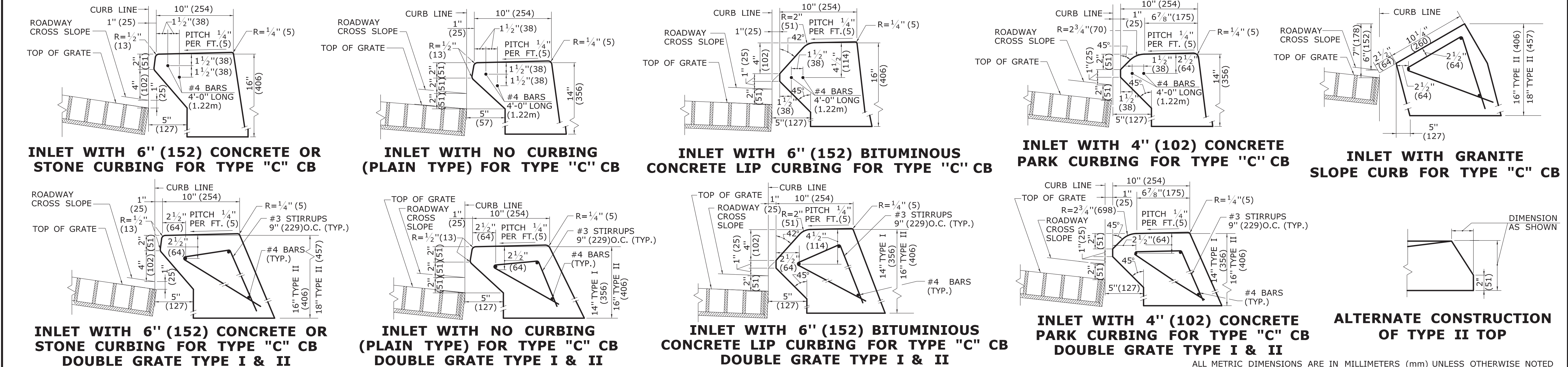
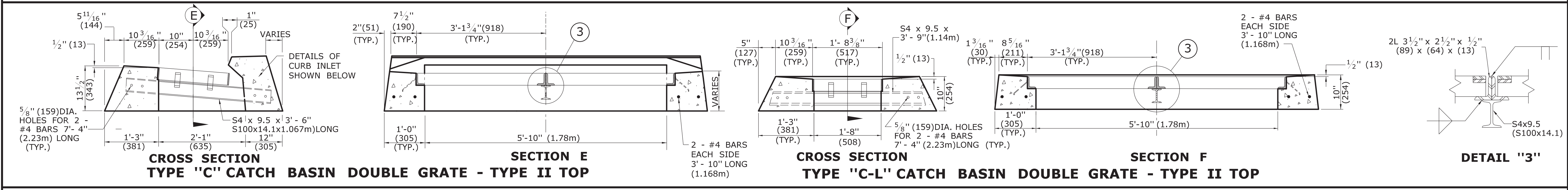
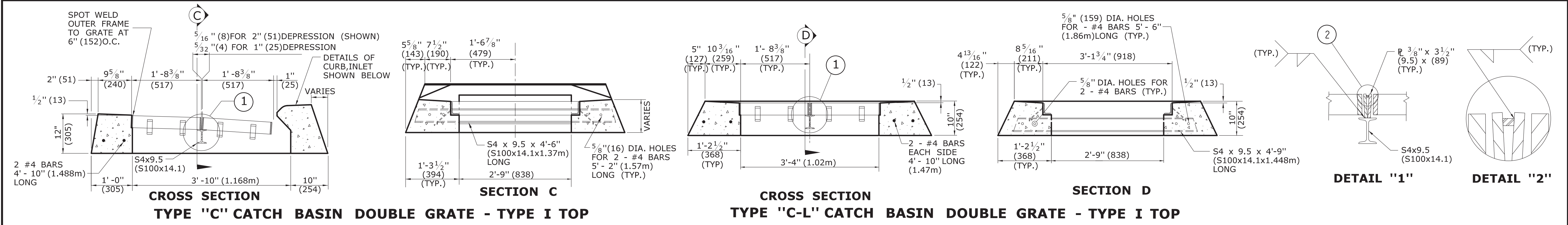
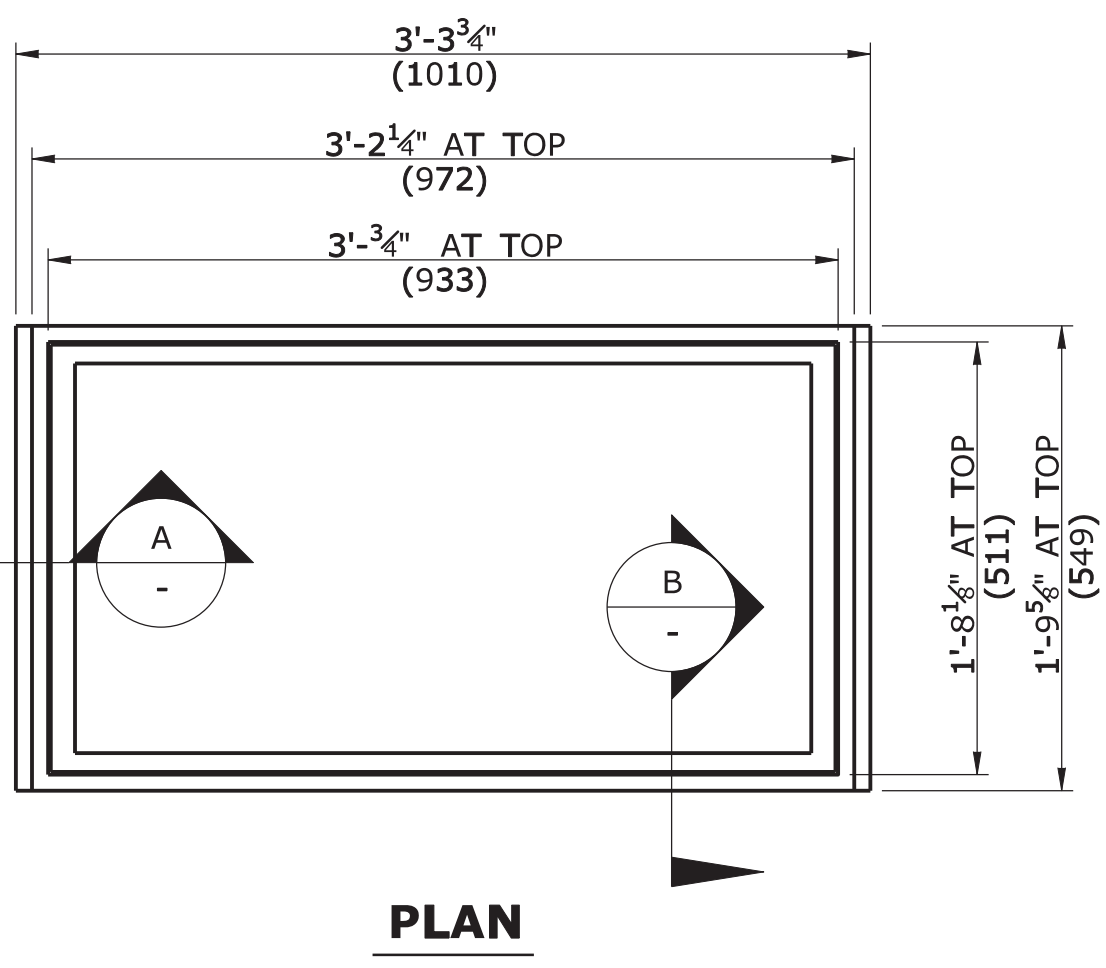
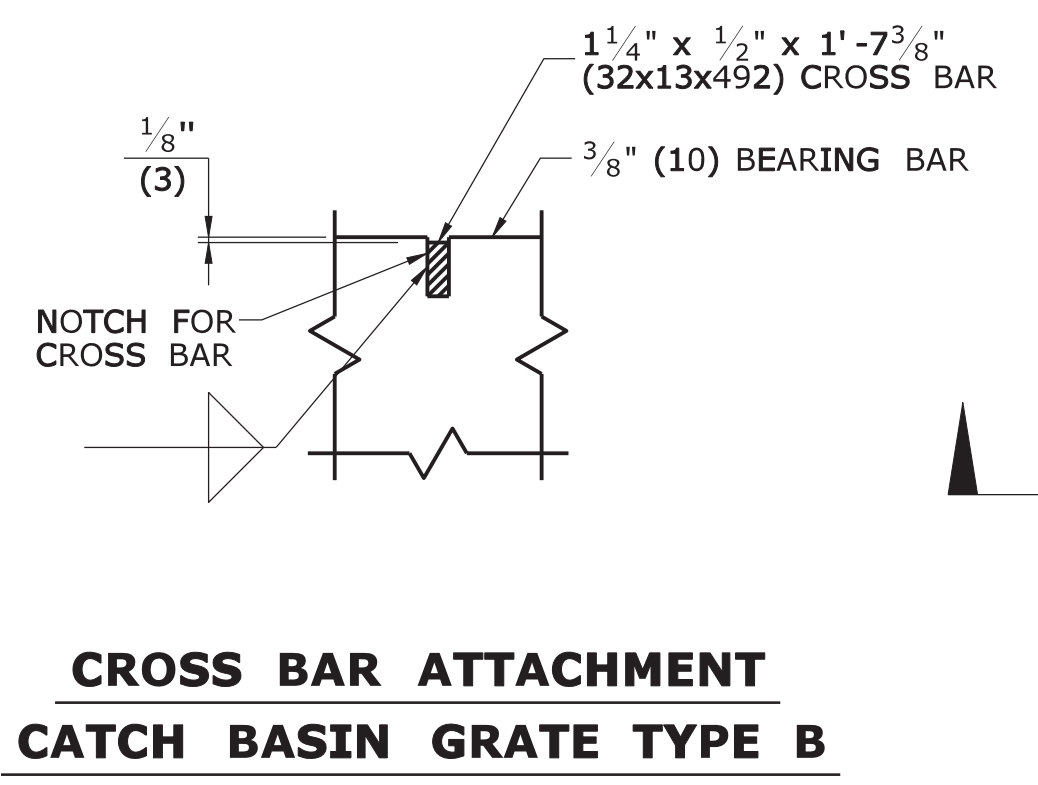
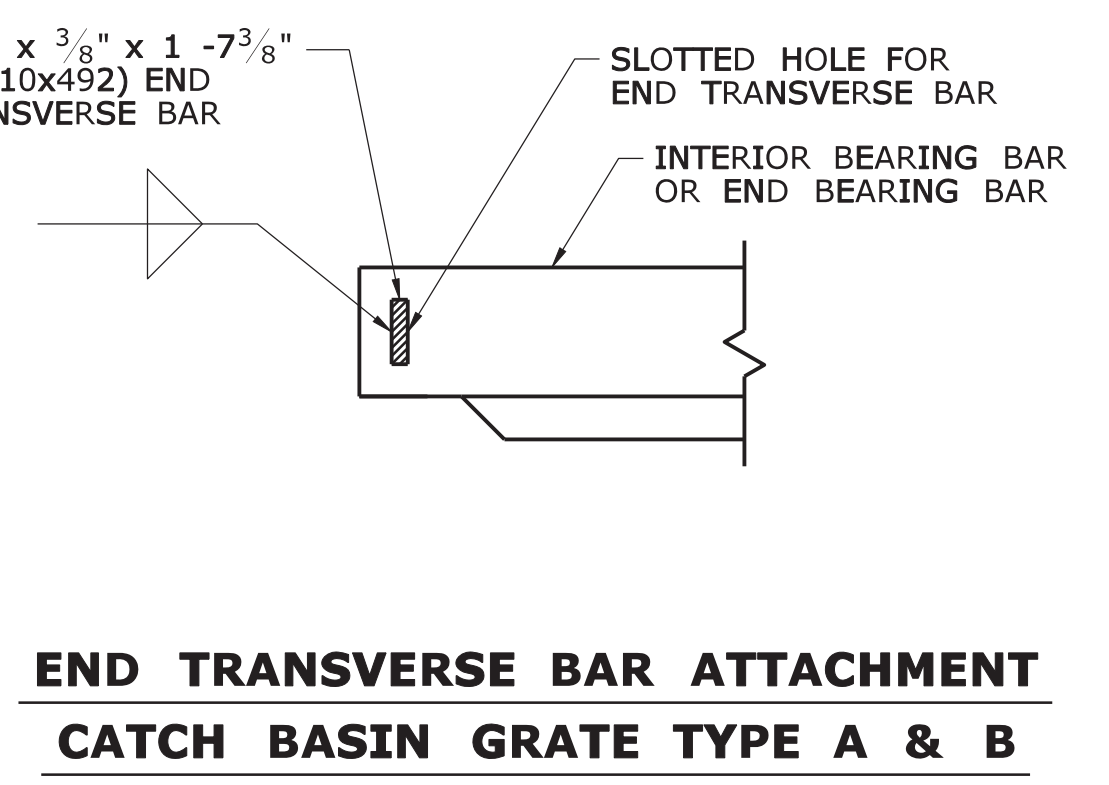
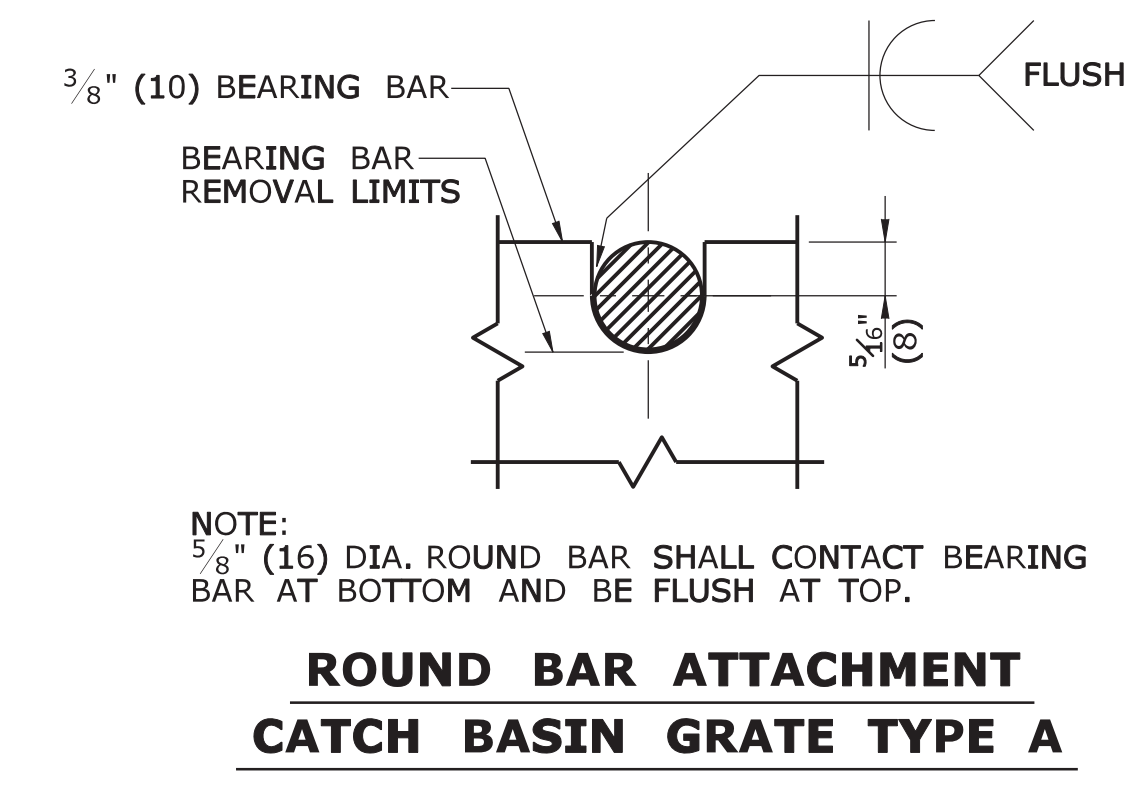


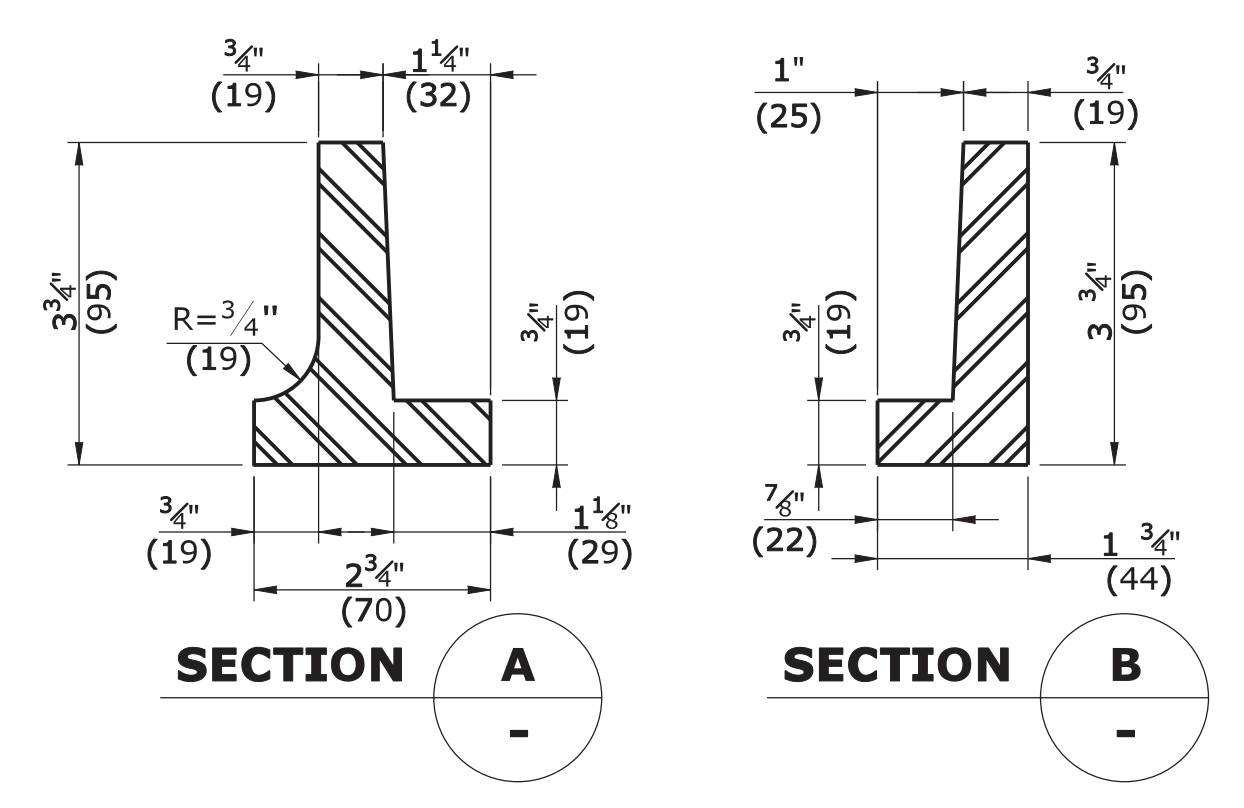
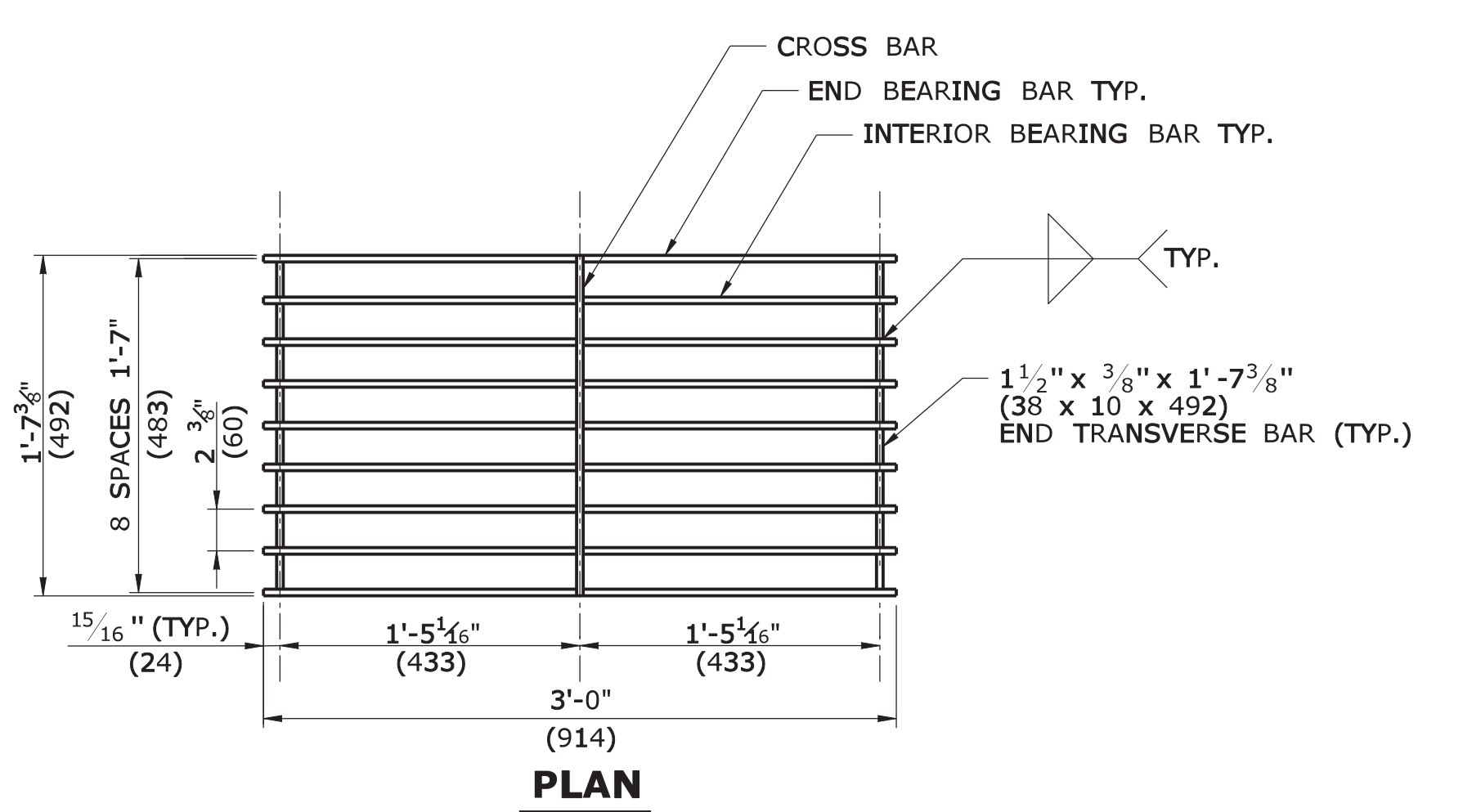
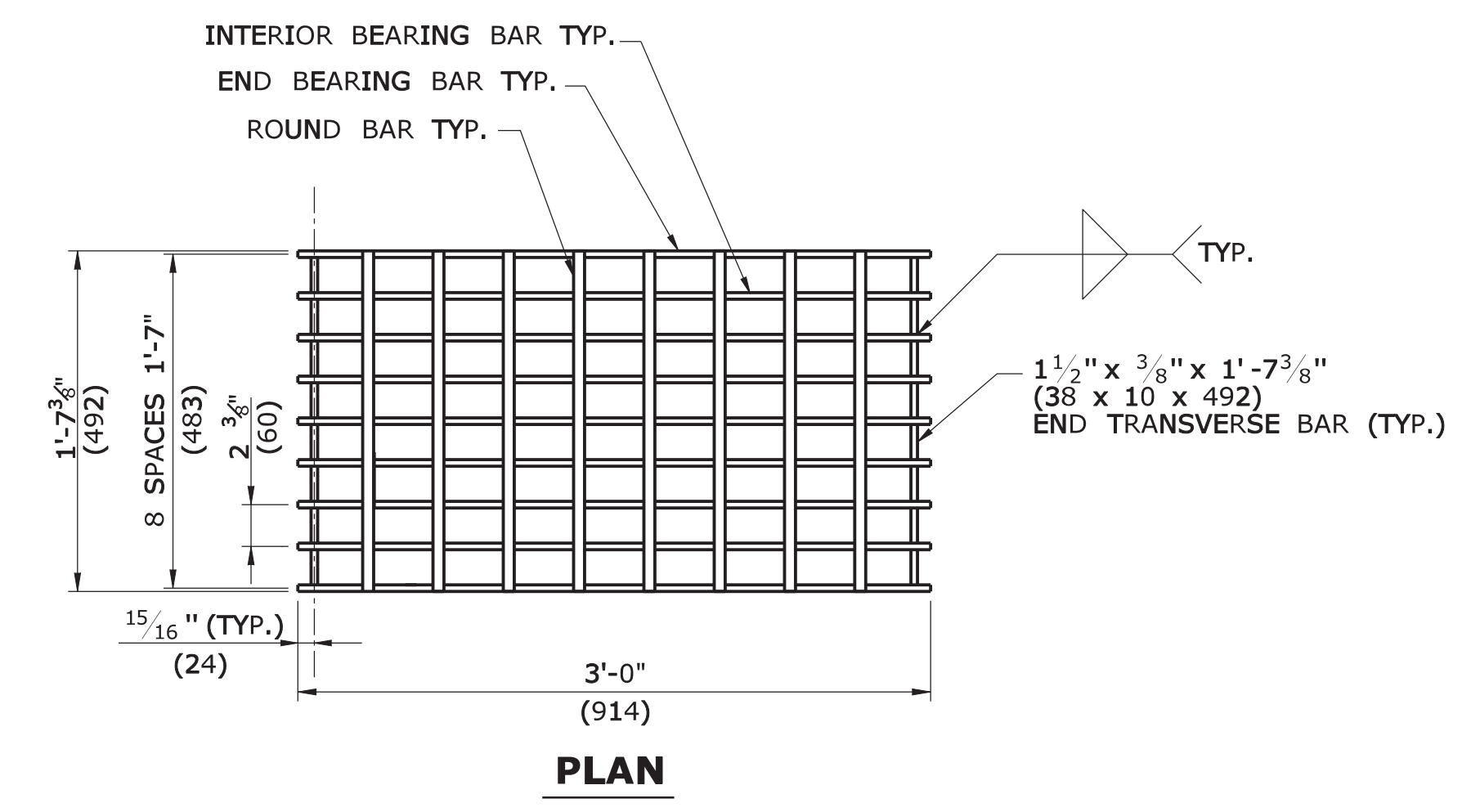
- GENERAL NOTES:**
- FOR DETAILS OF FRAME AND GRATE SEE STANDARD SHEET HW-507-08.
 - ALL STEEL, EXCEPT REINFORCING BARS, SHALL BE GALVANIZED IN CONFORMANCE WITH SECTION M06.03 OF CONNECTICUT'S STANDARD SPECIFICATIONS.
 - ALL BARS SHALL HAVE A MINIMUM 2" (51) COVER.



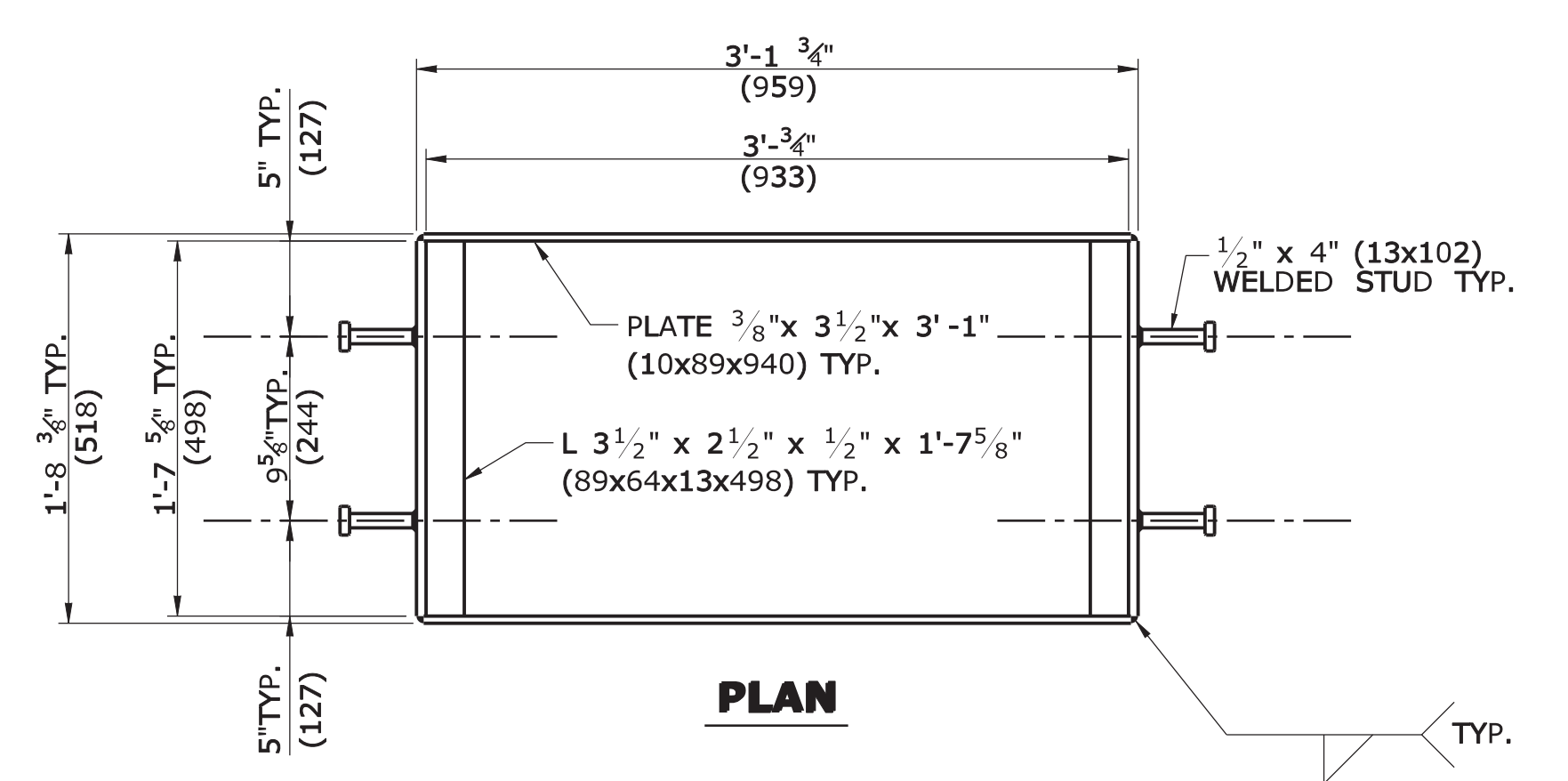
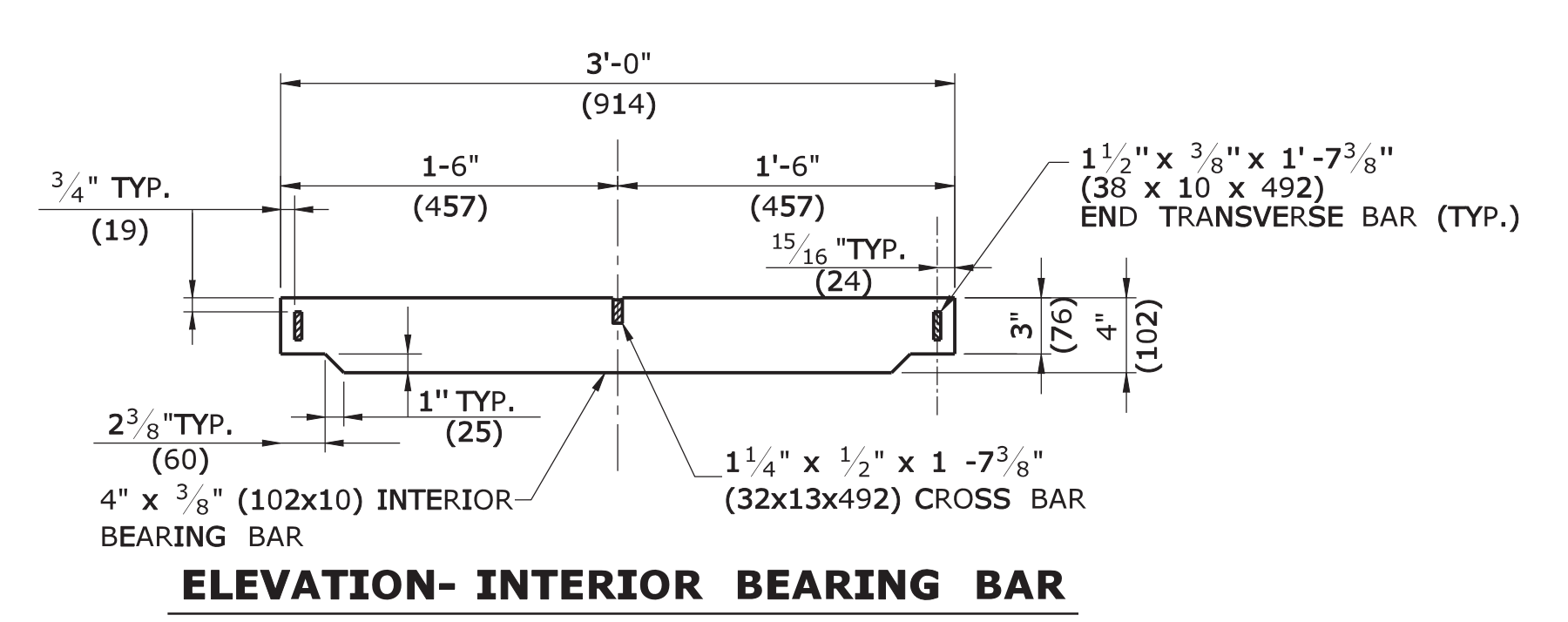
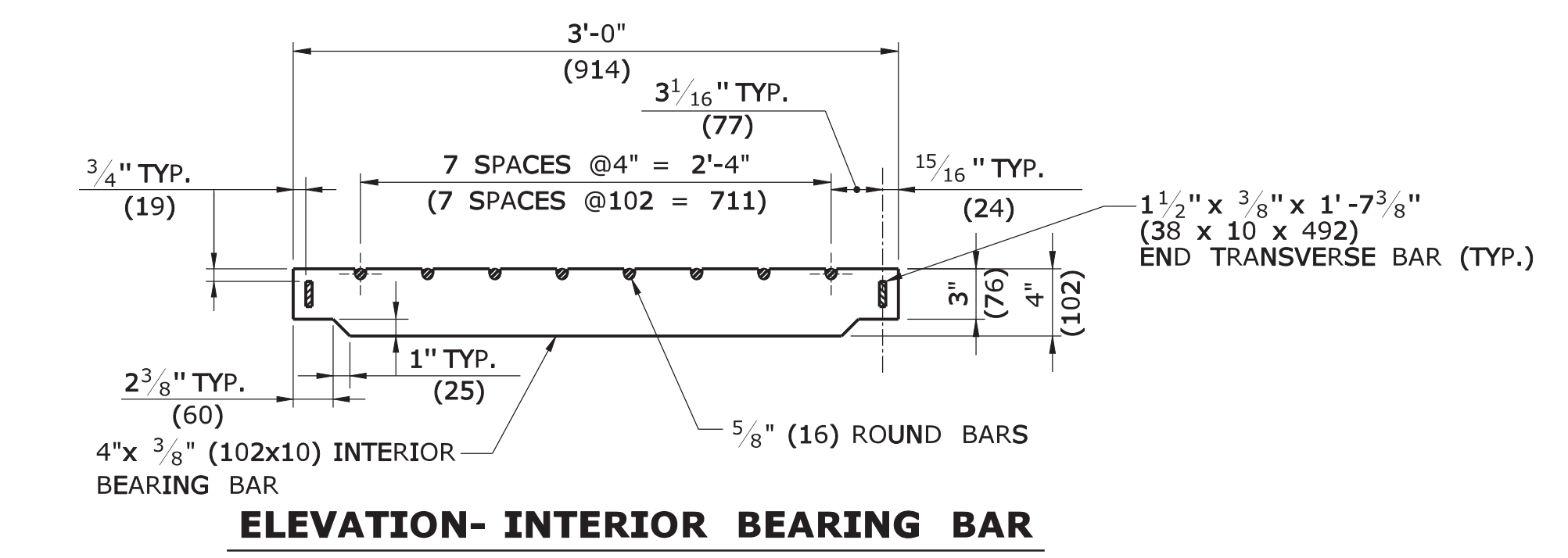
2 7/28/11 REMOVE MIN. DROP NOTE 1 6/01/10 REVISE CALL-OUT	THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.	NOT TO SCALE	<p>STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION</p>	SUBMITTED BY: NAME/DATE/TIME: Leo Fontaine 2011.11.10 10:04:01 -0500	CTDOT STANDARD SHEET OFFICE OF ENGINEERING	STANDARD SHEET TITLE: TYPE "C" & "C-L" CATCH BASIN TOPS AND CURBS	STANDARD SHEET NO.: HW-507_07
REV. DATE REVISION DESCRIPTION	Plotted Date: 11/10/2011	Filename: CTDOT_HWY-STD_Nov2011.dgn	Model: 12-HW-507_07	APPROVED BY: NAME/DATE/TIME: James H. Norman 2011.11.10 10:19:36 -0500	ALL METRIC DIMENSIONS ARE IN MILLIMETERS (mm) UNLESS OTHERWISE NOTED		



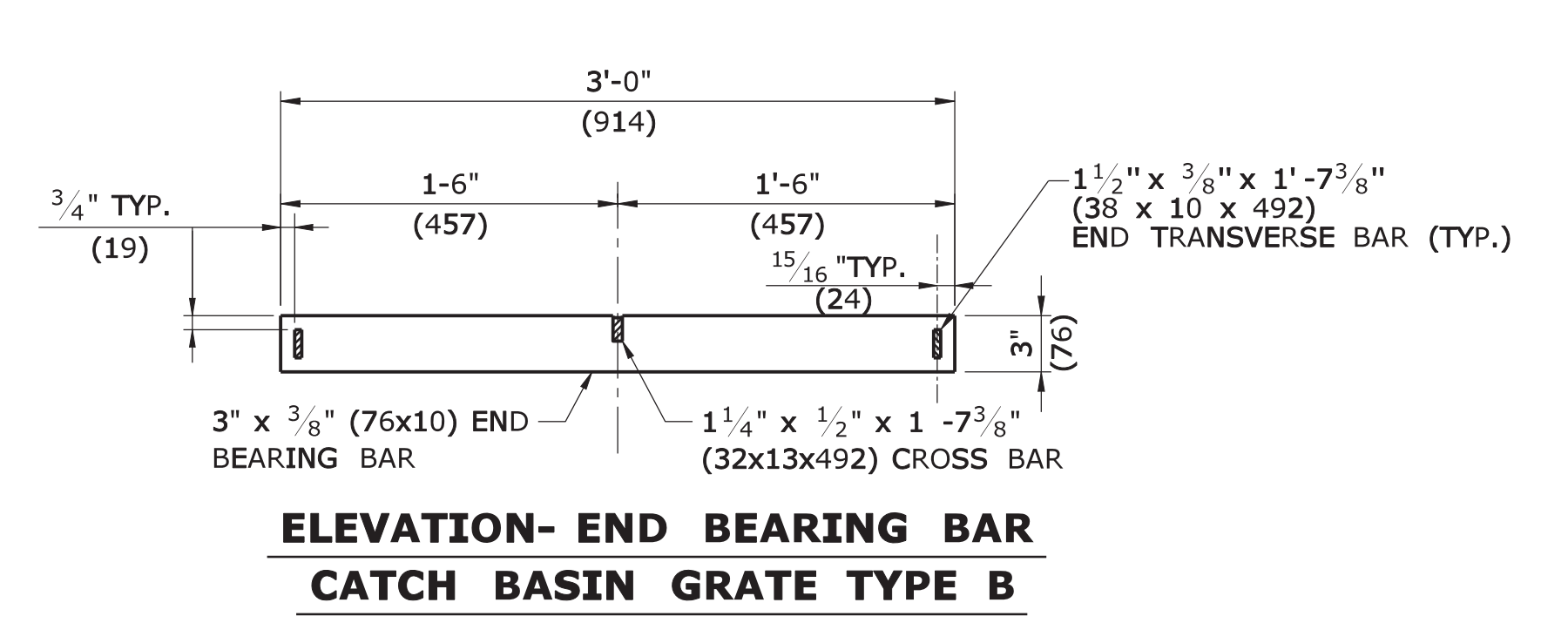
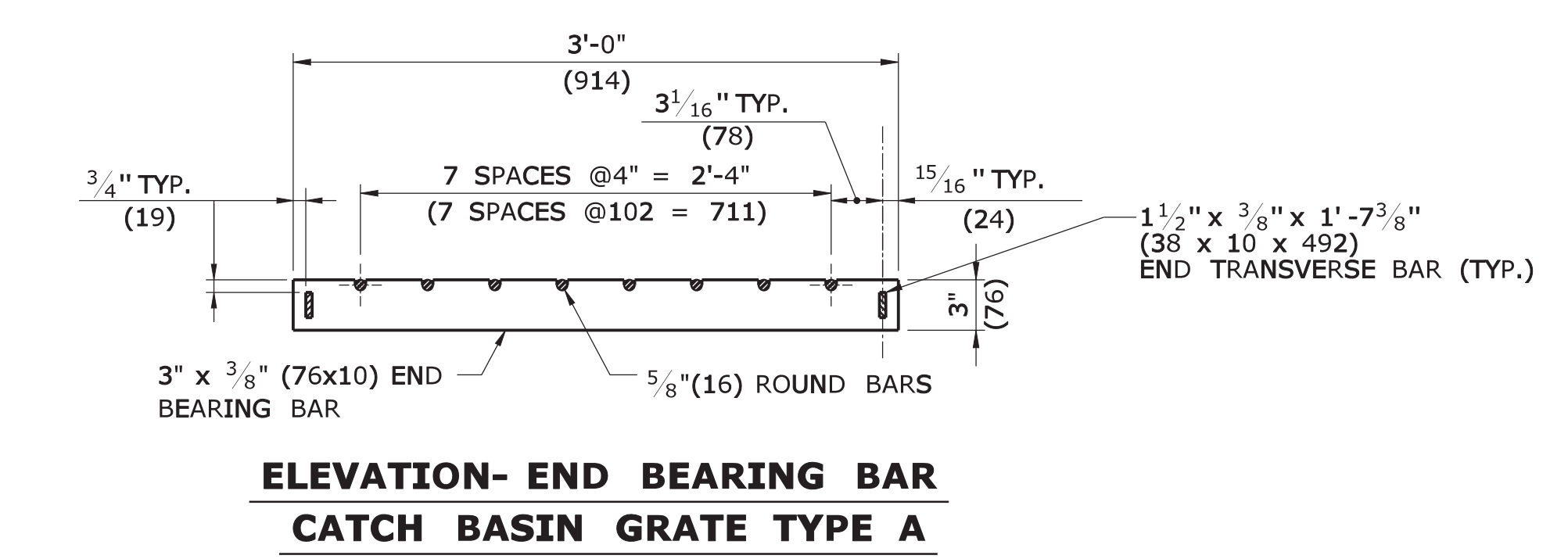
- GENERAL NOTES:**
1. STEEL OR CAST IRON SHALL BE USED FOR FRAMES. STEEL SHALL BE USED FOR TYPE "A" & "B" GRATES.
 2. TYPE "A" GRATES SHALL BE USED ON ALL ROADWAYS WHERE BICYCLE TRAFFIC IS ALLOWED OR AS DIRECTED BY THE ENGINEER.
 3. TYPE "B" GRATES SHALL BE USED ON ALL LIMITED ACCESS HIGHWAYS, RAMPS AND WHERE BICYCLE TRAFFIC IS NOT ALLOWED OR AS DIRECTED BY THE ENGINEER.
 4. STEEL FRAMES AND GRATES SHALL BE GALVANIZED IN ACCORDANCE WITH ARTICLE M.06.03.
 5. DO NOT GALVANIZE CAST IRON FRAMES.
 6. DIMENSIONAL TOLERANCES SHALL BE $\pm 1/16"$ (1.6)
 7. ALL STEEL BARS SHALL BE WELDED AT ALL INTERSECTIONS.
 8. ALL WELDING SHALL CONFORM TO THE REQUIREMENTS OF AWS STRUCTURAL WELDING CODE, D1.1.



CAST IRON FRAME ALTERNATE

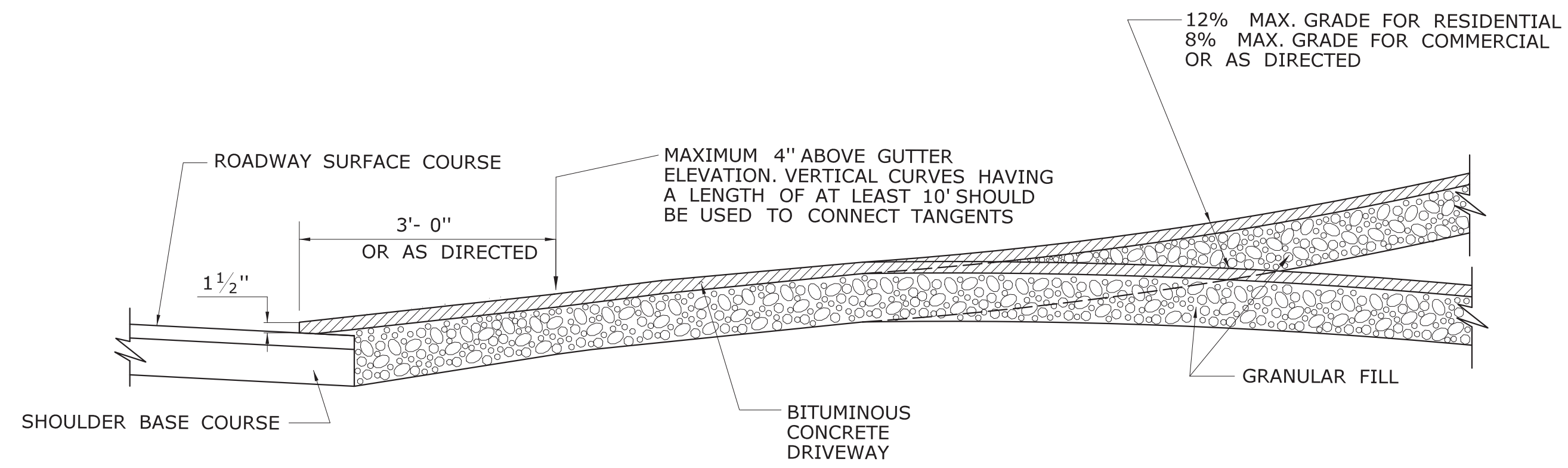


WELDED STUD ANCHOR DETAILS STEEL FRAME

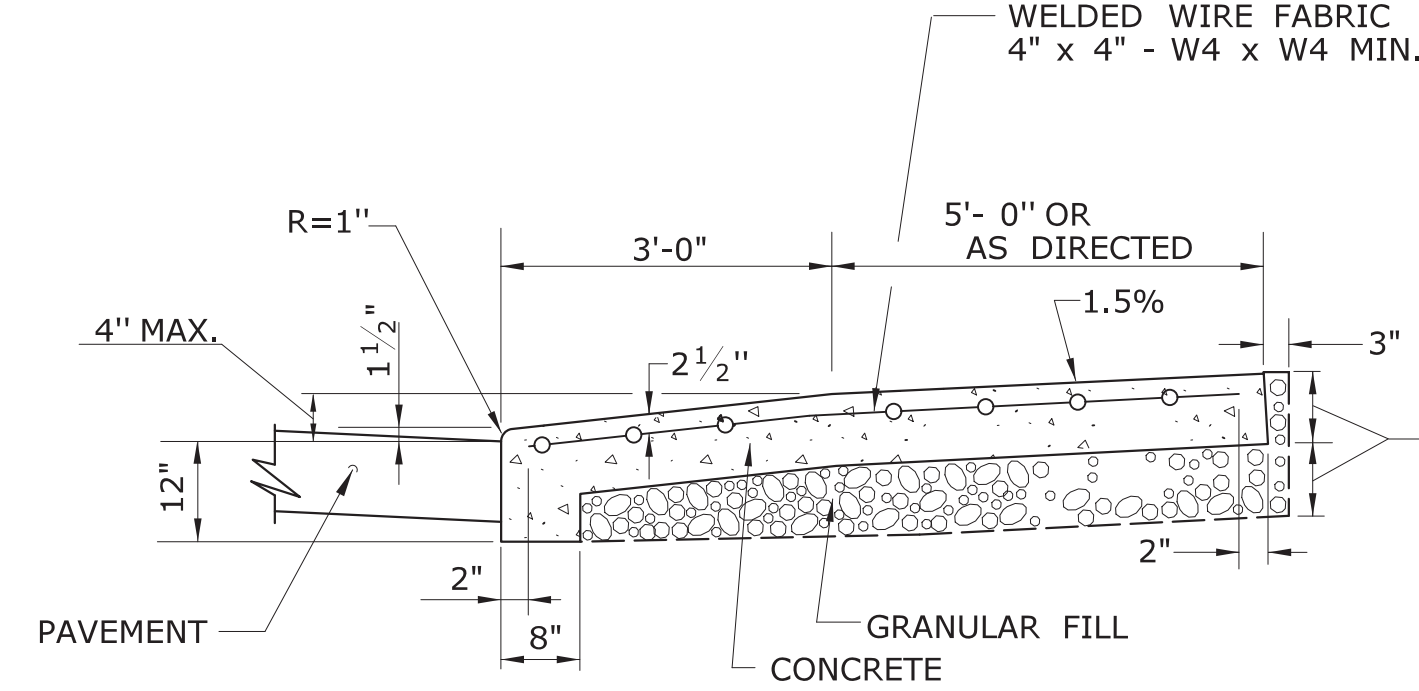


ALL METRIC DIMENSIONS ARE IN MILLIMETERS (mm) UNLESS OTHERWISE NOTED

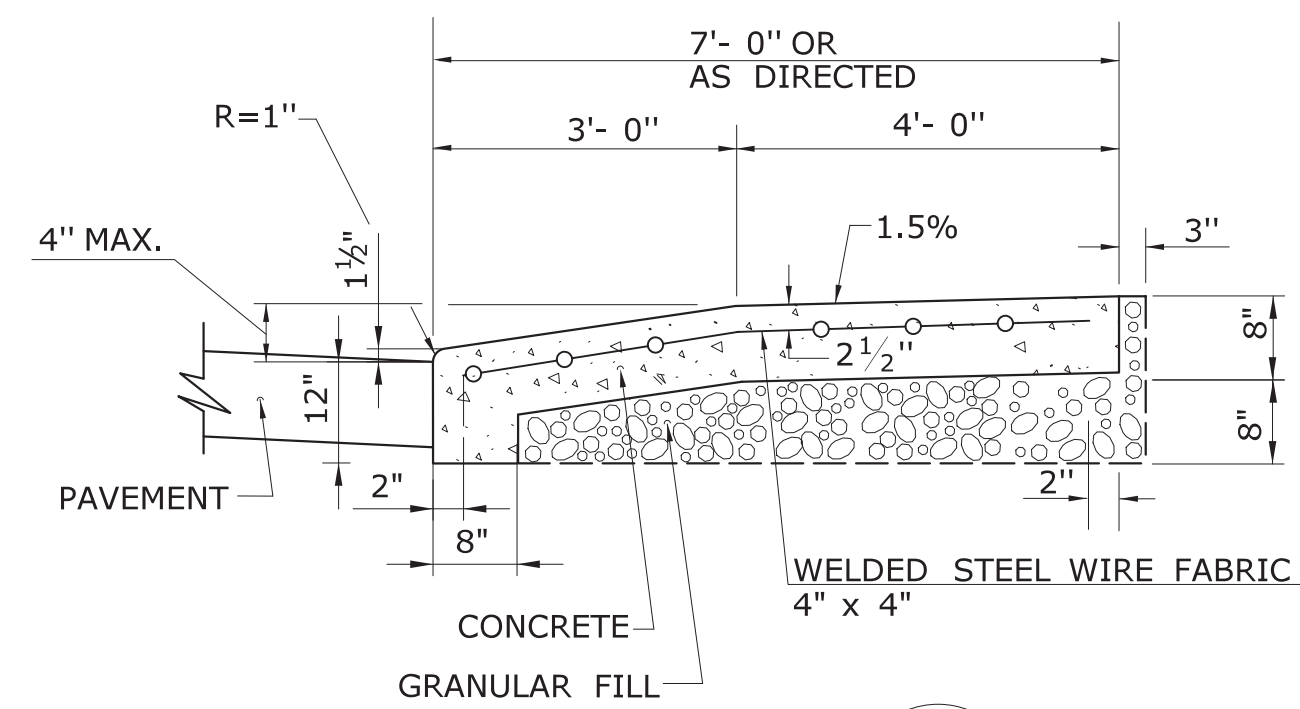
THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.		NOT TO SCALE				SUBMITTED BY: Timothy M. Wilson NAME/DATE/TIME: 2009.09.16 11:16:32 -04'00'		CDOT STANDARD SHEET		STANDARD SHEET TITLE: CATCH BASIN FRAMES AND GRATES		STANDARD SHEET NO.: HW-507_08	
Plotted Date: 9/11/2009		Filename: CTDOT_HIGHWAY_STD.dgn		Model: HW-507_08		APPROVED BY: James H. Norman NAME/DATE/TIME: 2009.09.18 14:22:33 -04'00'		OFFICE OF ENGINEERING					
REV.	DATE	REVISION DESCRIPTION											



SECTION A

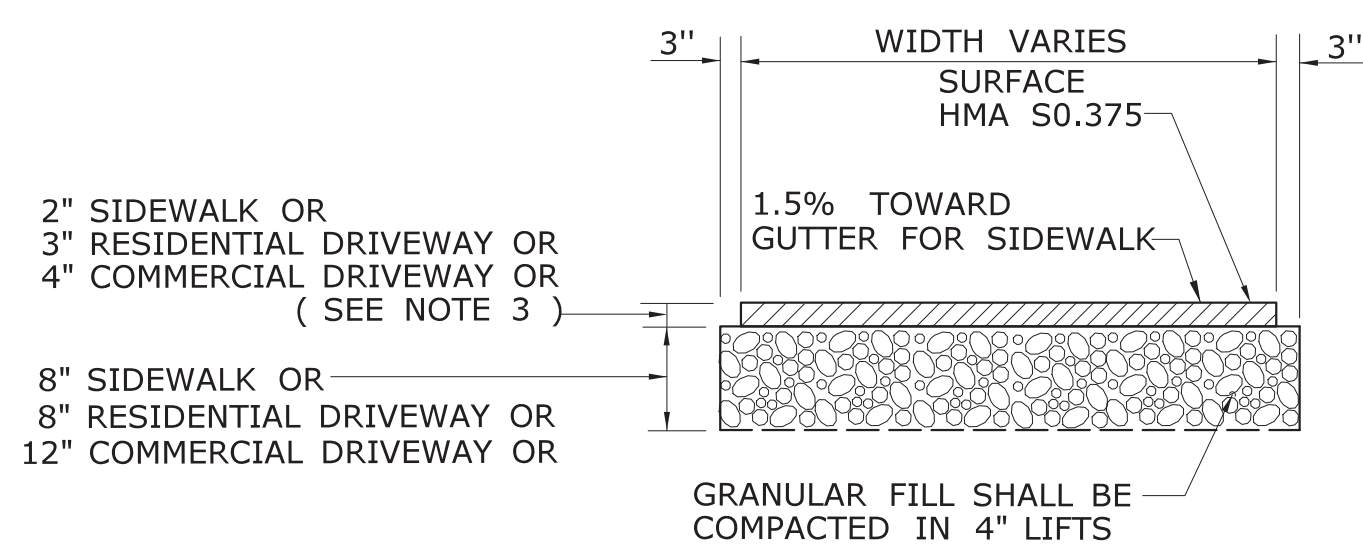


SECTION C

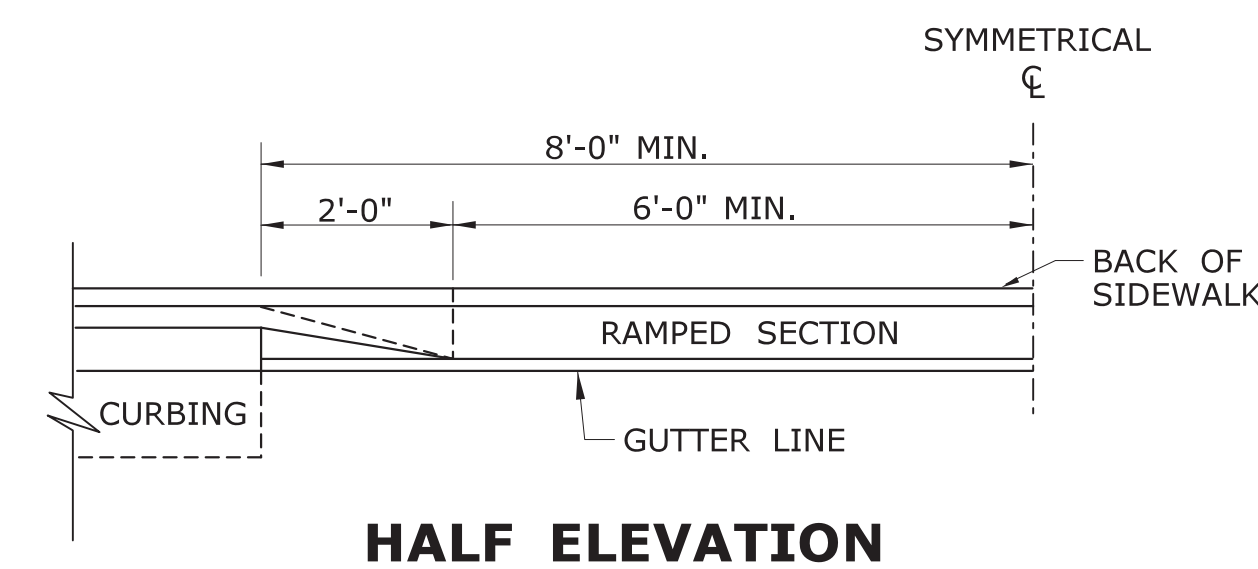


SECTION B

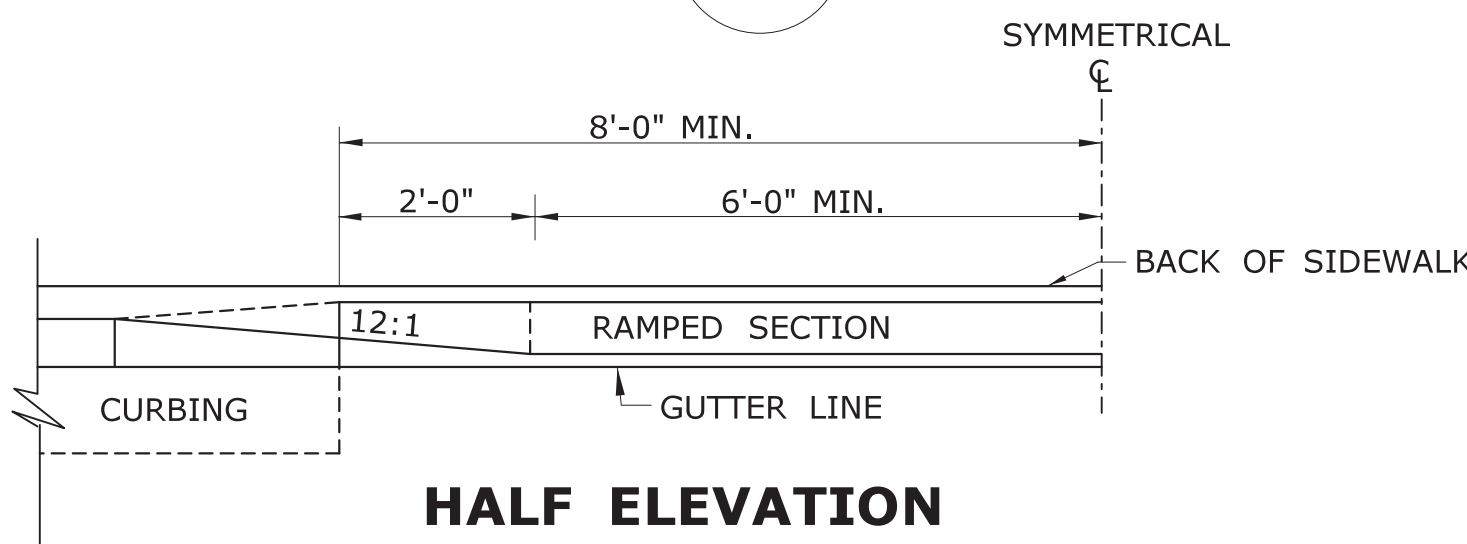
- GENERAL NOTES:**
1. DRIVEWAY ENTRANCE SHALL BE A MINIMUM OF 12' WIDE, EXCLUDING CURBING WHEN PRESENT.
 2. WELDED WIRE FABRIC MATS WITH REINFORCING AT CLOSER SPACING MAY BE USED.
 3. SURFACE HMA S0.375 TO BE PLACED IN TWO EQUAL LIFTS FOR BOTH RESIDENTIAL AND COMMERCIAL DRIVEWAYS.



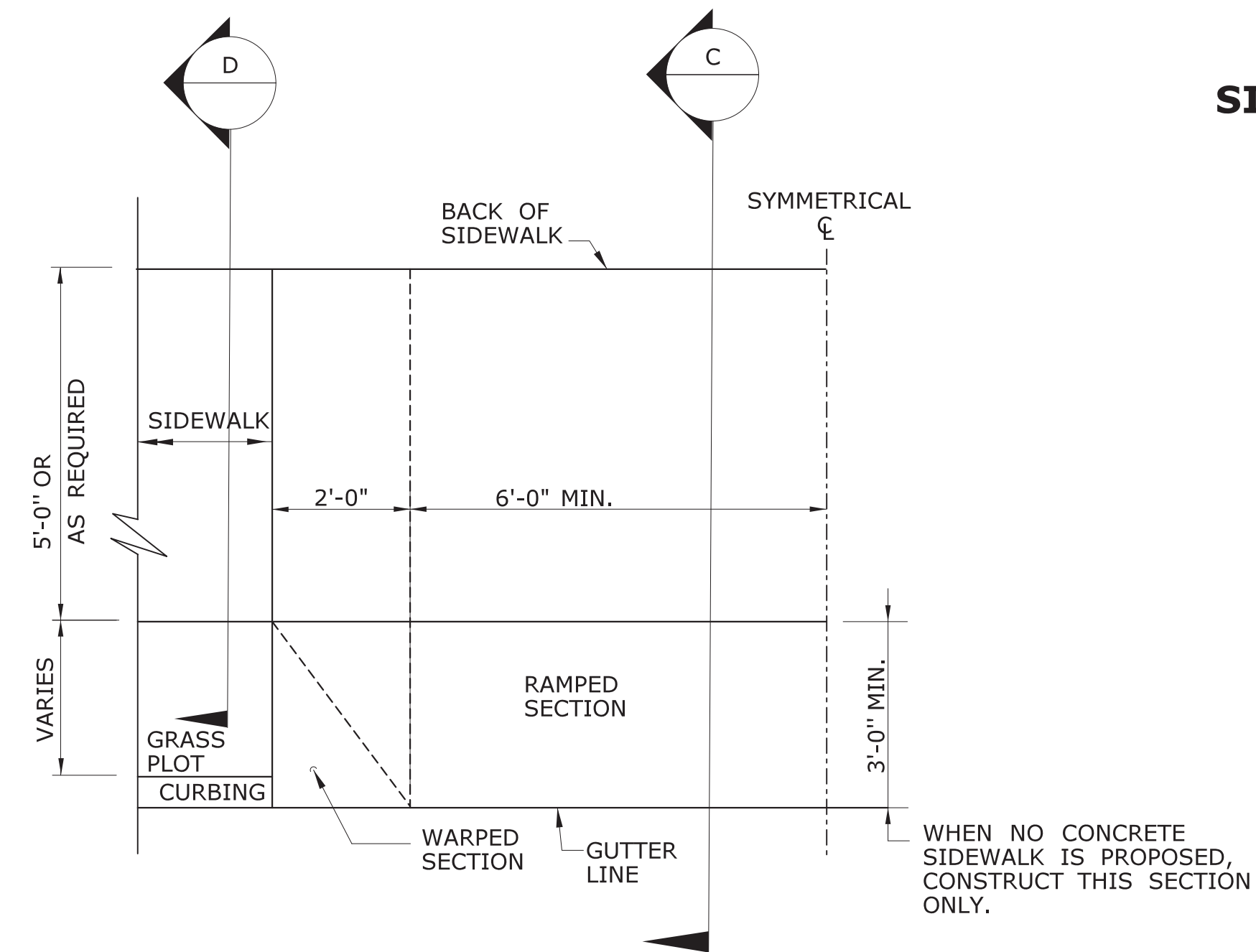
**TYPICAL SECTION
BITUMINOUS CONCRETE
SIDEWALK AND DRIVEWAY**



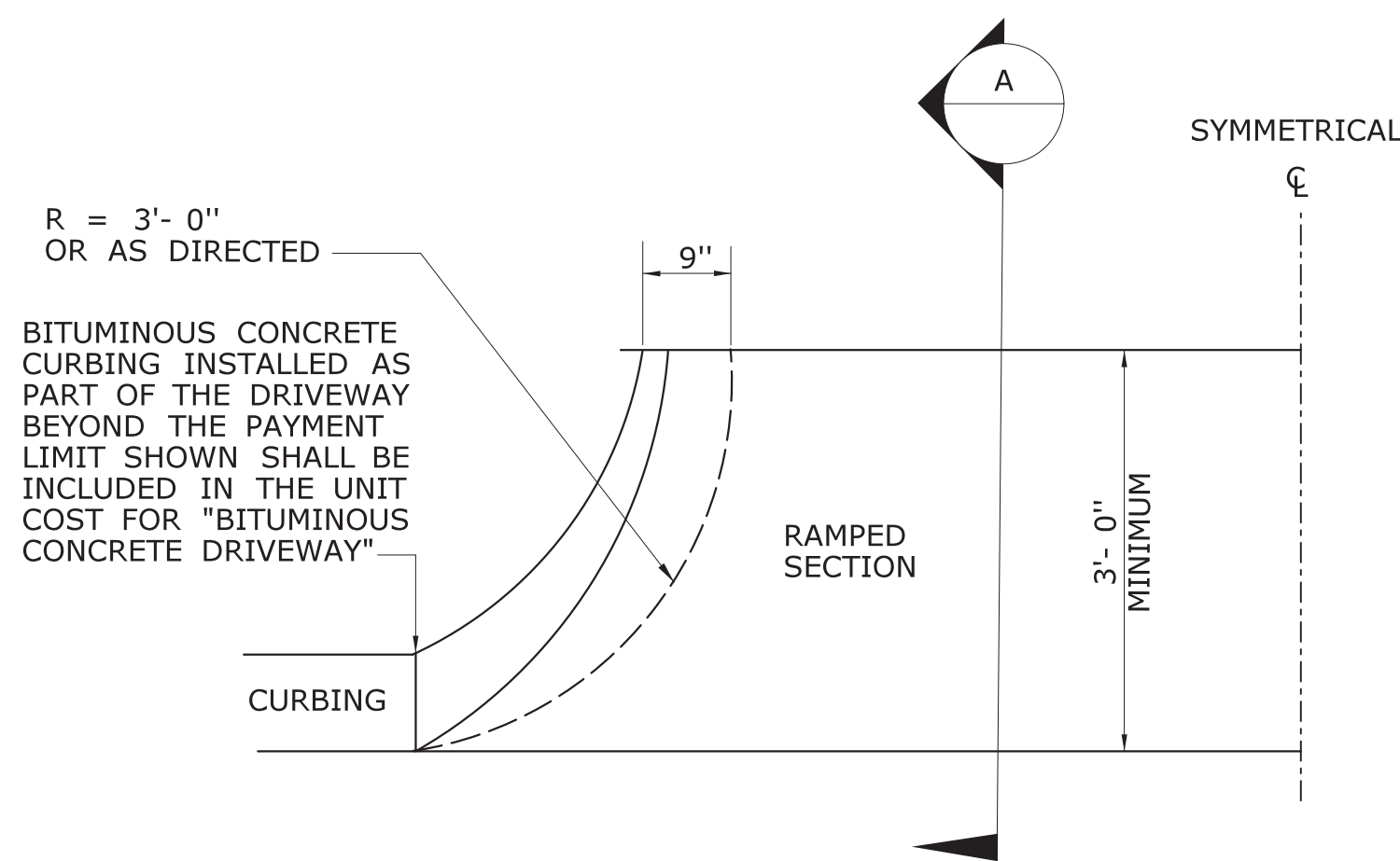
**SECTION D
5' WIDE CONCRETE
SIDEWALK WITH GRASS PLOT**



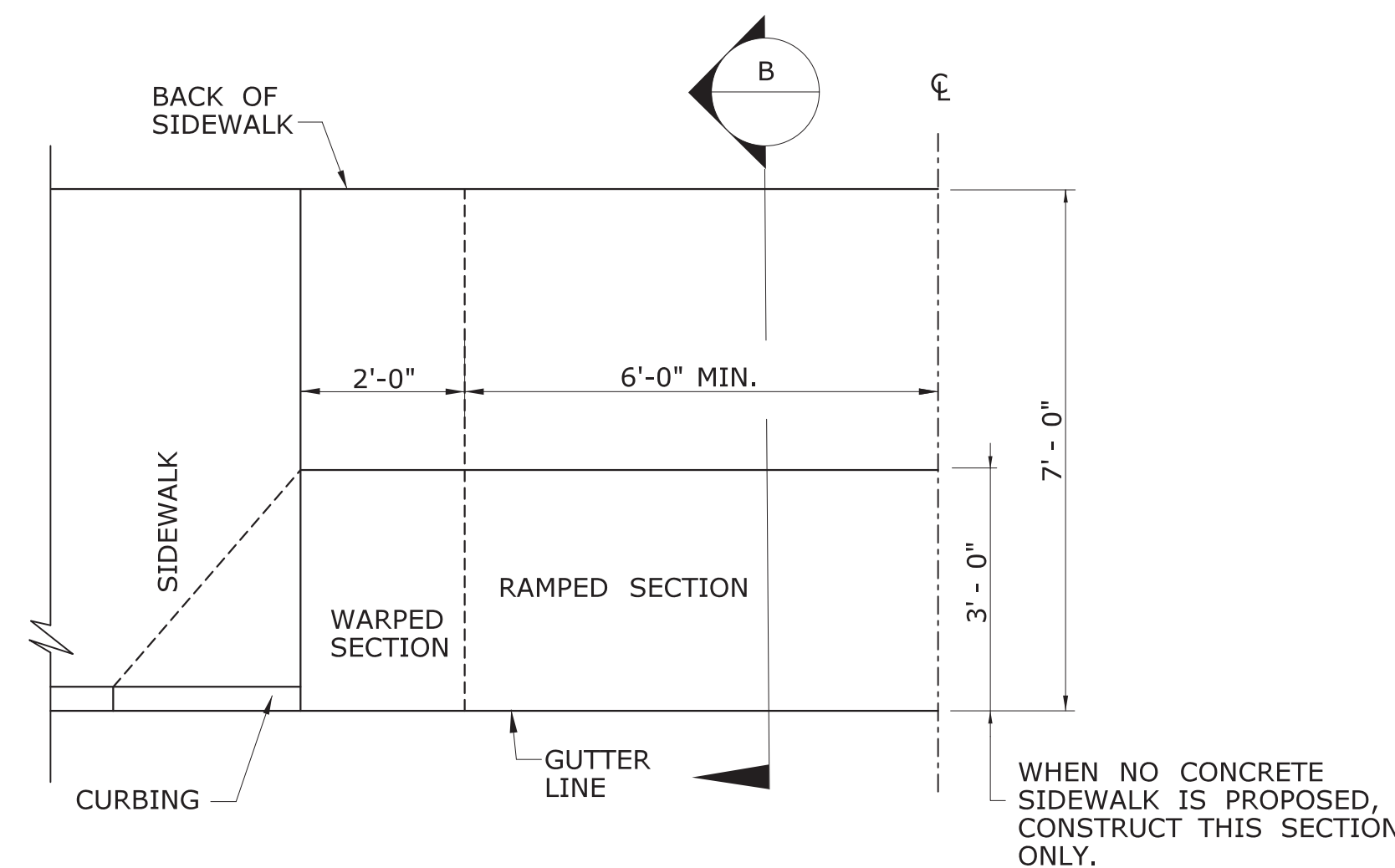
HALF ELEVATION



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



**HALF BITUMINOUS CONCRETE
DRIVEWAY PLAN**



**HALF PLAN OF
CONCRETE DRIVEWAY RAMP WHERE
SIDEWALK ADJOINS CURBING**

1	6/01/10	REVISED BORDER TITLE
2	6/01/10	REVISED HALF ELEVATION DETAILS
3	1/12	REVISE 2% MAX. SLOPE NOTE
4	6/17	REVISED SLOPES & MATERIAL COMPOSITIONS
-	-	INCREASED WALKING WIDTH OF CONCRETE DRIVEWAY RAMP
REV.	DATE	REVISION DESCRIPTION

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

Plotted Date: 6/6/2017

NOT TO SCALE



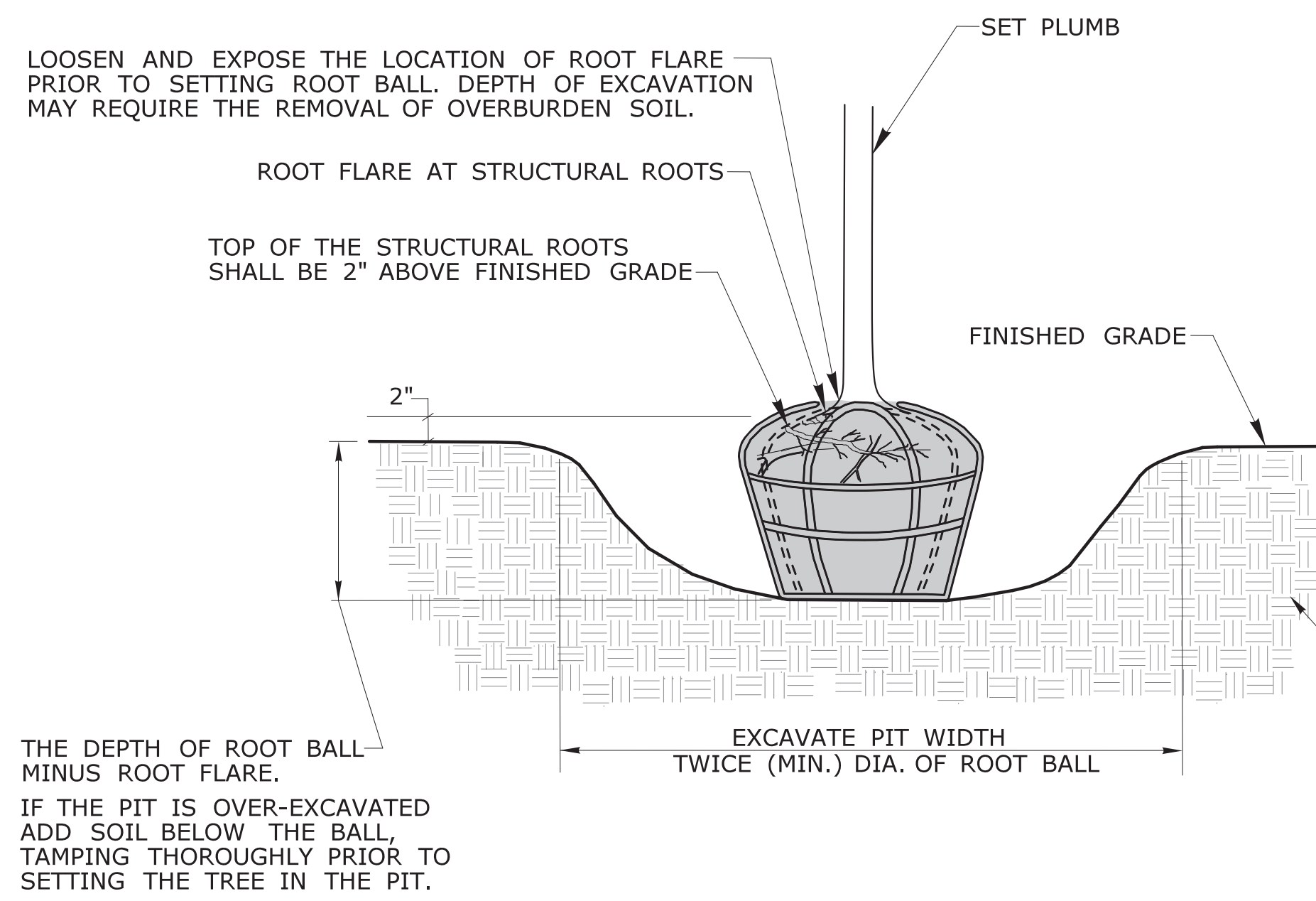
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Model: CT_Civil_2D_Sheet

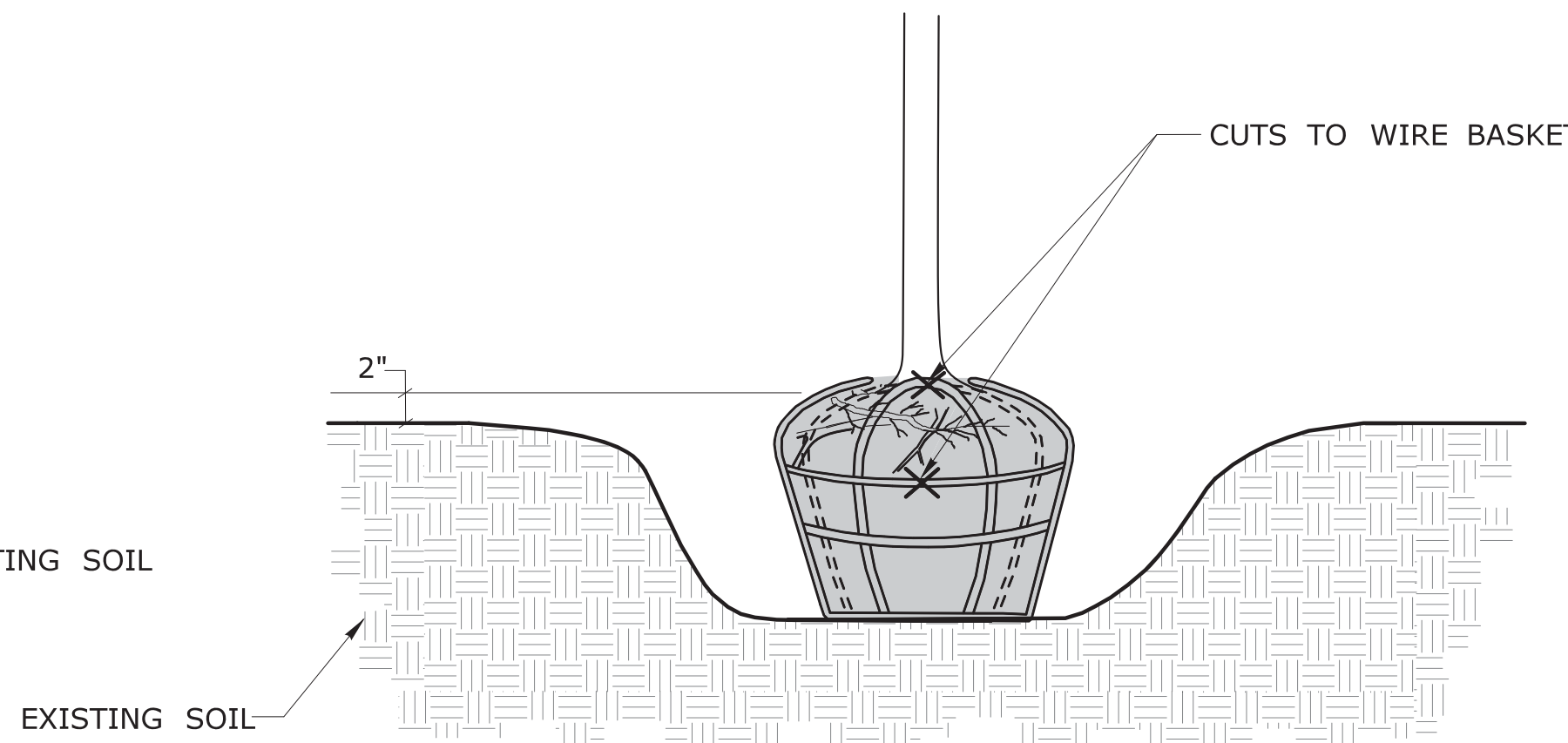
SUBMITTED BY:	NAME/DATE/TIME:
<i>Leo Fontaine</i>	Leo Fontaine, P.E. 2017.06.07 07:34:10-04'00'
APPROVED BY:	NAME/DATE/TIME:
<i>Gregory M. Dorosh</i>	Gregory M. Dorosh, P.E. 2017.06.07 10:47:32-04'00'

**CTDOT
STANDARD SHEET
OFFICE OF ENGINEERING**

STANDARD SHEET TITLE:	STANDARD SHEET NO.:
DRIVEWAY RAMPS AND SIDEWALKS	HW-921_01

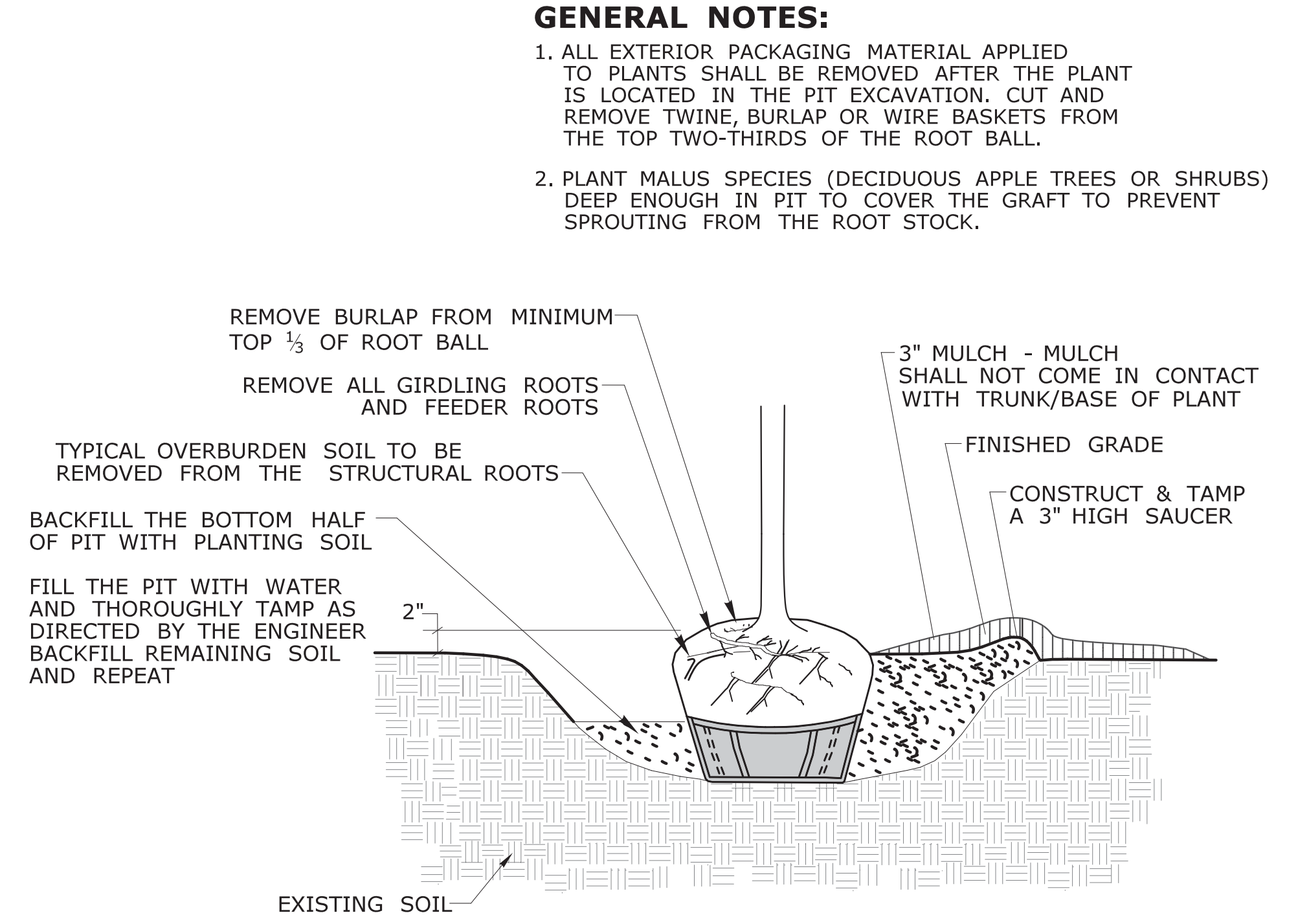


PIT EXCAVATION AND SETTING OF PLANTING

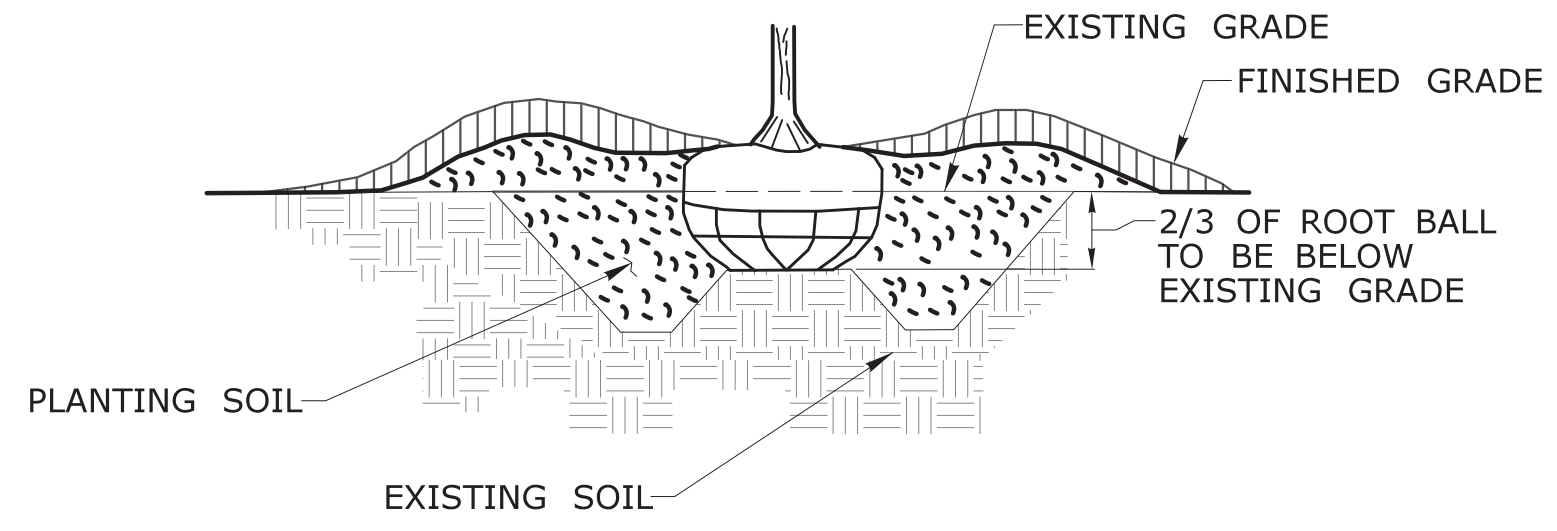


WIRE BASKET REMOVAL

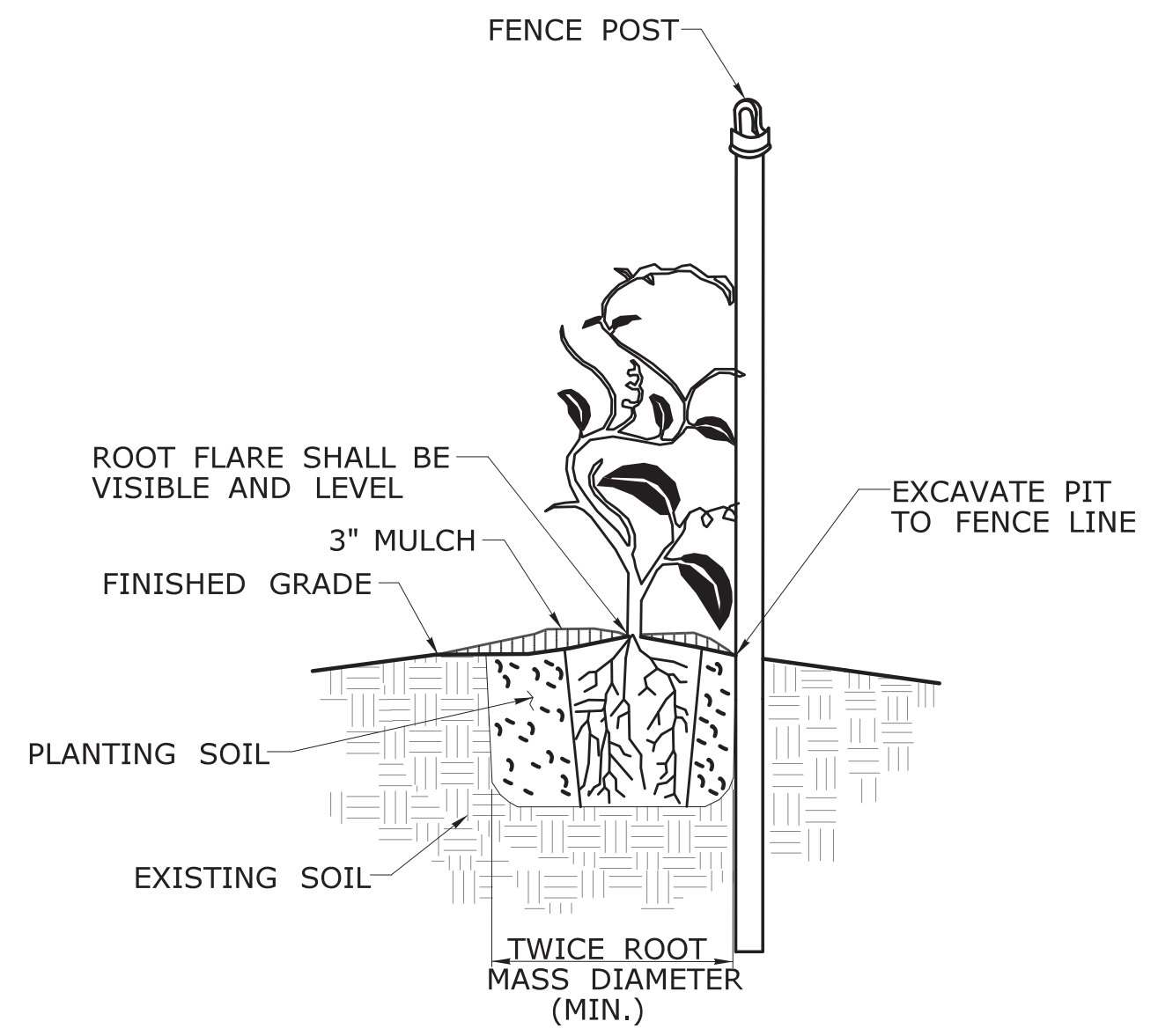
NOTE: IF WIRE BASKETS ARE USED, THE CONTRACTOR SHALL CUT ALL OF THE HORIZONTAL WIRES IN THE TOP 2/3 OF THE ROOT BALL AND BEND DOWN OR REMOVE THE TOP 1/3 OF THE WIRE BASKET



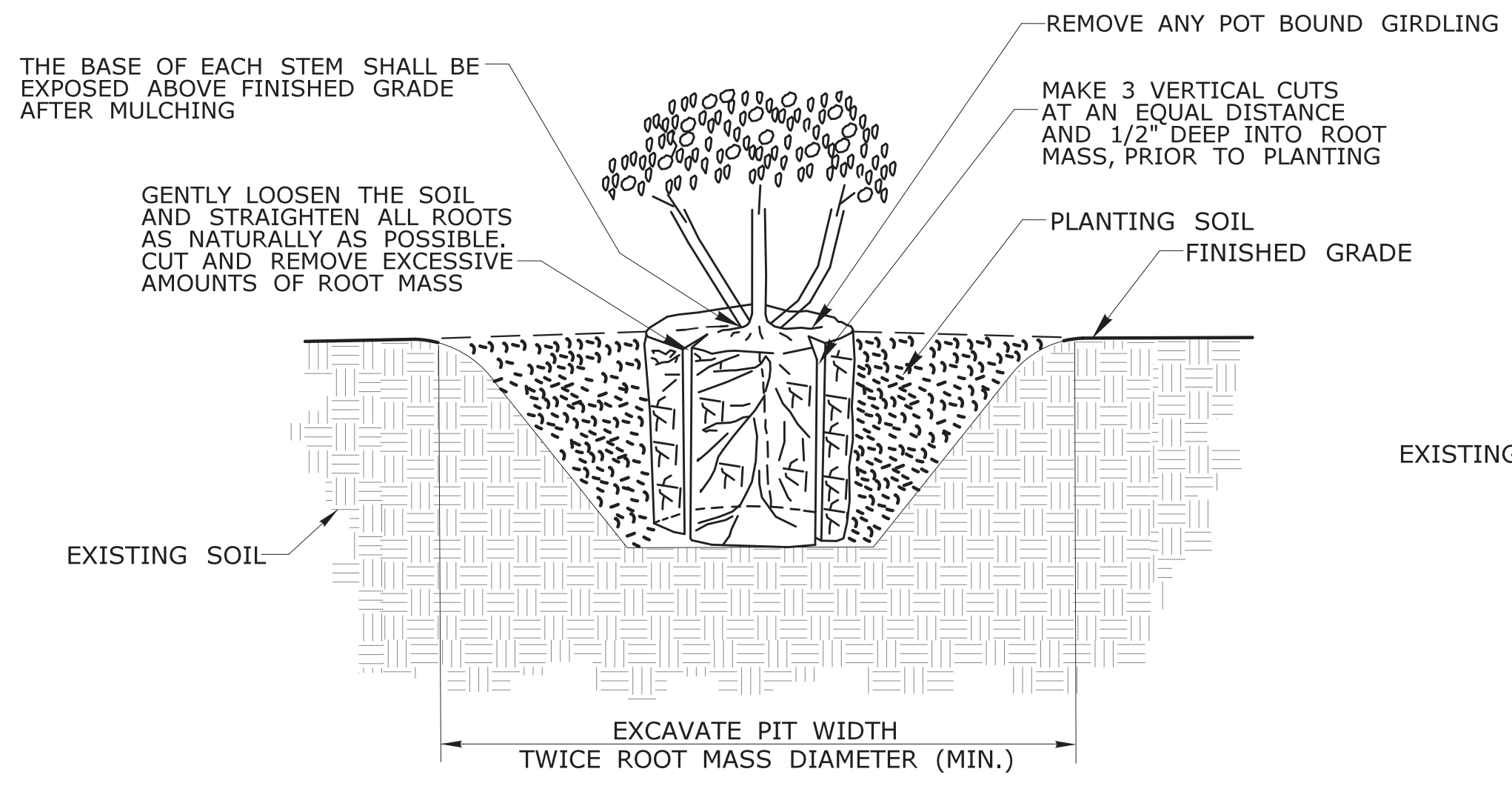
BACKFILL AND MULCH FOR PLANTING



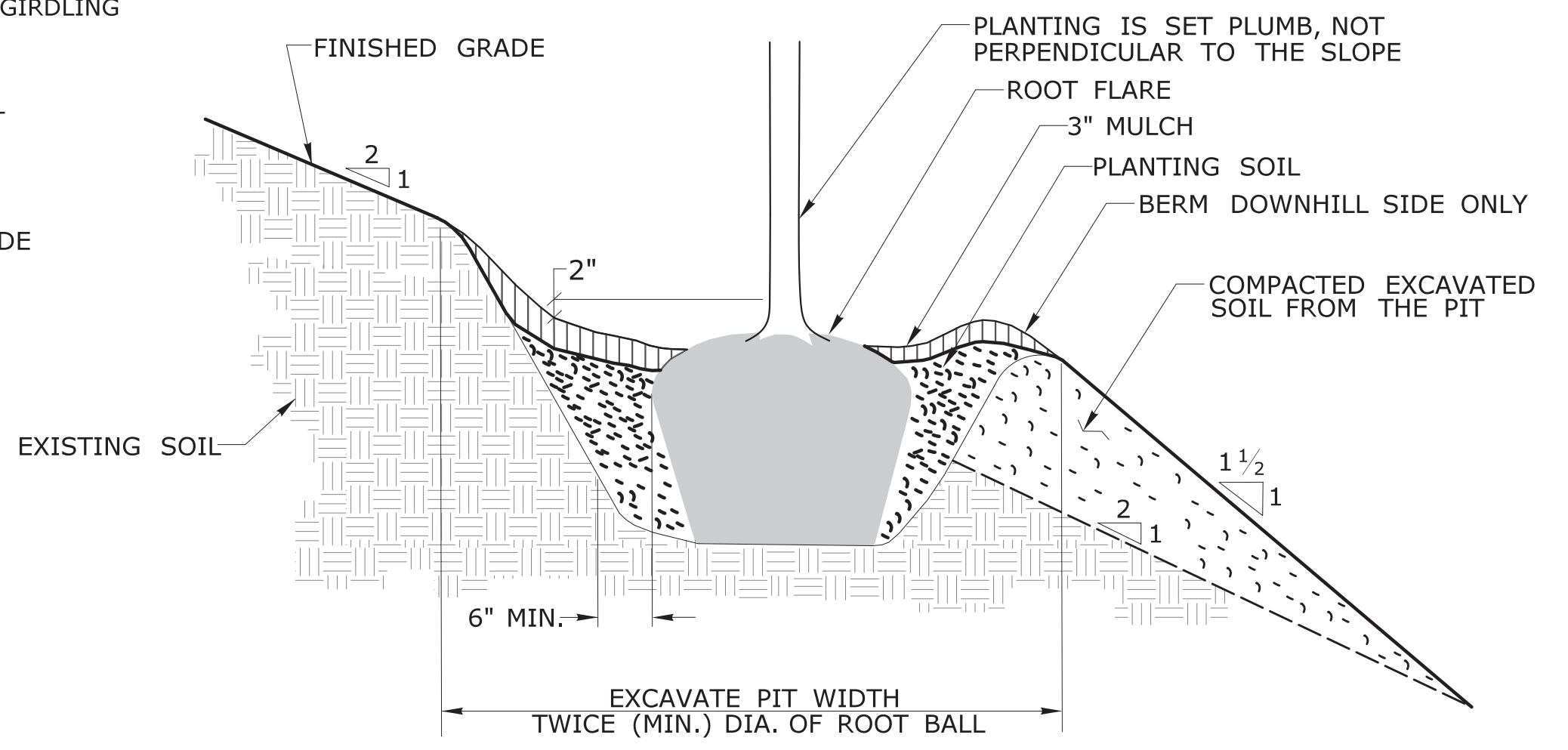
HEAVY CLAY PLANTINGS



VINE PLANTING



CONTAINER GROWN PLANTING



SLOPE PLANTING

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

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Plotted Date: 5/28/2019

NOT TO SCALE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

File name: CTDOT_HIGHWAY.STD [5-28-19].dgn Model: 320 - HW-949_01a

SUBMITTED BY: NAME/DATE/TIME:
Leo Fontaine, P.E.
2019.06.06 14:55:35-04'00'

APPROVED BY: NAME/DATE/TIME:
Gregory M. Dorosh, P.E.
2019.06.10 14:50:33-04'00'

CTDOT
STANDARD SHEET
OFFICE OF ENGINEERING

STANDARD SHEET TITLE:
LANDSCAPE PLANTING

STANDARD SHEET NO.:
HW-949_01a

DOCUMENT ALL LOOP DETECTOR VALUES BOTH CALCULATED AND MEASURED.

DEFINITIONS:

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

1: RESISTANCE:

- 1a: INSULATION RESISTANCE: PERFORM A 600 VOLT (MINIMUM) MEGOHMMETER TEST ON LOOP CIRCUIT. THE LOOP AMPLIFIER MUST BE DISCONNECTED FROM THE LOOP CIRCUIT OR THE LOOP AMPLIFIER WILL BE DAMAGED. THE RESISTANCE OF THE LOOP WIRE TO GROUND MUST BE GREATER THAN 100 MEG OHMS.
 - 1b: WIRE RESISTANCE: MEASURE THE DC RESISTANCE OF THE LOOP CIRCUIT. THE LOOP CIRCUIT MUST BE DISCONNECTED FROM THE AMPLIFIER. USING AN OHMMETER CONNECTED ACROSS THE LOOP CIRCUIT, MEASURE THE DC RESISTANCE OF THE CONDUCTORS. THE RESISTANCE SHOULD BE LESS THAN 4 OHMS.
- NOTE: ALL TESTS SHALL BE DONE AT THE CONTROLLER ASSEMBLY (CA), HOWEVER IT IS RECOMMENDED TO PERFORM A PRELIMINARY MEGOHMMETER TEST AT THE HANDHOLE PRIOR TO SEALING THE SAWCUT AND SPLICING TO THE LEAD-IN. IF A DEFECTIVE LOOP WIRE IS FOUND, IT MAY BE EASILY REPLACED.

2: LOOP CIRCUIT INDUCTANCE:

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

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

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.
 $L_T = L_1 + L_2 + L_3$ etc.,
 (TOTAL INDUCTANCE OF SEGMENTED LOOP SPLICED IN SERIES.)
 $L_T = 1 / [(1/L_1) + (1/L_2) + (1/L_3) + \text{etc.}]$,
 (TOTAL INDUCTANCE OF SEGMENTED LOOP SPLICED IN PARALLEL.)

WHERE:

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

EXAMPLE: (IN ENGLISH)

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

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

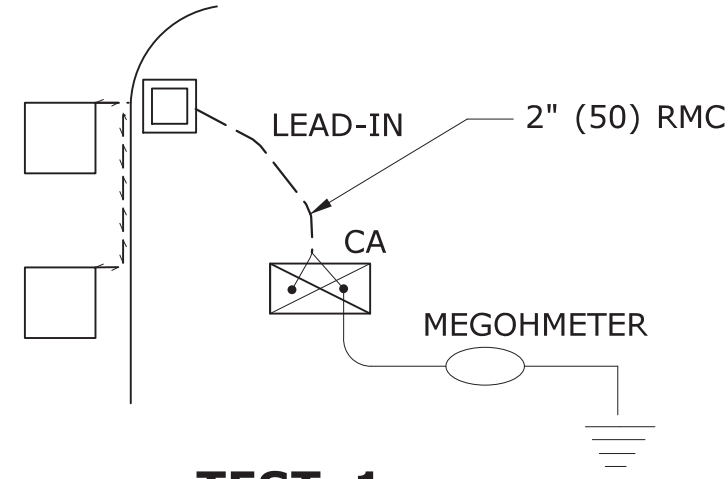
3: POWER INTERRUPTION:

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.

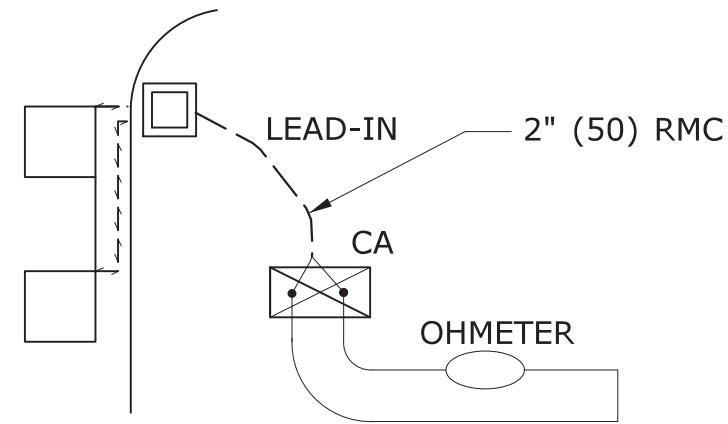
INDUCTIVE LOOP TEST PROCEDURE

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 (Opens with moving contact when detecting vehicle)
H	GREEN	Chassis Ground
J	GREY	110 VAC Delay/Extend Override
Shell		Ground (shall be connected to pin H in the connector)

DETECTOR AMPLIFIER PIN DESIGNATION



TEST 1a



TEST 1b

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

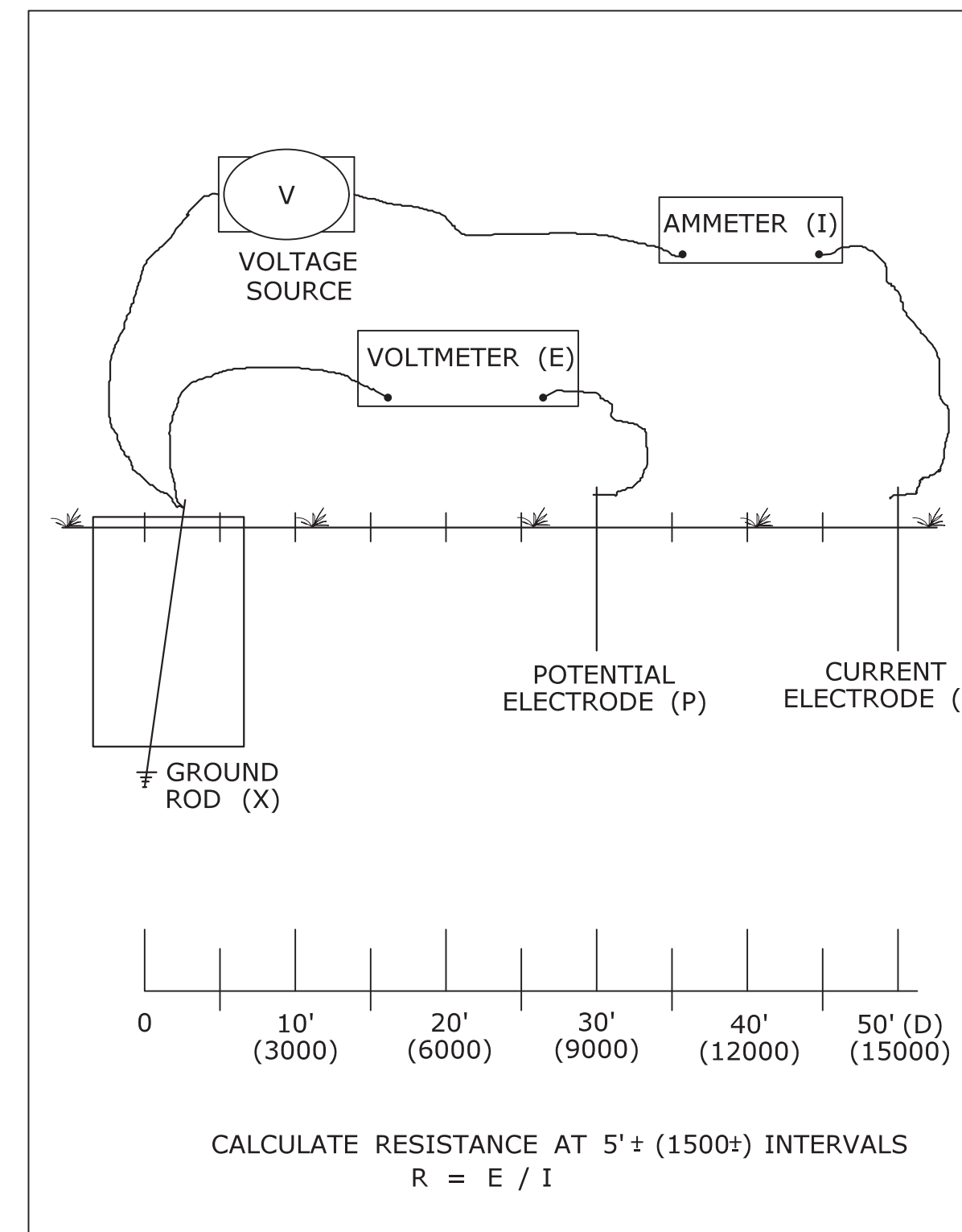
LOOP CIRCUIT TEST DATA (EXAMPLE)

TEST PROCEDURE:

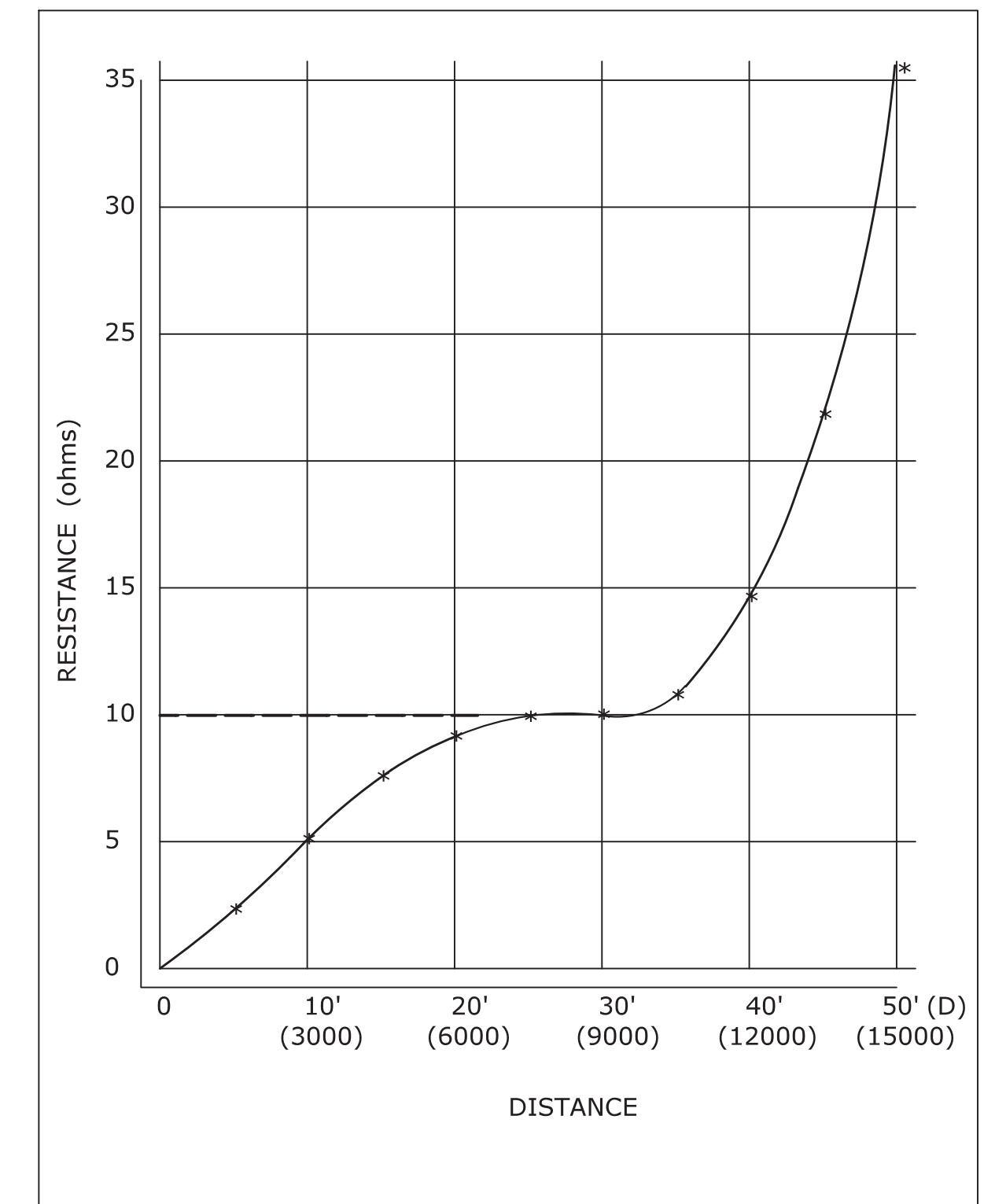
- INSERT ELECTRODE (C) A DISTANCE (D) FROM THE FOUNDATION. RECOMMEND A MINIMUM 50'.
- CONNECT A VOLTAGE SOURCE AND AMMETER BETWEEN THE FOUNDATION GROUND ROD (X) AND C.
- MEASURE THE CURRENT FLOW (I) BETWEEN X AND C.
- INSERT POTENTIAL ELECTRODE (P) AT 5' (1500) INTERVALS IN A STRAIGHT LINE TO ELECTRODE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

SUGGESTED CORRECTIVE ACTION:

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



3 POINT GROUND RESISTANCE TEST CIRCUIT



GROUND RESISTANCE CHART (EXAMPLE)

NOTES:

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

3 POINT FALL-OF-POTENTIAL GROUND RESISTANCE TEST

LEGEND AS SHOWN ON TRAFFIC CONTROL SIGNAL PLAN:

- INDUCTIVE LOOP DETECTOR
- SAW CUT
- RIGID METAL CONDUIT
- HANDHOLE

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

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Plotted Date: 1/7/2014

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

NOT TO SCALE

STATE OF CONNECTICUT
 DEPARTMENT OF TRANSPORTATION

FILENAME: CTDOT_TRAFFIC.STD.DGN Model: TR-1000_01

SUBMITTED BY: NAME/DATE/TIME:
 Tracy L. Fogarty Tracy L. Fogarty 2014.01.07 16:11:26-05'00'

APPROVED BY: NAME/DATE/TIME:
 Charles S. Harlow Charles S. Harlow 2014.01.08 09:02:11-05'00'

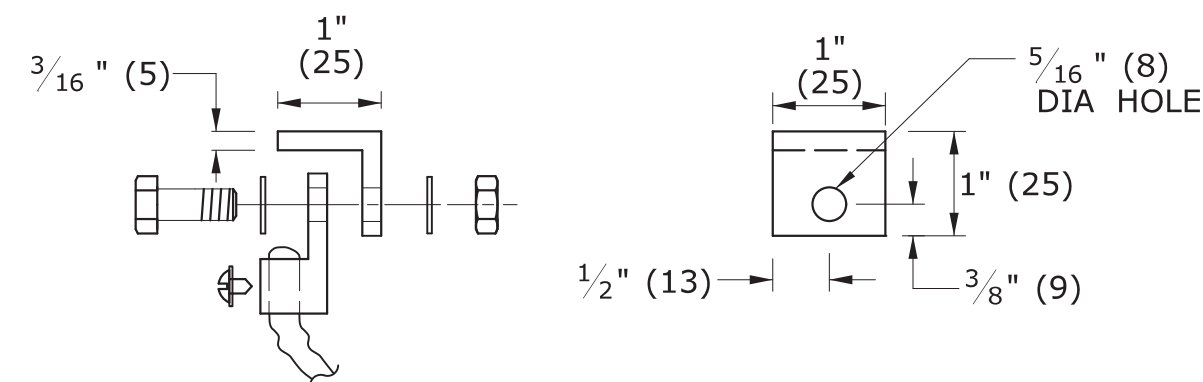
CTDOT
 STANDARD SHEET
 OFFICE OF ENGINEERING

STANDARD SHEET TITLE:
GENERAL CLAUSES (TEST PROCEDURES)

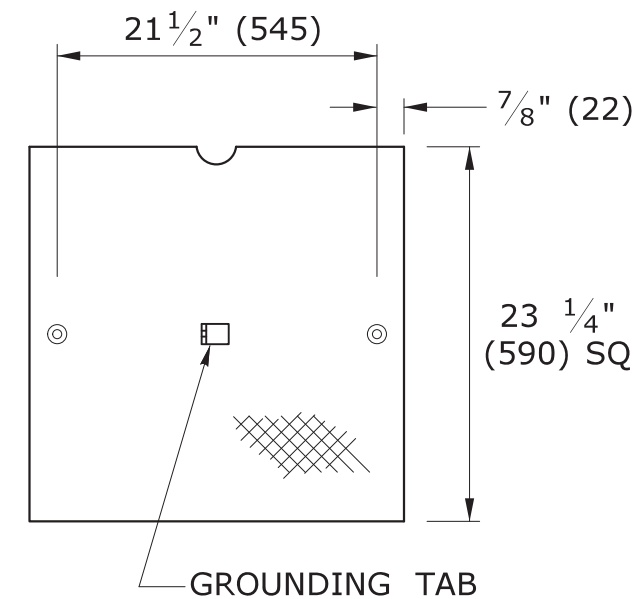
STANDARD SHEET NO.:
TR-1000_01

COVER NOTES:

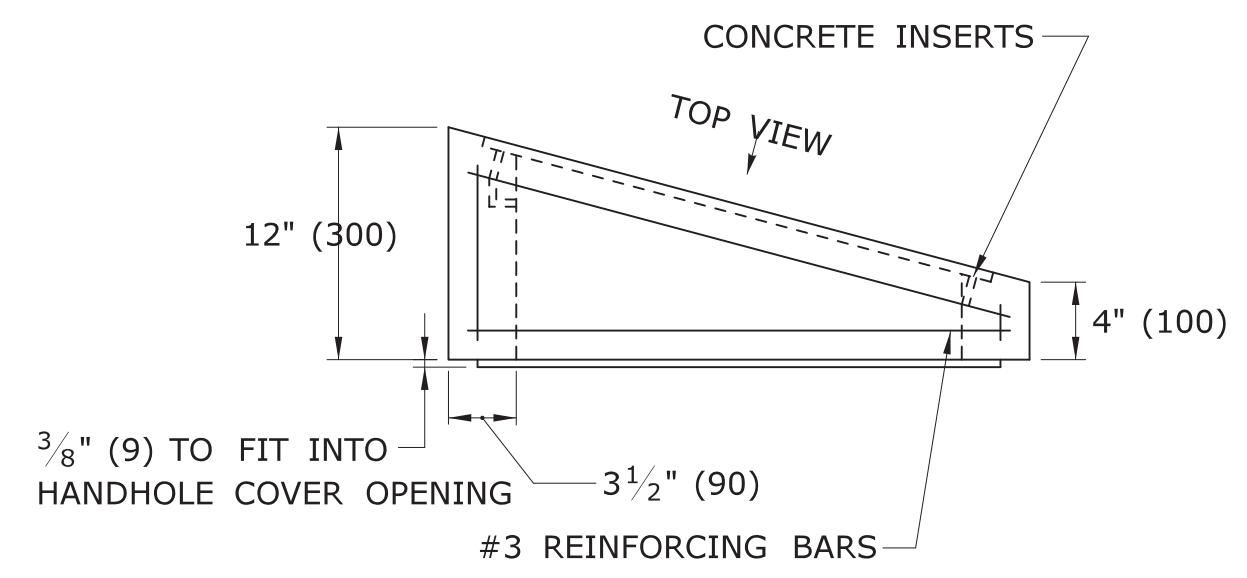
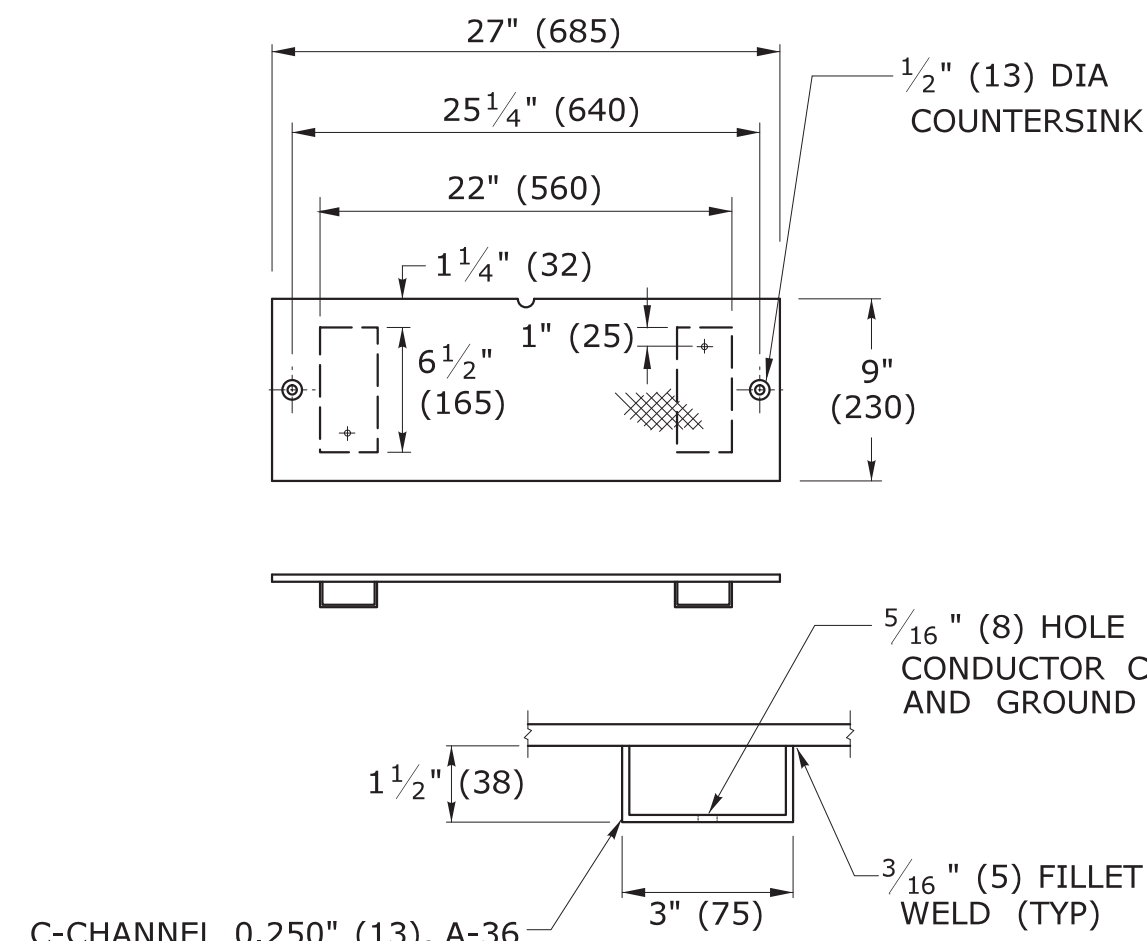
1. GROUNDING TAB WELDED TO BOTTOM CENTER OF COVER WITH 3/16" (5) WELD (3 SIDES).
2. ATTACH 6' (2 m) LENGTH OF NO. 8 GROUND WIRE TO GROUNDING TAB WITH CONDUCTOR CONNECTOR, 1/4" - 20 X 3/4" (M6 X 20) LG SST HEX HEAD BOLT, AND SST FLAT WASHER. ATTACH FREE END OF GROUND WIRE TO CONDUIT BONDING BUSHING IN HANDHOLE.
3. CONDUCTOR CONNECTOR: COPPER ALLOY BODY, BRASS SCREW, BRASS OR COPPER ALLOY PRESSURE PLATE.
4. COVER SCREW INSERT: 3/8"-16 (9-16), 1 1/2"L (37L), STAINLESS STEEL.
5. COVER SCREW: 3/8"-16 (9-16), 1"L (25L), FLAT HEAD, SLOTTED, STAINLESS STEEL.



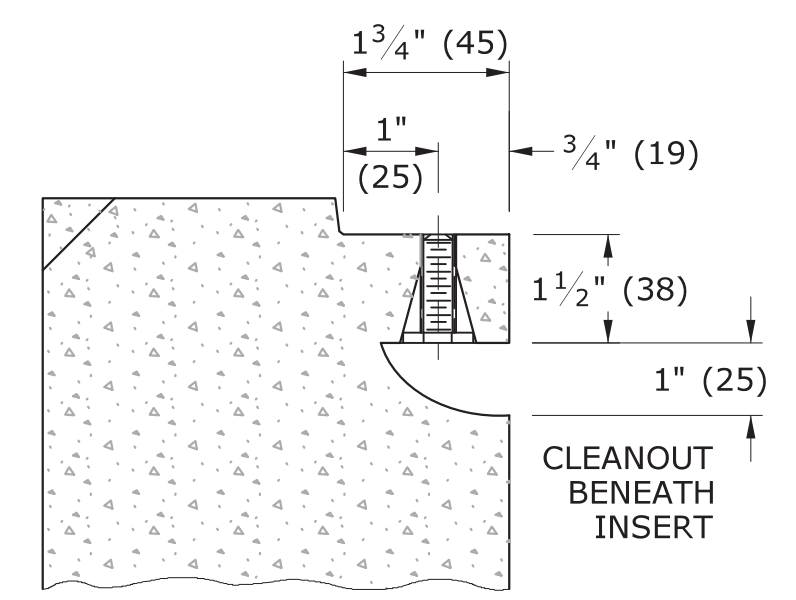
STEEL GROUNDING TAB w/ CONDUCTOR CONNECTOR



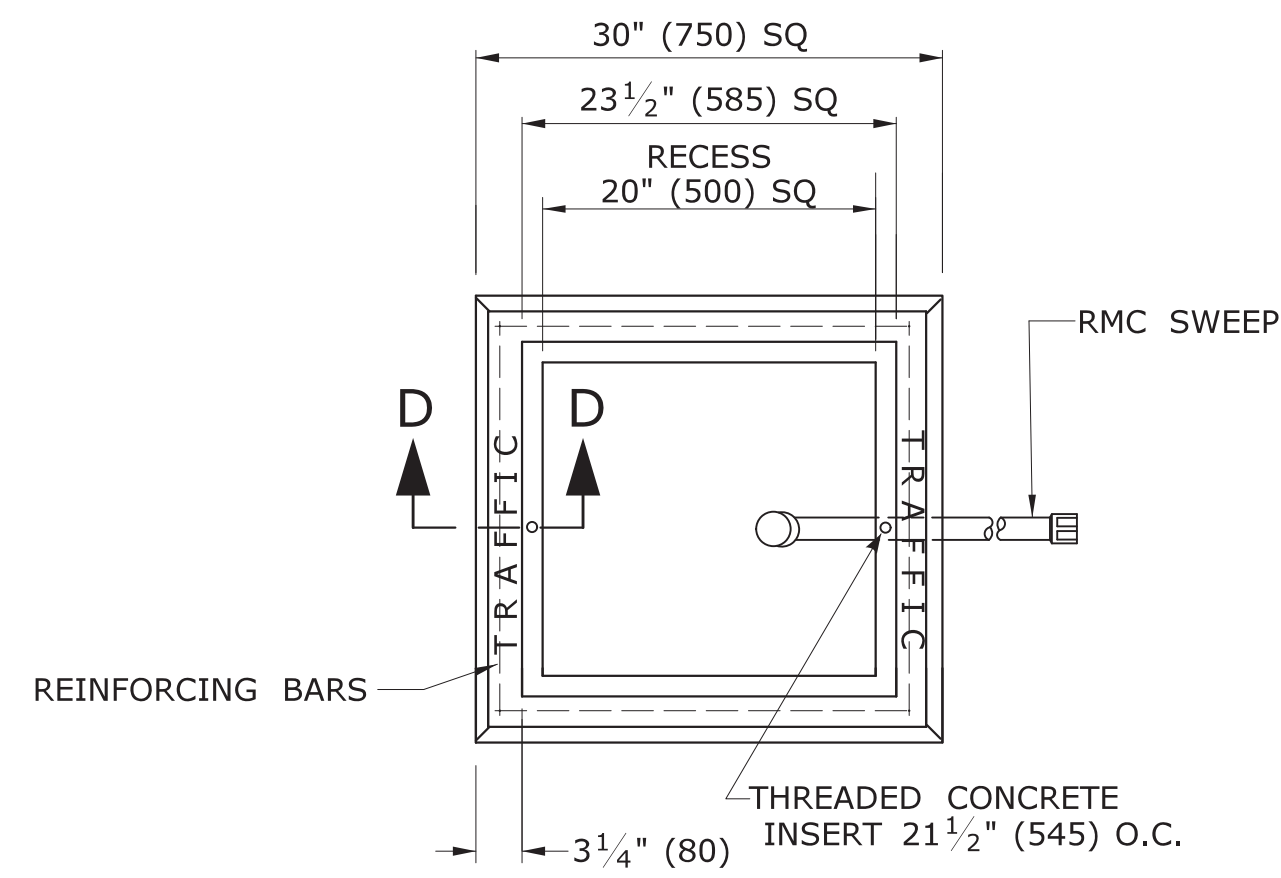
NON SKID FLOOR PLATE GALVANIZED STEEL, 3/8" (10)



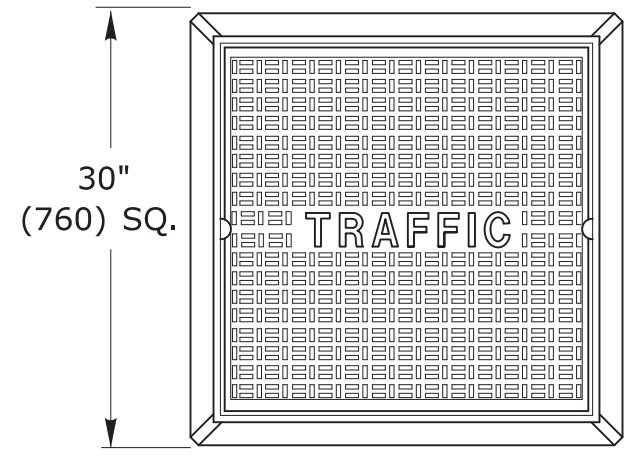
BANK ADAPTER



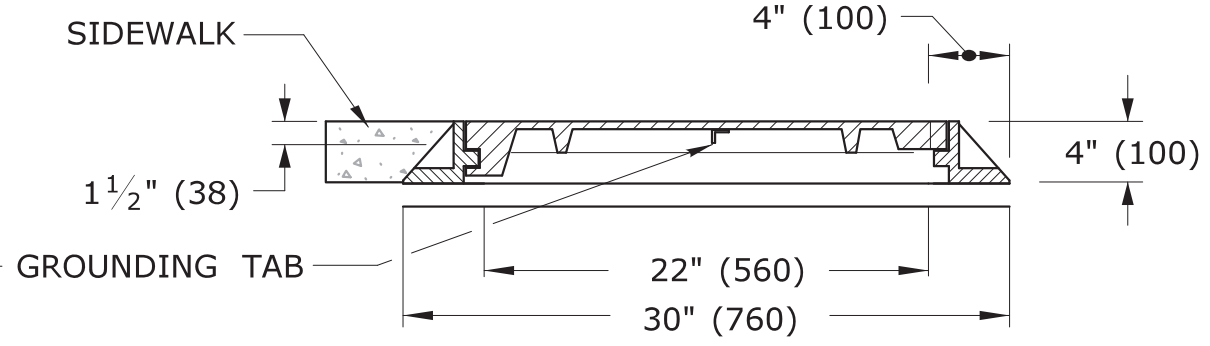
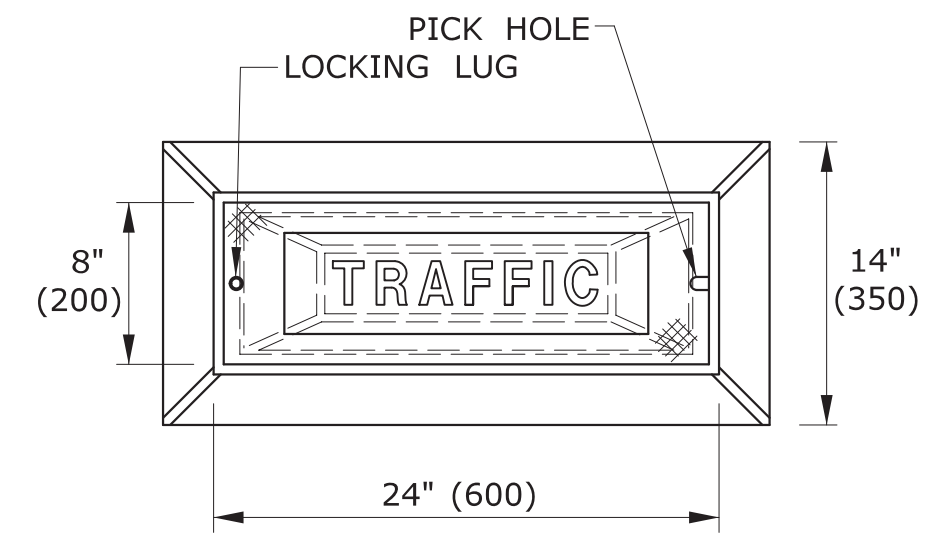
SECTION D-D



PLAN VIEW

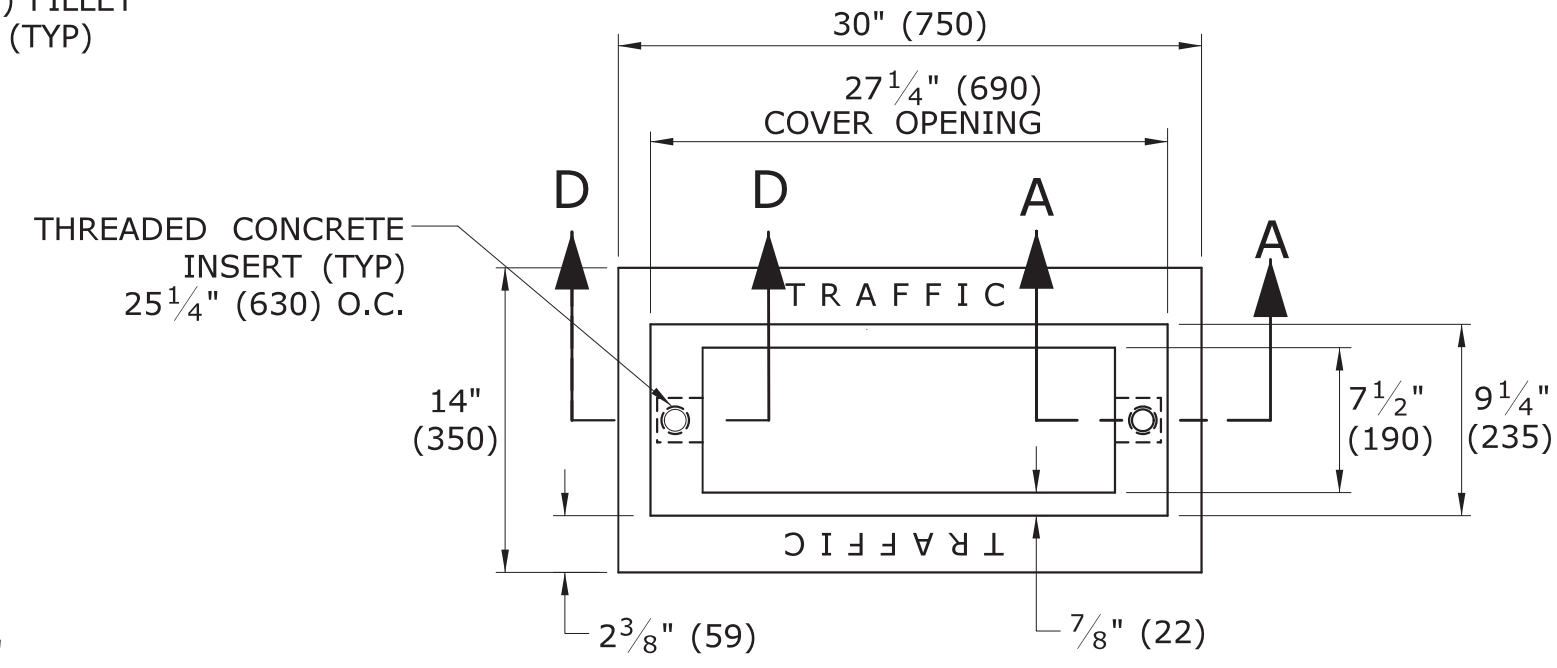


CAST IRON HANDHOLE COVERS

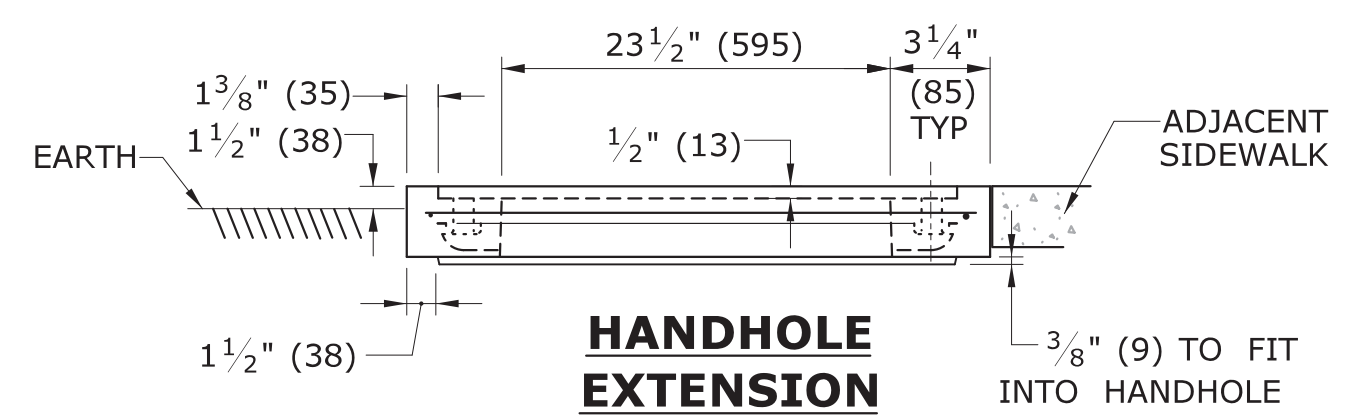


SECTION A-A HANDHOLE EXTENSIONS

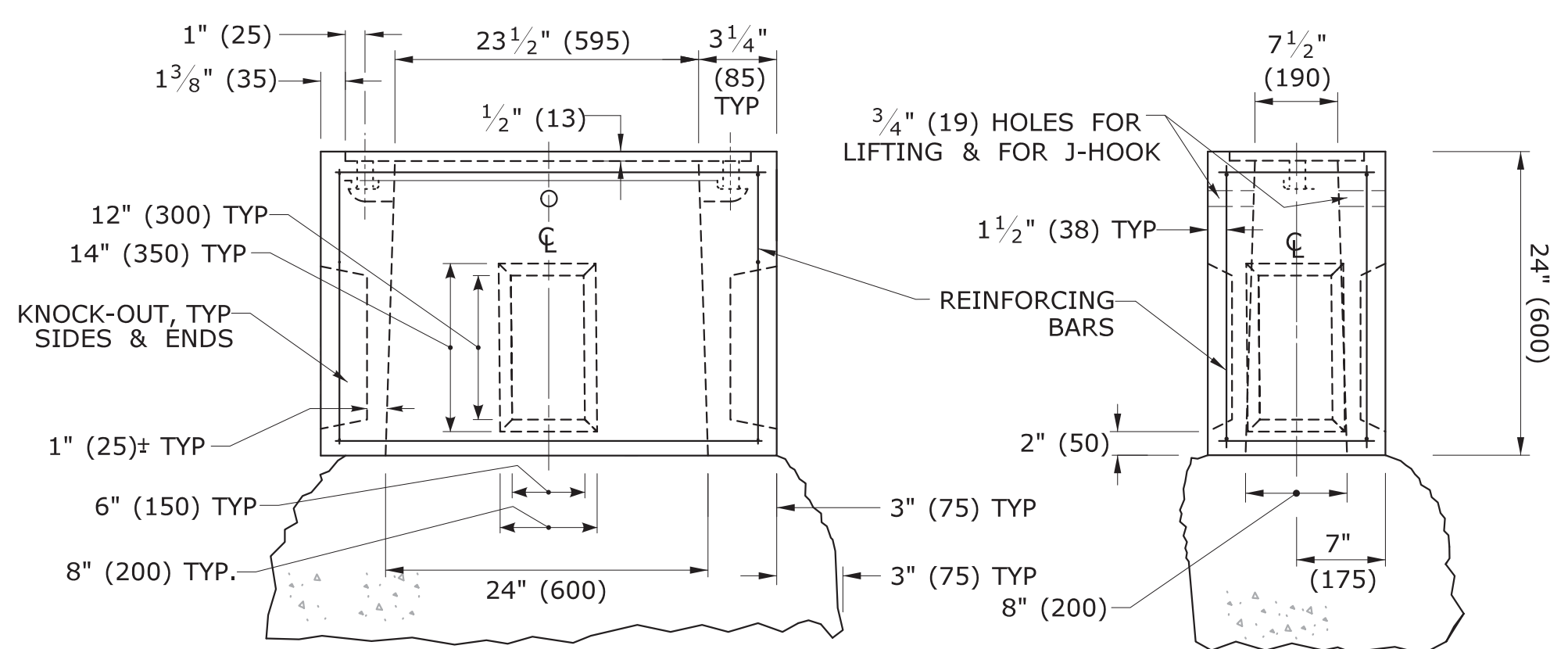
4 - #8 REINFORCING BARS REQ'D



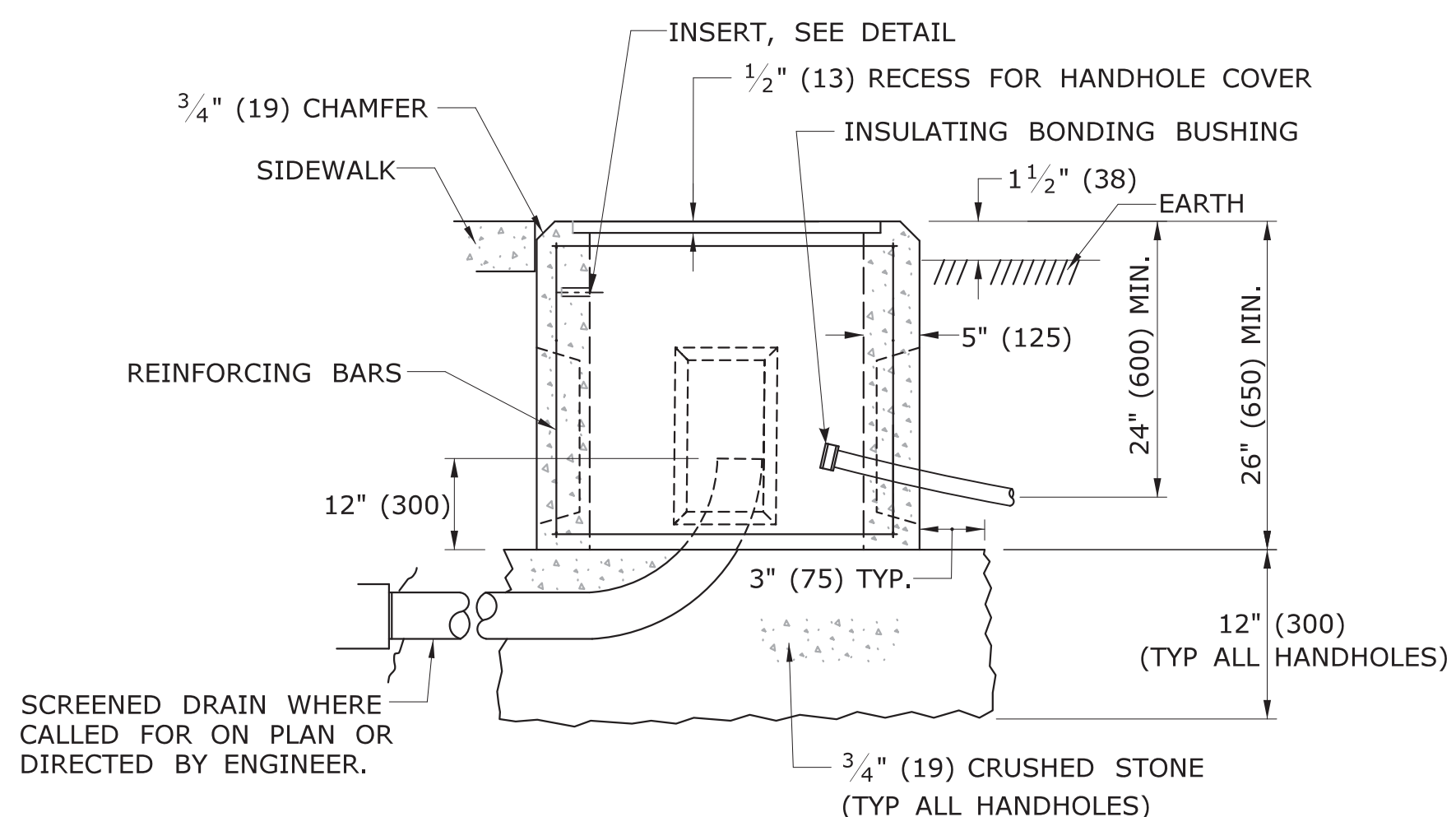
PLAN VIEW



HANDHOLE EXTENSION



BASE SECTION CONCRETE HANDHOLE TYPE II



CONCRETE HANDHOLE TYPE I

HANDHOLE NOTES:

1. MINIMUM CLASS "C" CONCRETE.
2. COMPLETE TYPE II HANDHOLE: IN EARTH AREAS, CONSISTS OF A BASE SECTION WITH 4" (100) HANDHOLE EXTENSION, IN SIDEWALK AREAS, CONSISTS OF A BASE SECTION WITH 4" (100) CAST IRON COVER.
3. PLAN VIEW DIMENSIONS, SECTION VIEW, & DETAILS, SAME FOR BASE SECTION, EXTENSIONS & BANK ADAPTER.
4. GROUT AROUND ALL CONDUITS.

5. INSTALL 30" (750) SIDE PARALLEL TO ROAD UNLESS OTHERWISE NOTED.
6. INSTALL HANDHOLES APPROX. 12" (300) BEHIND CURB OR IF NO CURB, 24" (600) BEHIND EDGE OF ROAD UNLESS OTHERWISE SPECIFIED.
7. CAST THE WORD "TRAFFIC" INTO TOP EDGE OF HANDHOLE, 1 1/2" (38) LETTERS.
8. WHERE AN EXISTING CONCRETE SIDEWALK SLAB ABUTTING A HANDHOLE IS DAMAGED OR CUT DURING INSTALLATION, REPLACE THE ENTIRE SIDEWALK SECTION.
9. 12-#3 REINFORCING BARS REQUIRED FOR ALL HANDHOLES. (8 HORIZONTAL, 4 VERTICAL)

LEGEND AS SHOWN ON TRAFFIC CONTROL SIGNAL PLAN:

□	PROPOSED HANDHOLE
■	EXISTING HANDHOLE

REV.	DATE	REVISION DESCRIPTION
2	4-2014	REVISED HANDHOLES NOTES, ADDED NOTE #6. ADDED "J" HOOK TO INSERT DETAIL.
1	4-2012	CAST IRON COVER: CHANGED BOLT TO PICK HOLE. ADDED EXTENSIONS, C-CHANNEL, CONDUCTOR CONNECTOR & MINOR REVISIONS.

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

Plotted Date: 4/11/2014

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

NOT TO SCALE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

FILENAME: CTDOT_TRAFFIC.STD.DGN MODEL: TR-1010_01

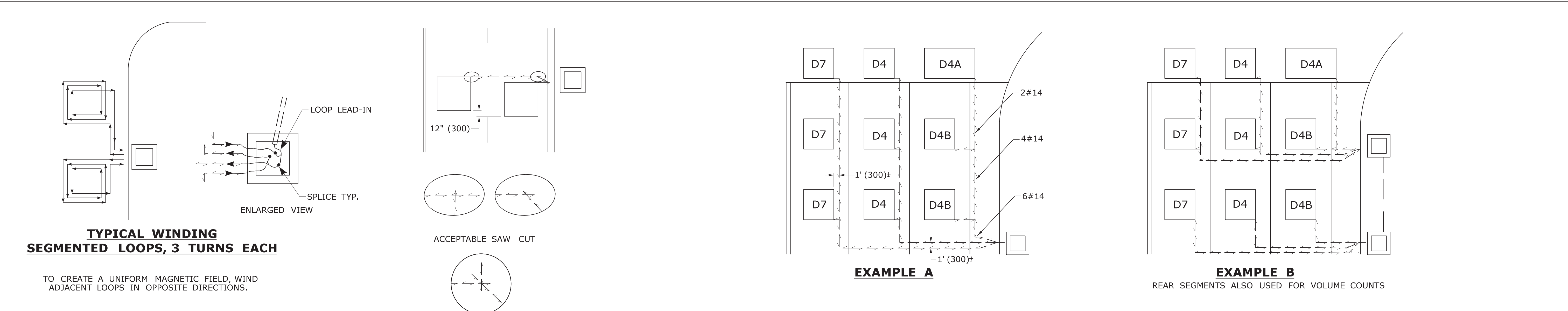
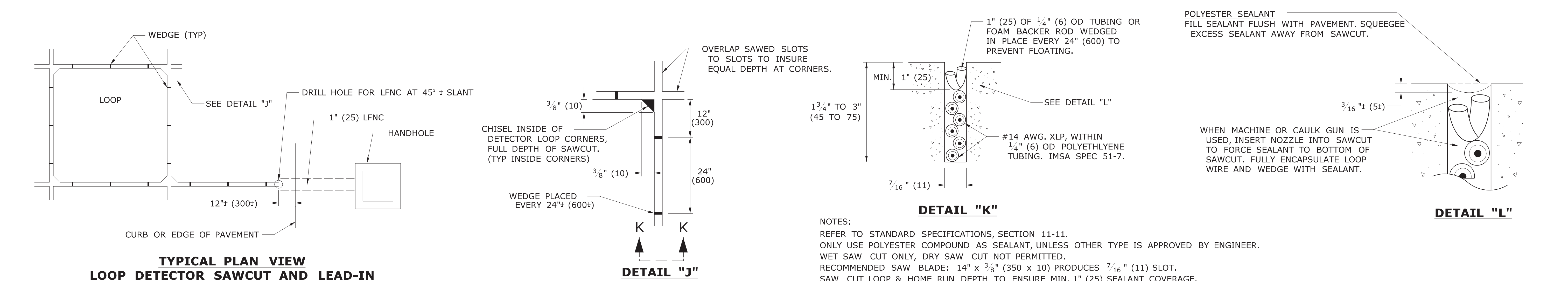
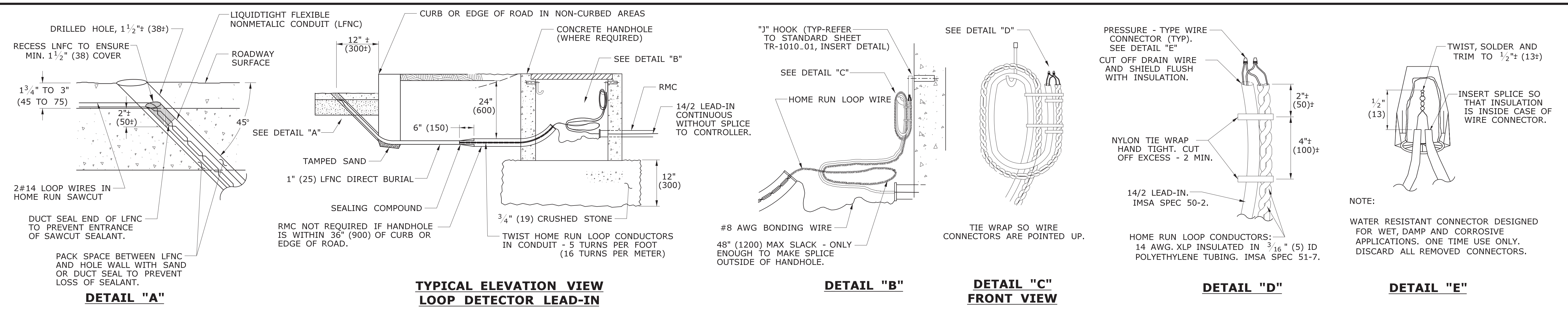
SUBMITTED BY: Tracy L. Fogarty, P.E.
NAME/DATE/TIME: 2014.04.25 16:01:09-04'00'

APPROVED BY: Charles S. Harlow
NAME/DATE/TIME: 2014.04.29 14:26:25-04'00'

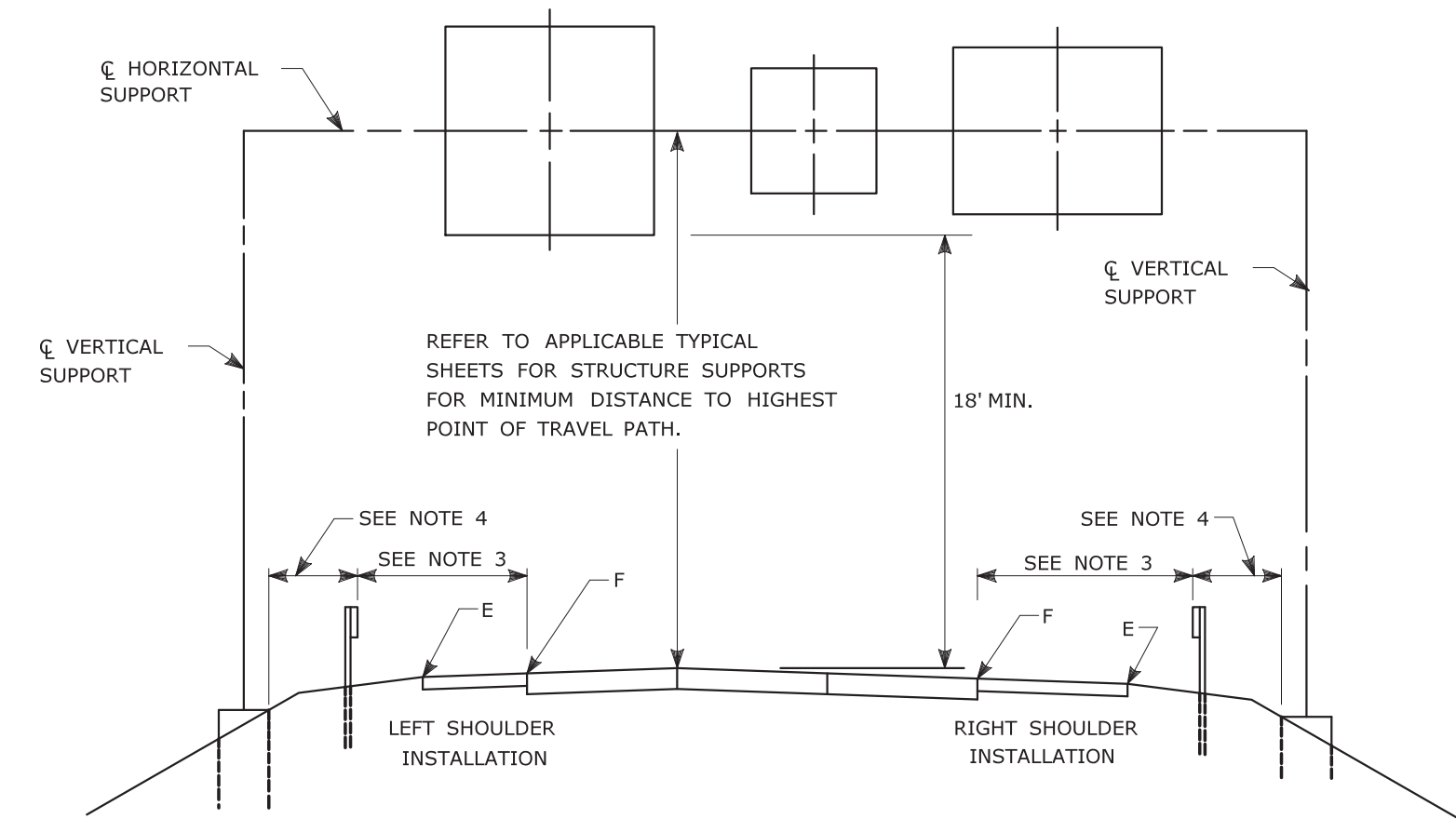
CTDOT
STANDARD SHEET
OFFICE OF ENGINEERING

STANDARD SHEET TITLE:
CONCRETE HANDHOLE

STANDARD SHEET NO.:
TR-1010_01



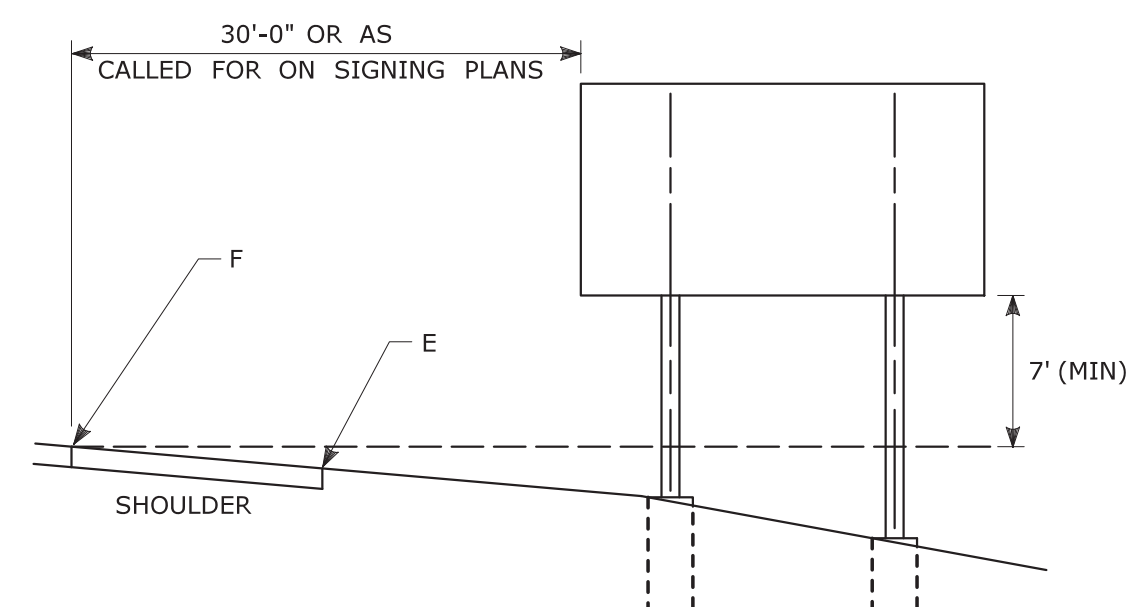
LEGEND AS SHOWN ON TRAFFIC CONTROL SIGNAL PLAN: □ INDUCTIVE LOOP DETECTOR --- SAW CUT --- RIGID METAL CONDUIT □ HANDHOLE		DIMENSIONS ARE IN ENGLISH ("') & METRIC UNITS (mm). METRIC DIMENSIONS ARE ROUNDED: - OVER 1" TO NEAREST 5 mm - UNDER 1" TO NEAREST 1 mm.		SUBMITTED BY: Tracy L. Fogarty, P.E. NAME/DATE/TIME: Tracy L. Fogarty, P.E. 2014.04.25 16:02:20-04'00'		STANDARD SHEET TITLE: LOOP VEHICLE DETECTOR AND SAWCUT		STANDARD SHEET NO.: TR-1111_01	
THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.		STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION		APPROVED BY: Charles S. Harlow, P.E. NAME/DATE/TIME: Charles S. Harlow, P.E. 2014.04.29 14:27:33-04'00'		CTDOT STANDARD SHEET OFFICE OF ENGINEERING		FILENAME: CTDOT_TRAFFIC.STD.DGN MODEL: TR-1111_01	
3 4-2014 DETAIL "B" - REVISED "J" HOOK NOTE. 2 7-2012 DELETED URETHANE SEALANT NOTE FROM DETAIL "L" 1 4-2012 MINOR REVISIONS.	PLOTTED DATE: 4/21/2014	NOT TO SCALE		SEE TRAFFIC SIGNAL PLAN FOR ACTUAL LOOP PLACEMENT, NUMBERS, ETC... LOOP SEGMENTS ON SAME AMPLIFIERS MAY SHARE HOME RUN SAW CUT. SPLICE SEGMENTS IN SERIES. LOOP SEGMENTS ON DIFFERENT AMPLIFIERS MUST BE IN SEPARATE HOME RUN SAW CUT.		REAR SEGMENTS ALSO USED FOR VOLUME COUNTS			



TYPICAL PLACEMENT OF OVERHEAD SIGNS ON SIGN SUPPORTS

NOTES:

- 1) FOR PLACEMENT OF CANTILEVER SIGN SUPPORT USE APPLICABLE PORTION OF ABOVE DETAIL.
- 2) BARRIER SYSTEMS MAY BE REQUIRED FOR BOTH SIDES OF SUPPORTS IN MEDIANS.
- 3) IMPACT PROTECTION SHALL BE PROVIDED FOR THE SIGN SUPPORTS LOCATED WITHIN CLEAR ZONE.
- 4) SIGN SUPPORT FOUNDATIONS SHALL BE LOCATED OUTSIDE OF BARRIER SYSTEMS DEFLECTION AREA.
- 5) ALL SIGNS ARE TO BE LEVEL, REGARDLESS OF CAMBER IN SUPPORT.



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

NOTES:

- 1) MIN. VERTICAL CLEARANCE ABOVE SIDEWALKS SHALL BE 7'.
- 2) WHERE GUIDE RAIL IS USED, THE OFFSET TO THE NEAR EDGE OF SIGN FACE SHALL BE AS SHOWN ELSEWHERE IN THE CONTRACT PLANS.
- 3) ON INTERSECTING ROADS AT RAMP TERMINI, THE OFFSET TO THE NEAR EDGE OF SIGN FACE SHALL BE 6' MIN. FROM POINT "E".
- 4) IF 30'-0" MIN. CANNOT BE MET, PLEASE CONTACT THE ENGINEER.

FOR MAXIMUM EFFECTIVENESS, POSITION SIDE MOUNTED SIGNS ON STRUCTURAL STEEL BREAKAWAY SIGN SUPPORTS AS FOLLOWS:

ON A TANGENT SECTION, POSITION THE SIGN SO THE VERTICAL AXIS IS PLUMB AND THE HORIZONTAL AXIS IS AT AN ANGLE OF 90° WITH THE TRAFFIC LANE WHICH THE SIGN SERVES. SIGNS LOCATED 30 FT OR MORE FROM THE EDGE OF THE ROAD SHALL BE TURNED APPROXIMATELY 3° TOWARD THE ROAD.

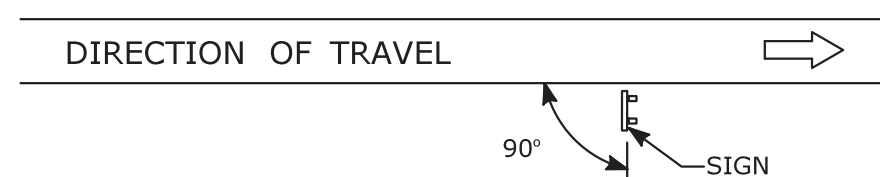


DIAGRAM "A"

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

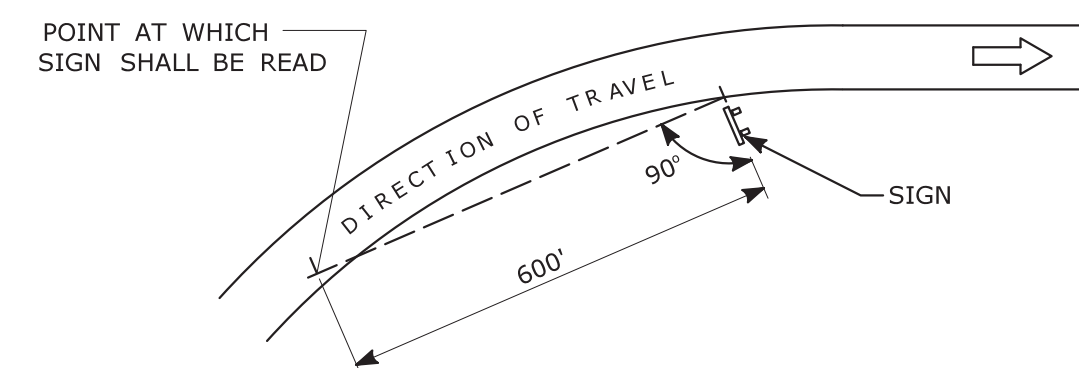
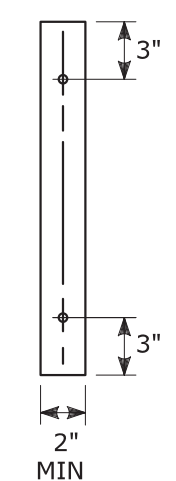


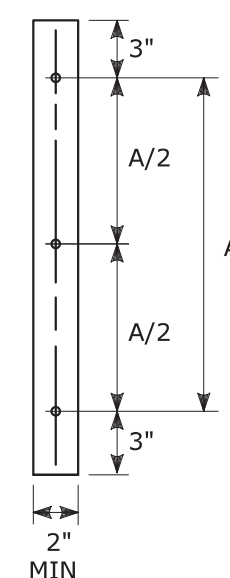
DIAGRAM "B"

SIGN ORIENTATION DETAILS FOR SIDE MOUNTED SIGNS ON STRUCTURAL STEEL BREAKAWAY SIGN SUPPORTS

RETROREFLECTIVE STRIPS 48" LONG OR LESS:



RETROREFLECTIVE STRIPS OVER 48" LONG:



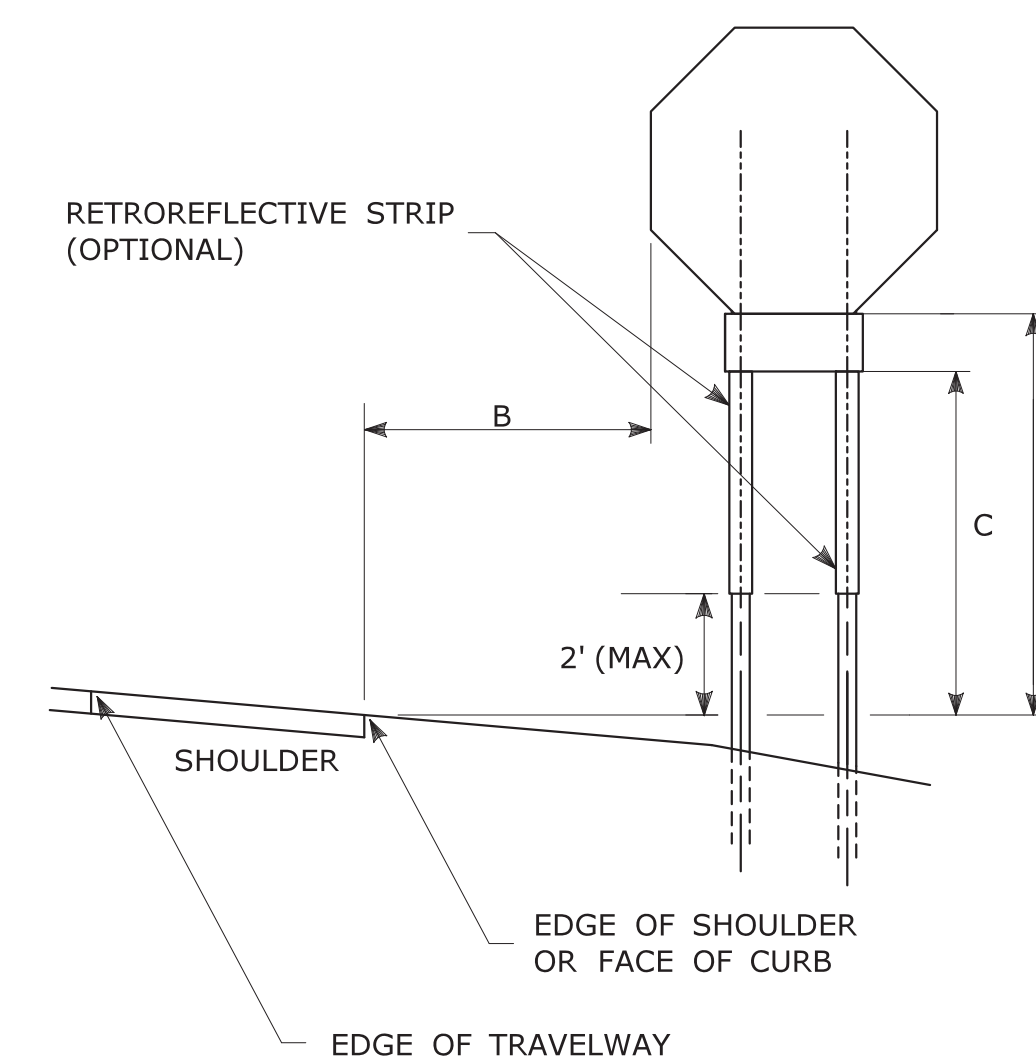
RETROREFLECTIVE STRIP DETAIL

NOTES:

RETROREFLECTIVE STRIPS WHICH ARE 48 IN LONG OR LESS SHALL BE ATTACHED USING 2 BOLTS AND RETROREFLECTIVE STRIPS OVER 48 IN LONG SHALL BE ATTACHED USING 3 BOLTS AS SHOWN ON THE DETAILS ABOVE.

REFER TO STANDARD SHEET No. TR-1208-02 "METAL SIGN POSTS AND SIGN MOUNTING DETAILS" FOR MOUNTING DETAILS.

RETROREFLECTIVE STRIP COLOR SHALL MATCH THE BACKGROUND COLOR OF THE SIGN, EXCEPT THAT THE COLOR OF THE STRIP FOR "YIELD" AND "DO NOT ENTER" SIGNS SHALL BE RED.



TYPICAL SIGN PLACEMENT DETAIL

NOTES:

ALL SIGNS AND SHIELDS ON DIRECTIONAL ASSEMBLIES SHALL ABUT VERTICALLY.

REFER TO STANDARD SHEET No. TR-1208-02 "METAL SIGN POSTS AND SIGN MOUNTING DETAILS" FOR SIGN POSTS AND SIGN MOUNTING.

IF A RETROREFLECTIVE STRIP IS USED ON SIGN SUPPORT, IT SHALL BE PLACED FOR THE FULL LENGTH OF THE SUPPORT FROM THE BOTTOM OF THE SIGN TO WITHIN 2 FT ABOVE THE EDGE OF THE ROADWAY. PARKING SIGNS TYPICALLY USE 45° MOUNTING BRACKET.

DIM."A" MIN SIGN HEIGHT	DIM."B" MIN LATERAL OFFSET ①	DIM."C" MIN PLAQUE HEIGHT ①	ASSEMBLY LOCATION
7' ②	6' 12' ③	5'	SIGNS ON FREEWAYS AND EXPRESSWAYS EXCEPT CHEVRON ALIGNMENT SIGNS, ONE-DIRECTION LARGE ARROW SIGNS, DO NOT ENTER SIGNS, AND WRONG WAY SIGNS
5'	2'	4'	• SIGNS IN RURAL AREAS • DO NOT ENTER AND WRONG WAY SIGNS ALONG EXIT RAMP • DO NOT ENTER AND WRONG WAY SIGNS ON LIMITED ACCESS HIGHWAYS
5'	2'	N/A	• CHEVRON ALIGNMENT SIGNS LOCATED ON FREEWAYS, EXPRESSWAYS, RAMPS, AND IN RURAL AREAS • ONE-DIRECTION LARGE ARROW SIGNS LOCATED ON FREEWAYS, EXPRESSWAYS, RAMPS, AND IN RURAL AREAS
4'	6' 12' ③	N/A	INCIDENT MANAGEMENT SIGNS AND MILE POST MARKER ASSEMBLIES LOCATED ON FREEWAYS AND EXPRESSWAYS
4'	2'	4'	CENTRAL ISLANDS OF ROUNDABOUTS
7'	2' ④	6'	BUSINESS & RESIDENTIAL AREAS WHERE PARKING OR OTHER OBSTRUCTIONS LIMIT VISIBILITY
7'	2' ④	7'	SIDEWALKS ⑤

① OR AS DIRECTED BY THE ENGINEER

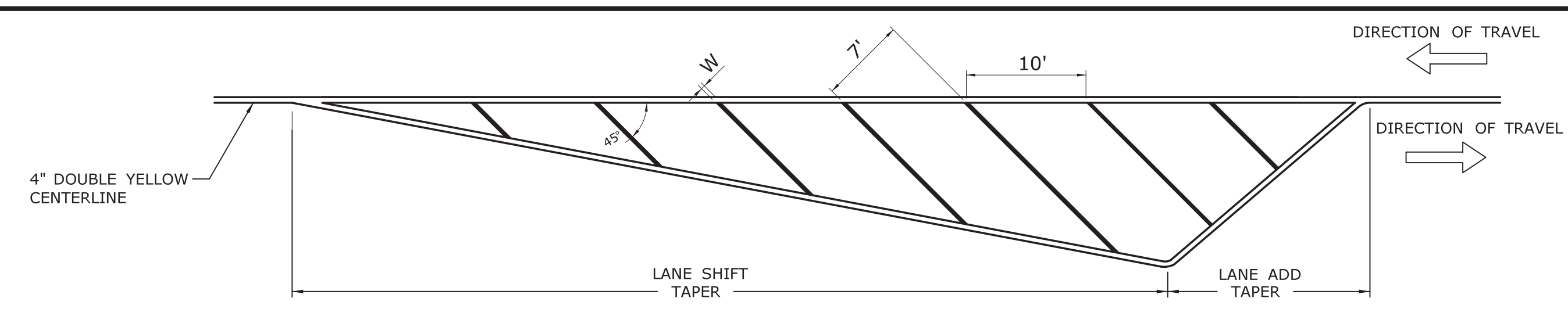
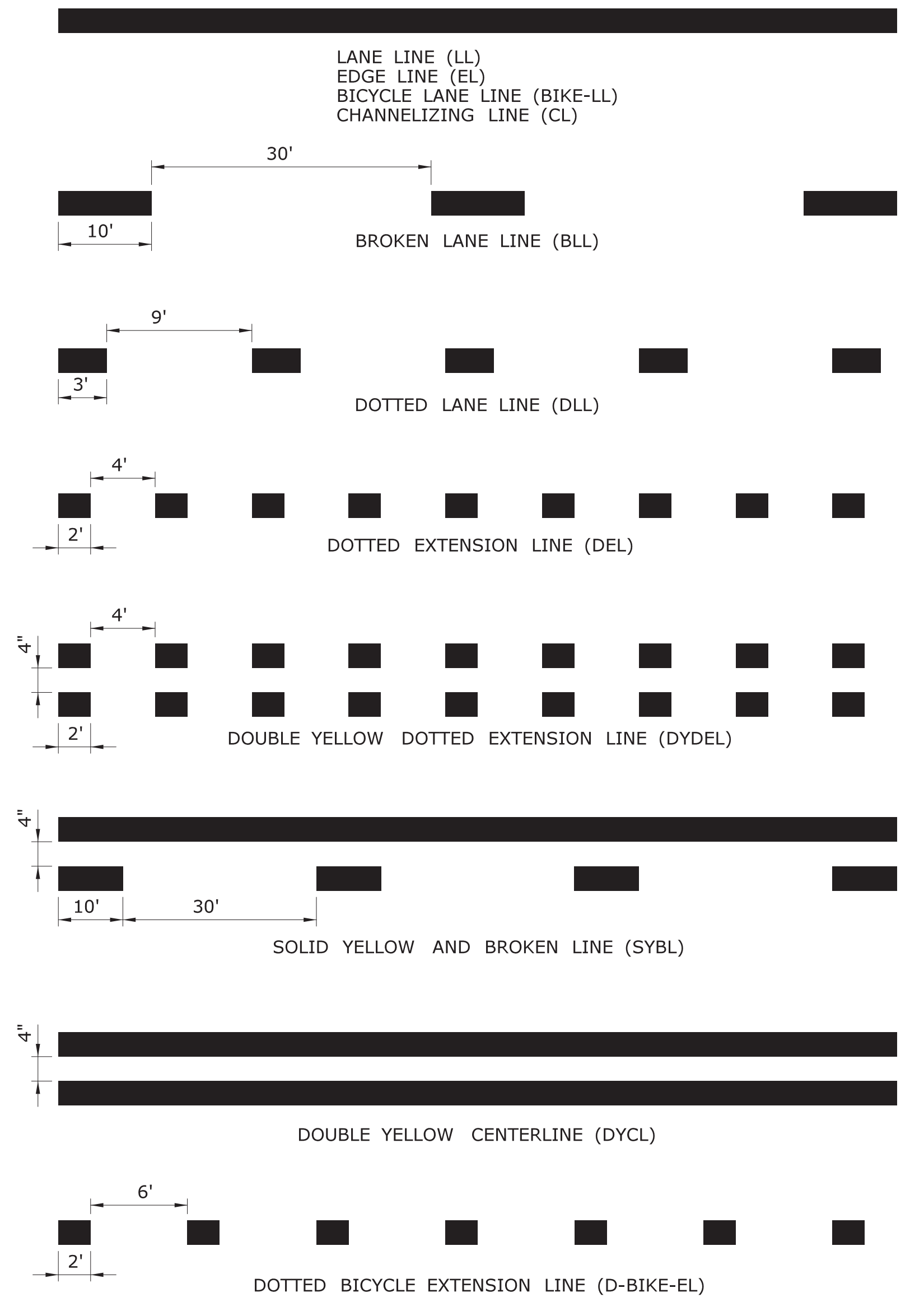
② 8 FT MINIMUM HEIGHT REQUIRED IF A SUPPLEMENTAL PLAQUE IS SUBMOUNTED BELOW THE MAJOR SIGN.

③ 6 FT FROM EDGE OF SHOULDER, WHEN SHOULDER IS OVER 6 FT WIDE 12 FT FROM EDGE OF TRAVELWAY, WHEN SHOULDER IS LESS THAN 6 FT WIDE.

④ A LATERAL OFFSET OF AT LEAST 1 FT FROM THE FACE OF THE CURB MAY BE USED WHERE SIDEWALK WIDTH IS LIMITED OR WHERE EXISTING UTILITY POLES ARE CLOSE TO THE CURB.

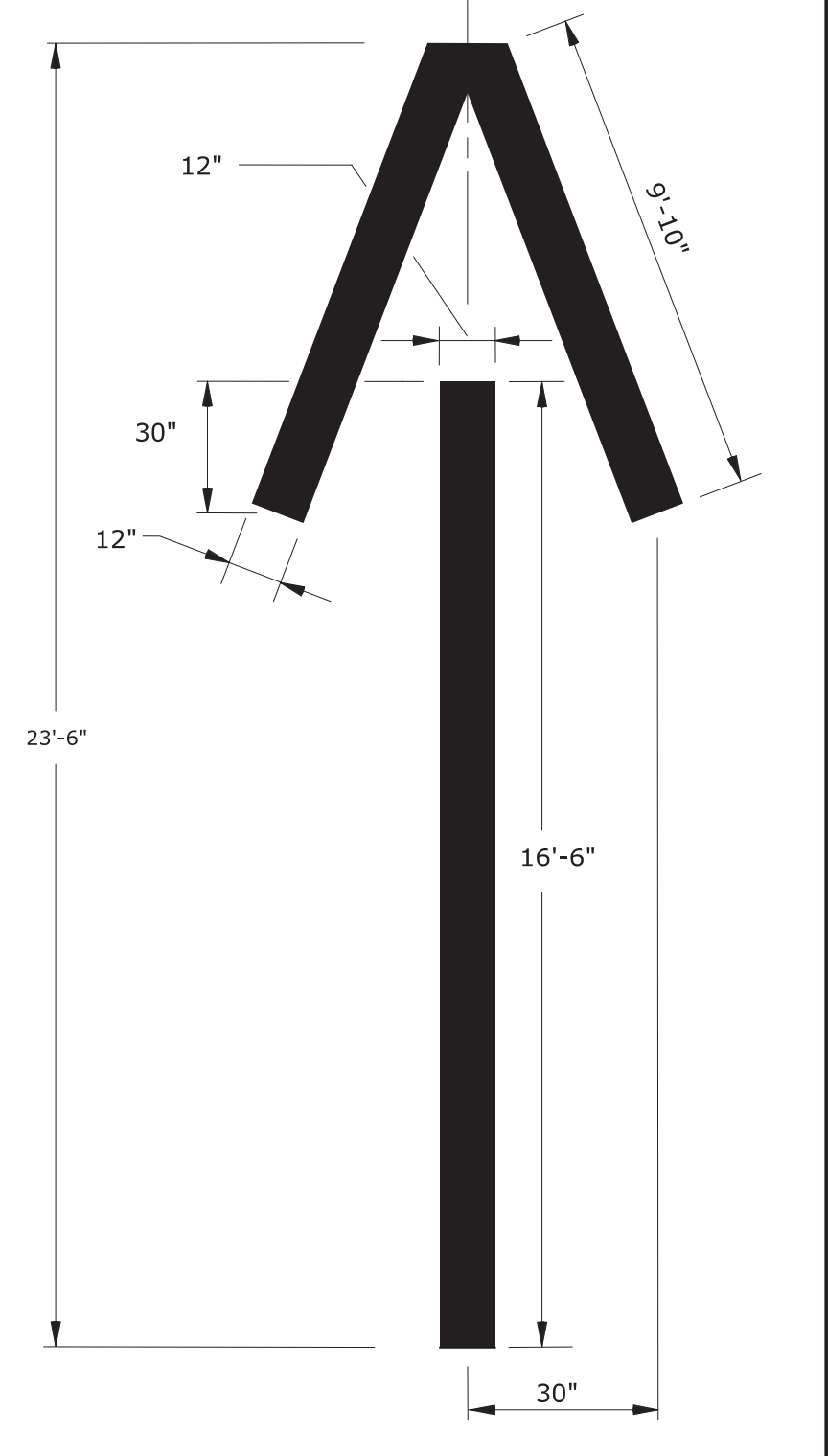
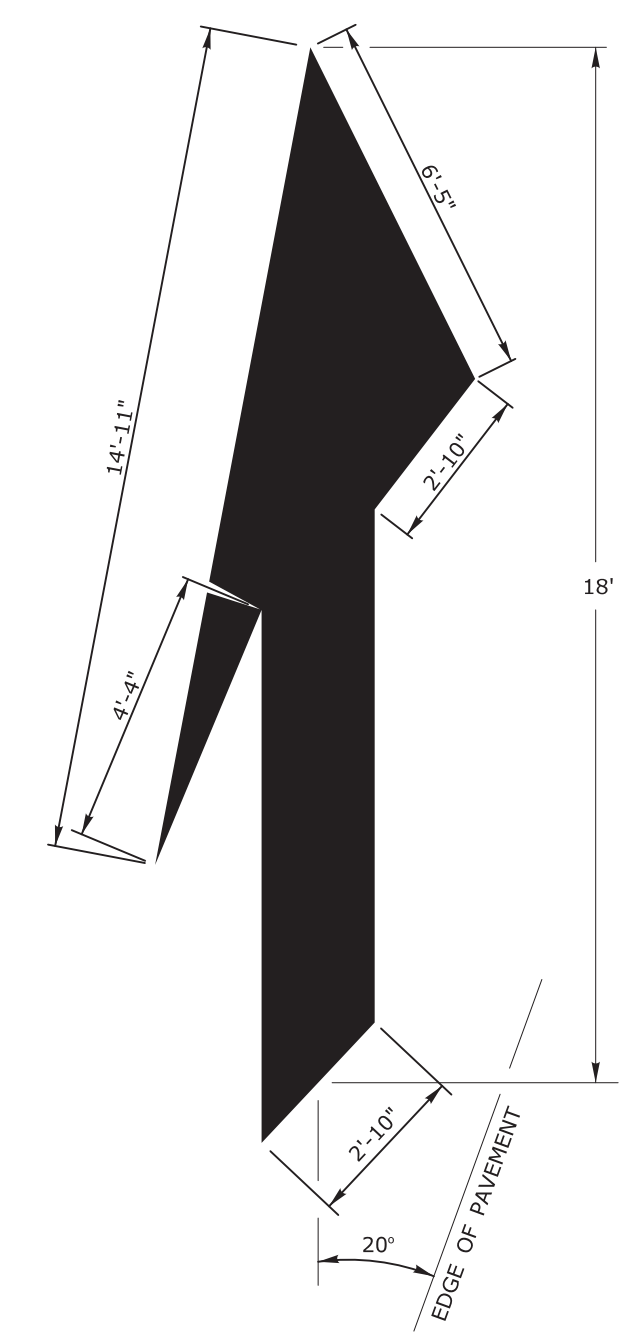
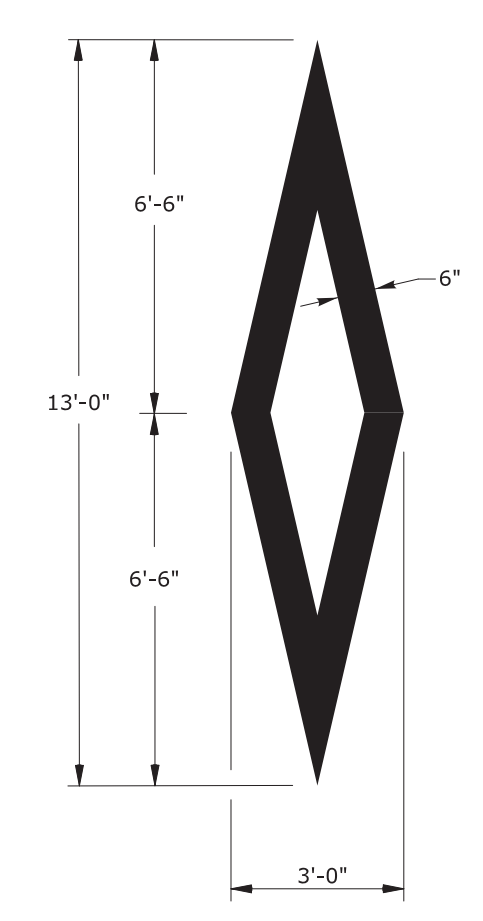
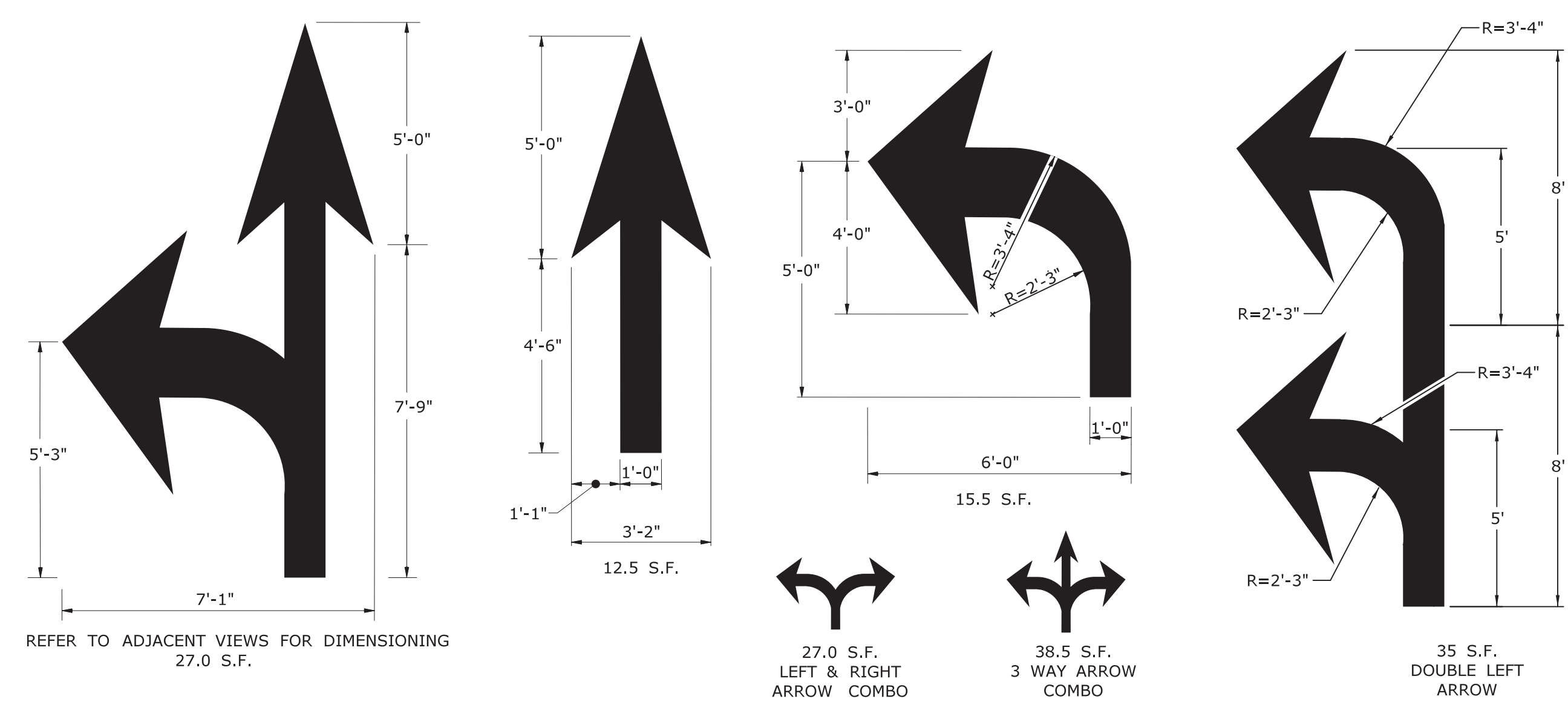
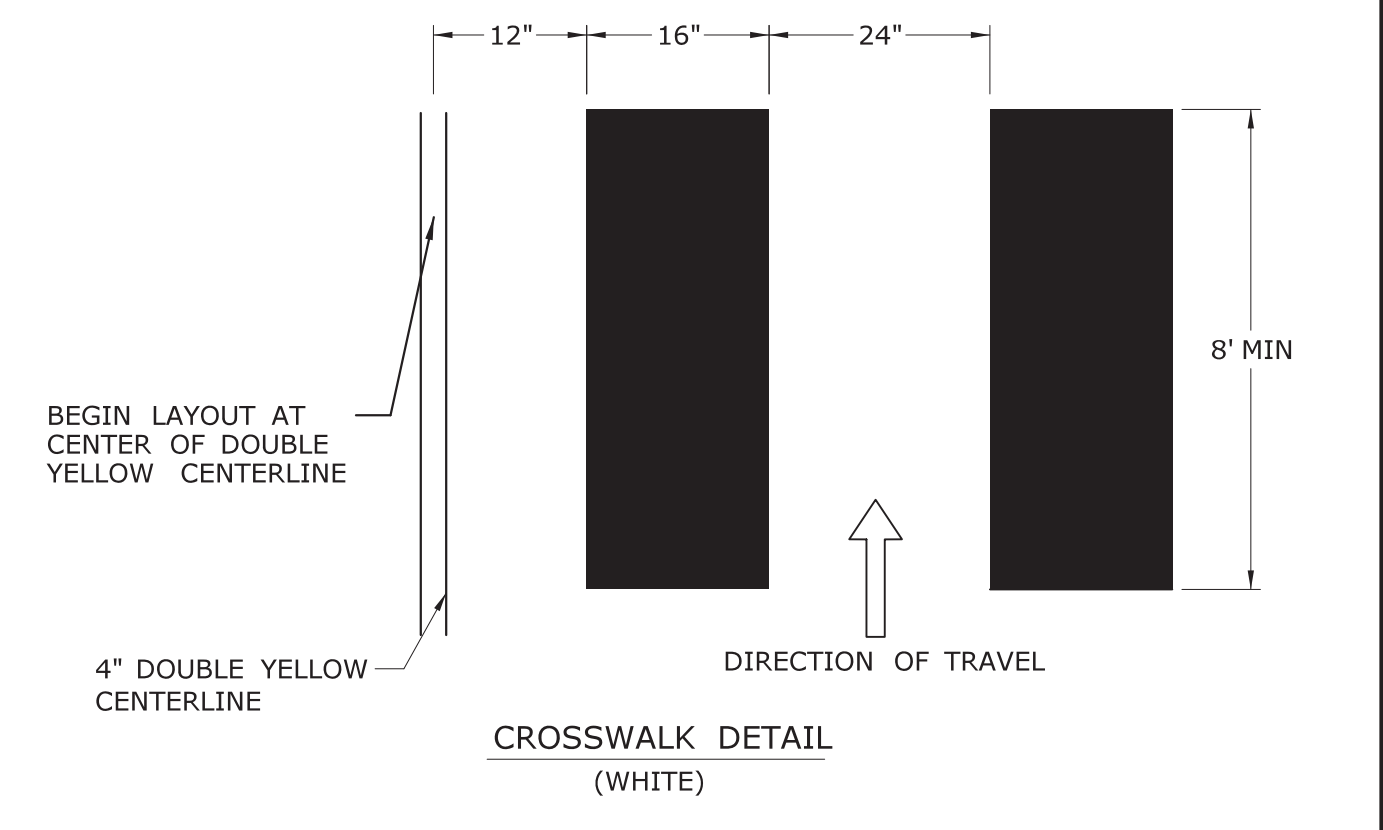
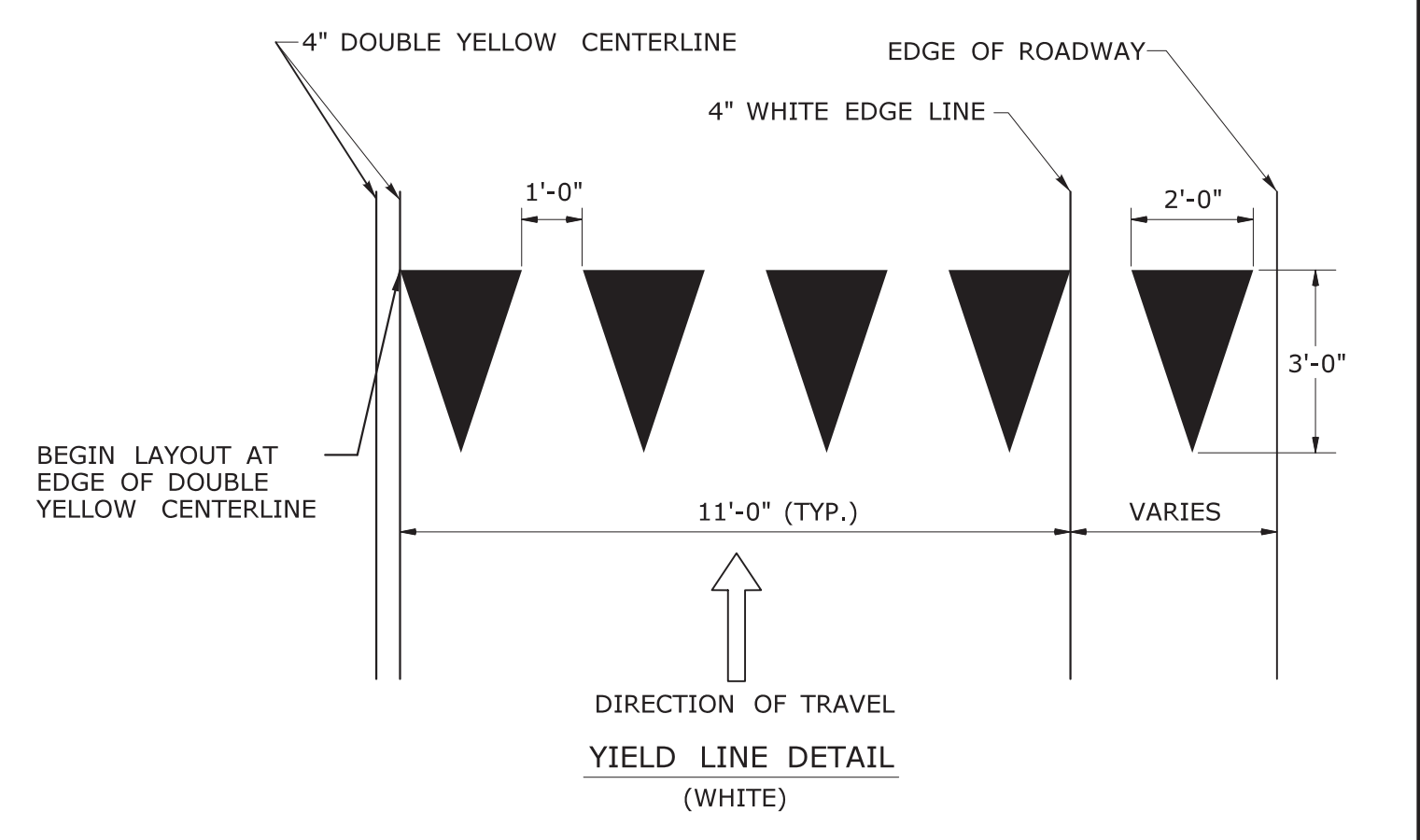
⑤ A CLEAR PATH OF NOT LESS THAN 4 FT SHALL BE PROVIDED IN SIDEWALK AREAS.

<p>THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.</p>		<p>STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION</p>		<p>SUBMITTED BY: NAME/DATE/TIME: Mark F. Makuch, P.E. 2018.08.17 09:06:06-04'00'</p>		<p>STANDARD SHEET TITLE: CDDOT STANDARD SHEET SIGN PLACEMENT AND RETROREFLECTIVE STRIP DETAILS</p>		<p>STANDARD SHEET NO.: TR-1208_01</p>	
<p>3 8-2018 INCLUDED INCIDENT MANAGEMENT AND MILE MARKER SIGNS.</p> <p>2 4-2017 MINOR REVISIONS.</p> <p>1 2-2011 MINOR REVISIONS.</p>		<p>NOT TO SCALE</p>		<p>APPROVED BY: NAME/DATE/TIME: Mark F. Carlino, P.E. 2018.08.21 07:48:06-04'00'</p>		<p>OFFICE OF ENGINEERING</p>			
<p>REV. DATE REVISION DESCRIPTION</p>		<p>Plotted Date: 8/10/2018</p>		<p>Filename: TR-1208-01-1-2018.dgn Model: TR-1208-01</p>					



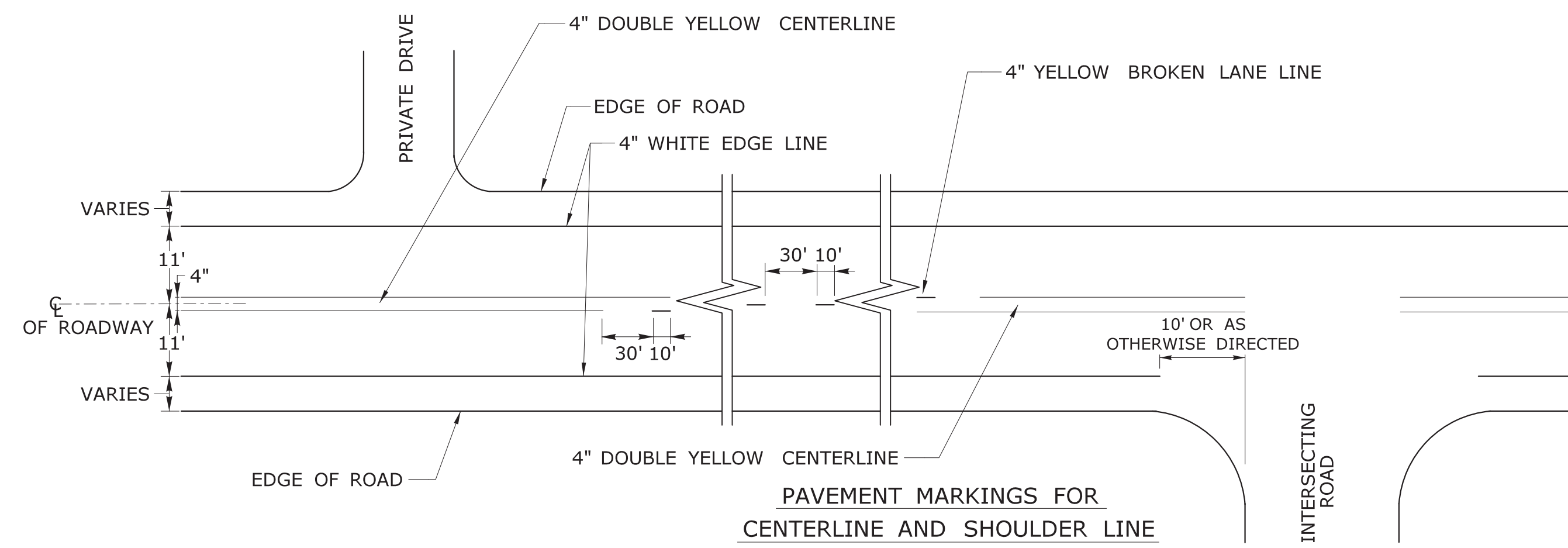
CROSS HATCHED ISLAND DETAIL
(YELLOW)

W IS TO BE 6" WHEN POSTED SPEED ≤ 45 MPH
W IS TO BE 12" WHEN POSTED SPEED > 45 MPH
CROSS HATCHED ISLANDS ARE TO BE INSTALLED WHERE CALLED FOR ON THE PLANS

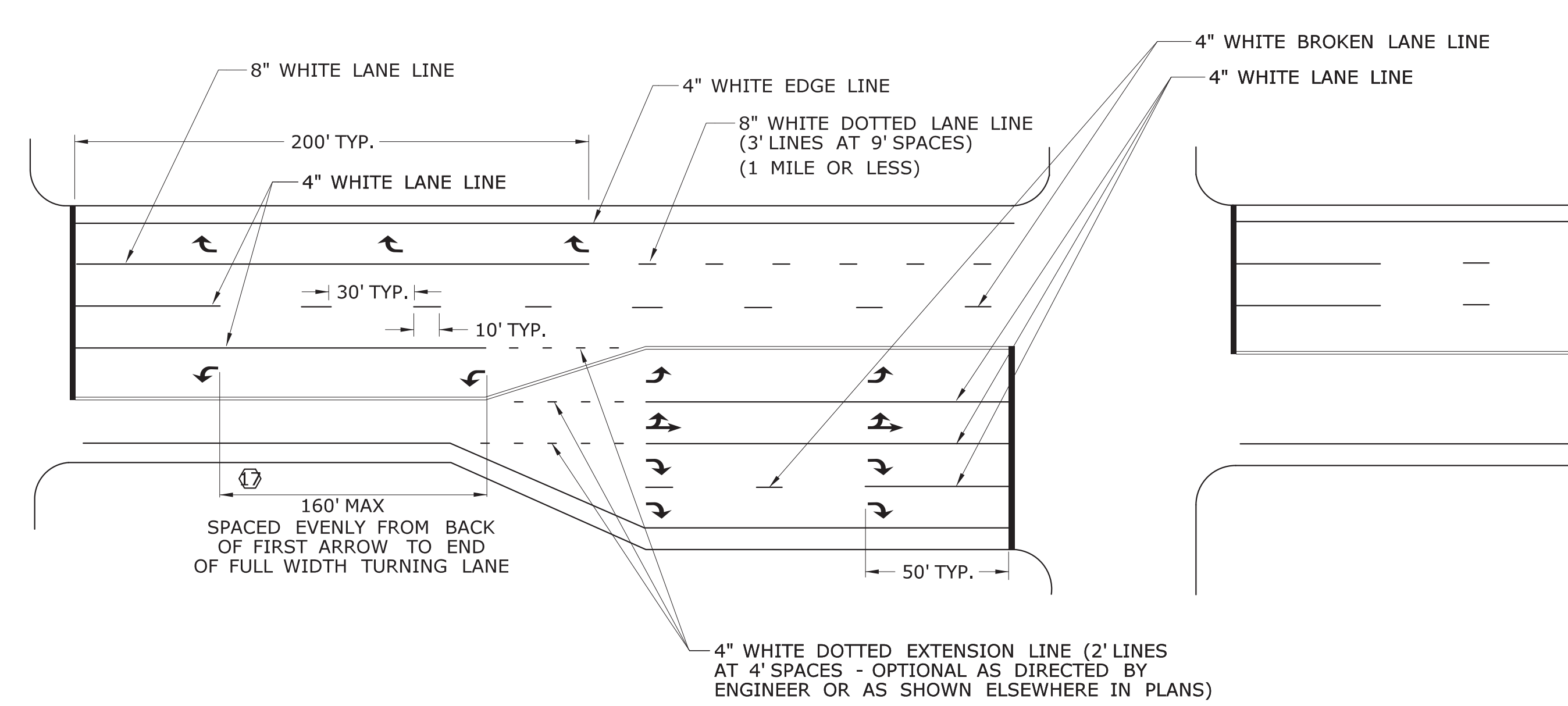


- NOTES :
1. AREA OF PAVEMENT MARKINGS AS INDICATED IS APPROXIMATE.
 2. RIGHT TURN PAVEMENT MARKING ARROWS ARE MIRROR IMAGE OF LEFT TURN PAVEMENT MARKING ARROWS.

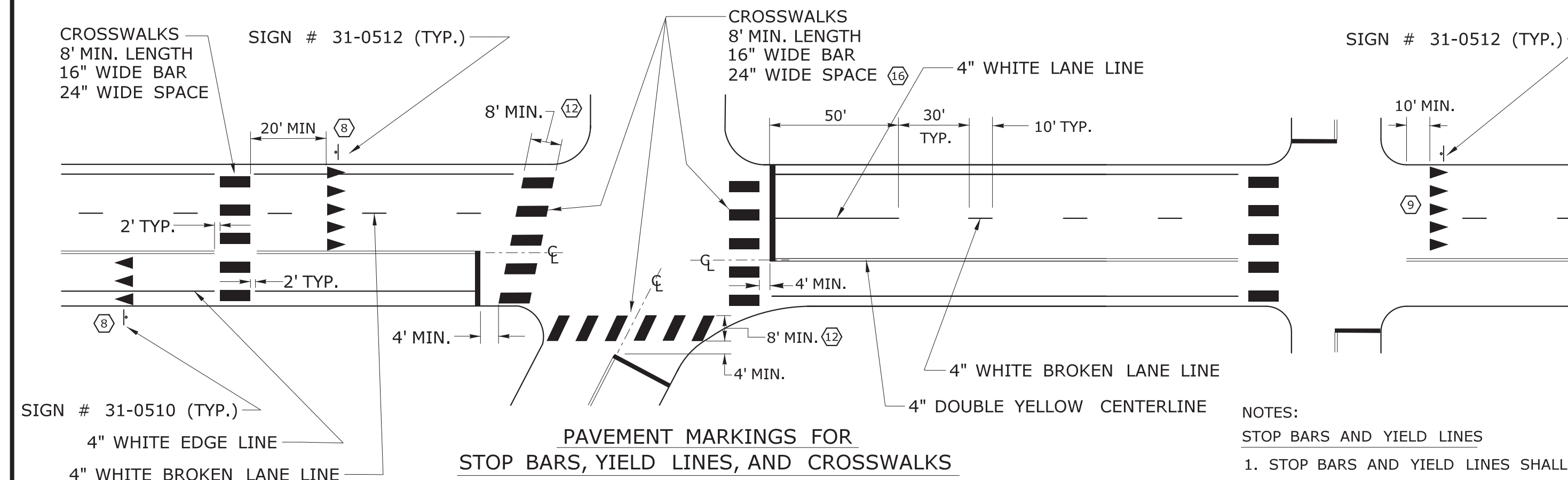
THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED. Plotted Date: 8/10/2018		STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION		SUBMITTED BY: Mark F. Makuch, P.E. 2018.08.17 09:07:44-04'00" APPROVED BY: Mark F. Carino, P.E. 2018.08.21 07:48:45-04'00"	CTDOT STANDARD SHEET OFFICE OF ENGINEERING	STANDARD SHEET TITLE: PAVEMENT MARKING LINES AND SYMBOLS	STANDARD SHEET NO.: TR-1210_04
1	8-2018	REMOVED ROUNDABOUT MARKINGS.	NOT TO SCALE	Filename: TR-1210_04.dgn Model: CT_Civil_2D_Sheet			
REV.	DATE	REVISION DESCRIPTION					



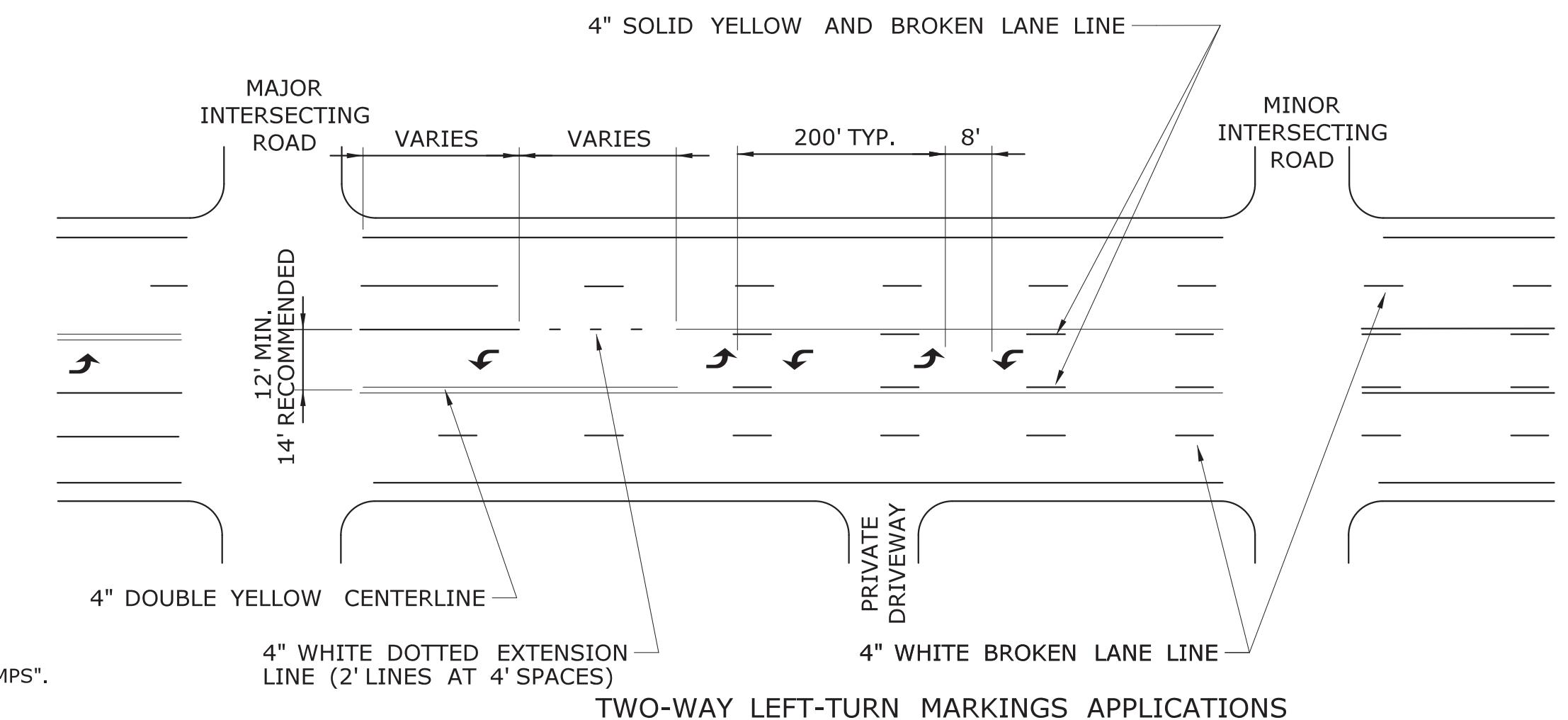
PAVEMENT MARKINGS FOR CENTERLINE AND SHOULDER LINE



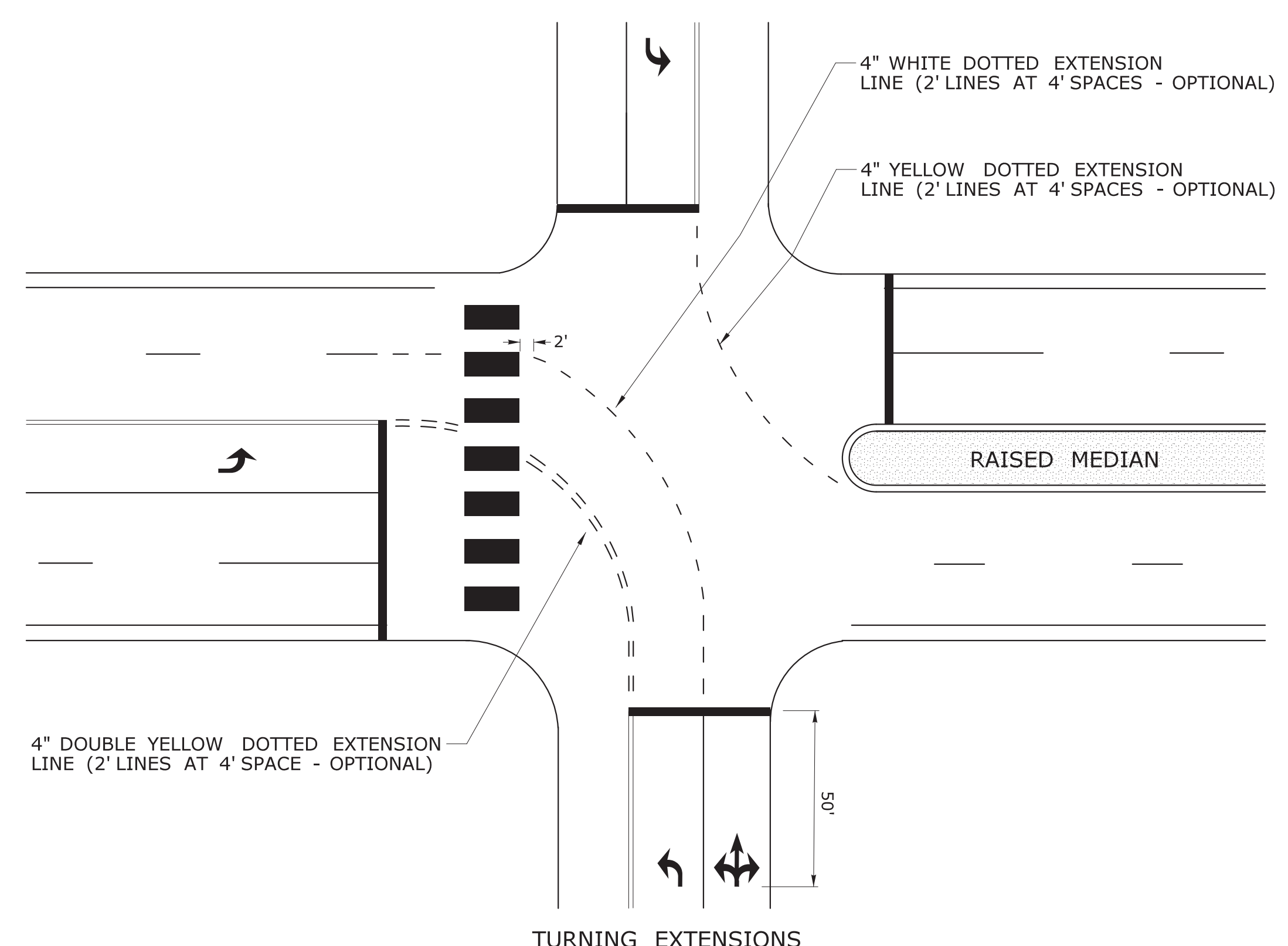
PAVEMENT MARKINGS FOR TURNING LANES AND ROAD LANE-DROP



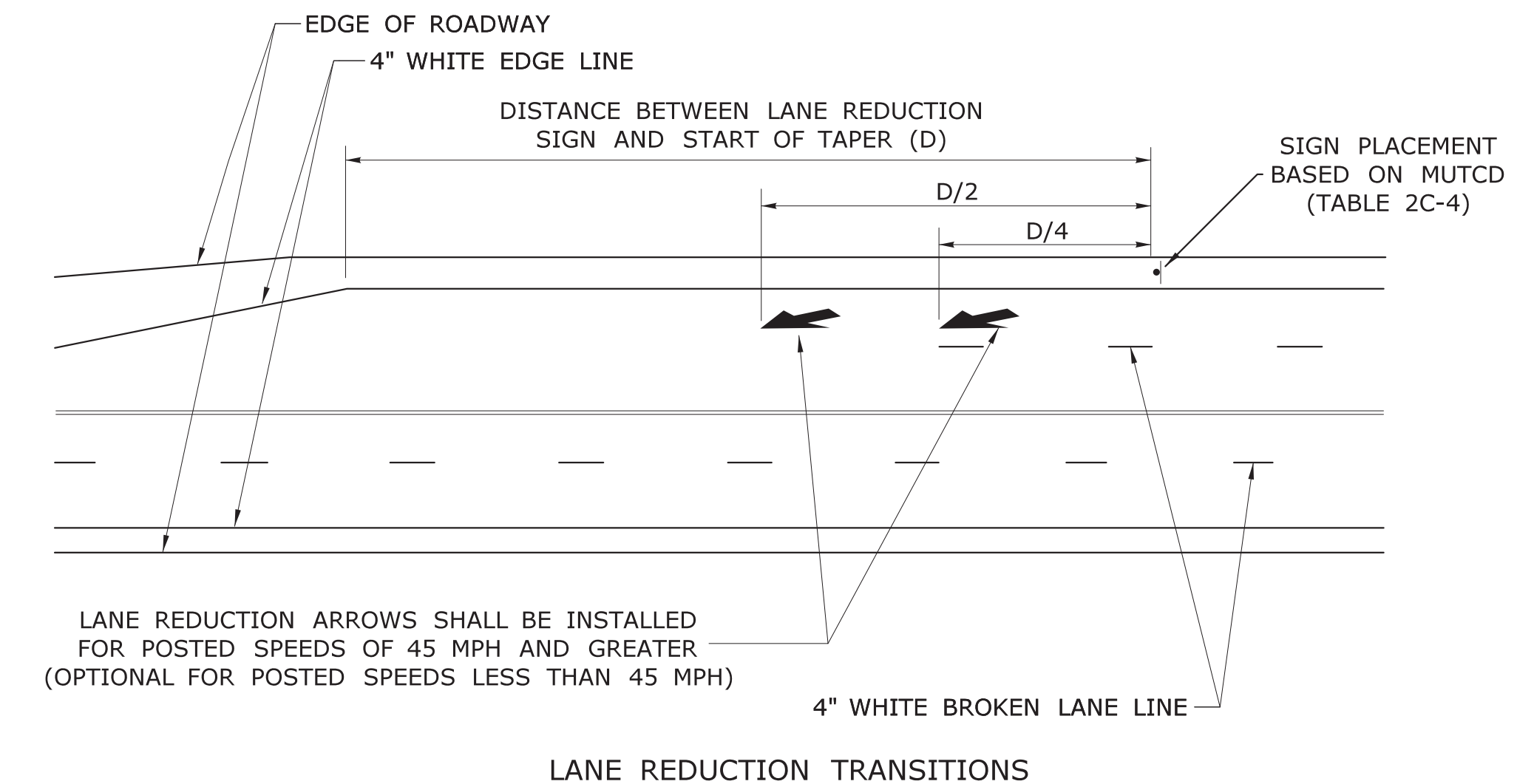
PAVEMENT MARKINGS FOR STOP BARS, YIELD LINES, AND CROSSWALKS



TWO-WAY LEFT-TURN MARKINGS APPLICATIONS



TURNING EXTENSIONS



LANE REDUCTION TRANSITIONS

- 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 MID-BLOCK CROSSWALKS SHALL BE INSTALLED AND SHOULD BE LOCATED 20 TO 50 FEET IN ADVANCE OF THE NEAREST CROSSWALK LINE OR AS DIRECTED BY THE ENGINEER.
 - WHERE A YIELD LINE EXISTS ON AN APPROACH TO A CROSSWALK, THE APPROPRIATE "YIELD TO PEDESTRIANS" SIGN 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.

REV.	DATE	REVISION DESCRIPTION
1	8-2018	REVISED YIELD LINE SIGNAGE AND NOTES.

Plotted Date: 8/10/2018

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

NOT TO SCALE

Filename: TR-1210_08.DGN Model: TR-1210_05

SUBMITTED BY: Mark F. Makuch, P.E. 2018.08.17 09:10:18-04'00'

APPROVED BY: Mark F. Carliano, P.E. 2018.08.21 07:49:18-04'00'

CDOT
STANDARD SHEET
OFFICE OF ENGINEERING

STANDARD SHEET TITLE: PAVEMENT MARKINGS FOR NON FREEWAYS

STANDARD SHEET NO.: TR-1210_08

E5 - SERIES				G20 - SERIES				M4 - SERIES				R1 - SERIES				R9 & R11 - SERIES				W1 - SERIES				W3 - SERIES																																																																																																																											
<p>EXIT</p> <p>COPY & BORDER - WHITE BACKGROUND - GREEN</p> <table border="1"> <tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>16.0</td><td>48</td><td>51-6147</td><td>2</td></tr> </table>				AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	16.0	48	51-6147	2	<p>END ROAD WORK</p> <p>VARIABLE MILEAGE</p> <table border="1"> <tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>8.0</td><td>48X24</td><td>80-9612</td><td>2</td></tr> </table>				AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	8.0	48X24	80-9612	2	<p>DETOUR</p> <p>VARIABLE MILEAGE</p> <table border="1"> <tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>90.0</td><td>120X108</td><td>80-9728</td><td></td></tr> </table>				AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	90.0	120X108	80-9728		<p>DETOUR</p> <p>VARIABLE ARROW</p> <table border="1"> <tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>2.0</td><td>24X12</td><td>80-9707</td><td>1</td></tr> <tr><td>5.0</td><td>30X24</td><td>80-9703</td><td>1</td></tr> </table>				AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	2.0	24X12	80-9707	1	5.0	30X24	80-9703	1	<p>STOP</p> <p>COPY & BORDER - WHITE BACKGROUND - RED</p> <table border="1"> <tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>5.19</td><td>30</td><td>31-0552</td><td>1</td></tr> <tr><td>13.30</td><td>48</td><td>31-0557</td><td>2</td></tr> </table>				AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	5.19	30	31-0552	1	13.30	48	31-0557	2	<p>SIDEWALK CLOSED</p> <p>COPY & BORDER - BLACK BACKGROUND - WHITE</p> <table border="1"> <tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>3.75</td><td>30X18</td><td>80-9076</td><td>1</td></tr> <tr><td>12.5</td><td>60X30</td><td>80-9077</td><td>2</td></tr> </table>				AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	3.75	30X18	80-9076	1	12.5	60X30	80-9077	2	<p>ROAD CLOSED 00 MILES AHEAD LOCAL TRAFFIC ONLY</p> <p>VARIABLE MILEAGE COPY & BORDER - BLACK BACKGROUND - WHITE</p> <table border="1"> <tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>9.0</td><td>36</td><td>80-9432L</td><td>1</td></tr> <tr><td>9.0</td><td>36</td><td>80-9431R</td><td>1</td></tr> <tr><td>16.0</td><td>48</td><td>80-9452L</td><td>2</td></tr> <tr><td>16.0</td><td>48</td><td>80-9451R</td><td>2</td></tr> </table>				AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	9.0	36	80-9432L	1	9.0	36	80-9431R	1	16.0	48	80-9452L	2	16.0	48	80-9451R	2	<p>W1-4</p> <p>(L) (R)</p> <p>BOTH LANES SHIFT LEFT AHEAD (L)</p> <p>BOTH LANES SHIFT RIGHT AHEAD (R)</p> <p>AHEAD (L) AHEAD (R)</p> <table border="1"> <tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>16.0</td><td>48</td><td>80-9433L</td><td>2</td></tr> <tr><td>16.0</td><td>48</td><td>80-9435R</td><td>2</td></tr> <tr><td>25.0</td><td>60</td><td>80-9483L</td><td>2</td></tr> <tr><td>25.0</td><td>60</td><td>80-9485R</td><td>2</td></tr> </table>				AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	16.0	48	80-9433L	2	16.0	48	80-9435R	2	25.0	60	80-9483L	2	25.0	60	80-9485R	2	<p>W3-1</p> <p>OCTAGON - RED W/ WHITE BORDER ARROW & BORDER - BLACK BACKGROUND - FLUORESCENT ORANGE</p> <table border="1"> <tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>9.0</td><td>36</td><td>80-9050</td><td>1</td></tr> <tr><td>16.0</td><td>48</td><td>80-9051</td><td>2</td></tr> </table>				AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	9.0	36	80-9050	1	16.0	48	80-9051	2
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16-E	35.0	84X60	80-1605	2																																																																																																																																															
AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS																																																																																																																																																
7.0	72X14	80-9720																																																																																																																																																	
AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS																																																																																																																																																
5.0	24X30	31-1517	1																																																																																																																																																
12.0	36X48	31-1518	1																																																																																																																																																
20.0	48X60	31-1519	2																																																																																																																																																
AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS																																																																																																																																																
5.0	24X30	31-1526	1																																																																																																																																																
AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS																																																																																																																																																
10.0	48X30	80-9080	2																																																																																																																																																
AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS																																																																																																																																																
14.0	48X42	31-1906	2																																																																																																																																																
22.5	60X54	31-1907	2																																																																																																																																																
AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS																																																																																																																																																
25.0	60	80-9443L	2																																																																																																																																																
25.0	60	80-9445R	2																																																																																																																																																
AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS																																																																																																																																																
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16.0	48	80-9053	2																																																																																																																																																
<p>CONSTRUCTION AHEAD</p> <p>SIDEWALK USE RESTRICTED STATE LIABILITY LIMITED</p> <p>GENERAL STATUTES SEC 13a-115, 13a-145 COMMISSIONER OF TRANSPORTATION</p> <table border="1"> <tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>16-S</td><td>10.0</td><td>48X30</td><td>80-1619</td><td>2</td></tr> </table>				AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	16-S	10.0	48X30	80-1619	2	<p>BUSINESS ACCESS</p> <p>VARIABLE ARROW COPY & BORDER - WHITE BACKGROUND - BLUE</p> <table border="1"> <tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>9.0</td><td>36</td><td>50-5934</td><td>2</td></tr> </table>				AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	9.0	36	50-5934	2	<p>DETOUR</p> <p>VARIABLE ARROW</p> <table border="1"> <tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>5.0</td><td>30X24</td><td>80-9710</td><td>1</td></tr> </table>				AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	5.0	30X24	80-9710	1	<p>R4 - SERIES</p> <p>COPY & BORDER - BLACK BACKGROUND - WHITE</p> <table border="1"> <tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>5.0</td><td>24X30</td><td>31-1526</td><td>1</td></tr> </table>				AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	5.0	24X30	31-1526	1	<p>ROAD CLOSED</p> <p>COPY & BORDER - BLACK BACKGROUND - WHITE</p> <table border="1"> <tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>10.0</td><td>48X30</td><td>80-9080</td><td>2</td></tr> </table>				AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	10.0	48X30	80-9080	2	<p>W1-4b</p> <p>AHEAD (L) AHEAD (R)</p> <table border="1"> <tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>25.0</td><td>60</td><td>80-9444L</td><td>2</td></tr> <tr><td>25.0</td><td>60</td><td>80-9446R</td><td>2</td></tr> </table>				AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	25.0	60	80-9444L	2	25.0	60	80-9446R	2																																																																							
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25.0	60	80-9446R	2																																																																																																																																																
<p>W4-W6 - SERIES</p> <p>(L) (R)</p> <table border="1"> <tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>16.0</td><td>48</td><td>80-9918L</td><td>2</td></tr> <tr><td>16.0</td><td>48</td><td>80-9917R</td><td>2</td></tr> </table>				AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	16.0	48	80-9918L	2	16.0	48	80-9917R	2	<p>BUMP</p> <table border="1"> <tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>9.0</td><td>36</td><td>80-9901</td><td>1</td></tr> <tr><td>16.0</td><td>48</td><td>80-9902</td><td>2</td></tr> </table>				AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	9.0	36	80-9901	1	16.0	48	80-9902	2	<p>W13 - SERIES</p> <p>00 M.P.H.</p> <p>SUBPLATE VARIABLE SPEED</p> <table border="1"> <tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>4.0</td><td>24</td><td>80-9569</td><td>1</td></tr> <tr><td>6.25</td><td>30</td><td>80-9567</td><td>1</td></tr> </table>				AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	4.0	24	80-9569	1	6.25	30	80-9567	1	<p>ROAD WORK AHEAD</p> <table border="1"> <tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>6.25</td><td>30</td><td>80-9602</td><td>1</td></tr> <tr><td>9.0</td><td>36</td><td>80-9603</td><td>1</td></tr> <tr><td>16.0</td><td>48</td><td>80-9604</td><td>2</td></tr> </table>				AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	6.25	30	80-9602	1	9.0	36	80-9603	1	16.0	48	80-9604	2	<p>W20 - SERIES</p> <p>LEFT LANES CLOSED (L) RIGHT LANES CLOSED (R)</p> <table border="1"> <tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>16.0</td><td>48</td><td>80-9836</td><td>2</td></tr> <tr><td>16.0</td><td>48</td><td>80-9837</td><td>2</td></tr> <tr><td>16.0</td><td>48</td><td>80-9838</td><td>2</td></tr> </table>				AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	16.0	48	80-9836	2	16.0	48	80-9837	2	16.0	48	80-9838	2	<p>W21 - SERIES</p> <p>SURVEY CREW</p> <table border="1"> <tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>9.0</td><td>36</td><td>80-9620</td><td>1</td></tr> <tr><td>9.0</td><td>36</td><td>80-9607</td><td>1</td></tr> </table>				AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	9.0	36	80-9620	1	9.0	36	80-9607	1	<p>W22 - SERIES</p> <p>BLASTING ZONE 1000 FT</p> <table border="1"> <tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>9.0</td><td>36</td><td>80-9620</td><td>1</td></tr> <tr><td>16.0</td><td>48</td><td>80-9625</td><td>2</td></tr> </table>				AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	9.0	36	80-9620	1	16.0	48	80-9625	2	<p>STOP-SLOW PADDLE</p> <p>SIDE A STOP SIDE B SLOW</p> <p>SIDE A BACKGROUND - RED COPY & BORDER - WHITE SIDE B BACKGROUND - ORANGE COPY & BORDER - BLACK PLAIN</p> <table border="1"> <tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>2.25</td><td>18</td><td>80-9950</td><td>PADDLE</td></tr> </table>				AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	2.25	18	80-9950	PADDLE																
AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS																																																																																																																																																
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2.25	18	80-9950	PADDLE																																																																																																																																																
<p>W6-3</p> <p>BUMP AHEAD</p> <table border="1"> <tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>16.0</td><td>48</td><td>80-9945</td><td>2</td></tr> </table>				AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	16.0	48	80-9945	2	<p>BUMP AHEAD</p> <table border="1"> <tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>9.0</td><td>36</td><td>80-9801</td><td>1</td></tr> <tr><td>16.0</td><td>48</td><td>80-9802</td><td>2</td></tr> </table>				AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	9.0	36	80-9801	1	16.0	48	80-9802	2	<p>REDUCE SPEED TO 00 MPH</p> <p>VARIABLE SPEED</p> <table border="1"> <tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>9.0</td><td>36</td><td>80-9506</td><td>1</td></tr> <tr><td>16.0</td><td>48</td><td>80-9508</td><td>2</td></tr> </table>				AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	9.0	36	80-9506	1	16.0	48	80-9508	2	<p>ROAD WORK 0000 FT</p> <p>VARIABLE DISTANCE</p> <table border="1"> <tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>9.0</td><td>36</td><td>80-9614</td><td>1</td></tr> <tr><td>16.0</td><td>48</td><td>80-9615</td><td>2</td></tr> </table>				AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	9.0	36	80-9614	1	16.0	48	80-9615	2	<p>SLOW MOVING TRUCKS AHEAD</p> <table border="1"> <tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>32.0</td><td>96X48</td><td>80-9815</td><td>2</td></tr> </table>				AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	32.0	96X48	80-9815	2	<p>W21-6</p> <p>TURN OFF 2-WAY RADIO AND CELL PHONE</p> <table border="1"> <tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>10.5</td><td>42X36</td><td>80-9623</td><td>2</td></tr> </table>				AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	10.5	42X36	80-9623	2	<p>USE SHOULDER</p> <table border="1"> <tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>16.0</td><td>48</td><td>80-9956</td><td>2</td></tr> </table>				AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	16.0	48	80-9956	2	<p>SHOULDER CLOSED AHEAD</p> <table border="1"> <tr><th>AREA (SQ. FT.)</th><th>SIZE (INCHES)</th><th>CONN. D.O.T. #</th><th>POSTS</th></tr> <tr><td>(1) 16.0</td><td>48</td><td>80-9957</td><td>2</td></tr> <tr><td>(2) 9.0</td><td>36</td><td>80-9958</td><td>1</td></tr> <tr><td>(2) 16.0</td><td>48</td><td>80-9959</td><td>2</td></tr> </table>				AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS	(1) 16.0	48	80-9957	2	(2) 9.0	36	80-9958	1	(2) 16.0	48	80-9959	2																																
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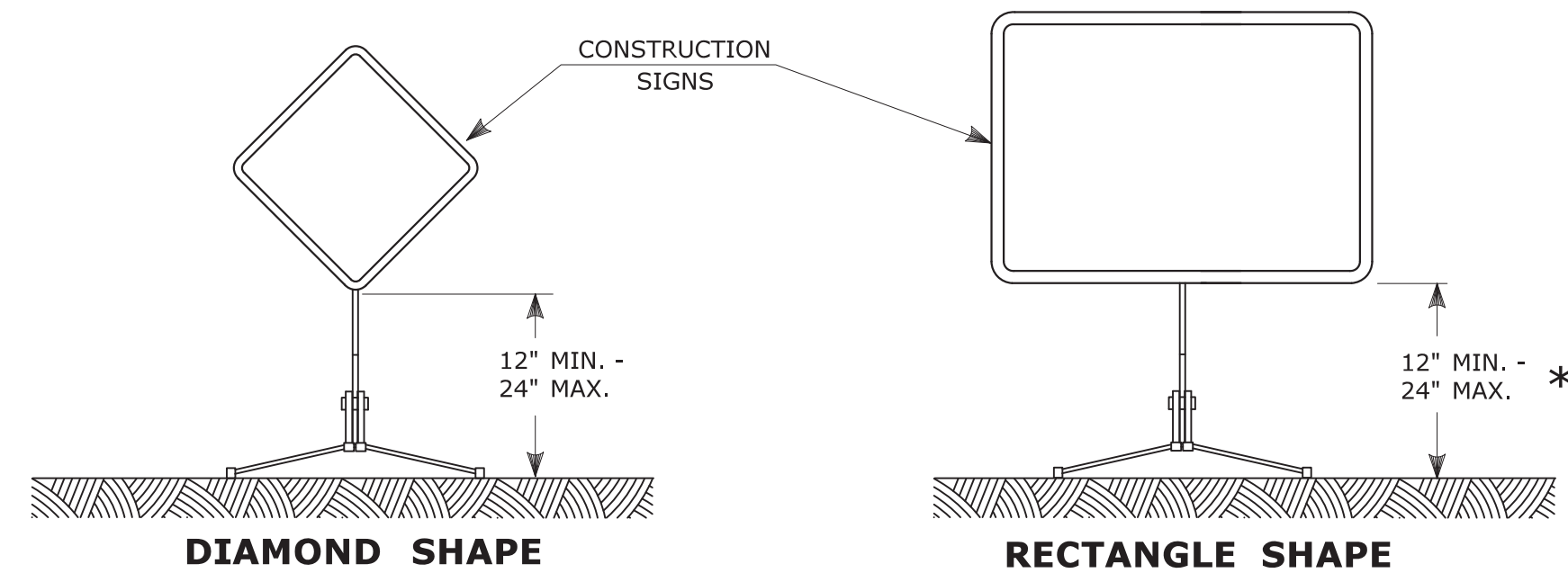
- R1-SERIES SIGN THE LEGEND "O.S.T.A." SHALL APPEAR.
- POSTS - SEE STANDARD SHEET TR-1208.02 - "METAL SIGN POSTS AND SIGN MOUNTING DETAILS".
- POSTS SHALL BE 4 LBS./FT.
- ALL POSTS NOTED ARE FOR LONG TERM INSTALLATION. SEE STANDARD SHEET TR-1208.02.
- FOR TEMPORARY SUPPORTS SEE STANDARD SHEET TR-1220.02 - "CONSTRUCTION SIGN SUPPORTS AND CHANNELIZING DEVICES".
- FOR SPECIFIC SIGN DESIGN, CONTACT CONN. D.O.T., DIVISION OF TRAFFIC ENGINEERING. FOR BOLT HOLE PATTERN REFER TO FHWA PUBLICATION "STANDARD HIGHWAY SIGNS". SIGNS OF DIFFERENT DIMENSIONS TO BE ERRECTED ON THE SAME POSTS, OR SPAN/MAST ARM MOUNTED, MAY REQUIRE SPECIAL BOLT HOLE PATTERNS.
- ALL CONSTRUCTION SIGNS TO BE PAID FOR UNDER THE CONSTRUCTION SIGNS ITEM IN THE CONTRACT.
- MATERIALS & COLORS SHALL CONFORM TO STATE SPECIFICATIONS.

MATERIALS:

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

COLORS:

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

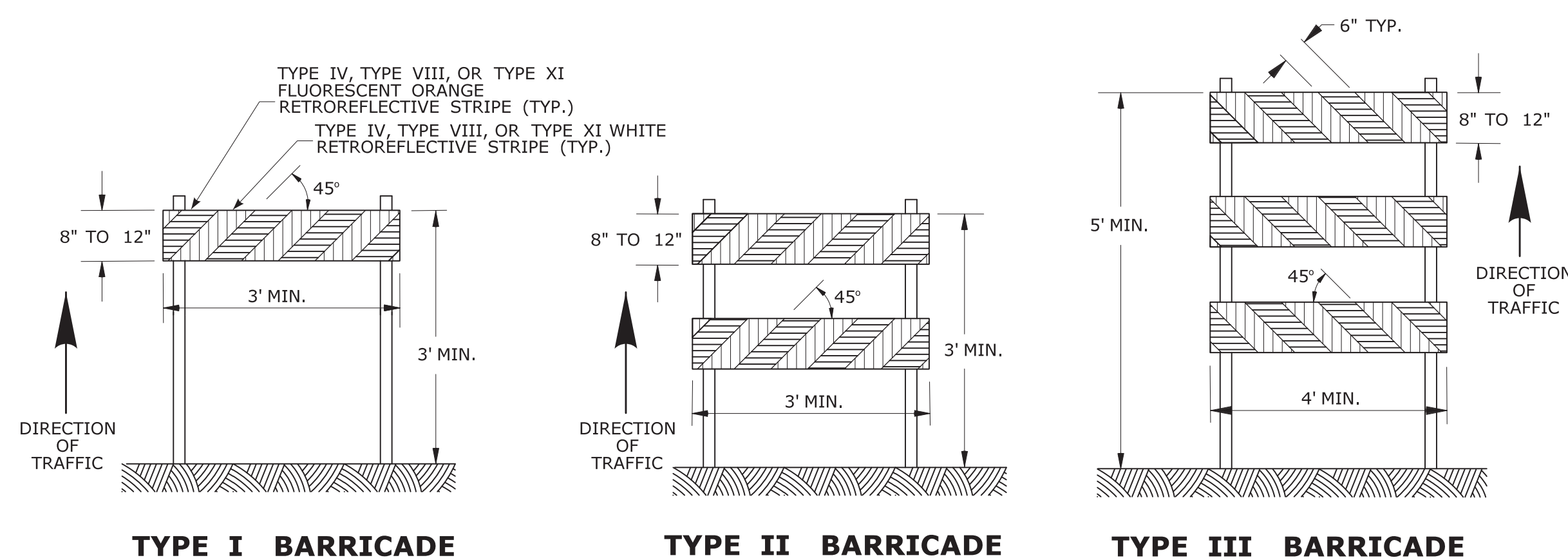


PORTABLE CONSTRUCTION SIGNS

NOTES FOR PORTABLE SIGN SUPPORTS:

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

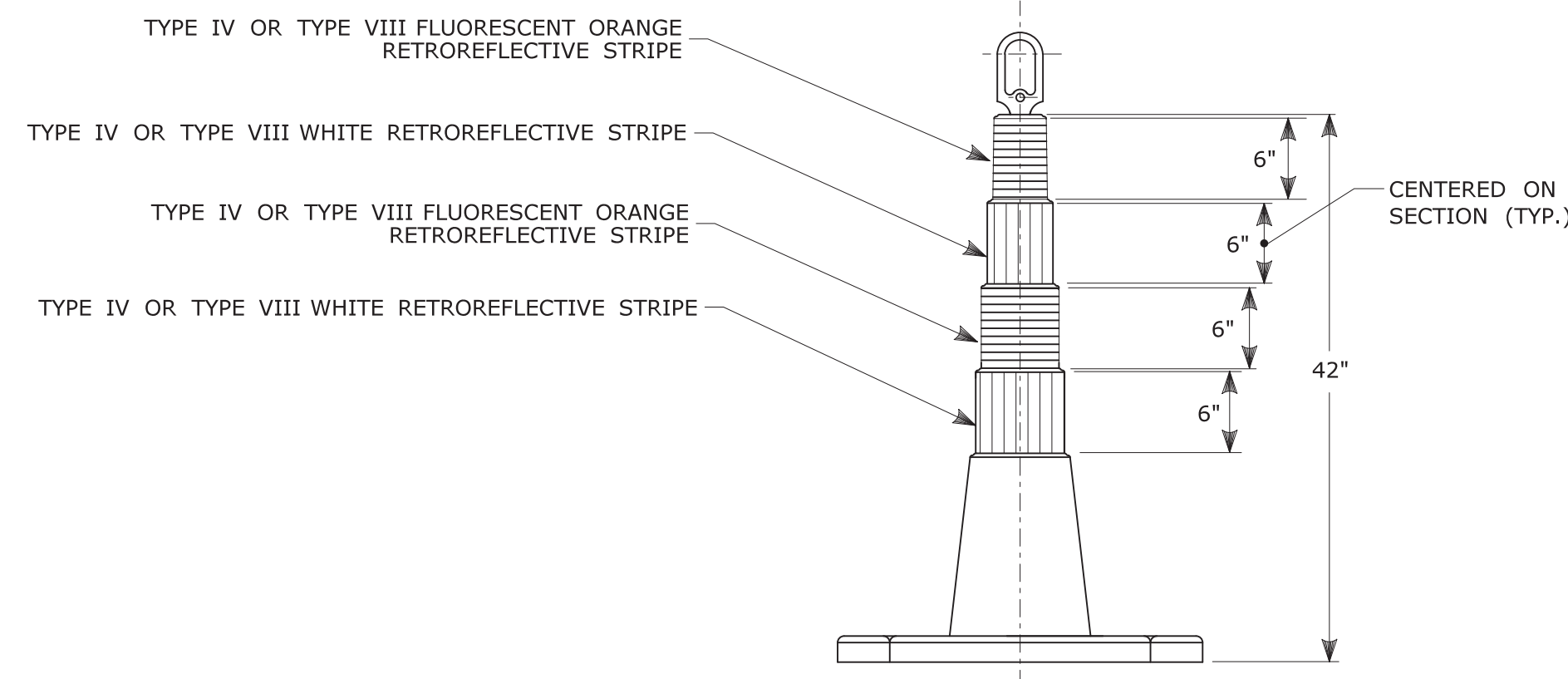
* FOR E5-1 (EXIT SIGNS) USE MIN 48".



CONSTRUCTION BARRICADES

NOTES:

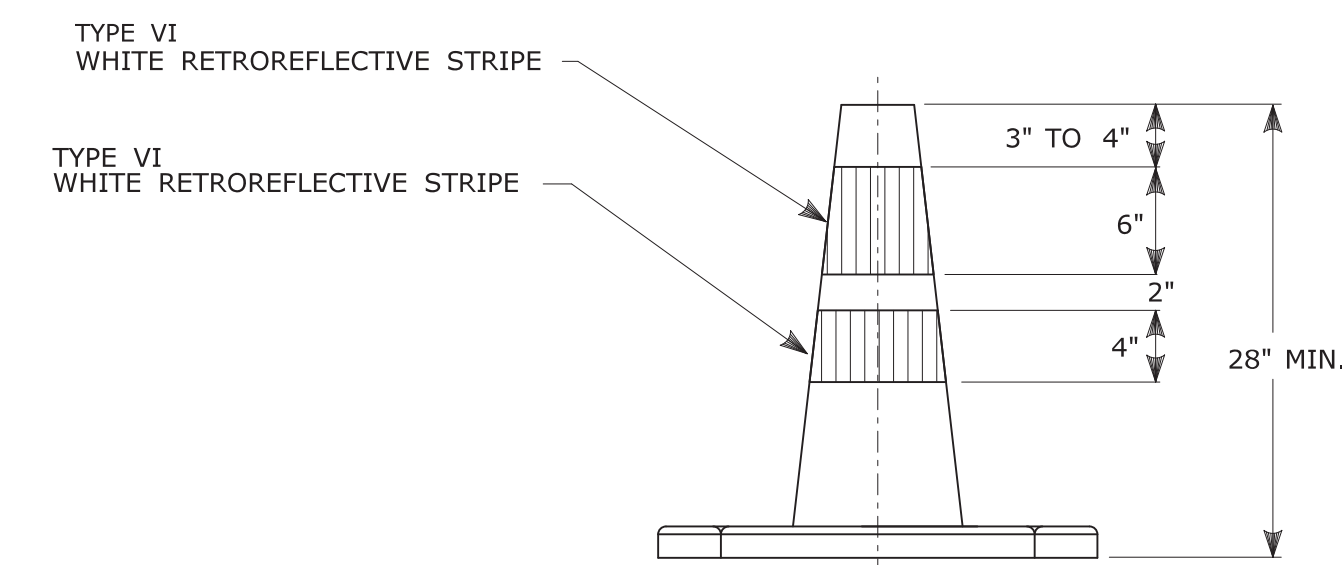
- CONSTRUCTION BARRICADES SHALL CONFORM TO THE REQUIREMENTS OF NCHRP REPORT 350 (TL-3) OR THE AASHTO MASH AND THE LATEST EDITION OF THE MUTCD.
- MARKINGS FOR BARRICADE RAILS SHALL BE ALTERNATE FLUORESCENT ORANGE AND WHITE STRIPES SLOPING DOWNWARD IN THE DIRECTION TRAFFIC IS TO PASS. 6" WIDE STRIPES SHALL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



42" TRAFFIC CONE

NOTES:

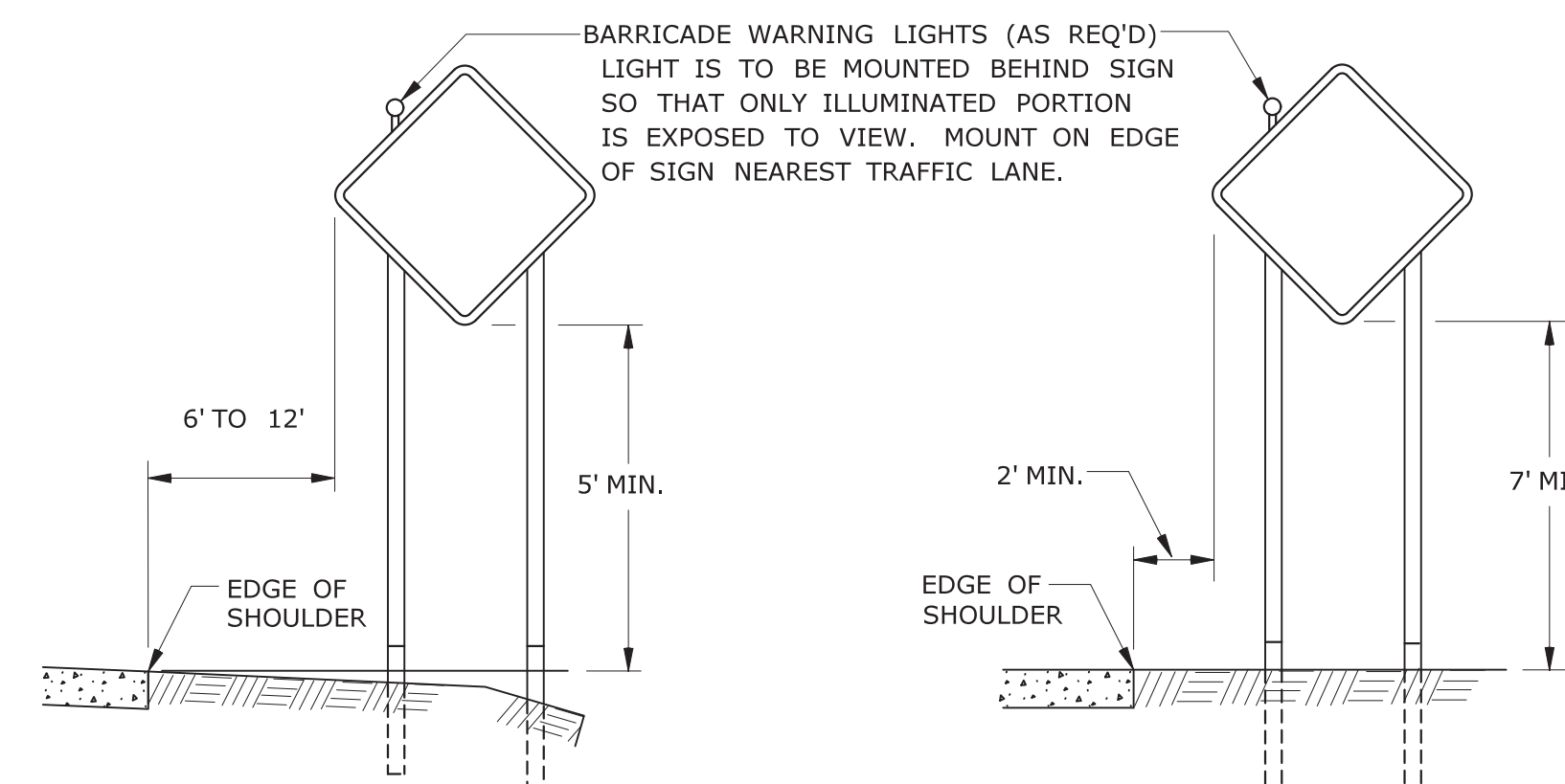
- TRAFFIC CONES SHALL CONFORM TO THE REQUIREMENTS OF NCHRP REPORT 350 (TL-3) OR THE AASHTO MASH FOR CATEGORY 1 DEVICES AND THE LATEST EDITION OF THE MUTCD.
- IF RUBBER CONES ARE USED, THEY SHALL HAVE INTERIOR RIBS FOR RIGIDITY.
- IF PLASTIC CONES ARE USED, THEY SHALL BE COLOR IMPREGNATED.
- THE ENGINEER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



TRAFFIC CONE

NOTES:

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



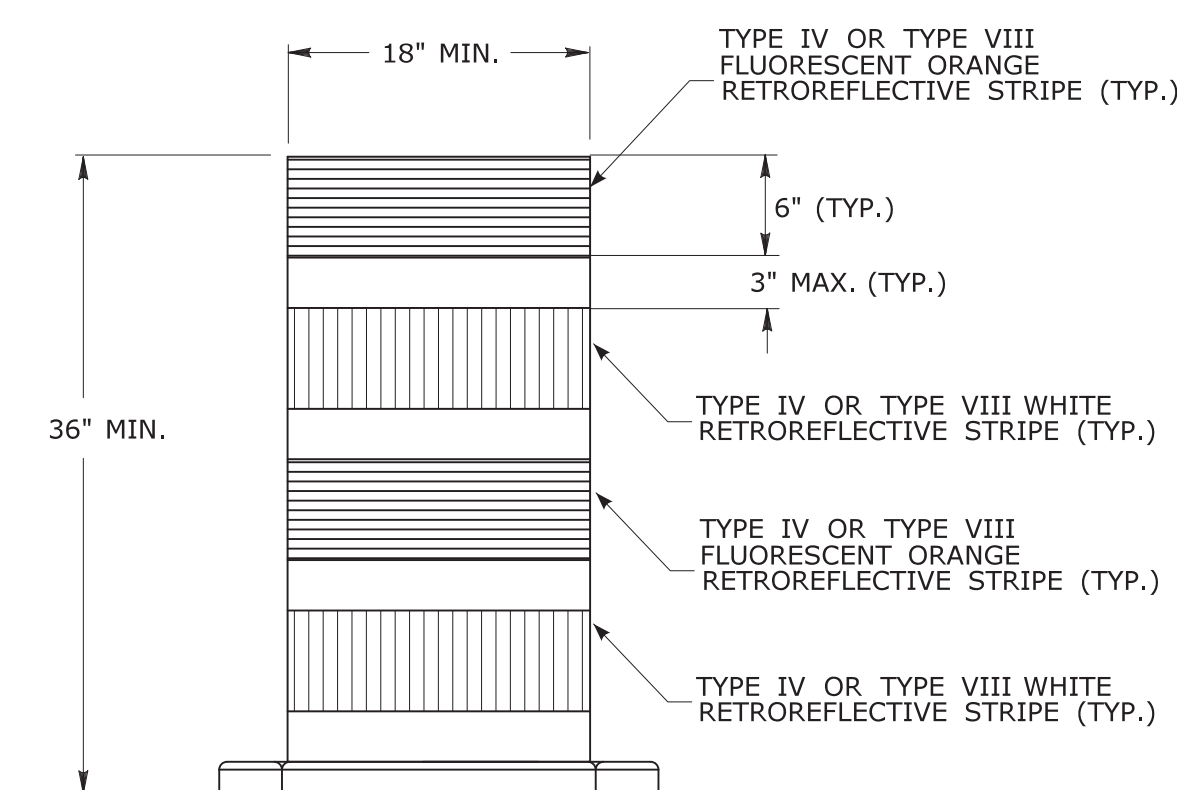
RURAL AREA

URBAN AREA

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

NOTES:

- SUPPORTS SHALL BE METAL SIGN POSTS AND HAVE BREAK-AWAY FEATURES.
REFER TO STANDARD SHEETS:
TR-1208.01 - "SIGN PLACEMENT AND RETROREFLECTIVE STRIP DETAILS."
TR-1208.02 - "METAL SIGN POSTS AND SIGN MOUNTING DETAILS."



**TRAFFIC DRUM
FRONT VIEW**

NOTES:

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

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED. Plotted Date: 8/10/2018		<p>STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION</p>		SUBMITTED BY: <i>Mark F. Makuch</i> NAME/DATE/TIME: Mark F. Makuch, P.E. 2018.08.17 09:12:43-04'00' APPROVED BY: <i>Mark F. Carlino</i> NAME/DATE/TIME: Mark F. Carlino, P.E. 2018.08.21 07:49:51-04'00'	STANDARD SHEET TITLE: <p style="text-align: center;">CDOT STANDARD SHEET</p> <p style="text-align: center;">OFFICE OF ENGINEERING</p>	STANDARD SHEET NO.: <p style="text-align: center;">CONSTRUCTION SIGN SUPPORTS AND CHANNELIZING DEVICES</p> <p style="text-align: right;">TR-1220_02</p>
3 8-2018 UPDATED SHEETING TYPE AND COLOR. 2 8-2015 UPDATED PER MUTCD AND FORM 816 JAN 2015 REVISION. 1 2-2011 MINOR REVISIONS.	REV. DATE REVISION DESCRIPTION	NOT TO SCALE		Filename: TR-1220.02_3.2018.dgn Model: TR-1220.02		