

TRAFFIC PHASING PLAN

LEGEND:

RC = STREET LEGALLY CLOSED  
L = DETOUR (LEFT)  
R = 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)  
Adjust existing utilities / catch basin to grade  
STEP 6. Place pre-mixed bit. conc. base  
STEP 7. Place bit. conc. surface course and const. b.c.i.c.

TOTAL RECONSTRUCTION

Refer to work schedule

ARNOLD STREET  
FROM LEDGER ST. TO HILLSIDE AVE.  
FROM HILLSIDE AVE. TO ZION ST.

BELMONT STREET  
FROM BARTHOLOMEW AVE. TO ROSE ST.

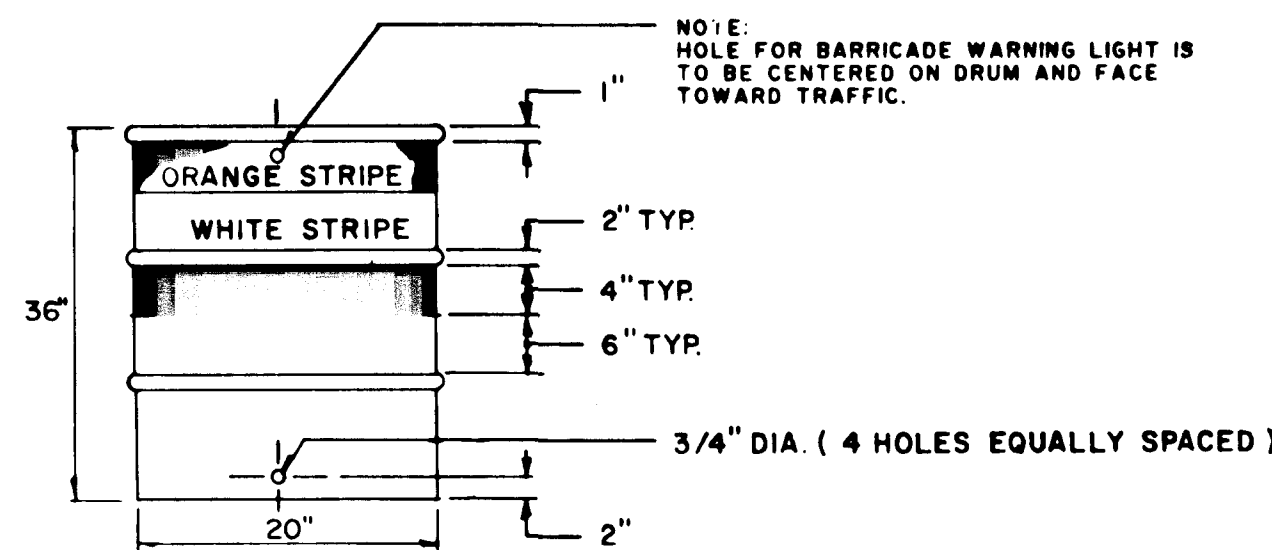
ROSE STREET  
FROM BARTHOLOMEW AVE. TO BELMONT ST.

SQUIRE STREET  
FROM WARD ST. TO PARK ST.

HUNGERFORD ST.  
FROM PARK ST. TO GRAND ST.  
FROM GRAND ST. TO RUSS ST.  
FROM RUSS ST. TO CAPITOL AVE.

\*"NO PARKING" SIGNS SHALL BE POSTED ON BOTH SIDES OF BELMONT ST., ROSE ST. AND SQUIRE ST. DURING ALL ACTIVITIES.

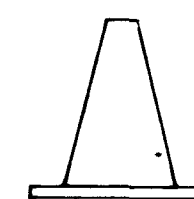
TRAFFIC DRUM



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 PROFILING CIRCUMFERENTIAL RIBS OF THE DRUM.  
6. THOSE SECTIONS OF DRUM NOT COVERED WITH REFLECTORIZED STRIPES SHALL BE ORANGE, IN COLOR

TRAFFIC CONE

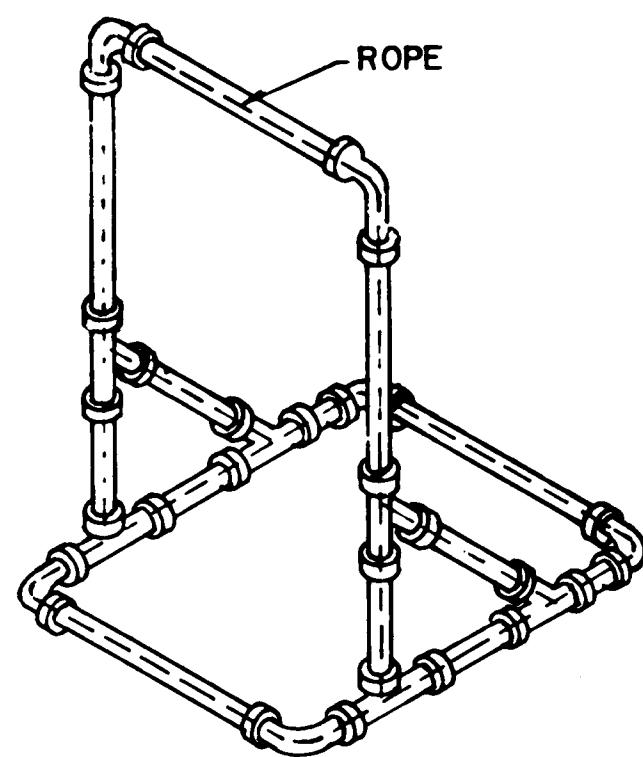


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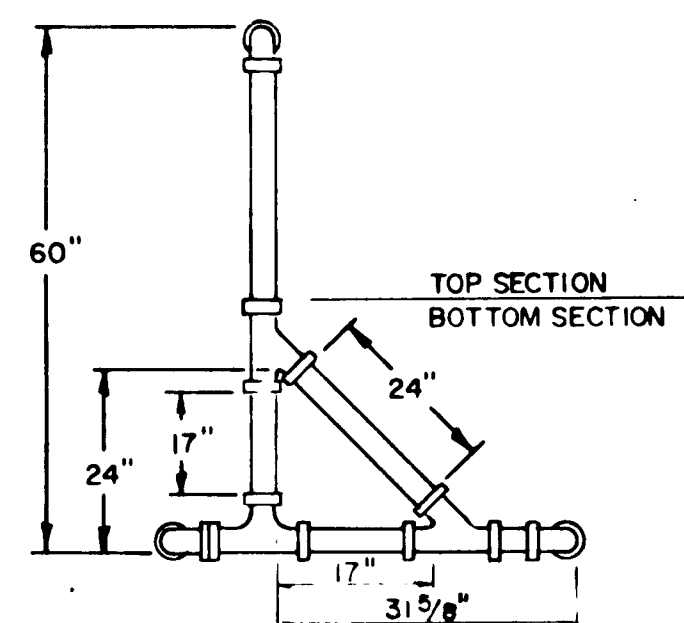
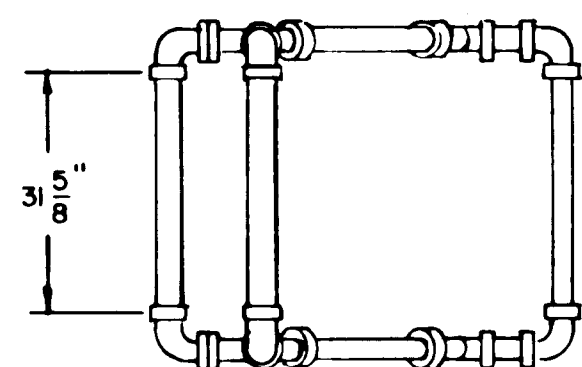
1. TRAFFIC CONES SHALL BE DESIGNED IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CHAPTER VI, SECTION 6C - 3 CONE DESIGN."  
2. CONES SHALL BE A MINIMUM OF 18" IN HEIGHT OR AS SPECIFIED. COLOR SHALL BE PREDOMINATELY FEDERAL ORANGE.  
3. PLASTIC CONES ARE TO BE COLOR IMPREGNATED.  
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.

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.



ISOMETRIC VIEW

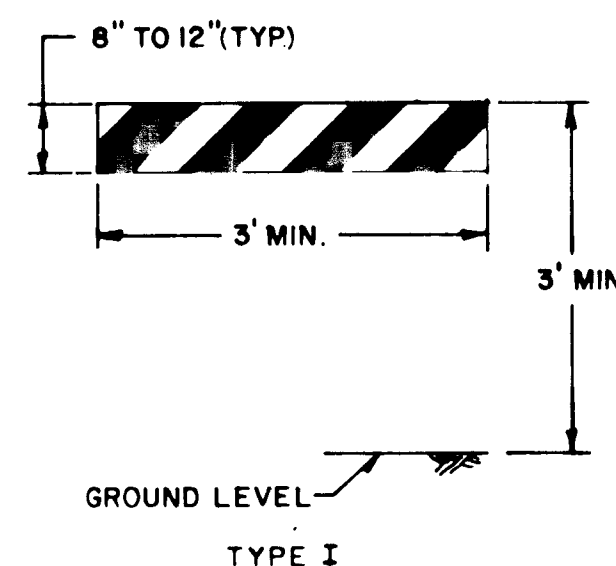


TYPICAL 3" OR 4" BARRICADE SUPPORT

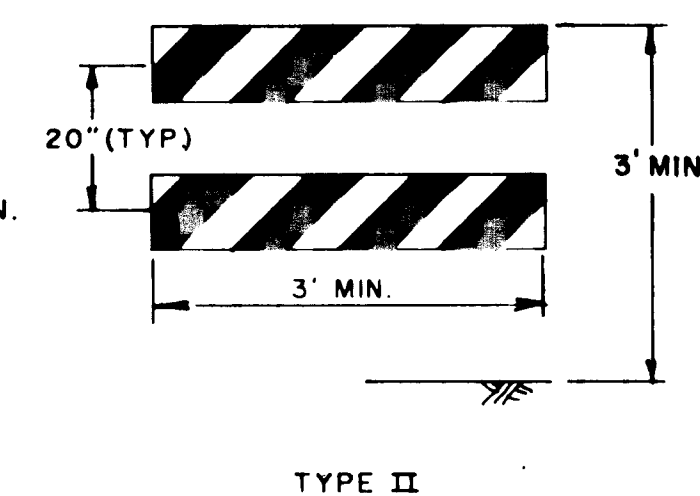
NOTE: CHECK GRAPHIC SCALES BEFORE USING DRAWINGS

NOTES

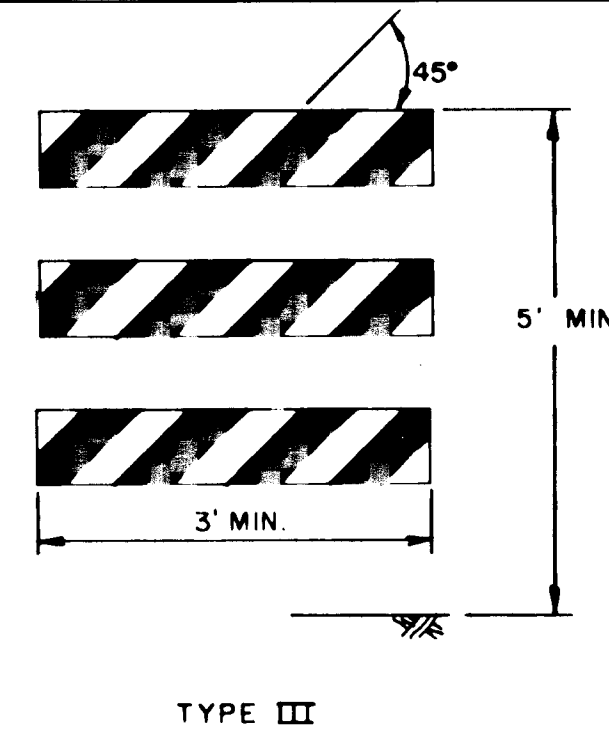
1. ALUMINUM BARRICADE FACE PANELS SHALL BE MOUNTED ON 3" OR 4" P.V.C. BARRICADE SUPPORT.  
2. MARKINGS FOR BARRICADE FACE PANELS SHALL BE ALTERNATE ORANGE AND WHITE STRIPES SLOPING DOWNWARD IN THE DIRECTION TRAFFIC IS TO PASS. 6" WIDE STRIPES AT A 45° ANGLE SHALL BE USED.  
3. THE ENTIRE AREA OF ORANGE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



TYPE I

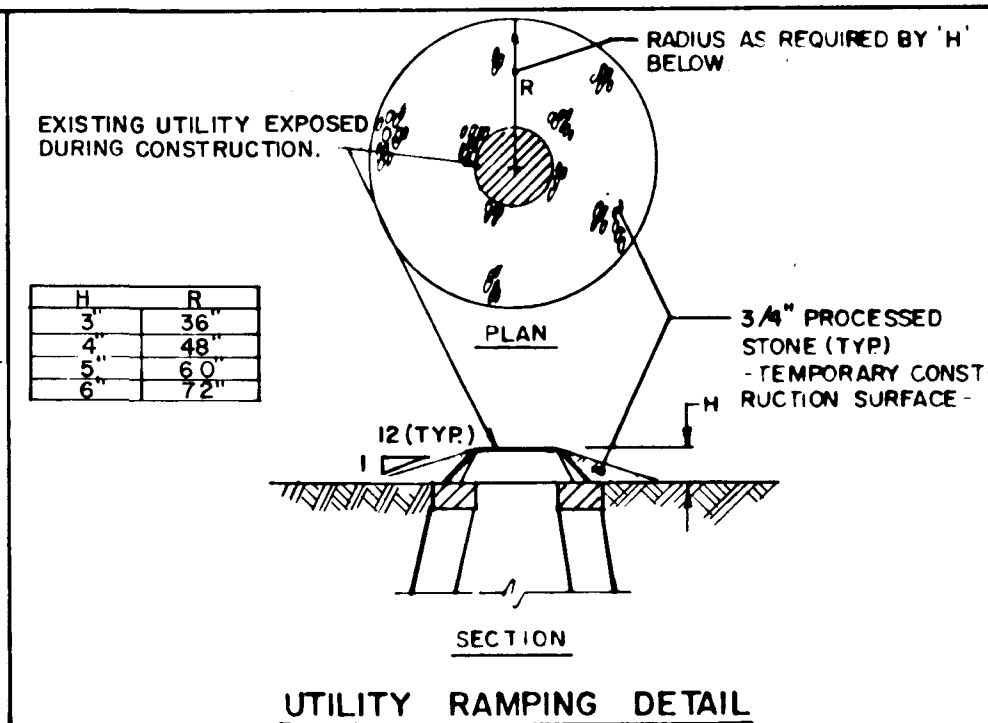


TYPE II



TYPE III

ALUMINUM BARRICADE FACE PANELS



UTILITY RAMPING DETAIL

TRAFFIC PHASING

(REFER TO TRAFFIC PHASING PLAN)

NOTES:

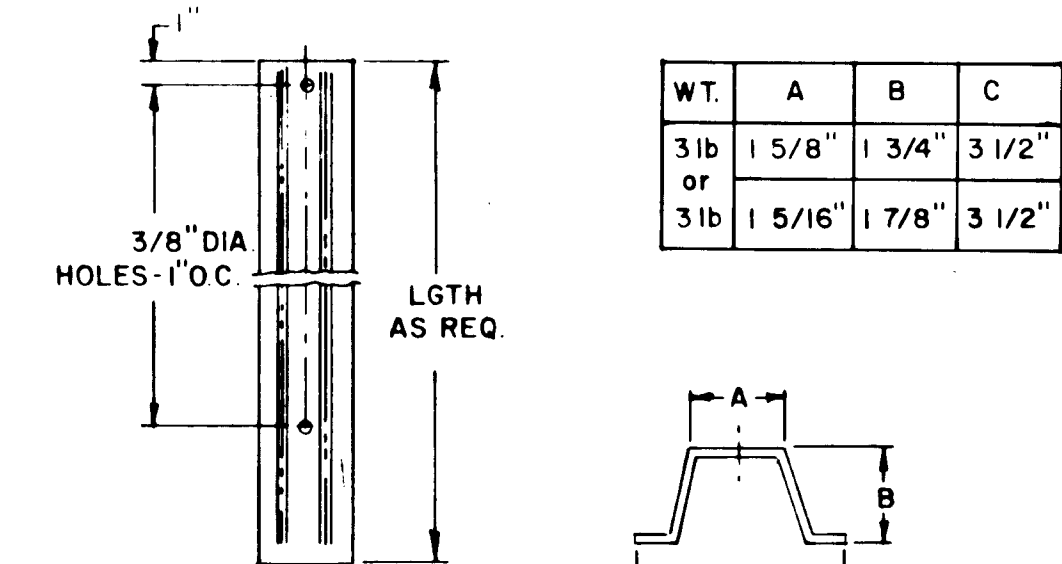
1. WORK SHALL CONSIST OF THE SECTION INDICATED. DURING STEPS 1 & 2, THE WORK SITE SHALL BE POSTED WITH TEMPORARY "NO PARKING / TOW ZONE" SIGNS & TRAFFIC SHALL BE MAINTAINED IN BOTH DIRECTIONS. THE CONTRACTOR SHALL CONFINED HIS EQUIPMENT TO THE PARKING LANE DURING STEP 1 & 2. DURING ALL OTHER STEPS, BOTH 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 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 CHIEF OF TRANSPORTATION TO WAIT AND PAVE THE ENTIRE PROJECT AT THE SAME TIME, UTILIZING APPROVED DETOUR ROUTES.  
5. WARNING & CONSTRUCTION SIGNS SHALL FOLLOW THE SPECIFICATIONS OF CONNDOT 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."

| ROAD CLOSED AHEAD (CA) |           | ROAD CLOSED (C) |           |
|------------------------|-----------|-----------------|-----------|
| SIZE (INCHES)          | SUPPORTS  | SIZE (INCHES)   | SUPPORTS  |
| CA                     | 36" x 36" | C               | 36" x 36" |
| C                      | 36" x 36" |                 |           |

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

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

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



NOTES:  
STEEL FOR POST SHALL CONFORM TO MECHANICAL REQUIREMENTS OF ASTM A479 - 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

CONTRACT NO. E88-07 AREA II

MISCELLANEOUS DETAILS

THE CITY OF  
HARTFORD, CONNECTICUT

PURCELL  
ASSOCIATES

SHEET NO.  
12 OF 48  
DAYBOOK NO.  
01113

| NO.       | DATE           | REVISION |
|-----------|----------------|----------|
| 1         | Jan 90         | As Built |
| DESIGNED: | A.M.           |          |
| DRAWN:    | T.N.S.         |          |
| CHECKED:  | P.L.           |          |
| APPROVED: | R.C.G.         |          |
| DATE      | MARCH 23, 1988 |          |
| SCALE     | N.T.S.         |          |