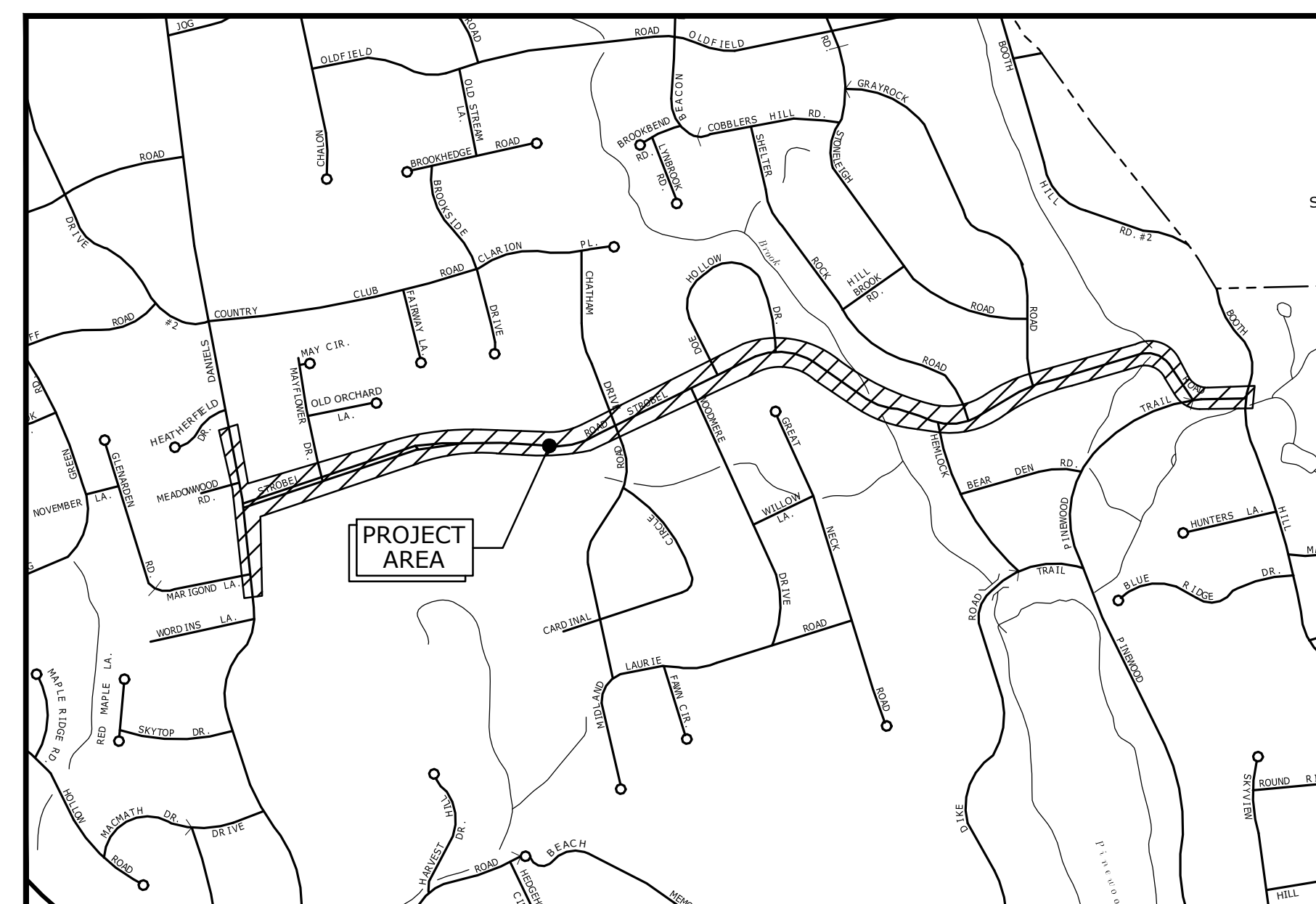


TOWN OF TRUMBULL, CONNECTICUT STROBEL ROAD RECONSTRUCTION PROJECT

JANUARY 18, 2019
100% CONSTRUCTION DRAWINGS

LIST OF DRAWINGS	
SHEET NO.	TITLE
	COVER SHEET
C0.00 - C0.01	SHEET INDEX PLAN
C1.0	GENERAL NOTES, ABBREVIATIONS, LEGEND AND BORING LOGS
C2.0 - C2.1	TYPICAL SECTIONS
C3.0 - C3.2	DANIELS FARM ROADWAY PLANS
C3.3 - C3.17	STROBEL ROADWAY PLANS
C4.0	DANIELS FARM ROADWAY PROFILES
C4.1 - C4.8	STROBEL ROADWAY PROFILES
C5.0	EXISTING CONDITIONS CULVERT PLAN
C5.1	STRUCTURAL NOTES AND DETAILS
C5.2	CULVERT LAYOUT AND ELEVATION PLAN
C5.3	CULVERT SECTIONS
C5.4	WATER HANDLING PLAN
C5.5	DETAILS
C6.0 - C6.2	RETAINING WALL PLAN - WALL #1
C6.3	RETAINING WALL PLAN - WALL #2
C6.4 - C6.5	RETAINING WALL PLAN - WALL #3
C7.0 - C7.1	TRAFFIC CONTROL SIGNAL PLAN
C8.0 - C8.1	DETAILS
C8.2 - 8.40	CONNDOT STANDARD DETAILS
C9.0 - C9.6	DANIELS FARM ROADWAY CROSS-SECTIONS
C9.7 - C9.67	STROBEL ROAD CROSS-SECTIONS
TTC-001	STROBEL ROAD PHASE 1 DETOUR PLAN
TTC-002	STROBEL ROAD PHASE 2 DETOUR PLAN
TTC-003	STROBEL ROAD PHASE 3 DETOUR PLAN
TTC-004	TEMPORARY TRAFFIC CONTROL SIGNAL PLAN
	- UTILITY PLANS FOR INFORMATION ONLY -
W2.0	WATER MAIN RELOCATION PLAN
W2.1	WATER MAIN RELOCATION PLAN
W2.2	WATER MAIN RELOCATION PLAN
W2.3	WATER MAIN CULVERT CROSSING PLAN



LOCATION MAP
SCALE: 1"=1000'

CONSTRUCTION SPECIFICATIONS:
CONNECTICUT DEPARTMENT OF TRANSPORTATION , STANDARD SPECIFICATIONS
FOR ROADS, BRIDGES AND INCIDENTAL CONSTRUCTION, FORM 817, DATED 2016;
SUPPLEMENTAL SPECIFICATIONS, DATED JANUARY 2018; AND SPECIAL PROVISIONS.

PREPARED BY:

Tighe&Bond
www.tighebond.com
1000 Bridgeport Avenue
Suite 320
Shelton, CT 06484
(203) 712-1100

PREPARED FOR:
TOWN OF TRUMBULL
FIRST SELECTMAN: VICKI A. TESORO

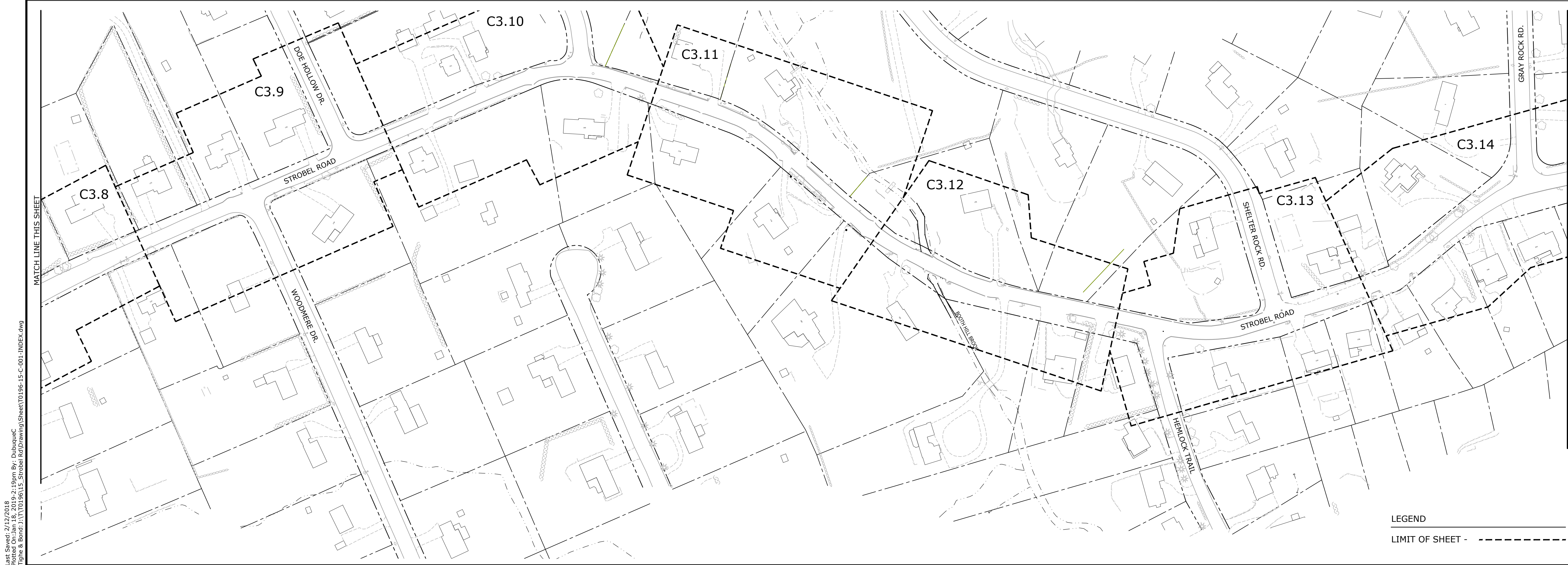
DEPARTMENT OF PUBLIC WORKS
DIRECTOR OF PUBLIC WORKS: JOHN MARSILIO
TOWN ENGINEER: FRANK SMERIGLIO

DANA C. HUFF, P.E.

DATE:

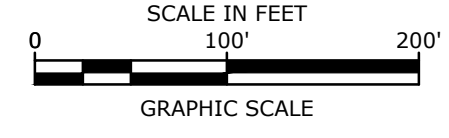
ALFRED J. MASCIA, JR., P.E.

DATE: _____



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Plot: 01 Jan 18, 2019, 2:19pm By: DubuqueC
Tighe & Bond: J:\T0196\15-Strobel Rd\Drawing\Sheet\T0196-15-C-001-INDEX.dwg

Tighe&Bond
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1000 Bridgeport Avenue
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Shelton, CT 06484
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**STROBEL ROAD
RECONSTRUCTION
PROJECT**

Trumbull, Connecticut

January 18, 2019

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CHECKED:	CRD	
APPROVED:	AJM	

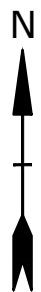
SHEET INDEX PLAN

SCALE: 1" = 100'

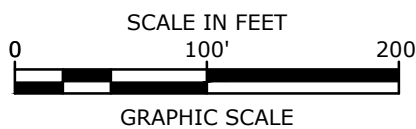
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LEGEND

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Trumbull, Connecticut

January 18, 2019

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PROJECT NO:		T0196
FILE:		T0196-15-C-001-INDEX.dwg
DRAWN BY:		RAS
CHECKED:		AJM
APPROVED:		JWB

SHEET INDEX PLAN

SCALE: 1" = 100'

C0.01

LEGEND
LIMIT OF SHEET - - - - -

THE STORMWATER MANAGEMENT MEASURES WILL ADDRESS THE STORMWATER QUALITY ONCE THE SITE HAS BEEN CONSTRUCTED AND STABILIZED. SEDIMENTATION AND EROSION CONTROL MEASURES WILL BE INSTALLED DURING CONSTRUCTION WHICH WILL MINIMIZE ADVERSE IMPACTS FROM CONSTRUCTION ACTIVITIES.

1. THE PROPOSED DEVELOPMENT IS ENTITLED "STROBEL ROAD RECONSTRUCTION PROJECT" IN TRUMBULL, CONNECTICUT
2. ESTIMATED:
PROJECT START: FALL 2018

PROJECT COMPLETION: FALL 2018

1. CONDUCT A PRE-CONSTRUCTION MEETING WITH THE OWNER OR OWNER'S REPRESENTATIVE, TOWN ENGINEER, DESIGN ENGINEER, SITE ENGINEER, CONTRACTOR AND SITE SUPERINTENDENT TO ESTABLISH THE LIMITS OF CONSTRUCTION, CONSTRUCTION PROCEDURES AND MATERIAL STOCKPILE AREAS.
2. FIELD STAKE THE LIMITS OF CONSTRUCTION.
3. ESTABLISH PERIMETER SEDIMENT AND EROSION CONTROLS.
4. ESTABLISH STAGING AREA.
5. ESTABLISH TEMPORARY COFFER DAM.
6. REMOVE DRY CULVERT.
7. INSTALL REPLACEMENT CULVERT AND HEADWALL.
8. STABILIZE BANK NEAR REPLACEMENT CULVERT.
9. REMOVE AND RESET TEMPORARY COFFERDAM TO DIVERT FLOW INTO NEWLY INSTALLED CULVERT.
10. REMOVE EXISTING CULVERT.
11. INSTALL REPLACEMENT CULVERT AND HEADWALL.
12. STABILIZE BANK.
13. REMOVE TEMPORARY COFFERDAMS.
14. REGRADE ROADWAY.
15. STABILIZE DISTURBED AREAS.
16. REMOVE PERIMETER CONTROLS.

1. ALL SEDIMENTATION AND EROSION CONTROL MEASURES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE STANDARDS AND SPECIFICATIONS OF THE "2002 CONNECTICUT GUIDELINES FOR SOIL EROSION AND SEDIMENT CONTROL", CTOEP BULLETIN NO. 34, AND ALL AMENDMENTS AND ADDENDA THERETO AS PUBLISHED BY THE CONNECTICUT DEPARTMENT OF ENERGY AND ENVIRONMENTAL PROTECTION.
2. LAND DISTURBANCE SHALL BE KEPT TO THE MINIMUM NECESSARY FOR CONSTRUCTION OPERATIONS.
3. INSTALL ALL EROSION CONTROL MEASURES AS SHOWN ON THE PLAN AND ELSEWHERE AS ORDERED BY THE ENGINEER OR THE TOWN.
4. PROTECT ALL CATCH BASINS WITH A SILT SACKS, HAYBALE RING, SILT FENCE OR BLOCK AND STONE INLET PROTECTION THROUGHOUT THE CONSTRUCTION PERIOD AND UNTIL ALL DISTURBED AREAS ARE THOROUGHLY STABILIZED.
5. WHENEVER POSSIBLE, INSTALL EROSION AND SEDIMENT CONTROL MEASURES PRIOR TO CONSTRUCTION. SEE "EROSION CONTROL NARRATIVE".
6. INSTALL ADDITIONAL CONTROL MEASURES DURING THE CONSTRUCTION PERIOD AS ORDERED BY THE ENGINEER.
7. MAINTAIN ALL SEDIMENTATION AND EROSION CONTROL MEASURES IN EFFECTIVE CONDITION THROUGHOUT THE CONSTRUCTION PERIOD.
8. SEDIMENT REMOVED SHALL BE DISPOSED OF OFF SITE OR IN A MANNER AS REQUIRED BY THE ENGINEER.
9. THE CONSTRUCTION CONTRACTOR SHALL BE RESPONSIBLE FOR CONSTRUCTION AND MAINTENANCE OF ALL CONTROL MEASURES THROUGHOUT THE CONSTRUCTION PERIOD.
10. PROTECT ALL DISTURBED AREAS EXPOSED FOR MORE THAN 30 DAYS WITH A TEMPORARY VEGETATIVE COVER. SEED THESE AREAS WITH PERENNIAL RYEGRASS AT THE RATE OF 40 LBS. PER ACRE (1 LB. PER 1,000 SQ. FT). APPLY SOIL AMENDMENTS AND MULCH AS REQUIRED TO ESTABLISH A UNIFORM STAND OF VEGETATION OVER ALL DISTURBED AREAS.
11. THE CONSTRUCTION CONTRACTOR SHALL UTILIZE APPROVED METHODS/MATERIALS FOR PREVENTING THE BLOWING AND MOVEMENT OF DUST FROM EXPOSED SOIL SURFACES ONTO ADJACENT PROPERTIES AND SITE AREAS.
12. THE CONSTRUCTION CONTRACTOR SHALL MAINTAIN A SUPPLY OF SILT FENCE/ON SITE FOR EMERGENCY REPAIRS.
13. THE CONTRACTOR SHALL INSPECT WEEKLY AT A MINIMUM, ALL DRAINAGE STRUCTURES AND CLEAN THEM AS NEEDED TO PREVENT THE BUILD-UP OF SILT.
14. THE CONSTRUCTION CONTRACTOR SHALL CAREFULLY COORDINATE THE PLACEMENT OF EROSION CONTROL MEASURES WITH THE PHASING OF CONSTRUCTION.
15. KEEP ALL PAVED ROADWAYS CLEAN. SWEEP BEFORE FORECASTED STORMS.
16. TREAT ALL UNPAVED SURFACE WITH 4" MINIMUM OF TOPSOIL PRIOR TO FINAL STABILIZATION.
17. INSTALL HAYBALE BARRIERS AND SILT FENCING ALONG THE TOE OF CRITICAL CUT AND FILL SLOPES.
18. COVER ALL TRUCKS LEAVING THE SITE.
19. CHECK ALL SEDIMENTATION AND EROSION CONTROLS WEEKLY AND/OR AFTER EACH RAINFALL EVENT. MAKE NECESSARY REPAIRS IMMEDIATELY.
20. INSPECT AND REPAIR EROSION AND SEDIMENT CONTROLS PRIOR TO FORECASTED RAIN EVENTS.
21. REMOVE EROSION CONTROLS WHEN ALL DISTURBED AREAS HAVE BEEN STABILIZED AND THE TOWN HAS PROVIDED AUTHORIZATION. DISTURBED AREAS SHALL BE SEEDED AND MULCHED.

PROPERTY LINE
RIGHT-OF-WAY
UTILITY POLE
CATCH BASIN
TREELINE
FENCE LINE
ROADWAY GUARDRAIL
UNDERGROUND NATURAL GAS LINE
UNDERGROUND STORM DRAIN
SANITARY SEWER
OVERHEAD ELECTRICAL LINE
EDGE OF PAVEMENT

Drilling Co.: General Borings				Casing		Sampler		Groundwater Readings			
Form: Tom McGover				Type	Split Spoon	Date	Time	Depth	Casing	Sta. Time	
T&B Rep: Chris Dubouque				J.O.D.	1-361/2"						
Date Start: 10/30/14				Hammer Wt.	140#						
Location: See Exploration Location Plan				Hammer Fall	30"						
GS. Elev.				Other							
Datum:											
Depth (ft)	Casing Blows Per Ft.	Sample No. Rec. (in)	Sample Depth (ft.)	Blows Per 6"	Sample Description	General Stratigraphy	N e e t s	Well Construction			
5		S1/9"	0-2	7-4	S1: Loose, brown, fine to medium SAND and SILT.			No Well installed			
				4-3	some Gravel.						
		S2/12	2-4	8-8	S2: Medium dense, brown, coarse SAND, some Gravel.						
				6-7							
		S3/7	4-6	4-6	S3: Medium dense, brown, fine to medium SAND and SILT, some Gravel.						
10				7-12							
		S4/9	6-8	10-14	S4: Dense, brown, fine to medium SAND and SILT some Gravel.						
				21-30							
		S5/14	8-10	5-18	S5: Top 6" Very dense, dark brown, fine to medium SAND and SILT, some Gravel.						
		S5A/14		55-69	S5A: Bottom 8" Same as S5 but also contained weathered rock fragments and white rock.						
15		S6/8	10-10.92	32-100	S6: Very dense, dark brown, fine to medium SAND and SILT, some Gravel. Wet						
20		S7/14	15-16.33	19-52	S6: Very dense, dark brown, fine to medium SAND and SILT, some Gravel. Wet						
				100							
25		S8/24	20-22	26-31	S6: Very dense, dark brown, fine to medium SAND and SILT, some Gravel. Wet						
				63-100							
30		S9/16	25-27	20-35	S9: Top 6" Very dense, dark brown, fine to medium SAND and SILT, some Gravel.						
		S9A/16		44-61	S9A: Bottom 10" Light gray, fine to medium SAND. Contractor believes this was Weathered Rock.						
					Bottom of exploration 27.0 feet						

Notes: Hole was backfilled with material excavated from the boring.

Proportions Used		Density/Consistency	
TRACE (TR)	0 - <10%	VERY LOOSE	0-4
LITTLE (LL)	10 - <20%	LOOSE	4-10
SOME (SO)	20 - <35%	MEDIUM DENSE	10-30
AND	35 - <50%	DENSE	30-50
		VERY STIFF	50-100
		HARD	>100
		VERY SOFT	<2
		SOFT	2-4
		MEDIUM	4-8
		STIFF	8-16
		VERY STIFF	16-30
		HARD	>30

Drilling Co.: General Borings				Casing		Sampler		Groundwater Readings				
Formname: Tom McGover				Type		Split Spoon		Date	Time	Depth	Casing	Sta. Time
T&B Rep.: Chris Dubuque					I.D./O.D.	1-38/2"						
Date Start: 10/30/14				End: 10/30/14	Hammer VtL	140#						
Location				See Exploration Location Plan	Hammer Fall	30"						
GS. Elev.				Datum:	Other							
Depth (ft.)	Casing Blows Per Ft.	Sample No. Rec. (in)	Sample Depth (ft.)	Blows Per 6"	Sample Description	General Stratigraphy	N e a r e s s u r e	Well Construction				
5		S1/14	1-3	12-24	6" Pavement / 3" Gravel Base			No Well installed				
				33-40	S1: Very dense, brown, fine to medium SAND and SILT, some Gravel.							
		S2/13	3-5	25-28	S2: Very dense, brown, fine to medium SAND and SILT, some Gravel.							
				20-17								
		S3/8	5-7	8-7	S3: Very dense, brown, fine to medium SAND and SILT, some Gravel.							
10				25-9								
		S4/5	7-9	8-10	S4: Very dense, brown, fine to medium SAND and SILT, some Gravel.							
				17-19								
					Grinding sounds @ 9', drill bit on boulders (note1)							
		S5/5	10-10.41	100/5"	S5: Very dense, brown, fine to medium SAND, some Silt, some Gravel.							
15												
		S6/22"	15-16.92	37-64	S6: Very dense, dark brown, fine to medium SAND and SILT, some Gravel.							
				99-100/5"								
20		S7/8	20-20.92	18-100/5"	S6: Very dense, reddish brown, fine to medium SAND and SILT, some Gravel.							
					Refusal @ 22'. Likely Rock, could feel ground vibrating 10' away.							
25												
30												

Notes: 1. Very hard drilling from 9' to 20.92', drill bit going on lots of boulders. Hole was backfilled with material excavated from the boring. 6" of gravel and 6" of cold patch at the top of the boring.

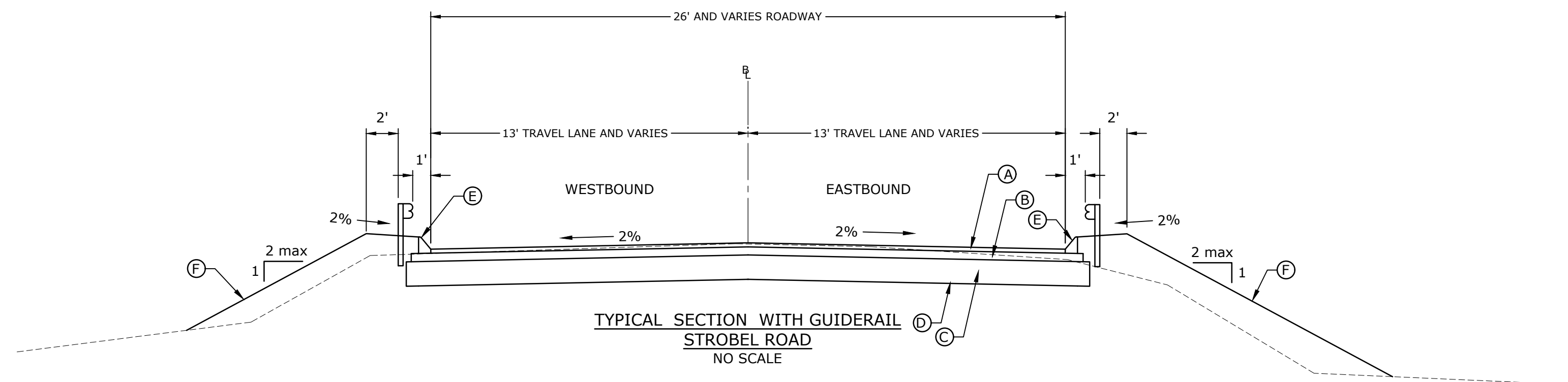
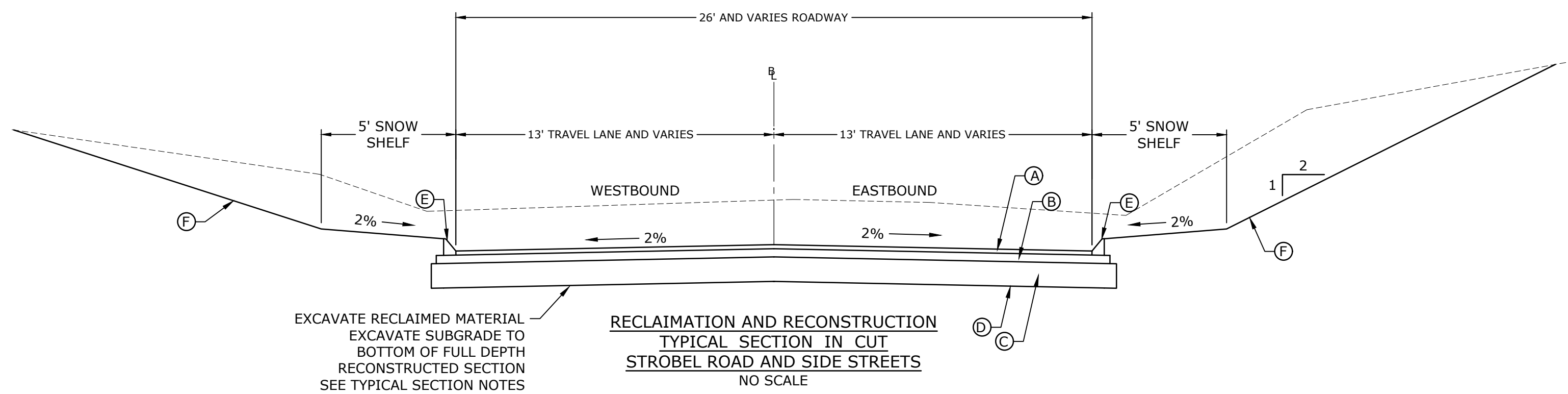
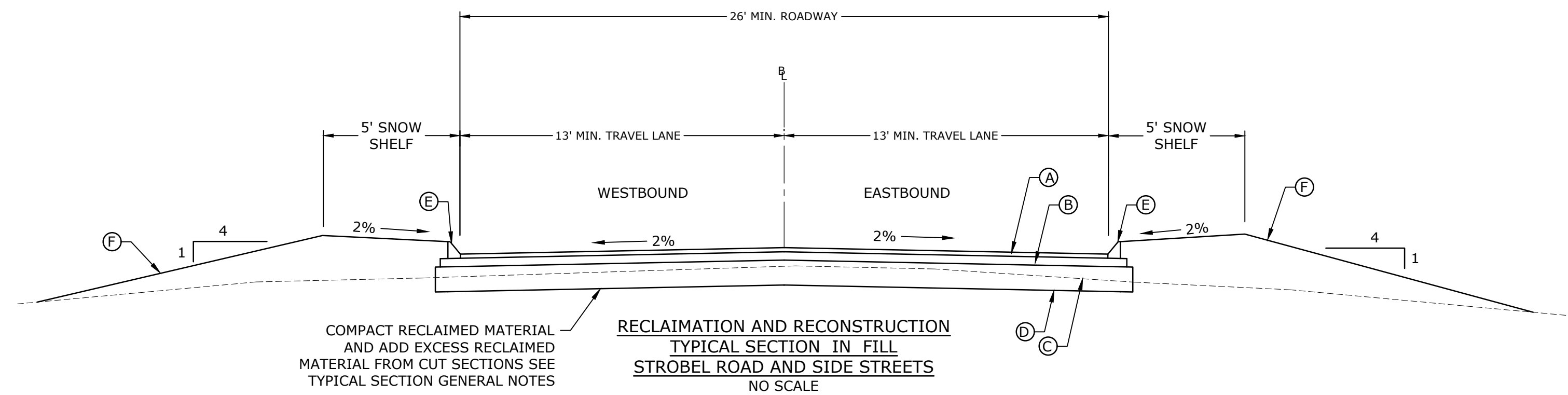
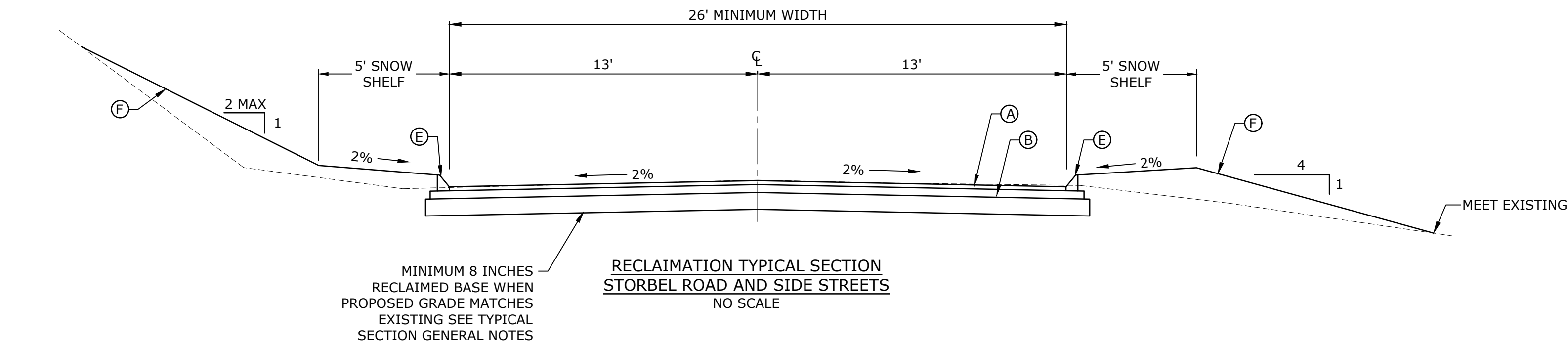
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SOME (SO.)	20 - <35%	MEDIUM DENSE
AND	35 - <50%	VERY DENSE
		VERY SOFT
		SOFT
		MEDIUM
		STIFF
		VERY STIFF
		HARD
		>30
		<2
		2-4
		4-8
		8-16
		15-30

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FILE: T0196-15-C-100-GEN.dwg		
DRAWN BY:		MDS
CHECKED:		CRD
APPROVED:		AJM

SCALE: AS NOTED

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TYPICAL SECTION GENERAL NOTES:

- DANIELS FARM ROAD SHALL BE RECLAIMED TO A DEPTH OF 13 INCHES, IN PHASES TO MAINTAIN TRAFFIC, TO THE LIMITS OF CONSTRUCTION.
- IN AREAS OF CUT THE RECLAIMED MATERIAL IS TO BE STORED WHILE EXCAVATION TO THE BOTTOM OF PROPOSED BASE IS COMPLETED. FORMATION OF THE SUBGRADE CAN THEN BE COMPLETED AND 12 INCHES OF STORED RECLAIM MATERIAL CAN BE PLACED. SEE SPECIAL PROVISIONS, ITEM #0403871A - HANDLING COLD RECLAIMED ASPHALT PAVEMENT.
- IN AREAS OF FILL THE RECLAIMED MATERIAL IS TO BE COMPACTED AND ADDITIONAL RECLAIM MATERIAL MAY NEED TO BE ADDED TO REACH THE TOP OF PROPOSED BASE MATERIAL.
- IN AREAS WHERE THE PROPOSED GRADE DOES NOT CHANGE, THE TOP 5 INCHES OF RECLAIMED MATERIAL SHALL BE REMOVED FOR A MINIMUM RECLAIMED BASE THICKNESS OF 8 INCHES. IF A MINIMUM 8 INCHES OF RECLAIMED BASE MATERIAL IS NOT OBTAINED AT THE GUTTER LINE, THE RECLAIMED MATERIAL MUST BE STORED AND SUBBASE MATERIAL EXCAVATED TO THE FULL DEPTH PAVEMENT RECONSTRUCTION.
- IN AREAS OF WIDENING OR RE-ALIGNMENT, CONTRACTOR SHALL EXCAVATE TO THE FULL DEPTH OF PAVEMENT RECONSTRUCTION BEFORE PLACING SURPLUS RECLAIMED BASE MATERIAL.

TYPICAL SECTION MATERIAL NOTES:

- FORMATION OF SUBGRADE SHALL BE IN ACCORDANCE WITH SECTION 2.09 OF THE CONNECTICUT DEPARTMENT OF TRANSPORTATION FORM 817.
- TACK COAT MATERIAL SHALL BE PROVIDED IN ACCORDANCE WITH SECTION 4.06 OF THE CONNECTICUT DEPARTMENT OF TRANSPORTATION FORM 817.
- BITUMINOUS CONCRETE SIDEWALK SHALL BE PROVIDED IN ACCORDANCE WITH TOWN OF TRUMBULL STANDARD DETAILS AND SPECIFICATIONS.

TYPICAL SECTION LEGEND:

- (A) - 2" SUPERPAVE HMA S0.375
- (B) - 3" SUPERPAVE HMA S1.0
- (C) - 12" RECLAIMED BASE MATERIAL
- (D) - FORMATION OF SUBGRADE
- (E) - BITUMINOUS CONCRETE LIP CURB
- (F) - TOPSOIL & TURF ESTABLISHMENT - 4" MIN

STROBEL ROAD
RECONSTRUCTION
PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

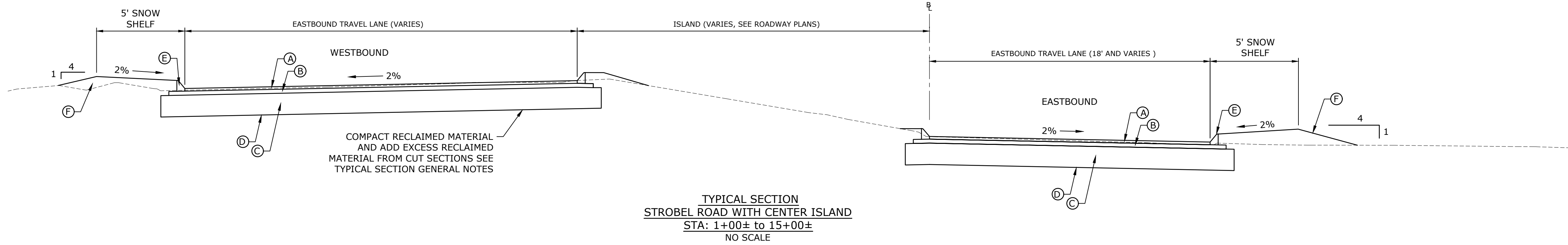
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APPROVED:	AJM	

TYPICAL SECTIONS

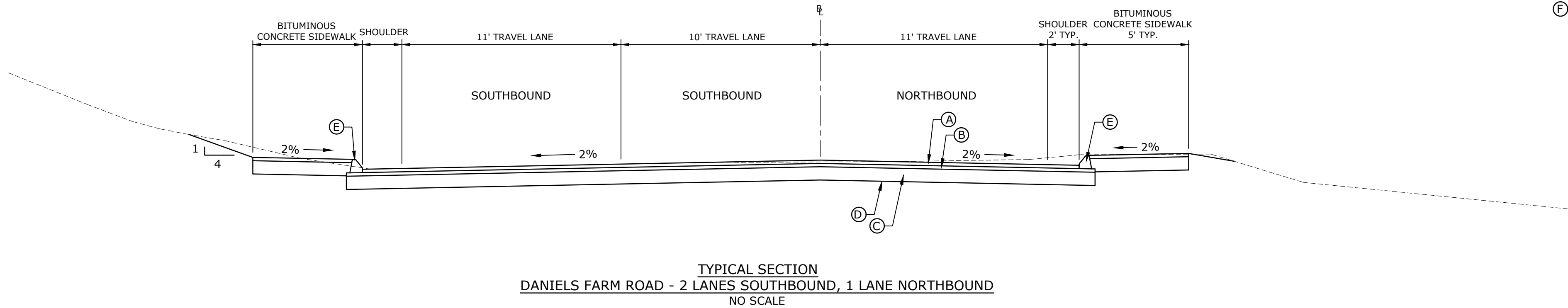
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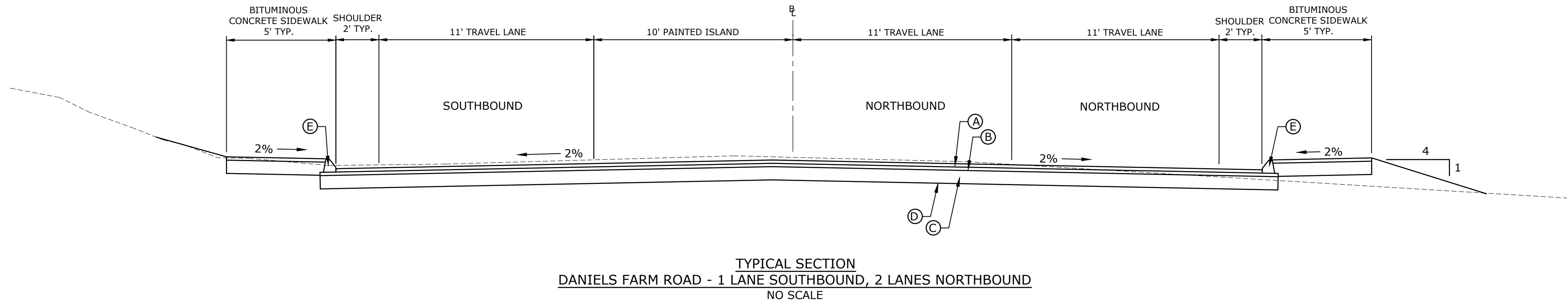
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- BITUMINOUS CONCRETE SIDEWALK SHALL BE PROVIDED IN ACCORDANCE WITH TOWN OF TRUMBULL STANDARD DETAILS AND SPECIFICATIONS.



TYPICAL SECTION GENERAL NOTES:

- DANIELS FARM ROAD SHALL BE RECLAIMED TO A DEPTH OF 13 INCHES IN PHASES TO THE LIMITS OF CONSTRUCTION.
- IN AREAS OF CUT THE RECLAIMED MATERIAL IS TO BE STORED WHILE EXCAVATION TO THE BOTTOM OF PROPOSED BASE IS COMPLETED. FORMATION OF THE SUBGRADE CAN THEN BE COMPLETED AND 12 INCHES OF STORED RECLAIM MATERIAL CAN BE PLACED. SEE SPECIAL PROVISIONS, ITEM #0403871A - HANDLING COLD RECLAIMED ASPHALT PAVEMENT.
- IN AREAS OF FILL THE RECLAIMED MATERIAL IS TO BE COMPACTED AND ADDITIONAL RECLAIM MATERIAL MAY NEED TO BE ADDED TO REACH THE TOP OF PROPOSED BASE MATERIAL.
- IN AREAS WHERE THE PROPOSED GRADE DOES NOT CHANGE, THE TOP 5 INCHES OF RECLAIMED MATERIAL SHALL BE REMOVED FOR A MINIMUM RECLAIMED BASE THICKNESS OF 8 INCHES. IF A MINIMUM 8 INCHES OF RECLAIMED BASE MATERIAL IS NOT OBTAINED AT THE GUTTER LINE, THE RECLAIMED MATERIAL MUST BE STORED AND SUBBASE MATERIAL EXCAVATED TO THE FULL DEPTH PAVEMENT RECONSTRUCTION.
- IN AREAS OF WIDENING OR RE-ALIGNMENT, CONTRACTOR SHALL EXCAVATE TO THE FULL DEPTH OF PAVEMENT RECONSTRUCTION BEFORE PLACING SURPLUS RECLAIMED BASE MATERIAL.

STROBEL ROAD
RECONSTRUCTION
PROJECT

Trumbull, Connecticut

January 18, 2019

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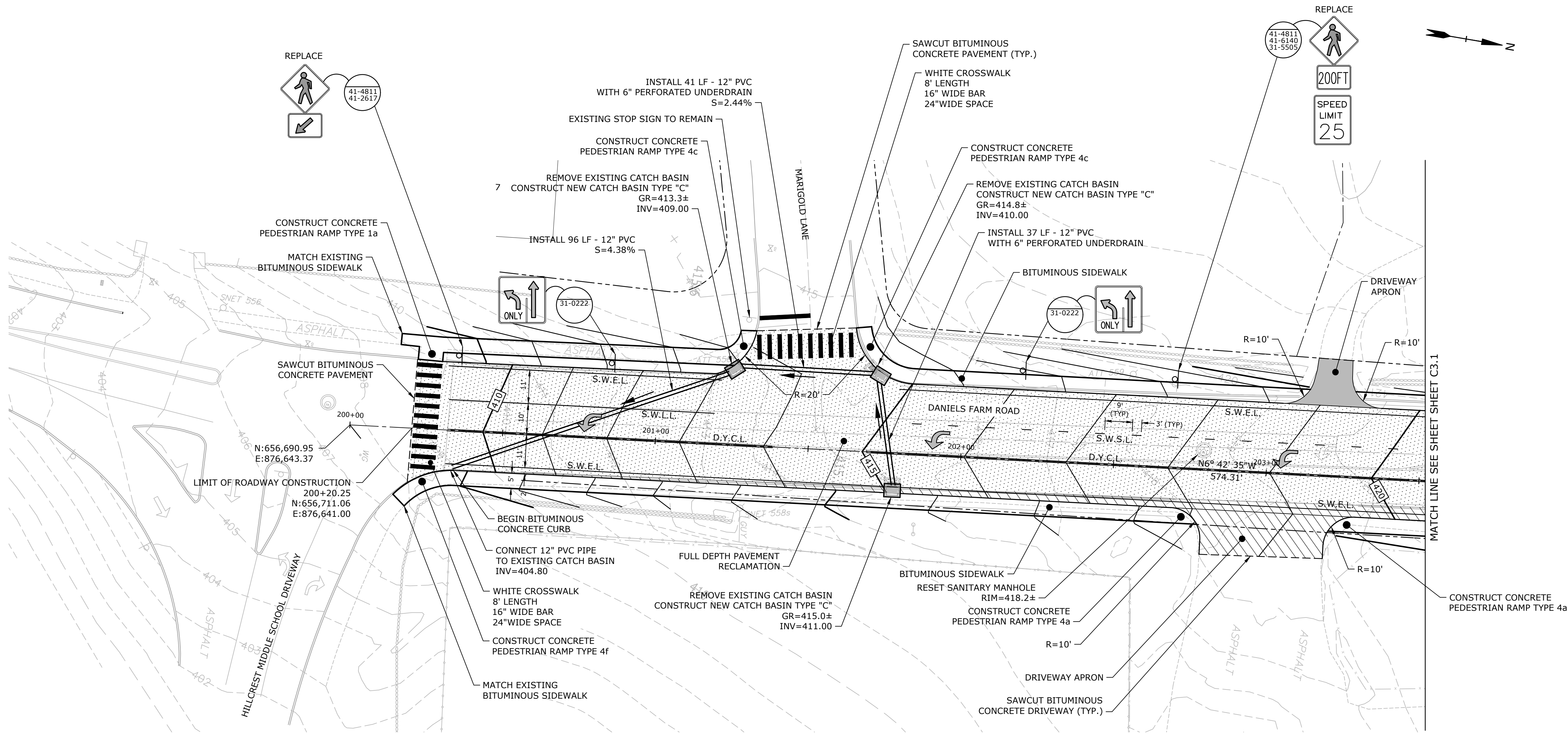
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FILE:	T0196-15-C-200-TYP.dwg
DRAWN BY:	MDS
CHECKED:	CRD
APPROVED:	AJM

TYPICAL SECTIONS

SCALE: NO SCALE

C2.1



ROADWAY PLAN NOTES:

- INFORMATION ON EXISTING CONDITIONS WAS TAKEN FROM GIS INFORMATION PROVIDED BY THE TOWN OF TRUMBULL ENGINEERING DEPARTMENT AND SUPPLEMENTED WITH INFORMATION TAKEN FROM PLAN SET: "TOWN OF TRUMBULL, CONNECTICUT, SANITARY SEWER SYSTEM, PHASE 4, PART B, CONTRACT IV, NORTH NICHOLS AREA, DATED DECEMBER 11, 2008, REVISED 5-17-10, SET 1 OF 2 AND SET 2 OF 2", AS PREPARED BY SPATH-BJORKLUND ASSOCIATES, INC. THE INFORMATION ON EXISTING UTILITIES HAS BEEN COMPILED FROM AVAILABLE INFORMATION INCLUDING UTILITY COMPANY AND RECORD MAPS AND IS NOT GUARANTEED CORRECT OR COMPLETE. UTILITIES ARE SHOWN TO ALERT THE CONTRACTOR TO THEIR PRESENCE. THE CONTRACTOR AND/OR RESPONSIBLE PARTY IS SOLELY RESPONSIBLE FOR DETERMINING ACTUAL LOCATIONS AND ELEVATIONS OF ALL UTILITIES INCLUDING SERVICES. PRIOR TO ANY CONSTRUCTION, CALL "CALL BEFORE YOU DIG" AT 1-800-922-4455 AND VERIFY ALL UNDERGROUND AND OVERHEAD UTILITY LOCATIONS.
- ALL DRIVEWAY APRONS SHALL BE SAWCUT WHERE PROPOSED PAVEMENT MEETS EXISTING.
- ALL MANHOLE FRAMES, CATCH BASIN TOPS, AND UTILITY ACCESS COVERS SHALL BE SET TO THE TOP OF BINDER COURSE, HMA S 1.0. ALL MANHOLE FRAMES, CATCH BASIN TOPS, AND UTILITY ACCESS COVERS SHALL BE RESET TO FINISHED GRADE BEFORE SURFACE COURSE IS PLACED.
- SURFACE COURSE, HMA S 0.375 TO BE PLACED IN ONE CONTINUOUS PHASE.
- ALL DISTURBED MAIL BOXES SHALL BE ACCESSIBLE FOR MAIL DELIVERY THROUGHOUT THE CONSTRUCTION. THERE SHALL BE NO DIRECT PAYMENT FOR THIS ITEM BUT PAID FOR UNDER CLEARING AND GRUBBING.
- PAVEMENT AT ALL INTERSECTION CROSS-SECTIONS SHALL BE SAWCUT WHERE PROPOSED MEETS EXISTING.
- FINAL CURB LOCATIONS SHALL BE AS DIRECTED BY THE ENGINEER.
- DRIVEWAY APRON ON PRIVATE PROPERTY TO BE CONSTRUCTED WHEN RIGHT OF ENTRY APPROVAL IS OBTAINED FROM HOMEOWNER. IF RIGHT OF ENTRY IS NOT RECEIVED, ALL PROPOSED WORK SHALL STOP AT ROW LINE.

LEGEND

- TOWN LINE
- PROPERTY LINE
- EXISTING SANITARY SEWER MANHOLE
- EXISTING SANITARY SEWER MAIN
- EXISTING SANITARY SEWER LATERAL
- EXISTING GAS MAIN
- EXISTING WATER MAIN
- EXISTING STORM SEWER PIPE
- EXISTING CATCH BASIN
- PROPOSED BITUMINOUS CONCRETE LIP CURB
- PROPOSED EXTRUDED CONCRETE CURB
- PROPOSED SAWCUT LINE
- FULL DEPTH ROADWAY RECONSTRUCTION
- RECLAIM ROADWAY
- DRIVEWAY APRON TOWN R.O.W.
- DRIVEWAY APRON PRIVATE PROPERTY
- PROPOSED STORM SEWER PIPE
- PROPOSED CATCH BASIN
- TREE REMOVAL IN EASEMENT AREA
- TREE REMOVAL IN ROW

SIGNING AND PAVEMENT MARKING NOTES:

- INSTALL NEW SIGNS ON NEW METAL SIGN POSTS AS DIRECTED IN ACCORDANCE WITH TRAFFIC STANDARD SHEETS TR-1208.01 "SIGN SUPPORT & SIGN PLACEMENT DETAILS, GORE EXIT SIGN" AND TR-1208.02 "METAL SIGN POSTS AND SIGN MOUNTING DETAILS".
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- SIGNS SHALL BE AT LEAST 10-FEET FROM ALL UTILITY POLES.
- ALL PAVEMENT MARKINGS TO BE EPOXY RESIN.
- ALL PAVEMENT MARKINGS TO BE INSTALLED IN ACCORDANCE WITH STANDARD SHEET TR-1210.08 "PAVEMENT MARKINGS FOR NON-FREWAYS".
- CONTRACTOR TO REMOVE ALL CONFLICTING EXISTING PAVEMENT MARKINGS AND SIGNAGE.

SIGNING AND PAVEMENT MARKING LEGEND:

- EXISTING PAINTED CENTERLINE
- EXISTING WHITE PAINTED STOP BAR
- EXISTING GROUND MOUNTED SIGN
- PROPOSED SIGN (GROUND MOUNTED)
- PROPOSED WHITE EPOXY RESIN DIRECTIONAL ARROW
- PROPOSED SIGNS BY CONNDOT SIGN NUMBER
- S.W.E.L. - SINGLE WHITE EDGE LINE - 4" WHITE EPOXY RESIN PAVEMENT MARKING
- S.Y.E.L. - SINGLE YELLOW EDGE LINE - 4" YELLOW EPOXY RESIN PAVEMENT MARKING
- D.Y.C.L. - DOUBLE YELLOW CENTERLINE LINE - 4" YELLOW EPOXY RESIN PAVEMENT MARKING
- S.W.S.L. - SINGLE WHITE SKIP LINE, 4" WHITE EPOXY RESIN PAVEMENT MARKING
- S.W.L.L. - SINGLE WHITE LANE LINE - 4" EPOXY RESIN PAVEMENT MARKING

STROBEL ROAD
RECONSTRUCTION
PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

BAR IS 1 INCH ON
ORIGINAL DRAWING
0 1 INCH
IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

MARK	DATE	DESCRIPTION
PROJECT NO:	T0196	
FILE:	T0196-15-C-300-RDWY.dwg	
DRAWN BY:	MDS	
CHECKED:	AJM	
APPROVED:	DCH	

ROADWAY PLAN
STA 200+00 TO 203+25

SCALE: 1" = 20'

C3.0

STROBEL ROAD
RECONSTRUCTION
PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

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PROJECT NO: T0196

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DRAWN BY: MDS

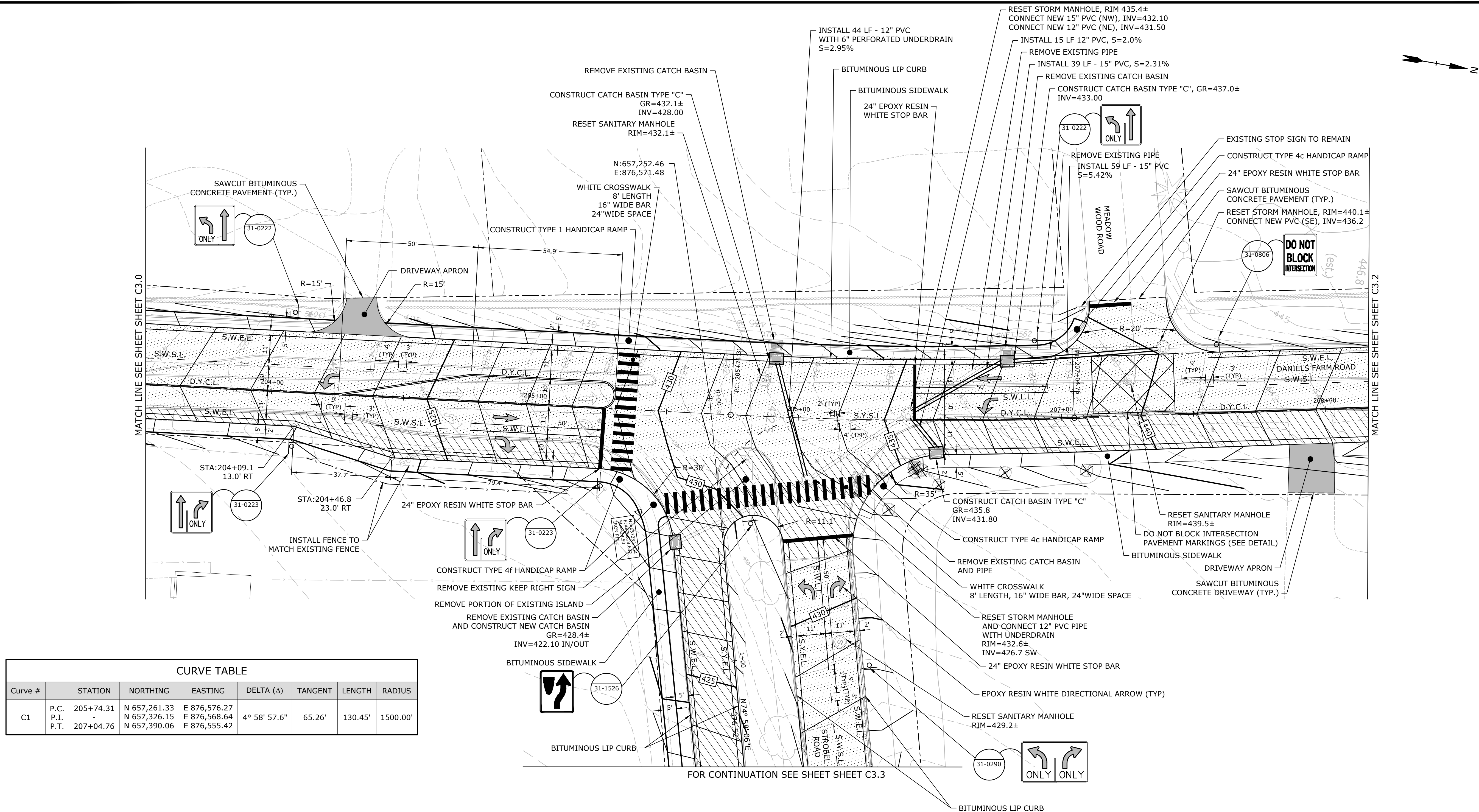
CHECKED: AJM

APPROVED: DCH

ROADWAY PLAN
STA 203+25 TO 207+75
STA 0+00 TO 1+50

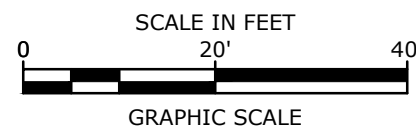
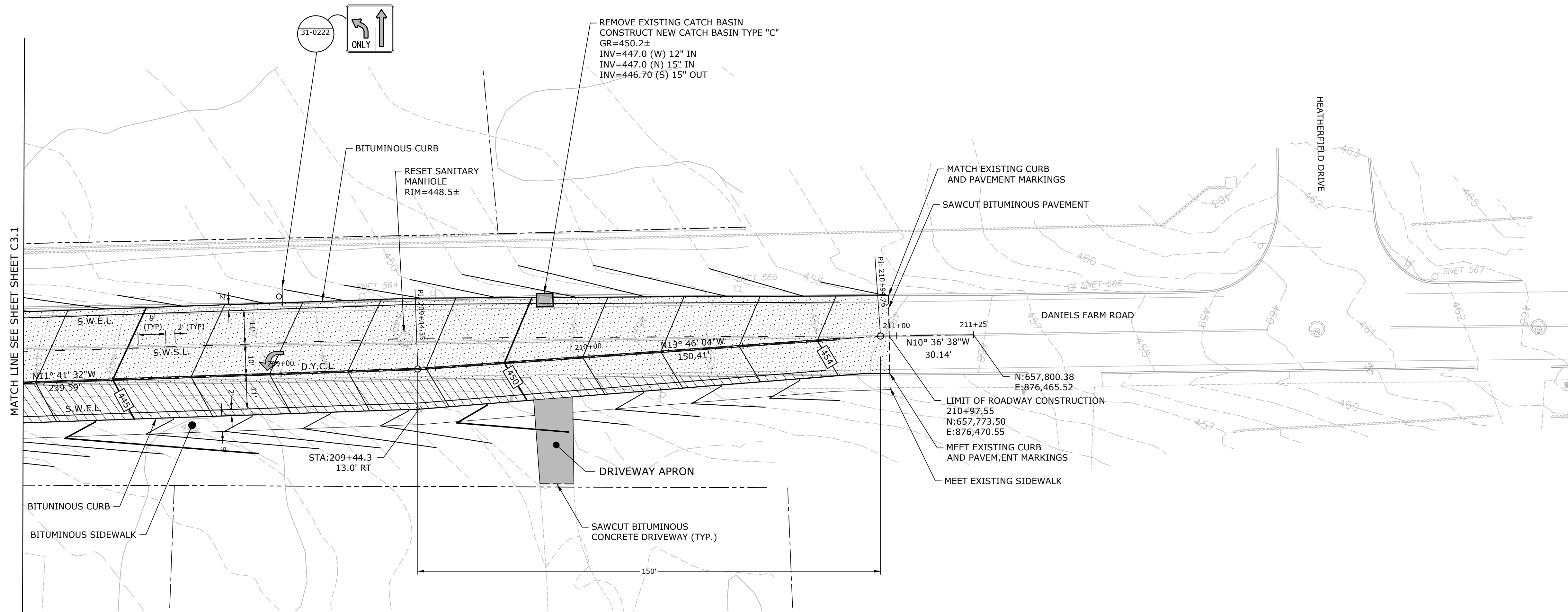
SCALE: 1" = 20'

C3.1



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- ALL DRIVEWAY APRONS SHALL BE SAWCUT WHERE PROPOSED PAVEMENT MEETS EXISTING.
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STROBEL ROAD RECONSTRUCTION PROJECT

Trumbull, Connecticut

January 18, 2019

ROADWAY PLAN NOTES:

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LEGEND

---	- TOWN LINE
---	- PROPERTY LINE
SS	- EXISTING SANITARY SEWER MANHOLE
SS	- EXISTING SANITARY SEWER MAIN
SS	- EXISTING SANITARY SEWER LATERAL
G	- EXISTING GAS MAIN
PM	- EXISTING WATER MAIN
---	- EXISTING STORM SEWER PIPE
■	- EXISTING CATCH BASIN
---	- PROPOSED BITUMINOUS CONCRETE LIP CURB
---	- PROPOSED EXTRUDED CONCRETE CURB
---	- PROPOSED SAWCUT LINE
---	- FULL DEPTH ROADWAY RECONSTRUCTION
---	- RECLAIM ROADWAY
---	- DRIVEWAY APRON TOWN R.O.W.
---	- DRIVEWAY APRON PRIVATE PROPERTY
---	- PROPOSED STORM SEWER PIPE
■	- PROPOSED CATCH BASIN
*	- TREE REMOVAL IN EASEMENT AREA
X	- TREE REMOVAL IN ROW

SIGNING AND PAVEMENT MARKING NOTES:

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SIGNING AND PAVEMENT MARKING LEGEND:

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---	- EXISTING GROUND MOUNTED SIGN
---	- PROPOSED SIGN (GROUND MOUNTED)
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S.Y.E.L.	- SINGLE YELLOW EDGE LINE - 4" YELLOW EPOXY RESIN PAVEMENT MARKING
D.Y.C.L.	- DOUBLE YELLOW CENTERLINE LINE - 4" YELLOW EPOXY RESIN PAVEMENT MARKING
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VERIFY SCALE

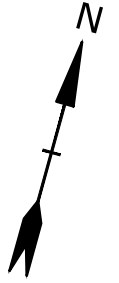
BAR IS 1 INCH ON ORIGINAL DRAWING
0 1 INCH
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

MARK	DATE	DESCRIPTION
PROJECT NO:	T0196	
FILE:	T0196-15-C-300-RDWY.dwg	
DRAWN BY:	MDS	
CHECKED:	AJM	
APPROVED:	DCH	

ROADWAY PLAN STA 207+75 TO 210+93

SCALE: 1" = 20'

C3.2



A horizontal graphic scale bar with tick marks at 0, 20', and 40'. The text "SCALE IN FEET" is centered above the bar, and "GRAPHIC SCALE" is centered below it.

January 18, 2019

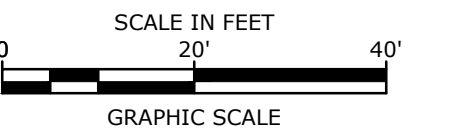
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	- PROPERTY LINE
	- EXISTING SANITARY SEWER MANHOLE
	- EXISTING SANITARY SEWER MAIN
	- EXISTING SANITARY SEWER LATERAL
	- EXISTING GAS MAIN
	- EXISTING WATER MAIN
	- EXISTING STORM SEWER PIPE
	- EXISTING CATCH BASIN
	- PROPOSED BITUMINOUS CONCRETE LIP CURB
	- PROPOSED EXTRUDED CONCRETE CURB
	- PROPOSED SAWCUT LINE
	- FULL DEPTH ROADWAY RECONSTRUCTION
	- RECLAIM ROADWAY
	- DRIVEWAY APRON TOWN R.O.W.
	- DRIVEWAY APRON PRIVATE PROPERTY
	- PROPOSED STORM SEWER PIPE
	- PROPOSED CATCH BASIN
	- TREE REMOVAL IN EASEMENT AREA
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1 INCH
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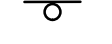
MARK	DATE	DESCRIPTION
PROJECT NO:		T0196
FILE: T0196-15-C-300-RDWY.dwg		
DRAWN BY:		MDS
CHECKED:		AJM
APPROVED:		DCH

SCALE: 1" = 20'

C3.3



January 18, 2019

- | | |
|---|--|
|  | - EXISTING PAINTED CENTERLINE |
|  | - EXISTING WHITE PAINTED STOP BAR |
|  | - EXISTING GROUND MOUNTED SIGN |
|  | - PROPOSED SIGN (GROUND MOUNTED) |
|  | - PROPOSED WHITE EPOXY RESIN DIRECTIONAL ARROW |
|  | - PROPOSED SIGNS BY CONNDOT SIGN NUMBER |
| S.W.E.L. | - SINGLE WHITE EDGE LINE - 4" WHITE EPOXY RESIN PAVEMENT MARKING |
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| D.Y.C.L. | - DOUBLE YELLOW CENTERLINE LINE - 4" YELLOW EPOXY RESIN PAVEMENT MARKING |
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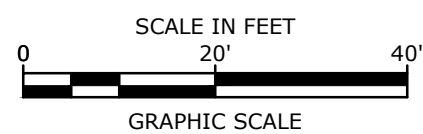
	- TOWN LINE
	- PROPERTY LINE
	- EXISTING SANITARY SEWER MANHOLE
	- EXISTING SANITARY SEWER MAIN
	- EXISTING SANITARY SEWER LATERAL
	- EXISTING GAS MAIN
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	- PROPOSED SAWCUT LINE
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	- PROPOSED STORM SEWER PIPE
	- PROPOSED CATCH BASIN
	- TREE REMOVAL IN EASEMENT AREA
	- TREE REMOVAL IN ROW

BAR IS 1 INCH ON
ORIGINAL DRAWING
 1 INCH
IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

ROADWAY PLAN
STA 5+25 TO 10+50

SCALE: 1" = 20'

C3.4



STROBEL ROAD RECONSTRUCTION PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

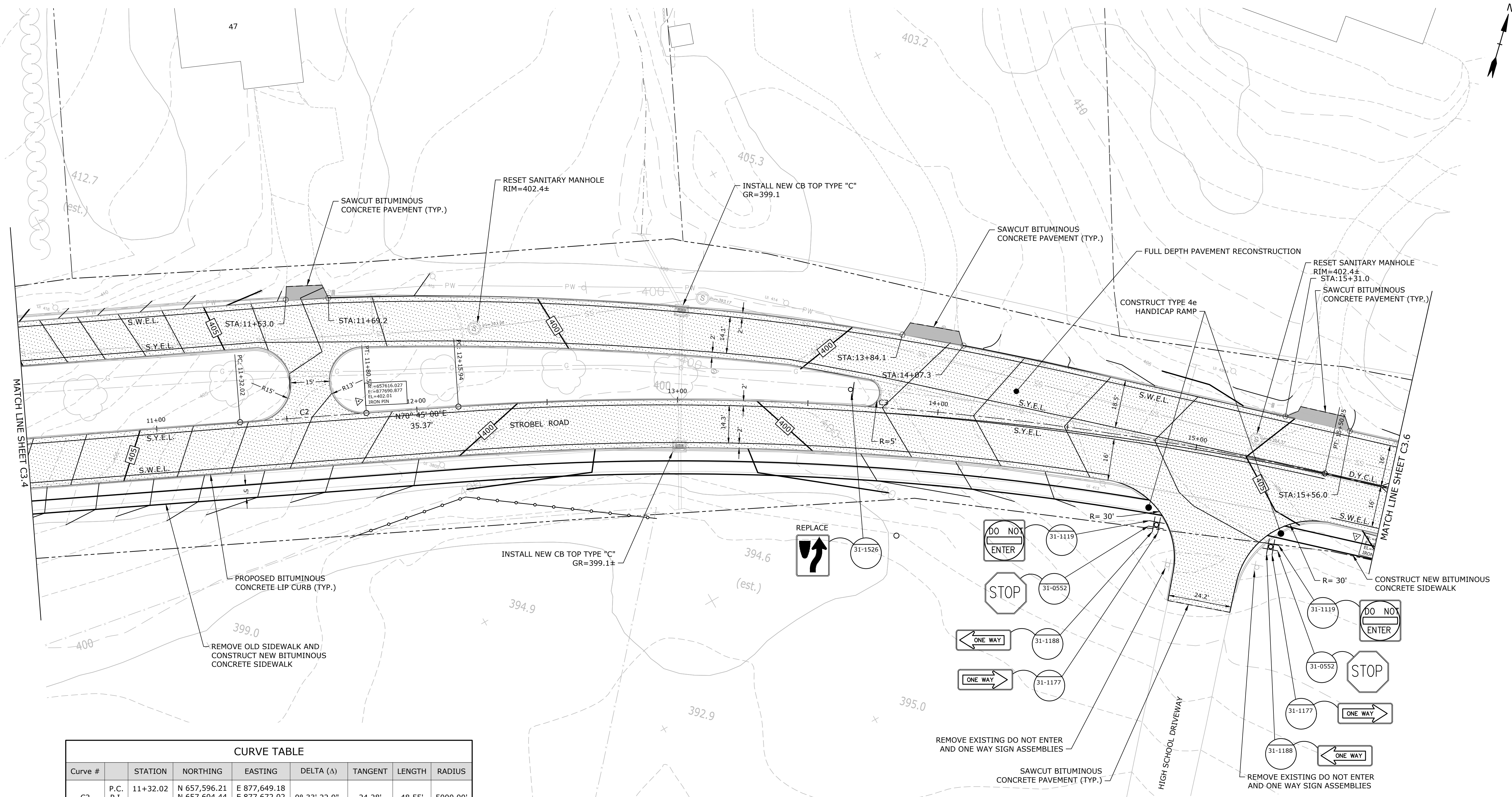
BAR IS 1 INCH ON
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SCALES ACCORDINGLY

MARK	DATE	DESCRIPTION

ROADWAY PLAN
STA 10+50 TO 15+75

SCALE: 1" = 20'

C3.5



CURVE TABLE								
Curve #		STATION	NORTHING	EASTING	DELTA (Δ)	TANGENT	LENGTH	RADIUS
C2	P.C.	11+32.02	N 657,596.21	E 877,649.18	0° 33' 22.9"	24.28'	48.55'	5000.00'
	P.I.	-	N 657,604.44	E 877,672.02				
	P.T.	11+80.57	N 657,612.44	E 877,694.94				
C3	P.C.	12+15.94	N 657,624.10	E 877,728.33	16° 39' 21.8"	168.34'	334.31'	1150.00'
	P.I.	-	N 657,679.60	E 877,887.26				
	P.T.	15+50.25	N 657,687.22	E 878,055.43				

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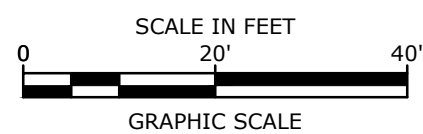
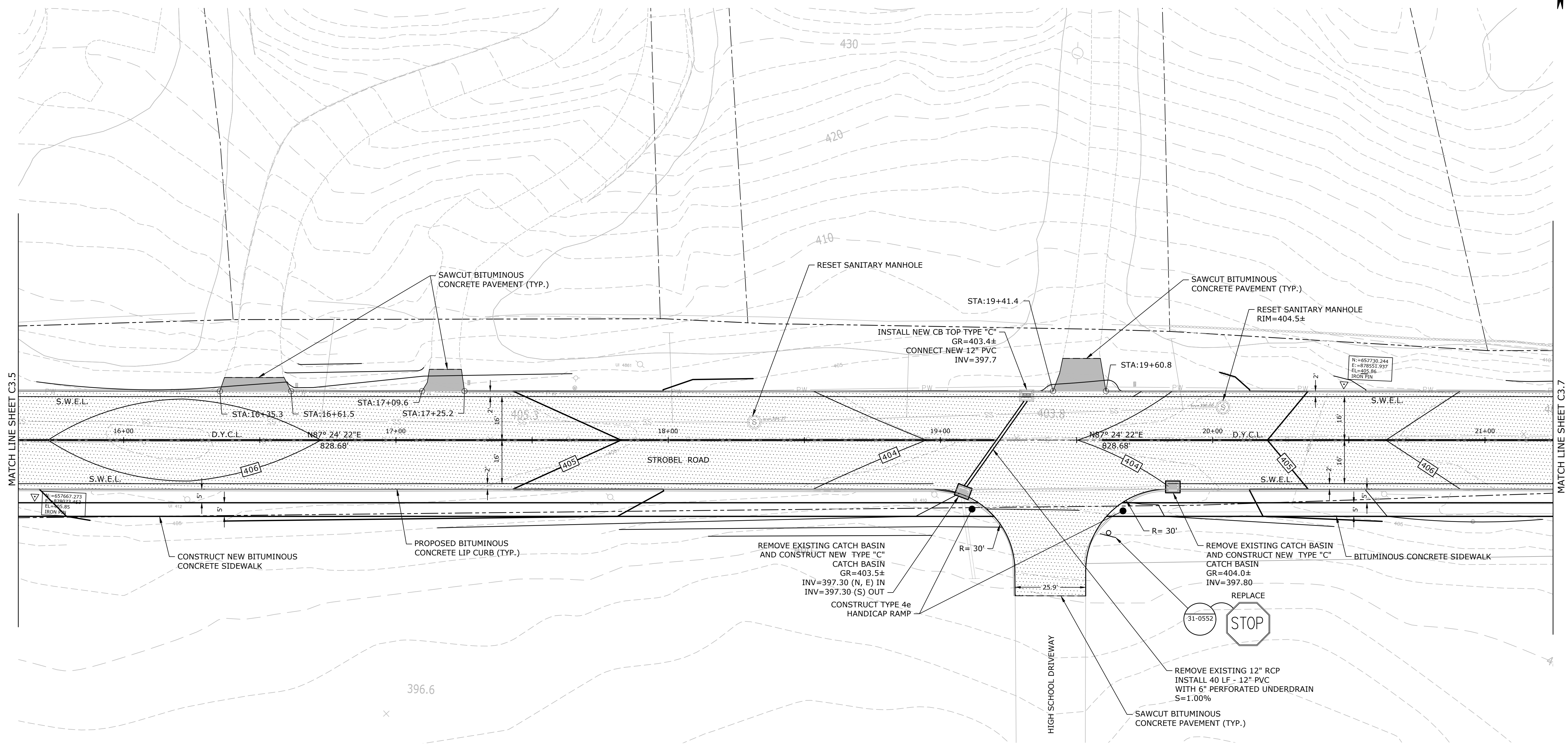
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STROBEL ROAD RECONSTRUCTION PROJECT

Trumbull, Connecticut

January 18, 2019

ROADWAY PLAN NOTES:

- INFORMATION ON EXISTING CONDITIONS WAS TAKEN FROM GIS INFORMATION PROVIDED BY THE TOWN OF TRUMBULL ENGINEERING DEPARTMENT AND SUPPLEMENTED WITH INFORMATION TAKEN FROM PLAN SET: "TOWN OF TRUMBULL, CONNECTICUT, SANITARY SEWER SYSTEM, PHASE 4, PART B, CONTRACT IV, NORTH NICHOLS AREA, DATED DECEMBER 11, 2008, REVISED 5-17-10, SET 1 OF 2 AND SET 2 OF 2", AS PREPARED BY SPATH-BJORKLUND ASSOCIATES, INC. THE INFORMATION ON EXISTING UTILITIES HAS BEEN COMPILED FROM AVAILABLE INFORMATION INCLUDING UTILITY COMPANY AND RECORD MAPS AND IS NOT GUARANTEED CORRECT OR COMPLETE. UTILITIES ARE SHOWN TO ALERT THE CONTRACTOR TO THEIR PRESENCE. THE CONTRACTOR AND/OR RESPONSIBLE PARTY IS SOLELY RESPONSIBLE FOR DETERMINING ACTUAL LOCATIONS AND ELEVATIONS OF ALL UTILITIES INCLUDING SERVICES. PRIOR TO ANY CONSTRUCTION, CALL "CALL BEFORE YOU DIG" AT 1-800-922-4455 AND VERIFY ALL UNDERGROUND AND OVERHEAD UTILITY LOCATIONS.
- LIMITS OF REINFORCED CONCRETE PAVEMENT SHOWN ARE APPROXIMATE.
- ALL DRIVEWAY APRONS SHALL BE SAWCUT WHERE PROPOSED PAVEMENT MEETS EXISTING.
- ALL MANHOLE FRAMES, CATCH BASIN TOPS, AND UTILITY ACCESS COVERS SHALL BE RESET.
- ALL DISTURBED MAIL BOXES SHALL BE ACCESSIBLE FOR MAIL DELIVERY THROUGHOUT THE CONSTRUCTION. THERE SHALL BE NO DIRECT PAYMENT FOR THIS ITEM BUT PAID FOR UNDER CLEARING AND GRUBBING.
- PAVEMENT AT ALL INTERSECTION CROSS-SECTIONS SHALL BE SAWCUT WHERE PROPOSED MEETS EXISTING.
- FINAL CURB LOCATIONS SHALL BE AS DIRECTED BY THE ENGINEER.
- DRIVEWAY APRON ON PRIVATE PROPERTY TO BE CONSTRUCTED WHEN RIGHT OF ENTRY APPROVAL IS OBTAINED FROM HOMEOWNER. IF RIGHT OF ENTRY IS NOT RECEIVED, ALL PROPOSED WORK SHALL STOP AT ROW LINE.

LEGEND

---	- TOWN LINE
---	- PROPERTY LINE
SSW	- EXISTING SANITARY SEWER MANHOLE
SS	- EXISTING SANITARY SEWER MAIN
---	- EXISTING SANITARY SEWER LATERAL
G	- EXISTING GAS MAIN
FW	- EXISTING WATER MAIN
---	- EXISTING STORM SEWER PIPE
■	- EXISTING CATCH BASIN
---	- PROPOSED BITUMINOUS CONCRETE LIP CURB
---	- PROPOSED EXTRUDED CONCRETE CURB
---	- PROPOSED SAWCUT LINE
///	- FULL DEPTH ROADWAY RECONSTRUCTION
///	- RECLAIM ROADWAY
///	- DRIVEWAY APRON TOWN R.O.W.
///	- DRIVEWAY APRON PRIVATE PROPERTY
---	- PROPOSED STORM SEWER PIPE
■	- PROPOSED CATCH BASIN
*	- TREE REMOVAL IN EASEMENT AREA
X	- TREE REMOVAL IN ROW

SIGNING AND PAVEMENT MARKING LEGEND:

---	- EXISTING PAINTED CENTERLINE
---	- EXISTING WHITE PAINTED STOP BAR
---	- EXISTING GROUND MOUNTED SIGN
---	- PROPOSED SIGN (GROUND MOUNTED)
---	- PROPOSED WHITE EPOXY RESIN DIRECTIONAL ARROW
---	- PROPOSED SIGNS BY CONNDOT SIGN NUMBER
S.W.E.L.	- SINGLE WHITE EDGE LINE - 4" WHITE EPOXY RESIN PAVEMENT MARKING
S.Y.E.L.	- SINGLE YELLOW EDGE LINE - 4" YELLOW EPOXY RESIN PAVEMENT MARKING
D.Y.C.L.	- DOUBLE YELLOW CENTERLINE LINE - 4" YELLOW EPOXY RESIN PAVEMENT MARKING
S.W.S.L.	- SINGLE WHITE SKIP LINE, 4" WHITE EPOXY RESIN PAVEMENT MARKING

SIGNING AND PAVEMENT MARKING NOTES:

- INSTALL NEW SIGNS ON NEW METAL SIGN POSTS AS DIRECTED IN ACCORDANCE WITH TRAFFIC STANDARD SHEETS TR-1208_01 "SIGN SUPPORT & SIGN PLACEMENT DETAILS, GORE EXIT SIGN" AND TR-1208_02 "METAL SIGN POSTS AND SIGN MOUNTING DETAILS".
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- SIGNS SHALL BE AT LEAST 10-FEET FROM ALL UTILITY POLES.
- ALL PAVEMENT MARKINGS TO BE EPOXY RESIN.
- ALL PAVEMENT MARKINGS TO BE INSTALLED IN ACCORDANCE WITH STANDARD SHEET TR-1210_08 "PAVEMENT MARKINGS FOR NON-FREEWAYS".
- CONTRACTOR TO REMOVE ALL CONFLICTING EXISTING PAVEMENT MARKINGS AND SIGNAGE.

VERIFY SCALE

BAR IS 1 INCH ON

ORIGINAL DRAWING

0 1 INCH

IF NOT ONE INCH ON

THIS SHEET, ADJUST

SCALES ACCORDINGLY

MARK DATE DESCRIPTION

PROJECT NO: T0196

FILE: T0196-15-C-300-RDWY.dwg

DRAWN BY: MDS

CHECKED: AJM

APPROVED: DCH

ROADWAY PLAN
STA 15+75 TO 21+25

SCALE: 1" = 20'

C3.6

ROADWAY PLAN NOTES:

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LEGEND

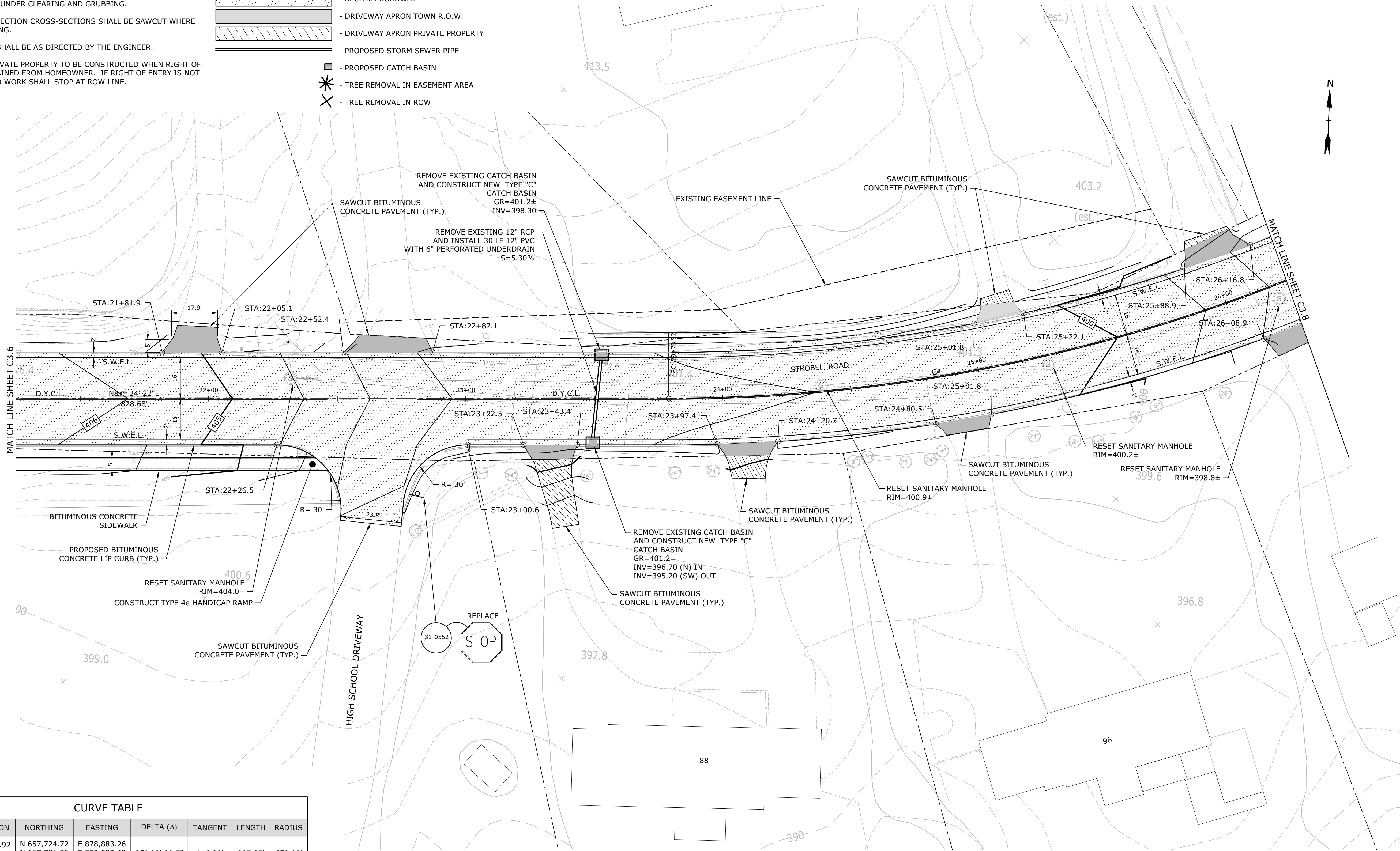
- TOWN LINE
- PROPERTY LINE
- EXISTING SANITARY SEWER MANHOLE
- EXISTING SANITARY SEWER MAIN
- EXISTING SANITARY SEWER LATERAL
- EXISTING GAS MAIN
- EXISTING WATER MAIN
- EXISTING STORM SEWER PIPE
- EXISTING CATCH BASIN
- PROPOSED BITUMINOUS CONCRETE LIP CURB
- PROPOSED EXTRUDED CONCRETE CURB
- PROPOSED SAWCUT LINE
- FULL DEPTH ROADWAY RECONSTRUCTION
- RECLAIM ROADWAY
- DRIVEWAY APRON TOWN R.O.W.
- DRIVEWAY APRON PRIVATE PROPERTY
- PROPOSED STORM SEWER PIPE
- PROPOSED CATCH BASIN
- TREE REMOVAL IN EASEMENT AREA
- TREE REMOVAL IN ROW

SIGNING AND PAVEMENT MARKING LEGEND:

- EXISTING PAINTED CENTERLINE
- EXISTING WHITE PAINTED STOP BAR
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- PROPOSED SIGN (GROUND MOUNTED)
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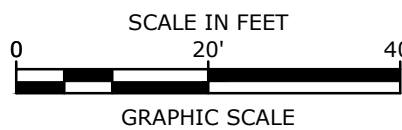
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6. CONTRACTOR TO REMOVE ALL CONFLICTING EXISTING PAVEMENT MARKINGS AND SIGNAGE.



CURVE TABLE							
Curve #		STATION	NORTHING	EASTING	DELTA (Δ)	TANGENT	RADIUS
C4	P.C.	23+78.92	N 657,724.72	E 878,883.26	25° 23' 00.7"	146.39'	287.97'
	P.I.	-	N 657,731.35	E 879,029.49			
	P.T.	26+66.89	N 657,800.02	E 879,158.77			

Tighe&Bond

www.tighebond.com
1000 Bridgeport Avenue
Suite 320
Shelton, CT 06484
(203) 712-1100



STROBEL ROAD
RECONSTRUCTION
PROJECT

Trumbull, Connecticut

January 18, 2019

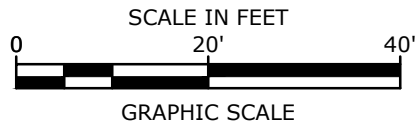
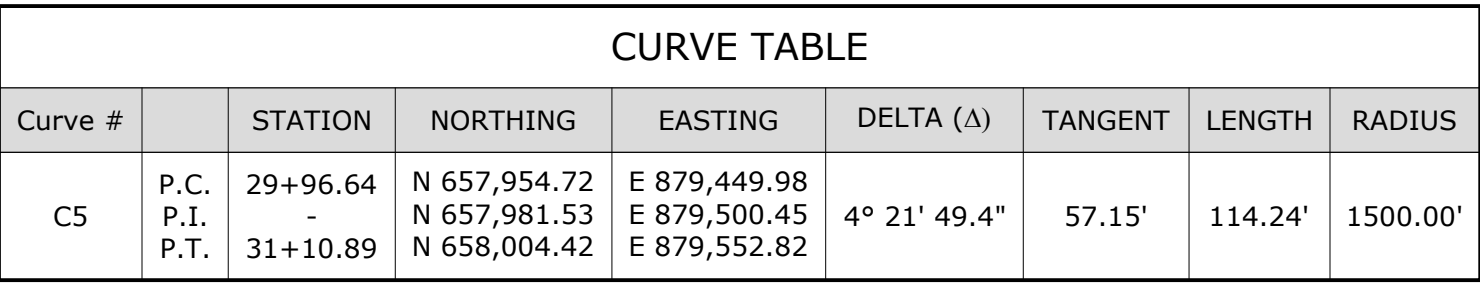
VERIFY SCALE
BAR IS 1 INCH ON
ORIGINAL DRAWING
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THIS SHEET, ADJUST
SCALES ACCORDINGLY

MARK	DATE	DESCRIPTION
PROJECT NO:	T0196	
FILE:	T0196-15-C-300-RDWY.dwg	
DRAWN BY:	MDS	
CHECKED:	AM	
APPROVED:	DCH	

ROADWAY PLAN
STA 21+25 TO 26+25

SCALE: 1" = 20'

C3.7



STROBEL ROAD RECONSTRUCTION PROJECT

Trumbull, Connecticut

January 18, 2019

LEGEND

- | | |
|--|---|
| | - TOWN LINE |
| | - PROPERTY LINE |
| | - EXISTING SANITARY SEWER MANHOLE |
| | - EXISTING SANITARY SEWER MAIN |
| | - EXISTING SANITARY SEWER LATERAL |
| | - EXISTING GAS MAIN |
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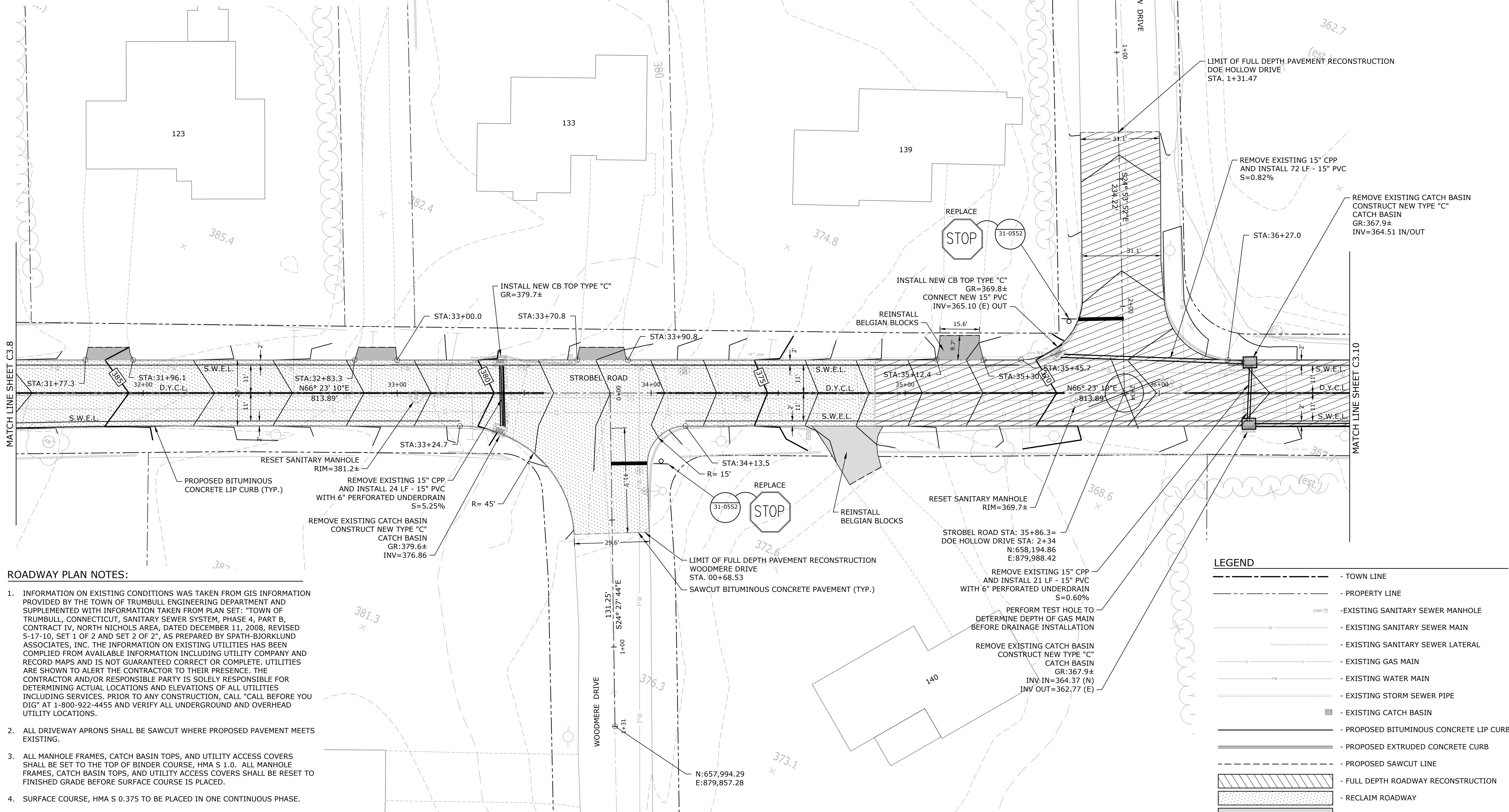
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Plotted On: Jan 22, 2019-10:05am By: DubuqueC
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SCALE IN FEET
0 20' 40'
GRAPHIC SCALE

STROBEL ROAD
RECONSTRUCTION
PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

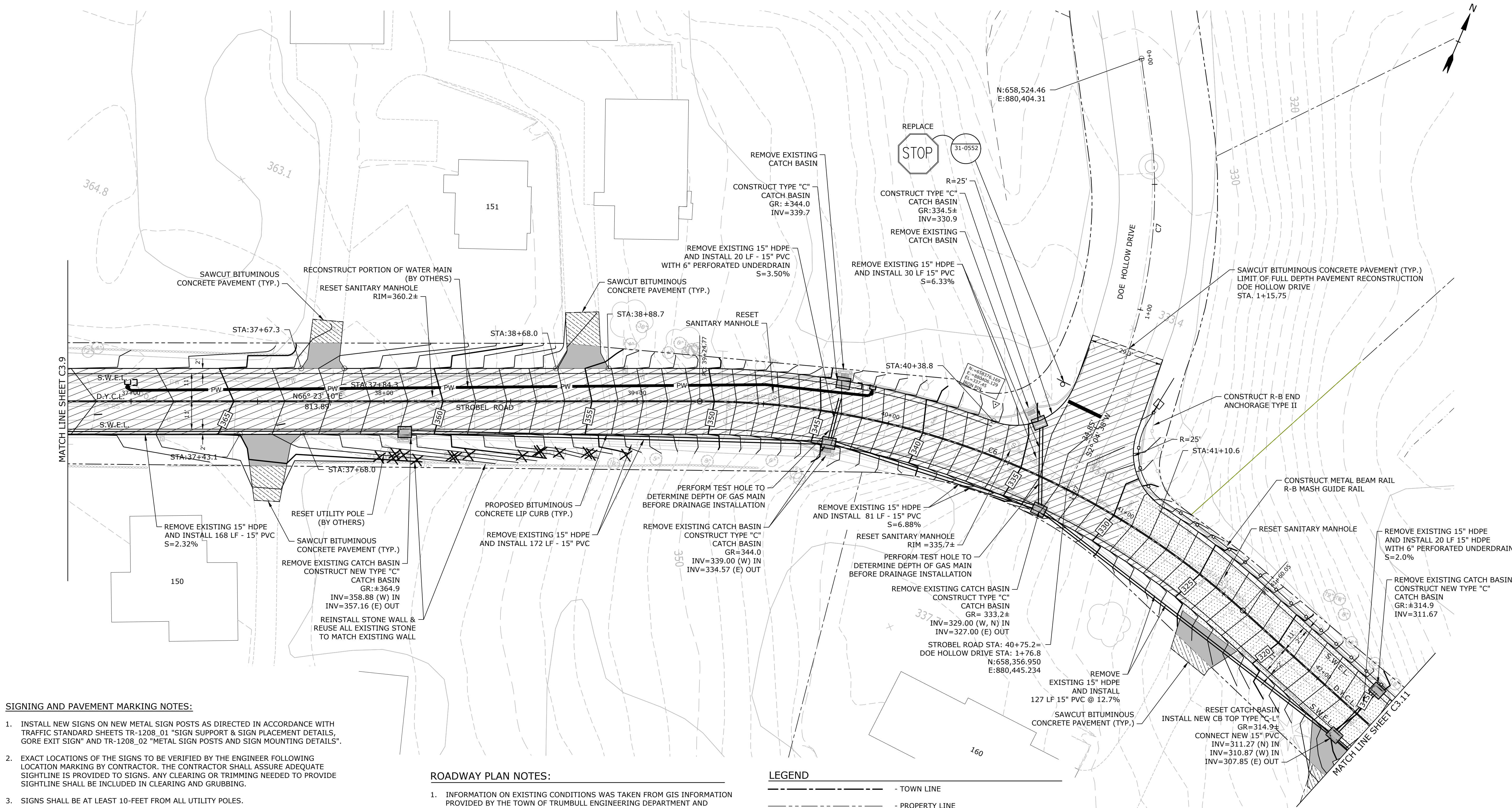
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ROADWAY PLAN
STA 31+50 TO 36+75

SCALE: 1" = 20'

C3.9



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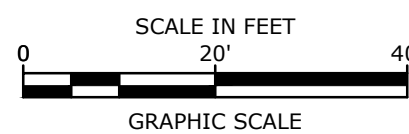
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	- EXISTING STORM SEWER PIPE
	- EXISTING CATCH BASIN
	- PROPOSED BITUMINOUS CONCRETE LIP CURB
	- PROPOSED EXTRUDED CONCRETE CURB
	- PROPOSED SAWCUT LINE
	- FULL DEPTH ROADWAY RECONSTRUCTION
	- RECLAIM ROADWAY
	- DRIVEWAY APRON TOWN R.O.W.
	- DRIVEWAY APRON PRIVATE PROPERTY
	- PROPOSED STORM SEWER PIPE
	- PROPOSED CATCH BASIN
	- TREE REMOVAL IN EASEMENT AREA
	- TREE REMOVAL IN ROW

CURVE TABLE

Curve #		STATION	NORTHING	EASTING	DELTA (Δ)	TANGENT	LENGTH	RADIUS
C6	P.C.	39+24.77	N 658,330.44	E 880,298.56	42° 07' 35.1"	123.24'	235.28'	320.00'
	P.I.	-	N 658,379.81	E 880,411.48				
	P.T.	41+60.05	N 658,340.68	E 880,528.34				
C7	P.C.	0+25.59	N 658,502.59	E 880,417.59	33° 20' 46.2"	59.90'	116.40'	200.00'
	P.I.	-	N 658,451.39	E 880,448.68				
	P.T.	1+41.99	N 658,391.53	E 880,446.51				

STROBEL ROAD
RECONSTRUCTION
PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

BAR IS 1 INCH ON
ORIGINAL DRAWING
0 1 INCH
IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

MARK DATE DESCRIPTION

PROJECT NO: T0196

FILE: T0196-15-C-300-RDWY.dwg

DRAWN BY: MDS

CHECKED: AJM

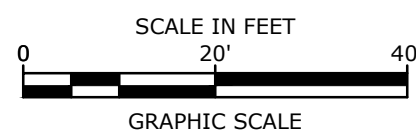
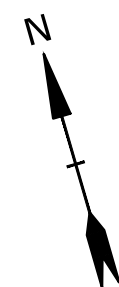
APPROVED: DCH

ROADWAY PLAN
STA 36+75 TO 42+25

SCALE: 1" = 20'

C3.10

CURVE TABLE							
Curve #		STATION	NORTHING	EASTING	DELTA (Δ)	TANGENT	RADIUS
C8	P.C.	43+59.16	N 658,277.46	E 880,717.14	23° 48' 06.9"	63.23'	124.63'
	P.I.		N 658,257.38	E 880,777.10			
	P.T.	44+83.78	N 658,214.82	E 880,823.85			



STROBEL ROAD RECONSTRUCTION PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

BAR IS 1 INCH ON
ORIGINAL DRAWING

0 1 INCH

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ROADWAY PLAN NOTES:

- INFORMATION ON EXISTING CONDITIONS WAS TAKEN FROM GIS INFORMATION PROVIDED BY THE TOWN OF TRUMBULL ENGINEERING DEPARTMENT AND SUPPLEMENTED WITH INFORMATION TAKEN FROM PLAN SET: "TOWN OF TRUMBULL, CONNECTICUT, SANITARY SEWER SYSTEM, PHASE 4, PART B, CONTRACT IV, NORTH NICHOLS AREA, DATED DECEMBER 11, 2008, REVISED 5-17-10, SET 1 OF 2 AND SET 2 OF 2", AS PREPARED BY SPATH-BJORKLUND ASSOCIATES, INC. THE INFORMATION ON EXISTING UTILITIES HAS BEEN COMPILED FROM AVAILABLE INFORMATION INCLUDING UTILITY COMPANY AND RECORD MAPS AND IS NOT GUARANTEED CORRECT OR COMPLETE. UTILITIES ARE SHOWN TO ALERT THE CONTRACTOR TO THEIR PRESENCE. THE CONTRACTOR AND/OR RESPONSIBLE PARTY IS SOLELY RESPONSIBLE FOR DETERMINING ACTUAL LOCATIONS AND ELEVATIONS OF ALL UTILITIES INCLUDING SERVICES. PRIOR TO ANY CONSTRUCTION, CALL "CALL BEFORE YOU DIG" AT 1-800-922-4455 AND VERIFY ALL UNDERGROUND AND OVERHEAD UTILITY LOCATIONS.
- ALL DRIVEWAY APRONS SHALL BE SAWCUT WHERE PROPOSED PAVEMENT MEETS EXISTING.
- ALL MANHOLE FRAMES, CATCH BASIN TOPS, AND UTILITY ACCESS COVERS SHALL BE SET TO THE TOP OF BINDER COURSE, HMA S 1.0. ALL MANHOLE FRAMES, CATCH BASIN TOPS, AND UTILITY ACCESS COVERS SHALL BE RESET TO FINISHED GRADE BEFORE SURFACE COURSE IS PLACED.
- SURFACE COURSE, HMA S 0.375 TO BE PLACED IN ONE CONTINUOUS PHASE.
- ALL DISTURBED MAIL BOXES SHALL BE ACCESSIBLE FOR MAIL DELIVERY THROUGHOUT THE CONSTRUCTION. THERE SHALL BE NO DIRECT PAYMENT FOR THIS ITEM BUT PAID FOR UNDER CLEARING AND GRUBBING.
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LEGEND

	- TOWN LINE
	- PROPERTY LINE
	- EXISTING SANITARY SEWER MANHOLE
	- EXISTING SANITARY SEWER MAIN
	- EXISTING SANITARY SEWER LATERAL
	- EXISTING GAS MAIN
	- EXISTING WATER MAIN
	- EXISTING STORM SEWER PIPE
	- EXISTING CATCH BASIN
	- PROPOSED BITUMINOUS CONCRETE LIP CURB
	- PROPOSED EXTRUDED CONCRETE CURB
	- PROPOSED SAWCUT LINE
	- FULL DEPTH ROADWAY RECONSTRUCTION
	- RECLAIM ROADWAY
	- DRIVEWAY APRON TOWN R.O.W.
	- DRIVEWAY APRON PRIVATE PROPERTY
	- PROPOSED STORM SEWER PIPE
	- PROPOSED CATCH BASIN
	- TREE REMOVAL IN EASEMENT AREA
	- TREE REMOVAL IN ROW

SIGNING AND PAVEMENT MARKING LEGEND:

	- EXISTING PAINTED CENTERLINE
	- EXISTING WHITE PAINTED STOP BAR
	- EXISTING GROUND MOUNTED SIGN
	- PROPOSED SIGN (GROUND MOUNTED)
	- PROPOSED WHITE EPOXY RESIN DIRECTIONAL ARROW
	- PROPOSED SIGNS BY CONNDOT SIGN NUMBER
	- SINGLE WHITE EDGE LINE - 4" WHITE EPOXY RESIN PAVEMENT MARKING
	- SINGLE YELLOW EDGE LINE - 4" YELLOW EPOXY RESIN PAVEMENT MARKING
	- DOUBLE YELLOW CENTERLINE LINE - 4" YELLOW EPOXY RESIN PAVEMENT MARKING
	- SINGLE WHITE SKIP LINE, 4" WHITE EPOXY RESIN PAVEMENT MARKING

SIGNING AND PAVEMENT MARKING NOTES:

- INSTALL NEW SIGNS ON NEW METAL SIGN POSTS AS DIRECTED IN ACCORDANCE WITH TRAFFIC STANDARD SHEETS TR-1208.01 "SIGN SUPPORT & SIGN PLACEMENT DETAILS", GORE EXIT SIGN" AND TR-1208.02 "METAL SIGN POSTS AND SIGN MOUNTING DETAILS".
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- SIGNS SHALL BE AT LEAST 10-FEET FROM ALL UTILITY POLES.
- ALL PAVEMENT MARKINGS TO BE EPOXY RESIN.
- ALL PAVEMENT MARKINGS TO BE INSTALLED IN ACCORDANCE WITH STANDARD SHEET TR-1210.08 "PAVEMENT MARKINGS FOR NON-FREEWAYS".
- CONTRACTOR TO REMOVE ALL CONFLICTING EXISTING PAVEMENT MARKINGS AND SIGNAGE.

ROADWAY PLAN
STA 42+25 TO 47+50

SCALE: 1" = 20'

C3.11

last saved: 1/22/2019 9:10:06am By: DUBUQUE
Tighe & Bond: \\T0196\\15 Strob Road\\Drawing\\Sheet\\T0196-15-C-300-RDWY.dwg

SIGNING AND PAVEMENT MARKING LEGEND:

- EXISTING PAINTED CENTERLINE
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- PROPOSED SIGN (GROUND MOUNTED)
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SIGNING AND PAVEMENT MARKING NOTES:

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ROADWAY PLAN NOTES:

1. INFORMATION ON EXISTING CONDITIONS WAS TAKEN FROM GIS INFORMATION PROVIDED BY THE TOWN OF TRUMBULL ENGINEERING DEPARTMENT AND SUPPLEMENTED WITH INFORMATION TAKEN FROM PLAN SET: "TOWN OF TRUMBULL, CONNECTICUT, SANITARY SEWER SYSTEM, PHASE 4, PART B, CONTRACT IV, NORTH NICHOLS AREA, DATED DECEMBER 11, 2008, REVISED 5-17-10, SET 1 OF 2 AND SET 2 OF 2", AS PREPARED BY SPATH-BJORKLUND ASSOCIATES, INC. THE INFORMATION ON EXISTING UTILITIES HAS BEEN COMPILED FROM AVAILABLE INFORMATION INCLUDING UTILITY COMPANY AND RECORD MAPS AND IS NOT GUARANTEED CORRECT OR COMPLETE. UTILITIES ARE SHOWN TO ALERT THE CONTRACTOR TO THEIR PRESENCE. THE CONTRACTOR AND/OR RESPONSIBLE PARTY IS SOLELY RESPONSIBLE FOR DETERMINING ACTUAL LOCATIONS AND ELEVATIONS OF ALL UTILITIES INCLUDING SERVICES. PRIOR TO ANY CONSTRUCTION, CALL "CALL BEFORE YOU DIG" AT 1-800-922-4455 AND VERIFY ALL UNDERGROUND AND OVERHEAD UTILITY LOCATIONS.
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LEGEND

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- EXISTING SANITARY SEWER LATERAL
- EXISTING GAS MAIN
- EXISTING WATER MAIN
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SCALE IN FEET
0 20' 40'
GRAPHIC SCALE

STROBEL ROAD
RECONSTRUCTION
PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

BAR IS 1 INCH ON
ORIGINAL DRAWING
IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

MARK	DATE	DESCRIPTION
PROJECT NO:	T0196	
FILE:	T0196-15-C-300-RDWY.dwg	
DRAWN BY:	MDS	
CHECKED BY:	AM	
APPROVED:	DCH	

ROADWAY PLAN
STA 47+50 TO 52+50

SCALE: 1" = 20'

C3.12

CURVE TABLE							
Curve #		STATION	NORTHING	EASTING	DELTA (Δ)	TANGENT	RADIUS
C9	P.C.	46+55.20	N 658,099.42	E 880,950.61	29° 54' 40.0"	200.34'	391.54'
	P.I.		N 657,964.55	E 881,098.75			
	P.T.	50+46.74	N 657,921.52	E 881,294.41			

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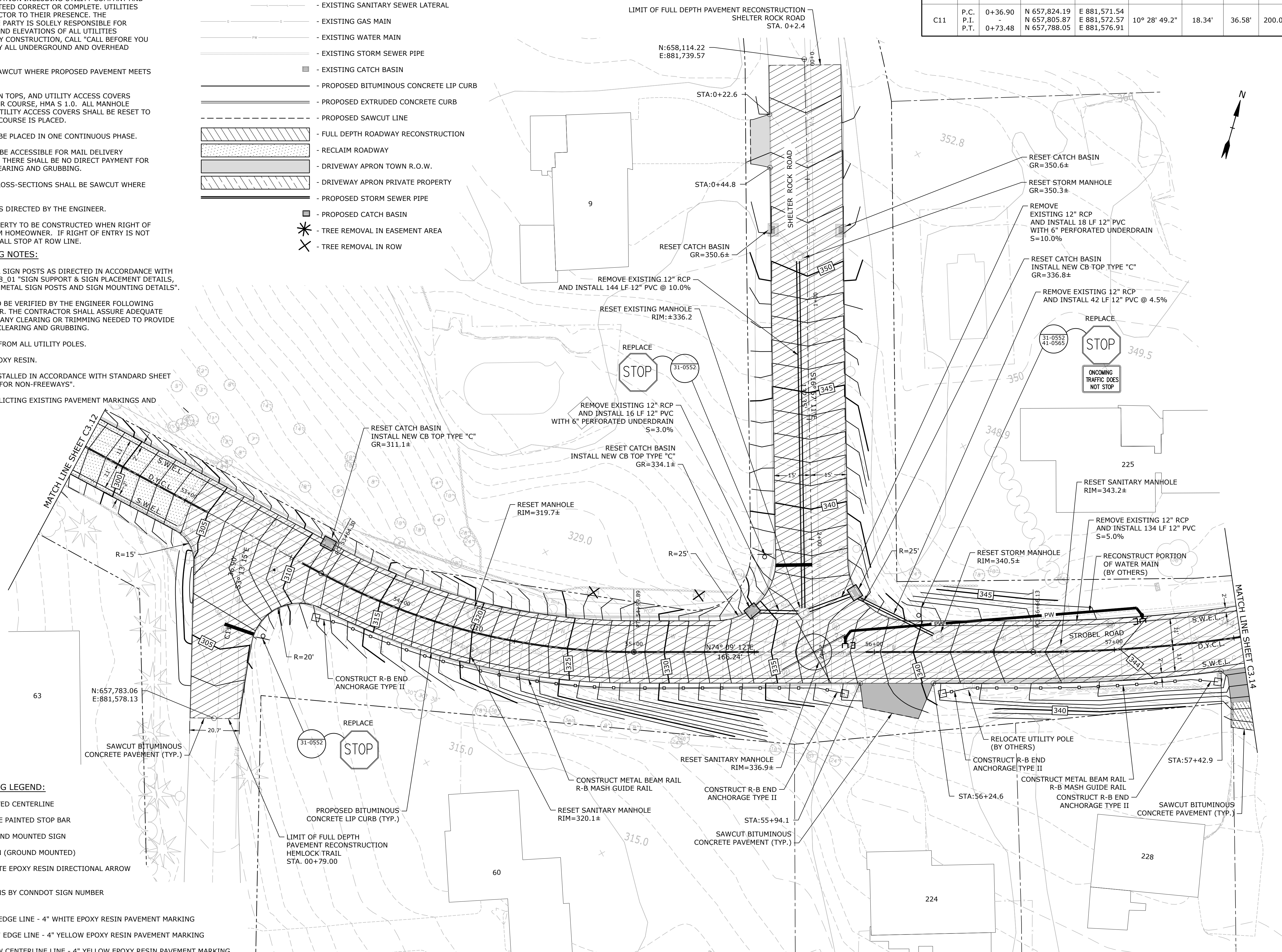
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1. INSTALL NEW SIGNS ON NEW METAL SIGN POSTS AS DIRECTED IN ACCORDANCE WITH TRAFFIC STANDARD SHEETS TR-1208_01 "SIGN SUPPORT & SIGN PLACEMENT DETAILS, GORE EXIT SIGN" AND TR-1208_02 "METAL SIGN POSTS AND SIGN MOUNTING DETAILS"

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6. CONTRACTOR TO REMOVE ALL CONFLICTING EXISTING PAVEMENT MARKINGS AND SIGNAGE.

	- TOWN LINE
	- PROPERTY LINE
	- EXISTING SANITARY SEWER MANHOLE
	- EXISTING SANITARY SEWER MAIN
	- EXISTING SANITARY SEWER LATERAL
	- EXISTING GAS MAIN
	- EXISTING WATER MAIN
	- EXISTING STORM SEWER PIPE
	- EXISTING CATCH BASIN
	- PROPOSED BITUMINOUS CONCRETE LIP CURB
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	- PROPOSED STORM SEWER PIPE
	- PROPOSED CATCH BASIN
	- TREE REMOVAL IN EASEMENT AREA
	- TREE REMOVAL IN ROW

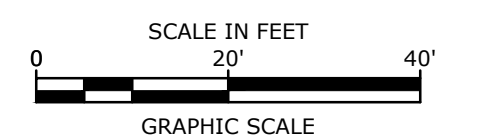
CURVE TABLE								
Curve #		STATION	NORTHING	EASTING	DELTA (Δ)	TANGENT	LENGTH	RADIUS
C10	P.C.	53+64.30	N 657,853.31	E 881,604.56	28° 05' 00.6"	69.20'	135.59'	275.00'
	P.I.	-	N 657,838.45	E 881,672.14				
	P.T.	54+99.89	N 657,857.34	E 881,738.72				
C11	P.C.	0+36.90	N 657,824.19	E 881,571.54	10° 28' 49.2"	18.34'	36.58'	200.00'
	P.I.	-	N 657,805.87	E 881,572.57				
	P.T.	+073.48	N 657,788.05	E 881,576.91				



- EXISTING PAINTED CENTERLINE
- EXISTING WHITE PAINTED STOP BAR
- EXISTING GROUND MOUNTED SIGN
- PROPOSED SIGN (GROUND MOUNTED)
- PROPOSED WHITE EPOXY RESIN DIRECTIONAL ARROW
- PROPOSED SIGNS BY CONNDOT SIGN NUMBER

- | | |
|----------|--|
| S.W.E.L. | - SINGLE WHITE EDGE LINE - 4" WHITE EPOXY RESIN PAVEMENT MARKING |
| S.Y.E.L. | - SINGLE YELLOW EDGE LINE - 4" YELLOW EPOXY RESIN PAVEMENT MARKING |
| D.Y.C.L. | - DOUBLE YELLOW CENTERLINE LINE - 4" YELLOW EPOXY RESIN PAVEMENT MARKING |
| S.W.S.L. | - SINGLE WHITE SKIP LINE, 4" WHITE EPOXY RESIN PAVEMENT MARKING |

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January 18, 2019

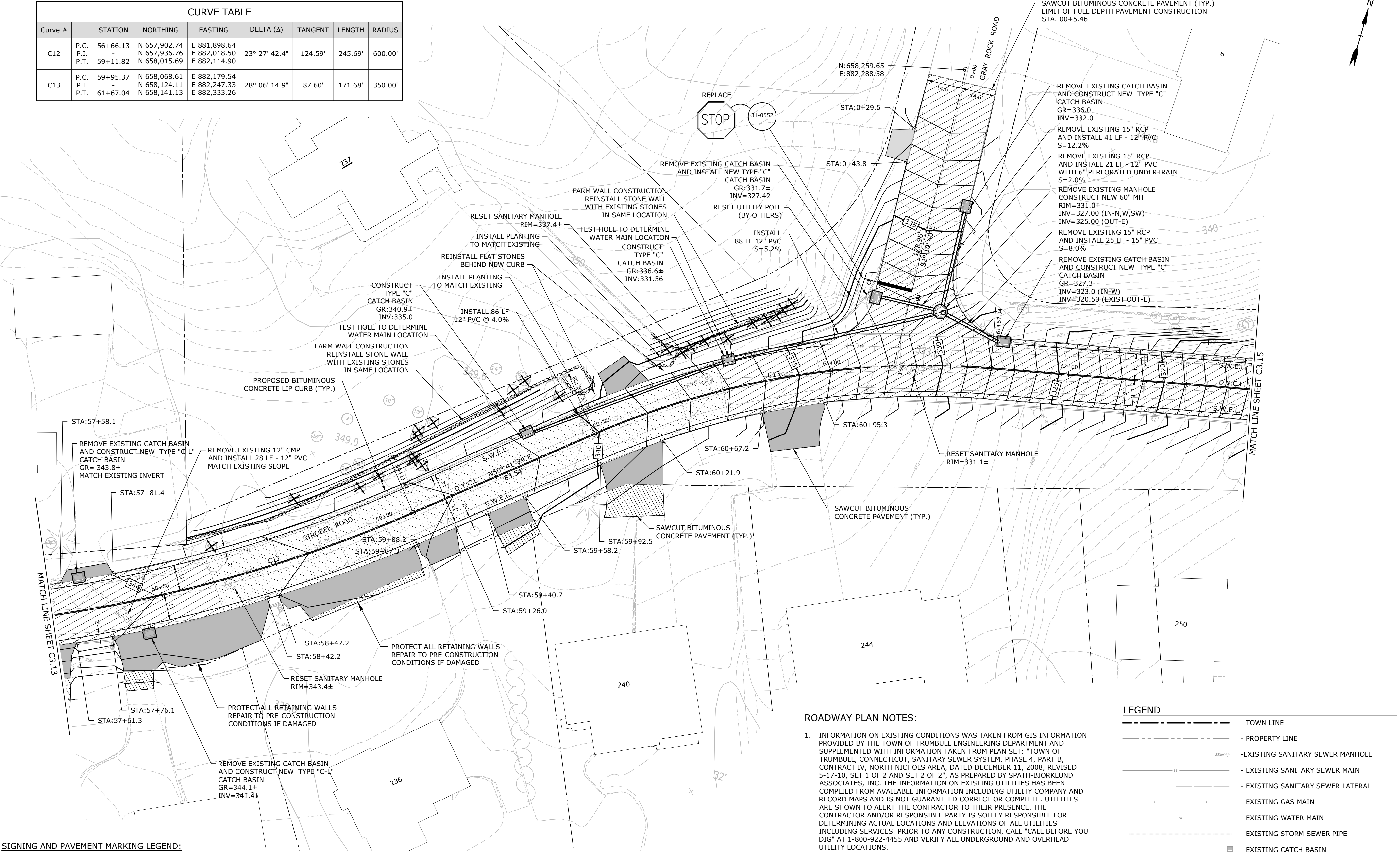
MARK	DATE	DESCRIPTION
PROJECT NO:		T0196
FILE: T0196-15-C-300-RDWY.dwg		
DRAWN BY:		MDS
CHECKED:		AJM
APPROVED:		DCH

ROADWAY PLAN
STA 52+50 TO 57+50

SCALE: 1" = 20'

C3.13

CURVE TABLE							
Curve #		STATION	NORTHING	EASTING	DELTA (Δ)	TANGENT	RADIUS
C12	P.C.	56+66.13	N 657,902.74	E 881,898.64	23° 27' 42.4"	124.59'	245.69'
	P.I.	-	N 657,936.76	E 882,018.50			
	P.T.	59+11.82	N 658,015.69	E 882,114.90			
C13	P.C.	59+95.37	N 658,068.61	E 882,179.54	28° 06' 14.9"	87.60'	171.68'
	P.I.	-	N 658,124.11	E 882,247.33			
	P.T.	61+67.04	N 658,141.13	E 882,333.26			



SIGNING AND PAVEMENT MARKING LEGEND:

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SIGNING AND PAVEMENT MARKING NOTES:

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ROADWAY PLAN NOTES:

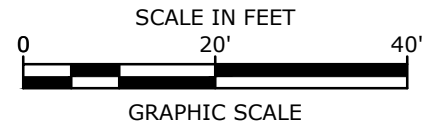
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STROBEL ROAD
RECONSTRUCTION
PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

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ORIGINAL DRAWING
0 1 INCH
IF NOT ONE INCH ON
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SCALES ACCORDINGLY

MARK	DATE	DESCRIPTION

ROADWAY PLAN
STA 57+50 TO 62+75

SCALE: 1" = 20'

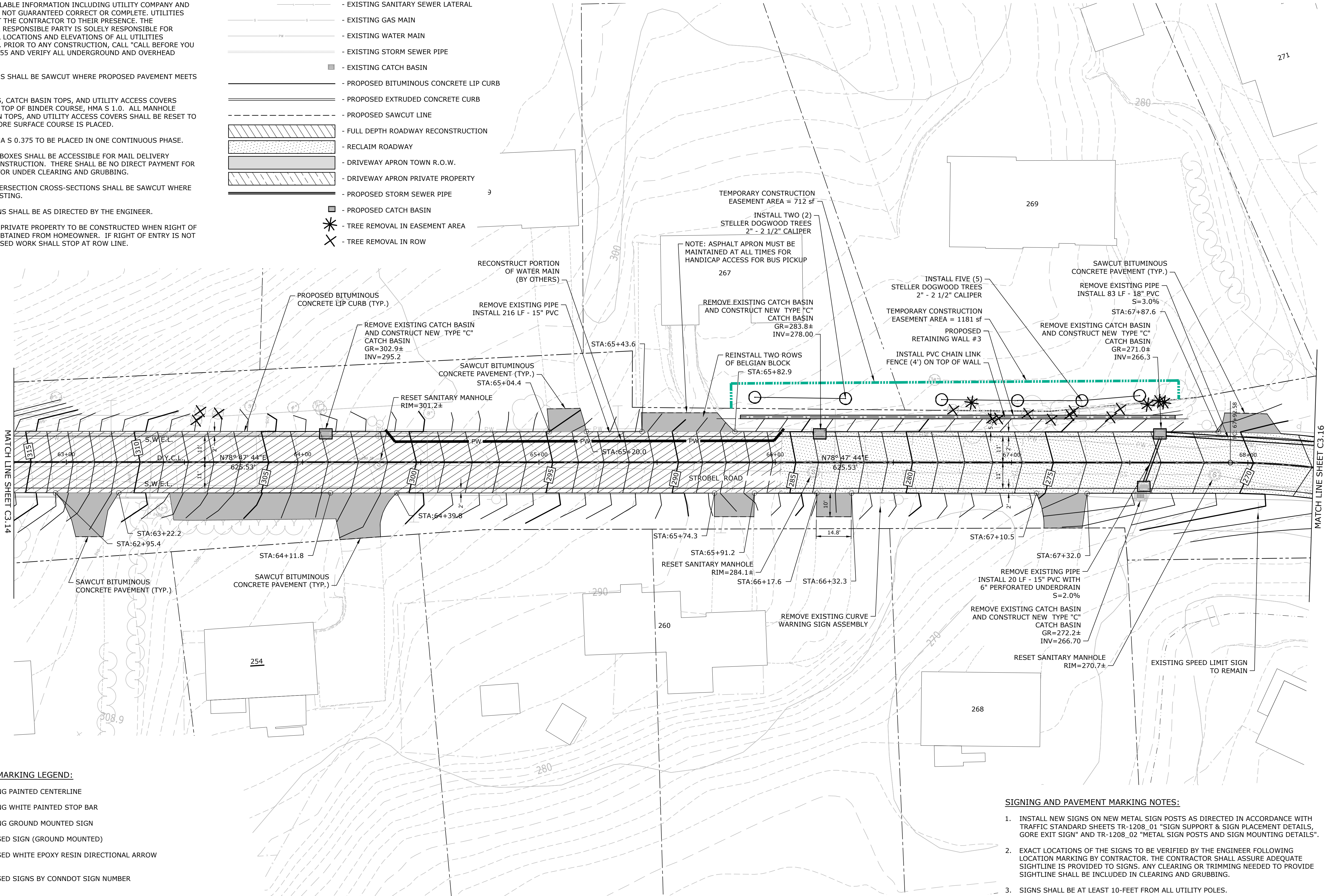
C3.14

ROADWAY PLAN NOTES:

1. INFORMATION ON EXISTING CONDITIONS WAS TAKEN FROM GIS INFORMATION PROVIDED BY THE TOWN OF TRUMBULL. ENGINEERING DEPARTMENT AND SUPPLEMENTED WITH INFORMATION TAKEN FROM PLAN SET: "TOWN OF TRUMBULL, CONNECTICUT, SANITARY SEWER SYSTEM, PHASE 4, PART B, CONTRACT IV, NORTH NICHOLS AREA, DATED DECEMBER 11, 2008, REVISED 5-17-10, SET 1 OF 2 AND SET 2 OF 2", AS PREPARED BY SPATH-BJORKLUND ASSOCIATES, INC. THE INFORMATION ON EXISTING UTILITIES HAS BEEN COMPILED FROM AVAILABLE INFORMATION INCLUDING UTILITY COMPANY AND RECORD MAPS AND IS NOT GUARANTEED CORRECT OR COMPLETE. UTILITIES ARE SHOWN TO ALERT THE CONTRACTOR TO THEIR PRESENCE. THE CONTRACTOR AND/OR RESPONSIBLE PARTY IS SOLELY RESPONSIBLE FOR DETERMINING ACTUAL LOCATIONS AND ELEVATIONS OF ALL UTILITIES INCLUDING SERVICES. PRIOR TO ANY CONSTRUCTION, CALL "CALL BEFORE YOU DIG" AT 1-800-922-4455 AND VERIFY ALL UNDERGROUND AND OVERHEAD UTILITY LOCATIONS.
2. ALL DRIVEWAY APRONS SHALL BE SAWCUT WHERE PROPOSED PAVEMENT MEETS EXISTING.
3. ALL MANHOLE FRAMES, CATCH BASIN TOPS, AND UTILITY ACCESS COVERS SHALL BE SET TO THE TOP OF BINDER COURSE, HMA S 1.0. ALL MANHOLE FRAMES, CATCH BASIN TOPS, AND UTILITY ACCESS COVERS SHALL BE RESET TO FINISHED GRADE BEFORE SURFACE COURSE IS PLACED.
4. SURFACE COURSE, HMA S 0.375 TO BE PLACED IN ONE CONTINUOUS PHASE.
5. ALL DISTURBED MAIL BOXES SHALL BE ACCESSIBLE FOR MAIL DELIVERY THROUGHOUT THE CONSTRUCTION. THERE SHALL BE NO DIRECT PAYMENT FOR THIS ITEM BUT PAID FOR UNDER CLEARING AND GRUBBING.
6. PAVEMENT AT ALL INTERSECTION CROSS-SECTIONS SHALL BE SAWCUT WHERE PROPOSED MEETS EXISTING.
7. FINAL CURB LOCATIONS SHALL BE AS DIRECTED BY THE ENGINEER.
8. DRIVEWAY APRON ON PRIVATE PROPERTY TO BE CONSTRUCTED WHEN RIGHT OF ENTRY APPROVAL IS OBTAINED FROM HOMEOWNER. IF RIGHT OF ENTRY IS NOT RECEIVED, ALL PROPOSED WORK SHALL STOP AT ROW LINE.

LEGEND

- TOWN LINE
- PROPERTY LINE
- EXISTING SANITARY SEWER MANHOLE
- EXISTING SANITARY SEWER MAIN
- EXISTING SANITARY SEWER LATERAL
- EXISTING GAS MAIN
- EXISTING WATER MAIN
- EXISTING STORM SEWER PIPE
- EXISTING CATCH BASIN
- PROPOSED BITUMINOUS CONCRETE LIP CURB
- PROPOSED EXTRUDED CONCRETE CURB
- PROPOSED SAWCUT LINE
- FULL DEPTH ROADWAY RECONSTRUCTION
- RECLAIM ROADWAY
- DRIVEWAY APRON TOWN R.O.W.
- DRIVEWAY APRON PRIVATE PROPERTY
- PROPOSED STORM SEWER PIPE
- PROPOSED CATCH BASIN
- TREE REMOVAL IN EASEMENT AREA
- TREE REMOVAL IN ROW



SIGNING AND PAVEMENT MARKING LEGEND:

- EXISTING PAINTED CENTERLINE
- EXISTING WHITE PAINTED STOP BAR
- EXISTING GROUND MOUNTED SIGN
- PROPOSED SIGN (GROUND MOUNTED)
- PROPOSED WHITE EPOXY RESIN DIRECTIONAL ARROW
- PROPOSED SIGNS BY CONNDOT SIGN NUMBER
- SINGLE WHITE EDGE LINE - 4" WHITE EPOXY RESIN PAVEMENT MARKING
- SINGLE YELLOW EDGE LINE - 4" YELLOW EPOXY RESIN PAVEMENT MARKING
- DOUBLE YELLOW CENTERLINE LINE - 4" YELLOW EPOXY RESIN PAVEMENT MARKING
- SINGLE WHITE SKIP LINE, 4" WHITE EPOXY RESIN PAVEMENT MARKING

SIGNING AND PAVEMENT MARKING NOTES:

1. INSTALL NEW SIGNS ON NEW METAL SIGN POSTS AS DIRECTED IN ACCORDANCE WITH TRAFFIC STANDARD SHEETS TR-1208.01 "SIGN SUPPORT & SIGN PLACEMENT DETAILS, GORE EXIT SIGN" AND TR-1208.02 "METAL SIGN POSTS AND SIGN MOUNTING DETAILS".
2. EXACT LOCATIONS OF THE SIGNS TO BE VERIFIED BY THE ENGINEER FOLLOWING LOCATION MARKING BY CONTRACTOR. THE CONTRACTOR SHALL ASSURE ADEQUATE SIGHTLINE IS PROVIDED TO SIGNS. ANY CLEARING OR TRIMMING NEEDED TO PROVIDE SIGHTLINE SHALL BE INCLUDED IN CLEARING AND GRUBBING.
3. SIGNS SHALL BE AT LEAST 10-FEET FROM ALL UTILITY POLES.
4. ALL PAVEMENT MARKINGS TO BE EPOXY RESIN.
5. ALL PAVEMENT MARKINGS TO BE INSTALLED IN ACCORDANCE WITH STANDARD SHEET TR-1210.08 "PAVEMENT MARKINGS FOR NON-FREEWAYS".
6. CONTRACTOR TO REMOVE ALL CONFLICTING EXISTING PAVEMENT MARKINGS AND SIGNAGE.

Tighe&Bond

www.tighebond.com
1000 Bridgeport Avenue
Suite 320
Shelton, CT 06484
(203) 712-1100

STROBEL ROAD
RECONSTRUCTION
PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

BAR IS 1 INCH ON
ORIGINAL DRAWING
1 INCH
IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

MARK	DATE	DESCRIPTION

PROJECT NO:	T0196
FILE:	T0196-15-C-300-RDWY.dwg
DRAWN BY:	MDS
CHECKED:	AJM
APPROVED:	DCH

ROADWAY PLAN
STA 62+75 TO 68+25

SCALE: 1" = 20'

C3.15

CURVE TABLE

Curve #		STATION	NORTHING	EASTING	DELTA (Δ)	TANGENT	LENGTH	RADIUS
C14	P.C.	67+92.58	N 658,262.68	E 882,946.87	66° 06' 03.1"	195.20'	346.10'	300.00'
	P.I.	-	N 658,300.61	E 883,138.35				
	P.T.	71+38.68	N 658,140.91	E 883,250.60				

ROADWAY PLAN NOTES:

- INFORMATION ON EXISTING CONDITIONS WAS TAKEN FROM GIS INFORMATION PROVIDED BY THE TOWN OF TRUMBULL ENGINEERING DEPARTMENT AND SUPPLEMENTED WITH INFORMATION TAKEN FROM PLAN SET: "TOWN OF TRUMBULL, CONNECTICUT, SANITARY SEWER SYSTEM, PHASE 4, PART B, CONTRACT IV, NORTH NICHOLS AREA, DATED DECEMBER 11, 2008, REVISED 5-17-10, SET 1 OF 2 AND SET 2 OF 2", AS PREPARED BY SPATH-BJORKLUND ASSOCIATES, INC. THE INFORMATION ON EXISTING UTILITIES HAS BEEN COMPILED FROM AVAILABLE INFORMATION INCLUDING UTILITY COMPANY AND RECORD MAPS AND IS NOT GUARANTEED CORRECT OR COMPLETE. UTILITIES ARE SHOWN TO ALERT THE CONTRACTOR TO THEIR PRESENCE. THE CONTRACTOR AND/OR RESPONSIBLE PARTY IS SOLELY RESPONSIBLE FOR DETERMINING ACTUAL LOCATIONS AND ELEVATIONS OF ALL UTILITIES INCLUDING SERVICES. PRIOR TO ANY CONSTRUCTION, CALL "CALL BEFORE YOU DIG" AT 1-800-922-4455 AND VERIFY ALL UNDERGROUND AND OVERHEAD UTILITY LOCATIONS.
- ALL DRIVEWAY APRONS SHALL BE SAWCUT WHERE PROPOSED PAVEMENT MEETS EXISTING.
- ALL MANHOLE FRAMES, CATCH BASIN TOPS, AND UTILITY ACCESS COVERS SHALL BE SET TO THE TOP OF BINDER COURSE, HMA S 1.0. ALL MANHOLE FRAMES, CATCH BASIN TOPS, AND UTILITY ACCESS COVERS SHALL BE RESET TO FINISHED GRADE BEFORE SURFACE COURSE IS PLACED.
- SURFACE COURSE, HMA S 0.375 TO BE PLACED IN ONE CONTINUOUS PHASE.
- ALL DISTURBED MAIL BOXES SHALL BE ACCESSIBLE FOR MAIL DELIVERY THROUGHOUT THE CONSTRUCTION. THERE SHALL BE NO DIRECT PAYMENT FOR THIS ITEM BUT PAID FOR UNDER CLEARING AND GRUBBING.
- PAVEMENT AT ALL INTERSECTION CROSS-SECTIONS SHALL BE SAWCUT WHERE PROPOSED MEETS EXISTING.
- FINAL CURB LOCATIONS SHALL BE AS DIRECTED BY THE ENGINEER.
- DRIVEWAY APRON ON PRIVATE PROPERTY TO BE CONSTRUCTED WHEN RIGHT OF ENTRY APPROVAL IS OBTAINED FROM HOMEOWNER. IF RIGHT OF ENTRY IS NOT RECEIVED, ALL PROPOSED WORK SHALL STOP AT ROW LINE.

SIGNING AND PAVEMENT MARKING NOTES:

- INSTALL NEW SIGNS ON NEW METAL SIGN POSTS AS DIRECTED IN ACCORDANCE WITH TRAFFIC STANDARD SHEETS TR-1208.01 "SIGN SUPPORT & SIGN PLACEMENT DETAILS, GORE EXIT SIGN" AND TR-1208.02 "METAL SIGN POSTS AND SIGN MOUNTING DETAILS".
- EXACT LOCATIONS OF THE SIGNS TO BE VERIFIED BY THE ENGINEER FOLLOWING LOCATION MARKING BY CONTRACTOR. THE CONTRACTOR SHALL ASSURE ADEQUATE SIGHTLINE IS PROVIDED TO SIGNS. ANY CLEARING OR TRIMMING NEEDED TO PROVIDE SIGHTLINE SHALL BE INCLUDED IN CLEARING AND GRUBBING.
- SIGNS SHALL BE AT LEAST 10-FEET FROM ALL UTILITY POLES.
- ALL PAVEMENT MARKINGS TO BE EPOXY RESIN.
- ALL PAVEMENT MARKINGS TO BE INSTALLED IN ACCORDANCE WITH STANDARD SHEET TR-1210.08 "PAVEMENT MARKINGS FOR NON-FREEWAYS".
- CONTRACTOR TO REMOVE ALL CONFLICTING EXISTING PAVEMENT MARKINGS AND SIGNAGE.

LEGEND

---	- TOWN LINE
---	- PROPERTY LINE
SSM	- EXISTING SANITARY SEWER MANHOLE
SS	- EXISTING SANITARY SEWER MAIN
SL	- EXISTING SANITARY SEWER LATERAL
G	- EXISTING GAS MAIN
PW	- EXISTING WATER MAIN
---	- EXISTING STORM SEWER PIPE
■	- EXISTING CATCH BASIN
---	- PROPOSED BITUMINOUS CONCRETE LIP CURB
---	- PROPOSED EXTRUDED CONCRETE CURB
---	- PROPOSED SAWCUT LINE
▨	- FULL DEPTH ROADWAY RECONSTRUCTION
▨	- RECLAIM ROADWAY
▨	- DRIVEWAY APRON TOWN R.O.W.
▨	- DRIVEWAY APRON PRIVATE PROPERTY
---	- PROPOSED STORM SEWER PIPE
■	- PROPOSED CATCH BASIN
*	- TREE REMOVAL IN EASEMENT AREA
X	- TREE REMOVAL IN ROW
TW=XXX.X	- TOP OF WALL ELEVATION
BW=XXX.X	- BOTTOM OF WALL ELEVATION

SIGNING AND PAVEMENT MARKING LEGEND:

---	- EXISTING PAINTED CENTERLINE
---	- EXISTING WHITE PAINTED STOP BAR
---	- EXISTING GROUND MOUNTED SIGN
---	- PROPOSED SIGN (GROUND MOUNTED)
---	- PROPOSED WHITE EPOXY RESIN DIRECTIONAL ARROW
XX-XXXX	- PROPOSED SIGNS BY CONNDOT SIGN NUMBER
S.W.E.L.	- SINGLE WHITE EDGE LINE - 4" WHITE EPOXY RESIN PAVEMENT MARKING
S.Y.E.L.	- SINGLE YELLOW EDGE LINE - 4" YELLOW EPOXY RESIN PAVEMENT MARKING
D.Y.C.L.	- DOUBLE YELLOW CENTERLINE LINE - 4" YELLOW EPOXY RESIN PAVEMENT MARKING
S.W.S.L.	- SINGLE WHITE SKIP LINE, 4" WHITE EPOXY RESIN PAVEMENT MARKING

TW=274.0
BW=269.0STROBEL ROAD
RECONSTRUCTION
PROJECT

Trumbull, Connecticut

January 18, 2019

SCALE IN FEET
0 20' 40'
GRAPHIC SCALE

VERIFY SCALE

BAR IS 1 INCH ON
ORIGINAL DRAWING
0 1 INCH
IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

MARK DATE DESCRIPTION

PROJECT NO: T0196

FILE: T0196-15-C-300-RDWY.dwg

DRAWN BY: MDS

CHECKED: AJM

APPROVED: DCH

ROADWAY PLAN
STA 68+25 TO 72+50

SCALE: 1" = 20'

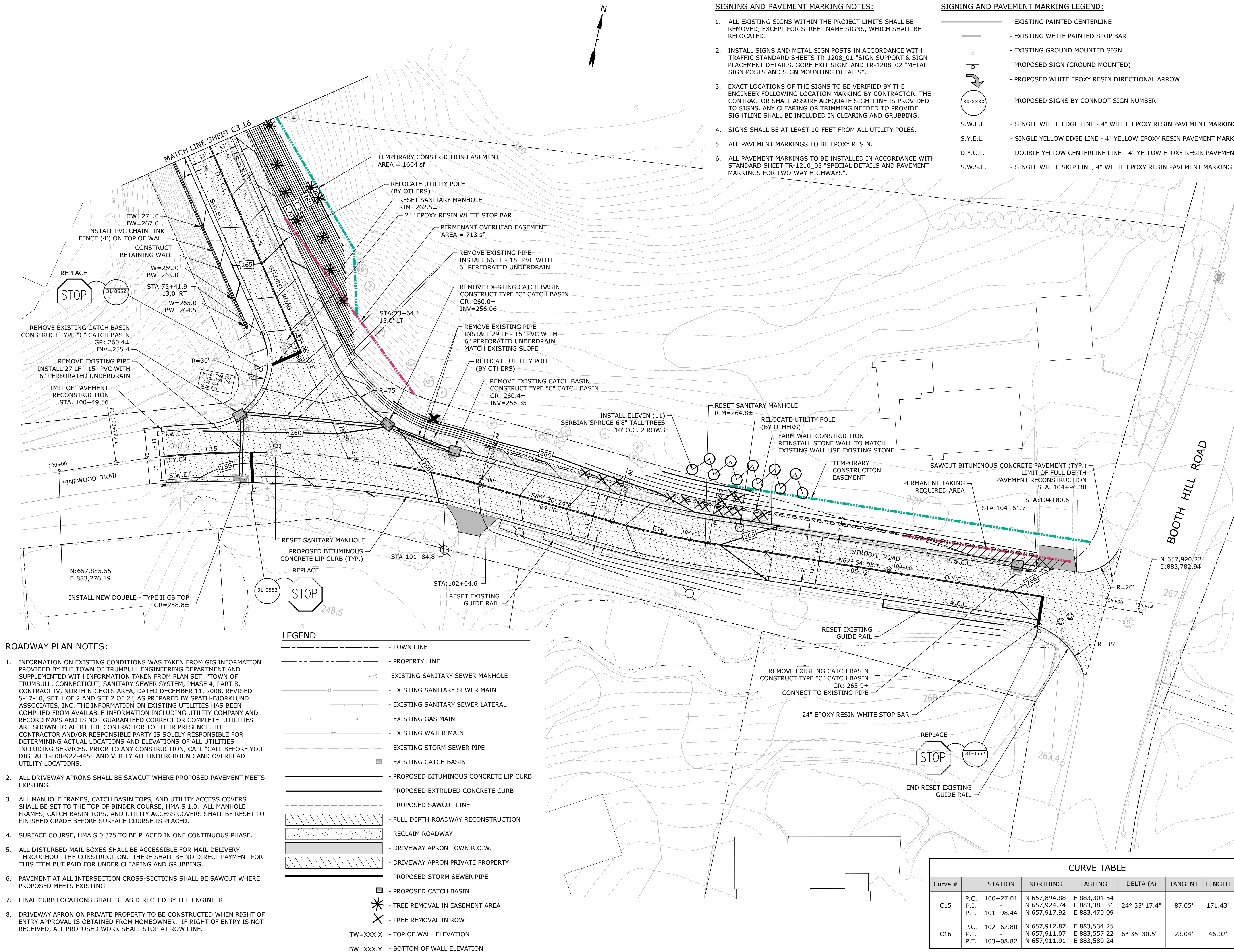
C3.16

SIGNING AND PAVEMENT MARKING NOTES:

- ALL EXISTING SIGNS WITHIN THE PROJECT LIMITS SHALL BE REMOVED, EXCEPT FOR STREET NAME SIGNS, WHICH SHALL BE RELOCATED.
- INSTALL SIGNS AND METAL SIGN POSTS IN ACCORDANCE WITH TRAFFIC STANDARD SHEETS TR-1208.01 "SIGN SUPPORT & SIGN PLACEMENT DETAILS, GORE EXIT SIGN" AND TR-1208.02 "METAL SIGN POSTS AND SIGN MOUNTING DETAILS".
- EXACT LOCATIONS OF THE SIGNS TO BE VERIFIED BY THE ENGINEER FOLLOWING LOCATION MARKING BY CONTRACTOR. THE CONTRACTOR SHALL ASSURE ADEQUATE SIGHTLINE IS PROVIDED TO SIGNS. ANY CLEARING OR TRIMMING NEEDED TO PROVIDE SIGHTLINE SHALL BE INCLUDED IN CLEARING AND GRUBBING.
- SIGNS SHALL BE AT LEAST 10-FEET FROM ALL UTILITY POLES.
- ALL PAVEMENT MARKINGS TO BE EPOXY RESIN.
- ALL PAVEMENT MARKINGS TO BE INSTALLED IN ACCORDANCE WITH STANDARD SHEET TR-1210.03 "SPECIAL DETAILS AND PAVEMENT MARKINGS FOR TWO-WAY HIGHWAYS".

SIGNING AND PAVEMENT MARKING LEGEND:

- EXISTING PAINTED CENTERLINE
- EXISTING WHITE PAINTED STOP BAR
- EXISTING GROUND MOUNTED SIGN
- PROPOSED SIGN (GROUND MOUNTED)
- PROPOSED WHITE EPOXY RESIN DIRECTIONAL ARROW
- PROPOSED SIGNS BY CONNDOT SIGN NUMBER
- S.W.E.L. - SINGLE WHITE EDGE LINE - 4" WHITE EPOXY RESIN PAVEMENT MARKING
- S.Y.E.L. - SINGLE YELLOW EDGE LINE - 4" YELLOW EPOXY RESIN PAVEMENT MARKING
- D.Y.C.L. - DOUBLE YELLOW CENTERLINE LINE - 4" YELLOW EPOXY RESIN PAVEMENT MARKING
- S.W.S.L. - SINGLE WHITE SKIP LINE, 4" WHITE EPOXY RESIN PAVEMENT MARKING

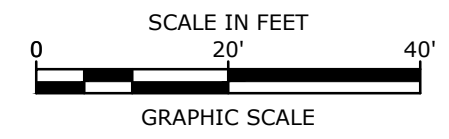


ROADWAY PLAN NOTES:

- INFORMATION ON EXISTING CONDITIONS WAS TAKEN FROM GIS INFORMATION PROVIDED BY THE TOWN OF TRUMBULL ENGINEERING DEPARTMENT AND SUPPLEMENTED WITH INFORMATION TAKEN FROM PLAN SET. "TOWN OF TRUMBULL, CONNECTICUT, SANITARY SEWER SYSTEM, PHASE 4, PART B, CONTRACT IV, NORTH NICHOLS AREA, DATED DECEMBER 11, 2008, REVISED 5-17-10, SET 1 OF 2 AND SET 2 OF 2", AS PREPARED BY SPATH-BIORKLUND ASSOCIATES, INC. THE INFORMATION ON EXISTING UTILITIES HAS BEEN COMPILED FROM AVAILABLE INFORMATION INCLUDING UTILITY COMPANY AND RECORD MAPS AND IS NOT GUARANTEED CORRECT OR COMPLETE. UTILITIES ARE SHOWN TO ALERT THE CONTRACTOR TO THEIR PRESENCE. THE CONTRACTOR AND/OR RESPONSIBLE PARTY IS SOLELY RESPONSIBLE FOR DETERMINING ACTUAL LOCATIONS AND ELEVATIONS OF ALL UTILITIES INCLUDING SERVICES. PRIOR TO ANY CONSTRUCTION, CALL "CALL BEFORE YOU DIG" AT 1-800-922-4455 AND VERIFY ALL UNDERGROUND AND OVERHEAD UTILITY LOCATIONS.
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LEGEND

- TOWN LINE
- PROPERTY LINE
- EXISTING SANITARY SEWER MANHOLE
- EXISTING SANITARY SEWER MAIN
- EXISTING SANITARY SEWER LATERAL
- EXISTING GAS MAIN
- EXISTING WATER MAIN
- EXISTING STORM SEWER PIPE
- EXISTING CATCH BASIN
- PROPOSED BITUMINOUS CONCRETE LIP CURB
- PROPOSED EXTRUDED CONCRETE CURB
- PROPOSED SAWCUT LINE
- FULL DEPTH ROADWAY RECONSTRUCTION
- RECLAIM ROADWAY
- DRIVEWAY APRON TOWN R.O.W.
- DRIVEWAY APRON PRIVATE PROPERTY
- PROPOSED STORM SEWER PIPE
- PROPOSED CATCH BASIN
- TREE REMOVAL IN EASEMENT AREA
- TREE REMOVAL IN ROW
- TW=XXX.X - TOP OF WALL ELEVATION
- BW=XXX.X - BOTTOM OF WALL ELEVATION



STROBEL ROAD RECONSTRUCTION PROJECT

Trumbull, Connecticut

January 18, 2019

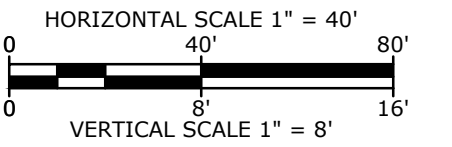
VERIFY SCALE
BAR IS 1 INCH ON ORIGINAL DRAWING
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IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

CURVE TABLE							
Curve #		STATION	NORTHING	EASTING	DELTA (Δ)	TANGENT	LENGTH
C15	P.C.	100+27.01	N 657,894.88	E 883,301.54	24° 33' 17.4"	87.05'	171.43'
	P.I.	-	N 657,924.74	E 883,383.31			
	P.T.	101+98.44	N 657,917.92	E 883,470.09			
C16	P.C.	102+62.80	N 657,912.87	E 883,534.25	6° 35' 30.5"	23.04'	46.02'
	P.I.	-	N 657,911.07	E 883,557.22			
	P.T.	103+08.82	N 657,911.91	E 883,580.24			

ROADWAY PLAN STA 72+50 TO 105+12

SCALE: 1" = 20'

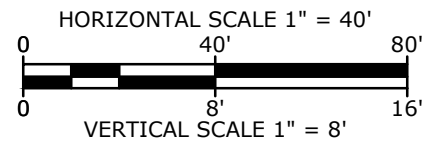
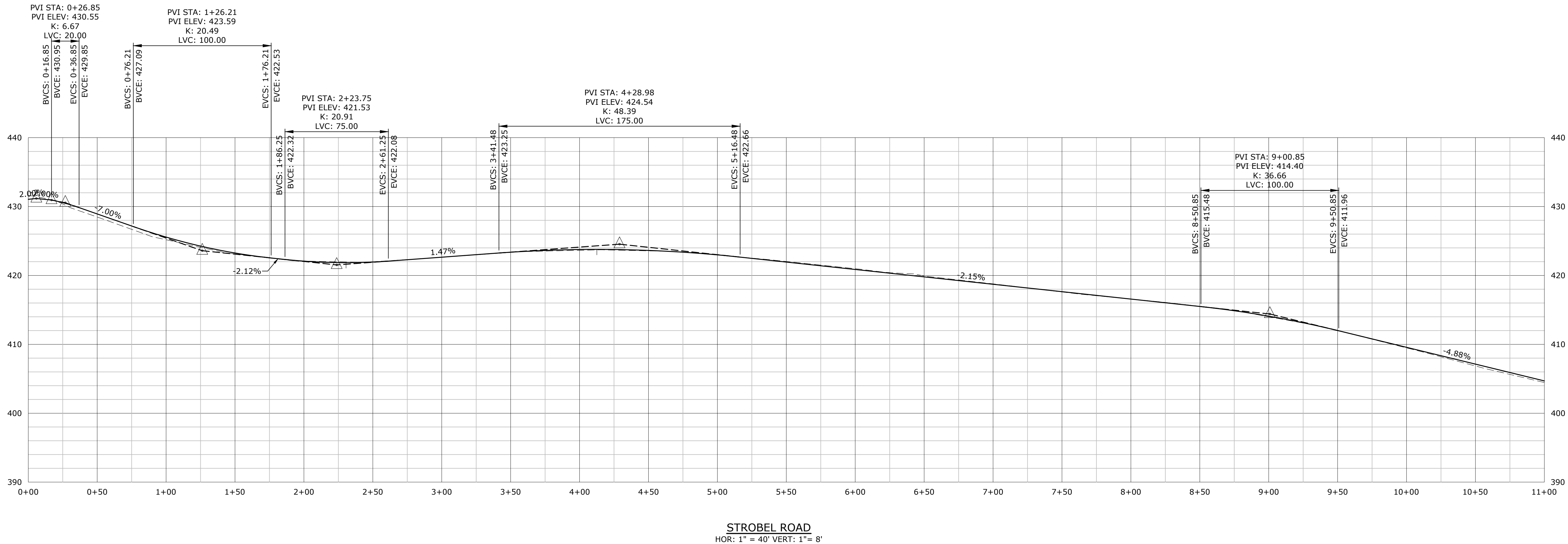
C3.17



Trumbull, Connecticut

January 18, 2019

C4.0



STROBEL ROAD
RECONSTRUCTION
PROJECT

Trumbull, Connecticut

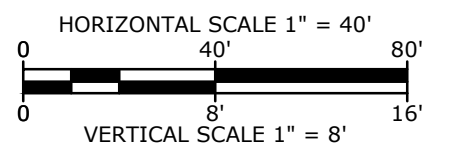
January 18, 2019

VERIFY SCALE
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THIS SHEET, ADJUST
SCALES ACCORDINGLY

MARK	DATE	DESCRIPTION
PROJECT NO:		T0196
FILE:		T0196-15-C-400-PROFILE.dwg
DRAWN BY:		APW
CHECKED:		AJM
APPROVED:		DCH

ROADWAY PROFILE STA: 0+00 TO 11+00	
SCALE:	HORZ: 1"= 40' VERT: 1"=8'

C4.1



Trumbull, Connecticut

January 18, 2019

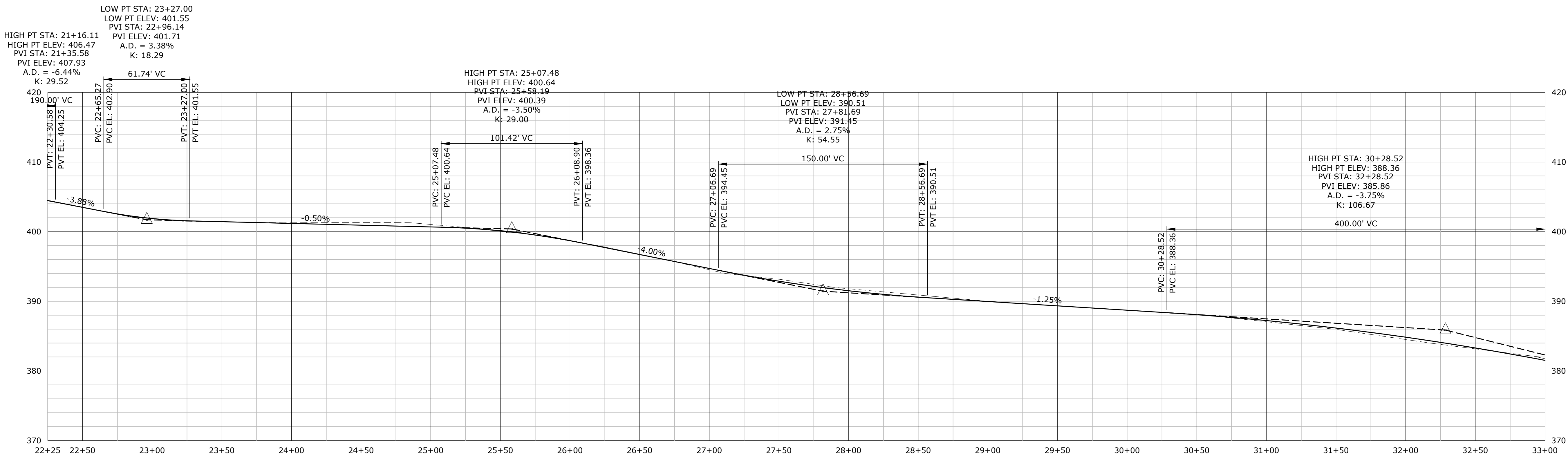
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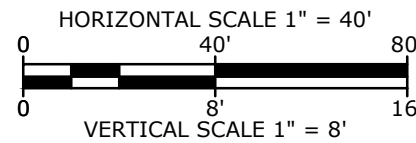
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IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

MARK	DATE		DESCRIPTION		
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FILE:		T0196-15-C-400-PROFILE.dwg			
DRAWN BY:		APW			
CHECKED:		AJM			
APPROVED:		DCH			
ROADWAY PROFILE STA: 11+00 TO 22+50					
SCALE:		HORIZ: 1"= 40' VERT: 1"=8'			
C4.2					



STROBEL ROAD
HOR: 1" = 40' VERT: 1" = 8'



STROBEL ROAD RECONSTRUCTION PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

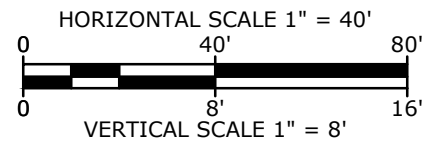
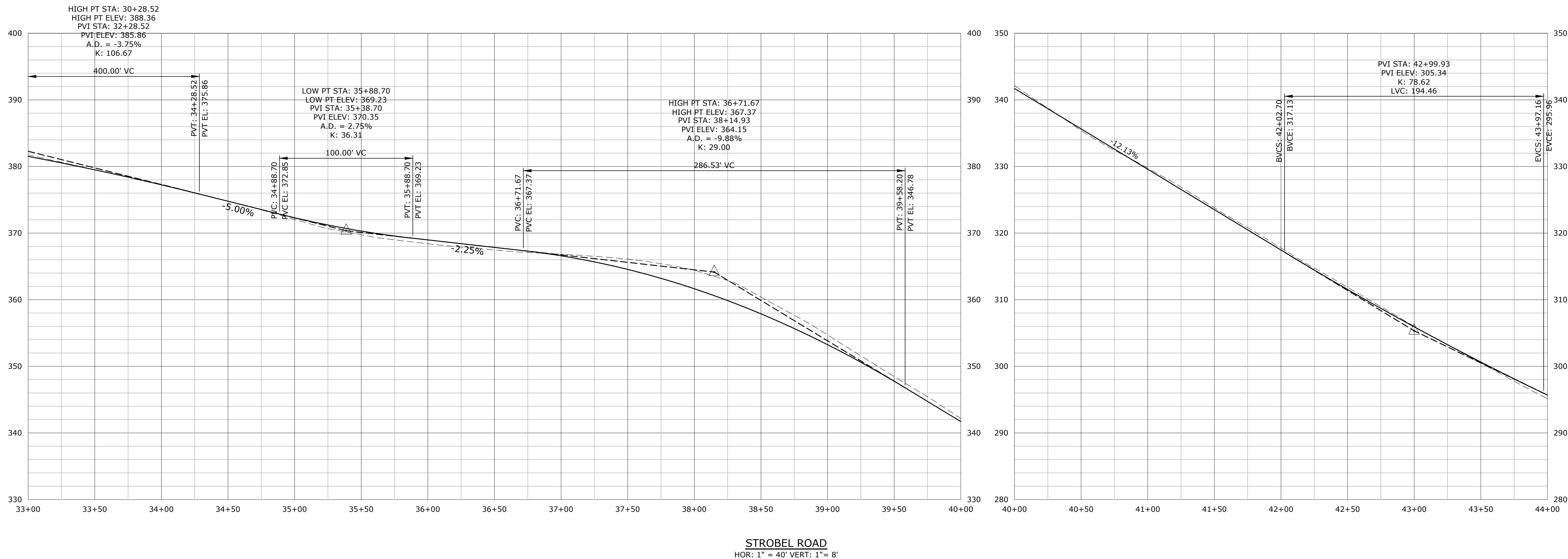
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FILE:	T0196-15-C-400-PROFILE.dwg	
DRAWN BY:	APW	
CHECKED:	AJM	
APPROVED:	DCH	

ROADWAY PROFILE
STA: 22+25 TO 33+00

SCALE: HORZ: 1" = 40' VERT: 1" = 8'

C4.3



STROBEL ROAD
RECONSTRUCTION
PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

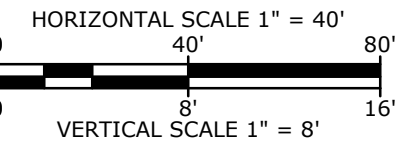
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FILE:	T0196-15-C-400-PROFILE.dwg	
DRAWN BY:	APW	
CHECKED:	AJM	
APPROVED:	DCH	

ROADWAY PROFILE
STA 33+00 TO 44+00

SCALE: HORZ: 1" = 40' VERT: 1" = 8'

C4.4



STROBEL ROAD
RECONSTRUCTION
PROJECT

Trumbull, Connecticut

January 18, 2019

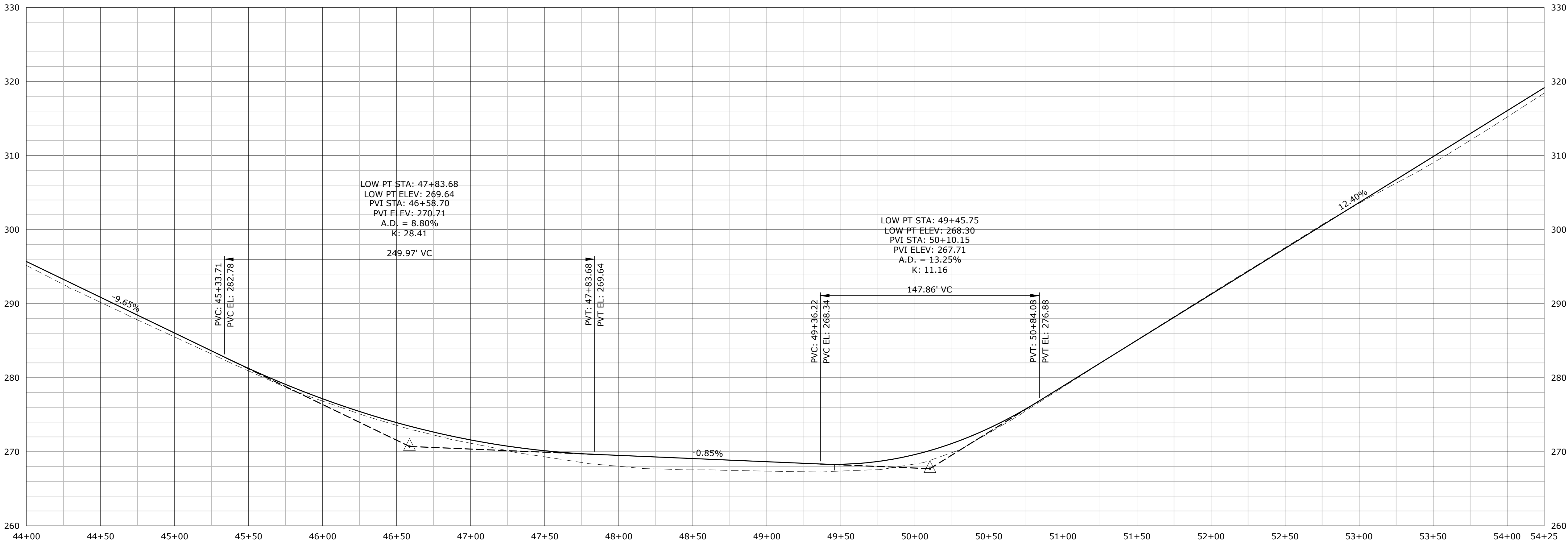
VERIFY SCALE
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APPROVED:		DCH

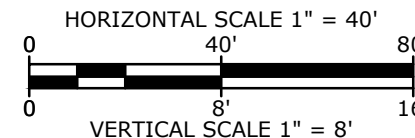
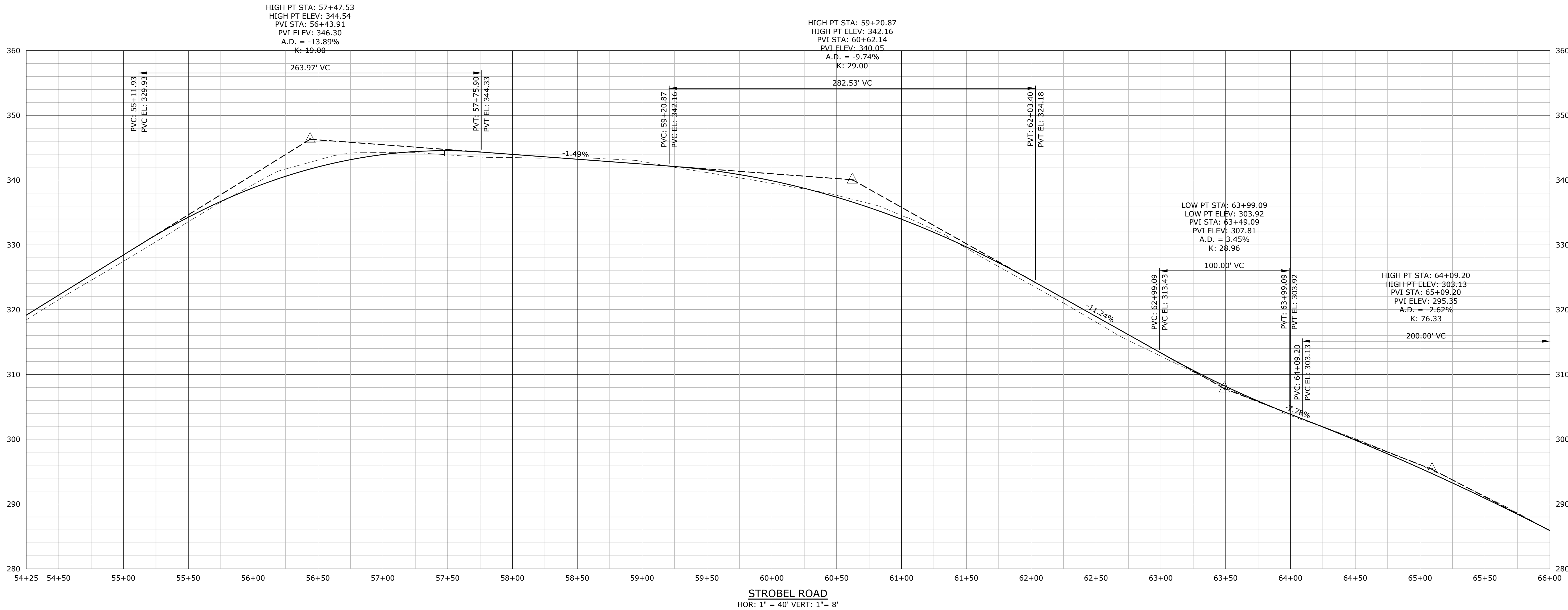
ROADWAY PROFILE
STA 44+00 TO 54+25

SCALE: HORZ: 1"= 40' VERT: 1"=8'

C4.5



STROBEL ROAD
HOR: 1" = 40' VERT: 1"= 8'



STROBEL ROAD
RECONSTRUCTION
PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE
BAR IS 1 INCH ON
ORIGINAL DRAWING
IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

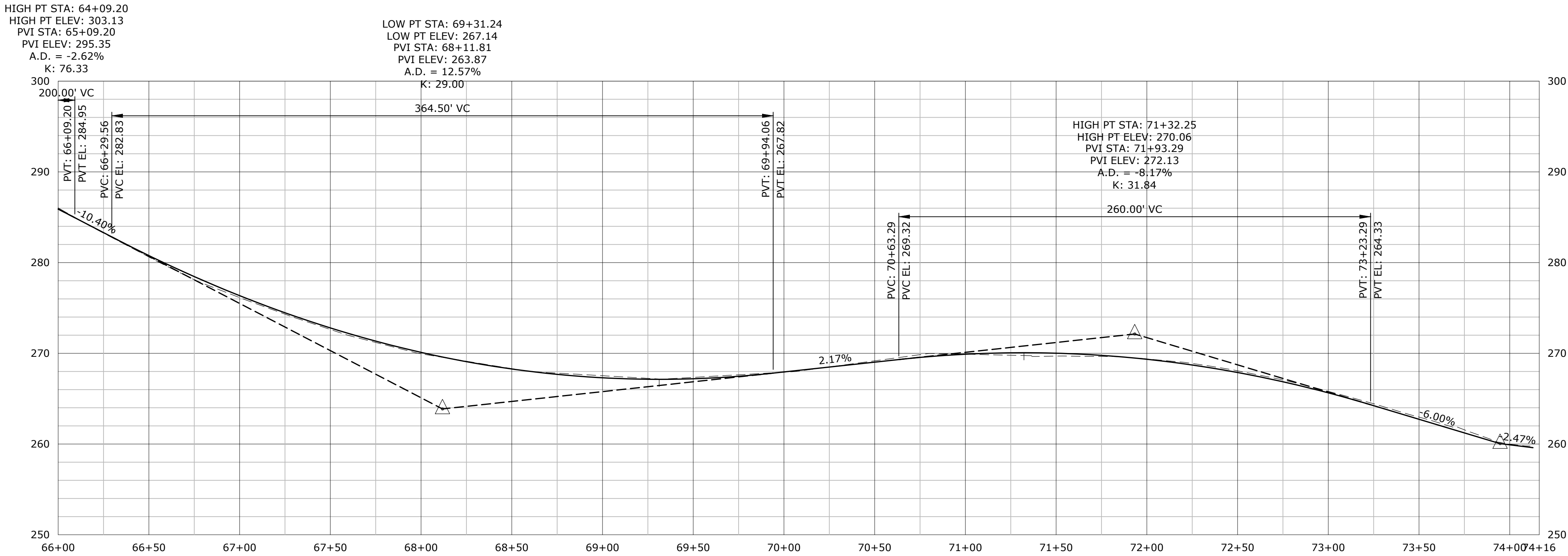
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PROJECT NO:	T0196	
FILE:	T0196-15-C-400-PROFILE.dwg	
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CHECKED:	AJM	
APPROVED:	DCH	

ROADWAY PROFILE
STA 54+25 TO 66+00

SCALE: HORZ: 1"= 40' VERT: 1"=8'

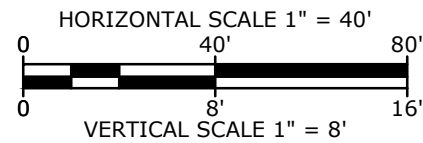
C4.6

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Tighe & Bond: \\T0196\\15 Strob Rd\\Drawing\\Sheet\\T0196-15 C-400-PROFILE.dwg



Tighe&Bond

www.tighebond.com
1000 Bridgeport Avenue
Suite 320
Shelton, CT 06484
(203) 712-1100



STROBEL ROAD RECONSTRUCTION PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

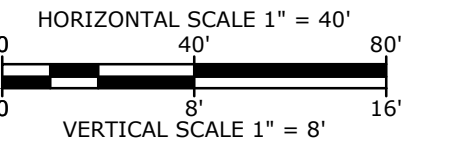
BAR IS 1 INCH ON
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IF NOT ONE INCH ON
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SCALES ACCORDINGLY

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FILE:		T0196-15-C-400-PROFILE.dwg
DRAWN BY:		APW
CHECKED:		AJM
APPROVED:		DCH

ROADWAY PROFILE
STA 66+00 TO 74+17

SCALE: HORZ: 1" = 40' VERT: 1" = 8'

C4.7



Trumbull, Connecticut

January 18, 2019

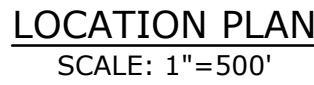
VERIFY SCALE

BAR IS 1 INCH ON
ORIGINAL DRAWING

0  1 INCH

IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

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A photograph of a stone structure, likely a bridge or culvert, featuring two large circular openings. The structure is built from rough-hewn stone blocks. A large, light-colored pipe or culvert runs horizontally across the top of the stone structure. The area around the structure is rocky and covered with fallen leaves and some green vegetation. A small stream or path leads through the rocks in the foreground.

A photograph of a stone bridge structure, possibly a culvert or small bridge, crossing a ditch. The bridge is made of rough-hewn stone blocks. It is surrounded by dense vegetation, including tall grasses, weeds, and a large bush with bright red flowers on the right. The ground in the foreground is covered with fallen brown leaves. In the background, a paved road and a blue trash can are visible.

PHOTOGRAPH

EQUIPMENT, STRUCTURES, PIPING,
AND/OR CONDUITS TO BE REMOVED

PHOTOGRAPH

MARK	DATE	DESCRIPTION
PROJECT NO:		T0196
FILE:		T0196-15-C-500-EXCN.dwg
DRAWN BY:		MDS
CHECKED:		CRD
APPROVED:		AJM

SCALE: 1" = 10'

C5.0

Jan 18, 2019 2:26pm Plotted By: DubuqueC
Tighe & Bond, Inc. J:\YT\T0196\15_Strobel Rd\Drawing\Sheet\T0196-15-C-500-EXCN.dwg

GENERAL

- G1

STRUCTURAL WORK SHALL CONFORM TO CONNECTICUT DEPARTMENT OF TRANSPORTATION LRFD BRIDGE MANUAL, LATEST EDITION, INCLUDING MOST RECENT ADDENDA, AND CONTRACT DOCUMENTS. IN CASE OF CONFLICT, MOST STRINGENT REQUIREMENT SHALL GOVERN.
- G2

CONTRACTOR SHALL VERIFY AND COORDINATE DIMENSIONS RELATED TO THIS PROJECT PRIOR TO STARTING CONSTRUCTION.
- G3

PREFORMED BITUMINOUS JOINT FILLER SHALL BE NON-EXTRUDING AND RESILIENT BITUMINOUS TYPE PREFORMED EXPANSION JOINT FILLER. IT SHALL MEET THE REQUIREMENTS OF CTDOT FORM 816.
- G4

CONSTRUCTION DETAILS AND MATERIALS SHALL CONFORM TO CT DOT FORM 817, 2016 AS REVISED BY THE SUPPLEMENTAL SPECIFICATIONS DATED JANUARY 2018.

REINFORCEMENT

- R1

DETAILING, FABRICATION, AND ERECTION OF REINFORCEMENT, UNLESS OTHERWISE NOTED, SHALL CONFORM TO ACI "BUILDING CODE REQUIREMENTS FOR REINFORCED CONCRETE (ACI 318)" AND ACI "MANUAL OF STANDARD PRACTICE FOR DETAILING REINFORCED CONCRETE STRUCTURES (ACI 315)", LATEST EDITION.
- R2

STEEL REINFORCEMENT UNLESS OTHERWISE SHOWN SHALL CONFORM TO ASTM A615 GRADE 60 MINIMUM (YIELD STRENGTH - 60,000 PSI).
- R3

EPOXY COATED BAR REINFORCEMENT SHALL CONFORM TO THE REQUIREMENTS OF ASTM A615 GRADE 60 AND BE COATED TO THE REQUIREMENTS OF ASTM D3963.
- R4

PROVIDE AND SCHEDULE ON SHOP DRAWINGS, ALL NECESSARY ACCESSORIES TO HOLD REINFORCEMENT SECURELY IN POSITION: MINIMUM REQUIREMENTS SHALL BE: HIGH CHAIRS, 4'-0" ON CENTER, #5 SUPPORT BAR FOR HIGH CHAIRS, 3'-6" ON CENTER, ALL WIRE CHAIRS AND BOLSTERS TO BE PLASTIC TIPPED.
- R5

WHERE CONTINUOUS BARS ARE CALLED FOR THEY SHALL BE RUN CONTINUOUSLY AROUND CORNERS AND LAPPED AT NECESSARY SPLICES OR HOOKED AT DISCONTINUOUS ENDS.
- R6

WHERE REINFORCEMENT IS CALLED FOR IN SECTION, REINFORCEMENT IS CONSIDERED TYPICAL WHEREVER THE SECTION APPLIES.
- R7

REINFORCEMENT SHALL BE CONTINUOUS THROUGH ALL CONSTRUCTION JOINTS UNLESS OTHERWISE INDICATED ON THE DRAWINGS.
- R8

WELDED WIRE FABRIC SHALL LAP 12" OR TWO SPACES, WHICHEVER IS LARGER, AND SHALL BE WIRED TOGETHER.
- R9

REINFORCEMENT COUPLER SPLICES SHALL BE MECHANICAL DEVICES CAPABLE OF TRANSMITTING THE ULTIMATE TENSILE AND COMPRESSIVE STRENGTH OF THE BAR.

INSTALLATION OF REINFORCEMENT SHALL BE COMPLETED AT LEAST 24 HOURS PRIOR TO SCHEDULED CONCRETE PLACEMENT. NOTIFY ENGINEER OF COMPLETION AT LEAST 24 HOURS PRIOR TO SCHEDULED COMPLETION OF PLACEMENT OF REINFORCEMENT.
- R11

REINFORCEMENT SHALL BE SET BEFORE PLACING CONCRETE. SETTING ANY REINFORCEMENT INTO WET CONCRETE IS PROHIBITED.

CONCRETE

- C1

CONCRETE WORK SHALL CONFORM TO THE LATEST EDITIONS OF THE BUILDING CODE REQUIREMENTS FOR REINFORCED CONCRETE (ACI 318), AND SPECIFICATIONS FOR STRUCTURAL CONCRETE FOR BUILDING (ACI 301).
- C2

CONCRETE SHALL BE CONTROLLED CONCRETE, PROPORTIONED, MIXED AND PLACED UNDER THE SUPERVISION OF AN APPROVED CONCRETE TESTING AGENCY OR THE ENGINEER.
- C3

CAST-IN-PLACE FOOTINGS AND STEMS SHALL BE CT DOT STANDARD "CLASS A" CONCRETE. TOP SLAB SHALL BE CT DOT STANDARD "CLASS F" CONCRETE.
- C4

THE USE OF CONSTRUCTION JOINTS WHERE SHOWN ON THE DRAWINGS IS MANDATORY. OMISSIONS, ADDITIONS OR CHANGES SHALL NOT BE MADE EXCEPT WITH THE SUBMISSION OF A WRITTEN REQUEST TOGETHER WITH DRAWINGS OF THE PROPOSED JOINT LOCATIONS FOR APPROVAL OF THE STRUCTURAL ENGINEER.
- C5

WHERE CONSTRUCTION JOINTS ARE NOT SHOWN, DRAWINGS SHOWING LOCATION OF CONSTRUCTION JOINTS AND CONCRETE PLACING SEQUENCE SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO PREPARATION OF THE REINFORCEMENT SHOP DRAWINGS.
- C5

CONCRETE SLABS SHALL BE CAST SO THAT THE SLAB THICKNESS IS AT NO POINT LESS THAN THAT INDICATED ON THE DRAWINGS.
- C7

CONCRETE SHALL BE PLACED WITHOUT HORIZONTAL CONSTRUCTION JOINTS EXCEPT WHERE SHOWN OR NOTED.
- C8

EXPOSED EDGES OF CONCRETE ELEMENTS SHALL HAVE 1"x1" CHAMFERED CORNERS.

FOUNDATIONS

- F1

NO CONCRETE SHALL BE PLACED IN WATER OR ON FROZEN GROUND.
- F2

BOTTOM OF FOUNDATION ELEVATIONS GIVEN ON DRAWINGS ARE TO BE CONSIDERED MINIMUM DEPTHS. CONTRACTOR SHALL HAVE FURTHER EXCAVATION AS REQUIRED TO REACH GOOD BEARING.
- F3

ALL FINISHED EXCAVATIONS SHALL BE INSPECTED BY THE ENGINEER BEFORE ANY CONCRETE IS PLACED.
- F4

ALL BACKFILL SHALL BE COMPACTED IN MAXIMUM 12" LIFTS. SEE SPECIFICATIONS.
- F5

BACKFILL WITH CT DOT SPECIFIED PERVIOUS STRUCTURE BACKFILL.
- F6

GROUP 2 NON-WOVEN GEOTEXTILE SHALL BE AMOCO 4506, CARTHAGE MILLS FX-60HS, MIRAFI 160N, OR APPROVED EQUAL.
- F7

EXCAVATED SOIL SUBGRADES SHOULD BE PROOF COMPACTED WITH EITHER 10 PASSES OF A 10-TON VIBRATORY DRUM ROLLER FOR OPEN EXCAVATIONS OR 6 PASSES OF A LARGE, REVERSIBLE, WALK BEHIND VIBRATORY COMPACTOR CAPABLE OF EXERTING A MINIMUM FORCE OF 2,000 LBS IN TRENCH OR FIT EXCAVATIONS.
- F8

OVER-EXCAVATE ANY SOFT OR WEAK SPOTS AND REPLACE WITH COMPACTED GRANULAR FILL OR COMPACTED CRUSHED STONE WRAPPED IN A NON-WOVEN GEOTEXTILE.

NOTES:

1. FOR REBAR DETAILS, TYPICAL WALL SECTIONS, REFER TO SHEET C5.5
2. FOR WALL TO SLAB CONNECTION DETAILS, REFER TO SHEET C5.5
3. ALL REINFORCING STEEL IN SLABS TO BE #5 BARS @ 12" O.C. U.N.O.
4. JOINTS SHOWN IN PLAN VIEW ARE FOR SLABS ONLY.
5. VERTICAL CONSTRUCTION JOINTS FOR WALLS ONLY.
6. FOR SUPPORT WALL REINFORCING SEE SHEET C5.5

BAR SIZE DESIGNATION		DEVELOPMENT LENGTH (INCHES)	SPLICE LENGTH (INCHES)	
ENGLISH	METRIC	Ld	CLASS B	CLASS B TOP BARS
#3	#10	15	19	25
#4	#13	19	25	33
#5	#16	24	31	40
#6	#19	29	37	48
#7	#22	42	54	70
#8	#25	48	62	81
#9	#29	54	70	91
#10	#32	61	79	103

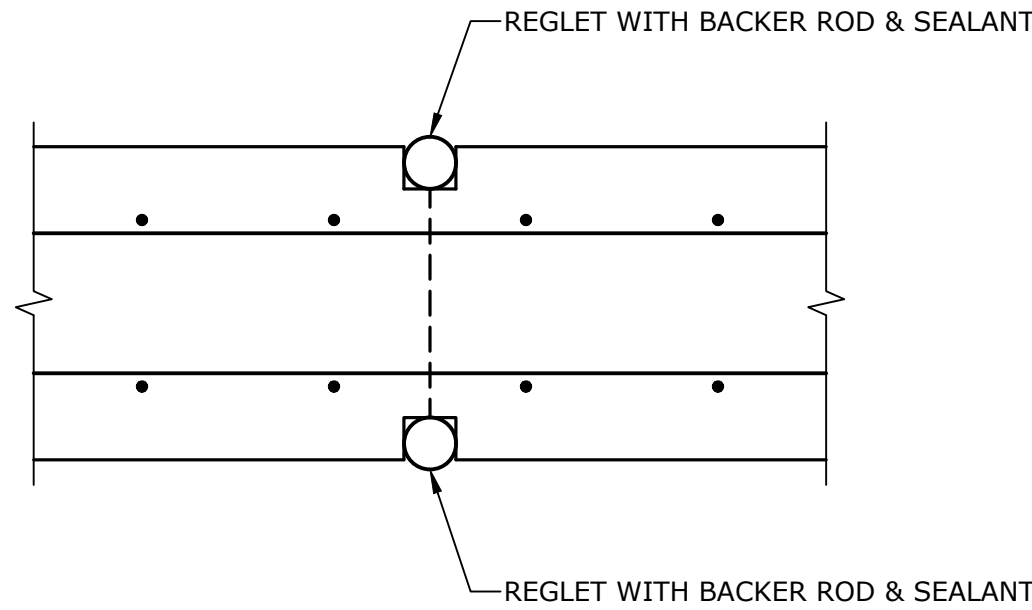
REBAR SPLICE LENGTH SCHEDULE

NOTES:

1. IF CLEAR SPACING BETWEEN THE REBARS IS LESS THAN THREE BAR DIAMETERS, OR IF COVER IS LESS THAN TWO BAR DIAMETERS, INCREASE THE SPLICE LENGTH BY AN ADDITIONAL 50%.
2. IF EPOXY COATED REBAR IS USED, INCREASE THE SPLICE LENGTH BY AN ADDITIONAL 50%.
3. IF LIGHTWEIGHT CONCRETE IS USED, INCREASE THE SPLICE LENGTH BY AN ADDITIONAL 30%.
4. THE MINIMUM REBAR SPLICE LENGTH SCHEDULE IS BASED ON F'c= 4,000 PSI AND Fy= 60,000 PSI. ADJUST FOR OTHER STRENGTHS USING ACI-318.
5. FOR HORIZONTAL REINFORCEMENT SO PLACED THAT MORE THAN 12 INCHES OF FRESH CONCRETE IS CAST IN THE MEMBER BELOW, INCREASE THE DEVELOPMENT LENGTH BY AN ADDITIONAL 30%.
6. WHEN BARS OF DIFFERENT SIZE ARE LAP SPLICED, THE SPLICE LENGTH SHALL BE THE LARGER OF EITHER THE DEVELOPMENT LENGTH OF THE LARGER BAR OR THE SPLICE LENGTH OF THE SMALLER BAR.

QUANTITIES		
ITEM	UNIT	QUANTITY
EXCAVATION AND REUSE OF EXISTING CHANNEL BOTTOM MATERIAL	CY	75
STRUCTURE EXCAVATION-EARTH (COMPLETE)	CY	600
HANDLING WATER	LS	LS
PERVIOUS STRUCTURE BACKFILL	CY	250
REMOVAL OF SUBSTRUCTURE	LS	LS
CLASS "A" CONCRETE	CY	150
PRECAST CONCRETE BOX STRUCTURE	LF	120
DRILLING AND GROUTING REINFORCING BARS	LF	200
MODIFIED RIPRAP	CY	50
MEMBRANE WATERPROOFING (COLD LIQUID ELASTOMERIC)	SY	50
DAMPROOFING	SY	50
TEMPORARY EARTH RETAINING SYSTEM	SF	700
TEMPORARY SUPPORT OF UTILITIES	LS	LS

HYDRAULIC DATA TABLE		
DRAINAGE AREA	SQUARE MILES	1.33
DESIGN FREQUENCY	YEAR	100
DESIGN DISCHARGE	CFS	785
AVERAGE DAILY FLOW ELEVATION	FT ESTIMATED	260.0
UPSTREAM DESIGN WATER SURFACE ELEVATION	FT	267.26
DOWNSTREAM DESIGN WATER SURFACE ELEVATION	FT	262.47
TEMPORARY DESIGN FREQUENCY	YEAR	2
TEMPORARY DESIGN FLOW	CFS	219
TEMP UPSTREAM DESIGN WATER SURFACE ELEV.	FT	263.1
TEMP DOWNSTREAM DESIGN WATER SURFACE ELEV.	FT	263.0



NOTE: CONCRETE IS PLACED MONOLITHICALLY ON BOTH SIDES OF ALL CONSTRUCTION JOINTS.

CONCRETE SLAB CONSTRUCTION JOINT
NO SCALE

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Strobel Road

Culvert
Rehabilitation
Project

Trumbull, Connecticut

March, 2016

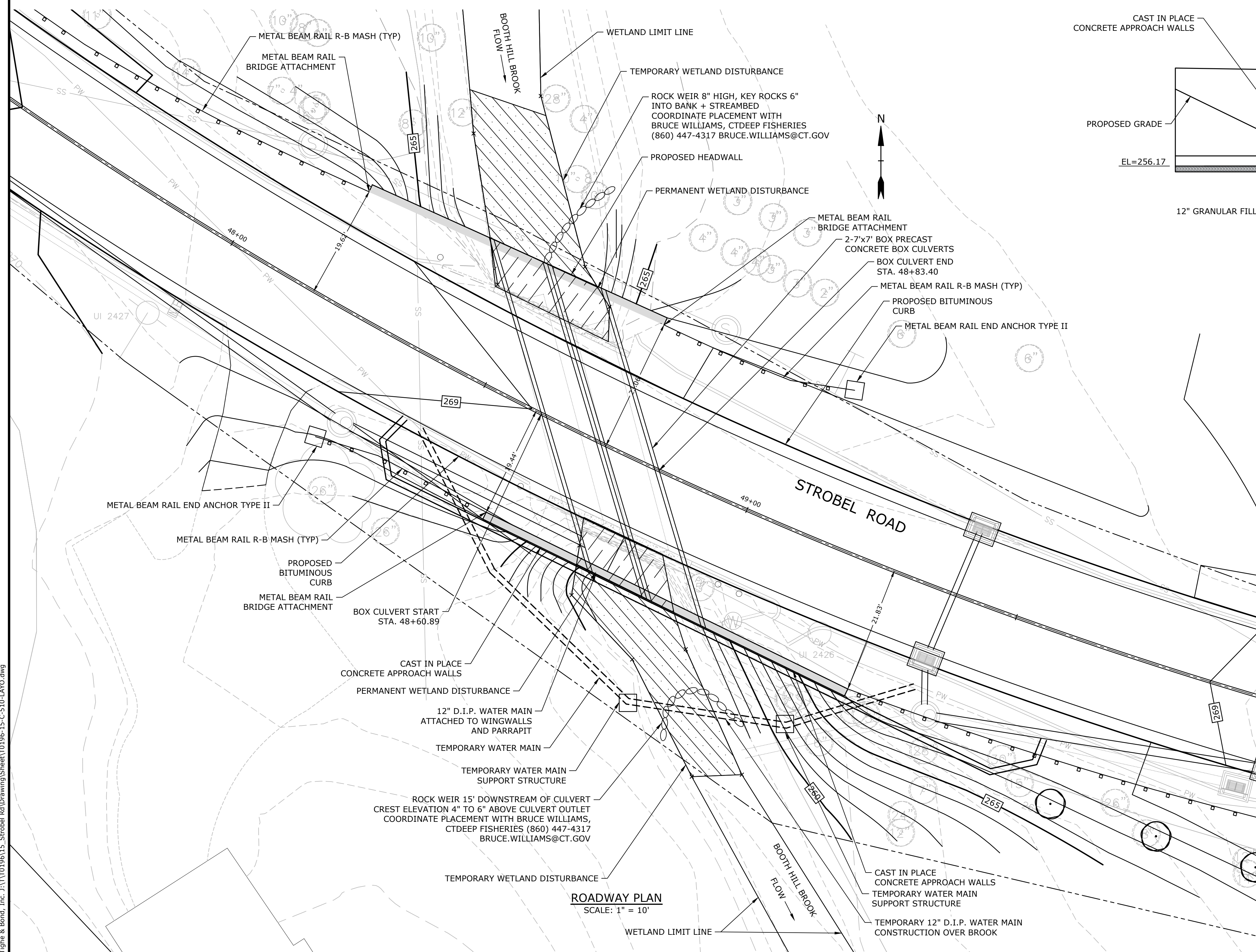
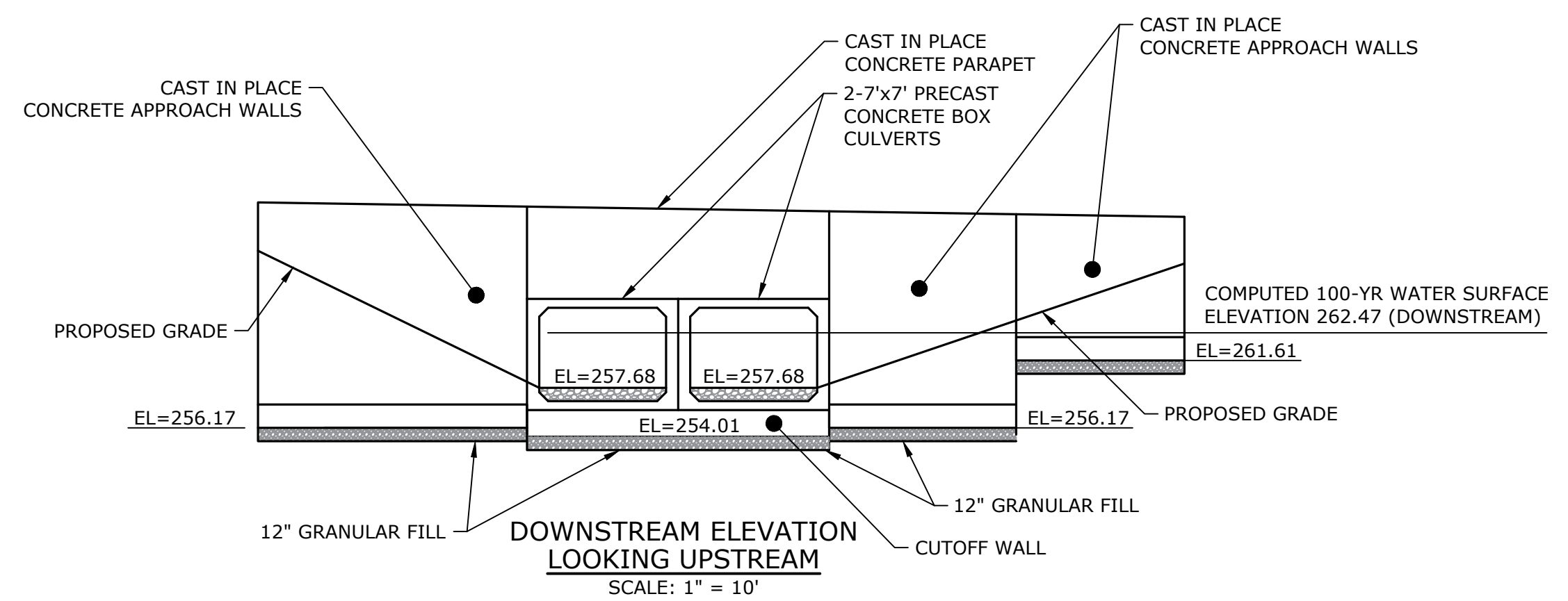
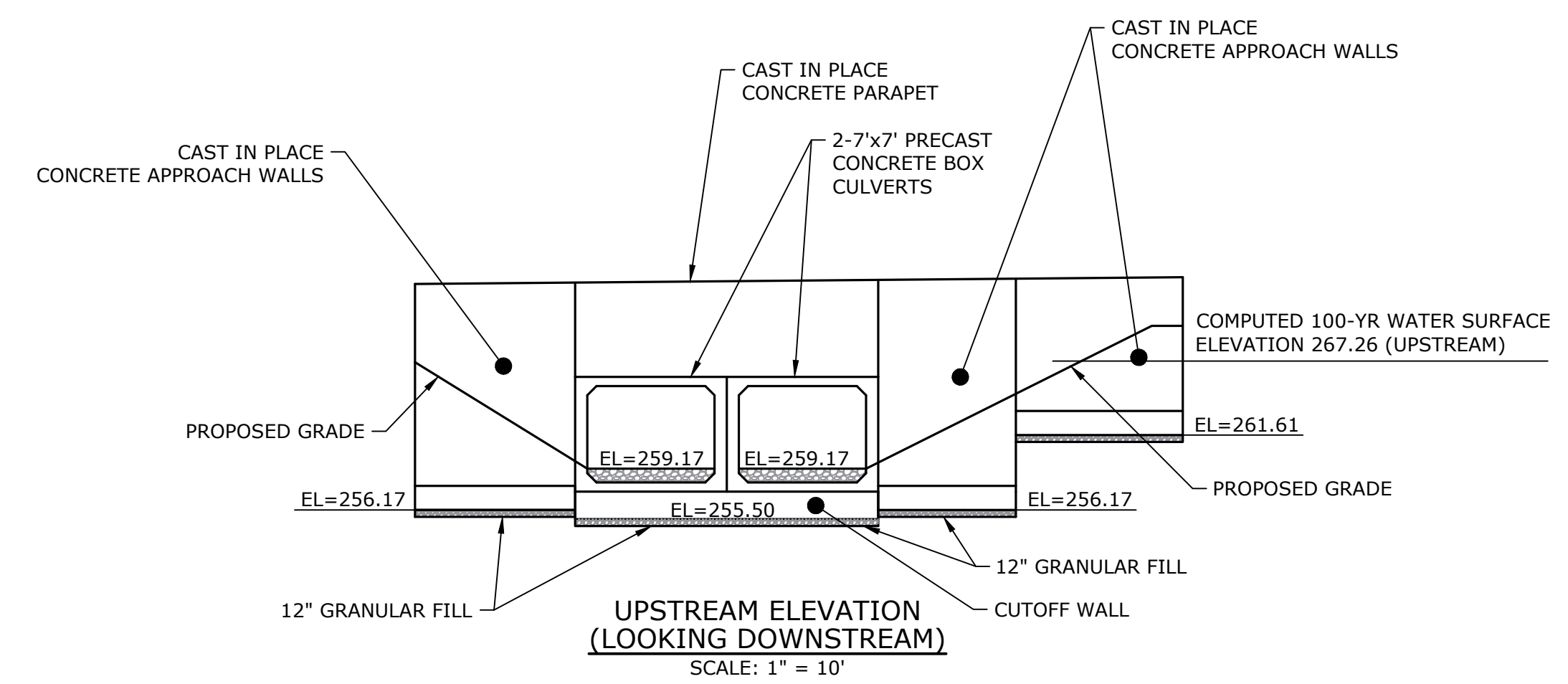
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IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY	

MARK	DATE	DESCRIPTION
PROJECT NO:		T0196
FILE:		T0196-15-C-500-EXCN.dwg
DRAWN BY:		MDS
CHECKED:		CRD
APPROVED:		AJM

STRUCTURAL NOTES AND
DETAILS

SCALE: AS NOTED

C5.1





March, 2016

1. NATURAL STREAMBED SUBSTRATE SHALL BE A HETEROGENEOUS MIXTURE OF GRAVEL, COBBLES AND FINES WITH 40% OF MATERIAL BY WEIGHT TO BE 8"-12" COBBLES. REMAINING 60% OF MATERIAL SHALL BE SMALL COBBLES AND GRAVEL. REFERRING TO SPECIAL PROVISIONS.
2. PROPER SEDIMENT AND EROSION CONTROLS ARE CRITICAL TO PROTECT FISH HABITAT. PROVIDE ALL SEDIMENT AND EROSION CONTROLS SHOWN ON THESE PLANS AND SUPPLEMENTAL CONTROLS AS ORDERED OR REQUIRED TO NOT INCREASE TURBIDITY LEVELS. STABILIZE DISTURBED AREAS AS SOON AS PRACTICABLE.
3. UNCONFIRMED IN-STREAM WORK IS ALLOWED ONLY BETWEEN JUNE 1 AND SEPTEMBER 30.

MARK	DATE	DESCRIPTION
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FILE: T0196-15-C-530-CXS.dwg		
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APPROVED:		AJM

SCALE: AS NOTED

C5.3

Culvert Rehabilitation Project

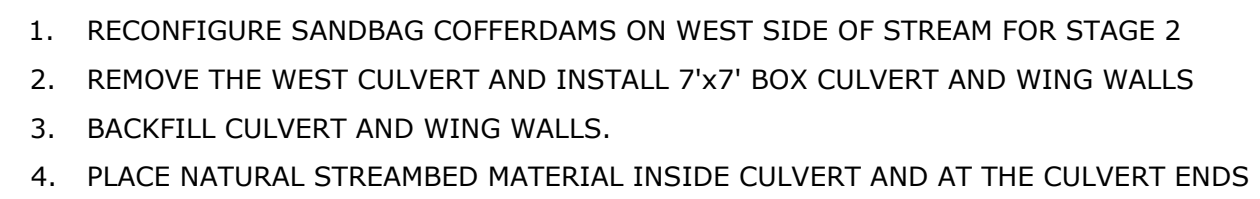
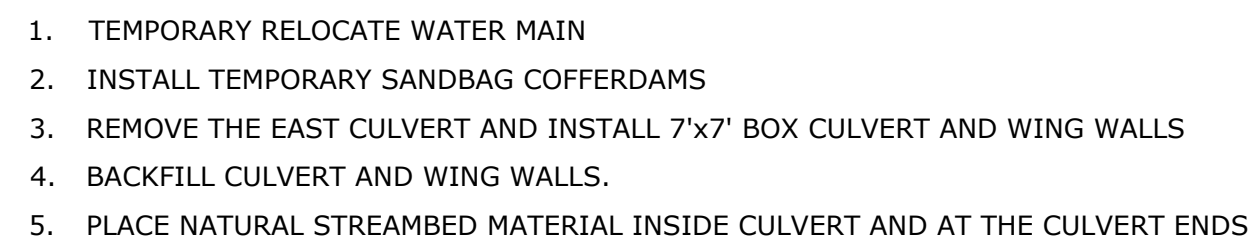
March, 2016

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WATER HANDLING PLAN

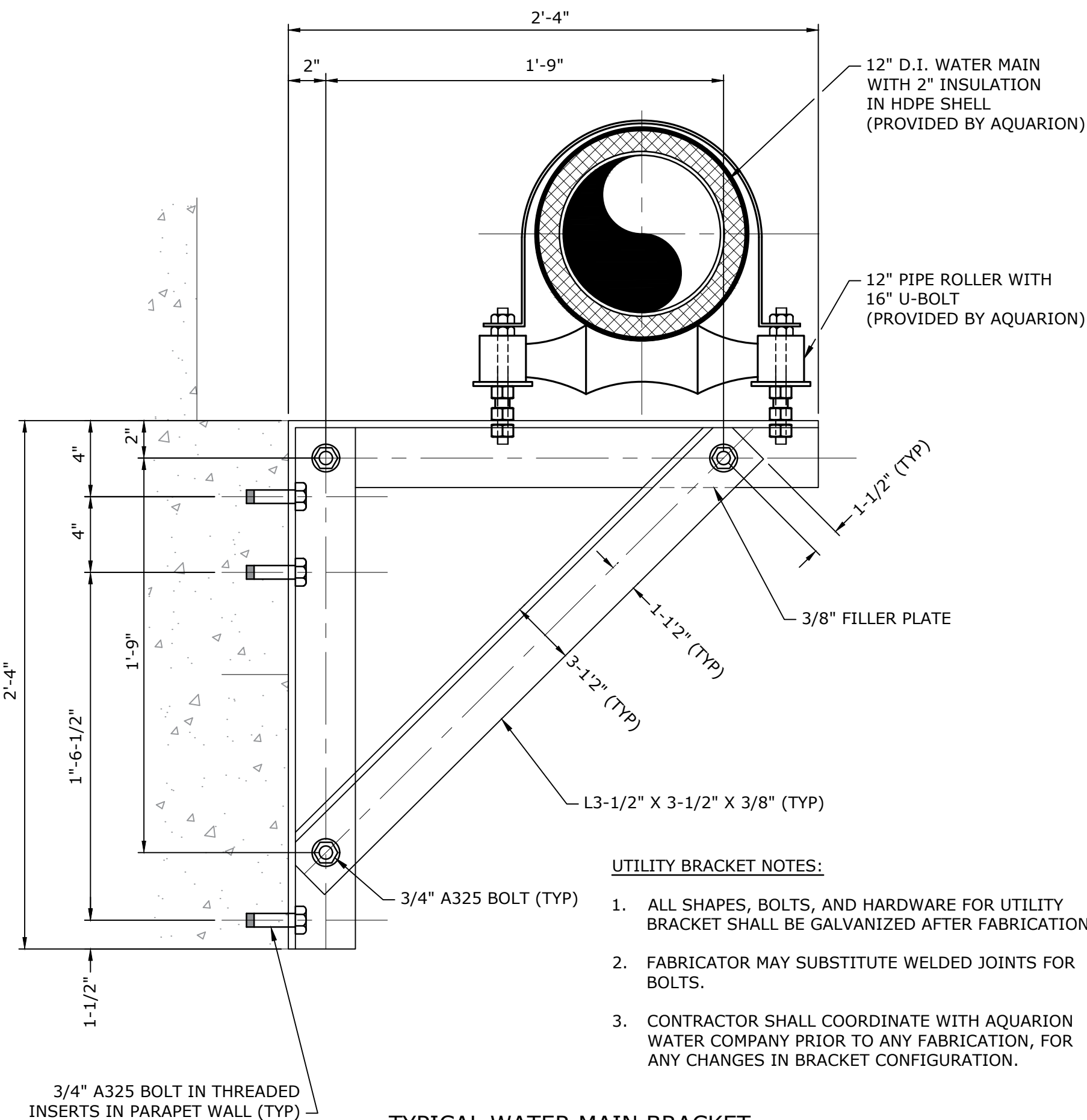
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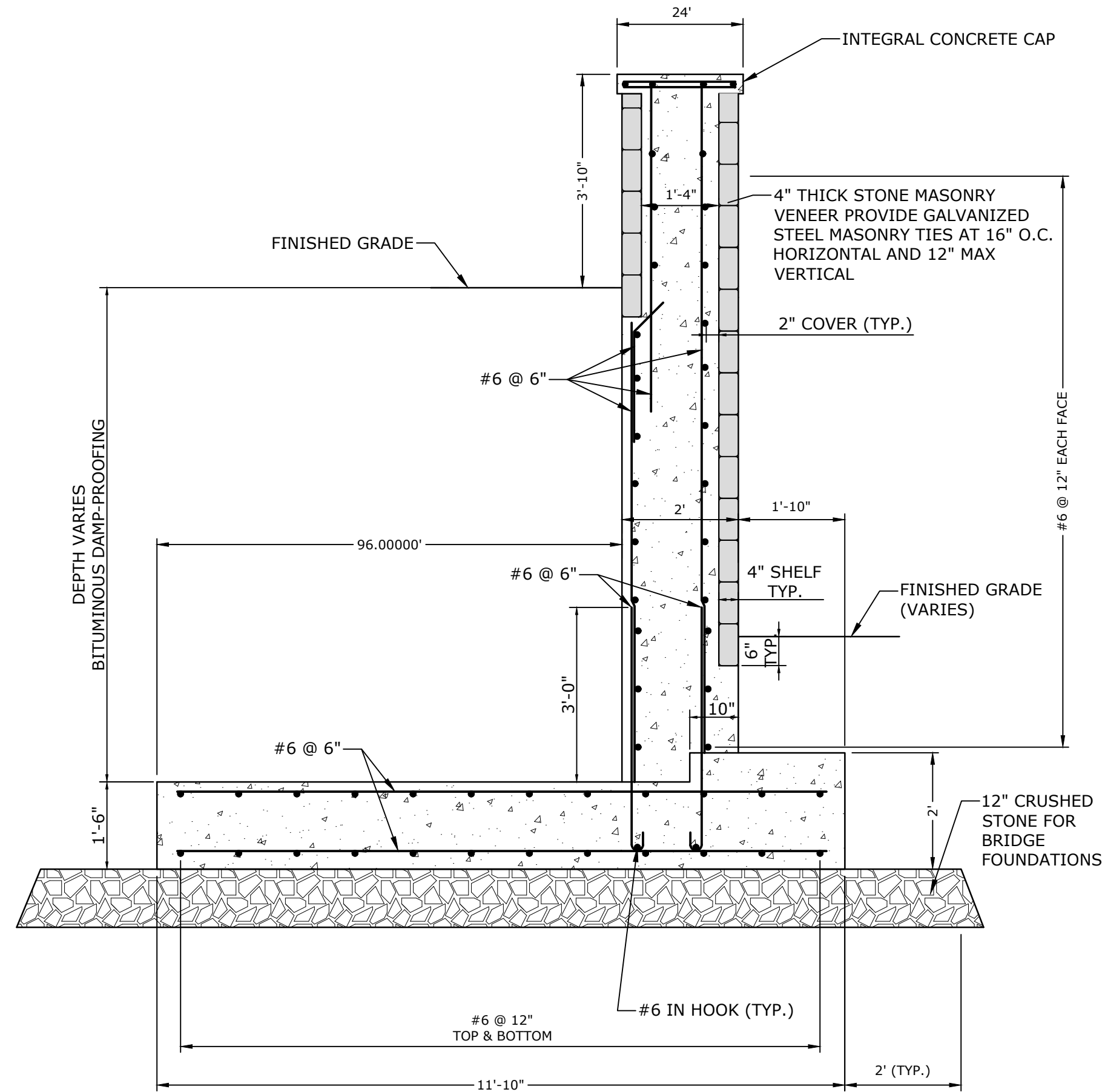
A horizontal scale bar with alternating black and white segments. It is labeled "0" at the left end, "10'" at the midpoint, and "20'" at the right end. The text "SCALE IN FEET" is centered above the bar, and "GRAPHIC SCALE" is centered below the bar.

Iss. Sheet: 11/15/2018
Plotted: Oct 18, 2019, 2:28pm By: DubuqueC
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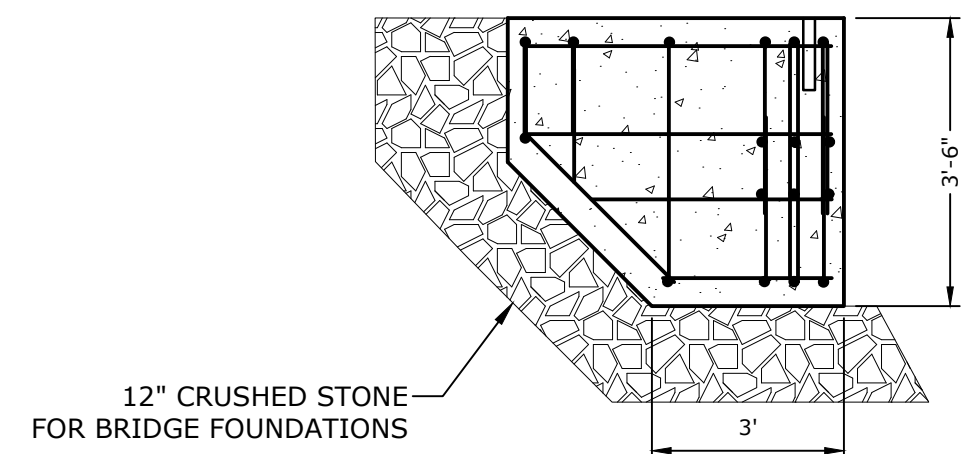


TYPICAL WATER MAIN BRACKET
N.T.S.

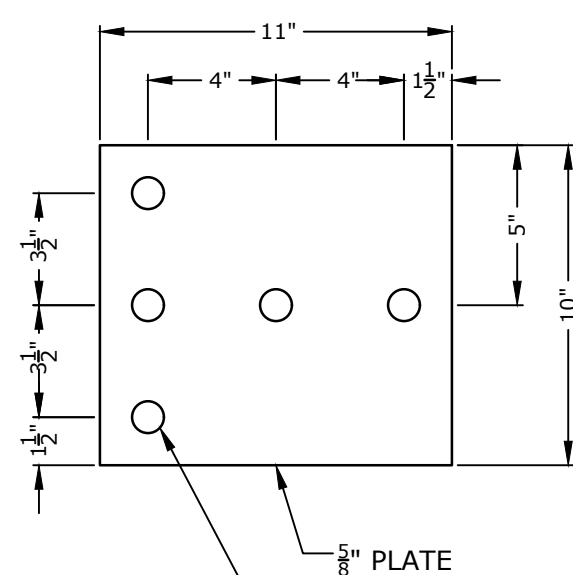
TO BE PROVIDED AND INSTALLED BY BRIDGE CONTRACTOR
(MAX. SPACING BETWEEN BRACKETS = 10 FEET)



TYPICAL WING WALL SECTION
SCALE: 1" = 2'



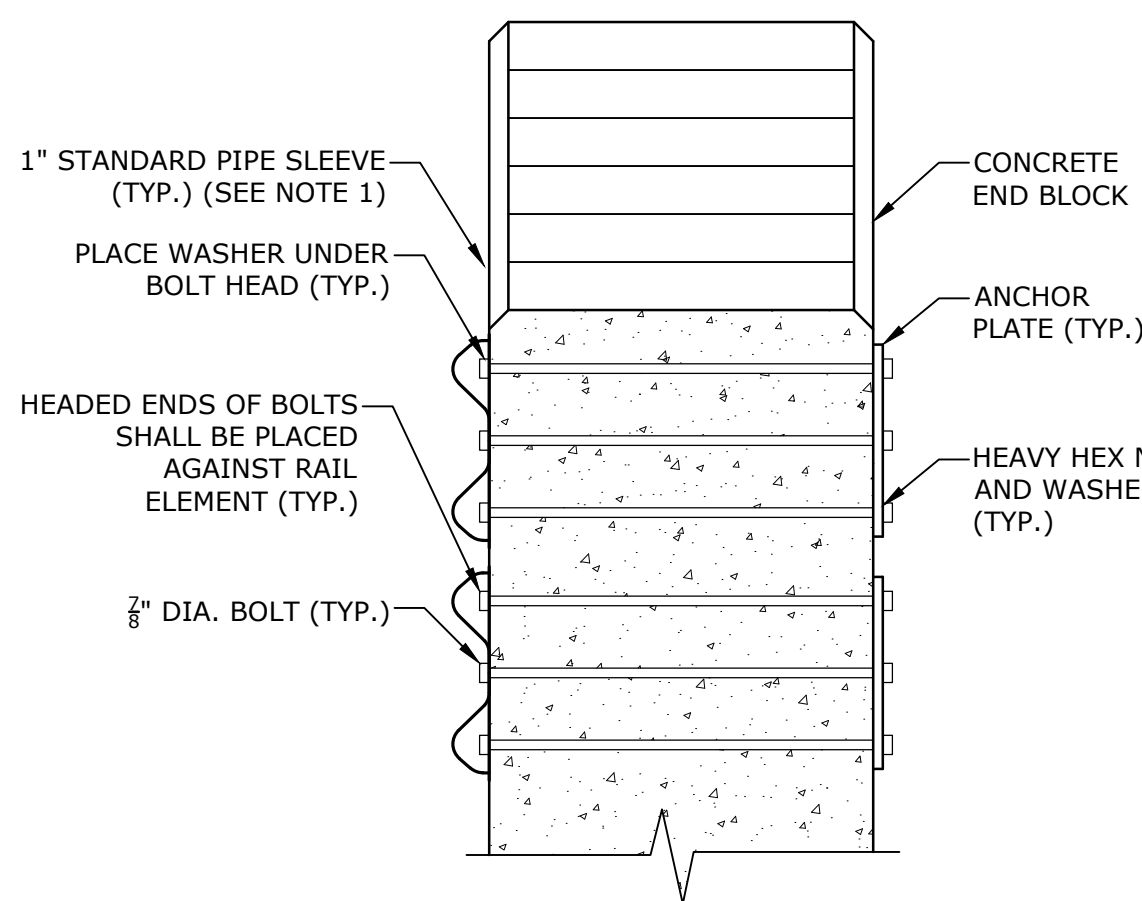
CUTOFF WALL/FOOTING DETAIL
SCALE: 1" = 2'



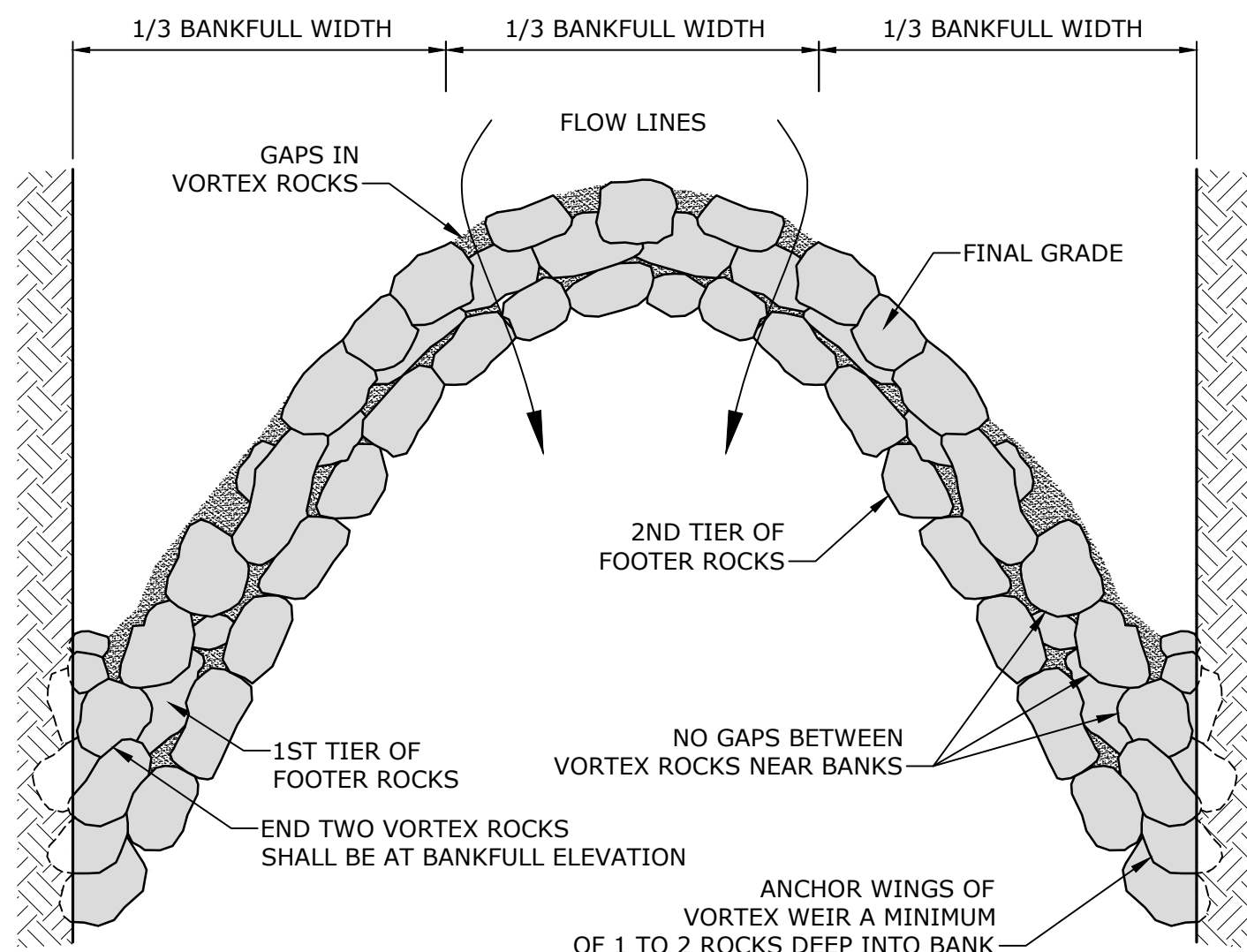
ANCHOR PLATE DETAIL

NOTES:

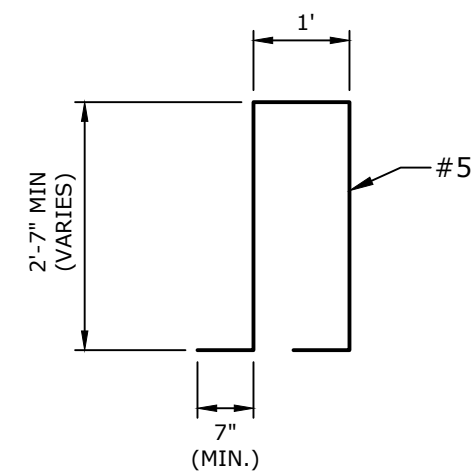
- 1" DIA. PIPE SHALL CONFORM TO ASTM A53 GRADE B OR ASTM A501 AND SHALL BE GALVANIZED IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A123.
- ANCHOR PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A36. THE STEEL PLATES SHALL BE HOT-DIP GALVANIZED IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A123.
- ANCHOR BOLTS SHALL BE HEX-HEADED AND CONFORM TO THE REQUIREMENTS OF ASTM F1554, GRADE 105. THE NUTS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A563, GRADE DH. THE HARDENED WASHERS SHALL CONFORM TO THE REQUIREMENTS OF ASTM F436. HARDENED WASHERS SHALL BE PLACED UNDER THE TURNED ELEMENTS. THE BOLTS, NUTS AND WASHERS SHALL BE HOT-DIP GALVANIZED AFTER FABRICATION IN ACCORDANCE WITH ASTM A153.
- ALL RAIL ANCHORAGE MATERIAL WILL BE PAID FOR UNDER THE APPLICABLE METAL BEAM RAIL ITEMS.



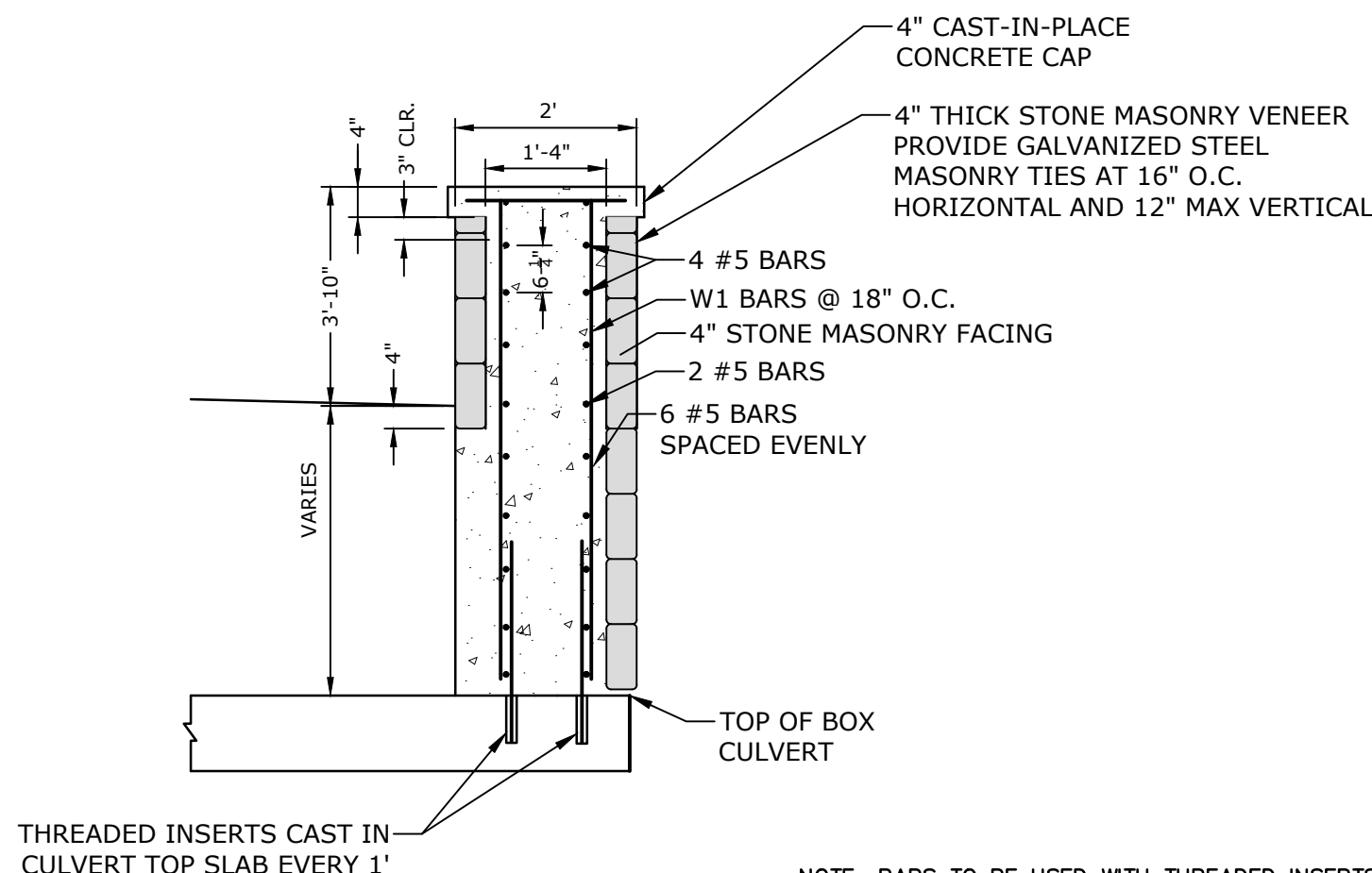
TYPICAL SECTION - RB-350 RAIL ATTACHMENT TO HEADWALL/WINGWALL
NO SCALE



ROCK WEIR
NO SCALE



W1 BAR BENDING DETAIL
SCALE: 1" = 2'



NOTE: BARS TO BE USED WITH THREADED INSERTS CAST INTO THE TOP OF THE PRECAST CONCRETE BOX. THREADED INSERTS SHALL BE PAID FOR UNDER THE ITEM "PRECAST CONCRETE BOX CULVERT".

PARAPET DETAIL
SCALE: 1" = 2'

STROBEL ROAD RECONSTRUCTION PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

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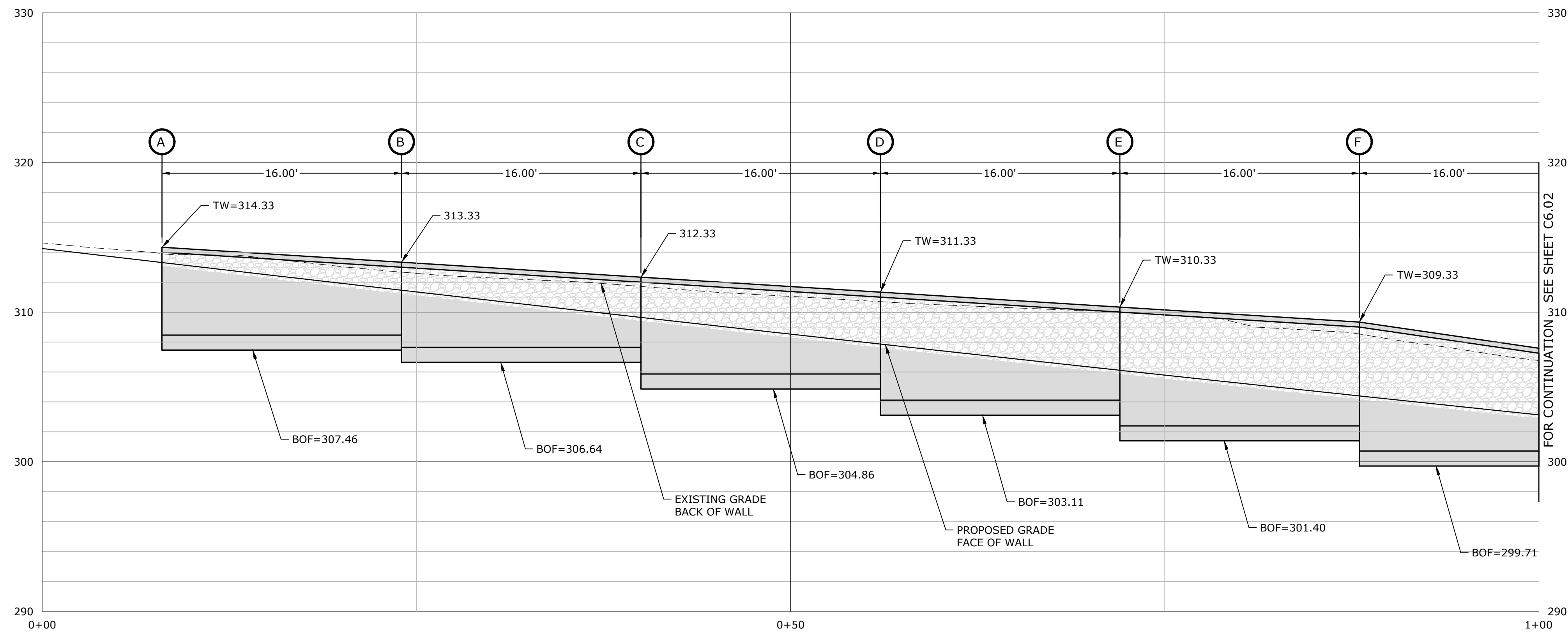
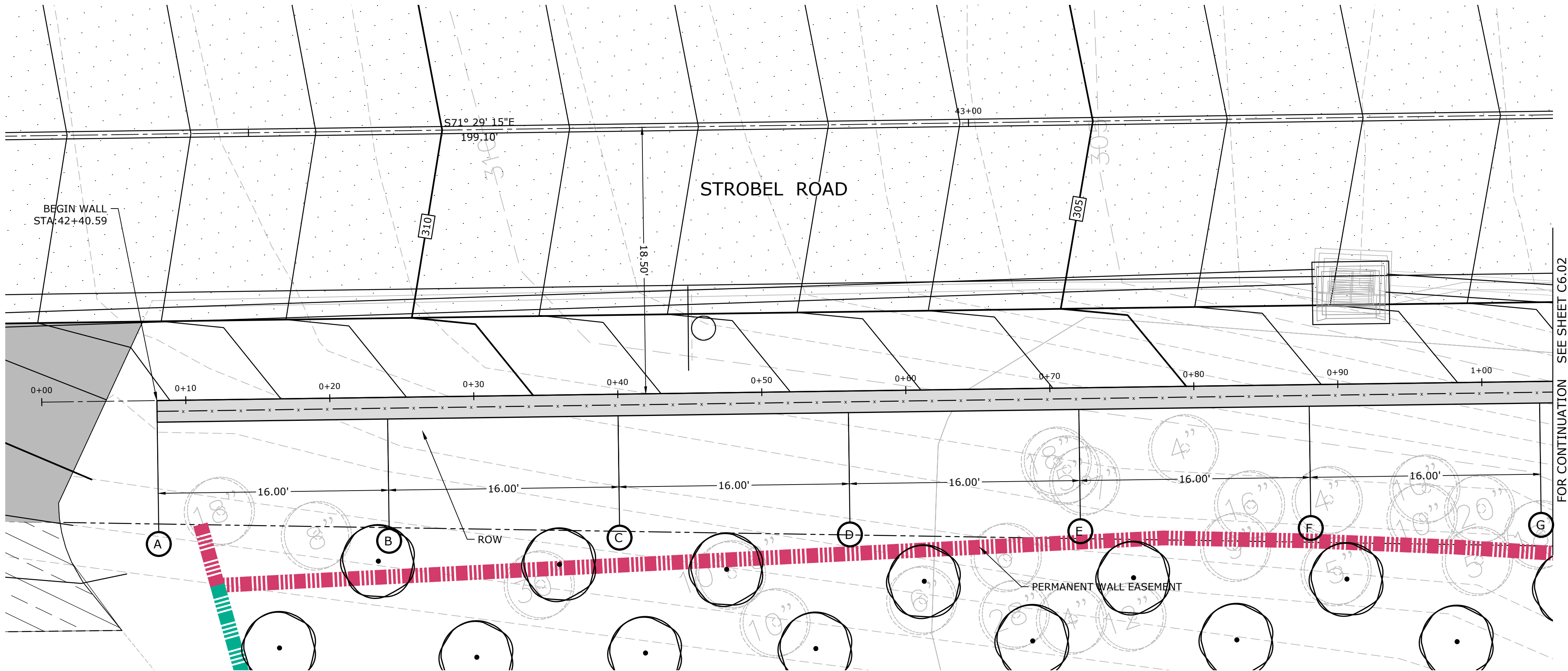
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FILE: T0196-15-C-550-DET.dwg		
DRAWN BY: MDS		
CHECKED: CRD		
APPROVED: AJM		

DETAILS

SCALE: AS NOTED

C5.5

Plot Date: 2/12/2019
Plot Time: 1:18:20
Plot Path: C:\Users\jacob\OneDrive\Documents\Tighe & Bond\1\T0196\15-Strobel Rd\Drawing\Sheet\T0196-15-C-601-WALL DETAIL.dwg



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SCALE IN FEET
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GRAPHIC SCALE

STROBEL ROAD RECONSTRUCTION PROJECT

Trumbull, Connecticut

January 18, 2019

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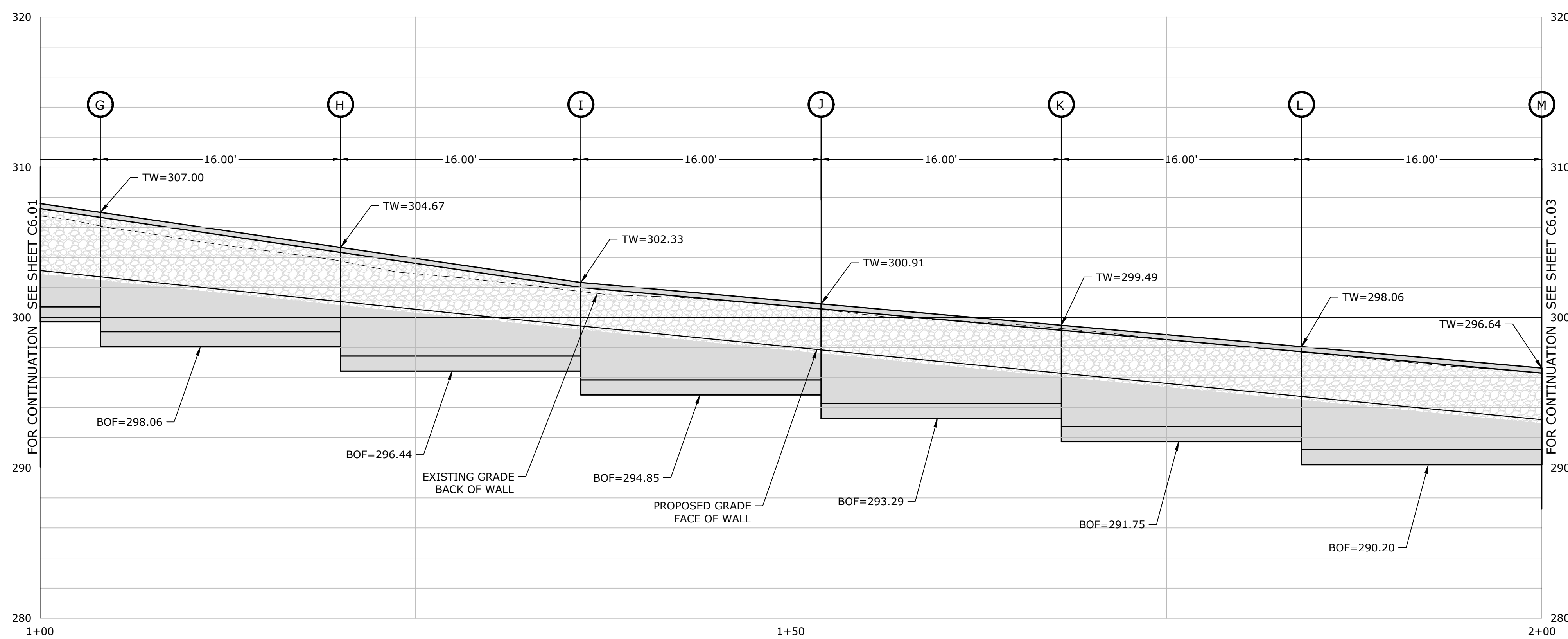
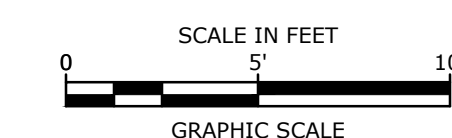
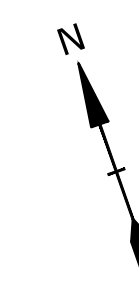
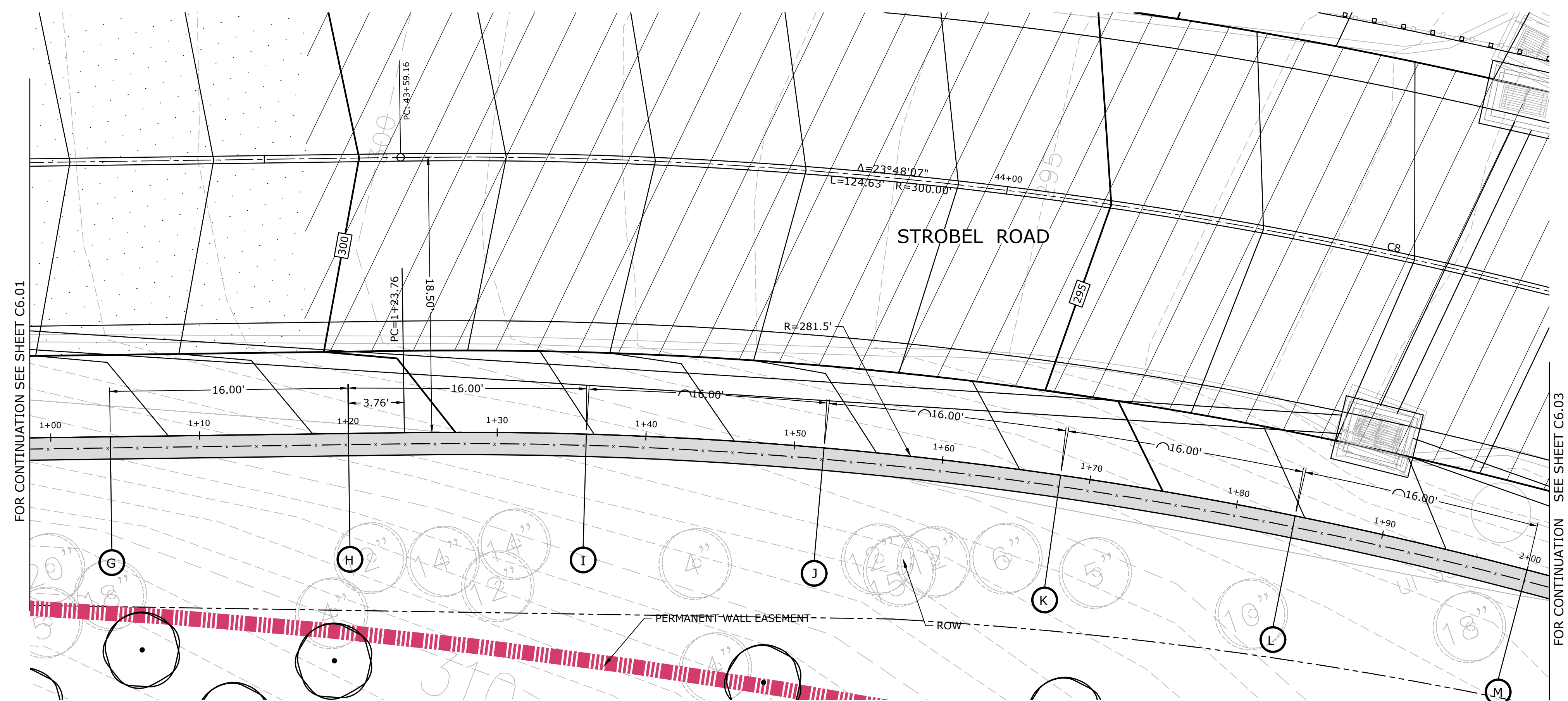
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FILE:	T0196-15-C-601-WALL DETAIL.dwg	
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CHECKED:	AJM	
APPROVED:	DCH	

RETAINING WALL PLAN
WALL #1

SCALE: 1" = 5'

C6.0



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STROBEL ROAD
RECONSTRUCTION
PROJECT

Trumbull, Connecticut

January 18, 2019

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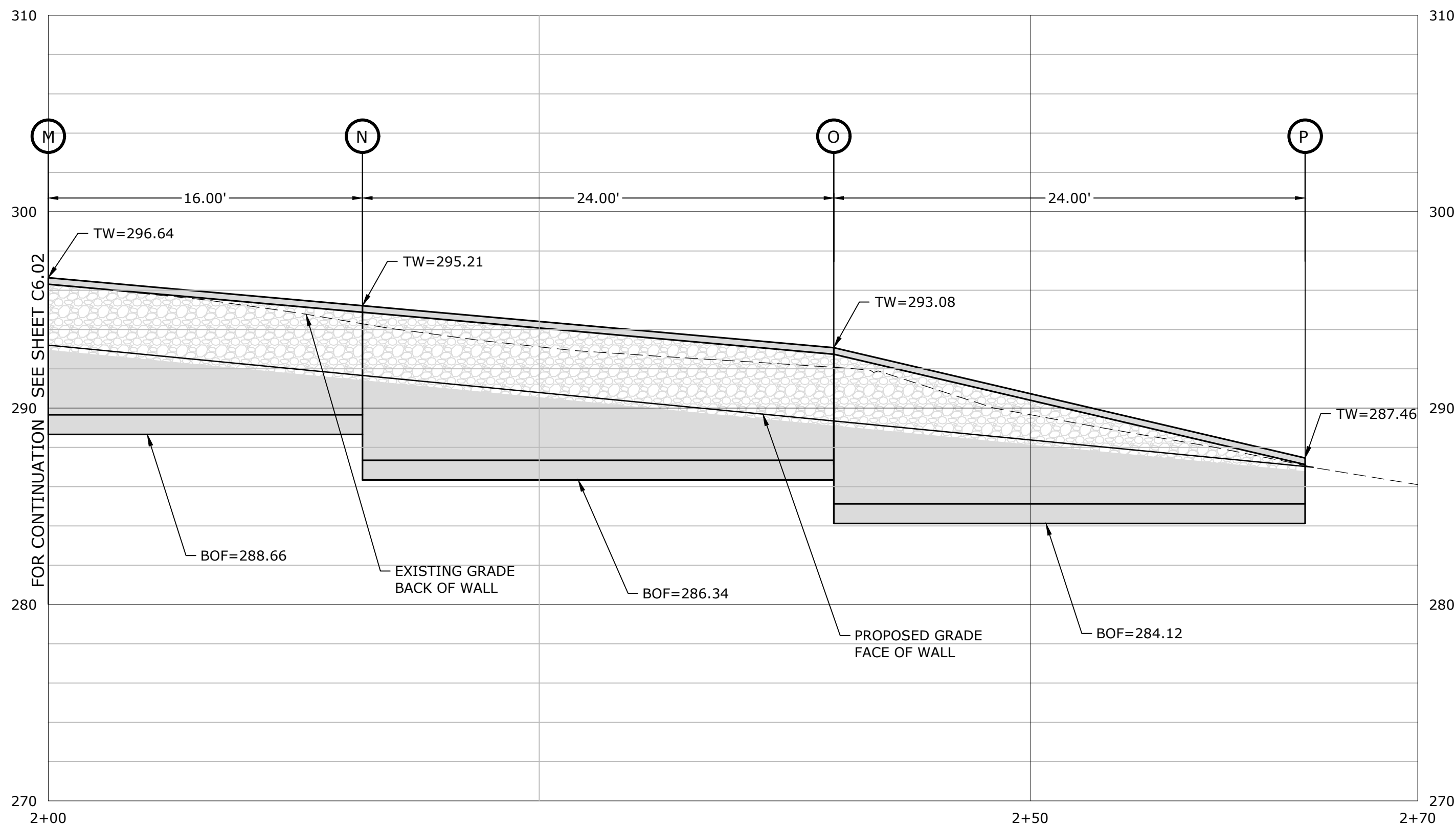
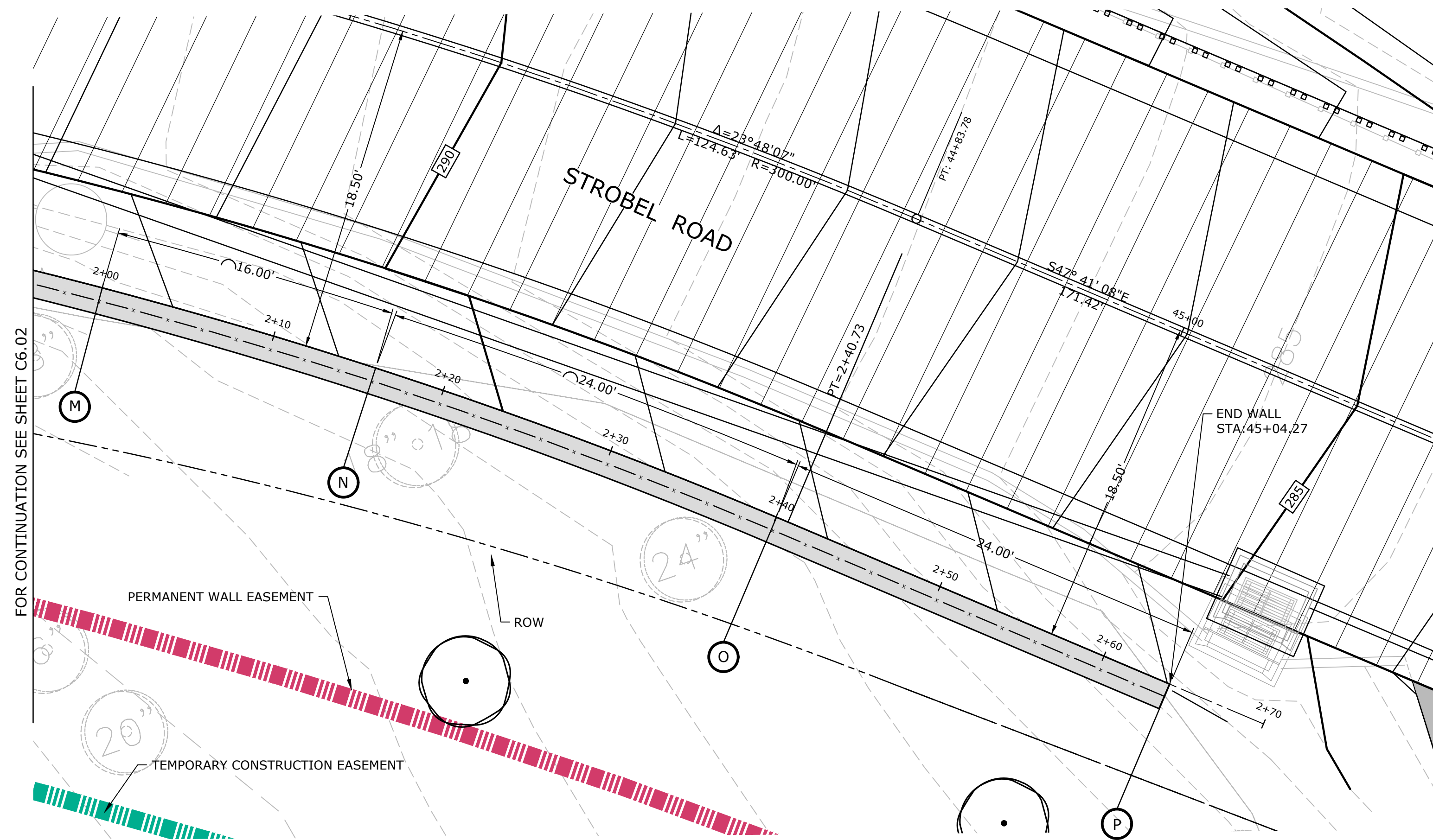
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RETAINING WALL PLAN
WALL #1

SCALE: 1" = 5'

C6.1

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SCALE IN FEET
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GRAPHIC SCALE

STROBEL ROAD RECONSTRUCTION PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

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SCALES ACCORDINGLY

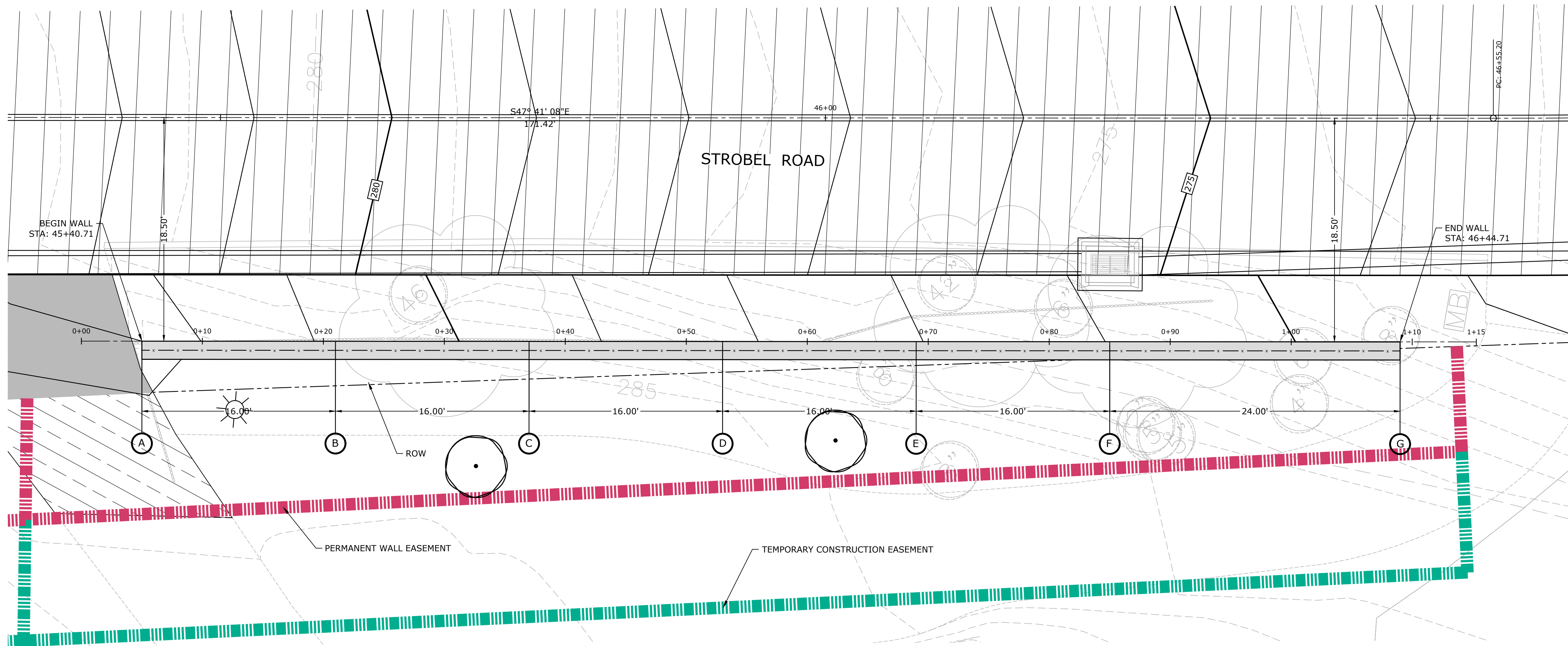
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FILE:	T0196-15-C-601-WALL DETAIL.dwg	
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RETAINING WALL PLAN
WALL #1

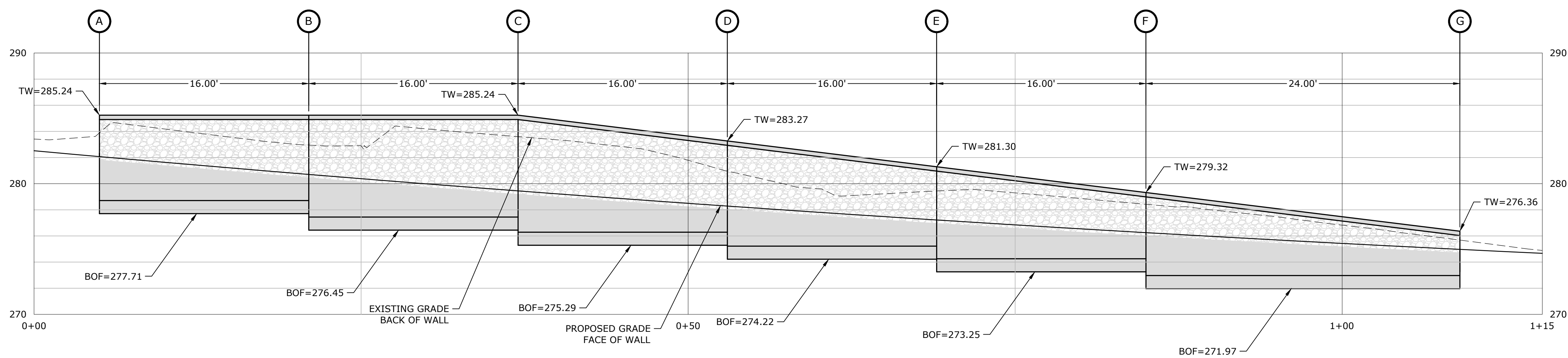
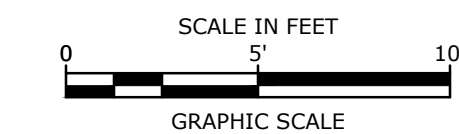
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C6.2

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WALL #2

STROBEL ROAD RECONSTRUCTION PROJECT

Trumbull, Connecticut

January 18, 2019

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SCALES ACCORDINGLY

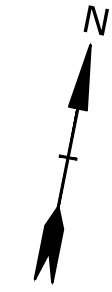
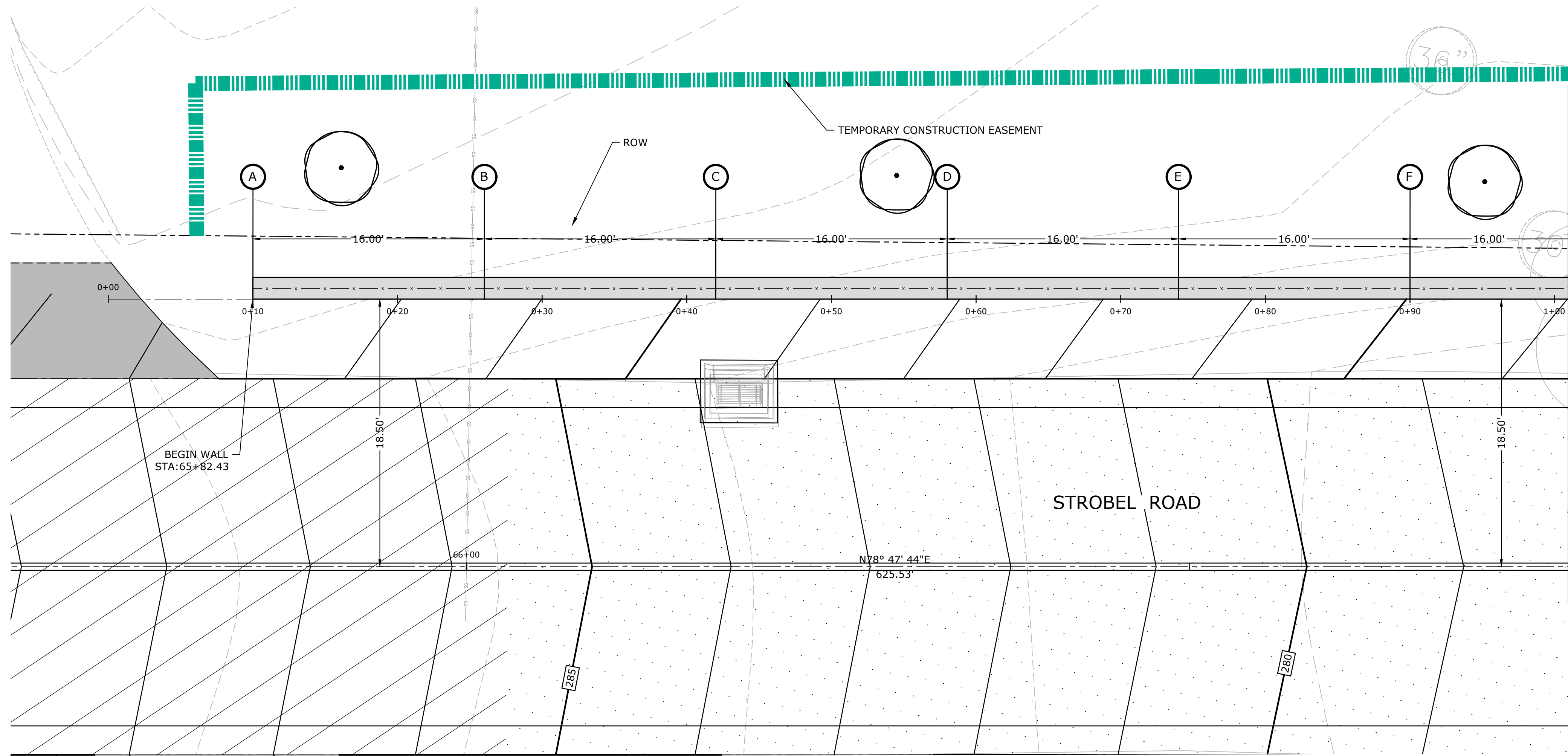
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DRAWN BY:	MDS
CHECKED:	AJM
APPROVED:	DCH

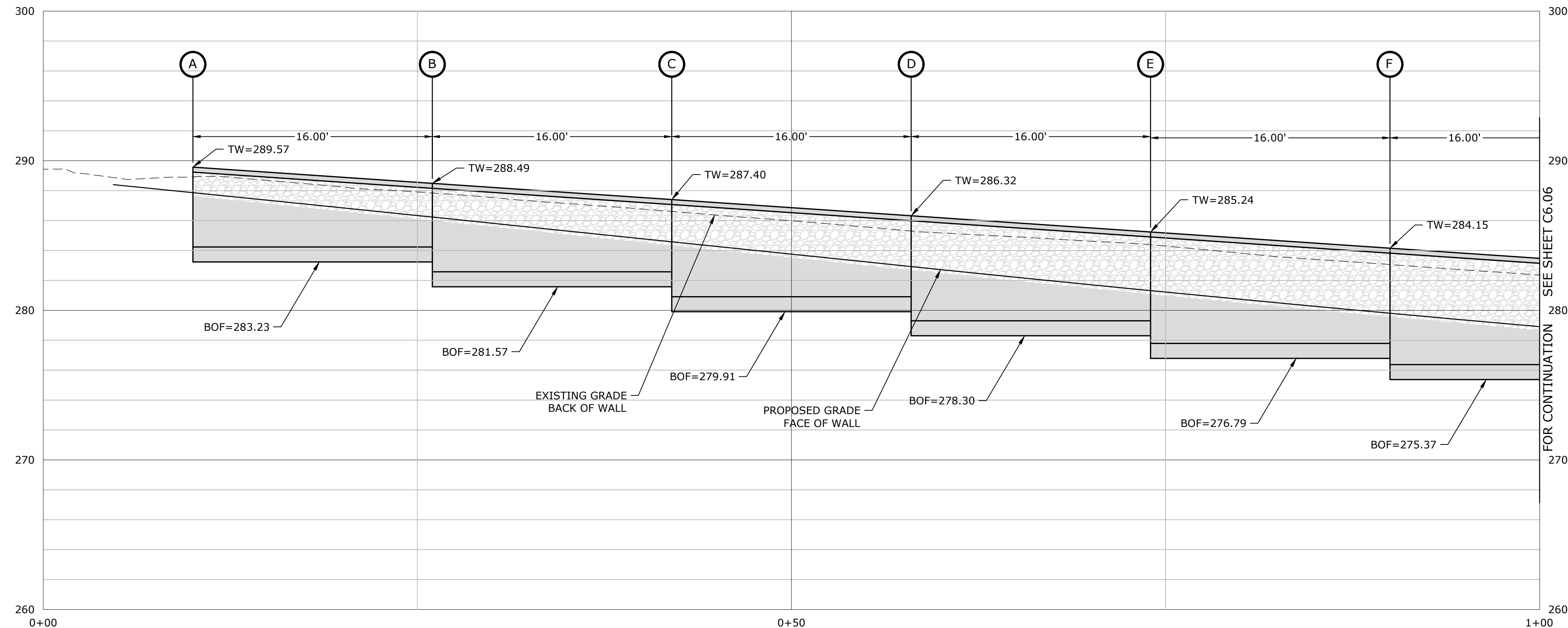
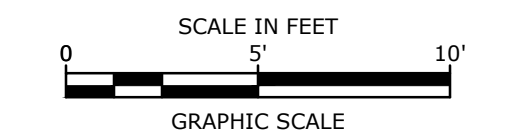
RETAINING WALL PLAN
WALL #2

SCALE: 1" = 5'

C6.3



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STROBEL ROAD RECONSTRUCTION PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE
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ORIGINAL DRAWING
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IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

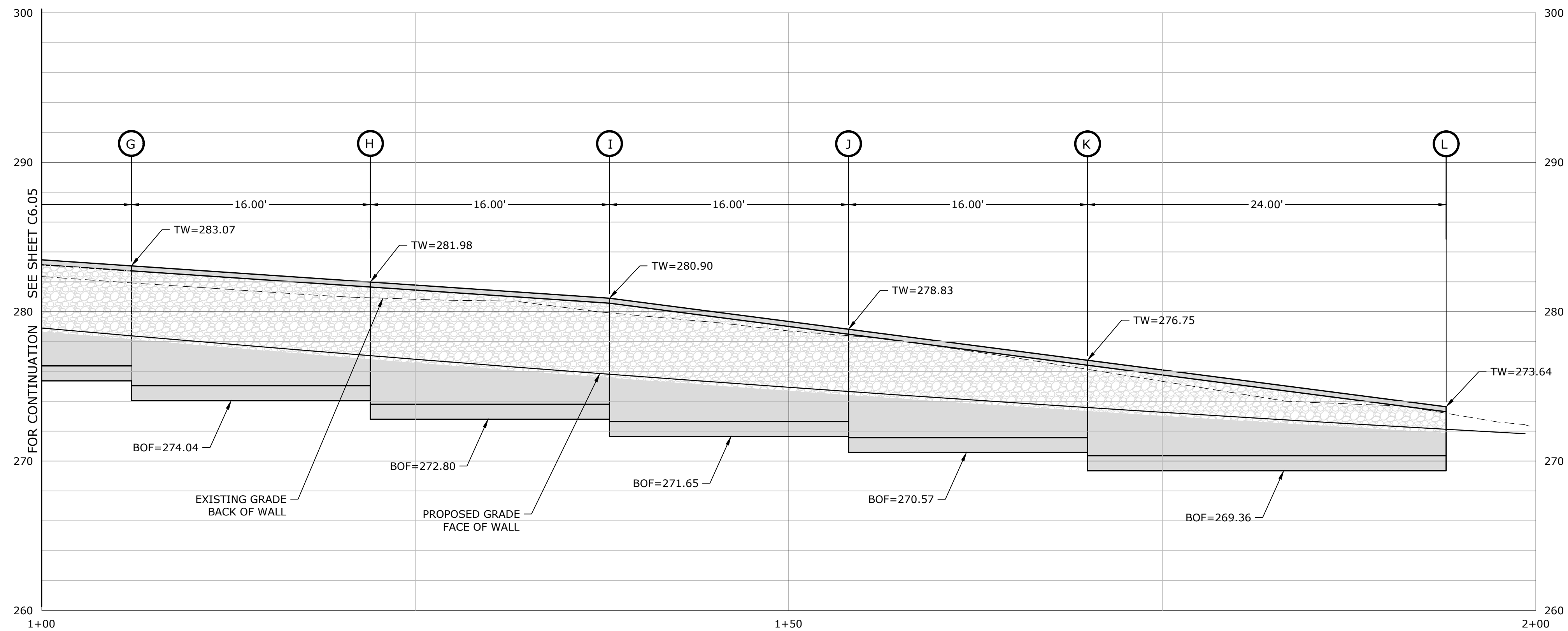
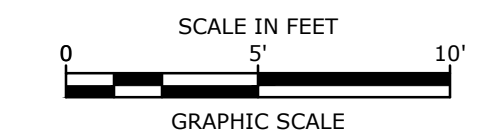
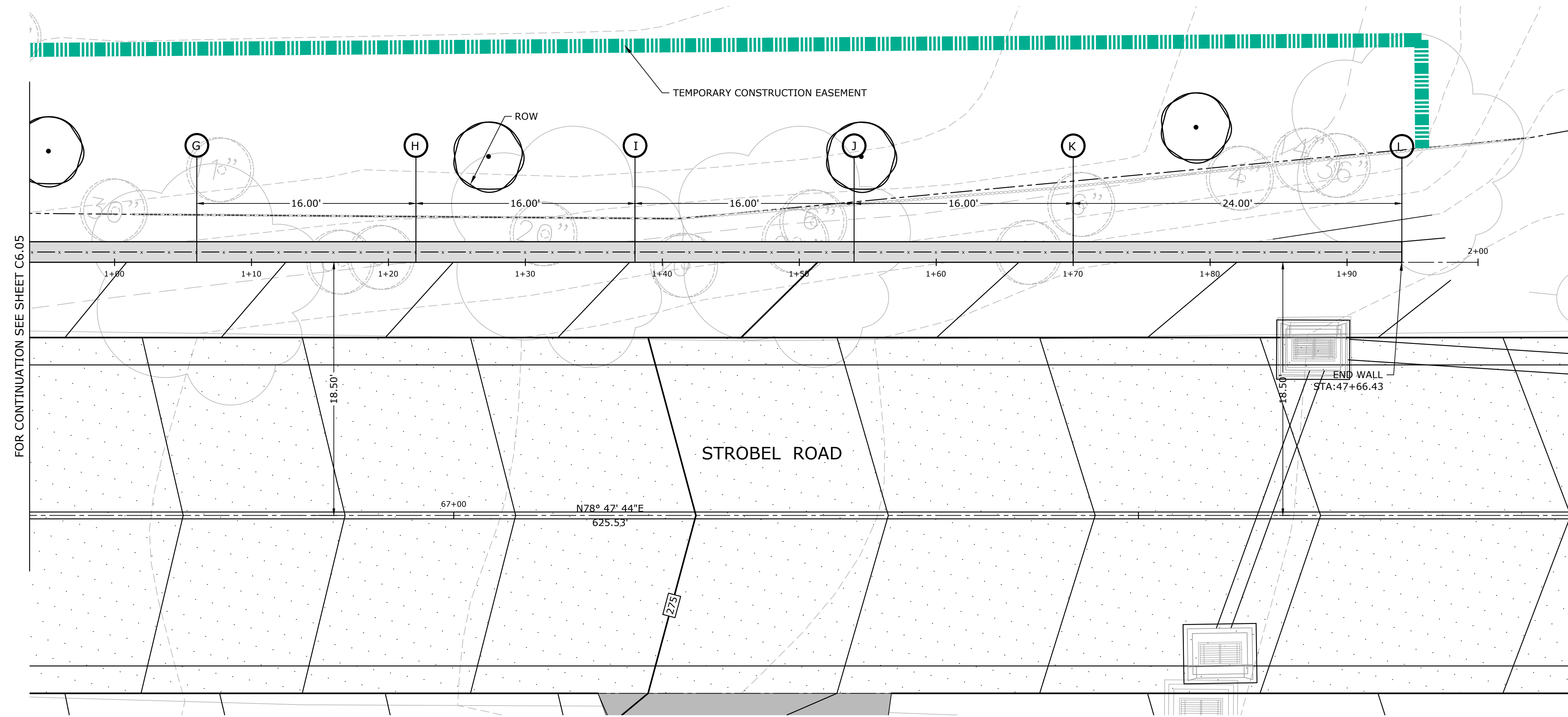
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PROJECT NO:	T0196
FILE:	T0196-15-C-601-WALL DETAIL.dwg
DRAWN BY:	CRD
CHECKED:	AJM
APPROVED:	DCH

RETAINING WALL PLAN
WALL #3

SCALE: 1" = 5'

C6.4



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January 18, 2019

VERIFY SCALE

BAR IS 1 INCH ON
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0 1 INCH
IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

MARK	DATE	DESCRIPTION
PROJECT NO:	T0196	
FILE:	T0196-15-C-601-WALL DETAIL.dwg	
DRAWN BY:	CRD	
CHECKED:	AJM	
APPROVED:	DCH	

RETAINING WALL PLAN
WALL #3

SCALE: 1" = 5'

C6.5

OFFICE RECORD			
REV #	TIR # 144-1705-02	SM # N/A	SIGNAL REVISED:
NEW SIGNAL.			

CONSTRUCTION NOTES

ALL MATERIAL AND CONSTRUCTION METHODS SHALL CONFORM TO THE FOLLOWING CURRENT D.O.T. DOCUMENTS WHICH CAN BE ACCESSED ON THE D.O.T. WEBSITE:

- * STANDARD SPECIFICATIONS FOR ROADS, BRIDGES AND INCIDENTAL CONSTRUCTION,
- * SUPPLEMENTAL SPECIFICATIONS TO THE STANDARD SPECIFICATIONS,
- * SPECIAL PROVISIONS TO THE STANDARD SPECIFICATIONS,
- * STANDARD INSTALLATION AND GUIDE DETAIL SHEETS.

ALL TRAFFIC SIGNAL EQUIPMENT IS NEW.

CONTRACTOR SHALL STAKE ALL R.O.W. PRIOR TO EXCAVATION. ALL WORK, INCLUDING ALL FOUNDATIONS SHALL BE WITHIN THE R.O.W.

CONTRACTOR SHALL TELEPHONE "CALL BEFORE YOU DIG" AT 1-800-922-4455 48 HOURS PRIOR TO ANY EXCAVATION. CONTRACTOR SHALL CONTACT UTILITY REPRESENTATIVES AND TOWN AGENCIES FOUR WEEKS PRIOR TO EXCAVATION.

COORDINATE WITH UTILITY COMPANY REPRESENTATIVES LISTED IN THE SPECIAL PROVISION, 1.07 - LEGAL RELATIONS AND RESPONSIBILITIES.

ANY PROPOSED REVISIONS TO THE LOCATION OF THE APPURTENANCES SHOWN ON THE PLAN MUST BE SUBMITTED FOR REVIEW AND APPROVED BY THE TRUMBULL TOWN ENGINEER PRIOR TO INSTALLATION.

THE LOCATION OF TRAFFIC SIGNAL APPURTENANCES (MAST ARMS, PEDESTALS, AND HAND HOLES) WHEN IN OR ADJACENT TO SIDEWALKS SHALL BE VERIFIED PRIOR TO INSTALLATION TO PROVIDE A FREE PATH OF NOT LESS THAN 4 FEET.

THE CONTRACTOR SHALL OBTAIN ALL NECESSARY TOWN PERMITS TO CONDUCT THE WORK.

CABINET DOOR TO OPEN FIELD SIDE.

ALL SIGNS DAMAGED DURING CONSTRUCTION SHALL BE REPLACED WITH NEW SIGNS AND POSTS, IF NEEDED, IN KIND BY THE CONTRACTOR AT THEIR EXPENSE.

CONTRACTOR SHALL REMOVE ALL EXISTING SIGNS THAT CONFLICT WITH THE PROPOSED SIGNS.

CONTRACTOR SHALL REPLACE IN KIND ALL DISTURBED AREAS (CURBING, SIDEWALK, ETC.) ASSOCIATED WITH THE CONSTRUCTION OF SIGNAL EQUIPMENT. THE LIMIT OF WORK ASSOCIATED WITH THE CONSTRUCTION OF SIGNAL EQUIPMENT SHALL BE A MINIMUM OF TEN (10) FEET UNLESS OTHERWISE SPECIFIED. THE SIDEWALK SHALL BE RESTORED WITHIN 48 HOURS OF DISTURBANCE.

INSTALL 30" X 30" HANDHOLE. ALL OTHERS TYPE II.

INSTALL HANDHOLES APPROX. 1' BEHIND CURB OR SIDEWALK. IF NO CURB OR SIDEWALK, 2' BEHIND EDGE OF ROAD UNLESS OTHERWISE SPECIFIED.

HANDHOLES INSTALLED IN SIDEWALK SHALL HAVE CAST IRON HANDHOLE COVERS.

VIDEO DETECTOR LOCATIONS ARE FOR ILLUSTRATION ONLY. EXACT LOCATIONS SHALL BE DETERMINED BY THE MANUFACTURER OR THEIR DESIGNATED REPRESENTATIVE. DETECTOR CABLES ARE TO BE INSTALLED CONTINUOUS BETWEEN EACH DETECTOR AND THE TRAFFIC SIGNAL CONTROLLER.

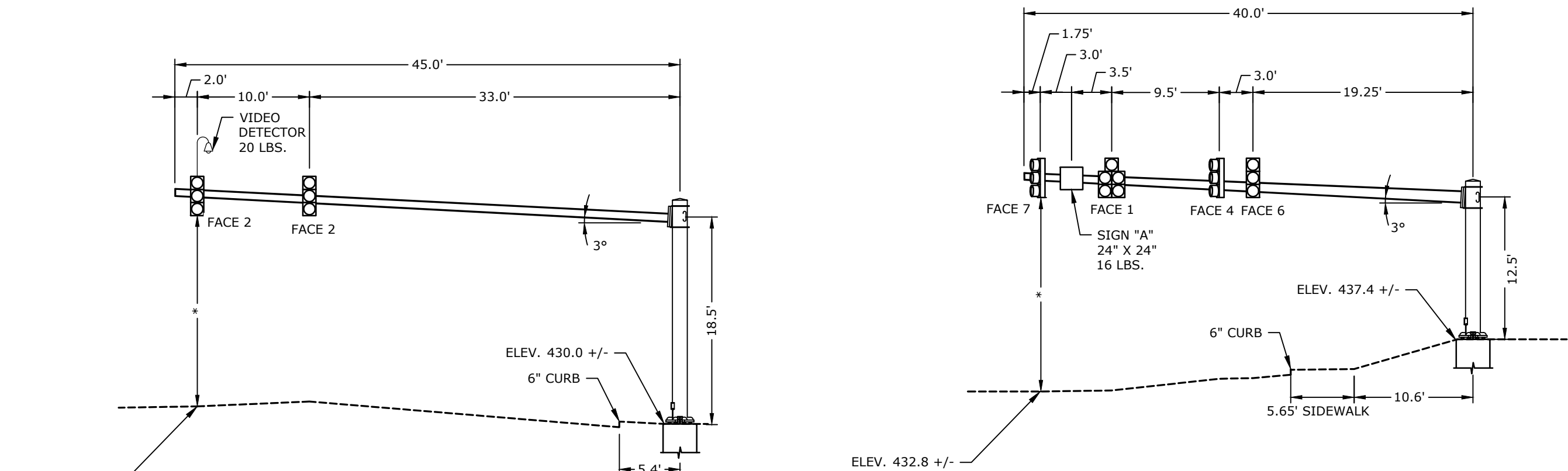
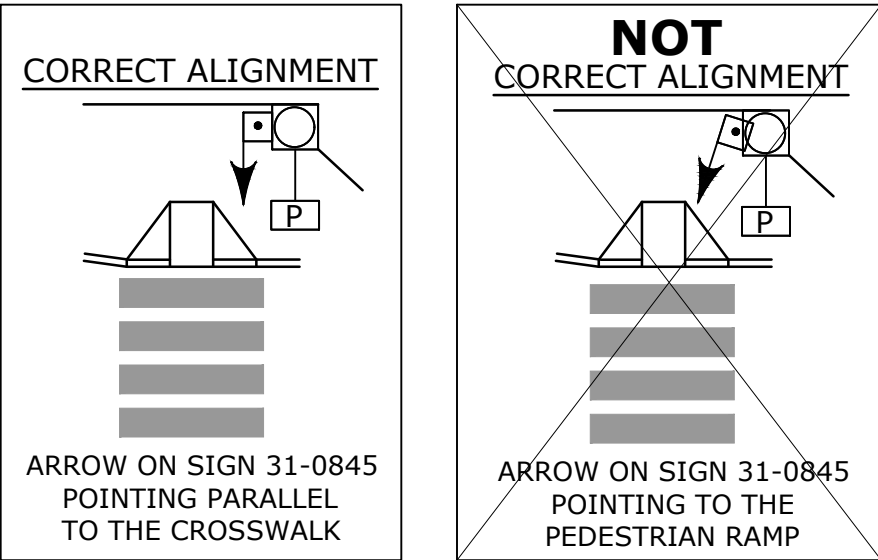
INSTALL PEDESTAL FOUNDATIONS ADJACENT TO LANDING AREA.

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

CONTRACTOR TO CONDUCT TEST PITS AT PROPOSED MAST ARM LOCATIONS PRIOR TO DRILLING FOUNDATION.

INSTALL SIGN 41-0815 "NEW" AND 41-0836 (SIGNAL AHEAD SYMBOL) ON ALL APPROACHES APPROXIMATELY 500 FEET IN ADVANCE OF THE INTERSECTION. REMOVE SIGN ASSEMBLY AFTER 14 CALENDAR DAYS FROM THE DATE THE SIGNAL IS PLACED IN OPERATION.

PEDESTRIAN PUSHBUTTON ALIGNMENT



DANIELS FARM ROAD AT STROBEL ROAD
144-XXX-M
NO SCALE

DANIELS FARM ROAD AT STROBEL ROAD
144-XXX-N
NO SCALE

NOTES:

*DISTANCE BETWEEN PAVEMENT AND SIGNAL HEAD SHALL BE BETWEEN 16' AND 18'. CONTRACTOR TO VERIFY MAST ARM INFORMATION INCLUDING CROSS-SECTIONS AND ELEVATIONS PRIOR TO SUBMITTING WORKING DRAWINGS.

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	TRAFFIC	DATE	ELECTRICAL	DATE	REV #		INTERSECTION # 144-XXX			
ENGINEER	TIGHE & BOND SHELTON, CONNECTICUT 06-07-2018									
DRAWN BY										
CHECKED BY										
SUBMITTED BY										
APPROVED BY					ENERGY BY TOWN		ADDRESS #			
APPROVED DATE					MAINT LEVEL 5		SERVICE POLE SNET 634			
DANIELS FARM ROAD AT STROBEL ROAD					METERED SERVICE					
					TOWN:		TRUMBULL		PROJECT NO. 290196-15	
					DRAWING TITLE:				DRAWING NO. TCS-002	
					TRAFFIC CONTROL SIGNAL PLAN		SHEET NO. C7.1			
SCALE 1" = 40'										

Jan 18, 2019, 2:31pm Plotted By: DubuqueC
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Border Version 11/29/13

NO.	DATE	REVISION DESCRIPTION

LEGEND:	○ PROPOSED WOOD SPAN POLE	TRAFFIC SIGNAL FACE
R, Y, G RED, YEL, GRN	● EXISTING WOOD SPAN POLE	PEDESTRIAN SIGNAL FACE
← RED ARROW	◻ PROPOSED STEEL SPAN POLE	DET. LEADS IN SAW CUT
← GREEN ARROW	◻ EXISTING STEEL SPAN POLE	PROPOSED RMC (RIGID METAL CONDUIT)
WALK/ PED. CLR	◻ PROPOSED UTILITY POLE	EXISTING RMC (RIGID METAL CONDUIT)
D.W. DON'T WALK	● EXISTING UTILITY POLE	◻ AUXILIARY TERMINATION CABINET
FL. FLASHING	◻ PEDESTAL MOUNTING	AUXILIARY EQUIPMENT CABINET
	◻ PEDESTRIAN PUSH BUTTON & SIGN	VIDEO DETECTION ZONE
	◻ DIRECTIONAL ARW. FOR PUSH BUTTON	

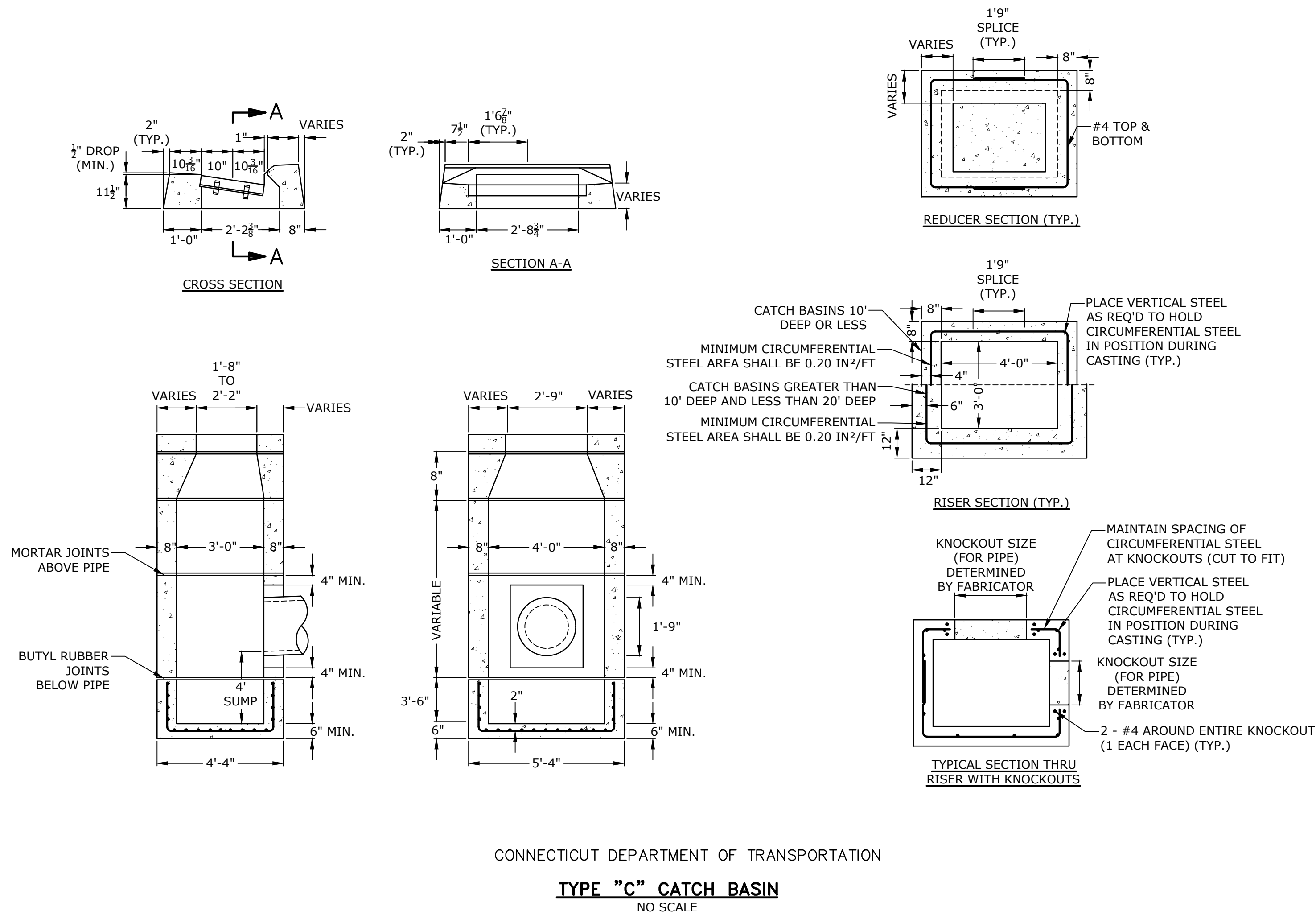
PROPOSED CONTROLLER	VC VIDEO CAMERA CABLE
EXISTING CONTROLLER	CABLE CLOSURE
LOOP DETECTOR	WIRELESS SENSOR
SYSTEM DETECTOR	WIRELESS RECEIVER
MAGNETIC DETECTOR	WIRELESS TRANSCIVER
OPTICAL DETECTOR	GUY WIRE
VIDEO DETECTOR	PROPOSED HANDHOLE
AUDIO DETECTOR	EXISTING HANDHOLE

TOWN OF TRUMBULL
PUBLIC WORKS DEPARTMENT

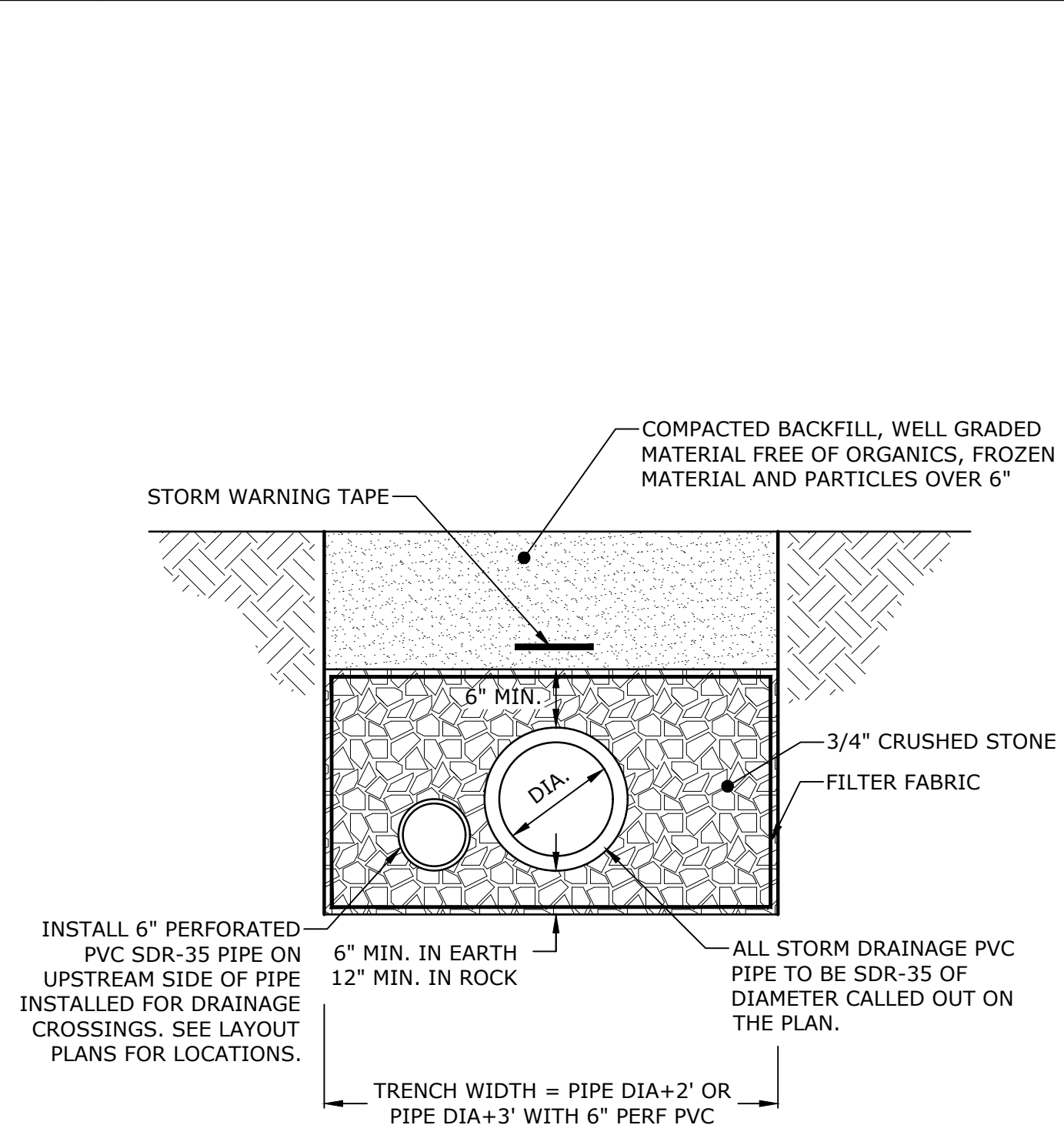
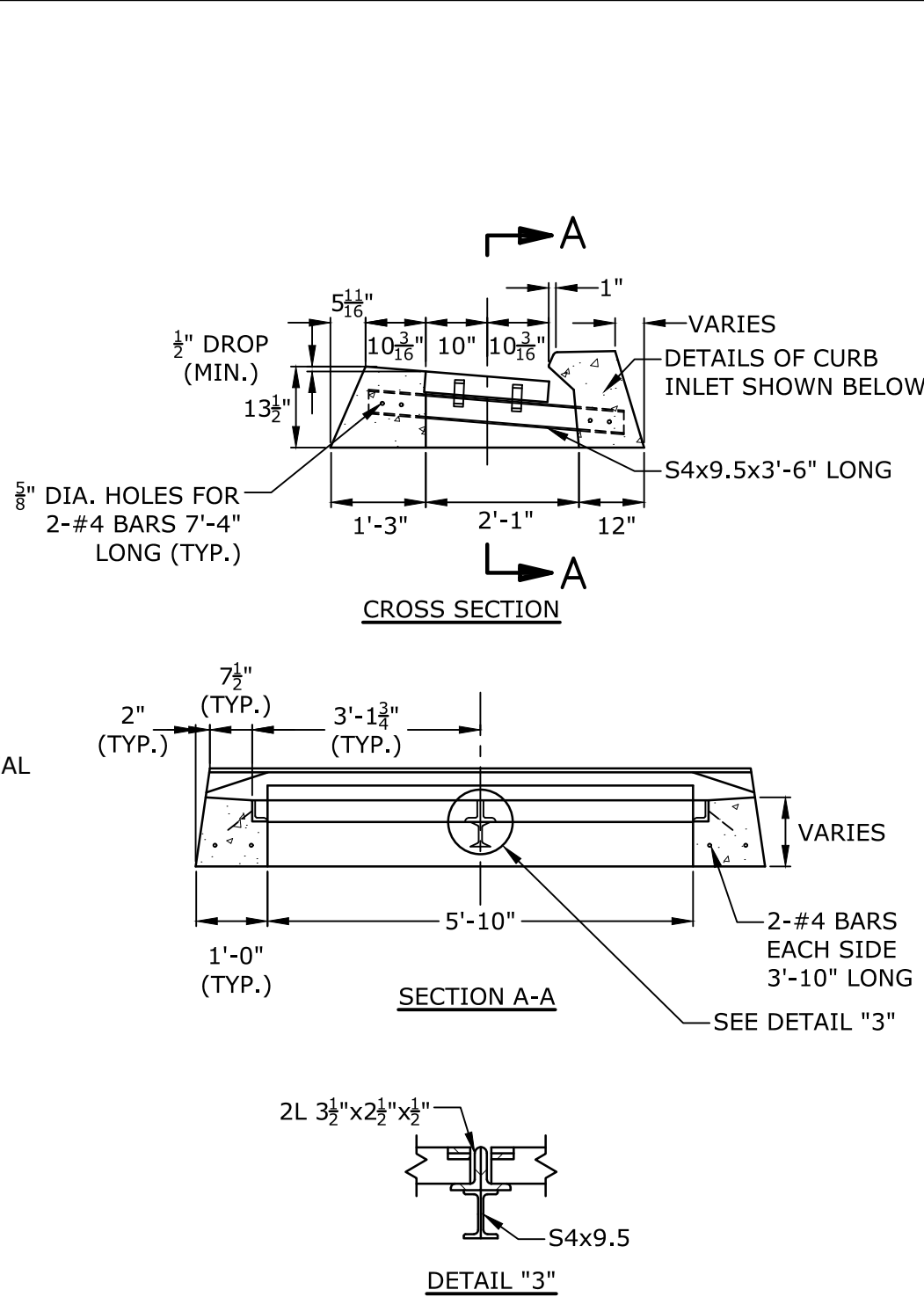
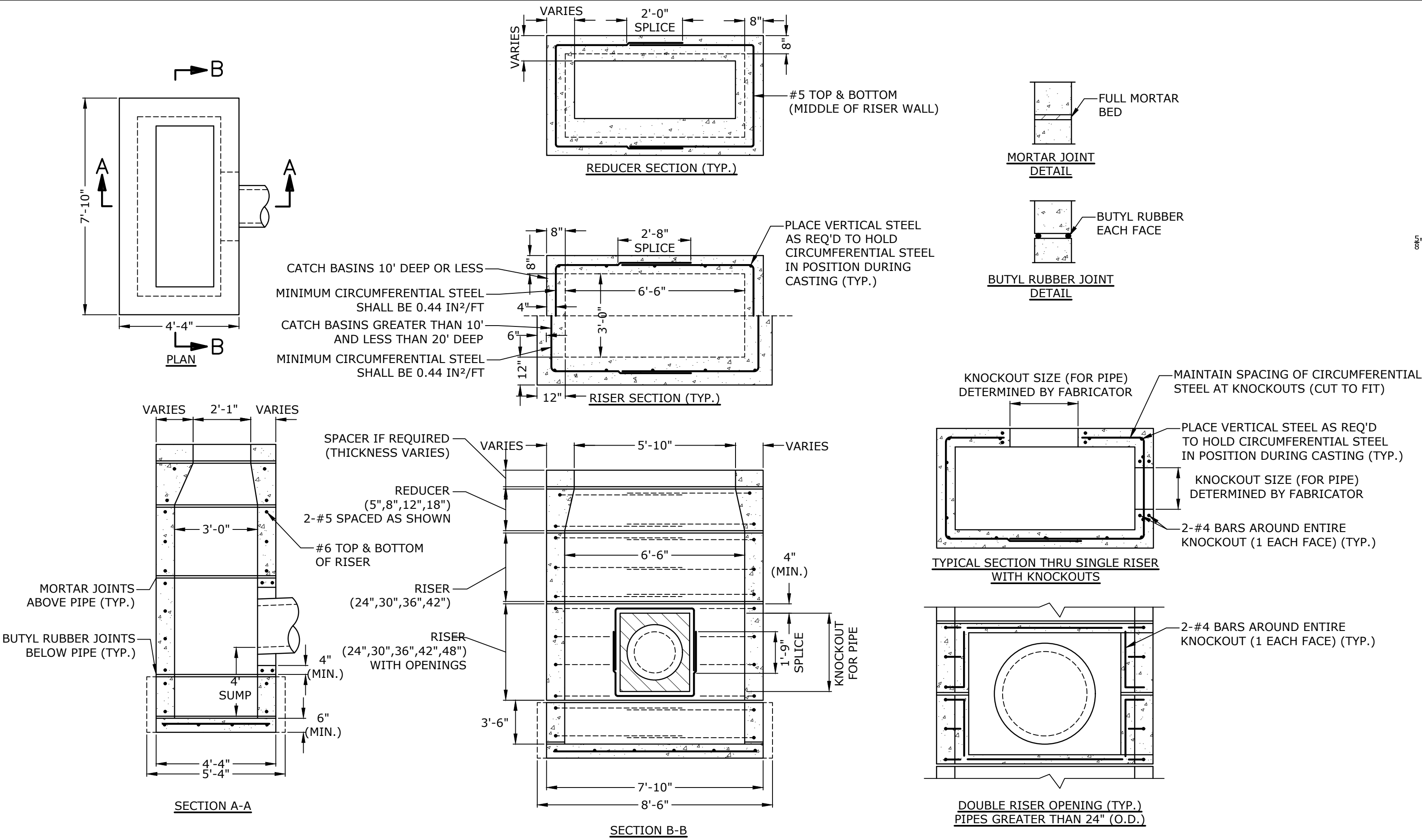
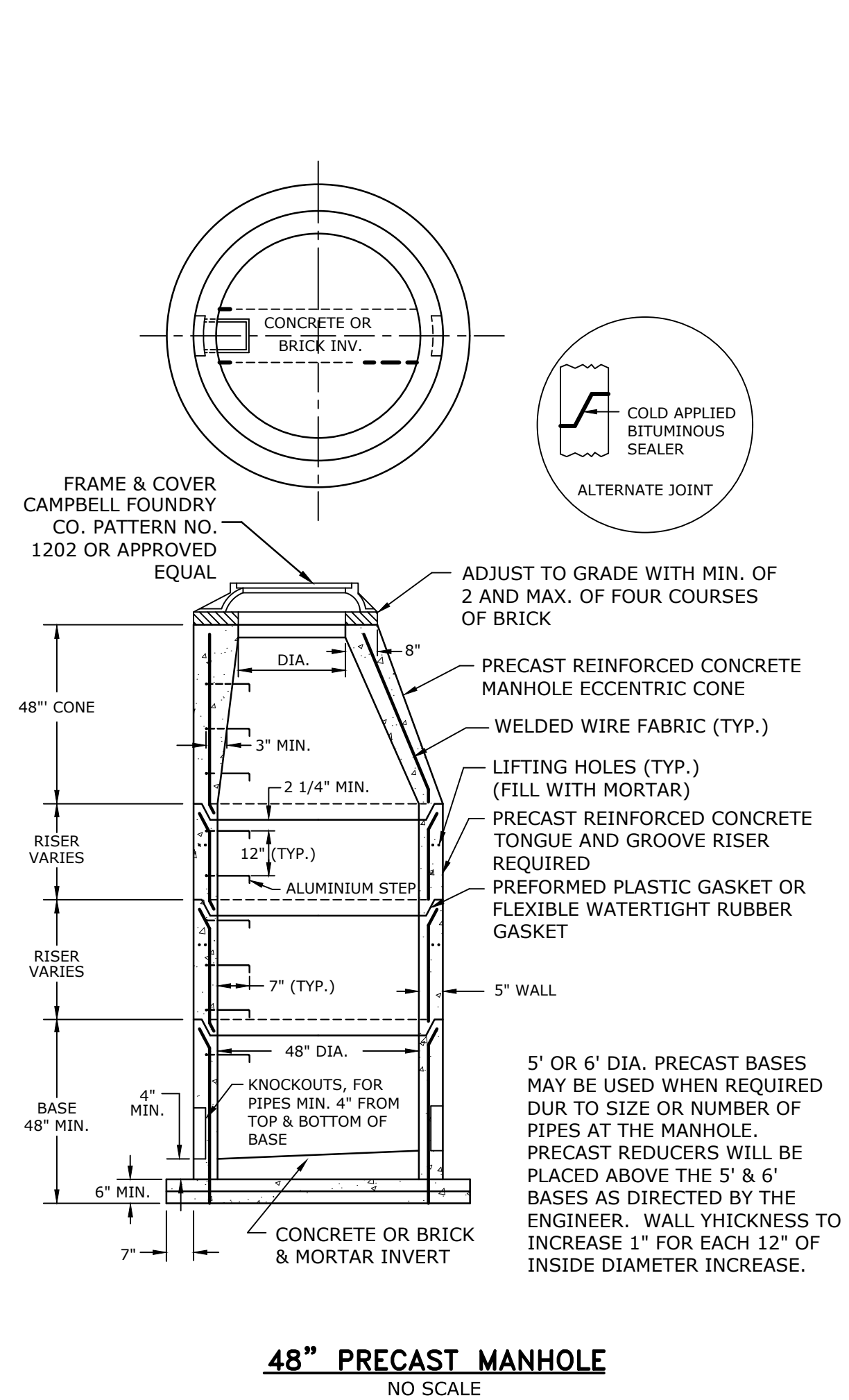
DANIELS FARM ROAD AT
STROBEL ROAD

SCALE 1" = 40'

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P:\proj\11719\1919
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1/17/2019
2:31pm
By: DubuqueC
Tighe & Bond: J:\T\T0196\15-Strobel Rd\Drawing\Sheet\T0196-15-C-800-DET1.dwg



- NOTES:
- REINFORCEMENT SHALL CONFORM TO ASTM A615, GRADE 60.
 - DETAILS ON THIS SHEET SHOW STANDARD REINFORCEMENT. WELDED WIRE FABRIC WITH AN AREA EQUAL TO OR GREATER THAN THE REINFORCING SHOWN MAY BE SUBSTITUTED.
 - ALL LAP SPLICES, DEVELOPMENT LENGTHS, BENDS FOR REINFORCEMENT, AND WELDED WIRE FABRIC SHALL CONFORM TO AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES.
 - ALL REINFORCEMENT SHALL HAVE A MINIMUM CLEAR COVER OF 2", EXCEPT FOR BENEATH BOTTOM REINFORCEMENT IN TOP SLABS, WHERE THE MINIMUM MAY BE 1 1/2".
 - MINIMUM CONCRETE COMPRESSIVE STRENGTH FC'=4,000PSI SHALL BE OBTAINED BEFORE SHIPPING.
 - BASES AND RISERS AT A DEPTH OF 20' AND GREATER SHALL BE DESIGNED BY THE CONTRACTOR AND WORKING DRAWINGS SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW.
 - SEE STANDARD CTDOT DRAWING 507-K FOR CATCH BASIN FRAMES AND GRATES.
 - FOR DOT MAINTENANCE PERSONNEL, RISERS MAY BE PREFABRICATED WITH PIPE OPENINGS IN ALL FOUR WALLS. ADEQUATE REINFORCING AROUND PIPE OPENINGS TO CONFORMING TO THESE PLANS SHALL BE PROVIDED. ANY RISERS USED WHERE A PIPE OPENING IS TO REMAIN IN PLACE MUST BE FORMED UP WITH BRICK AS DIRECTED BY THE ENGINEER.
 - RISERS SHALL NEVER HAVE CORNER PIPE ENTRIES. WHERE THE ALIGNMENT OF THE PIPE WITH RESPECT TO THE CORNER OF THE CATCH BASIN CANNOT BE CHANGED, A ROUND STRUCTURE CONFORMING TO ASTM C478 SHALL BE USED. REINFORCING FOR THE ROUND TOP SLAB WITH A RECTANGULAR OPENING SHALL CONFORM TO DETAILS SHOWN HERE.
 - ALL PIPE OPENINGS SHALL BE CLOSED USING MATERIALS WHICH CONFORM TO STATE OF CONNECTICUT STANDARD SPECIFICATIONS SECTION M.08.02. IF THE ENGINEER DETERMINES THAT THE CLOSURE OF ANY PIPE OPENING IS UNSATISFACTORY, THE CONTRACTOR SHALL RECLOSE SAID OPENING AT NO ADDITIONAL COST TO THE STATE. KNOCKOUTS FOR PIPE OPENINGS SHALL NOT RESULT IN A REDUCED WALL THICKNESS.
 - THE LATEST STATE OF CONNECTICUT STANDARD SPECIFICATIONS AND SUPPLEMENTAL SHALL GOVERN.
 - FOR ADDITIONAL DETAILS, SEE OTHER CATCH BASIN SHEETS.
 - WALL THICKNESS OF ALL CB'S OVER 10' DEEP SHALL BE INCREASED TO 12" THICK. INSIDE DIMENSION SHALL REMAIN THE SAME. (THE 12" THICKNESS SHALL START AFTER THE FIRST 10').
 - BUTYL RUBBER JOINT SEAL SHALL CONFORM TO AASHTO M-198 AND MORTAR SHALL CONFORM TO THE LATEST STATE OF CONNECTICUT STANDARD SPECIFICATIONS MATERIAL SECTION M11.04.
 - SHRINKAGE AND TEMPERATURE REINFORCEMENT SHALL BE PROVIDED IN THE TOPS OF SLABS. THE TOTAL AREA OF REINFORCEMENT PROVIDED SHALL BE AT LEAST 0.125 IN²/FT IN EACH DIRECTION. THE MAXIMUM SPACING OF THIS REINFORCEMENT SHALL NOT EXCEED 18 INCHES.
 - THE DETAILS SHOWN IN THE PLAN VIEW FOR THE PRECAST CONCRETE ROUND STRUCTURES SHALL ALSO BE USED FOR CONVERTING MANHOLES TO CATCH BASINS.
 - SET CATCH BASIN TOPS ON 6" MINIMUM BRICK OR BLOCK LEVELING COURSE.
 - AFFIX PLAQUE TO ALL CATCH BASINS STATING "DUMP NO WASTE - DRAINS TO LONG ISLAND SOUND". COST FOR PLAQUE SHALL BE INCLUDED IN THE CONTRACT UNIT COST FOR CATCH BASINS.



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STROBEL ROAD RECONSTRUCTION PROJECT
Trumbull, Connecticut

January 18, 2019

VERIFY SCALE
BAR IS 1 INCH ON ORIGINAL DRAWING
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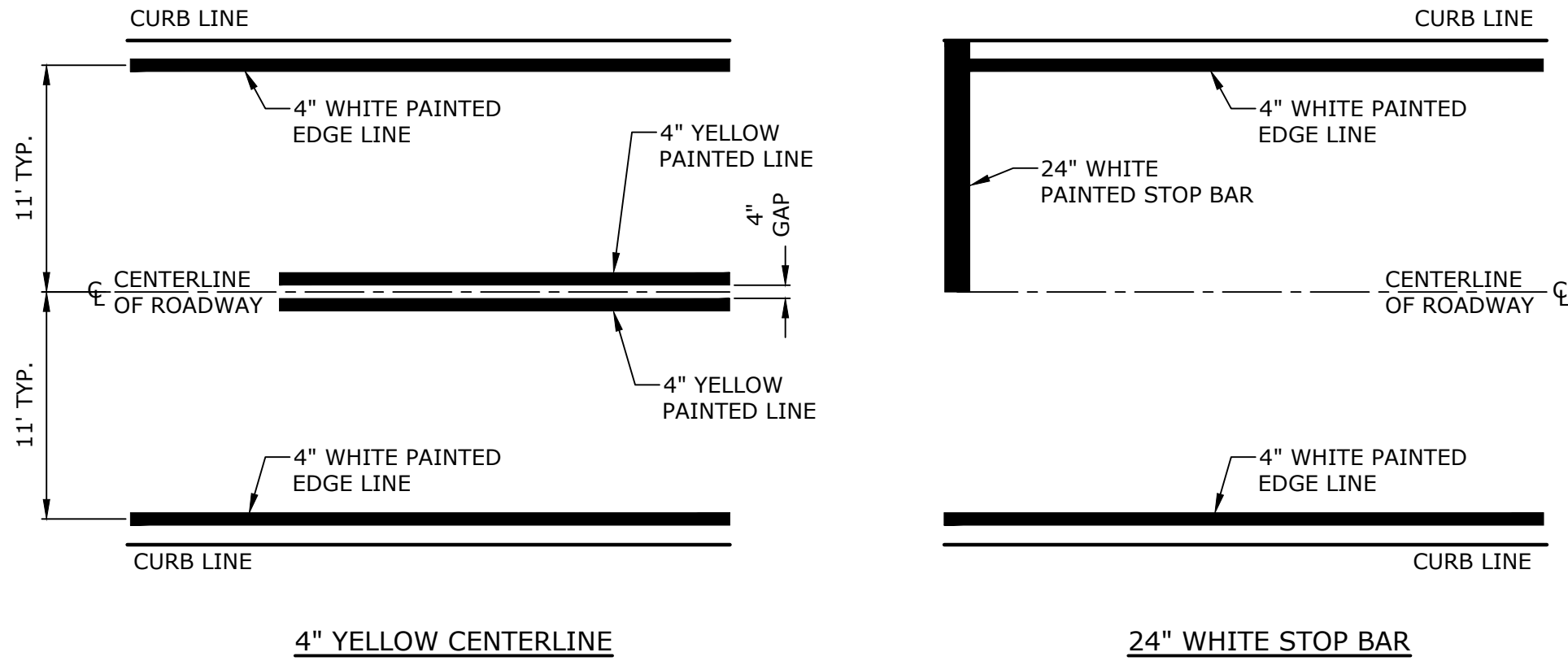
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FILE:	T0196-15-C-800-DET1.dwg	
DRAWN BY:	ADM	
CHECKED:	AJM	
APPROVED:	JWB	

STORM SEWER DETAILS

SCALE: AS NOTED

C8.1

See Sheet T0196-15-C-800-DET1.dwg
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NOTES:

1. INSTALL WHITE EDGE LINES WHERE ROADWAY WIDTH IS 24' OR GREATER. DISCONTINUE WHITE EDGE LINES WHERE ROADWAY WIDTH IS LESS THAN 24'.
2. STOP BARS TO BE 24" MIN. UNLESS OTHERWISE NOTED ON PLANS.
3. STOP BARS TO BE MARKED A MINIMUM OF 4' IN ADVANCE OF NEAREST EDGE OF CROSSWALK.
4. IN ABSENCE OF MARKED CROSSWALK THE STOP BAR SHALL BE PLACED AT THE DESIRED STOPPING POINT. IN NO CASE MORE THAN 30' OR LESS THAN 5' FROM THE NEAREST EDGE OF THE INTERSECTING ROADWAY AND 90° TO THE CENTERLINE OF ROADWAY.
5. THE STOP BAR SHALL ORDINARILY BE PLACED IN LINE WITH THE STOP SIGN. HOWEVER, IF THE STOP SIGN CANNOT BE LOCATED EXACTLY WHERE VEHICLES ARE EXPECTED TO STOP, THE STOP BAR SHOULD BE PLACED AT THE STOPPING POINT.

PAVEMENT MARKING DETAILS
NO SCALE

Notes:

CLASS "A" CONCRETE: Class "A" concrete shall be used throughout.

ALLOWABLE DESIGN STRESSES:

Class "A" Concrete: Based on $f'_c = 3,000$ psi
Reinforcement: (ASTM A615 Grade 60) $f_y = 24,000$ psi

JOINTS: Expansion joints shall be provided at intervals not exceeding 60'. Contraction joints shall be located at intervals not exceeding 20'.

SLOPING FILL OR LIVE LOAD SURCHARGE: The wall sections shown for sloping backfill shall also be used for cases where there is a level backfill subject to live load surcharge.

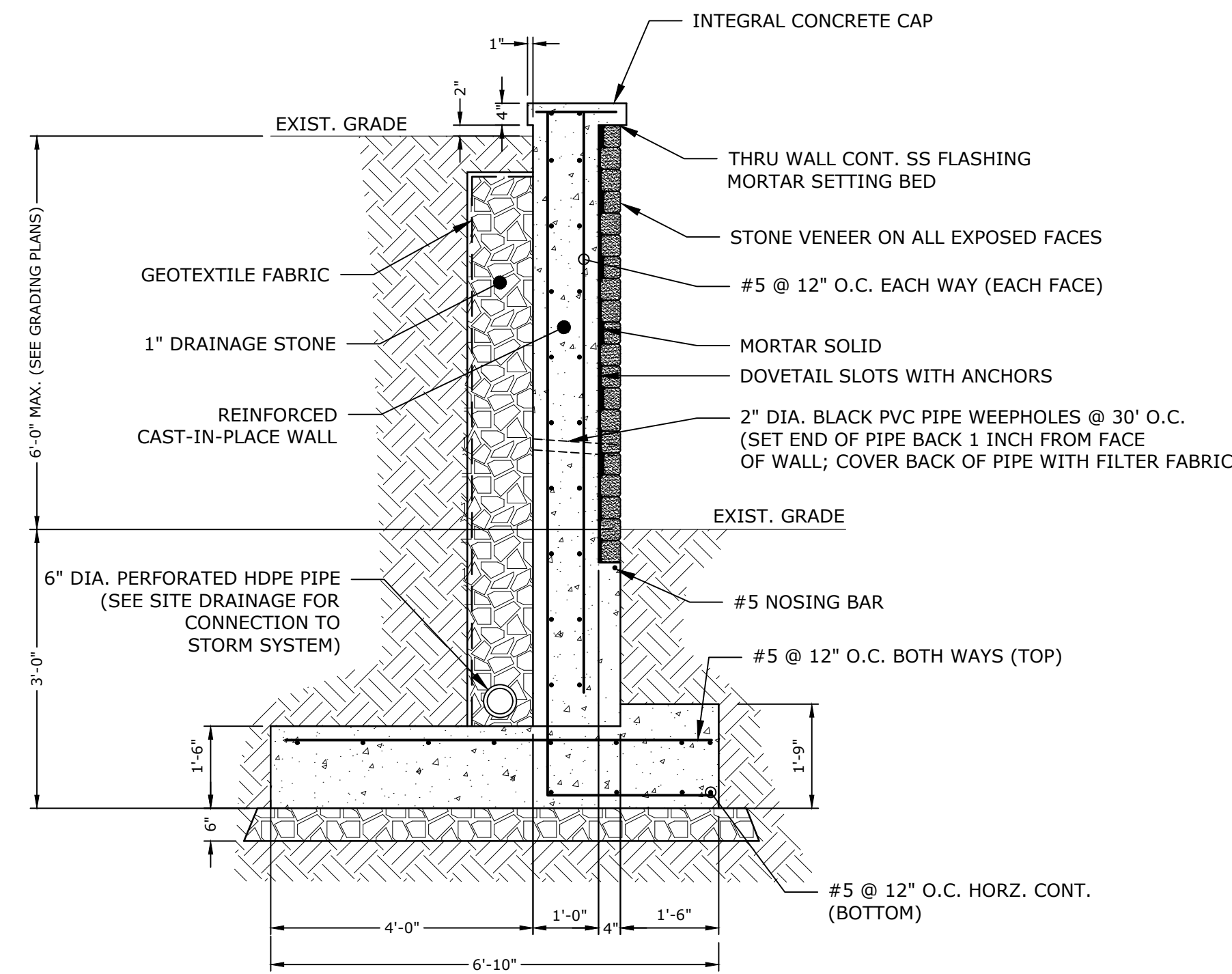
FOUNDATION CONDITIONS: The walls shown are to be founded on earth or rock only. These walls are not to be founded on piles. Organic soil must be removed if encountered.

REINFORCEMENT COVER: All stem reinforcement shall have 2" cover except where noted otherwise. All footing reinforcement shall have 3" cover.

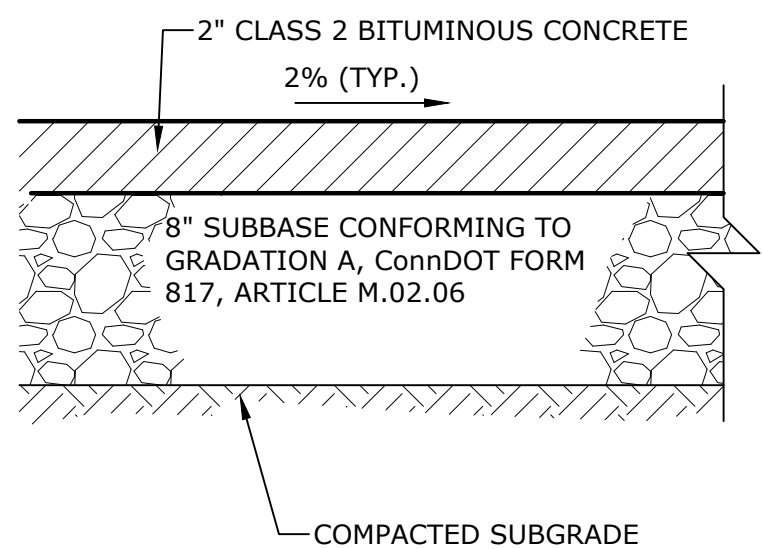
WEEPHOLES: To be located 5' maximum from wall corners, and no more than 30' on center elsewhere along the wall.

* Lap splices to footing dowels for footings founded on compacted gravel fill shall be as shown. Footings founded on other materials shall have two feet added to the required splice length.

** 1/2" x 1/2" Joint seal to extend from the top of footing to the top of the wall and horizontally along this joint to the front face of the wall.



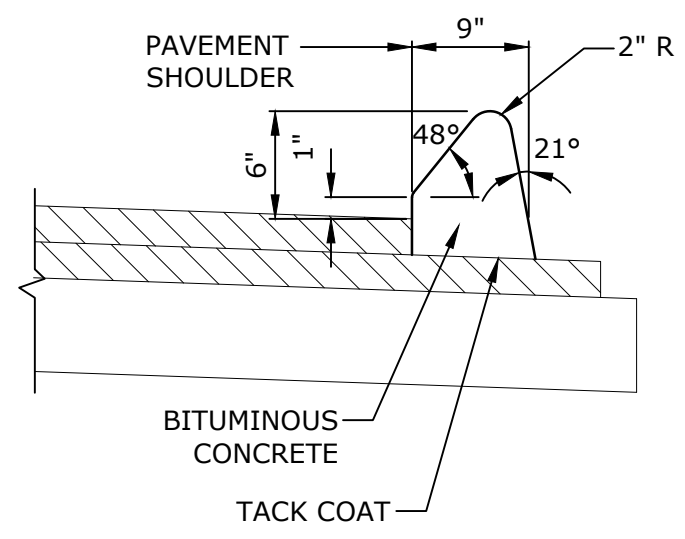
STONE VENEER RETAINING WALL
SCALE: 1" = 2'



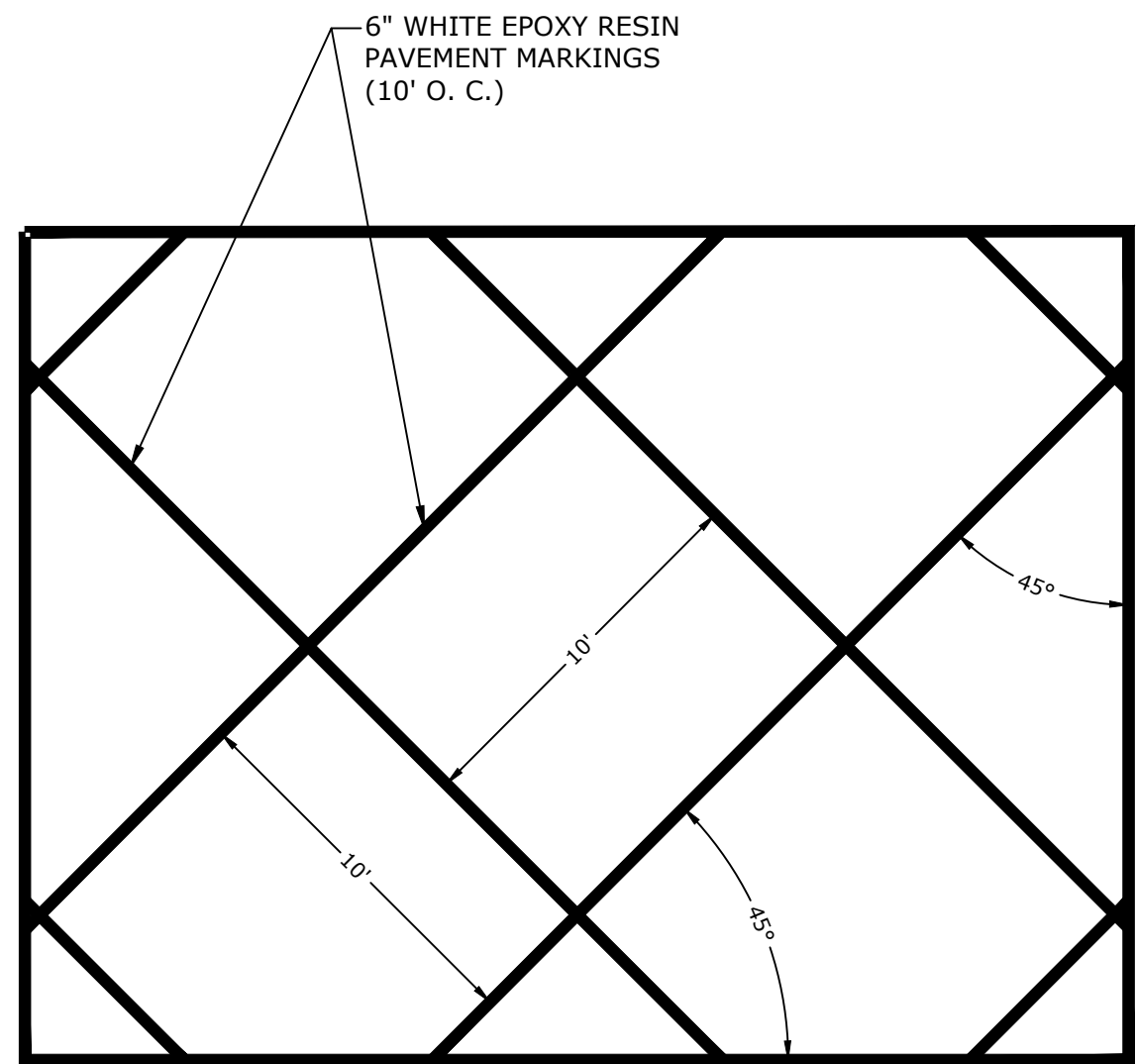
NOTES:

1. ALONG ACCESSIBLE ROUTES CROSS PITCH SHALL NOT EXCEED 5%. LONGITUDINAL SLOPE SHALL NOT EXCEED 5% WITHOUT HANDRAIL, OR 10% WITH HANDRAIL.

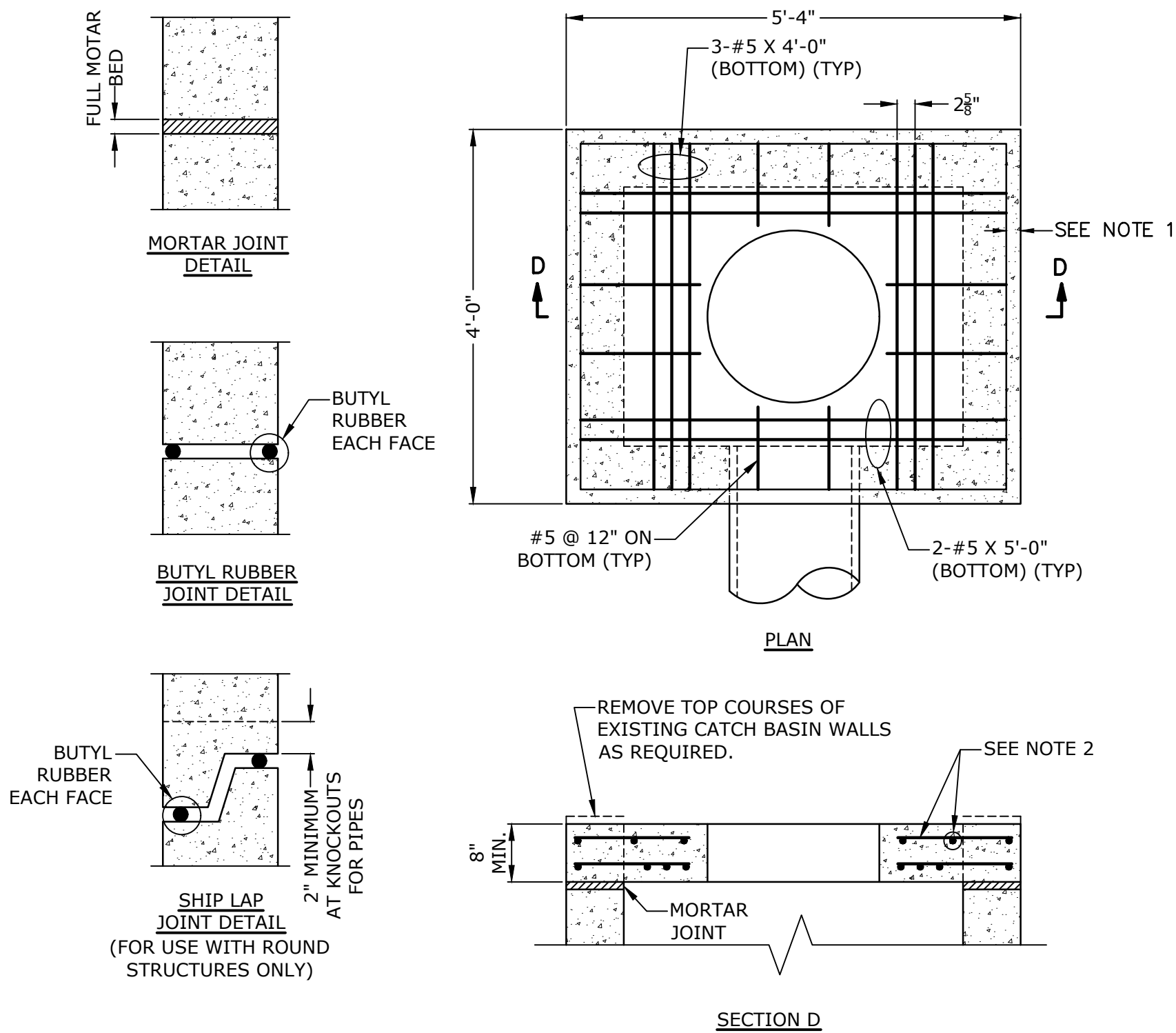
BITUMINOUS CONCRETE SIDEWALK
NO SCALE



BITUMINOUS CONCRETE LIP CURBING
NO SCALE



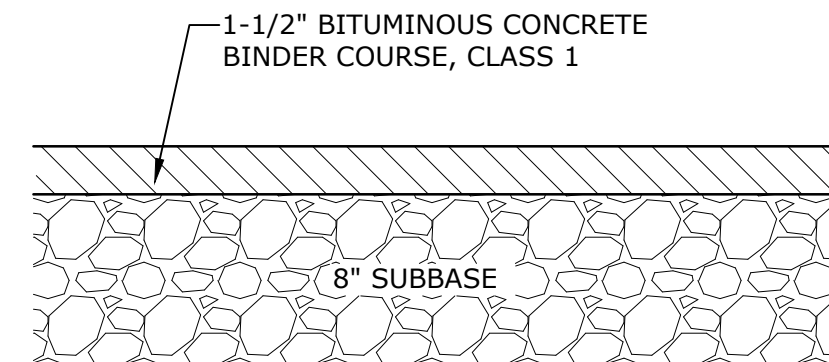
DO NOT BLOCK INTERSECTION
PAVEMENT MARKING DETAILS
NO SCALE



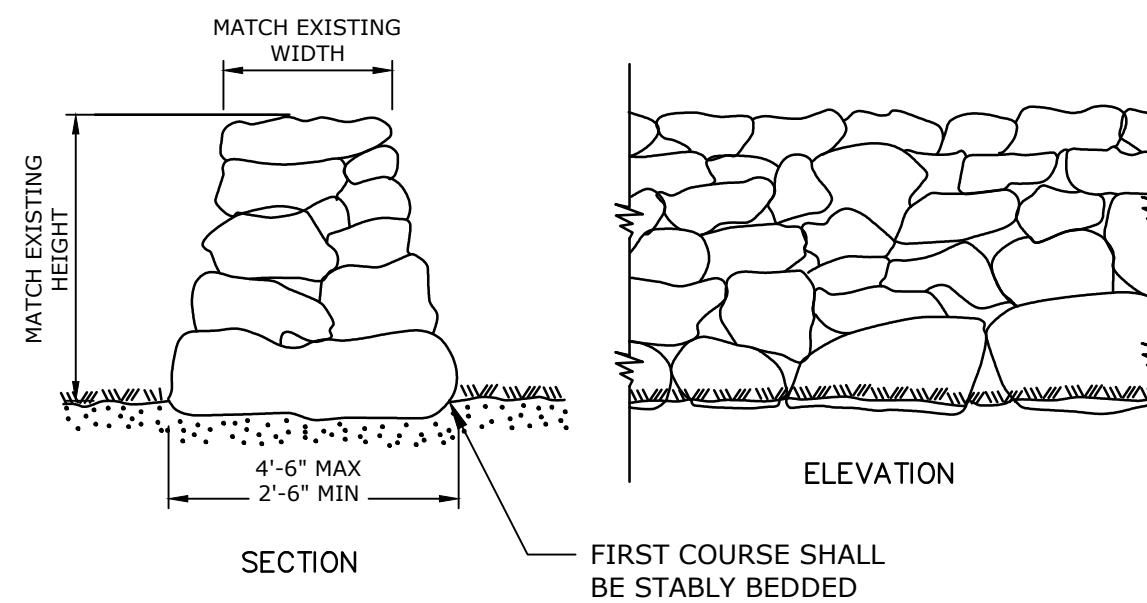
NOTES:

1. ALL REINFORCEMENT SHALL HAVE A MINIMUM CLEAR COVER OF 2", EXCEPT FOR BENEATH BOTTOM REINFORCEMENT IN TOP SLABS, WHERE THE MINIMUM MAY BE 1 1/2".
2. SHRINKAGE AND TEMPERATURE REINFORCEMENT SHALL BE PROVIDED IN THE TOPS OF SLABS. THE TOTAL AREA OF REINFORCEMENT PROVIDED SHALL BE AT LEAST 0.125 SQUARE INCHES PER FOOT IN EACH DIRECTION. THE MAXIMUM SPACING OF THIS REINFORCEMENT SHALL NOT EXCEED 18 INCHES.

TOP SLAB TO CONVERT
CATCH BASIN TO MANHOLE
NO SCALE



TEMPORARY PAVEMENT DETAIL
NO SCALE



FARM WALL FENCE
SCALE: NTS

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STROBEL ROAD
RECONSTRUCTION
PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

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FILE:	T0196-15-C-800-DET1.dwg	
DRAWN BY:	MDS	
CHECKED:	AJM	
APPROVED:	JWB	

DETAILS

SCALE: AS NOTED

C8.2

DOCUMENT ALL LOOP DETECTOR VALUES BOTH CALCULATED AND MEASURED.

DEFINITIONS:

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

1: RESISTANCE:

- 1a: INSULATION RESISTANCE: PERFORM A 600 VOLT (MINIMUM) MEGOHMMETER TEST ON LOOP CIRCUIT. THE LOOP AMPLIFIER MUST BE DISCONNECTED FROM THE LOOP CIRCUIT OR THE LOOP AMPLIFIER WILL BE DAMAGED. THE RESISTANCE OF THE LOOP WIRE TO GROUND MUST BE GREATER THAN 100 MEG OHMS.
- 1b: WIRE RESISTANCE: MEASURE THE DC RESISTANCE OF THE LOOP CIRCUIT. THE LOOP CIRCUIT MUST BE DISCONNECTED FROM THE AMPLIFIER. USING AN OHMMETER CONNECTED ACROSS THE LOOP CIRCUIT, MEASURE THE DC RESISTANCE OF THE CONDUCTORS. THE RESISTANCE SHOULD BE LESS THAN 4 OHMS.

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

2: LOOP CIRCUIT INDUCTANCE:

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

LOOP INDUCTANCE (ENGLISH)

$$L_{\text{LOOP}} = (P/4) (N^2 + N)$$

LEAD-IN INDUCTANCE

$$L_{14/2} = (0.24 \mu\text{H/FT}) (D)$$

LOOP INDUCTANCE (METRIC)

$$L_{\text{LOOP}} = (3.28P/4) (N^2 + N)$$

LEAD-IN INDUCTANCE

$$L_{14/2} = (0.78 \mu\text{H/m}) (D)$$

WHERE:

L_{LOOP} = INDUCTANCE OF INDIVIDUAL LOOP SEGMENTS IN MICROHENRIES (μh).
L_{14/2} = INDUCTANCE OF LEAD-IN CABLE.
P = PERIMETER OF INDIVIDUAL LOOP SEGMENT, IN FEET OR METERS.
N = NUMBER OF TURNS.
D = LENGTH OF LEAD-IN CABLE FROM SPLICE IN HANDHOLE TO CONTROLLER, IN FEET OR METERS.
L_T = L₁ + L₂ + L₃ etc.,
(TOTAL INDUCTANCE OF SEGMENTED LOOP SPLICED IN SERIES.)
L_T = 1 / [(1 / L₁) + (1 / L₂) + (1 / L₃) + etc.],
(TOTAL INDUCTANCE OF SEGMENTED LOOP SPLICED IN PARALLEL.)

WHERE:

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

EXAMPLE: (IN ENGLISH)

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

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

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

3: POWER INTERRUPTION:

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

INDUCTIVE LOOP TEST PROCEDURE

PIN COLOR FUNCTION

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

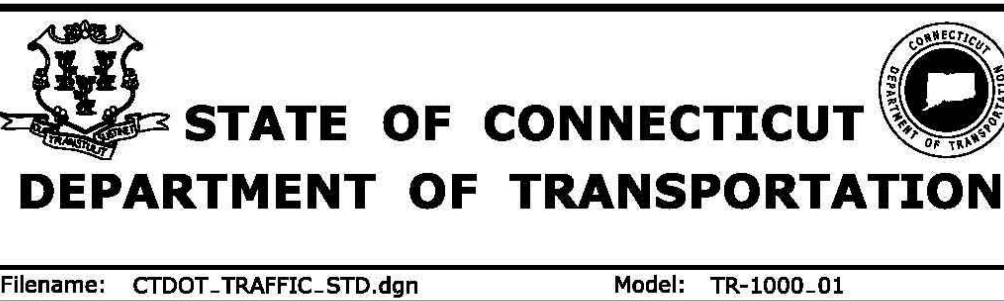
DETECTOR AMPLIFIER PIN DESIGNATION

LEGEND AS SHOWN ON TRAFFIC CONTROL SIGNAL PLAN:
□ INDUCTIVE LOOP DETECTOR
--- SAW CUT
--- RIGID METAL CONDUIT
□ HANDHOLE

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

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

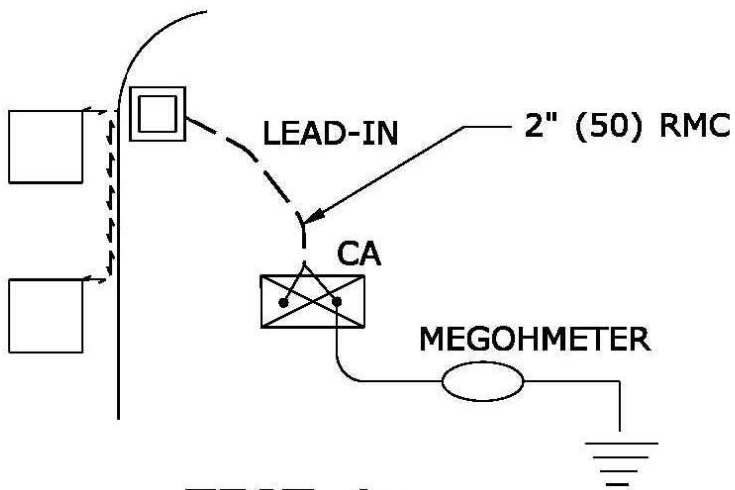
NOT TO SCALE



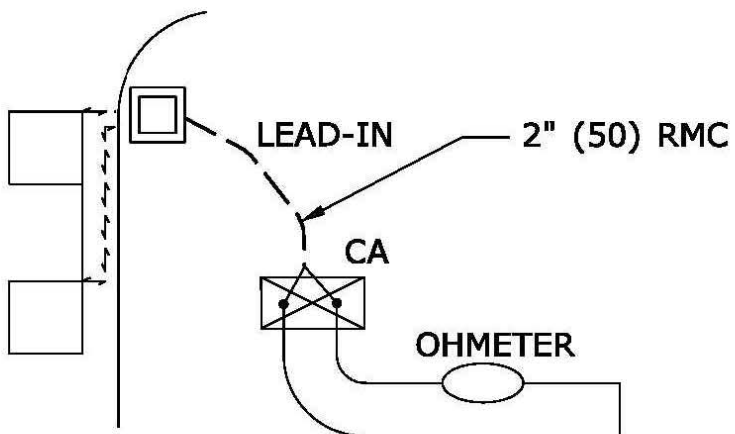
SUBMITTED BY: NAME/DATE/TIME:
Tracy L. Fogarty Tracy L. Fogarty 2009.09.15 08:09:00 -04'00'
APPROVED BY: NAME/DATE/TIME:
John F. Carey John F. Carey 2009.09.16 08:16:38 -04'00'

CTDOT
STANDARD SHEET
OFFICE OF ENGINEERING

STANDARD SHEET TITLE:
GENERAL CLAUSES
(TEST PROCEDURES)
STANDARD SHEET NO.:
TR-1000_01
C 8.3



TEST 1a



TEST 1b

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

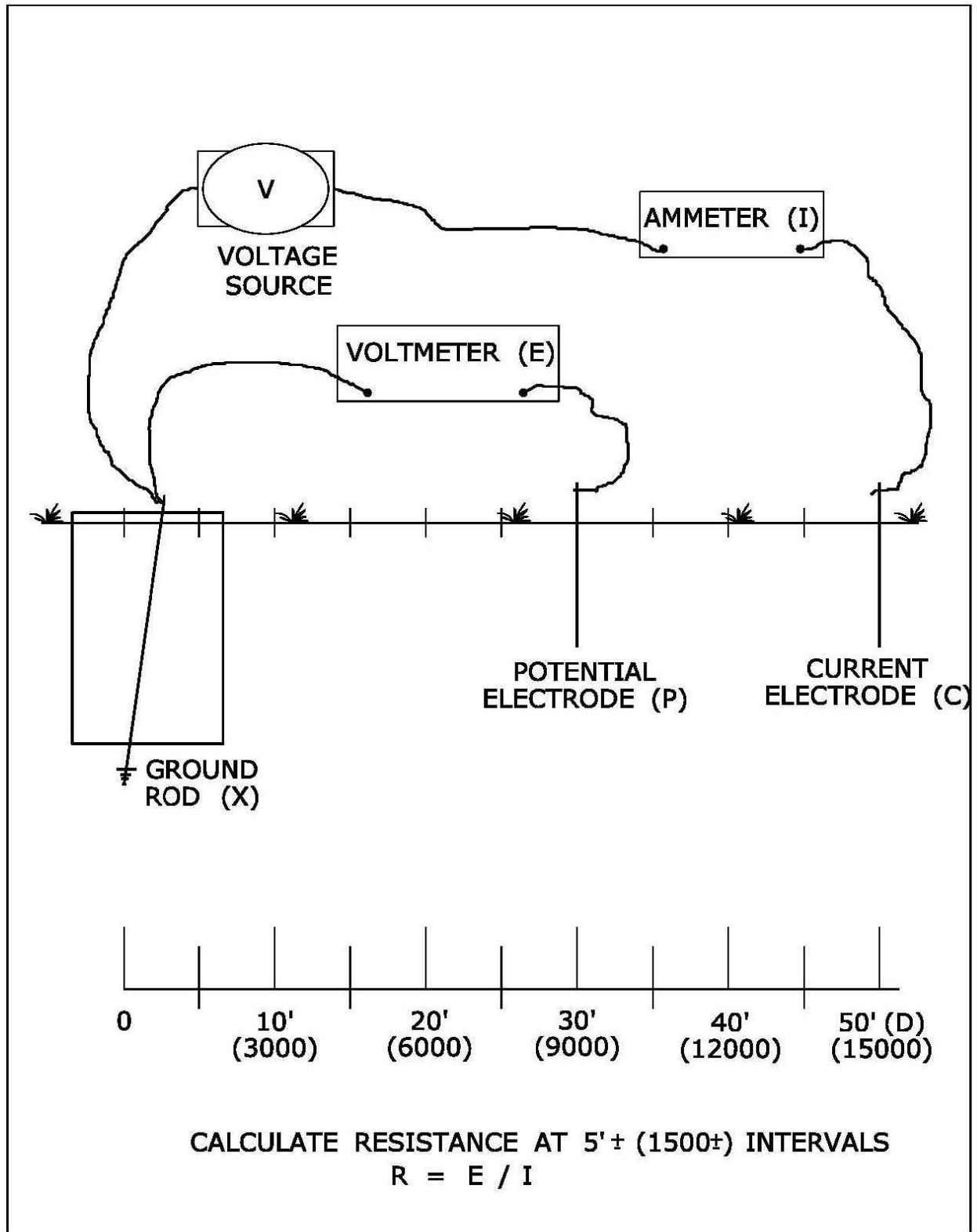
LOOP CIRCUIT TEST DATA
(EXAMPLE)

TEST PROCEDURE:

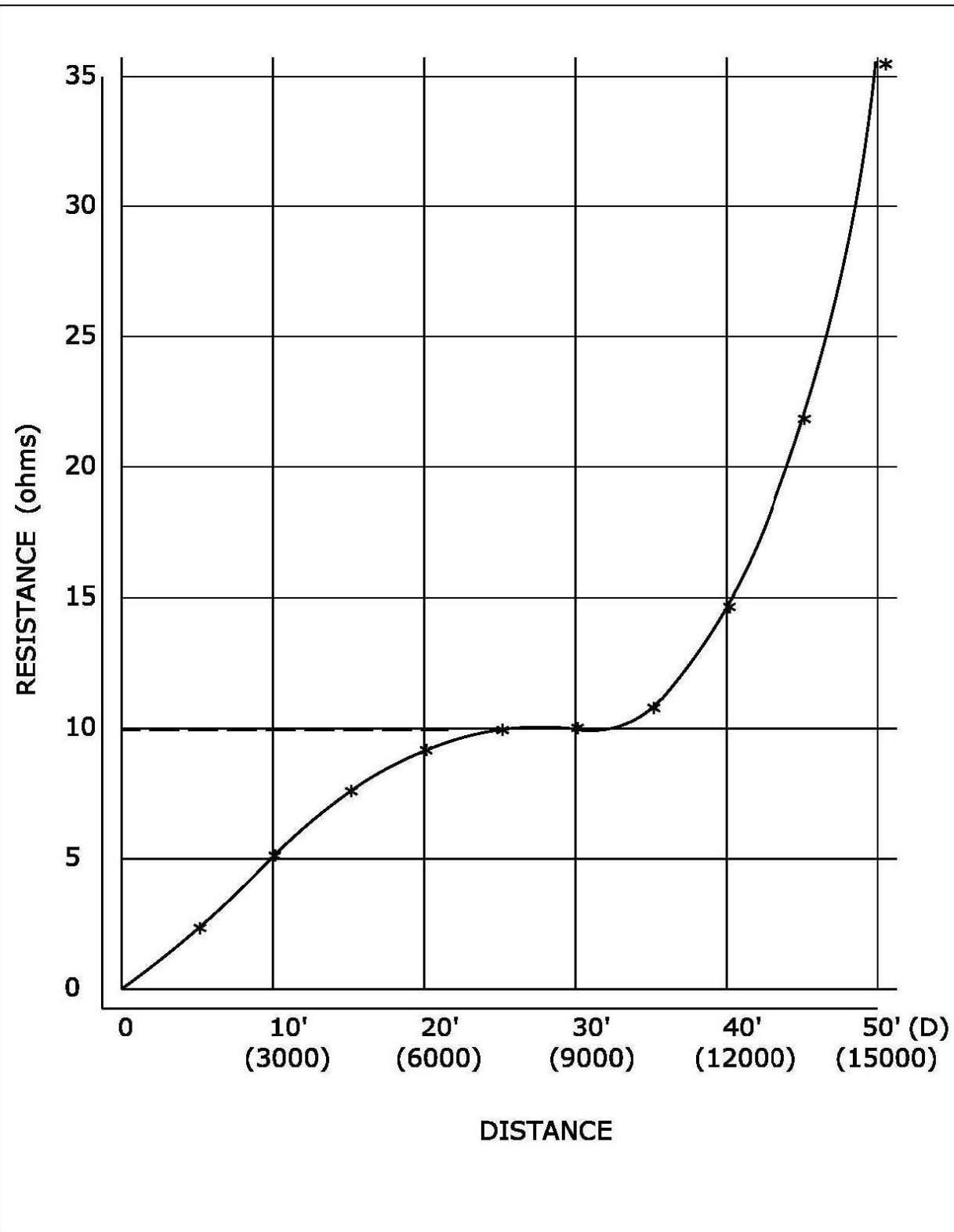
- INSERT ELECTRODE (C) A DISTANCE (D) FROM THE FOUNDATION. RECOMMEND A MINIMUM 50'.
- CONNECT A VOLTAGE SOURCE AND AMMETER BETWEEN THE FOUNDATION GROUND ROD (X) AND C.
- MEASURE THE CURRENT FLOW (I) BETWEEN X AND C.
- INSERT POTENTIAL ELECTRODE (P) AT 5' (1500) INTERVALS IN A STRAIGHT LINE TO ELECTRODE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

SUGGESTED CORRECTIVE ACTION:

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



3 POINT GROUND RESISTANCE
TEST CIRCUIT

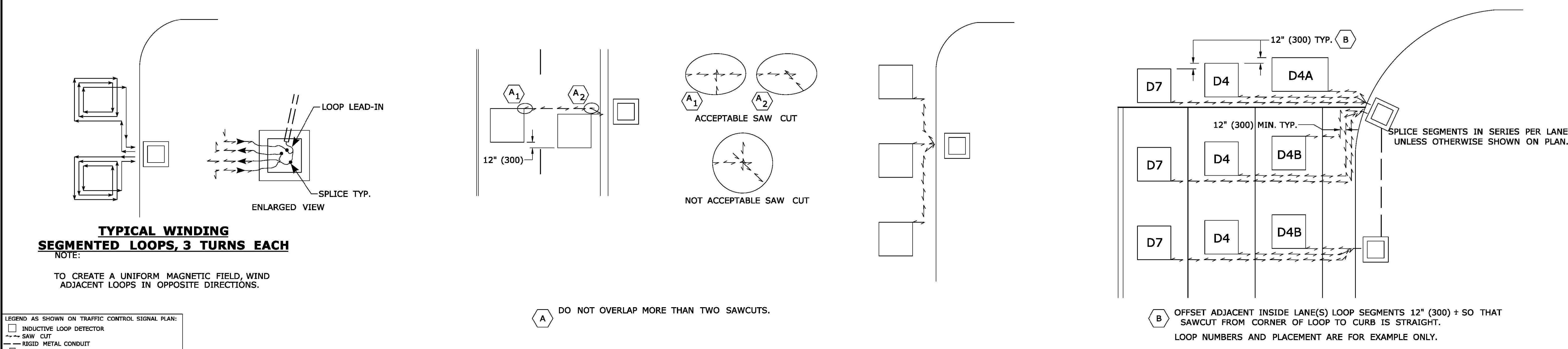
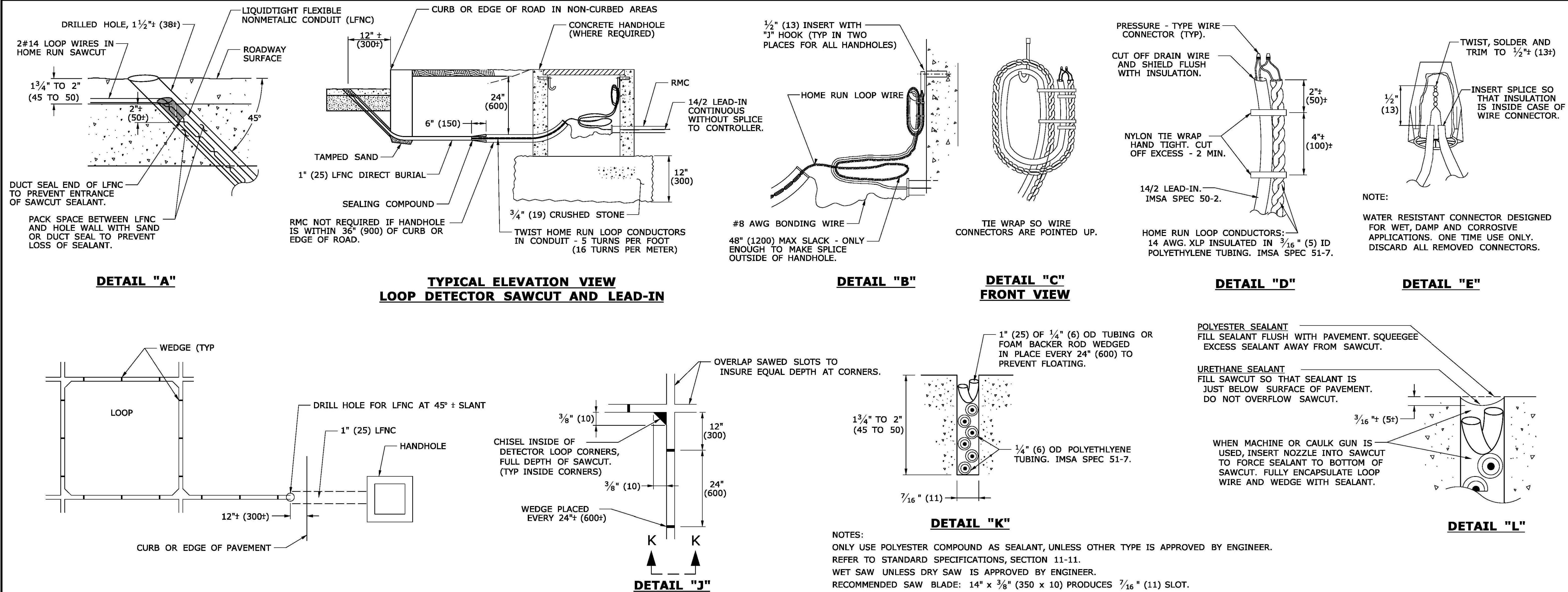


GROUND RESISTANCE CHART
(EXAMPLE)

NOTES:

1. DURING THE TEST, THE GROUND ROD SHOULD NOT BE BONDED TO ANY RMC IN THE FOUNDATION.
2. THE VOLTAGE SOURCE, VOLTMETER, AMMETER, ELECTRODES P AND C, AND CONNECTING CABLES ARE AVAILABLE AS A SPECIALIZED TEST INSTRUMENT.
3. REFER TO NATIONAL ELECTRICAL SAFETY CODE (NESC) SECTION 09, GROUNDING METHODS FOR ELECTRIC SUPPLY AND COMMUNICATIONS FACILITIES.
4. REFER TO NATIONAL ELECTRICAL CODE (NEC) CHAPTER 2, ARTICLE 250, GROUNDING.

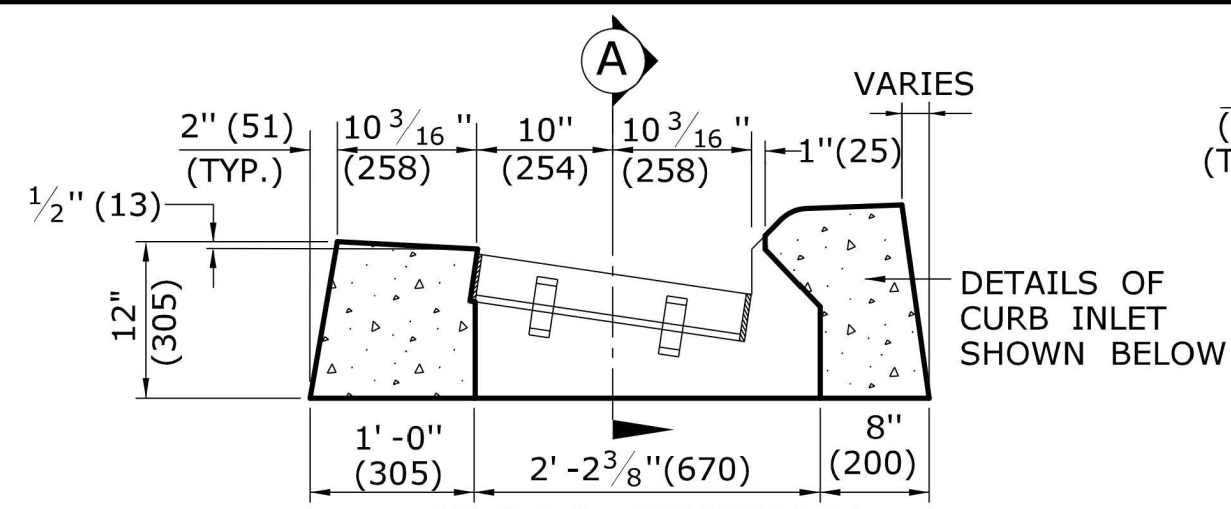
3 POINT FALL-OF-POTENTIAL GROUND RESISTANCE TEST



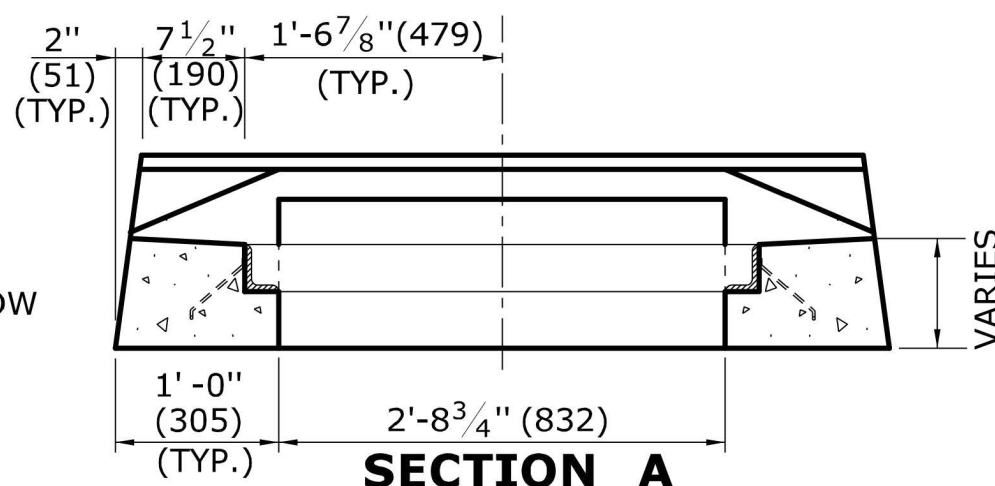
R1 - SERIES										R2 - SERIES										R3 - SERIES																				R4 - SERIES										R5 - SERIES																																																																																																																																																																																			
R1-1 * LEGEND - WHITE BACKGROUND - RED <table><thead><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr></thead><tbody><tr><td>3.31</td><td>24</td><td>31-0536</td><td>1</td><td>.080</td></tr><tr><td>5.19</td><td>30</td><td>31-0552</td><td>1</td><td>.080</td></tr><tr><td>7.98</td><td>36</td><td>31-0553</td><td>1</td><td>.080</td></tr><tr><td>13.3</td><td>48</td><td>31-0557</td><td>2</td><td>.100</td></tr></tbody></table>										AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	3.31	24	31-0536	1	.080	5.19	30	31-0552	1	.080	7.98	36	31-0553	1	.080	13.3	48	31-0557	2	.100	R2-1 LEGEND - BLACK BACKGROUND - WHITE <table><thead><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr></thead><tbody><tr><td>5.00</td><td>24X30</td><td>31-5505</td><td>1</td><td>.080</td></tr><tr><td>7.50</td><td>30X36</td><td>31-5504</td><td>1</td><td>.080</td></tr><tr><td>12.00</td><td>36X48</td><td>31-5506</td><td>2</td><td>.100</td></tr><tr><td>20.00</td><td>48X60</td><td>31-5507</td><td>2</td><td>.100</td></tr></tbody></table>										AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	5.00	24X30	31-5505	1	.080	7.50	30X36	31-5504	1	.080	12.00	36X48	31-5506	2	.100	20.00	48X60	31-5507	2	.100	R3-1 31-1604 OVERHEAD MTD LEGEND - BLACK BACKGROUND - WHITE CIRCLE & DIAGONAL - RED <table><thead><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr></thead><tbody><tr><td>4.00</td><td>24X24</td><td>31-1604</td><td></td><td>.080</td></tr><tr><td>6.25</td><td>30X30</td><td>31-1617</td><td>1</td><td>.080</td></tr><tr><td>5.00</td><td>30X24</td><td>31-1618</td><td></td><td>.080</td></tr><tr><td>9.00</td><td>36X36</td><td>31-1627</td><td>2</td><td>.080</td></tr><tr><td>7.50</td><td>36X30</td><td>31-1628</td><td></td><td>.080</td></tr></tbody></table> R3-5 (L) (R) LEGEND - BLACK BACKGROUND - WHITE <table><thead><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr></thead><tbody><tr><td>4.00</td><td>24X24</td><td>31-0135L</td><td>1</td><td>.080</td></tr><tr><td>4.00</td><td>24X24</td><td>31-0138R</td><td>1</td><td>.080</td></tr><tr><td>6.25</td><td>30X30</td><td>31-0165</td><td>1</td><td>.080</td></tr><tr><td>7.50</td><td>30X36</td><td>31-0183L</td><td>1</td><td>.080</td></tr><tr><td>7.50</td><td>30X36</td><td>31-0184R</td><td>1</td><td>.080</td></tr><tr><td>7.50</td><td>30X36</td><td>31-0175</td><td>1</td><td>.080</td></tr></tbody></table> R3-8b ONLY ONLY LEFT LANE MUST TURN LEFT RIGHT LANE MUST TURN RIGHT LEGEND - BLACK BACKGROUND - WHITE <table><thead><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr></thead><tbody><tr><td>10.00</td><td>48X30</td><td>31-0302</td><td>2</td><td>.100</td></tr><tr><td>20.00</td><td>48X60</td><td>31-0121L</td><td>2</td><td>.100</td></tr><tr><td>20.00</td><td>48X60</td><td>31-0122R</td><td>2</td><td>.100</td></tr></tbody></table>																				AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	4.00	24X24	31-1604		.080	6.25	30X30	31-1617	1	.080	5.00	30X24	31-1618		.080	9.00	36X36	31-1627	2	.080	7.50	36X30	31-1628		.080	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	4.00	24X24	31-0135L	1	.080	4.00	24X24	31-0138R	1	.080	6.25	30X30	31-0165	1	.080	7.50	30X36	31-0183L	1	.080	7.50	30X36	31-0184R	1	.080	7.50	30X36	31-0175	1	.080	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	10.00	48X30	31-0302	2	.100	20.00	48X60	31-0121L	2	.100	20.00	48X60	31-0122R	2	.100	R4-1 DO NOT PASS LEGEND - BLACK BACKGROUND - WHITE <table><thead><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr></thead><tbody><tr><td>5.00</td><td>24X30</td><td>31-1502</td><td>1</td><td>.080</td></tr><tr><td>20.00</td><td>48X60</td><td>31-1574</td><td>2</td><td>.100</td></tr></tbody></table>										AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	5.00	24X30	31-1502	1	.080	20.00	48X60	31-1574	2	.100	R5-1 * LEGEND - WHITE BACKGROUND - RED <table><thead><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr></thead><tbody><tr><td>6.25</td><td>30X30</td><td>31-1119</td><td>1</td><td>.080</td></tr><tr><td>9.00</td><td>36X36</td><td>31-1120</td><td>1</td><td>.080</td></tr><tr><td>16.00</td><td>48X48</td><td>31-1121</td><td>2</td><td>.100</td></tr></tbody></table> PROHIBITED PEDESTRIANS MOTOR BIKES MOTOR SCOOTERS BICYCLES										AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	6.25	30X30	31-1119	1	.080	9.00	36X36	31-1120	1	.080	16.00	48X48	31-1121	2	.100
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R1-2 * LEGEND - RED BACKGROUND - WHITE <table><thead><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr></thead><tbody><tr><td>3.90</td><td>36</td><td>31-0523</td><td>1</td><td>.080</td></tr><tr><td>6.77</td><td>48</td><td>31-0522</td><td>2B</td><td>.100</td></tr><tr><td>10.83</td><td>60</td><td>31-0528</td><td>2B</td><td>.100</td></tr></tbody></table>										AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	3.90	36	31-0523	1	.080	6.77	48	31-0522	2B	.100	10.83	60	31-0528	2B	.100	R2-4a LEGEND - BLACK BACKGROUND - WHITE <table><thead><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr></thead><tbody><tr><td>32.00</td><td>48X96</td><td>31-5510</td><td>2B</td><td>.125</td></tr></tbody></table>										AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	32.00	48X96	31-5510	2B	.125	R3-2 31-1603 OVERHEAD MTD LEGEND - BLACK BACKGROUND - WHITE CIRCLE & DIAGONAL - RED <table><thead><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr></thead><tbody><tr><td>4.00</td><td>24X24</td><td>31-1603</td><td></td><td>.080</td></tr><tr><td>6.25</td><td>30X30</td><td>31-1619</td><td>1</td><td>.080</td></tr><tr><td>5.00</td><td>30X24</td><td>31-1620</td><td></td><td>.080</td></tr><tr><td>9.00</td><td>36X36</td><td>31-1629</td><td>2</td><td>.080</td></tr><tr><td>7.50</td><td>36X30</td><td>31-1630</td><td></td><td>.080</td></tr></tbody></table> R3-6 (L) (R) LEGEND - BLACK BACKGROUND - WHITE <table><thead><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr></thead><tbody><tr><td>7.50</td><td>30X36</td><td>31-0157L</td><td>1</td><td>.080</td></tr><tr><td>7.50</td><td>30X36</td><td>31-0158R</td><td>1</td><td>.080</td></tr><tr><td>5.00</td><td>30X24</td><td>31-0290</td><td>1</td><td>.080</td></tr><tr><td>7.50</td><td>36X30</td><td></td><td>2</td><td>.080</td></tr><tr><td>10.00</td><td>48X30</td><td></td><td></td><td>.100</td></tr><tr><td>20.00</td><td>48X60</td><td>31-0124L</td><td>2</td><td>.100</td></tr><tr><td>20.00</td><td>48X60</td><td>31-0137R</td><td>2</td><td>.100</td></tr></tbody></table> R3-3 NO TURNS R3-7L LEFT LANE MUST TURN LEFT R3-7R RIGHT LANE MUST TURN RIGHT LEGEND - BLACK BACKGROUND - WHITE <table><thead><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr></thead><tbody><tr><td>6.25</td><td>30X30</td><td>31-0117L</td><td>1</td><td>.080</td></tr><tr><td>6.25</td><td>30X30</td><td>31-0118R</td><td>1</td><td>.080</td></tr><tr><td>9.00</td><td>36X36</td><td>31-0120L</td><td>1</td><td>.080</td></tr><tr><td>9.00</td><td>36X36</td><td>31-0123R</td><td>1</td><td>.080</td></tr></tbody></table> R3-295 ONLY ONLY 31-0222 31-0223																				AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	4.00	24X24	31-1603		.080	6.25	30X30	31-1619	1	.080	5.00	30X24	31-1620		.080	9.00	36X36	31-1629	2	.080	7.50	36X30	31-1630		.080	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	7.50	30X36	31-0157L	1	.080	7.50	30X36	31-0158R	1	.080	5.00	30X24	31-0290	1	.080	7.50	36X30		2	.080	10.00	48X30			.100	20.00	48X60	31-0124L	2	.100	20.00	48X60	31-0137R	2	.100	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	6.25	30X30	31-0117L	1	.080	6.25	30X30	31-0118R	1	.080	9.00	36X36	31-0120L	1	.080	9.00	36X36	31-0123R	1	.080	R4-3 LEGEND - BLACK BACKGROUND - WHITE <table><thead><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr></thead><tbody><tr><td>8.75</td><td>42X30</td><td>31-0334</td><td>2</td><td>.100</td></tr></tbody></table>										AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	8.75	42X30	31-0334	2	.100	R4-7 LEGEND - BLACK BACKGROUND - WHITE <table><thead><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr></thead><tbody><tr><td>5.00</td><td>24X30</td><td>31-1562</td><td>1</td><td>.080</td></tr><tr><td>20.00</td><td>48X60</td><td>31-1564</td><td>2</td><td>.100</td></tr></tbody></table>										AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	5.00	24X30	31-1562	1	.080	20.00	48X60	31-1564	2	.100																				
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THK.</th></tr><tr><td>6.25</td><td>30</td><td>41-4005</td><td>1</td><td>.080</td></tr><tr><td>16.00</td><td>48</td><td>41-4055</td><td>2</td><td>.100</td></tr></table> <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>6.25</td><td>30</td><td>41-4012</td><td>1</td><td>.080</td></tr><tr><td>16.00</td><td>48</td><td>41-4062</td><td>2</td><td>.100</td></tr></table> <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>6.25</td><td>30</td><td>41-4011</td><td>1</td><td>.080</td></tr><tr><td>16.00</td><td>48</td><td>41-4061</td><td>2</td><td>.100</td></tr></table>										AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	6.25	30	41-4006	1	.080	16.00	48	41-4056	2	.100	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	6.25	30	41-4005	1	.080	16.00	48	41-4055	2	.100	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	6.25	30	41-4012	1	.080	16.00	48	41-4062	2	.100	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	6.25	30	41-4011	1	.080	16.00	48	41-4061	2	.100	W2-1 <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>6.25</td><td>30</td><td>41-4226</td><td>1</td><td>.080</td></tr><tr><td>9.00</td><td>36</td><td>41-4236</td><td>1</td><td>.080</td></tr><tr><td>16.00</td><td>48</td><td>41-4246</td><td>2</td><td>.100</td></tr></table>										AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	6.25	30	41-4226	1	.080	9.00	36	41-4236	1	.080	16.00	48	41-4246	2	.100	W3-1 OCTAGON - RED <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>6.25</td><td>30</td><td>41-0501</td><td>1</td><td>.080</td></tr><tr><td>9.00</td><td>36</td><td>41-0502</td><td>1</td><td>.080</td></tr><tr><td>16.00</td><td>48</td><td>41-0503</td><td>2</td><td>.100</td></tr></table>										AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	6.25	30	41-0501	1	.080	9.00	36	41-0502	1	.080	16.00	48	41-0503	2	.100	W4-1L <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>6.25</td><td>30</td><td>41-4450</td><td>1</td><td>.080</td></tr><tr><td>9.00</td><td>36</td><td>41-4448</td><td>1</td><td>.080</td></tr><tr><td>16.00</td><td>48</td><td>41-4452</td><td>2</td><td>.100</td></tr></table> W4-1R <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>6.25</td><td>30</td><td>41-4451</td><td>1</td><td>.080</td></tr><tr><td>9.00</td><td>36</td><td>41-4449</td><td>1</td><td>.080</td></tr><tr><td>16.00</td><td>48</td><td>41-4459</td><td>2</td><td>.100</td></tr></table>										AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	6.25	30	41-4450	1	.080	9.00	36	41-4448	1	.080	16.00	48	41-4452	2	.100	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	6.25	30	41-4451	1	.080	9.00	36	41-4449	1	.080	16.00	48	41-4459	2	.100	W5-1 ROAD NARROWS <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>6.25</td><td>30</td><td>41-4401</td><td>1</td><td>.080</td></tr><tr><td>16.00</td><td>48</td><td>41-4404</td><td>2</td><td>.100</td></tr></table>										AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	6.25	30	41-4401	1	.080	16.00	48	41-4404	2	.100	W6-1 W6-2 <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>6.25</td><td>30</td><td>41-4333</td><td>1</td><td>.080</td></tr><tr><td>9.00</td><td>36</td><td>41-4335</td><td>1</td><td>.080</td></tr></table> W7-1 <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>6.25</td><td>30</td><td>41-4506</td><td>1</td><td>.080</td></tr><tr><td>16.00</td><td>48</td><td>41-4508</td><td>2</td><td>.100</td></tr></table>										AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	6.25	30	41-4333	1	.080	9.00	36	41-4335	1	.080	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	6.25	30	41-4506	1	.080	16.00	48	41-4508	2	.100																																																																																					
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FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>6.25</td><td>30</td><td>41-4037</td><td>1</td><td>.080</td></tr><tr><td>16.00</td><td>48</td><td>41-4087</td><td>2</td><td>.100</td></tr></table>										AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	6.25	30	41-4027	1	.080	16.00	48	41-4067	2	.100	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	6.25	30	41-4038	1	.080	16.00	48	41-4087	2	.100	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	6.25	30	41-4037	1	.080	16.00	48	41-4087	2	.100	W1-6 (LEFT OR RIGHT) <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>6.25</td><td>30</td><td>41-4008</td><td>1</td><td>.080</td></tr><tr><td>16.00</td><td>48</td><td>41-4058</td><td>2</td><td>.100</td></tr></table> W1-7 (LEFT OR RIGHT) <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>6.25</td><td>30</td><td>41-4007</td><td>1</td><td>.080</td></tr><tr><td>16.00</td><td>48</td><td>41-4057</td><td>2</td><td>.100</td></tr></table> W1-8 (LEFT OR RIGHT) <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>6.25</td><td>30</td><td>41-4034</td><td>1</td><td>.080</td></tr><tr><td>16.00</td><td>48</td><td>41-4090</td><td>2</td><td>.100</td></tr></table> W1-10R <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>6.25</td><td>30</td><td>41-4033</td><td>1</td><td>.080</td></tr><tr><td>16.00</td><td>48</td><td>41-4089</td><td>2</td><td>.100</td></tr></table> W1-10L <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>6.25</td><td>30</td><td>41-4034</td><td>1</td><td>.080</td></tr><tr><td>16.00</td><td>48</td><td>41-4090</td><td>2</td><td>.100</td></tr></table>										AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	6.25	30	41-4008	1	.080	16.00	48	41-4058	2	.100	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	6.25	30	41-4007	1	.080	16.00	48	41-4057	2	.100	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	6.25	30	41-4034	1	.080	16.00	48	41-4090	2	.100	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	6.25	30	41-4033	1	.080	16.00	48	41-4089	2	.100	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	6.25	30	41-4034	1	.080	16.00	48	41-4090	2	.100	W2-2 (LEFT OR RIGHT) <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>6.25</td><td>30</td><td>41-4225</td><td>1</td><td>.080</td></tr><tr><td>9.00</td><td>36</td><td>41-4235</td><td>1</td><td>.080</td></tr><tr><td>16.00</td><td>48</td><td>41-4245</td><td>2</td><td>.100</td></tr></table> W2-3 (L) (R) <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>6.25</td><td>30</td><td>41-4220L</td><td>1</td><td>.080</td></tr><tr><td>6.25</td><td>30</td><td>41-4219R</td><td>1</td><td>.080</td></tr><tr><td>16.00</td><td>48</td><td>41-4244L</td><td>2</td><td>.100</td></tr><tr><td>16.00</td><td>48</td><td>41-4243R</td><td>2</td><td>.100</td></tr></table> W2-4 <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>6.25</td><td>30</td><td>41-4217</td><td>1</td><td>.080</td></tr><tr><td>16.00</td><td>48</td><td>41-4247</td><td>2</td><td>.100</td></tr></table> W3-2 TRIANGLE - RED & WHITE <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>6.25</td><td>30</td><td>41-0504</td><td>1</td><td>.080</td></tr><tr><td>9.00</td><td>36</td><td>41-0505</td><td>2</td><td>.100</td></tr><tr><td>16.00</td><td>48</td><td>41-0506</td><td>2</td><td>.100</td></tr></table> W3-3 SYMBOL & LEGEND - BLACK BACKGROUND - YELLOW TOP CIRCLE - RED BOTTOM CIRCLE - GREEN <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>9.00</td><td>36</td><td>41-0836</td><td>1</td><td>.080</td></tr><tr><td>16.00</td><td>48</td><td>41-0848</td><td>2</td><td>.100</td></tr><tr><td>24.00</td><td>60</td><td>41-0860</td><td>2</td><td>.125</td></tr></table> W4-2L <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>9.00</td><td>36</td><td>41-4442</td><td>1</td><td>.080</td></tr><tr><td>16.00</td><td>48</td><td>41-4446</td><td>2</td><td>.100</td></tr></table> W4-2R <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>9.00</td><td>36</td><td>41-4441</td><td>1</td><td>.080</td></tr><tr><td>16.00</td><td>48</td><td>41-4447</td><td>2</td><td>.100</td></tr></table> W4-3L <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>6.25</td><td>30</td><td>41-4433</td><td>1</td><td>.080</td></tr><tr><td>16.00</td><td>48</td><td>41-4435</td><td>2</td><td>.100</td></tr></table> W4-3R <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>6.25</td><td>30</td><td>41-4432</td><td>1</td><td>.080</td></tr><tr><td>16.00</td><td>48</td><td>41-4434</td><td>2</td><td>.100</td></tr></table> W6-3 <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>6.25</td><td>30</td><td>41-4327</td><td>1</td><td>.080</td></tr><tr><td>9.00</td><td>36</td><td>41-4329</td><td>1</td><td>.080</td></tr><tr><td>16.00</td><td>48</td><td>41-4331</td><td>2</td><td>.100</td></tr></table>										AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	6.25	30	41-4225	1	.080	9.00	36	41-4235	1	.080	16.00	48	41-4245	2	.100	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	6.25	30	41-4220L	1	.080	6.25	30	41-4219R	1	.080	16.00	48	41-4244L	2	.100	16.00	48	41-4243R	2	.100	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	6.25	30	41-4217	1	.080	16.00	48	41-4247	2	.100	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	6.25	30	41-0504	1	.080	9.00	36	41-0505	2	.100	16.00	48	41-0506	2	.100	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	9.00	36	41-0836	1	.080	16.00	48	41-0848	2	.100	24.00	60	41-0860	2	.125	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	9.00	36	41-4442	1	.080	16.00	48	41-4446	2	.100	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	9.00	36	41-4441	1	.080	16.00	48	41-4447	2	.100	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	6.25	30	41-4433	1	.080	16.00	48	41-4435	2	.100	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	6.25	30	41-4432	1	.080	16.00	48	41-4434	2	.100	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	6.25	30	41-4327	1	.080	9.00	36	41-4329	1	.080	16.00	48	41-4331	2	.100					
AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.																																																																																																																																																																																																																																																																																																																																																																			
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6.25	30	41-4007	1	.080																																																																																																																																																																																																																																																																																																																																																																			
16.00	48	41-4057	2	.100																																																																																																																																																																																																																																																																																																																																																																			
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W8-5 <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>6.25</td><td>30</td><td>41-4519</td><td>1</td><td>.080</td></tr><tr><td>9.00</td><td>36</td><td>41-4520</td><td>1</td><td>.080</td></tr><tr><td>16.00</td><td>48</td><td>41-4521</td><td>2</td><td>.100</td></tr></table>										AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	6.25	30	41-4519	1	.080	9.00	36	41-4520	1	.080	16.00	48	41-4521	2	.100	W9-1 (L) (R) <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>9.00</td><td>36</td><td>41-4443L</td><td>1</td><td>.080</td></tr><tr><td>9.00</td><td>36</td><td>41-4440R</td><td>1</td><td>.080</td></tr><tr><td>16.00</td><td>48</td><td>41-4444L</td><td>2</td><td>.100</td></tr><tr><td>16.00</td><td>48</td><td>41-4445R</td><td>2</td><td>.100</td></tr></table> W9-2 (L) (R) <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>9.00</td><td>36</td><td>41-4454L</td><td>1</td><td>.080</td></tr><tr><td>9.00</td><td>36</td><td>41-4453R</td><td>1</td><td>.080</td></tr><tr><td>16.00</td><td>48</td><td>41-4456L</td><td>2</td><td>.100</td></tr><tr><td>16.00</td><td>48</td><td>41-4455R</td><td>2</td><td>.100</td></tr></table> <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>22.00</td><td>66X48</td><td>41-1510</td><td>2</td><td>.100</td></tr></table>										AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	9.00	36	41-4443L	1	.080	9.00	36	41-4440R	1	.080	16.00	48	41-4444L	2	.100	16.00	48	41-4445R	2	.100	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	9.00	36	41-4454L	1	.080	9.00	36	41-4453R	1	.080	16.00	48	41-4456L	2	.100	16.00	48	41-4455R	2	.100	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	22.00	66X48	41-1510	2	.100	W10-1 <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>1.77</td><td>18</td><td>41-2202</td><td>1</td><td>.080</td></tr><tr><td>7.07</td><td>36</td><td>41-2201</td><td>1</td><td>.080</td></tr></table>										AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	1.77	18	41-2202	1	.080	7.07	36	41-2201	1	.080	W11-2 <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>6.25</td><td>30</td><td>41-4810</td><td>1</td><td>.080</td></tr><tr><td>9.00</td><td>36</td><td>41-4811</td><td>1</td><td>.080</td></tr><tr><td>16.00</td><td>48</td><td>41-4812</td><td>2</td><td>.100</td></tr></table> W11-8 <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>6.25</td><td>30</td><td>41-4680</td><td>1</td><td>.080</td></tr><tr><td>16.00</td><td>48</td><td>41-4692</td><td>2</td><td>.100</td></tr></table> W12-1 <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>4.00</td><td>24</td><td>41-4212</td><td>1</td><td>.080</td></tr><tr><td>16.00</td><td>48</td><td>41-4214</td><td>2</td><td>.100</td></tr></table> W12-2 <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>6.25</td><td>30</td><td>41-4704</td><td>1</td><td>.080</td></tr><tr><td>9.00</td><td>36</td><td>41-4706</td><td>1</td><td>.080</td></tr><tr><td>16.00</td><td>48</td><td>41-4708</td><td>2</td><td>.100</td></tr></table> (SUBPLATE) <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>7.50</td><td>36X30</td><td>41-4729</td><td></td><td>.080</td></tr></table> (SUBPLATE) <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>7.50</td><td>36X30</td><td>41-4728</td><td></td><td>.080</td></tr></table>										AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	6.25	30	41-4810	1	.080	9.00	36	41-4811	1	.080	16.00	48	41-4812	2	.100	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	6.25	30	41-4680	1	.080	16.00	48	41-4692	2	.100	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	4.00	24	41-4212	1	.080	16.00	48	41-4214	2	.100	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	6.25	30	41-4704	1	.080	9.00	36	41-4706	1	.080	16.00	48	41-4708	2	.100	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	7.50	36X30	41-4729		.080	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	7.50	36X30	41-4728		.080	W13-1 00 M.P.H. 00 M.P.H. 41-5568 41-5569 41-5572 <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>2.25</td><td>18X18</td><td>41-5568</td><td>1</td><td>.080</td></tr><tr><td>4.00</td><td>24X24</td><td>41-5569</td><td>1</td><td>.080</td></tr><tr><td>7.50</td><td>36X30</td><td>41-5570</td><td>1</td><td>.080</td></tr><tr><td>16.00</td><td>48X48</td><td>41-5572</td><td>2</td><td>.100</td></tr></table> W13-2 EXIT 00 M.P.H. <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>20.00</td><td>48X60</td><td>41-5596</td><td>2</td><td>.100</td></tr></table> W13-3 RAMP 00 M.P.H. <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>20.00</td><td>48X60</td><td>41-5598</td><td>2B</td><td>.100</td></tr></table>										AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	2.25	18X18	41-5568	1	.080	4.00	24X24	41-5569	1	.080	7.50	36X30	41-5570	1	.080	16.00	48X48	41-5572	2	.100	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	20.00	48X60	41-5596	2	.100	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	20.00	48X60	41-5598	2B	.100	W16-2a 41-6130 000 FT 41-6132 000 FT 41-6134 0000 FT (SUBPLATE) USE AT ADVANCE SIGN LOCATION <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>2.00</td><td>24X12</td><td>41-6130</td><td></td><td>.080</td></tr><tr><td>3.75</td><td>30X18</td><td>41-6132</td><td></td><td>.080</td></tr><tr><td>7.00</td><td>42X24</td><td>41-6134</td><td></td><td>.100</td></tr></table> W16-7PL (SUBPLATE) USE WITH S1-1 & W11-2 PEDESTRIAN SIGNS AT CROSSWALK <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>2.00</td><td>24X12</td><td>41-2607</td><td></td><td>.080</td></tr><tr><td>3.75</td><td>30X18</td><td>41-2608</td><td></td><td>.080</td></tr></table> W16-7PR (SUBPLATE) USE WITH S1-1 & W11-2 PEDESTRIAN SIGNS AT CROSSWALK <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>2.00</td><td>24X12</td><td>41-2609</td><td></td><td>.080</td></tr><tr><td>3.75</td><td>30X18</td><td>41-2610</td><td></td><td>.080</td></tr></table> AHEAD <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>3.75</td><td>30X18</td><td>41-6112</td><td>1</td><td>.080</td></tr><tr><td>6.00</td><td>36X24</td><td>41-6116</td><td>1</td><td>.100</td></tr><tr><td>12.00</td><td>48X36</td><td>41-6115</td><td>2</td><td>.100</td></tr></table>										AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	2.00	24X12	41-6130		.080	3.75	30X18	41-6132		.080	7.00	42X24	41-6134		.100	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	2.00	24X12	41-2607		.080	3.75	30X18	41-2608		.080	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	2.00	24X12	41-2609		.080	3.75	30X18	41-2610		.080	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	3.75	30X18	41-6112	1	.080	6.00	36X24	41-6116	1	.100	12.00	48X36	41-6115	2	.100
AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.																																																																																																																																																																																																																																																																																																																																																																			
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1 1-2010 REV. DATE REVISED SHEETING FROM TYPE I TO III. REVISION DESCRIPTION										METRIC CONVERSION CHART (1" = 25mm) <table><tr><th>ENGLISH</th><th>METRIC</th><th>ENGLISH</th><th>METRIC</th><th>ENGLISH</th><th>METRIC</th></tr><tr><td>12"</td><td>300</td><td>42"</td><td>1050</td><td>72"</td><td>1800</td></tr><tr><td>18"</td><td>450</td><td>48"</td><td>1200</td><td>78"</td><td>1950</td></tr><tr><td>24"</td><td>600</td><td>54"</td><td>1350</td><td>84"</td><td>2100</td></tr><tr><td>30"</td><td>750</td><td>60"</td><td>1500</td><td>90"</td><td>2250</td></tr><tr><td>36"</td><td>900</td><td>66"</td><td>1650</td><td>96"</td><td>2400</td></tr></table> DESIGNER/DRAFTER: D. K. SWINBURNE CADD CHECKED BY: L.N. CONROY Plotted: 4/13/2011 STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION Signature/Block: OFFICE OF ENGINEERING APPROVED BY: DATE: PROJECT TITLE:										ENGLISH	METRIC	ENGLISH	METRIC	ENGLISH	METRIC	12"	300	42"	1050	72"	1800	18"	450	48"	1200	78"	1950	24"	600	54"	1350	84"	2100	30"	750	60"	1500	90"	2250	36"	900	66"	1650	96"	2400	TOWN: DRAWING TITLE: SIGN FACE SHEET ALUMINUM S&W SERIES SIGNS TYPICAL DETAILS SHEET NO. C8.6 PROJECT NO. DRAWING NO.																																																																																																																																																																																																																																																																																																															
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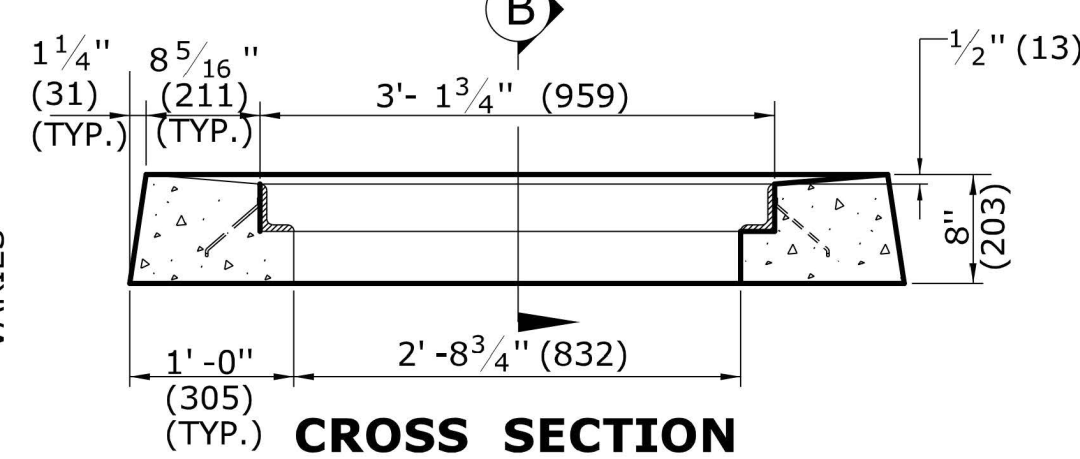
D1 - SERIES		D2 - SERIES		D3 - SERIES		D4 - SERIES		D5 - SERIES		D7 - SERIES		D9 - SERIES		D10 - SERIES		RECREATIONAL RW- SERIES		E5 - SERIES		I - SERIES																																																																																																																																																																																																																																																											
D1-1 51-5202 (VARIABLE) → D1-2 (VARIABLE) (VARIABLE) → VARIABLE LEGEND & ARROW DIRECTION <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>4.17</td><td>60X10</td><td>51-5202</td><td>2</td><td>.100</td></tr><tr><td>8.33</td><td>60X20</td><td>51-5203</td><td>2</td><td>.100</td></tr></table>		AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	4.17	60X10	51-5202	2	.100	8.33	60X20	51-5203	2	.100	D2-1 51-5222 (VARIABLE) 00 D2-2 (VARIABLE) (VARIABLE) 00 VARIABLE LEGEND & MILEAGE <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>4.17</td><td>60X10</td><td>51-5222</td><td>2</td><td>.100</td></tr><tr><td>8.33</td><td>60X20</td><td>51-5223</td><td>2</td><td>.100</td></tr></table>		AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	4.17	60X10	51-5222	2	.100	8.33	60X20	51-5223	2	.100	(VARIABLE ROAD NAME) VARIABLE LEGEND & MILEAGE <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>4.00</td><td>48X12</td><td>51-2010</td><td>2</td><td>.100</td></tr><tr><td>5.00</td><td>60X12</td><td>51-2011</td><td>2</td><td>.100</td></tr><tr><td>6.00</td><td>72X12</td><td>51-2012</td><td>2</td><td>.100</td></tr><tr><td>7.00</td><td>84X12</td><td>51-2013</td><td>2</td><td>.100</td></tr></table>		AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	4.00	48X12	51-2010	2	.100	5.00	60X12	51-2011	2	.100	6.00	72X12	51-2012	2	.100	7.00	84X12	51-2013	2	.100	PARK & RIDE 51-6001 51-6002 51-6003 LEGEND - BLACK BACKGROUND - WHITE <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>5.00</td><td>24X30</td><td>51-6001</td><td>1</td><td>.080</td></tr><tr><td>5.00</td><td>24X30</td><td>51-6002</td><td>1</td><td>.080</td></tr><tr><td>5.00</td><td>24X30</td><td>51-6003</td><td>1</td><td>.080</td></tr></table> PARK AT YOUR OWN RISK REMOVE KEYS AND LOCK CAR NOT RESPONSIBLE FOR PROPERTY LOST OR STOLEN 51-6037 LEGEND - WHITE BACKGROUND - BLUE <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>4.50</td><td>36X18</td><td>51-6037</td><td>1</td><td>.080</td></tr></table>		AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	5.00	24X30	51-6001	1	.080	5.00	24X30	51-6002	1	.080	5.00	24X30	51-6003	1	.080	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	4.50	36X18	51-6037	1	.080	D5-2b REST AREA LEGEND - WHITE BACKGROUND - BLUE <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>42.25</td><td>78</td><td>51-6901</td><td>2B</td><td>.125</td></tr></table>		AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	42.25	78	51-6901	2B	.125	D-7 51-6802 (VARIABLE) → 51-6803 (VARIABLE) → W or W/O ARROW VARIABLE ARROW DIRECTION <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>4.17</td><td>60X10</td><td>51-6802</td><td>2</td><td>.100</td></tr><tr><td>8.33</td><td>60X20</td><td>51-6803</td><td>2</td><td>.100</td></tr></table>		AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	4.17	60X10	51-6802	2	.100	8.33	60X20	51-6803	2	.100	D9-2 ** FOR ARROW SUBPLATES USE M5 & M6 SERIES <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>4.00</td><td>24</td><td>51-6788</td><td>1</td><td>.080</td></tr></table> D9-3a ** FOR ARROW SUBPLATES USE M5 & M6 SERIES <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>4.00</td><td>24</td><td>51-6762</td><td>1</td><td>.080</td></tr></table> 51-6705 DIESEL → 51-6706 FOOD → 51-6707 PHONE → 51-6708 GAS → 51-6709 LODGING → VARIABLE ARROW DIRECTION <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>2.25</td><td>36X9</td><td></td><td>1</td><td>.080</td></tr></table>		AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	4.00	24	51-6788	1	.080	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	4.00	24	51-6762	1	.080	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	2.25	36X9		1	.080	D10-1 D10-2 D10-3 MILE 0 MILE 0 MILE 0 CARDINAL DIRECTION VARIABLE - N, S, E, W <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>2.00</td><td>12X24</td><td>51-5291</td><td>1</td><td>.080</td></tr><tr><td>3.00</td><td>12X36</td><td>51-5292</td><td>1</td><td>.080</td></tr><tr><td>4.00</td><td>12X48</td><td>51-5293</td><td>1</td><td>.080</td></tr></table> 51-5300 51-5301 51-5302 CARDINAL DIRECTION, SHIELD AND NUMERALS ARE VARIABLE <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>6.75</td><td>18X54</td><td>51-5307</td><td>1</td><td>.080</td></tr></table>		AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	2.00	12X24	51-5291	1	.080	3.00	12X36	51-5292	1	.080	4.00	12X48	51-5293	1	.080	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	6.75	18X54	51-5307	1	.080	RW-080 AREA (SQ. FT.) SIZE (INCHES) CONN. D.O.T. # POSTS ALUM. THK. <table><tr><td>4.00</td><td>24</td><td>51-6873</td><td>1</td><td>.080</td></tr></table>		4.00	24	51-6873	1	.080	E5-1a EXIT (L) EXIT (R) FOR USE AT "NO NUMBERED" EXITS <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>30.00</td><td>72X60</td><td>51-6150</td><td>2B</td><td>.125</td></tr></table> E5-1a EXIT 00 (L) EXIT 00 (R) VARIABLE: TOWN / CITY <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>30.00</td><td>72X60</td><td>51-6152</td><td>2B</td><td>.125</td></tr><tr><td>37.50</td><td>90X60</td><td>51-6153</td><td>2B</td><td>.125</td></tr><tr><td>47.50</td><td>114X60</td><td>51-6154</td><td>2B</td><td>.125</td></tr></table>		AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	30.00	72X60	51-6150	2B	.125	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	30.00	72X60	51-6152	2B	.125	37.50	90X60	51-6153	2B	.125	47.50	114X60	51-6154	2B	.125	(VARIABLE) RIVER VARIABLE: RIVER, BROOK, CREEK <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>1.50</td><td>18X12</td><td>51-2009</td><td>1</td><td>.080</td></tr><tr><td>12.00</td><td>48X36</td><td>51-2051</td><td>2</td><td>.100</td></tr></table> (TOWN NAME) (INCORPORATED) (DATE) TOWN LINE VARIABLE: TOWN / CITY <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>7.50</td><td>40X27</td><td>51-2020</td><td>2</td><td>.080</td></tr></table> (NAME) Connecticut <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>10.00</td><td>48X30</td><td>51-2040</td><td>2</td><td>.100</td></tr></table> <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>6.25</td><td>30X30</td><td>51-1344</td><td></td><td>.080</td></tr></table>		AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	1.50	18X12	51-2009	1	.080	12.00	48X36	51-2051	2	.100	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	7.50	40X27	51-2020	2	.080	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	10.00	48X30	51-2040	2	.100	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	6.25	30X30	51-1344		.080
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30.00	72X60	51-6152	2B	.125																																																																																																																																																																																																																																																																											
37.50	90X60	51-6153	2B	.125																																																																																																																																																																																																																																																																											
47.50	114X60	51-6154	2B	.125																																																																																																																																																																																																																																																																											
AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.																																																																																																																																																																																																																																																																											
1.50	18X12	51-2009	1	.080																																																																																																																																																																																																																																																																											
12.00	48X36	51-2051	2	.100																																																																																																																																																																																																																																																																											
AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.																																																																																																																																																																																																																																																																											
7.50	40X27	51-2020	2	.080																																																																																																																																																																																																																																																																											
AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.																																																																																																																																																																																																																																																																											
10.00	48X30	51-2040	2	.100																																																																																																																																																																																																																																																																											
AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.																																																																																																																																																																																																																																																																											
6.25	30X30	51-1344		.080																																																																																																																																																																																																																																																																											
M1 - SERIES		M2 - SERIES		M3 - SERIES		M4 - SERIES		M5 - SERIES		M6 - SERIES																																																																																																																																																																																																																																																																					
M1-1 VARIABLE: 1, 2 or 3 DIGITS LEGEND - WHITE BACKGROUND - RED & BLUE <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>3.20</td><td>24X24</td><td>51-6662</td><td>1</td><td>.080</td></tr><tr><td>3.99</td><td>30X24</td><td>51-6663</td><td>1</td><td>.080</td></tr><tr><td>7.20</td><td>36X36</td><td>51-6666</td><td>2</td><td>.080</td></tr><tr><td>8.99</td><td>45X36</td><td>51-6667</td><td>2</td><td>.100</td></tr></table> M1-4 VARIABLE: 1, 2 or 3 DIGITS LEGEND - BLACK BACKGROUND - WHITE <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>4.00</td><td>24X24</td><td>51-6615</td><td>1</td><td>.080</td></tr><tr><td>9.00</td><td>36X36</td><td>51-6635</td><td>2</td><td>.080</td></tr></table> M1-5 VARIABLE: 1, 2 or 3 DIGITS LEGEND - BLACK BACKGROUND - WHITE <table><tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th><th>ALUM. THK.</th></tr><tr><td>4.00</td><td>24X24</td><td>51-6616</td><td>1</td><td>.080</td></tr><tr><td>9.00</td><td>36X36</td><td>51-6636</td><td>2</td><td>.080</td></tr></table>		AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	3.20	24X24	51-6662	1	.080	3.99	30X24	51-6663	1	.080	7.20	36X36	51-6666	2	.080	8.99	45X36	51-6667	2	.100	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	4.00	24X24	51-6615	1	.080	9.00	36X36	51-6635	2	.080	AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.	4.00	24X24	51-6616	1	.080	9.00	36X36	51-6636	2	.080	M2-1 JCT M2-2 M2-3 M2-4 M2-5 M2-6 M2-7 M2-8 M2-9 M2-10 M2-11 M2-12 M2-13 M2-14 M2-15 M2-16 M2-17 M2-18 M2-19 M2-20 M2-21 M2-22 M2-23 M2-24 M2-25 M2-26 M2-27 M2-28 M2-29 M2-30 M2-31 M2-32 M2-33 M2-34 M2-35 M2-36 M2-37 M2-38 M2-39 M2-40 M2-41 M2-42 M2-43 M2-44 M2-45 M2-46 M2-47 M2-48 M2-49 M2-50 M2-51 M2-52 M2-53 M2-54 M2-55 M2-56 M2-57 M2-58 M2-59 M2-60 M2-61 M2-62 M2-63 M2-64 M2-65 M2-66 M2-67 M2-68 M2-69 M2-70 M2-71 M2-72 M2-73 M2-74 M2-75 M2-76 M2-77 M2-78 M2-79 M2-80 M2-81 M2-82 M2-83 M2-84 M2-85 M2-86 M2-87 M2-88 M2-89 M2-90 M2-91 M2-92 M2-93 M2-94 M2-95 M2-96 M2-97 M2-98 M2-99 M2-100 M2-101 M2-102 M2-103 M2-104 M2-105 M2-106 M2-107 M2-108 M2-109 M2-110 M2-111 M2-112 M2-113 M2-114 M2-115 M2-116 M2-117 M2-118 M2-119 M2-120 M2-121 M2-122 M2-123 M2-124 M2-125 M2-126 M2-127 M2-128 M2-129 M2-130 M2-131 M2-132 M2-133 M2-134 M2-135 M2-136 M2-137 M2-138 M2-139 M2-140 M2-141 M2-142 M2-143 M2-144 M2-145 M2-146 M2-147 M2-148 M2-149 M2-150 M2-151 M2-152 M2-153 M2-154 M2-155 M2-156 M2-157 M2-158 M2-159 M2-160 M2-161 M2-162 M2-163 M2-164 M2-165 M2-166 M2-167 M2-168 M2-169 M2-170 M2-171 M2-172 M2-173 M2-174 M2-175 M2-176 M2-177 M2-178 M2-179 M2-180 M2-181 M2-182 M2-183 M2-184 M2-185 M2-186 M2-187 M2-188 M2-189 M2-190 M2-191 M2-192 M2-193 M2-194 M2-195 M2-196 M2-197 M2-198 M2-199 M2-200 M2-201 M2-202 M2-203 M2-204 M2-205 M2-206 M2-207 M2-208 M2-209 M2-210 M2-211 M2-212 M2-213 M2-214 M2-215 M2-216 M2-217 M2-218 M2-219 M2-220 M2-221 M2-222 M2-223 M2-224 M2-225 M2-226 M2-227 M2-228 M2-229 M2-230 M2-231 M2-232 M2-233 M2-234 M2-235 M2-236 M2-237 M2-238 M2-239 M2-240 M2-241 M2-242 M2-243 M2-244 M2-245 M2-246 M2-247 M2-248 M2-249 M2-250 M2-251 M2-252 M2-253 M2-254 M2-255 M2-256 M2-257 M2-258 M2-259 M2-260 M2-261 M2-262 M2-263 M2-264 M2-265 M2-266 M2-267 M2-268 M2-269 M2-270 M2-271 M2-272 M2-273 M2-274 M2-275 M2-276 M2-277 M2-278 M2-279 M2-280 M2-281 M2-282 M2-283 M2-284 M2-285 M2-286 M2-287 M2-288 M2-289 M2-290 M2-291 M2-292 M2-293 M2-294 M2-295 M2-296 M2-297 M2-298 M2-299 M2-300 M2-301 M2-302 M2-303 M2-304 M2-305 M2-306 M2-307 M2-308 M2-309 M2-310 M2-311 M2-312 M2-313 M2-314 M2-315 M2-316 M2-317 M2-318 M2-319 M2-320 M2-321 M2-322 M2-323 M2-324 M2-325 M2-326 M2-327 M2-328 M2-329 M2-330 M2-331 M2-332 M2-333 M2-334 M2-335 M2-336 M2-337 M2-338																																																																																																																																																																																																																						
AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	ALUM. THK.																																																																																																																																																																																																																																																																											
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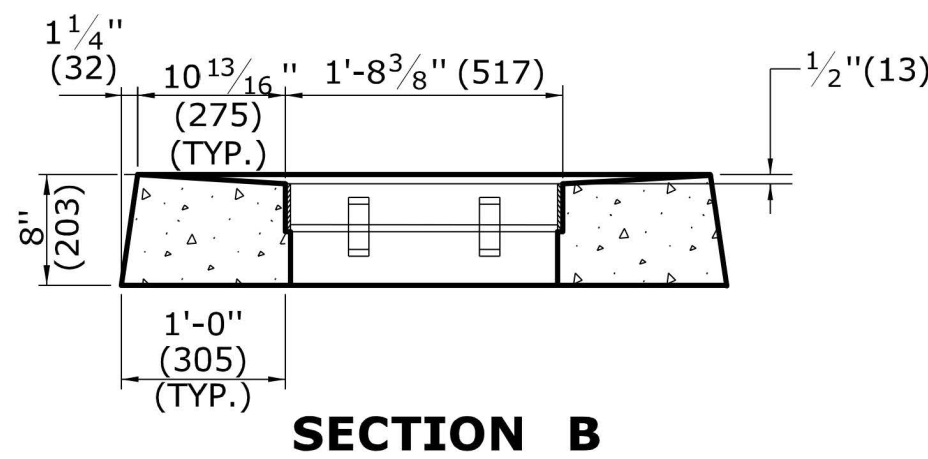
**CROSS SECTION
TYPE "C" CATCH BASIN TOP**



SECTION A



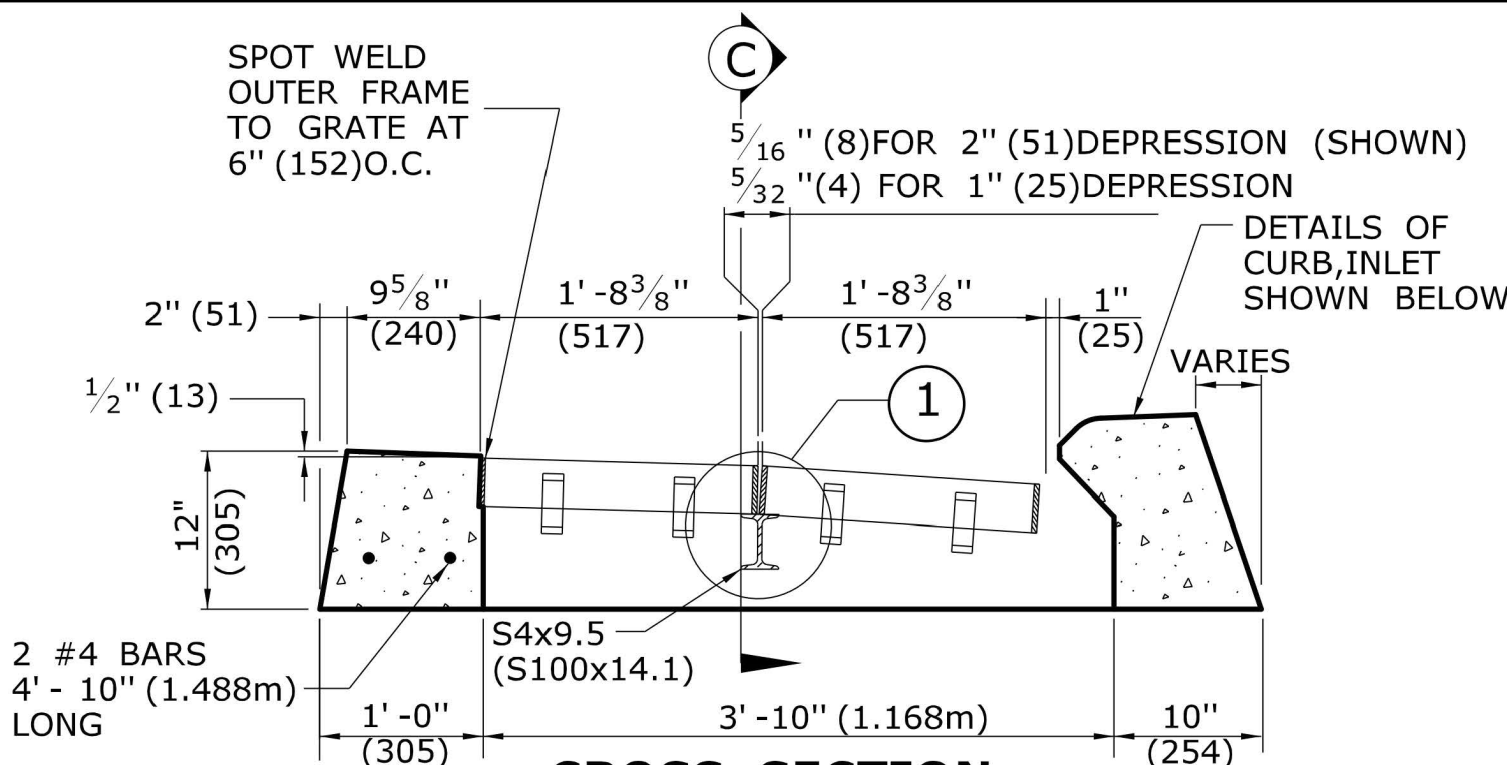
CROSS SECTION



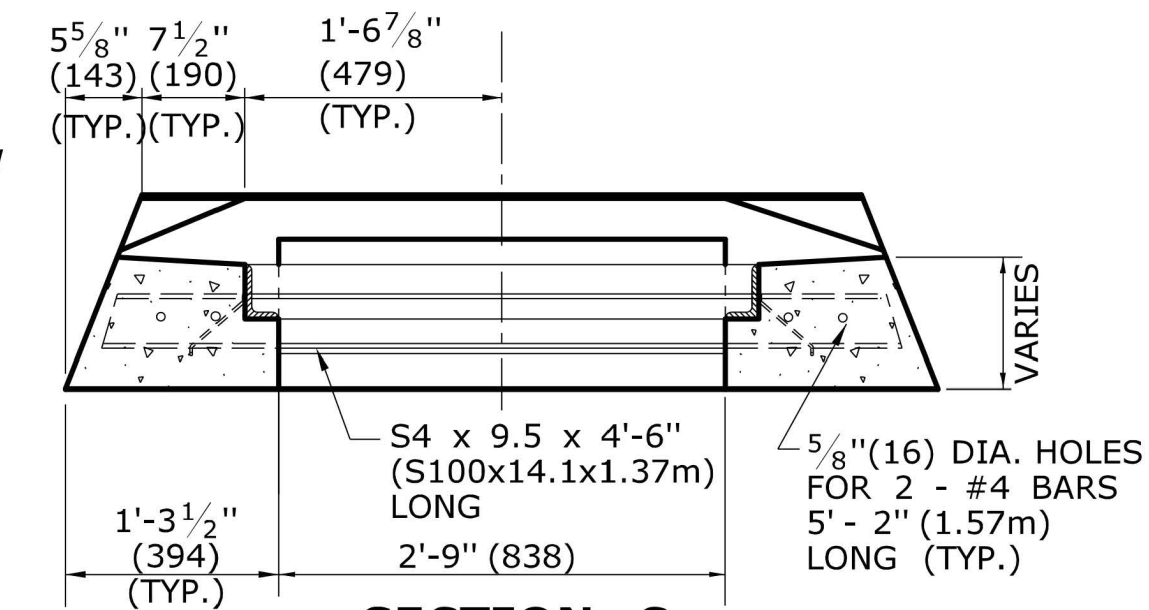
SECTION B

GENERAL NOTES:

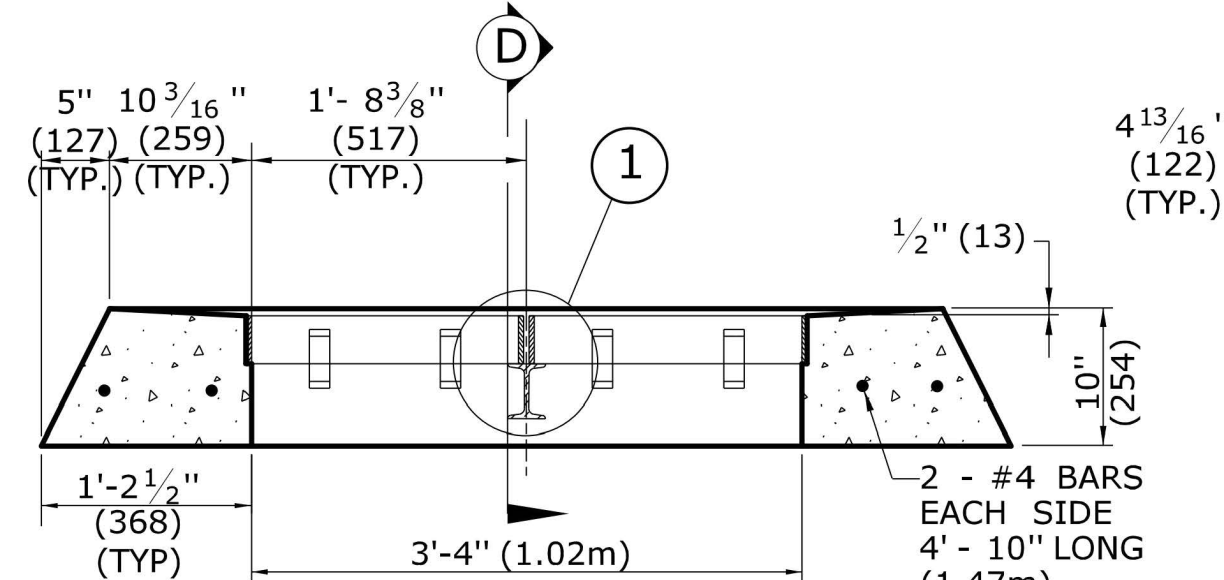
1. FOR DETAILS OF FRAME AND GRATE SEE STANDARD SHEET HW-507-08.
2. ALL STEEL, EXCEPT REINFORCING BARS, SHALL BE GALVANIZED IN CONFORMANCE WITH SECTION M06.03 OF CONNECTICUT'S STANDARD SPECIFICATIONS.
3. ALL BARS SHALL HAVE A MINIMUM 2" (51) COVER.



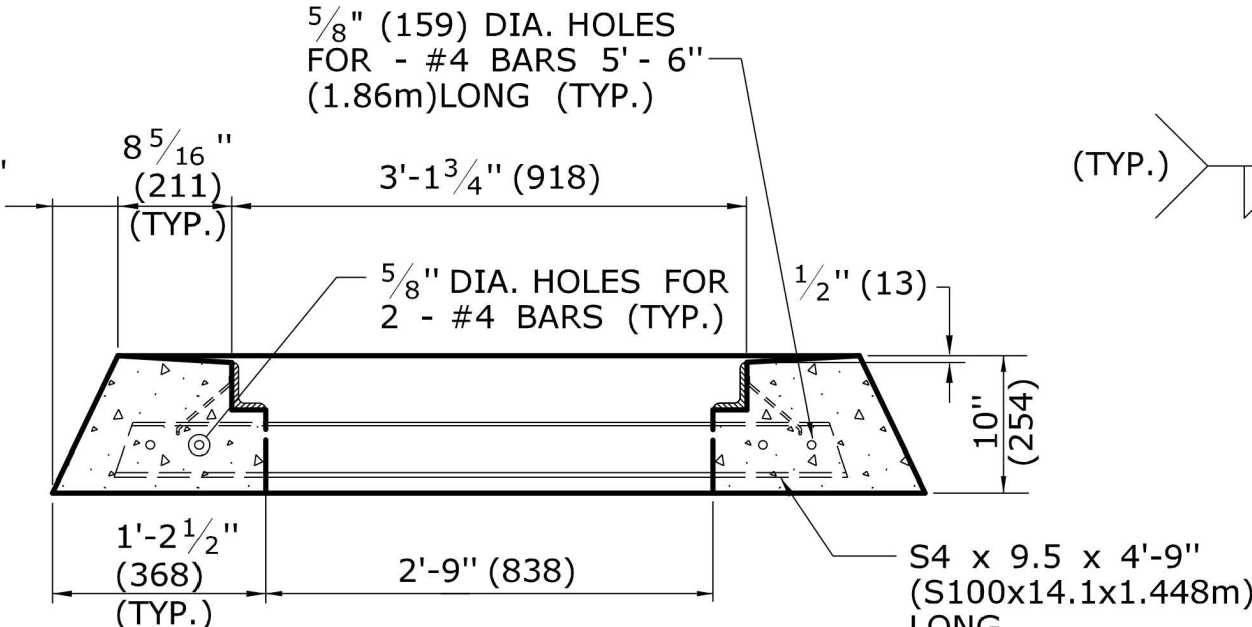
**CROSS SECTION
TYPE "C" CATCH BASIN DOUBLE GRATE - TYPE I TOP**



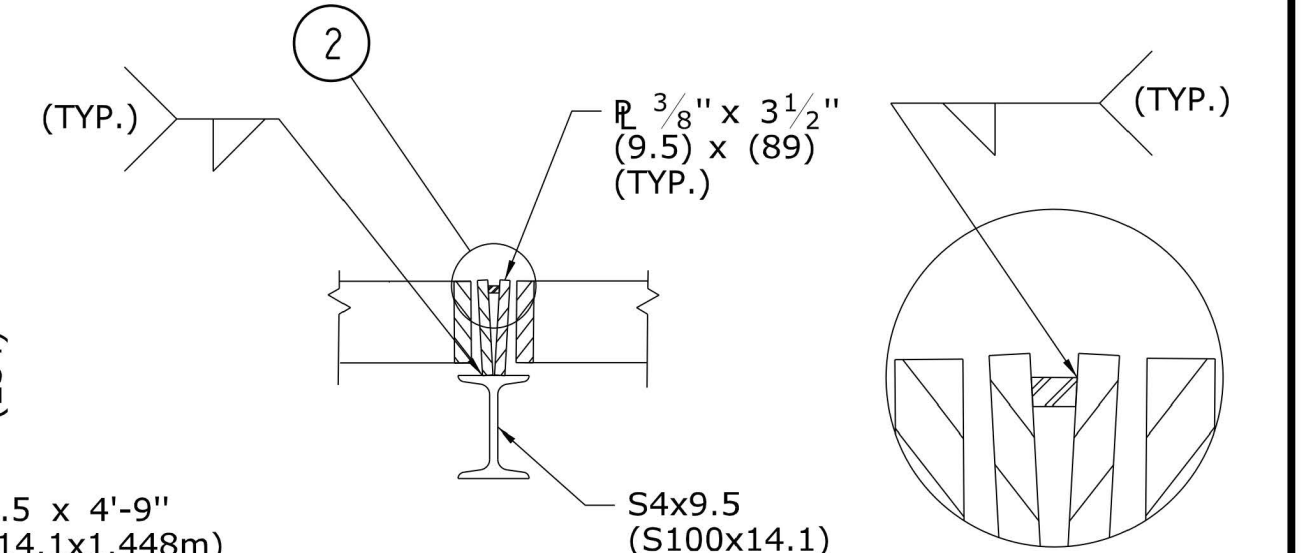
SECTION C



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

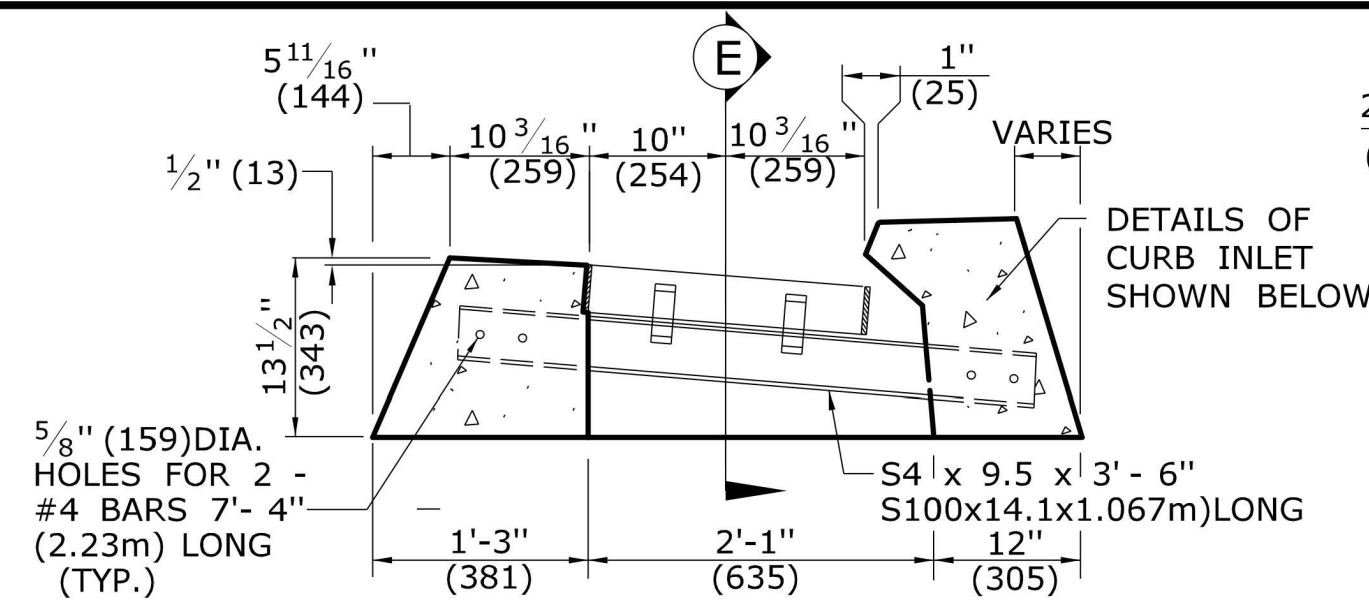


SECTION D

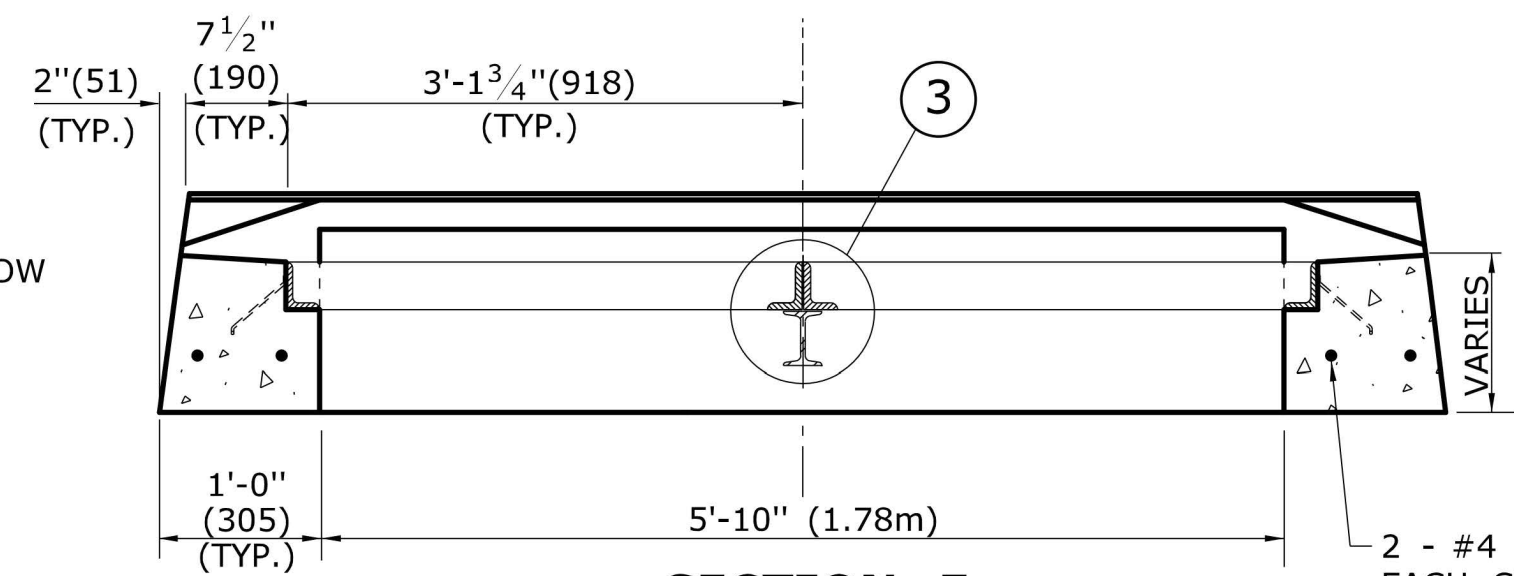


DETAIL "1"

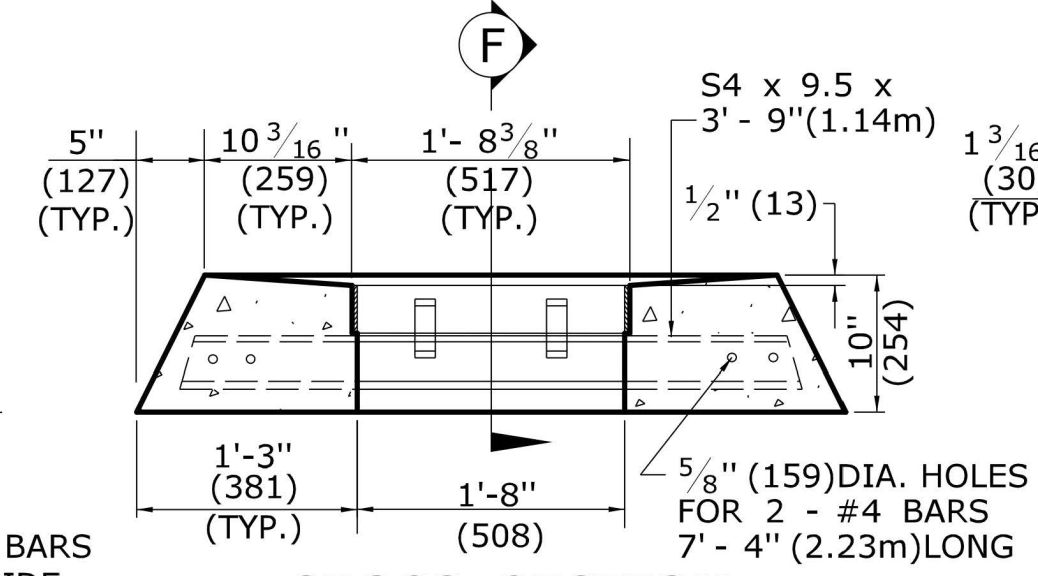
DETAIL "2"



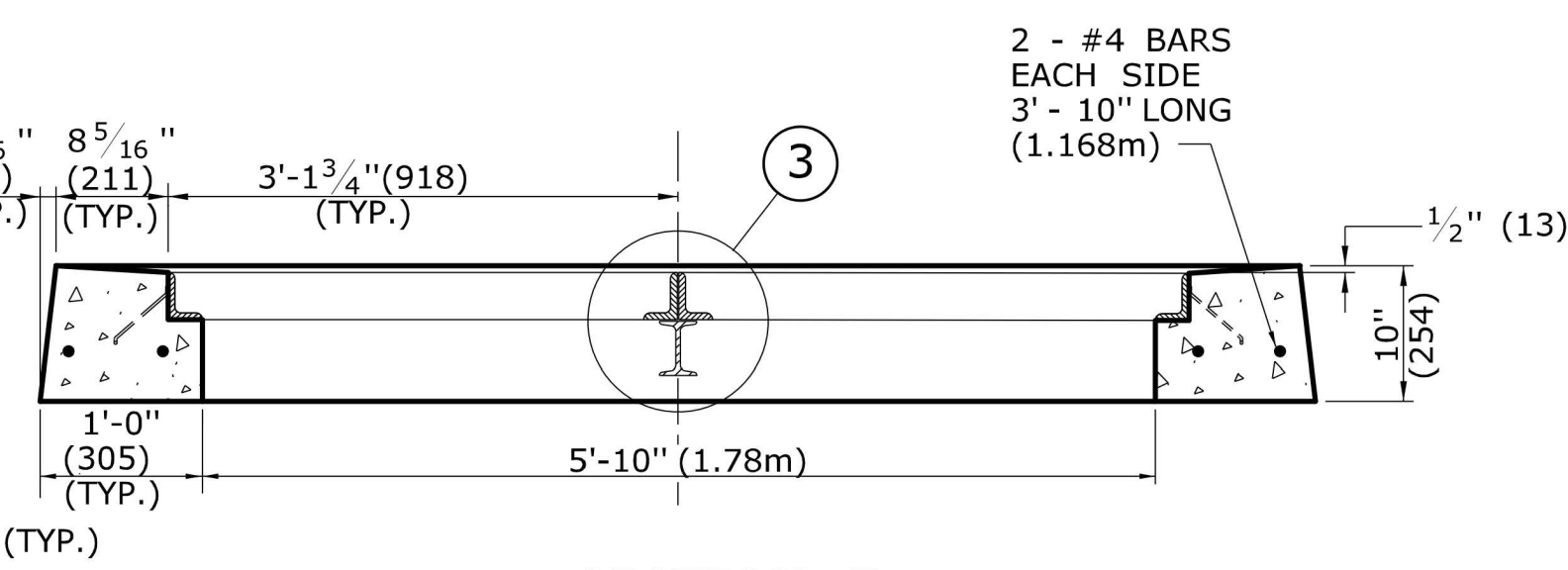
**CROSS SECTION
TYPE "C" CATCH BASIN DOUBLE GRATE - TYPE II TOP**



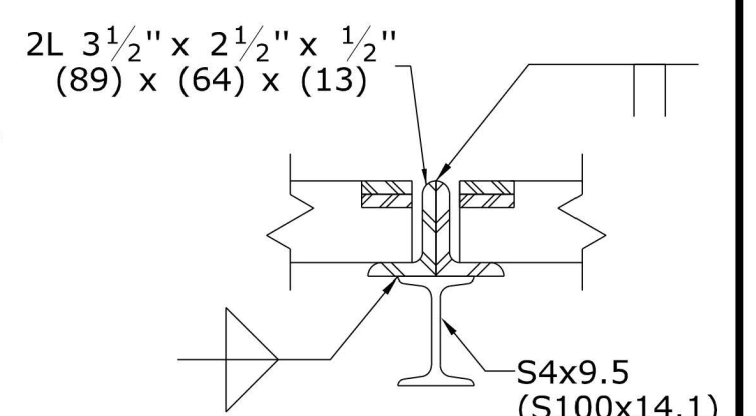
SECTION E



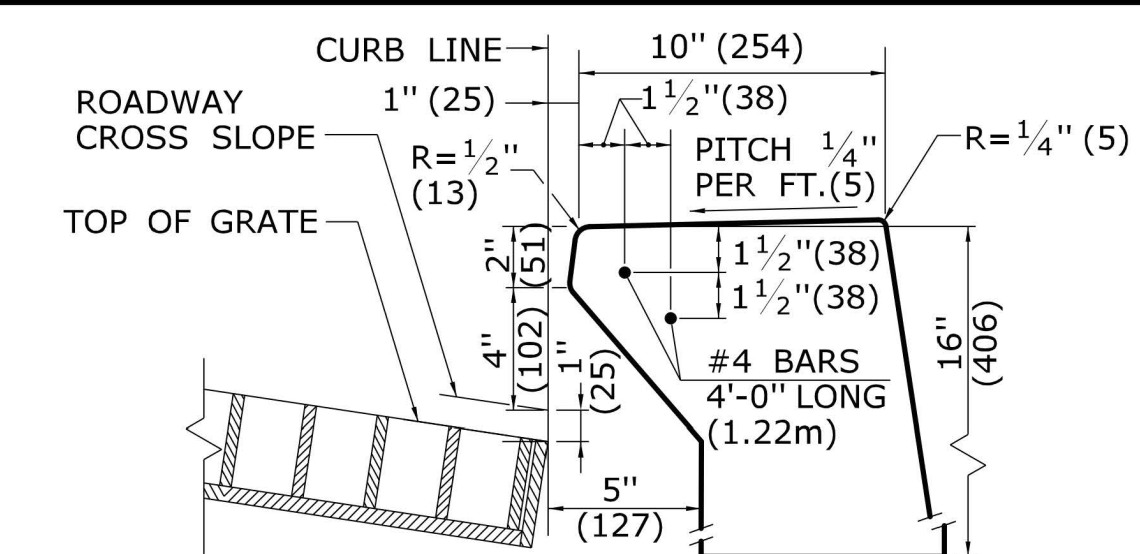
**CROSS SECTION
TYPE "C-L" CATCH BASIN DOUBLE GRATE - TYPE II TOP**



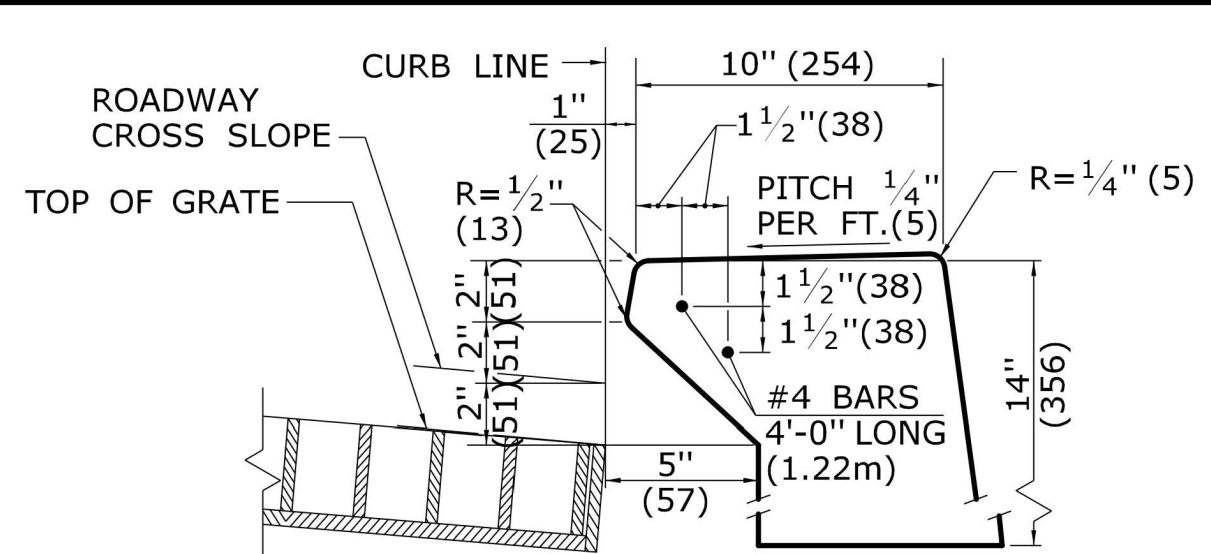
SECTION F



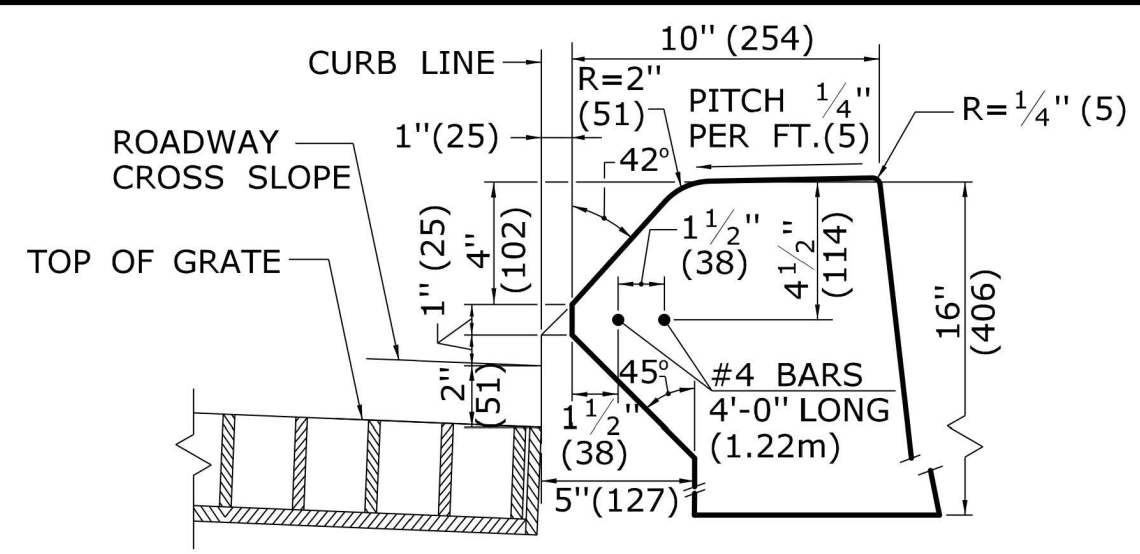
DETAIL "3"



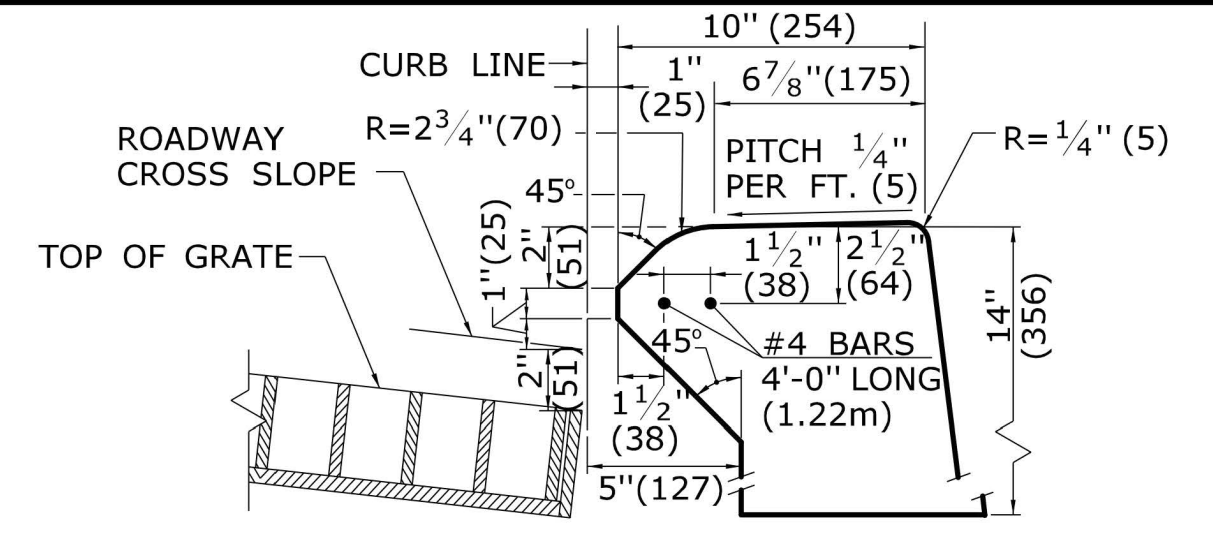
**INLET WITH 6" (152) CONCRETE OR
STONE CURBING FOR TYPE "C" CB**



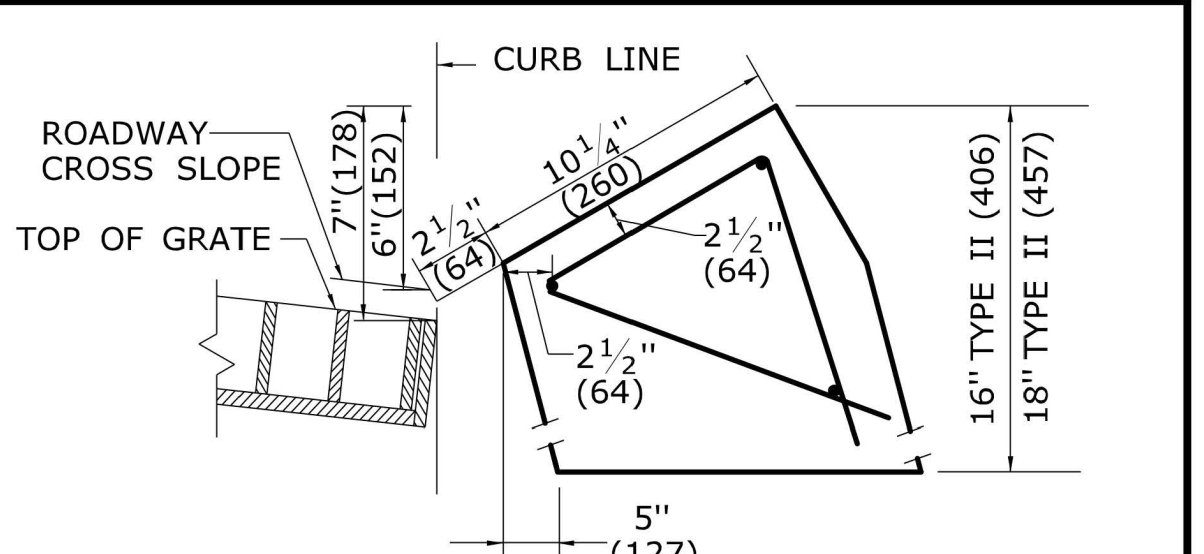
**INLET WITH NO CURBING
(PLAIN TYPE) FOR TYPE "C" CB**



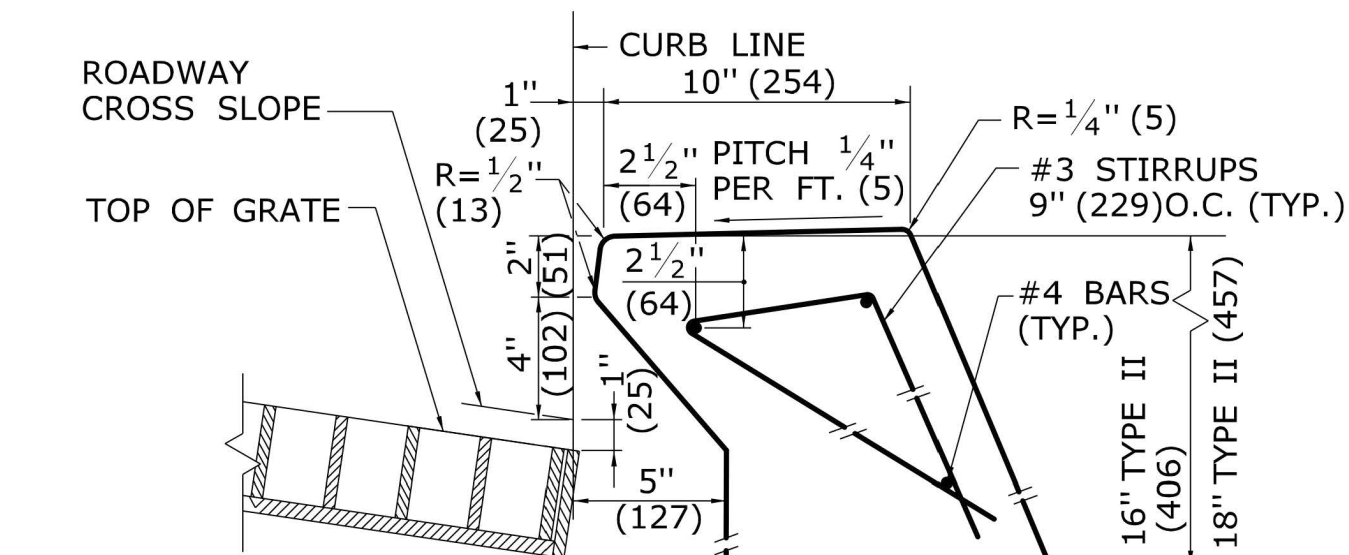
**INLET WITH 6" (152) BITUMINIOUS
CONCRETE LIP CURBING FOR TYPE "C" CB**



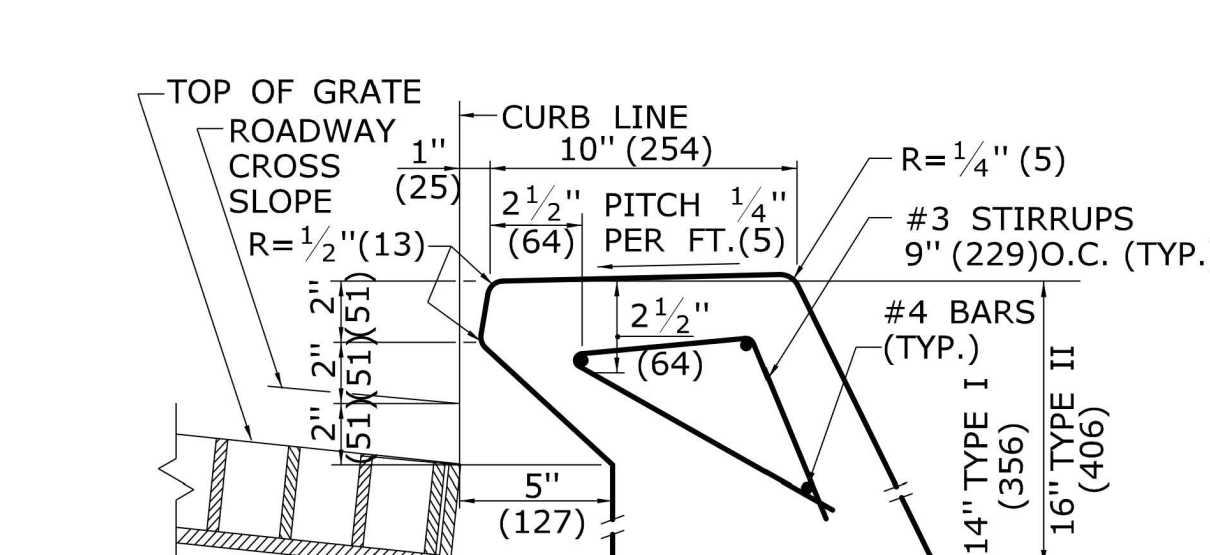
**INLET WITH 4" (102) CONCRETE
PARK CURBING FOR TYPE "C" CB**



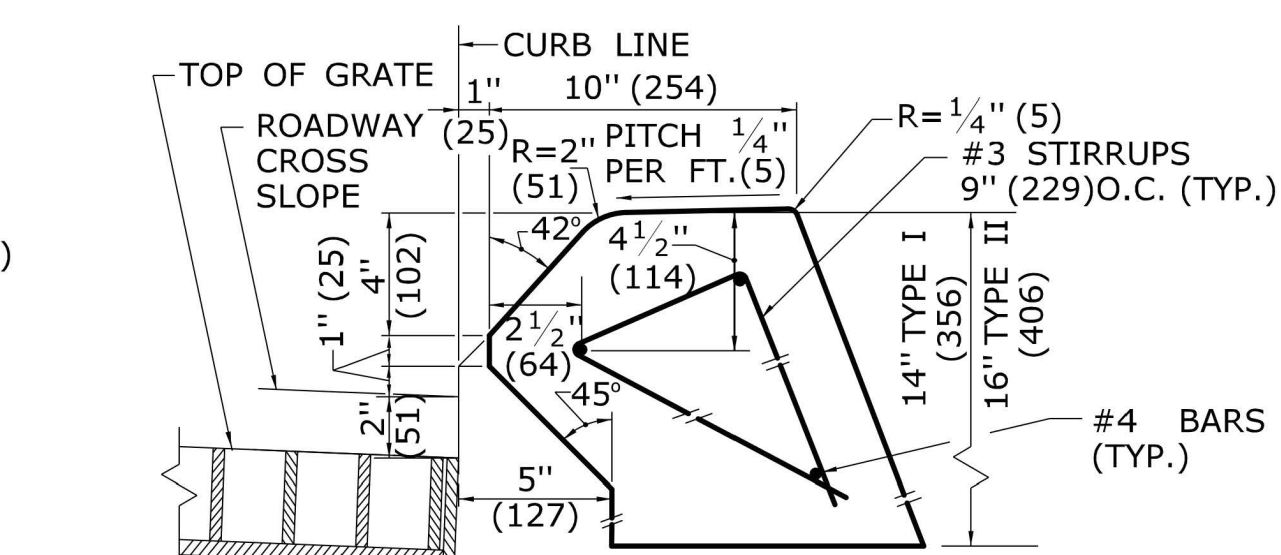
**INLET WITH GRANITE
SLOPE CURB FOR TYPE "C" CB**



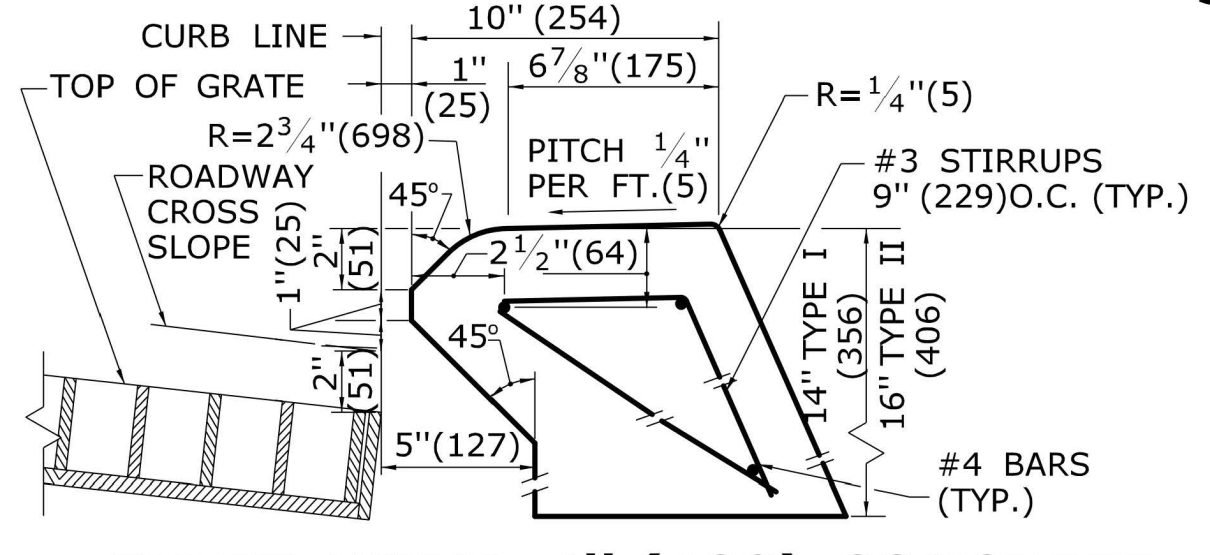
**INLET WITH 6" (152) CONCRETE OR
STONE CURBING FOR TYPE "C" CB
DOUBLE GRATE TYPE I & II**



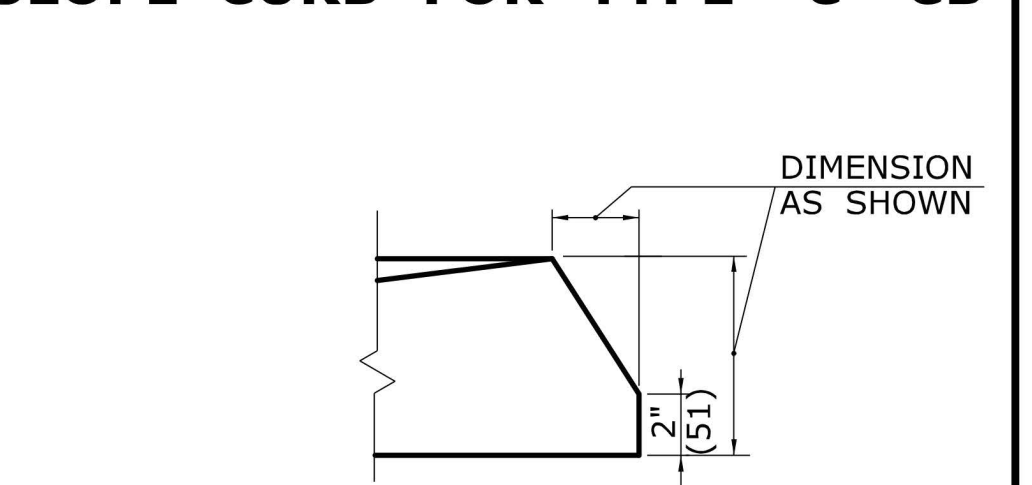
**INLET WITH NO CURBING
(PLAIN TYPE) FOR TYPE "C" CB
DOUBLE GRATE TYPE I & II**



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



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

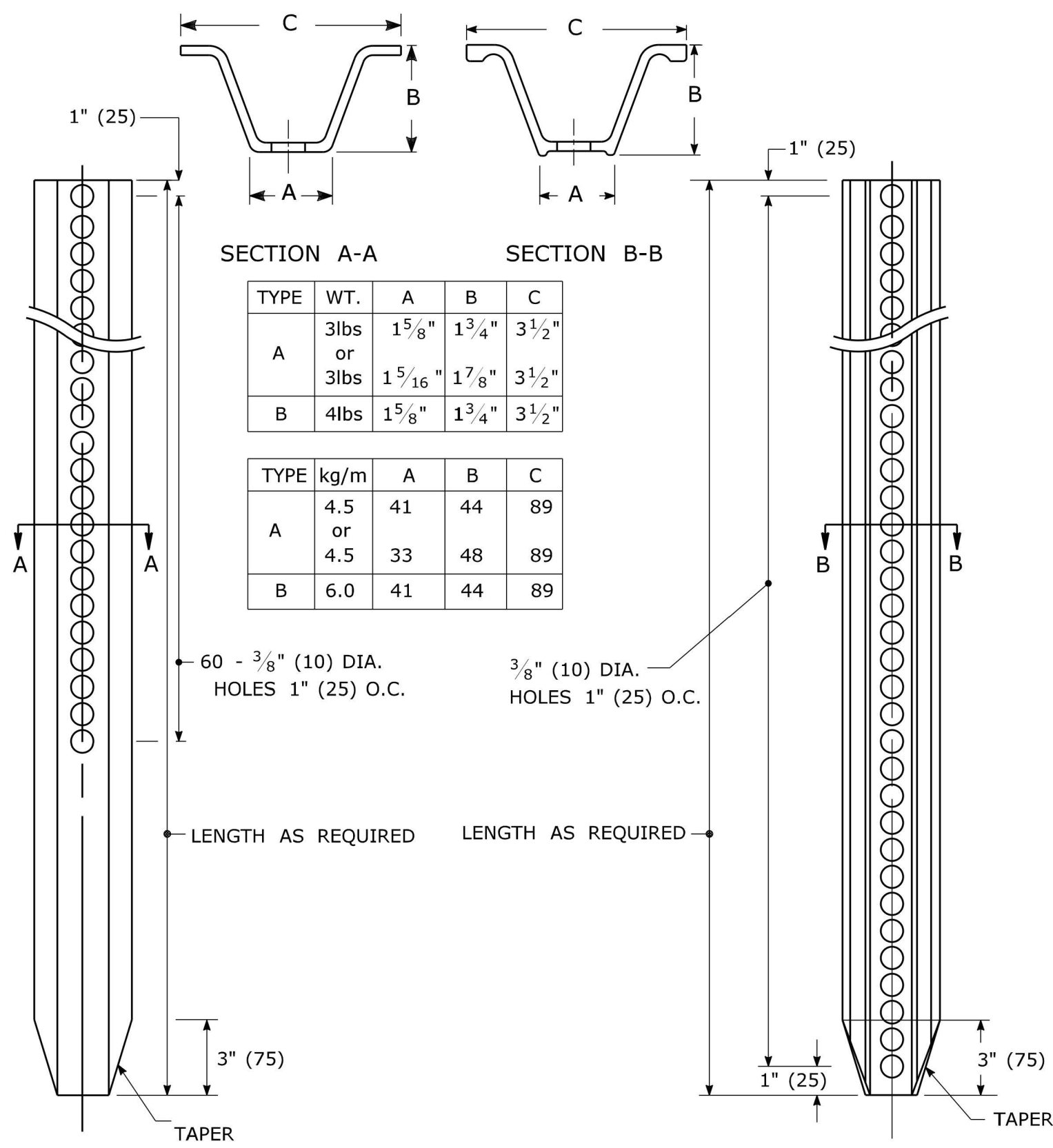


**ALTERNATE CONSTRUCTION
OF TYPE II TOP**

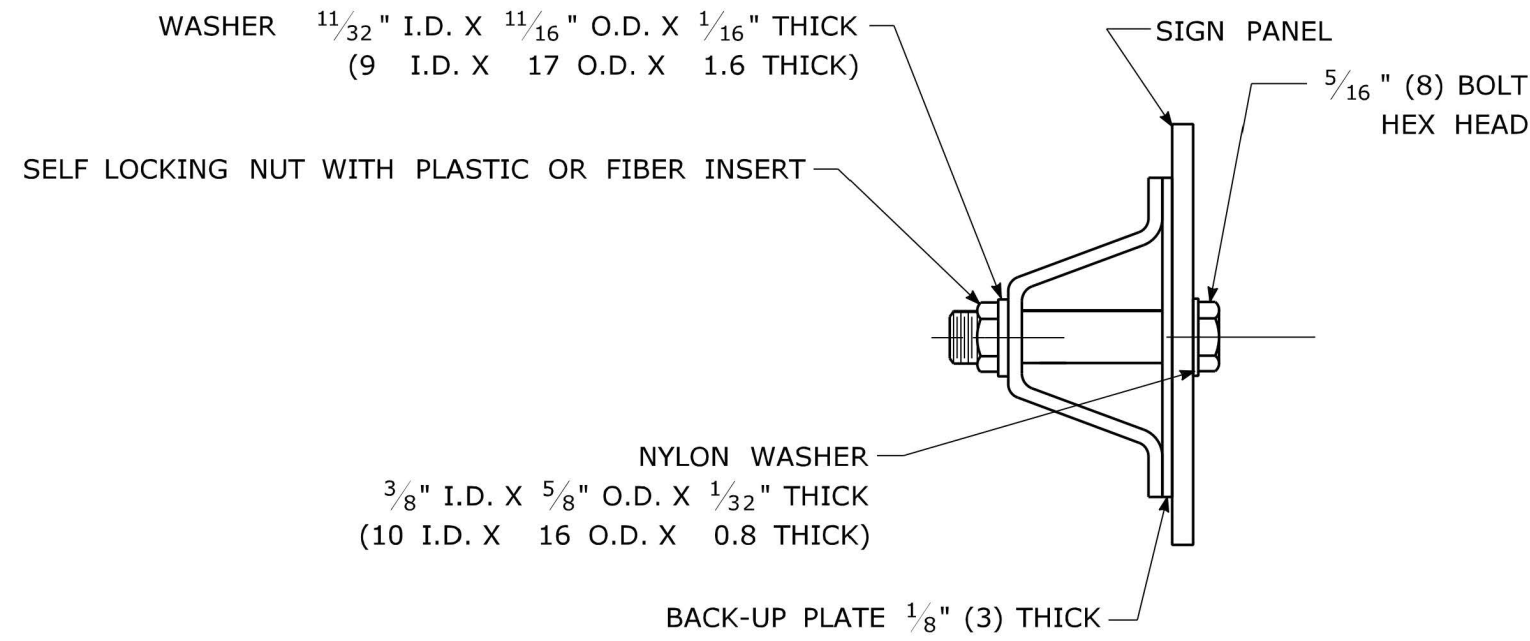
ALL METRIC DIMENSIONS ARE IN MILLIMETERS (mm) UNLESS OTHERWISE NOTED

-	-	-	THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.	NOT TO SCALE	 STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION  Filename: CTDOT_HWY_STD_Nov2011.dgn Model: 12-HW-507_07	SUBMITTED BY: NAME/DATE/TIME: Leo Fontaine 2011.11.10 10:04:01 -05'00'	CTDOT STANDARD SHEET	STANDARD SHEET TITLE: TYPE "C" & "C-L" CATCH BASIN TOPS AND CURBS	STANDARD SHEET NO.: HW-507_07 C8.8
-	-	-				APPROVED BY: NAME/DATE/TIME: James H. Norman 2011.11.10 10:19:36 -05'00'			
2	7/28/11	REMOVE MIN. DROP NOTE							
1	6/01/10	REVISE CALL-OUT							
REV.	DATE	REVISION DESCRIPTION				Plotted Date: 11/10/2011			

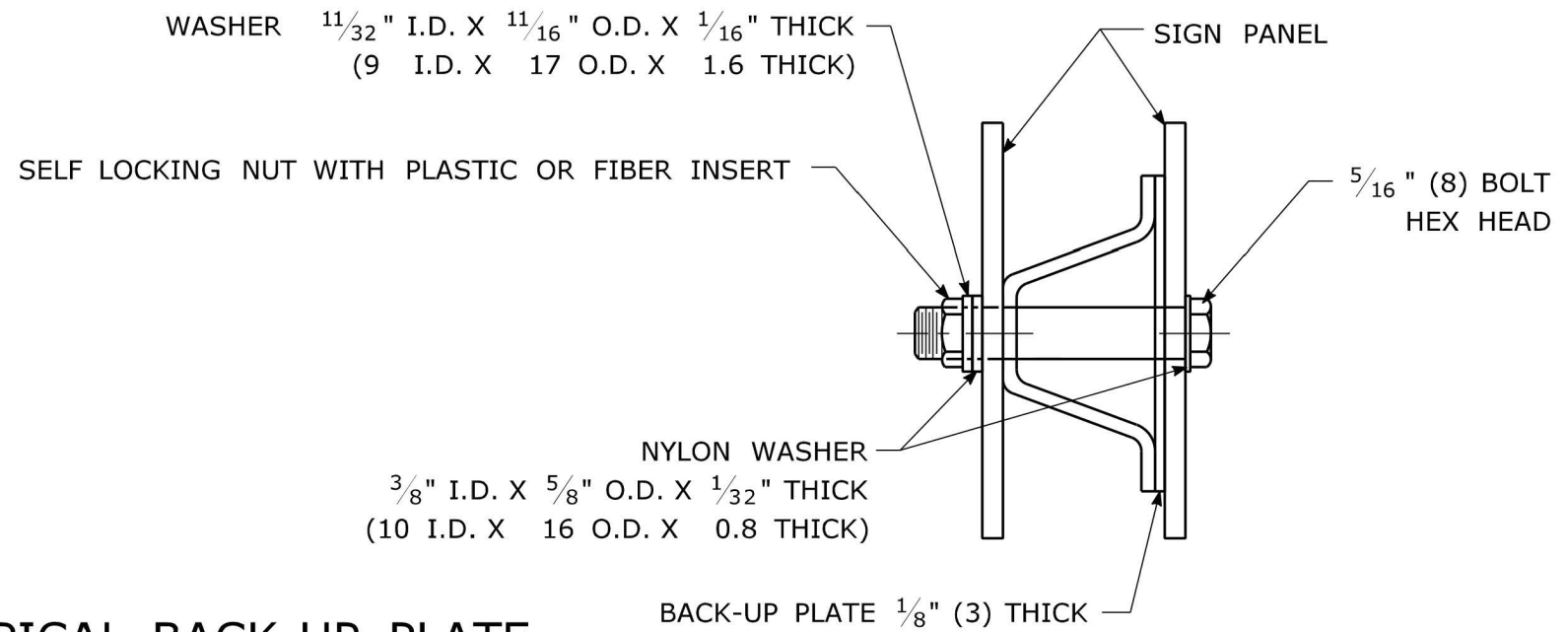
TYPICAL METAL SIGN POSTS



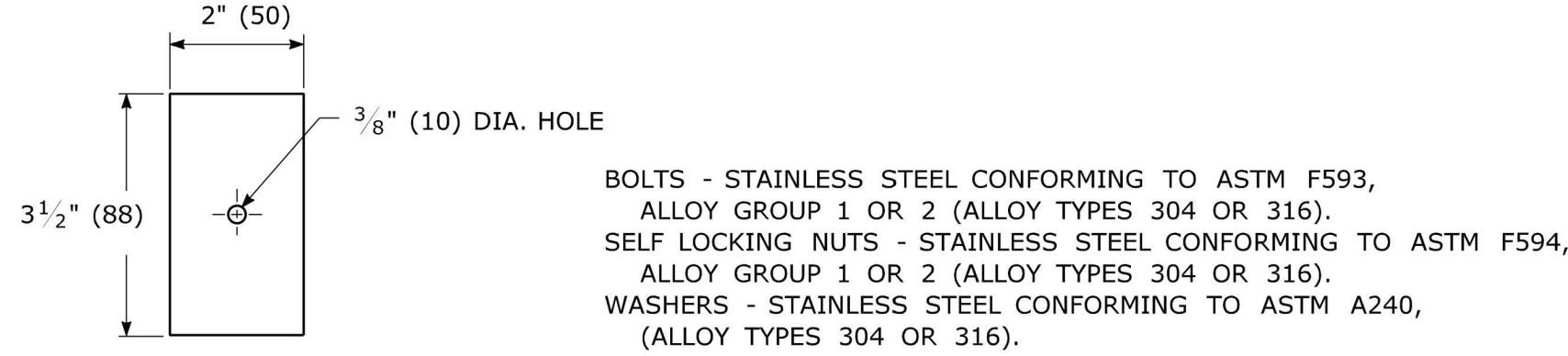
TYPICAL SIGN PANEL ATTACHMENT



TYPICAL BACK TO BACK SIGN PANEL ATTACHMENT

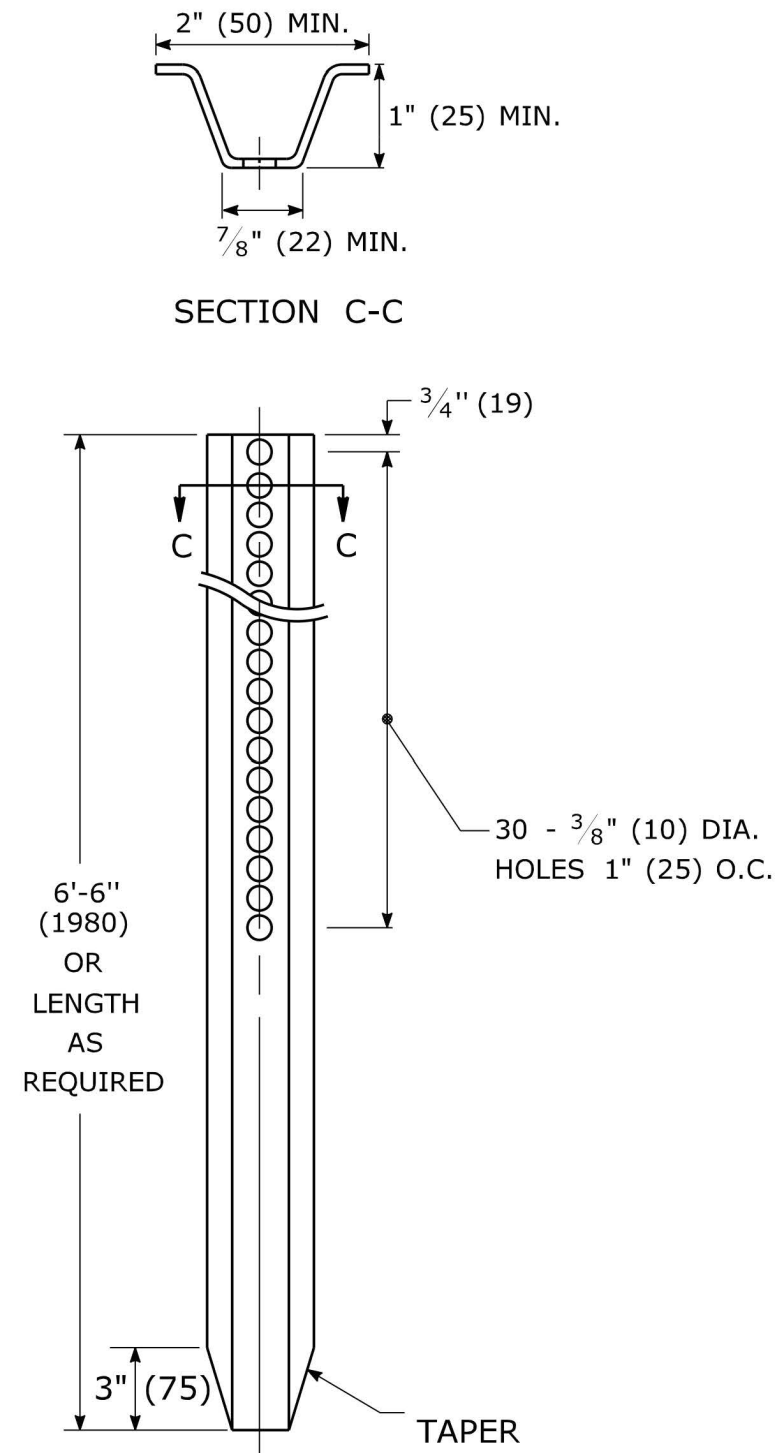


TYPICAL BACK-UP PLATE



METAL DELINEATOR POST

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

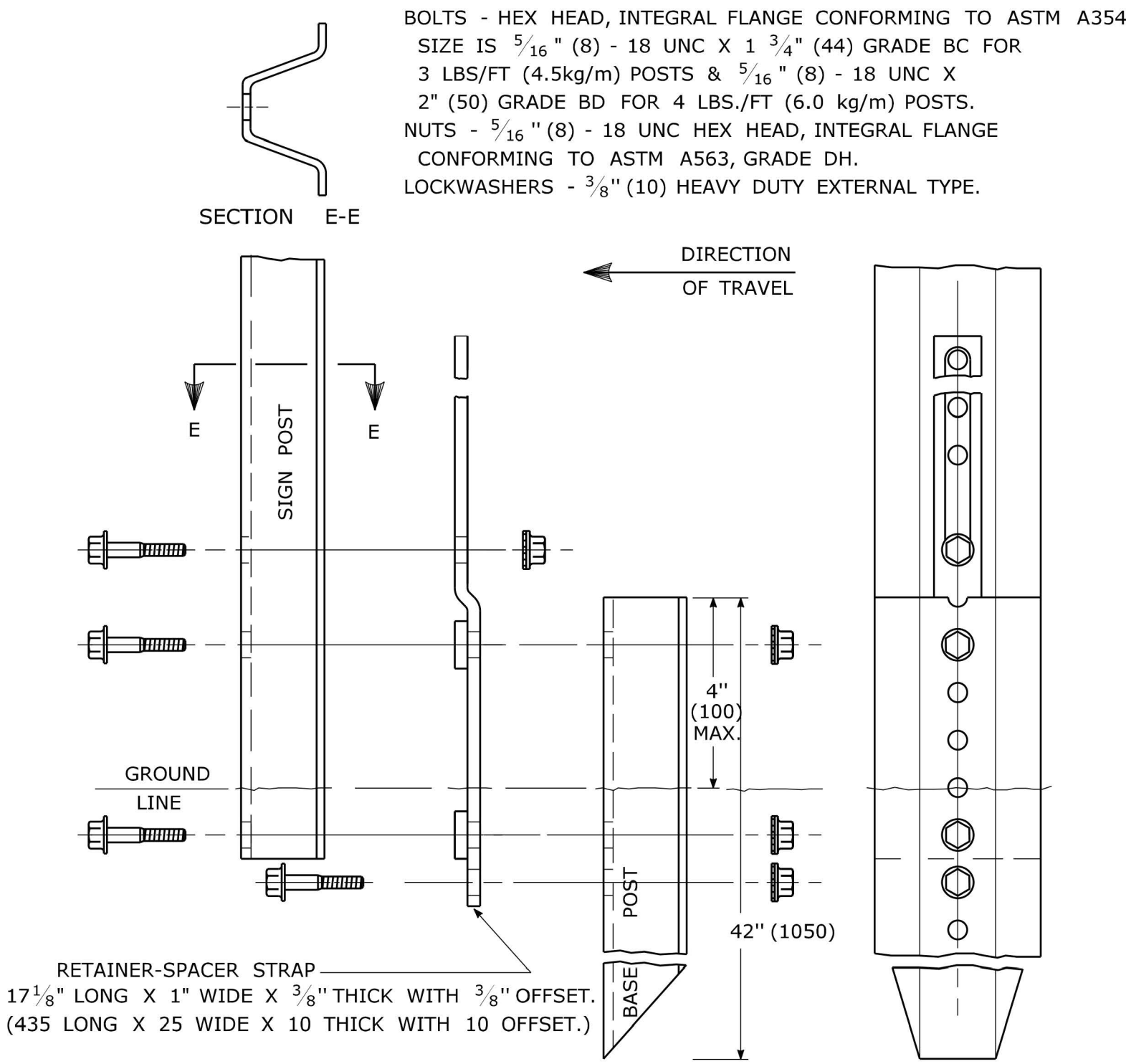


GENERAL NOTES:

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

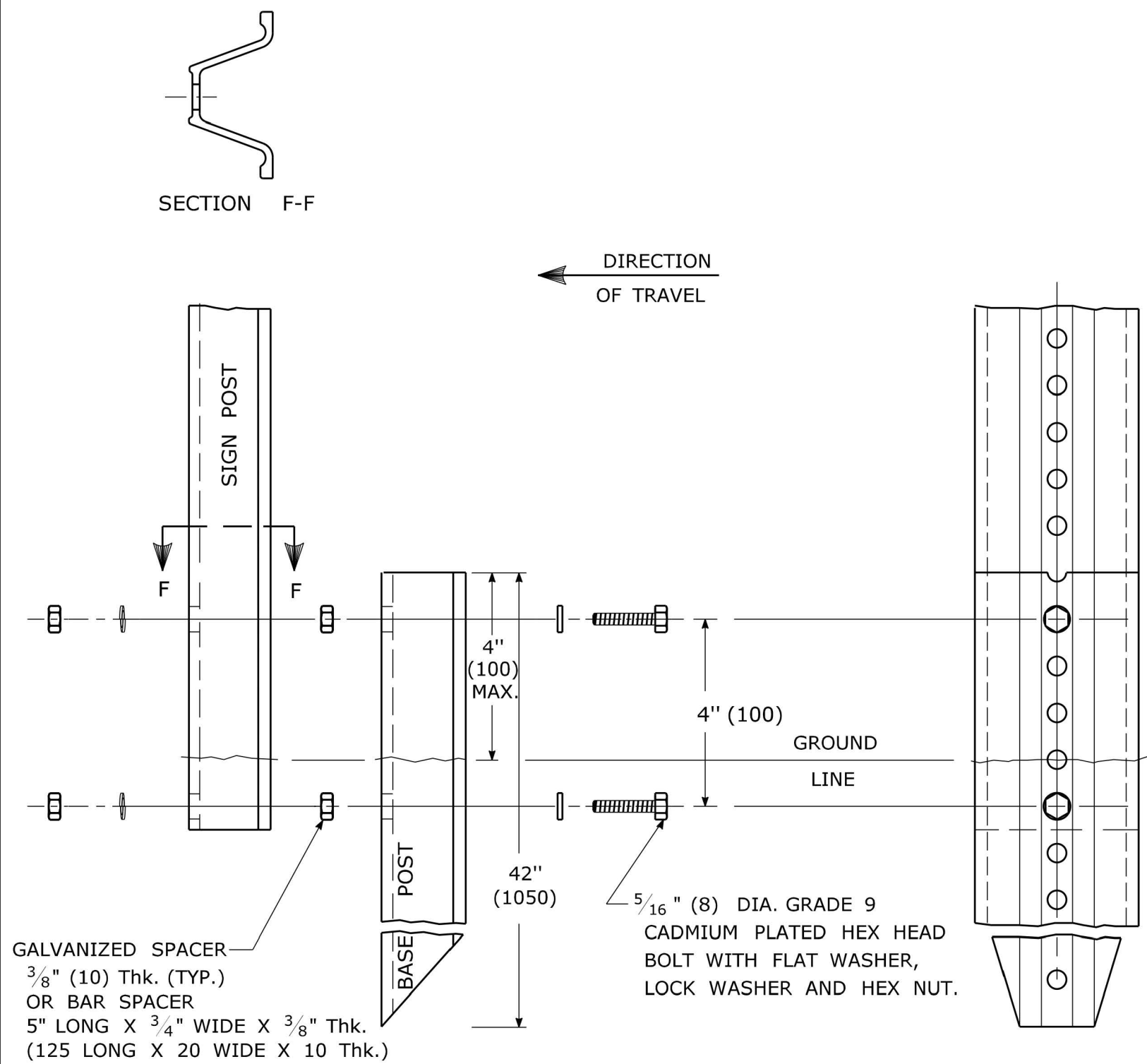
BREAKAWAY TYPE I INSTALLATION

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

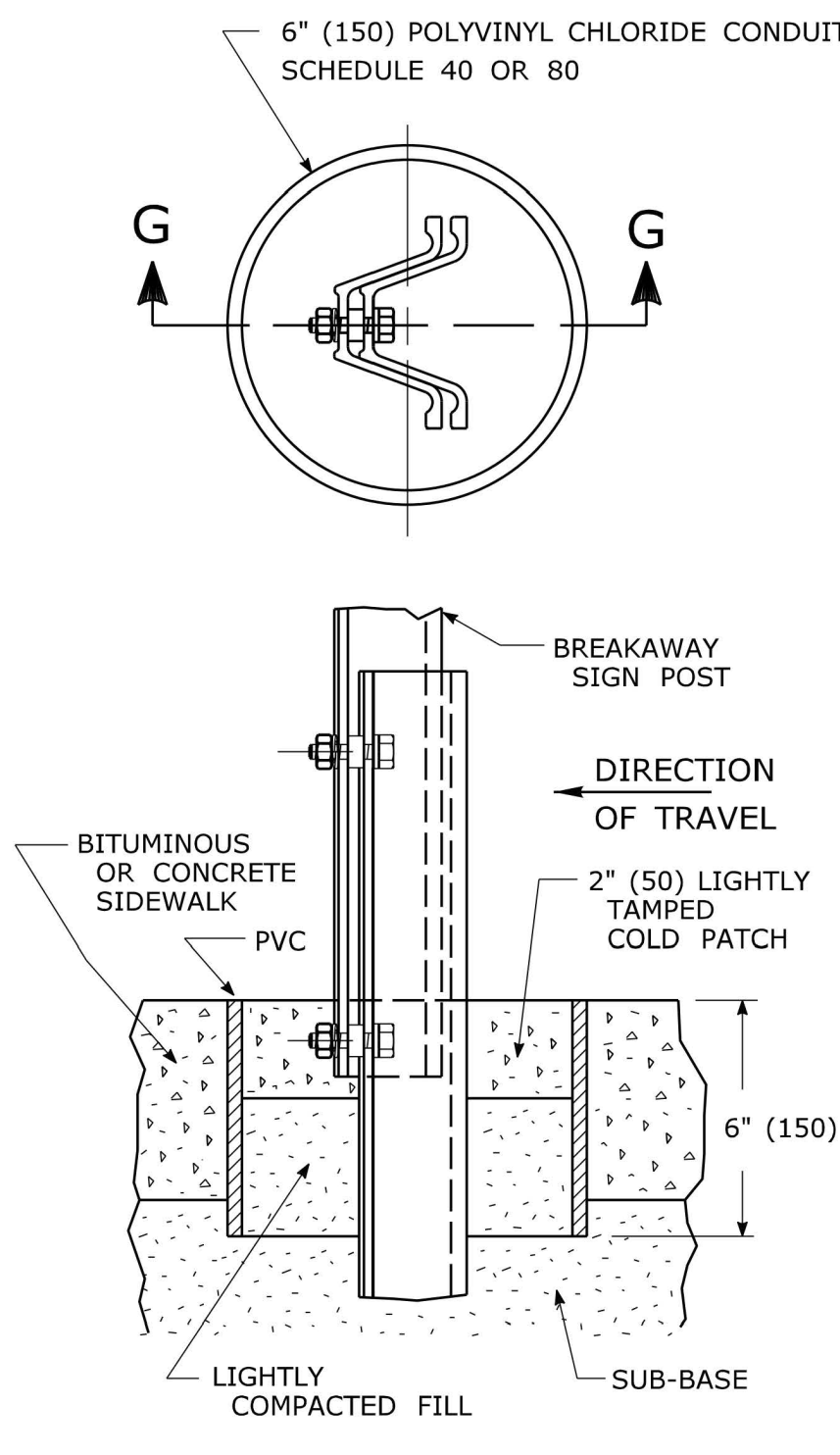


BREAKAWAY TYPE II INSTALLATION

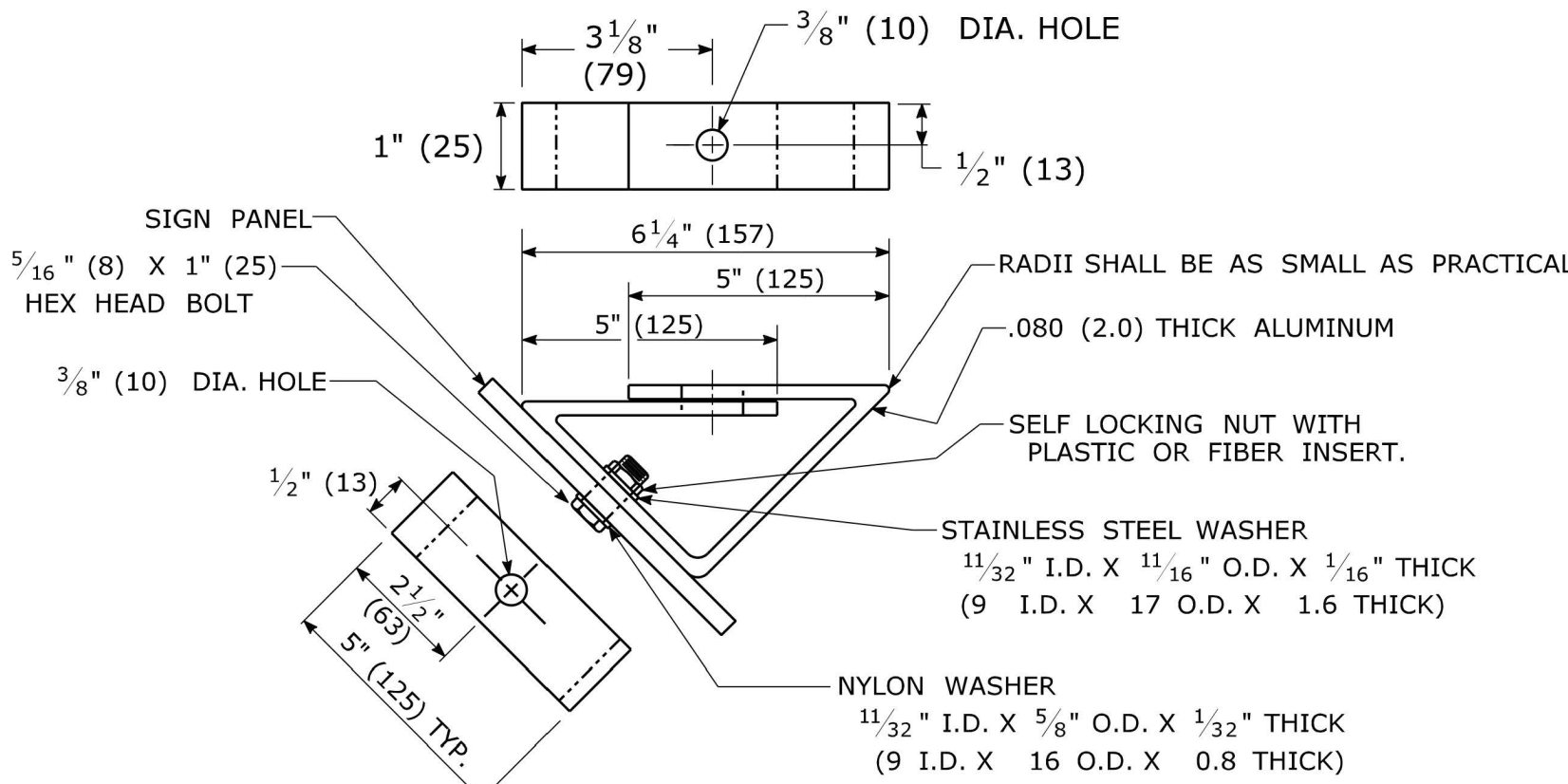
FOR 3 & 4 LB. POSTS
(FOR 4.5 & 6.0 kg/m POSTS)



TYPICAL SLEEVE FOR PAVED AREAS



45° SUBMOUNTING BRACKET



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

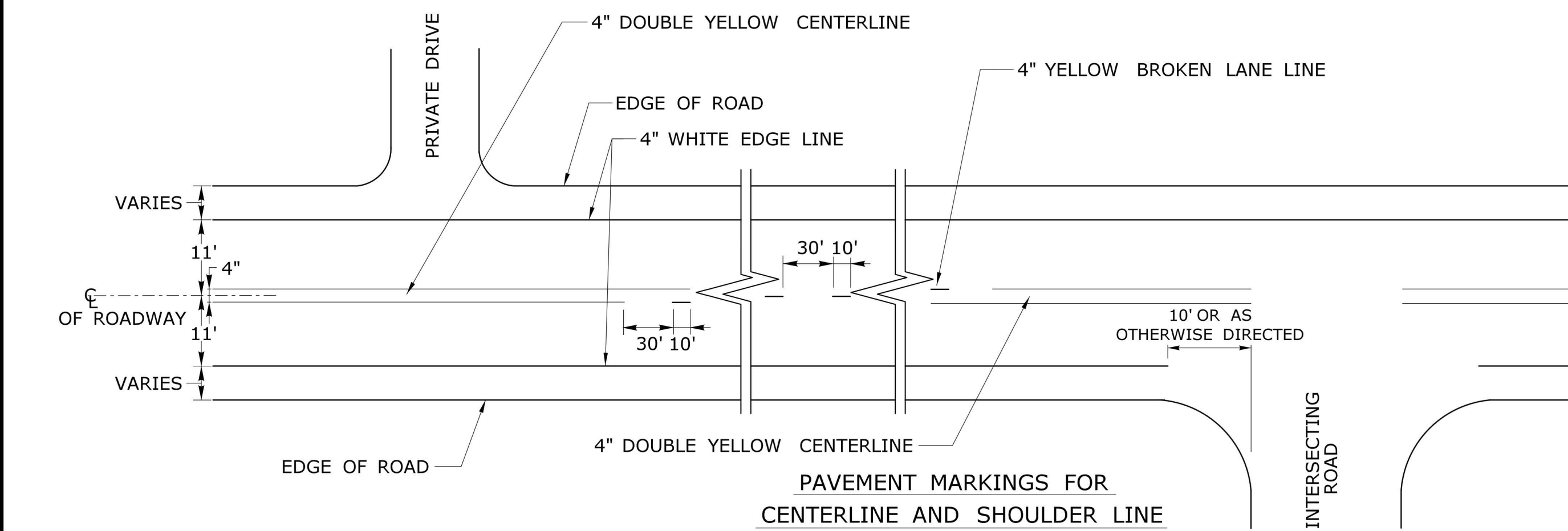
Plotted Date: 3/22/2011

DIMENSIONS ARE IN ENGLISH (") & METRIC UNITS (mm). METRIC DIMENSIONS ARE ROUNDED: - OVER 1" TO NEAREST 5 mm - UNDER 1" TO NEAREST 1 mm.	 STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION	Filename: CTDOT_TRAFFIC_STD.dgn Model: TR-1208.02
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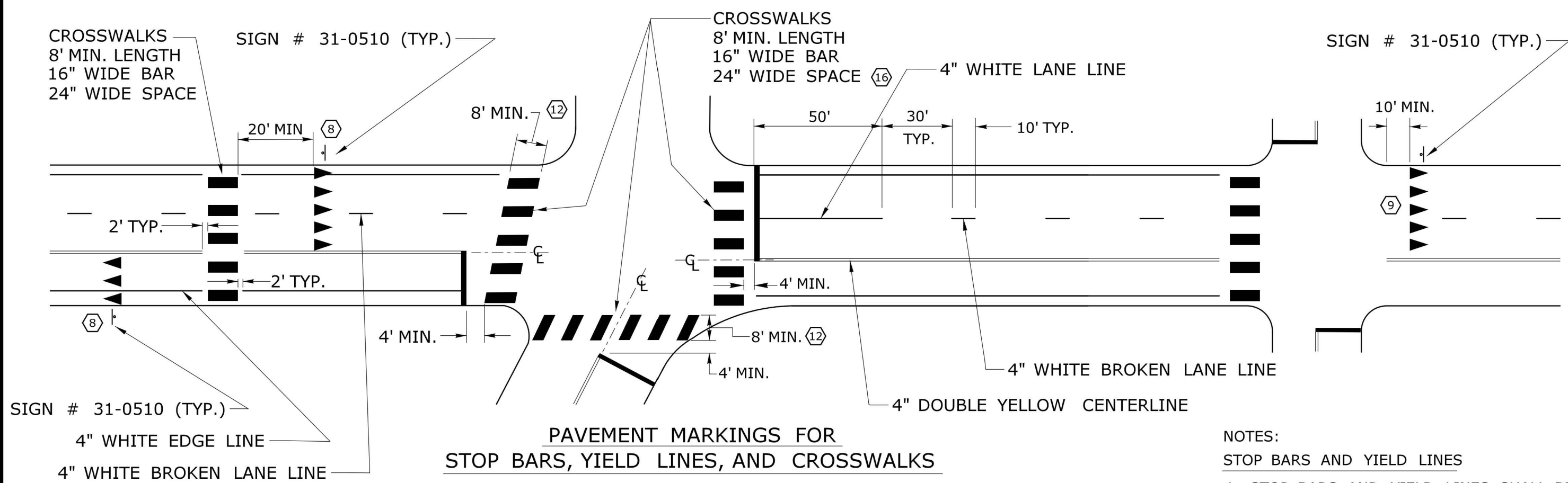
SUBMITTED BY: Charles S. Harlow 2011.03.22 13:20:01 -04'00'	NAME/DATE/TIME: Charles S. Harlow 2011.03.22 13:20:01 -04'00'
APPROVED BY: John F. Carey 2011.03.24 09:53:08 -04'00'	NAME/DATE/TIME: John F. Carey 2011.03.24 09:53:08 -04'00'

CTDOT STANDARD SHEET
OFFICE OF ENGINEERING

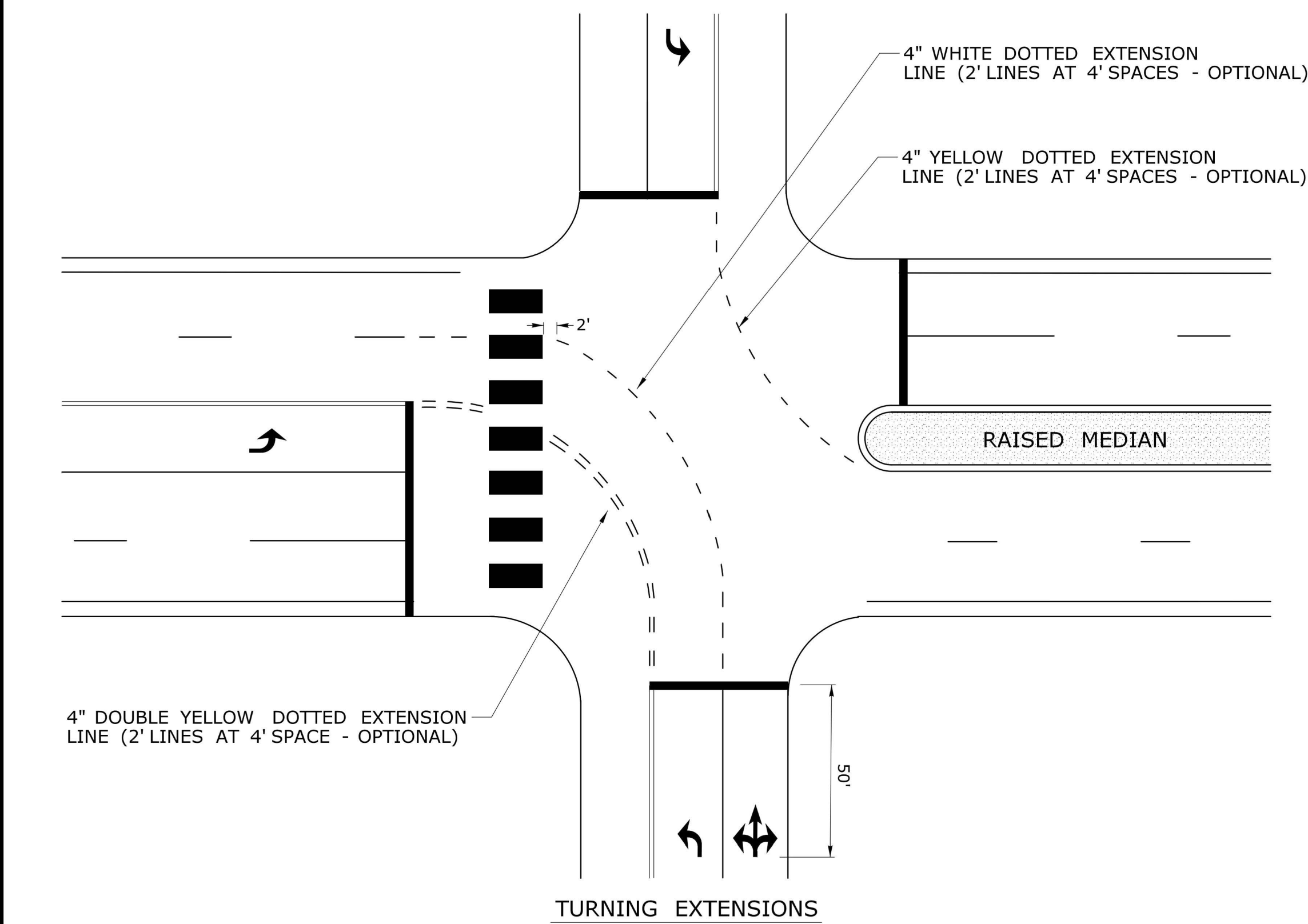
STANDARD SHEET TITLE: METAL SIGN POSTS AND SIGN MOUNTING DETAILS	STANDARD SHEET NO.: TR-1208_02 C8.9
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PAVEMENT MARKINGS FOR
CENTERLINE AND SHOULDER LINE



PAVEMENT MARKINGS FOR
STOP BARS, YIELD LINES, AND CROSSWALKS



TURNING EXTENSIONS

NOTES:

STOP BARS AND YIELD LINES

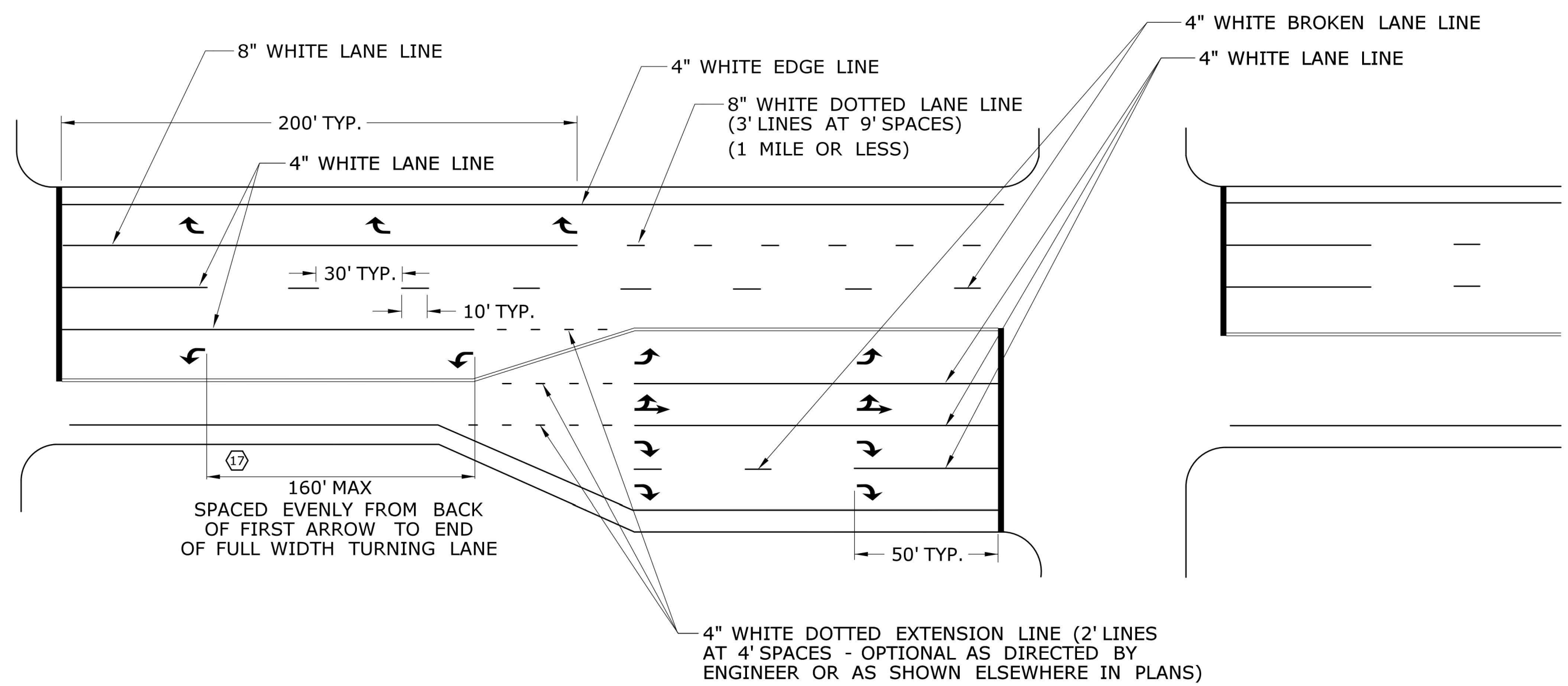
- STOP BARS AND YIELD LINES SHALL BE WHITE.
- STOP BARS SHALL BE 12" MIN. UNLESS OTHERWISE NOTED ON PLANS.
- STOP BARS TO BE PLACED A MINIMUM OF 4' IN ADVANCE OF THE NEAREST EDGE OF CROSSWALK AND SHOULD BE PLACED 90° TO THE CENTERLINE OF THE ROADWAY.
- IN THE ABSENCE OF A MARKED CROSSWALK THE STOP BAR SHOULD BE PLACED 90° TO THE CENTERLINE OF THE ROADWAY, AT THE DESIRED STOPPING POINT AT LEAST 5' AND NO MORE THAN 30' FROM THE NEAREST EDGE OF THE INTERSECTING ROADWAY.
- THE STOP SIGN SHOULD BE PLACED IN LINE WITH THE STOP BAR. HOWEVER, IF THE STOP SIGN CANNOT BE LOCATED EXACTLY WHERE VEHICLES ARE EXPECTED TO STOP, THE STOP BAR SHOULD BE PLACED AT THE STOPPING POINT.
- FOR STOP BARS AT RAMP SEE DETAILS "R", "S", "T", & "U" AND NOTES ON TRAFFIC STANDARD SHEET TR-1210 07 "PAVEMENT MARKINGS FOR DIVIDED HIGHWAYS EXIT RAMP".
- FOR YIELD LINE INSTALLATIONS, ONLY FULL TRIANGLES ARE TO BE INSTALLED.
- MID-BLOCK CROSSWALKS ARE CROSSWALKS LOCATED MORE THAN 50 FEET FROM A SIGNALIZED OR UNSIGNALIZED INTERSECTION. YIELD LINES ASSOCIATED WITH MIDBLOCK CROSSWALKS SHOULD BE INSTALLED 20 TO 50 FEET IN ADVANCE OF THE NEAREST CROSSWALK LINE OR AS DIRECTED BY THE ENGINEER. SIGN # 31-0510 IS REQUIRED.
- FOR CROSSWALKS AT UNSIGNALIZED INTERSECTIONS WITH MINOR STREET STOP CONTROL, YIELD LINES SHALL BE INSTALLED ON MULTI-LANE APPROACHES, BUT NOT SINGLE LANE APPROACHES.
- THE YIELD SIGN SHOULD BE PLACED IN LINE WITH A YIELD LINE. HOWEVER, IF THE YIELD SIGN CANNOT BE LOCATED EXACTLY WHERE VEHICLES ARE EXPECTED TO YIELD, THE YIELD LINE SHOULD BE PLACED AT THE YIELDING POINT.

CROSSWALKS

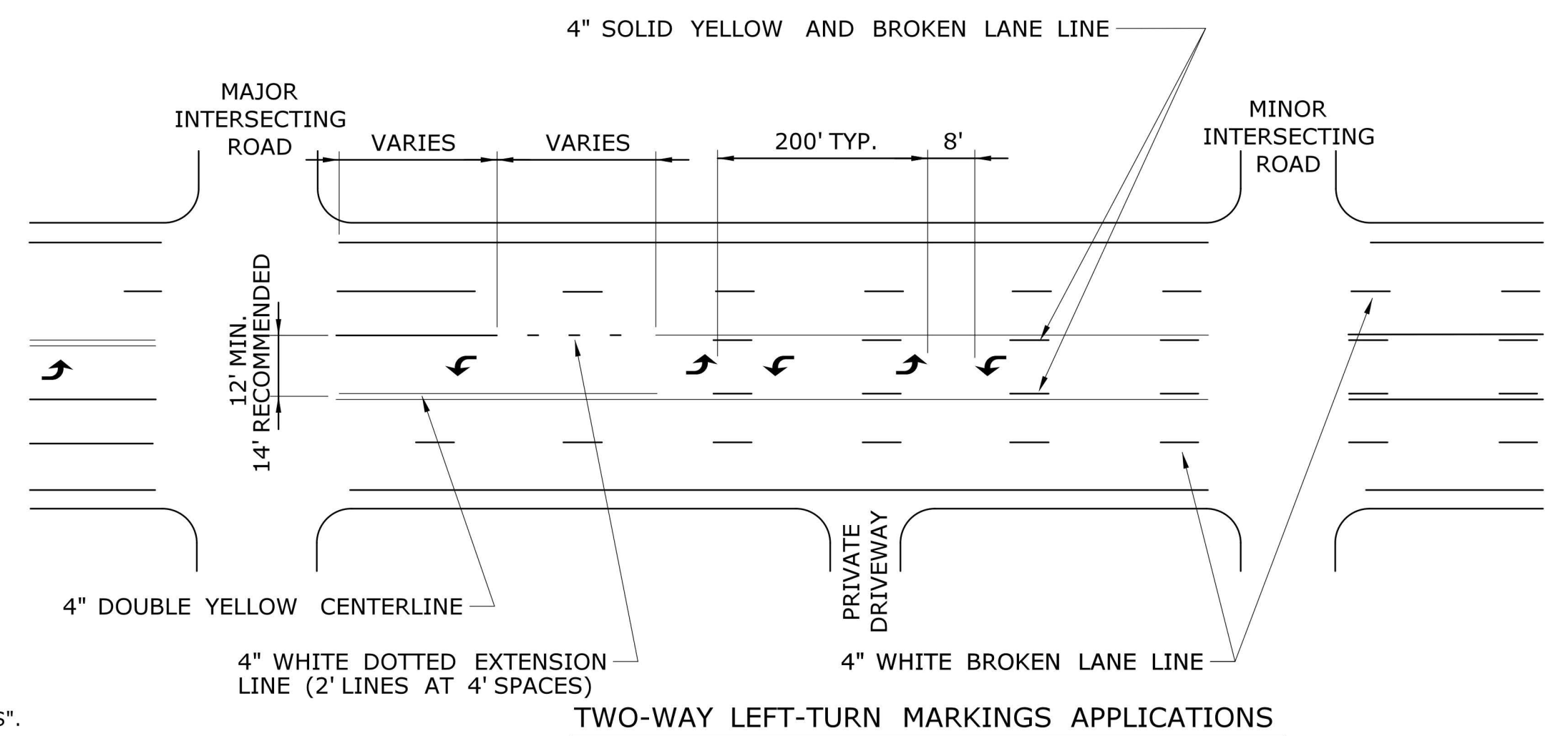
- CROSSWALK MARKINGS SHALL BE WHITE.
- AT LOCATIONS WHERE THE CROSSWALK IS SKEWED, BARS TO BE PARALLEL TO ϕ AND ENDS OF BARS TO BE PARALLEL. THE LENGTH OF THE BARS WILL VARY DEPENDING ON THE ANGLE OF SKEW.
- BARS SHOULD BE NO CLOSER THAN 1' FROM EDGE OF ROAD.
- ONLY FULL LENGTH BARS ARE TO BE INSTALLED.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

PAVEMENT MARKINGS FOR TURNING LANES

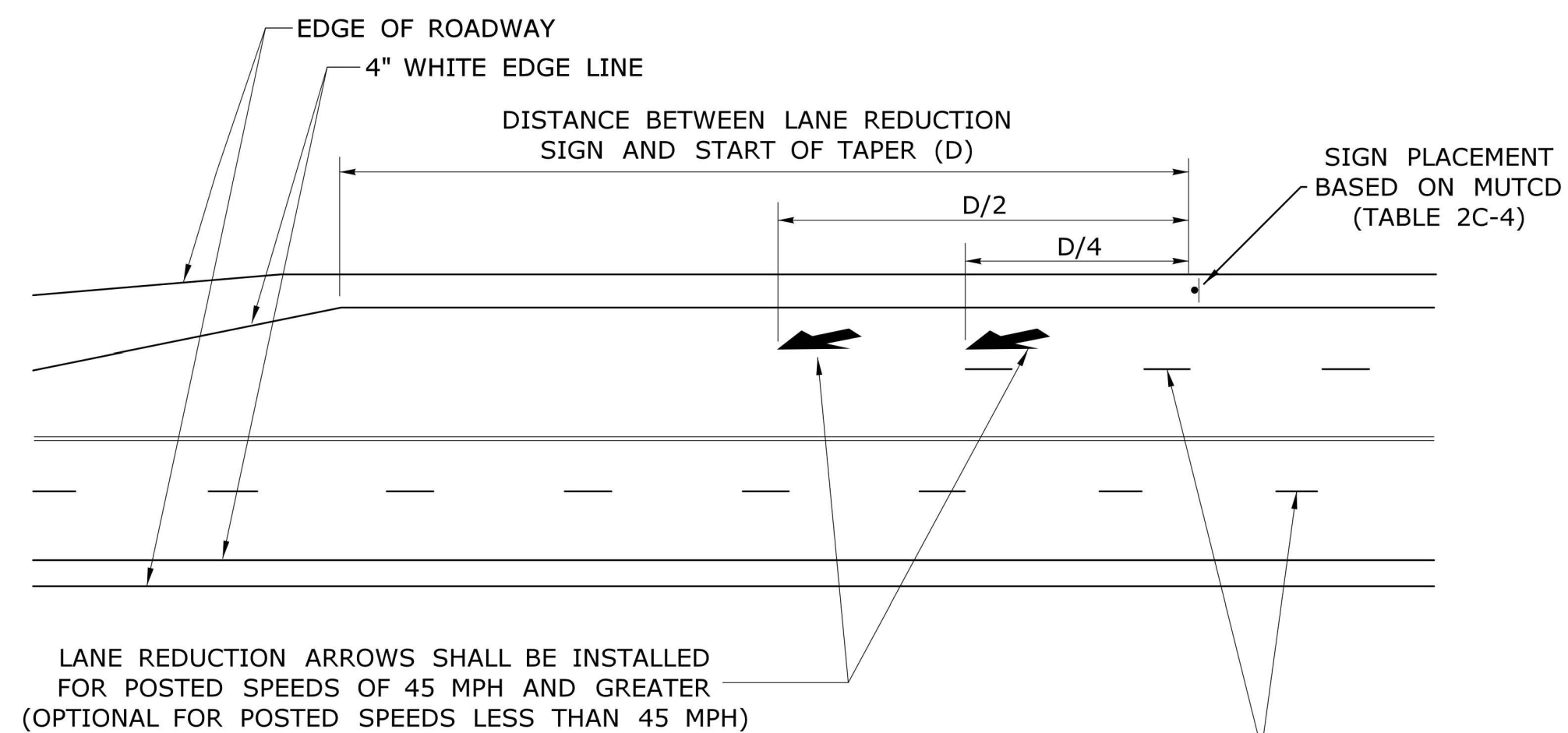
- INSTALL AT LEAST TWO ARROWS PER LANE WHERE STORAGE LENGTH IS GREATER THAN 150 FEET.



PAVEMENT MARKINGS FOR TURNING LANES
AND ROAD LANE-DROP

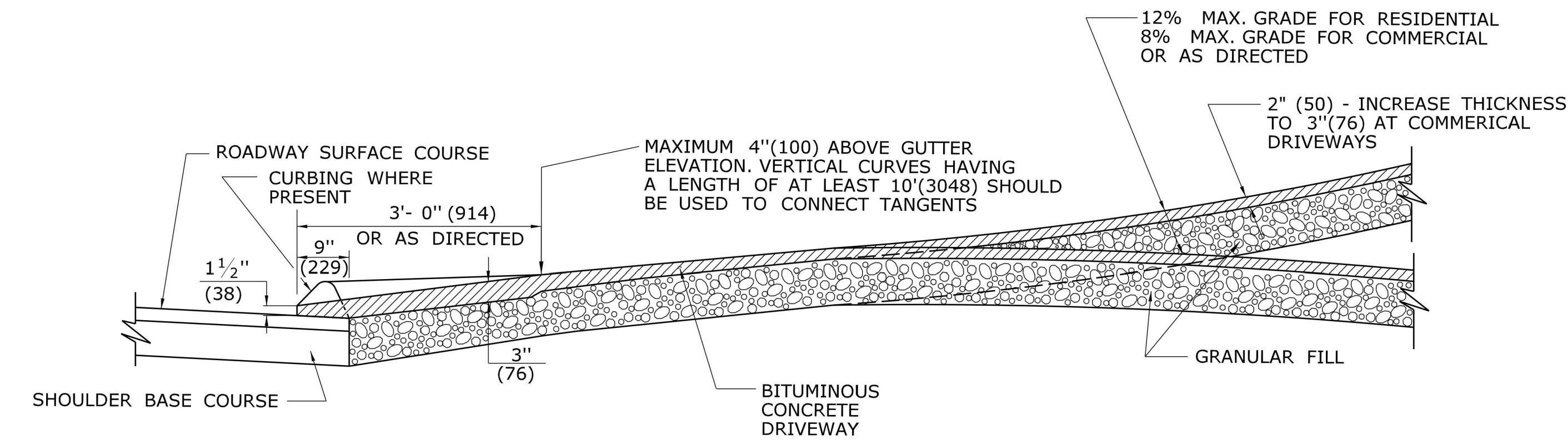


TWO-WAY LEFT-TURN MARKINGS APPLICATIONS

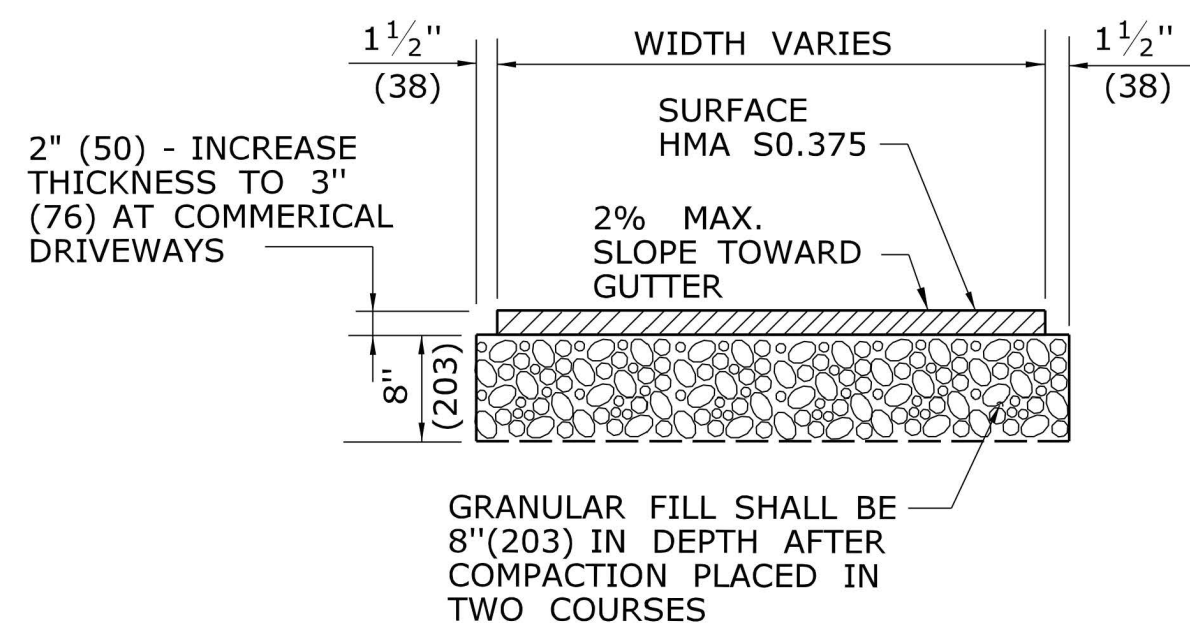


LANE REDUCTION TRANSITIONS

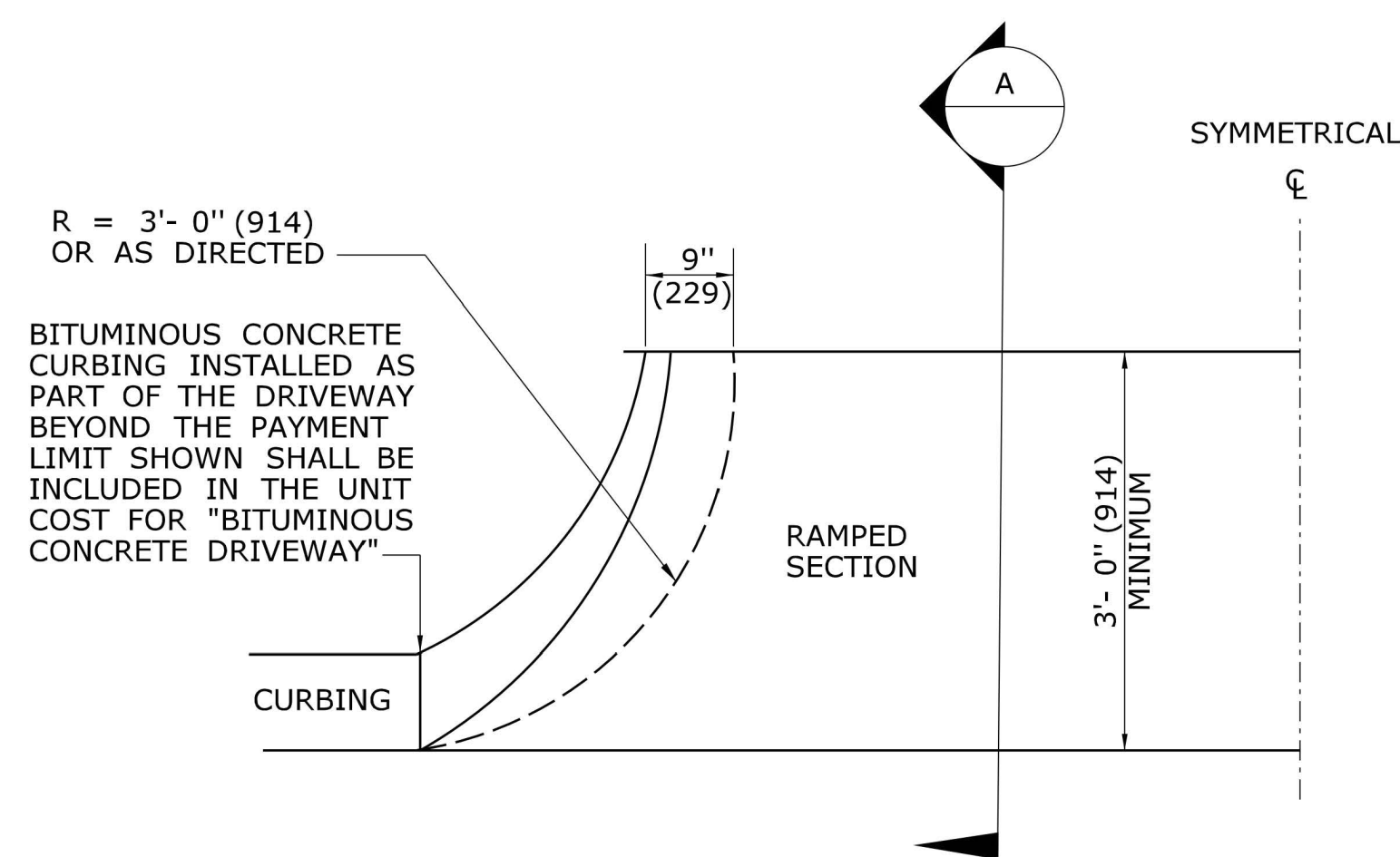
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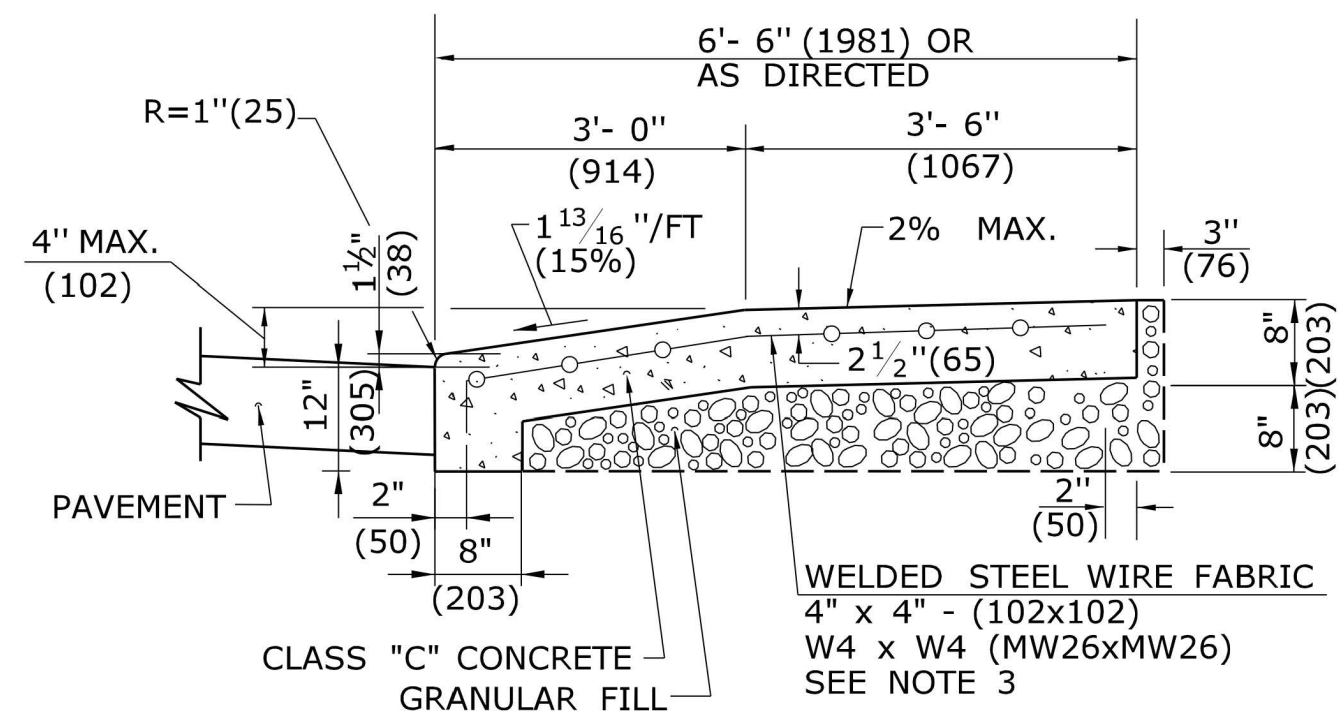
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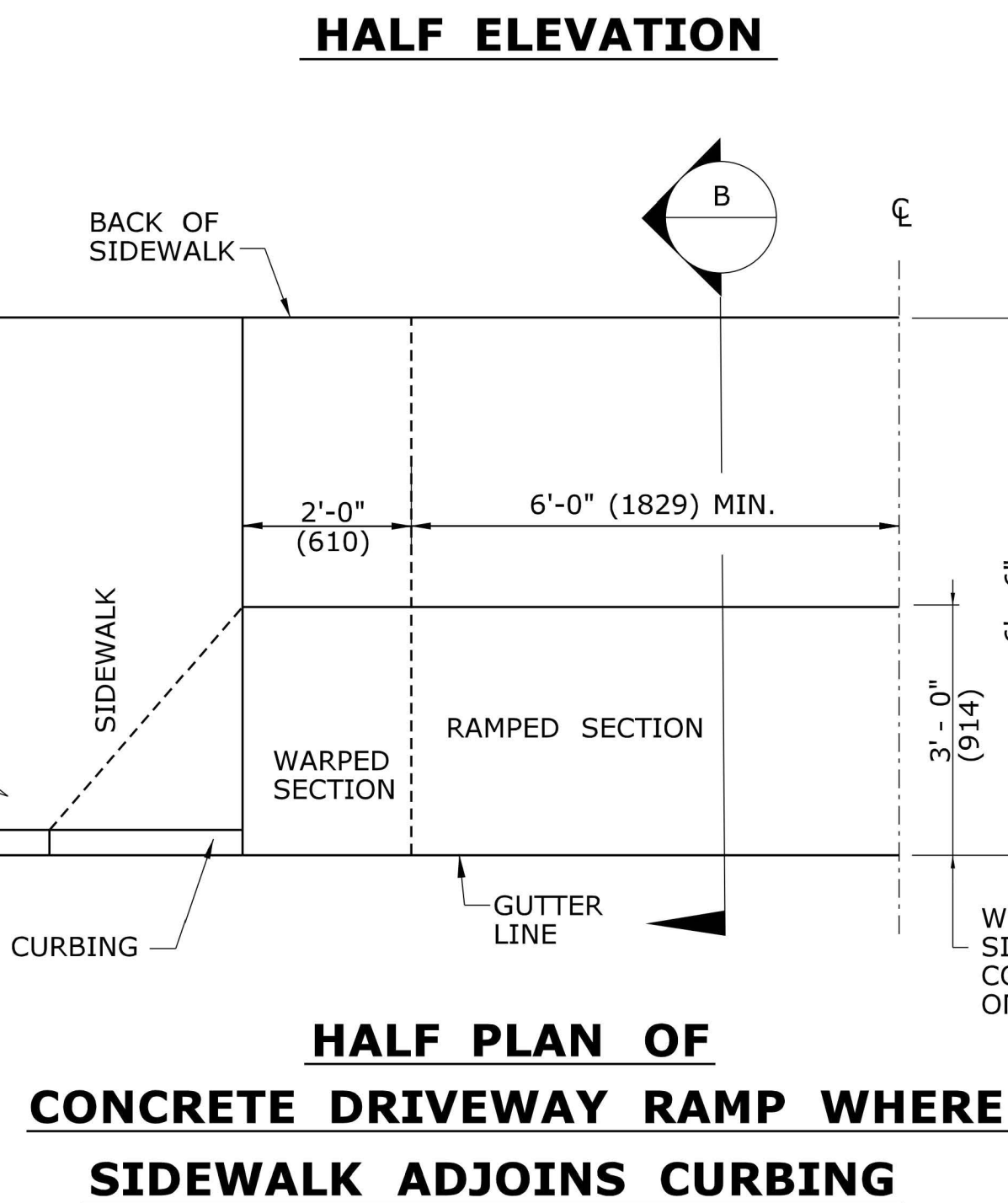
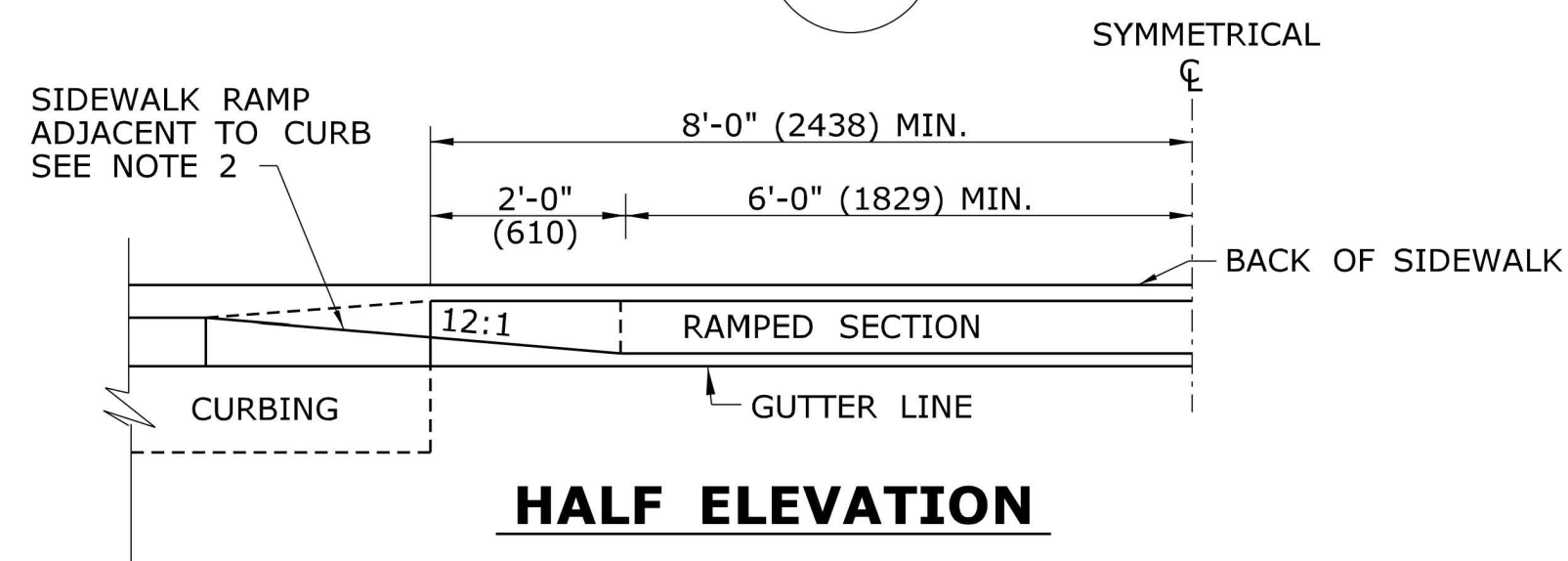
TYPICAL SECTION
BITUMINOUS CONCRETE
SIDEWALK AND DRIVE



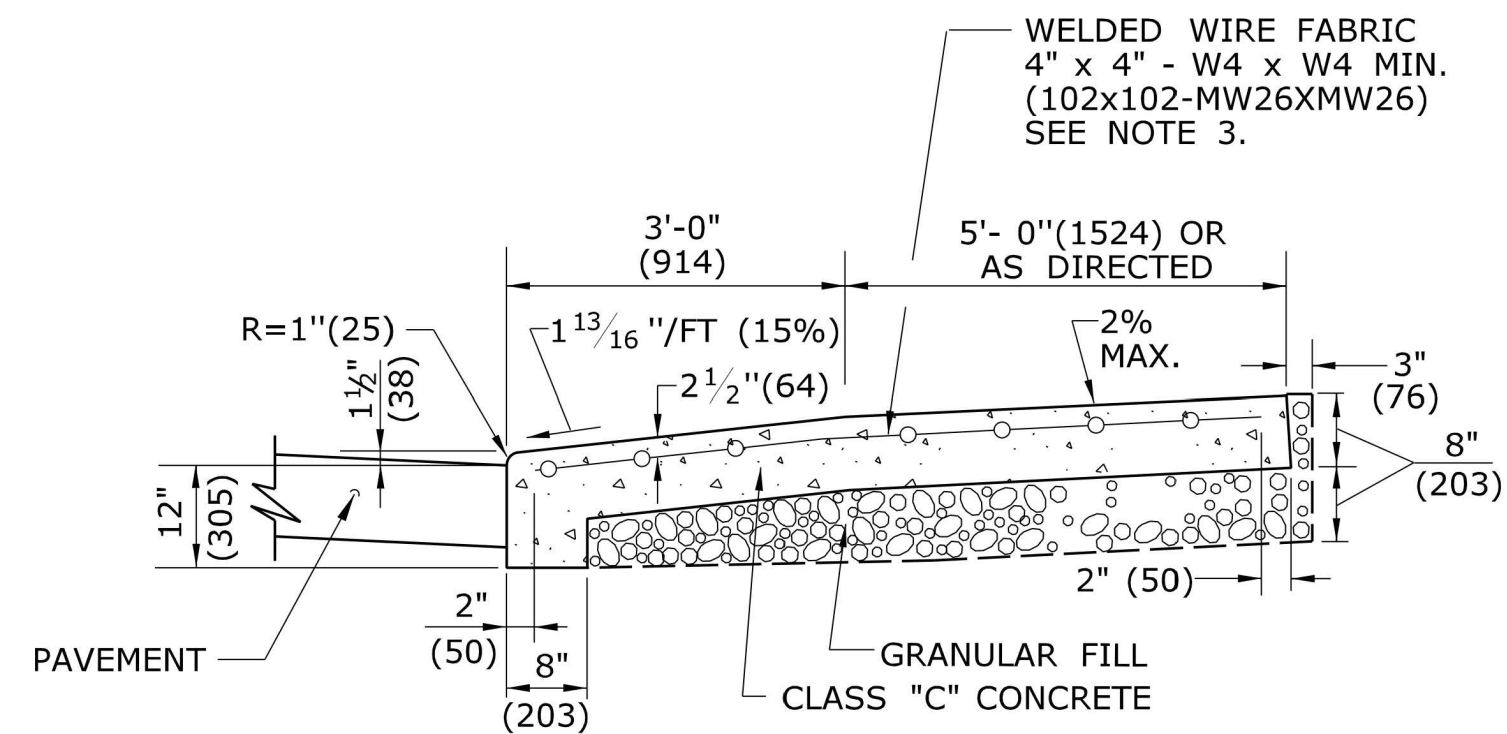
HALF BITUMINOUS CONCRETE
DRIVEWAY PLAN



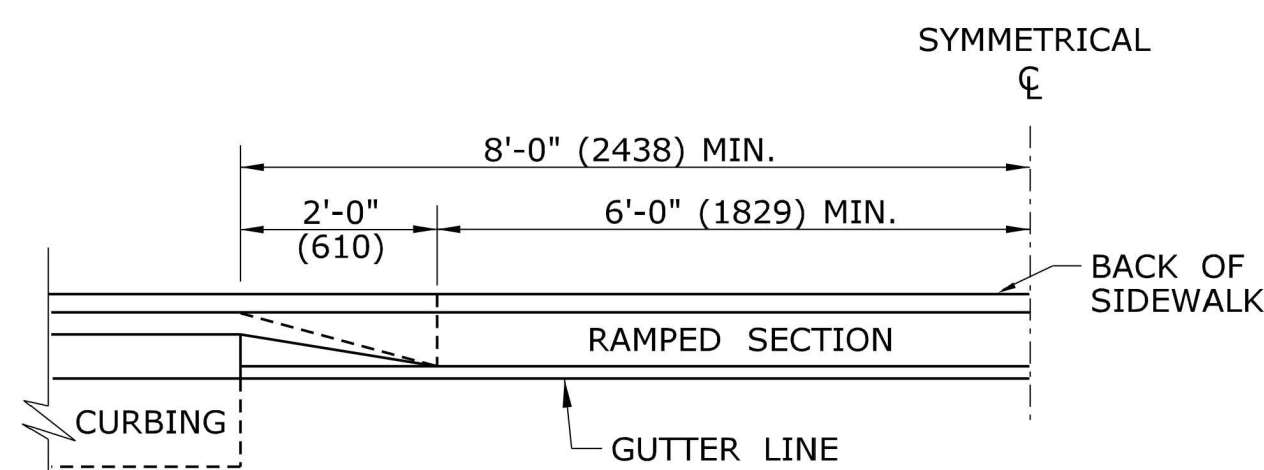
SECTION B



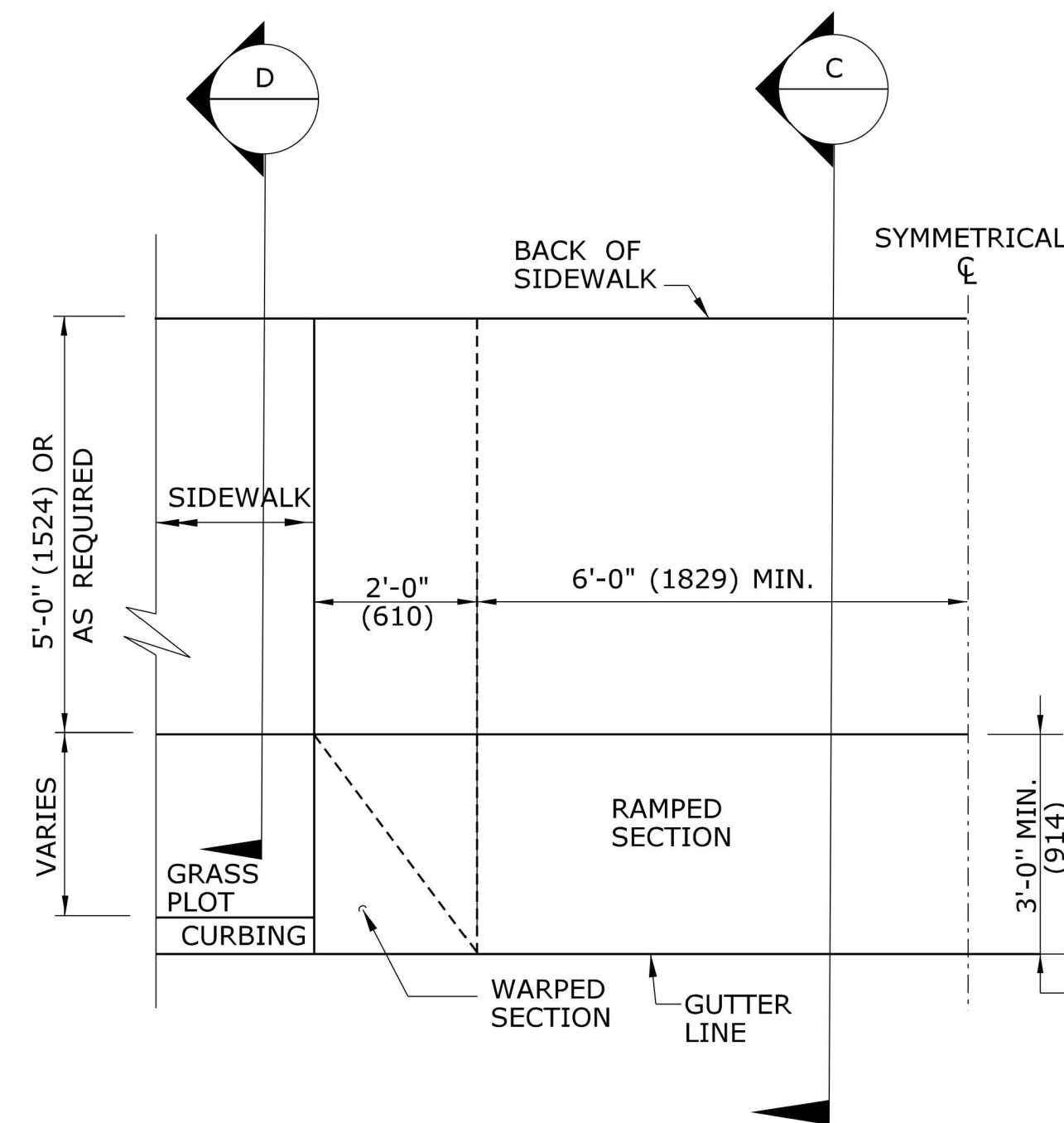
HALF PLAN OF
CONCRETE DRIVEWAY RAMP WHERE
SIDEWALK ADJOINS CURBING



SECTION C



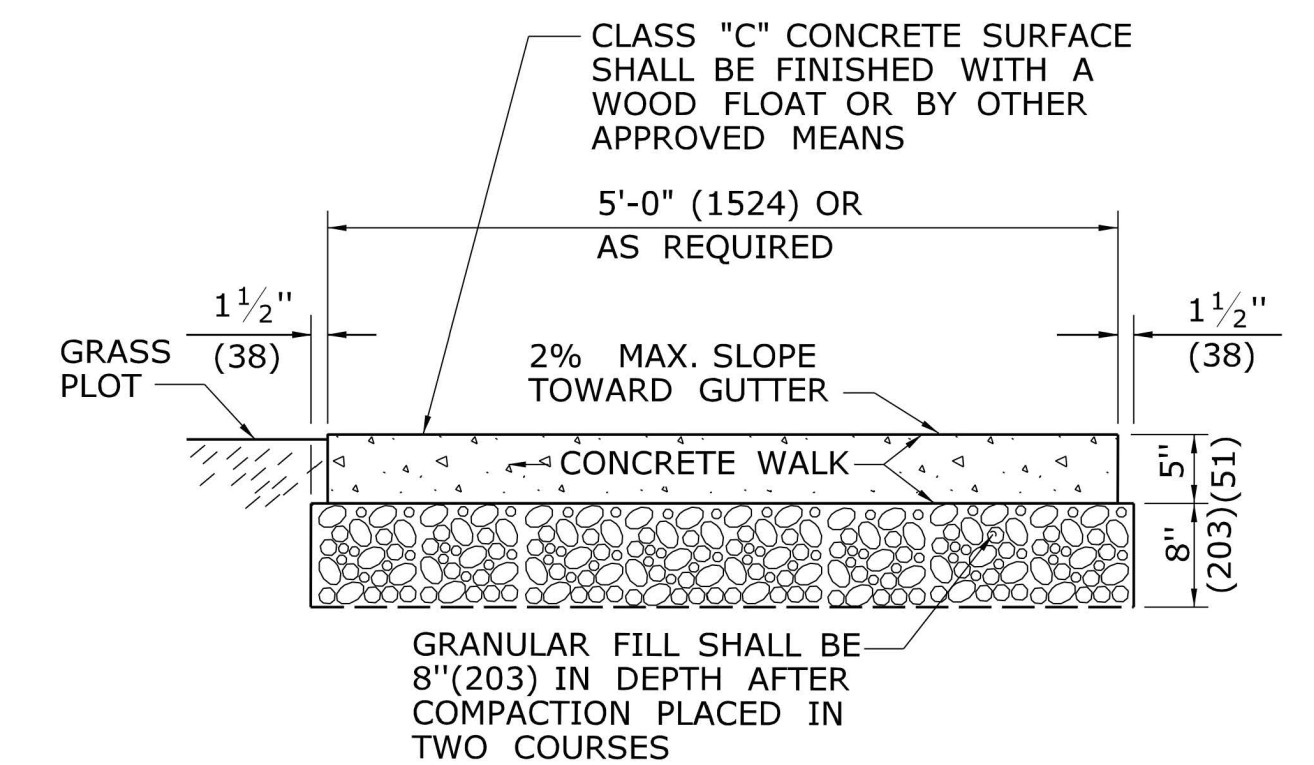
HALF ELEVATION



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

GENERAL NOTES:

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



SECTION D

5' (1524) WIDE CONCRETE
SIDEWALK WITH GRASS PLOT

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

1	6/01/10	REVISED BORDER TITLE	THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.	NOT TO SCALE	 STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION  Filename: Jan2012.dgn Model: HW-921_01	SUBMITTED BY:	NAME/DATE/TIME:	CTDOT STANDARD SHEET OFFICE OF ENGINEERING	STANDARD SHEET TITLE: DRIVEWAY RAMPS AND SIDEWALKS	STANDARD SHEET NO.: HW-921_01 C8.11
2	6/01/10	REVISED HALF ELEVATION DETAILS					Leo Fontaine 2012.01.13 13:14:45 -05'00'			
3	1/12	REVISE 2% MAX. SLOPE NOTE				APPROVED BY:	NAME/DATE/TIME:			
-	-	-					James H. Norman 2012.01.26 15:32:44 -05'00'			
-	-	-								
REV.	DATE	REVISION DESCRIPTION				Plotted Date: 1/9/2012				



* OPTIONAL FLARE ONE SIDE OF RAMP



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

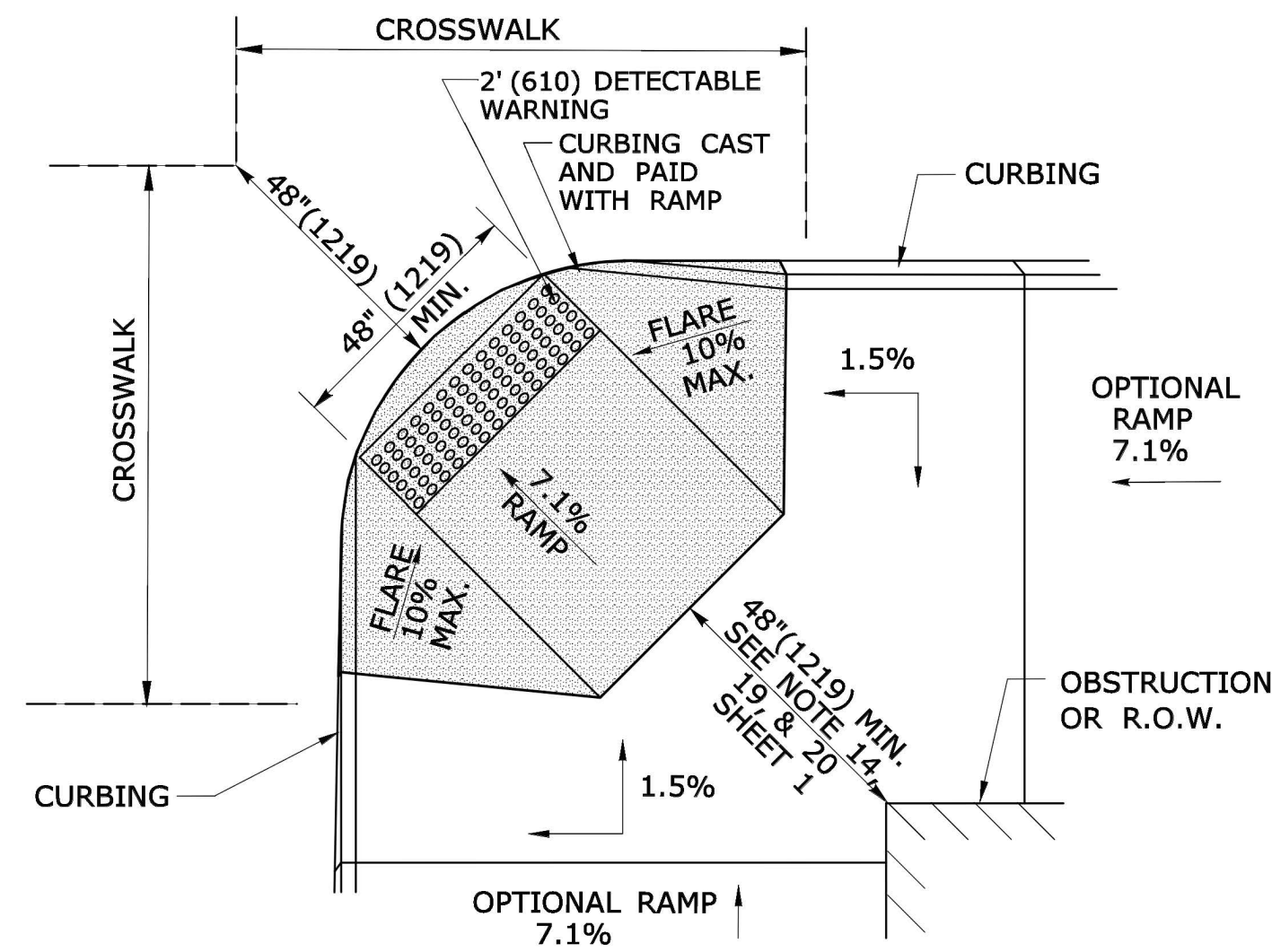


SEE NOTE 20

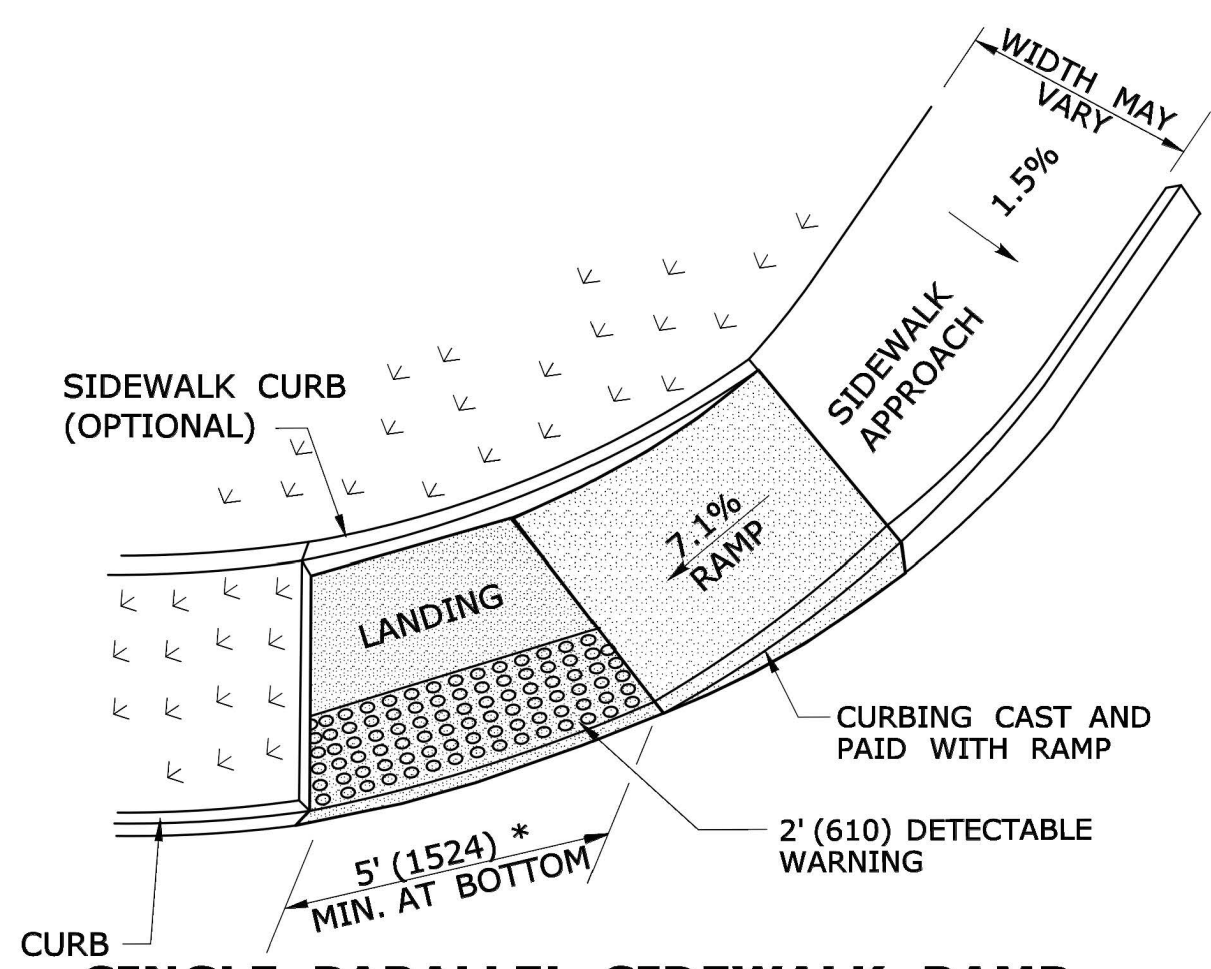
ALL METRIC DIMENSIONS ARE IN MILLIMETERS (mm) UNLESS OTHERWISE NOTED.

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

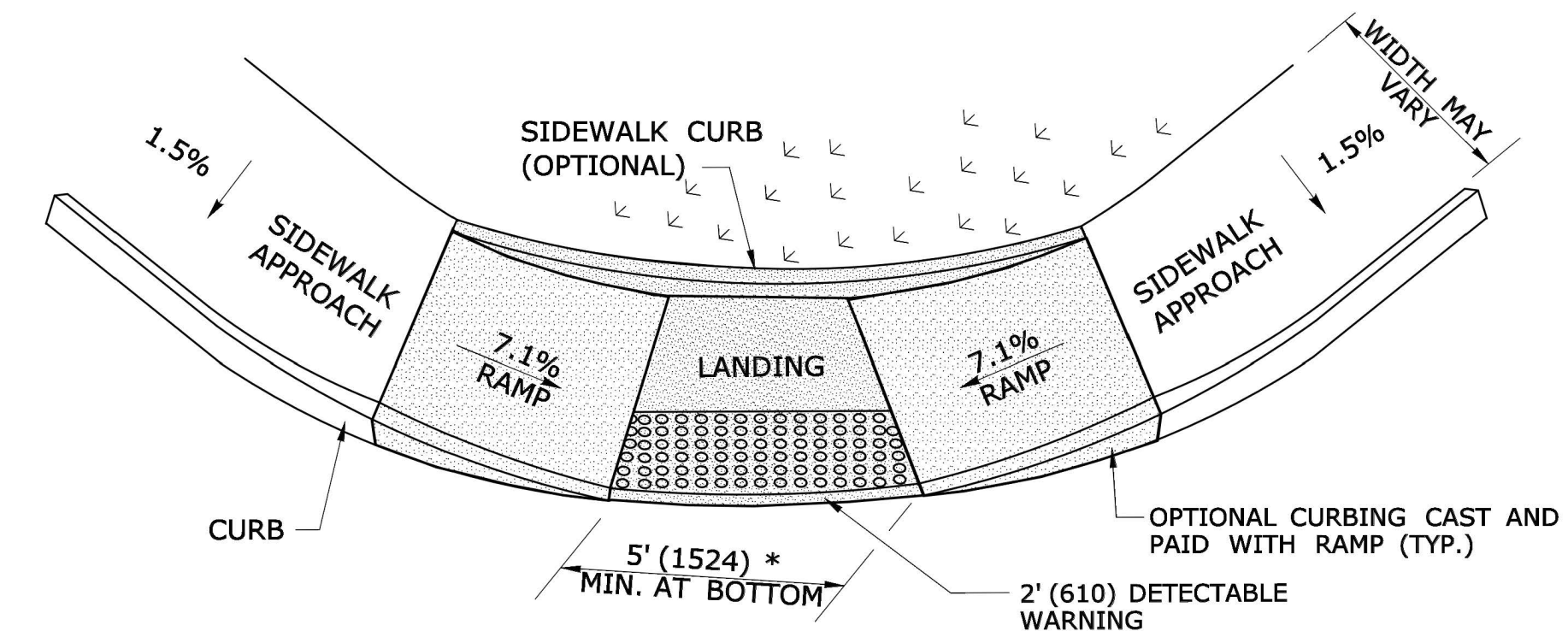
-	-	-	-	-	THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.	DESIGNER/DRAFTER: MGB/EMK	 STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION	 OFFICE OF ENGINEERING	SIGNATURE/ BLOCK:	PROJECT TITLE:	TOWN:	PROJECT NO.
-	-	-	-	-	CHECKED BY: LLF	APPROVED BY:			DRAWING TITLE: SIDEWALK RAMPS SHEET 1		DRAWING NO.	
1	7/13	Created new sheets (4 total).	-	-	Plotted Date: 6/17/2014	Filename: ...SIDEWALK_RAMP 1_GD.dgn					SHEET NO. C8.12	
REV.	DATE	REVISION DESCRIPTION	SHEET NO.									



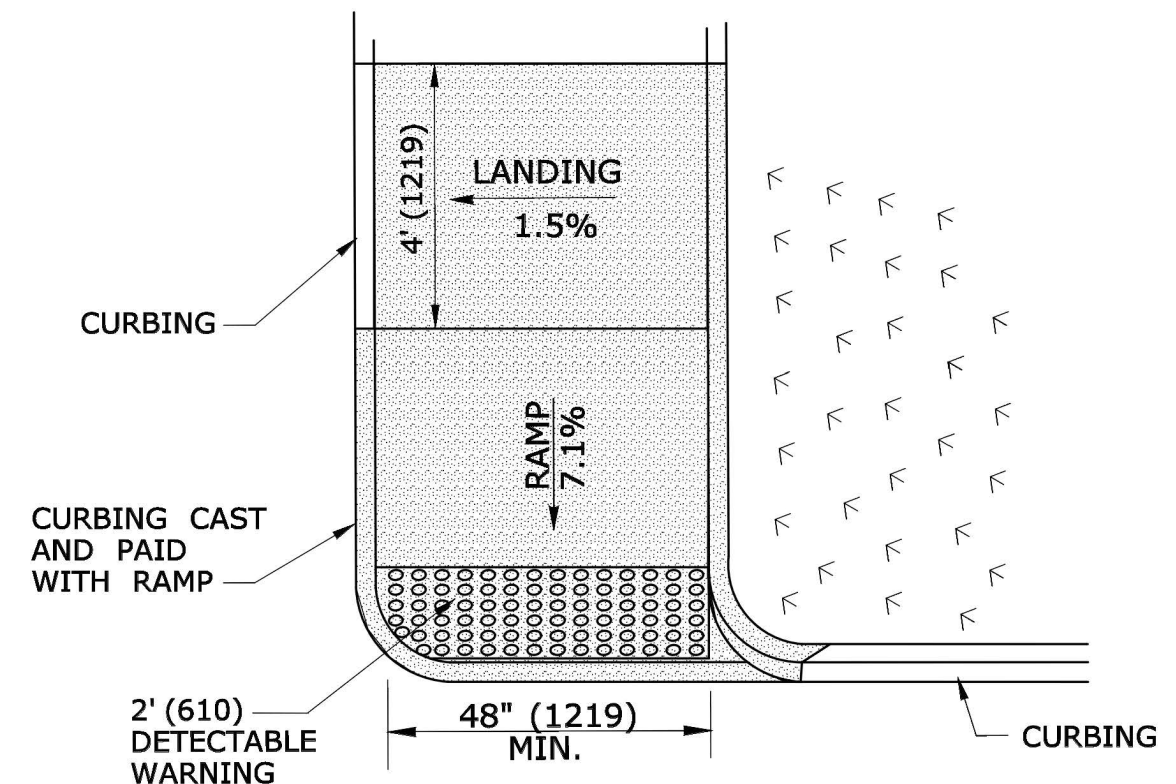
**DIAGONAL SIDEWALK RAMP (TYPE 4)
W/LANDING AT TOP**



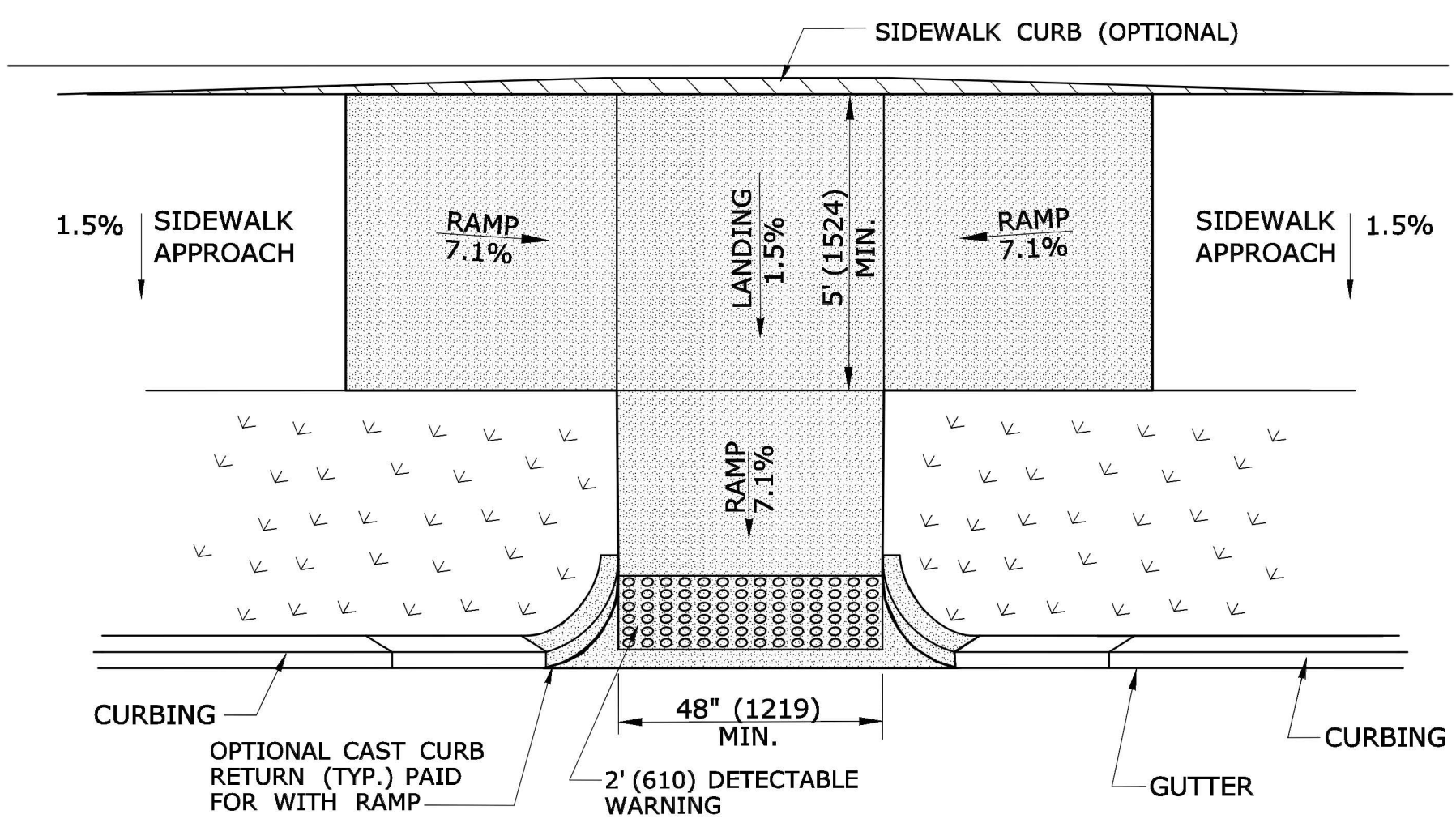
**SINGLE PARALLEL SIDEWALK RAMP
W/LANDING AT BOTTOM ON
CORNER (TYPE 4c)**
* SEE NOTE 20 SHEET 1



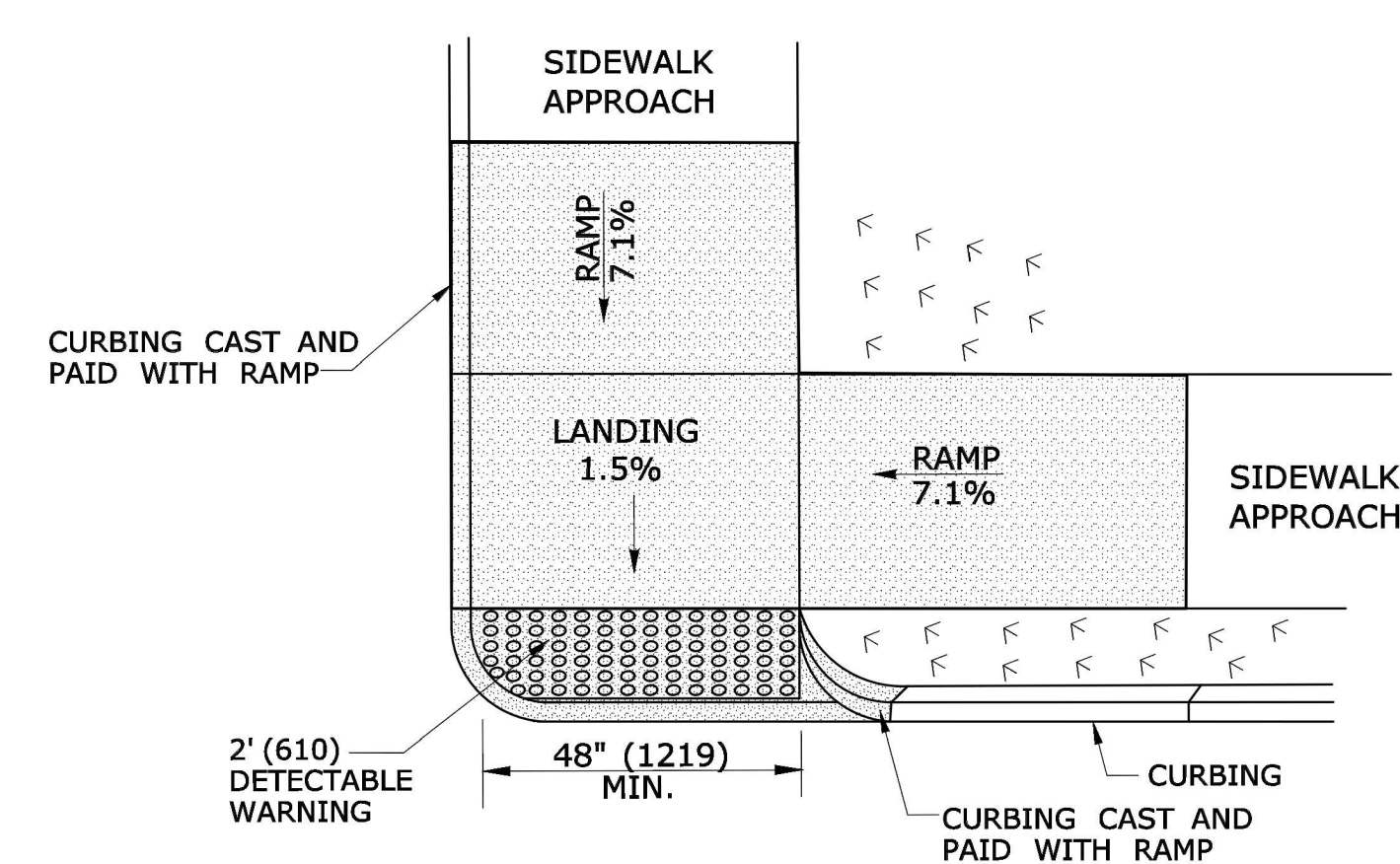
**DOUBLE PARALLEL SIDEWALK RAMP
W/LANDING AT BOTTOM ON CORNER (TYPE 4f)**
* SEE NOTE 20 SHEET 1



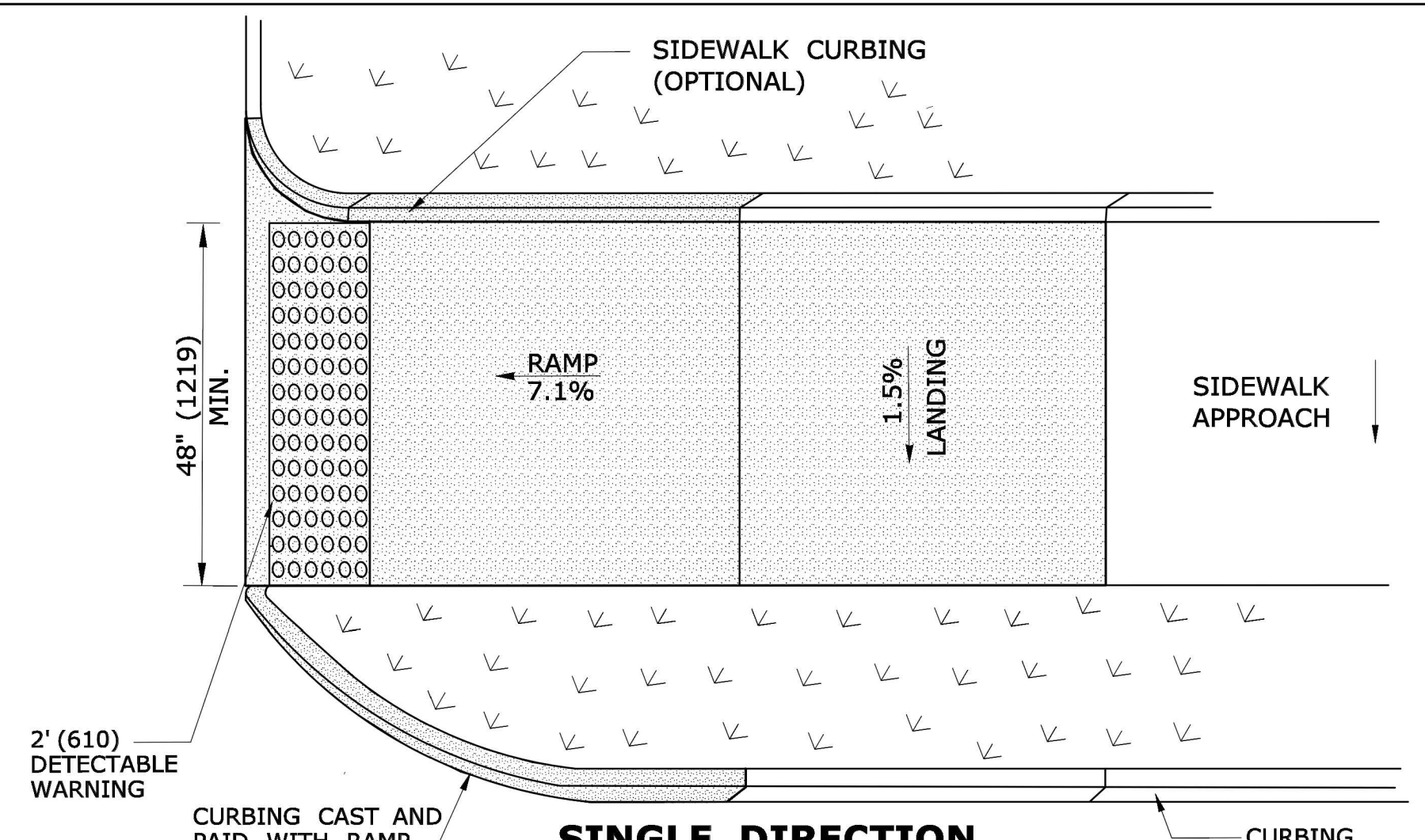
**SINGLE DIRECTION
PERPENDICULAR SIDEWALK RAMP
NO / UTILITY GRASS STRIP
(TYPE 4a)**



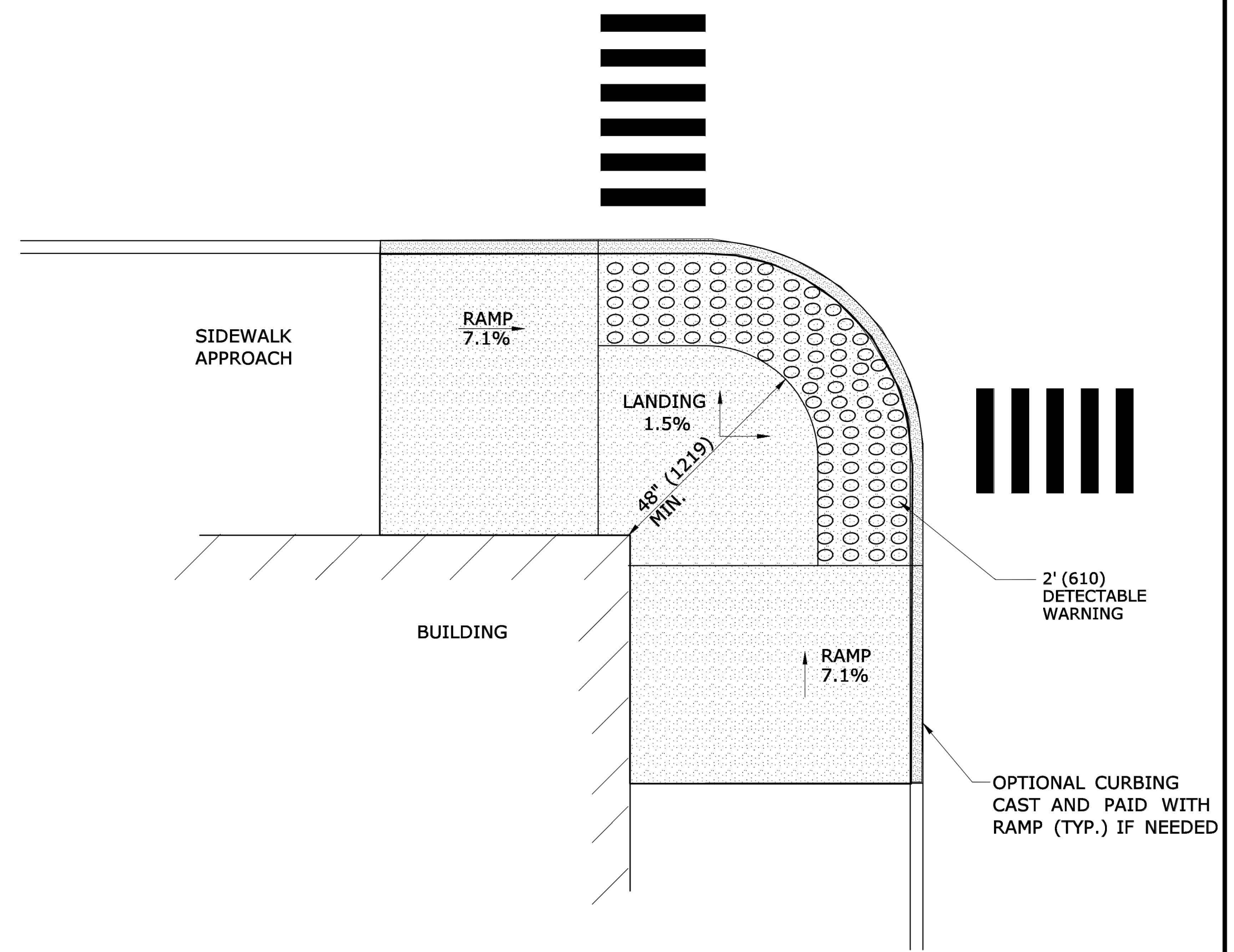
**PARALLEL/PERPENDICULAR SIDEWALK RAMP
COMBINATION W/ CURB RETURNS (TYPE 4d)**
* OPTIONAL FLARE ONE SIDE



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



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



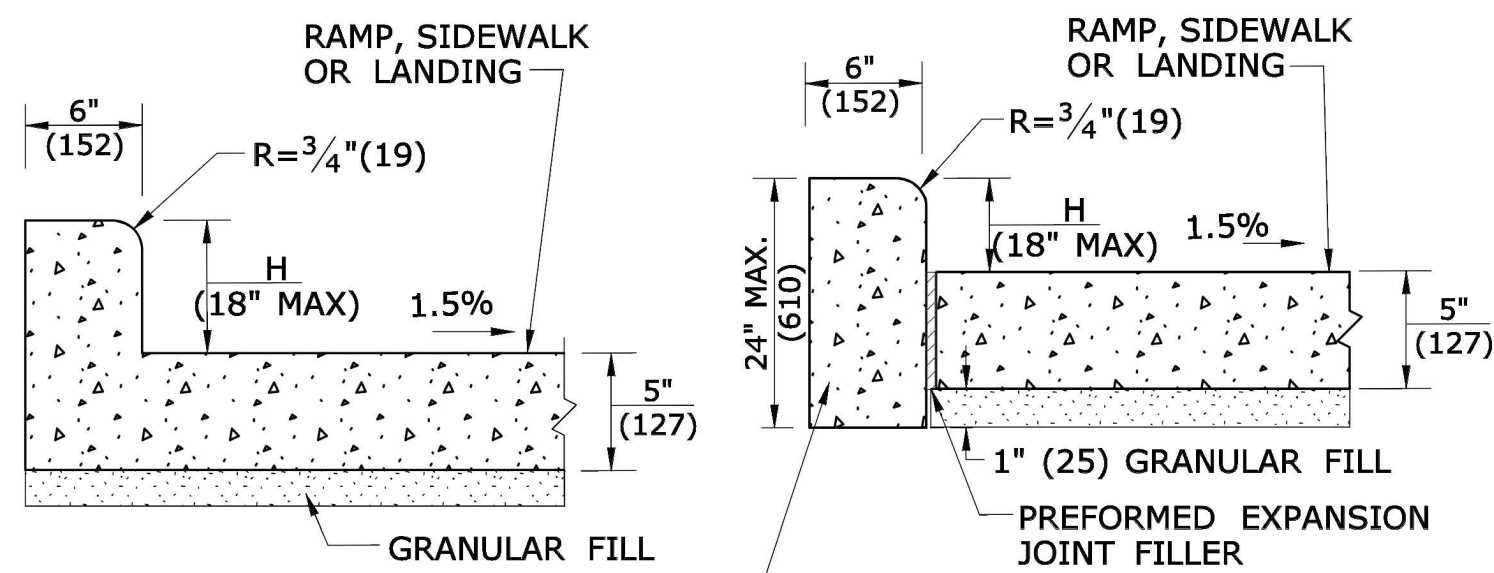
**RESTRICTED CONDITION
DIAGONAL SIDEWALK RAMP
(TYPE 4g)**

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

				DESIGNER/DRAFTER: MGB/EMK		 STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION	SIGNATURE/ BLOCK: OFFICE OF ENGINEERING	PROJECT TITLE:	TOWN:		PROJECT NO.
				CHECKED BY: LLF					APPROVED BY:		DRAWING TITLE: SIDEWALK RAMP SHEET 2
						Filename: ...SIDEWALK_RAMP 2.GD.dgn					
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 5/27/2014							

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.

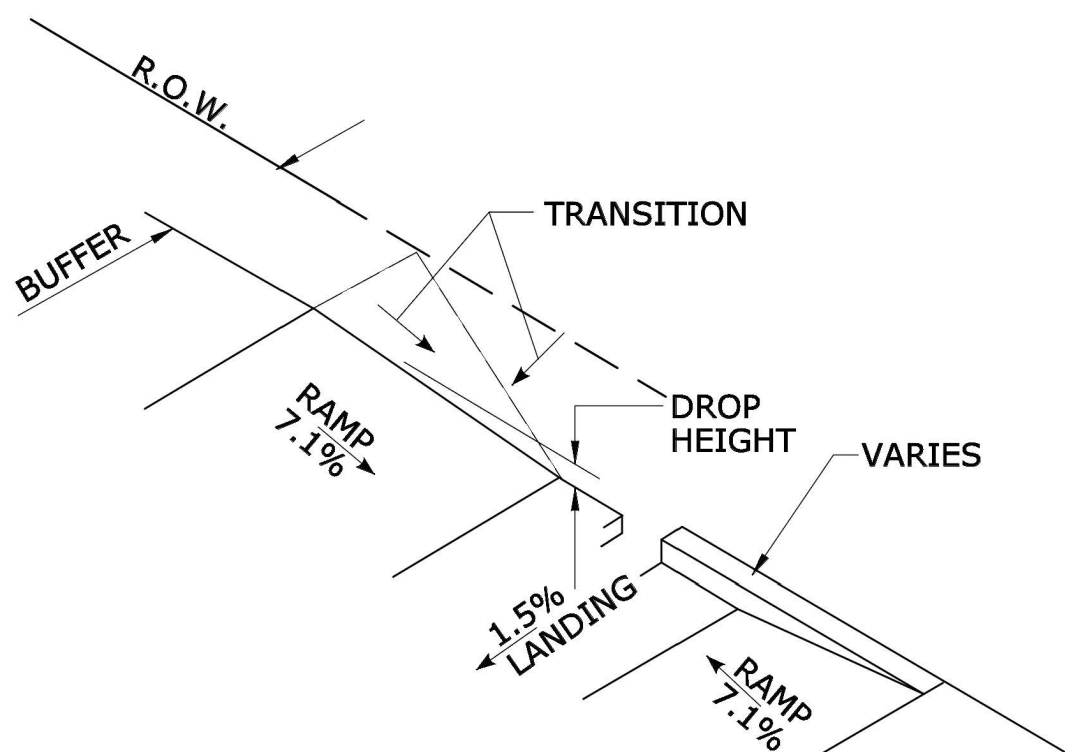
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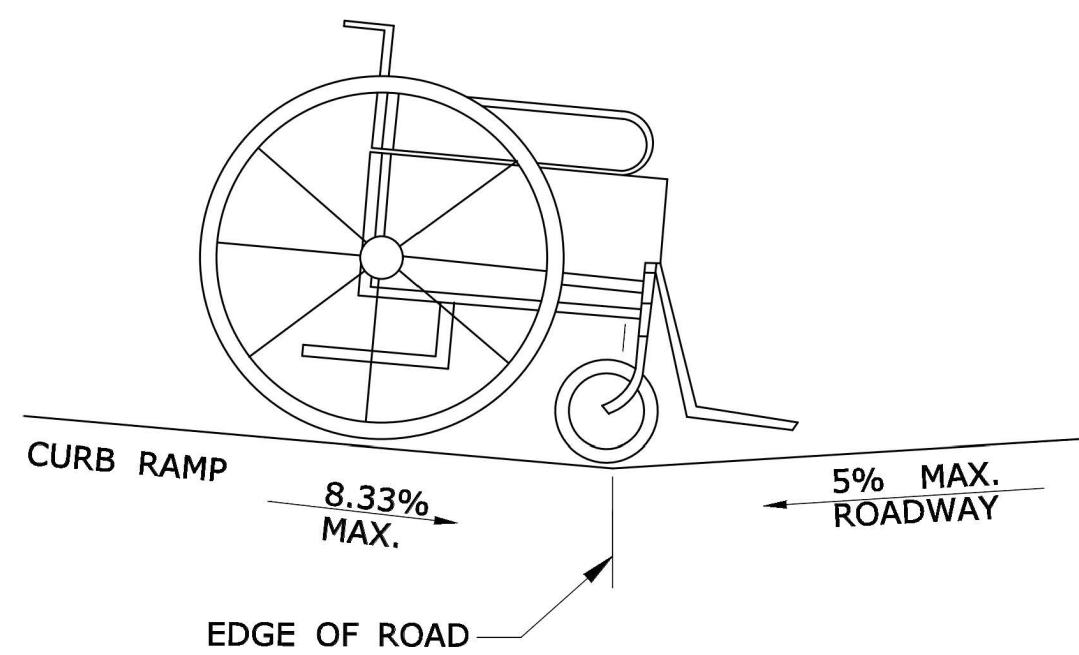
MONOLITHIC CAST CURB

SEPARATELY CAST CURB

SIDEWALK CURB OPTIONS AT BACK OF SIDEWALK



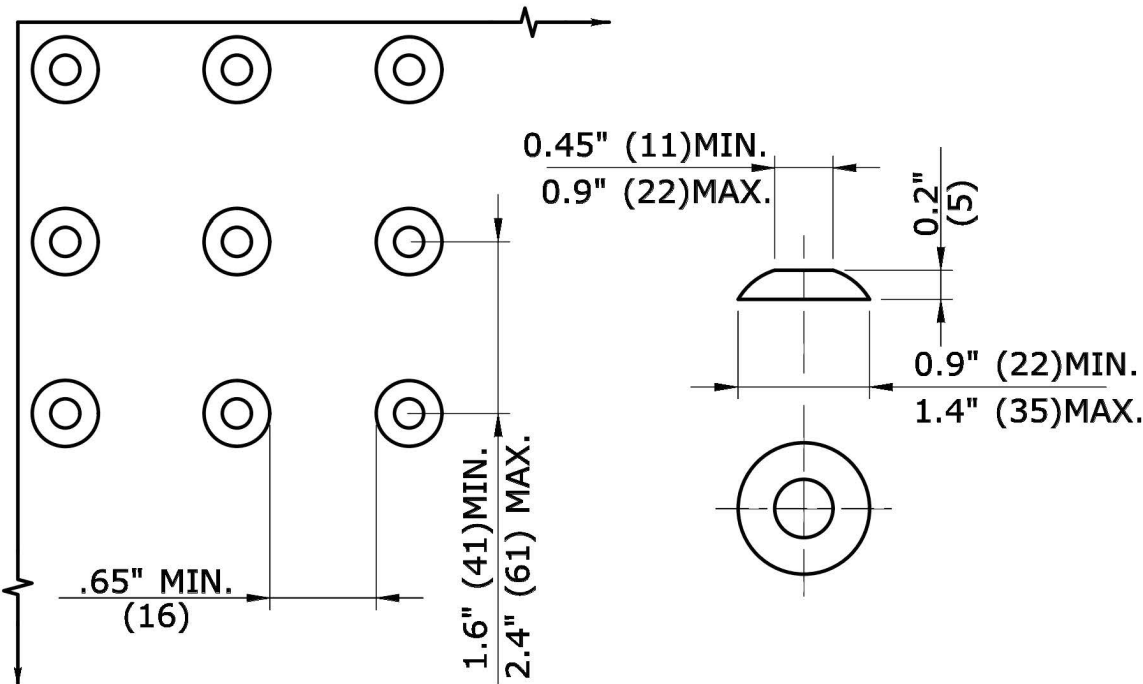
BACK OF SIDEWALK CURB OR BUFFER TRANSITION



DETAIL 1
SEE GRADE CHANGE AT ROADWAY INTERFACE
SEE NOTE 1 SHEET HW-921 02a

GENERAL NOTES:

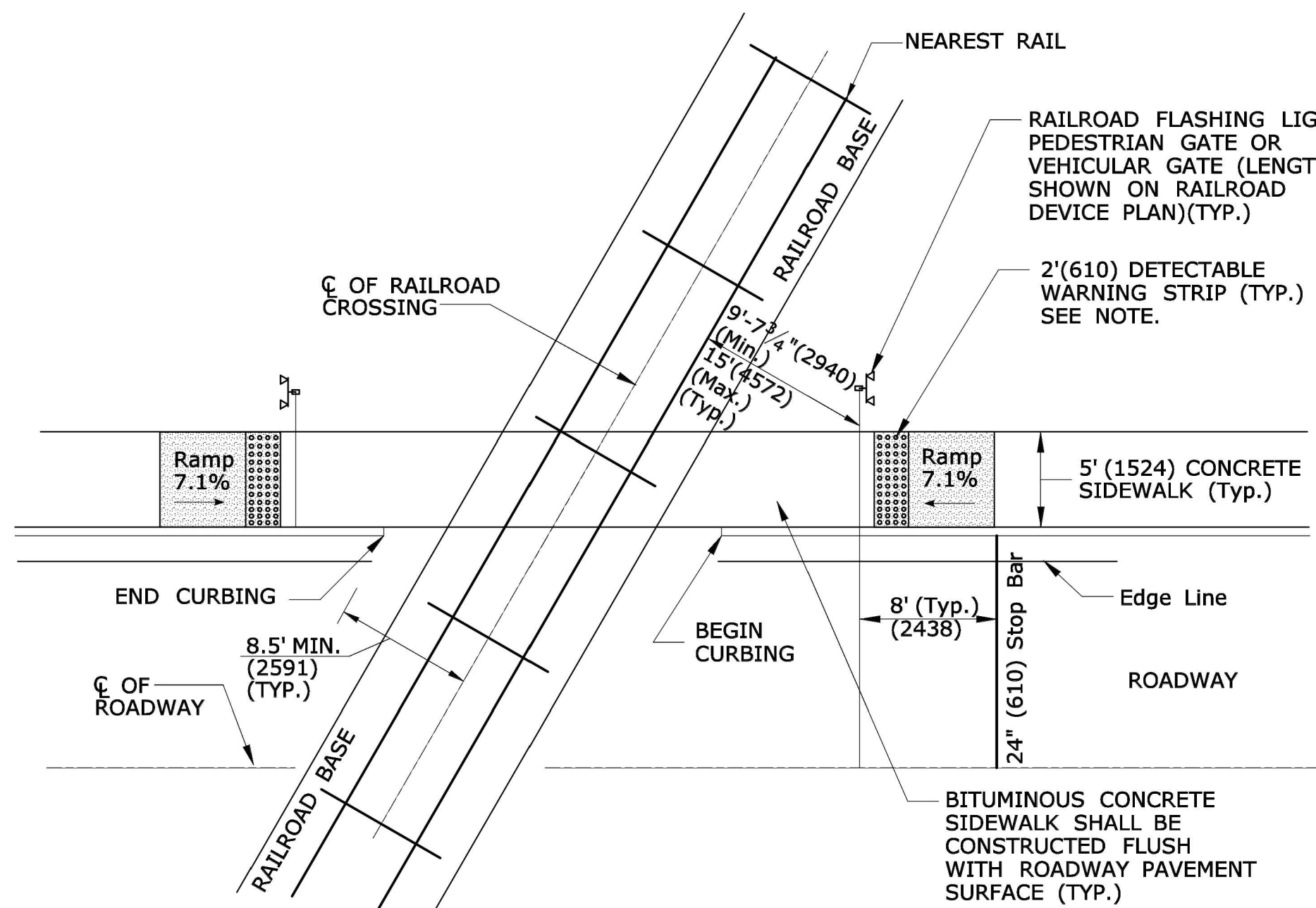
1. RAMPED MEDIANS SHALL HAVE A CURB RAMP AT EITHER END AND LEVEL LANDING A MINIMUM OF 5' x 5' (1.5m x 1.5m) IN BETWEEN. CUT-THROUGH MEDIANS SHALL BE A MINIMUM OF 6' (1.8m) LONG AND 5' (1.5m) WIDE. FOR ALL MEDIANS, CUT-THROUGH OR RAMPED, A 2' (610) STRIP OF DETECTABLE WARNINGS SHALL BE INSTALLED AT THE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



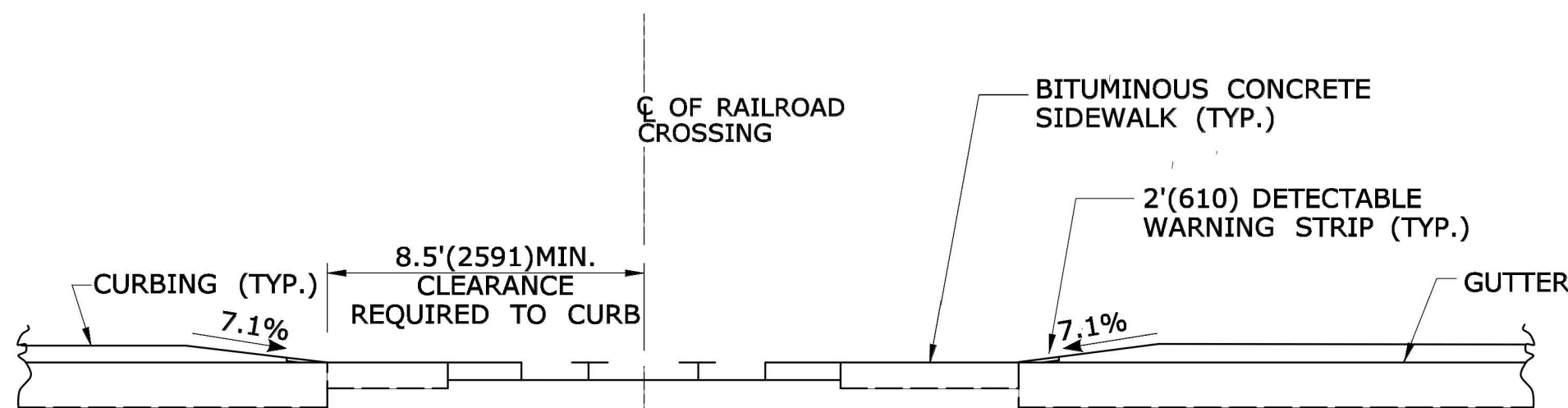
DOME SPACING

DOME SECTION

STANDARD DOME ON DETECTABLE WARNING TILES



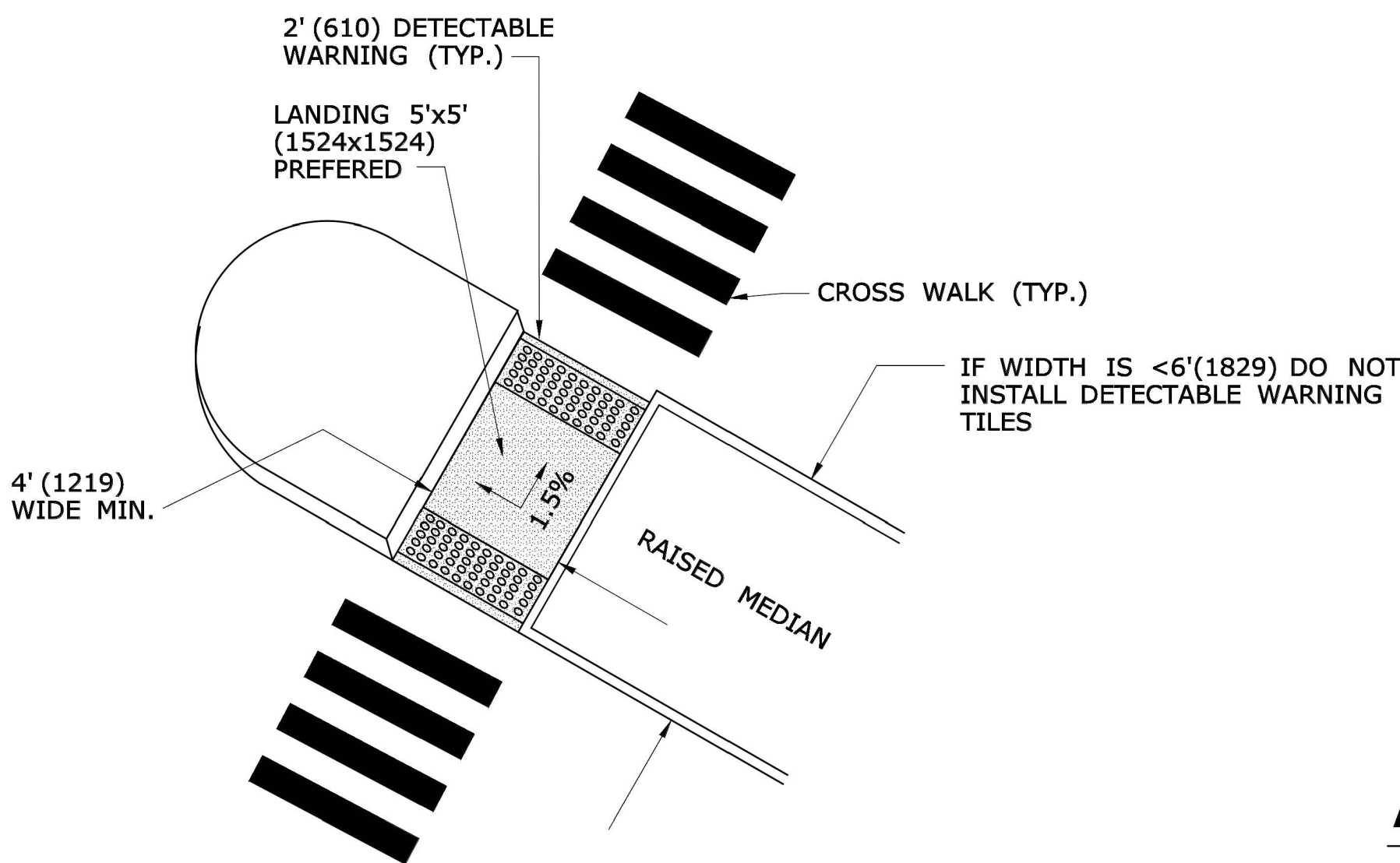
PLAN VIEW



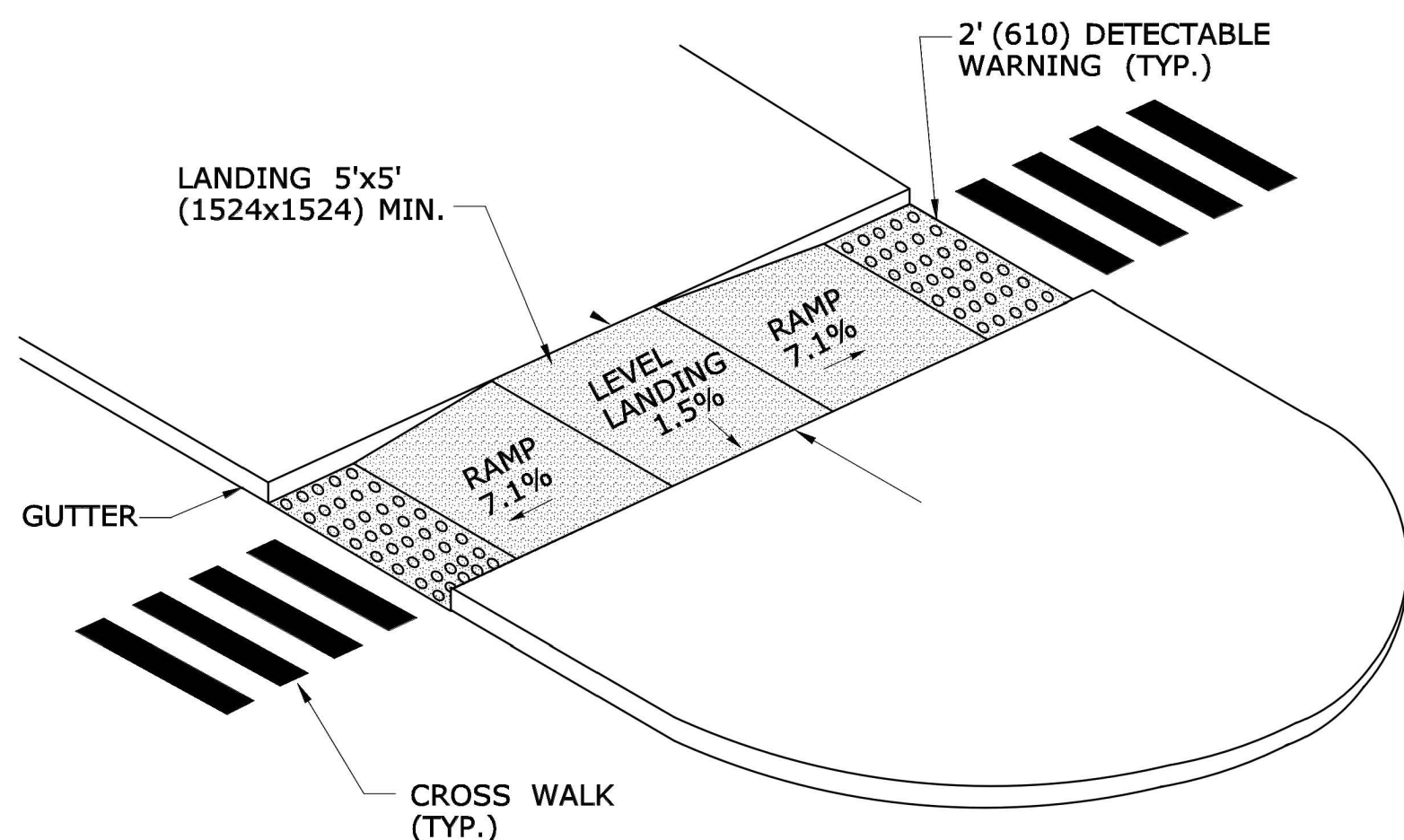
ELEVATION VIEW

DETECTABLE WARNINGS AT RAILROAD CROSSING

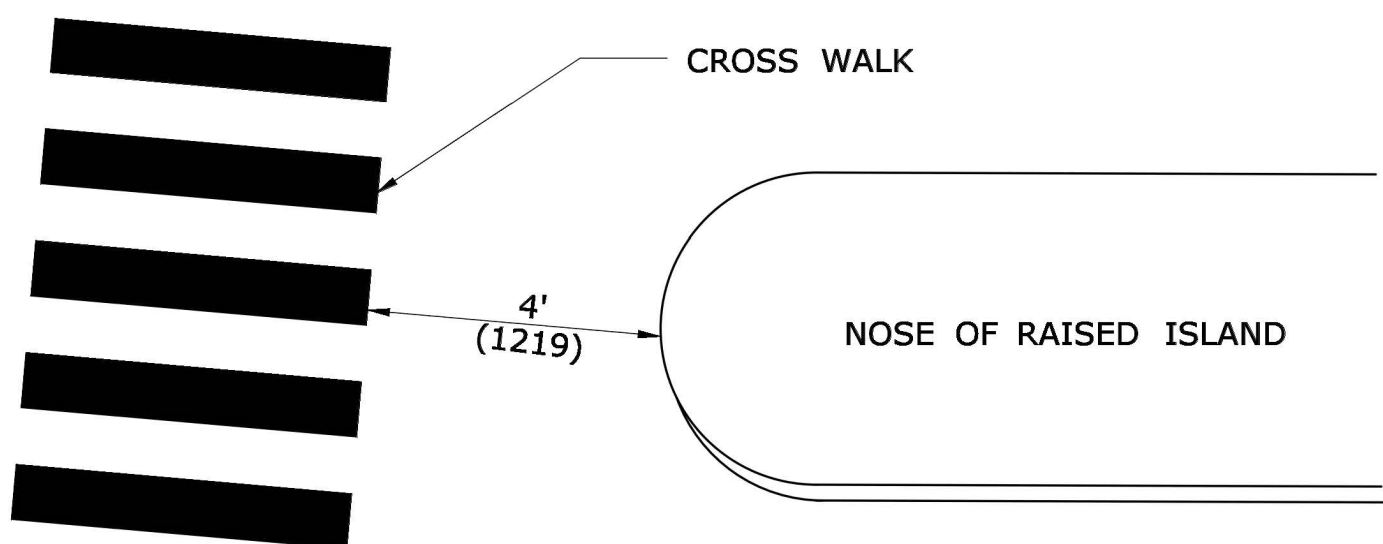
NOTE: WHEN NO GATE IS PRESENT, INSTALL DETECTABLE WARNING SURFACE 12' (3.6m) FROM THE NEAREST RAIL. IF GATE IS PRESENT, INSTALL DETECTABLE WARNING 2' (610) PRIOR TO GATE. THE ROWS OF TRUNCATED DOMES IN A DETECTABLE WARNING SURFACE SHALL BE INSTALLED PARALLEL WITH THE DIRECTION OF PEDESTRIAN TRAVEL.



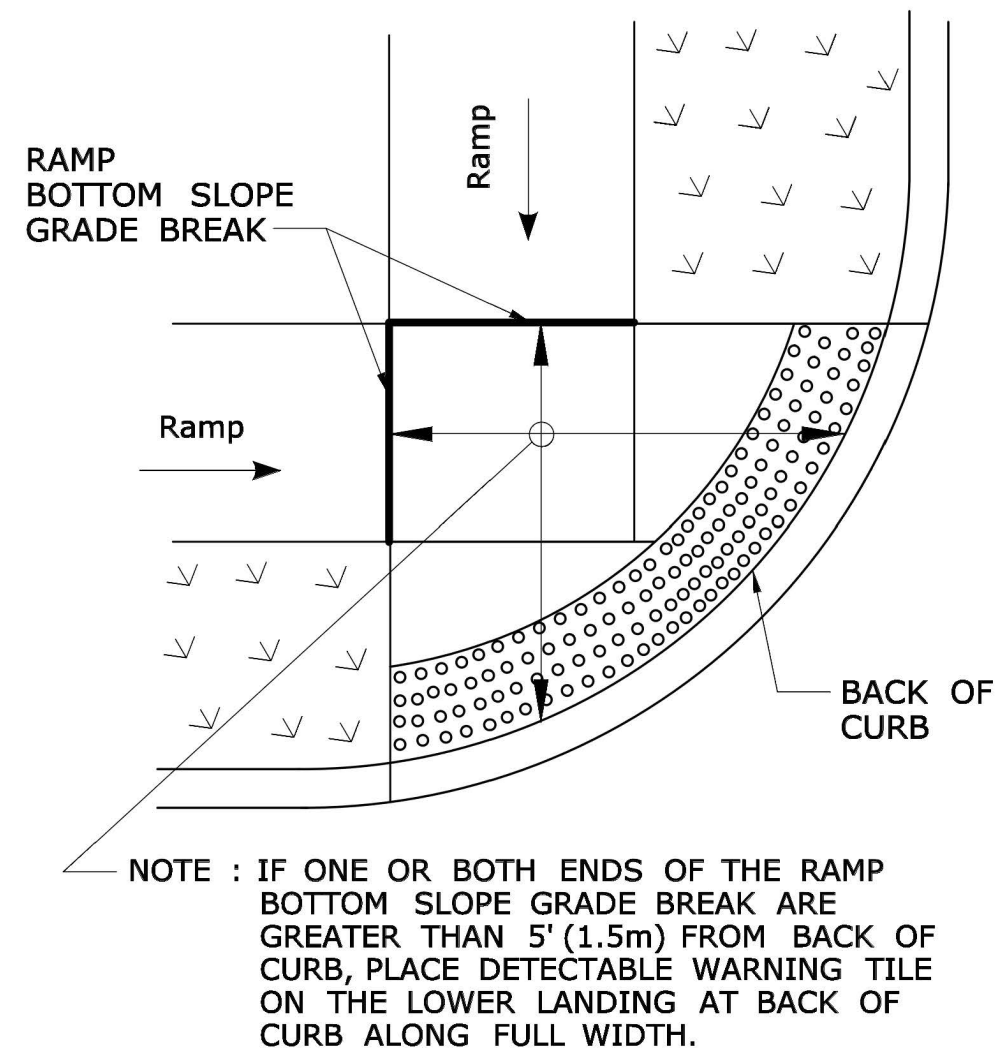
CUT-THROUGH MEDIAN ISLAND



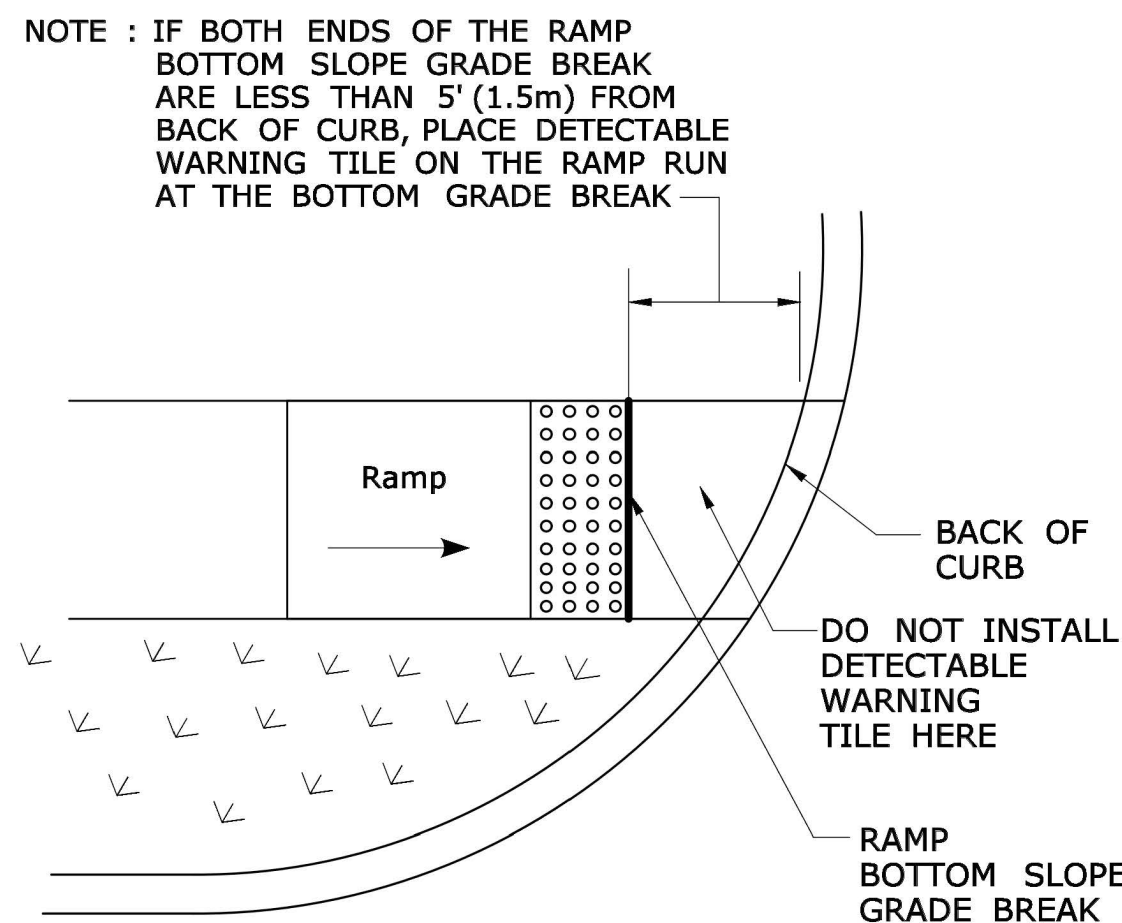
RAISED MEDIAN ISLAND WITH LANDING AND RAMPS



ALTERNATE CROSSWALK WITH MEDIAN ISLAND PULLED BACK



DETECTABLE WARNING PLACEMENT DETAIL 1



DETECTABLE WARNING PLACEMENT DETAIL 2

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

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

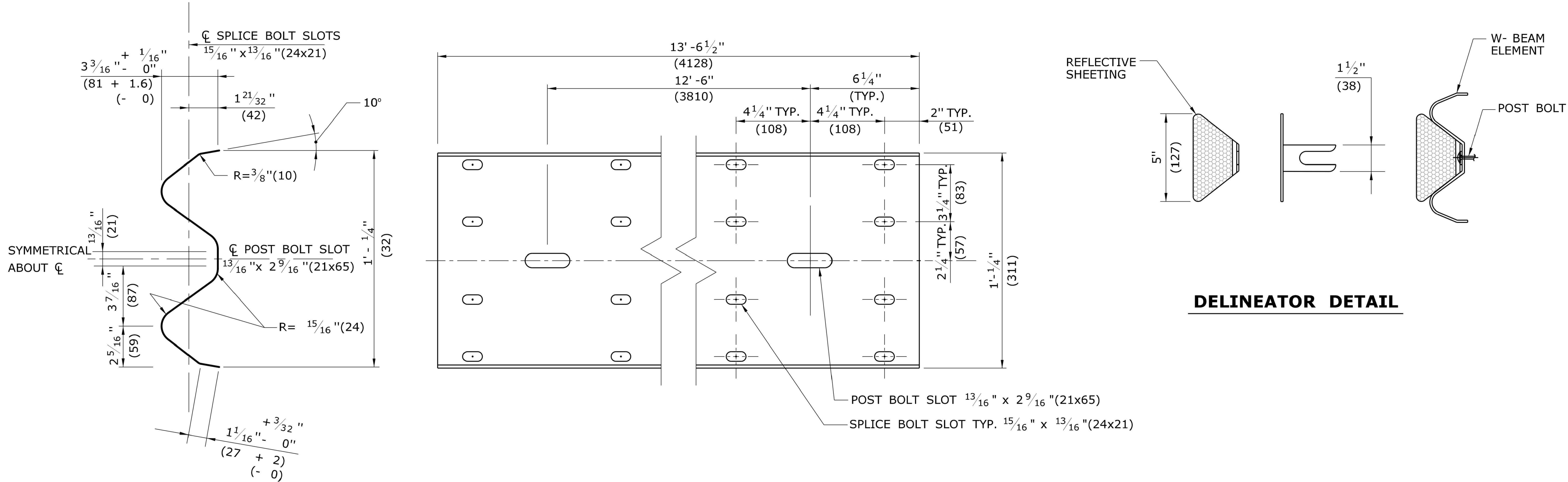
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MGB/EMK
CHECKED BY:
LLF

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
Filename: ...SIDEWALK_RAMP 4.GD.dgn

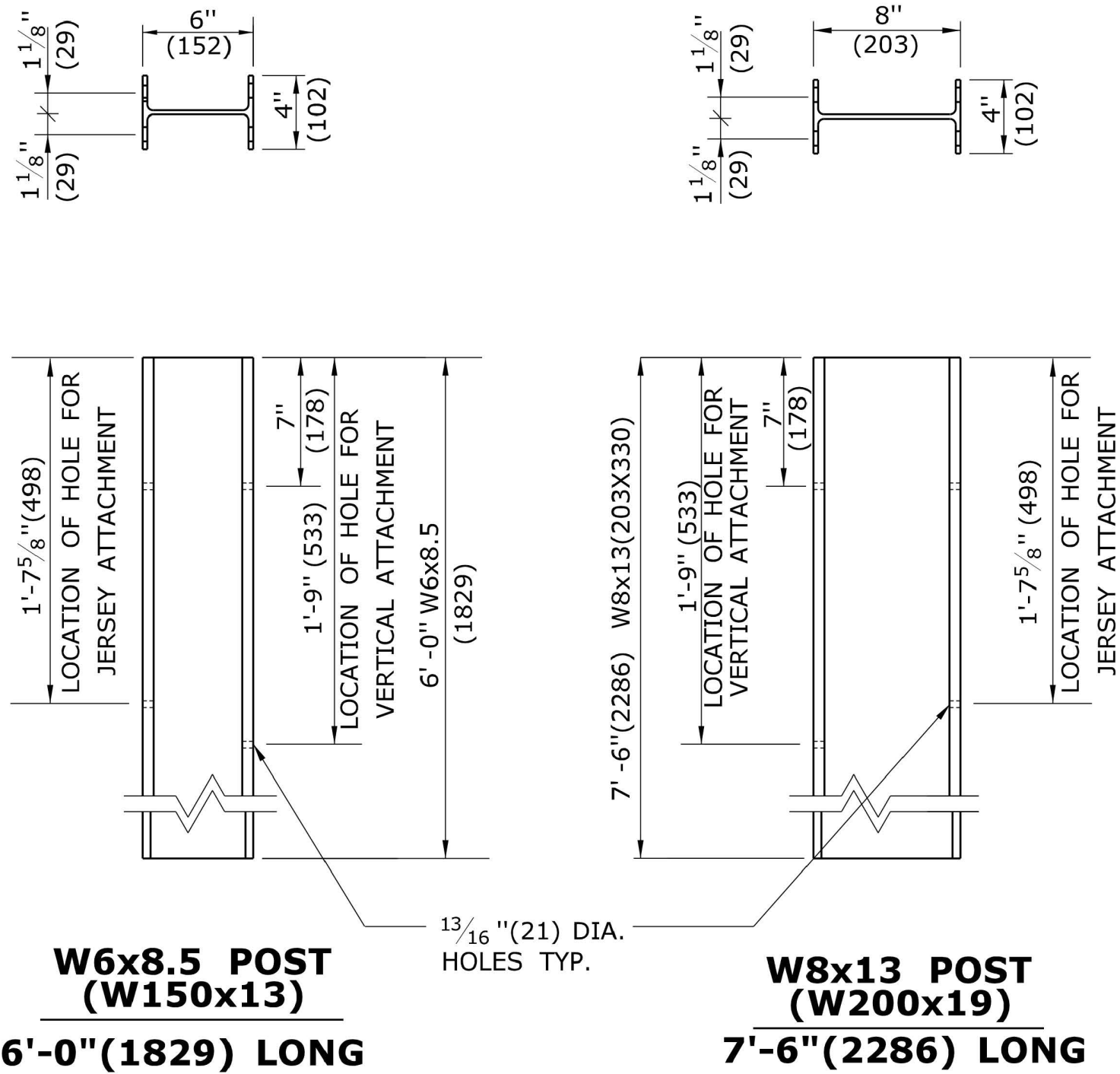
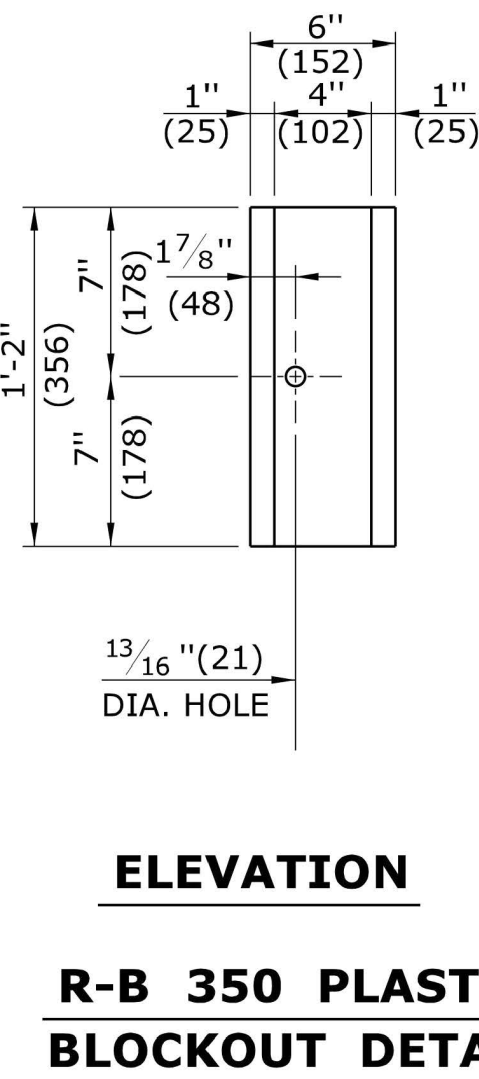
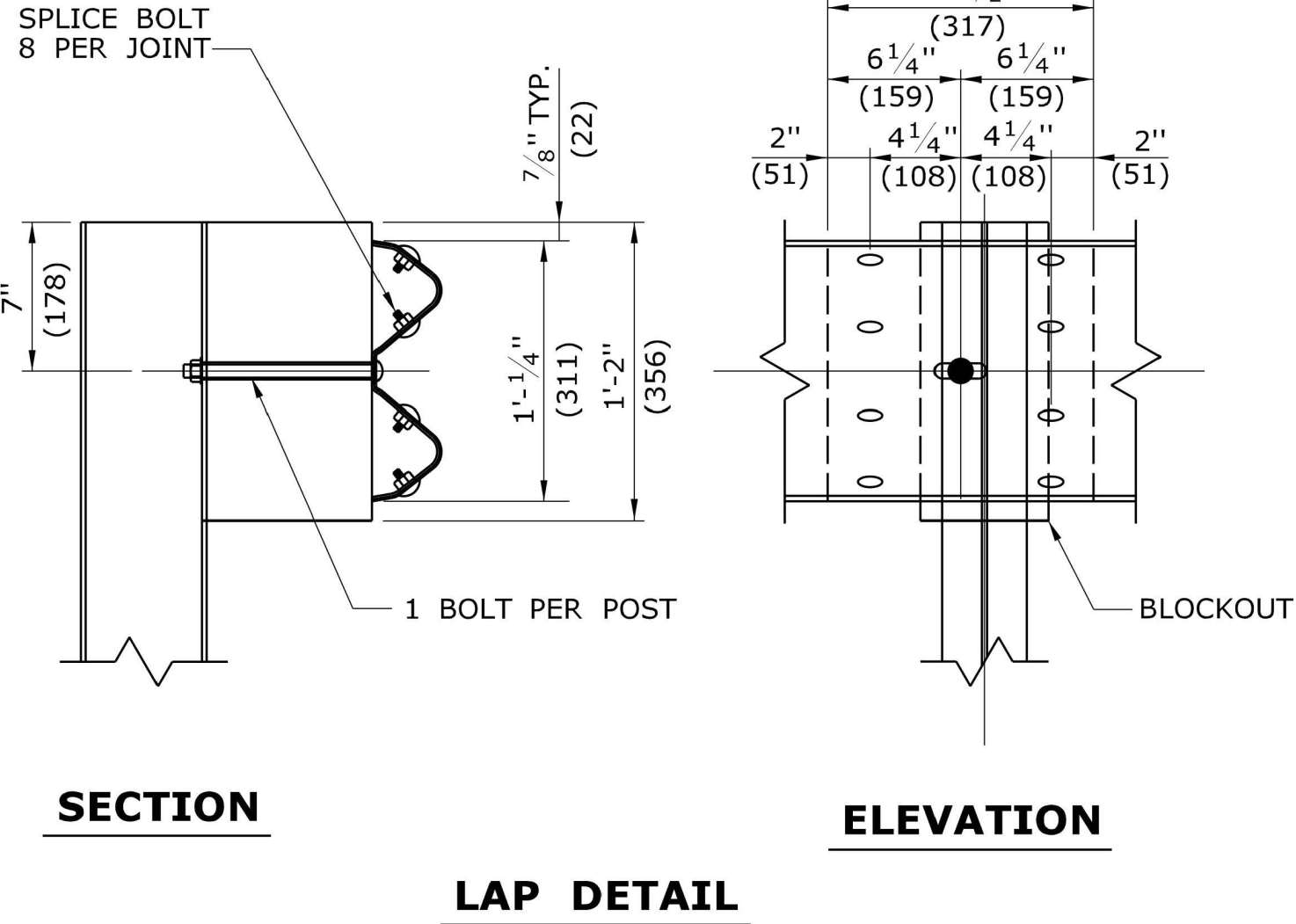
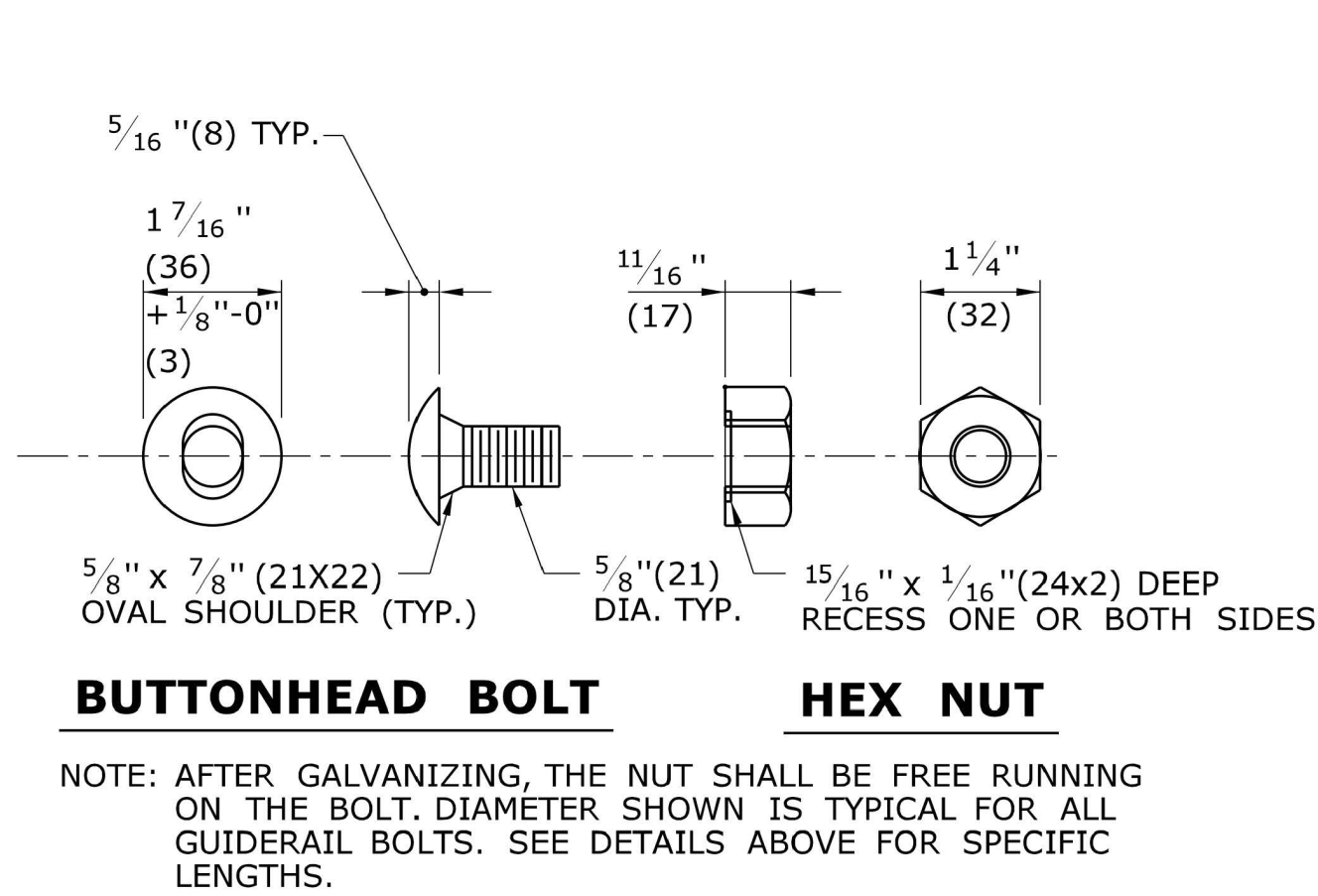
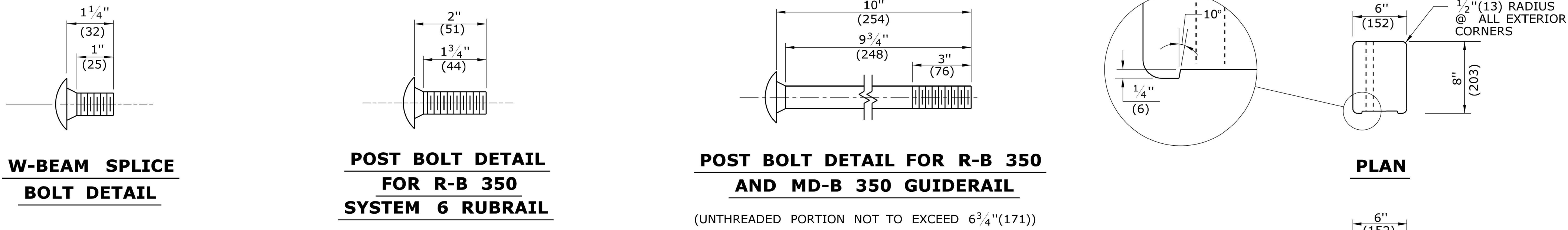
SIGNATURE/
BLOCK:
OFFICE OF ENGINEERING
APPROVED BY:

PROJECT TITLE:
SIDEWALK RAMP
SHEET 4

TOWN:
PROJECT NO.:
DRAWING NO.:
SHEET NO.:
C8.15

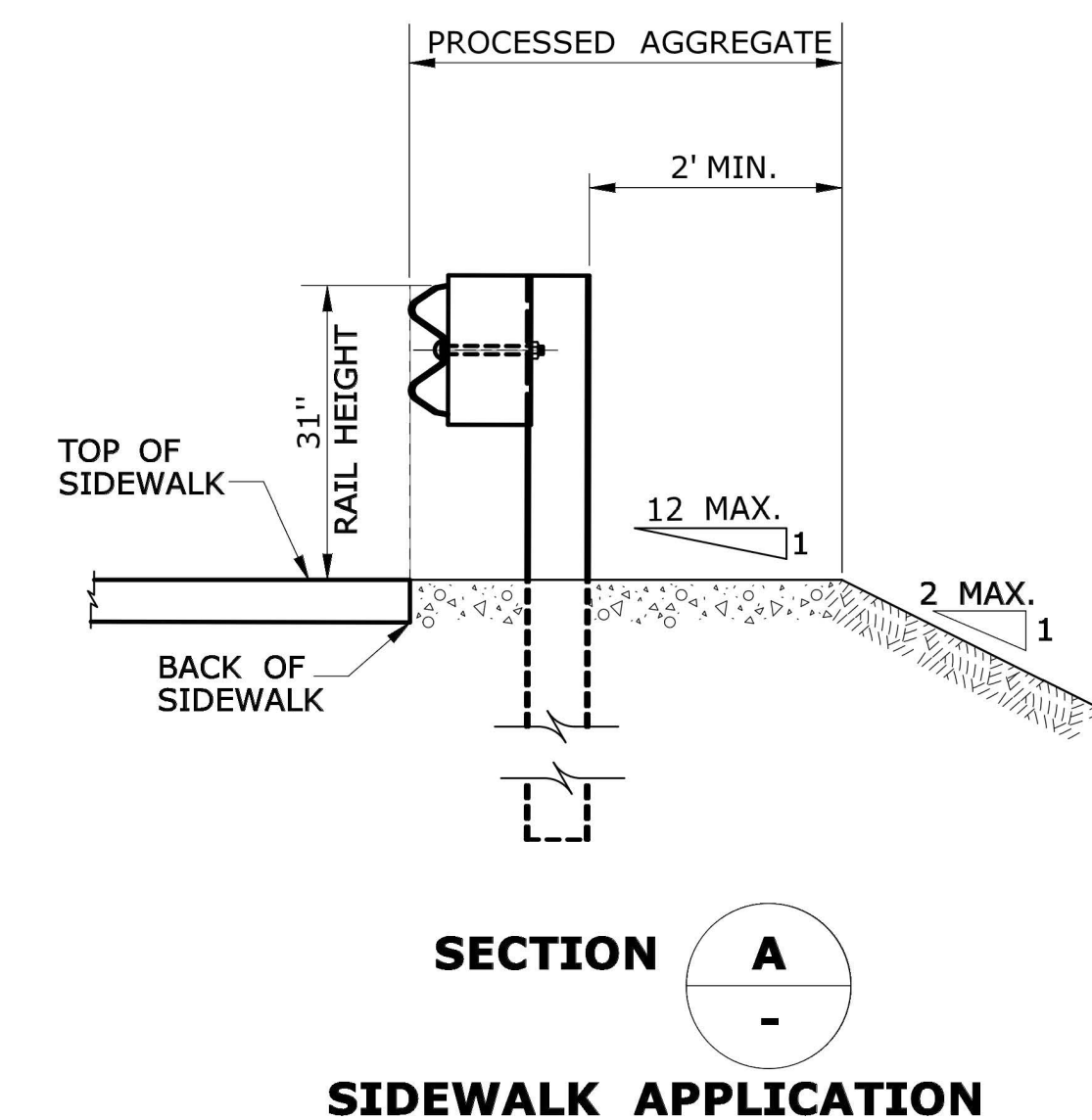
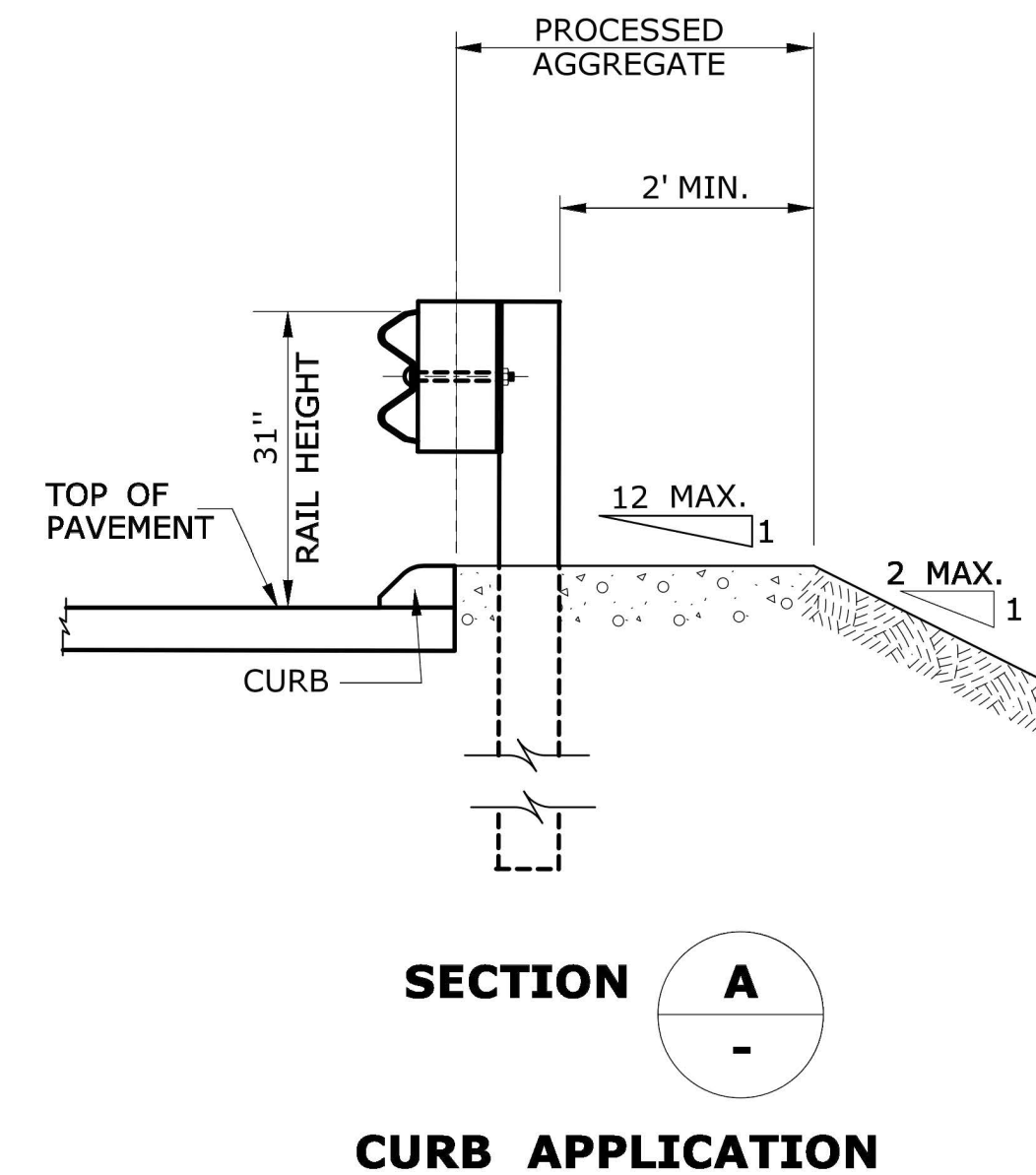
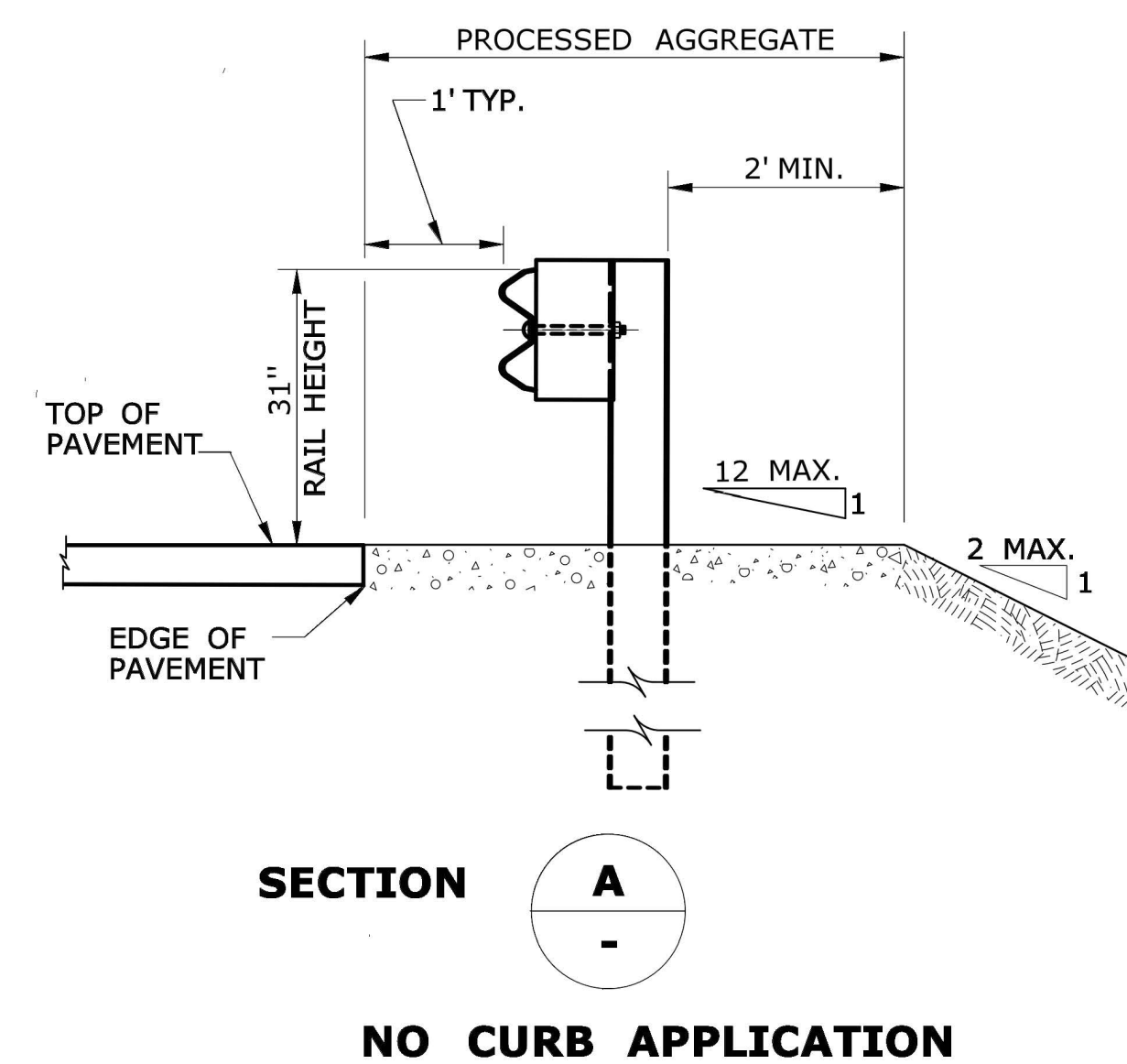
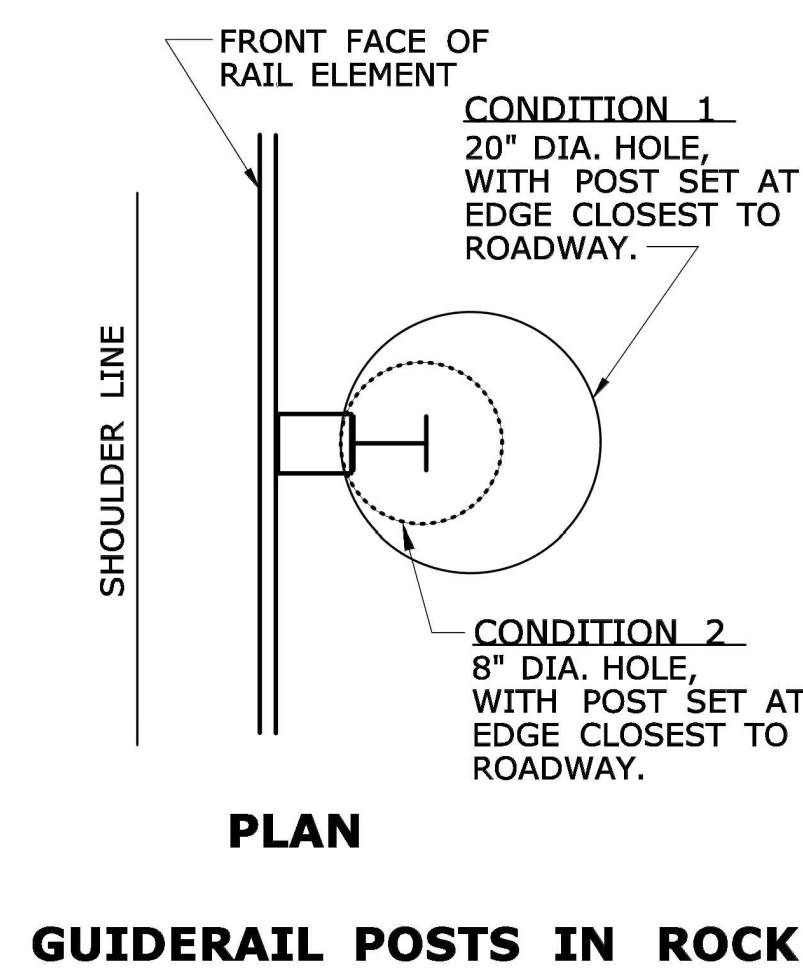
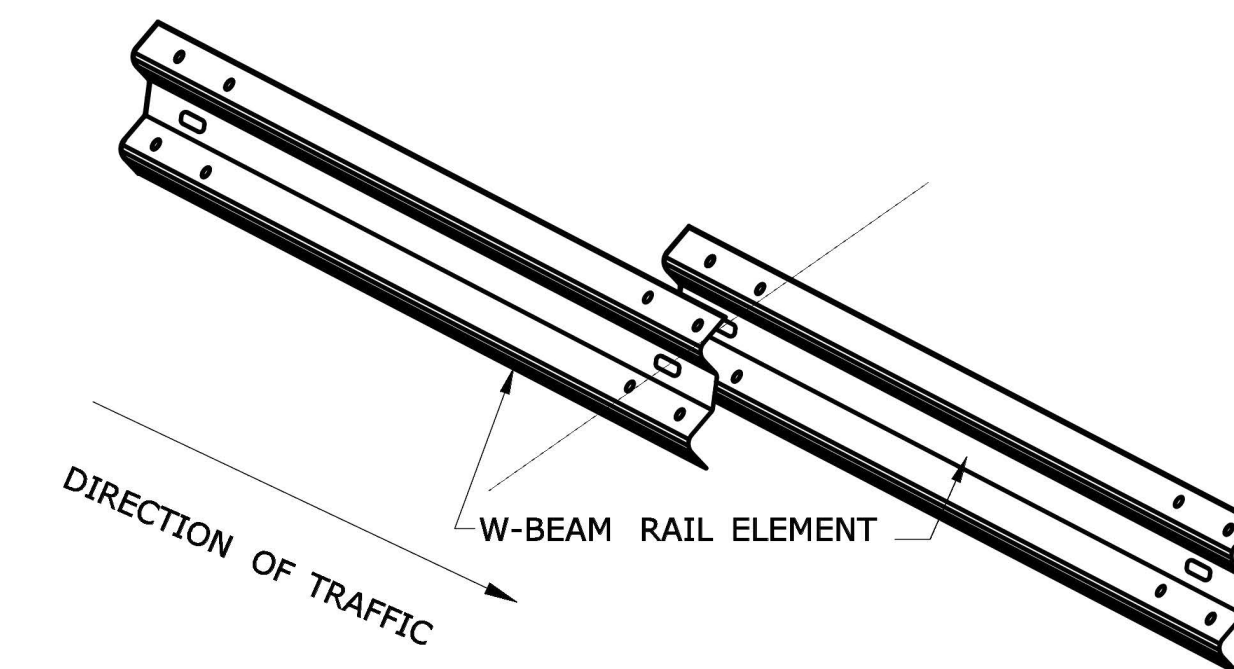
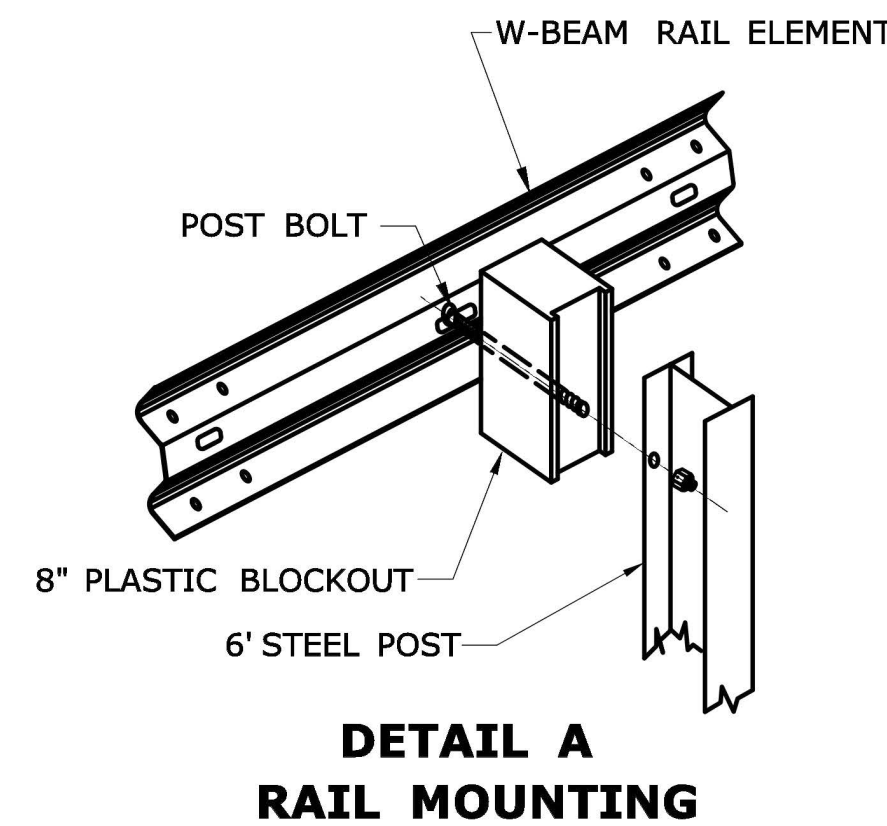
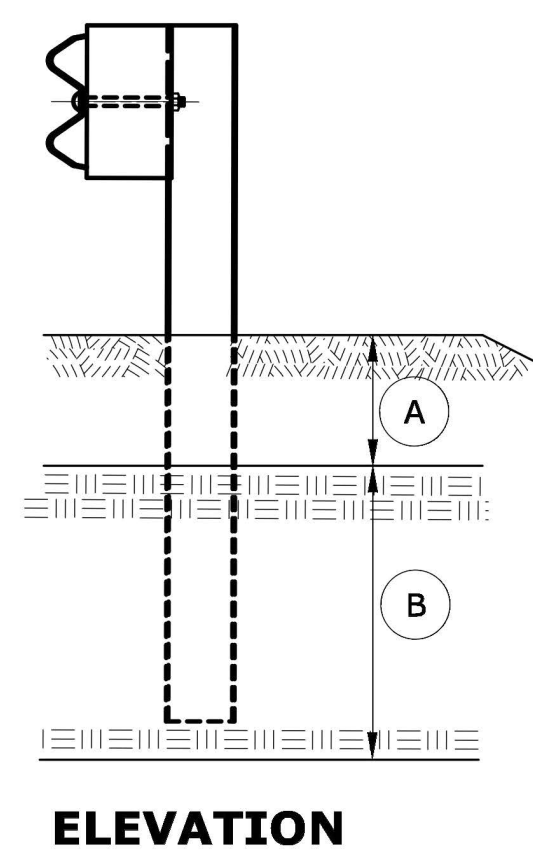
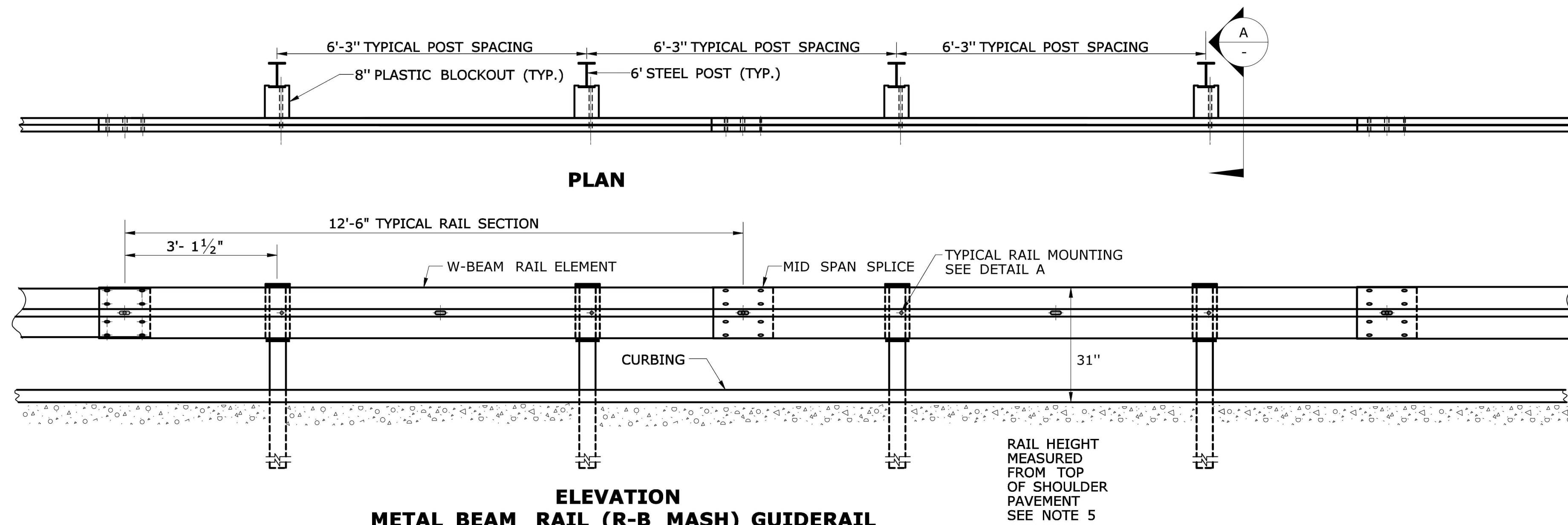


- GENERAL NOTES:**
- NEW R-B 350 GUIDERAIL INCLUDING SYSTEMS, ANCHORS AND TRANSITIONS INSTALLED ON EXPRESSWAYS AND RAMPS SHALL USE CLASS B TYPE II (10 GAUGE) W-BEAM RAIL ELEMENTS.
 - W6x9 (W150x14) POSTS MAY BE USED IN PLACE OF W6 x 8.5(W150x13) POSTS.
 - W8x13 (W200x19) POSTS, 7'-6"(2286) LONG, ARE USED WITH TRANSITIONS TO VERTICAL OR SAFETY SHAPE PARAPETS (POSTS 1 AND 2) AND SYSTEM 6.
 - W6x8.5 (W150x13) POSTS, 6'-0"(1829) LONG, ARE USED WITH TRANSITIONS TO VERTICAL OR SAFETY SHAPE PARAPETS (POSTS 3 THROUGH 6), MD-B 350, SYSTEM 5 & 5A, AND STANDARD R-B 350 GUIDERAIL.
- DELINEATOR NOTES:**
- DELINEATORS SHALL BE FORMED OF .080 POLY-CARBONATE OR .080 SHEET ALUMINUM IN ACCORDANCE WITH M.18.13.
 - REFLECTIVE SHEETING SHALL CONFORM TO M.18.09.2.
 - DELINEATORS SHALL BE INSTALLED ON THE POST CLOSEST TO THE DESIGNATED SPACING.
 - REFLECTIVE SHEETING SHALL BE WHITE EXCEPT ON THE LEFT SIDE OF DIVIDED STREETS, HIGHWAYS, RAMPS, AND ONE WAY ROADS IN THE DIRECTION OF TRAVEL WHERE IT SHALL BE YELLOW.
 - INSTALL DELINEATORS ON RAIL THAT IS PARALLEL TO AND NOT GREATER THAN 6'(1829) FROM THE EDGE OF THE ROADWAY. A MINIMUM OF THREE DELINEATORS MUST BE INSTALLED ON ANY RUN OF RAIL.
- DELINEATOR SPACING:
RADIUS ≥ 300'(91440) - SPACE EVERY 50'(15.24m)
RADIUS < 300'(91440) - SPACE EVERY 25'(7.62m)



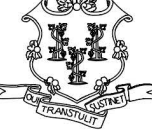
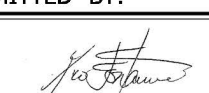
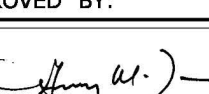
BOLT HOLE LAYOUT FOR W8x13(W200x19) AND W6x8.5 (W150x13)UNIFORM POST
(REFER TO GENERAL NOTES)

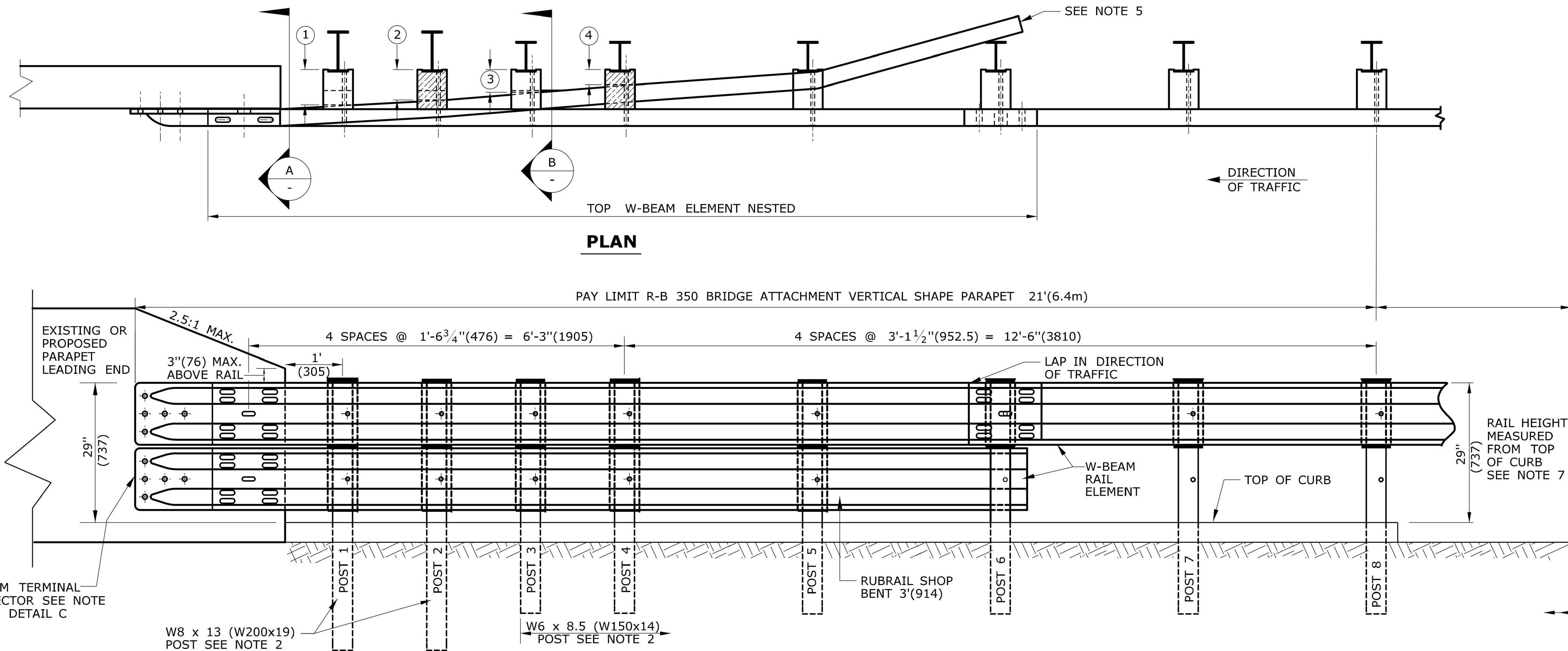
1 6/11 REMOVE WEATHERING STEEL NOTES			THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.	NOT TO SCALE	 STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION	SUBMITTED BY:  NAME/DATE/TIME: APPROVED BY:  NAME/DATE/TIME: James H. Norman 2011.06.09 15:12:16 -04'00'	CTDOT STANDARD SHEET OFFICE OF ENGINEERING	STANDARD SHEET TITLE:		STANDARD SHEET NO.:
-	-	-						W-BEAM METAL BEAM RAIL HARDWARE		HW-910_01 C8.16
-	-	-								
-	-	-								
-	-	-								
REV.	DATE	REVISION DESCRIPTION	Plotted Date: 5/10/2011	Filename: CTDOT-HIGHWAY-STD_JUNE2011.dgn	Model: 36-HW-910_01					



GENERAL NOTES:

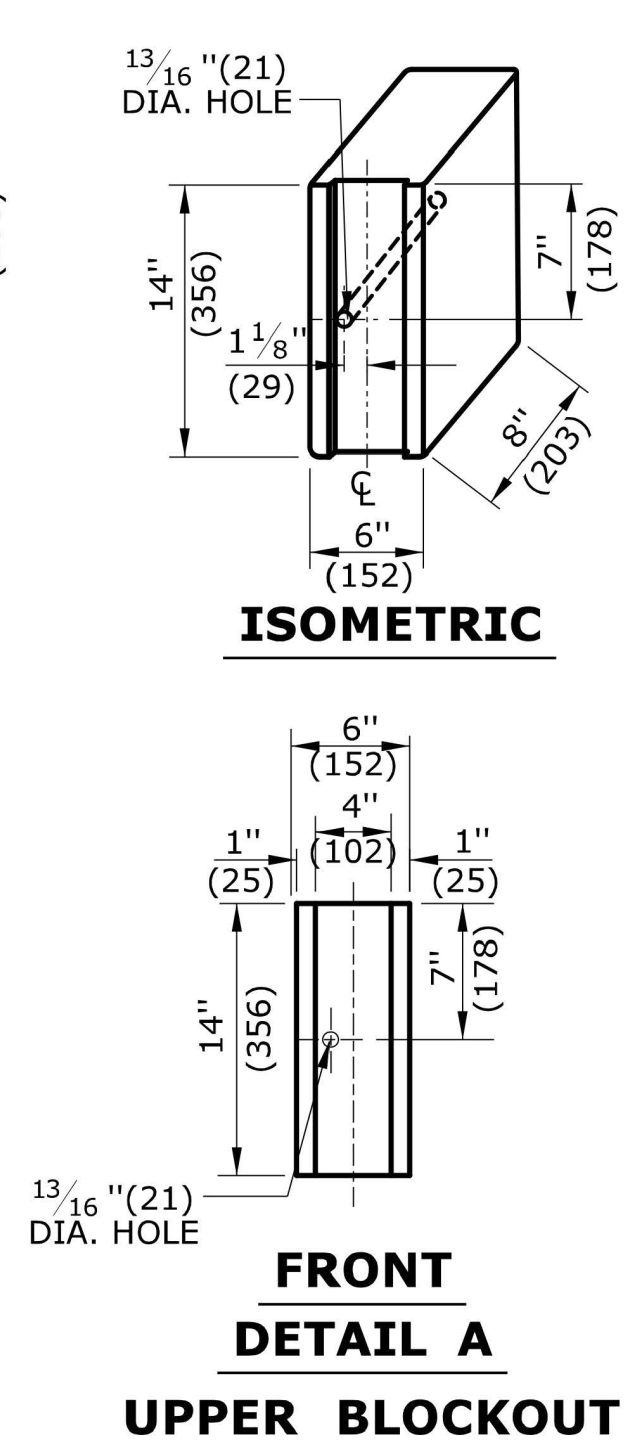
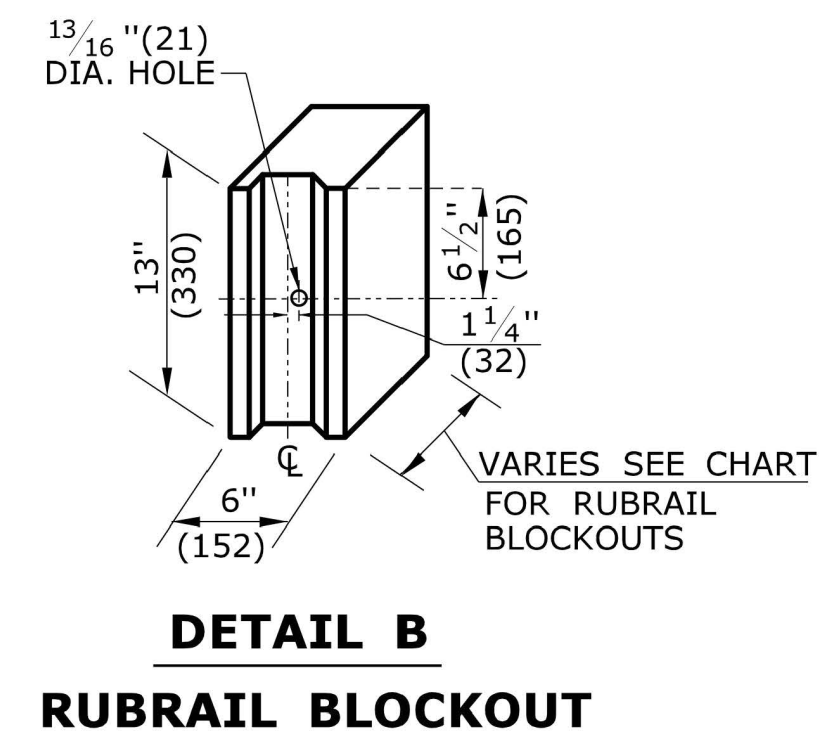
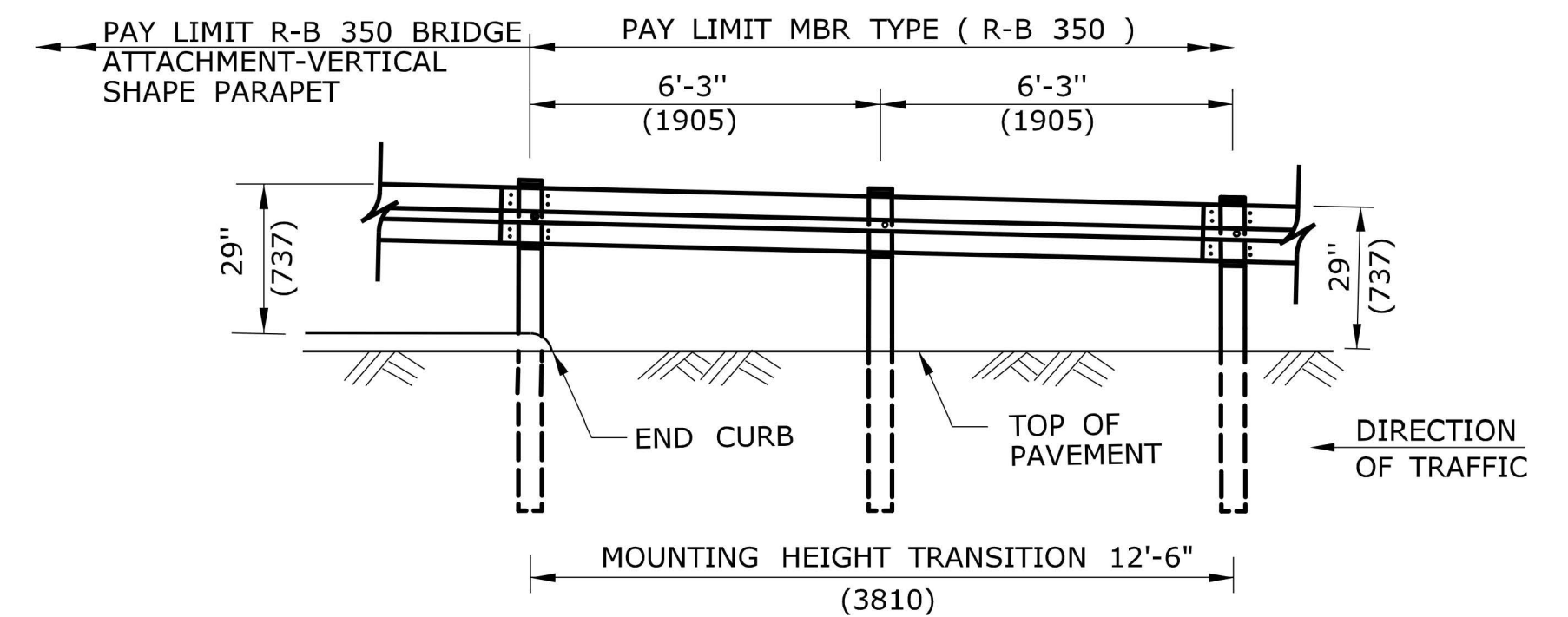
1. SEE SHEET HW-910.20 FOR MASH W-BEAM HARDWARE AND W-BEAM DELINEATOR DETAILS.
2. THREE BLOCKOUTS MAY BE USED FOR ONE POST ONLY. TWO BLOCKOUTS MAY BE USED FOR A SERIES OF POSTS. THE COST OF ADDITIONAL BLOCKOUTS AND LONGER BOLTS SHALL BE INCLUDED IN THE PRICE PER FOOT OF GUIDERAIL. EXTRA BLOCKOUTS AT 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.
3. 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.
4. W-BEAM GUIDERAIL MAY BE PLACED 1' OR MORE FROM THE EDGE OF PAVEMENT ONLY ON SLOPES 10:1 OR FLATTER AND WITHOUT CURBING.
5. 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.
6. RAIL HEIGHT CONSTRUCTION TOLERANCE IS +/- 1 INCH.

REV. DATE	REVISION DESCRIPTION	Plotted Date: 1/3/2018	NOT TO SCALE	 STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION	SUBMITTED BY:  NAME/DATE/TIME: Leo Fontaine, P.E. 2018.01.05 11:03:40-05'00' APPROVED BY:  NAME/DATE/TIME: Gregory M. Dorosh, P.E. 2018.01.05 11:17:28-05'00'	CTDOT STANDARD SHEET OFFICE OF ENGINEERING	STANDARD SHEET TITLE: METAL BEAM RAIL (R-B MASH) GUIDERAIL	STANDARD SHEET NO.: HW-910_21 C8.17
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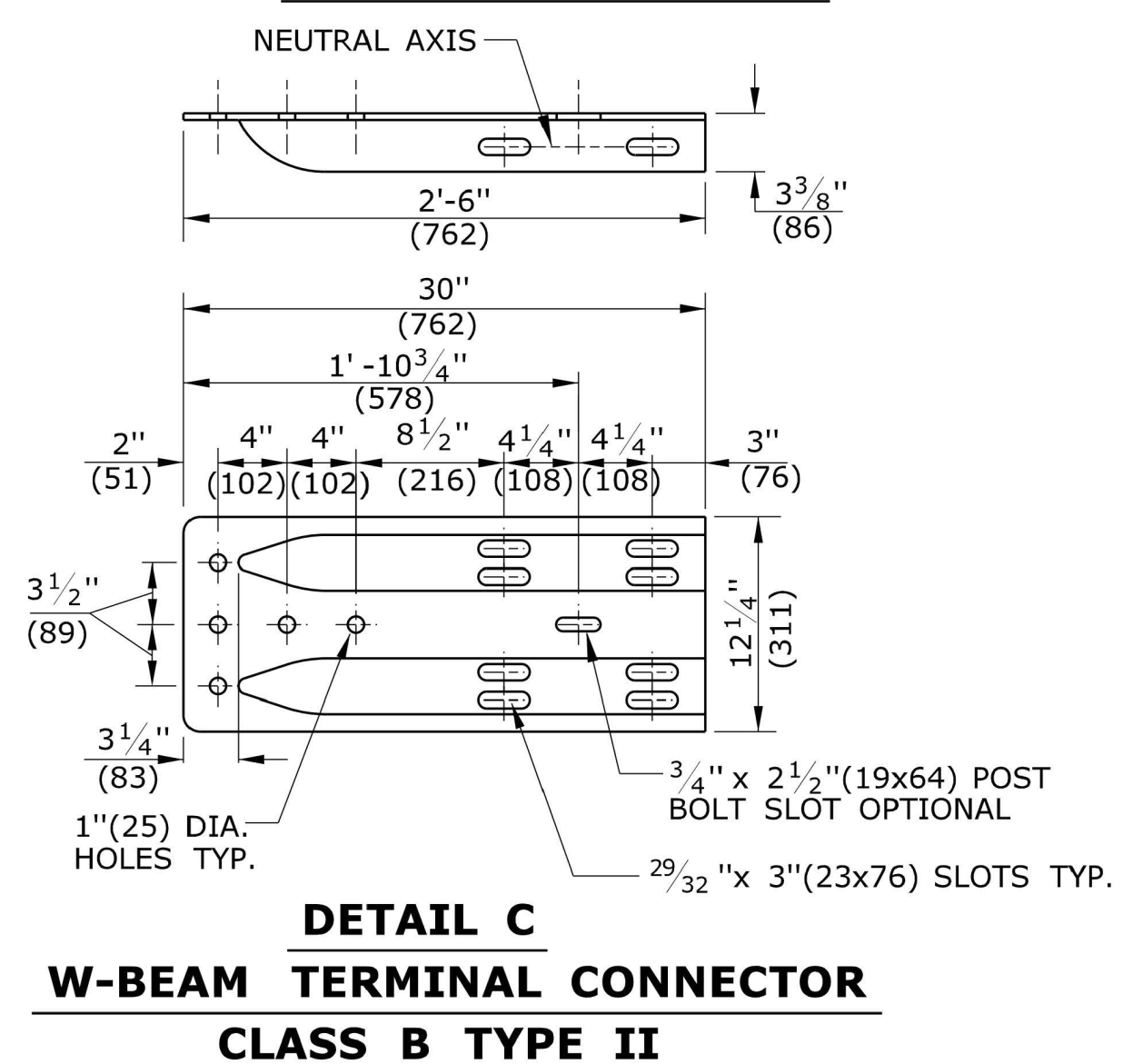


GENERAL NOTES:

- THIS R-B 350 GUIDERAIL TRANSITION IS APPROPRIATE FOR CONNECTION AT THE FOLLOWING LOCATIONS:
 - WHEN ANY SAFETY SHAPE (F-SHAPED OR JERSEY SHAPE) PARAPET HAS AN ELECTRICAL JUNCTION BOX WITHIN 8' (2438) OF THE END OF THE PARAPET, THE END OF THE PARAPET SHALL BE MODIFIED OR TRANSFORMED TO A VERTICAL SHAPE PRIOR TO GUIDERAIL ATTACHMENT.
 - VERTICAL WALL OR ABUTMENT FACE.
 - VERTICAL CONCRETE PARAPET WITH SIDEWALK.
 - VERTICAL FACE FOR LEADING AND TRAILING ENDS ON DUAL DIRECTION ROADWAYS.
- POSTS 1 AND 2 ARE W8 x 13 (W200x19), 7'-6" (2286) LONG. ALL OTHER POSTS IN TRANSITION ARE W6 x 8.5 (W150x14), 6' (1829) LONG.
- POSTS 1 THROUGH 5 REQUIRE AN ADDITIONAL HOLE TO ATTACH LOWER BLOCKOUTS AND/OR LOWER RUBRAIL.
- RUBRAIL BLOCKOUTS FOR POSTS 1 THROUGH 4 ARE ATTACHED TO POST AND RAIL WITH A 5/8" (16) BUTTONHEAD BOLTS (SEE CHART FOR BOLT LENGTH). RUBRAIL ONLY IS ATTACHED TO POST 5 WITH A 5/8" x 1 1/4" (16 x 32) BUTTONHEAD BOLT.
- THE RUBRAIL MAY BE SHOP BENT IN THE LAST 3' (914) TO FACILITATE INSTALLATION. DO NOT ATTACH RUBRAIL TO BACK OF POST 6.
- USE CLASS B (10 GAUGE) TYPE II W-BEAM RAIL ELEMENTS FOR INSTALLATIONS ON EXPRESSWAYS AND RAMP.
- FOR THIS APPLICATION WHEN CURBING IS USED, R-B 350 RAIL HEIGHT MUST BE MEASURED FROM THE TOP OF CURBING TO THE TOP OF RAIL. SEE DETAIL D FOR HEIGHT TRANSITION.
- FOR NEW CONSTRUCTION WHERE CURBING IS NEEDED, USE EITHER 4" (102) BITUMINOUS CONCRETE PARK CURBING OR PRECAST CONCRETE TRANSITION CURBING SET WITH A 4" (102) REVEAL. THE PREFERRED CURBING FOR HIGH SPEED ROADWAYS (>45 MPH (72kph)) IS 4" (102). HOWEVER, ON LOW SPEED ROADWAYS (<45 MPH (72kph)) A 6" (152) CURBING MAY BE USED. ADJUST RAIL HEIGHT AS REQUIRED.
- ANCHORAGE:
 - AT EXISTING PARAPETS EACH W-BEAM TERMINAL CONNECTOR SHALL BE ANCHORED USING FOUR 7/8" x 12" (22 x 305) CHEMICALLY ANCHORED BOLTS WITH WASHERS OR AS DETAILED ON STRUCTURE SHEETS. MAXIMUM BOLT PROJECTION BEYOND THE NUT SHALL BE 1/2" (13). THE 12" (305) MINIMUM LENGTH OF CHEMICALLY ANCHORED BOLTS SHALL INCLUDE A MINIMUM EMBEDMENT DEPTH OF 10" (254) INTO SUITABLY REINFORCED CONCRETE OR AS RECOMMENDED BY THE MANUFACTURER OF BONDING MATERIAL.
 - FOR NEW PARAPETS OR BARRIERS, THE W-BEAM TERMINAL CONNECTORS SHALL BE ANCHORED AS DETAILED ON THE STRUCTURE SHEETS.
- ADDITIONAL BLOCKOUTS WITH POSTS 1 THROUGH 6 SHOULD BE AVOIDED.
- FOR SINGLE DIRECTION ROADWAY:
 - INSTALL W-BEAM TERMINAL CONNECTOR BETWEEN NESTED GUIDERAIL ELEMENTS.
- FOR DUAL DIRECTION ROADWAY FOR APPROACHING TRAFFIC:
 - INSTALL W-BEAM TERMINAL CONNECTOR BETWEEN NESTED GUIDERAIL ELEMENTS.
- FOR TRAILING END:
 - INSTALL W-BEAM TERMINAL CONNECTOR OUTSIDE OF THE NESTED GUIDERAIL ELEMENTS.
- MINIMUM RAIL HEIGHT FOR NEW CONSTRUCTION SHALL BE 29" (737) ± 1" (25).



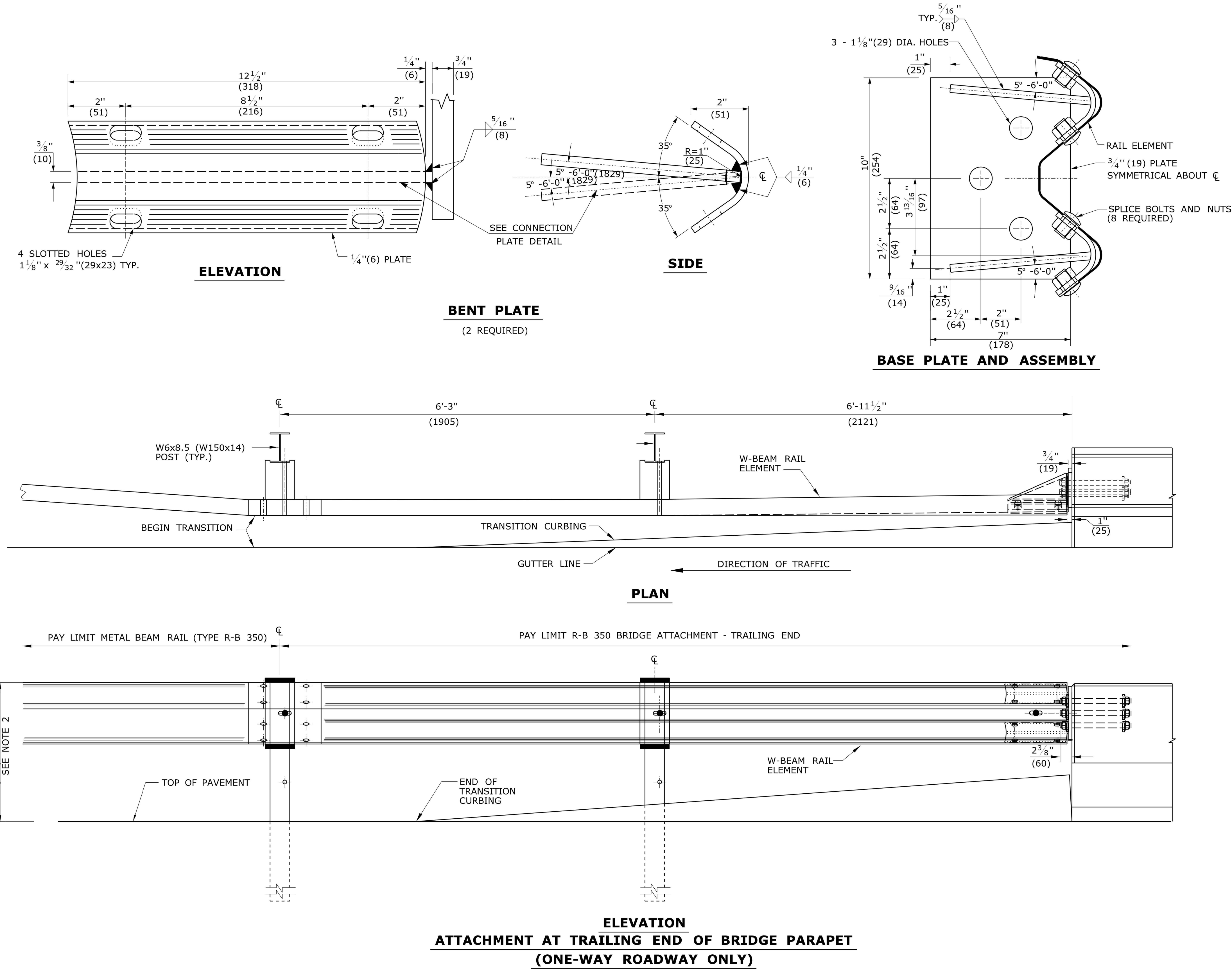
RUBRAIL BLOCKOUTS 13"(330)HIGH x 6"(152)WIDE		
POST	THICKNESS	BOLT LENGTH
①	7"(178)	9"(229)
②	6"(152)	8"(203)
③	4 1/2"(114)	6"(152)
④	3"(76)	5"(127)



SEE NOTE 11
ALL METRIC DIMENSIONS ARE IN MILLIMETERS (mm) UNLESS OTHERWISE NOTED.

1	6/11	REVISED NOTE 9 FOR USE OF CHEMICAL ANCHORS	-	THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.	NOT TO SCALE	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION  Filename: CTDOT_HIGHWAY_STD_JUNE2011.dgn Model: 42 - HW-910_07	SUBMITTED BY:  NAME/DATE/TIME: Digitally signed by Leo Fontaine DN: c=US, o=CDOT, ou=Engineering, ou=Department of Transportation, email=Leo.Fontaine@dot.state.ct.us, cn=Leo Fontaine Date: 2011.05.18 15:56:08 -04'00' APPROVED BY:  NAME/DATE/TIME: James H. Norman 2011.06.09 15:14:46 -04'00'	CTDOT STANDARD SHEET OFFICE OF ENGINEERING	STANDARD SHEET TITLE: R-B 350 BRIDGE ATTACHMENT VERTICAL SHAPE PARAPET	STANDARD SHEET NO.: HW-910_07 C8.18
-	-	-								
-	-	-								
-	-	-								
-	-	-								
-	-	-								
REV.	DATE	REVISION DESCRIPTION		Plotted Date: 5/10/2011						

Tighte & Bond Inc. J:\10196\15_Strobel Rd\Drawing\Sheet\10196-15-C-801-DET.dwg Layout Name: C8.19 Plotted by: DubuqueC Plotted on: Jan 18, 2019--2:35pm



- GENERAL NOTES:**
- SEE SHEET HW-910-01 FOR HARDWARE AND DELINEATOR DETAILS.
 - IF PROPOSED R-B 350 GUIDERAIL IS BEING ATTACHED TO A PARAPET USING EXISTING ANCHOR BOLTS FROM R-1 GUIDERAIL INSTALLED AT A 33" (838) RAIL HEIGHT, A 4" (102) HEIGHT TRANSITION OVER 25' (7.62m) SHALL BE PROVIDED.
 - FOR EXISTING PARAPETS, USE THREE 1" (25) DIA. x 14" (356) LONG, FULLY THREADED, CHEMICALLY ANCHORED BOLTS AND WASHERS WITH 12" (305) EMBEDMENT DEPTH OR AS RECOMMENDED BY MANUFACTURER OF BONDING MATERIAL TO OBTAIN FULL STRENGTH OF ANCHOR BOLTS. FOR ANCHORAGE IN NEW PARAPETS, SEE STRUCTURE SHEETS.
 - USE CLASS B TYPE II (10 GAUGE) W-BEAM RAIL ELEMENT FOR INSTALLATIONS ON EXPRESSWAYS AND RAMP.
 - TRAILING END ATTACHMENT MAY ALSO BE INSTALLED AT A VERTICAL FACE PARAPET OR RETAINING WALL ON ONE-WAY ROADWAYS ONLY.
 - MINIMUM RAIL HEIGHT FOR NEW CONSTRUCTION SHALL BE 29" (737) ± 1" (25).

BASE PLATE AND ASSEMBLY ATTACHMENT TO TRAILING END OF CONCRETE BARRIER OR BRIDGE PARAPET (SEE NOTE 5)

ALL METRIC DIMENSIONS ARE IN MILLIMETERS (mm) UNLESS OTHERWISE NOTED.	
STANDARD SHEET TITLE:	STANDARD SHEET NO.:
R-B 350 BRIDGE ATTACHMENT TRAILING END	HW-910_08
	C8.19

1	6/11	REVISED NOTE 3 FOR USE OF CHEMICAL ANCHORS	-
-	-	-	-
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-	-	-	-
-	-	-	-
REV.	DATE	REVISION DESCRIPTION	

NOT TO SCALE

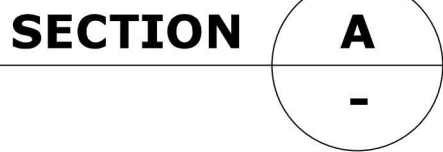
STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION	
Filename: CTDOT-HIGHWAY-STD_JUNE2011.dgn	Model: 43 - HW-910_08

SUBMITTED BY:	NAME/DATE/TIME:
APPROVED BY:	NAME/DATE/TIME:
	James H. Norman 2011.06.09 15:15:09 -04'00

CTDOT
STANDARD SHEET
OFFICE OF ENGINEERING



RADIUS	NO. OF CRT POSTS	REQUIRED AREA FREE OF FIXED OBJECTS	
		L	W
8'-6" (2591)	5	25' (7.62m)	15' (4.57m)
17'-0" (5182)	6	30' (9.14)	15' (4.57m)
25'-6" (7.77m)	8	40' (12.19m)	20' (6.10m)
35'-0" (10.67m)	11	50' (15.24m)	20' (6.10)

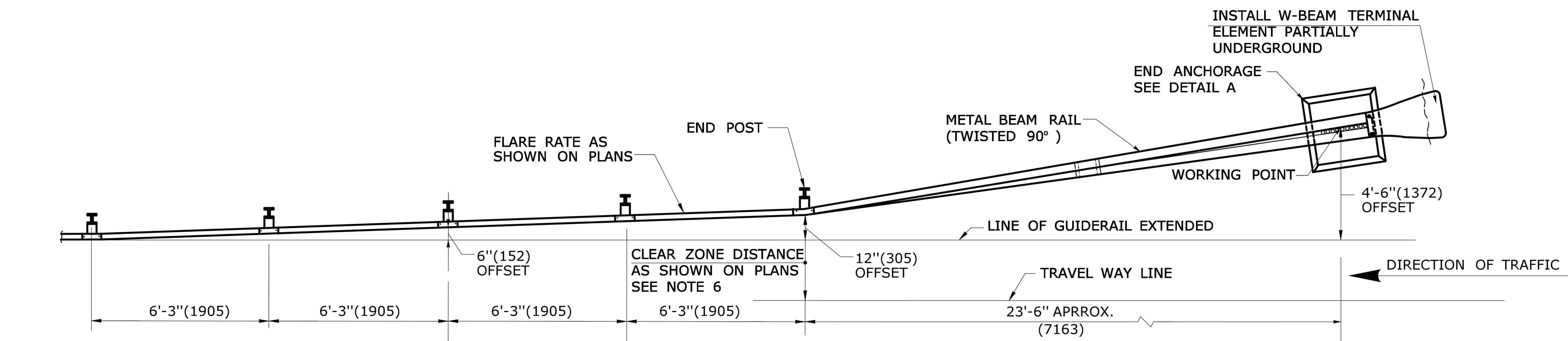


1. NO WASHERS ARE USED ON THE $5\frac{5}{8}$ " (16) DIA. BUTTON HEAD BOLTS CONNECTING THE RAIL TO THE CONTROLLED RELEASING TERMINAL (CRT) POSTS.
2. THE RAIL IS NOT BOLTED TO THE CRT POST AT THE CENTER OF THE NOSE AS SHOWN FOR THE 8'-6" (2590) RADIUS CURVED GUIDERAIL TREATMENT ONLY.
3. THE CURVED GUIDERAIL SECTION SHALL BE SHOP BENT.
4. THE SLOPE FROM THE EDGE OF THE SHOULDER TO THE FACE OF THE RAIL SHALL BE 10:1 OR FLATTER. NO CURBING SHALL BE INSTALLED WITHIN THE PAY LIMIT OF THE CURVED GUIDERAIL TREATMENT.
5. THIS SYSTEM SHALL BE USED ONLY ON ROADS WITH DESIGN SPEEDS $\leq$ 50 mph (80 kph).
6. MAINTAIN MINIMUM $27\frac{3}{4}$ " (706) RAIL HEIGHT THROUGH RADIUS.

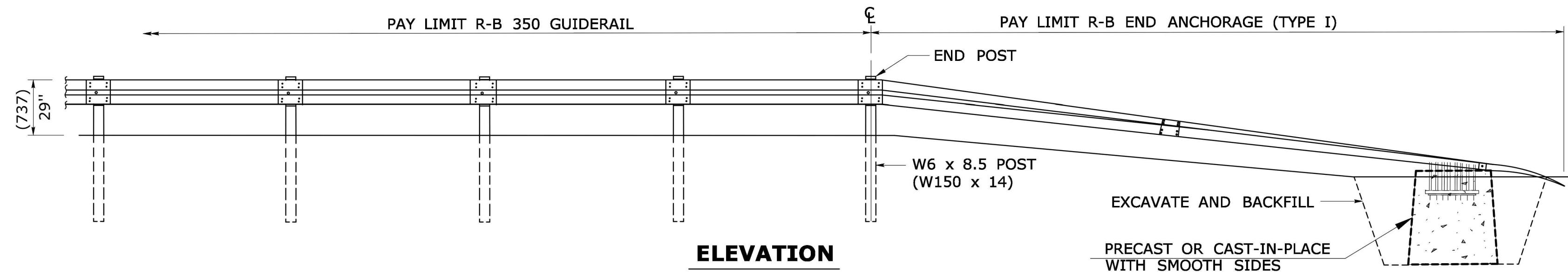
ALL METRIC DEMENSIONS ARE IN MILLIMETERS (mm) UNLESS OTHERWISE NOTED.

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Tighe & Bond Inc: J:\T\T0196\15_Strobel Rd\Drawing\Sheet\T0196-15-C-801-DETL.dwg Plotted by: DubuqueC Plotted on: Jan 18, 2019-2:35pm

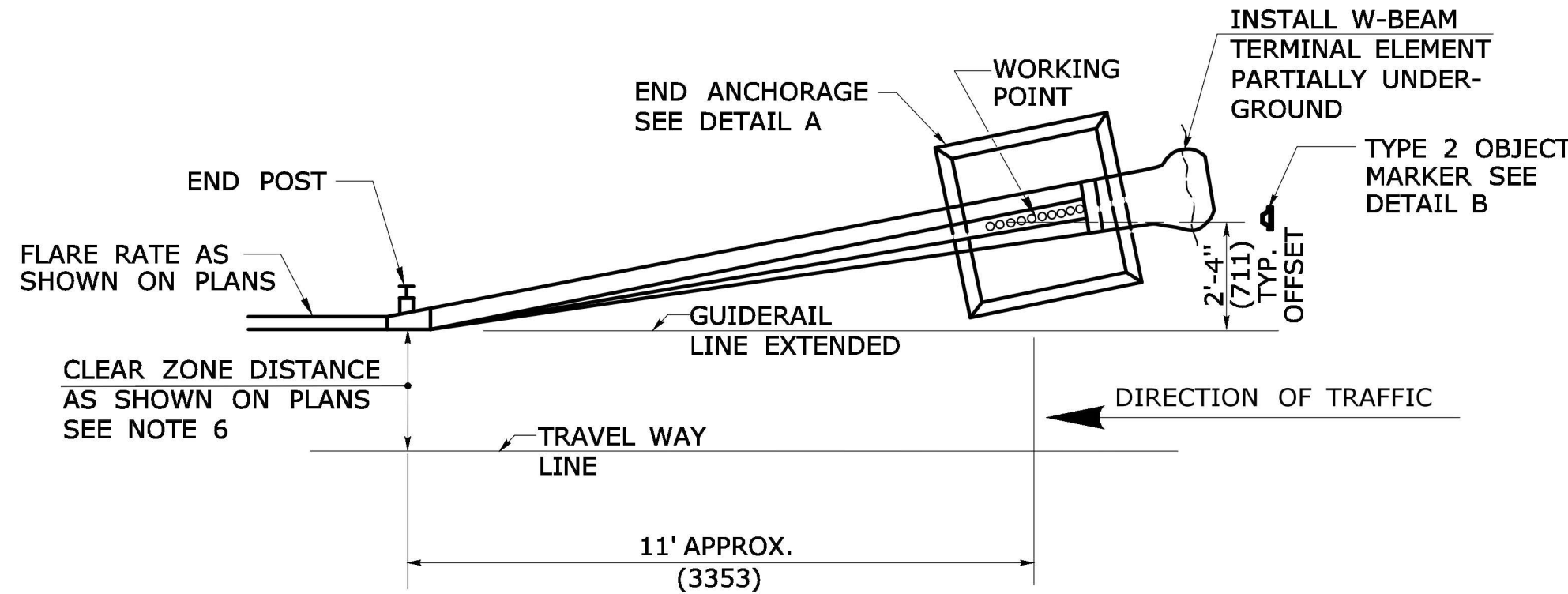


PLAN

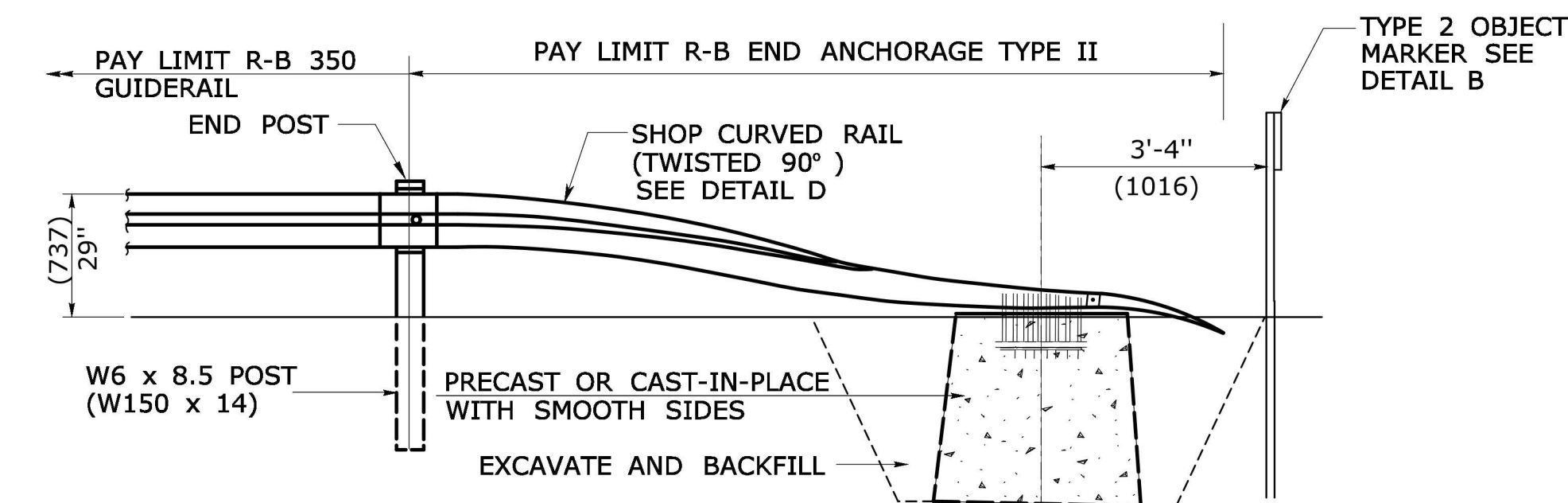


ELEVATION

**R-B END ANCHORAGE TYPE I
(ROADSIDE APPLICATION)**

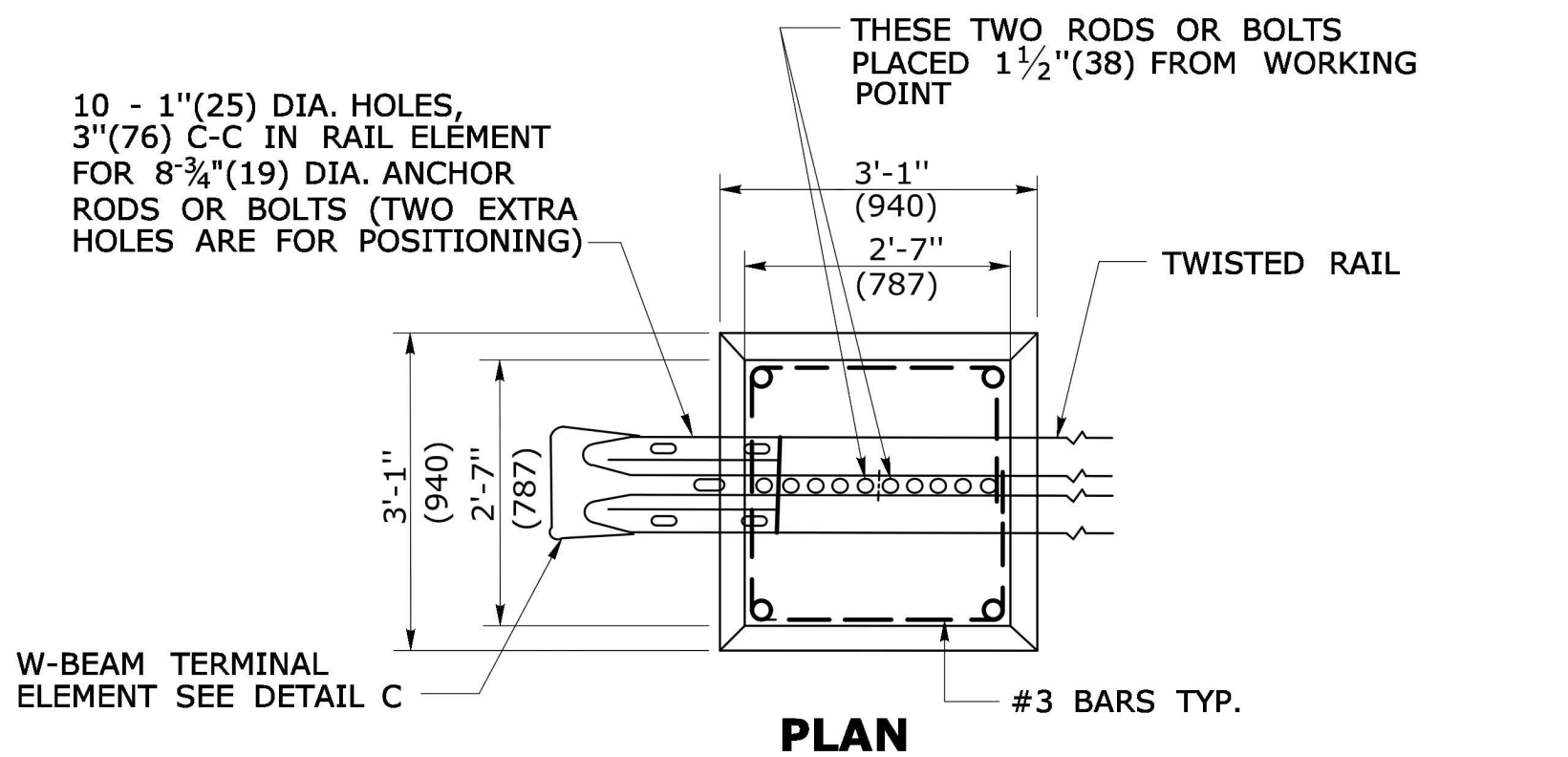


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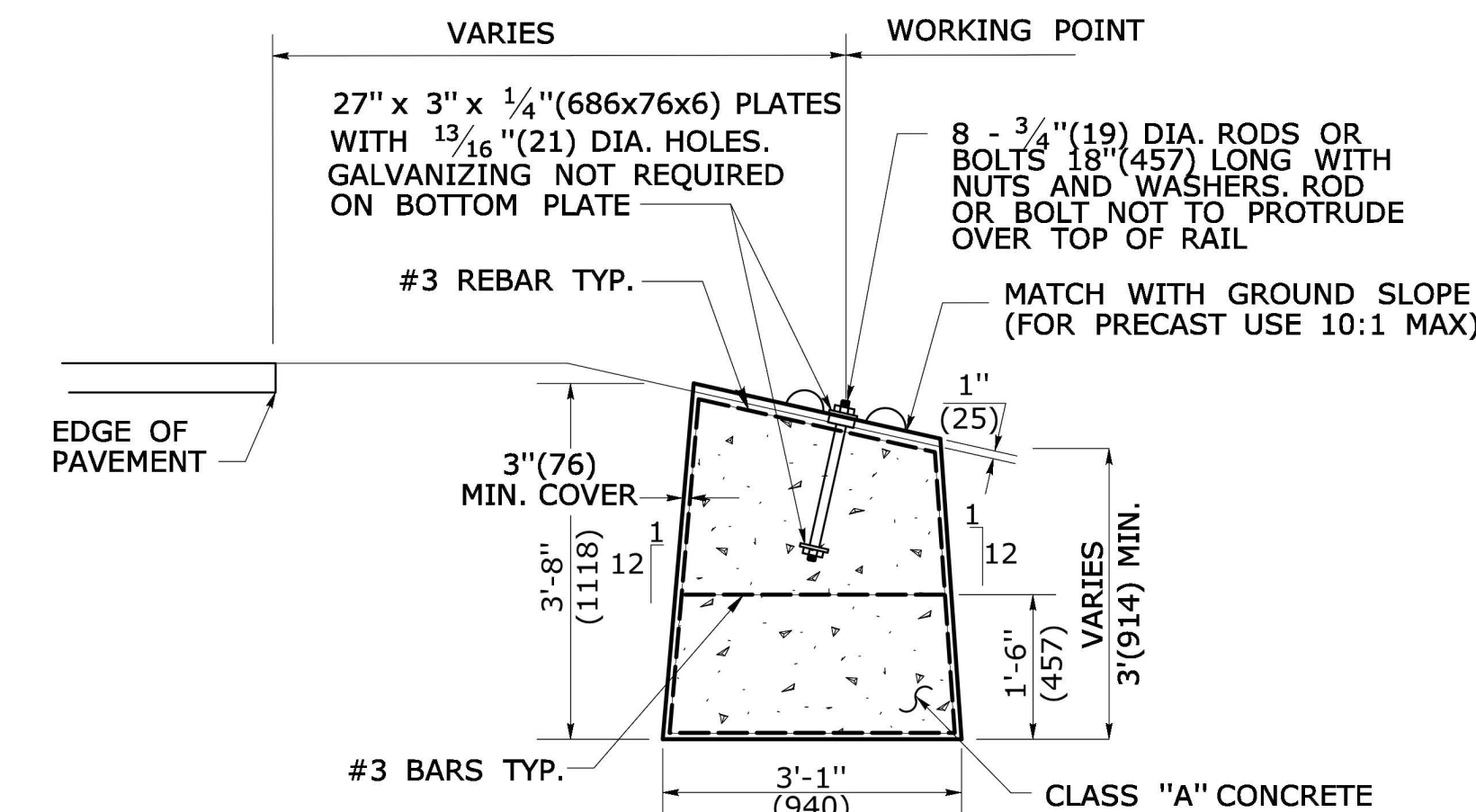


ELEVATION

**R-B END ANCHORAGE TYPE II
SEE NOTE 2**

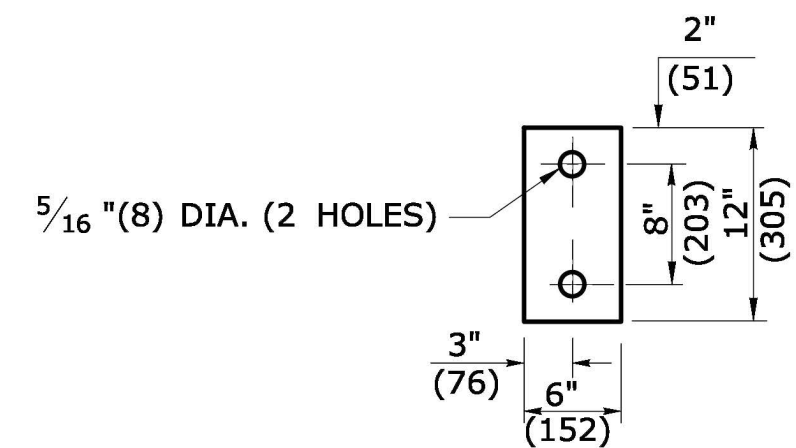


PLAN



ELEVATION

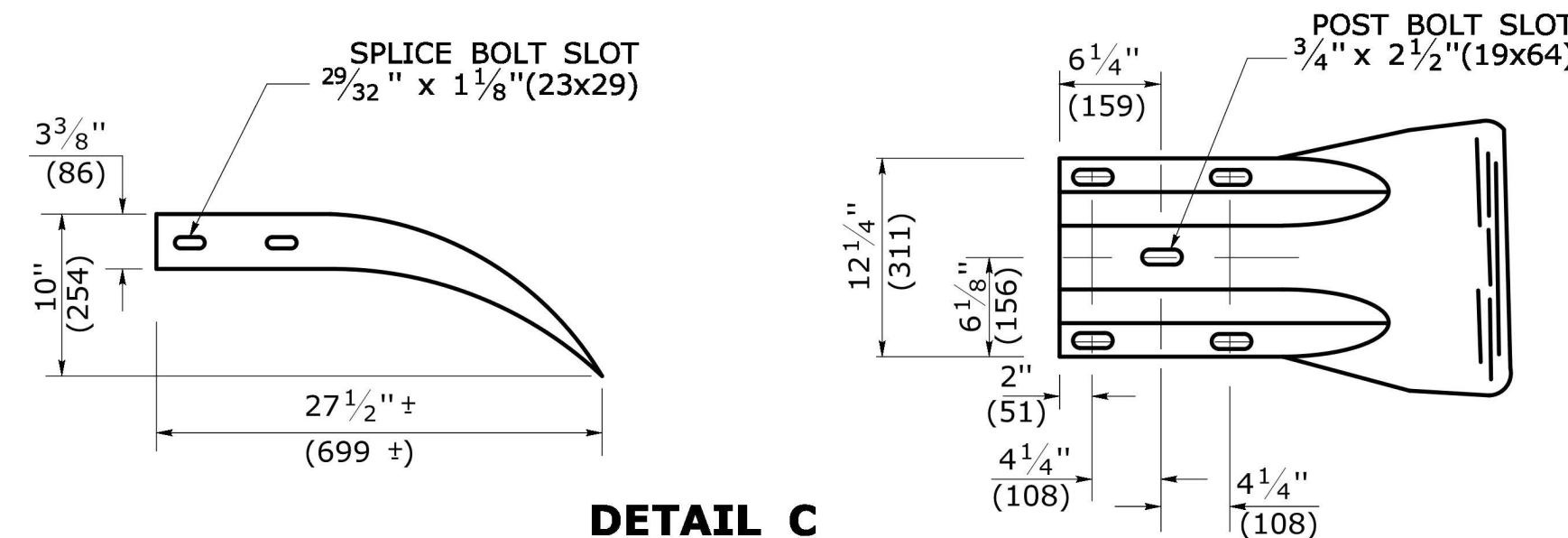
**DETAIL A
ROADSIDE CONCRETE END ANCHOR
SEE NOTE 4**



DETAIL B

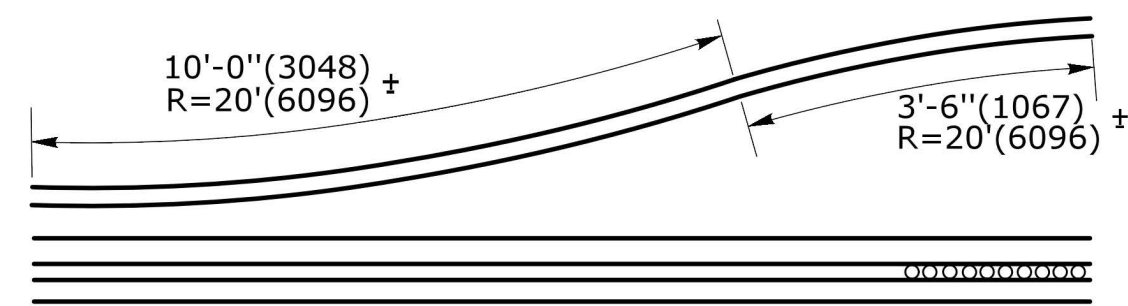
**TYPE 2 OBJECT MARKER
SIGN # 51-5030**

OBJECT MARKER FACE SHALL BE YELLOW TYPE III RETROREFLECTORIZED. THE BOTTOM OF TYPE 2 OBJECT MARKER SHALL BE 4" (1219) ABOVE GROUND LEVEL MOUNTED ON METAL DELINEATOR POST. IT SHALL BE USED TO IDENTIFY CULVERT ENDS AND TYPE II END ANCHORS, OR AS DIRECTED BY THE ENGINEER.



DETAIL C

W-BEAM TERMINAL ELEMENT



DETAIL D

**SHOP CURVED RAIL
SEE NOTE 3**

GENERAL NOTES:

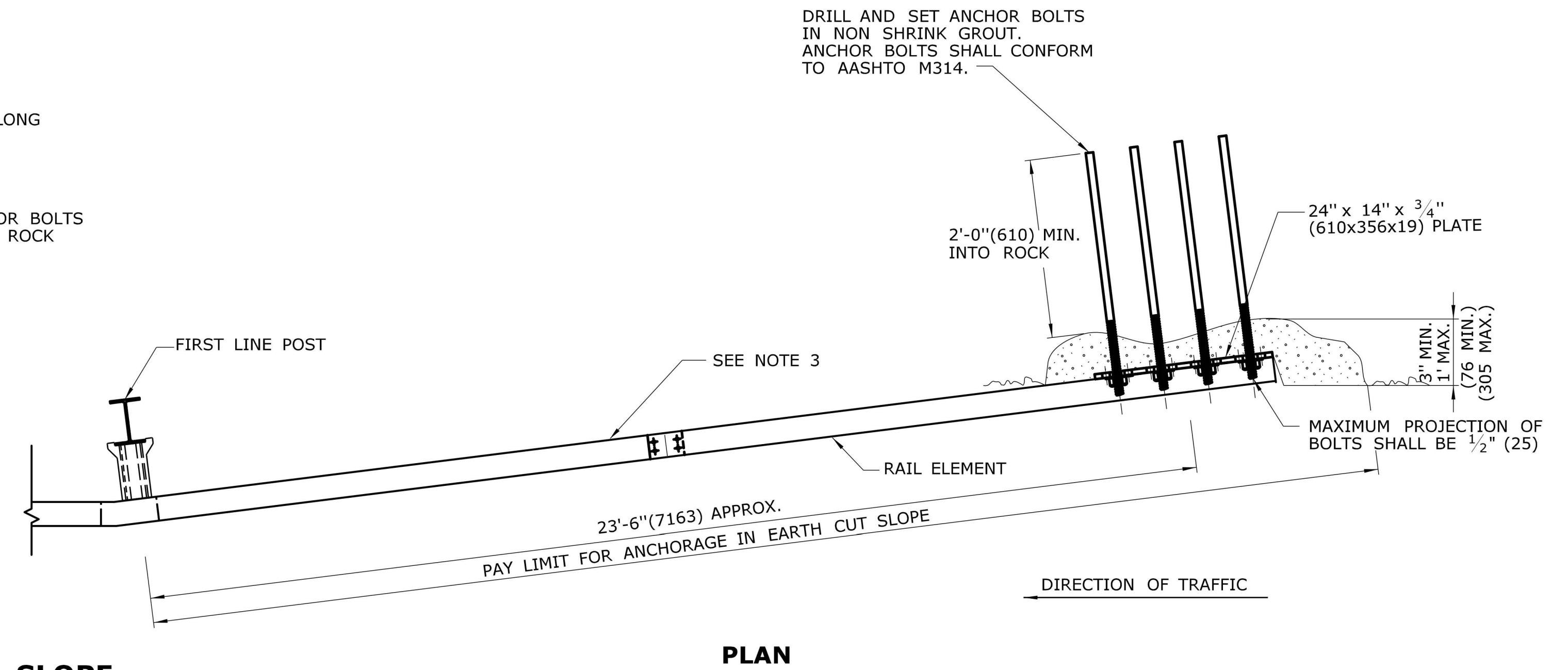
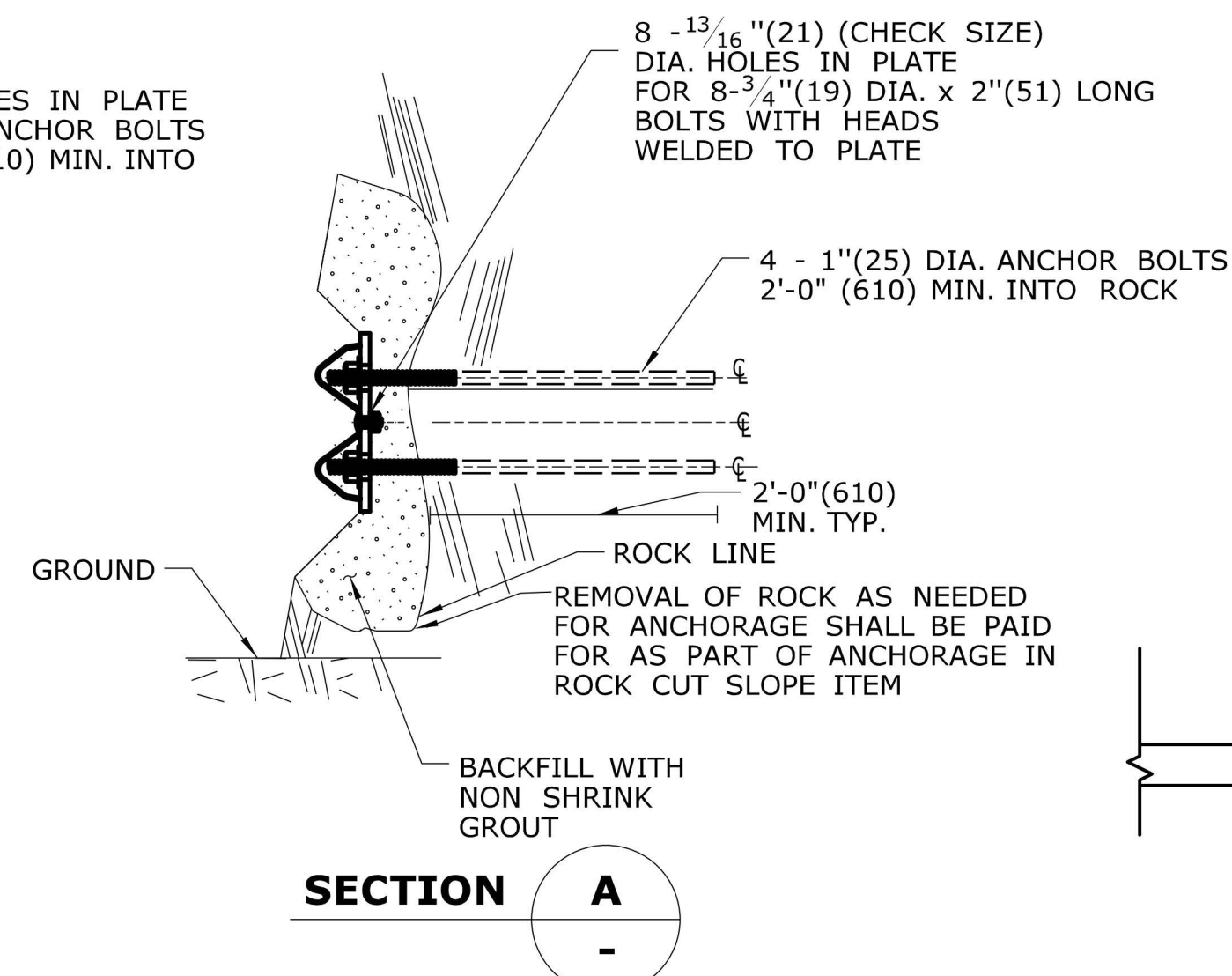
1. R-B END ANCHORAGE TYPE I INSTALLED ON FREEWAYS AND RAMPS SHALL USE CLASS B (10 GAUGE) TERMINAL AND W-BEAM RAIL ELEMENTS. ALL OTHER R-B END ANCHORAGE TYPE I SHALL USE CLASS A (12 GAUGE) TERMINAL AND W-BEAM RAIL ELEMENTS.
2. R-B END ANCHORAGE TYPE II SHALL USE CLASS A (12 GAUGE) TERMINAL AND W-BEAM RAIL ELEMENTS.
3. OTHER RADII WHICH CAN BE DEMONSTRATED TO PROVIDE THE INSTALLATIONS SHOWN FOR END ANCHORAGE TYPE II MAY BE APPROVED.
4. 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.
5. MINIMUM RAIL HEIGHT FOR NEW CONSTRUCTION SHALL BE 29" (737) + 1' (25).
6. R-B TYPE I END ANCHOR: INSTALL LEADING END USING DESIGN CLEAR ZONE DISTANCE MEASURED FROM TRAVEL WAY LINE TO END POST AS SHOWN ON PLANS, THEN PLACE CONCRETE ANCHOR 4'-6" (1372) FROM THE LINE OF GUIDERAIL EXTENSION. INSTALL TRAILING END ON DUAL DIRECTION ROADWAYS IN THE SAME MANNER EXCEPT MEASURE CLEAR ZONE FROM THE DOUBLE YELLOW LINE. INSTALL TRAILING END ON SINGLE DIRECTION ROADWAYS MEASURED FROM THE GUIDERAIL LINE EXTENDED AND OFFSET 4'-6" (1372).

R-B TYPE II END ANCHOR: INSTALL ONLY ON ROADWAYS WITH DESIGN SPEEDS < 45mph (72kph). FOR DUAL DIRECTION ROADWAYS, INSTALL IN THE SAME MANNER AS TYPE I END ANCHOR FOR BOTH LEADING AND TRAILING END USING DESIGN CLEAR ZONE DISTANCE EXCEPT PLACE CONCRETE ANCHOR 2'-4" (711) MEASURED FROM THE LINE OF GUIDERAIL EXTENDED. INSTALL TRAILING END ON SINGLE DIRECTION ROADWAYS MEASURED FROM THE GUIDERAIL LINE EXTENDED AND OFFSET 2'-4" (711).

7. SEE HW-911-04 FOR TYPICAL END ANCHOR GRADING PLAN.

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

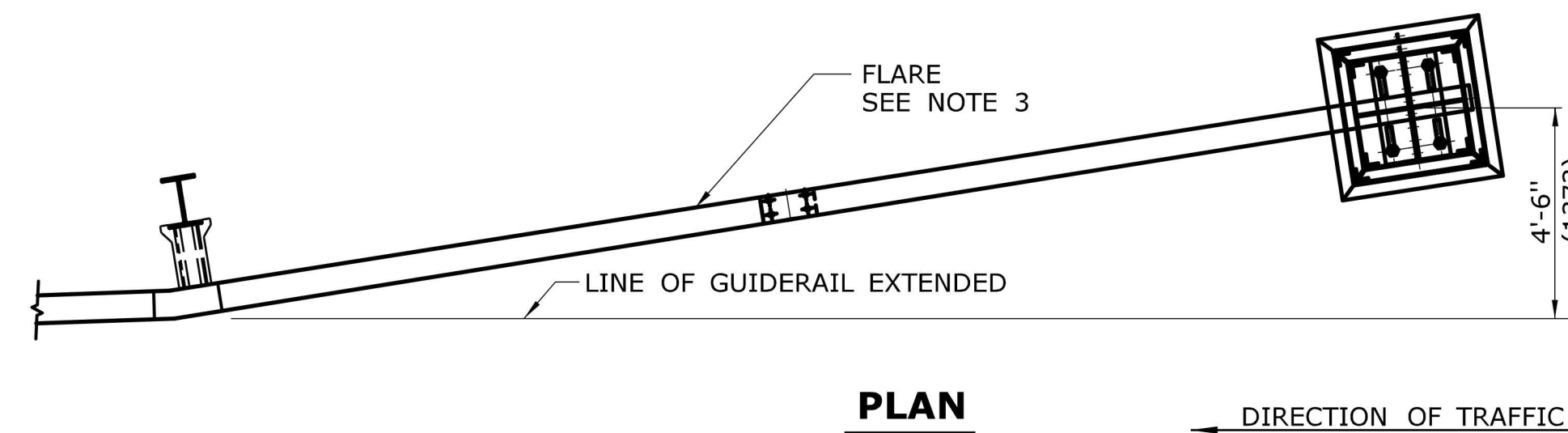
1 6/11 2 7/13 - - - - - -	REVISION TYPE I AND II ANCHOR FOR CLEAR ZONE PLACEMENT ADD POST OFFSET DISTANCE - - - - - -	THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.	NOT TO SCALE	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION FILENAME: CTDOT-HIGHWAY-STD2013.dgn Model: 70 - HW-911_01	SUBMITTED BY: NAME/DATE/TIME: APPROVED BY: NAME/DATE/TIME: James H. Norman 2013.07.24 14:55:36-04'00'	CTDOT STANDARD SHEET OFFICE OF ENGINEERING	STANDARD SHEET TITLE: R-B END ANCHORAGE TYPE I AND II	STANDARD SHEET NO.: HW-911_01 C8.21
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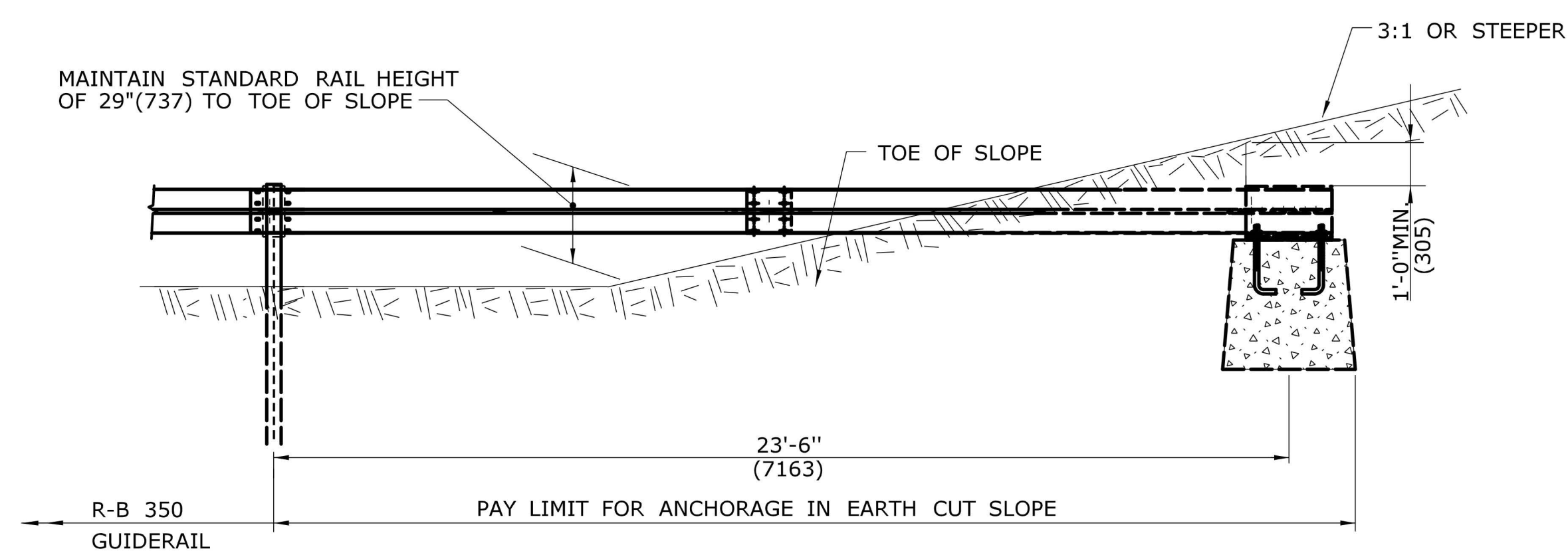
PLAN

GENERAL NOTES:

1. ANCHORAGE IN AN EARTH CUT SLOPE SHALL BE IN A CUT SLOPE 3:1 OR STEEPER. FULL RAIL HEIGHT MUST BE MAINTAINED TO TOE OF SLOPE AND A MINIMUM 1'(305) COVER SHALL BE PROVIDED OVER THE RAIL ELEMENT.
2. ANCHORAGE IN EARTH CUT SLOPE AND ROCK CUT SLOPE INSTALLED ON LIMITED ACCESS HIGHWAYS AND RAMPS SHALL USE CLASS B TYPE II (10 GAUGE) W-BEAM RAIL ELEMENTS.
3. THE MAXIMUM FLARE RATES FOR THESE TERMINAL TREATMENTS SHALL CONFORM TO THE SAME REQUIREMENTS AS STANDARD GUIDERAIL IN ACCORDANCE WITH THE CTDOT HIGHWAY DESIGN MANUAL.
4. MINIMUM RAIL HEIGHT FOR NEW CONSTRUCTION SHALL BE 29" (737) + 1" (25).

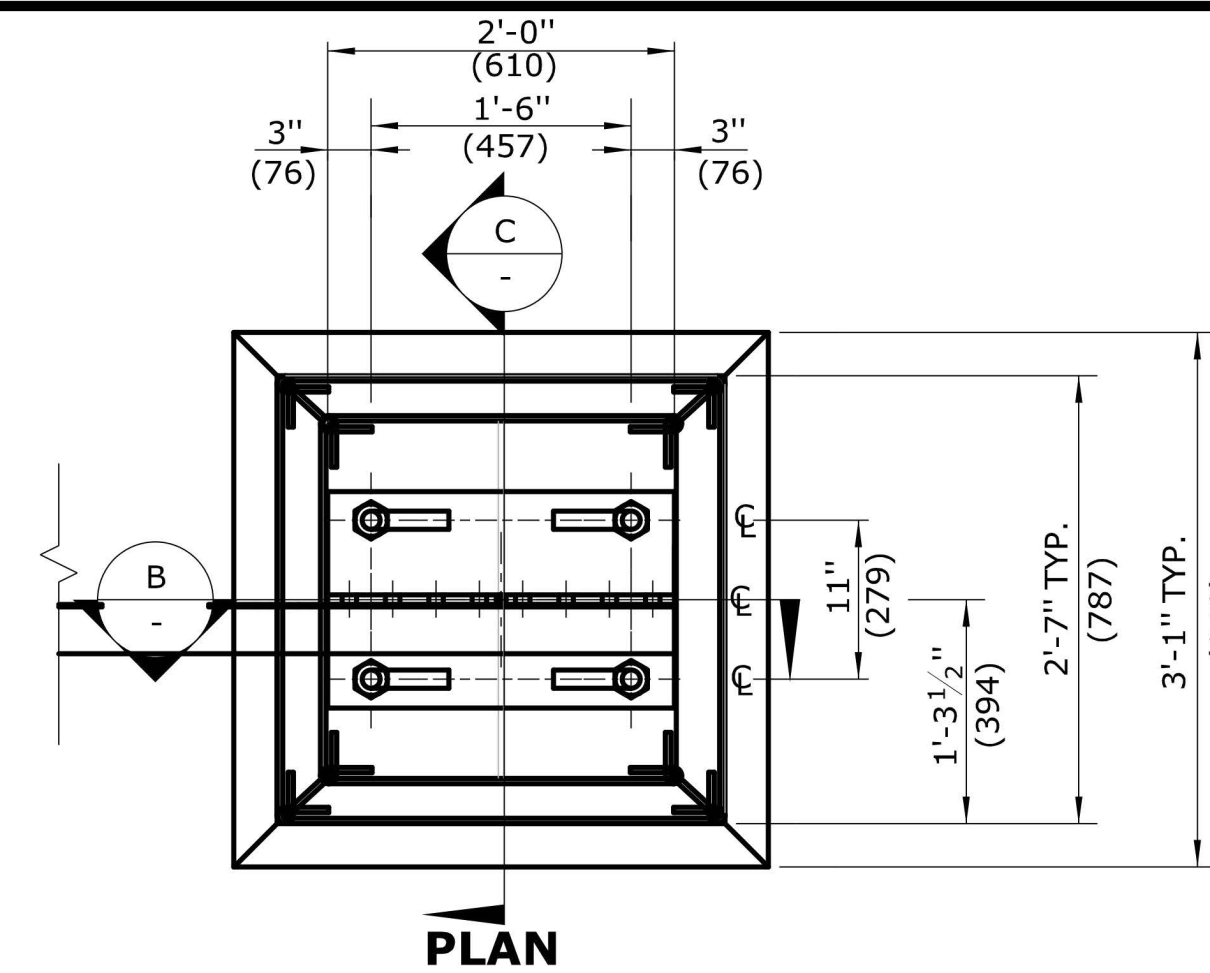


PLAN

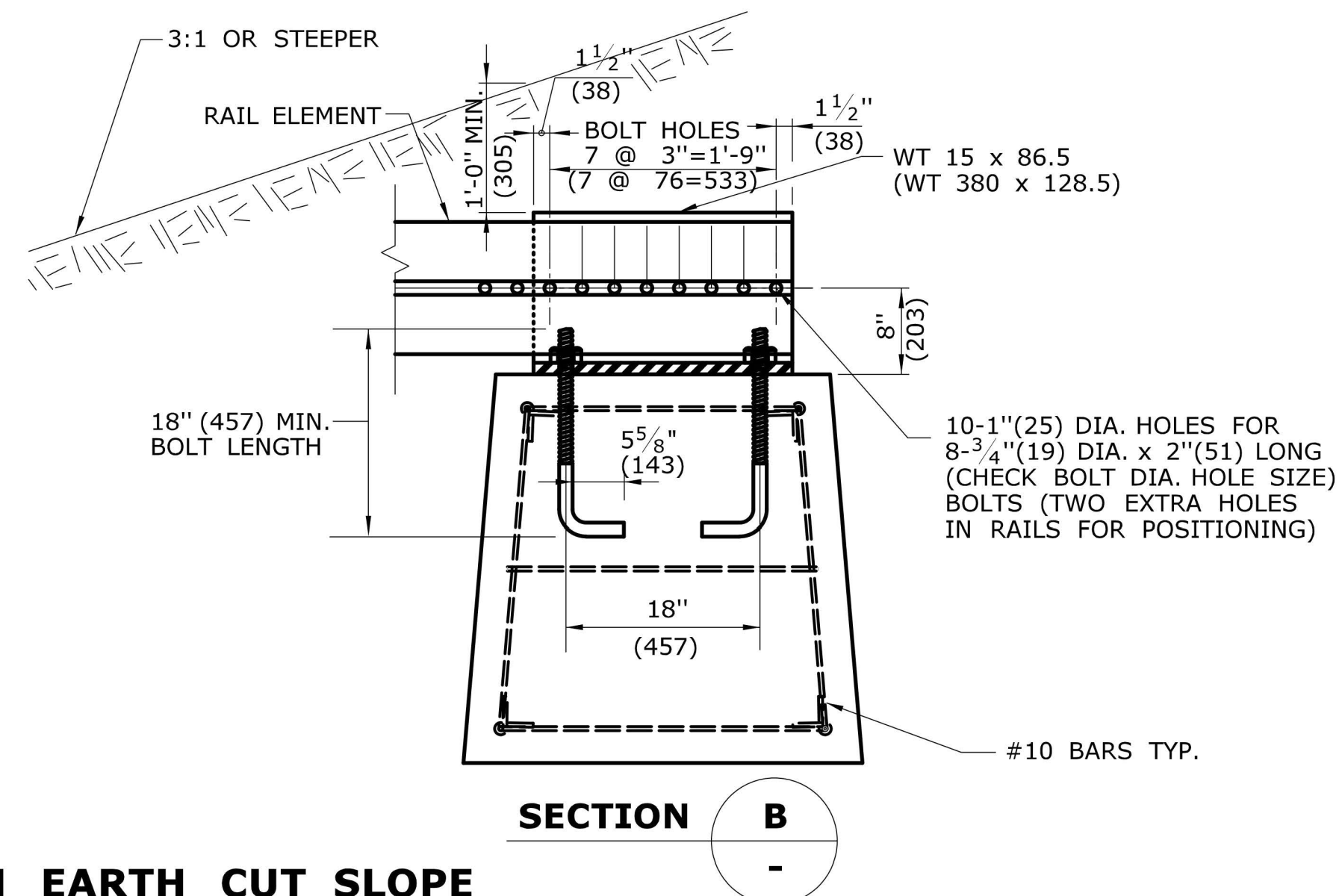


ELEVATION

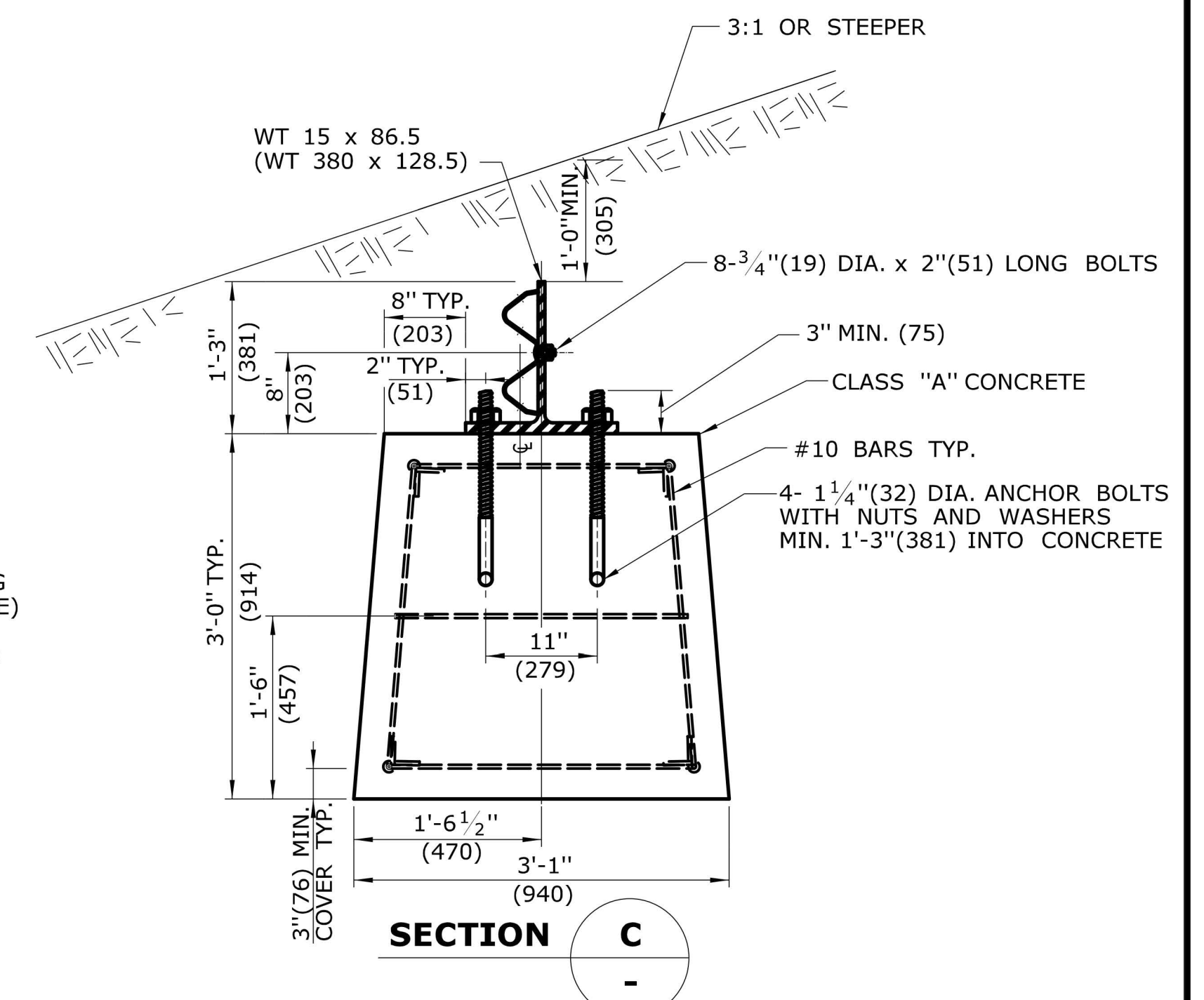
DETAILS OF ANCHORAGE IN EARTH CUT SLOPE



PLAN



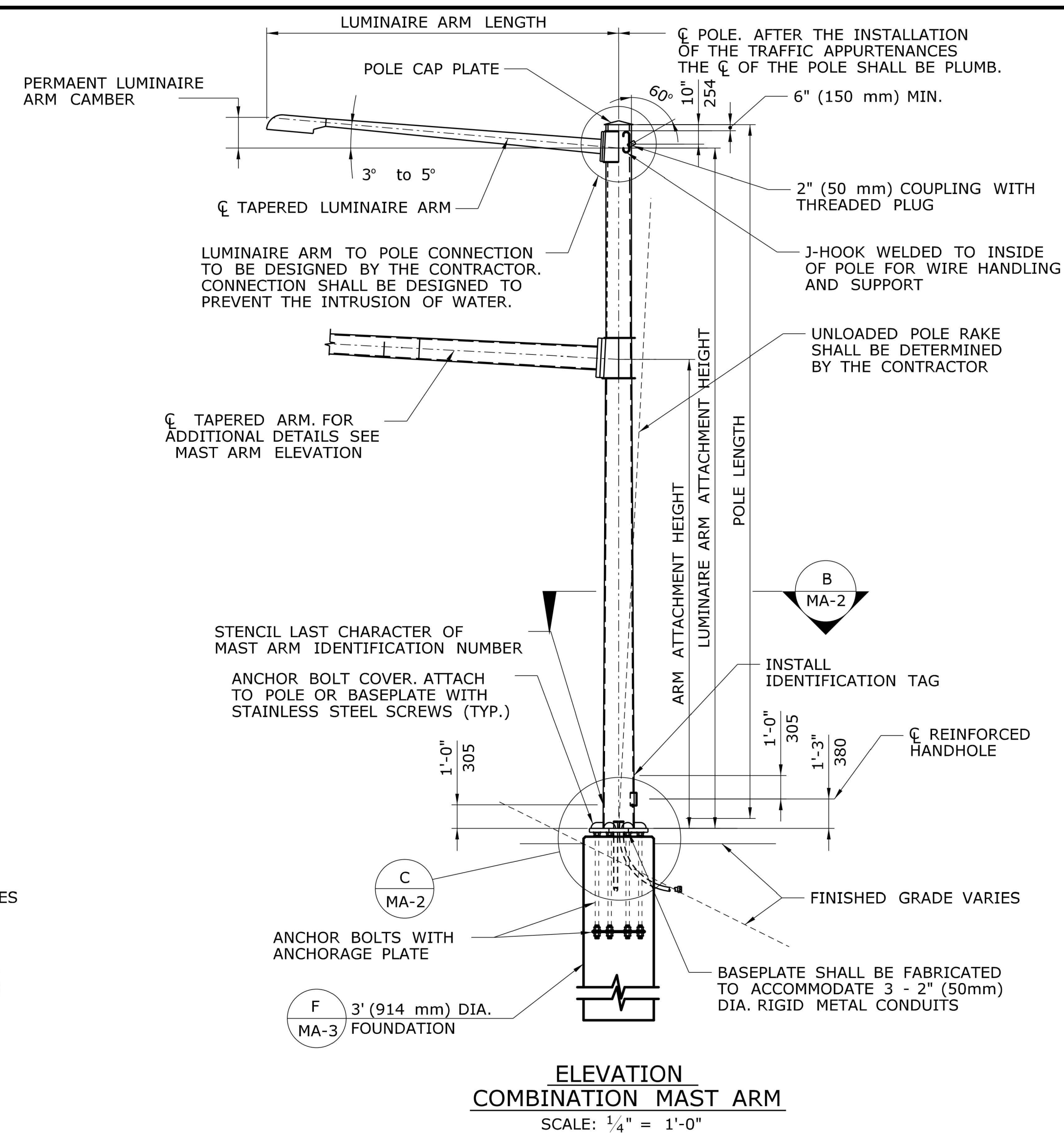
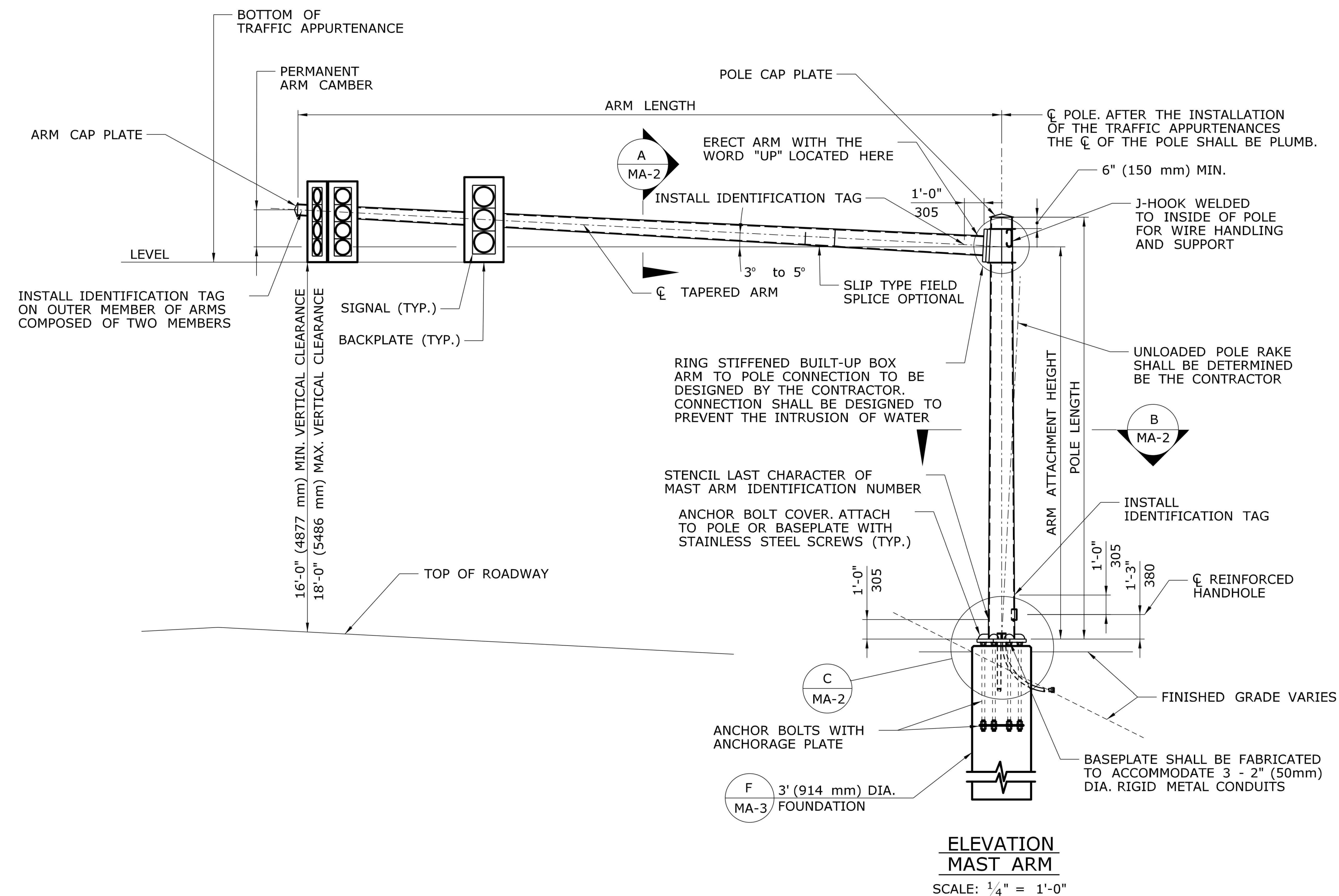
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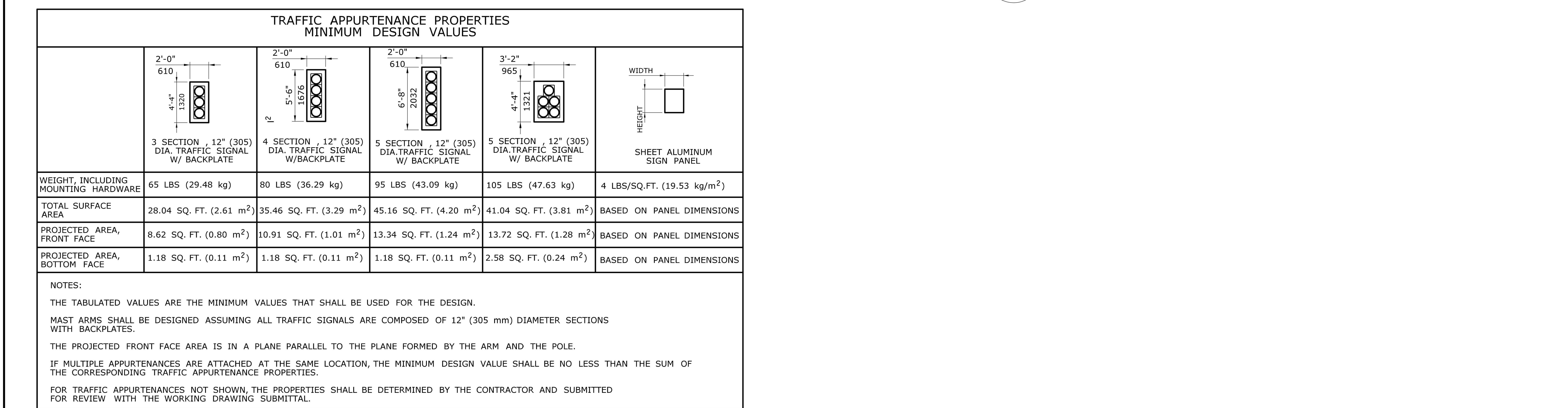
SECTION

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

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				THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.	DESIGNER/DRAFTER: -	 STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION	SIGNATURE/ BLOCK: -	PROJECT TITLE: -	TOWN: -	PROJECT NO. -
					CHECKED BY: -		OFFICE OF ENGINEERING			DRAWING NO. MA-1
					SCALE AS NOTED		APPROVED BY: DATE:			SHEET NO. C8.23
REV.	DATE	REVISION	DESCRIPTION	SHEET NO.	Plotted Date: 4/14/2010	Filename: ...\\XXXXXXXX_SB_MastArm_MA1_Elev.dgn				



FOUNDATION NOTES

THE MAST ARM FOUNDATION IS DESIGNED IN ACCORDANCE WITH THE LATEST EDITION OF THE AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, WITH THE LATEST INTERIM SPECIFICATIONS.

THE FOUNDATION EMBEDMENT IS DESIGNED FOR MAXIMUM LOAD EFFECTS, APPLIED AT THE TOP OF THE FOUNDATION, NO GREATER THAN THE FOLLOWING:

AXIAL COMPRESSIVE FORCE: 5.00 K

RESULTANT SHEAR FORCE: 6.30 K

TORSION: 120 FT- K

THE USE OF THE FOUNDATION IS NOT PERMITTED IF THE COMPUTED REACTIONS FROM THE CONTRACTOR DESIGNED MAST ARM ASSEMBLY EXCEED THE ABOVE LOAD EFFECTS.

THE ENGINEER SHALL BE NOTIFIED IF THE SLOPE OF THE FINISHED GRADE AT THE FOUNDATION EXCEEDS THE MAXIMUM PERMITTED SLOPE.

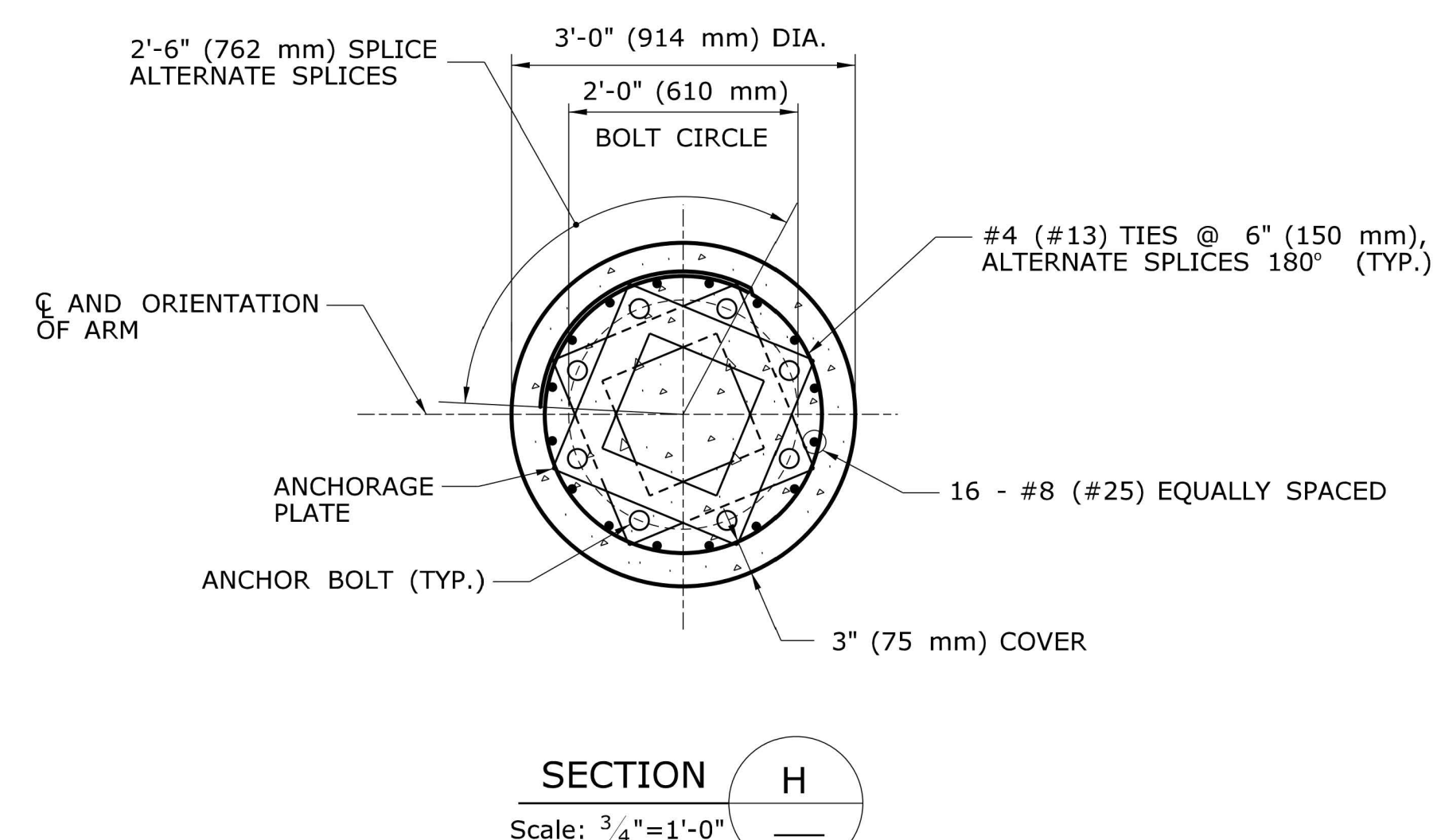
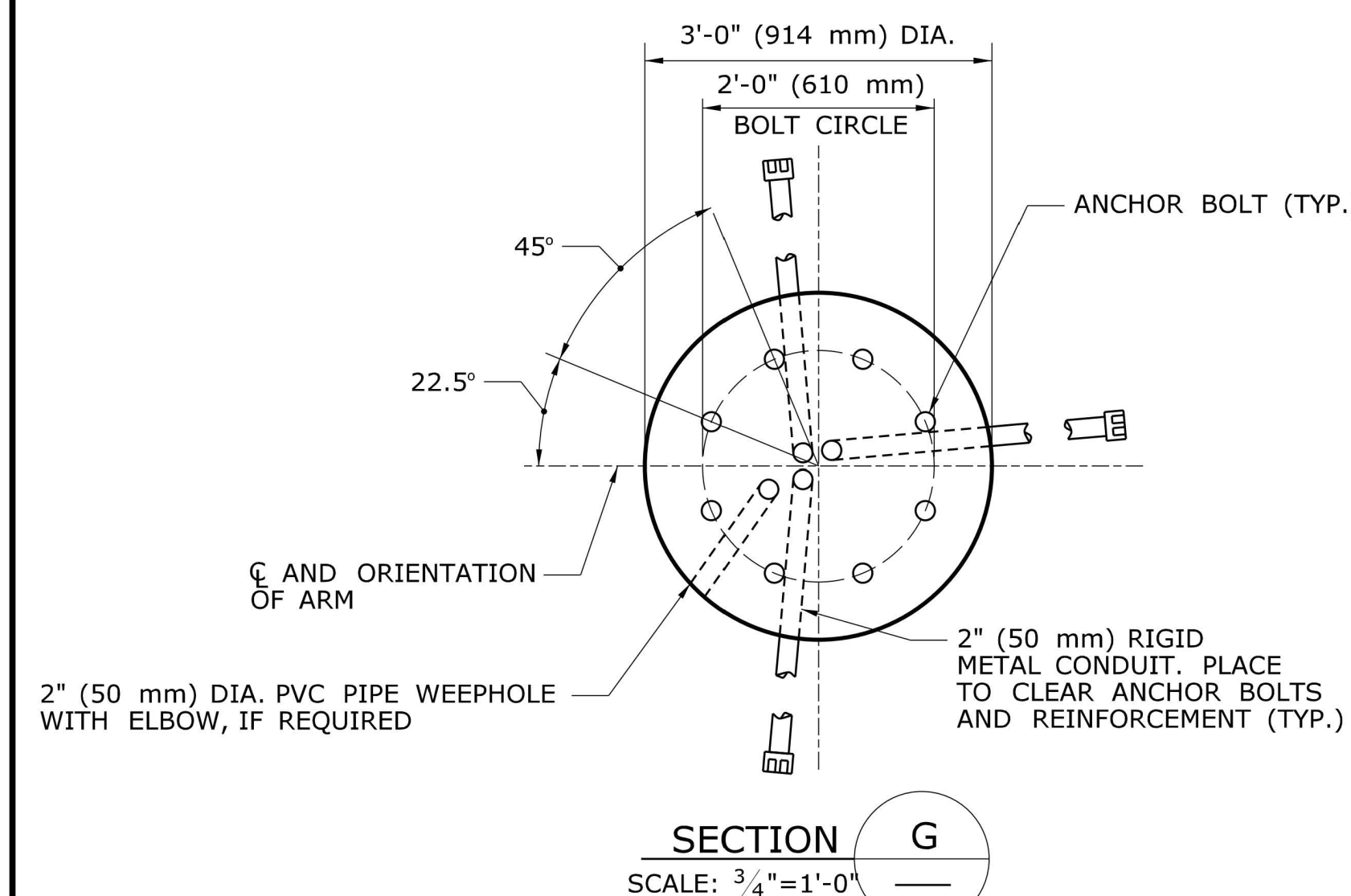
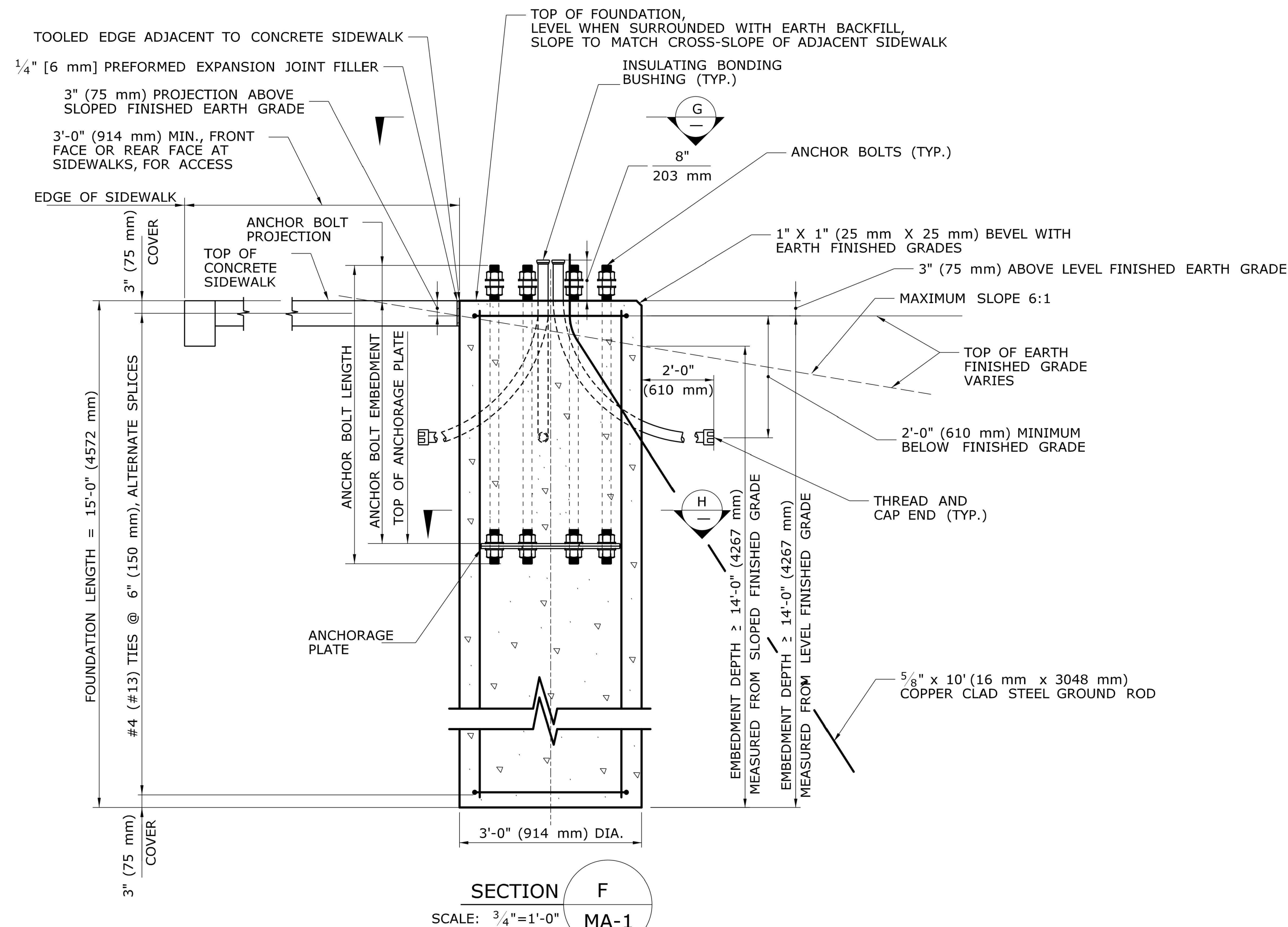
THE CONCRETE FOR THE FOUNDATION SHALL CONFORM TO "CLASS "A" CONCRETE".

THE REINFORCEMENT SHALL BE UNCOATED AND CONFORM TO ASTM A615, GRADE 60 (ASTM A615M, GRADE 420). THE REINFORCEMENT SHALL BE ASSEMBLED WITH WIRE TIES. WELDING TO ASSEMBLE REINFORCEMENT IS NOT PERMITTED. ALL REINFORCEMENT SHALL HAVE 3" (75 mm) COVER, UNLESS OTHERWISE NOTED.

THE CONCRETE SHALL BE PLACED IN A AUGERED HOLE AGAINST UNDISTRURBED EARTH.

THE MAST ARM SHALL NOT BE ERECTED ON THE FOUNDATION UNTIL AFTER THE CONCRETE HAS ATTAINED A 28 DAY COMPRESSIVE STRENGTH, f'_c , GREATER THAN OR EQUAL TO 3000 PSI (21 MPa).

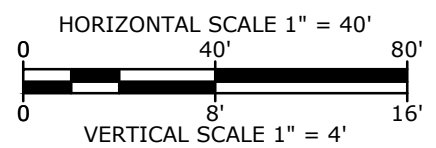
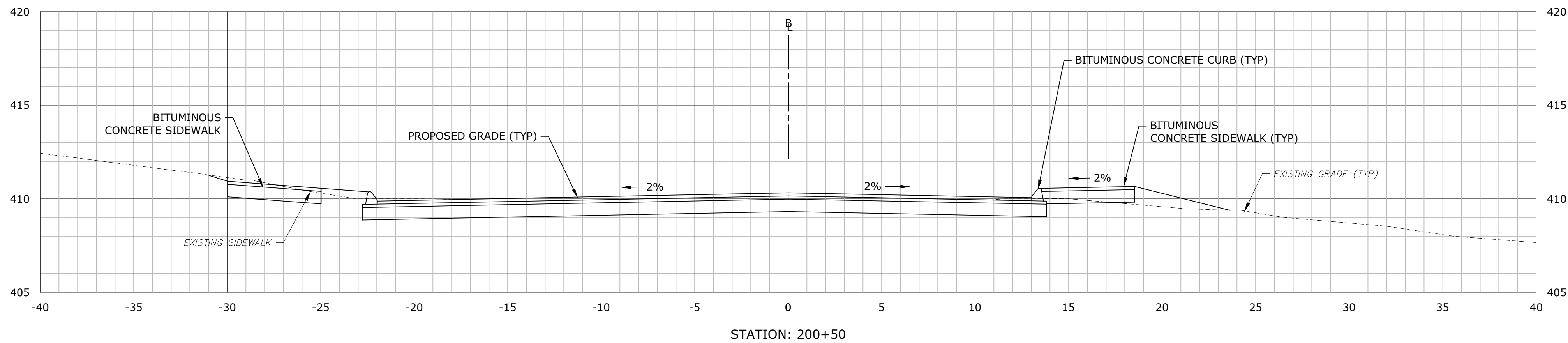
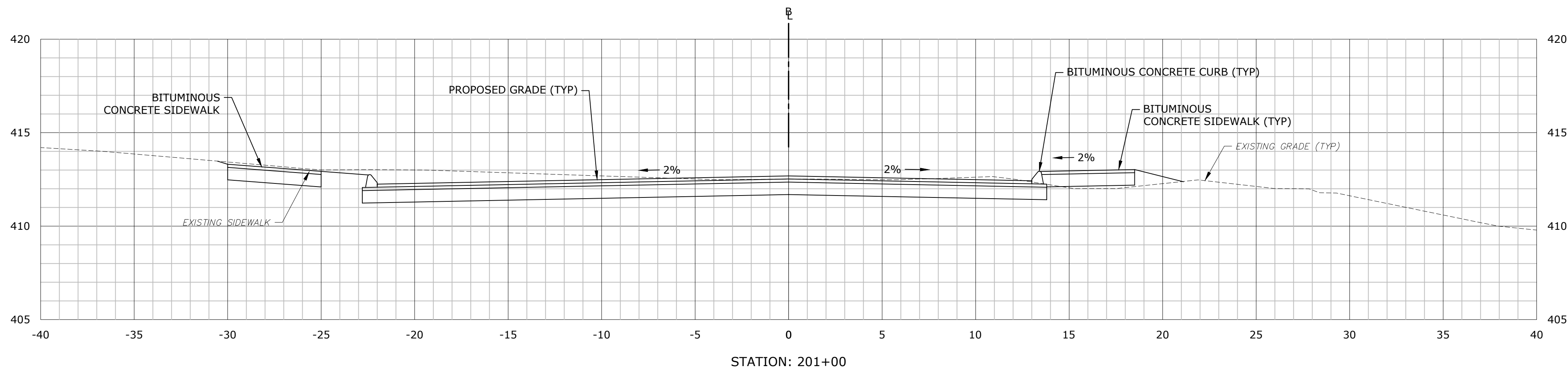
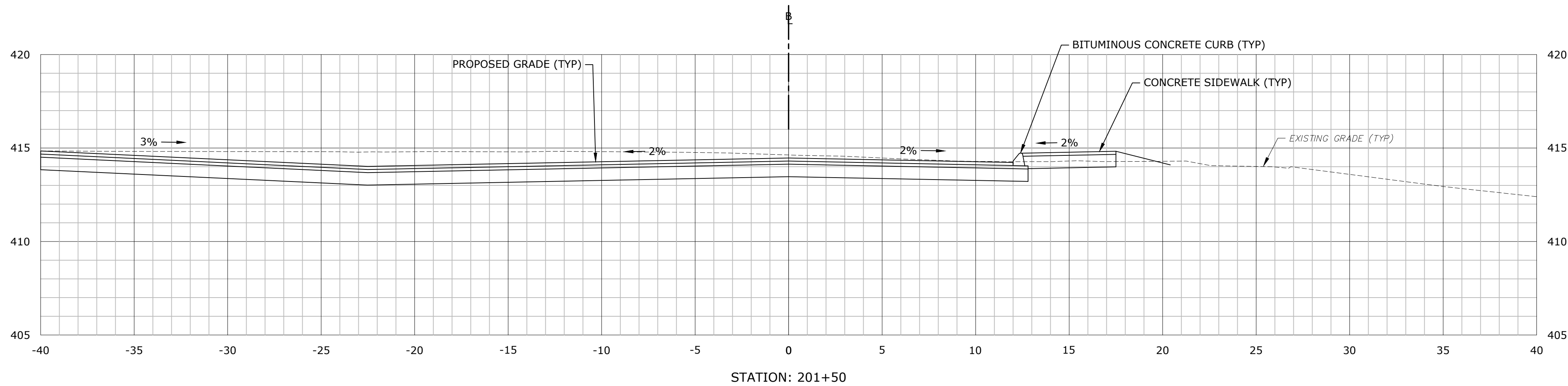
THE COST OF THE FOUNDATION, INCLUDING THE EXCAVATION, CONCRETE AND REINFORCEMENT, SHALL BE PAID FOR UNDER THE ITEM "TRAFFIC CONTROL FOUNDATION - MAST ARM".



ATTENTION USER:

THE USER OF THESE FOUNDATION DETAILS IS RESPONSIBLE FOR DETERMINING THE VALUES FOR THE MAXIMUM LOAD EFFECTS APPLIED AT THE TOP OF THE FOUNDATION AND ADDING THE VALUES TO THE ABOVE NOTES. THE USER SHALL ENSURE THAT THE FOUNDATION IS ONLY USED FOR MAST ARM ASSEMBLIES WITH COMPUTED REACTIONS THAT DO NOT EXCEED THESE MAXIMUM LOAD EFFECTS. THIS NOTE SHALL BE REMOVED, BY THE USER, PRIOR TO INCORPORATING THESE FOUNDATION DETAILS INTO THE CONTRACT DOCUMENTS.

				THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.	DESIGNER/DRAFTER: -	 STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION 	SIGNATURE/ BLOCK: -	PROJECT TITLE: -	TOWN: -	PROJECT NO. -	
					CHECKED BY: -						DRAWING NO. MA-3
											SHEET NO. C8.25
REV	DATE	REVISION DESCRIPTION	SHEET NO	Plotted Date: 4/14/2010	SCALE AS NOTED	Filename: \\XXXXXXXX SB MastArm MA1 Elev.dgn	APPROVED BY: _____ DATE: _____				



STROBEL ROAD RECONSTRUCTION PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

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ORIGINAL DRAWING
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IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

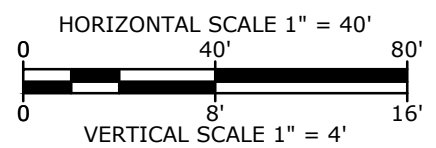
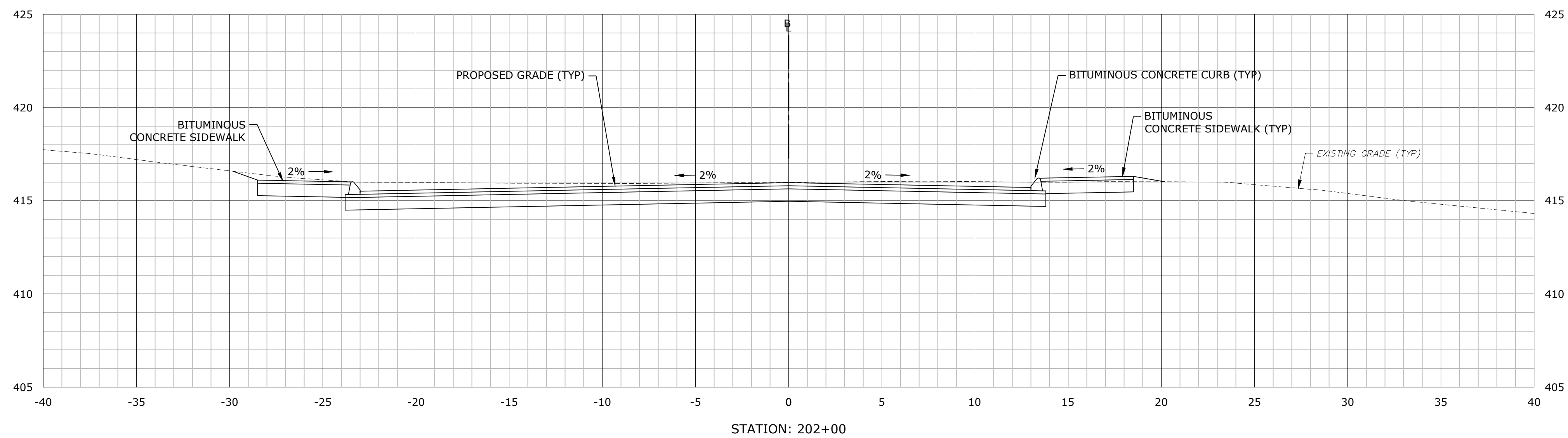
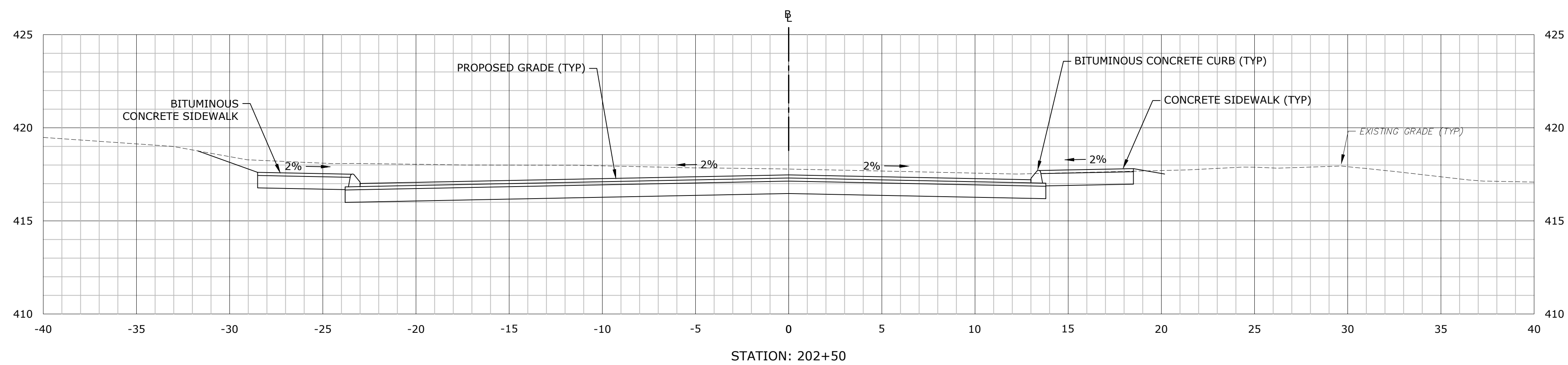
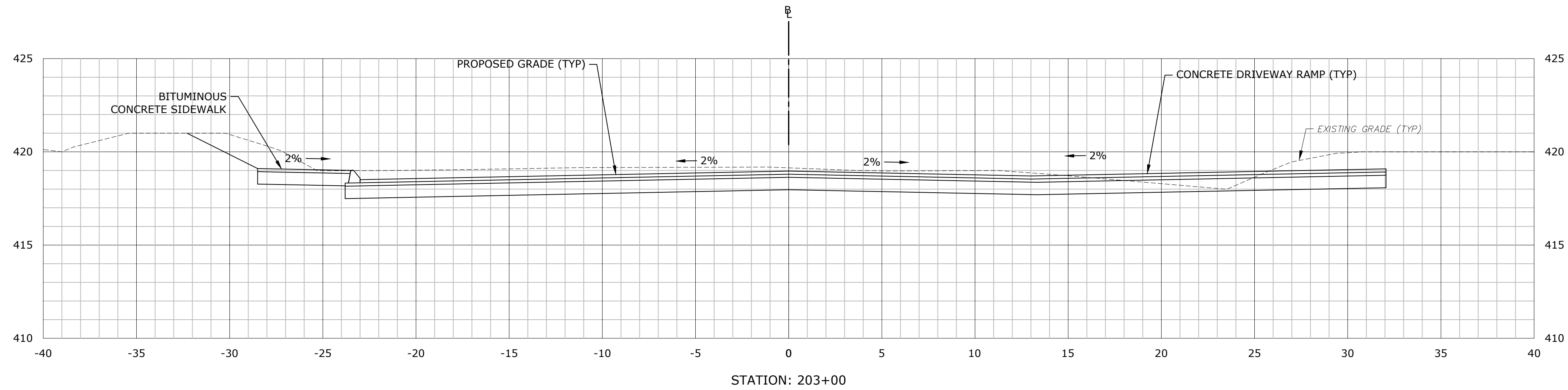
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DRAWN BY:	CRD
CHECKED:	CRD
APPROVED:	AJM

DANIELS FARM ROAD
CROSS SECTIONS
STA: 200+50 TO 201+50

SCALE: 1" = 4'

C9.0



STROBEL ROAD
RECONSTRUCTION
PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

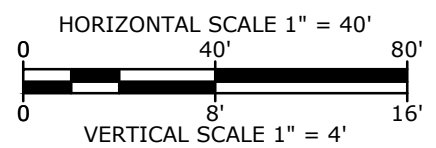
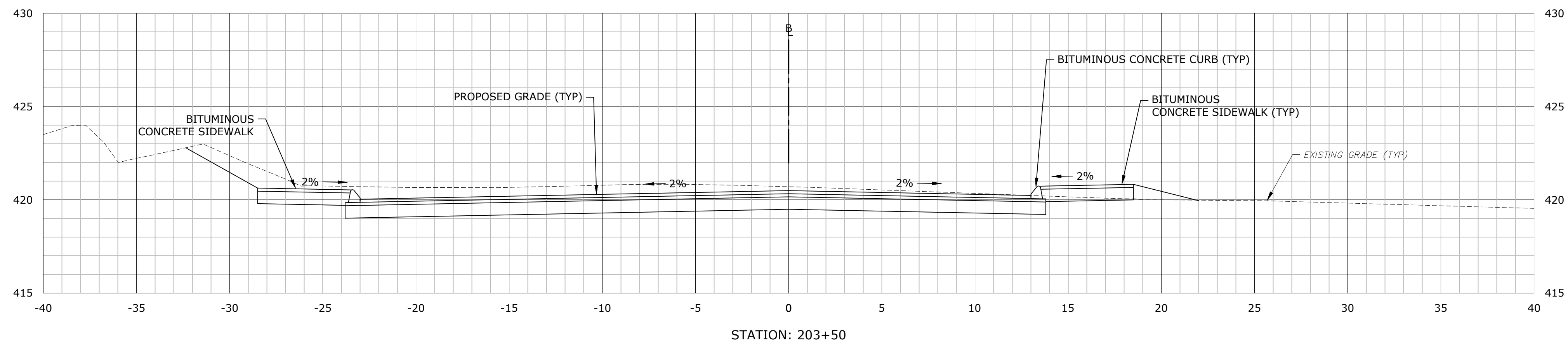
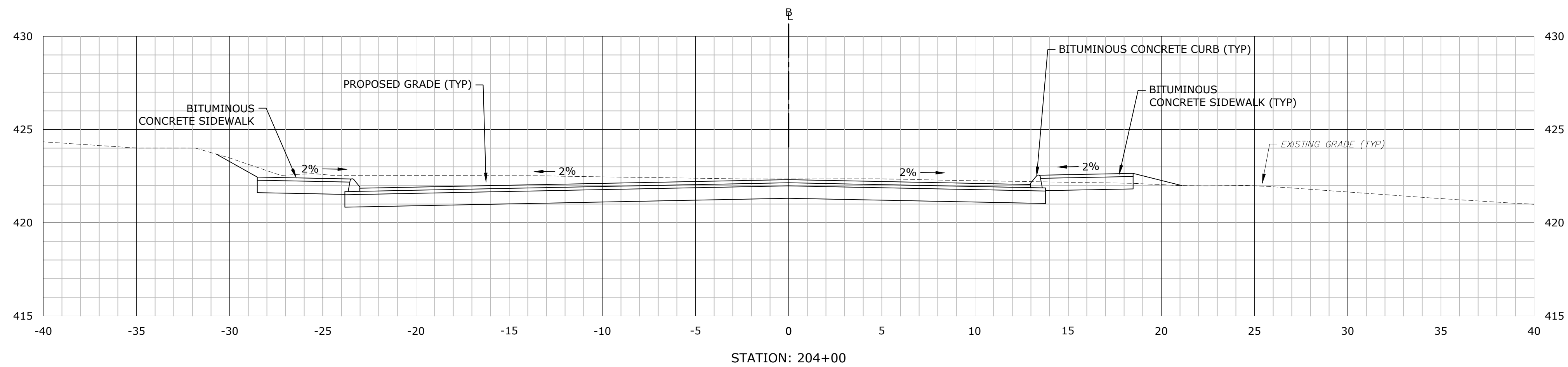
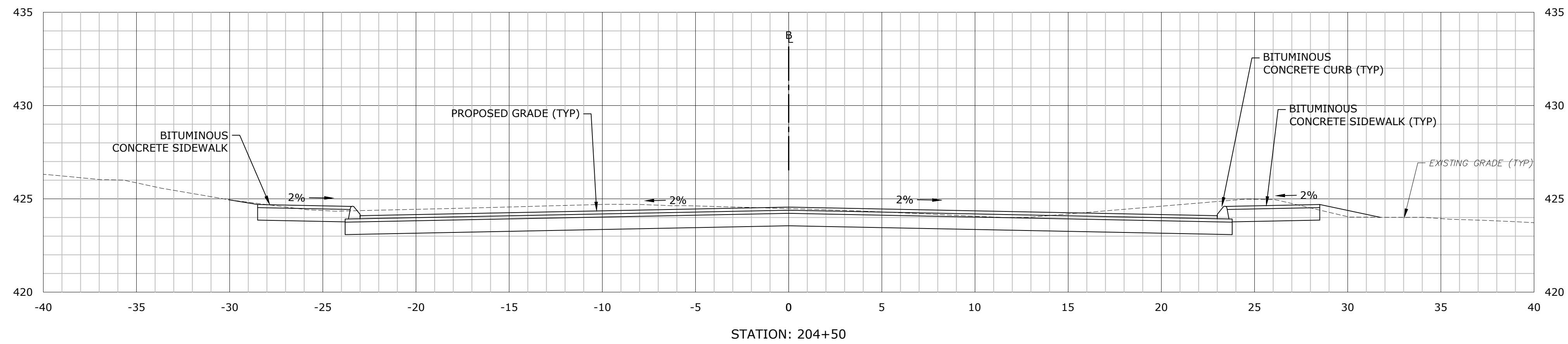
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FILE:	T0196-15-C-900-XS.dwg	
DRAWN BY:	CRD	
CHECKED:	CRD	
APPROVED:	AJM	

DANIELS FARM ROAD
CROSS SECTIONS
STA: 202+00 TO 203+00

SCALE: 1" = 4'

C9.1



STROBEL ROAD RECONSTRUCTION PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

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ORIGINAL DRAWING
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SCALES ACCORDINGLY

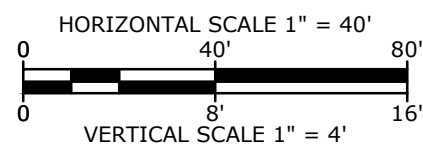
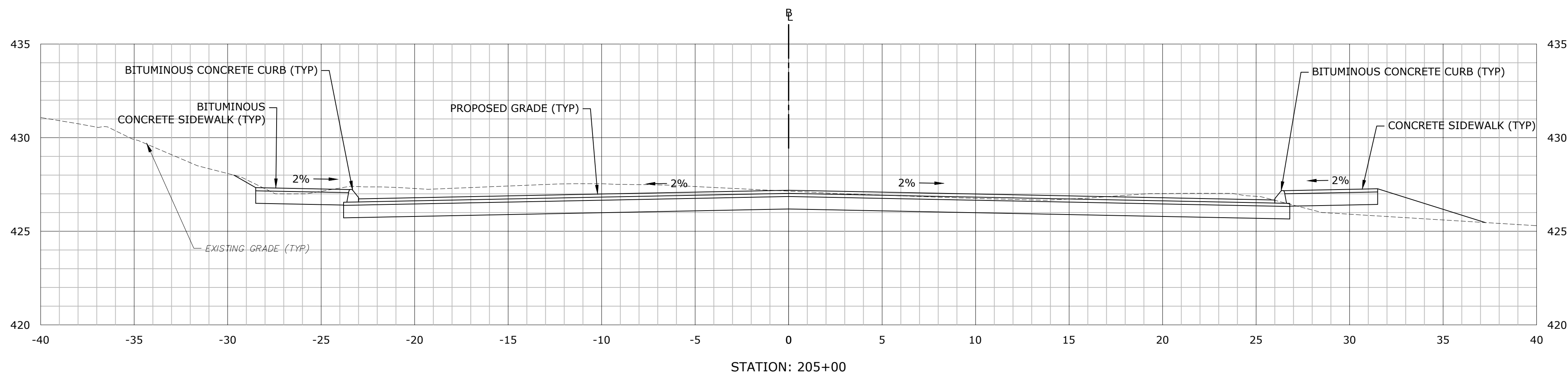
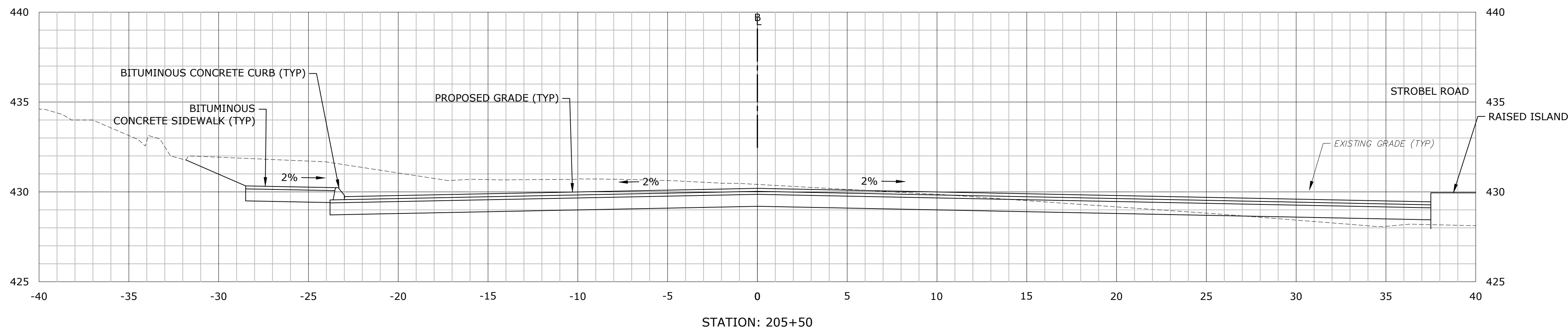
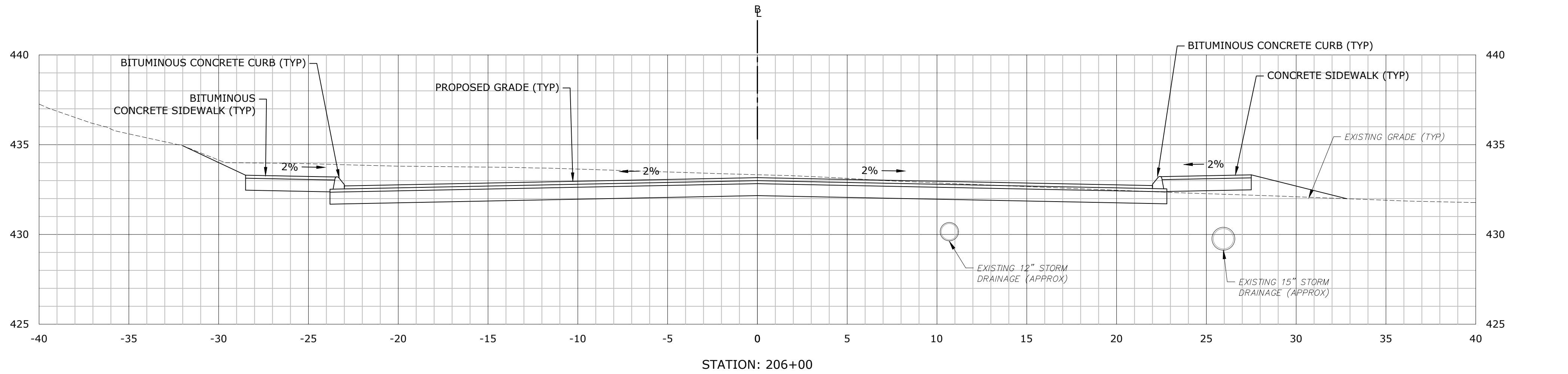
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FILE:	T0196-15-C-900-XS.dwg
DRAWN BY:	CRD
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APPROVED:	AJM

DANIELS FARM ROAD
CROSS SECTIONS
STA: 203+50 TO 204+50

SCALE: 1" = 4'

C9.2



STROBEL ROAD RECONSTRUCTION PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

BAR IS 1 INCH ON
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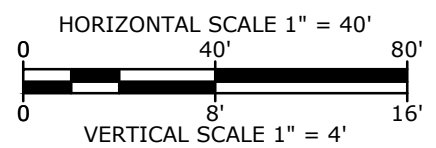
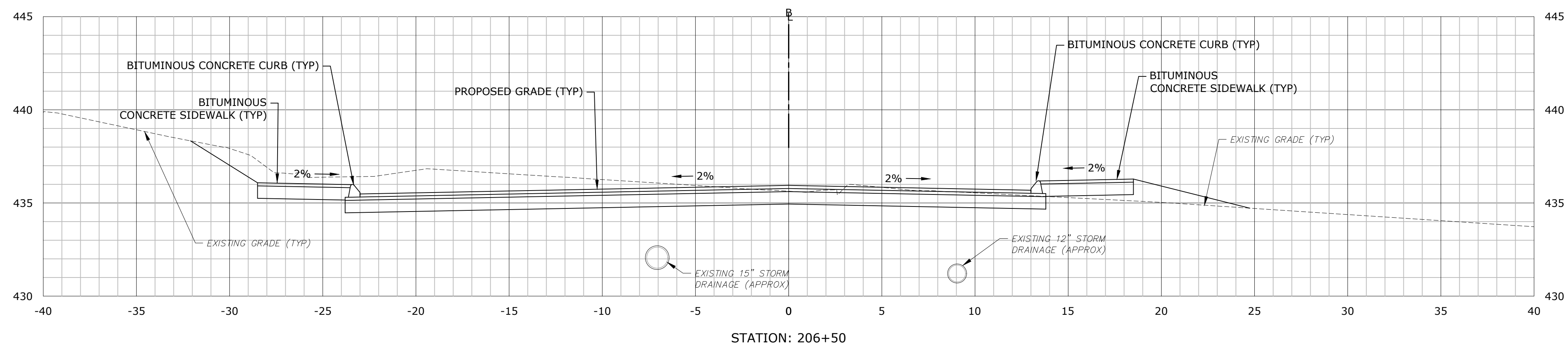
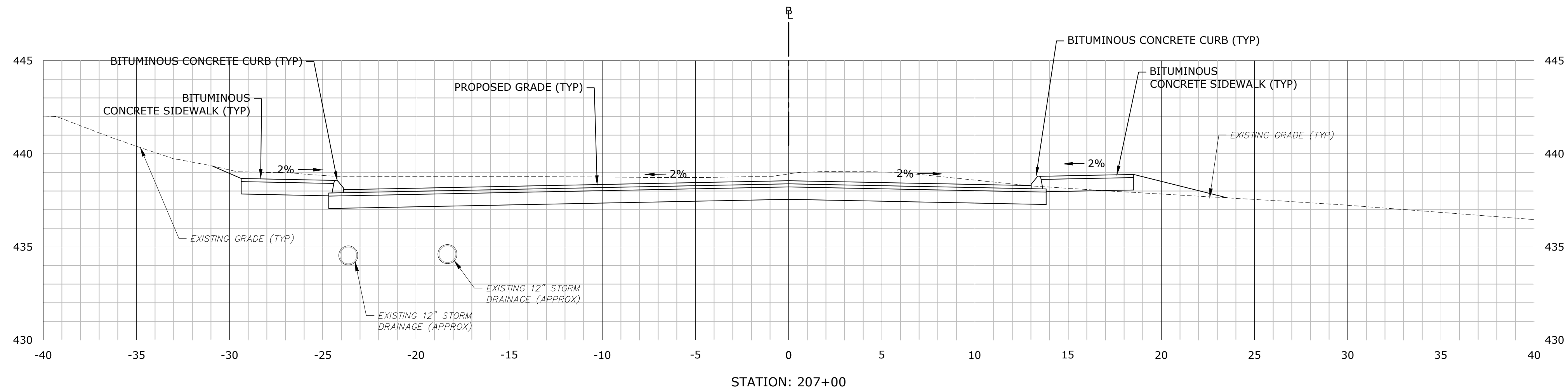
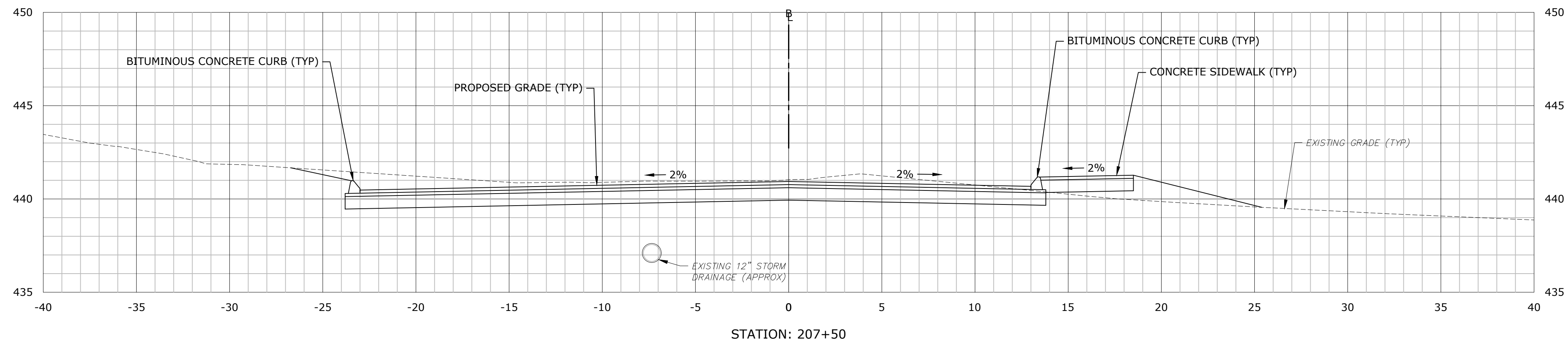
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DRAWN BY:	CRD
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APPROVED:	AJM

DANIELS FARM ROAD
CROSS SECTIONS
STA: 205+00 TO 206+00

SCALE: 1" = 4'

C9.3



STROBEL ROAD RECONSTRUCTION PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

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ORIGINAL DRAWING
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SCALES ACCORDINGLY

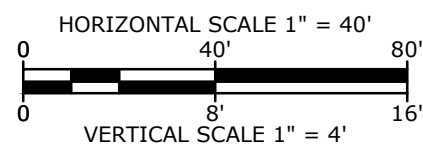
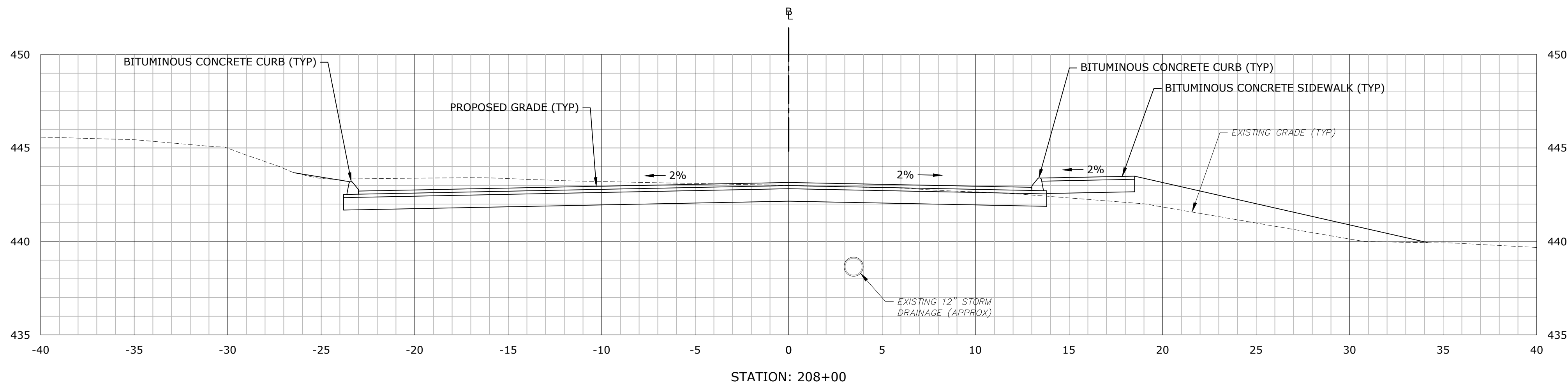
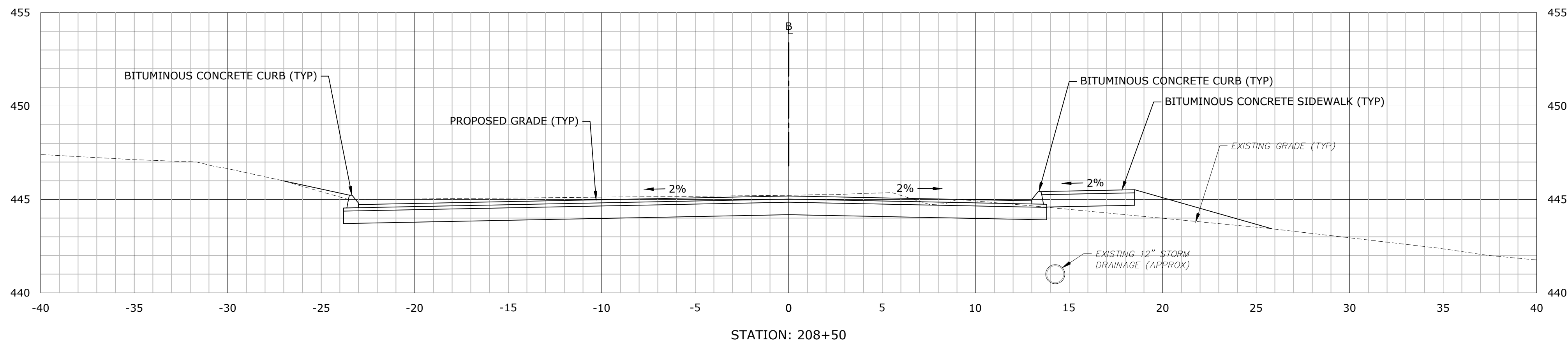
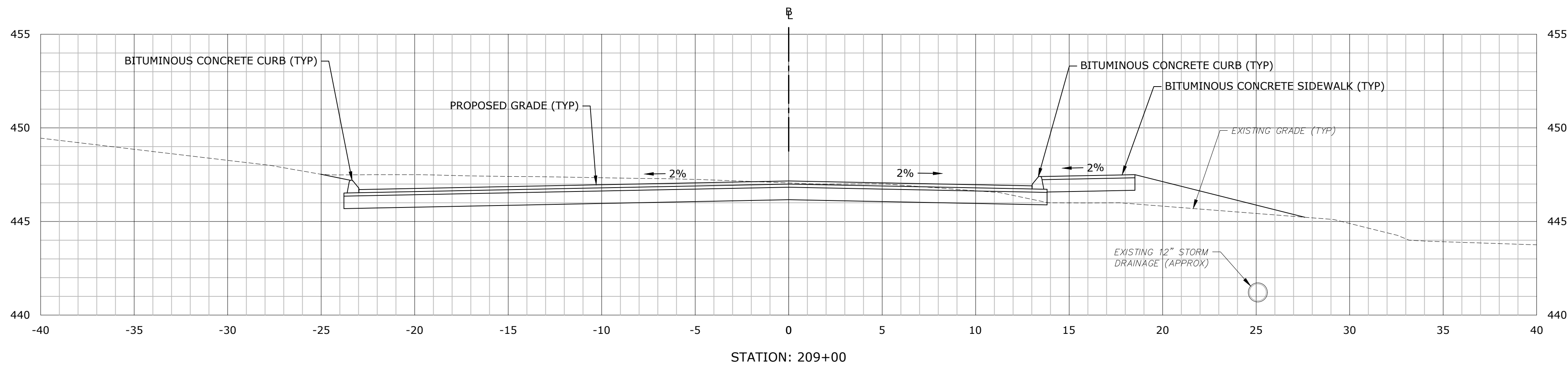
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DANIELS FARM ROAD
CROSS SECTIONS
STA: 206+50 TO 207+50

SCALE: 1" = 4'

C9.4



STROBEL ROAD RECONSTRUCTION PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

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SCALES ACCORDINGLY

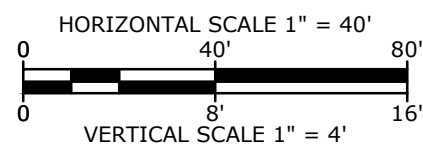
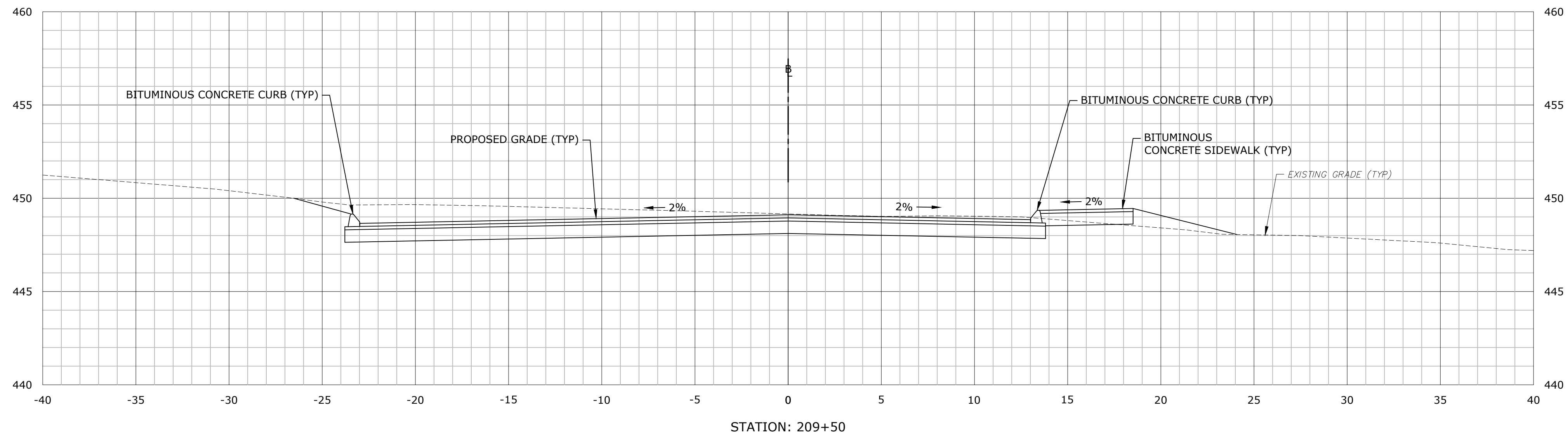
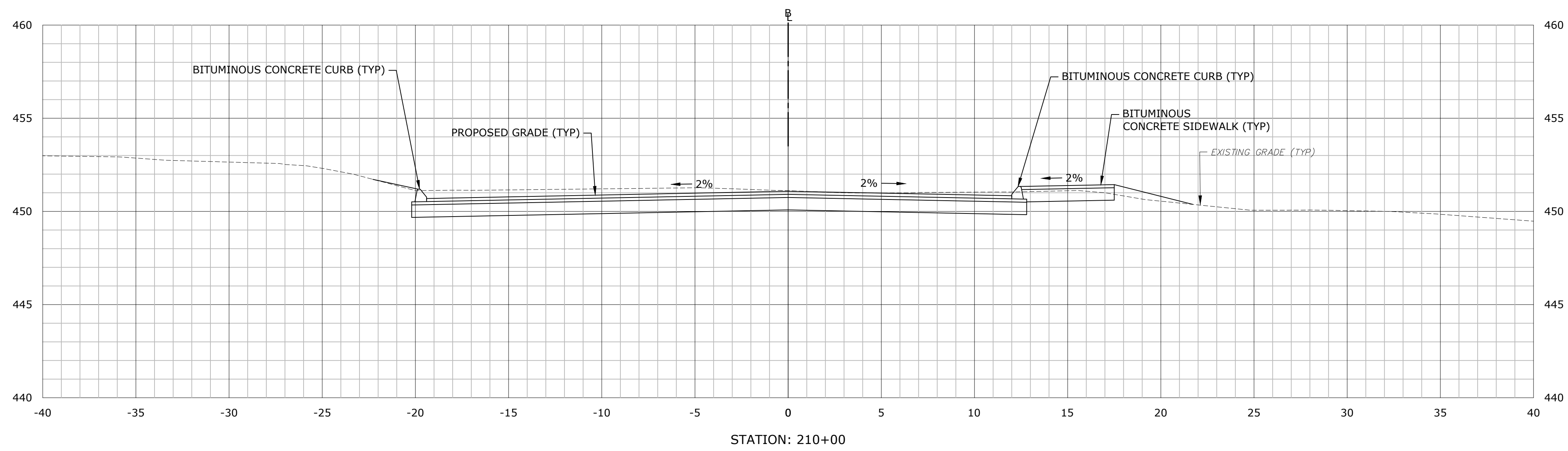
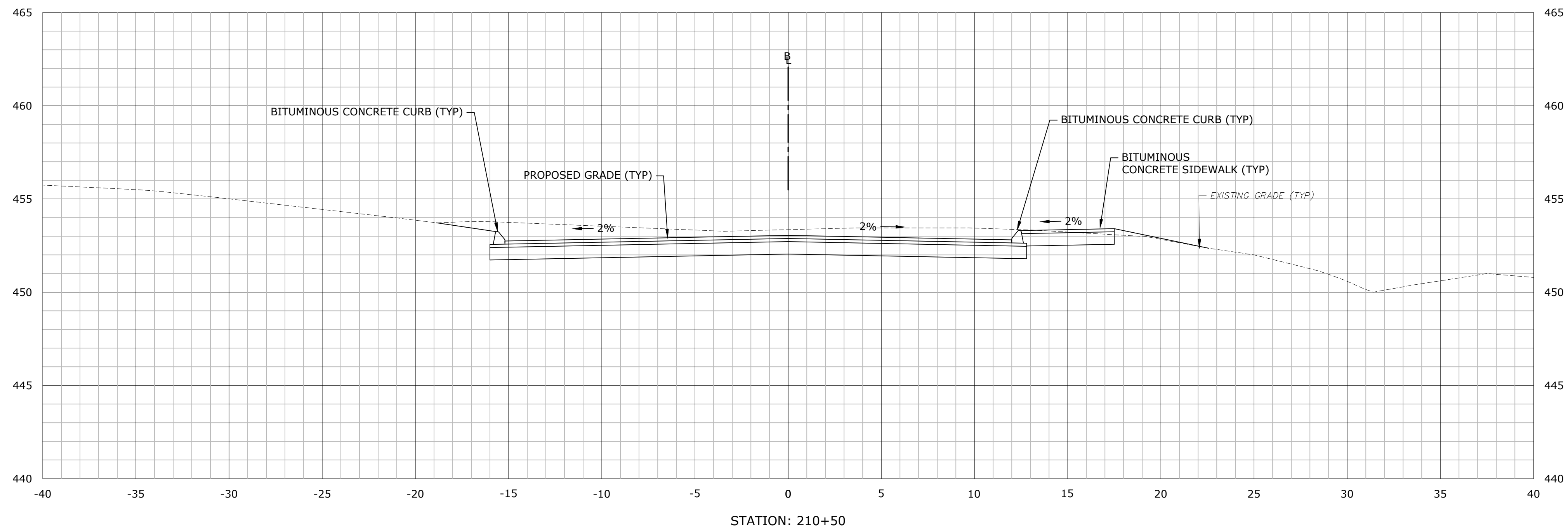
MARK	DATE	DESCRIPTION

PROJECT NO:	T0196
FILE:	T0196-15-C-900-XS.dwg
DRAWN BY:	CRD
CHECKED:	CRD
APPROVED:	AJM

DANIELS FARM ROAD
CROSS SECTIONS
STA: 208+00 TO 209+00

SCALE: 1" = 4'

C9.5



STROBEL ROAD RECONSTRUCTION PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

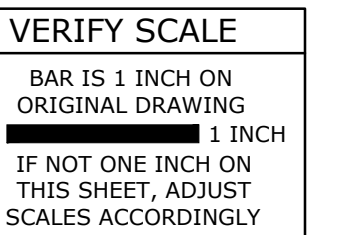
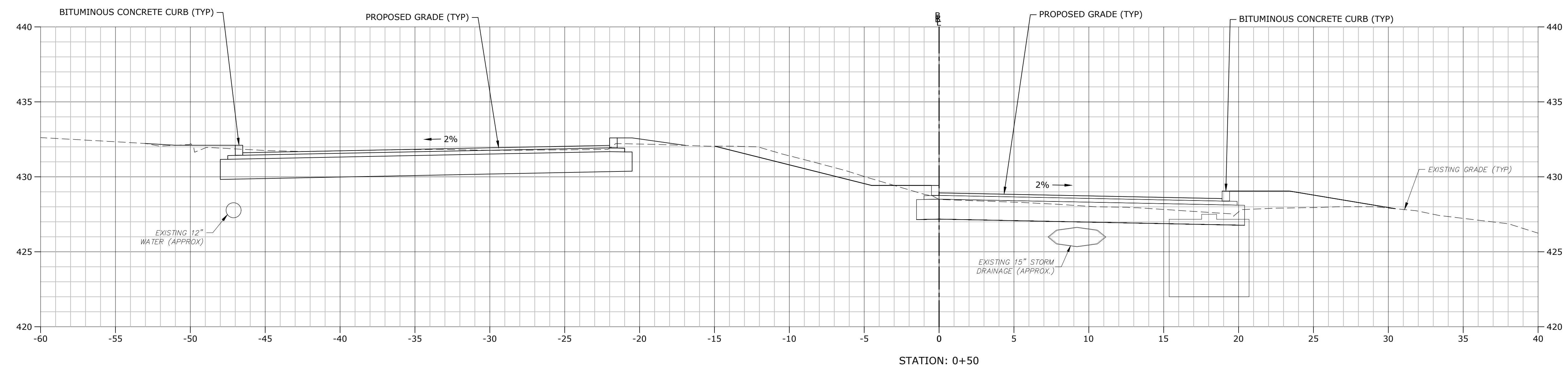
BAR IS 1 INCH ON
ORIGINAL DRAWING
0 1 INCH
IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

MARK	DATE	DESCRIPTION
PROJECT NO:	T0196	
FILE:	T0196-15-C-900-XS.dwg	
DRAWN BY:	CRD	
CHECKED:	CRD	
APPROVED:	AJM	

DANIELS FARM ROAD
CROSS SECTIONS
STA: 209+50 TO 210+00

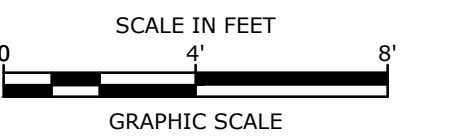
SCALE: 1" = 4'

C9.6

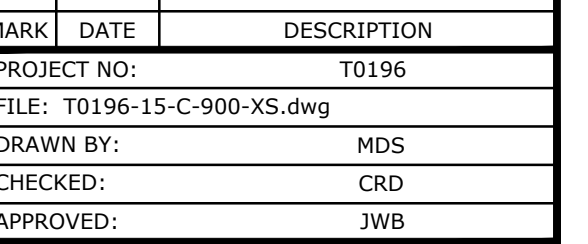
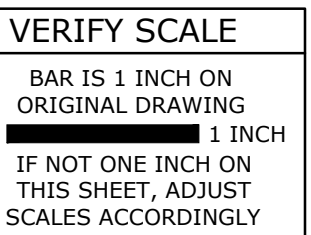


January 18, 2019

C9.7

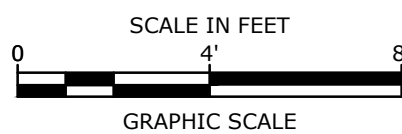
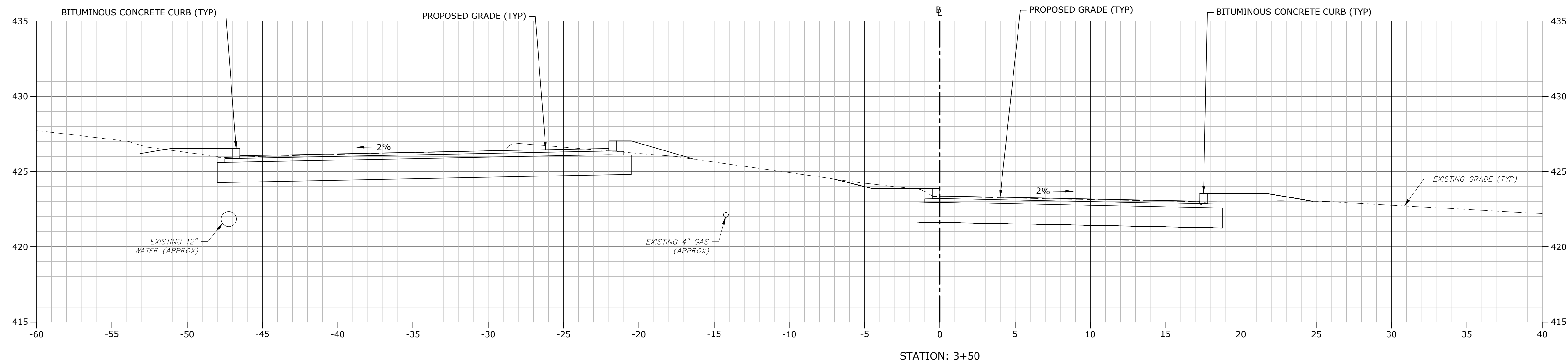
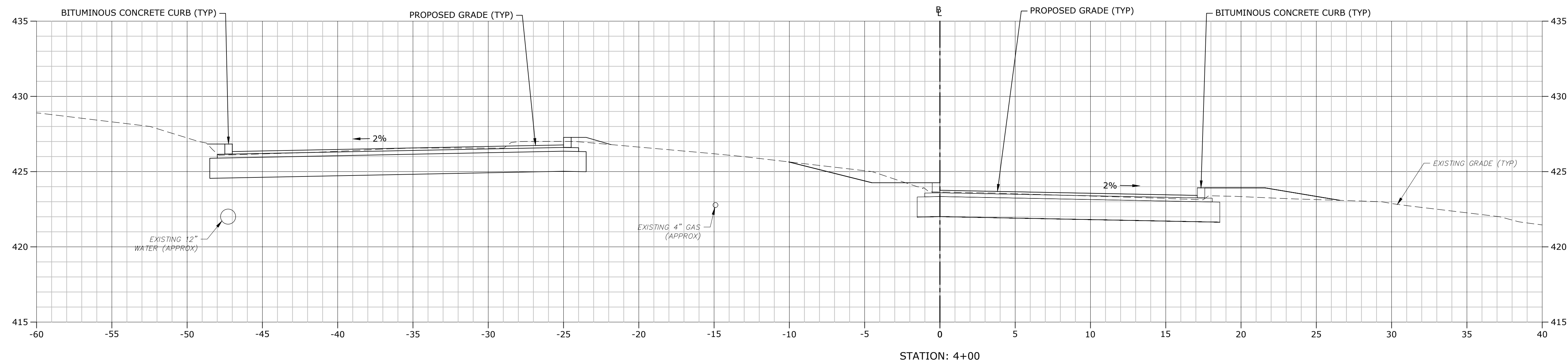
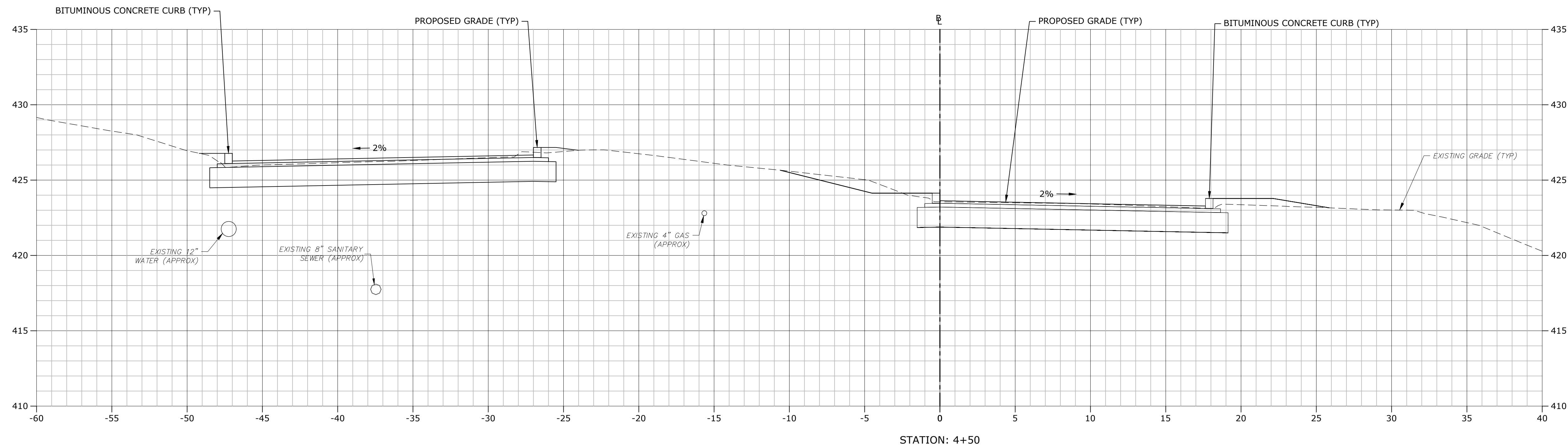


January 18, 2019



SCALE: 1" = 4'

C9.8



STROBEL ROAD RECONSTRUCTION PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

BAR IS 1 INCH ON
ORIGINAL DRAWING
0 1 INCH
IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

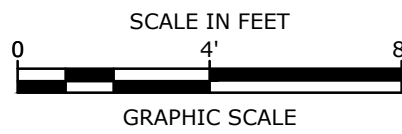
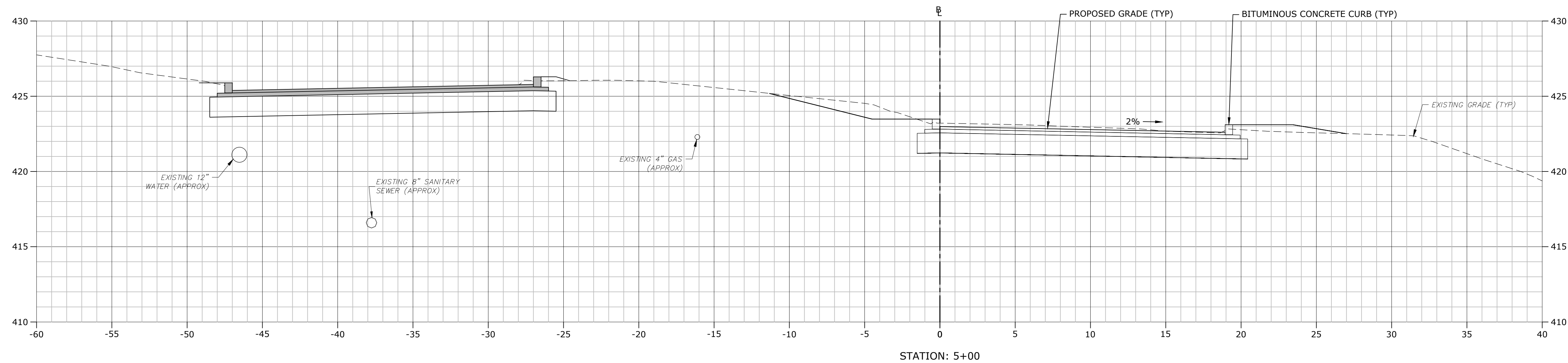
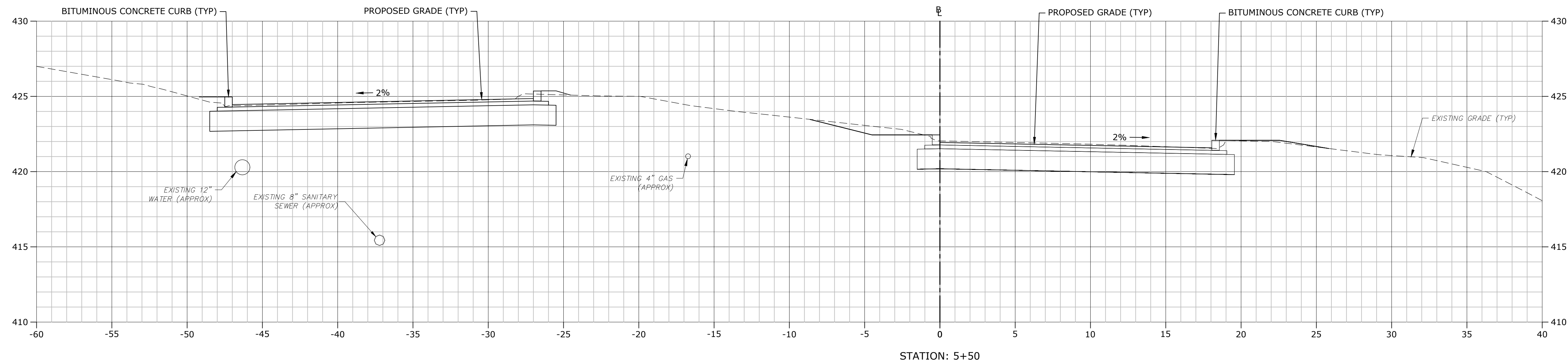
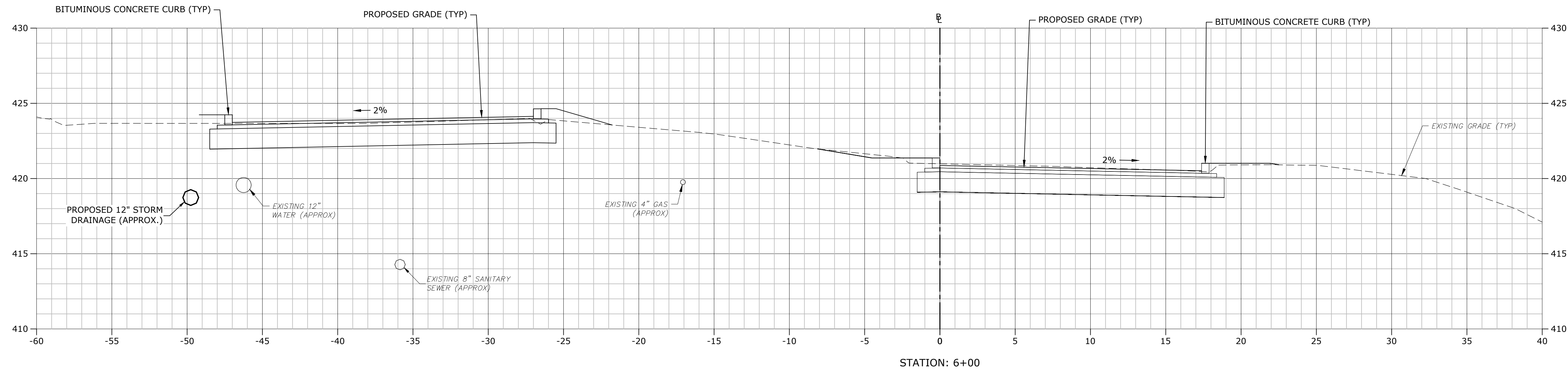
MARK	DATE	DESCRIPTION

PROJECT NO:	T0196
FILE:	T0196-15-C-900-XS.dwg
DRAWN BY:	MDS
CHECKED:	CRD
APPROVED:	JWB

STROBEL ROAD CROSS SECTIONS STA: 3+50 TO 4+50

SCALE:	1" = 4'
--------	---------

C9.9



**STROBEL ROAD
RECONSTRUCTION
PROJECT**

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

BAR IS 1 INCH ON
ORIGINAL DRAWING
0 1 INCH
IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

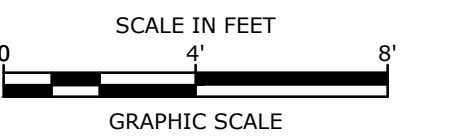
MARK	DATE	DESCRIPTION

PROJECT NO:	T0196
FILE:	T0196-15-C-900-XS.dwg
DRAWN BY:	MDS
CHECKED:	CRD
APPROVED:	JWB

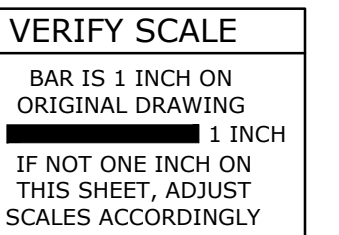
**STROBEL ROAD
CROSS SECTIONS
STA: 5+00 TO 6+00**

SCALE: 1" = 4'

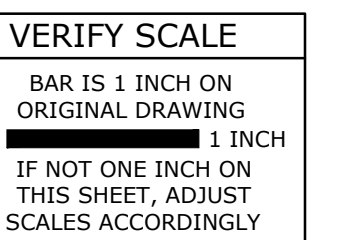
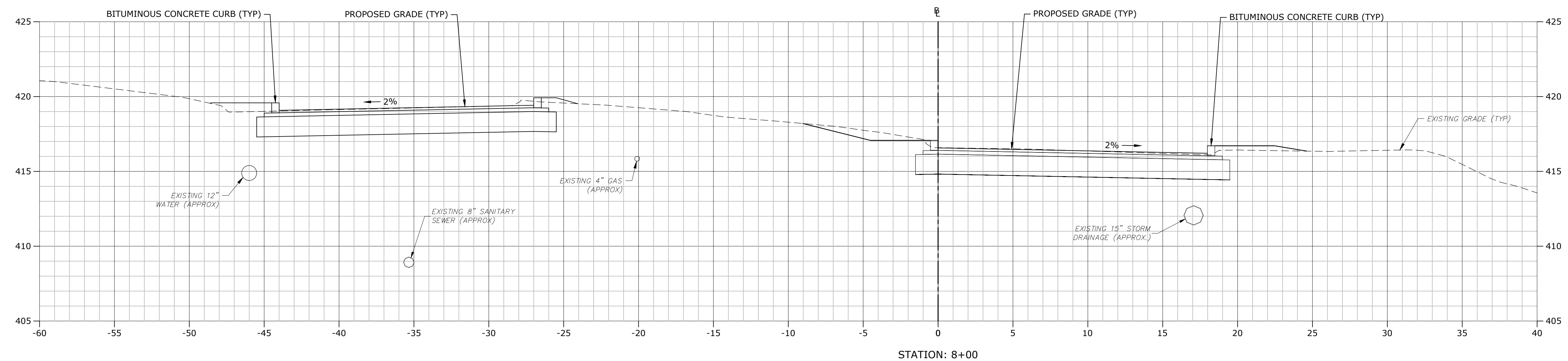
C9.10



January 18, 2019



Last Saved: 2/6/2019
Plotted On: Feb 08, 2019-11:16am By: DubuqueC
Tighe & Bond: J:\T0196\15 Strobil Rd\Drawing\Sheet\T0196-15-C-900-XS.dwg



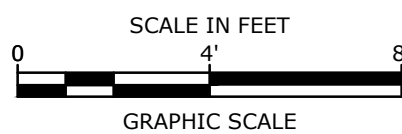
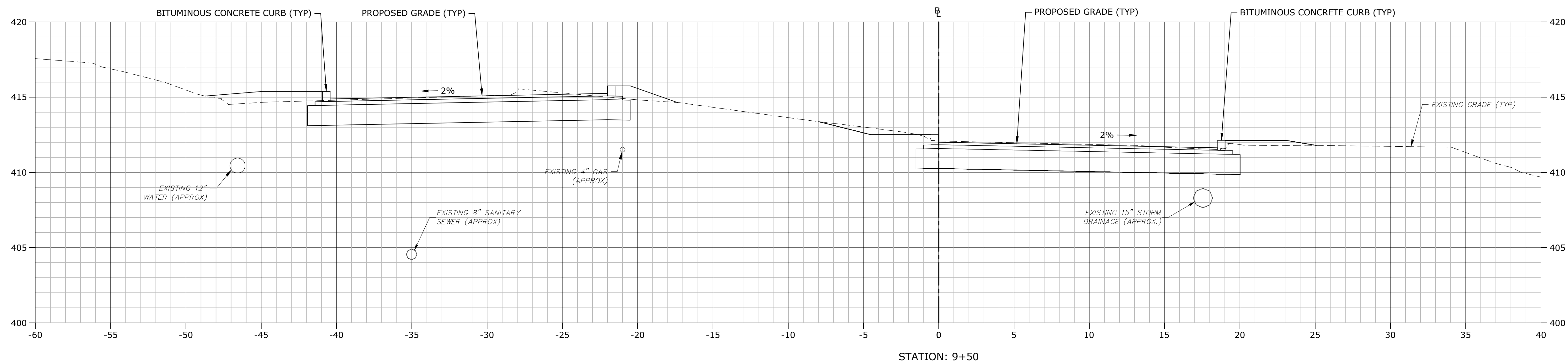
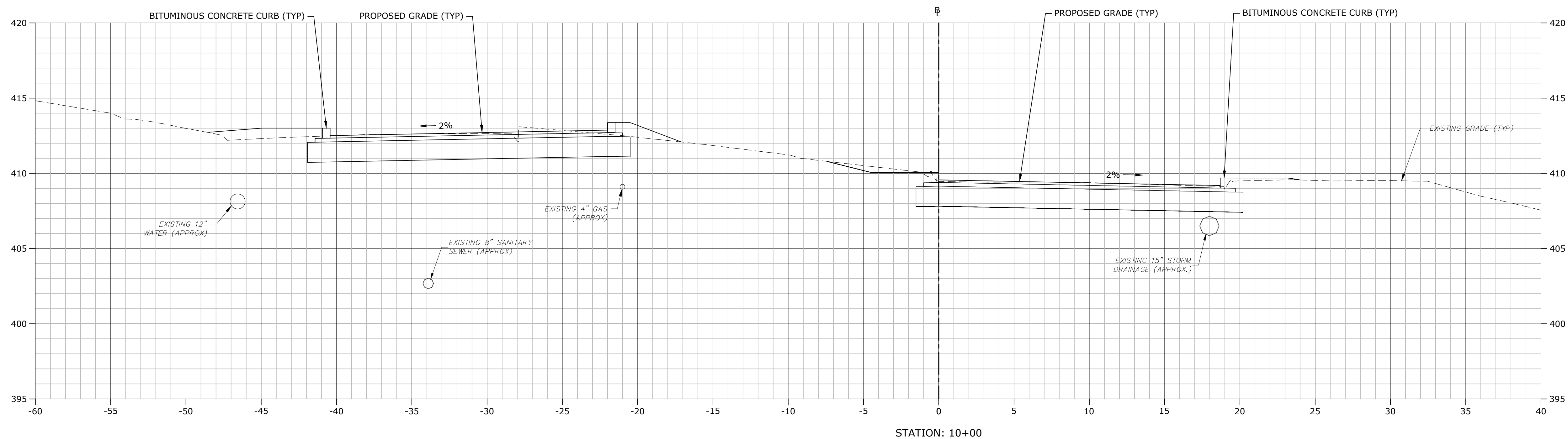
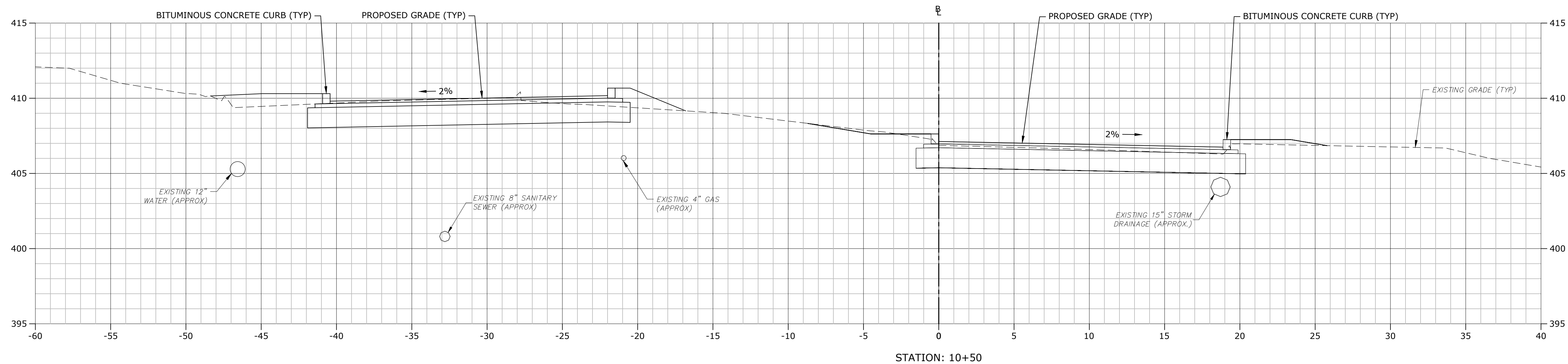
January 18, 2019

MARK	DATE	DESCRIPTION
PROJECT NO:		T0196
FILE: T0196-15-C-900-XS.dwg		
DRAWN BY:	MDS	
CHECKED:	CRD	
APPROVED:	JWB	

STROBEL ROW
CROSS SECTIONS
STA: 8+00 TO 9+00

SCALE: 1" = 4'

C9.12



STROBEL ROAD RECONSTRUCTION PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

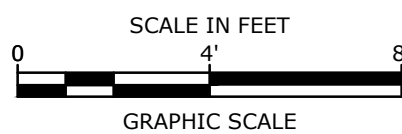
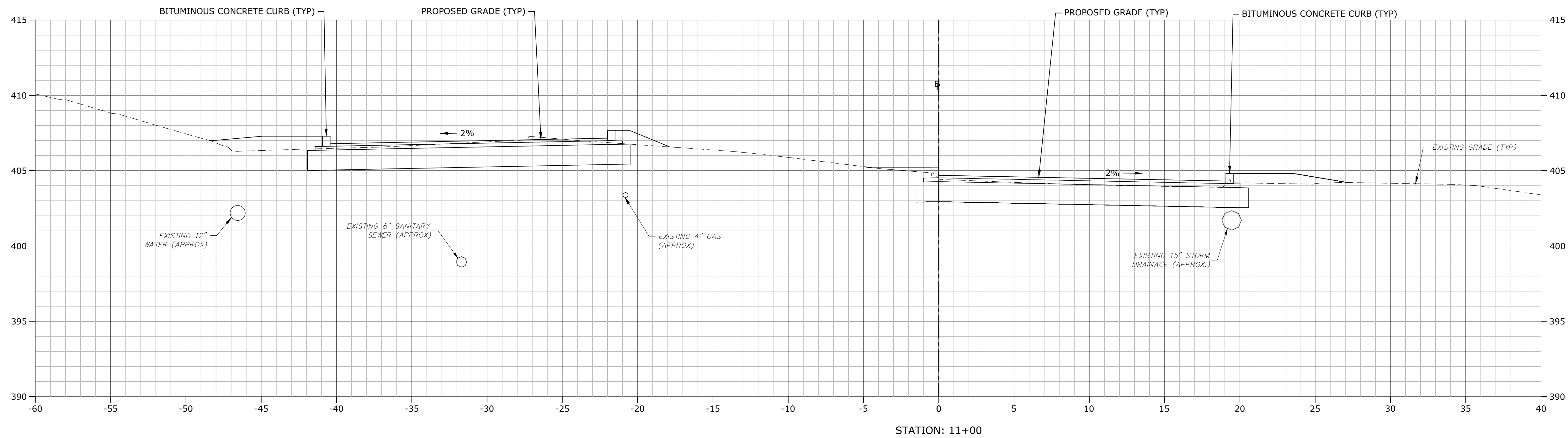
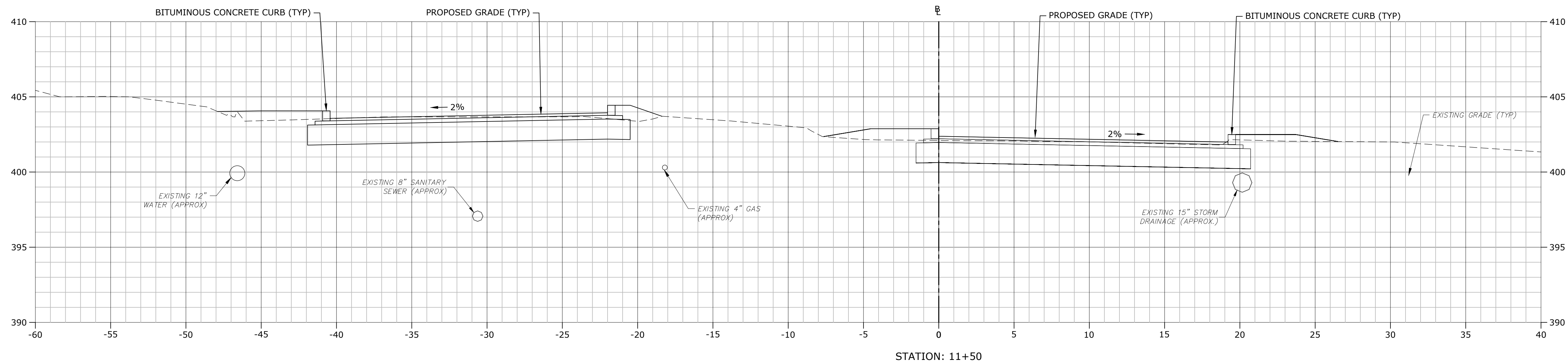
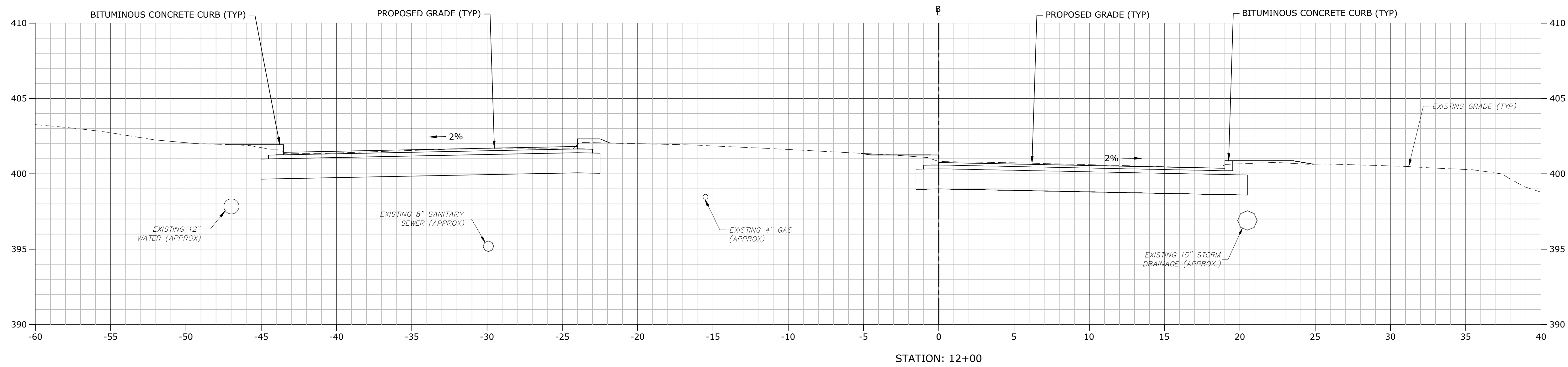
BAR IS 1 INCH ON
ORIGINAL DRAWING
0 1 INCH
IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

MARK	DATE	DESCRIPTION
PROJECT NO:	T0196	
FILE:	T0196-15-C-900-XS.dwg	
DRAWN BY:	MDS	
CHECKED:	CRD	
APPROVED:	JWB	

STROBEL ROAD
CROSS SECTIONS
STA: 9+50 TO 10+50

SCALE: 1" = 4'

C9.13



STROBEL ROAD
RECONSTRUCTION
PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

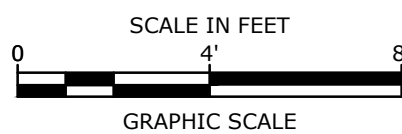
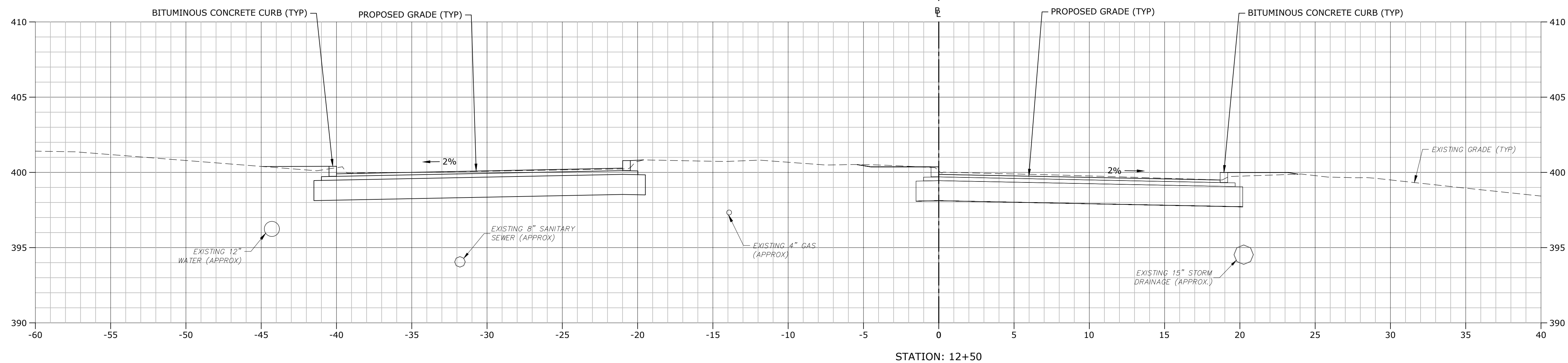
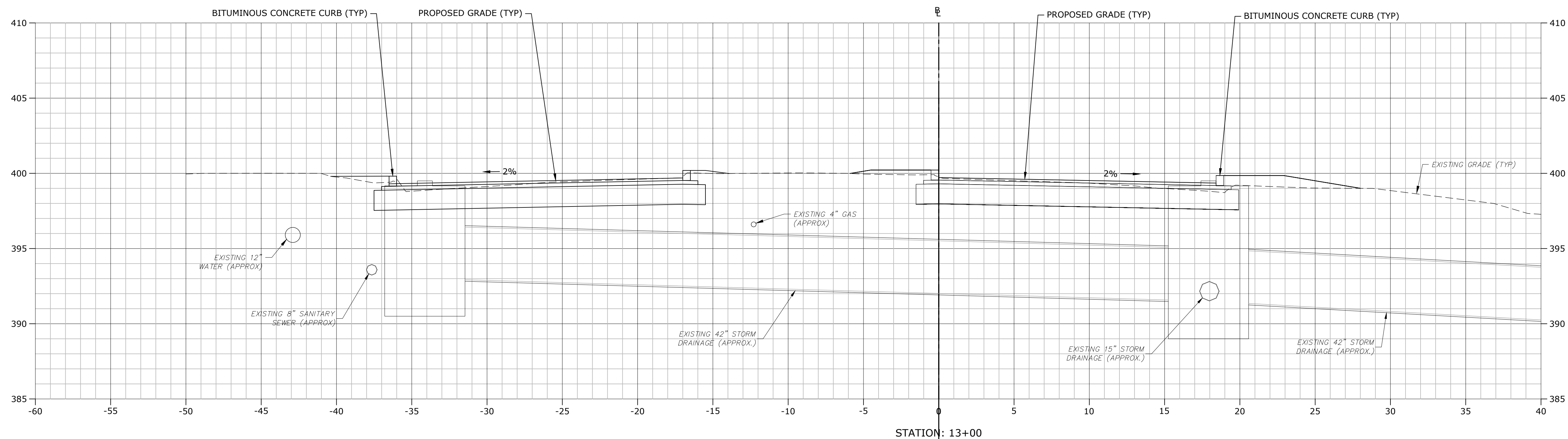
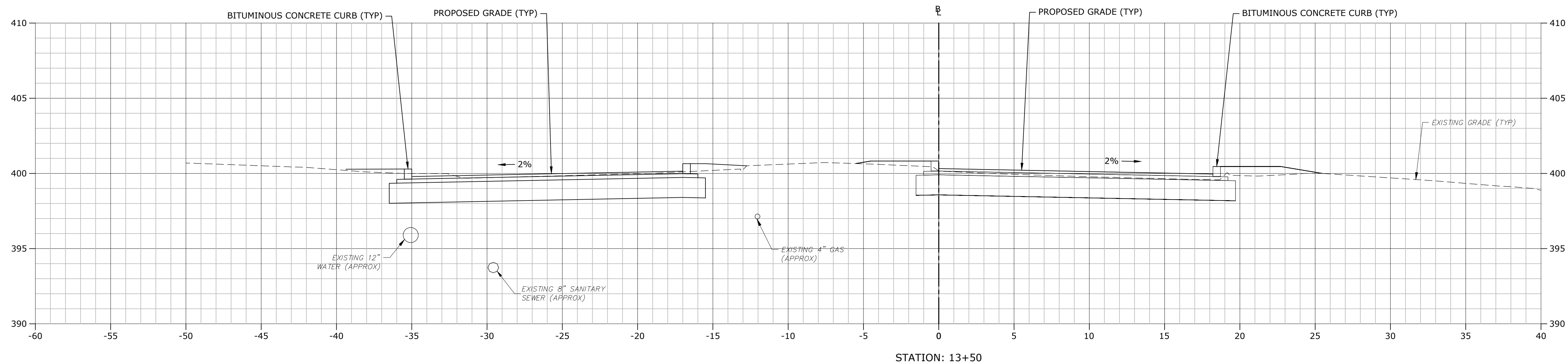
BAR IS 1 INCH ON
ORIGINAL DRAWING
0 1 INCH
IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

MARK	DATE	DESCRIPTION
PROJECT NO:	T0196	
FILE:	T0196-15-C-900-XS.dwg	
DRAWN BY:	MDS	
CHECKED:	CRD	
APPROVED:	JWB	

STROBEL ROAD
CROSS SECTIONS
STA: 11+00 TO 12+00

SCALE: 1" = 4'

C9.14



STROBEL ROAD RECONSTRUCTION PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

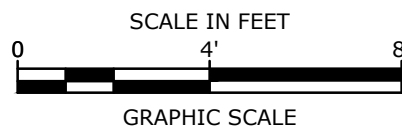
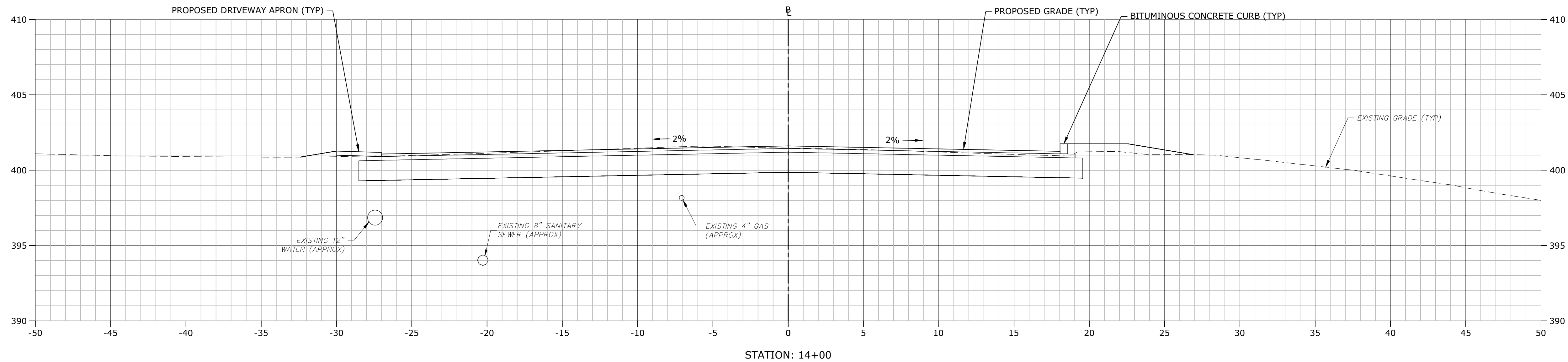
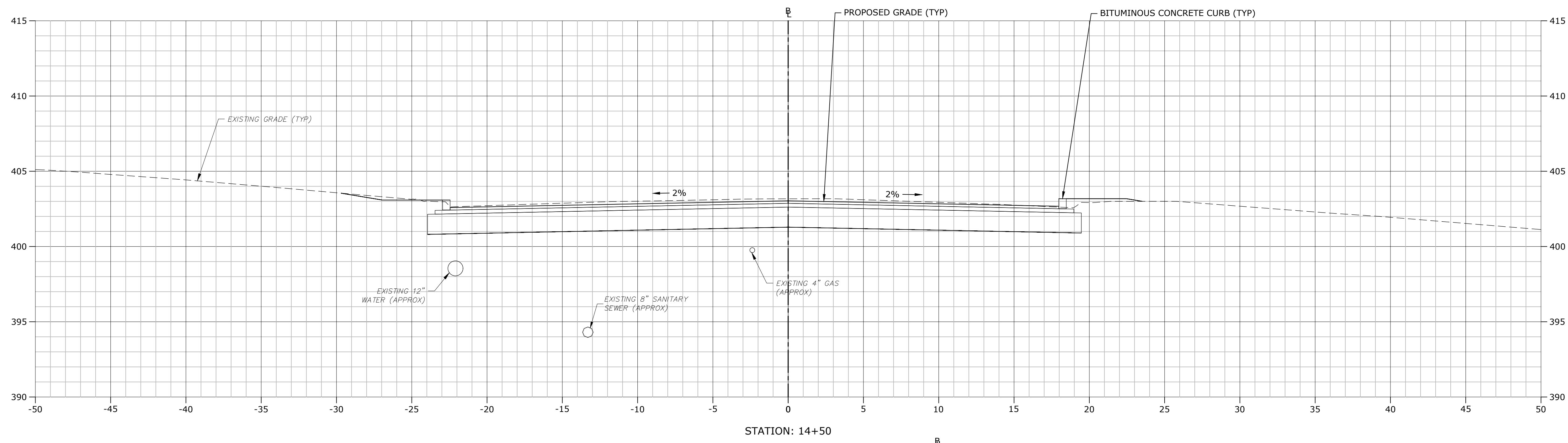
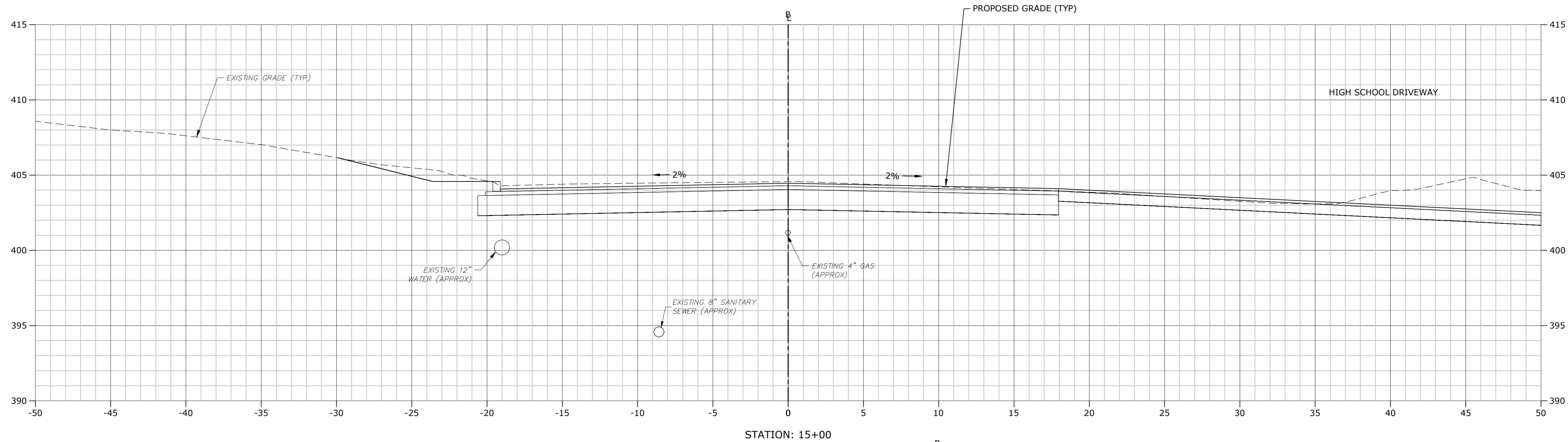
BAR IS 1 INCH ON
ORIGINAL DRAWING
0 1 INCH
IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

MARK	DATE	DESCRIPTION
PROJECT NO:	T0196	
FILE:	T0196-15-C-900-XS.dwg	
DRAWN BY:	MDS	
CHECKED:	CRD	
APPROVED:	JWB	

STROBEL ROAD
CROSS SECTIONS
STA: 12+50 TO 13+50

SCALE: 1" = 4'

C9.15



STROBEL ROAD RECONSTRUCTION PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

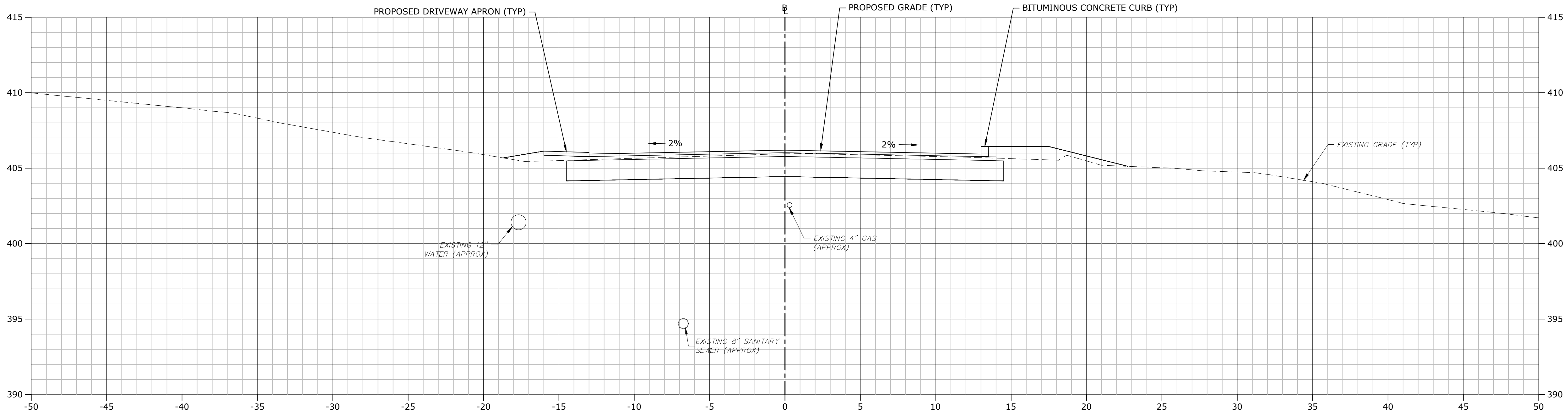
BAR IS 1 INCH ON
ORIGINAL DRAWING
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IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

MARK	DATE	DESCRIPTION
PROJECT NO:	T0196	
FILE:	T0196-15-C-900-XS.dwg	
DRAWN BY:	MDS	
CHECKED:	CRD	
APPROVED:	JWB	

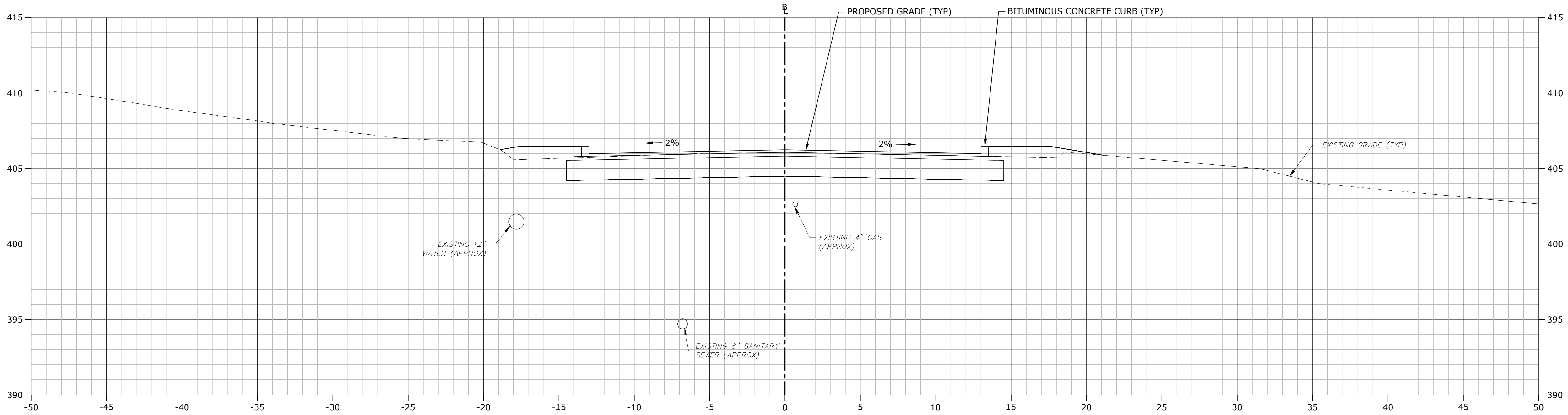
STROBEL ROAD
CROSS SECTIONS
STA: 14+00 TO 15+00

SCALE: 1" = 4'

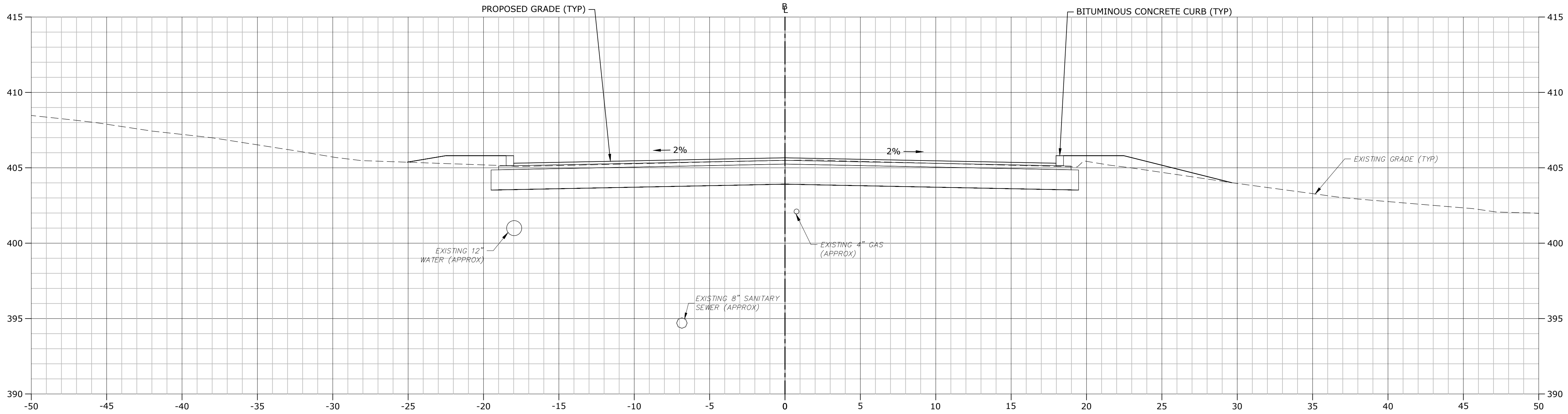
C9.16



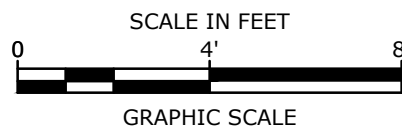
STATION: 16+50



STATION: 16+00



STATION: 15+50



STROBEL ROAD RECONSTRUCTION PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

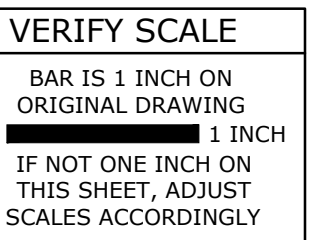
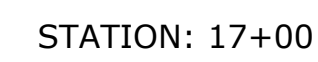
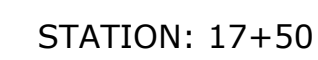
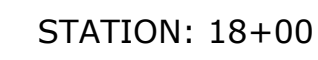
BAR IS 1 INCH ON
ORIGINAL DRAWING
0 1 INCH
IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

MARK	DATE	DESCRIPTION
PROJECT NO:	T0196	
FILE:	T0196-15-C-900-XS.dwg	
DRAWN BY:	MDS	
CHECKED:	CRD	
APPROVED:	JWB	

STROBEL ROAD
CROSS SECTIONS
STA: 15+50 TO 16+50

SCALE: 1" = 4'

C9.17



Trumbull, Connecticut

January 18, 2019

MARK:	DATE:	
		DESCRIPTION

PROJECT NO: T0196

FILE: T0196-15-C-900-XS.dwg

DRAWN BY: MDS

CHECKED: CRD

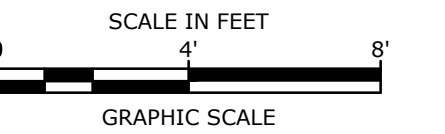
APPROVED: JWB

STROBEL ROAD CROSS SECTIONS

STA: 17+00 TO 18+00

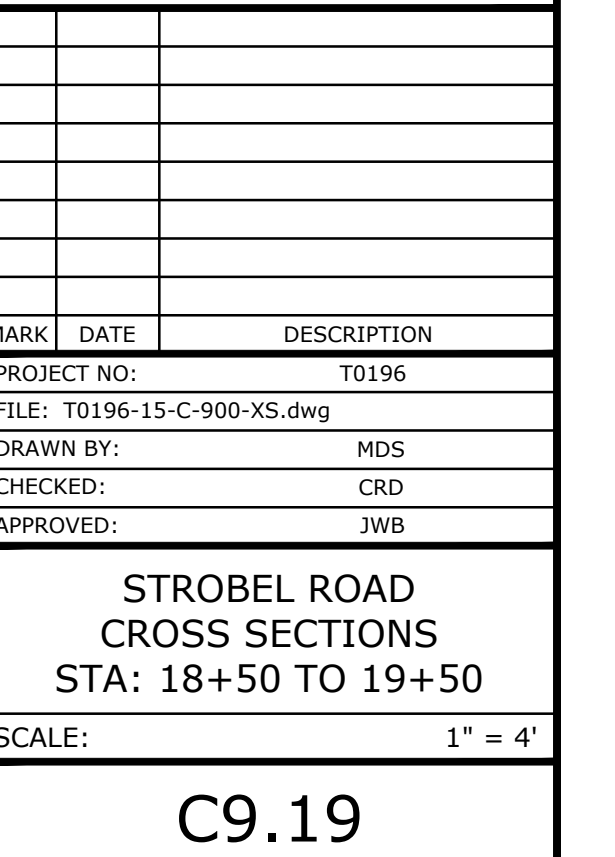
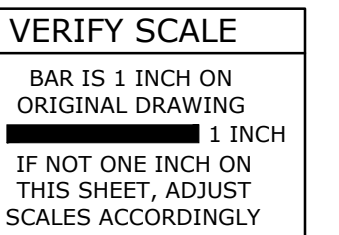
SCALE:
1" = 4'

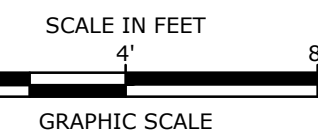
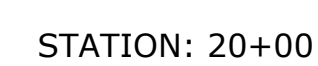
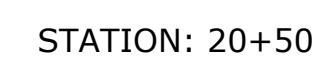
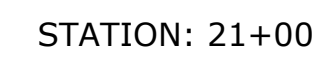
C9.18



Trumbull, Connecticut

January 18, 2019





Trumbull, Connecticut

January 18, 2019

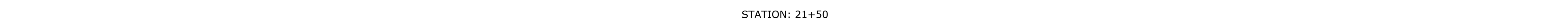
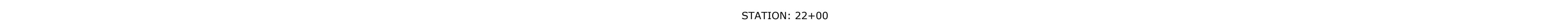
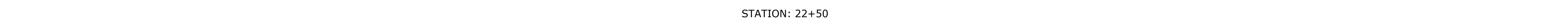
MARK	DATE	DESCRIPTION
PROJECT NO:		T0196
FILE: T0196-15-C-900-XS.dwg		
DRAWN BY:		MDS
CHECKED:		CRD
APPROVED:		JWB

**STROBEL ROAD
CROSS SECTIONS**

STA: 20+00 TO 21+00

SCALE: 1" = 4'

C9.20



ROBEL ROAD
RECONSTRUCTION
PROJECT

Umbull, Connecticut

January 18, 2019

VERIFY SCALE

BAR IS 1 INCH ON
ORIGINAL DRAWING
1 INCH
IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

MARK	DATE	DESCRIPTION
PROJECT NO:		T0196
FILE: T0196-15-C-900-XS.dwg		
DRAWN BY:		MDS
CHECKED:		CRD
APPROVED:		JWB

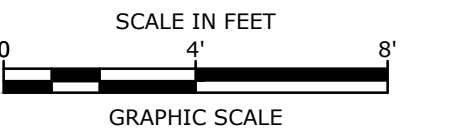
STROBEL ROAD

CROSS SECTIONS

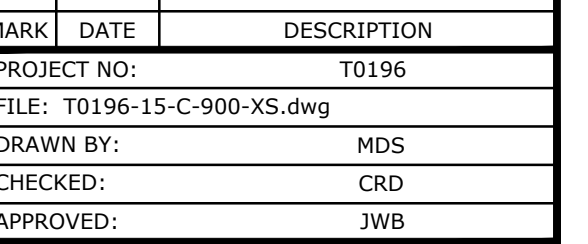
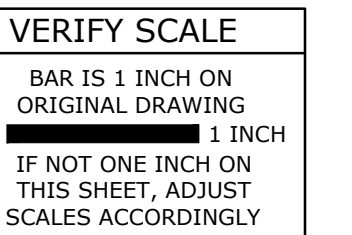
STA: 21+50 TO 22+50

SCALE: _____ 1" = 4'

C9.21

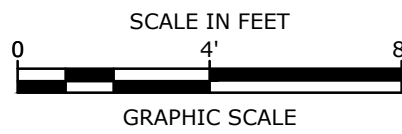
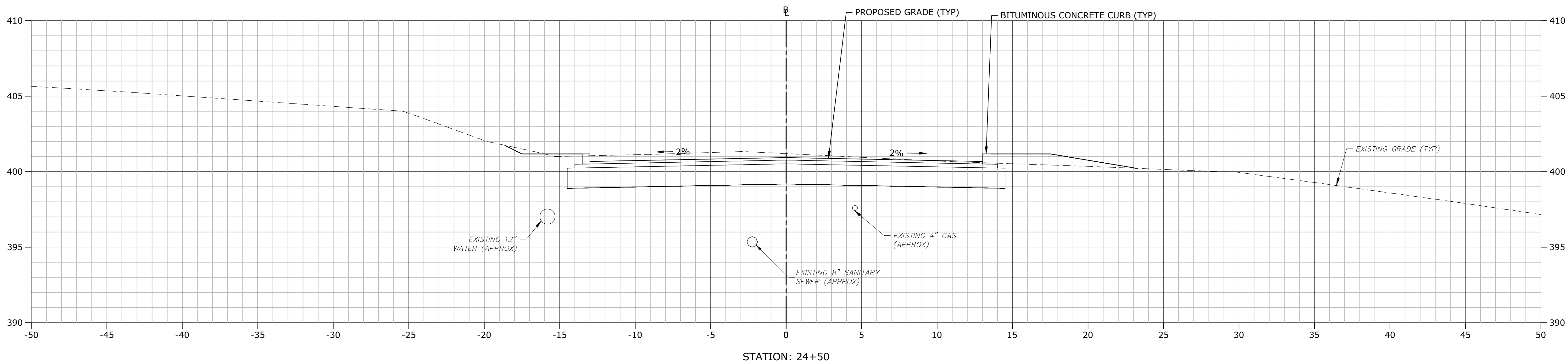
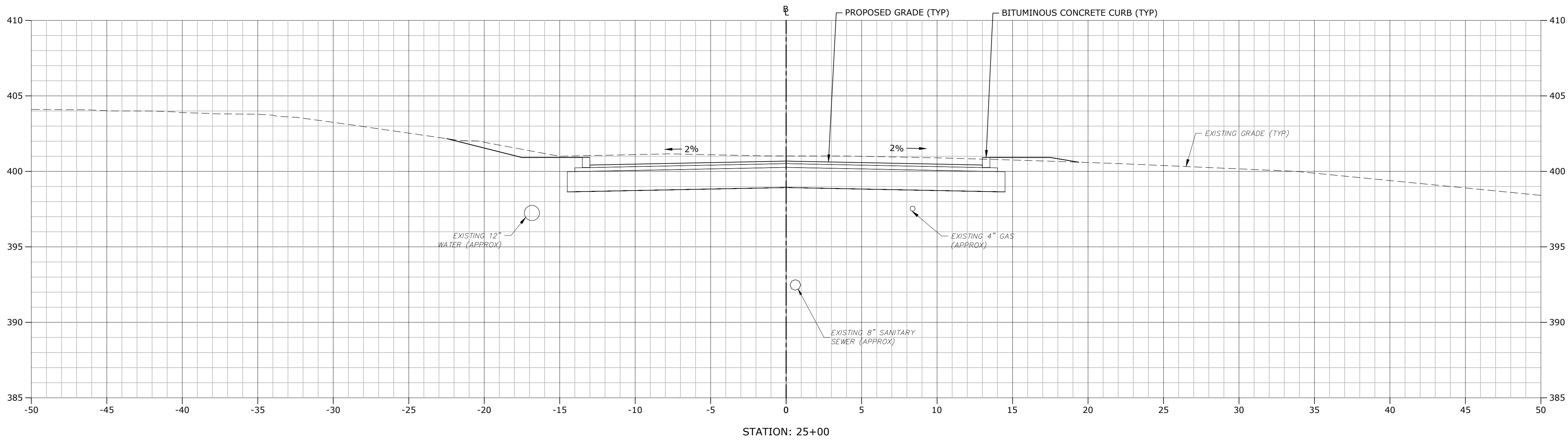
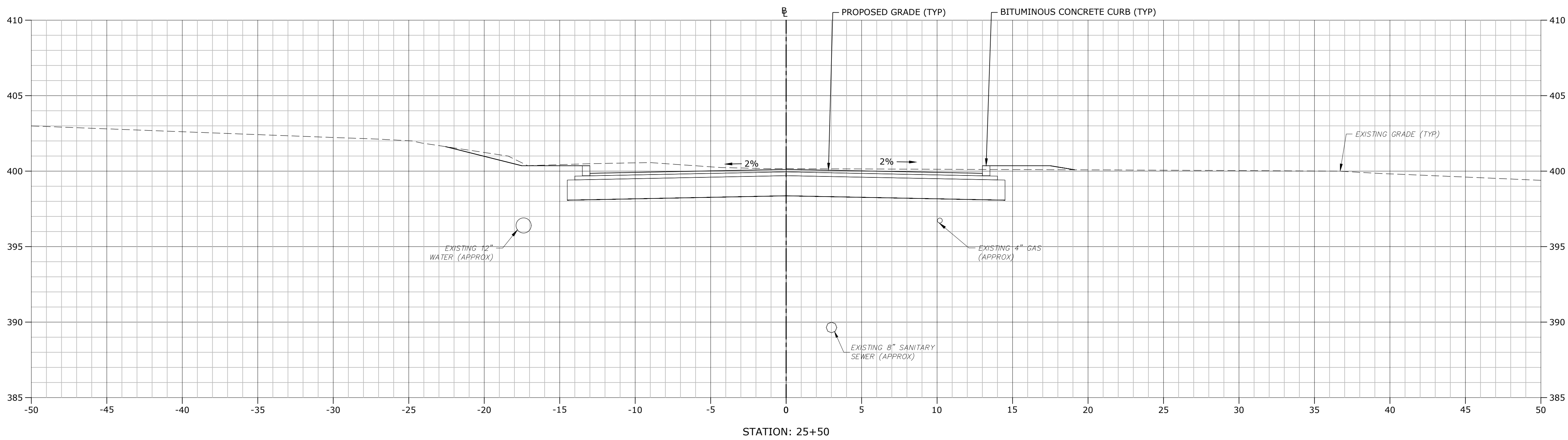


January 18, 2019



SCALE: 1" = 4'

C9.22



STROBEL ROAD RECONSTRUCTION PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

BAR IS 1 INCH ON
ORIGINAL DRAWING
0 1 INCH
IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

MARK	DATE	DESCRIPTION

PROJECT NO: T0196

FILE: T0196-15-C-900-XS.dwg

DRAWN BY: MDS

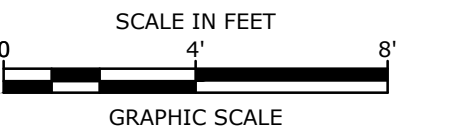
CHECKED: CRD

APPROVED: JWB

STROBEL ROAD
CROSS SECTIONS
STA: 24+50 TO 25+50

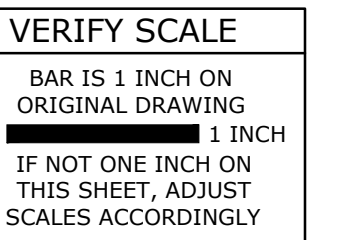
SCALE: 1" = 4'

C9.23

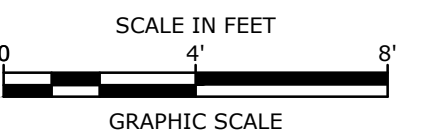


Trumbull, Connecticut

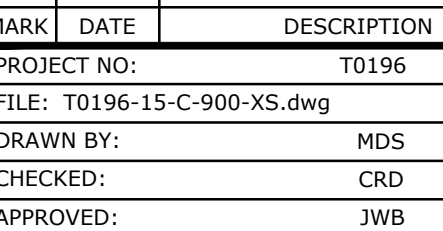
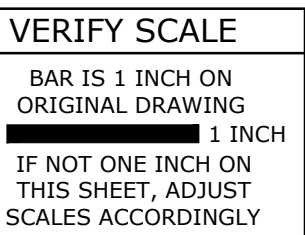
January 18, 2019



Last Saved: 2/6/2019
Plotted On: Feb 08, 2019-11:22am By: DubuqueC
Tighe & Bond: J:\T0196\15 Strobel Rd\Drawing\Sheet\T0196-15-C-900-XS.xdwg

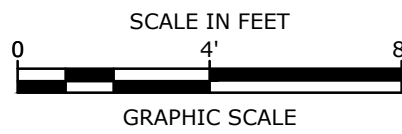
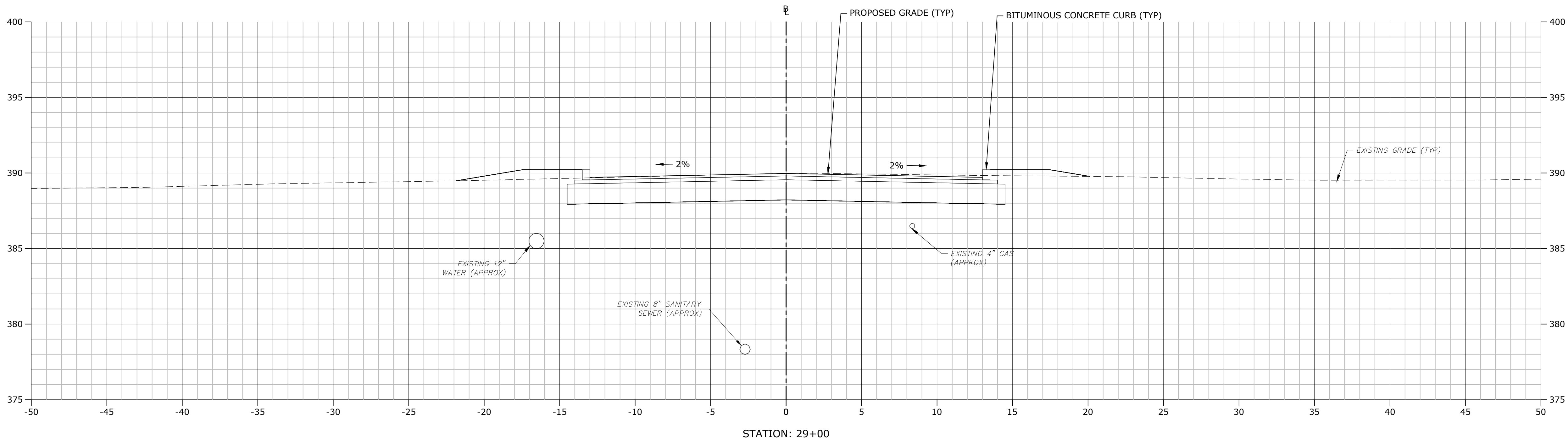
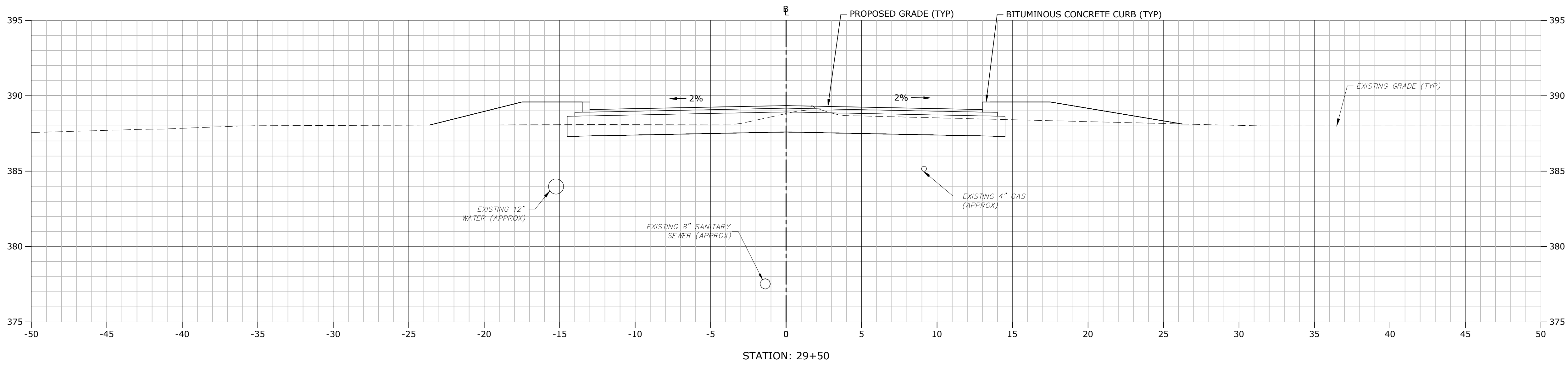
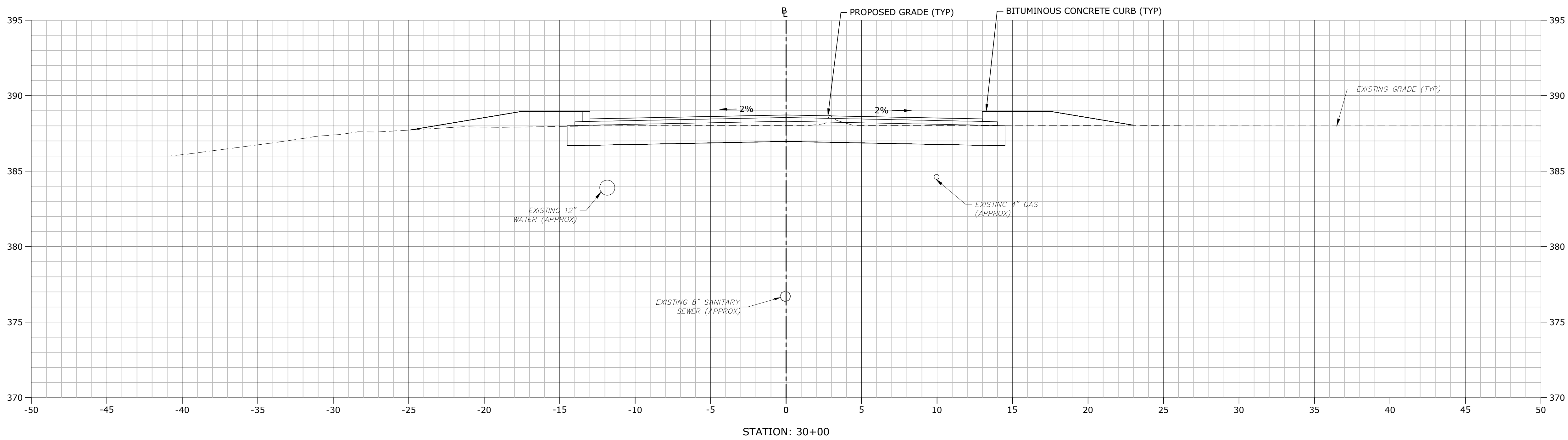


January 18, 2019



SCALE: 1" = 4'

C9.25



STROBEL ROAD RECONSTRUCTION PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

BAR IS 1 INCH ON
ORIGINAL DRAWING
0 1 INCH
IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

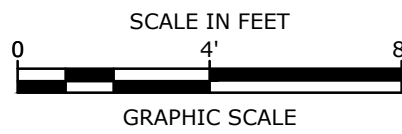
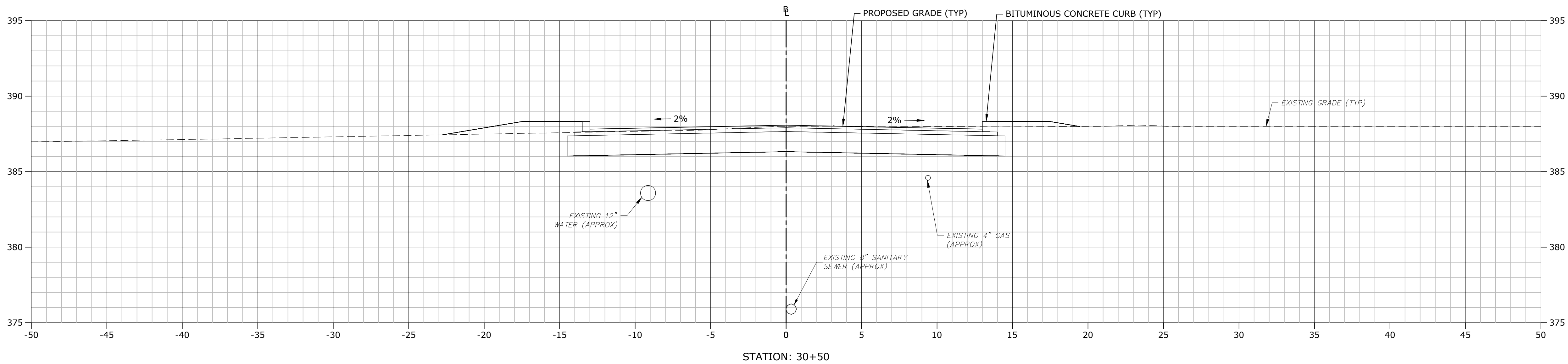
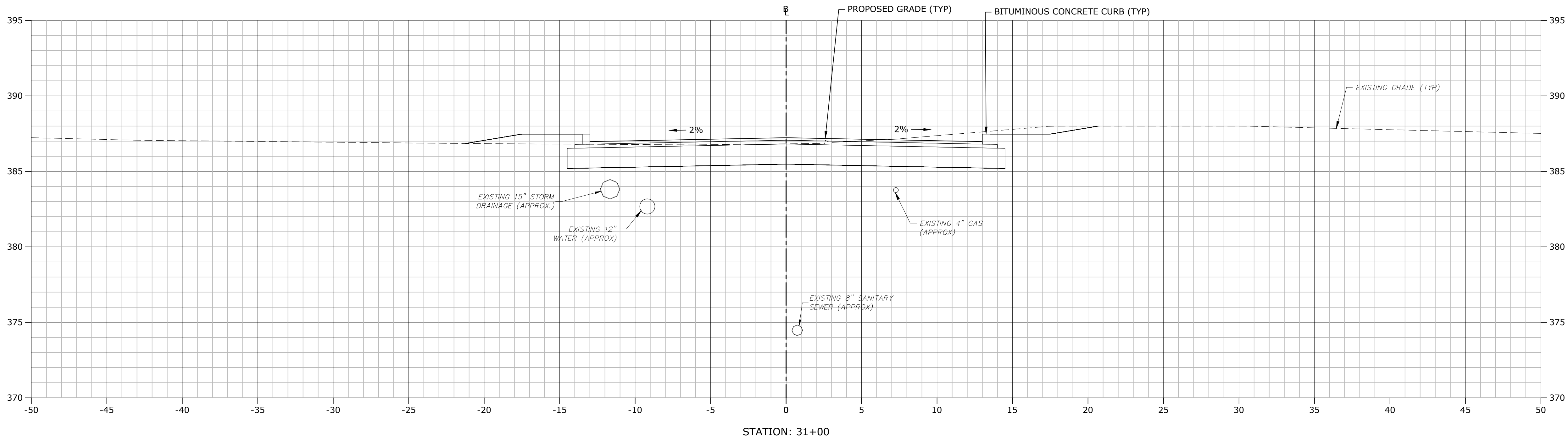
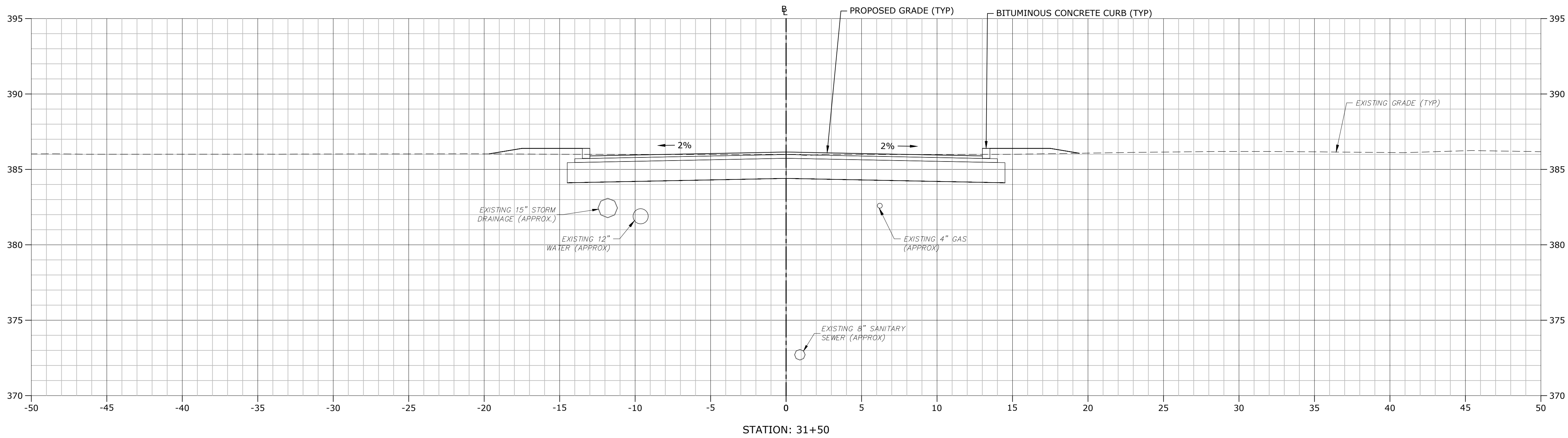
MARK	DATE	DESCRIPTION

PROJECT NO:	T0196
FILE:	T0196-15-C-900-XS.dwg
DRAWN BY:	MDS
CHECKED:	CRD
APPROVED:	JWB

STROBEL ROAD
CROSS SECTIONS
STA: 29+00 TO 30+00

SCALE: 1" = 4'

C9.26



STROBEL ROAD RECONSTRUCTION PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

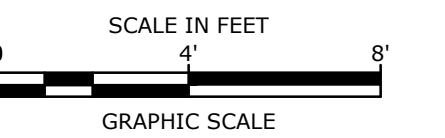
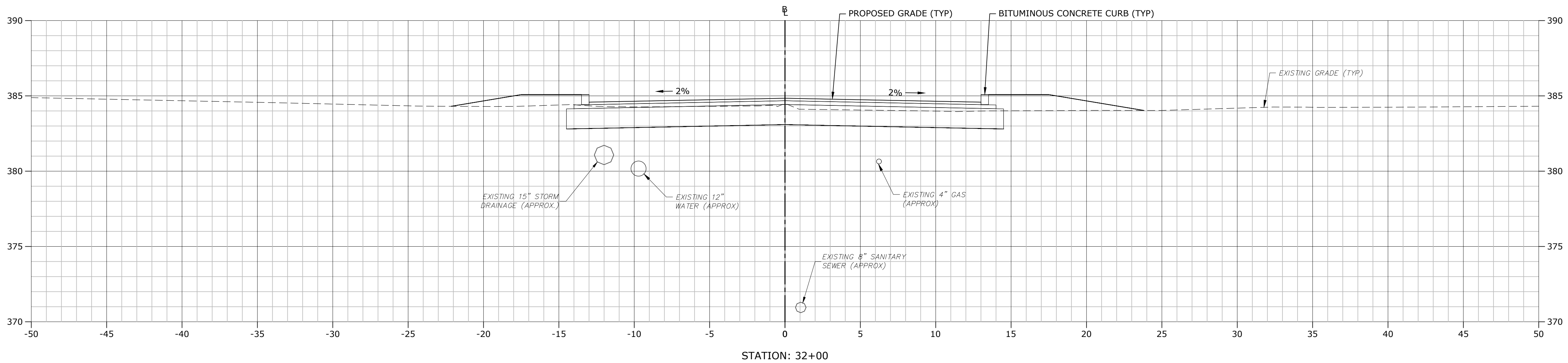
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ORIGINAL DRAWING
0 1 INCH
IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

MARK	DATE	DESCRIPTION
PROJECT NO:	T0196	
FILE:	T0196-15-C-900-XS.dwg	
DRAWN BY:	MDS	
CHECKED:	CRD	
APPROVED:	JWB	

STROBEL ROAD
CROSS SECTIONS
STA: 30+50 TO 31+50

SCALE: 1" = 4'

C9.27

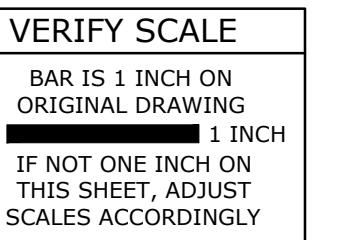
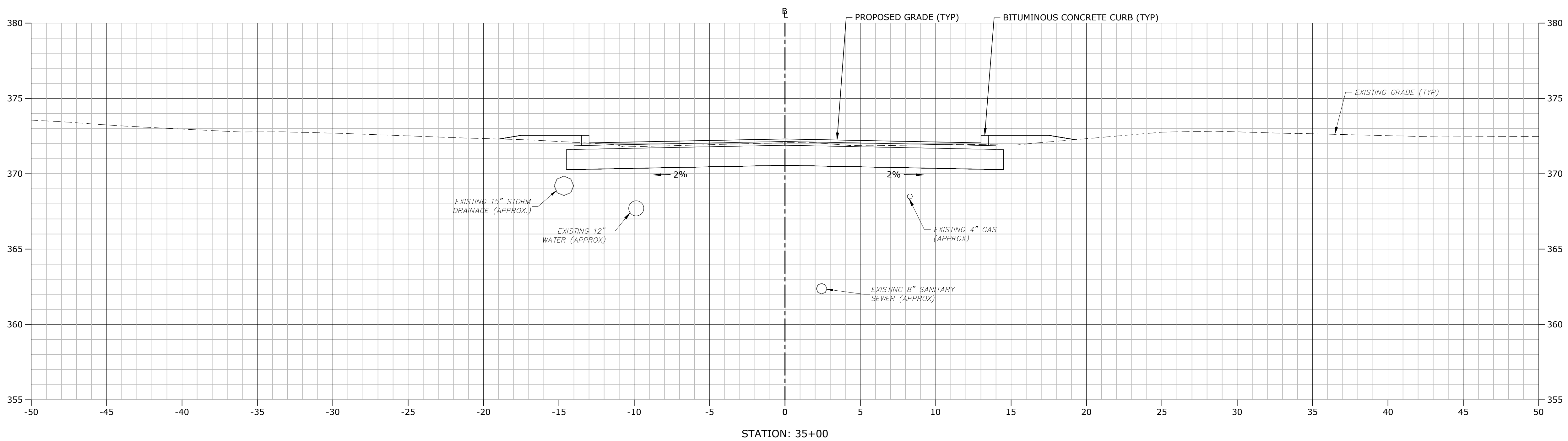


Trumbull, Connecticut

January 18, 2019

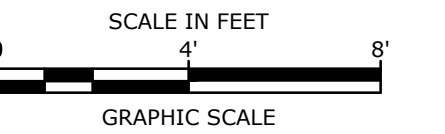
VERIFY SCALE BAR IS 1 INCH ON ORIGINAL DRAWING  1 INCH IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

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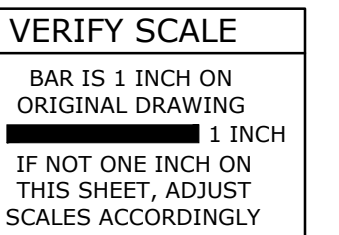
January 18, 2019

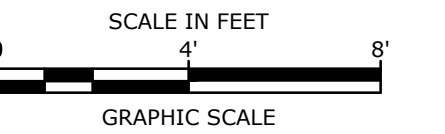
C9.29



Trumbull, Connecticut

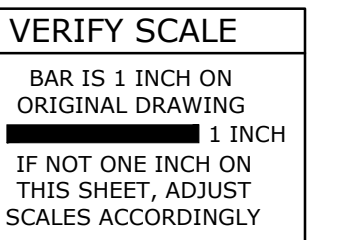
January 18, 2019

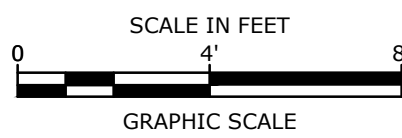
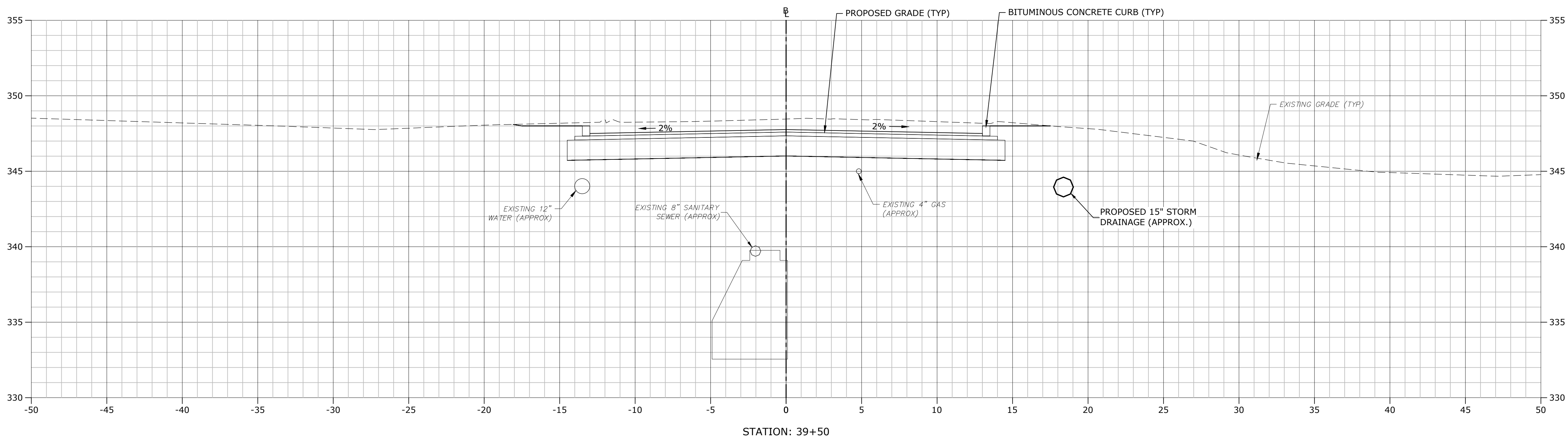
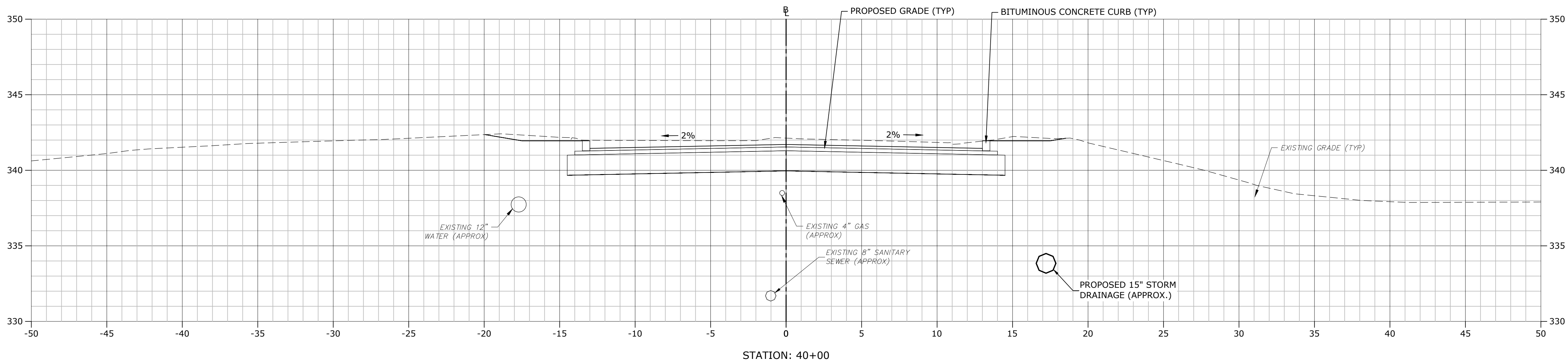
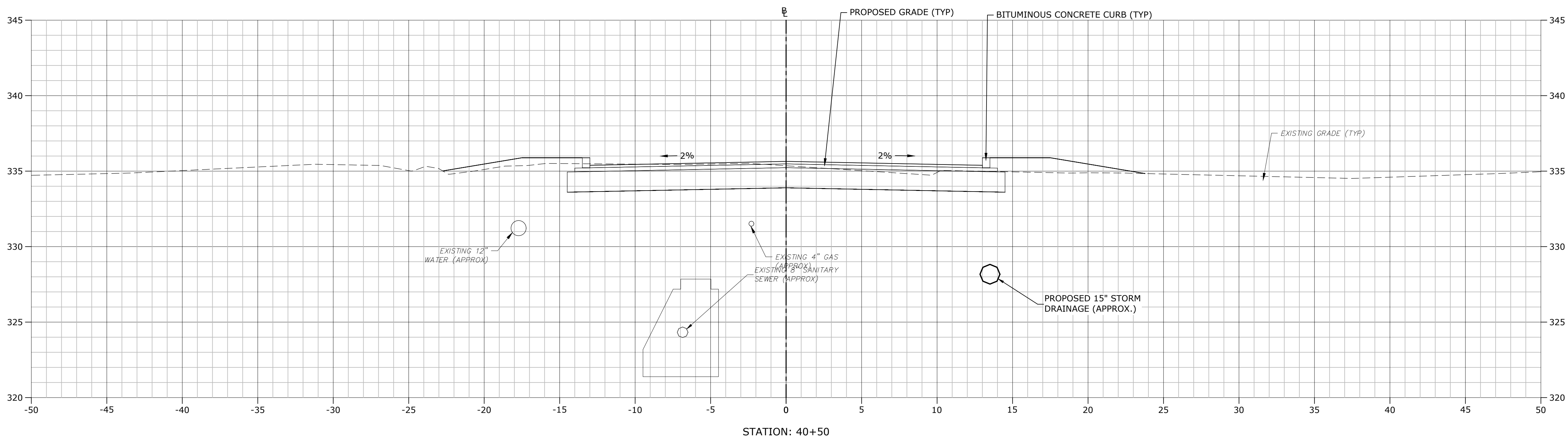
C9.30



Trumbull, Connecticut

January 18, 2019

C9.31



STROBEL ROAD
RECONSTRUCTION
PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

BAR IS 1 INCH ON
ORIGINAL DRAWING
0 1 INCH
IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

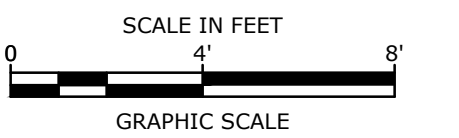
MARK	DATE	DESCRIPTION

PROJECT NO:	T0196
FILE:	T0196-15-C-900-XS.dwg
DRAWN BY:	MDS
CHECKED:	CRD
APPROVED:	JWB

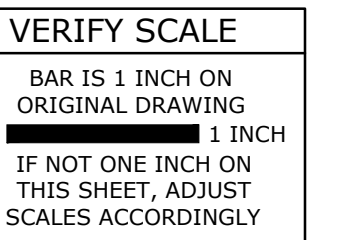
STROBEL ROAD
CROSS SECTIONS
STA: 39+50 TO 40+50

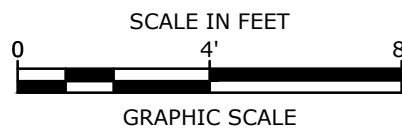
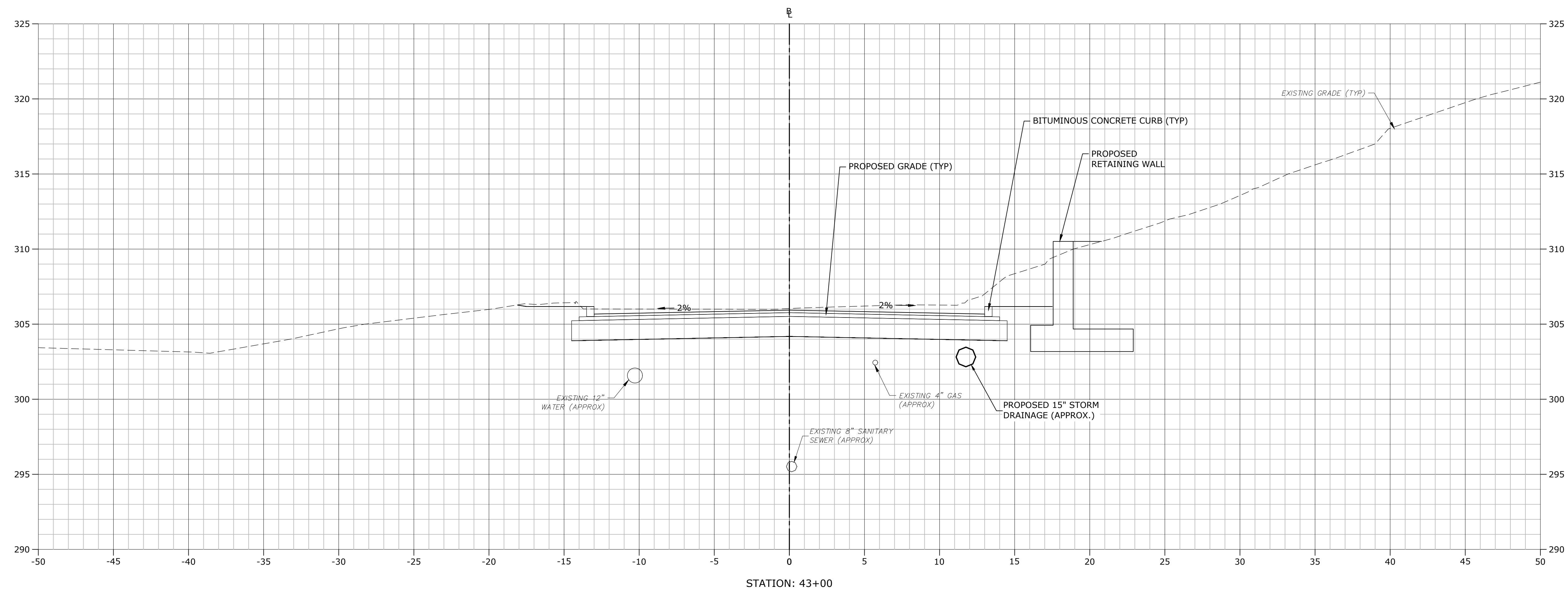
SCALE: 1" = 4'

C9.32



January 18, 2019

C9.33



STROBEL ROAD
RECONSTRUCTION
PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

BAR IS 1 INCH ON
ORIGINAL DRAWING
0 1 INCH
IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

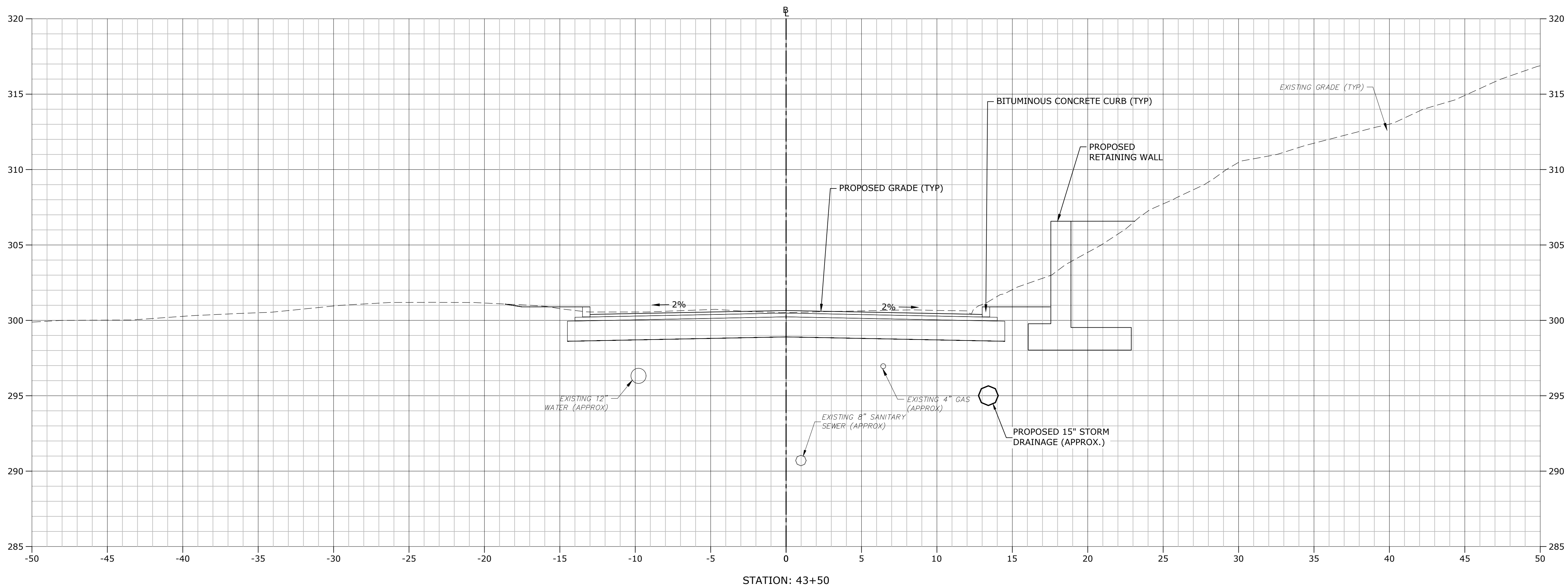
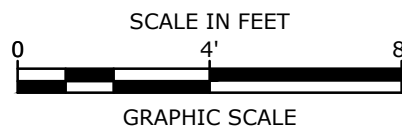
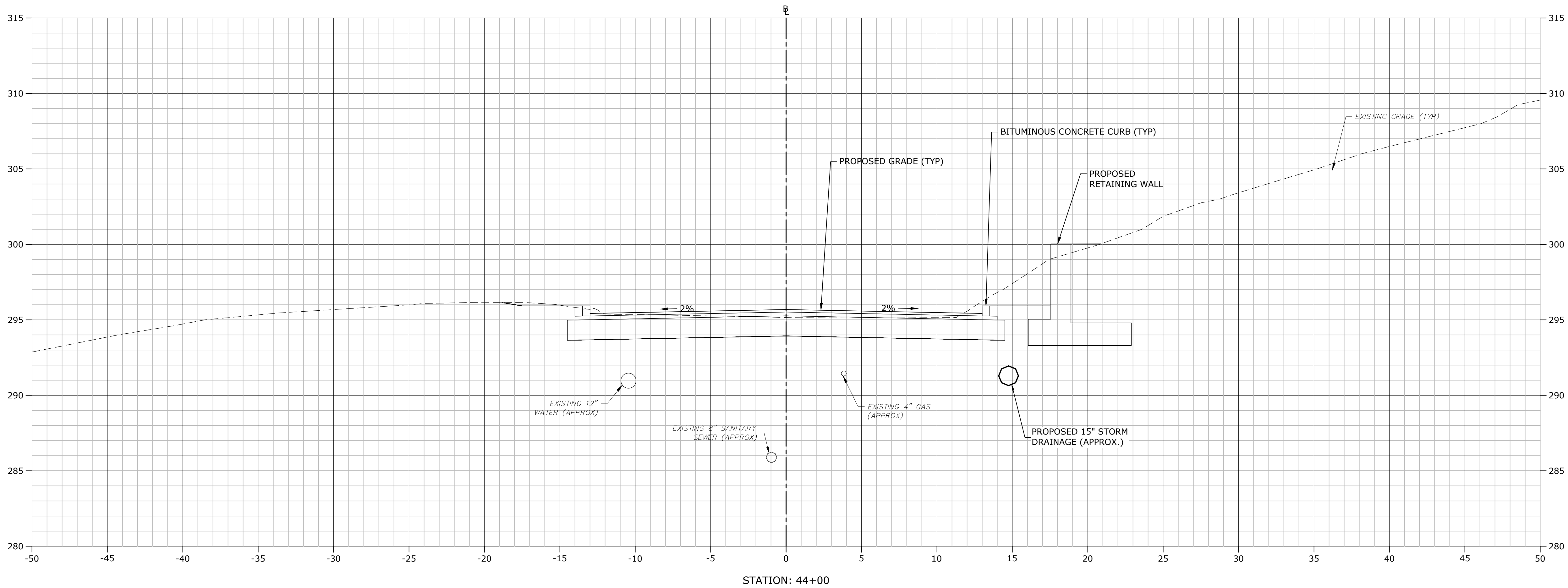
MARK	DATE	DESCRIPTION

PROJECT NO:	T0196
FILE:	T0196-15-C-900-XS.dwg
DRAWN BY:	MDS
CHECKED:	CRD
APPROVED:	JWB

STROBEL ROAD
CROSS SECTIONS
STA: 42+50 TO 43+00

SCALE: 1" = 4'

C9.34



VERIFY SCALE

BAR IS 1 INCH ON
ORIGINAL DRAWING
0 1 INCH
IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

STROBEL ROAD
RECONSTRUCTION
PROJECT

Trumbull, Connecticut

January 18, 2019

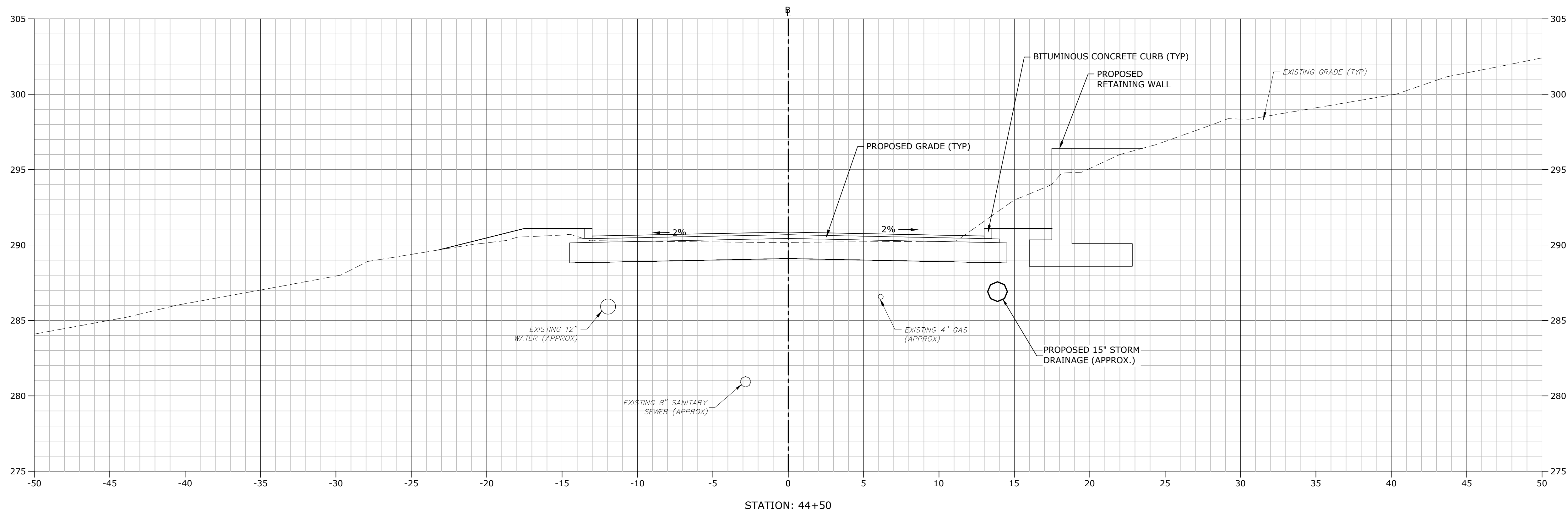
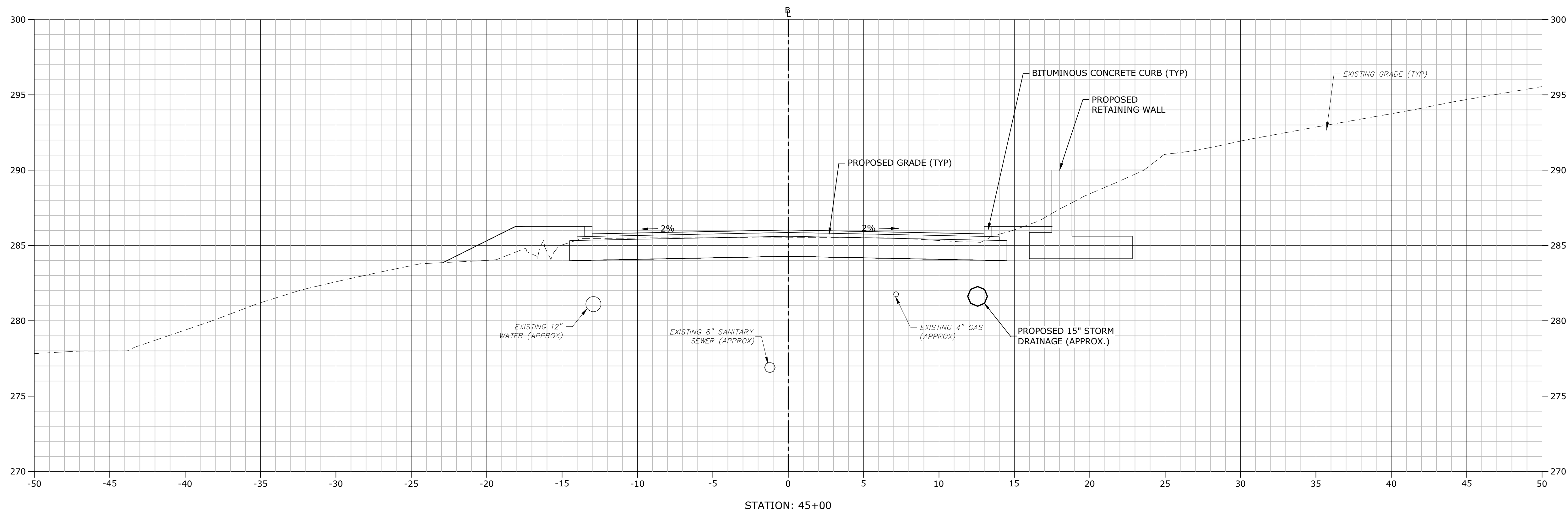
MARK	DATE	DESCRIPTION

PROJECT NO:	T0196
FILE:	T0196-15-C-900-XS.dwg
DRAWN BY:	MDS
CHECKED:	CRD
APPROVED:	JWB

STROBEL ROAD
CROSS SECTIONS
STA: 43+50 TO 44+00

SCALE: 1" = 4'

C9.35



**STROBEL ROAD
RECONSTRUCTION
PROJECT**

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

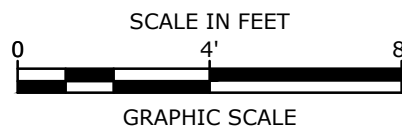
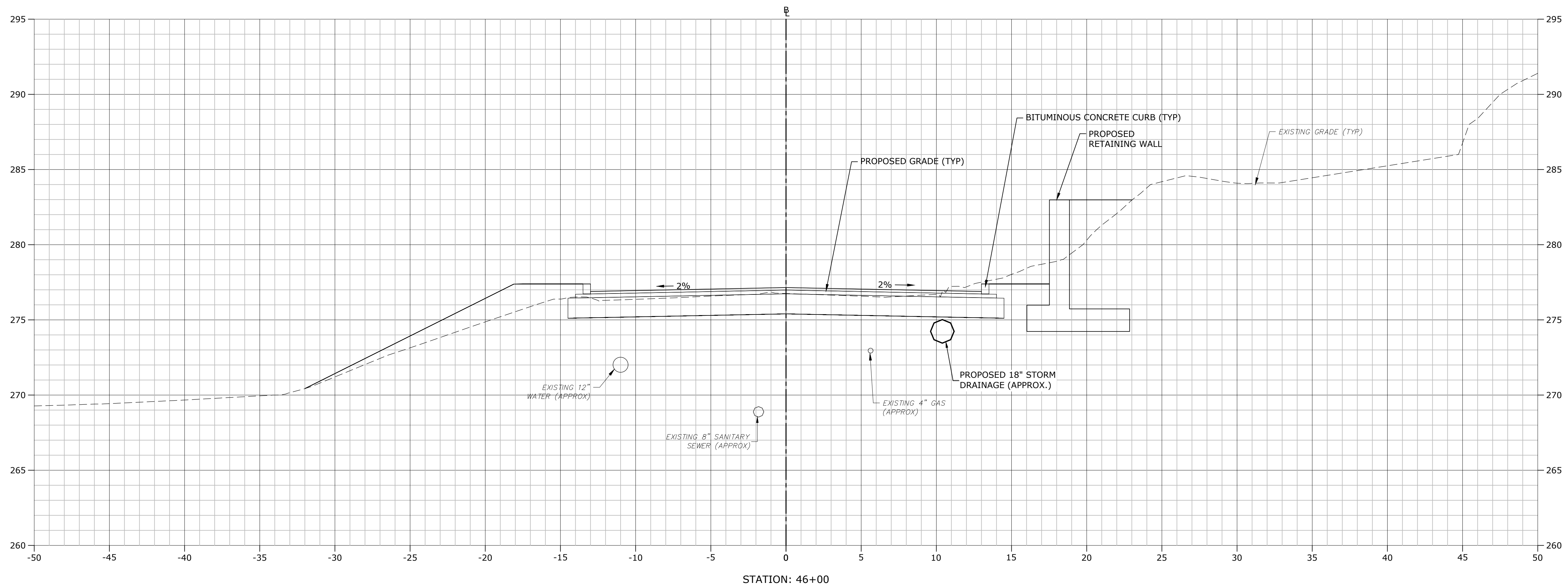
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IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

MARK	DATE	DESCRIPTION

PROJECT NO:	T0196
FILE:	T0196-15-C-900-XS.dwg
DRAWN BY:	MDS
CHECKED:	CRD
APPROVED:	JWB

**STROBEL ROAD
CROSS SECTIONS
STA: 44+50 TO 45+00**

SCALE: 1" = 4'



STROBEL ROAD
RECONSTRUCTION
PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

BAR IS 1 INCH ON
ORIGINAL DRAWING
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IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

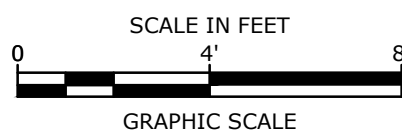
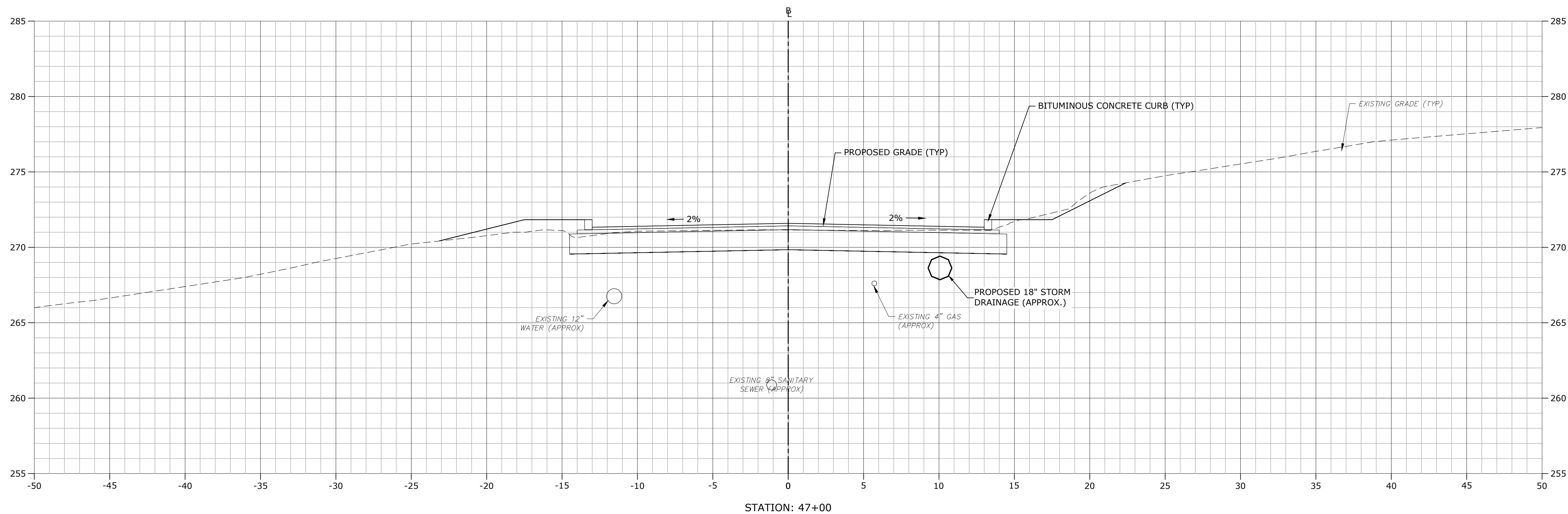
MARK	DATE	DESCRIPTION

PROJECT NO:	T0196
FILE:	T0196-15-C-900-XS.dwg
DRAWN BY:	MDS
CHECKED:	CRD
APPROVED:	JWB

STROBEL ROAD
CROSS SECTIONS
STA: 45+50 TO 46+00

SCALE: 1" = 4'

C9.37



STROBEL ROAD
RECONSTRUCTION
PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

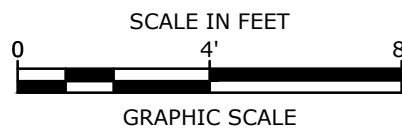
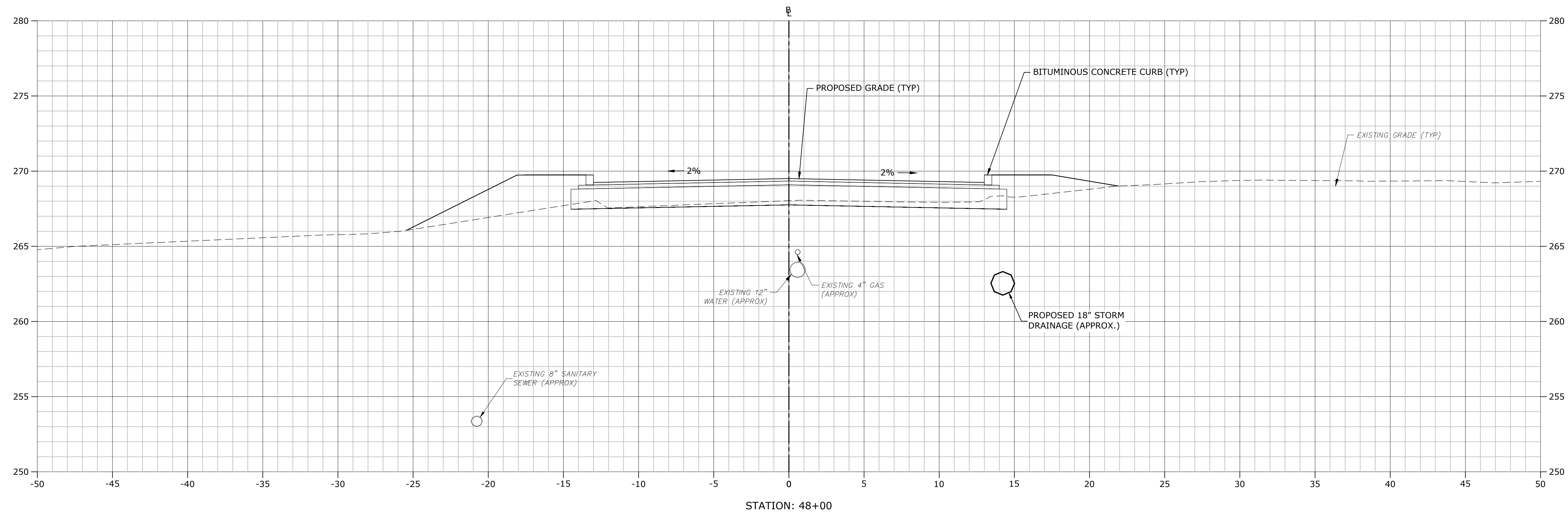
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IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

MARK	DATE	DESCRIPTION
PROJECT NO:	T0196	
FILE:	T0196-15-C-900-XS.dwg	
DRAWN BY:	MDS	
CHECKED:	CRD	
APPROVED:	JWB	

STROBEL ROAD
CROSS SECTIONS
STA: 46+50 TO 47+00

SCALE: 1" = 4'

C9.38



STROBEL ROAD RECONSTRUCTION PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

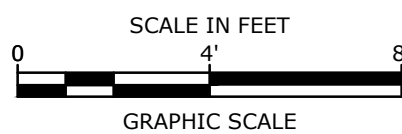
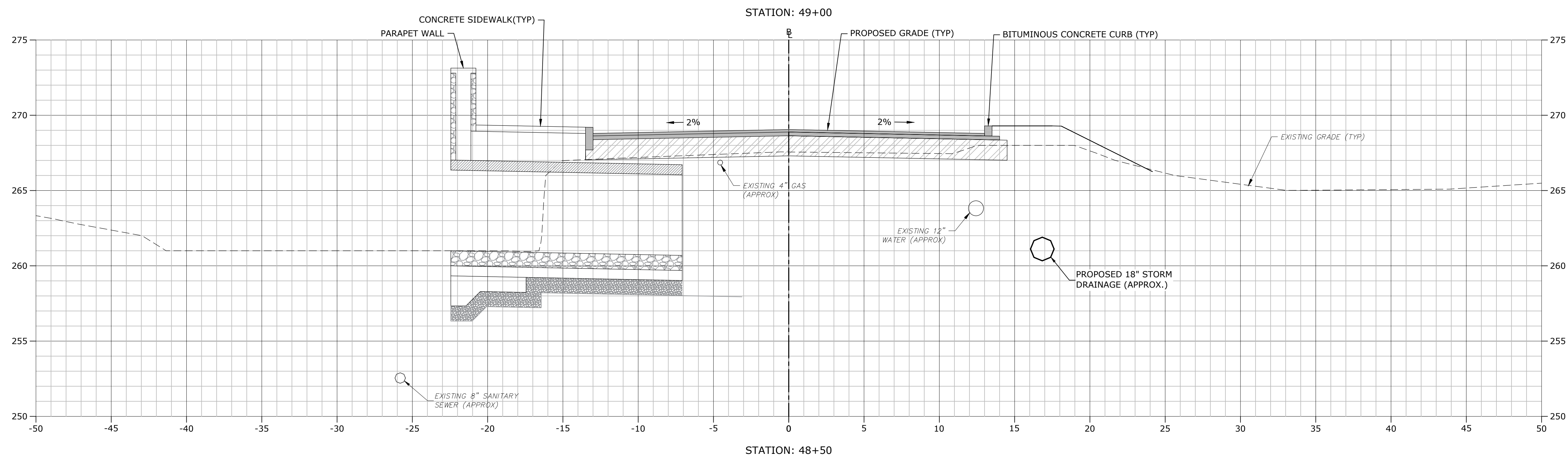
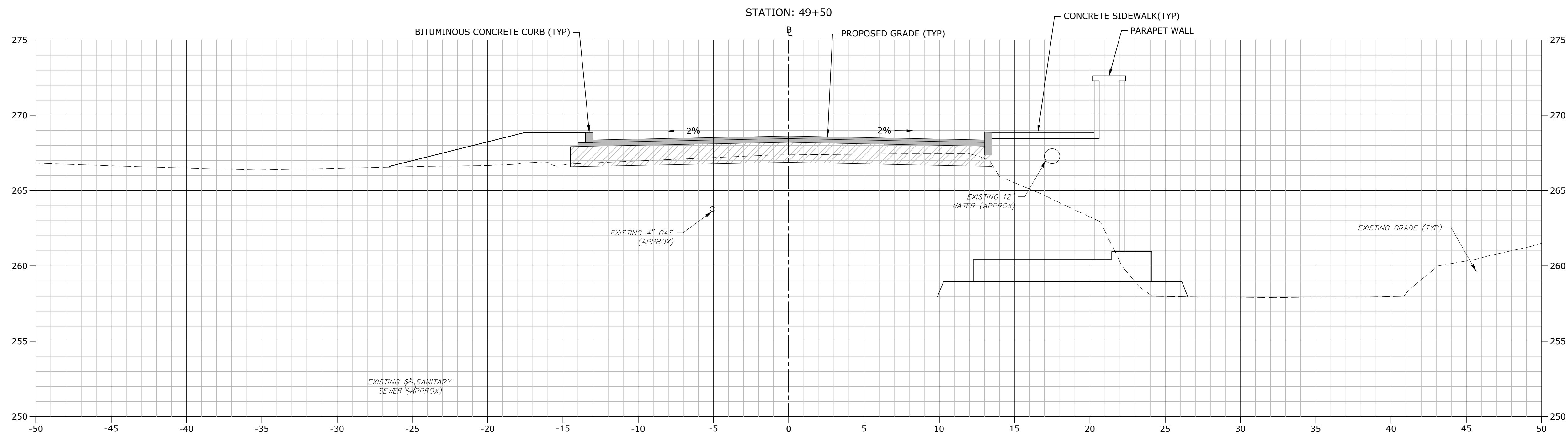
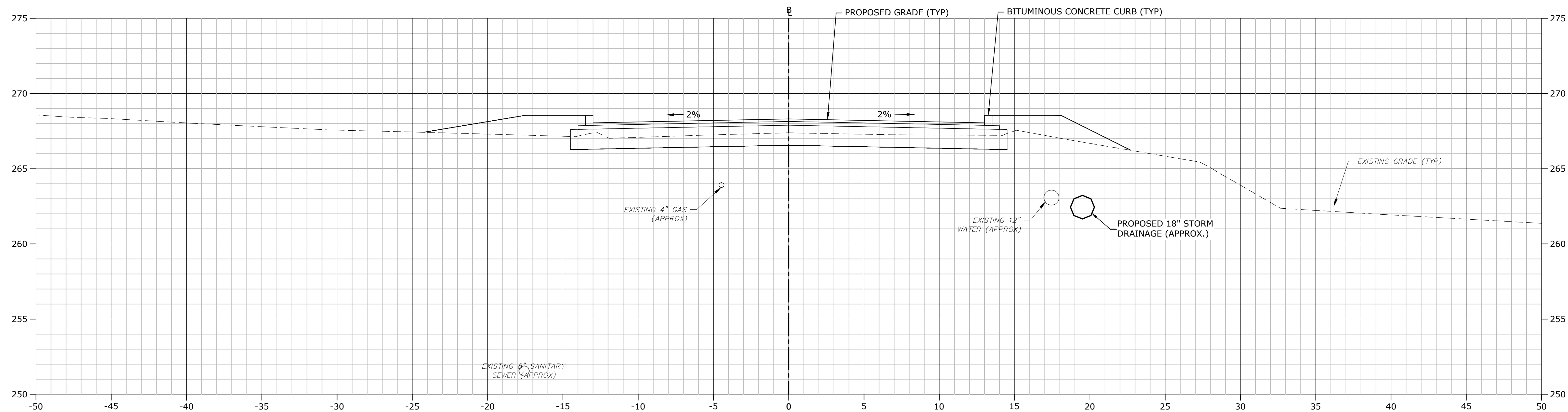
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IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

MARK	DATE	DESCRIPTION
PROJECT NO:	T0196	
FILE:	T0196-15-C-900-XS.dwg	
DRAWN BY:	MDS	
CHECKED:	CRD	
APPROVED:	JWB	

STROBEL ROAD
CROSS SECTIONS
STA: 47+50 TO 48+00

SCALE: 1" = 4'

C9.39



STROBEL ROAD RECONSTRUCTION PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

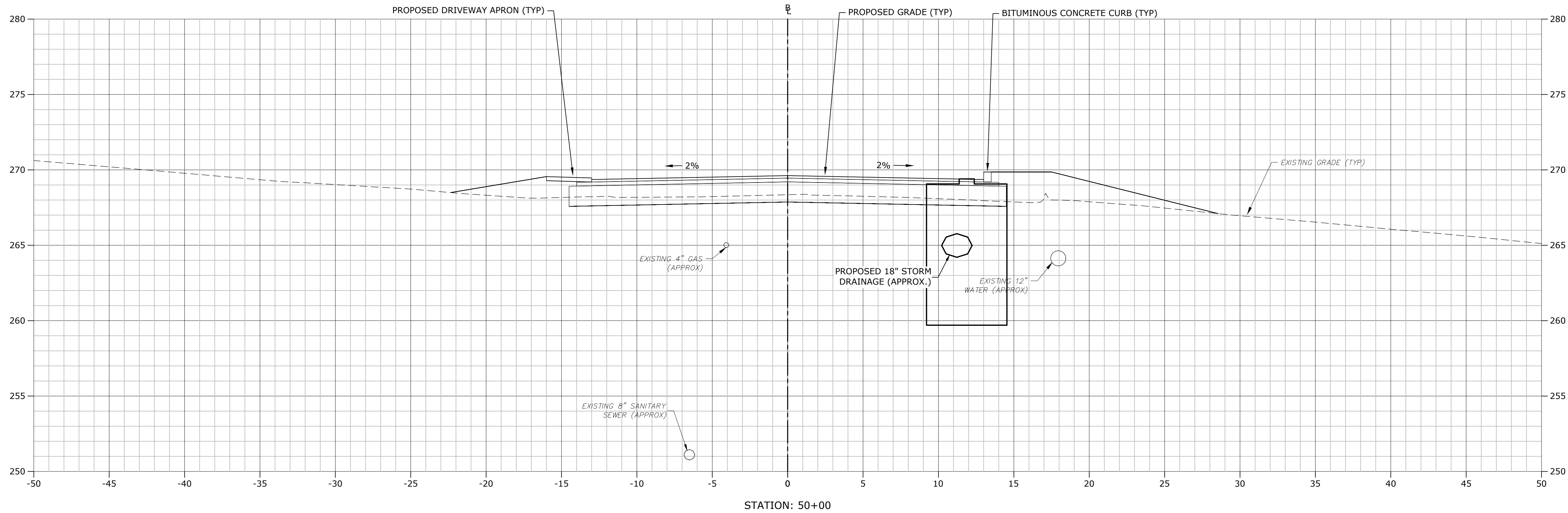
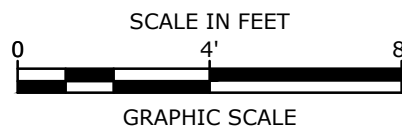
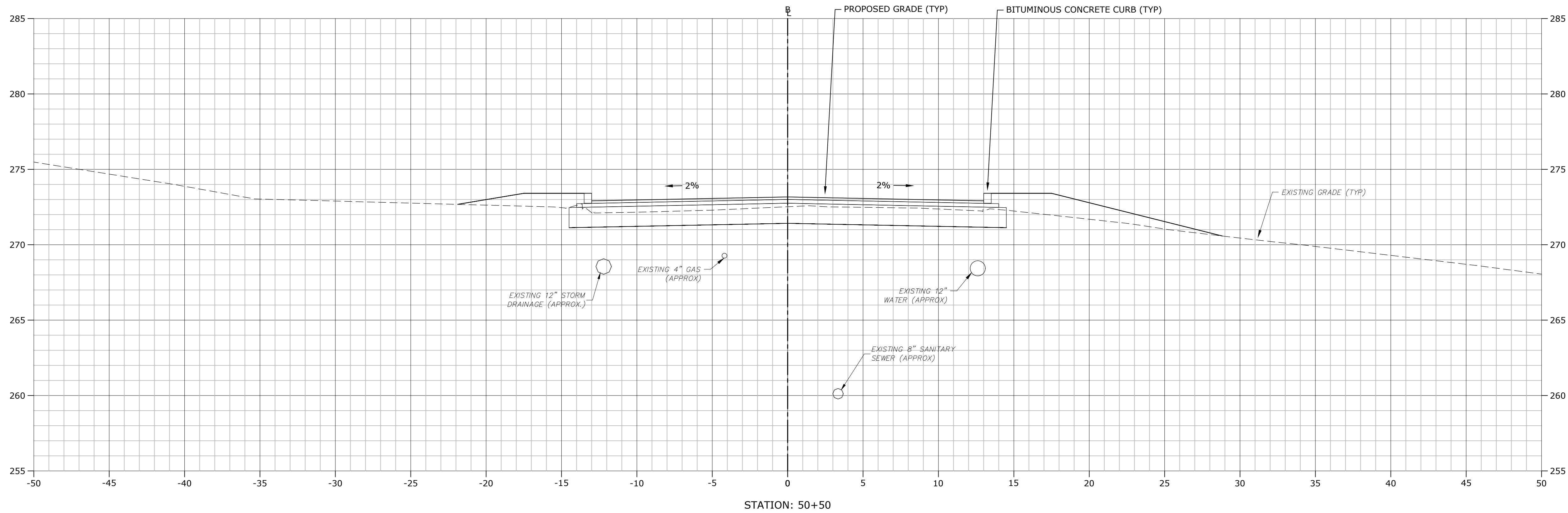
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IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

MARK	DATE	DESCRIPTION
PROJECT NO:	T0196	
FILE:	T0196-15-C-900-XS.dwg	
DRAWN BY:	MDS	
CHECKED:	CRD	
APPROVED:	JWB	

STROBEL ROAD
CROSS SECTIONS
STA: 48+50 TO 49+50

SCALE: 1" = 4'

C9.40



STROBEL ROAD
RECONSTRUCTION
PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

BAR IS 1 INCH ON
ORIGINAL DRAWING
IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

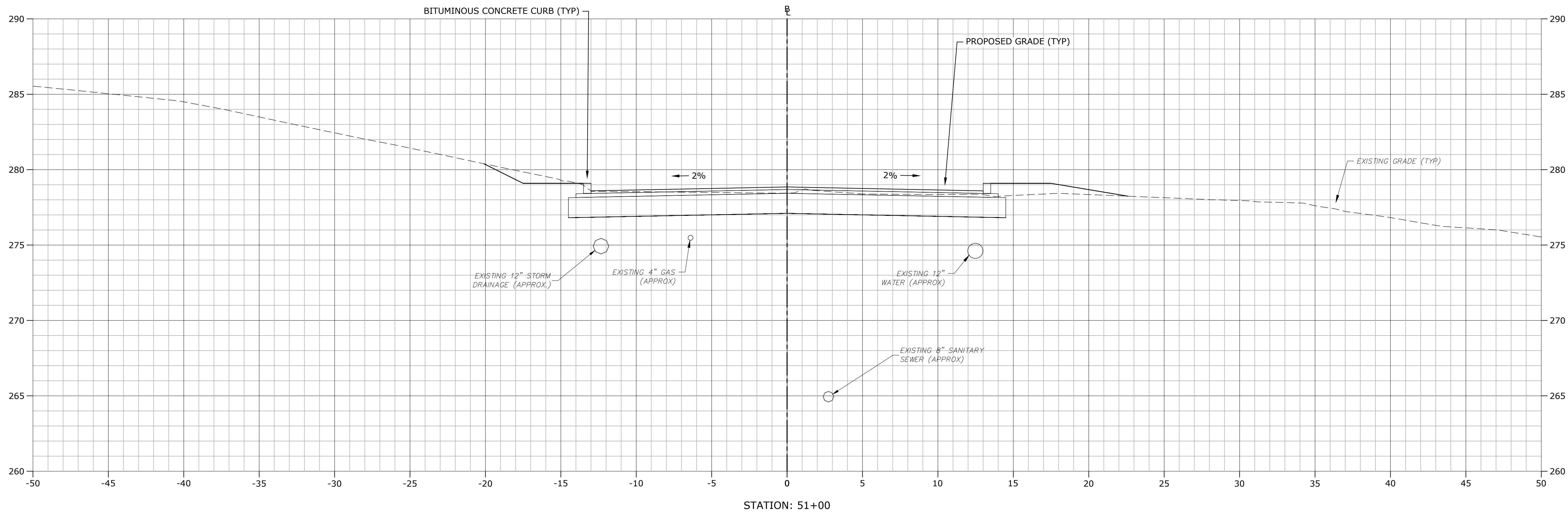
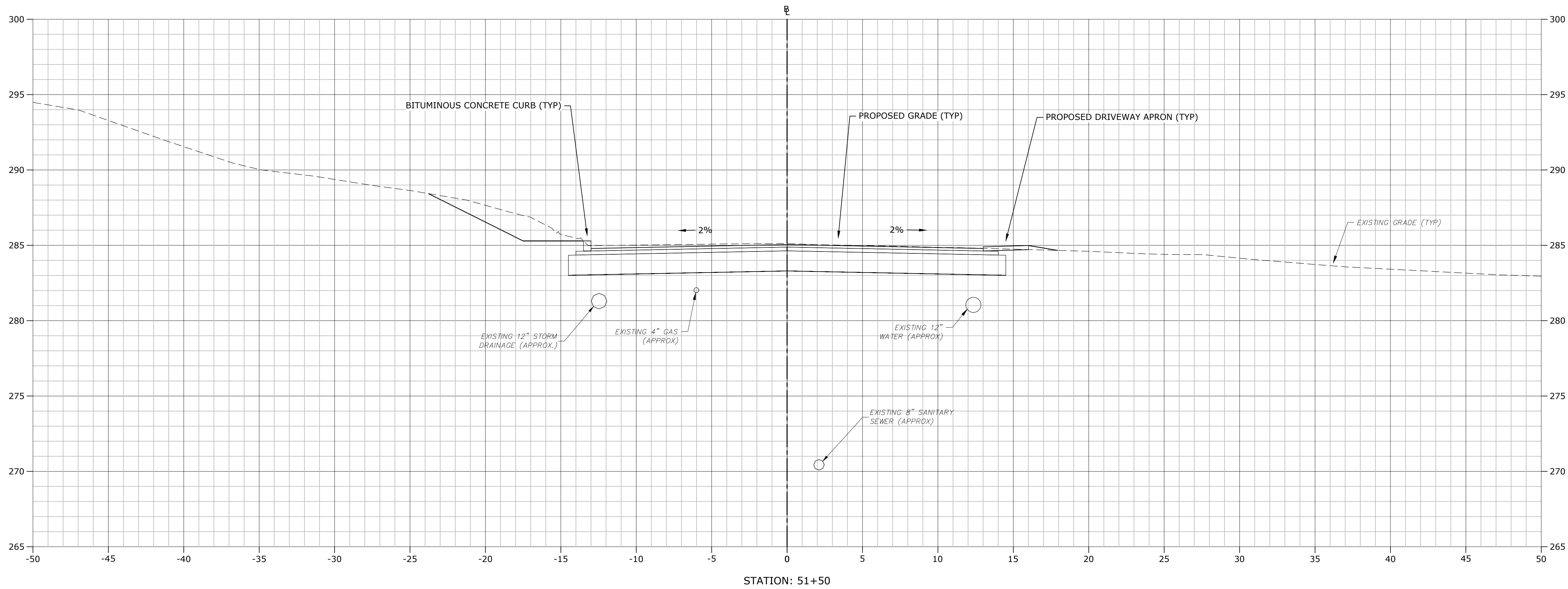
MARK	DATE	DESCRIPTION

PROJECT NO:	T0196
FILE:	T0196-15-C-900-XS.dwg
DRAWN BY:	MDS
CHECKED:	CRD
APPROVED:	JWB

STROBEL ROAD
CROSS SECTIONS
STA: 50+00 TO 50+50

SCALE: 1" = 4'

C9.41



STROBEL ROAD
RECONSTRUCTION
PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

BAR IS 1 INCH ON
ORIGINAL DRAWING
0 1 INCH
IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

MARK	DATE	DESCRIPTION
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PROJECT NO:	T0196
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FILE:	T0196-15-C-900-XS.dwg
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DRAWN BY:	MDS
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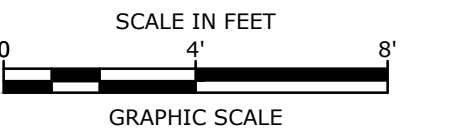
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APPROVED:	JWB
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STROBEL ROAD
CROSS SECTIONS
STA: 51+00 TO 51+50

SCALE: 1" = 4'

C9.42



Trumbull, Connecticut

VERIFY SCALE

BAR IS 1 INCH ON
ORIGINAL DRAWING

0  1 INCH

IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

MARK	DATE	DESCRIPTION
PROJECT NO:		T0196
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APPROVED:		JWB

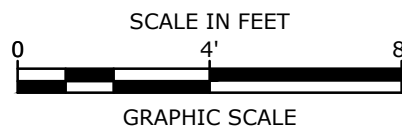
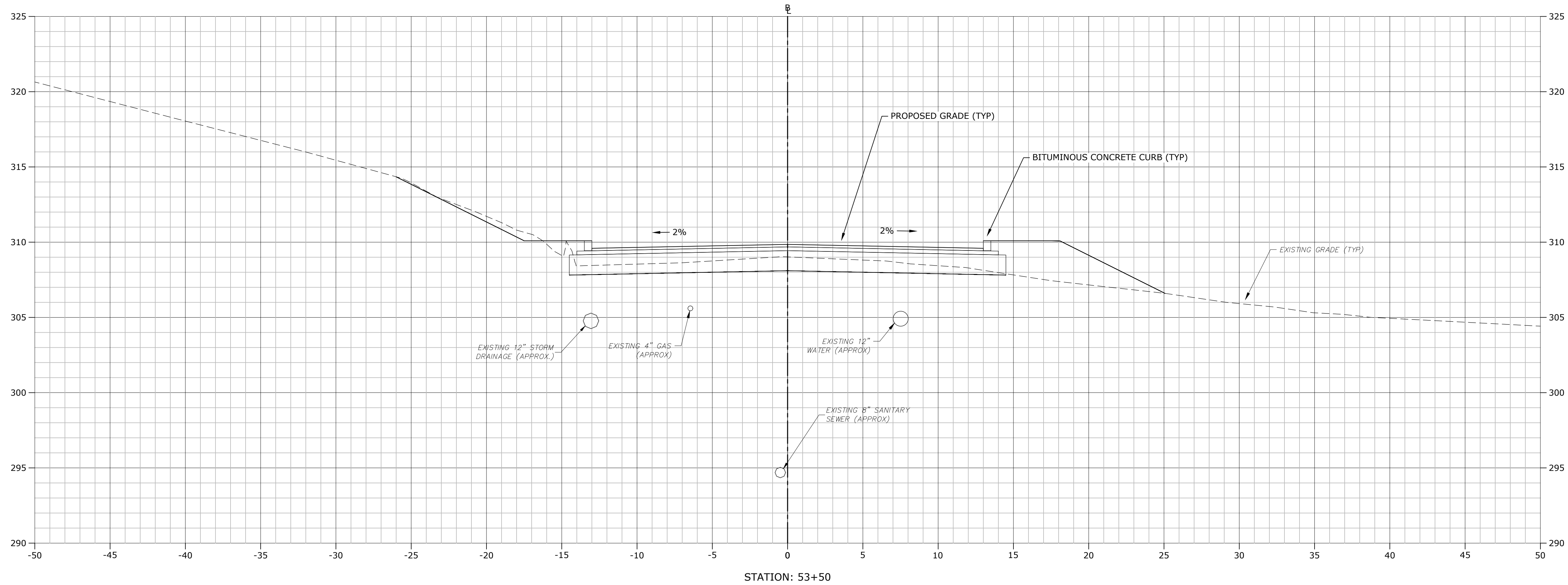
STROBEL ROAD

CROSS SECTIONS

STA: 52+00 TO 52+50

SCALE:	1" = 4'
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C9.43



**STROBEL ROAD
RECONSTRUCTION
PROJECT**

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

BAR IS 1 INCH ON
ORIGINAL DRAWING
0 1 INCH
IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

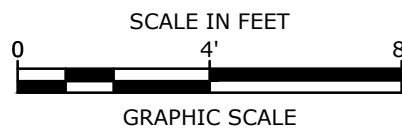
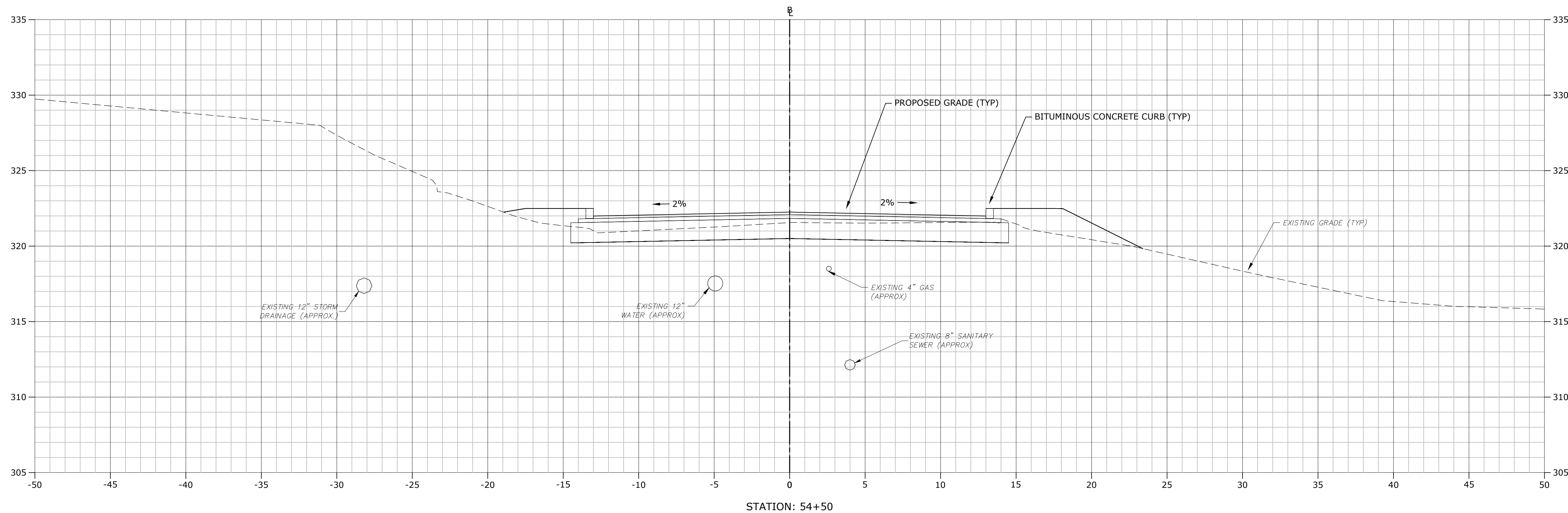
MARK	DATE	DESCRIPTION

PROJECT NO:	T0196
FILE:	T0196-15-C-900-XS.dwg
DRAWN BY:	MDS
CHECKED:	CRD
APPROVED:	JWB

**STROBEL ROAD
CROSS SECTIONS
STA: 53+00 TO 53+50**

SCALE: 1" = 4'

C9.44



STROBEL ROAD
RECONSTRUCTION
PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

BAR IS 1 INCH ON
ORIGINAL DRAWING
0 1 INCH
IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

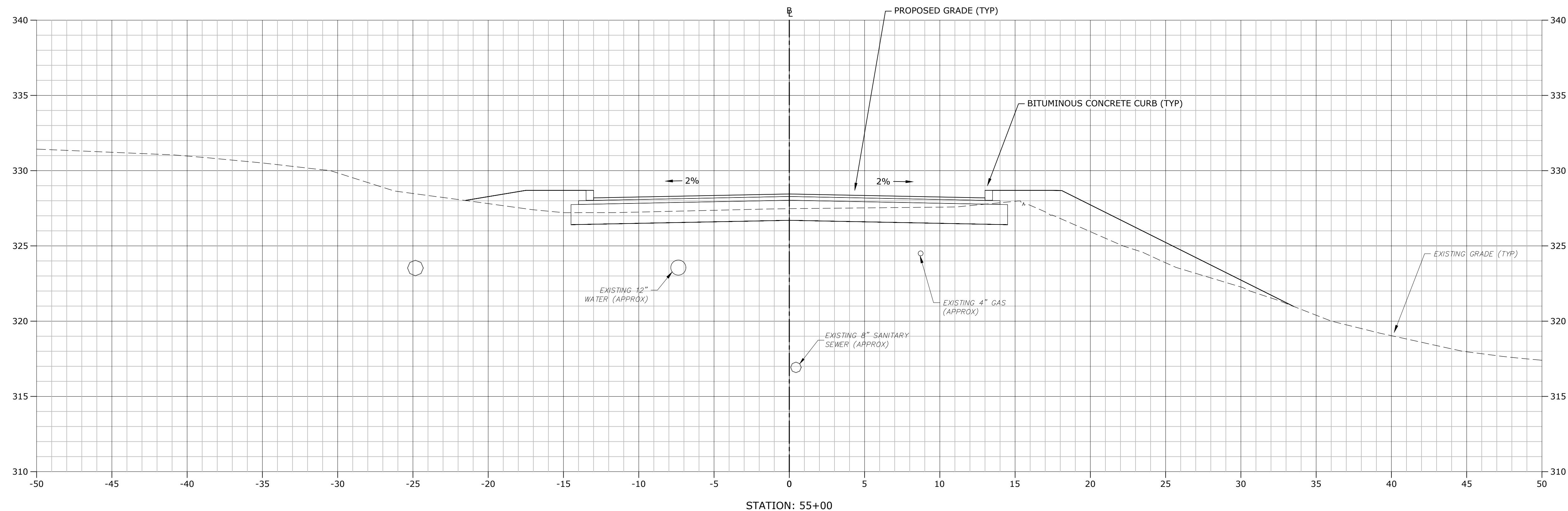
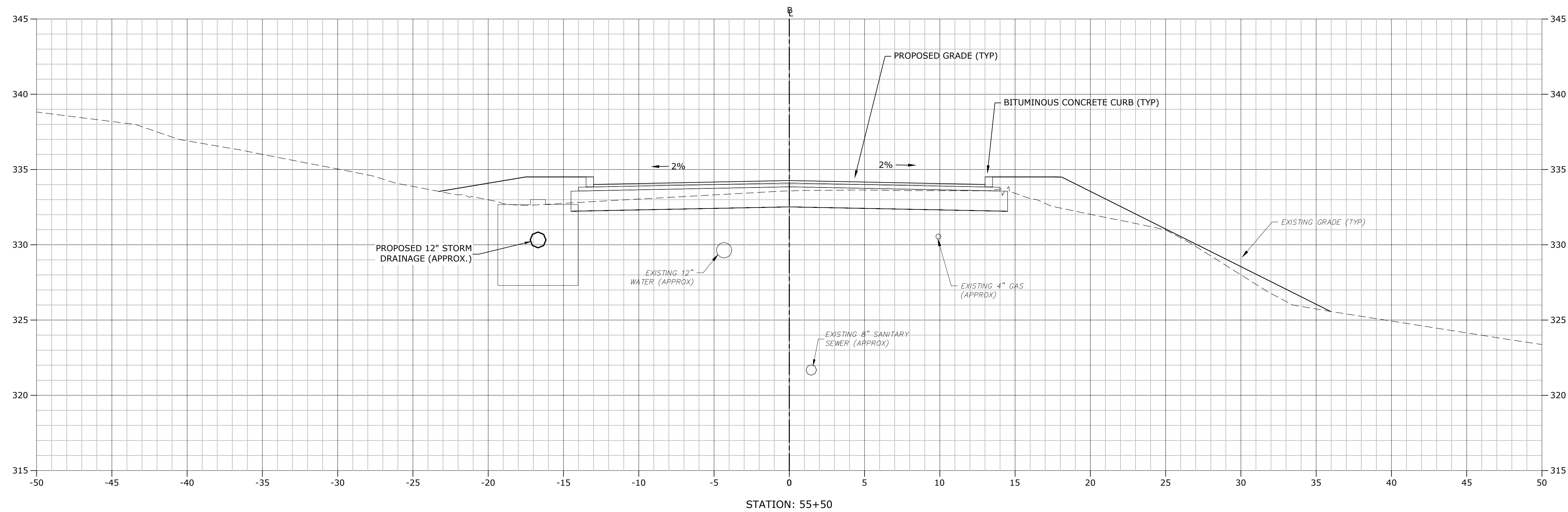
MARK	DATE	DESCRIPTION

PROJECT NO:	T0196
FILE:	T0196-15-C-900-XS.dwg
DRAWN BY:	MDS
CHECKED:	CRD
APPROVED:	JWB

STROBEL ROAD
CROSS SECTIONS
STA: 54+00 TO 54+50

SCALE: 1" = 4'

C9.45



STROBEL ROAD
RECONSTRUCTION
PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

BAR IS 1 INCH ON
ORIGINAL DRAWING
IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

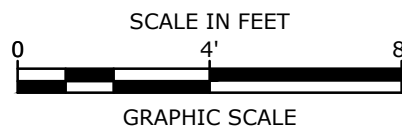
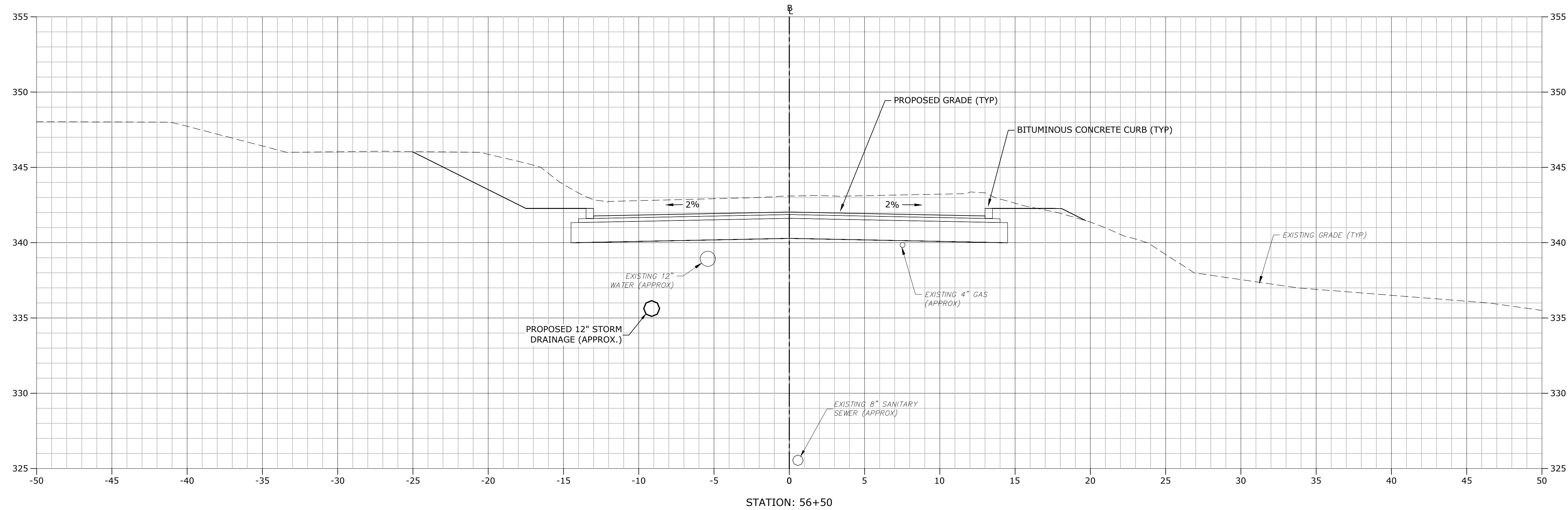
MARK	DATE	DESCRIPTION

PROJECT NO:	T0196
FILE:	T0196-15-C-900-XS.dwg
DRAWN BY:	MDS
CHECKED:	CRD
APPROVED:	JWB

STROBEL ROAD CROSS SECTIONS STA: 55+00 TO 55+50

SCALE:	1" = 4'
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C9.46



STROBEL ROAD
RECONSTRUCTION
PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

BAR IS 1 INCH ON
ORIGINAL DRAWING
0 1 INCH
IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

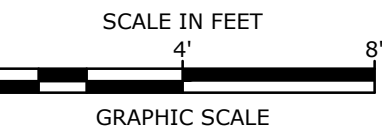
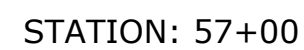
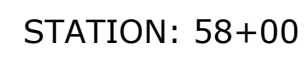
MARK	DATE	DESCRIPTION

PROJECT NO:	T0196
FILE:	T0196-15-C-900-XS.dwg
DRAWN BY:	MDS
CHECKED:	CRD
APPROVED:	JWB

STROBEL ROAD CROSS SECTIONS STA: 56+00 TO 56+50

SCALE:	1" = 4'
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C9.47



STROBEL ROAD
RECONSTRUCTION
PROJECT

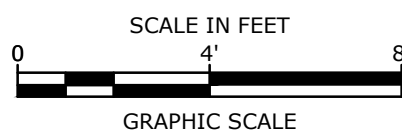
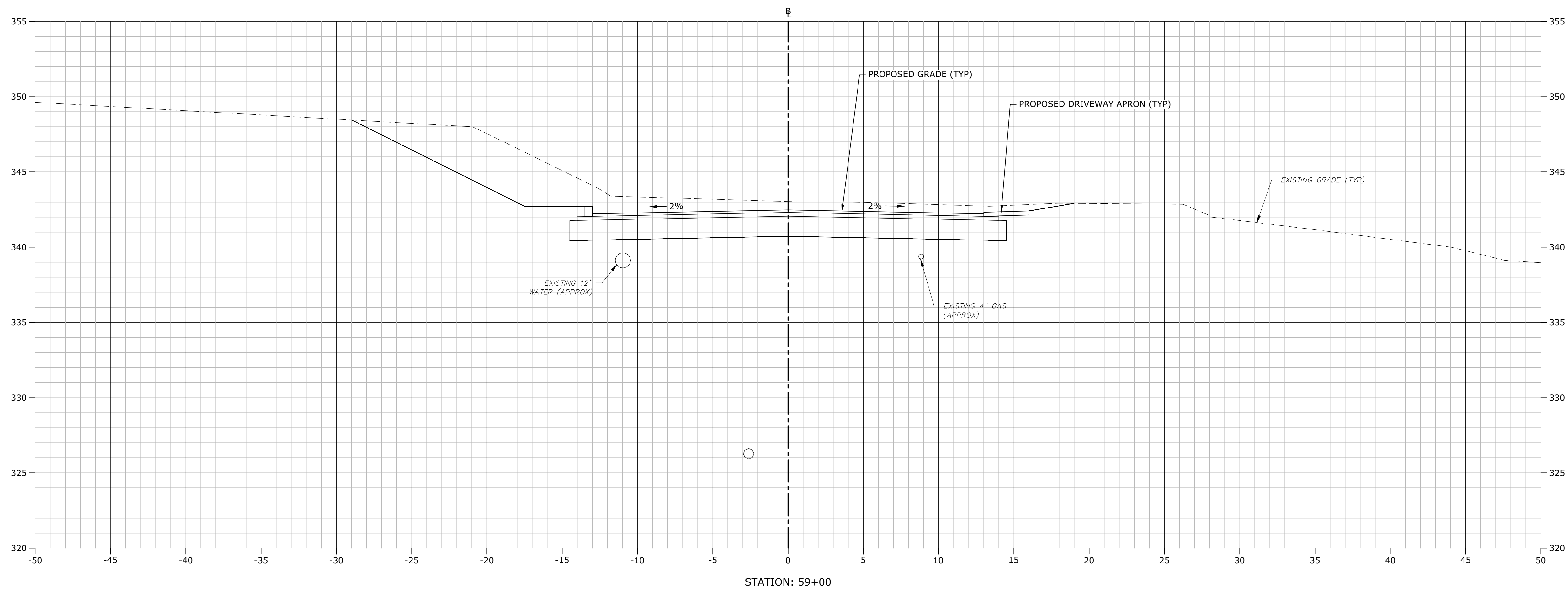
Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

BAR IS 1 INCH ON
ORIGINAL DRAWING
1 INCH
IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

[illegible]



STROBEL ROAD RECONSTRUCTION PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

BAR IS 1 INCH ON
ORIGINAL DRAWING
IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

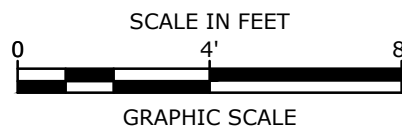
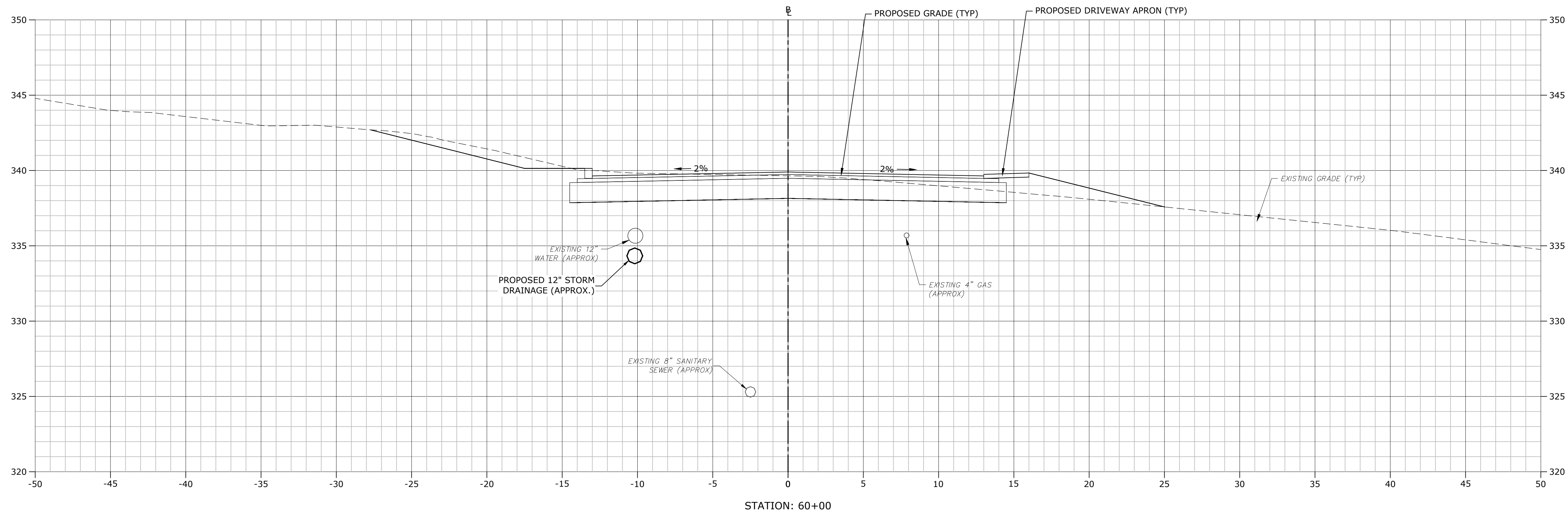
MARK	DATE	DESCRIPTION

PROJECT NO:	T0196
FILE:	T0196-15-C-900-XS.dwg
DRAWN BY:	MDS
CHECKED:	CRD
APPROVED:	JWB

STROBEL ROAD
CROSS SECTIONS
STA: 58+50 TO 59+00

SCALE: 1" = 4'

C9.49



STROBEL ROAD RECONSTRUCTION PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

BAR IS 1 INCH ON
ORIGINAL DRAWING

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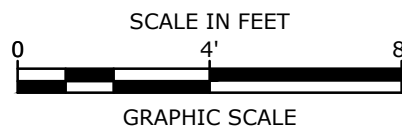
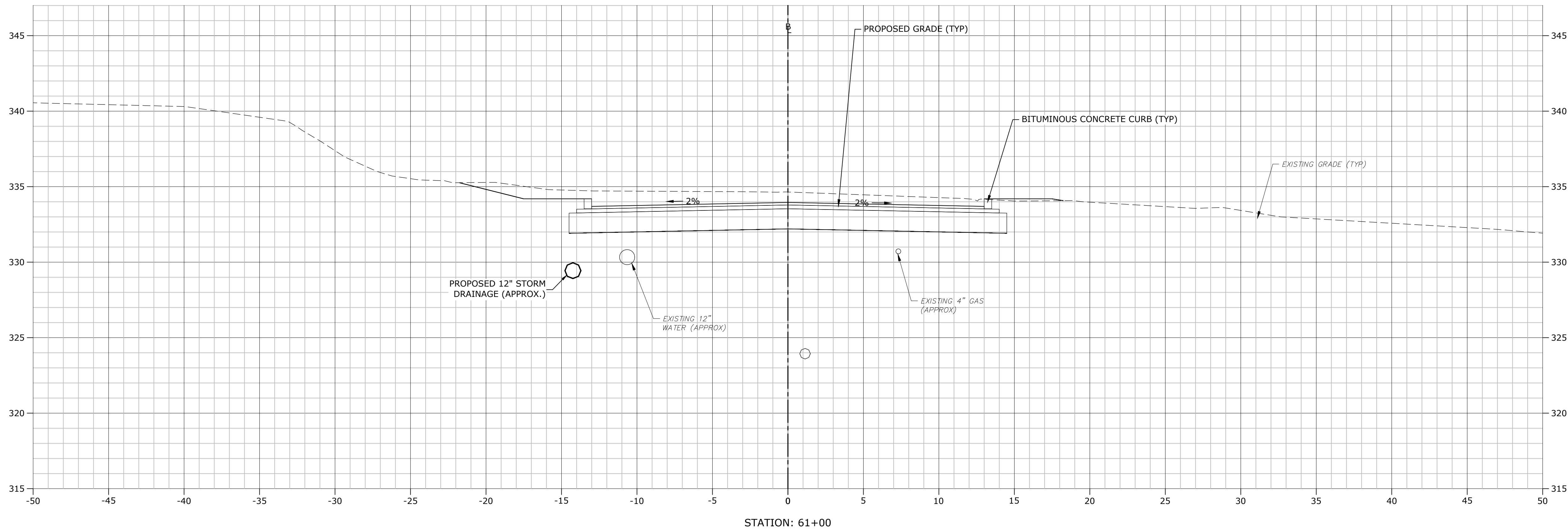
IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

MARK	DATE	DESCRIPTION
PROJECT NO:	T0196	
FILE:	T0196-15-C-900-XS.dwg	
DRAWN BY:	MDS	
CHECKED:	CRD	
APPROVED:	JWB	

STROBEL ROAD
CROSS SECTIONS
STA: 59+50 TO 60+00

SCALE: 1" = 4'

C9.50



STROBEL ROAD
RECONSTRUCTION
PROJECT

Trumbull, Connecticut

January 18, 2019

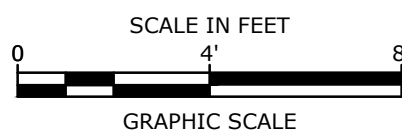
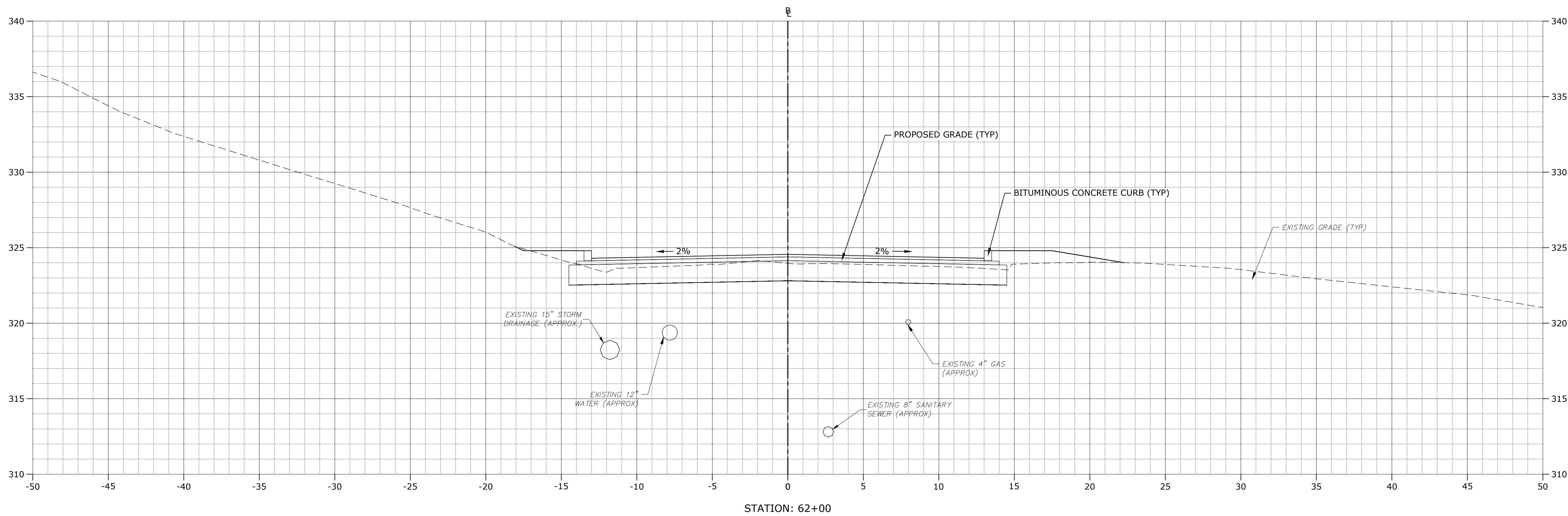
VERIFY SCALE

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ORIGINAL DRAWING
IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

MARK	DATE	DESCRIPTION
PROJECT NO:	T0196	
FILE:	T0196-15-C-900-XS.dwg	
DRAWN BY:	MDS	
CHECKED:	CRD	
APPROVED:	JWB	

STROBEL ROAD CROSS SECTIONS STA: 60+50 TO 61+00	
SCALE:	1" = 4'

C9.51



STROBEL ROAD
RECONSTRUCTION
PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

BAR IS 1 INCH ON
ORIGINAL DRAWING
0 1 INCH
IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

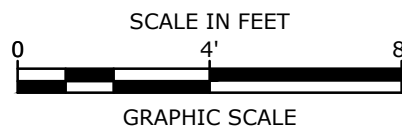
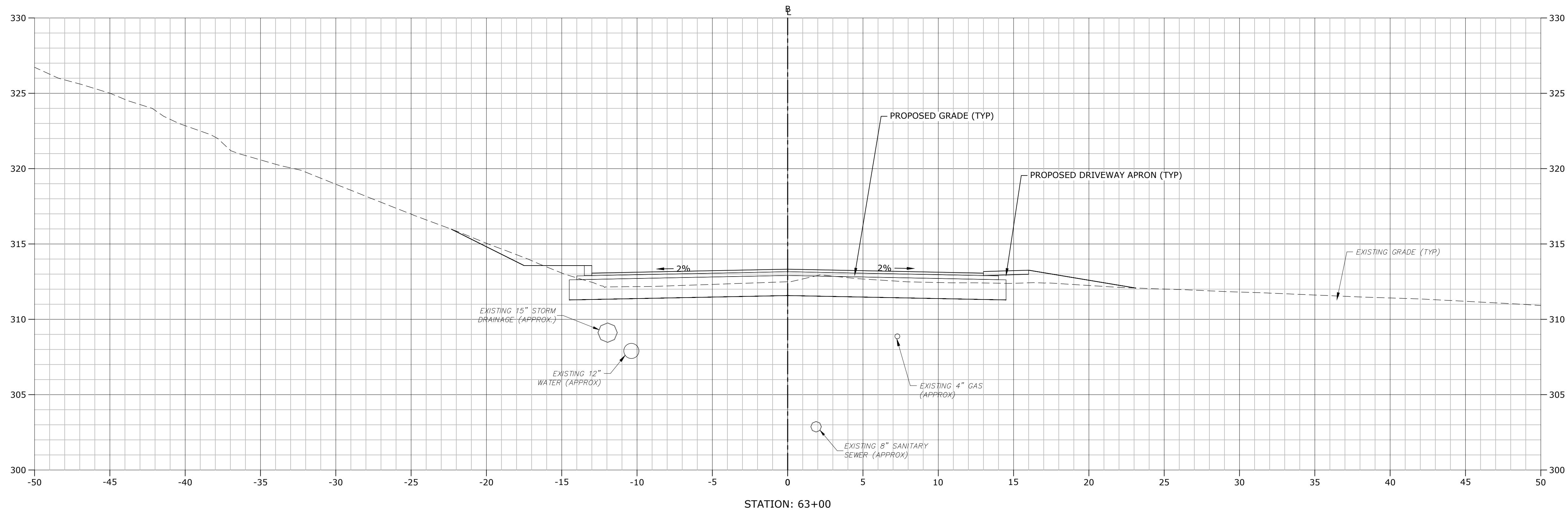
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PROJECT NO:	T0196
FILE:	T0196-15-C-900-XS.dwg
DRAWN BY:	MDS
CHECKED:	CRD
APPROVED:	JWB

STROBEL ROAD
CROSS SECTIONS
STA: 61+50 TO 62+00

SCALE: 1" = 4'

C9.52



STROBEL ROAD RECONSTRUCTION PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

BAR IS 1 INCH ON
ORIGINAL DRAWING
0 1 INCH
IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

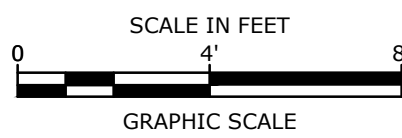
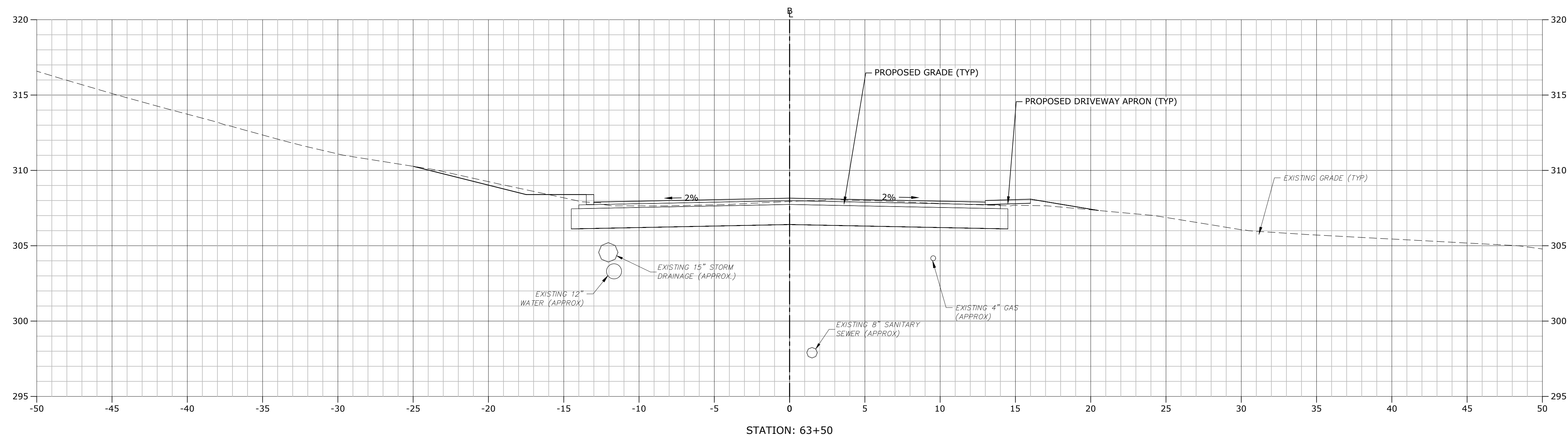
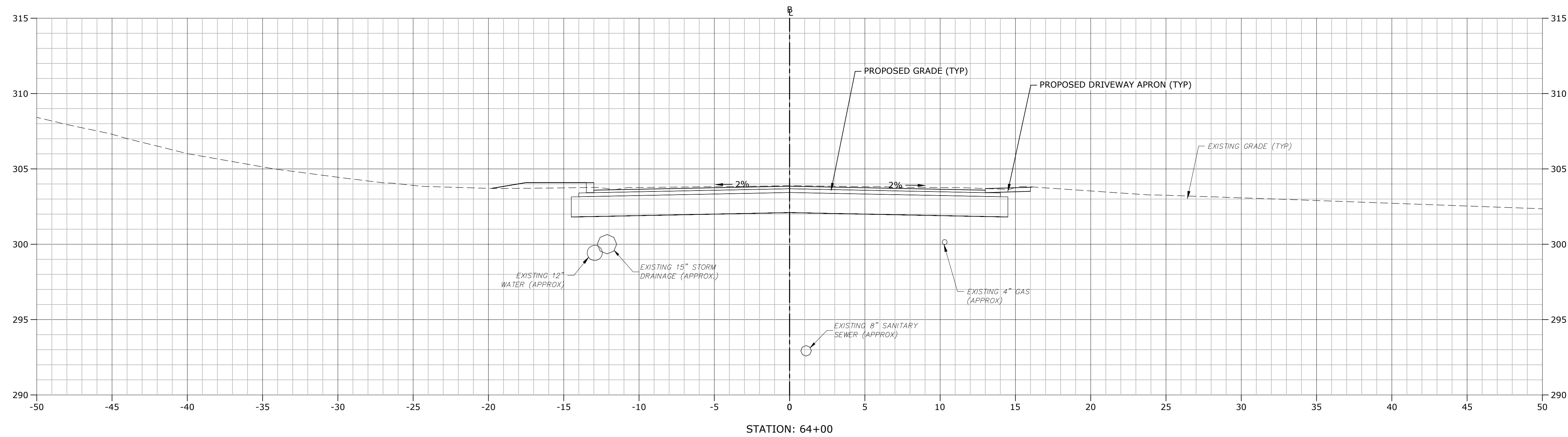
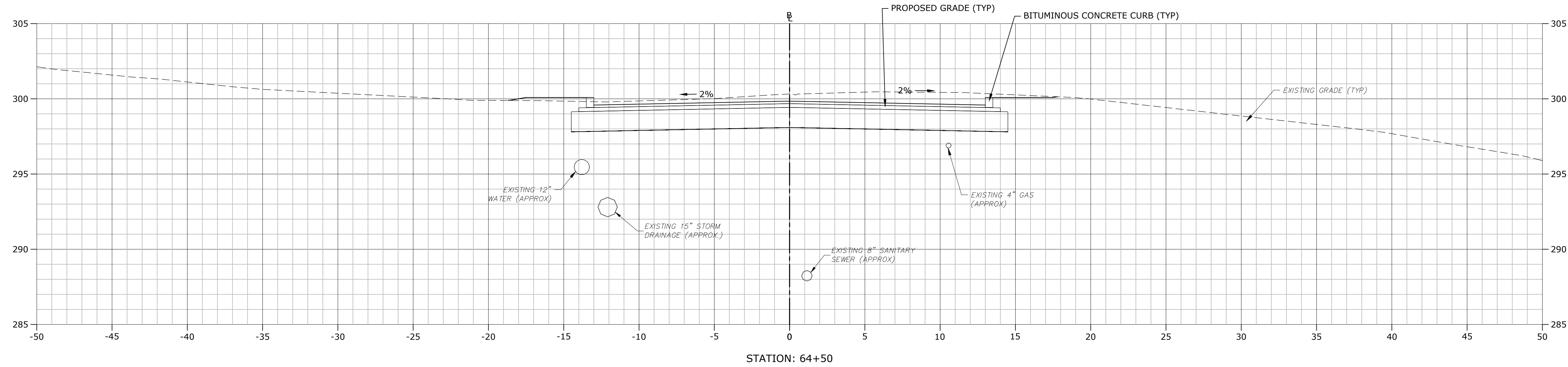
MARK	DATE	DESCRIPTION

PROJECT NO:	T0196
FILE:	T0196-15-C-900-XS.dwg
DRAWN BY:	MDS
CHECKED:	CRD
APPROVED:	JWB

STROBEL ROAD
CROSS SECTIONS
STA: 62+50 TO 63+00

SCALE: 1" = 4'

C9.53



STROBEL ROAD RECONSTRUCTION PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

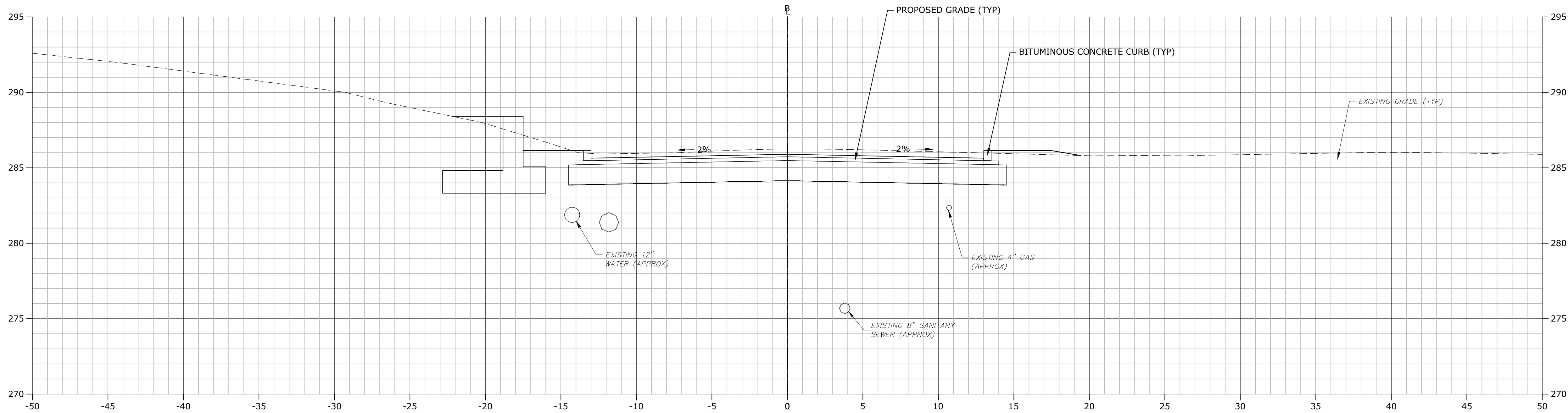
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ORIGINAL DRAWING
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IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

MARK	DATE	DESCRIPTION
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FILE:	T0196-15-C-900-XS.dwg	
DRAWN BY:	MDS	
CHECKED:	CRD	
APPROVED:	JWB	

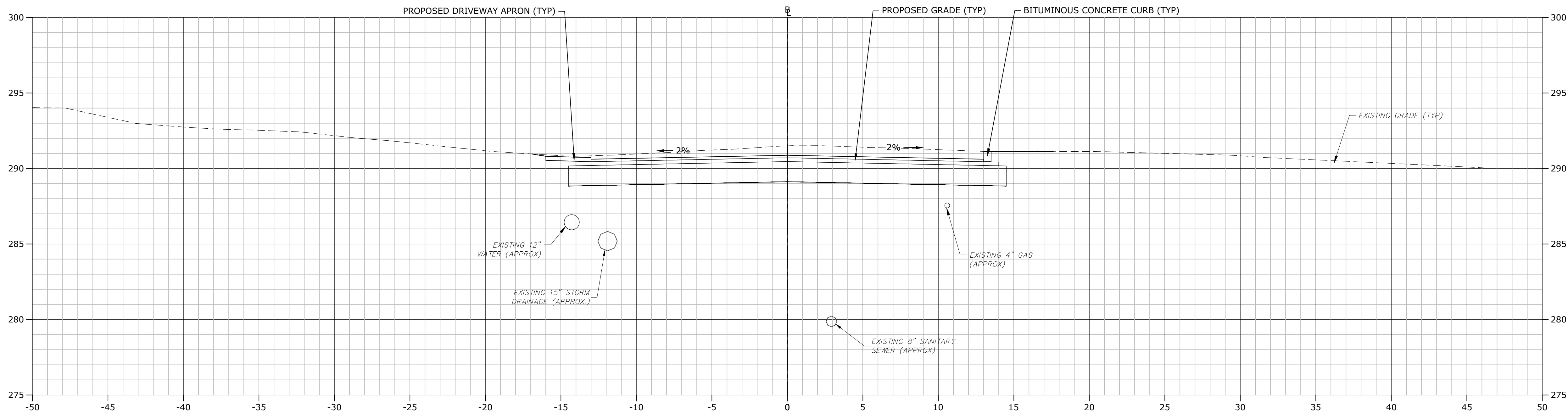
STROBEL ROAD
CROSS SECTIONS
STA: 63+50 TO 64+50

SCALE: 1" = 4'

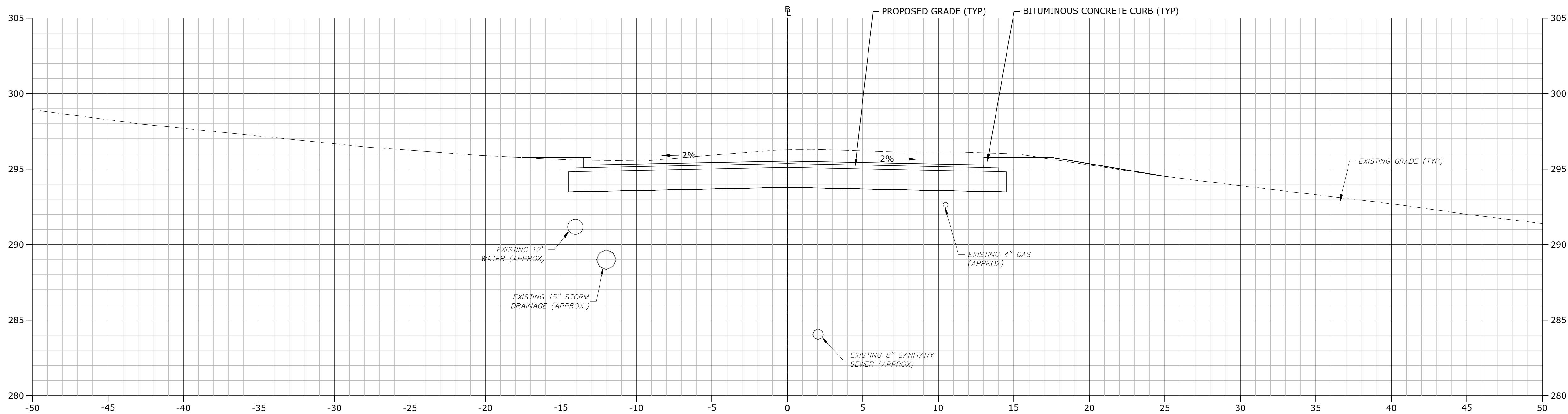
C9.54



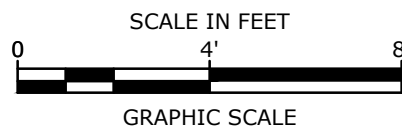
STATION: 66+00



STATION: 65+50



STATION: 65+00



STROBEL ROAD
RECONSTRUCTION
PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

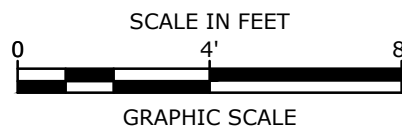
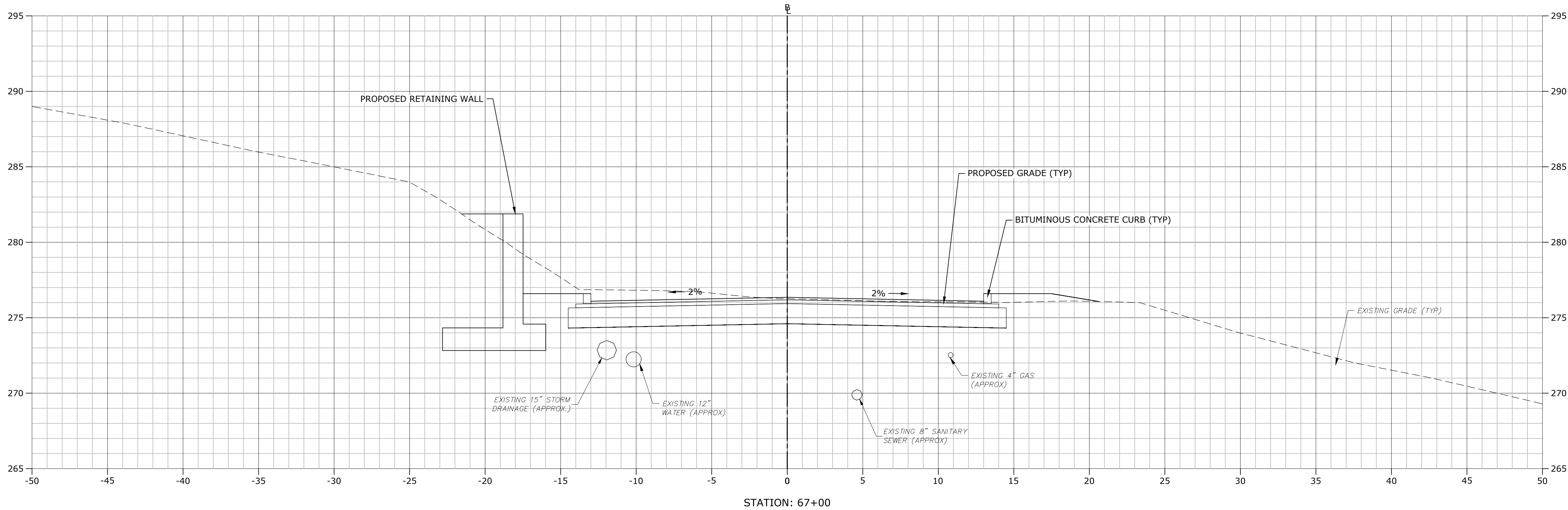
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ORIGINAL DRAWING
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IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

MARK	DATE	DESCRIPTION
PROJECT NO:	T0196	
FILE:	T0196-15-C-900-XS.dwg	
DRAWN BY:	MDS	
CHECKED:	CRD	
APPROVED:	JWB	

STROBEL ROAD
CROSS SECTIONS
STA: 65+00 TO 66+00

SCALE: 1" = 4'

C9.55



STROBEL ROAD
RECONSTRUCTION
PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

BAR IS 1 INCH ON
ORIGINAL DRAWING

0 1 INCH

IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

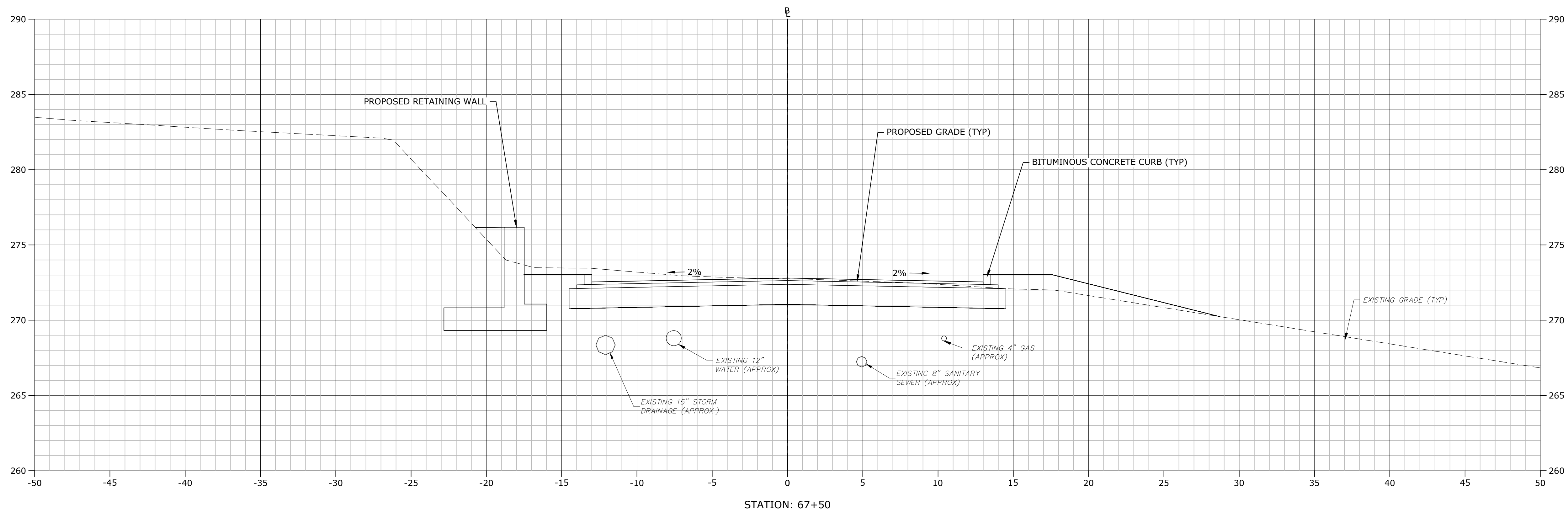
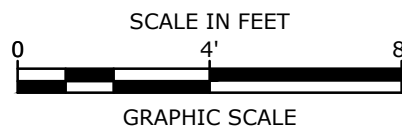
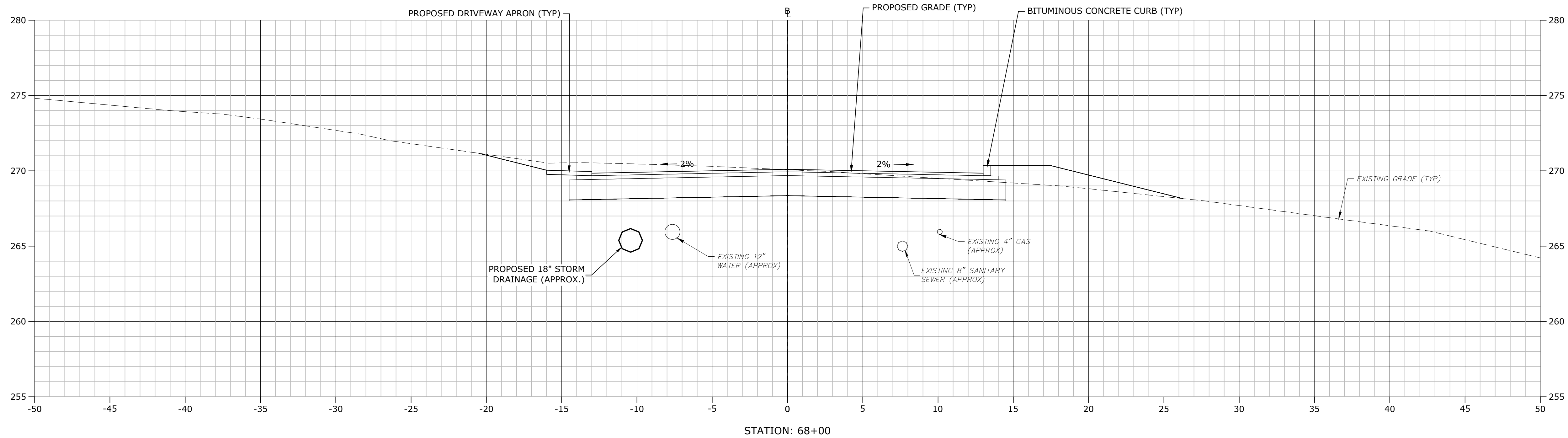
MARK	DATE	DESCRIPTION

PROJECT NO:	T0196
FILE:	T0196-15-C-900-XS.dwg
DRAWN BY:	MDS
CHECKED:	CRD
APPROVED:	JWB

STROBEL ROAD
CROSS SECTIONS
STA: 66+50 TO 67+00

SCALE: 1" = 4'

C9.56



VERIFY SCALE

BAR IS 1 INCH ON
ORIGINAL DRAWING
0 1 INCH
IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

STROBEL ROAD
RECONSTRUCTION
PROJECT

Trumbull, Connecticut

January 18, 2019

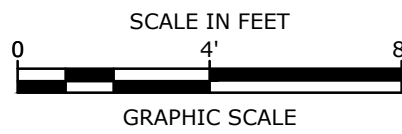
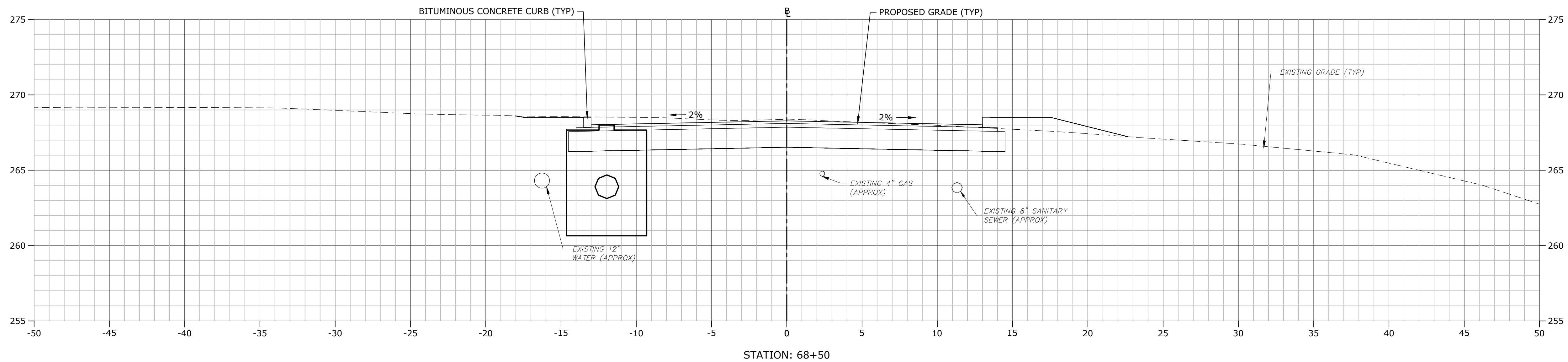
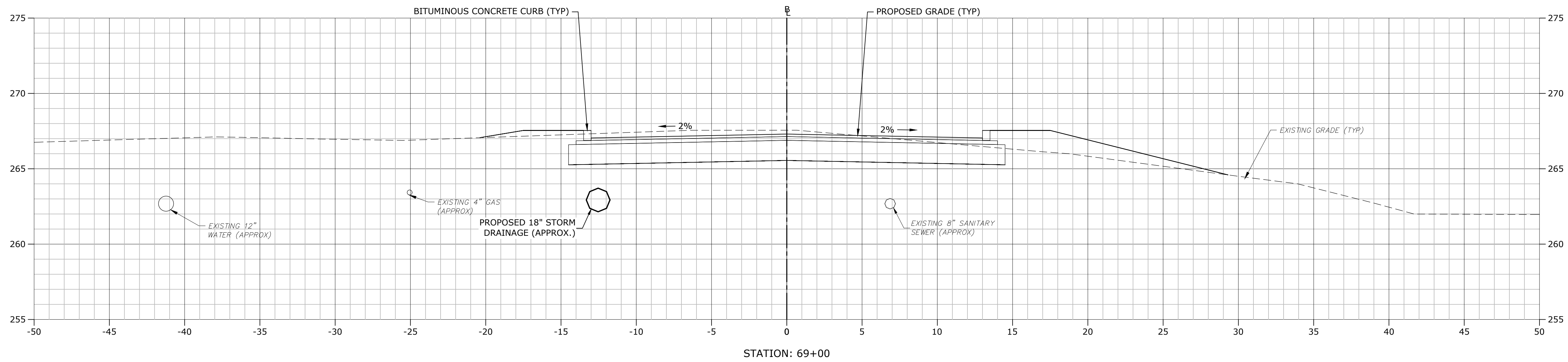
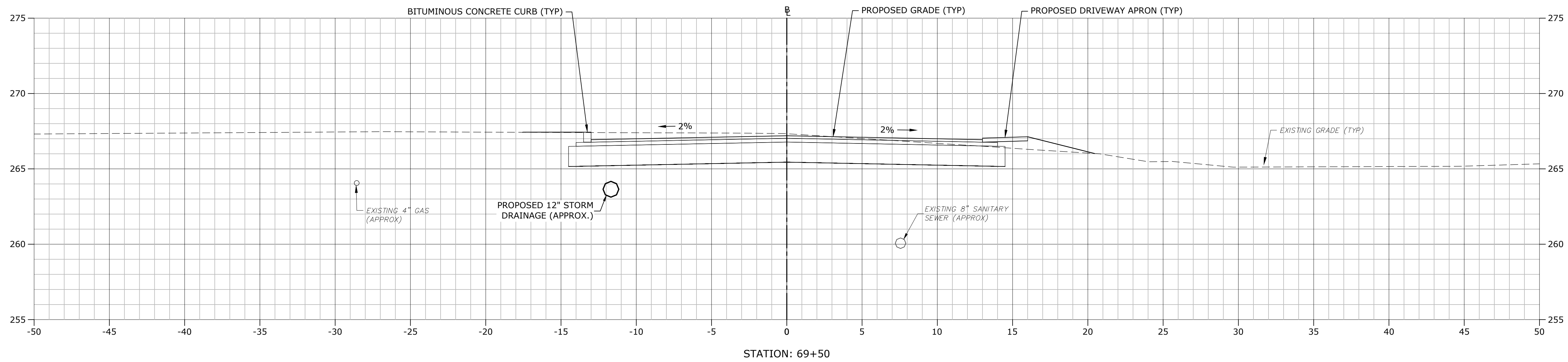
MARK	DATE	DESCRIPTION

PROJECT NO:	T0196
FILE:	T0196-15-C-900-XS.dwg
DRAWN BY:	MDS
CHECKED:	CRD
APPROVED:	JWB

STROBEL ROAD
CROSS SECTIONS
STA: 67+50 TO 68+00

SCALE: 1" = 4'

C9.57



STROBEL ROAD RECONSTRUCTION PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

BAR IS 1 INCH ON
ORIGINAL DRAWING
IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

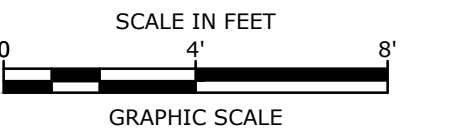
MARK	DATE	DESCRIPTION

PROJECT NO:	T0196
FILE:	T0196-15-C-900-XS.dwg
DRAWN BY:	MDS
CHECKED:	CRD
APPROVED:	JWB

STROBEL ROAD
CROSS SECTIONS
STA: 68+50 TO 69+50

SCALE: 1" = 4'

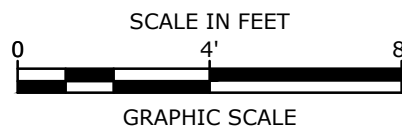
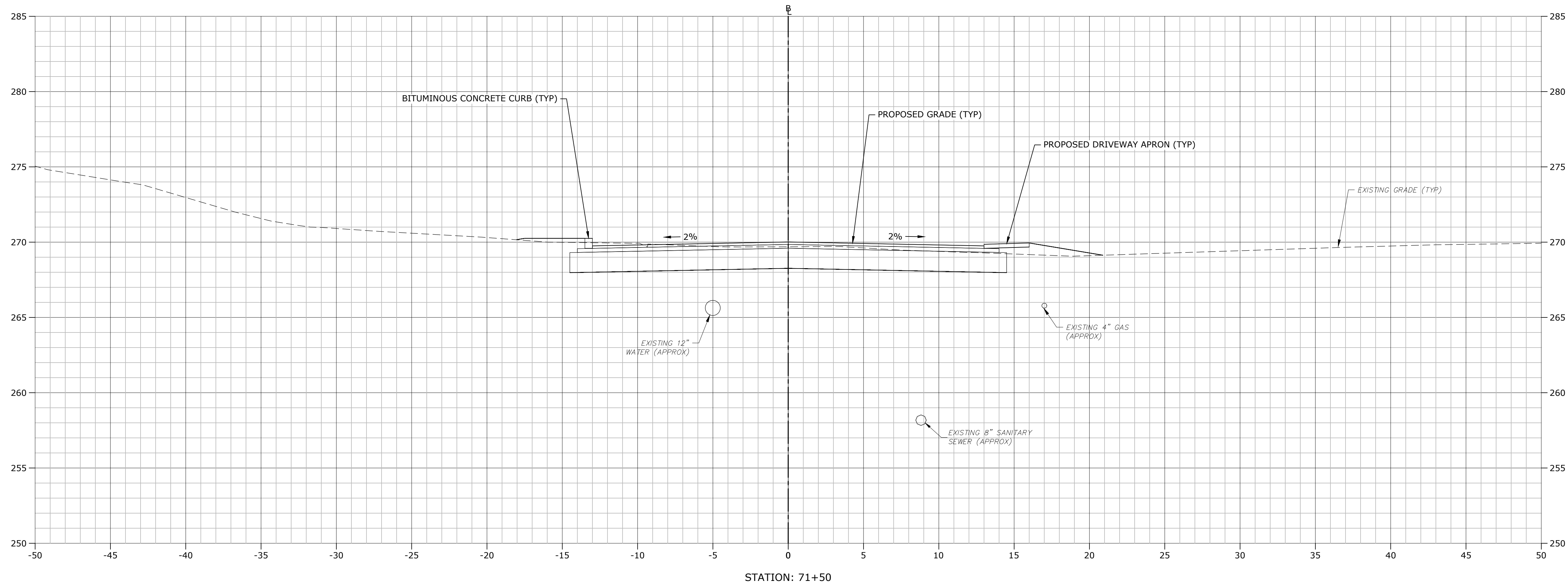
C9.58



Trumbull, Connecticut

BAR IS 1 INCH ON
ORIGINAL DRAWING
 1 INCH
IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

C9.59



STROBEL ROAD
RECONSTRUCTION
PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

BAR IS 1 INCH ON
ORIGINAL DRAWING
IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

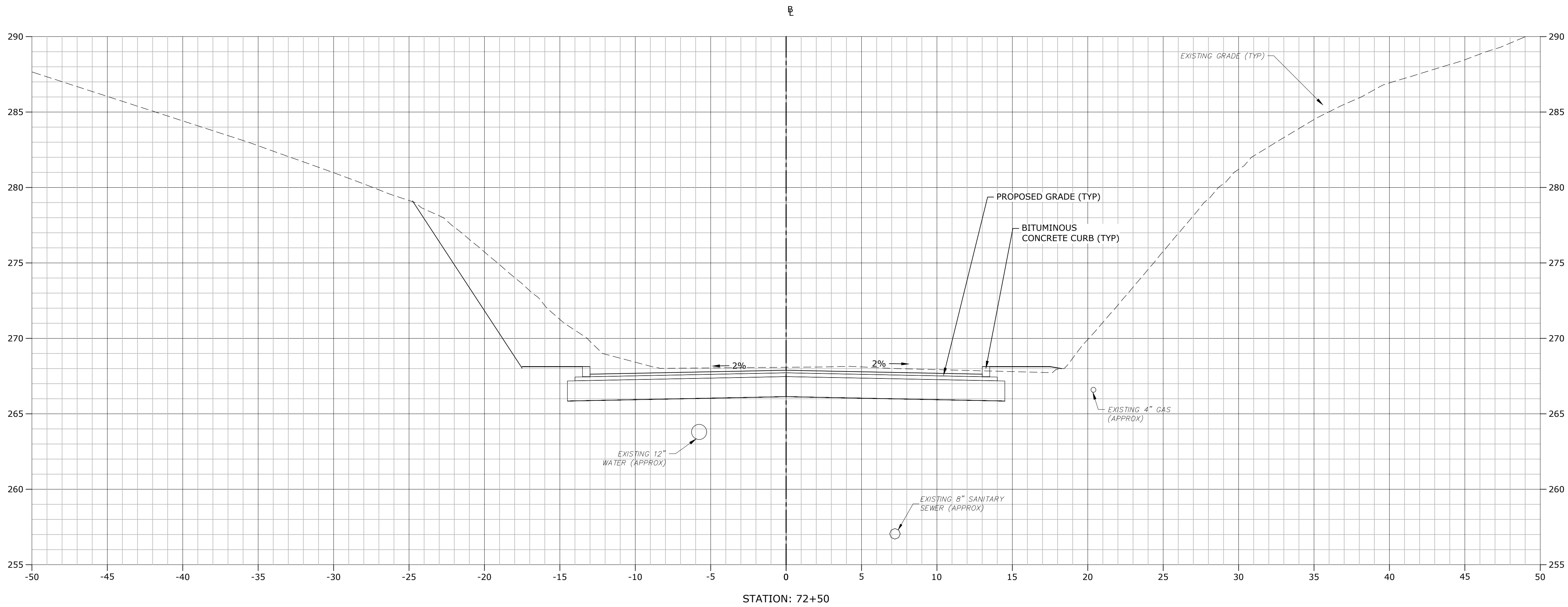
MARK	DATE	DESCRIPTION

PROJECT NO:	T0196
FILE:	T0196-15-C-900-XS.dwg
DRAWN BY:	MDS
CHECKED:	CRD
APPROVED:	JWB

STROBEL ROAD
CROSS SECTIONS
STA: 71+00 TO 71+50

SCALE: 1" = 4'

C9.60



STROBEL ROAD
RECONSTRUCTION
PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

BAR IS 1 INCH ON
ORIGINAL DRAWING
0 1 INCH
IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

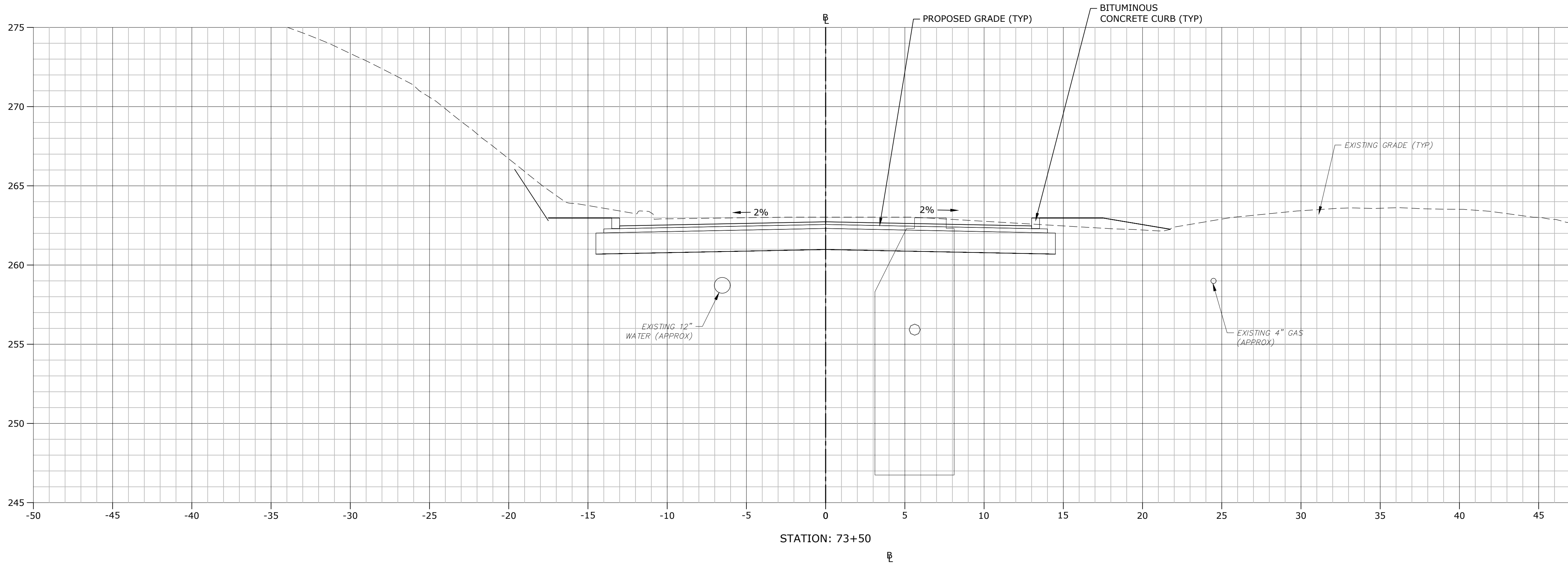
MARK	DATE	DESCRIPTION

PROJECT NO:	T0196
FILE:	T0196-15-C-900-XS.dwg
DRAWN BY:	MDS
CHECKED BY:	CRD
APPROVED BY:	JWB

STROBEL ROAD
CROSS SECTIONS
STA: 72+00 TO 72+50

SCALE: 1" = 4'

C9.61

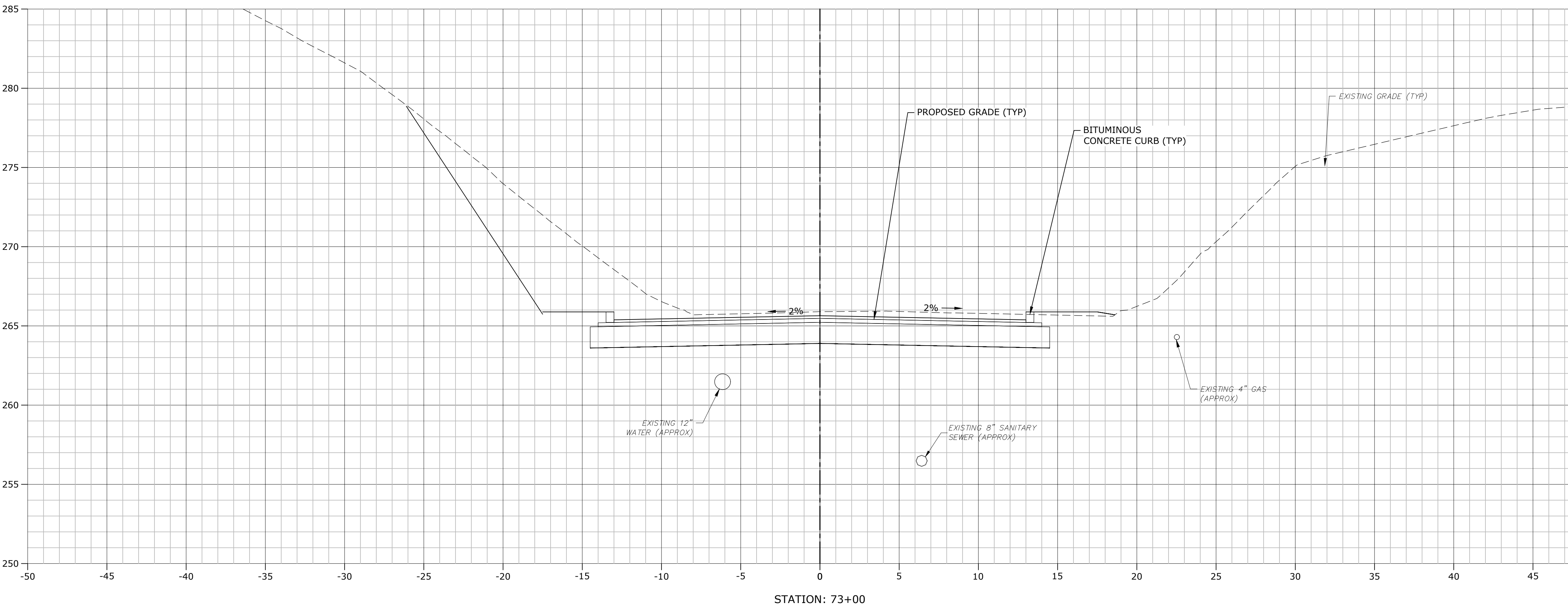


STROBEL ROAD
RECONSTRUCTION
PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE
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0 1 INCH
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THIS SHEET, ADJUST
SCALES ACCORDINGLY

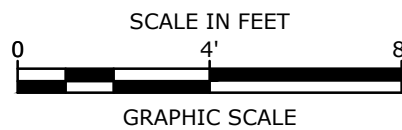


MARK	DATE	DESCRIPTION
PROJECT NO:	T0196	
FILE:	T0196-15-C-900-XS.dwg	
DRAWN BY:	MDS	
CHECKED:	CRD	
APPROVED:	JWB	

STROBEL ROAD
CROSS SECTIONS
STA: 73+00 TO 73+50

SCALE: 1" = 4'

C9.62



STROBEL ROAD
RECONSTRUCTION
PROJECT

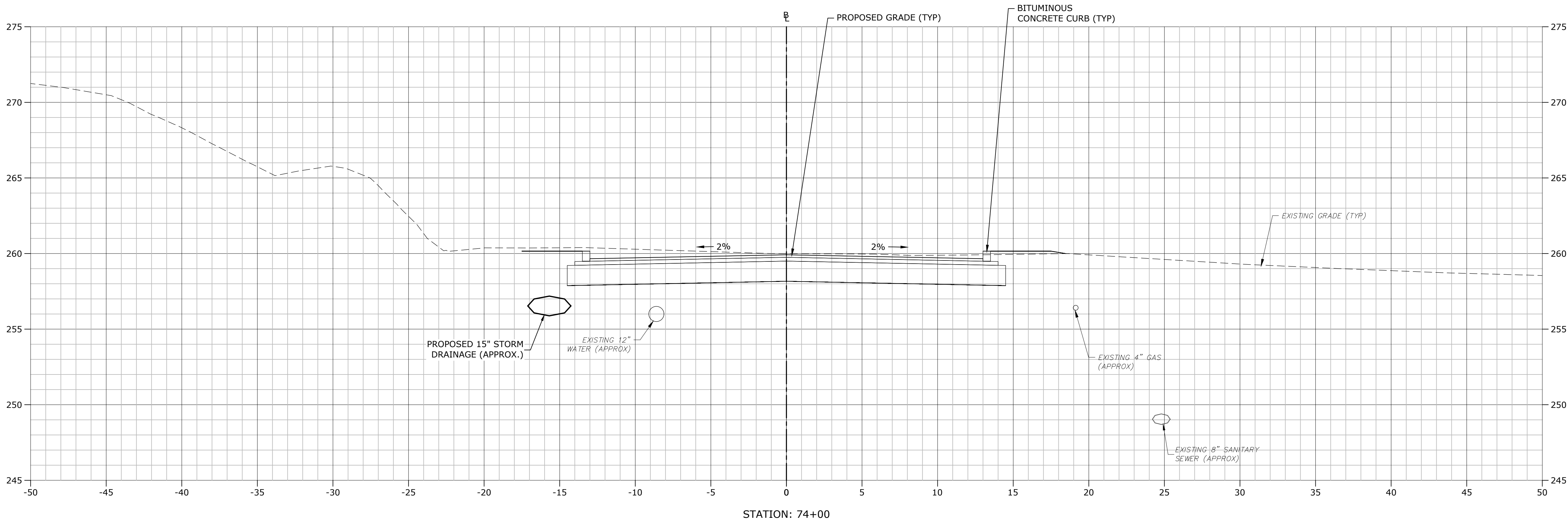
Trumbull, Connecticut

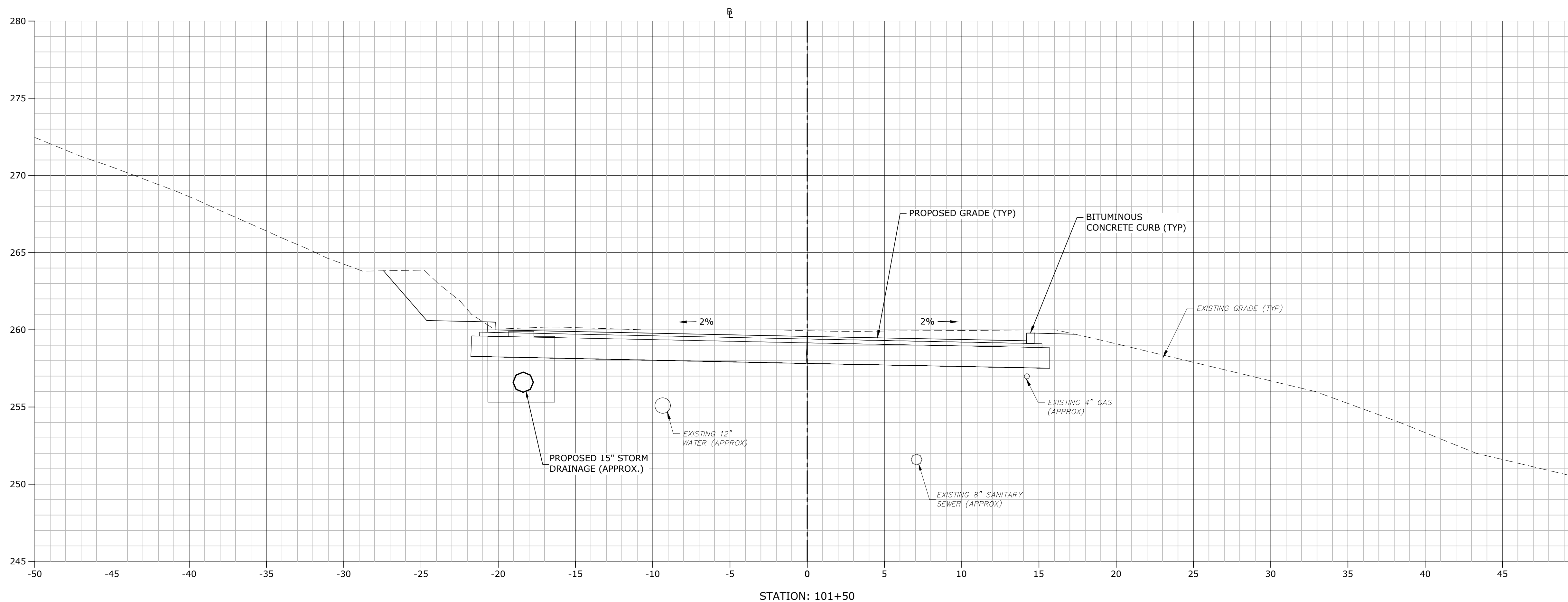
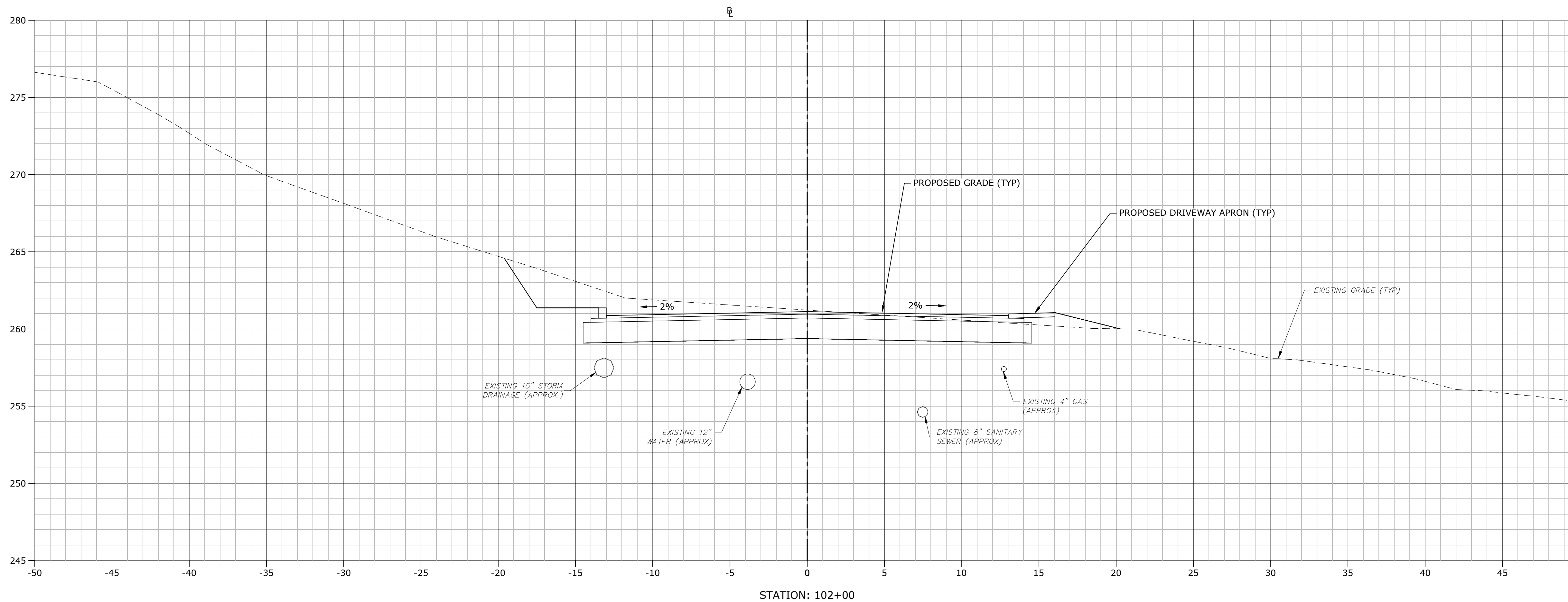
January 18, 2019

VERIFY SCALE
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0 1 INCH
IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

MARK	DATE	DESCRIPTION
PROJECT NO:		T0196
FILE:		T0196-15-C-900-XS.dwg
DRAWN BY:		MDS
CHECKED:		CRD
APPROVED:		JWB

STROBEL ROAD CROSS SECTIONS STA: 73+00 TO 73+50	
SCALE:	1" = 4'





STROBEL ROAD
RECONSTRUCTION
PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

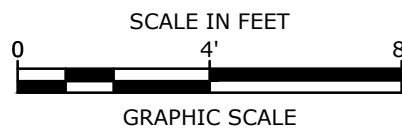
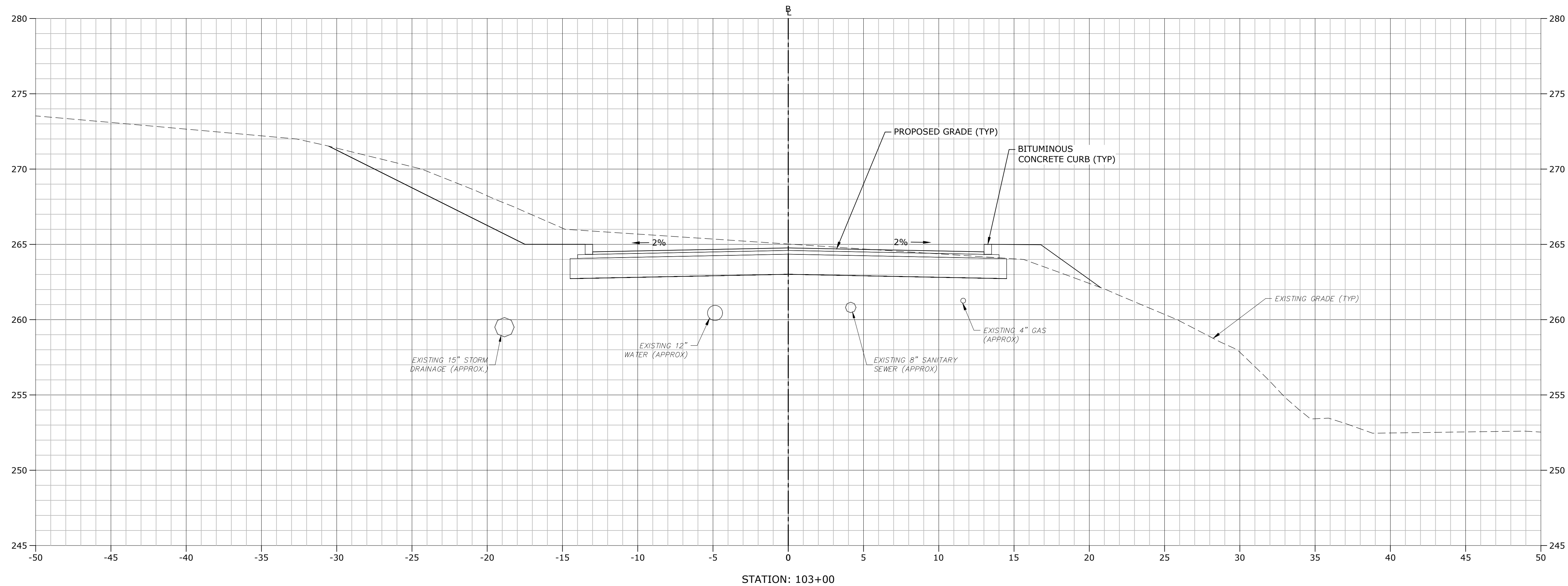
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IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

MARK	DATE	DESCRIPTION
PROJECT NO:	T0196	
FILE:	T0196-15-C-900-XS.dwg	
DRAWN BY:	MDS	
CHECKED:	CRD	
APPROVED:	JWB	

STROBEL ROAD
CROSS SECTIONS
STA: 101+50 TO 102+00

SCALE: 1" = 4'

C9.64



STROBEL ROAD
RECONSTRUCTION
PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

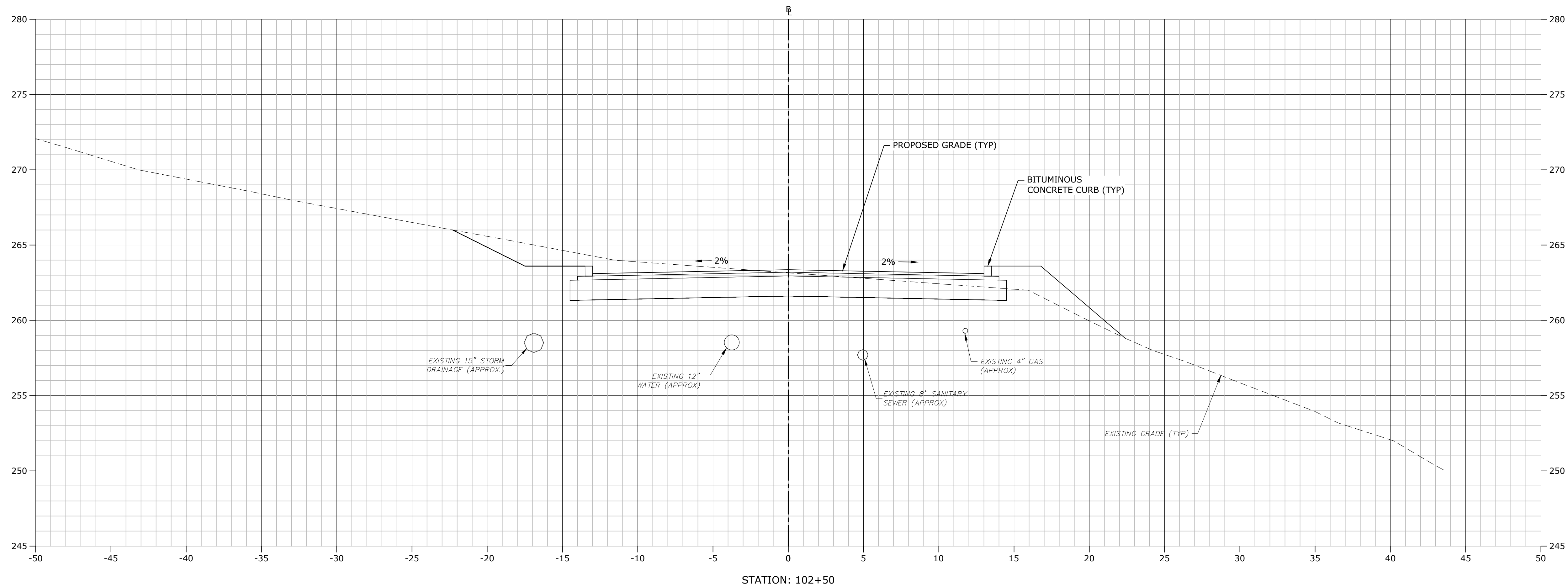
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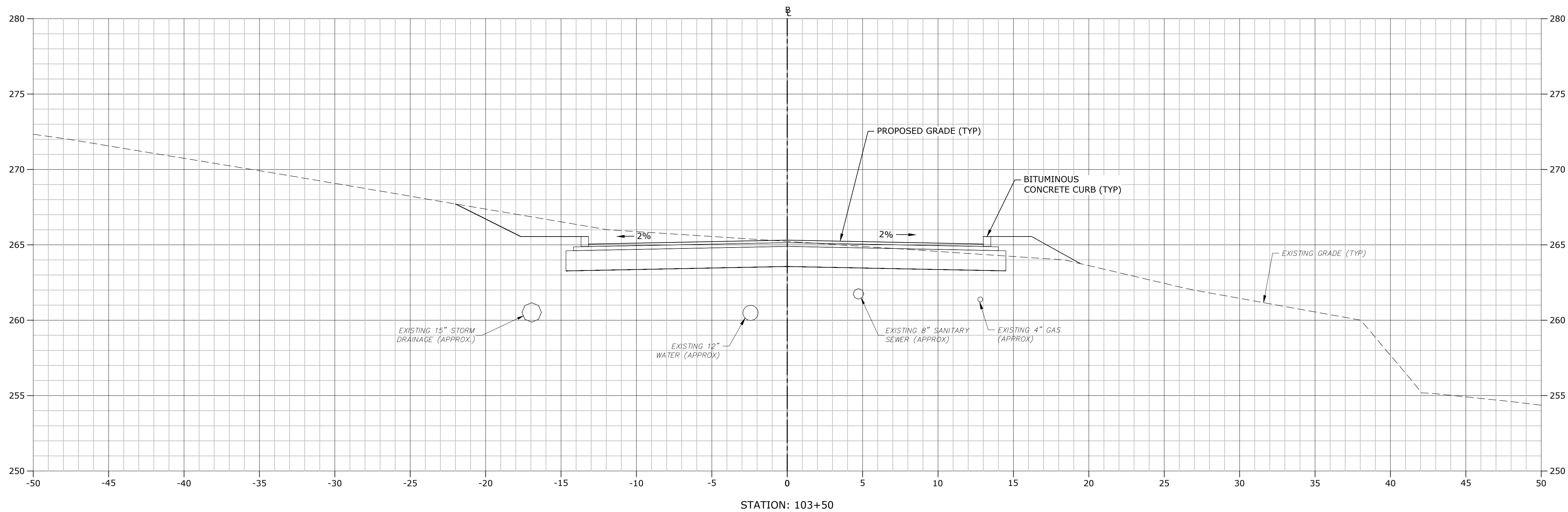
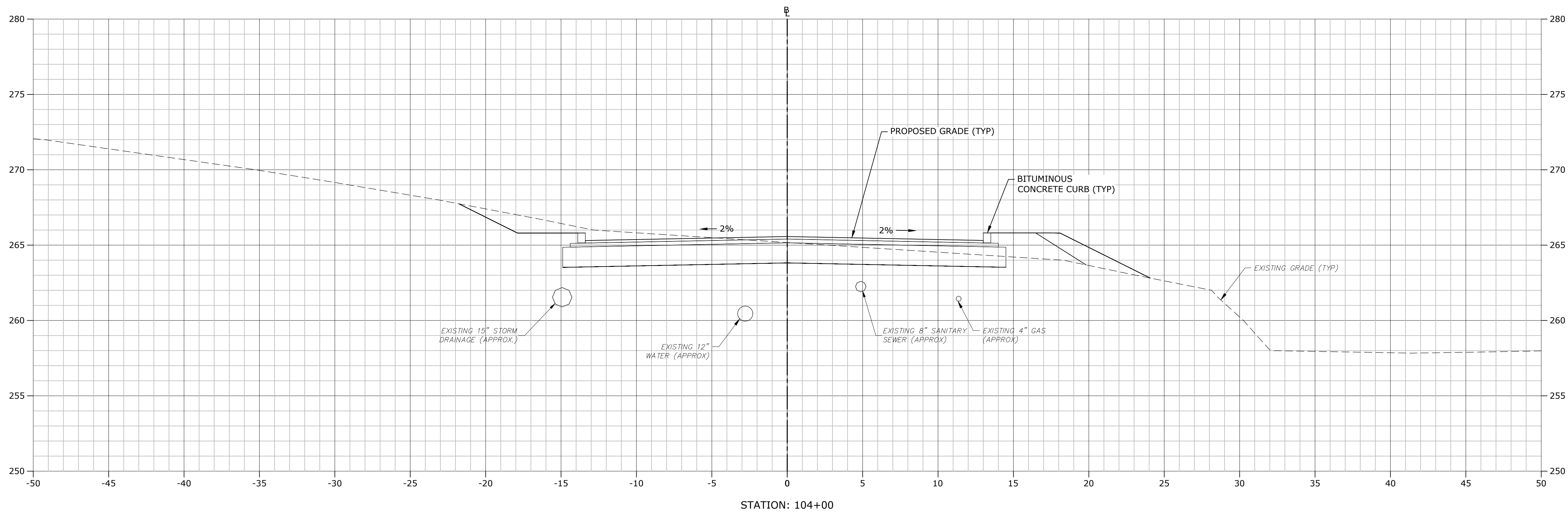
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DRAWN BY:	MDS	
CHECKED:	CRD	
APPROVED:	JWB	

STROBEL ROAD
CROSS SECTIONS
STA: 102+50 TO 103+00

SCALE: 1" = 4'

C9.65





STROBEL ROAD RECONSTRUCTION PROJECT

Trumbull, Connecticut

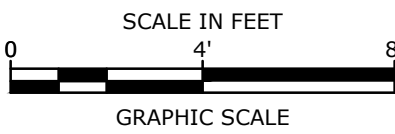
January 18, 2019

VERIFY SCALE

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THIS SHEET, ADJUST
SCALES ACCORDINGLY

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FILE:	T0196-15-C-900-XS.dwg	
DRAWN BY:	MDS	
CHECKED:	CRD	
APPROVED:	JWB	
STROBEL ROAD CROSS SECTIONS STA: 103+50 TO 104+00		
SCALE:	1" = 4'	

C9.66



STROBEL ROAD
RECONSTRUCTION
PROJECT

Trumbull, Connecticut

January 18, 2019

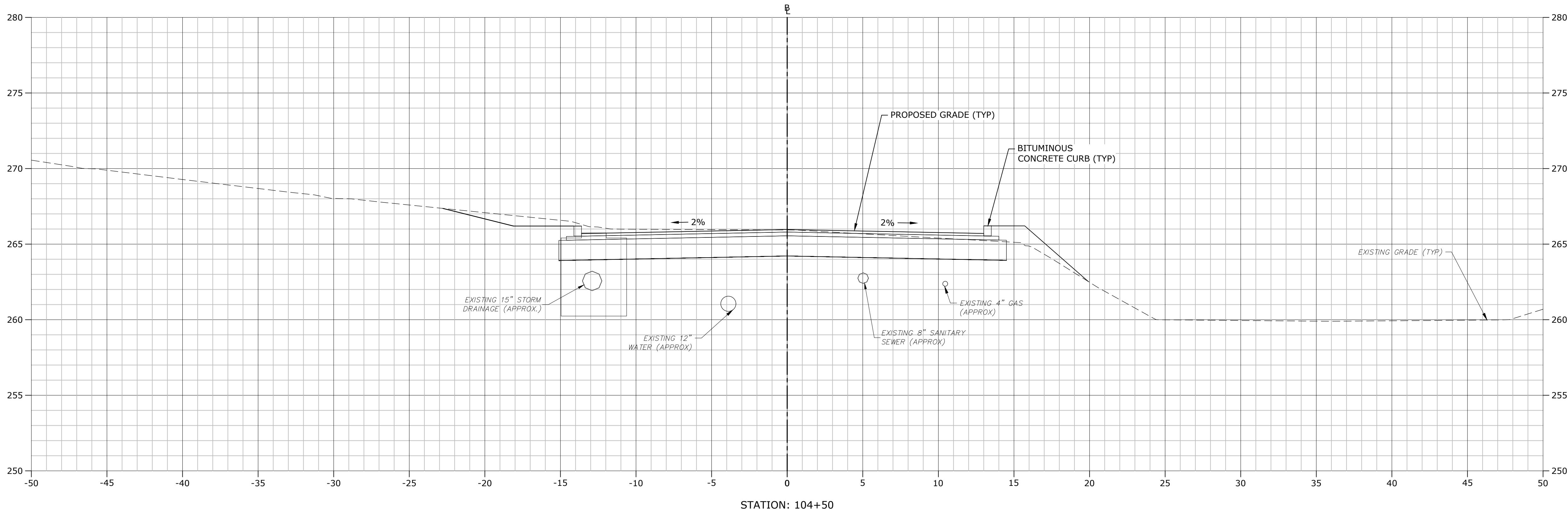
VERIFY SCALE
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ORIGINAL DRAWING
IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

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CHECKED:		CRD
APPROVED:		JWB

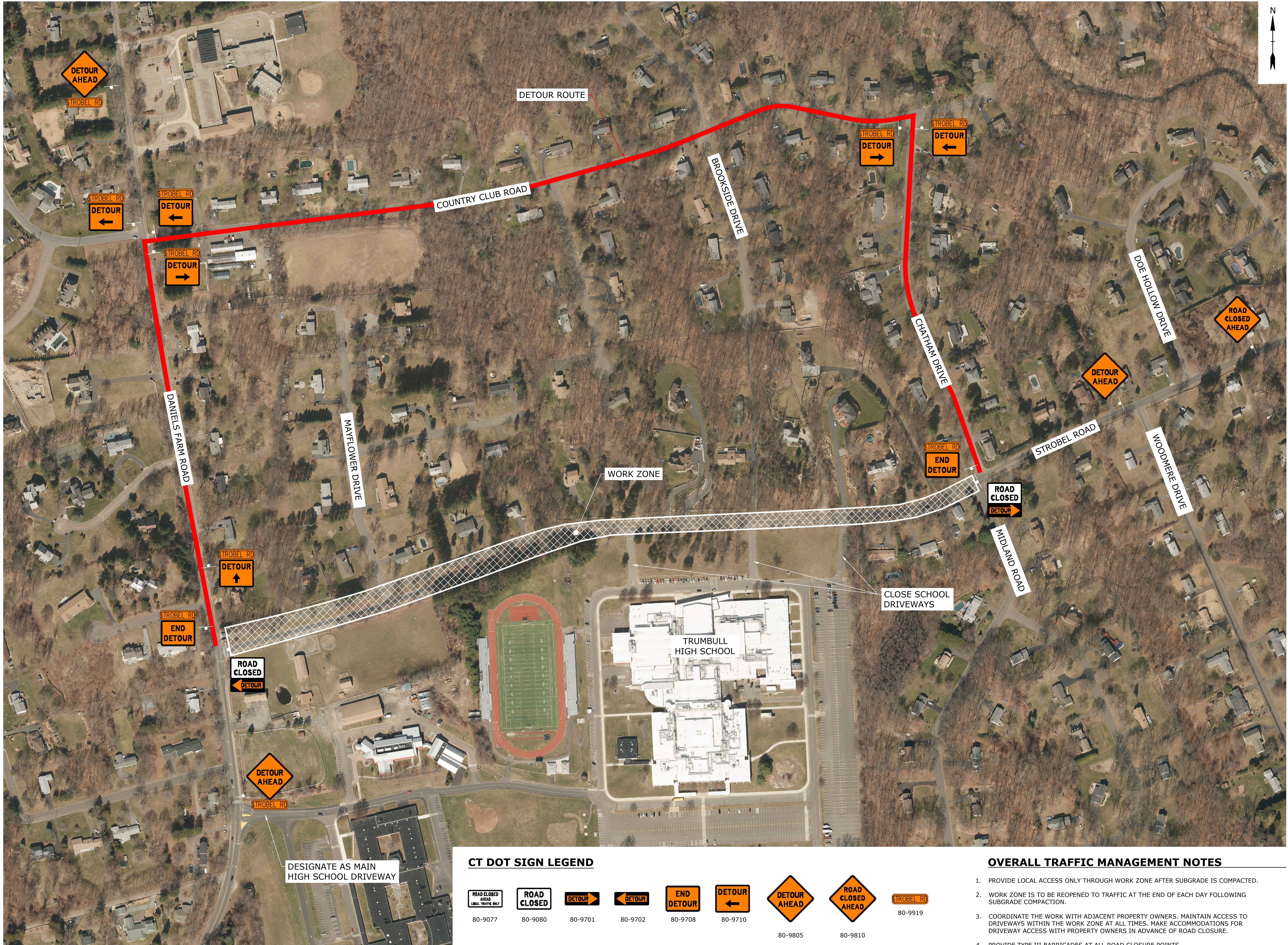
STROBEL ROAD
CROSS SECTIONS
STA: 104+50

SCALE: 1" = 4'

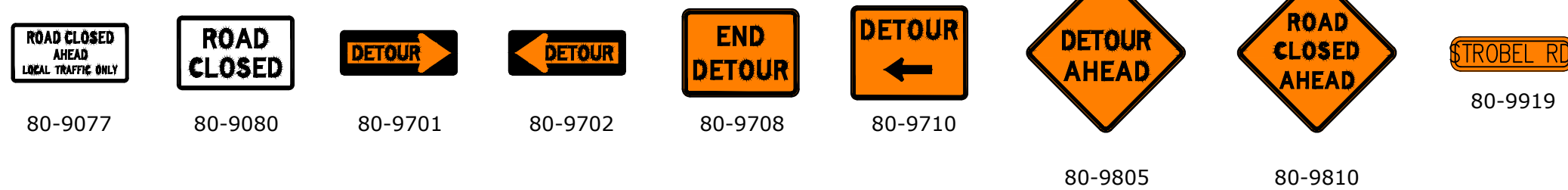
C9.67



Last Saved: 1/18/2019
Plotted On: Jan 18, 2019 3:29pm By: DubuqueC
Tighe & Bond: J:\T0196\15 Strob Rd\Drawing\Sheet\Traffic\T0196-015-TTC.dwg



CT DOT SIGN LEGEND



OVERALL TRAFFIC MANAGEMENT NOTES

1. PROVIDE LOCAL ACCESS ONLY THROUGH WORK ZONE AFTER SUBGRADE IS COMPACTED.
2. WORK ZONE IS TO BE REOPENED TO TRAFFIC AT THE END OF EACH DAY FOLLOWING SUBGRADE COMPACTION.
3. COORDINATE THE WORK WITH ADJACENT PROPERTY OWNERS. MAINTAIN ACCESS TO DRIVEWAYS WITHIN THE WORK ZONE AT ALL TIMES. MAKE ACCOMMODATIONS FOR DRIVEWAY ACCESS WITH PROPERTY OWNERS IN ADVANCE OF ROAD CLOSURE.
4. PROVIDE TYPE III BARRICADES AT ALL ROAD CLOSURE POINTS.

Tighe&Bond
www.tighebond.com
1000 Bridgeport Avenue
Suite 320
Shelton, CT 06484
(203) 712-1100

SCALE IN FEET
0 150' 300'
GRAPHIC SCALE

STROBEL ROAD RECONSTRUCTION PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE

BAR IS 1 INCH ON
ORIGINAL DRAWING
0 1 INCH
IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

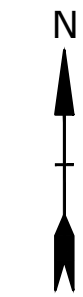
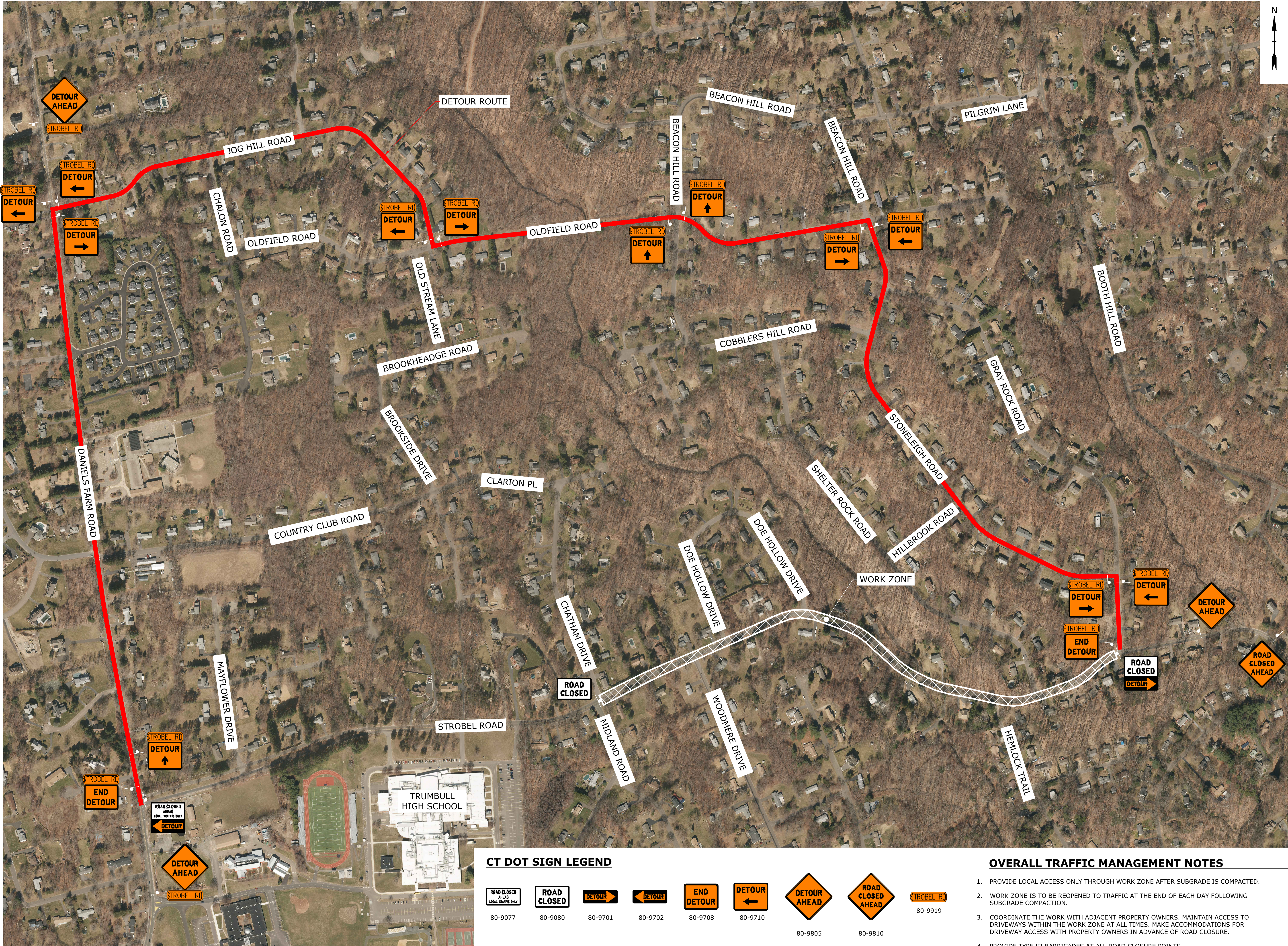
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PROJECT NO:	T0196	
FILE:	T0196-015-TTC.dwg	
DRAWN BY:	ALW	
CHECKED:	AJM	
APPROVED:	AJM	

STROBEL ROAD PHASE 1 DETOUR PLAN

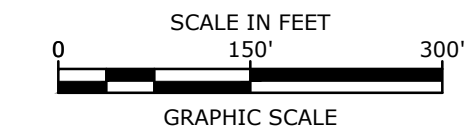
SCALE: 1" = 150'

TTC-001

Last Saved: 1/18/2019
 Plotted On: Jan 18, 2019 3:29pm By: DubuqueC
 Tighe & Bond: J:\T0196\15 Strob Rd\Drawing\Sheet\Traffic\T0196-015-TTC.dwg



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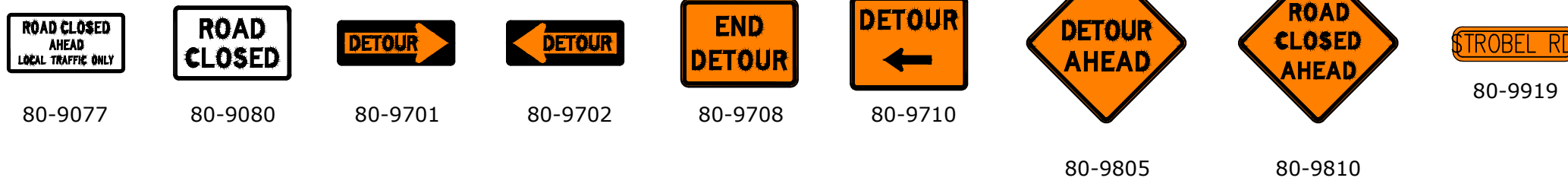
STROBEL ROAD RECONSTRUCTION PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE
BAR IS 1 INCH ON ORIGINAL DRAWING
0 1 INCH
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

CT DOT SIGN LEGEND



OVERALL TRAFFIC MANAGEMENT NOTES

1. PROVIDE LOCAL ACCESS ONLY THROUGH WORK ZONE AFTER SUBGRADE IS COMPACTED.
2. WORK ZONE IS TO BE REOPENED TO TRAFFIC AT THE END OF EACH DAY FOLLOWING SUBGRADE COMPACTION.
3. COORDINATE THE WORK WITH ADJACENT PROPERTY OWNERS. MAINTAIN ACCESS TO DRIVEWAYS WITHIN THE WORK ZONE AT ALL TIMES. MAKE ACCOMMODATIONS FOR DRIVEWAY ACCESS WITH PROPERTY OWNERS IN ADVANCE OF ROAD CLOSURE.
4. PROVIDE TYPE III BARRICADES AT ALL ROAD CLOSURE POINTS.

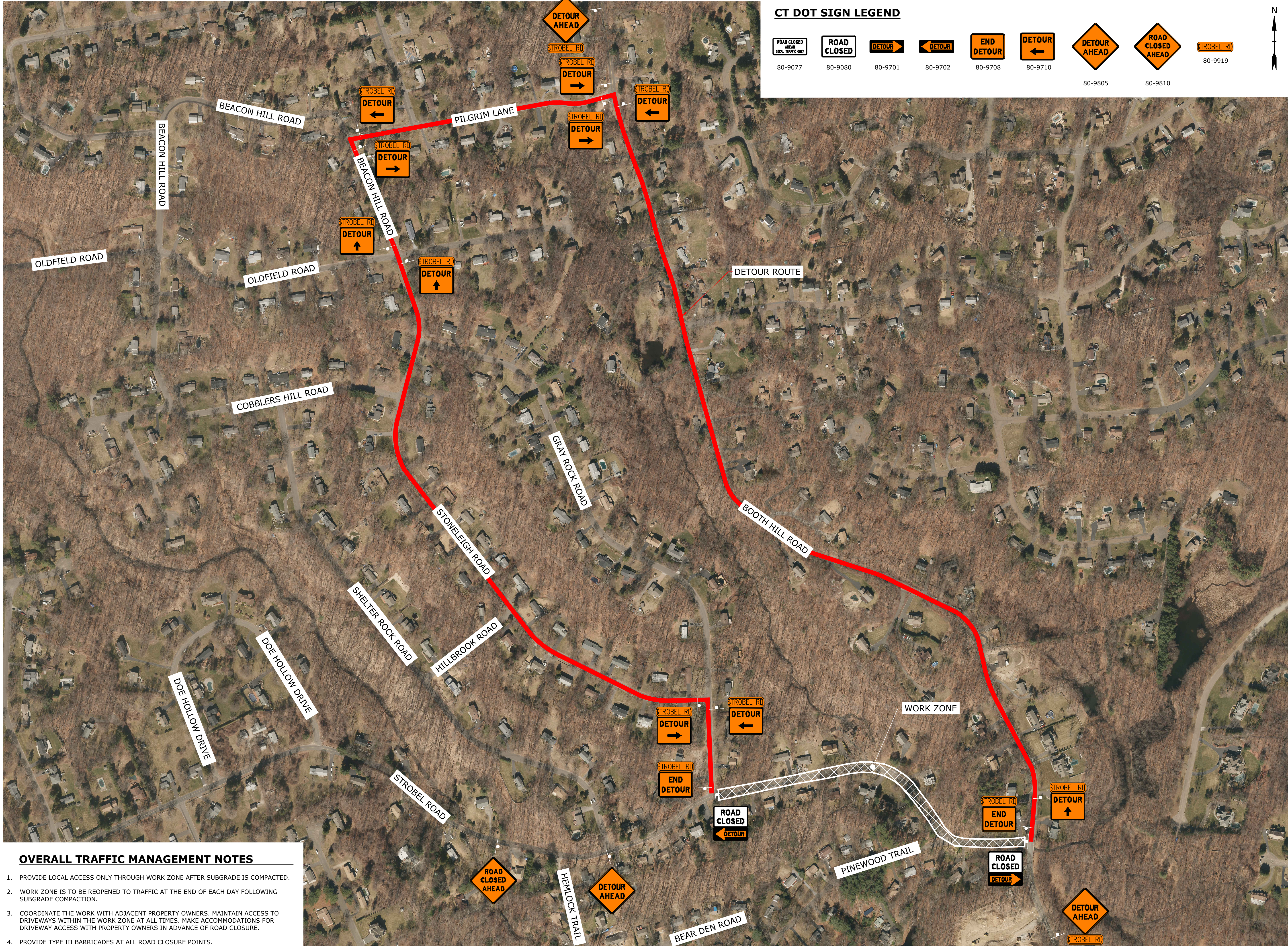
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PROJECT NO:	T0196	
FILE:	T0196-015-TTC.dwg	
DRAWN BY:	ALW	
CHECKED:	AJM	
APPROVED:	AJM	

STROBEL ROAD PHASE 2 DETOUR PLAN

SCALE: 1" = 250'

TTC-002

Last Saved: 1/18/2019
Plotted On: Jan 18, 2019 3:30pm By: DubuqueC
Tighe & Bond: J:\T0196\15 Strob Rd\Drawing\Sheet\Traffic\T0196-015-TTC.dwg



Tighe&Bond
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1000 Bridgeport Avenue
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SCALE IN FEET
0 150' 300'
GRAPHIC SCALE

STROBEL ROAD RECONSTRUCTION PROJECT

Trumbull, Connecticut

January 18, 2019

VERIFY SCALE
BAR IS 1 INCH ON ORIGINAL DRAWING
0 1 INCH
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

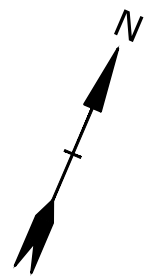
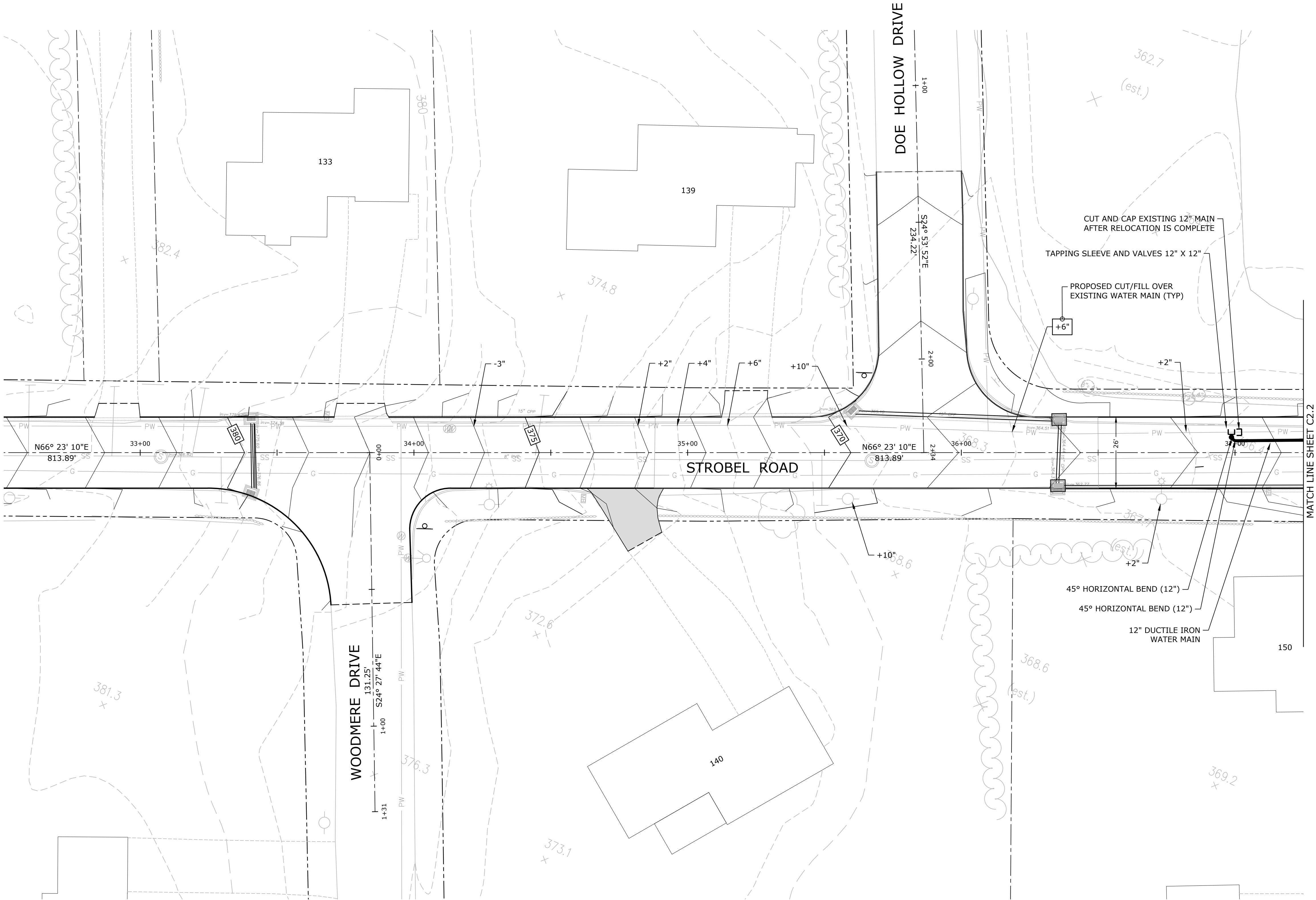
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CHECKED:	AJM	
APPROVED:	AJM	

STROBEL ROAD PHASE 3 DETOUR PLAN

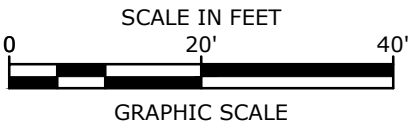
SCALE: 1" = 200'

TTC-003

Jan 18, 2019 3:02pm Plotted By: DubuqueC
Tighe & Bond, Inc. J:\YT0196\15_Strobel Rd\Drawing\Sheet\A-1000 Aquarion\UT-A1000-15-01.dwg



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Water
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**Strobel Road
Water Main
Project**

Trumbull, Connecticut

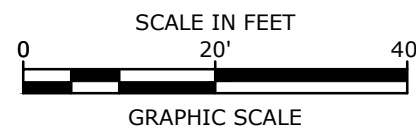
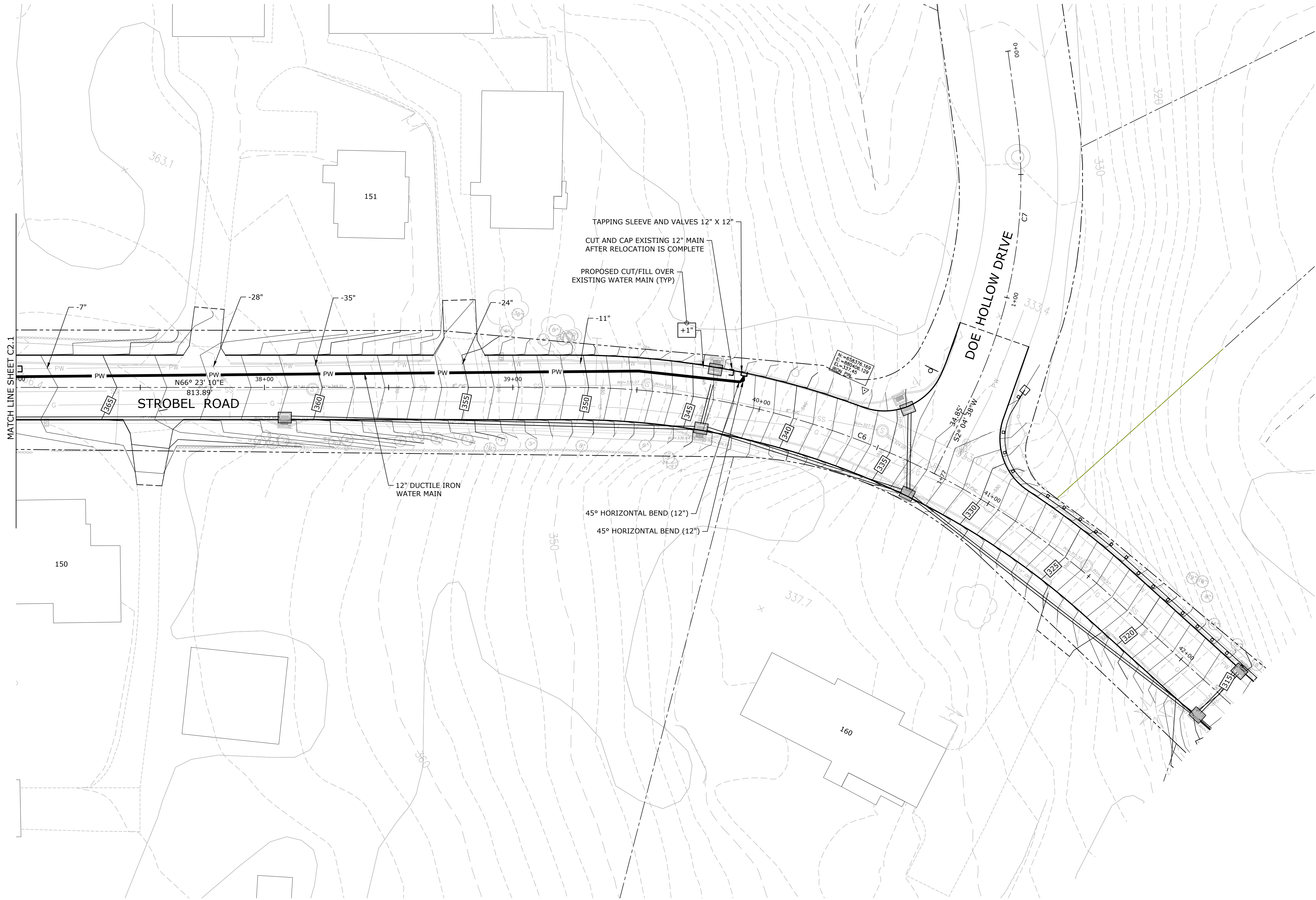
April 2018

MARK	DATE	DESCRIPTION
PROJECT NO:		A-1000-15
FILE:		UT-A1000-15-01.dwg
DRAWN BY:		MDS
CHECKED:		AJM
APPROVED:		DCH

**WATER MAIN
RELOCATION PLAN**

SCALE: 1" = 20'

W2.0



**Aquarion
Water
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Trumbull, Connecticut

April 2018

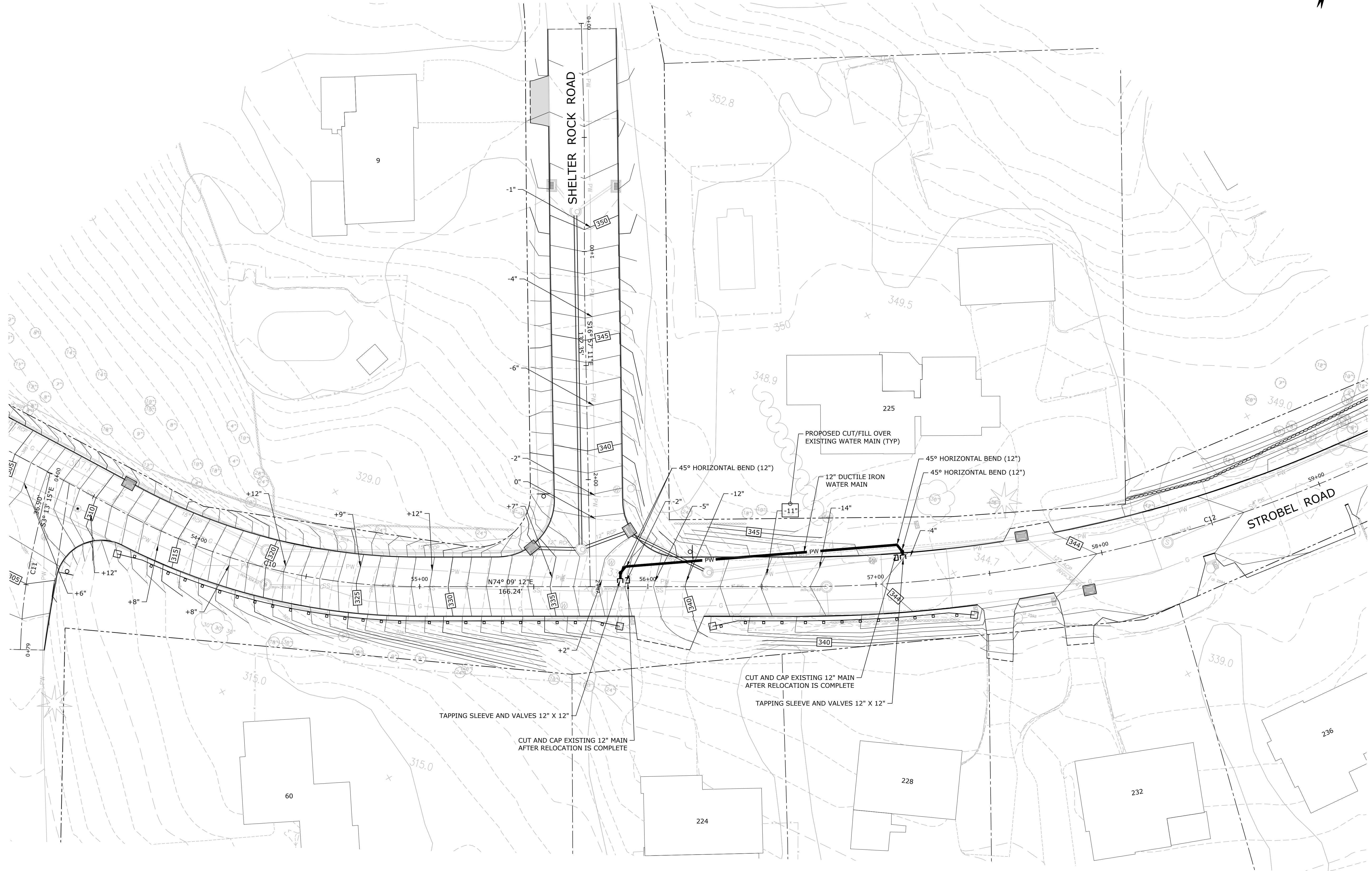
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PROJECT NO:	A-1000-15	
FILE:	UT-A1000-15-01.dwg	
DRAWN BY:	MDS	
CHECKED:	AJM	
APPROVED:	DCH	

**WATER MAIN
RELOCATION PLAN**

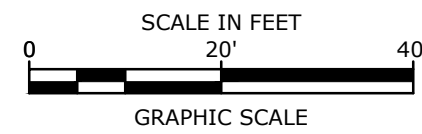
SCALE: 1" = 20'

W2.1

Jan 18, 2019 3:02pm Plotted By: DubuqueC
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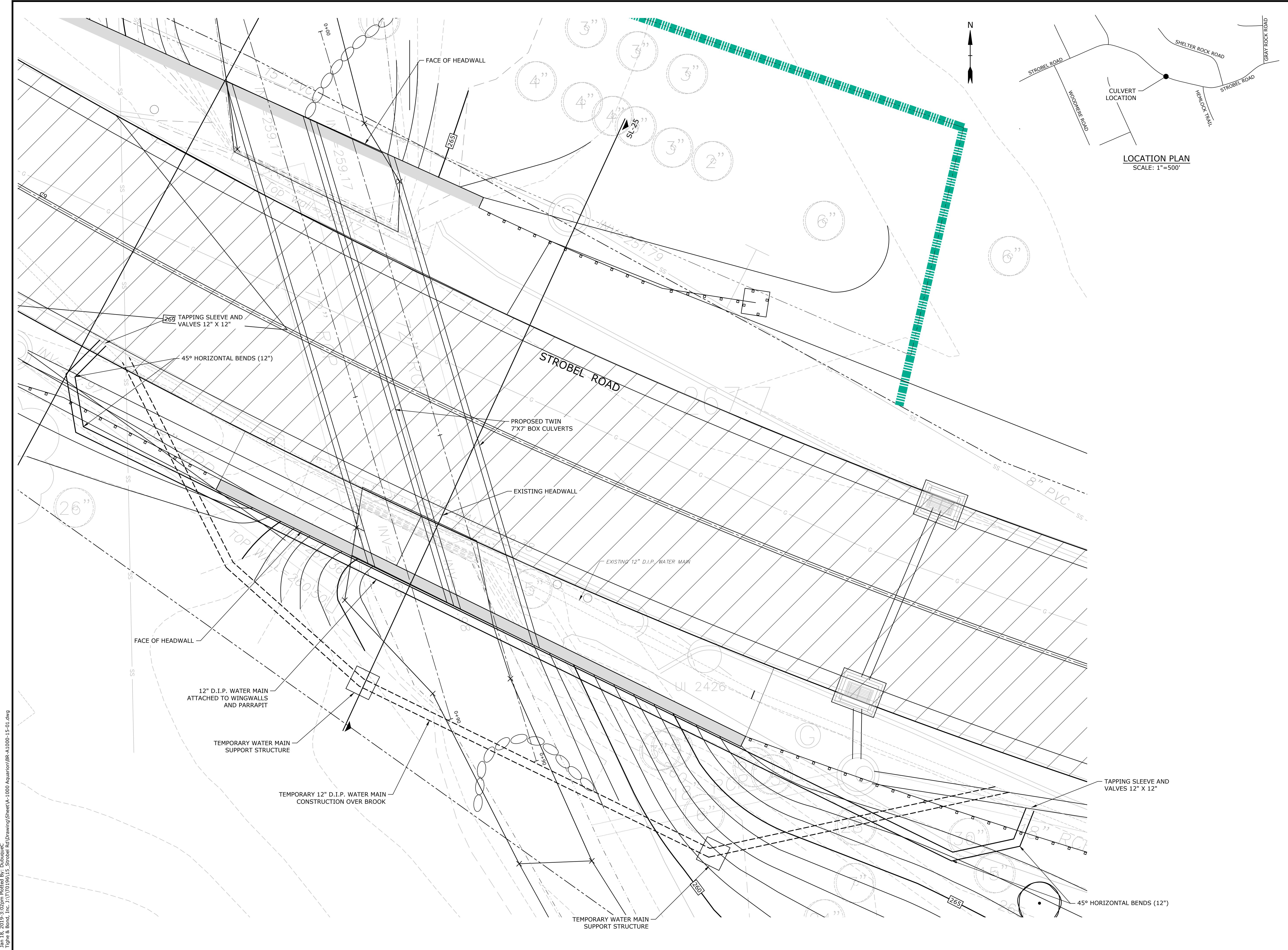
Trumbull, Connecticut

April 2018

MARK	DATE	DESCRIPTION
PROJECT NO:		A-1000-15
FILE:		UT-A1000-15-01.dwg
DRAWN BY:		MDS
CHECKED:		AJM
APPROVED:		DCH

WATER MAIN RELOCATION PLAN	
SCALE:	1" = 20'
W2.2	

Jan 18, 2019 3:02pm Plotted By: DubuqueC
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SCALE IN FEET

0 5 10'

GRAPHIC SCALE

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April 2018

MARK	DATE	DESCRIPTION
PROJECT NO:		A-1000-15
FILE:		BR-A1000-15-01.dwg
DRAWN BY:		XX
CHECKED:		XX
APPROVED:		XX

CULVERT CROSSING PLAN

SCALE: 1" = 5'

W2.3