R = DETOUR (RIGHT)CA = ROAD CLOSED AHEADLT = LOCAL TRAFFIC ONLY

WORK SCHEDULE

C = ROAD CLOSED

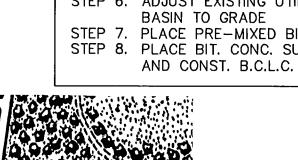
STEP 1. REMOVE / RESET CURB (AS REQ.) STEP 2. CONST. CATCH BASIN / UNDERDRAIN STEP 3. CONST. PROP. CONC. SIDEWALK

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

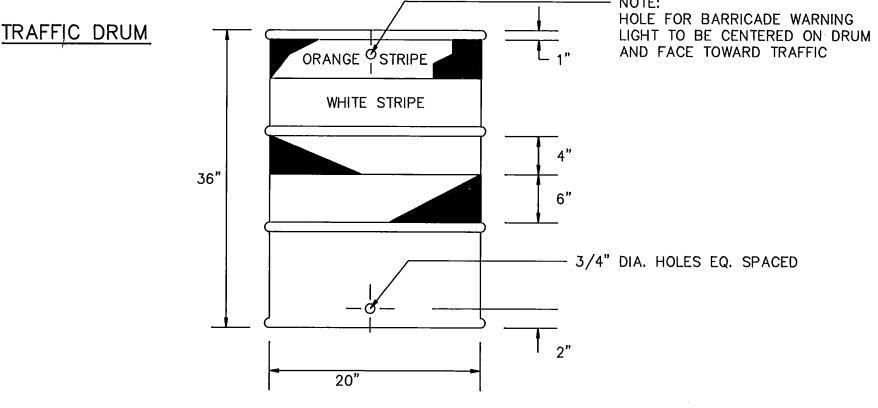
STEP 7. PLACE PRE-MIXED BIT. CONC. BASE STEP 8. PLACE BIT. CONC. SURFACE COURSE



GARDEN

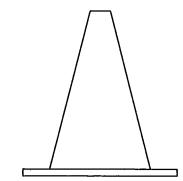
SPRING GROVE

CEMETERY



- 1. TRAFFIC DRUMS MUST BE CONSTRUCTED OF PLASTIC.
- 2. TRAFFIC DRUMS SHALL BE DESIGNED IN ACCORDANCE WITH THE SPECIFICATIONS.
- 3. THE ENGINEER RESERVES THE RIGHT TO REJECT ANY DRUM HE DEEMS NOT SUIT-ABLE FOR THE PURPOSE INTENDED.
- 4. THE WHITE STRIPES SHALL BE REFLECTIVE SHEETING-ENCAPSULATED LENS.
- 5. REFLECTORIZED STRIPES SHOULD NOT BE PLACED OVER THE PROTRUDING CIRCUM-FERENTIAL RIBS OF THE DRUM.
- 6. THOSE SECTIONS OF DRUM NOT COVERED WITH REFLECTORIZED STRIPES SHALL BE ORANGE IN COLOR.

TRAFFIC CONE

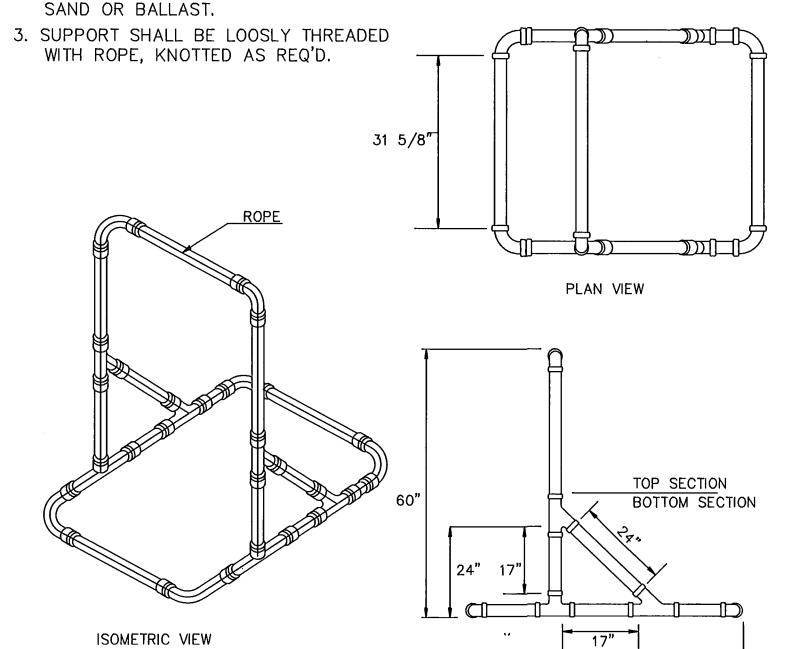


NOTES:

- 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 SUIT-ABLE FOR THE PURPOSE INTENDED.

NOTES:

- 1. DIMENSIONS ARE APPROXIMATE.
- 2. BOTTOM SECTION MAY BE FILLED WITH



SECTION

TYPICAL 3" OR 4" BARRICADE SUPPORT

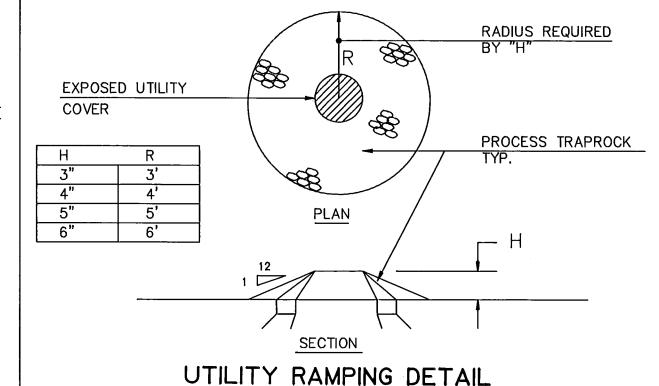
CEMETERY

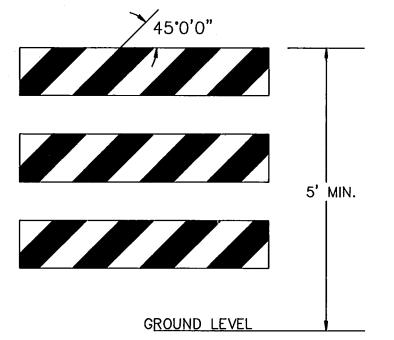
1. MAINTAIN POSTED DETOUR ROUTE FROM GARDEN ST. TO VINE ST.

NOTES:

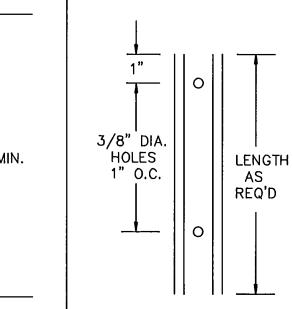
NOT TO SCALE

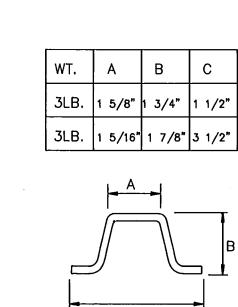
- 1. ALUMINUM BARRICADE FACE PANELS SHALL BE MOUNTED
- ORANGE AND WHITE STRIPES SLOPING DOWNWARD IN THE DIRECTION TRAFFIC IS TO PASS. 6" WIDE STRIPES AT 45° ANGLE SHALL BE USED.
- 3. THE ENTIRE AREA OF ORANGE AND WHITE STRIPES SHALL FACE PANELS AS NOTED SHALL BE REFLECTIVE ON BOTH TRAVEL, ONLY THE SIDE FACING TRAFFIC SHALL BE RE-
- 4. ALUMINUM BARRICADE FACE PANELS SHALL HAVE ROUNDED
- 5. THE ENGINEER RESERVES THE RIGHT TO REJECT ANY BAR-RICADE FACE PANEL WHICH HE DEEMS HAZARDOUS, AND NOT SUITABLE FOR THE PURPOSE INTENDED.





TYPE III





TRAFFIC PHASING (REFER TO TRAFFIC PHASING PLAN)

NOTES:

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 THE ENGINEER, TO CONDUCT WORK CONCURRENTLY.
- DURING STEPS 7 AND 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.
- IF STREET CONDITIONS ARE PROPERLY PROTECTED FOR TRAFFIC AS DETERMINED BY THE CITY OF HARTFORD 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.
- WARNING & CONSTRUCTION SIGNS SHALL FOLLOW THE SPECIFICATIONS OF CONN. D.O.T. CATALOG OF SIGNS, A COPY WHICH IS AVAILABLE FOR REVIEW AT THE OFFICE OF THE CITY OF HARTFORD DIRECTOR OF TRANSPORTATION.
- 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.
- 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.
- 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 UNIFOFM TRAFFIC CONTROL DEVICES: PART VI "TRAFFIC CONTROLS FOR STREET AND HIGHWAY CONSTRUCTION AND MAINTENANCE OPERATIONS."

ROAD

CLOSED

SUPPORTS *

SUPPORTS

ROAD

(CA)

CLOSED

SIZE (IN.)

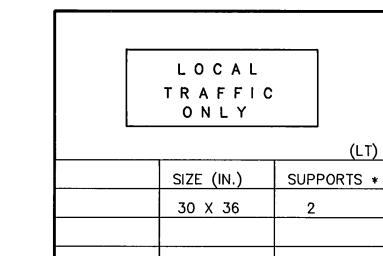
36 X 36

36 X 36

SIZE (IN.)

48 X 18

48 X 18



TRAFFIC	
 	(LT)
 SIZE (IN.)	SUPPORTS *
30 X 36	2
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IN AC	EET LEGALLY C CORDANCE WITH SPECIAL OVED MAY 26, 1939 AS PASS AT YOUR RISK AHEAD DIRECTOR	ACT	
		(RC	:)
	SIZE (IN.)	SUPPORT	S *
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* NOTES:

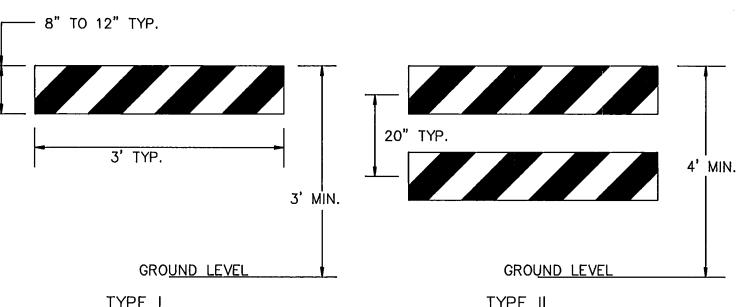
STEEL FOR POST SHALL CONFORM TO MECHANICAL REQUIREMENTS OF ASTM A499-B1 GRADE 60 AND TO CHEMICAL REQUIREMENTS OF ASTM A1-76 CARBON STEEL TEE RAIL HAVING NORMAL WEIGHT OF 91 LB. OR GREATER PER LINEAL YARD.

> CITY OF HARTFORD, CONNECTICUT DEPARTMENT OF PUBLIC WORKS **ENGINEERING SERVICES**

RECONSTRUCTION OF MATHER ST. TRAFFIC PHASING PLANS

	PROJECT ENGINEER		RECOMMENDED		APPROVED	12	
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(MANAGER		CITY ENGINEER		
	DRAWN	SCALE: AS NOTED				OLOC RCH 1993 THER3.DWG	SHEET OF
		i		I Trees words	MIL		I

- ON 3" OR 4" P.V.C. BARRICADE SUPPORT.
- 2. MARKINGS FOR BARRICADE FACE PANELS SHALL ALTERNATE
- BE REFLECTIVE SHEETING-ENCAPSULATED LENS. BARRICADE SIDES. WHERE TRAFFIC PASSES ONLY IN ONE DIRECTION OF FLECTORIZED.
- CORNERS.
- NOT IN THE BEST INTEREST OF THE MOTORING PUBLIC, OR



TYPE I TYPE II

CONSTRUCTION BARRICADES

ALUMINUM BARRICADE FACE PANELS