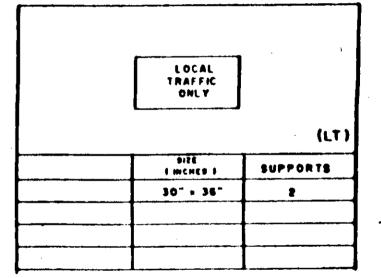
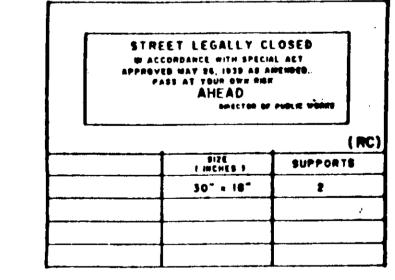
61013 TRAFFIC PHASING TRAFFIC DRUM HOLE FOR BARRICADE WARNING LIGHT (6) TO BE CENTERED ON BRUM AND FACE TOWARD TRAFFIC. (REFER TO TRAFFIC PHASING PLAN) LEGEND: RC - STREET LEGALLY CLOSED L = DETOUR (LEFT) R = DETOUR (RIGHT) NOTES: ORANGE STRIPE CA . ROAD CLOSED AHEAD W HTE STRIPE LT . LOCAL TRAFFIC ONLY C . ROAD CLOSED Work Schedule Remove / reset curbing (as req.) STEP 2. Const. catch basin / underdrain. - 3/4" DIA. (4 HOLES EQUALLY SPACED) STEP 3. Const. prop cone. sidewalk and WORK CONCURRENTLY. Excavate: STEP 5. Replace processed stone subbase I for total recenstruction) TRAFFIC DRUMS MAY BE CONSTRUCTED OF STEEL OR PLASTIC Reconstituted base course I for alternate bld Item 1 STREET STEP 6. Adjust existing utilities / cetch BABCOCK 2 TRAFFIC DRUM SHALL BE DESIGNED IN ACCORDANCE WITH THE SPEC -STREET AT ALL TIMES EXCEPT DURING STEPS 7 AND 6. basin to grade STEP 7. Place pre-mixed bit. conc. base THE ENGINEER RESERVES THE RIGHT TO REJECT ANY DRUM HE DEEMS FLOWE STEP 8. Place bit. conc. surface course and const. B.C.L.C. STREET NOT SUITABLE FOR PURPOSE INTENDED. AWRENCE THE WHITE STRIPES SHALL BE REFLECTIVE SHEETING - ENCAPSULATED REFLECTORIZED STRIPES SHOULD NOT BE PLACED OVER THE PRO -TRUDING CIRCUMFERENTIAL RIBS OF THE DRUM. HUNGERFORD THOSE SECTIONS OF DRUM NOT COVERED WITH REFLECTORIZED STRIPES SHALL BE ORANGE, IN COLOR 6. ONE (I) PRIVATE DUTY POLICE OFFICER FROM THE CITY OF HARTFORD WOLCOTT STREET STREET SQUIRE TRAFFIC CONE RATE OF \$10.00 PER SIGN. CEDAR 8. - SIGN AND LETTERING SPECIFICATIONS ARE AVAILABLE UPON REQUEST STREET NOTES: TRAFFIC CONES SHALL BE DESIGNED IN ACCORDANCE WITH THE " MAN-ual on uniform traffic control devices, chapter VI, section HUDSON SC - 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 THE ENGINEER RESERVES THE RIGHT TO REJECT ANY CONE HE DEEMS ROAD NOT SUITABLE FOR PURPOSE INTENDED. CLOSED CLOSED AHEAD - RADIUS AS REQUIRED BY 'H' NOTES: 1 INCHES I EXISTING UTILITY EXPOSED TOURING CONSTRUCTION. SUPPORTS ALUMINUM BARRICADE FACE PANELS SHALL BE MOUNTED ON 3" OR 4" DIMENSIONS ARE APPROXIMATE. 36" x 36" P.V.C. BARRICADE SUPPORT. BOTTOM SECTION MAY BE FILLED WITH SAND FOR BALLAST. 36" x 36" MARKINGS FOR BARRICADE FACE PANELS SHALL BE ALTERNATE OR-ANGE AND WHITE STRIPES SLOPING DOWNWARD IN THE DIRECTION SUPPORT SHALL BE LOOSELY THREADED WITH ROPE, KNOTTED TRAFFIC IS TO PASS. 6" WIDE STRIPES AT A 45' ANGLE SHALL BE AS REQUIRED. - 3A" PROCESSED STONE (TYP) 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 - TEMPORARY CONST RUCTION SURFACE -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 INTREST OF THE MOTORING PUBLIC, OR NOT SUITABLE FOR PURPOSE DETOUR UTILITY RAMPING DETAIL SUPPORTS 46" + 16 (L) - 8" TO 12"(TYP) (R) 48" - 18" 5' MIN. 31b | 1 5/0" | 1 3/4" | 3 1/2" TOP SECTION BOTTOM SECTION 3/8"DIA HOLES - I"O C. ISOMETRIC VIEW AS REQ TYPE III TYPE II TYPE I ALUMINUM BARRICADE FACE PANELS TYPICAL 3" OR 4" BARRICADE SUPPORT CONSTRUCTION BARRICADES NOTE: CHECK GRAPHIC SCALES BEFORE USING DRAWINGS

- I. 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 CONFINE 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
- EACH SECTION SHALL BE COMPLETED IN SEQUENCE UNLESS THE CONTRACTOR RECEIVES APPROVAL FROM THE CITY OF HARTFORD DIRECTOR OF TRANSPORTATION THROUGH THE ENGINEER TO CONDUCT
- DURING STEPS 7 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
- 4. IF STREET CONDITIONS ARE PROPERLY PROTECTED FOR TRAFFIC AS DETERMINED BY THE CITY OF HARTFORD'S DIRECTOR OF TRANSPORTATION THROUGH THE ENGINEER PRIOR TO STEP 6. THE CON-TRACTOR MAY REQUEST APPROVAL FROM THE CITY OF HARTFORD TO PAVE THE ENTIRE STREET AT THE SAME TIME, UTILIZING APPROVED DETOUR ROUTES.
- 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 DIRECTOR OF
- SHALL BE ON DUTY DURING STEPS 3 THRU & 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.
- 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
- 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-





HOTES: STEEL FOR POST SHALL CONFORM TO MECHANICAL REQUIREMENTS OF ASTM A499 -BI GRADE GO 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

CITY OF HARTFORD, CONNECTICUT DEPARTMENT OF TRANSPORTATION

TRAFFIC PHASING DETAILS

DIVISION MANAGER PHOJECT ENGINEER SCALE DATE 8/16/93

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