

REAR DRIVEWAY BASELINE:					
STA. 0+00	STA. 0+33.72 PC	STA. 0+39.39 PT	STA. 0+57.28 PC	STA. 0+61.31 PT	STA. 1+07.83
N=846400.84	N=846403.07	N=846403.59	N=846405.72	N=846406.29	N=846413.81
E=1031756.77	E=1031790.42	E=1031796.06	E=1031813.83	E=1031817.81	E=1031863.73

OIL/WATER SEPARATOR BASELINE:			
STA. 0+00	STA. 0+50		
N=846402.87	N=846492.73		
E=1031823.85	E=1031828.69		

CONTROL POINTS:			
TR 1 (S/8" IR)	TR 2 (SPK)	TR 100 (SPK)	CGS 1268X (MON)
N=846363.859	N=846206.317	N=846427.544	N=846876.327
E=1031774.846	E=1031783.987	E=1031836.130	E=1031889.819
ELEV.=54.55	ELEV.=49.25	ELEV.=45.88	ELEV.=56.34

TOWN OF EAST HARTFORD ENGINEERING DIVISION		CADD: FIRE2.DWG
DESIGNED BY: GJM	DATE: 7/13	PLOTTED: 7-17-13
DRAWN BY: GJM	DATE: 7/13	SCALE: 1" = 10'
CHECKED BY:	DATE:	



**TOWN OF EAST HARTFORD, CONNECTICUT**

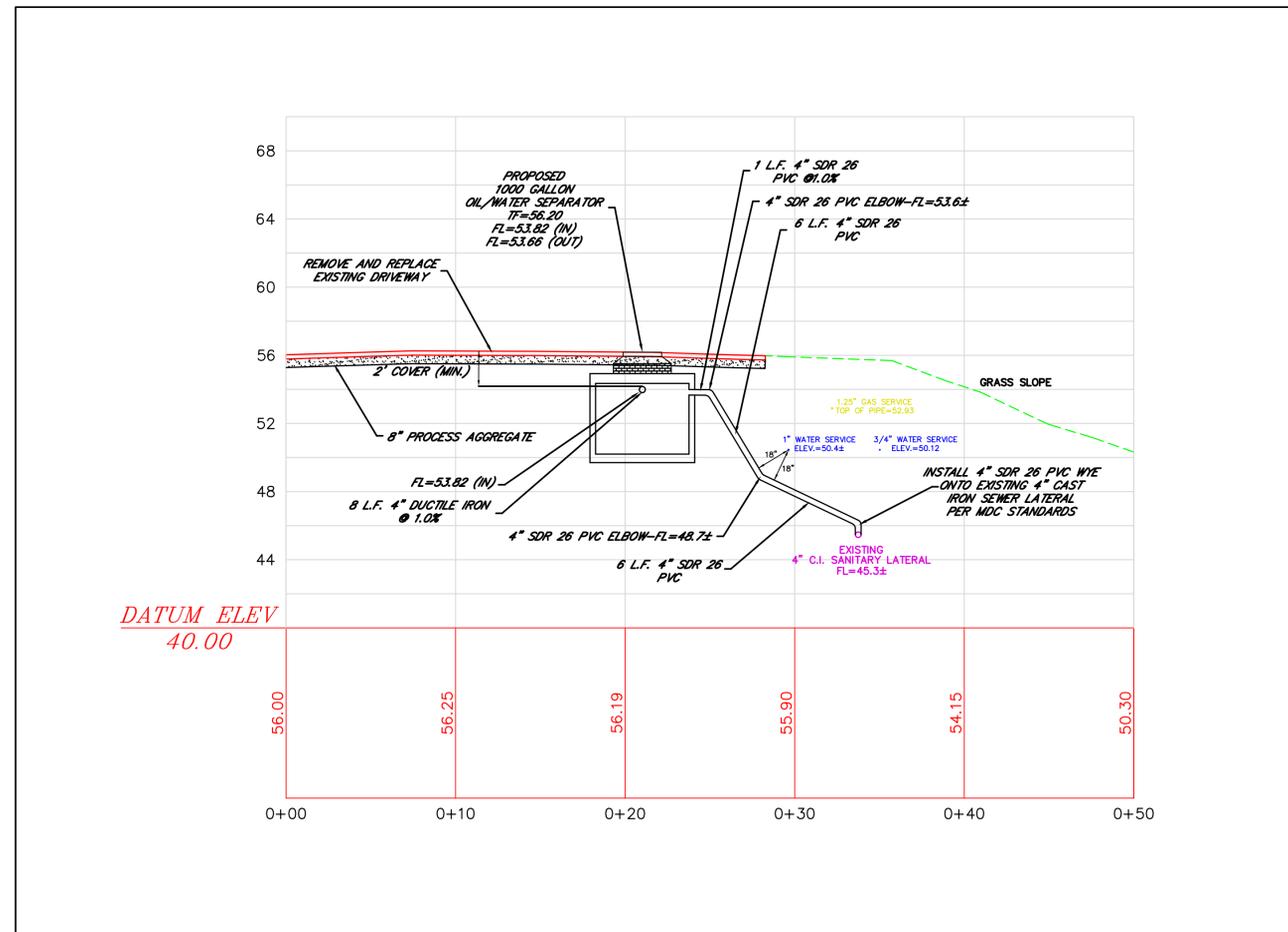
**PLAN SHEET**



TOWN: **EAST HARTFORD**

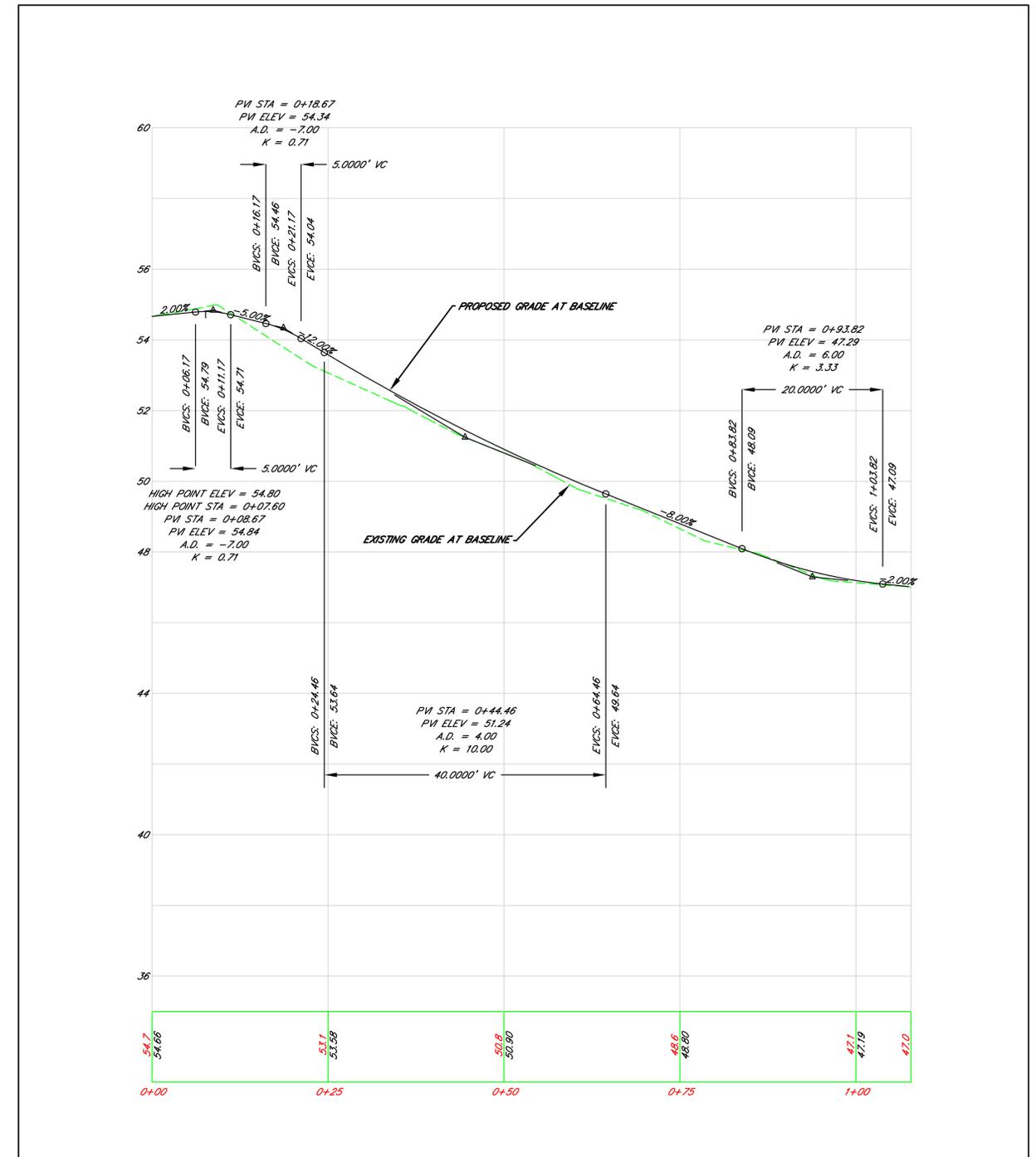
PROJECT: **FIREHOUSE NO. 2  
1692 MAIN STREET  
PARKING LOT REHABILITATION PROJECT**

STATE PROJECT NO.:	
FEDERAL AID PROJECT NO.:	
SHEET NO.:	3
TOTAL SHEETS:	12



**PROFILE SECTION THROUGH OIL/WATER SEPARATOR**

**SCALES:**  
**HORIZONTAL: 1"=5'**  
**VERTICAL: 1"=5'**



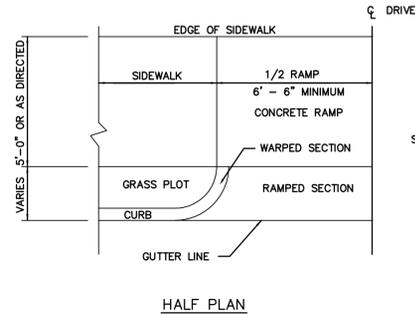
**PROFILE SECTION LOWER DRIVEWAY TO REAR PARKING LOT**

**SCALES:**  
**HORIZONTAL: 1"=10'**  
**VERTICAL: 1"=2'**

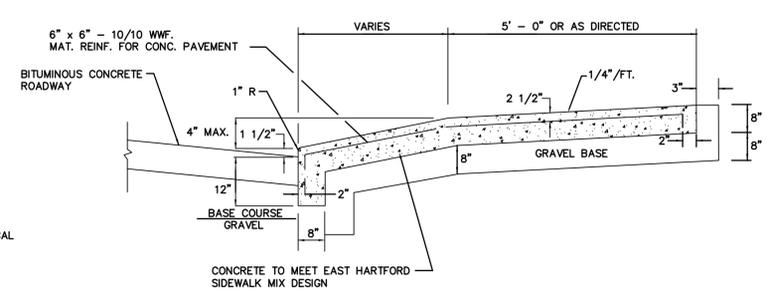
		TOWN OF EAST HARTFORD ENGINEERING DIVISION		CADD: FIRE2.DWG	<p>TOWN OF EAST HARTFORD, CONNECTICUT</p>	TOWN: EAST HARTFORD		STATE PROJECT NO.:	
		DESIGNED BY: GJM	DATE: 2/14	PLOTTED: 2-24-14		<p><b>PROFILE SHEET</b></p>	PROJECT: FIREHOUSE NO. 2 1692 MAIN STREET PARKING LOT REHABILITATION PROJECT		FEDERAL AID PROJECT NO.:
		DRAWN BY: GJM	DATE: 2/14	SCALE: AS SHOWN					SHEET NO.: 4
REV.	DATE	DESCRIPTION REVISIONS		CHECKED BY:			DATE:		

**GENERAL NOTES**

1. THE CONTRACTOR SHALL MAINTAIN LOCAL VEHICULAR AND PEDESTRIAN TRAFFIC THROUGH THE PROJECT AREA AT ALL TIMES.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL UNDERGROUND UTILITIES AND CONNECTIONS. ANY DAMAGE TO THESE FACILITIES CAUSED BY THE CONTRACTOR SHALL BE REPAIRED AT HIS EXPENSE. THE UNDERGROUND UTILITIES ARE SHOWN AS PER THE BEST AVAILABLE INFORMATION. HOWEVER, NOT ALL STRUCTURES AND SERVICES MAY BE SHOWN. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING "CALL BEFORE YOU DIG" (TOLL FREE STATEWIDE 1-800-922-4455) A MINIMUM OF 72 HOURS PRIOR TO ANY EXCAVATION.
3. ALL SEDIMENTATION CONTROL SYSTEMS AND/OR EROSION CONTROL MEASURES SHALL BE INSTALLED IN CONFORMANCE WITH FORM 816, SCS GUIDELINES, BEST MANAGEMENT PRACTICES AND/OR AS DIRECTED BY THE ENGINEER.
4. ALL GRASS AREAS LOCATED WITHIN THE SLOPE LIMITS SHALL RECEIVE 6" OF TOPSOIL AND SEED PER THE SPECIFICATIONS.
5. THE CONTRACTOR SHALL CONFINE HIS OPERATIONS AND CONSTRUCTION ACTIVITIES TO PROJECT LIMITS. ALL EXISTING TREES AND PLANTS NOT REQUIRING REMOVAL SHALL BE PROTECTED DURING CONSTRUCTION.
6. ALL AREAS OR FEATURES WHICH ARE DISTURBED OUTSIDE OF THE PROJECT LIMITS BY THE CONTRACTOR DURING CONSTRUCTION SHALL BE RESTORED TO AT LEAST THEIR ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE. ALL DISTURBED PAVEMENT SHALL BE REPLACED AS PER THE CONSTRUCTION DETAILS AT THE CONTRACTOR'S EXPENSE.
7. HORIZONTAL COORDINATES ARE BASED ON THE NAD 83 COORDINATE SYSTEM AND ELEVATIONS ARE BASED ON THE NAVD 88 VERTICAL DATUM.
8. CONTRACTOR IS RESPONSIBLE FOR COORDINATING ALL SURFACE UTILITY STRUCTURES TO MATCH THE PROPOSED FINISH GRADE. ANY CHARGES BY THE UTILITY WILL BE PAID BY THE CONTRACTOR UNDER THE GENERAL COST OF THE WORK.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND RESTORATION OF ALL PROPERTY LINE MONUMENTATION. ALL RESETTING OF PROPERTY LINE MONUMENTATION SHALL BE DONE BY A LAND SURVEYOR LICENSED IN THE STATE OF CONNECTICUT. THERE WILL BE NO DIRECT PAYMENT FOR THIS ITEM. THE COST OF THIS ITEM IS TO BE INCLUDED IN THE GENERAL COST OF THE CONTRACT.
10. THE CONTRACTOR SHALL MAINTAIN THE EXISTING DRAINAGE SYSTEM WHILE IT IS LIVE AND PROVIDE CONNECTIONS FROM THE EXISTING DRAINAGE SYSTEM TO THE NEW STORM DRAINAGE SYSTEM. THERE WILL BE NO DIRECT PAYMENT FOR THIS ITEM. THE COST OF THIS ITEM IS TO BE INCLUDED IN THE GENERAL COST OF THE CONTRACT.
11. THE CONTRACTOR SHALL RECONNECT ALL STORM DRAINAGE PIPES WHICH ARE ENCOUNTERED DURING CONSTRUCTION. AT PROPOSED DRAINAGE STRUCTURES, ALL EXISTING PIPES SHALL BE RECONNECTED TO THE STRUCTURE AND WILL NOT BE MEASURED FOR PAYMENT, EXCEPT AS NOTED ON THE PLANS. THE COST OF THIS ITEM IS TO BE INCLUDED IN THE GENERAL COST OF THE CONTRACT.
12. THE CONTRACTOR SHALL PROVIDE CONTINUOUS DUST CONTROL AS NECESSARY OR AS DIRECTED BY THE ENGINEER.
13. ALL UNSUITABLE MATERIAL SHALL BE DISPOSED OF OFF SITE AT THE CONTRACTOR'S EXPENSE.
14. PRIOR TO PLACING ANY FILL MATERIAL, THE CONTRACTOR SHALL REMOVE THE EXISTING TOPSOIL AND STOCKPILE IT IN AN APPROVED LOCATION.
15. ANY DAMAGE TO EXISTING OR PREVIOUSLY INSTALLED UTILITIES AS A RESULT OF THE CONTRACTOR'S OR ANY OF HIS SUBCONTRACTOR'S ACTIVITIES SHALL BE REPAIRED PROMPTLY AS DIRECTED BY THE OWNER AND THE ENGINEER AT THE CONTRACTOR'S EXPENSE.
16. SANITARY SEWER PIPING ASSOCIATED WITH CONNECTION TO THE OIL/WATER SEPARATOR SHALL BE EITHER DUCTILE IRON OR SCHEDULE 26 PVC. SEE PLANS FOR TYPE AND LOCATIONS.
17. ALL DUCTILE IRON STORM DRAINAGE PIPE SHALL BE CLASS 50 EXCEPT AS NOTED ON THE PLANS.
18. ALL EXISTING STORM DRAINAGE PIPES LABELED ON THE PLANS TO BE REMOVED SHALL BE INCLUDED WITHIN THE GENERAL COST OF THE CONTRACT.
19. ALL EXISTING STORM DRAINAGE STRUCTURES WITHIN THE PROJECT LIMITS ARE TO BE COMPLETELY REMOVED EXCEPT AS NOTED ON THE PLANS. THE REMOVAL OF THE EXISTING STORM DRAINAGE STRUCTURES SHALL BE PAID FOR UNDER "ROCK IN TRENCH" IN ACCORDANCE WITH FORM 816.
20. THE CONTRACTOR SHALL SAW CUT ALL PAVEMENTS, CURBS, DRIVEWAYS, SIDEWALKS, ETC. TO CONNDOT SPECIFICATIONS WHEREVER NEW WORK WILL MEET EXISTING CONDITIONS, INCLUDING ROADWAYS, DRIVEWAYS, SIDEWALKS, CURBS, TRENCH WORK, ETC.
21. VARIOUS REGULATORY PERMITS HAVE BEEN OBTAINED FOR THE PROJECT. COPIES OF THE PERMITS ARE INCLUDED IN THE CONTRACT DOCUMENTS. THE CONTRACTOR IS DIRECTED TO STRICTLY ADHERE TO THE CONDITIONS OF THESE PERMITS.
22. ALL PROPOSED DRAINAGE STRUCTURES ARE TO BE NEW PRE-CAST STRUCTURES.
23. WORK BEING PERFORMED WITHIN THE RIGHT OF WAY ON MAIN STREET (RTE. 5) WILL REQUIRE A CONNECTICUT DEPARTMENT OF TRANSPORTATION ENCROACHMENT PERMIT FROM DISTRICT 1. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING AND ADHERING TO THE TERMS AND CONDITIONS OF THIS PERMIT. THE CONTRACTOR IS ALSO RESPONSIBLE TO COORDINATE ANY INSPECTIONS REQUIRED UNDER THIS PERMIT.
24. ALL PROPOSED PAVEMENT MARKINGS SHOWN ON THESE PLANS ARE TO BE EPOXY RESIN OF THE COLOR AND SIZE SPECIFIED.
25. PROPOSED CONNECTIONS TO THE SANITARY SEWER LATERAL MUST BE INSTALLED PER METROPOLITAN DISTRICT COMMISSION (MDC) SPECIFICATIONS AND DETAILS CONTAINED WITHIN THE CONTRACT DOCUMENTS. ALL CONNECTIONS MUST BE INSPECTED AND APPROVED BY MDC PRIOR TO BACKFILLING. SCHEDULING AND COORDINATION OF INSPECTIONS IS THE RESPONSIBILITY OF THE CONTRACTOR.
26. ALL PROPOSED INTERIOR BUILDING PLUMBING FOR THIS PROJECT REQUIRES A PERMIT FROM THE TOWN OF EAST HARTFORD BUILDING INSPECTIONS AND PERMITS OFFICE. THE CONTRACTOR IS RESPONSIBLE FOR SCHEDULING INSPECTIONS AND OBTAINING APPROVALS ON ALL WORK PERFORMED. TO SCHEDULE INSPECTIONS, THE OFFICE CAN BE REACHED BETWEEN 8:30 - 4:30 PM MONDAY THRU FRIDAY AT 860-291-7340.
27. THE CONTRACTOR SHALL NOTIFY THE TOWN OF EAST HARTFORD ENGINEERING DIVISION 24 HOURS PRIOR TO BEGINNING ANY STORM DRAINAGE, ROADWAY PREPARATION, PAVING, SIDEWALK, CURBING, STREET LINE MONUMENTATION, PROPERTY CORNER PINS, ETC. TO SCHEDULE INSPECTIONS. THE DIVISION CAN BE REACHED BETWEEN 8:30 AM - 4:30 PM MONDAY THRU FRIDAY AT 291-7380.
28. TRENCH EXCAVATION ASSOCIATED WITH THE INSTALLATION OF THE SEPARATOR INLET AND OUTLET PIPING AND CONNECTION TO THE EXISTING SEWER LATERAL SHALL BE PAID FOR UNDER ITEM #210040A-OIL/WATER SEPARATOR 1000 GALLON.
29. STRUCTURE EXCAVATION ASSOCIATED WITH THE INSTALLATION OF THE SEPARATOR SHALL BE PAID FOR UNDER ITEM #210040A-OIL/WATER SEPARATOR 1000 GALLON.

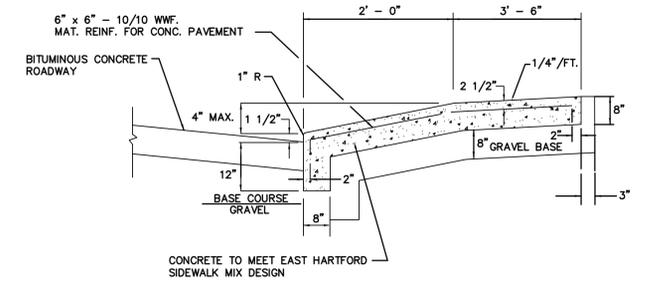


HALF PLAN



DETAILS OF CONCRETE RAMP WHERE CURB IS SEPARATED FROM SIDEWALK BY GRASS PLOT

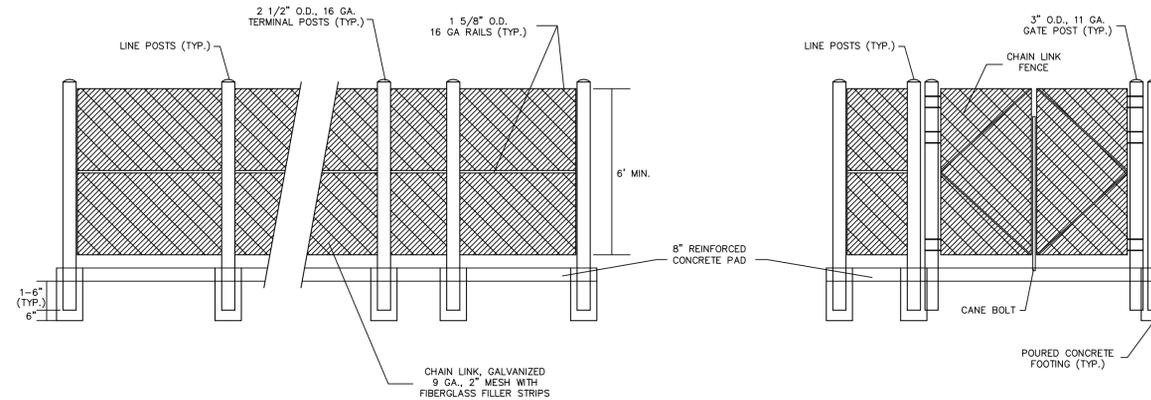
CROSS SECTION



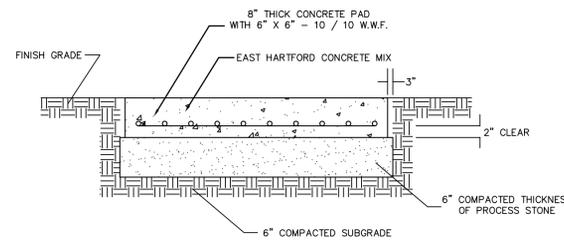
DETAILS OF SIDEWALK RAMP WHERE SIDEWALK ADJOINS CURBING. REINFORCING MATS OF CLOSER SPACING MAY BE USED.

CROSS SECTION

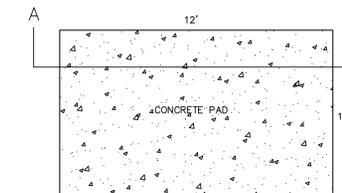
**TYPICAL CONCRETE DRIVEWAY RAMPS NOT TO SCALE**



**DUMPSTER STORAGE AREA WITH CHAIN LINK FENCE ENCLOSURE NOT TO SCALE**



SECTION A-A



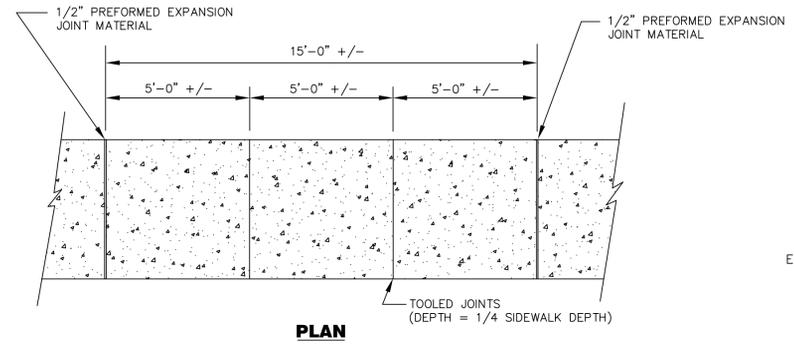
PLAN

NOTE:

THE SIZE OF THE DUMPSTER PAD IS TO BE DETERMINED BY THE NUMBER OF PROPOSED DUMPSTERS.

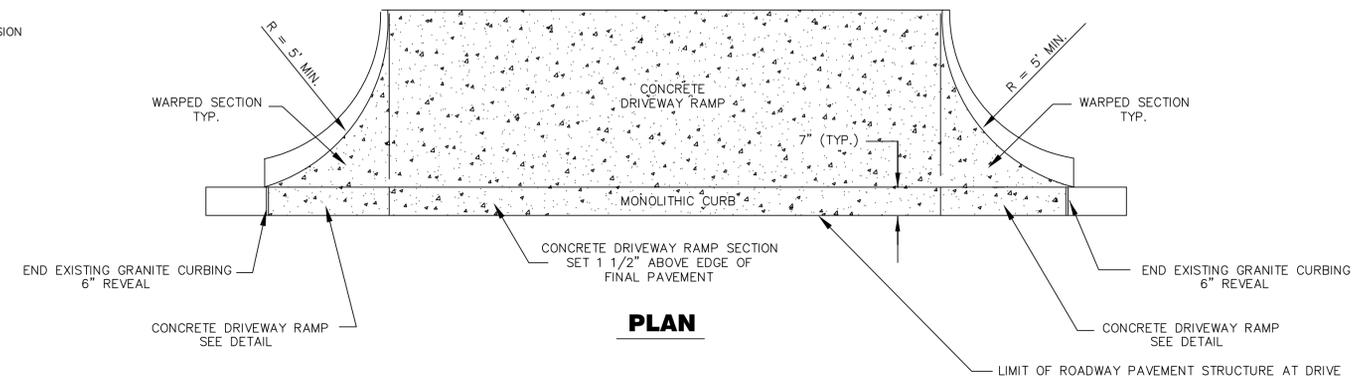
**DUMPSTER STORAGE AREA CONCRETE PAD INSTALLATION DETAIL NOT TO SCALE**

		TOWN OF EAST HARTFORD ENGINEERING DIVISION		CADD: GENERAL.DWG	 TOWN OF EAST HARTFORD, CONNECTICUT 	TOWN:	EAST HARTFORD		STATE PROJECT NO.:	
		DESIGNED BY:	GJM	DATE:		7/13	PLOTTED:	7-26-13		FEDERAL AID PROJECT NO.:
		DRAWN BY:	GJM	DATE:		7/13	SCALE:	N.T.S.		SHEET NO.:
		CHECKED BY:	GJM	DATE:		7/13				TOTAL SHEETS:
REV.	DATE	DESCRIPTION REVISIONS			<b>GENERAL NOTES &amp; MISCELLANEOUS DETAILS</b>					
						PROJECT:	FIREHOUSE NO. 2 1692 MAIN STREET PARKING LOT REHABILITATION PROJECT			

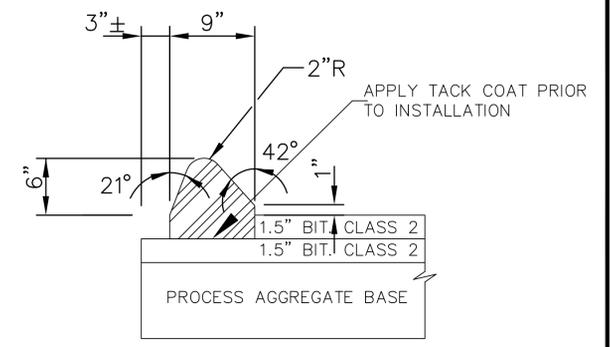


**SIDWALK**

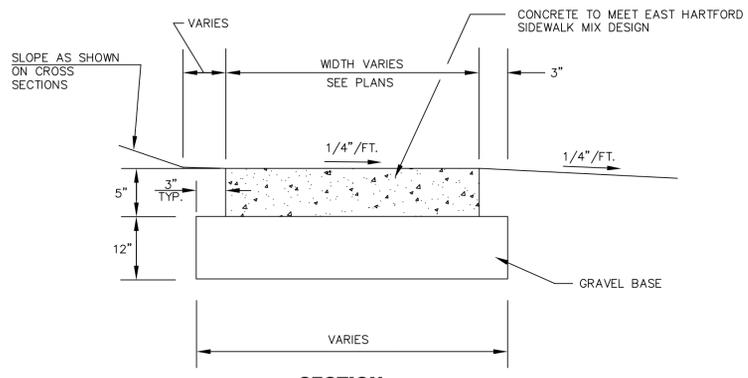
NOTE:  
ALL SIDWALKS ARE TO HAVE A TEXTURED BROOM FINISH.



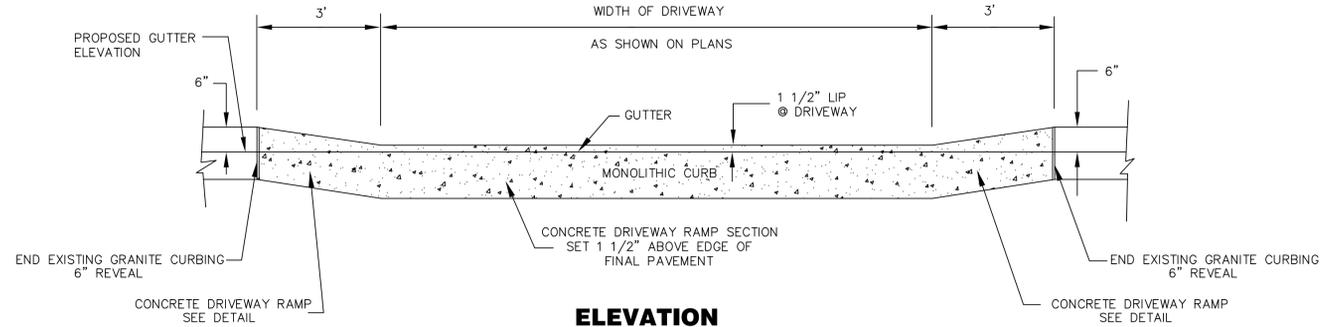
**PLAN**



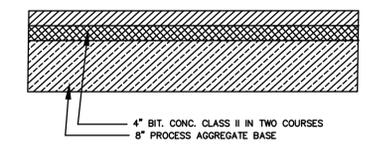
**BITUMINOUS CONCRETE LIP CURBING MACHINE FORMED**



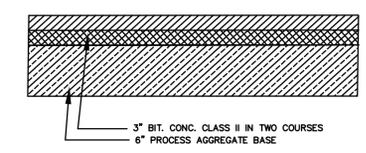
**SECTION CONCRETE SIDEWALK**



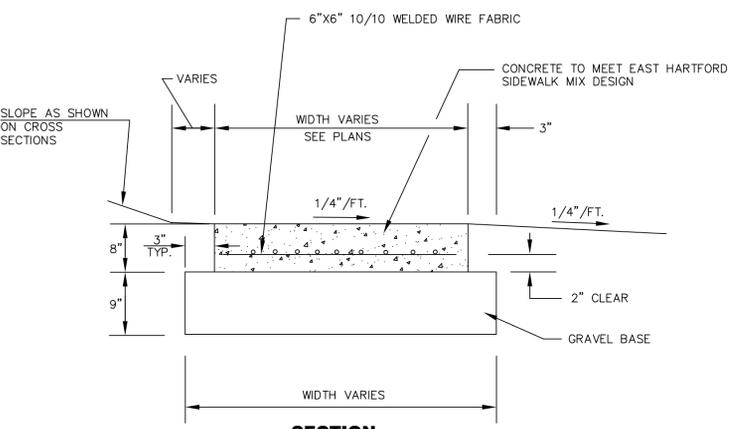
**ELEVATION DETAIL SHOWING TREATMENT AT DRIVEWAYS**



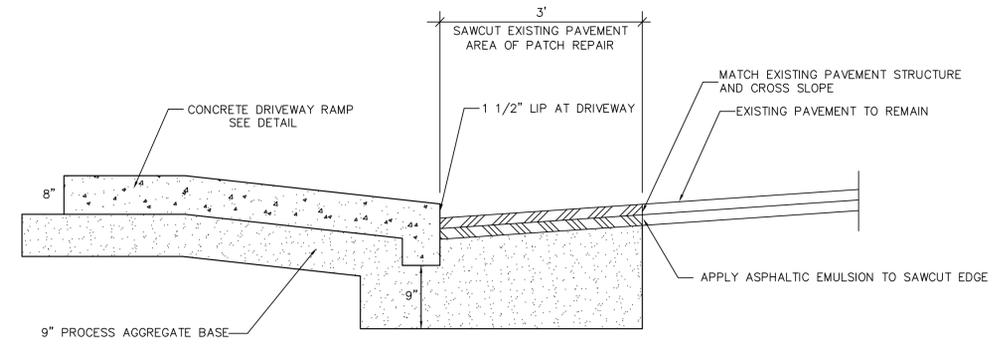
**PAVEMENT DETAIL FRONT DRIVEWAY**



**PAVEMENT DETAIL DRIVEWAY AND REAR PARKING LOT**

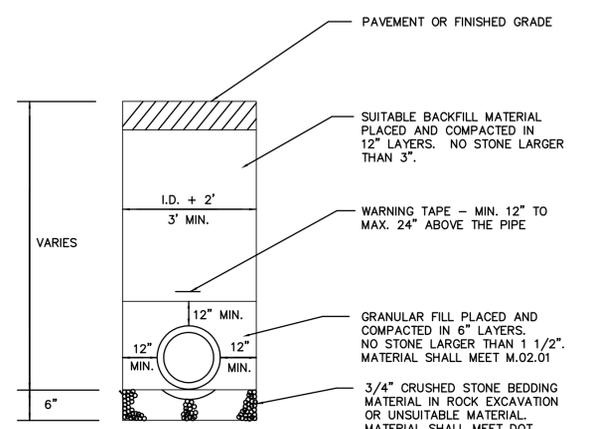


**8" THICK CONCRETE SIDEWALK IN DRIVEWAYS**



**FULL DEPTH PATCH REPAIR N.T.S.**

- NOTES:
- PAVEMENT PATCH SHALL BE A MINIMUM OF 4" PLACED IN TWO LIFTS. IF THE ORIGINAL PAVEMENT IS THICKER THEN 4", THE MINIMUM DEPTH SHALL BE INCREASED TO THE DEPTH OF THE EXISTING PAVEMENT.
  - A HOT BITUMINOUS CONCRETE MIX (CLASS 2) SHALL BE PLACED IN TWO EQUAL ROLLED LIFTS. THE FINAL LIFT SHALL BE FINISHED EVEN WITH THE EXISTING PAVEMENT AND CROSS ROLLED IN ADDITION TO THE NORMAL ROLLING.
  - PAVEMENT PATCH EXCAVATION SHALL CONSIST OF THE REMOVAL AND DISPOSAL OF ALL MATERIALS NECESSARY FOR COMPLETION OF THE WORK, TO A DEPTH EQUAL TO THE EXCAVATION FOR THE INSTALLATION OF PROCESS AGGREGATE BASE FOR THE PROPOSED CONCRETE DRIVEWAY APRON.



**STORM SEWER TRENCH DETAIL N.T.S.**

TOWN OF EAST HARTFORD ENGINEERING DIVISION		CADD: DETAILS.DWG
DESIGNED BY: GJM	DATE: 2/14	PLOTTED: 2-24-14
DRAWN BY: GKM	DATE: 2/14	SCALE: N.T.S.
CHECKED BY:	DATE:	
REV.	DATE	DESCRIPTION REVISIONS

TOWN OF EAST HARTFORD, CONNECTICUT

**MISCELLANEOUS DETAILS**

TOWN: EAST HARTFORD

PROJECT: FIREHOUSE NO. 2  
1692 MAIN STREET  
PARKING LOT REHABILITATION PROJECT

STATE PROJECT NO.:
FEDERAL AID PROJECT NO.:
SHEET NO.: 6
TOTAL SHEETS: 12

**EROSION CONTROL DETAILS**

**GENERAL EROSION AND SEDIMENT CONTROL NOTES**

ALL EROSION CONTROL MEASURES SHALL BE IN PLACE PRIOR TO ANY STRIPPING OR GRADING OPERATIONS AND INSTALLATION OF PROPOSED STRUCTURES OR UTILITIES AND SHALL BE LEFT IN PLACE UNTIL CONSTRUCTION IS COMPLETED AND THE AREA IS STABILIZED.

THE INSTALLATION AND MAINTENANCE OF EROSION CONTROL DEVICES IS THE RESPONSIBILITY OF THE THE CONTRACTOR. THE ENGINEER SHALL BE NOTIFIED IN WRITING OF THE NAME, ADDRESS AND TELEPHONE NUMBER OF THE INDIVIDUAL RESPONSIBLE FOR THIS WORK (INCLUDING ANY CHANGES) PRIOR TO THE START OF CONSTRUCTION.

THE CONTRACTOR SHALL USE THE "CONNECTICUT GUIDELINES FOR SOIL EROSION AND SEDIMENT CONTROL" (1985), AS AMENDED AS A GUIDE IN THE INSTALLATION OF THE EROSION AND SEDIMENT CONTROLS INDICATED ON THESE PLANS. THIS RESPONSIBILITY INCLUDES IMPLEMENTATION, AS WELL AS MAINTENANCE. ANY PROPOSED CHANGES TO THIS PLAN MUST BE APPROVED BY THE ENGINEER AND/OR THE PROPER LOCAL TOWN AGENCY.

ANY ADDITIONAL SEDIMENT/EROSION CONTROL MEASURES DEEMED NECESSARY BY THE ENGINEER DURING CONSTRUCTION SHALL BE IMPLEMENTED BY THE CONTRACTOR. IN ADDITION, THE DEVELOPER SHALL BE RESPONSIBLE FOR THE MAINTENANCE/REPAIR/REPLACEMENT OF ALL REQUIRED CONTROL MEASURES UNTIL ALL DISTURBED AREA HAVE BEEN STABILIZED TO THE SATISFACTION OF THE TOWN STAFF.

THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF UNSATISFACTORY EROSION CONDITIONS NOT CONTROLLED BY THE EROSION AND SEDIMENT CONTROL PLAN AND SHALL INSTALL ADDITIONAL MEASURES AS REQUIRED.

SPECIAL ATTENTION SHALL BE GIVEN TO THE CONSTRUCTION SEQUENCE OUTLINED ON THESE PLANS.

ALL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE MONITORED AND MAINTAINED IN EFFECTIVE CONDITION IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST DAILY UNDER PROLONGED RAINFALL.

EQUIPMENT LEAVING THE SITE SHALL BE MONITORED, PROTECTED AND CLEANED AS NECESSARY TO PREVENT EARTHWORK MATERIALS FROM BEING DEPOSITED ON THE ADJOINING PROPERTIES OR STREETS.

ANTI-TRACKING PAD IS TO BE INSPECTED REGULARLY TO INSURE PROPER OPERATION. STONE IS TO BE ADDED TO OR REPLACED AS REQUIRED. ACCUMULATED DIRT TRACKED ONTO MAIN STREET SHALL BE REMOVED BY SHOVEL AND BROOM AT THE END OF EACH WORK DAY.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANING ANY CONSTRUCTION DEBRIS OR SEDIMENT FROM EXISTING ROADS AS ORDERED BY THE TOWN AND/OR STATE.

WATER OR CALCIUM CHLORIDE SHALL BE USED IN DRY SEASON TO CONTROL DUST AREAS.

THE CONTRACTORS SHALL SCHEDULE ALL OPERATIONS TO LIMIT DISTURBANCE TO THE SMALLEST PRACTICAL AREA FOR THE SHORTEST POSSIBLE TIME. THE CONTRACTORS IS RESPONSIBLE FOR THE TIMELY INSTALLATION, INSPECTION, REPAIR OR REPLACEMENT OF EROSION CONTROL DEVICES TO INSURE PROPER OPERATION.

TOPSOIL AND EXCAVATED SUBSOIL FROM THE FOUNDATION AREA SHOULD BE STOCKPILED WITHIN THE AREA OF DISTURBANCE IF NOT USED FOR ONSITE REGRADING. EACH STOCKPILE MUST BE ADEQUATELY RINGED WITH SEDIMENT CONTROL MATERIALS (IE. HAYBALES AND/OR SILT FENCE).

ANY ADDITIONAL STOCKPILING OF LUMBER OR BUILDING MATERIALS SHOULD ALSO BE CONFINED TO THE AREA OF DISTURBANCE. SIMILARLY, VEHICULAR MOVEMENT SHOULD BE DIRECTED TO ESTABLISHED PARKING AREAS.

ALL DISTURBED AREAS SHALL BE LEFT WITH A NEAT AND FINISHED APPEARANCE AND SHALL BE PROTECTED FROM EROSION.

WHERE NECESSARY, DISTURBED AREAS SHALL BE TEMPORARILY SEEDED AND/OR MULCHED UNTIL PROPER WEATHER CONDITIONS EXIST FOR ESTABLISHMENT OF A PERMANENT VEGETATIVE COVER.

ALL FILL AREAS SHALL BE COMPACTED SUFFICIENTLY FOR THEIR INTENDED PUPOSE AND AS REQUIRED TO REDUCE SLIPPING, EROSION OR EXCESS SATURATION.

MAXIMUM SIDE SLOPES TO BE 2:1.

APPLY 6" OF TOPSOIL TO ALL AREA NOT PAVED OR PLANTED. SURFACE COMPACTED BY CONSTRUCTION MACHINERY SHOULD BE DISCED OR CHISELED BEFORE TOPSOIL IS ADDED. REMOVE FROM THE SURFACE ALL STONES TWO INCHES OR LARGER IN ANY DIMENSION. REMOVE ALL OTHER DEBRIS, SUCH AS WIRE, CABLE, TREE ROOTS, PIECES OF CONCRETE, CLOUDS, LUMPS OR OTHER UNSUITABLE MATERIAL.

**SEEDBED PREPARATION:**  
APPLY LIMESTONE AND FERTILIZER ACCORDING TO SOIL TESTS OR, IF SOIL TESTING IS NOT FEASIBLE ON SMALL OR VARIABLE SITES, OR WHERE TIMING IS CRITICAL, FERTILIZER MAY BE APPLIED AT THE RATE OF 300 POUNDS PER ACRE OR 7.5 POUNDS PER 1,000 SQUARE FEET USING 10-10-10 OR EQUIVALENT. IN ADDITION, 300 POUNDS OF 38-0-0 PER ACRE OR EQUIVALENT OF SLOW RELEASE NITROGEN MAY BE USED FOR TOPDRESSING. APPLY LIME AT THE RATE OF TWO TONS GROUND LIMESTONE PER ACRE (100 LBS. PER 1,000 SQUARE FEET).  
WORK LIME AND FERTILIZER INTO THE SOIL AS NEARLY AS PRACTICAL TO A DEPTH OF FOUR INCHES WITH A DISC, SPRING TOOTH HARROW OR OTHER SUITABLE EQUIPMENT. THE FINAL HARROWING OR DISCING OPERATION SHOULD BE ON THE GENERAL CONTOUR. CONTINUE TILLAGE UNTIL A REASONABLE UNIFORM, FINE SEEDBED IS PREPARED. ALL BUT CLAY OR SILTY SOILS AND COARSE SANDS SHOULD BE ROLLED TO FIRM THE SEEDBED WHEREVER FEASIBLE.

**SEEDING:**  
SELECT A MIXTURE FROM BELOW OR USE MIXTURE RECOMMENDED BY THE SOIL CONSERVATION SERVICE. INOCULATE ALL LEGUME SEED WITH THE CORRECT TYPE AND AMOUNT OF INNOCULANT. APPLY SEED UNIFORMLY BY HAND, CYCLONE SEEDER, DRILL CULTIPACKER TYPE SEEDER OR HYDROSEEDER (SLURRY INCLUDING SEED AND FERTILIZER) ON SOIL SURFACE. NORMAL SEEDING DEPTH IS FROM 1/4 TO 1/2 INCH. HYDROSEEDINGS WHICH ARE MULCHED MAY BE LEFT WHERE FEASIBLE, EXCEPT WHERE EITHER A CULTIPACKER TYPE SEEDER OR HYDROSEEDER IS USED, THE SEEDBED SHOULD BE FIRMED FOLLOWING SEEDING OPERATIONS WITH A ROLLER, OR LIGHT DRAG. SEEDING OPERATIONS SHOULD BE ON THE CONTOUR.

**SEED SELECTION:**

USE	LB./1,000 SF	SEED MIXTURE
PERMANENT LAWN	0.45	KENTUCKY BLUEGRASS
	0.45	CREeping RED FESCUE
	0.10	PERENNIAL RYEGRASS
	1.00	
SLOPES & COARSE LAWN	0.45	CREeping RED FESCUE
	0.05	REDTOP
	0.45	TALL FESCUE
	0.95	
SLOPES (NO MOWING)	0.45	CREeping RED FESCUE
	0.05	REDTOP
	0.35	CROWN VETCH WITH INNOCULENT
	0.85	

**MAINTENANCE:**  
LIME ACCORDING TO A SOIL TEST OF AT A MINIMUM OF EVERY FIVE YEARS USING A RATE OF TWO TONS PER ACRE (100 POUNDS PER 1,000 SQUARE FEET).  
WHERE GRASSES PREDOMINATE, FERTILIZE ACCORDING TO A SOIL TEST OR BROADCAST BIENNIALY, 300 POUNDS OF 10-10-10 OR EQUIVALENT PER ACRE (7.5 POUNDS PER 1,000 SQUARE FEET). WHERE LEGUMES PREDOMINATE, FERTILIZE ACCORDING TO A SOIL TEST OR BROADCAST EVERY THREE YEARS 300 POUNDS OF 0-20-20 OR EQUIVALENT PER ACRE (7.5 POUNDS PER 1,000 SQUARE FEET).

**SEEDING DATES:**  
PERMANENT COVER - 4/1 TO 6/1, 9/1 TO 10/1  
TEMPORARY COVER - 3/1 TO 6/15, 8/1 TO 10/1

**TEMPORARY STRUCTURAL COVER:**  
APPLICATION DATES: 10/1 TO 3/1  
OTHER TIMES WHEN VEGETATIVE COVER IS NOT DESIRABLE US PROPRIETARY MATTING, TENT CLOTH, JUTE MATTING, MULCH (1/2 TON TO 2 TONS PER ACRE) OR APPROVED EQUAL AND/OR PER MANUFACTURERS SPECIFICATION. FOR SLOPES STEEPER THAN 4:1, USE CROWN VETCH PLANTINGS.

**FILTER FENCES**

**(1) MATERIALS**

**(A) SYNTHETIC FILTER FABRIC**

SYNTHETIC FILTER FABRIC SHALL BE A PERVIOUS SHEET OF PROPYLENE, NYLON, POLYESTER OR ETHYLENE FILAMENTS AND SHALL BE CERTIFIED BY THE MANUFACTURER OR SUPPLIER AS CONFORMING TO THE FOLLOWING REQUIREMENTS.

PHYSICAL PROPERTY	REQUIREMENTS
FILTERING EFFICIENCY	75% (MIN.)
TENSILE STRENGTH AT 20% (MAX.) ELONGATION	EXTRA STRENGTH - 50 LBS./LIN. IN. (MIN.) STANDARD STRENGTH - 30 LBS./LIN. IN. (MIN.)
FLOW RATE	0.3 GAL./SQ.FT./MIN. (MIN.)

**(B) SYNTHETIC FILTER FABRIC REQUIREMENTS**

BURLAP SHALL BE 10 OZ./SQ.YD. FABRIC.

POSTS FOR FILTER FENCES SHALL BE EITHER 2 X 3 OR 2 X 4 INCH STUDS OR 0.5 LBS. (MIN.) PER LINEAR FOOT STEEL WITH A MINIMUM LENGTH OF 5 FEET. STEEL POSTS SHALL HAVE PROJECTIONS FOR FASTENING WIRE TO THEM.

STAKES FOR FILTER FENCES SHALL BE 1" X 2" WOOD OR EQUIVALENT METAL WITH A MINIMUM LENGTH OF 3 FEET.

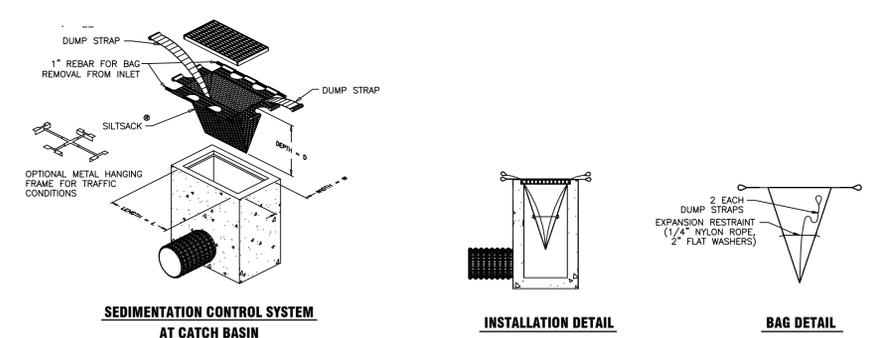
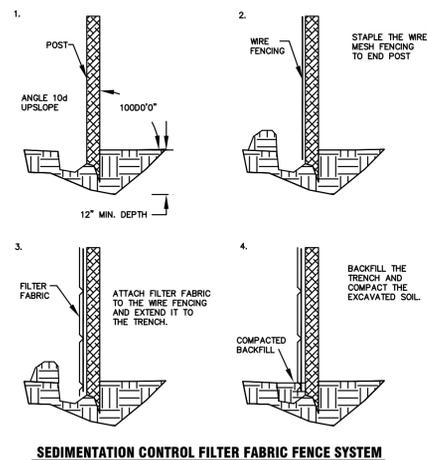
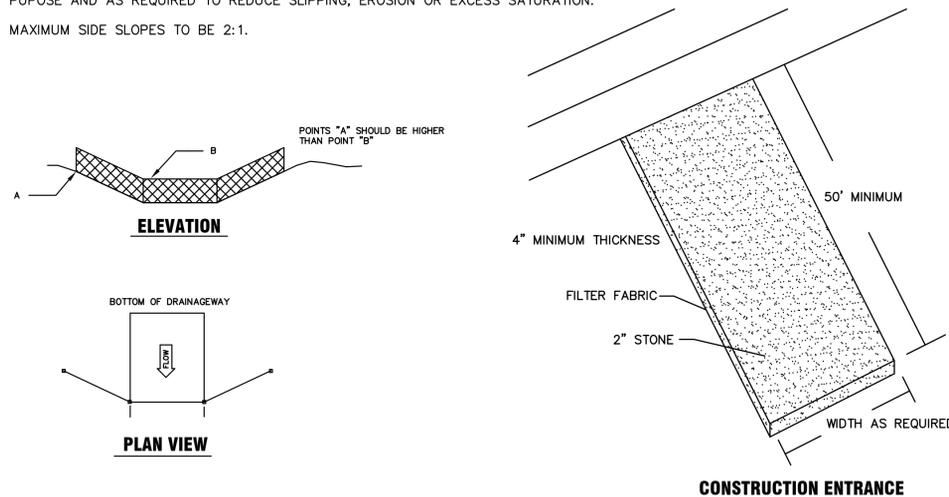
WIRE FENCE REINFORCEMENT FOR SILT FENCES USING STANDARD STRENGTH FILTER CLOTH SHALL BE A MINIMUM OF 42 INCHES IN HEIGHT, A MINIMUM OF 14 GAUGE AND SHALL HAVE A MAXIMUM MESH SPACING OF 6 IN.

SOME SILT FENCES DO NOT REQUIRE A WIRE BACKING. CONSULT MANUFACTURER'S INSTRUCTIONS FOR PROPER INSTALLATION REQUIREMENTS.

**(2) INSTALLATION REQUIREMENTS**

THIS SEDIMENT BARRIER UTILIZES BURLAP OR STANDARD STRENGTH OR EXTRA STRENGTH SYNTHETIC FILTER FABRICS. IT IS DESIGNED FOR SITUATIONS IN WHICH ONLY SHEET OR OVERLAND FLOWS ARE EXPECTED. IN SPECIAL CASES BURLAP MAY BE USED IN DRAINAGEWAYS.

- (A) THE HEIGHT OF THE BARRIER SHALL NOT EXCEED 36 INCHES (HIGHER BARRIERS MAY IMPOUND VOLUMES OF WATER SUFFICIENT TO CAUSE FAILURE OF THE STRUCTURE). IDEALLY THE FILTER FENCE SHALL BE PLACED 10 FEET AWAY FROM THE TOE OF SLOPE.
- (B) WHEN JOINTS ARE NECESSARY, FILTER CLOTH SHALL BE SPLICED TOGETHER ONLY AT A SUPPORT POST, WITH A MINIMUM 6-INCH OVERLAP, AND SECURELY SEALED. SEE MANUFACTURER'S RECOMMENDATIONS.
- (C) POSTS SHALL BE SPACED A MAXIMUM OF 10 FEET APART AT THE BARRIER LOCATION LOCATION AND DRIVEN SECURELY INTO THE GROUND (MINIMUM 12 INCHES). WHEN EXTRA STRENGTH FABRIC IS USED WITHOUT THE WIRE SUPPORT FENCE, POST SPACING SHALL BE A MANUFACTURER RECOMMENDS.
- (D) A TRENCH SHALL BE EXCAVATED APPROXIMATELY SIX INCHES WIDE AND SIX INCHES DEEP ALONG THE LINE OF POSTS AND UPSLOPE FROM THE BARRIER IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
- (E) WHEN STANDARD STRENGTH FILTER FABRIC IS USED, A WIRE MESH SUPPORT FENCE SHALL BE FASTENED SECURELY TO THE UPSLOPE SIDE OF THE POSTS USING HEAVY DUTY WIRE STAPLES AT LEAST ONE INCH LONG, TIE WIRES OR HOG RINGS. THE WIRE SHALL EXTEND INTO THE TRENCH A MINIMUM OF TWO INCHES AND SHALL NOT EXTEND MORE THAN 36 INCHES ABOVE THE ORIGINAL GROUND SURFACE.
- (F) THE STANDARD STRENGTH FILTER FABRIC SHALL BE STAPLED, WIRED OR TIED TO THE WIRE FENCE, AND 8 INCHES OF THE FABRIC SHALL BE EXTENDED INTO THE TRENCH. THE FABRIC SHALL NOT EXTEND MORE THAN 36 INCHES ABOVE THE ORIGINAL GROUND SURFACE. FILTER FABRIC SHALL NOT BE STAPLED TO EXISTING TREES.



		TOWN OF EAST HARTFORD ENGINEERING DIVISION		CADD: E&S.DWG	
		DESIGNED BY: GJM	DATE: 2/14	PLOTTED: 2-24-14	
		DRAWN BY: GJM	DATE: 2/14	SCALE: N.T.S.	
		CHECKED BY:	DATE:		
REV.	DATE	DESCRIPTION REVISIONS			

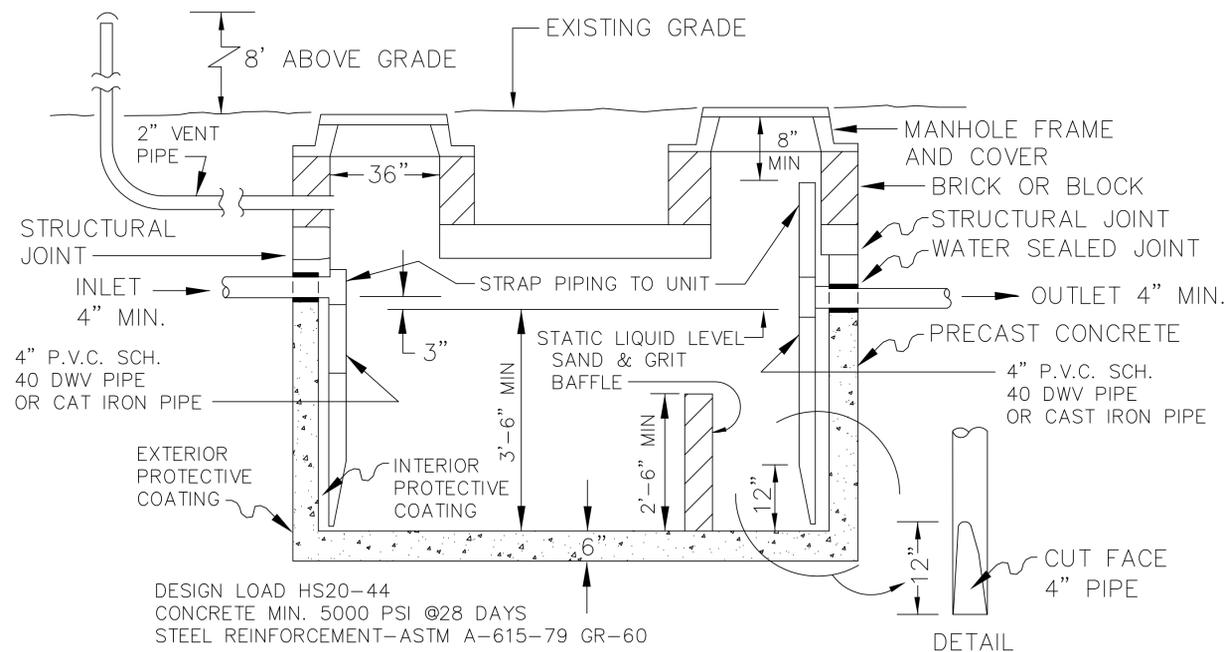
**TOWN OF EAST HARTFORD, CONNECTICUT**

**EROSION AND SEDIMENTATION CONTROL DETAILS**

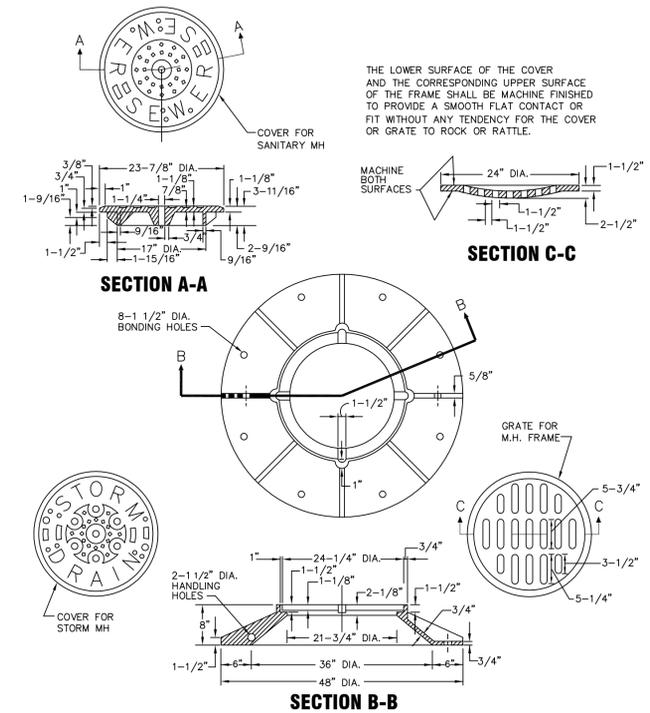
TOWN: **EAST HARTFORD**

PROJECT: **FIREHOUSE NO. 2  
1692 MAIN STREET  
PARKING LOT REHABILITATION PROJECT**

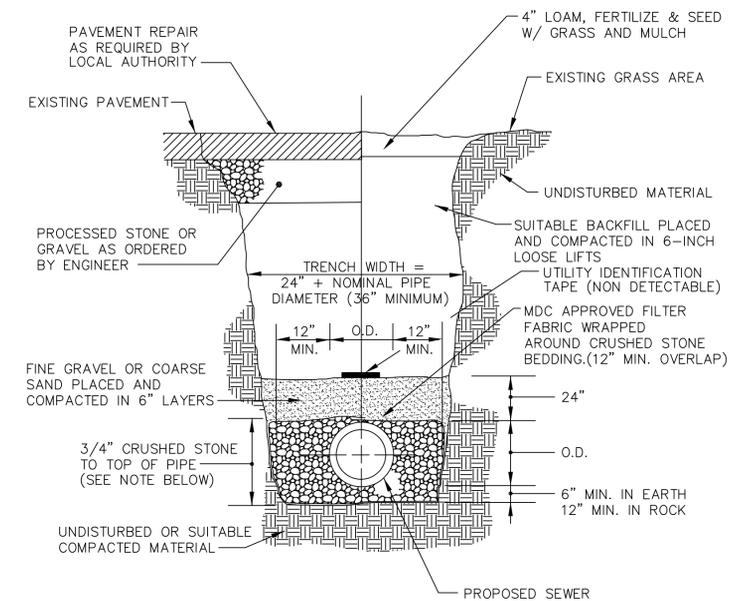
STATE PROJECT NO.:	
FEDERAL AID PROJECT NO.:	
SHEET NO.:	7
TOTAL SHEETS:	12



DESIGN LOAD HS20-44  
 CONCRETE MIN. 5000 PSI @28 DAYS  
 STEEL REINFORCEMENT-ASTM A-615-79 GR-60



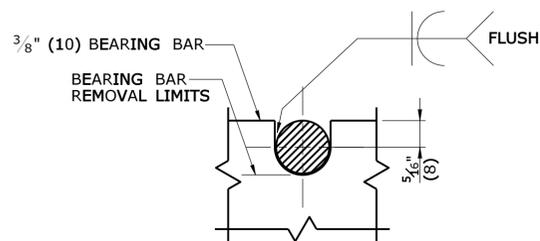
STANDARD FRAME AND COVER



SEWER TRENCH DETAIL

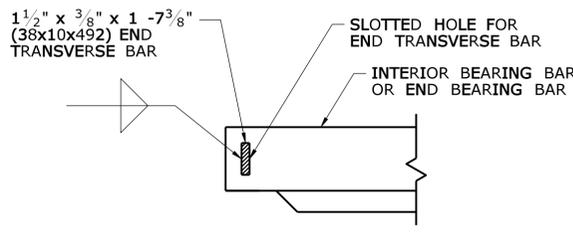
- OIL WATER SEPARATOR TANK SPECIFICATIONS:**
- TANK SHALL HAVE A MINIMUM CAPACITY SUFFICIENT TO PRE-TREAT THE MAXIMUM DAILY FLOW PROPOSED AND NO LESS THAN 1000 GALLONS.TANK SHALL BE CONSTRUCTED OF PRECAST CONCRETE.
  - INTERIOR OF THE TANK AND EXTENSION TO GRADE MANHOLES SHALL BE COATED WITH AN EPOXY PETROLEUM RESISTANT SEALANT. EXTERIOR OF THE TANK AND EXTENSION GRADE MANHOLES SHALL BE COATED WITH A WATERPROOF FOUNDATION SEALANT.THIS INCLUDES THE TANK EXTERIORS TOP AND BOTTOM.
  - STRUCTURAL SEAM OF THE TANK SHALL BE FILLED IN WITH NON-SHRINKING CEMENT OR WATER PLUG AND COATED WITH A WATERPROOF SEALANT.
  - VOIDS BETWEEN INLET AND OUTLET PIPING OF THE TANK SHALL BE GROUTED WITH NON-SHRINKING CEMENT AND COATED WITH A WATERPROOF SEALANT.
  - THE TANK SHALL HAVE EXTENSIONS TO GRADE ABOVE THE INLET AND OUTLET PIPING. THE EXTENSION SHALL HAVE FRAMES AND MANHOLE COVERS. THE MANHOLES, EXTENSIONS AND ACCESSES TO THE TANK SHALL BE AT LEAST 24 INCHES IN DIAMETER
  - THE OUTLET PIPING SHALL UTILIZE A TEE-PIPE ON THE INTERIOR OF THE TANK. THE TEE-PIPE SHALL BE EQUIPPED WITH A STAND PIPE RISER EXTENDING UP THE EXTENSION TO GRADE BUT NO CLOSER THAN EIGHT (8) INCHES FROM THE MANHOLE COVER. THE TEE-PIPE SHALL EXTEND SIX (6) TO TWELVE (12) INCHES FROM THE BOTTOM OF THE TANK.
  - THE INLET EXTENSION TO GRADE SHALL BE PROVIDED WITH A VENT LINE WHICH EXTENDS EIGHT (8) FEET ABOVE FINISHED GRADE AND PROPERLY SECURED TO THE BUILDING. THE SIZE OF THE VENT SHALL BE HALF THE SIZE OF THE OUTLET DISCHARGE LINE
  - THE HORIZONTAL STRUCTURAL SEAM OF THE TANK SHALL BE LOCATED ABOVE THE STATIC LIQUID LEVEL OF THE TANK.
  - THE INCOMING PIPE SHALL NOT INCLUDE ANY SOURCES OF DOMESTIC WASTEWATER.
  - THE OUTLET PIPE SHALL BE CONNECTED TO THE SANITARY SEWER.
  - THE OUTLET PIPE SHALL BE AT LEAST THE SIZE OF THE INLET PIPE OR GREATER AND OF A MINIMUM SHOULD BE 4.0 INCHES IN DIAMETER
  - IF HEAVY PIPING, SUCH AS CAST IRON IS USED, ALL PIPING MUST BE STRUCTURALLY SECURED.
  - THE CONCRETE COVERS PROVIDED BY THE OIL SEPARATOR MANUFACTURERS MUST BE REMOVED AND DISCARDED.
  - SEPARATOR SHALL RECEIVE 6\"/>

		TOWN OF EAST HARTFORD ENGINEERING DIVISION		CADD: DETAILS.DWG		 <b>TOWN OF EAST HARTFORD, CONNECTICUT</b> 		TOWN: EAST HARTFORD		STATE PROJECT NO.:	
		DESIGNED BY: GJM	DATE: 2/14	PLOTTED: 2-24-14	SCALE: N.T.S.			PROJECT: FIREHOUSE NO. 2 1692 MAIN STREET PARKING LOT REHABILITATION PROJECT		FEDERAL AID PROJECT NO.:	
		DRAWN BY: GJM	DATE: 2/14			<b>MDC STANDARD DETAILS</b>		SHEET NO.: 8		TOTAL SHEETS: 12	
REV. DATE DESCRIPTION REVISIONS		CHECKED BY:	DATE:								

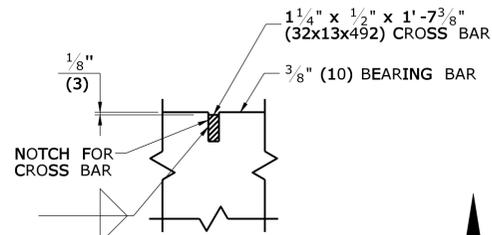


NOTE:  
5/8" (16) DIA. ROUND BAR SHALL CONTACT BEARING BAR AT BOTTOM AND BE FLUSH AT TOP.

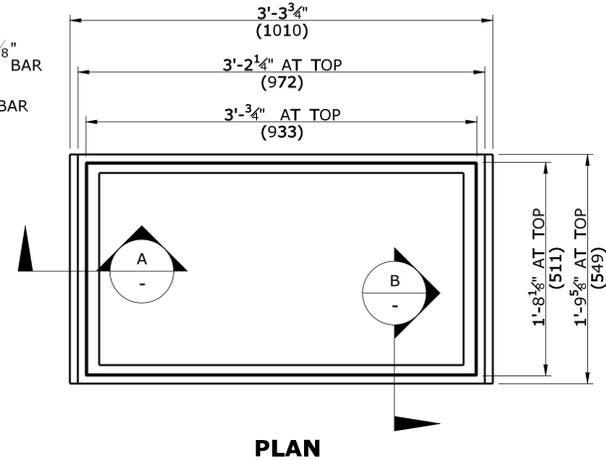
**ROUND BAR ATTACHMENT  
CATCH BASIN GRATE TYPE A**



**END TRANSVERSE BAR ATTACHMENT  
CATCH BASIN GRATE TYPE A & B**



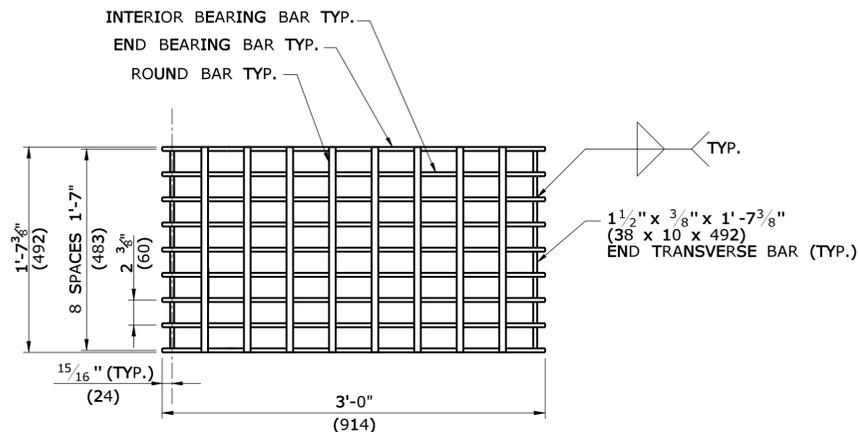
**CROSS BAR ATTACHMENT  
CATCH BASIN GRATE TYPE B**



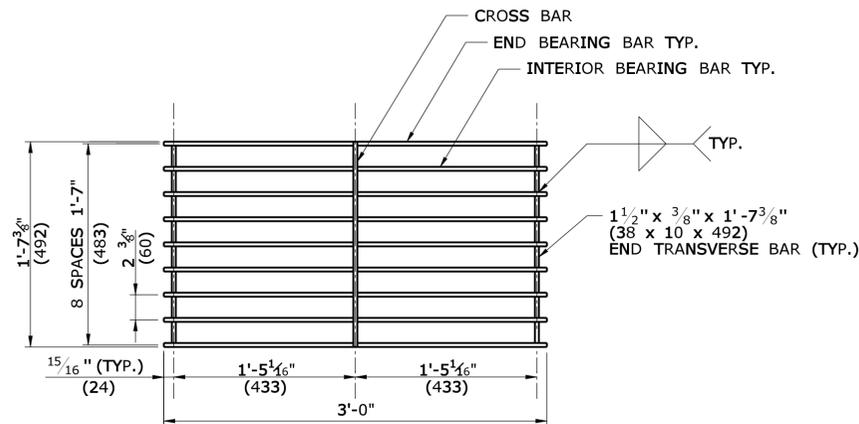
**PLAN**

**GENERAL NOTES:**

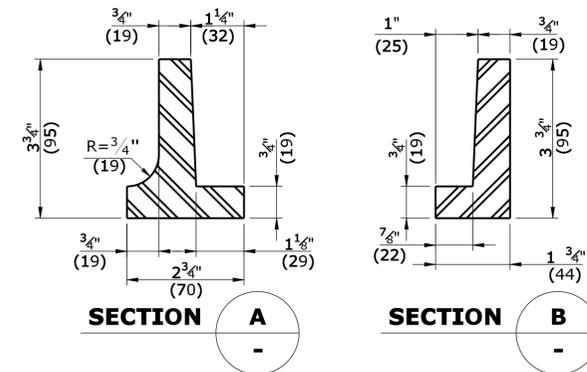
1. STEEL OR CAST IRON SHALL BE USED FOR FRAMES. STEEL SHALL BE USED FOR TYPE "A" & "B" GRATES.
2. TYPE "A" GRATES SHALL BE USED ON ALL ROADWAYS WHERE BICYCLE TRAFFIC IS ALLOWED OR AS DIRECTED BY THE ENGINEER.
3. TYPE "B" GRATES SHALL BE USED ON ALL LIMITED ACCESS HIGHWAYS, RAMPS AND WHERE BICYCLE TRAFFIC IS NOT ALLOWED OR AS DIRECTED BY THE ENGINEER.
4. STEEL FRAMES AND GRATES SHALL BE GALVANIZED IN ACCORDANCE WITH ARTICLE M.06.03.
5. DO NOT GALVANIZE CAST IRON FRAMES.
6. DIMENSIONAL TOLERANCES SHALL BE  $\pm 1/16"$  (1.6)
7. ALL STEEL BARS SHALL BE WELDED AT ALL INTERSECTIONS.
8. ALL WELDING SHALL CONFORM TO THE REQUIREMENTS OF AWS STRUCTURAL WELDING CODE, D1.1.



**PLAN**



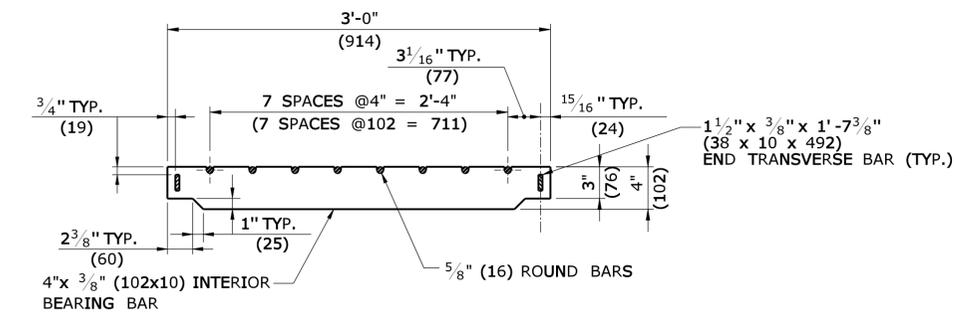
**PLAN**



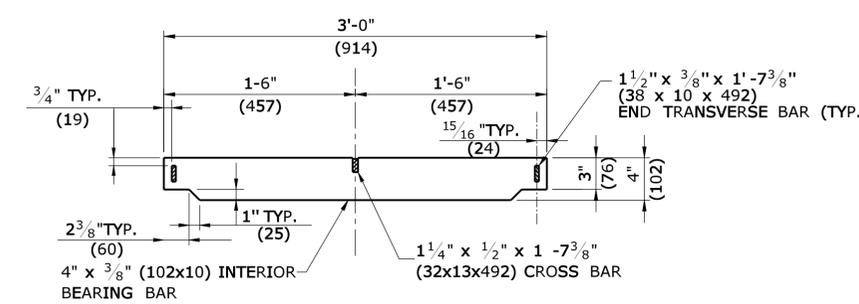
**SECTION A**

**SECTION B**

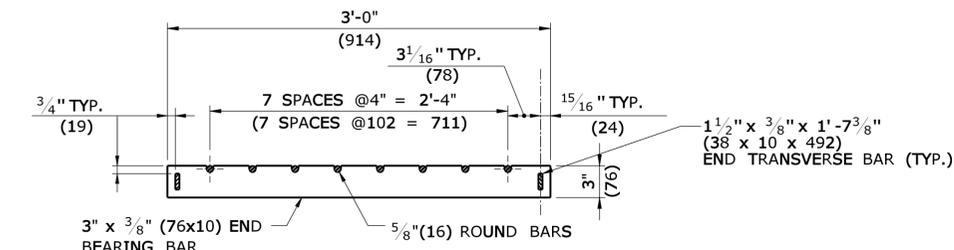
**CAST IRON FRAME ALTERNATE**



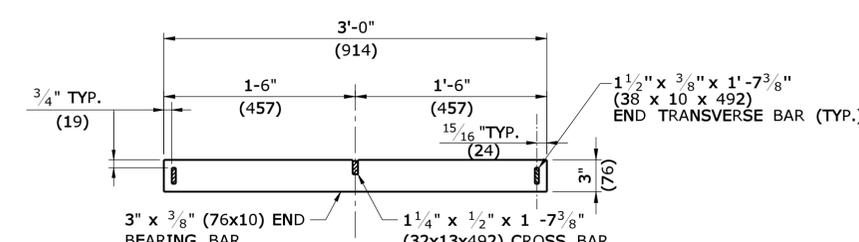
**ELEVATION- INTERIOR BEARING BAR**



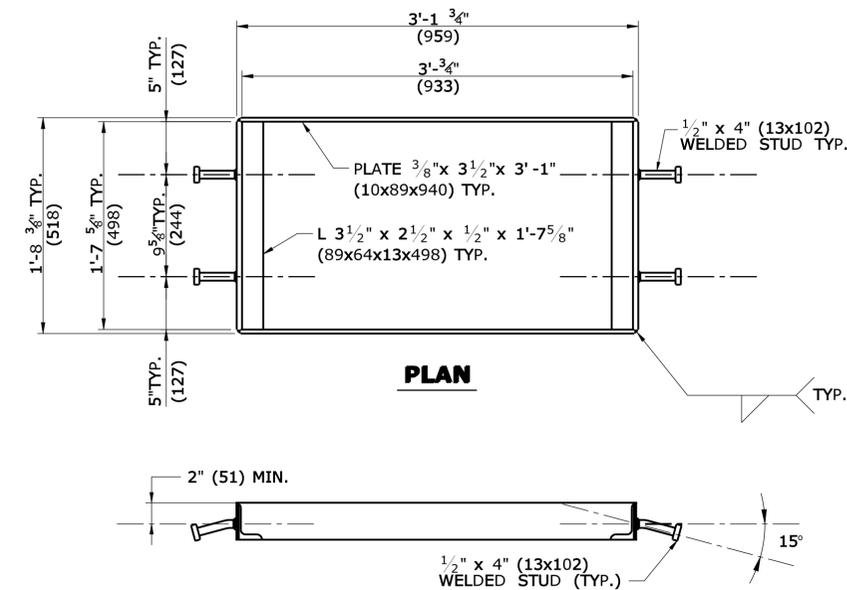
**ELEVATION- INTERIOR BEARING BAR**



**ELEVATION- END BEARING BAR  
CATCH BASIN GRATE TYPE A**



**ELEVATION- END BEARING BAR  
CATCH BASIN GRATE TYPE B**



**WELDED STUD ANCHOR DETAILS  
STEEL FRAME**

ALL METRIC DIMENSIONS ARE IN MILLIMETERS (mm) UNLESS OTHERWISE NOTED

REV.	DATE	REVISION DESCRIPTION
-	-	-
-	-	-
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THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

NOT TO SCALE

Plotted Date: 9/11/2009

STATE OF CONNECTICUT  
DEPARTMENT OF TRANSPORTATION

File name: CTDOT\_HIGHWAY\_STD.dgn Model: HW-507\_08

SUBMITTED BY:	NAME/DATE/TIME:
APPROVED BY:	NAME/DATE/TIME:

CTDOT  
STANDARD SHEET  
OFFICE OF ENGINEERING

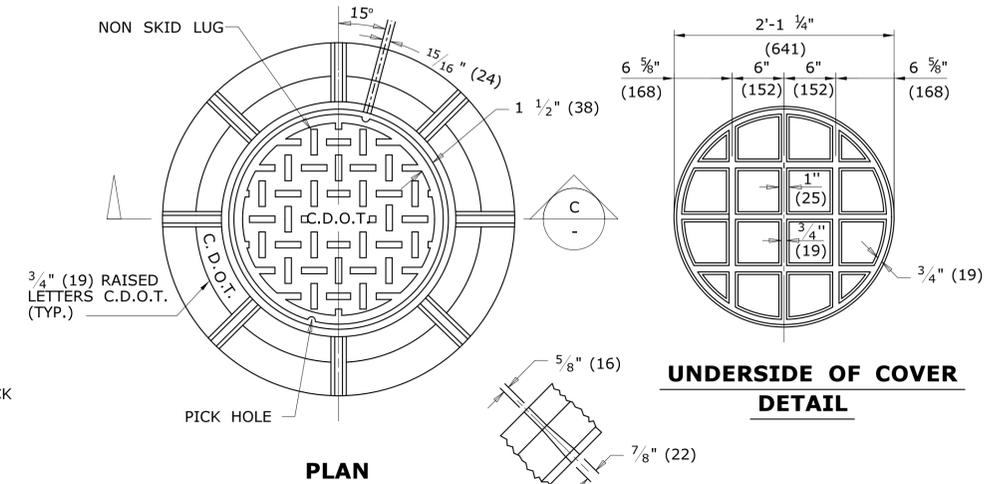
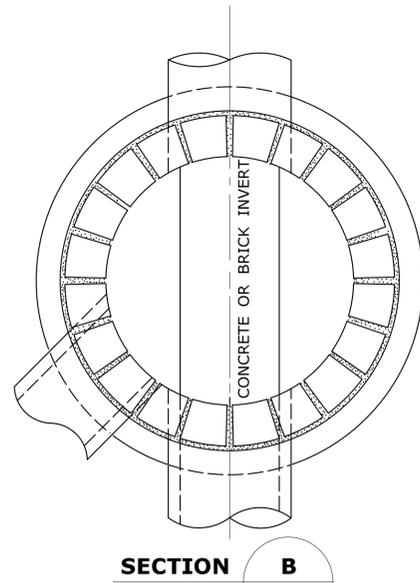
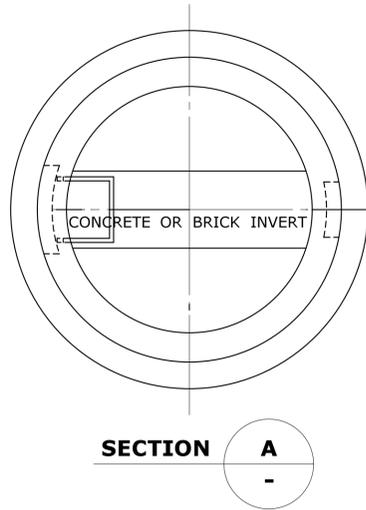
STANDARD SHEET TITLE:  
**CATCH BASIN FRAMES AND GRATES**

STANDARD SHEET NO.:  
**HW-507\_08**

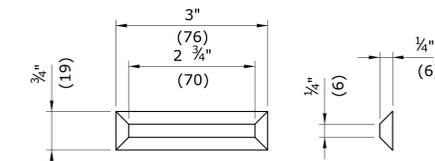
**GENERAL NOTES:**

- CHANNELS MAY BE SHAPED IN CONCRETE BASE OF MANHOLE OR FORMED USING BRICK OR MASONRY.
- A FRAME DIAMETER OF 3'-3" (991) WITH 4" (102) FLANGE MUST BE USED WHEN THE TOP DIAMETER OF THE PRECAST CONE IS LESS THAN 3'-6" (1067). ALL OTHER FRAME DIMENSIONS SHALL REMAIN THE SAME.
- COVER:
 

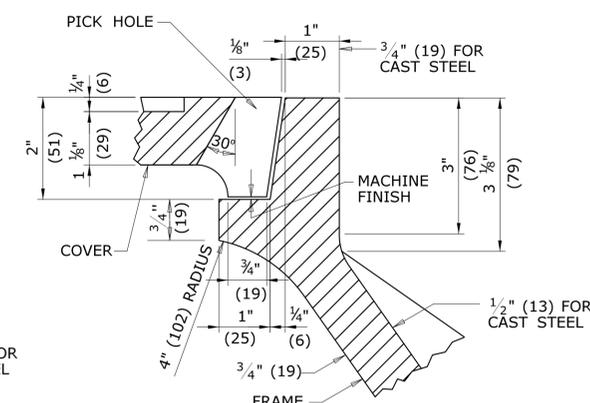
	CAST IRON	STEEL
MIN. COVER WEIGHT	134LB.(61kg)	134LB.(61kg)
- ALL DIMENSIONS SUBJECT TO MANUFACTURING TOLERANCES.



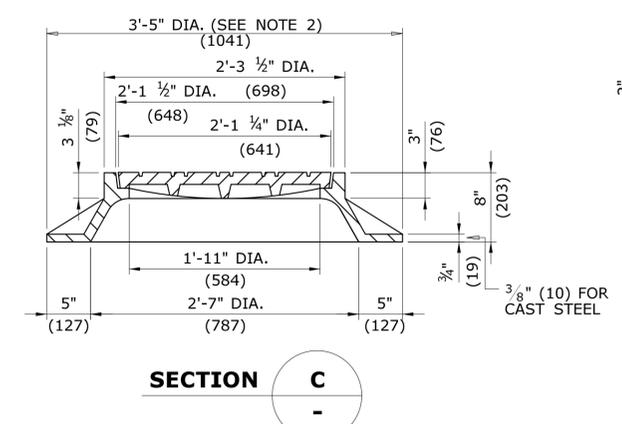
**UNDERSIDE OF COVER  
DETAIL**



**NON SKID LUG  
DETAIL**

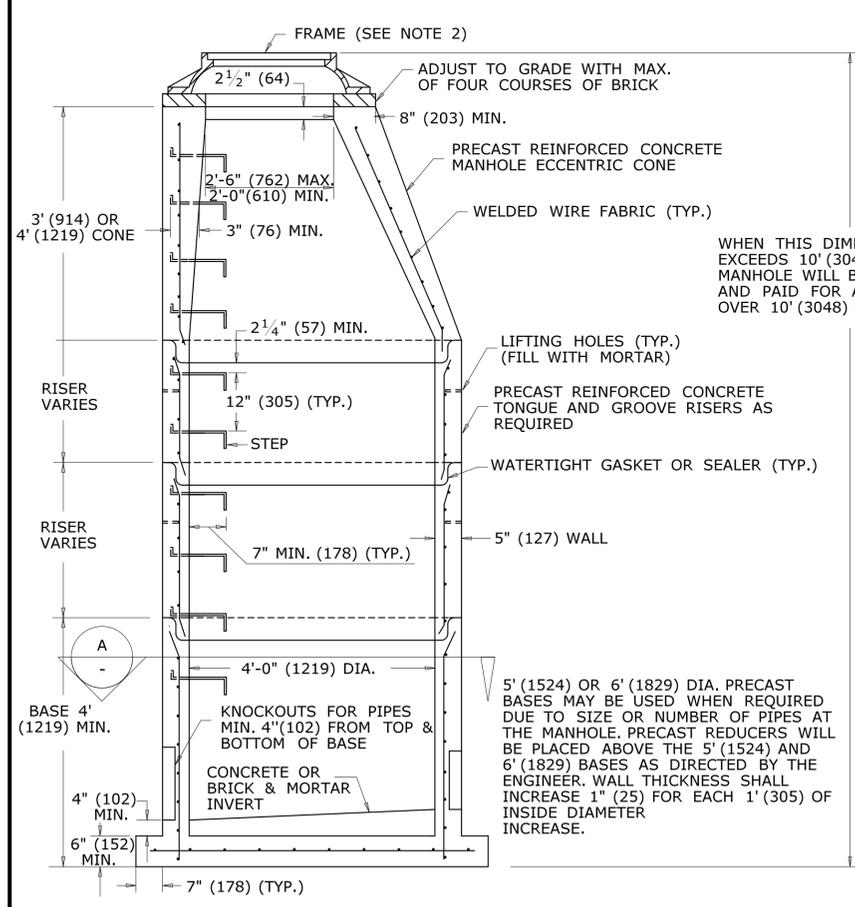


**DETAIL OF SEAT**



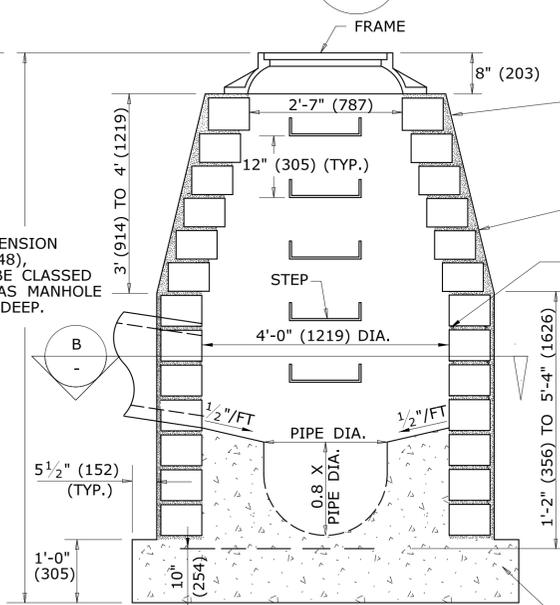
**SECTION C**

**FRAME AND COVER DETAILS**



**ELEVATION  
MANHOLE**

REINFORCED PRECAST CONCRETE UNIT



**ELEVATION  
MANHOLE**

MASONRY CONCRETE UNIT OR CLASS "A" CONCRETE

WALL SHALL BE A MIN. OF 6"(152) WITH MASONRY CONCRETE UNITS, CLASS "A" CONCRETE WALL SHALL BE 12"(300) THICK WHEN DEPTH OF MANHOLE IS GREATER THAN 10'(3048) DEEP.

MASONRY WALLS SHALL BE PLASTERED OUTSIDE WITH 2:1 CEMENT MORTAR 1/2"(13) THICK. MASONRY MUST BE WET WHEN MORTAR IS APPLIED.

ALL JOINTS SHALL BE POINTED FLUSH AND FULL

WALLS SHALL BE BUILT OF MASONRY CONCRETE UNITS OR CLASS "A" CONCRETE AT THE OPTION OF THE CONTRACTOR.

MASONRY CONCRETE UNITS SHALL BE LAID IN CEMENT SAND MORTAR 1:2 MIX, JOINTS SHALL NOT BE OVER 1/2"(13) ON INSIDE FACE

WHEN THIS DIMENSION EXCEEDS 10' (3048), MANHOLE WILL BE CLASSED AND PAID FOR AS MANHOLE OVER 10' (3048) DEEP.

5' (1524) OR 6' (1829) DIA. PRECAST BASES MAY BE USED WHEN REQUIRED DUE TO SIZE OR NUMBER OF PIPES AT THE MANHOLE. PRECAST REDUCERS WILL BE PLACED ABOVE THE 5' (1524) AND 6' (1829) BASES AS DIRECTED BY THE ENGINEER. WALL THICKNESS SHALL INCREASE 1" (25) FOR EACH 1' (305) OF INSIDE DIAMETER INCREASE.

ALL METRIC DIMENSIONS ARE IN MILLIMETERS (mm) UNLESS OTHERWISE NOTED

1	6/11	REVISE STEP WIDTH PER OSHA
2	7/13	REVISE COVER FRAME WEIGHT
-	-	-
-	-	-
-	-	-
-	-	-
REV.	DATE	REVISION DESCRIPTION

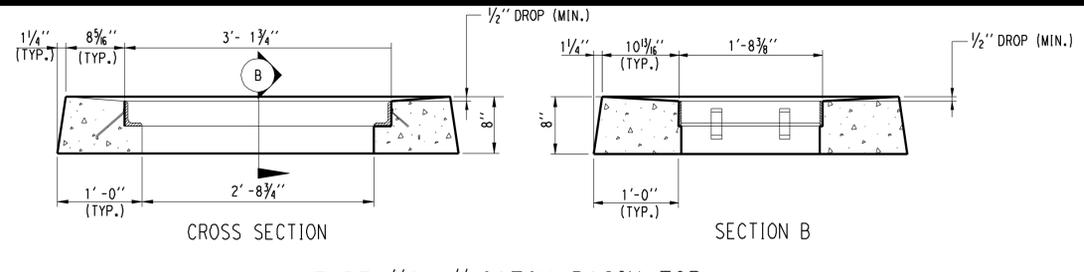
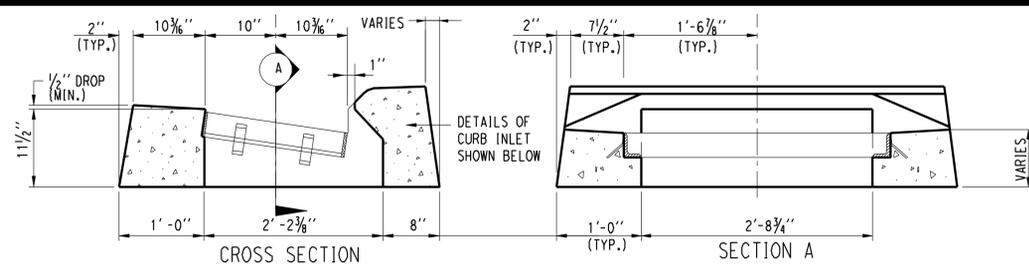
NOT TO SCALE

STATE OF CONNECTICUT  
DEPARTMENT OF TRANSPORTATION

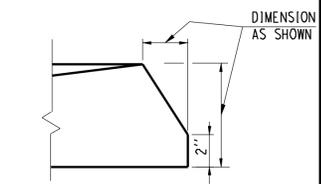
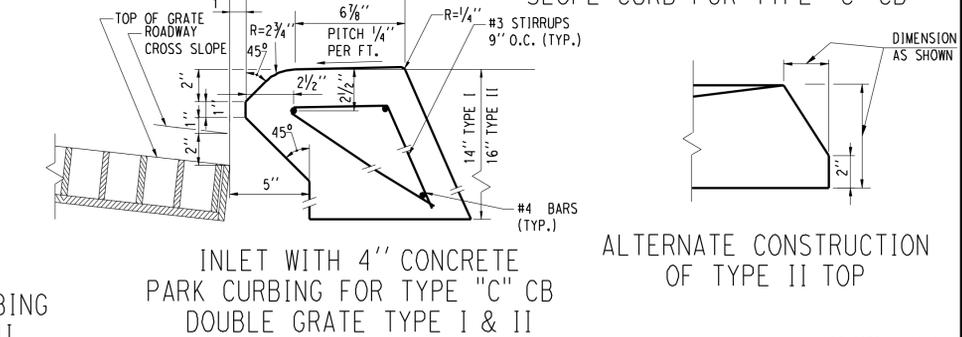
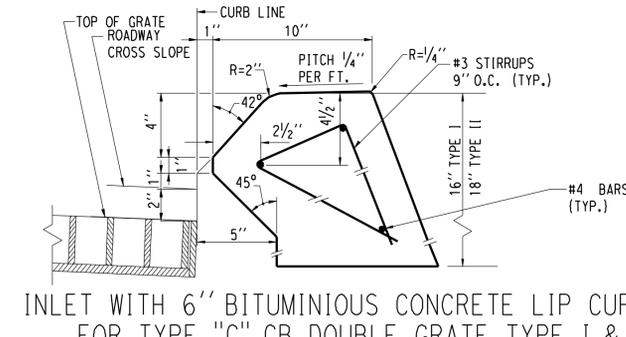
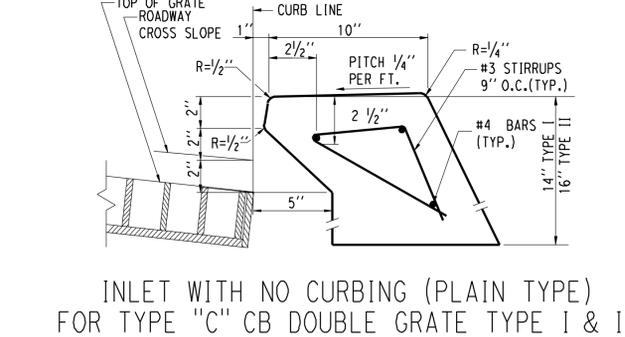
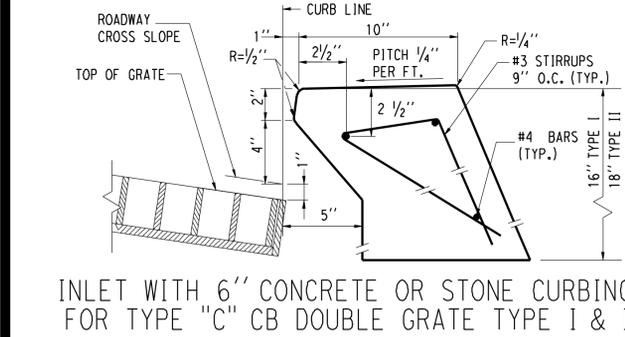
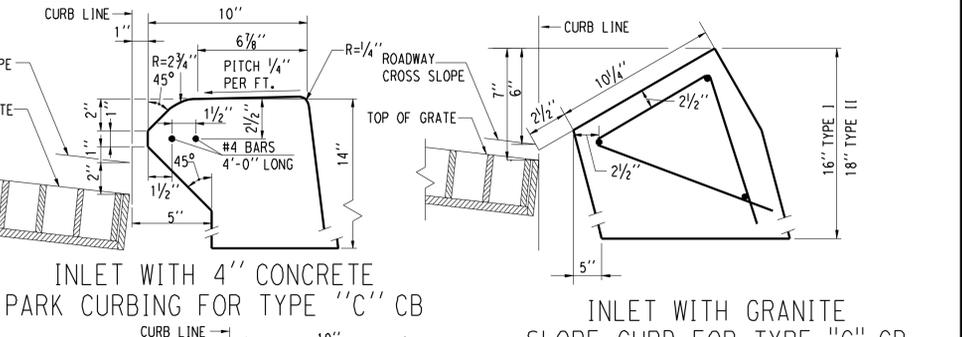
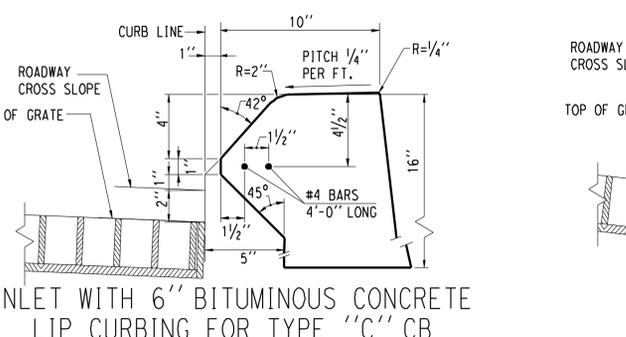
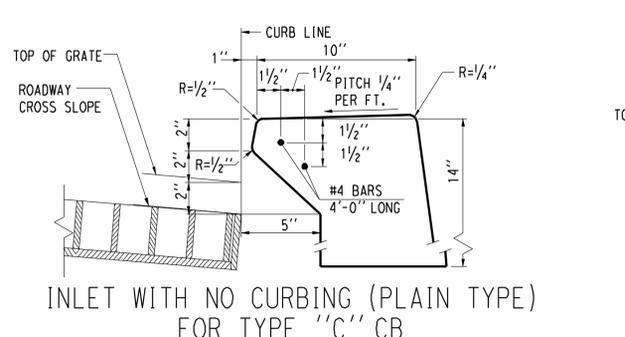
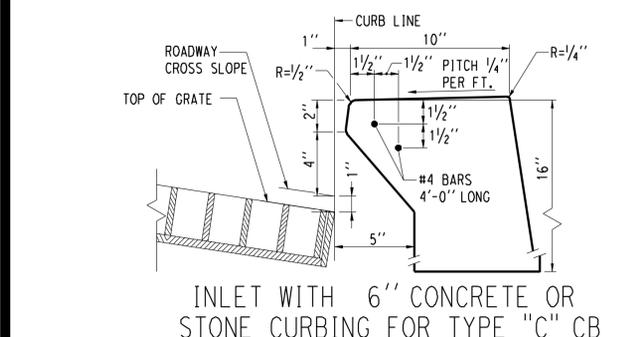
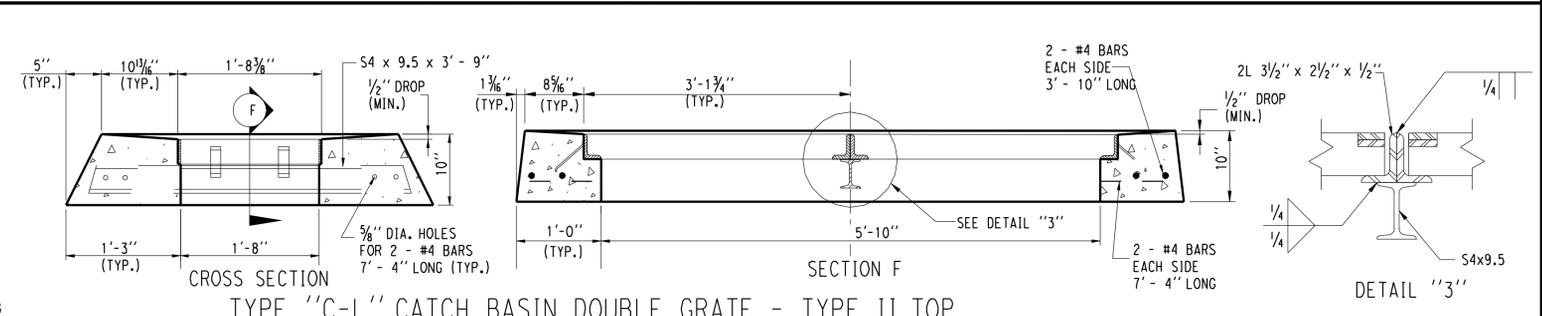
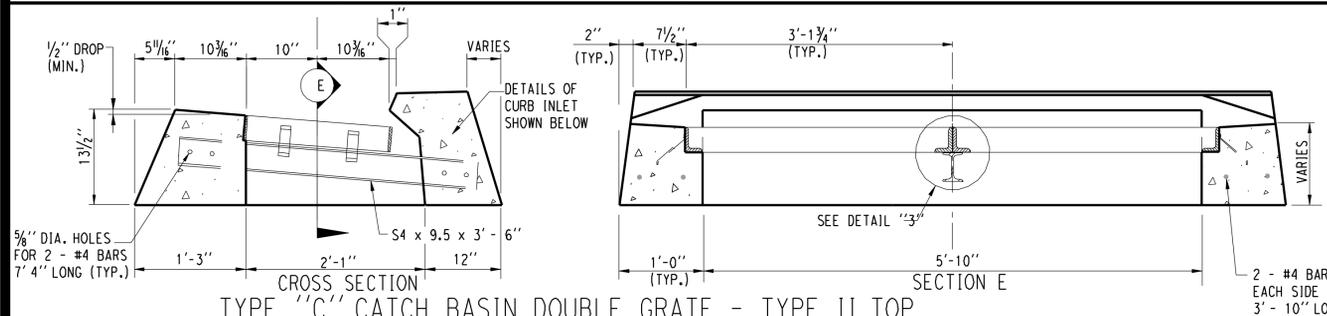
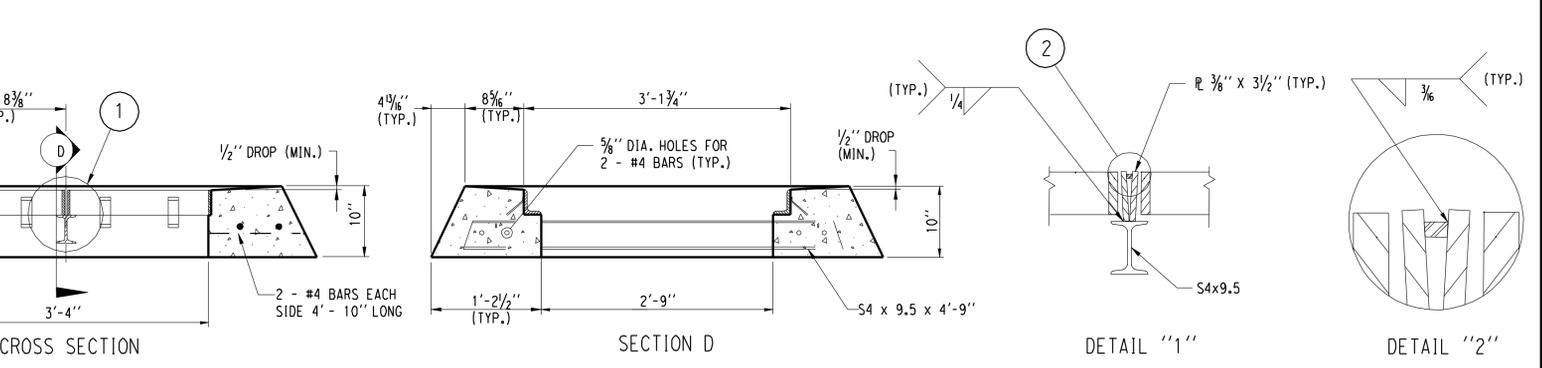
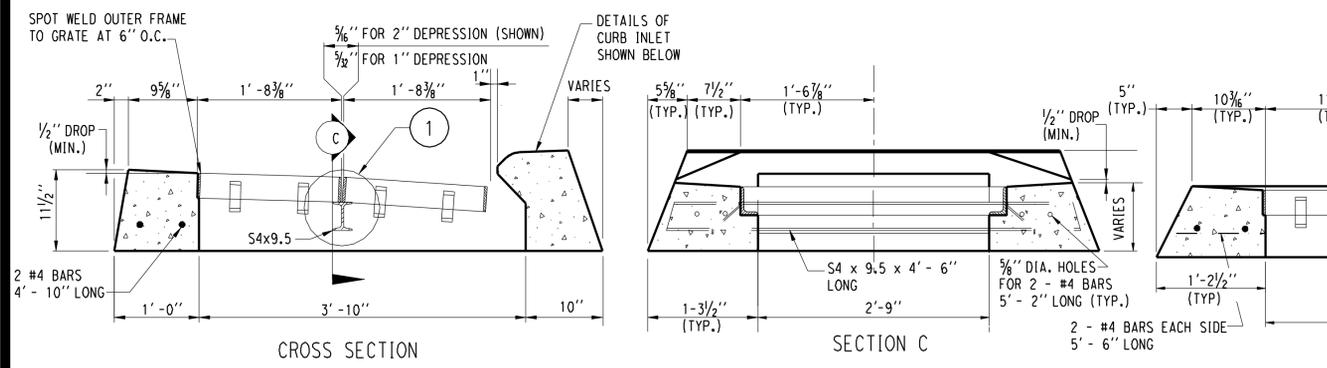
SUBMITTED BY: NAME/DATE/TIME:  
APPROVED BY: NAME/DATE/TIME:

CTDOT  
STANDARD SHEET  
OFFICE OF ENGINEERING

STANDARD SHEET TITLE:  
**MANHOLE - FRAME & COVER**  
STANDARD SHEET NO.:  
**HW-507\_10**



- GENERAL NOTES:
1. FOR DETAILS OF FRAME AND GRATE SEE STANDARD DRAWING 507-K.
  2. ALL STEEL, EXCEPT REINFORCING BARS, SHALL BE GALVANIZED IN CONFORMANCE WITH SECTION M06.03 OF STATE OF CONNECTICUT'S STANDARD SPECIFICATIONS.
  3. ALL BARS SHALL HAVE A MINIMUM 2" COVER.



REV.	DATE	REVISION DESCRIPTION	SHEET NO.

DESIGNER/DRAFTER: -  
 CHECKED BY: -  
 NOT TO SCALE

STATE OF CONNECTICUT  
 DEPARTMENT OF TRANSPORTATION

ENGINEER: OFFICE OF ENGINEERING  
 APPROVED BY: -  
 DATE: -

OFFICE OF ENGINEERING

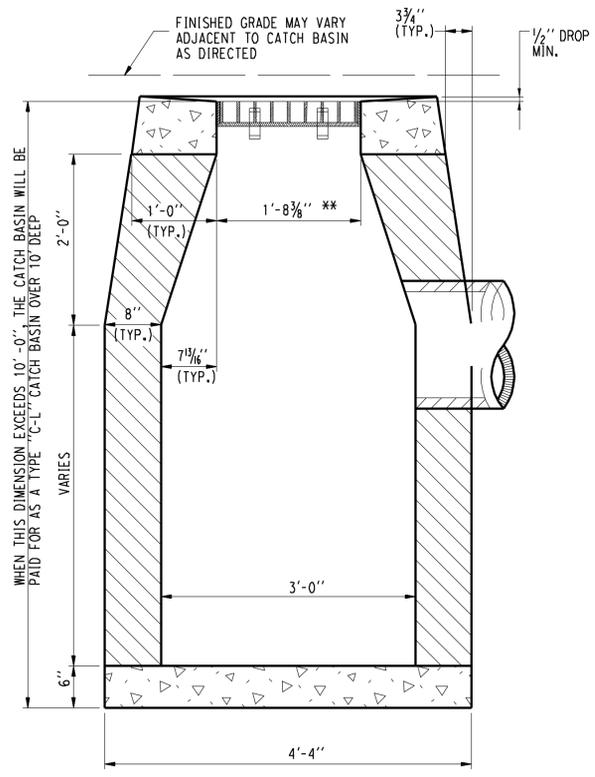
PROJECT TITLE:  
**FIREHOUSE NO. 2  
 1692 MAIN STREET  
 PARKING LOT REHABILITATION PROJECT**

TOWN:  
**EAST HARTFORD**

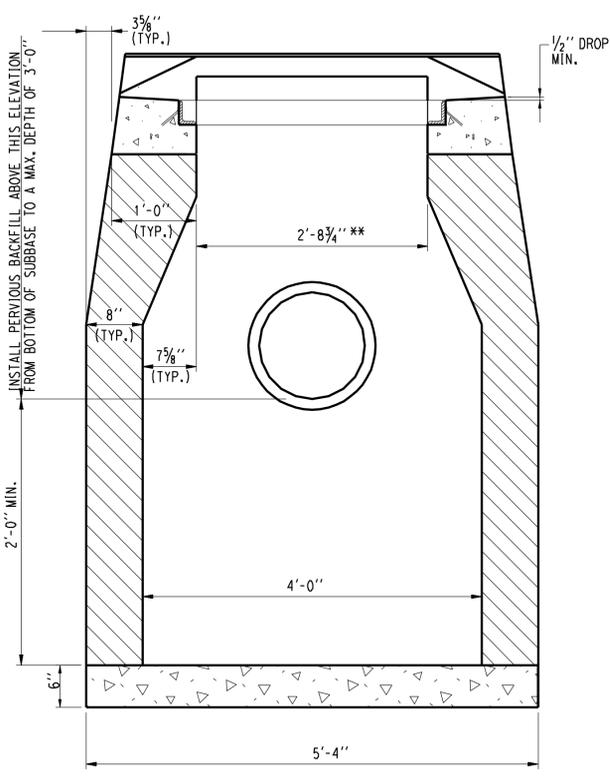
DRAWING TITLE: MISCELLANEOUS CONNECTICUT DETAIL  
 TYPE "C" AND "C-L" CATCH BASIN  
 TOPS AND CURBS

PROJECT NO.: -  
 DRAWING NO.: -  
 SHEET NO.: SHEET 11 OF 12

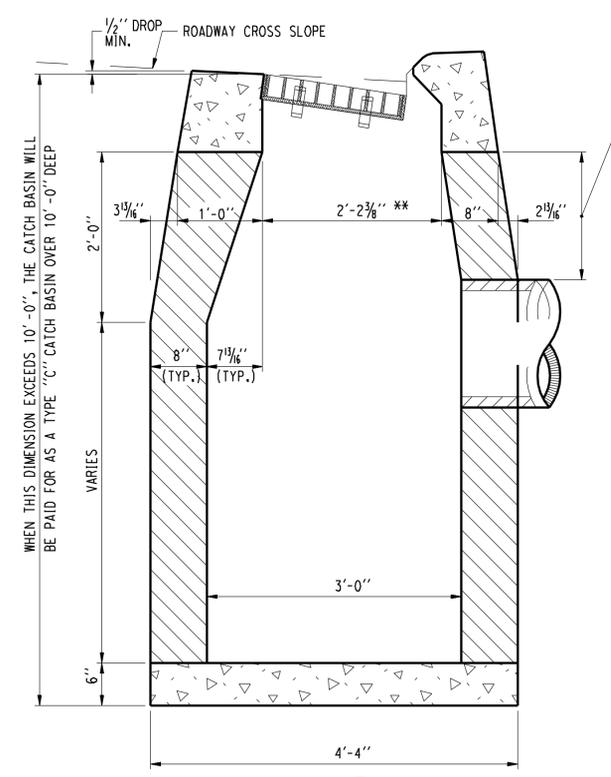
REVISED: 2-01-06



SECTION B  
TYPE "C-L" CATCH BASIN



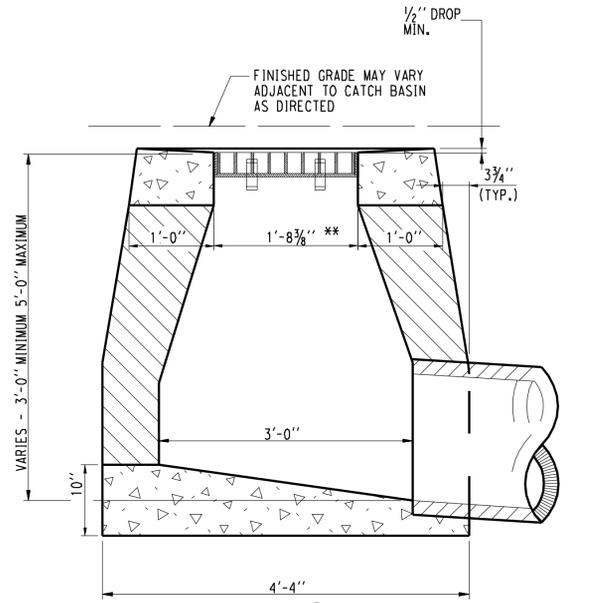
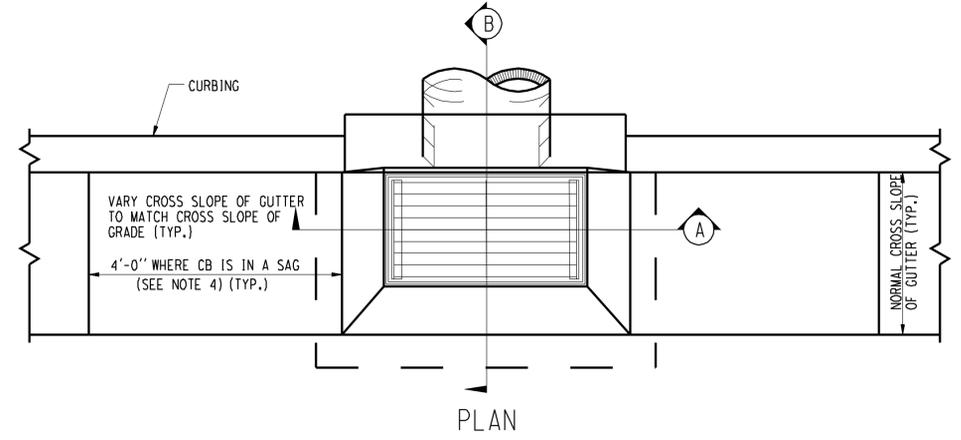
SECTION A  
TYPE "C" & "C-L" CATCH BASIN  
(TYPE "C" TOP SHOWN)



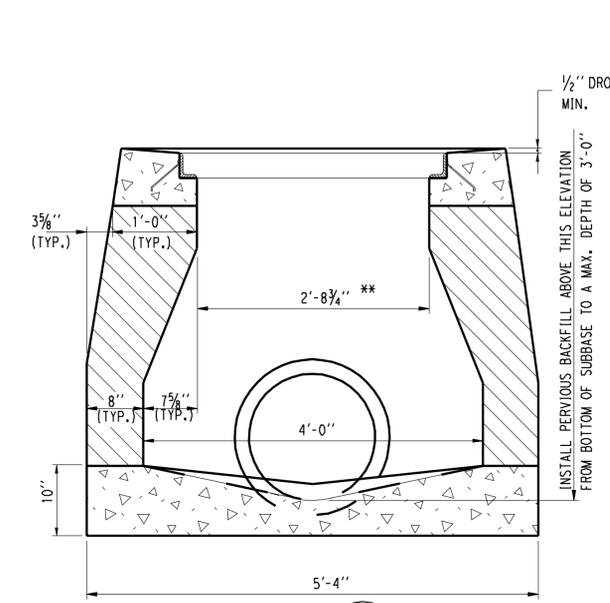
SECTION B  
TYPE "C" CATCH BASIN

UNLESS SPECIFICALLY ORDERED OTHERWISE, MINIMUM DEPTH UNDER TRAVELWAY IS 1'-7 1/2" AND UNDER UNTRAVELED AREAS IS 0'-3" (TYP.)

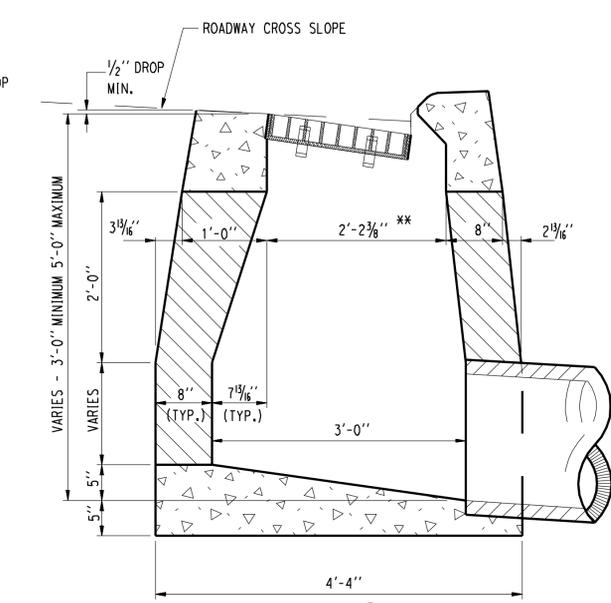
- GENERAL NOTES:
- FOR DETAILS OF FRAME AND GRATE SEE STANDARD DRAWING 507-K.
  - USE APPROPRIATE CONCRETE TOP FOR CURBING SHOWN ON PLANS. IF CURBING IS NOT SPECIFIED ON THE PLANS, IT SHALL BE CONSTRUCTED AS DIRECTED BY THE ENGINEER.
  - ALL FACES OF STRUCTURES IN CONTACT WITH CONCRETE PAVEMENT SHALL BE COVERED WITH A LAYER OF TAR PAPER OR APPROVED EQUAL. THE COST FOR THE PAPER SHALL BE INCLUDED IN THE BID PRICE FOR THE TYPE OF CATCH BASIN INSTALLED.
  - USE 6'-0" ON UPGRADE SIDE OF CONTINUOUS GRADE AND 1'-0" ON DOWNGRADE SIDE OF CONTINUOUS GRADE OR AS DIRECTED.
  - IF MASONRY UNITS ARE REQUIRED, THE BASIN SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE OVER ALL DIMENSIONS SHOWN HERE AND SECTION 5.07 OF THE STATE OF CONNECTICUT'S STANDARD SPECIFICATIONS. CORBELLING SHALL BE PERMITTED TO A MAXIMUM OF 3". NO PROJECTION SHALL EXTEND INSIDE THE LIMITS NOTED BY \*\*.
  - WALL THICKNESS OF ALL CB'S OVER 10' DEEP SHALL BE INCREASED TO 12" THICK. INSIDE DIMENSION SHALL REMAIN THE SAME. (12" THICKNESS WILL START AFTER THE FIRST 10').
  - TO CONVEY SUBSURFACE DRAINAGE, OPENINGS SHALL BE FORMED IN THE FOUR WALLS AT OR IMMEDIATELY ABOVE THE BOTTOM OF THE PERVIOUS BACKFILL.
  - MINIMUM CONCRETE COMPRESSIVE STRENGTH OF F'c = 4000 PSI SHALL BE OBTAINED PRIOR TO SHIPPING.
  - LATEST STATE OF CONNECTICUT'S STANDARD SPECIFICATIONS AND SUPPLEMENTALS SHALL GOVERN.



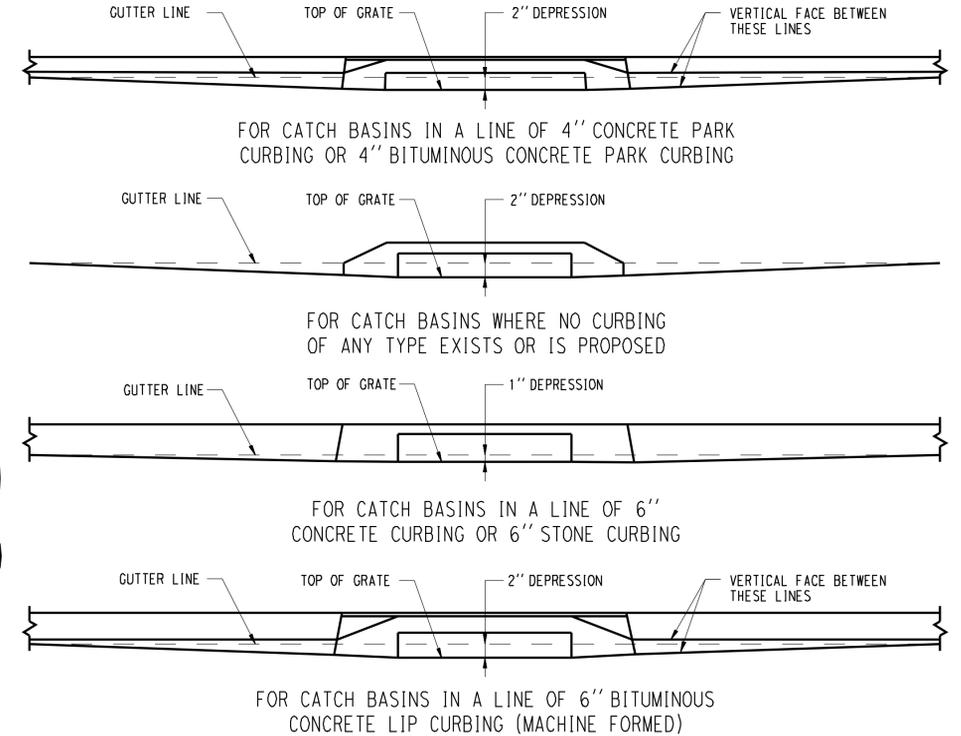
SECTION B  
TYPE "C-L" DROP INLET



SECTION A  
TYPE "C" & "C-L" DROP INLET  
(TYPE "C-L" TOP SHOWN)



SECTION B  
TYPE "C" DROP INLET



DETAILS OF DEPRESSED GUTTER STRIP FOR TYPE "C" CATCH BASIN

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

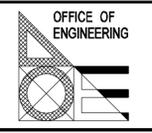
DESIGNER/DRAFTER: -
CHECKED BY: -
NOT TO SCALE

STATE OF CONNECTICUT  
DEPARTMENT OF TRANSPORTATION

ENGINEER: OFFICE OF ENGINEERING

APPROVED BY: -

DATE: -



PROJECT TITLE:  
**FIREHOUSE NO. 2  
1692 MAIN STREET  
PARKING LOT REHABILITATION PROJECT**

TOWN: <b>EAST HARTFORD</b>	PROJECT NO. -
DRAWING TITLE: MISCELLANEOUS CONNECTICUT DETAIL TYPE "C", "C-L" & DROP INLET CATCH BASINS	DRAWING NO. -
	SHEET NO. SHEET 12 OF 12

REVISED 2-01-06