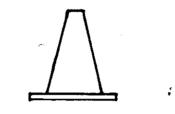
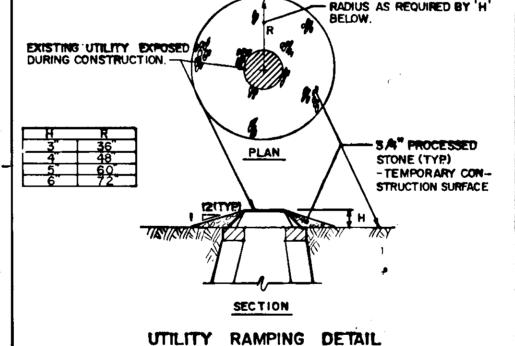


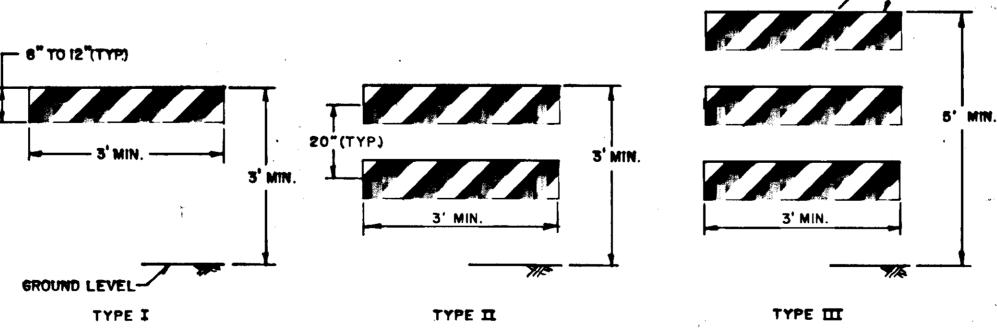
- THE ENGINEER RESERVES THE RIGHT TO REJECT ANY DRUM HE DEEMS NOT SUITABLE FOR PURPOSE INTENDED.
- THE WHITE STRIPES SHALL BE REFLECTIVE SHEETING ENCAPSULATED
- REFLECTORIZED STRIPES SHOULD NOT BE PLACED GVER THE PRO -TRUDING CIRCUMFERENTIAL RIBS OF THE DRUM.
- THOSE SECTIONS OF DRUM NOT COVERED WITH REFLECTORIZED STRIPES SHALL BE ORANGE, IN COLOR.

TRAFFIC CONE



- I. TRAFFIC CONES SHALL BE DESIGNED IN ACCORDANCE WITH THE " MAN-UAL ON UNIFORM TRAFFIC CONTROL DEVICES, CHAPTER VI, SECTION 6C - 3 CONE DESIGN."
- 2. CONES SHALL BE A MINIMUM OF 18" IN HEIGHT OR AS SPECIFIED. COLOR SHALL BE PREDOMINATELY FEDERAL ORANGE
- 3. PLASTIC CONES ARE TO BE COLOR IMPREGNATED.
- 4. RUBBER CONES ARE TO BE REFLECTORIZED WITH INTERIOR RIBS FOR
- CONE WALL THICKNESS MUST WITHSTAND IMPACT, WITHOUT DAMAGE TO EITHER CONE OR VEHICLE UPON IMPACT
- 6. THE ENGINEER RESERVES THE RIGHT TO REJECT ANY CONE HE DEEMS NOT SUITABLE FOR PURPOSE INTENDED.
- ALUMINUM BARRICADE FACE PANELS SHALL BE MOUNTED ON 3" OR 4"
- 2. MARKINGS FOR BARRICADE FACE PANELS SHALL BE ALTERNATE OR-ANGE AND WHITE STRIPES SLOPING DOWNWARD IN THE DIRECTION TRAFFIC IS TO PASS. 6" WIDE STRIPES AT A 45° ANGLE SHALL BE
- THE ENTIRE AREA OF ORANGE AND WHITE STRIPES SHALL BE REFLEC-TIVE SHEETING - ENCAPSULATED LENS. BARRICADE FACE PANELS AS NOTED SHALL BE REFLECTORIZED ON BOTH SIDES. WHERE TRAFFIC PASSES ONLY IN ONE DIRECTION OF TRAVEL, ONLY THE SIDE FACING TRAFFIC SHALL BE REFLECTORIZED.
- 4. ALUMINUM BARRICADE FACE PANELS SHALL HAVE ROUNDED CORNERS.
- THE ENGINEER RESERVES THE RIGHT TO REJECT ANY BARRICADE FACE PANEL WHICH HE DEEMS HAZARDOUS, AND NOT IN THE BEST INTEREST OF THE MOTORING PUBLIC, OR NOT SUITABLE FOR PURPOSE





ALUMINUM BARRICADE FACE PANELS

| | | SUPV. | JAC | GRAPHIC | SCALES |
|-----------|-----------|--------|-------------|---------|--------|
| | | DESIGN | MDH | | |
| | | DRAWN | JRM | | |
| 2 9-9-9 | | CHECKE | DAEC | | |
| NO. I DAT | REVISIONS | DATE | 03 · 05 ·86 | t | |

ROADWAY RECONSTRUCTION HARTFORD, CONNECTICUT



Hayden | Wegman

• WEST HARTFORD • BOSTON . NEW YORK . ATLANTA MAGARA . WEST PALM BEACH

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

DAYBOOK NO. OII OI 8 G.

TRAFFIC PHASING DETAILS FOR CONSTRUCTION SIGNING

DATE 4-21-87

AND CHANNELIZATION

E88-26 Contract No. E87-23R Job No. 85253

STREET LEGALLY CLOSED M ACCORDANCE WITH SPECIAL ACT IPPROVED MAY 26, 1939 AS AMENDED... PASS AT YOUR OWN RISK

STEEL FOR POST SHALL CONFORM TO MECHANICAL REQUIREMENTS OF ASTM A499 -BI GRADE 60 AND TO CHEMICAL REQUIREMENTS OF ASTM AI - 76 CARBON STEEL TEE RAIL HAVING NORMAL WEIGHT OF 91 LB OR GREATER PER LINEAR YARD.

TYPICAL SIGN POST DETAILS

TRAFFIC

SIZE .(NCHES)

30" × 36"

(LT)

SUPPORTS

SUPPORTS

2

AHEAD MIRECTOR OF PUBLIC WORK SUPPORTS 30" × 16" 48" × 18"

48" × 18"

31b | 1 5/8" | 1 3/4" | 3 1/2' 3 lb | 1 5/16" | 1 7/8" | 3 1/2 3/8"DIA. HOLES-1"O.C. AS REQ

(R)

TRAFFIC PHASING

(REFER TO TRAFFIC PHASING)

NOTES:

WORK SHALL CONSIST OF THE SECTION INDICATED. DURING STEPS

EACH SECTION SHALL BE COMPLETED IN SEQUENCE UNLESS THE

" NO PARKING / TOW ZONE" SIGNS. SEE NOTE 7 BELOW.

AT ALL TIMES EXCEPT DURING STEPS 7 AND 8.

WORK CONCURRENTLY.

I & 2, THE WORK SITE SHALL BE POSTED WITH TEMPORARY " NO

PARKING / TOW ZONE " SIGNS & TRAFFIC SHALL BE MAINTAINED IN BOTH DIRECTIONS. THE CONTRACTOR SHALL CONFINE HIS EQUIPMENT TO THE PARKING LANE DURING STEP I & 2. DURING ALL OTHER STEPS,

BOTH SIDES OF THE STREET SHALL BE POSTED WITH TEMPORARY

CONTRACTOR RECEIVES APPROVAL FROM THE CITY OF HARTFORD

CHIEF OF TRANSPORTATION THROUGH THE ENGINEER TO CONDUCT

DURING STEPS 3 THRU 8, STREETS SHALL BE CLOSED TO ALL THRU

INDICATED. ACCESS FOR EMERGENCY VEHICLES SHALL BE PROVIDED

AT ALL TIMES. ACCESS TO LOCAL DRIVEWAYS SHALL BE PROVIDED

TRACTOR MAY REQUEST APPROVAL FROM THE CITY OF HARTFORD TO WAIT AND PAVE THE

TRAFFIC. TRAFFIC SHALL BE DETOURED USING DETOUR ROUTES

4. IF STREET CONDITIONS ARE PROPERLY PROTECTED FOR TRAFFIC AS

TATION THROUGH THE ENGINEER PRIOR TO STEP 6. THE CON-

DETERMINED BY THE CITY OF HARTFORD'S CHIEF OF TRANSPOR -

ENTIRE PROJECT AT THE SAME TIME, UTILIZING APPROVED DETOUR ROUTES.

ONE (I) PRIVATE DUTY POLICE OFFICER FROM THE CITY OF HARTFORD SHALL BE ON DUTY DURING STEPS 3 THRU 8 AS REQUIRED BY THE ENGINEER. POLICE OFFICERS ARE TO BE INVOICED DIRECTLY TO THE

CONTRACTOR. DURING ALL PHASES, THE WORK SITE SHALL BE KEPT SAFE

AND PASSABLE BY RAMPING AROUND THE PLACEMENT OF TRAFFIC DRUMS AND

CONTRACTOR AND BILLED TO THE CITY WITH NO MARK-UP BY THE

ZONE" SIGNS FROM THE CITY OF HARTFORD SIGN SHOP AND RETURN THEM AT THE CONCLUSION OF THE WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOSS OR DAMAGE OF THESE SIGNS, AT THE RATE OF \$10.00 PER SIGN.

SIGN AND LETTERING SPECIFICATIONS ARE AVAILABLE UPON REQUEST FROM THE CITY OF HARTFORD. ALL OTHER TRAFFIC CONTROL DE-

VICES FOR M & P SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, PART VI "TRAFFIC CONTROLS FOR STREET AND HIGHWAY CONSTRUCTION AND MAINTENANCE OPER-

8. "ROAD CLOSED" SIGNS SHALL BE POSTED AT THE BEGINNING OF THE WORK SITE.

(CA)

SUPPORTS

CLOSED

AHEAD

SIZE { INCHES }

36" × 36"

FLASHING LIGHTS AT ALL UTILITIES OR AS DIRECTED BY THE ENGINEER.

6. THE CONTRACTOR SHALL OBTAIN TEMPORARY "NO PARKING/TOW