

# MODIFICATIONS AND IMPROVEMENTS TO SAM'S MART 861 NEW HARWINTON ROAD (CT RTE #4) TORRINGTON, CONNECTICUT JUNE 8, 2022

## LEGEND

EXISTING		PROPOSED
---	BOUNDARY	---
---	MINOR CONTOUR	---
---	MINOR CONTOUR	---
SB	SETBACK	---
S	SAN. SEWER	---
SFM	SAN. FORCE MAIN	---
S-L	SAN. LATERAL	---
W	WATER MAIN	---
W-S	WATER SERVICE	---
---	STORM	---
CHW	TELEPHONE, ELECT. COMMUNICATION	---
⊙	SAN. MANHOLE	⊙
⊙	STORM DRAINAGE MANHOLE	⊙
⊙	UTILITY POLE	⊙
⊙	TYPE CL-CB	⊙
⊙	TYPE C-CB	⊙
⊙	YARD DRAIN	⊙
⊙	LIGHTING	⊙
---	SILTATION FENCE	---
---	HAY BALES	---
---	DRAINAGE BREAKS	---
---	SURFACE WATER FLOW PATH	---

**ZONING TABLE**  
861 NEW HARWINTON ROAD  
TORRINGTON, CONNECTICUT  
MBL: 140/009/016  
LOT AREA = 0.34AC  
ZONE = LB - LOCAL BUSINESS

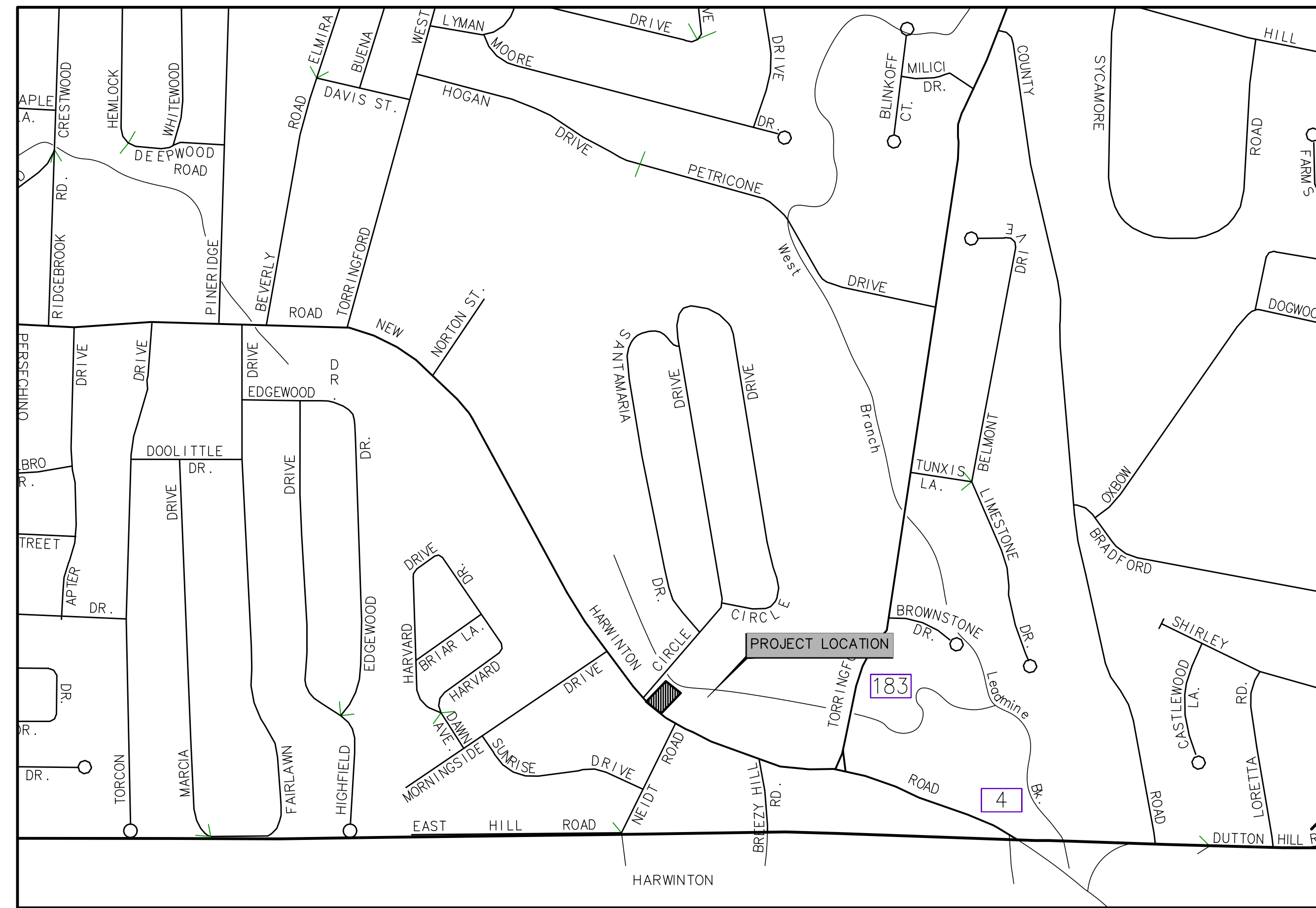
Lot Requirements	Required	Existing	Proposed
Lot Area	10,000 SF	15,069 SF	No Change
Lot Width	80 FT	100.5 FT	No Change
Front Yard	10 FT	74.8 FT	No Change to Building 10.7' Canopy
Side Yard	0.0 FT	11.5 FT	No Change Building 13.6' Canopy
Rear Yard	25 FT	20.8 FT	No Change
Max. Impervious Coverage	75%	75.2%	73.4%
Max. Building Height	50 FT	13'-3" FT	No Change
Parking (Section 8.40 State of Gasoline)	1 Space per 250 SF GFA Existing Gross Floor Area = 2,433 SF 2,433 SF/250 SF = 9.7 ≈ 10	17 Standard 1 Accessible	9 Standard 2 Employee Standard 1 Accessible
	10 Standard Spaces Required 1 Accessible Space Required		

Note: Zoning requirements taken from zoning regulations as posted on the City of Torrington's website, Effective date December 24, 1957, Revised December 29, 2022.

### COVERAGE ANALYSIS

Lot Square Foot Area = 15,069 SF

Item	Existing Conditions		Proposed Conditions	
	Existing Permeable Area (SF)	% Coverage	Proposed Permeable Area (SF)	% Coverage
Lawn Area	3735.2	24.79%	3172.6	21.05%
Permeable Pavers	0.0	0.0%	839.7	5.57%
Total Permeable Surface	3735.2	24.79%	4012.3	26.63%
Total Imperviable Surface	11,332.9 SF	75.21%	11,056.7 SF	73.37%



## OWNER

ALAM REALTY, LLC  
861 NEW HARWINTON ROAD  
TORRINGTON, CONNECTICUT 06790



241 Torrington Road  
P.O. Box 194  
Goshen, CT 06756  
T: 860-491-3456 F: 860-201-4104  
www.dismukesengineering.com

**BOE STUDIO**  
architects  
19 Tioga Street Torrington, CT 06790  
e-mail: boestudio1@optimum.net  
PHONE/FAX 860-489-3771

## SHEET

## TITLE

C1	COVER SHEET
C2	EXISTING CONDITIONS
C3	PROPOSED SITE PLAN
C4	PROPOSED UTILITY PLAN
C5	CITY OF TORRINGTON DETAILS
C6	MISCELLANEOUS DETAILS
C7	S+E AND LANDSCAPING PLAN
C8	LAYOUT, STRIPING, & SIGNAGE PLAN
C9	SWEEP PATH ANALYSIS FOR WB40 VEHICLE
C10	PROTECTION & MAINTENANCE OF TRAFFIC
EX1	EXISTING BUILDING PLAN
EX2	EXISTING BUILDING ELEVATIONS
P1	PROPOSED BUILDING PLAN
P2	PROPOSED SOUTH & WEST BUILDING ELEVATIONS
P3	PROPOSED EAST & NORTH BUILDING ELEVATIONS
P4	CANOPY ELEVATIONS
P5	LIGHTING PLAN

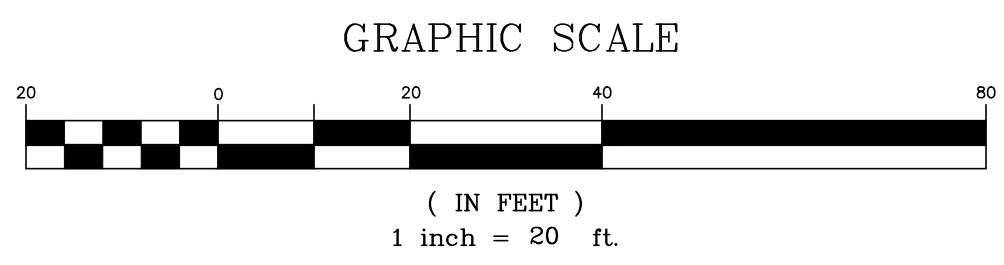
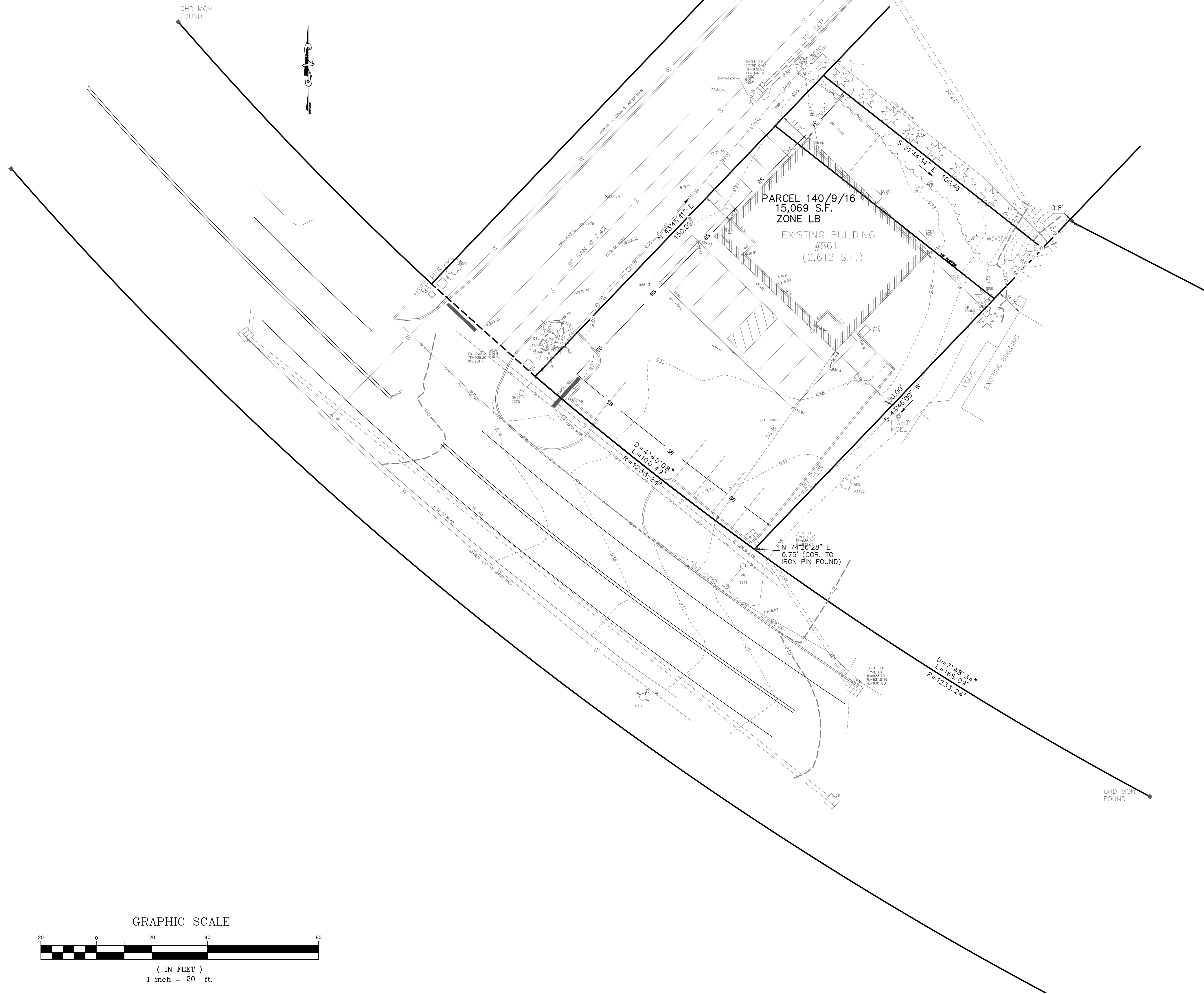
### GENERAL NOTES

- Map References:
  - Boundary and topographic information based on survey titled "BOUNDARY & TOPOGRAPHIC SURVEY 861 NEW HARWINTON ROAD PROPERTY OF ALAM REALTY TORRINGTON, CONN., dated 10-26-2020, Revised 8-6-2021.
- The Contractor shall contact CALL BEFORE YOU DIG at 1-800-922-4455 prior to any excavation.
- Underground utilities are shown for the convenience of the Contractor only and may not represent actual locations. The Engineer is not responsible for the location of underground utilities.
- The Contractor shall comply with all applicable building codes.
- The Contractor shall comply with all OSHA requirements for braced excavations.
- The Owner is responsible for obtaining all necessary permits prior to construction.
- The Contractor shall verify all dimensions, line, and grade. Any discrepancy shall be brought to the Engineer's attention immediately before continuing any work.

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WETLANDS DISTURBANCE  
Wetlands Area 0 S.F.  
Upland Regulated Area 0 S.F. (0 AC)





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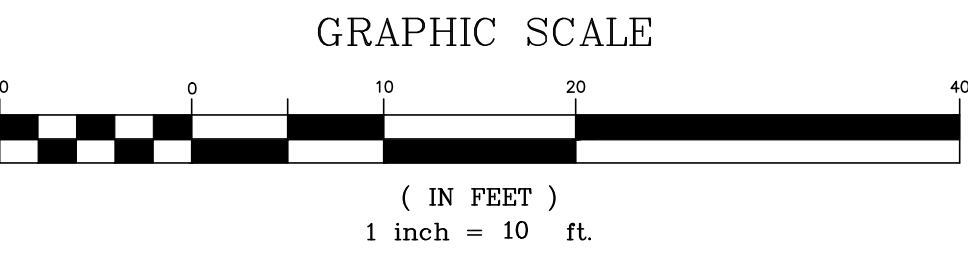
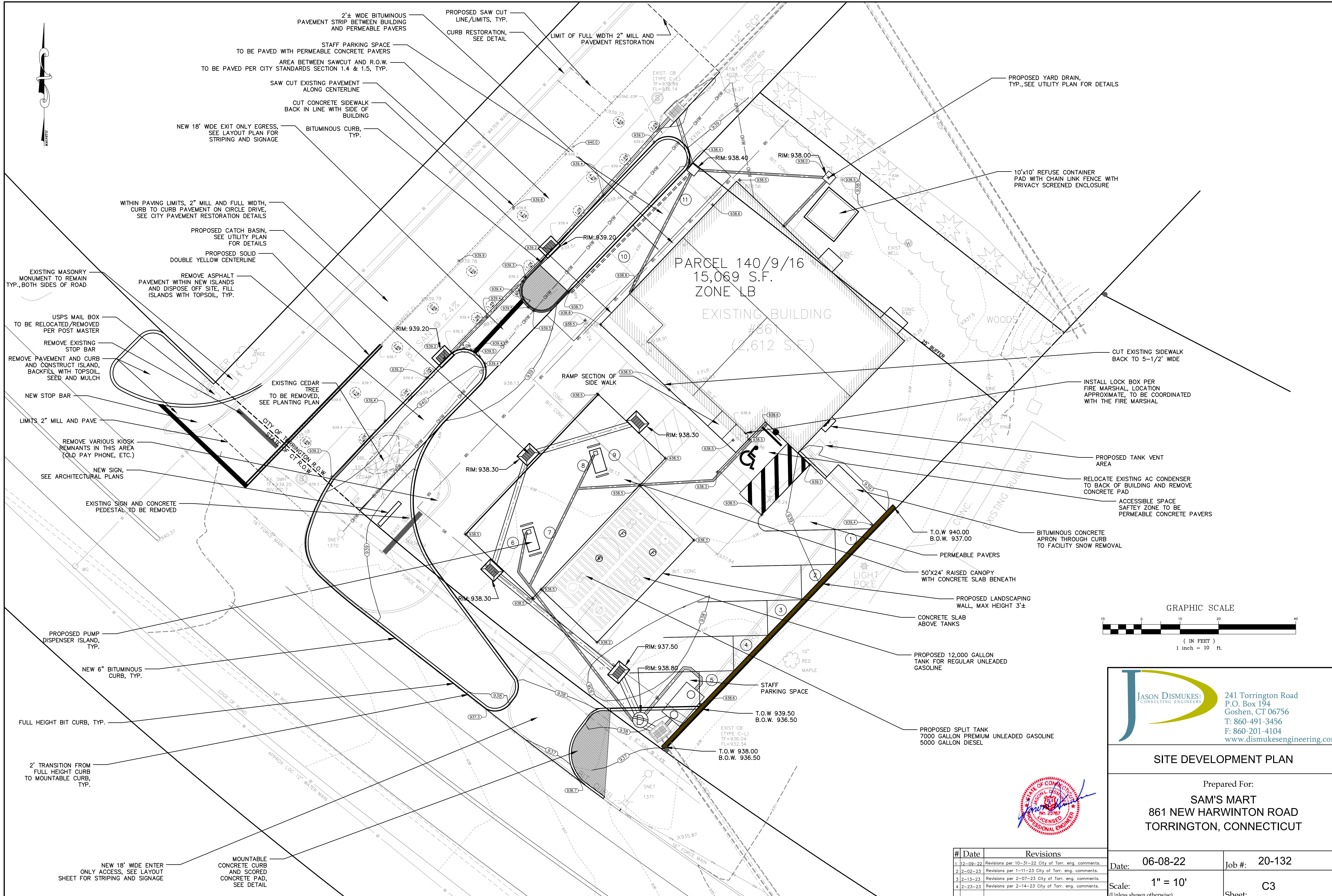
**EXISTING CONDITIONS**

Prepared For:  
**SAM'S MART**  
861 NEW HARWINTON ROAD  
TORRINGTON, CONNECTICUT

Date: **06-08-22** Job #: **20-132**

Scale: **1" = 20'** Sheet: **C2**  
(Unless shown otherwise)





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**SITE DEVELOPMENT PLAN**

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TORRINGTON, CONNECTICUT



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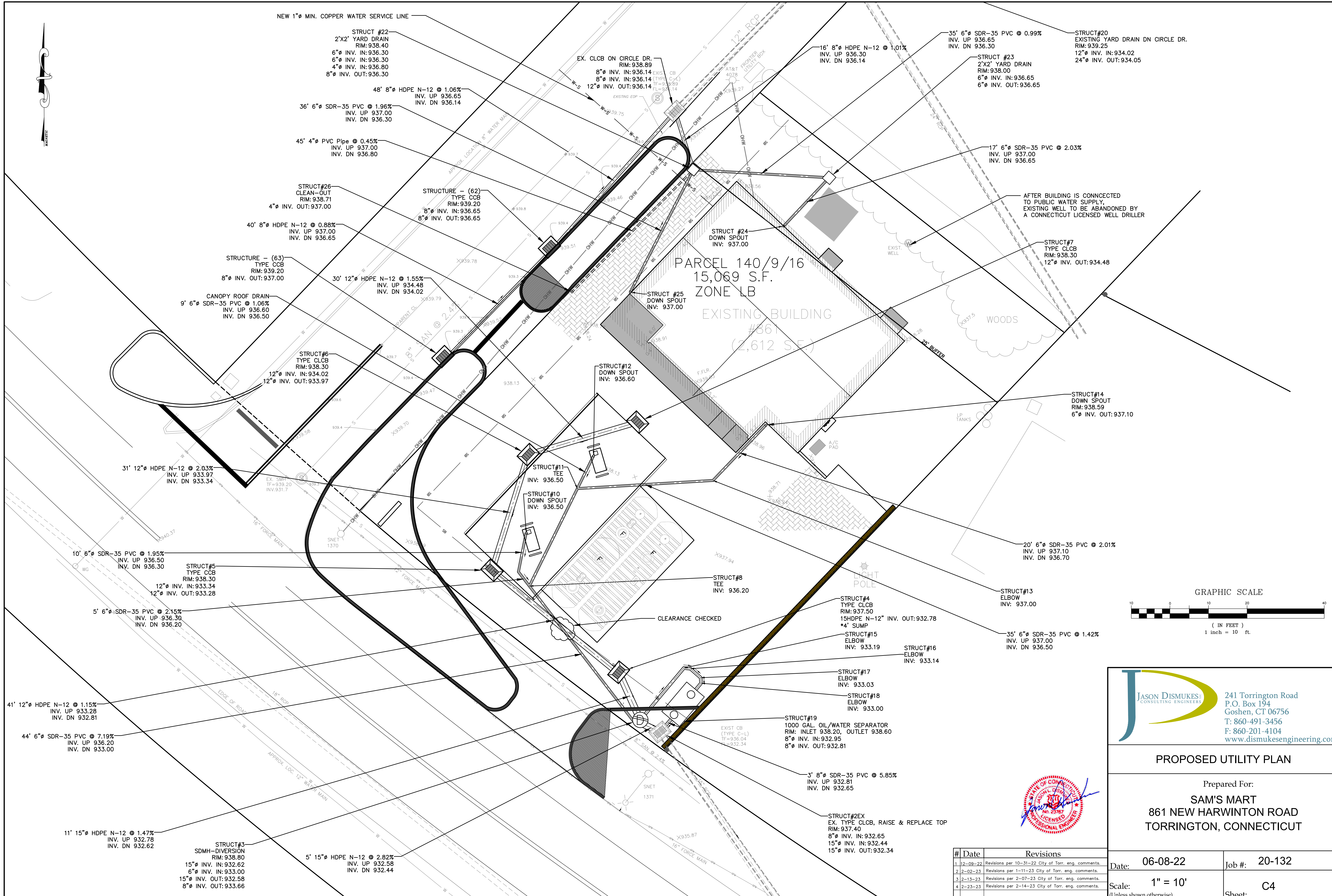
Date: **06-08-22** Job #: **20-132**

Scale: **1" = 10'** Sheet: **C3**  
(Unless shown otherwise)

PARCEL 140/9/16  
15,069 S.F.  
ZONE LB

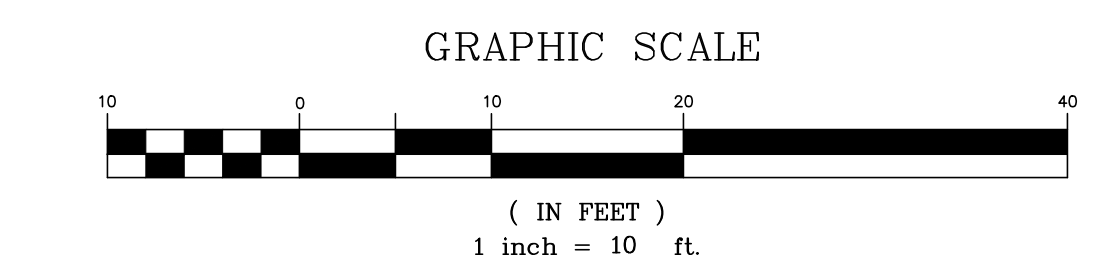
EXISTING BUILDING  
#661  
(2,612 S.F.)





PARCEL 140/9/16  
15,069 S.F.  
ZONE LB

EXISTING BUILDING  
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(2,612 S.F.)



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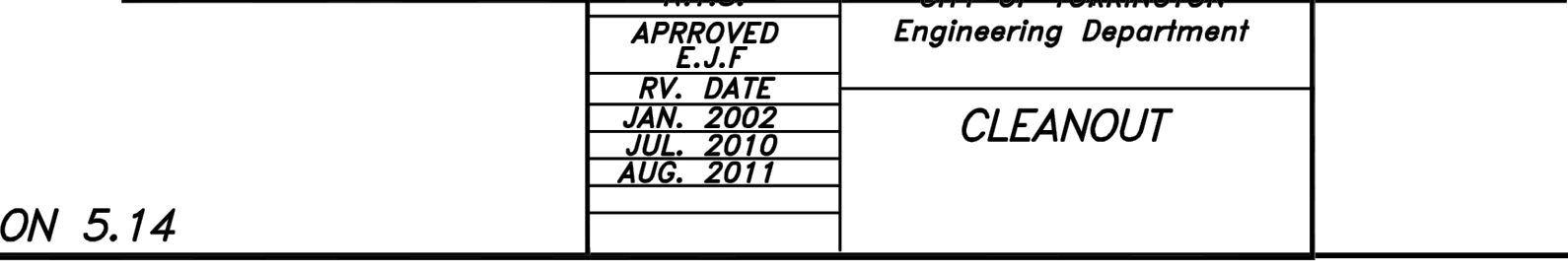
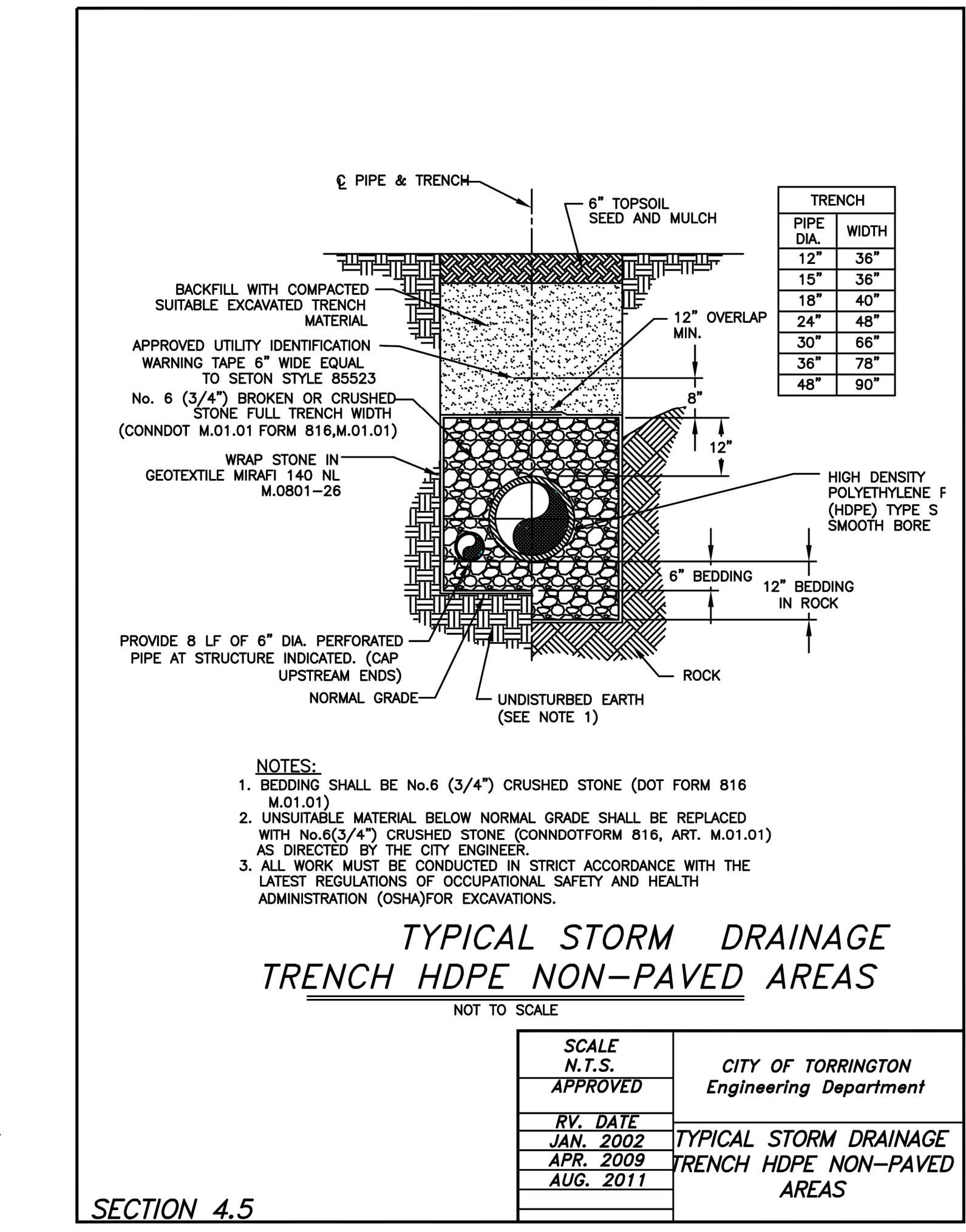
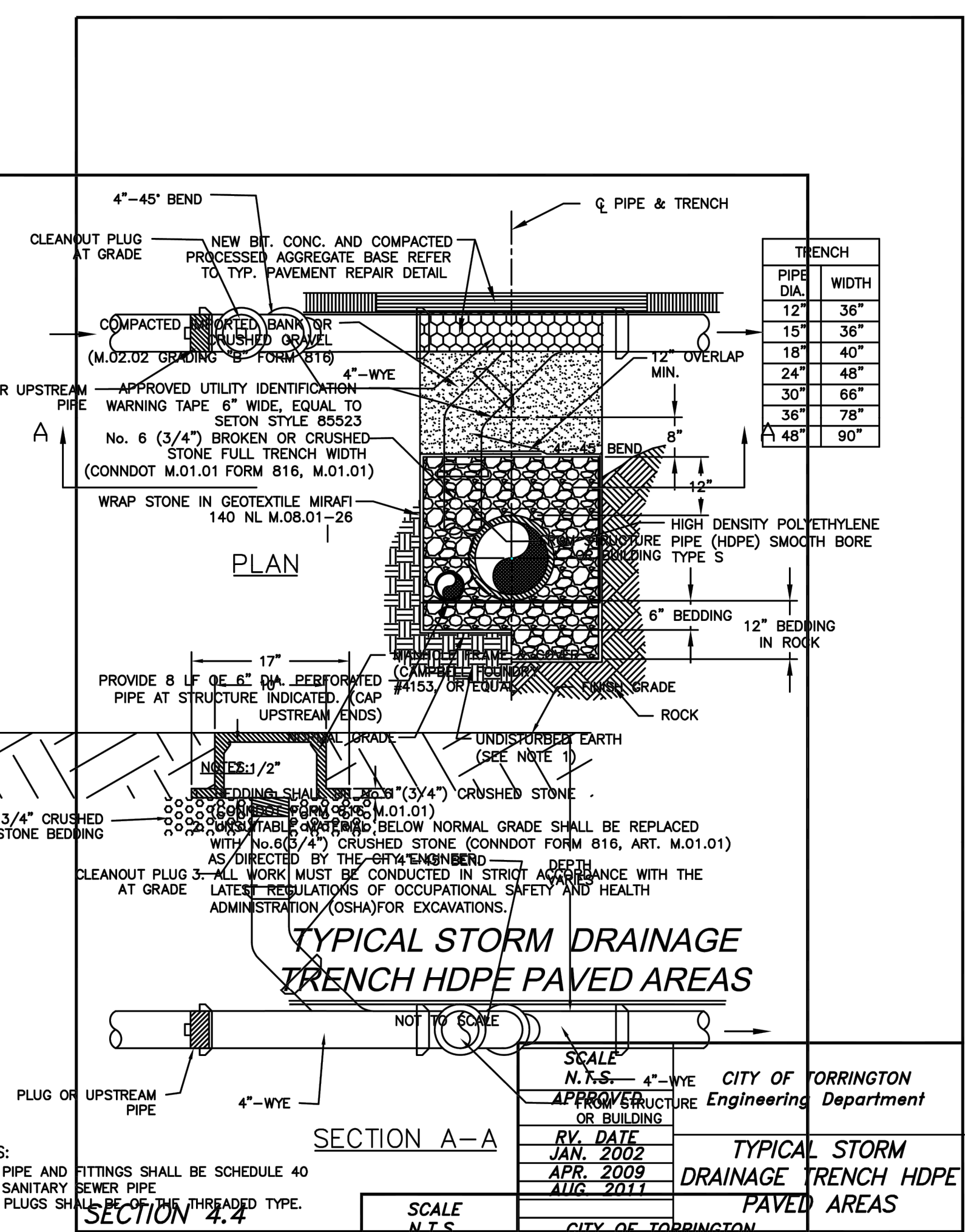
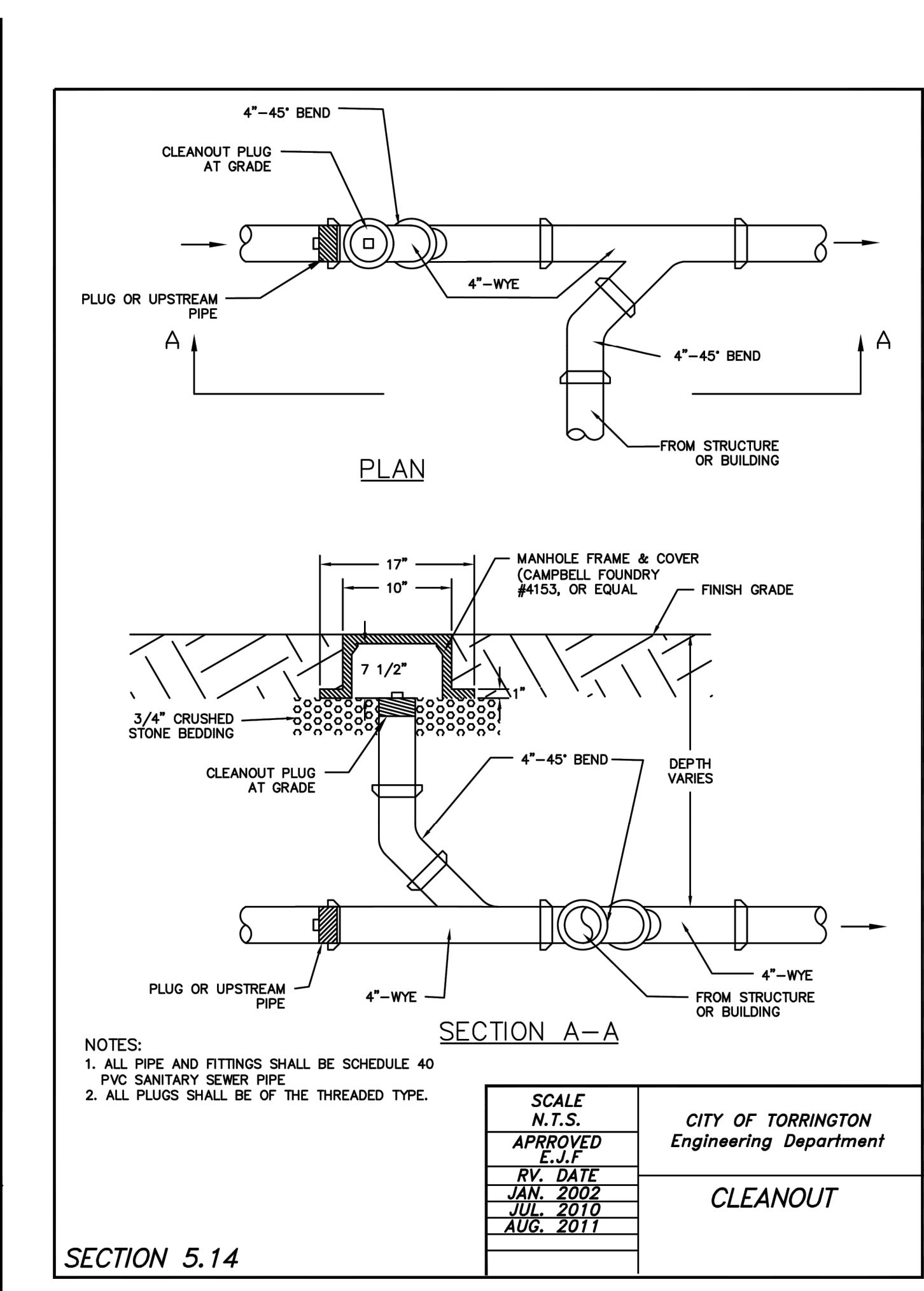
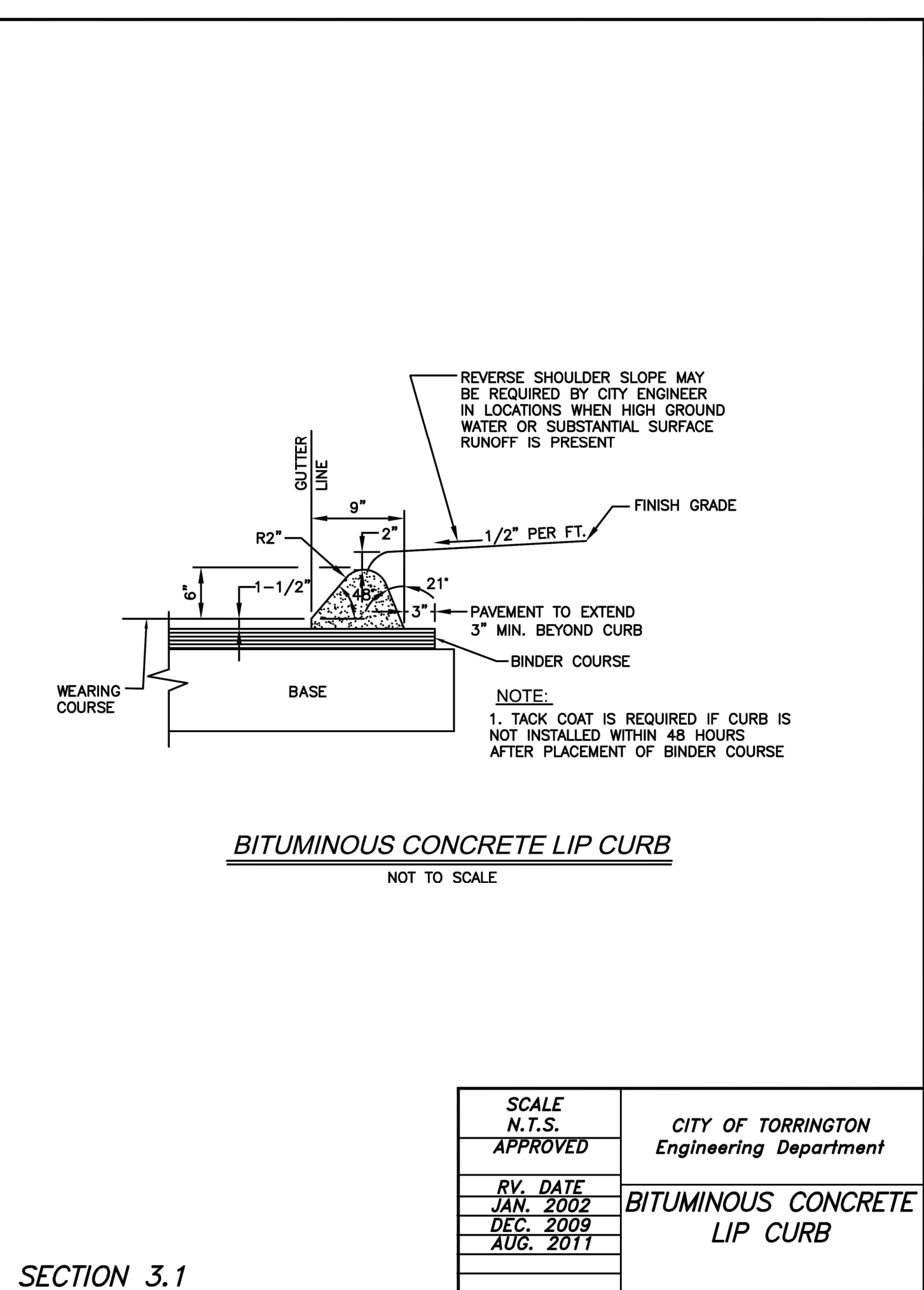
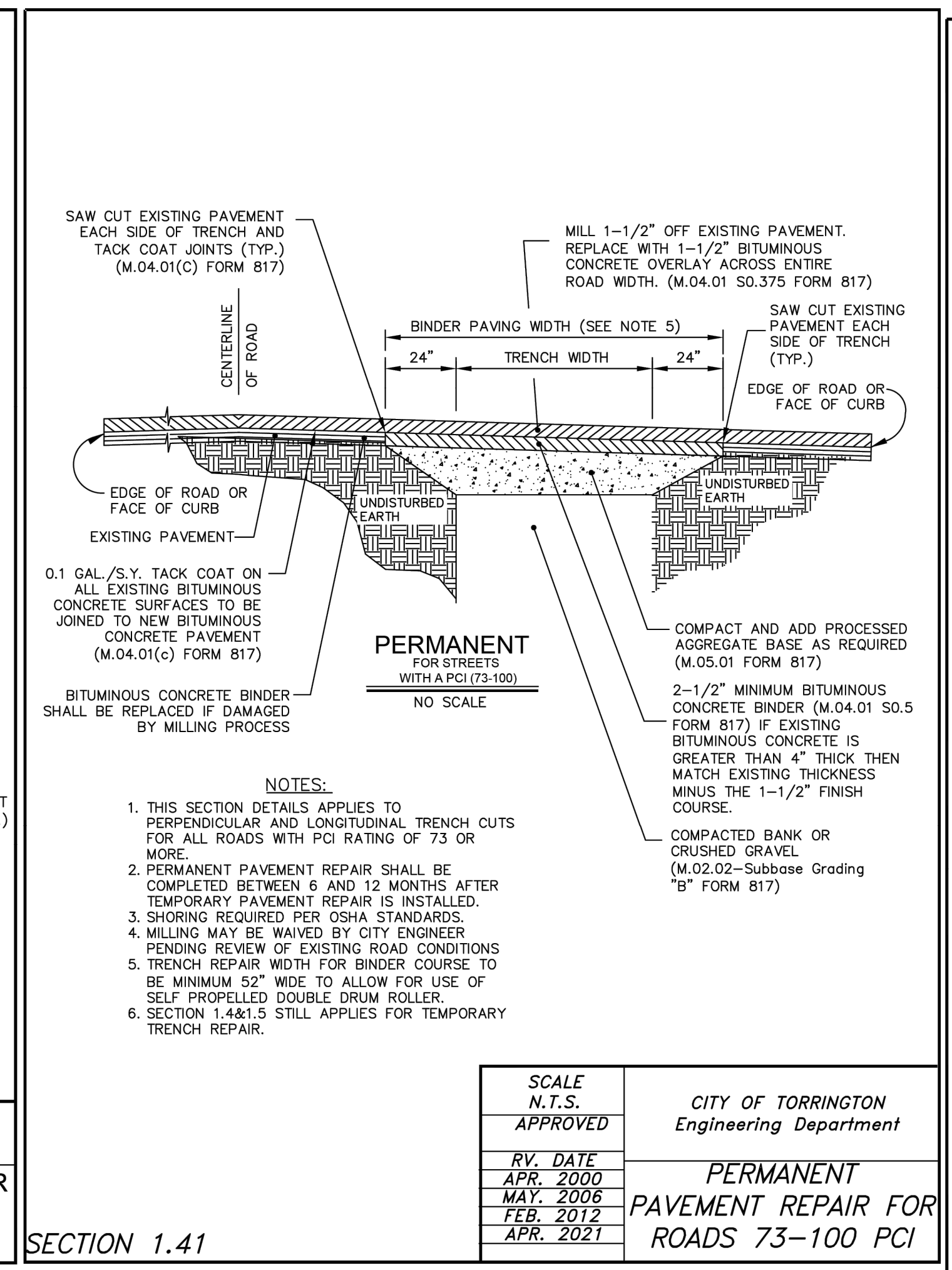
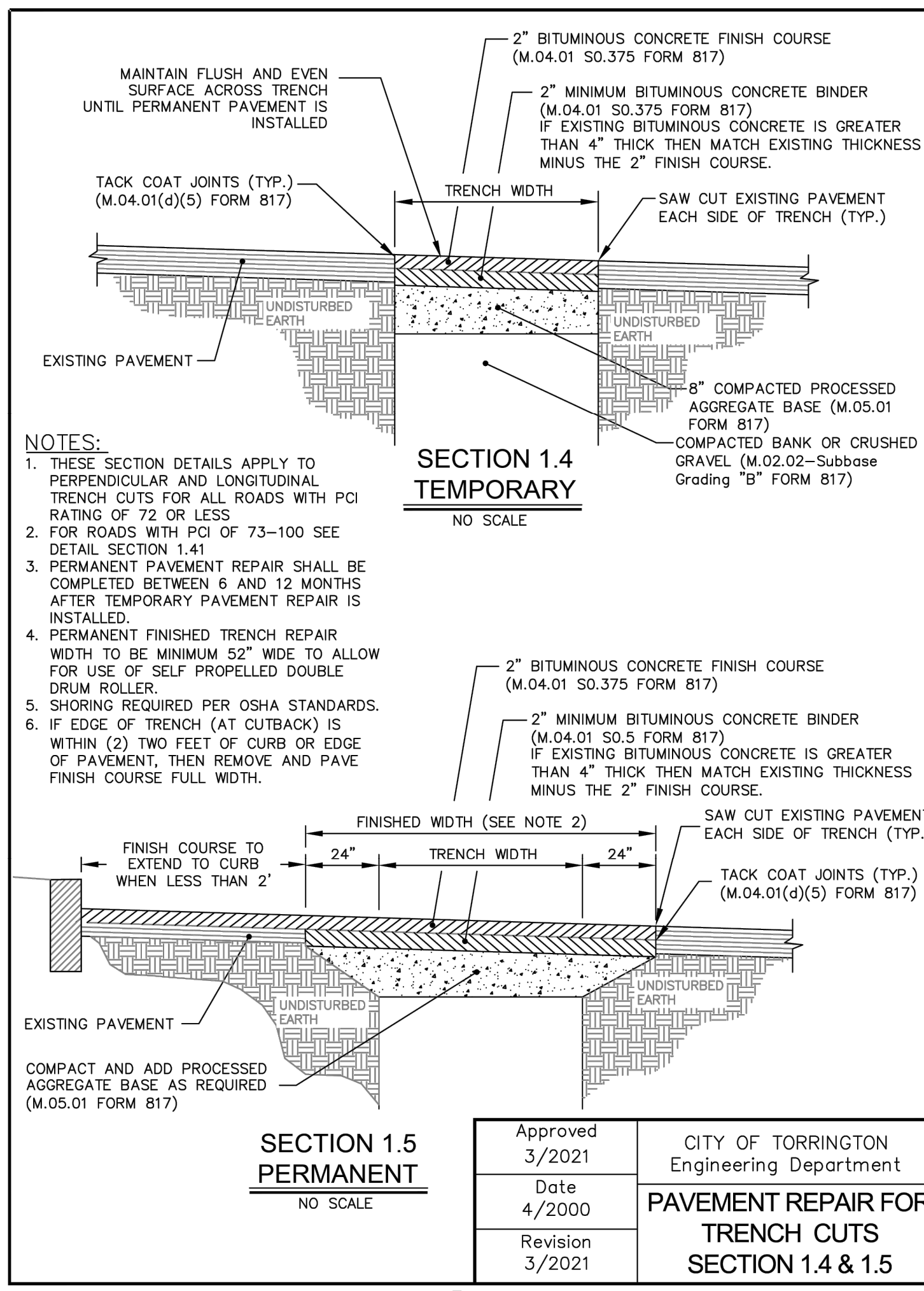
**PROPOSED UTILITY PLAN**

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Scale:	1" = 10'	Sheet:	C4





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**CITY OF TORRINGTON DETAILS**

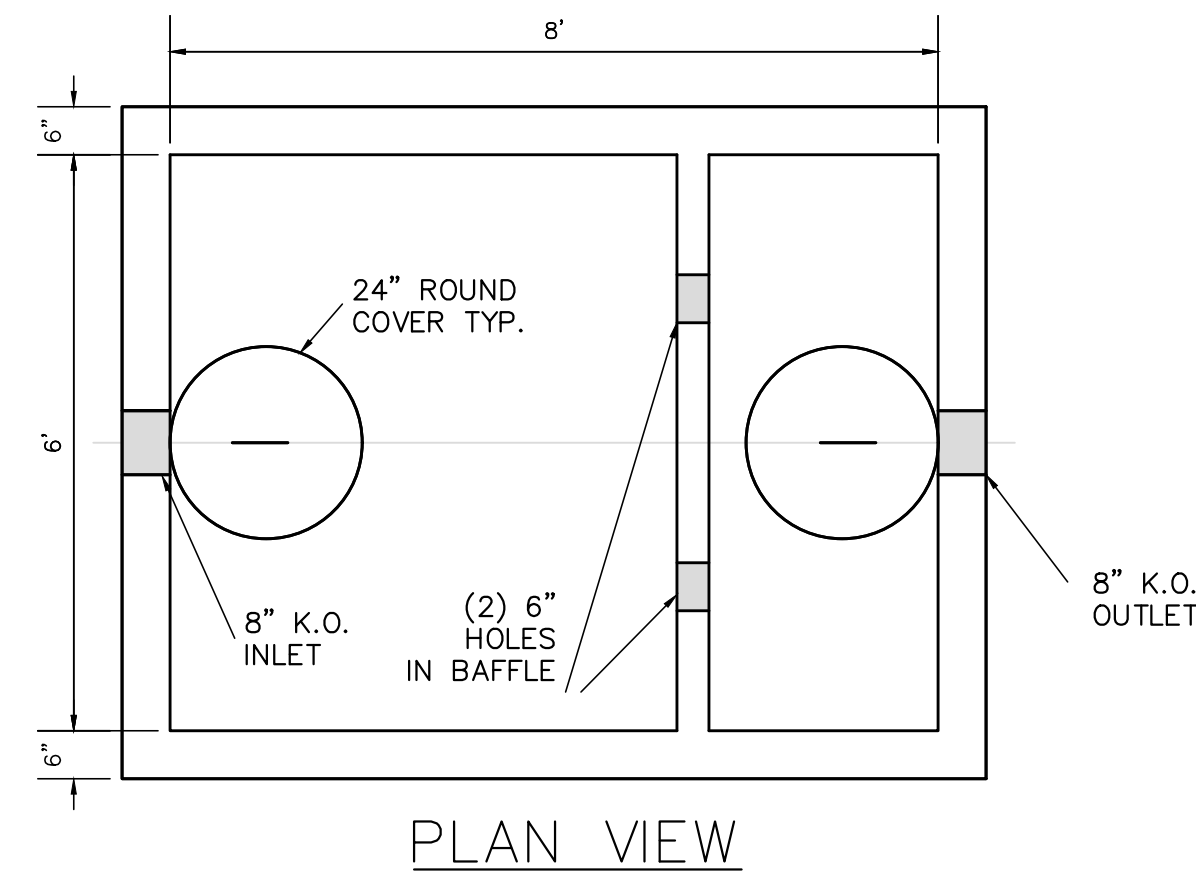
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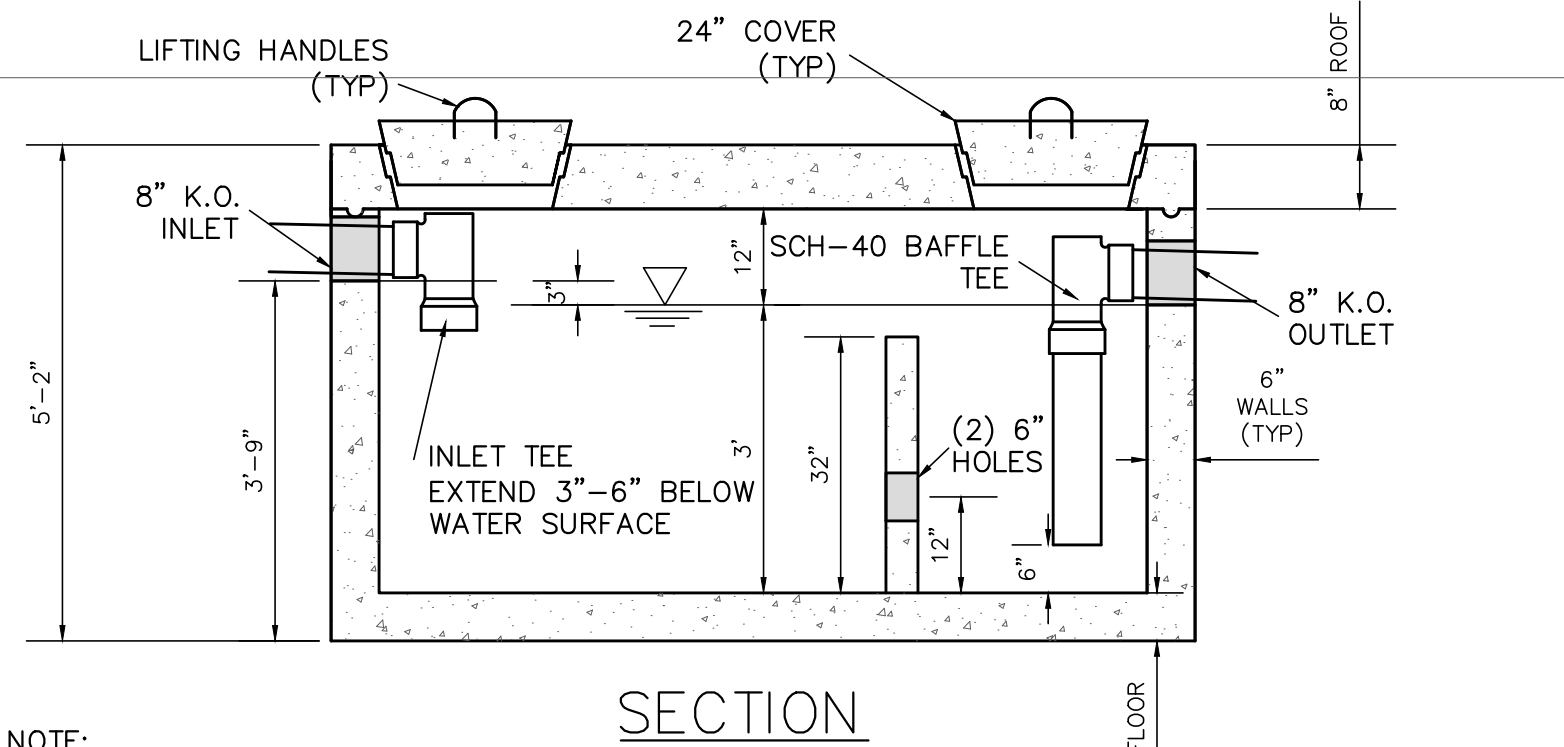
Date: 06-08-22 Job #: 20-132

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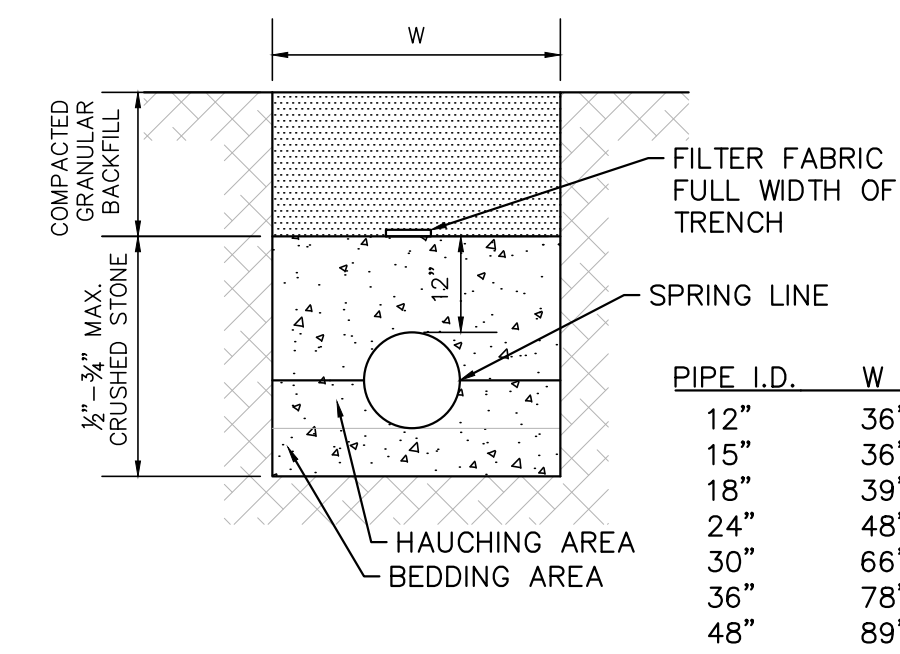
PLAN VIEW



SECTION

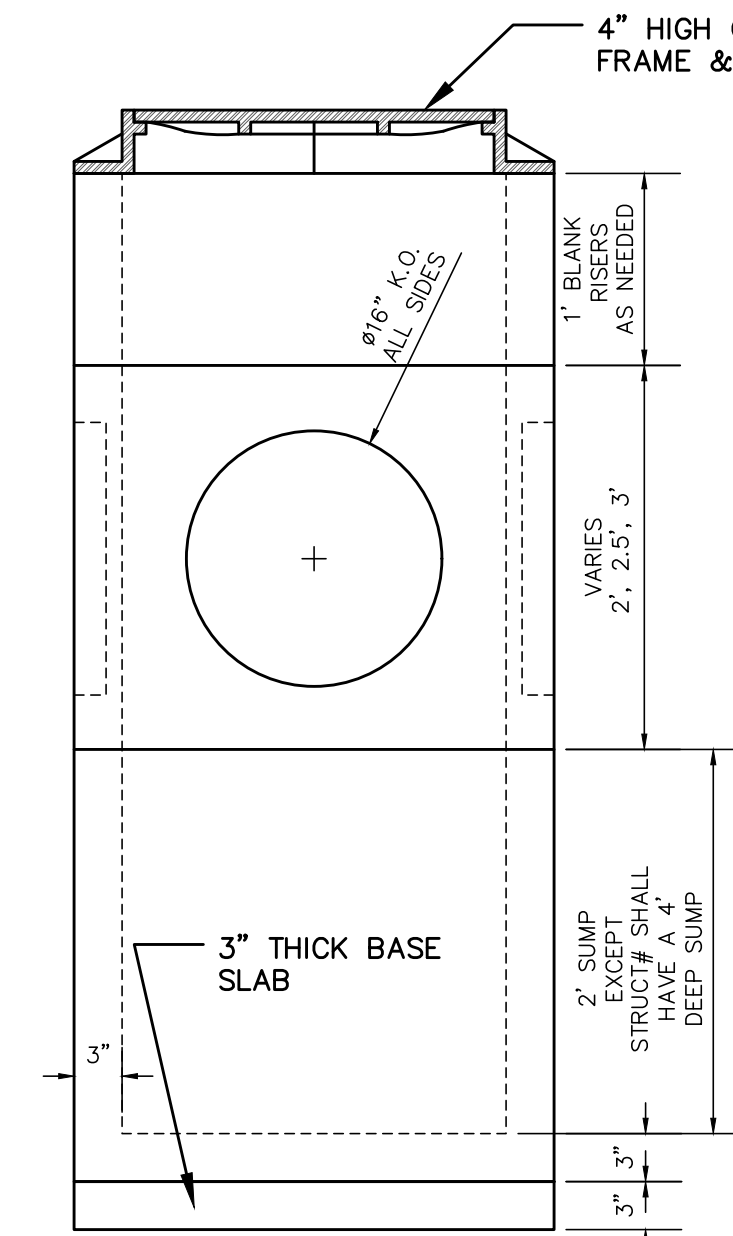
NOTE:  
CONTRACTOR SHALL PROVIDE H2O RATED CONCRETE RISERS WITH C.I. FRAMES AND COVERS FOR BOTH INLET AND OUTLET ACCESS POINTS.

1000 GALLON OIL/WATER SEPARATOR  
NOT TO SCALE

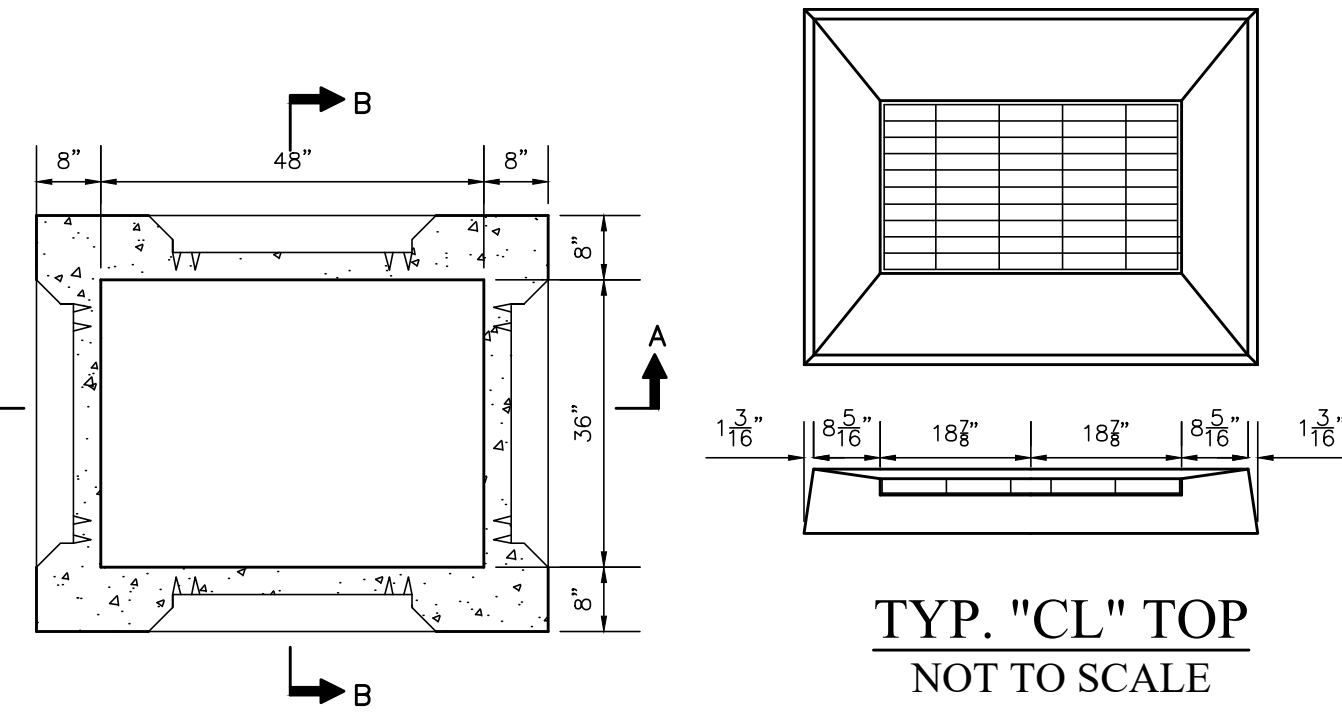


TYPICAL HDPE PIPE TRENCH  
NOT TO SCALE

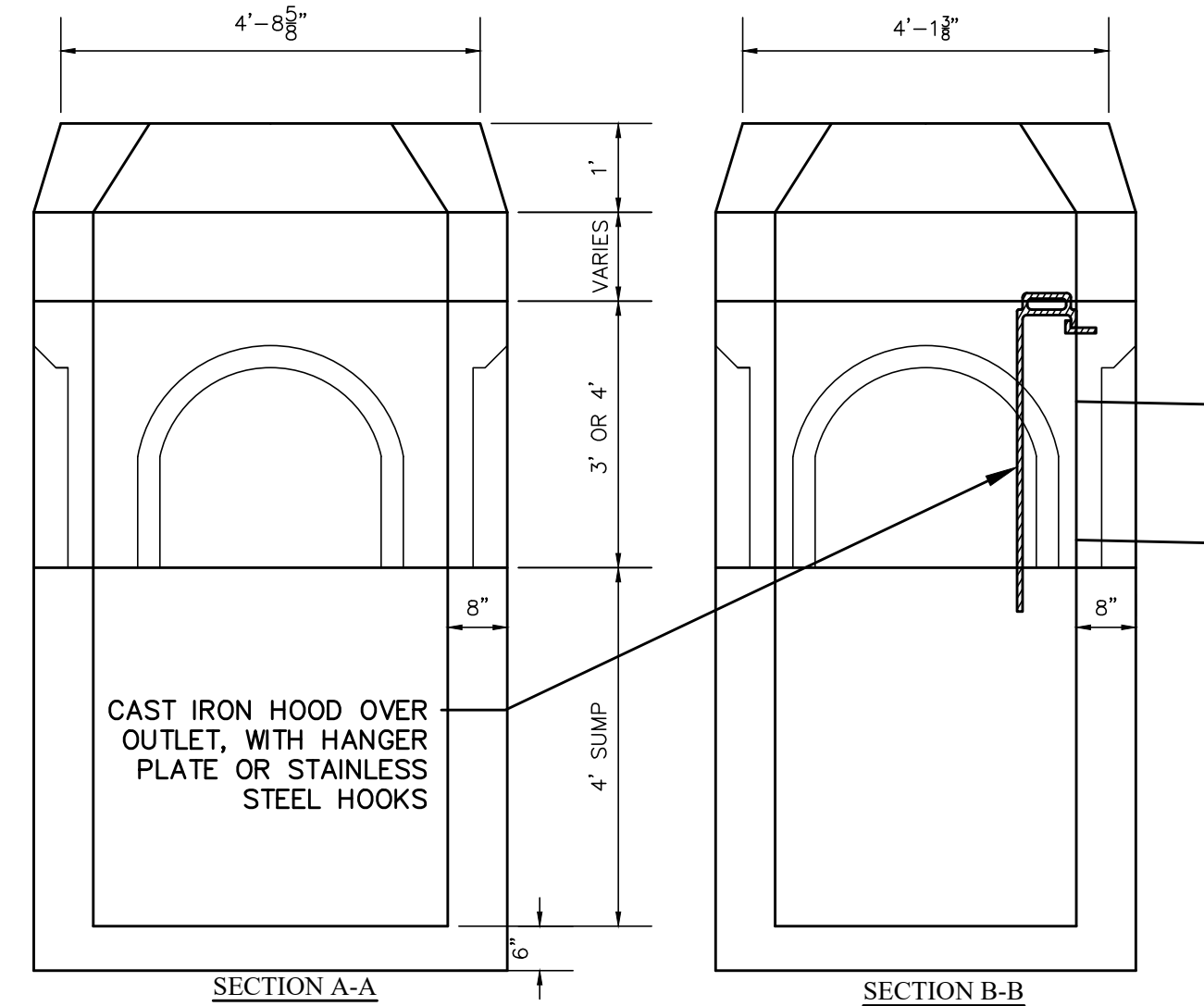
PIPE I.D.	W
12"	36"
15"	36"
18"	39"
24"	48"
30"	66"
36"	78"
48"	89"



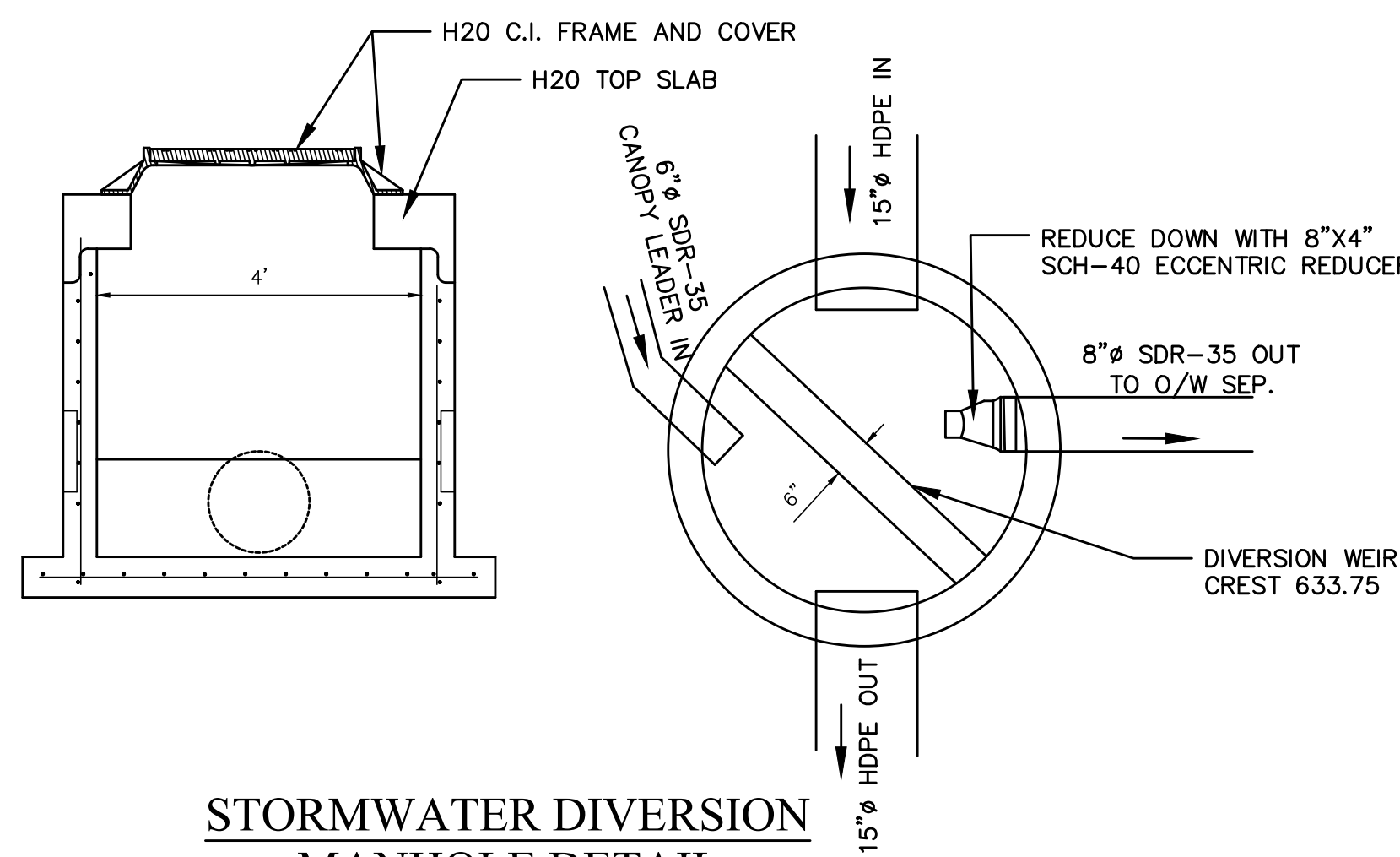
2' X 2' CONCRETE YARD DRAIN  
N.T.S.



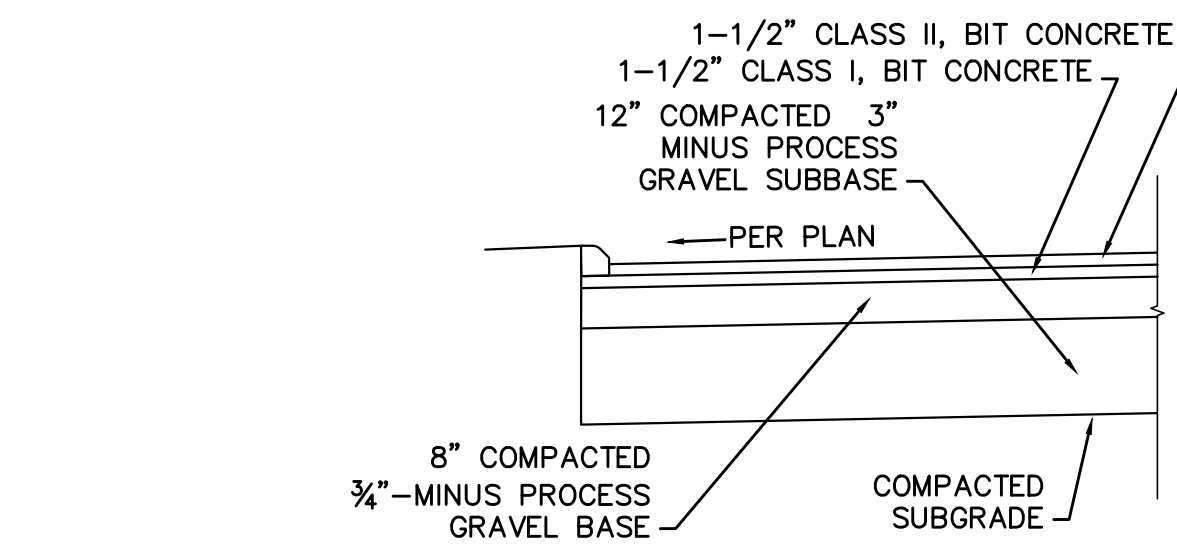
TYPICAL CATCH BASIN W/C.I. HOOD  
NOT TO SCALE



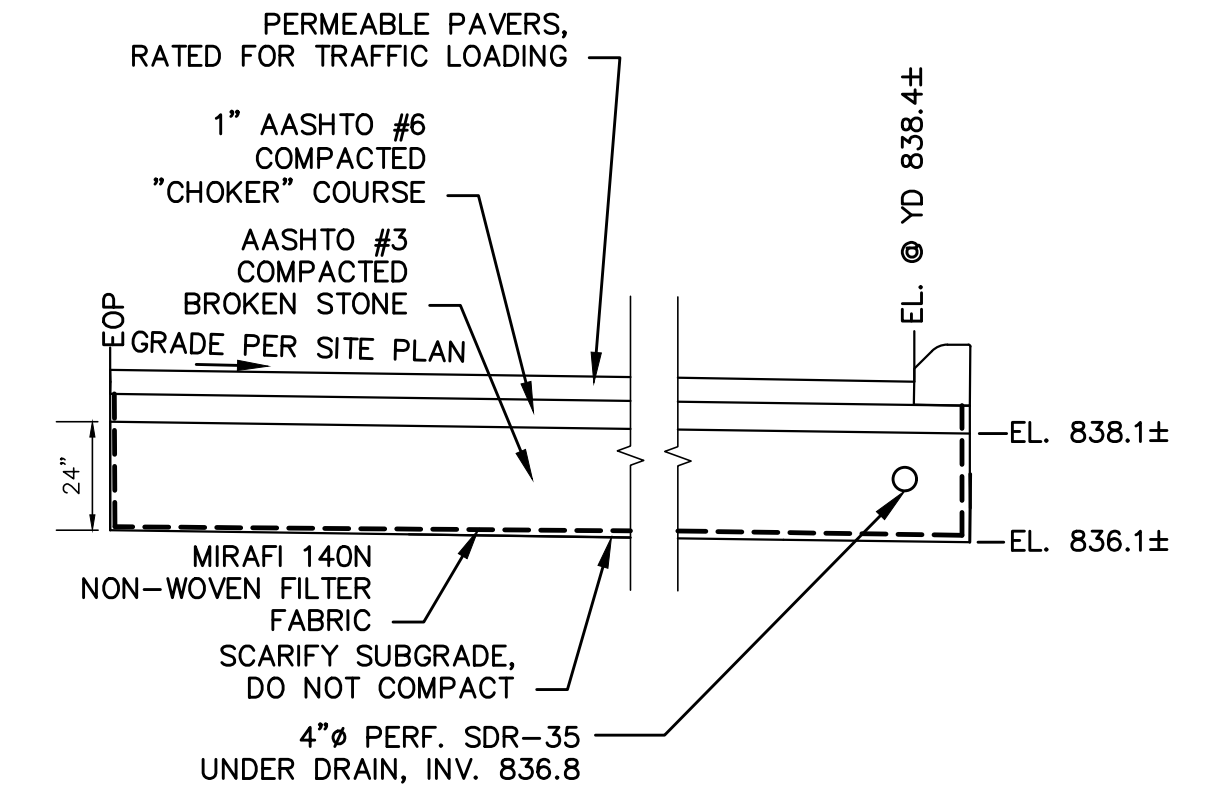
SECTION A-A SECTION B-B



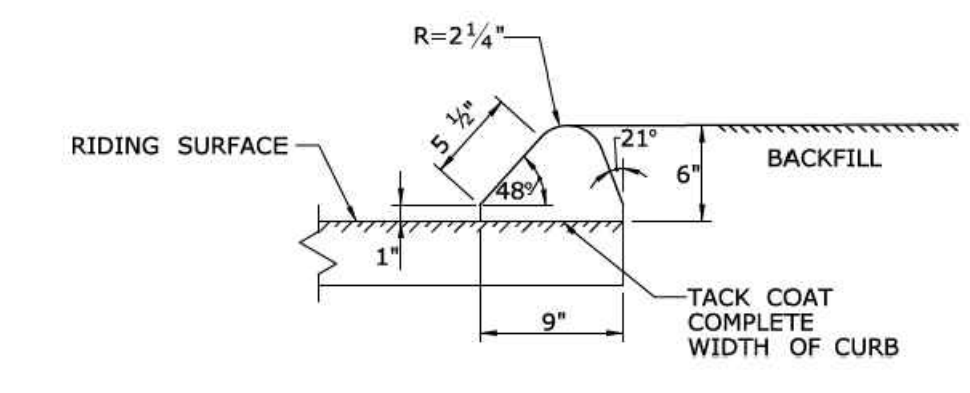
STORMWATER DIVERSION  
MANHOLE DETAIL  
N.T.S.



TYPICAL PAVED PARKING LOT SECTION  
N.T.S.



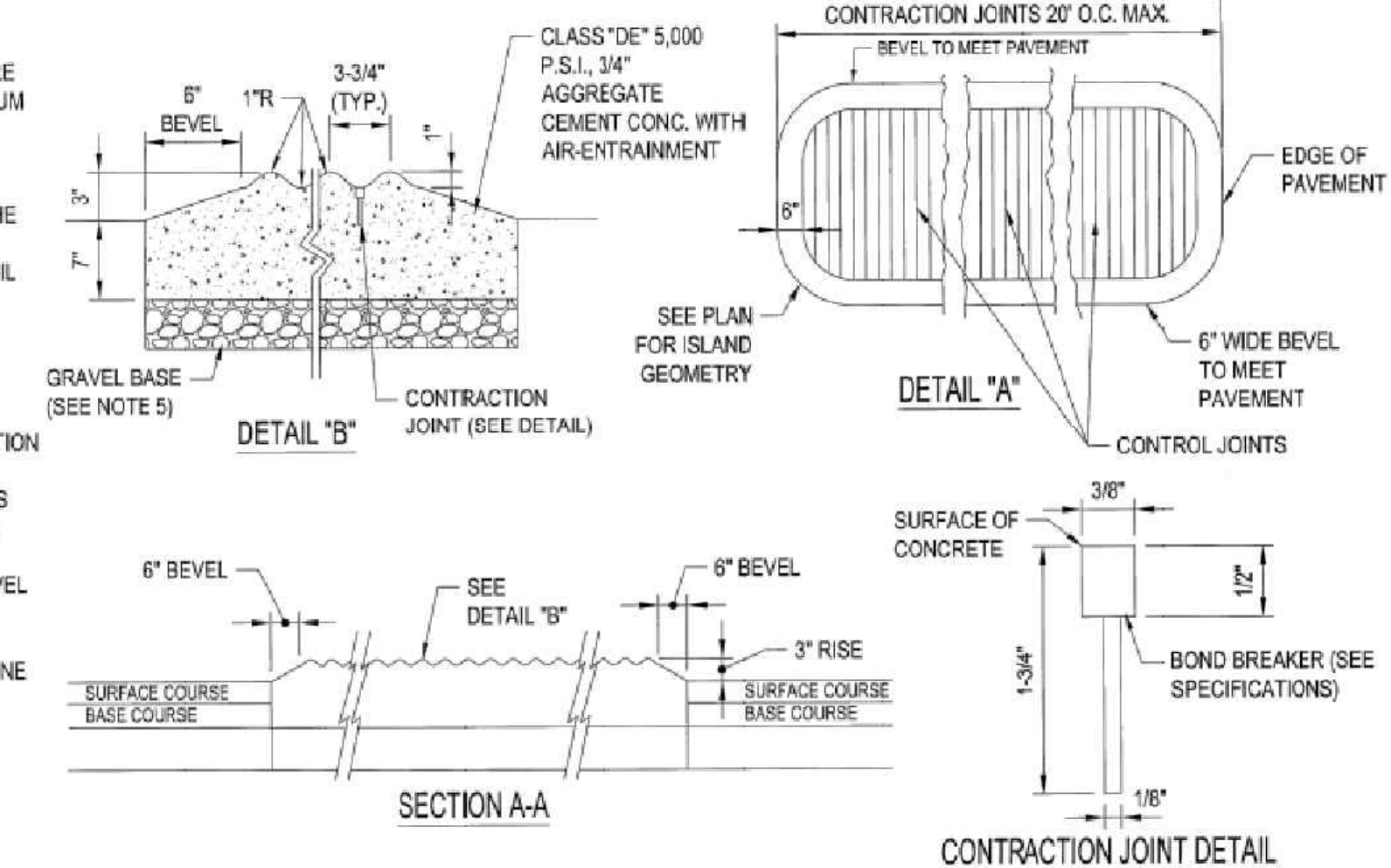
TYPICAL PERMEABLE  
PAVED PARKING LOT  
SECTION  
N.T.S.



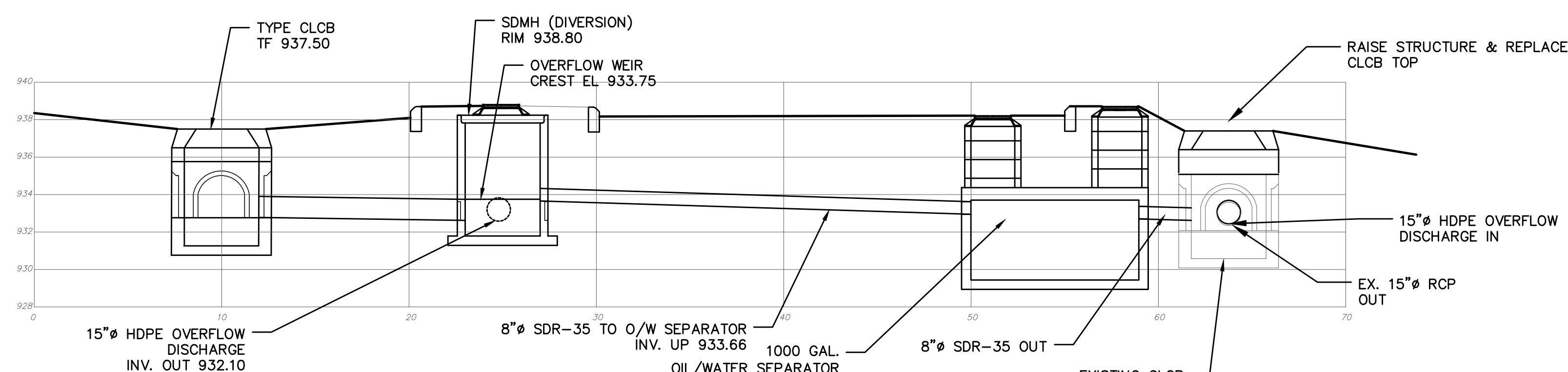
6\"/>

NOTES:

- CONTRACTION JOINTS ARE TO BE SPACED AT A MAXIMUM OF 20 FEET APART.
- THE JOINTS ARE TO BE SAWED AND LOCATED IN THE DEPRESSIONS OF THE CORRUGATIONS (SEE DETAIL OF CORRUGATIONS)
- END OF CORRUGATED RIDGES TO BE BEVELED.
- FOR DESCRIPTION OF MATERIAL AND CONSTRUCTION METHODS SEE CONDOT STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
- THE DEPTH OF THE GRAVEL IS TO BE SUCH THAT ITS BOTTOM LINE MEETS THE BOTTOM OF THE GRAVEL LINE OF THE CONTIGUOUS PAVEMENT.



MOUNTABLE CONCRETE CURB (BEVEL)  
AND SCORED CONCRETE ISLAND DETAIL  
N.T.S.



CROSS SECTION THRU STORMWATER TREATMENT SYSTEM  
1" = 5'

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MISCELLANEOUS DETAILS

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**Erosion Control Narrative**

This narrative describes the minimum measures required to control soil erosion during and after construction of the activities shown on this plan. The soil erosion and sediment control measures shown on this plan are designed in accordance with the 2002 "Connecticut Guidelines for Soil Erosion and Sediment Control" published by the Connecticut Council on Soil and Water Conservation.

The Contractor may be required to implement additional measures to prevent site erosion and sedimentation of downstream waterways.

The Contractor is required to obtain copies of all permits required for this project and comply with the provisions and requirements of said permits.

The Contractor's activities and operations shall include all work incidental to construction. Such activities and operations include, but are not limited to, waste and disposal areas, haul roads, staging areas, and field offices. If any of his activities require approvals above and beyond those already accounted for by the Owner's permits, the Contractor shall apply for and obtain such permits prior to conducting said operations.

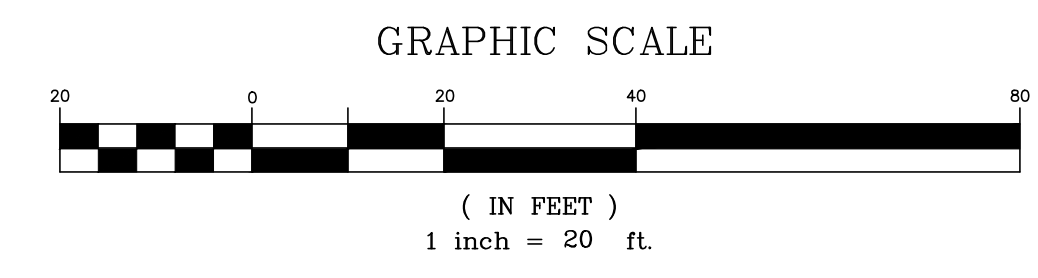
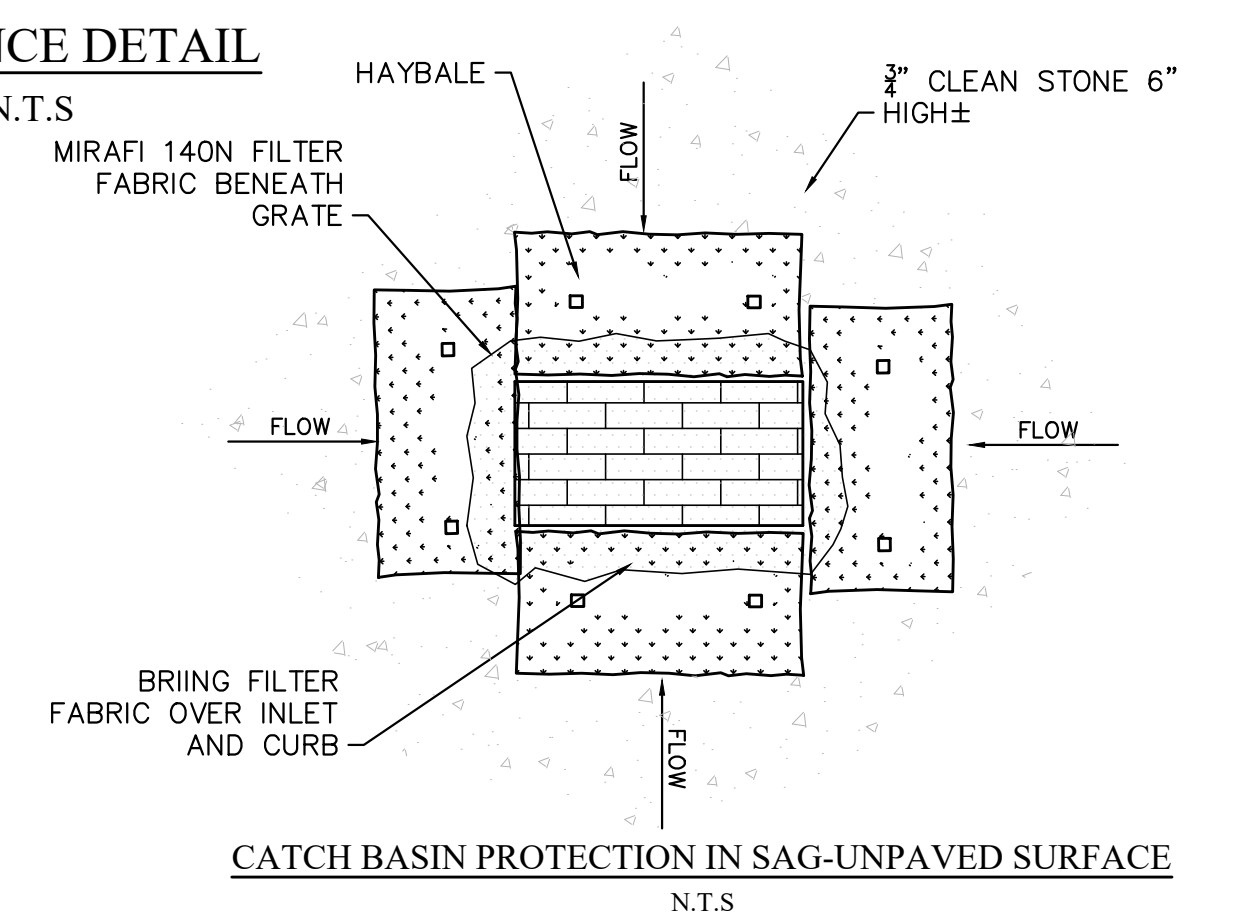
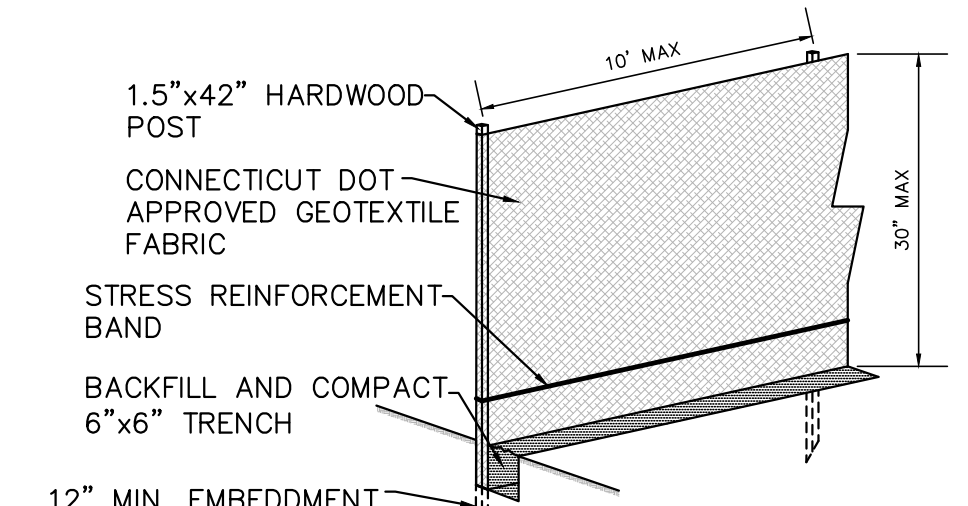
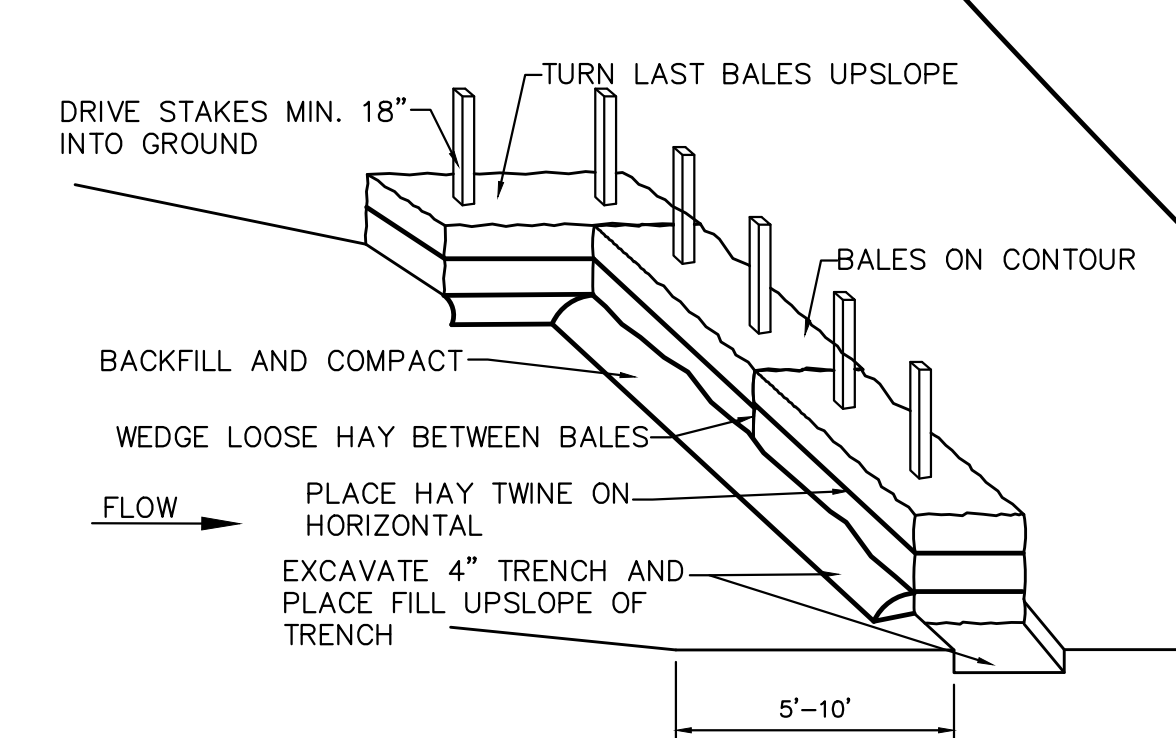
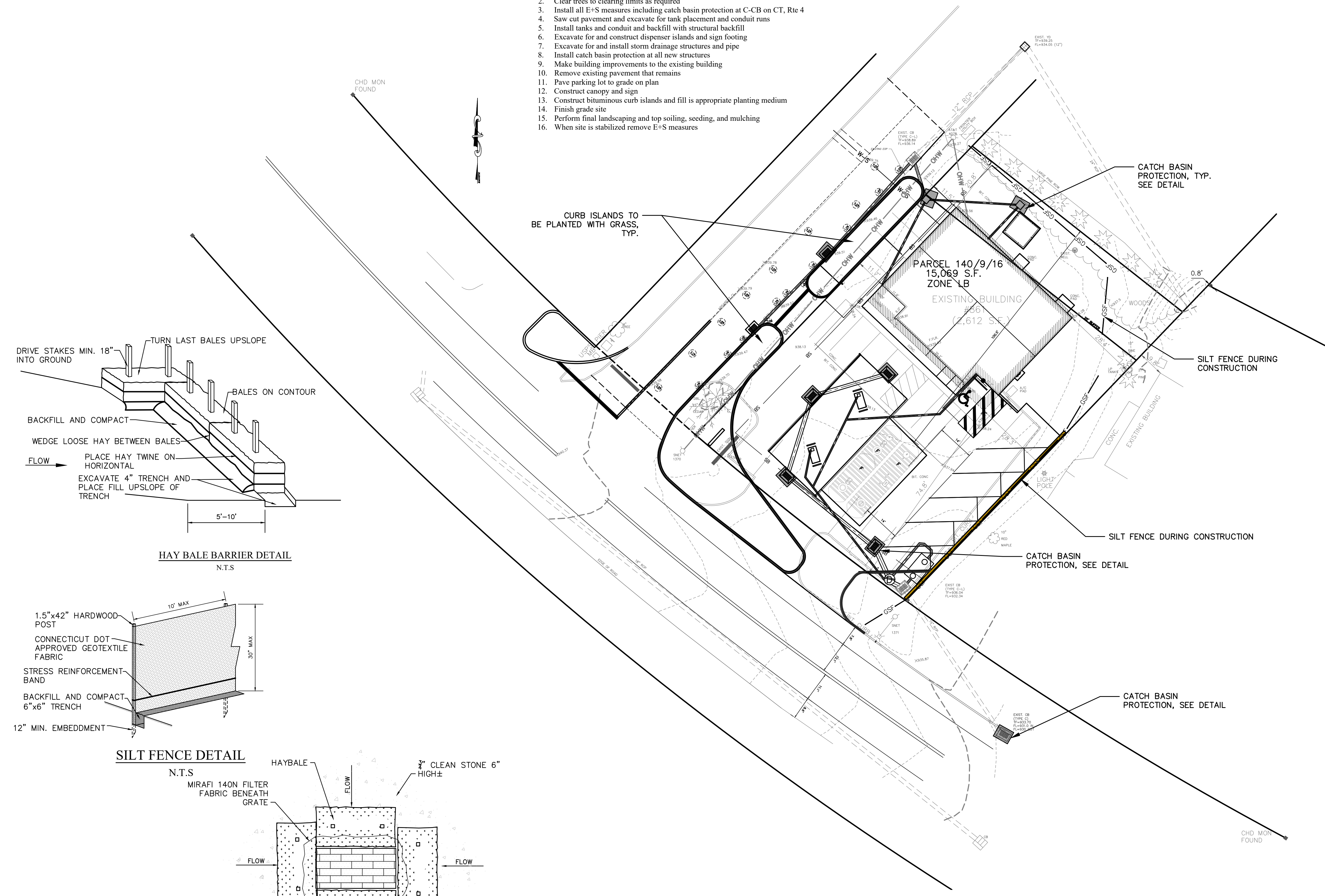
**CONSTRUCTION SEQUENCING**

1. Stake out clearing limits
2. Clear trees to clearing limits as required
3. Install all E+S measures including catch basin protection at C-CB on CT, Rte 4
4. Saw cut pavement and excavate for tank placement and conduit runs
5. Install tanks and conduit and backfill with structural backfill
6. Excavate for and construct dispenser islands and sign footing
7. Excavate for and install storm drainage structures and pipe
8. Install catch basin protection at all new structures
9. Make building improvements to the existing building
10. Remove existing pavement that remains
11. Pave parking lot to grade on plan
12. Construct canopy and sign
13. Construct bituminous curb islands and fill is appropriate planting medium
14. Finish grade site
15. Perform final landscaping and top soiling, seeding, and mulching
16. When site is stabilized remove E+S measures

**LANDSCAPING SPECIFICATIONS:**

THE DISCRETION OF WORK, MATERIAL, AND CONSTRUCTION METHODS FOR LANDSCAPING AND THE APPLICATION OF TOPSOIL SHALL COMPLY WITH THE SPECIFICATIONS UNDER THE FOLLOWING SECTION OF THE STANDARD SPECIFICATIONS FOR ROADS, BRIDGES, FACILITIES, AND INCIDENTAL CONSTRUCTION, FORM 818, 2020, LATEST REVISION.

1. TOPSOIL – TOPSOIL FOR LAWN AREAS SHALL COMPLY WITH SECTIONS 9.44.01–9.4403.
2. LIMING – SHALL MEET THE REQUIREMENTS OF SECTIONS 9.46.01–9.46.03.
3. FURNISHING, PLANTING AND MULCHING TREES, SHRUBS, VINES, AND GROUND COVER PLANTS SHALL MEET THE REQUIREMENTS OF SECTION 4.49.01–9.49.03.
4. TURF ESTABLISHMENT SHALL MEET THE REQUIREMENTS OF SECTION 9.50.01–9.50.03.



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**S+E AND LANDSCAPING PLAN**

Prepared For:  
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TORRINGTON, CONNECTICUT



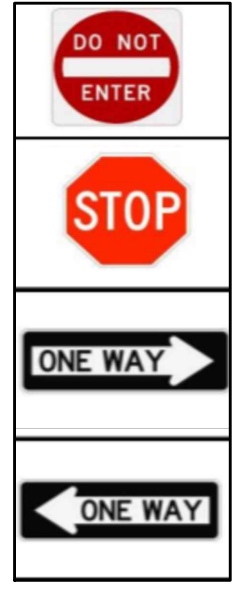
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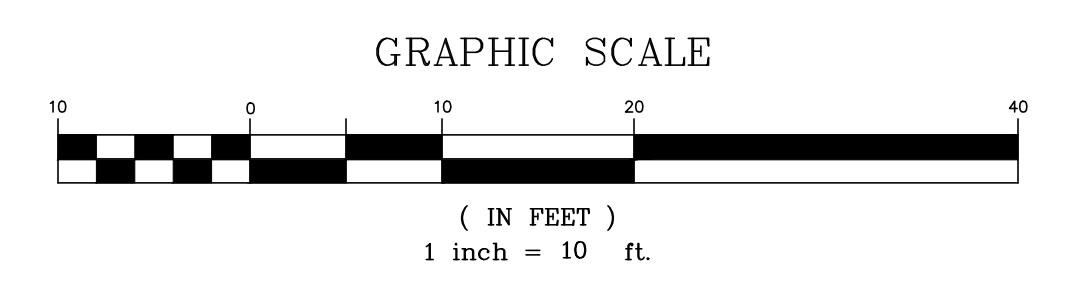
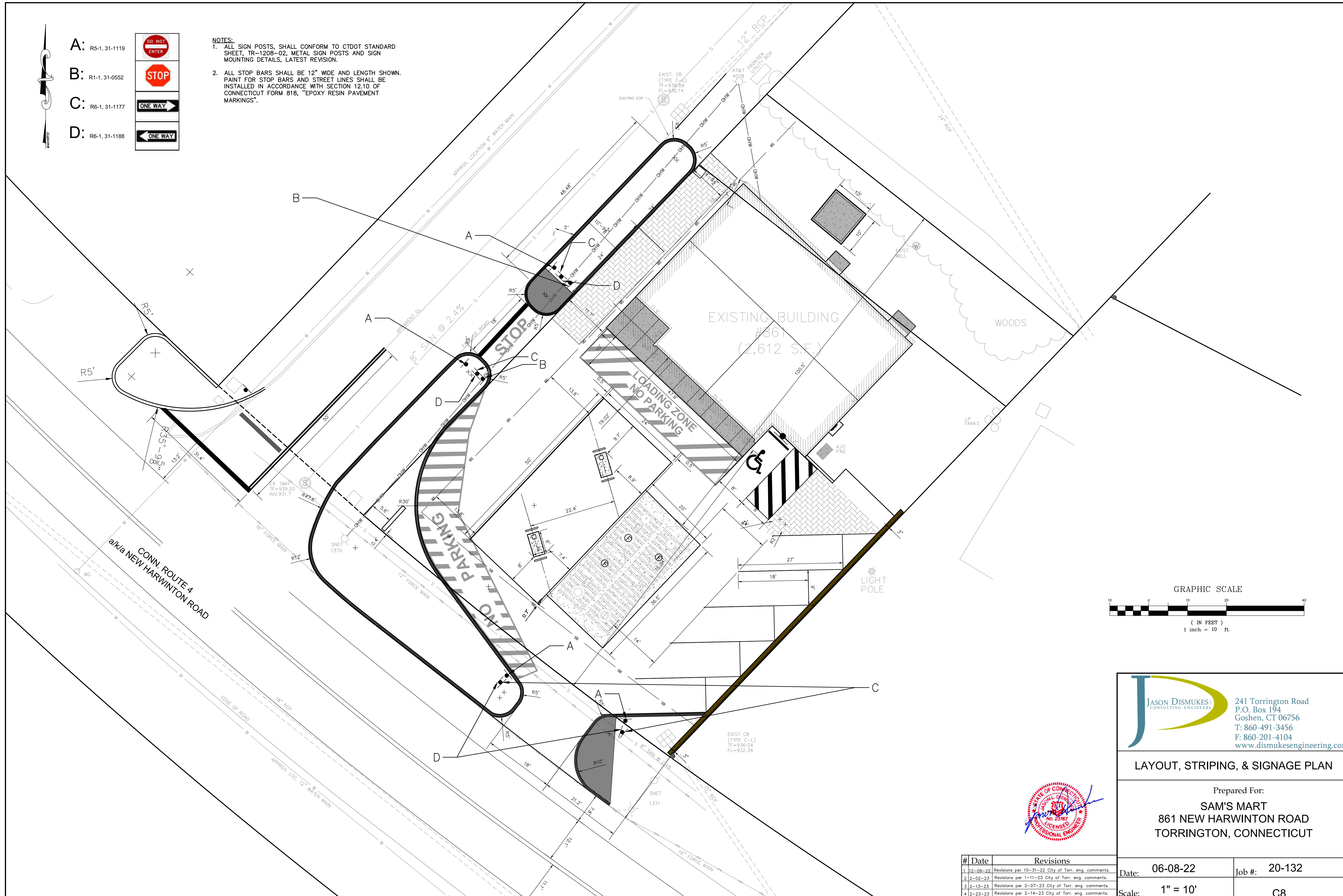


- A: R5-1, 31-1119
- B: R1-1, 31-0552
- C: R6-1, 31-1177
- D: R6-1, 31-1188



**NOTES:**

- ALL SIGN POSTS, SHALL CONFORM TO CTDOT STANDARD SHEET, TR-1208-02, METAL SIGN POSTS AND SIGN MOUNTING DETAILS, LATEST REVISION.
- ALL STOP BARS SHALL BE 12" WIDE AND LENGTH SHOWN. PAINT FOR STOP BARS AND STREET LINES SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 12.10 OF CONNECTICUT FORM 818, "EPOXY RESIN PAVEMENT MARKINGS".



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**LAYOUT, STRIPING, & SIGNAGE PLAN**

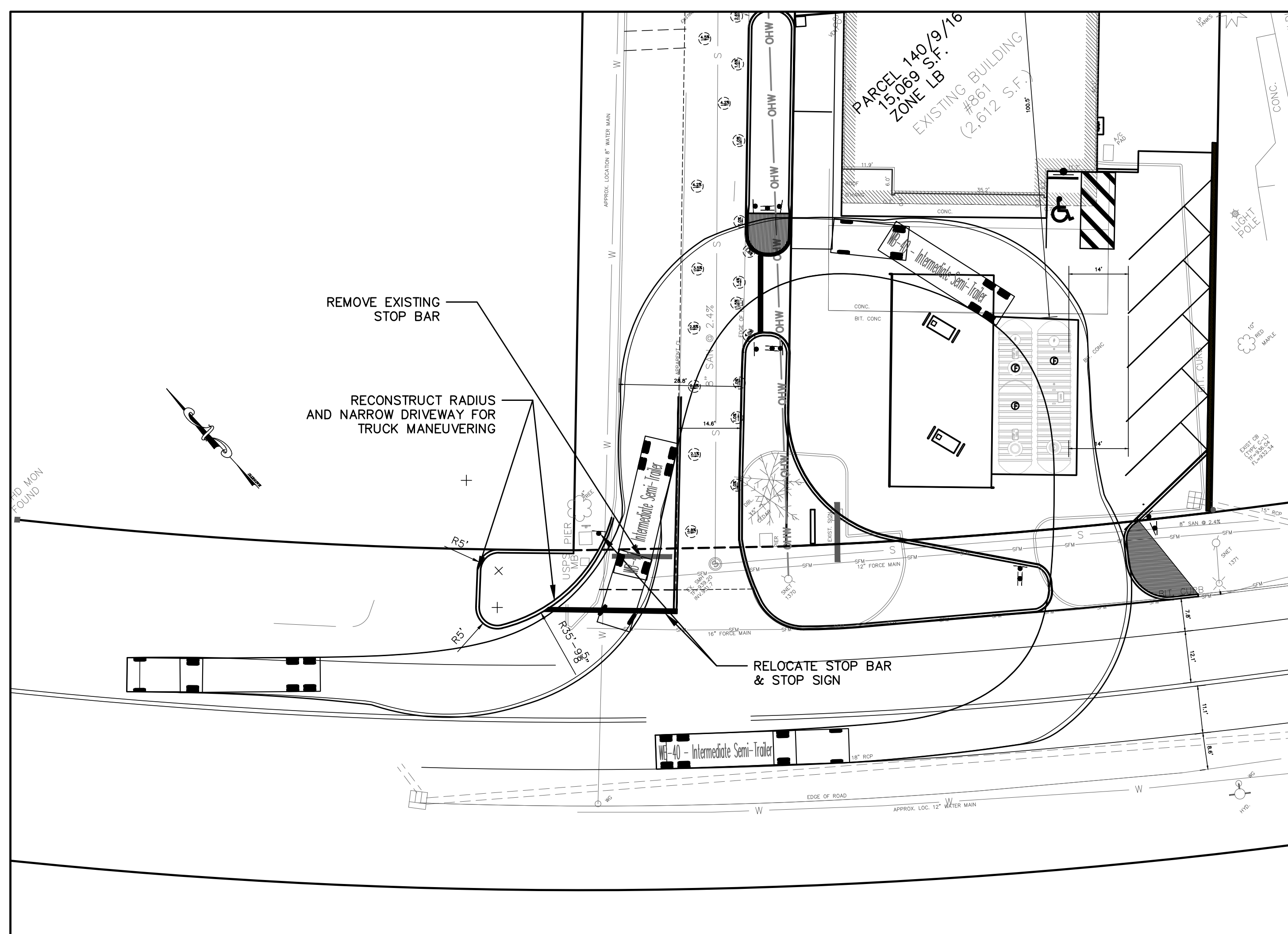
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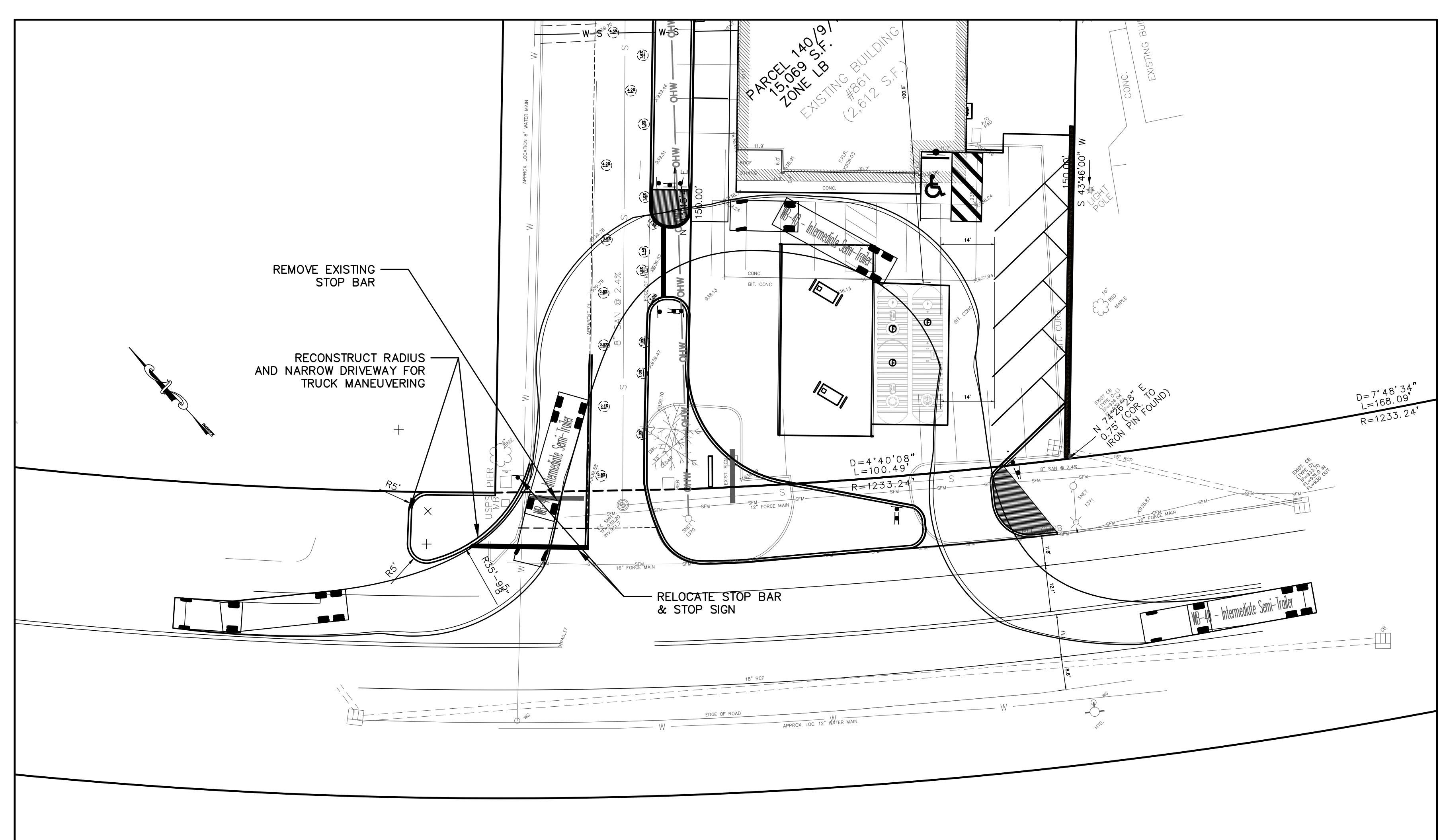
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4	2-23-23	Revisions per 2-14-23 City of Torr. eng. comments.

Date:	06-08-22	Job #:	20-132
Scale:	1" = 10' (Unless shown otherwise)	Sheet:	C8

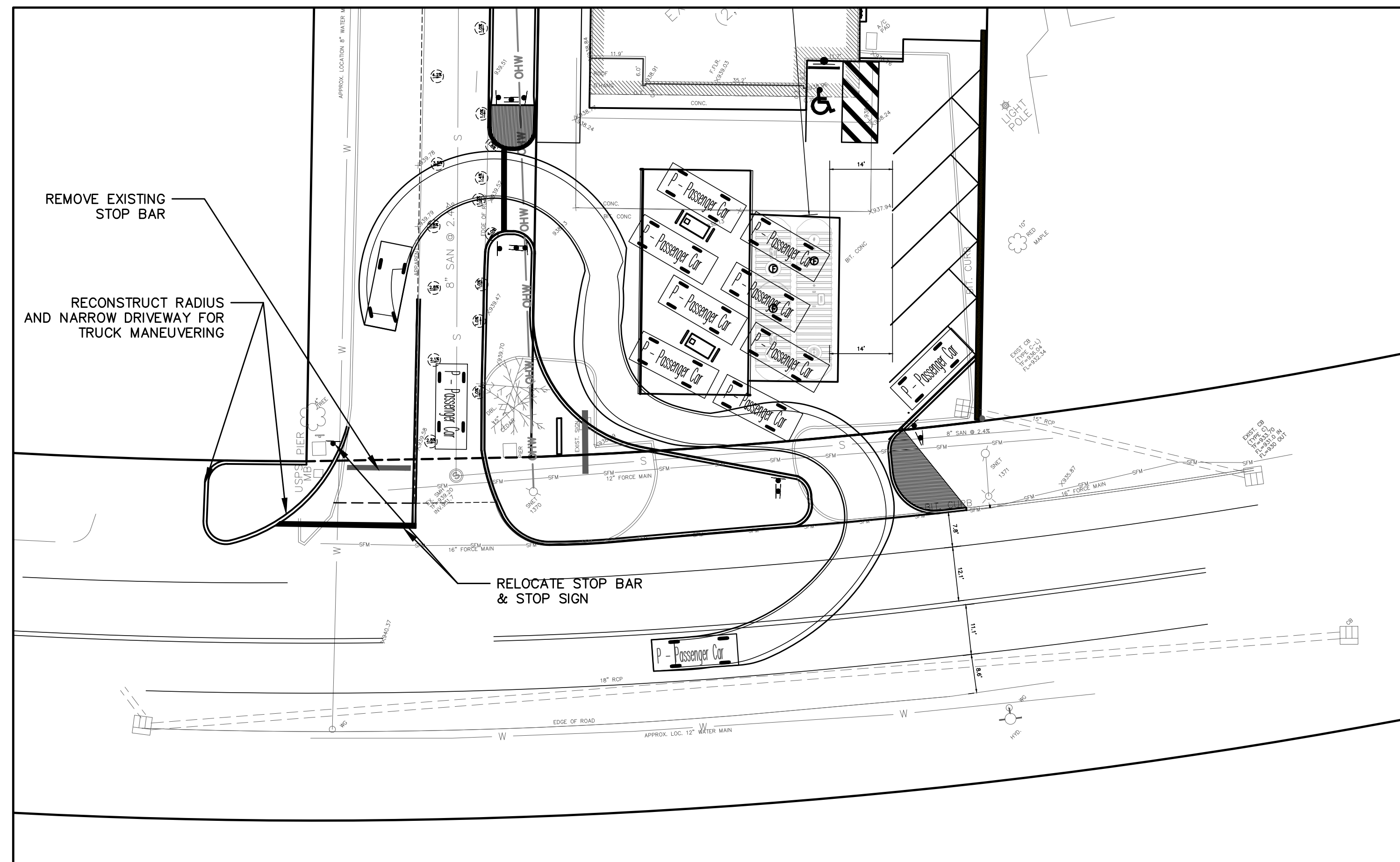




WB-40 TRUCK LEFT TURN ENTERING SITE FROM RTE 4 AND RIGHT TURN BACK ON TO RTE. 4 FROM CIRCLE DRIVE.



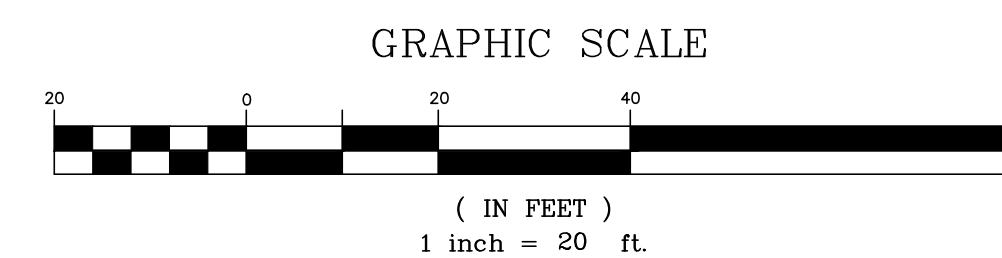
WB-40 TRUCK RIGHT TURN ENTERING SITE FROM RTE 4 AND RIGHT TURN BACK ON TO RTE. 4 FROM CIRCLE DRIVE.



PASSENGER CAR WITH MOST EXTREME MANEUVER ENTERING AND EXITING SITE.

NOTES:

- ONE-WAY ENTRY FROM CT ROUTE 4
- DESIGN VEHICLE = WB40 & PASSENGER CAR
- FUEL DELIVERIES TO BE SCHEDULED DURING CLOSED BUSINESS HOURS AFTER 10PM



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WB40 SWEEP PATH ANALYSIS

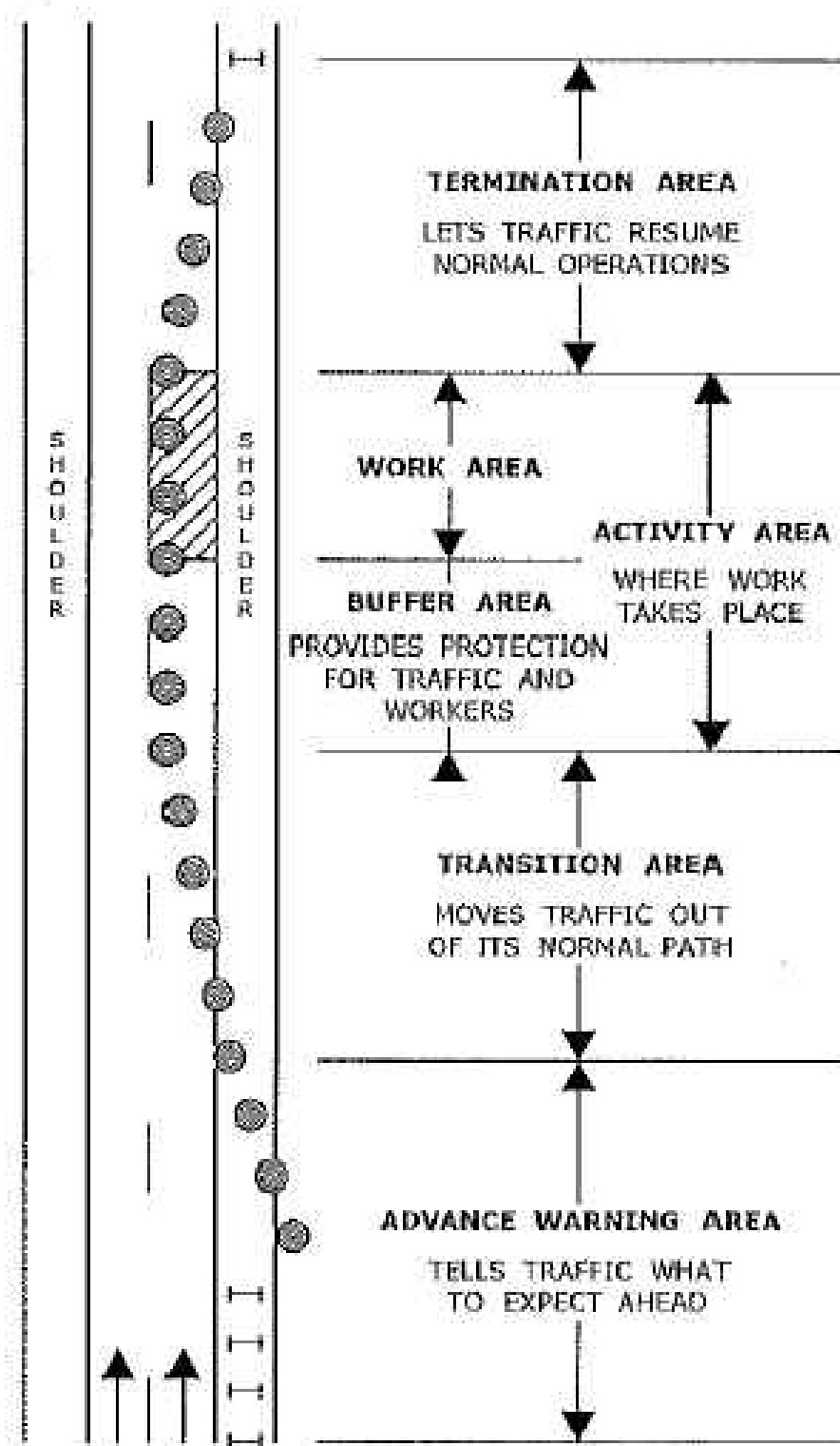
Prepared For:  
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TORRINGTON, CONNECTICUT

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Date:	06-08-22	Job #:	20-132
Scale:	1" = 20'	Sheet:	C9
(Unless shown otherwise)			



**FIVE PARTS OF A TRAFFIC CONTROL ZONE**



SCALE: NONE

OPTIONAL: PORTABLE SIGN SUPPORT, TRAFFIC CONE OR TRAFFIC DRUM, HIGH MOUNTED INTERNALLY ILLUMINATED FLASHING ARROW.

MAINTENANCE TRAFFIC CONTROL PLAN

**FIVE PARTS**

3

**Traffic Control during Maintenance Operations**

The following guidelines shall assist field personnel in determining when and what type of traffic control patterns to use for various situations. These guidelines shall provide for the safe and efficient movement of traffic through work zones and enhance the safety of work forces in the work area.

**Traffic control patterns:** Traffic control patterns shall be used when a work operation requires that all or part of any vehicle protrudes onto any part of a travel lane or shoulder. For each situation, the installation of traffic control devices shall be based on the following:

1. Speed and volume of traffic.
2. Duration of operation.
3. Exposure to hazards.

Traffic control patterns shall be uniform, neat, and orderly, so as to command respect from the motorist.

In the case of a horizontal or vertical sight restriction in advance of the work area, the traffic control pattern shall be extended to provide adequate sight distance for approaching traffic.

If a lane reduction taper is required to shift traffic, the entire length of the taper should be installed on a tangent section of roadway so that the entire taper area can be seen by the motorist.

Any existing signs that are in conflict with the traffic control patterns shall be removed, covered, or turned so that they are not readable by oncoming traffic.

When installing a traffic control pattern, a buffer area should be provided, and this area shall be free of equipment, workers, materials, and parked vehicles.

Typical traffic control plans 19 through 25 may be used for moving operations such as painting, pothole patching, mowing, or sweeping, when it is necessary for equipment to occupy a travel lane.

Traffic control patterns will not be required when vehicles are on an emergency patrol type activity or when a short duration stop is made and the equipment can be contained within the shoulder. Flashing lights and a trafficperson shall be used when required.

Although each situation must be dealt with individually, conformity with the typical traffic control plans contained herein is required. In a situation not adequately covered by the typical traffic control plans, the Engineer or Supervisor must contact both the District Traffic Representative and the District Safety Advisor for assistance prior to setting up a traffic control pattern.

**Placement of signs:** Signs must be placed in such a position to allow motorists the opportunity to reduce their speed prior to the work area. Signs shall be installed on the same side of the roadway as the work area. On multilane divided highways, advance warning signs may be installed on both sides of the highway if sight line is restricted. On directional roadways (on-ramps, off-ramps, one-way roads), where the sight distance to signs is restricted, these signs should be installed on both sides of the roadway.

**Allowable Adjustment of Signs and Devices Shown on the Traffic Control Plans**

The traffic control plans contained herein show the location and spacing of signs and devices under ideal conditions. Signs and devices should be installed as shown on these plans whenever possible.

The proper application of the traffic control plans and installation of traffic control devices depends on actual field conditions.

Adjustments to the traffic control plans shall be made only at the direction of the Engineer or Supervisor to improve the visibility of the signs and devices and to better control traffic operations. Adjustments to the traffic control plans shall be based on safety of work forces and motorists, abutting property requirements, driveways, side roads, and the vertical and horizontal curvature of the roadway.

The Engineer or Supervisor may require that the signing pattern be located significantly in advance of the work area to provide a better sight line to the signing and safer traffic operations through the work zone.

Table 1 indicates the minimum taper length required for a lane closure based on the posted speed limit of the roadway. These taper lengths shall only be used when the recommended taper lengths shown on the traffic control plans cannot be achieved.

**TABLE 1 - MINIMUM TAPER LENGTHS**

POSTED SPEED LIMIT	MINIMUM TAPER LENGTH FOR A SINGLE LANE CLOSURE
30 MPH OR LESS	180 FEET
35 MPH	250 FEET
40 MPH	320 FEET
45 MPH	540 FEET
50 MPH	600 FEET
55 MPH	660 FEET
65 MPH	780 FEET

**SERIES 16 SIGNS**

THE 16-S SIGN SHALL BE USED ON ALL PROJECTS THAT REQUIRE SIDEWALK RECONSTRUCTION OR RESTRICT PEDESTRIAN TRAVEL ON AN EXISTING SIDEWALK. SERIES 16 SIGNS SHALL BE INSTALLED IN ADVANCE OF THE TRAFFIC CONTROL PATTERNS TO ALLOW MOTORISTS THE OPPORTUNITY TO AVOID A WORK ZONE. SERIES 16 SIGNS SHALL BE INSTALLED ON ANY MAJOR INTERSECTING ROADWAYS THAT APPROACH THE WORK ZONE, OR LIMITED-ACCESS HIGHWAYS, THESE SIGNS SHALL BE LOCATED IN ADVANCE OF THE NEAREST UPSTREAM EXIT RAMP AND ON ANY ENTRANCE RAMP PRIOR TO OR WITHIN THE WORK ZONE LIMITS. THE LOCATION OF SERIES 16 SIGNS CAN BE FOUND ELSEWHERE IN THE PLANS, OR INSTALLED AS DIRECTED BY THE ENGINEER OR SUPERVISOR. IF SIGNS ARE TO BE POST-MOUNTED, THEN: SIGN 16-E OR 16-H SHALL BE USED ON ALL EXPRESSWAYS. SIGN 16-H OR 16-M SHALL BE USED ON ALL RAMP, OTHER STATE ROADWAYS, AND MAJOR TOWN / CITY ROADWAYS. SIGN 16-M SHALL BE USED ON OTHER TOWN ROADWAYS. IF SIGNS ARE TO BE MOUNTED ON PORTABLE SUPPORTS, THEN SIGN 16-H SHALL BE USED.

**REGULATORY SIGN "ROAD WORK AHEAD, FINES DOUBLED"**

THE REGULATORY SIGN "ROAD WORK AHEAD, FINES DOUBLED" SHALL BE INSTALLED FOR ALL WORK ZONES THAT OCCUR ON ANY STATE HIGHWAY IN CONNECTICUT WHERE THERE ARE WORKERS ON THE HIGHWAY OR WHEN THERE IS OTHER THAN EXISTING TRAFFIC OPERATIONS. THE REGULATORY SIGN "ROAD WORK AHEAD, FINES DOUBLED" SHALL NOT BE INSTALLED ON TOWN ROADS. THE REGULATORY SIGN "ROAD WORK AHEAD, FINES DOUBLED" SHALL BE PLACED AFTER THE SERIES 16 SIGN AND IN ADVANCE OF THE "ROAD WORK AHEAD" SIGN.

**"END ROAD WORK" SIGN**

THE LAST SIGN IN THE PATTERN MUST BE THE "END ROAD WORK" SIGN.

**REQUIRED SIGNS**

CONNECTICUT DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENGINEERING AND CONSTRUCTION

2

**WORK IN TRAVEL LANE AND SHOULDER - TWO LANE HIGHWAY ALTERNATING ONE-WAY TRAFFIC OPERATIONS**

SIGN FACE 108 SQ. FT. (MIN)

HAND SIGNAL METHODS TO BE USED BY UNIFORMED FLAGGERS

THE FOLLOWING METHODS FROM SECTION 6E.07, FLAGGER PROCEDURES, IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES," SHALL BE USED BY UNIFORMED FLAGGERS WHEN DIRECTING TRAFFIC THROUGH A WORK AREA. THE STOP/SLOW SIGN PADDLE (SIGN NO. 80-9950) SHOWN ON THE TRAFFIC STANDARD SHEET TR-1220 01 ENTITLED, "SIGNS FOR CONSTRUCTION AND PERMIT OPERATIONS" SHALL BE USED.

**A. TO STOP TRAFFIC**

TO STOP ROAD USERS, THE FLAGGER SHALL FACE ROAD USERS AND AIM THE STOP PADDLE FACE TOWARD ROAD USERS IN A STATIONARY POSITION WITH THE ARM EXTENDED HORIZONTALLY AWAY FROM THE BODY. THE FREE ARM SHALL BE HELD WITH THE PALM OF THE HAND ABOVE SHOULDER LEVEL TOWARD APPROACHING TRAFFIC.

**B. TO DIRECT TRAFFIC TO PROCEED**

TO DIRECT STOPPED ROAD USERS TO PROCEED, THE FLAGGER SHALL FACE ROAD USERS WITH THE SLOW PADDLE FACE AIMED TOWARD ROAD USERS IN A STATIONARY POSITION WITH THE ARM EXTENDED HORIZONTALLY AWAY FROM THE BODY. THE FLAGGER SHALL MOTION WITH THE FREE HAND FOR ROAD USERS TO PROCEED.

**C. TO ALERT OR SLOW TRAFFIC**

TO ALERT OR SLOW TRAFFIC, THE FLAGGER SHALL FACE ROAD USERS WITH THE SLOW PADDLE FACE AIMED TOWARD ROAD USERS IN A STATIONARY POSITION WITH THE ARM EXTENDED HORIZONTALLY AWAY FROM THE BODY. TO FURTHER ALERT OR SLOW TRAFFIC, THE FLAGGER HOLDING THE SLOW PADDLE FACE TOWARD ROAD USERS MAY MOTION UP AND DOWN WITH THE FREE HAND, PALM DOWN.

OPTIONAL: PORTABLE SIGN SUPPORT, TRAFFIC CONE OR TRAFFIC DRUM, HIGH MOUNTED INTERNALLY ILLUMINATED FLASHING ARROW.

MAINTENANCE TRAFFIC CONTROL PLAN

SEE NOTES 1, 2, 4, 6, 7, 8

**PLAN 13**

CONNECTICUT DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENGINEERING AND CONSTRUCTION

4

**WORK IN TRAVEL LANE AND SHOULDER - TWO LANE HIGHWAY ALTERNATING ONE-WAY TRAFFIC OPERATIONS**

SIGN FACE 108 SQ. FT. (MIN)

FROM THE MUTCD (2009 EDITION)

Table 6E-1. Stopping Sight Distance as a Function of Speed.

Speed (mph)	Distance (ft)
20	115
25	155
30	200
35	250
40	305
45	368
50	425
55	495

Diagram showing sign placement and spacing for alternating one-way traffic operations in a two-lane highway work zone.

OPTIONAL: PORTABLE SIGN SUPPORT, TRAFFIC CONE OR TRAFFIC DRUM, HIGH MOUNTED INTERNALLY ILLUMINATED FLASHING ARROW.

MAINTENANCE TRAFFIC CONTROL PLAN

SEE NOTES 1, 2, 4, 6, 7, 8

**PLAN 13**

CONNECTICUT DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENGINEERING AND CONSTRUCTION

6

**WORK IN SHOULDER AREA - TWO LANE HIGHWAY**

SIGN FACE 71 SQ. FT. (MIN)

Diagram showing sign placement and spacing for work in the shoulder area of a two-lane highway.

OPTIONAL: PORTABLE SIGN SUPPORT, TRAFFIC CONE OR TRAFFIC DRUM, HIGH MOUNTED INTERNALLY ILLUMINATED FLASHING ARROW.

MAINTENANCE TRAFFIC CONTROL PLAN

SEE NOTES 1, 2, 4, 7, 8

**PLAN 14**

CONNECTICUT DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENGINEERING AND CONSTRUCTION

20

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**PROTECTION & MAINTENANCE OF TRAFFIC**

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