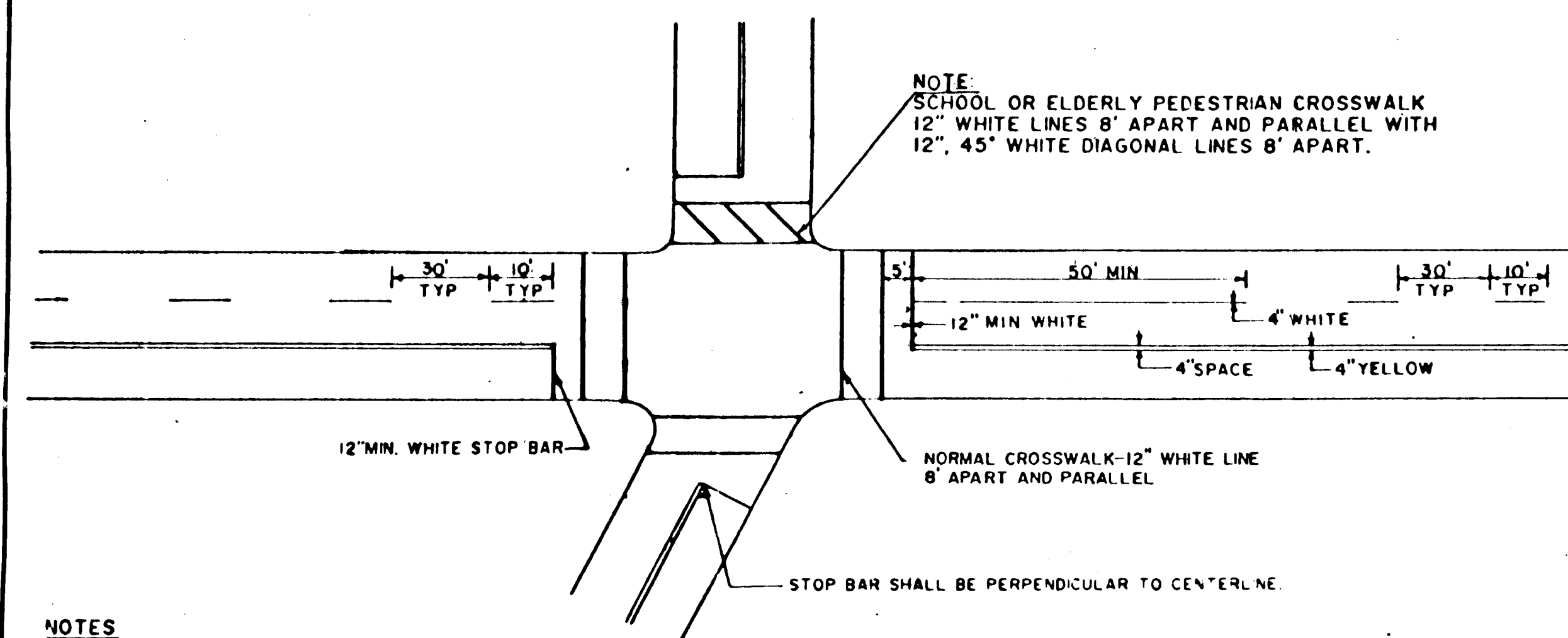
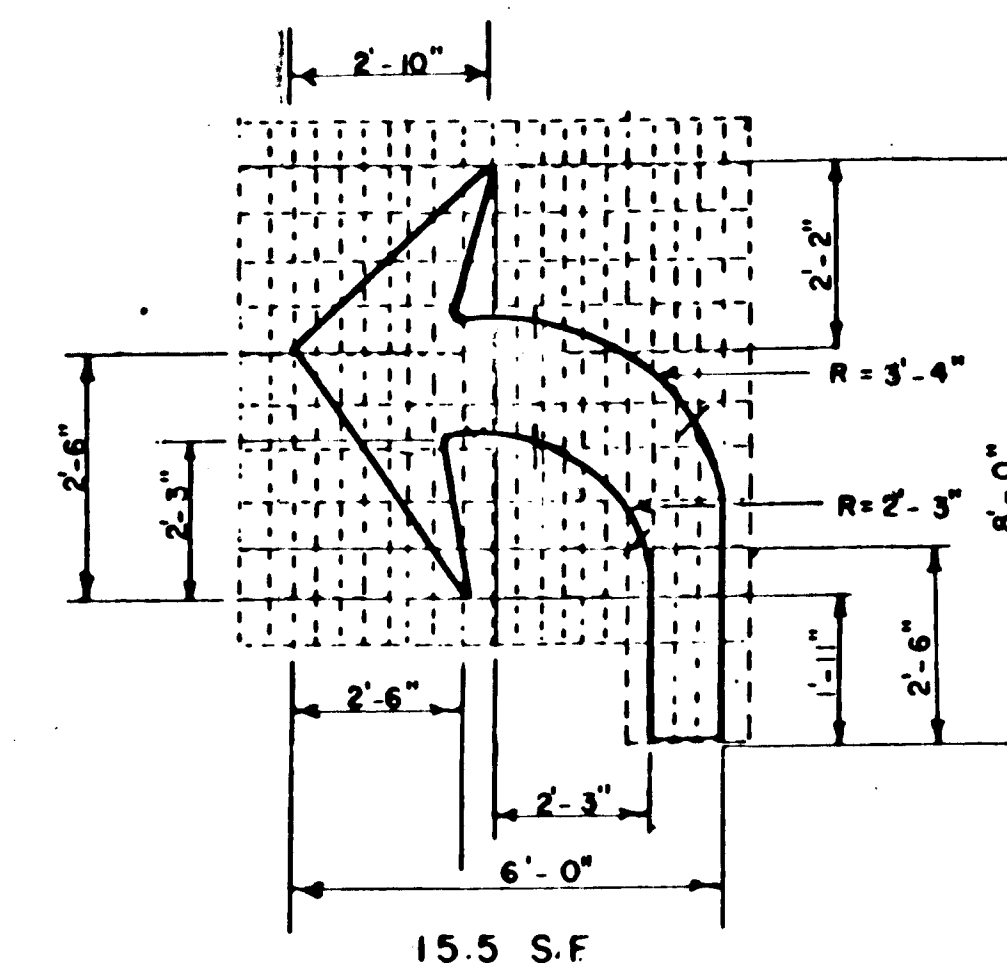
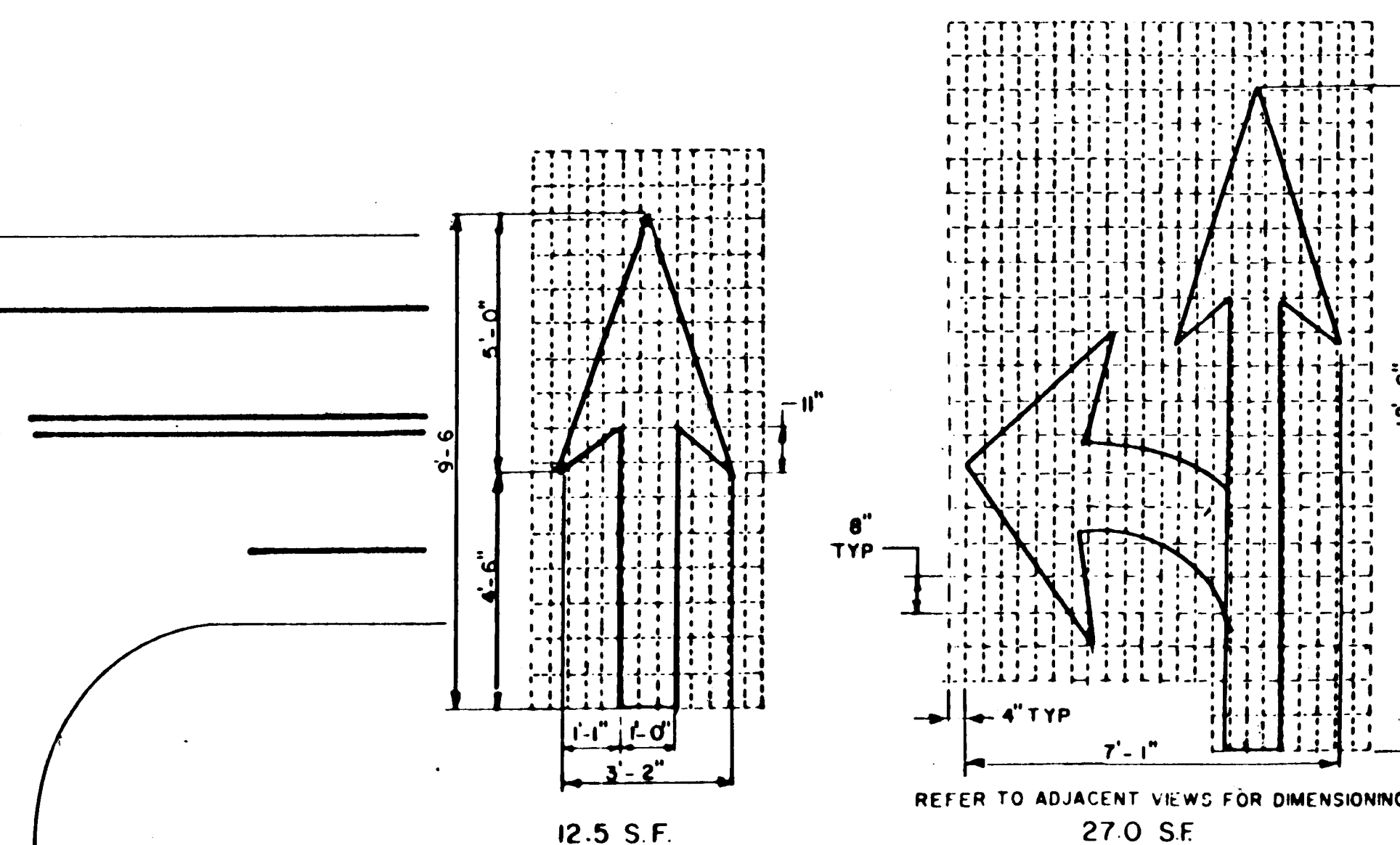
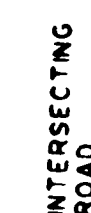
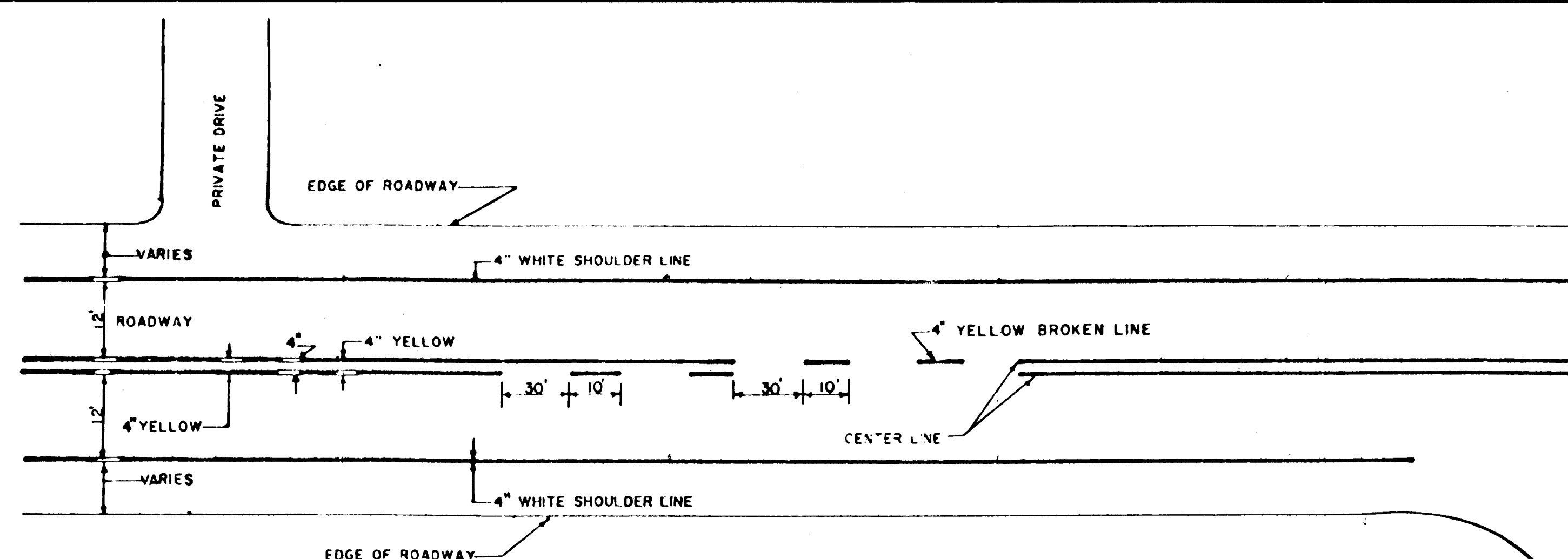
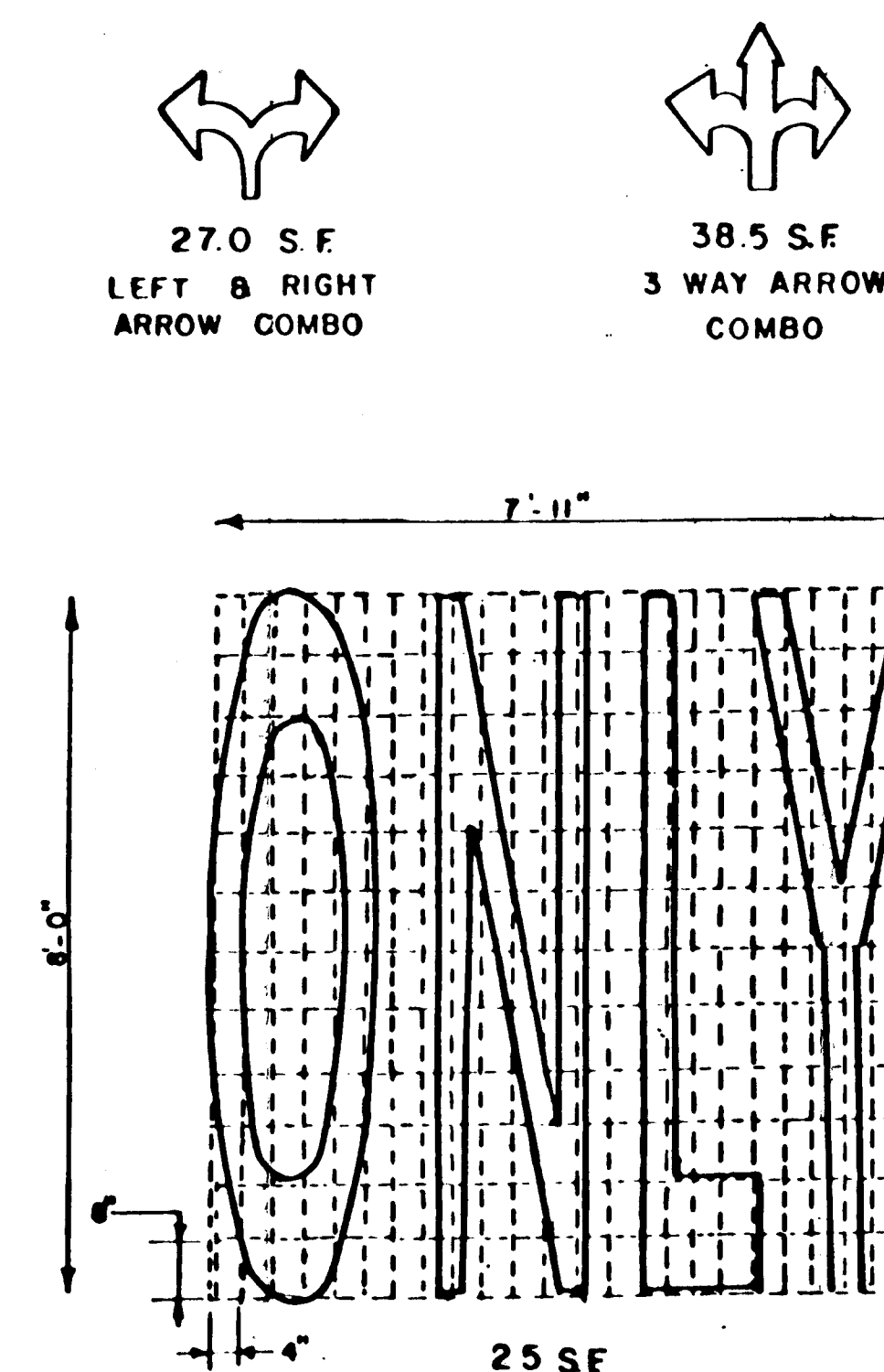
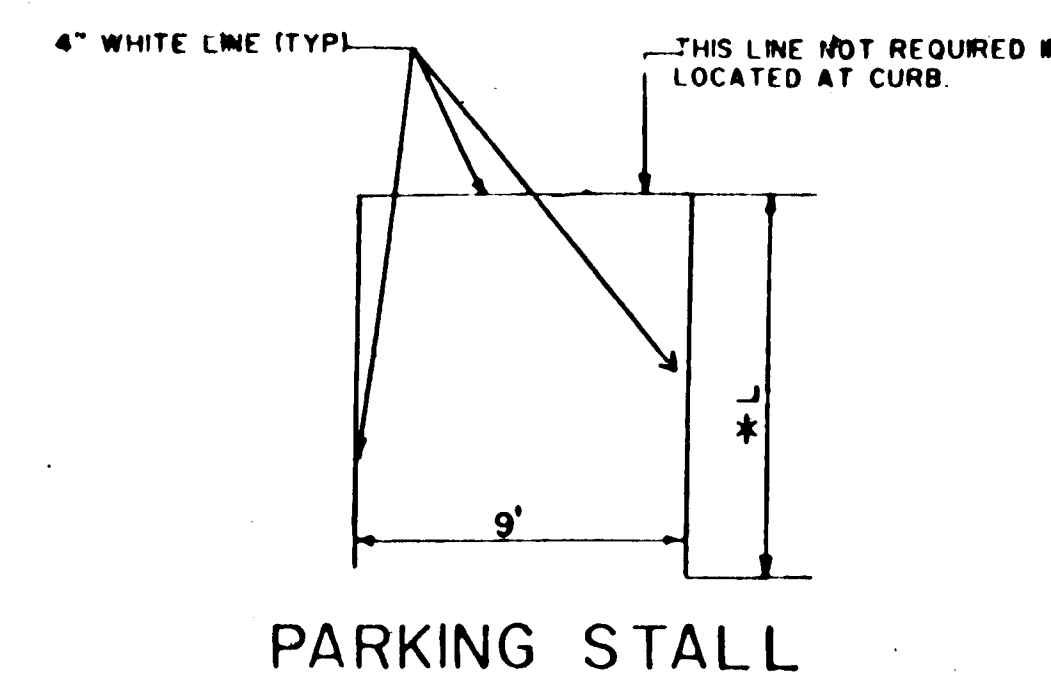
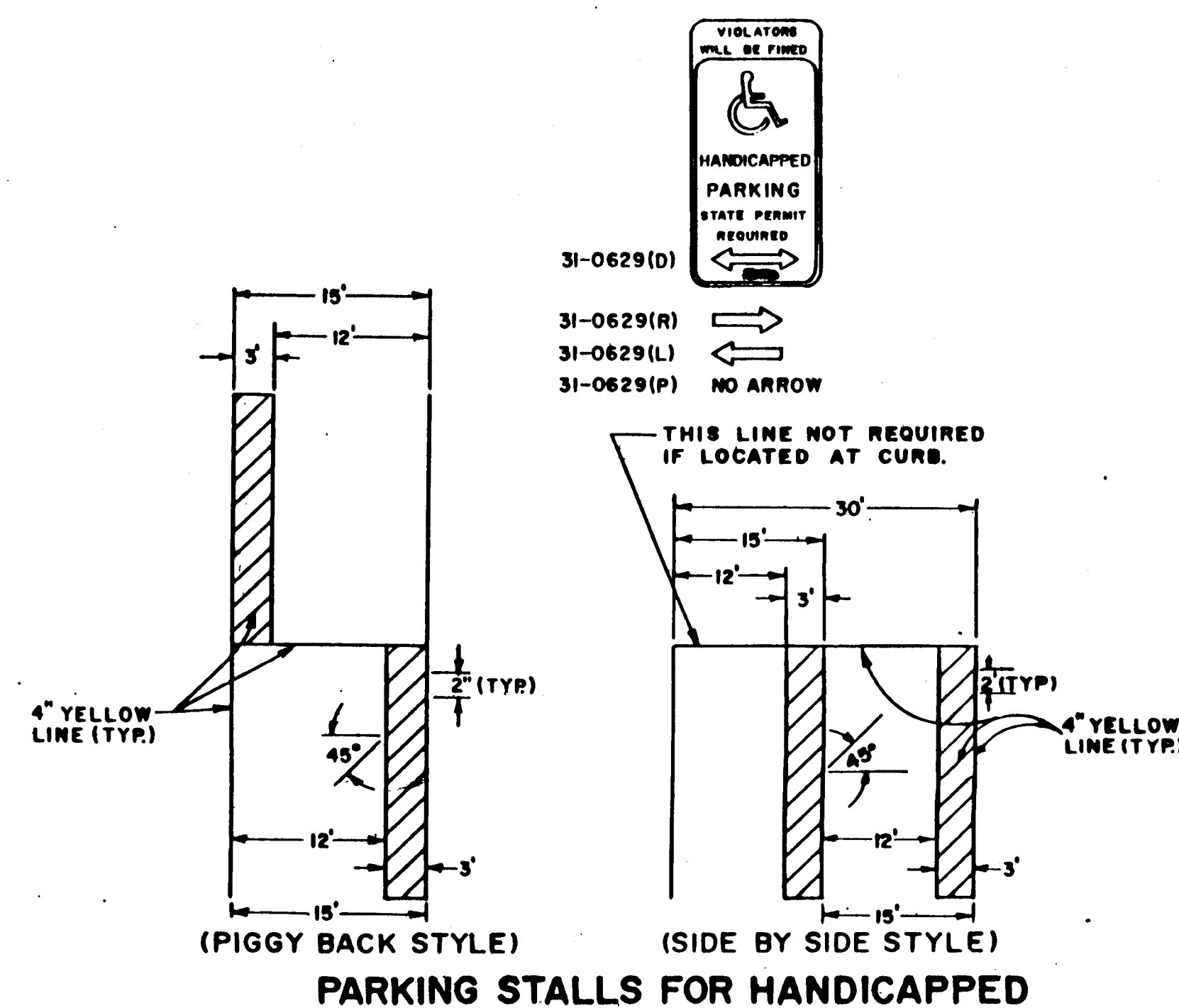




- NOTES**
- ① STOP BARS TO BE 12" UNLESS OTHERWISE NOTED ON PLANS
 - ② STOP BARS TO BE PLACED A MIN. OF 5' IN ADVANCE OF NEAREST EDGE OF CROSSWALK.
 - ③ IN ABSENCE OF MARKED CROSSWALK THE STOP BAR SHALL BE PLACED AT DESIRED STOPPING PT. IN NO CASE MORE THAN 30' OR LESS THAN 5' FROM THE NEAREST EDGE OF INTERSECTION ROADWAY AND 90' TO CENTERLINE OF ROADWAY.

- ④ THE STOP BAR SHALL ORDINARILY BE PLACED N LINE WITH STOP SIGN. HOWEVER, IF THE STOP SIGN CANNOT BE LOCATED EXACTLY WHERE VEHICLES ARE EXPECTED TO STOP, THE STOP BAR SHOULD BE PLACED AT THE STOPPING POINT.

STOP BARS AND CENTERLINE, WHEN SIDE STREET WIDTHS ARE 16' OR MORE) BE PLACED ON SIDE STREETS WITHIN LIMITS OF CONSTRUCTION, UNLESS OTHERWISE INDICATED, OR DIRECTED BY THE ENGINEER.
- ⑤ ALL STOP BAR AND CROSSWALK MARKINGS SHALL BE INSTALLED SO THAT THE EDGE OF THE PAVEMENT MARKING DOES NOT BUTT THE CURB. THE MARKINGS SHALL END TWELVE (12) INCHES FROM THE FACE OF CURB AND THE CUT LINE SHALL BE PARALLEL WITH THE CURB.
- ⑥ PAVEMENT MARKINGS SHALL BE OF PREFORMED PLASTIC UNLESS OTHERWISE DIRECTED BY THE ENGINEER.



CITY OF HARTFORD, CONNECTICUT DEPARTMENT OF TRANSPORTATION			
RECONSTRUCTION OF NORTH BEACON STREET TRAFFIC MARKING DETAILS			
SUBMITTED <u>PROJECT ENGINEER</u>	RECOMMENDED <u>DIVISION MANAGER</u>	APPROVED <u>DIRECTOR</u>	
DRAWN <u> </u> CHECKED <u> </u>	SCALE N. T. S.	DATE JULY 1992	