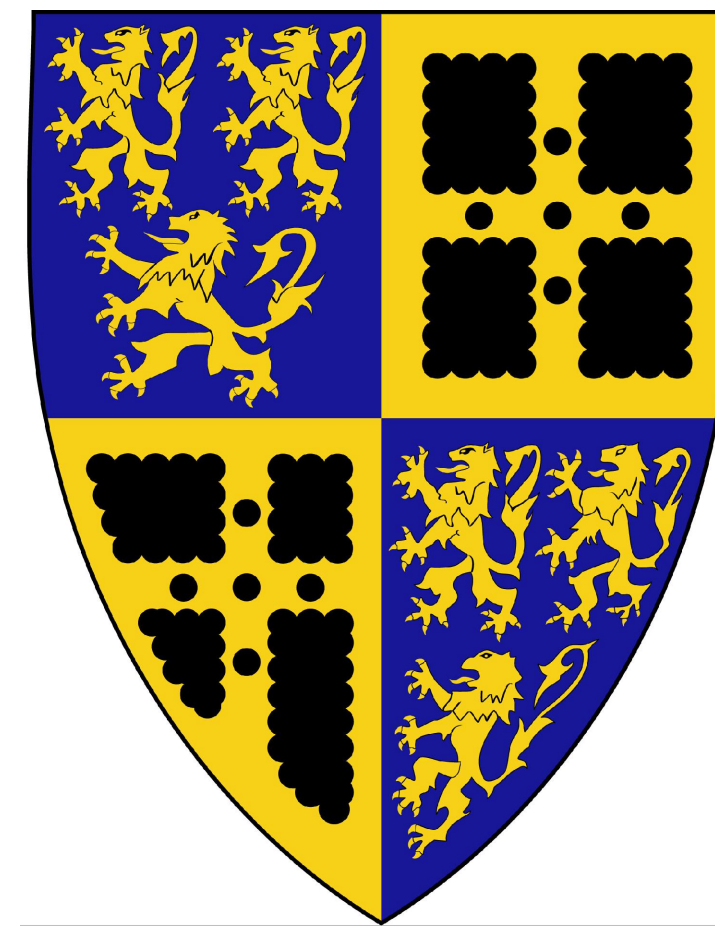


ABBREVIATIONS

BT	BITUMINOUS
B.O.F.	BOTTOM OF FOOTING
Conc.	CONCRETE
CF	CUBIC FEET
CFS	CUBIC FEET PER SECOND
CMP	CORRUGATED METAL PIPE
CMFE	CORRUGATED METAL FLARED END
CMPA	CORRUGATED METAL PIPE ARCH
DIA.	DIAMETER
EL.	ELEVATION
HMA	HOT MIX ASPHALT
I.D.	INSIDE DIAMETER
INV.	INVERT
L.F.	LINEAR FEET
MIN.	MINIMUM
NIF	NOW OR FORMERLY
OHW	ORDINARY HIGH WATER
PVC	POLYVINYLCHLORIDE
R	RADIUS
RCP	REINFORCED CONCRETE PIPE
S.F.	SQUARE FEET
STA.	STATION
T.O.W.	TOP OF WALL
(TYP.)	TYPICAL
WSEL	WATER SURFACE ELEVATION
WF	WETLAND FLAG

LEGEND

	EXISTING		PROPOSED
---	INDEX CONTOUR	---	---
---	INTERMEDIATE CONTOUR	---	---
+	SPOT ELEVATION	+	+
	CONIFEROUS TREE		DECIDUOUS TREE
	EDGE OF WATER		WETLAND FLAG
	WETLAND LINE		PROPERTY LINE
	STREET LINE		SURVEY CONTROL
	PERMANENT EASEMENT		TEMPORARY EASEMENT
	EDGE OF GRAVEL		EDGE OF PAVEMENT
	BITUMINOUS CONCRETE CURB		SIGN
	CABLE TELEVISION		ELECTRIC LINE
	TELEPHONE LINE		CATCH BASIN
	FLARED END SECTION		STORM DRAINAGE PIPE
	PROTECT TREE		REMOVE TREE
	CLEARING		SAWCUT
	REMOVE PAVEMENT, CURB AND ROADWAY BASE MATERIAL		EROSION CONTROL



TOWN OF
OLD SAYBROOK, CONNECTICUT

REPLACEMENT OF
BRIDGE NO. 1050003
BEAVER DAM TRAIL
OVER FISHING BROOK

BOARD OF SELECTMEN

CARL P. FORTUNA, JR. FIRST SELECTMAN
SCOTT GIEGERICH
MATTHEW PUGLIESE

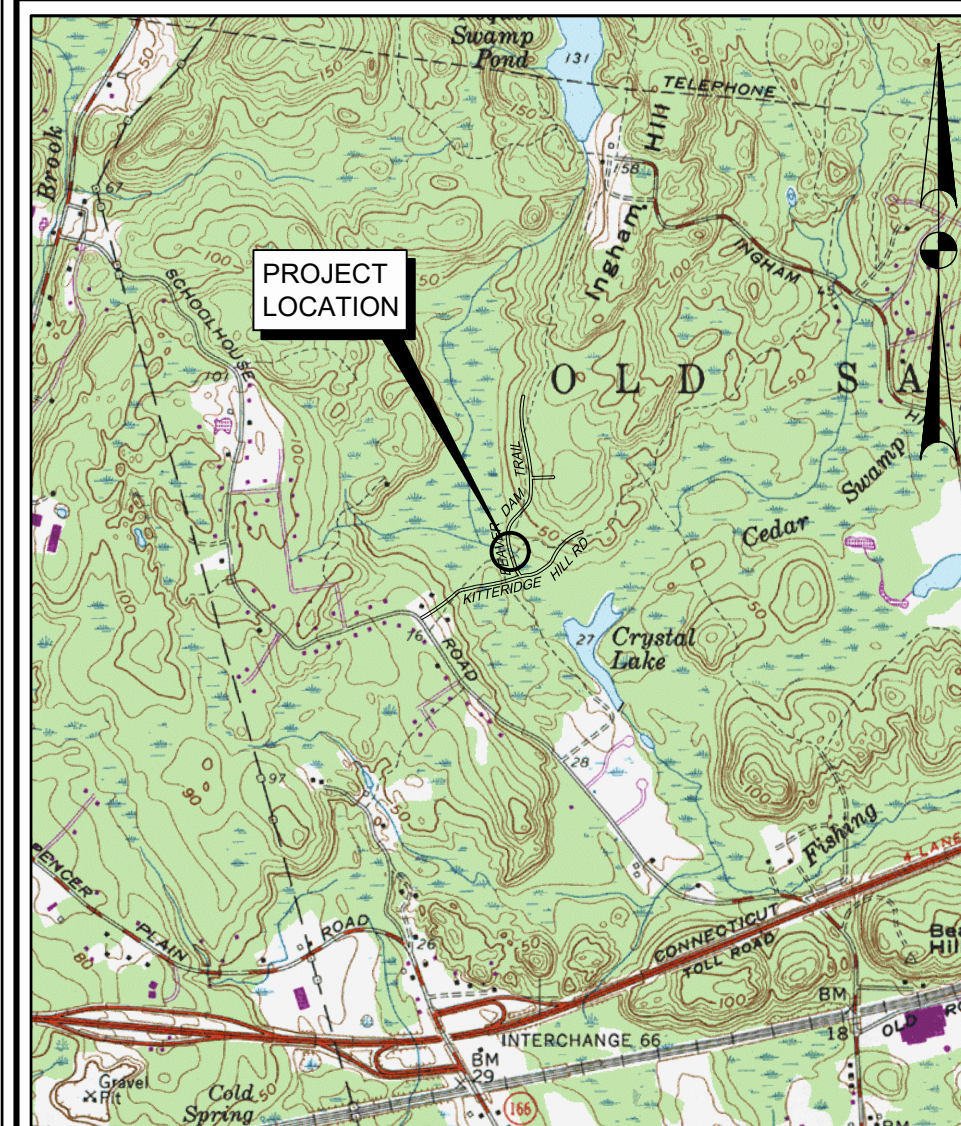
CONTRACT DRAWINGS
OCTOBER 1, 2024

SCHEDULE OF DRAWINGS

SHEET No.	TITLE
1 OF 16	COVER SHEET
2 OF 16	TOPOGRAPHIC SURVEY
3 OF 16	DEMOLITION PLAN
4 OF 16	ROADWAY PLAN
5 OF 16	ROADWAY PROFILE
6 OF 16	EROSION AND SEDIMENT CONTROL AND PLANTING PLAN
7 OF 16	EROSION AND SEDIMENT CONTROL NOTES
8 OF 16	EROSION AND SEDIMENT CONTROL DETAILS
9 OF 16	MAINTENANCE AND PROTECTION OF TRAFFIC PLAN
10 OF 16	STAGING PLAN
11 OF 16	GENERAL PLAN
12 OF 16	RIGID FRAME AND FOOTING DETAILS
13 OF 16	WINGWALL DETAILS
14 OF 16	PARAPET DETAILS
15 OF 16	SITE DETAILS AND NOTES
16 OF 16	FIGURES FOR DATES ON BRIDGE PARAPETS

CTDOT STANDARD DRAWINGS

SHEET No.	TITLE
HW-822.01	TEMPORARY PRECAST CONCRETE BARRIER CURB
HW-910.20	MASH W-BEAM HARDWARE
HW-910.21	MASH BEAM RAIL (R-B MASH) GUIDERAIL
HW-910.23	METAL BEAM RAIL (R-B MASH) HALF AND QUARTER POST SPACING GUIDERAIL
HW-911.01	R-B END ANCHORAGE TYPE I AND II
TR-1208.02	METAL SIGN POSTS AND SIGN MOUNTING DETAILS
TR-1220.01	SIGNS FOR CONSTRUCTION AND PERMIT OPERATIONS
TR-1220.02	CONSTRUCTION SIGN SUPPORTS AND CHANNELIZING DEVICES



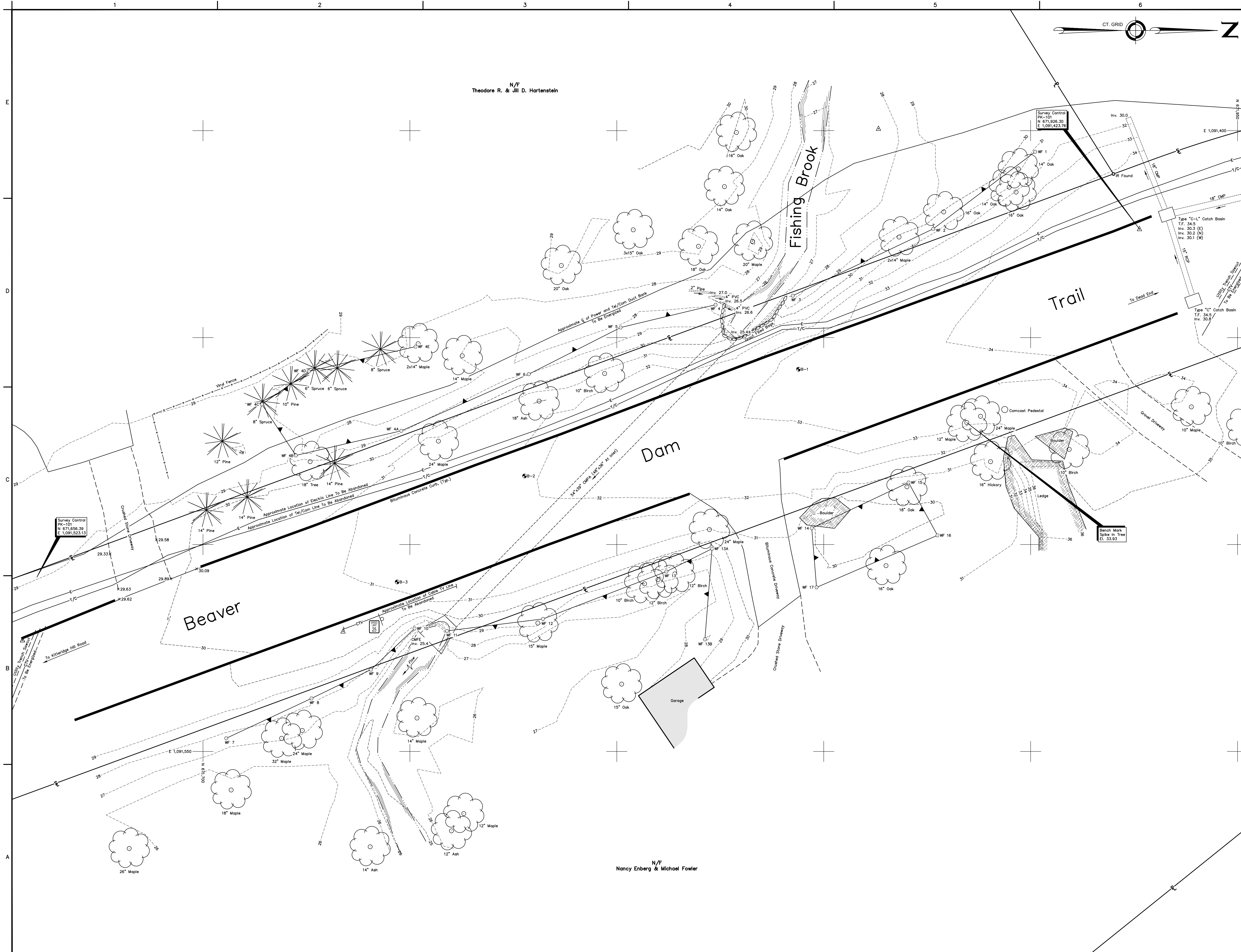
PROJECT LOCATION MAP
SCALE: 1" = 2000'
(SCALE IN FEET)

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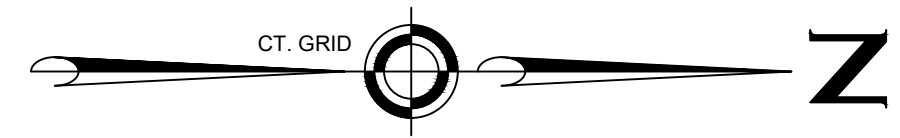
PROJECT NO. 07470045 - PROJECT NAME: TOWN OF OLD SAYBROOK REPLACEMENT OF BRIDGE NO. 105003 CARRYING BEAVER DAM TRAIL OVER FISHING BROOK - PHASE: CONTRACT DRAWINGS - DATE: OCTOBER 1, 2024

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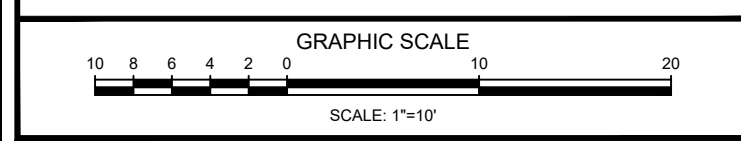


N/F
Theodore R. & Jill D. Hartenstein

N/F
Nancy Enberg & Michael Fowler



- NOTES:**
- This survey was prepared pursuant to the Regulations of Connecticut State Agencies Sections 20-300b-1 through 20-300b-20 as a Class T-2 Topographic Survey (Vertical Accuracy Class V-2) and a Class A-2 Right Of Way Survey. Boundary Determination Category is Dependent Resurvey. See maps referenced below.
 - Underground or overhead encroachments, structures, and systems were not investigated as a part of this survey, except as shown or noted hereon.
 - Stone walls and/or fences may deviate slightly from principal courses shown.
 - Peripheral property lines of adjacent owners are shown for general informational purposes only and are not to be construed as being accurately located or shown hereon.
 - Horizontal datum is NAD83. Vertical datum is NAVD88.
 - Parcels are shown on Tax Map 50.
 - Parcels may be subject to such rights and easements as appear of record or are apparent by usage. This survey reflects encumbrances noticed and discovered by the surveyor in the normal course of work and does not necessarily show every possible condition affecting the property. Easements, servitudes, local ordinances, zoning and other legal encumbrances may exist which are not reflected hereon. Consult a title attorney to discover all legal encumbrances, if any, attached to this property.
 - Reference is made to the following map:
 - "FINAL PLAN KITTERIDGE HILL SUBDIVISION OF LAND OF GEORGE J. BESSONI SCHOOLHOUSE ROAD OLD SAYBROOK, CONNECTICUT DATE: NOV. 7, 1973 SCALE: 1" = 100", by Angus L. McDonald, L.S., O.S.L.R. Map No. 1288



TOWN OF
OLD SAYBROOK, CONNECTICUT

**REPLACEMENT OF
BRIDGE NO. 105003
BEAVER DAM TRAIL
OVER FISHING
BROOK**

**TOPOGRAPHIC
SURVEY**

CONTRACT DRAWINGS

ANY ALTERATIONS TO THIS DRAWING MADE WITHOUT THE EXPRESSED WRITTEN APPROVAL OF LAND SURVEY & TECHNICAL SERVICES, INC. WILL BE AT THE SOLE RISK OF THE PERSON OR FIRM MAKING SUCH UNAUTHORIZED ALTERATIONS AND LAND SURVEY & TECHNICAL SERVICES, INC. WILL NEITHER HAVE NOR ACCEPT ANY LIABILITY OR LEGAL EXPOSURE ARISING FROM SAID UNAUTHORIZED ALTERATIONS.

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www.njja.com
An Affiliate of Nathan L. Jacobson & Associates, Inc.

NOT VALID WITHOUT ORIGINAL SEAL

TO MY KNOWLEDGE AND BELIEF, THIS MAP IS SUBSTANTIALLY CORRECT AS NOTED HEREON.

JEFFREY A. SANBORN, L.S.
CT REGISTRATION No. 12883

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REVISIONS		
No.	DESCRIPTION	DATE

DATE: OCTOBER 1, 2024
SCALE: 1"=10'
PROJECT No.: 07470045
CADD FILE: 07470045SP
FIELD BOOK: -
DRAWN: AJG
CHECKED: -

SHEET No.:
2 OF 16

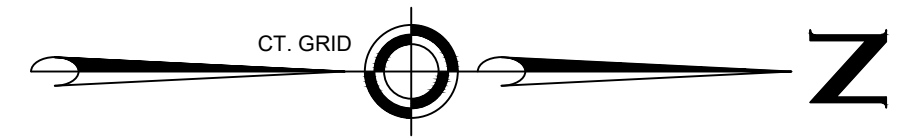
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HARTENSTEIN PROPERTY NOTES:

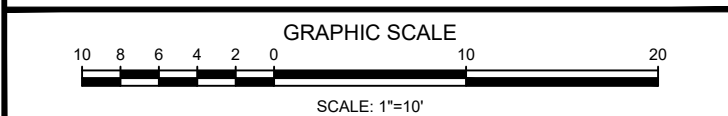
- COORDINATE DISTURBANCE OF EXISTING IRRIGATION SYSTEM, STA. 8+58 TO STA. 9+05 LEFT, WITH HOMEOWNER. REMOVE PORTION OF SYSTEM AS NEEDED. CAP RE-ROUTE SO REMAINDER IS FUNCTIONAL DURING CONSTRUCTION. REPLACE DISTURBED PORTION AND RECONNECT AND TEST, TO SATISFACTION OF HOMEOWNER AND ENGINEER.
- TEMPORARILY RELOCATE UNDERGROUND ELECTRIC DOG FENCE WIRE IF NEEDED DURING CONSTRUCTION. COORDINATE WITH HOMEOWNER. REINSTALL BACK TO PERMANENT LOCATION. COORDINATE WITH HOMEOWNER.

N/F
Theodore R. & Jill D. Hartenstein

N/F
Nancy Enberg & Michael Fowler



NOTES:
1. SEE SHEET 15 FOR PROJECT NOTES.



TOWN OF
OLD SAYBROOK, CONNECTICUT

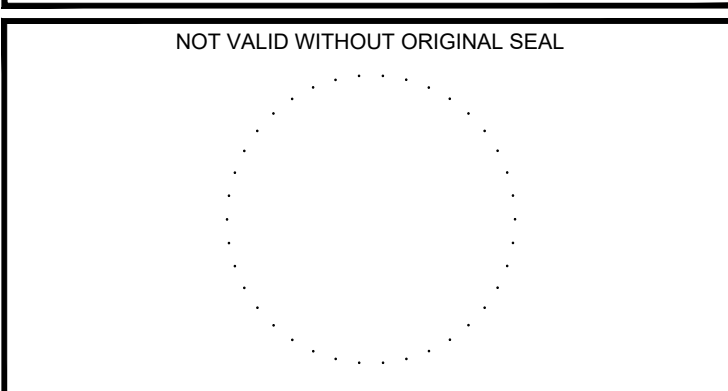
**REPLACEMENT OF
BRIDGE NO. 105003
BEAVER DAM TRAIL
OVER FISHING
BROOK**

DEMOLITION PLAN

CONTRACT DRAWINGS

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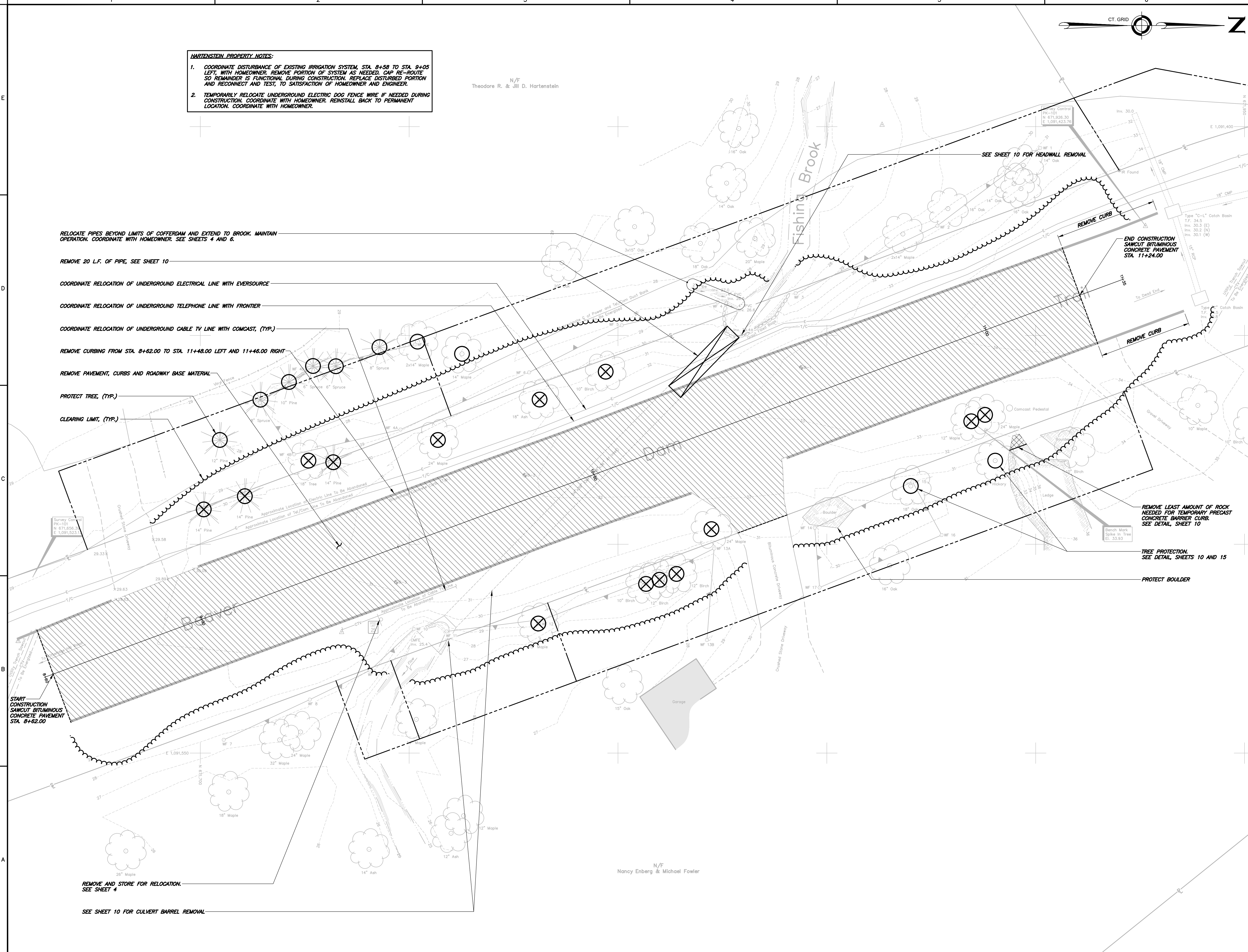
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CT REGISTRATION No. 15871

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REVISIONS		
No.	DESCRIPTION	DATE

DATE: OCTOBER 1, 2024
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PROJECT No.: 07470045
CADD FILE: 07470045SP
DESIGNED: JHP
DRAWN: AJG
CHECKED: JMD

SHEET No.:
3 OF 16



RELOCATE PIPES BEYOND LIMITS OF COFFERDAM AND EXTEND TO BROOK. MAINTAIN OPERATION. COORDINATE WITH HOMEOWNER. SEE SHEETS 4 AND 6.

REMOVE 20 L.F. OF PIPE, SEE SHEET 10

COORDINATE RELOCATION OF UNDERGROUND ELECTRICAL LINE WITH EVERSOURCE

COORDINATE RELOCATION OF UNDERGROUND TELEPHONE LINE WITH FRONTIER

COORDINATE RELOCATION OF UNDERGROUND CABLE TV LINE WITH COMCAST, (TYP.)

REMOVE CURBING FROM STA. 8+62.00 TO STA. 11+48.00 LEFT AND 11+48.00 RIGHT

REMOVE PAVEMENT, CURBS AND ROADWAY BASE MATERIAL

PROTECT TREE, (TYP.)

CLEARING LIMIT, (TYP.)

Survey Control
PK-10
N: 871,856.33
E: 1,091,523.33

REMOVE LEAST AMOUNT OF ROCK NEEDED FOR TEMPORARY PRECAST CONCRETE BARRIER CURB. SEE DETAIL, SHEET 10

TREE PROTECTION. SEE DETAIL, SHEETS 10 AND 15

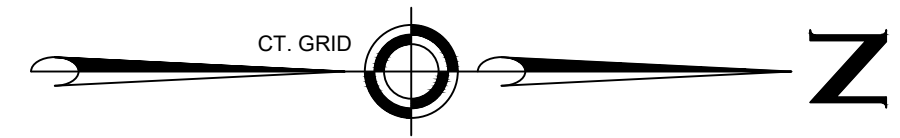
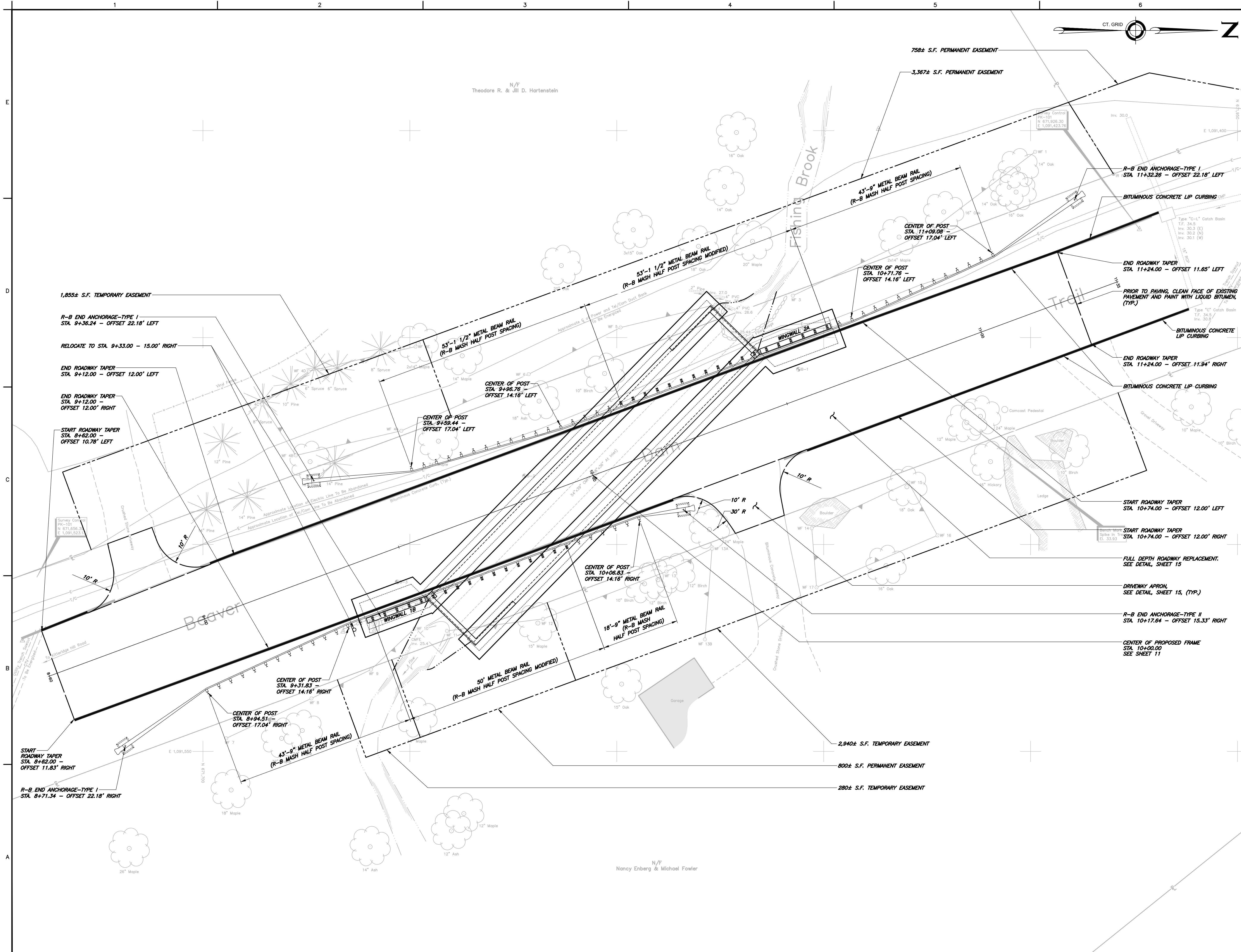
PROTECT BOULDER

START CONSTRUCTION SAWCUT BITUMINOUS CONCRETE PAVEMENT STA. 8+62.00

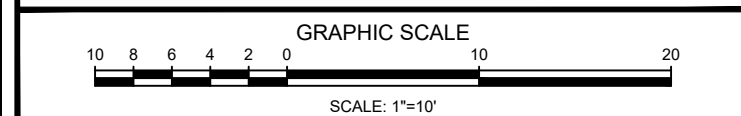
REMOVE AND STORE FOR RELOCATION. SEE SHEET 4

SEE SHEET 10 FOR CULVERT BARREL REMOVAL

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NOTES:
 1. SEE SHEET 15 FOR PROJECT NOTES.



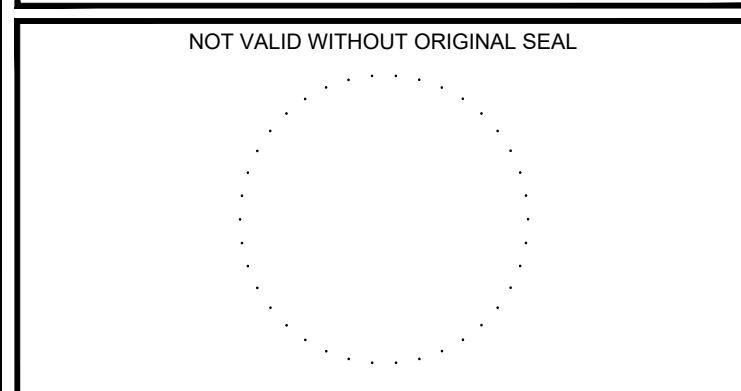
TOWN OF
 OLD SAYBROOK, CONNECTICUT
**REPLACEMENT OF
 BRIDGE NO. 105003
 BEAVER DAM TRAIL
 OVER FISHING
 BROOK**

ROADWAY PLAN

CONTRACT DRAWINGS

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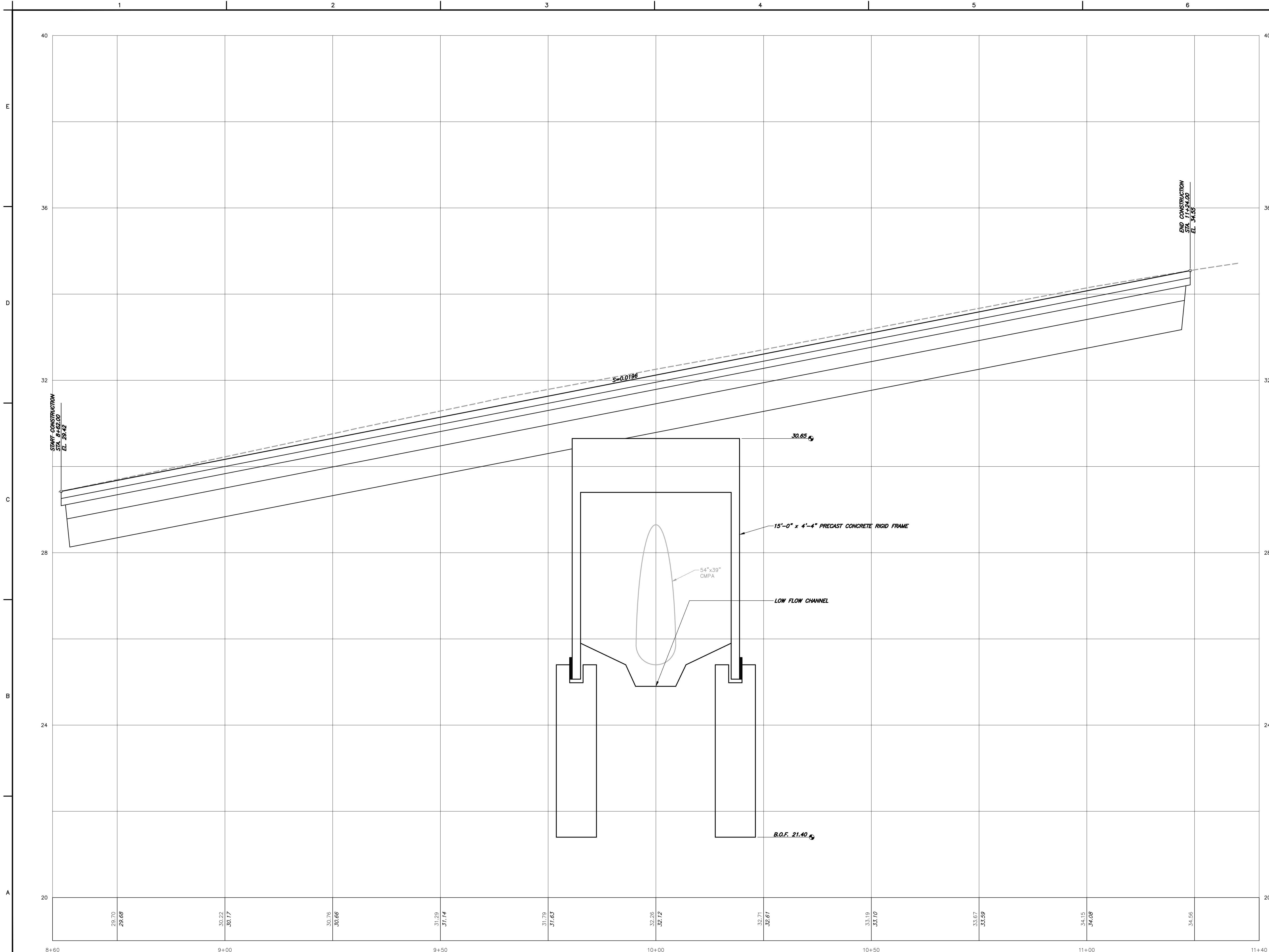
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REVISIONS		
No.	DESCRIPTION	DATE

DATE: OCTOBER 1, 2024
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 PROJECT No.: 07470045
 CADD FILE: 07470045SP
 DESIGNED: JHP
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 CHECKED: JMD

SHEET No.:
4 OF 16

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START CONSTRUCTION STA. 71+24.00 EL. 34.86

END CONSTRUCTION STA. 71+24.00 EL. 34.86

S=0.0196

30.65

15'-0" x 4'-4" PRECAST CONCRETE RIGID FRAME

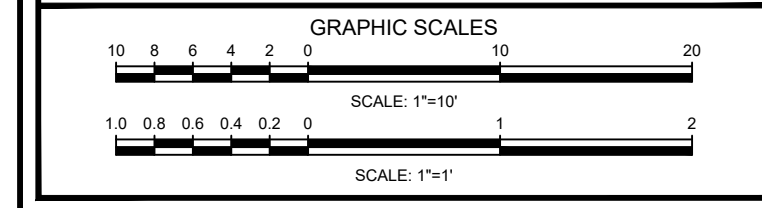
54"x39" CMPA

LOW FLOW CHANNEL

B.O.F. 21.40

8+60	29.70 29.68	9+00	30.22 30.17	9+50	31.29 31.14	10+00	32.26 32.12	10+50	33.19 33.10	11+00	34.15 34.08	11+40	34.55
------	----------------	------	----------------	------	----------------	-------	----------------	-------	----------------	-------	----------------	-------	-------

- NOTES:
- SEE SHEET 15 FOR PROJECT NOTES.
 - PROFILE IS DRAWN ALONG THE ROADWAY BASELINE. ONLY KNOWN UNDERGROUND UTILITIES LOCATED DIRECTLY BELOW THE ROADWAY BASELINE ARE SHOWN. UNKNOWN UTILITIES OR UTILITIES OUTSIDE THIS LIMIT ARE NOT SHOWN ON THE PROFILE.
 - UTILITIES SHOWN ON THE PROFILE ARE FOR INFORMATION ONLY. REFER TO OTHER DRAWINGS FOR CONSTRUCTION.
 - INFORMATION OR DATA SHOWN ON OR INDICATED IN THE CONTRACT DOCUMENTS WITH RESPECT TO EXISTING UNDERGROUND PIPES, CABLES, STRUCTURES OR OTHER UNDERGROUND FACILITIES IS BELIEVED TO BE REASONABLY CORRECT BUT IS NOT GUARANTEED TO BE EXACT OR COMPLETE. SUCH INFORMATION SHALL BE CONSIDERED TO HAVE BEEN PROVIDED FOR THE CONVENIENCE OF THE CONTRACTOR AND TO ALERT THE CONTRACTOR TO THE EXISTENCE OF SUCH UNDERGROUND FACILITIES WITHIN OR CONTIGUOUS TO THE PROJECT SITE. THE TOWN, ENGINEER AND THEIR CONSULTANTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ANY SUCH INFORMATION OR DATA.



TOWN OF
OLD SAYBROOK, CONNECTICUT

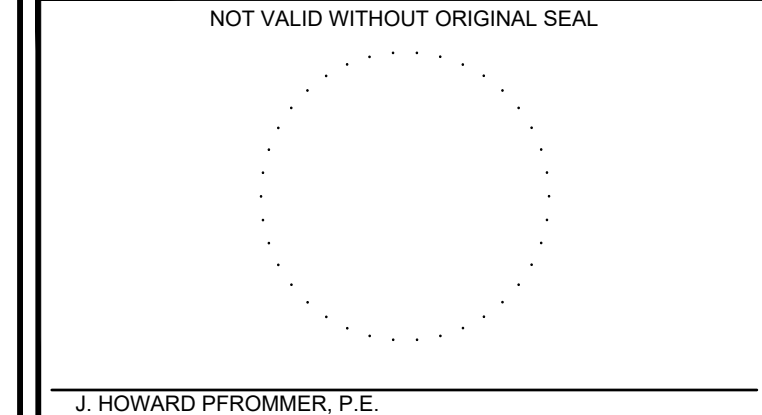
REPLACEMENT OF
BRIDGE NO. 105003
BEAVER DAM TRAIL
OVER FISHING
BROOK

ROADWAY PROFILE

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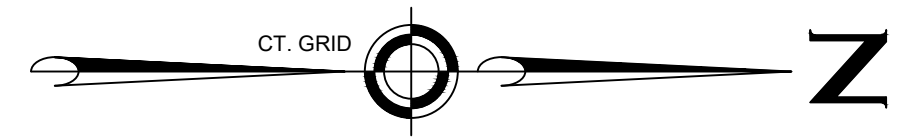
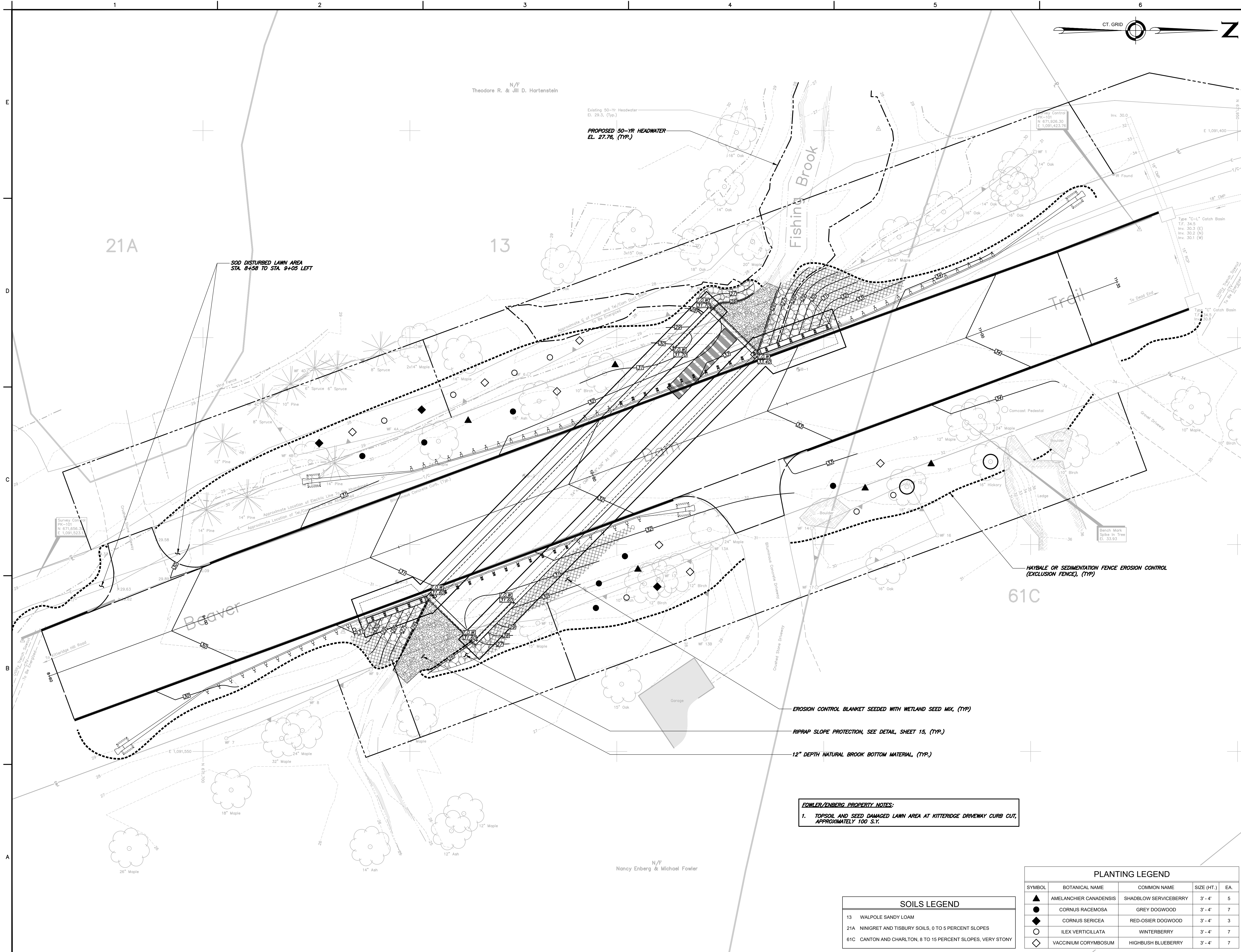
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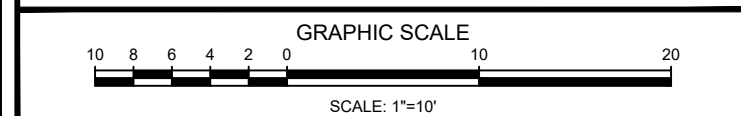
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REVISIONS		
No.	DESCRIPTION	DATE



NOTES:
 1. SEE SHEET 15 FOR PROJECT NOTES.
 2. SEE SHEET 10 FOR PUMP DISCHARGE LOCATION.



TOWN OF
 OLD SAYBROOK, CONNECTICUT

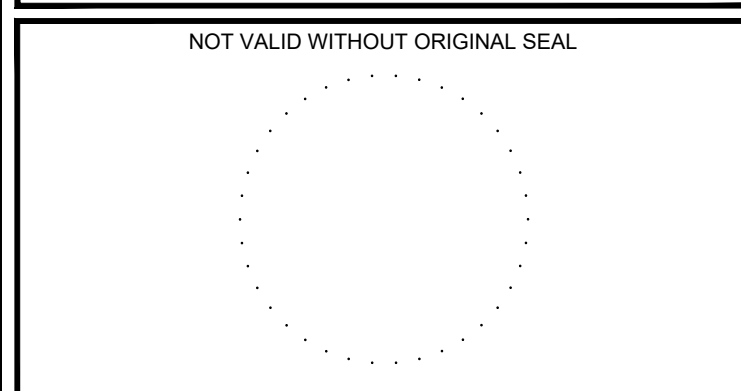
**REPLACEMENT OF
 BRIDGE NO. 105003
 BEAVER DAM TRAIL
 OVER FISHING
 BROOK**

**EROSION AND
 SEDIMENT CONTROL
 AND PLANTING PLAN**

CONTRACT DRAWINGS

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REVISIONS		
No.	DESCRIPTION	DATE
1	ADDED PLANTINGS	10-06-2022

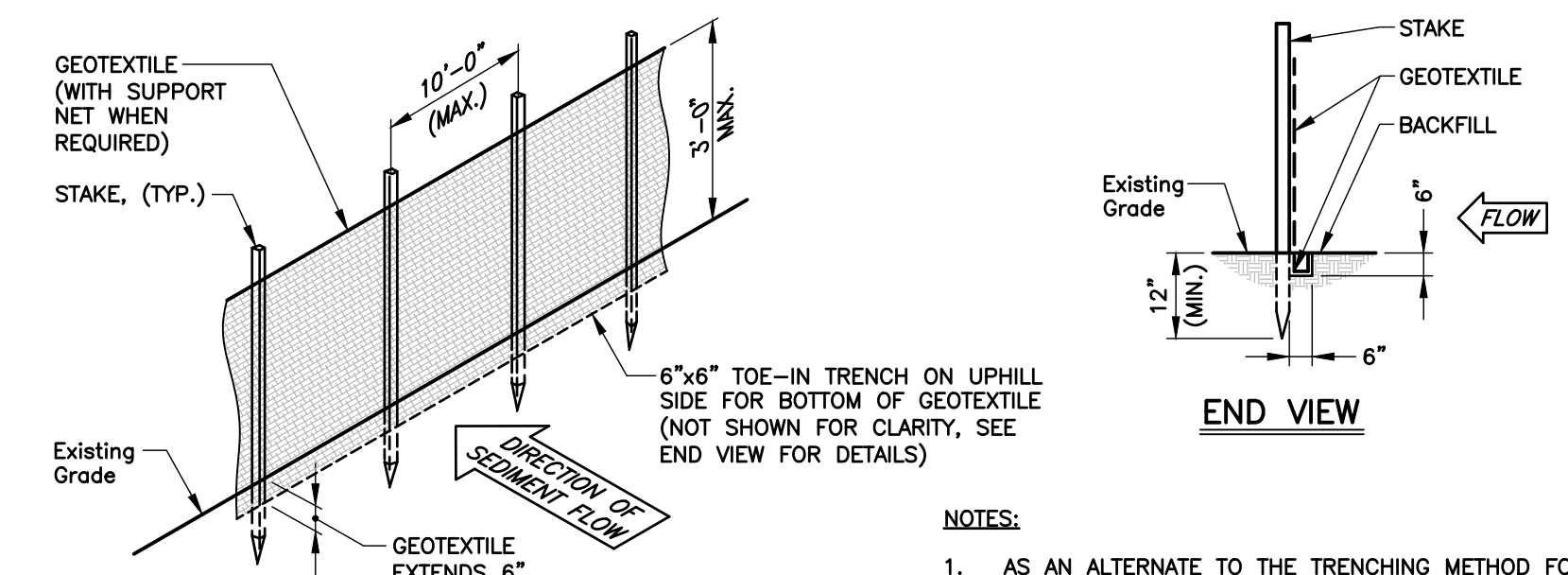
DATE: OCTOBER 1, 2024
 SCALE: 1"=10'
 PROJECT No.: 07470045
 CADD FILE: 07470045SSP
 DESIGNED: JHP
 DRAWN: AJG
 CHECKED: JMD

SHEET No.:
6 OF 16

FOWLER/ENBERG PROPERTY NOTES:
 1. TOPSOIL AND SEED DAMAGED LAWN AREA AT KITTERIDGE DRIVEWAY CURB CUT, APPROXIMATELY 100 S.Y.

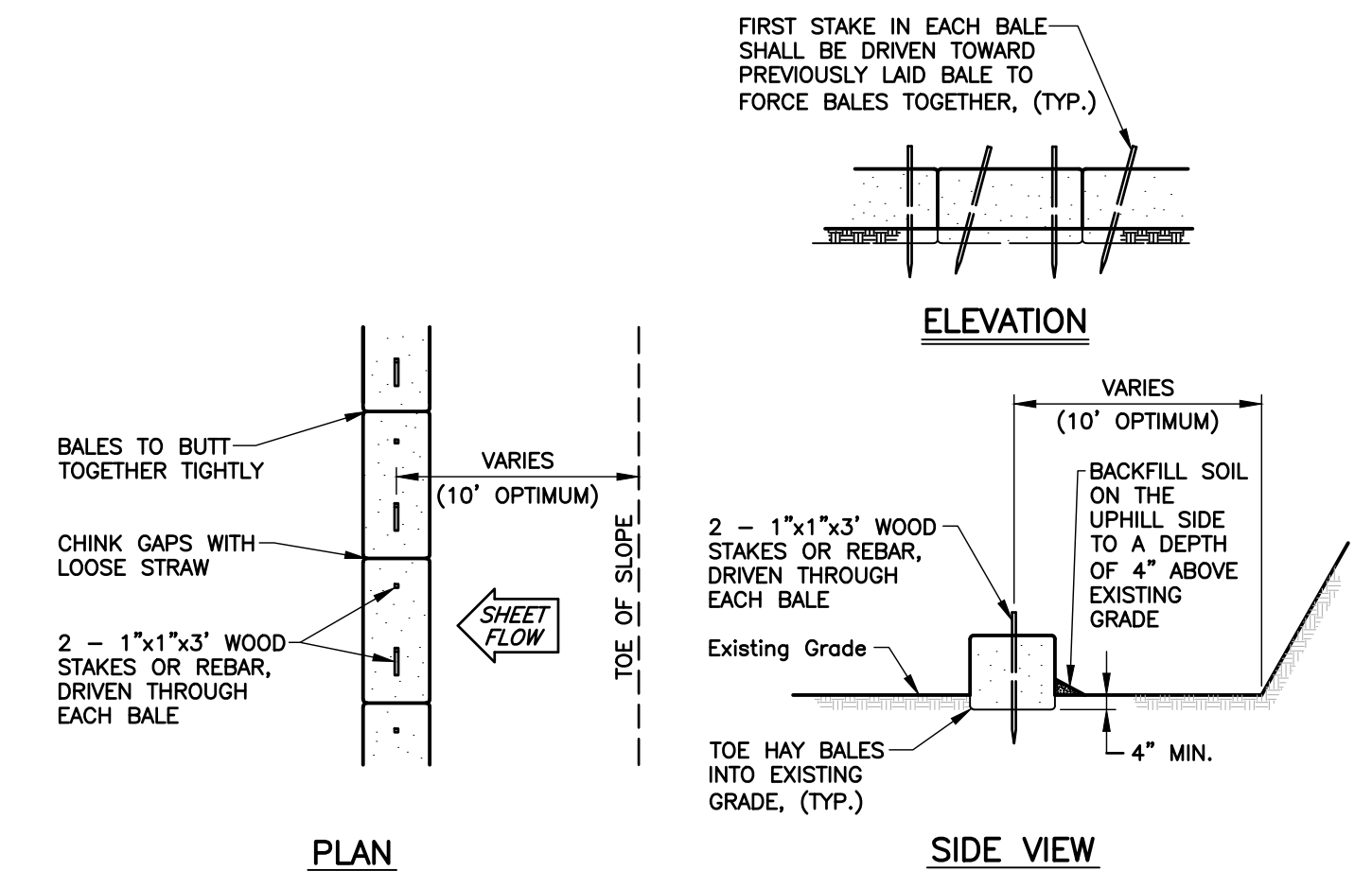
SOILS LEGEND		
13	WALPOLE SANDY LOAM	
21A	NINIGRET AND TISBURY SOILS, 0 TO 5 PERCENT SLOPES	
61C	CANTON AND CHARLTON, 8 TO 15 PERCENT SLOPES, VERY STONY	

PLANTING LEGEND				
SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE (HT.)	EA.
●	AMELANCHIER CANADENSIS	SHADBLOW SERVICEBERRY	3'-4'	7
▲	CORNUS RACEMOSA	GREY DOGWOOD	3'-4'	5
◆	CORNUS SERICEA	RED-OSIER DOGWOOD	3'-4'	3
○	ILEX VERTICILLATA	WINTERBERRY	3'-4'	7
◇	VACCINIUM CORYMBOSUM	HIGHBUSH BLUEBERRY	3'-4'	7

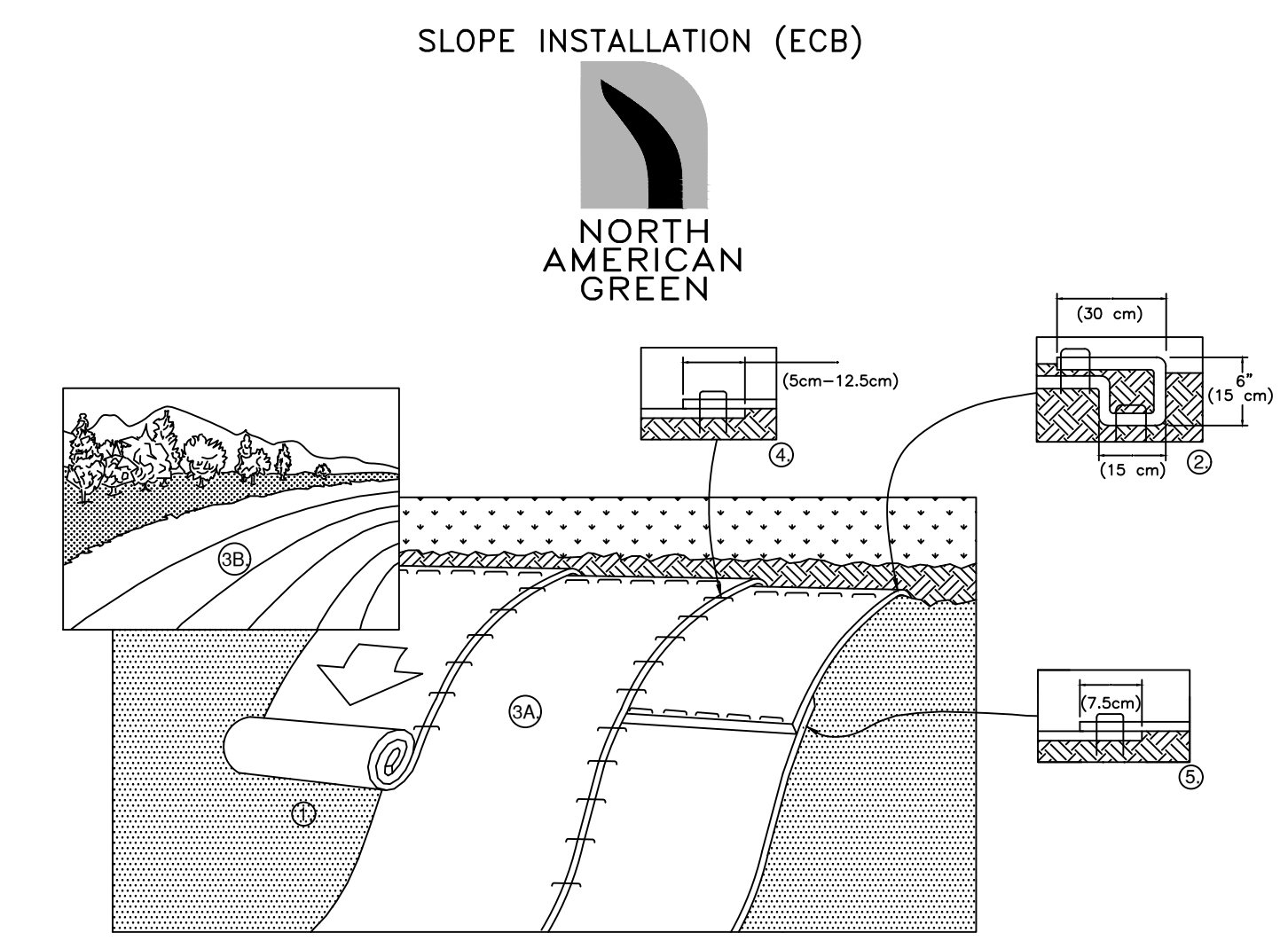


SEDIMENTATION FENCE (GSF)
N.T.S.

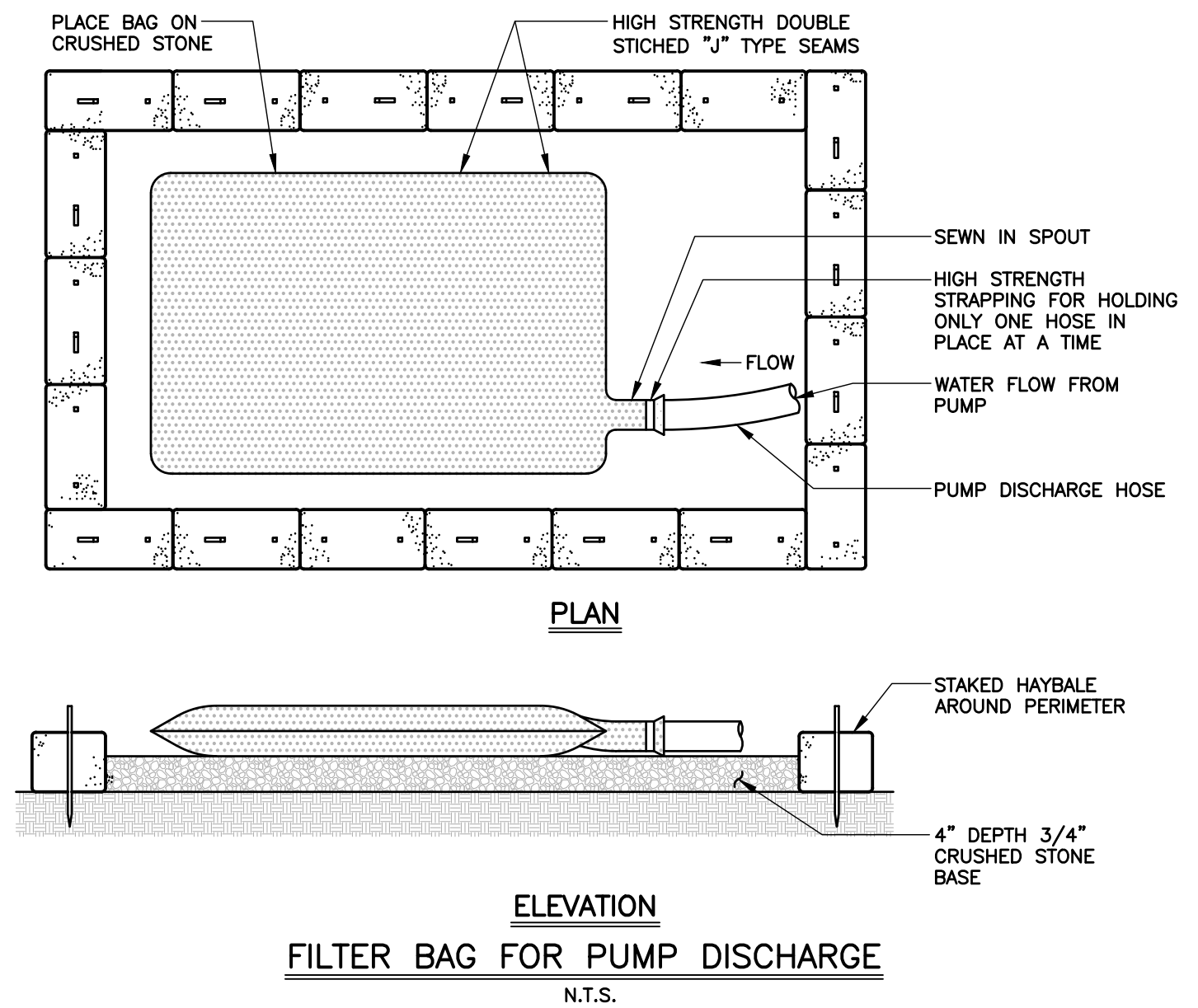
- NOTES:**
- AS AN ALTERNATE TO THE TRENCHING METHOD FOR BURYING THE BOTTOM 6" FLAP OF GEOTEXTILE, IT MAY BE LAID HORIZONTALLY ON THE GROUND AND BURIED BY RAMMING SOIL UP TO THE SEDIMENTATION FENCE AS SPECIFIED IN SECTION 2.19.03 OF THE STATE OF CT, DEPT. OF TRANSPORTATION, STANDARD SPECIFICATIONS FOR ROADS, BRIDGES, AND INCIDENTAL CONSTRUCTION, FORM 819, 2024, AS AMENDED TO DATE.



BALED HAY OR STRAW EROSION CHECKS (HB)
(SHEET FLOW APPLICATIONS)
N.T.S.



SLOPE INSTALLATION (ECB)



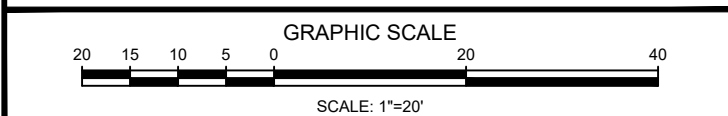
FILTER BAG FOR PUMP DISCHARGE
N.T.S.

- PREPARE SOIL BEFORE INSTALLING BLANKETS, INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER, AND SEED. NOTE: WHEN USING CELL-O-SEED DO NOT SEED PREPARED AREA. CELL-O-SEED MUST BE INSTALLED WITH PAPER SIDE DOWN. BEGIN AT THE TOP OF THE SLOPE BY ANCHORING THE BLANKET IN A 6" (15cm) DEEP X 6" (15cm) WIDE TRENCH WITH APPROXIMATELY 12" (30cm) OF BLANKET EXTENDED BEYOND THE UP-SLOPE PORTION OF THE TRENCH. ANCHOR THE BLANKET WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" (30cm) APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. APPLY SEED TO COMPACTED SOIL AND FOLD REMAINING 12" (30cm) PORTION OF BLANKET BACK OVER SEED AND COMPACTED SOIL. SECURE BLANKET OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACED APPROXIMATELY 12" (30cm) APART ACROSS THE WIDTH OF THE BLANKET.
 - ROLL THE BLANKETS (A) DOWN OR (B) HORIZONTALLY ACROSS THE SLOPE. BLANKETS WILL UNROLL WITH APPROPRIATE SIDE AGAINST THE SOIL SURFACE. ALL BLANKETS MUST BE SECURELY FASTENED TO SOIL SURFACE BY PLACING STAPLES/STAKES IN APPROPRIATE LOCATIONS AS SHOWN IN THE STAPLE PATTERN GUIDE. WHEN USING OPTIONAL DOT SYSTEM* STAPLES/STAKES SHOULD BE PLACED THROUGH EACH OF THE COLORED DOTS CORRESPONDING TO THE APPROPRIATE STAPLE PATTERN.
 - THE EDGES OF PARALLEL BLANKETS MUST BE STAPLED WITH APPROXIMATELY 2"-5" (5cm-12.5cm) OVERLAP DEPENDING ON BLANKET TYPE. TO ENSURE PROPER SEAM ALIGNMENT, PLACE THE EDGE OF THE OVERLAPPING BLANKET (BLANKET BEING INSTALLED ON TOP) EVEN WITH THE COLORED SEAM STITCH ON THE PREVIOUSLY INSTALLED BLANKET.
 - CONSECUTIVE BLANKETS SPICED DOWN THE SLOPE MUST BE PLACED END OVER END (SHINGLE STYLE) WITH AN APPROXIMATE 3" (7.5cm) OVERLAP. STAPLE THROUGH OVERLAPPED AREA, APPROXIMATELY 12" (30cm) APART ACROSS ENTIRE BLANKET WIDTH.
- NOTE:
*IN LOOSE SOIL CONDITIONS, THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 6" (15cm) MAY BE NECESSARY TO PROPERLY SECURE THE BLANKETS.

14849 HIGHWAY 41 NORTH, EVANSVILLE, INDIANA 47725
USA 1-800-772-2640 CANADA 1-800-448-2040
www.nogreen.com

EROSION CONTROL MATTING
N.T.S.

NOTES:
1. SEE SHEET 15 FOR PROJECT NOTES.



TOWN OF
OLD SAYBROOK, CONNECTICUT

REPLACEMENT OF
BRIDGE NO. 105003
BEAVER DAM TRAIL
OVER FISHING
BROOK

EROSION AND
SEDIMENT CONTROL
DETAILS

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REVISIONS		
No.	DESCRIPTION	DATE

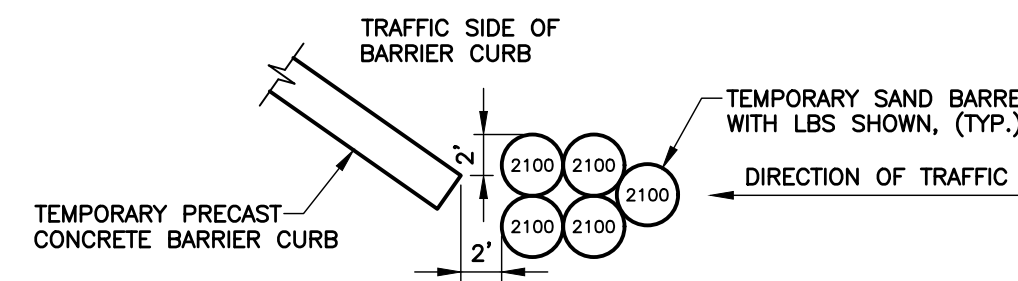
DATE: OCTOBER 1, 2024
SCALE: AS NOTED
PROJECT No.: 07470045
CADD FILE: 07470045ED
DESIGNED: JHP
DRAWN: AJG
CHECKED: JMD

SHEET No.:
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MAINTENANCE AND PROTECTION OF TRAFFIC NOTES:

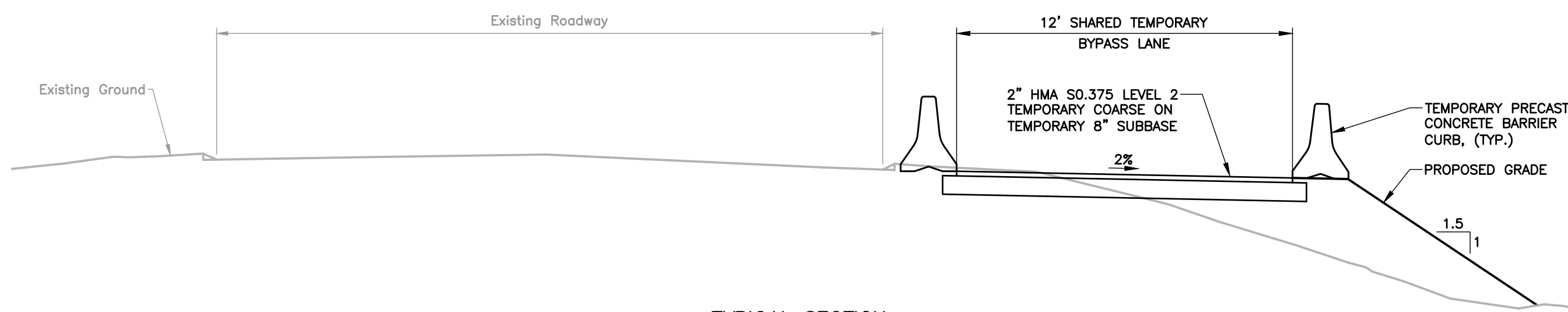
1. WORK SHALL BE PERFORMED IN ACCORDANCE WITH ANY SPECIAL PROVISIONS FOR "MAINTENANCE AND PROTECTION OF TRAFFIC" AND "SECTION 1.08 - PROSECUTION AND PROGRESS".
2. BE SOLELY RESPONSIBLE FOR MAINTENANCE AND PROTECTION OF TRAFFIC, INCLUDING FURNISHING ALL NECESSARY TRAFFIC CONTROL AND SAFETY SIGNS, DEVICES, FLAGMAN, ETC.
3. NOTIFY THE TOWN AT LEAST FOURTEEN (14) DAYS IN ADVANCE OF ANTICIPATED WORK IN A ROADWAY.
4. FOR SIGN FACE MATERIAL DETAILS, SEE CTDOT STANDARD SHEET TR-1220_01.
5. FOR SIGN INSTALLATION DETAILS, SEE CTDOT STANDARD SHEET TR-1220_02 AND SHEET TR-1208_02.
6. THE PLACEMENT OF SIGNS SHALL NOT OBSCURE ANY PRESENT SIGNING OR SIGHTLINES FROM DRIVEWAYS OR INTERSECTING ROUTES. COORDINATE EXACT PLACEMENT OF SIGNS WITH THE ENGINEER.
7. SIGNS SHALL BE PLACED ON THE SPECIFIC METAL SIGN POSTS. THEY SHALL NOT BE PLACED ON EXISTING POSTS, UTILITY POLES OR TREES.
8. LOCATION AND DISTANCE BETWEEN CONSTRUCTION SIGNS MAY BE REVISED BY THE ENGINEER TO MEET FIELD CONDITIONS.
9. EXISTING AND PROPOSED TRAFFIC SIGNS SHALL BE REMOVED OR COVERED WITH AN OPAQUE COVER IF IN CONFLICT WITH THE MAINTENANCE AND PROTECTION OF TRAFFIC PLAN.
10. PROVIDE TYPE "B" BARRICADE WARNING LIGHTS HIGH INTENSITY ON SIGN D AND SIGN A.
11. THE "TEMPORARY MAINTENANCE AND PROTECTION OF TRAFFIC PLAN" IS A MINIMUM GUIDELINE ONLY FOR THE MAINTENANCE AND PROTECTION OF TRAFFIC. A SPECIFIC MAINTENANCE AND PROTECTION OF TRAFFIC PLAN SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

CONSTRUCTION SIGN LEGEND			
SIGN DESIGNATION	CTDOT SIGN NUMBER	DIMENSION	SIGN FACE
(A)	31-1906	48"x42"	ROAD WORK AHEAD FINES DOUBLED
(B)	80-9834	36"	ONE LANE ROAD AHEAD
(C)	80-9050	36"	↑
(D)	31-0552	30"	STOP



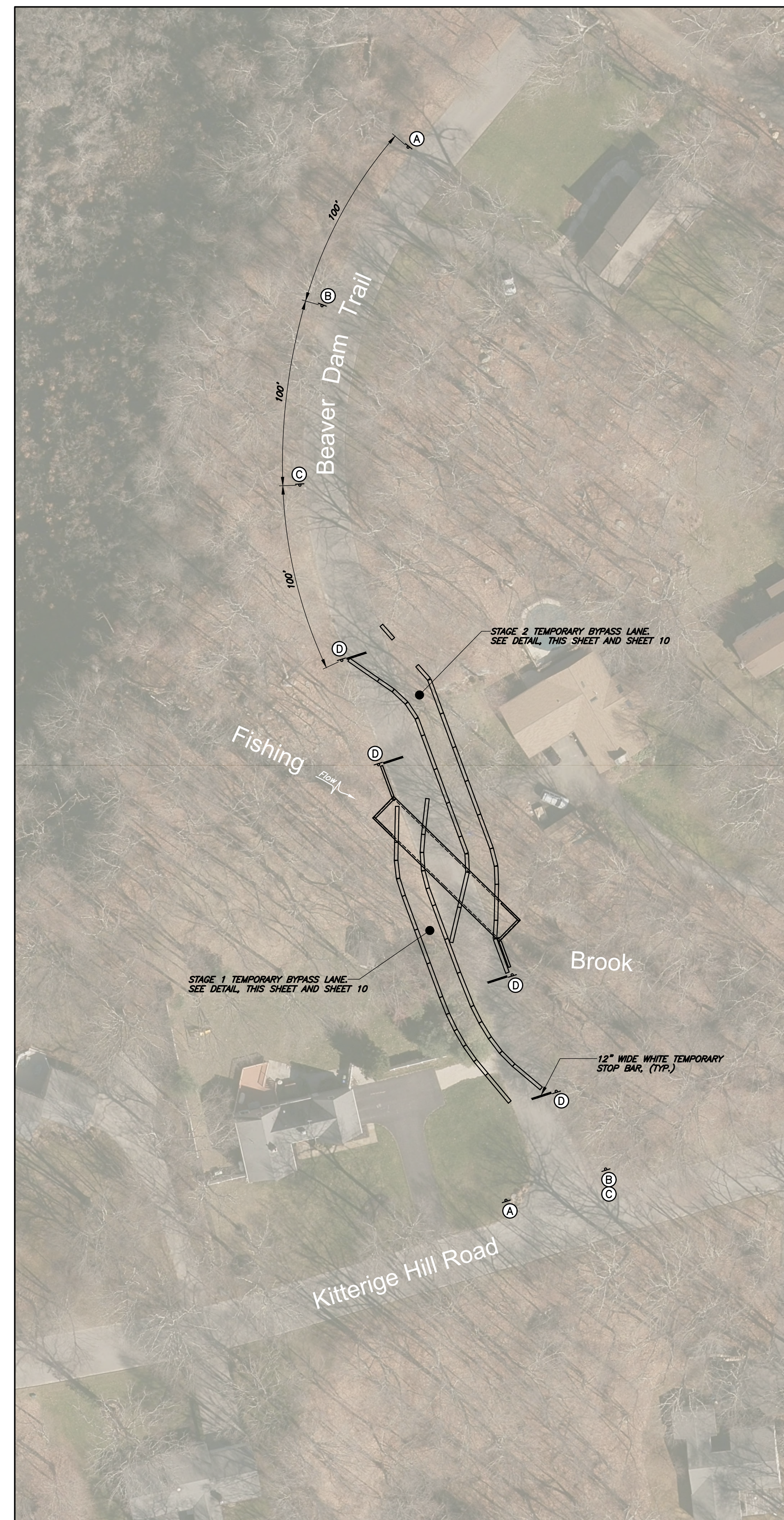
TEMPORARY IMPACT ATTENUATION SYSTEM

- N.T.S.
1. IMPACT ATTENUATION SYSTEM DESIGNED FOR INITIAL SPEED FOR 1,800 LB. AND 4,400 LB. VEHICLE OF 25 MPH, SUBSEQUENT DECELERATION <15g, <30fps PASSENGER STRIKE SPEED, AND VELOCITY AFTER LAST BARRIER ROW <10 mph.
 2. INSTALL IN ORIENTATION AS SHOWN ON PLAN.



**TYPICAL SECTION
TEMPORARY BYPASS LANE**

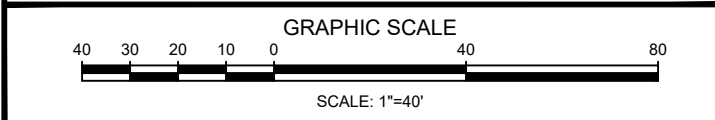
- SCALE: 1/4"=1'-0"
1. TEMPORARY BYPASS LANE MAY BE ON OPPOSITE SIDE OF ROAD FROM THAT SHOWN. SEE SHEET 10.



TEMPORARY MAINTENANCE AND PROTECTION OF TRAFFIC PLAN

SCALE: 1"=40'

- NOTES:
1. SEE SHEET 15 FOR PROJECT NOTES.



TOWN OF
OLD SAYBROOK, CONNECTICUT

REPLACEMENT OF
BRIDGE NO. 105003
BEAVER DAM TRAIL
OVER FISHING
BROOK

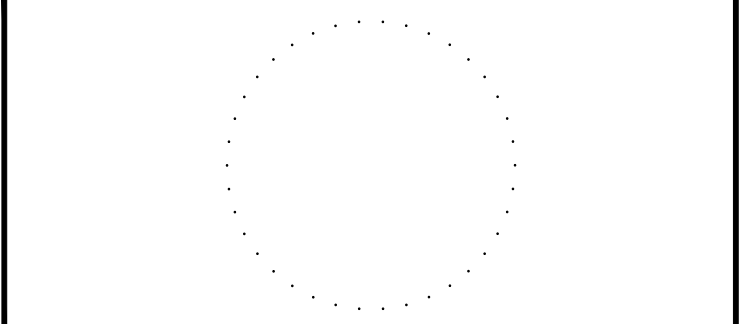
MAINTENANCE AND
PROTECTION OF
TRAFFIC PLAN

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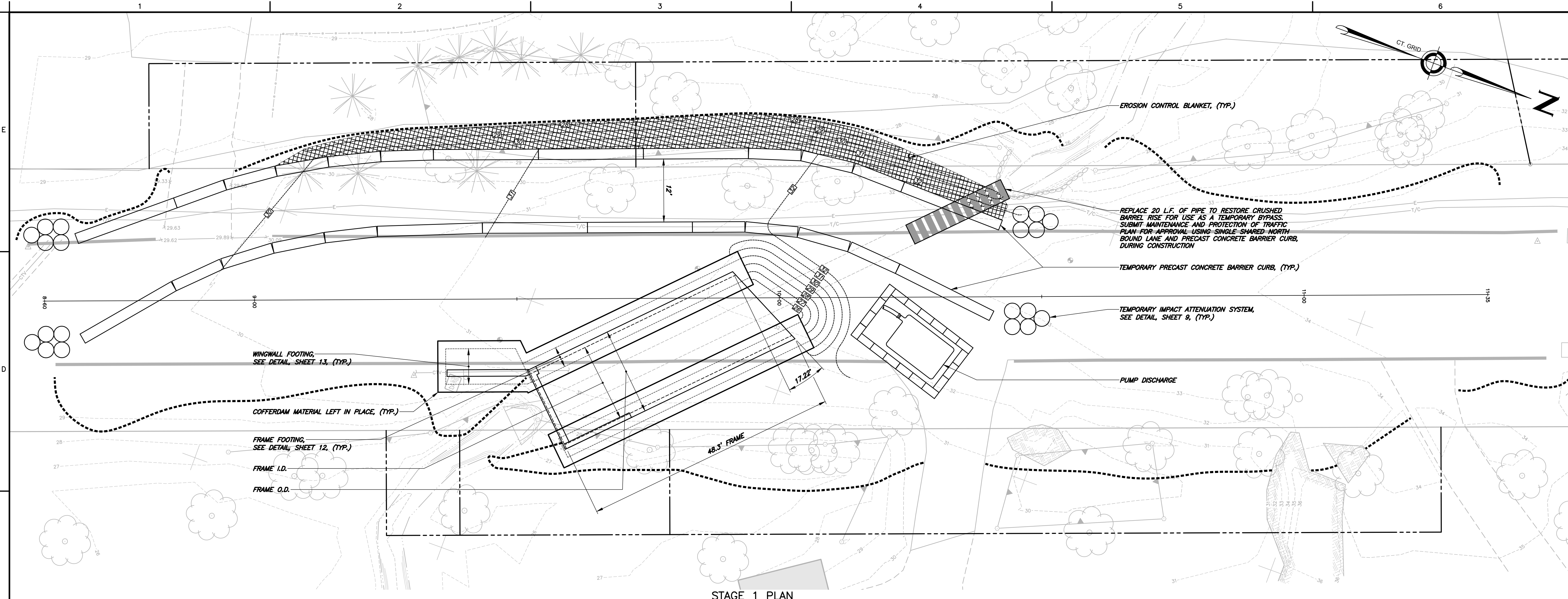


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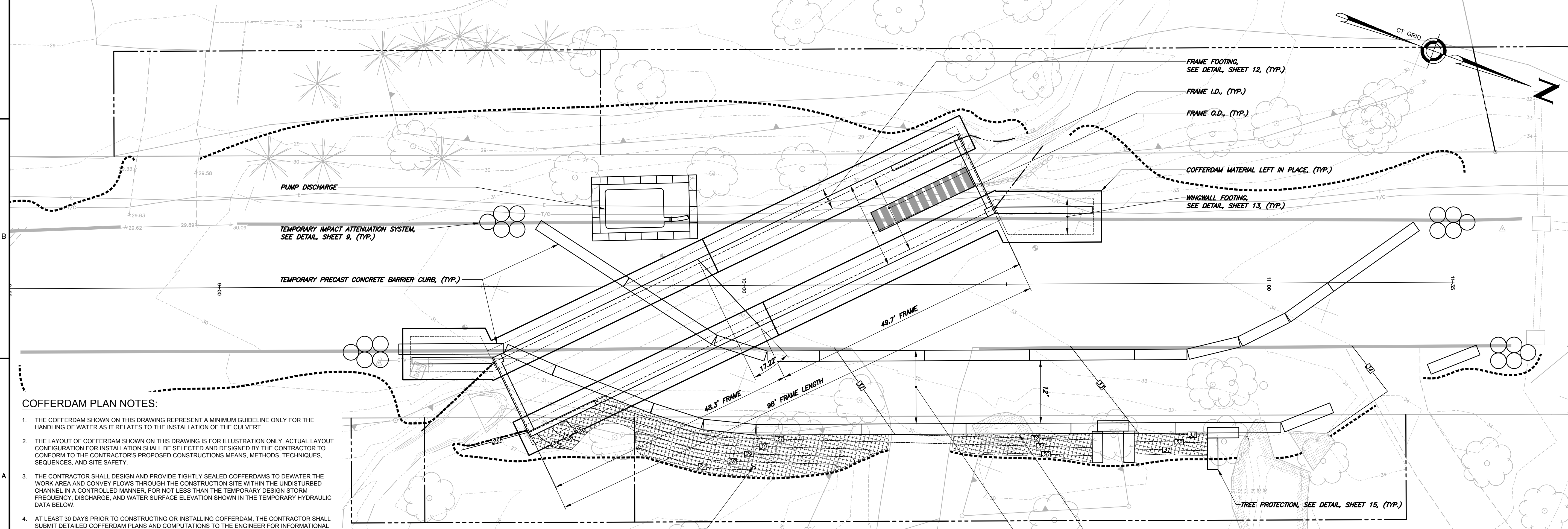
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No.	DESCRIPTION	DATE

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PROJECT No.: 07470045	
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DESIGNED: JHP	
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STAGE 1 PLAN



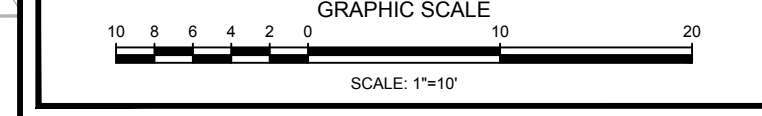
STAGE 2 PLAN

- COFFERDAM PLAN NOTES:**
1. THE COFFERDAM SHOWN ON THIS DRAWING REPRESENT A MINIMUM GUIDELINE ONLY FOR THE HANDLING OF WATER AS IT RELATES TO THE INSTALLATION OF THE CULVERT.
 2. THE LAYOUT OF COFFERDAM SHOWN ON THIS DRAWING IS FOR ILLUSTRATION ONLY. ACTUAL LAYOUT CONFIGURATION FOR INSTALLATION SHALL BE SELECTED AND DESIGNED BY THE CONTRACTOR TO CONFORM TO THE CONTRACTOR'S PROPOSED CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES, AND SITE SAFETY.
 3. THE CONTRACTOR SHALL DESIGN AND PROVIDE TIGHTLY SEALED COFFERDAMS TO DEWATER THE WORK AREA AND CONVEY FLOWS THROUGH THE CONSTRUCTION SITE WITHIN THE UNDISTURBED CHANNEL IN A CONTROLLED MANNER. FOR NOT LESS THAN THE TEMPORARY DESIGN STORM FREQUENCY, DISCHARGE, AND WATER SURFACE ELEVATION SHOWN IN THE TEMPORARY HYDRAULIC DATA BELOW.
 4. AT LEAST 30 DAYS PRIOR TO CONSTRUCTING OR INSTALLING COFFERDAM, THE CONTRACTOR SHALL SUBMIT DETAILED COFFERDAM PLANS AND COMPUTATIONS TO THE ENGINEER FOR INFORMATIONAL PURPOSES ONLY. THE FURNISHING OF SUCH PLANS AND METHODS AND THE REVIEW COMMENTS OR LACK THEREOF BY THE ENGINEER ON SAID INFORMATION, SHALL NOT SERVE TO RELIEVE THE CONTRACTOR OF ITS SOLE RESPONSIBILITY FOR THE SAFETY OF THE WORK, SUCCESS OF THE COFFERDAM, AND THE SUCCESSFUL COMPLETION OF THE PROJECT.
 5. TAKE MEASURES DURING DEWATERING OPERATIONS TO PREVENT THE DISCHARGE OF DISCOLORED WATER. THE DETERMINATION OF THE TERM 'DISCOLORED' SHALL BE AS DETERMINED BY THE ENGINEER.

- NOTES:**
1. SEE SHEET 15 FOR PROJECT NOTES.
 2. REMOVE EXISTING BARREL WITHIN LIMITS OF STAGE 1 JUST PRIOR TO SETTING STAGE 1 FRAME. REMOVE REMAINDER OF EXISTING BARREL JUST PRIOR TO SETTING STAGE 2 FRAME.
 3. VERIFY LAYOUT OF PRECAST CONCRETE BARRIER CURB WITH THE OLD SAYBROOK FIRE DEPT. BY REQUESTING A DRIVE THROUGH OF EACH STAGE. ADJUST LAYOUT AS NEEDED.

TEMPORARY HYDRAULIC DATA

AVERAGE DAILY FLOW	1.2 CFS
AVERAGE SPRING FLOW	2.4 CFS
TEMPORARY DESIGN FREQUENCY	2 YEAR
TEMPORARY DESIGN DISCHARGE	31 CFS
TEMPORARY UPSTREAM DESIGN WATER SURFACE ELEVATION	26.5



TOWN OF
OLD SAYBROOK, CONNECTICUT

**REPLACEMENT OF
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BEAVER DAM TRAIL
OVER FISHING
BROOK**

STAGING PLAN

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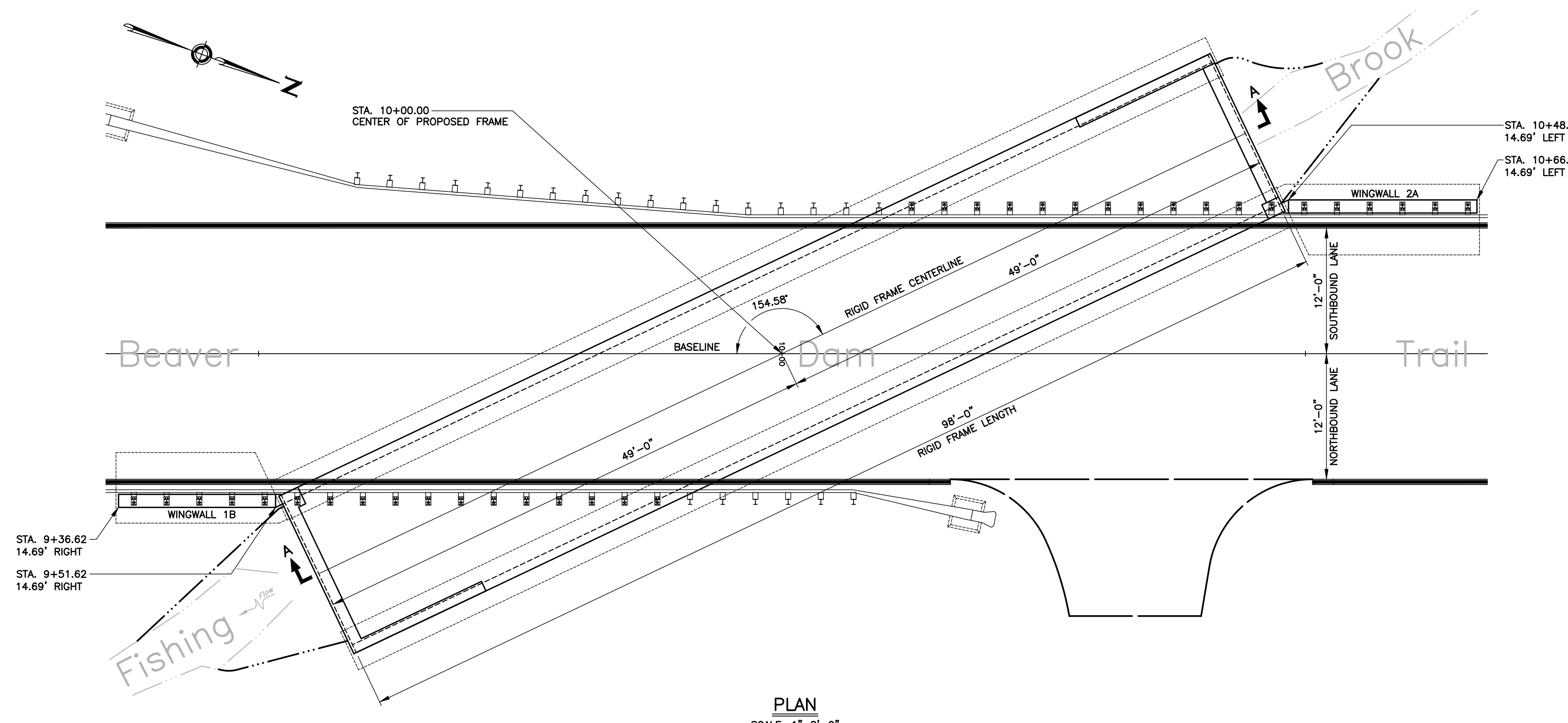
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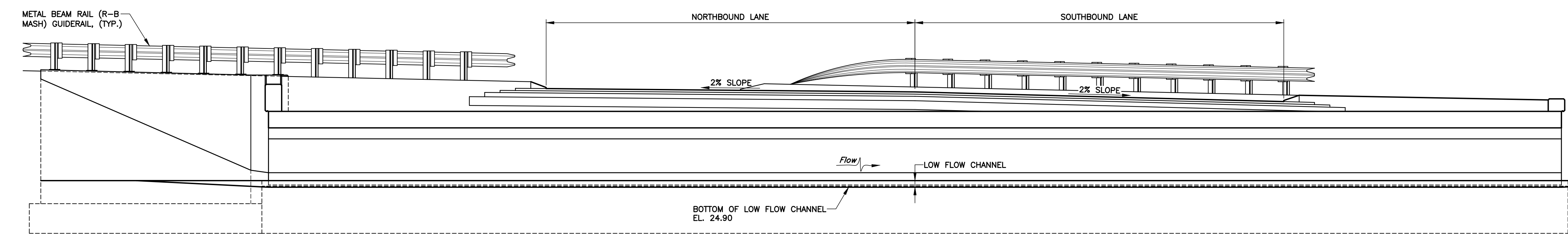
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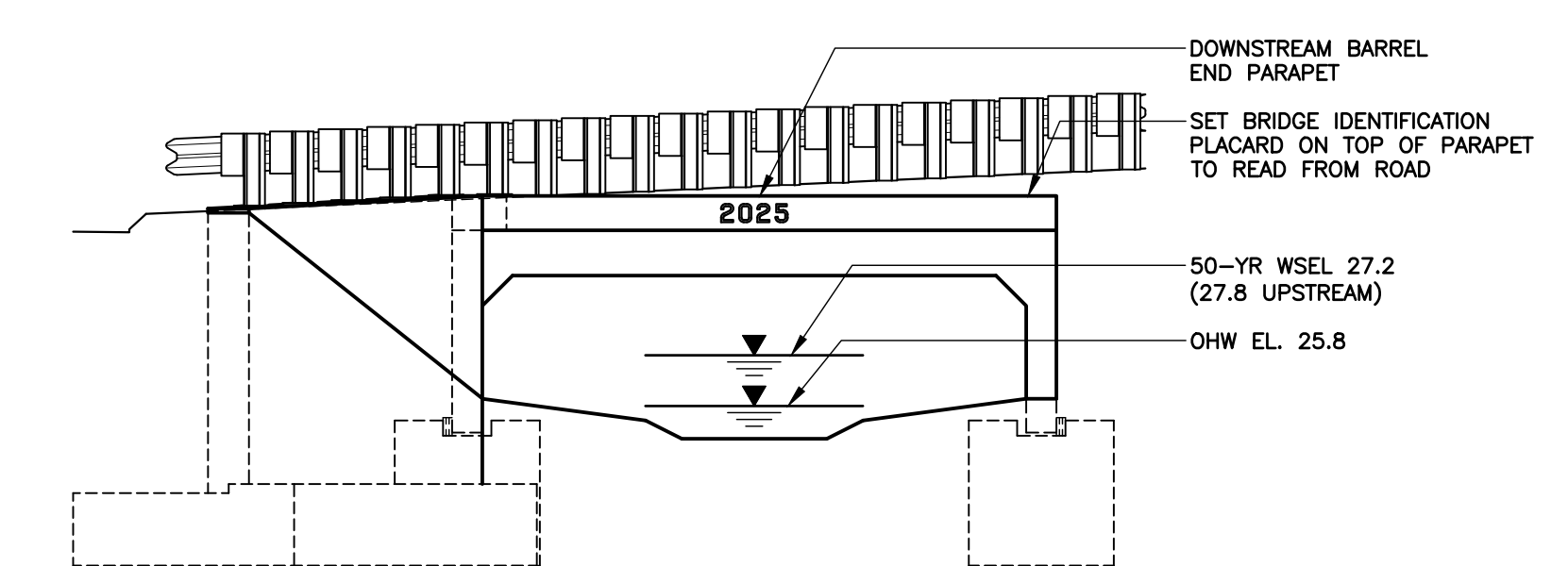
DATE:	OCTOBER 1, 2024	SHEET No.:	10 OF 16
SCALE:	1"=10'		
PROJECT No.:	07470045		
CADD FILE:	07470045SP		
DESIGNED:	JHP		
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PLAN
SCALE: 1"=8'-0"



SECTION A-A
SCALE: 1"=5'-0"



DOWNSTREAM ELEVATION
SCALE: 1"=5'-0"

- NOTES:
- DATE OF COMPLETION AND BRIDGE IDENTIFICATION PLACARD SHALL ALSO APPEAR ON UPSTREAM BARREL END PARAPET.

HYDRAULIC DATA	
DRAINAGE AREA	0.66 SM
DESIGN FREQUENCY	50 YEAR
DESIGN DISCHARGE	123 CFS
AVERAGE DAILY FLOW ELEVATION (OHW)	25.84 FT.
CULVERT UPSTREAM DESIGN WATER SURFACE ELEVATION	27.8 FT.
CULVERT DOWNSTREAM DESIGN WATER SURFACE ELEVATION	27.2 FT.

NOTICE TO BRIDGE INSPECTORS

THE TOWN'S PROCEDURES REQUIRE THIS BRIDGE TO BE INSPECTED FOR, BUT NOT LIMITED TO, ALL APPROPRIATE COMPONENTS INDICATED IN THE GOVERNING MANUALS FOR BRIDGE INSPECTION. ATTENTION MUST BE GIVEN TO INSPECTING THE FOLLOWING SPECIAL COMPONENTS AND DETAILS. (THE LISTING FOR COMPONENTS FOR SPECIFIC ATTENTION SHALL NOT BE CONSTRUED TO REDUCE THE IMPORTANCE OF INSPECTION OF ANY OTHER COMPONENT OF THE STRUCTURE.) THE FREQUENCY OF INSPECTION OF THIS STRUCTURE SHALL BE IN ACCORDANCE WITH THE GOVERNING MANUALS FOR BRIDGE INSPECTION, UNLESS OTHERWISE DIRECTED BY THE TOWN.

COMPONENTS AND DETAIL	DRAWING NUMBER REFERENCE
NONE	

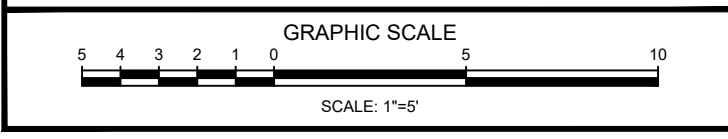
BRIDGE IDENTIFICATION PLACARDS

PROVIDE AND INSTALL NEW BRIDGE IDENTIFICATION SIGNS AT THE LEADING END OF EACH BRIDGE END WALL ON THE TRAFFIC SIDE. THE SIGNS SHALL BE FABRICATED WITH 40 GAUGE ALUMINUM SHEET METAL. THE SIGNS SHALL BE 4"x12" WITH 3" WHITE RETROREFLECTIVE BLOCK LETTERS ON GREEN RETROREFLECTIVE SHEETING. EACH SIGN SHALL READ: 105003. THE BRIDGE SIGNS SHALL BE SIGN FACE SHEET ALUMINUM (TYPE X RETROREFLECTIVE SHEETING). THE FINAL LOCATION AND ATTACHMENT METHOD FOR THE SIGNS SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.

CONCRETE DISTRIBUTION		
ITEM	UNIT	QUANTITY
SUPERSTRUCTURE	C.Y.	3
SUBSTRUCTURE	C.Y.	119
FOOTINGS	C.Y.	130

TRANSPORTATION DIMENSIONS AND WEIGHT				
MEMBER	SHIPPING LENGTH	SHIPPING HEIGHT	SHIPPING WIDTH	SHIPPING WEIGHT
PRECAST FRAME	16'-8"	5'-7"	TBD	TBD

NOTES:
1. SEE SHEET 15 FOR PROJECT NOTES.



TOWN OF
OLD SAYBROOK, CONNECTICUT

REPLACEMENT OF
BRIDGE NO. 105003
BEAVER DAM TRAIL
OVER FISHING
BROOK

GENERAL PLAN

CONTRACT DRAWINGS

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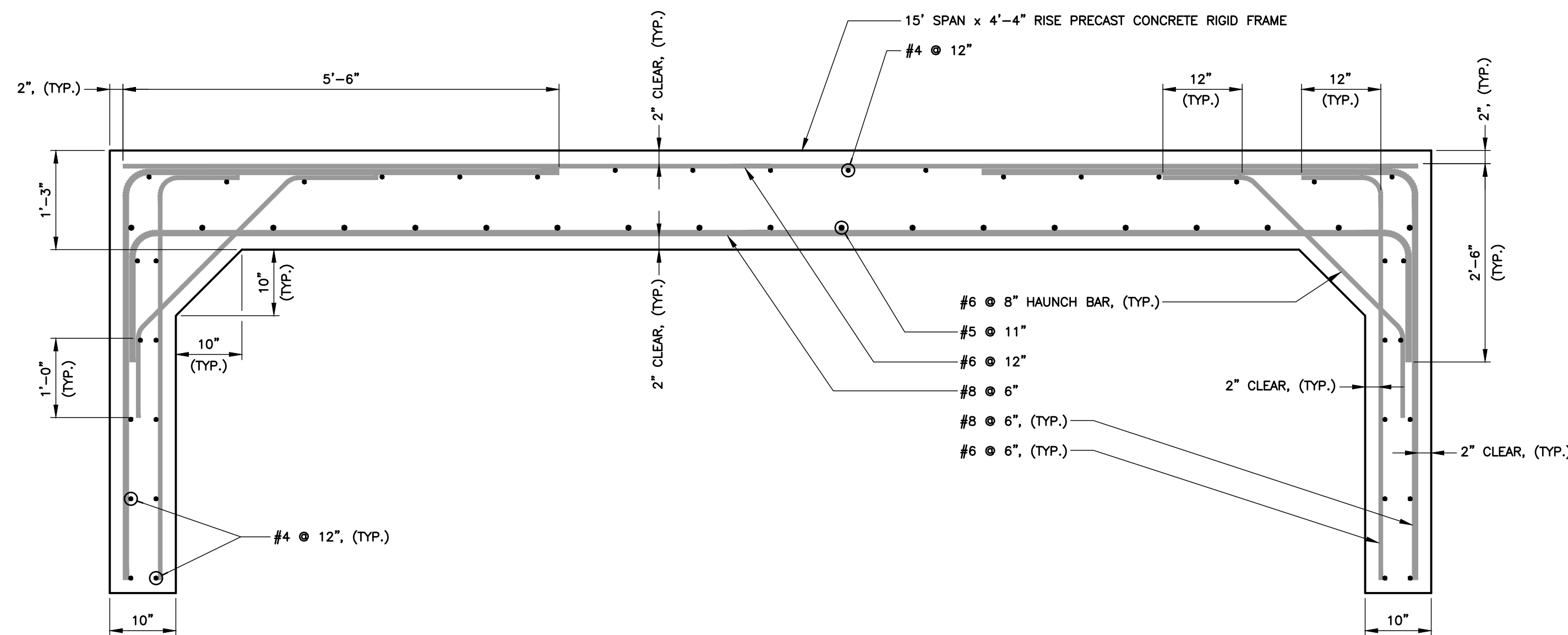
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PROJECT No.:	07470045		
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CULVERT GENERAL NOTES:

- SPECIFICATIONS: PREPARED BY NATHAN L. JACOBSON & ASSOCIATES, INC. TECHNICAL PORTION IS BASED SUBSTANTIALLY ON CONNECTICUT DEPARTMENT OF TRANSPORTATION FORM 619 (2024) AND SUPPLEMENTAL SPECIFICATIONS DATED JULY 2022, AND SPECIAL PROVISIONS.
- FRAME DESIGN SPECIFICATIONS: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 8TH EDITION, 2017, AS SUPPLEMENTED BY THE CONNECTICUT DEPARTMENT OF TRANSPORTATION BRIDGE DESIGN MANUAL (2003), REVISED THROUGH DECEMBER 2019.
- ALLOWABLE DESIGN STRESSES:
CLASS PCC03340 CONCRETE BASED ON $f_c = 3,000$ psi
CLASS PCC04462 CONCRETE BASED ON $f_c = 4,000$ psi
THE CONCRETE STRENGTH, f_c , USED IN DESIGN OF THE CONCRETE COMPONENTS IS NOTED ABOVE. THE COMPRESSIVE STRENGTH OF THE CONCRETE IN THE CONSTRUCTED COMPONENTS SHALL CONFORM TO THE REQUIREMENTS OF 6.01 - CONCRETE FOR STRUCTURES, AND M.03 - PORTLAND CEMENT CONCRETE.
 $f_y = 60,000$ psi
REINFORCEMENT (ASTM A 615 GRADE 60)
- LIVE LOAD: HL-93, LEGAL AND PERMIT VEHICLES.
- FUTURE PAVING ALLOWANCE: NONE.
- FOUNDATION PRESSURES: THE VARIOUS GROUP LOADINGS NOTED ON THE SUBSTRUCTURE PLAN SHEETS REFER TO THE GROUP LOADS AS GIVEN IN THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.
- DIMENSIONS: WHEN DECIMAL DIMENSIONS ARE GIVEN TO LESS THAN THREE DECIMAL PLACES, THE OMITTED DIGITS SHALL BE ASSUMED TO BE ZEROS.
- EXISTING DIMENSIONS: DIMENSIONS OF THE EXISTING STRUCTURE SHOWN ON THESE DRAWINGS ARE FOR GENERAL REFERENCE ONLY. THEY ARE NOT GUARANTEED. THE CONTRACTOR SHALL TAKE ALL FIELD MEASUREMENTS NECESSARY TO ASSURE PROPER FIT OF THE FINISHED WORK AND SHALL ASSUME FULL RESPONSIBILITY FOR THEIR ACCURACY. WHEN SHOP DRAWINGS BASED ON FIELD MEASUREMENTS ARE SUBMITTED FOR APPROVAL, THE FIELD MEASUREMENTS SHALL ALSO BE SUBMITTED FOR REFERENCE BY THE REVIEWER.
- CLASS PCC03340 CONCRETE: CLASS PCC03340 CONCRETE SHALL BE USED FOR FRAME FOOTINGS, WINGWALL FOOTINGS AND WINGWALL STEMS.
- CLASS PCC04462 CONCRETE: CLASS PCC04462 CONCRETE SHALL BE USED FOR PARAPETS.
- JOINT SEAL: SEE SPECIFICATIONS.
- EXPOSED EDGES: EXPOSED EDGES OF CONCRETE SHALL BE BEVELED 1" x 1" UNLESS DIMENSIONED OTHERWISE.
- CONCRETE COVER: ALL REINFORCEMENT SHALL HAVE 2" COVER UNLESS DIMENSIONED OTHERWISE.
- REINFORCEMENT: ALL REINFORCEMENT SHALL BE GALVANIZED AFTER FABRICATION UNLESS NOTED OTHERWISE. ALL REINFORCEMENT SHALL CONFORM TO THE REQUIREMENTS OF ASTM A767, CLASS 1, INCLUDING SUPPLEMENTAL REQUIREMENTS.
- CONSTRUCTION JOINTS: CONSTRUCTION JOINTS, OTHER THAN THOSE SHOWN ON THE DRAWINGS, WILL NOT BE PERMITTED WITHOUT THE PRIOR APPROVAL OF THE ENGINEER.
- CAST-IN-PLACE CONCRETE: THE SAME READY-MIX CONCRETE SUPPLIER SHALL BE USED FOR ALL CAST-IN-PLACE CONCRETE.
- LAP SPLICES: LAP SPLICES, OTHER THAN THOSE SHOWN ON THE DRAWINGS, WILL NOT BE PERMITTED WITHOUT THE PRIOR APPROVAL OF THE ENGINEER.
- MINIMUM LAP SPLICE LENGTHS: UNLESS OTHERWISE SHOWN:
#4 30"
#5 48"
#6 60"
#7 72"
#8 72"
- CAST INSERTS OR HOLES: INSERTS OR HOLES CAST INTO THE CULVERT SECTIONS FOR THE SOLE PURPOSE OF HANDLING AND SEATING THE UNITS SHALL BE GROUDED OVER TO A SMOOTH FINISH UPON COMPLETION OF THE WORK.
- INSERTS: INSERTS SHALL BE HOT DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A153, AND SHALL BE ONE OF THE FOLLOWING:
STAR EXPANSION INDUSTRIES CORP. TYPE P-35-T
RICHMOND SCREW ANCHOR COMPANY TYPE LF
DAYTON SUPERIOR CORPORATION TYPE F-57
- THREADED BARS: BARS WITH THREADED ENDS SHALL BE COMPATIBLE WITH THREADED INSERTS. THREADS SHALL BE LONG ENOUGH TO FULLY ENGAGE THE INSERTS. THREADED BARS SHALL CONFORM TO THE REQUIREMENTS FOR REINFORCEMENT IN NOTE 3.
- DOWEL BAR SPLICER ASSEMBLIES: DOWEL BAR SPLICER ASSEMBLIES SHALL BE ONE OF THE FOLLOWING:
RICHMOND SCREW ANCHOR COMPANY D-B-SAE AND DOWEL-IN
DAYTON SUPERIOR CORPORATION D-50 DBR COUPLER
OKABE COMPANY, INC. DS SPLICE CLIP

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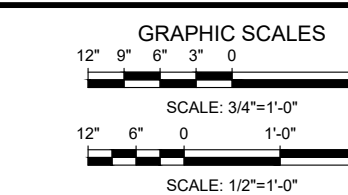


TYPICAL SECTION
PRECAST CONCRETE RIGID FRAME REINFORCEMENT

SCALE: 3/4"=1'-0"

NOTES:

1. ALL REINFORCEMENT IN THE RIGID FRAME SHALL BE HOT-DIPPED GALVANIZED.
2. MANUFACTURER TO ESTABLISH SECTION LENGTHS COORDINATED WITH PEDESTAL POST LOCATIONS FOR R-B MASH HALF POST SPACING MODIFIED.
3. MANUFACTURER SHALL PROVIDE A KEYED JOINT BETWEEN ADJACENT SECTIONS OF RIGID FRAME CONTAINING A CONTINUOUS GASKET MADE OF PLASTIC, RUBBER OR NEOPRENE THAT SHALL FORM AND MAINTAIN A WATERTIGHT AND FLEXIBLE JOINT, UNLESS OTHERWISE APPROVED.
4. THE MINIMUM COVER FOR RIGID FRAME REINFORCEMENT SHALL BE 2".
5. WEEPHOLES NOT SHOWN. ADJUST REINFORCING STEEL LOCATIONS TO AVOID WEEPHOLES.
6. OTHER THAN WHAT IS SHOWN IN THIS DRAWING SET, NO OTHER RIGID FRAME DESIGN WORK HE DEEMS NECESSARY FOR FABRICATION, HANDLING AND INSTALLATION.



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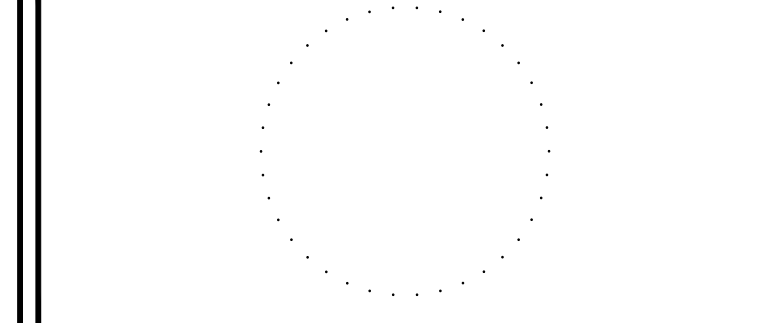
RIGID FRAME AND
FOOTING DETAILS

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88 Main Street P.O. Box 337
Chester, Connecticut 06412-0337
Tel: (860) 526-9591 Fax: (860) 526-5416
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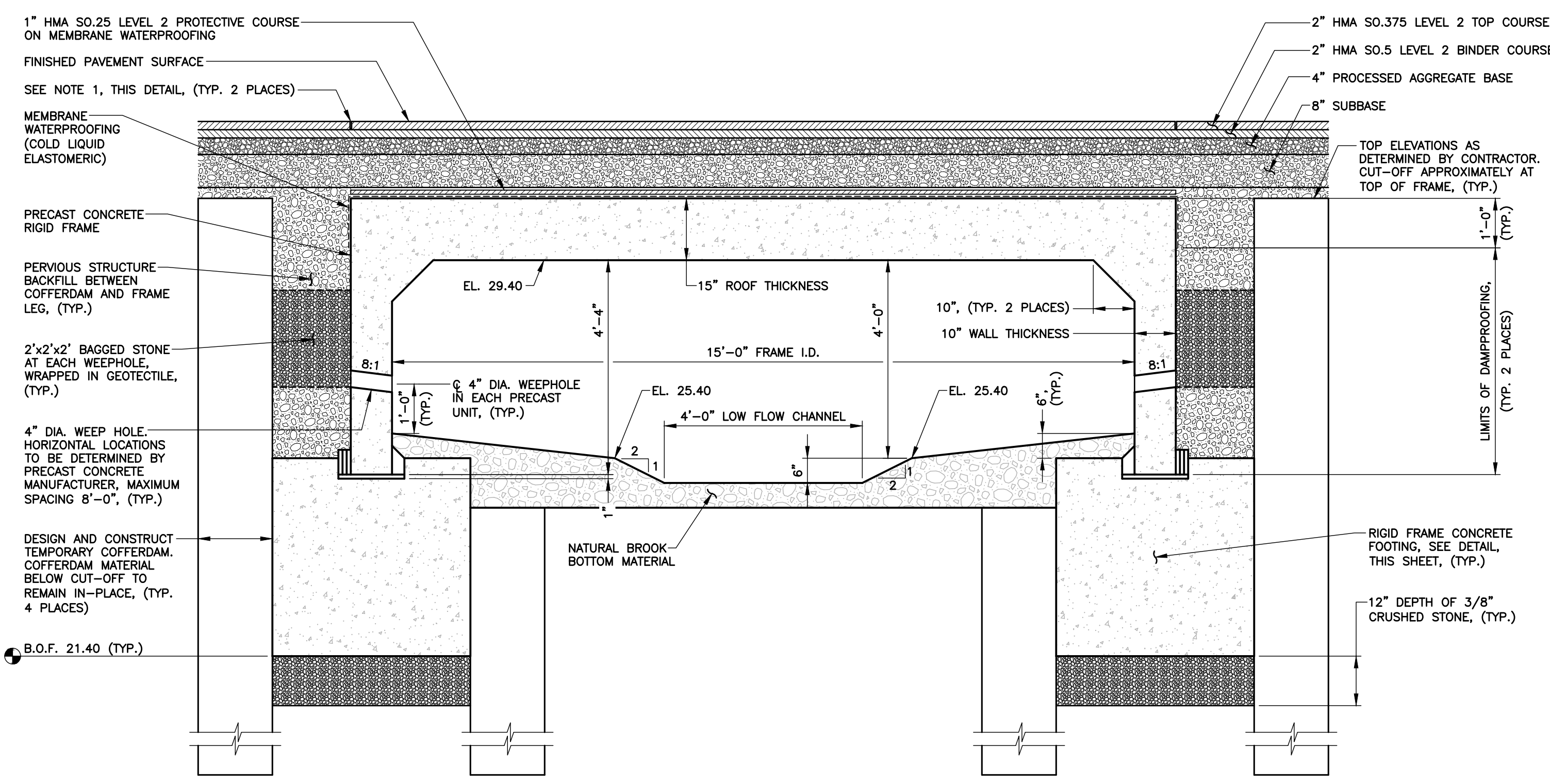
J. HOWARD PFROMMER, P.E.
CT REGISTRATION No. 15871

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REVISIONS		
No.	DESCRIPTION	DATE

DATE: OCTOBER 1, 2024
SCALE: AS NOTED
PROJECT No.: 07470045
CADD FILE: 07470045SP
DESIGNED: JHP
DRAWN: AJG
CHECKED: JMD

SHEET No.:
12 OF 16

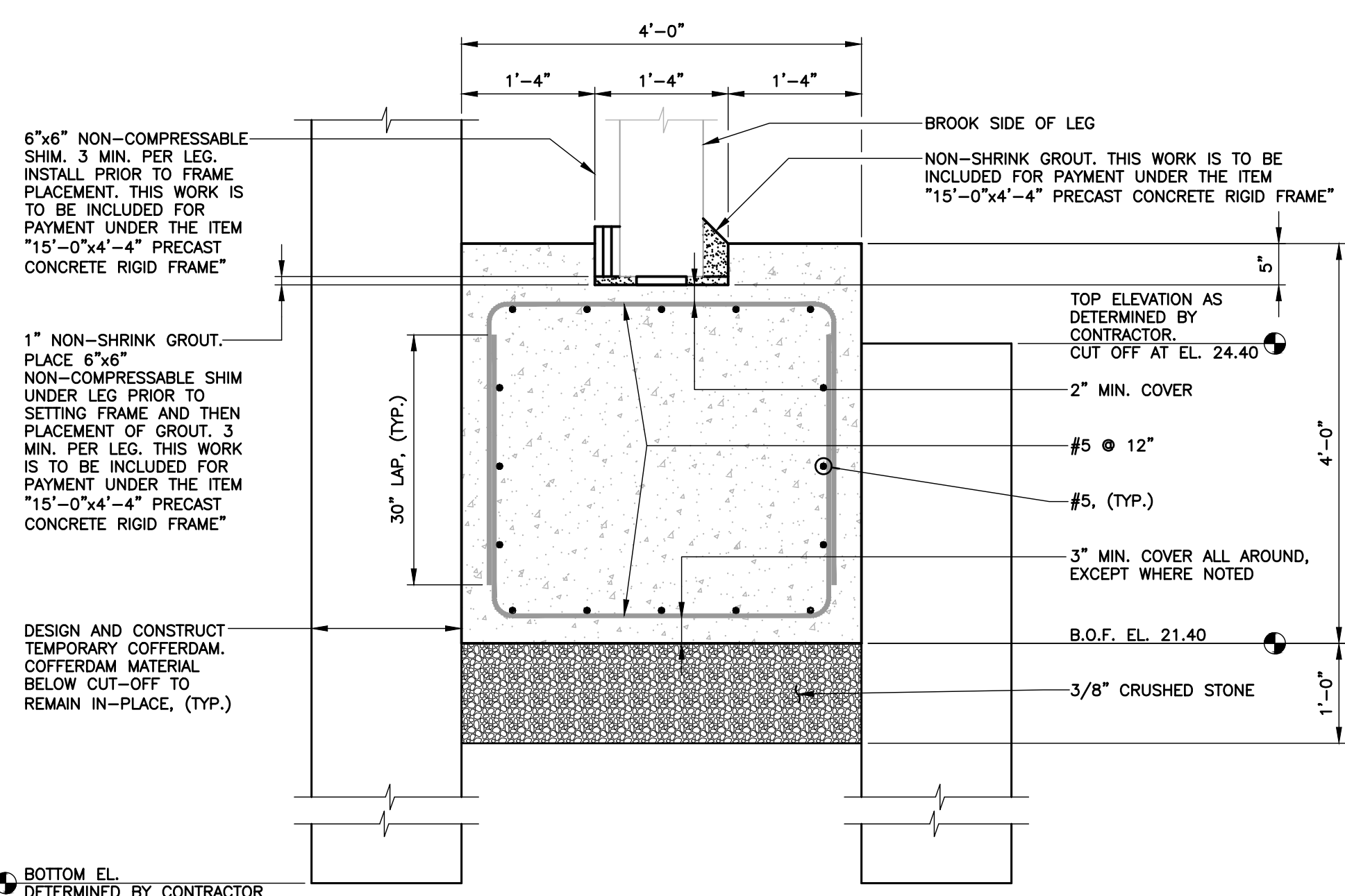


TYPICAL SECTION
PRECAST CONCRETE RIGID FRAME

SCALE: 1/2"=1'-0"

NOTES:

1. CUT OVERLAY WITH A 3/8"x1 3/4" DEEP KERF CUT AND FILL WITH POURABLE BITUMINOUS SEALANT.



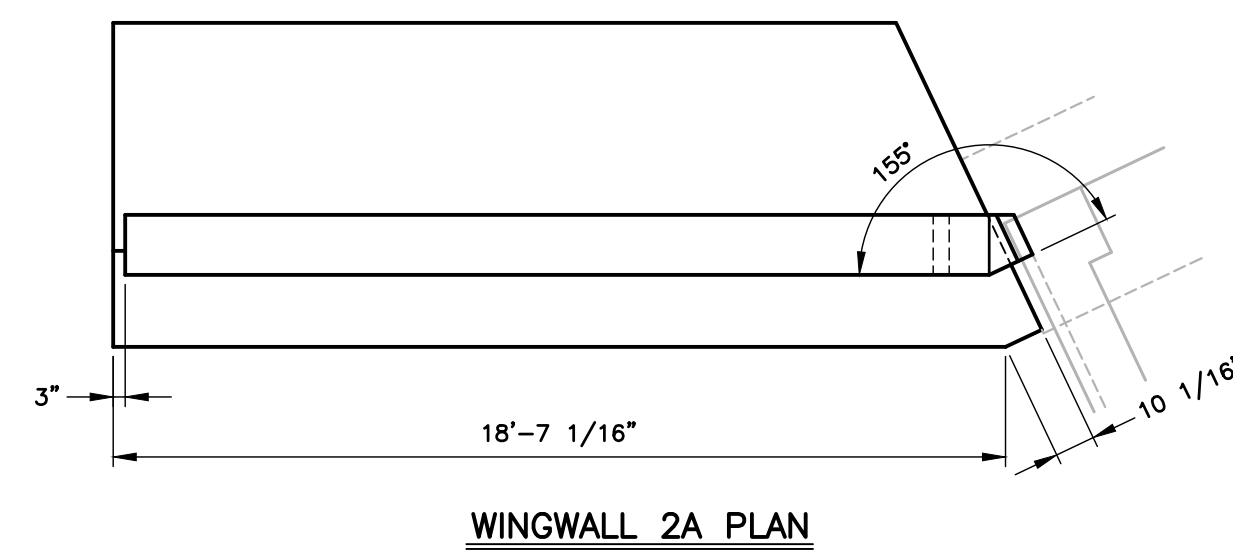
TYPICAL SECTION
RIGID FRAME CONCRETE FOOTING

SCALE: 3/4"=1'-0"

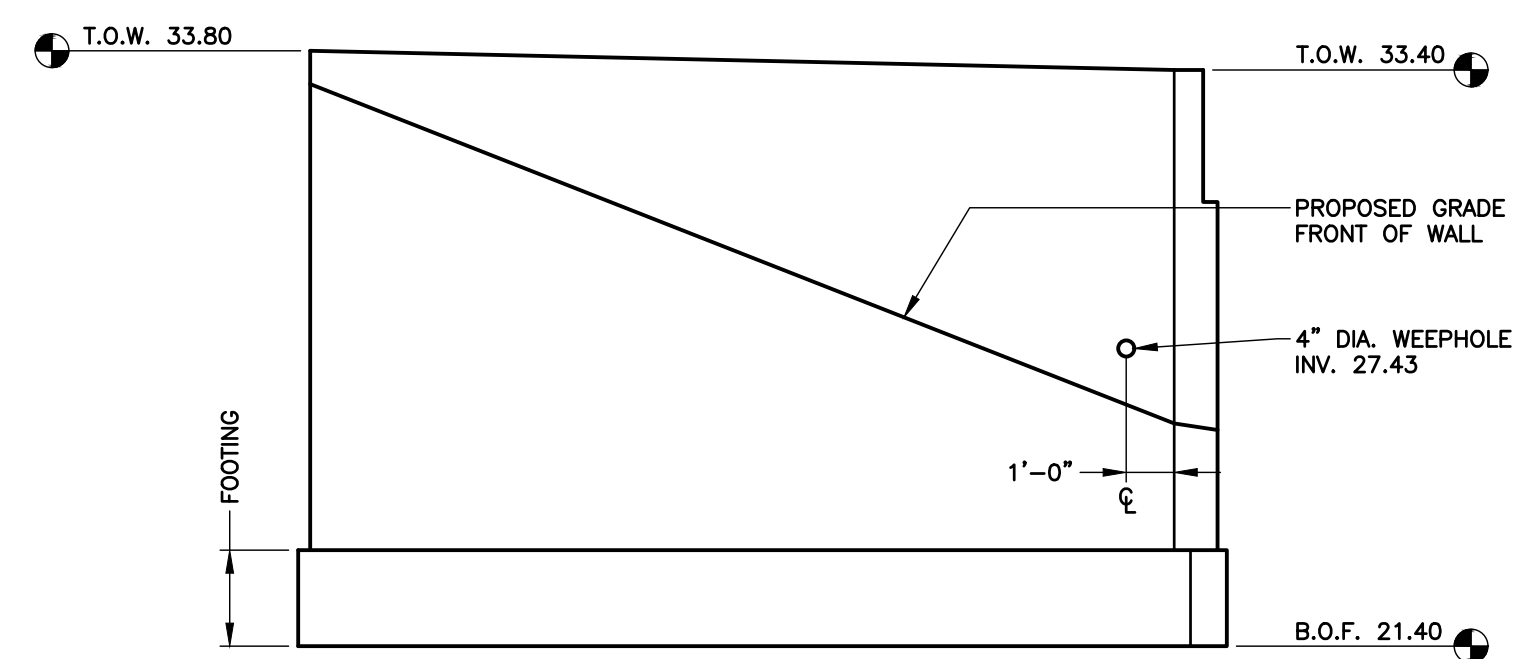
NOTES:

1. MAXIMUM ALLOWABLE DESIGN FOUNDATION PRESSURE = 4,000 psf.

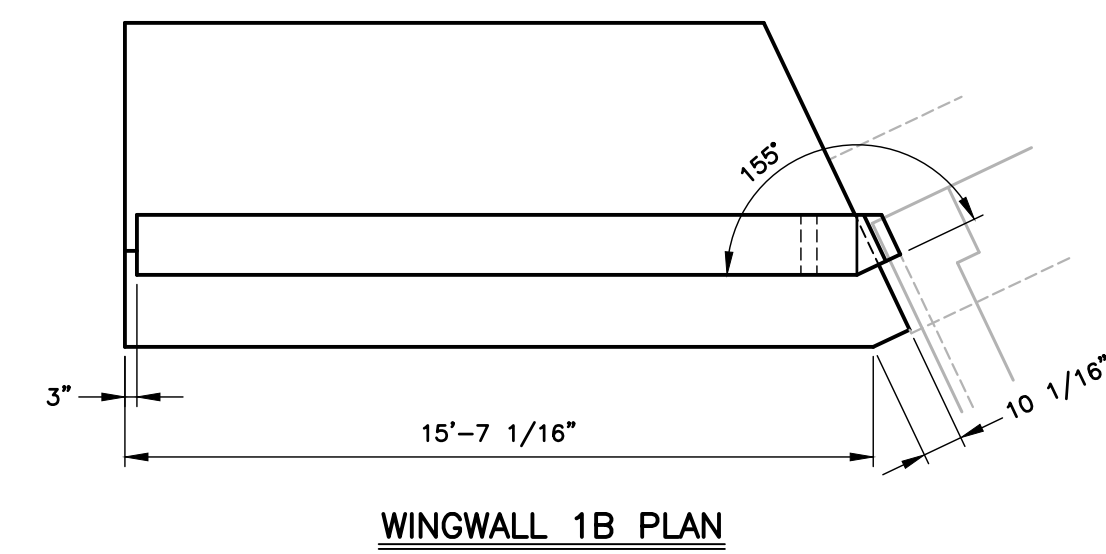
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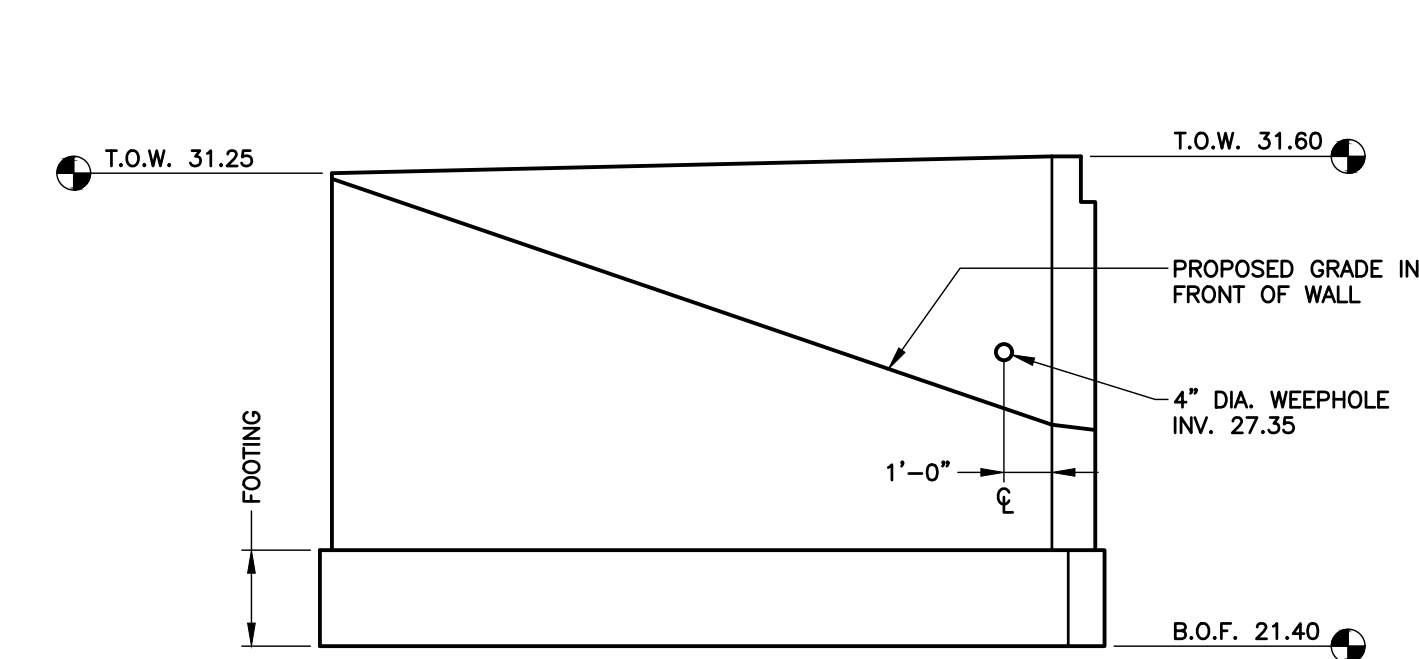
WINGWALL 2A PLAN



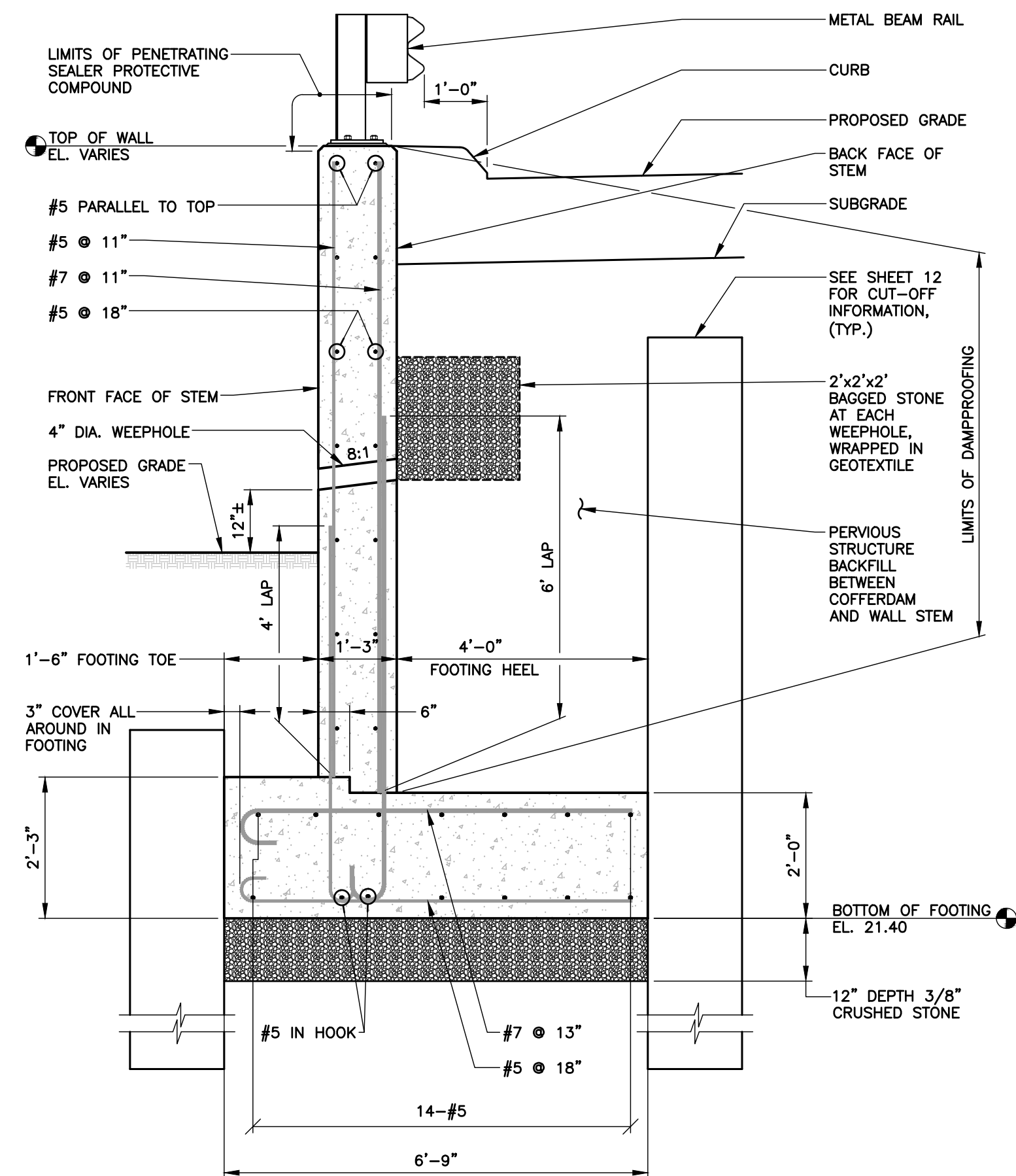
**WINGWALL 2A ELEVATION
UPSTREAM WINGWALL**
SCALE: 1/4"=1'-0"



WINGWALL 1B PLAN



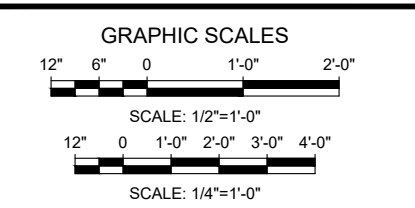
**WINGWALL 1B ELEVATION
DOWNSTREAM WINGWALL**
SCALE: 1/4"=1'-0"



**TYPICAL SECTION
CONCRETE WINGWALL**
SCALE: 1/2"=1'-0"

- NOTES:**
1. MAXIMUM DESIGN FOUNDATION PRESSURE = 3,020 psf.

NOTES:
1. SEE SHEET 15 FOR PROJECT NOTES.



TOWN OF
OLD SAYBROOK, CONNECTICUT

**REPLACEMENT OF
BRIDGE NO. 105003
BEAVER DAM TRAIL
OVER FISHING
BROOK**

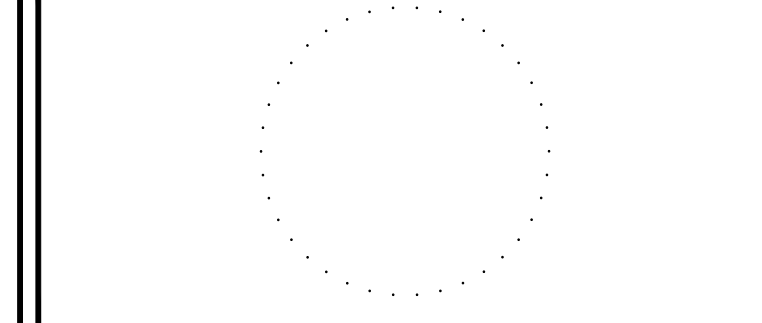
WINGWALL DETAILS

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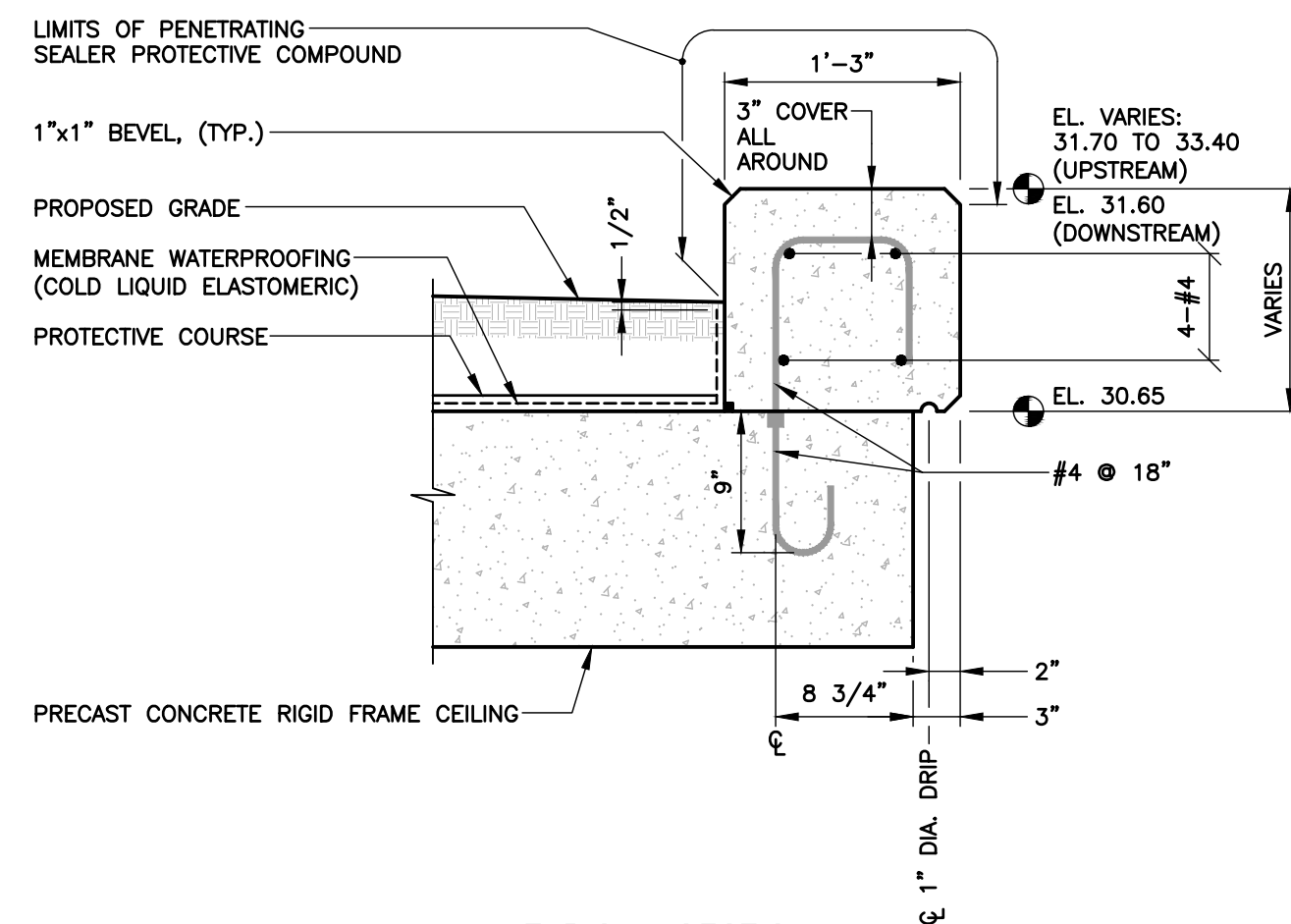
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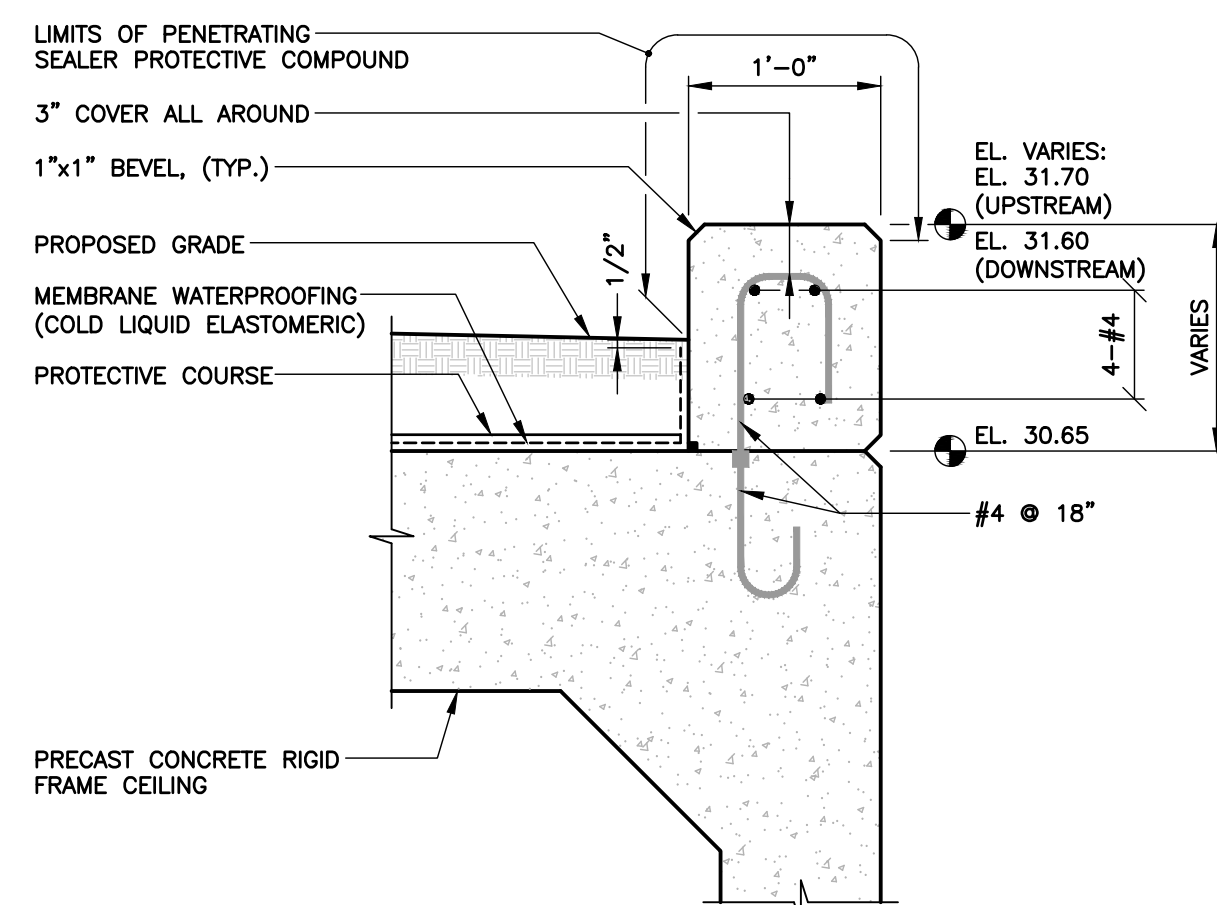
DATE: OCTOBER 1, 2024	SHEET No.:
SCALE: AS NOTED	13 OF 16
PROJECT No.: 07470045	
CADD FILE: 07470045SP	
DESIGNED: JHP	
DRAWN: AJG	
CHECKED: JMD	

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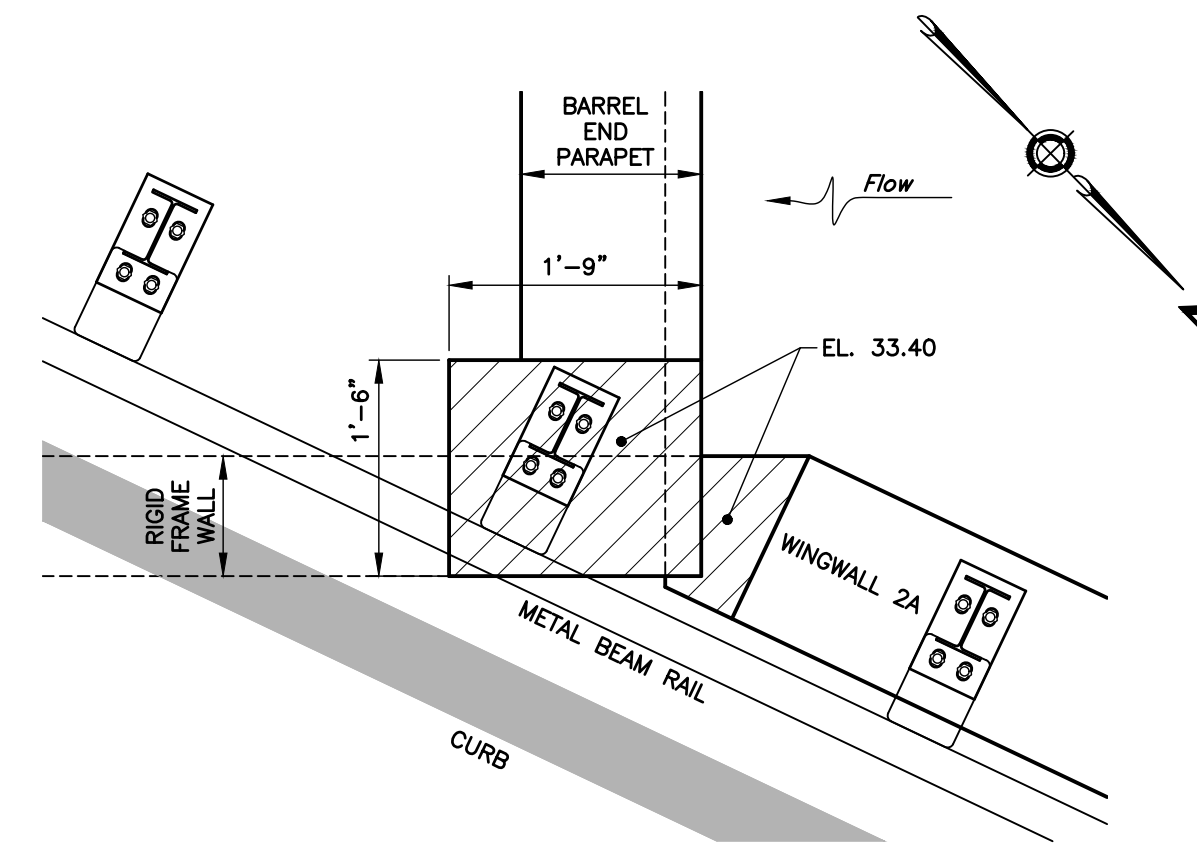
**TYPICAL SECTION
BARREL END PARAPET**
SCALE: 1"=1'-0"

- NOTES:
1. REINFORCEMENT NOT SHOWN IN FRAME.
 2. PARAPET CAN BE PRECAST AT THE CONTRACTOR'S DISCRETION, AND IN ACCORDANCE WITH APPLICABLE SECTIONS OF THE PROJECT MANUAL.

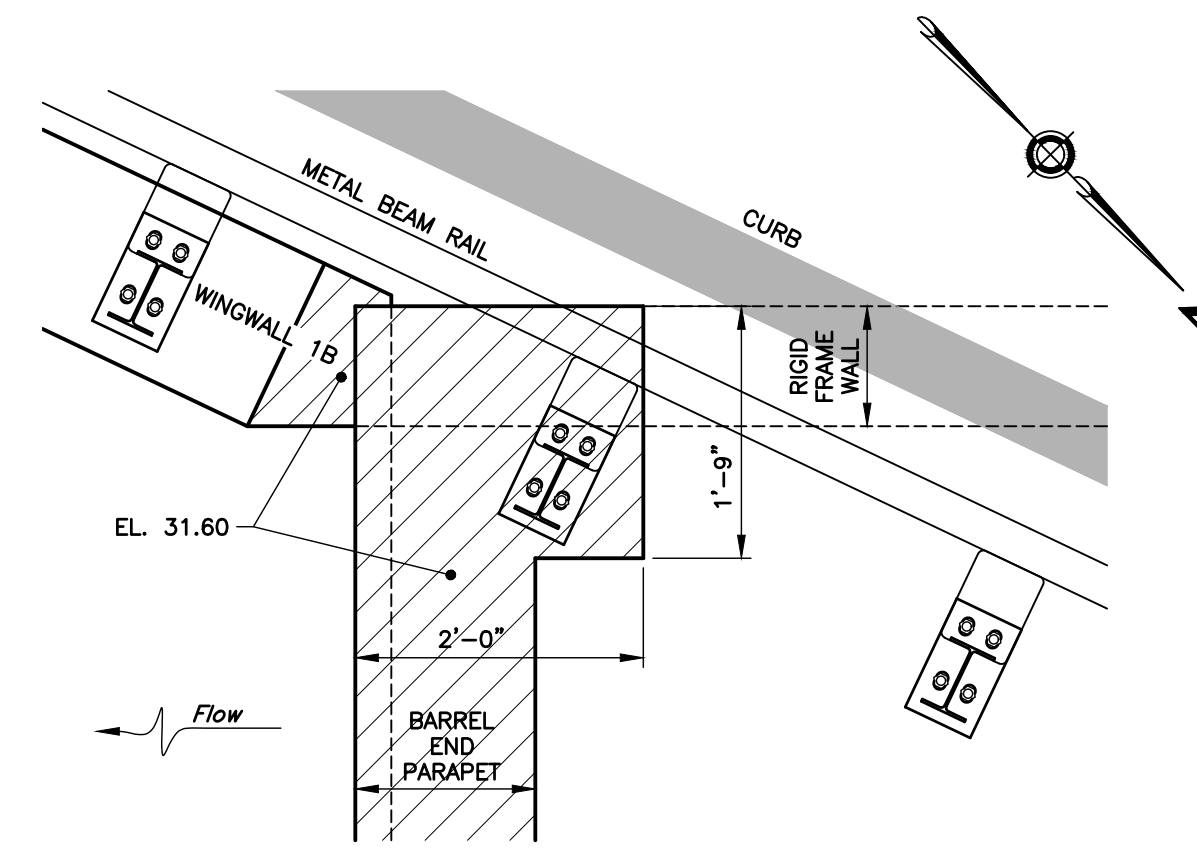


**TYPICAL SECTION
BARREL SIDE PARAPET**
SCALE: 1"=1'-0"

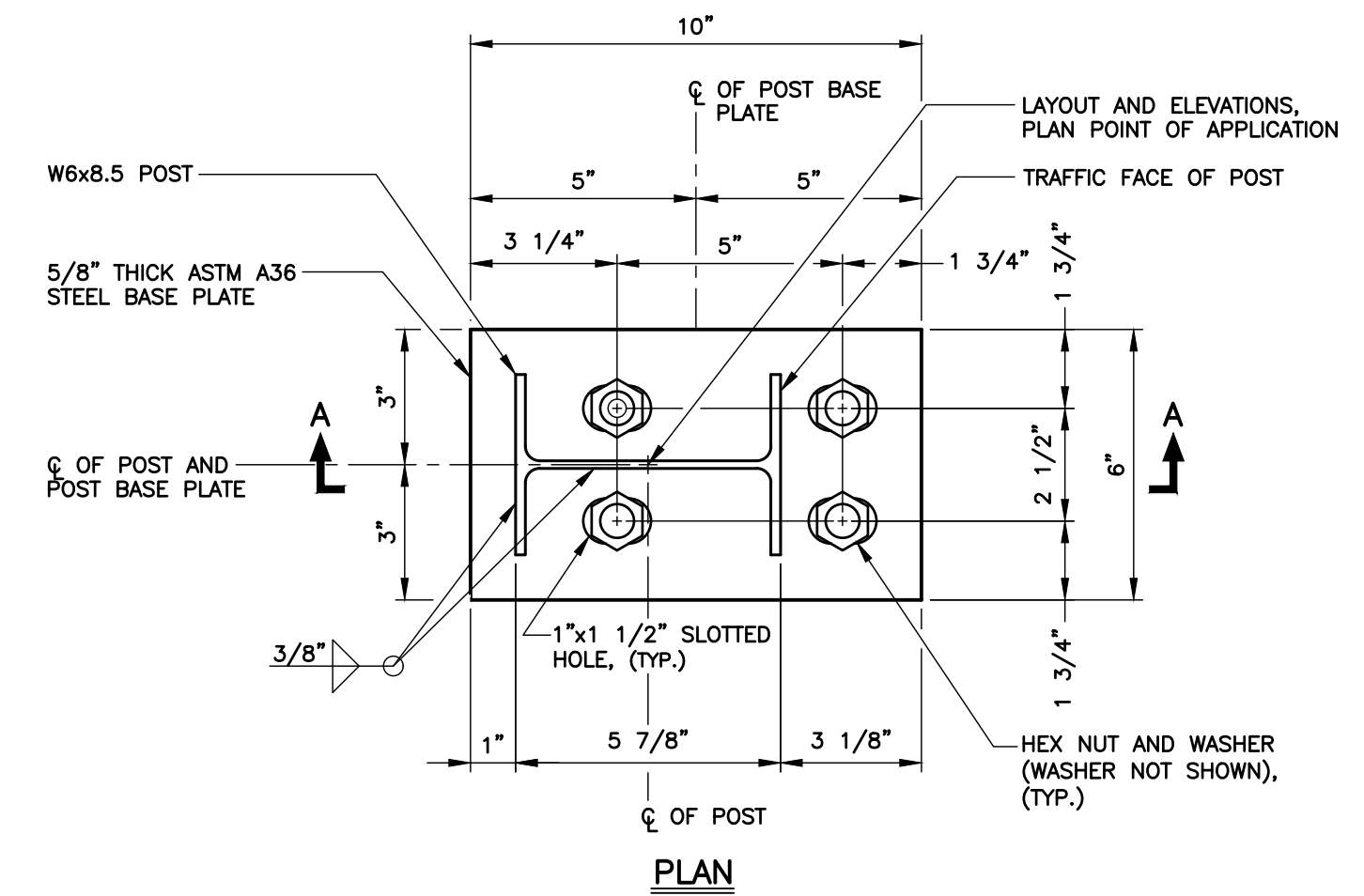
- NOTES:
1. REINFORCEMENT NOT SHOWN IN FRAME.
 2. PARAPET CAN BE PRECAST AT THE CONTRACTOR'S DISCRETION, AND IN ACCORDANCE WITH APPLICABLE SECTIONS OF THE PROJECT MANUAL.



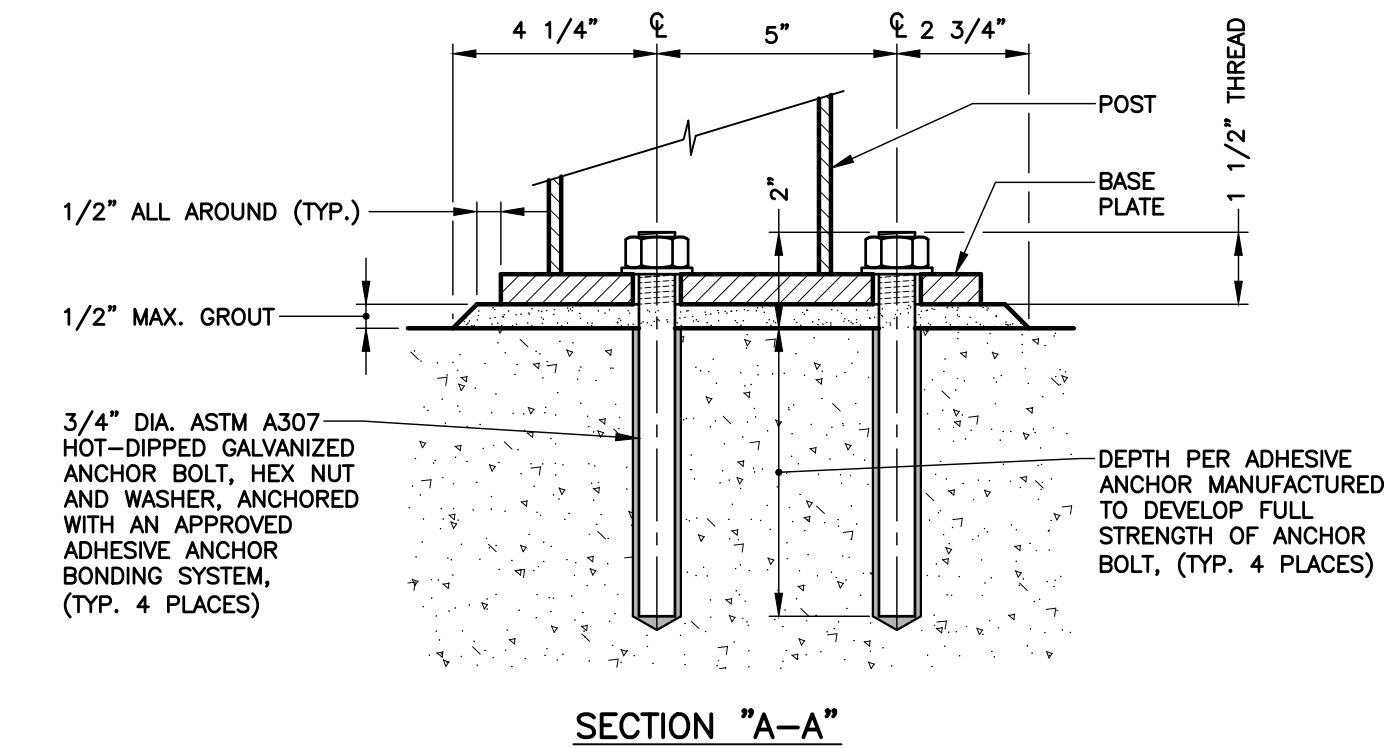
**PLAN
PARAPET AT WINGWALL 2A**
SCALE: 3/4"=1'-0"



**PLAN
PARAPET AT WINGWALL 1B**
SCALE: 3/4"=1'-0"



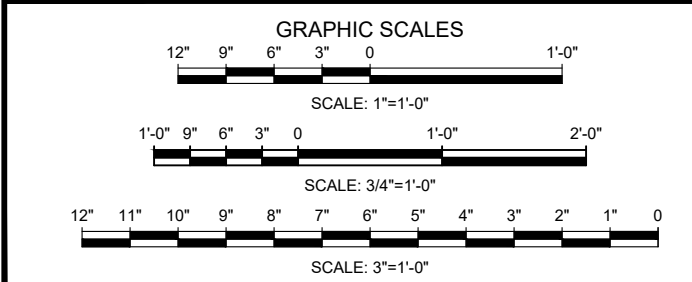
PLAN



SECTION "A-A"
**POST BASE PLATE FOR METAL BEAM RAIL
(R-B MASH) HALF POST SPACING (MODIFIED)**
SCALE: 3"=1'-0"

- NOTES:
1. THIS WORK IS TO BE INCLUDED FOR PAYMENT UNDER THE ITEM "METAL BEAM RAIL (R-B) MASH HALF POST SPACING (MODIFIED)".

NOTES:
1. SEE SHEET 15 FOR PROJECT NOTES.



TOWN OF
OLD SAYBROOK, CONNECTICUT

REPLACEMENT OF
BRIDGE NO. 105003
BEAVER DAM TRAIL
OVER FISHING
BROOK

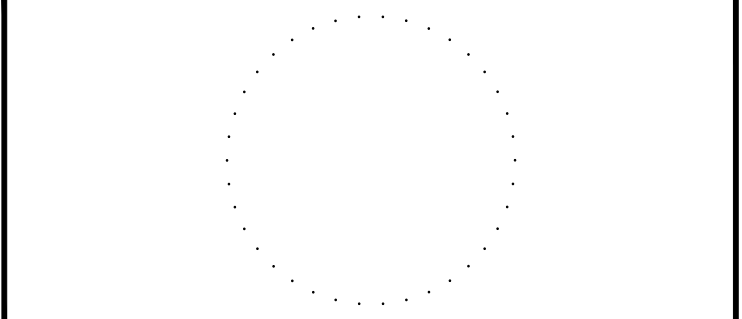
PARAPET DETAILS

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CHECKED: JMD

SHEET No.:
14 OF 16

PROJECT NOTES:

- IN-RIVER CONSTRUCTION WINDOW: THE IN-RIVER CONSTRUCTION WINDOW FOR UNCONFINED CONSTRUCTION ACTIVITIES SHALL BE JULY 1 TO MARCH 31, INCLUSIVE. THE INSTALLATION AND REMOVAL OF COFFERDAMS ARE NOT PERMITTED FROM APRIL 1 TO JUNE 30, INCLUSIVE. IN-RIVER UNCONFINED CONSTRUCTION ACTIVITIES SHALL NOT OCCUR AT ANY OTHER TIME OF THE YEAR EXCEPT DURING THE IN-RIVER UNCONFINED CONSTRUCTION ACTIVITIES WINDOW PERIOD. "CONFINED" SHALL BE DEFINED AS BEHIND A COFFERDAM AND FOR THE PURPOSES OF COFFERDAM INSTALLATION AND REMOVAL, BEHIND TURBIDITY CONTROL CURTAINS OR CONTAINMENT BOOM.
- DEWATERING: THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONTROL OF WATER TO ENABLE CONSTRUCTION IN THE DRY, INCLUDING BUT NOT LIMITED TO TRENCHES, EXCAVATIONS, WATER CONTROL STRUCTURES AND COFFERDAMS, THAT MAY BE REQUIRED TO PROPERLY COMPLETE THE WORK. PARTICULAR ATTENTION IS CALLED TO FLUCTUATIONS IN WATER FLOWS AND LEVELS THAT MAY OCCUR DUE TO PRECIPITATION EVENTS. NO EXTRA MONETARY COMPENSATION WILL BE ALLOWED DUE TO WATER FLOW OR LEVEL FLUCTUATIONS. WHETHER PUMPING OR SIPHONING FOR DEWATERING IS USED OR NOT, IN ALL CASES, THE DISCHARGE SHALL BE HANDLED SO AS TO AVOID EROSION AND SEDIMENTATION AS APPROVED BY THE ENGINEER. TAKE ALL NECESSARY PRECAUTIONS AND FURNISH EQUIPMENT REQUIRED TO HANDLE ALL SURFACE, SUBSURFACE AND FLOOD FLOWS WHICH MAY BE ENCOUNTERED AT ANY TIME DURING CONSTRUCTION.
- TEMPORARY HYDRAULIC FACILITIES: PROVIDE TEMPORARY HYDRAULIC FACILITIES TO CARRY THE WATERCOURSE THROUGH THE CONSTRUCTION SITE IN A CONTROLLED MANNER. TEMPORARY HYDRAULIC FACILITIES SHALL BE DESIGNED FOR THE TEMPORARY CRITERIA SHOWN ON SHEET 10. THE CONTRACTOR SHALL INCLUDE THESE CRITERIA IN HIS COFFERDAM SUBMISSION.
- CONSTRUCTION FLOOD CONTINGENCY OPERATION PLAN: ALL TEMPORARY STRUCTURES, MATERIAL AND EQUIPMENT SHALL BE REMOVED FROM THE FLOOD PLAIN UPON A FLOOD WARNING NOTIFICATION FOR THE PROJECT AREA ISSUED BY THE U.S. WEATHER SERVICE.
- EROSION CONTROLS: INSTALL EROSION CONTROLS TO THE MAXIMUM EXTENT POSSIBLE AND OBTAIN APPROVAL OF THE INSTALLATION (NOT THE DESIGN) FROM THE ENGINEER PRIOR TO THE START OF CONSTRUCTION.
- MAINTENANCE OF EROSION CONTROLS: INSPECT EROSION CONTROLS REGULARLY AND IMMEDIATELY AFTER RAINFALL EVENTS AND MAINTAIN AND MODIFY AS NECESSARY OR AS DIRECTED BY THE TOWN TO ENSURE OPTIMUM PERFORMANCE.
- PERMITS: ALL ACTIVITIES SHALL COMPLY WITH LOCAL, STATE AND FEDERAL AUTHORIZATIONS. SEE PROJECT MANUAL.
- SWEEPING: SWEEP OFF OPEN SECTIONS OF ROADWAY DAILY FROM DIRT AND DEBRIS TRACKED FROM CONSTRUCTION ACTIVITIES.
- STOCKPILES: INSTALL EROSION CONTROLS AROUND THE BASE OF ALL SOIL MATERIAL STOCKPILES, AND TEMPORARILY SEED OR COVER THE PILES WITH AN IMPERVIOUS COVER IF THEY WILL REMAIN ON THE SITE LONGER THAN ONE MONTH.
- CONSTRUCTION VEHICLES: NO CONSTRUCTION VEHICLES WILL BE STORED, SERVICED, REFUELED, WASHED, OR FLUSHED OUT IN A LOCATION WHERE LEAKS, SPILLAGE, WASTE MATERIALS, CLEANERS, OR WATERS WILL BE INTRODUCED OR FLOW INTO WETLANDS OR WATERCOURSES.
- SPILL KIT: PROVIDE AND MAINTAIN A SUPPLY OF ABSORBENT SPILL RESPONSE BOOMS AND BLANKETS ON-SITE FOR THE ENTIRE CONSTRUCTION PERIOD.
- CONTAMINANT SPILLS: NO EQUIPMENT STORAGE, CLEANING, REPAIRING, OR REFUELING SHALL BE CONDUCTED WITHIN 25' OF A WETLAND BOUNDARY. SHOULD ANY CONTAMINANT SPILL OCCUR, IMMEDIATELY NOTIFY THE CONNECTICUT DEPARTMENT OF ENERGY AND ENVIRONMENTAL PROTECTION, OIL AND CHEMICAL SPILL RESPONSE DIVISION AT 860-424-3338 AND THE ENGINEER.
- EQUIPMENT MAINTENANCE AND REFUELING: DURING CONSTRUCTION, ROUTINE EQUIPMENT MAINTENANCE AND REFUELING SHALL OCCUR AWAY FROM STORMWATER CATCH BASINS, ON IMPERVIOUS SURFACE WITH OIL ABSORBENT SPILL RESPONSE MATERIALS IN PLACE. NON-ROUTINE MAINTENANCE OF EQUIPMENT SHALL BE CONDUCTED OFF-SITE. SHOULD ANY CONTAMINANT SPILL OCCUR, IMMEDIATELY NOTIFY THE CONNECTICUT DEPARTMENT OF ENERGY AND ENVIRONMENTAL PROTECTION, OIL AND CHEMICAL SPILL RESPONSE DIVISION AT 860-424-3338 AND THE ENGINEER.
- FUEL STORAGE: BULK FUEL FOR CONSTRUCTION PURPOSES SHALL NOT BE STORED ON-SITE.
- HAZARDOUS MATERIAL STORAGE: DURING CONSTRUCTION, ALL OIL, PAINT, OR OTHER HAZARDOUS MATERIALS SHALL BE STORED OFF-SITE, OR IF ON-SITE, THEN WITHIN A SECONDARY CONTAINMENT STRUCTURE WITH AN IMPERVIOUS FLOOR THAT WILL BE SECURED DURING NONWORKING HOURS.
- TREES: TREES AND VEGETATION TO BE REMOVED MAY NOT ALL BE SHOWN, BUT SHALL BE INCLUDED IN THE WORK. IN ALL CASES, CLEARING SHALL BE LIMITED TO THE MINIMUM NECESSARY TO PERFORM THE CONSTRUCTION AS APPROVED BY THE TOWN. TREES TO BE REMOVED SHALL BE INDIVIDUALLY VERIFIED IN THE FIELD WITH THE ENGINEER PRIOR TO THEIR DISTURBANCE.
- MATERIAL DISPOSAL: SURPLUS OR UNSUITABLE MATERIALS SHALL BE DISPOSED OF OFF-SITE IN ACCORDANCE WITH ALL LOCAL, STATE, AND FEDERAL ORDINANCES, RULES, REGULATIONS AND CODES.
- CUTTING PAVEMENT: PAVEMENTS TO BE CUT SHALL BE SAW CUT. PRIOR TO PAVING, CLEAN FACE OF EXISTING PAVEMENT AND PAINT WITH LIQUID BITUMEN. MATCH EXISTING GRADES WITH NEW PAVEMENT.
- UNDERGROUND UTILITIES: FOR LOCATION OF UNDERGROUND ELECTRIC, TELEPHONE, GAS, CABLE TV AND OTHER FACILITIES OF PUBLIC UTILITY COMPANIES, INQUIRE OF "CALL BEFORE YOU DIG, INC." AT 1-800-922-4455.
- UTILITIES: THERE ARE UNDERGROUND UTILITIES, BUT NO OVERHEAD UTILITIES, AT THE PROJECT SITE.
ELECTRIC - EVERSOURCE ENERGY
TELEPHONE - FRONTIER COMMUNICATIONS OF CONNECTICUT
CABLE TELEVISION - COMCAST OF CONNECTICUT, INC.

INFORMATION OR DATA SHOWN ON OR INDICATED IN THE CONTRACT DOCUMENTS WITH RESPECT TO EXISTING UNDERGROUND PIPES, CABLES, CONDUITS, STRUCTURES OR OTHER UNDERGROUND FACILITIES IS BELIEVED TO BE REASONABLY CORRECT BUT IS NOT GUARANTEED TO BE EXACT OR COMPLETE. SUCH INFORMATION SHALL BE CONSIDERED TO HAVE BEEN PROVIDED FOR THE CONVENIENCE OF THE CONTRACT AND TO ALERT THE CONTRACTOR TO THE EXISTENCE OF SUCH UNDERGROUND FACILITIES WITHIN OR ADJACENT TO THE PROJECT SITE AND THE TOWN, ENGINEER AND THEIR CONSULTANTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ANY SUCH INFORMATION OR DATA.

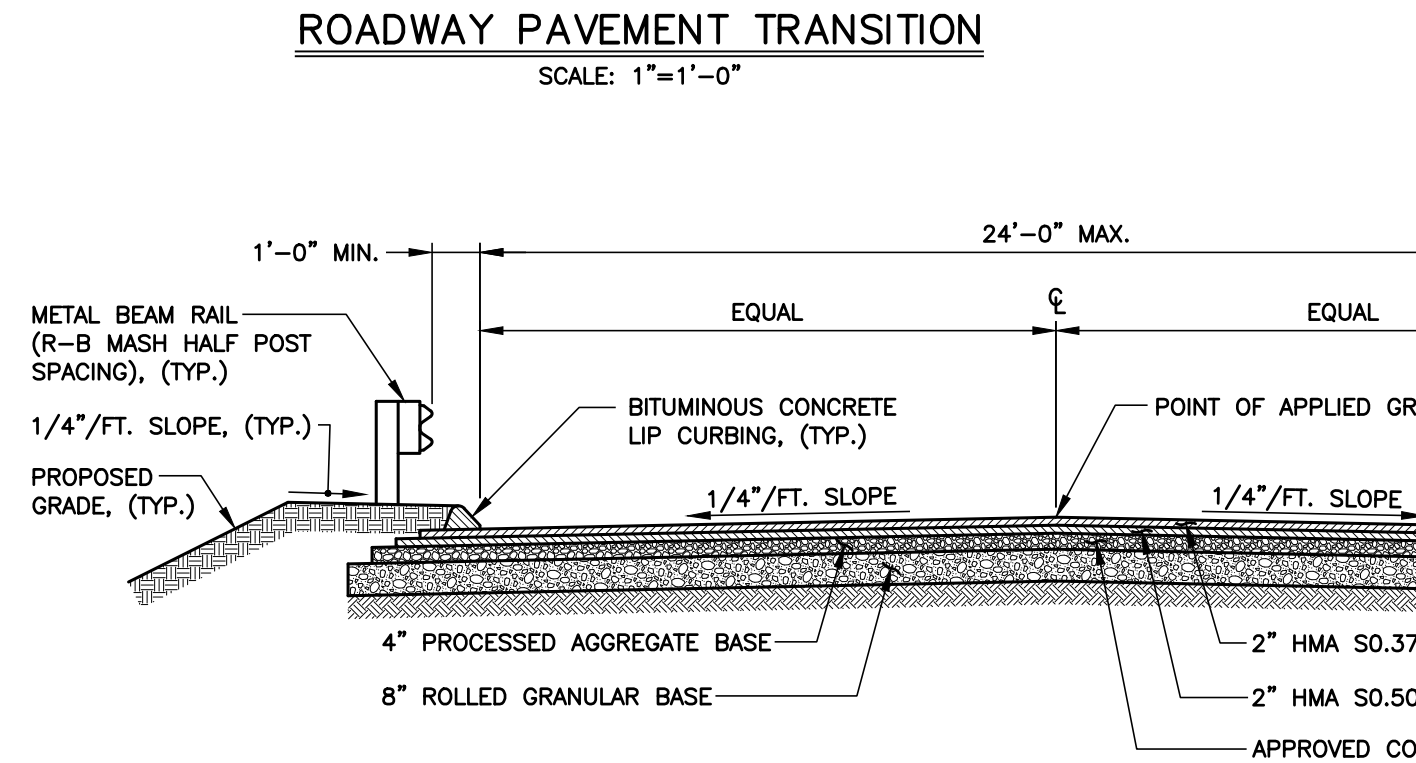
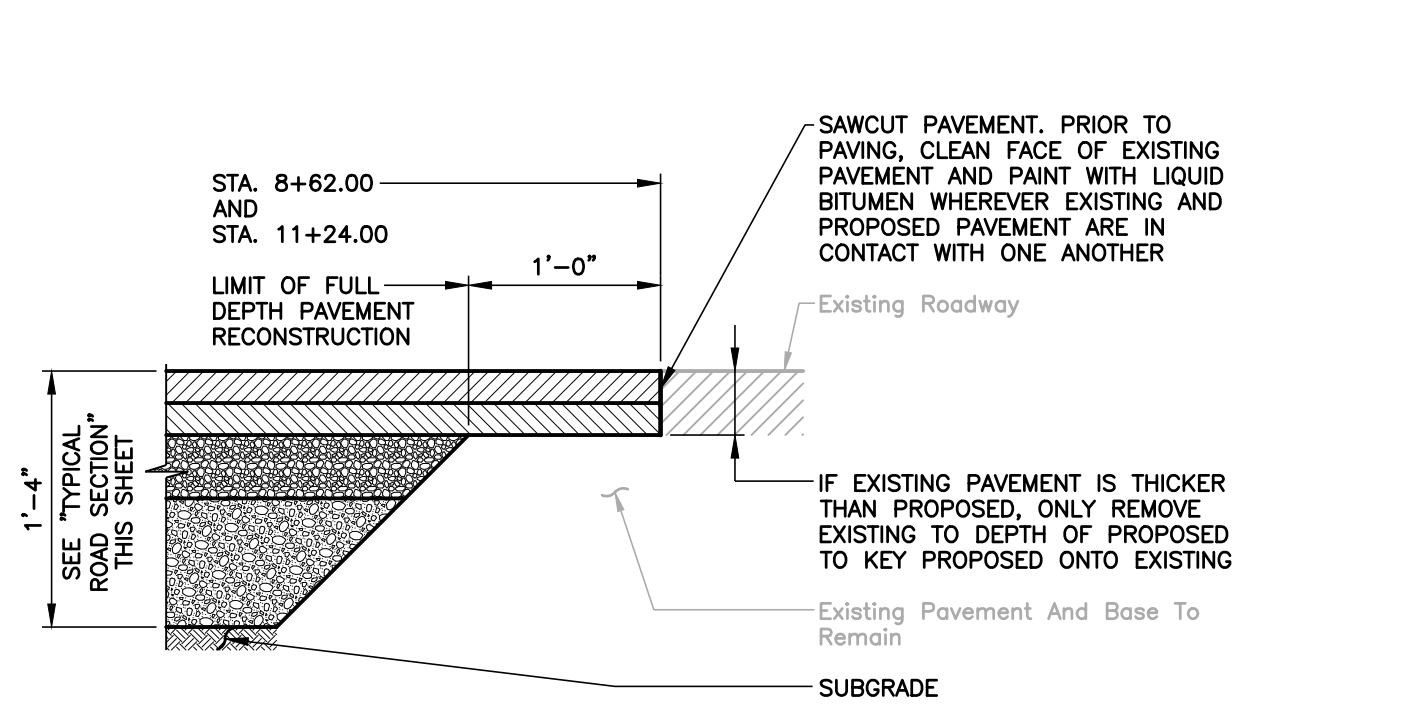
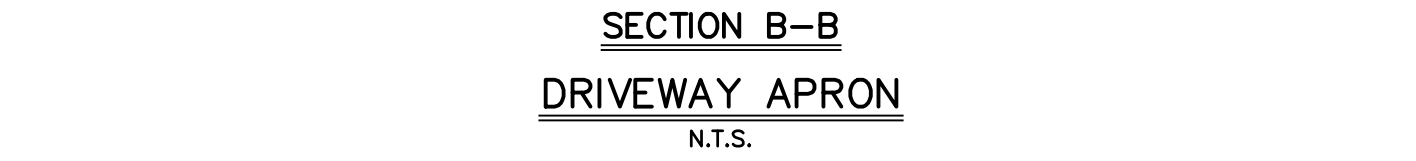
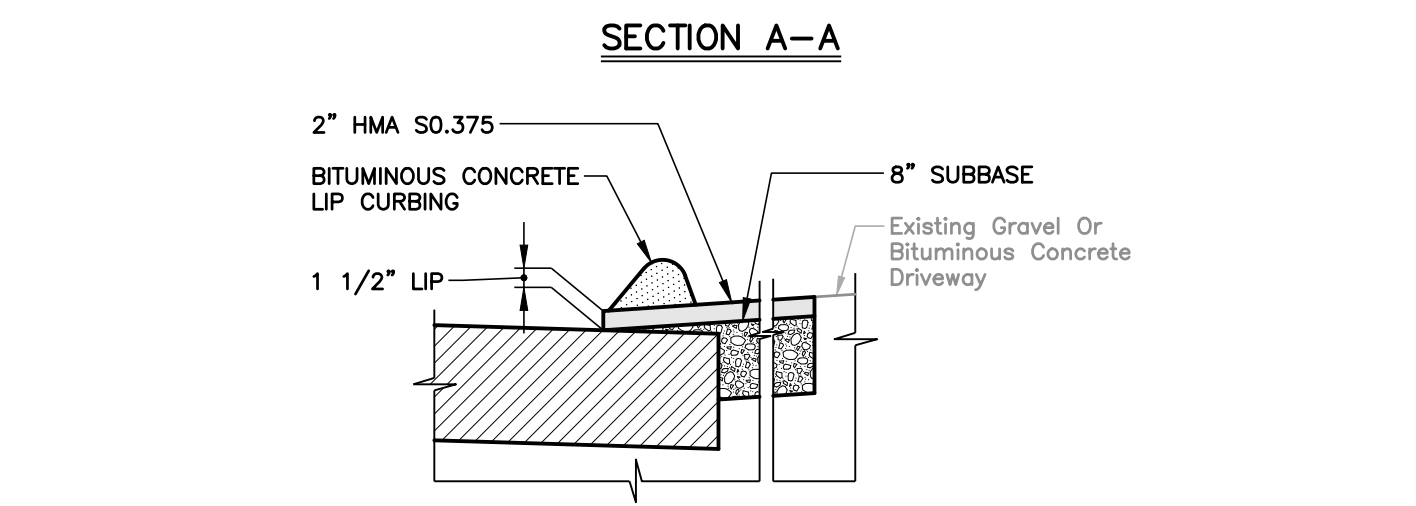
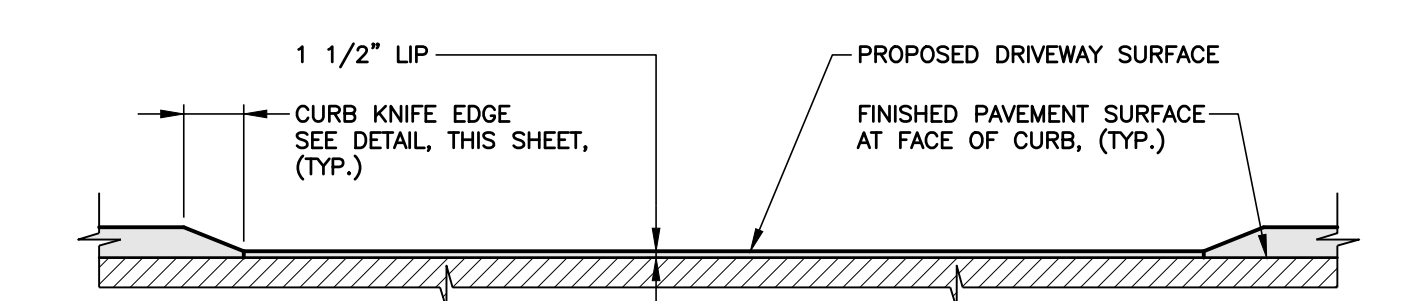
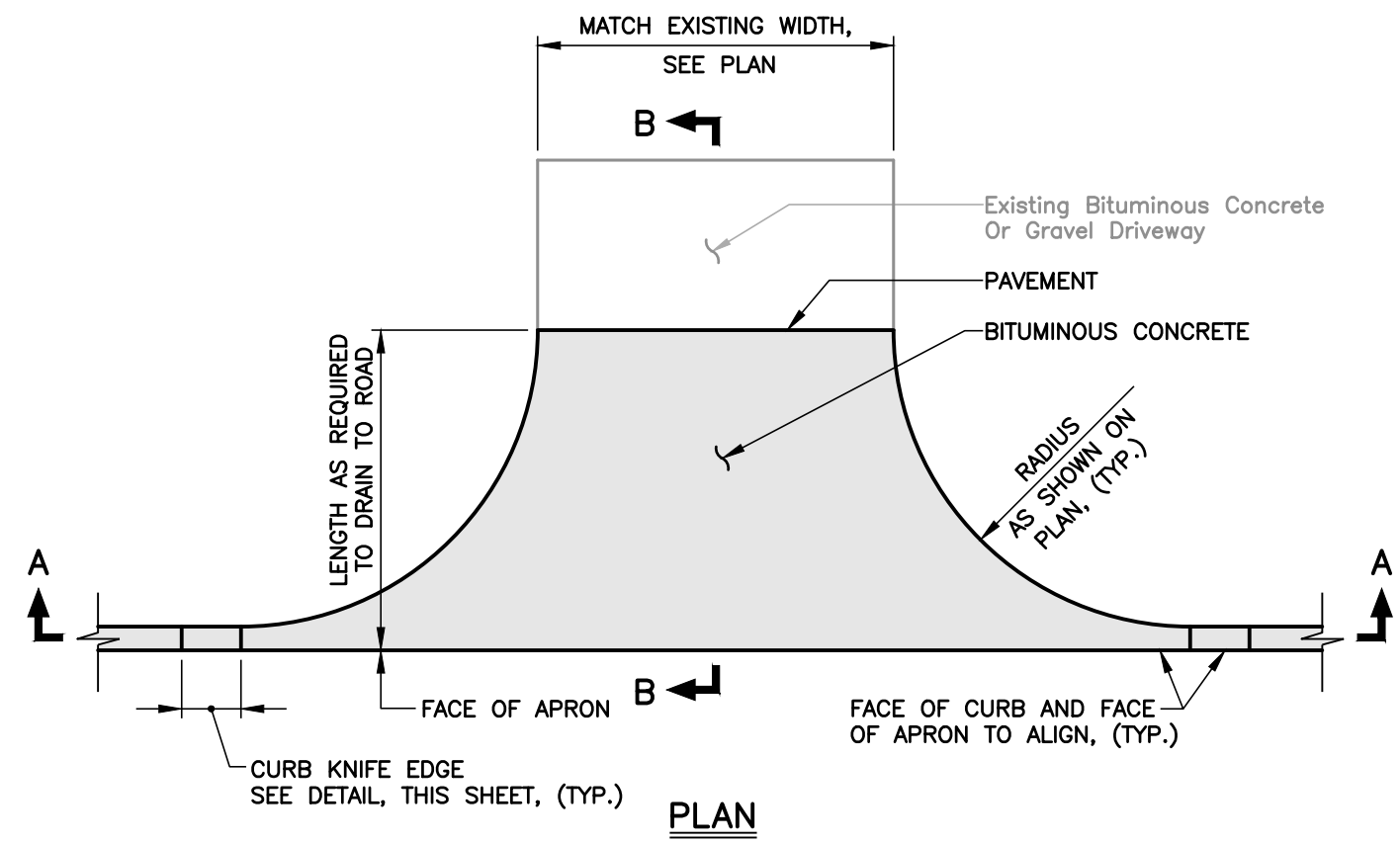
THE CONTRACTOR SHALL HAVE FULL RESPONSIBILITY FOR REVIEWING AND CHECKING ALL INFORMATION AND DATA DESCRIBED ABOVE, FOR LOCATING ALL SUCH UNDERGROUND FACILITIES SHOWN OR INDICATED IN THE CONTRACT DOCUMENTS. FOR COORDINATION OF THE WORK WITH THE OWNERS OF SUCH UTILITIES DURING CONSTRUCTION, FOR THE SAFETY AND PROTECTION THEREOF, AND FOR REPAIRING ANY DAMAGE THEREO RESULTING FROM THE WORK, THE COST OF ALL WHICH WILL BE CONSIDERED AS HAVING BEEN INCLUDED IN THE CONTRACT PRICE.

THE CONTRACTOR SHALL BE LIABLE FOR ALL DAMAGES AND CLAIMS RECEIVED OR SUSTAINED BY ANY PERSONS, CORPORATIONS OR PROPERTY IN CONSEQUENCE OF THE DAMAGE TO EXISTING UTILITIES, ROADWAYS, THEIR APPURTENANCES, OR OTHER FACILITIES CAUSED DIRECTLY OR INDIRECTLY BY THE OPERATIONS OF THE CONTRACTOR.

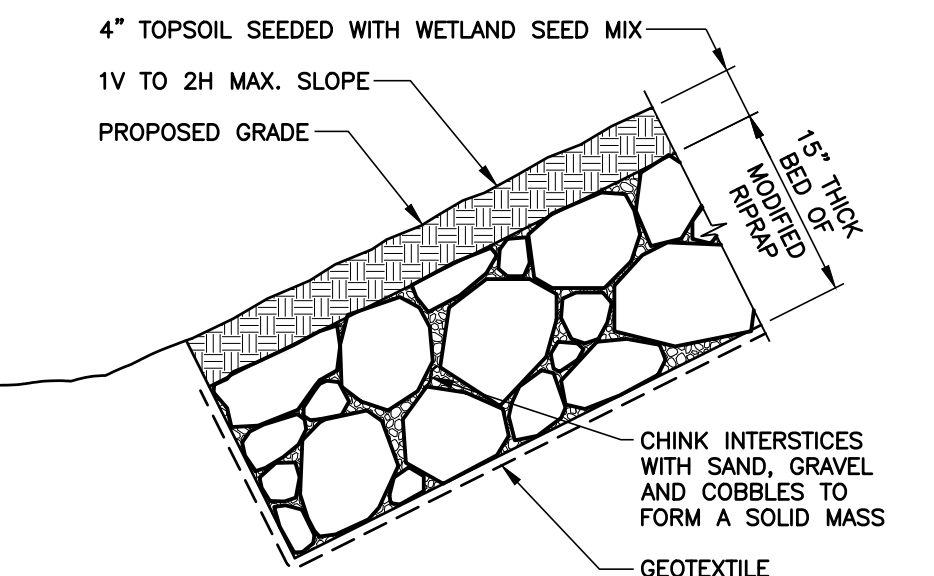
CONTRACT LIMIT LINE: SHALL BE EASEMENT AND RIGHT OF WAY LINES BETWEEN START AND END CONSTRUCTION STATIONS SHOWN ON THE DRAWINGS.

REFERENCES:

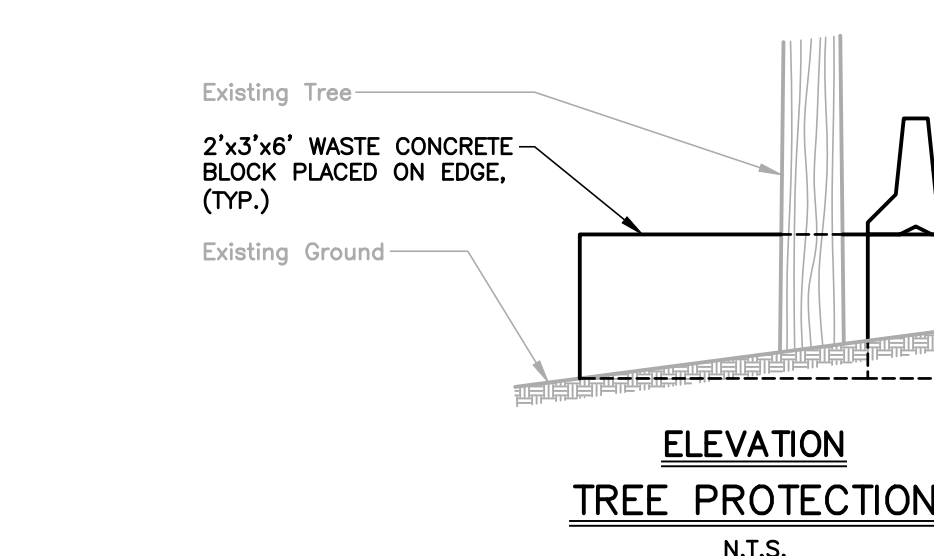
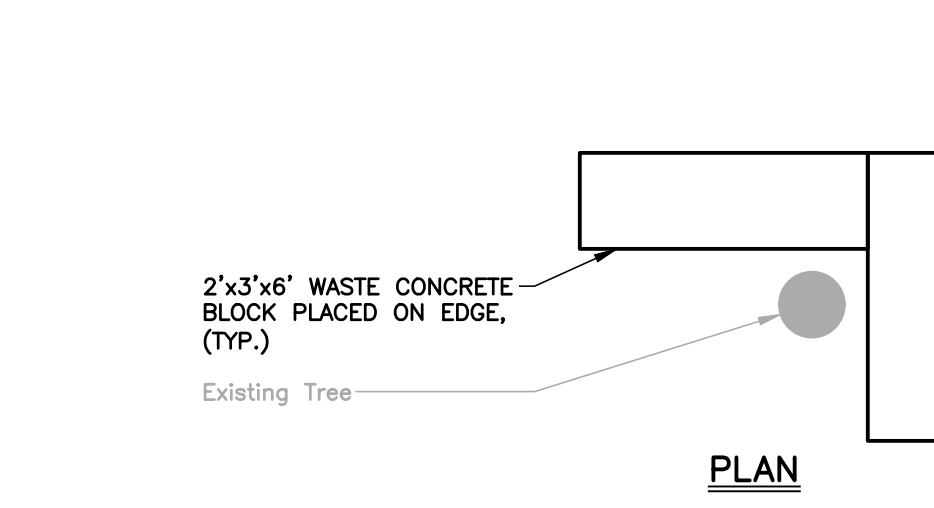
- VERTICAL DATUM IS NAVD88 AND HORIZONTAL DATUM IS NAD83.
- GROUND BASED TOPOGRAPHIC SURVEY WAS PERFORMED BY LAND SURVEY & TECHNICAL SERVICES, INC., 86 MAIN STREET, CHESTER, CT 06412 ON 11-15-2021, 11-16-2021, 12-09-2021, 01-14-2022, 01-19-2022 AND 01-21-2022.
- INLAND WETLAND BOUNDARY WAS FLAGGED IN THE FIELD BY R. RICHARD SNARSKI, CPSS, ON 12-02-2021 AND 01-18-2022. FLAGS WERE LOCATED IN THE FIELD BY LAND SURVEY & TECHNICAL SERVICES, INC.
- UNDERGROUND UTILITY LOCATIONS SHOWN WERE DETERMINED AS FOLLOWS:
 - E-MAIL FROM FRONTIER DATED 11-30-2021 VERIFYING THAT THEIR UNDERGROUND LINES ARE BELOW THE WEST VEGETATED SHOULDER OF THE ROAD.
 - MAP SHOWING UNDERGROUND COMCAST INFRASTRUCTURE BELOW THE EAST VEGETATED SHOULDER OF THE ROAD ENTITLED "TOWN: OLD SAYBROOK, STATE: CT, LOCATION: BEAVER DAM TRAIL", UNDATED, NO SCALE, AND E-MAIL VERIFICATION FROM COMCAST DATED 11-30-2021.
 - MAP SHOWING UNDERGROUND EVERSOURCE INFRASTRUCTURE BELOW THE WEST VEGETATED SHOULDER OF THE ROAD ENTITLED "DIRECT BURIED (DB) MAP KITTERIDGE HILL, OLD SAYBROOK, BEAVER DAM TRL, KITTERIDGE HILL RD, SCHOOL HOUSE RD", DATED 06-01-1976, LAST REVISED 07-09-2012, NO SCALE.



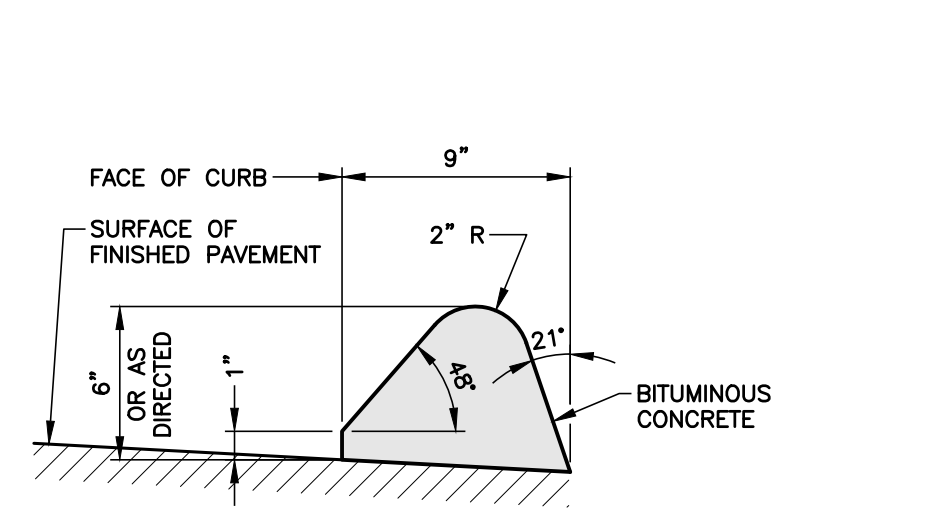
TYPICAL ROAD SECTION BEAVER DAM TRAIL
N.T.S.



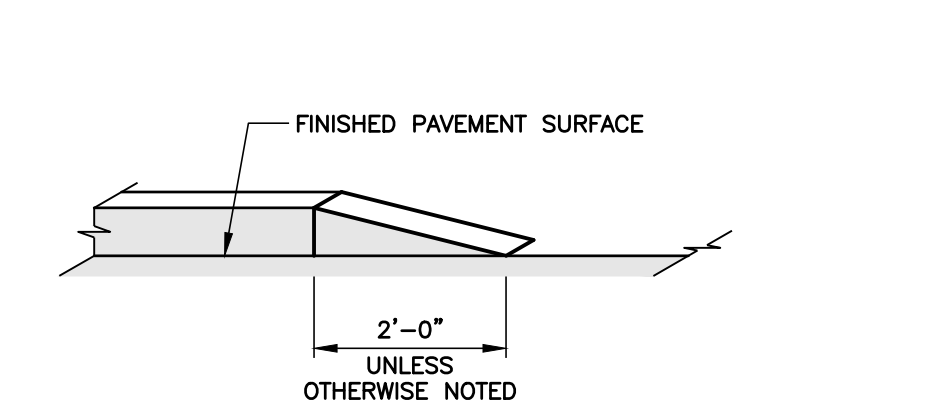
TYPICAL SECTION RIPRAP SLOPE PROTECTION
N.T.S.



ELEVATION TREE PROTECTION
N.T.S.



BITUMINOUS CONCRETE LIP CURBING
N.T.S.



CURB KNIFE EDGE
N.T.S.

TURTLE AND SNAKE PROTECTION NOTES:

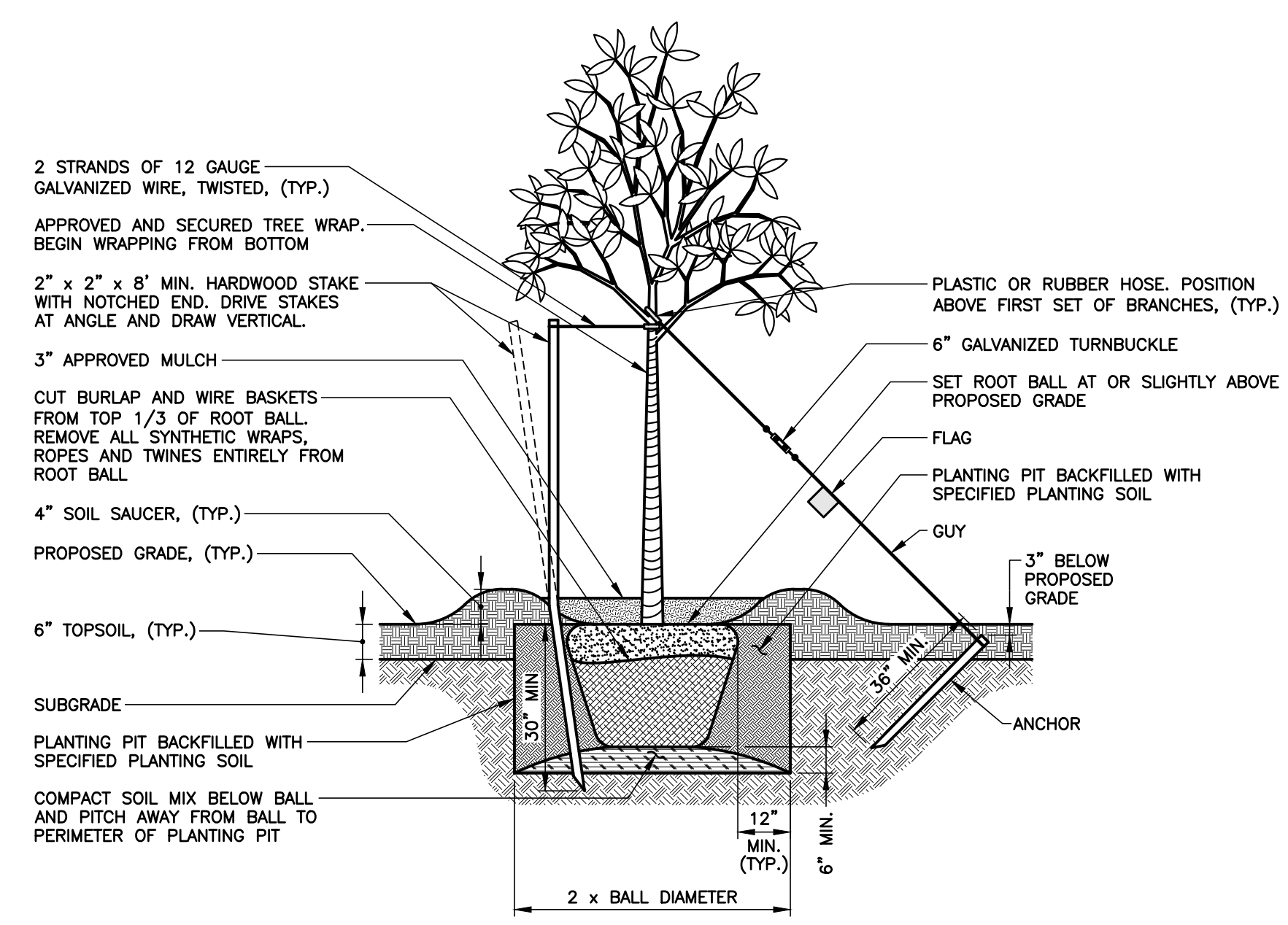
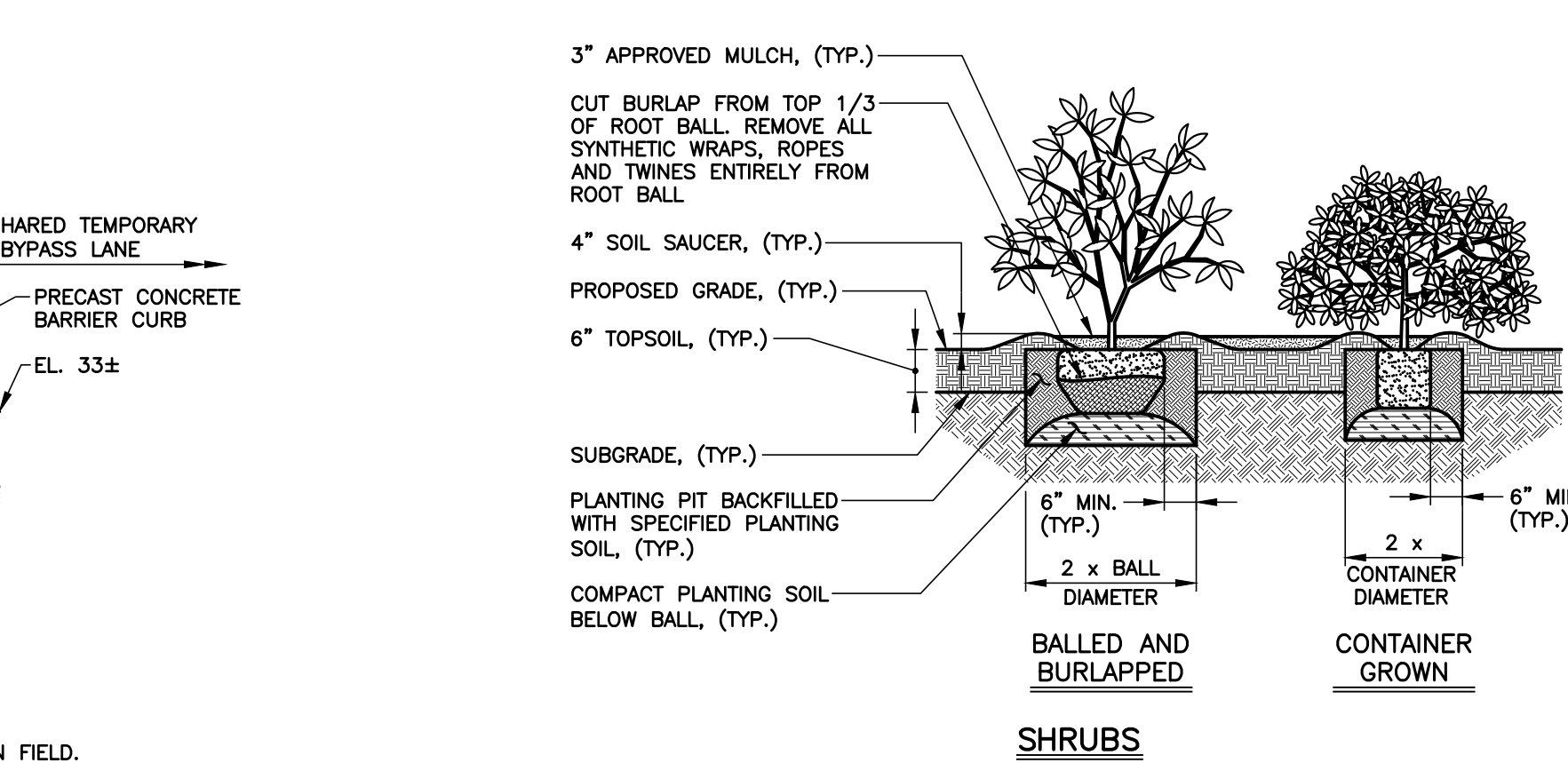
- CONSTRUCTION PERSONNEL SHALL BE APPRISED OF THE SPECIES DESCRIPTION AND THE POSSIBLE PRESENCE OF A LISTED SPECIES.
- TURTLES AND SNAKES ENCOUNTERED WITHIN THE IMMEDIATE WORK AREA SHALL BE CAREFULLY MOVED TO AN ADJACENT AREA OUTSIDE OF THE EXCLUDED AREA AND FENCING SHALL BE INSPECTED TO IDENTIFY AND REMOVE ANY ACCESS POINTS.
- THESE TURTLES AND SNAKES ARE PROTECTED BY LAW AND SHALL NOT BE HARMED OR REMOVED FROM THE SITE.
- WHEREVER HAYBALE OR SEDIMENTATION FENCE IS USED FOR EXCLUSION, IT SHALL BE REMOVED AS SOON AS THE AREA IS STABLE TO ALLOW FOR REPTILE AND AMPHIBIAN PASSAGE TO RESUME.



SPOTTED TURTLE

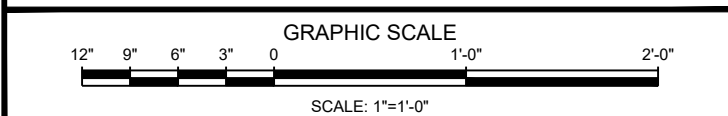


EASTERN RIBBON SNAKE



TREE/SHRUB PLANTING DETAIL
N.T.S.

- NOTES:**
- FOR TREES 3" - 6" CALIPER: PROVIDE 3 GUYS AND ANCHORS. GUYS SHALL CONSIST OF 3 STRANDS OF 11 GAUGE WIRE, TWISTED. ANCHORS SHALL BE 3"x3"x36" STAKES, NOTCHED, AND DRIVEN AT A 45 DEGREE ANGLE.
 - FOR TREES 6" - 12" CALIPER: PROVIDE 4 GUYS AND ANCHORS. GUYS SHALL BE 1/2", 7 STRAND CABLE. PROVIDE EACH GUY WITH A TURNBUCKLE. ANCHORS SHALL BE 8" DIA. x 48" DEADMEN, BURIED 48" DEEP.
 - FOR TREES OVER 12" CALIPER: PROVIDE 6 GUYS AND ANCHORS. GUYS SHALL BE 5/8", 7 STRAND CABLE. PROVIDE EACH GUY WITH A TURNBUCKLE. ANCHORS SHALL BE 8" DIA. x 48" DEADMEN, BURIED 48" DEEP.
 - THE ABOVE GUYING REQUIREMENTS ARE MINIMUMS. THE CONTRACTOR SHALL PROVIDE ADDITIONAL GUYING AND STAKING AS REQUIRED TO SECURE THE TREE. THE GUYS SHALL BE CONTINUOUSLY INSPECTED, AND TIGHTENED AS NEEDED. ASSURE THAT THE TREE GUYS ARE ADEQUATELY MARKED TO CLEARLY FOREWARN PEDESTRIANS. MARKING SHALL BE CONTINUOUSLY INSPECTED AND REPAIRED AS NEEDED.
 - PRUNING SHALL BE IN ACCORDANCE WITH APPROVED HORTICULTURAL STANDARDS IN ORDER TO PRESERVE THE NATURAL FORM OF THE SPECIFIC PLANT. IF APPLICABLE AND APPROVED BY THE ENGINEER, ONE FOURTH TO ONE THIRD OF THE WOOD SHALL BE REMOVED BY THINKING OUT TO BALANCE ROOT LOSS DUE TO TRANSPANTING.



TOWN OF
OLD SAYBROOK, CONNECTICUT
**REPLACEMENT OF
BRIDGE NO. 105003
BEAVER DAM TRAIL
OVER FISHING
BROOK**

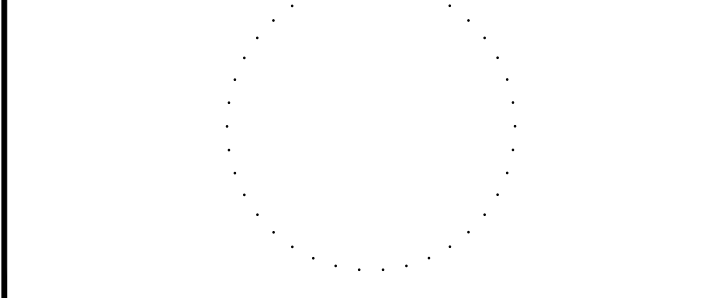
SITE DETAILS AND NOTES

CONTRACT DRAWINGS

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88 Main Street P.O. Box 337
Chester, Connecticut 06412-0337
Tel: (860) 526-9591 Fax: (860) 526-5416
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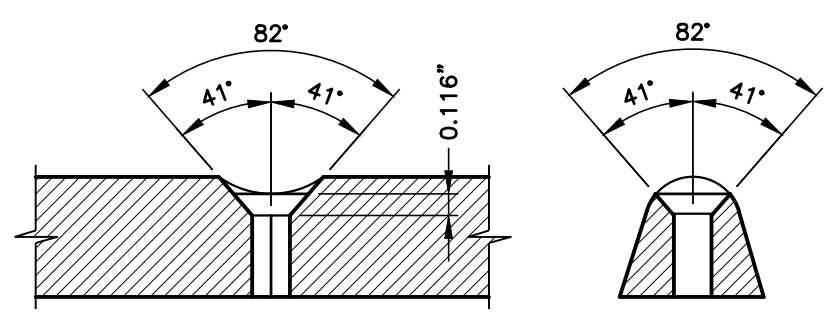
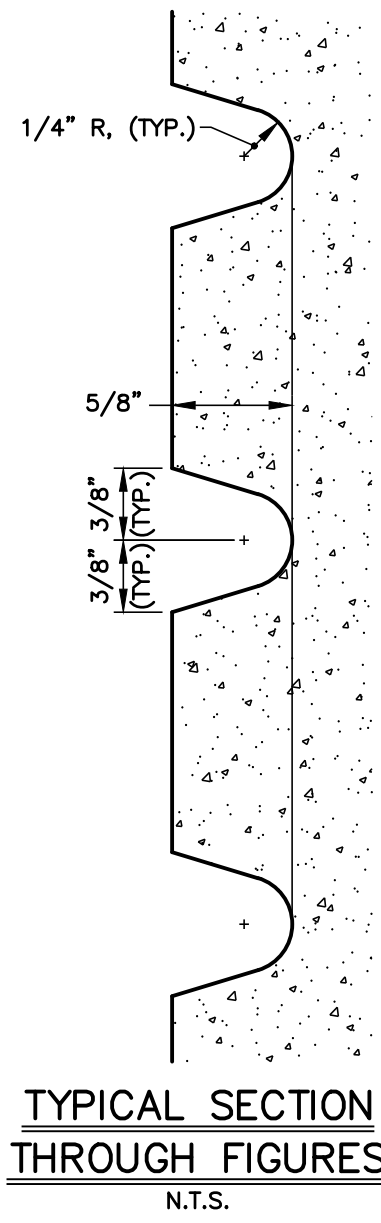
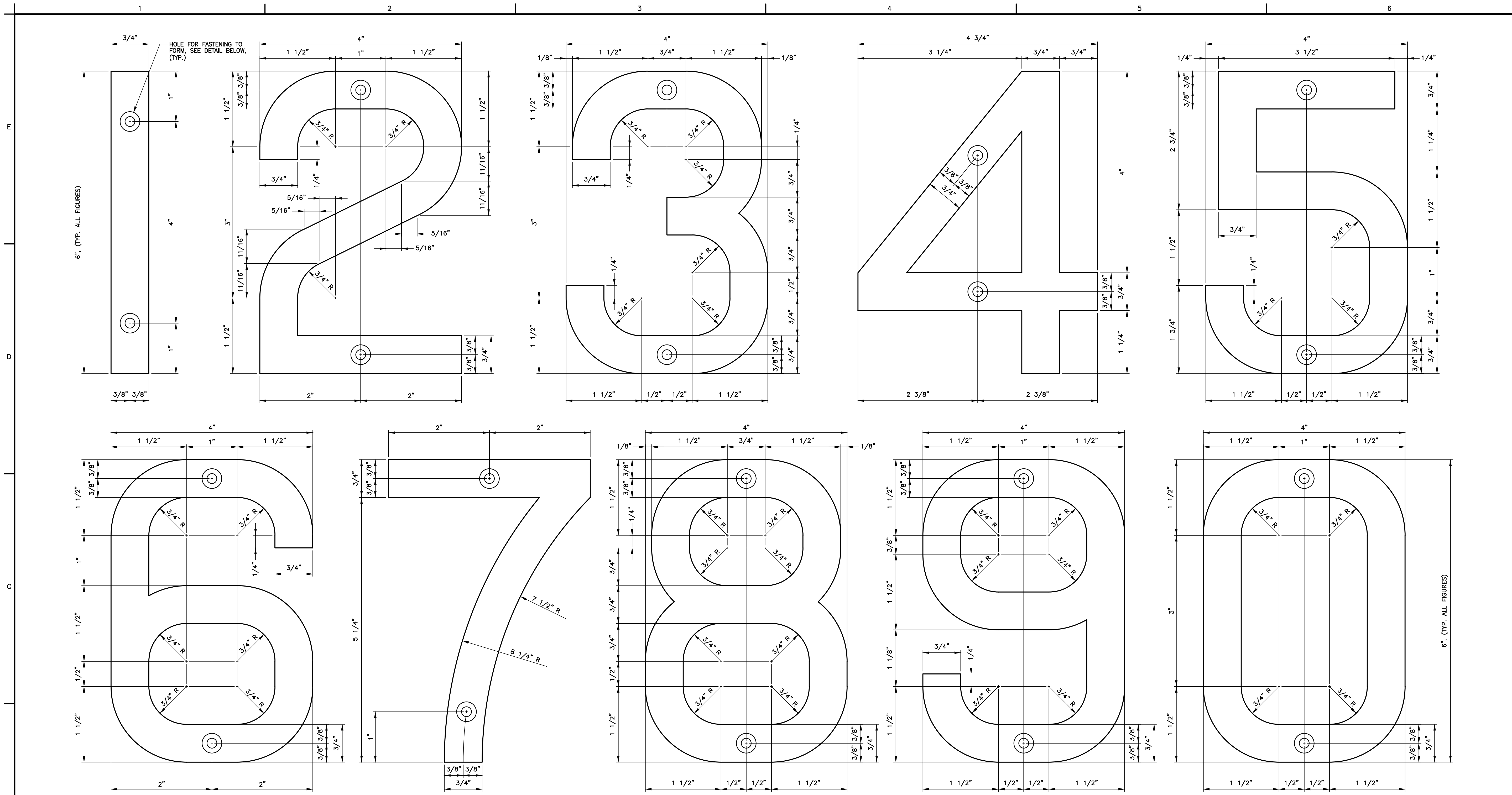


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REVISIONS		
No.	DESCRIPTION	DATE

DATE: OCTOBER 1, 2024
SCALE: AS NOTED
PROJECT No.: 07470045
CADD FILE: 07470045DT
DESIGNED: JHP
DRAWN: AJG
CHECKED: JMD

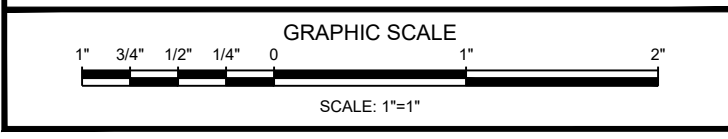
SHEET No.:
15 OF 16



HOLE FOR FASTENING TO FORM
N.T.S.

- NOTES:
1. DRILL HOLE WITH NO.9 DRILL AND COUNTERSINK FOR STANDARD 3/16" - 24 T.P.I. FLATHEAD STOVE BOLT OR NO. 10 - 24 T.P.I. FLATHEAD MACHINE SCREW.

NOTES:
1. SEE SHEET 15 FOR PROJECT NOTES.



TOWN OF
OLD SAYBROOK, CONNECTICUT

REPLACEMENT OF
BRIDGE NO. 105003
BEAVER DAM TRAIL
OVER FISHING
BROOK

FIGURES FOR
DATES ON BRIDGE
PARAPETS

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J. HOWARD PFROMMER, P.E.
CT REGISTRATION No. 15871

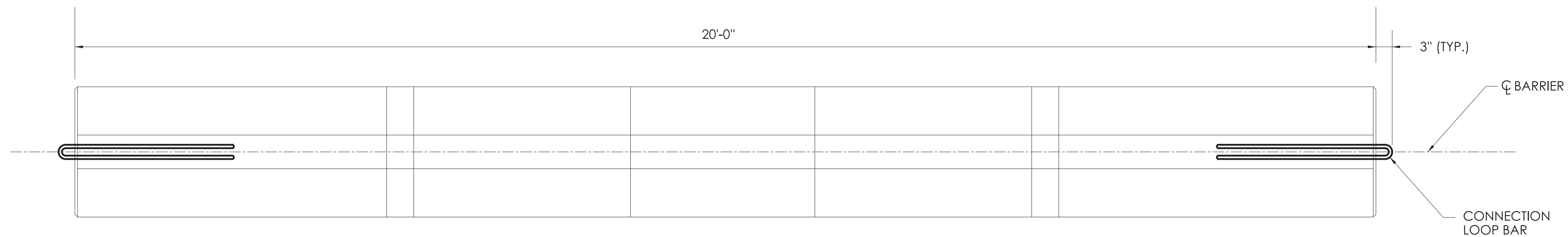
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REVISIONS		
No.	DESCRIPTION	DATE

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CADD FILE: 07470045.DOT
DESIGNED: JHP
DRAWN: AJG
CHECKED: JMD

SHEET No.:
16 OF 16

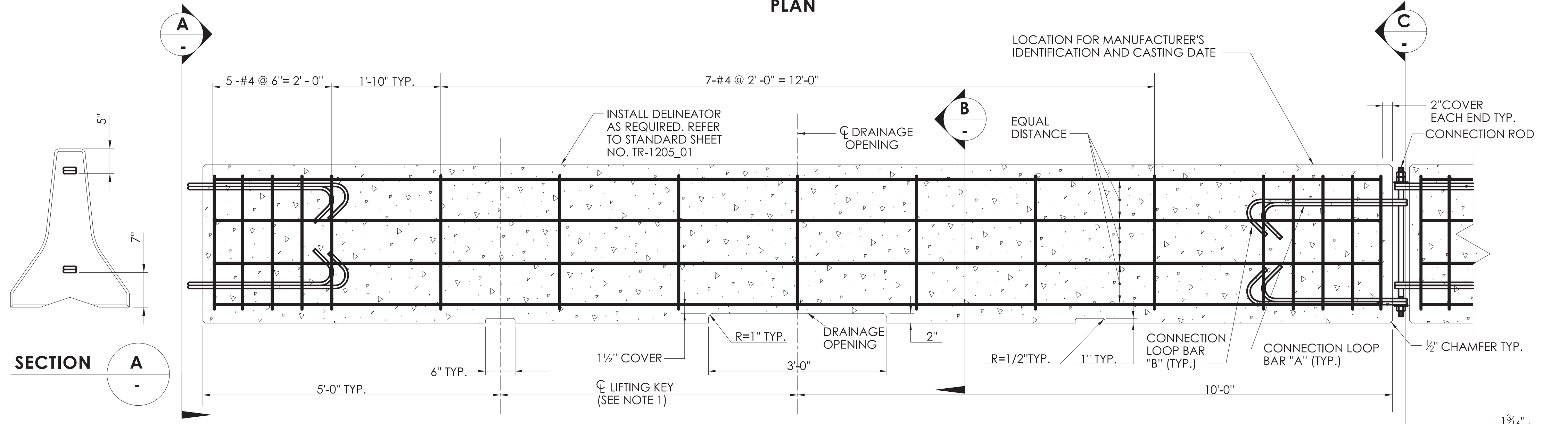
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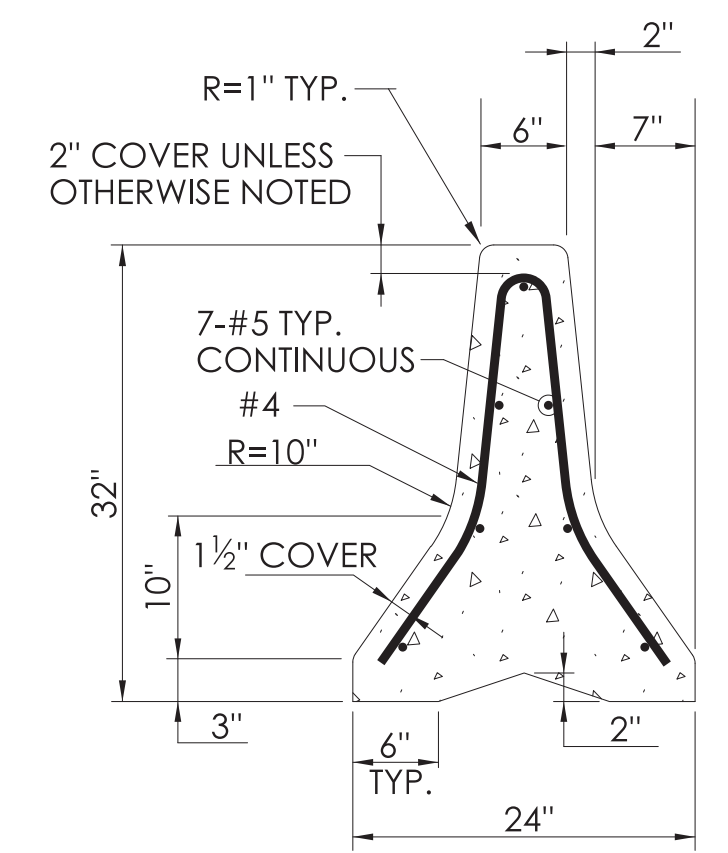
PLAN

GENERAL NOTES:

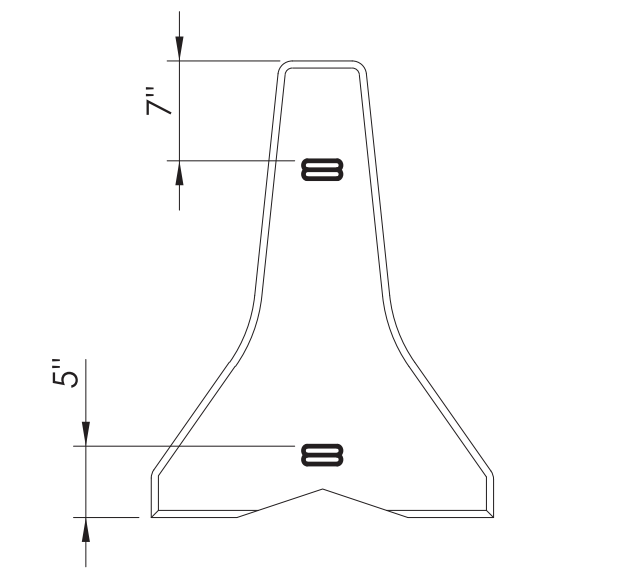
1. ALTERNATE DESIGNS FOR LIFTING KEYS, HOLES OR OTHER HANDLING DEVICES MAY BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
2. EXPECTED PERMANENT DYNAMIC DEFLECTION IS 3'-6" BASED ON TL-3 CRASH TESTS WITH 240' OF TPCBC.



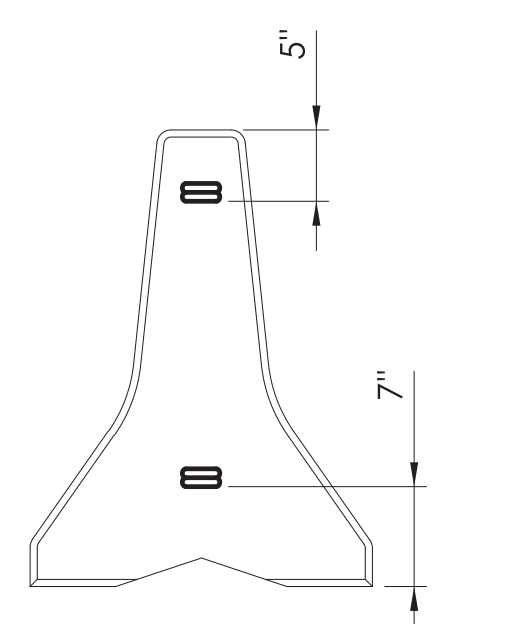
ELEVATION



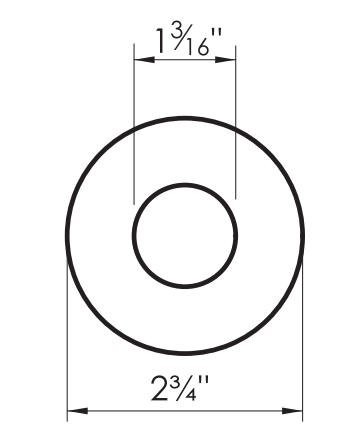
SECTION B



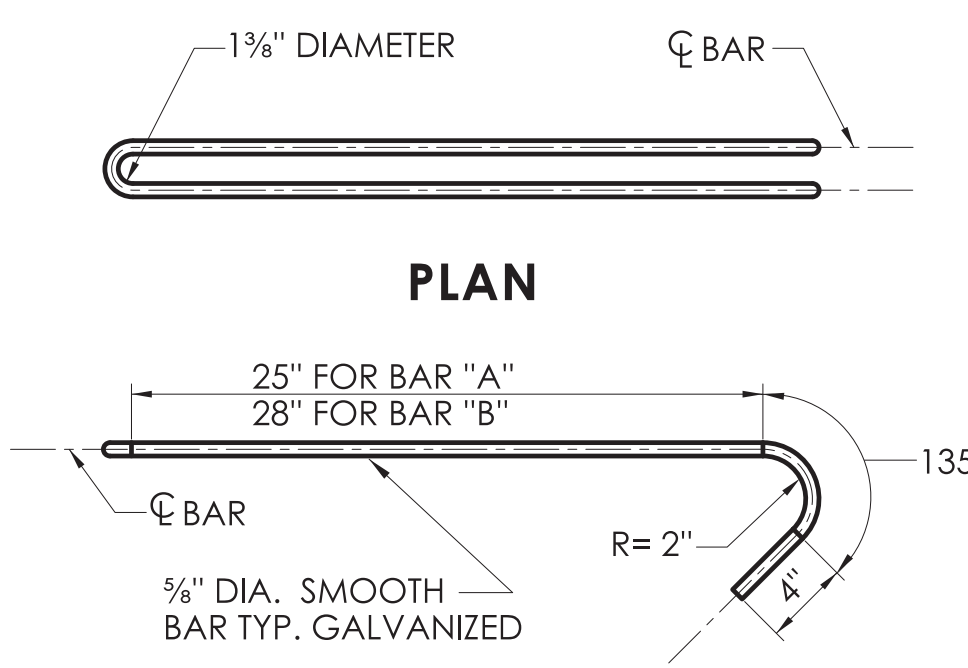
END VIEW C



SECTION A

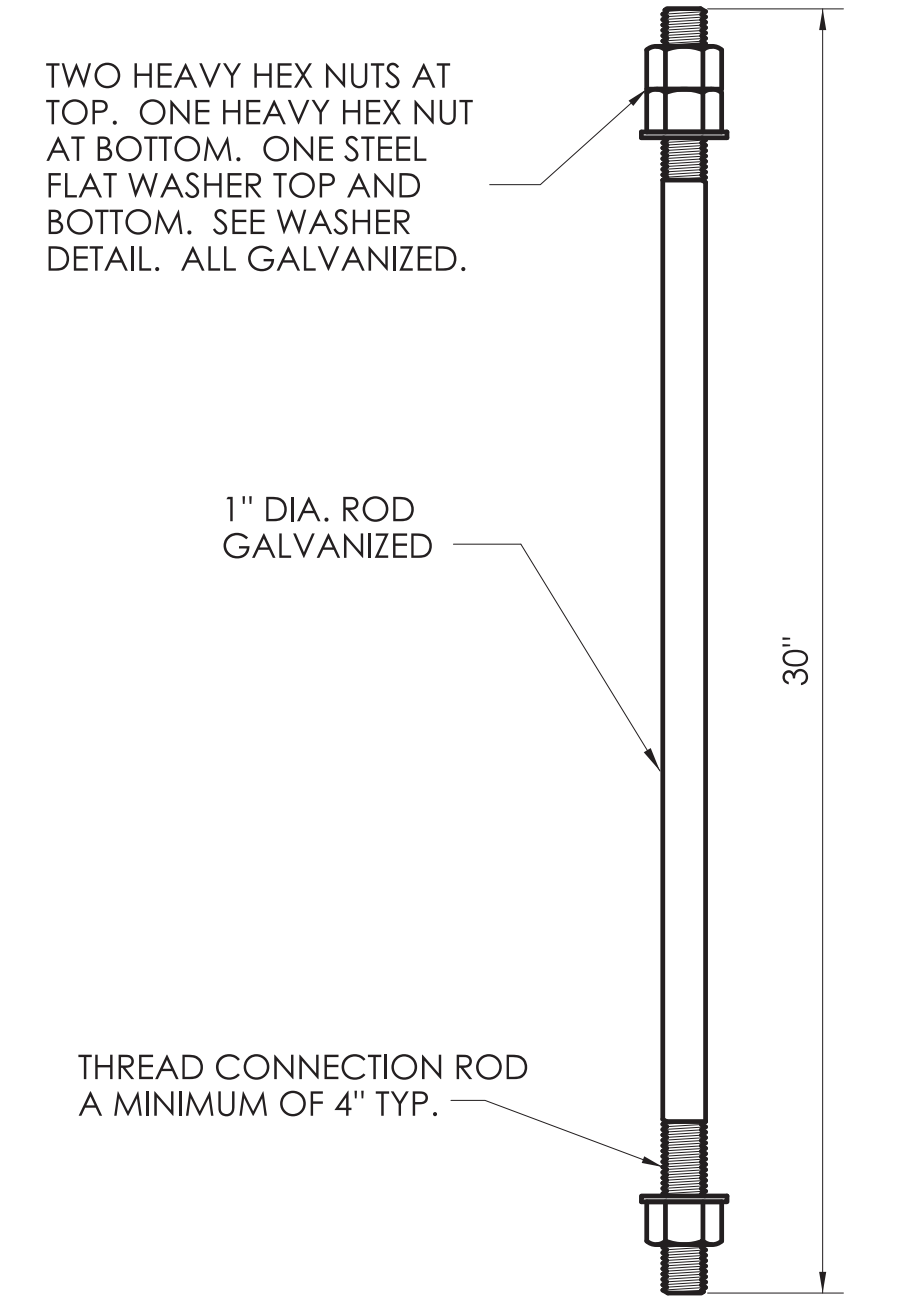


WASHER DETAIL

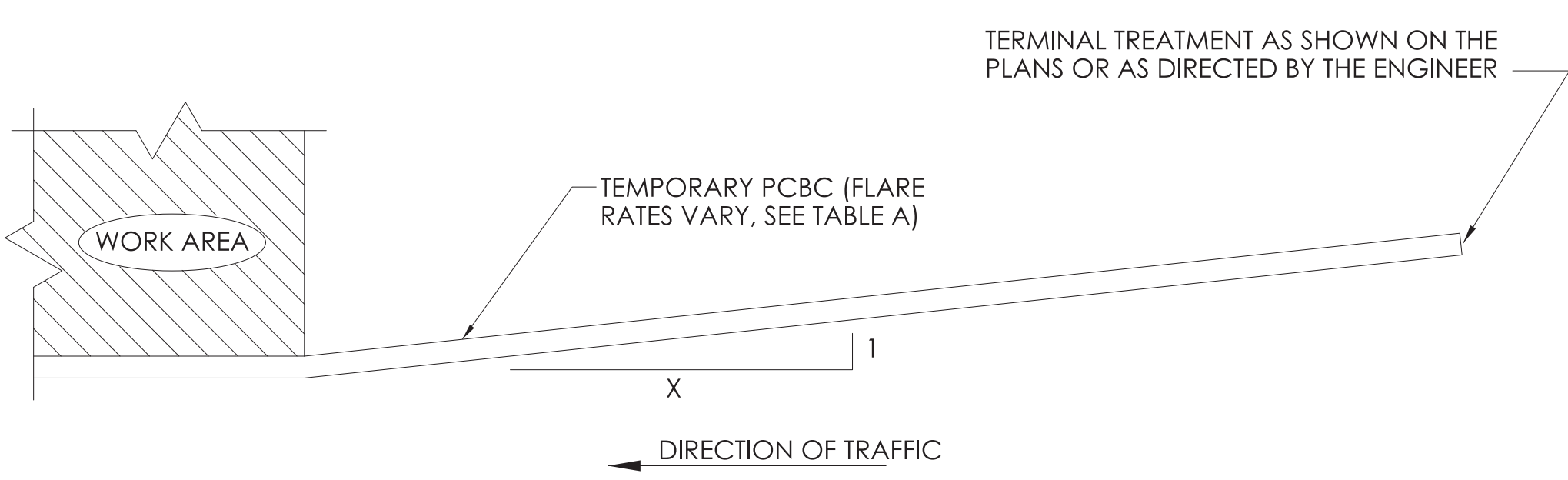


ELEVATION

CONNECTION LOOP BAR



CONNECTION ROD



PLAN - TYPICAL INSTALLATION

TABLE A FLARE RATES	
* SPEED	FLARE RATE (X : 1)
≤ 30MPH	4 : 1
> 30MPH BUT < 45MPH	6 : 1
≥ 45MPH NON-LIMITED ACCESS HIGHWAYS	8 : 1
ALL LIMITED ACCESS HIGHWAYS	10 : 1

* DESIGN SPEED THROUGH THE WORK AREA.

NOT TO SCALE

SIGNATURE BLOCK:
OFFICE OF ENGINEERING
2800 BERLIN TURNPIKE
NEWINGTON, CT 06111

SUBMITTED BY:
Digitally signed by
Leo Fontaine, P.E.
Date: 2022.09.27
15:00:00-04'00'

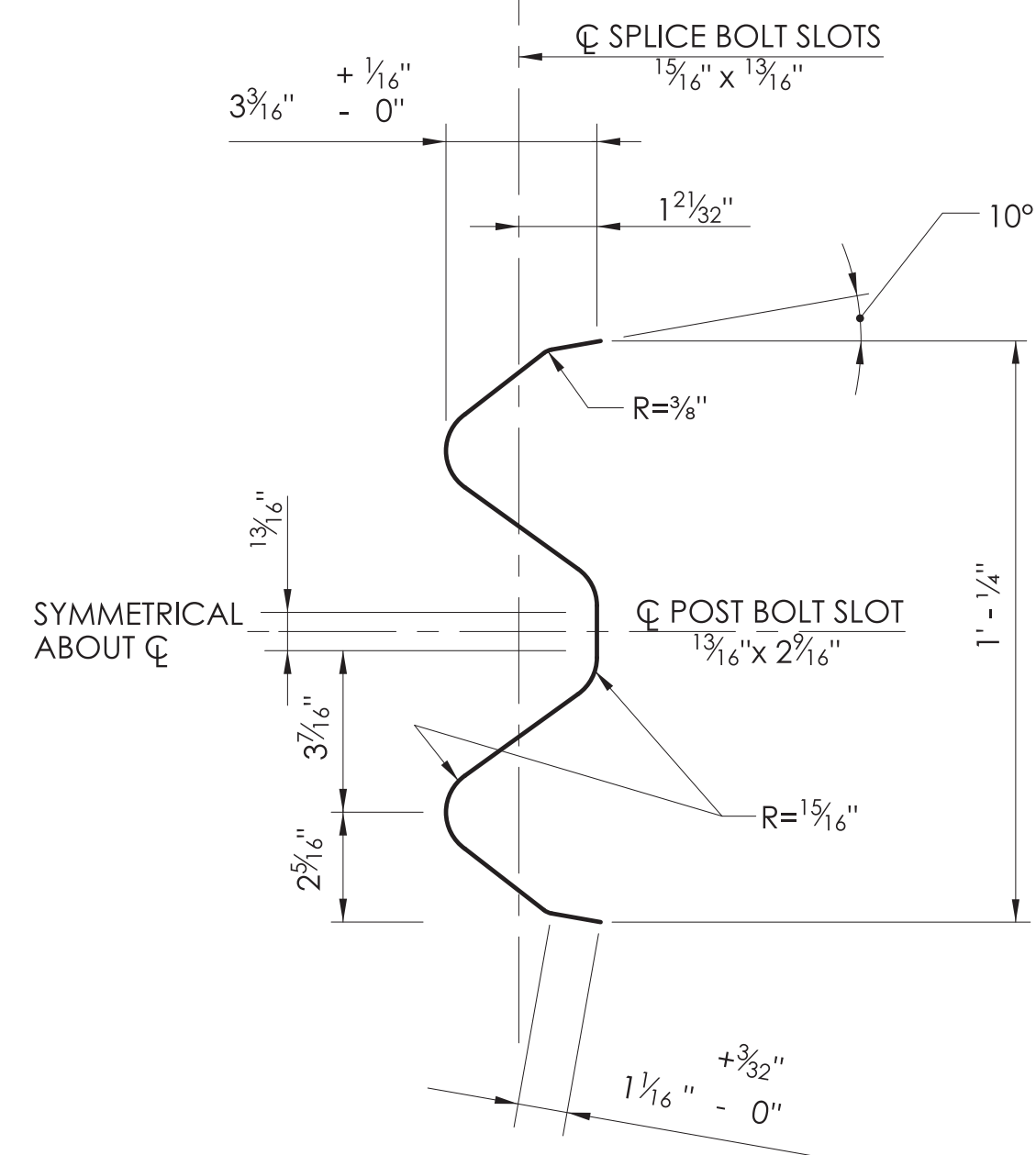
APPROVED BY:
Digitally signed by
Michael J. Calabrese,
Michael
Date: 2022.11.08
10:22:53-05'00'



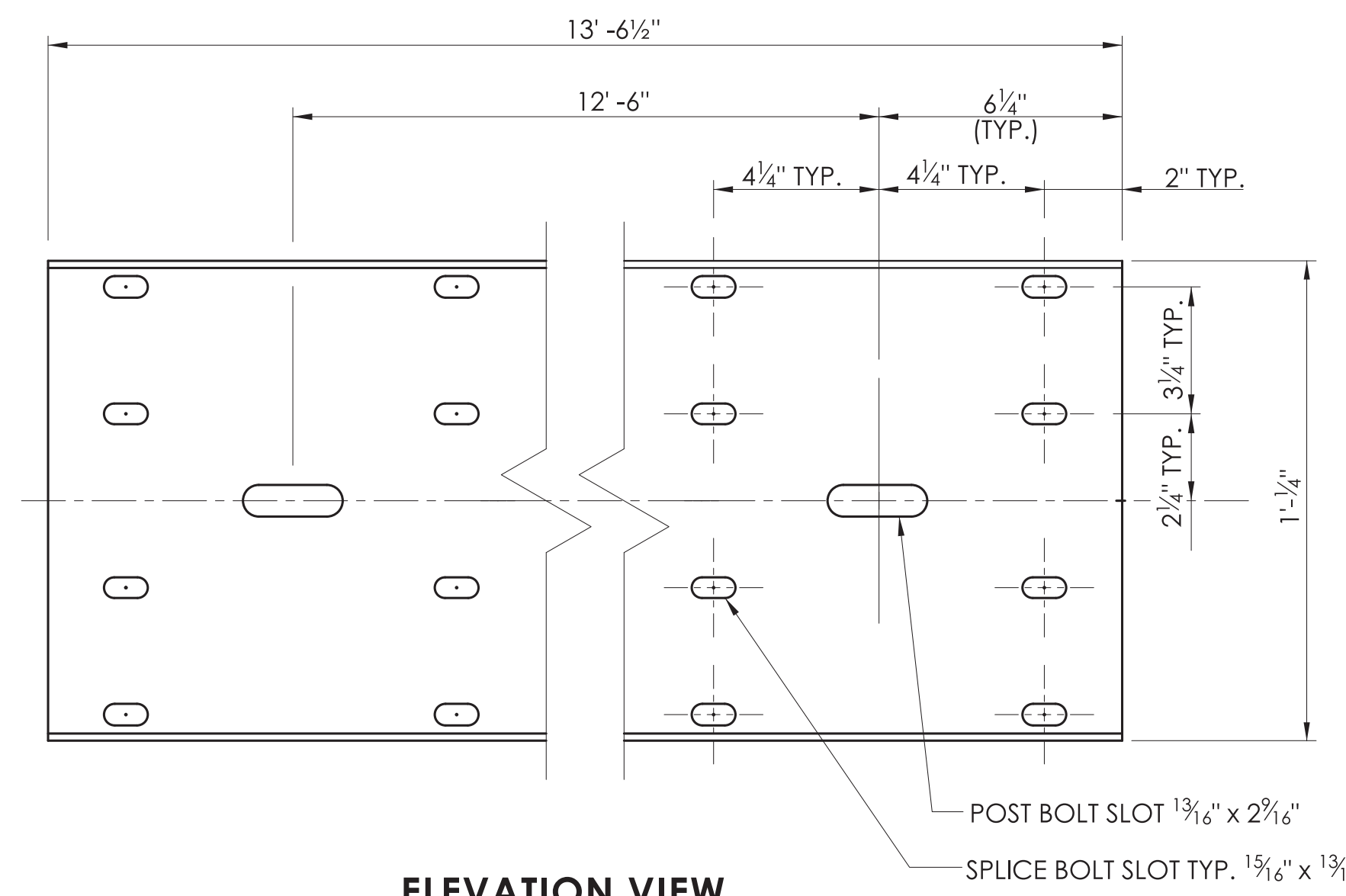
CTDOT
STANDARD SHEET

STANDARD SHEET TITLE:
TEMPORARY PRECAST CONCRETE BARRIER CURB

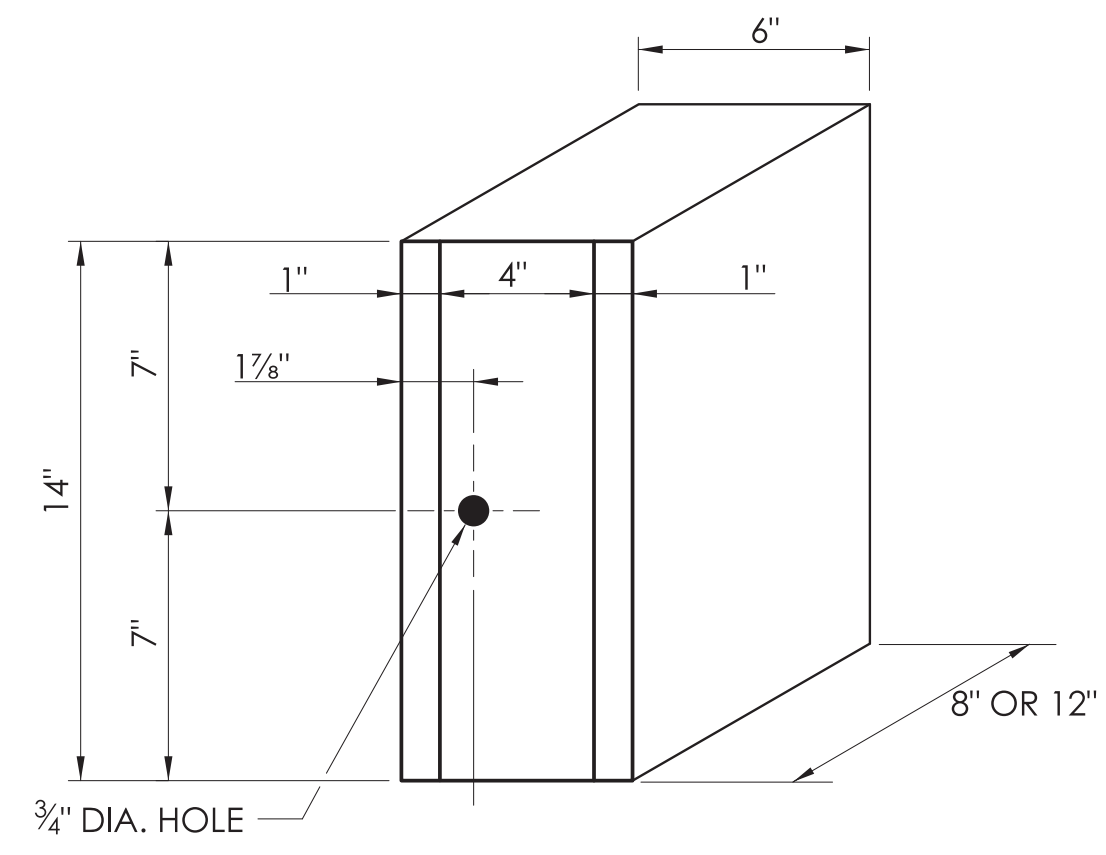
STANDARD SHEET NO.:
HW- 822_01



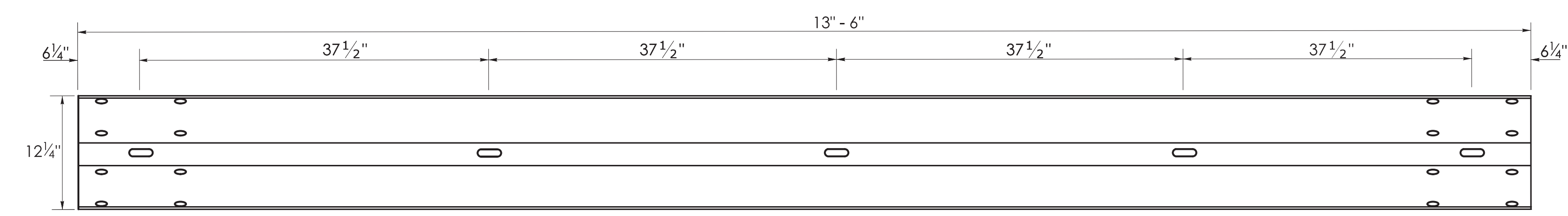
SECTION VIEW



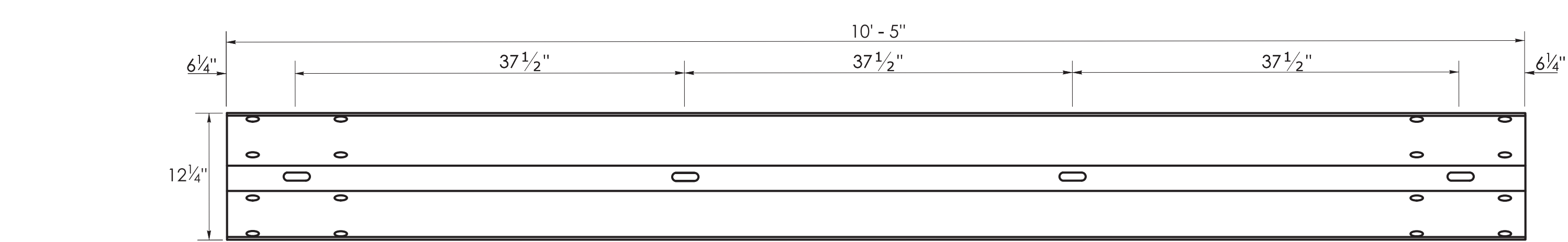
ELEVATION VIEW



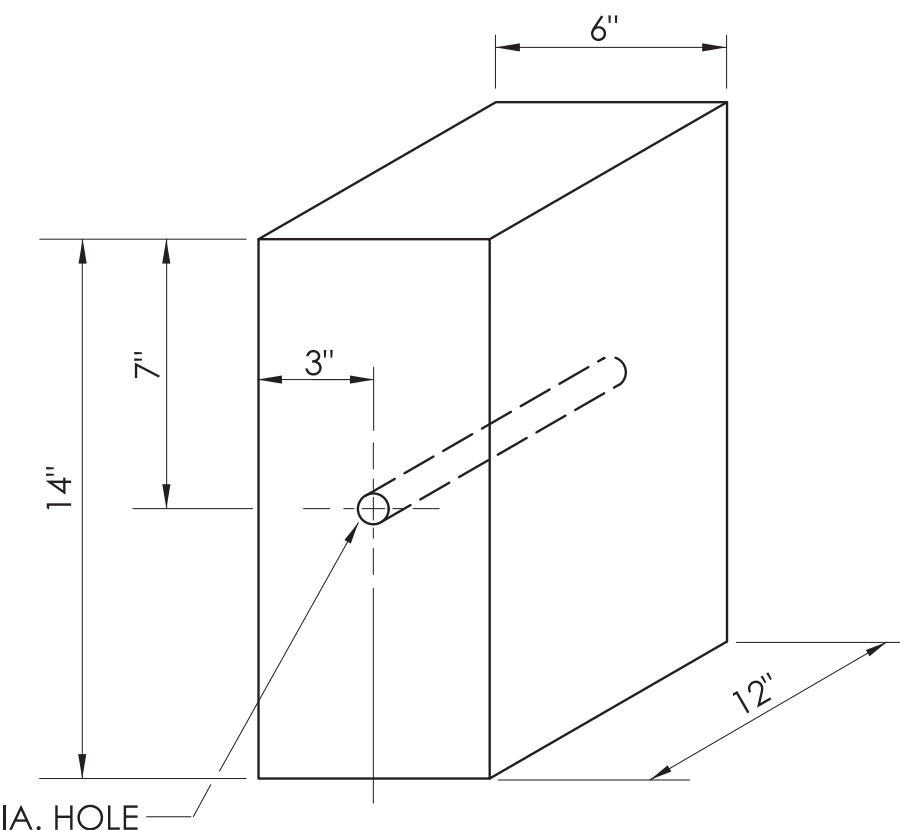
8" or 12" PLASTIC BLOCKOUT
NOMINAL DIMENSIONS



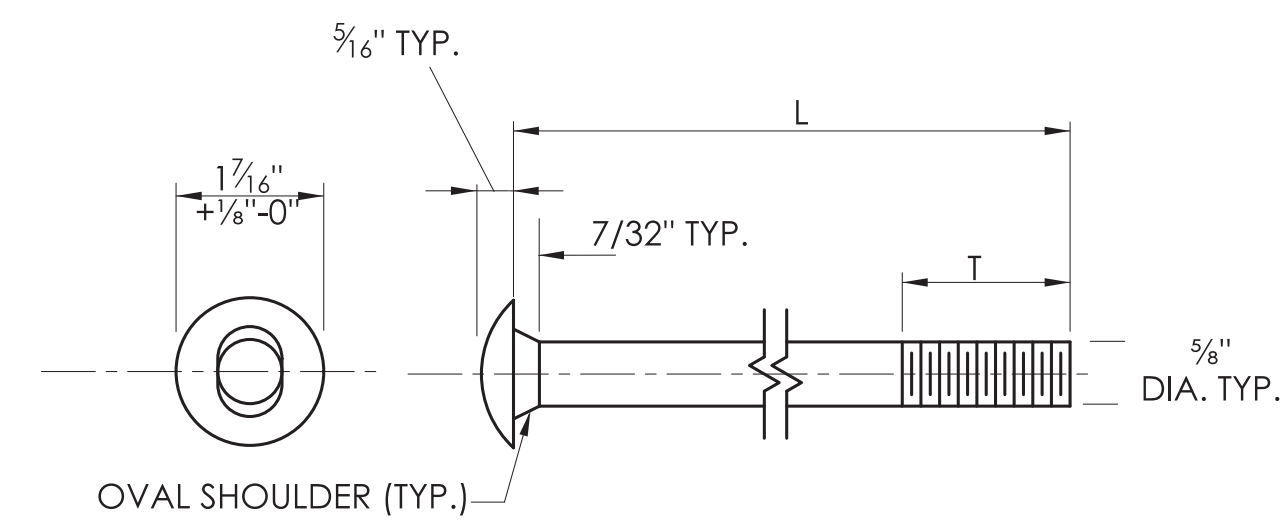
TYPICAL W-BEAM RAIL ELEMENT



TYPICAL 3-SPACE W-BEAM RAIL ELEMENT
[RWM05a & b]



12" WOOD BLOCKOUT

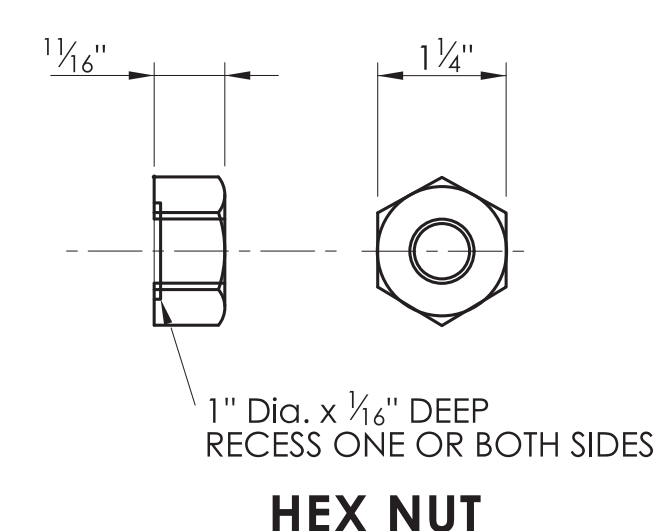


5/8" BUTTON HEAD BOLT(S) AND RECESSED NUT(S)

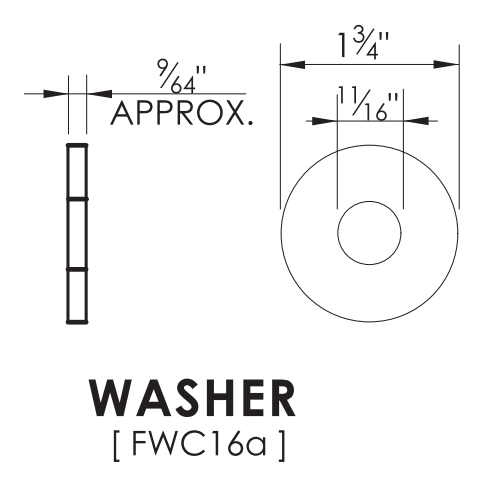
DESIGNATOR	L	T	INTENDED USE
FBB01	1 1/4"	1 1/8"	RAIL SPLICE BOLTS
FBB02	2"	1 3/4"	RUB RAIL BOLTS
FBB03	10"	4"	POST BOLTS (8" BLOCK OUTS)
	14"	4"	POST BOLTS (12" BLOCK OUTS)
FBB04	18"	4"	POST BOLTS (2-8" BLOCK OUTS)
	22"	4"	POST BOLTS (CRT WOOD POST SYSTEM)

5/8" BUTTON HEAD BOLT(S) AND RECESSED NUT(S)

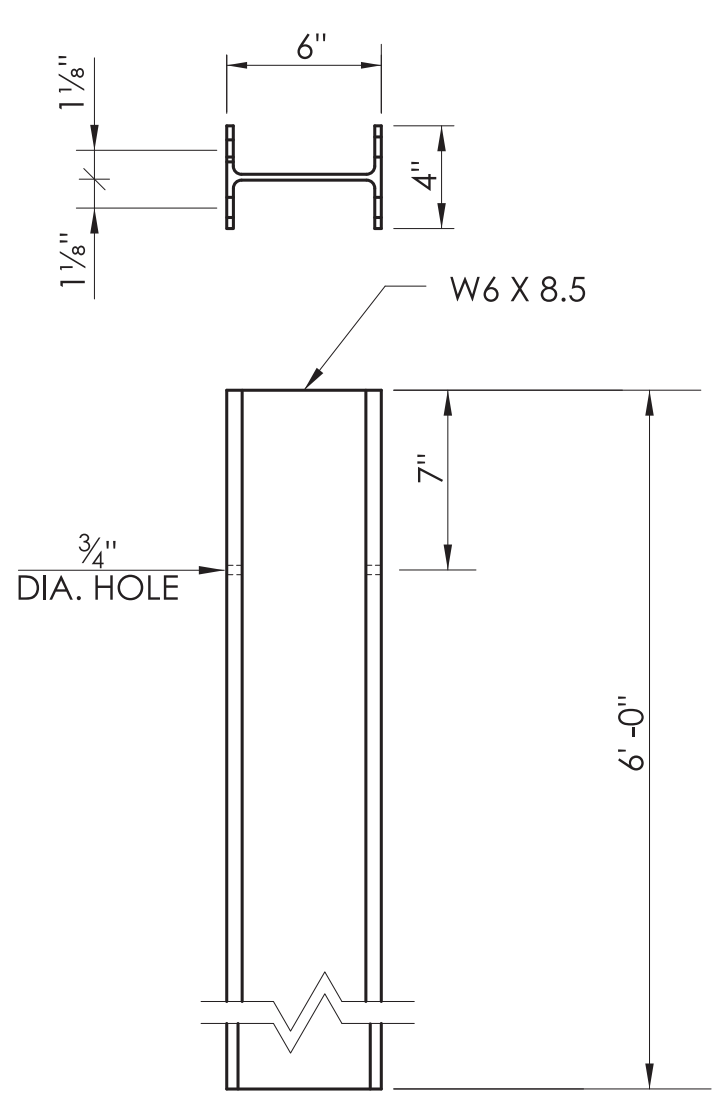
NOTE: AFTER GALVANIZING, THE NUT SHALL BE FREE RUNNING ON THE BOLT. DIAMETER SHOWN IS TYPICAL FOR ALL GUIDERAIL BOLTS. SEE DETAILS ABOVE FOR SPECIFIC LENGTHS.



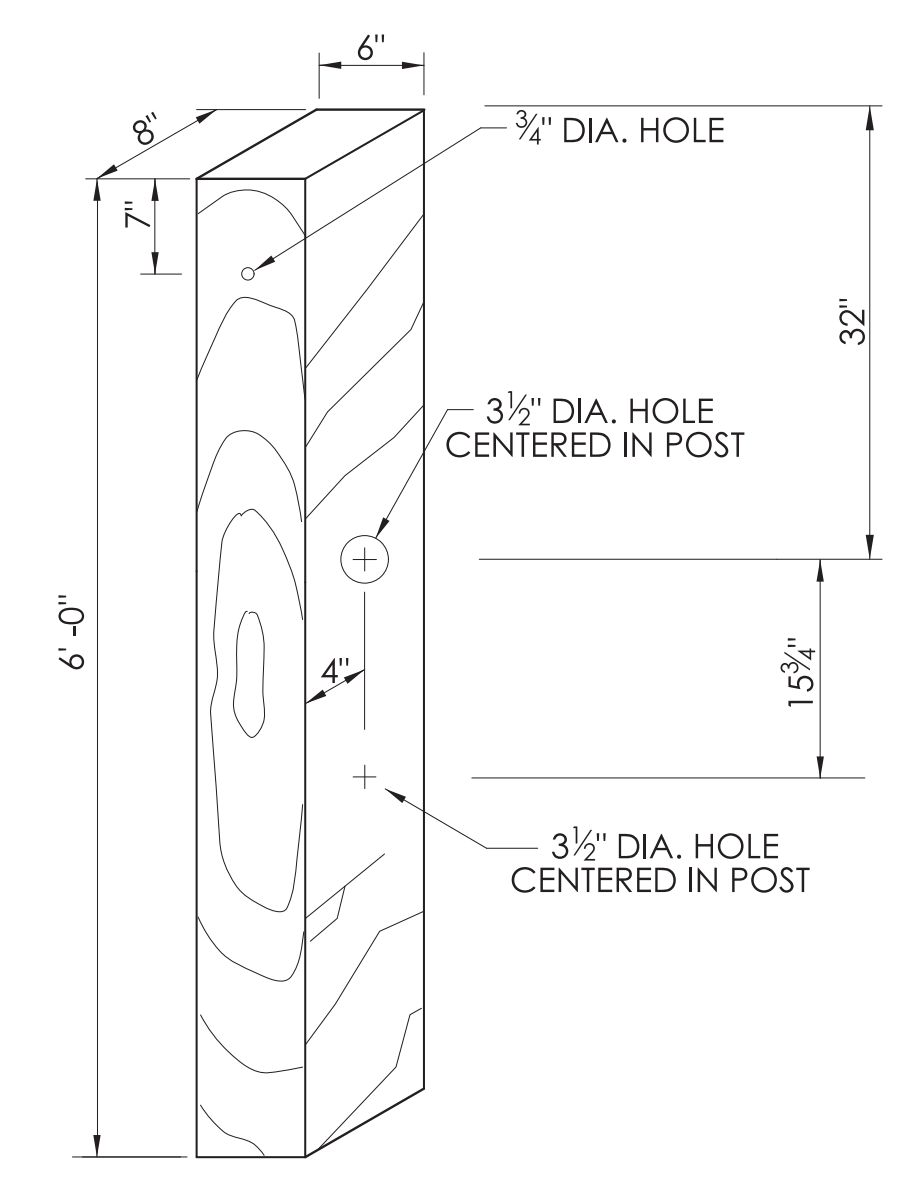
HEX NUT



WASHER
[FWC16a]

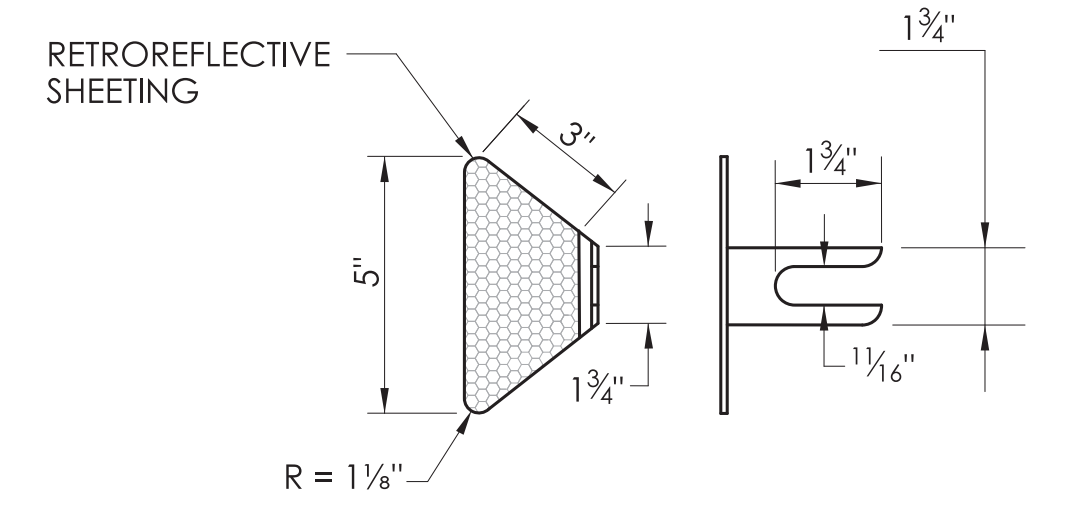


STEEL POST
6' - 0" LONG



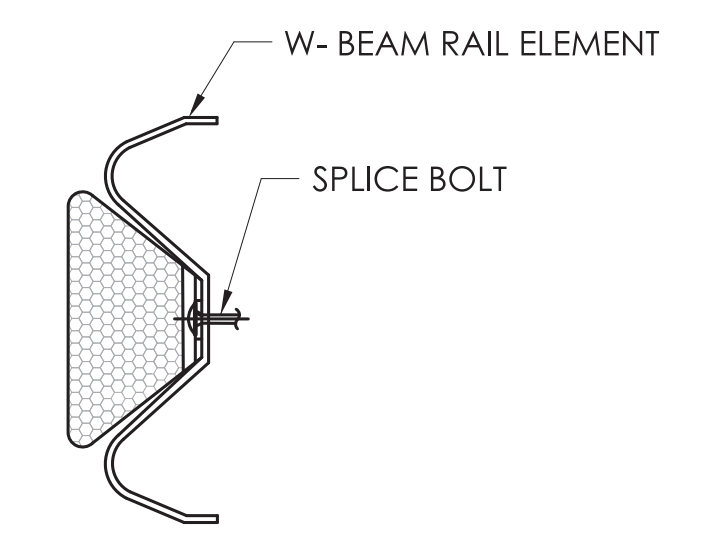
CONTROL RELEASE TIMBER (CRT) POST
6' - 0" LONG

- GENERAL NOTES:**
- W6 x 9 POSTS MAY BE USED IN PLACE OF W6 x 8.5 POSTS.
 - W-BEAM GUIDERAIL SHALL USE CLASS A (12 GAUGE), TYPE II W-BEAM RAIL ELEMENTS.
 - SEVEN FOOT LONG STEEL POSTS (W6 X 8.5) ARE TO BE INSTALLED WHERE INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
 - ALL DIMENSIONS SUBJECT TO MANUFACTURING TOLERANCES

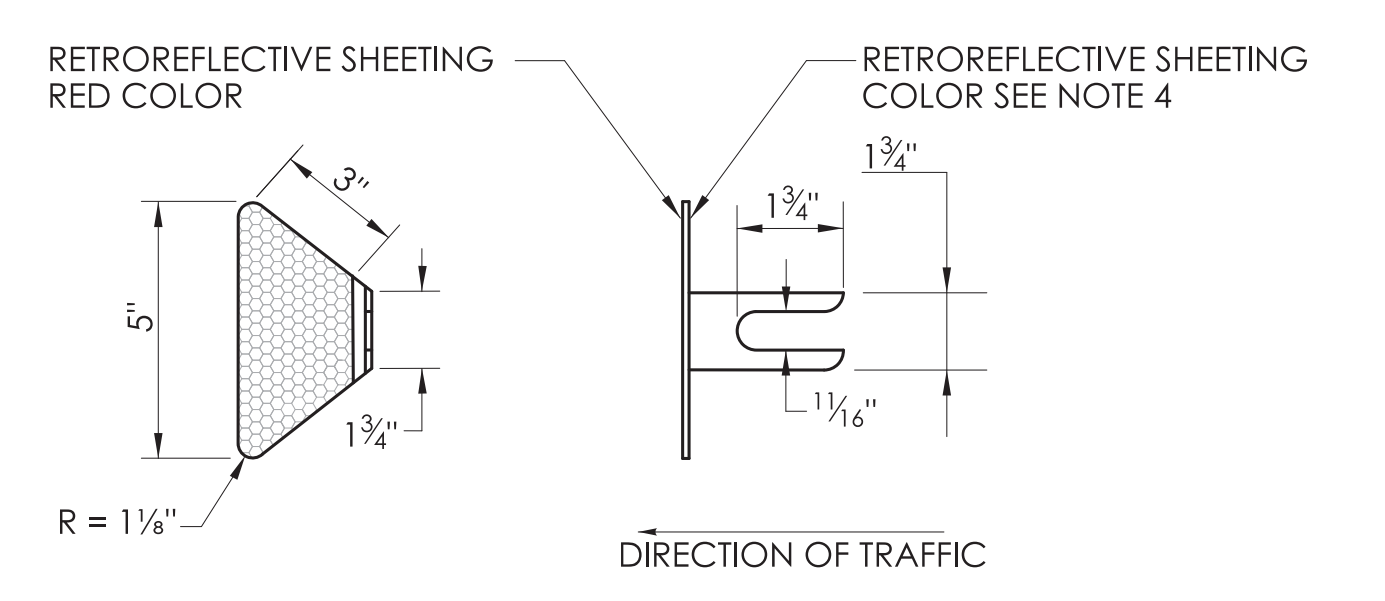


W-BEAM DELINEATOR

- INSTALLATION NOTES:**
- INSTALL W-BEAM DELINEATORS ON RAIL THAT IS PARALLEL TO AND NOT GREATER THAN 8' FROM THE EDGE OF THE ROADWAY. A MINIMUM OF THREE W-BEAM DELINEATORS SHALL BE INSTALLED ON ANY LENGTH OF GUIDERAIL.
 - THE SPACING OF W-BEAM DELINEATORS IS 50 FEET, INSTALLED AT RAIL SPLICE LOCATIONS. SPACING IS 25 FEET ON RADII LESS THAN 300 FEET.
 - NO W-BEAM DELINEATORS ARE PERMITTED WITHIN 75 FEET OF THE IMPACT HEAD OF ANY TANGENTIAL OR FLARED IMPACT ATTENUATION SYSTEM.
 - RETROREFLECTIVE SHEETING SHALL BE WHITE EXCEPT ON THE LEFT SIDE OF DIVIDED STREETS, HIGHWAYS, RAMP, AND ONE WAY ROADS IN THE DIRECTION OF TRAVEL WHERE IT SHALL BE YELLOW.
 - FOR HIGHWAY OFF RAMP, INSTALL W-BEAM DOUBLE SIDED DELINEATORS ACCORDING TO INSTALLATION REQUIREMENTS STATED BELOW FOR W-BEAM DOUBLE SIDED DELINEATORS.



W-BEAM DELINEATOR
INSTALLATION



W-BEAM DOUBLE SIDED DELINEATOR
FOR HIGHWAY OFF RAMP

- INSTALLATION NOTES:**
- INSTALL W-BEAM DOUBLE SIDED DELINEATORS ON HIGHWAY OFF RAMP'S W-BEAM GUIDERAIL BETWEEN THE PAINTED TRAFFIC STOP LINE TO THE FARTHEST "WRONG WAY" SIGNS FROM THE INTERSECTION.
 - INSTALL THE W-BEAM DOUBLE SIDED DELINEATORS AT 6'-3" SPACING.
 - NO W-BEAM DOUBLE SIDED DELINEATORS ARE PERMITTED WITHIN 75 FEET OF THE IMPACT HEAD OF ANY TANGENTIAL OR FLARED IMPACT ATTENUATION SYSTEM.
 - RETROREFLECTIVE SHEETING COLOR SHALL BE RED ON BACKSIDE (NOT FACING NORMAL DIRECTION OF TRAFFIC) WITH FRONT SIDE HAVING WHITE EXCEPT ON THE LEFT SIDE OF RAMP, WHERE IT SHALL BE YELLOW.

NOT TO SCALE

SIGNATURE BLOCK:
OFFICE OF ENGINEERING
2800 BERLIN TURNPIKE
NEWINGTON, CT 06111

SUBMITTED BY:
Digitally signed by
Leo Fontaine, P.E.
Date: 2023.12.28
14:12:20-05'00'

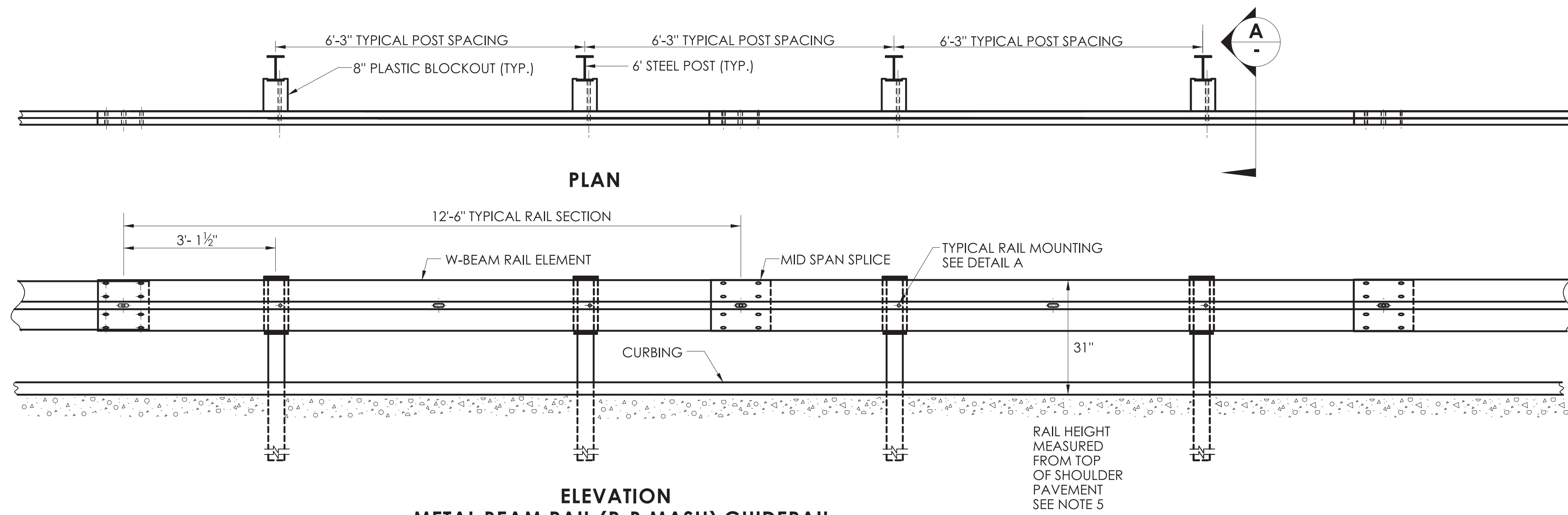
APPROVED BY:
Michael N.
Calabrese, P.E.
Date: 2024.01.04
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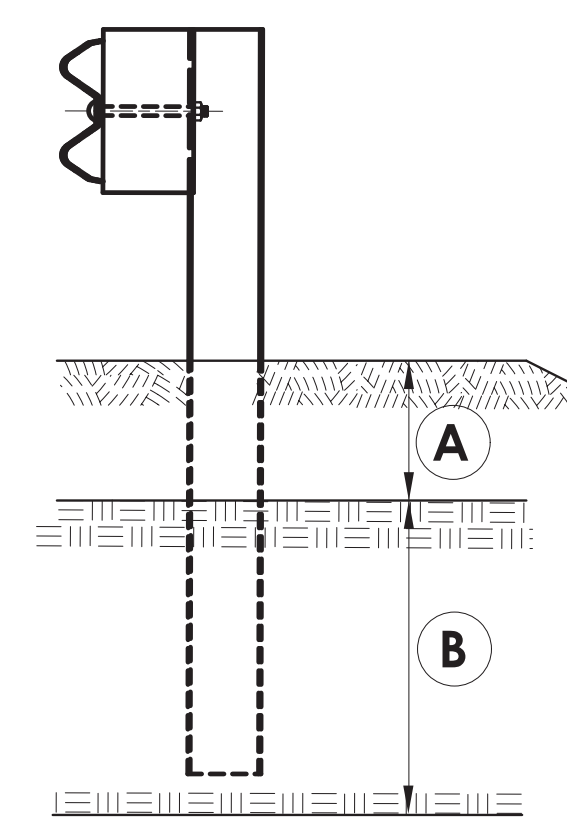
CTDOT
STANDARD SHEET

STANDARD SHEET TITLE:
MASH W-BEAM HARDWARE

STANDARD SHEET NO.:
HW- 910_20



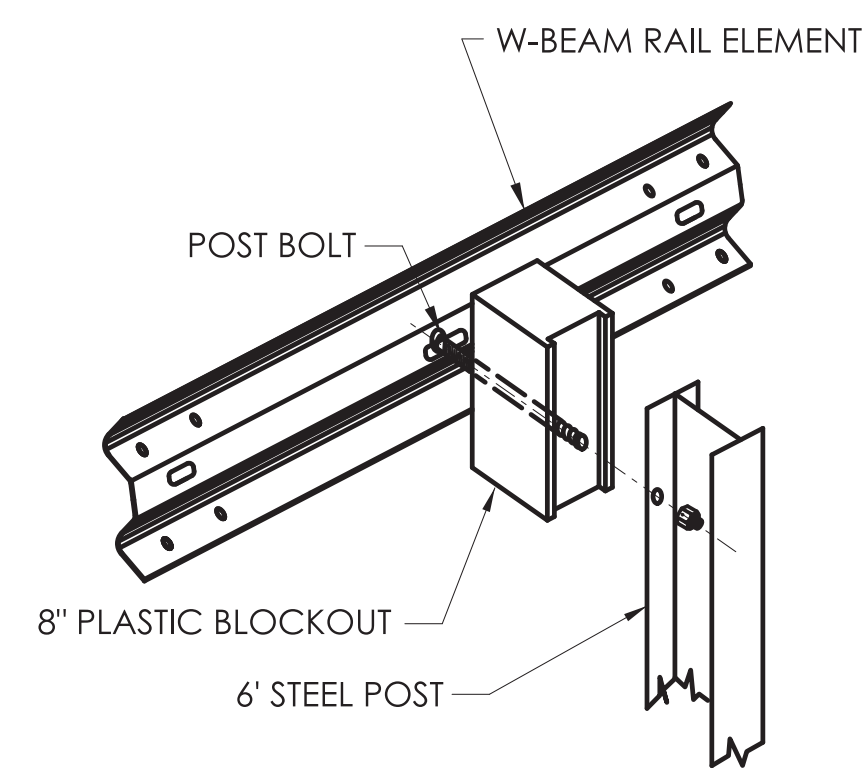
**ELEVATION
METAL BEAM RAIL (R-B MASH) GUIDERAIL**



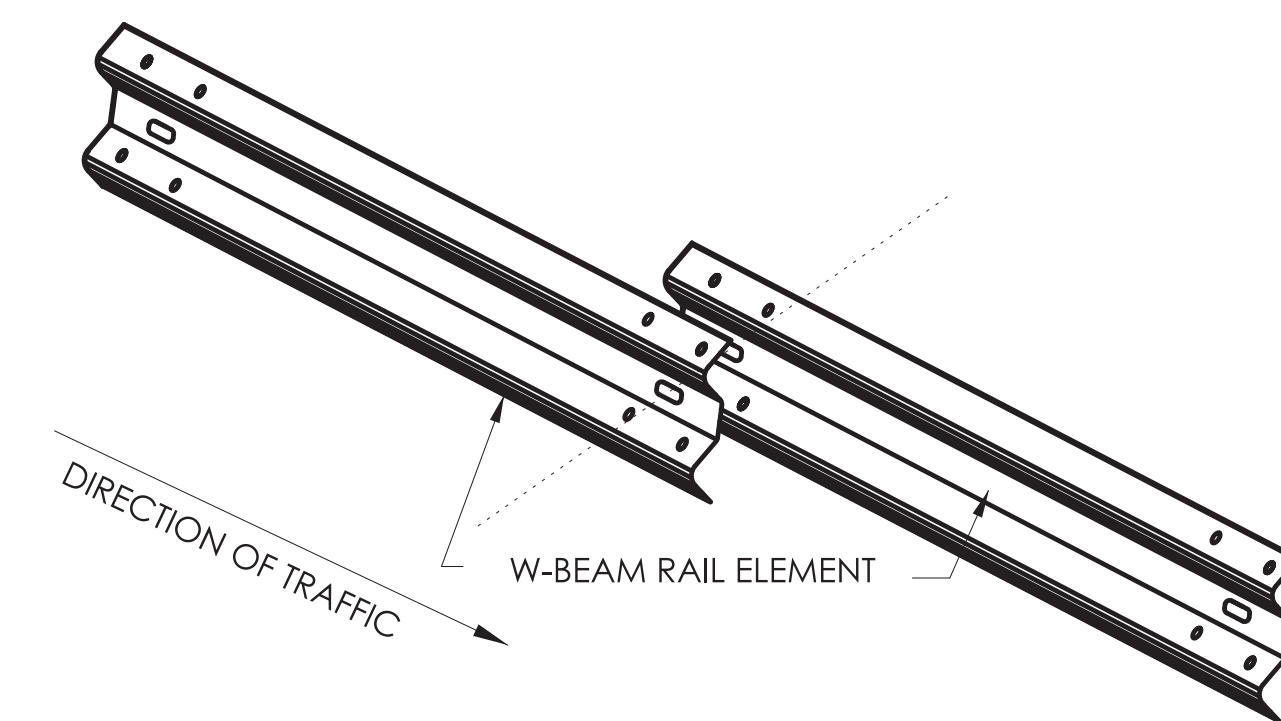
ELEVATION

CONDITION 1:
IF SOIL DEPTH IS $\leq 18"$ DEEP (A)
DRILL 20" DIA. HOLE 24" INTO LEDGE (B)

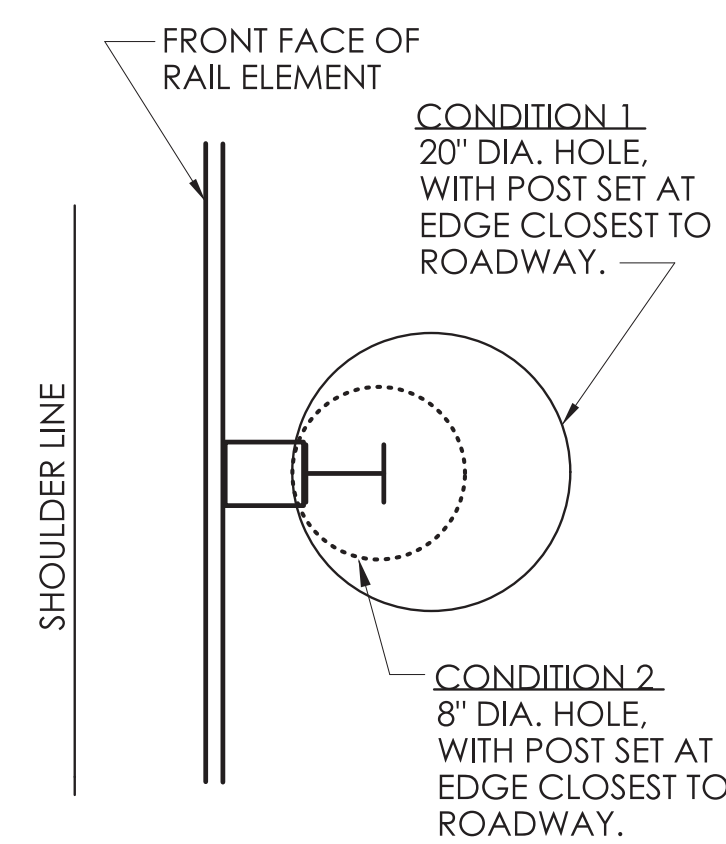
CONDITION 2:
IF SOIL DEPTH IS $> 18"$ DEEP (A)
DRILL 8" DIA. HOLE 12" INTO LEDGE (B) OR TO THE DEPTH OF FULL EMBEDMENT WHICHEVER IS LESS.



**DETAIL A
RAIL MOUNTING**

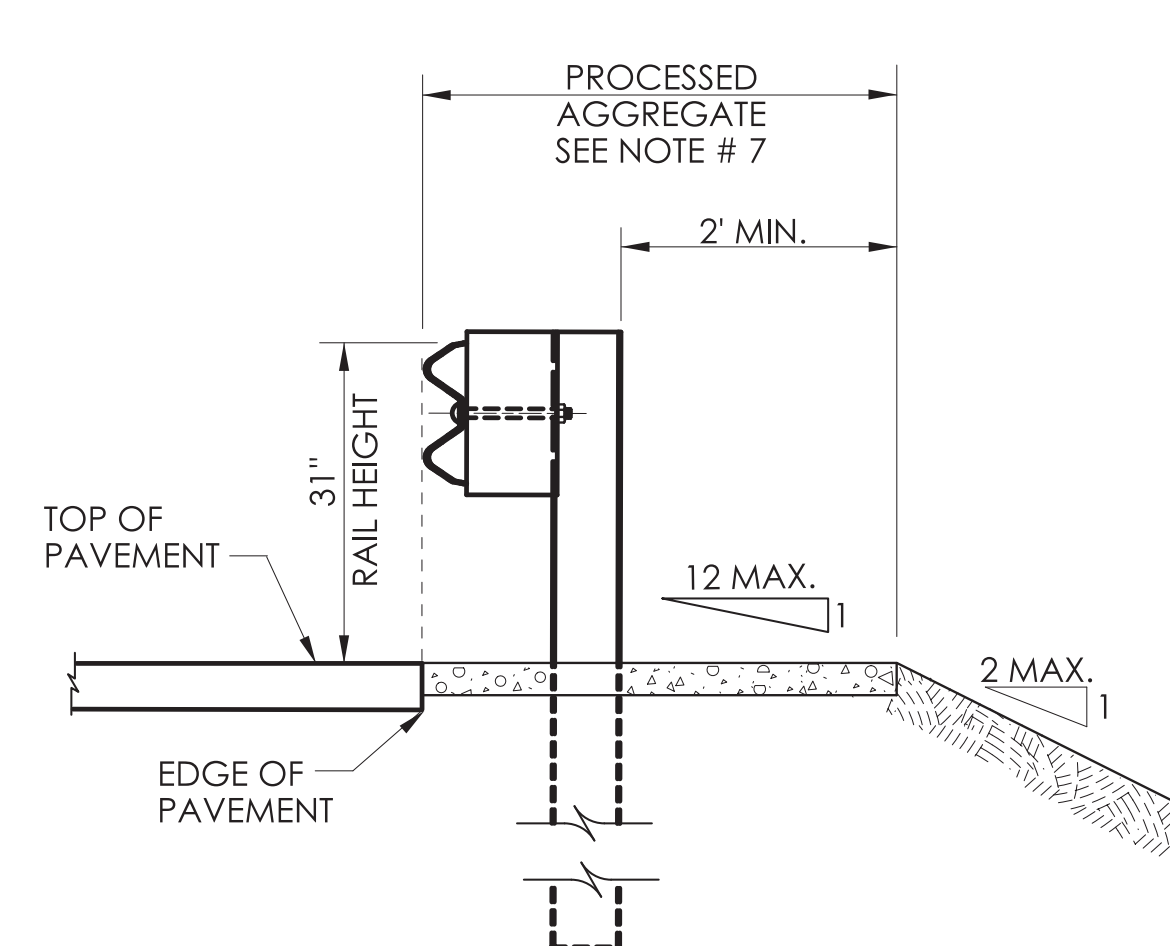


LAP W-BEAM RAIL SECTIONS
NOTE: EIGHT (8) SPLICE BOLTS PER JOINT



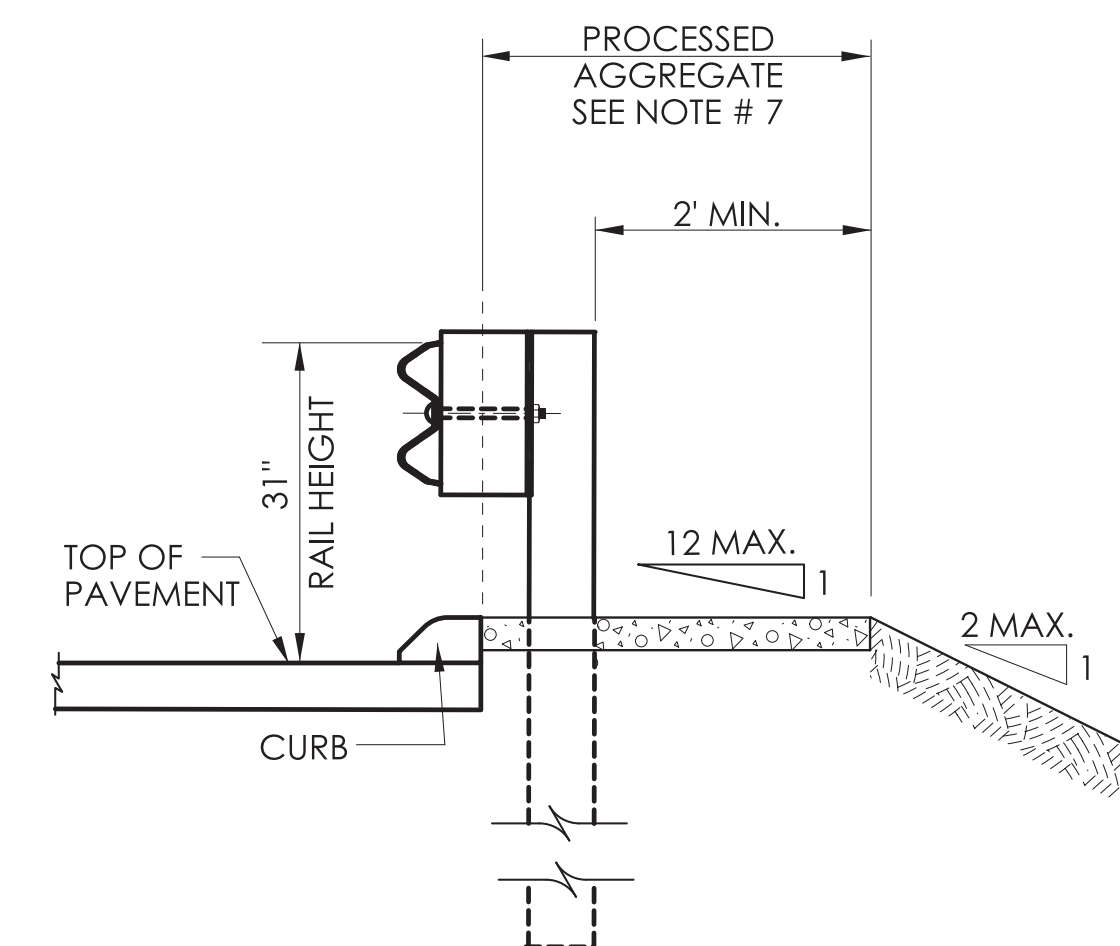
PLAN

GUIDERAIL POSTS IN ROCK



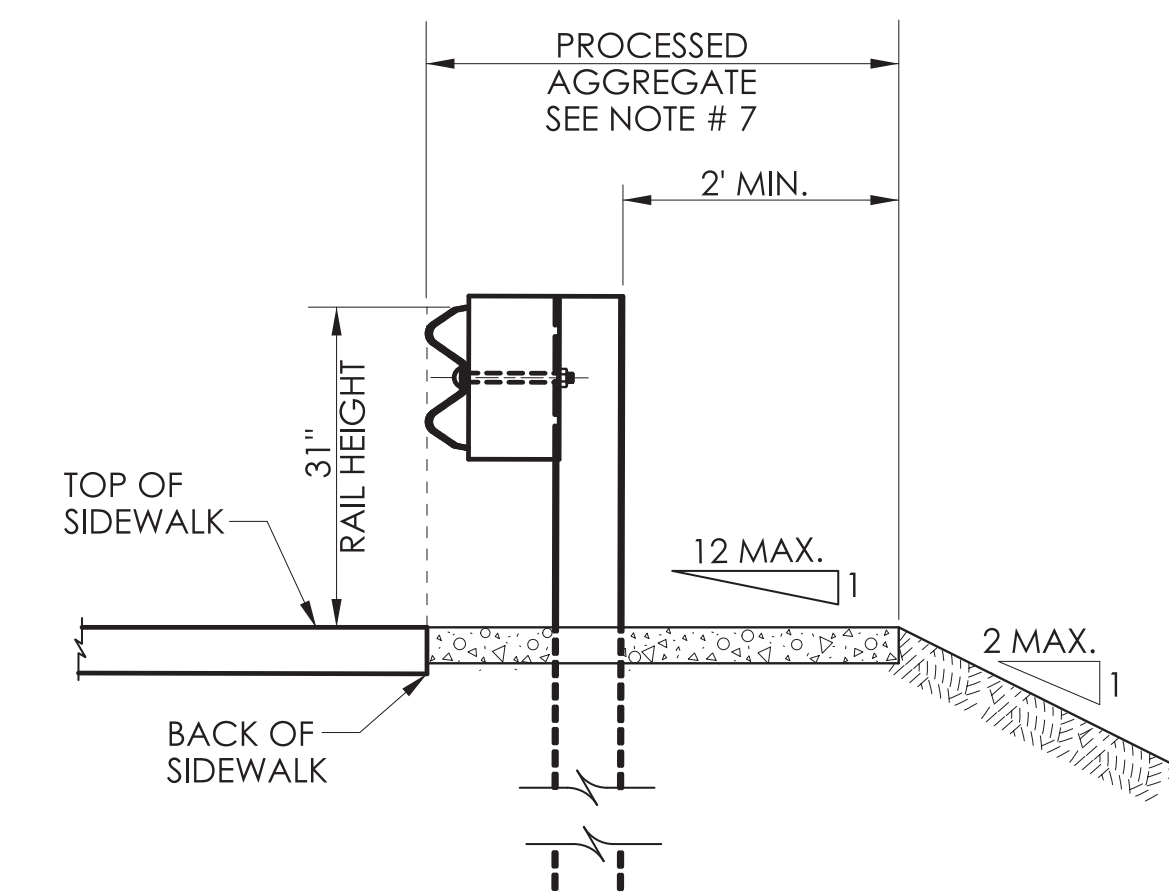
SECTION A

NO CURB APPLICATION



SECTION A

CURB APPLICATION



SECTION A

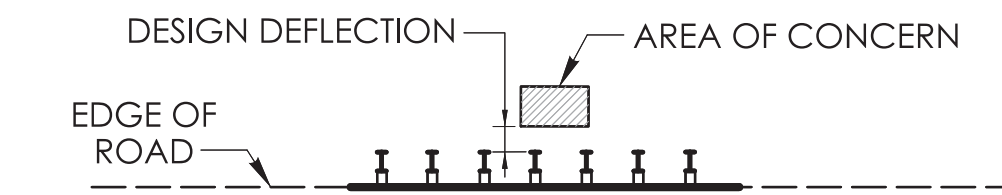
SIDEWALK APPLICATION

GENERAL NOTES:

- SEE SHEET HW-910_20 FOR MASH W-BEAM HARDWARE AND W-BEAM DELINEATOR DETAILS.
- THREE BLOCKOUTS MAY BE USED FOR ONE POST ONLY. TWO BLOCKOUTS MAY BE USED FOR A SERIES OF POSTS. THE COST OF ADDITIONAL BLOCKOUTS AND LONGER BOLTS SHALL BE INCLUDED IN THE PRICE PER FOOT OF GUIDERAIL. EXTRA BLOCKOUTS AT TRANSITIONS TO BRIDGE PARAPETS SHOULD BE AVOIDED. DO NOT USE ADDITIONAL BLOCKS IF IT CAUSES THE POST TO BE DRIVEN BEYOND AN EMBANKMENT HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.
- IF BLOCKOUTS DO NOT AVOID POST FROM OBSTRUCTION, ONE POST MAY BE OMITTED IF 50 FEET OF GUIDERAIL EXISTS ON BOTH SIDES OF LOCATION. USE METAL BEAM RAIL SPAN SECTION TYPE II OR III FOR MORE THAN ONE CONSECUTIVE OMITTED POST. SEE SHEET HW-910_24.
- W-BEAM GUIDERAIL MAY BE PLACED 1' OR MORE FROM THE EDGE OF PAVEMENT ONLY ON SLOPES 10:1 OR FLATTER AND WITHOUT CURBING.
- IF THE RAIL IS INSTALLED WITHIN 2' OF THE EDGE OF PAVEMENT, THE RAIL HEIGHT IS MEASURED FROM THE SHOULDER SLOPE EXTENDED TO THE RAIL. IF THE RAIL IS INSTALLED BEYOND 2' FROM THE EDGE OF PAVEMENT, THE RAIL HEIGHT IS MEASURED FROM THE GROUND DIRECTLY BELOW THE RAIL.
- RAIL HEIGHT CONSTRUCTION TOLERANCE IS +/- 1 INCH.
- FOR NEW CONSTRUCTION, PLACE 6 INCH LAYER OF PROCESSED AGGREGATE. FOR CONSTRUCTION PROJECTS WITH GUIDERAIL UPGRADE, THE CONTRACT PLANS MAY CALL OUT PROCESSED AGGREGATE ONLY TO BE PLACED IN LOCATION(S) OF EXISTING VERTICAL PAVEMENT EDGE DROP OFF AS A LEVELING MATERIAL, FILLING IN DEPRESSED AREAS.

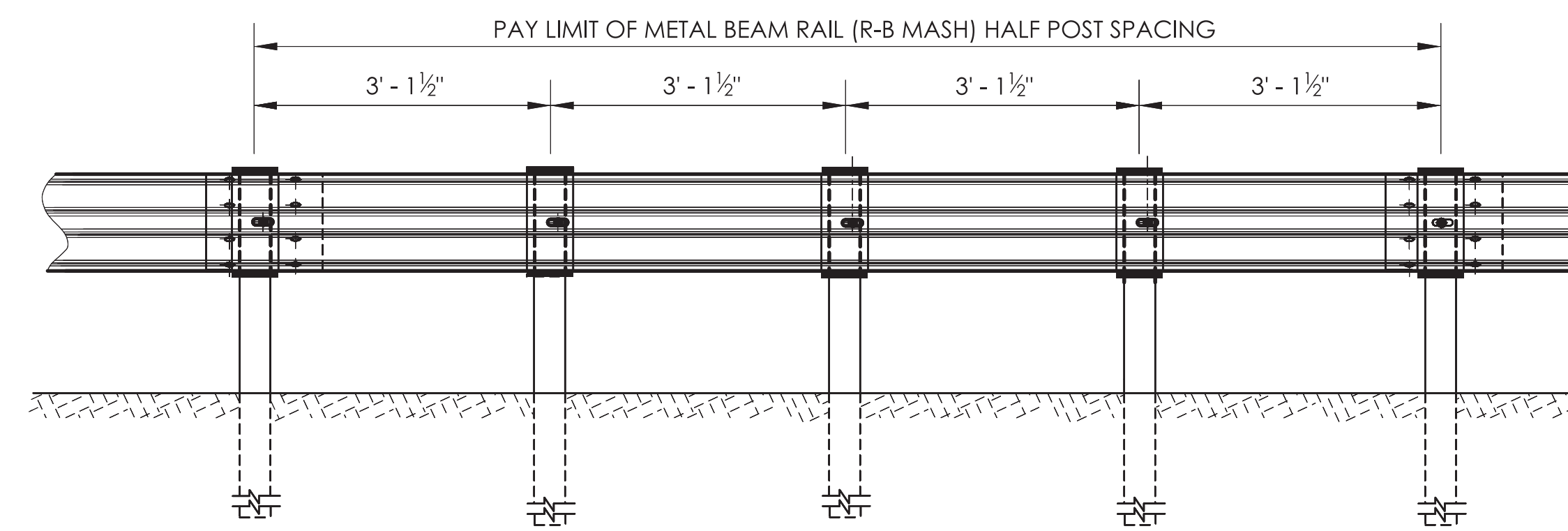
GENERAL NOTES:

1. SEE SHEET HW-910_20 FOR HARDWARE AND W-BEAM DELINEATOR DETAILS.
2. W-BEAM DELINEATOR MAY BE INSTALLED AT POST BOLT CONNECTION TO MAINTAIN APPROPRIATE DELINEATOR SPACING.

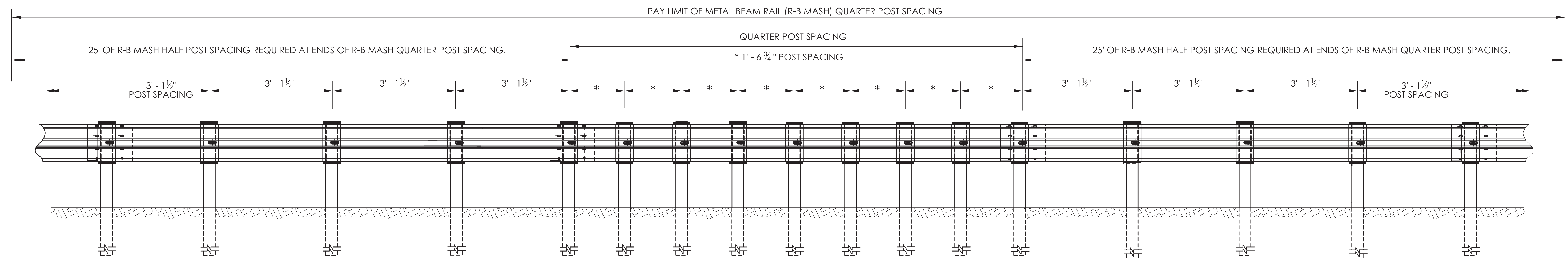


POST SPACING	DESIGN DEFLECTION
STANDARD (6' - 3")	4' - 3"
HALF POST (3' - 1 1/2")	2' - 8"
QUARTER POST (1' - 6 3/4")	1' - 10"

TABLE 1



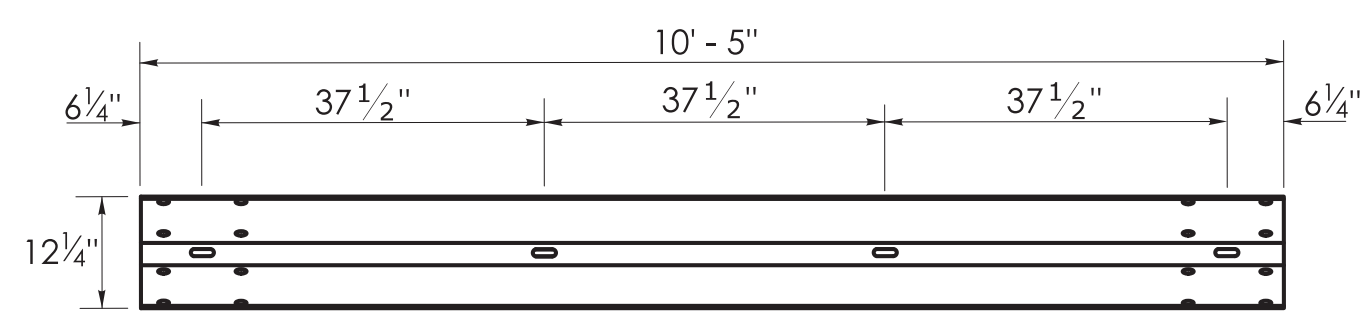
METAL BEAM RAIL (R-B MASH) HALF POST SPACING



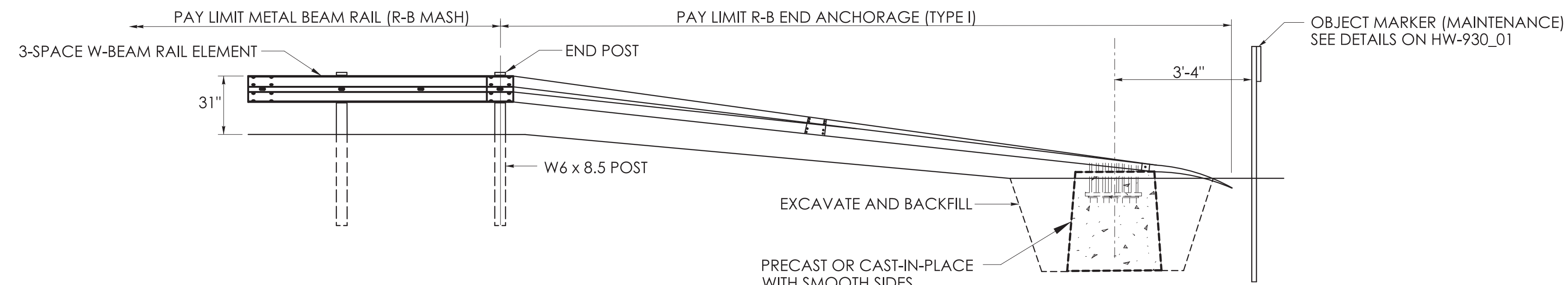
METAL BEAM RAIL (R-B MASH) QUARTER POST SPACING

GENERAL NOTES:

1. J-HOOK BOLTS MAY BE SUBSTITUTED FOR BOTTOM PLATE ANCHORAGE IN CONCRETE END ANCHORS USING THE SAME SIZE, STRENGTH, AND LENGTH AS NOTED ON THE PLANS.
2. INSTALLATION OF RADII DIFFERENT THAN WHAT IS SHOWN IN DETAIL "C" FOR R-B END ANCHORAGE TYPE II MUST BE APPROVED BY THE ENGINEER.
3. 3-SPACE W-BEAM GUIDERAIL FOR SPLICE TRANSITION MAYBE INSTALLED ON EITHER R-B END ANCHORAGE TYPE I OR II FOR ATTACHING TO METAL BEAM RAIL (R-B MASH).

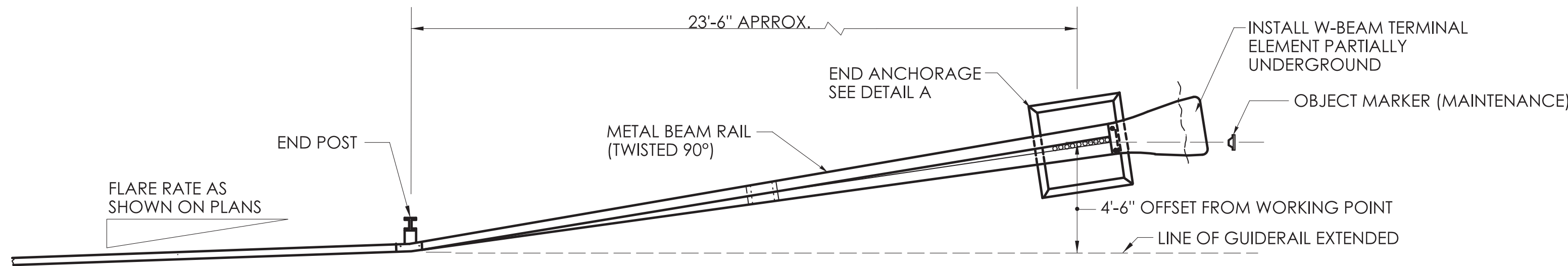


3-SPACE W-BEAM RAIL ELEMENT

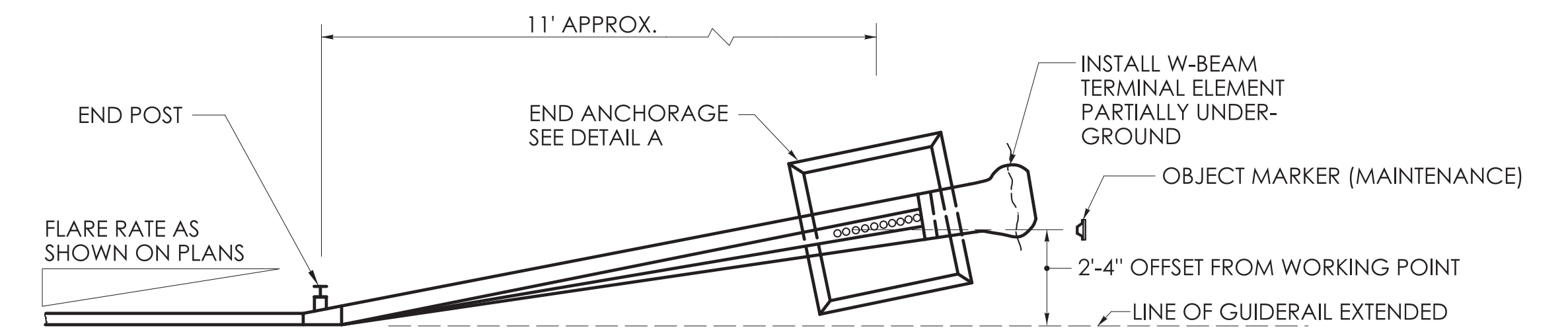


ELEVATION

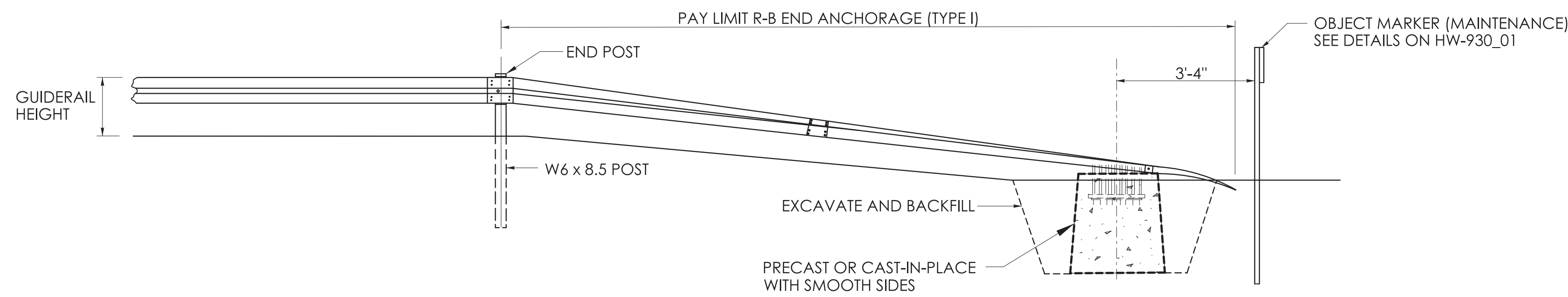
R-B END ANCHORAGE TYPE I OR II (TYPE I SHOWN) WITH 3-SPACE W-BEAM GUIDERAIL FOR SPLICE TRANSITION (SEE NOTE 3)



PLAN

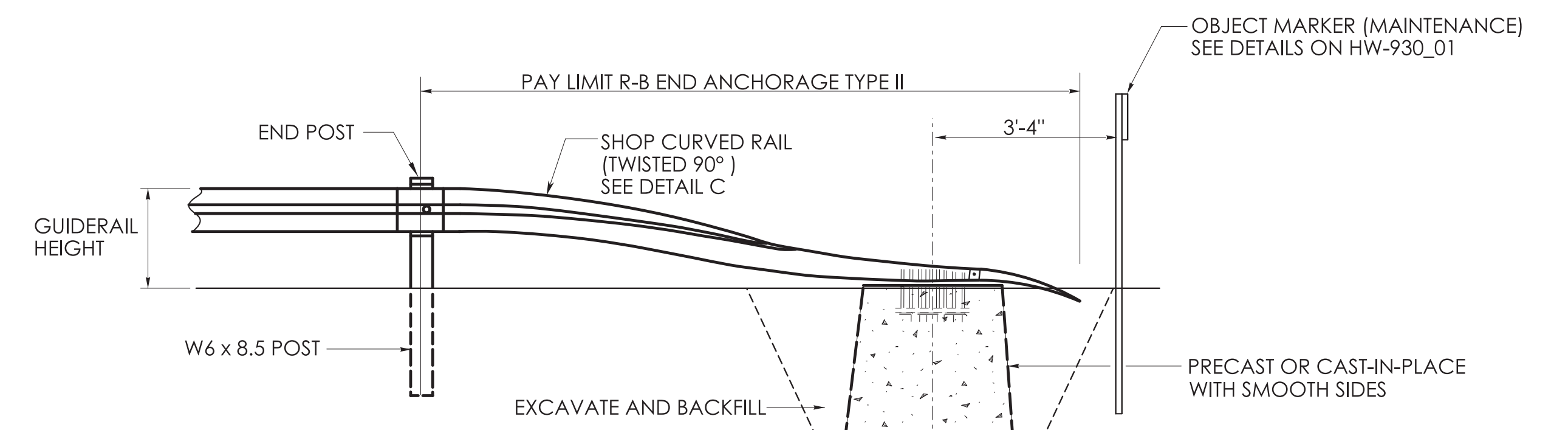


PLAN

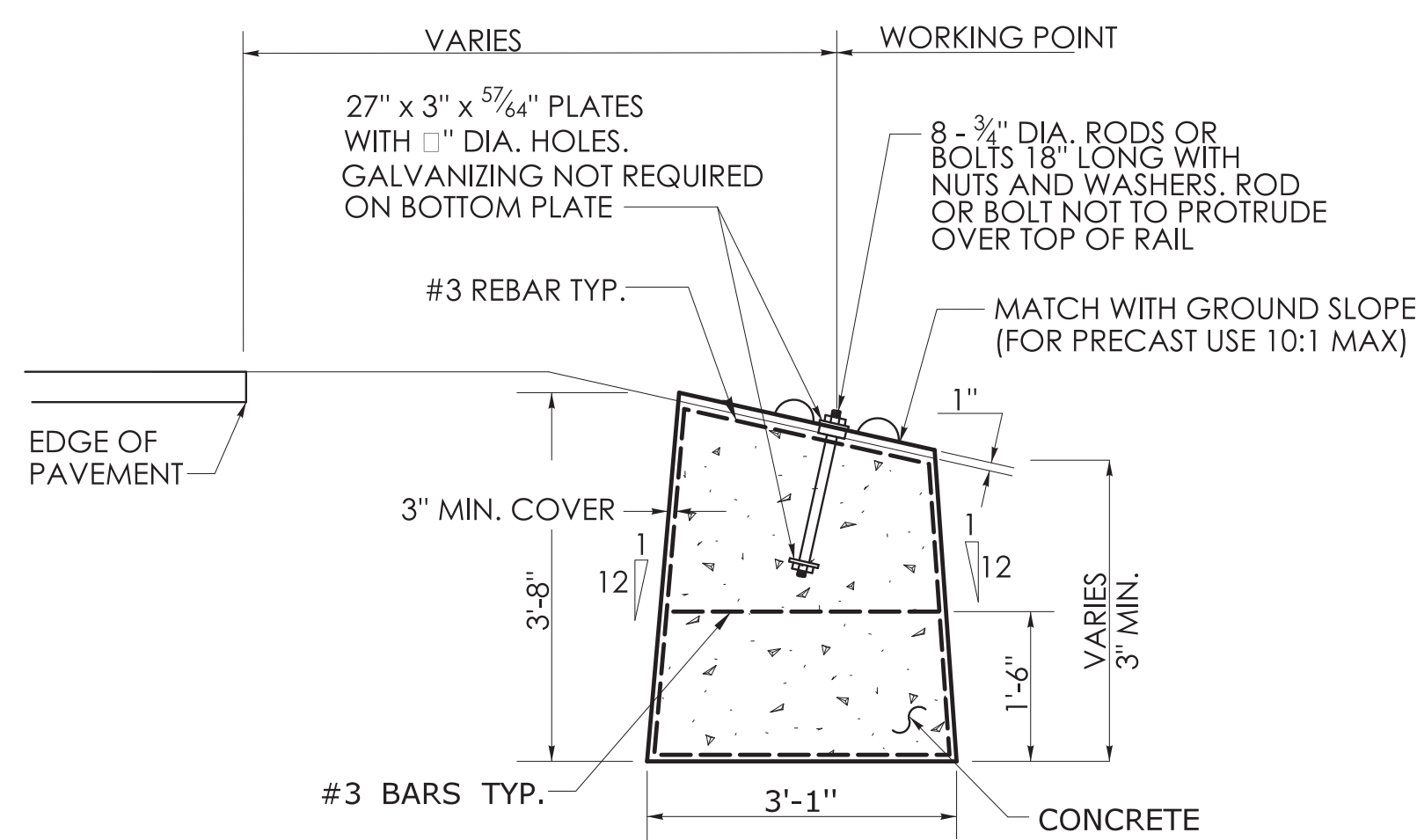


ELEVATION

R-B END ANCHORAGE TYPE I

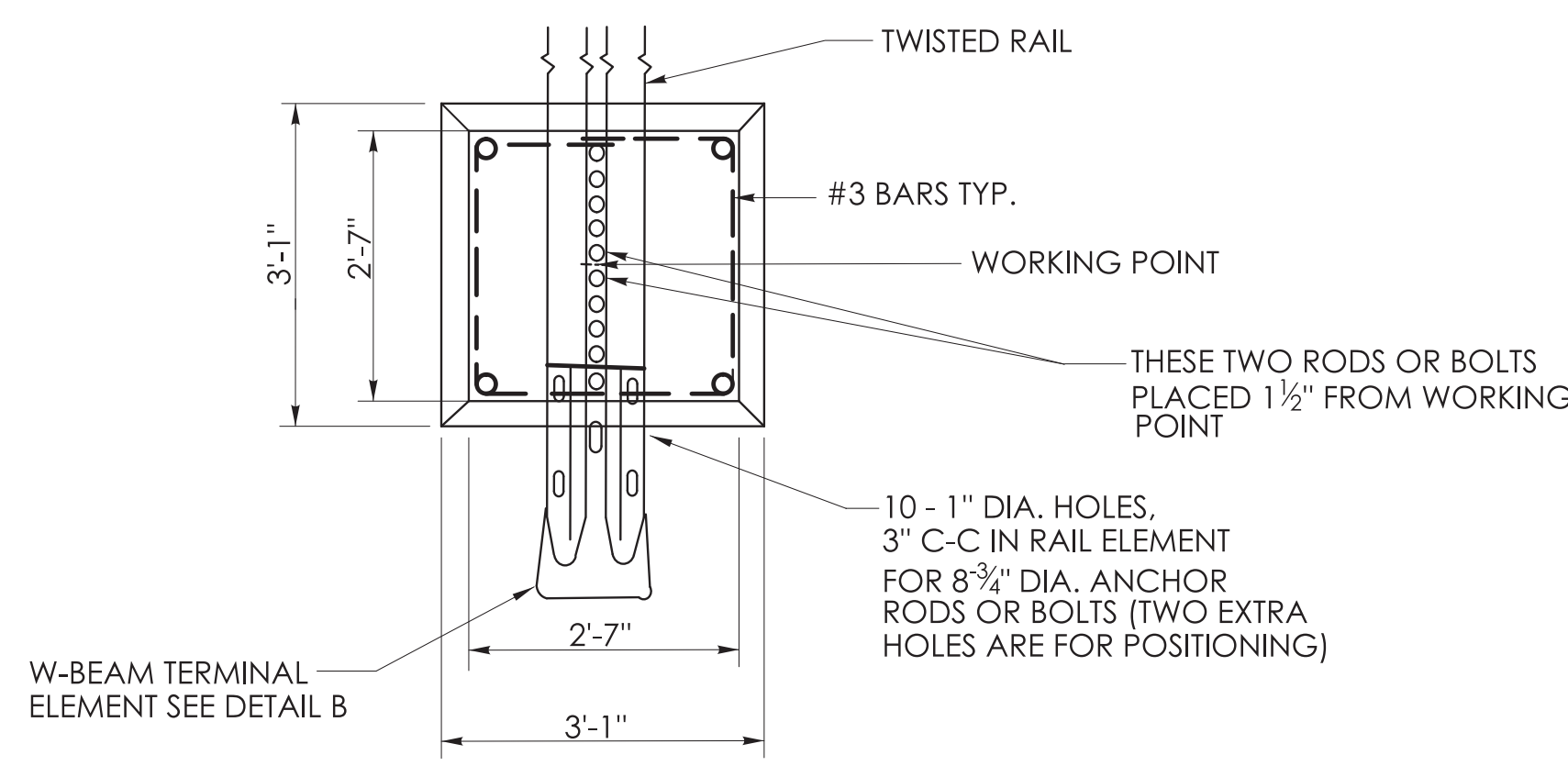


ELEVATION R-B END ANCHORAGE TYPE II

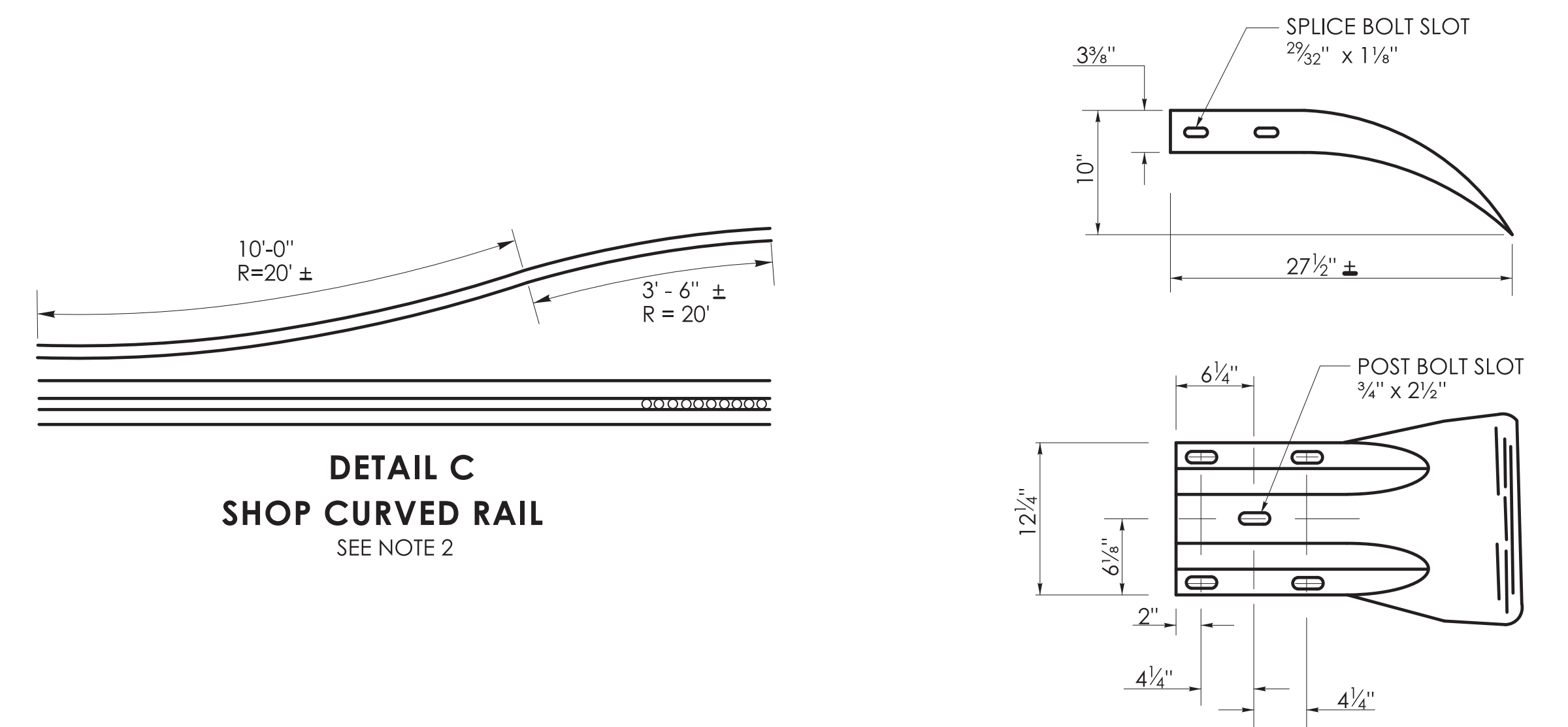


ELEVATION

**DETAIL A
ROADSIDE CONCRETE END ANCHOR
SEE NOTE 2**



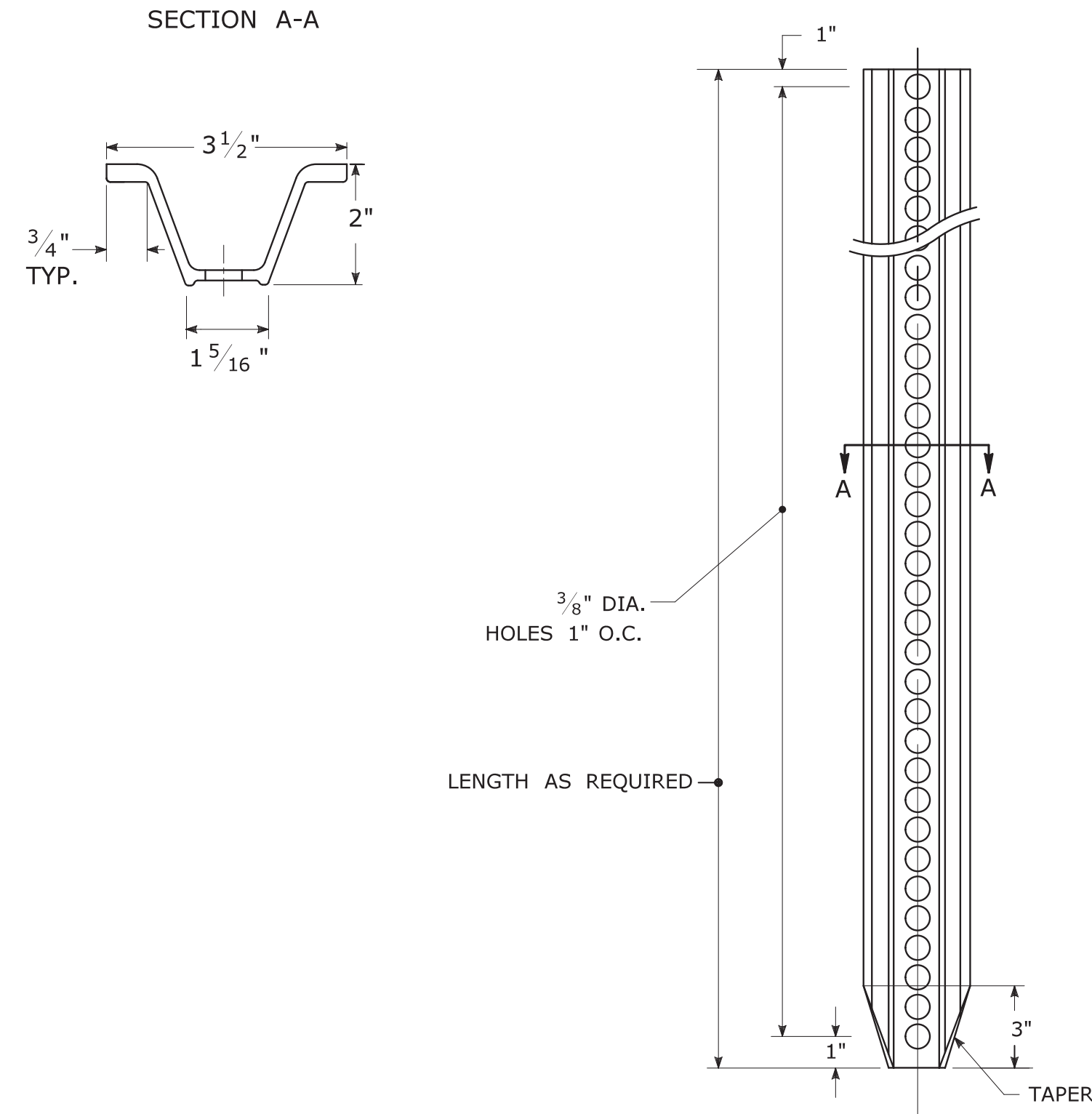
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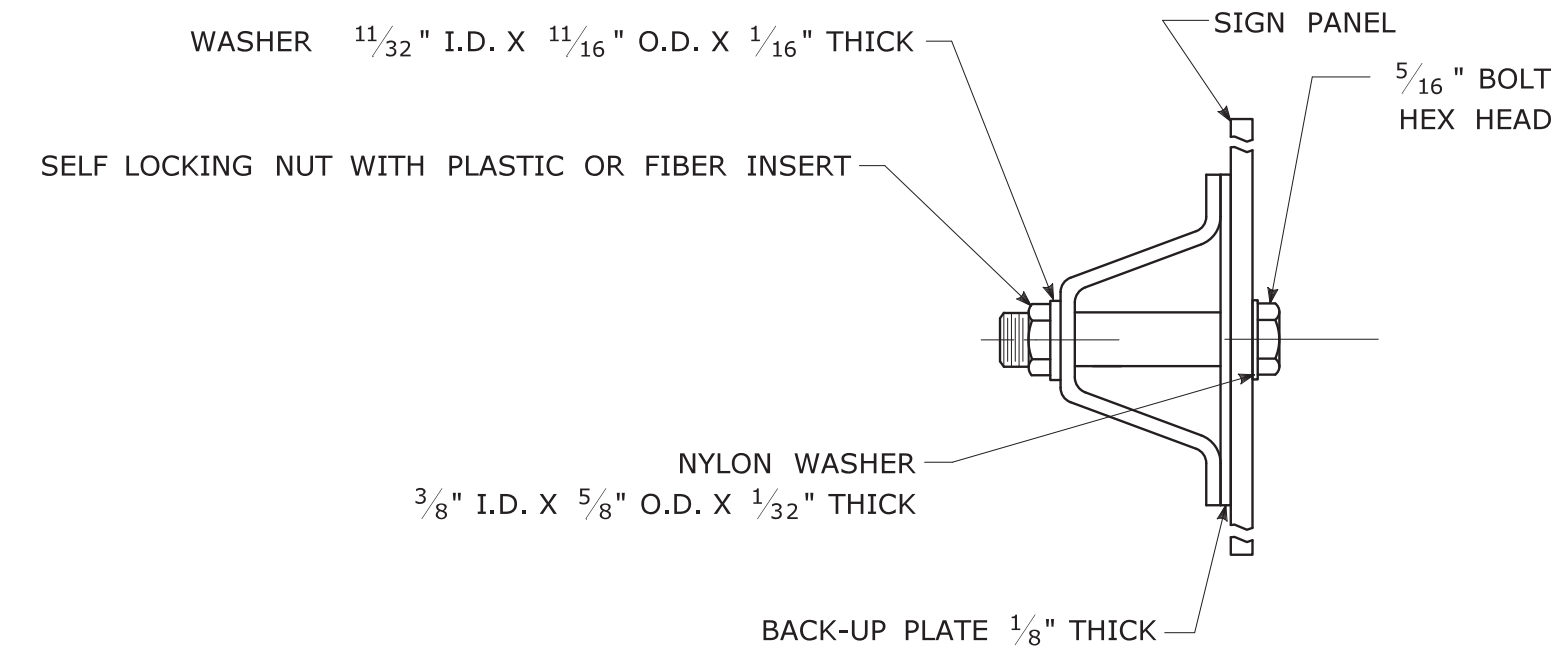
**DETAIL C
SHOP CURVED RAIL
SEE NOTE 2**

**DETAIL B
W-BEAM TERMINAL ELEMENT**

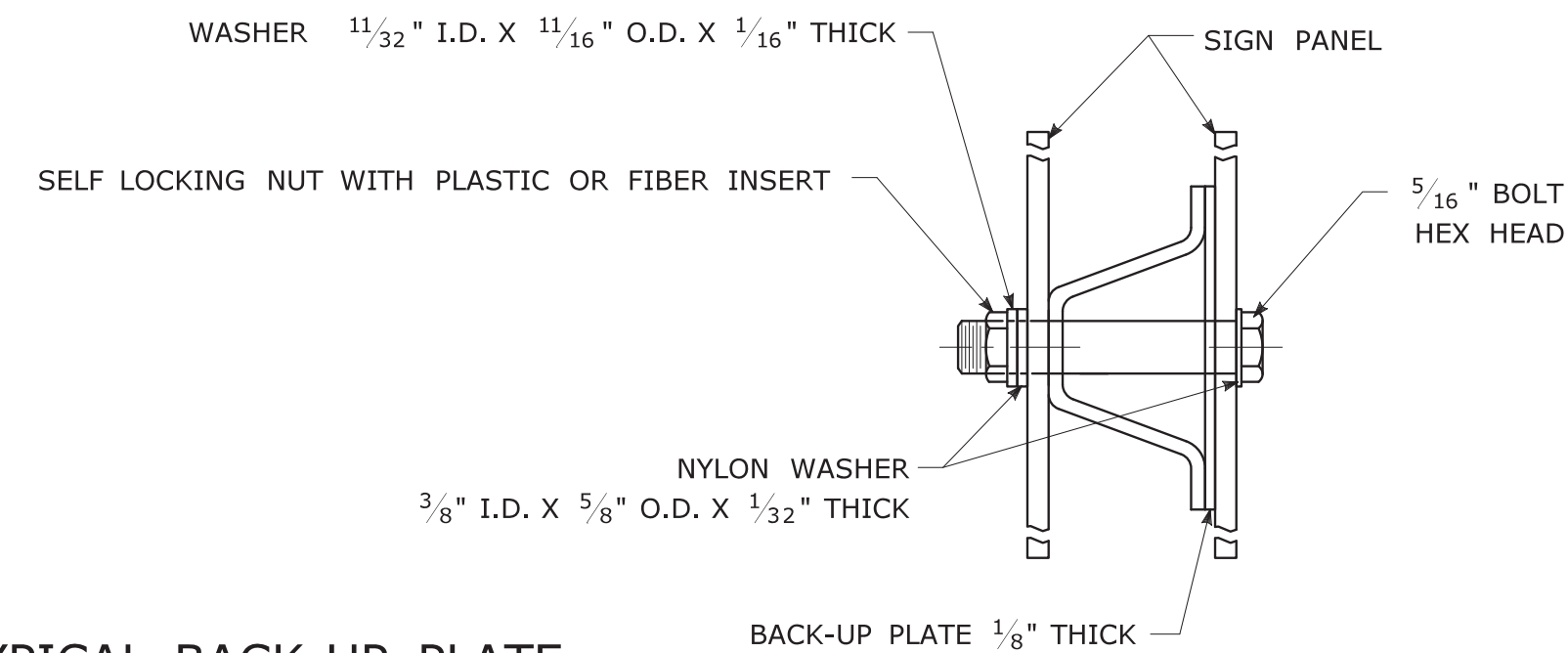
TYPICAL METAL SIGN POSTS



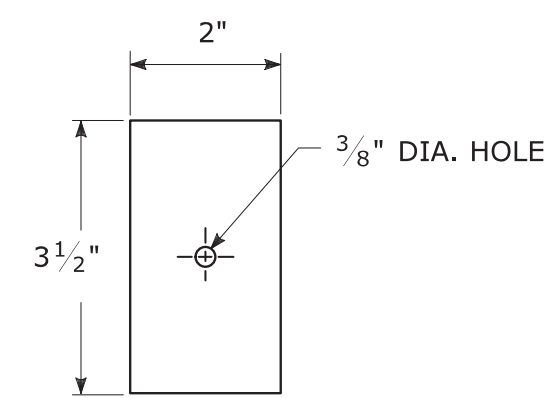
TYPICAL SIGN PANEL ATTACHMENT



TYPICAL BACK TO BACK SIGN PANEL ATTACHMENT



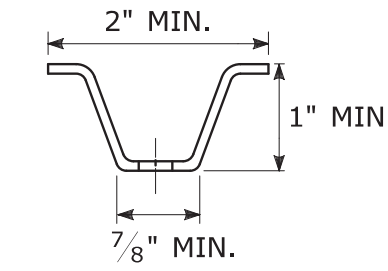
TYPICAL BACK-UP PLATE



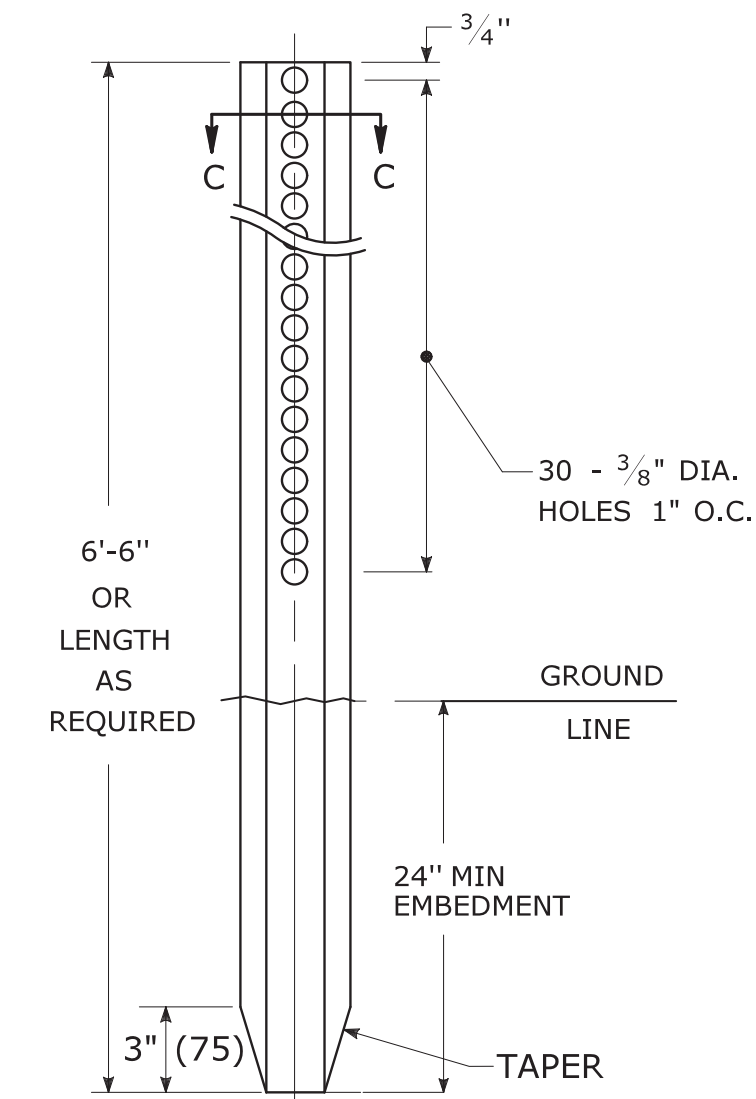
BOLTS - STAINLESS STEEL CONFORMING TO ASTM F593, ALLOY GROUP 1 OR 2 (ALLOY TYPES 304 OR 316).
 SELF LOCKING NUTS - STAINLESS STEEL CONFORMING TO ASTM F594, ALLOY GROUP 1 OR 2 (ALLOY TYPES 304 OR 316).
 WASHERS - STAINLESS STEEL CONFORMING TO ASTM A240, (ALLOY TYPES 304 OR 316).

METAL DELINEATOR POST

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



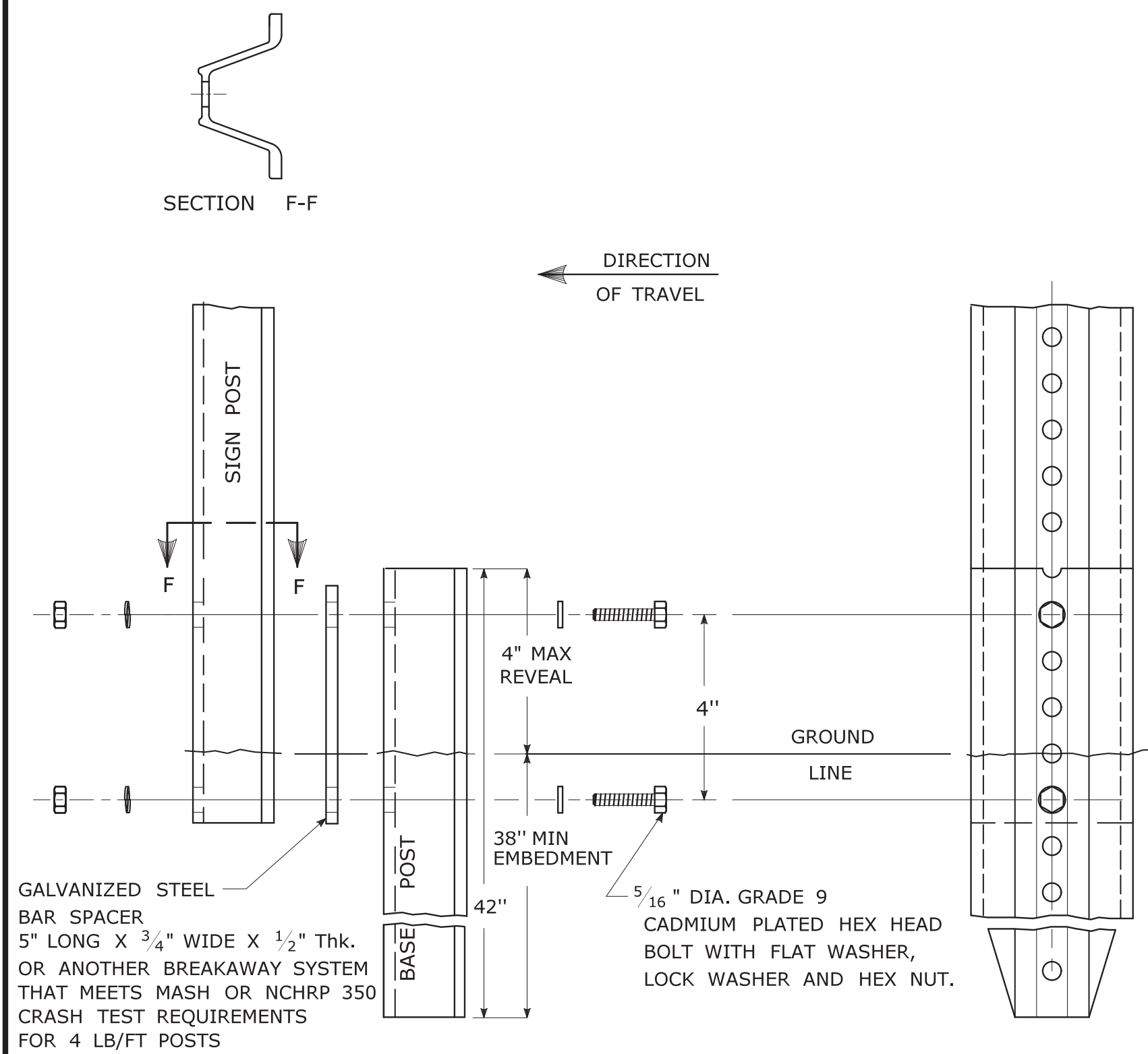
SECTION C-C



GENERAL NOTES:

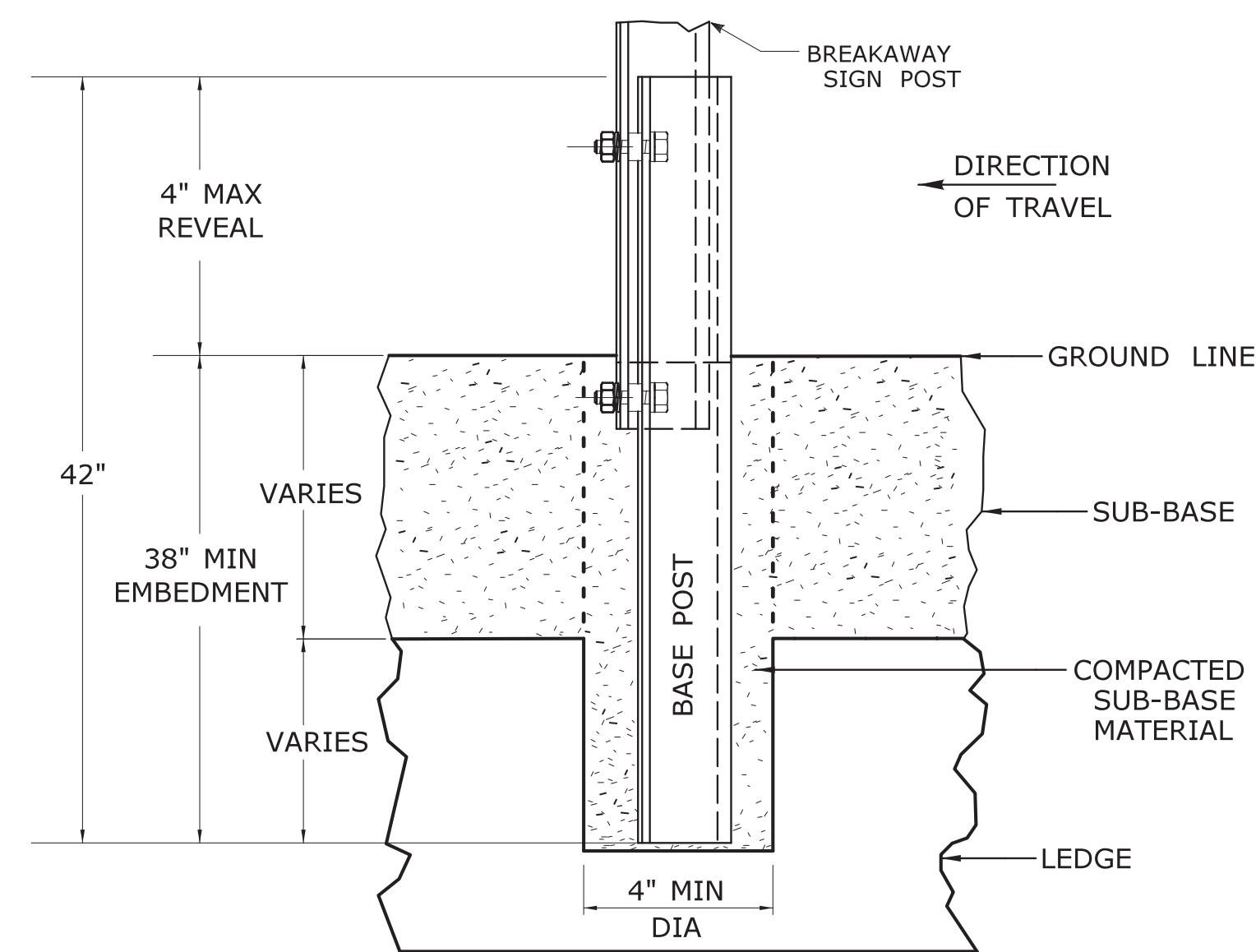
1. STEEL FOR DELINEATOR POSTS SHALL BE ASTM A36 STEEL. STEEL FOR ALL OTHER POSTS SHALL CONFORM TO THE MECHANICAL REQUIREMENTS OF ASTM A 499 GRADE 80 AND TO THE CHEMICAL REQUIREMENTS OF ASTM A1 CARBON STEEL TEE RAIL HAVING NOMINAL WEIGHT (MASS) OF 91 LBS. OR GREATER PER LINEAR YARD.
2. AFTER FABRICATION, ALL STEEL POSTS, STRAPS AND PLATES SHALL BE GALVANIZED TO MEET THE REQUIREMENTS OF ASTM A123.
3. WASHERS FOR BREAKAWAY INSTALLATIONS SHALL MEET ASTM F436, TYPE 1.
4. SPACER BAR FOR BREAKAWAY INSTALLATION SHALL CONFORM TO THE MECHANICAL REQUIREMENTS OF ASTM A36.
5. ALL BOLTS, NUTS, AND WASHERS FOR BREAKAWAY INSTALLATIONS SHALL BE GALVANIZED TO MEET THE REQUIREMENTS OF ASTM A153.
6. ALL SIGN POSTS SHALL HAVE BREAKAWAY FEATURES THAT MEET AASHTO REQUIREMENTS CONTAINED IN THE CURRENT "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS." THE BREAKAWAY FEATURES SHALL BE STRUCTURALLY ADEQUATE TO CARRY THE SIGNS SHOWN IN THE PLANS AT 60 MPH WIND LOADINGS. INSTALLATIONS SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.
7. SIGN POSTS SHALL BE 4 LBS./FT.

BREAKAWAY INSTALLATION FOR 4 LBS./FT. POSTS

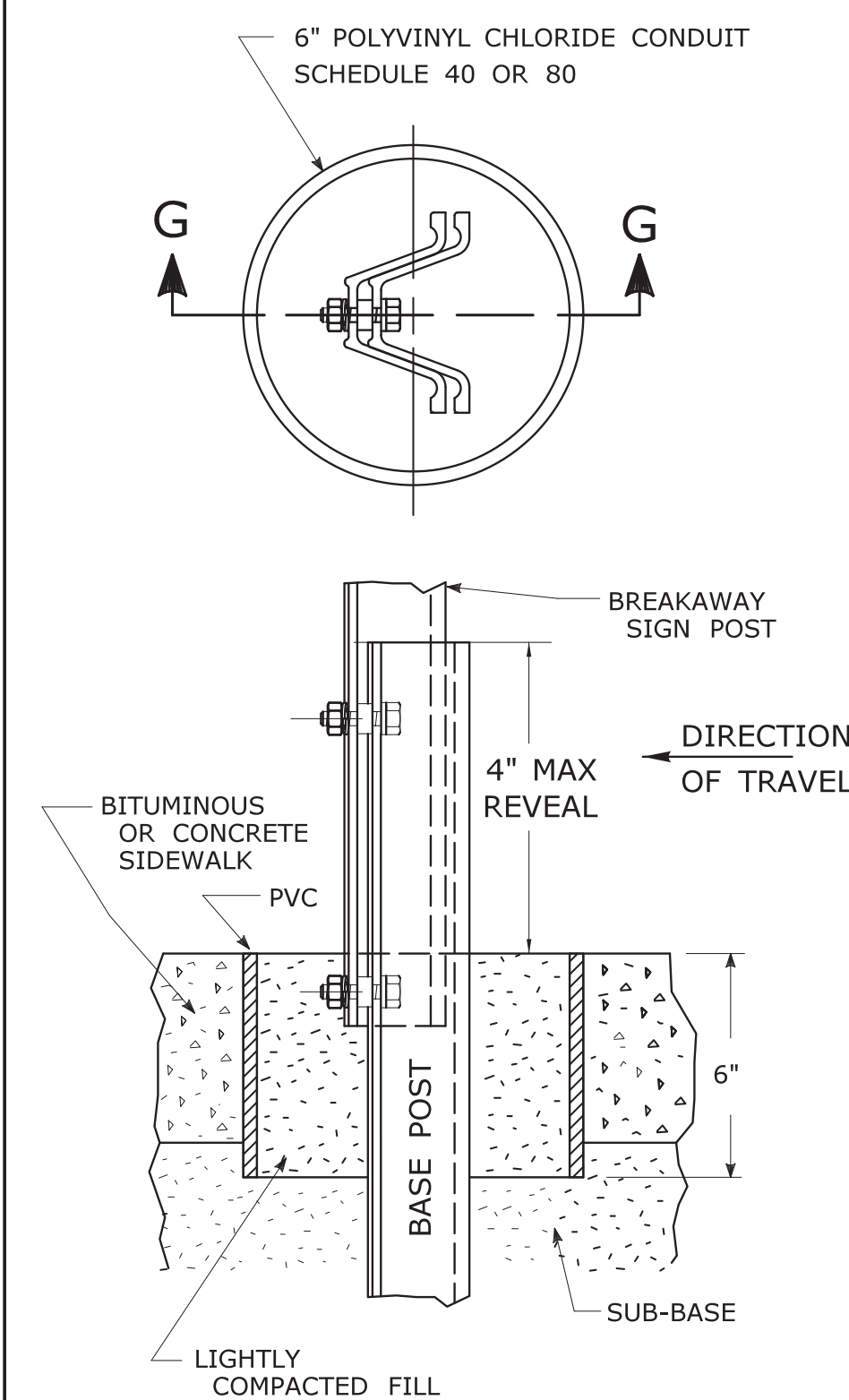


TYPICAL SIGN POST INSTALLATION IN LEDGE

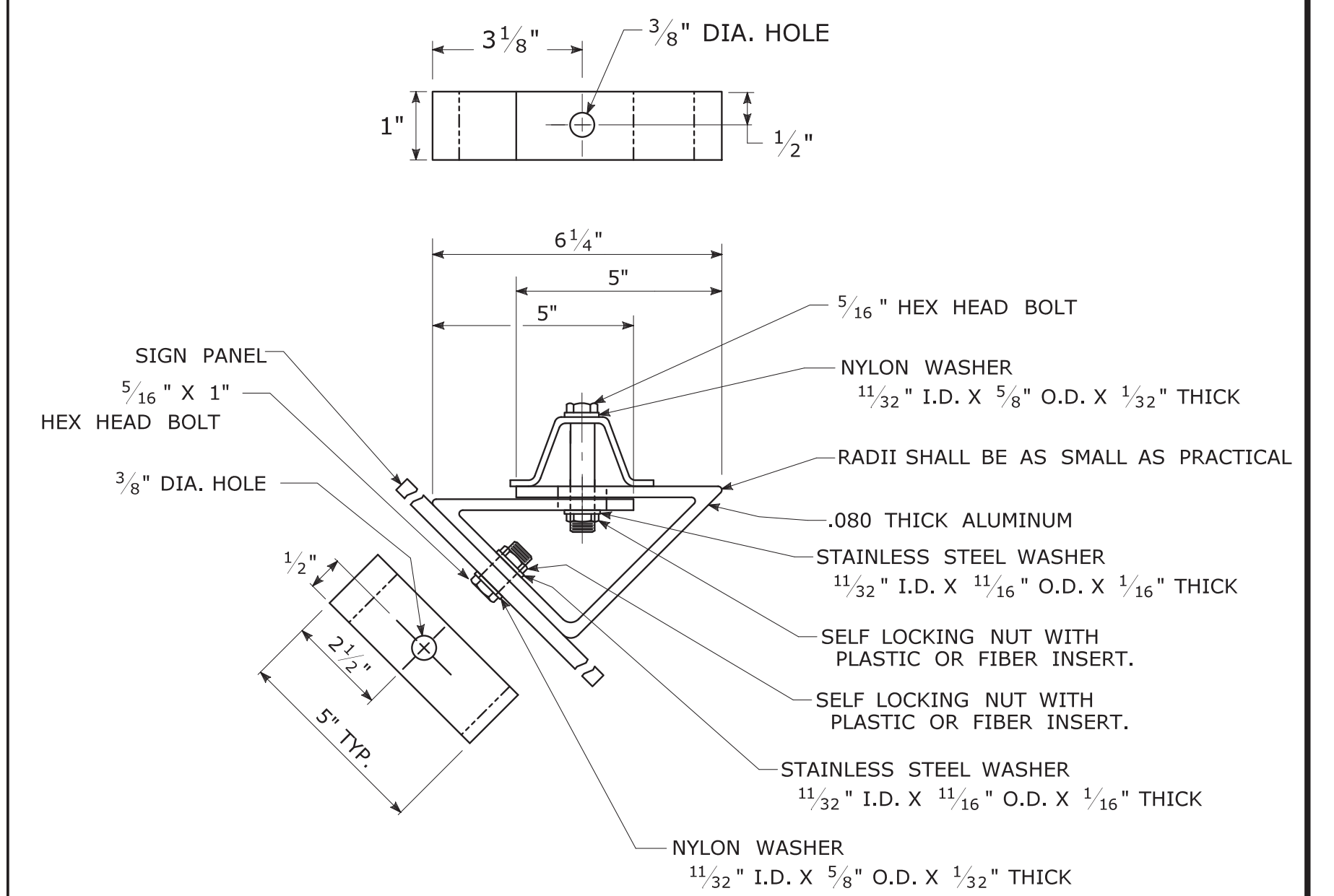
LEDGE SHALL BE REMOVED TO DRIVE THE BASE POST TO A DEPTH OF 38".
 HOLE SHALL BE FILLED WITH SUB-BASE MATERIAL AND COMPACTED WITH A TAMPING BAR, OR TECHNIQUE APPROVED BY THE ENGINEER, PRIOR TO BASE POST INSTALLATION.



TYPICAL SLEEVE FOR PAVED AREAS



45° MOUNTING BRACKET FOR INSTALLATION OF PARKING SIGNS



REV.	DATE	REVISION DESCRIPTION
2	6-2017	SIGN POST REVISIONS.
1	2-2011	MINOR REVISIONS.

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

Plotted Date: 6/6/2017

NOT TO SCALE



Filename: TR-1208.02.May.2017.Revision.dgn Model: TR-1208.02

SUBMITTED BY: Mark F. Makuch, P.E. 2017.06.07 07:30:30-04'00'
 APPROVED BY: Gregory M. Dorosh, P.E. 2017.06.15 09:27:29-04'00'


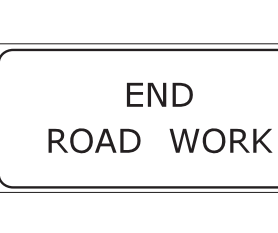
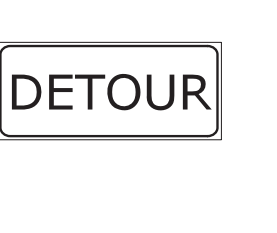
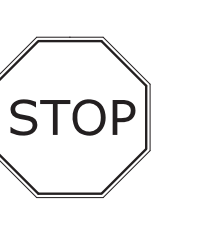

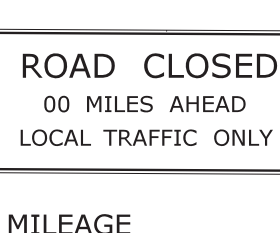
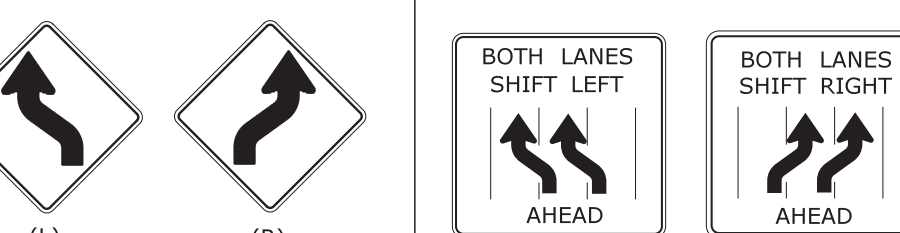
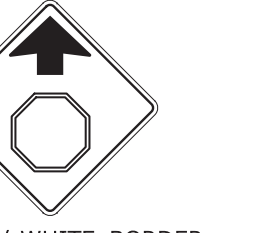
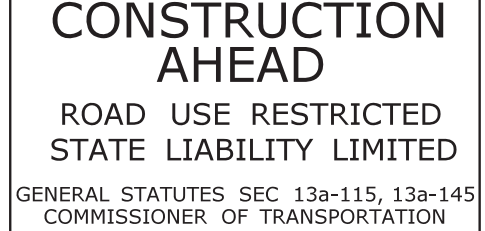
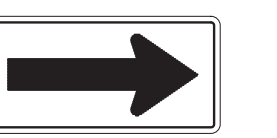
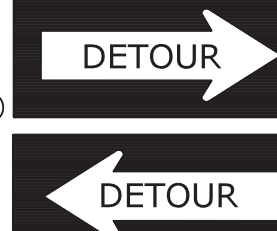
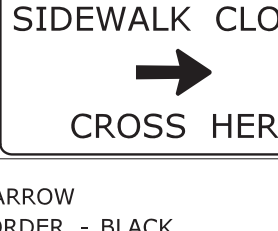
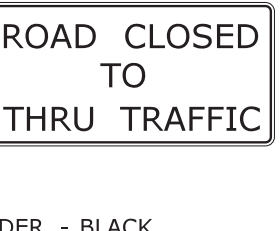
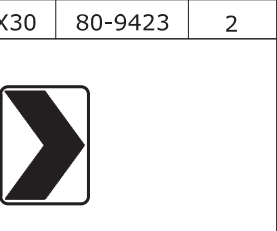

**CTDOT
STANDARD SHEET
OFFICE OF ENGINEERING**

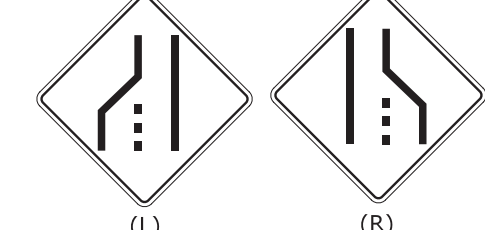





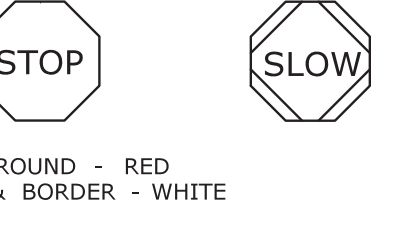

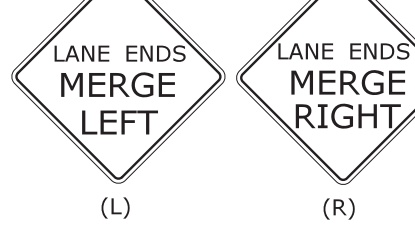
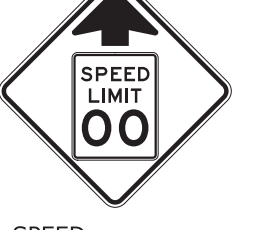

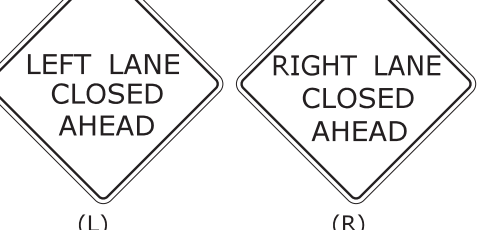
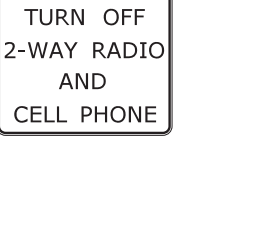
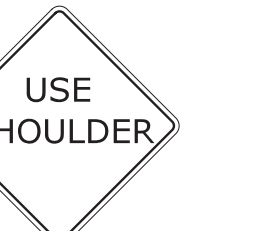
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**METAL SIGN POSTS
AND SIGN MOUNTING DETAILS**

GUIDE SHEET NO.:

TR-1208_02

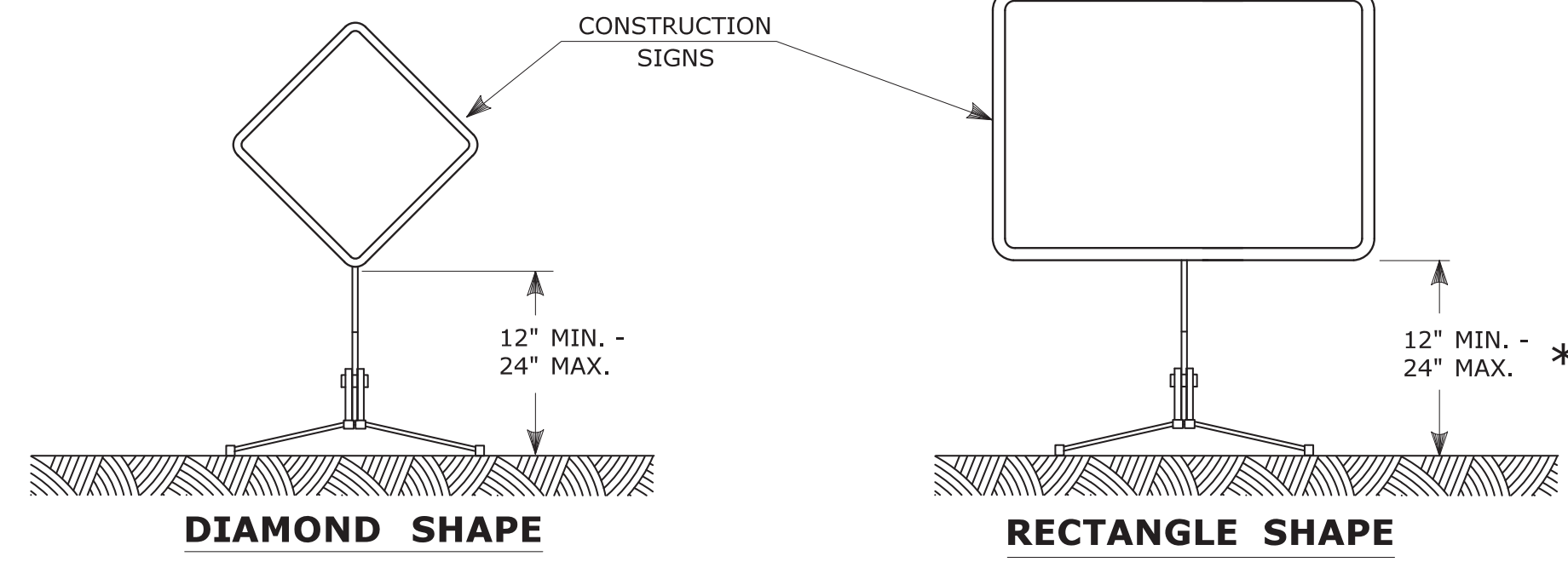
E5 - SERIES	G20 - SERIES	M4 - SERIES	R1 - SERIES	R9 & R11 - SERIES	W1 - SERIES	W3 - SERIES																																																																																					
<p>E5-1</p>  <p>COPY & BORDER - WHITE BACKGROUND - GREEN</p> <table border="1"> <tr><th>AREA (SQ. FT)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>16.0</td><td>48</td><td>51-6147</td><td>2</td></tr> </table>	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	16.0	48	51-6147	2	<p>G20-2a</p>  <p>VARIABLE MILEAGE</p> <table border="1"> <tr><th>AREA (SQ. FT)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>8.0</td><td>48X24</td><td>80-9612</td><td>2</td></tr> <tr><td>90.0</td><td>120X108</td><td>80-9728</td><td></td></tr> </table>	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	8.0	48X24	80-9612	2	90.0	120X108	80-9728		<p>M4-8</p>  <p>VARIABLE ARROW</p> <table border="1"> <tr><th>AREA (SQ. FT)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>2.0</td><td>24X12</td><td>80-9707</td><td>1</td></tr> <tr><td>5.0</td><td>30X24</td><td>80-9703</td><td>1</td></tr> </table>	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	2.0	24X12	80-9707	1	5.0	30X24	80-9703	1	<p>R1-1</p>  <p>COPY & BORDER - WHITE BACKGROUND - RED</p> <table border="1"> <tr><th>AREA (SQ. FT)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>5.19</td><td>30</td><td>31-0552</td><td>1</td></tr> <tr><td>13.30</td><td>48</td><td>31-0557</td><td>2</td></tr> </table>	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	5.19	30	31-0552	1	13.30	48	31-0557	2	<p>R9-9</p>  <p>COPY & BORDER - BLACK BACKGROUND - WHITE</p> <table border="1"> <tr><th>AREA (SQ. FT)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>3.75</td><td>30X18</td><td>80-9076</td><td>1</td></tr> </table>	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	3.75	30X18	80-9076	1	<p>R11-3a</p>  <p>VARIABLE MILEAGE COPY & BORDER - BLACK BACKGROUND - WHITE</p> <table border="1"> <tr><th>AREA (SQ. FT)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>12.5</td><td>60X30</td><td>80-9077</td><td>2</td></tr> </table>	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	12.5	60X30	80-9077	2	<p>W1-4</p>  <p>AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS</p> <table border="1"> <tr><td>9.0</td><td>36</td><td>80-9432L</td><td>1</td></tr> <tr><td>9.0</td><td>36</td><td>80-9431R</td><td>1</td></tr> <tr><td>16.0</td><td>48</td><td>80-9452L</td><td>2</td></tr> <tr><td>16.0</td><td>48</td><td>80-9451R</td><td>2</td></tr> </table>	9.0	36	80-9432L	1	9.0	36	80-9431R	1	16.0	48	80-9452L	2	16.0	48	80-9451R	2	<p>W3-1</p>  <p>AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS</p> <table border="1"> <tr><td>9.0</td><td>36</td><td>80-9050</td><td>1</td></tr> <tr><td>16.0</td><td>48</td><td>80-9051</td><td>2</td></tr> </table>	9.0	36	80-9050	1	16.0	48	80-9051	2
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<p>16 - SERIES</p>  <p>GENERAL STATUTES SEC 13a-115, 13a-145 COMMISSIONER OF TRANSPORTATION</p> <table border="1"> <tr><th>AREA (SQ. FT)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>16-M</td><td>5.0</td><td>30X24</td><td>80-1613</td><td>1</td></tr> <tr><td>16-H</td><td>17.5</td><td>60X42</td><td>80-1608</td><td>2</td></tr> <tr><td>16-E</td><td>35.0</td><td>84X60</td><td>80-1605</td><td>2</td></tr> </table>	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	16-M	5.0	30X24	80-1613	1	16-H	17.5	60X42	80-1608	2	16-E	35.0	84X60	80-1605	2	<p>W1-6</p>  <p>AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS</p> <table border="1"> <tr><td>8.0</td><td>48X24</td><td>80-9424</td><td>2</td></tr> <tr><td>12.5</td><td>60X30</td><td>80-9423</td><td>2</td></tr> </table>	8.0	48X24	80-9424	2	12.5	60X30	80-9423	2	<p>R4 - SERIES</p>  <p>COPY & BORDER - BLACK BACKGROUND - WHITE</p> <table border="1"> <tr><th>AREA (SQ. FT)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>6.0</td><td>48X18</td><td>80-9701R</td><td>2</td></tr> <tr><td>6.0</td><td>48X18</td><td>80-9702L</td><td>2</td></tr> </table>	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	6.0	48X18	80-9701R	2	6.0	48X18	80-9702L	2	<p>R9-11a</p>  <p>VARIABLE ARROW COPY & BORDER - BLACK BACKGROUND - WHITE</p> <table border="1"> <tr><th>AREA (SQ. FT)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>2.0</td><td>24X12</td><td>80-9075</td><td>1</td></tr> </table>	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	2.0	24X12	80-9075	1	<p>R11-3b</p>  <p>COPY & BORDER - BLACK BACKGROUND - WHITE</p> <table border="1"> <tr><th>AREA (SQ. FT)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>12.5</td><td>60X30</td><td>80-9081</td><td>2</td></tr> </table>	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	12.5	60X30	80-9081	2	<p>W1-8</p>  <p>AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS</p> <table border="1"> <tr><td>3.0</td><td>18X24</td><td>80-9401</td><td>1</td></tr> <tr><td>5.0</td><td>24X30</td><td>80-9403</td><td>1</td></tr> <tr><td>7.5</td><td>30X36</td><td>80-9404</td><td>1</td></tr> </table>	3.0	18X24	80-9401	1	5.0	24X30	80-9403	1	7.5	30X36	80-9404	1	<p>W3-2</p>  <p>AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS</p> <table border="1"> <tr><td>9.0</td><td>36</td><td>80-9054</td><td>1</td></tr> <tr><td>16.0</td><td>48</td><td>80-9055</td><td>2</td></tr> </table>	9.0	36	80-9054	1	16.0	48	80-9055	2										
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W4-W6 - SERIES	W8-W9 - SERIES	W13 - SERIES	W20 - SERIES	W21 - SERIES	W22 - SERIES	STOP-SLOW PADDLE																																																																
<p>W4-2</p>  <p>AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS</p> <table border="1"> <tr><td>16.0</td><td>48</td><td>80-9918L</td><td>2</td></tr> <tr><td>16.0</td><td>48</td><td>80-9917R</td><td>2</td></tr> </table>	16.0	48	80-9918L	2	16.0	48	80-9917R	2	<p>W8-1</p>  <p>AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS</p> <table border="1"> <tr><td>9.0</td><td>36</td><td>80-9901</td><td>1</td></tr> <tr><td>16.0</td><td>48</td><td>80-9902</td><td>2</td></tr> </table>	9.0	36	80-9901	1	16.0	48	80-9902	2	<p>W13-1</p>  <p>SUBPLATE VARIABLE SPEED</p> <table border="1"> <tr><th>AREA (SQ. FT)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>6.25</td><td>30</td><td>80-9569</td><td>1</td></tr> <tr><td>9.0</td><td>36</td><td>80-9567</td><td>1</td></tr> <tr><td>16.0</td><td>48</td><td>80-9604</td><td>2</td></tr> </table>	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	6.25	30	80-9569	1	9.0	36	80-9567	1	16.0	48	80-9604	2	<p>W20-1</p>  <p>AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS</p> <table border="1"> <tr><td>6.25</td><td>30</td><td>80-9602</td><td>1</td></tr> <tr><td>9.0</td><td>36</td><td>80-9603</td><td>1</td></tr> <tr><td>16.0</td><td>48</td><td>80-9604</td><td>2</td></tr> </table>	6.25	30	80-9602	1	9.0	36	80-9603	1	16.0	48	80-9604	2	<p>W21-6</p>  <p>AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS</p> <table border="1"> <tr><td>9.0</td><td>36</td><td>80-9803</td><td>1</td></tr> <tr><td>16.0</td><td>48</td><td>80-9804</td><td>2</td></tr> </table>	9.0	36	80-9803	1	16.0	48	80-9804	2	<p>W22-1</p>  <p>AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS</p> <table border="1"> <tr><td>9.0</td><td>36</td><td>80-9620</td><td>1</td></tr> <tr><td>16.0</td><td>48</td><td>80-9625</td><td>2</td></tr> </table>	9.0	36	80-9620	1	16.0	48	80-9625	2	<p>STOP-SLOW PADDLE</p>  <p>AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS</p> <table border="1"> <tr><td>2.25</td><td>18</td><td>80-9950</td><td>PADDLE</td></tr> </table>	2.25	18	80-9950	PADDLE
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<p>W6-3</p>  <p>AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS</p> <table border="1"> <tr><td>16.0</td><td>48</td><td>80-9945</td><td>2</td></tr> </table>	16.0	48	80-9945	2	<p>W9-2</p>  <p>AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS</p> <table border="1"> <tr><td>16.0</td><td>48</td><td>80-9910L</td><td>2</td></tr> <tr><td>16.0</td><td>48</td><td>80-9911R</td><td>2</td></tr> </table>	16.0	48	80-9910L	2	16.0	48	80-9911R	2	<p>W13-5</p>  <p>VARIABLE SPEED</p> <table border="1"> <tr><th>AREA (SQ. FT)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>9.0</td><td>36</td><td>80-9506</td><td>1</td></tr> <tr><td>16.0</td><td>48</td><td>80-9508</td><td>2</td></tr> <tr><td>16.0</td><td>48</td><td>80-9514</td><td>2</td></tr> <tr><td>16.0</td><td>48</td><td>80-9521</td><td>2</td></tr> </table>	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	9.0	36	80-9506	1	16.0	48	80-9508	2	16.0	48	80-9514	2	16.0	48	80-9521	2	<p>W20-1</p>  <p>AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS</p> <table border="1"> <tr><td>9.0</td><td>36</td><td>80-9614</td><td>1</td></tr> <tr><td>16.0</td><td>48</td><td>80-9615</td><td>2</td></tr> </table>	9.0	36	80-9614	1	16.0	48	80-9615	2	<p>W20-2</p>  <p>AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS</p> <table border="1"> <tr><td>9.0</td><td>36</td><td>80-9805</td><td>1</td></tr> <tr><td>16.0</td><td>48</td><td>80-9806</td><td>2</td></tr> </table>	9.0	36	80-9805	1	16.0	48	80-9806	2	<p>W22-2</p>  <p>AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS</p> <table border="1"> <tr><td>10.5</td><td>42X36</td><td>80-9623</td><td>2</td></tr> </table>	10.5	42X36	80-9623	2	<p>W22-3</p>  <p>AREA (SQ. FT) SIZE (INCHES) CONN. D.O.T. # POSTS</p> <table border="1"> <tr><td>10.5</td><td>42X36</td><td>80-9621</td><td>2</td></tr> </table>	10.5	42X36	80-9621	2								
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NOTES:
 1. R1-SERIES SIGN THE LEGEND "O.S.T.A." SHALL APPEAR.
 2. POSTS - SEE STANDARD SHEET TR-1208.02 - "METAL SIGN POSTS AND SIGN MOUNTING DETAILS".
 3. POSTS SHALL BE 4 LBS./FT.
 4. ALL POSTS NOTED ARE FOR LONG TERM INSTALLATION. SEE STANDARD SHEET TR-1208.02.
 5. FOR TEMPORARY SUPPORTS SEE STANDARD SHEET TR-1220.02 - "CONSTRUCTION SIGN SUPPORTS AND CHANNELIZING DEVICES".
 6. 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.
 7. ALL CONSTRUCTION SIGNS TO BE PAID FOR UNDER THE CONSTRUCTION SIGNS ITEM IN THE CONTRACT.
 8. MATERIALS & COLORS SHALL CONFORM TO STATE SPECIFICATIONS.

MATERIALS:
 SIGNS AND THEIR PORTABLE SUPPORTS SHALL CONFORM TO THE REQUIREMENTS OF NCHRP REPORT 350 (TL-3) OR THE AASHTO MASH FOR CATEGORY 2 DEVICES. ALUMINUM THICKNESS FOR POST MOUNTED SIGNS SHALL BE .100" EXCEPT SIGN #s. 80-1605, 80-9914, 80-9815, 80-9728, 80-9519, & 51-6147 (L OR R) WHICH SHALL BE .125", PLYWOOD THICKNESS FOR POST MOUNTED SIGNS SHALL BE 1/2" EXTERIOR GRADE A-C OR BETTER. SIGN BLANKS SHALL HAVE ONE COAT OF PRIMER PAINT PRIOR TO APPLICATION OF RETROREFLECTIVE SHEETING & COPY.

COLORS:
 BACKGROUND - FLUORESCENT ORANGE - EXCEPT AS NOTED.
 LEGEND - BLACK - EXCEPT AS NOTED.
 ALL SIGNS WITH FLUORESCENT ORANGE BACKGROUND TO USE TYPE VIII RETROREFLECTIVE SHEETING.
 ALL OTHER SIGNS TO USE TYPE IX RETROREFLECTIVE SHEETING.

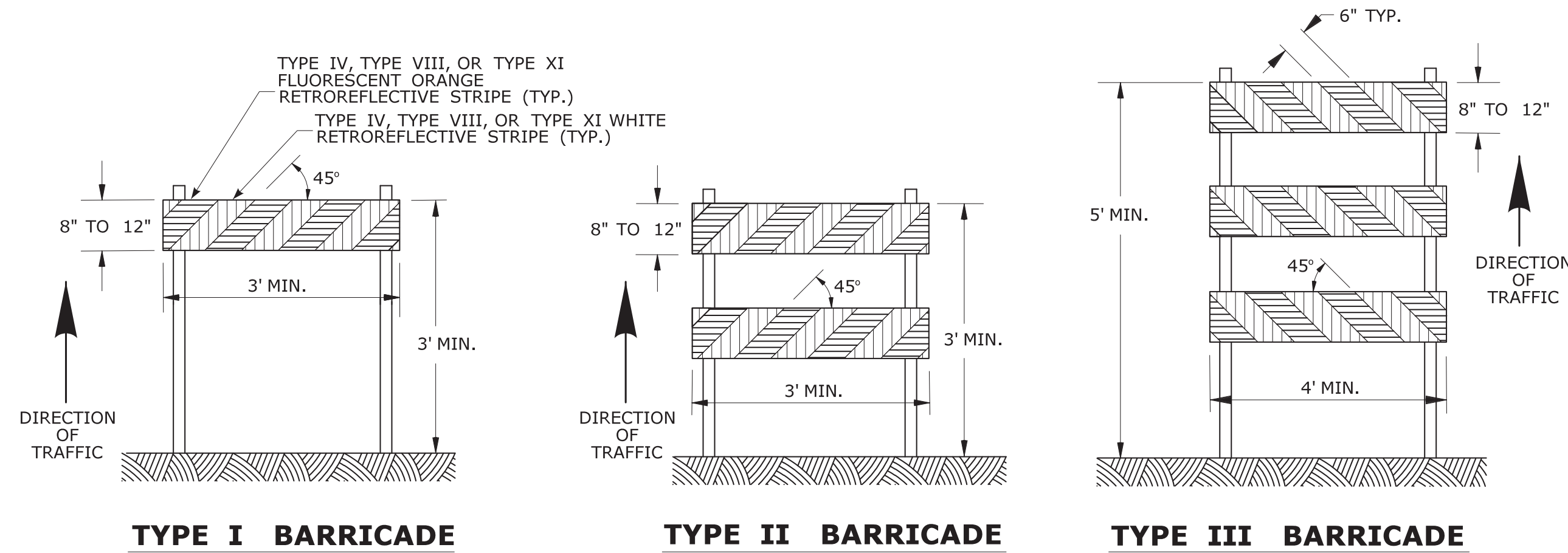


PORTABLE CONSTRUCTION SIGNS

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.

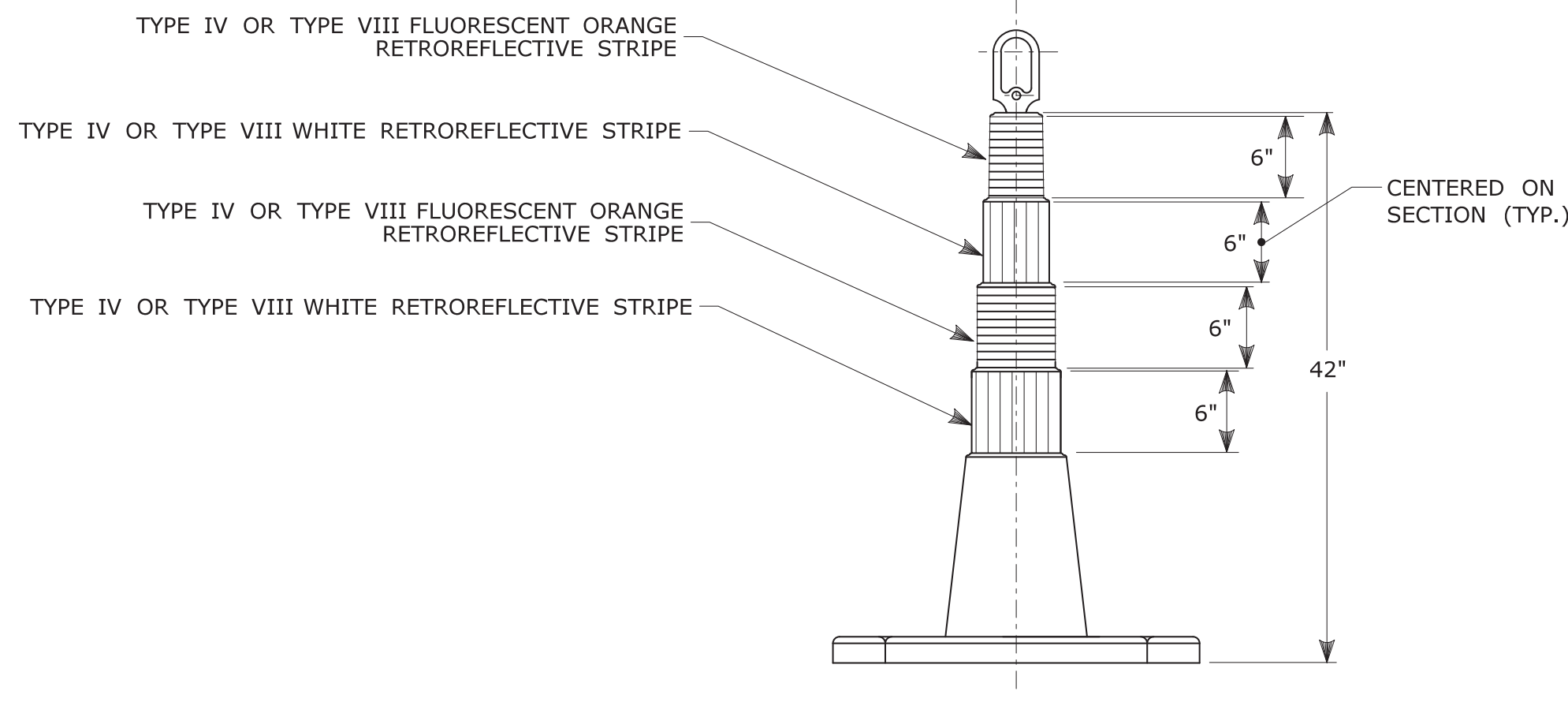
* FOR E5-1 (EXIT SIGNS) USE MIN 48".



CONSTRUCTION BARRICADES

NOTES:

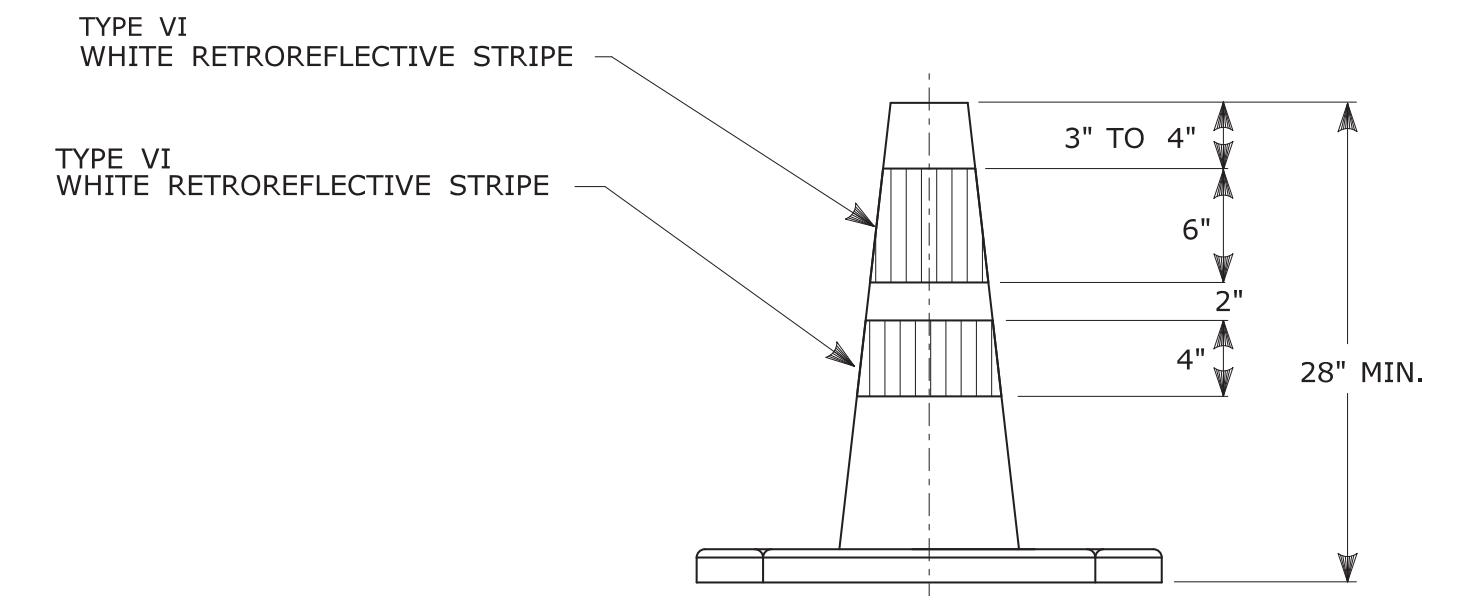
- CONSTRUCTION BARRICADES SHALL CONFORM TO THE REQUIREMENTS OF NCHRP REPORT 350 (TL-3) OR THE AASHTO MASH AND THE LATEST EDITION OF THE MUTCD.
- MARKINGS FOR BARRICADE RAILS SHALL BE ALTERNATE FLUORESCENT ORANGE AND WHITE STRIPES SLOPING DOWNWARD IN THE DIRECTION TRAFFIC IS TO PASS. 6" WIDE STRIPES SHALL BE USED.
- THE ENTIRE AREA OF FLUORESCENT 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:

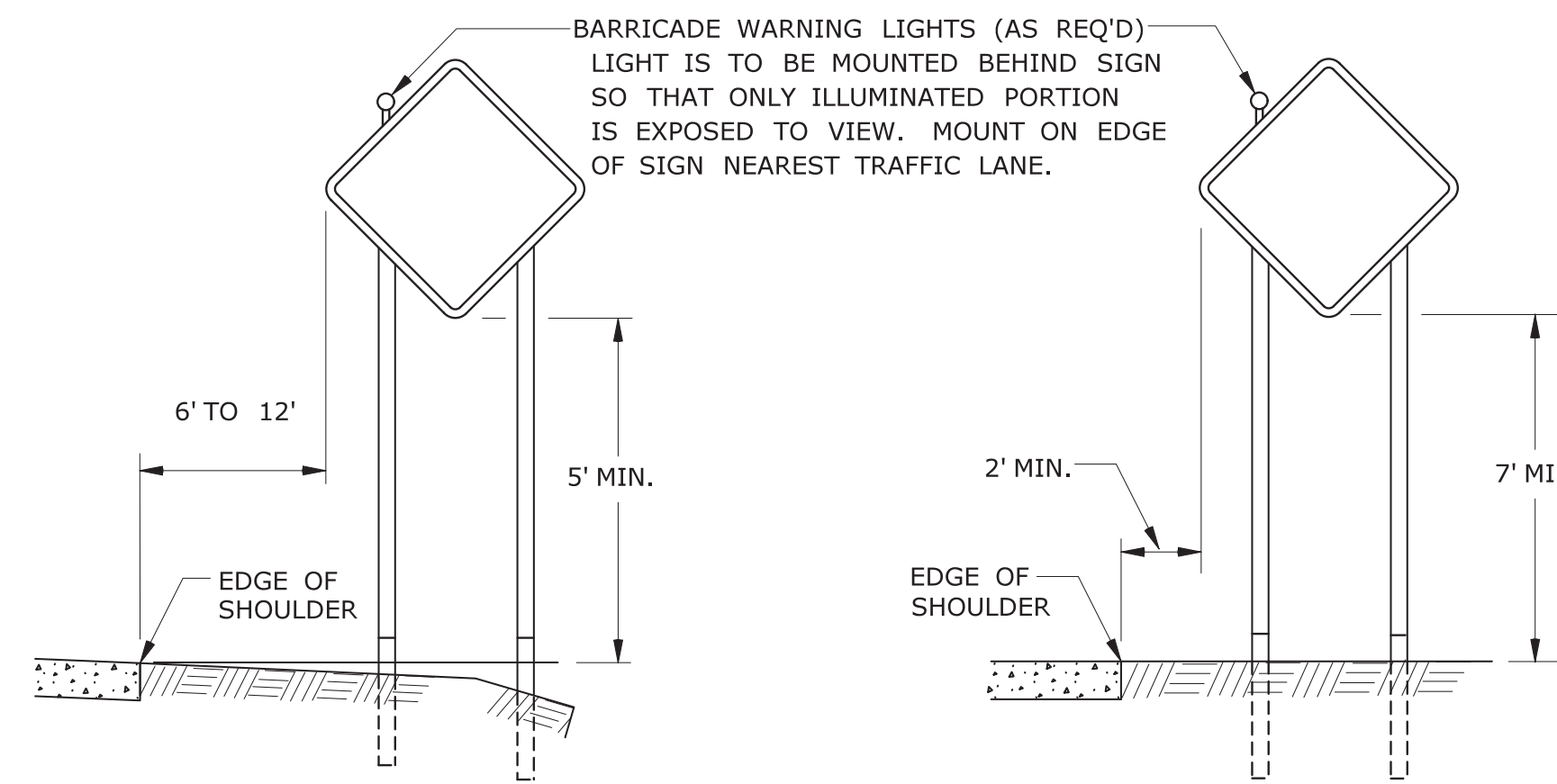
- TRAFFIC CONES SHALL CONFORM TO THE REQUIREMENTS OF NCHRP REPORT 350 (TL-3) OR THE AASHTO MASH FOR CATEGORY 1 DEVICES AND THE LATEST EDITION OF THE MUTCD.
- IF RUBBER CONES ARE USED, THEY SHALL HAVE INTERIOR RIBS FOR RIGIDITY.
- IF PLASTIC CONES ARE USED, THEY SHALL BE COLOR IMPREGNATED.
- THE ENGINEER RESERVES THE RIGHT TO REJECT ANY CONE DEEMED UNSUITABLE FOR THE PURPOSE INTENDED.
- THE ENTIRE AREA OF FLUORESCENT 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.
- THE ENTIRE AREA OF WHITE STRIPES SHALL BE RETROREFLECTIVE SHEETING AS REQUIRED IN THE SPECIFICATIONS.
- 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

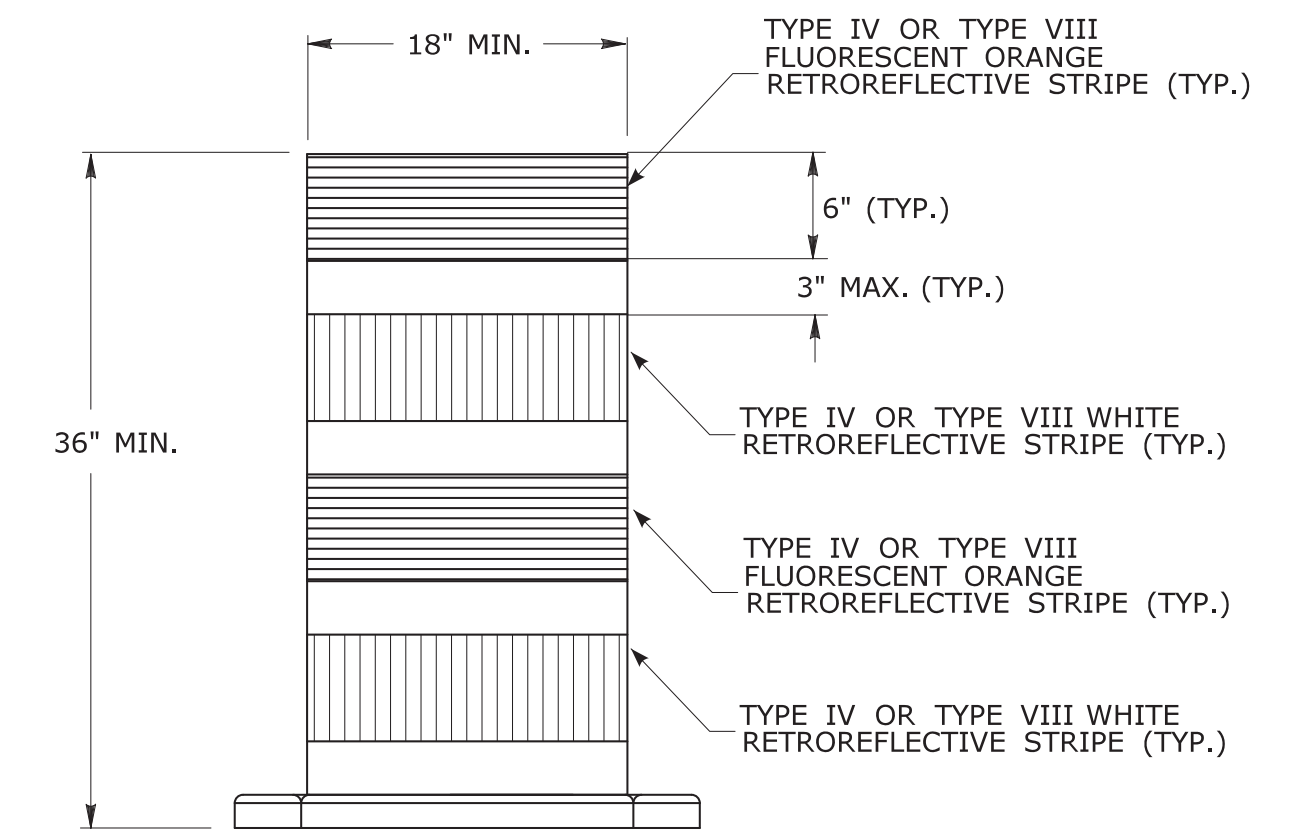
**PLACEMENT OF CONSTRUCTION SIGNS
TYPICAL LONG TERM INSTALLATION**

NOTES:

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

REFER TO STANDARD SHEETS:

- TR-1208.01 - "SIGN PLACEMENT AND RETROREFLECTIVE STRIP DETAILS."
- TR-1208.02 - "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 FLUORESCENT 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.

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>STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION</p>	SUBMITTED BY: <i>Mark F. Makuch</i> NAME/DATE/TIME: Mark F. Makuch, P.E. 2018.08.17 09:12:43-04'00'	CTDOT STANDARD SHEET	STANDARD SHEET TITLE: CONSTRUCTION SIGN SUPPORTS AND CHANNELIZING DEVICES	STANDARD SHEET NO.: TR-1220_02
3 8-2018 UPDATED SHEETING TYPE AND COLOR. 2 8-2015 UPDATED PER MUTCD AND FORM 816 JAN 2015 REVISION. 1 2-2011 MINOR REVISIONS.	NOT TO SCALE					
REV. DATE REVISION DESCRIPTION	Plotted Date: 8/10/2018	Filename: TR-1220.02.3.2018.dgn Model: TR-1220.02				