

LEGEND:

RC = STREET LEGALLY CLOSED
L = DETOUR (LEFT)
R = DETOUR (RIGHT)

CA = ROAD CLOSED AHEAD

LT = LOCAL TRAFFIC ONLY

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.l.c.

TOTAL RECONSTRUCTION (Refer to work schedule)

COTSWOLD STREET

From Overlook Terrace to Homewood Place
From Homewood Place to Community Place
From Community Place to Overlook Terrace
WATERFORD STREET

From Montrose Street to Overlook Terrace

STRIP EXISTING BIT. CONC. SURFACE

(Refer to work schedule except step 5, "grade, repair and compact base as required.")

GIDDINGS STREET
From New Britain Avenue to Dexter Street

HARVARD STREET
From Mountain Street to Freeman Street

From Mountain Street to Freeman Street From Freeman Street to White Street

PRINCETON STREET
From Roger Street to Hillside Avenue
ROGER STREET

From Amherst Street to Exeter Street
From Colby Street to White Street
From White Street to Oliver Street

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

TRAFFIC DRUM NOTE: HOLE FOR BARRICADE WARNING LIGHT IS TO BE CENTERED ON DRUM AND FACE TOWARD TRAFFIC. ORANGE STRIPE WHITE STRIPE 4"TYP. 6"TYP. 3/4" DIA. (4 HOLES EQUALLY SPACED)

I TRAFFIC DRUMS MAY BE CONSTRUCTED OF STEEL OR PLASTIC

- 2 TRAFFIC DRUM SHALL BE DESIGNED IN ACCORDANCE WITH THE SPEC IFICATIONS.
- 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
- REFLECTORIZED STRIPES SHOULD NOT BE PLACED OVER THE PRO TRUDING CIRCUMFERENTIAL RIBS OF THE DRUM.
- 6 THOSE SECTIONS OF DRUM NOT COVERED WITH REFLECTORIZED

STRIPES SHALL BE ORANGE, IN COLOR.

TRAFFIC CONE



NOTES:

- 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 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.

NOTES:

DIMENSIONS ARE APPROXIMATE.

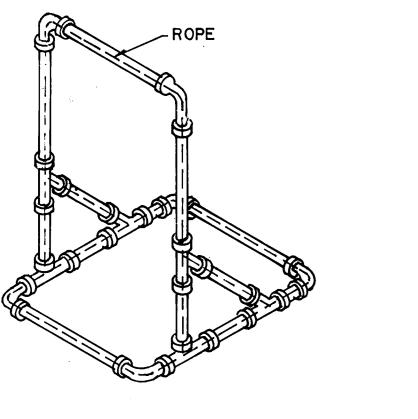
ISOMETRIC VIEW

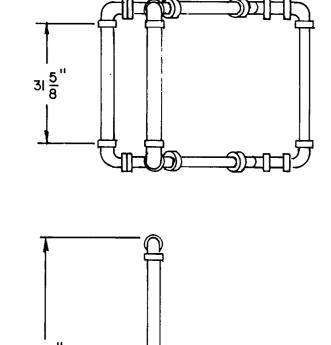
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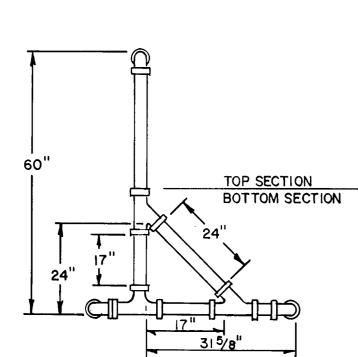
REVISIONS

O. DATE

- 2. BOTTOM SECTION MAY BE FILLED WITH SAND FOR BALLAST.
- 3. SUPPORT SHALL BE LOOSELY THREADED WITH ROPE, KNOTTED AS REQUIRED.







GRAPHIC SCALES

TYPICAL 3" OR 4" BARRICADE SUPPORT

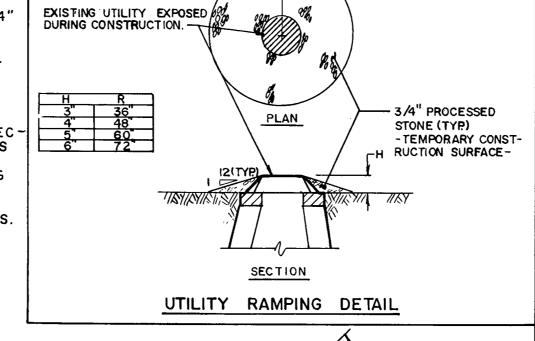
A.R.W

9 · 20 · 85

NOTES:

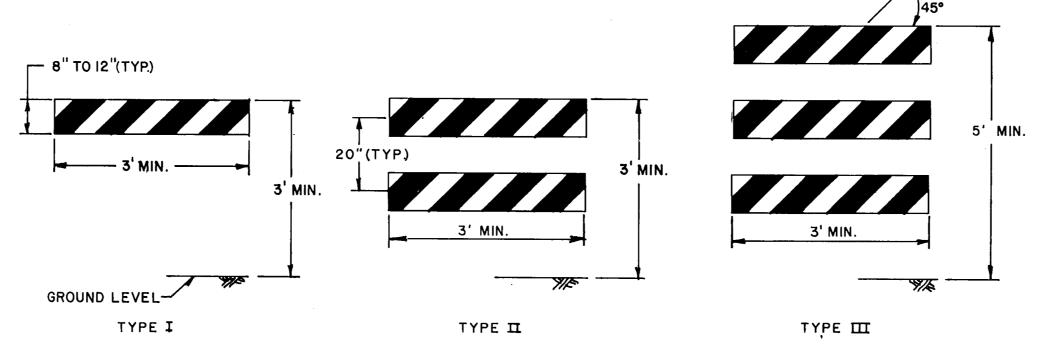
I. ALUMINUM BARRICADE FACE PANELS SHALL BE MOUNTED ON 3" OR 4" P.V.C. BARRICADE SUPPORT.

- 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 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.



- Radius as required by 'h'

BELOW.



ALUMINUM BARRICADE FACE PANELS

CONSTRUCTION BARRICADES

NOTE: CHECK GRAPHIC SCALES BEFORE USING DRAWINGS

M.D.H.
N.T.S.

WN J.R.M.

ROADWAY RECONSTRUCTION
HARTFORD, CONNECTICUT



Hayden | Wegman Consulting Engineers

• WEST HARTFORD •

BOSTON • NEW YORK • ATLANTA

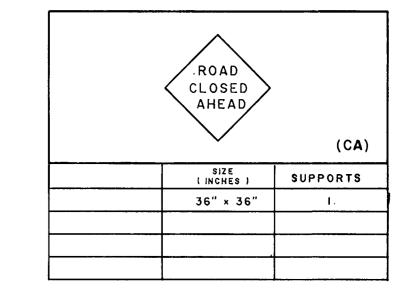
NIAGARA • WEST PALM BEACH

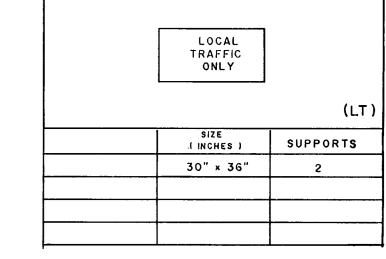
TRAFFIC PHASING

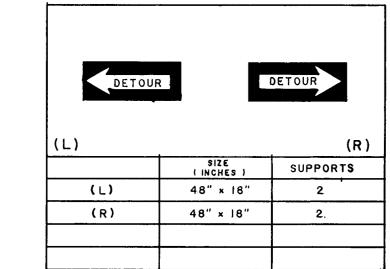
(REFER TO TRAFFIC PHASING)

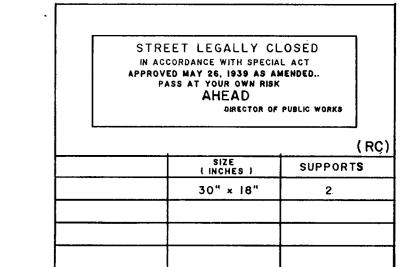
NOTES:

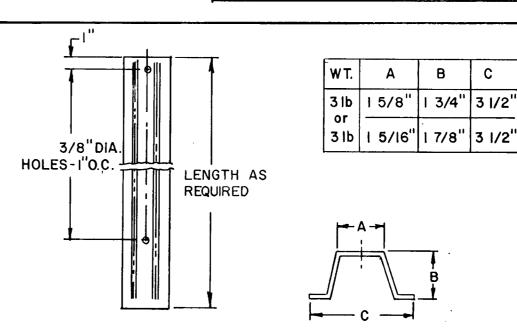
- I. WORK SHALL CONSIST OF THE SECTION INDICATED. DURING STEPS
 I & 2, THE WORK SITE SHALL BE POSTED WITH TEMPORARY "NO
 PARKING / TOW ZONE "SIGNS & TRAFFIC SHALL BE MAINTAINED IN
 BOTH DIRECTIONS. THE CONTRACTOR SHALL CONFINE HIS EQUIPMENT
 TO THE PARKING LANE DURING STEP I & 2. DURING ALL OTHER STEPS,
 BOTH SIDES OF THE STREET SHALL BE POSTED WITH TEMPORARY
 "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 TRANSPOR TATION 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.
- 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 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 WORKSITE











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

CITY OF HARTFORD, CONNECTICUT

DEPARTMENT OF PUBLIC WORKS

BUREAU OF ENGINEERING SERVICES

DATE

TRAFFIC PHASING
DETAILS FOR CONSTRUCTION SIGNING
AND CHANNELIZATION

DAYBOOK NO. OI 1005

Contract No. E86-2 Job No. 852534

NOTES:

SHEET

I-8