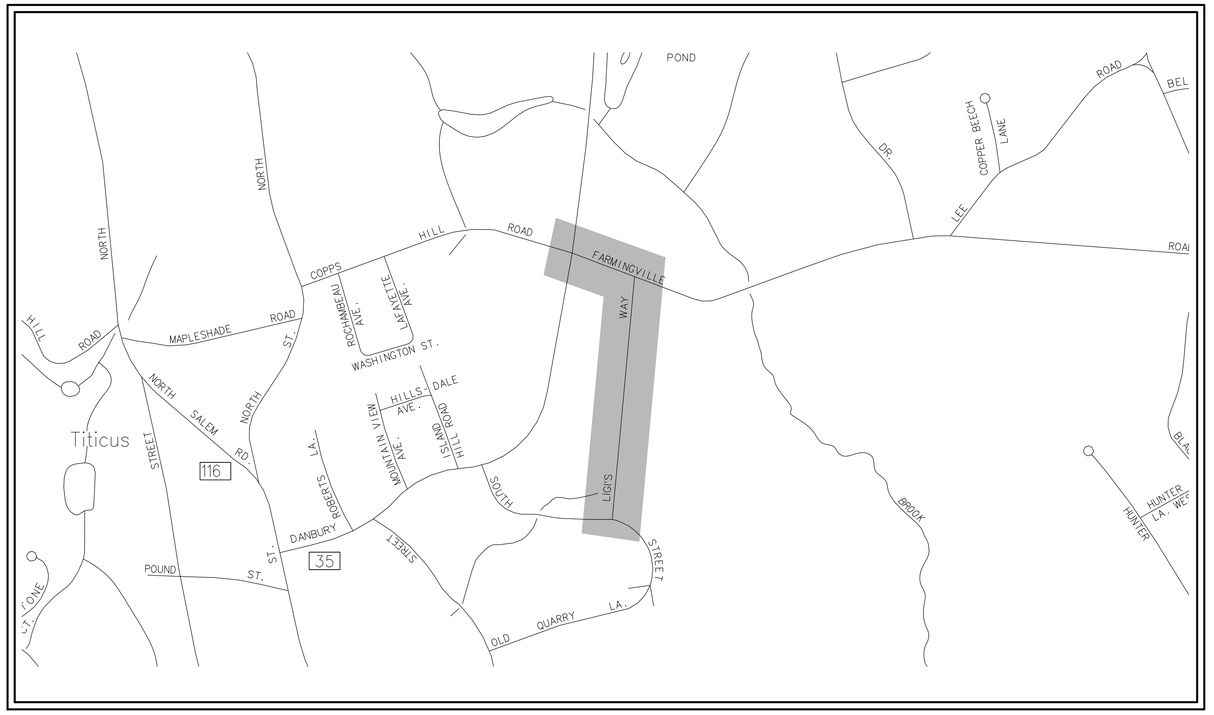
COMBINED USE PATH

LIGI WAY AND FARMINGVILLE ROAD
RIDGEFIELD, CONNECTICUT

CONSTRUCTION DOCUMENTS
LOTCIP PROJ NO. L117-0001
APRIL 22, 2022



PROJECT SITE VICINITY MAP:

0' 250' 500'
0 1/2" 1"
SCALE 1" = 500'

LIST OF DRAWINGS

NO.	TITLE
01	TITLE SHEET
02	INDEX PLAN
03	TYPICAL CROSS SECTIONS
04-09	MISCELLANEOUS DETAILS
10-13	EXISTING CONDITIONS & BASELINE LAYOUT PLAN
14-17	PATH PLAN
18-21	PATH PROFILE
22	TRAFFIC CONTROL SIGNAL PLAN
23-31	CROSS SECTIONS
32-39	STRUCTURAL DETAILS
	CTDOT HIGHWAY STANDARD DRAWINGS
	CTDOT TRAFFIC STANDARD DRAWINGS

APPROVED BY:

FIRST SELECTMAN RUDY MARCONI
TOWN OF RIDGEFIELD

DATE: APRIL 22, 2022

811
Know what's below.
Call before you dig.
www.cbyd.com

COMBINED USE PATH TO BE MAINTAINED
BY THE TOWN OF RIDGEFIELD.

PREPARED BY:

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203.271.1773
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ENGINEER OF RECORD:

MILONE & MACBROOM
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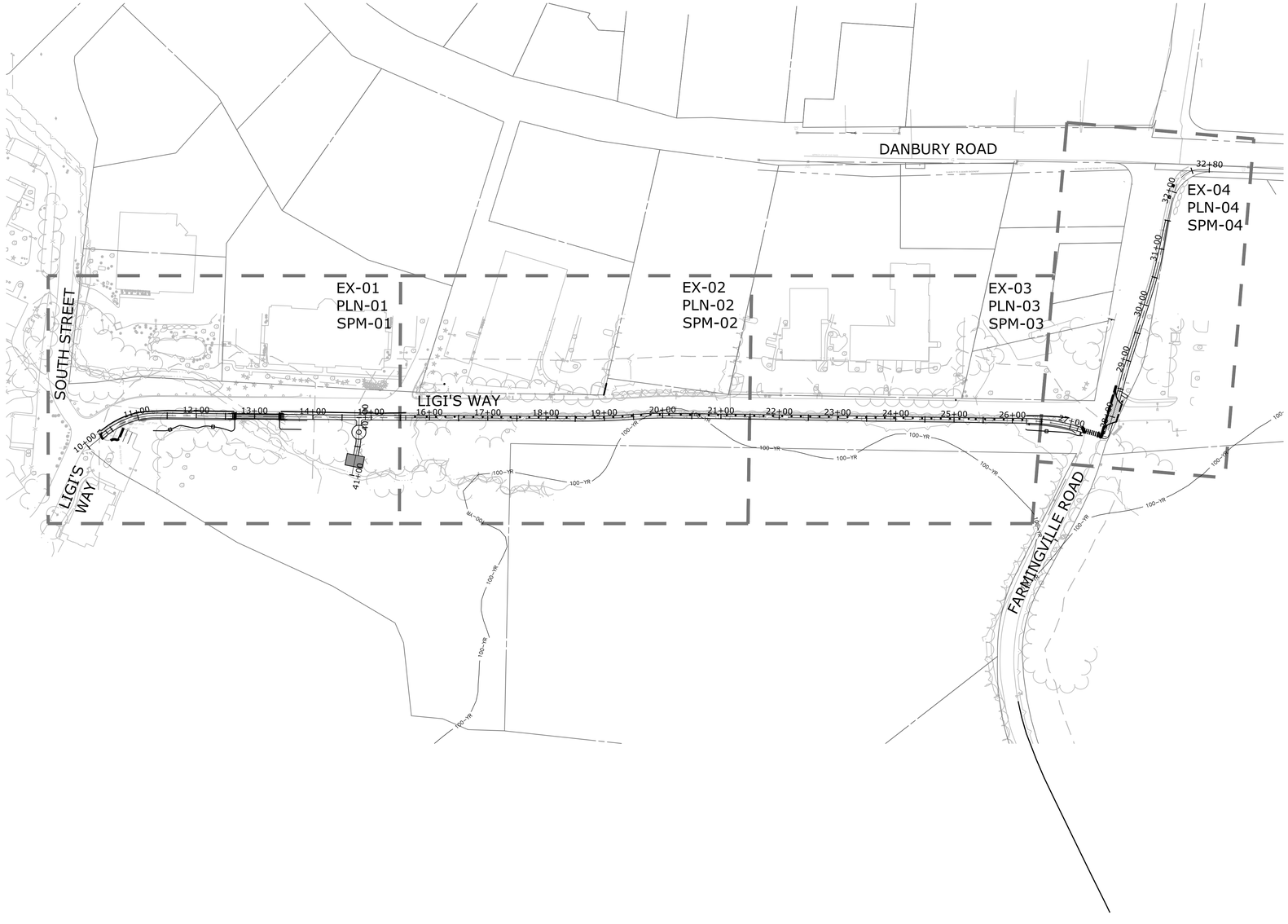
203.271.1773
WWW.MMINC.COM | SLRCONSULTING.COM

PAUL J. DESTEFANO, P.E.
CONN. PROFESSIONAL REG. NO. 30421

DATE: APRIL 22, 2022

STATE OF CONNECTICUT
PAUL J. DESTEFANO
30421
LICENSED
PROFESSIONAL ENGINEER



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DESCRIPTION	DATE	BY

INDEX PLAN

COMBINED USE PATH

RIDGEFIELD, CONNECTICUT

PD	TS	PD
DESIGNED	DRAWN	CHECKED

1"=100'
SCALE

APRIL 22, 2022
DATE

1716-38
PROJECT NO.

IN-01
DRAWING NO.

02
SHEET NO.

GENERAL NOTES

1. AERIAL TOPOGRAPHIC SURVEY WAS COMPLETED BY AECOM IN 2019. SUPPLEMENTAL GROUND SURVEY WAS COMPLETED BY MILONE AND MACBROOM (SLR) IN JUNE 2020. NORTH ARROW IS BASED UPON THE CONNECTICUT COORDINATE SYSTEM (NAD 1983); ELEVATIONS, CONTOURS, AND BENCHMARKS ARE BASED UPON NAVD 1988.

2. INFORMATION REGARDING THE LOCATION OF EXISTING UTILITIES HAS BEEN BASED UPON AVAILABLE INFORMATION AND MAY BE INCOMPLETE, AND WHERE SHOWN SHOULD BE CONSIDERED APPROXIMATE. THE LOCATION OF ALL EXISTING UTILITIES SHOULD BE CONFIRMED PRIOR TO BEGINNING CONSTRUCTION. CALL "CALL BEFORE YOU DIG", 1-800-922-4455. ALL UTILITY LOCATIONS THAT DO NOT MATCH THE VERTICAL OR HORIZONTAL CONTROL SHOWN ON THE PLANS SHALL IMMEDIATELY BE BROUGHT TO THE ATTENTION OF THE ENGINEER FOR RESOLUTION.

3. UNDER NO CIRCUMSTANCES SHALL ANY CONTRACTOR BE ALLOWED TO START ANY KIND OF EXCAVATION WORK PRIOR TO OBTAINING ALL THE NECESSARY INFORMATION REGARDING THE LOCATION OF UNDERGROUND UTILITIES AT THE SITE. IT SHALL BE EACH CONTRACTOR'S RESPONSIBILITY TO CONTACT CALL BEFORE YOU DIG (811) AND/OR ALL UTILITIES TO HAVE ALL UTILITIES MARKED ON THE SITE PRIOR TO STARTING THE WORK.

4. THE EXISTING CONDITIONS PLAN WAS COMPILED FROM RECORD MAPS, RESEARCH AND OTHER SOURCES OF INFORMATION INCLUDING THE TOPOGRAPHIC SURVEY. THE UNDERGROUND UTILITIES DEPICTED HAVE BEEN PLOTTED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE ENGINEER MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES DEPICTED COMPRISE ALL SUCH UTILITIES IN THIS AREA, EITHER IN SERVICE OR ABANDONED. THE ENGINEER FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES DEPICTED ARE IN THE EXACT LOCATION INDICATED THOUGH AS THEY ARE PLOTTED FROM INFORMATION AVAILABLE. THE ENGINEER HAS NOT PHYSICALLY EXPOSED THE UNDERGROUND UTILITIES.

5. MILONE & MACBROOM INC. (SLR) ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF MAPS AND DATA WHICH HAVE BEEN SUPPLIED BY OTHERS. UTILITY COMPANIES HAVE PROVIDED BASE MAPPING FOR ALL EXISTING UTILITIES.

6. INLAND WETLAND BOUNDARY WAS FLAGGED AND FIELD LOCATED BY AECOM IN JUNE 2019.

7. EXCAVATION CLOSE TO EXISTING UTILITIES SHOULD BE PERFORMED BY HAND TO DETERMINE THE EXACT UTILITY LOCATION BEFORE EXCAVATING WITH MECHANICAL EQUIPMENT. CONTRACTOR SHALL PERFORM TEST PITS IN ALL LOCATIONS SHOWN ON THE PLANS TO CONFIRM LOCATION OF EXISTING UTILITIES. IF AN EXISTING UTILITY IS MARKED OUT BY CBYD, DIFFERENTLY THAN SHOWN ON THE PLANS, CONTRACTOR SHALL PERFORM A TEST PIT TO VERIFY LOCATION OF UTILITY. IF TEST PIT IS IN CONGESTED AREA OF UTILITIES, TEST PIT TO BE EXCAVATED BY THE VACUUM METHOD.

8. THE EXISTENCE OF UTILITIES & APPURTENANCES AS SHOWN ON THESE DRAWINGS ARE FOR REFERENCE ONLY; THE EXACT SIZE, TYPE, LOCATION, AND ELEVATION SHALL BE THOROUGHLY INVESTIGATED BY EACH CONTRACTOR PRIOR TO THE START OF CONSTRUCTION. ANY DISCREPANCIES BETWEEN THE INFORMATION SHOWN ON THESE DRAWINGS AND ACTUAL FIELD CONDITIONS SHALL IMMEDIATELY BE BROUGHT TO THE ATTENTION OF THE ENGINEER FOR RESOLUTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD VERIFICATION OF ALL DIMENSIONS BEFORE STARTING ANY WORK OR ORDERING MATERIALS DEPENDENT ON THIS INFORMATION.

9. ALL DIMENSIONS AND ELEVATIONS SHALL BE VERIFIED IN THE FIELD PRIOR TO CONSTRUCTION. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER.

10. ALL SEDIMENT AND EROSION CONTROL MEASURES SHALL CONFORM TO THE "GUIDELINES FOR SOIL EROSION AND SEDIMENT CONTROL, CONNECTICUT - 2002", AND IN ALL CASES BEST MANAGEMENT PRACTICES SHALL PREVAIL. SEDIMENT AND EROSION CONTROL MEASURES AS DEPICTED ON THESE PLANS OR AS SPECIFIED IN THE ABOVE REFERENCED GUIDELINES SHALL BE IMPLEMENTED AND MAINTAINED UNTIL PERMANENT COVER AND STABILIZATION IS ESTABLISHED.

11. SEDIMENT AND EROSION CONTROL MEASURES AS DEPICTED ON THESE PLANS AND DESCRIBED WITHIN THE SEDIMENT AND EROSION CONTROL NARRATIVE SHALL BE IMPLEMENTED AND MAINTAINED UNTIL PERMANENT COVER AND STABILIZATION IS ESTABLISHED.

12. ALL DISTURBED AREAS SHALL RECEIVE A MINIMUM OF 4" TOPSOIL, AND BE SEEDED WITH GRASS OR SODDED, OR AS SHOWN ON THE PLANS.

13. ALL PROPOSED CONTOURS AND SPOT ELEVATIONS INDICATE FINISHED GRADE.

14. THE CONTRACT LIMIT LINES DISTURBED BY CONSTRUCTION SHALL BE RETURNED TO THEIR ORIGINAL CONDITION OR BETTER AS DIRECTED BY ENGINEER. COST OF THIS WORK SHALL BE PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.

15. ALL CONSTRUCTION MATERIALS AND METHODS SHALL CONFORM TO THE APPLICABLE SECTIONS OF THE STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROADS, BRIDGES, AND INCIDENTAL CONSTRUCTION, FORM 818 AND ADDENDUMS AND TOWN OF RIDGEFIELD REQUIREMENTS. WHEN IN CONFLICT, TOWN REQUIREMENTS SHALL GOVERN OVER FORM 818 AND STATE STANDARDS.

16. THE PLANS REQUIRE A CONTRACTOR'S WORKING KNOWLEDGE OF LOCAL, MUNICIPAL, WATER AUTHORITY, AND STATE CODES FOR UTILITY SYSTEMS. ANY CONFLICTS BETWEEN MATERIALS AND LOCATIONS SHOWN, AND LOCAL REQUIREMENTS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO THE EXECUTION OF WORK. THE ENGINEER WILL NOT BE HELD LIABLE FOR COSTS INCURRED TO IMPLEMENT OR CORRECT WORK WHICH DOES N0T CONFORM TO LOCAL CODE.

17. ALL FUEL, OIL, PAINT, OR OTHER HAZARDOUS MATERIALS SHOULD BE STORED IN A SECONDARY CONTAINER AND REMOVED TO A LOCKED INDOOR AREA WITH AN IMPERVIOUS FLOOR DURING NON-WORK HOURS.

18. THE CONTRACTOR MAY ONLY INITIATE CONSTRUCTION OPERATIONS AFTER ALL SILT FENCE & HAYBALES ARE INSTALLED. THE CONTRACTOR MUST MAINTAIN (REPAIR/REPLACE WHEN NECESSARY) THE SILTATION CONTROL UNTIL ALL DEVELOPMENT ACTIVITY IS COMPLETED AND ALL DISTURBED AREAS ARE PERMANENTLY STABILIZED. SEDIMENT AND EROSION CONTROLS SHALL BE INSPECTED DAILY.

19. THE LOCATION OF ALL MATERIALS STORED ON SITE SHALL BE APPROVED BY THE TOWN ENGINEER.

20. THE PROJECT AREA MAY NOT BE ENTIRELY LOCATED ON PROPERTY OWNED BY THE TOWN OF RIDGEFIELD. CONTRACTOR IS MADE AWARE THAT HE IS REQUIRED TO COORDINATE ACCESS WITH MUNICIPAL, PRIVATE, AND STATE USERS IN ADVANCE PRIOR TO COMMENCING WORK. CONTRACTOR SHALL NOT CLOSE OFF ANY DRIVEWAYS, ETC TO ANY PROPERTY WITHOUT ADVANCED COORDINATION WITH THE PROPERTY OWNER.

21. PRIOR TO COMMENCEMENT OF WORK A PRE-CONSTRUCTION MEETING SHALL BE HELD WITH REPRESENTATIVES OF THE CONTRACTOR, ENGINEER AND A REPRESENTATIVE OF THE TOWN. AT THIS MEETING, THE CONTRACTOR WILL IDENTIFY THE PERSON WHO WILL BE IN CHARGE OF SAFETY & SEDIMENT AND EROSION CONTROL FOR THE ENTIRE SITE.

22. THE SITE SHOULD BE KEPT CLEAN OF LOOSE DEBRIS, LITTER, AND BUILDING MATERIALS SUCH THAT NONE OF THE ABOVE ENTER THE DRAINAGE SYSTEMS.

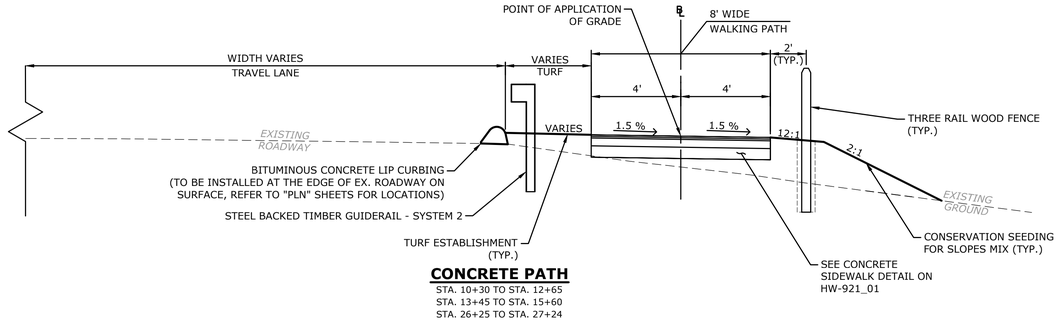
23. A COPY OF ALL PLANS AND REVISIONS, AND THE SEDIMENT AND EROSION CONTROL PLAN SHALL BE MAINTAINED ON-SITE AT ALL TIMES DURING CONSTRUCTION.

24. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COMPLETE ADHERENCE TO ALL PROVISIONS AND REQUIREMENTS OF THE CONTRACT DOCUMENTS INCLUDING BUT NOT LIMITED TO, THESE CONTRACT DRAWINGS, THE CONTRACT GENERAL REQUIREMENTS AND TECHNICAL SPECIFICATIONS.

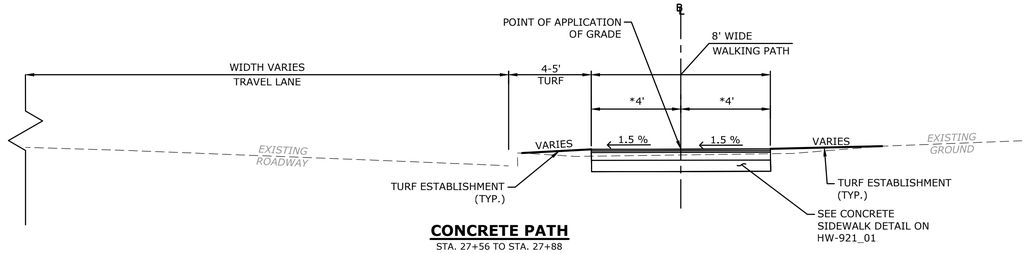
25. ALL SITE FEATURES OR AREAS DISTURBED BY CONSTRUCTION SHALL BE REPLACED OR RESET BY THE GENERAL CONTRACTOR IN ACCORDANCE WITH THE CONTRACT DOCUMENTS. FEATURES TO INCLUDE, BUT NOT BE LIMITED TO, PAVEMENT, GRASSED AREAS, CURBING, CATCH BASINS, GUIDE RAILING, ETC.

26. ALL WORK SHALL COMPLY WITH THE OSHA REQUIREMENTS DICTATED BY FIELD CONDITIONS.

27. EACH CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL REQUIRED STATE, LOCAL, OR MUNICIPAL PERMITS AND APPROVALS, AS APPLICABLE AND BEYOND THE PERMITS THAT HAVE BEEN ACQUIRED TO DATE. THE COST FOR AND EXPENSES RELATED TO ANY REQUIRED PERMIT SHALL BE PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER. ALL REQUIRED PERMITS SHALL BE OBTAINED PRIOR TO BEGINNING WORK. CONTRACTOR IS RESPONSIBLE TO COMPLY WITH ALL OBTAINED PERMITS.



CONCRETE PATH
STA. 10+30 TO STA. 12+65
STA. 13+45 TO STA. 15+60
STA. 26+25 TO STA. 27+24



CONCRETE PATH
STA. 27+56 TO STA. 27+88
STA. 28+31 TO STA. 30+73
*VARIES FROM STA. 30+73 TO PROJECT LIMIT

NOTE:

1. REFER TO SHEET STR-1 FOR PEDESTRIAN BRIDGE TYPICAL CROSS SECTION.
2. REFER TO SHEET STR-6 FOR BOARDWALK TYPICAL CROSS SECTION.

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DESCRIPTION	DATE	BY

TYPICAL CROSS SECTIONS & GENERAL NOTES
COMBINED USE PATH
RIDGEFIELD, CONNECTICUT

PD	TS	PD
DESIGNED	DRAWN	CHECKED

N.T.S. (SCALE)
APRIL 22, 2022 (DATE)
1716-38 (PROJECT NO.)
TYP-01 (DRAWING NO.)
03 (SHEET NO.)

SEDIMENT & EROSION CONTROL NOTES:

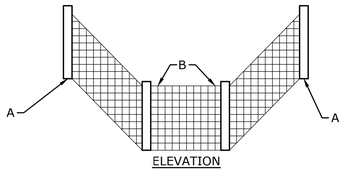
GENERAL:

THESE GUIDELINES SHALL APPLY TO ALL WORK CONSISTING OF ANY AND ALL TEMPORARY AND/OR PERMANENT MEASURES TO CONTROL WATER POLLUTION AND SOIL EROSION, AS MAY BE REQUIRED, DURING THE CONSTRUCTION OF THE PROJECT.

IN GENERAL, ALL CONSTRUCTION ACTIVITIES SHALL PROCEED IN SUCH A MANNER SO AS NOT TO POLLUTE ANY WETLANDS, WATERCOURSE, WATER BODY, AND CONDUIT CARRYING WATER, ETC. THE CONTRACTOR SHALL LIMIT, INSOFAR AS POSSIBLE, THE SURFACE AREA OF EARTH MATERIALS EXPOSED BY CONSTRUCTION METHODS AND IMMEDIATELY PROVIDE PERMANENT AND TEMPORARY POLLUTION CONTROL MEASURES TO PREVENT CONTAMINATION OF ADJACENT WETLANDS, WATERCOURSES, AND WATER BODIES, AND TO PREVENT, INSOFAR AS POSSIBLE, EROSION ON THE SITE.

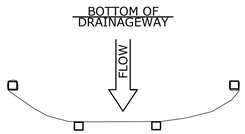
ALL SEDIMENT AND EROSION CONTROL MEASURES SHALL CONFORM TO THE "GUIDELINES FOR SOIL EROSION AND SEDIMENT CONTROL, CONNECTICUT - 2002", AND IN ALL CASES BEST MANAGEMENT PRACTICES SHALL PREVAIL. SEDIMENT AND EROSION CONTROL MEASURES AS DEPICTED ON THESE PLANS OR AS SPECIFIED IN THE ABOVE REFERENCED GUIDELINES SHALL BE IMPLEMENTED AND MAINTAINED UNTIL PERMANENT COVER AND STABILIZATION IS ESTABLISHED.

SEDIMENT AND EROSION CONTROL MEASURES AS DEPICTED ON THESE PLANS AND DESCRIBED WITHIN THE SEDIMENT AND EROSION CONTROL NARRATIVE SHALL BE IMPLEMENTED AND MAINTAINED UNTIL PERMANENT COVER AND STABILIZATION IS ESTABLISHED.

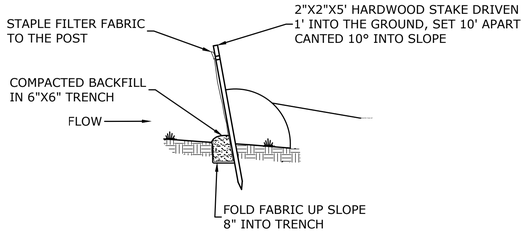


ELEVATION

POINTS 'A' SHOULD BE HIGHER THAN POINTS 'B' IF SLOPE DICTATES

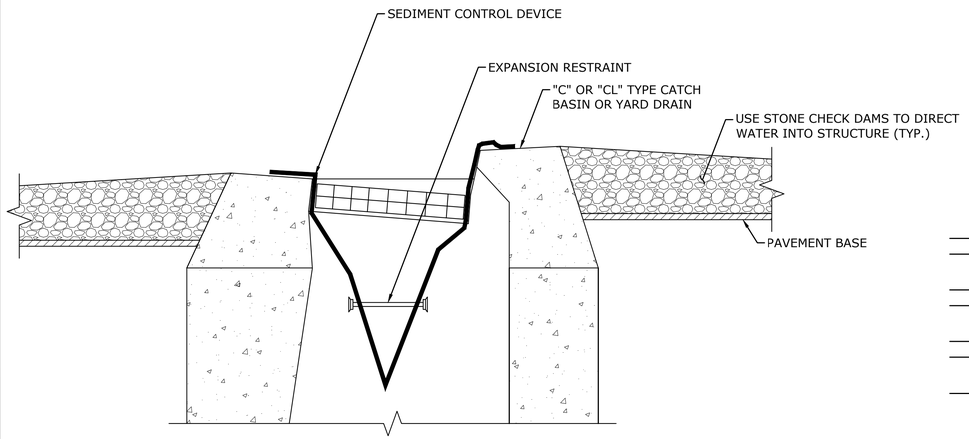


PLAN



SEDIMENTATION CONTROL SYSTEM (SILT FENCE)

NOT TO SCALE

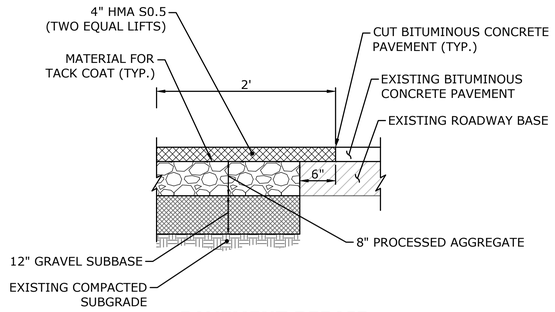


NOTE:

1. SEDIMENT CONTROL DEVICE SHALL BE FURNISHED, INSTALLED, AND MAINTAINED AT ALL CATCH BASIN INLETS UNTIL DISTURBED UPLAND AREAS TRIBUTARY TO THE INLET HAVE BEEN STABILIZED TO THE SATISFACTION OF THE ENGINEER. MATERIAL, INSTALLATION AND MAINTENANCE SHALL BE PAID FOR UNDER ITEM #0219011A - "SEDIMENTATION CONTROL SYSTEM AT CATCH BASIN".

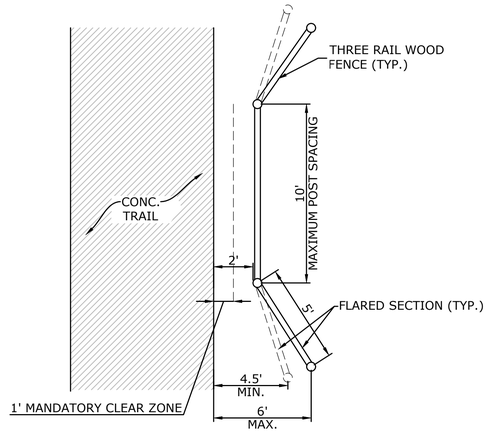
SEDIMENTATION CONTROL SYSTEM AT CATCH BASIN

NOT TO SCALE



PAVEMENT REPAIR

NOT TO SCALE

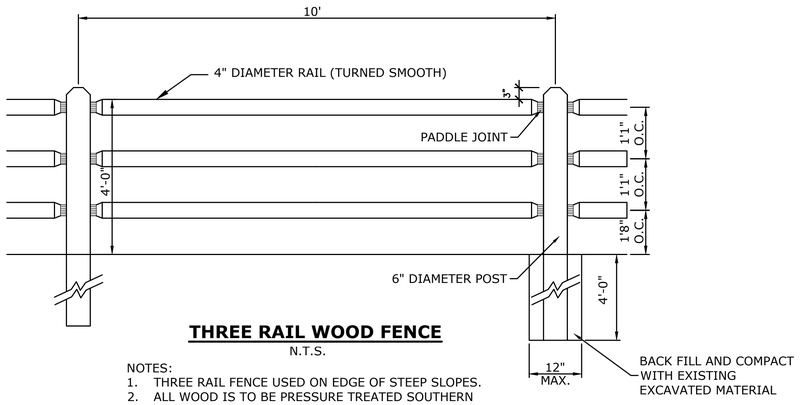


THREE RAIL WOOD FENCE TYPICAL LAYOUT

N.T.S.

NOTES:

1. THREE RAIL FENCE USED ON EDGE OF STEEP SLOPES IN LOCATIONS SHOWN ON PLANS.
2. 2' CLEAR DIMENSIONS OFF EDGE OF TRAIL TO FACE OF POSTS.
3. NO TRAIL AMENITIES SHALL BE PLACED WITH THE 1' MANDATORY CLEAR ZONE.

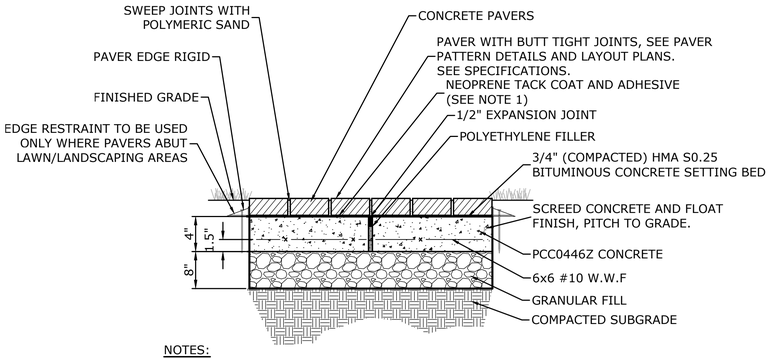


THREE RAIL WOOD FENCE

N.T.S.

NOTES:

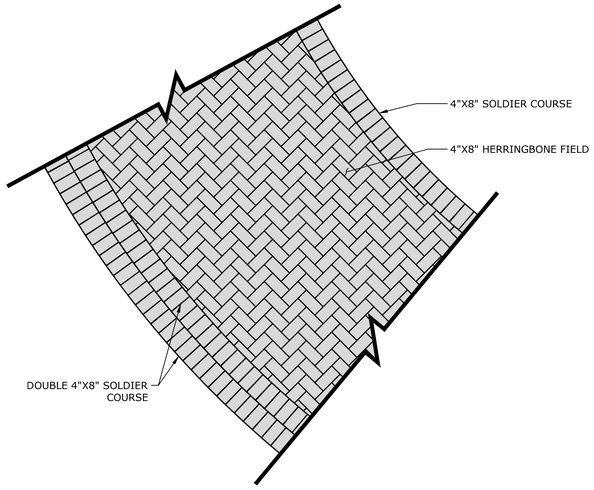
1. THREE RAIL FENCE USED ON EDGE OF STEEP SLOPES.
2. ALL WOOD IS TO BE PRESSURE TREATED SOUTHERN YELLOW PINE.
3. TOP RAIL OF FENCE TO BE NO LESS THAN 48" ABOVE THE PAVED TRAIL SURFACE.



NOTES:

1. NEOPRENE TACK COAT SHALL BE PLACED ON THE CONCRETE SLAB PRIOR TO PLACING THE BITUMINOUS CONCRETE SETTING BED. A NEOPRENE ADHESIVE SHALL BE PLACED ON TOP OF THE BITUMINOUS SETTING BED PRIOR TO SETTING BRICK PAVERS.
2. EXP. JOINTS 20'± O.C. MAX. CONCRETE BASE SHALL BE SCREED WITH A FLOAT FINISH AND PITCHED TO GRADE. 3/4" HMA S0.25 BITUMINOUS CONCRETE SETTING BED SHALL BE SCREED AND COMPACTED TO PROPER ELEVATIONS.

CONCRETE PAVER CIRCLE



CONCRETE PAVER CIRCLE PATTERN

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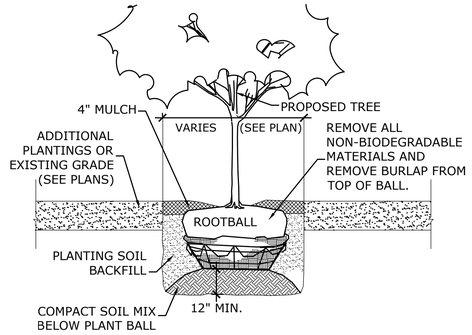
DESCRIPTION	DATE	BY

MISCELLANEOUS DETAILS
COMBINED USE PATH
RIDGEFIELD, CONNECTICUT

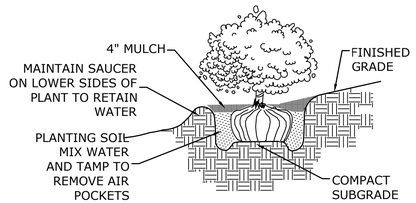
PD	TS	PD
DESIGNED	DRAWN	CHECKED

SCALE: N.T.S.
DATE: APRIL 22, 2022
PROJECT NO.: 1716-38
DRAWING NO.: MDS-01
SHEET NO.: 04



TREE PLANTING DETAIL

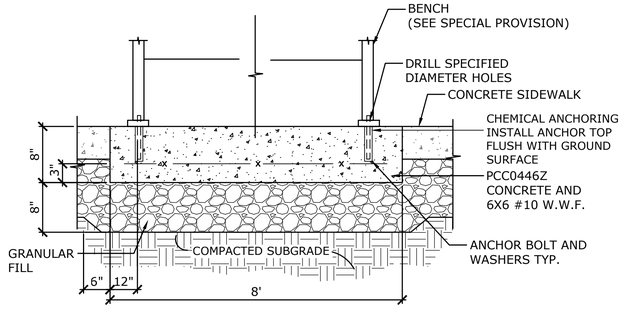
N.T.S



MULCHING OF PLANT BEDS:
UNLESS OTHERWISE DIRECTED SHREDDED MULCH SHALL BE PLACED TO A LIMIT OF ONE FOOT BEYOND THE CENTER OF THE OUTERMOST SHRUBS IN PLANTING BED.

SHRUB DETAIL

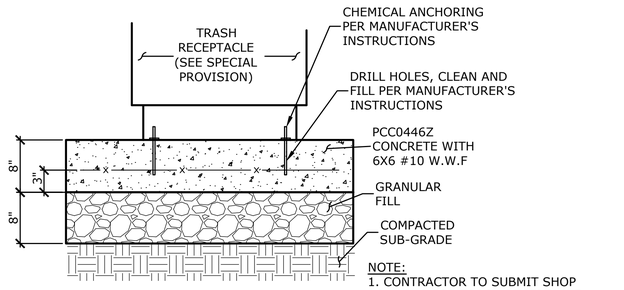
N.T.S.



NOTE:
1. DETAIL SHOWS BENCH MOUNTING FOR CONCRETE SURFACES.
2. CONTRACTOR TO INSTALL BENCHES PER MANUFACTURER'S INSTRUCTIONS.
3. PROVIDE SHOP DRAWINGS FOR APPROVAL.
4. CONTRACTOR IS RESPONSIBLE TO PROVIDE ALL MOUNTING HARDWARE.
5. CLEAN EACH ANCHOR HOLE IN ACCORDANCE WITH CHEMICAL ANCHORING INSTRUCTIONS.
6. INSTALL CHEMICAL ANCHORING MATERIAL PER MANUFACTURER'S INSTRUCTIONS.
7. INSERT ANCHOR INTO EACH ANCHOR HOLE SO ANCHOR TOP IS FLUSH AS DETAILED. ALLOW PROPER CURING TIME BEFORE INSTALLING BENCH.

CONCRETE BASE FOR BENCH

N.T.S.

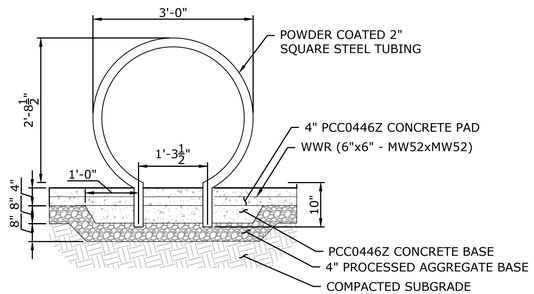


NOTE:
1. CONTRACTOR TO SUBMIT SHOP DRAWING FOR TRASH RECEPTACLE.
2. METAL AND FASTENERS TO MEET "BUY AMERICA" SPECIFICATION.

CONCRETE BASE FOR TRASH RECEPTACLE

N.T.S.

NOTES:
1. MODEL SHALL BE "CYCLOOPS" CIRCULO MODEL NO. 2170-3-04-E, SQUARE TUBING, EMBEDDED MOUNT AS MANUFACTURED BY COLUMBIA CASCADE COMPANY, 1300 SW SIXTH AVENUE, STE 310, PORTLAND OR 97201-3464 TEL. 503-223-1157, OR APPROVED EQUAL
2. COLOR SHALL BE BLACK
3. FINISH SHALL BE AN APPROVED UV-RESISTANT EXTERIOR GRADE POLYESTER POWDER COATING
4. CONTRACTOR SHALL SUPPLY NO. 4 REBAR AS REQUIRED BY MANUFACTURER



CONCRETE BASE FOR BIKE RACK

NOT TO SCALE

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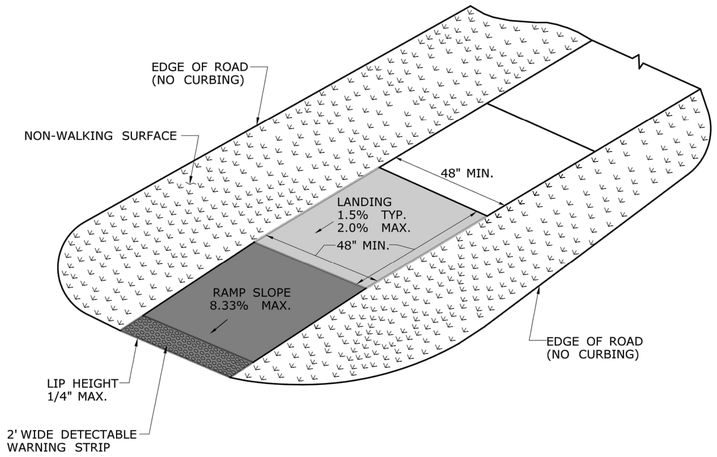
DESCRIPTION	DATE	BY

MISCELLANEOUS DETAILS
COMBINED USE PATH
RIDGEFIELD, CONNECTICUT

PD	TS	PD
DESIGNED	DRAWN	CHECKED

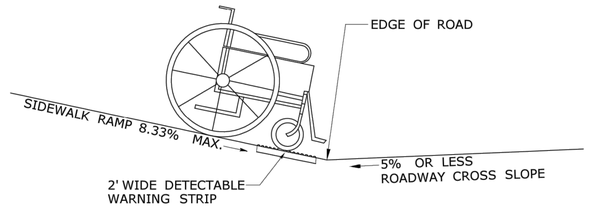
N.T.S. — SCALE
APRIL 22, 2022 — DATE
1716-38 — PROJECT NO.
MDS-02 — DRAWING NO.
05 — SHEET NO.



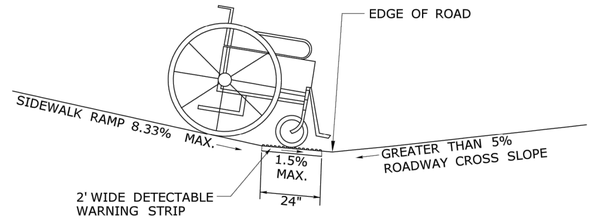
SINGLE DIRECTION - NO CURB WITH NON-WALKING SURFACE (TYPE 17)

GENERAL NOTES:

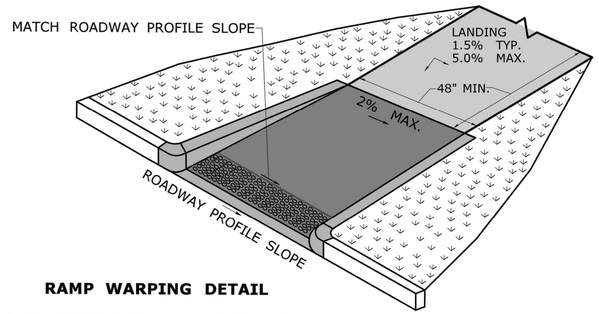
1. SIDEWALK RAMPS SHALL HAVE A COARSE BROOM FINISH TRAVERSE TO THE SLOPE OF THE RAMP.
2. VERTICAL SURFACE DISCONTINUITIES AT JOINTS SHALL NOT EXCEED $\frac{1}{4}$ INCH.
3. REMOVAL OF EXISTING SIDEWALK FOR NEW RAMP INSTALLATIONS SHALL BE TO THE NEAREST EXPANSION OR CONTRACTION JOINT.
4. THE RUNNING SLOPE OF THE CURB RAMP SHALL BE 8.3 PERCENT MAXIMUM BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET.



SIDEWALK RAMP GRADE AT ROADWAY CROSS SLOPE OF 5% OR LESS

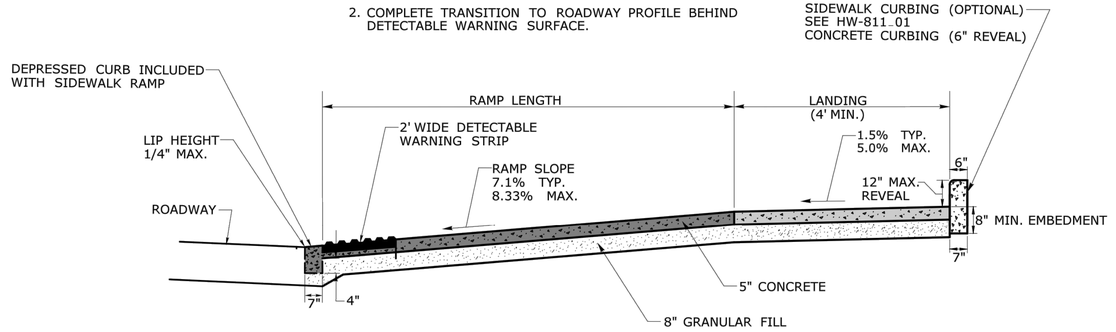


SIDEWALK RAMP GRADE AT ROADWAY CROSS SLOPE OF GREATER THAN 5%

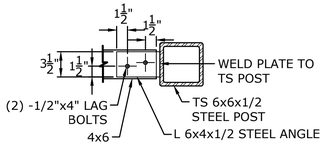


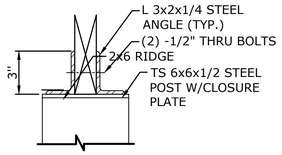
RAMP WARPING DETAIL

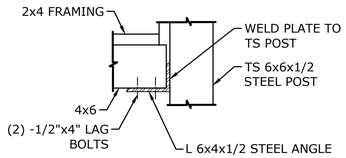
1. TRANSITION SIDEWALK RAMP TO MATCH ROADWAY PROFILE AS GRADUALLY AS POSSIBLE. DO NOT EXCEED 3 % PER FOOT CROSS SLOPE RATE OF CHANGE WHEN TRANSITIONING TO ROADWAY PROFILE.
2. COMPLETE TRANSITION TO ROADWAY PROFILE BEHIND DETECTABLE WARNING SURFACE.

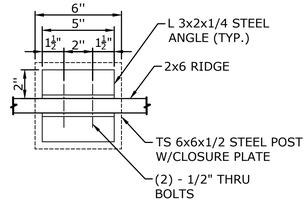


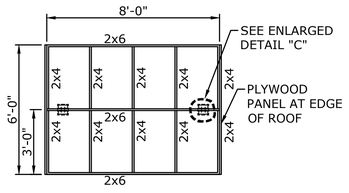
SECTION AA

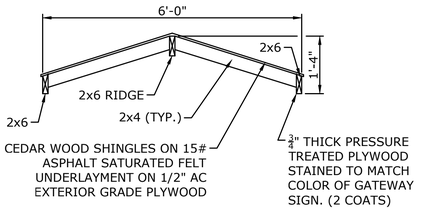






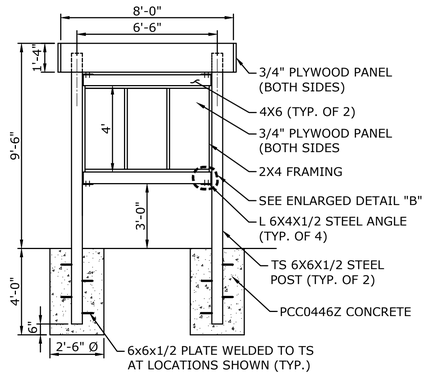






NOTES:

1. ALL PLYWOOD AND FRAMING TO BE STAINED TO MATCH COLOR OF GATEWAY SIGN (2 COATS).
2. ALL STEEL SHALL BE HOT DIPPED GALVANIZED AND PAINTED BLACK OR AS APPROVED BY LANDSCAPE ARCHITECT. TOUCH UP PAINT SHALL BE APPLIED AT LOCATIONS WHERE PAINT HAS CHIPPED DURING INSTALLATION.
3. ALL HARDWARE, I.E. BOLTS, NUTS, WASHERS AND PLATES SHALL BE HOT DIPPED GALVANIZED AND PAINTED AS INDICATED ABOVE.
4. CONTRACTOR TO PROVIDE SHOP DRAWINGS TO ENGINEER FOR APPROVAL PRIOR TO CONSTRUCTION.
5. ALL WOOD MEMBERS SHALL BE 0.40 CCA IN ACCORDANCE WITH AWPA PRESSURE TREATED.
6. CONCRETE SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 3000 PSI.
7. ALL PRECAST CONCRETE SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 4000 PSI.
8. STRUCTURAL STEEL SHALL CONFORM TO AASHTO M270, GRADE 50.



KIOSK DETAILS
NOT TO SCALE

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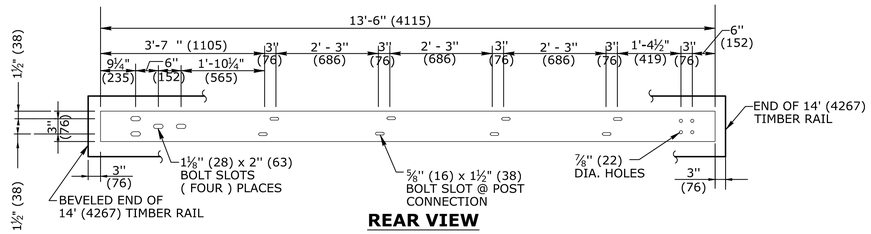
DESCRIPTION	DATE	BY

MISCELLANEOUS DETAILS
COMBINED USE PATH
RIDGEFIELD, CONNECTICUT

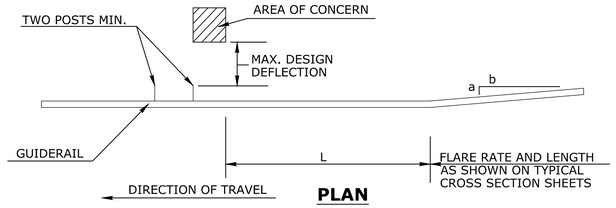
PD	TS	PD
DESIGNED	DRAWN	CHECKED

SCALE: N.T.S.
DATE: APRIL 22, 2022
PROJECT NO.: 1716-38
DRAWING NO.: MDS-03
SHEET NO.: 06



REAR VIEW

STEEL TRANSITION RAIL
6'' x 3/8'' x 13'-6" (152x9x4115)
FOR LEADING END ATTACHMENT



PLAN

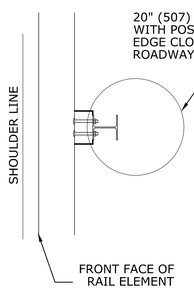
APPROACH TO FIXED OBJECTS
SYSTEM 2 AND 3

GENERAL NOTES:

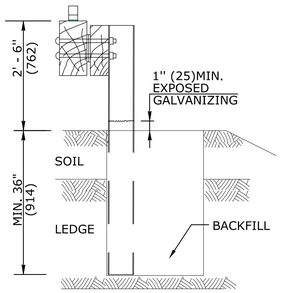
1. THIS DRAWING SHOWS LEADING END ATTACHMENT TO PROPOSED BARRIER/PARAPET. AT EXISTING PARAPETS ATTACH GUIDERAIL USING D.O.T. APPROVED CHEMICAL ANCHORS.
2. PRIOR TO GUIDERAIL POST INSTALLATION THE CONTRACTOR SHALL INVESTIGATE POST LOCATIONS FOR THE PRESENCE AND DEPTH OF LEDGE.
3. 20" (507) DIA. EXCAVATED HOLE SHALL BE BACKFILLED WITH SUITABLE MATERIAL, OR GRANULAR FILL COMPACTED IN 6" (150) LIFTS BEFORE DRIVING POST OR POSTS MAY BE SET IN EXCAVATED HOLE AND BACKFILLED WITH CONTROLLED LOW STRENGTH MATERIAL (CLSM).

Maximum Design Deflection (ft) (mm)	Area Of Concern Plus 2 Posts (see sketch)	SYSTEM 3	SYSTEM 2	Standard System	L
		W6x15 (W150x22) Posts Spaced at 2'- 6'' (762)	W6x15 (W150x22) Posts Spaced at 5' (1524)	W6x15 (W150x22) Posts Spaced at 10' (3048)	Min. Length Needed
1' (305)	System 3	10' (3048)	10' (3048)	50' (16.40m)	70' (21.34m)
2' - 6'' (762)	System 2	—	10' (3048)	60' (19.68m)	70' (21.34m)
4' (1219)	Standard System	—	—	70' (21.34m)	70' (21.34m)

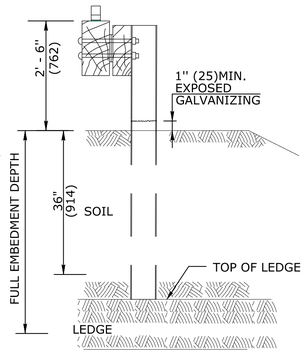
STEEL BACKED TIMBER GUIDERAIL
DESIGN DEFLECTION CHART



PLAN



CASE 1
(CURBLESS SECTION SHOWN)

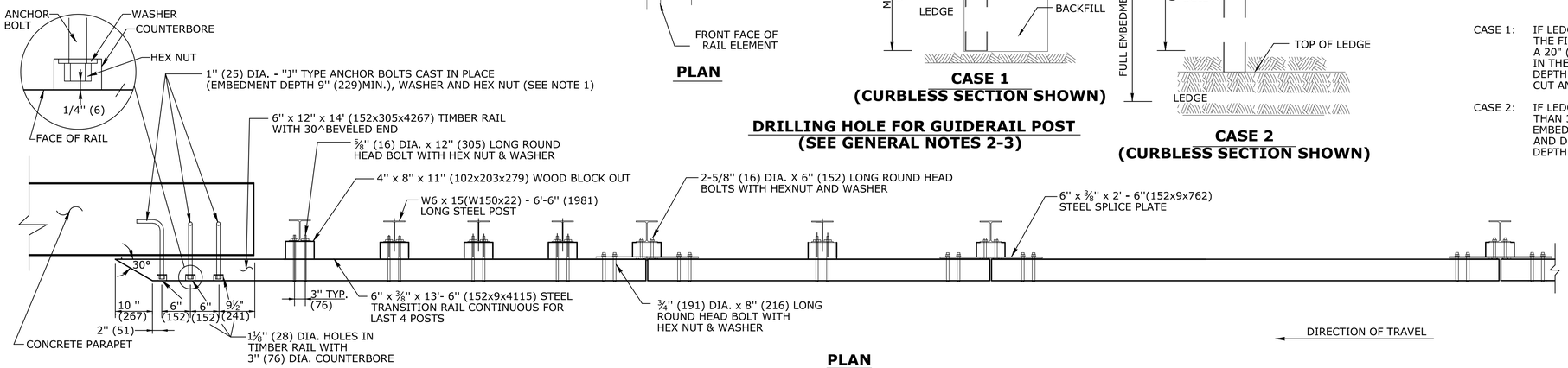


CASE 2
(CURBLESS SECTION SHOWN)

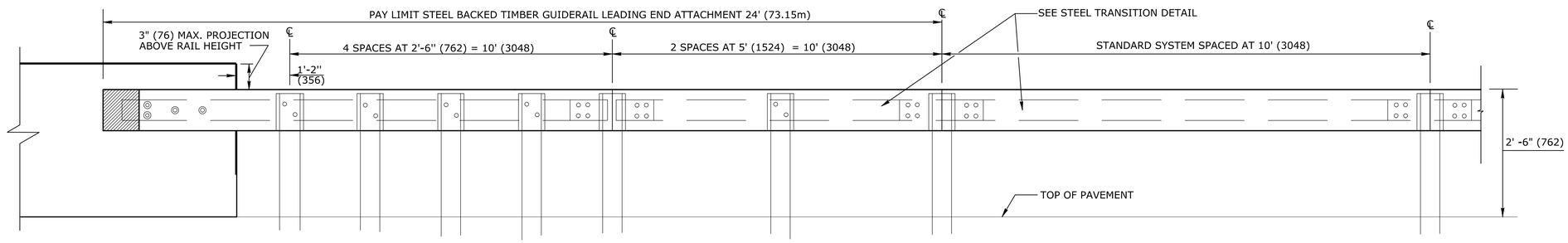
CASE 1: IF LEDGE IS LOCATED WITHIN 36" (914) OF THE FINISHED GRADE AT THE POST LOCATION A 20" (507) DIAMETER HOLE SHALL BE DRILLED IN THE LEDGE TO THE MINIMUM EMBEDMENT DEPTH OF 36" (914) AND THE POST SHALL BE CUT AND DRIVEN TO ACHIEVE THIS DEPTH.

CASE 2: IF LEDGE IS LOCATED AT A DEPTH GREATER THAN 36" (914) BUT LESS THAN THE FULL EMBEDMENT DEPTH THE POST SHALL BE CUT AND DRIVEN TO ACHIEVE EMBEDMENT TO THE DEPTH OF THE TOP OF LEDGE.

DRILLING HOLE FOR GUIDERAIL POST
(SEE GENERAL NOTES 2-3)



PLAN



ELEVATION

ATTACHMENT AT LEADING END (VERTICAL SHAPE BARRIER SHOWN)
(FRONT VIEW)

(SEE GENERAL NOTES 1)

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

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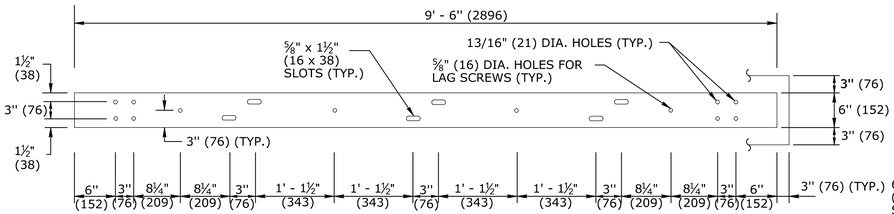
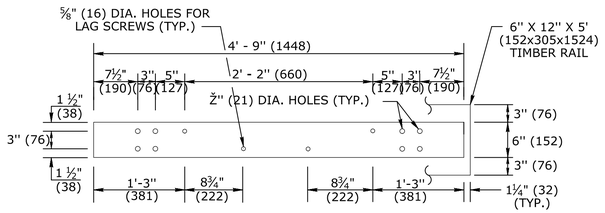
MISCELLANEOUS DETAILS-STEEL BACKED TIMBER GUIDERAIL
COMBINED USE PATH
RIDGEFIELD, CONNECTICUT

PD	TS	PD
DESIGNED	DRAWN	CHECKED

SCALE: N.T.S.
DATE: APRIL 22, 2022
PROJECT NO.: 1716-38
DRAWING NO.: MDS-04
SHEET NO.: 07

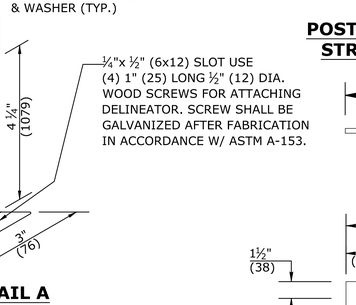


(REAR VIEW)
STANDARD STEEL RAIL DETAIL
6" x 3/8" x 9'-6"
(152x9x2896)

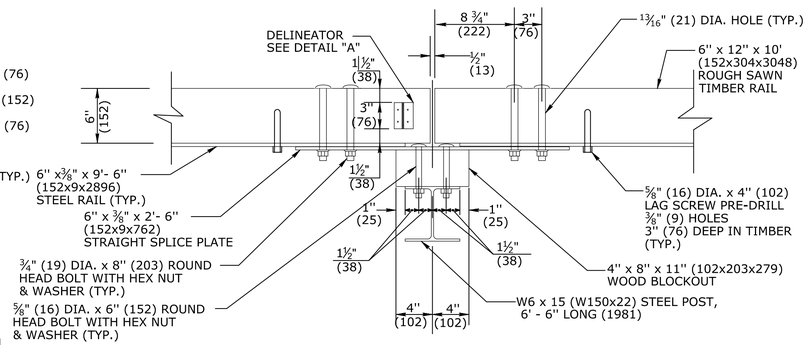


STEEL RAIL DETAIL
6' x 3/8" x 4'-9"
(1829 x 9 x 1448)

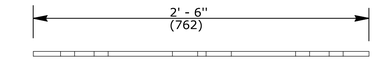
FOR CURVES WITH R < 70' (21.3m)



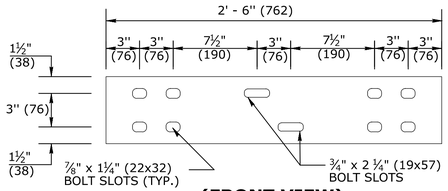
DETAIL A
DELINEATOR



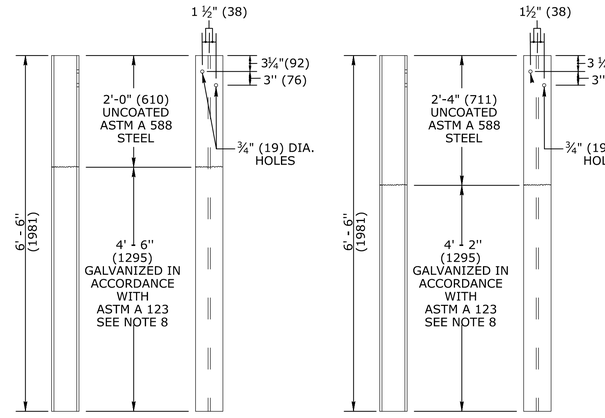
POST CONNECTION FOR STRAIGHT SECTIONS



ELEVATION
STRAIGHT SPLICE PLATE



(FRONT VIEW)
STEEL SPLICE PLATE DETAIL
6" x 3/8" x 2'- 6"
(152x9x762)

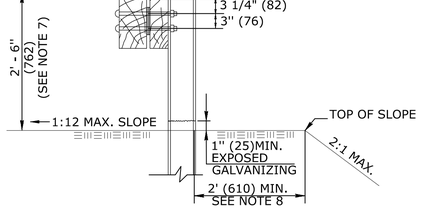


SIDE VIEW **FRONT VIEW**

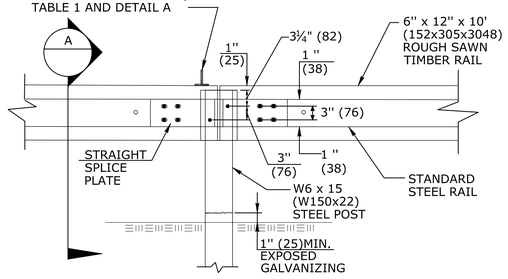
POST DETAIL
W6 X 15
(W150x22)
WITH CURBING

SIDE VIEW **FRONT VIEW**

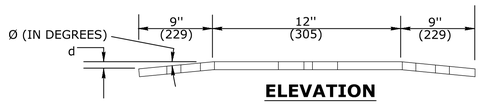
POST DETAIL
W6 X 15
(W150x22)
NO CURBING



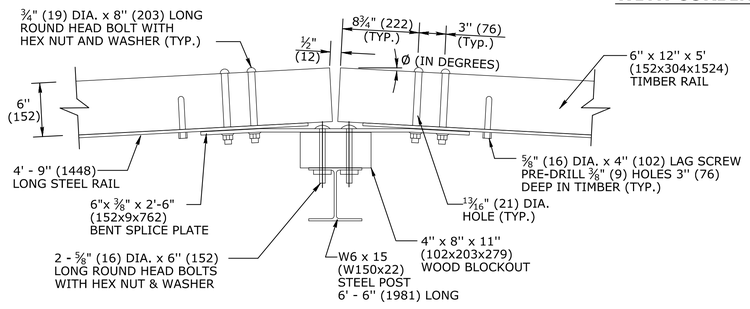
SECTION A
(NO CURB)



REAR VIEW ELEVATION
POST CONNECTION



ELEVATION
BENT SPLICE PLATE



POST CONNECTION
FOR CURVES WITH R < 70' (21.3m)

TABLE 1

DELINEATOR SPACING	
CURVE RADIUS	SPACE
< 300' (91.4m)	20' (6.10m)
≥ 300' (91.4m)	50' (15.2m)

TABLE 2

Radius R (ft.)(m)	Ø (Degrees)	d (in.)(mm)
35 (10.7)Min.	4.10	5/8"(16)
40 (12.2)	3.58	9/16"(14)
45 (13.7)	3.18	1/2"(13)
50 (15.2)	2.86	7/16"(11)
55 (16.8)	2.60	7/16"(11)
60 (18.3)	2.40	3/8"(9)
65 (19.8)	2.20	3/8"(9)
70 (21.3)	2.05	5/16"(8)
Over 70 (21.3)	Flat	0

GENERAL NOTES:

1. MATERIALS AND CONSTRUCTION OF THE STEEL BACKED TIMBER GUIDERAIL SHALL CONFORM TO SPECIAL PROVISION PROVIDED WITH THE PROJECT.
2. DELINEATORS SHALL BE PLASTIC INVERTED T-SECTIONS IN ACCORDANCE WITH DETAIL "A". REFLECTORS SHALL BE SPACED IN ACCORDANCE WITH TABLE 1 , AND POSITIONED PERPENDICULAR TO THE ADJACENT EDGE OF LANE. DO NOT ATTACH REFLECTORS ON FLARE OR TERMINAL SECTIONS. REFLECTIVE SHEETING SHALL BE SILVER-WHITE ON ALL RAIL SECTIONS ADJACENT TO THE RIGHT SHOULDER, AND YELLOW ON RAIL SECTIONS ADJACENT TO THE LEFT SHOULDER OF TRAVEL LANES. DELINEATORS SHALL BE INCLUDED IN THE COST FOR "STEEL BACKED TIMBER GUIDERAIL."
3. TWO ADDITIONAL ⅝" (16) DIA. X 4"(102) LONG LAG SCREWS AND WASHERS SHALL BE INSTALLED AT ALL MID-SPAN POINTS FOR STANDARD SYSTEMS.
4. ALL CONNECTION HARDWARE SHALL BE SUFFICIENTLY TIGHTENED TO ACCOMMODATE FOR SHRINKAGE OF THE WOOD ELEMENTS.
5. WHEN FURNISHING THE SHOP BENT SPLICE PLATES, USE THE MINIMUM BEND ANGLE AS SHOWN IN TABLE 2.
6. FOR RAILING SET ON A CURVE WITH RADII < 70' (21.3m) SPACE POSTS AT 5' (1524).
7. GUIDERAIL HEIGHT MAY VARY UP TO 2" (51) PLUS OR MINUS THE HEIGHT SHOWN IN THE DETAILS TO ACHIEVE A SMOOTH AND CONTINUOUS GUIDERAIL PROFILE.
8. 7'-6" (2286) LONG POSTS MAY BE USED IN LOCATIONS WHERE 2' (610)MIN SHELF IS NOT ATTAINABLE. GALVANIZED COATING LIMITS SHALL BE INCREASED BY 1' (305). PAYMENT FOR EXTRA LONG POSTS SHALL BE INCLUDED WITH THE ITEM FOR STEEL BACKED TIMBER GUIDERAIL.

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

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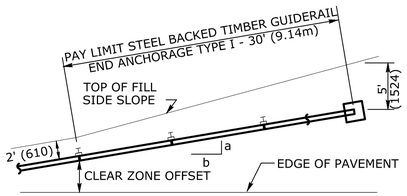
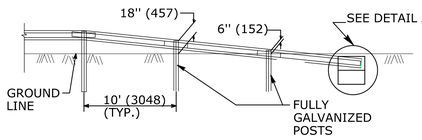
MISCELLANEOUS DETAILS-STEEL BACKED TIMBER GUIDERAIL
COMBINED USE PATH
RIDGEFIELD, CONNECTICUT

PD	TS	PD
DESIGNED	DRAWN	CHECKED

SCALE: N.T.S.
DATE: APRIL 22, 2022
PROJECT NO.: 1716-38
DRAWING NO.: MDS-05
SHEET NO.: 08



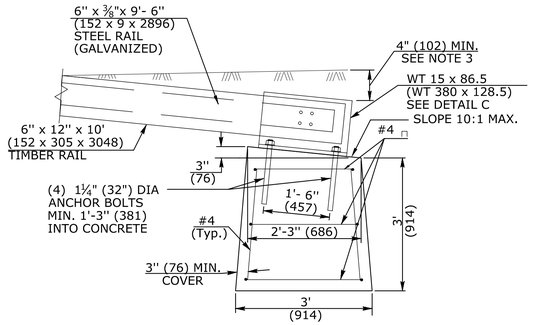


PLAN

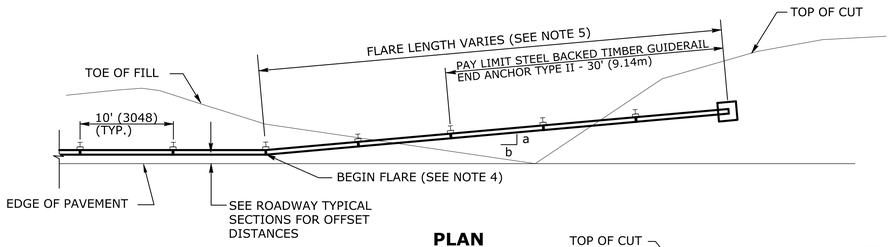
ELEVATION

STEEL BACKED TIMBER GUIDERAIL - TERMINAL SECTION (BURIED ANCHOR)

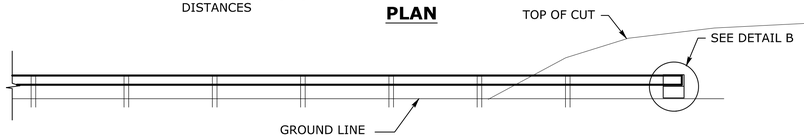
NOTE: SEE PLAN SHEETS FOR FLARE RATE a:b.



ELEVATION
DETAIL A



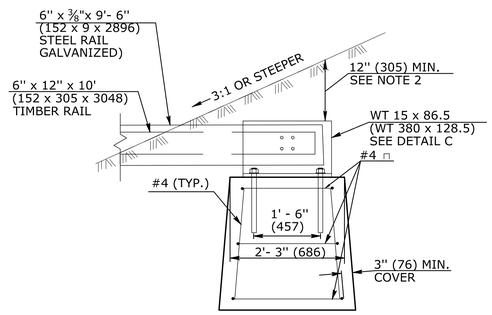
PLAN



ELEVATION

STEEL BACKED TIMBER GUIDERAIL - TERMINAL SECTION (EARTH CUT SLOPE ANCHOR)

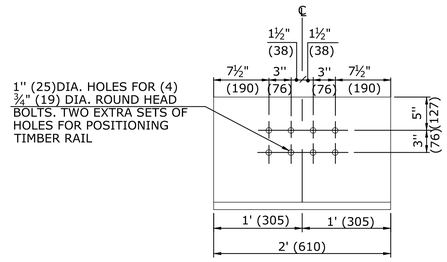
NOTE: SEE PLAN SHEETS FOR FLARE RATE a:b.



ELEVATION
DETAIL B

GENERAL NOTES:

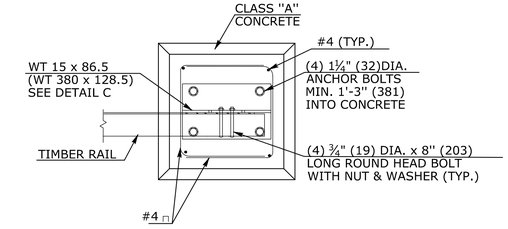
1. MATERIALS AND CONSTRUCTION OF THE STEEL BACKED TIMBER GUIDERAIL END ANCHORS SHALL CONFORM TO THE SPECIAL PROVISIONS PROVIDED WITH THE PROJECT. ALL HARDWARE IN CONTACT WITH THE GROUND SHALL BE GALVANIZED IN ACCORDANCE WITH THE SPECIAL PROVISION.
2. FOR THE EARTH CUT SLOPW ANCHOR, EXTEND THE FLARE INTO THE CUT SLOPE UNTIL A MINIMUM 12" (305) OF COVER IS OBTAINED OVER THE GUIDERAIL ELEMENT.
3. FOR THE BURIED ANCHOR, EXTEND THE FLARE OUTSIDE THE CLEAR ZONE AND BURY THE GUIDERAIL ANCHOR AND ELEMENT TO OBTAIN A MINIMUM COVER OF 4" (102). SEE DETAIL A.
4. BEGIN THE FLARE AT THE NEAREST POST TO A TRANSITION POINT BETWEEN FILL AND CUT AS DIRECTED BY THE ENGINEER.
5. THE GUIDERAIL FLARE SHOWN ON THE PLAN SHEETS IS THE MINIMUM LENGTH AND RATE REQUIRED AS DIRECTED BY THE ENGINEER. FLARE THE GUIDERAIL SO THAT THE TERMINAL SECTION IS OUTSIDE THE CLEAR ZONE.



ELEVATION

DETAIL C

WT 15 x 86.5 (GALVANIZED)
(WT 380 X 128.5)



PLAN
DETAIL D

PLAN VIEW FOR
TYPE I & II ANCHOR

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

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DESCRIPTION | DATE | BY

MISCELLANEOUS DETAILS-STEEL BACKED TIMBER GUIDERAIL
COMBINED USE PATH
RIDGEFIELD, CONNECTICUT

PD	TS	PD
DESIGNED	DRAWN	CHECKED

SCALE: N.T.S.
DATE: APRIL 22, 2022
PROJECT NO.: 1716-38
DRAWING NO.: MDS-06
SHEET NO.: 09

EXISTING LEGEND

PROPERTY LINE
STREET LINE
GAS
OVERHEAD WIRE
UNDERGROUND ELECTRIC
UNDERGROUND COMM.
WATER MAIN
SANITARY SEWER
CHAIN LINK FENCE
STOCKADE/PICKET FENCE
TREE LINE

EXISTING CONTOUR
MAILBOX
UTILITY POLE
UTILITY POLE W/ STREET LIGHT
MONUMENT
STREET SIGNS
FIRE HYDRANT
STORM DRAIN CATCH BASINS, MANHOLE AND PIPE WITH FLOW DIRECTION ARROW
FLAGGED WETLANDS
GUIDERAIL

CULV. INV.=583.33
12"PVC
Approx. Loc. 6" Water
BOX CULV. INV.=582.91
STM MH T.F.=588.63 INV.=583.34(W) =583.28(E)
18"CMP
18"CPP
18"CPP FL =583.46
18" RCP INV.=583.99
PT 11+33.95 N 667383.0965 E 796179.8876
18" CPP INV.=580.85
STM MH T.F.=587.01 INV.=Pipe Not Visible (18"S)
15"CPP
18"CPP
C-L CB T.F.=586.41 INV.=581.21(NE) =583.11(NE) =581.20(W) =581.06(S)
(2)6"PVC
6"U'DRN
18"CPP
C-L CB T.F.=587.61 INV.=584.99(W) =Pipe Not Visible(SW)
C-L CB T.F.=586.42 INV.=580.97(N) =580.90(SW)
N/F CKM INVESTMENTS LLC
N/F NINETY FOUR COMMERCE LLC.
PT 14+84.86 N 667732.3384 E 796214.1147
C-L CB T.F.=585.67 INV.=581.94(NW) =583.29(SW) =581.89(S)
6" PVC U'DRN
15" CPP
15" CPP
36" R INV.=
BOX CULV. INV.=580.56
STORM MH T.F.=589.74 INV.=582.74(SW) =582.74(NE)
24" DIP
SOUTH STREET
CP-45
CP-44
LIGI'S WAY
24" DIP
STA 14+79.21 = STA 40+00.00
MATCH MARK STA. 15+50 SEE DRAWING NO. EX-02
N05°36'35"E
N05°17'44"E
S84°29'50"E
S73°39'04"E
BP 10+00 N 667260.2958 E 796223.9020
10+00 N33°56'38"W
12" St.CPP
CLCB T.G.=591.00 INV.=588.8
GG
Maple (Multi)
8" Pine
8" Pine
10" Pine
10" Pine
Bit Parking Lot
LIGI'S WAY
6" CMP INV.=578.67
N/F TOWN OF RIDGEFIELD
24" DIP INV.=580.14
BOX CULV. INV.=579.46
Δ=039°33'12" R=140.00' L=96.65' T=50.34
PC 10+37.30 N 667291.2385 E 796203.0750
PC 14+57.44 N 667705.0428 E 796211.5093
Δ=000°18'51" R=5000.00' L=27.42' T=13.71
PC 40+24.75 N 667724.3364 E 796238.2299
Δ=010°50'46" R=150.00' L=28.40' T=14.24
BP 40+00 N 667726.7102 E 796213.5898
PT 40+53.15 N 667718.9625 E 796266.0686
EP 41+00 N 667705.7747 E 796311.0251
B.M. 209 Elev.585.69
CHISEL SQUARE CENTER FRONT OF C-CB
NAVD 88

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DESCRIPTION	DATE	BY

EXISTING CONDITIONS & BASELINE LAYOUT PLAN

COMBINED USE PATH

RIDGEFIELD, CONNECTICUT

PD	TS	PD
DESIGNED	DRAWN	CHECKED

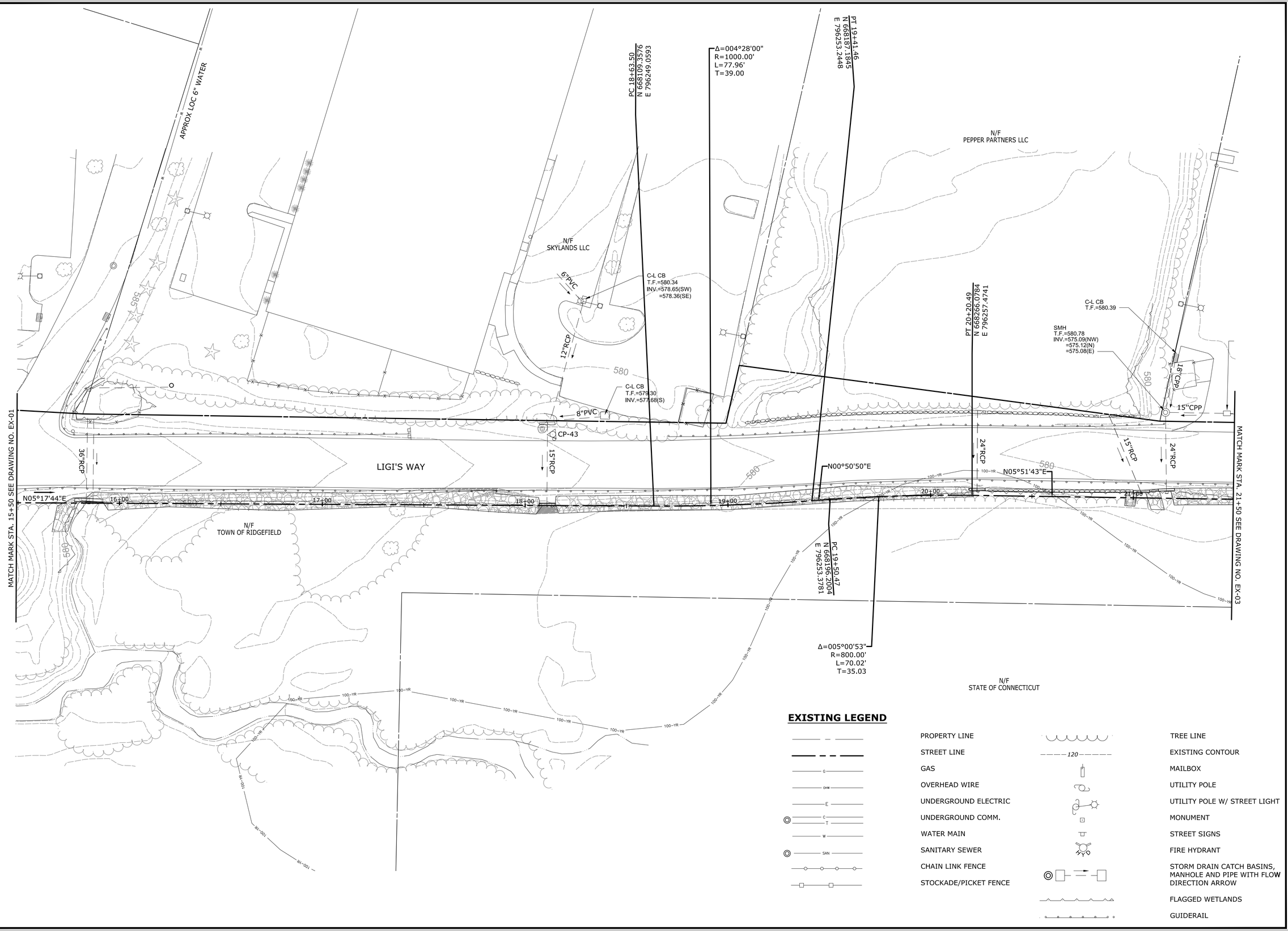
1"=20'
SCALE

APRIL 22, 2022
DATE

1716-38
PROJECT NO.

EX-01
DRAWING NO.

10
SHEET NO.



EXISTING LEGEND

PROPERTY LINE	TREE LINE
STREET LINE	EXISTING CONTOUR
GAS	MAILBOX
OVERHEAD WIRE	UTILITY POLE
UNDERGROUND ELECTRIC	UTILITY POLE W/ STREET LIGHT
UNDERGROUND COMM.	MONUMENT
WATER MAIN	STREET SIGNS
SANITARY SEWER	FIRE HYDRANT
CHAIN LINK FENCE	STORM DRAIN CATCH BASINS, MANHOLE AND PIPE WITH FLOW DIRECTION ARROW
STOCKADE/PICKET FENCE	FLAGGED WETLANDS
	GUIDERAIL

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DESCRIPTION	DATE	BY

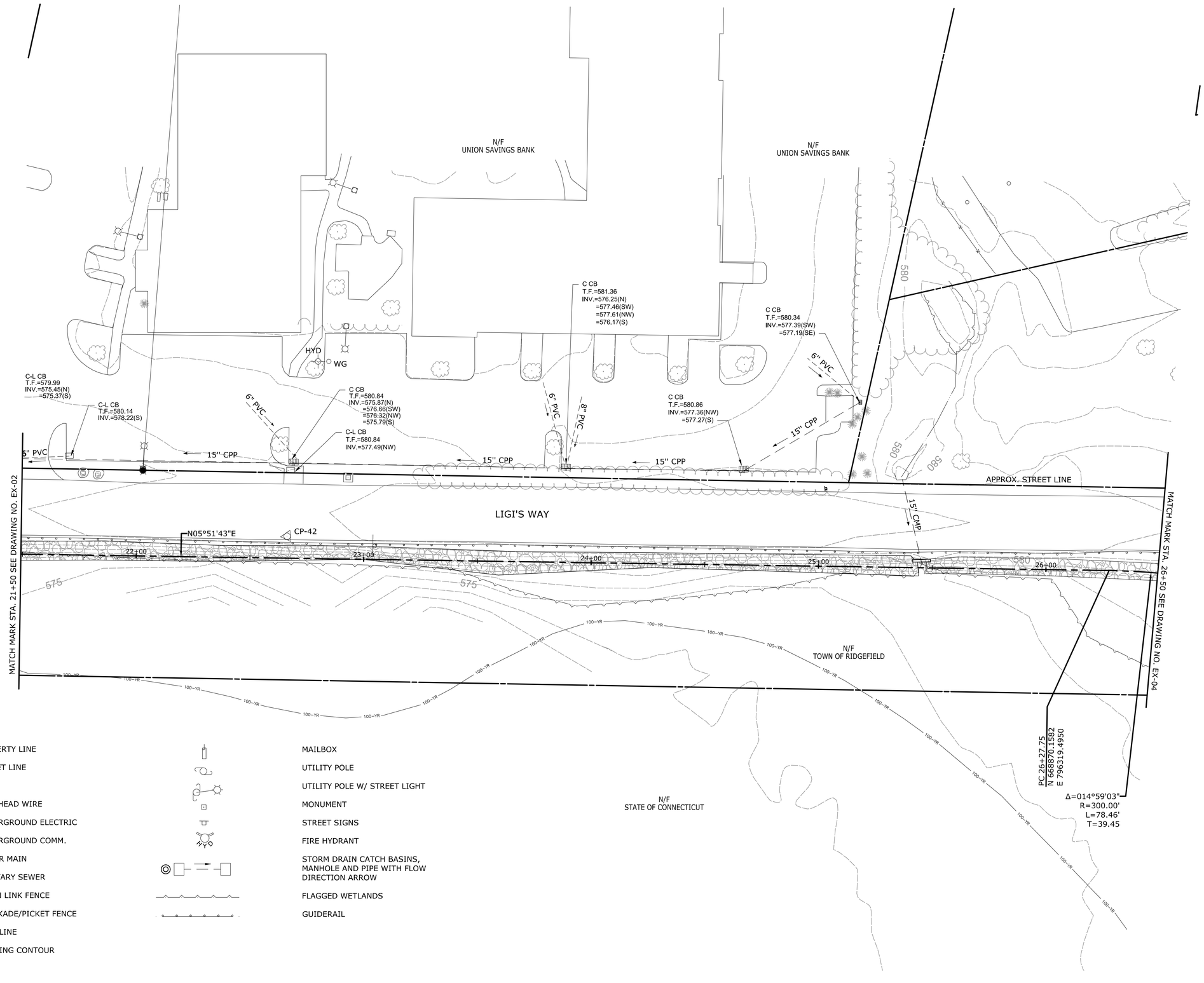
EXISTING CONDITIONS & BASELINE LAYOUT PLAN

COMBINED USE PATH

RIDGEFIELD, CONNECTICUT

PD	TS	PD
DESIGNED	DRAWN	CHECKED

SCALE	1"=20'
DATE	APRIL 22, 2022
PROJECT NO.	1716-38
DRAWING NO.	EX-02
SHEET NO.	11



EXISTING LEGEND

	PROPERTY LINE		MAILBOX
	STREET LINE		UTILITY POLE
G	GAS		UTILITY POLE W/ STREET LIGHT
OHW	OVERHEAD WIRE		MONUMENT
E	UNDERGROUND ELECTRIC		STREET SIGNS
C / T	UNDERGROUND COMM.		FIRE HYDRANT
W	WATER MAIN		STORM DRAIN CATCH BASINS, MANHOLE AND PIPE WITH FLOW DIRECTION ARROW
SAN	SANITARY SEWER		
	CHAIN LINK FENCE		FLAGGED WETLANDS
	STOCKADE/PICKET FENCE		GUIDERAIL
	TREE LINE		
120	EXISTING CONTOUR		

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DESCRIPTION	DATE	BY

EXISTING CONDITIONS & BASELINE LAYOUT PLAN

COMBINED USE PATH

RIDGEFIELD, CONNECTICUT

PD	TS	PD
DESIGNED	DRAWN	CHECKED

1"=20'	SCALE
APRIL 22, 2022	DATE
1716-38	PROJECT NO.
EX-03	DRAWING NO.
12	SHEET NO.

EXISTING LEGEND

- PROPERTY LINE
- STREET LINE
- GAS
- OVERHEAD WIRE
- UNDERGROUND ELECTRIC
- UNDERGROUND COMM.
- WATER MAIN
- SANITARY SEWER
- CHAIN LINK FENCE
- STOCKADE/PICKET FENCE
- TREE LINE
- EXISTING CONTOUR
- MAILBOX
- UTILITY POLE
- UTILITY POLE W/ STREET LIGHT
- MONUMENT
- STREET SIGNS
- FIRE HYDRANT
- STORM DRAIN CATCH BASINS, MANHOLE AND PIPE WITH FLOW DIRECTION ARROW
- FLAGGED WETLANDS
- **GUIDERAIL**

EP 32+79.99
N 669216.6590
E 795917.6758

CHD

N/F

Δ=074°02'49"
R=42.00'
L=54.28'
T=31.68

PC 32+10.34
N 669157.5100
E 795940.8362

PT 32+01.82
N 669154.1481
E 795948.6725

Δ=006°13'09"
R=200.00'
L=21.71'
T=10.87

PC 31+80.11
N 669146.6875
E 795969.0482

PT 30+97.87
N 669122.6419
E 796047.6940

Δ=005°38'16"
R=800.00'
L=78.72'
T=39.39

N/F
RIDGEFIELD BANK

Δ=002°57'58"
R=500.00'
L=25.88'
T=12.95

PC 28+65.52
N 669037.4513
E 796263.7577

PI 27+64.07
N 669000.3553
E 796358.1570

PT 27+06.20
N 668946.2760
E 796337.5644

Δ=014°59'03"
R=300.00'
L=78.46'
T=39.45

N07°16'01"E

PT 32+64.62
N 669201.4206
E 795915.7326

32+80

W.G.

Pedestrian Crossing Post

Hand Hole

32+00

N72°59'57"W

31+00

APPROX. STREET LINE

Conc Sidewalk

30+00

N67°21'41"W

29+00

N66°46'48"W

FARMINGVILLE ROAD

Approx Loc 12" Water

APPROX LOC 4" TELE

N70°19'39"W

CP 41

28+00

N67°40'32"W

N20°50'46"E

27+00

N/F
THOMAS F. KELLY

IN FAVOR OF THE TOWN OF RIDGEFIELD

DANBURY ROAD

PC 30+19.15
N 669095.9624
E 796121.7197

N/F
RIDGEFIELD
REALTY ASSOCIATES

PT 28+91.41
N 669046.7919
E 796239.6205

SNET
#3464

PI 28+32.19
N 669026.2316
E 796295.1407

N/F
JOSEPHINE SOCCI AND
CURT W. GEH

SNET
#3465

SNET
#3436

585

580

MATCH MARK STA. 26+50 SEE DRAWING NO. EX-03

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DESCRIPTION	DATE	BY

EXISTING CONDITIONS & BASELINE LAYOUT PLAN

COMBINED USE PATH

RIDGEFIELD, CONNECTICUT

PD	TS	PD
DESIGNED	DRAWN	CHECKED

SCALE	1"=20'
DATE	APRIL 22, 2022
PROJECT NO.	1716-38
DRAWING NO.	EX-04
SHEET NO.	13

NOTES:

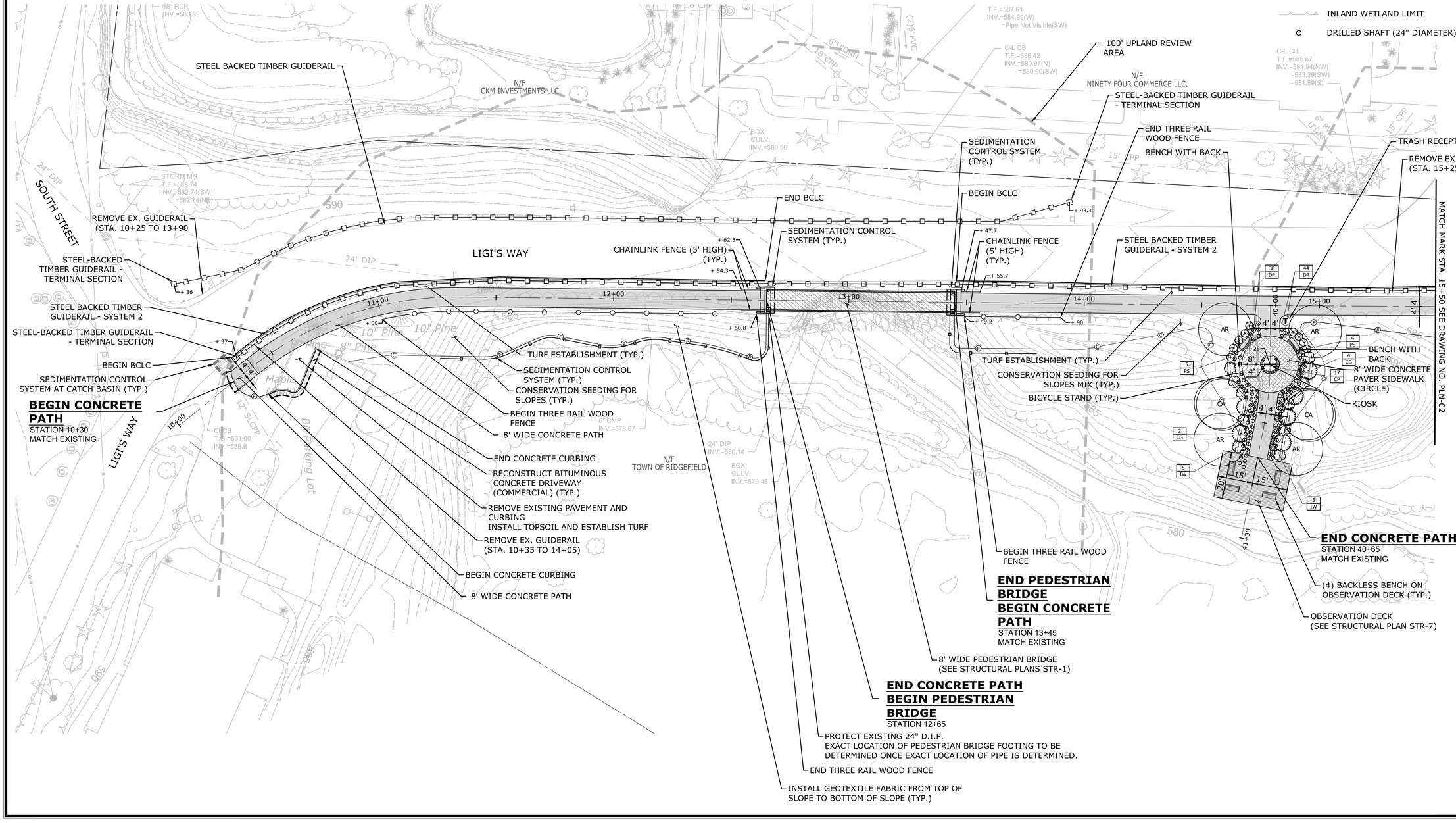
1. TEST PITS SHALL BE EXCAVATED TO DETERMINE THE EXACT LOCATION OF THE 24" DIP PRIOR TO THE START OF CONSTRUCTION.

PLANT SCHEDULE

TREES	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONT.	COMMENTS
AR	4	Acer rubrum	Red Maple	3"-3.5" Cal.	B&B	FULL & DENSE
CA	2	Carpinus caroliniana	American Hornbeam	3"-3.5" Cal.	B&B	FULL & DENSE
SHRUBS	**QTY**	**BOTANICAL NAME**	**COMMON NAME**	**SIZE**	**CONT.**	**COMMENTS**
CP	17	Carex pensylvanica	Pennsylvania Sedge	---	#3	
CG	6	Cornus racemosa	Gray Dogwood	---	#3	
DP	82	Dennstaedtia punctilobula	Hay-scented Fern	---	#3	
IW	10	Ilex verticillata	Winterberry	---	#3	
PS	10	Panicum virgatum `Shenandoah`	Shenandoah Switch Grass	---	#3	

LEGEND

- CONCRETE PATH (TO BE CONSTRUCTED PER THE CONCRETE SIDEWALK DETAIL ON SHEET HW-921_01)
- BITUMINOUS CONCRETE DRIVEWAY (COMMERCIAL)
- CONCRETE PAVER SIDEWALK (CIRCLE)
- PEDESTRIAN BRIDGE
- BOARDWALK
- PAVEMENT REPAIR
- CUT BITUMINOUS CONCRETE PAVEMENT
- APPROX. CUT/FILL LIMIT
- SEDIMENTATION CONTROL SYSTEM
- SEDIMENT CONTROL SYSTEM AT CATCH BASIN
- INLAND WETLAND LIMIT
- DRILLED SHAFT (24" DIAMETER)



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DESCRIPTION	DATE	BY

PATH PLAN
COMBINED USE PATH
RIDGEFIELD, CONNECTICUT

PD	TS	PD
DESIGNED	DRAWN	CHECKED

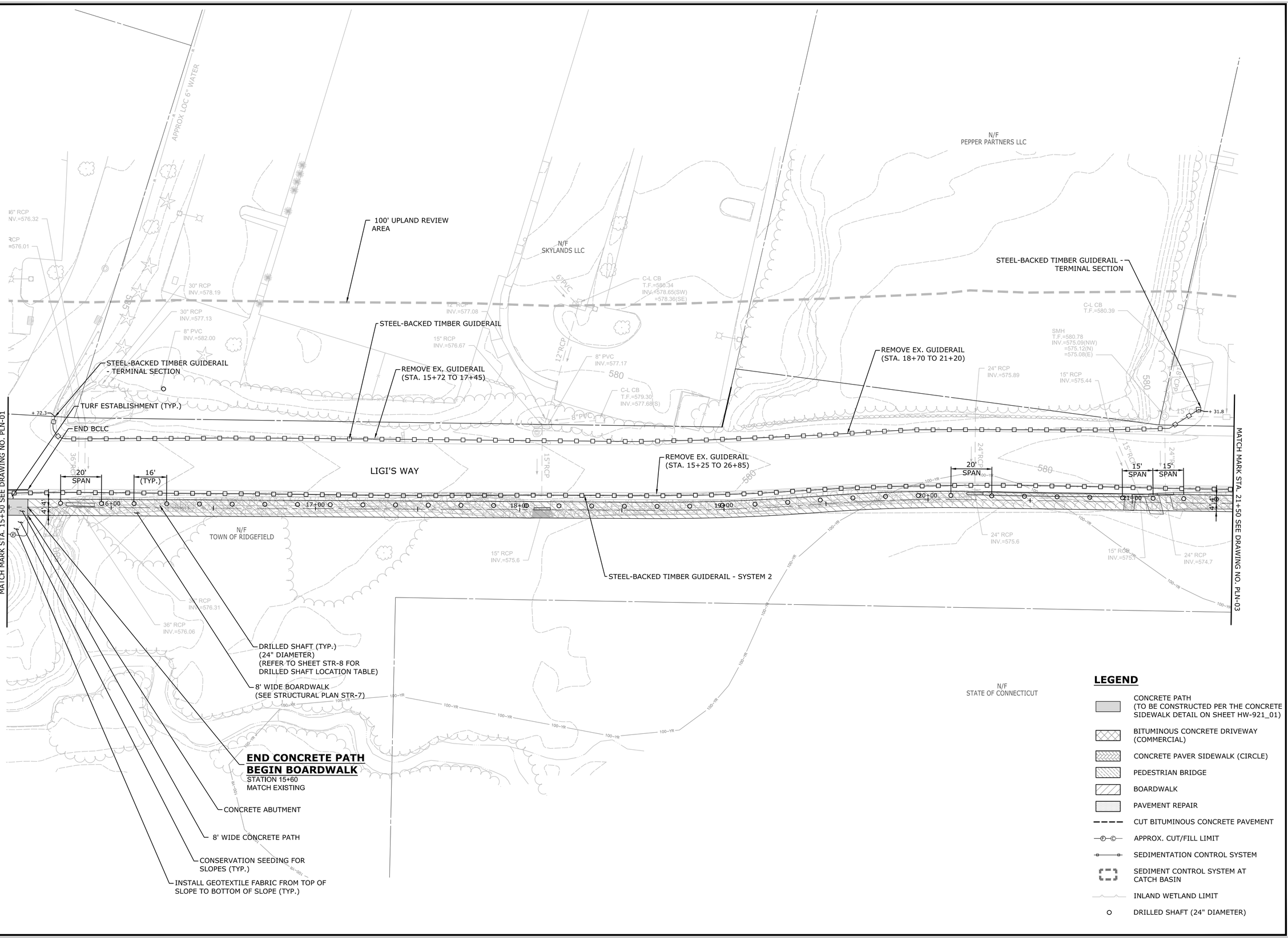
1"=20'
SCALE

APRIL 22, 2022
DATE

1716-38
PROJECT NO.

PLN-01
DRAWING NO.

14
SHEET NO.



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DESCRIPTION	DATE	BY

PATH PLAN
COMBINED USE PATH
RIDGEFIELD, CONNECTICUT

PD	TS	PD
DESIGNED	DRAWN	CHECKED

1"=20'
SCALE

APRIL 22, 2022
DATE

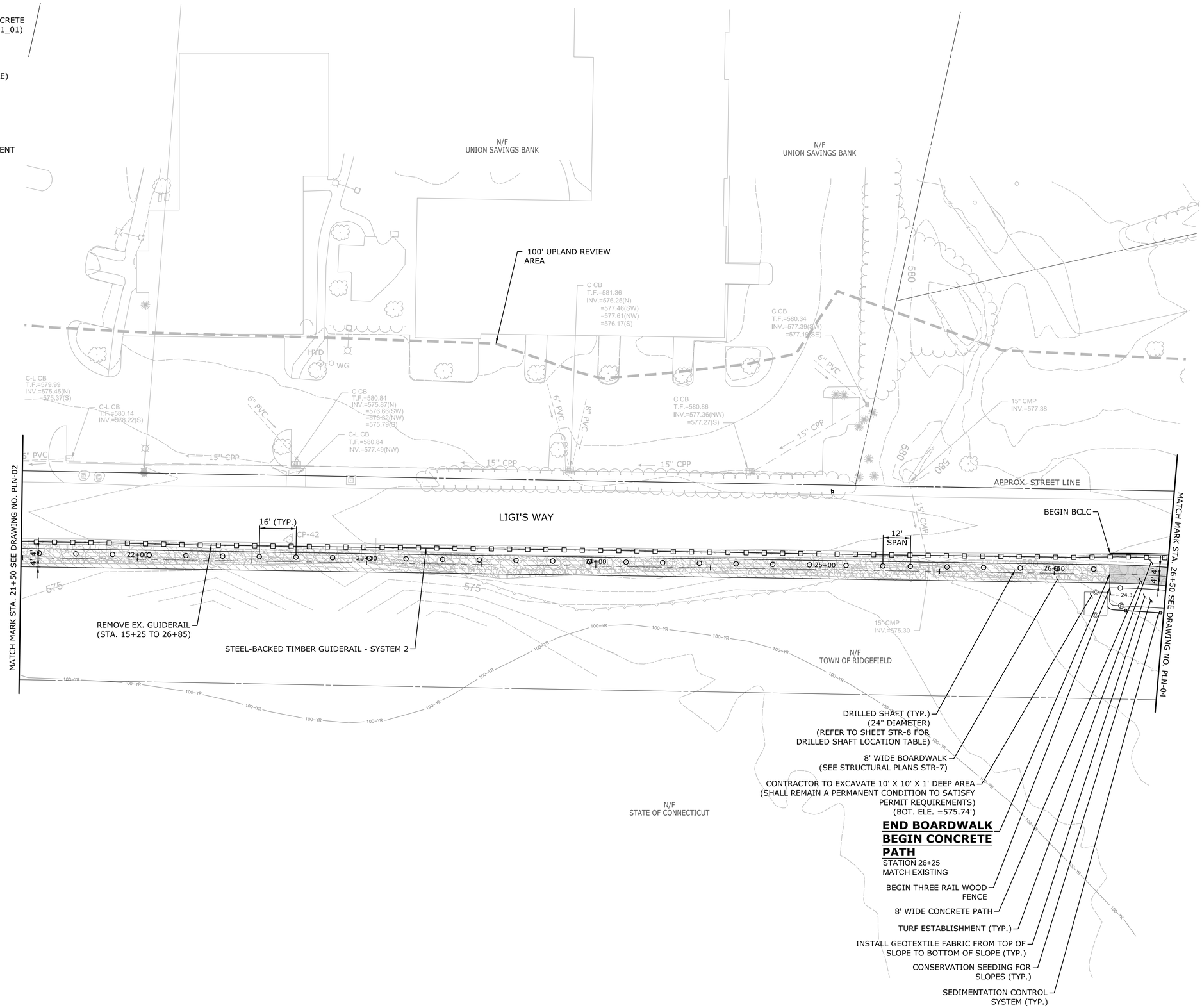
1716-38
PROJECT NO.

PLN-02
DRAWING NO.

15
SHEET NO.

LEGEND

- CONCRETE PATH (TO BE CONSTRUCTED PER THE CONCRETE SIDEWALK DETAIL ON SHEET HW-921_01)
- BITUMINOUS CONCRETE DRIVEWAY (COMMERCIAL)
- CONCRETE PAVER SIDEWALK (CIRCLE)
- PEDESTRIAN BRIDGE
- BOARDWALK
- PAVEMENT REPAIR
- CUT BITUMINOUS CONCRETE PAVEMENT
- APPROX. CUT/FILL LIMIT
- SEDIMENTATION CONTROL SYSTEM
- SEDIMENT CONTROL SYSTEM AT CATCH BASIN
- INLAND WETLAND LIMIT
- DRILLED SHAFT (24" DIAMETER)



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DESCRIPTION	DATE	BY

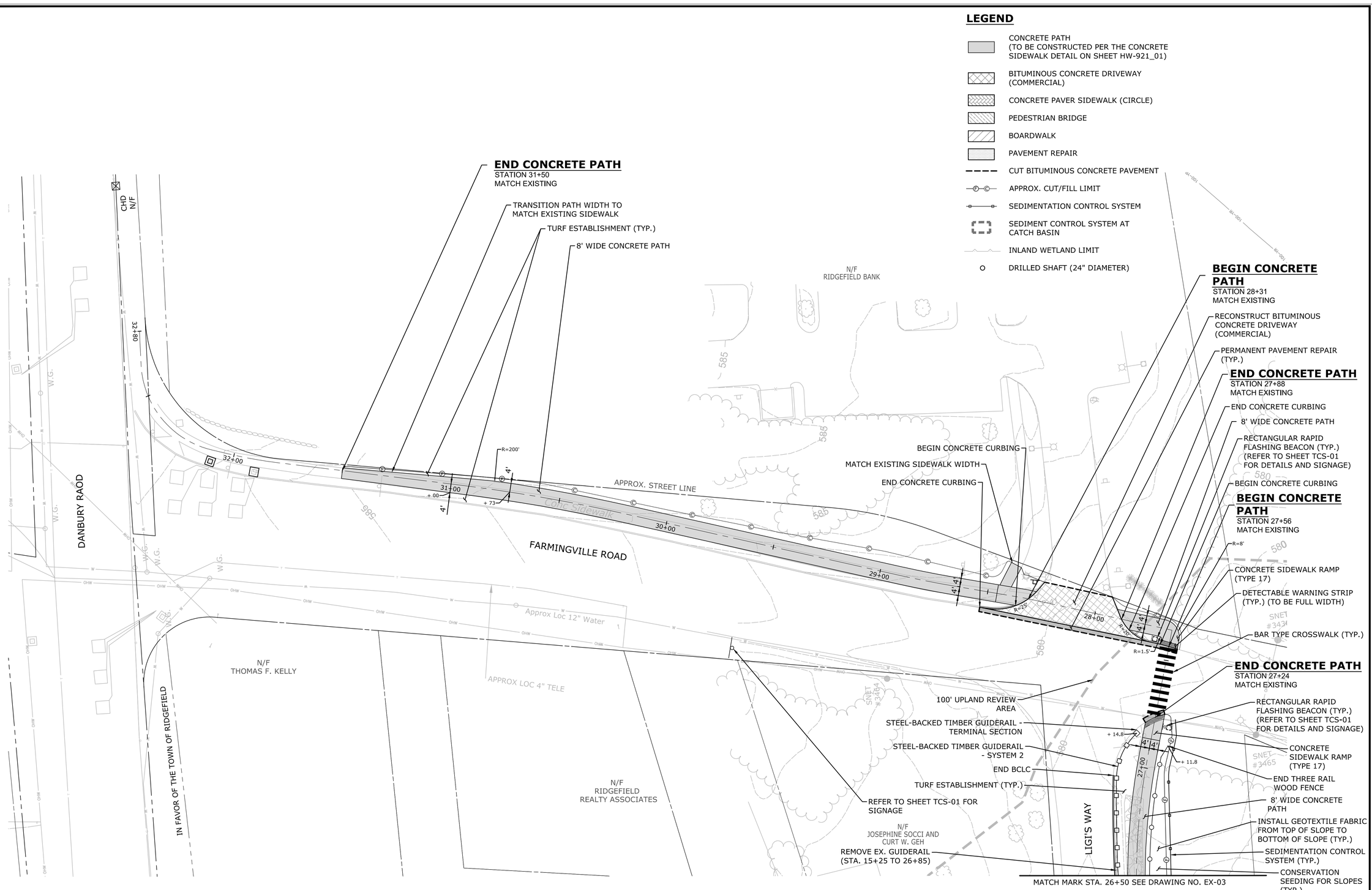
PATH PLAN

COMBINED USE PATH

RIDGEFIELD, CONNECTICUT

PD	TS	PD
DESIGNED	DRAWN	CHECKED

SCALE	1"=20'
DATE	APRIL 22, 2022
PROJECT NO.	1716-38
DRAWING NO.	PLN-03
SHEET NO.	16



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DESCRIPTION	DATE	BY

PATH PLAN

COMBINED USE PATH

RIDGEFIELD, CONNECTICUT

PD	TS	PD
DESIGNED	DRAWN	CHECKED

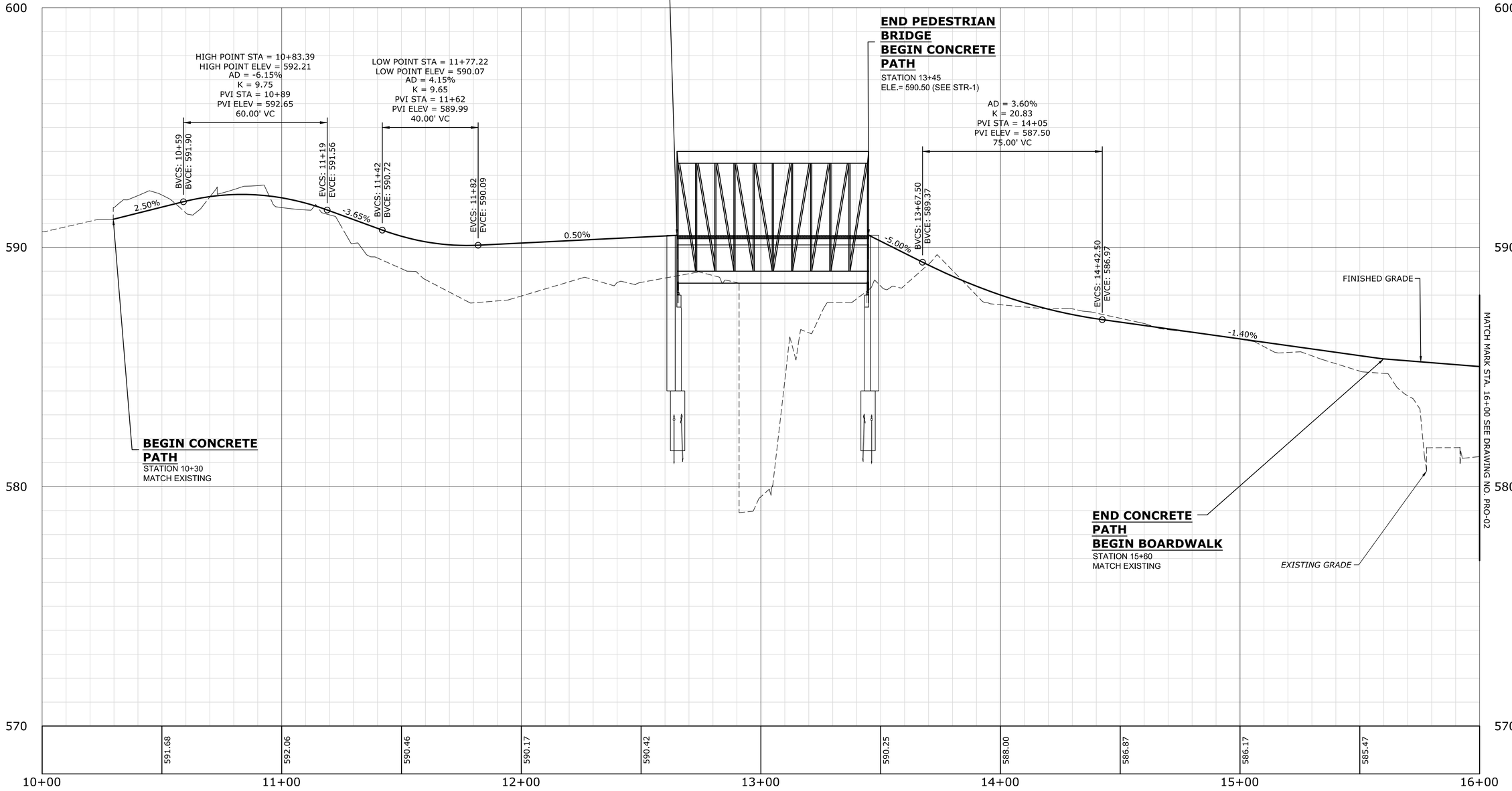
SCALE: 1"=20'

DATE: APRIL 22, 2022

PROJECT NO.: 1716-38

DRAWING NO.: PLN-04

SHEET NO.: 17



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DESCRIPTION	DATE	BY

PATH PROFILE
COMBINED USE PATH
RIDGEFIELD, CONNECTICUT

PD	TS	PD
DESIGNED	DRAWN	CHECKED

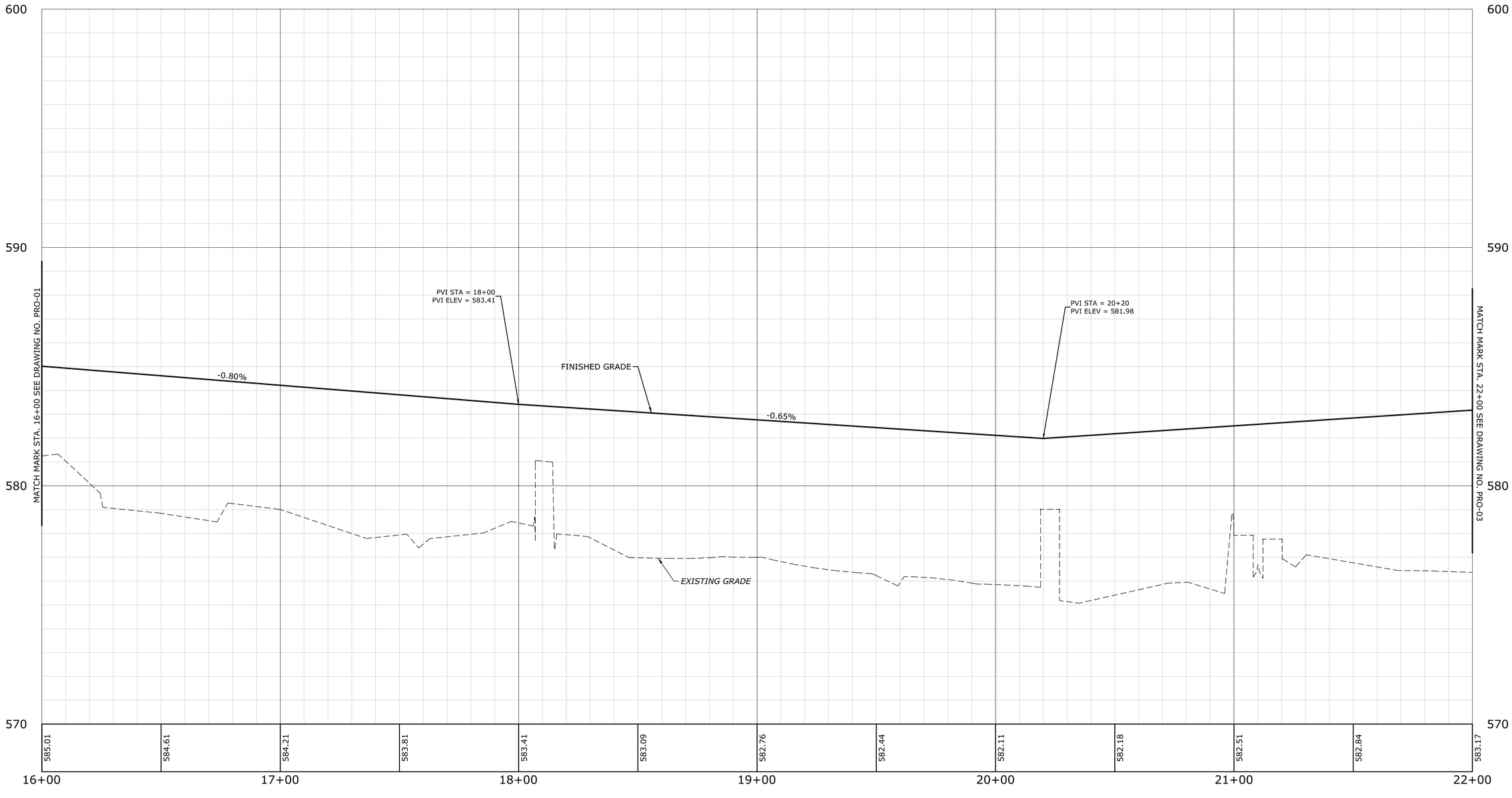
1"=20' H
1"=2' V
SCALE

APRIL 22, 2022
DATE

1716-38
PROJECT NO.

PRO-01
DRAWING NO.

18
SHEET NO.



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DESCRIPTION	DATE	BY

PATH PROFILE
COMBINED USE PATH
RIDGEFIELD, CONNECTICUT

PD	TS	PD
DESIGNED	DRAWN	CHECKED

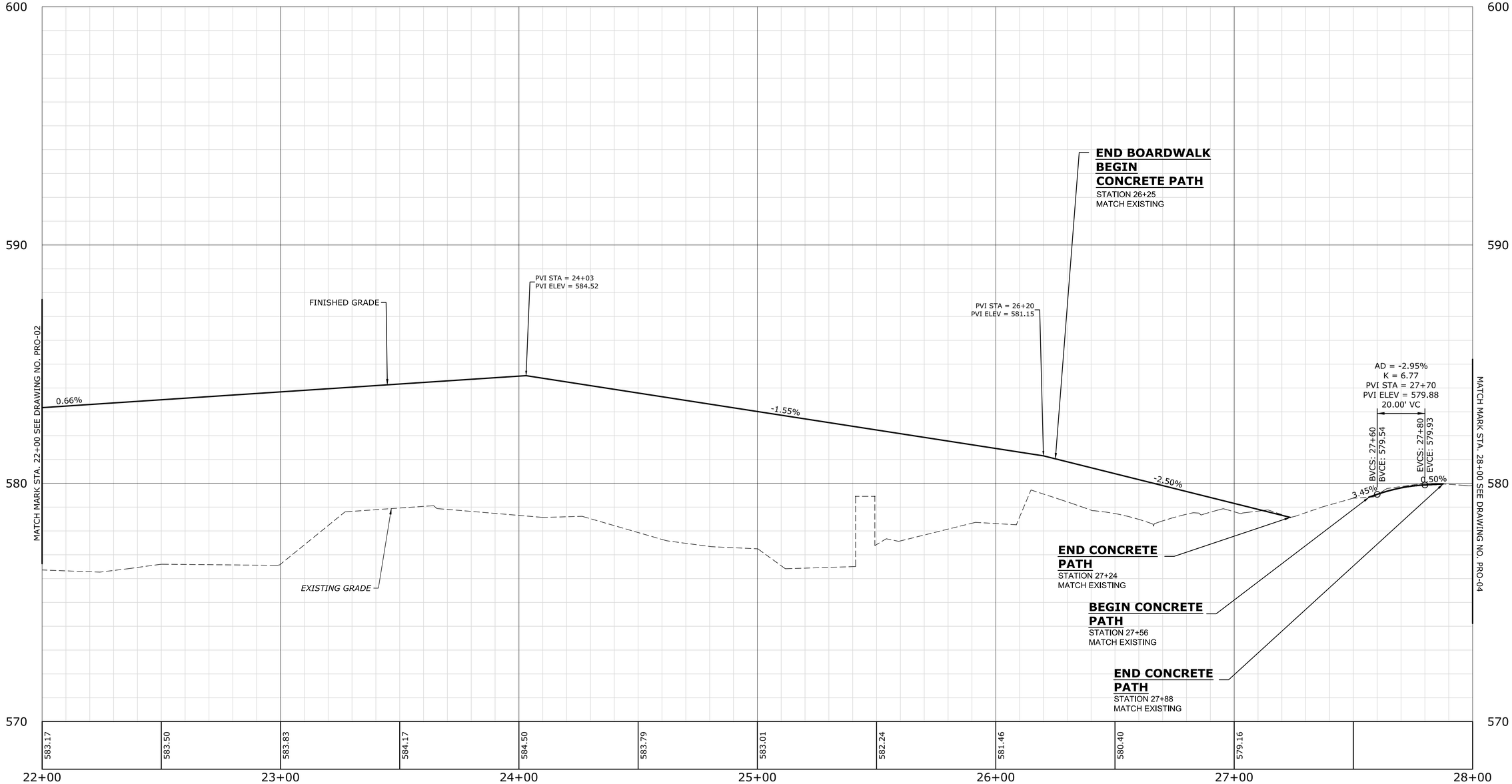
SCALE: 1"=20' H, 1"=2' V

DATE: APRIL 22, 2022

PROJECT NO.: 1716-38

DRAWING NO.: PRO-02

SHEET NO.: 19



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DESCRIPTION	DATE	BY

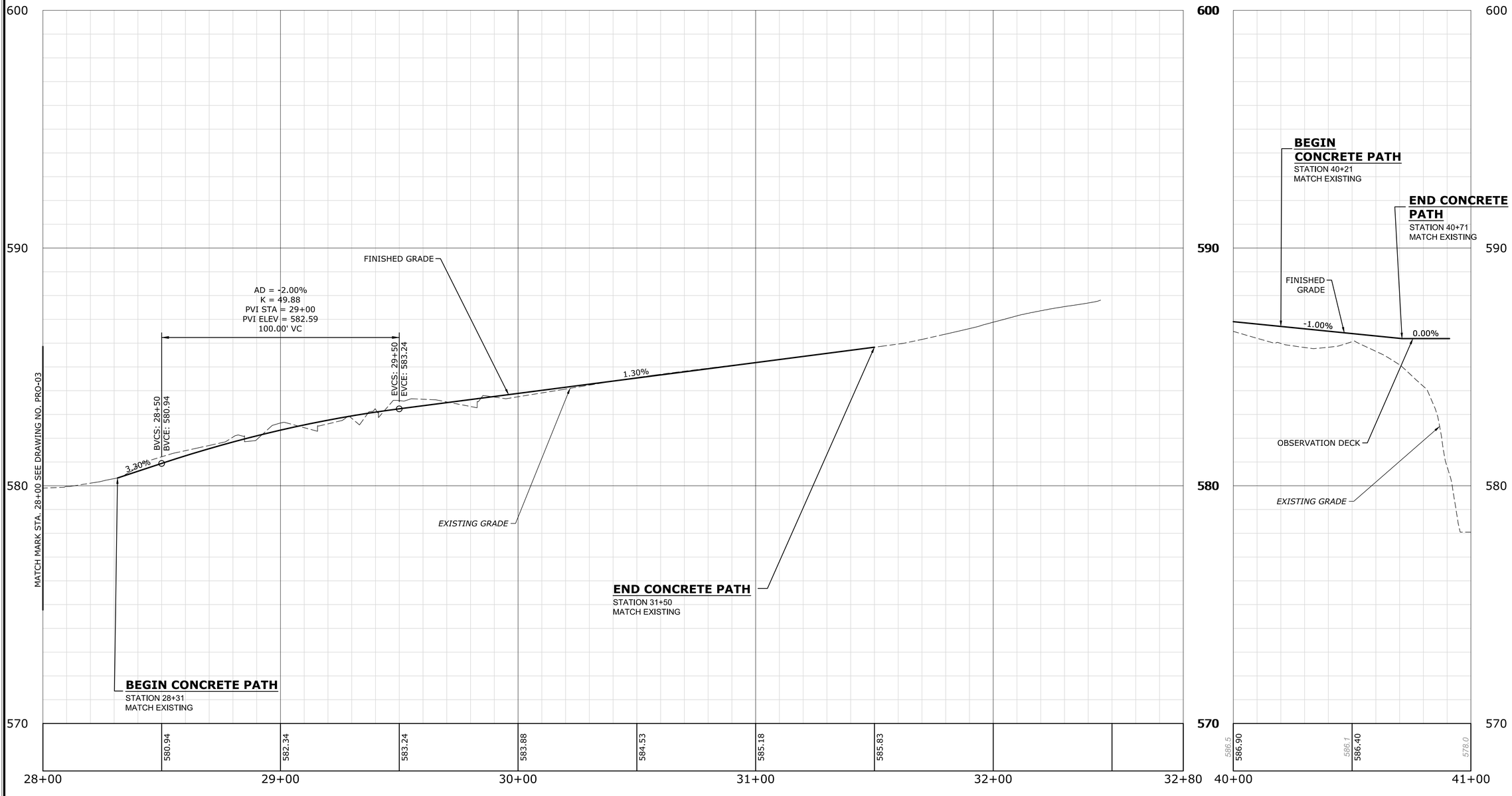
PATH PROFILE

COMBINED USE PATH

RIDGEFIELD, CONNECTICUT

PD	TS	PD
DESIGNED	DRAWN	CHECKED

SCALE	1"=20' H 1"=2' V
DATE	APRIL 22, 2022
PROJECT NO.	1716-38
DRAWING NO.	PRO-03
SHEET NO.	20



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DESCRIPTION	DATE	BY

PATH PROFILE
COMBINED USE PATH
RIDGEFIELD, CONNECTICUT

PD	TS	PD
DESIGNED	DRAWN	CHECKED

1"=20' H
1"=2' V
SCALE

APRIL 22, 2022
DATE

1716-38
PROJECT NO.

PRO-04
DRAWING NO.

21
SHEET NO.

TECHNICAL NOTES	OFFICE RECORD
RECTANGULAR RAPID FLASHING BEACON TO FLASH ALTERNATIVELY FOR 25 SECONDS (TIME ADJUSTABLE)	REV # -- SIGNAL REVISED: ------
	PEDESTRIAN CROSSING SYSTEM INSTALLED

CONSTRUCTION NOTES:

ALL MATERIAL AND CONSTRUCTION METHODS SHALL CONFORM TO THE FOLLOWING D.O.T. DOCUMENTS WHICH CAN BE ACCESSED ON THE CTDOT WEBSITE:
-STANDARD SPECIFICATIONS FOR ROADS, BRIDGES, AND INCIDENTAL CONSTRUCTION (FORM 818)
-SUPPLEMENTAL SPECIFICATIONS TO FORM 818
-STANDARD INSTALLATION AND GUIDE DETAILS SHEETS

ALL TRAFFIC SIGNAL EQUIPMENT IS NEW.

PEDESTALS FOR RECTANGULAR RAPID FLASHING BEACONS SHALL HAVE A FLAT BLACK FINISH, FEDERAL STANDARD MO. 595A - 37038

THE LOCATION OF TRAFFIC SIGNAL FOUNDATIONS WHEN IN OR ADJACENT TO SIDEWALKS SHALL BE VERIFIED PRIOR TO INSTALLATION TO PROVIDE A FREE PATH OF NOT LESS THAN 4 FEET. IF A MINIMUM 4 FOOT FREE PATH IS UNAVAILABLE, NOTIFY THE ENGINEER AND CONTACT THE DIVISION OF TRAFFIC ENGINEERING.

STAKE ALL R.O.W. PRIOR TO EXCAVATION.

ANY PROPOSED REVISIONS TO THE LOCATION OF THE APPURTENANCES SHOWN ON THE PLAN MUST BE SUBMITTED FOR REVIEW AND APPROVAL BY THE DIVISION OF TRAFFIC ENGINEERING PRIOR TO INSTALLATION.

PEDESTRIAN CROSS SYSTEM SHALL CONTAIN A SOLAR POWERED WIRELESS TRAFFIC CONTROL SYSTEM THAT INCLUDES A TRANSCEIVER RADIO THAT SENDS WIRELESS SIGNALS TO NODES (3 FOR THIS SYSTEM).

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

INSTALL PEDESTAL FOUNDATIONS ADJACENT TO LANDING AREA.

SIGN LEGEND

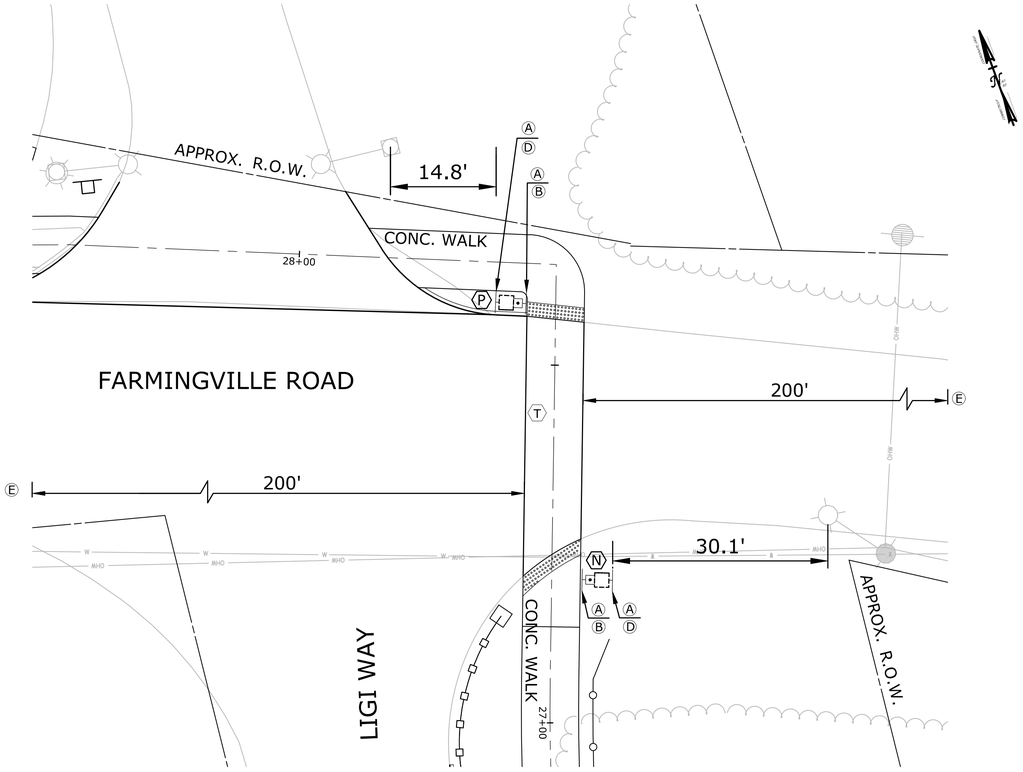
Ⓐ INSTALL 41-4829 (PEDESTAL MTD.)
(WITH RECTANGULAR RAPID FLASHING BEACON - RRFB)

Ⓑ INSTALL 41-2607 (PEDESTAL MTD.)

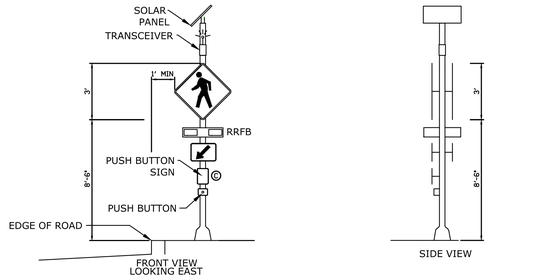
Ⓒ INSTALL 31-0846 (PEDESTAL MTD.) (PUSH BUTTON PANEL)

Ⓓ INSTALL 41-2609 (PEDESTAL MTD.)

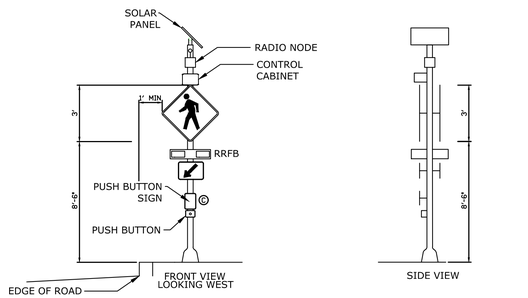
Ⓔ INSTALL 41-4829 AND 41-6126



TOWN SIGNAL



RECTANGULAR RAPID FLASHING BEACON (RRFB) DETAIL Ⓝ



RECTANGULAR RAPID FLASHING BEACON (RRFB) DETAIL Ⓟ

NOTES:

SEE SEPARATE PLAN FOR PAVEMENT MARKINGS.

TOWN OF RIDGEFIELD TO MAINTAIN ALL SIGNS AND PAVEMENT MARKINGS ON FARMINGVILLE ROAD, AND ALL STOP BARS.

TOWN OF RIDGEFIELD TO OWN AND MAINTAIN THE RECTANGULAR RAPID FLASHING BEACON EQUIPMENT, INCLUDING THE SIGNS.

Ⓣ BAR TYPE CROSSWALK (16" X 24" X 8') - TOWN MAINTAINED

NO.	DATE	REVISION DESCRIPTION

LEGEND:
R RED
Y YELLOW
G GREEN
R ARROW RED ARROW
Y ARROW YELLOW ARROW
G ARROW GREEN ARROW
WALK WALK/ PED. CLR
DON'T WALK DON'T WALK
FLASHING FLASHING

PROPOSED WOOD SPAN POLE
EXISTING WOOD SPAN POLE
PROPOSED STEEL SPAN POLE
EXISTING STEEL SPAN POLE
PROPOSED UTILITY POLE
EXISTING UTILITY POLE
PEDESTAL MOUNTING
PEDESTRIAN PUSH BUTTON & SIGN
DIRECTIONAL ARW. FOR PUSH BUTTON

TRAFFIC SIGNAL FACE
PEDESTRIAN SIGNAL FACE
DET. LEADS IN SAW CUT
PROPOSED RMC (RIGID METAL CONDUIT)
EXISTING RMC (RIGID METAL CONDUIT)
AUXILIARY TERMINATION CABINET
AUXILIARY EQUIPMENT CABINET
VIDEO DETECTION ZONE

PROPOSED CONTROLLER
EXISTING CONTROLLER
LOOP DETECTOR
SD SYSTEM DETECTOR
MAGNETIC DETECTOR
OPTICAL DETECTOR
VIDEO DETECTOR
AUDIO DETECTOR

SIDEWALK RAMP
CABLE CLOSURE
WIRELESS SENSOR
WIRELESS RECEIVER
WIRELESS TRANSMITTER
GUY WIRE
PROPOSED HANDHOLE
EXISTING HANDHOLE

DATE PLOTTED : $DATE$ $FILE$

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

SCALE 1" = 20'

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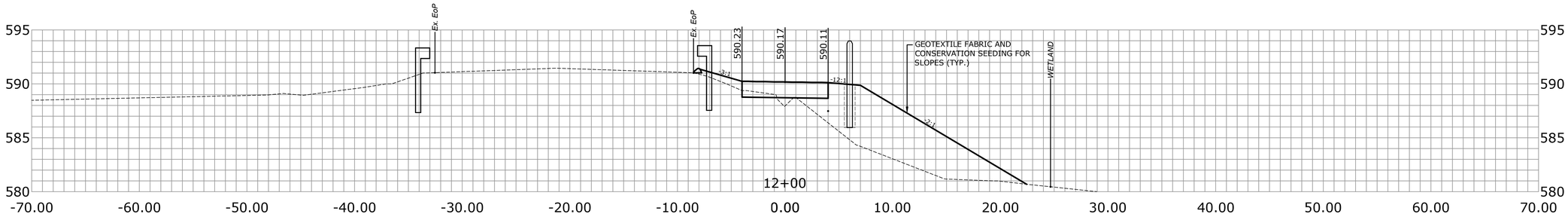
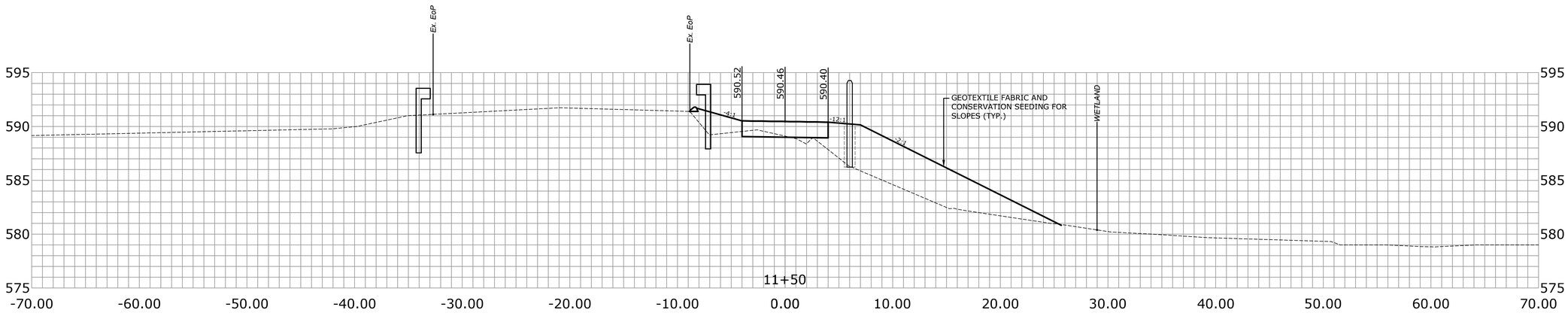
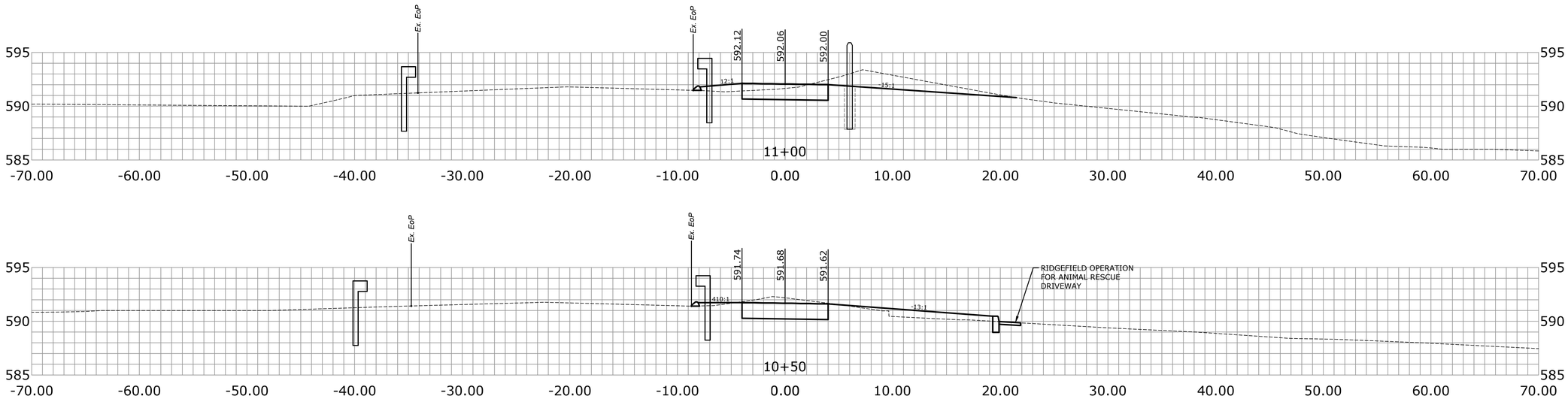
COMBINED USE PATH
LIGI WAY AND FARMINGVILLE ROAD

REV # INTERSECTION #
STATE SIGNAL INTERSECTION NO.
ENERGY BY SOLAR | METER # N/A
MAINT LEVEL - | SERVICE - N/A

TOWN: RIDGEFIELD
PROJECT NO.
DRAWING NO. TCS-01
DRAWING TITLE: TRAFFIC CONTROL SIGNAL PLAN
SHEET NO. 22







0" 2.5" 5"
0 1/2" 1"

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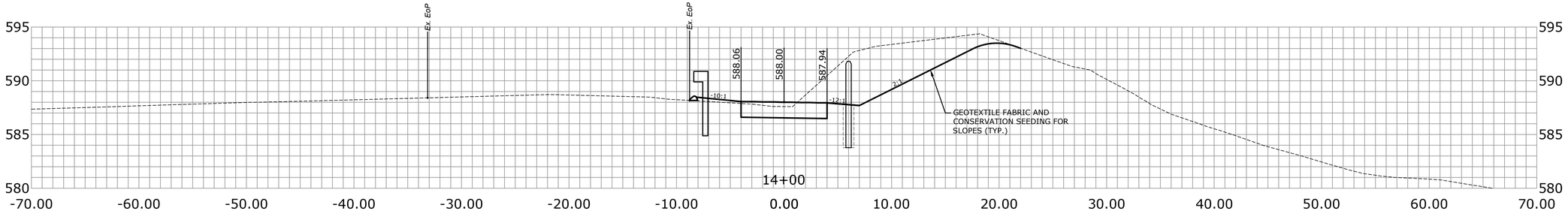
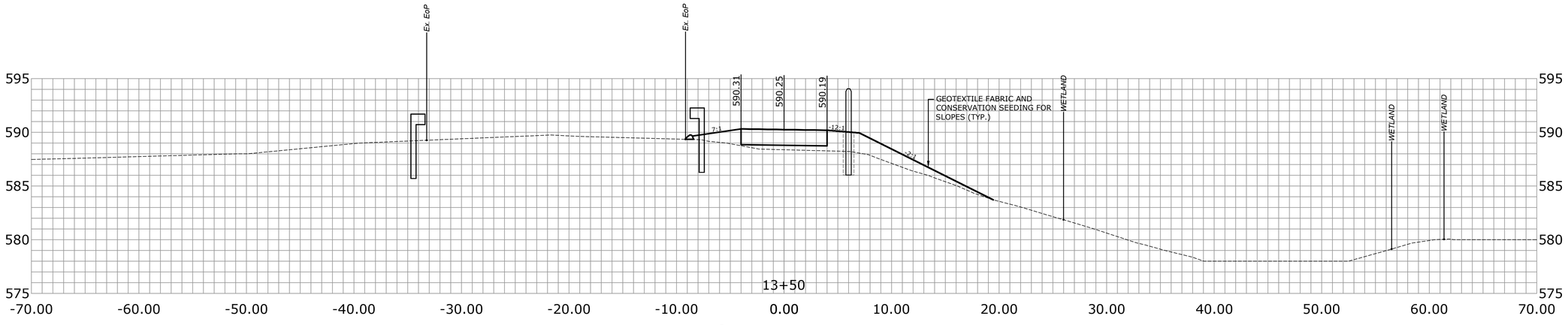
DESCRIPTION	DATE	BY

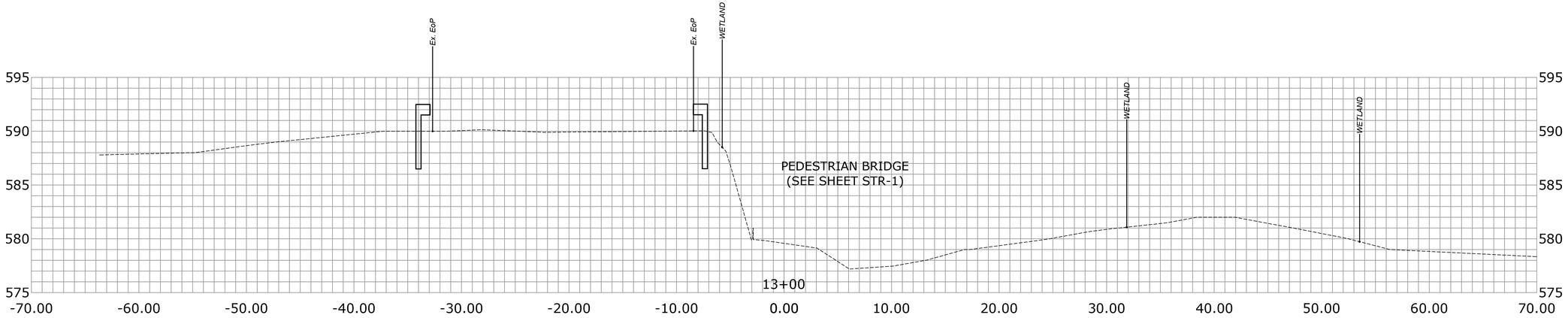
CROSS SECTIONS
COMBINED USE PATH
RIDGEFIELD, CONNECTICUT

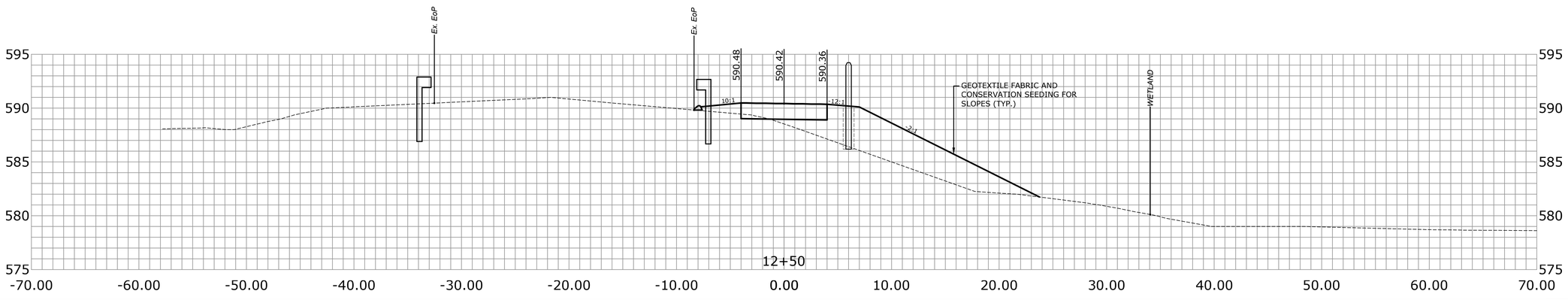
PD	TS	PD
DESIGNED	DRAWN	CHECKED

SCALE: 1"=5'
DATE: APRIL 22, 2022
PROJECT NO.: 1716-38
DRAWING NO.: XSC-01
SHEET NO.: 23









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DESCRIPTION	DATE	BY

CROSS SECTIONS
COMBINED USE PATH
RIDGEFIELD, CONNECTICUT

PD	TS	PD
DESIGNED	DRAWN	CHECKED

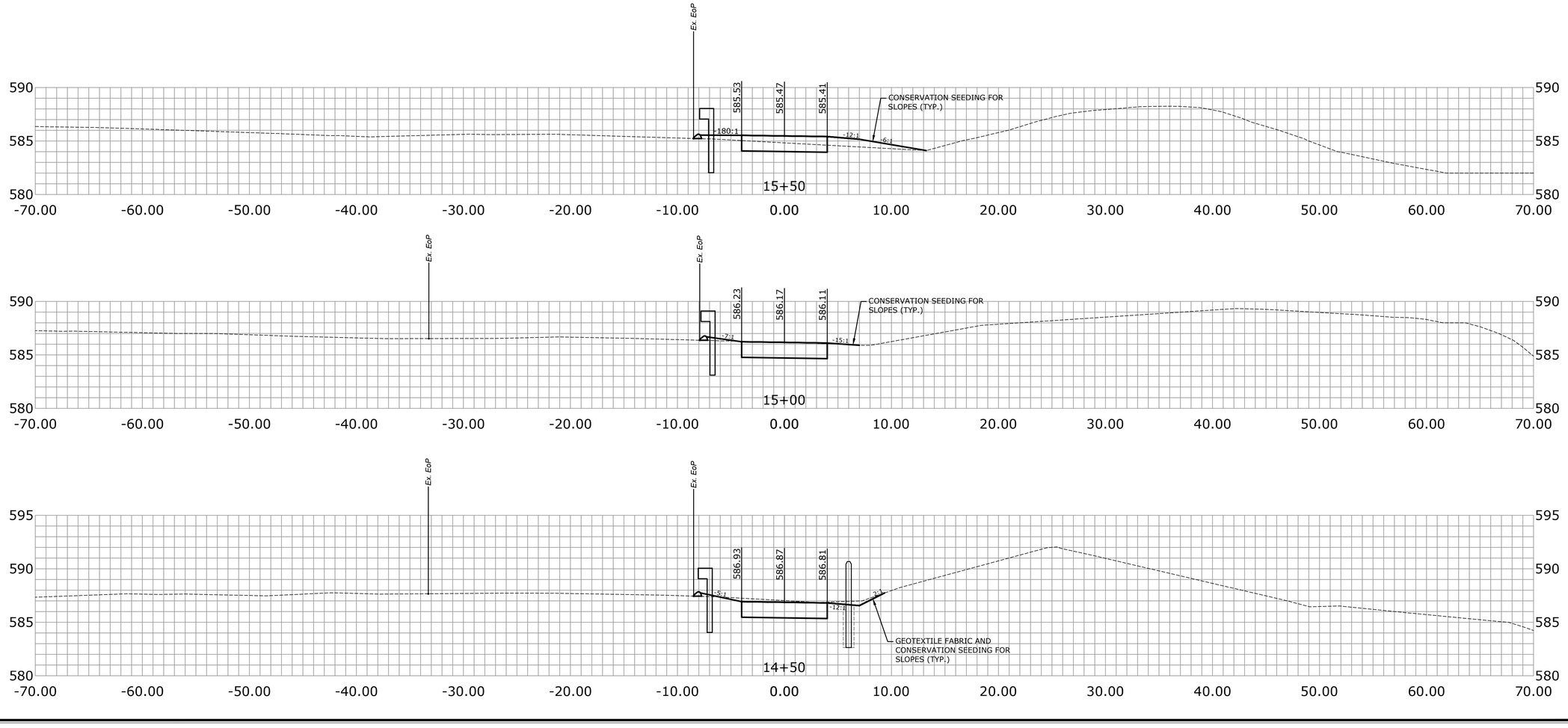
SCALE: 1"=5'

DATE: APRIL 22, 2022

PROJECT NO.: 1716-38

DRAWING NO.: XSC-02

SHEET NO.: 24



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DESCRIPTION	DATE	BY

0" 2.5" 5"
0 1/2" 1"

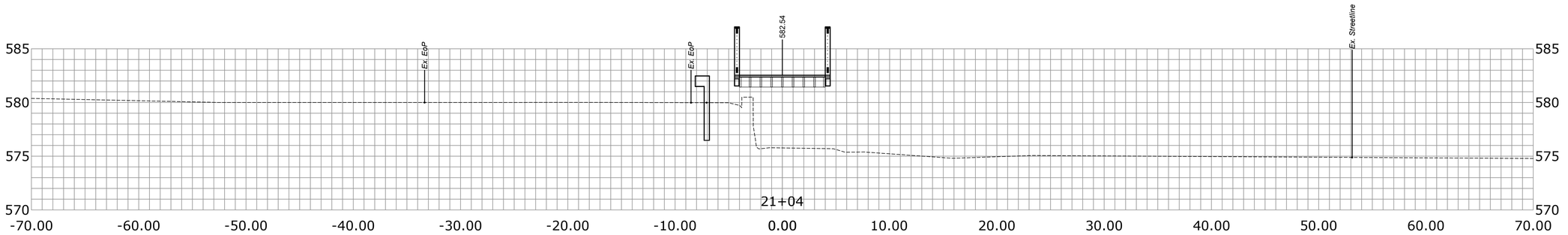
CROSS SECTIONS
COMBINED USE PATH
RIDGEFIELD, CONNECTICUT

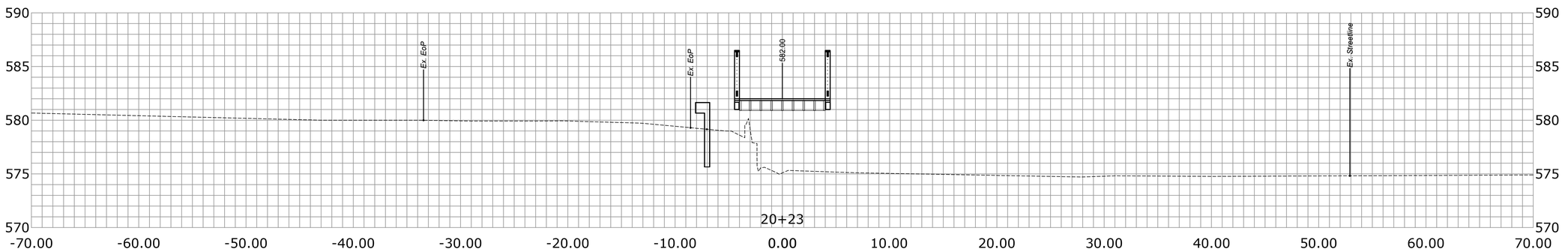
PD	TS	PD
DESIGNED	DRAWN	CHECKED

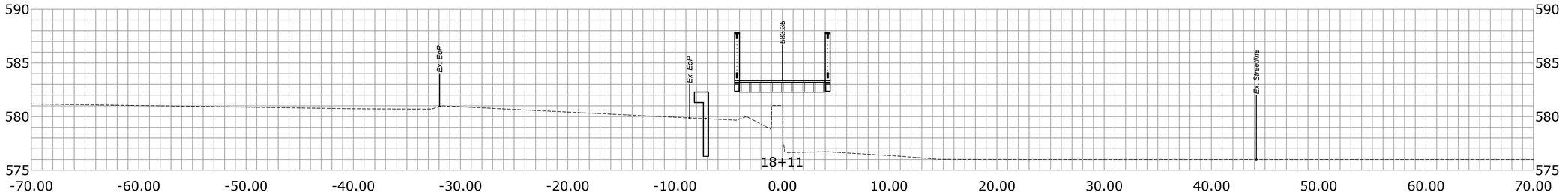
SCALE: 1"=5'
DATE: APRIL 22, 2022
PROJECT NO.: 1716-38
DRAWING NO.: XSC-03
SHEET NO.: 25

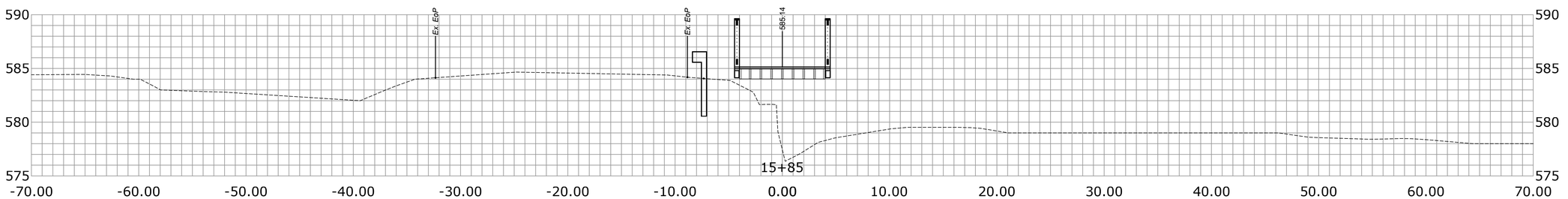
NOTES:

1. CROSS SECTIONS ALONG THE BOARDWALK ARE ONLY SHOWN AT THE EXISTING HEADWALL CROSSINGS.









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DESCRIPTION	DATE	BY

CROSS SECTIONS

COMBINED USE PATH

RIDGEFIELD, CONNECTICUT

PD	TS	PD
DESIGNED	DRAWN	CHECKED

SCALE: 1"=5'

DATE: APRIL 22, 2022

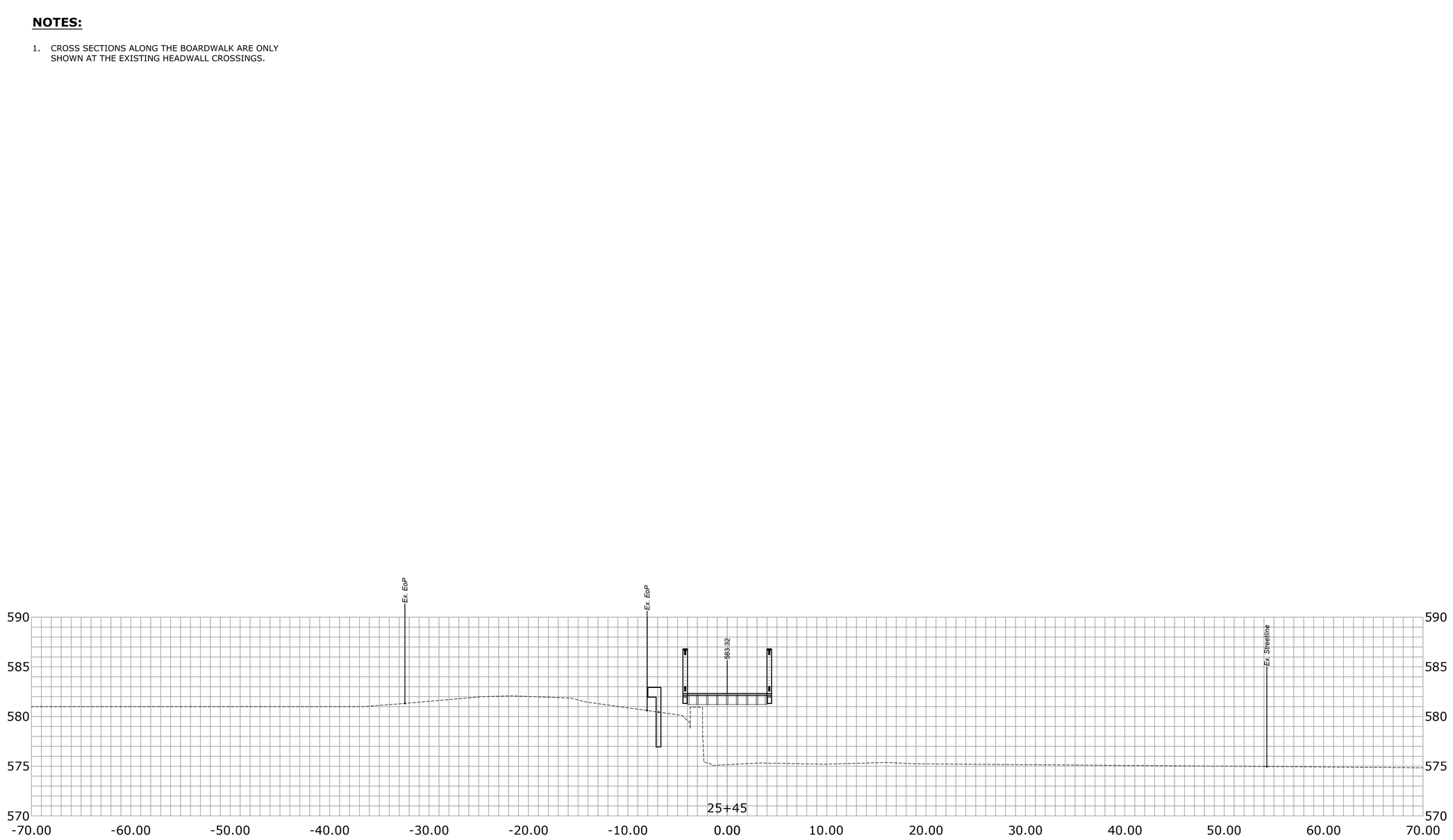
PROJECT NO.: 1716-38

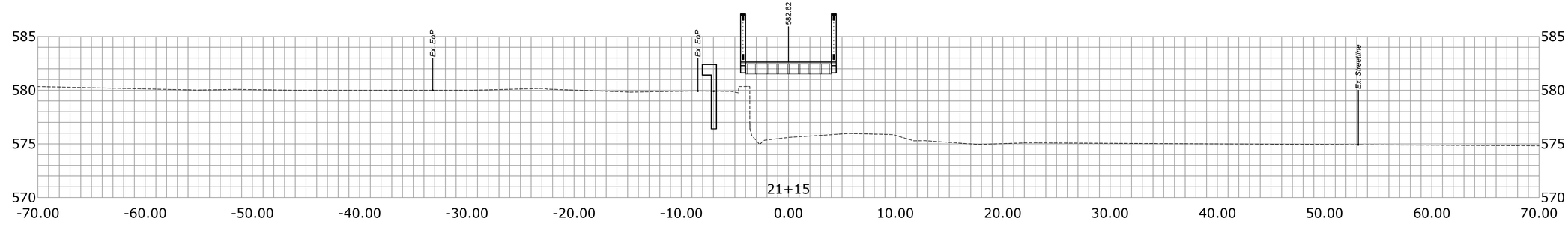
DRAWING NO.: XSC-04

SHEET NO.: 26

NOTES:

1. CROSS SECTIONS ALONG THE BOARDWALK ARE ONLY SHOWN AT THE EXISTING HEADWALL CROSSINGS.





0" 2.5" 5"
0 1/2" 1"

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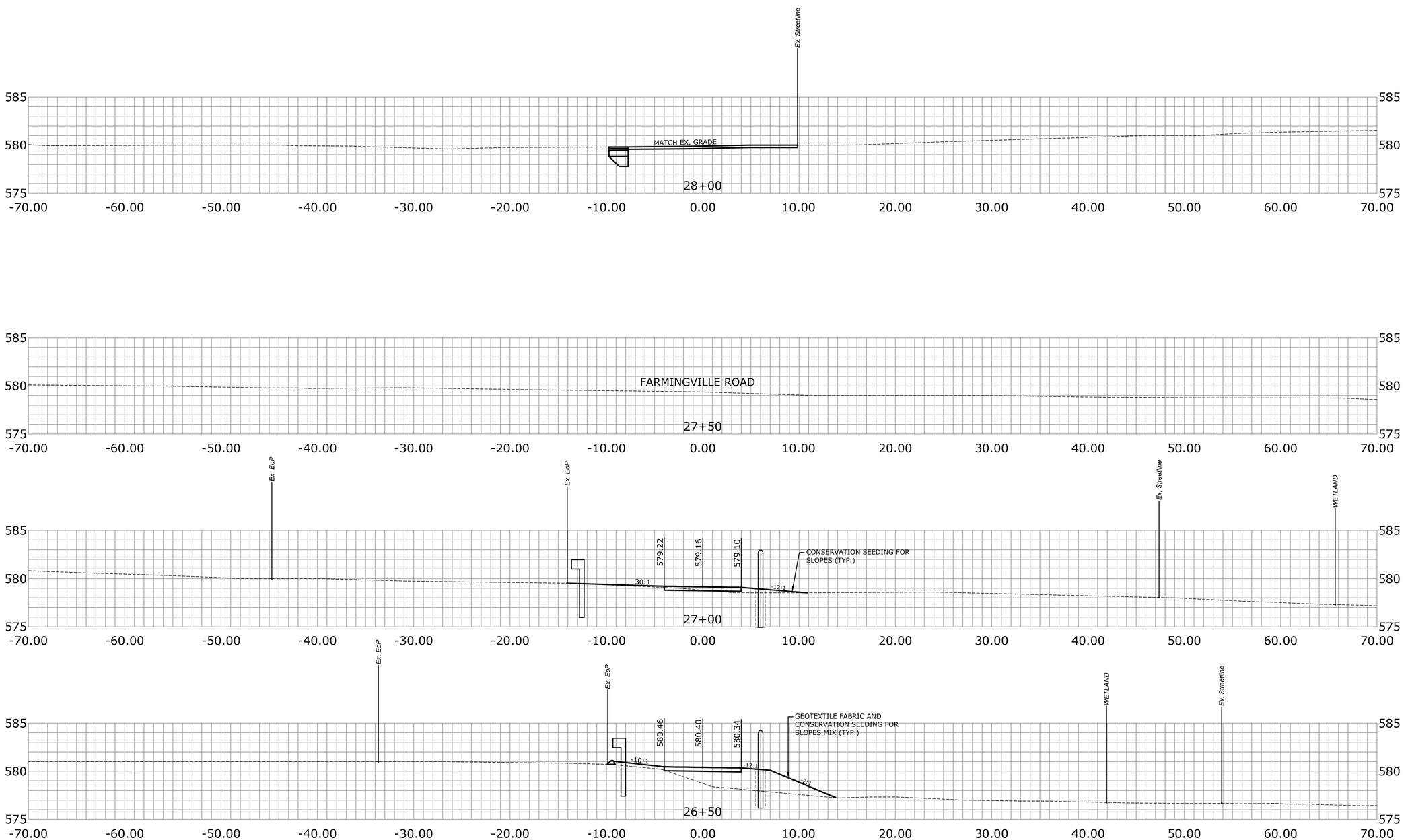
DESCRIPTION	DATE	BY

CROSS SECTIONS
COMBINED USE PATH
RIDGEFIELD, CONNECTICUT

PD	TS	PD
DESIGNED	DRAWN	CHECKED

SCALE: 1"=5'
DATE: APRIL 22, 2022
PROJECT NO.: 1716-38
DRAWING NO.: XSC-05
SHEET NO.: 27



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DESCRIPTION	DATE	BY

CROSS SECTIONS
COMBINED USE PATH
RIDGEFIELD, CONNECTICUT

PD	TS	PD
DESIGNED	DRAWN	CHECKED

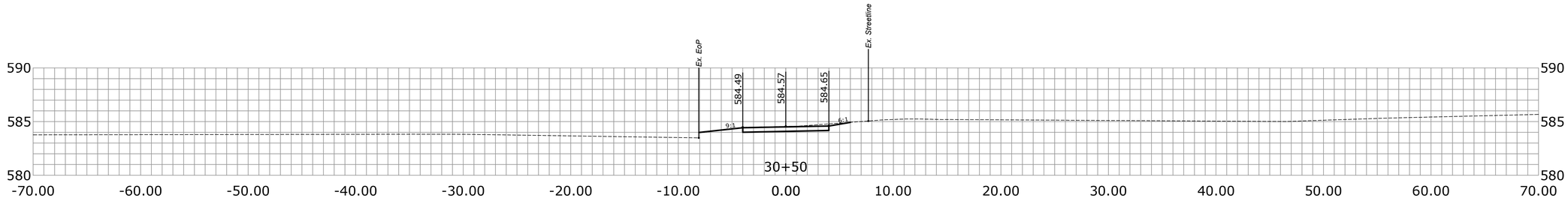
SCALE: 1"=5'

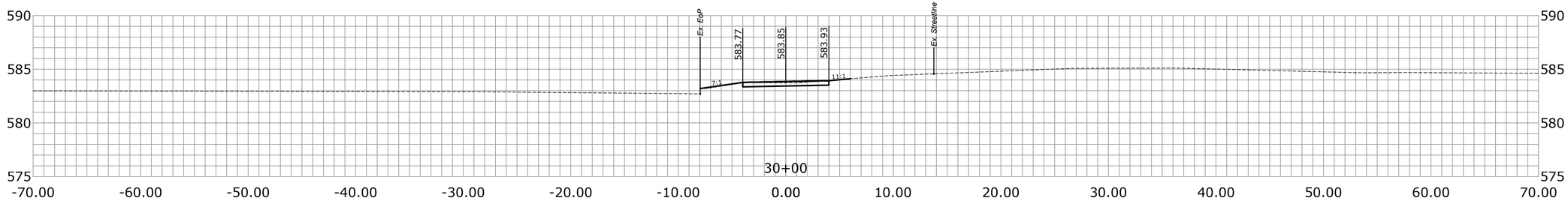
DATE: APRIL 22, 2022

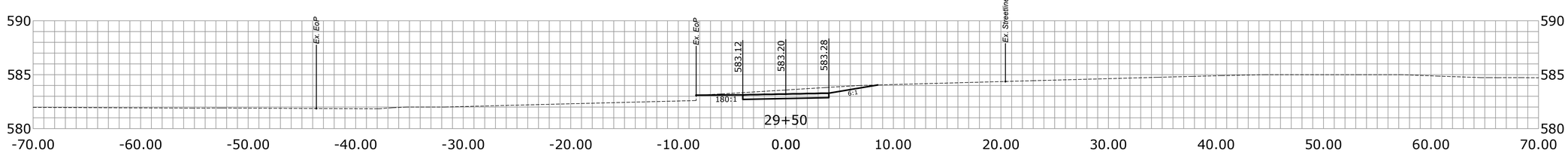
PROJECT NO.: 1716-38

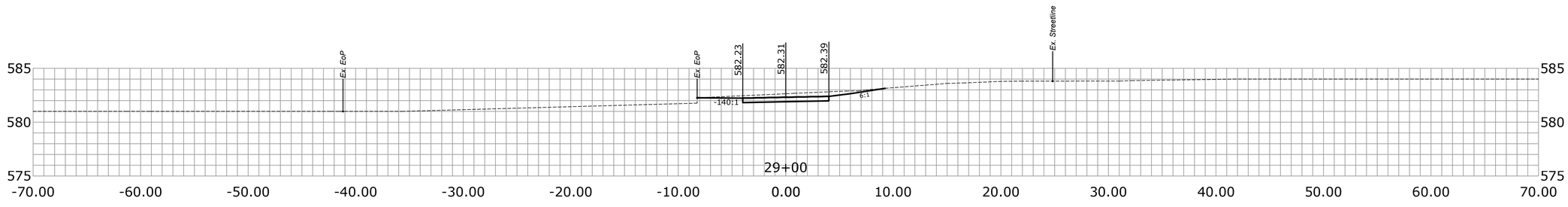
DRAWING NO.: XSC-06

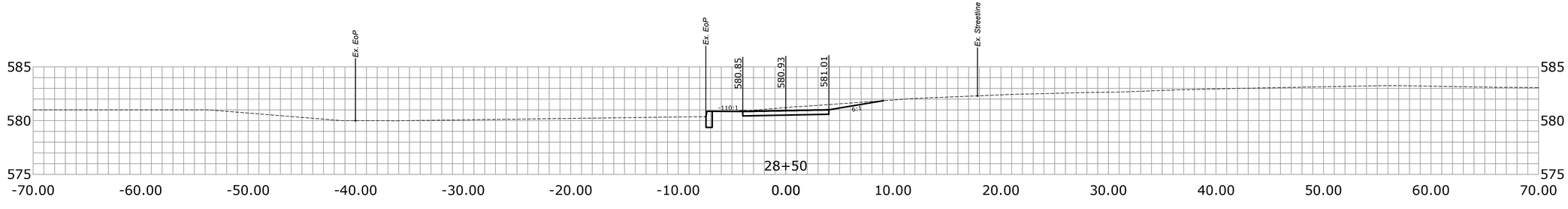
SHEET NO.: 28











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DESCRIPTION	DATE	BY

CROSS SECTIONS
COMBINED USE PATH
RIDGEFIELD, CONNECTICUT

PD	TS	PD
DESIGNED	DRAWN	CHECKED

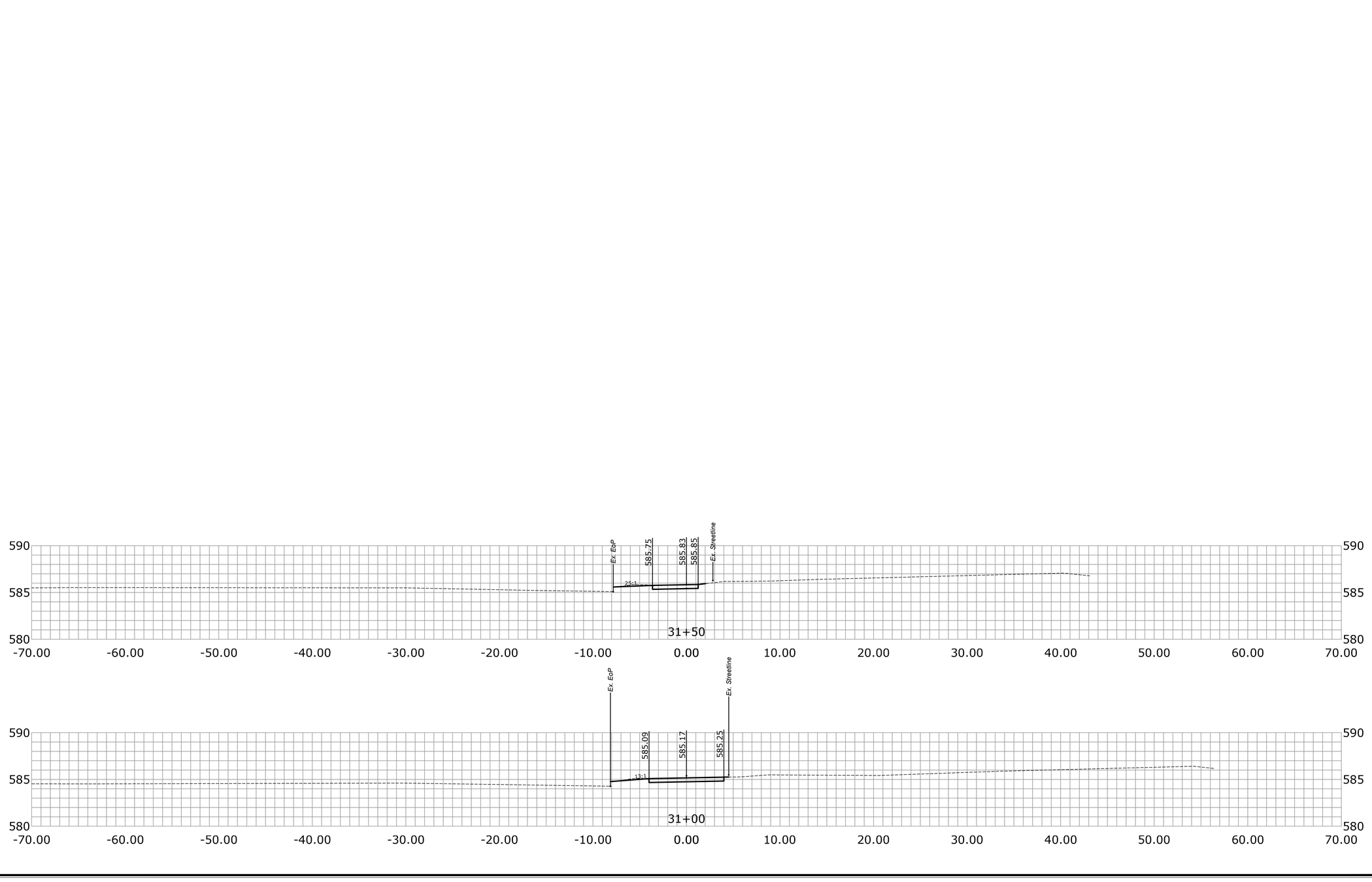
1"=5'
SCALE

APRIL 22, 2022
DATE

1716-38
PROJECT NO.

XSC-07
DRAWING NO.

29
SHEET NO.



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0" 2.5' 5'
0 1/2" 1"

DESCRIPTION	DATE	BY

CROSS SECTIONS
COMBINED USE PATH
RIDGEFIELD, CONNECTICUT

PD	TS	PD
DESIGNED	DRAWN	CHECKED

SCALE: 1"=5'
DATE: APRIL 22, 2022
PROJECT NO.: 1716-38
DRAWING NO.: XSC-08
SHEET NO.: 30

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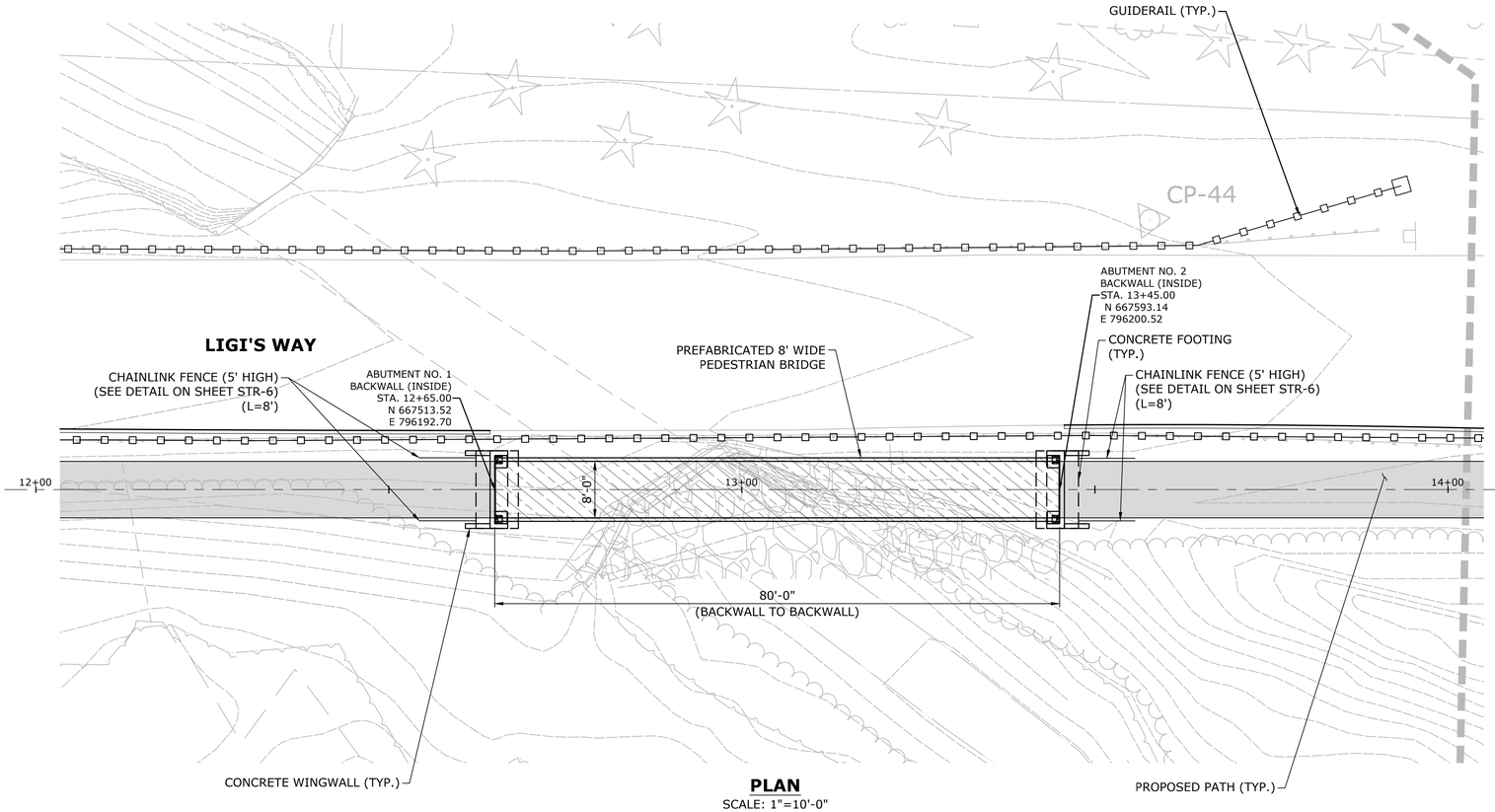
DESCRIPTION	DATE	BY

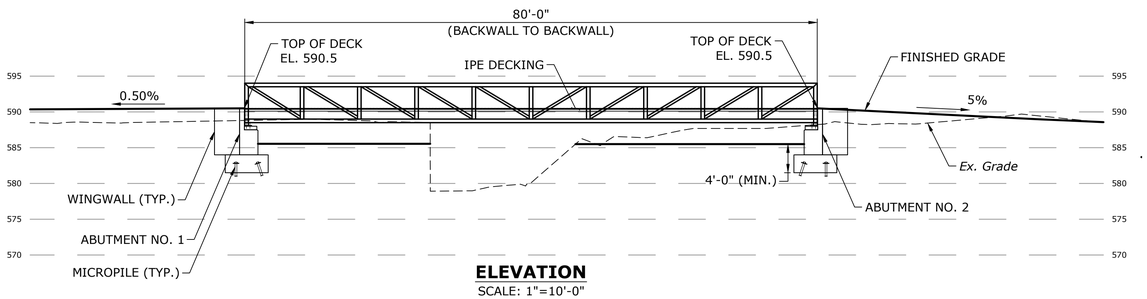
CROSS SECTIONS
COMBINED USE PATH
RIDGEFIELD, CONNECTICUT

PD	TS	PD
DESIGNED	DRAWN	CHECKED

SCALE: 1"=5'
DATE: APRIL 22, 2022
PROJECT NO.: 1716-38
DRAWING NO.: XSC-09
SHEET NO.: 31



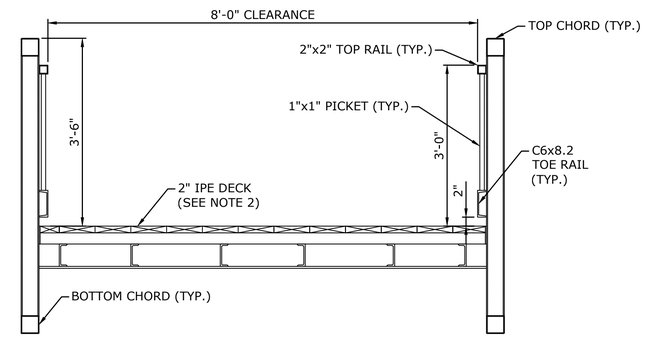
PLAN
SCALE: 1"=10'-0"



ELEVATION
SCALE: 1"=10'-0"

NOTE

1. RAILING PICKETS NOT SHOWN FOR CLARITY
2. CHAIN LINK FENCE (5' HIGH) NOW SHOWN FOR CLARITY



TYPICAL PREFABRICATED PEDESTRIAN BRIDGE SECTION
SCALE: ¾"=1'-0"

NOTE

1. VERTICAL PICKET SAFETY RAIL SYSTEM AND TOE PLATE PRODUCES MAXIMUM OPENINGS OF 4", TO A HEIGHT OF 42" ABOVE TOP OF DECK.
2. SEE SPECIAL PROVISION FOR "PEDESTRIAN BRIDGE SUPERSTRUCTURE (SITE NO. 1).

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DESCRIPTION | DATE | BY

STRUCTURAL PLAN
COMBINED USE PATH
RIDGEFIELD, CONNECTICUT

KP	JDL	KP
DESIGNED	DRAWN	CHECKED

SCALE: 1"=10'
DATE: APRIL 22, 2022
PROJECT NO.: 1716-38
DRAWING NO.: STR-1

SHEET NO.: 32

BORING LOG

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Cheshire, CT 06410
(203) 271-1773

PROJECT:	FARMINGVILLE RD. COMBINED - USE WALK PATH	**BORING NO.:** MM-1	**SHEET:** 1 of 1
LOCATION:	LIGI'S WAY & FARMINGVILLE RD., RIDGEFIELD, CT	**CONTRACTOR:** SEABOARD DRILLING, INC.	
PROJ. NO:	1716-38	**FOREMAN:** M. GLYNN	
CLIENT:	TOWN OF RIDGEFIELD	**INSPECTOR:** R. GOWISNOCK	
DATE:	JULY 6 & 7, 2020	**GROUND SURFACE ELEVATION:** ±591.0'	

EQUIPMENT:	AUGER	CASING	SAMPLER	COREBRL.	GROUNDWATER DEPTH (FT.)			TYPE OF RIG:
TYPE	HSA	-	SS	-	DATE	TIME	WATER DEPTH	DIEDRICH D-25 & MOBILE B-53
SIZE ID (IN.)	4 1/4	-	1 3/8	-	2020-07-06		NOT ENCOUNTERED	RIG MODEL:
HMR. WT (LB.)	-	-	140	-	2020-07-07		NOT ENCOUNTERED	ATV W/ AUTOHAMMER &
HMR. FALL (IN.)	-	-	30	-				TRUCK W/ AUTOHAMMER

Depth (FT)	SAMPLE NUMBER	RECOVERY (IN)	BLOWS PER 6"	SOIL AND ROCK CLASSIFICATION-DESCRIPTION BURMISTER SYSTEM (SOIL) U.S. CORPS OF ENGINEERS SYSTEM (ROCK)	DEPTH (FT.)	STRATUM DESCRIPTION	ELEV. (FT.)	Remark
				Top 3": ASPHALT.	0.3'	**ASPHALT**	590.7'	
1				Bottom 9": Light brown, fine to coarse SAND, some fine to coarse Gravel, little Silt.				
2	S-1	12	9 17 18 12	S-1: Dense, brown-gray, fine to coarse SAND and fine to coarse GRAVEL, little Silt.				1 2
3						**FILL**		
4					3.5'		587.5'	
5				Bottom of Exploration ±3.5'				
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
21								
22								

Remarks: 1. Auger refusal on 7/6/2020 at approx ±3.0' and offset boring approx ±2.0' south.
2. Auger refusal on 7/7/2020 at approx ±3.5'.

NON-PLASTIC (SPT-N)	PLASTIC (SPT-N)	SAMPLE TYPE	PROPORTIONS
0-4 = VERY LOOSE	0-2 = VERY SOFT	C = ROCK CORE	trace = <10%
4-10 = LOOSE	2-4 = SOFT	S = SPLIT SPOON	little = 10% - 20%
10-30 = MEDIUM DENSE	4-8 = MEDIUM	UP = UNDISTURBED PISTON	some = 20% - 35%
30-50 = DENSE	8 -15 = STIFF	UT = UNDISTURBED THINWALL	and = 35% - 50%
50+ = VERY DENSE	15-30 = VERY STIFF		
	30 + = HARD		

BORING LOG

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Cheshire, CT 06410
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PROJECT:	FARMINGVILLE RD. COMBINED - USE WALK PATH	**BORING NO.:** MM-3A	**SHEET:** 1 of 1
LOCATION:	LIGI'S WAY & FARMINGVILLE RD., RIDGEFIELD, CT	**CONTRACTOR:** SEABOARD DRILLING, INC.	
PROJ. NO:	1716-38	**FOREMAN:** M. GLYNN	
CLIENT:	TOWN OF RIDGEFIELD	**INSPECTOR:** R. GOWISNOCK	
DATE:	JULY 7 & 16, 2020	**GROUND SURFACE ELEVATION:** ±590.0'	

EQUIPMENT:	AUGER	CASING	SAMPLER	COREBRL.	GROUNDWATER DEPTH (FT.)			TYPE OF RIG:
TYPE	HSA	-	SS	-	DATE	TIME	WATER DEPTH	MOBILE B-53
SIZE ID (IN.)	4 1/4 & 2 1/4	-	1 3/8	-	2020-07-07		NOT ENCOUNTERED	RIG MODEL:
HMR. WT (LB.)	-	-	140	-				TRUCK W/ AUTOHAMMER
HMR. FALL (IN.)	-	-	30	-				

Depth (FT)	SAMPLE NUMBER	RECOVERY (IN)	BLOWS PER 6"	SOIL AND ROCK CLASSIFICATION-DESCRIPTION BURMISTER SYSTEM (SOIL) U.S. CORPS OF ENGINEERS SYSTEM (ROCK)	DEPTH (FT.)	STRATUM DESCRIPTION	ELEV. (FT.)	Remark
				Top 4": ASPHALT.	0.3'	**ASPHALT**	589.7'	
1				Bottom 8": Brown-gray, fine to coarse SAND and fine to coarse GRAVEL, little Silt.				
2	S-1	10	8 9 50/4"	S-1: Very dense, brown-gray, fine to coarse SAND and fine to coarse GRAVEL, little Silt.				1
3						**FILL**		
4								
5			3					
6	S-2	8	5	S-2: Medium dense, gray, fine to coarse SAND, some fine to coarse Gravel, some Silt.				2,3
7			5					
8								
9					9.5'		580.5'	4
10				Bottom of Exploration ±9.5'				
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
21								
22								

Remarks: 1. Auger refusal at approx ±4.5'. Offset approx ±3.0' north and augered to approx ±5.0'.
2. Auger refusal at approx ±8.5'. Offset boring on 7/16/20 approx ±3.0' east and augered to approx ±10.0'.
3. Auger refusal at approx ±8.5'. Offset boring on 7/16/20 approx ±3.0' north and augered to approx ±10.0'.
4. Auger refusal at approx ±9.5'.

NON-PLASTIC (SPT-N)	PLASTIC (SPT-N)	SAMPLE TYPE	PROPORTIONS
0-4 = VERY LOOSE	0-2 = VERY SOFT	C = ROCK CORE	trace = <10%
4-10 = LOOSE	2-4 = SOFT	S = SPLIT SPOON	little = 10% - 20%
10-30 = MEDIUM DENSE	4-8 = MEDIUM	UP = UNDISTURBED PISTON	some = 20% - 35%
30-50 = DENSE	8 -15 = STIFF	UT = UNDISTURBED THINWALL	and = 35% - 50%
50+ = VERY DENSE	15-30 = VERY STIFF		
	30 + = HARD		

BORING LOG

MILONE & MACBROOM
99 Realty Drive
Cheshire, CT 06410
(203) 271-1773

PROJECT:	FARMINGVILLE RD. COMBINED - USE WALK PATH	**BORING NO.:** MM-4	**SHEET:** 1 of 2
LOCATION:	LIGI'S WAY & FARMINGVILLE RD., RIDGEFIELD, CT	**CONTRACTOR:** SEABOARD DRILLING, INC.	
PROJ. NO:	1716-38	**FOREMAN:** M. GLYNN	
CLIENT:	TOWN OF RIDGEFIELD	**INSPECTOR:** R. GOWISNOCK	
DATE:	JULY 16, 2020	**GROUND SURFACE ELEVATION:** ±585.5'	

EQUIPMENT:	AUGER	CASING	SAMPLER	COREBRL.	GROUNDWATER DEPTH (FT.)			TYPE OF RIG:
TYPE	HSA	-	SS	-	DATE	TIME	WATER DEPTH	MOBILE B-53
SIZE ID (IN.)	2 1/4	-	1 3/8	-	2020-07-07		±7.0'	RIG MODEL:
HMR. WT (LB.)	-	-	140	-				TRUCK W/ AUTOHAMMER
HMR. FALL (IN.)	-	-	30	-				

Depth (FT)	SAMPLE NUMBER	RECOVERY (IN)	BLOWS PER 6"	SOIL AND ROCK CLASSIFICATION-DESCRIPTION BURMISTER SYSTEM (SOIL) U.S. CORPS OF ENGINEERS SYSTEM (ROCK)	DEPTH (FT.)	STRATUM DESCRIPTION	ELEV. (FT.)	Remark
1	S-1	12	4 3 5 5	S-1: Loose, brown, fine to coarse SAND and fine to coarse GRAVEL, little Silt.				
2								
3	S-2	10	5 7 14 11	S-2: Medium dense, brown, fine to coarse SAND and fine to coarse GRAVEL, little Silt.		**FILL**		
4								
5			17					
6	S-3	14	15 7 5	S-3: Medium dense, dark brown, fine to coarse SAND, some fine to coarse Gravel, little Silt.				
7					7.0'	G.W.T. ▼	578.5'	
8					8.5'		577.0'	
9						**SANDY SILT**		
10			3	S-4: Loose, Top 12": Gray, SILT, little fine to coarse Sand.				
11	S-4	20	4 2 2	Middle 5": Gray, fine to coarse SAND, little Silt. Medium, Bottom 3": Black, Clayey SILT, trace Organics.	11.0' 11.5'	**SAND & SILT**	574.5' 574.0'	
12						**CLAYEY SILT WITH ORGANICS**		
13					13.5'		572.0'	
14								
15								
16	S-5	11	4 6 6 8	S-5: Medium dense, gray, fine to coarse SAND and fine to coarse GRAVEL, little Silt.		**SAND & GRAVEL**		
17								
18					18.5'		567.0'	
19								
20			4	S-6: Loose, gray, fine to medium SAND and SILT.				
21	S-6	14	3 4 3			**SAND & SILT**		
22								

Remarks:

NON-PLASTIC (SPT-N)	PLASTIC (SPT-N)	SAMPLE TYPE	PROPORTIONS
0-4 = VERY LOOSE	0-2 = VERY SOFT	C = ROCK CORE	trace = <10%
4-10 = LOOSE	2-4 = SOFT	S = SPLIT SPOON	little = 10% - 20%
10-30 = MEDIUM DENSE	4-8 = MEDIUM	UP = UNDISTURBED PISTON	some = 20% - 35%
30-50 = DENSE	8 -15 = STIFF	UT = UNDISTURBED THINWALL	and = 35% - 50%
50+ = VERY DENSE	15-30 = VERY STIFF		
	30 + = HARD		

BORING LOG

MILONE & MACBROOM
99 Realty Drive
Cheshire, CT 06410
(203) 271-1773

PROJECT:	FARMINGVILLE RD. COMBINED - USE WALK PATH	**BORING NO.:** MM-2	**SHEET:** 1 of 1
LOCATION:	LIGI'S WAY & FARMINGVILLE RD., RIDGEFIELD, CT	**CONTRACTOR:** SEABOARD DRILLING, INC.	
PROJ. NO:	1716-38	**FOREMAN:** M. GLYNN	
CLIENT:	TOWN OF RIDGEFIELD	**INSPECTOR:** R. GOWISNOCK	
DATE:	JULY 7, 2020	**GROUND SURFACE ELEVATION:** ±591.0'	

EQUIPMENT:	AUGER	CASING	SAMPLER	COREBRL.	GROUNDWATER DEPTH (FT.)			TYPE OF RIG:
TYPE	HSA	-	SS	-	DATE	TIME	WATER DEPTH	MOBILE B-53
SIZE ID (IN.)	4 1/4	-	1 3/8	-	2020-07-07		NOT ENCOUNTERED	RIG MODEL:
HMR. WT (LB.)	-	-	140	-				TRUCK W/ AUTOHAMMER
HMR. FALL (IN.)	-	-	30	-				

Depth (FT)	SAMPLE NUMBER	RECOVERY (IN)	BLOWS PER 6"	SOIL AND ROCK CLASSIFICATION-DESCRIPTION BURMISTER SYSTEM (SOIL) U.S. CORPS OF ENGINEERS SYSTEM (ROCK)	DEPTH (FT.)	STRATUM DESCRIPTION	ELEV. (FT.)	Remark
				Top 4": ASPHALT.	0.3'	**ASPHALT**	590.7'	
1				Bottom 8": Brown, fine to coarse SAND and fine to coarse GRAVEL, little Silt.				
2	S-1	12	10 10 8	S-1: Medium dense, gray, fine to coarse SAND, some fine to coarse Gravel, little Silt, trace Debris (e.g., brick).				1
3			7					
4	S-2	11	7 8	S-2: Medium dense, brown, fine to coarse GRAVEL and fine to coarse SAND, little Silt.				
5			22					
6	S-3	14	24 13 14	S-3: Medium dense, gray, fine to coarse SAND and fine to coarse GRAVEL, little Silt, trace Debris (e.g., asphalt).		**FILL**		1
7								
8								
9								2
10	S-4	15	17 7 5 6	S-4: Medium dense, gray-brown, fine to coarse SAND, some fine to coarse Gravel, little Silt.				
11					11.0'		580.0'	
12				Bottom of Exploration ±11.0'				
13								
14								
15								
16								
17								
18								
19								
20								
21								
22								

Remarks: 1. Auger refusal at approximately ±5.5'. Offset approx ±3.5' north and augered to approximately ±10.0'.
2. Auger refusal at approx ±9.0' on possible boulder. Spoon sample was taken at ±9.0'.

NON-PLASTIC (SPT-N)	PLASTIC (SPT-N)	SAMPLE TYPE	PROPORTIONS
0-4 = VERY LOOSE	0-2 = VERY SOFT	C = ROCK CORE	trace = <10%
4-10 = LOOSE	2-4 = SOFT	S = SPLIT SPOON	little = 10% - 20%
10-30 = MEDIUM DENSE	4-8 = MEDIUM	UP = UNDISTURBED PISTON	some = 20% - 35%
30-50 = DENSE	8 -15 = STIFF	UT = UNDISTURBED THINWALL	and = 35% - 50%
50+ = VERY DENSE	15-30 = VERY STIFF		
	30 + = HARD		

BORING LOG

MILONE & MACBROOM
99 Realty Drive
Cheshire, CT 06410
(203) 271-1773

PROJECT:	FARMINGVILLE RD. COMBINED - USE WALK PATH	**BORING NO.:** MM-3B	**SHEET:** 1 of 1
LOCATION:	LIGI'S WAY & FARMINGVILLE RD., RIDGEFIELD, CT	**CONTRACTOR:** SEABOARD DRILLING, INC.	
PROJ. NO:	1716-38	**FOREMAN:** M. GLYNN	
CLIENT:	TOWN OF RIDGEFIELD	**INSPECTOR:** R. GOWISNOCK	
DATE:	JULY 16, 2020	**GROUND SURFACE ELEVATION:** ±588.0'	

EQUIPMENT:	AUGER	CASING	SAMPLER	COREBRL.	GROUNDWATER DEPTH (FT.)			TYPE OF RIG:
TYPE	HSA	-	SS	-	DATE	TIME	WATER DEPTH	MOBILE B-53
SIZE ID (IN.)	2 1/4	-	1 3/8	-	2020-07-07		NOT ENCOUNTERED	RIG MODEL:
HMR. WT (LB.)	-	-	140	-				TRUCK W/ AUTOHAMMER
HMR. FALL (IN.)	-	-	30	-				

Depth (FT)	SAMPLE NUMBER	RECOVERY (IN)	BLOWS PER 6"	SOIL AND ROCK CLASSIFICATION-DESCRIPTION BURMISTER SYSTEM (SOIL) U.S. CORPS OF ENGINEERS SYSTEM (ROCK)	DEPTH (FT.)	STRATUM DESCRIPTION	ELEV. (FT.)	Remark
	S-1	0	50/1"	S-1: No Recovery.				1
1								4
2								
3						**FILL**		3
4					4.5'		583.5'	2
5				Bottom of Exploration ±4.5'				
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
21								
22								

Remarks: 1. Stratum description based on auger cuttings.
2. Auger refusal at approx ±4.5'. Offset approx ±3.0' north and augered to approx ±5.0'.
3. Auger refusal at approx ±3.5'. Offset boring approx ±3.0' north and augered to approx ±5.0'.
4. Auger refusal at approx ±1.0'.

NON-PLASTIC (SPT-N)	PLASTIC (SPT-N)	SAMPLE TYPE	PROPORTIONS
0-4 = VERY LOOSE	0-2 = VERY SOFT	C = ROCK CORE	trace = <10%
4-10 = LOOSE	2-4 = SOFT	S = SPLIT SPOON	little = 10% - 20%
10-30 = MEDIUM DENSE	4-8 = MEDIUM	UP = UNDISTURBED PISTON	some = 20% - 35%
30-50 = DENSE	8 -15 = STIFF	UT = UNDISTURBED THINWALL	and = 35% - 50%
50+ = VERY DENSE	15-30 = VERY STIFF		
	30 + = HARD		

BORING LOG

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99 Realty Drive
Cheshire, CT 06410
(203) 271-1773

PROJECT:	FARMINGVILLE RD. COMBINED - USE WALK PATH	**BORING NO.:** MM-4	**SHEET:** 2 of 2
LOCATION:	LIGI'S WAY & FARMINGVILLE RD., RIDGEFIELD, CT	**CONTRACTOR:** SEABOARD DRILLING, INC.	
PROJ. NO:	1716-38	**FOREMAN:** M. GLYNN	
CLIENT:	TOWN OF RIDGEFIELD	**INSPECTOR:** R. GOWISNOCK	
DATE:	JULY 16, 2020	**GROUND SURFACE ELEVATION:** ±585.5'	

EQUIPMENT:	AUGER	CASING	SAMPLER	COREBRL.	GROUNDWATER DEPTH (FT.)			TYPE OF RIG:
TYPE	HSA	-	SS	-	DATE	TIME	WATER DEPTH	MOBILE B-53
SIZE ID (IN.)	2 1/4	-	1 3/8	-	2020-07-07		±7.0'	RIG MODEL:
HMR. WT (LB.)	-	-	140	-				TRUCK W/ AUTOHAMMER
HMR. FALL (IN.)	-	-	30	-				

Depth (FT)	SAMPLE NUMBER	RECOVERY (IN)	BLOWS PER 6"	SOIL AND ROCK CLASSIFICATION-DESCRIPTION BURMISTER SYSTEM (SOIL) U.S. CORPS OF ENGINEERS SYSTEM (ROCK)	DEPTH (FT.)	STRATUM DESCRIPTION	ELEV. (FT.)	Remark
24								
25			4	S-7: Medium dense, gray, fine to medium SAND and SILT.		**SAND & SILT**		
26	S-7	14	4 7 8					
27					27.0'		558.5'	
28				Bottom of Exploration ±27.0'				
29								
30								
31								
32								
33								
34								
35								
36								
37								
38								
39								
40								
41								
42								
43								
44								
45								

Remarks:

NON-PLASTIC (SPT-N)	PLASTIC (SPT-N)	SAMPLE TYPE	PROPORTIONS
0-4 = VERY LOOSE	0-2 = VERY SOFT	C = ROCK CORE	trace = <10%
4-10 = LOOSE	2-4 = SOFT	S = SPLIT SPOON	little = 10% - 20%
10-30 = MEDIUM DENSE	4-8 = MEDIUM	UP = UNDISTURBED PISTON	some = 20% - 35%
30-50 = DENSE	8 -15 = STIFF	UT = UNDISTURBED THINWALL	and = 35% - 50%
50+ = VERY DENSE	15-30 = VERY STIFF		
	30 + = HARD		

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DESCRIPTION	DATE	BY

BORING LOGS
COMBINED USE PATH
RIDGEFIELD, CONNECTICUT

KP	JDL	KP
DESIGNED	DRAWN	CHECKED

N.T.S.
SCALE

APRIL 22, 2022
DATE

1716-38
PROJECT NO.

STR-2
SHEET NO.

33
SHEET NAME

BORING LOG

MILONE & MACBROOM
99 Realty Drive
Cheshire, CT 06410
(203) 271-1773

PROJECT:	FARMINGVILLE RD. COMBINED - USE WALK PATH	**BORING NO.:** MM-5	**SHEET:** 1 of 2
LOCATION:	LIGI'S WAY & FARMINGVILLE RD., RIDGEFIELD, CT	**CONTRACTOR:** SEABOARD DRILLING, INC.	
PROJ. NO:	1716-38	**FOREMAN:** M. GLYNN	
CLIENT:	TOWN OF RIDGEFIELD	**INSPECTOR:** R. GOWISNOCK	
DATE:	JULY 16, 2020	**GROUND SURFACE ELEVATION:** ±580.5'	

EQUIPMENT:	AUGER	CASING	SAMPLER	COREBRL.	GROUNDWATER DEPTH (FT.)			TYPE OF RIG:
					DATE	TIME	WATER DEPTH	
TYPE	HSA	-	SS	-				MOBILE B-53
SIZE ID (IN.)	2 1/4	-	1 3/8	-	2020-07-07		±10.0'	RIG MODEL:
HMR. WT (LB.)	-	-	140	-				TRUCK W/ AUTOHAMMER
HMR. FALL (IN.)	-	-	30	-				

Depth (FT)	SAMPLE NUMBER	RECOVERY (IN)	BLOWS PER 6"	SOIL AND ROCK CLASSIFICATION-DESCRIPTION BURMISTER SYSTEM (SOIL) U.S. CORPS OF ENGINEERS SYSTEM (ROCK)	DEPTH (FT.)	STRATUM DESCRIPTION	ELEV. (FT.)	Remark
				Top 4": ASPHALT.	0.3'	ASPHALT	580.2'	
1				Bottom 8": Gray-brown, fine to coarse SAND, some fine to coarse Gravel, little Silt.				
2	S-1	13	15 15 23 50/5"	S-1: Dense, gray-brown, fine to coarse SAND, some fine to coarse Gravel, little Silt.		FILL		
3								
4								
5			7	S-2: Very dense, dark brown, fine to coarse SAND, some Silt, little fine to coarse Gravel.				
6	S-2	8	52 50/1"					
7								
8					8.5'		572.0'	
9								
10					10.0'	G.W.T. ▽	570.5'	
11	S-3	16	5 4 4	S-3: Loose, gray, fine to medium SILT and SAND.		SILT & SAND		
12								
13								
14								
15			2	S-4: Loose, gray, SILT, some fine to medium Sand.				
16	S-4	20	2 2 3					
17								
18					18.5'		562.0'	
19								
20			WOH	S-5: Soft, gray, Clayey SILT, little fine to medium Sand.		CLAYEY SILT		
21	S-5	13	1 1 2					
22					22.0'		558.5'	
	S-6	22	3 4	S-6: Loose, gray, SILT, little fine to medium Sand.		SILT		

Remarks:

NON-PLASTIC (SPT-N)	PLASTIC (SPT-N)	SAMPLE TYPE	PROPORTIONS
0-4 = VERY LOOSE	0-2 = VERY SOFT	C = ROCK CORE	trace = <10%
4-10 = LOOSE	2-4 = SOFT	S = SPLIT SPOON	little = 10% - 20%
10-30 = MEDIUM DENSE	4-8 = MEDIUM	UP = UNDISTURBED PISTON	some = 20% - 35%
30-50 = DENSE	8 -15 = STIFF	UT = UNDISTURBED THINWALL	and = 35% - 50%
50+ = VERY DENSE	15-30 = VERY STIFF		
	30 + = HARD		

BORING LOG

MILONE & MACBROOM
99 Realty Drive
Cheshire, CT 06410
(203) 271-1773

PROJECT:	FARMINGVILLE RD. COMBINED - USE WALK PATH	**BORING NO.:** MM-7	**SHEET:** 1 of 2
LOCATION:	LIGI'S WAY & FARMINGVILLE RD., RIDGEFIELD, CT	**CONTRACTOR:** SEABOARD DRILLING, INC.	
PROJ. NO:	1716-38	**FOREMAN:** M. GLYNN	
CLIENT:	TOWN OF RIDGEFIELD	**INSPECTOR:** R. GOWISNOCK	
DATE:	JULY 7, 2020	**GROUND SURFACE ELEVATION:** ±582.0'	

EQUIPMENT:	AUGER	CASING	SAMPLER	COREBRL.	GROUNDWATER DEPTH (FT.)			TYPE OF RIG:
					DATE	TIME	WATER DEPTH	
TYPE	HSA	-	SS	-				MOBILE B-53
SIZE ID (IN.)	4 1/4	-	1 3/8	-	2020-07-07		±15.0'	RIG MODEL:
HMR. WT (LB.)	-	-	140	-				TRUCK W/ AUTOHAMMER
HMR. FALL (IN.)	-	-	30	-				

Depth (FT)	SAMPLE NUMBER	RECOVERY (IN)	BLOWS PER 6"	SOIL AND ROCK CLASSIFICATION-DESCRIPTION BURMISTER SYSTEM (SOIL) U.S. CORPS OF ENGINEERS SYSTEM (ROCK)	DEPTH (FT.)	STRATUM DESCRIPTION	ELEV. (FT.)	Remark
				Top 4": ASPHALT.	0.3'	ASPHALT	581.7'	
1				Bottom 8": Gray, fine to coarse SAND, some fine to coarse Gravel, little Silt.				
2	S-1	15	13 10 19 10	S-1: Medium dense, gray, fine to coarse SAND, some fine to coarse Gravel, little Silt.		FILL		
3								
4								
5			4	S-2: Medium dense, brown-black, fine to coarse GRAVEL, little fine to coarse Sand, trace Silt, trace Debris (e.g., asphalt).				
6	S-2	13	14 14 7					
7								
8					8.5'		573.5'	
9								
10			5	S-3: Medium dense, gray, fine to medium SAND and SILT.				
11	S-3	22	6 6 6			SAND & SILT		
12								
13								
14								
15			4	S-4: Loose, gray, fine to medium SAND and SILT.	15.0'	G.W.T. ▽	567.0'	
16	S-4	15	4 5 4					
17								
18					18.5'			
19								
20			5	S-5: Medium dense, gray, fine to coarse SAND, little fine to coarse Gravel, little Silt.				
21	S-5	10	6 8 8			GLACIAL TILL		
22								

Remarks:

NON-PLASTIC (SPT-N)	PLASTIC (SPT-N)	SAMPLE TYPE	PROPORTIONS
0-4 = VERY LOOSE	0-2 = VERY SOFT	C = ROCK CORE	trace = <10%
4-10 = LOOSE	2-4 = SOFT	S = SPLIT SPOON	little = 10% - 20%
10-30 = MEDIUM DENSE	4-8 = MEDIUM	UP = UNDISTURBED PISTON	some = 20% - 35%
30-50 = DENSE	8 -15 = STIFF	UT = UNDISTURBED THINWALL	and = 35% - 50%
50+ = VERY DENSE	15-30 = VERY STIFF		
	30 + = HARD		

BORING LOG

MILONE & MACBROOM
99 Realty Drive
Cheshire, CT 06410
(203) 271-1773

PROJECT:	FARMINGVILLE RD. COMBINED - USE WALK PATH	**BORING NO.:** MM-5	**SHEET:** 2 of 2
LOCATION:	LIGI'S WAY & FARMINGVILLE RD., RIDGEFIELD, CT	**CONTRACTOR:** SEABOARD DRILLING, INC.	
PROJ. NO:	1716-38	**FOREMAN:** M. GLYNN	
CLIENT:	TOWN OF RIDGEFIELD	**INSPECTOR:** R. GOWISNOCK	
DATE:	JULY 16, 2020	**GROUND SURFACE ELEVATION:** ±580.5'	

EQUIPMENT:	AUGER	CASING	SAMPLER	COREBRL.	GROUNDWATER DEPTH (FT.)			TYPE OF RIG:
					DATE	TIME	WATER DEPTH	
TYPE	HSA	-	SS	-				MOBILE B-53
SIZE ID (IN.)	2 1/4	-	1 3/8	-	2020-07-07		±10.0'	RIG MODEL:
HMR. WT (LB.)	-	-	140	-				TRUCK W/ AUTOHAMMER
HMR. FALL (IN.)	-	-	30	-				

Depth (FT)	SAMPLE NUMBER	RECOVERY (IN)	BLOWS PER 6"	SOIL AND ROCK CLASSIFICATION-DESCRIPTION BURMISTER SYSTEM (SOIL) U.S. CORPS OF ENGINEERS SYSTEM (ROCK)	DEPTH (FT.)	STRATUM DESCRIPTION	ELEV. (FT.)	Remark
24	S-6	22	2 2		24.0'	SILT	556.5'	
25				Bottom of Exploration ±24.0'				
26								
27								
28								
29								
30								
31								
32								
33								
34								
35								
36								
37								
38								
39								
40								
41								
42								
43								
44								
45								

Remarks:

NON-PLASTIC (SPT-N)	PLASTIC (SPT-N)	SAMPLE TYPE	PROPORTIONS
0-4 = VERY LOOSE	0-2 = VERY SOFT	C = ROCK CORE	trace = <10%
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50+ = VERY DENSE	15-30 = VERY STIFF		
	30 + = HARD		

BORING LOG

MILONE & MACBROOM
99 Realty Drive
Cheshire, CT 06410
(203) 271-1773

PROJECT:	FARMINGVILLE RD. COMBINED - USE WALK PATH	**BORING NO.:** MM-7	**SHEET:** 2 of 2
LOCATION:	LIGI'S WAY & FARMINGVILLE RD., RIDGEFIELD, CT	**CONTRACTOR:** SEABOARD DRILLING, INC.	
PROJ. NO:	1716-38	**FOREMAN:** M. GLYNN	
CLIENT:	TOWN OF RIDGEFIELD	**INSPECTOR:** R. GOWISNOCK	
DATE:	JULY 7, 2020	**GROUND SURFACE ELEVATION:** ±582.0'	

EQUIPMENT:	AUGER	CASING	SAMPLER	COREBRL.	GROUNDWATER DEPTH (FT.)			TYPE OF RIG:
					DATE	TIME	WATER DEPTH	
TYPE	HSA	-	SS	-				MOBILE B-53
SIZE ID (IN.)	4 1/4	-	1 3/8	-	2020-07-07		±15.0'	RIG MODEL:
HMR. WT (LB.)	-	-	140	-				TRUCK W/ AUTOHAMMER
HMR. FALL (IN.)	-	-	30	-				

Depth (FT)	SAMPLE NUMBER	RECOVERY (IN)	BLOWS PER 6"	SOIL AND ROCK CLASSIFICATION-DESCRIPTION BURMISTER SYSTEM (SOIL) U.S. CORPS OF ENGINEERS SYSTEM (ROCK)	DEPTH (FT.)	STRATUM DESCRIPTION	ELEV. (FT.)	Remark
24								
25								
26	S-6	5	13 17 16 7	S-6: Dense, gray, fine to coarse GRAVEL, little fine to coarse Sand, trace Silt.	27.0'	GLACIAL TILL	555.0'	
27				Bottom of Exploration ±27.0'				
28								
29								
30								
31								
32								
33								
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37								
38								
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43								
44								
45								

Remarks:

NON-PLASTIC (SPT-N)	PLASTIC (SPT-N)	SAMPLE TYPE	PROPORTIONS
0-4 = VERY LOOSE	0-2 = VERY SOFT	C = ROCK CORE	trace = <10%
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10-30 = MEDIUM DENSE	4-8 = MEDIUM	UP = UNDISTURBED PISTON	some = 20% - 35%
30-50 = DENSE	8 -15 = STIFF	UT = UNDISTURBED THINWALL	and = 35% - 50%
50+ = VERY DENSE	15-30 = VERY STIFF		
	30 + = HARD		

GENERAL NOTES

1. SPECIFICATIONS: CONNECTICUT DEPARTMENT OF TRANSPORTATION FORM 818 (2020), AND SPECIAL PROVISIONS.
2. DESIGN SPECIFICATIONS: AASHTO LRFD DESIGN SPECIFICATIONS, 8TH EDITION, 2017, AS SUPPLEMENTED BY THE CONNECTICUT DEPARTMENT OF TRANSPORTATION BRIDGE DESIGN MANUAL (2003) WITH INTERIM REVISIONS UP TO AND INCLUDING 2011.
3. MATERIAL STRENGTHS:

   CONCRETE:
   CLASS PCC 03340 f'c = 3,000 PSI
   CLASS PCC 04462 f'c = 4,000 PSI

   THE CONCRETE STRENGTH USED IN DESIGN (f'c) OF THE CONCRETE COMPONENTS IS NOTED ABOVE. THE COMPRESSIVE STRENGTH OF THE CONCRETE IN THE CONSTRUCTED COMPONENTS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 6.01 - CONCRETE FOR STRUCTURES AND M.03 - PORTLAND CEMENT CONCRETE.

   REINFORCEMENT:
   ASTM A615 GRADE 60 fy = 60,000 PSI
4. LIVE LOAD: 90 PSF PEDESTRIAN LOADING OR AASHTO TO H5 LOADING WHICHEVER GOVERNS
5. DEAD LOAD: ALL PEDESTRIAN BRIDGE COMPONENTS
6. FUTURE PAVING ALLOWANCE: NONE
7. EXISTING DIMENSIONS: DIMENSIONS AND ELEVATIONS OF THE EXISTING STRUCTURE SHOWN ON THESE PLANS ARE FOR GENERAL REFERENCE ONLY AND ARE NOT GUARANTEED. THE CONTRACTOR SHALL TAKE ALL FIELD MEASUREMENTS NECESSARY TO ASSURE PROPER FIT OF THE FINISH WORK AND SHALL ASSUME FULL RESPONSIBILITY FOR THEIR ACCURACY. WHEN SHOP DRAWINGS BASED ON FIELD MEASUREMENTS ARE SUBMITTED FOR APPROVAL, THE FIELD MEASUREMENTS SHALL ALSO BE SUBMITTED FOR REFERENCE BY THE REVIEWER.

CONCRETE NOTES

1. REMAIN-IN-PLACE FORMS: THE USE OF REMAIN-IN-PLACE FORMS ON THIS STRUCTURE IS NOT ALLOWED.
2. THE FOLLOWING PAY ITEMS AND CONCRETE CLASSES ARE REQUIRED FOR CAST-IN-PLACE BRIDGE COMPONENTS:

ITEM	BRIDGE COMPONENTS	PCC CLASS
PEDESTRIAN BRIDGE	ABUTMENT FOOTINGS	PCC03340
	ABUTMENT STEM, BACKWALL, WINGWALLS, BRIDGE PEDESTALS, DRILLED SHAFT	PCC04462

3. EXPOSED EDGES: EXPOSED EDGES OF CONCRETE SHALL BE BEVELED 1"x1" UNLESS DIMENSIONED OTHERWISE.
4. CONCRETE COVER: ALL REINFORCEMENT SHALL HAVE TWO INCHES COVER UNLESS DIMENSIONED OTHERWISE.
5. REINFORCEMENT: ALL REINFORCEMENT SHALL BE GALVANIZED AFTER FABRICATION UNLESS NOTED OTHERWISE. ALL REINFORCEMENT SHALL CONFORM TO THE REQUIREMENTS OF ASTM A767, CLASS 1, INCLUDING SUPPLEMENTAL REQUIREMENTS. THE COST OF FURNISHING AND PLACING THIS REINFORCEMENT SHALL BE INCLUDED IN THE ITEM "PEDESTRIAN BRIDGE"
6. PREFORMED EXPANSION JOINT FILLER: THE COST OF FURNISHING AND INSTALLING PREFORMED EXPANSION JOINT FILLER IS PAID FOR AS "PEDESTRIAN BRIDGE" & "TIDE GATES".
7. CONSTRUCTION JOINTS: CONSTRUCTION JOINTS, OTHER THAN THOSE SHOWN ON THE PLANS, WILL NOT BE PERMITTED WITHOUT THE PRIOR APPROVAL OF THE ENGINEER.

PEDESTRIAN BRIDGE SUPERSTRUCTURE NOTES

1. PEDESTRIAN BRIDGE SUPERSTRUCTURE SHALL BE DESIGNED, FABRICATED, AND INSTALLED BY THE CONTRACTOR IN ACCORDANCE WITH TECHNICAL SPECIFICATIONS. SHOP DRAWINGS, DESIGN CALCULATIONS, AND ERECTION PLAN MUST BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO ORDERING MATERIAL OR CONSTRUCTING BRIDGE.
2. BRIDGE SEAT ELEVATIONS AND ANCHOR BOLT LOCATIONS SHALL BE DETERMINED BY THE BRIDGE MANUFACTURER. CONSTRUCTION OF THE ABUTMENTS SHALL NOT COMMENCE UNTIL SHOP DRAWINGS HAVE BEEN REVIEWED AND APPROVED BY THE ENGINEER.
3. ANCHOR BOLTS SHALL BE FULLY THREADED STAINLESS STEEL RODS AND CONFORM TO A193, CLASS 2, GRADE 8 (UNS DESIGNATION S 30400 (304)). THE NUTS SHALL BE PREVAILING-TORQUE REUSABLE-TYPE (WITH NYLON INSERT) LOCK NUTS AND CONFORM TO A194, GRADE 8, STRAIN HARDENED (UNS DESIGNATION S 030400 (304)). WASHERS SHALL BE 5/16" THICK STAINLESS STEEL AND CONFORM TO ASTM A276, TYPE 304, ANNEALED. ANCHOR BOLTS SHALL BE PAID FOR UNDER ITEM "PEDESTRIAN BRIDGE SUPERSTRUCTURE (SITE NO.1)".
4. BEARINGS SHALL BE NEOPRENE ELASTOMERIC BEARING PADS DESIGNED IN ACCORDANCE WITH AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS (5TH EDITION). BEARING PADS SHALL BE DESIGNED AND PAID FOR UNDER ITEM "PEDESTRIAN BRIDGE SUPERSTRUCTURE (SITE NO.1)".
5. BRIDGE SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
6. ALL MEMBERS OF VERTICAL TRUSSES (TOP AND BOTTOM CHORDS, VERTICAL AND DIAGONALS) AND LATERAL BRACING WITH CALCULATED TENSILE STRESSES SHALL BE DESIGNATED FRACTURE CRITICAL MEMBERS.
7. PREFABRICATED PEDESTRIAN BRIDGE SHALL BE WEATHERING STEEL IN ACCORDANCE WITH THE TECHNICAL SPECIFICATIONS. BRIDGE MEMBERS SHALL BE FABRICATED FROM HIGH STRENGTH, LOW ALLOY STEEL CONFORMING TO THE REQUIREMENTS OF ASTM A M270, GRADE 50 AND IN ACCORDANCE WITH THE TECHNICAL SPECIFICATIONS. PLATE AND STRUCTURAL SHAPES SHALL BE Fy=50,000 PSI.
8. ¼" MINIMUM STEEL THICKNESS REQUIRED ON ALL STRUCTURAL MEMBERS.
9. WELDING DETAILS, PROCEDURES AND TESTING METHODS SHALL CONFORM TO THE ANSI/AWS D1.1 - STRUCTURAL WELDING CODE, LATEST EDITION.
10. PROVIDE VERTICAL STEEL PICKETS, SUCH THAT THE MAXIMUM CLEAR OPENING IS 4". PROVIDE CLOSURE ANGLES AT TOP AND BOTTOM.
11. PREFABRICATED PEDESTRIAN BRIDGE SHALL BE MANUFACTURED BY ONE OF THE FOLLOWING OR AN APPROVED EQUAL:

    CONTINENTAL BRIDGE
    TEL: (800)-328-2047

    PIONEER BRIDGES, A DIVISION OF BAILEY BRIDGES, INC.
    TEL: 256-845-7575

    CMI
    TEL: 770-933-8766

    TRUENORTH STEEL
    TEL: 866-982-9571

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99 REALTY DRIVE
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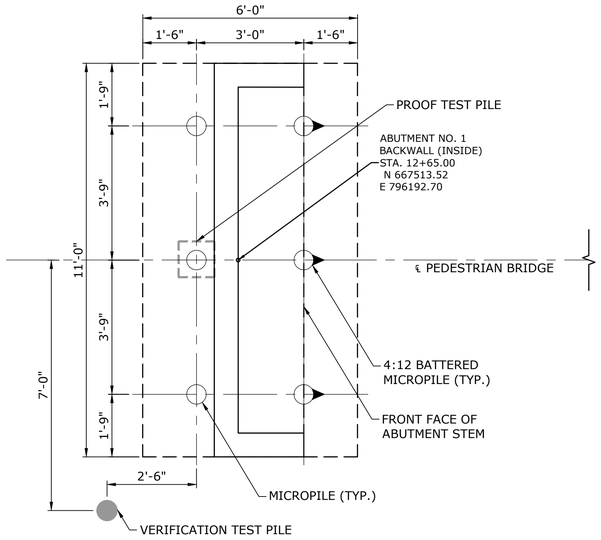
DESCRIPTION	DATE	BY

BORING LOGS AND STRUCTURAL NOTES
COMBINED USE PATH
RIDGEFIELD, CONNECTICUT

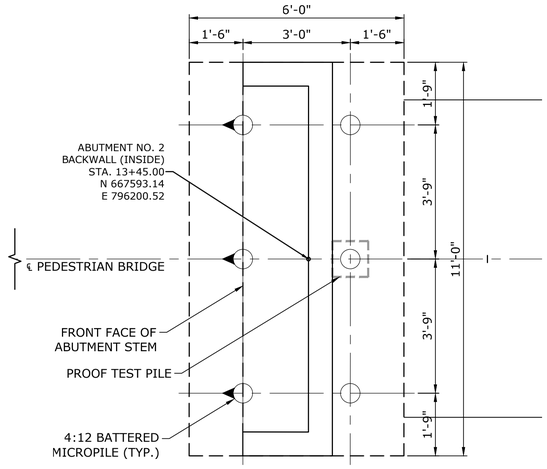
KP	JDL	KP
DESIGNED	DRAWN	CHECKED

SCALE: N.T.S.
DATE: APRIL 22, 2022
PROJECT NO.: 1716-38
SHEET NO.: STR-3
SHEET NAME: 34



PILE LAYOUT - ABUTMENT NO. 1

SCALE: ½"=1'-0"



PILE LAYOUT - ABUTMENT NO. 2

SCALE: ½"=1'-0"

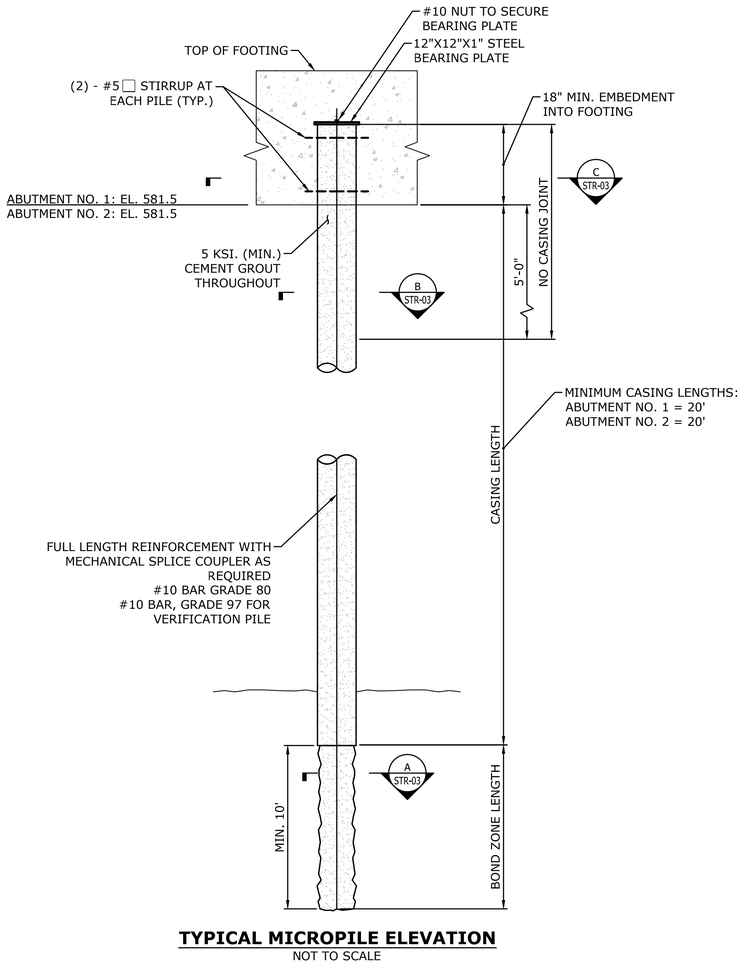
NOTES

1. THE MICROPILE SHALL BE DESIGNED ACCORDING TO THE LATEST VERSION OF AASHTO STANDARD SPECIFICATION FOR HIGHWAY BRIDGES LRFD INCLUDING CURRENT INTERIM SPECIFICATIONS.
2. DESIGN OF THE MICROPILES SHALL BE PROVIDED BY THE CONTRACTOR.
3. NO SPLICING OF THE CENTRAL REINFORCING WILL BE ALLOWED WITHIN THE TOP 15 FEET OF MICROPILE.
4. ON THE CENTRAL REINFORCEMENT THE MECHANICAL SPLICE COUPLERS SHALL DEVELOP 125% IN TENSION AND COMPRESSION OF THE SPECIFIED YIELD STRENGTH OF THE BAR BEING SPLICED.
5. CASING JOINTS ARE NOT PERMITTED IN THE UPPER 5 FEET OF MICROPILE. MEASURED BELOW THE FOOTING.

MAXIMUM DESIGN PILE LOADS	
STRENGTH I	31.5 K
SERVICE I	20.0 K

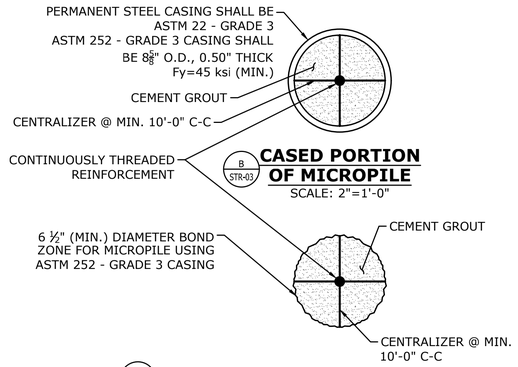
LEGEND

- 7 ⅝" O.D. x 0.50" PILE
- PROOF TEST PILE
- BATTERED PILE
- VERIFICATION TEST PILE



TYPICAL MICROPILE ELEVATION

NOT TO SCALE



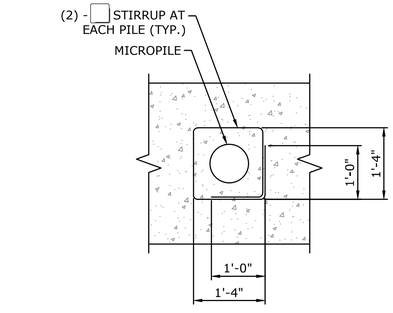
CASED PORTION OF MICROPILE

SCALE: 2"=1'-0"

UNCASED PORTION OF MICROPILE

A STR-03

SCALE: 2"=1'-0"



PLAN - TYPICAL REINFORCEMENT BETWEEN MICROPILES

C STR-04

SCALE: ¾"=1'-0"

NOTES

THE CONTRACTOR SHALL SELECT THE MICROPILE TYPE, SIZE, PILE-TOP ATTACHMENT, INSTALLATION MEANS AND METHODS, AND SHALL ESTIMATE THE GROUT-TO-GROUND BOND VALUE(S) AND DETERMINE THE REQUIRED GROUT-TO-GROUND BOND LENGTH AND FINAL MICROPILE DIAMETER.

THE CONTRACTOR SHALL DESIGN AND INSTALL MICROPILES THAT WILL DEVELOP THE LOAD CAPACITIES INDICATED ON THE PLANS.

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DESCRIPTION | DATE | BY

ABUTMENT NO. 1 & 2 - PILE LAYOUT PLAN & DETAILS

COMBINED USE PATH

RIDGEFIELD, CONNECTICUT

KP	JDL	KP
DESIGNED	DRAWN	CHECKED

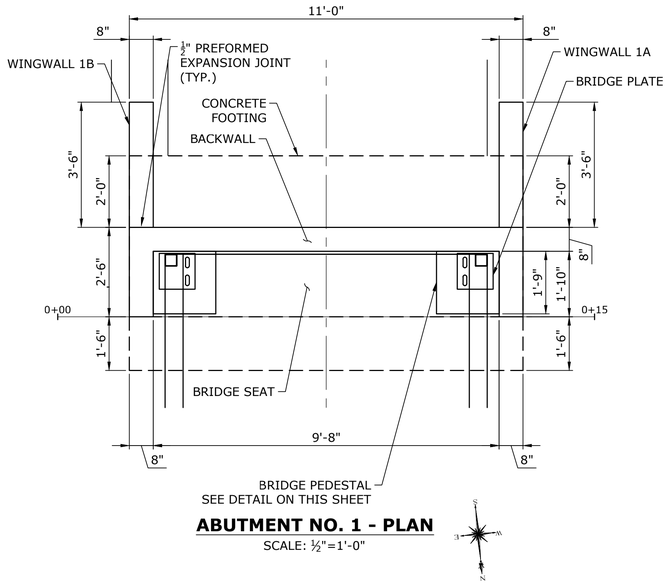
SCALE: AS NOTED

DATE: APRIL 22, 2022

PROJECT NO.: 1716-38

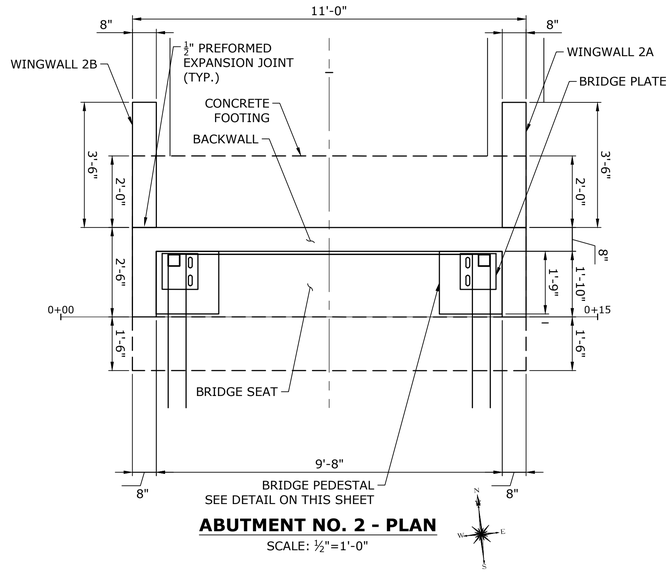
DRAWING NO.: STR-4

SHEET NO.: 35



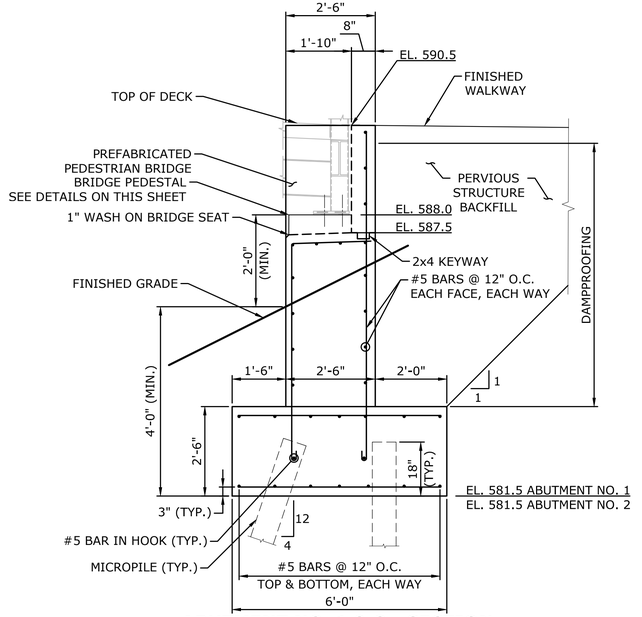
ABUTMENT NO. 1 - PLAN

SCALE: ½"=1'-0"



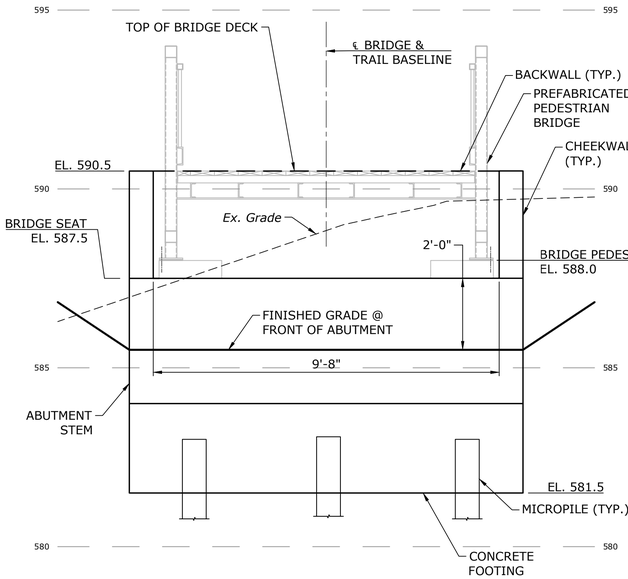
ABUTMENT NO. 2 - PLAN

SCALE: ½"=1'-0"



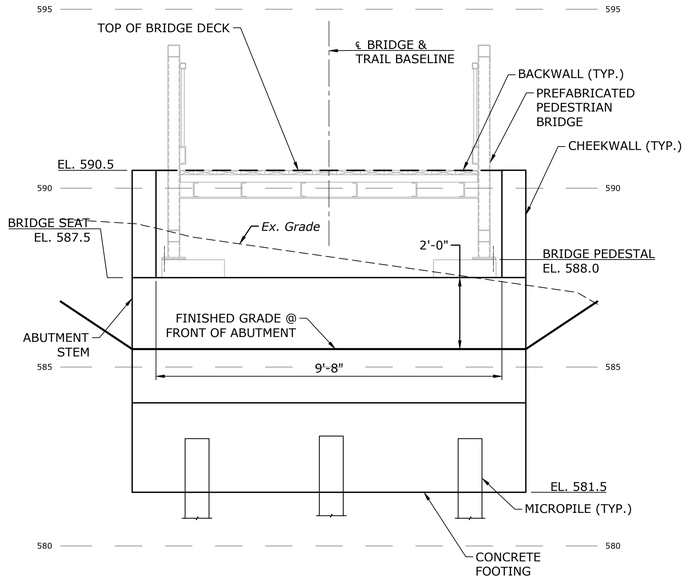
ABUTMENT NO. 1 & 2 - SECTION

SCALE: ½"=1'-0"



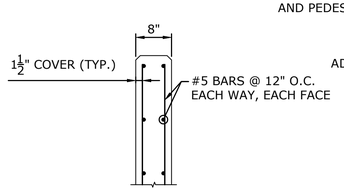
ABUTMENT NO. 1 - ELEVATION

SCALE: ½"=1'-0"



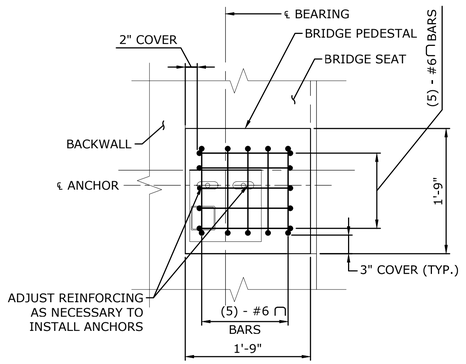
ABUTMENT NO. 2 - ELEVATION

SCALE: ½"=1'-0"

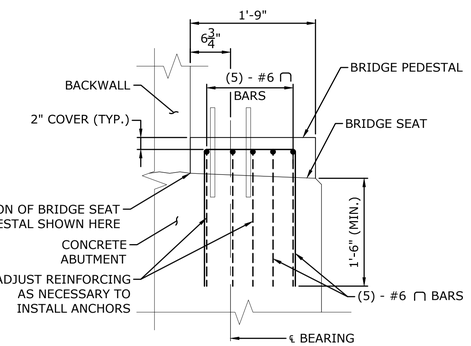


TYPICAL WINGWALL SECTION

SCALE: ¾"=1'-0"



PLAN



SECTION

BRIDGE PEDESTAL DETAIL
ABUTMENT NO. 1 & NO. 2

SCALE: 1"=1'-0"

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DESCRIPTION	DATE	BY

ABUTMENT NO. 1 & 2 - PLAN & ELEVATION

COMBINED USE PATH

RIDGEFIELD, CONNECTICUT

KP	TS	KP
DESIGNED	DRAWN	CHECKED

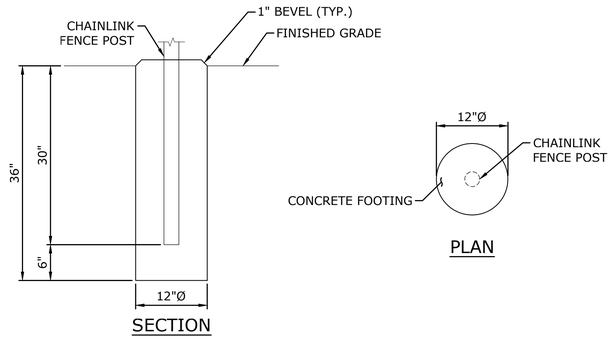
AS NOTED — SCALE

APRIL 22, 2022 — DATE

1716-38 — PROJECT NO.

STR-5 — DRAWING NO.

36 — SHEET NO.

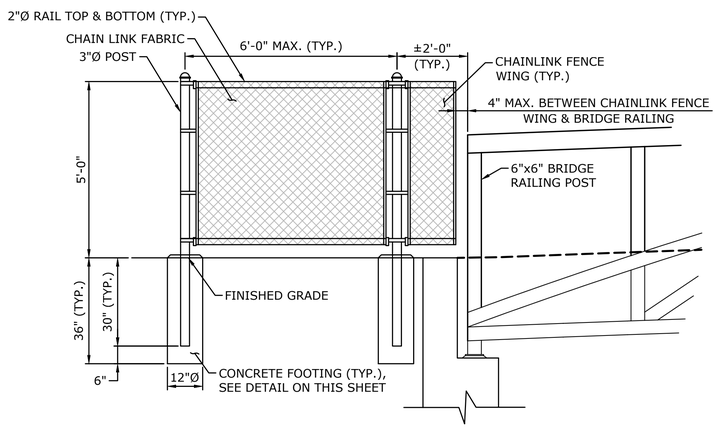


PLAN

SECTION

CHAINLINK FENCE FOOTING

SCALE: 1"=1'-0"

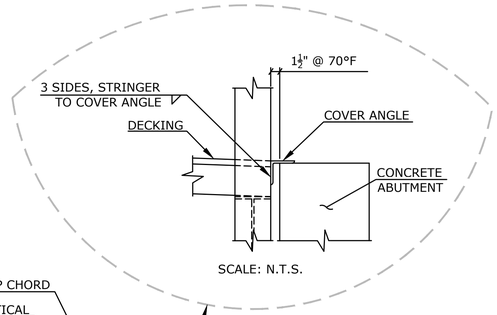


CHAINLINK FENCE (5' HIGH)

SCALE: ½"=1'-0"

NOTES

1. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR APPROVAL PRIOR TO FABRICATION.
2. NO SEPARATE PAYMENT FOR CHAINLINK FENCE FOOTING AND CHAINLINK FENCE WING.



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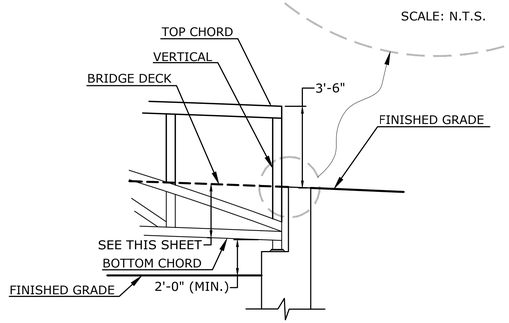
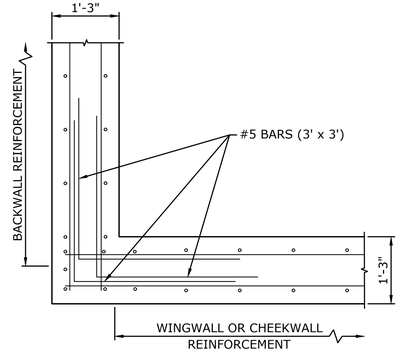


CLOSURE PLATE DETAIL

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



TYPICAL ABUTMENT CORNER REINFORCING

SCALE: ¾"=1'-0"

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ABUTMENT NO. 1 & 2 - PLAN & ELEVATION

COMBINED USE PATH

RIDGEFIELD, CONNECTICUT

KP	TS	KP
DESIGNED	DRAWN	CHECKED

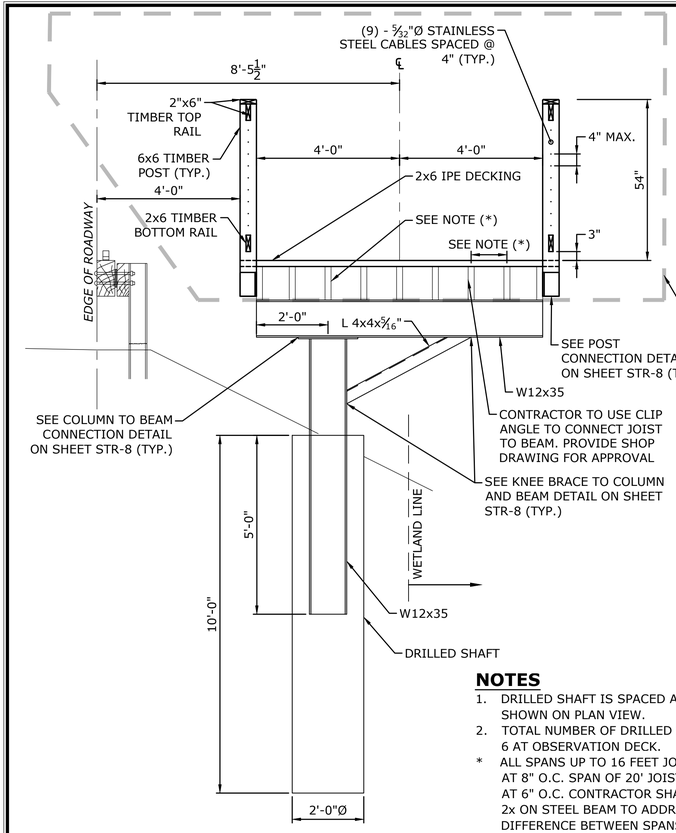
SCALE: AS NOTED

DATE: APRIL 22, 2022

PROJECT NO.: 1716-38

DRAWING NO.: STR-6

SHEET NO.: 37

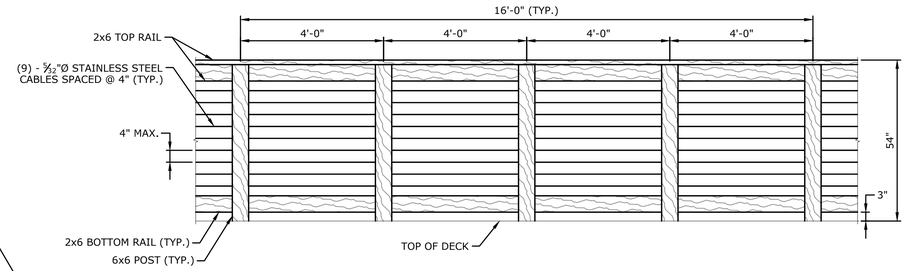


TYPICAL BOARDWALK SECTION
(TIMBER RAILING W/ CABLES)

SCALE: ½"=1'-0"

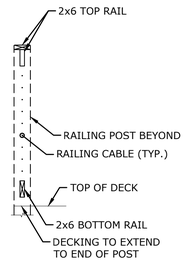
NOTES

1. DRILLED SHAFT IS SPACED AT 16'-0" O.C. OR AS SHOWN ON PLAN VIEW.
2. TOTAL NUMBER OF DRILLED SHAFTS IS 66, PLUS 6 AT OBSERVATION DECK.
* ALL SPANS UP TO 16 FEET JOISTS SHALL BE 2x12 AT 8" O.C. SPAN OF 20' JOISTS SHALL BE 2x14 AT 6" O.C. CONTRACTOR SHALL PLACE NAILER 2x ON STEEL BEAM TO ADDRESS HEIGHT DIFFERENCE BETWEEN SPANS.



TYPICAL RAILING ELEVATION

SCALE: ½"=1'-0"

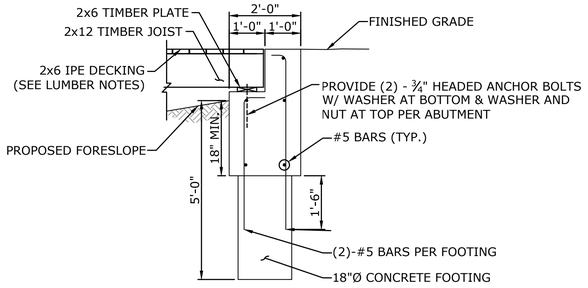


GENERAL NOTES

1. THE CONTRACTOR SHALL OBTAIN A BUILDING PERMIT PRIOR TO THE BEGINNING OF WORK.
2. TOP & BOTTOM RAILS, POSTS, DECKING AND SUPPORT BEAMS SHALL BE PRESSURE TREATED (SEE WOOD PRESERVATIVE TREATMENT NOTES BELOW).
3. ALL NAILS, SCREWS, CONNECTORS, BRACKETS, PLATES, AND FASTENERS ARE TO BE HOT-DIP GALVANIZED.
4. HILTI EXPANSION BOLTS TO BE STAINLESS STEEL.
5. RAILING CABLES TO BE STAINLESS STEEL.
6. ADA ACCESSIBILITY THE ENTIRE BOARDWALK IS TO BE HANDICAP ACCESSIBLE. CONTRACTOR TO MAINTAIN EXISTING ELEVATIONS.
7. THE CONTRACTOR MUST SUBMIT AN ACCESS/DRILLING PLAN TO ENSURE RIG STABILIZATION AND NO WETLAND/ENVIRONMENTAL IMPACTS DURING INSTALLATION OF THE BOARDWALK AND OBSERVATION DECK. THIS PLAN MUST BE SUBMITTED TWO WEEKS PRIOR TO THE START OF CONSTRUCTION FOR REVIEW AND APPROVAL BY THE TOWN AND ENGINEER.

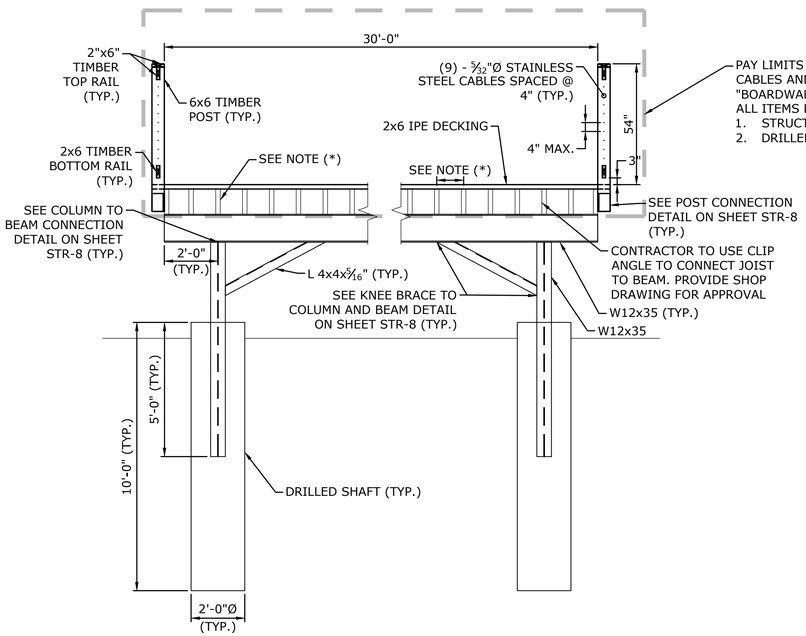
FASTENING NOTES

1. JOISTS TO POSTS - 1/2"Ø LAG BOLTS & 3/4"Ø THRU BOLTS AS SHOWN ON DETAILS.
2. DECKING TO JOISTS - 3" GALVANIZED SCREWS.
3. RAILINGS TO POSTS - 3" GALVANIZED SCREWS.
4. RAILING CABLES TO POSTS PER MANUFACTURER'S RECOMMENDATIONS.
5. FASTENERS AND ANCHORAGES: PROVIDE SIZE, TYPE, MATERIAL AND FINISH AS INDICATED AND AS RECOMMENDED BY APPLICABLE STANDARDS, COMPLYING WITH APPLICABLE FEDERAL SPECIFICATIONS FOR NAILS, STAPLES, SCREWS, BOLTS, NUTS, WASHERS AND ANCHORING DEVICES. PROVIDE METAL HANGERS AND FRAMING ANCHORS OF THE SIZE AND TYPE RECOMMENDED BY THE MANUFACTURER FOR EACH USE INCLUDING RECOMMENDED NAILS. PROVIDE FASTENERS AND ANCHORAGES WITH A HOT-DIP ZINC COATING (ASTM A 153).



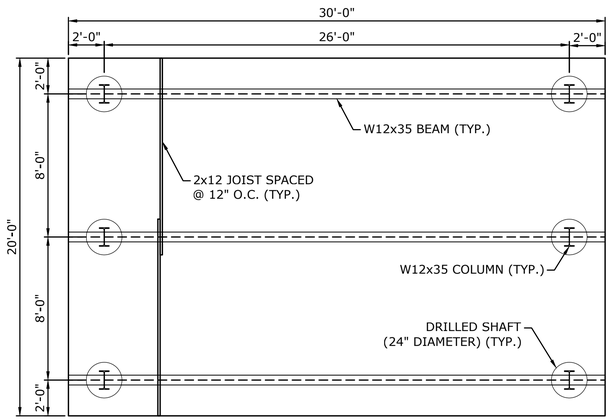
ABUTMENT ELEVATION

SCALE: ½" = 1'-0"



OBSERVATION DECK - SECTION

SCALE: 3/8"=1'-0"

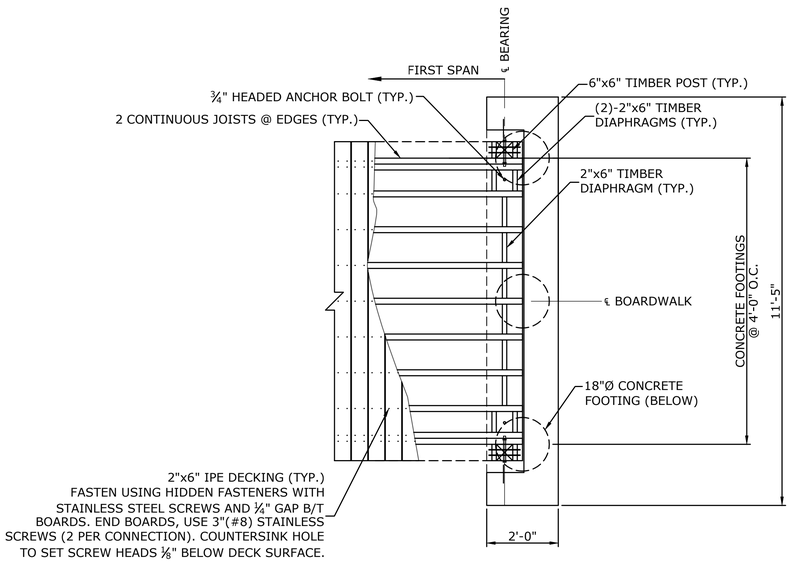


OBSERVATION DECK - PLAN

SCALE: ¼"=1'-0"

NOTE

RAILING POSTS NOT SHOWN FOR CLARITY.
RAILING POSTS SPACED @ 4'-0" O.C. MAX.



ABUTMENT PLAN

SCALE: ½" = 1'-0"

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DESCRIPTION	DATE	BY

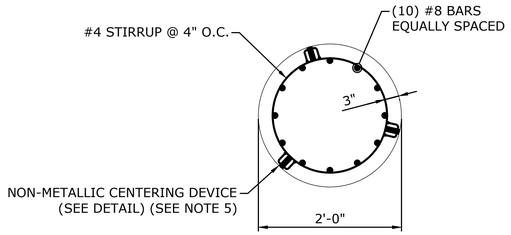
BOARDWALK DETAILS & NOTES
COMBINED USE PATH
RIDGEFIELD, CONNECTICUT

KP	TS	KP
DESIGNED	DRAWN	CHECKED

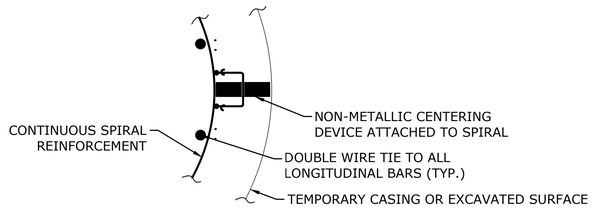
AS NOTED — SCALE
APRIL 22, 2022 — DATE
1716-38 — PROJECT NO.
STR-7 — DRAWING NO.
38 — SHEET NO.

DRILLED SHAFT NOTES

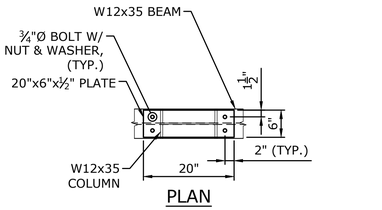
1. DRILLED SHAFT CONCRETE SHALL BE PCC04460 CONCRETE.
2. CENTERING DEVICES SHALL BE CONSTRUCTED OF NON-METALLIC DURABLE MATERIAL.
3. THE NON-METALLIC CENTERING DEVICES SHALL BE OF ADEQUATE SIZE TO INSURE A MINIMUM OF 3" ANNULAR SPACE BETWEEN THE OUTSIDE OF THE REINFORCEMENT CAGE AND THE SIDES OF THE EXCAVATION.
4. THERE SHALL BE A MINIMUM OF 2 GROUPS OF NON-METALLIC CENTERING DEVICES FOR SHAFTS LESS THAN 10'-0" IN LENGTH.
5. NON-METALLIC CENTERING DEVICES SHALL BE PLACED AT A MAXIMUM SPACING OF 2'-0" AROUND THE CIRCUMFERENCE OF THE SHAFT.
6. EACH LONGITUDINAL BAR SHALL BE SUPPORTED BY A 3" HIGH BOLSTER OF NON-METALLIC DURABLE MATERIAL.
7. SPLICES IN THE LONGITUDINAL REINFORCEMENT, IF REQUIRED, SHALL BE MADE WITH MECHANICAL REINFORCING BAR SPLICERS AND SHALL BE STAGGERED A MINIMUM OF 2'-0".
8. WELDING OF LONGITUDINAL REINFORCEMENT SHALL NOT BE PERMITTED.

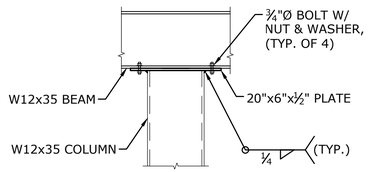


TYPICAL DRILLED SHAFT SECTION
SCALE: ¾" = 1'-0"

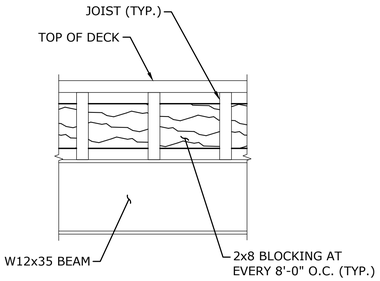


CENTERING DEVICE DETAIL
SCALE: ¾" = 1'-0"

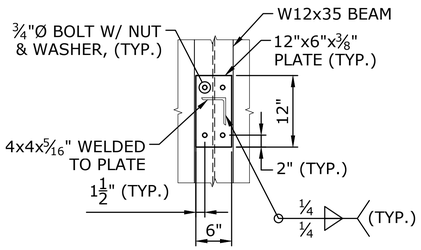


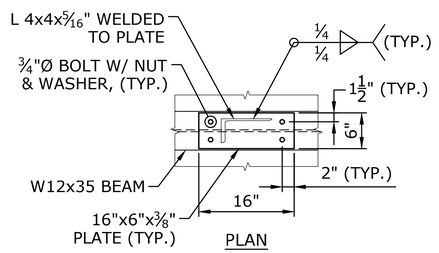


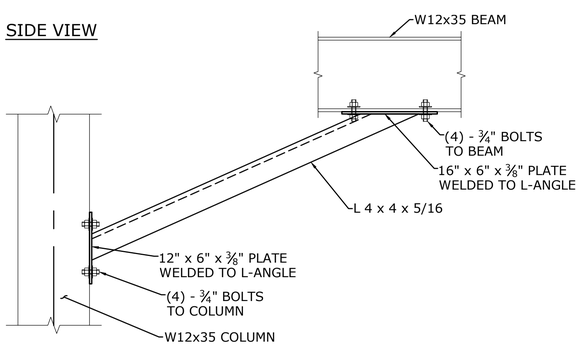
TYPICAL COLUMN TO BEAM CONNECTION
SCALE: ¾"=1'-0"



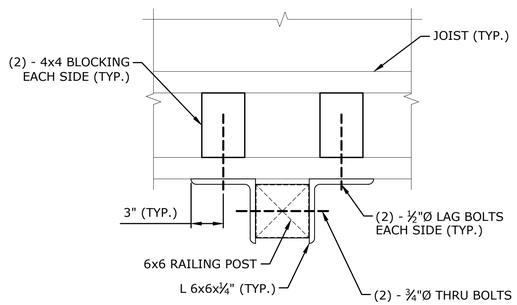
TYPICAL BLOCKING DETAIL
SCALE: 1"=1'-0"

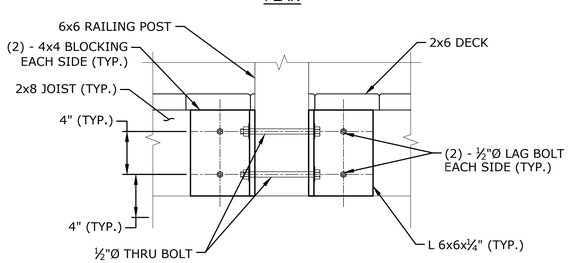






KNEE BRACE TO COLUMN AND BEAM DETAIL
SCALE: 1 ½" = 1'-0"





POST CONNECTION DETAIL
SCALE: 1½"=1'-0"

DRILLED SHAFT LOCATION TABLE			
NO.	STATION	OFFSET (FT)	TOP OF DECK ELEVATION (FT)
1	15+75	-2.0	585.22
2	15+95	-2.0	
3	16+11	-2.0	
4	16+27	-2.0	
5	16+43	-2.0	
6	16+59	-2.0	
7	16+75	-2.0	
8	16+91	-2.0	
9	17+07	-2.0	
10	17+23	-2.0	584.03
11	17+39	-2.0	
12	17+55	-2.0	
13	17+71	-2.0	
14	17+97	-2.0	
15	18+03	-2.0	
16	18+19	-2.0	
17	18+35	-2.0	
18	18+51	-2.0	
19	18+67	-2.0	
20	18+83	-2.0	582.88
21	18+99	-2.0	
22	19+15	-2.0	
23	19+31	-2.0	
24	19+47	-2.0	
25	19+63	-2.0	
26	19+79	-2.0	
27	19+95	-2.0	
28	20+11	-2.0	
29	20+31	-2.0	
30	20+47	-2.0	582.16
31	20+63	-2.0	
32	20+79	-2.0	
33	20+95	-2.0	
34	21+10	-2.0	
35	21+25	-2.0	
36	21+41	-2.0	
37	21+57	-2.0	
38	21+73	-2.0	
39	21+89	-2.0	
40	22+05	-2.0	583.21
41	22+21	-2.0	
42	22+37	-2.0	
43	22+53	-2.0	
44	22+69	-2.0	
45	22+85	-2.0	
46	23+01	-2.0	
47	23+17	-2.0	
48	23+33	-2.0	
49	23+49	-2.0	
50	23+65	-2.0	584.26
51	23+81	-2.0	
52	23+97	-2.0	
53	24+13	-2.0	
54	24+29	-2.0	
55	24+45	-2.0	
56	24+61	-2.0	
57	24+77	-2.0	
58	24+93	-2.0	
59	25+09	-2.0	
60	25+25	-2.0	582.62
61	25+37	-2.0	
62	25+53	-2.0	
63	25+69	-2.0	
64	25+85	-2.0	
65	26+01	-2.0	
66	26+17	-2.0	581.20

DRILLED SHAFT LOCATION TABLE

MILONE & MACBROOM
NOW PART OF SLR
99 REALTY DRIVE
CHESHIRE, CT 06410
203.271.1773
WWW.MMINC.COM | SLRCONSULTING.COM

DESCRIPTION | DATE | BY

BOARDWALK DETAILS & NOTES
COMBINED USE PATH
RIDGEFIELD, CONNECTICUT

KP DESIGNED	TS DRAWN	KP CHECKED

SCALE: AS NOTED
DATE: APRIL 22, 2022
PROJECT NO.: 1716-38
DRAWING NO.: STR-8
SHEET NO.: 39

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

**REVISED OR ADDED

✓*	SHEET NO.	TITLE	APPROVAL DATE**
☐	HW-506_01	ENDWALLS, SLOPE PAVED INLETS AND OUTLETS	1-26-12
☐	HW-506_02	TYPE "D-G" & "L" ENDWALLS	7-13-12
☐	HW-506_03	ENDWALLS FOR PIPE ARCH	9-18-09
☐	HW-507_01	TYPE "C", "C-L" & DROP INLET CATCH BASIN	7-24-13
☐	HW-507_02	TYPE "C", "C-L" & DOUBLE GRATE TYPE - I	7-24-13
☐	HW-507_03	TYPE "C", "C-L" & DOUBLE GRATE TYPE - II	7-24-13
☐	HW-507_04	TYPE "C", "C-L" & ROUND PRECAST CONCRETE CB	11-10-11
☐	HW-507_05	TYPE "C" & "C-L" PRECAST CONCRETE CB DOUBLE GRATE TYPE - I	11-10-11
☐	HW-507_06	TYPE "C" & "C-L" PRECAST CONCRETE CB DOUBLE GRATE TYPE - II	11-10-11
☐	HW-507_07	TYPE "C" & "C-L" CATCH BASIN TOPS AND CURBS	11-10-11
☐	HW-507_08	CATCH BASIN FRAMES AND GRATES	9-18-09
☐	HW-507_09	HEAVY DUTY LOCK DOWN TOPS	7-12-12
☐	HW-507_10	MANHOLE - FRAME & COVER	7-24-13
☐	HW-651_01	C.C.M. PIPE INSTALLATIONS IN FILL & ROCK SLOPES & PIPE TRENCH DETAIL	7-24-13
☐	HW-651_02	SLOTTED DRAIN PIPE 12"- 15"-18"-24"-30" (305-381-457-610-762)	7-12-12
☐	HW-652_01	PIPE ENDS	7-24-13
☐	HW-751_01	UNDERDRAINS AND UNDERDRAIN OUTLETS	7-12-12
☐	HW-803_01a	PAVED APRONS	6-07-17
☐	HW-803_01b	PAVED DITCHES AND PAVED CHANNELS	6-07-17
✓	HW-811_01	CONCRETE CURBING	6-07-17
☐	HW-813_01	GRANITE STONE TRANSITION CURBING	7-24-13
☐	HW-813_02	STONE CURBING	6-07-17
✓	HW-815_01	BITUMINOUS CONCRETE CURBING	6-07-17
☐	HW-821_01a	TRANSITION - 45" (1145) F-SHAPE TO 45" (1145) VERTICAL SHAPE SHEET 1	1-26-12
☐	HW-821_01b	TRANSITION - 45" (1145) F-SHAPE TO 45" (1145) VERTICAL SHAPE SHEET 2	10-18-10
☐	HW-821_01c	TRANSITION - 45" (1145) F-SHAPE TO 45" (1145) VERTICAL SHAPE SHEET 3	1-26-12
☐	HW-821_02a	45" (1145) F-SHAPE PRECAST CONCRETE BARRIER CURB SHEET 1	7-24-13
☐	HW-821_02b	45" (1145) F-SHAPE PRECAST CONCRETE BARRIER CURB SHEET 2	7-24-13
☐	HW-821_03a	TRANSITION - 32" (813) JERSEY SHAPE TO 45" (1145) VERTICAL SHAPE SHEET 1	1-26-12
☐	HW-821_03b	TRANSITION - 32" (813) JERSEY SHAPE TO 45" (1145) VERTICAL SHAPE SHEET 2	10-18-10
☐	HW-821_03c	TRANSITION - 32" (813) JERSEY SHAPE TO 45" (1145) VERTICAL SHAPE SHEET 3	10-18-10
☐	HW-821_03d	TRANSITION - 32" (813) JERSEY SHAPE TO 45" (1145) VERTICAL SHAPE SHEET 4	10-18-10
☐	HW-821_03e	TRANSITION - 32" (813) JERSEY SHAPE TO 45" (1145) F-SHAPE	7-24-13

✓*	SHEET NO.	TITLE	APPROVAL DATE**
☐	HW-821_04a	MERRITT PARKWAY NARROW MEDIAN BARRIER	6-09-11
☐	HW-821_04b	MERRITT PARKWAY - 2' (610) WIDE MEDIAN BARRIER AND ROADSIDE BARRIER	7-24-13
☐	HW-821_05a	TRANSITION - 45" (1145) F-SHAPE TO 54" (1372) VERTICAL SHAPE SHEET 1	1-26-12
☐	HW-821_05b	TRANSITION - 45" (1145) F-SHAPE TO 54" (1372) VERTICAL SHAPE SHEET 2	1-26-12
☐	HW-821_06	54" (1372) VERTICAL SHAPE BARRIER	2-06-12
☐	HW-821_07	MISCELLANOUS DETAILS FOR BARRIER TRANSITIONS	7-12-12
☐	HW-822_01	TEMPORARY PRECAST CONCRETE BARRIER CURB	7-24-13
☐	HW-905_01	STONE WALL FENCE	1-25-19
☐	HW-906_01	WIRE FENCE	1-25-19
☐	HW-910_01	W-BEAM METAL BEAM RAIL HARDWARE	6-09-11
☐	HW-910_02	METAL BEAM RAIL (TYPE R-B 350) GUIDERAIL	6-09-11
☐	HW-910_03	METAL BEAM RAIL (TYPE MD-B 350)	6-09-11
☐	HW-910_04	METAL BEAM RAIL (TYPE R-B 350) SYSTEMS 5, 5A, & 6	6-09-11
☐	HW-910_05	METAL BEAM RAIL R-B 350 SPAN TYPE I, II, III SECTIONS	7-24-13
☐	HW-910_06	R-B 350 BRIDGE ATTACHMENT SAFETY SHAPE PARAPET	6-09-11
☐	HW-910_07	R-B 350 BRIDGE ATTACHMENT VERTICAL SHAPE PARAPET	1-25-19
☐	HW-910_08	R-B 350 BRIDGE ATTACHMENT TRAILING END	6-09-11
☐	HW-910_09a	MISCELLANEOUS GUIDERAIL TRANSITIONS SHEET 1	1-26-12
☐	HW-910_09b	MISCELLANEOUS GUIDERAIL TRANSITIONS SHEET 2	7-25-12
☐	HW-910_10	METAL BEAM RAIL 8" (203) X 6" (152) BOX BEAM	7-24-13
☐	HW-910_11	CURVED GUIDERAIL TREATMENT DETAIL	7-25-12
☐	HW-910_12a	MERRITT PARKWAY GUIDERAIL ATTACHMENT - SYSTEM 2 & 3	7-24-13
☐	HW-910_12b	MERRITT PARKWAY GUIDERAIL	7-24-13
☐	HW-910_12c	MERRITT PARKWAY GUIDERAIL TRAILING END ATTACHMENTS	7-24-13
☐	HW-910_12d	MERRITT PARKWAY MEDIAN GUIDERAIL AND END ANCHOR	6-09-11
☐	HW-910_13a	THRIE-BEAM METAL BEAM RAIL HARDWARE	7-24-13
☐	HW-910_13b	THRIE-BEAM TRANSITIONS	7-24-13
☐	HW-910_14a	THRIE-BEAM 350 BRIDGE ATTACHMENT	6-09-11
☐	HW-910_14b	THRIE-BEAM 350 GUIDERAIL TRANSITION TO R-B 350 GUIDERAIL	6-09-11
☐	HW-910_15	MD-B 350 MEDIAN BARRIER SAFETY SHAPE ATTACHMENT TYPE I	6-09-11
☐	HW-910_16	MD-B 350 MEDIAN BARRIER SAFETY SHAPE ATTACHMENT TYPE II	6-09-11
☐	HW-910_17	R-B TERMINAL SECTION	7-24-13
☐	HW-910_18	METAL BEAM RAIL (TYPE MD-I)	10-18-10

REV.	DATE	REVISION DESCRIPTION
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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.

Plotted Date: 1/23/2019

NOT TO SCALE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: CTDOT_HIGHWAY_STD_[_1-23-19_].dgn Model: 1 - HW-INX_1

CTDOT
STANDARD SHEET

OFFICE OF ENGINEERING

STANDARD SHEET TITLE:

HIGHWAY STANDARD SHEET INDEX

STANDARD SHEET NO.:

HW_INX
1 of 2

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

**REVISED OR ADDED

✓*	SHEET NO.	TITLE	APPROVAL DATE**
☐	HW-910_19a	METAL BEAM RAIL (MODIFIED TYPE R-I) AND END ANCHORAGE TYPE I	7-24-13
☐	HW-910_19b	METAL BEAM RAIL (MODIFIED TYPE R-I) AND END ANCHORAGE TYPE II	7-24-13
☐	HW-910_19c	METAL BEAM RAIL (MODIFIED TYPE R-I) SYSTEMS 2 AND 3	7-24-13
☐	HW-910_20	MASH W-BEAM HARDWARE	1-05-18
☐	HW-910_21	METAL BEAM RAIL (R-B MASH) GUIDERAIL	1-25-19
☐	HW-910_22	METAL BEAM RAIL (MD-B MASH) GUIDERAIL	1-05-18
☐	HW-910_23	METAL BEAM RAIL (R-B MASH) HALF AND QUARTER POST SPACING	1-05-18
☐	HW-910_24	METAL BEAM RAIL SPAN SECTION TYPES II AND III	1-05-18
☐	HW-910_25	METAL BEAM RAIL TRANSITION 350 TO MASH	1-05-18
☐	HW-911_01	R-B END ANCHORAGE TYPE I AND II	1-25-19
☐	HW-911_02	MD-B END ANCHORAGE TYPE I	1-05-18
☐	HW-911_03	ANCHOR IN EARTH CUT SLOPE & ANCHOR IN ROCK CUT SLOPE	10-18-10
☐	HW-911_05	MERRITT PARKWAY GUIDERAIL END ANCHORS	7-24-13
☐	HW-913_01	CHAIN LINK FENCE	7-12-12
☐	HW-918_01a	THREE CABLE GUIDERAIL (I-BEAM POSTS) SHEET 1	7-24-13
☐	HW-918_01b	THREE CABLE GUIDERAIL (I-BEAM POSTS) SHEET 2	1-26-12
☐	HW-918_01c	THREE CABLE GUIDERAIL (I-BEAM POSTS) SHEET 3	7-24-13
✓	HW-921_01	DRIVEWAY RAMPS AND SIDEWALKS	6-07-17
☐	HW-949_01	PLANTING DETAILS FOR TREES	7-12-12
☐	HW-949_02	PLANTING DETAILS FOR SHRUBS	7-12-12
☐	HW-1800_01	GRADING PLAN FOR IMPACT ATTENUATION SYSTEMS (FLARED AND TANGENTIAL)	1-25-19
☐	HW-1800_02	GRADING PLAN FOR IMPACT ATTENUATION SYSTEM (MEDIAN/GORE)	1-25-19

✓*	SHEET NO.	TITLE	APPROVAL DATE**

REV.	DATE	REVISION DESCRIPTION
-	-	-
-	-	-
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-	-	-
-	-	-
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Plotted Date: 1/23/2019

NOT TO SCALE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: CTDOT_HIGHWAY_STD_[_1-23-19_].dgn Model: 2 - HW-INX_2

CTDOT
STANDARD SHEET

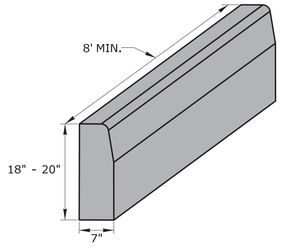
OFFICE OF ENGINEERING

STANDARD SHEET TITLE:

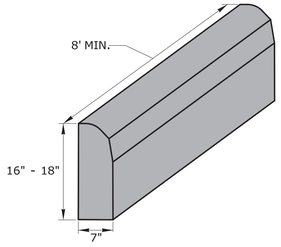
HIGHWAY STANDARD SHEET INDEX

STANDARD SHEET NO.:

HW_INX
2 of 2



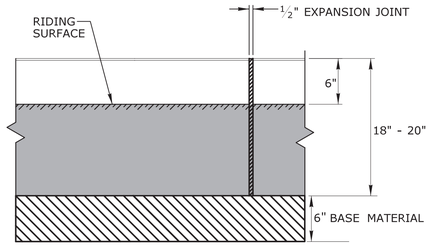
CONCRETE CURBING (6" REVEAL)



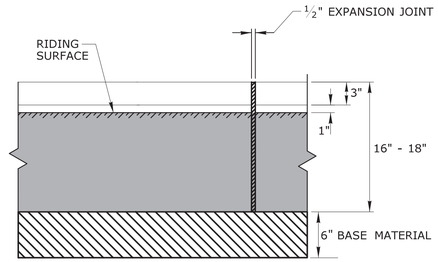
CONCRETE PARK CURBING (4" REVEAL)

GENERAL NOTE:

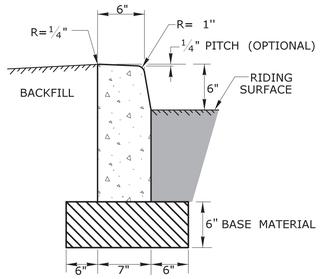
1. PRECAST CONCRETE CURBING MAY BE CAST BY THE MANUFACTURER WITH OPTIONAL LIFTING AND DOWEL BAR HOLES.



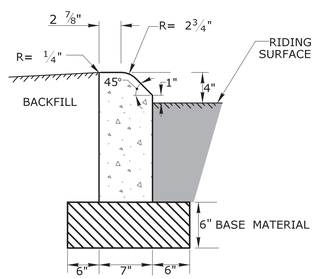
FRONT ELEVATION



FRONT ELEVATION



SECTION



SECTION

REV.	DATE	REVISION DESCRIPTION
1	6/01/10	REVISED TITLE FOR 6" CONC. CURB
2	6/17	REMOVED STONE, BITUMINOUS & GRANITE ITEMS

Plotted Date: 6/6/2017

NOT TO SCALE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: HW-811_01.dgn Model: CT_Civil_2D_Sheet

SUBMITTED BY: NAME/DATE/TIME:

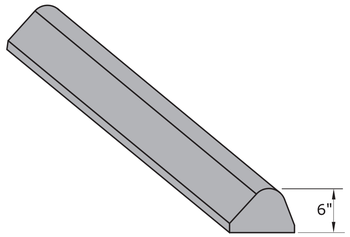
APPROVED BY: NAME/DATE/TIME:

CTDOT STANDARD SHEET

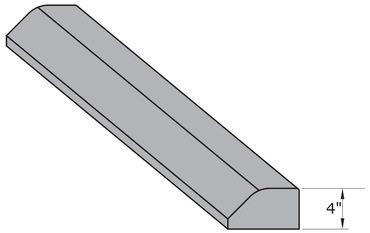
OFFICE OF ENGINEERING

STANDARD SHEET TITLE: CONCRETE CURBING

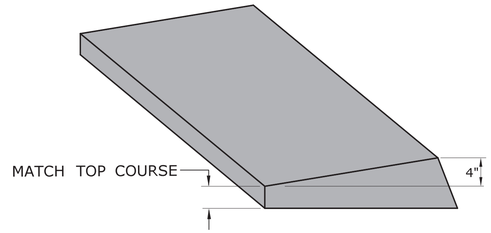
STANDARD SHEET NO.: HW-811_01



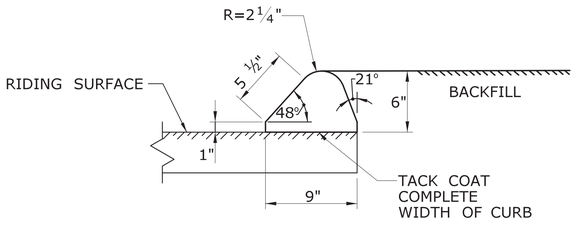
BITUMINOUS CONCRETE LIP CURBING
(6" HIGH)



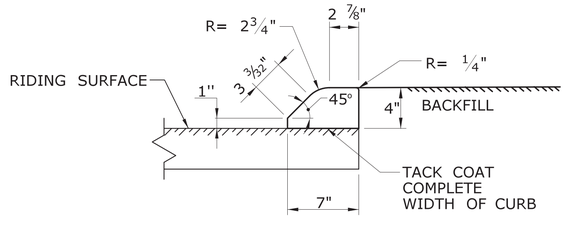
BITUMINOUS CONCRETE PARK CURBING
(4" HIGH)



BITUMINOUS CONCRETE BERM CURBING
(4" HIGH)



SECTION



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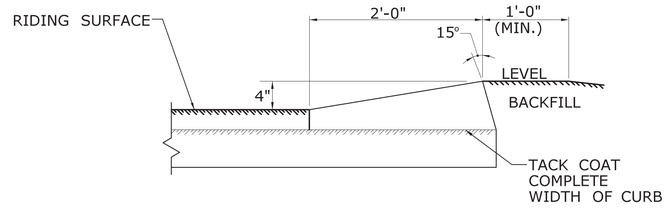

SECTION

REV.	DATE	REVISION DESCRIPTION
1	6/17	NEW SHEET

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Plotted Date: 6/6/2017

NOT TO SCALE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: HW-815_01.dgn Model: CT_Civil_2D_Sheet

SUBMITTED BY: NAME/DATE/TIME:

APPROVED BY: NAME/DATE/TIME:

CTDOT
STANDARD SHEET

OFFICE OF ENGINEERING

STANDARD SHEET TITLE:

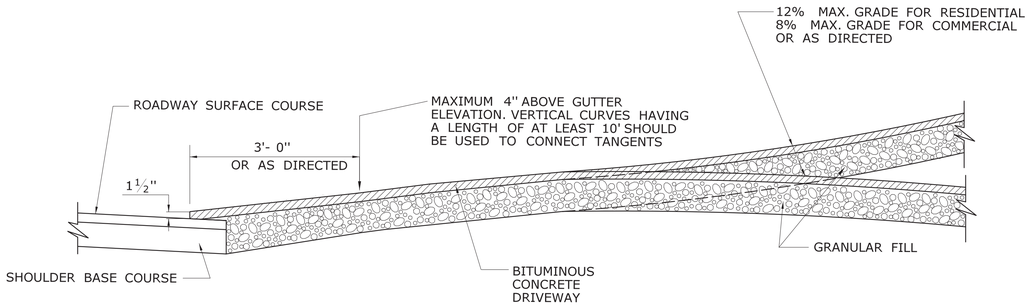
BITUMINOUS CONCRETE CURBING

STANDARD SHEET NO.:

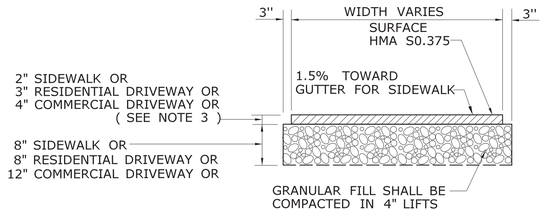
HW-815_01

GENERAL NOTES:

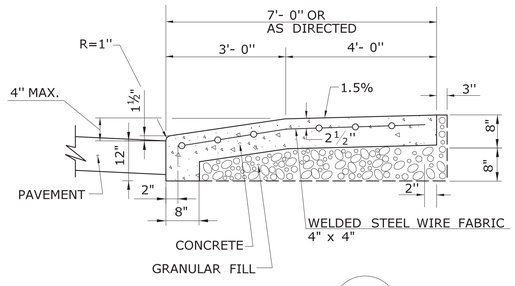
1. DRIVEWAY ENTRANCE SHALL BE A MINIMUM OF 12' WIDE, EXCLUDING CURBING WHEN PRESENT.
2. WELDED WIRE FABRIC MATS WITH REINFORCING AT CLOSER SPACING MAY BE USED.
3. SURFACE HMA S0.375 TO BE PLACED IN TWO EQUAL LIFTS FOR BOTH RESIDENTIAL AND COMMERCIAL DRIVEWAYS.



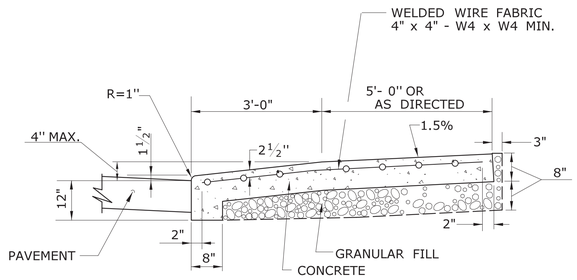
SECTION A



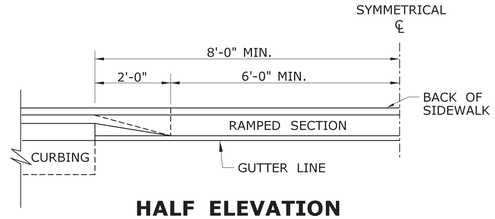
TYPICAL SECTION
BITUMINOUS CONCRETE
SIDEWALK AND DRIVEWAY



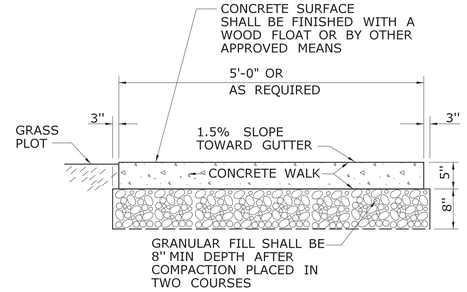
SECTION B



SECTION C

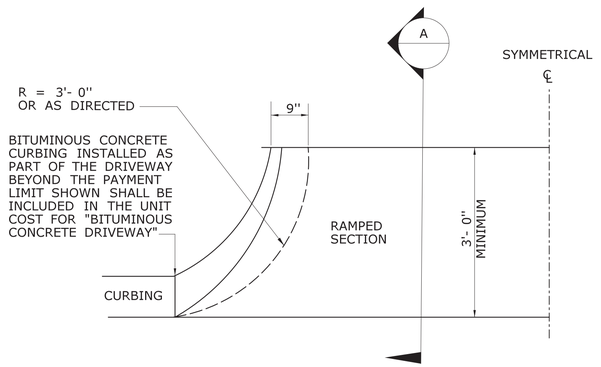


HALF ELEVATION

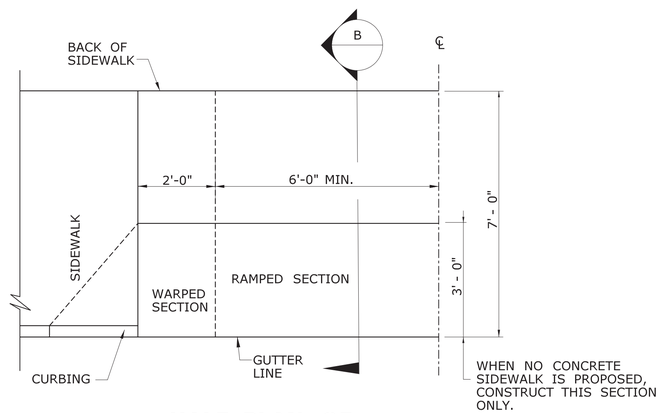


SECTION D

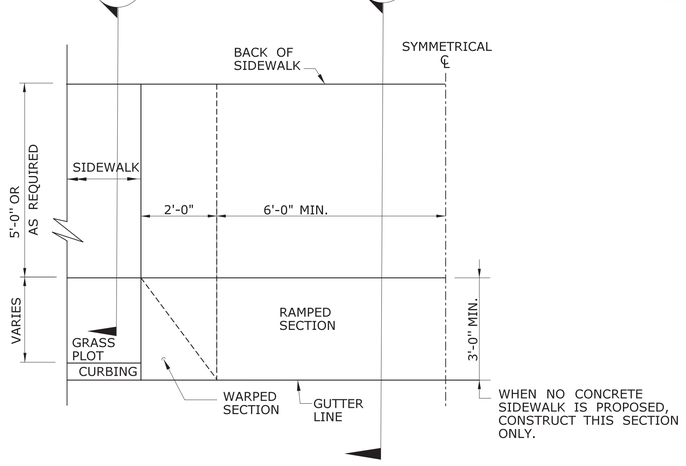
5' WIDE CONCRETE
SIDEWALK WITH GRASS PLOT



HALF BITUMINOUS CONCRETE
DRIVEWAY PLAN



HALF PLAN OF
CONCRETE DRIVEWAY RAMP WHERE
SIDEWALK ADJOINS CURBING



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

REV.	DATE	REVISION DESCRIPTION
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

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

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: HW-921_01.dgn Model: CT_Civil_2D_Sheet

SUBMITTED BY: NAME/DATE/TIME:

APPROVED BY: NAME/DATE/TIME:

CTDOT STANDARD SHEET

OFFICE OF ENGINEERING

STANDARD SHEET TITLE:

DRIVEWAY RAMPS AND SIDEWALKS

STANDARD SHEET NO.:

HW-921_01

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

	SHEET NO.	TITLE	APPROVAL DATE
☐	TR-1000_01	GENERAL CLAUSES (TEST PROCEDURES)	1/2014
☐	TR-1001_01	TRENCHING & BACKFILLING, ELECTRICAL CONDUIT	4/2012
☑	TR-1002_01	TRAFFIC CONTROL FOUNDATIONS	1/2014
☐	TR-1010_01	CONCRETE HANDHOLE	4/2014
☑	TR-1102_01	PEDESTALS, PEDESTRIAN SIGNALS	4/2012
☐	TR-1105_01	TRAFFIC SIGNALS AND CABLE ASSIGNMENTS	8/2018
☑	TR-1107_01	PEDESTRIAN PUSH BUTTON	8/2018
☐	TR-1108_01	CONTROLLERS	5/2013
☐	TR-1111_01	LOOP VEHICLE DETECTOR AND SAWCUT	4/2014
☐	TR-1113_01	CONTROL CABLE	4/2014
☐	TR-1114_01	BONDING & UTILITY POLE ATTACHMENT DETAILS, SIGN HANGER, "Y" CLAMP DETAILS	8/2018

	SHEET NO.	TITLE	APPROVAL DATE
☐	TR-1205_01	DELINEATION, DELINEATORS AND OBJECT MARKER DETAILS	8/2018
☑	TR-1208_01	SIGN PLACEMENT AND RETROREFLECTIVE STRIP DETAILS	8/2018
☑	TR-1208_02	METAL SIGN POSTS AND SIGN MOUNTING DETAILS	6/2017
☐	TR-1210_01	PAVEMENT MARKINGS (DURABLE MARKINGS) FOR DIVIDED HIGHWAYS	OBSOLETE
☐	TR-1210_02	PAVEMENT MARKINGS (DURABLE MARKINGS) FOR DIVIDED HIGHWAYS	OBSOLETE
☐	TR-1210_03	SPECIAL DETAILS & TYPICAL PAVEMENT MARKINGS FOR TWO-WAY HIGHWAYS	OBSOLETE
☑	TR-1210_04	PAVEMENT MARKING LINES AND SYMBOLS	8/2018
☐	TR-1210_05	PAVEMENT MARKINGS FOR DIVIDED HIGHWAYS	4/2017
☐	TR-1210_06	PAVEMENT MARKINGS FOR DIVIDED HIGHWAYS	8/2018
☐	TR-1210_07	PAVEMENT MARKINGS FOR EXIT RAMPS	4/2017
☑	TR-1210_08	PAVEMENT MARKINGS FOR NON FREEWAYS	8/2018
☐	TR-1210_09	PAVEMENT MARKINGS FOR BICYCLE LANES, PARKING STALLS, AND RR CROSSINGS	4/2017
☑	TR-1220_01	SIGNS FOR CONSTRUCTION AND PERMIT OPERATIONS	8/2018
☑	TR-1220_02	CONSTRUCTION SIGN SUPPORTS AND CHANNELIZING DEVICES	8/2018

STANDARD SHEETS SHALL BE USED WITH STANDARD SPECIFICATIONS

REV.	DATE	REVISION DESCRIPTION
4	4-2017	REMOVED TR-1210_01 TO TR-1210_03. ADDED TR-1210_04 TO TR-1210_09
3	4-2014	REMOVED TR-1111_02.
2	1-2014	REMOVED TR-1103_01.
1	4-2012	RENUMBERED TR-1107_02 TO TR-1114_01. REMOVED TR-1116_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.

Plotted Date: 8/16/2018

NOT TO SCALE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: CTDOT_TRAFFIC_STD_DGN.DGN Model: TR-01-STD_INDEX

SUBMITTED BY: NAME/DATE/TIME:

CTDOT
STANDARD SHEET

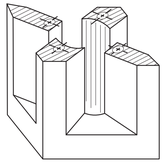
OFFICE OF ENGINEERING

STANDARD SHEET TITLE:

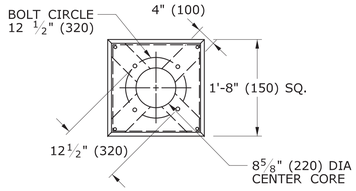
TRAFFIC
STANDARD SHEET INDEX

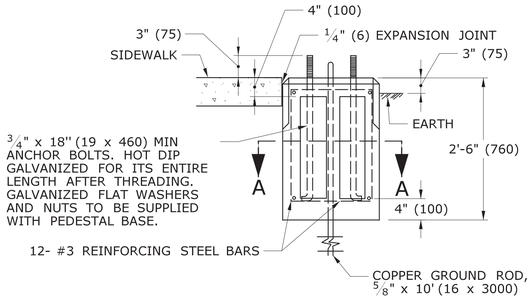
STANDARD SHEET NO.:

TR-STD_INDEX



PICTORIAL SECTION A-A

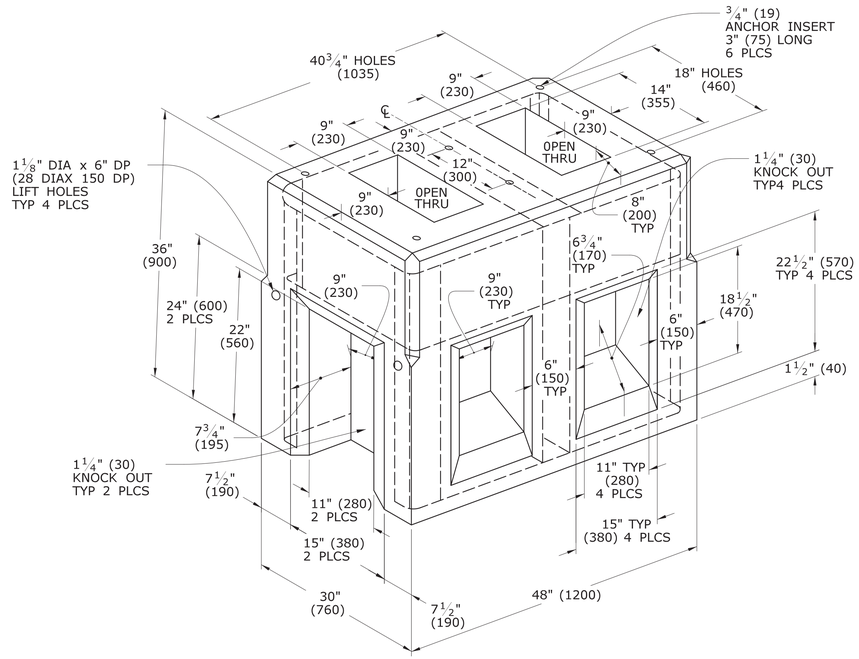




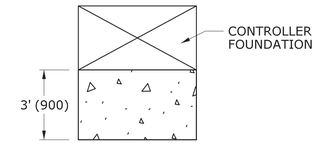
TRAFFIC CONTROL FOUNDATION PEDESTAL - TYPE I - PRECAST

NOTES:

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



TRAFFIC CONTROL FOUNDATION CONTROLLER - TYPE IV - PRECAST

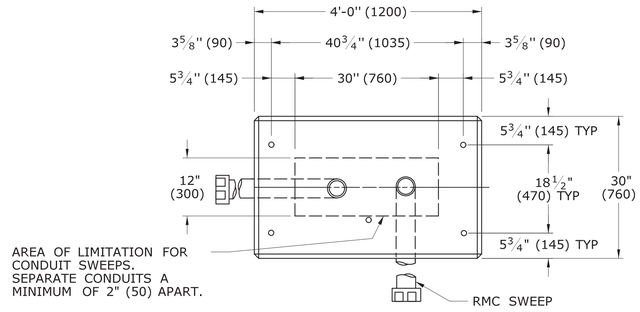


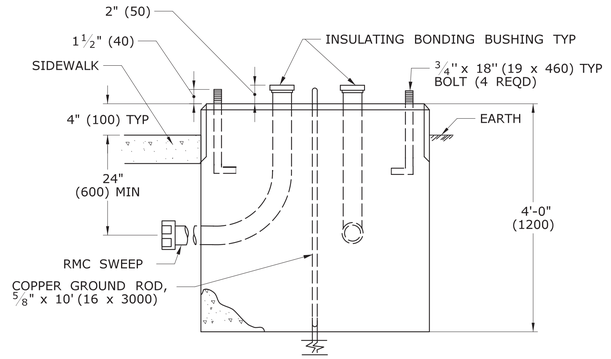
INSTALL PRECAST OR CAST IN PLACE CONCRETE SIDEWALK ON CABINET DOOR SIDE OF CONTROLLER FOUNDATION.

PITCH SIDEWALK 1/4" PER FOOT (20 PER METER) AWAY FROM THE CONTROLLER FOUNDATION.

REFER TO HIGHWAY STANDARD SHEET HW-921_01 FOR SIDEWALK CONSTRUCTION.

TYPICAL CONCRETE SIDEWALK AT CONTROLLER FOUNDATION





TRAFFIC CONTROL FOUNDATION CONTROLLER - TYPE IV - CAST IN PLACE

NOTES:

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

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

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

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

Plotted Date: 1/7/2014

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

NOT TO SCALE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: CTDOT_TRAFFIC_STD.DGN Model: TR-1002_01

SUBMITTED BY: NAME/DATE/TIME:

APPROVED BY: NAME/DATE/TIME:

CTDOT STANDARD SHEET

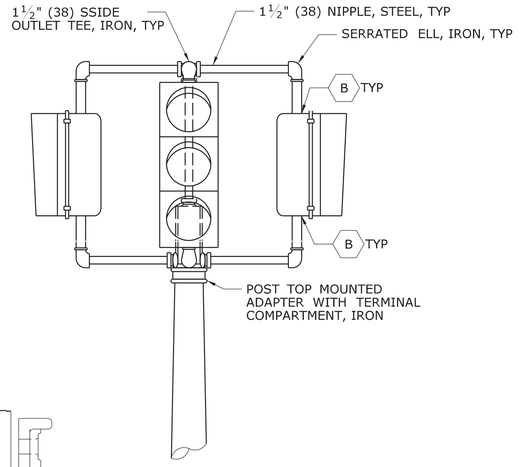
OFFICE OF ENGINEERING

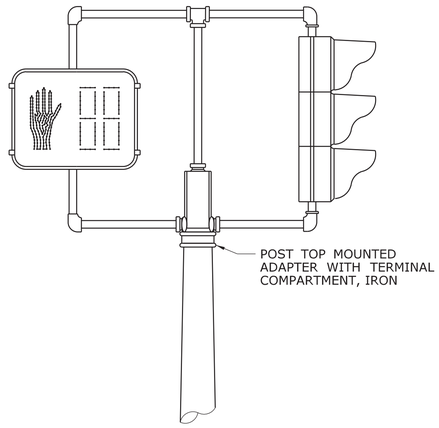
STANDARD SHEET TITLE:

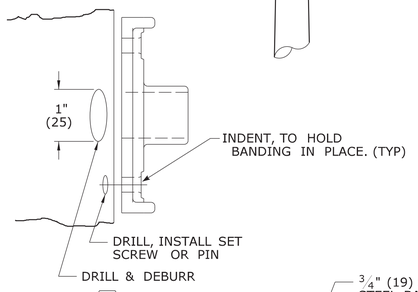
TRAFFIC CONTROL FOUNDATIONS

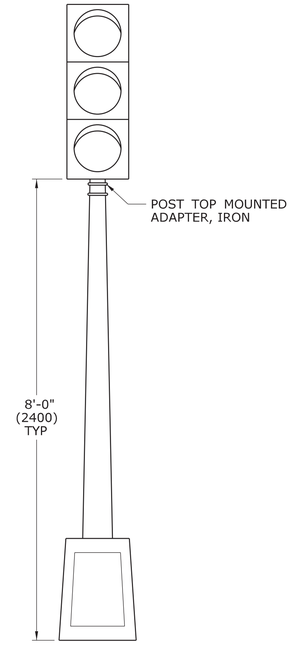
STANDARD SHEET NO.:

TR-1002_01

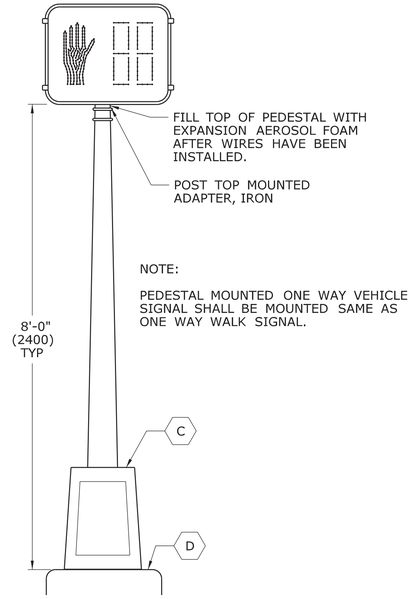








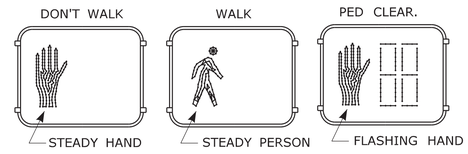
ONE WAY TRAFFIC SIGNAL PEDESTAL MOUNTED



NOTE:

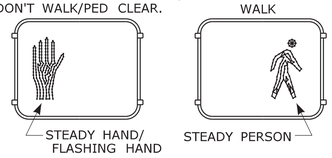
PEDESTAL MOUNTED ONE WAY VEHICLE SIGNAL SHALL BE MOUNTED SAME AS ONE WAY WALK SIGNAL.

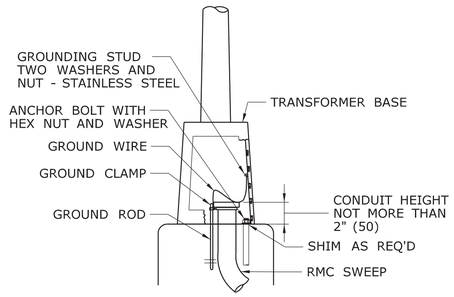
ONE WAY WALK SIGNAL PEDESTAL MOUNTED



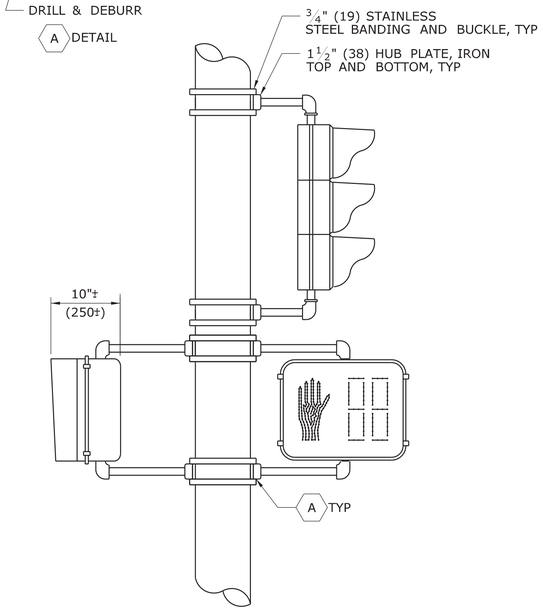
TYPICAL INDICATION WHEN LIT

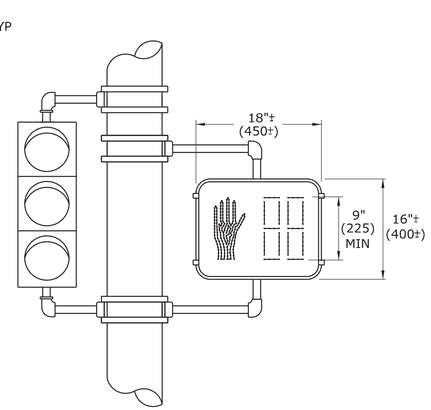
NON-COUNTDOWN DISPLAY, ONLY WHEN SHOWN ON PLAN.

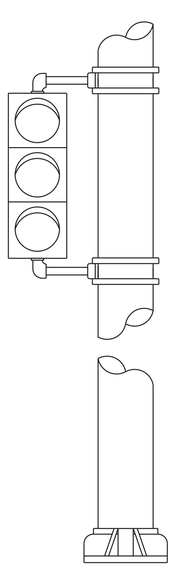




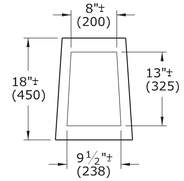
ALUMINUM PEDESTAL INSTALLATION DETAIL



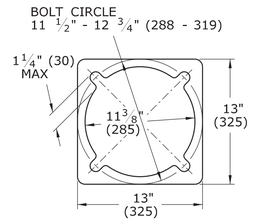




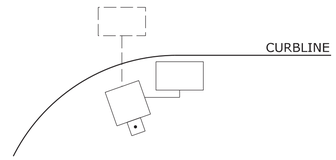
ONE WAY TRAFFIC SIGNAL POLE MOUNTED



ALUMINUM PEDESTAL DOOR OPENING DETAIL



PEDESTAL BASE PLAN



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

NOTES:

A. SECURE LOWER HUB PLATE WITH STAINLESS STEEL SET SCREW OR PIN PRIOR TO BANDING TO PREVENT MOVEMENT. INSTALL CABLE THROUGH BOTTOM OF HUB PLATE.

B. REFER TO CTDOT TRAFFIC STANDARD SHEET, TR-1105_01, TRAFFIC SIGNALS & CABLE ASSIGNMENTS.

C. IF THREADED, MIN 1" (25) THREADED INTO BASE, SECURED WITH STAINLESS STEEL SET SCREWS.

D. BASE DESIGNED AS BREAK-AWAY.

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

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

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

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: 4/14/2012

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-1102_01

SUBMITTED BY: NAME/DATE/TIME:

APPROVED BY: NAME/DATE/TIME:

CTDOT STANDARD SHEET

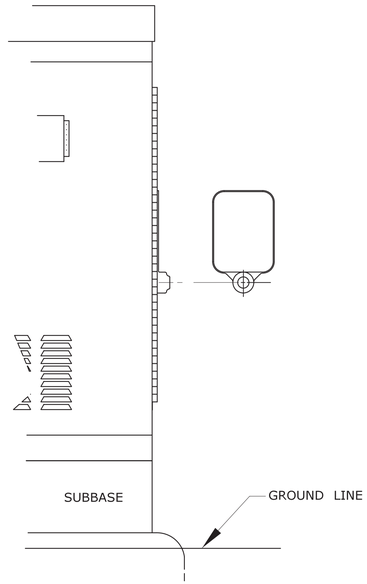
OFFICE OF ENGINEERING

STANDARD SHEET TITLE:

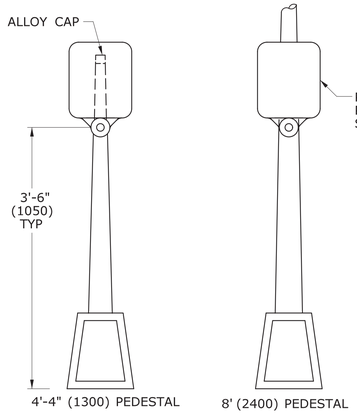
PEDESTALS, PEDESTRIAN SIGNALS

STANDARD SHEET NO.:

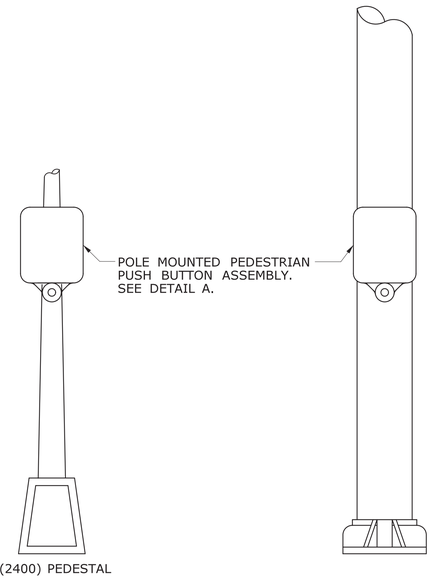
TR-1102_01



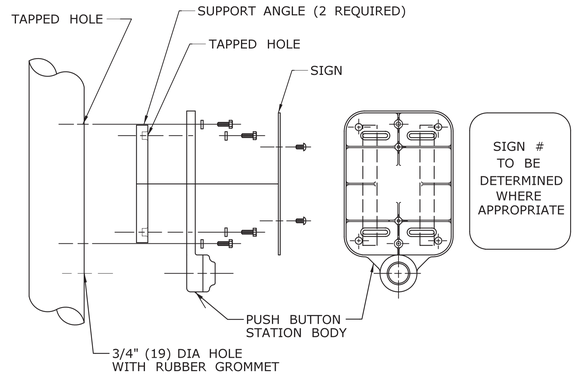
SURFACE MOUNTED



PEDESTAL MOUNTED



SPAN POLE/MAST ARM MOUNTED



DETAIL A

VARIABLE LEFT
OR RIGHT ARROW

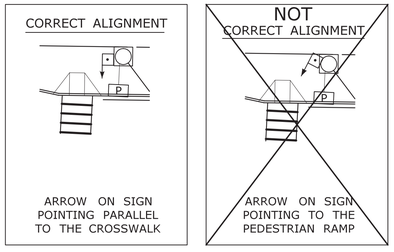
SIGN # 31-0833
USE APPROPRIATE LEFT OR RIGHT ARROW

SIGN # 31-0835

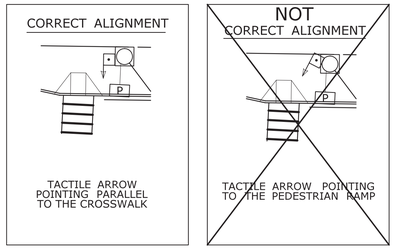
FOR CROSSING WITH SIDE STREET GREEN

GENERAL NOTES:

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

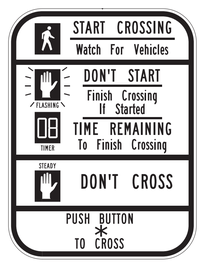


PEDESTRIAN PUSH BUTTON ALIGNMENT



ACCESSIBLE PEDESTRIAN SIGNAL AND DETECTOR

EXAMPLE ALIGNMENTS FOR EXCLUSIVE PEDESTRIAN PHASE



*USE APPROPRIATE ARROW UNLESS OTHERWISE NOTED ON PLAN.

FOR NEW PUSHBUTTON HOUSING, USE 9" x 15" SIGN NO. 31-0856.

FOR EXISTING PUSHBUTTON HOUSING, WITH 9" x 12" SIZE, USE SIGN NO. 31-0845.

LEGEND AS SHOWN ON TRAFFIC CONTROL SIGNAL PLAN:
- PEDESTRIAN PUSH BUTTON
- PEDESTRIAN PUSH BUTTON, PEDESTAL MOUNTED
- PEDESTRIAN PUSH BUTTON, POLE MOUNTED

REV.	DATE	REVISION DESCRIPTION
3	8-2018	UPDATED PEDESTRIAN SIGN LEGENDS AND NOTES.
2	4-2014	ADDED PEDESTRIAN EXAMPLE ALIGNMENTS
1	4-2012	MINOR REVISIONS & UPDATED SIGN #31-0845.

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: 8/9/2018

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_2018-01-25.dgn Model: TR-1107_01

SUBMITTED BY: NAME/DATE/TIME:

APPROVED BY: NAME/DATE/TIME:

CTDOT STANDARD SHEET

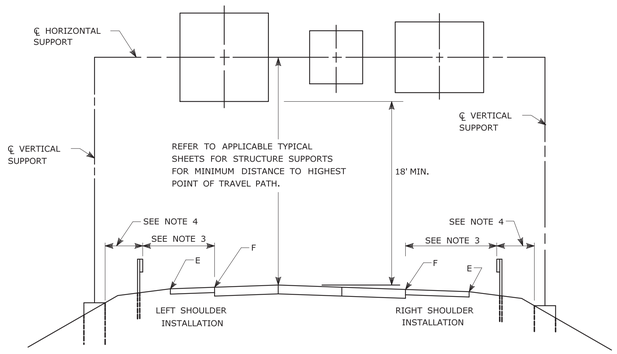
OFFICE OF ENGINEERING

STANDARD SHEET TITLE:

PEDESTRIAN PUSH BUTTONS

STANDARD SHEET NO.:

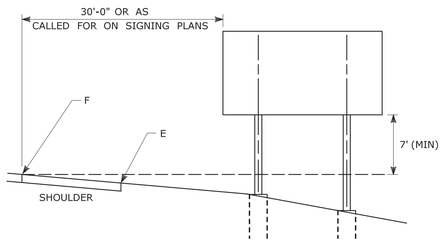
TR-1107_01



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 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.

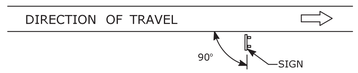


DIAGRAM "A"

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.

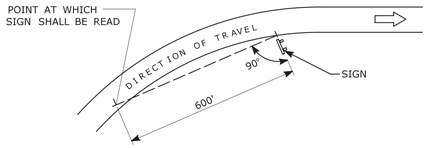
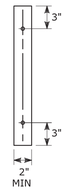


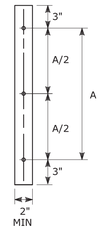
DIAGRAM "B"

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

RETROREFLECTIVE STRIPS 48" LONG OR LESS:



RETROREFLECTIVE STRIPS OVER 48" LONG:

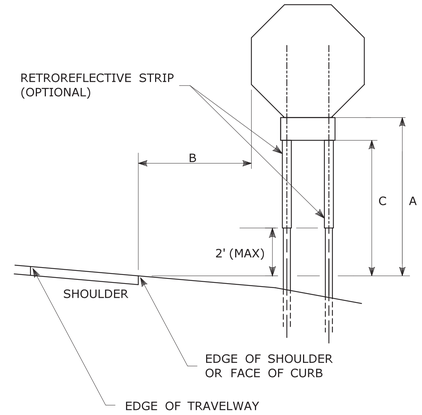


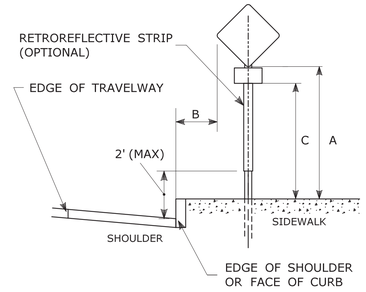
RETROREFLECTIVE STRIP DETAIL

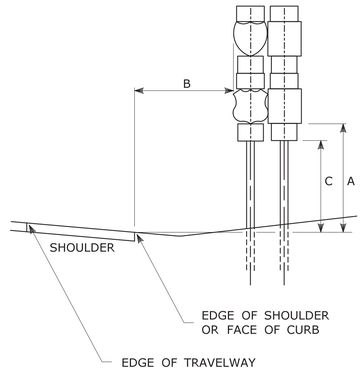
NOTES:

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 RETFOREFLECTIVE 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 RAMPS • 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.

REV.	DATE	REVISION DESCRIPTION
3	8-2018	INCLUDED INCIDENT MANAGEMENT AND MILE MARKER SIGNS.
2	4-2017	MINOR REVISIONS.
1	2-2011	MINOR REVISIONS.

Plotted Date: 8/10/2018

NOT TO SCALE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: TR_1208_01_1_2018.dgn Model: TR-1208_01

SUBMITTED BY: NAME/DATE/TIME:

APPROVED BY: NAME/DATE/TIME:

CTDOT STANDARD SHEET

OFFICE OF ENGINEERING

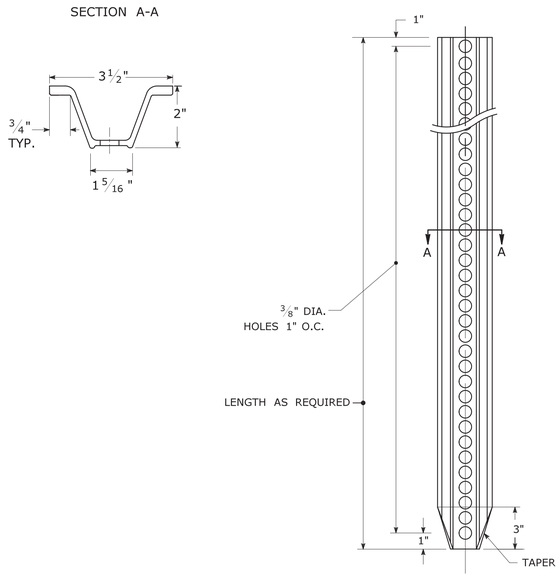
STANDARD SHEET TITLE:

SIGN PLACEMENT AND RETROREFLECTIVE STRIP DETAILS

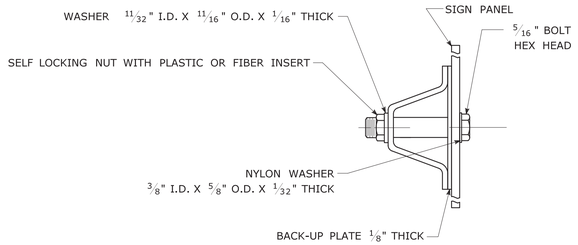
STANDARD SHEET NO.:

TR-1208_01

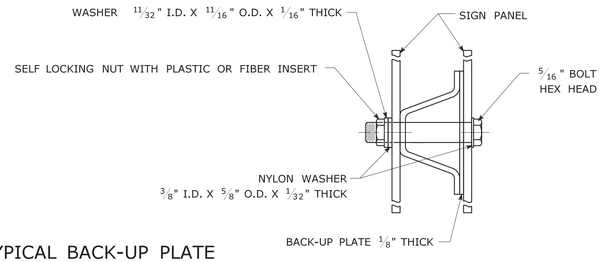
TYPICAL METAL SIGN POSTS



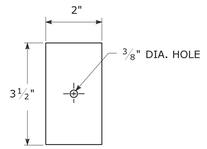
TYPICAL SIGN PANEL ATTACHMENT



TYPICAL BACK TO BACK SIGN PANEL ATTACHMENT



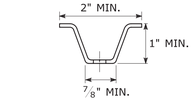
TYPICAL BACK-UP PLATE



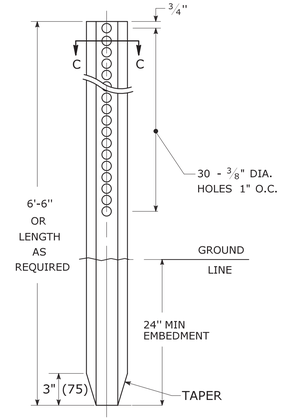
BOLTS - STAINLESS STEEL CONFORMING TO ASTM F593, ALLOY GROUP 1 OR 2 (ALLOY TYPES 304 OR 316).
SELF LOCKING NUTS - STAINLESS STEEL CONFORMING TO ASTM F594, ALLOY GROUP 1 OR 2 (ALLOY TYPES 304 OR 316).
WASHERS - STAINLESS STEEL CONFORMING TO ASTM A240, (ALLOY TYPES 304 OR 316).

METAL DELINEATOR POST

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



SECTION C-C

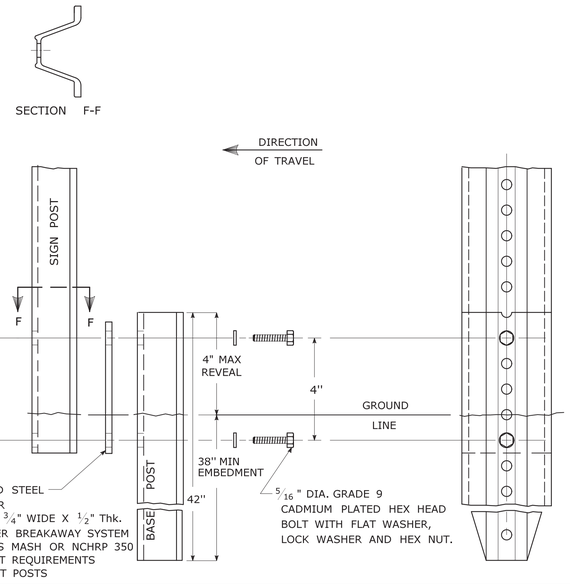


GENERAL NOTES:

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

BREAKAWAY INSTALLATION

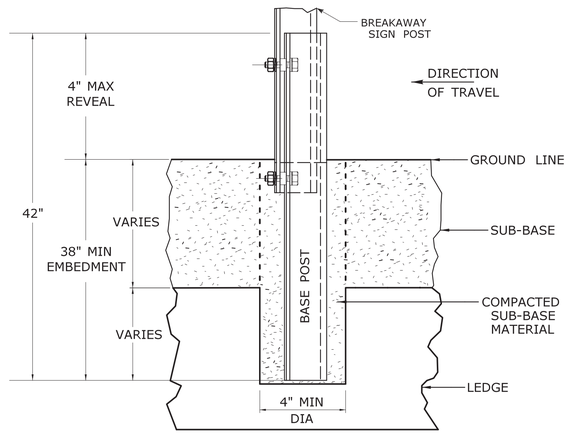
FOR 4 LBS./FT. POSTS



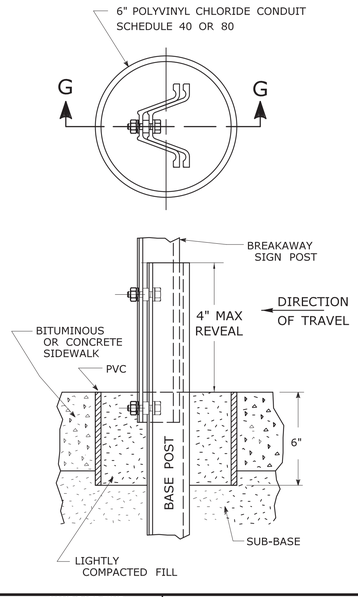
TYPICAL SIGN POST INSTALLATION IN LEDGE

LEDGE SHALL BE REMOVED TO DRIVE THE BASE POST TO A DEPTH OF 38".

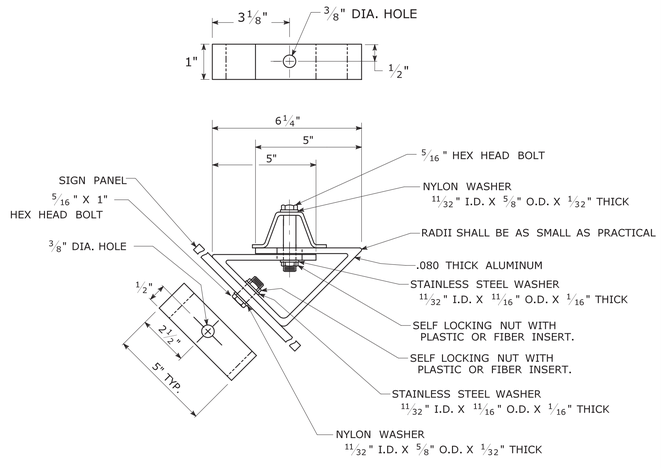
HOLE SHALL BE FILLED WITH SUB-BASE MATERIAL AND COMPACTED WITH A TAMPING BAR, OR TECHNIQUE APPROVED BY THE ENGINEER, PRIOR TO BASE POST INSTALLATION.



TYPICAL SLEEVE FOR PAVED AREAS



45° MOUNTING BRACKET FOR INSTALLATION OF PARKING SIGNS



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

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

Plotted Date: 6/6/2017

NOT TO SCALE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: TR-1208_02_May_2017_Revision.dgn Model: TR-1208_02

SUBMITTED BY: NAME/DATE/TIME:

APPROVED BY: NAME/DATE/TIME:

CTDOT STANDARD SHEET

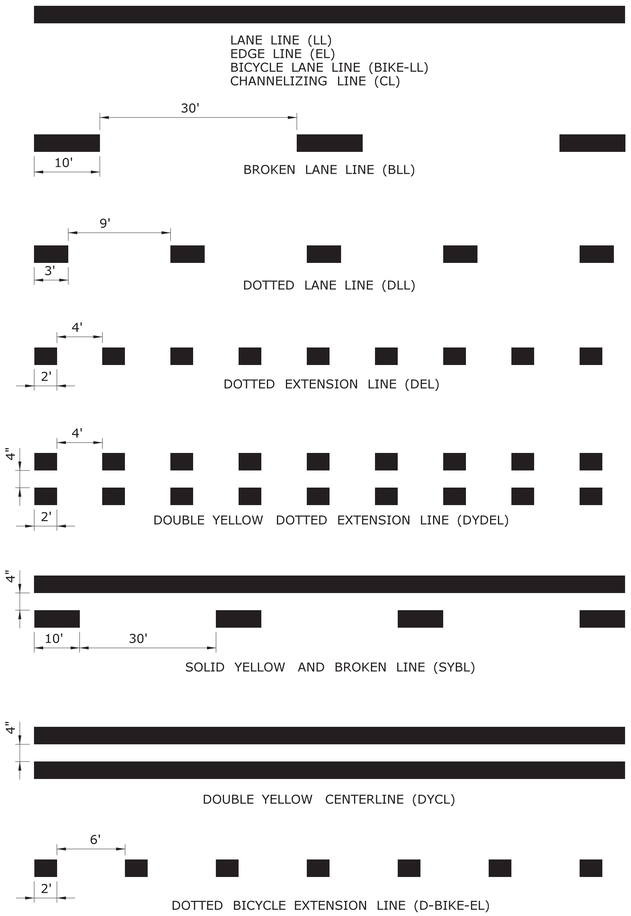
OFFICE OF ENGINEERING

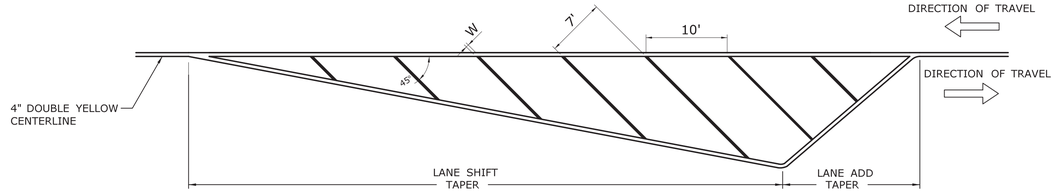
STANDARD SHEET TITLE:

METAL SIGN POSTS AND SIGN MOUNTING DETAILS

GUIDE SHEET NO.:

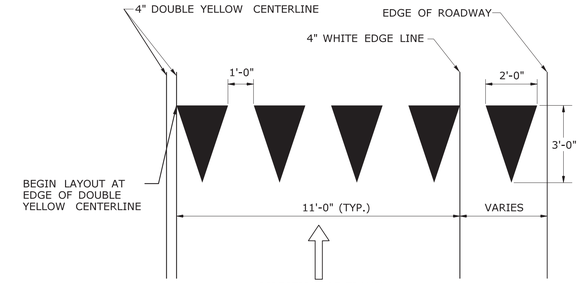
TR-1208_02



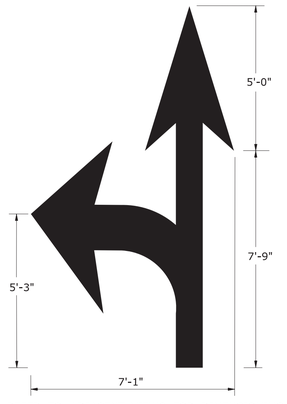


CROSS HATCHED ISLAND DETAIL
(YELLOW)

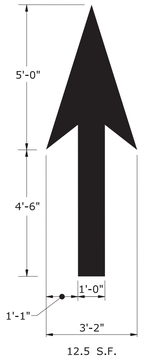
W IS TO BE 6" WHEN POSTED SPEED ≤ 45 MPH
W IS TO BE 12" WHEN POSTED SPEED > 45 MPH
CROSS HATCHED ISLANDS ARE TO BE INSTALLED WHERE CALLED FOR ON THE PLANS



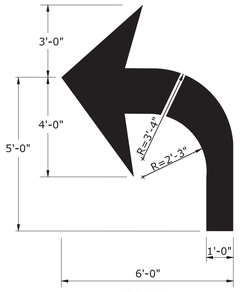
YIELD LINE DETAIL
(WHITE)



REFER TO ADJACENT VIEWS FOR DIMENSIONING
27.0 S.F.



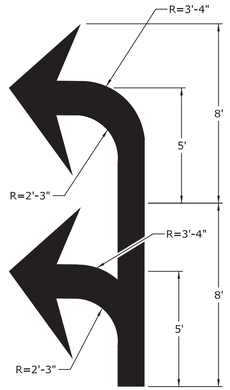
12.5 S.F.



15.5 S.F.

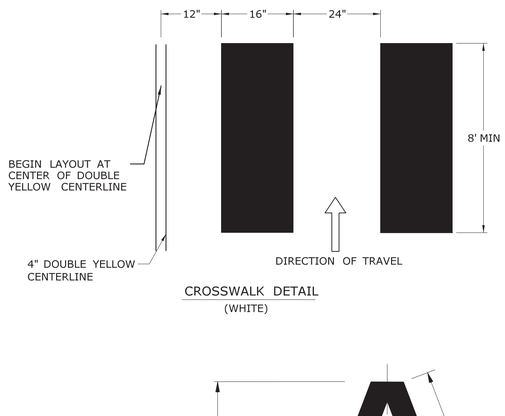
27.0 S.F.
LEFT & RIGHT
ARROW COMBO

38.5 S.F.
3 WAY ARROW
COMBO



35 S.F.
DOUBLE LEFT
ARROW

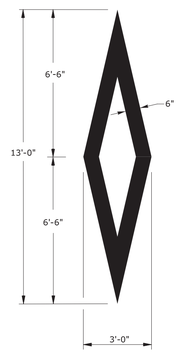
PAVEMENT ARROW DETAILS
(WHITE)
ARROWS SHALL BE CENTERED IN TRAVEL LANE



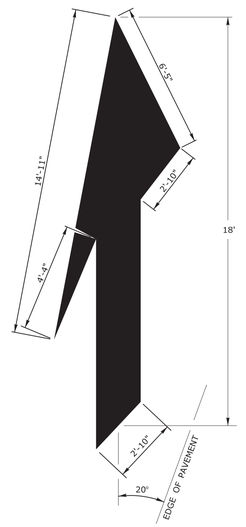
CROSSWALK DETAIL
(WHITE)

NOTES :

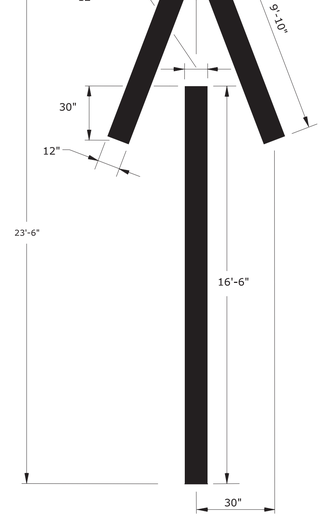
1. AREA OF PAVEMENT MARKINGS AS INDICATED IS APPROXIMATE.
2. RIGHT TURN PAVEMENT MARKING ARROWS ARE MIRROR IMAGE OF LEFT TURN PAVEMENT MARKING ARROWS.



WHITE PREFERENTIAL
LANE SYMBOL
13.0 S.F.



WHITE LANE
REDUCTION ARROW
41.8 S.F.



WHITE WRONG WAY
PAVEMENT ARROW
36.2 S.F.

REV.	DATE	REVISION DESCRIPTION
1	8-2018	REMOVED ROUNDABOUT MARKINGS.

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

NOT TO SCALE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: TR-1210_04.dgn Model: CT_Civil_2D_Sheet

SUBMITTED BY: NAME/DATE/TIME:

APPROVED BY: NAME/DATE/TIME:

CTDOT
STANDARD SHEET

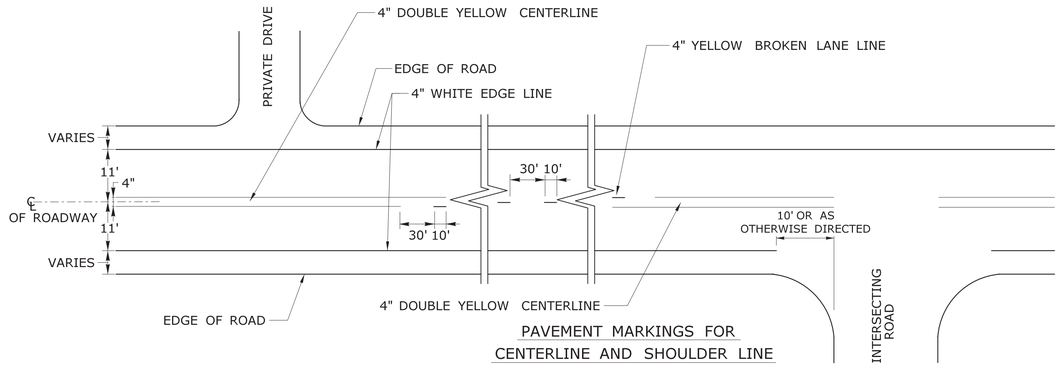
OFFICE OF ENGINEERING

STANDARD SHEET TITLE:

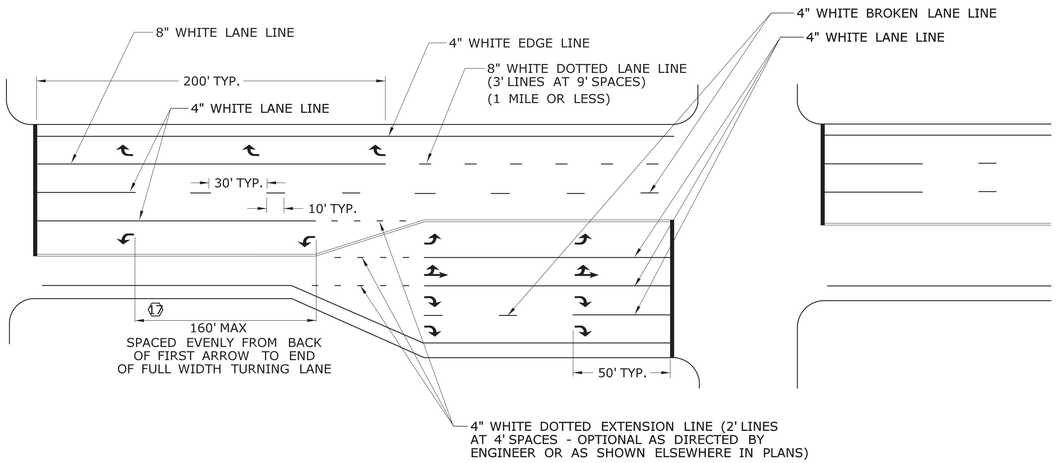
PAVEMENT MARKING LINES AND SYMBOLS

STANDARD SHEET NO.:

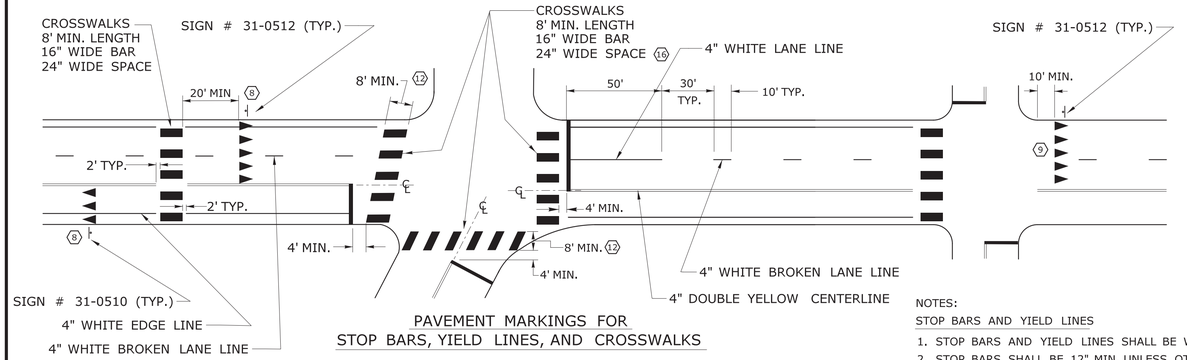
TR-1210_04



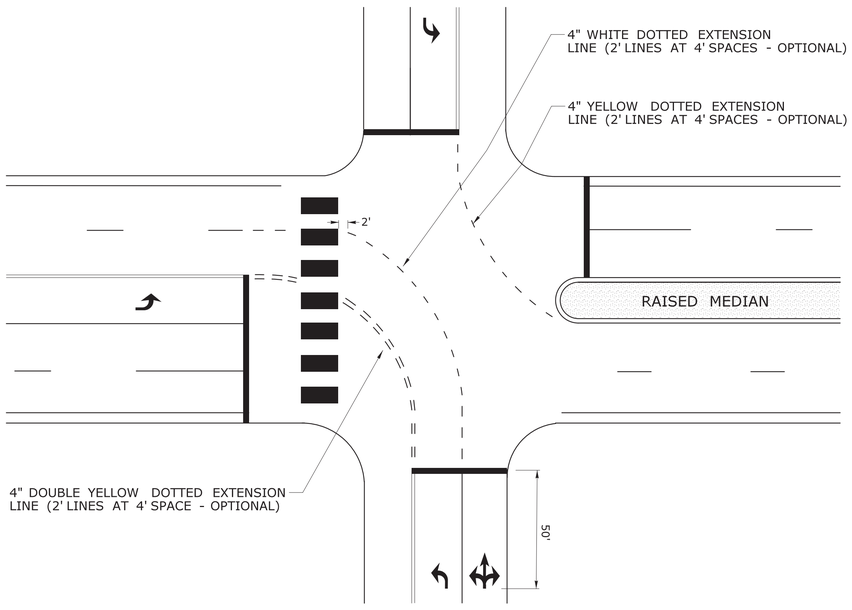
PAVEMENT MARKINGS FOR
CENTERLINE AND SHOULDER LINE



PAVEMENT MARKINGS FOR TURNING LANES
AND ROAD LANE-DROP



PAVEMENT MARKINGS FOR
STOP BARS, YIELD LINES, AND CROSSWALKS



TURNING EXTENSIONS

NOTES:

STOP BARS AND YIELD LINES

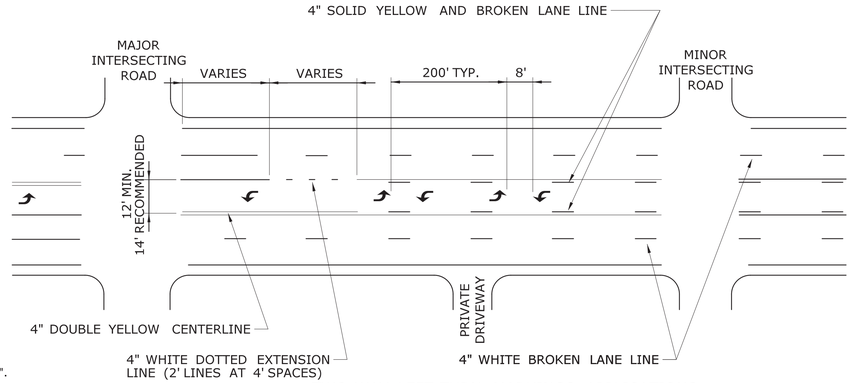
1. STOP BARS AND YIELD LINES SHALL BE WHITE.
2. STOP BARS SHALL BE 12" MIN. UNLESS OTHERWISE NOTED ON PLANS.
3. STOP BARS TO BE PLACED A MINIMUM OF 4' IN ADVANCE OF THE NEAREST EDGE OF CROSSWALK AND SHOULD BE PLACED 90° TO THE CENTERLINE OF THE ROADWAY.
4. IN THE ABSENCE OF A MARKED CROSSWALK THE STOP BAR SHOULD BE PLACED 90° TO THE CENTERLINE OF THE ROADWAY, AT THE DESIRED STOPPING POINT AT LEAST 5' AND NO MORE THAN 30' FROM THE NEAREST EDGE OF THE INTERSECTING ROADWAY.
5. THE STOP 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.
6. FOR STOP BARS AT RAMPS SEE DETAILS "R", "S", "T", & "U" AND NOTES ON TRAFFIC STANDARD SHEET TR-1210 07 "PAVEMENT MARKINGS FOR DIVIDED HIGHWAYS EXIT RAMPS".
7. FOR YIELD LINE INSTALLATIONS, ONLY FULL TRIANGLES ARE TO BE INSTALLED.
8. MID-BLOCK CROSSWALKS ARE CROSSWALKS LOCATED MORE THAN 50 FEET FROM A SIGNALIZED OR UNSIGNALIZED INTERSECTION. YIELD LINES ASSOCIATED WITH MIDBLOCK 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 APPROAPRIATE "YIELD TO PEDESTRIANS" SIGN IS REQUIRED.
9. FOR CROSSWALKS AT UNSIGNALIZED INTERSECTIONS WITH MINOR STREET STOP CONTROL, YIELD LINES SHALL BE INSTALLED ON MULTI-LANE APPROACHES, BUT NOT SINGLE LANE APPROACHES.
10. 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

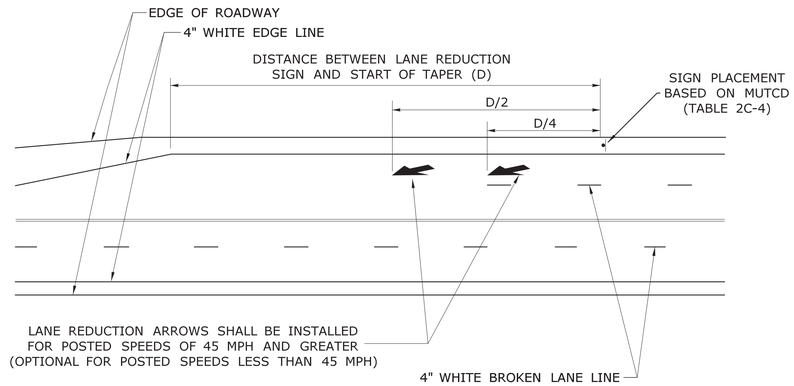
11. CROSSWALK MARKINGS SHALL BE WHITE.
12. AT LOCATIONS WHERE THE CROSSWALK IS SKEWED, BARS TO BE PARALLEL TO ℄ AND ENDS OF BARS TO BE PARALLEL. THE LENGTH OF THE BARS WILL VARY DEPENDING ON THE ANGLE OF SKEW.
13. BARS SHOULD BE NO CLOSER THAN 1' FROM EDGE OF ROAD.
14. ONLY FULL LENGTH BARS ARE TO BE INSTALLED.
15. DECORATIVE CROSSWALKS SHALL BE BANDED FROM CURB TO CURB WITH A MINIMUM 12" WIDE WHITE TRANSVERSE LINE ALONG EACH EDGE.
16. 24" WIDE SPACE TO BE CENTERED ON YELLOW CENTERLINE.

PAVEMENT MARKINGS FOR TURNING LANES

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



TWO-WAY LEFT-TURN MARKINGS APPLICATIONS



LANE REDUCTION TRANSITIONS

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

Plotted Date: 8/10/2018

NOT TO SCALE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

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

SUBMITTED BY: NAME/DATE/TIME:

APPROVED BY: NAME/DATE/TIME:

CTDOT STANDARD SHEET

OFFICE OF ENGINEERING

STANDARD SHEET TITLE:

PAVEMENT MARKINGS FOR NON FREEWAYS

STANDARD SHEET NO.:

TR-1210_08

E5 - SERIES

E5-1

COPY & BORDER - WHITE
BACKGROUND - GREEN

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	16.0	48	51-6147	2

16 - SERIES

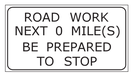
	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
16-M	5.0	30X24	80-1613	1
16-H	17.5	60X42	80-1608	2
16-E	35.0	84X60	80-1605	2

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
16-S	10.0	48X30	80-1619	2

G20 - SERIES

G20-2a

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	8.0	48X24	80-9612	2



VARIABLE MILEAGE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	90.0	120X108	80-9728	

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	9.0	36	80-9711	1
	16.0	48	80-9712	2

VARIABLE MILEAGE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	7.0	72X14	80-9720	

VARIABLE ARROW
COPY & BORDER - WHITE
BACKGROUND - BLUE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	9.0	36	50-5934	2

M4 - SERIES

M4-8

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	2.0	24X12	80-9707	1

M4-8a

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	3.0	24X18	80-9708	1

M4-10

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	6.0	48X18	80-9701R	2
	6.0	48X18	80-9702L	2

VARIABLE ARROW

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	5.0	30X24	80-9710	1

M4-9b

VARIABLE ARROW

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	5.0	30X24	80-9703	1

M4-9b

VARIABLE ARROW

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	6.25	30X30	80-9706	1

R4 - SERIES

R4-7

COPY & BORDER - BLACK
BACKGROUND - WHITE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	5.0	24X30	31-1526	1

R4-9

COPY & BORDER - BLACK
BACKGROUND - WHITE

	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

R1 - SERIES

R1-1

COPY & BORDER - WHITE
BACKGROUND - RED

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	5.19	30	31-0552	1
	13.30	48	31-0557	2

R1-2

COPY & BORDER - RED
BACKGROUND - WHITE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	3.90	36	31-0523	1
	10.83	60	31-0528	2

R9 & R11 - SERIES

R9-9

COPY & BORDER - BLACK
BACKGROUND - WHITE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	3.75	30X18	80-9076	1

R11-3a

VARIABLE MILEAGE
COPY & BORDER - BLACK
BACKGROUND - WHITE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	12.5	60X30	80-9077	2

R9-11

VARIABLE ARROW
COPY & BORDER - BLACK
BACKGROUND - WHITE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	3.0	24X18	80-9074	1

R11-3b

VARIABLE MILEAGE
COPY & BORDER - BLACK
BACKGROUND - WHITE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	12.5	60X30	80-9078	2

R9-11a

VARIABLE ARROW
COPY & BORDER - BLACK
BACKGROUND - WHITE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	2.0	24X12	80-9075	1

R11-3b

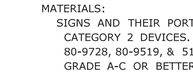
COPY & BORDER - BLACK
BACKGROUND - WHITE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	12.5	60X30	80-9081	2

R11-2

COPY & BORDER - BLACK
BACKGROUND - WHITE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	10.0	48X30	80-9080	2



COPY & BORDER - BLACK
BACKGROUND - WHITE

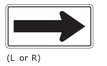
	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	14.0	48X42	31-1906	2
	22.5	60X54	31-1907	2

W1 - SERIES

W1-4

	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

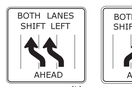
W1-6



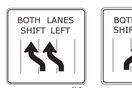
	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	8.0	48X24	80-9424	2
	12.5	60X30	80-9423	2

W1-8

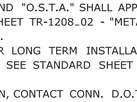
	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	3.0	18X24	80-9401	1
	5.0	24X30	80-9403	1
	7.5	30X36	80-9404	1



	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	16.0	48	80-9433L	2
	16.0	48	80-9435R	2

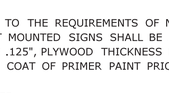


	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	16.0	48	80-9434L	2
	16.0	48	80-9436R	2



	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	25.0	60	80-9443L	2
	25.0	60	80-9445R	2

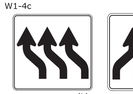
W1-4b



	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	25.0	60	80-9444L	2
	25.0	60	80-9446R	2

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	25.0	60	80-9483L	2
	25.0	60	80-9485R	2

W1-4c



	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	25.0	60	80-9484L	2
	25.0	60	80-9486R	2

W3 - SERIES

W3-1

OCTAGON - RED W/ WHITE BORDER
ARROW & BORDER - BLACK
BACKGROUND - FLUORESCENT ORANGE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	9.0	36	80-9050	1
	16.0	48	80-9051	2

W3-2

TRIANGLE - RED W/ WHITE BORDER
ARROW & BORDER - BLACK
BACKGROUND - FLUORESCENT ORANGE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	9.0	36	80-9054	1
	16.0	48	80-9055	2

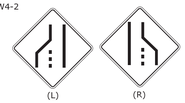
W3-3

TOP CIRCLE - RED
MIDDLE CIRCLE - YELLOW
BOTTOM CIRCLE - GREEN
COPY & BORDER - BLACK
BACKGROUND - FLUORESCENT ORANGE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	9.0	36	80-9052	1
	16.0	48	80-9053	2

W4-W6 - SERIES

W4-2



	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	16.0	48	80-9918L	2
	16.0	48	80-9917R	2

W6-3

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	16.0	48	80-9945	2

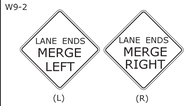
W8-W9 - SERIES

W8-1

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	9.0	36	80-9901	1
	16.0	48	80-9902	2

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	9.0	36	80-9801	1
	16.0	48	80-9802	2

W9-2



	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	16.0	48	80-9910L	2
	16.0	48	80-9911R	2

W13 - SERIES

W13-1

SUBPLATE
VARIABLE SPEED

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	4.0	24	80-9569	1
	6.25	30	80-9567	1

VARIABLE SPEED

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	9.0	36	80-9506	1
	16.0	48	80-9508	2

W3-5

VARIABLE SPEED

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	9.0	36	80-9520	1
	16.0	48	80-9521	2

W-16 - SERIES

W16-15P

COPY & BORDER - BLACK
BACKGROUND - ORANGE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	2.0	24X12	80-9049	

W20 - SERIES

W20-1

	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

W20-1

VARIABLE DISTANCE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	9.0	36	80-9614	1
	16.0	48	80-9615	2

W20-2

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	9.0	36	80-9805	1
	16.0	48	80-9806	2

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	9.0	36	80-9834	1
	16.0	48	80-9835	2

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
(L)	16.0	48	80-9836	2
(R)	16.0	48	80-9839	2

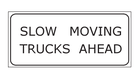
	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
(L)	16.0	48	80-9837	2
(R)	16.0	48	80-9838	2

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
(L)	16.0	48	80-9847	2
(R)	16.0	48	80-9848	2

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
(L)	16.0	48	80-9846	2
(R)	16.0	48	80-9849	2

W20-7a

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	9.0	36	80-9803	1
	16.0	48	80-9804	2



	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	32.0	96X48	80-9815	2

W16-9P

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	2.0	24X12	80-9870	
	3.75	30X18	80-9871	

W16-3aP

VARIABLE MILEAGE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	2.5	30X12	80-9872	
	4.5	36X18	80-9873	

W21 - SERIES

W21-6

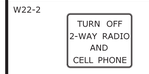
	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	9.0	36	80-9607	1

W22 - SERIES

W22-1

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	9.0	36	80-9620	1
	16.0	48	80-9625	2

W22-2

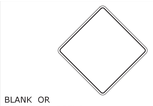


	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	10.5	42X36	80-9623	2

W22-3

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	10.5	42X36	80-9621	2

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	4.17	60X10	80-9913	2
	12.0	96X18	80-9914	2
	3.33	48X10	80-9916	2

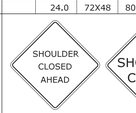


BLANK OR
VARIABLE LEGEND

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	9.0	36	80-9933	1
	16.0	48	80-9934	2

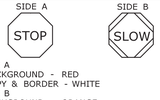
	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	16.0	48	80-9956	2

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	12.5	60X30	80-9928	2
	24.0	72X48	80-9929	2



	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

STOP-SLOW PADDLE



SIDE A
BACKGROUND - RED
COPY & BORDER - WHITE
SIDE B
BACKGROUND - ORANGE
COPY & BORDER - BLACK PLAIN

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	2.25	18	80-9950	PADDLE

NOTES:
1. R1-SERIES SIGN THE LEGEND "O.S.T.A." SHALL APPEAR.
2. POSTS - SEE STANDARD SHEET TR-1208_02 - "METAL SIGN POSTS AND SIGN MOUNTING DETAILS".
3. POSTS SHALL BE 4 LBS./FT.
4. ALL POSTS NOTED ARE FOR LONG TERM INSTALLATION. SEE STANDARD SHEET TR-1208_02.
5. FOR TEMPORARY SUPPORTS SEE STANDARD SHEET TR-1220_02 - "CONSTRUCTION SIGN SUPPORTS AND CHANNELIZING DEVICES".
6. FOR SPECIFIC SIGN DESIGN, CONTACT CONN. D.O.T., DIVISION OF TRAFFIC ENGINEERING. FOR BOLT HOLE PATTERN REFER TO FHWA PUBLICATION "STANDARD HIGHWAY SIGNS". SIGNS OF DIFFERENT DIMENSIONS TO BE ERECTED ON THE SAME POSTS, OR SPAN/MAST ARM MOUNTED, MAY REQUIRE SPECIAL BOLT HOLE PATTERNS.
7. ALL CONSTRUCTION SIGNS TO BE PAID FOR UNDER THE CONSTRUCTION SIGNS ITEM IN THE CONTRACT.
8. MATERIALS & COLORS SHALL CONFORM TO STATE SPECIFICATIONS.

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

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

REV.	DATE	REVISION DESCRIPTION
6	8-2018	REVISED POST REQUIREMENTS AND SHEETING TYPE.
5	8-2015	UPDATED PER MUTCD AND FORM 816 JAN 2015 REVISION.
4	6-2012	REVISED NOTE #1 TO REFERENCE "O.S.T.A."
3	4-2012	REVISED NEW SIGNAL SIGN(S) TO CONFORM TO 2009 MUTCD.
2	2-2011	MINOR REVISIONS.
1	3-2010	REMOVED OBSOLETE SIGNS (50-5925, 50-5935).

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

NOT TO SCALE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: TR-1220_01_1_2018.dgn Model: TR-1220_01

SUBMITTED BY: NAME/DATE/TIME:

APPROVED BY: NAME/DATE/TIME:

CTDOT STANDARD SHEET

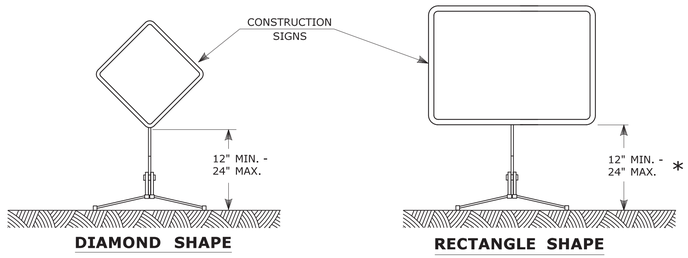
OFFICE OF ENGINEERING

STANDARD SHEET TITLE:

SIGNS FOR CONSTRUCTION AND PERMIT OPERATIONS

STANDARD SHEET NO.:

TR-1220_01

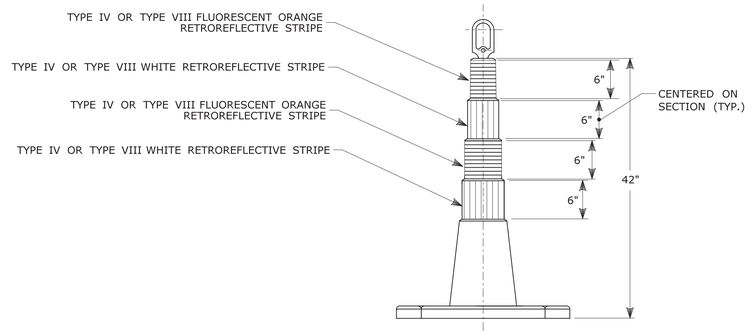


PORTABLE CONSTRUCTION SIGNS

NOTES FOR PORTABLE SIGN SUPPORTS:

1. 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.
2. 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.
3. THE ENGINEER RESERVES THE RIGHT TO REJECT ANY SUPPORT DEEMED UNSUITABLE FOR THE PURPOSE INTENDED.
4. 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.
5. 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.

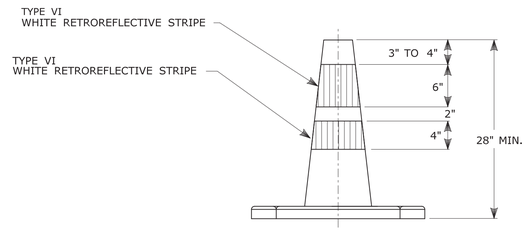
* FOR E5-1 (EXIT SIGNS) USE MIN 48".



42" TRAFFIC CONE

NOTES:

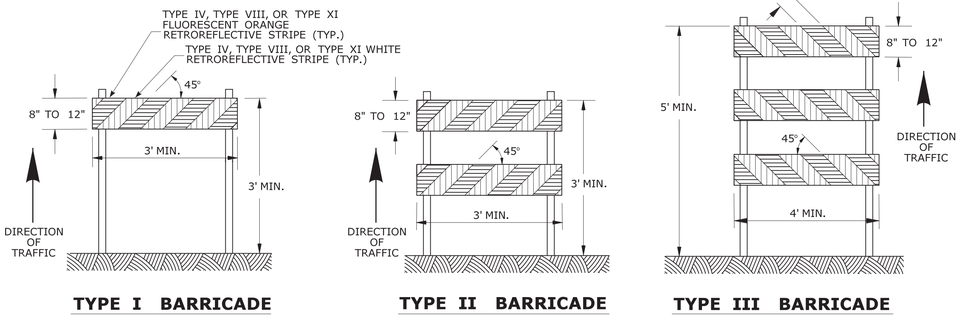
1. TRAFFIC CONES SHALL CONFORM TO THE REQUIREMENTS OF NCHRP REPORT 350 (TL-3) OR THE AASHTO MASH FOR CATEGORY 1 DEVICES AND THE LATEST EDITION OF THE MUTCD.
2. IF RUBBER CONES ARE USED, THEY SHALL HAVE INTERIOR RIBS FOR RIGIDITY.
3. IF PLASTIC CONES ARE USED, THEY SHALL BE COLOR IMPREGNATED.
4. THE ENGINEER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



TRAFFIC CONE

NOTES:

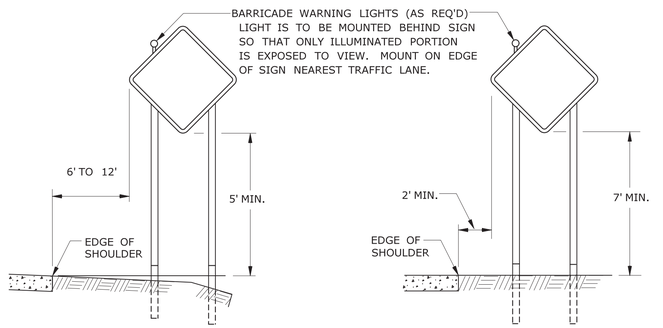
1. TRAFFIC CONES SHALL CONFORM TO THE REQUIREMENTS OF NCHRP REPORT 350 (TL-3) OR THE AASHTO MASH FOR CATEGORY 1 DEVICES AND THE LATEST EDITION OF THE MUTCD.
2. IF RUBBER CONES ARE USED, THEY SHALL HAVE INTERIOR RIBS FOR RIGIDITY.
3. IF PLASTIC CONES ARE USED, THEY SHALL BE COLOR IMPREGNATED.
4. THE ENGINEER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



CONSTRUCTION BARRICADES

NOTES:

1. CONSTRUCTION BARRICADES SHALL CONFORM TO THE REQUIREMENTS OF NCHRP REPORT 350 (TL-3) OR THE AASHTO MASH AND THE LATEST EDITION OF THE MUTCD.
2. 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.
3. 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.
4. THE ENGINEER RESERVES THE RIGHT TO REJECT ANY BARRICADE DEEMED UNSUITABLE FOR THE PURPOSE INTENDED.
5. CORNERS OF BARRICADE RAILS SHALL BE ROUNDED.
6. SIGNS MAY ONLY BE INSTALLED ON TYPE III BARRICADES AND SHALL BE PLACED SO AS TO COVER NO MORE THAN ONE BARRICADE RAIL.

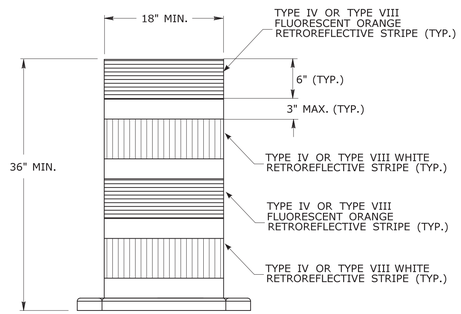


PLACEMENT OF CONSTRUCTION SIGNS
TYPICAL LONG TERM INSTALLATION

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:

1. 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.
2. THE ENGINEER RESERVES THE RIGHT TO REJECT ANY DRUM DEEMED UNSUITABLE FOR THE PURPOSE INTENDED.
3. THE ENTIRE AREA OF FLUORESCENT ORANGE AND WHITE STRIPES SHALL BE RETROREFLECTIVE SHEETING AS REQUIRED IN THE SPECIFICATIONS.
4. THE SECTIONS OF DRUMS NOT COVERED WITH RETROREFLECTIVE STRIPES SHALL BE ORANGE.

REV.	DATE	REVISION DESCRIPTION
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.

Plotted Date: 8/10/2018

NOT TO SCALE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: TR-1220_02_3_2018.dgn Model: TR-1220_02

SUBMITTED BY: NAME/DATE/TIME:

APPROVED BY: NAME/DATE/TIME:

CTDOT STANDARD SHEET

OFFICE OF ENGINEERING

STANDARD SHEET TITLE:

CONSTRUCTION SIGN SUPPORTS AND CHANNELIZING DEVICES

STANDARD SHEET NO.:

TR-1220_02