TOWN OF GLASTONBURY
ENGINEERING DEPARTMENT
GRISWOLD STREET REHABILITATION
STATE PROJECT No. 53-184
PW-1014

located between

MAIN STREET & CANDLEWOOD ROAD
GLASTONBURY, CONNECTICUT

RICHARD J. JOHNSON
TOWN MANAGER

DANIEL A. PENNINGTON
MANAGER OF PHYSICAL SERVICES/TOWN ENGINEER

LOCATION MAP
SCALE: 1"=1000'

NOVEMBER 2011

ISSUED FOR CONSTRUCTION
**DETAILED ESTIMATE SHEET**

**FOR THE CONSTRUCTION OF**

**GRISWOLD STREET REHABILITATION**

**IN THE TOWN OF GLASTONBURY**

**FROM STA. 4+75 TO STA. 68+50**

**LENGTH 4.750 RL**

**BASE COURSE VARIES**

**WIDTH 27 RL**

**DEPTH 0.5 RL**

**SURFACE COURSE SUPERPAVE 0.375"**

**WIDTH VARIES RL**

**DEPTH 5 RL**

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**GRISWOLD STREET**

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**TRENCH EXCAVATION**

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**DETAILED ESTIMATE SHEET**

**PAYMENT REHABILITATION**

**GRISWOLD STREET**

**LOCATED BETWEEN MAIN STREET & CANDLWOOD ROAD**

**GLASTONBURY, CONNECTICUT**

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**SCHEDULE OF PAYMENTS**

**DESCRIPTION OF WORK**

**DATE**

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LEGEND AS SHOWN ON TRAFFIC CONTROL SIGNAL PLAN:
- TR-1111_01
- DRILLED HOLE FOR LFNC AT 45° SLANT
- REFERENCE NUMBER (WHERE REQUIRED)
- CRUSHED STONE
- 6" (150)
- 1' (300)
- 2" (500)
- 3" (750)
- 4" (1000)
- 5" (1250)
- 6" (1500)
- 7" (1750)
- 8" (2000)
- 9" (2250)
- 10" (2500)
- 11" (2750)
- 12" (3000)

SMALL HOLE IN CONCRETE OR CURB OR EDGE OF PAVEMENT
WEDGE (TYP

TYPICAL WINDING
SEGMENTED LOOPS, 3 TURNS EACH
TO CREATE A UNIFORM MAGNETIC FIELD WIND ADJACENT LOOPS IN OPPOSITE DIRECTIONS.

DETAIL "A"

TYPICAL ELEVATION VIEW
LOOP DETECTOR SAWCUT AND LEAD-IN

DETAIL "B"

OVERLAP SAWED SLOTS TO ENSURE EQUAL DEPTH AT CORNERS.

DETAIL "C"

ENLARGED VIEW
SPLICED TYP.

DETAIL "D"

NOTES:
- ONLY USE POLYESTER SEALANT AS SEALANT, UNLESS OTHER TYPE IS APPROVED BY ENGINEER.
- WET SAW UNLESS DRY SAW IS APPROVED BY ENGINEER.
- RECOMMENDED SAW BLADE: 14" x 3/8" (350 x 10) PRODUCES 1/16" (11) SLOT.
- USE WET SAW UNLESS DRY SAW IS APPROVED BY ENGINEER.
- REFER TO STANDARD SPECIFICATIONS, SECTION 11-11.
- ONLY USE POLYESTER SEALANT AS SEALANT, UNLESS OTHER TYPE IS APPROVED BY ENGINEER.
- DISCARD ALL REMOVED CONNECTORS.
- USE 3/8" (25) LFNC DIRECT BURIAL OF WORK WHICH WILL BE REQUIRED.
- THE CONDITIONS OF ACTUAL QUANTITIES IN NO WAY WARRANTED TO INDICATE INVESTIGATIONS BY THE STATE AND IS SHEETS IS BASED ON LIMITED QUANTITIES OF WORK, SHOWN ON THESE SHEETS.

DETAIL "K"

OFFSET ADJACENT INSIDE LANE LOOP SEGMENTS 12" (300) +/- SO THAT LOOP SAWCUT FROM CORNER OF LOOP TO CURB IS STRAIGHT. LOOP NUMBERS AND PLACEMENT ARE FOR EXAMPLE ONLY.

DETAIL "L"

NOT TO SCALE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
OFFICE OF ENGINEERING
**CONSTRUCTION SIGNS**

**NOTES FOR PORTABLE SIGN SUPPORTS:**
1. SIGNS AND THEIR PORTABLE SUPPORTS SHALL CONFORM TO THE REQUIREMENTS OF NCHRP REPORT 350 (TL-3) AND THE LATEST EDITION OF THE MUTCD.
2. MOUNTING HEIGHT OF SIGNS SHALL BE A MINIMUM OF 12" (300) AND A MAXIMUM OF 24" (600). SIGNS SHALL BE PLACED AS NEEDED IN ORDER TO SERVE THEIR PURPOSE.
3. THE ENGINEER RESERVES THE RIGHT TO REJECT ANY SUPPORT DEEMED UNSUITABLE FOR THE PURPOSE INTENDED.
4. THE ENTIRE AREA OF ORANGE AND WHITE STRIPES SHALL BE RETROREFLECTIVE SO AS TO COVER NO MORE THAN ONE BARRICADE RAIL.

**CONSTRUCTION BARRICADES**

**NOTES:**
1. CONSTRUCTION BARRICADES SHALL CONFORM TO THE REQUIREMENTS OF NCHRP REPORT 350 (TL-3) AND THE LATEST EDITION OF THE MUTCD.
2. MARKINGS FOR BARRICADES SHALL BE ALTERNATE ORANGE AND WHITE STRIPES SLOPING DOWNWARD IN THE DIRECTION TRAFFIC IS TO PASS ONLY IN ONE DIRECTION OF TRAVEL, ONLY THE SIDE FACEING TRAFFIC SHALL BE RETROREFLECTIVE.
3. THE ENTIRE AREA OF ORANGE AND WHITE STRIPES SHALL BE RETROREFLECTIVE.
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:**
1. SUPPORTS SHALL BE METAL SIGN POSTS AND HAVE BREAK-AWAY FEATURES.
2. THE SECTIONS OF DRUMS NOT COVERED WITH RETROREFLECTIVE STRIPES SHALL BE METAL SIGN POSTS AND HAVE BREAK-AWAY FEATURES.
3. THE ENTIRE AREA OF ORANGE AND WHITE STRIPES SHALL BE RETROREFLECTIVE.
4. THE ENGINEER RESERVES THE RIGHT TO REJECT ANY SUPPORT DEEMED UNSUITABLE FOR THE PURPOSE INTENDED.

**TRAFFIC DRUM**

**FRONT VIEW**

**NOTES:**
1. TRAFFIC DRUM SHALL CONFORM TO THE REQUIREMENTS OF NCHRP REPORT 350 (TL-3) 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 ORANGE AND WHITE STRIPES SHALL BE RETROREFLECTIVE.
4. THE SECTIONS OF DRUMS NOT COVERED WITH RETROREFLECTIVE STRIPES SHALL BE METAL SIGN POSTS.

**STATE OF CONNECTICUT**

**DEPARTMENT OF TRANSPORTATION**

**OFFICE OF ENGINEERING**

**CONSTRUCTION SIGN SUPPORTS AND CHANNELIZING DEVICES**