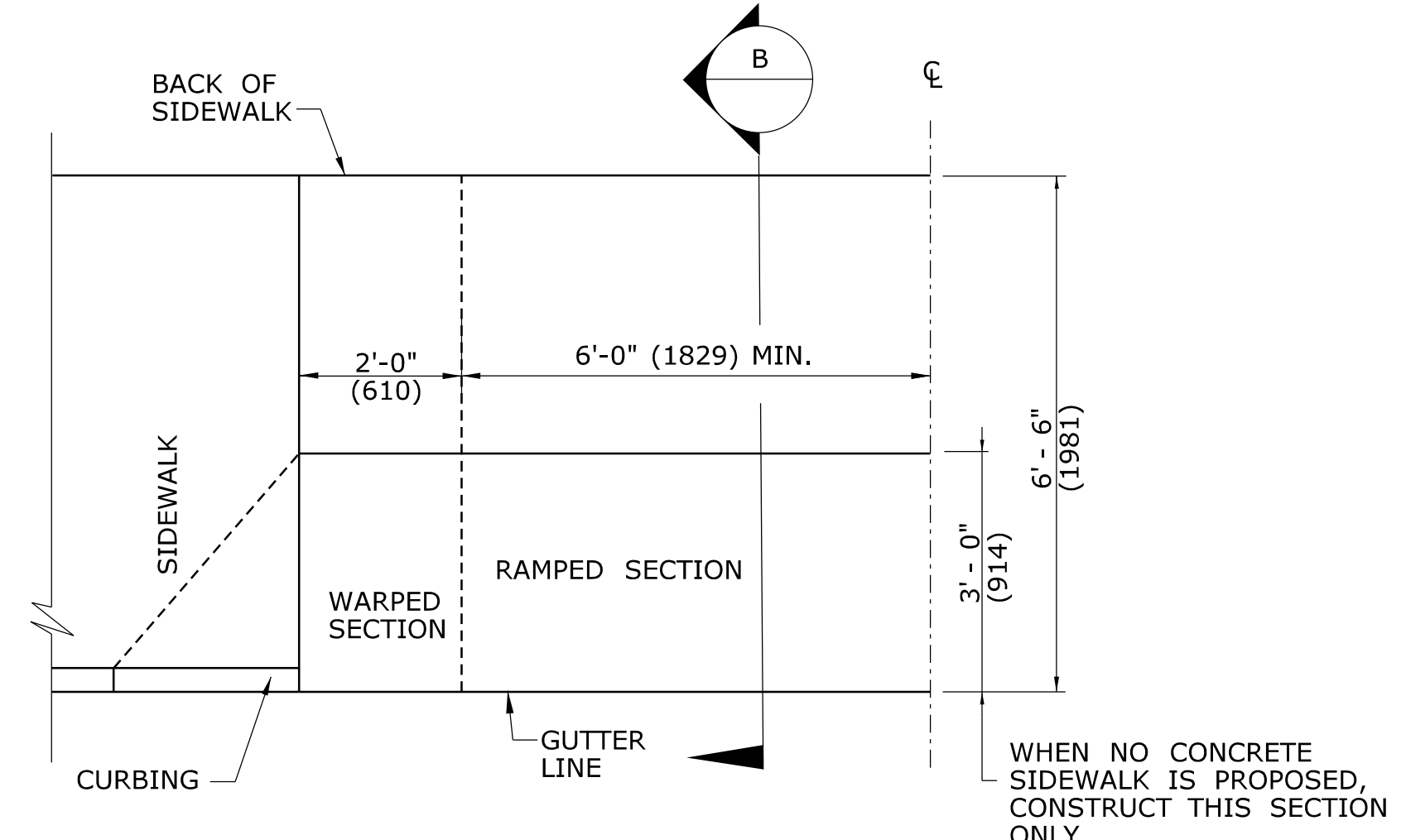
HALF ELEVATION



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



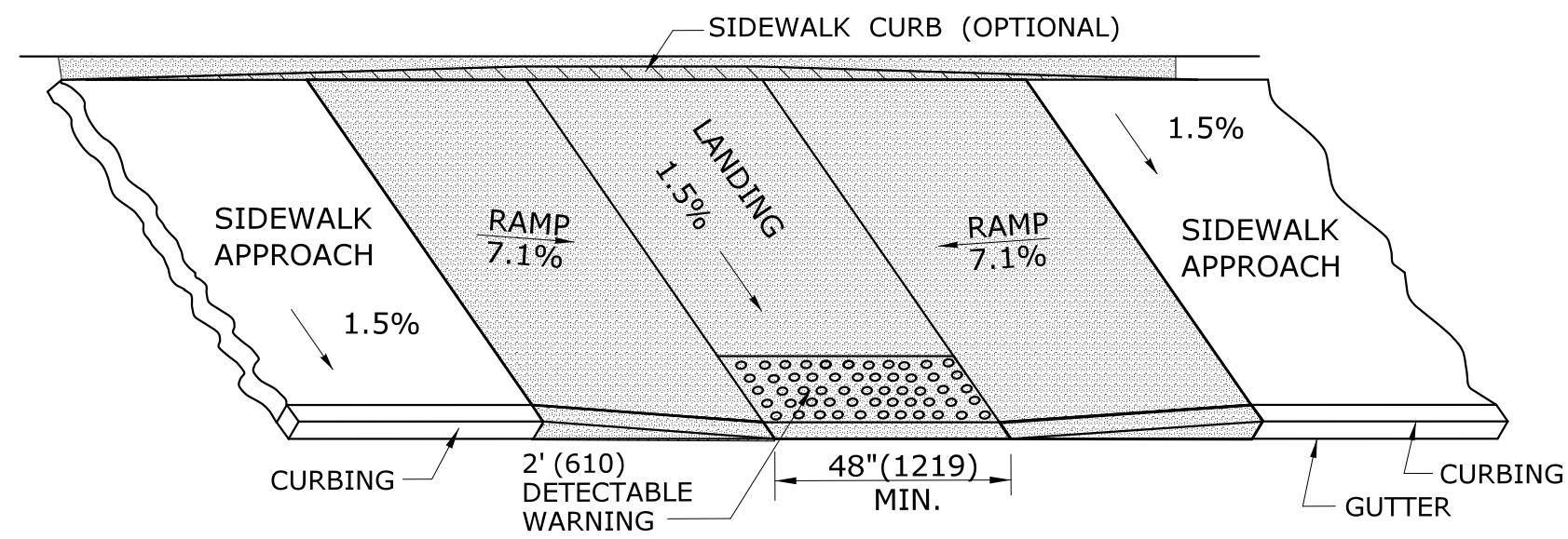
HALF BITUMINOUS CONCRETE DRIVEWAY PLAN



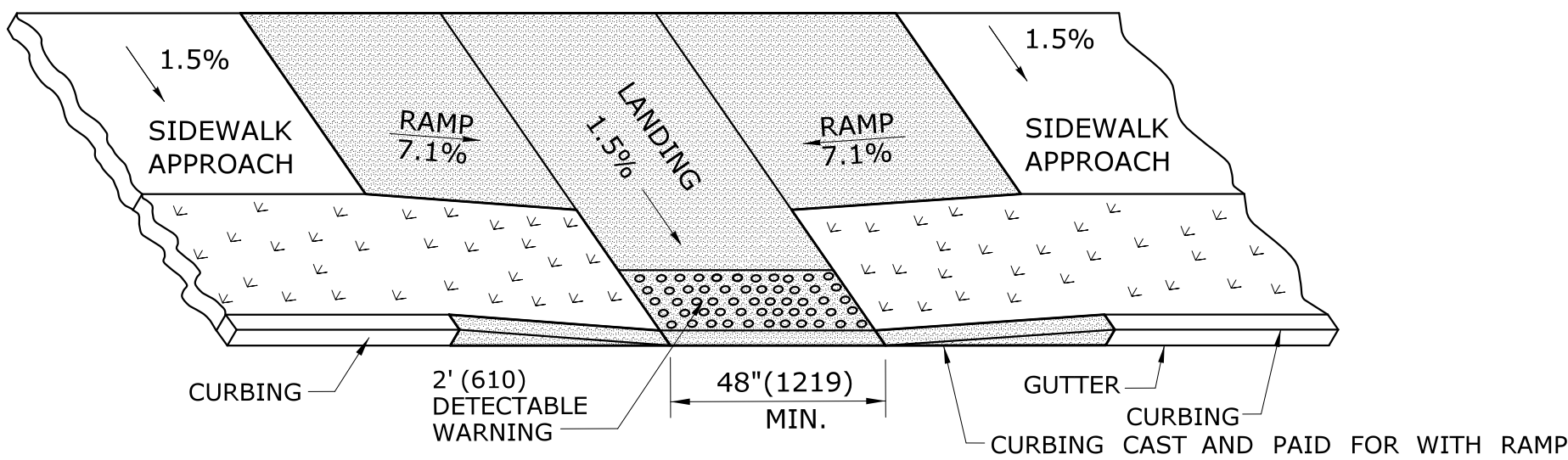
HALF PLAN OF CONCRETE DRIVEWAY RAMP WHERE SIDEWALK ADJOINS CURBING

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

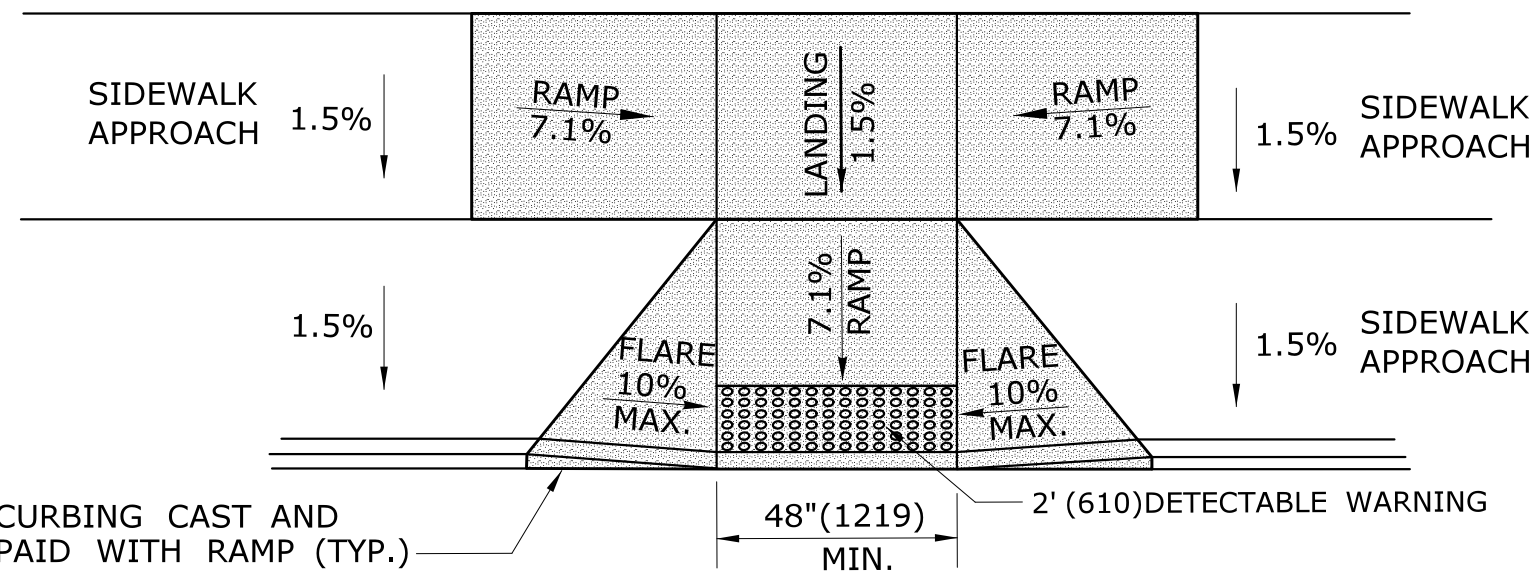
1	6/01/10	REVISED BORDER TITLE	THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.		SUBMITTED BY: _____ NAME/DATE/TIME: _____	CTDOT STANDARD SHEET OFFICE OF ENGINEERING	STANDARD SHEET TITLE:	STANDARD SHEET NO.:
2	6/01/10	REVISED HALF ELEVATION DETAILS			APPROVED BY: _____ NAME/DATE/TIME: _____		DRIVEWAY RAMPS AND SIDEWALKS	HW-921_01
3	1/12	REVISE 2% MAX. SLOPE NOTE						
-	-	-						
-	-	-						
REV.	DATE	REVISION DESCRIPTION	Plotted Date: 1/9/2012	NOT TO SCALE STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION Filename: Jan2012.dgn Model: HW-921_01				



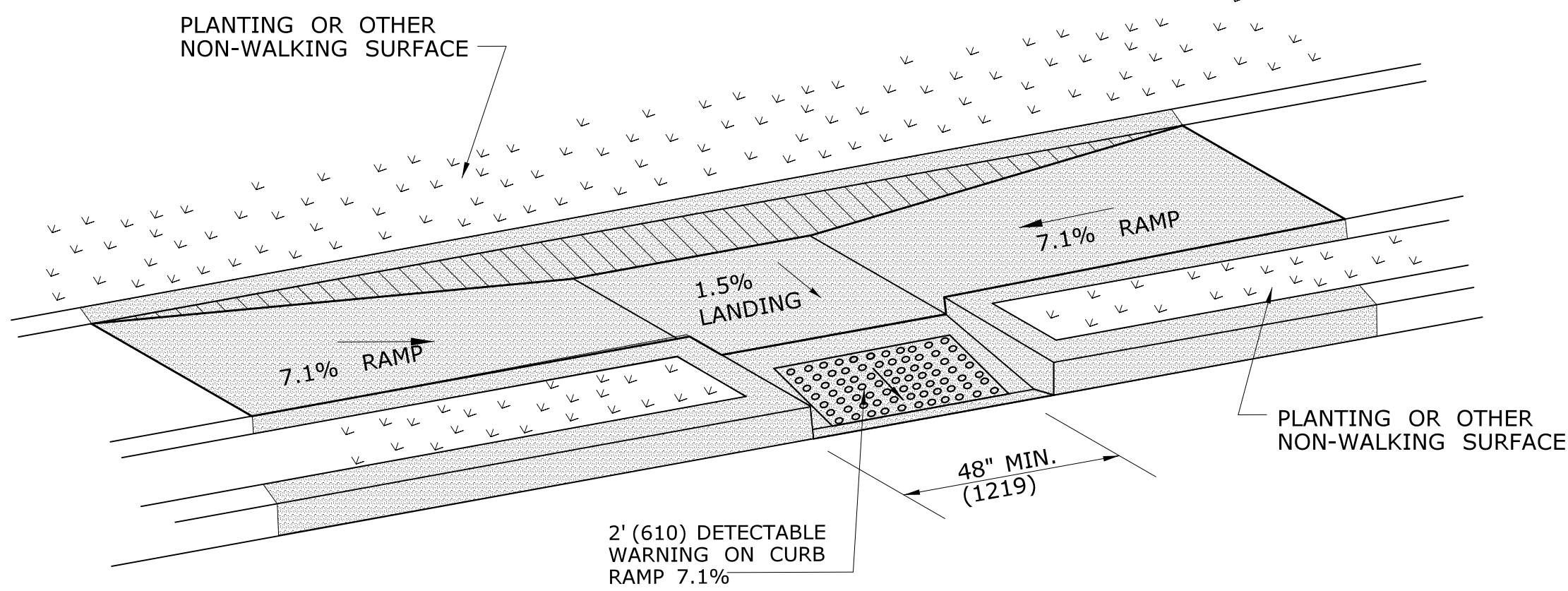
PARALLEL SIDEWALK RAMP (TYPE 1) NO UTILITY STRIP



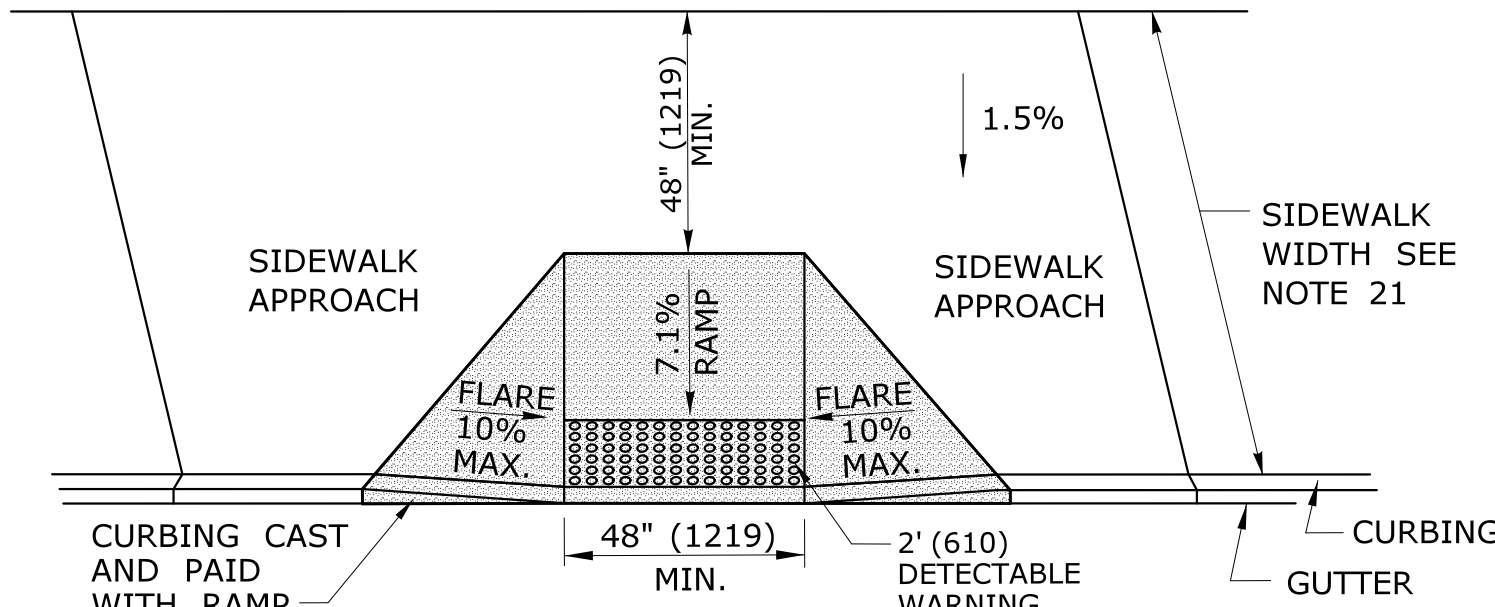
**PARALLEL SIDEWALK RAMP (TYPE 1a)
WITH UTILITY / GRASS STRIP**



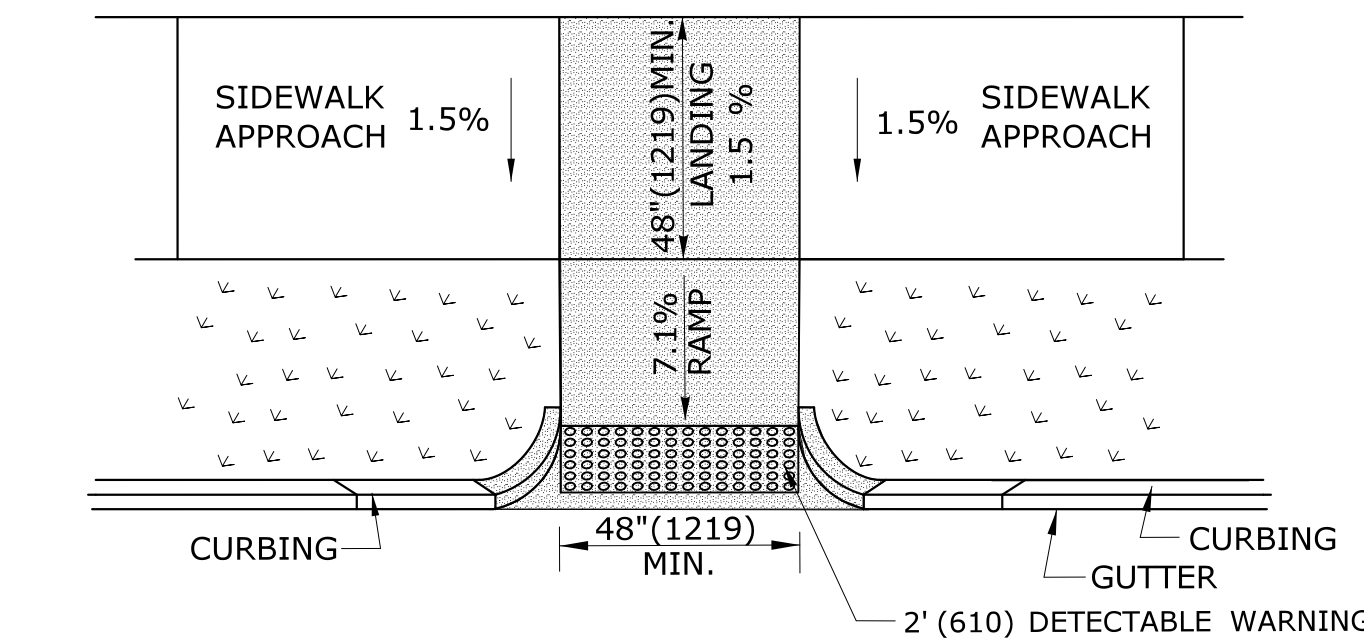
**PARALLEL/PERPENDICULAR SIDEWALK RAMP
NO UTILITY/GRASS STRIP (TYPE 1b)**



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

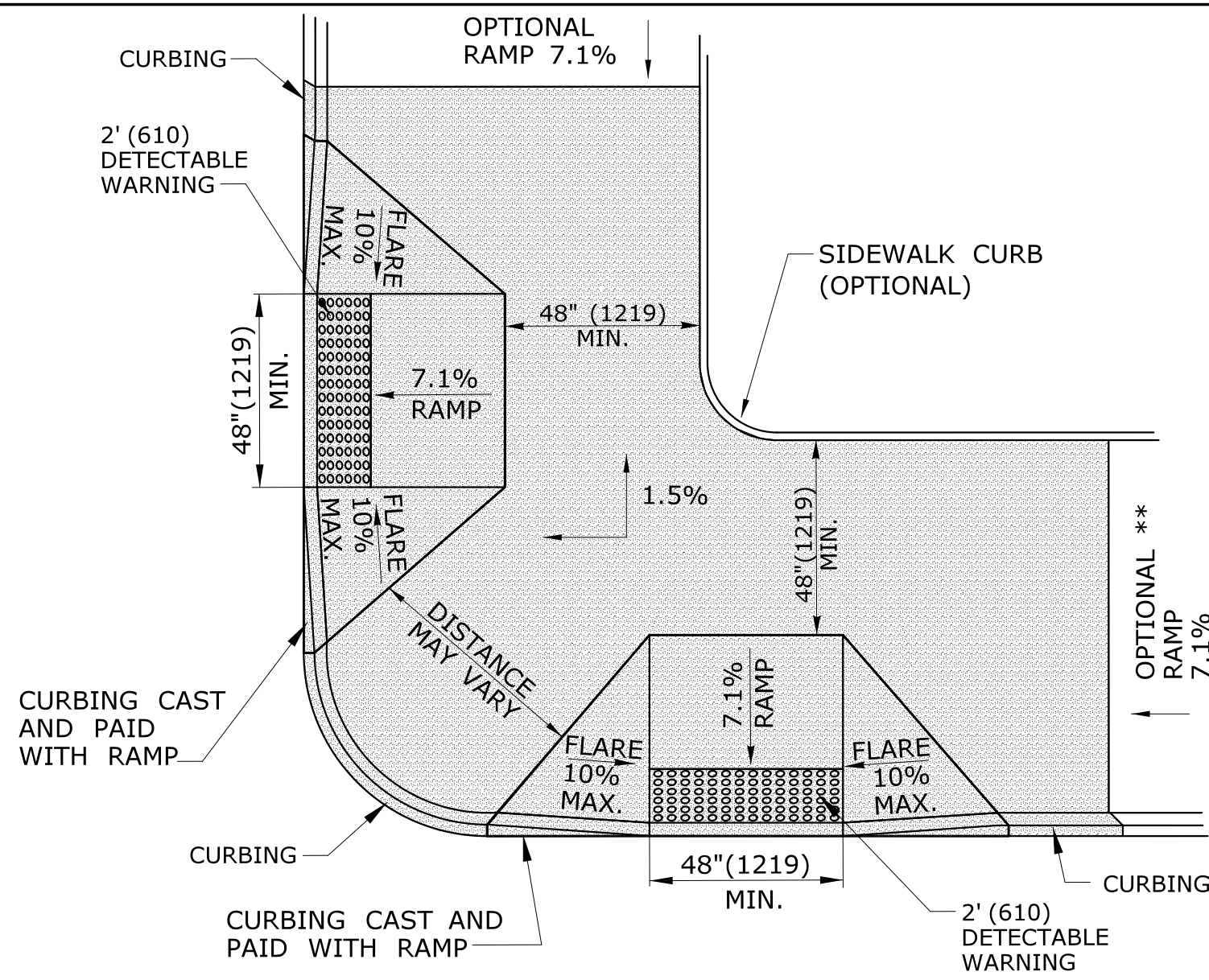


**PERPENDICULAR SIDEWALK RAMP
W/ 48" (1219) MIN. BY PASS LANDING (TYPE 2)**



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

* OPTIONAL FLARE ONE SIDE OF RAMP



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

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

GENERAL NOTES:

1. MAXIMUM SLOPES OF ADJOINING GUTTERS AND ROAD SURFACES IMMEDIATELY ADJACENT TO THE SIDEWALK RAMP SHOULD NOT EXCEED 5%. THE MAXIMUM GRADE DIFFERENCE BETWEEN THE GUTTER AND CURB RAMP SHALL NOT EXCEED 13%. SEE DETAIL 1 ON SHEET 4.
2. RAMP GRADE SHALL BE UNIFORM, FREE OF SAGS AND ABRUPT GRADE CHANGES. RUNNING SLOPES OF RAMPS SHALL NOT EXCEED 8.33% AND SHALL NOT EXCEED 15' (4.5m) WITHOUT PROVIDING A LANDING.
3. ALL RAMPS SHALL BE CONSTRUCTED OF CLASS "F" CONCRETE IN ACCORDANCE WITH CONNECTICUT STANDARD SPECIFICATIONS.
4. SIDEWALK RAMPS SHALL HAVE A COARSE BROOM FINISH TRANSVERSE TO THE SLOPE OF THE RAMP. THE SURFACE OF ALL SIDEWALK RAMPS SHALL BE STABLE, FIRM AND SLIP RESISTANT. SURFACE DISCONTINUITIES SHALL NOT EXCEED 1/2" (13) MAX. VERTICAL DISCONTINUITIES BETWEEN 1/4" (6.4) AND 1/2" (13) MAX. SHALL BE BEVELED 1:2 MINIMUM APPLIED ACROSS THE ENTIRE LEVEL CHANGE.
5. DIAGONAL SIDEWALK RAMPS AT MARKED CROSSINGS SHALL BE WHOLLY CONTAINED WITHIN THE MARKINGS, EXCLUDING ANY FLARED SIDES. DIAGONAL AND PERPENDICULAR RAMPS SHALL HAVE THE RAMP CUT PERPENDICULAR TO THE TANGENT OF THE CURB RADIUS FOR THE DESIGNATED ACCESSIBLE ROUTE. BOTH LONGITUDINAL SIDES OF THE RAMP SHOULD BE THE SAME LENGTH. SKEWED RAMPS SHOULD BE AVOIDED. FLARES ARE NOT CONSIDERED PART OF PEDESTRIAN ACCESS ROUTE. DIAGONAL RAMPS SHOULD NOT BE INSTALLED WHERE CURB RADII IS LESS THAN 20'(6096).
6. REMOVAL OF EXISTING SIDEWALK FOR NEW RAMP INSTALLATIONS SHALL BE TO THE NEAREST EXPANSION OR CONTRACTION JOINT. 8.3% MAXIMUM SLOPE MAY NOT BE ACHIEVABLE DUE TO EXISTING SIDEWALK GRADE. IN RECOGNITION OF THIS, A LIMIT OF 15' (4572) FOR REMOVAL SHALL BE USED UNLESS OTHERWISE SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER. SAW CUT REQUIRED FOR DUMMY JOINTS SHALL BE INCLUDED IN THE COST OF "CONCRETE SIDEWALK RAMP" OR "CONCRETE SIDEWALK".
7. EXPANSION JOINTS IN CONCRETE SHALL MATCH THOSE IN ADJACENT SIDEWALKS BUT IN NO CASE SHALL THE SPACING BETWEEN EXPANSION JOINTS EXCEED 12' (3658) UNLESS OTHERWISE NOTED.
8. CONCRETE SIDEWALK RAMPS, SHALL BE PAID FOR UNDER THE ITEM "CONCRETE SIDEWALK RAMP", AS DEFINED BY THE CONSTRUCTION LIMITS ON THE PLANS AND SHALL BE FIELD VERIFIED.
9. SIDEWALK RAMPS SHALL BE CONSTRUCTED WITH THE TOE AT THE GUTTER CAST INTEGRALLY WITH RAMP UNLESS DIRECTED OTHERWISE BY THE ENGINEER (SEE TYPICAL SECTION ON SHEET 3). CURB REMOVAL AND CAST IN PLACE CURBING REQUIRED FOR THE RAMP, SHALL BE INCLUDED WITH PAY ITEM "CONCRETE SIDEWALK RAMP". CURBING OUTSIDE LIMITS OF RAMP OR LANDING SHOWN ON SHEET 3 SHALL BE CONSTRUCTED AND PAID FOR IN ACCORDANCE WITH CONNECTICUT STANDARD SPECIFICATIONS.
10. PREFERRED LOCATION TO INSTALL DETECTABLE WARNING STRIP SHALL BE 6" (152) FROM THE EDGE OF ROAD ALONG THE FULL WIDTH OF THE RAMP. FOR ALTERNATE LOCATIONS, REFER TO DETECTABLE WARNING PLACEMENT DETAILS ON SHEET 4.
11. TO PERMIT WHEELCHAIR WHEELS TO ROLL BETWEEN DOMES, ALIGN DOMES ON A SQUARE GRID IN THE DIRECTION OF RUNNING SLOPE (PERPENDICULAR TO CURB OR SLOPE BREAK). THE TRANSITION FROM RAMP TO GUTTER SHALL BE FLUSH WITHOUT A LIP.
12. WHERE COMMERCIAL DRIVEWAYS ARE PROVIDED WITH TRAFFIC SIGNALS AND THE SIDEWALK IS CONTINUOUS THROUGH DRIVEWAY, DETECTABLE WARNINGS ARE REQUIRED AT THE JUNCTION BETWEEN THE PEDESTRIAN ROUTE AND DRIVEWAY.
13. CONSTRUCT A SIDEWALK CURB WHEN THERE IS INSUFFICIENT BUFFER AVAILABLE TO GRADE OR WHEN CALLED FOR IN PLANS. PAID FOR WITH SIDEWALK RAMP WHEN REQUIRED FOR RAMP.
14. THE TOP AND BOTTOM OF RAMPS SHOULD BE PROVIDED WITH A 4' x 4' (1219 x 1219) MINIMUM LEVEL LANDING AREA WITH A CROSS SLOPE LESS THAN OR EQUAL TO 2% IN ANY DIRECTION.
15. UTILITY POLES, LUMINAIRE, PEDESTRIAN OR SIGNAL POLES, GRATES, ACCESS COVERS, AND OTHER APPURTENANCES SHALL NOT BE LOCATED ON RAMPS, LANDINGS, BLENDED TRANSITIONS, AND @ GUTTERS WITHIN THE PEDESTRIAN ACCESS ROUTE.
16. APPROACH SIDEWALK WIDTHS, GRASS STRIP OR UTILITY STRIP WIDTHS MAY VARY.
17. APPROACH SIDEWALK AND LANDING CROSS SLOPE SHALL NOT EXCEED 2%.
18. THE RUNNING OR CROSS SLOPES ON LANDINGS AT MID BLOCK CROSSING MAY BE WARPED TO MEET STREET OR HIGHWAY GRADE.
19. FOR PERPENDICULAR CURB RAMPS A MIN. 4'(1.2m) x 4'(1.2m) LEVEL LANDING SHALL BE PROVIDED AT THE TOP OF CURB RAMP. WHERE THE LEVEL LANDING IS RESTRICTED AT THE BACK OF SIDEWALK THE LEVEL LANDING SHALL BE 4'(1.2m) x 5'(1.5m) WITH THE 5'(1.5m) DIMENSION PROVIDED IN THE DIRECTION OF THE RAMP RUN.
20. FOR PARALLEL CURB RAMPS, A MIN. 4'(1.2m) x 4'(1.2m) LEVEL LANDING SHALL BE PROVIDED AT THE BOTTOM OF CURB RAMP. IF THE LEVEL LANDING IS RESTRICTED ON 2 OR MORE SIDES, THE LEVEL LANDING SHALL BE 4'(1.2m) x 5'(1.5m) WITH THE 5' (1.5m) DIMENSION PROVIDED IN THE DIRECTION OF THE PEDESTRIAN STREET CROSSING.
21. WHEN WIDTH OF SIDEWALK IS >= 48" AND A PERPENDICULAR SIDEWALK RAMP IS INSTALLED, THE FLARED SIDES SHALL BE 10% MAX. IF WIDTH OF SIDEWALK IS < 48" THE FLARED SIDES MUST NOT EXCEED 8.33% (12:1).
22. SHADED AREAS ARE TYPICAL PAY LIMITS FOR CONCRETE SIDEWALK RAMP BUT, MAY VARY AS DIRECTED BY THE ENGINEER.
23. OPTIONAL RAMP, WHEN REQUIRED, SHALL BE PAID FOR AS PART OF CONCRETE SIDEWALK RAMP.

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

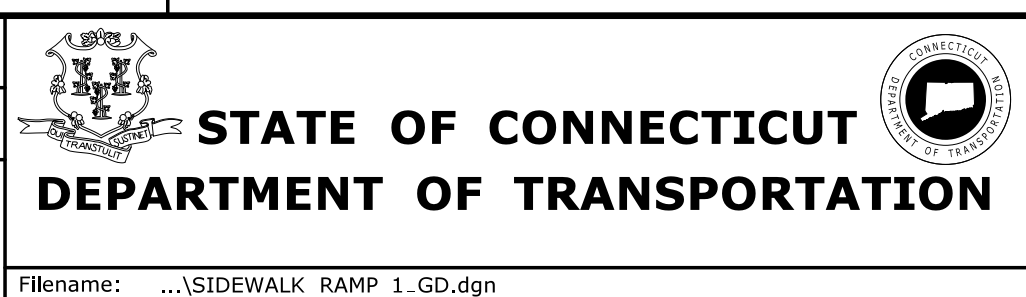
SEE NOTE 20

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

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

Plotted Date: 6/17/2014

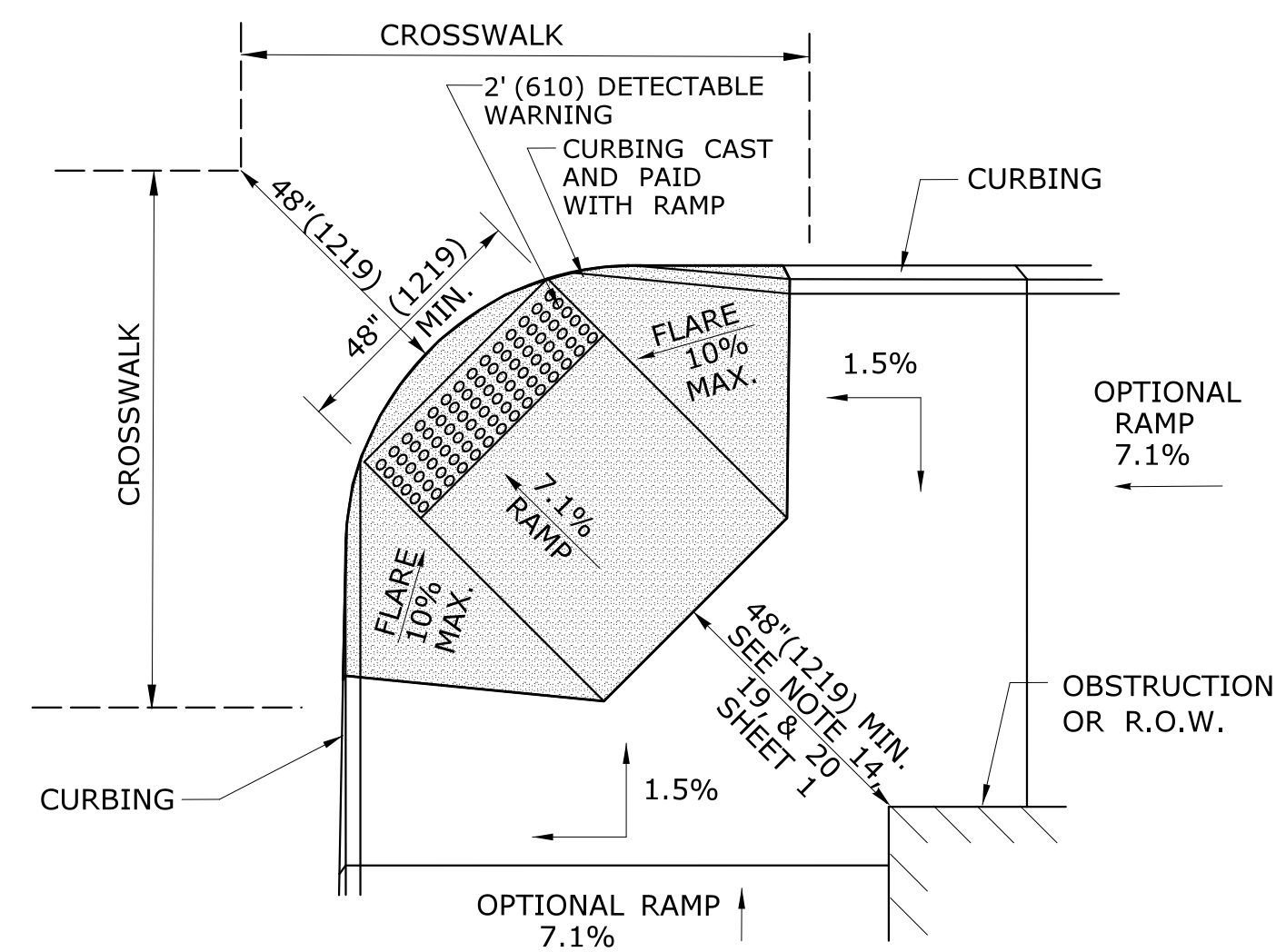
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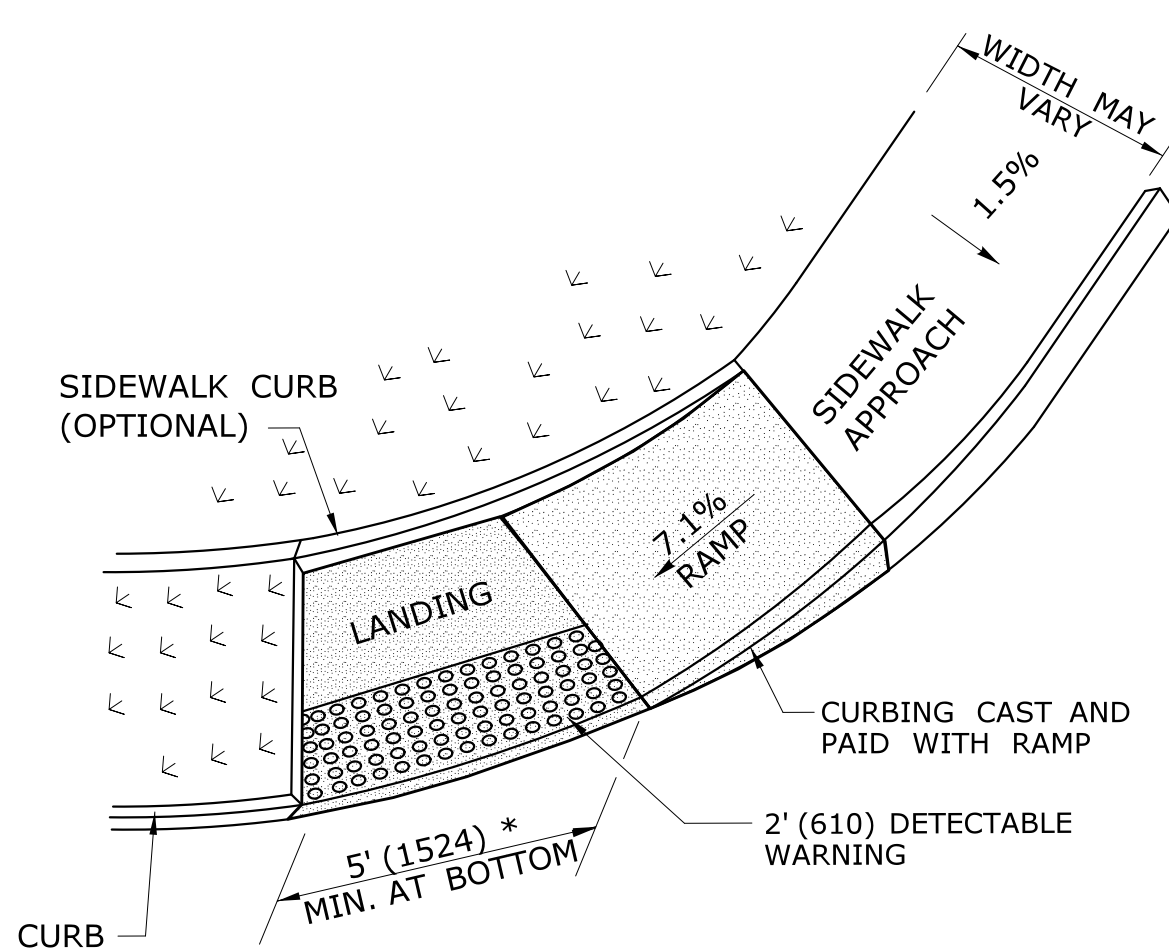
SIGNATURE/
BLOCK:
OFFICE OF ENGINEERING
APPROVED BY:

PROJECT TITLE:
**SIDEWALK RAMPS
SHEET 1**

TOWN:
PROJECT NO.
DRAWING NO.
SHEET NO.

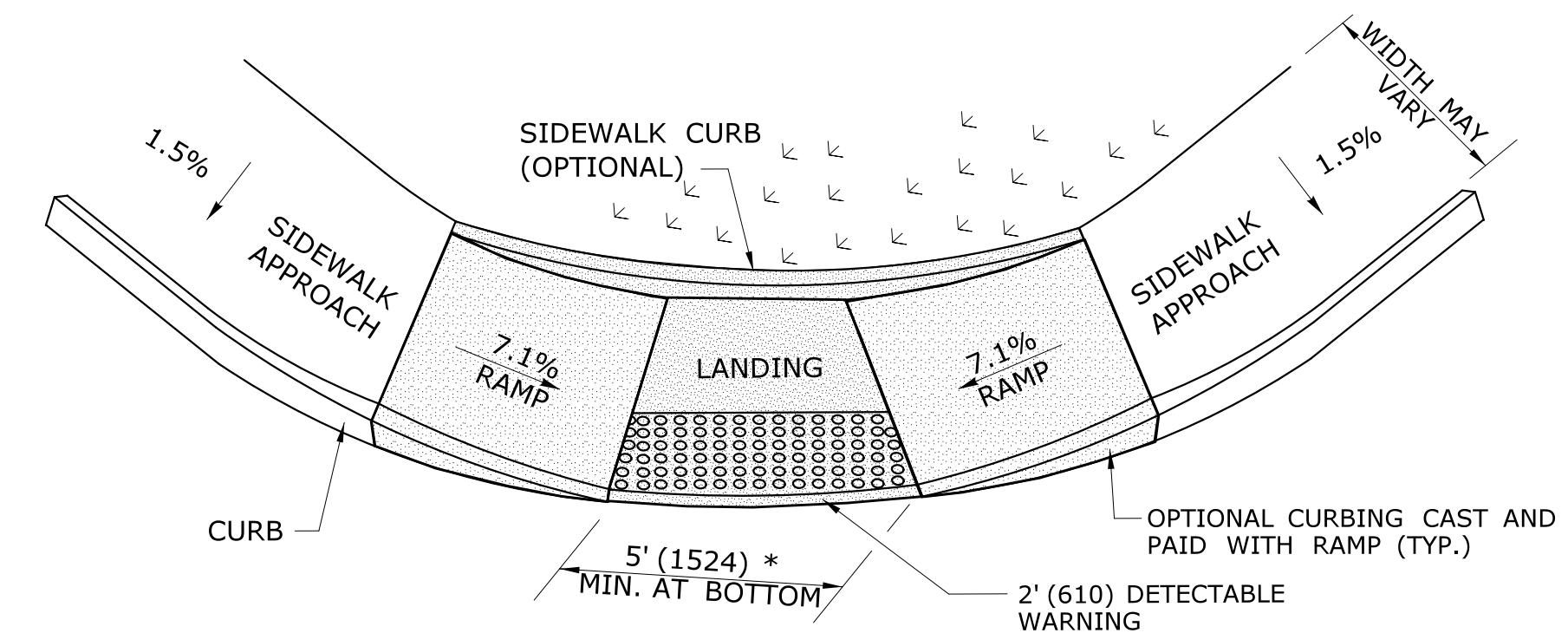


**DIAGONAL SIDEWALK RAMP (TYPE 4)
W/LANDING AT TOP**



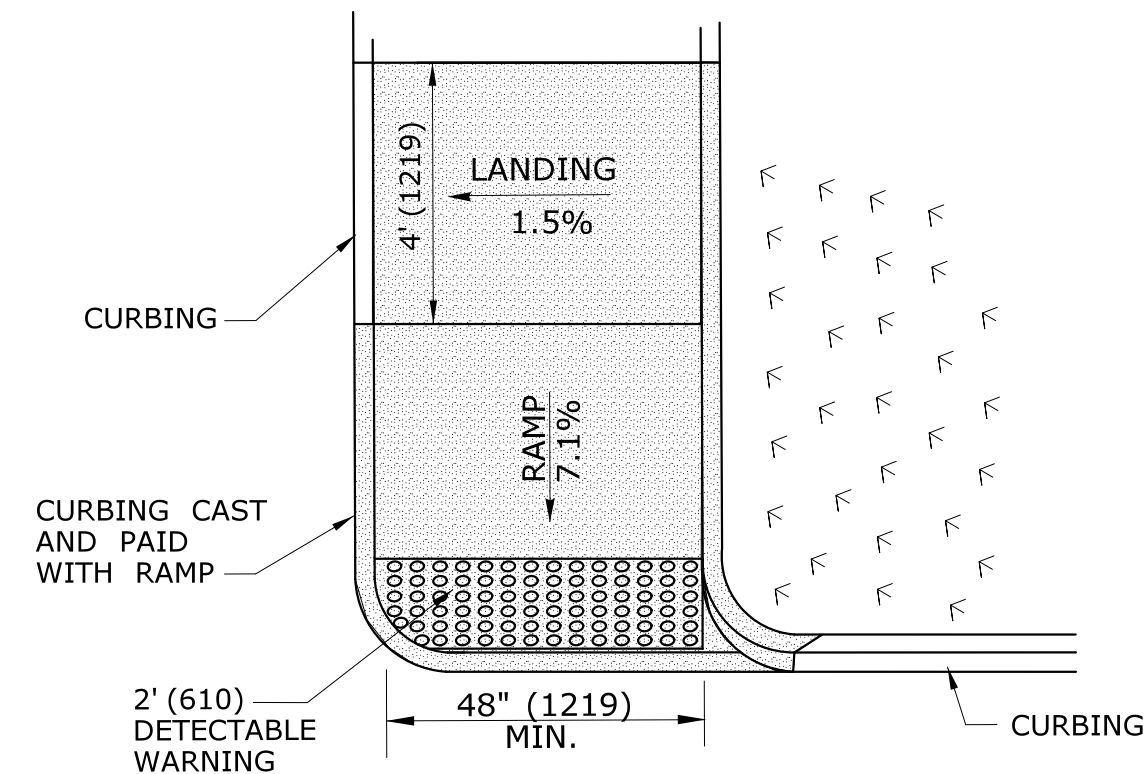
**SINGLE PARALLEL SIDEWALK RAMP
W/LANDING AT BOTTOM ON
CORNER (TYPE 4c)**

* SEE NOTE 20 SHEET 1

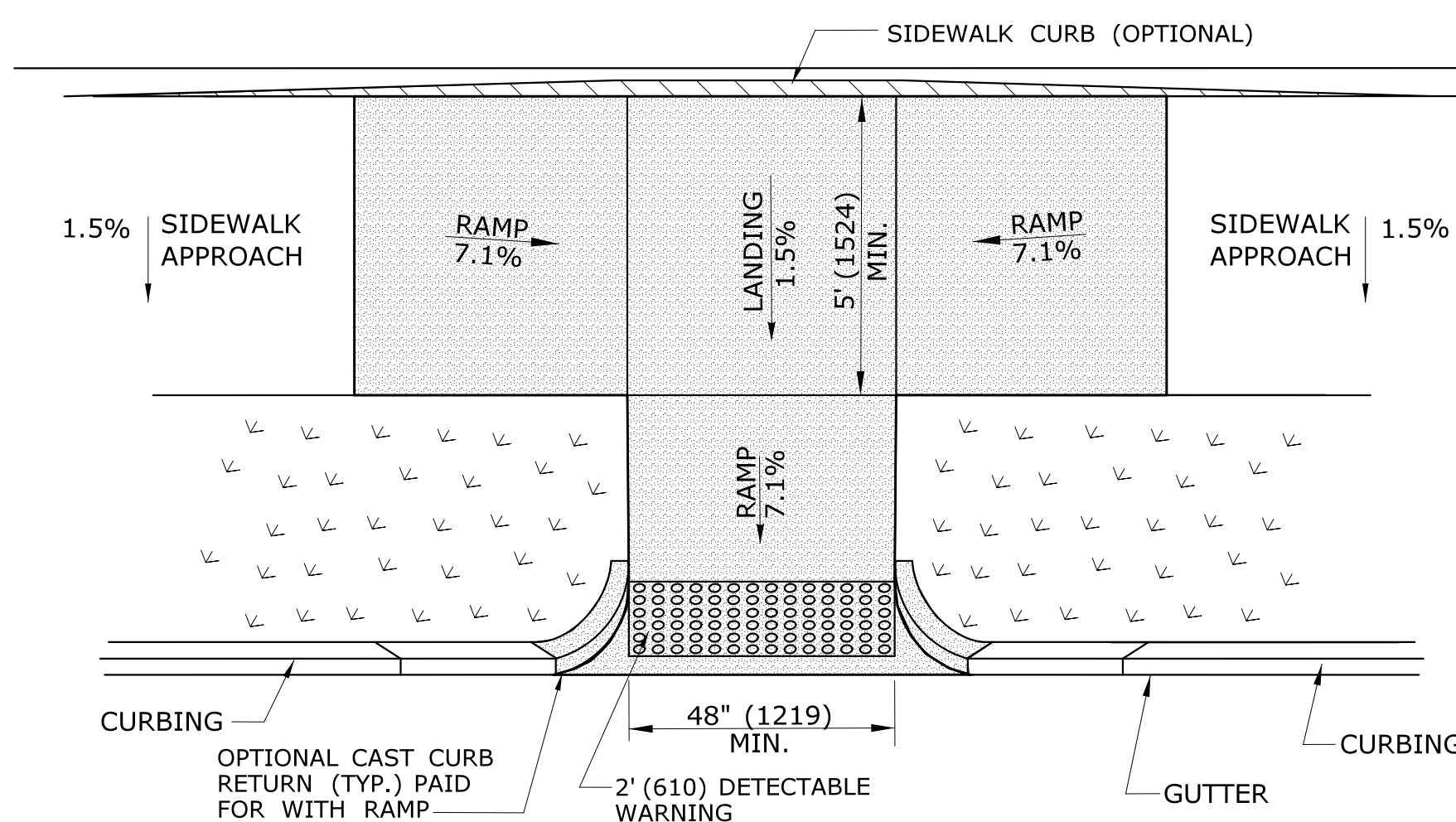


**DOUBLE PARALLEL SIDEWALK RAMP
W/LANDING AT BOTTOM ON CORNER (TYPE 4f)**

* SEE NOTE 20 SHEET 1

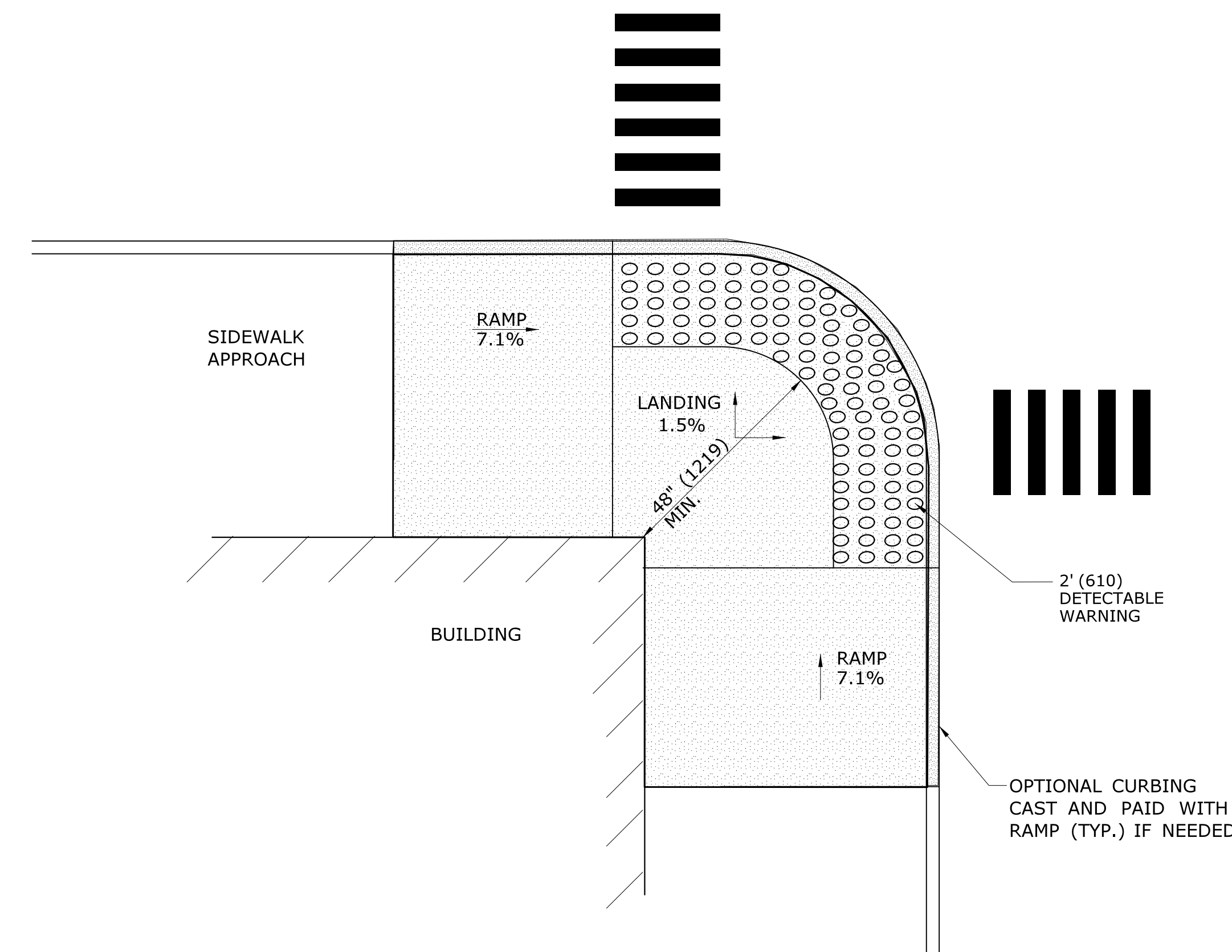


**SINGLE DIRECTION
PERPENDICULAR SIDEWALK RAMP
NO / UTILITY GRASS STRIP
(TYPE 4a)**

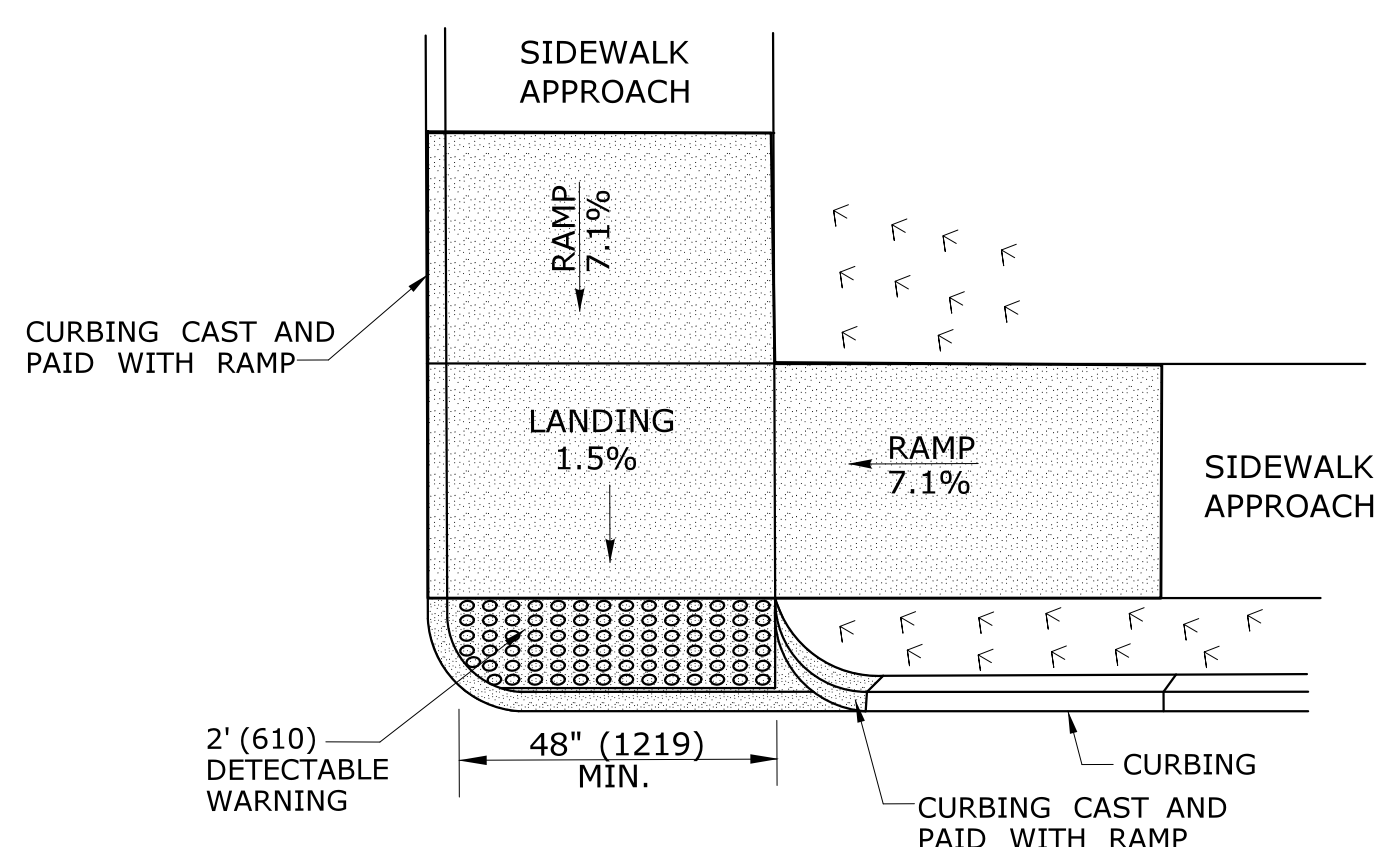


**PARALLEL/PERPENDICULAR SIDEWALK RAMP
COMBINATION W/ CURB RETURNS (TYPE 4d)**

* OPTIONAL FLARE ONE SIDE

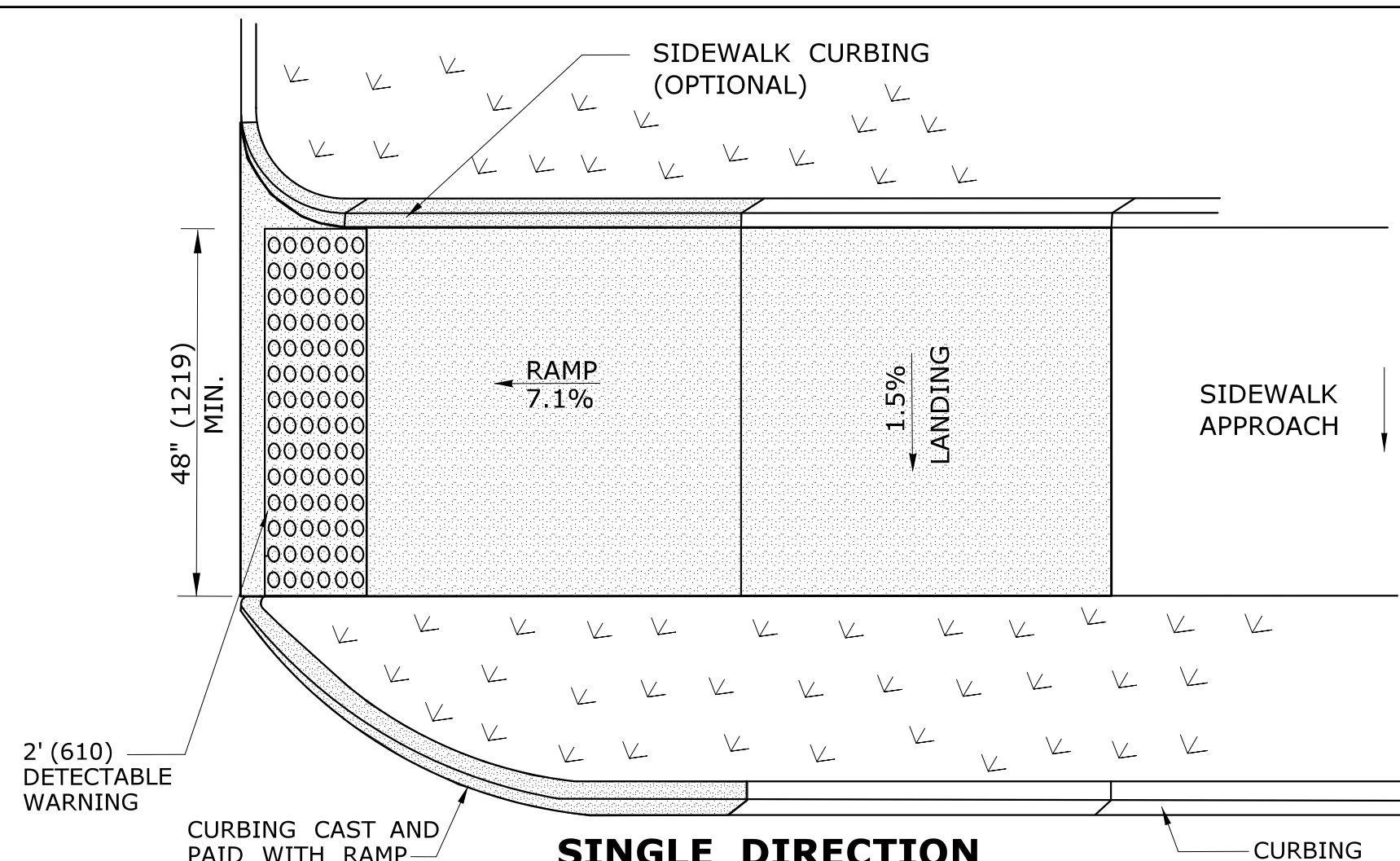


**RESTRICTED CONDITION
DIAGONAL SIDEWALK RAMP
(TYPE 4g)**



**DOUBLE DIRECTION
PARALLEL SIDEWALK RAMP
NO / UTILITY GRASS STRIP
(TYPE 4b)**

SEE NOTE 20 SHEET 1



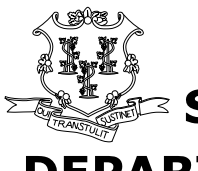
**SINGLE DIRECTION
PERPENDICULAR SIDEWALK RAMP
W/ UTILITY GRASS STRIP (TYPE 4e)**

REFER TO DETECTABLE WARNING PLACEMENT ON SHEET 4

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

REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 5/27/2014

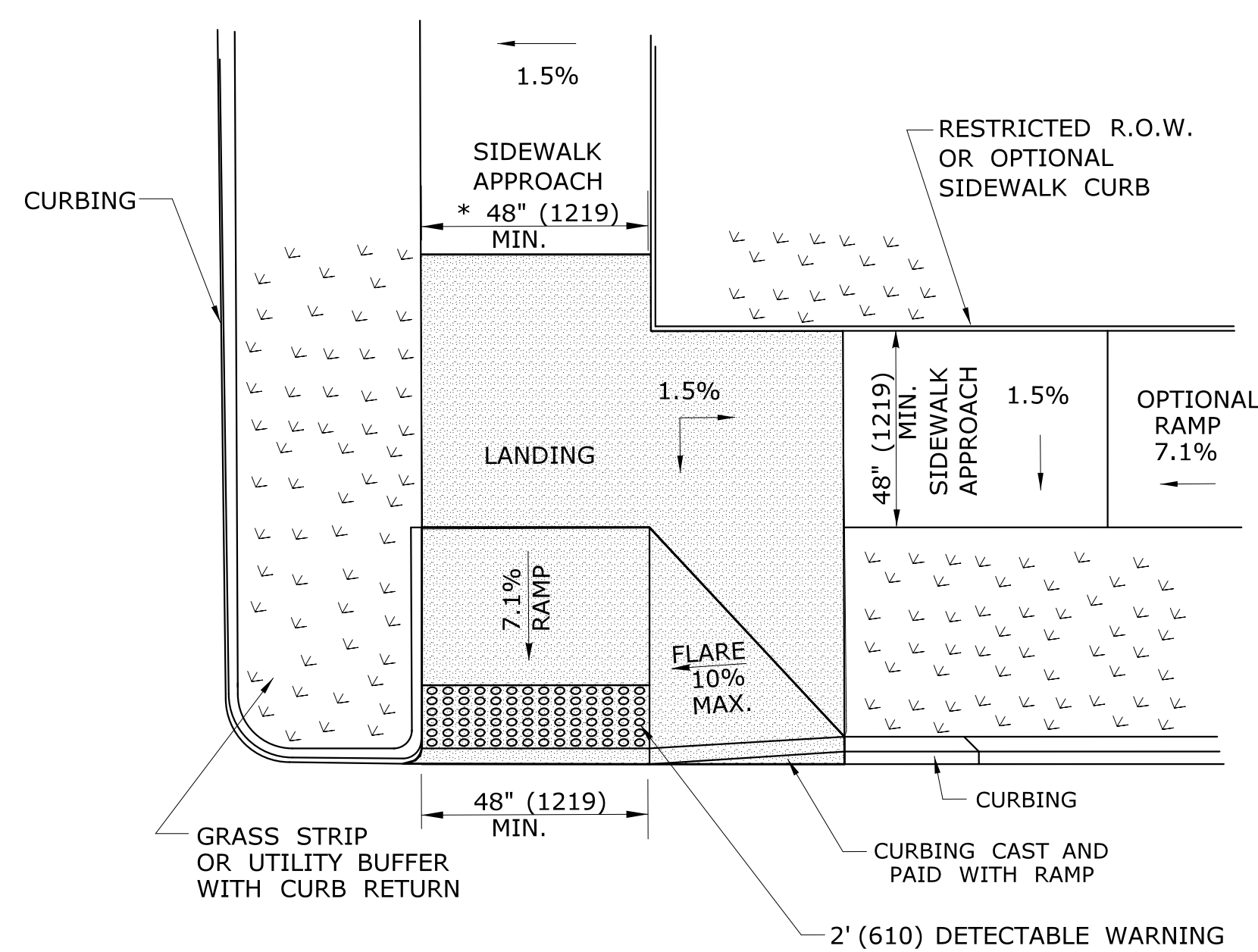
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STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

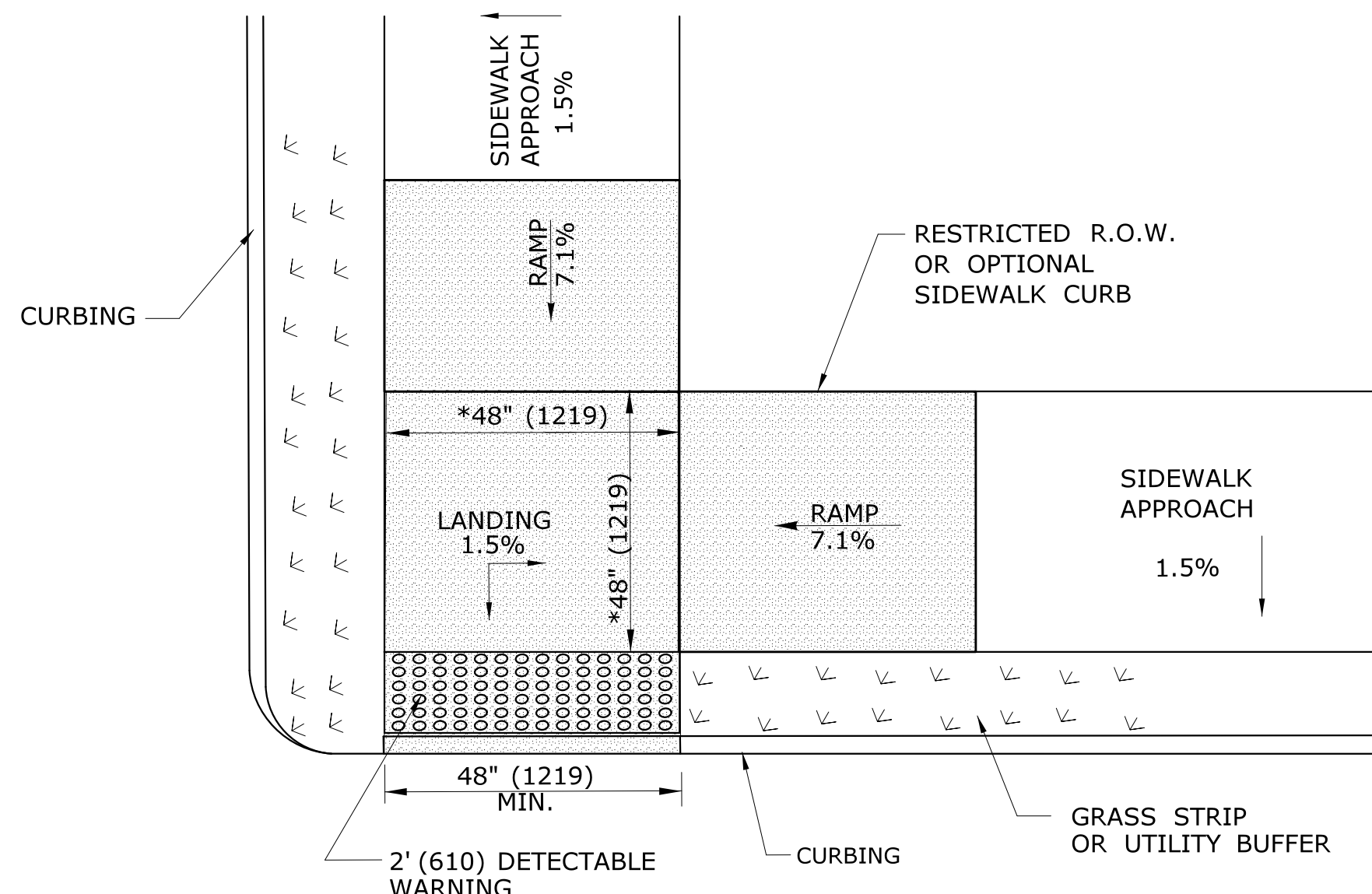
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PROJECT TITLE:	
TOWN:	
DRAWING TITLE:	SIDEWALK RAMP SHEET 2

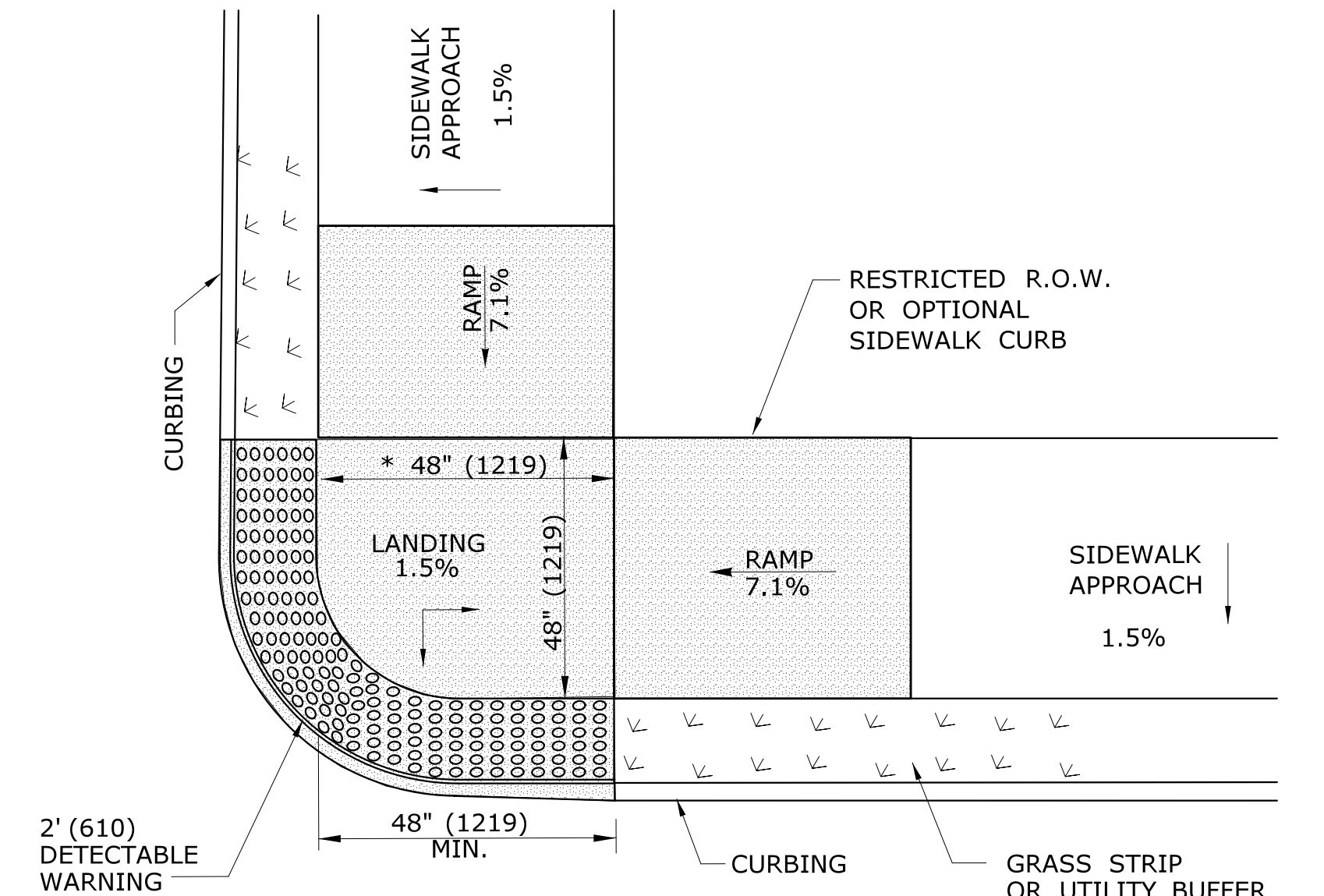
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DRAWING NO.	
SHEET NO.	



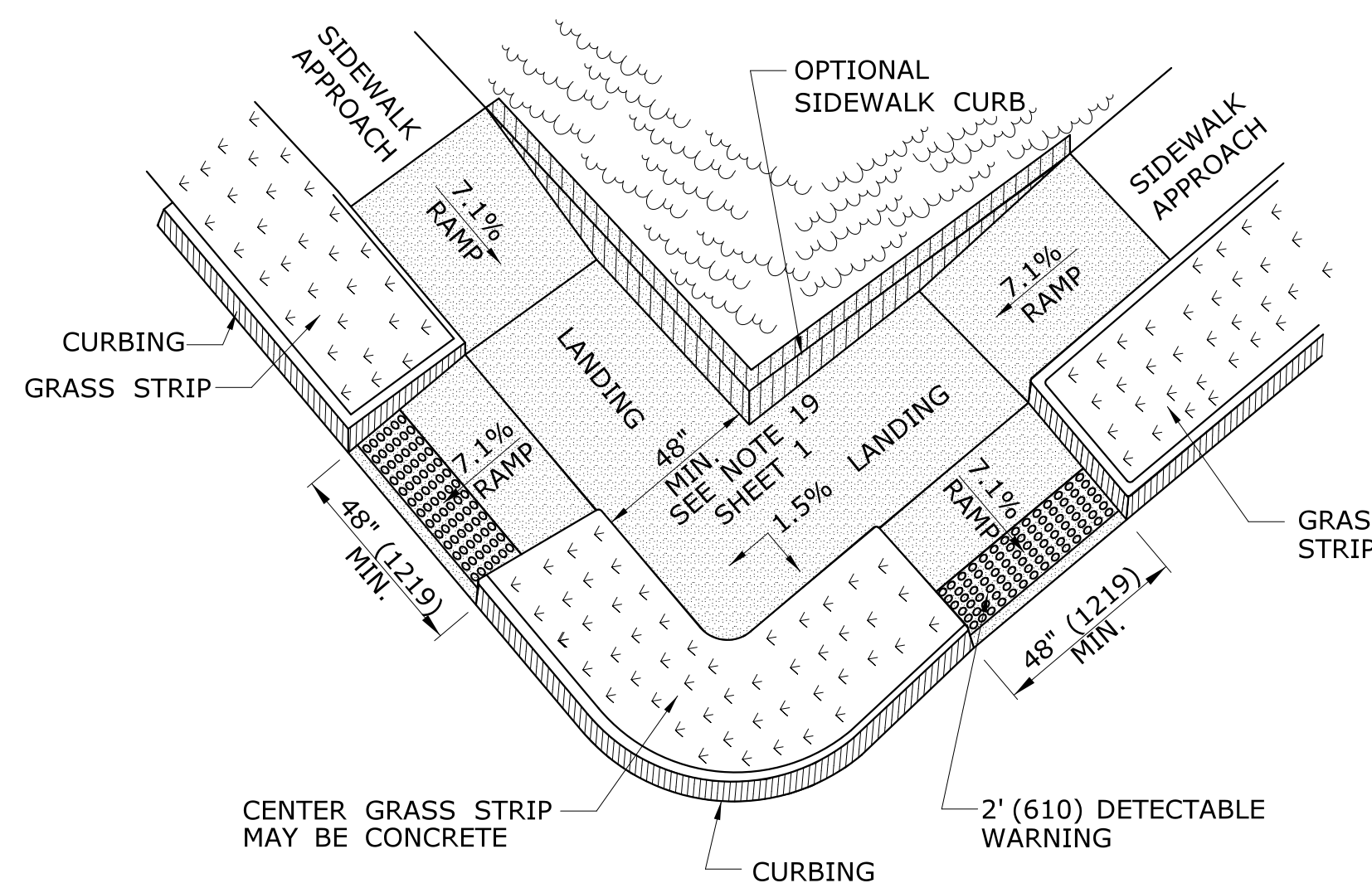
RESTRICTED CORNER PERPENDICULAR SIDEWALK RAMP (TYPE 5)
* SEE NOTE 19 SHEET 1



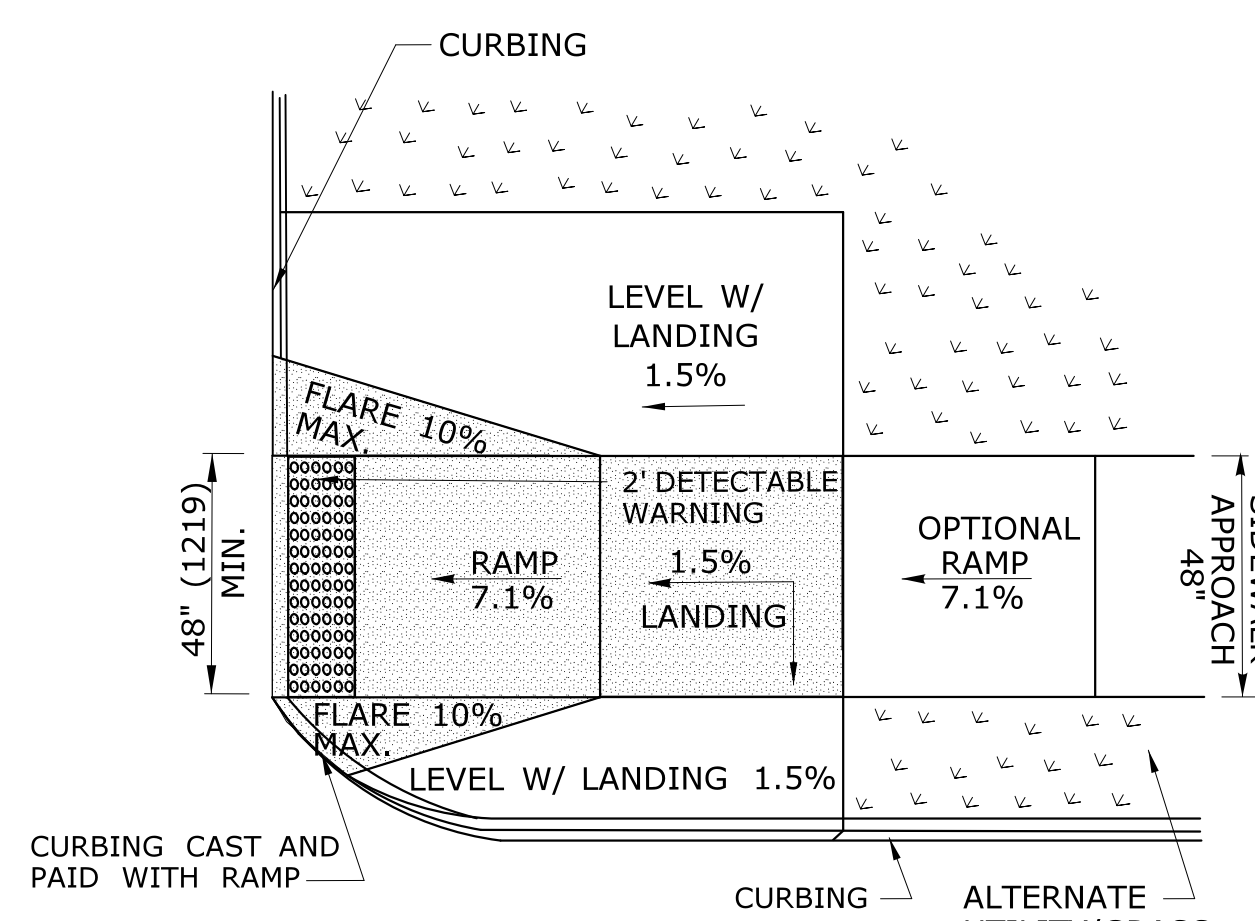
RESTRICTED CORNER PARALLEL DOUBLE SIDEWALK RAMP W/CENTER LANDING AND UTILITY GRASS STRIP (TYPE 5a)
* SEE NOTE 20 SHEET 1



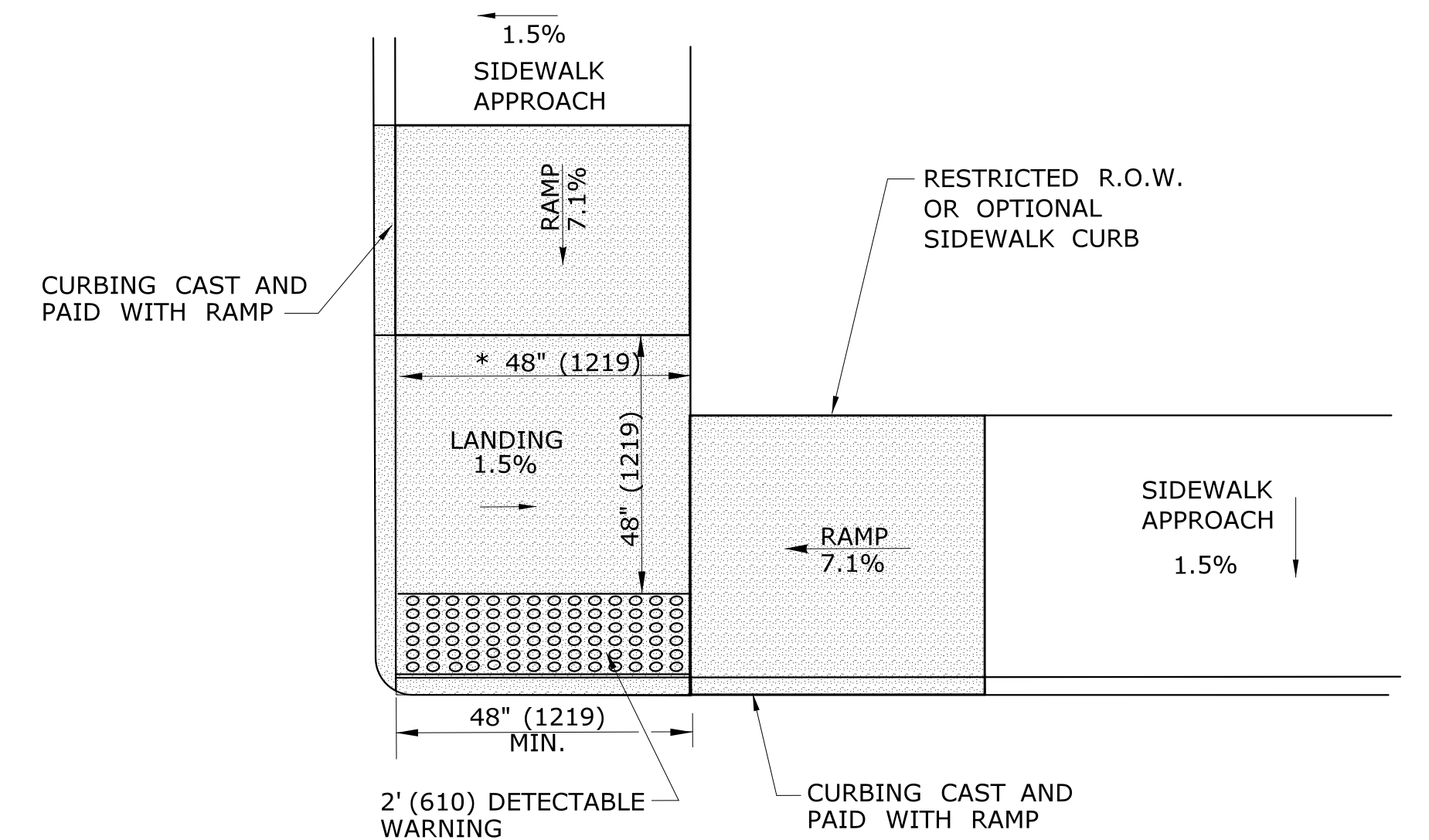
RESTRICTED CORNER PARALLEL SIDEWALK RAMP W/ CENTER LANDING TWO DIRECTION AND UTILITY GRASS STRIP (TYPE 5b)
* SEE NOTE 20 SHEET 1



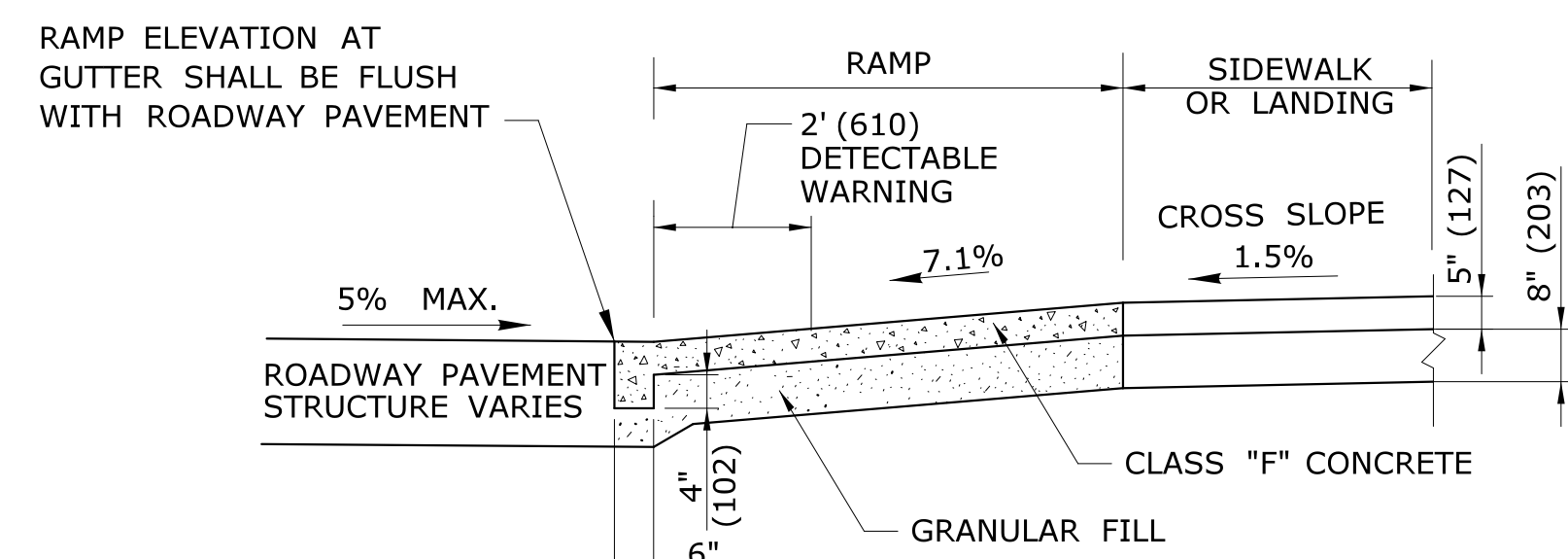
COMBINATION SIDEWALK RAMP (TYPE 6)
* SEE NOTE 19 SHEET 1



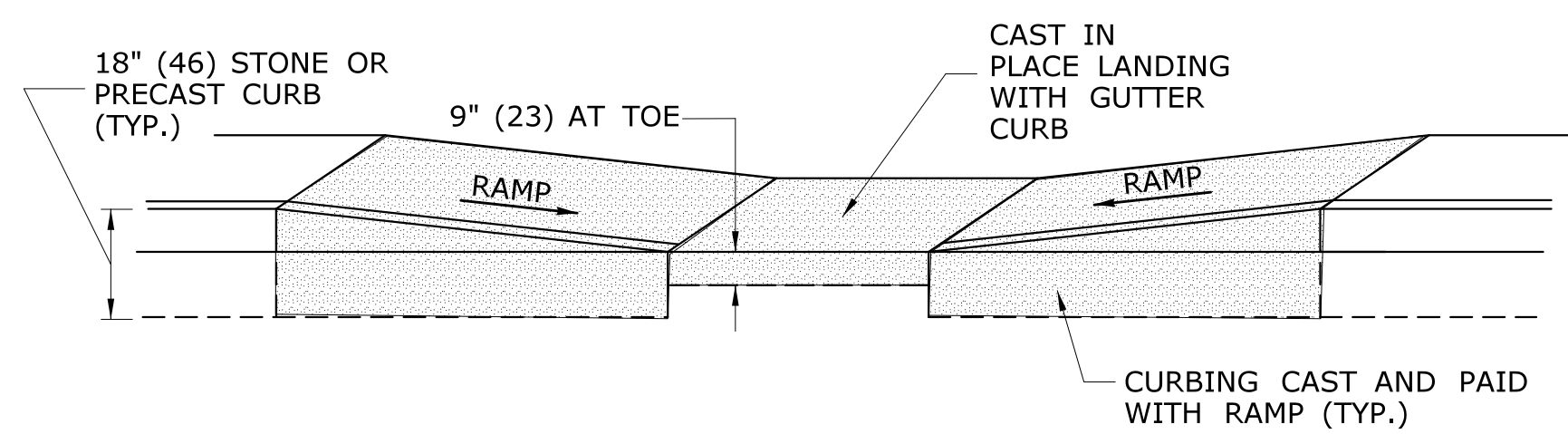
PERPENDICULAR SIDEWALK RAMP ONE DIRECTION ON CORNER (TYPE 6a)



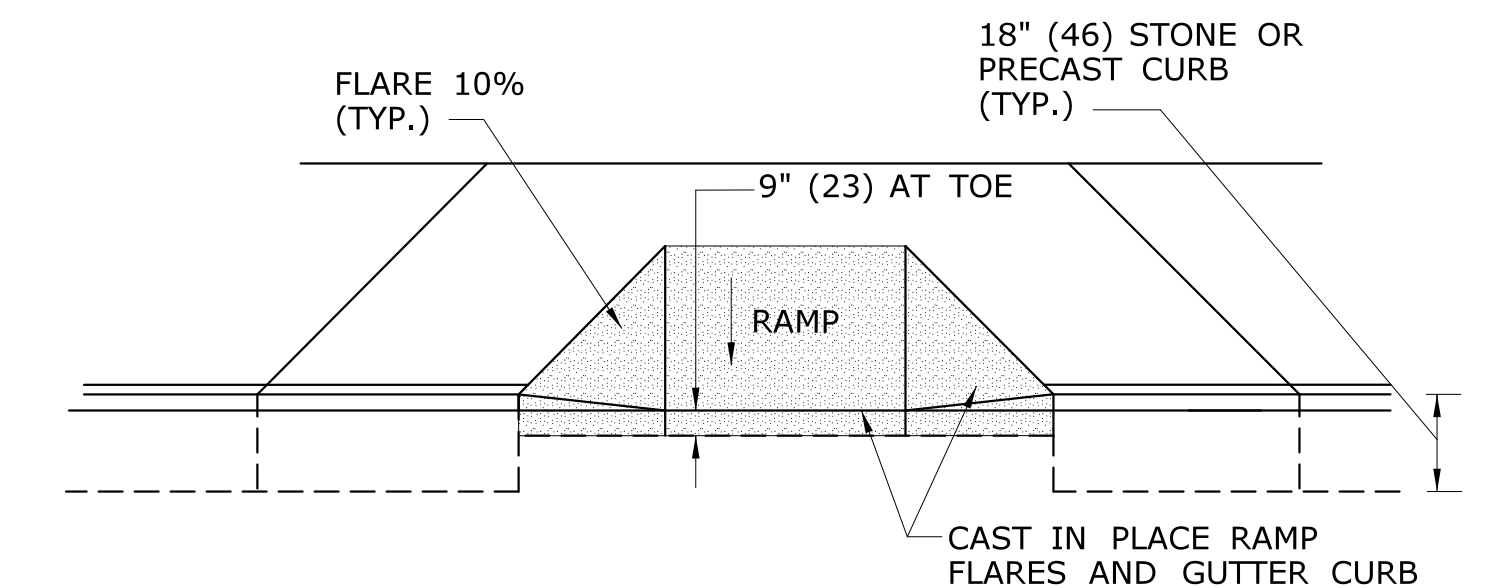
RESTRICTED CORNER PARALLEL SIDEWALK RAMP W/CENTER LANDING NO GRASS STRIP (TYPE 5c)
* SEE NOTE 20 SHEET 1



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



TYPICAL ELEVATION PARALLEL SIDEWALK RAMP WITH CAST IN PLACE GUTTER

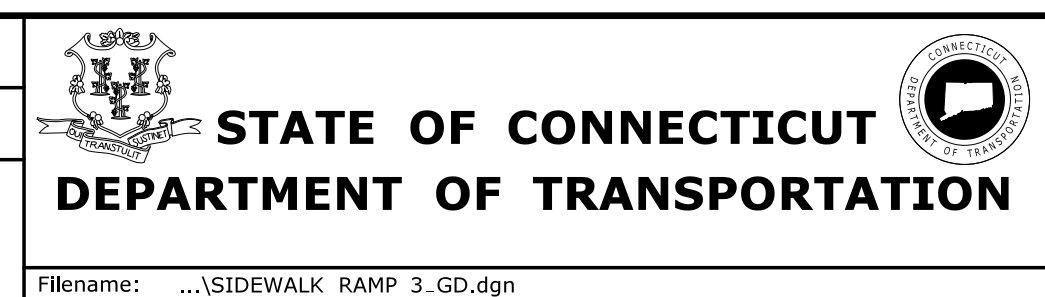


TYPICAL ELEVATION PERPENDICULAR SIDEWALK RAMP WITH CAST IN PLACE GUTTER

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

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PROJECT TITLE:
TOWN:
DRAWING TITLE:
SIDEWALK RAMP SHEET 3

PROJECT NO.
DRAWING NO.
SHEET NO.

DOCUMENT ALL LOOP DETECTOR VALUES BOTH CALCULATED AND MEASURED.

DEFINITIONS:

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

1: RESISTANCE:

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

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

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

2: LOOP CIRCUIT INDUCTANCE:

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

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

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

WHERE:
 L_T = TOTAL INDUCTANCE OF THE SEGMENTED ARRANGEMENT.
 L₁, L₂, L₃ = INDUCTANCE OF INDIVIDUAL LOOP SEGMENTS.

EXAMPLE: (IN ENGLISH)

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

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

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

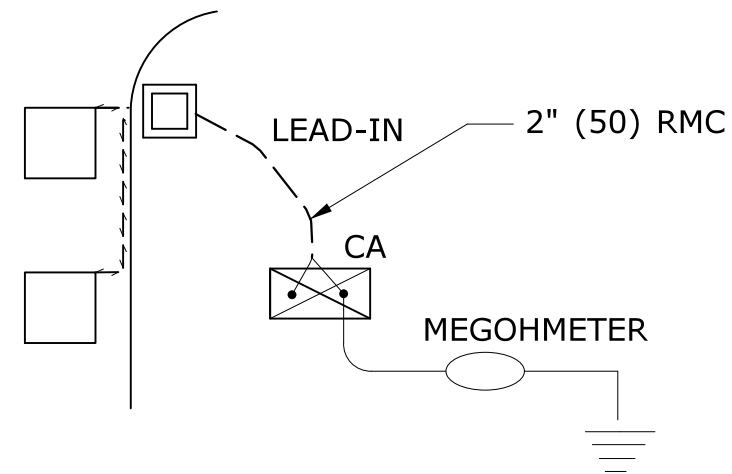
3: POWER INTERRUPTION:

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

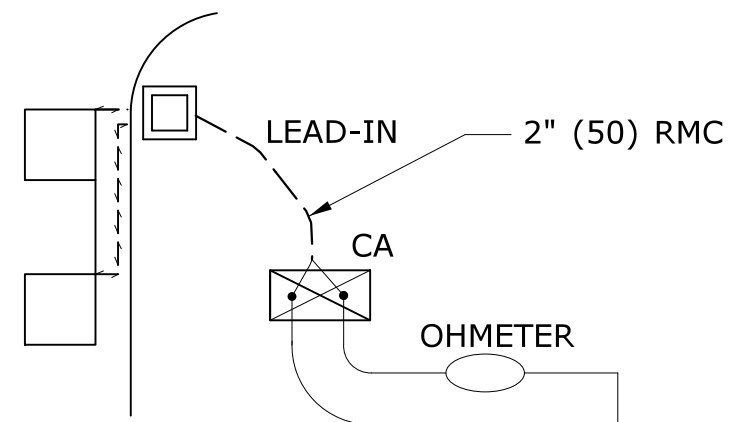
INDUCTIVE LOOP TEST PROCEDURE

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

DETECTOR AMPLIFIER PIN DESIGNATION



TEST 1a



TEST 1b

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

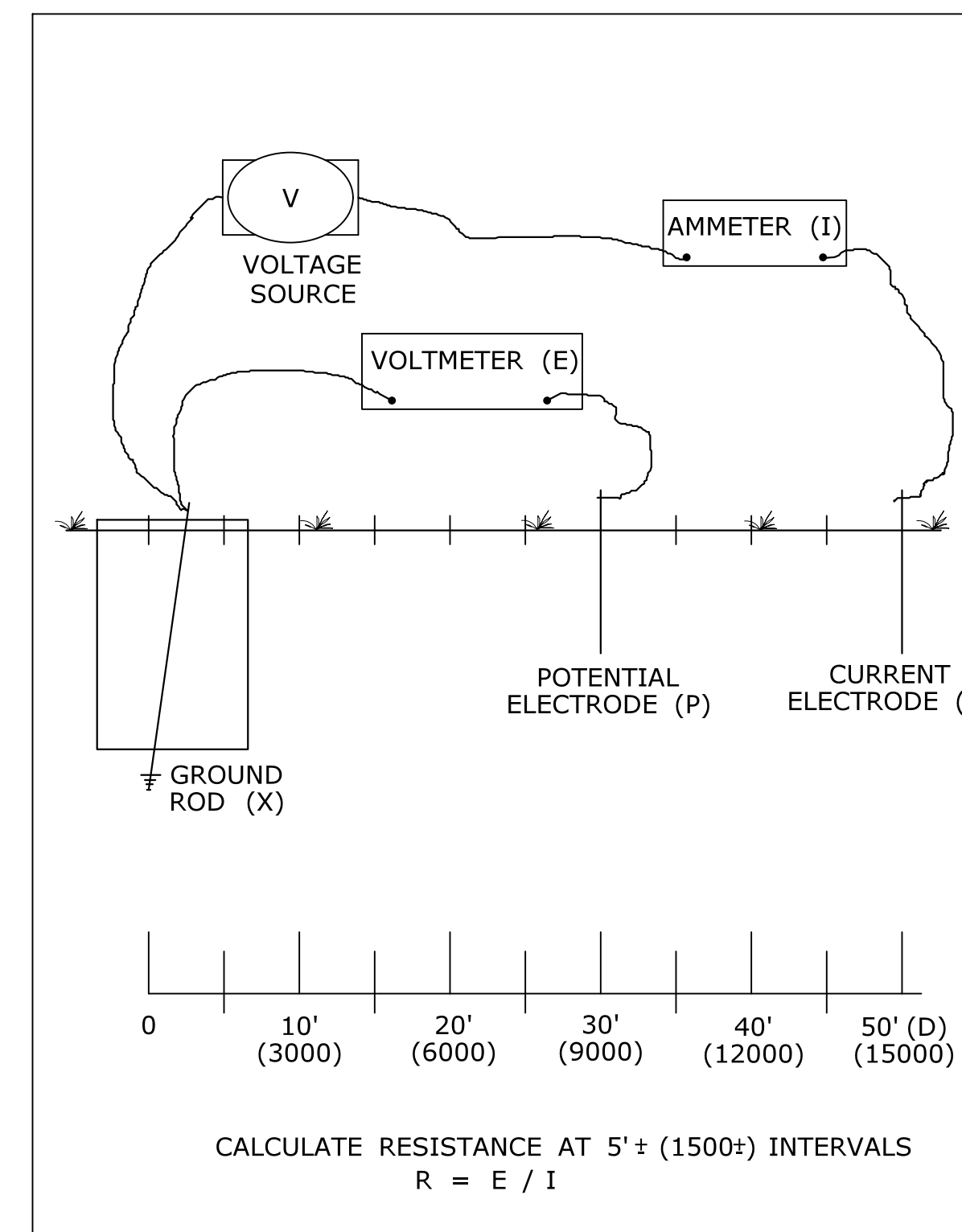
LOOP CIRCUIT TEST DATA (EXAMPLE)

TEST PROCEDURE:

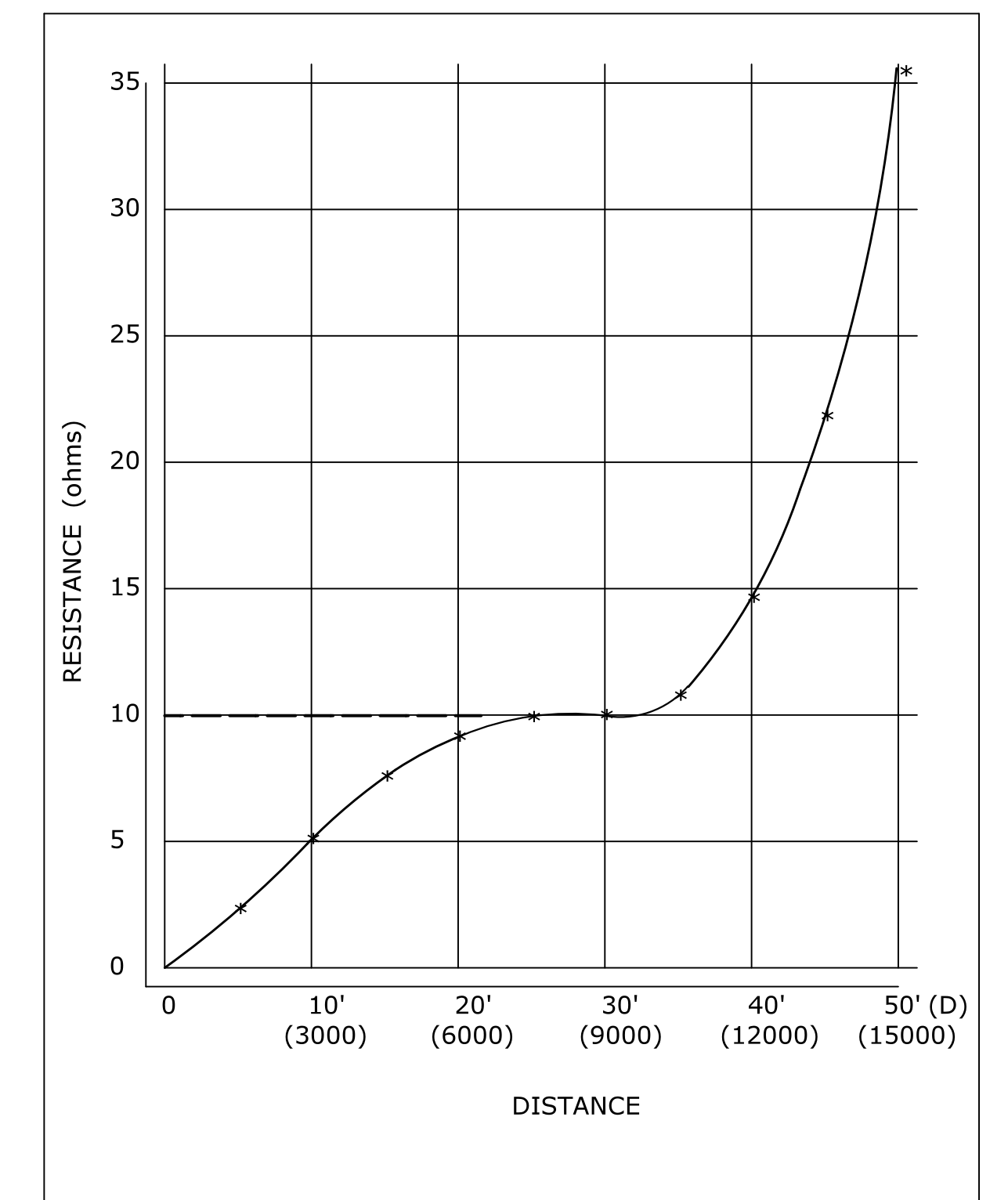
- INSERT ELECTRODE (C) A DISTANCE (D) FROM THE FOUNDATION. RECOMMEND A MINIMUM 50'.
- CONNECT A VOLTAGE SOURCE AND AMMETER BETWEEN THE FOUNDATION GROUND ROD (X) AND C.
- MEASURE THE CURRENT FLOW (I) BETWEEN X AND C.
- INSERT POTENTIAL ELECTRODE (P) AT 5' (1500) INTERVALS IN A STRAIGHT LINE TO ELECTRODE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

SUGGESTED CORRECTIVE ACTION:

- A. INSTALL ADDITIONAL 10' (3000) GROUND ROD(S). REFER TO NESC SECTION 09, RULE 94.B.2. DRIVE ADDITIONAL GROUND RODS NO CLOSER TO FOUNDATION THAN 6' (1800). IF MORE THAN ONE IS NEEDED, SPACE MINIMUM 6' (1800) APART. BONDS TO ADDITIONAL GROUND ROD(S) SHALL BE MADE BY A CLAMP DESIGN FOR DIRECT BURIAL OR BY EXOTHERMIC WELDING TECHNIQUE. TOP OF ADDITIONAL GROUND ROD(S) SHALL BE 6" (150) BELOW GRADE.
- B. IN AREAS OF SHALLOW BEDROCK, INSTALL A GROUND GRID OR ARRAY CONSISTING OF BURIED WIRE, RODS, STRIPS OR PLATES. REFER TO NESC SECTION 09, RULE 94.B.3. REFER TO NEC SECTION 250. MINIMUM DEPTH OF 18" (450). GRID CONNECTIONS AND BONDS ON GROUND GRID SHALL BE MADE BY CLAMPS DESIGNED FOR DIRECT BURIAL OR BY EXOTHERMIC WELDING TECHNIQUE.



3 POINT GROUND RESISTANCE TEST CIRCUIT



GROUND RESISTANCE CHART (EXAMPLE)

NOTES:

1. WHEN REQUESTED BY THE ENGINEER, MEASURE RESISTANCE-TO-GROUND OF GROUND ROD AT TRAFFIC CONTROL FOUNDATIONS. SEE FALL-OF-POTENTIAL METHOD. IF LESS THAN 10 ohms, INSTALL SUPPLEMENTAL ELECTRODES AS REQUIRED. NEC ARTICLE 250.
2. DURING THE TEST, THE GROUND ROD SHOULD NOT BE BONDED TO ANY RMC IN THE FOUNDATION.
3. THE VOLTAGE SOURCE, VOLTMETER, AMMETER, ELECTRODES P AND C, AND CONNECTING CABLES ARE AVAILABLE AS A SPECIALIZED TEST INSTRUMENT.
4. REFER TO NATIONAL ELECTRICAL SAFETY CODE (NESC) SECTION 09, GROUNDING METHODS FOR ELECTRIC SUPPLY AND COMMUNICATIONS FACILITIES.
5. REFER TO NATIONAL ELECTRICAL CODE (NEC) CHAPTER 2, ARTICLE 250, GROUNDING.

3 POINT FALL-OF-POTENTIAL GROUND RESISTANCE TEST

LEGEND AS SHOWN ON TRAFFIC CONTROL SIGNAL PLAN:

	INDUCTIVE LOOP DETECTOR
	SAW CUT
	RIGID METAL CONDUIT
	HANDHOLE

REV.	DATE	REVISION DESCRIPTION
2	1-2014	REVISED GROUND RESISTANCE NOTES.
1	4-2012	MINOR REVISIONS.

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

Plotted Date: 1/7/2014

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

NOT TO SCALE

STATE OF CONNECTICUT
 DEPARTMENT OF TRANSPORTATION

FILENAME: CTDOT-TRAFFIC-STD.DGN Model: TR-1000_01

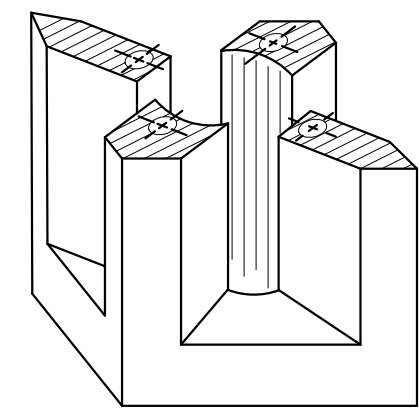
SUBMITTED BY: NAME/DATE/TIME: Tracy A. Fogarty

APPROVED BY: NAME/DATE/TIME: Charles S. Hill

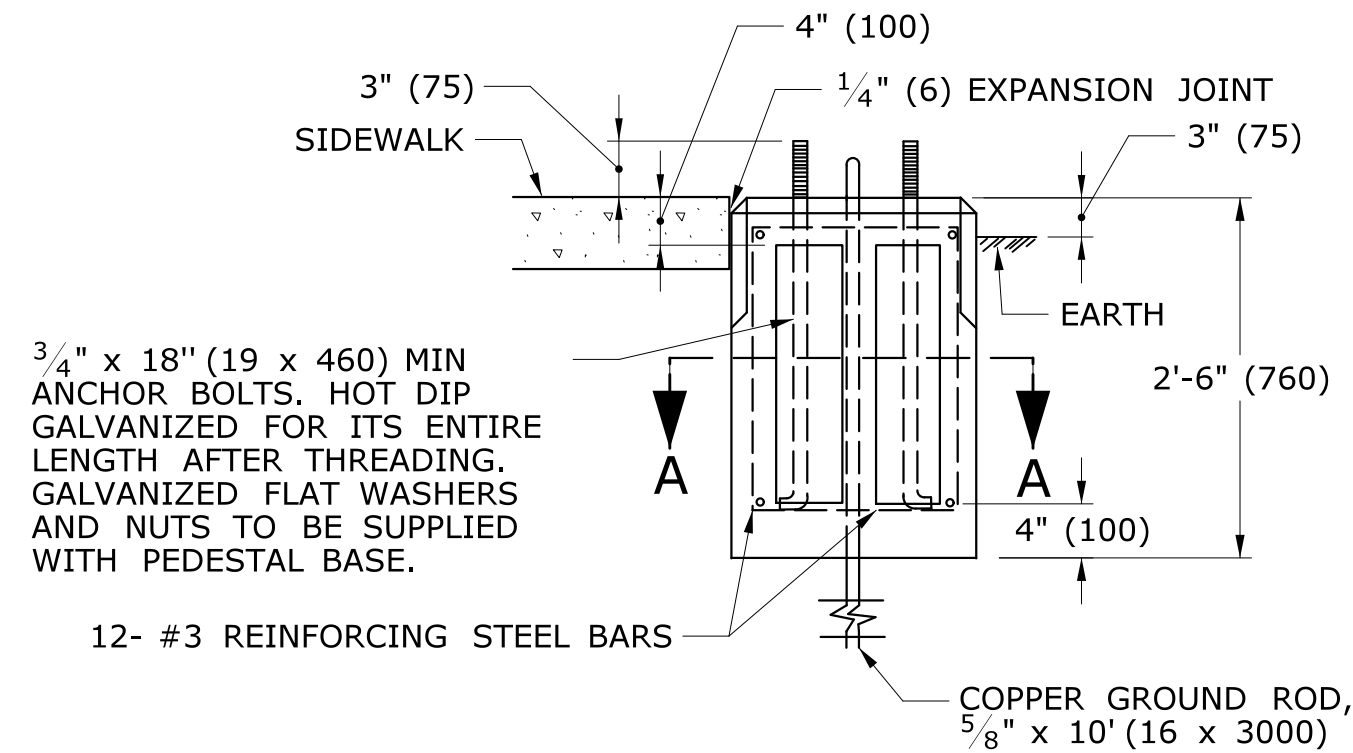
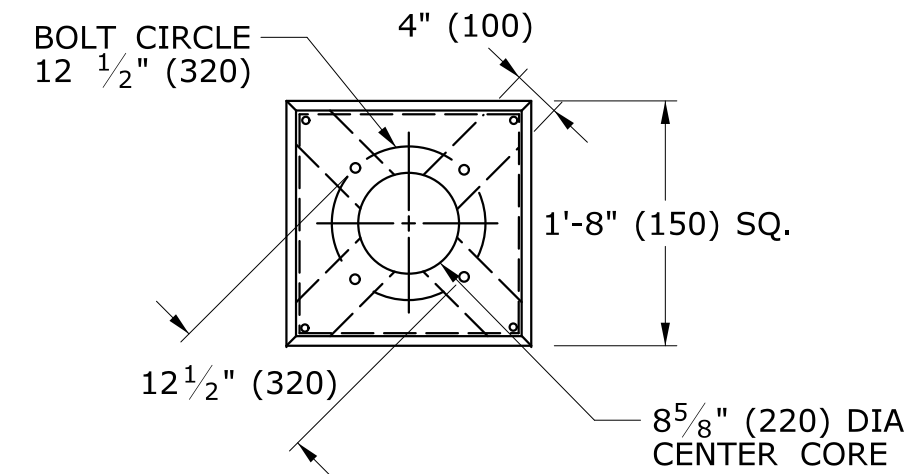
CTDOT
 STANDARD SHEET
 OFFICE OF ENGINEERING

STANDARD SHEET TITLE: GENERAL CLAUSES (TEST PROCEDURES)

STANDARD SHEET NO.: TR-1000_01



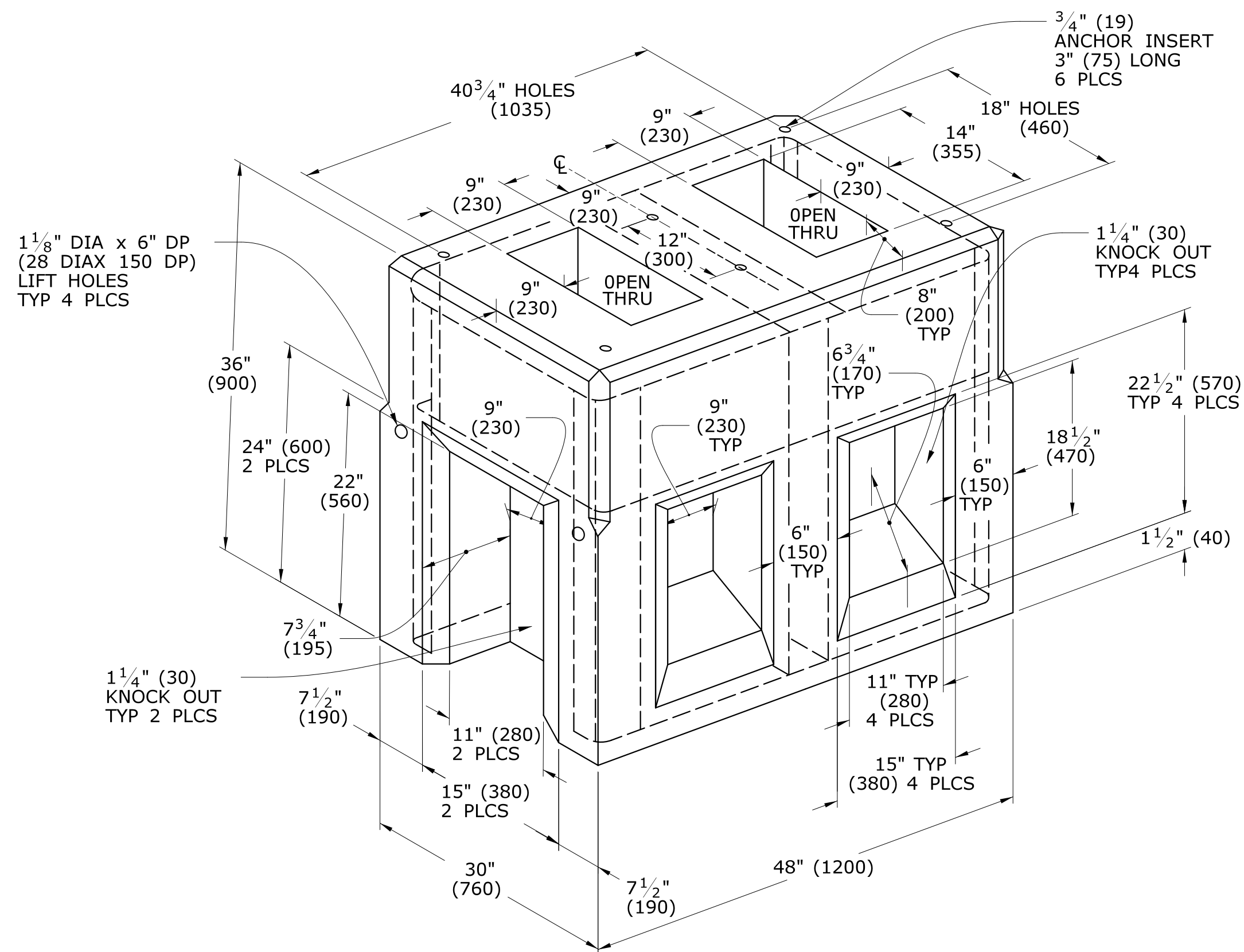
PICTORIAL SECTION A-A



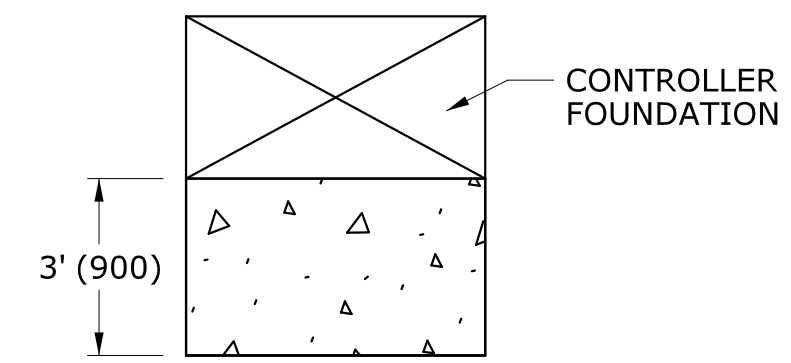
TRAFFIC CONTROL FOUNDATION PEDESTAL - TYPE I - PRECAST

NOTES:

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

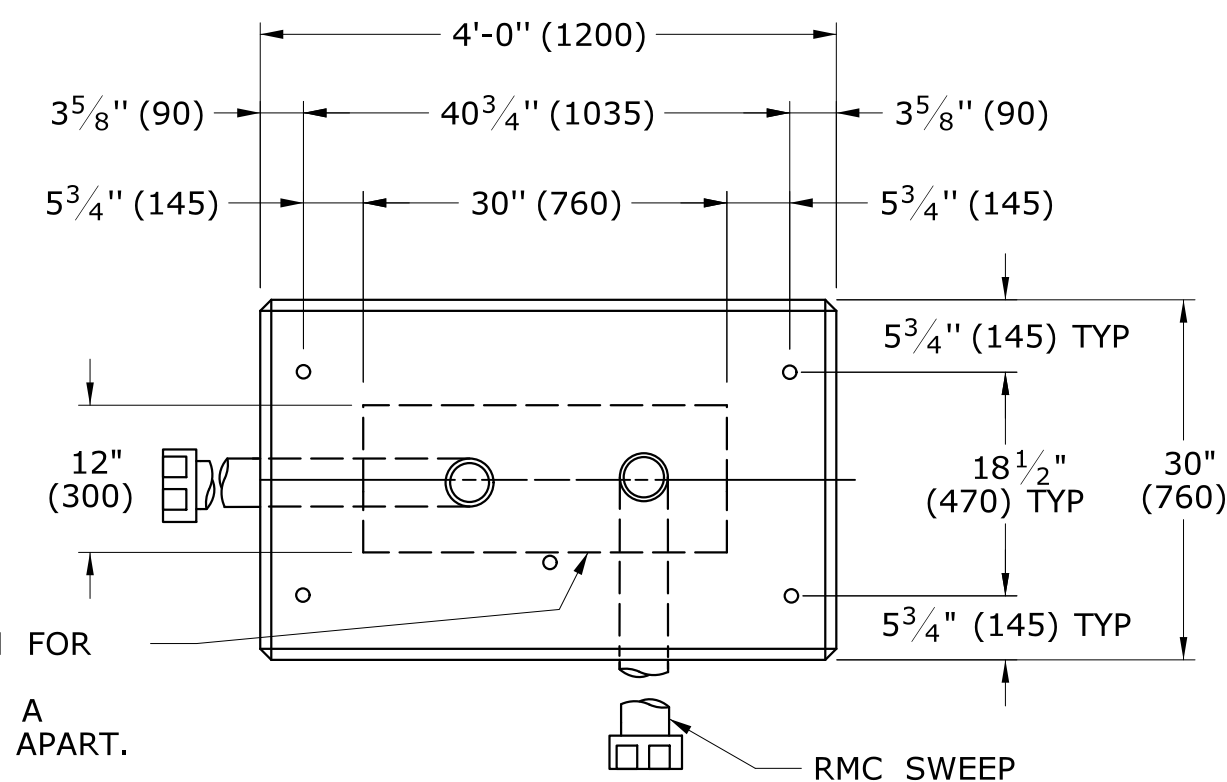


TRAFFIC CONTROL FOUNDATION CONTROLLER - TYPE IV - PRECAST

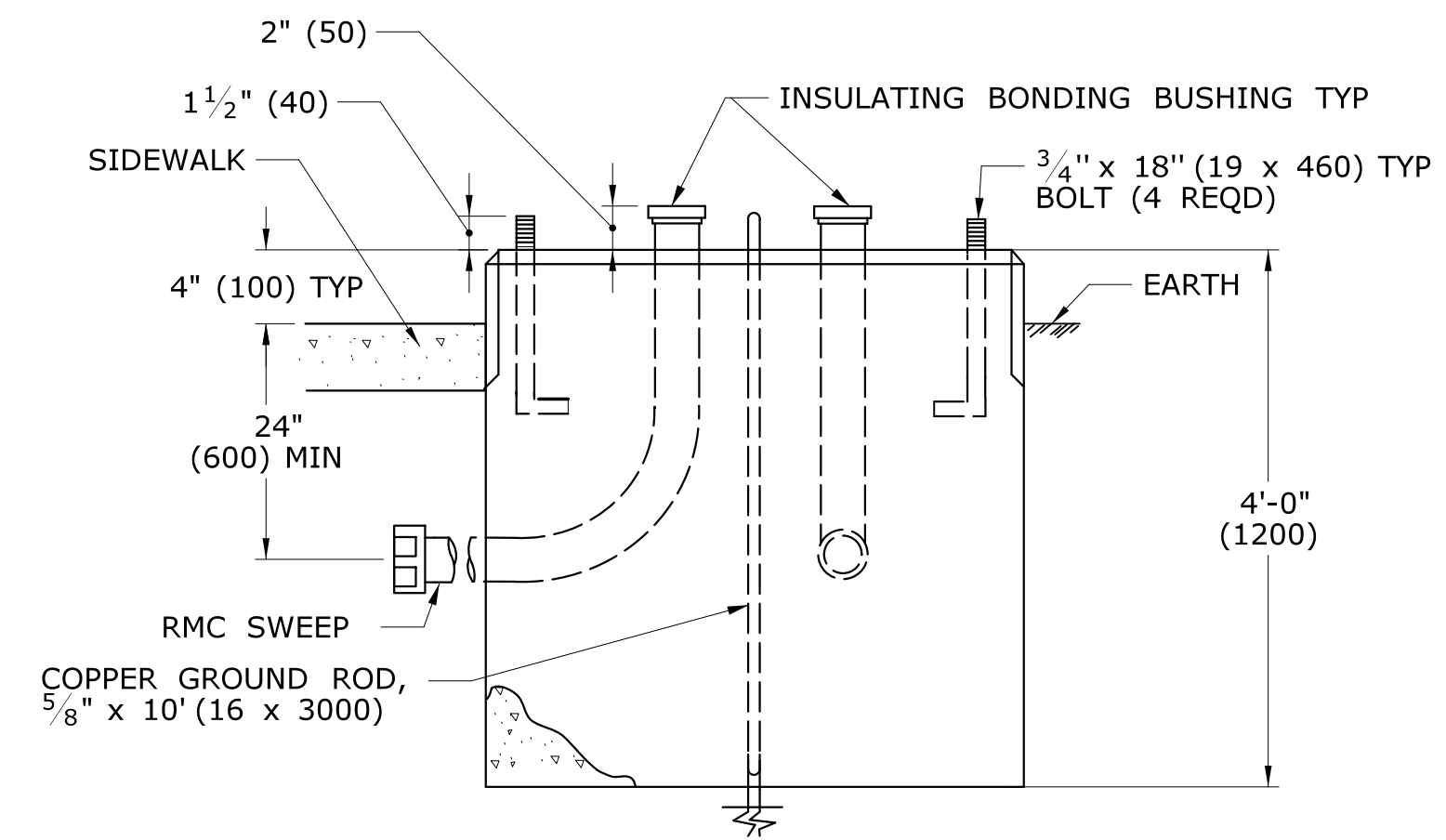


INSTALL PRECAST OR CAST IN PLACE CONCRETE SIDEWALK ON CABINET DOOR SIDE OF CONTROLLER FOUNDATION.
PITCH SIDEWALK 1/4" PER FOOT (20 PER METER) AWAY FROM THE CONTROLLER FOUNDATION.
REFER TO HIGHWAY STANDARD SHEET HW-921.01 FOR SIDEWALK CONSTRUCTION.

TYPICAL CONCRETE SIDEWALK AT CONTROLLER FOUNDATION



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



TRAFFIC CONTROL FOUNDATION CONTROLLER - TYPE IV - CAST IN PLACE

NOTES:

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

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

REV.	DATE	REVISION DESCRIPTION
2	1-2014	REMOVED SPAN POLE FOUNDATION DETAILS, REVISED TYPICAL CONCRETE SIDEWALK AT CONTROLLER FOUNDATION.
1	4-2012	MINOR REVISIONS.

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

Plotted Date: 1/7/2014

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

NOT TO SCALE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

File name: CTDOT_TRAFFIC_STD.DGN Model: TR-1002_01

SUBMITTED BY: NAME/DATE/TIME:
APPROVED BY: NAME/DATE/TIME:

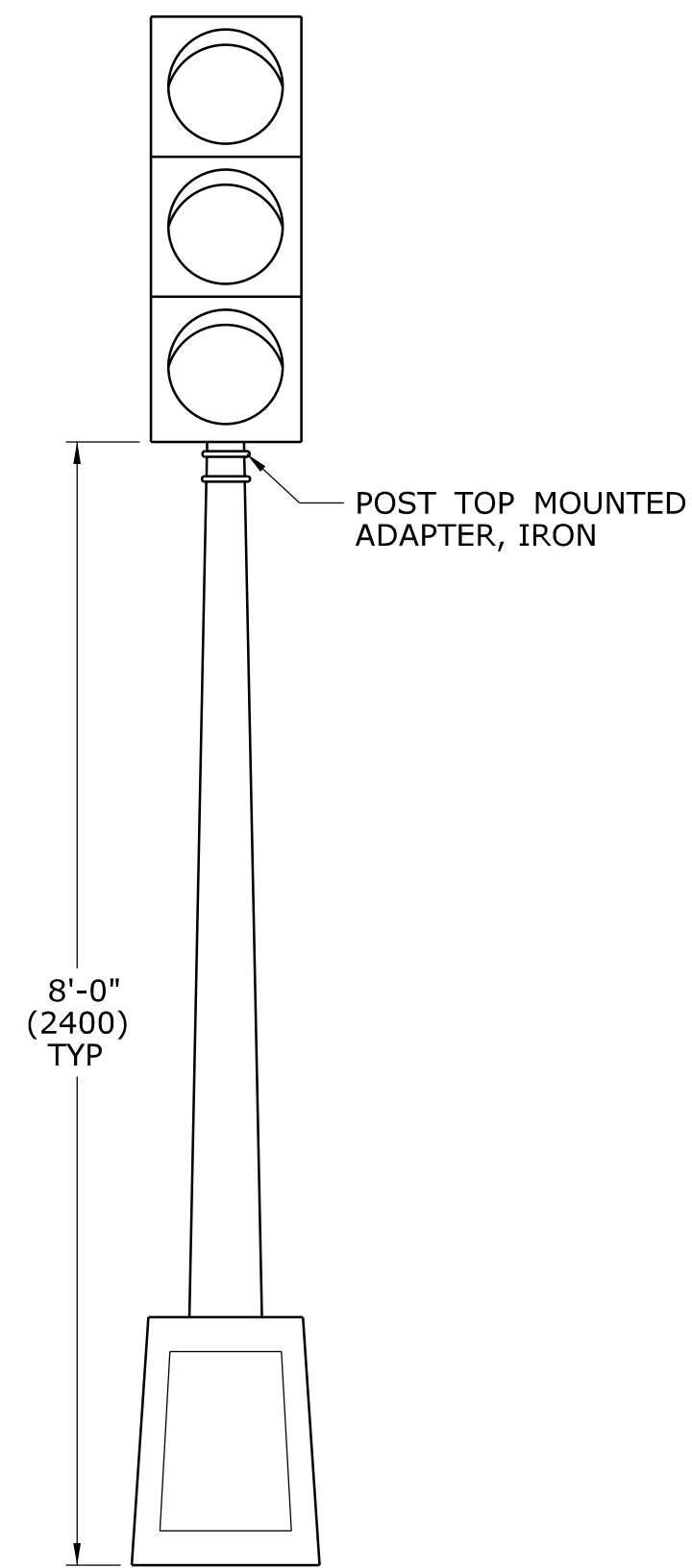
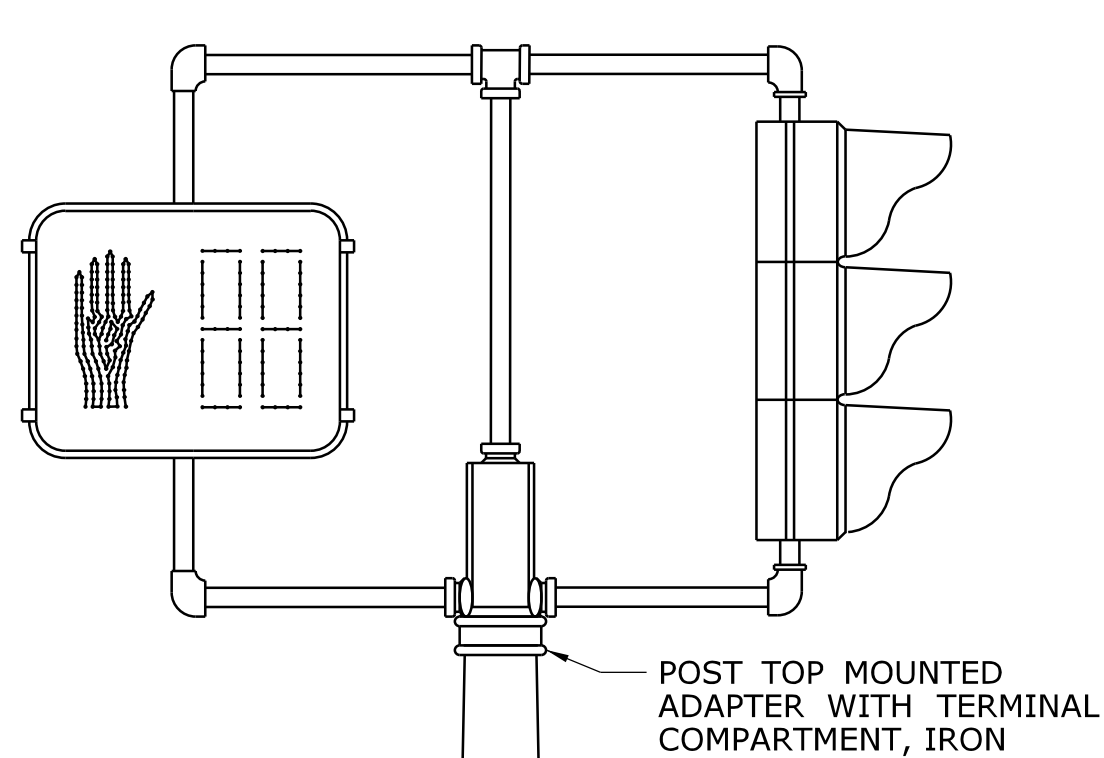
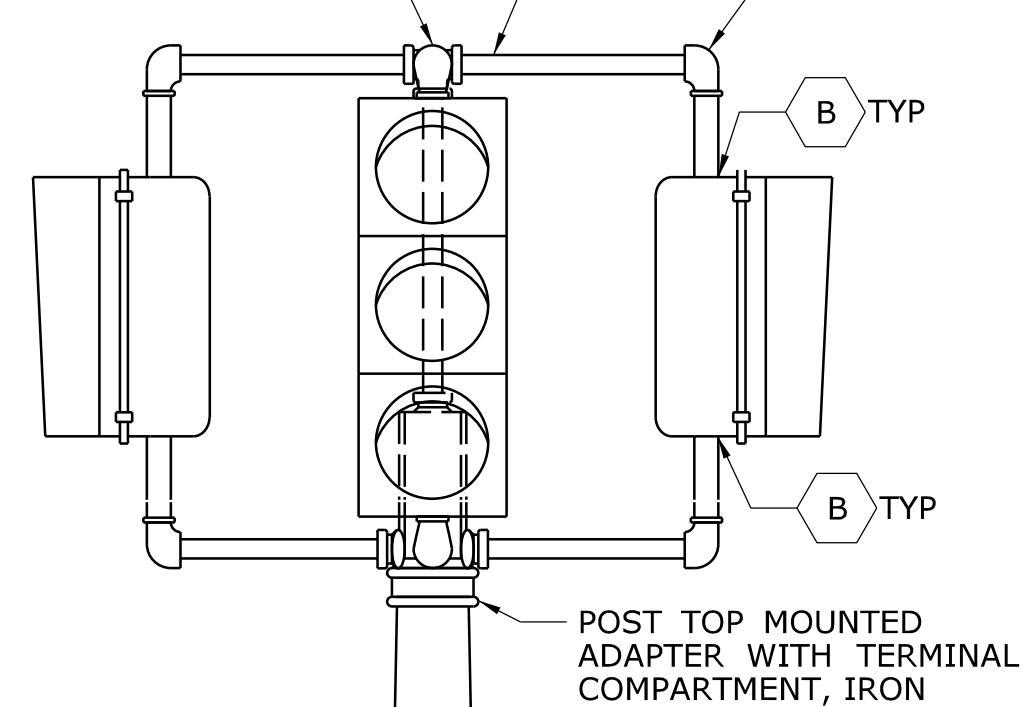
CTDOT
STANDARD SHEET
OFFICE OF ENGINEERING

STANDARD SHEET TITLE:
TRAFFIC CONTROL FOUNDATIONS

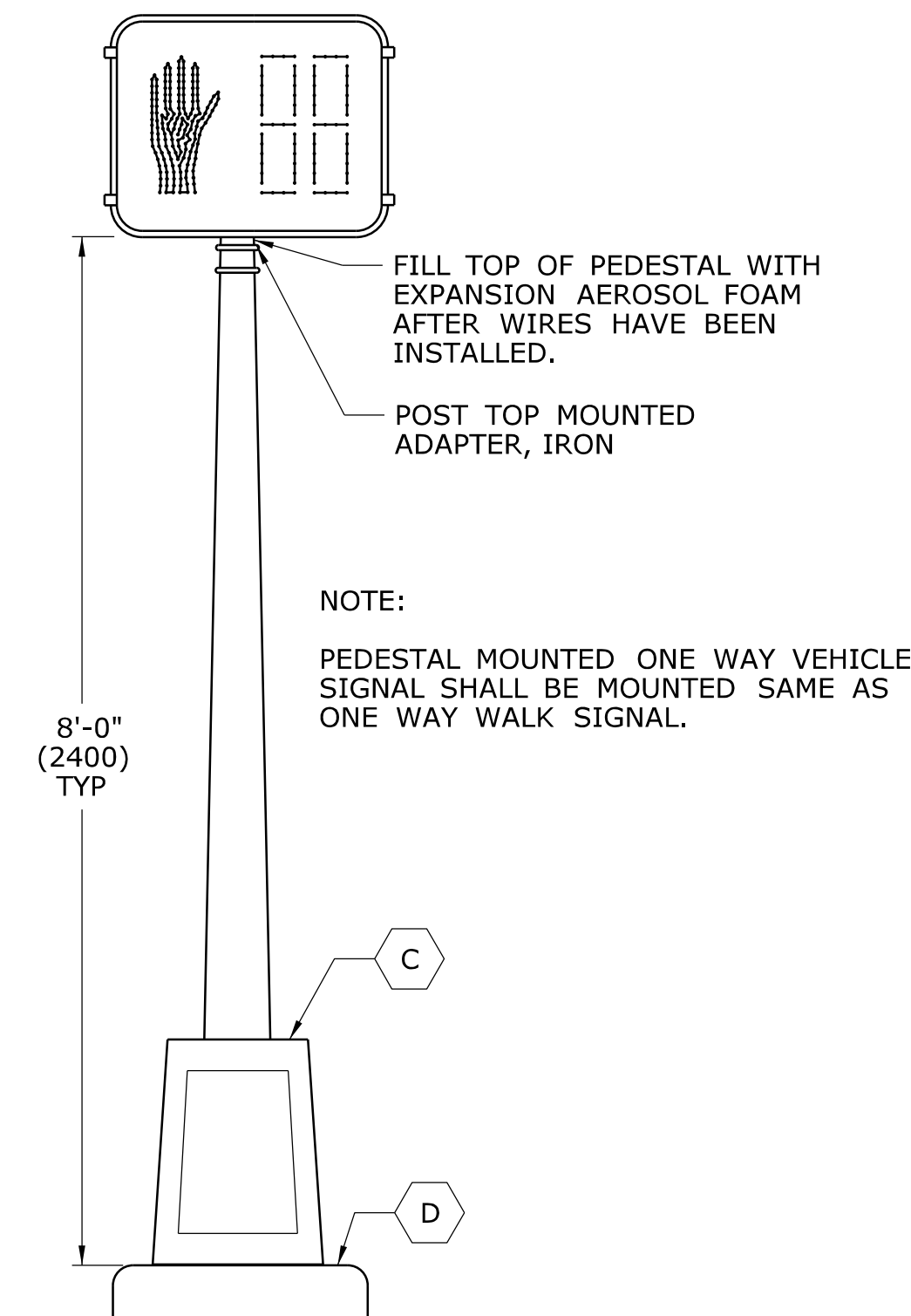
STANDARD SHEET NO.:
TR-1002_01

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

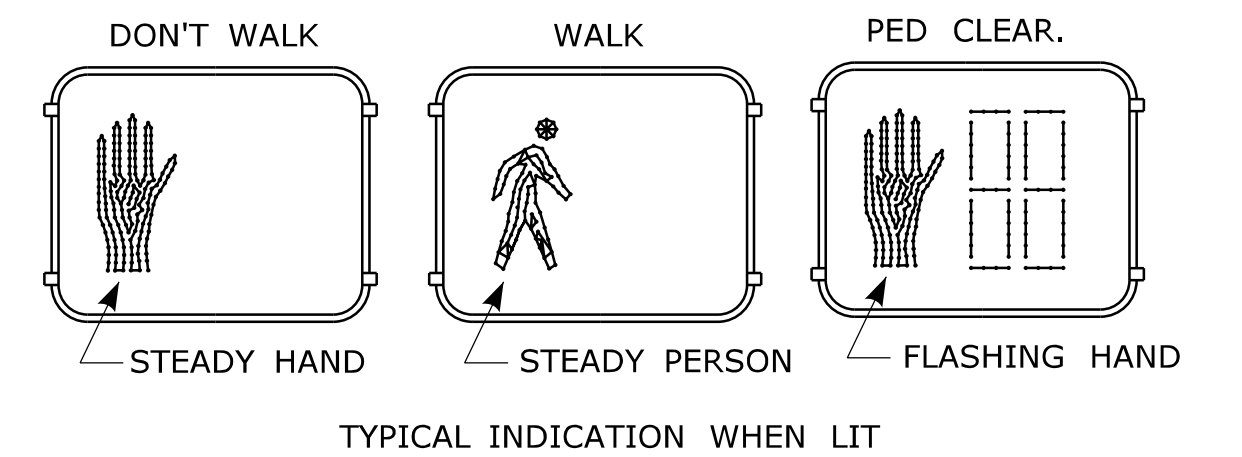
1 1/2" (38) NIPPLE, STEEL, TYP



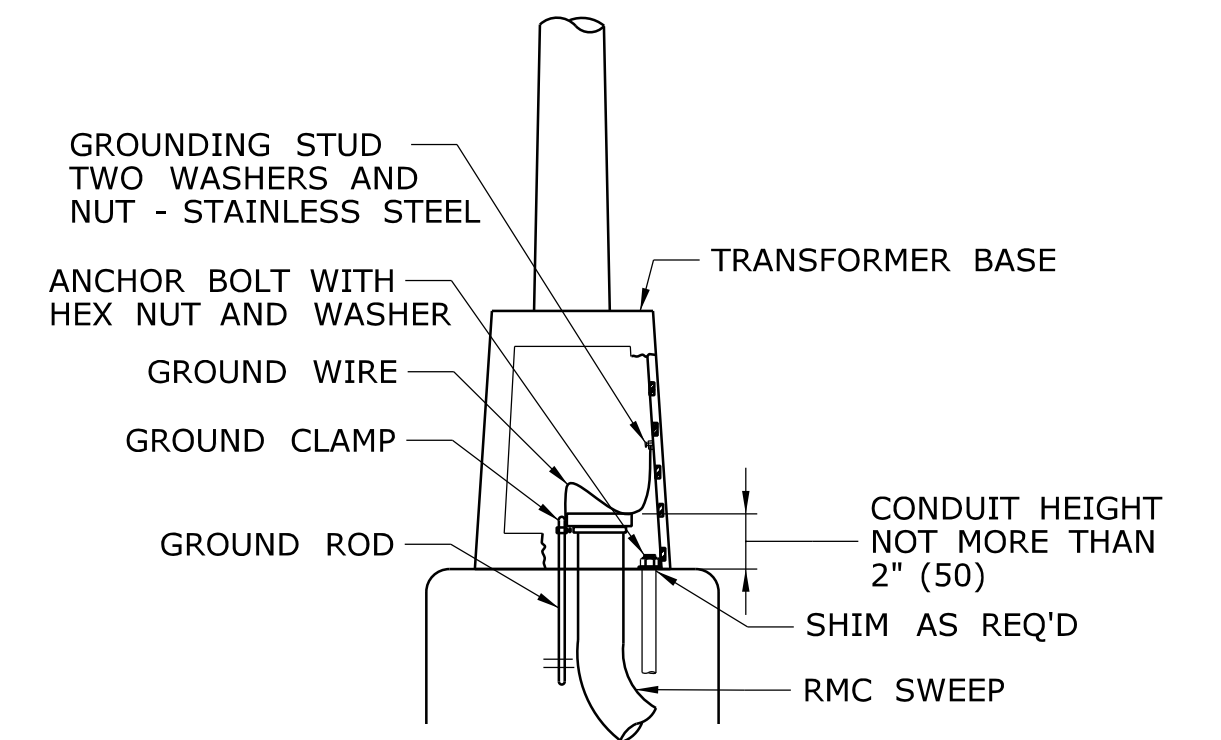
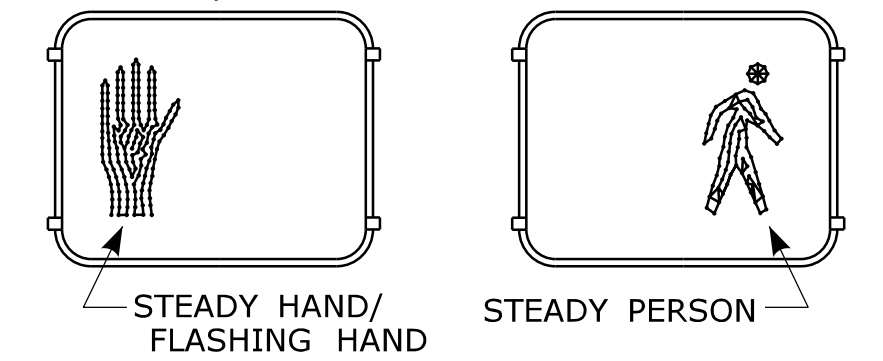
**ONE WAY TRAFFIC SIGNAL
PEDESTAL MOUNTED**



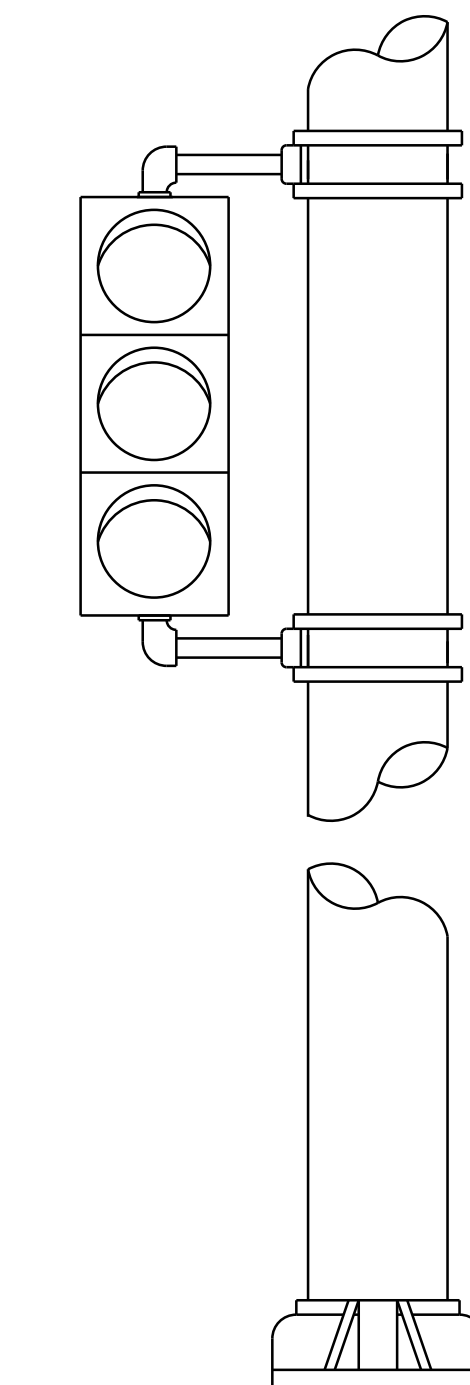
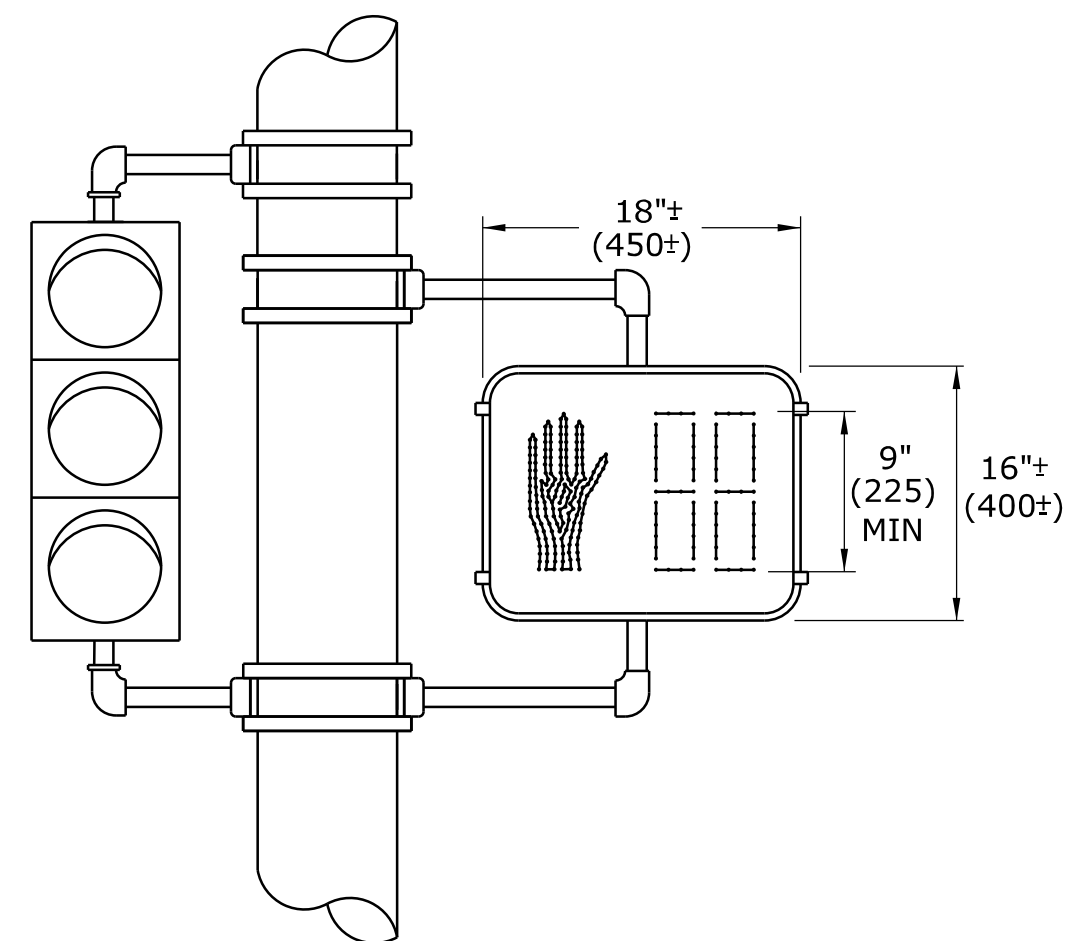
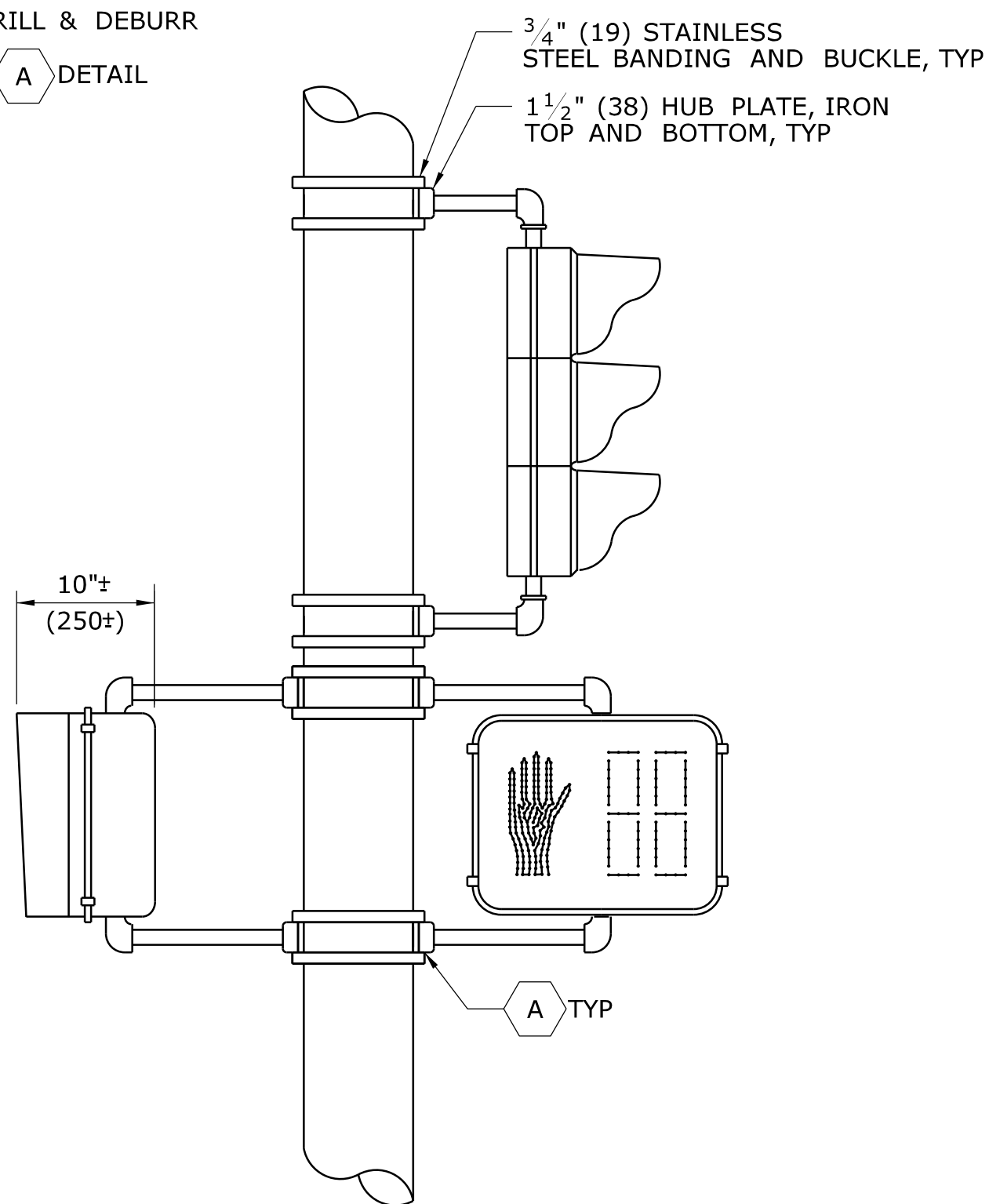
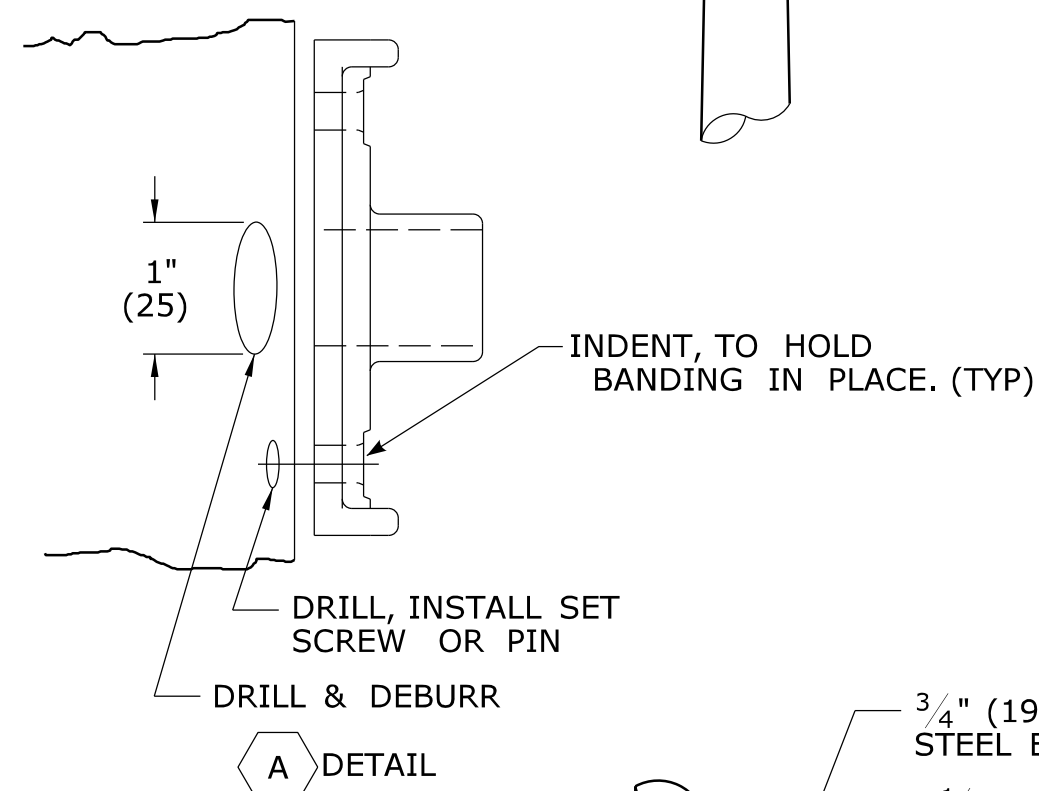
**ONE WAY WALK SIGNAL
PEDESTAL MOUNTED**



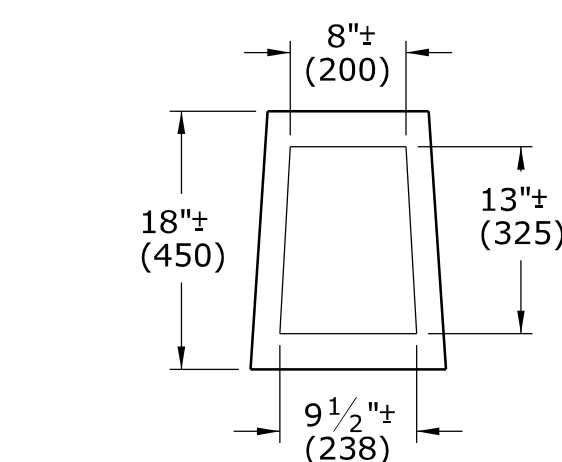
TYPICAL INDICATION WHEN LIT



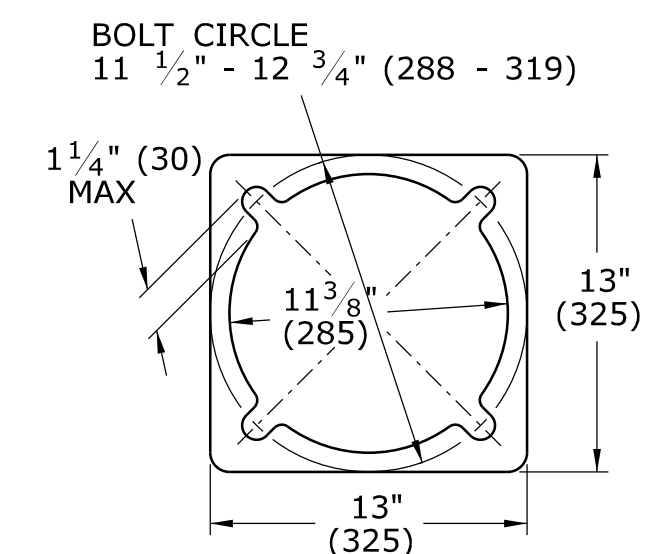
**ALUMINUM PEDESTAL
INSTALLATION DETAIL**



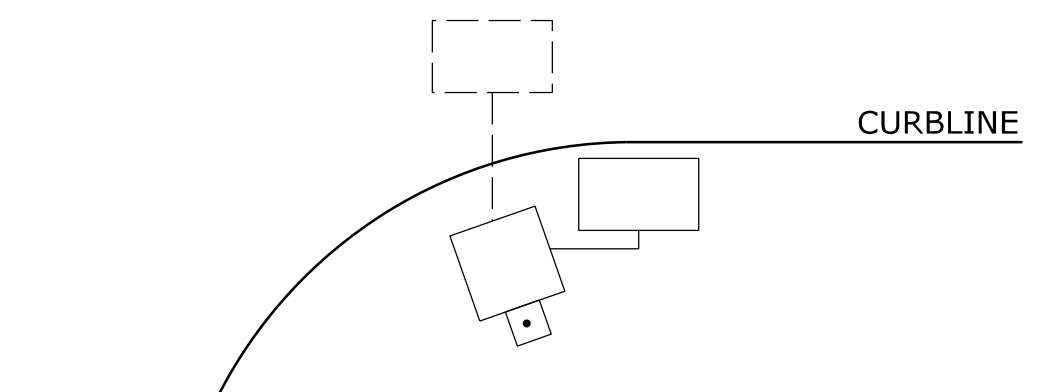
**ONE WAY TRAFFIC SIGNAL
POLE MOUNTED**



**ALUMINUM PEDESTAL
DOOR OPENING DETAIL**



PEDESTAL BASE PLAN



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

NOTES:

- A SECURE LOWER HUB PLATE WITH STAINLESS STEEL SET SCREW OR PIN PRIOR TO BANDING TO PREVENT MOVEMENT. INSTALL CABLE THROUGH BOTTOM OF HUB PLATE.
- B REFER TO CTDT TRAFFIC STANDARD SHEET, TR-1105.01, TRAFFIC SIGNALS & CABLE ASSIGNMENTS.
- C IF THREADED, MIN 1" (25) THREADED INTO BASE, SECURED WITH STAINLESS STEEL SET SCREWS.
- D BASE DESIGNED AS BREAK-AWAY.

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

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

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NOT TO SCALE



Filename: CTDOT_TRAFFIC_STD.dgn Model: TR-1102_01

SUBMITTED BY: Tracy L. Fogarty
APPROVED BY: [Signature]

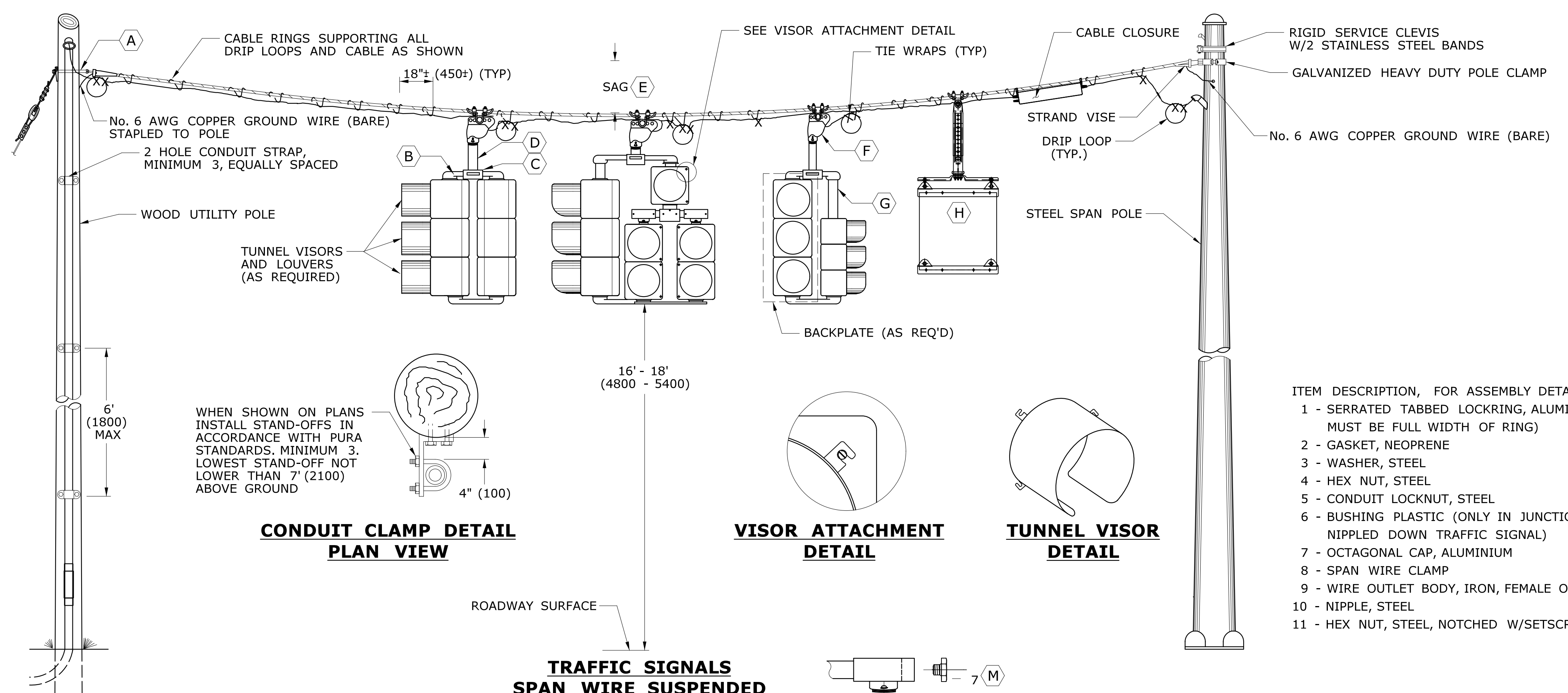
CTDOT
STANDARD SHEET
OFFICE OF ENGINEERING

STANDARD SHEET TITLE:
PEDESTALS, PEDESTRIAN SIGNALS

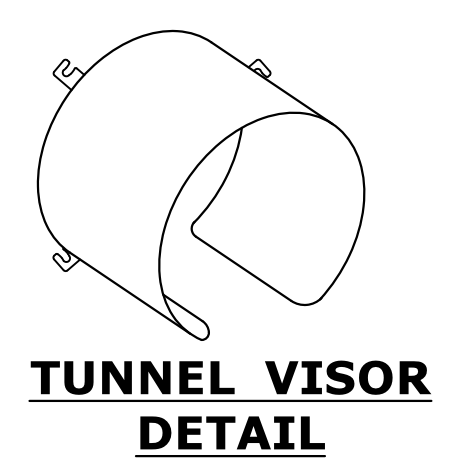
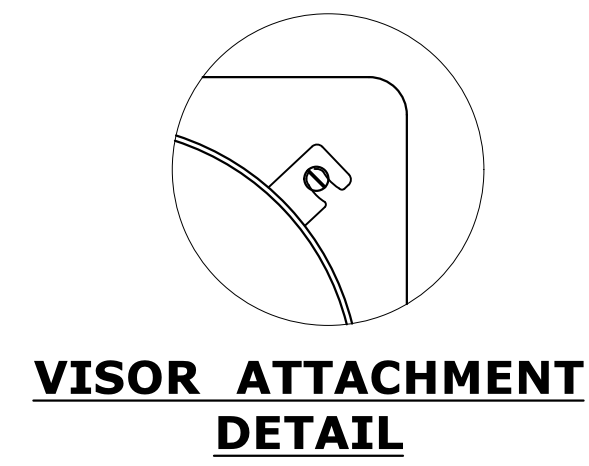
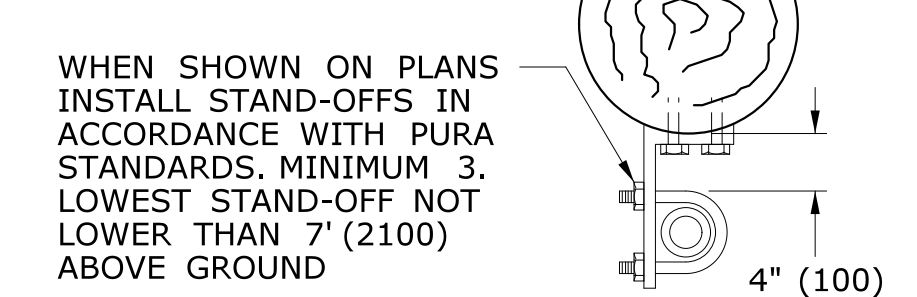
STANDARD SHEET NO.:
TR-1102_01

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

Plotted Date: 4/14/2012



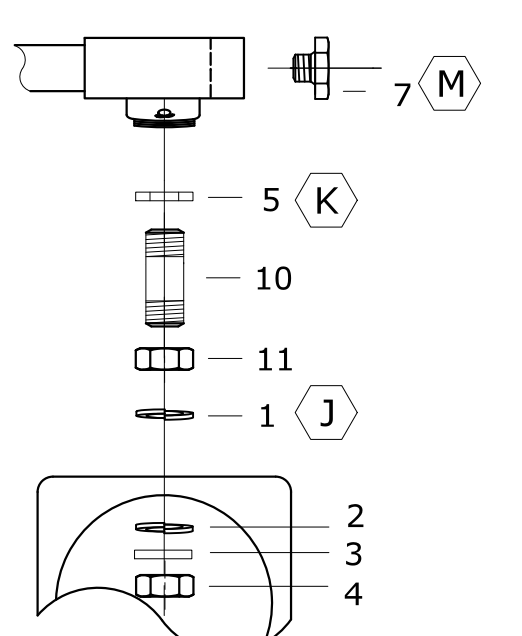
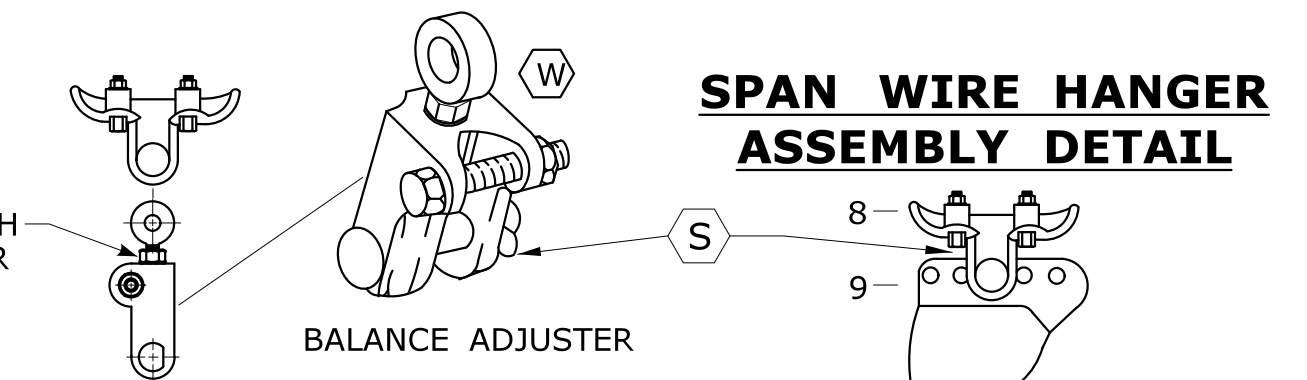
TRAFFIC SIGNAL CABLE COLOR ASSIGNMENTS					
SIGNAL ASSEMBLY & CABLE USED	SIGNAL FUNCTION	ARTERY 1	ARTERY 2	SIDE STREET 1	SIDE STREET 2
2 - WAY 9 CONDUCTOR	RED	RED		BLACK	
	YELLOW	ORANGE		WHITE \ BLACK	
	GREEN	GREEN		BLUE	
	SPARE	GREEN\BLACK		RED \ BLACK	
	NEUTRAL	WHITE			
3 - WAY 12 CONDUCTOR	RED	RED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



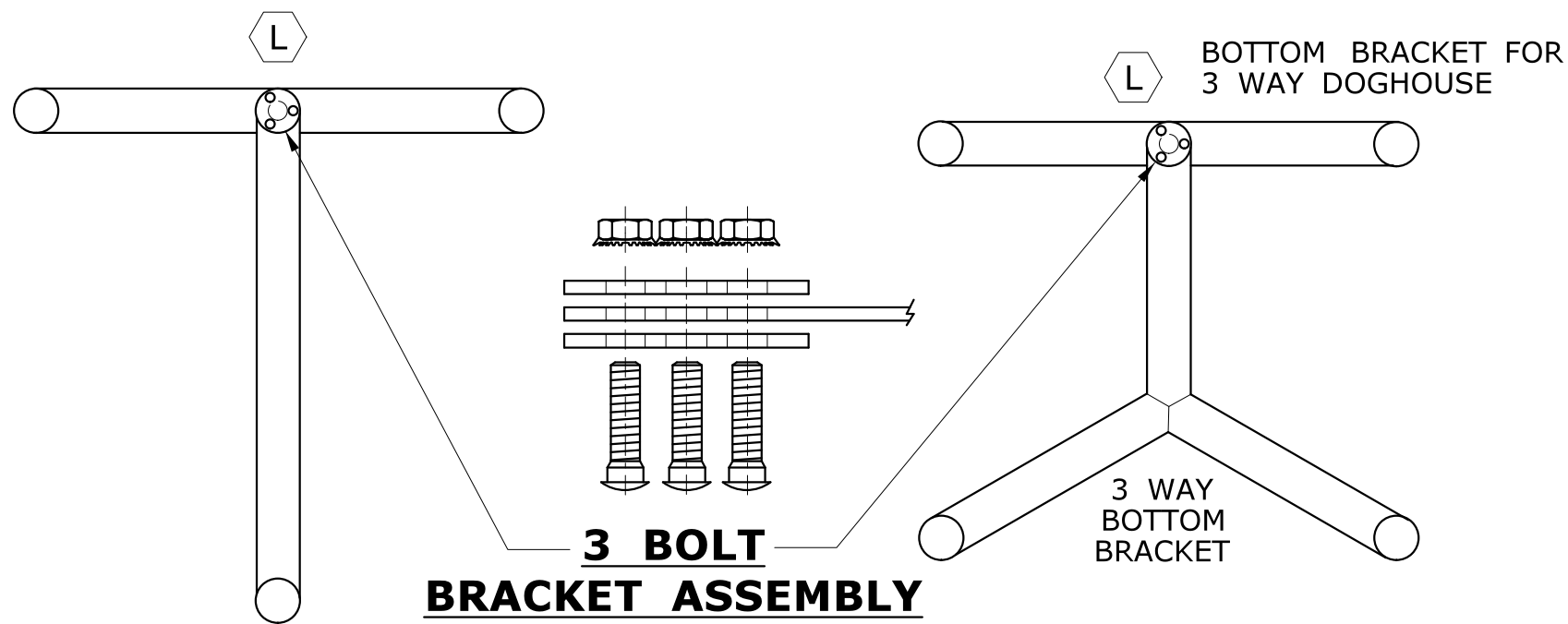
- ITEM DESCRIPTION, FOR ASSEMBLY DETAILS
- 1 - SERRATED TABBED LOCKRING, ALUMINUM (TAB MUST BE FULL WIDTH OF RING)
 - 2 - GASKET, NEOPRENE
 - 3 - WASHER, STEEL
 - 4 - HEX NUT, STEEL
 - 5 - CONDUIT LOCKNUT, STEEL
 - 6 - BUSHING PLASTIC (ONLY IN JUNCTION BOX OR NIPPLED DOWN TRAFFIC SIGNAL)
 - 7 - OCTAGONAL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

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

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



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



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

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

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

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Plotted Date: 3/19/2015

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

File name: CTDOT_TRAFFIC_STD.DGN Model: TR-1105_01

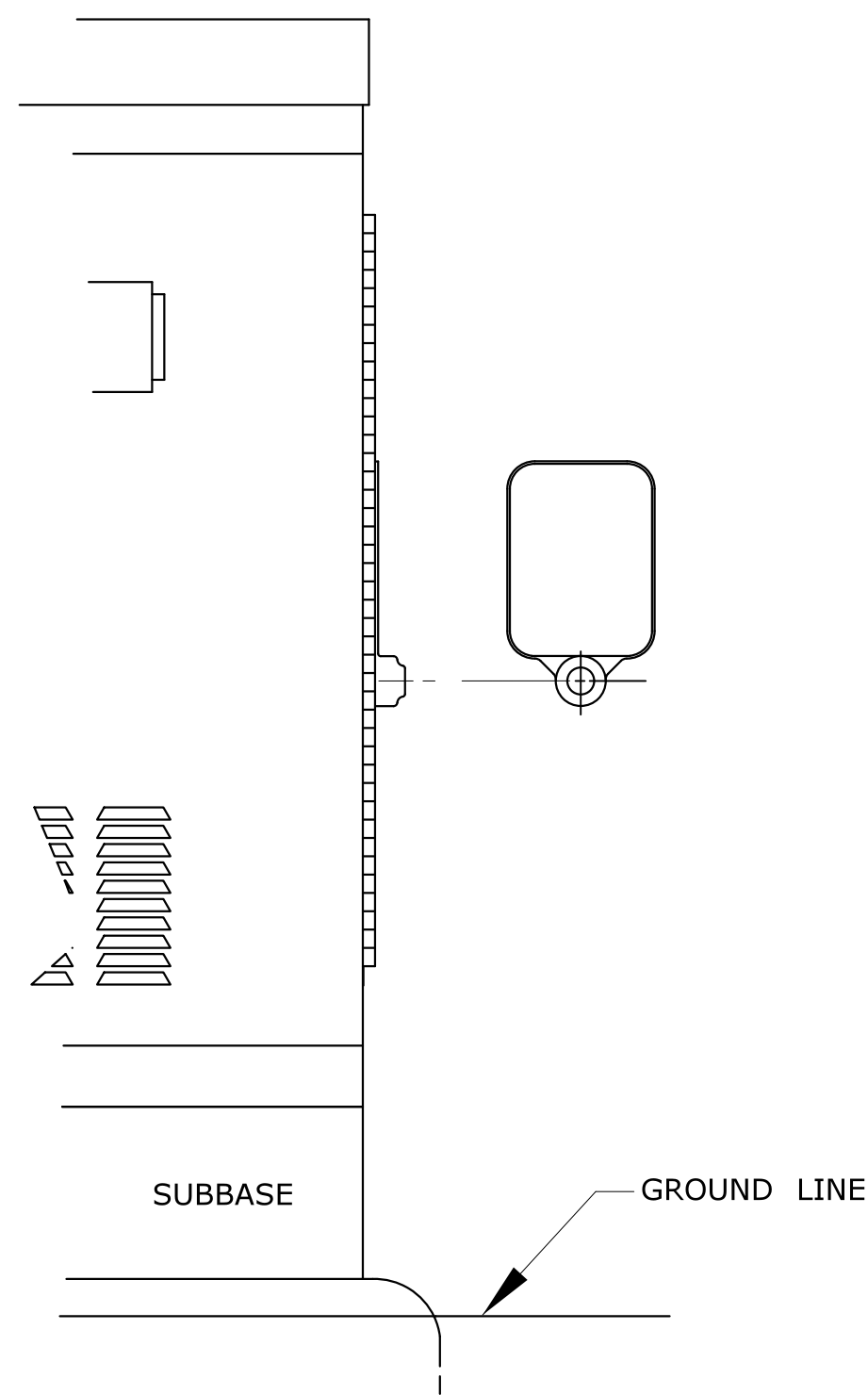
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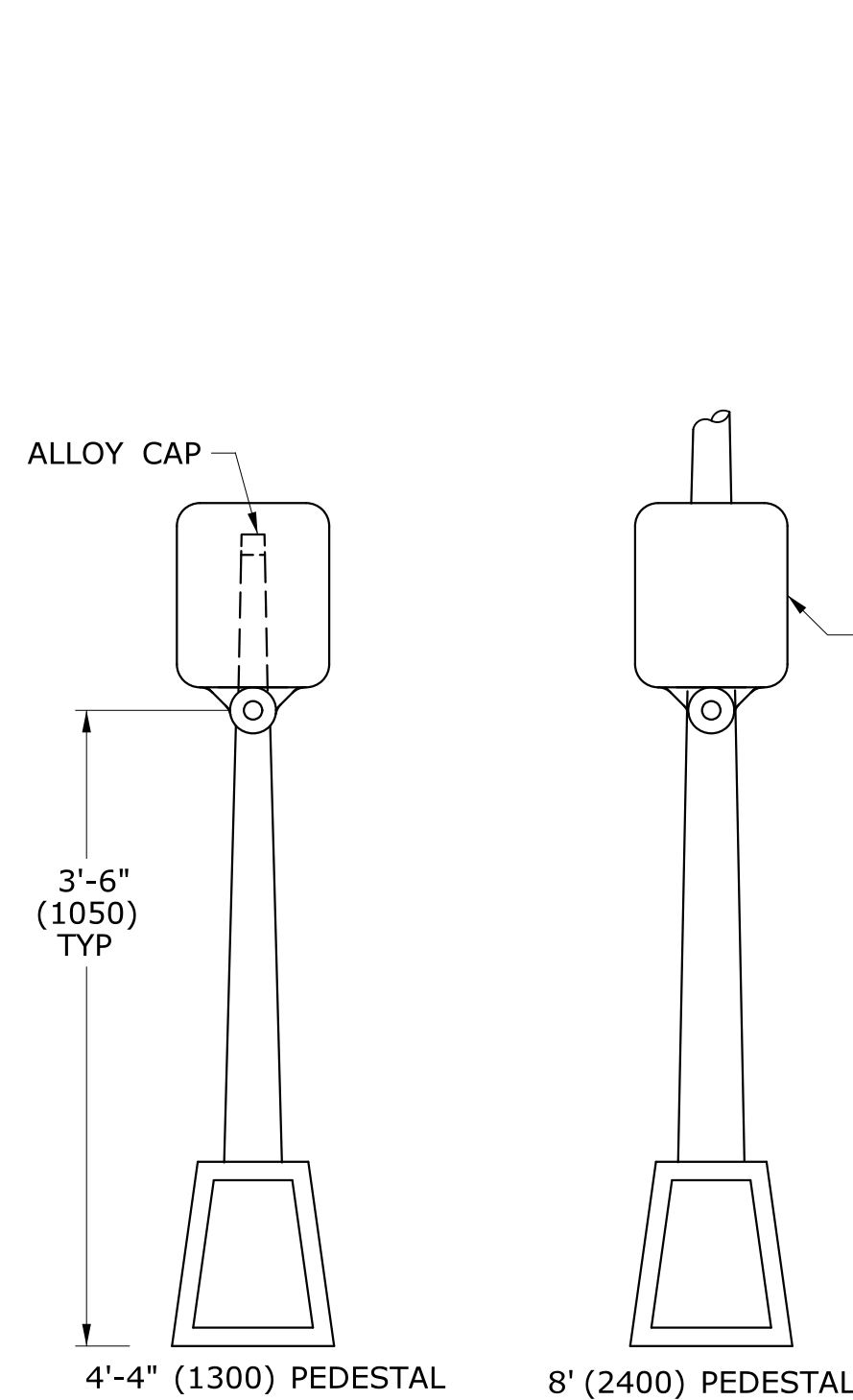
CTDOT
STANDARD SHEET
OFFICE OF ENGINEERING

STANDARD SHEET TITLE:
TRAFFIC SIGNALS & CABLE ASSIGNMENTS

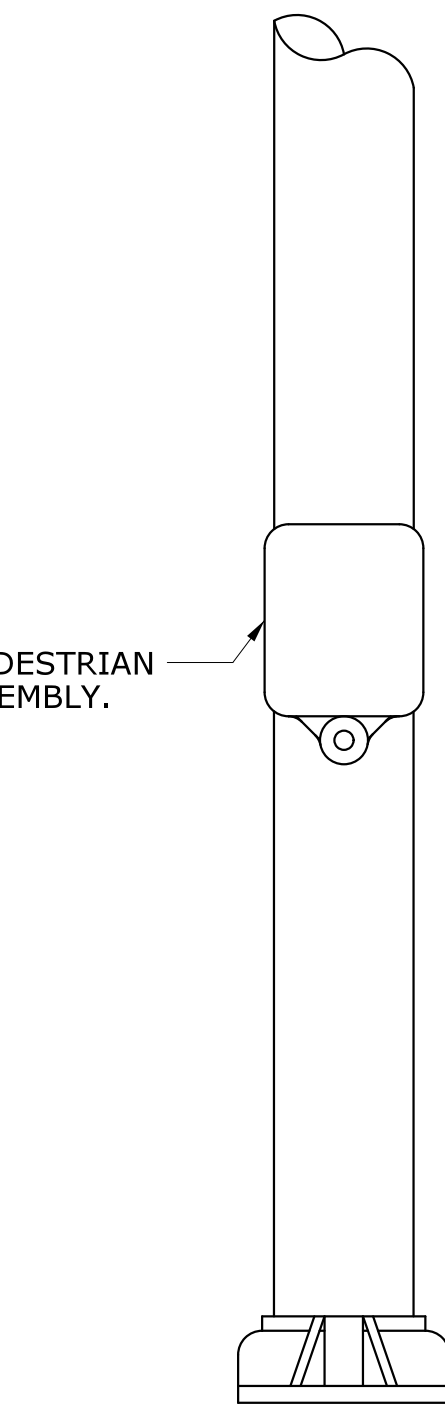
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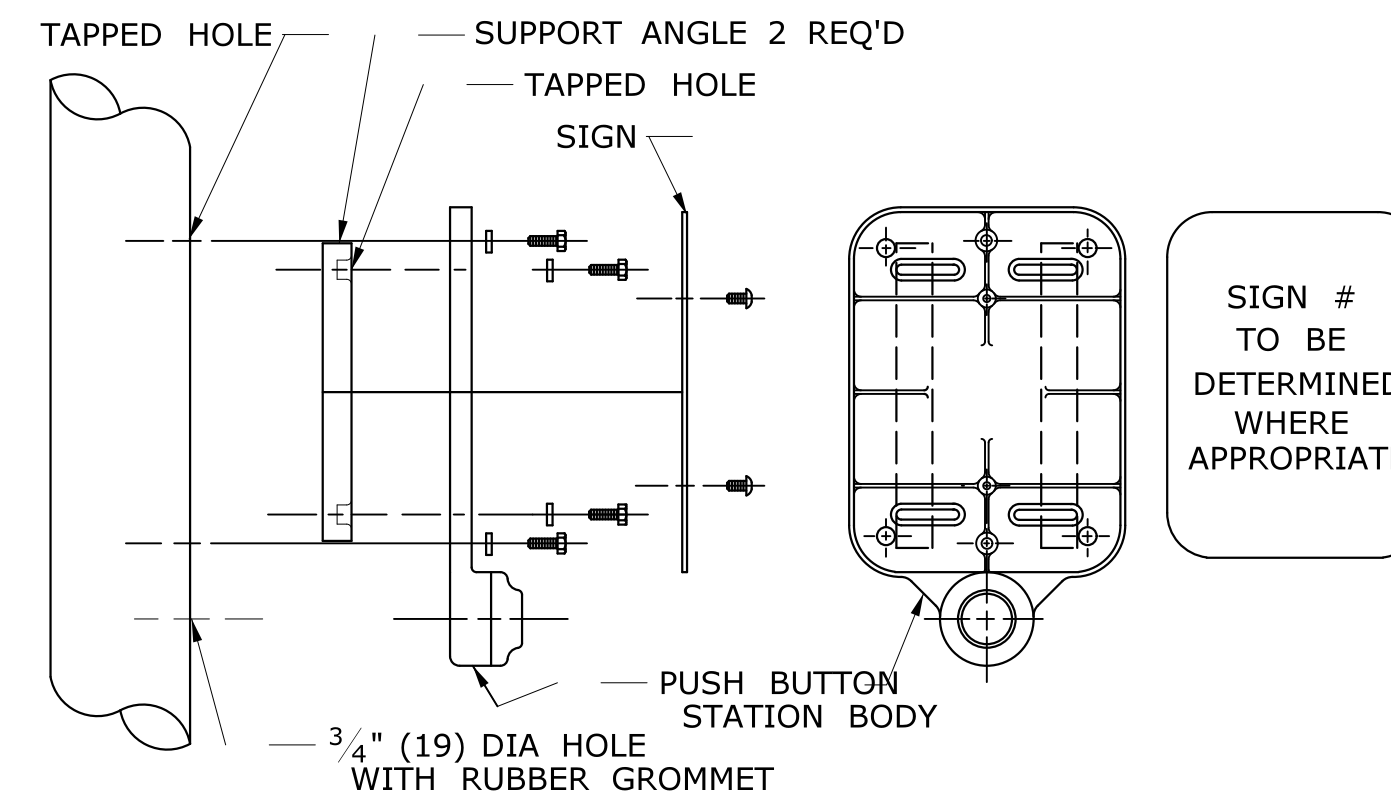
SURFACE MOUNTED



PEDESTAL MOUNTED



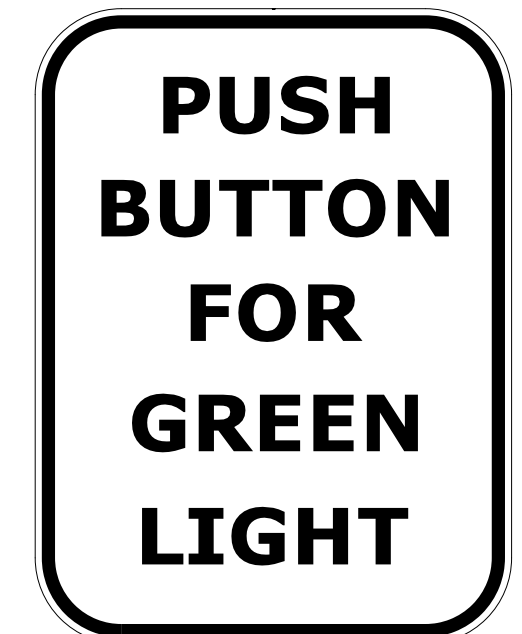
SPAN POLE/MAST ARM MOUNTED



DETAIL A



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

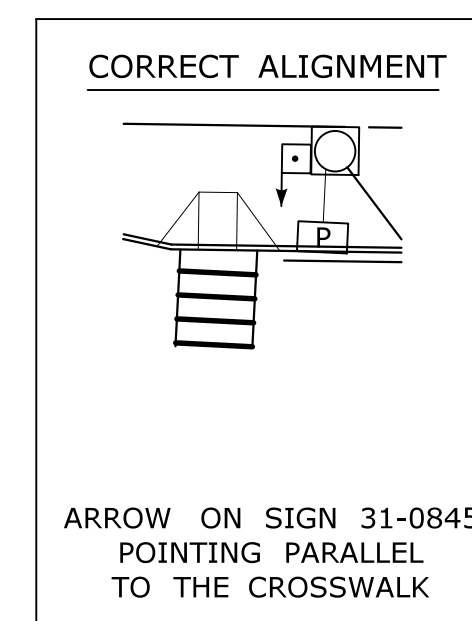


SIGN # 31-0835

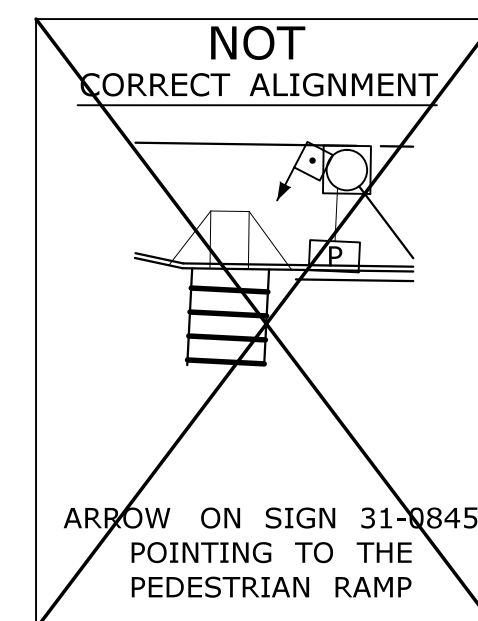
FOR CROSSING WITH SIDE STREET GREEN

GENERAL NOTES:

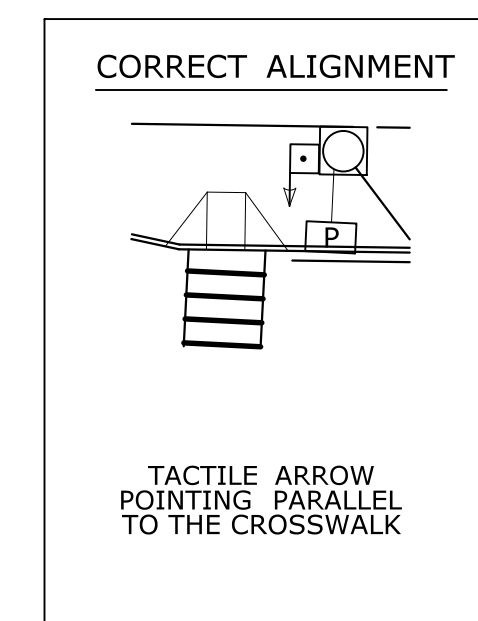
3'-6" (1050) FROM FINISHED GRADE SUCH AS SIDEWALK TO CENTER OF PUSH BUTTON.
 PUSH BUTTON INSTALLATIONS SHALL CONFORM TO THE REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT (ADA) STANDARDS FOR ACCESSIBLE DESIGN, CURRENT EDITION GOVERNS.
 4'-4" (1300) PEDESTAL TO INCLUDE ALLOY CAP SECURED WITH STAINLESS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



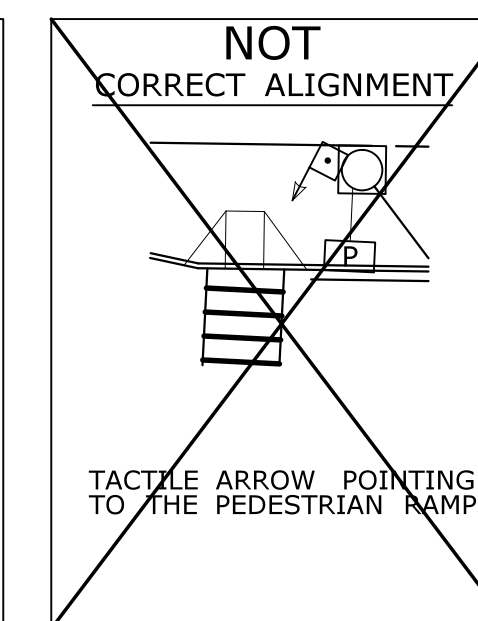
PEDESTRIAN PUSH BUTTON ALIGNMENT



ARROW ON SIGN 31-0845 POINTING TO THE PEDESTRIAN RAMP

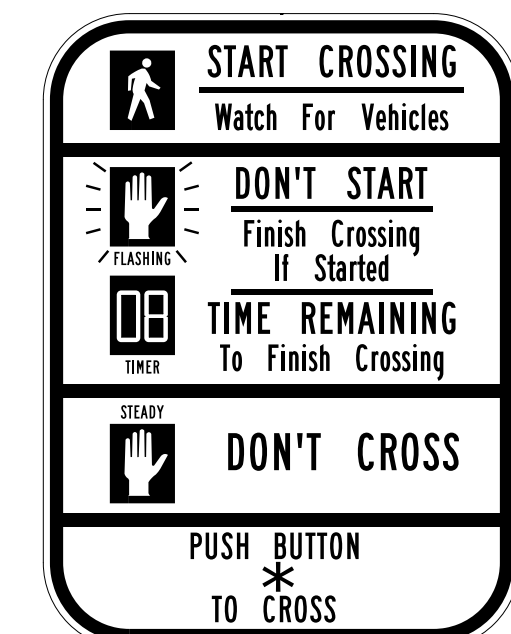


ACCESSIBLE PEDESTRIAN SIGNAL AND DETECTOR



TACTILE ARROW POINTING TO THE PEDESTRIAN RAMP

EXAMPLE ALIGNMENTS FOR EXCLUSIVE PEDESTRIAN PHASE



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

LEGEND AS SHOWN ON TRAFFIC CONTROL SIGNAL PLAN:

	PEDESTRIAN PUSH BUTTON
	PEDESTRIAN PUSH BUTTON, PEDESTAL MOUNTED
	PEDESTRIAN PUSH BUTTON, POLE MOUNTED

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

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Plotted Date: 4/25/2014

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

NOT TO SCALE

STATE OF CONNECTICUT
 DEPARTMENT OF TRANSPORTATION

FILENAME: CTDOT_TRAFFIC_STD.DGN Model: TR-1107_01

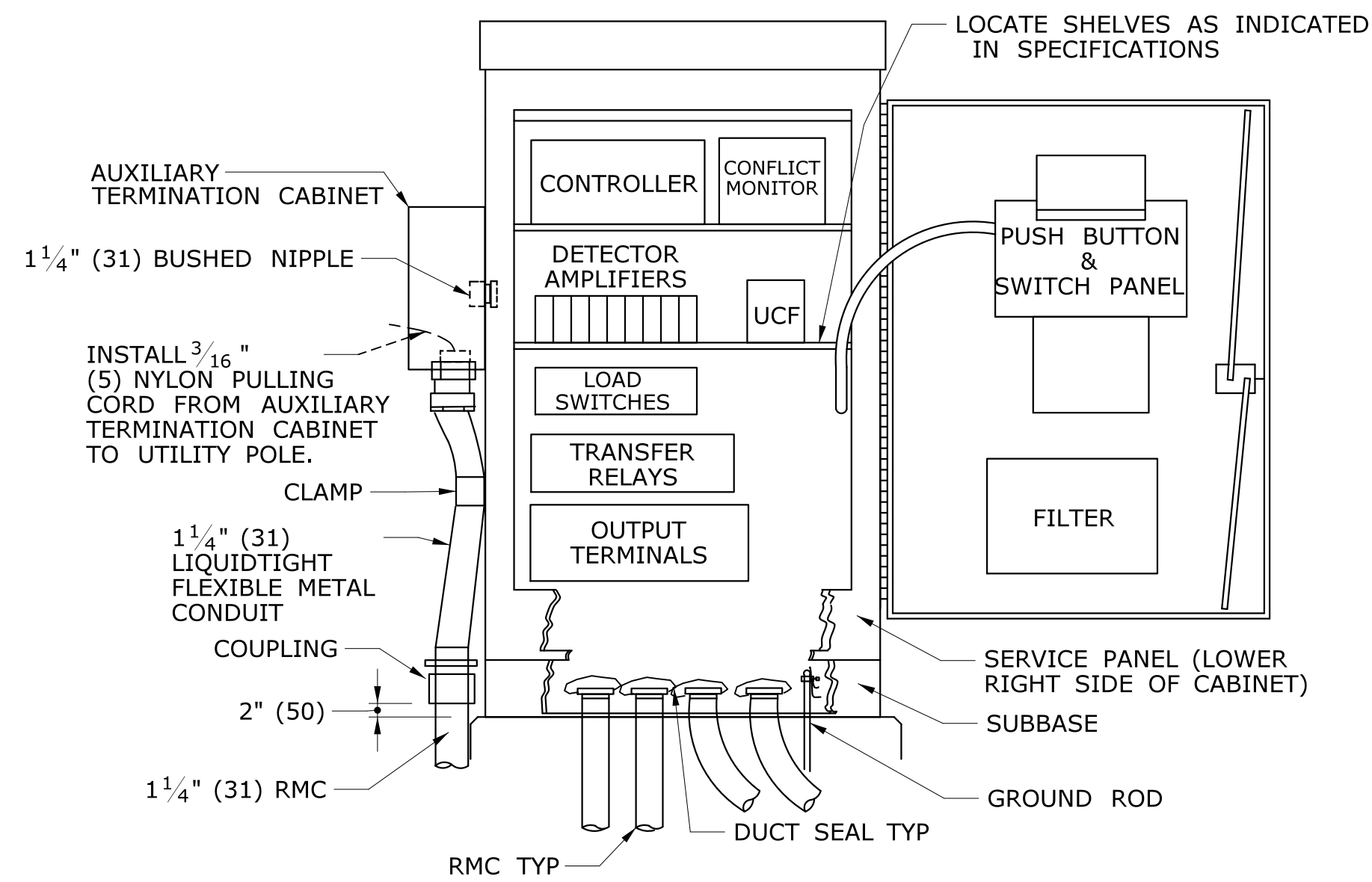
SUBMITTED BY: NAME/DATE/TIME:

APPROVED BY: NAME/DATE/TIME:

CTDOT
 STANDARD SHEET
 OFFICE OF ENGINEERING

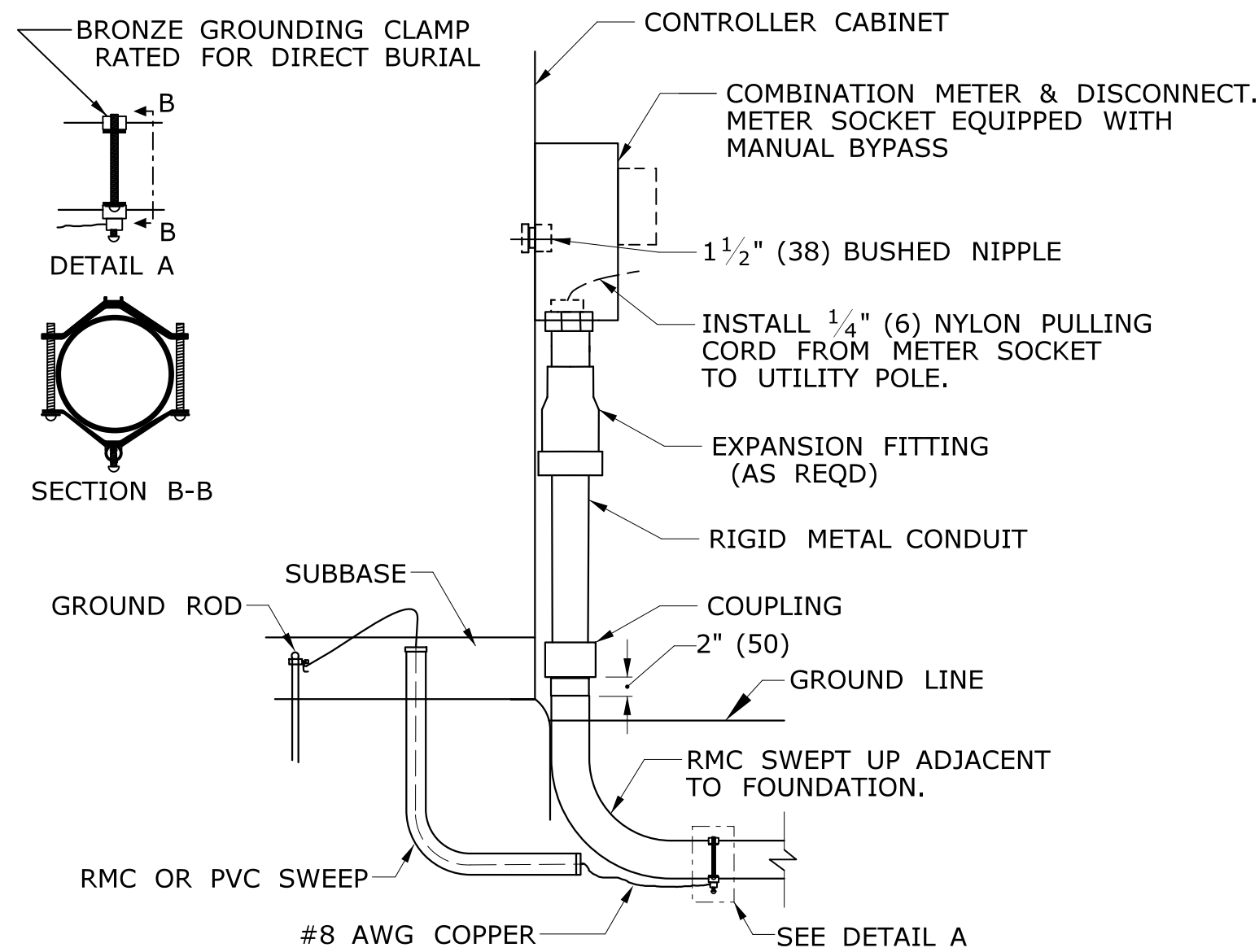
STANDARD SHEET TITLE:
PEDESTRIAN PUSH BUTTONS

STANDARD SHEET NO.:
TR-1107_01

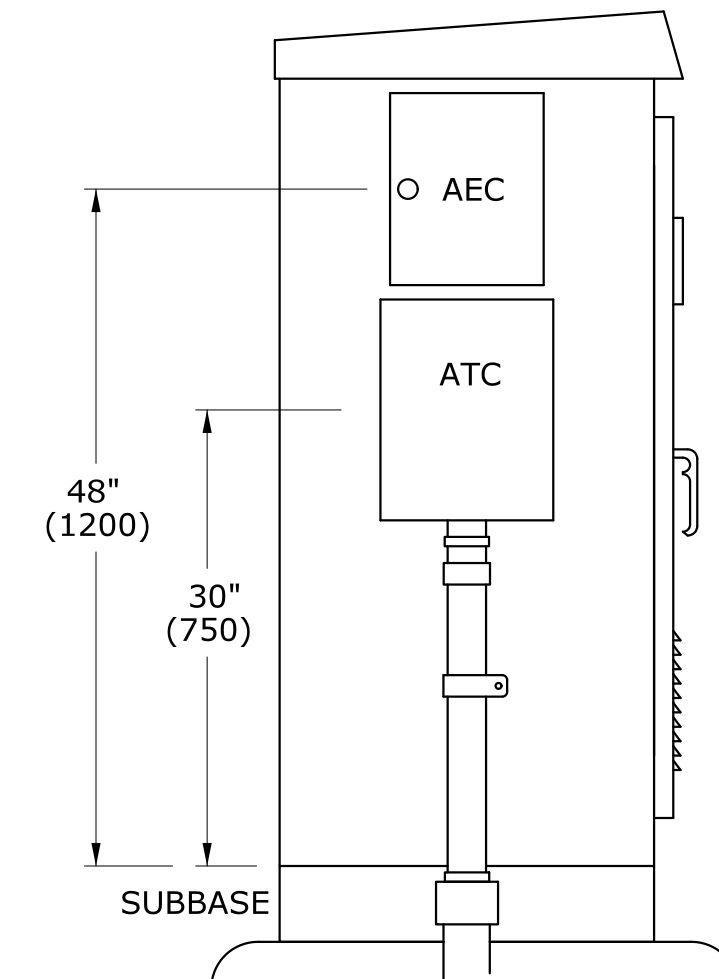


PROVIDE A MINIMUM CLEARANCE OF 6" (150) FROM THE CABINET BASE TO ALL COMPONENTS AND TERMINALS.

TYPICAL BASE MOUNTED CONTROLLER ON TYPE IV FOUNDATION



CONTROLLER CABINET WITH METERED SERVICE

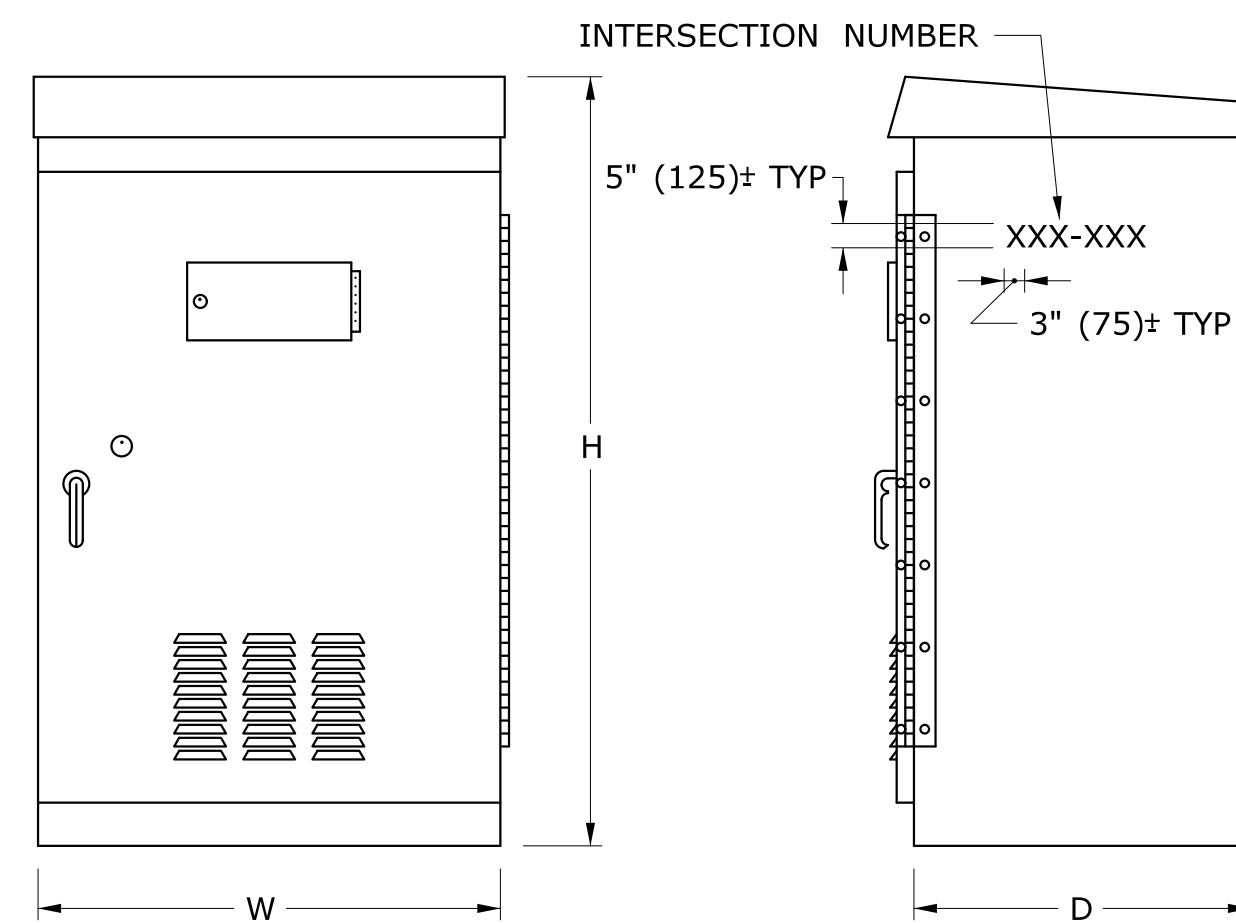


AUXILIARY EQUIPMENT CABINET (AEC) AUXILIARY TERMINATION CABINET (ATC)

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

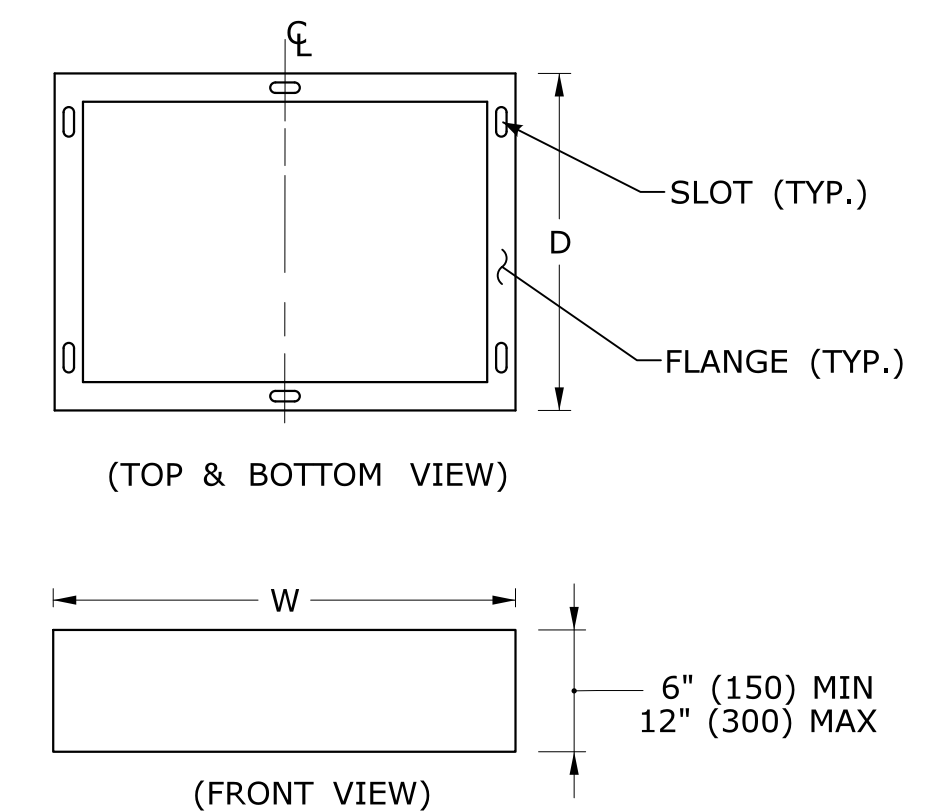
GENERAL NOTES:

- GROUT ALL BASES AFTER MOUNTING ON FOUNDATIONS, WHERE NECESSARY. 3'-0" (900) FROM SIDEWALK TO BOTTOM OF CONTROLLER.
- INSTALL PEDESTALS AND POLES SO THAT DOORS AND COVERS ARE ON THE SIDE AWAY FROM THE STREET, UNLESS OTHERWISE SPECIFIED.
- INSTALL CABINET SO THAT DOOR OPENS FIELD SIDE UNLESS OTHERWISE NOTED ON PLANS. CAULK SEAM BETWEEN SUBBASE AND FOUNDATION.
- STENCIL SIX DIGIT INTERSECTION NUMBER, USING BLACK PAINT ON SIDE, FRONT OR BACK OF CABINET MOST VISIBLE FROM THE ROAD.



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

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



SUBBASE

SLOT AND FLANGE DIMENSIONS TO BE PER MANUFACTURER.

LEGEND AS SHOWN ON TRAFFIC CONTROL SIGNAL PLAN:

- CONTROLLER ASSEMBLY
- AUXILIARY EQUIPMENT CABINET
- AUXILIARY TERMINATION CABINET

REV.	DATE	REVISION DESCRIPTION
2	5-2013	REVISED SUBBASE.
1	4-2012	REVISED CABINET TYPES & MINOR REVISIONS.

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

Plotted Date: 5/15/2013

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

NOT TO SCALE

STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION

Submitted By: NAME/DATE/TIME: _____

Approved By: NAME/DATE/TIME: _____

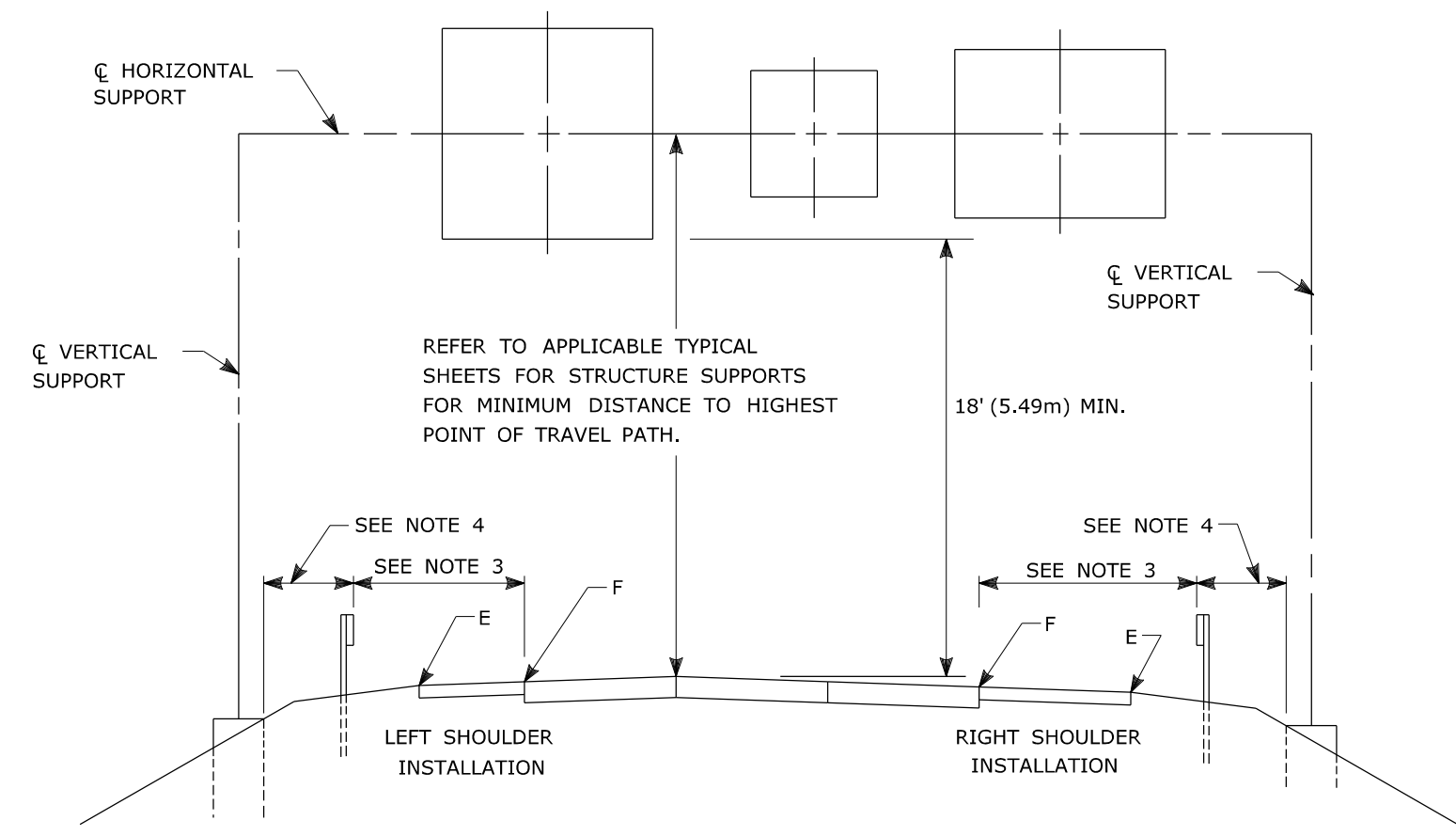
Filename: CTDOT_TRAFFIC_STD.dgn Model: TR-1108_01

CTDOT STANDARD SHEET

OFFICE OF ENGINEERING

STANDARD SHEET TITLE: CONTROLLERS

STANDARD SHEET NO.: TR-1108_01



GUIDE RAIL PLACEMENT FOR SIGN SUPPORTS

NOTES:

- 1) FOR PLACEMENT OF CANTILEVER SIGN SUPPORT USE APPLICABLE PORTION OF ABOVE DETAIL.
- 2) BARRIER SYSTEM IS REQUIRED FOR BOTH SIDES OF MEDIAN SUPPORTS IN NARROW MEDIANS.
- 3) AT LOCATIONS WHERE IMPACT PROTECTION IS NOT REQUIRED FOR ROADSIDE ELEMENTS, FACE OF GUIDE RAIL SHALL BE PLACED 30' (9.1m) FROM EDGE OF TRAVELWAY.
- 4) OFFSETS OF FOUNDATIONS FROM BARRIER SYSTEMS SHALL BE AS SHOWN ELSEWHERE ON THE CONTRACT PLANS.
- 5) ALL SIGNS ARE TO BE HORIZONTAL, REGARDLESS OF CAMBER IN SUPPORT.

FOR MAXIMUM EFFECTIVENESS AND TO ELIMINATE OR MINIMIZE GLARE, POSITION SIDE MOUNTED SIGNS ON STRUCTURAL STEEL BREAKAWAY SIGN SUPPORTS AS FOLLOWS:

ON A TANGENT SECTION, POSITION THE SIGN SO THE VERTICAL AXIS IS PLUMB AND THE HORIZONTAL AXIS IS AT AN ANGLE OF 93° WITH THE TRAFFIC LANE WHICH THE SIGN SERVES:

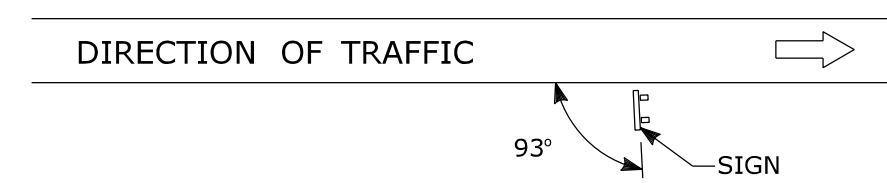


DIAGRAM "A"

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

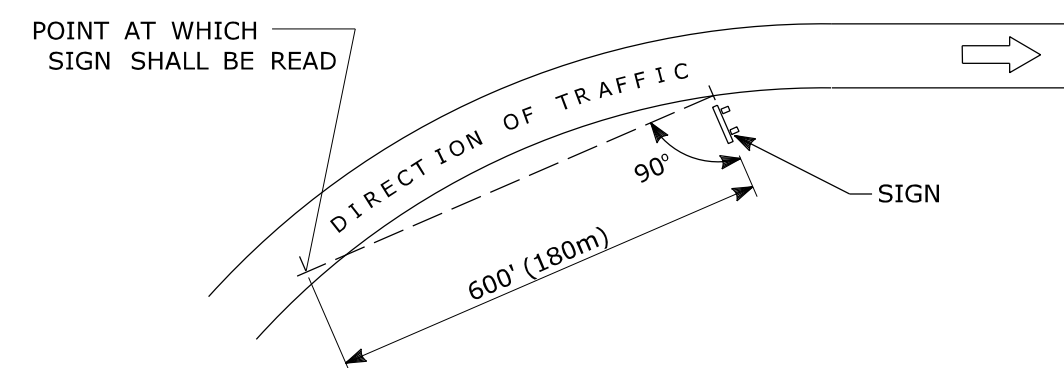
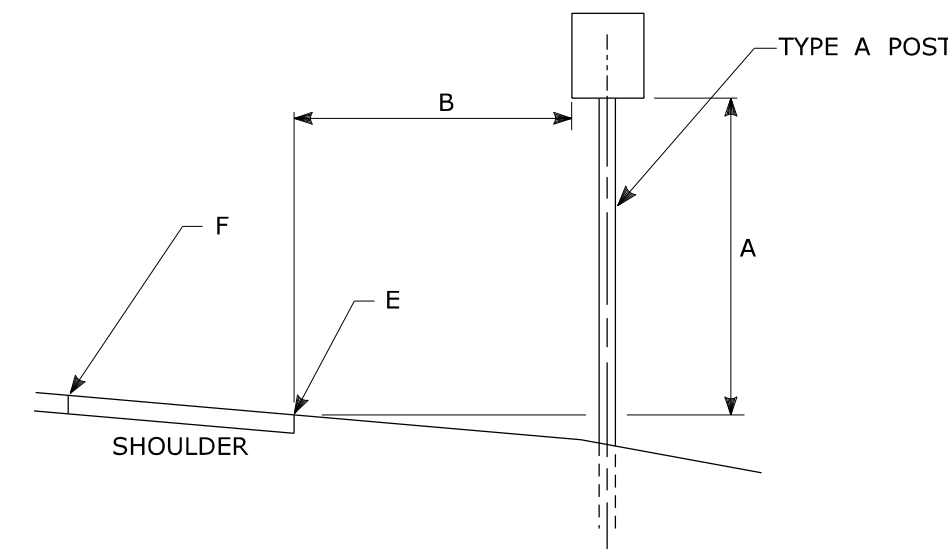
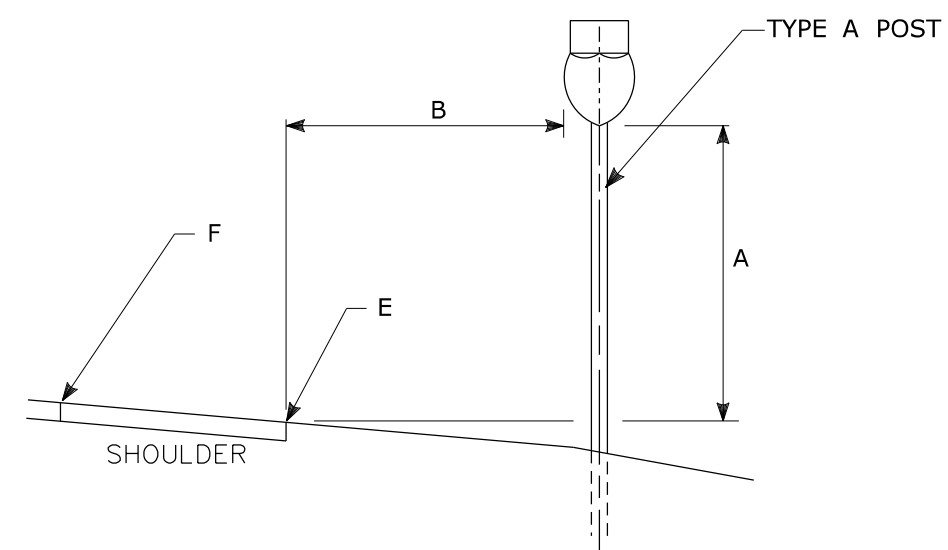


DIAGRAM "B"

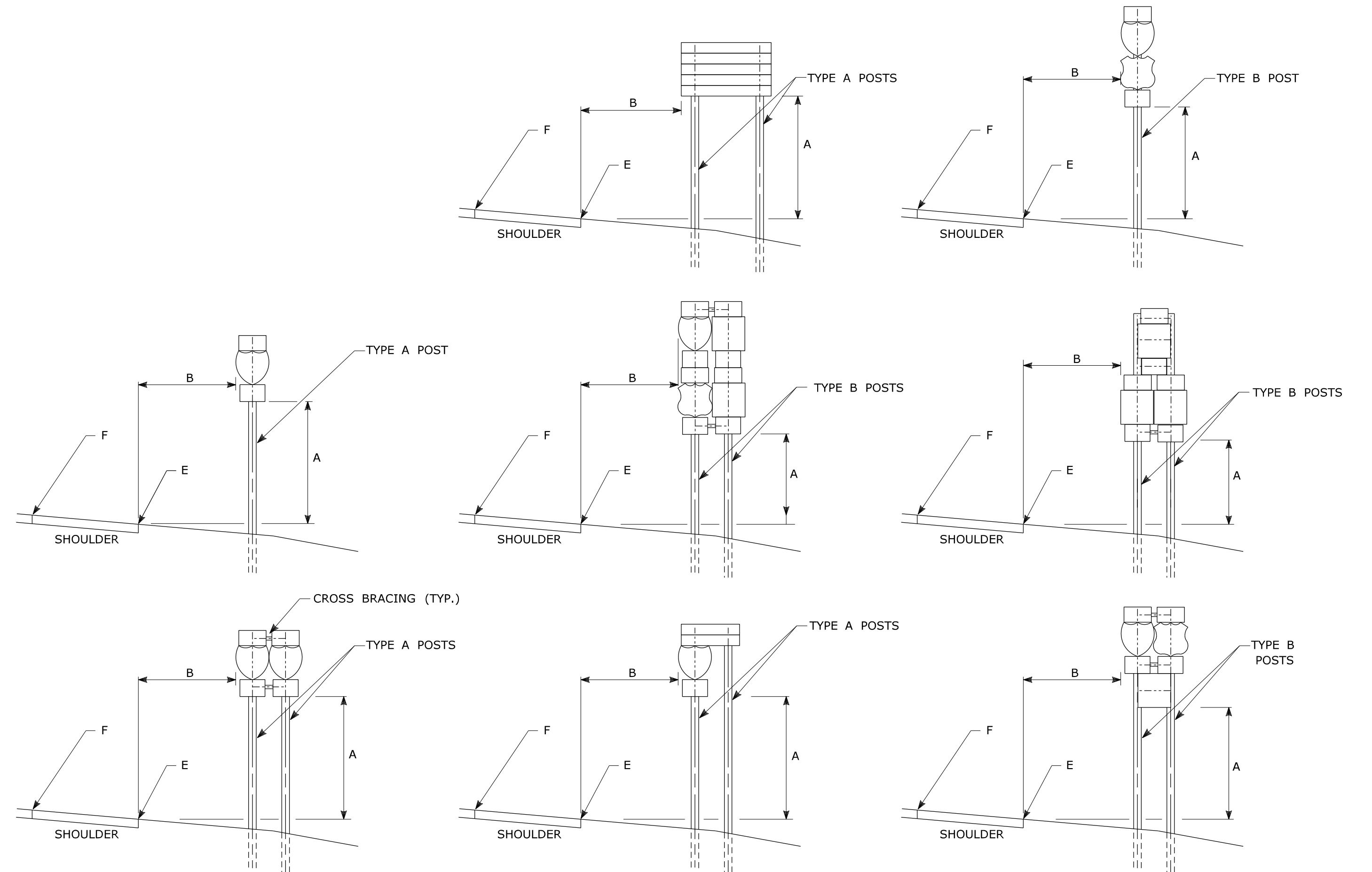
SIGN ORIENTATION DETAILS



TYPICAL REGULATORY & WARNING SIGN PLACEMENT



TYPICAL CONFIRMATORY ROUTE MARKER PLACEMENT



TYPICAL SIGN PLACEMENT AND POST SELECTION

NOTES:

- ALL SIGNS AND SHIELDS ON DIRECTIONAL ASSEMBLIES SHALL ABUT VERTICALLY
- 2 POST ASSEMBLIES SHALL BE PROVIDED WITH 3" X 1/4" (75 X 6) GALVANIZED STEEL BAR CROSS BRACING.
- REFER TO TRAFFIC TYPICAL SHEET "TYPICAL METAL SIGN POSTS AND SIGN MOUNTING DETAILS" FOR SIGN POSTS.

DIM."A"	DIM."B" ¹	ASSEMBLY LOCATION
7' (2.1m)	6' (1.8m) ² 12' (3.6m) ²	RURAL DISTRICTS & EXPRESSWAYS
7' (2.1m)	2' (0.6m)	BUSINESS & RESIDENTIAL DISTRICTS WHERE PARKING OR OTHER OBSTRUCTIONS LIMIT VISIBILITY
8'-6" (2.6m)	1' (0.3m)	SIDEWALKS ³

- ¹ OR AS DIRECTED BY THE ENGINEER
- ² 6' FROM EDGE OF SHOULDER, WHEN SHOULDER IS OVER 6' WIDE
12' FROM EDGE OF TRAVELWAY, WHEN SHOULDER IS LESS THAN 6' WIDE.
- ³ A CLEAR PATH OF NOT LESS THAN 3 FT (0.9m) SHALL BE PROVIDED IN SIDEWALK AREAS.
- "E" DENOTES EDGE OF SHOULDER OR FACE OF CURB
- "F" DENOTES EDGE OF TRAVELWAY

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

NOTES:

- 1) MIN. VERTICAL CLEARANCE ABOVE SIDEWALKS SHALL BE 8'-6" (2.6m).
- 2) WHERE GUIDE RAIL IS USED, THE OFFSET TO THE NEAR EDGE OF SIGN FACE SHALL BE AS SHOWN ELSEWHERE IN THE CONTRACT PLANS.
- 3) ON INTERSECTING ROADS AT RAMP TERMINI, THE OFFSET TO THE NEAR EDGE OF OF SIGN FACE SHALL BE 6' (1.8m) MIN. FROM POINT "E".
- 4) IF 30'-0" (9.1m) MIN. CANNOT BE MET, PLEASE CONTACT THE ENGINEER.

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

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Plotted Date: 2/16/2011

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

NOT TO SCALE

STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION

Filename: CTDOT_TRAFFIC_STD.dgn Model: TR-1208_01

SUBMITTED BY: _____ NAME/DATE/TIME: _____

APPROVED BY: _____ NAME/DATE/TIME: _____

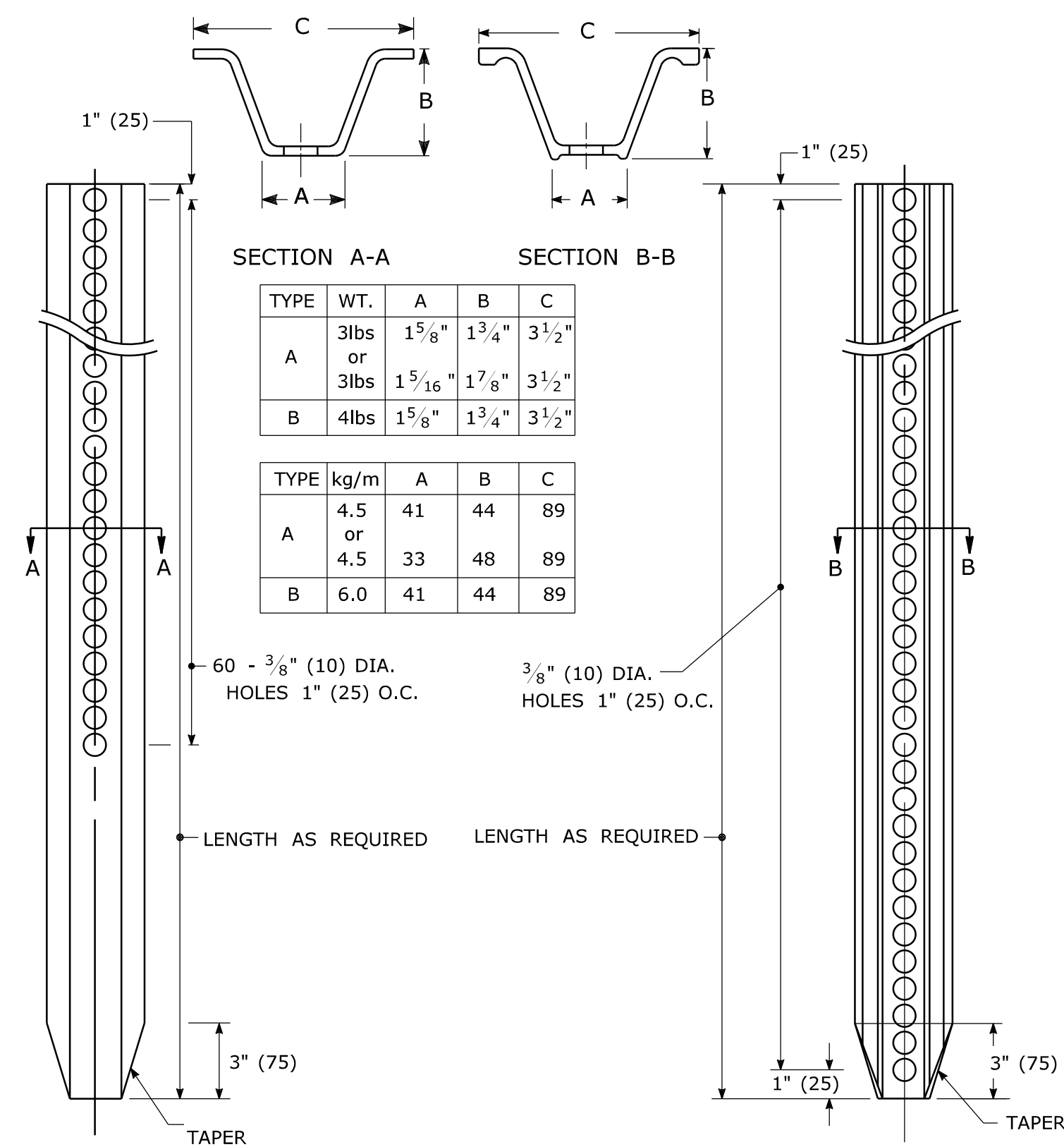
CTDOT STANDARD SHEET

OFFICE OF ENGINEERING

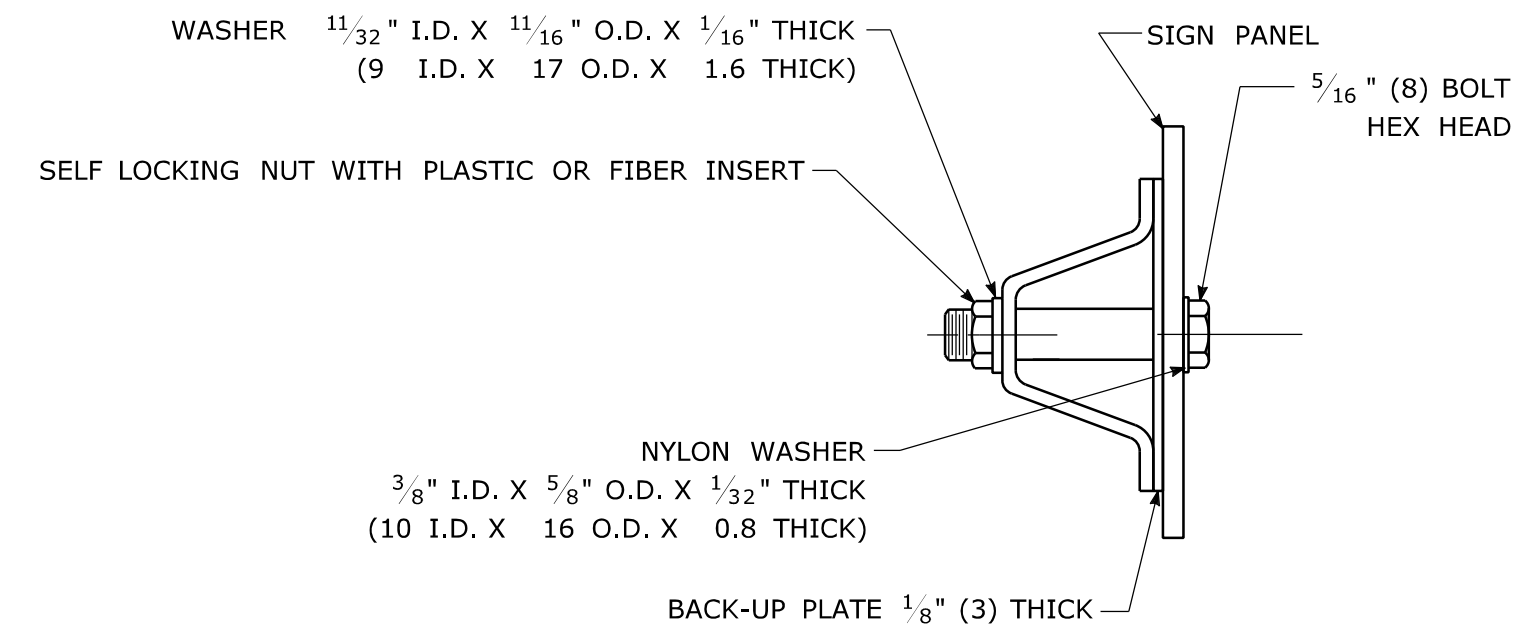
STANDARD SHEET TITLE: **SIGN SUPPORT & SIGN PLACEMENT DETAILS, GORE EXIT SIGN**

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

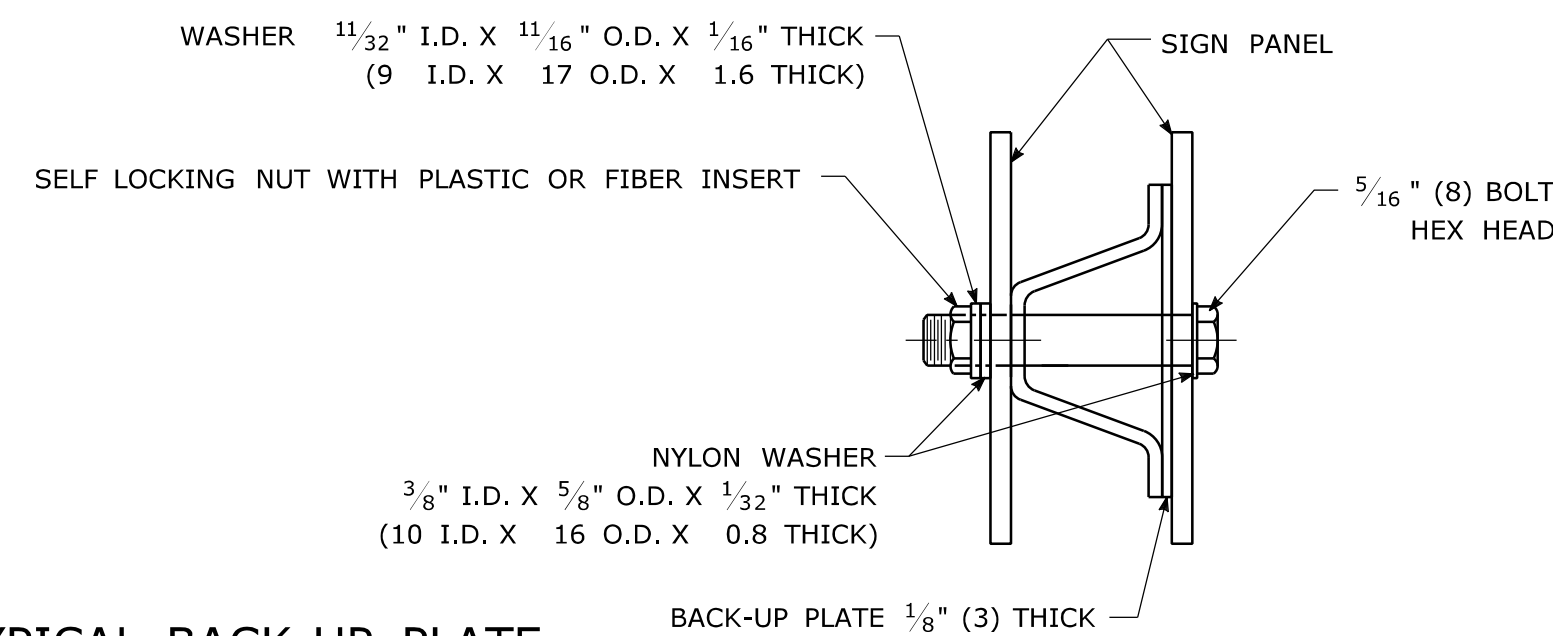
TYPICAL METAL SIGN POSTS



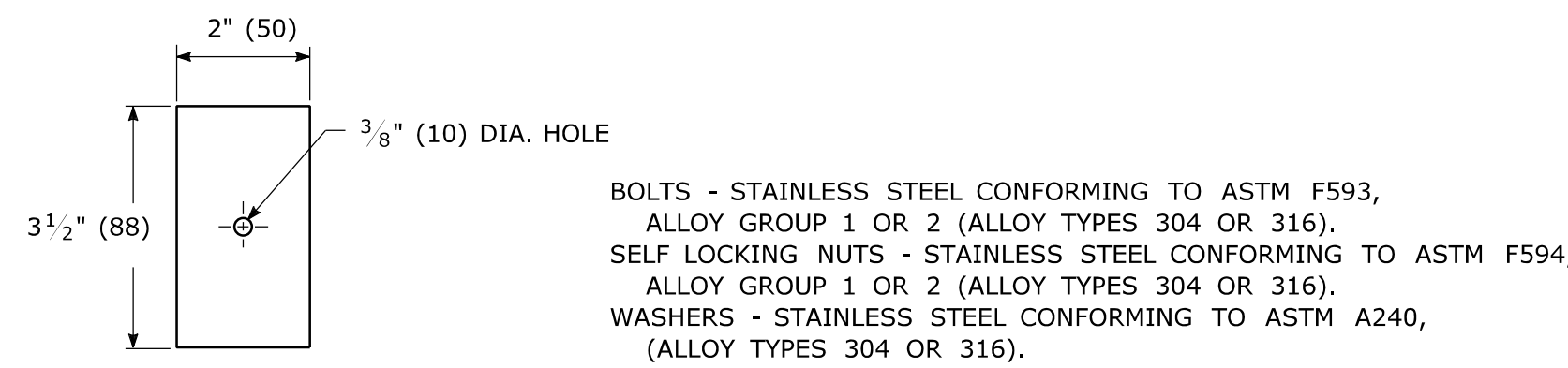
TYPICAL SIGN PANEL ATTACHMENT



TYPICAL BACK TO BACK SIGN PANEL ATTACHMENT

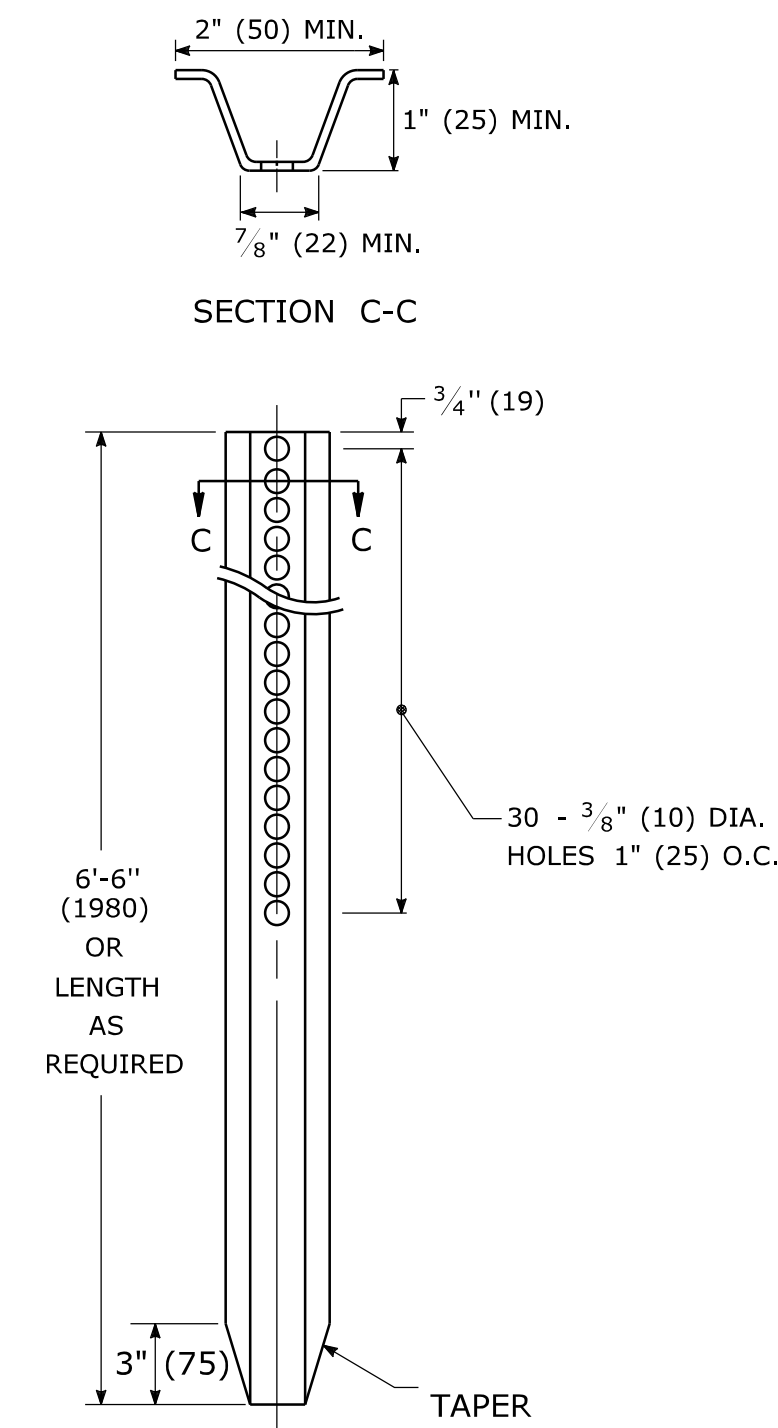


TYPICAL BACK-UP PLATE



METAL DELINEATOR POST

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

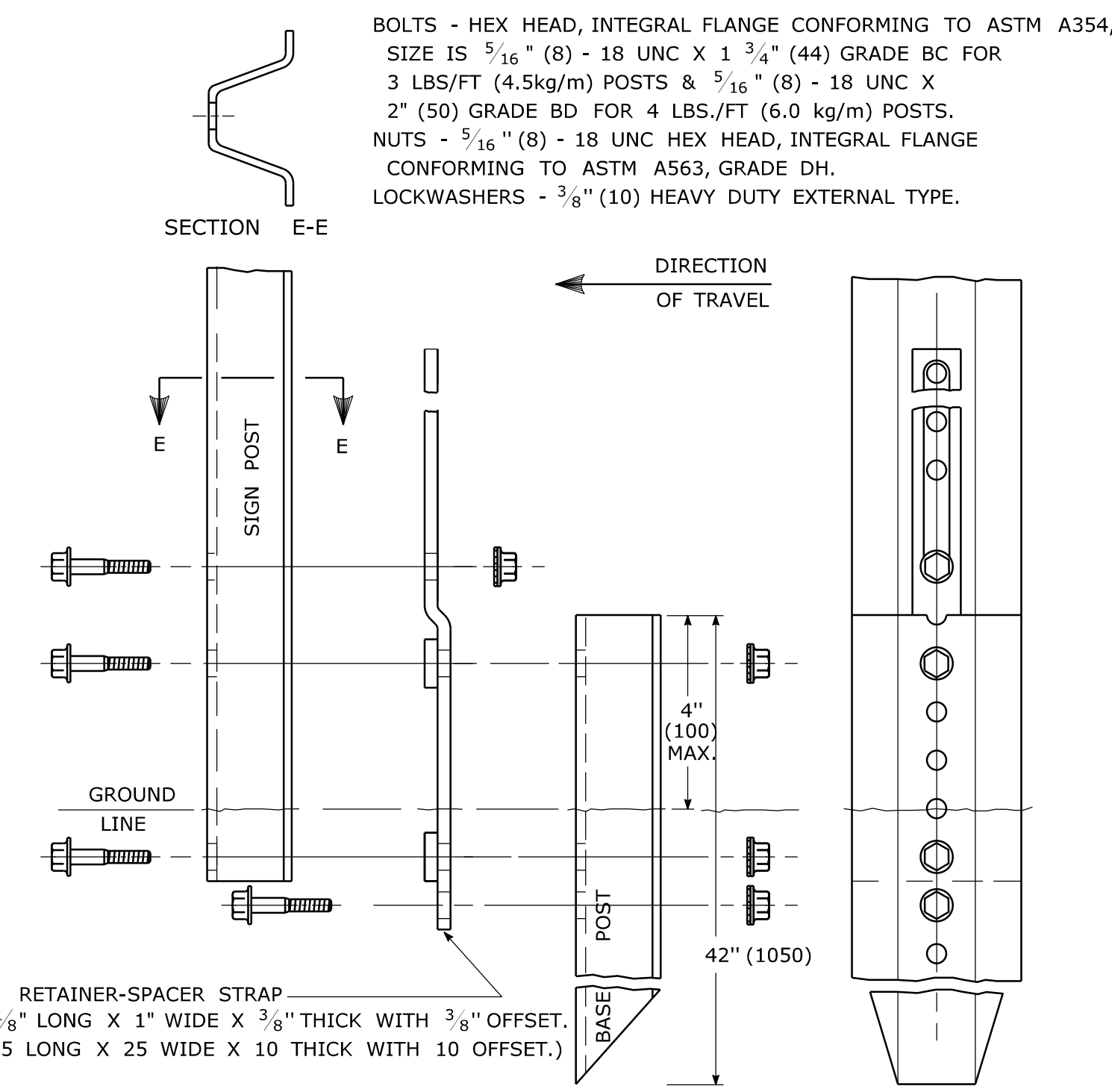


GENERAL NOTES:

- 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 ASHTO 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).

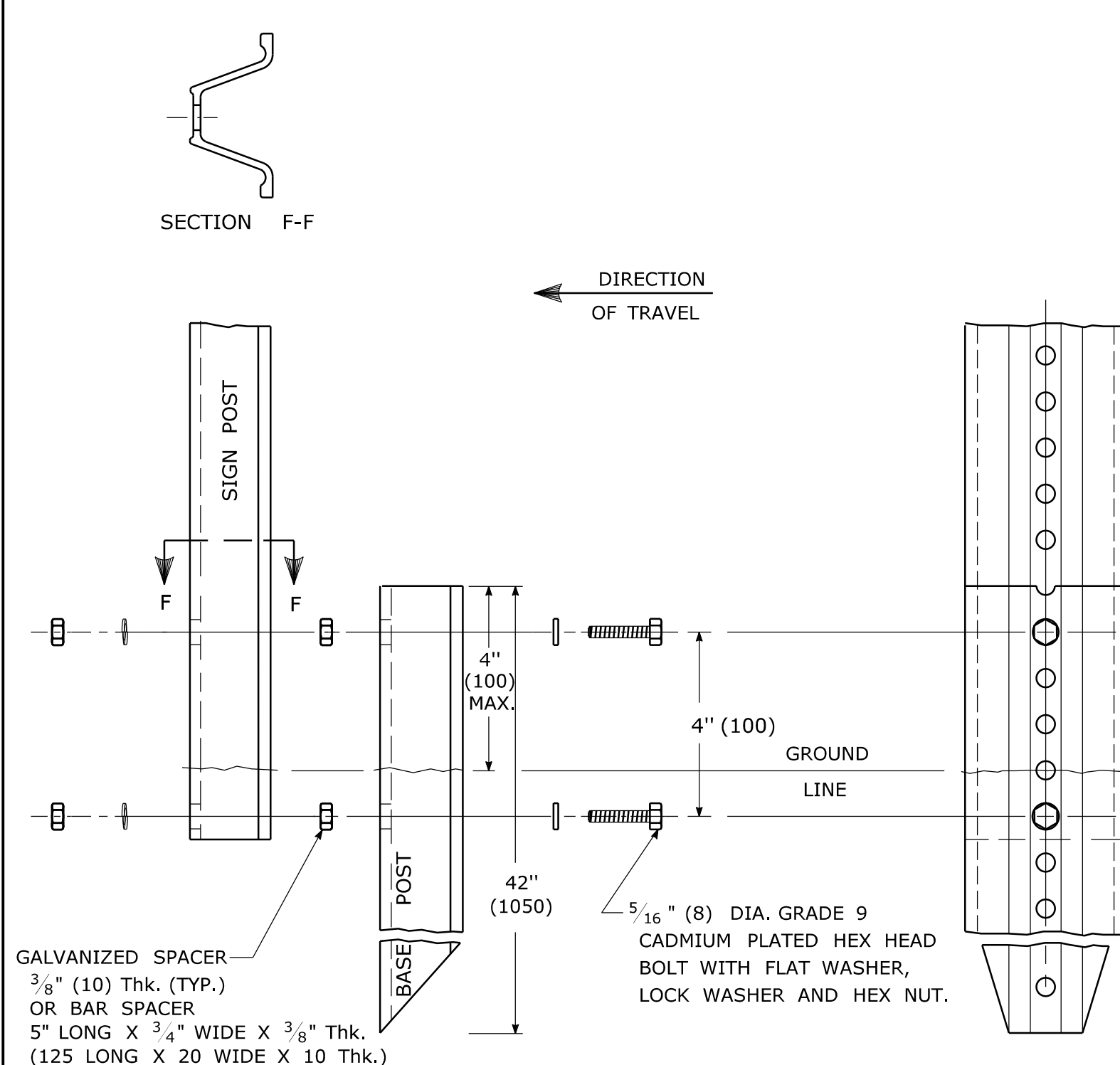
BREAKAWAY TYPE I INSTALLATION

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

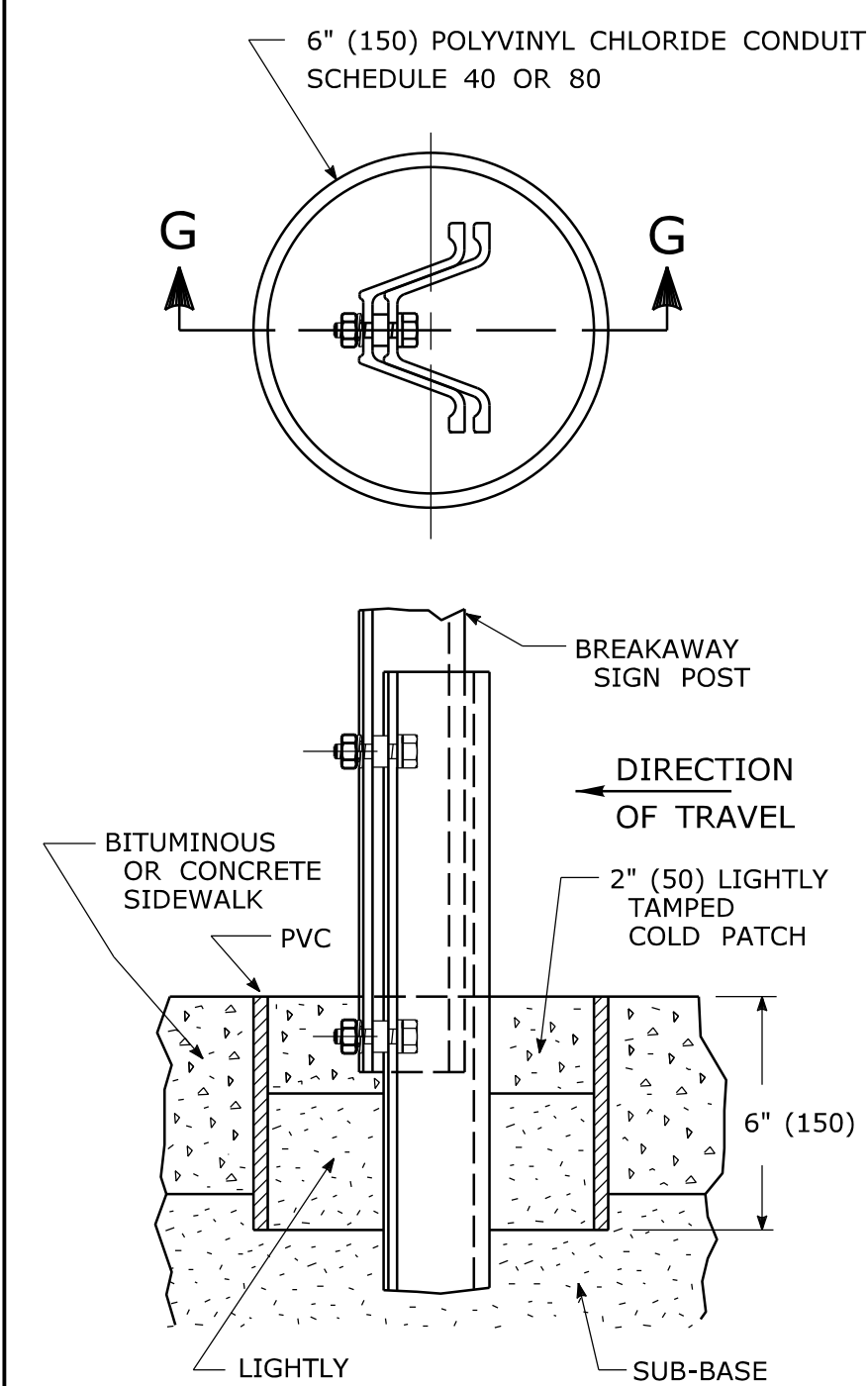


BREAKAWAY TYPE II INSTALLATION

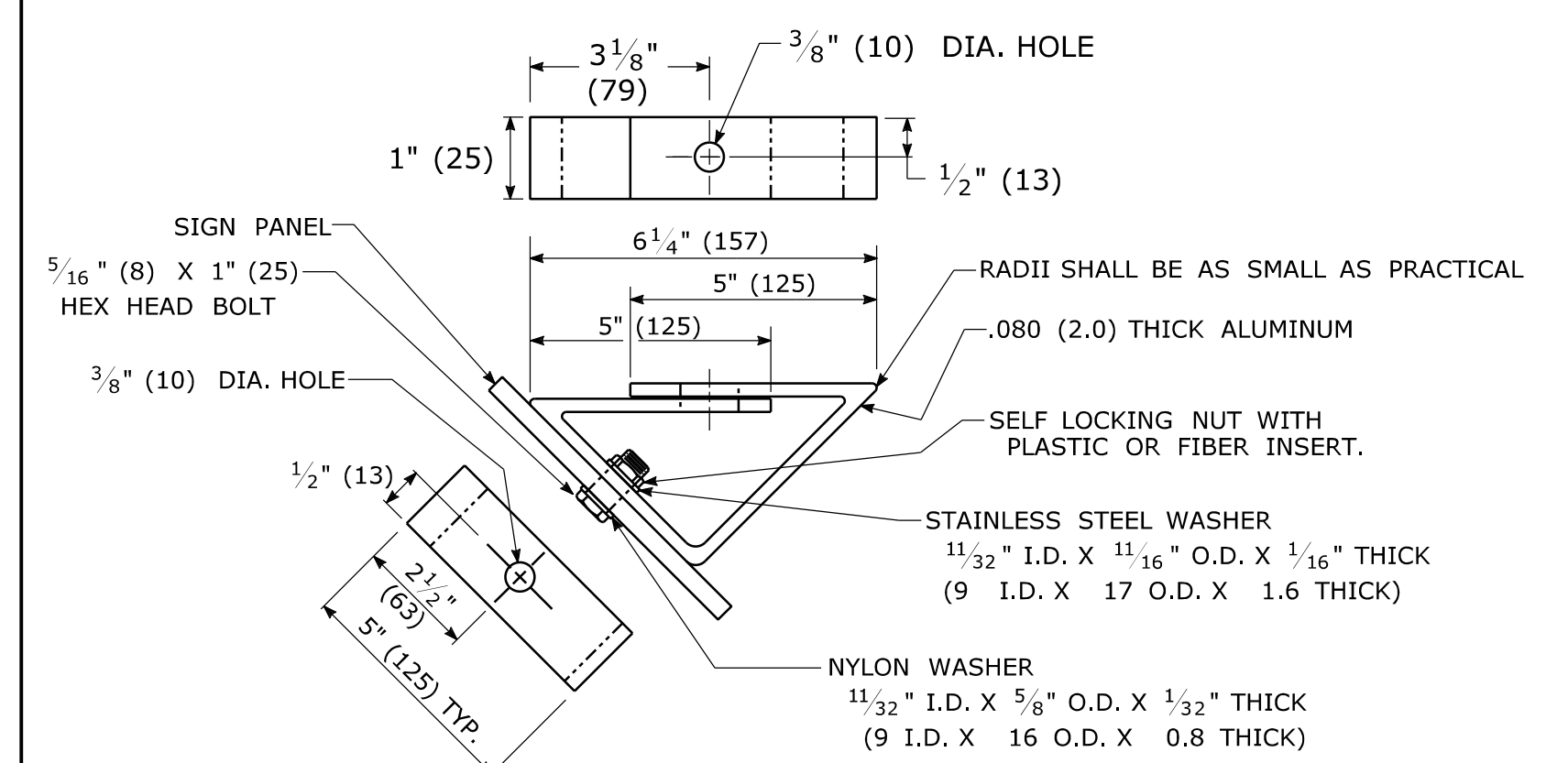
FOR 3 & 4 LB. POSTS
 (FOR 4.5 & 6.0 kg/m POSTS)



TYPICAL SLEEVE FOR PAVED AREAS



45° SUBMOUNTING BRACKET



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

Plotted Date: 3/22/2011

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NOT TO SCALE

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STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: CTDOT_TRAFFIC_STD.dgn Model: TR-1208_02

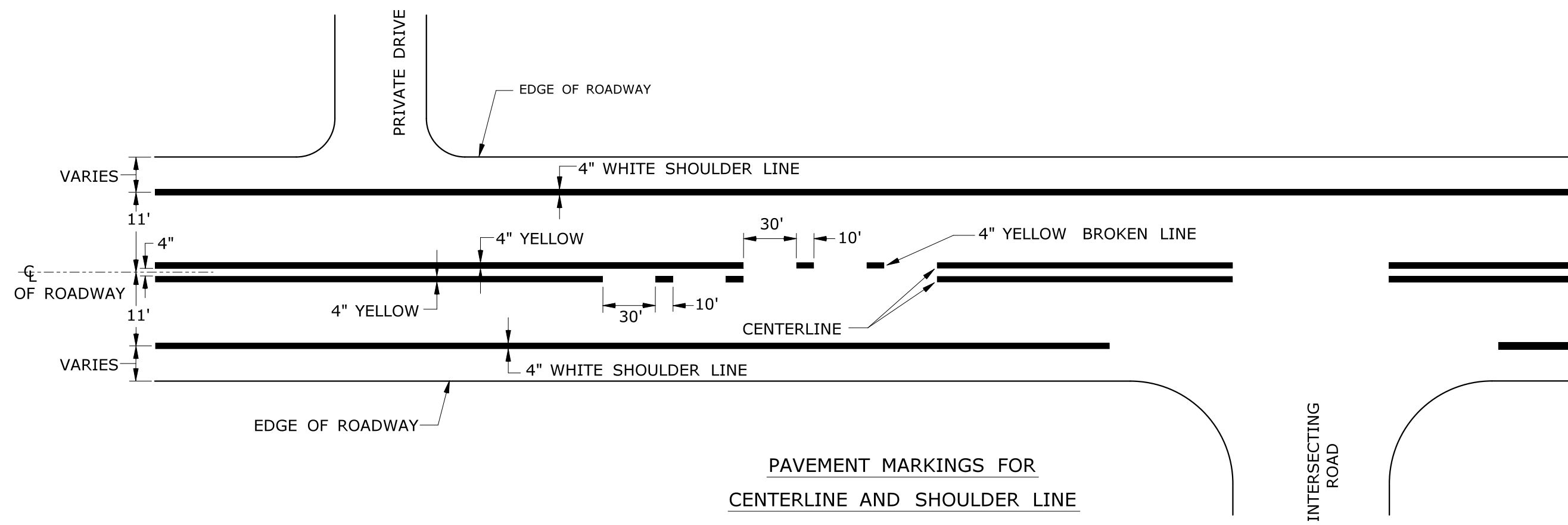
SUBMITTED BY: NAME/DATE/TIME:

APPROVED BY: NAME/DATE/TIME:

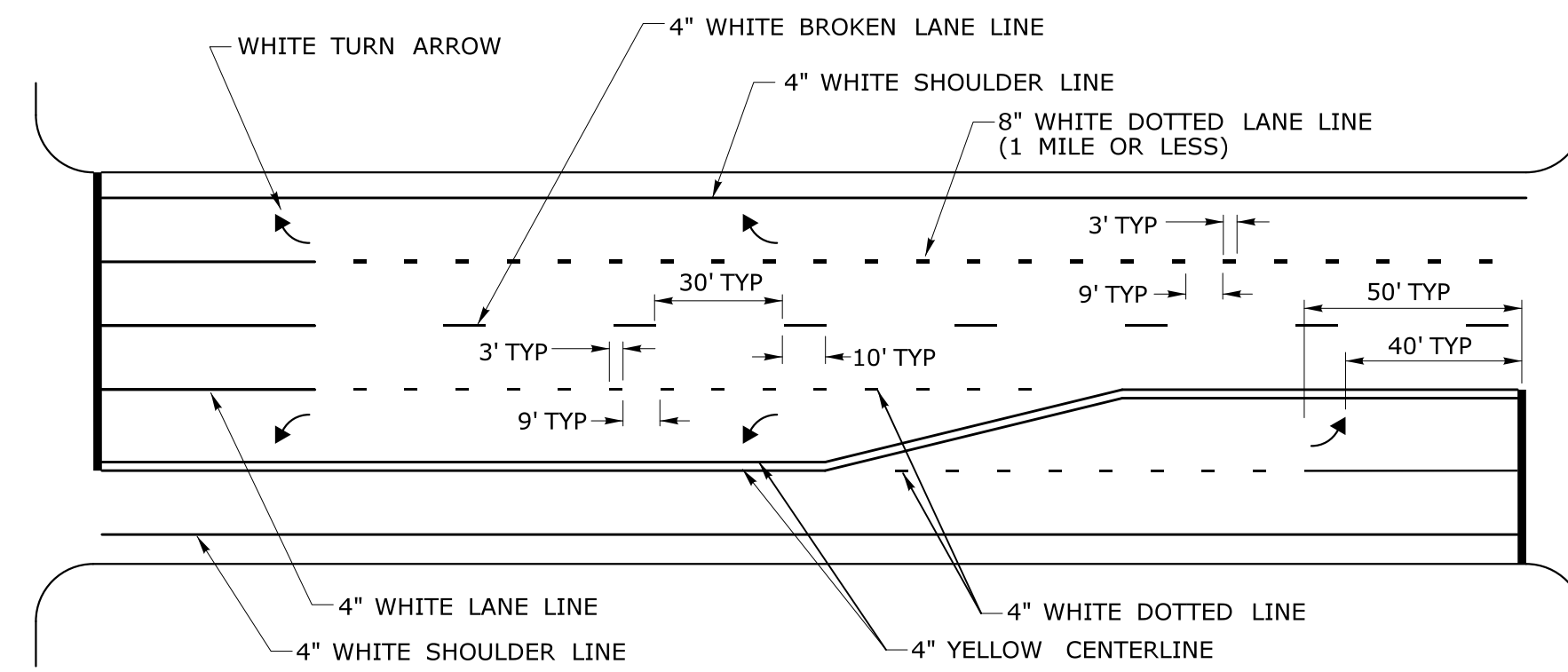
CTDOT
STANDARD SHEET
OFFICE OF ENGINEERING

STANDARD SHEET TITLE:
METAL SIGN POSTS AND SIGN MOUNTING DETAILS

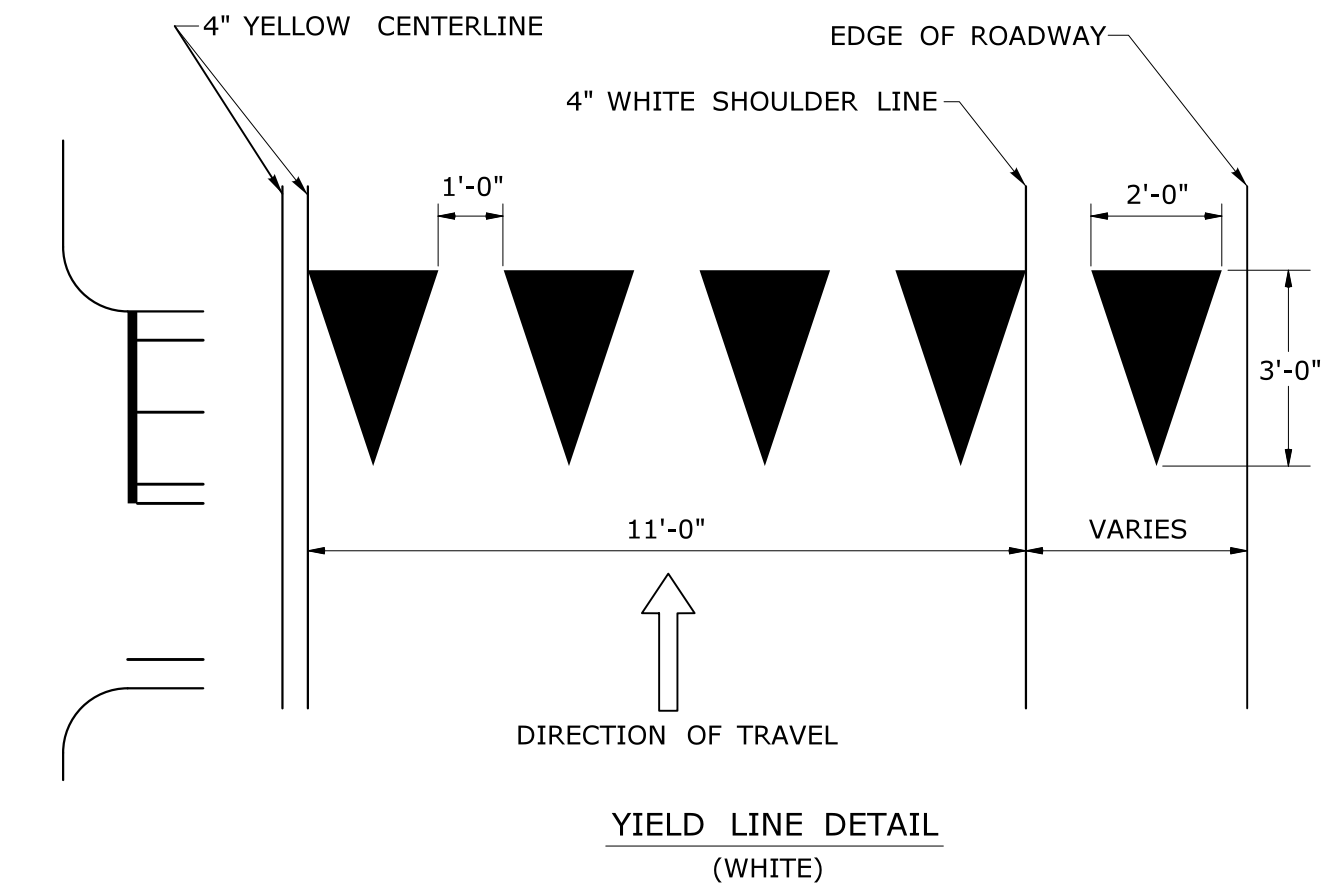
STANDARD SHEET NO.:
TR-1208_02



PAVEMENT MARKINGS FOR CENTERLINE AND SHOULDER LINE



PAVEMENT MARKINGS FOR TURNING LANES



YIELD LINE DETAIL (WHITE)

NOTES:

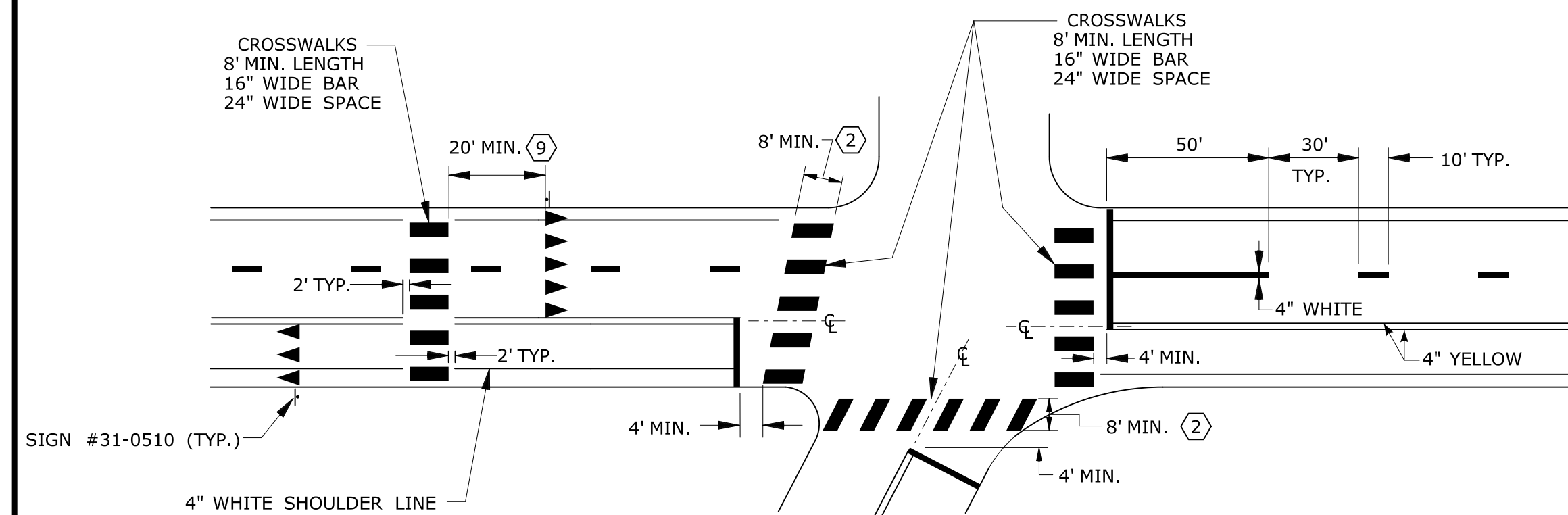
- STOP BARS AND YIELD LINES
1. STOP BARS AND YIELD LINES SHALL BE WHITE.
 2. STOP BARS SHALL BE 12" MIN. UNLESS OTHERWISE NOTED ON PLANS.
 3. STOP BARS TO BE MARKED A MINIMUM OF 4' IN ADVANCE OF THE NEAREST EDGE OF CROSSWALK AND SHOULD BE PLACED 90° TO THE CENTERLINE OF THE ROADWAY.
 4. IN THE ABSENCE OF A MARKED CROSSWALK THE STOP BAR SHOULD BE PLACED 90° TO THE CENTERLINE OF THE ROADWAY, AT THE DESIRED STOPPING POINT AT LEAST 5' AND NO MORE THAN 30' FROM THE NEAREST EDGE OF THE INTERSECTING ROADWAY.
 5. THE STOP BAR SHOULD BE PLACED IN LINE WITH THE STOP SIGN. HOWEVER, IF THE STOP SIGN CANNOT BE LOCATED EXACTLY WHERE VEHICLES ARE EXPECTED TO STOP, THE STOP BAR SHOULD BE PLACED AT THE STOPPING POINT.
 6. FOR STOP BARS AT RAMP SEE DETAILS "O" & "P" AND NOTES ON TRAFFIC STANDARD SHEET TR-1210.02 "PAVEMENT MARKINGS FOR DIVIDED HIGHWAYS".
 7. YIELD LINES SHOULD BE INSTALLED FROM THE CENTERLINE TO THE CURB LINE/EDGE OF ROAD AND SHOULD BE PLACED 90° TO THE CENTERLINE OF THE ROADWAY.
 8. FOR YIELD LINE INSTALLATIONS, ONLY FULL TRIANGLES ARE TO BE INSTALLED.
 9. AT MID-BLOCK CROSSWALKS ONLY, YIELD LINES SHOULD BE INSTALLED 20 TO 50 FEET IN ADVANCE OF THE NEAREST CROSSWALK LINE, OR AS DIRECTED BY THE ENGINEER.
 10. THE YIELD LINE SHOULD BE PLACED IN LINE WITH A YIELD SIGN. HOWEVER, IF THE YIELD SIGN CANNOT BE LOCATED EXACTLY WHERE VEHICLES ARE EXPECTED TO YIELD, THE YIELD LINE SHOULD BE PLACED AT THE YIELDING POINT.

CROSSWALKS

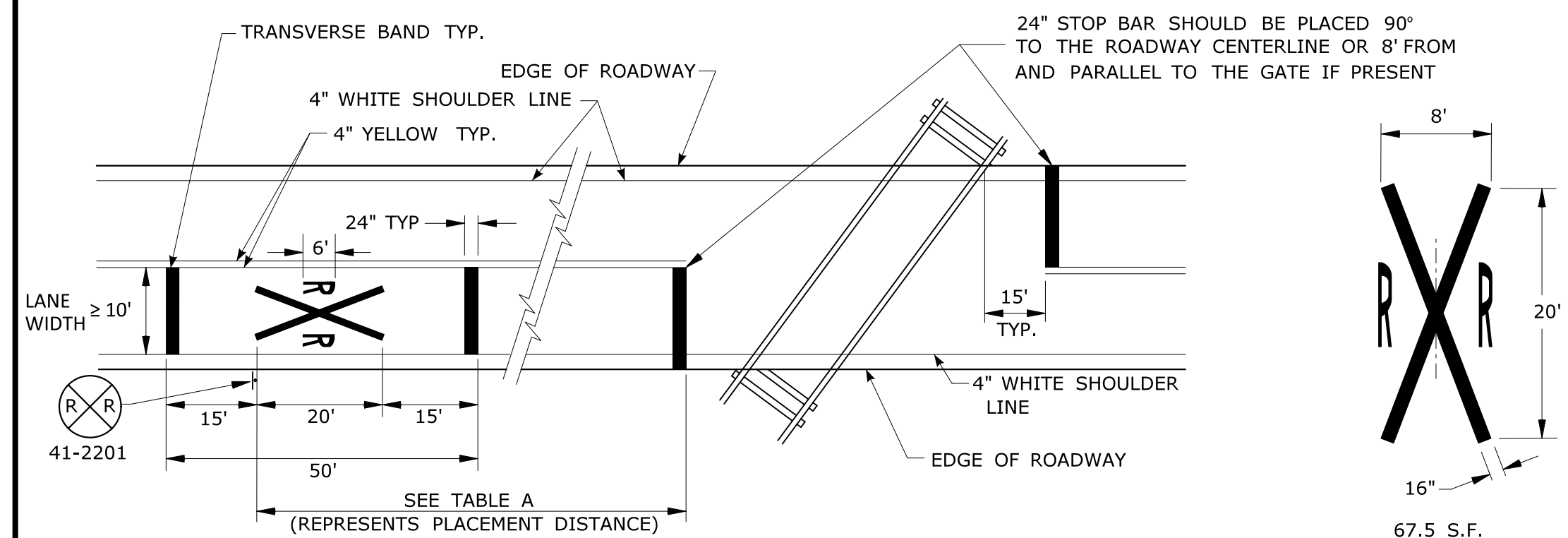
1. CROSSWALK MARKINGS SHALL BE WHITE.
2. AT LOCATIONS WHERE THE CROSSWALK IS SKEWED, BARS TO BE PARALLEL TO ϵ AND ENDS OF BARS TO BE PARALLEL. THE LENGTH OF THE BARS WILL VARY DEPENDING ON THE ANGLE OF SKEW.
3. BARS SHOULD BE NO CLOSER THAN 1' FROM CURB LINE/EDGE OF ROAD.
4. ONLY FULL LENGTH BARS ARE TO BE INSTALLED.
5. DECORATIVE CROSSWALKS SHALL BE BANDED FROM CURB TO CURB WITH A MINIMUM 12" WIDE WHITE TRANSVERSE LINE ALONG EACH EDGE.
6. 24" WIDE SPACE TO BE CENTERED ON YELLOW CENTERLINE.

RAILROAD GRADE CROSSINGS

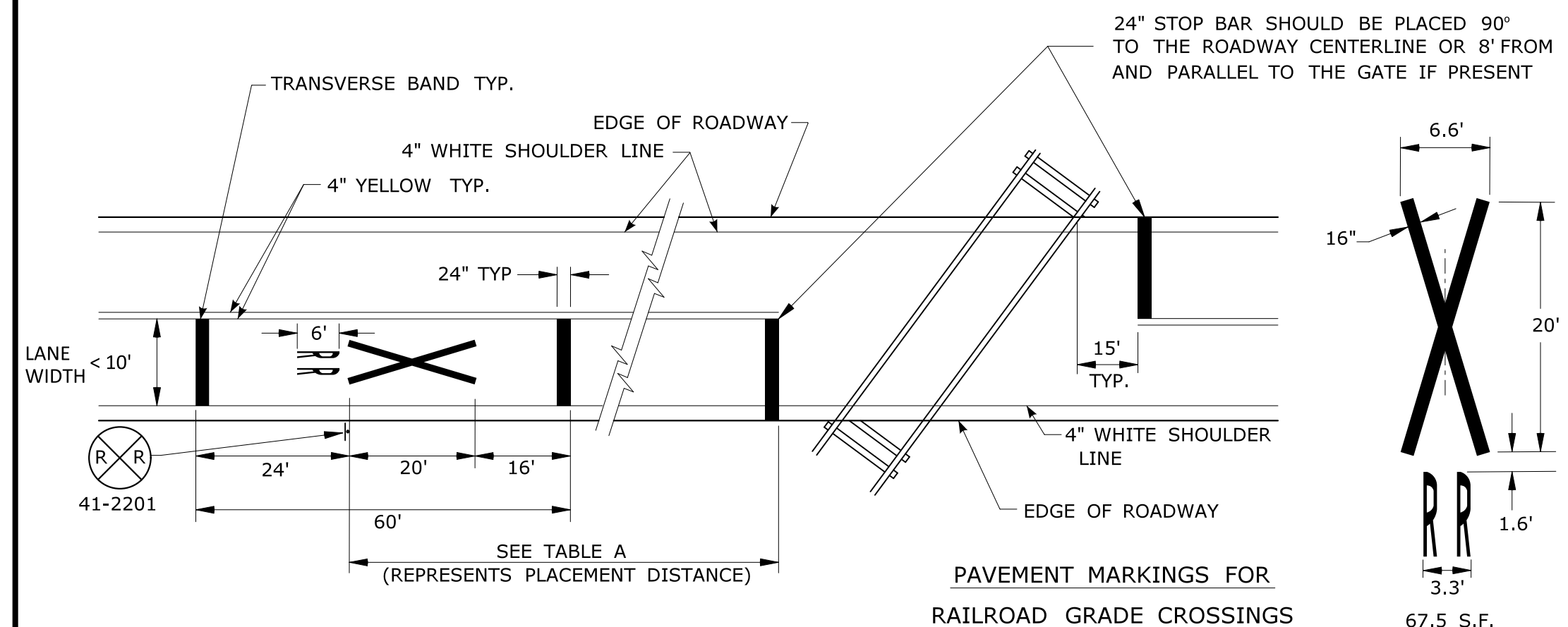
1. RAILROAD MARKINGS SHALL BE WHITE.
2. ON MULTI-LANE ROADS THE TRANSVERSE BANDS SHOULD EXTEND ACROSS THE APPROACH LANES AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE.



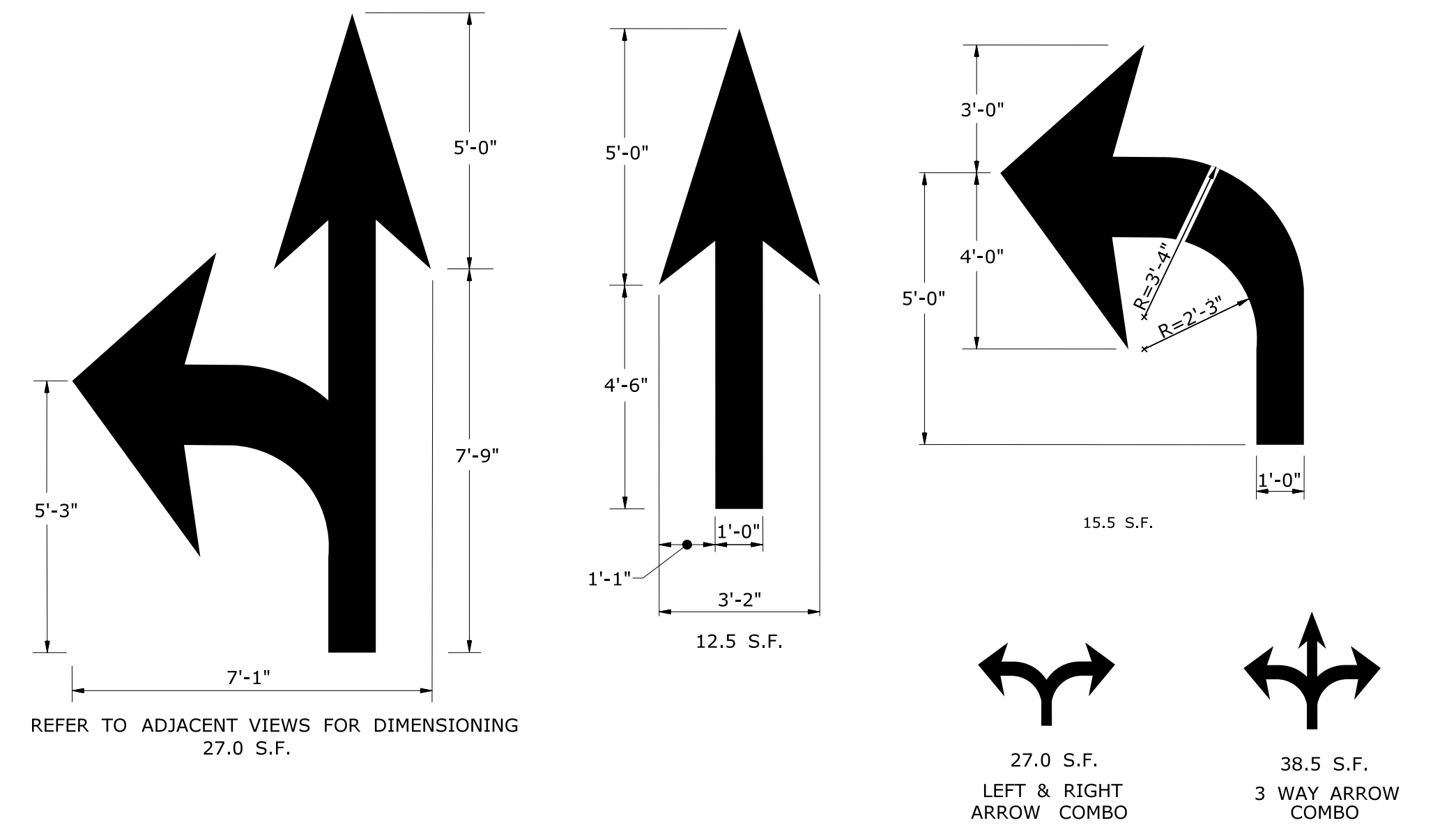
PAVEMENT MARKINGS FOR STOP BARS, YIELD LINES, AND CROSSWALKS



PAVEMENT MARKINGS FOR RAILROAD GRADE CROSSINGS



PAVEMENT MARKINGS FOR RAILROAD GRADE CROSSINGS

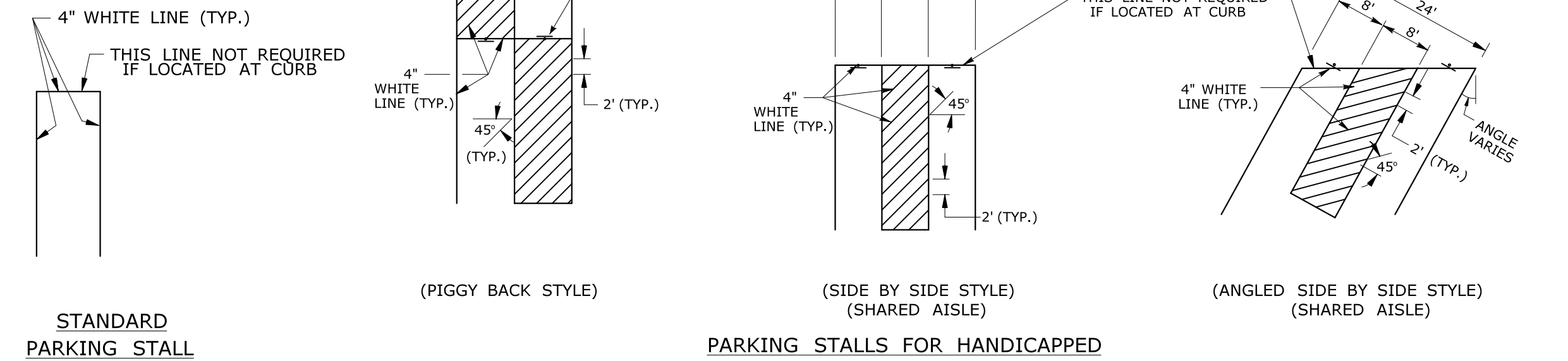


PAVEMENT ARROW DETAILS (WHITE)

ARROWS SHALL BE CENTERED IN TRAVEL LANE

POSTED OR 85 PERCENTILE SPEED M.P.H.	MINIMUM DISTANCE FT.
20	100
25	100
30	100
35	100
40	125
45	175
50	250
55	325
60	400
65	475

TABLE A

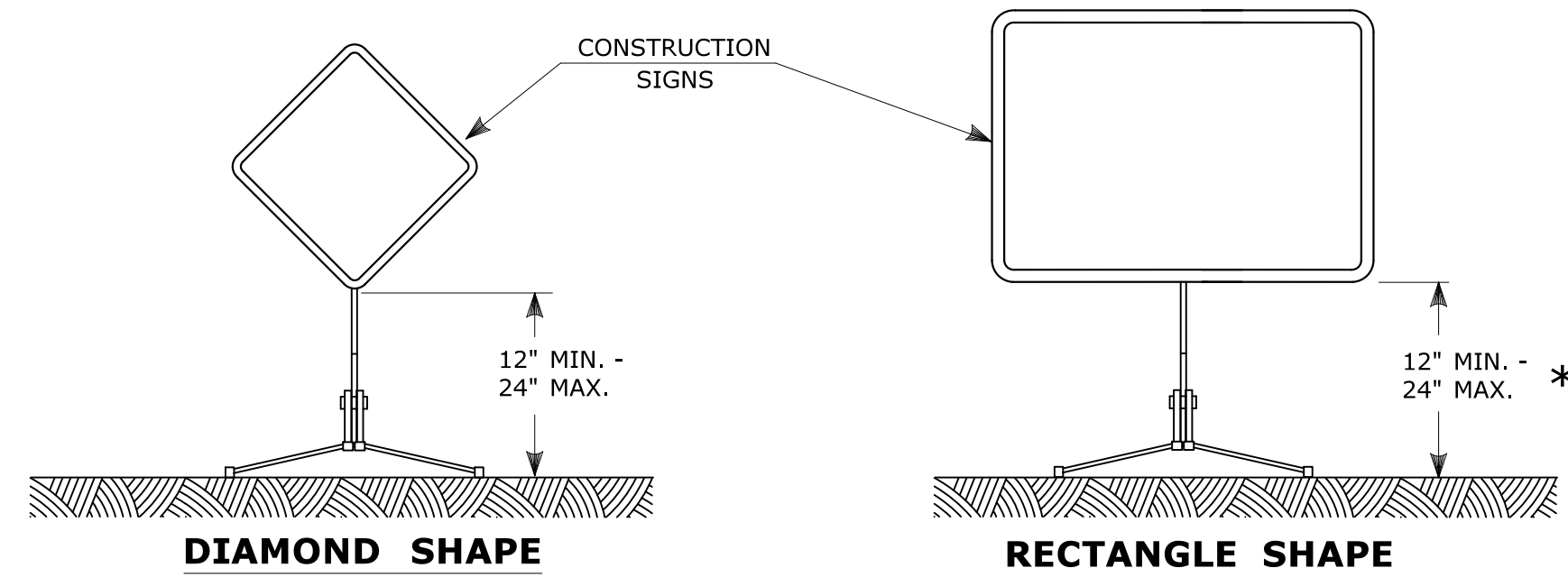


STANDARD PARKING STALL

PARKING STALLS FOR HANDICAPPED

NOTES:

- PAVEMENT MARKING
1. FOR PAVEMENT MARKINGS ON A CLIMBING LANE SEE DETAIL "L" ON TRAFFIC STANDARD SHEET TR-1210.02 "PAVEMENT MARKINGS FOR DIVIDED HIGHWAYS".
 2. AREA OF PAVEMENT MARKINGS AS INDICATED IS APPROXIMATE.
 3. FOR PAVEMENT MARKING LINES, STOP BARS AND ARROWS AT RAMP SEE DETAILS "O" & "P" AND NOTES ON TRAFFIC STANDARD SHEET TR-1210.02 "PAVEMENT MARKINGS FOR DIVIDED HIGHWAYS".
 4. RIGHT TURN PAVEMENT MARKING ARROWS ARE MIRROR IMAGE OF LEFT TURN PAVEMENT MARKING ARROWS.
 5. SHARED AISLES MAY NOT BE USED WHERE CONNECTICUT BUILDING CODE GOVERNS.
 6. LANE WIDTHS TO BE 11' UNLESS OTHERWISE NOTED.

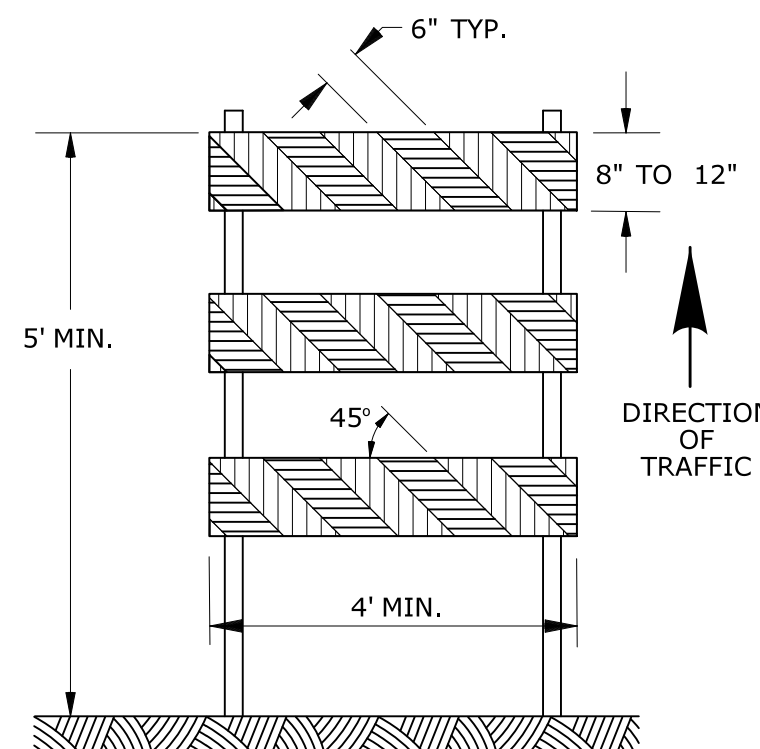
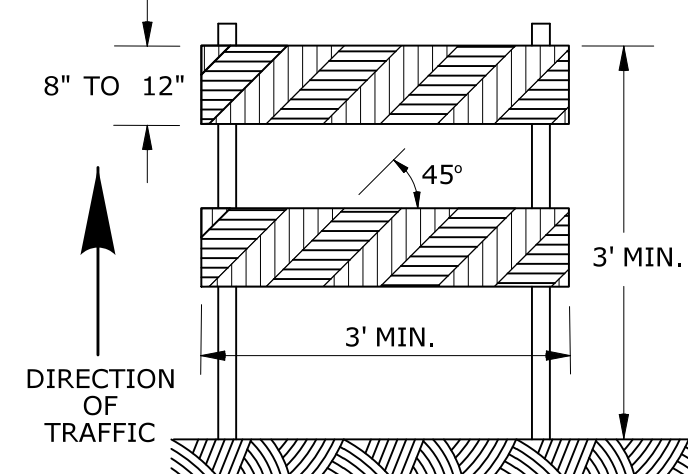
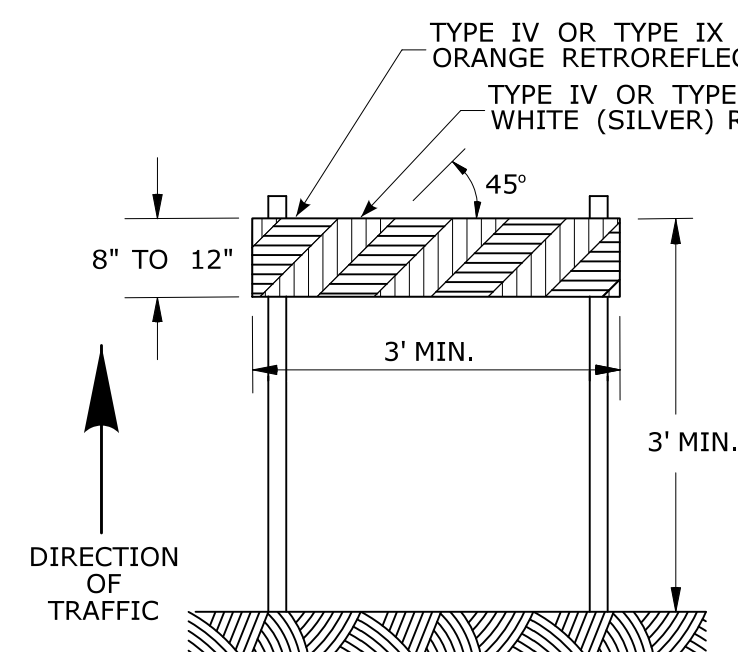


PORTABLE CONSTRUCTION SIGNS

NOTES FOR PORTABLE SIGN SUPPORTS:

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

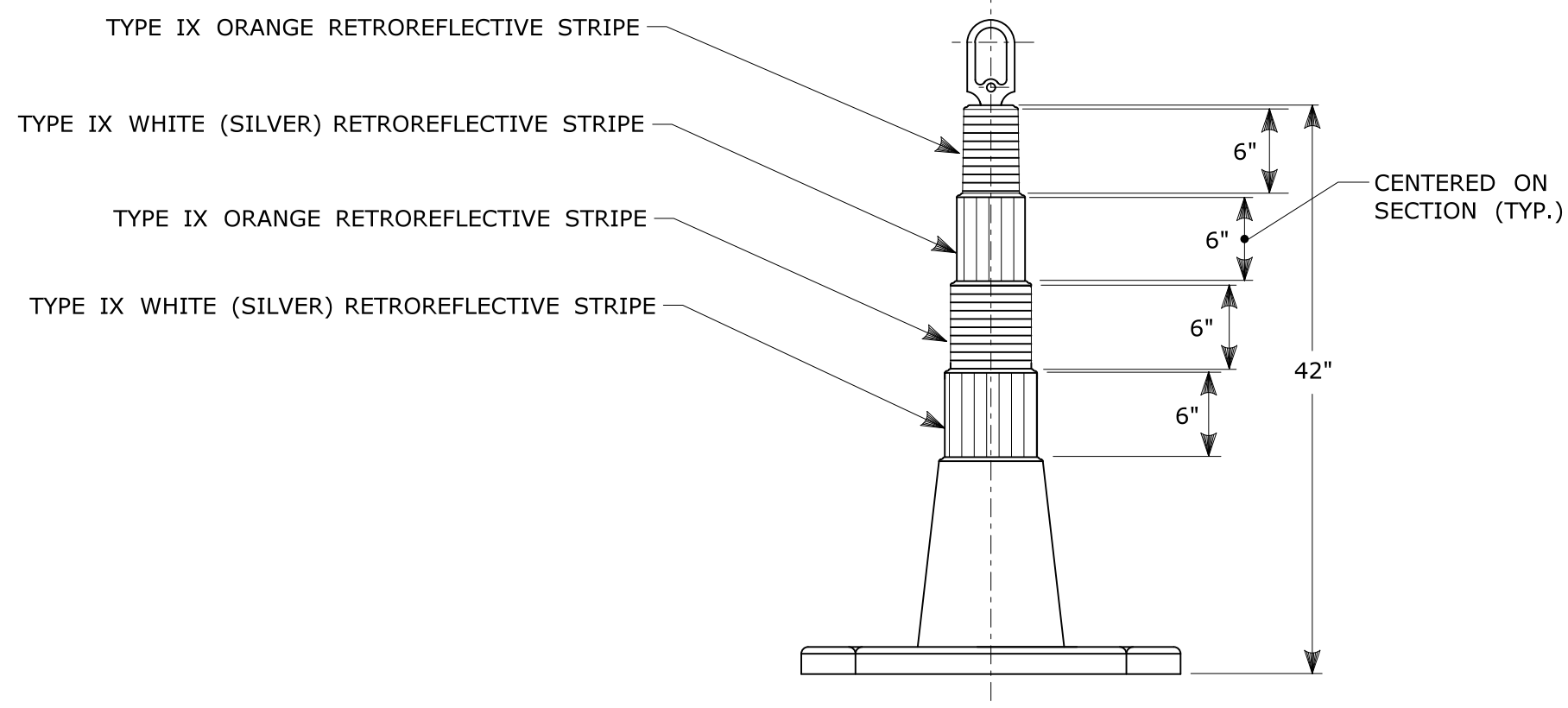
* FOR E5-1 (EXIT SIGNS) USE MIN 48".



CONSTRUCTION BARRICADES

NOTES:

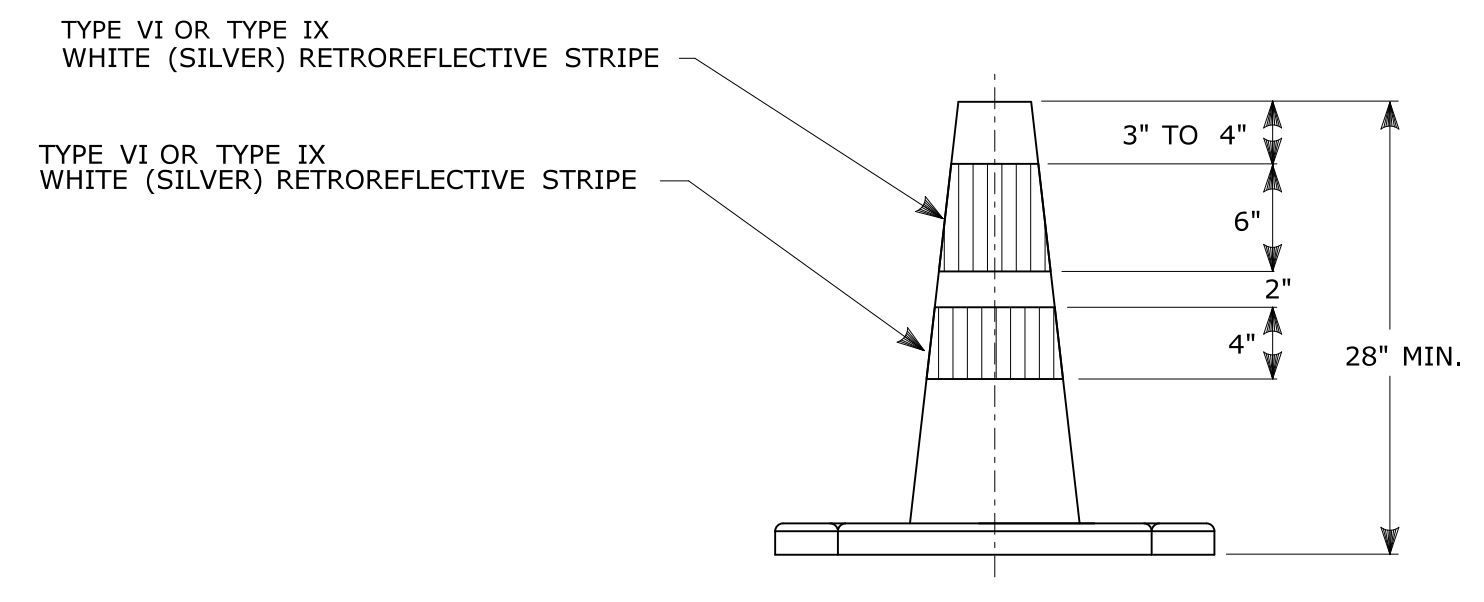
- CONSTRUCTION BARRICADES SHALL CONFORM TO THE REQUIREMENTS OF NCHRP REPORT 350 (TL-3) OR THE AASHTO MASH AND THE LATEST EDITION OF THE MUTCD.
- MARKINGS FOR BARRICADE RAILS SHALL BE ALTERNATE ORANGE AND WHITE STRIPES SLOPING DOWNWARD IN THE DIRECTION TRAFFIC IS TO PASS. 6" WIDE STRIPES SHALL BE USED.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



42" TRAFFIC CONE

NOTES:

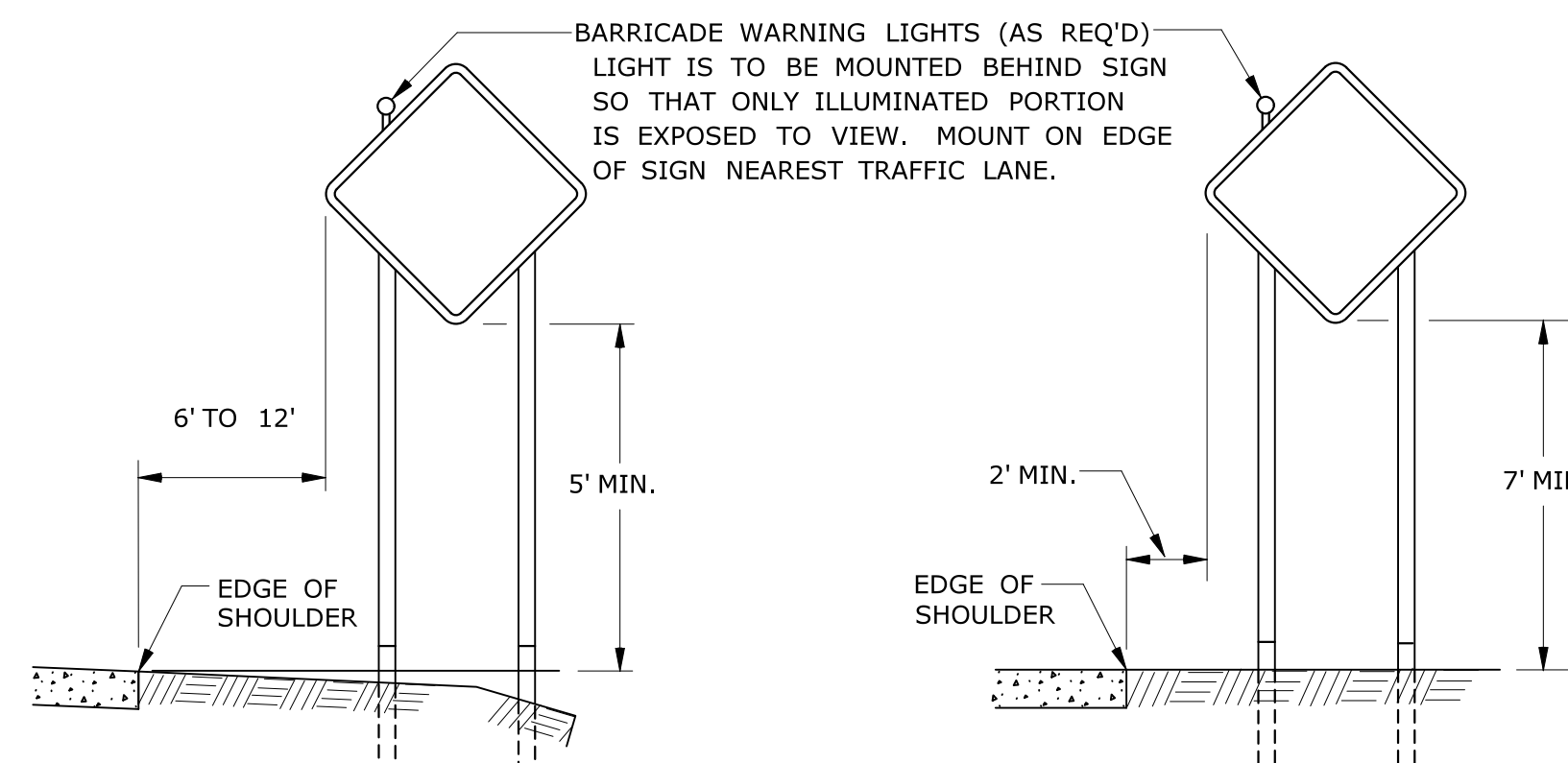
- TRAFFIC CONES SHALL CONFORM TO THE REQUIREMENTS OF NCHRP REPORT 350 (TL-3) OR THE AASHTO MASH FOR CATEGORY 1 DEVICES AND THE LATEST EDITION OF THE MUTCD.
- IF RUBBER CONES ARE USED, THEY SHALL HAVE INTERIOR RIBS FOR RIGIDITY.
- IF PLASTIC CONES ARE USED, THEY SHALL BE COLOR IMPREGNATED.
- THE ENGINEER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



TRAFFIC CONE

NOTES:

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



RURAL AREA

URBAN AREA

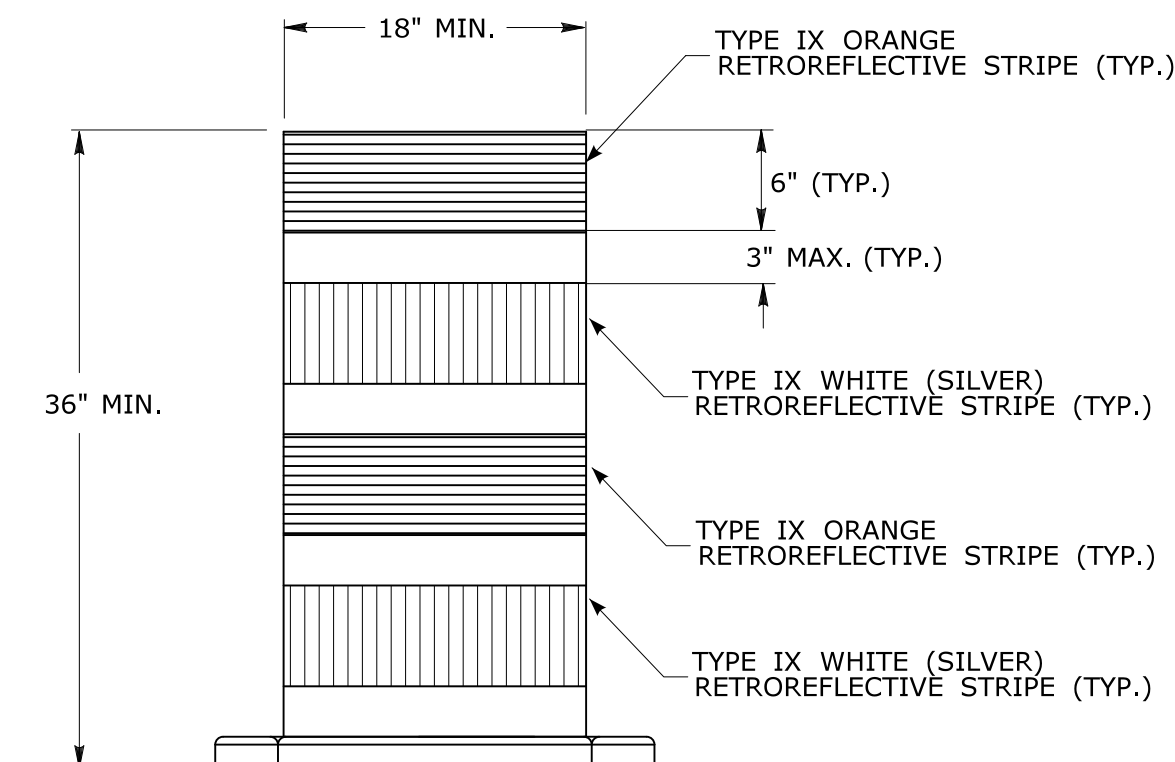
**PLACEMENT OF CONSTRUCTION SIGNS
TYPICAL LONG TERM INSTALLATION**

NOTES:

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

SEE TYPICAL SHEETS:

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



**TRAFFIC DRUM
FRONT VIEW**

NOTES:

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

<p>THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.</p>		<p>NOT TO SCALE</p>		<p>STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION</p>		<p>SUBMITTED BY: NAME/DATE/TIME:</p>		<p>CTDOT STANDARD SHEET</p>		<p>STANDARD SHEET TITLE:</p> <p>CONSTRUCTION SIGN SUPPORTS AND CHANNELIZING DEVICES</p>		<p>STANDARD SHEET NO.:</p> <p>TR-1220_02</p>	
<p>2 8-2015 UPDATED PER MUTCD AND FORM 816 JAN 2015 REVISION.</p>						<p>APPROVED BY: NAME/DATE/TIME:</p>		<p>OFFICE OF ENGINEERING</p>					
<p>1 2-2011 MINOR REVISIONS.</p>													
<p>REV. DATE REVISION DESCRIPTION</p>		<p>Plotted Date: 8/14/2015</p>		<p>Filename: CTDOT_TRAFFIC_STD.DGN Model: TR-1220_02</p>									