		03 - HIGHWAY	
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DRAWING NUMBER INX-01	DRAWING TITLE HIGHWAY INDEX OF DRAWINGS	DRAWING NUMBER DRN-08	DRAWING TITLE DRAINAGE DETAILS: OUTLET PROTECTION AND GRASS DRAINAGE
IDX-01		DRN-08 DRN-09	DRAINAGE DETAILS: JUNCTION CHAMBER NO. 2
TYP-01	HIGHWAY INDEX PLAN TYPICAL SECTIONS - 1	DRN-10	DRAINAGE DETAILS: JUNCTION CHAMBER NO. 2 DRAINAGE DETAILS: OFFSET CB, PLACEMENT OF TOE BOULDERS, A
 TYP-02	TYPICAL SECTIONS - 2	DRN-10	DRAINAGE DETAILS: OFFSET CB, FLACEMENT OF TOE BOOLDERS, A
TYP-02	TYPICAL SECTIONS - 3	DRN-12	DRAINAGE DETAILS. TS WING ENDWALL DRAINAGE GRADING DETAIL: CULVERT INLET AND PREFORMED SC
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TYP-05	TYPICAL SECTIONS - 5	DRN-13	DRAINAGE GRADING DETAIL: COLVERT COTELT
MDS-01 TO MDS-15	MISCELLANEOUS DETAILS	DRN-14 DRN-15	CULVERT GENERAL PLAN ELEVATION AND SECTION
SLT-01	SURVEY LAYOUT AND TIE PLAN	DRN-15	CULVERT LAYOUT PLAN
	ALIGNMENT GEOMETRY AND CURVE DATA PLAN - 1	DRN-17	CULVERT WATER HANDLING PLAN AND NOTES
	ALIGNMENT GEOMETRY AND CURVE DATA FLAN - 1	DRN-17	CULVERT JUNCTION CHAMBER NO. 1 DETAILS
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HWY-03	HIGHWAY PLAN - 3	DRN-21	STAGE 1B: CULVERT & STORM DRAINAGE STAGING PLAN
HWY-04	HIGHWAY PLAN - 4	DRN-22	STAGE 2: CULVERT & STORM DRAINAGE STAGING PLAN
HWY-05	HIGHWAY PLAN - 5	DRN-23	STAGE 3: CULVERT & STORM DRAINAGE STAGING PLAN
HWY-06	HIGHWAY PLAN - 6	DRN-24	STAGE 4: CULVERT & STORM DRAINAGE STAGING PLAN
PRO-01 TO PRO-03	NEW LONDON TURNPIKE PROFILE	SED-01	SEDIMENTATION AND EROSION CONTROL PLAN - 1
PRO-04	ROUTE 17 SB OFF RAMP 005 PROFILE	SED-02	SEDIMENTATION AND EROSION CONTROL PLAN - 2
PRO-05	ROUTE 17 SB ON RAMP 003 PROFILE	SED-03	SEDIMENTATION AND EROSION CONTROL PLAN - 3
PRO-06	ROUNDABOUT PROFILE	SED-04	SEDIMENTATION AND EROSION CONTROL PLAN - 4
PRO-07	BYPASS LANE PROFILE	SED-05	SEDIMENTATION AND EROSION CONTROL PLAN - 5
PRO-08	ROUTE 17 NB PROFILE	SDP-01	SEEDING PLAN - 1
PRO-09	ROUTE 17 SB PROFILE	SDP-02	SEEDING PLAN - 2
GRA-01	INTERSECTION GRADING PLAN - 1	SDP-03	SEEDING PLAN - 3
GRA-02	INTERSECTION GRADING PLAN - 2	SDP-04	SEEDING PLAN - 4
DRN-01	DRAINAGE PLAN - 1	SDP-05	SEEDING PLAN - 5
DRN-02	DRAINAGE PLAN - 2	XSC-01 TO XCS-17	NEW LONDON TURNPIKE CROSS SECTIONS
DRN-03	DRAINAGE PLAN - 3	XSC-18	ROUNDABOUT CROSS SECTIONS
DRN-04	DRAINAGE PLAN - 4	XSC-19 TO XCS-25	ROUTE 17 SB OFF RAMP 005 CROSS SECTIONS
DRN-05	DRAINAGE PLAN - 5	XSC-26 TO XCS-29	ROUTE 17 SB ON RAMP 003 CROSS SECTIONS
DRN-06	DRAINAGE PLAN - 6	XSC-30 TO XCS-31	BYPASS LANE CROSS SECTIONS
DRN-07	TABLE OF INFORMATION FOR DRAINAGE PLAN - 1	XSC-32 TO XCS-39	ROUTE 17 NB AND SB CROSS SECTIONS
		XSC-40 TO XCS-41	ROUTE 17 NB AT BRIDGE NO. 00388

15/2-000

WSP USA INC 500 WINDING BROOK DR GLASTONBURY, CT 06033

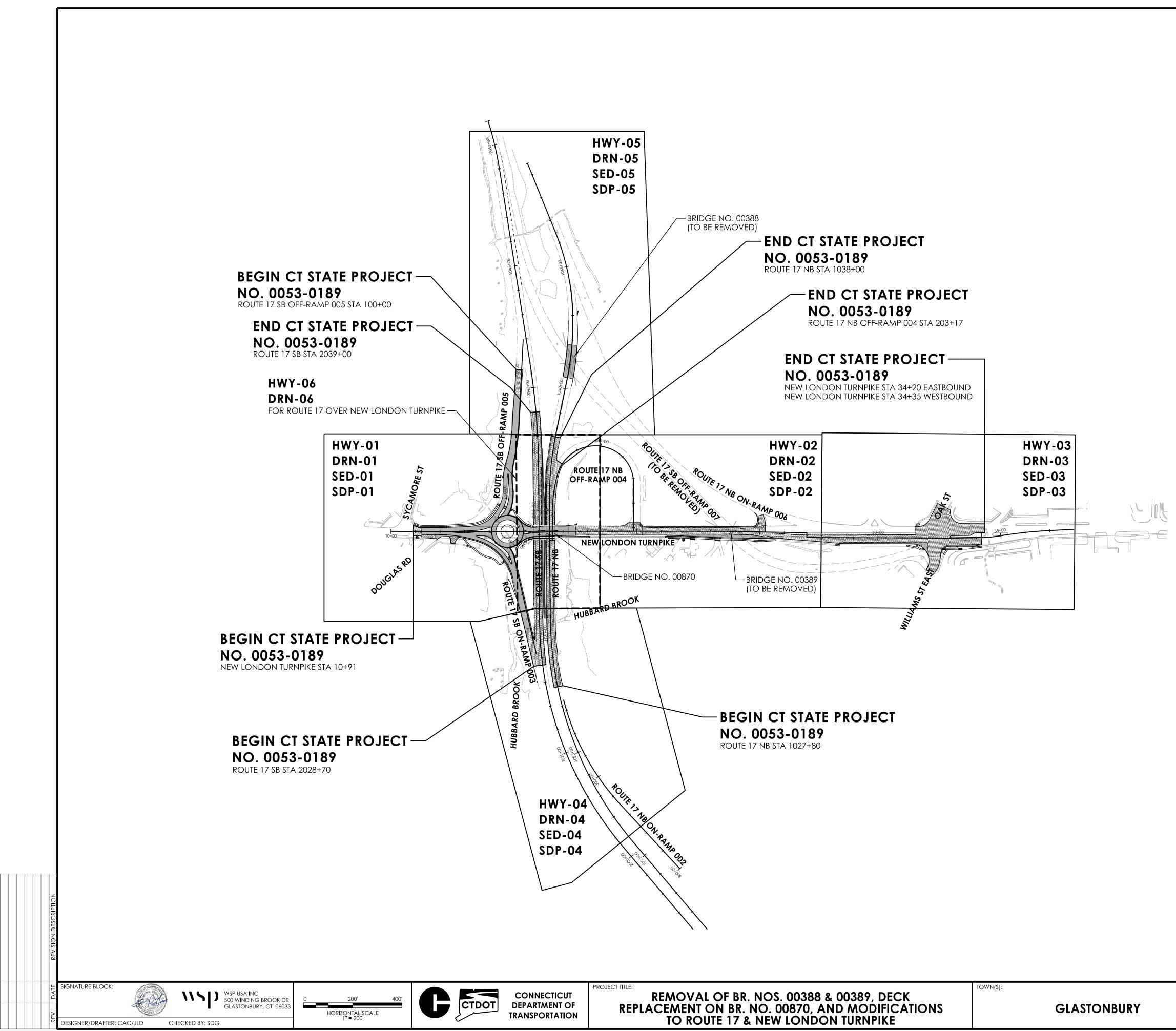
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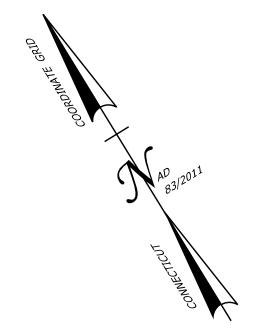
E DITCH
AND TEMPORARY SUPPORT OF UTILITIES
COUR HOLE
E A RIPRAP APRON
ND TYPICAL SECTIONS

DESIGNED BY: WSP USA, INC. 500 WINDING BROOK DR. GLASTONBURY, CT 06033	

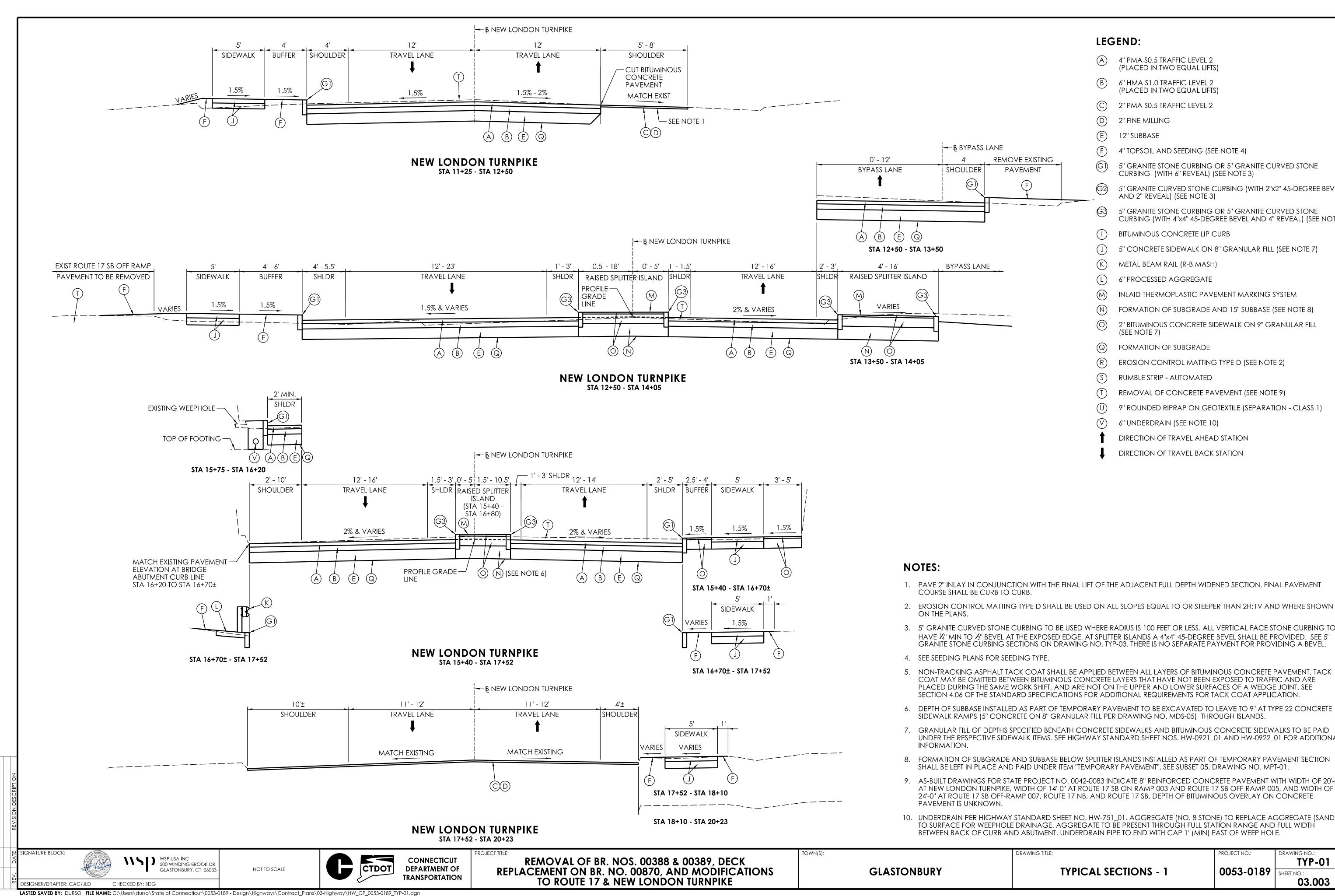
DRAWING TITLE:	PROJECT NO.:	DRAWING NO.:
HIGHWAY INDEX OF		INX-01
DRAWINGS	0053-0189	SHEET NO.:
DRAWINGS		03.001



REMOVAL OF BR. NOS. 00388 & 00389, DECK
•
REPLACEMENT ON BR. NO. 00870, AND MODIFICATIONS
•
TO ROUTE 17 & NEW LONDON TURNPIKE



DRAWING TITLE:	PROJECT NO.:	DRAWING NO.:
		IDX-01
HIGHWAY INDEX PLAN	0053-0189	SHEET NO.:
		03.002



	LEG	END:
	A	4'' PMA S0.5 TRAFFIC LEVEL 2 (PLACED IN TWO EQUAL LIFTS)
	B	6" HMA \$1.0 TRAFFIC LEVEL 2 (PLACED IN TWO EQUAL LIFTS)
	\bigcirc	2" PMA SO.5 TRAFFIC LEVEL 2
	\bigcirc	2" FINE MILLING
	E	12" SUBBASE
	F	4" TOPSOIL AND SEEDING (SEE NOTE 4)
/E EXISTING VEMENT	GÌ	5" GRANITE STONE CURBING OR 5" GRANITE CURVED STONE CURBING (WITH 6" REVEAL) (SEE NOTE 3)
F	<u>G2</u>	5" GRANITE CURVED STONE CURBING (WITH 2"x2" 45-DEGREE BEVEL AND 2" REVEAL) (SEE NOTE 3)
/	 63	5" GRANITE STONE CURBING OR 5" GRANITE CURVED STONE CURBING (WITH 4"x4" 45-DEGREE BEVEL AND 4" REVEAL) (SEE NOTE 3)
		BITUMINOUS CONCRETE LIP CURB
	J	5" CONCRETE SIDEWALK ON 8" GRANULAR FILL (SEE NOTE 7)
	K	METAL BEAM RAIL (R-B MASH)
	L	6" PROCESSED AGGREGATE
	M	INLAID THERMOPLASTIC PAVEMENT MARKING SYSTEM
	(\mathbb{N})	FORMATION OF SUBGRADE AND 15" SUBBASE (SEE NOTE 8)
	\bigcirc	2" BITUMINOUS CONCRETE SIDEWALK ON 9" GRANULAR FILL (SEE NOTE 7)
	Q	FORMATION OF SUBGRADE
	R	EROSION CONTROL MATTING TYPE D (SEE NOTE 2)
	S	RUMBLE STRIP - AUTOMATED
	T	REMOVAL OF CONCRETE PAVEMENT (SEE NOTE 9)
	U	9" ROUNDED RIPRAP ON GEOTEXTILE (SEPARATION - CLASS 1)
	\bigtriangledown	6" UNDERDRAIN (SEE NOTE 10)
	1	DIRECTION OF TRAVEL AHEAD STATION

DIRECTION OF TRAVEL BACK STATION

3. 5" GRANITE CURVED STONE CURBING TO BE USED WHERE RADIUS IS 100 FEET OR LESS. ALL VERTICAL FACE STONE CURBING TO HAVE $\frac{1}{4}$ " MIN TO $\frac{1}{2}$ " BEVEL AT THE EXPOSED EDGE. AT SPLITTER ISLANDS A 4"x4" 45-DEGREE BEVEL SHALL BE PROVIDED. SEE 5" GRANITE STONE CURBING SECTIONS ON DRAWING NO. TYP-03. THERE IS NO SEPARATE PAYMENT FOR PROVIDING A BEVEL.

5. NON-TRACKING ASPHALT TACK COAT SHALL BE APPLIED BETWEEN ALL LAYERS OF BITUMINOUS CONCRETE PAVEMENT. TACK COAT MAY BE OMITTED BETWEEN BITUMINOUS CONCRETE LAYERS THAT HAVE NOT BEEN EXPOSED TO TRAFFIC AND ARE PLACED DURING THE SAME WORK SHIFT, AND ARE NOT ON THE UPPER AND LOWER SURFACES OF A WEDGE JOINT. SEE SECTION 4.06 OF THE STANDARD SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS FOR TACK COAT APPLICATION.

6. DEPTH OF SUBBASE INSTALLED AS PART OF TEMPORARY PAVEMENT TO BE EXCAVATED TO LEAVE TO 9" AT TYPE 22 CONCRETE SIDEWALK RAMPS (5" CONCRETE ON 8" GRANULAR FILL PER DRAWING NO. MDS-05) THROUGH ISLANDS.

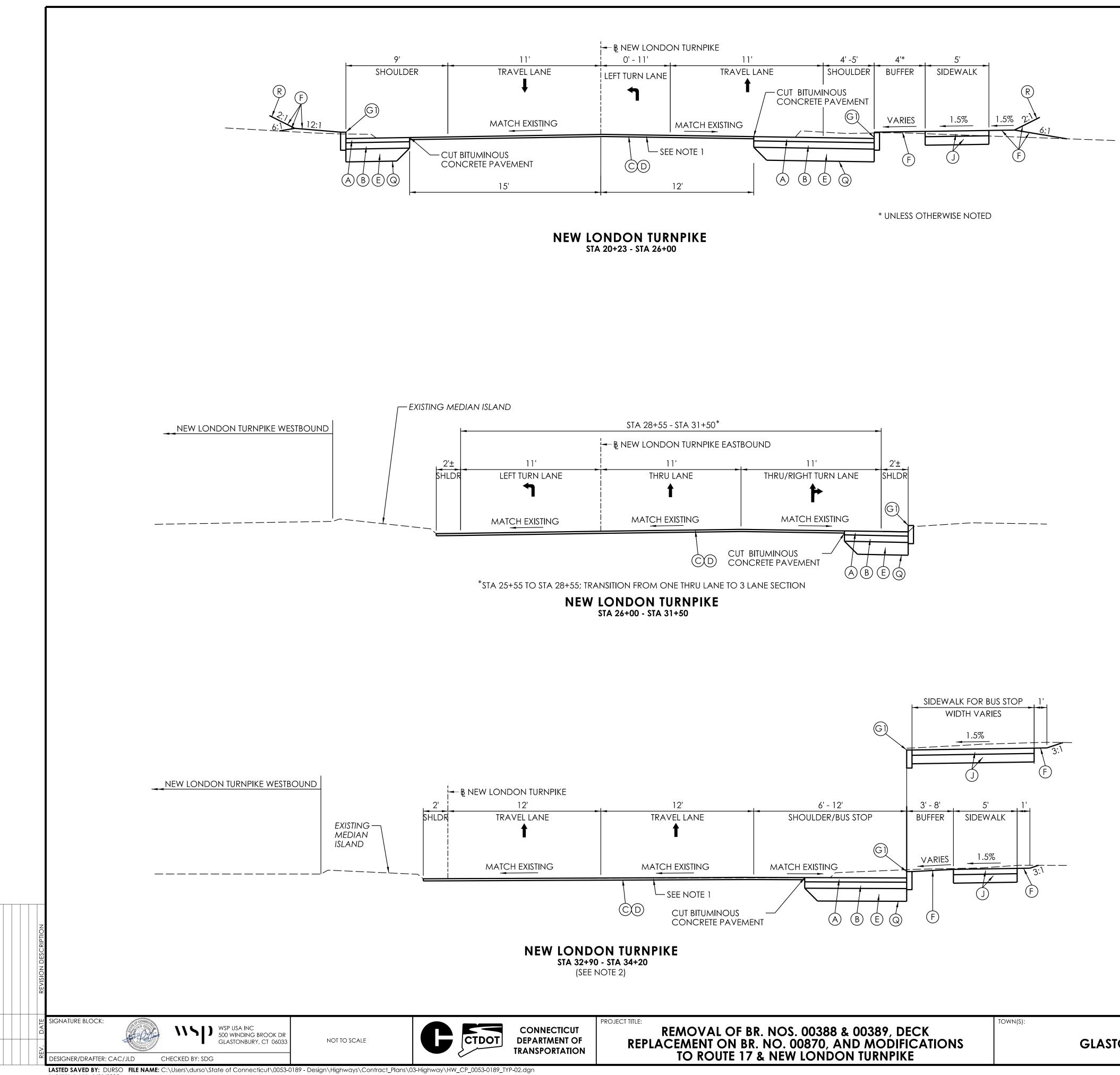
7. GRANULAR FILL OF DEPTHS SPECIFIED BENEATH CONCRETE SIDEWALKS AND BITUMINOUS CONCRETE SIDEWALKS TO BE PAID UNDER THE RESPECTIVE SIDEWALK ITEMS. SEE HIGHWAY STANDARD SHEET NOS. HW-0921 01 AND HW-0922 01 FOR ADDITIONAL

8. FORMATION OF SUBGRADE AND SUBBASE BELOW SPLITTER ISLANDS INSTALLED AS PART OF TEMPORARY PAVEMENT SECTION SHALL BE LEFT IN PLACE AND PAID UNDER ITEM "TEMPORARY PAVEMENT", SEE SUBSET 05, DRAWING NO. MPT-01.

9. AS-BUILT DRAWINGS FOR STATE PROJECT NO. 0042-0083 INDICATE 8" REINFORCED CONCRETE PAVEMENT WITH WIDTH OF 20'-0" AT NEW LONDON TURNPIKE, WIDTH OF 14'-0" AT ROUTE 17 SB ON-RAMP 003 AND ROUTE 17 SB OFF-RAMP 005, AND WIDTH OF 24'-0" AT ROUTE 17 SB OFF-RAMP 007, ROUTE 17 NB, AND ROUTE 17 SB. DEPTH OF BITUMINOUS OVERLAY ON CONCRETE

10. UNDERDRAIN PER HIGHWAY STANDARD SHEET NO. HW-751_01. AGGREGATE (NO. 8 STONE) TO REPLACE AGGREGATE (SAND) TO SURFACE FOR WEEPHOLE DRAINAGE. AGGREGATE TO BE PRESENT THROUGH FULL STATION RANGE AND FULL WIDTH BETWEEN BACK OF CURB AND ABUTMENT. UNDERDRAIN PIPE TO END WITH CAP 1' (MIN) EAST OF WEEP HOLE.

DRAWING TITLE:	PROJECT NO.:	DRAWING NO.: TYP-01
TYPICAL SECTIONS - 1	0053-0189	SHEET NO.: 03.003



NOTES:

- COURSE SHALL BE CURB TO CURB.
- SHOWN ON THE PLANS.
- BEVEL.
- 5. SEE SEEDING PLANS FOR SEEDING TYPE.
- ADDITIONAL INFORMATION.

GLASTONBURY

LEGEND:

- (A)4" PMA S0.5 TRAFFIC LEVEL 2 (PLACED IN TWO EQUAL LIFTS)
- (B) 6" HMA \$1.0 TRAFFIC LEVEL 2
- (PLACED IN TWO EQUAL LIFTS) 2" PMA SO.5 TRAFFIC LEVEL 2
- \bigcirc \bigcirc 2" FINE MILLING
- E 12" SUBBASE
- (F)4" TOPSOIL AND SEEDING (SEE NOTE 5)
- (G1) 5" GRANITE STONE CURBING OR 5" GRANITE CURVED STONE CURBING (WITH 6" REVEAL) (SEE NOTE 4)
- G2 5" GRANITE CURVED STONE CURBING (WITH 2"x2" 45-DEGREE BEVEL AND 2" REVEAL) (SEE NOTE 4)
- 5" GRANITE STONE CURBING OR 5" GRANITE CURVED STONE CURBING (WITH 4"x4" 45-DEGREE BEVEL AND 4" REVEAL) (SEE NOTE 4) G3
- (\Box) BITUMINOUS CONCRETE LIP CURB
- (J) 5" CONCRETE SIDEWALK ON 8" GRANULAR FILL (SEE NOTE 7)
- (K)METAL BEAM RAIL (R-B MASH)
- (L)**6" PROCESSED AGGREGATE**
- (M)INLAID THERMOPLASTIC PAVEMENT MARKING SYSTEM
- (N)FORMATION OF SUBGRADE AND 15" SUBBASE (SEE NOTE 8)
- \bigcirc 2" BITUMINOUS CONCRETE SIDEWALK ON 9" GRANULAR FILL (SEE NOTE 7)
- \bigcirc FORMATION OF SUBGRADE
- (R)EROSION CONTROL MATTING TYPE D (SEE NOTE 3)
- DIRECTION OF TRAVEL AHEAD STATION
- DIRECTION OF TRAVEL BACK STATION

1. PAVE 2" INLAY IN CONJUNCTION WITH THE FINAL LIFT OF THE ADJACENT FULL DEPTH WIDENED SECTION. FINAL PAVEMENT

2. STA 31+50 TO 32+90: NEW LONDON TURNPIKE INTERSECTION WITH WILLIAMS STREET EAST. NO TYPICAL SHOWN. 2" FINE MILLING AND 2" PMA S0.5 TRAFFIC LEVEL 2.

3. EROSION CONTROL MATTING TYPE D SHALL BE USED ON ALL SLOPES EQUAL TO OR STEEPER THAN 2H:1V AND WHERE

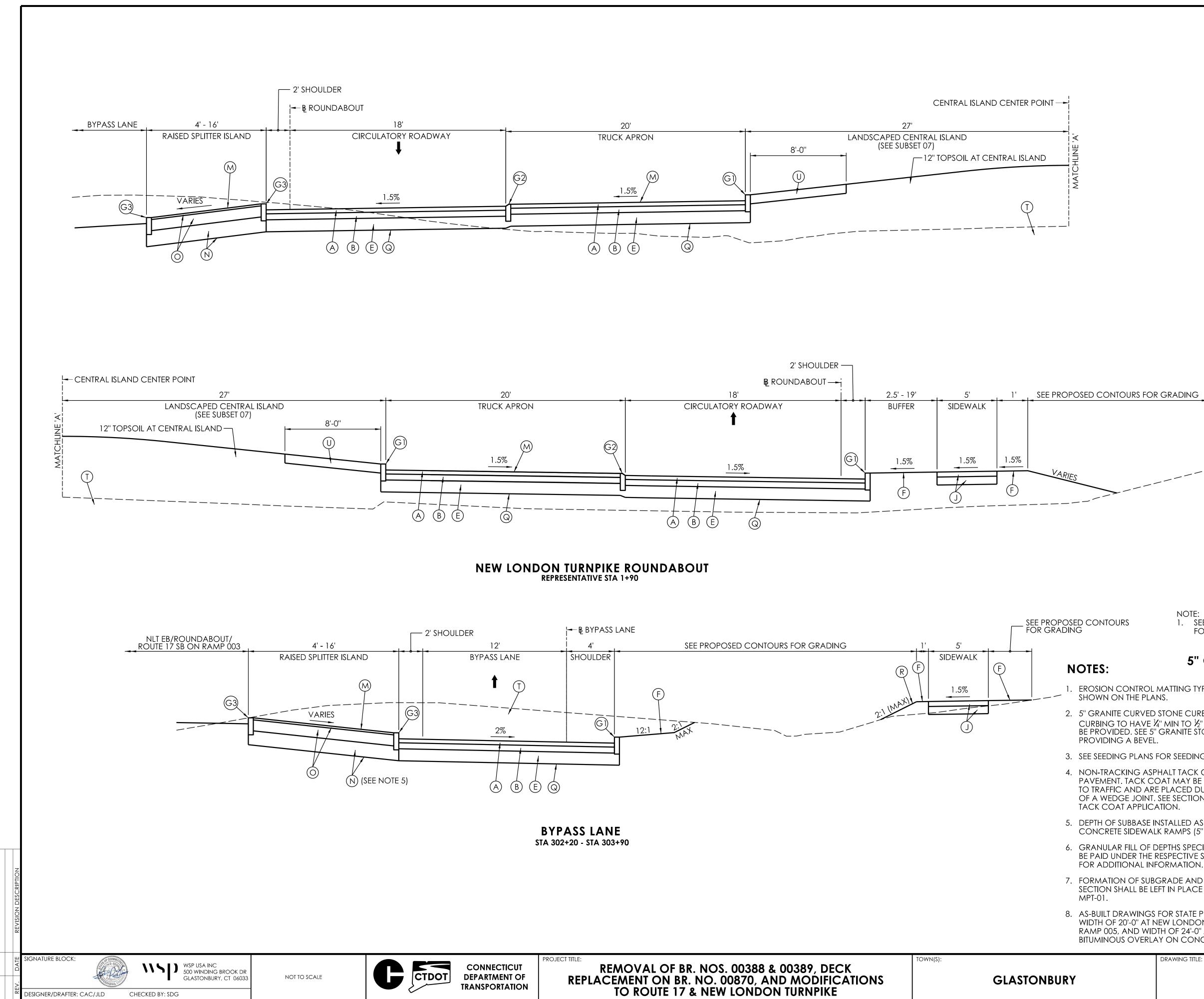
4. 5" GRANITE CURVED STONE CURBING TO BE USED WHERE RADIUS IS 100 FEET OR LESS. ALL VERTICAL FACE STONE CURBING TO HAVE $\frac{1}{4}$ " MIN TO $\frac{1}{2}$ " BEVEL AT THE EXPOSED EDGE. AT SPLITTER ISLANDS A 4"x4" 45-DEGREE BEVEL SHALL BE PROVIDED. SEE 5" GRANITE STONE CURBING SECTIONS ON DRAWING NO. TYP-03. THERE IS NO SEPARATE PAYMENT FOR PROVIDING A

6. NON-TRACKING ASPHALT TACK COAT SHALL BE APPLIED BETWEEN ALL LAYERS OF BITUMINOUS CONCRETE PAVEMENT. TACK COAT MAY BE OMITTED BETWEEN BITUMINOUS CONCRETE LAYERS THAT HAVE NOT BEEN EXPOSED TO TRAFFIC AND ARE PLACED DURING THE SAME WORK SHIFT, AND ARE NOT ON THE UPPER AND LOWER SURFACES OF A WEDGE JOINT. SEE SECTION 4.06 OF THE STANDARD SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS FOR TACK COAT APPLICATION.

7. GRANULAR FILL OF DEPTHS SPECIFIED BENEATH CONCRETE SIDEWALKS AND BITUMINOUS CONCRETE SIDEWALKS TO BE PAID UNDER THE RESPECTIVE SIDEWALK ITEMS. SEE HIGHWAY STANDARD SHEET NOS. HW-0921_01 AND HW-0922_01 FOR

8. FORMATION OF SUBGRADE AND SUBBASE BELOW SPLITTER ISLANDS INSTALLED AS PART OF TEMPORARY PAVEMENT SECTION SHALL BE LEFT IN PLACE AND PAID UNDER ITEM "TEMPORARY PAVEMENT", SEE SUBSET 05, DRAWING NO. MPT-01.

DRAWING TITLE:	PROJECT NO.:	DRAWING NO.: TYP-02
TYPICAL SECTIONS - 2	0053-0189	SHEET NO.: 03.004



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LEG	SEND:
(A)	4'' PMA SO.5 TRAFFIC LEVEL 2 (PLACED IN TWO EQUAL LIFTS)
B	6" HMA \$1.0 TRAFFIC LEVEL 2 (PLACED IN TWO EQUAL LIFTS)
Ć	2" PMA SO.5 TRAFFIC LEVEL 2
	2" FINE MILLING
(E)	12" SUBBASE
(F)	4" TOPSOIL AND SEEDING (SEE NOTE 3)
(GI)	5" GRANITE STONE CURBING OR 5" GRANITE CURVED STONE CURBING (WITH 6" REVEAL) (SEE NOTE 2)
62	5" GRANITE CURVED STONE CURBING (WITH 2"x2" 45-DEGREE BEVEL AND 2" REVEAL) (SEE NOTE 2)
63	5" GRANITE STONE CURBING OR 5" GRANITE CURVED STONE CURBING (WITH 4"x4" 45-DEGREE BEVEL AND 4" REVEAL) (SEE NOTE 2)
	BITUMINOUS CONCRETE LIP CURB
J	5" CONCRETE SIDEWALK ON 8" GRANULAR FILL (SEE NOTE 6)
K	METAL BEAM RAIL (R-B MASH)
	6" PROCESSED AGGREGATE
M	INLAID THERMOPLASTIC PAVEMENT MARKING SYSTEM
N	FORMATION OF SUBGRADE AND 15" SUBBASE (SEE NOTE 7)
\bigcirc	2" BITUMINOUS CONCRETE SIDEWALK ON 9" GRANULAR FILL (SEE NOTE 6)
Q	FORMATION OF SUBGRADE
R	EROSION CONTROL MATTING TYPE D (SEE NOTE 1)
Ś	RUMBLE STRIP - AUTOMATED
) T	REMOVAL OF CONCRETE PAVEMENT (SEE NOTE 8)
U	9" ROUNDED RIPRAP ON GEOTEXTILE (SEPARATION - CLASS 1)
· 1	DIRECTION OF TRAVEL AHEAD STATION
 	DIRECTION OF TRAVEL BACK STATION

NOTE: 1. SEE HIGHWAY STANDARD DRAWING HW-0813_02 FOR ADDITIONAL DETAILS.

(G]

2

5" GRANITE STONE CURBING OR 5" GRANITE CURVED STONE CURBING SECTIONS NOT TO SCALE

(G2)

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G3

1. EROSION CONTROL MATTING TYPE D SHALL BE USED ON ALL SLOPES EQUAL TO OR STEEPER THAN 2H:1V AND WHERE

2. 5" GRANITE CURVED STONE CURBING TO BE USED WHERE RADIUS IS 100 FEET OR LESS. ALL VERTICAL FACE STONE CURBING TO HAVE $\frac{1}{4}$ " MIN TO $\frac{1}{2}$ " BEVEL AT THE EXPOSED EDGE. AT SPLITTER ISLANDS A 4"x4" 45-DEGREE BEVEL SHALL BE PROVIDED. SEE 5" GRANITE STONE CURBING SECTIONS ON THIS SHEET. THERE IS NO SEPARATE PAYMENT FOR

3. SEE SEEDING PLANS FOR SEEDING TYPE.

4. NON-TRACKING ASPHALT TACK COAT SHALL BE APPLIED BETWEEN ALL LAYERS OF BITUMINOUS CONCRETE PAVEMENT. TACK COAT MAY BE OMITTED BETWEEN BITUMINOUS CONCRETE LAYERS THAT HAVE NOT BEEN EXPOSED TO TRAFFIC AND ARE PLACED DURING THE SAME WORK SHIFT, AND ARE NOT ON THE UPPER AND LOWER SURFACES OF A WEDGE JOINT. SEE SECTION 4.06 OF THE STANDARD SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS FOR

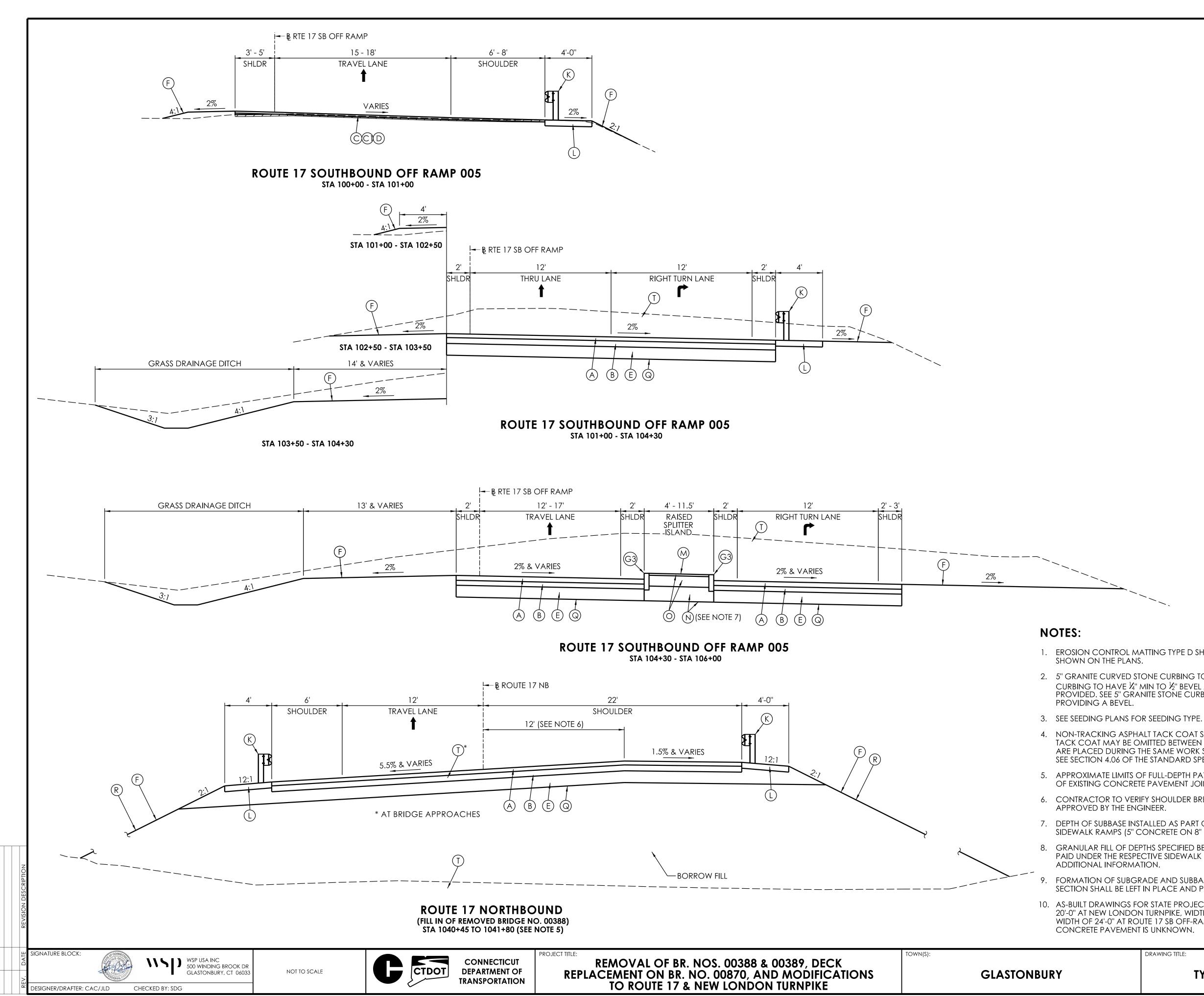
5. DEPTH OF SUBBASE INSTALLED AS PART OF TEMPORARY PAVEMENT TO BE EXCAVATED TO LEAVE 9" AT TYPE 22 CONCRETE SIDEWALK RAMPS (5" CONCRETE ON 8" GRANULAR FILL PER DRAWING NO. MDS-05) THROUGH ISLANDS.

6. GRANULAR FILL OF DEPTHS SPECIFIED BENEATH CONCRETE SIDEWALKS AND BITUMINOUS CONCRETE SIDEWALKS TO BE PAID UNDER THE RESPECTIVE SIDEWALK ITEMS SEE HIGHWAY STANDARD SHEET NOS. HW-0921_01 AND HW-0922_01

7. FORMATION OF SUBGRADE AND SUBBASE BELOW SPLITTER ISLANDS INSTALLED AS PART OF TEMPORARY PAVEMENT SECTION SHALL BE LEFT IN PLACE AND PAID UNDER ITEM "TEMPORARY PAVEMENT", SEE SUBSET 05, DRAWING NO.

8. AS-BUILT DRAWINGS FOR STATE PROJECT NO. 0042-0083 INDICATE 8" REINFORCED CONCRETE PAVEMENT WITH WIDTH OF 20'-0" AT NEW LONDON TURNPIKE, WIDTH OF 14'-0" AT ROUTE 17 SB ON-RAMP 003 AND ROUTE 17 SB OFF-RAMP 005, AND WIDTH OF 24'-0" AT ROUTE 17 SB OFF-RAMP 007, ROUTE 17 NB, AND ROUTE 17 SB. DEPTH OF BITUMINOUS OVERLAY ON CONCRETE PAVEMENT IS UNKNOWN.

DRAWING TITLE:	PROJECT NO.:	DRAWING NO.: TYP-03
TYPICAL SECTIONS - 3	0053-0189	SHEET NO.: 03.005



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LEGE	
	IND.

- (A)4" PMA SO.5 TRAFFIC LEVEL 2 (PLACED IN TWO EQUAL LIFTS)
- (B) 6" HMA \$1.0 TRAFFIC LEVEL 2 (PLACED IN TWO EQUAL LIFTS)
- \bigcirc 2" PMA SO.5 TRAFFIC LEVEL 2
- \bigcirc VARIABLE DEPTH PMA \$0.375 BITUMINOUS CONCRETE TRAFFIC LEVEL 2 (WEDGE COURSE)
- \bigcirc 2" FINE MILLING
- E 12" SUBBASE
- (F)4" TOPSOIL AND SEEDING (SEE NOTE 3)
- GÌ 5" GRANITE STONE CURBING OR 5" GRANITE CURVED STONE CURBING (WITH 6" REVEAL) (SEE NOTE 2)
- G2) 5" GRANITE CURVED STONE CURBING (WITH 2"x2" 45-DEGREE BEVEL AND 2" REVEAL) (SEE NOTE 2)
- **G**3 5" GRANITE STONE CURBING OR 5" GRANITE CURVED STONE CURBING (WITH 4"x4" 45-DEGREE BEVEL AND 4" REVEAL) (SEE NOTE 2)
- (I)BITUMINOUS CONCRETE LIP CURB
- (\mathbf{J}) 5" CONCRETE SIDEWALK ON 8" GRANULAR FILL (SEE NOTE 8)
- (K)METAL BEAM RAIL (R-B MASH)
- (L)6" PROCESSED AGGREGATE
- (M)INLAID THERMOPLASTIC PAVEMENT MARKING SYSTEM
- (N)FORMATION OF SUBGRADE AND 15" SUBBASE (SEE NOTE 9)
- \bigcirc 2" BITUMINOUS CONCRETE SIDEWALK ON 9" GRANULAR FILL (SEE NOTE 8)
- \bigcirc FORMATION OF SUBGRADE
- (R)EROSION CONTROL MATTING TYPE D (SEE NOTE 1)
- (S)RUMBLE STRIP - AUTOMATED
- REMOVAL OF CONCRETE PAVEMENT (SEE NOTE 10)
- DIRECTION OF TRAVEL AHEAD STATION
- DIRECTION OF TRAVEL BACK STATION

1. EROSION CONTROL MATTING TYPE D SHALL BE USED ON ALL SLOPES EQUAL TO OR STEEPER THAN 2H:1V AND WHERE

2. 5" GRANITE CURVED STONE CURBING TO BE USED WHERE RADIUS IS 100 FEET OR LESS. ALL VERTICAL FACE STONE CURBING TO HAVE $\frac{1}{4}$ " MIN TO $\frac{1}{2}$ " BEVEL AT THE EXPOSED EDGE. AT SPLITTER ISLANDS A 4"x4" 45-DEGREE BEVEL SHALL BE PROVIDED. SEE 5" GRANITE STONE CURBING SECTIONS ON DRAWING NO. TYP-03. THERE IS NO SEPARATE PAYMENT FOR

4. NON-TRACKING ASPHALT TACK COAT SHALL BE APPLIED BETWEEN ALL LAYERS OF BITUMINOUS CONCRETE PAVEMENT. TACK COAT MAY BE OMITTED BETWEEN BITUMINOUS CONCRETE LAYERS THAT HAVE NOT BEEN EXPOSED TO TRAFFIC AND ARE PLACED DURING THE SAME WORK SHIFT, AND ARE NOT ON THE UPPER AND LOWER SURFACES OF A WEDGE JOINT. SEE SECTION 4.06 OF THE STANDARD SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS FOR TACK COAT APPLICATION.

5. APPROXIMATE LIMITS OF FULL-DEPTH PAVEMENT. ACTUAL LIMITS TO BE DETERMINED IN FIELD BASED ON LOCATION OF EXISTING CONCRETE PAVEMENT JOINT NEAREST THE BRIDGE.

6. CONTRACTOR TO VERIFY SHOULDER BREAK IN THE FIELD AND ADJUST PROPOSED SHOULDER BREAK ACCORDINGLY AS

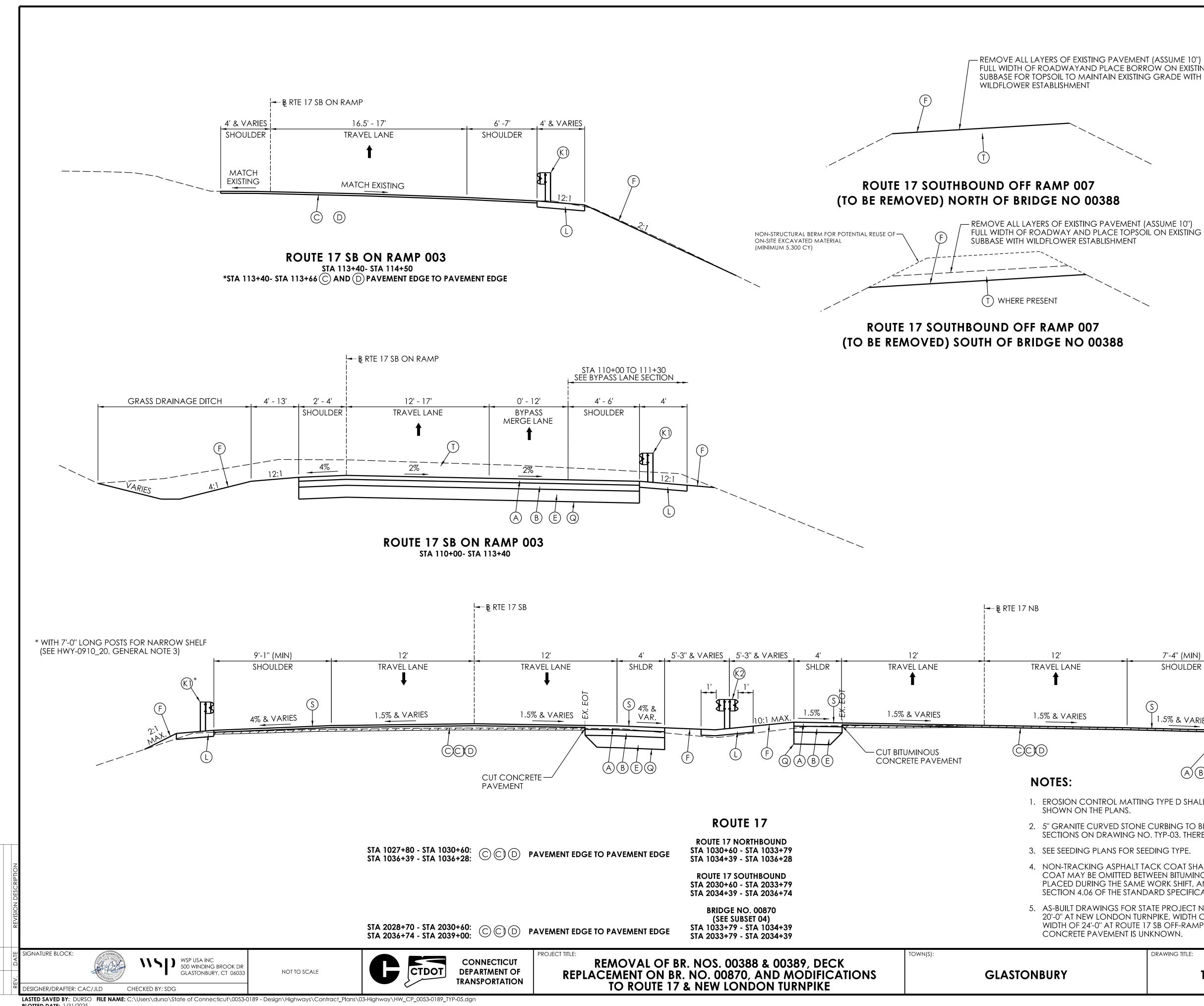
7. DEPTH OF SUBBASE INSTALLED AS PART OF TEMPORARY PAVEMENT TO BE EXCAVATED TO LEAVE 9" AT TYPE 22 CONCRETE SIDEWALK RAMPS (5" CONCRETE ON 8" GRANULAR FILL PER DRAWING NO. MDS-05) THROUGH ISLANDS.

GRANULAR FILL OF DEPTHS SPECIFIED BENEATH CONCRETE SIDEWALKS AND BITUMINOUS CONCRETE SIDEWALKS TO BE PAID UNDER THE RESPECTIVE SIDEWALK ITEMS. SEE HIGHWAY STANDARD SHEET NOS. HW-0921 01 AND HW-0922 01 FOR

FORMATION OF SUBGRADE AND SUBBASE BELOW SPLITTER ISLANDS INSTALLED AS PART OF TEMPORARY PAVEMENT SECTION SHALL BE LEFT IN PLACE AND PAID UNDER ITEM "TEMPORARY PAVEMENT", SEE SUBSET 05, DRAWING NO. MPT-01.

10. AS-BUILT DRAWINGS FOR STATE PROJECT NO. 0042-0083 INDICATE 8" REINFORCED CONCRETE PAVEMENT WITH WIDTH OF 20'-0" AT NEW LONDON TURNPIKE, WIDTH OF 14'-0" AT ROUTE 17 SB ON-RAMP 003 AND ROUTE 17 SB OFF-RAMP 005, AND WIDTH OF 24'-0" AT ROUTE 17 SB OFF-RAMP 007, ROUTE 17 NB, AND ROUTE 17 SB. DEPTH OF BITUMINOUS OVERLAY ON

DRAWING TITLE:	PROJECT NO.:	DRAWING NO.: TYP-04
TYPICAL SECTIONS - 4	0053-0189	SHEET NO.: 03.006



1ent (Assume 10'')
ORROW ON EXISTING
TING GRADE WITH

LEGEND:

- (A)4" PMA SO.5 TRAFFIC LEVEL 2 (PLACED IN TWO EQUAL LIFTS)
- B 6" HMA \$1.0 TRAFFIC LEVEL 2 (PLACED IN TWO EQUAL LIFTS)
- \bigcirc 2" PMA SO.5 TRAFFIC LEVEL 2
- (C)VARIABLE DEPTH PMA \$0.375 BITUMINOUS CONCRETE TRAFFIC LEVEL 2 (WEDGE COURSE)
- \bigcirc 2" FINE MILLING
- E 12" SUBBASE
- (F)4" TOPSOIL AND SEEDING (SEE NOTE 3)
- G 5" GRANITE STONE CURBING OR 5" GRANITE CURVED STONE CURBING (WITH 6" REVEAL) (SEE NOTE 2)
- G2 5" GRANITE CURVED STONE CURBING (WITH 2"x2" 45-DEGREE BEVEL AND 2" REVEAL) (SEE NOTE 2)
- 63 5" GRANITE STONE CURBING OR 5" GRANITE CURVED STONE CURBING (WITH 4"x4" 45-DEGREE BEVEL AND 4" REVEAL) (SEE NOTE 2)
- (Π) BITUMINOUS CONCRETE LIP CURB
- (J) 5" CONCRETE SIDEWALK ON 8" GRANULAR FILL
- (K1) METAL BEAM RAIL (R-B MASH)
- K2) MEDIAN METAL BEAM RAIL (MD-B MASH)
- (L)6" PROCESSED AGGREGATE
- (M)INLAID THERMOPLASTIC PAVEMENT MARKING SYSTEM
- (N)FORMATION OF SUBGRADE AND 15" SUBBASE
- \bigcirc 2" BITUMINOUS CONCRETE SIDEWALK ON 9" GRANULAR FILL
- \bigcirc FORMATION OF SUBGRADE
- (R)EROSION CONTROL MATTING TYPE D (SEE NOTE 1)
- (\mathbb{S}) RUMBLE STRIP - AUTOMATED
- (T)REMOVAL OF CONCRETE PAVEMENT (SEE NOTE 5)
- DIRECTION OF TRAVEL AHEAD STATION
- DIRECTION OF TRAVEL BACK STATION

7'-4'' (MIN)	* WITH 7'-0'' LONG POSTS FOR NARROW SHELF (SEE HWY-0910_20, GENERAL NOTE 3)
SHOULDER	
	$(\mathbf{K})^*$
S 1.5% & VARIES	F 12:1 MAX.
A B E Q	

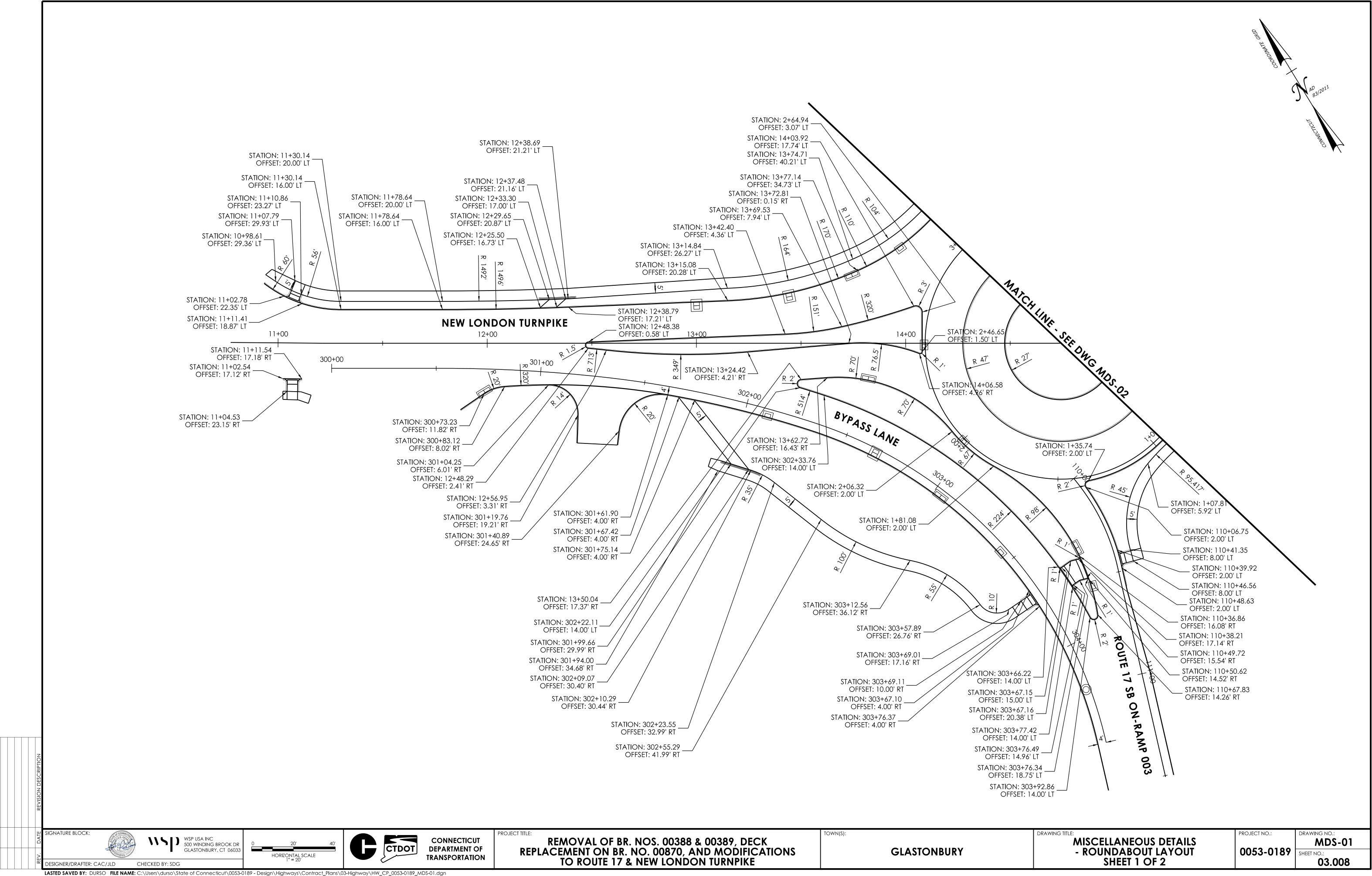
1. EROSION CONTROL MATTING TYPE D SHALL BE USED ON ALL SLOPES EQUAL TO OR STEEPER THAN 2H:1V AND WHERE

2. 5" GRANITE CURVED STONE CURBING TO BE USED WHERE RADIUS IS 100 FEET OR LESS. SEE 5" GRANITE STONE CURBING SECTIONS ON DRAWING NO. TYP-03. THERE IS NO SEPARATE PAYMENT FOR PROVIDING A BEVEL.

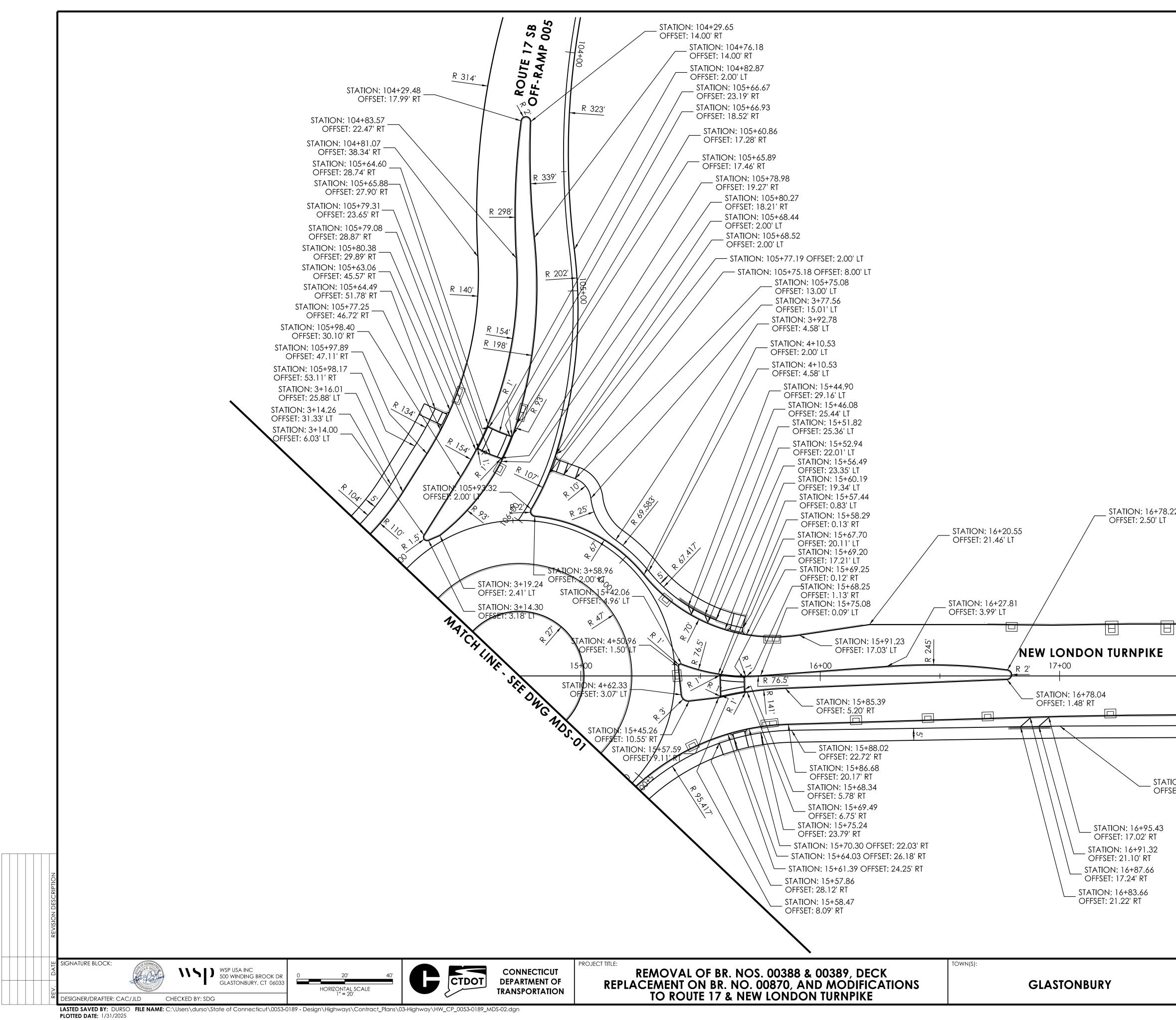
4. NON-TRACKING ASPHALT TACK COAT SHALL BE APPLIED BETWEEN ALL LAYERS OF BITUMINOUS CONCRETE PAVEMENT. TACK COAT MAY BE OMITTED BETWEEN BITUMINOUS CONCRETE LAYERS THAT HAVE NOT BEEN EXPOSED TO TRAFFIC AND ARE PLACED DURING THE SAME WORK SHIFT, AND ARE NOT ON THE UPPER AND LOWER SURFACES OF A WEDGE JOINT. SEE SECTION 4.06 OF THE STANDARD SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS FOR TACK COAT APPLICATION.

5. AS-BUILT DRAWINGS FOR STATE PROJECT NO. 0042-0083 INDICATE 8" REINFORCED CONCRETE PAVEMENT WITH WIDTH OF 20'-0" AT NEW LONDON TURNPIKE, WIDTH OF 14'-0" AT ROUTE 17 SB ON-RAMP 003 AND ROUTE 17 SB OFF-RAMP 005, AND WIDTH OF 24'-0" AT ROUTE 17 SB OFF-RAMP 007, ROUTE 17 NB, AND ROUTE 17 SB. DEPTH OF BITUMINOUS OVERLAY ON

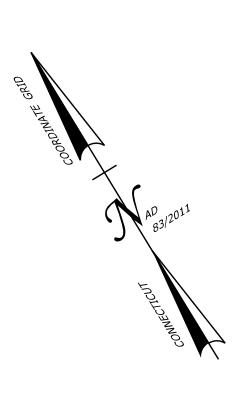
DRAWING TITLE:	PROJECT NO .:	DRAWING NO.:
		TYP-05
TYPICAL SECTIONS - 5	0053-0189	Sheet NO.:
		03.007
C	TYPICAL SECTIONS - 5	

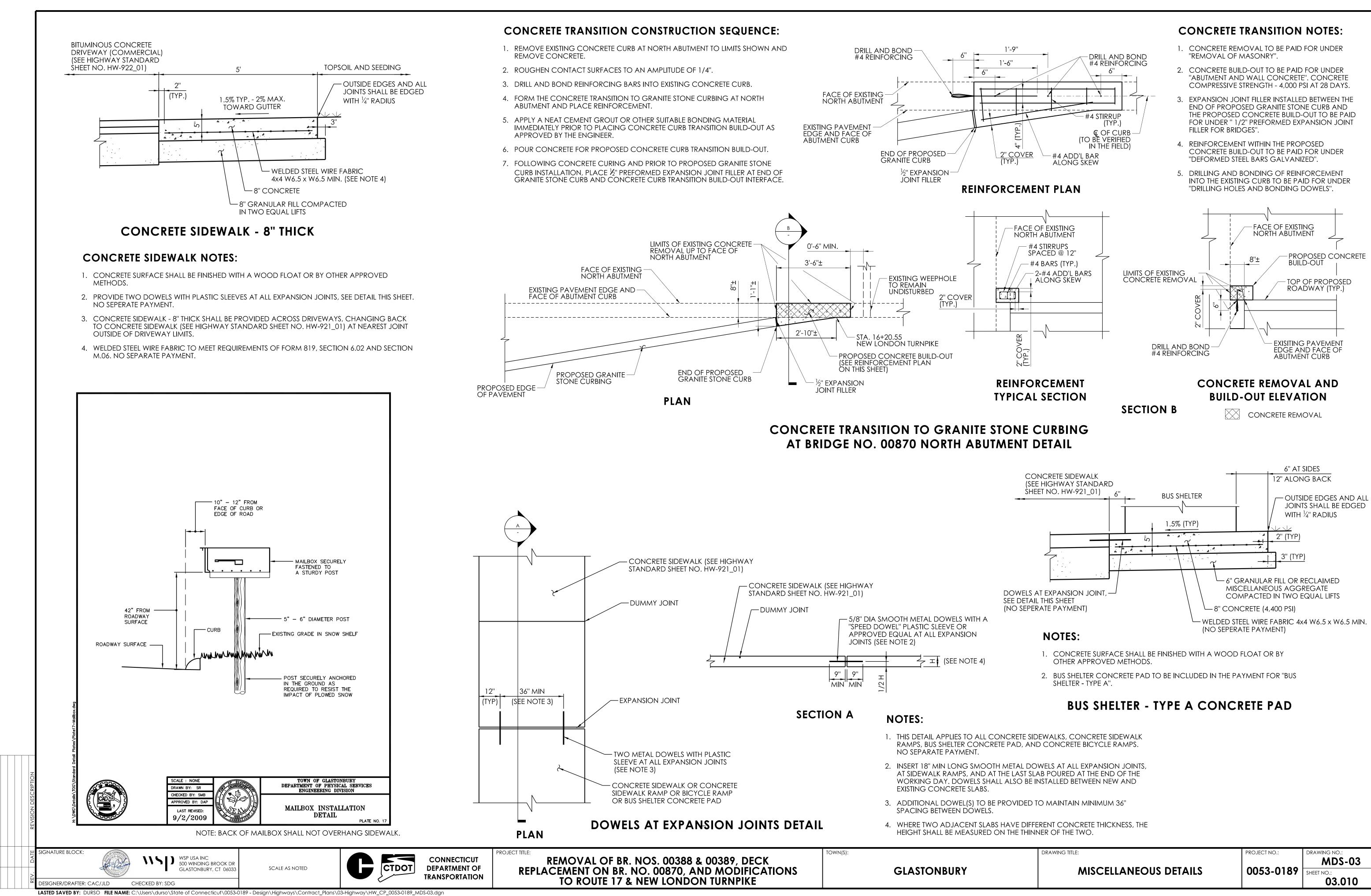


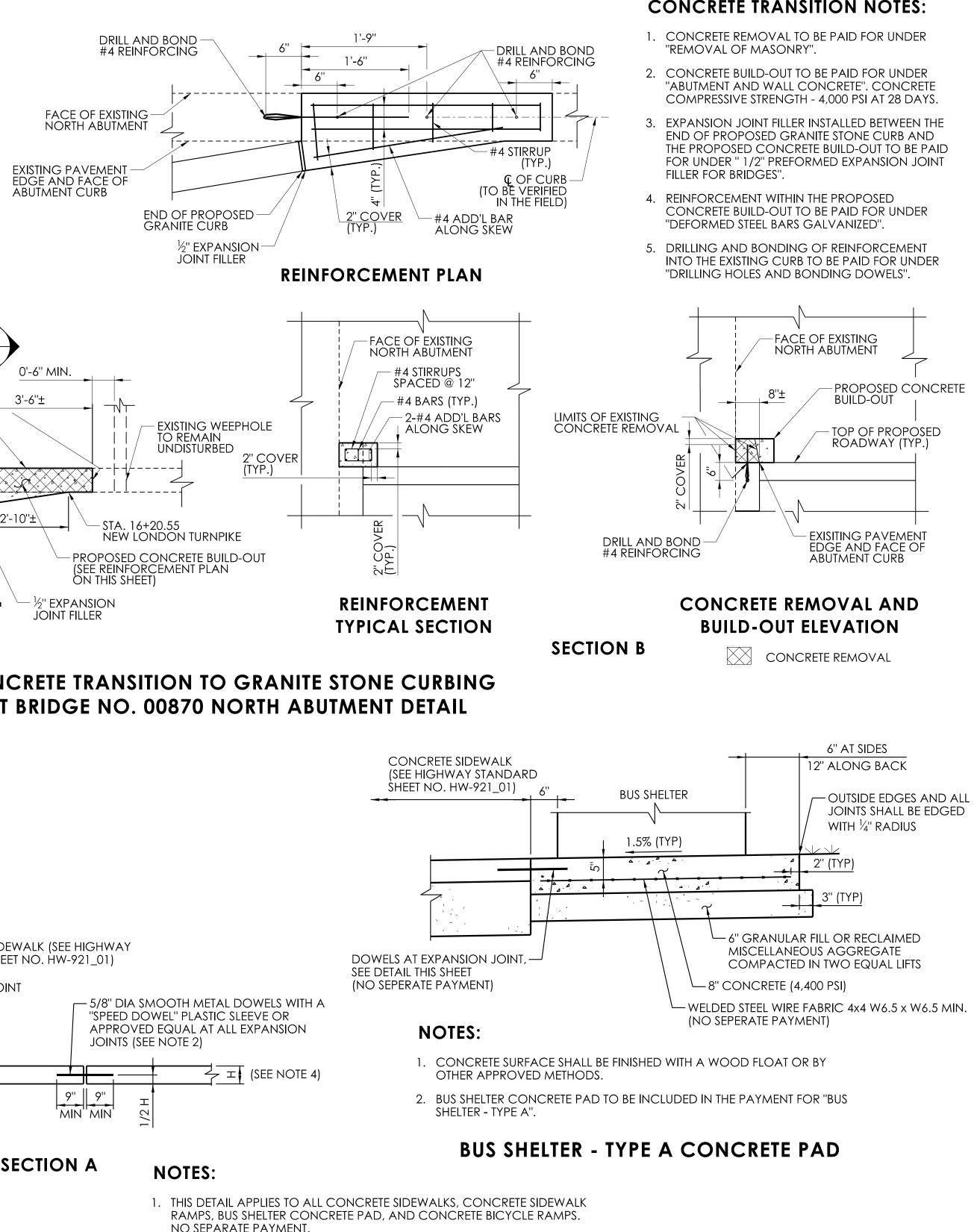
PLOTTED DATE: 1/31/2025



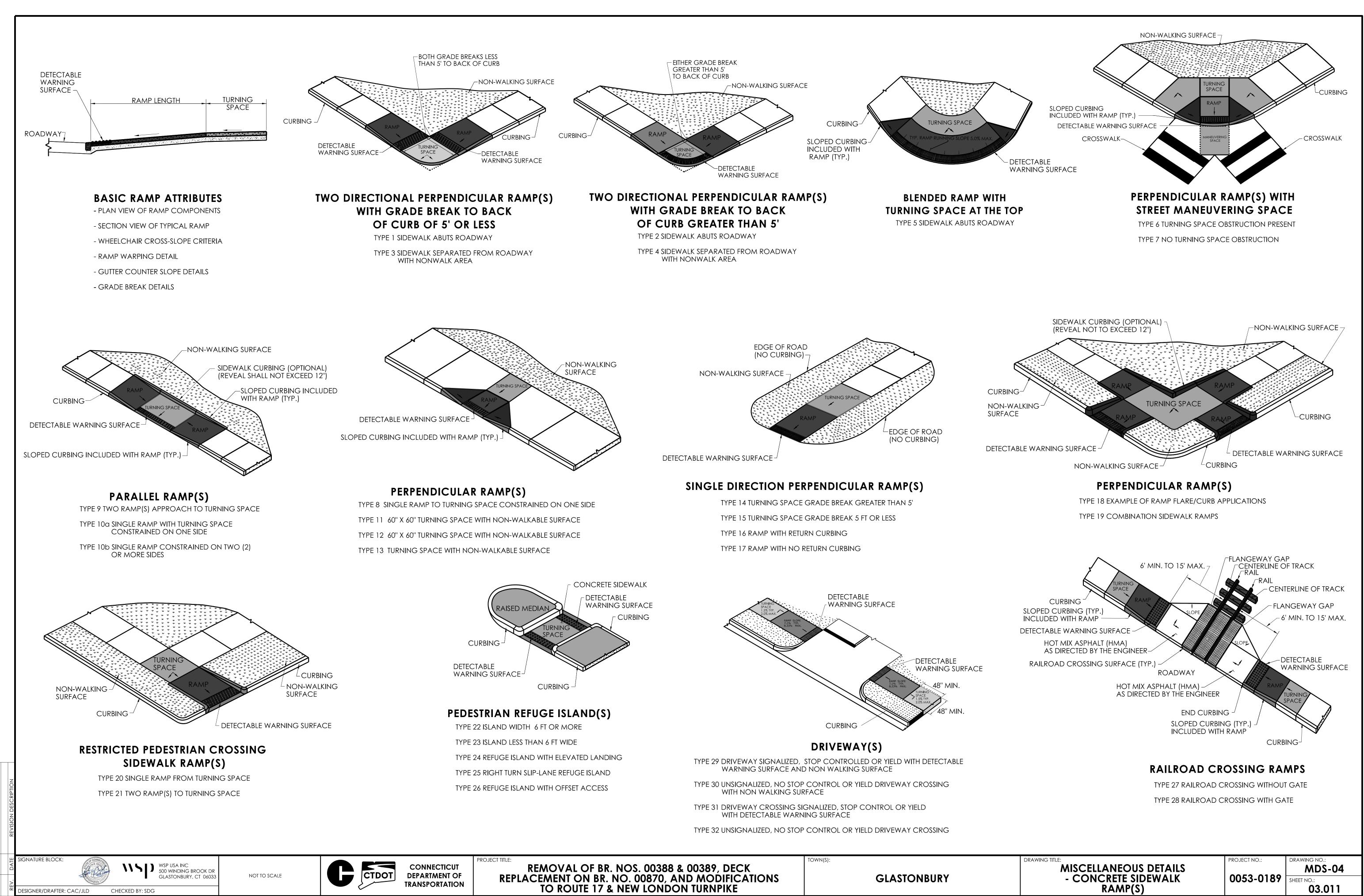
	1	8+00 	-		
17+00.12 D.96' RT					



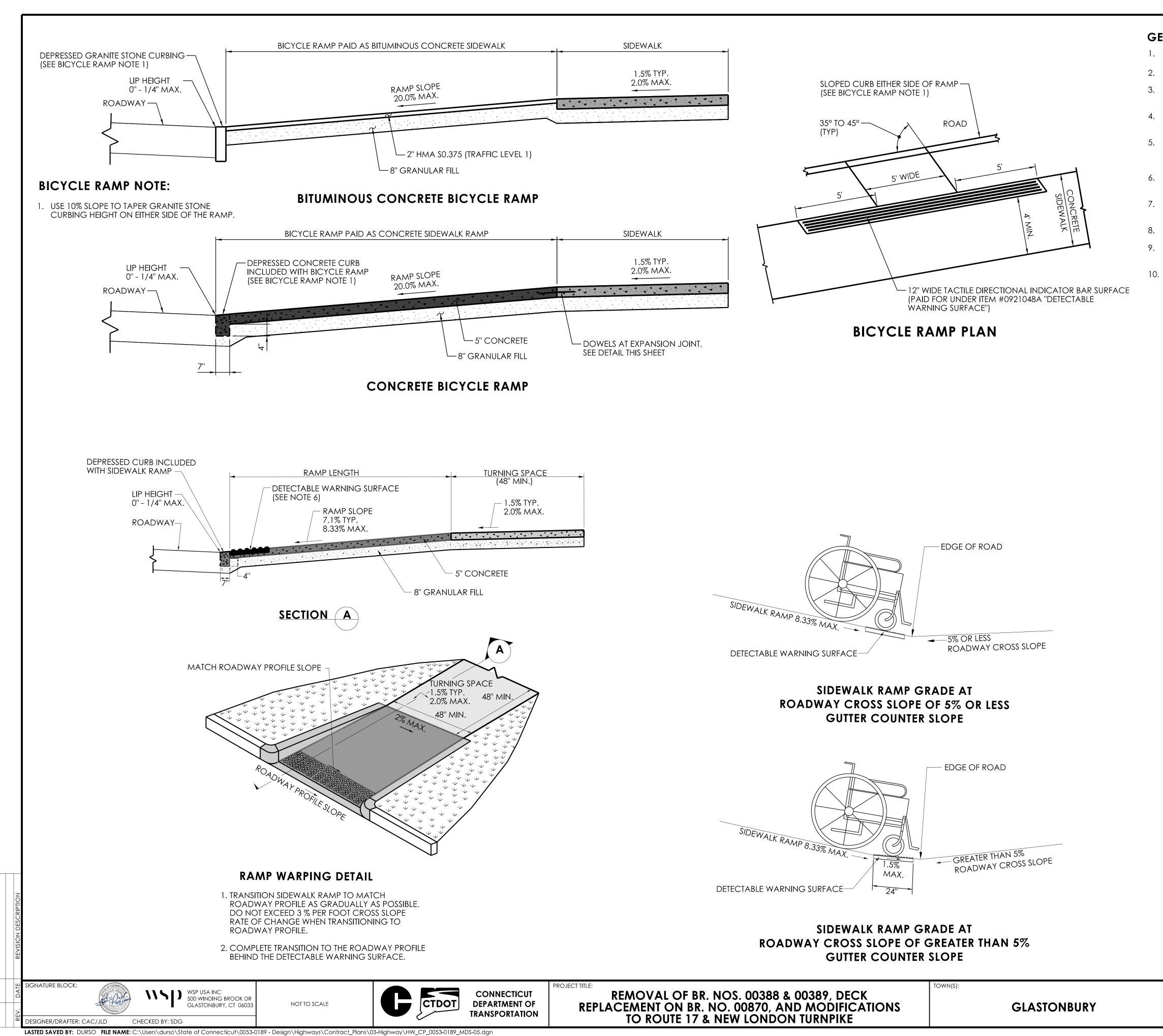




WING TITLE: MISCELLANEOUS DETAILS 0053-0189		drawing no.: MDS-03
MISCELLANEOUS DETAILS	0053-0189	SHEET NO.: 03.010



RLMOVALOIDR.IAOJOJOOAOOJOJ,DLCR	
LACEMENT ON BR. NO. 00870, AND MODIFICATIO	DN
TO ROUTE 17 & NEW LONDON TURNPIKE	



PLOTTED DATE: 1/31/2025

EPLACEMENT ON	I BR. NO. 00870, AND MODIFICA	ΠC
TO ROUTE	17 & NEW LONDON TURNPIKE	

GENERAL NOTES:

SIDEWALK RAMPS SHALL HAVE A COARSE BROOM FINISH TRANSVERSE TO THE SLOPE OF THE RAMP.

VERTICAL SURFACE DISCONTINUITIES AT JOINTS SHALL NOT EXCEED $\frac{1}{4}$ " INCH.

REMOVAL OF EXISTING SIDEWALK FOR NEW RAMP INSTALLATIONS SHALL BE TO THE NEAREST EXPANSION OR CONTRACTION JOINT.

THE RUNNING SLOPE OF THE CURB RAMP SHALL BE 8.33 PERCENT MAXIMUM BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET.

DETECTABLE WARNING SURFACES SHALL BE INSTALLED ON SIDEWALK RAMPS AT PEDESTRIAN STREET CROSSINGS, PEDESTRIAN REFUGE ISLANDS AND RAILROAD CROSSINGS ALONG STREETS OR HIGHWAYS.

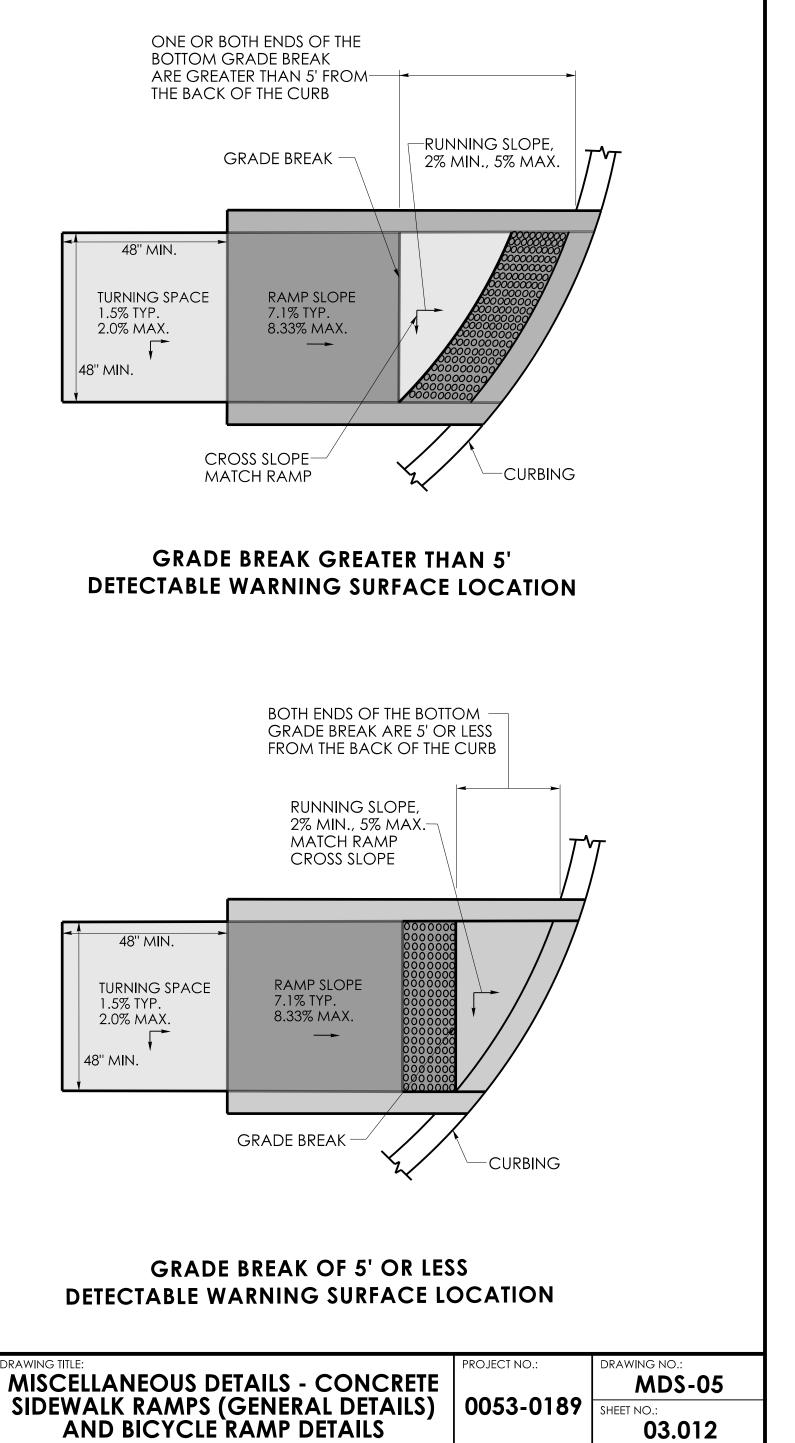
DETECTABLE WARNING SURFACES SHALL EXTEND 2 FEET MIN. IN THE DIRECTION OF PEDESTRIAN TRAVEL AND SPAN THE ENTIRE RAMP OPENING.

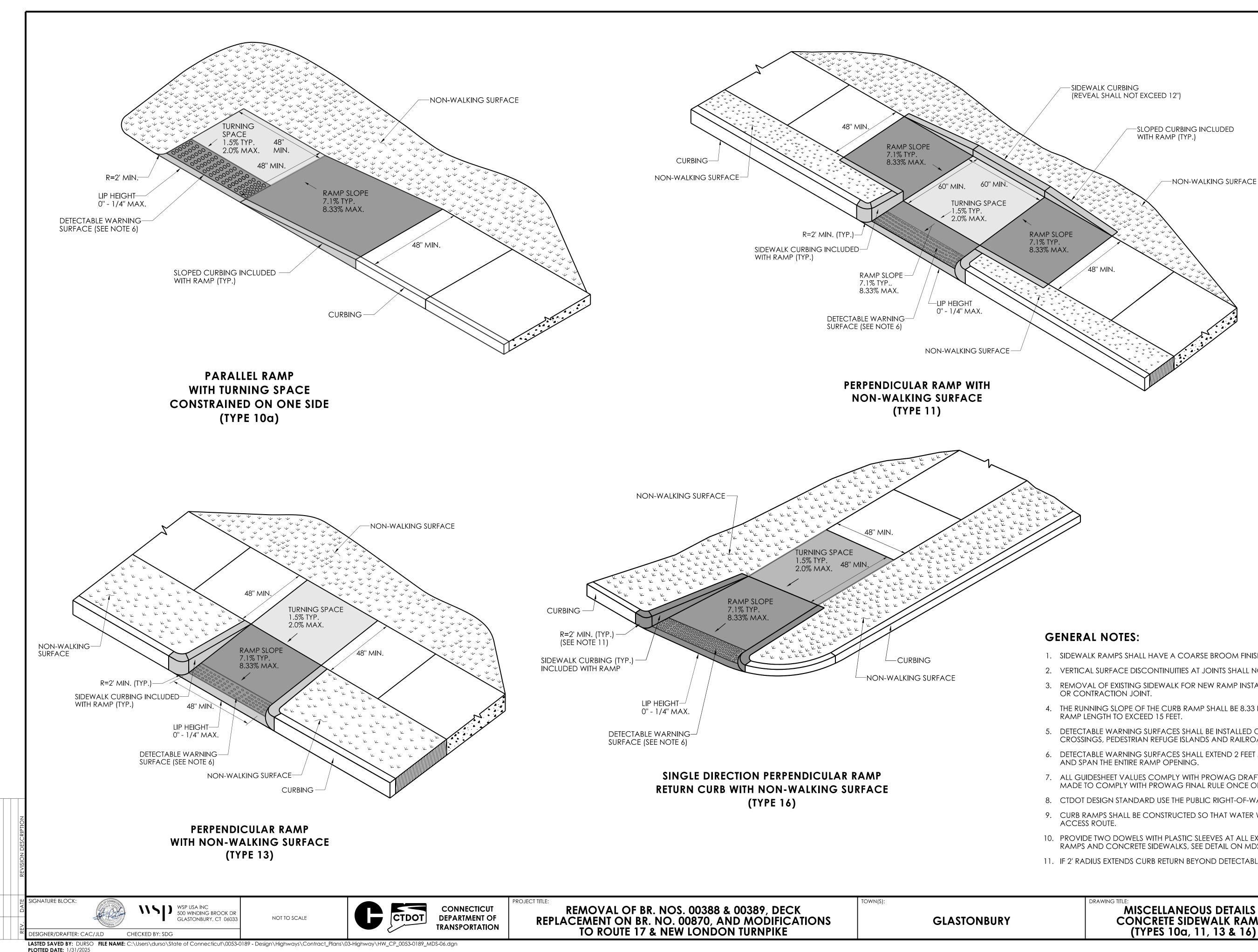
ALL GUIDESHEET VALUES COMPLY WITH PROWAG DRAFT 2013 GUIDELINES. UPDATED VALUES WILL BE MADE TO COMPLY WITH PROWAG FINAL RULE ONCE OFFICIALLY THE LAW.

CTDOT DESIGN STANDARD USE THE PUBLIC RIGHT-OF-WAY ACCESSIBILITY GUIDELINES (PROWAG).

CURB RAMPS SHALL BE CONSTRUCTED SO THAT WATER WILL NOT ACCUMLATE WITHIN THE PEDESTRIAN ACCESS ROUTE.

10. PROVIDE TWO DOWELS WITH PLASTIC SLEEVES AT ALL EXPANSION JOINTS AT ALL CONCRETE SIDEWALK RAMPS AND CONCRETE SIDEWALKS, SEE DETAIL ON MDS-03.





1. SIDEWALK RAMPS SHALL HAVE A COARSE BROOM FINISH TRANSVERSE TO THE SLOPE OF THE RAMP. 2. VERTICAL SURFACE DISCONTINUITIES AT JOINTS SHALL NOT EXCEED 1/4 INCH.

3. REMOVAL OF EXISTING SIDEWALK FOR NEW RAMP INSTALLATIONS SHALL BE TO THE NEAREST EXPANSION

4. THE RUNNING SLOPE OF THE CURB RAMP SHALL BE 8.33 PERCENT MAXIMUM BUT SHALL NOT REQUIRE THE

5. DETECTABLE WARNING SURFACES SHALL BE INSTALLED ON SIDEWALK RAMPS AT PEDESTRIAN STREET CROSSINGS, PEDESTRIAN REFUGE ISLANDS AND RAILROAD CROSSINGS ALONG STREETS OR HIGHWAYS. 6. DETECTABLE WARNING SURFACES SHALL EXTEND 2 FEET MIN. IN THE DIRECTION OF PEDESTRIAN TRAVEL

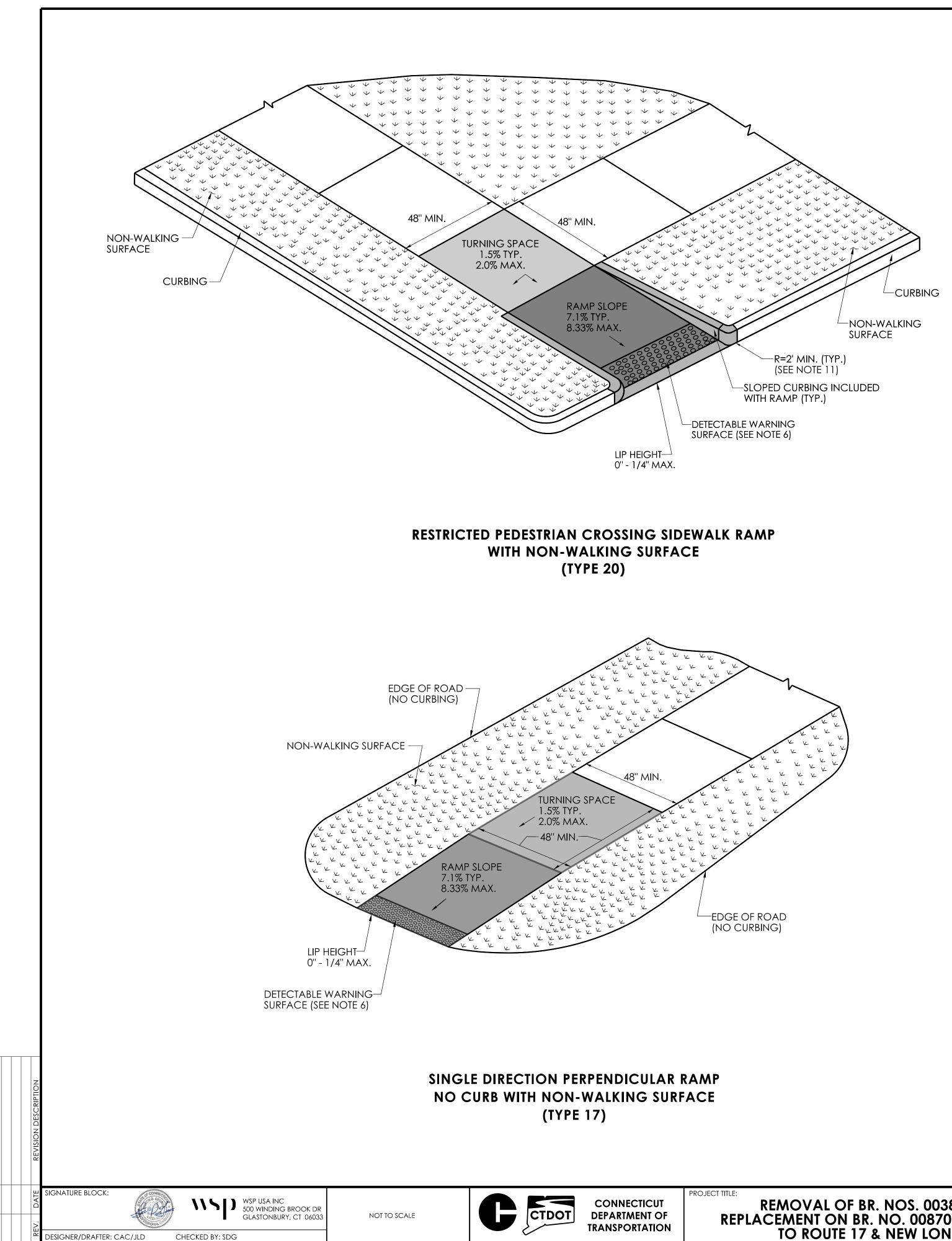
7. ALL GUIDESHEET VALUES COMPLY WITH PROWAG DRAFT 2013 GUIDELINES. UPDATED VALUES WILL BE MADE TO COMPLY WITH PROWAG FINAL RULE ONCE OFFICIALLY THE LAW.

8. CTDOT DESIGN STANDARD USE THE PUBLIC RIGHT-OF-WAY ACCESSIBILITY GUIDELINES (PROWAG). 9. CURB RAMPS SHALL BE CONSTRUCTED SO THAT WATER WILL NOT ACCUMLATE WITHIN THE PEDESTRIAN

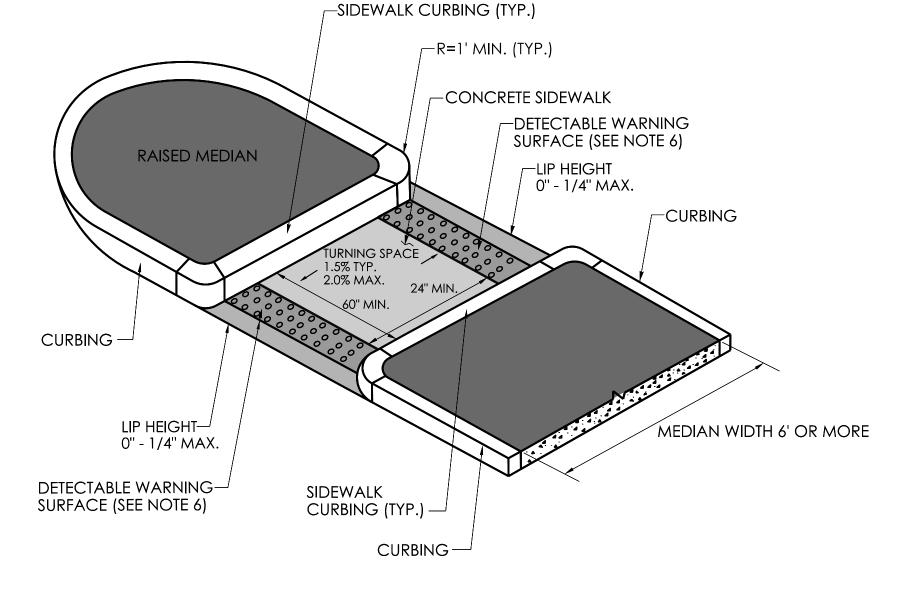
10. PROVIDE TWO DOWELS WITH PLASTIC SLEEVES AT ALL EXPANSION JOINTS AT ALL CONCRETE SIDEWALK RAMPS AND CONCRETE SIDEWALKS, SEE DETAIL ON MDS-03.

11. IF 2' RADIUS EXTENDS CURB RETURN BEYOND DETECTABLE WARNING SURFACE, USE 1' MINIMUM RADIUS.

DRAWING TITLE: MISCELLANEOUS DETAILS -	PROJECT NO.:	DRAWING NO.: MDS-06
CONCRETE SIDEWALK RAMPS (TYPES 10a, 11, 13 & 16)	0053-0189	SHEET NO.: 03.013



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CUT-THROUGH PEDESTRIAN REFUGE ISLAND MEDIAN WIDTH 6' OR MORE (TYPE 22)

TOWN(S): REMOVAL OF BR. NOS. 00388 & 00389, DECK REPLACEMENT ON BR. NO. 00870, AND MODIFICATIONS TO ROUTE 17 & NEW LONDON TURNPIKE

GLASTONBURY

GENERAL NOTES:

1. SIDEWALK RAMPS SHALL HAVE A COARSE BROOM FINISH TRANSVERSE TO THE SLOPE OF THE RAMP. 2. VERTICAL SURFACE DISCONTINUITIES AT JOINTS SHALL NOT EXCEED 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 8.33 PERCENT MAXIMUM BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET.

5. DETECTABLE WARNING SURFACES SHALL BE INSTALLED ON SIDEWALK RAMPS AT PEDESTRIAN STREET CROSSINGS, PEDESTRIAN REFUGE ISLANDS AND RAILROAD CROSSINGS ALONG STREETS OR HIGHWAYS. 6. DETECTABLE WARNING SURFACES SHALL EXTEND 2 FEET MIN. IN THE DIRECTION OF PEDESTRIAN TRAVEL

AND SPAN THE ENTIRE RAMP OPENING. 7. ALL GUIDESHEET VALUES COMPLY WITH PROWAG DRAFT 2013 GUIDELINES. UPDATED VALUES WILL BE MADE TO COMPLY WITH PROWAG FINAL RULE ONCE OFFICIALLY THE LAW.

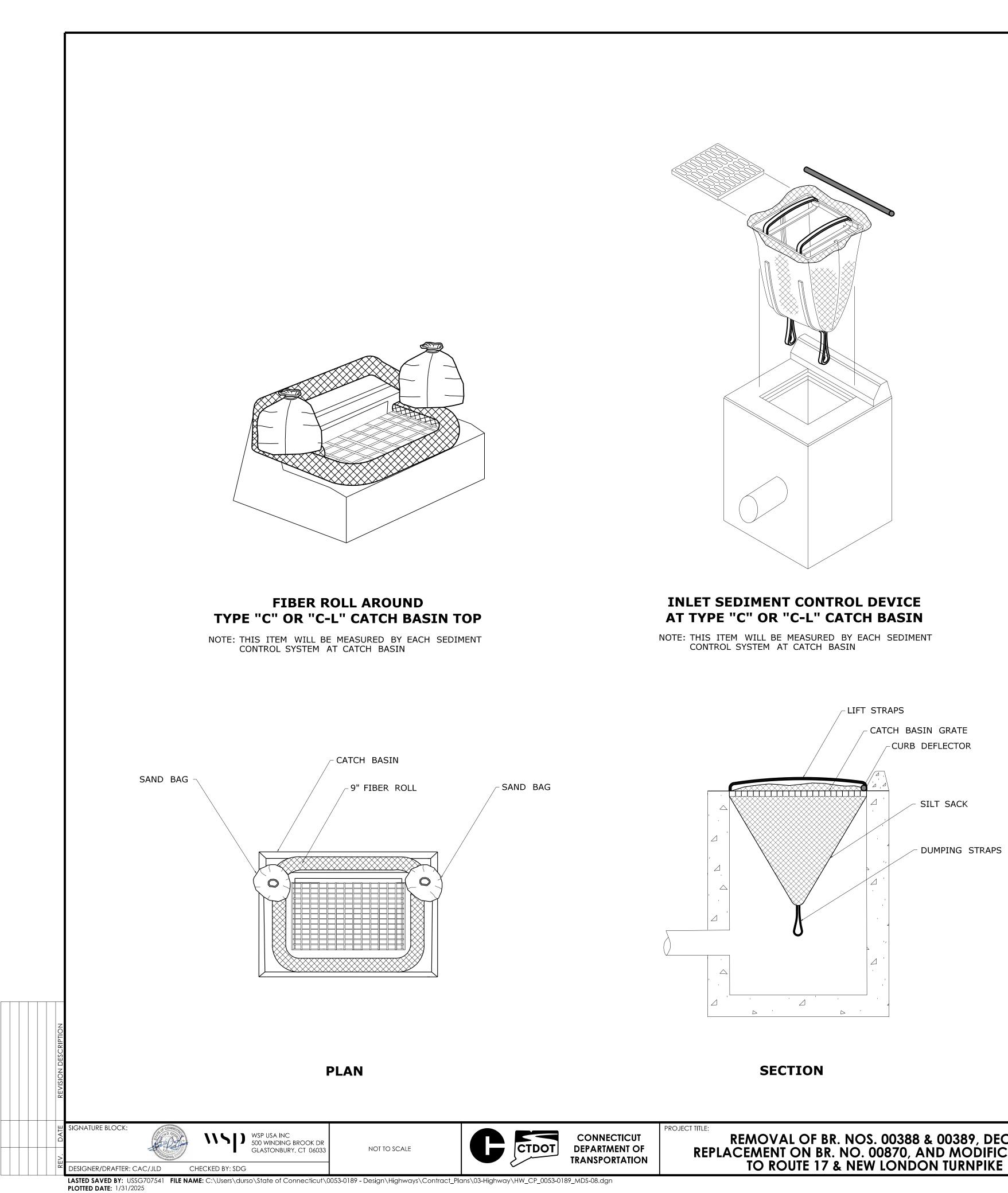
8. CTDOT DESIGN STANDARD USE THE PUBLIC RIGHT-OF-WAY ACCESSIBILITY GUIDELINES (PROWAG).

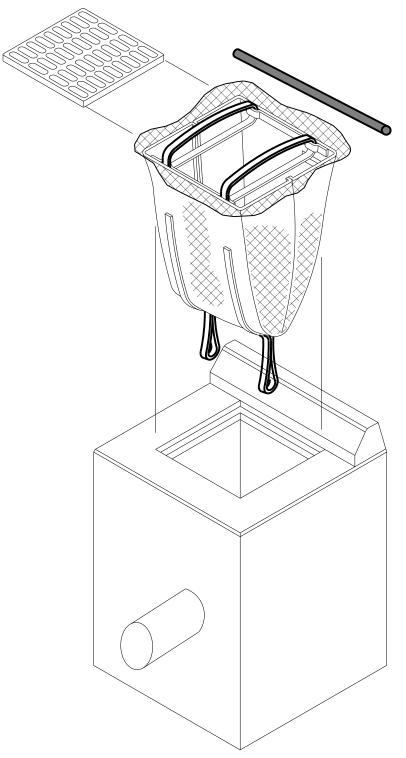
9. CURB RAMPS SHALL BE CONSTRUCTED SO THAT WATER WILL NOT ACCUMLATE WITHIN THE PEDESTRIAN ACCESS ROUTE.

10. PROVIDE TWO DOWELS WITH PLASTIC SLEEVES AT ALL EXPANSION JOINTS AT ALL CONCRETE SIDEWALK RAMPS AND CONCRETE SIDEWALKS, SEE DETAIL ON MDS-03.

11. IF 2' RADIUS EXTENDS CURB RETURN BEYOND DETECTABLE WARNING SURFACE, USE 1' MINIMUM RADIUS.

DRAWING TITLE: MISCELLANEOUS DETAILS -	PROJECT NO.:	DRAWING NO.: MDS-07
CONCRETE SIDEWALK RAMPS (TYPES 17, 20 & 22)	0053-0189	SHEET NO.: 03.014



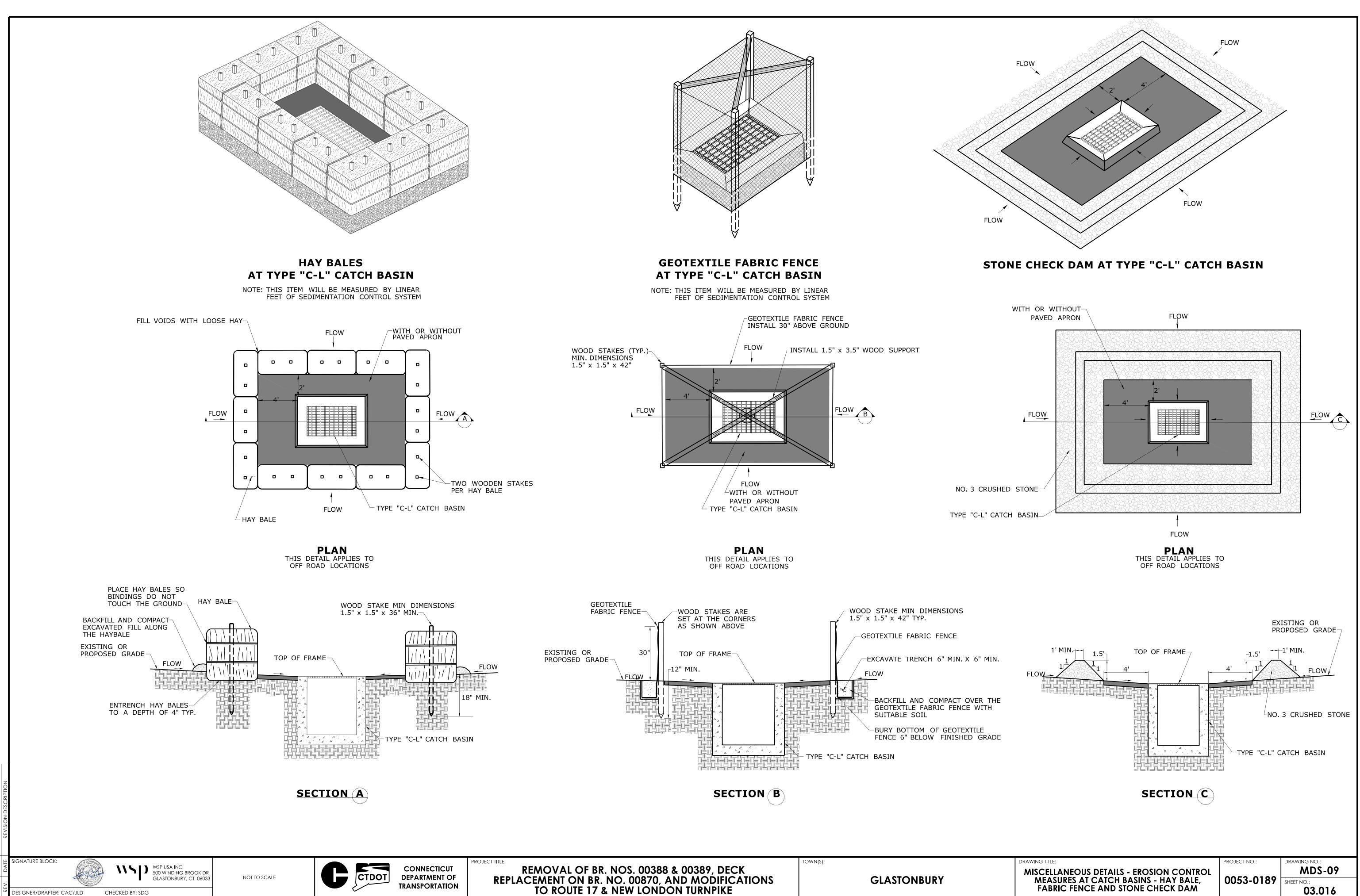


REMOVAL OF BR. NOS. 00388 & 00389, DEC	Κ
REPLACEMENT ON BR. NO. 00870, AND MODIFIC	ATIONS
TO ROUTE 17 & NEW LONDON TURNPIKE	

GLASTONBURY

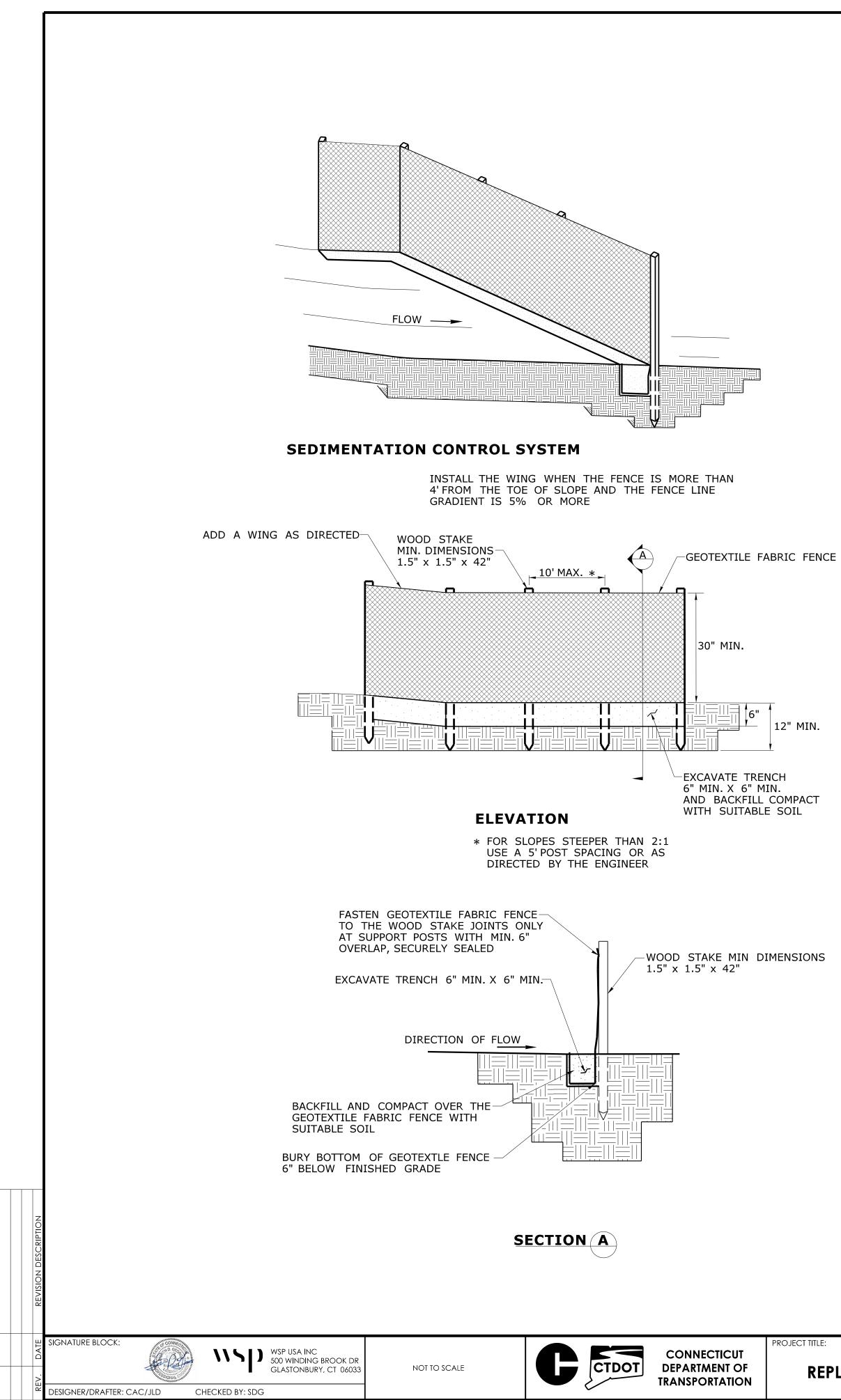
TOWN(S):

DRAWING TITLE:	PROJECT NO.:	DRAWING NO.:
MISCELLANEOUS DETAILS - DEWATERING FILTER		MDS-08
BAG AND EROSION CONTROL MEASURES AT CATCH BASINS - FIBER ROLL AND SILT SACK	0053-0189	SHEET NO.: 03.015



REMOVAL OF BR. NOS. 00388 & 00389, DECK
REPLACEMENT ON BR. NO. 00870, AND MODIFICATIONS
TO ROUTE 17 & NEW LONDON TURNPIKE

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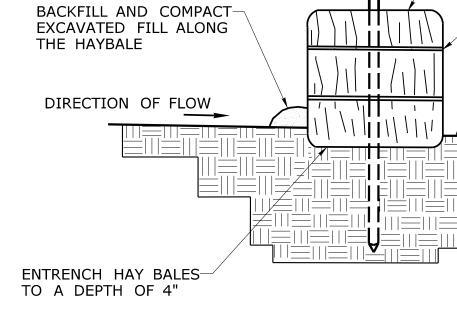


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PROJECT TITLE:
REMOVAL OF BR. NOS. 00388 & 00389, DECK
REPLACEMENT ON BR. NO. 00870, AND MODIFICATIONS
TO ROUTE 17 & NEW LONDON TURNPIKE

GLASTONBURY

SECTION B

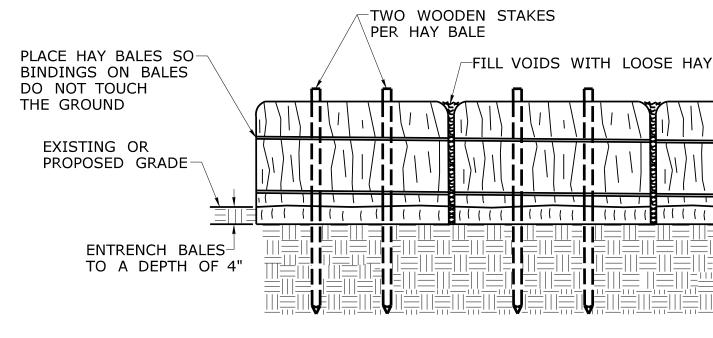


WOOD STAKE MIN DIMENSIONS

1.5" x 1.5" x 36" MIN.

town(s):

ELEVATION



FLOW

































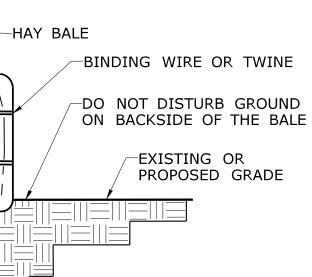




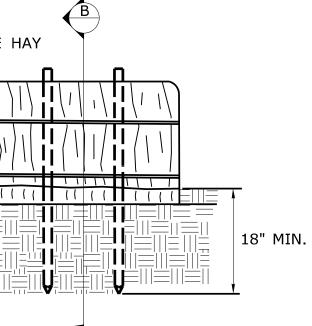


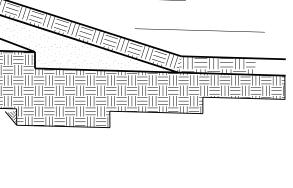


	PROJECT NO.:	DRAWING NO.: MDS-10
- SEDIMENTATION CONTROL SYSTEMS	0053-0189	SHEET NO.: 03.017

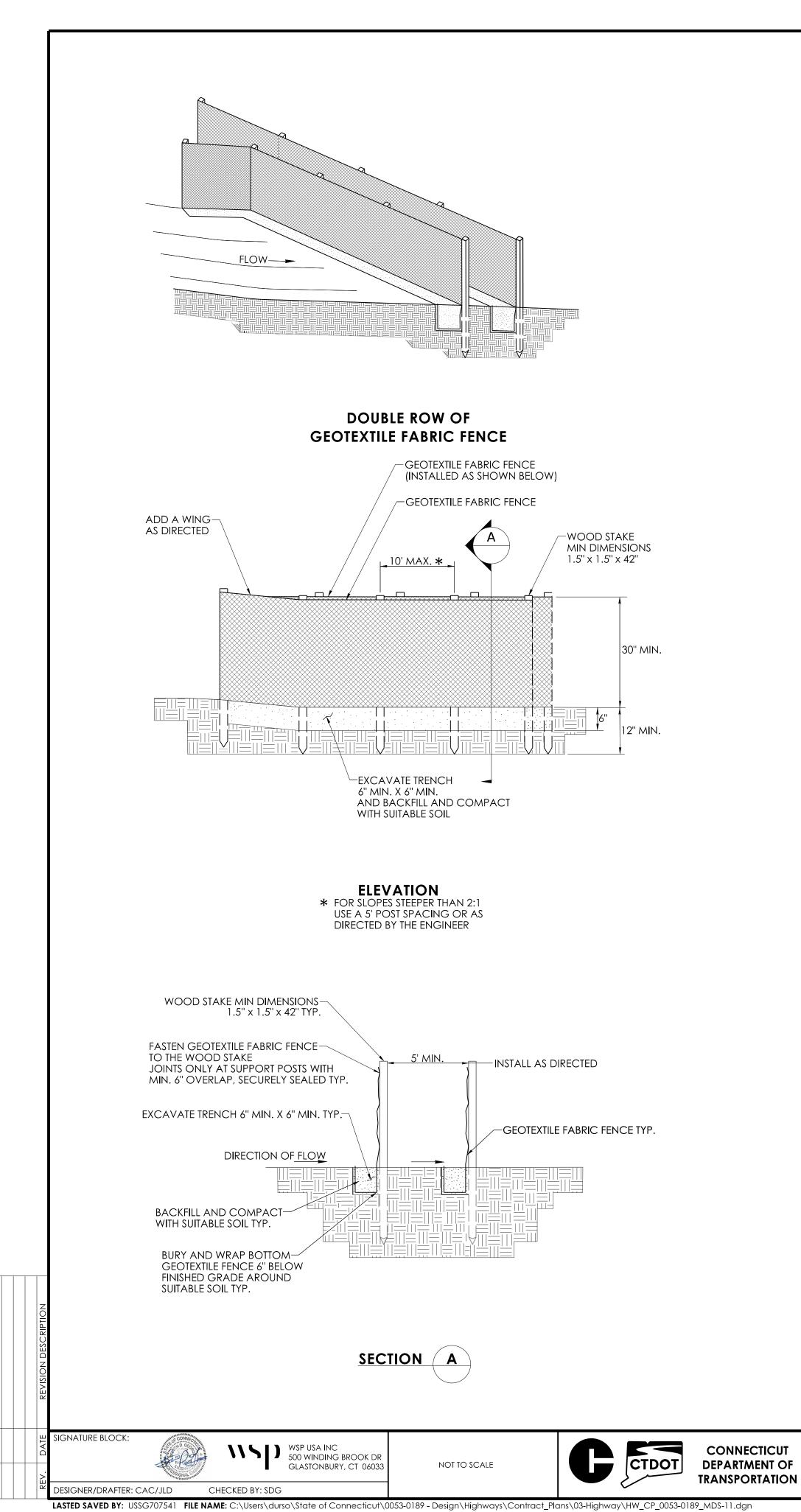






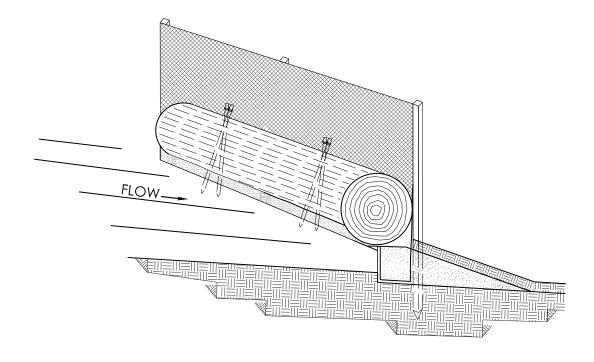


SEDIMENTATION CONTROL SYSTEM

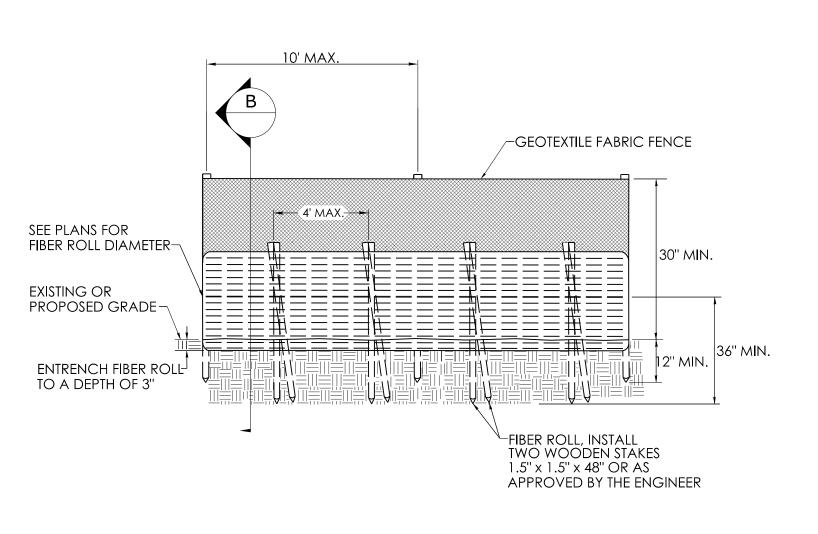


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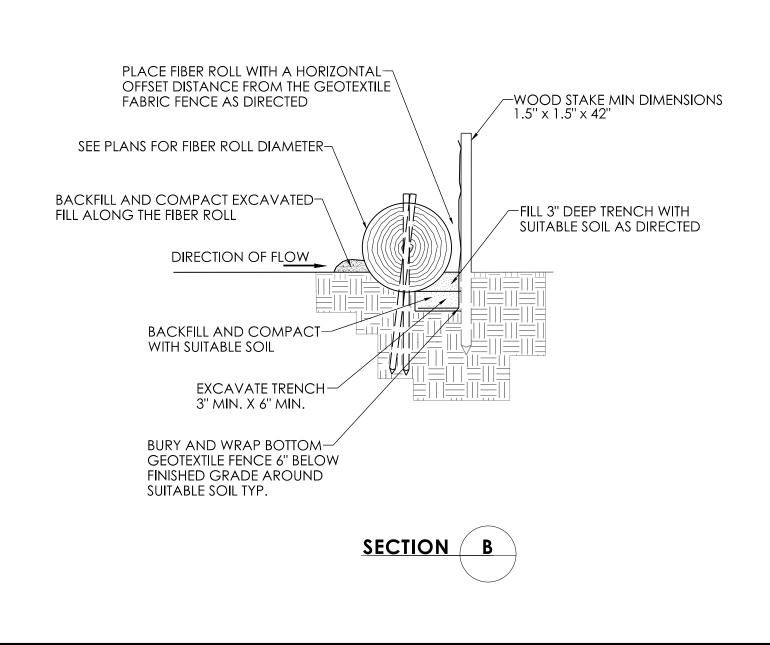
9_MD5-11.dgh



DOUBLE ROW OF FIBER ROLL AND GEOTEXTILE FABRIC FENCE



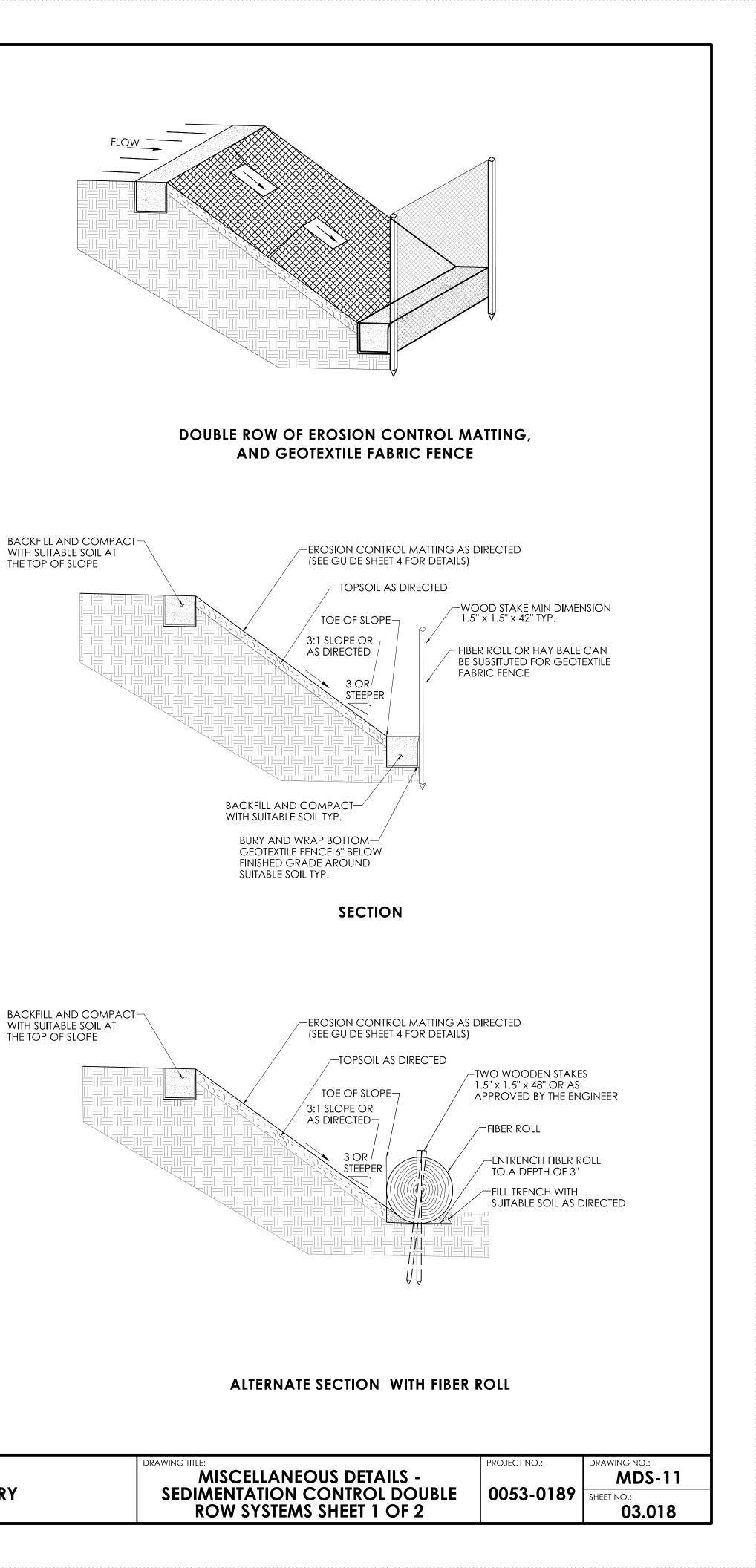
ELEVATION

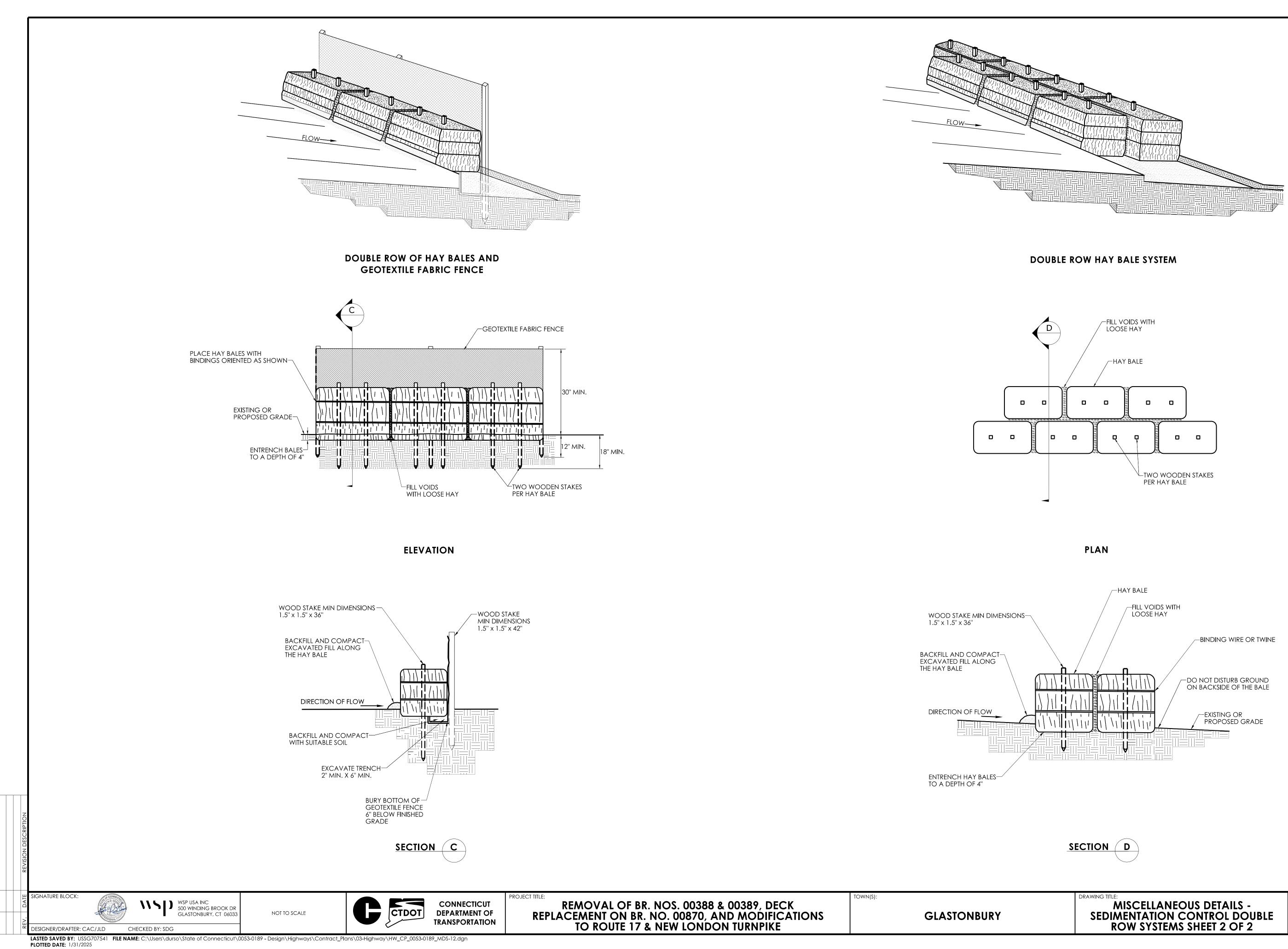


REMOVAL OF BR. NOS. 00388 & 00389, DECK REPLACEMENT ON BR. NO. 00870, AND MODIFICATIONS TO ROUTE 17 & NEW LONDON TURNPIKE

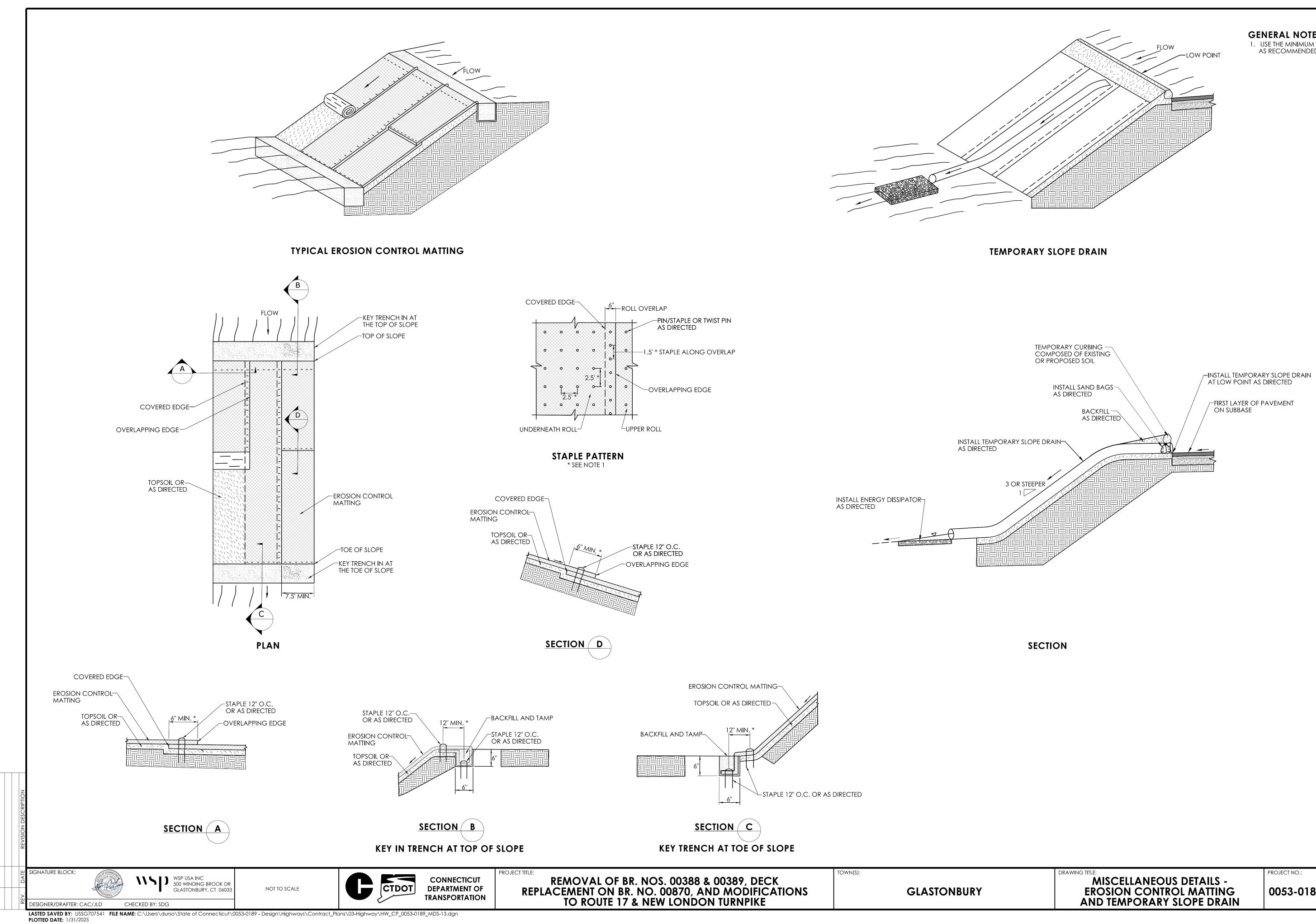
GLASTONBURY

TOWN(S):





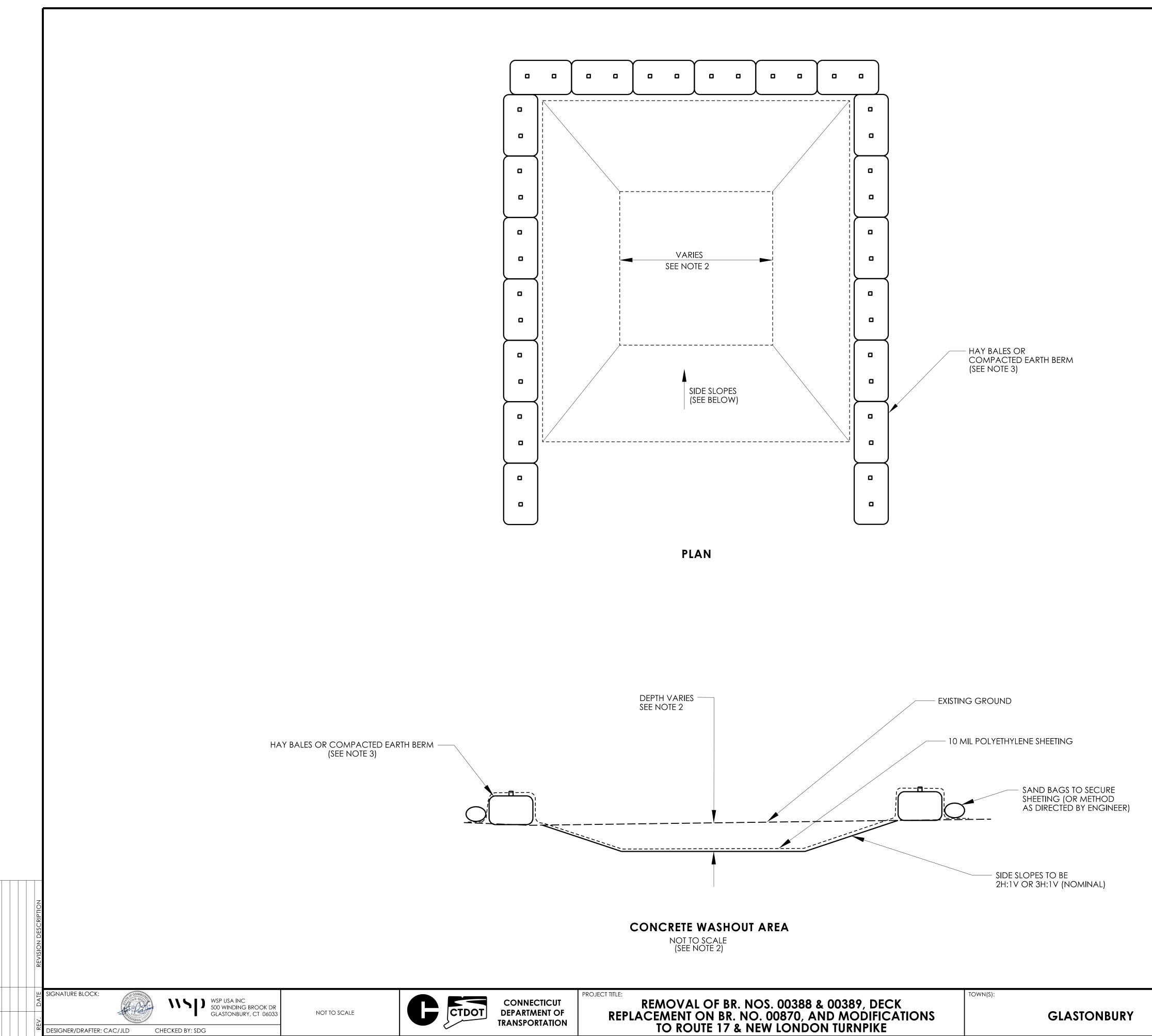
DRAWING TITLE: MISCELLANEOUS DETAILS -	PROJECT NO.:	drawing no.: MDS-12
SEDIMENTATION CONTROL DOUBLE ROW SYSTEMS SHEET 2 OF 2	0053-0189	SHEET NO.: 03.019



GENERAL NOTE:

1. USE THE MINIMUM DIMENSIONS SHOWN OR AS RECOMMENDED BY THE MANUFACTURER

DRAWING TITLE:	PROJECT NO.:	DRAWING NO.:
MISCELLANEOUS DETAILS -		MDS-13
EROSION CONTROL MATTING	0053-0189	SHEET NO.:
AND TEMPORARY SLOPE DRAIN		03.020



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GENERAL NOTES:

- 1. CONCRETE WASHOUT AREA(S) SHALL BE INSTALLED PRIOR TO CONCRETE PLACEMENT ON SITE. THE CONCRETE WASHOUT AREA SHALL BE ENTIRELY Self-Contained.
- 2. THE CONTRACTOR SHALL SUBMIT THE DESIGN, LOCATION AND SIZING OF THE CONCRETE WASHOUT AREA(S) WITH THE PROJECT'S EROSION AND SEDIMENTATION CONTROL PLAN AND SHALL BE APPROVED BY THE ENGINEER.

LOCATION: WASHOUT AREA(S) ARE TO BE LOCATED AT LEAST 50 FEET FROM ANY STREAM, WETLAND, STORM DRAINS, OR OTHER SENSITIVE RESOURCE. THE FLOOD CONTINGENCY PLAN MUST ADDRESS THE CONCRETE WASHOUT IF THE WASHOUT IS TO BE LOCATED WITHIN THE FLOODPLAIN.

SIZE: THE WASHOUT MUST HAVE SUFFICIENT VOLUME TO CONTAIN ALL LIQUID AND CONCRETE WASTE GENERATED BY WASHOUT OPERATIONS INCLUDING, BUT NOT LIMITED TO, OPERATIONS ASSOCIATED WITH GROUT AND MORTAR.

- 3. SURFACE DISCHARGE IS UNACCEPTABLE. THEREFORE, HAY BALES OR OTHER CONTROL MEASURES, AS APPROVED BY THE ENGINEER, SHOULD BE USED AROUND THE PERIMETER OF THE CONCRETE WASHOUT AREA FOR CONTAINMENT.
- 4. SIGNS SHOULD BE PLACED AT THE CONSTRUCTION ENTRANCE, AT THE CONCRETE AREA(S) AND ELSEWHERE AS NECESSARY TO CLEARLY INDICATE THE LOCATION OF THE CONCRETE WASHOUT TO OPERATORS OF CONCRETE TRUCKS AND PUMP RIGS. WASHOUT AREA(S) SHOULD BE FLAGGED WITH SAFETY FENCING OR OTHER APPROVED METHOD.
- 5. WASHOUT AREA(S) ARE TO BE INSPECTED AT LEAST ONCE A WEEK FOR STRUCTURAL INTEGRITY, ADEQUATE HOLDING CAPACITY AND CHECKED FOR LEAKS, TEARS, OR OVERFLOWS. (AS REQUIRED BY THE CONSTRUCTION SITE ENVIRONMENTAL INSPECTION REPORT) WASHOUT AREA(S) SHOULD BE CHECKED AFTER HEAVY RAINS.
- 6. HARDENED CONCRETE WASTE SHOULD BE REMOVED AND DISPOSED OF WHEN THE WASTE HAS ACCUMULATED TO HALF OF THE CONCRETE WASHOUT'S DEPTH. THE WASTE CAN BE STORED AT AN UPLAND LOCATION, AS APPROVED BY THE ENGINEER. ALL CONCRETE WASTE SHALL BE DISPOSED OF IN A MANNER CONSISTENT WITH ALL APPLICABLE LAWS, REGULATIONS, AND GUIDELINES.
- 7. PAYMENT FOR THIS ITEM IS TO BE INCLUDED UNDER THE GENERAL COST OF THE WORK FOR THE PROJECT, INCLUDING SITE RESTORATION.

DRAWING TITLE:	PROJECT NO.:	DRAWING NO.:
MISCELLANEOUS DETAILS		MDS-14
- CONCRETE WASHOUT	0053-0189	SHEET NO.:
AREA		03.021

				UTILI	ITY TEST PIT D	ATA		
TEST PIT #	BASE	LINE	NORTHING	EASTING	GROUND ELEVATION	TOP OF PIPE/DUCT BANK	UTILITY DESCRIPTION	
1E31 PII #	STATION	OFFSET	NORTHING	EASTING	(FT)	ELEVATION (FT)	UTILITY DESCRIPTION	RELOCATION ANTICIPATE
VATER (MDC	:)							
W-1	13+73.64	17.54' LT	818876.41	1040762.00	30.4±	25.63	6" STEEL PIPE	YES (FALL 2024)
W-2	15+74.90	7.81' LT	818763.22	1040928.70	30.4±	25.34	2" STEEL PIPE	YES (FALL 2024)
W-3	17+12.77	7.85' LT	818691.40	1041046.39	33.3±	27.95	2" STEEL PIPE	YES (FALL 2024)
W-4	20+29.89	23.25' LT	818539.14	1041325.06	43.4±	41.79	2" STEEL PIPE	YES (FALL 2024)
W-5	20+55.44	13.53' RT	818494.43	1041327.57	44.5±	39.17	1.5" STEEL PIPE	NO
ELECTRIC (EV	'ERSOURCE)							
E-1	15+85.54	21.00' RT	818733.08	1040922.76	30.6	28.5	2.0'W x 1.0'H CONC. DUCT BANK	YES (2025)
E-2	16+69.00	21.20' RT	818689.42	1040993.90	32.0	29.17 (N) 29.08 (S)	1.8'W x 1.3'H CONC. DUCT BANK	YES (2025)
	ATIONS (FRC	NTIER)	•		•			
T-1	13+84.74	12.07' RT	818845.35	1040756.05	30.54	27.27 (N) 27.18 (S)	1.9'W X 1.0'H CONC. DUCT BANK	NO
						27.61 (N) 27.63 (S)	(2) 4" PVC CONDUITS	
T-2	15+40.90	12.16' RT	818763.90	1040889.27	30.23	26.65 (N) 26.76 (S)	2.0'W X 1.0'H CONC. DUCT BANK	NO
						27.11 (N) 27.08 (S)	(2) 4" PVC CONDUITS	
T-3	15+85.75	11.89' RT	818740.75	1040927.69	30.62	27.40 (N) 27.23(S)	2.0'W X 1.0'H CONC. DUCT BANK	NO
						27.65 (N) 27.61 (S)	(2) 4" PVC CONDUITS	
T-4	17+14.29	11.88' RT	818673.77	1041037.40	33.40	30.14 (N) 30.04 (S)	2.5'W X 1.2'H CONC. DUCT BANK	NO
						30.54 (N) 30.48 (S)	(2) 4" PVC CONDUITS	
T-5	20+31.61	12.07' RT	818508.14	1041308.03	43.96	41.02 (N) 41.03 (S)	1.9'W X 1.5'H CONC. DUCT BANK	NO
						41.36 (N) 41.38 (S)	(2) 4" PVC CONDUITS	
T-6	31+81.66	43.33' RT	817867.79	1042240.73	62.92	58.05 (N) 57.98 (S)	2 PAIRS OF 4" PVC CONDUITS	NO

NOTES:

1. THIS UTILITY INFORMATION IS BASED ON LIMITED FIELD INVESTIGATIONS AND IS PRESENTED FOR INFORMATIONAL PURPOSES ONLY. IN SOME CASES THE FACILITY WAS NOT COMPLETELY EXPOSED TO POSITIVELY VERIFY ITS SIZE OR MATERIAL TYPE. THE CONTRACTOR IS STILL REQUIRED TO COORDINATE ITS CONSTRUCTION ACTIVITIES SO THAT THE UTILITIES ARE PROTECTED AT ALL TIMES.

2. SEE SUBSET 10 FOR UTILITY RELOCATION INFORMATION.

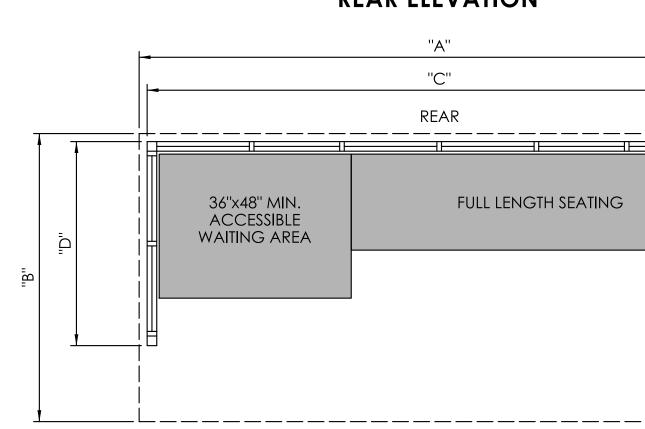
3. SEE DRN-01 THROUGH DRN-03 FOR UTILITY TEST PIT LOCATIONS.

REVISION			
REV.	SIGNATURE BLOCK: WSP USA INC 500 WINDING BROOK DR GLASTONBURY, CT 06033 DESIGNER/DRAFTER: CAC/JLD CHECKED BY: SDG	NOT TO SCALE	CONNECTICUT DEPARTMENT OF TRANSPORTATION
	LASTED SAVED BY: DURSO FILE NAME: C:\Users\DURSO\State of Connecticut\0053-0 PLOTTED DATE: 1/31/2025	189 - Design\Highways\Contract_Plans`	

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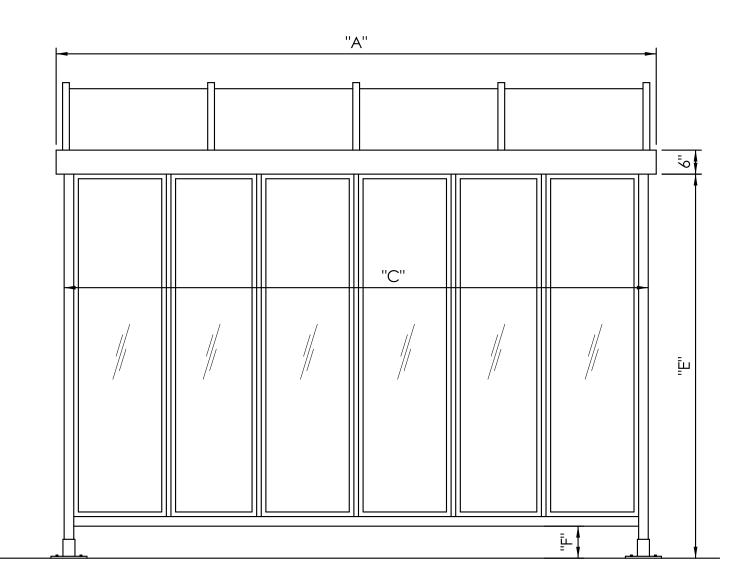
SHELTER PLAN VIEW

FRONT (FACING STREET)



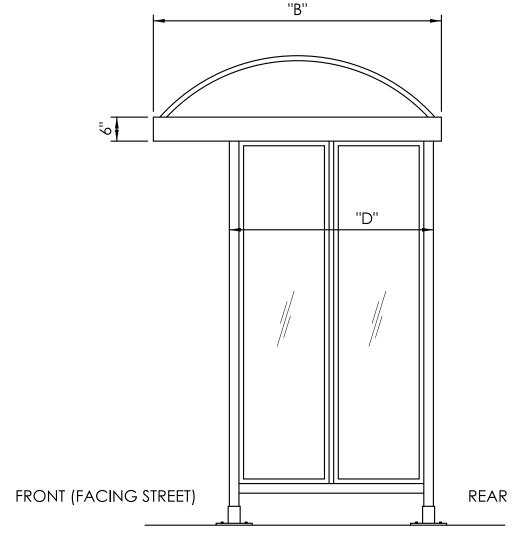
TOWN(S):



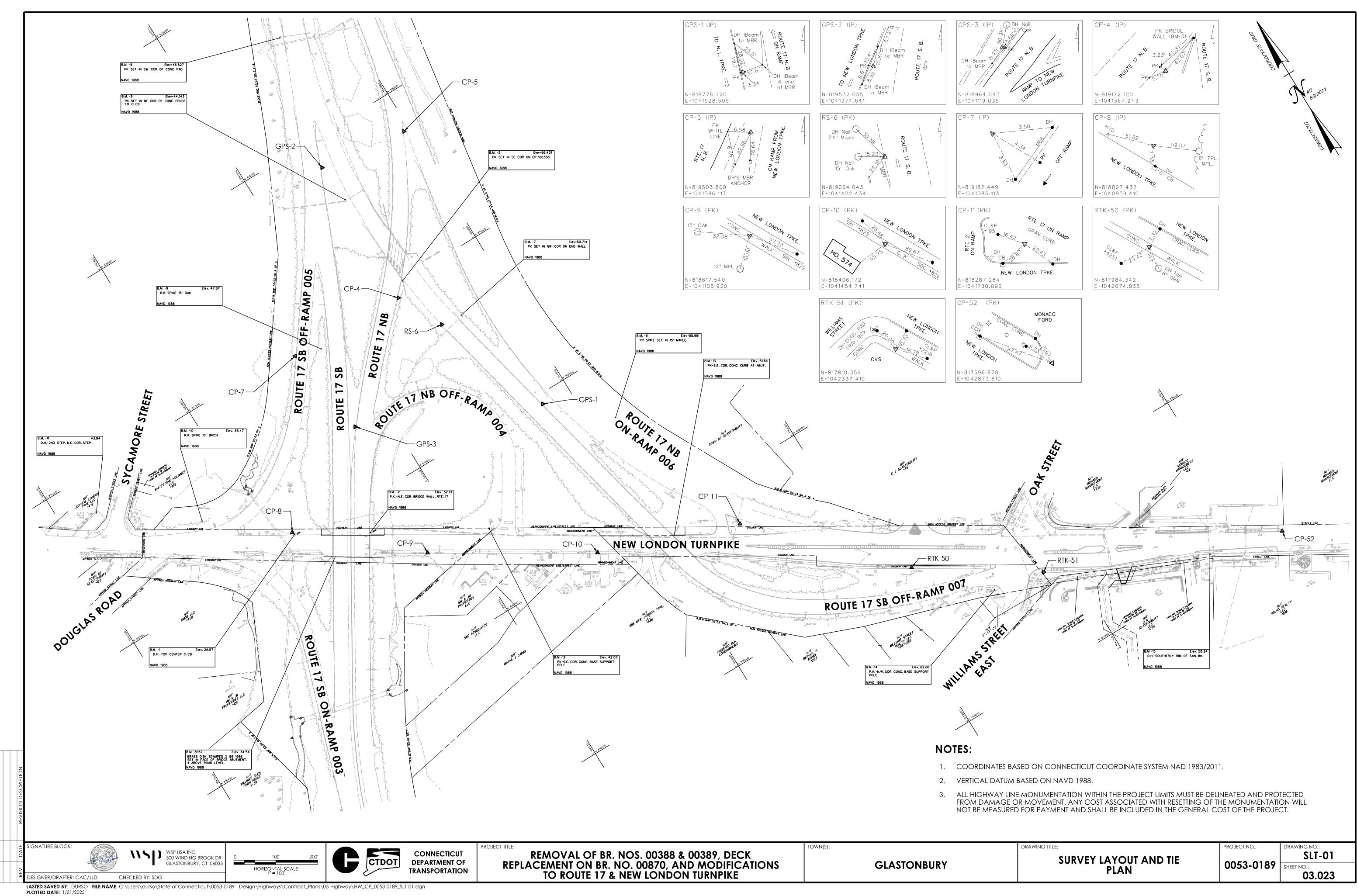


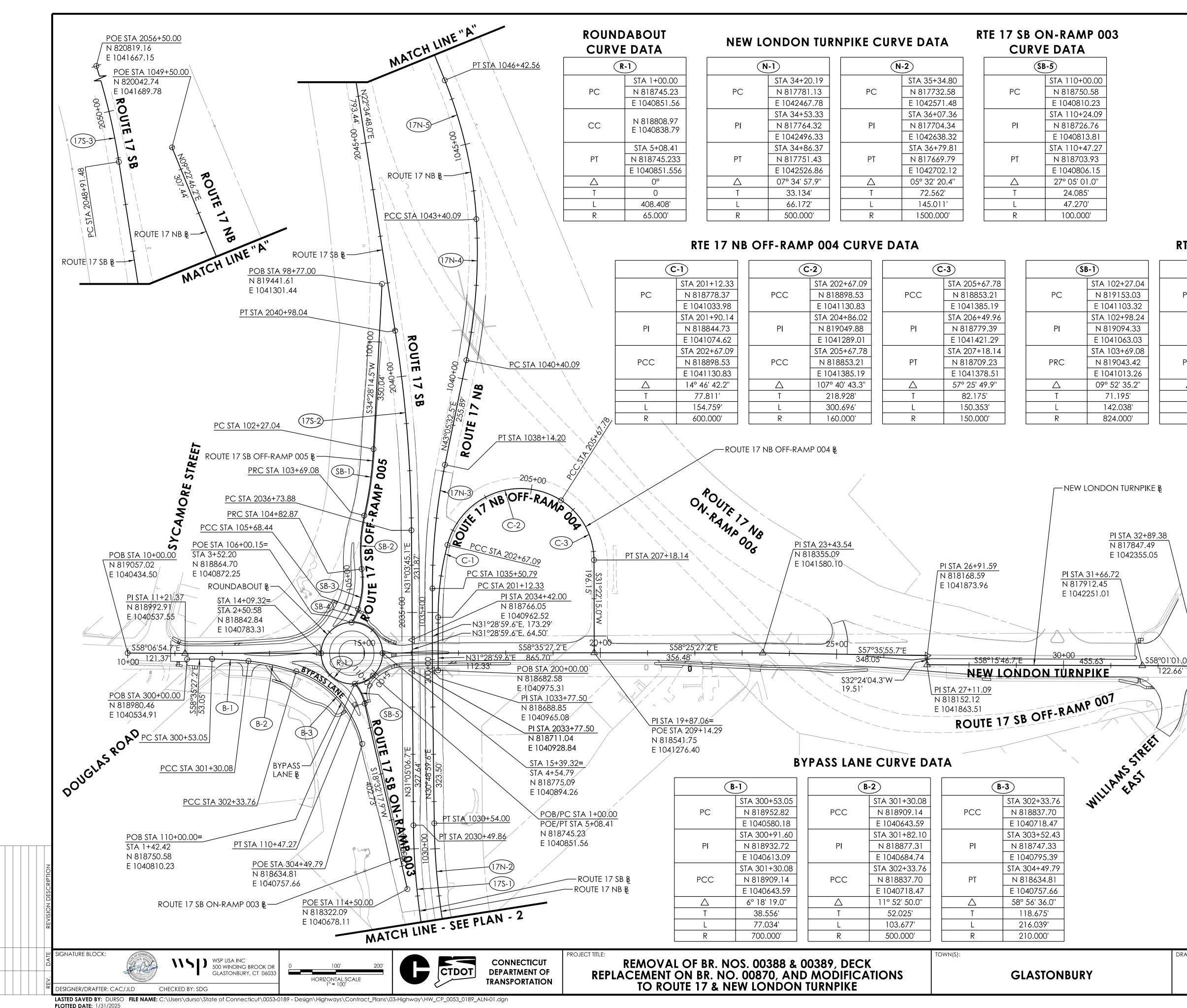
	SIDE EI	LEVATION	
fil	"A": 12'-6¼" "B": 5'-11¼" "C": 12'-2½" SEE NOTE 2 NO. OF REAR V	ENSIONS "D": 4'-3¼" "E": 8'-0" "F": 8"± VINDOWS = 6 INDOWS = 2 EACI	H SIDE
Image: Notes: Image: Notes: <td< th=""><td>NY OR APPRON</td><td></td><td>Dlumbia</td></td<>	NY OR APPRON		Dlumbia
ELTER – TYPE A DETAIL NOT TO SCALE			
DRAWING TITLE: MISCELLANEOUS DETAILS UTILITY TEST PIT DATA TAE AND BUS SHELTER	S -	PROJECT NO.: 0053-0189	DRAWING NO.: MDS-15 SHEET NO.: 03.022

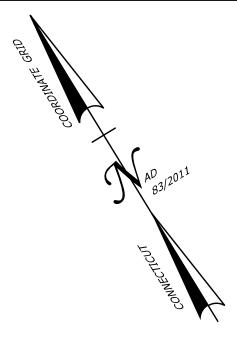
SIDE ELEVATION











(SB-4)

PCC

ΡI

ΡT

 \triangle

Т

STA 105+68.44

N 818881.69

E 1040898.88

STA 105+84.42

N 818871.17

E 1040886.85

STA 106+00.15

N 818864.70

E 1040872.25

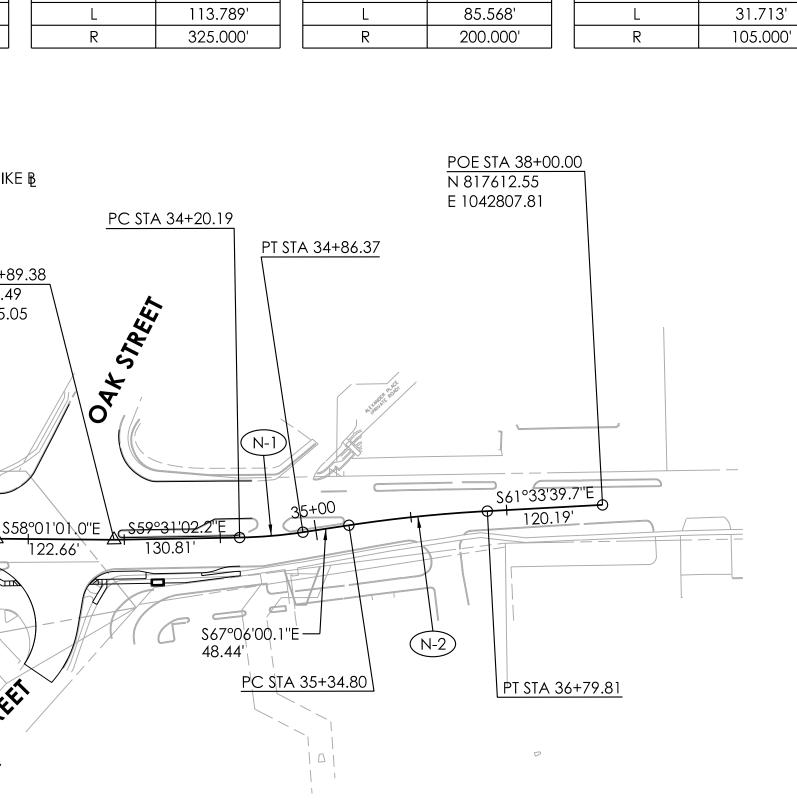
17° 18' 17.9''

15.978'

RTE 17 SB OFF-RAMP 005 CURVE DATA

SB-2				
	STA 103+69.08			
PRC	N 819043.42			
	E 1041013.26			
	STA 104+26.56			
PI	N 819002.31			
	E 1040973.08			
	STA 104+82.87			
PRC	N 818949.92			
	E 1040949.44			
\triangle	20° 03' 37.6"			
Т	57.483'			
L	113.789'			
R	325.000'			

SB-3)				
	STA 104+82.87			
PRC	N 818949.92			
	E 1040949.44			
	STA 105+26.32			
PI	N 818910.31			
	E 1040931.57			
	STA 105+68.44			
PCC	N 818881.69			
	E 1040898.88			
\triangle	24° 30' 48.8''			
Т	43.449'			
L	85.568'			
R	200.000'			



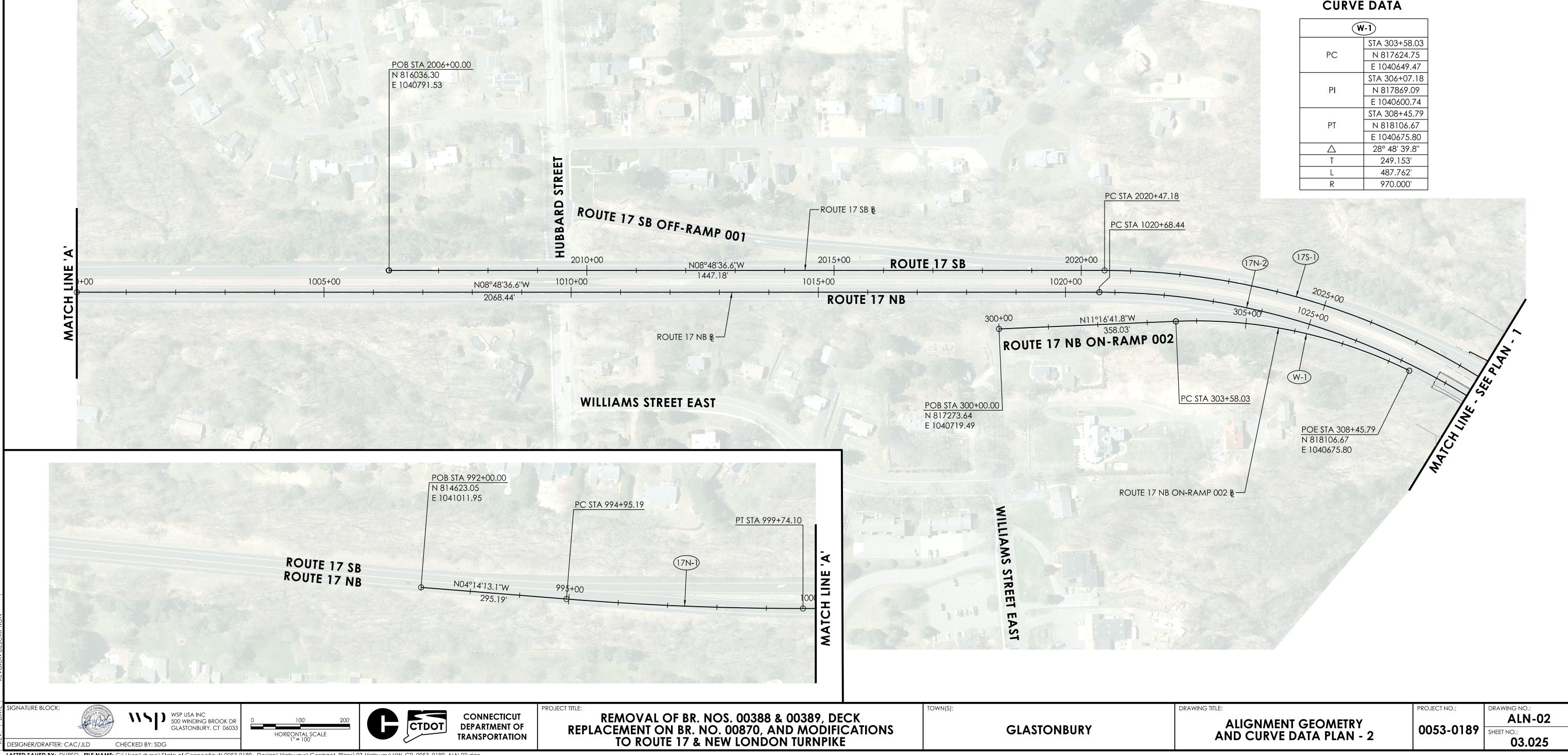
NOTES:

1. FOR ROUTE 17 NB AND SB ALIGNMENT CURVE DATA, SEE DWG. ALN-02.

DRAWING TITLE:	PROJECT NO.:	DRAWING NO.:
ALIGNMENT GEOMETRY		
AND CURVE DATA PLAN - 1	0053-0189	SHEET NO.:
AND CORVE DATA FLAN - T		03.024

RTE 17 NB CURVE DATA

	17N-1	(1	7N-2		′N-3
	STA 994+95.19		STA 1020+68.44		STA 1035+50.79
PC	N 814917.44	PC	N 817462.75	PC	N 818836.63
	E 1040990.14		E 1040614.97		E 1041055.58
	STA 997+34.77		STA 1025+81.85		STA 1036+82.95
PI	N 815156.36	PI	N 817970.10	PI	N 818949.33
	E 1040972.44		E 1040536.34		E 1041124.60
	STA 999+74.10		STA 1030+54.00		STA 1038+14.20
PT	N 815393.12	PT	N 818411.02	PT	N 819045.84
	E 1040935.75		E 1040799.35		E 1041214.89
\triangle	04° 34' 23.6''	\triangle	39° 37' 36.2''	\triangle	11° 36' 32.9"
Т	239.58'	Т	513.407'	Т	132.154'
L	478.91'	L	985.554'	L	263.403'
R	6000.000'	R	1425.000'	R	1300.000'



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17N-4		
	STA 1040+40.09	
PC	N 819210.79	
	E 1041369.21	
	STA 1041+90.96	
PI	N 819320.97	
	E 1041472.28	
PCC	STA 1043+40.09	
	N 819454.16	
	E 1041543.14	
\bigtriangleup	15° 04' 40.2''	
Т	150.872'	
L	300.000'	
R	1140.000'	

(17N-5)		
	STA 1043+40.09	
PCC	N 819454.16	
	E 1041543.14	
	STA 1044+92.67	
PI	N 819588.87	
	E 1041614.81	
	STA 1046+42.56	
PT	N 819739.41	
	E 1041639.68	
\triangle	18° 38' 06.1"	
Т	152.585'	
L	302.476'	
R	930.000'	

(17	S-1)
	STA 2020+47.18
PC	N 817466.41
	E 1040569.88
	STA 2025+69.8
PI	N 817982.87
	E 1040489.83
	STA 2030+49.80
PT	N 818430.45
	E 1040759.67
\bigtriangleup	39° 53' 43.3''
Т	522.628'
L	1002.680'
R	1440.000'

RTE 17 SB CURVE DATA

(17	5-2	
	STA 2036+73.88	
PC	N 818964.67	
	E 1041082.16	
	STA 2038+86.35	
PI	N 819146.67	
	E 1041191.79	
	STA 2040+98.04	
PT	N 819342.85	
	E 1041273.37	
\bigtriangleup	08° 28' 57.1"	
Т	212.467'	
L	424.158'	
R	2865.000'	

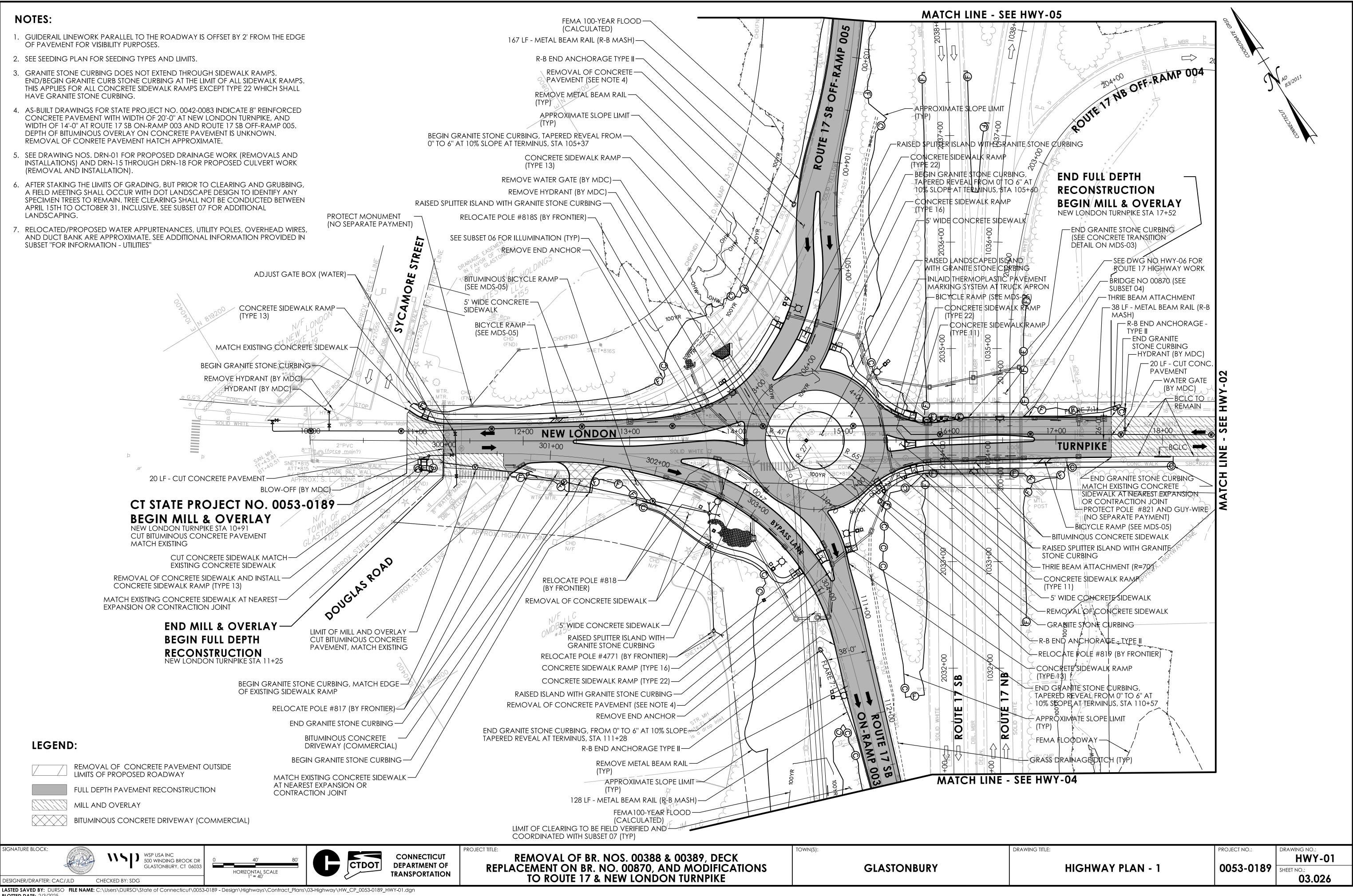
(17S-3)	
	STA 2048+91.48
PC	N 820075.47
	E 1041578.03
	STA 2052+80.59
PI	N 820434.75
	E 1041727.44
	STA 2056+50.00
PT	N 820819.16
	E 1041667.15
\triangle	31° 29' 34.6"
Т	389.109'
L	758.525'
R	1380.000'

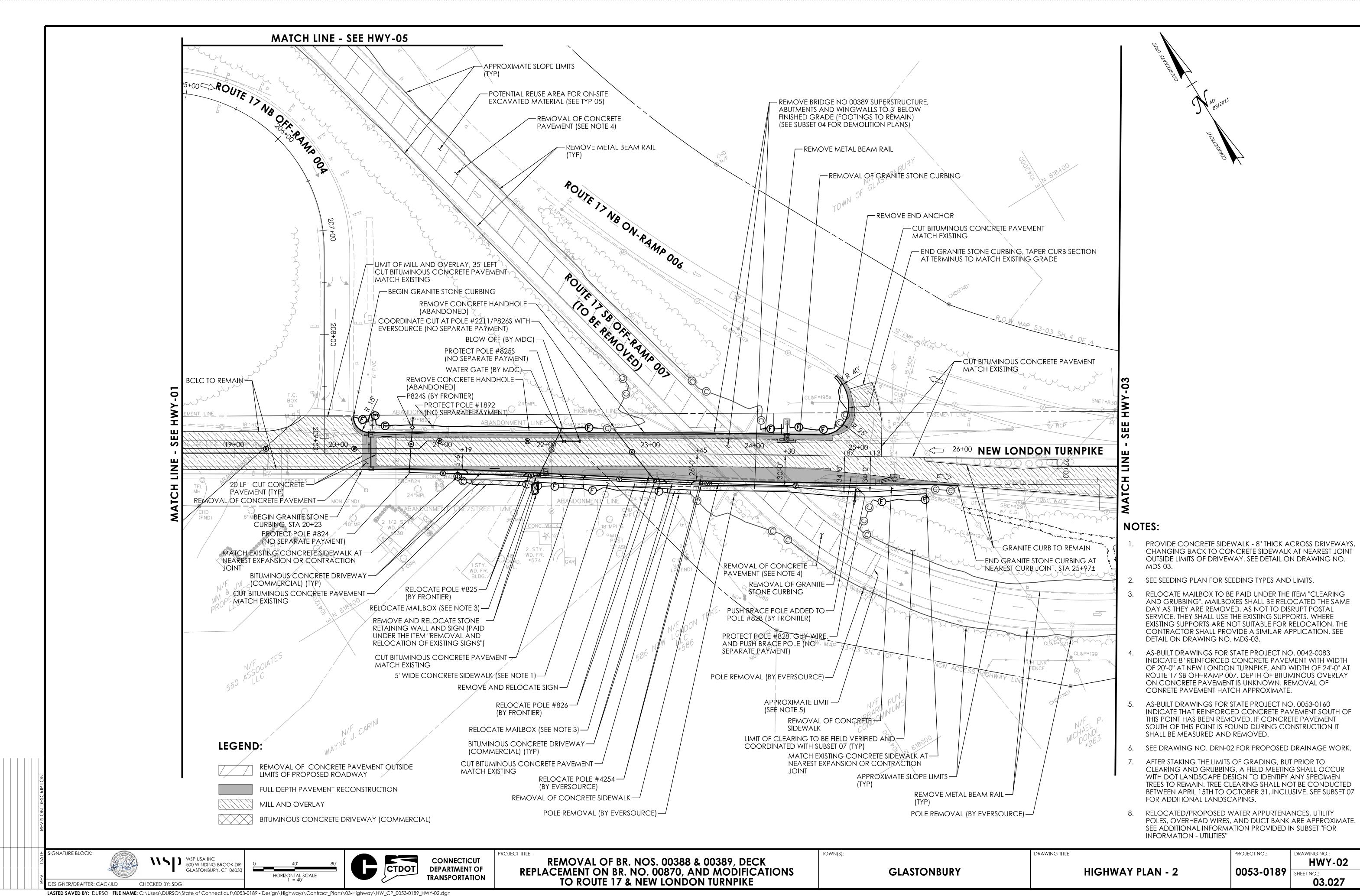


CONNECTICUT

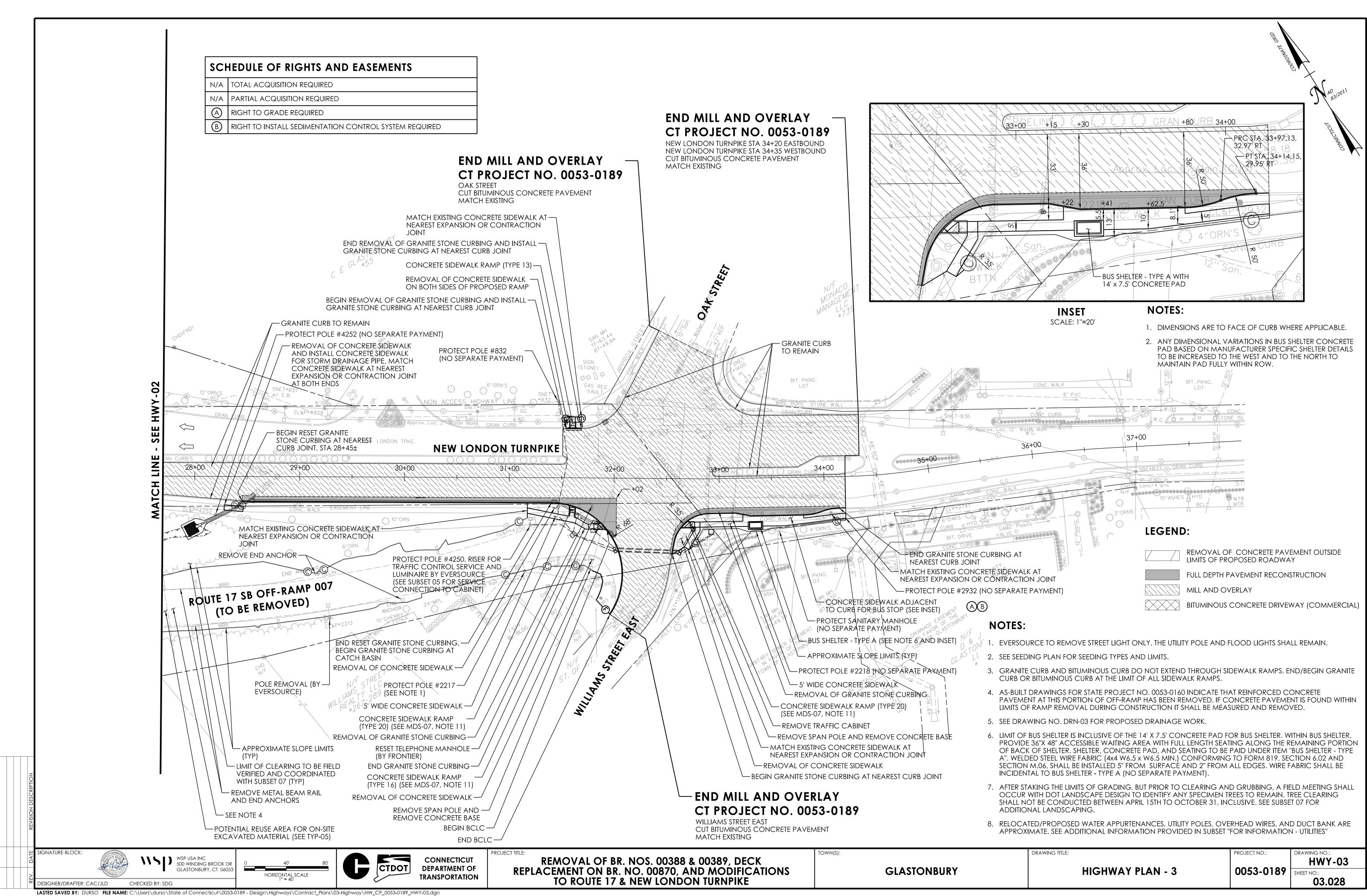
(W-1)			
	STA 303+58.03		
PC	N 817624.75		
	E 1040649.47		
	STA 306+07.18		
PI	N 817869.09		
	E 1040600.74		
	STA 308+45.79		
PT	N 818106.67		
	E 1040675.80		
\bigtriangleup	28° 48' 39.8"		
Т	249.153'		
L	487.762'		
R	970.000'		

- OF PAVEMENT FOR VISIBILITY PURPOSES.
- END/BEGIN GRANITE CURB STONE CURBING AT THE LIMIT OF ALL SIDEWALK RAMPS. THIS APPLIES FOR ALL CONCRETE SIDEWALK RAMPS EXCEPT TYPE 22 WHICH SHALL HAVE GRANITE STONE CURBING.
- AS-BUILT DRAWINGS FOR STATE PROJECT NO. 0042-0083 INDICATE 8" REINFORCED CONCRETE PAVEMENT WITH WIDTH OF 20'-0" AT NEW LONDON TURNPIKE, AND WIDTH OF 14'-0" AT ROUTE 17 SB ON-RAMP 003 AND ROUTE 17 SB OFF-RAMP 005. DEPTH OF BITUMINOUS OVERLAY ON CONCRETE PAVEMENT IS UNKNOWN. REMOVAL OF CONRETE PAVEMENT HATCH APPROXIMATE.
- (REMOVAL AND INSTALLATION).
- AFTER STAKING THE LIMITS OF GRADING, BUT PRIOR TO CLEARING AND GRUBBING, A FIELD MEETING SHALL OCCUR WITH DOT LANDSCAPE DESIGN TO IDENTIFY ANY APRIL 15TH TO OCTOBER 31, INCLUSIVE, SEE SUBSET 07 FOR ADDITIONAL LANDSCAPING.
- RELOCATED/PROPOSED WATER APPURTENANCES, UTILITY POLES, OVERHEAD WIRES AND DUCT BANK ARE APPROXIMATE. SEE ADDITIONAL INFORMATION PROVIDED IN SUBSET "FOR INFORMATION - UTILITIES"

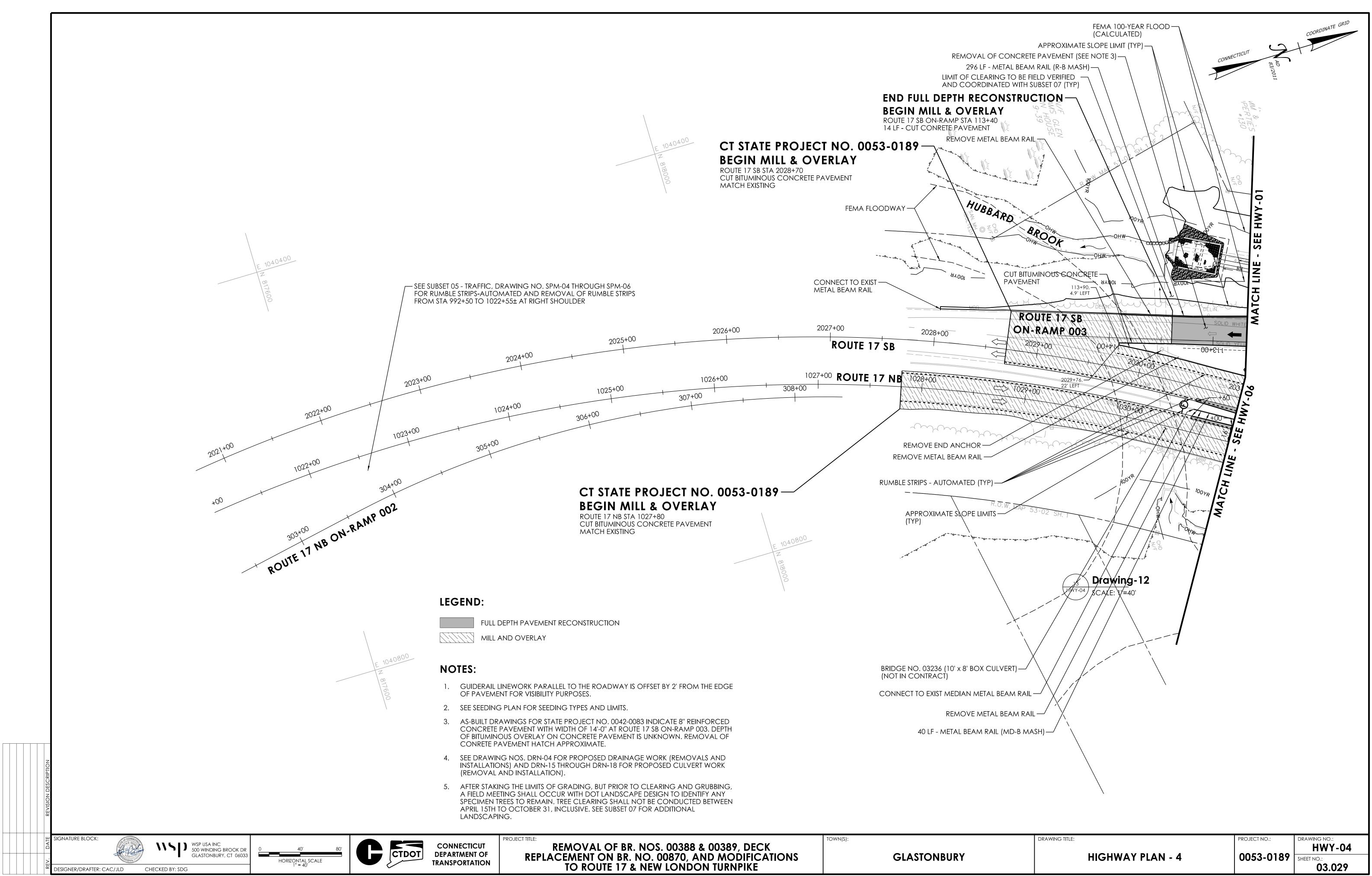




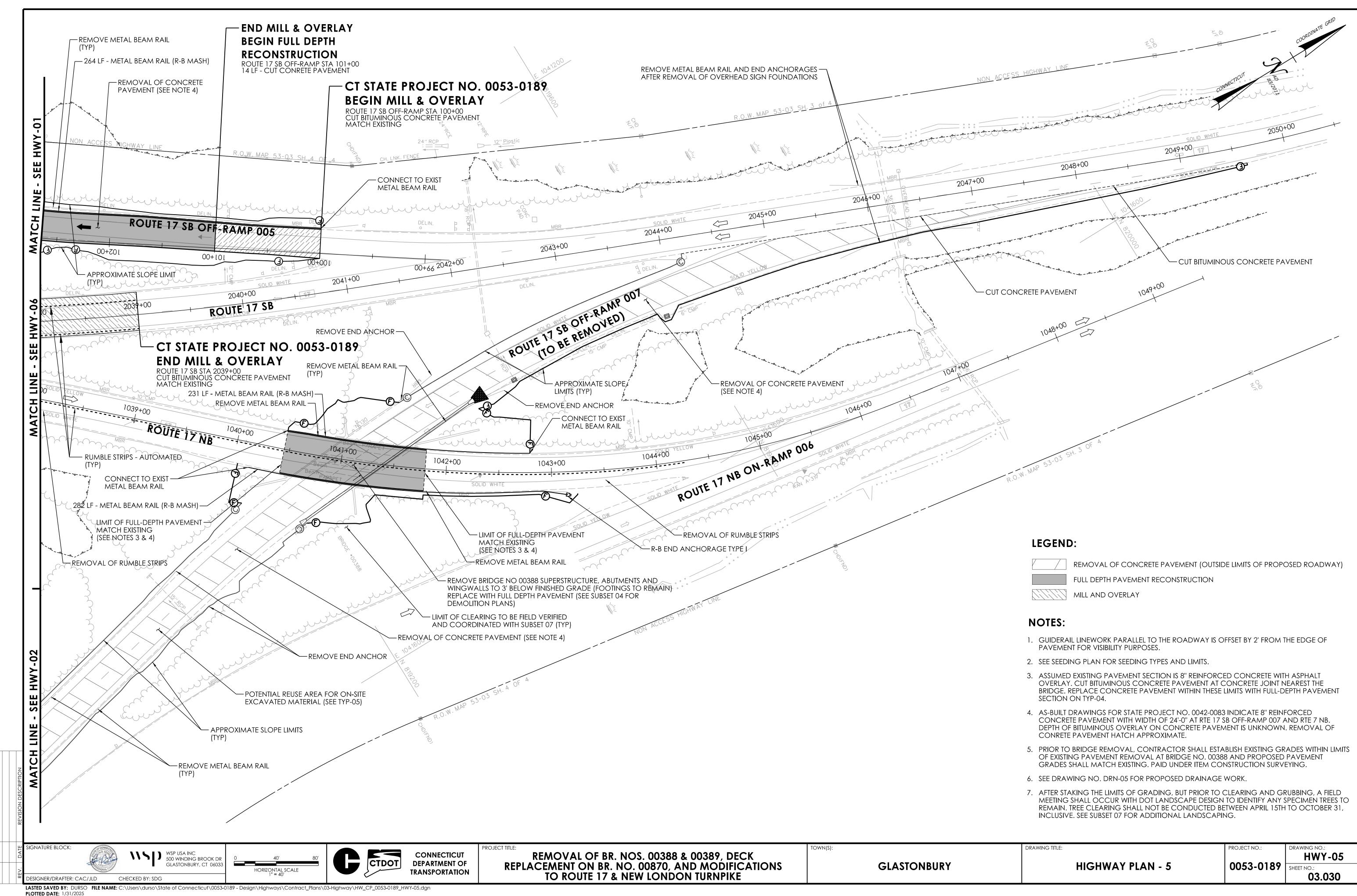
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HIGHWAY PLAN - 2	0053-0189	SHEET NO.: 03.027



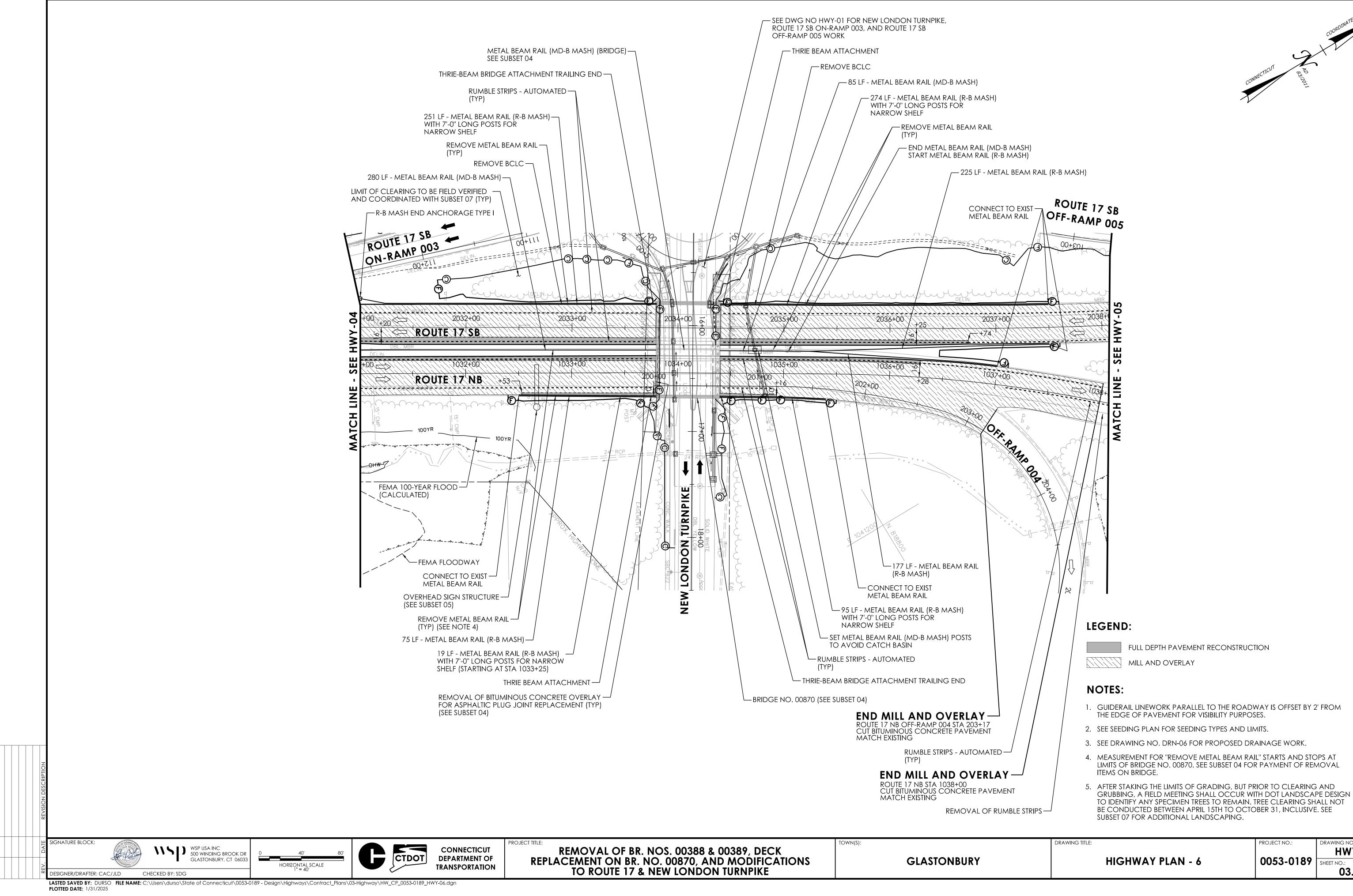
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		HWY-03
HIGHWAY PLAN - 3	0053-0189	SHEET NO.:
		03.028



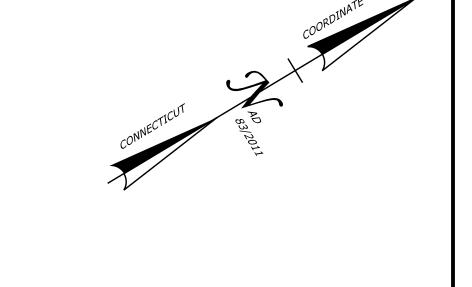
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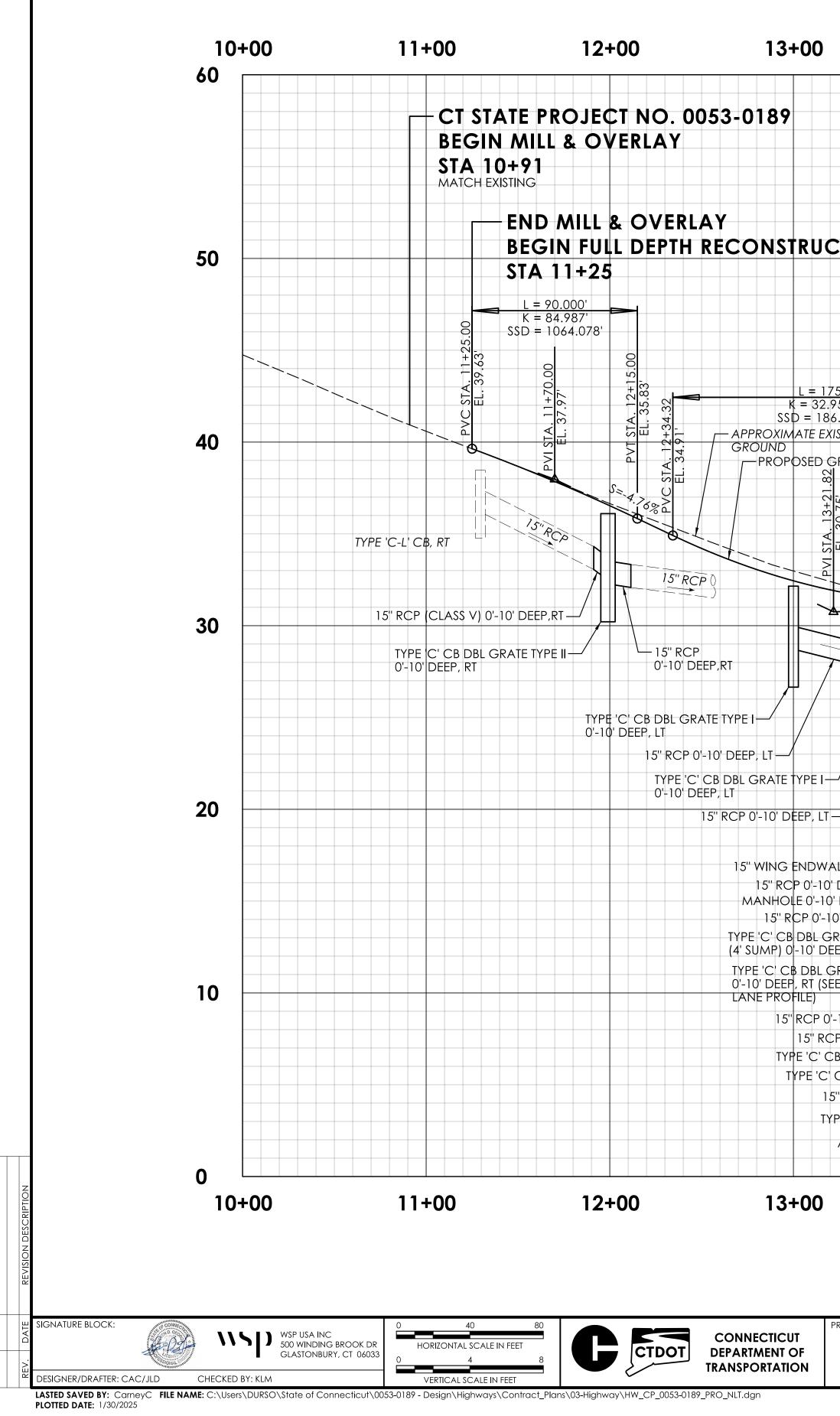


DRAWING TITLE:	PROJECT NO.:	DRAWING NO.: HWY-05
HIGHWAY PLAN - 5	0053-0189	SHEET NO.: 03.030



DRAWING TITLE:	PROJECT NO.:	DRAWING NO.:
		HWY-06
HIGHWAY PLAN - 6	0053-0189	SHEET NO.:
		03.031





C' CB 0'-10' DEEP, RT - 15'' RCP 0'-10' DEEP,R 1YPE 'C' CB 0'-10' DEE		ABANDON PIPE	(15" RCP) IAGE STRUCTURE (TYPE 'C-L' CB, RT) I3 PROFILE)		
SEE BYPASS 0'-10' DEEP, LT CP 0'-10' DEEP CB 0'-10' DEEP, LT			–15" RCP 0'-10' DEEP, RT (SEE ON-RA/ -15" RCP 0'-10' DEEP, LT MANHOLE (6' DIA.) 0'-10' DEEP, LT " RCP 0'-10' DEEP, LT (SEE OFF-RAMP (AINAGE STRUCTURE (MH, RT)		
0' DEEP, LT — / / / / / / / / / / / / / / / / / /			TYPE 'C' CB DBL GRAT TYPE 'C' CB DBL GRAT TYPE 'C' CB DBL GRAT TYPE 'C' CB 0'-10' DEEP, LT TYPE 'C' CB 0'-10' DEEP, LT TYPE 'C' CB 0'-10' DEEP, LT TYPE 'C' CB 0'-10' DEEP, LT		
T			15" TYPE 'C' 15" RCP 0'-10' [
				TYPE 'C' CB, LT TYPE 'C' CB, LT 15" RCP 0'-10' DEEP, I TYPE 'C' CB 0'-10' DEEP, TYPE 'C' CB 0'-10' DEEP, RT	TYPE 'C' C 0'-10' DEEI
		TRUCK APRON GRADE		MH, RT MH, RT MH, RT 24" RCP, R	—15" RCP 0'-10' [—24" RCP 0'-10' —24" RCP 0'-10' T 24" RCP, LT
	=+0.55% S=+1.50 EL. S=+ S=+		D D D D D D D D D D D D D D D D D D D	+2.60% 15''' RCP LT	- RESET CB WITH TYPE 'C' CB TOF
CRADE	. 13+91.05 31.18 A. 14+09.32 . 31.23' . 31.23' 31.51' 31.51'	PVI STA. 14+47.32 *EL. 31.81 *EL. 31.81 *EL. 31.81 *EL. 31.21 *EL. 31.21 *EL. 31.21 *EL. 31.21 *EL. 31.21 *EL. 31.21 *EL. 31.21 *EL. 31.32 FL. 30.91	$\begin{array}{c c} L = 80.000' \\ \hline K = 25.806' \\ SSD = 240.009' \\ 00.52 \\ \hline 500 $	A. 17+00.00 A. 17+00.00 A. 17+00.00 A. 17+00.00 F. 33.09 A. 17 F. 33.09 F. 33.09 F. 33.09 F. 33.09 F. 17 F.	
175'		TRUCK APRON LANDSCAPED CENTRAL ISLAND	BRIDGE NO. 00870	+52.00 56	EXISTIN
CTION		ROUNDABOUT LIMITS			

15+00

14+00

16+00

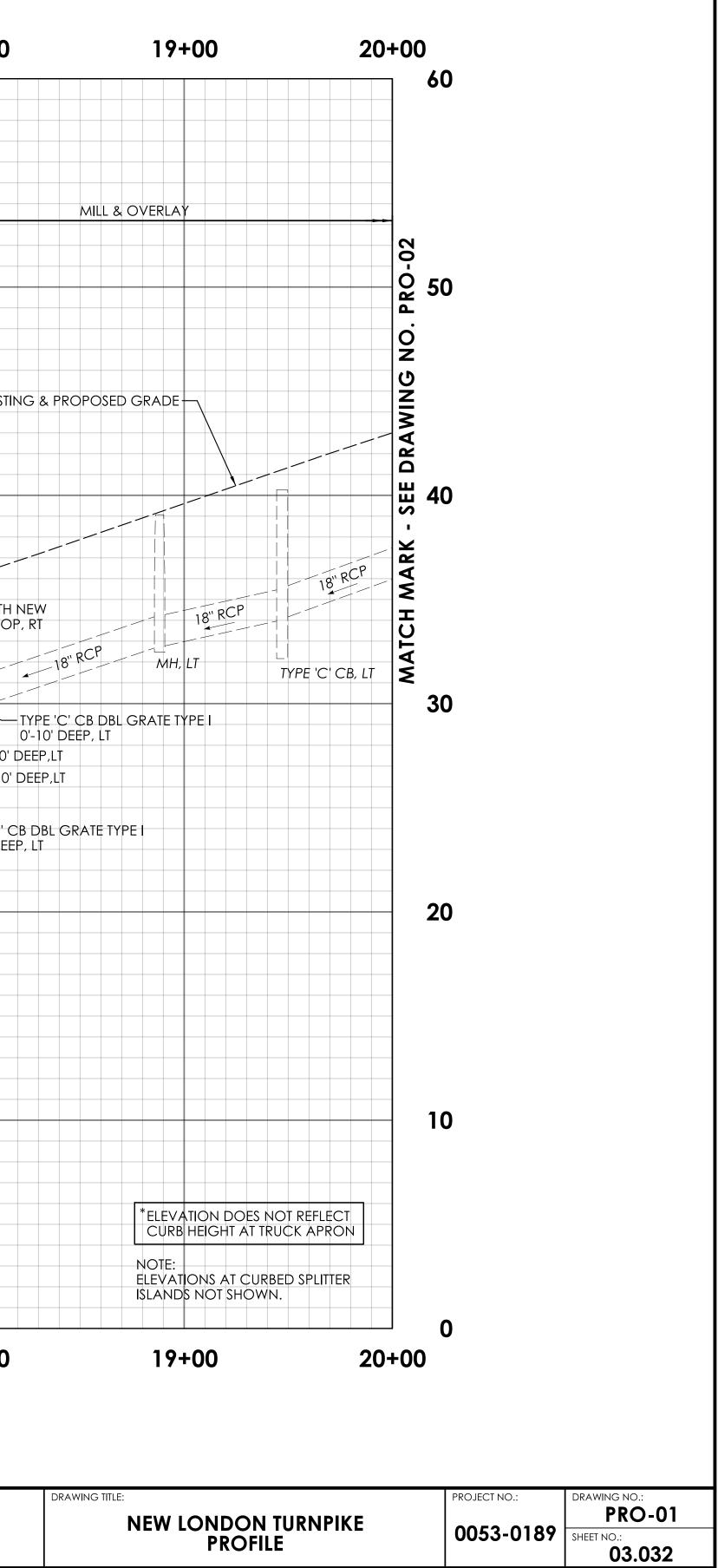
STA 17+52

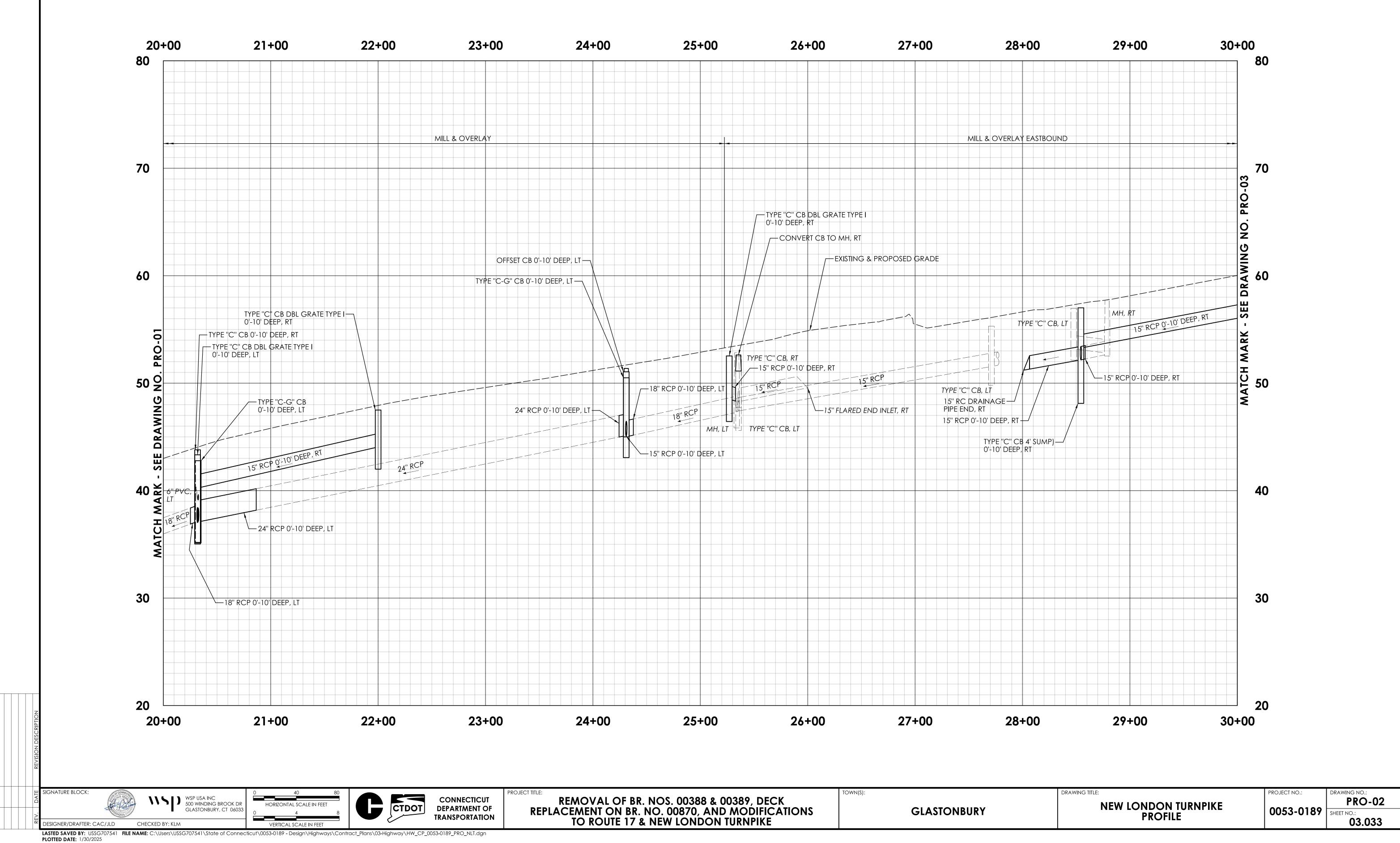
17+00

END FULL DEPTH RECONSTRUCTION -

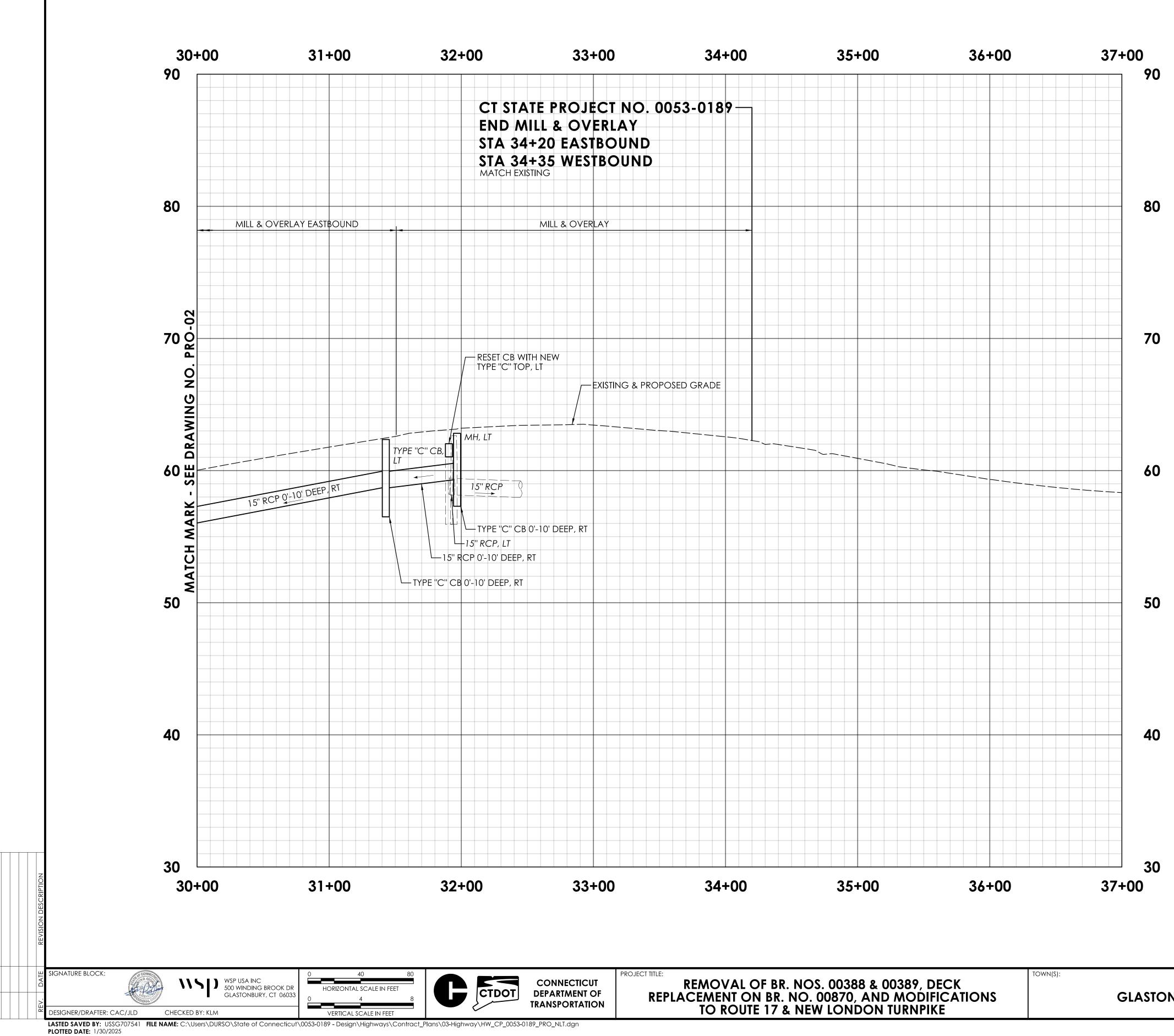
BEGIN MILL AND OVERLAY

18+00



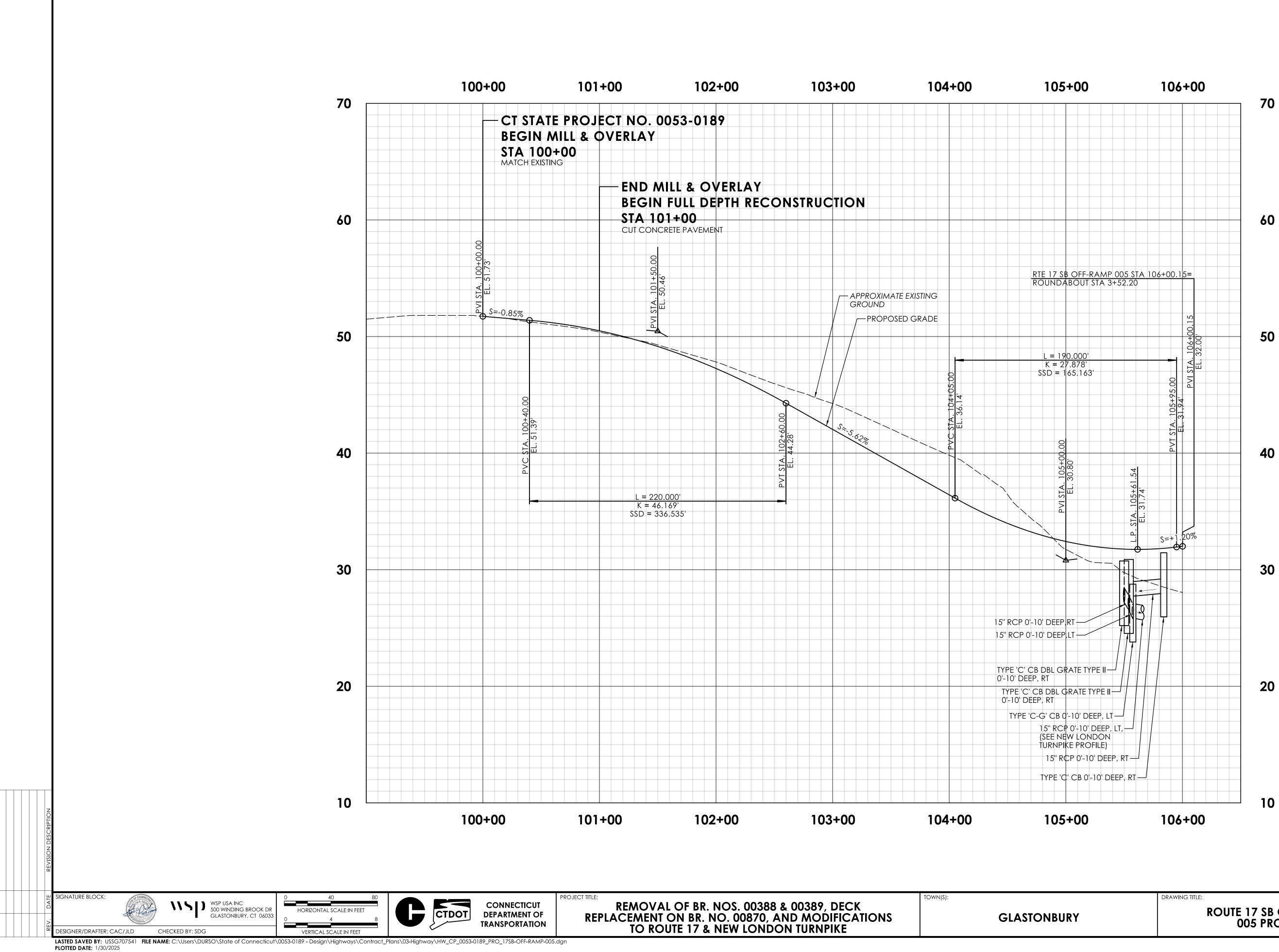


REMOVAL OF BR. NOS. 00388 & 00389, DECK	
REPLACEMENT ON BR. NO. 00870, AND MODIFICATIONS	GLASTONBURY
TO ROUTE 17 & NEW LONDON TURNPIKE	



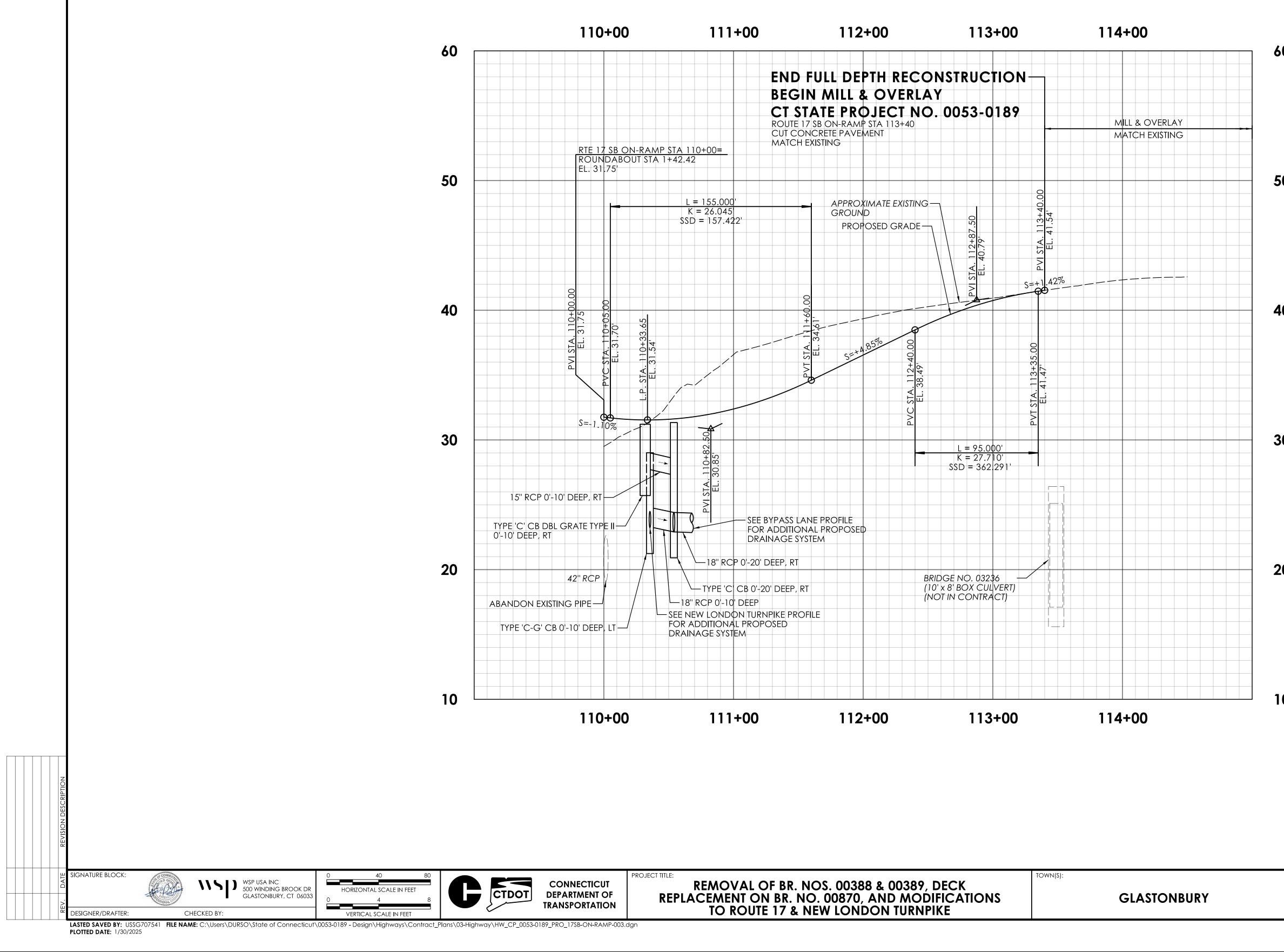
GLASTONBURY

PROFILE	0053-0189	SHEET NO.: 03.034
NEW LONDON TURNPIKE		PRO-03
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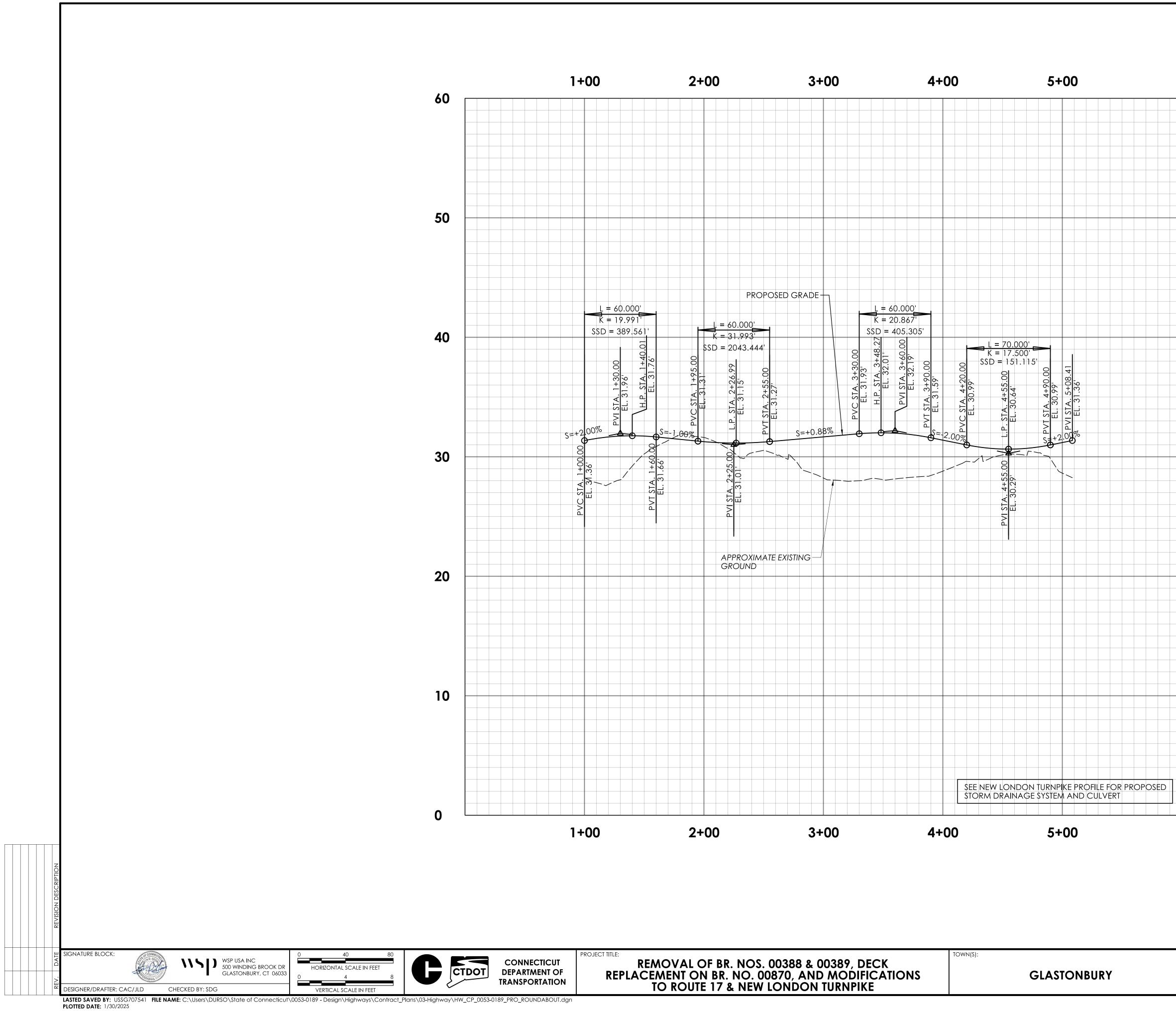


106+00		
DRAWING TITLE:	PROJECT NO.:	DRAWING NO.:
DRAWING TITLE: ROUTE 17 SB OFF RAMP	PROJECT NO.: 0053-0189	DRAWING NO.: PRO-04

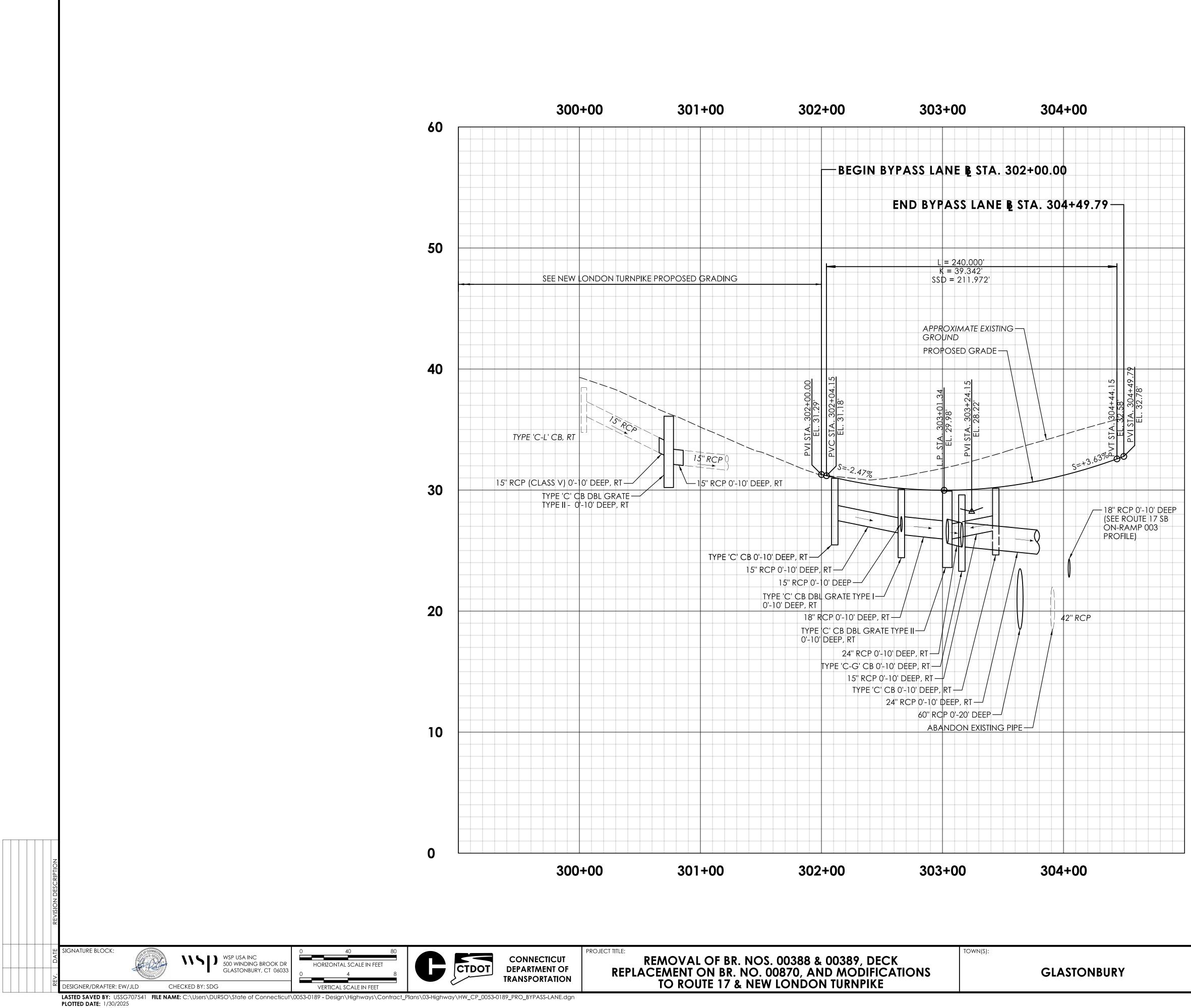




0				
50				
10				
30				
20				
0				
	DRAWING TITLE:	ROUTE 17 SB ON-RAMP 003 PROFILE	PROJECT NO.: 0053-0189	DRAWING NO.: PRO-05 SHEET NO.: 03.036

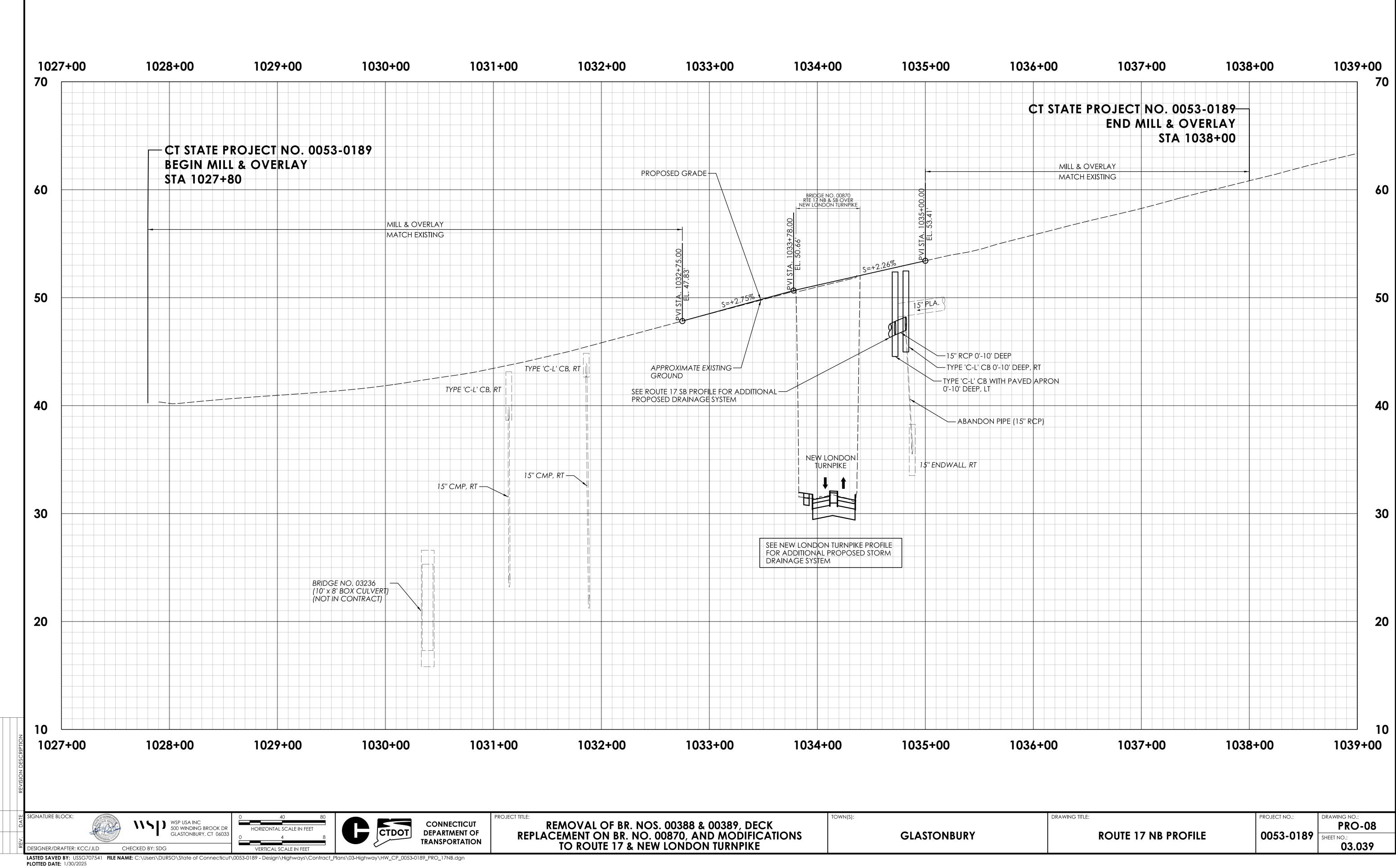


60			
50			
40			
30			
20			
10			
0			
DRAWING TITLE:		PROJECT NO.:	DRAWING NO.: PRO-06
	ROUNDABOUT PROFILE	0053-0189	SHEET NO.: 03.037

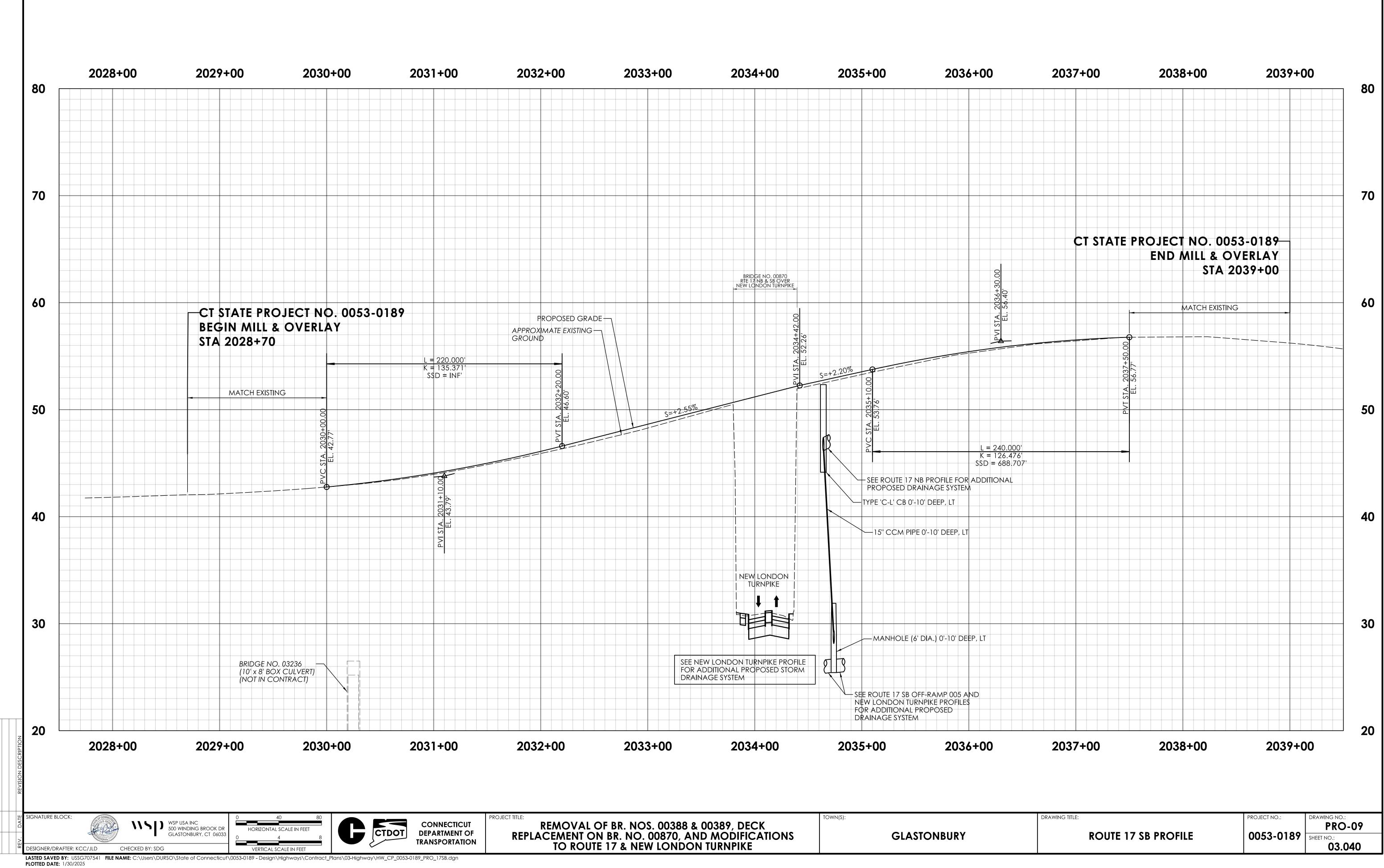


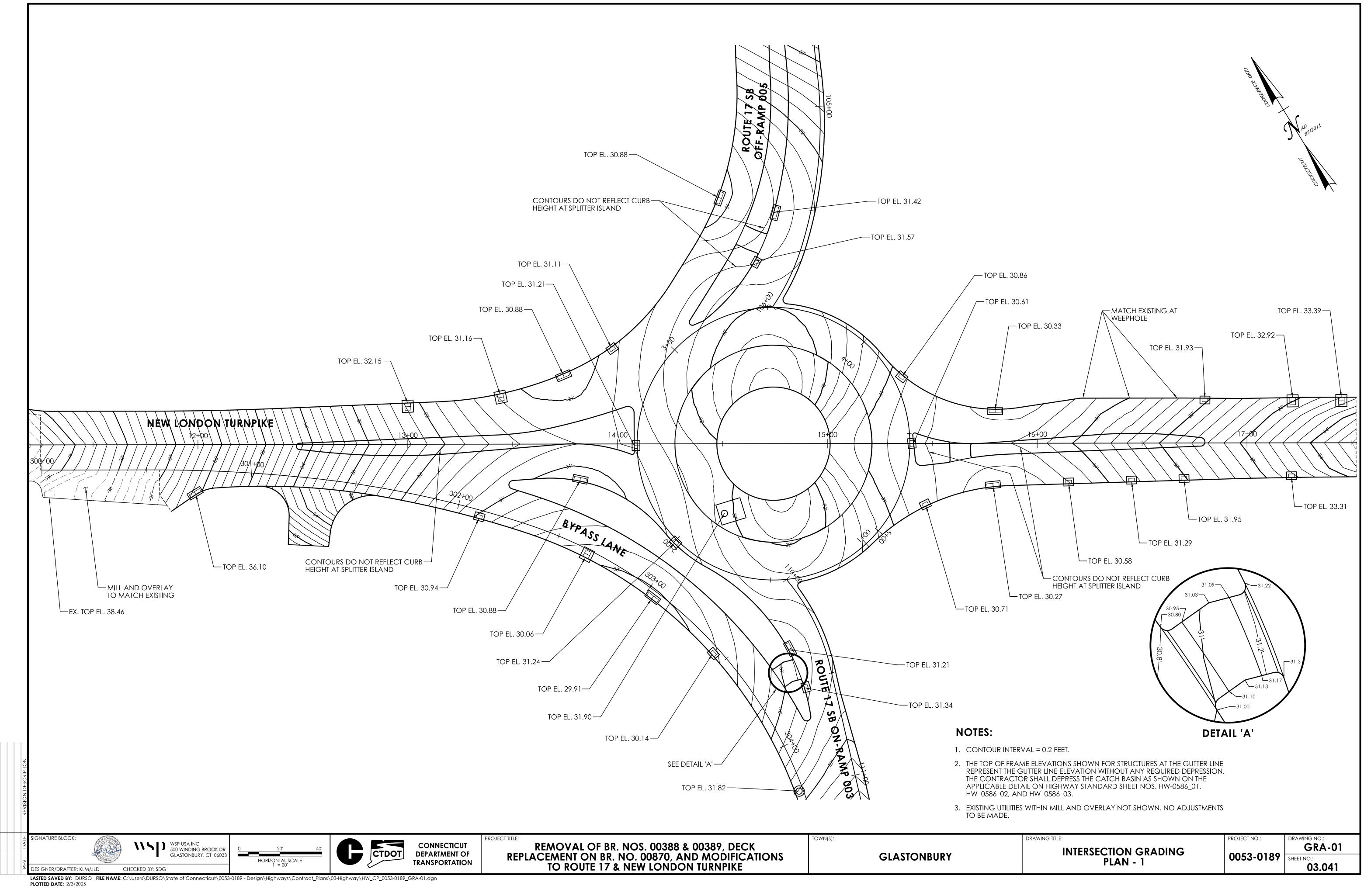
JJECT IIILE.	
	REMOVAL OF BR. NOS. 00388 & 00389, DECK
	•
KEP	LACEMENT ON BR. NO. 00870, AND MODIFICATIONS
	TO ROUTE 17 & NEW LONDON TURNPIKE

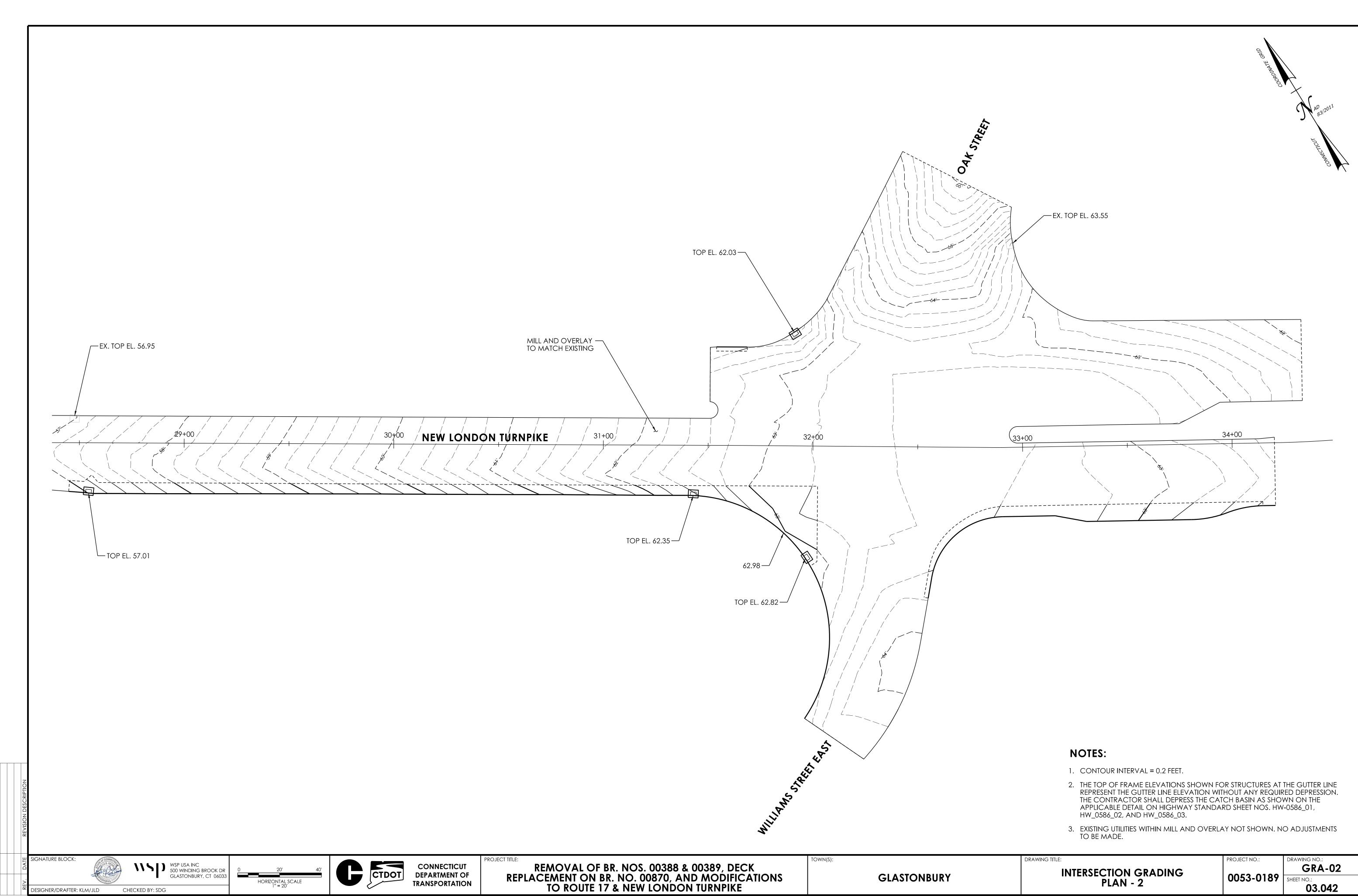
20		
30 20		
40		
50		
60		



PROJECT IIILE.	10 (0).
REMOVAL OF BR. NOS. 00388 & 00389, DECK	
REPLACEMENT ON BR. NO. 00870, AND MODIFICATIONS	
TO ROUTE 17 & NEW LONDON TURNPIKE	







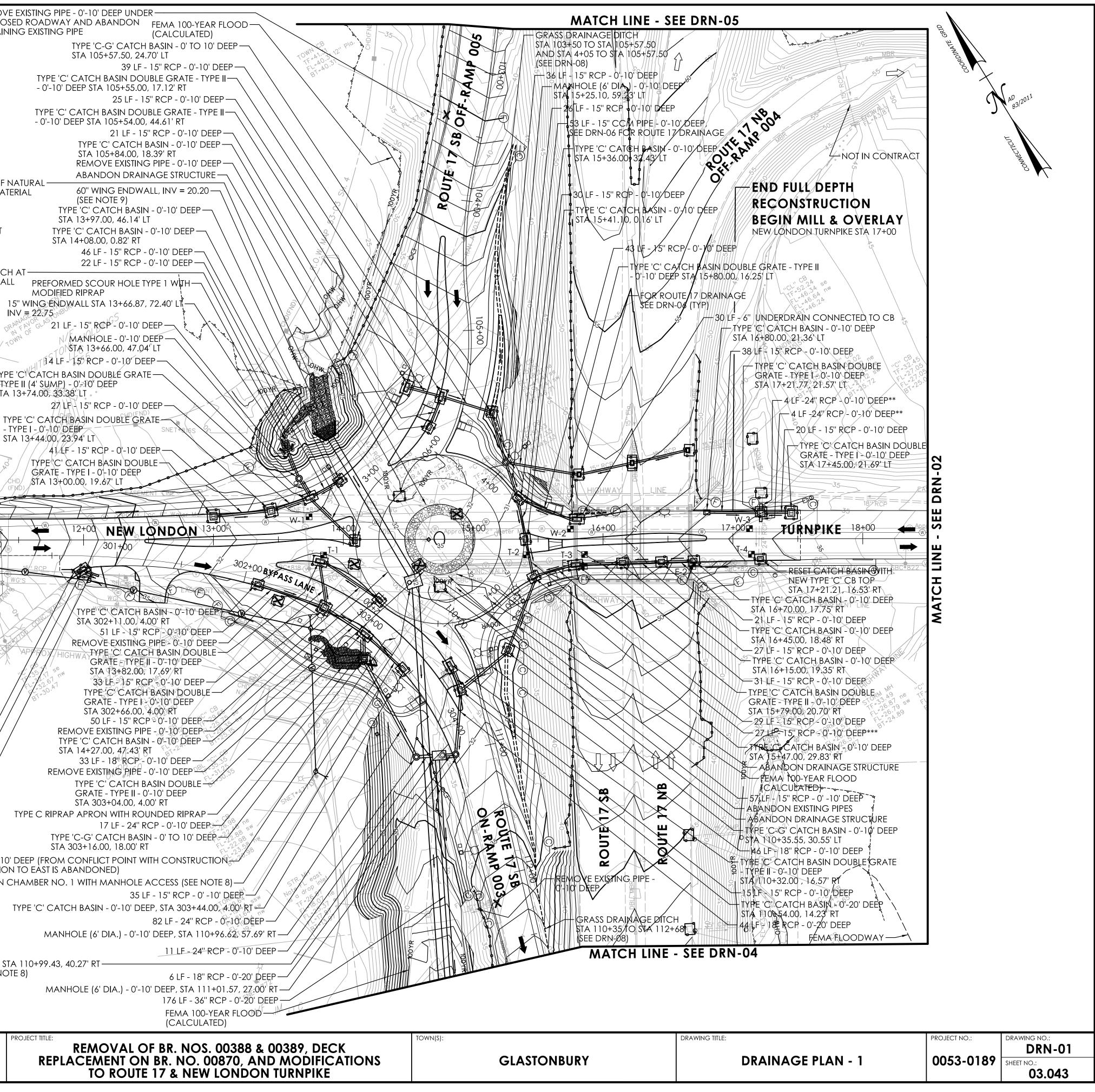
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DRAWING TITLE:	PROJECT NO.:	DRAWING NO.:
INTERSECTION GRADING		GRA-02
PLAN - 2	0053-0189	SHEET NO.:
r LAN - Z		03.042

DTES:	PROPC REMAI
CATCH BASINS WITHIN PROJECT LIMITS OR IMMEDIATELY DOWN GRADIENT OF PROJECT	
GUTTER LINE ELEVATION WITHOUT ANY REQUIRED DEPRESSION. THE CONTRACTOR SHALL DEPRESS THE CATCH BASIN AS SHOWN ON THE APPLICABLE DETAIL ON HIGHWAY STANDARD	
A DOUBLE ROW OF SEDIMENT CONTROL BARRIER SHALL BE UTILIZED BETWEEN ANY DISTURBED AREA AND DOWNGRADIENT WETLAND OR WATERCOURSE WITHIN 50 FEET, UNLESS THERE WOULD BE AN ADVERSE IMPACT TO ADJACENT WETLANDS/WATERCOURSES DUE TO INSTALLATION OF A DOUBLE ROW (I.E. WOULD RESULT IN LARGER WETLAND/WATERCOURSE	PLACEMENT OF STREAMBED MA
ADDITIONAL EROSION CONTROL BARRIERS (DOUBLE ROW OF SCS) MAY ALSO BE REQUIRED WITHIN THE PROJECT AREA. FACTORS TO BE REVIEWED BY THE ENGINEER INCLUDE BUT ARE NOT LIMITED TO: THE CONTRIBUTING DISTURBED AREA, DRAINAGE AREA, SLOPE, LENGTH OF SLOPE, AND FLOW CONDITIONS TO MAINTAIN SHEET FLOW. IF DETERMINED NECESSARY, THE ENGINEER WILL DIRECT THE CONTRACTOR TO INSTALL AND MAINTAIN ADDITIONAL ROWS OF	GRASS DRAINAGE DITO
	(SEE DRN-08)
see drawing nos. drn-15 through drn-18 for culvert information. See drawing	
THE CONTRACTOR SHALL VERIFY INVERT AND TOP OF FRAME ELEVATIONS IN THE FIELD. THIS	STRET LI
ALL EXISTING DRAINAGE THAT IS NOT PART OF THE PROPOSED SYSTEMS SHALL BE REMOVED,	
BASED ON FIELD CONDITIONS. ALL EXISTING PIPES TO BE ABANDONED SHALL UTILIZE ITEM NO.	TT TT TT TT TT TT TT TT TT TT TT TT TT
ARE PROPOSED TO REMAIN AND ARE NOT LABELED AS "NOT IN CONTRACT" SHALL BE CLEANED, UNLESS OTHERWISE NOTED. THIS WORK TO BE PAID FOR UNDER THE RESPECTIVE CONTRACT ITEMS "CLEAN EXISTING CATCH BASIN", "CLEAN EXISTING MANHOLE", OR "CLEAN	SY CLARP.
THE PROPERTY N/F OMDB LLC #450 ARE NOT IN CONTRACT. (STA 301+16±, 81'± RIGHT AND	WTR. MTR. MTR. ™® ₩¢
ALL COATED CORRUGATED METAL PIPE (C.C.M. PIPE), WHERE CALLED FOR	() 4" Gas Main
TYPE C CATCH BASINS LOCATED ON THE 4" REVEAL BEVELED CURB SPLITTER ISLANDS SHALL UTILIZE THE TYPE "C" CATCH BASIN TOPS FOR 4" CURBING. ALL OTHER TYPE "C" CATCH BASINS SHALL UTILIZE THE TOPS FOR 6" STONE CURBING. SEE HIGHWAY STANDARD	() 11+00 5 00 00 00 00 00 00 00 00 0
NOT IN CONTRACT	DOUGLAS ROP 36.00 BIT 34.1 DOUGLAS ROP 15 100 BIT 34.1 HILL
BEGIN MILL & OVERLAY NEW LONDON TURNPIKE STA 10+92	
END MILL & OVERLAY STA 11	CLASS V) - 0 - 10 DEEI
LEGEND:	REMOVE EXISTING PIPE - 0'-1 OF 60'' RCP TO WEST, PORTIC JUNCTION
► REMOVE DRAINAGE STRUCTURE - 0'-10' DEEP	
** WITH CONCRETE PIPE CONNECTION	
*** WILL REQUIRE TEMPORARY SUPPORT OF UTILITIES	
	JUNCTION CHAMBER NO. 2, 3 (SEE DRN-07, DRN-09, AND N
	STEITER DE CURRING ALL OTHER TYPE TO'C ACTOCH BASINS SHALL UTILZE THE TOPS FOR 4° STONE CURBING. SEE HIGHWAY STANDARD SHEET NOS. HW-586_07G AND HW-586_07C. NOT IN CONTRACT CT STATE PROJECT NO. 0053-0189 BEGIN MILL & OVERLAY NEW LONDON TURNPIKE STA 10+92 MATCH EXISTING END MILL & OVERLAY BEGIN FULL DEPTH RECONSTRUCTION NEW LONDON TURNPIKE STA 11+25 EIGEND: C REMOVE DRAINAGE STRUCTURE - 0'-10' DEEP * WITH CONCRETE PIPE CONNECTION

HORIZONTAL SCALE 1'' = 40'CHECKED BY: SDG DESIGNER/DRAFTER: KLM/JLD LASTED SAVED BY: Wozniak FILE NAME: C:\Users\DURSO\State of Connecticut\0053-0189 - Design\Highways\Contract_Plans\03-Highway\HW_CP_0053-0189_DRN-01.dgn **PLOTTED DATE:** 2/3/2025

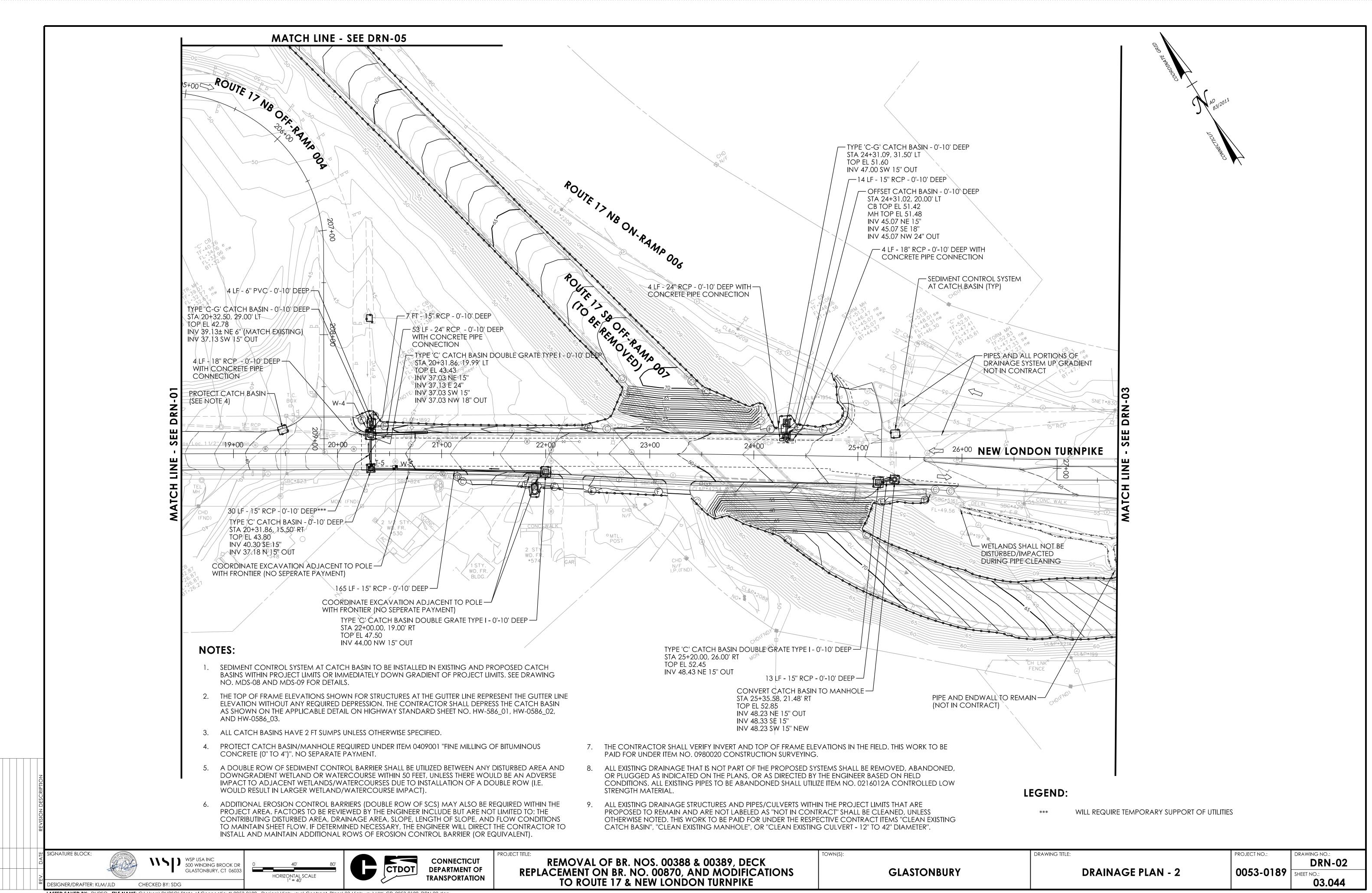
GLASTONBURY, CT 06033



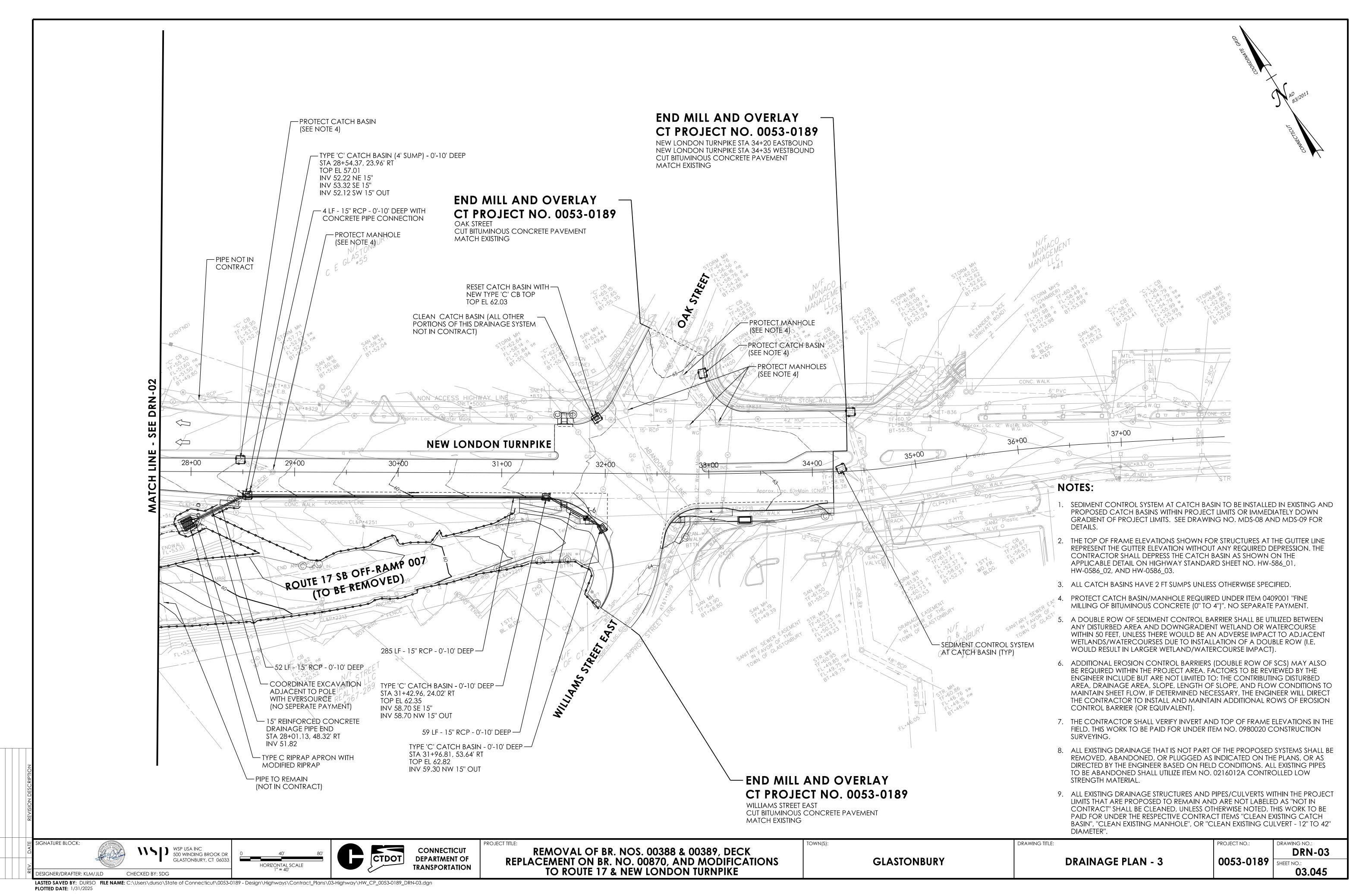
TRANSPORTATION

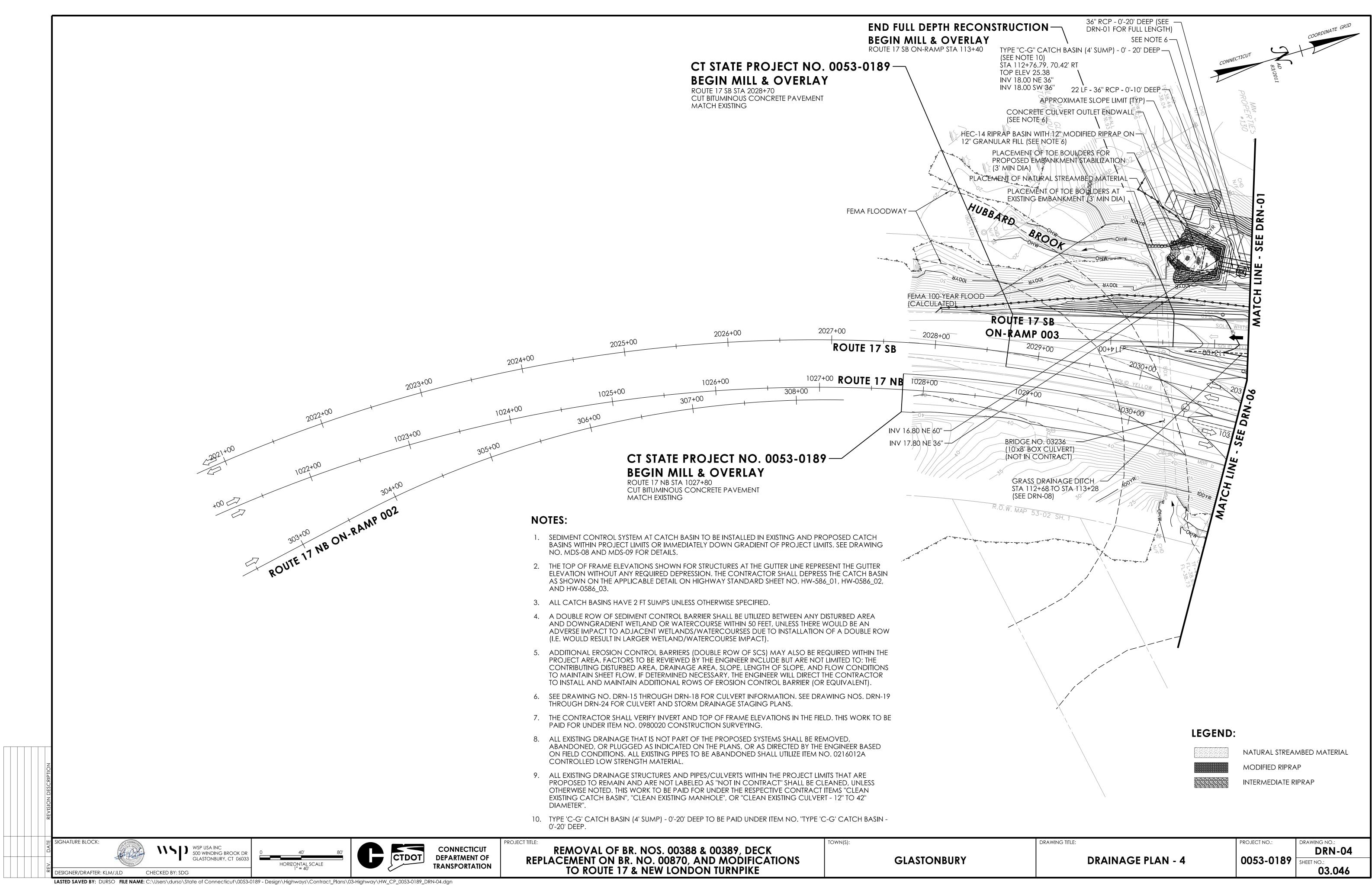
DEPARTMENT OF

CTDOT

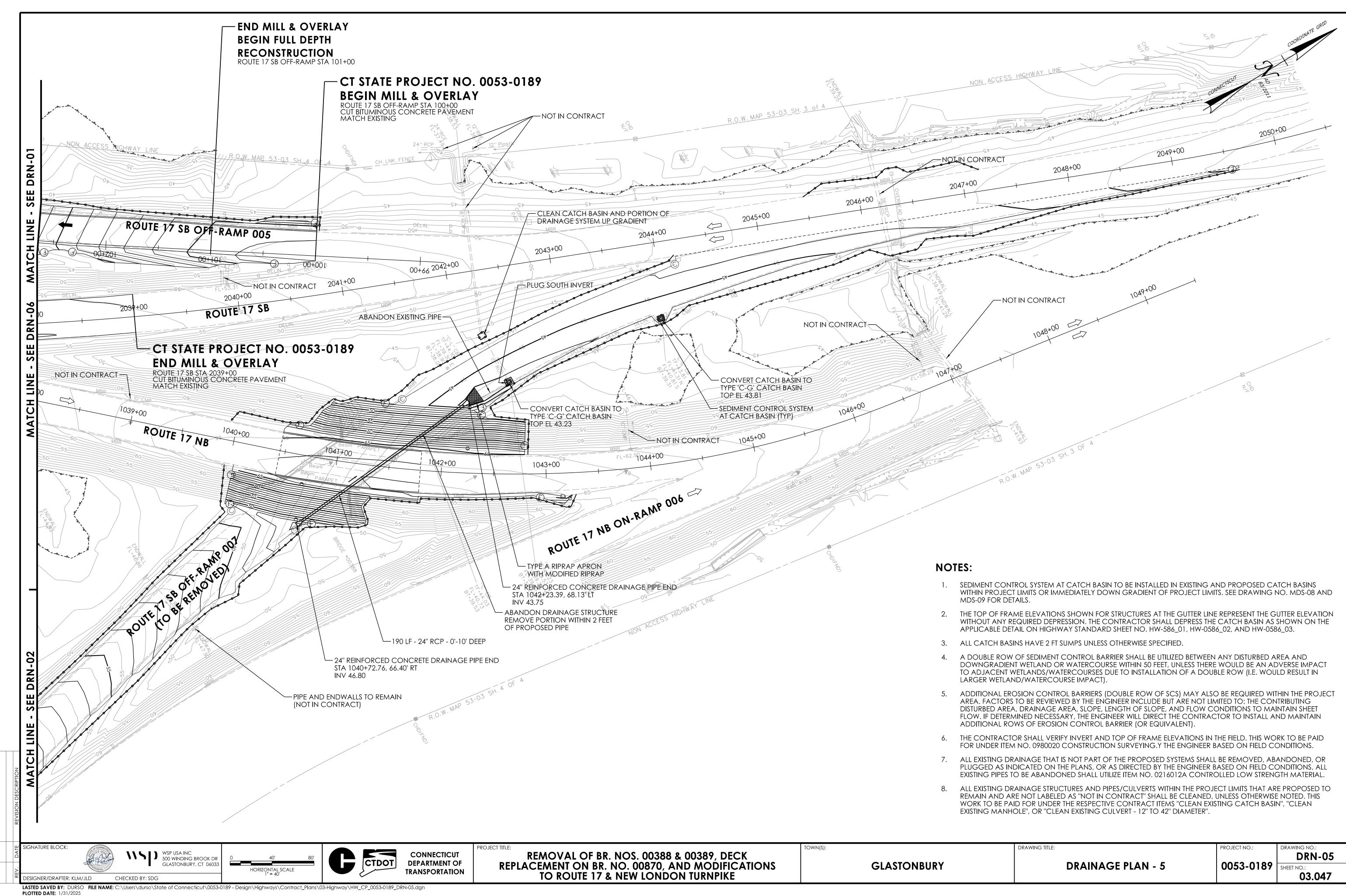


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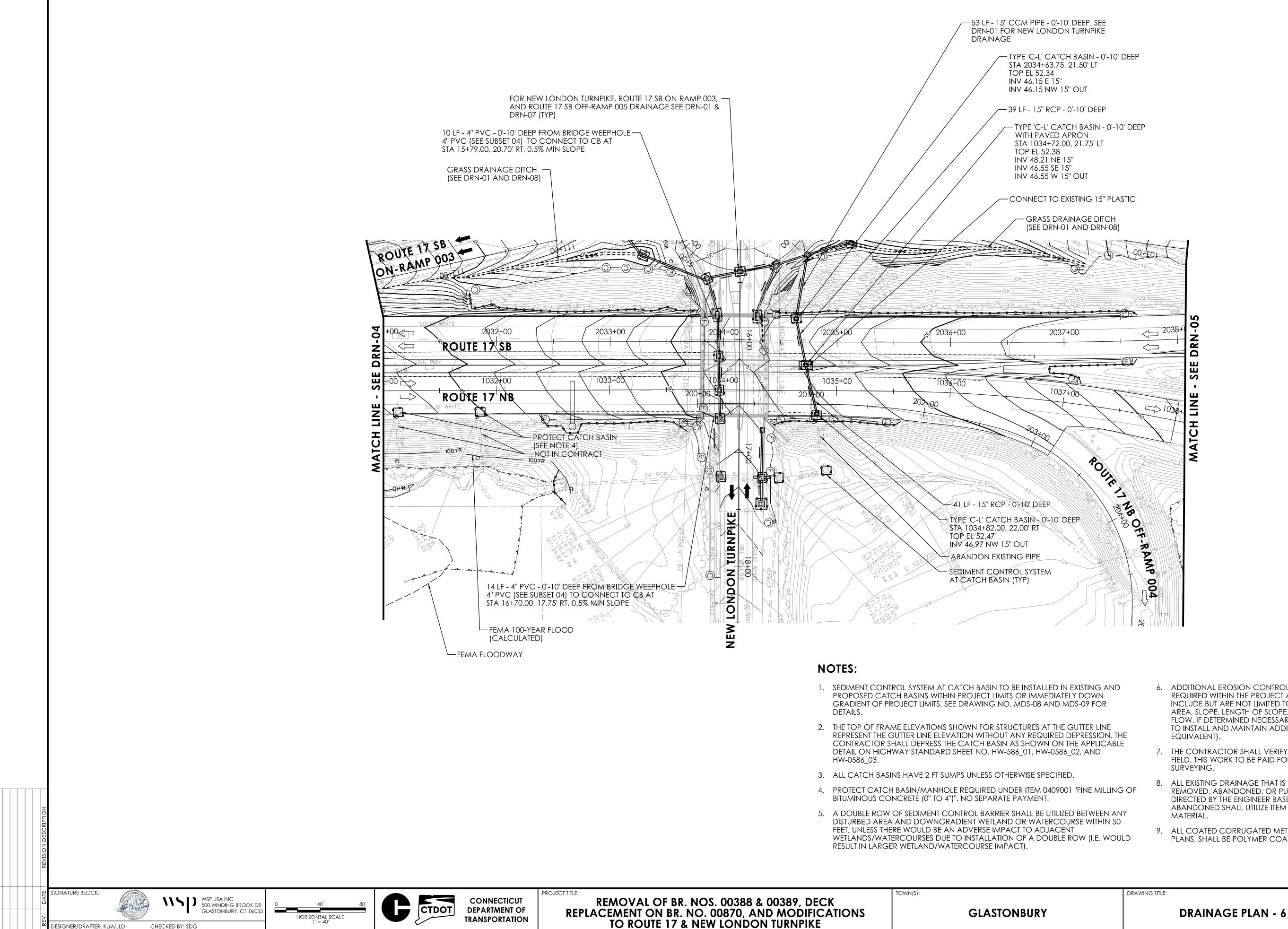


асц_гіань \u3-ніgnway \HW_CP_0053-0189_DRN-04.dgr



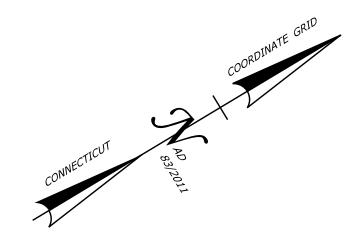
REMOVAL OF BR. NOS. 00388 & 00389, DECK
EPLACEMENT ON BR. NO. 00870, AND MODIFICATIONS
TO ROUTE 17 & NEW LONDON TURNPIKE

DRAWING TITLE:	PROJECT NO.:	DRAWING NO .:
	0050 0100	DRN-05
DRAINAGE PLAN - 5	0053-0189	SHEET NO.: 03.047



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TO ROUTE 17 & NEW LONDON TURNPIKE



			DRAINAGE PLAN - 6	0053-0189	SHEET NO.:	
	DRAWING	TITLE:		PROJECT NO.:	DRAWING NO.: DRN-06	
WOUL	D	9.	ALL COATED CORRUGATED METAL PIPE (C.C.M PLANS, SHALL BE POLYMER COATED TYPE.	. PIPE), WHERE CA	LLED FOR ON THE	
ILLING EN AN` IIN 50	-	8.	ALL EXISTING DRAINAGE THAT IS NOT PART OF T REMOVED, ABANDONED, OR PLUGGED AS IND DIRECTED BY THE ENGINEER BASED ON FIELD CO ABANDONED SHALL UTILIZE ITEM NO. 0216012A MATERIAL.	ICATED ON THE PL DNDITIONS. ALL EX	ANS, OR AS ISTING PIPES TO BE	
CIUEL		7.	THE CONTRACTOR SHALL VERIFY INVERT AND TO FIELD. THIS WORK TO BE PAID FOR UNDER ITEM N SURVEYING.			
AND R NE DN. THI CABLE	_	6.	ADDITIONAL EROSION CONTROL BARRIERS (DO REQUIRED WITHIN THE PROJECT AREA. FACTORS INCLUDE BUT ARE NOT LIMITED TO: THE CONTRIE AREA, SLOPE, LENGTH OF SLOPE, AND FLOW CO FLOW. IF DETERMINED NECESSARY, THE ENGINE TO INSTALL AND MAINTAIN ADDITIONAL ROWS EQUIVALENT).	S TO BE REVIEWED BUTING DISTURBED ONDITIONS TO MA ER WILL DIRECT THE	BY THE ENGINEER AREA, DRAINAGE INTAIN SHEET E CONTRACTOR	

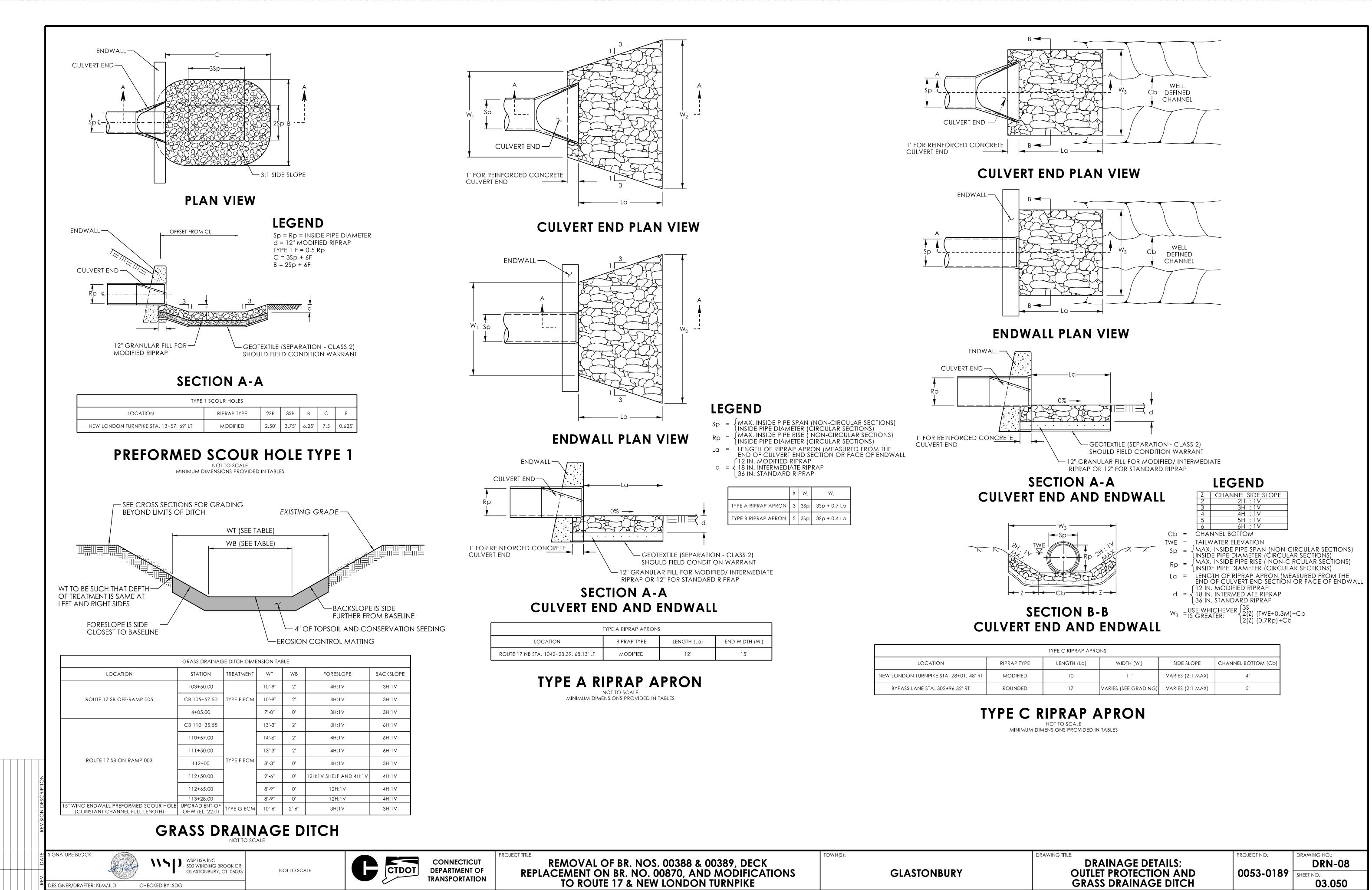
03.048

			DRAINAGE DATA TABLE FOR DRAINAGE PLAN	1 - 1		
	SHEET	LOCATION	ITEM	TOP ELEV	INV IN	INVERT OUT
	DRN-01	STA 11+99.00, 23.77' RT	TYPE 'C' CATCH BASIN DOUBLE GRATE - TYPE II - 0'-10' DEEP	36.10	32.77 NW 15" (CLASS V)	32.21 SE 15"
	DRN-01	STA 13+00.00, 19.67' LT	TYPE 'C' CATCH BASIN DOUBLE GRATE - TYPE I - 0'-10' DEEP	32.15	-	28.65 SE 15"
	DRN-01	STA 13+44.00, 23.94' LT	TYPE 'C' CATCH BASIN DOUBLE GRATE - TYPE I - 0'-10' DEEP	31.16	27.68 NW 15"	27.68 E 15"
	DRN-01	STA 13+66.00, 47.04' LT	MANHOLE - 0'-10' DEEP	31.31	26.91 \$ 15"	23.38 N 15"
		JIA IJ 00.00, 47.04 LI		10.10	26.91 3 15 27.32 W 15"	26.91 NE 15" (TEMP)
	DRN-01	STA 13+74.00, 33.38' LT	TYPE 'C' CATCH BASIN DOUBLE GRATE - TYPE II (4' SUMP) - 0'-10' DEEP	30.88	27.32 W 15 27.39 E 15" 27.27 S 15"	27.27 N 15"
	DRN-01	STA 13+82.00, 17.69' RT	TYPE 'C' CATCH BASIN DOUBLE GRATE - TYPE II - 0'-10' DEEP	30.88	27.32 SE 15"	27.32 SW 15"
	DRN-01	STA 13+97.00, 46.14' LT	TYPE 'C' CATCH BASIN - 0'-10' DEEP	31.11	-	27.61 W 15"
	DRN-01	STA 14+08.00, 0.82' RT	TYPE 'C' CATCH BASIN - 0'-10' DEEP	31.21	-	27.71 N 15"
	DRN-01	STA 14+27.00, 47.43' RT	TYPE 'C' CATCH BASIN - 0'-10' DEEP	31.24	-	27.74 NW 15"
	DRN-01	STA 15+25.10, 59.23' LT	MANHOLE (6' DIA.) - 0'-10' DEEP	31.90	25.43 N 15'' 28.14 SE 15''	25.43 S 15" 25.43 W 15" (TEMP)
	DRN-01	STA 15+36.00, 32.43' LT	TYPE 'C' CATCH BASIN - 0'-10' DEEP	30.86	25.17 N 15" 26.43 SE 15"	25.17 S 15"
	DRN-01	STA15+41.10, 0.16' LT	TYPE 'C' CATCH BASIN - 0'-10' DEEP	30.61	24.88 N 15"	23.70 S 15"
	DRN-01	STA 15+47.00, 29.83' RT	TYPE 'C' CATCH BASIN - 0'-10' DEEP	30.71	26.48 E 15" 23.56 N 15"	23.56 SW 15"
	DRN-01	STA 15+79.00, 20.70' RT	TYPE 'C' CATCH BASIN DOUBLE GRATE - TYPE II - 0'-10' DEEP	30.27	26.77 SE 15" 26.94 SW 4"	26.77 W 15"
	DRN-01	STA 15+80.00, 16.25' LT	TYPE 'C' CATCH BASIN DOUBLE GRATE - TYPE II - 0'-10' DEEP	30.33	28.50 NE 6"	26.78 NW 15"
	DRN-01	STA 16+15.00, 19.35' RT	TYPE 'C' CATCH BASIN - 0'-10' DEEP	30.58	27.10 SE 15"	27.10 NW 15"
	DRN-01	STA 16+45.00, 18.48' RT	TYPE 'C' CATCH BASIN - 0'-10' DEEP	31.29	27.79 SE 15"	27.79 NW 15"
	DRN-01	STA 16+70.00, 17.75' RT	TYPE 'C' CATCH BASIN - 0'-10' DEEP	31.95	28.62 SW 4"	28.45 NW 15"
	DRN-01	STA 16+80.00, 21.36' LT	TYPE 'C' CATCH BASIN - 0'-10' DEEP	31.93	-	28.38 SE 15"
	DRN-01	STA 17+21.21, 16.53' RT	RESET CATCH BASIN WITH NEW TYPE 'C' CB TOP	33.31	EXISTING TO REMAIN	EXISTING TO REMAIN
	DRN-01	STA 17+21.77, 21.57' LT	TYPE 'C' CATCH BASIN DOUBLE GRATE - TYPE I - 0'-10' DEEP	32.92	27.05 NE 24" 29.39 SE 15" 28.00 NW 15"	27.05 SW 24"
	DRN-01	STA 17+45.00, 21.69' LT	TYPE 'C' CATCH BASIN DOUBLE GRATE - TYPE I - 0'-10' DEEP	33.39	-	29.21 NW 15"
	DRN-01	STA 105+54.00, 44.61' RT	TYPE 'C' CATCH BASIN DOUBLE GRATE - TYPE II - 0'-10' DEEP	30.88	-	27.20 SE 15"
	DRN-01	STA 105+55.00, 17.12' RT	TYPE 'C' CATCH BASIN DOUBLE GRATE - TYPE II - 0'-10' DEEP	31.42	26.53 NW 15" 27.73 SW 15"	26.53 SE 15"
	DRN-01	STA 105+57.50, 24.70' LT	TYPE 'C-G' CATCH BASIN - 0'-10' DEEP	28.76	25.80 NW 15"	25.80 \$ 15"
	DRN-01	STA 105+84.00, 18.39' RT	TYPE 'C' CATCH BASIN - 0'-10' DEEP	31.57	-	27.95 NE 15"
	DRN-01	STA 110+32.00, 16.57' RT	TYPE 'C' CATCH BASIN DOUBLE GRATE - TYPE II - 0'-10' DEEP	31.21	-	27.71 S 15"
	DRN-01	STA 110+35.55, 30.55' LT	TYPE 'C-G' CATCH BASIN - 0'-10' DEEP	29.01	23.24 NE 15"	23.24 W 18"
	DRN-01	STA 110+54.00, 14.23' RT	TYPE 'C' CATCH BASIN - 0'-20' DEEP	31.34	27.35 N 15" 22.99 E 18"	22.99 SW 18"
	DRN-01	STA 110+96.62, 57.69' RT	MANHOLE (6' DIA.) - 0'-10' DEEP	31.75	24.46 N 24"	24.46 SE 24"
	DRN-01	STA 110+99.43, 40.27' RT	JUNCTION CHAMBER NO. 2	32.10	22.70 SE 18'' 24.36 NW 24'' 18.70± NE 42'' EX (TEMP)	19.70 SW 36"
	DRN-01	STA 111+01.57, 27.00' RT	MANHOLE (6' DIA.) - 0'-10' DEEP	31.82	22.76 NW 18"	22.76 NE 18"
	DRN-01	STA 302+11.00, 4.00' RT	TYPE 'C' CATCH BASIN - 0'-10' DEEP	30.94	-	27.47 SE 15"
	DRN-01	STA 302+66.00, 4.00' RT	TYPE 'C' CATCH BASIN DOUBLE GRATE - TYPE I - 0'-10' DEEP	30.06	26.56 NE 15" 26.46 NW 15"	26.29 SE 18"
	DRN-01	STA 303+04.00, 4.00' RT	TYPE 'C' CATCH BASIN DOUBLE GRATE - TYPE II - 0'-10' DEEP	29.91	26.27 SE 15" 25.96 NW 18"	25.60 SW 24"
	DRN-01	STA 303+16.00, 18.00' RT	TYPE 'C-G' CATCH BASIN - 0'-10' DEEP	29.60	25.29 NE 24"	25.29 S 24''
	DRN-01	STA 303+44.00, 4.00' RT	TYPE 'C' CATCH BASIN - 0'-10' DEEP	30.14	-	26.62 NW 15"

DESIGNER/DRAFTER: KLM/JLD CHECKED BY: SDG

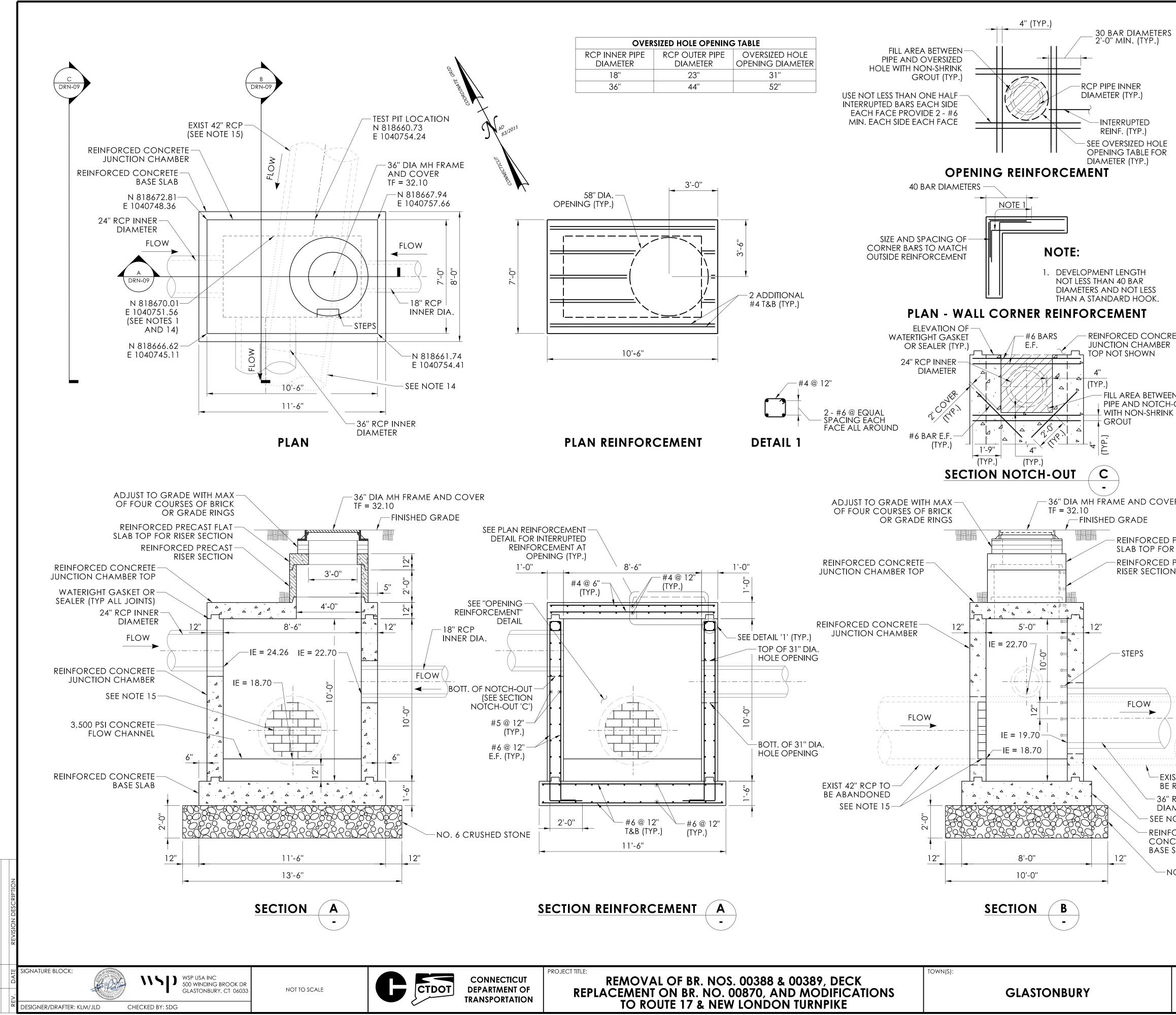
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')	(SEE DRN-21 FOR TEMPORARY OUTLET PIPE)		
<u></u>	(
-			
)	(SEE DRN-20 FOR TEMPORARY OUTLET PIPE)		
	(SEE DRN-06 AND SUBSET 04 FOR 4'' PVC BRIDGE WEEPHOLE	PIPE)	
-			
	(SEE DRN-06 AND SUBSET 04 FOR 4'' PVC BRIDGE WEEPHOLE	PIPE)	
4			
_			
4			
	(SEE DRN-19 FOR TEMPORARY INLET PIPE)		
	NOTES:		
	 THE TOP FRAME ELEVATIONS SHOWN FOR STRUCTUR THE GUTTER LINE ELEVATION WITHOUT ANY REQUIRE SHALL DEPRESS THE CATCH BASIN AS SHOWN ON TH 	D DEPRESSION, THE	CONTRACTOR
	HIGHWAY STANDARD SHEET NOS. HW-0586_01, HW-	0586_02 AND HW-0	586_03.
	DRAWING TITLE:	PROJECT NO.:	DRAWING NO.:
	TABLE OF INFORMATION	0053-0189	BRAWING NO.: DRN-07 SHEET NO.:
	FOR DRAINAGE PLAN - 1		03.049



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DRAINAGE DETAILS:	PROJECT NO.:	DRAWING NO.: DRN-08
OUTLET PROTECTION AND GRASS DRAINAGE DITCH	0053-0189	SHEET NO.: 03.050



PLOTTED DATE: 1/31/2025

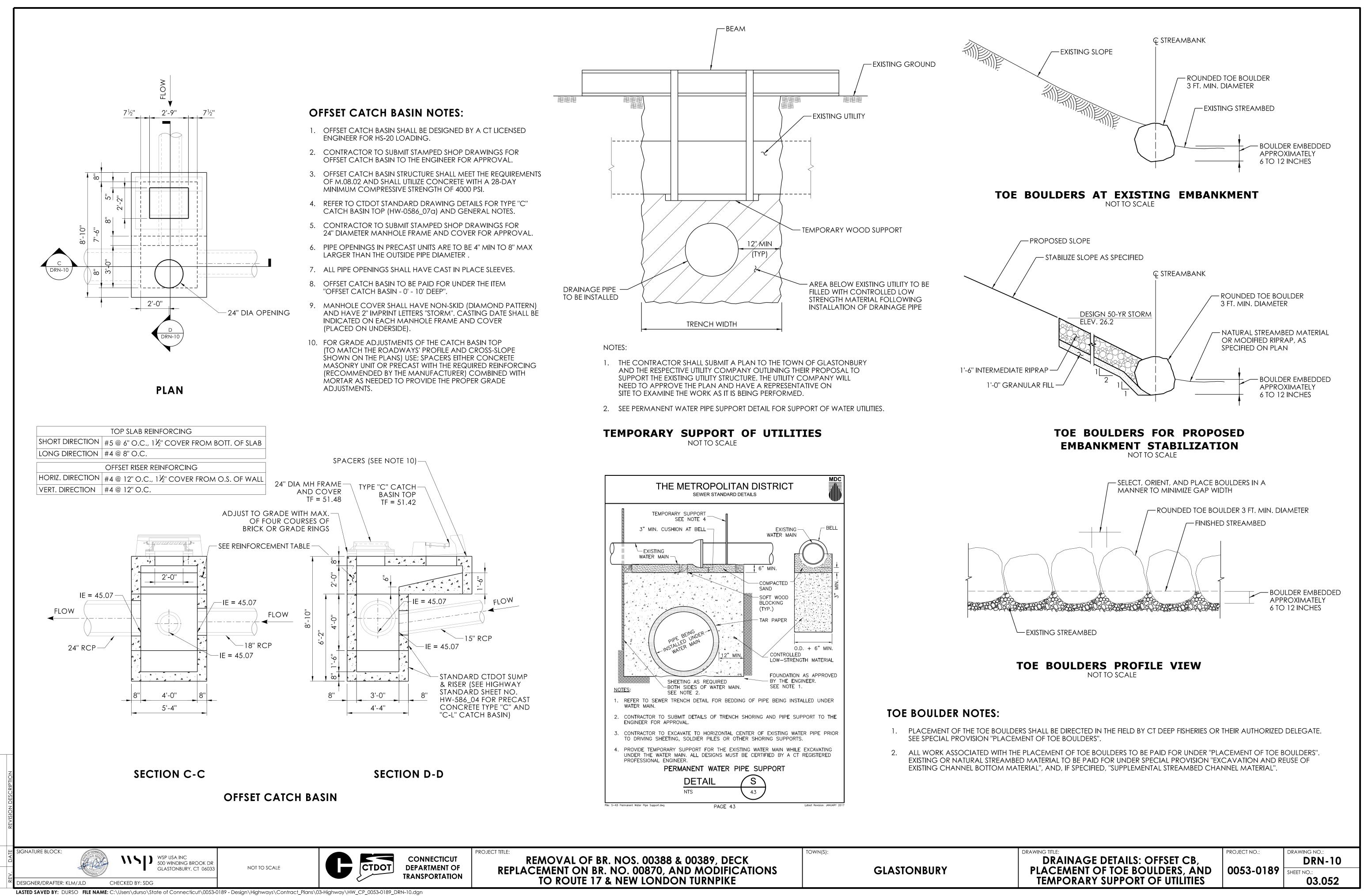
	., minG	DRAINAGE DETAILS: JUNCTION CHAMBER NO. 2	PROJECT NO.: 0053-0189	DRAWING NO.: DRN-09 SHEET NO.: 03.051
	AWING		PROJECT NO.:	B - DRAWING NO.:
—NO.	6 CR	USHED STONE		
E NOTE	CED	2'-0"	— #6 @ 12'' T&B (TYP.)	
BE REN 36" RCI DIAMEI	9 INN Fer			2 - -
-EXIST 4				BOTT. OF 52" DIA. HOLE OPENING
	6 			
		#6 @ 12" E.F. (TYP.)	· · · · · · · · · · · · · · · · · · ·	
		(TYP.)		HOLE OPENING
		REINFORCEMENT" DETAIL #5 @ 12"		E DETAIL '1' (TYP.)
			4 @ 6" YP.)	- -
	SER S	ECTION	/ REIN	FORCEMENT AT NING (TYP.)
ED PRE	-00	ΤΕΙΑΤ	/ DETA	PLAN REINFORCEMENT
over	15.	ONCE UPSTREAM WATERCOURSE FLOW IN 42" RCP PLUG PIPE OPENING WITH MASONRY CONCRETE U ABANDONED DRAINAGE STRUCTURES UP GRADIEN CONTROLLED LOW STRENGTH MATERIAL.	NITS. FILL ABANDO	NED 42" PIPE AND
		EXPOSE EXISTING 42" RCP PIPE TO JUNCTION CHAN EXISTING 42" RCP FLUSH TO NORTHERN INSIDE WAL RCP PIPE.	MBER EXCAVATION L LIMIT. REMOVE DC	LIMITS. CUT DWNSTREAM 42''
RINK	13.	ROCK IN DRAINAGE TRENCH EXCAVATION, WHEN PAYMENT UNDER THE RESPECTIVE CONTRACT ITEM PRIOR TO JUNCTION CHAMBER INSTALLATION CON		
WEEN CH-OU	т	PAYMENT BUT SHALL BE INCLUDED IN THE CONTRACCHAMBER NO. 2".	CT UNIT PRICE FOR '	JUNCTION
		STORM DRAINAGE JUNCTION CHAMBER TO BE PAI CHAMBER NO. 2". TRENCH EXCAVATION AND NO 6 CRUSHED STONE		
NCRETE BER		JUNCTION CHAMBER EXTERIOR SURFACES SHALL R		
	9.	SLEEVES. FOR CAST IN PLACE CHAMBER WALLS - ALL PIPE OF WATERSTOP STRIP ALL AROUND.	PENINGS SHALL HAY	VE EXPANDED
	8.	OUTSIDE PIPE DIAMETER . FOR PRECAST CHAMBER WALLS - ALL PIPE OPENING	GS SHALL HAVE CA	ST IN PLACE
	7.	SECTION AND STEP DETAIL (HW-586_10c). PIPE OPENINGS IN PRECAST UNITS ARE TO BE 4" MIN		
	6.	ARE FOR CAST IN PLACE UNIT. CONTRACTOR SHAL DIMENSIONS SHOWN. REFER TO CTDOT STANDARD DRAWING DETAILS FC (HW-0586_10a) AND REINFORCED PRECAST CONC	R MANHOLE FRAM	E AND COVER
	5.	JUNCTION CHAMBER, BASE SLAB, AND TOP SHALL NOTE THAT JUNCTION CHAMBER, BASE SLAB, AND	BE EITHER PRECAST TOP THICKNESS DIM	OR CAST IN PLACE. 1ENSIONS SHOWN
ole Dr	3. 4.	JUNCTION CHAMBER STRUCTURE SHALL MEET THE F UTILIZE CONCRETE WITH A 28-DAY MINIMUM COMI	REQUIREMENTS OF M	1.08.02 AND SHALL
	2.	JUNCTION CHAMBER SHALL BE DESIGNED BY A CT LOADING. CONTRACTOR TO SUBMIT STAMPED SHOP DRAWIN		
		AND LOCATIONS OF ANY VISIBLE EXISTING BELL JO ITEM "TEST PIT". INFORMATION TO BE INCLUDED IN T CHAMBER NO. 2.	HE SHOP DRAWING	FOR JUNCTION

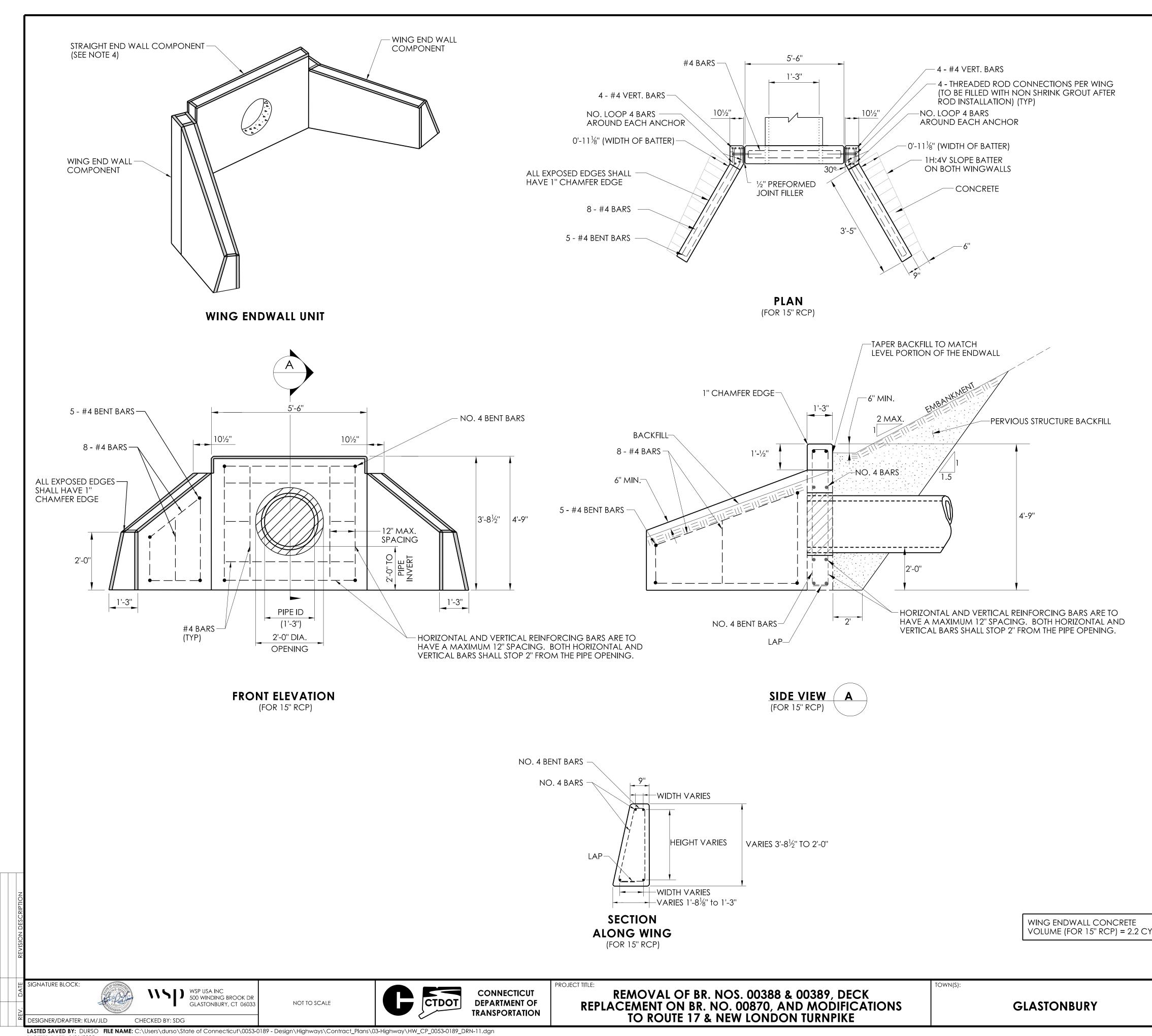
JUNCTION CHAMBER NO. 2 NOTES:

PRIOR TO DESIGN OF JUNCTION CHAMBER NO. 2, CONTRACTOR SHALL DIG TEST PIT TO

FIELD LOCATE EXISTING 42" RCP PIPE AT WHERE IT WILL ENTER THE NORTHEAST FACE OF

JUNCTION CHAMBER NO. 2. LOCATE HORIZONTAL ALIGNMENT OF CENTERLINE OF PIPE





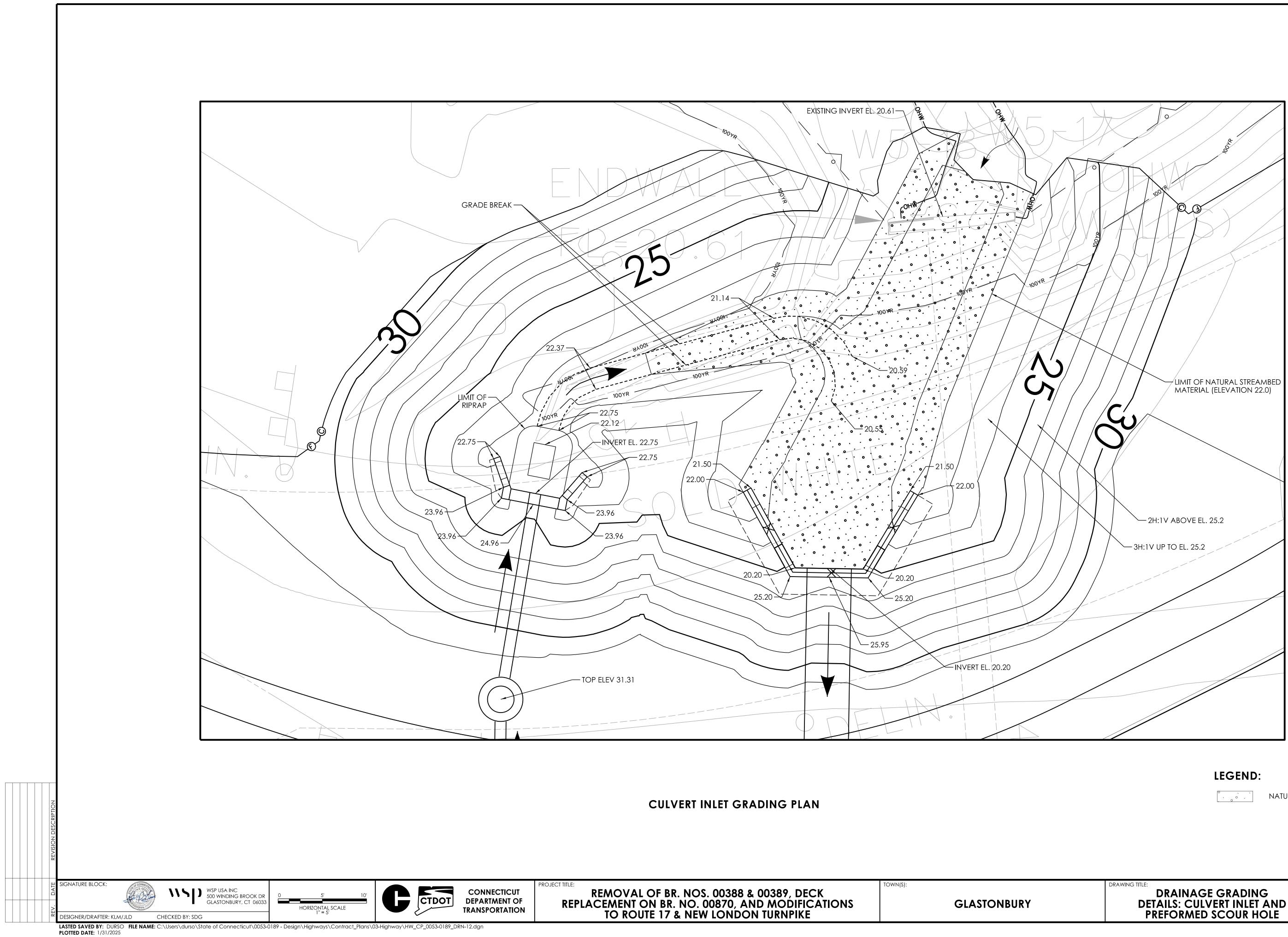
GENERAL NOTES:

- 1. ALL REINFORCING BARS SHALL HAVE 2" COVER MIN.
- 2. ALL REINFORCING BARS ARE TO BE TIED AND NOT WELDED.
- 3. WET SETTING OF ANY STEEL IS NOT PERMITTED.
- 4. FOR STRAIGHT ENDWALL COMPONENT INFORMATION SEE THE CHART ON STANDARD DRAWING HW-505_01a STRAIGHT ENDWALL AND HW-505_01b "STEEL REINFORCING FOR STRAIGHT ENDWALLS (FOR 2'-0" DIFFERENCE FROM BASE TO FLOW LINE)".
- 5. REINFORCING STEEL SHALL CONFORM TO THE REQUIREMENTS OF ASTM A615, GRADE 60 AND SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A767, CLASS 1.
- 6. WHEN USING PRECAST ALL PORTIONS OF LIFTING AND SEATING DEVICES THAT EXTEND TO OR BEYOND THE FINISHED CONCRETE SURFACE SHALL BE REMOVED. ALL FIXTURES OR HOLES CAST INTO THE SECTIONS FOR LIFTING OR SEATING SHALL BE COMPLETELY FILLED WITH NON-SHRINK GROUT AND FINISHED SMOOTH AND FLUSH WITH THE ADJACENT CONCRETE SURFACE.
- 7. NON-SHRINK GROUT SHALL CONFORM TO M.03.05. THE NON-SHRINK GROUT SHALL ATTAIN A MINIMUM COMPRESSIVE STRENGTH OF 3,000 PSI PRIOR TO ALLOWING THE PASSAGE OF WATER OVER THE GROUT.
- 8. CONCRETE, REINFORCING STEEL, EXCAVATION, FORMATION OF SUBGRADE, PERVIOUS STRUCTURE BACKFILL, AND GROUT TO BE PAID UNDER ITEM NO. 0505002 "WING ENDWALL". PREFORMED JOINT FILLER TO BE PAID UNDER ITEM NO. 0601502 "½" PREFORMED EXPANSION JOINT FILLER FOR BRIDGES". THREADED ROD CONNECTIONS TO BE PAID FOR UNDER ITEM NO. 0602889 "DOWEL BAR SPLICER SYSTEM GALVANIZED".

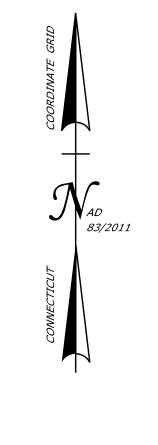
9. HORIZONTAL AND VERTICAL REINFORCING IS TO HAVE A MAXIMUM 12" SPACING.

10. REINFORCING SHALL HAVE 2" CLEAR TO PIPE OPENING.

DRAWING TITLE:	PROJECT NO.:	DRAWING NO.:
DRAINAGE DETAILS: 15"	0053-0189	DRN-11
WING ENDWALL		SHEET NO.: 03.053
		03.033

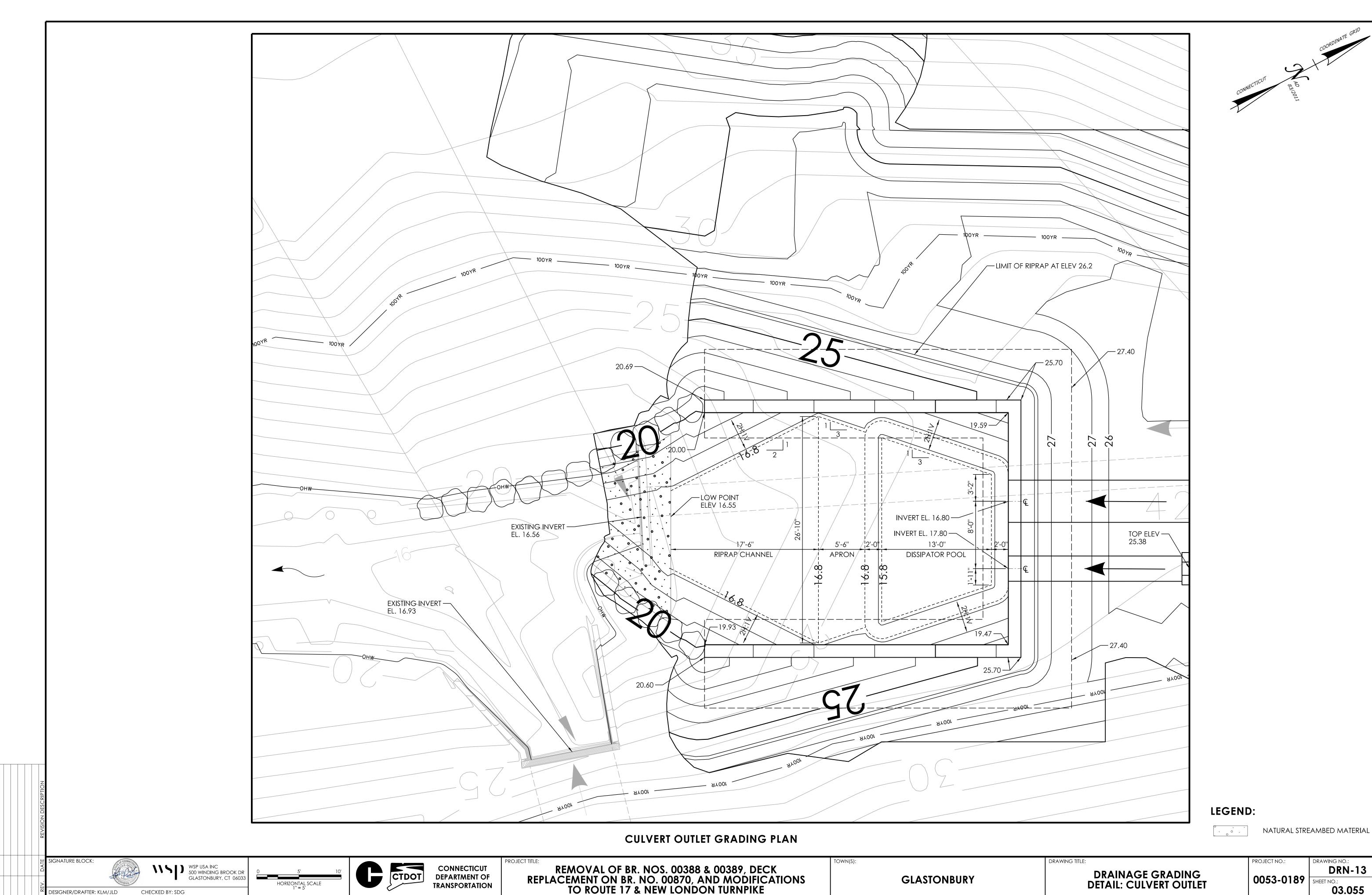


REMOVAL OF BR. NOS. 00388 & 00389, DECK	
REPLACEMENT ON BR. NO. 00870, AND MODIFICATIONS	
TO ROUTE 17 & NEW LONDON TURNPIKE	



NATURAL STREAMBED MATERIAL

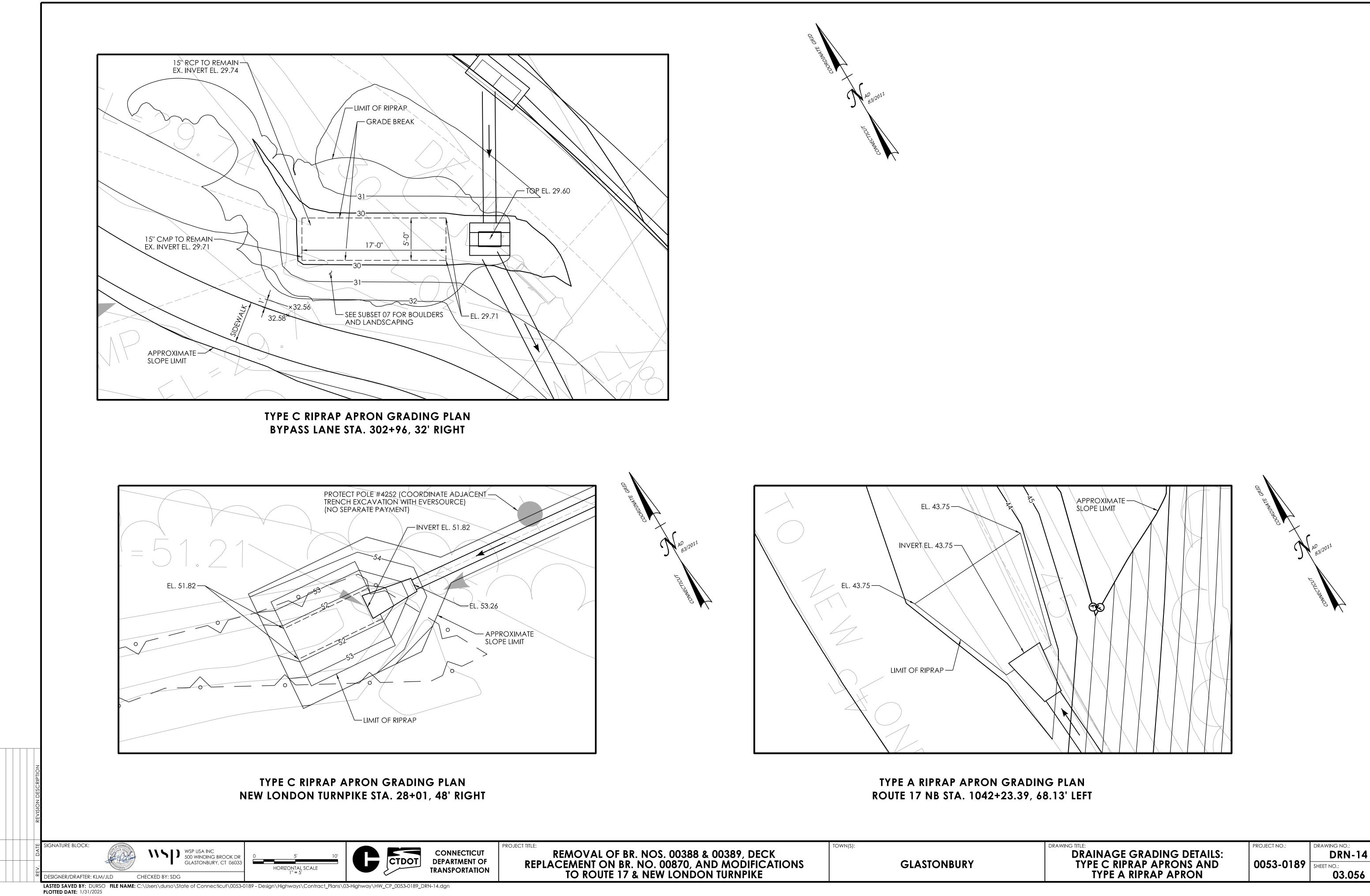
DRAWING TITLE:	PROJECT NO.:	DRAWING NO.:
DRAINAGE GRADING		DRN-12
DETAILS: CULVERT INLET AND	0053-0189	SHEET NO.:
PREFORMED SCOUR HOLE		03.054

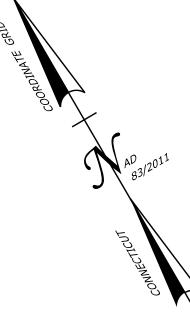


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REMOVAL OF BR. NOS. 00388 & 00389, DECK REPLACEMENT ON BR. NO. 00870, AND MODIFICATIONS TO ROUTE 17 & NEW LONDON TURNPIKE

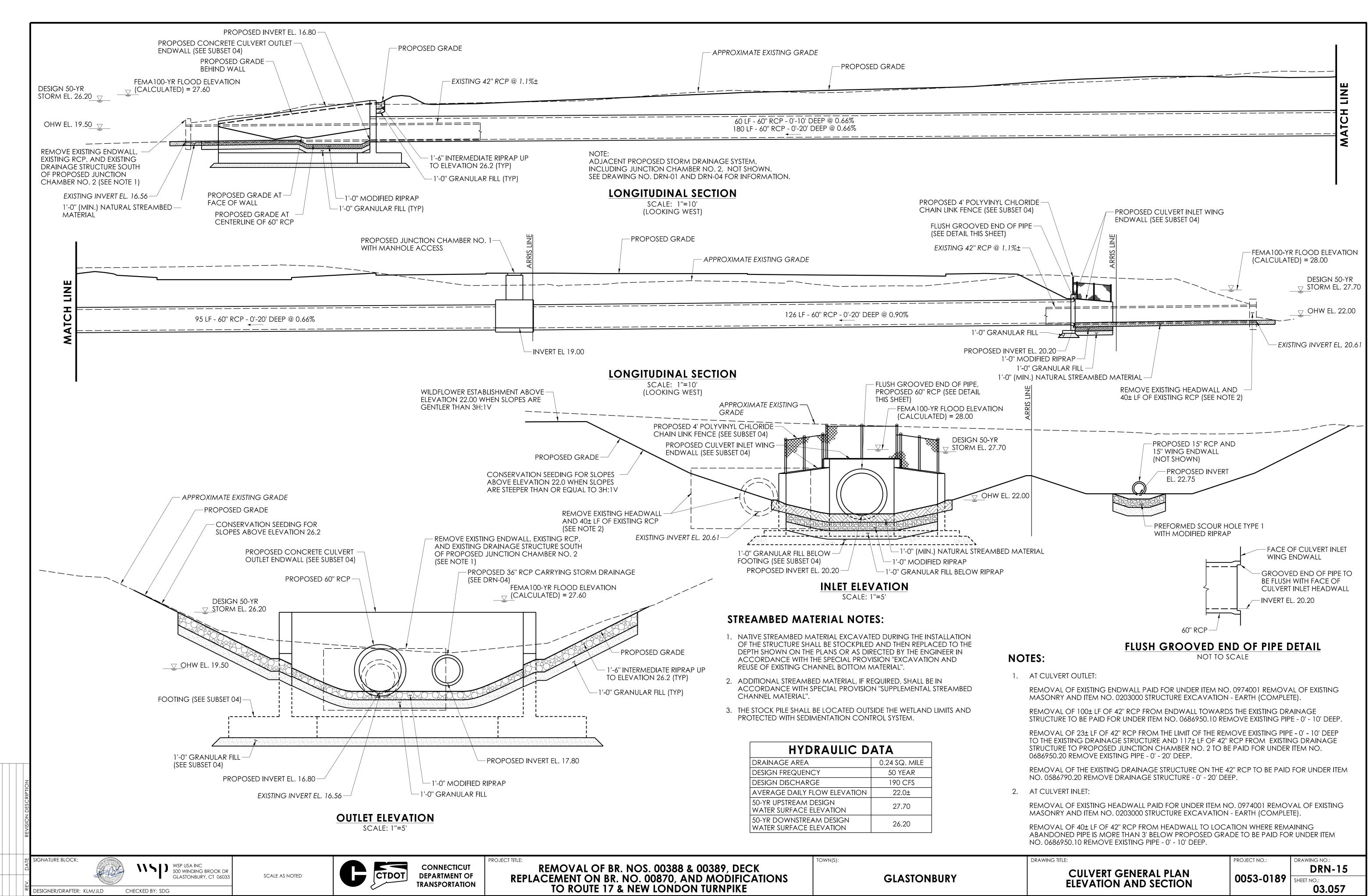
DRN-13	
-0189 SHEET NO.: 03.055	





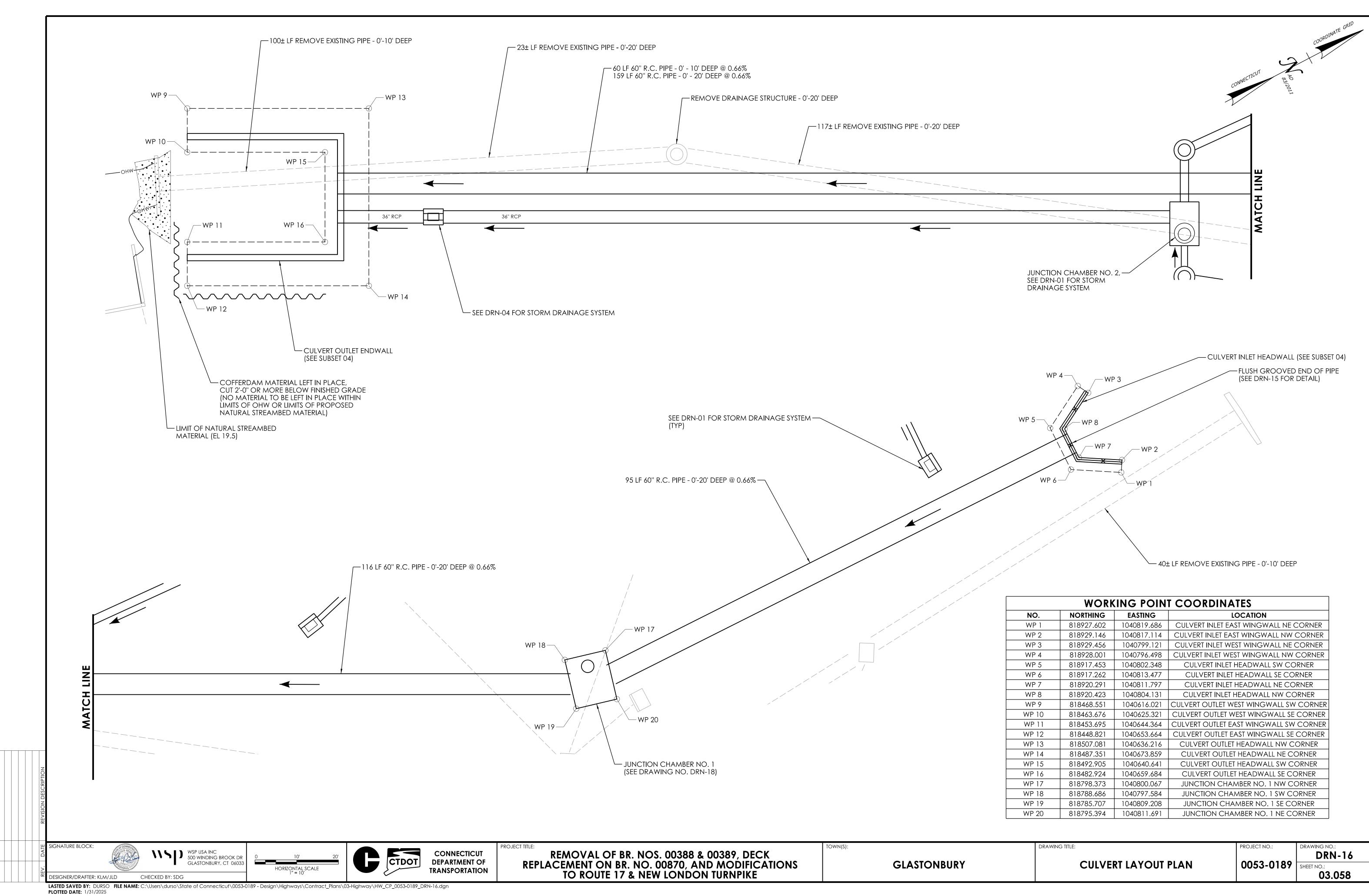
REMOVAL OF BR. NOS. 00388 & 00389, DECK	
REPLACEMENT ON BR. NO. 00870, AND MODIFICATIONS	
TO ROUTE 17 & NEW LONDON TURNPIKE	

DRAWING TITLE: DRAINAGE GRADING DETAILS:	PROJECT NO.:	DRAWING NO.: DRN-14
TYPE C RIPRAP APRONS AND TYPE A RIPRAP APRON	0053-0189	SHEET NO.: 03.056



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REMOVAL OF BR. NOS. 00388 & 00389, DECK
EPLACEMENT ON BR. NO. 00870, AND MODIFICATIONS
TO ROUTE 17 & NEW LONDON TURNPIKE



└── 23± LF REMOVE EXIST	NG PIPE - 0'-20' DEEP 60 LF 60'' R.C. PIPE - 0' - 10' DEEP @ 0.66% 159 LF 60'' R.C. PIPE - 0' - 20' DEEP @ 0.66%
	REMOVE DRAINAGE STRUCTURE - 0'-20' DEEP
36" RCP	
	▲ —

REMOVAL OF BR. NOS. 00388 & 00389, DECK
REPLACEMENT ON BR. NO. 00870, AND MODIFICATIONS
TO ROUTE 17 & NEW LONDON TURNPIKE

WORKING POINT COORDINATES				
NO.	NORTHING	EASTING	LOCATION	
WP 1	818927.602	1040819.686	CULVERT INLET EAST WINGWALL NE CORNER	
WP 2	818929.146	1040817.114	CULVERT INLET EAST WINGWALL NW CORNER	
WP 3	818929.456	1040799.121	CULVERT INLET WEST WINGWALL NE CORNER	
WP 4	818928.001	1040796.498	CULVERT INLET WEST WINGWALL NW CORNER	
WP 5	818917.453	1040802.348	CULVERT INLET HEADWALL SW CORNER	
WP 6	818917.262	1040813.477	CULVERT INLET HEADWALL SE CORNER	
WP 7	818920.291	1040811.797	CULVERT INLET HEADWALL NE CORNER	
WP 8	818920.423	1040804.131	CULVERT INLET HEADWALL NW CORNER	
WP 9	818468.551	1040616.021	CULVERT OUTLET WEST WINGWALL SW CORNER	
WP 10	818463.676	1040625.321	CULVERT OUTLET WEST WINGWALL SE CORNER	
WP 11	818453.695	1040644.364	CULVERT OUTLET EAST WINGWALL SW CORNER	
WP 12	818448.821	1040653.664	CULVERT OUTLET EAST WINGWALL SE CORNER	
WP 13	818507.081	1040636.216	CULVERT OUTLET HEADWALL NW CORNER	
WP 14	818487.351	1040673.859	CULVERT OUTLET HEADWALL NE CORNER	
WP 15	818492.905	1040640.641	CULVERT OUTLET HEADWALL SW CORNER	
WP 16	818482.924	1040659.684	CULVERT OUTLET HEADWALL SE CORNER	
WP 17	818798.373	1040800.067	JUNCTION CHAMBER NO. 1 NW CORNER	
WP 18	818788.686	1040797.584	JUNCTION CHAMBER NO. 1 SW CORNER	
WP 19	818785.707	1040809.208	JUNCTION CHAMBER NO. 1 SE CORNER	
WP 20	818795.394	1040811.691	JUNCTION CHAMBER NO. 1 NE CORNER	

DRAWING TITLE:	PROJECT NO.:	DRAWING NO.:
CULVERT LAYOUT PLAN	0053-0189	SHEET NO.: 03.058

WATER HANDLING NOTES:

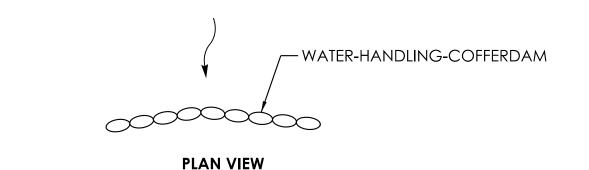
- 1. THE CONTRACTOR SHALL MAINTAIN WATER THROUGH THE TEMPORARY WATER HANDLING SYSTEM AS REQUIRED DURING CONSTRUCTION OF THE NEW STRUCTURE.
- 2. A DEWATERING BASIN SHALL BE ESTABLISHED OUTSIDE OF THE WETLAND LIMITS.
- 3. TEMPORARY WATER HANDLING SYSTEM SHALL CONSIST OF AN APPROVED SYSTEM THAT THE CONTRACTOR ELECTS TO USE WHICH WILL SAFELY CONVEY WATER FLOWS THROUGH THE CONSTRUCTION AREA, SHALL BE ABLE TO SUPPORT CONSTRUCTION ACTIVITY AND SHALL CONFORM TO PERMITS.
- 4. ANY WATER HANDLING SCHEME DEPICTED WITHIN THE DEPARTMENT'S 'HANDLING WATER TYPICAL SCHEMATICS' MAY BE UTILIZED UNLESS SPECIFICALLY PROHIBITED. A MEANS AND METHOD FOR WATER HANDLING SYSTEM SHALL BE SUBMITTED BY THE CONTRACTOR TO THE ENGINEER FOR APPROVAL.
- 5. WATER HANDLING SYSTEM SHALL NOT EXCEED IMPACT AREAS SHOWN ON THE WETLAND AND FLOODPLAIN IMPACT SHEETS OF THE PERMIT PLANS.
- 6. ANY STORM DRAINAGE DISCHARGING INTO A CONFINED WORK AREA FROM EXISTING OR PROPOSED STORM DRAINAGE PIPES SHALL BE DIVERTED OR PUMPED OUTSIDE THE CONFINED AREAS. PUMPS/PIPES SHALL BE SIZED BY THE CONTRACTOR TO HANDLE THE EXPECTED FLOW AND BE DISCHARGED TO A STABLE LOCATION. THE CONTRACTOR SHALL SUBMIT THE MEANS AND METHODS OF HANDLING STORM DRAINAGE TO THE ENGINEER FOR APPROVAL.
- 7. IF PUMP SYSTEM IS PROPOSED DURING LOW FLOW CONDITIONS, THE PUMP SYSTEM SHALL BE DESIGNED BY THE CONTRACTOR. PUMP SYSTEM PLAN SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL.

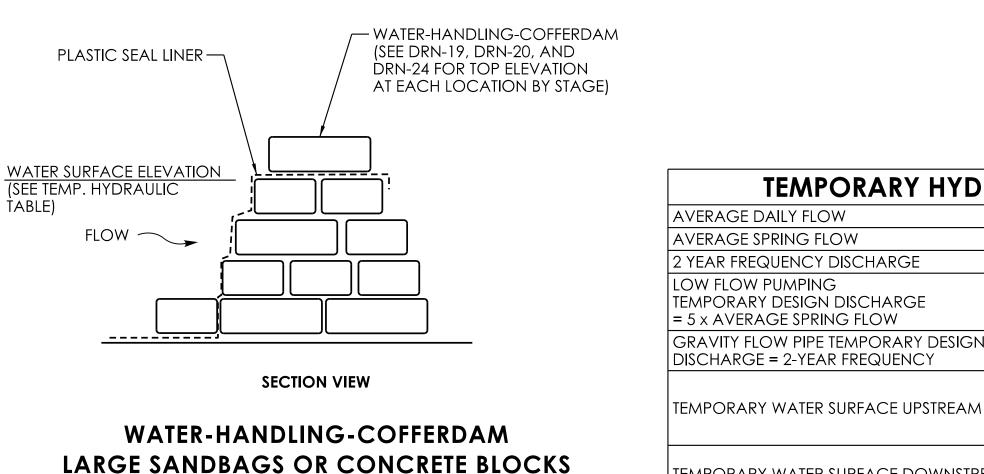
BASED UPON FIELD CONDITIONS, WORK DURATION, AND EXPECTED WEATHER CONDITIONS THE ENGINEER MAY APPROVE A CONSTRUCTION WATER HANDLING PLAN WITH LOWER PUMPING FLOWS, PROVIDED THAT THIS INCLUDES A CONTINGENCY PLAN, WHICH MINIMIZES NEGATIVE IMPACTS AND SAFELY CONVEYS LARGER FLOWS THROUGH THE WORK AREA.

UNCONFINED IN-STREAM WORK BMP NOTE:

ANY UNCONFINED IN-STREAM WORK WITHIN THE WATERCOURSE SHALL BE RESTRICTED TO THE PERIOD FROM JUNE 1 TO SEPTEMBER 30, INCLUSIVE.

- THE DEPARTMENT WILL REVIEW AND MAY APPROVE THE METHODS OF UNCONFINED IN-WATER WORK WITH CONSIDERATION OF THE FOLLOWING:.
- *PROPOSED SCHEDULE FOR WORK OPERATIONS
- *ALL UNCONFINED IN-WATER WORK SHALL BE MINOR IN NATURE
- *DISTURBANCE SHALL BE LIMITED TO AREAS THAT HAVE BEEN APPROVED FOR TEMPORARY AND PERMANENT IMPACT
- *BEST MANAGEMENT PRACTICE SHALL BE UTILIZED WHEREVER POSSIBLE TO MINIMIZE TURBIDITY/SEDIMENT TRANSPORT DOWNSTREAM
- *DISTURBED AREAS AND THE DURATION OF DISTURBANCE SHALL BE MINIMIZED TO THE EXTENT POSSIBLE *IN-STREAM WORK SHALL BE DONE DURING PERIODS OF LOW FLOW





500 WINDING BROOK DR

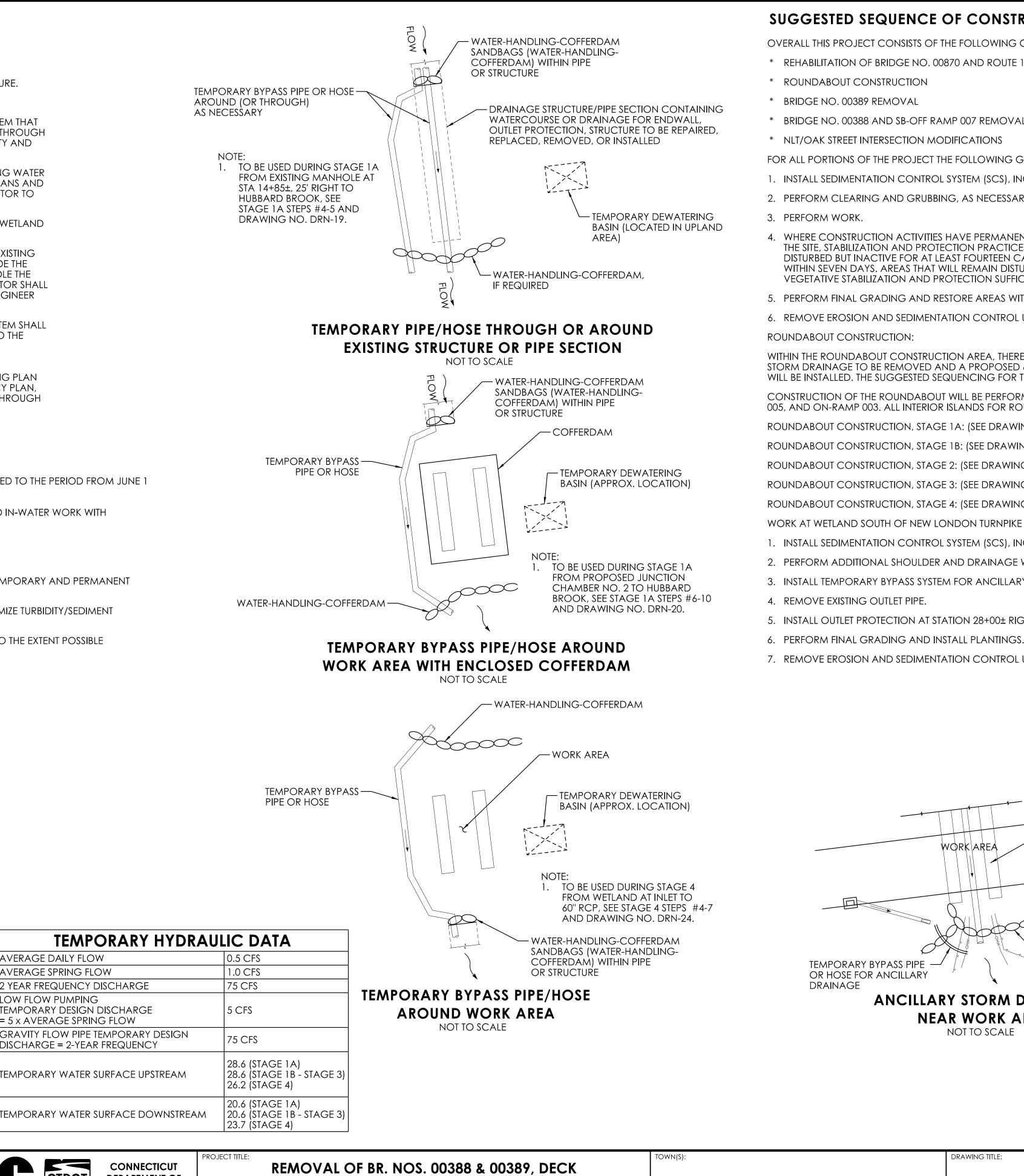
GLASTONBURY, CT 0603

WSP USA INC

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IGNATURE BLOCK



REPLACEMENT ON BR. NO. 00870, AND MODIFICATIONS TO ROUTE 17 & NEW LONDON TURNPIKE

GLASTONBURY

SUGGESTED SEQUENCE OF CONSTRUCTION:

OVERALL THIS PROJECT CONSISTS OF THE FOLLOWING GENERAL SEQUENCE: * REHABILITATION OF BRIDGE NO. 00870 AND ROUTE 17 CONSTRUCTION

* BRIDGE NO. 00388 AND SB-OFF RAMP 007 REMOVAL

FOR ALL PORTIONS OF THE PROJECT THE FOLLOWING GENERAL SEQUENCE APPLIES:

1. INSTALL SEDIMENTATION CONTROL SYSTEM (SCS), INCLUDING SCS AT CATCH BASINS AS NEEDED.

2. PERFORM CLEARING AND GRUBBING, AS NECESSARY.

4. WHERE CONSTRUCTION ACTIVITIES HAVE PERMANENTLY CEASED OR WHEN FINAL GRADES ARE REACHED IN ANY PORTION OF THE SITE, STABILIZATION AND PROTECTION PRACTICES SHALL BE IMPLEMENTED WITHIN SEVEN DAYS. AREAS THAT WILL REMAIN DISTURBED BUT INACTIVE FOR AT LEAST FOURTEEN CALENDAR DAYS SHALL RECEIVE TEMPORARY SEEDING OR SOIL PROTECTION WITHIN SEVEN DAYS. AREAS THAT WILL REMAIN DISTURBED BEYOND THE SEEDING SEASON SHALL RECEIVE LONG-TERM, NON-VEGETATIVE STABILIZATION AND PROTECTION SUFFICIENT TO PROTECT THE SITE THROUGH THE WINTER.

5. PERFORM FINAL GRADING AND RESTORE AREAS WITH SPECIFIED SEED MIX AND INSTALL PLANTINGS.

6. REMOVE EROSION AND SEDIMENTATION CONTROL UPON PERMANENT STABILIZATION.

WITHIN THE ROUNDABOUT CONSTRUCTION AREA, THERE IS AN EXISTING 42" RCP TRUNKLINE CARRYING A WATERCOURSE AND STORM DRAINAGE TO BE REMOVED AND A PROPOSED 60" RCP WATERCOURSE CULVERT AND STORM DRAINAGE SYSTEM WHICH WILL BE INSTALLED. THE SUGGESTED SEQUENCING FOR THESE ELEMENTS IS DISCUSSED FURTHER BELOW.

CONSTRUCTION OF THE ROUNDABOUT WILL BE PERFORMED BY MULTIPLE SHIFTS OF TRAFFIC ON NEW LONDON TURNPIKE, OFF-RAMP 005, AND ON-RAMP 003. ALL INTERIOR ISLANDS FOR ROUNDABOUT TO BE FLUSH TEMPORARY PAVEMENT UNTIL FINAL STAGE.

ROUNDABOUT CONSTRUCTION, STAGE 1A: (SEE DRAWING NOS. DRN-19 AND DRN-20)

ROUNDABOUT CONSTRUCTION, STAGE 1B: (SEE DRAWING NO. DRN-21)

ROUNDABOUT CONSTRUCTION, STAGE 2: (SEE DRAWING NO. DRN-22)

ROUNDABOUT CONSTRUCTION, STAGE 3: (SEE DRAWING NO. DRN-23)

ROUNDABOUT CONSTRUCTION, STAGE 4: (SEE DRAWING NO. DRN-24)

WORK AT WETLAND SOUTH OF NEW LONDON TURNPIKE STA 28+00±:

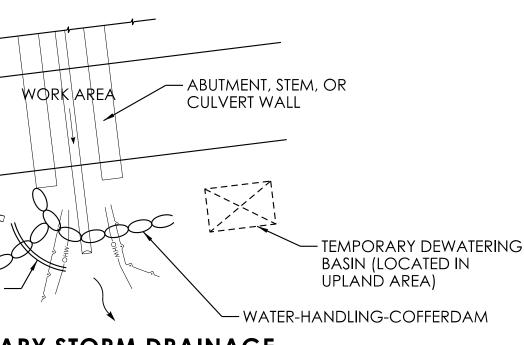
1. INSTALL SEDIMENTATION CONTROL SYSTEM (SCS), INCLUDING SCS AT CATCH BASINS AS NEEDED.

2. PERFORM ADDITIONAL SHOULDER AND DRAINAGE WORK ALONG NEW LONDON TURNPIKE.

3. INSTALL TEMPORARY BYPASS SYSTEM FOR ANCILLARY STORM DRAINAGE.

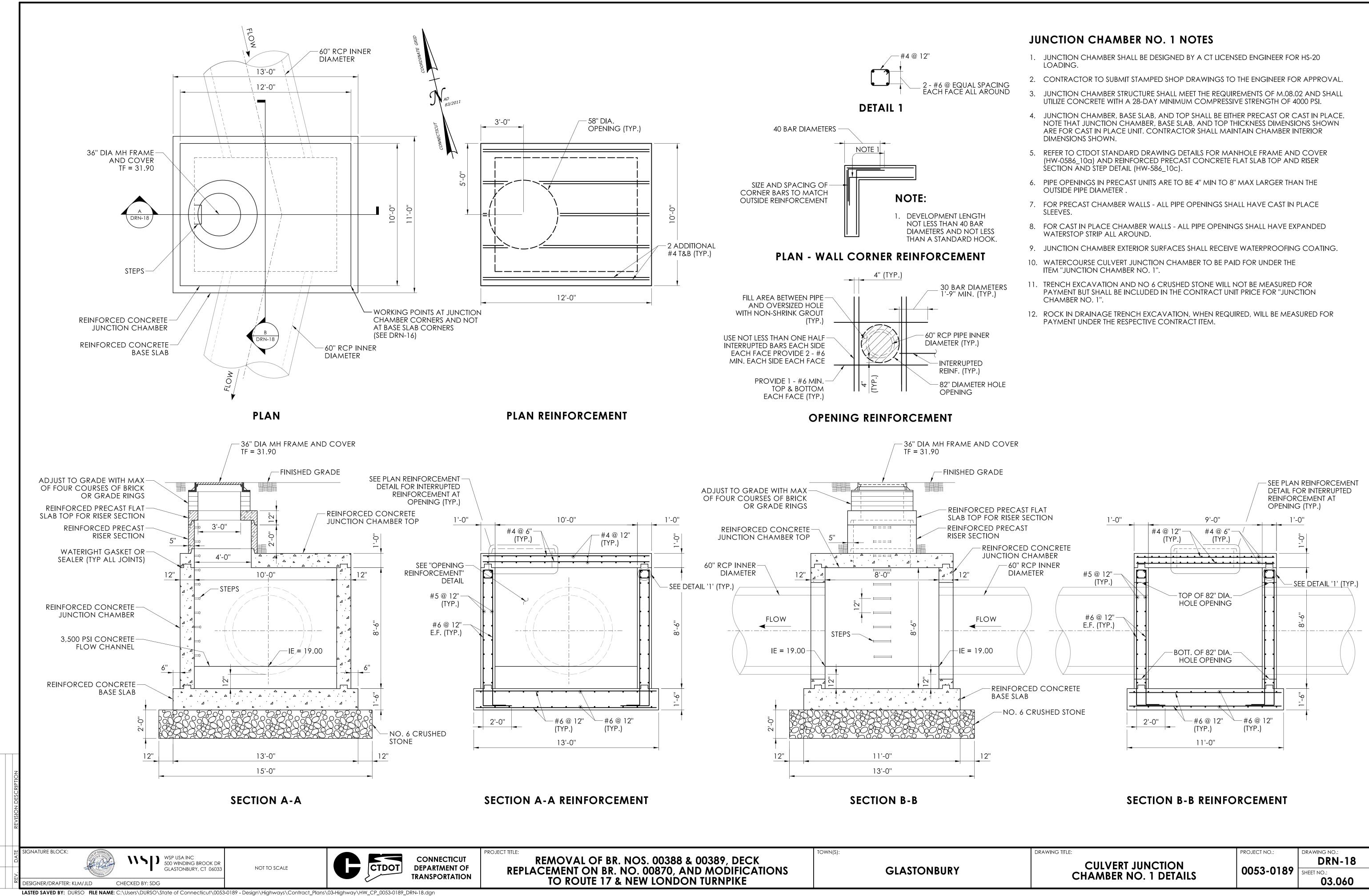
INSTALL OUTLET PROTECTION AT STATION 28+00± RIGHT.

7. REMOVE EROSION AND SEDIMENTATION CONTROL UPON PERMANENT STABILIZATION.

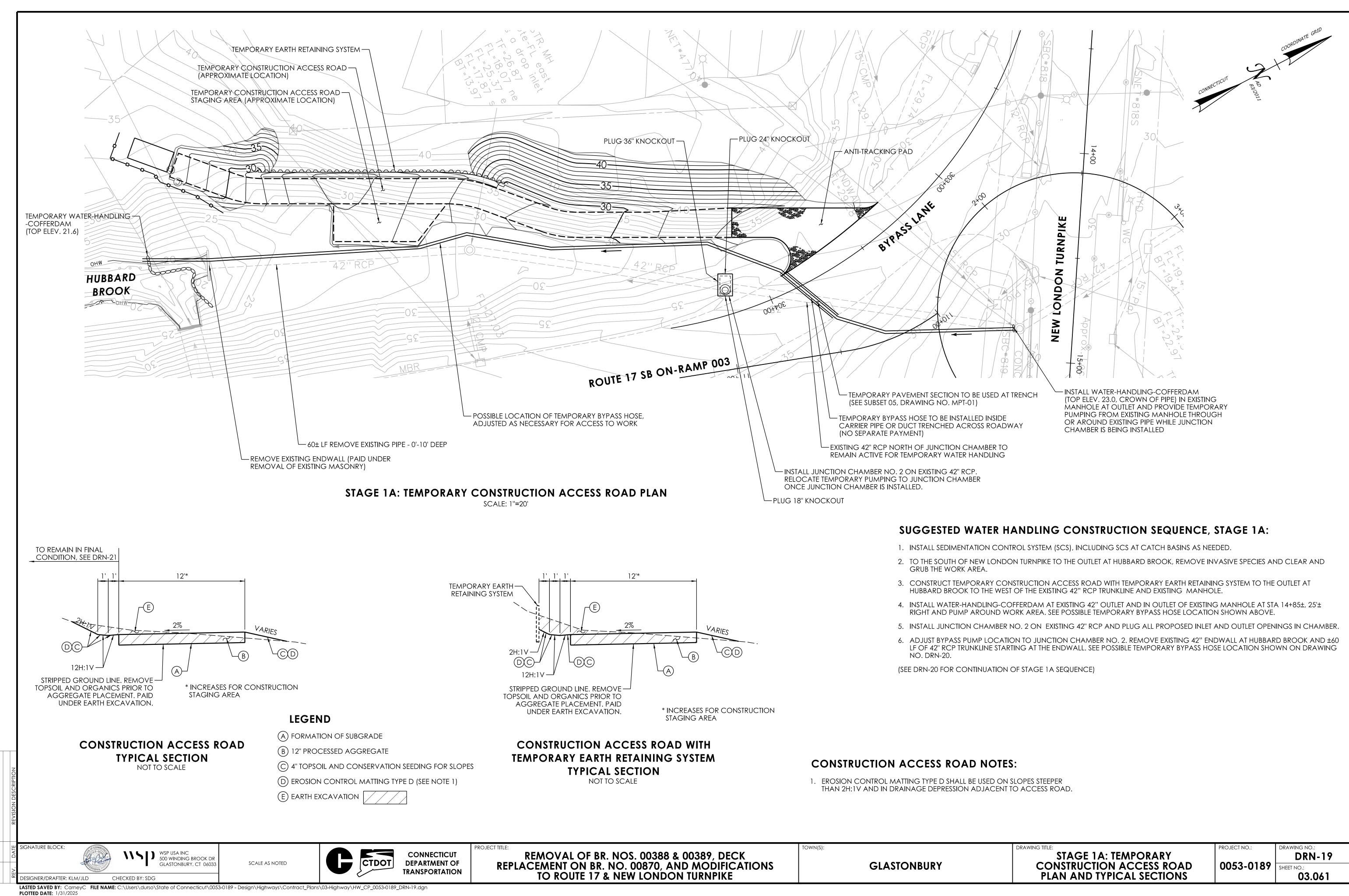


ANCILLARY STORM DRAINAGE NEAR WORK AREA NOT TO SCALE

DRAWING TITLE:	PROJECT NO.:	DRAWING NO.:
CULVERT WATER		DRN-17
HANDLING PLAN AND	0053-0189	SHEET NO.:
NOTES		03.059

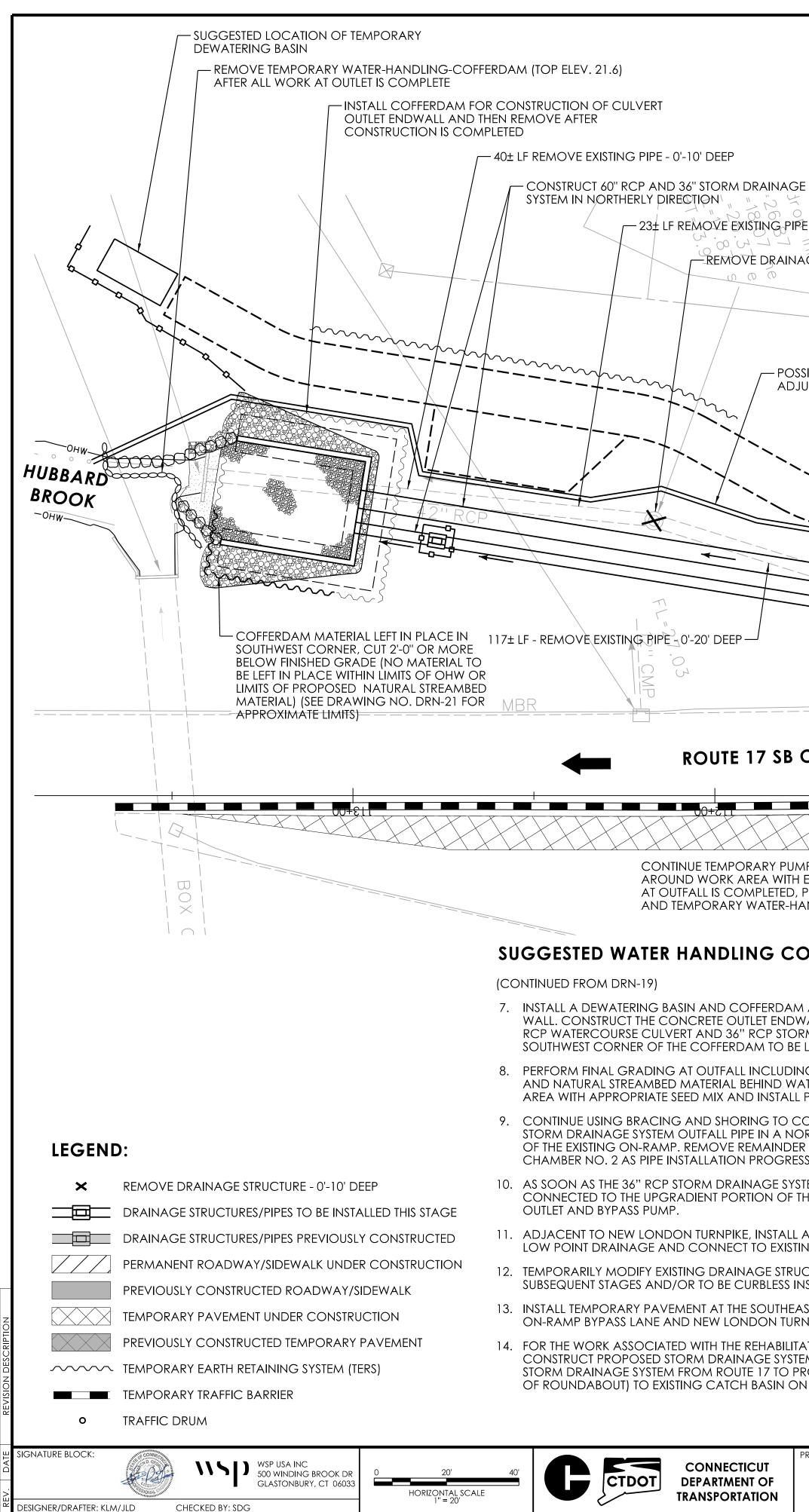


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REMOVAL OF BR. NOS. 00388 & 00389, DECK
•
REPLACEMENT ON BR. NO. 00870, AND MODIFICATIONS
TO ROUTE 17 & NEW LONDON TURNPIKE



REMOVAL OF BR. NOS. 00388 & 00389, DECK	
REPLACEMENT ON BR. NO. 00870, AND MODIFICATIONS	
TO ROUTE 17 & NEW LONDON TURNPIKE	

DRAWING TITLE:	PROJECT NO.:	DRAWING NO.:
STAGE 1A: TEMPORARY		DRN-19
CONSTRUCTION ACCESS ROAD	0053-0189	SHEET NO.:
PLAN AND TYPICAL SECTIONS		03.061

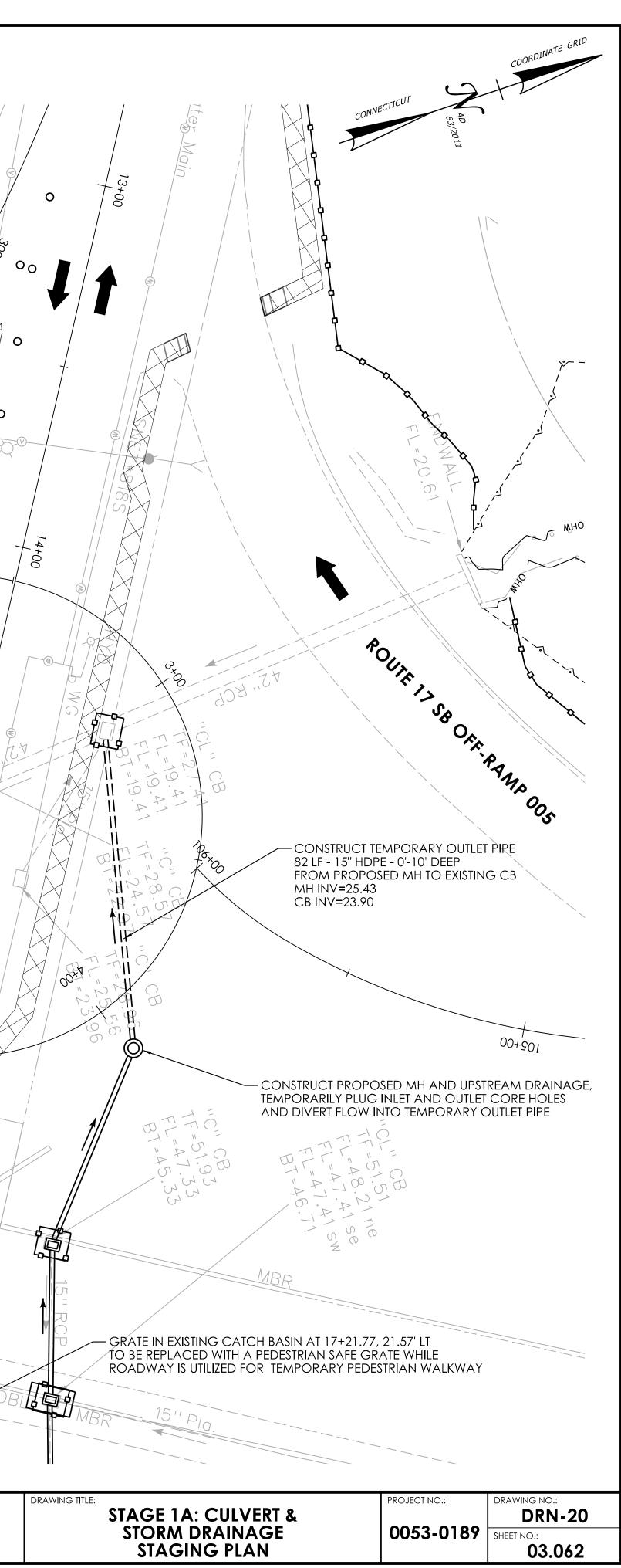


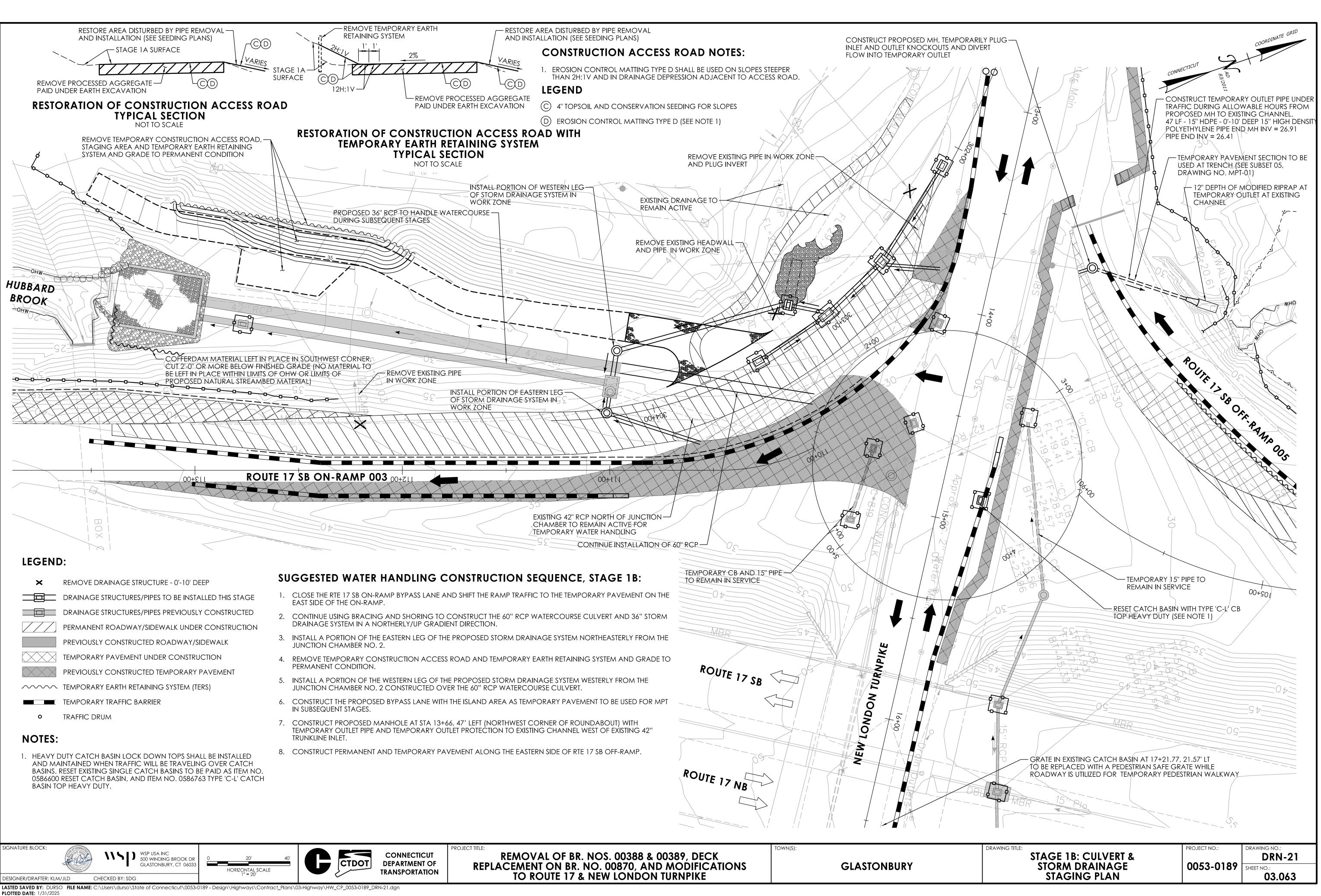
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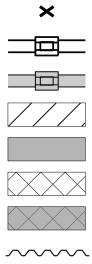
NOTES:	
1. HEAVY DUTY CATCH BASIN LOCK DOWN TOPS SHA WHEN TRAFFIC WILL BE TRAVELING OVER CATCH BA CATCH BASINS TO BE PAID AS ITEM NO. 0586600 RE	ASINS. RESET EXISTING SINGLE ESET CATCH BASIN, AND ITEM NO.
0586763 TYPE 'C-L' CATCH BASIN TOP HEAVY DUTY. 2. RESET EXISTING SINGLE CATCH BASIN WITH RECONS MEASURED VERTICALLY WILL BE PAID AS ITEM NO. (ITEM NO. 0586763 TYPE 'C-L' CATCH BASIN TOP HEA	STRUCTION GREATER THAN 3 FEET D586600 RESET CATCH BASIN, AND
GE STRUCTURE - 0'-20' DEEP	- TEMPORARY WATER-HANDLING COFFERDAM WITHIN EXISTING 42" RCP (TOP ELEV. 22.2, CROWN OF PIPE) - EXISTING 42" RCP NORTH OF JUNCTION CHAMBER TO REMAIN ACTIVE FOR TEMPORARY WATER HANDLING
SIBLE LOCATION OF TEMPORARY BYPASS HOSE, JSTED AS NECESSARY FOR ACCESS TO WORK	RESET CATCH BASIN WITH TYPE 'C-L' CB TOP HEAVY DUTY (SEE NOTE 1) RESET CATCH BASIN WITH TYPE 'C-L' CB TOP HEAVY DUTY (SEE NOTE 1) 0 0 0 0 0 0 0 0 0 0 0 0 0
~	
42" Pos	
00+0	
ON-RAMP 003	OCOC CONTRACTOR OF THE OCTOBER OF TH
00+1(1	
PING FROM JUNCTION CHAMBER ENCLOSED COFFERDAM UNTIL WORK PROPOSED 36'' RCP IS CONNECTED, NDLING-COFFERDAM IS REMOVED	RESET CATCH BASIN WITH TYPE 'C-L' CB TOP HEAVY DUTY (GREATER THAN 3') (SEE NOTE 2) TOP ELEVATION = 30.4 ADD INV 24.1 SE 15'
ONSTRUCTION SEQUENCE, STAGE 1A:	CONSTRUCT TEMPORARY PIPE 34 LF - 15" HDPE - 0'-10' DEEP GRADE INFIELD AREA TO DRAIN TO
AROUND PROPOSED CAST-IN-PLACE CONCRETE RETAINING ALL AND RIPRAP BASIN AT THE OUTFALL OF THE PROPOSED 60' M DRAINAGE SYSTEM. REMOVE COFFERDAM EXCEPT FOR THE LEFT IN PLACE.	TEMPORARY CATCH BASIN STA 110+00, 39' LT
G PLACEMENT OF TOE BOULDERS AND INSTALLATION OF RIPRA TER-HANDLING-COFFERDAM PREVIOUSLY INSTALLED. RESTORE PLANTINGS.	O A
DNSTRUCT THE 60" RCP WATERCOURSE CULVERT AND 36" RCP RTHERLY/UP GRADIENT DIRECTION UP TO THE SOUTHWEST EDG OF EXISTING 42" RCP AND EXISTING MANHOLE UP TO JUNCTIC SES.	
iem is connected to junction chamber no. 2 which is he existing 42'' RCP, remove water-handling-cofferdam	
A TEMPORARY CATCH BASIN AT STA 110+00, 39' LEFT TO INTERC	A AT NOQNO 16400
CTURES TO MEET THE GRADE OF THE TEMPORARY PAVEMENT FO STEAD OF CURBED.	DR
ST CORNER OF THE ON-RAMP AND IN THE ISLAND BETWEEN THE VIEW.	
	NOUTE 17 NR
TION OF BRIDGE NO. 00870 AND ROUTE 17 CONSTRUCTION, M ON ROUTE 17 NORTH AND TEMPORARILY CONNECT PROPO OPOSED MANHOLE AT STA 15+25, 59' LEFT (NORTHEAST CORN	
TION OF BRIDGE NO. 00870 AND ROUTE 17 CONSTRUCTION, M ON ROUTE 17 NORTH AND TEMPORARILY CONNECT PROPO OPOSED MANHOLE AT STA 15+25, 59' LEFT (NORTHEAST CORN I THE 42'' RCP TRUNKLINE AT STA 14+43±, 33' LEFT.	

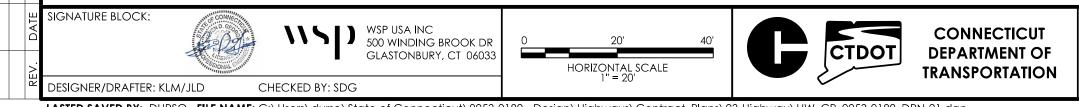
REMOVAL OF BR. NOS. 00388 & 00389, DECK REPLACEMENT ON BR. NO. 00870, AND MODIFICATIONS TO ROUTE 17 & NEW LONDON TURNPIKE

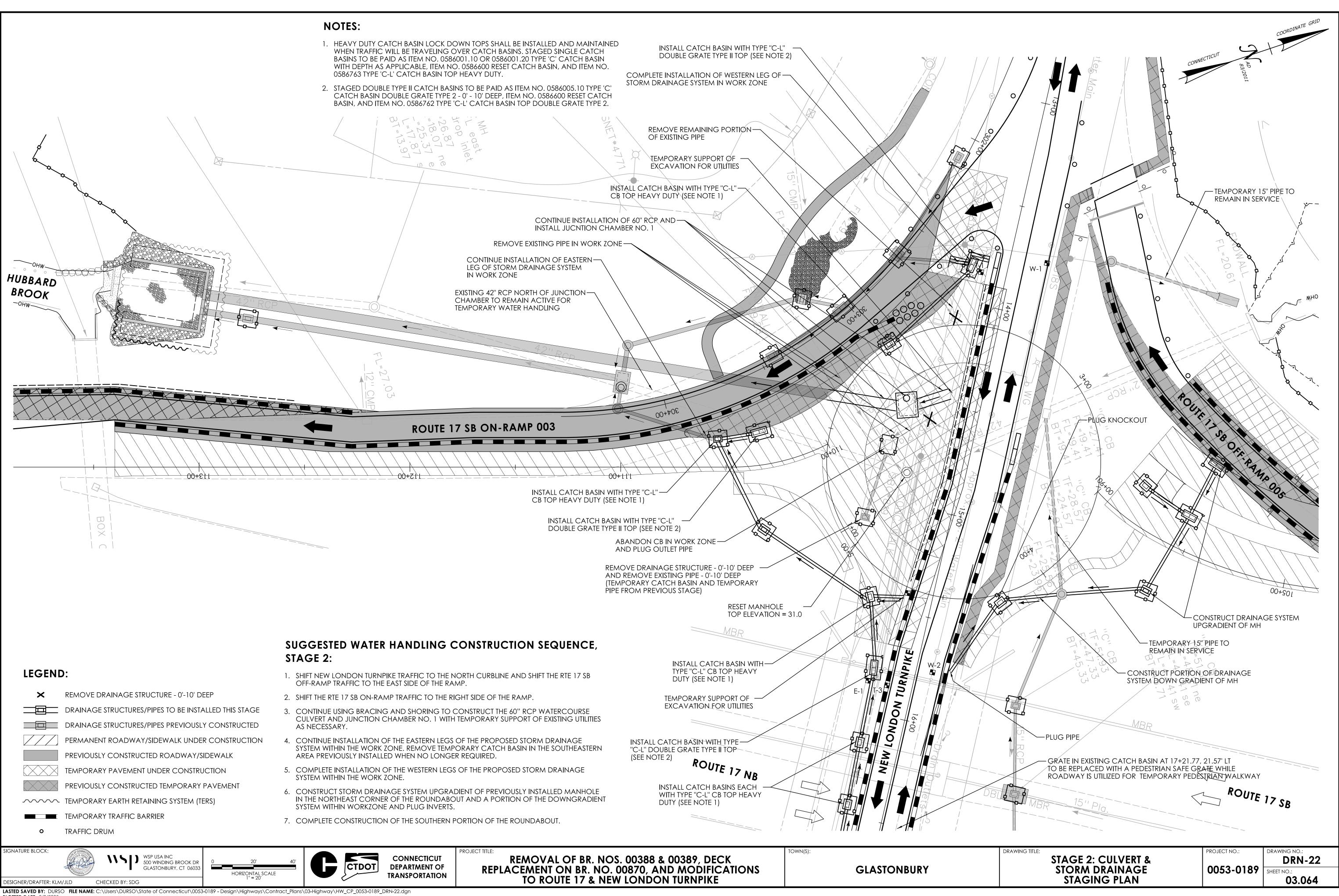
GLASTONBURY





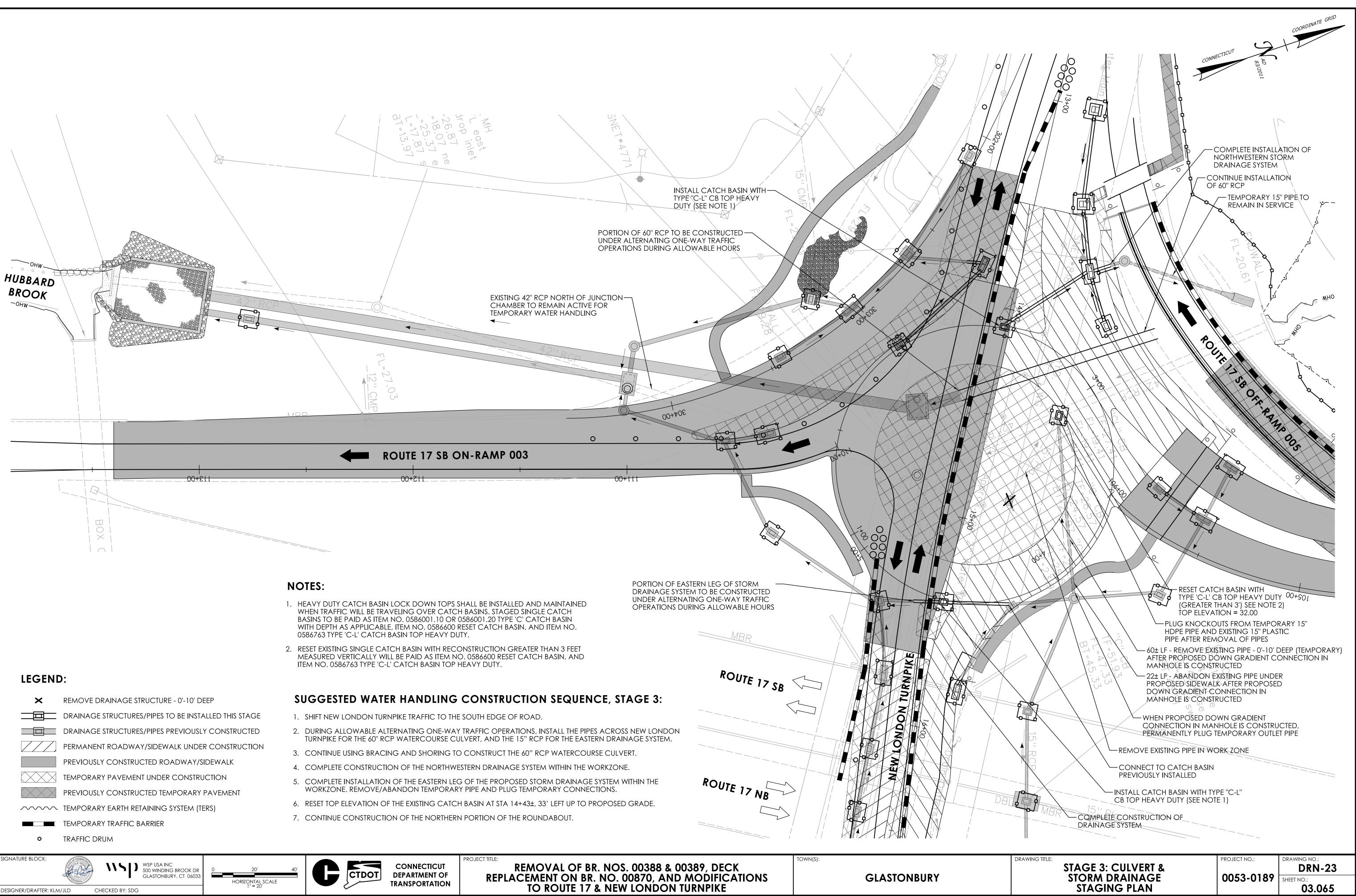






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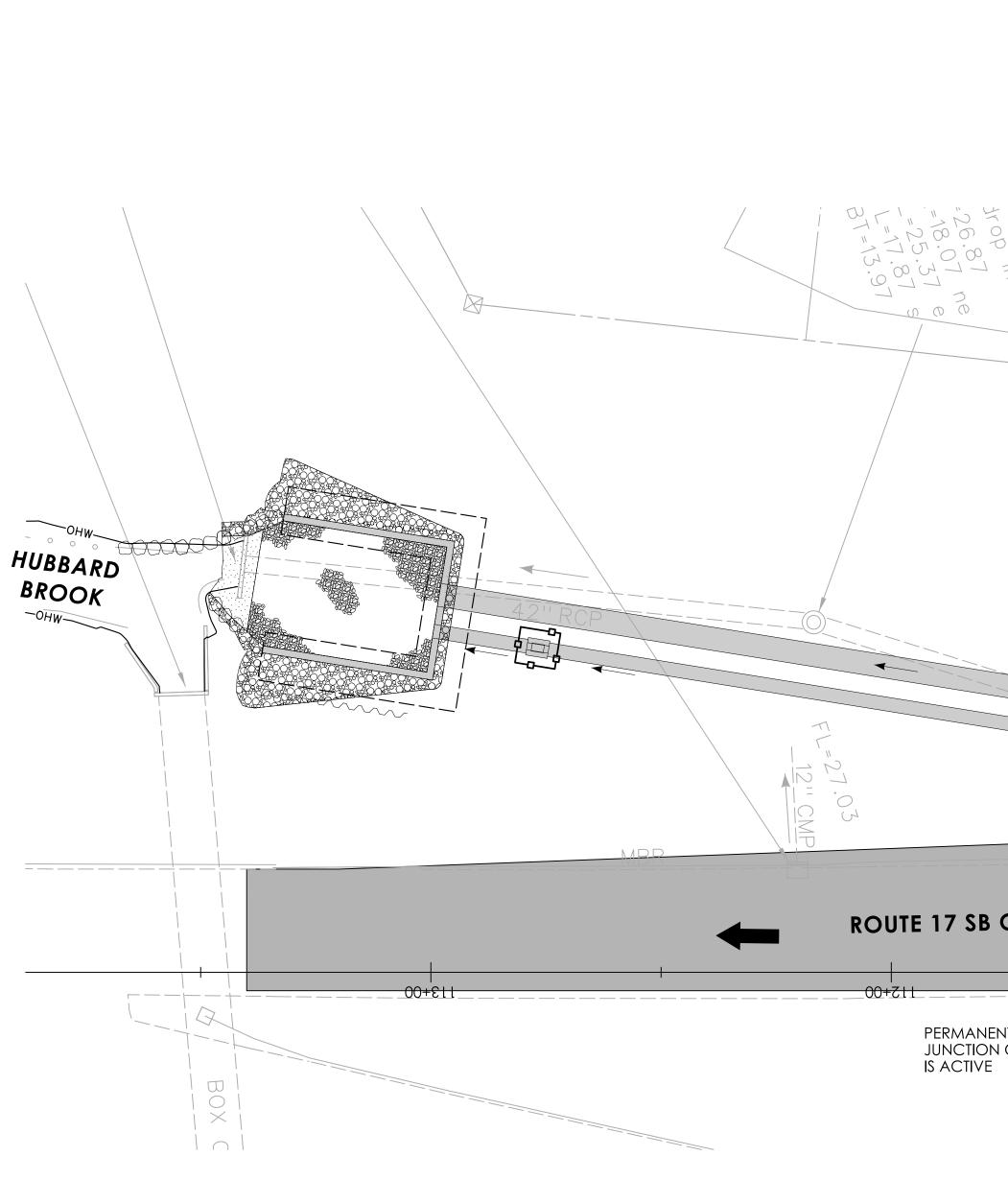


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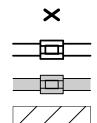
	\\\$ [)	WSP USA INC 500 WINDING BROOK D GLASTONBURY, CT 060
TER: KLM/JLD	CHECKED BY: SDG	

C IG BROOK DR JRY, CT 06033	0	20' HORIZONTAL SCALE 1'' = 20'	40'	CONNECTICUT DEPARTMENT OF TRANSPORTATION	PRC
nontiout) 0052	0100	Design Highways Contro	not Planc)	02 Highway) HW/ CR 0052 0180 DRN 22 dan	

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LEGEND:



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REMOVE DRAINAGE STRUCTURE - 0'-10' DEEP

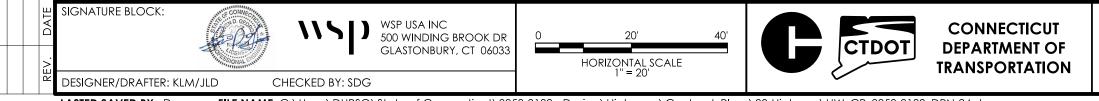
DRAINAGE STRUCTURES/PIPES TO BE INSTALLED THIS STAGE DRAINAGE STRUCTURES/PIPES PREVIOUSLY CONSTRUCTED PERMANENT ROADWAY/SIDEWALK UNDER CONSTRUCTION PREVIOUSLY CONSTRUCTED ROADWAY/SIDEWALK TEMPORARY PAVEMENT UNDER CONSTRUCTION PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT TEMPORARY EARTH RETAINING SYSTEM (TERS)

TEMPORARY TRAFFIC BARRIER





- 1. SHIFT THE TRAFFIC TO THE COMPLETED RTE 17 SB OFF CORNER OF THE ROUNDABOUT.
- 2. REMOVE INVASIVE SPECIES AND CLEAR AND GRUB
- 3. CONTINUE USING BRACING AND SHORING TO COM WATERCOURSE CULVERT AND CULVERT INLET WING THROUGH THE EXISTING 42" RCP.
- 4. INSTALL A WATER-HANDLING-COFFERDAM AT EXISTI 60" RCP WATERCOURSE CULVERT TO ALLOW FOR TH CHANNEL RECONSTRUCTION.
- 5. COMPLETE THE STREAM RECONSTRUCTION AT THE IN
- 6. PERFORM FINAL GRADING AT INLET INCLUDING REM PROPOSED MANHOLE AT NORTHWEST CORNER OF I OUTLET PIPE, WING ENDWALL AND PREFORMED SCO
- RESTORE AREA WITH APPROPRIATE SEED MIX AND IN COFFERDAM AT THE INLET. ONCE COMPLETE THE WA PROPOSED 60" CULVERT.
- 8. PERMANENTLY PLUG EXISTING 42" RCP TRUNKLINE IN ABANDON REMAINING PORTIONS OF EXISTING 42" R
- 9. COMPLETE CONSTRUCTION OF THE TRUCK APRON
- seasons.
- 11. REMOVE EROSION AND SEDIMENTATION CONTROL UPON PERMANENT STABILIZATION.



		POSSIBLE LOCATION OF TEM ADJUSTED AS NECESSARY FO	
	WI	ITHIN 60" RCP (TOP ELEV. 24.7	
MH east			
MH ast ATT			5 0 0
	C M P		
		E E	
	PORARY TYPE 'C-L' TOPS B WITH TOPS CONSISTENT		
WITH PROPO ABOUT PAYN	SED CONDITION (SEE NOTES		
NOS. DRN-22	AND DRN-23)	CONCORE OF	
		Chie Chie	
4311			
RCP +	E TR	0 5	0 0
		A A A A A A A A A A A A A A A A A A A	00
	304+00		
$ON-RAMP 003 \circ \circ 0 \circ$		00+011 0	
ITLY PLUG EXISTING 42" PIPE IN			
CHAMBER NO. 2 AFTER 60" RCP FILL ABANDONED 42" PIPE AND ABANDO			
STRUCTURES UP GRADIENT OF JUNCTION CONTROLLED LOW STRENGTH MATERIAL	CHAMBER WITH	T'to la	3
60" RCP IS ACTIVE	D B		
	FILL PIPE IN WORK ZONE AFTER		10 0
NSTRUCTION SEQUENCE, STAGE 4:			
F-RAMP TO CREATE A WORK ZONE AT THE NORTHWEST	ABANDON MH IN WORK ZONE PRIOR —		6
	TO INSTALLING CURBING AFTER 60" RCP		
MPLETE CONSTRUCTION OF THE 60'' RCP S ENDWALL WHILE STREAM IS STILL MAINTAINED	MBR		
ING 42" INLET AND PUMP AROUND WORK AREA INTO			C C C C C C C C C C C C C C C C C C C
he removal of the existing 42" headwall and	REMOVE TEMPORARY TYPE 'C-L' TOPS —		Man P
NLET BEHIND THE WATER-HANDLING-COFFERDAM.	AND RESET CB WITH TOPS CONSISTENT WITH PROPOSED CONDITION (SEE NOTES		TURNINE
MOVAL OF THE TEMPORARY OUTLET PIPE FROM THE ROUNDABOUT AND INSTALL THE PROPOSED 15" RCP OUR HOLE.	ABOUT PAYMENT ON DRAWING NOS. DRN-22 AND DRN-23)		
NSTALL PLANTINGS. REMOVE WATER-HANDLING-			
ATERCOURSE CAN UTILIZE THE FULL LENGTH OF THE		EWLOWD	
N STORM DRAINAGE JUNCTION CHAMBER NO. 2 AND RCP TRUNKLINE.			
and Islands within the roundabout.	ROUTE 17 NB		
TINGS NOT PREVIOUSLY INSTALLED DUE TO PLANTING	- ' NB ~/		

10. PERFORM FINAL GRADING AND INSTALL ANY PLANTINGS NOT PREVIOUSLY INSTALLED DUE TO PLANTING

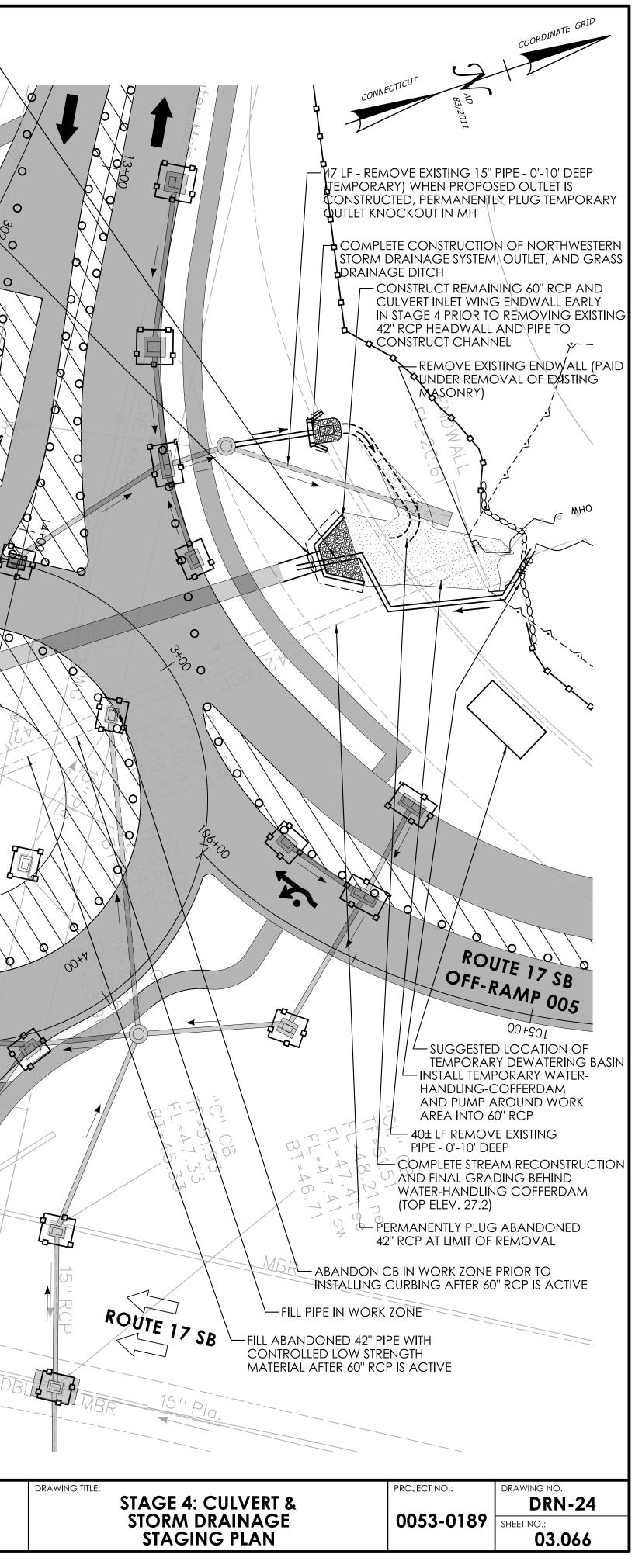
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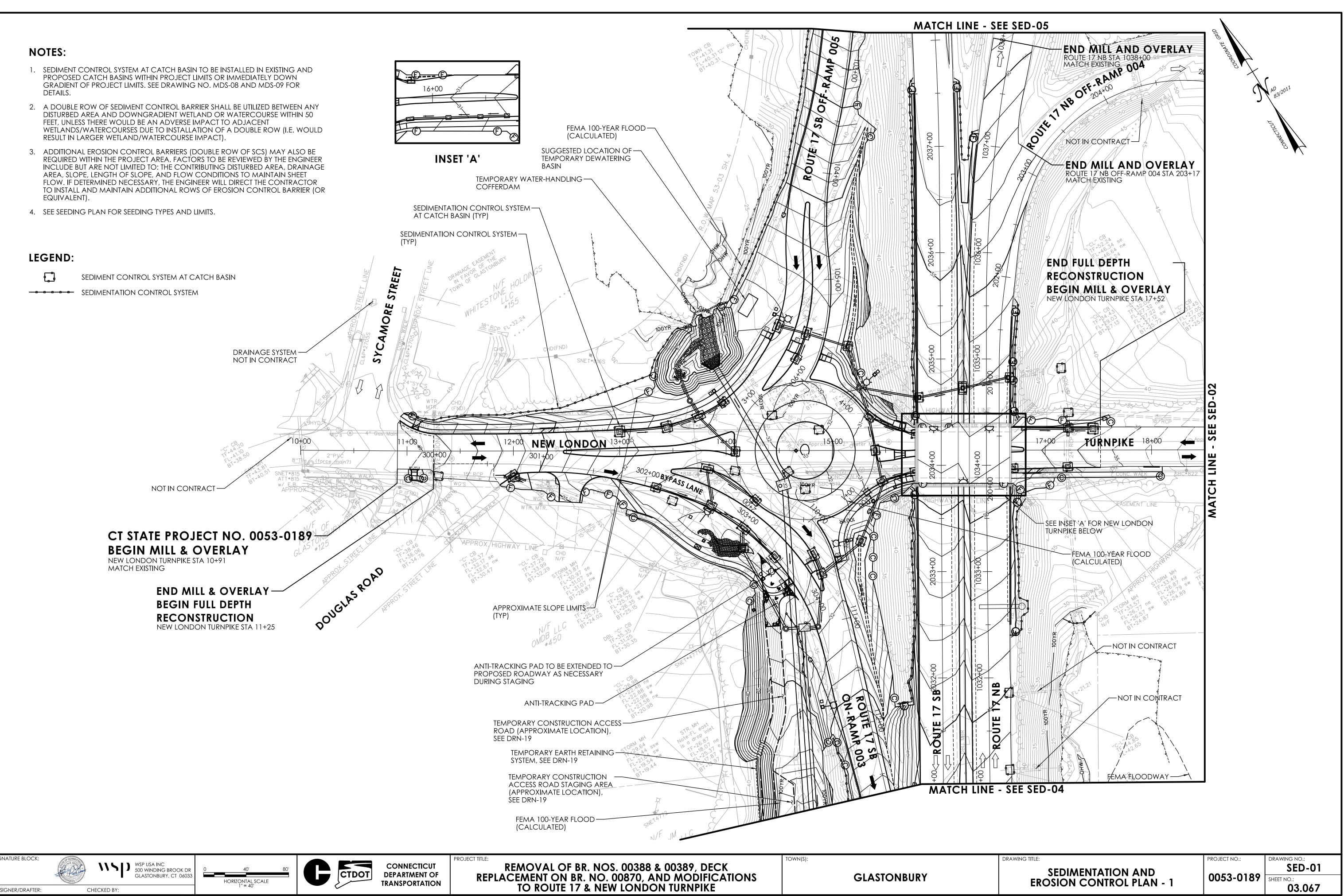
REMOVAL OF BR. NOS. 00388 & 00389, DECK REPLACEMENT ON BR. NO. 00870, AND MODIFICATIONS TO ROUTE 17 & NEW LONDON TURNPIKE

GLASTONBURY

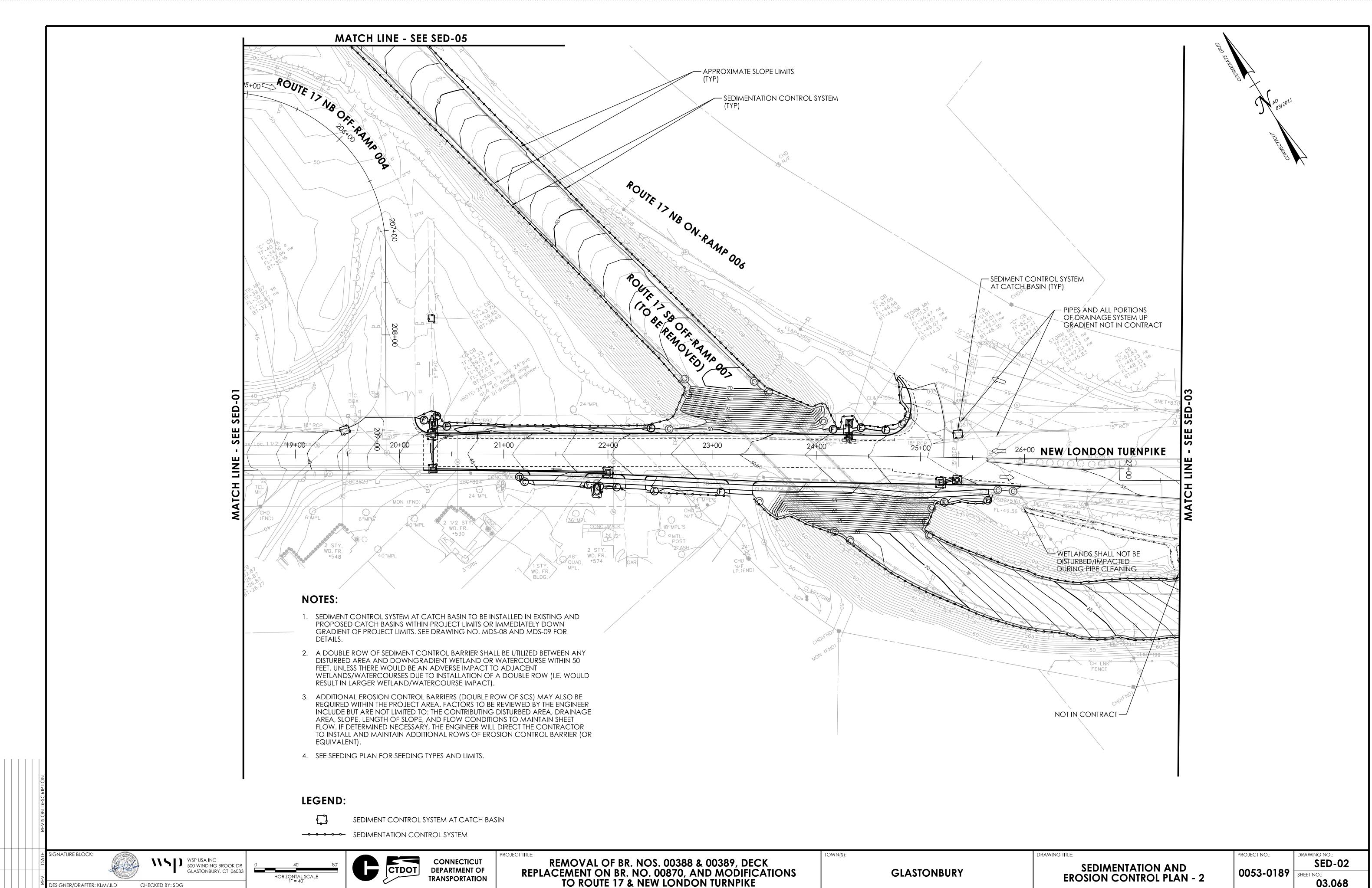
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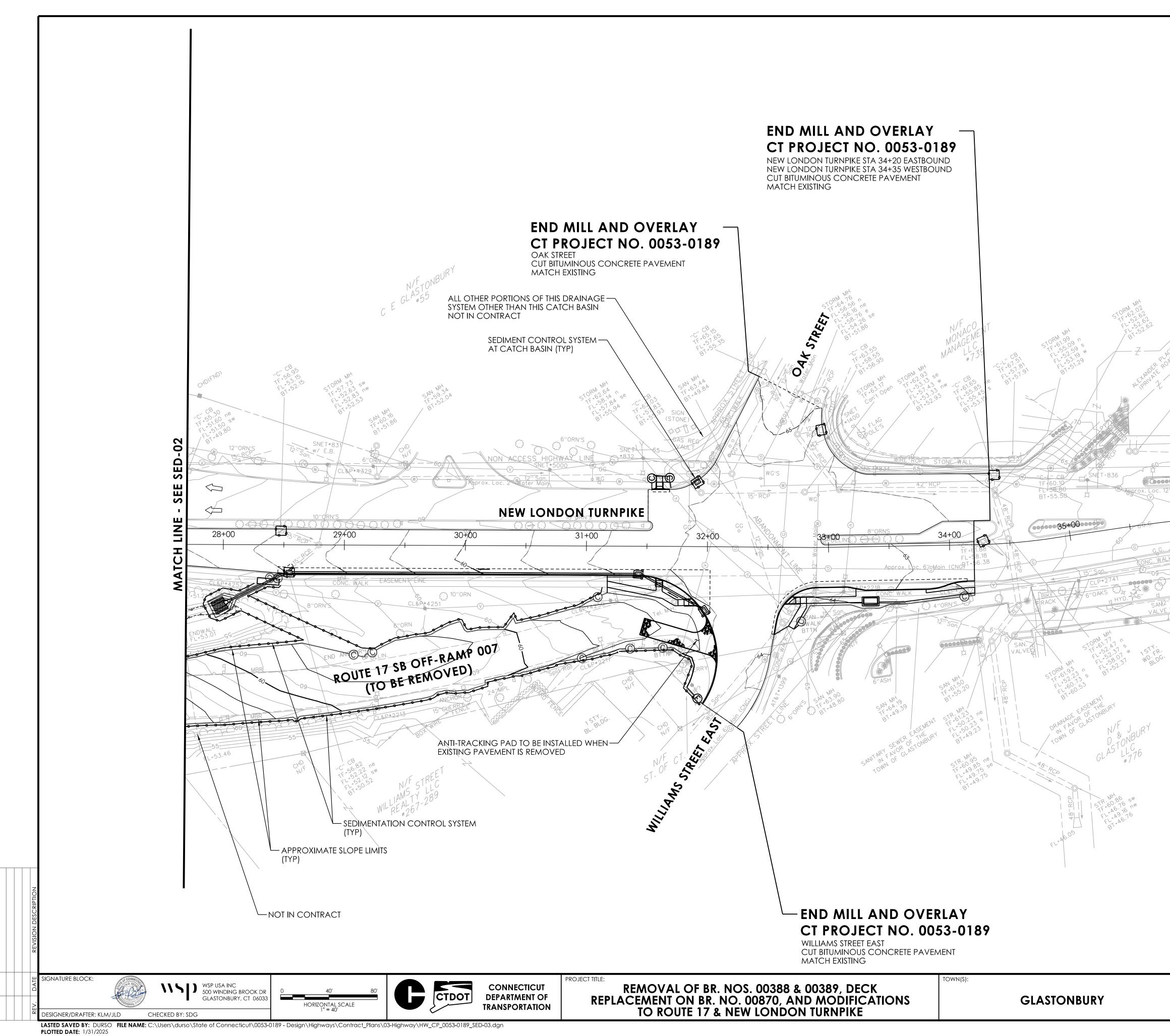


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REMOVAL OF BR. NOS. 00388 & 00389, DECK
REPLACEMENT ON BR. NO. 00870, AND MODIFICATIONS
TO ROUTE 17 & NEW LONDON TURNPIKE



					COORDINATE GRID	AD 83/2011
						CONNECTICUT
N/F MONA MANAC	ACO NT EMENT LC **41 $MH^{S} 60.49$ RETF 58.89 FL 58.89 FL 53.99 8 e BT 53.99 SAN, N SAN, 58	i Can	«С-L"58.19 ТЕ-58.19 ЕL-54.19 ЕL-54.19 ЕL-55.99 ЕL-55.99 ЕL-55.19 ЕL-55.19	570RM MH 57F=58.95 FL=52.65 FL=52.65 FL=52.7 FL=52.7 BT=51.		
2 STY. 2 BLO BL. 16 CONC. WALK		HT3 175-55-01 FL-55-01 HT3 HT3 HT3 HT3 HT3 HT3 HT3 HT3 HT3 HT3	FL 55.99 FL	EL 51.0 8 FL 52.7 FL 52.7 FL 51. BT 51. BT 51. C		
		37+00	6			
DAKS 6"17 88 ostic	12" Plostic O 9 B 8 90 10		D) in t''pve 15"ASHES O HYD Q	WIF MIR		
Ø.	PROPOSE	D CATCH BAS	STEM AT CATC INS WITHIN PRC LIMITS. SEE DR	DJECT LIMITS (DR IMMEDIATE	

- A DOUBLE ROW OF SEDIMENT CONTROL BARRIER SHALL BE UTILIZED BETWEEN ANY DISTURBED AREA AND DOWNGRADIENT WETLAND OR WATERCOURSE WITHIN 50 FEET, UNLESS THERE WOULD BE AN ADVERSE IMPACT TO ADJACENT WETLANDS/WATERCOURSES DUE TO INSTALLATION OF A DOUBLE ROW (I.E. WOULD RESULT IN LARGER WETLAND/WATERCOURSE IMPACT).
- ADDITIONAL EROSION CONTROL BARRIERS (DOUBLE ROW OF SCS) MAY ALSO BE REQUIRED WITHIN THE PROJECT AREA. FACTORS TO BE REVIEWED BY THE ENGINEER INCLUDE BUT ARE NOT LIMITED TO: THE CONTRIBUTING DISTURBED AREA, DRAINAGE AREA, SLOPE, LENGTH OF SLOPE, AND FLOW CONDITIONS TO MAINTAIN SHEET FLOW. IF DETERMINED NECESSARY, THE ENGINEER WILL DIRECT THE CONTRACTOR TO INSTALL AND MAINTAIN ADDITIONAL ROWS OF EROSION CONTROL BARRIER (OR 3 EQUIVALENT).
- 4. SEE SEEDING PLAN FOR SEEDING TYPES AND LIMITS.

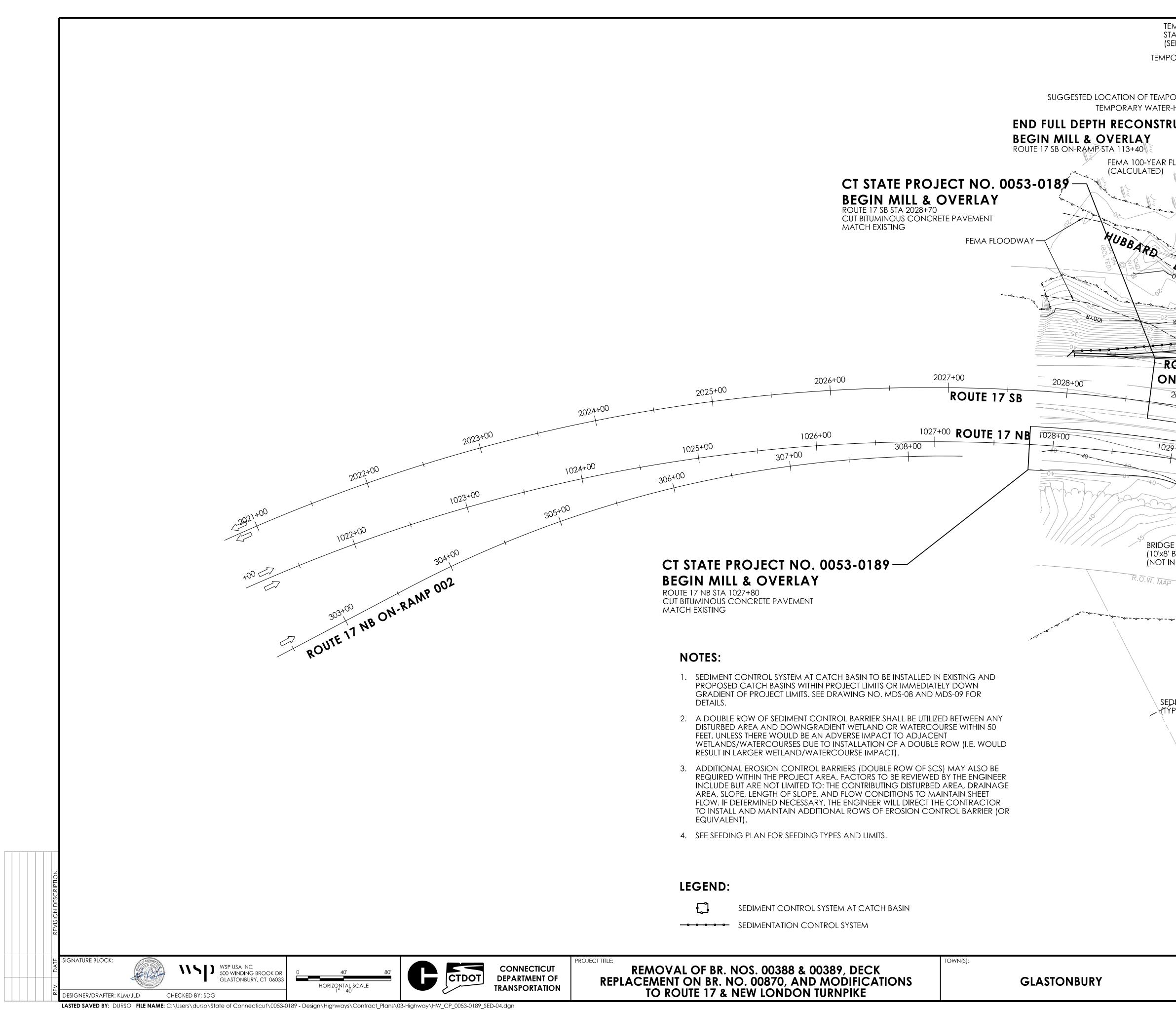
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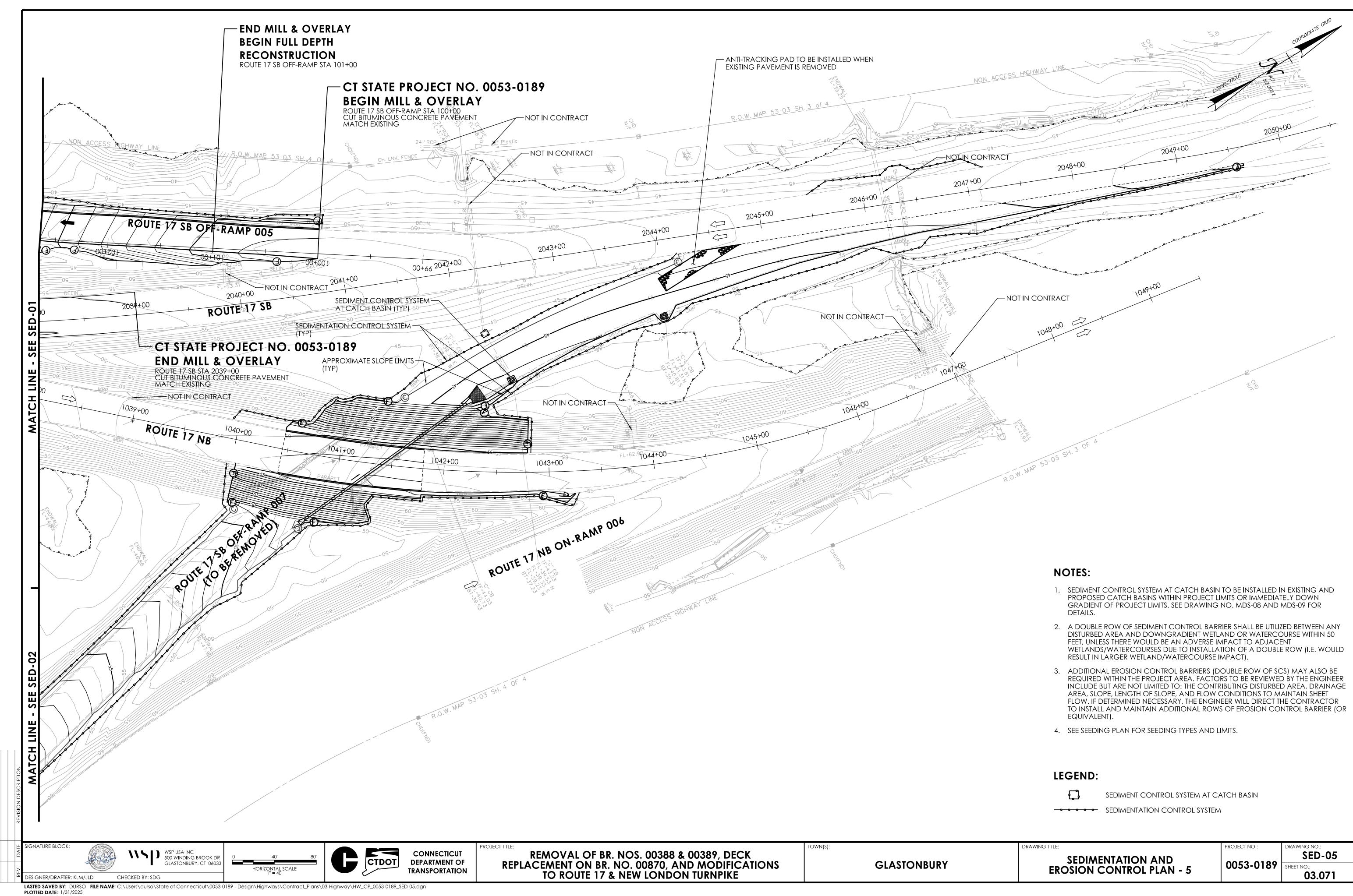
SEDIMENT CONTROL SYSTEM AT CATCH BASIN

SEDIMENTATION CONTROL SYSTEM

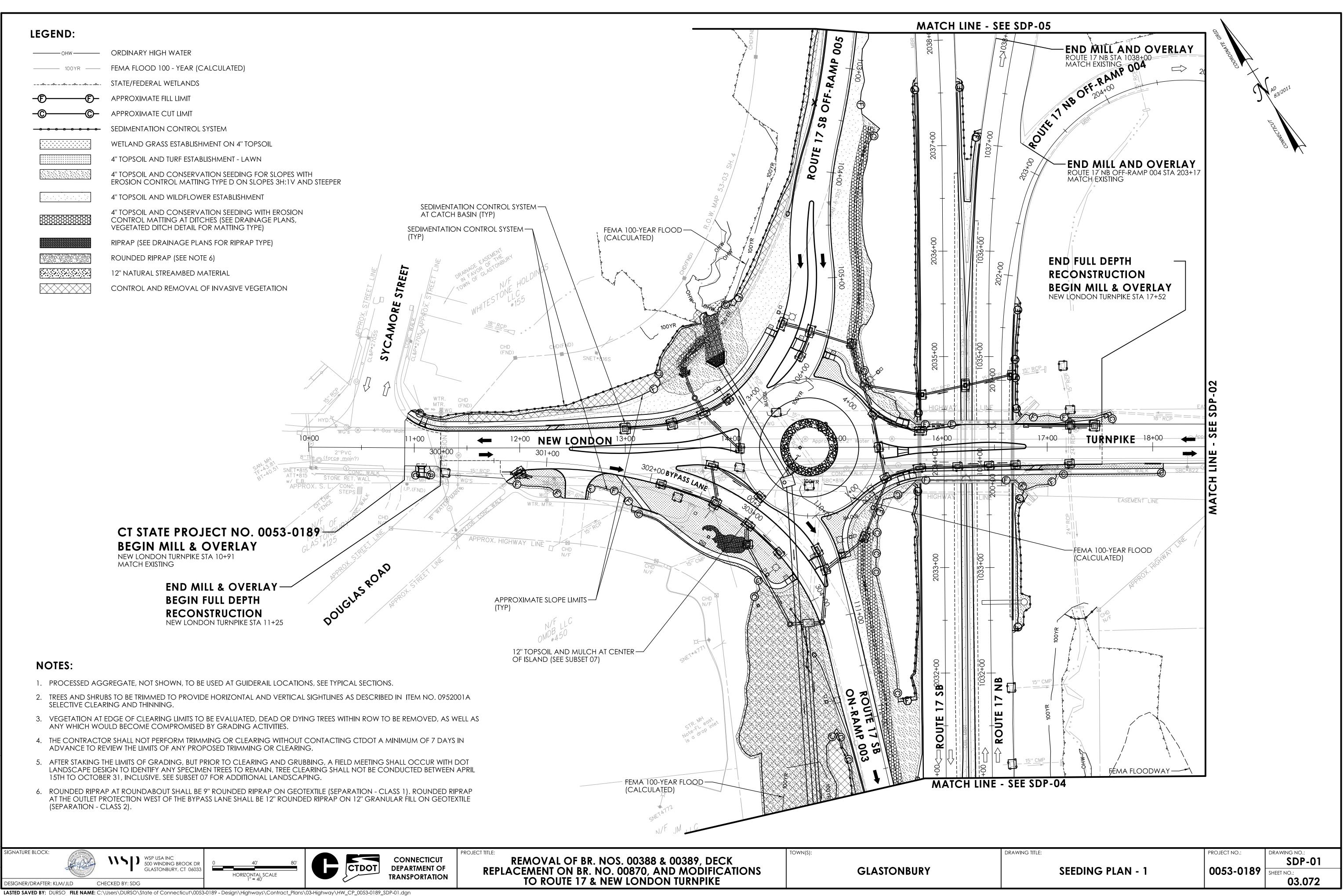
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	03.069
	PROJECT NO.: 0053-0189



		-2
EMPORARY CONSTRUCTION ACCESS ROAD AND		COORDINATE GRID
SEE DRN-19) PORARY EARTH RETAINING SYSTEM, (SEE DRN-19) —		1
	IECTICUT 83. A	Ì
	AD 83/2011	
PORARY DEWATERING BASIN		
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GE NO. 03236 BOX CULVERTI		
IN CONTRACT)		
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EDIMENTATION CONTROL SYSTEM		
SEDIMENT CONTROL SYSTEM		
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SEDIMENTATION AND	0053-0189	SED-04 Sheet NO.:
EROSION CONTROL PLAN - 4		03.070

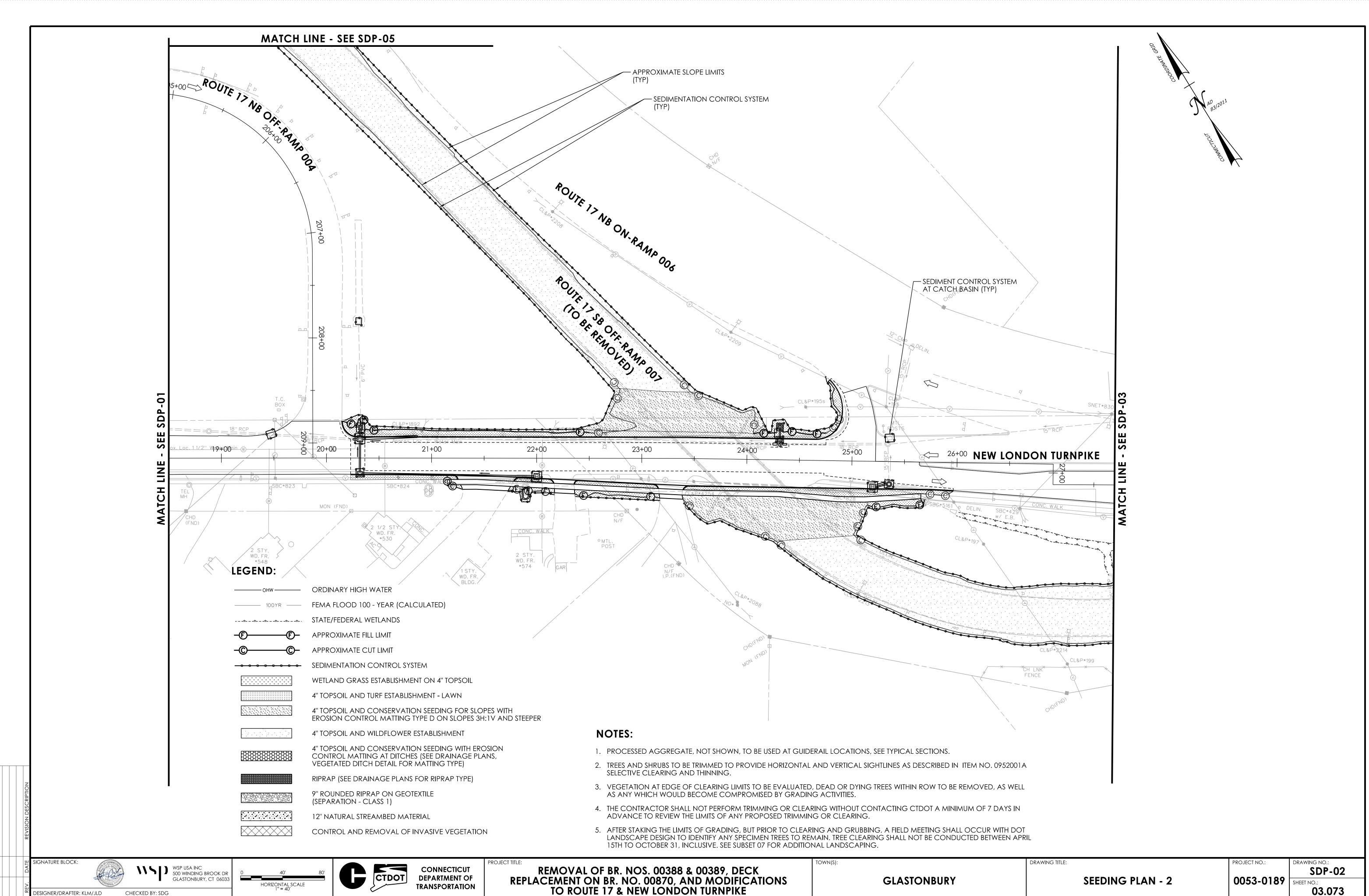


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	SEDIMENTATION AND		SED-05
	EROSION CONTROL PLAN - 5	0053-0189	SHEET NO.:
EROSION CONTROL PLAN - 5			03.071



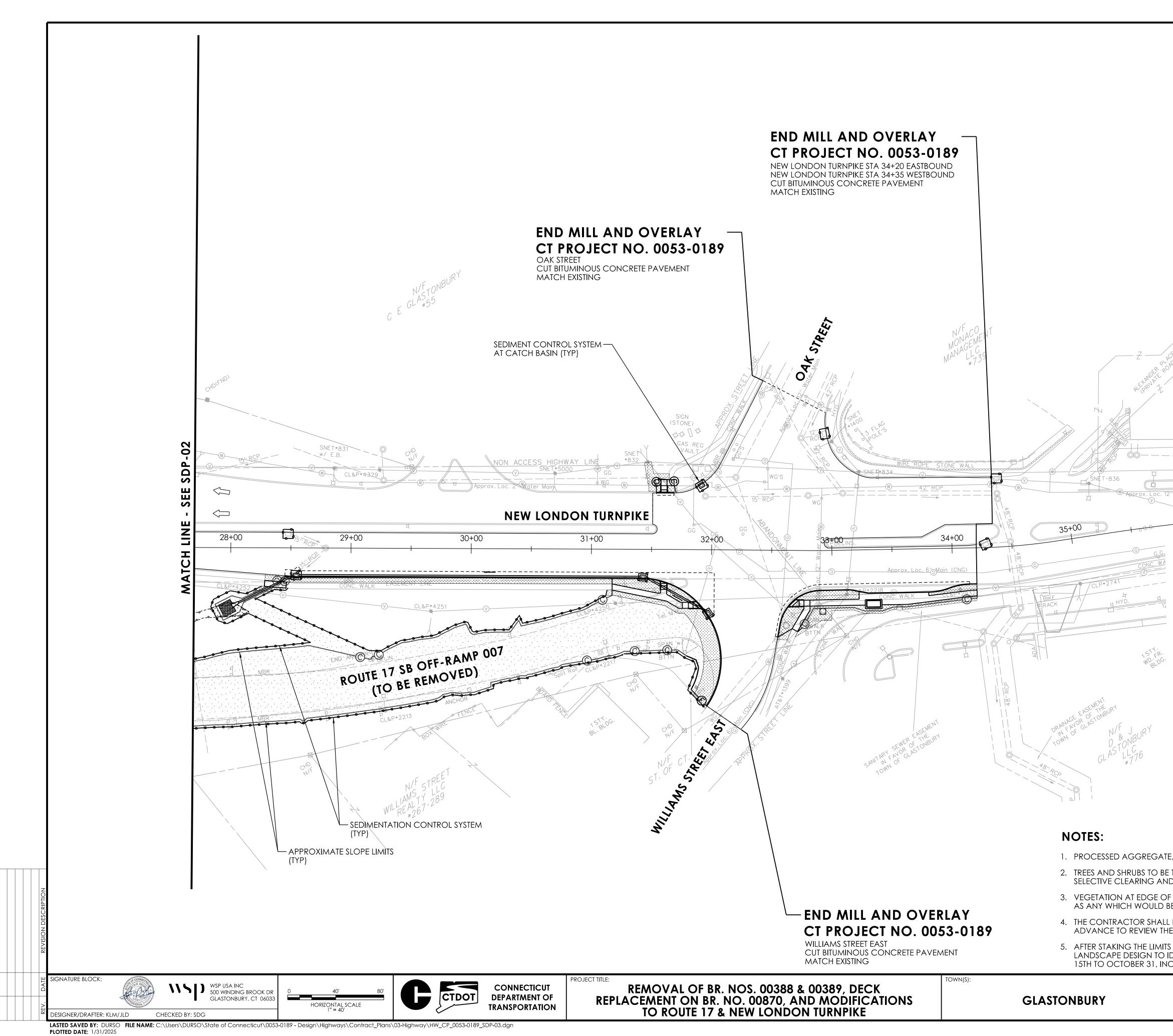
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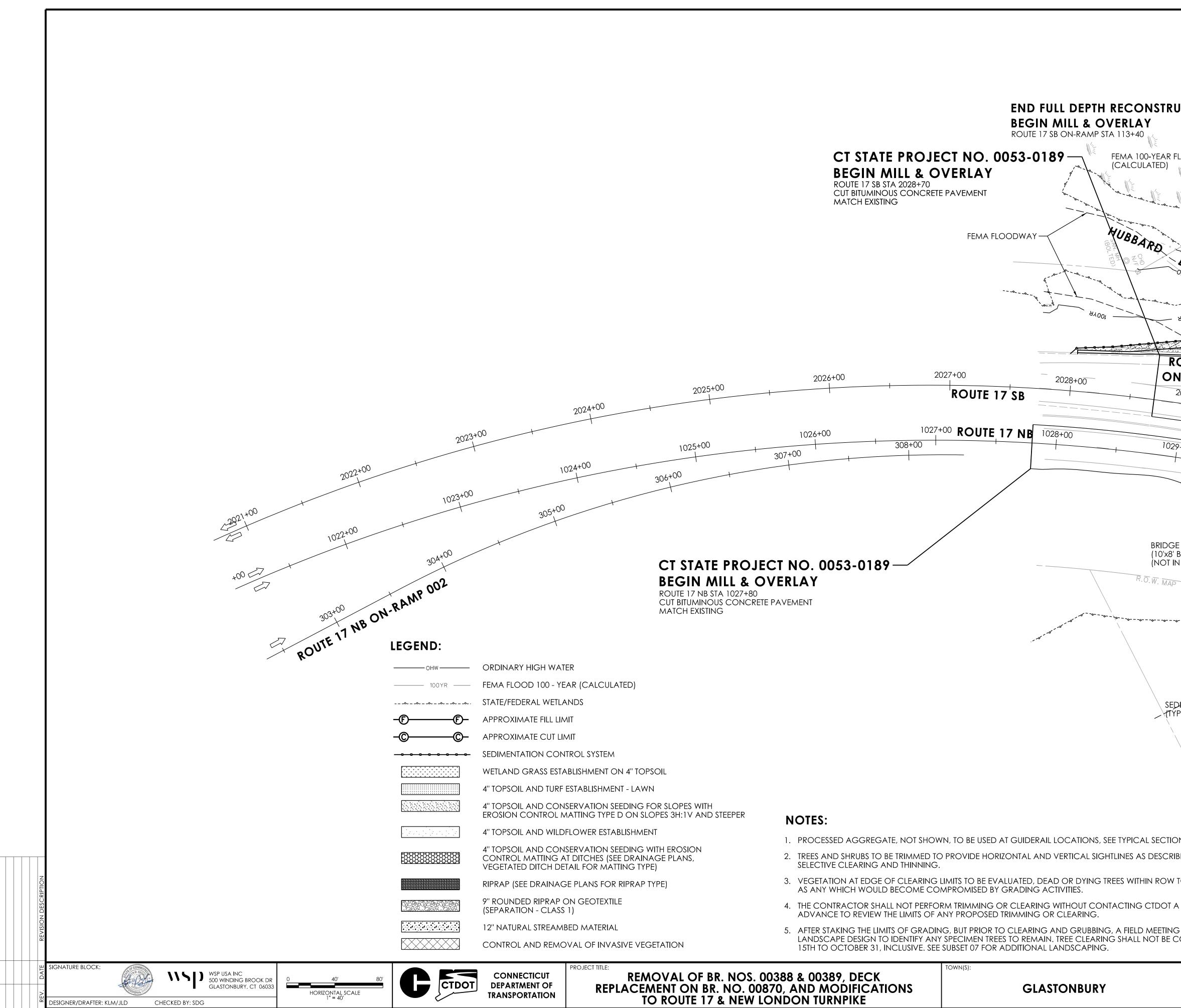
REMOVAL OF BR. NOS. 00388 & 00389, DECK
REPLACEMENT ON BR. NO. 00870, AND MODIFICATIONS
TO ROUTE 17 & NEW LONDON TURNPIKE



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	COORDINATE GRID
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OHW	
100YR	FEMA FLOOD 100 - YEAR (CALCULATED) STATE/FEDERAL WETLANDS
-©	APPROXIMATE FILL LIMIT
-©©-	
	SEDIMENTATION CONTROL SYSTEM WETLAND GRASS ESTABLISHMENT ON 4" TOPSOIL
	4" TOPSOIL AND TURF ESTABLISHMENT - LAWN
	4" TOPSOIL AND CONSERVATION SEEDING FOR SLOPES WITH EROSION CONTROL MATTING TYPE D ON SLOPES 3H:1V AND STEEPER
	4" TOPSOIL AND WILDFLOWER ESTABLISHMENT
	4" TOPSOIL AND CONSERVATION SEEDING WITH EROSION CONTROL MATTING AT DITCHES (SEE DRAINAGE PLANS, VEGETATED DITCH DETAIL FOR MATTING TYPE)
	RIPRAP (SEE DRAINAGE PLANS FOR RIPRAP TYPE)
	9" ROUNDED RIPRAP ON GEOTEXTILE (SEPARATION - CLASS 1)
	12" NATURAL STREAMBED MATERIAL
	CONTROL AND REMOVAL OF INVASIVE VEGETATION
TRIMMED TO PROVIDE HORIZ	T GUIDERAIL LOCATIONS, SEE TYPICAL SECTIONS. CONTAL AND VERTICAL SIGHTLINES AS DESCRIBED IN ITEM NO. 0952001A
	LUATED, DEAD OR DYING TREES WITHIN ROW TO BE REMOVED, AS WELL
	R CLEARING WITHOUT CONTACTING CTDOT A MINIMUM OF 7 DAYS IN
e limits of any proposed t	

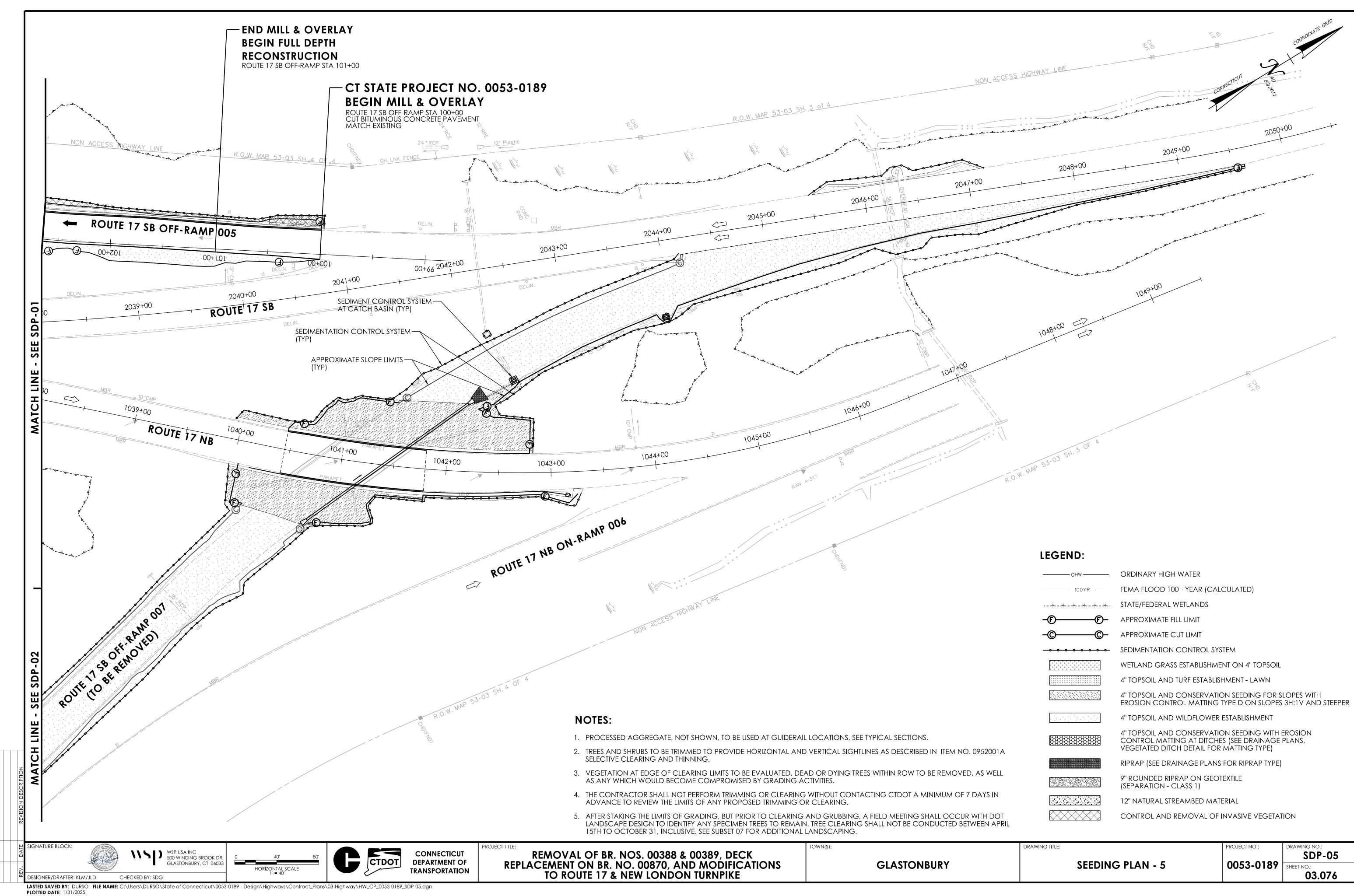
AFTER STAKING THE LIMITS OF GRADING, BUT PRIOR TO CLEARING AND GRUBBING, A FIELD MEETING SHALL OCCUR WITH DOT LANDSCAPE DESIGN TO IDENTIFY ANY SPECIMEN TREES TO REMAIN. TREE CLEARING SHALL NOT BE CONDUCTED BETWEEN APRIL 15TH TO OCTOBER 31, INCLUSIVE. SEE SUBSET 07 FOR ADDITIONAL LANDSCAPING.

DRAWING TITLE:	PROJECT NO.:	DRAWING NO.:
		SDP-03
SEEDING PLAN - 3	0053-0189	SHEET NO.:
		03.074
	DRAWING TITLE: SEEDING PLAN - 3	



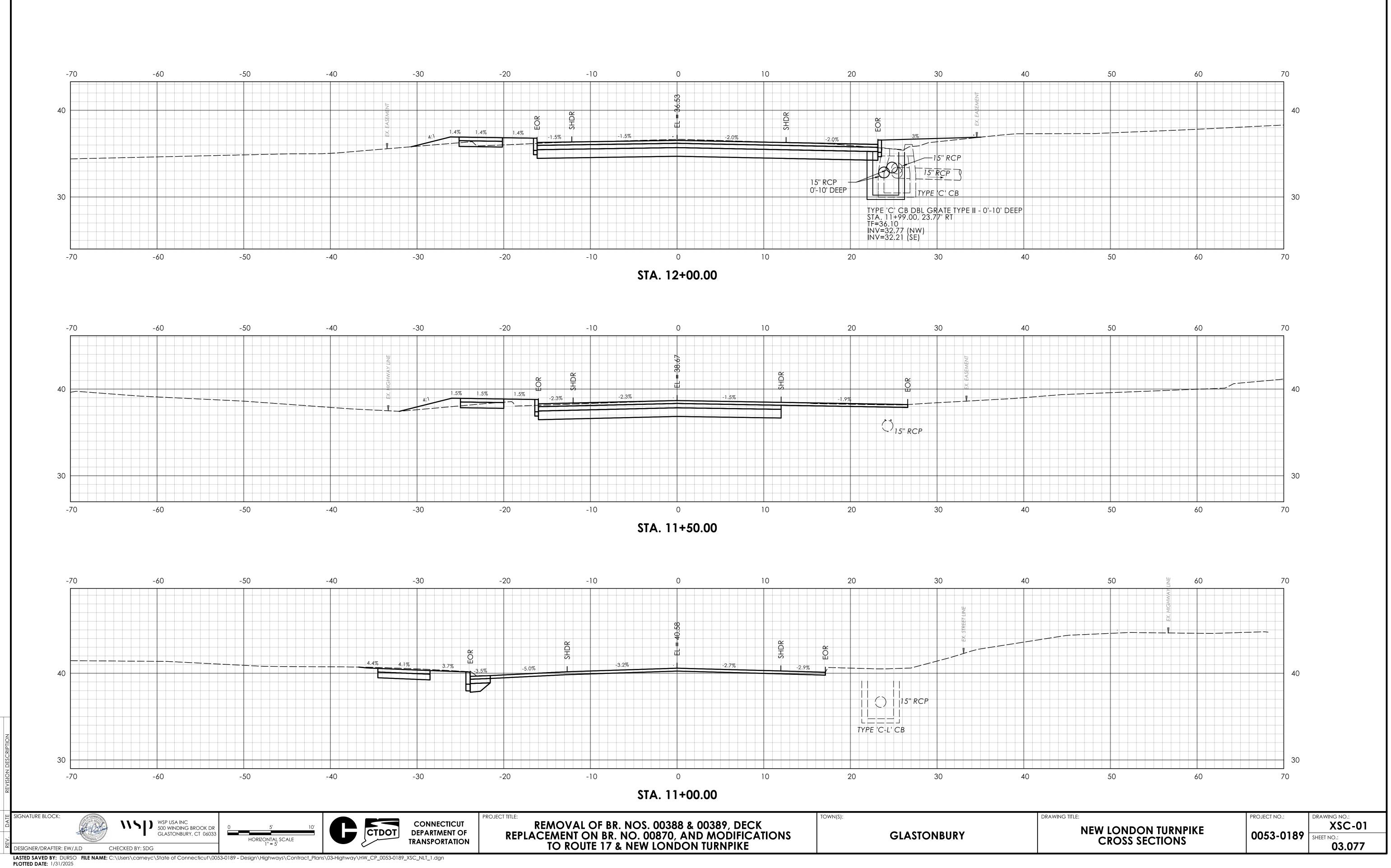
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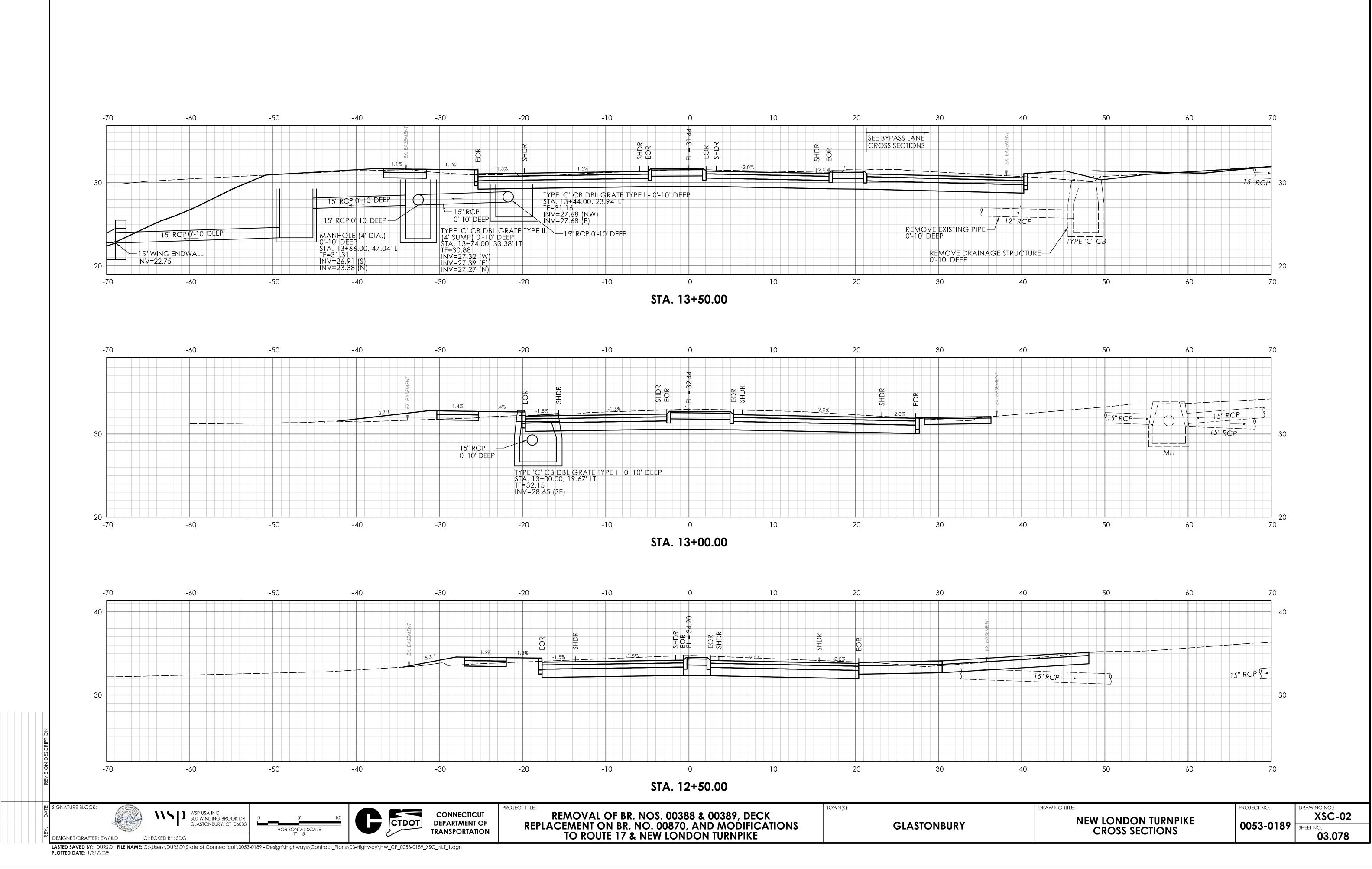
	TICUT AD 83/2011	COORDINATE GRID
FLOOD FLOOD Romman 53-02 Strate Romman 54-00 S	MM & čs IPERTIES #130 CHD	
AYOOL		
N-RAMP 003 2029+00 00+7 L 2030+00 SOLID YELLOW 29+00 SOL 030+00 103 103	SEE SDP-01	
GE NO. 03236 BOX CULVERT) IN CONTRACT) P 53-02 SH. T		
EDIMENTATION CONTROL SYSTEM YP) SEDIMENT CONTROL SYSTEM AT CATCH BASIN (TYP)		
ONS. RIBED IN ITEM NO. 0952001A V TO BE REMOVED, AS WELL A MINIMUM OF 7 DAYS IN		
IG SHALL OCCUR WITH DOT CONDUCTED BETWEEN APRIL DRAWING TITLE: SEEDING PLAN - 4	PROJECT NO.: 0053-0189	DRAWING NO.: SDP-04 SHEET NO.: 03.075

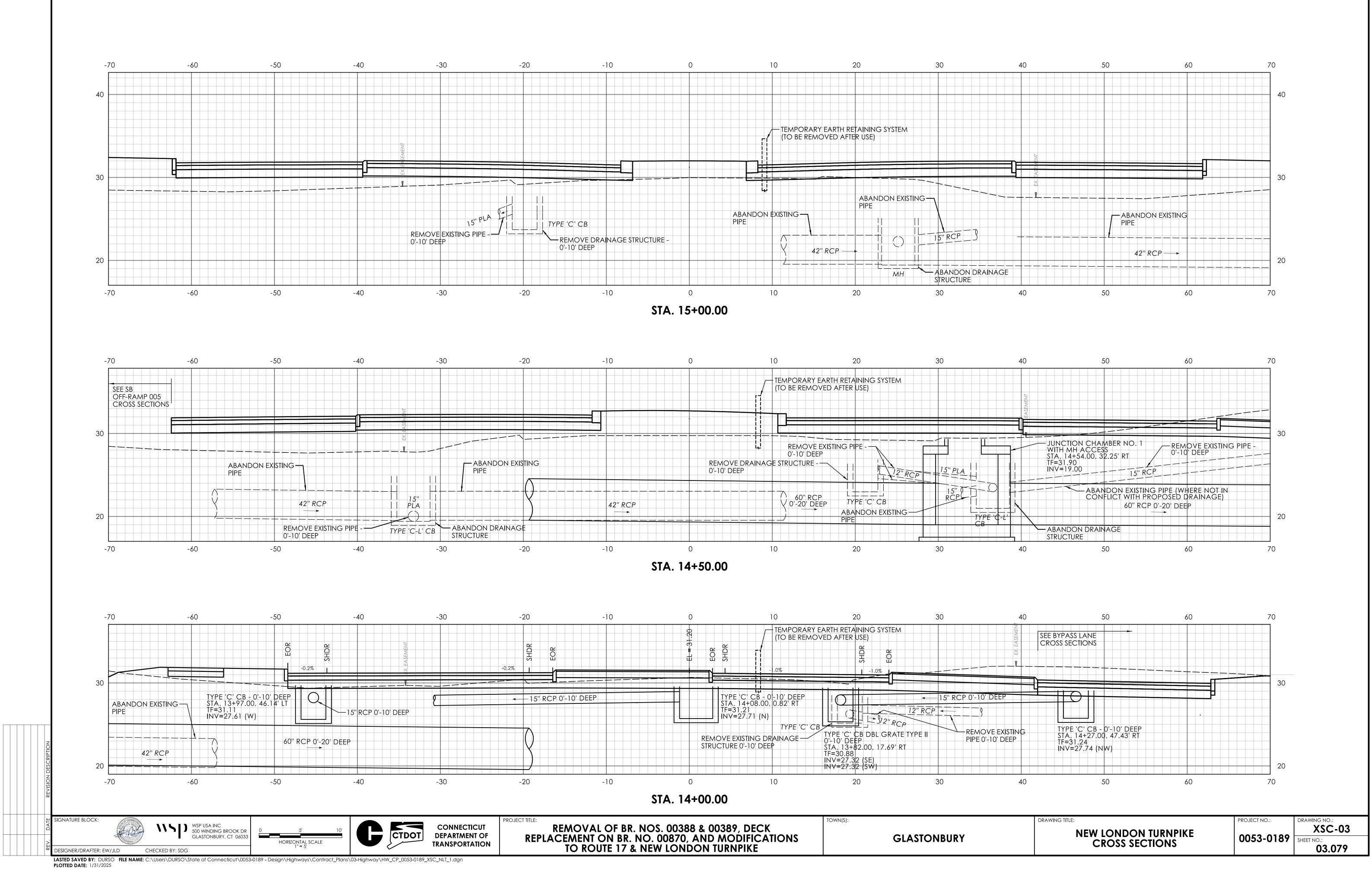


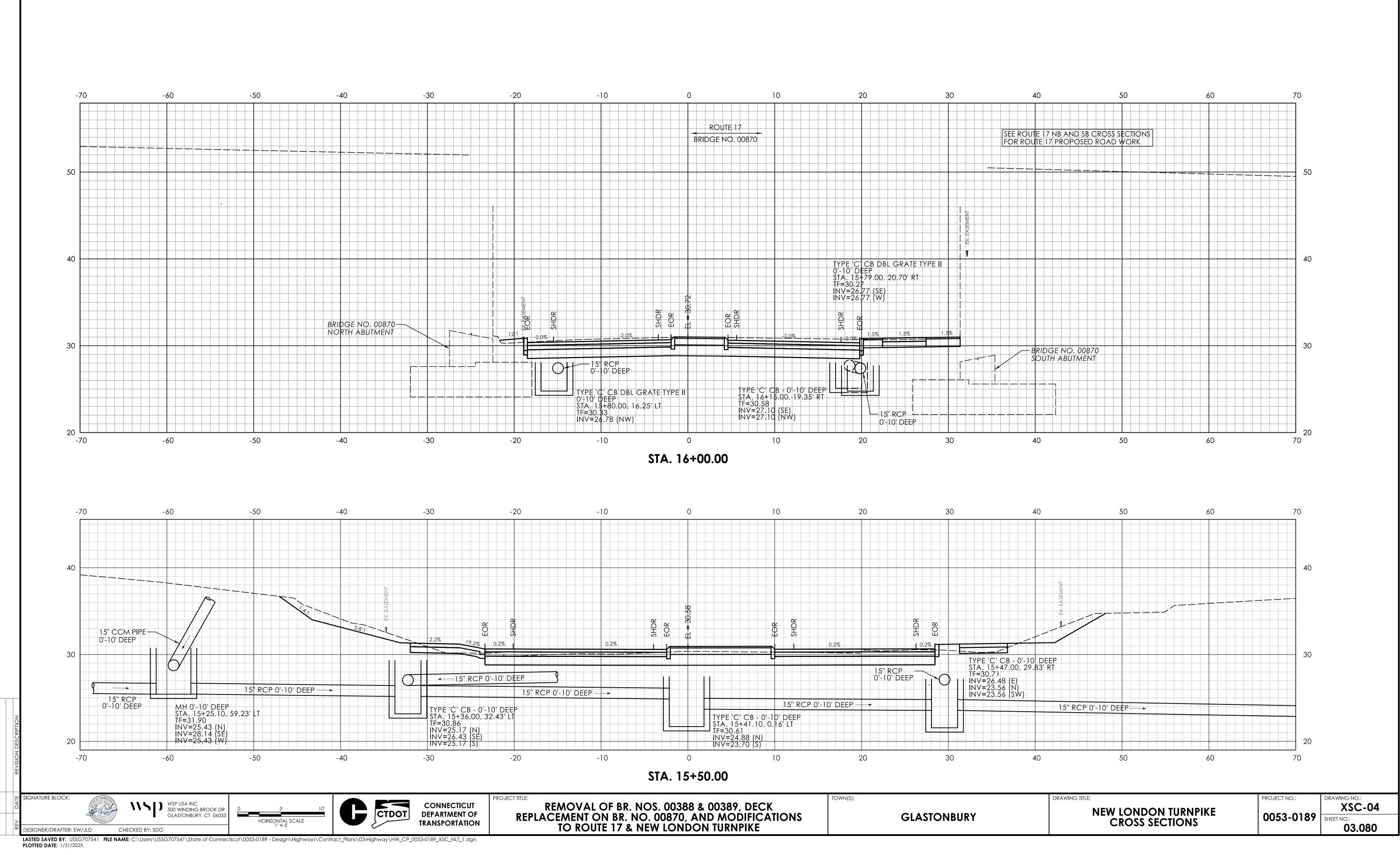
OHW	ORDINARY HIGH WATER
100YR	FEMA FLOOD 100 - YEAR (CALCULATED)
~-~-~-~-~-	STATE/FEDERAL WETLANDS
-©	APPROXIMATE FILL LIMIT
-©	APPROXIMATE CUT LIMIT
	SEDIMENTATION CONTROL SYSTEM
	WETLAND GRASS ESTABLISHMENT ON 4" TOPSOIL
	4" TOPSOIL AND TURF ESTABLISHMENT - LAWN
	4" TOPSOIL AND CONSERVATION SEEDING FOR SLOPES WITH EROSION CONTROL MATTING TYPE D ON SLOPES 3H:1V AND STEEPER
	4" TOPSOIL AND WILDFLOWER ESTABLISHMENT
	4" TOPSOIL AND CONSERVATION SEEDING WITH EROSION CONTROL MATTING AT DITCHES (SEE DRAINAGE PLANS, VEGETATED DITCH DETAIL FOR MATTING TYPE)
	RIPRAP (SEE DRAINAGE PLANS FOR RIPRAP TYPE)
	9" ROUNDED RIPRAP ON GEOTEXTILE (SEPARATION - CLASS 1)
	12" NATURAL STREAMBED MATERIAL
	CONTROL AND REMOVAL OF INVASIVE VEGETATION

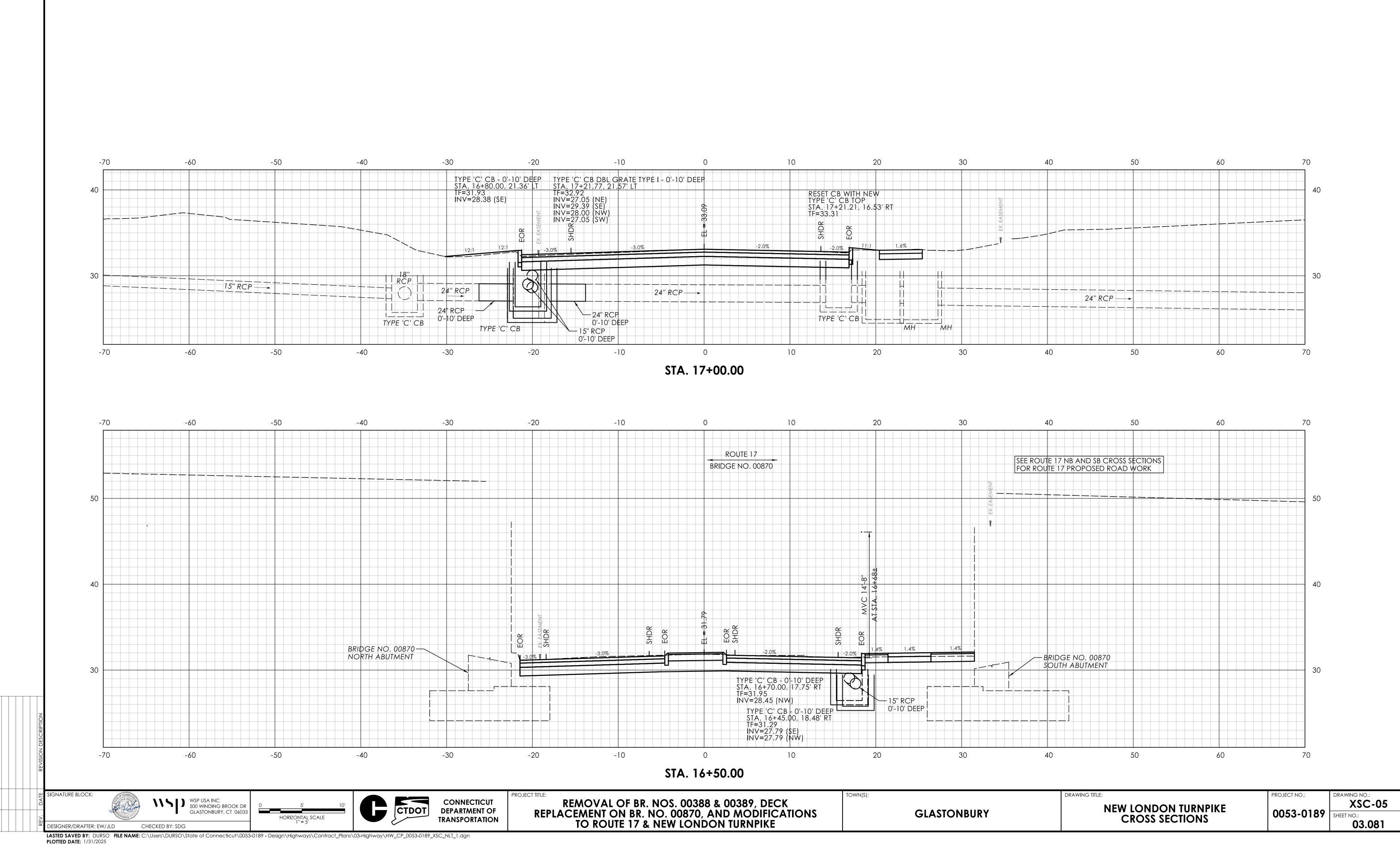
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SEEDING PLAN - 5	0053-0189	SHEET NO.:
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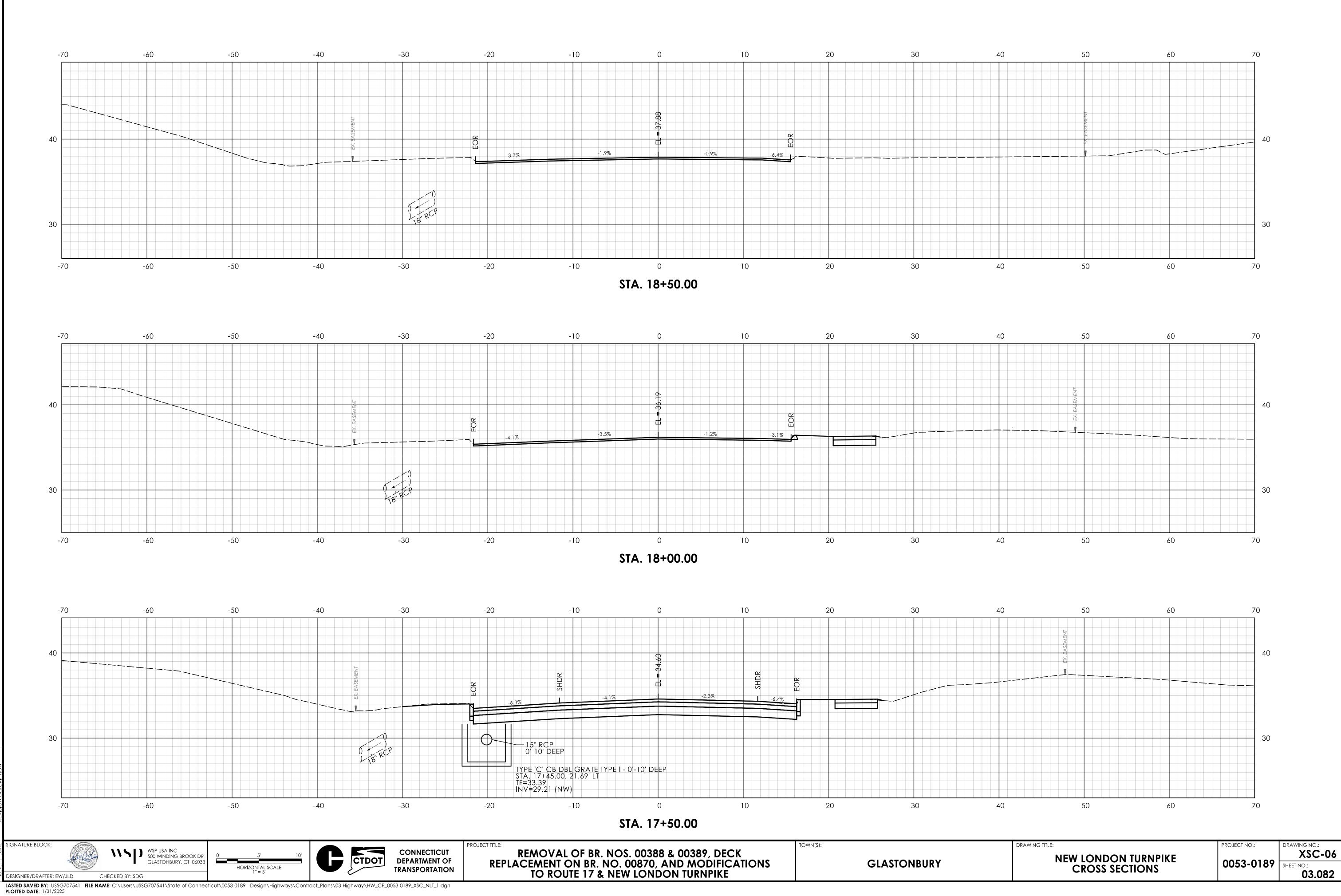




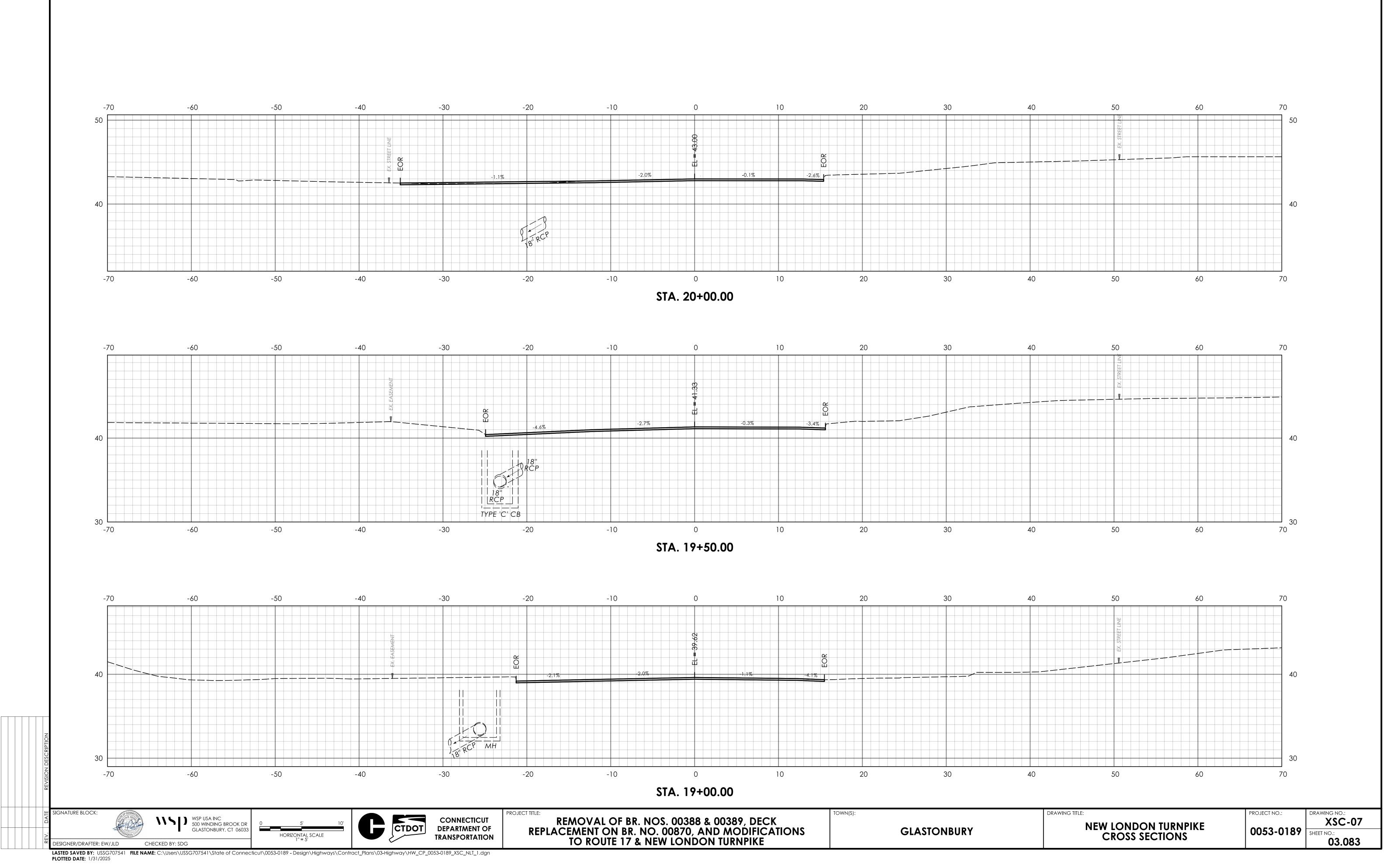


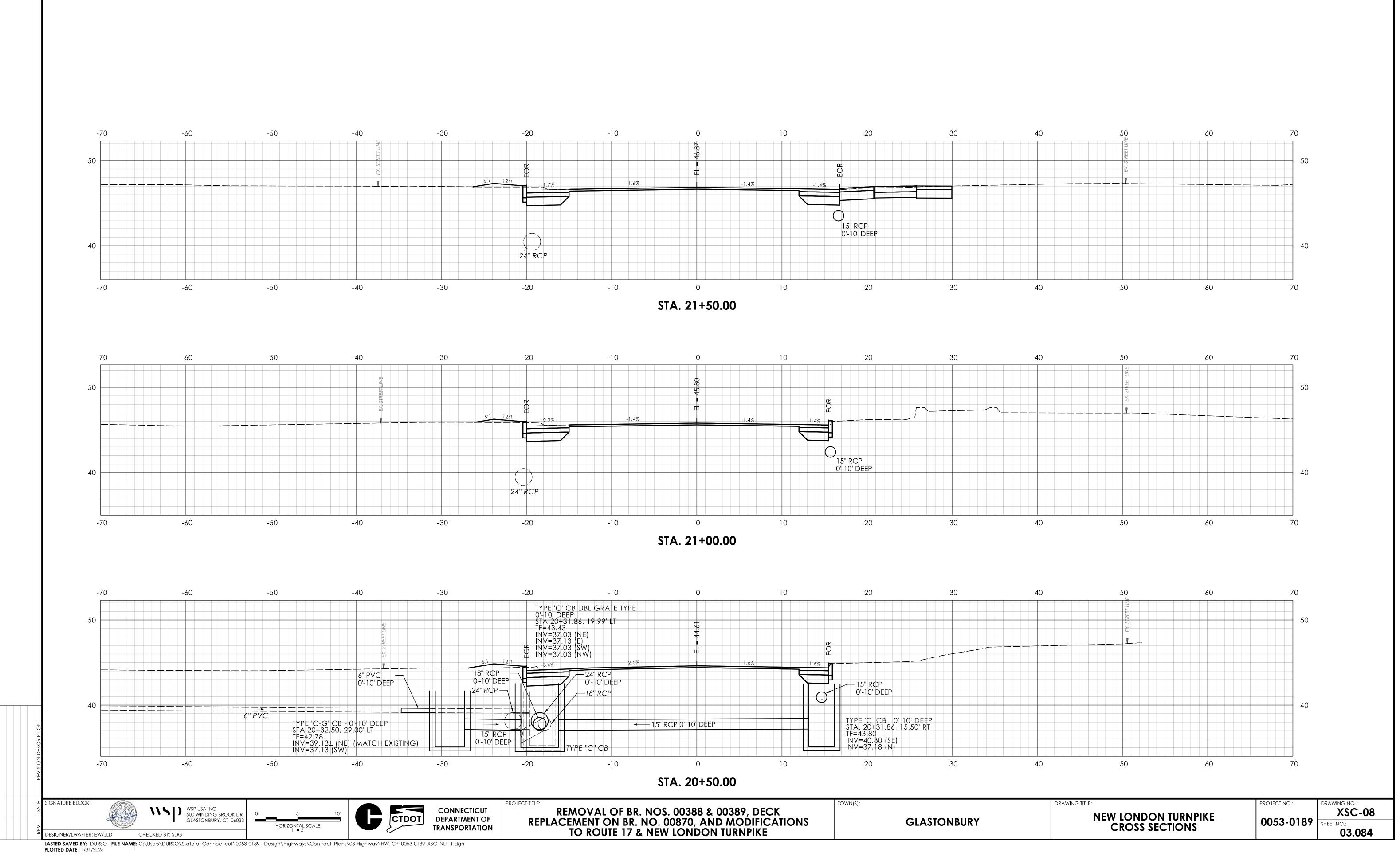


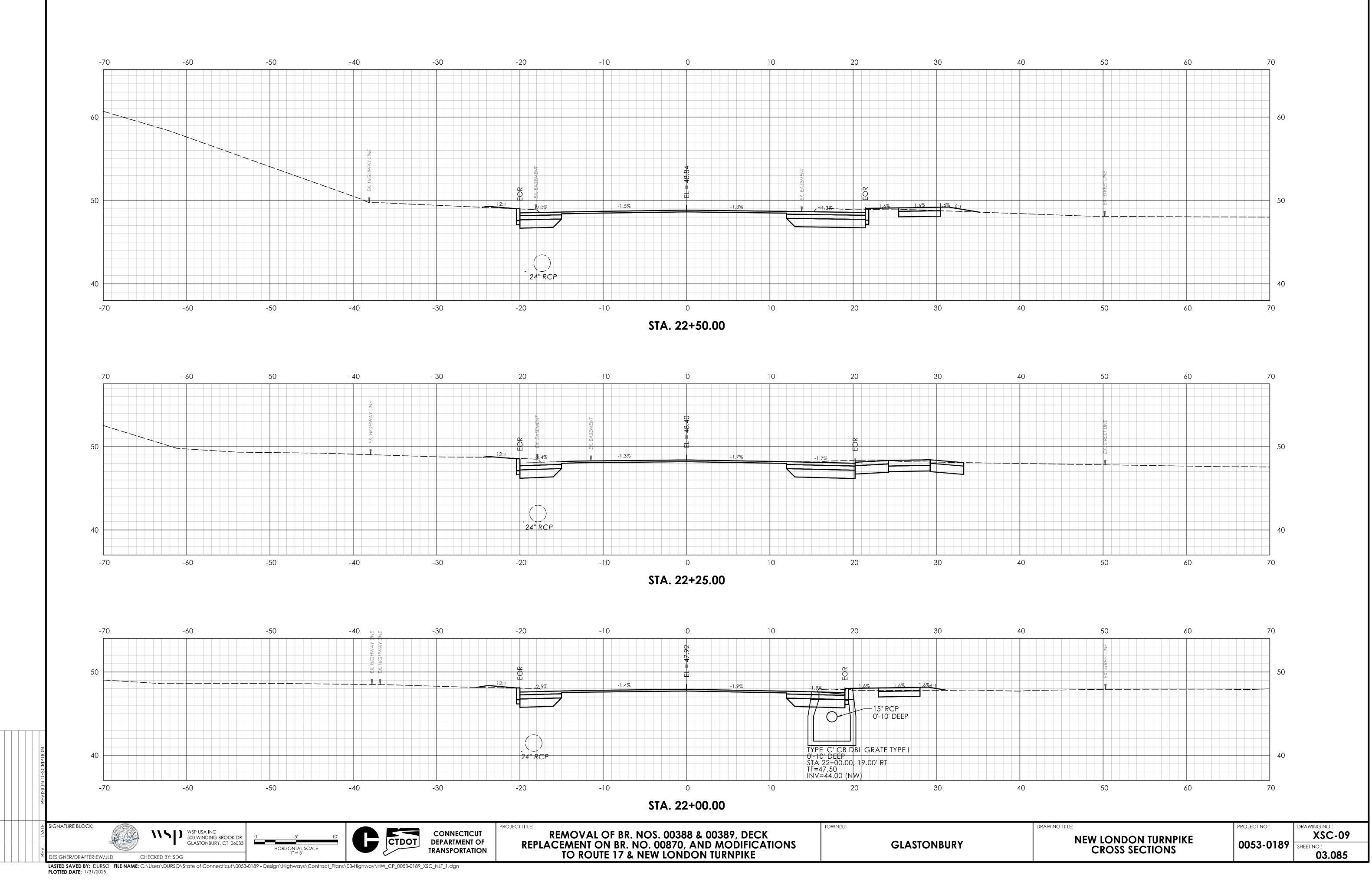


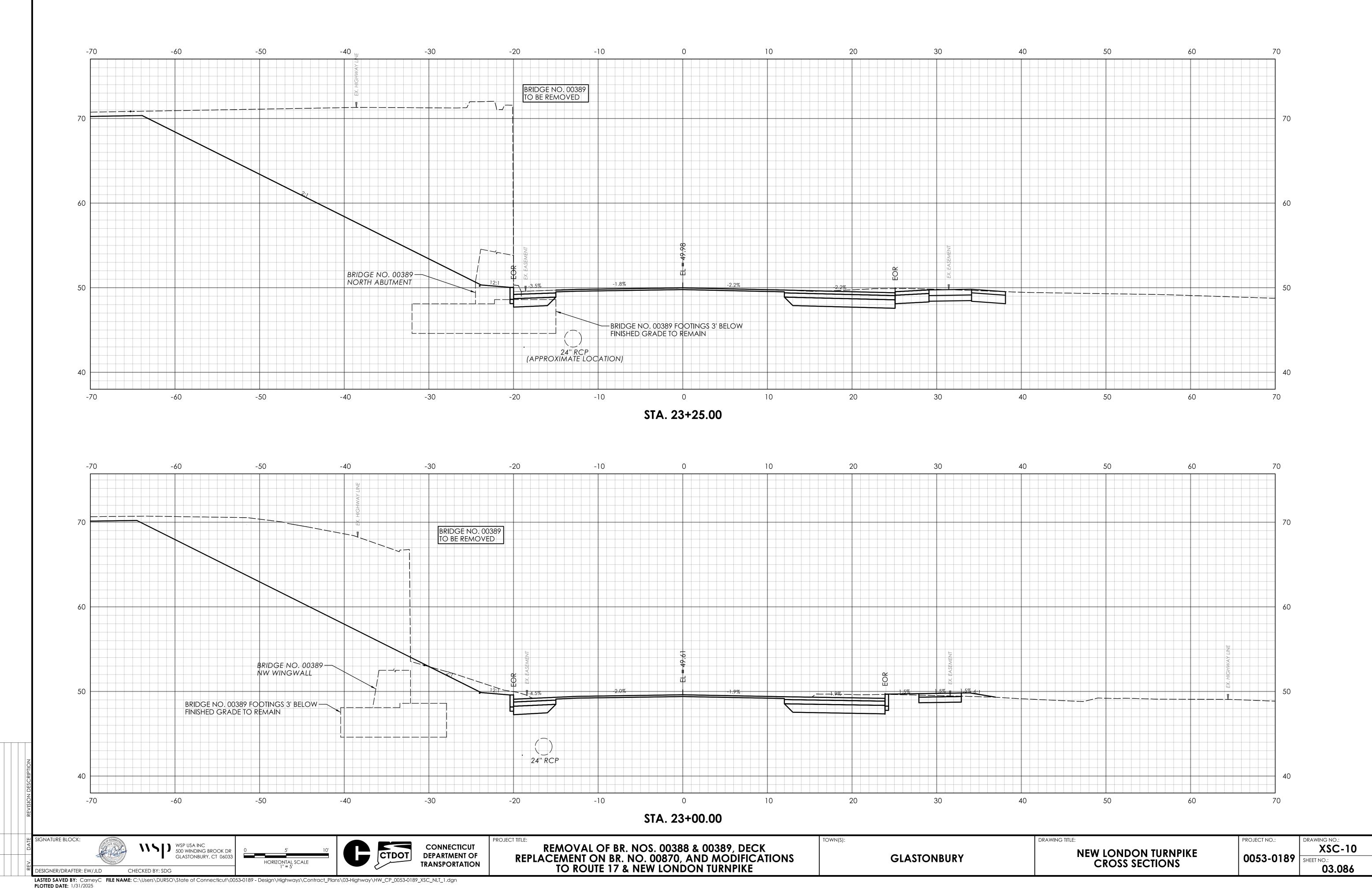


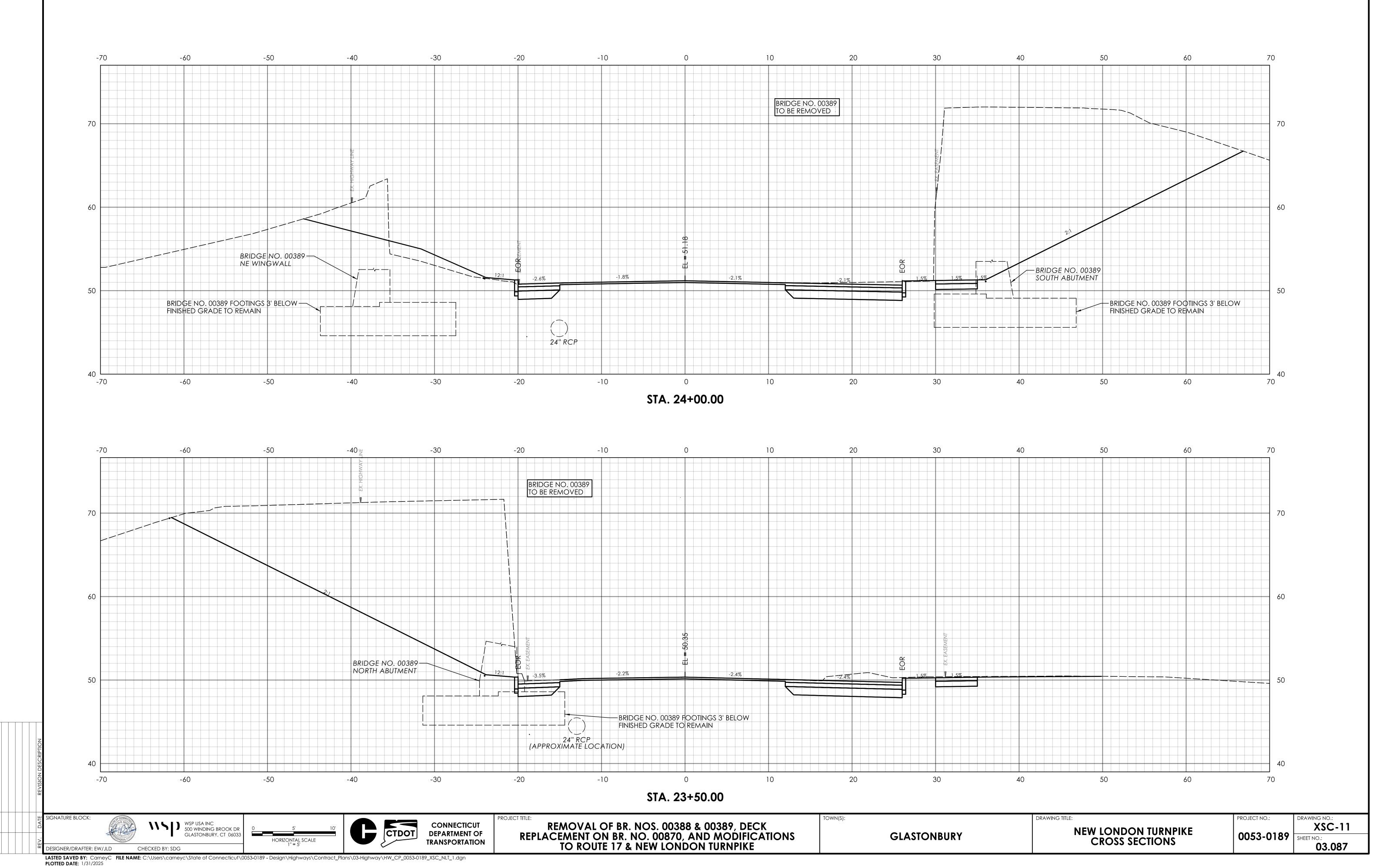
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CROSS SECTIONS	0053-0189	SHEET NO.: 03.082

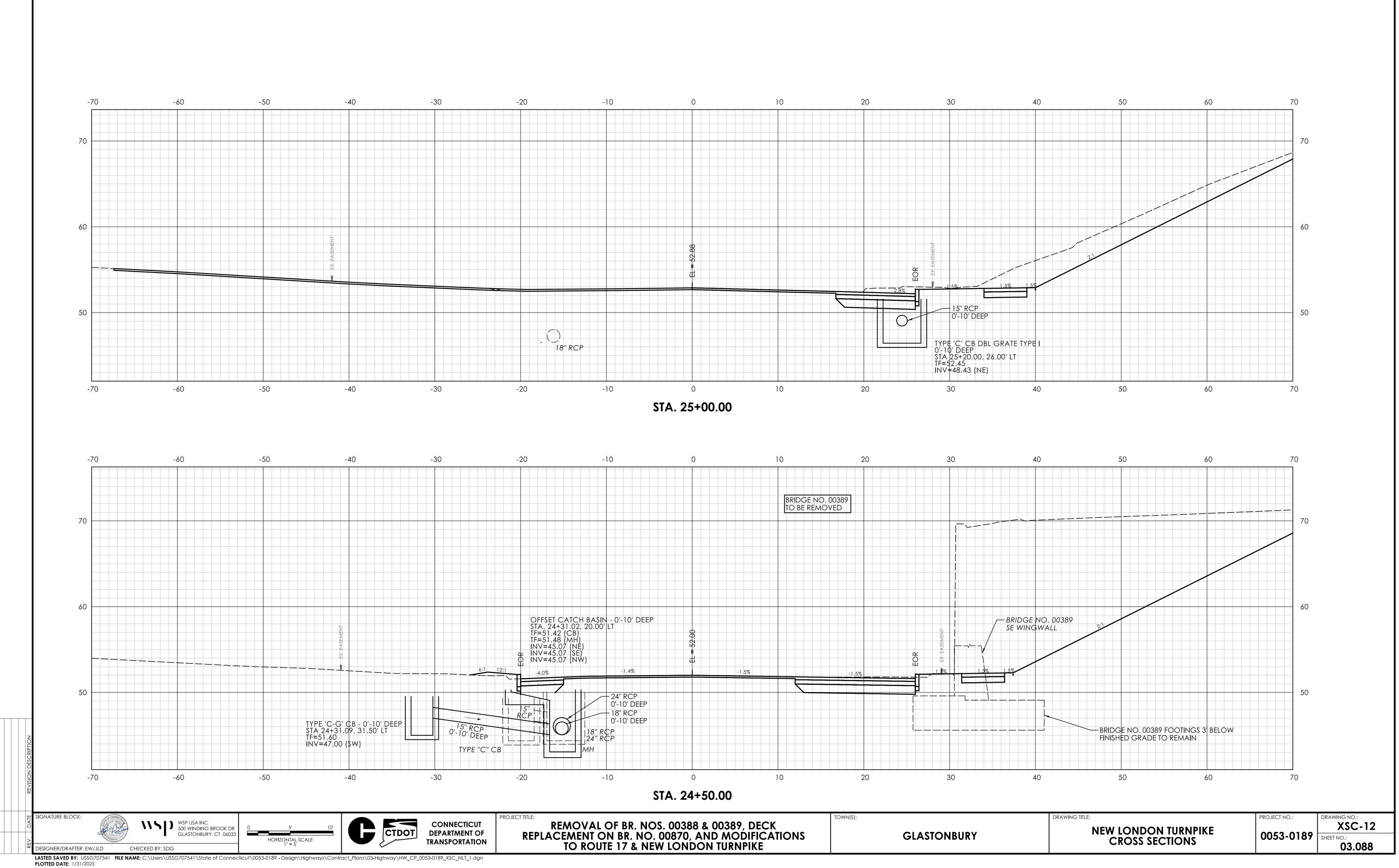


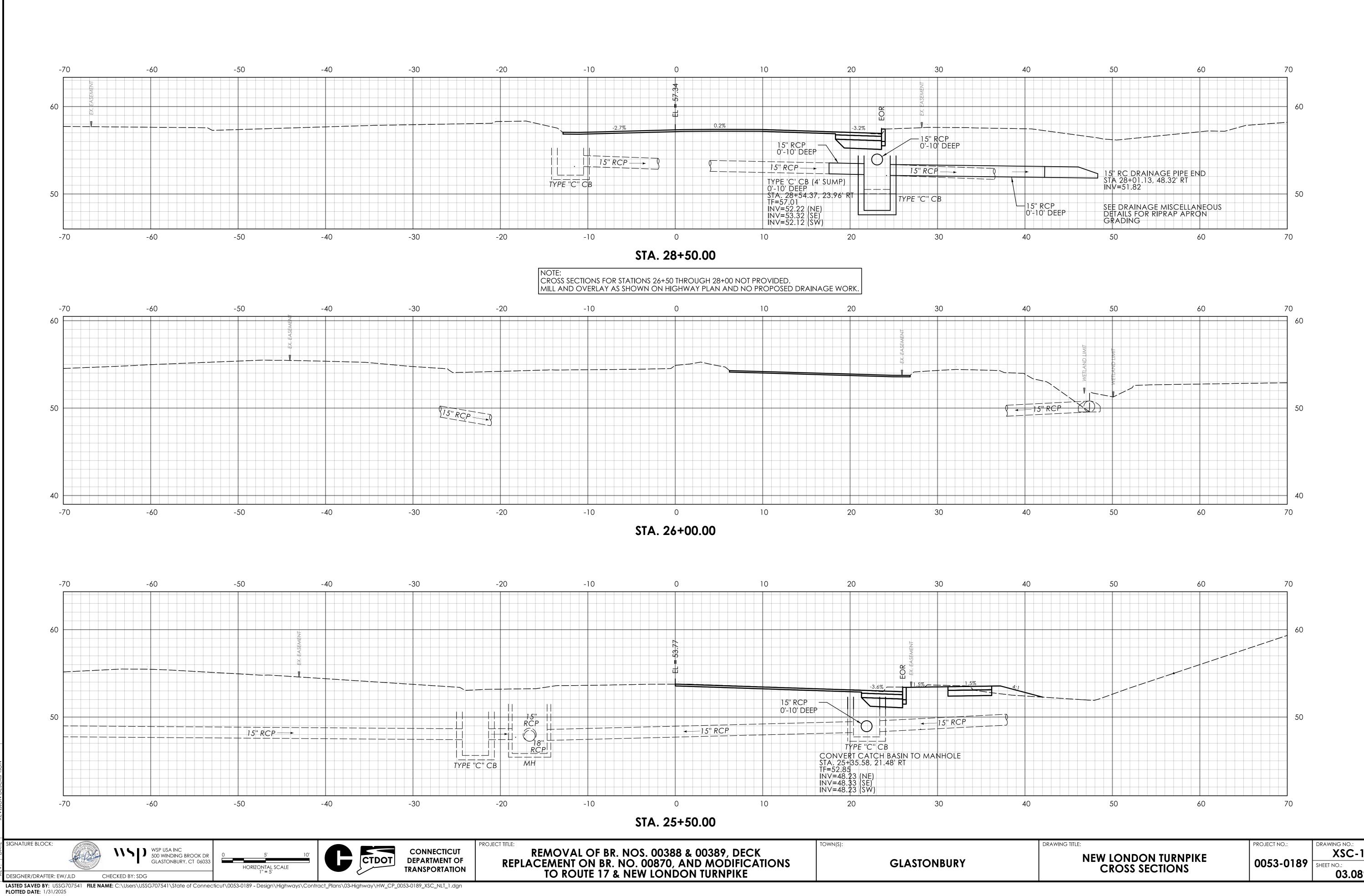




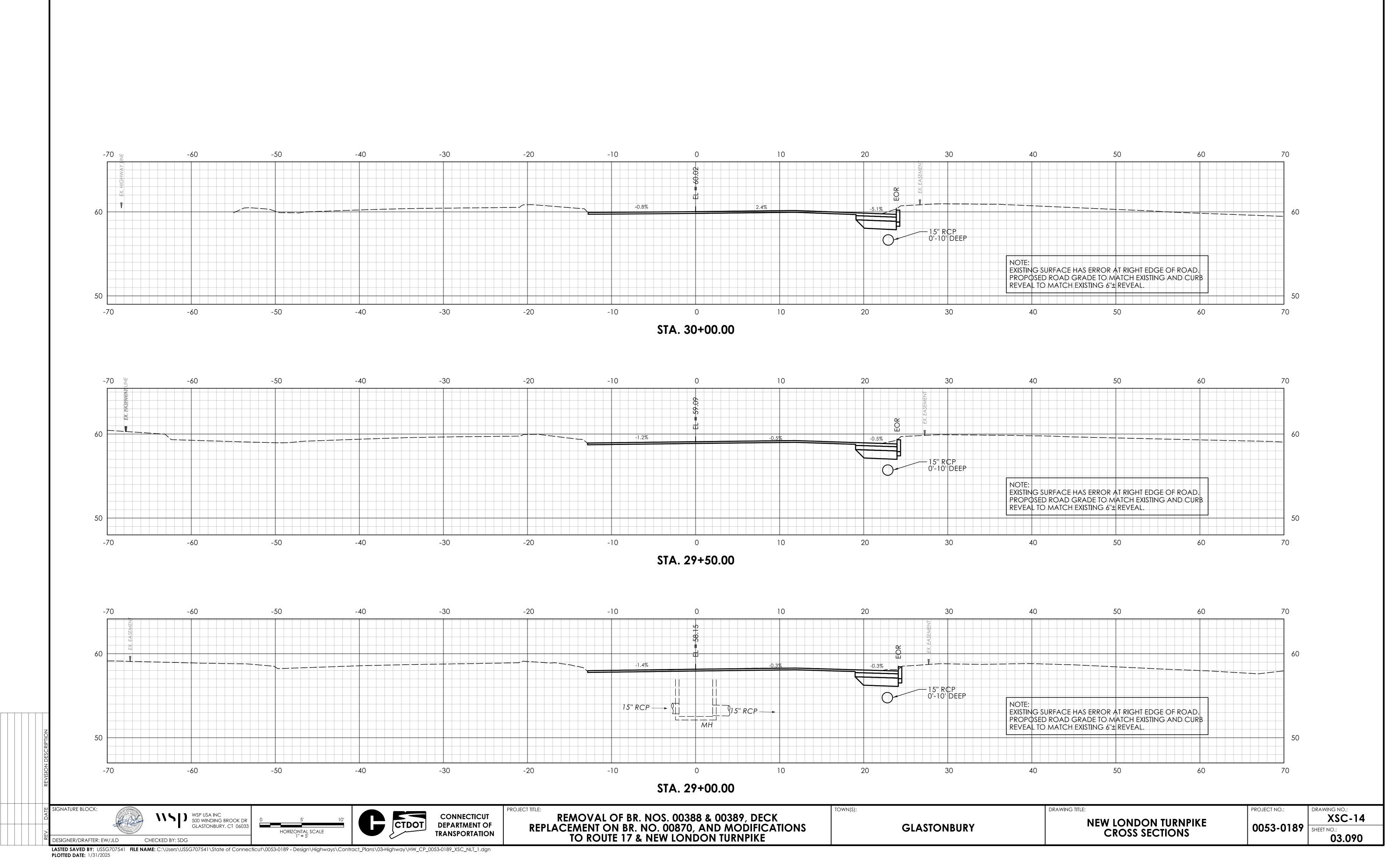


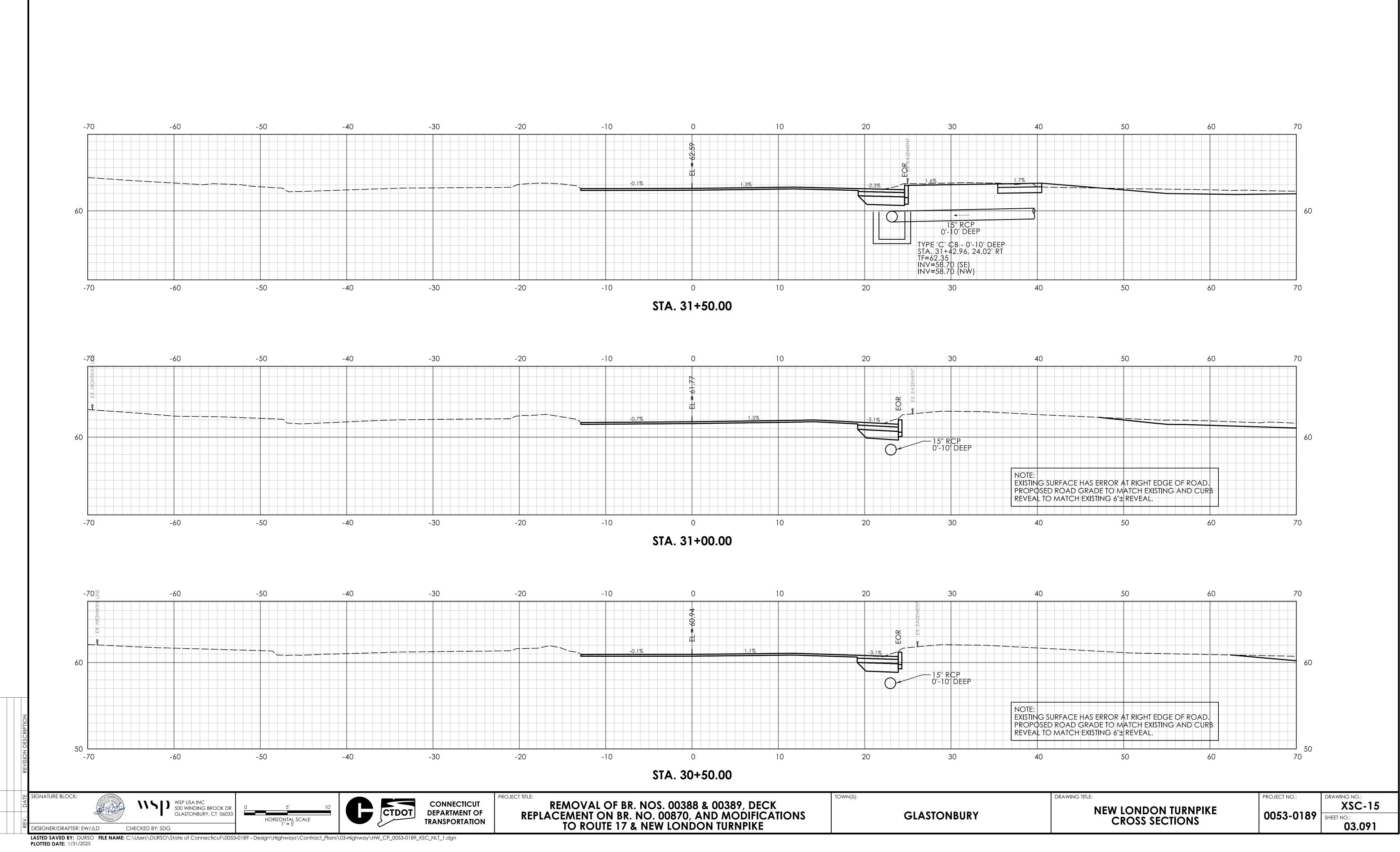


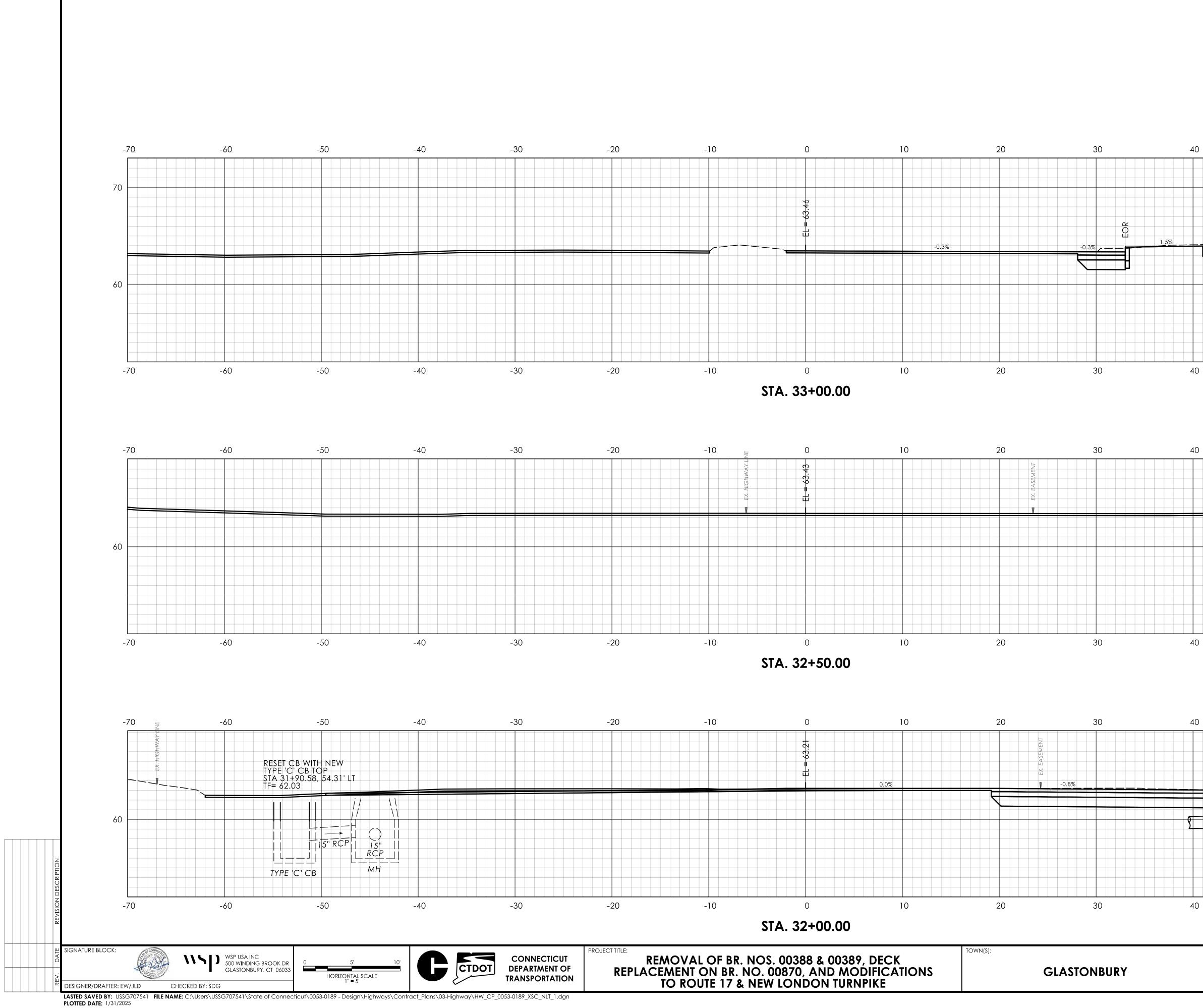




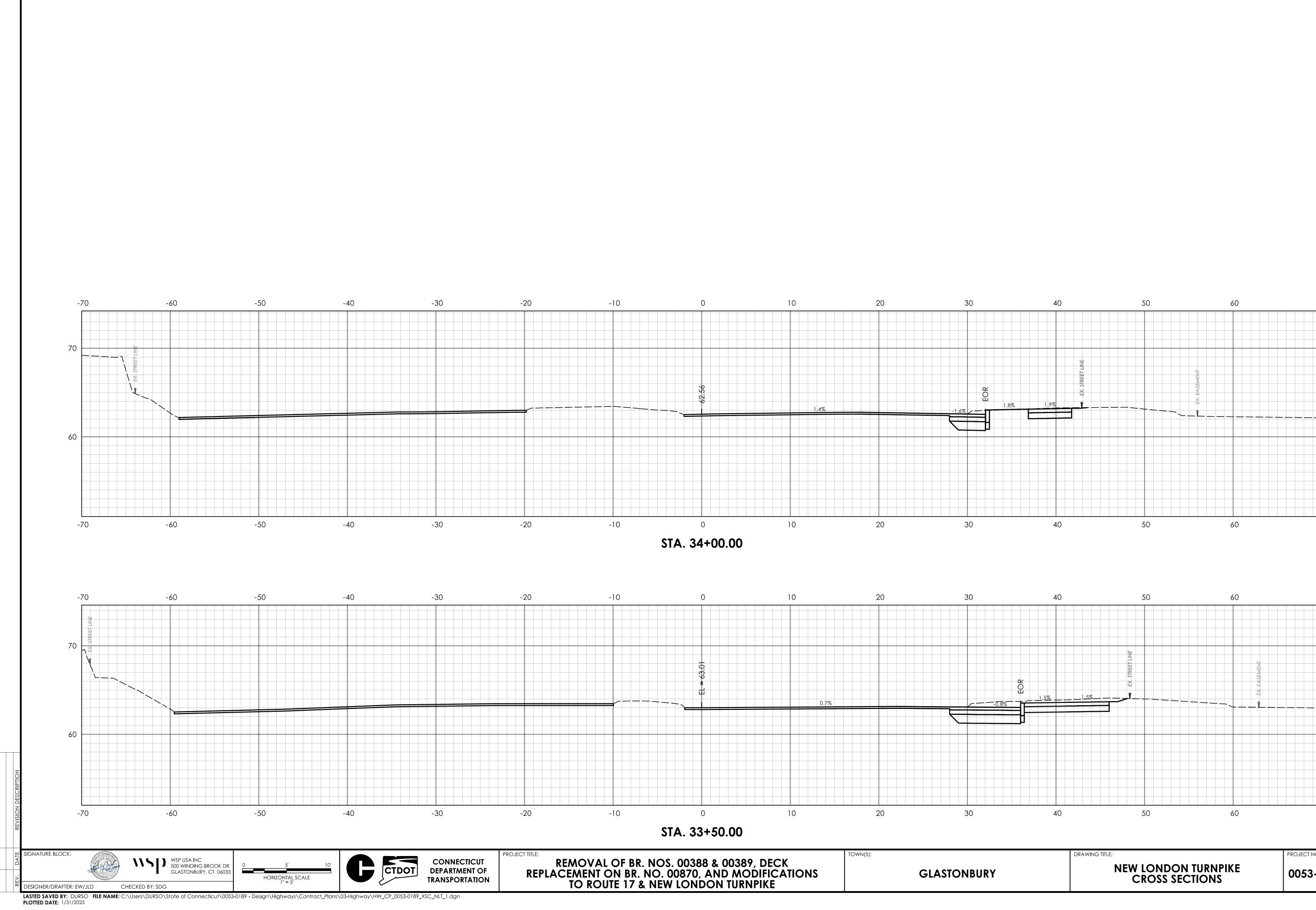
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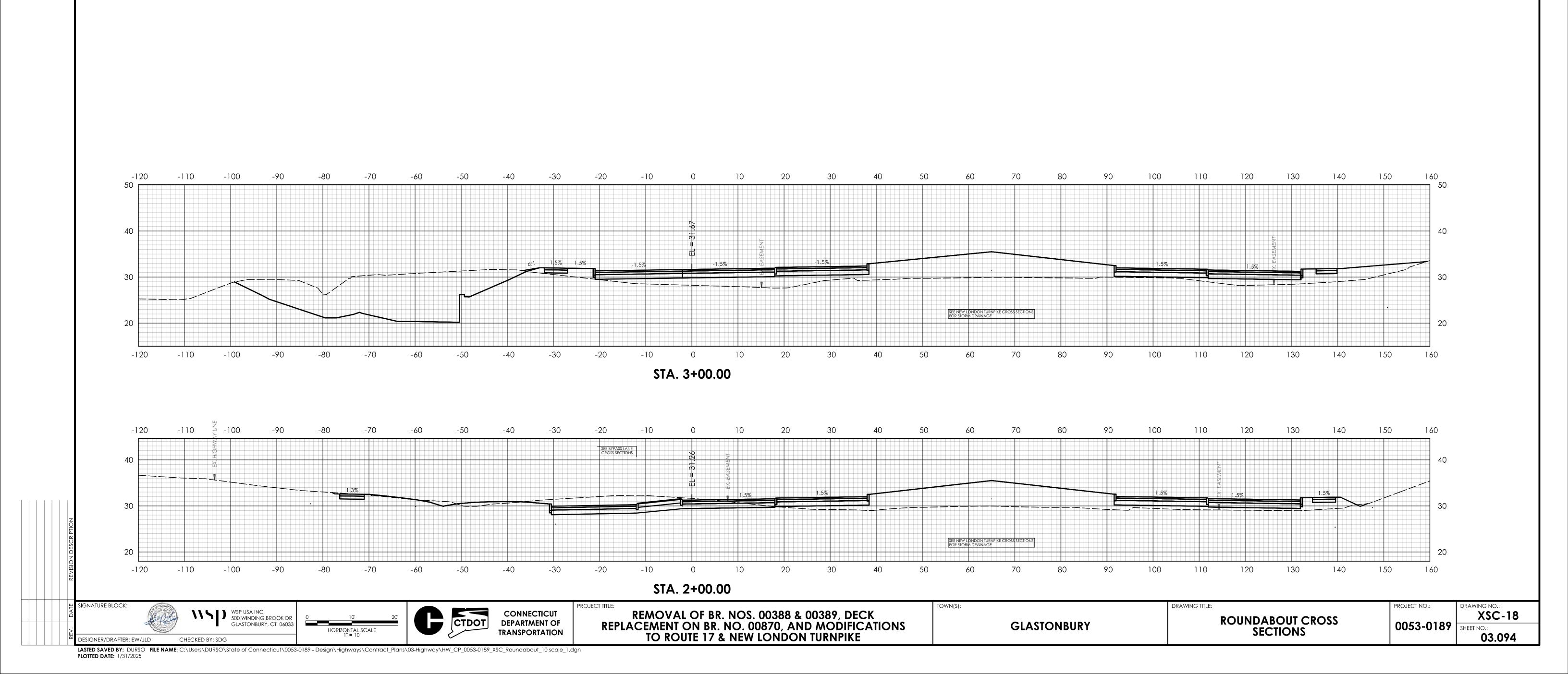


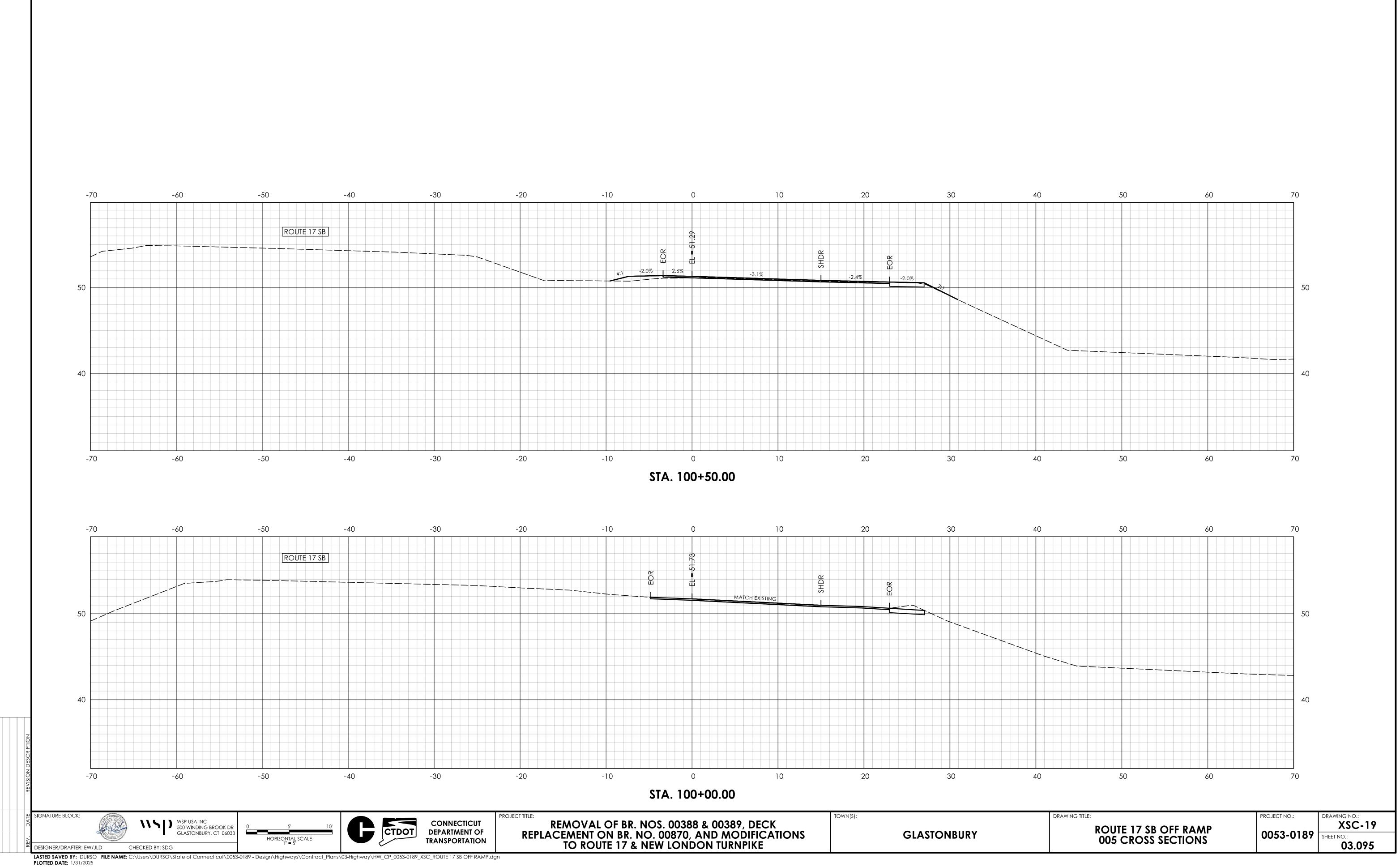


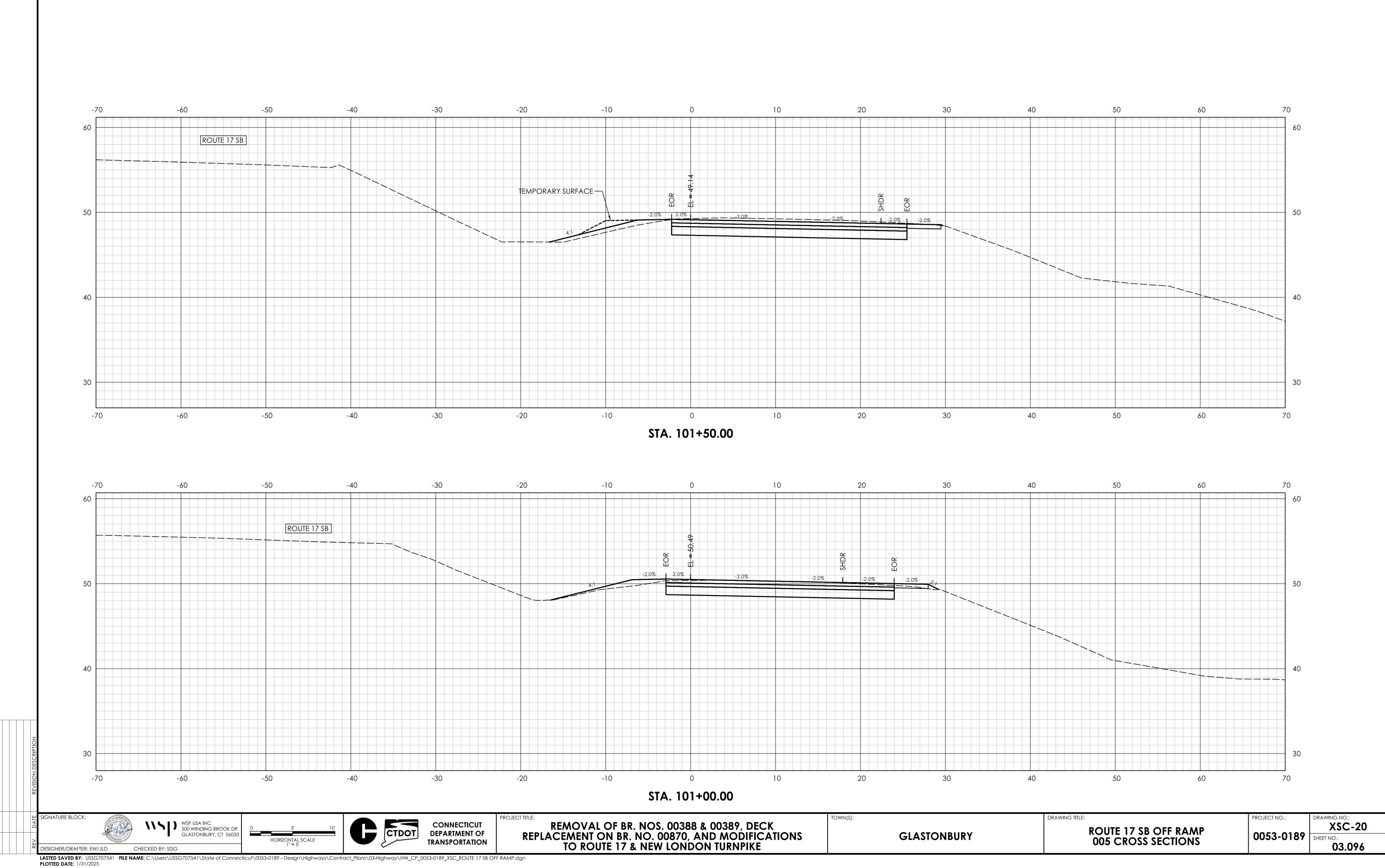
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	DRAWING TITLE: NEW LONDON TURNPIKE CROSS SECTIONS	PROJECT NO.: DRAWING NO.: 0053-0189 XSC-16 SHEET NO.: 03.092

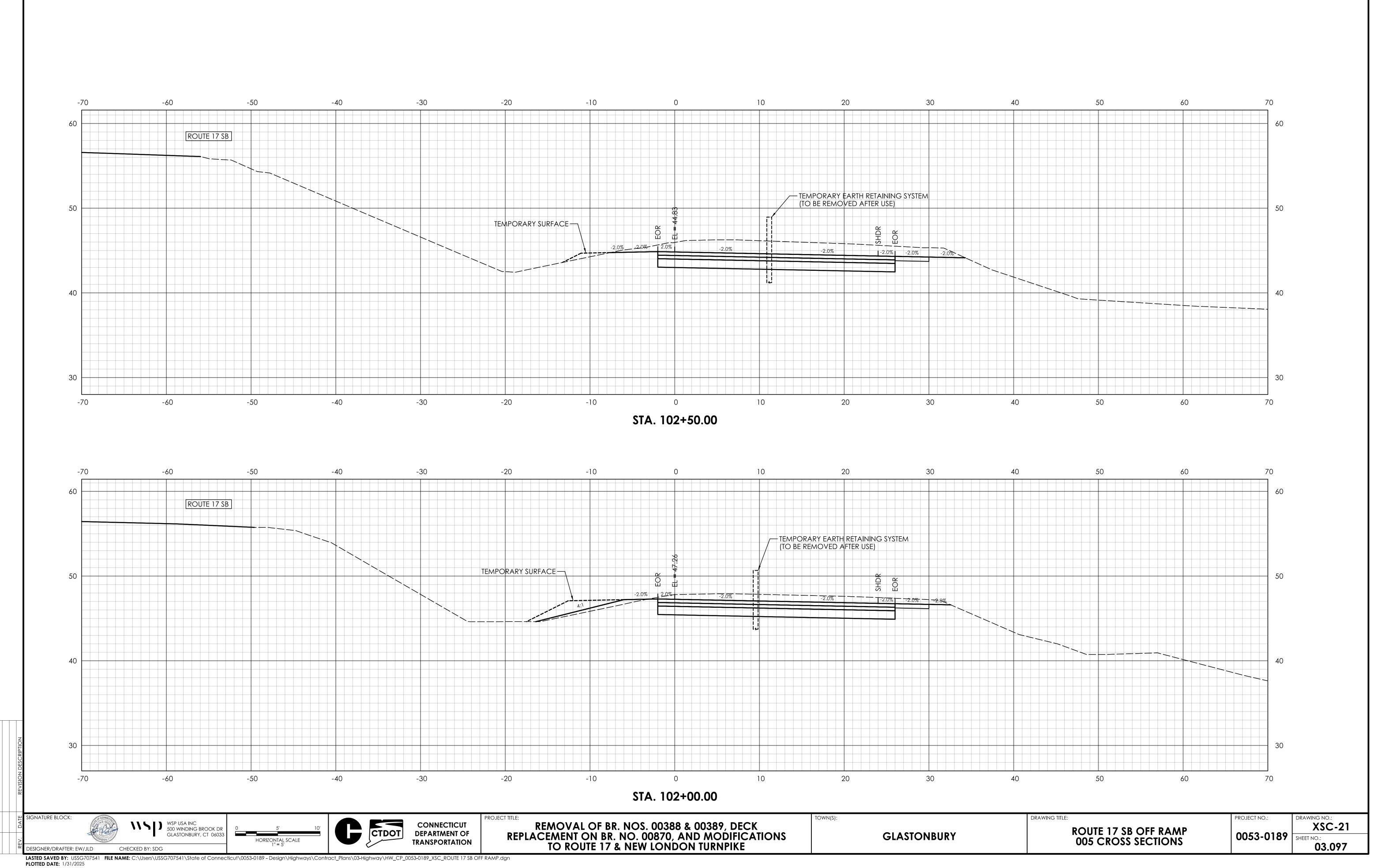


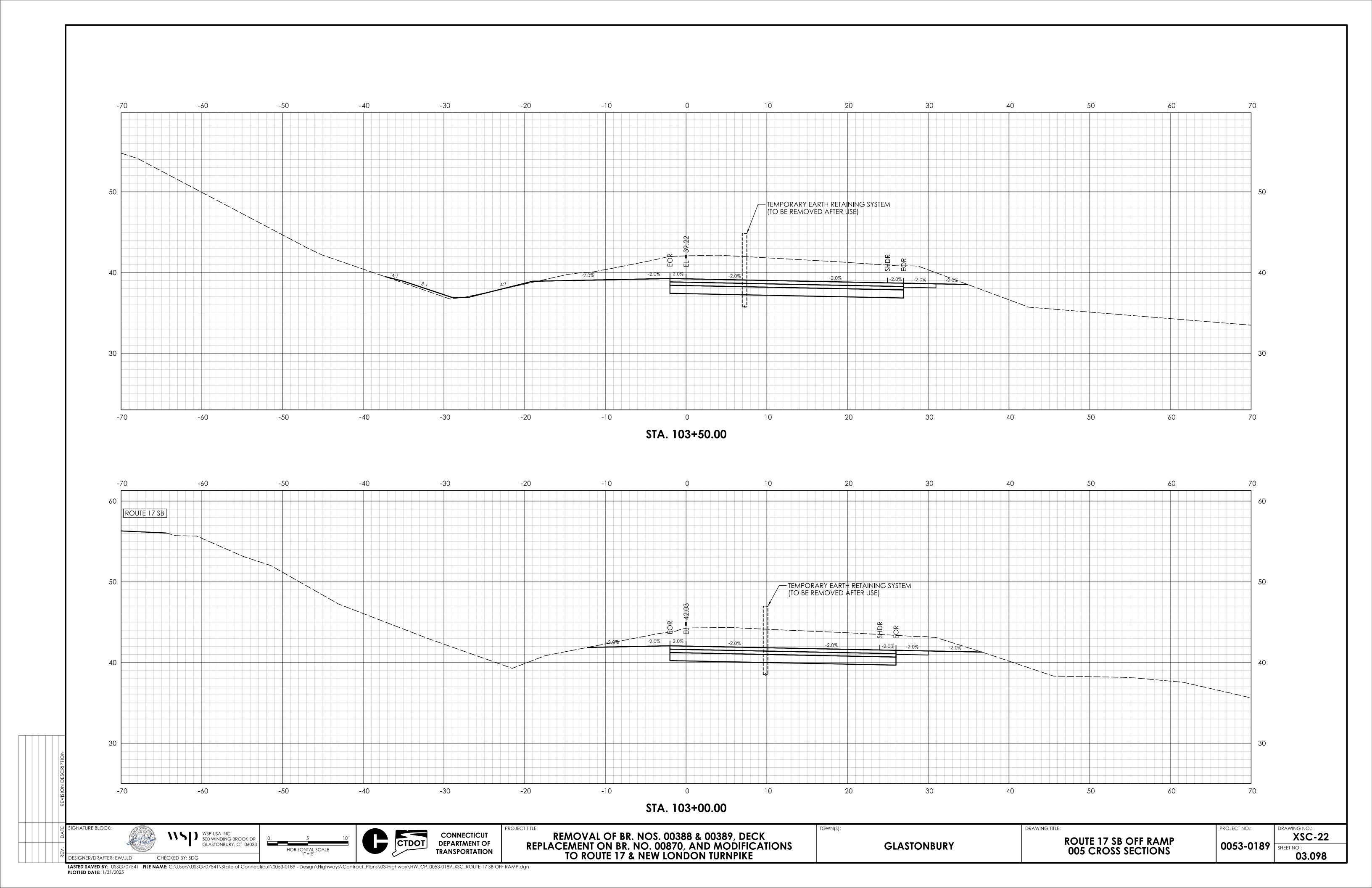
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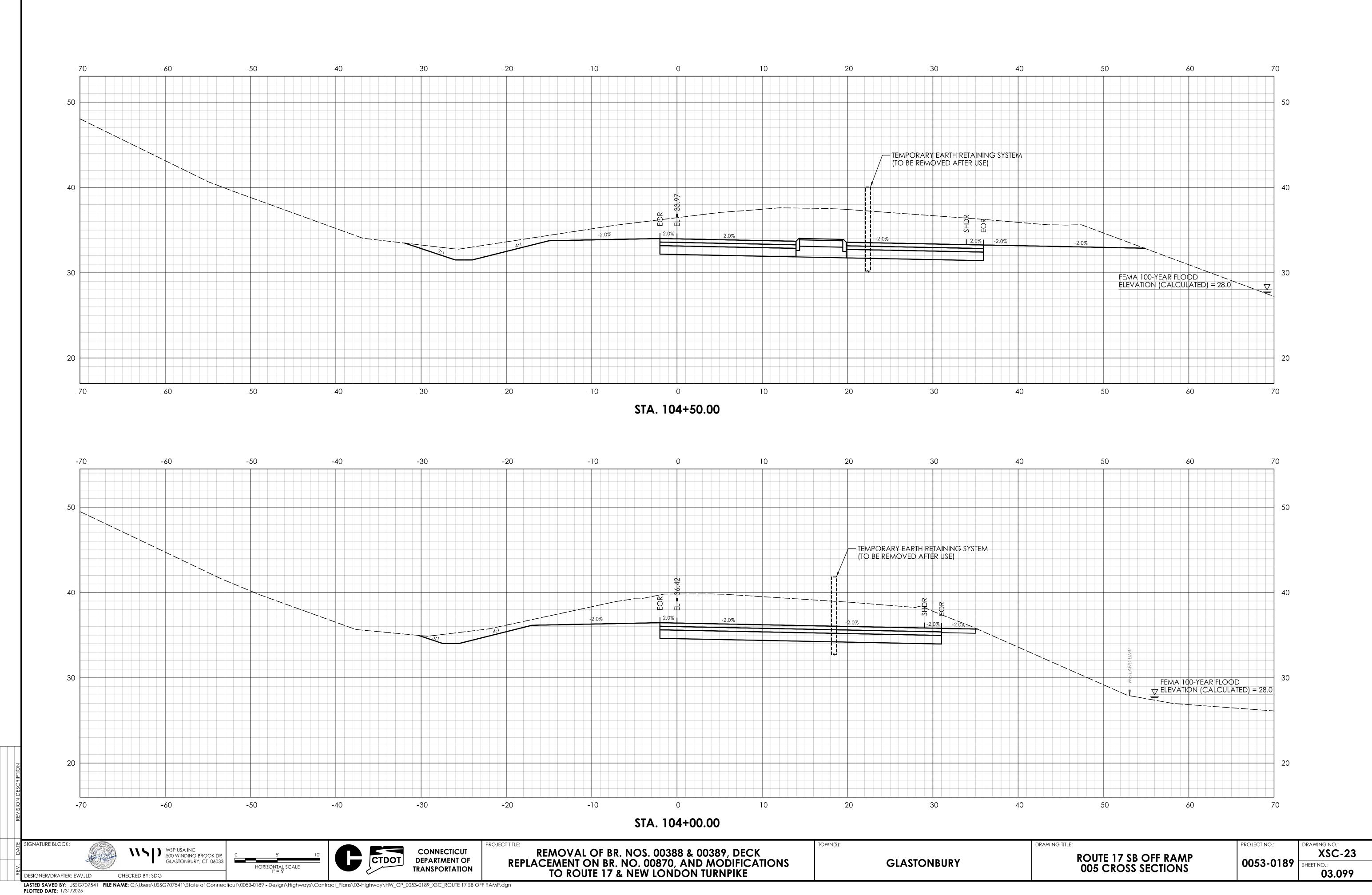


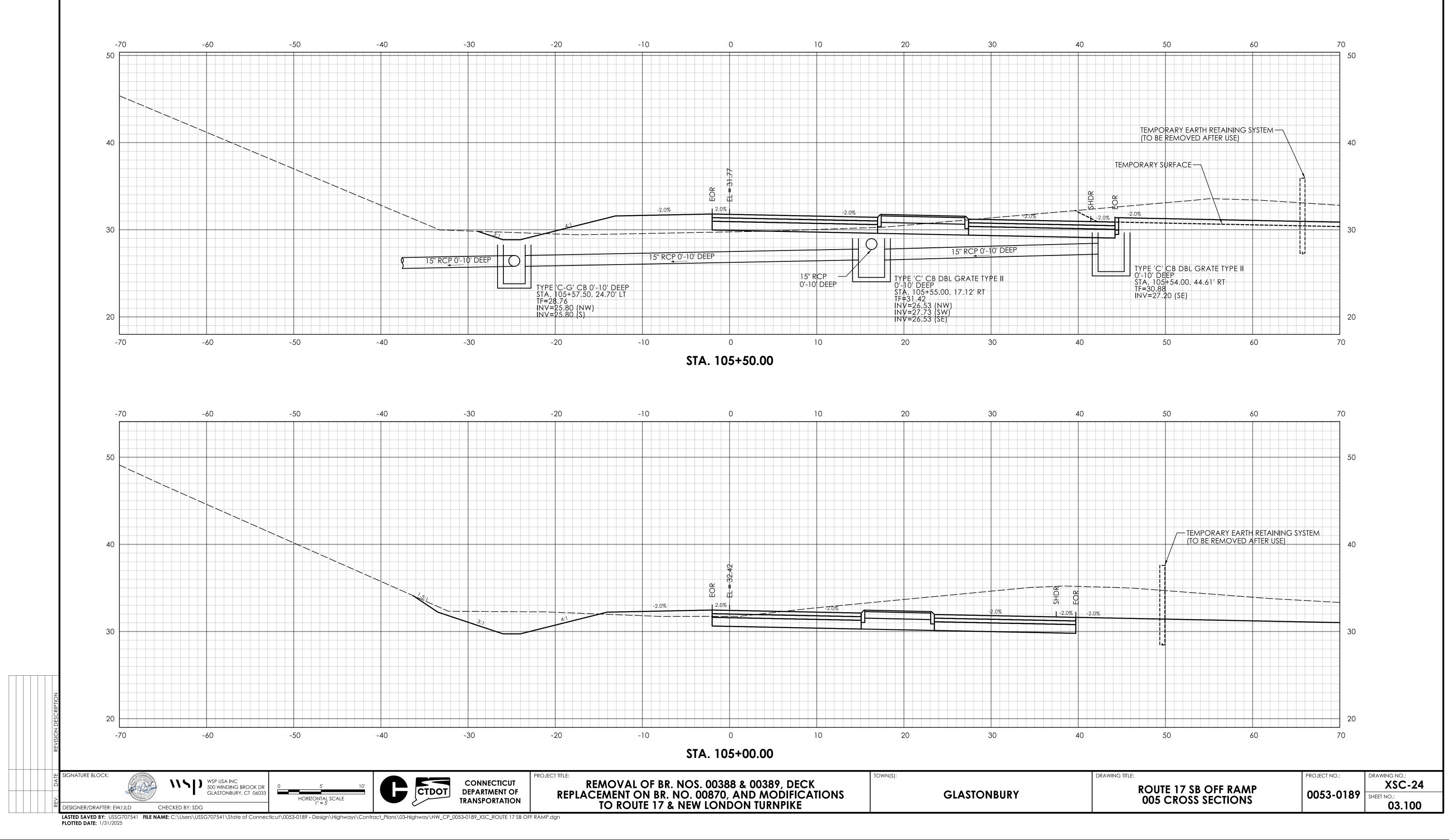


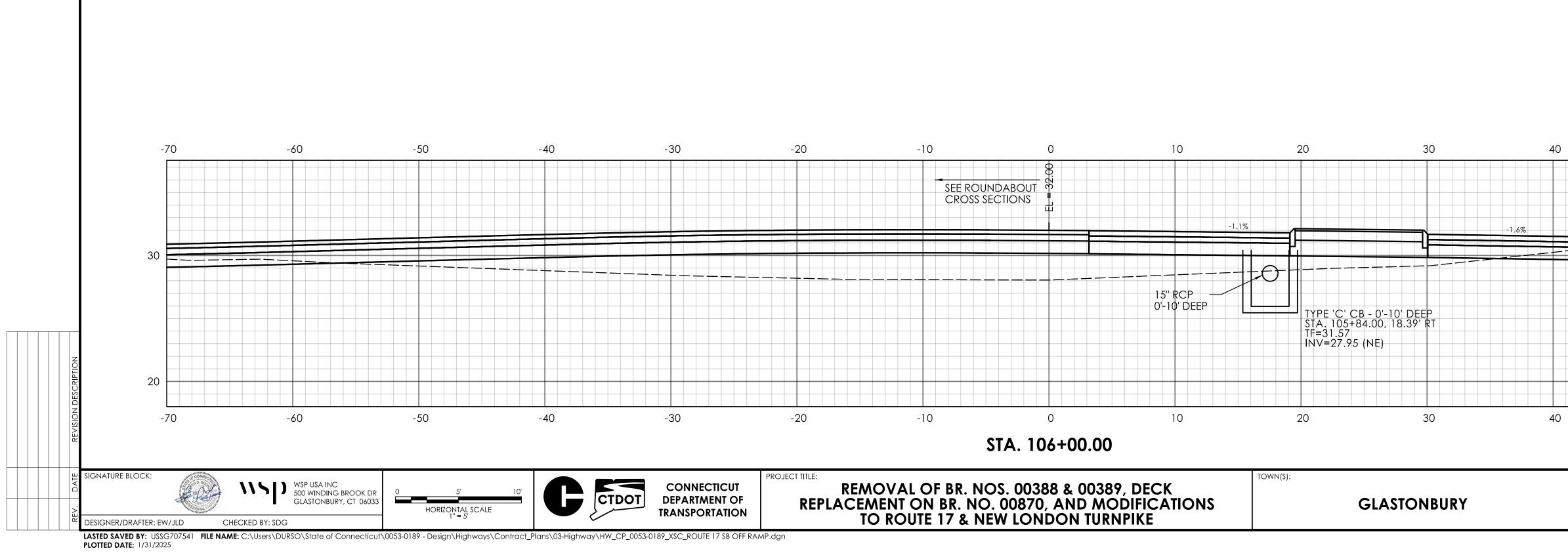












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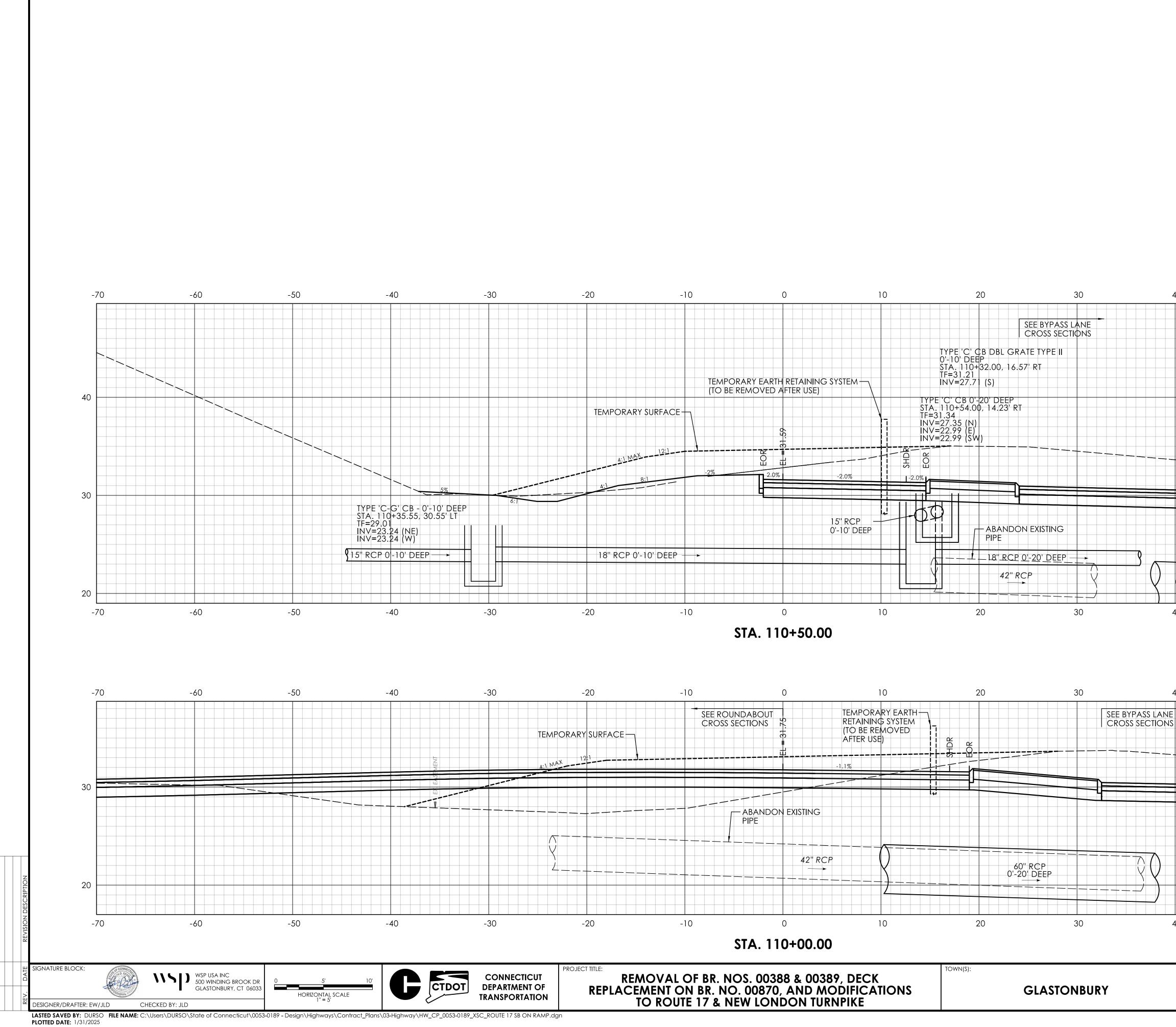
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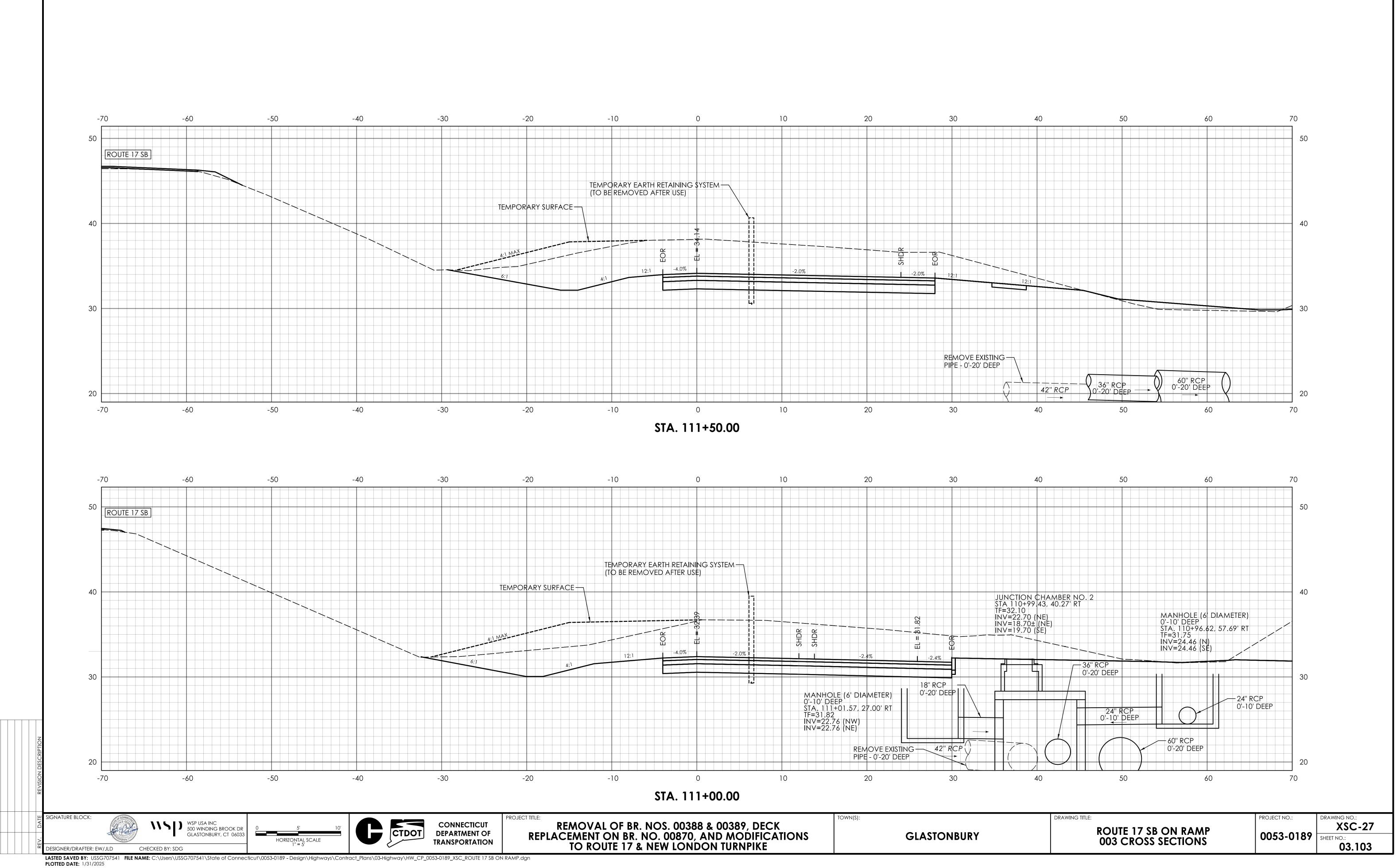
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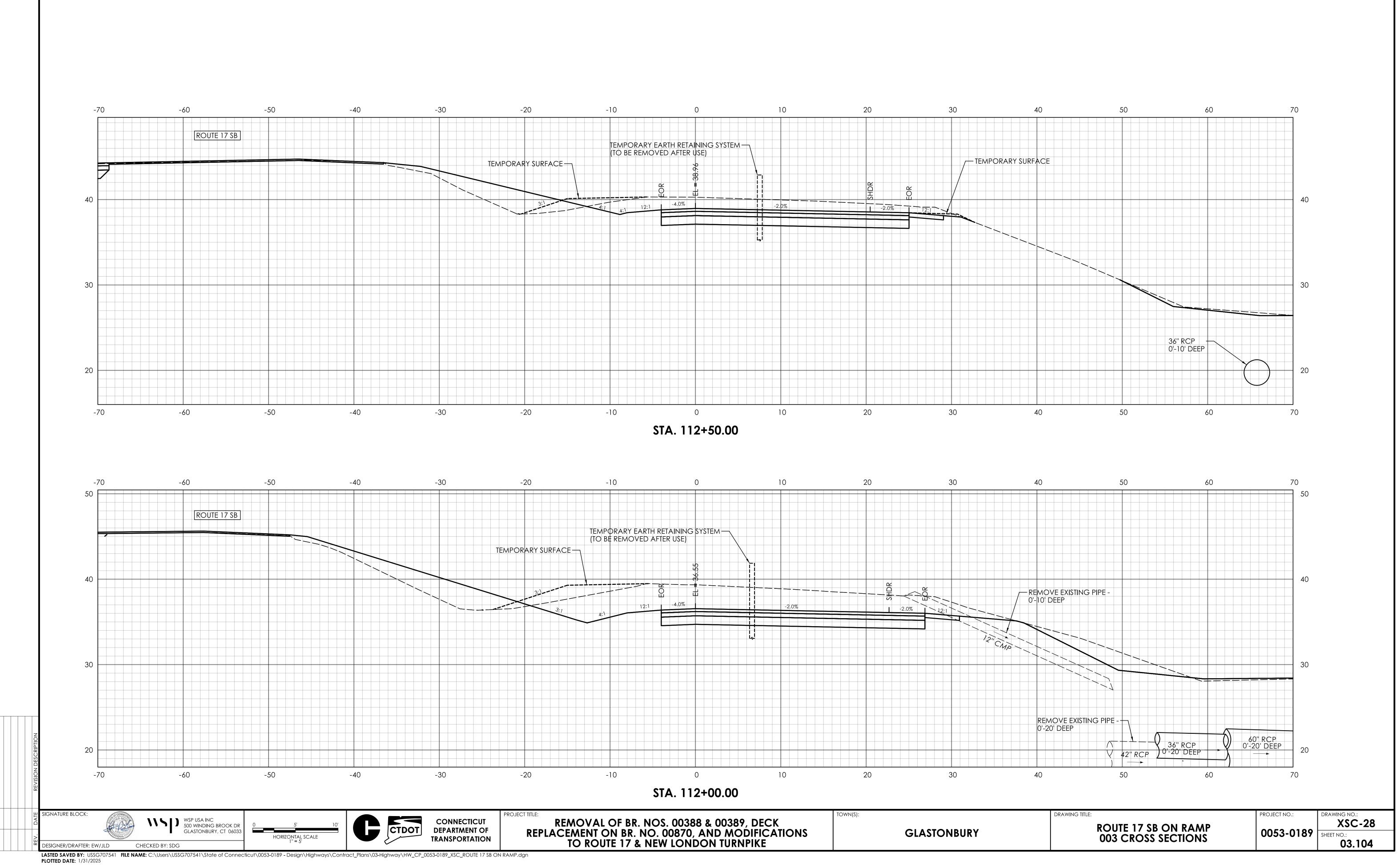
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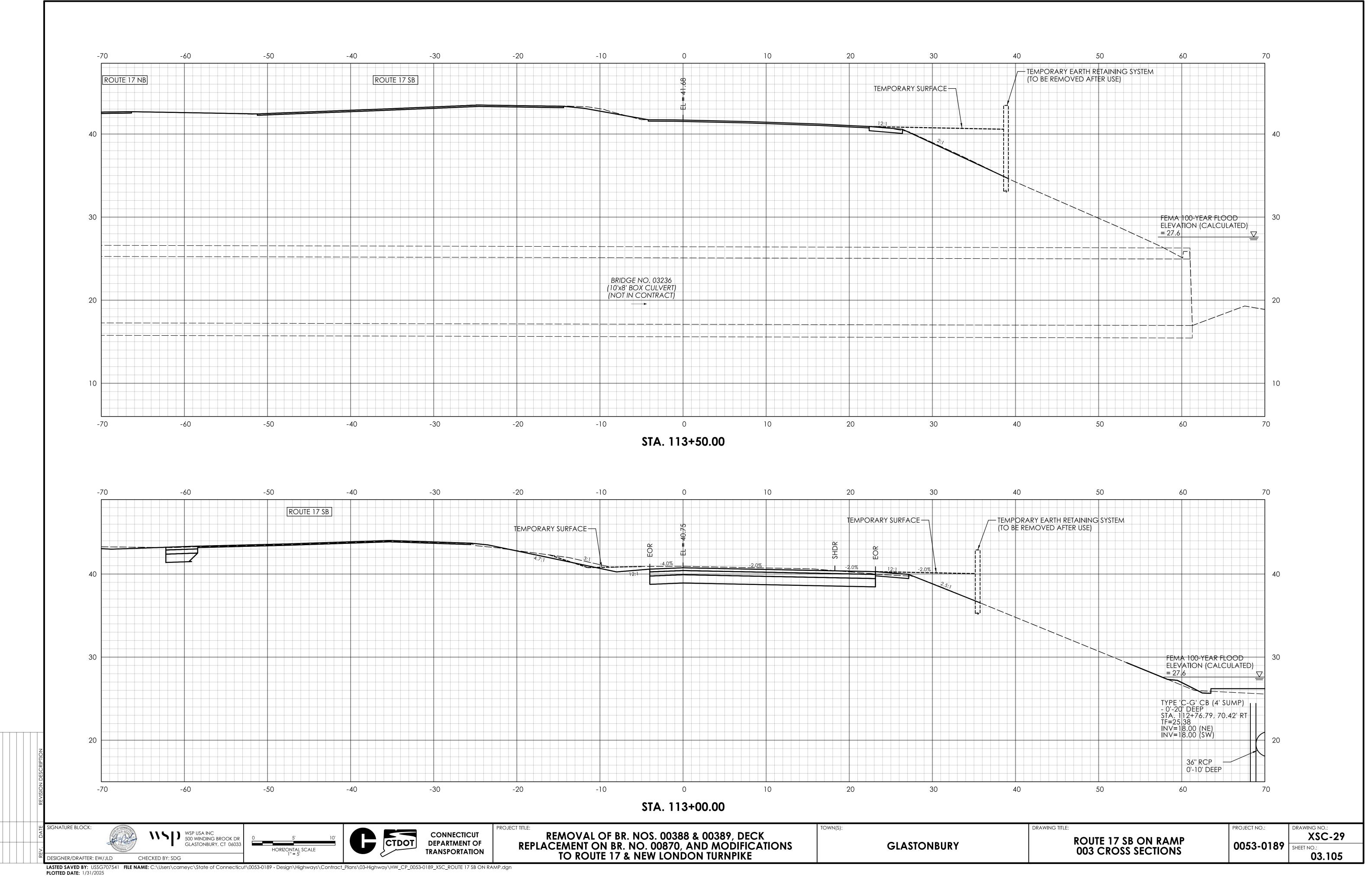
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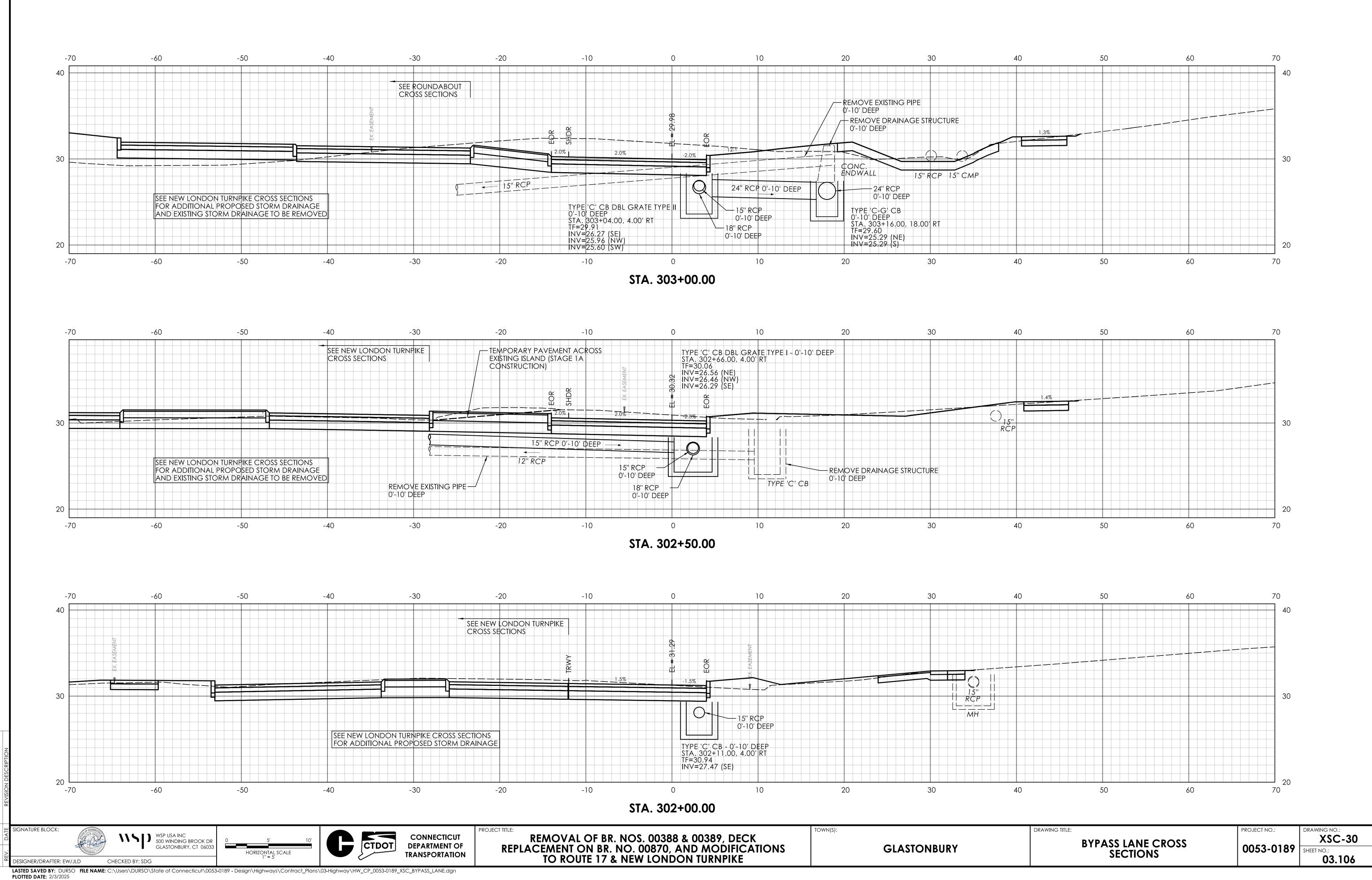


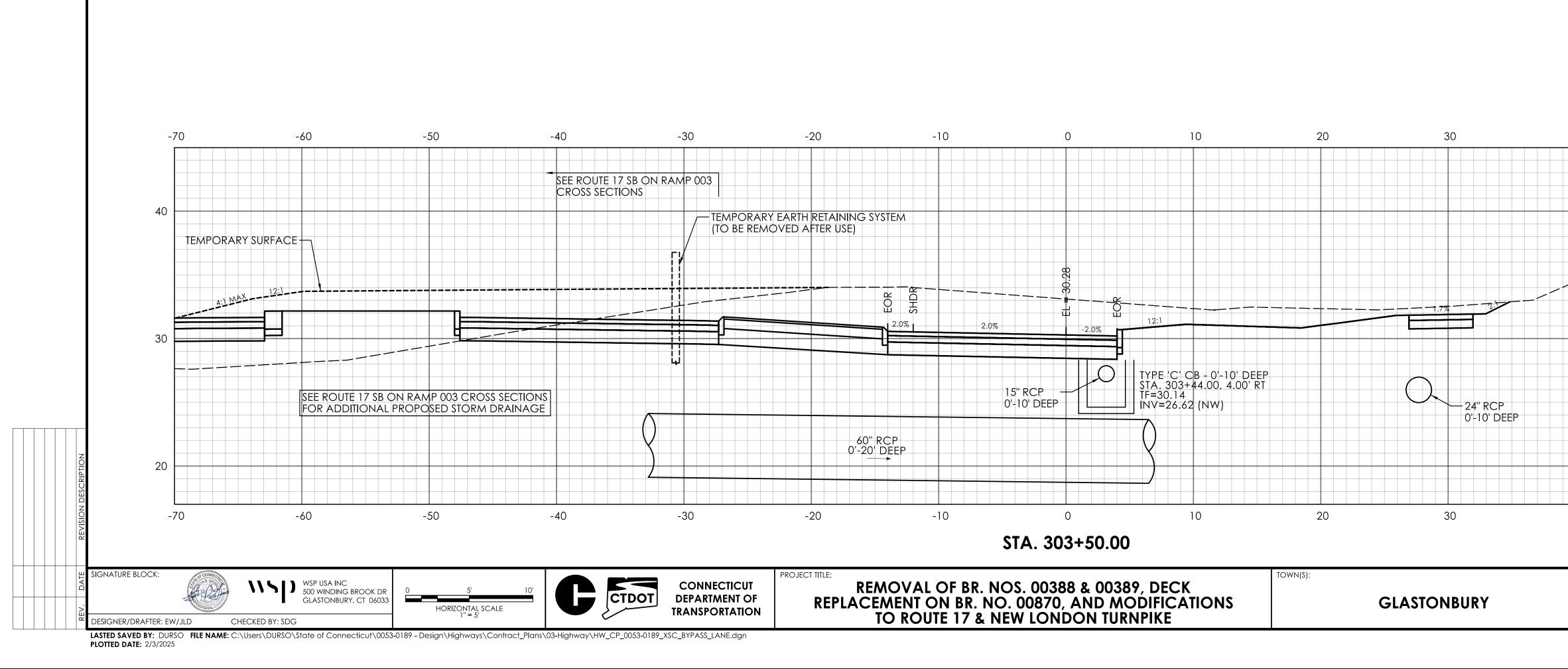
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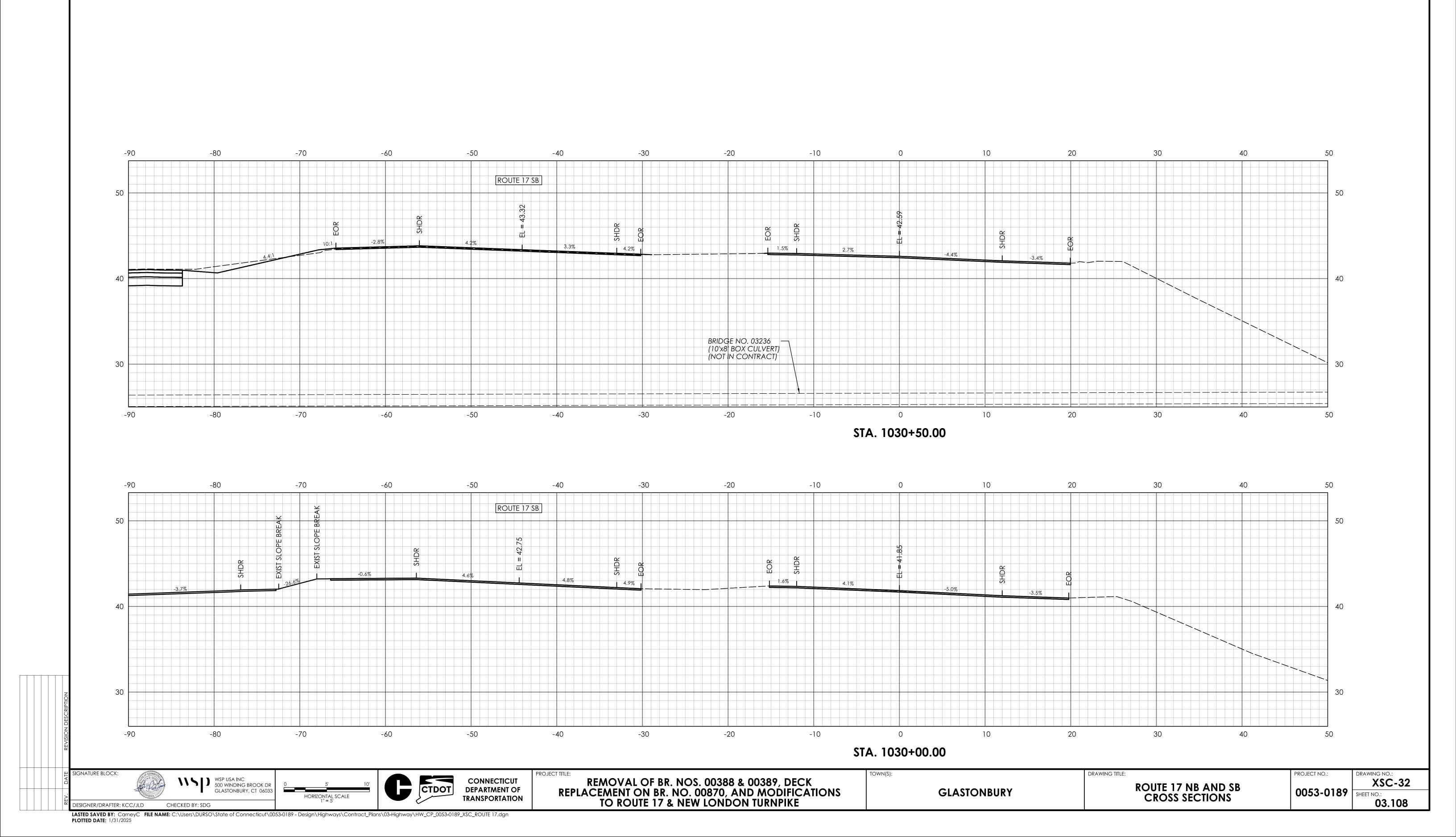


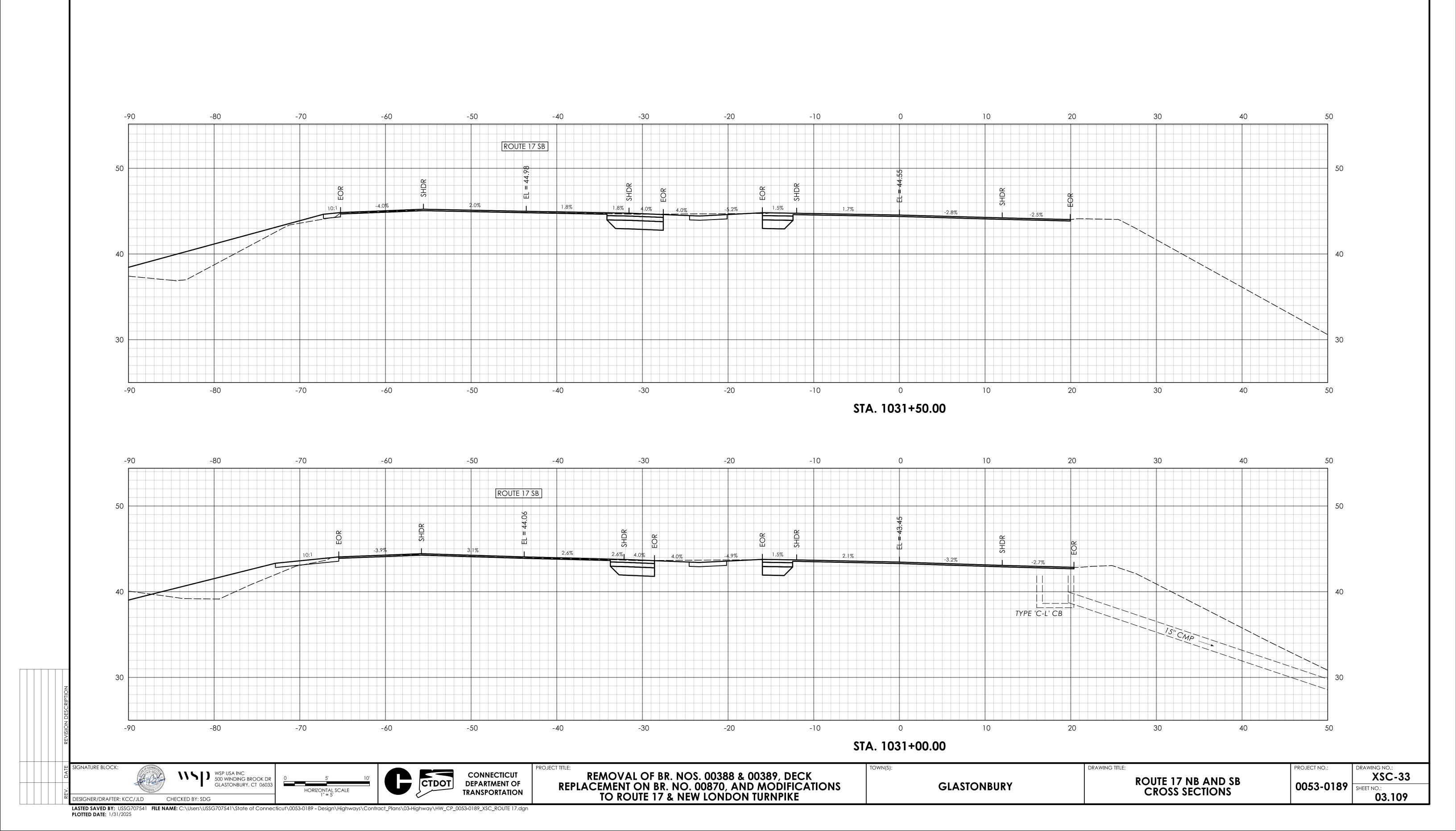


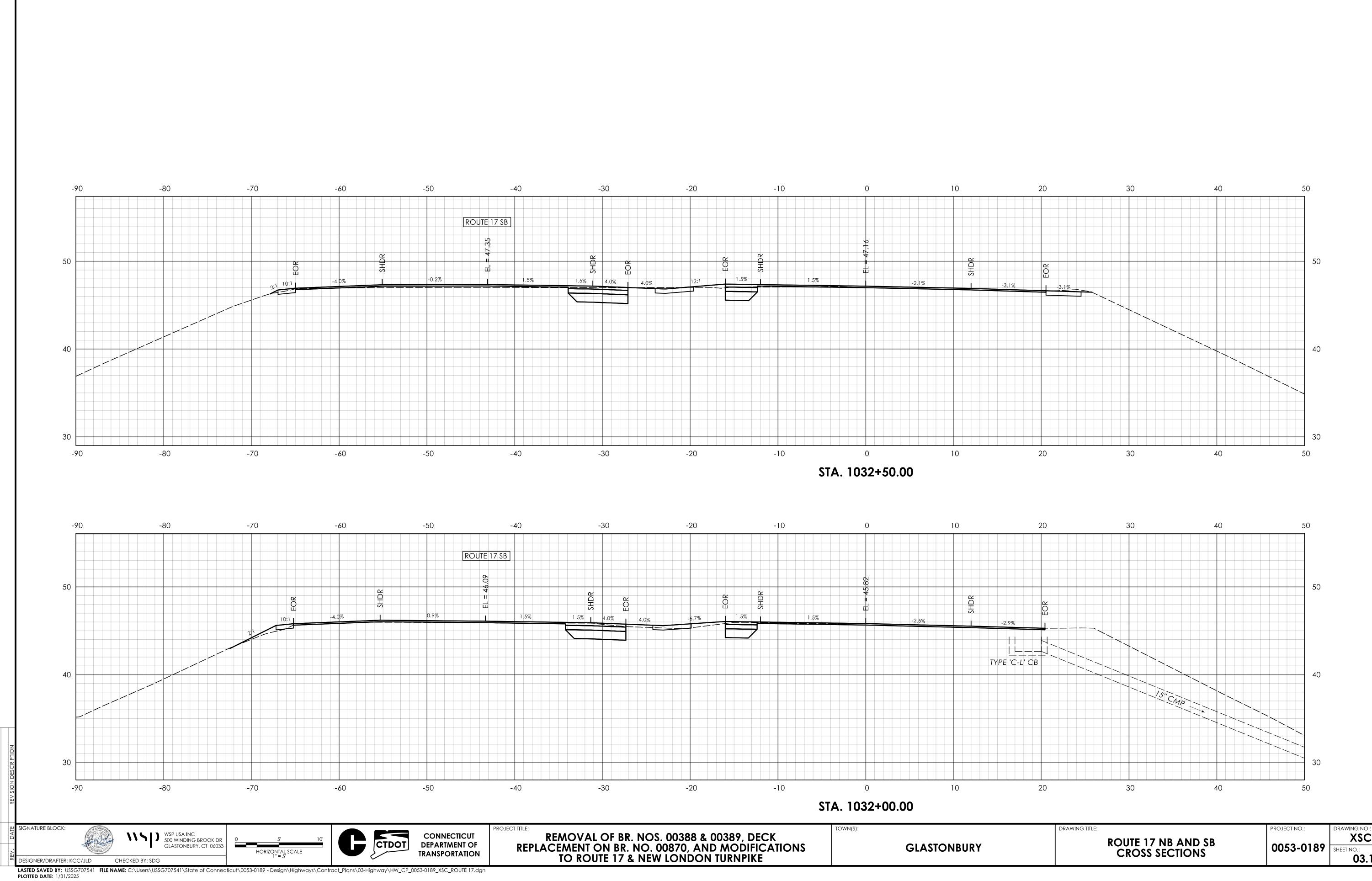


REMOVAL OF BR. NOS.	00388 & 00389 DECK	
	•	
REPLACEMENT ON BR. NO. 00	1870 AND MODIFICATIONS	
	•	
TO ROUTE 17 & NEW		

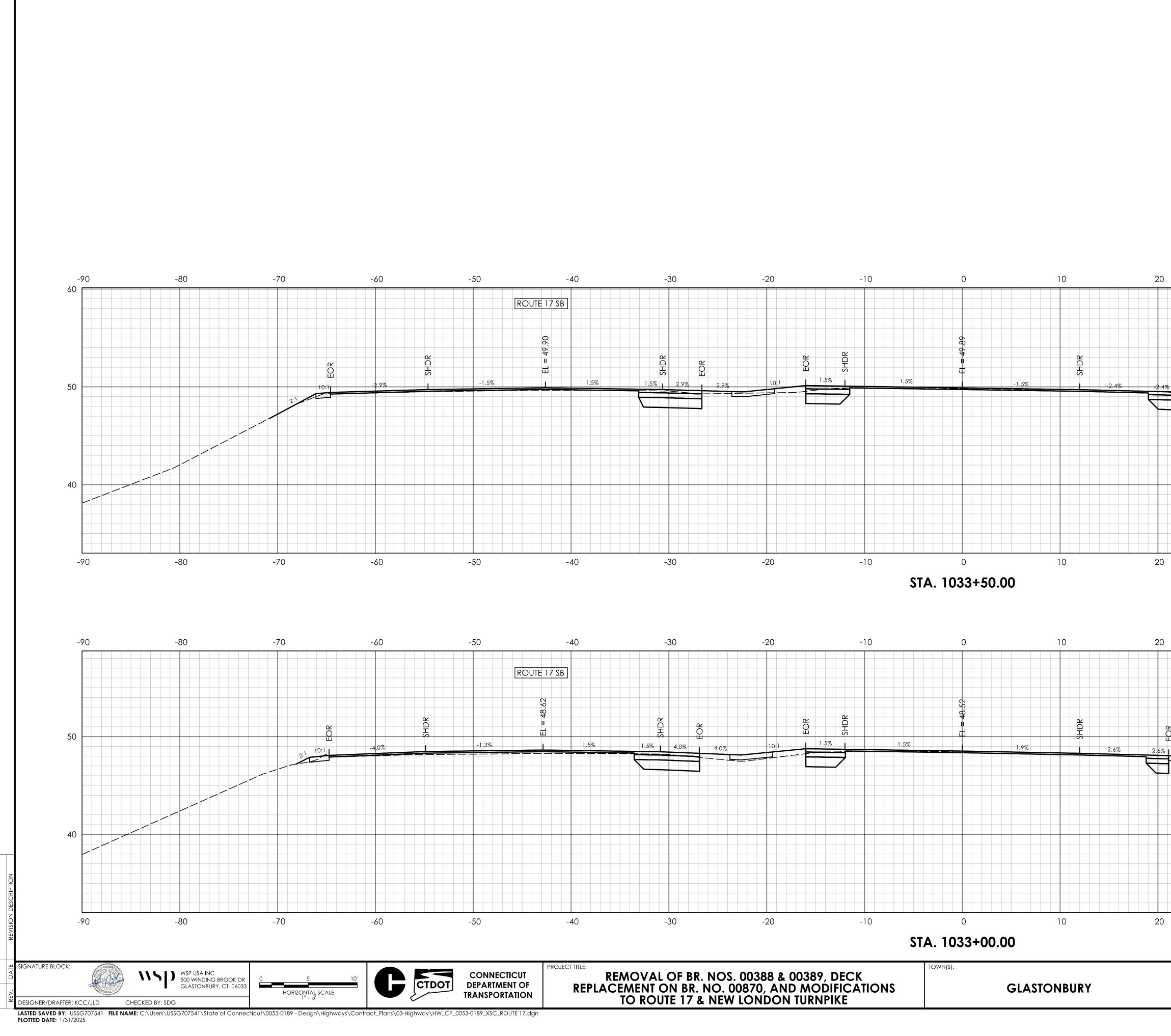
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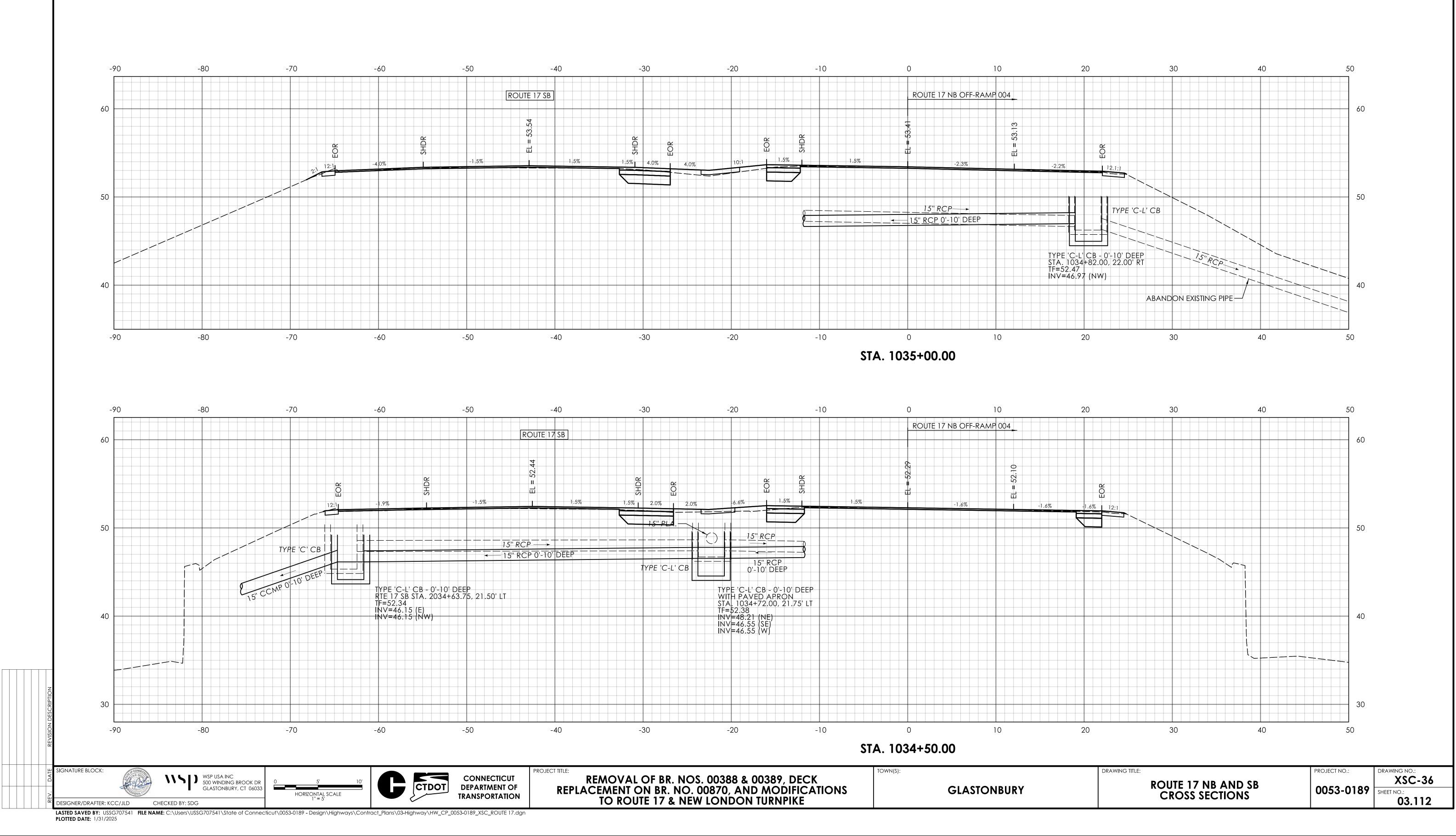




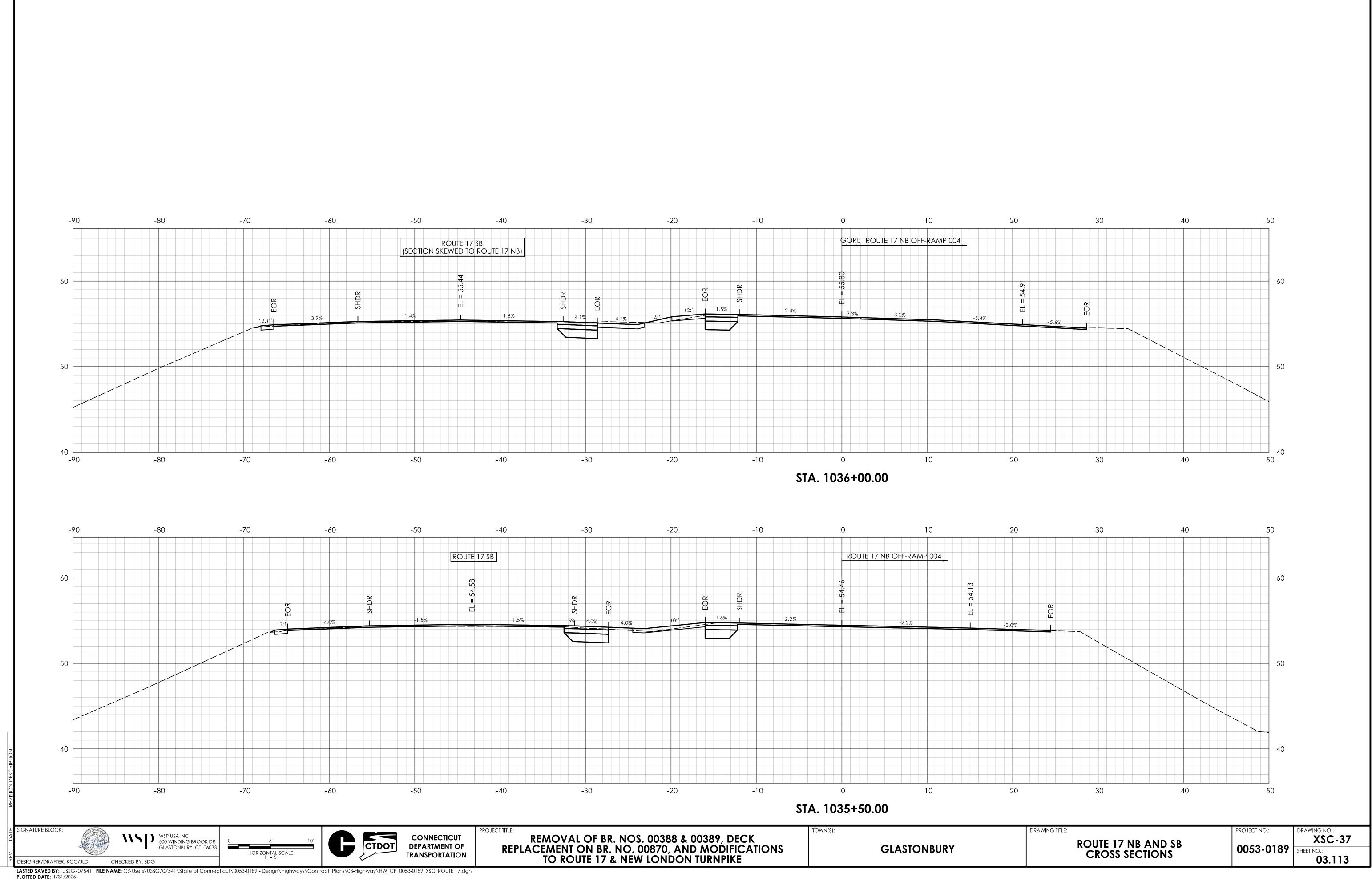
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ROUTE 17 NB AND SB		XSC-34
CROSS SECTIONS	0053-0189	SHEET NO.: 03 110
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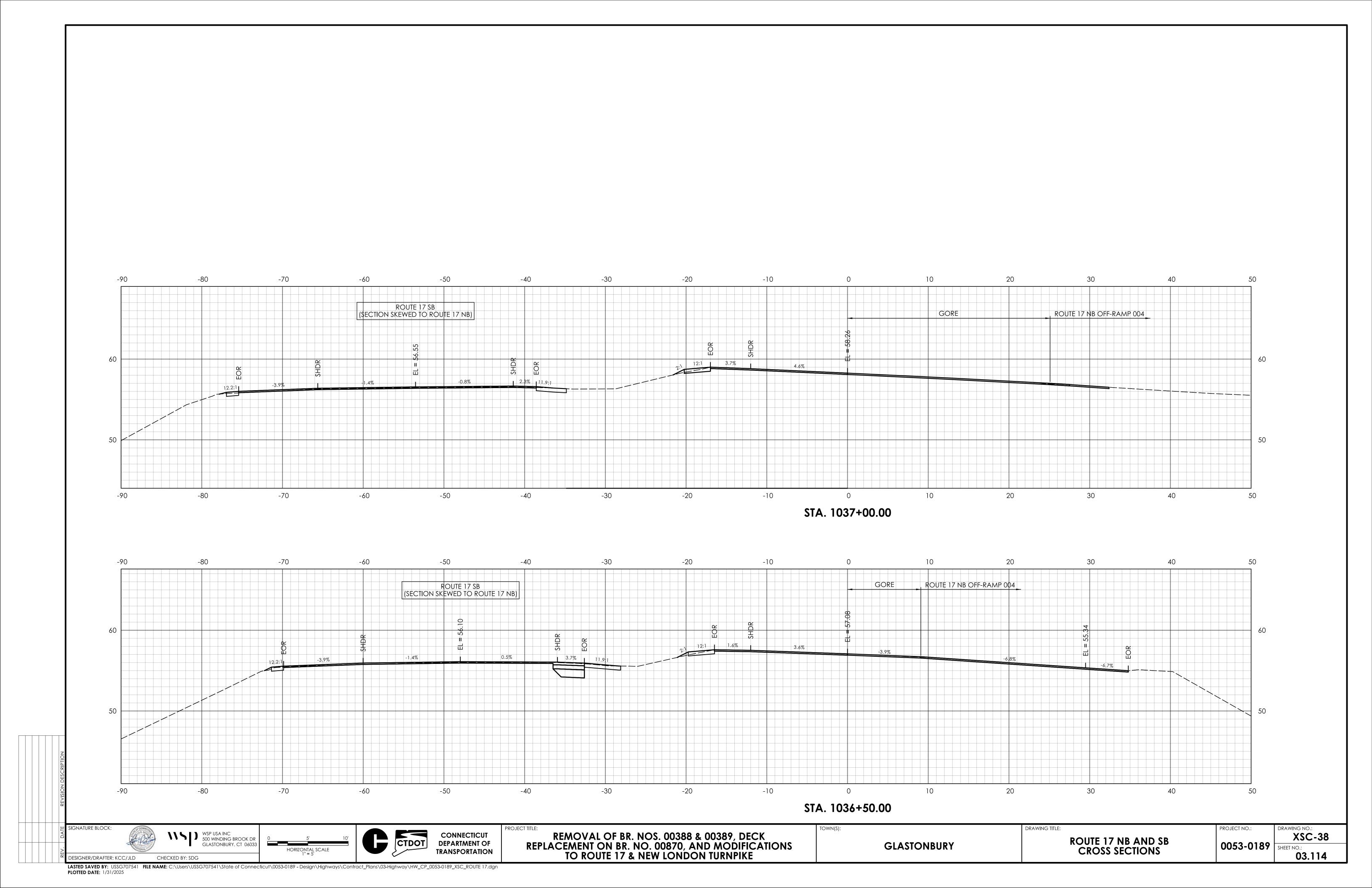


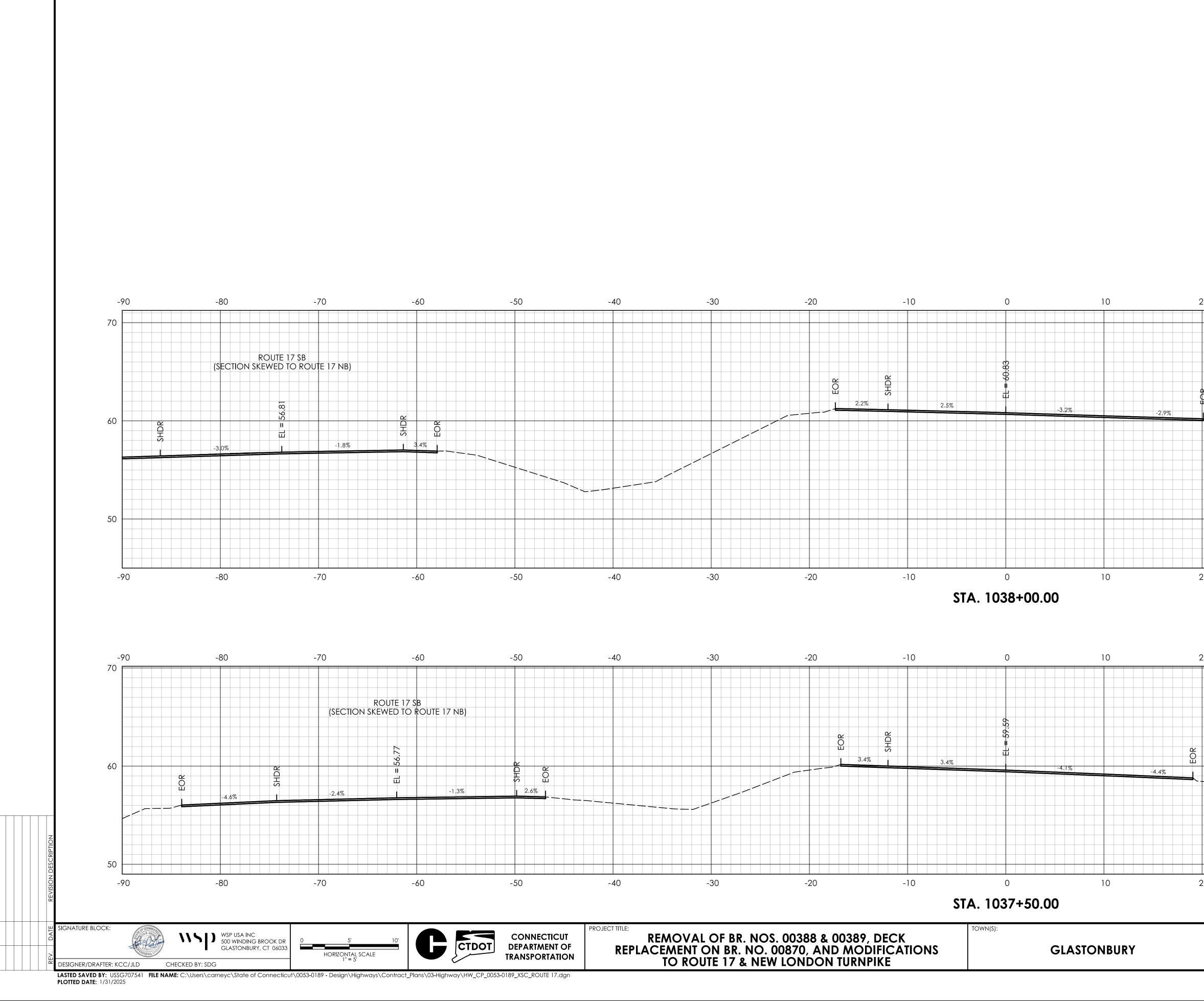
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	R	CROSS SECTIONS	SB S	0053-0189	Sheet NO.:



N	REMOVAL OF BR. NOS. 00388 & 00389, DECK REPLACEMENT ON BR. NO. 00870, AND MODIFICATIONS TO ROUTE 17 & NEW LONDON TURNPIKE	GLASTONBURY
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ROUTE 17 NB AND SB CROSS SECTIONS		PROJECT NO.: 0053-0189	DRAWING NO.: XSC-39 SHEET NO.:	
				03.115

