

TRAFFIC PHASING PLAN

- LEGEND:**
RC = STREET LEGALLY CLOSED
LT = DETOUR (LEFT)
RT = DETOUR (RIGHT)
CA = ROAD CLOSED AHEAD
LT = LOCAL TRAFFIC ONLY
C = ROAD CLOSED
- Work Schedule**
* STEP 1. Remove / reset curbing (as req.)
STEP 2. Const. prop. conc. sidewalk and driveways.
STEP 3. Const. catch basin / underdrain.
STEP 4. Excavate.
STEP 5. Replace processed stone subbase (for total reconstruction) / Reconstituted base course (for alternate bid item)
STEP 6. Adjust existing utilities / catch basin to grade
STEP 7. Place pre-mix bit. conc. binder course
STEP 8. Place bit. conc. surface course and const. b.c.c.

TOTAL RECONSTRUCTION
(Refer to work schedule)

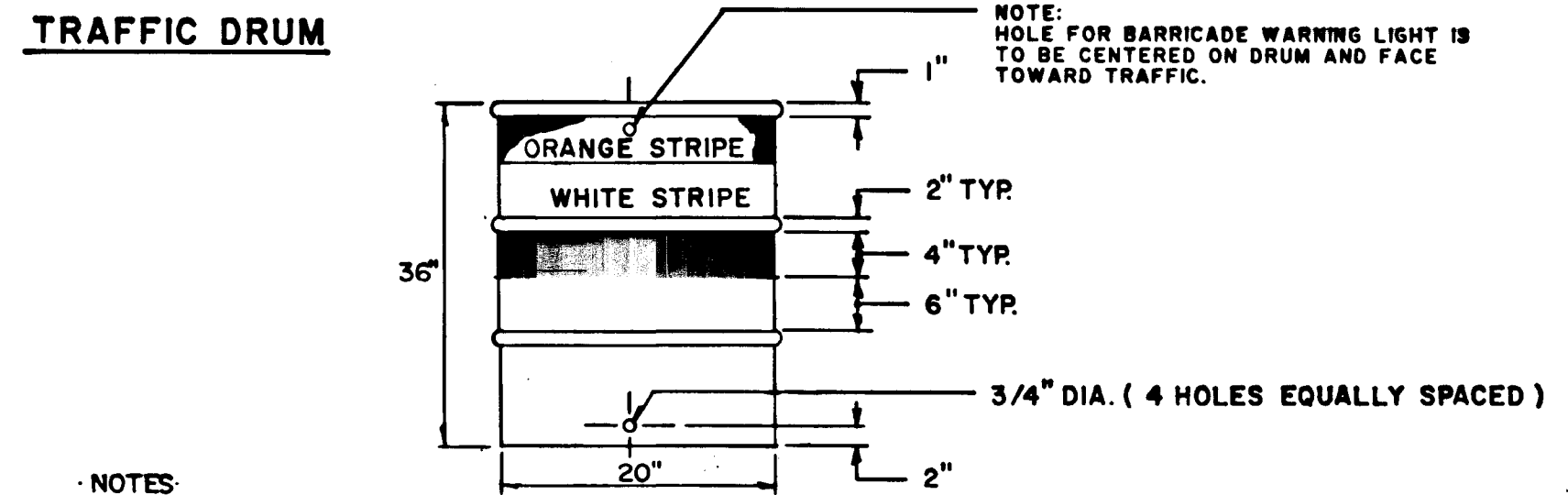
WAVERLY STREET
From Cemetery to Tower Avenue.

MELROSE STREET
From Tower Avenue to Rosemont Street.

ADDISON STREET
From Tower Avenue to Rosemont Street.

STRIP BITUMINOUS CONCRETE SURFACE
(Refer to work schedule except for step 5, grade, repair and compact base as required.)

* On streets narrower than 30', this work shall be done on one side at a time.

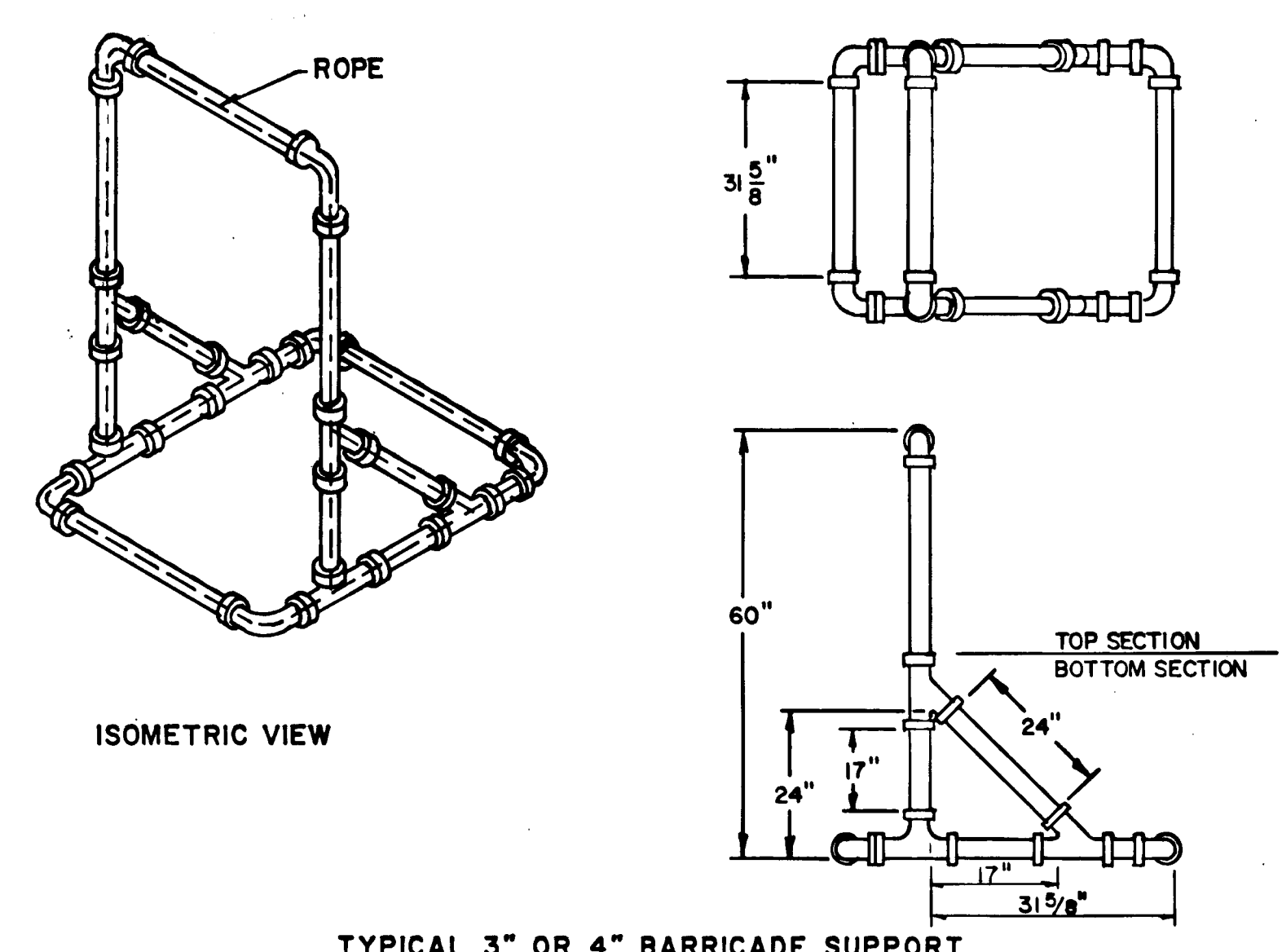


- NOTES:**
1. TRAFFIC DRUMS MAY BE CONSTRUCTED OF STEEL OR PLASTIC.
 2. TRAFFIC DRUM SHALL BE DESIGNED IN ACCORDANCE WITH THE SPECIFICATIONS.
 3. THE ENGINEER RESERVES THE RIGHT TO REJECT ANY DRUM HE DEEMS NOT SUITABLE FOR PURPOSE INTENDED.
 4. THE WHITE STRIPES SHALL BE REFLECTIVE SHEETING - ENCAPSULATED LENS.
 5. REFLECTORIZED STRIPES SHOULD NOT BE PLACED OVER THE PROTRUDING CIRCUMFERENTIAL RIBS OF THE DRUM.
 6. THOSE SECTIONS OF DRUM NOT COVERED WITH REFLECTORIZED STRIPES SHALL BE ORANGE, IN COLOR.

- TRAFFIC CONE**
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- NOTES:**
1. TRAFFIC CONES SHALL BE DESIGNED IN ACCORDANCE WITH THE "MANUAL 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 RIGIDITY.
 5. 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.

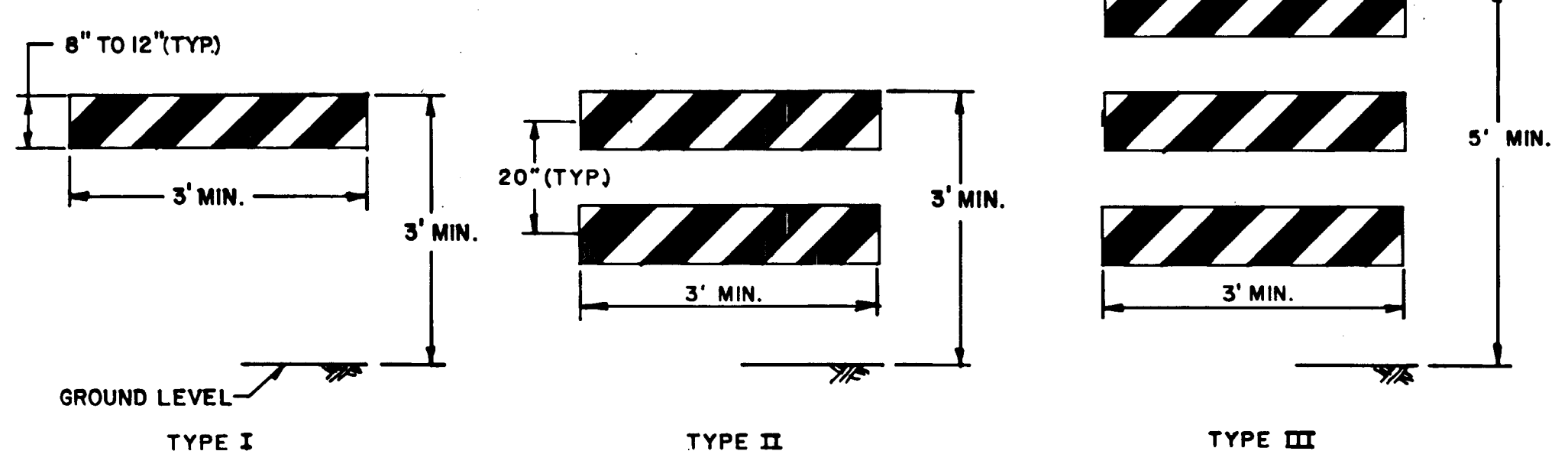
- TRAFFIC PHASING**
(REFER TO TRAFFIC PHASING)
- NOTES:**
1. WORK SHALL CONSIST OF THE SECTION INDICATED, DURING STEPS 1 & 2. THE WORK SITE SHALL BE POSTED WITH TEMPORARY "NO PARKING / TOW ZONE" SIGNS & TRAFFIC SHALL BE MAINTAINED IN BOTH DIRECTIONS. THE CONTRACTOR SHALL CONFINED HIS EQUIPMENT TO THE PARKING LANE DURING STEP 1 & 2. DURING ALL OTHER STEPS, BOTH SIDES OF THE STREET SHALL BE POSTED WITH TEMPORARY "NO PARKING / TOW ZONE" SIGNS. SEE NOTE 7 BELOW.
 2. EACH SECTION SHALL BE COMPLETED IN SEQUENCE UNLESS THE CONTRACTOR RECEIVES APPROVAL FROM THE CITY OF HARTFORD CHIEF OF TRANSPORTATION THROUGH THE ENGINEER TO CONDUCT WORK CONCURRENTLY.
 3. DURING STEPS 3 THRU 8, STREETS SHALL BE CLOSED TO ALL THRU TRAFFIC. TRAFFIC SHALL BE DETOURED USING DETOUR ROUTES INDICATED. ACCESS FOR EMERGENCY VEHICLES SHALL BE PROVIDED AT ALL TIMES. ACCESS TO LOCAL DRIVEWAYS SHALL BE PROVIDED AT ALL TIMES EXCEPT DURING STEPS 7 AND 8.
 4. IF STREET CONDITIONS ARE PROPERLY PROTECTED FOR TRAFFIC AS DETERMINED BY THE CITY OF HARTFORD'S CHIEF OF TRANSPORTATION THROUGH THE ENGINEER PRIOR TO STEP 6, THE CONTRACTOR MAY REQUEST APPROVAL FROM THE CITY OF HARTFORD TO WAIT AND PAVE THE ENTIRE PROJECT AT THE SAME TIME, UTILIZING APPROVED DETOUR ROUTES.
 5. WARNING & CONSTRUCTION SIGNS SHALL FOLLOW THE SPECIFICATIONS OF CONN.D.O.T. CATALOG OF SIGNS, A COPY OF WHICH IS AVAILABLE FOR REVIEW AT THE OFFICE OF THE CITY OF HARTFORD CHIEF OF TRANSPORTATION.
 6. ONE (1) 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 AND BILLED TO THE CITY WITH NO MARK-UP BY THE CONTRACTOR. DURING ALL PHASES, THE WORK SITE SHALL BE KEPT SAFE AND PASSABLE BY RAMPING AROUND THE PLACEMENT OF TRAFFIC DRUMS AND FLASHING LIGHTS AT ALL UTILITIES OR AS DIRECTED BY THE ENGINEER.
 7. THE CONTRACTOR SHALL OBTAIN TEMPORARY "NO PARKING/TOW 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.
 8. SIGN AND LETTERING SPECIFICATIONS ARE AVAILABLE UPON REQUEST FROM THE CITY OF HARTFORD. ALL OTHER TRAFFIC CONTROL DEVICES 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 OPERATIONS.
 9. "ROAD CLOSED" SIGNS SHALL BE POSTED AT THE BEGINNING OF THE WORK SITE.

- NOTES:**
1. DIMENSIONS ARE APPROXIMATE.
 2. BOTTOM SECTION MAY BE FILLED WITH SAND FOR BALLAST.
 3. SUPPORT SHALL BE LOOSELY THREADED WITH ROPE, KNOTTED AS REQUIRED.

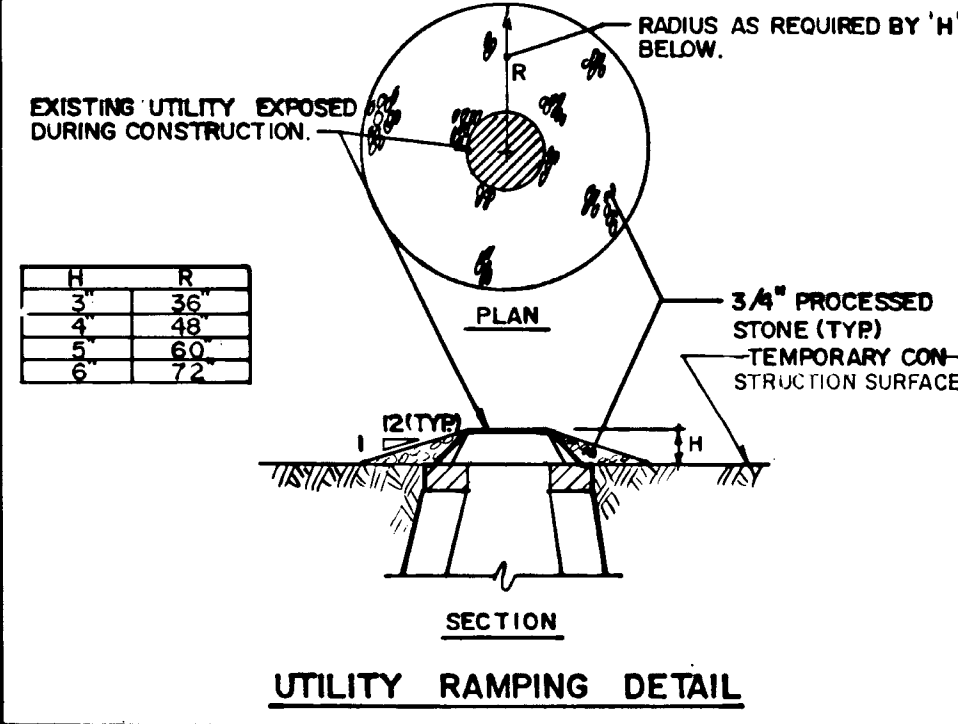


TYPICAL 3" OR 4" BARRICADE SUPPORT

- NOTES:**
1. ALUMINUM BARRICADE FACE PANELS SHALL BE MOUNTED ON 3" OR 4" P.V.C. BARRICADE SUPPORT.
 2. MARKINGS FOR BARRICADE FACE PANELS SHALL BE ALTERNATE ORANGE AND WHITE STRIPES SLOPING DOWNWARD IN THE DIRECTION TRAFFIC IS TO PASS. 6" WIDE STRIPES AT A 45° ANGLE SHALL BE USED.
 3. THE ENTIRE AREA OF ORANGE AND WHITE STRIPES SHALL BE REFLECTIVE 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.
 5. 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 INTENDED.



ALUMINUM BARRICADE FACE PANELS

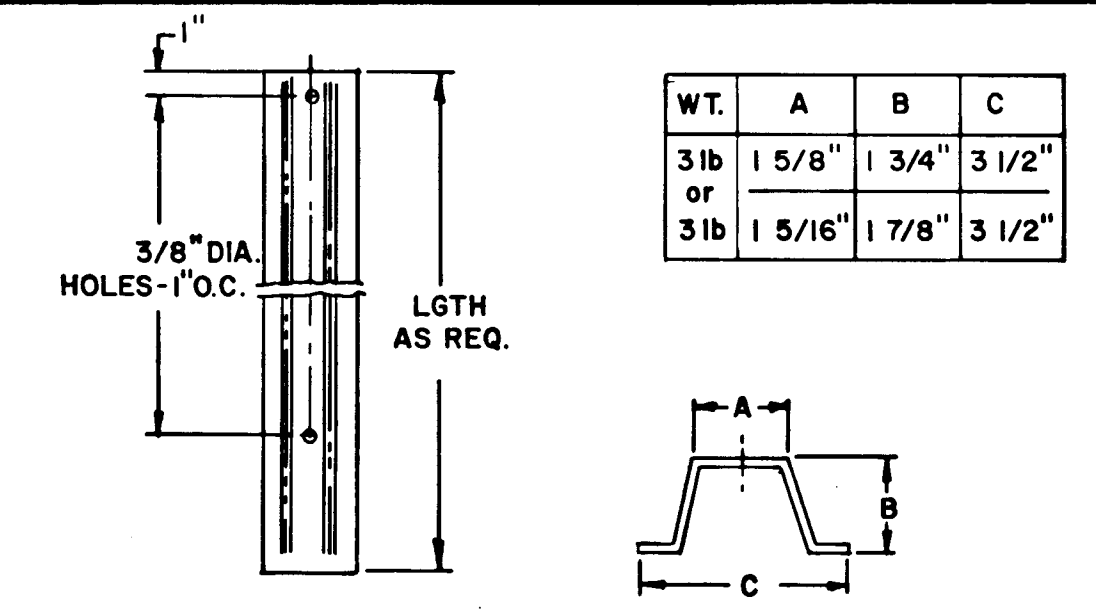


ROAD CLOSED AHEAD (CA)		
SIZE (INCHES)	SUPPORTS	
36" x 36"	1	

LOCAL TRAFFIC ONLY (LT)		
SIZE (INCHES)	SUPPORTS	
30" x 36"	2	

DETOUR (L) (R)		
SIZE (INCHES)	SUPPORTS	
48" x 18"	2	
48" x 18"	2	

STREET LEGALLY CLOSED (RC)		
SIZE (INCHES)	SUPPORTS	
30" x 18"	2	



NOTES:
STEEL FOR POST SHALL CONFORM TO MECHANICAL REQUIREMENTS OF ASTM A499 - B1 GRADE 60 AND TO CHEMICAL REQUIREMENTS OF ASTM A1 - 76 CARBON STEEL TEE RAIL HAVING NORMAL WEIGHT OF 91 LB OR GREATER PER LINEAR YARD.

TYPICAL SIGN POST DETAILS

REVISIONS		
NO.	DATE	DESCRIPTION

SUPV. JAC
DESIGN MDH/AEC
DRAWN JRM
CHECKED AEC
DATE 01-30-86

ROADWAY RECONSTRUCTION
HARTFORD, CONNECTICUT



Hayden | Wegman
Consulting Engineers
• WEST HARTFORD •
BOSTON • NEW YORK • ATLANTA
NIAGARA • WEST PALM BEACH

CITY OF HARTFORD, CONNECTICUT
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING SERVICES
DAYBOOK NO. 011012
DATE

TRAFFIC PHASING DETAILS FOR CONSTRUCTION SIGNING AND CHANNELIZATION		
Contract No. E86-9	Job No. 852534	SHEET I-7 OF