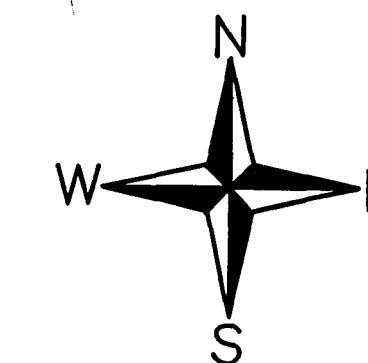


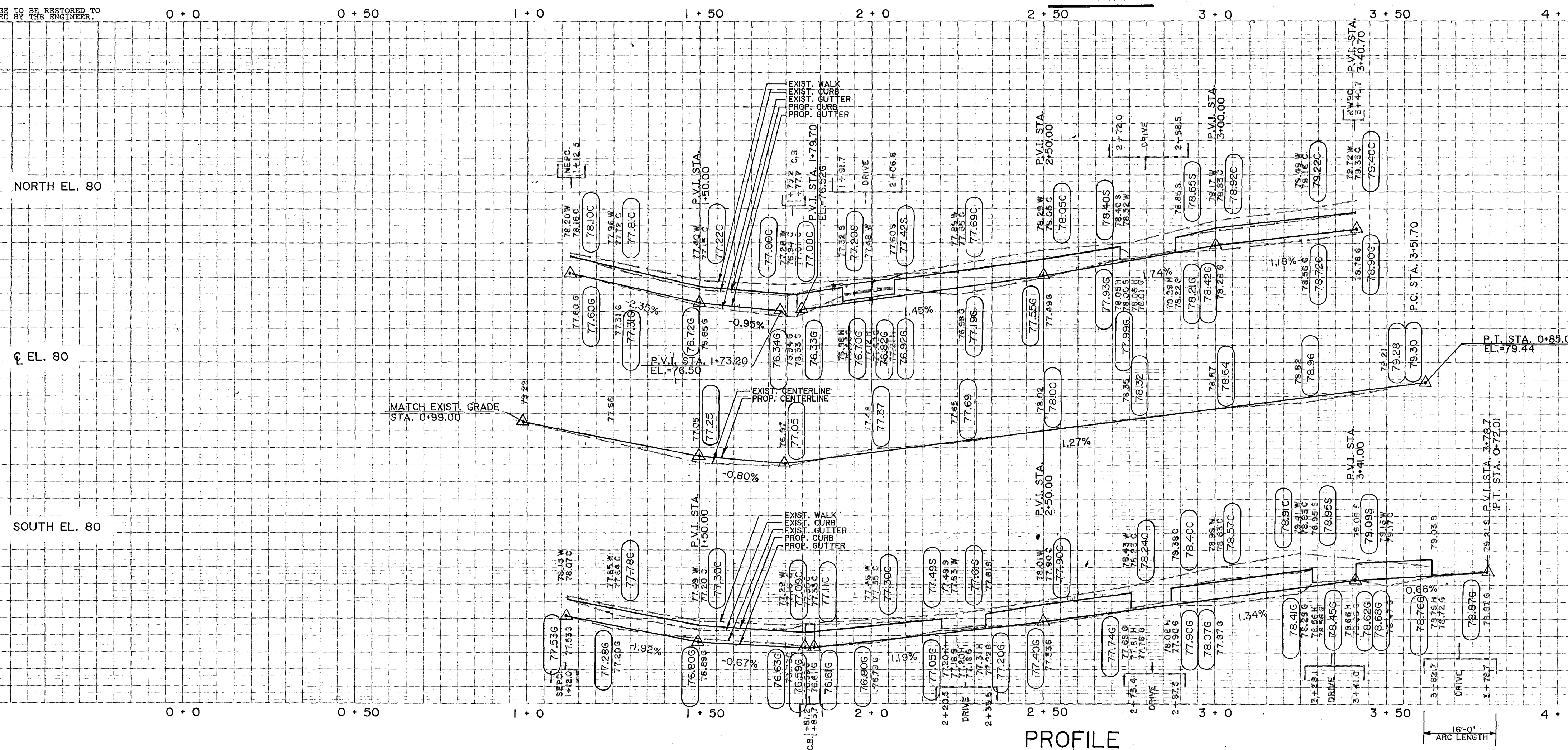
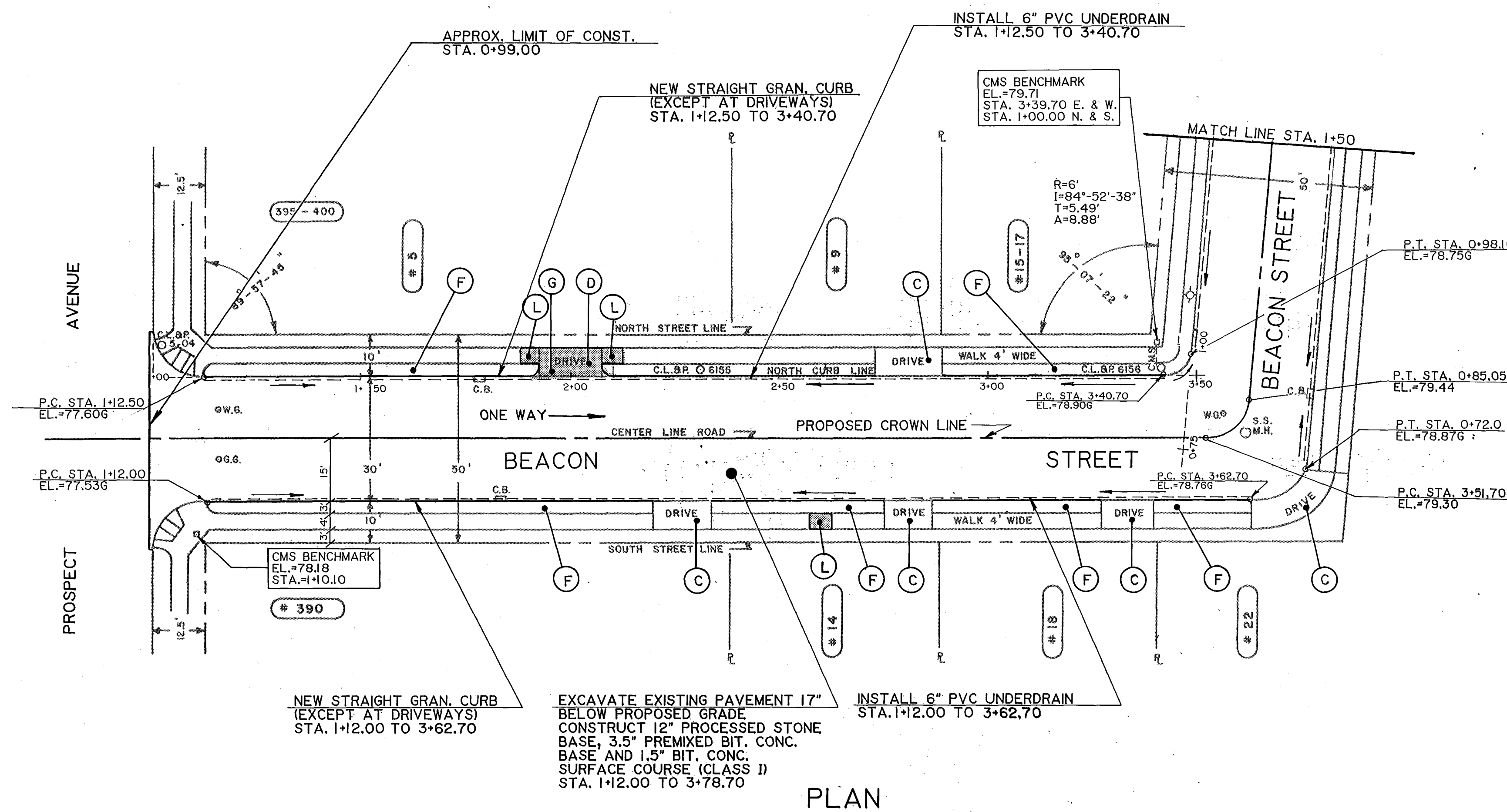
GENERAL NOTES

1. ELEVATIONS ARE BASED ON METROPOLITAN DISTRICT COMMISSION (MDC) DATUM.
2. COORDINATES BASED ON MDC COORDINATE GRID SYSTEM.
3. CROSSLAKES AND STOP BASINS INSTALLED ARE TO HAVE INLAID 12" WHITE PAINTED SAWTOOTH MARKINGS.
4. CROWN LINES ARE LOCATED AT PROPOSED STREET CENTER LINES EXCEPT WHERE OTHERWISE INDICATED.
5. RIM OR FRAME ELEVATIONS OF ALL UTILITY GATE BOXES, HANDHOLES, HATCH PROPOSED FINISHED PAVED SURFACES.
6. CATCH BASINS DAMAGED OR FILLED WITH SEDIMENTATION DURING CONSTRUCTION SHALL BE CLEANED AND FLOUSED AT CONTRACTOR'S EXPENSE.
7. LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE BASED UPON RECORD DRAWINGS AND FIELD SURVEY. THE CONTRACTOR IS RESPONSIBLE FOR CHECKING THOSE LOCATIONS SHOWN ON THE DRAWINGS AND FOR THE PROTECTION OF SAME. REPAIRS AND OR REPLACEMENT SHALL BE DONE BY THE CONTRACTOR AT HIS OWN EXPENSE.
8. PUBLIC OR PRIVATE PROPERTIES SUCH AS MAIL BOXES, LIGHT POLES, SIDEWALKS, SHUBBS, STREET SIGNS, STREET CLOSURES, ETC. DAMAGED OR REMOVED SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE AS DIRECTED BY THE ENGINEER.
9. GUTTER GRADERS SHOWN ON DRAWINGS WERE DEVELOPED FROM SURVEY OF EXISTING GUTTERS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR GUTTER GRADERS TO BE ADJUSTED TO MEET EXISTING ROADWAY CONDITIONS.
10. ALL STORM DRAINS TO HAVE A MINIMUM SLOPE OF 0.005 FT/FT WITH A MINIMUM OF 3' COVER.
11. BEFORE THE DEMONSTRATION AUTHORITY SHALL BE CONTACTED 24 HOURS PRIOR TO THE REMOVING AND RESETTING OF HYDRANTS. FINAL REPAIRS TO THE HYDRANTS AND WATER LINES SHALL BE DONE AS DIRECTED BY THE ENGINEER.
12. CALL BEFORE YOU DIG--THE CONTRACTOR IS HEREBY REMINDED THAT THE CITY OF HOUSTON HAS A "CALL BEFORE YOU DIG" PROGRAM. IF THE CONTRACTOR DOES NOT REQUIRE NOTIFICATION TO UTILITY COMPANIES OR PENING EXCAVATION COMPANIES, THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COST OF SUCH NOTIFICATION. THE CONTRACTOR SHALL CALL 1-800-932-4455 AT LEAST 48 HOURS PRIOR TO ANY EXCAVATION.
13. STIAL LOCATION, LENGTHS AND WIDTHS OF DRIVEWAYS SHALL BE AS SHOWN IN THE DETAIL SHEETS OR AS DIRECTED BY THE ENGINEER TO MEET FIELD CONDITIONS.
14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR BACKFILL, EMBANKMENT, ROADWAY SUBGRADE OR FOUNDATIONS FOR STRUCTURES SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DRY DENSITY ACHIEVED BY THE AASHTO TEST #100, METHOD D FOR THAT SPECIFICATION.
15. THE CITY RESERVES THE RIGHT TO ELIMINATE OR AMEND ANY PORTION OF THE ROADWAY CONTRACT AT ANY TIME. FINAL PAYMENT WILL BE MADE TO THE CONTRACTOR UPON COMPLETION OF THE PROJECT. NO PRICE. NO CLAIM WILL BE ALLOWED FOR ADDITIONAL COMPENSATION OR FOR THE LOSS OF ANTICIPATED PROFIT ON ITEMS THAT HAVE BEEN DECREASED OR ELIMINATED.
16. PROPERTY LINES AND EASEMENTS AS SHOWN ON THE PLANS ARE TO BE USED AS A GUIDE ONLY. THE CONTRACTOR SHALL VERIFY THE LINES AND EASEMENTS TO BE DETERMINED AS REQUIRED BY THE CONTRACTOR.
17. ANY PRIVATELY OWNED LAND AREAS DISTURBED BY THE CONTRACTOR'S CONSTRUCTION SHALL BE RESTORED TO ORIGINAL CONDITION.
18. THE CONTRACTOR SHALL OBTAIN WRITTEN AUTHORIZATION FROM THE ENGINEER PRIOR TO BEGINNING WORK IN ANY AREAS REQUIRING PERMITS FOR CONSTRUCTION.
19. DEPRESS CURBING AT ALL INTERSECTIONS FOR SIDEWALK RAMPS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
20. STREET LAYOUTS ARE BASED UPON RECORDED DATA BY THE CITY OF HOUSTON.
21. EXISTING UTILITIES, STRUCTURES AND GRANITE CURBING REMOVED BY THE CONTRACTOR SHALL REMAIN THE PROPERTY OF THE CITY AND SHALL BE REINSTALLED AT THE CITY'S EXPENSE.
22. PLACEMENT OF WARNING SIGNS AS SHOWN ON PLANS REPRESENTS THOSE REQUIRED TO BE POSTED FOR THE DURATION OF THE CONTRACT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE POSTING AND REMOVAL OF TEMPORARY VARIOUS STAGES OF CONSTRUCTION. WARNING SIGNS SHALL BE PLACED ACCORDING TO THE TEXAS DEPARTMENT OF TRANSPORTATION TEMPORARY BARRICADES TRAFFIC DRUMS, CONES AND OTHER CONTROL DEVICES FOR STAGE OF CONSTRUCTION TO BE VALID ACCORDING TO THEIR RESPECTIVE BID ITEMS.
23. EXISTING POSTED TRAFFIC AND PARKING SIGNAGE TO BE RESTORED TO ORIGINAL CONDITION AND PLACEMENT AS SHOWN ON THE PLANS.



CONSTRUCTION NOTES

- (A) CONSTRUCT BIT. CONC. DRIVEWAY RAMP
- (B) SAWCUT BETWEEN EXISTING RAMPED SECTION AND SIDEWALK, AND CONSTRUCT NEW 8" REINFORCED CONC. DRIVEWAY RAMP
- (C) EXISTING DRIVEWAY RAMP TO REMAIN
- (D) CONSTRUCT 8" REINFORCED CONC. SIDEWALK
- (E) CONSTRUCT 2" BIT. CONC. SURFACE ON NEW FOUNDATION EXCEPT AT DRIVEWAYS AND RAMPS
- (F) SEEDING AND MULCHING
- (G) CONSTRUCT 8" REINFORCED CONC. DRIVEWAY RAMP
- (H) CONSTRUCT BIT. CONC. DRIVEWAY
- (I) RELAY FLAGSTONE WALK
- (J) CUT BIT. CONC. SURFACE
- (K) RELAY BRICK WALK
- (L) CONSTRUCT 5" CONC. SIDEWALK EXCEPT AT DRIVEWAYS



N.E.P.I. OF CURBS AT PROSPECT AVE. AND BEACON ST.
IS 1'00.
STATIONS MEASURED ON NORTH CURB LINE.

CITY OF HARTFORD, CONNECTICUT
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING SERVICES

RECONSTRUCTION OF BEACON STREET

SUBMITTED <i>John P. Bartol</i> PROJECT ENGINEER	RECOMMENDED <i>John P. Bartol</i> DIVISION MANAGER	APPROVED <i>Anthony P. Poulos</i> CITY ENGINEER, ESG
DRAWN J.L.B.	SCALE 1"=20' HOR. 1"=2' VERT.	DAYBOOK NO. 011236A
CHECKED J.L.B.		DATE MAY 1991

SHEET
7
OF 12

<i>Robert J. ...</i> PROJECT ENGINEER	<i>John P. ...</i> DIVISION MANAGER	<i>Anthony ...</i> CITY ENGINEER
DRAWN <u>L.A.L.</u> CHECKED <u>J.L.B.</u>	SCALE 1"=20' HOR. 1"=2' VERT.	DAYBOOK NO. 011236A DATE MAY 1991