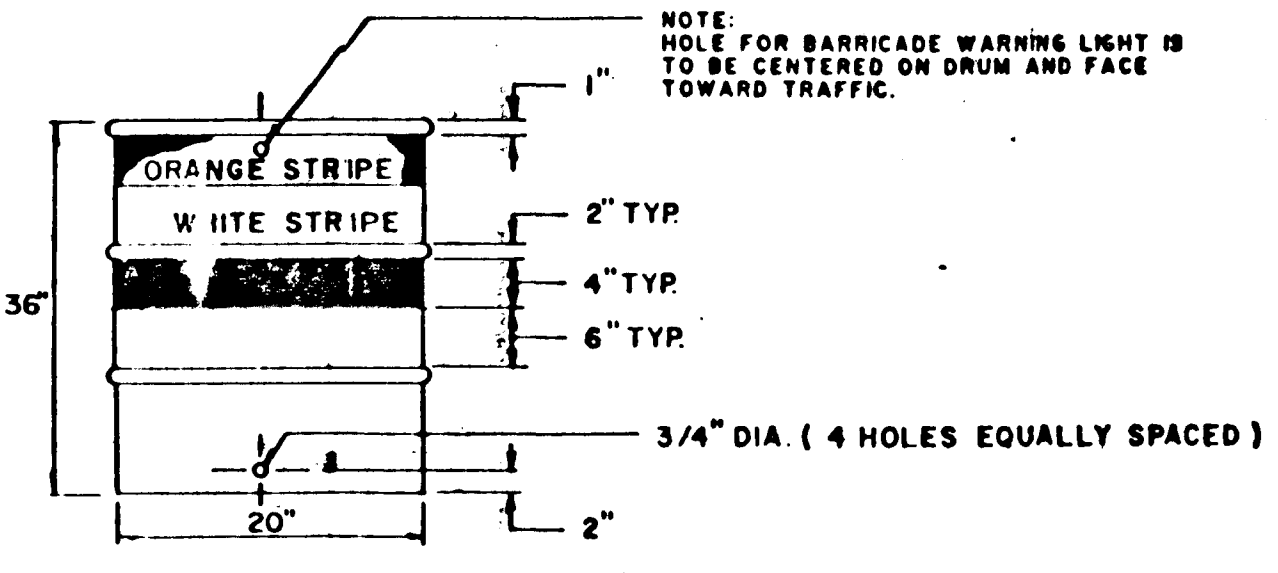


- LEGEND:**
- RC = STREET LEGALLY CLOSED
 - L = DETOUR (LEFT)
 - R = DETOUR (RIGHT)
 - CA = ROAD CLOSED AHEAD
 - LT = LOCAL TRAFFIC ONLY
 - C = ROAD CLOSED

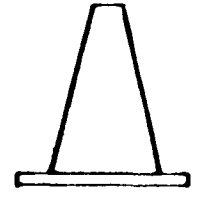
- Work Schedule**
- STEP 1. Remove / reset curbing (as req.)
 - STEP 2. Const. catch basin / underdrain.
 - STEP 3. Const. prop. conc. sidewalk and driveways.
 - STEP 4. Excavate.
 - STEP 5. Replace processed stone subbase (for total reconstruction) / Reconstituted base course (for alternate bid item).
 - STEP 6. Adjust existing utilities / catch basin to grade.
 - STEP 7. Place pre-mixed bit. conc. base.
 - STEP 8. Place bit. conc. surface course and const. BCLC.

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

TRAFFIC CONE

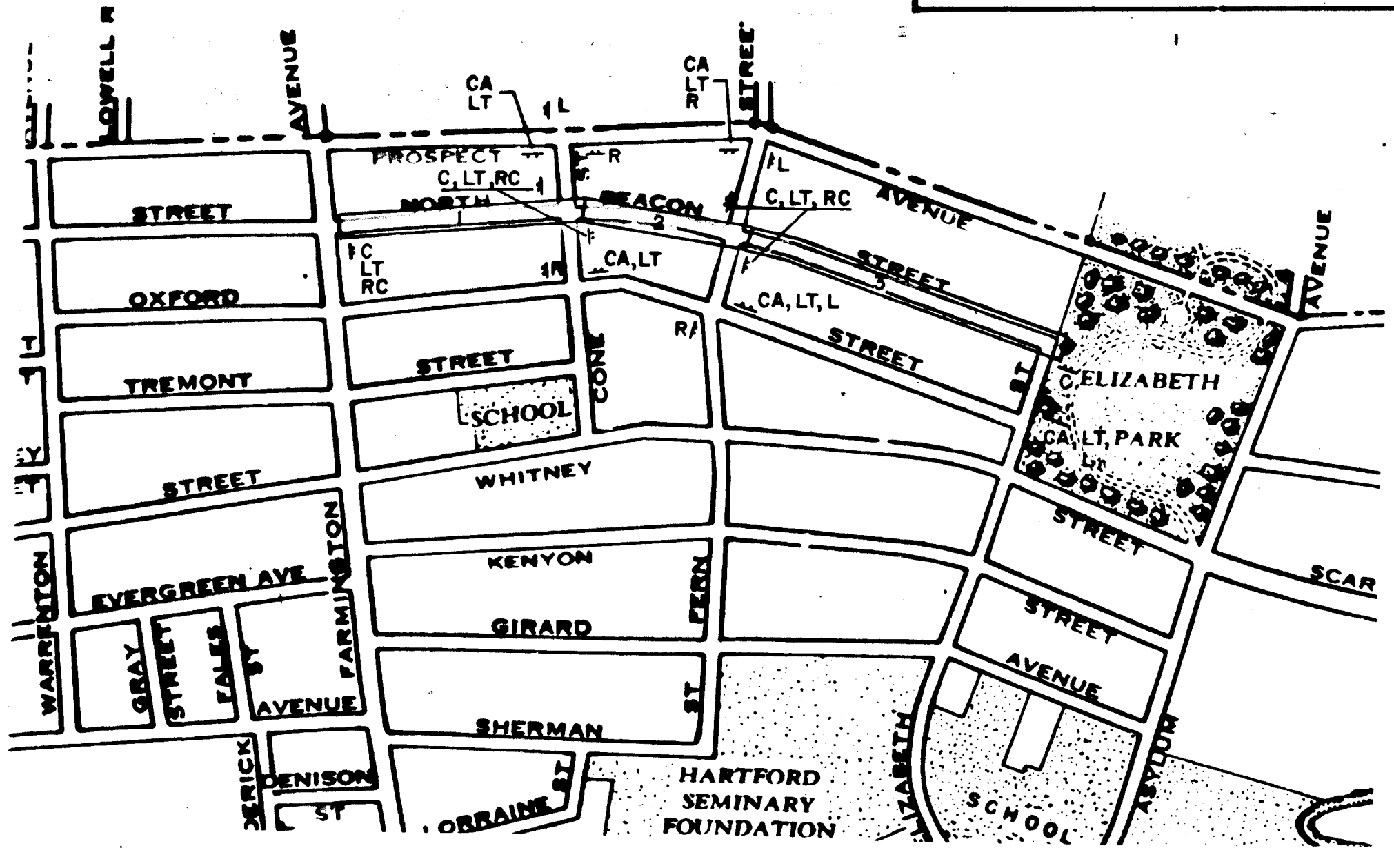


- NOTES:**
- 1. TRAFFIC CONES SHALL BE DESIGNED IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CHAPTER VI, SECTION 6C - 3 CONE DESIGN."
 - 2. CONES SHALL BE A MINIMUM OF 18" IN HEIGHT OR AS SPECIFIED. COLOR SHALL BE PREDOMINATELY FEDERAL ORANGE.
 - 3. PLASTIC CONES ARE TO BE COLOR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

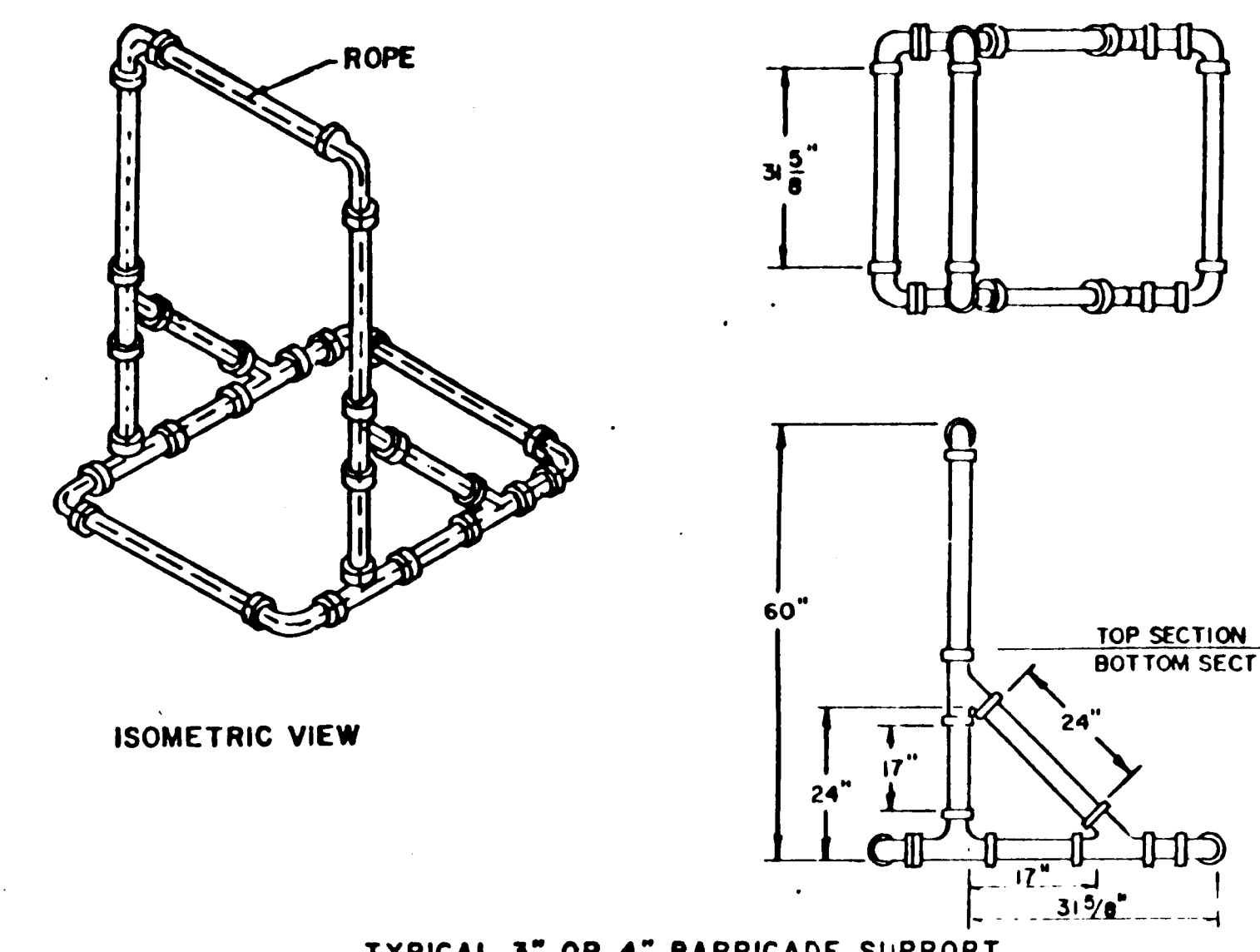
TRAFFIC PHASING
(REFER TO TRAFFIC PHASING PLAN)

- 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 DIRECTOR OF TRANSPORTATION THROUGH THE ENGINEER TO CONDUCT WORK CONCURRENTLY.
 - 3. 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 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 DIRECTOR OF TRANSPORTATION THROUGH THE ENGINEER PRIOR TO STEP 6, THE CONTRACTOR MAY REQUEST APPROVAL FROM THE CITY OF HARTFORD TO PAVE THE ENTIRE STREET 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 DIRECTOR 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 RAMMING 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."

SECT. 1 Farmington Ave. to Cone St. (Including Intersection of Cone)
SECT. 2 Cone St. to Fern St. (Including Intersection of Fern)
SECT. 3 Fern St. to Elizabeth St.

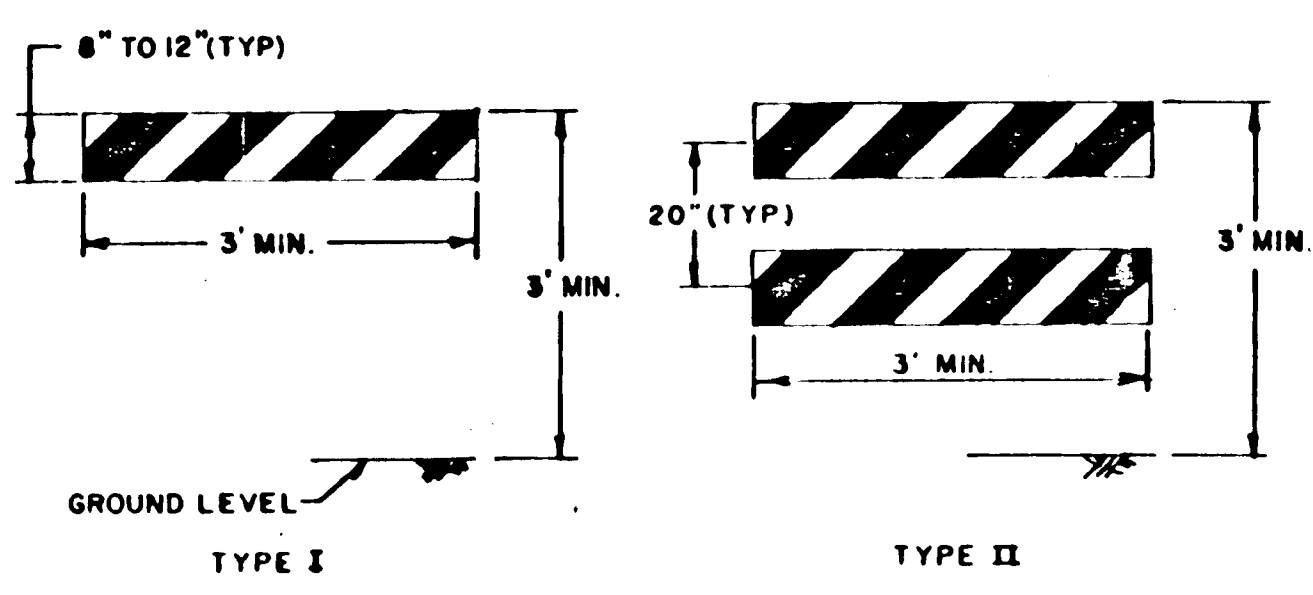


- NOTES:**
- 1. DIMENSIONS ARE APPROXIMATE.
 - 2. BOTTOM SECTION MAY BE FILLED WITH SAND FOR BALLAST.
 - 3. SUPPORT SHALL BE LOOSELY THREADED WITH ROPE, KNOTTED AS REQUIRED.

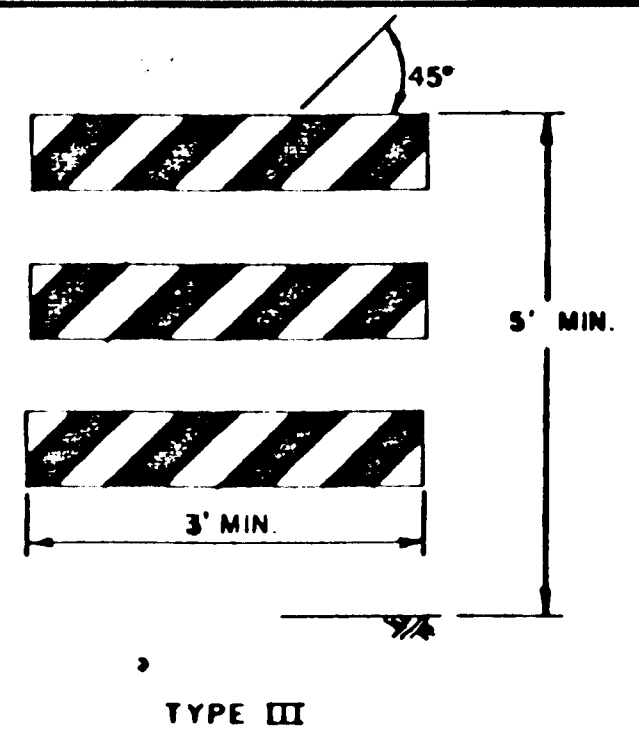
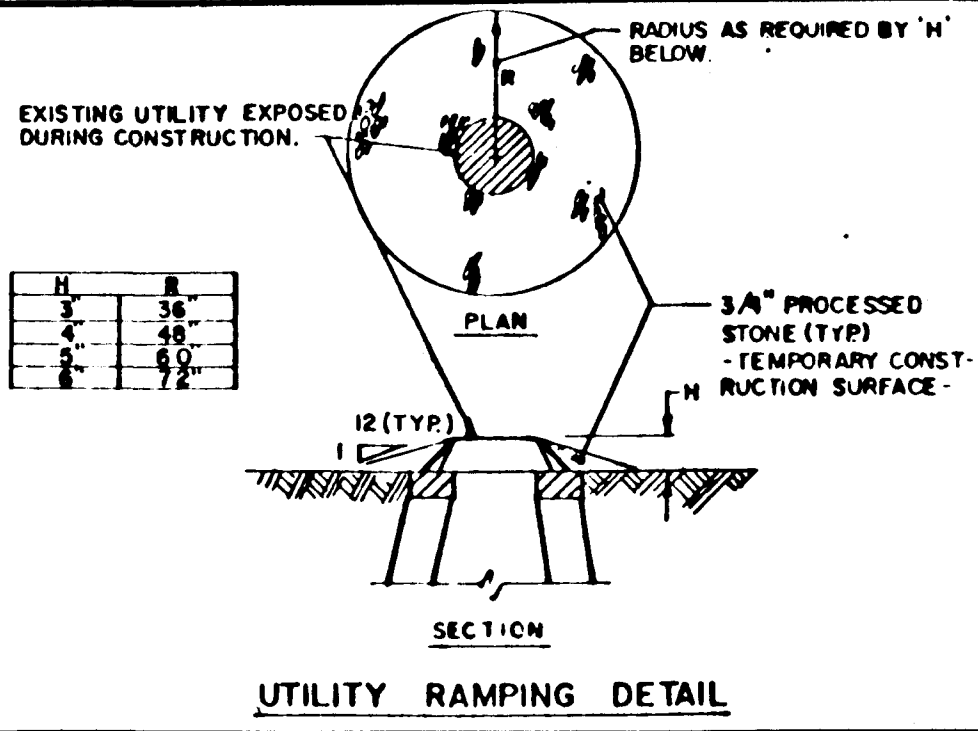


CONSTRUCTION BARRICADES
NOTE: CHECK GRAPHIC SCALES BEFORE USING DRAWINGS

- 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.



ALUMINUM BARRICADE FACE PANELS

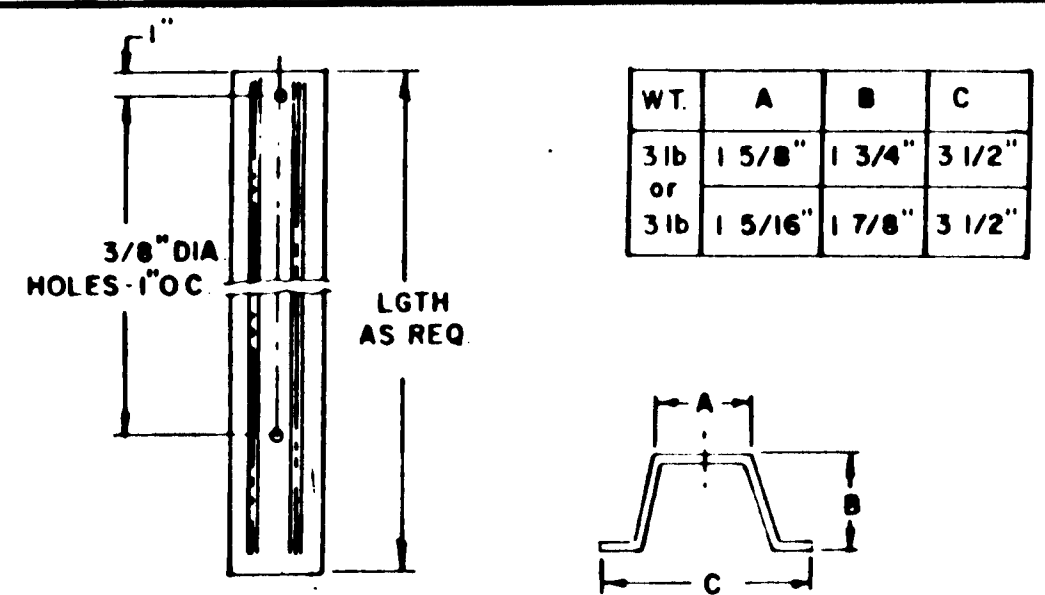


(CA)		(C)	
SIZE (INCHES)	SUPPORTS	SIZE (INCHES)	SUPPORTS
CA	36" x 36"	C	36" x 36"
C	36" x 36"		

(LT)	
SIZE (INCHES)	SUPPORTS
LT	30" x 36"

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

(RC)	
SIZE (INCHES)	SUPPORTS
RC	30" x 18"



WT.	A	B	C
3lb	1 5/8"	1 3/4"	3 1/2"
or			
3lb	1 5/16"	1 7/8"	3 1/2"

NOTES:
STEEL FOR POST SHALL CONFORM TO MECHANICAL REQUIREMENTS OF ASTM A499 - 81 GRADE 60 AND TO CHEMICAL REQUIREMENTS OF ASTM A578 - 81 CARBON STEEL TEE BAR, HAVING NORMAL WEIGHT OF 91 LB OR GREATER PER LINEAR YARD.

TYPICAL SIGN-POST DETAILS

CITY OF HARTFORD, CONNECTICUT
DEPARTMENT OF TRANSPORTATION

RECONSTRUCTION OF
NORTH BEACON STREET,
TRAFFIC CONTROL & PHASING PLAN

SUBMITTED	RECOMMENDED	APPROVED
PROJECT ENGINEER	DIVISION MANAGER	DIRECTOR
SHEET 2 OF 13	DRAWN	SCALE
CHECKED	N.T.S.	DATE JULY 1992