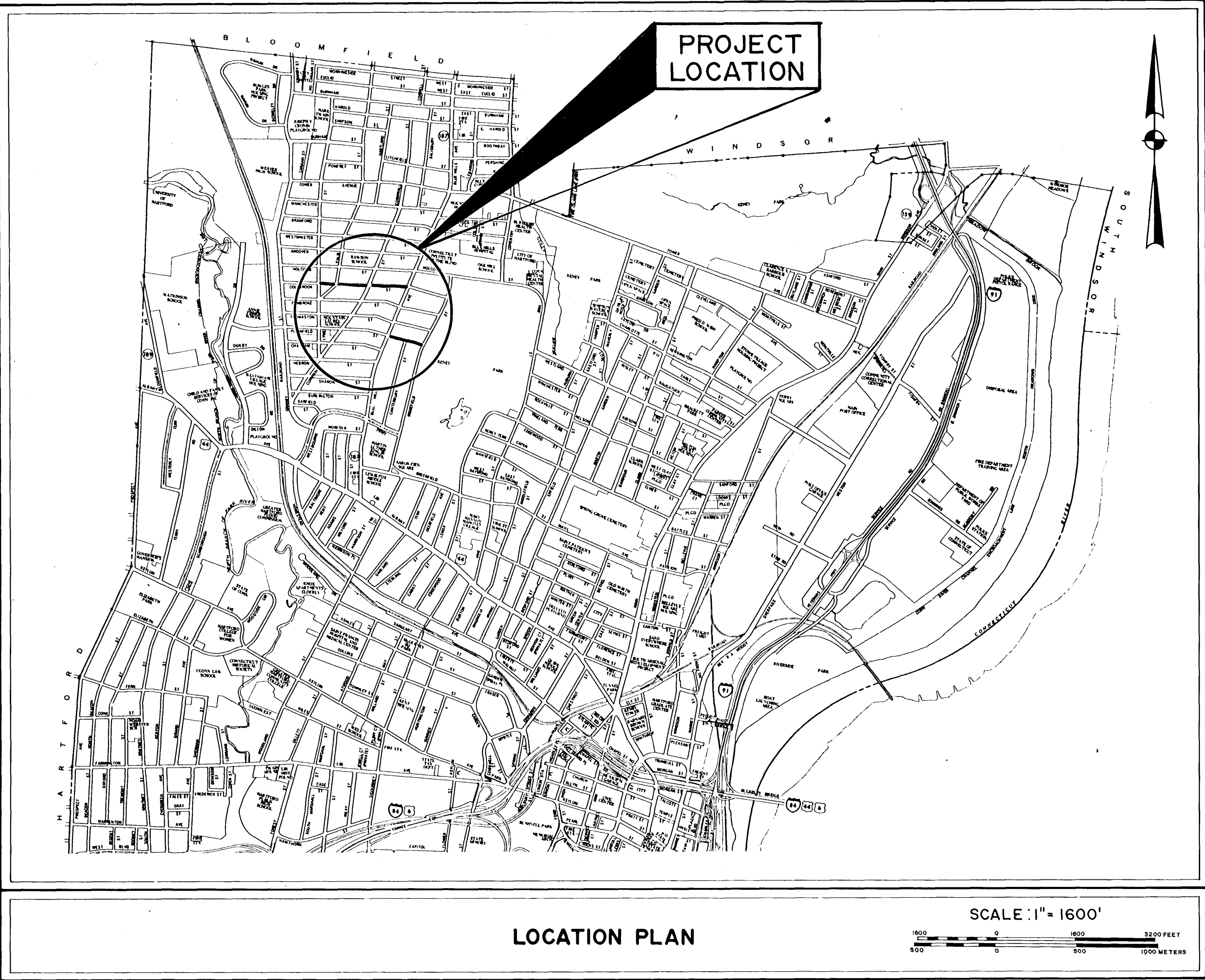


2/202



LOCATION PLAN

GENERAL NOTES

- ELEVATIONS ARE BASED ON METROPOLITAN DISTRICT COMMISSION (MDC) DATUM.
- COORDINATES BASED ON MDC COORDINATE GRID SYSTEM.
- CROSSWALKS AND STOP BARS INSTALLED ARE TO HAVE INLAID 12" WHITE PLASTIC PAVEMENT MARKINGS.
- CROWN LINES ARE LOCATED AT PROPOSED STREET CENTER LINES EXCEPT WHERE OTHERWISE INDICATED.
- RIM OR FRAME ELEVATIONS OF ALL UTILITY GATE BOXES, HANDHOLES, MANHOLES, AND CATCH BASINS ARE TO BE ADJUSTED AS REQUIRED TO MATCH PROPOSED FINISHED PAVED SURFACES.
- CATCH BASINS DAMAGED OR FILLED WITH SEDIMENTATION DURING CONSTRUCTION PROCESS SHALL BE CLEANED AND FLUSHED AT CONTRACTOR'S EXPENSE
- LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE BASED UPON AVAILABLE INFORMATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CHECKING THOSE LOCATIONS SHOWN ON THE DRAWINGS AND FOR THE PROTECTION OF SERVICES DURING CONSTRUCTION. IN THE CASE OF DAMAGE, REPAIRS AND OR REPLACEMENTS SHALL BE DONE BY THE CONTROLLING UTILITY CO. AT CONTRACTORS EXPENSE.
- PUBLIC OR PRIVATE PROPERTIES SUCH AS MAIL BOXES, LIGHT POLES, SIDEWALKS, SHRUBS, FENCES, STREET SIGNS, ETC. DAMAGED OR DISTURBED SHALL BE FIXED / REPLACED AT THE CONTRACTOR'S EXPENSE AS DIRECTED BY THE ENGINEER.
- GUTTER GRADES SHOWN ON DRAWINGS WERE DEVELOPED FROM SURVEY OF EXISTING ROADWAYS AT 50 FT. STATIONS. ADJUSTMENT OF GUTTER GRADES MAY BE REQUIRED TO MEET EXISTING ROADWAY CONDITIONS AS DIRECTED BY THE ENGINEER.
- ALL STORM DRAINS TO HAVE A MINIMUM SLOPE OF 0.005 FT/FT WITH A MINIMUM OF 3' COVER.
- LOCAL FIRE DEPARTMENT AUTHORITY SHALL BE CONTACTED 24 HOURS PRIOR TO THE "REMOVING AND RESETTING" OF HYDRANTS. FINAL TESTING AND DISINFECTION OF WATER LINES SHALL BE DONE AS DIRECTED BY ENGINEER.
- CALL BEFORE YOU DIG- THE CONTRACTOR IS HEREBY REMINDED THAT "PUBLIC ACT NO. 87-71" OF THE CONNECTICUT GENERAL STATUTES REQUIRES NOTIFICATION TO UTILITY COMPANIES OF PENDING EXCAVATION AT OR NEAR THE LOCATION OF PUBLIC UTILITY FACILITIES. THE CONTRACTOR SHALL CALL 1-800-922-4455 AT LEAST 48 HOURS PRIOR TO EXCAVATION.
- FINAL LOCATION, LENGTHS AND WIDTHS OF DRIVEWAYS SHALL BE AS SHOWN IN THE DETAIL SHEETS OR AS DIRECTED BY THE ENGINEER TO MEET FIELD CONDITIONS.
- EACH LAYER OF MATERIAL USED FOR BACKFILL, EMBANKMENT, ROADWAY SUBGRADE OR FOUNDATIONS FOR STRUCTURES SHALL BE COMPACTED UNTIL THE DRY DENSITY OF EACH LAYER IS AT LEAST 95 PERCENT OF THE DRY DENSITY ACHIEVED BY THE AASHTO TEST T180, METHOD D FOR THAT SOIL.
- THE CITY RESERVES THE RIGHT TO ELIMINATE OR AMEND ANY PORTION OF THE ROADWAY CONTRACT AT ANY TIME. FINAL PAYMENT WILL BE MADE BASED UPON ACTUAL QUANTITIES COMPLETED AT THE BID UNIT PRICE. NO CLAIM WILL BE ALLOWED FOR ADDITIONAL COMPENSATION OR ANTICIPATED PROFIT ON ITEMS THAT HAVE BEEN DECREASED OR ELIMINATED.
- PROPERTY LINES AND EASEMENTS AS SHOWN ON THE PLANS ARE APPROXIMATE. EXACT LOCATIONS OF PROPERTY LINES AND EASEMENTS TO BE DETERMINED AS REQUIRED BY THE CONTRACTOR.
- ANY PRIVATELY OWNED LAWN AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE LOAMED AND SODDED.
- THE CONTRACTOR SHALL OBTAIN WRITTEN AUTHORIZATION FROM THE ENGINEER PRIOR TO BEGINNING WORK IN ANY AREAS REQUIRING EASEMENTS FOR CONSTRUCTION.
- DEPRESS CURBING AT ALL INTERSECTIONS FOR SIDEWALK RAMPS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
- STREET LAYOUTS ARE BASED UPON RECORDED DATA BY THE CITY OF HARTFORD.
- EXISTING UTILITIES, STRUCTURES AND GRANITE CURBING REMOVED BY THE CONTRACTOR SHALL REMAIN THE PROPERTY OF THE CITY AND SHALL BE MADE AVAILABLE TO THE CITY.
- PLACEMENT OF WARNING SIGNS AS SHOWN ON PLANS REPRESENTS THOSE REQUIRED TO BE POSTED FOR THE DURATION OF THE CONTRACT. ADDITIONAL TRAFFIC CONTROL SIGNS AND DEVICES MAY BE REQUIRED TO ACCOMMODATE VARIOUS STAGES OF CONSTRUCTION. WARNING SIGNS SHALL BE PAID ACCORDINGLY TO BID ITEM NO. 72, "CONSTRUCTION SIGNS". TEMPORARY BARRICADES TRAFFIC DRUMS, CONES AND OTHER CONTROL DEVICES FOR STAGES OF CONSTRUCTION TO BE PAID ACCORDING TO THEIR RESPECTIVE BID ITEMS.
- VALUES OF COORDINATES MAY OR MAY NOT REFLECT RECORDED DISTANCES AS SET DOWN BY THE COURT OF COMMON COUNCIL. VALUES REFLECT EXISTING CONDITIONS, AS SURVEYED IN THE FIELD BY PURCELL ASSOCIATES.
- EXISTING POSTED TRAFFIC AND PARKING SIGNAGE TO BE RESTORED TO ORIGINAL POSITION UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

LEGEND

Existing		Proposed - Plan	
	Catch Basin	A	Arc Length
	Drop Inlet	B	Base Line
	Evergreen	B.M.	Bench Mark
	Fence	Bit.	Bituminous
	Fire Hydrant	B.C.L.C.	Bituminous Concrete Lip Curbing
	Flagpole		Catch Basin
	Guiderail	C	Center Line
	Lamp Post	C.M.S.	City Merestone
	Light Pole	Conc.	Concrete
	Mail Box	Cor.	Corner
	Garage	EL.	Elevation
	Parking Meter	I	Delta - Central Angle
	Police Alarm Box	Exist.	Existing
	Gas Box		Drop Inlet
	Water Box	Inv.	Invert
	Water Gate	Lt.	Left
	Gas Gate	LF	Linear Feet
	Post		Point of Curvature
	Railroad Crossing Sign		Point of Tangency
	Shrub	Prop.	Proposed
	Sign	R.	Radius
	Retaining Wall	Rt.	Right
	Swamp	S	Street Line
	Telephone Box	T	Tangent
	Traffic Control Box	TF	Top of Frame
	Traffic Control Tred	E.	East
	Traffic Signal Pole	N.	North
	Traffic Signal OH	S.	South
	Tree	W.	West
	Utility Pole		
	Utility Pole W / Light		
	Sanitary Manhole		
	Storm Manhole		
	HELCO Manhole		
	SNET Manhole		

Proposed - Profile	
C.B.	Catch Basin
C	Center Line
	Point of Vertical Curvature
	Point of Vertical Intersection
	Point of Vertical Tangency
E.	East
N.	North
S.	South
W.	West
EL.	Elevation
F.O.W.	Front of Walk
B.O.W.	Back of Walk
T.O.C.	Top of Curb
H	Header
G.	Gutter
C	Crown

CONTRACT NO. E90-23

LOCATION PLAN,  
GENERAL NOTES AND LEGEND

THE CITY OF  
HARTFORD, CONNECTICUT

**PURCELL**  
ASSOCIATES

SHEET NO.  
2 OF 13  
DAYBOOK NO.  
011211

NO.	DATE	REVISION
DESIGNED:	A.M.	
DRAWN:	T.N.S.	DATE JULY 6, 1990
CHECKED:	P.L.	SCALE N.T.S.
APPROVED:	R.C.G.	