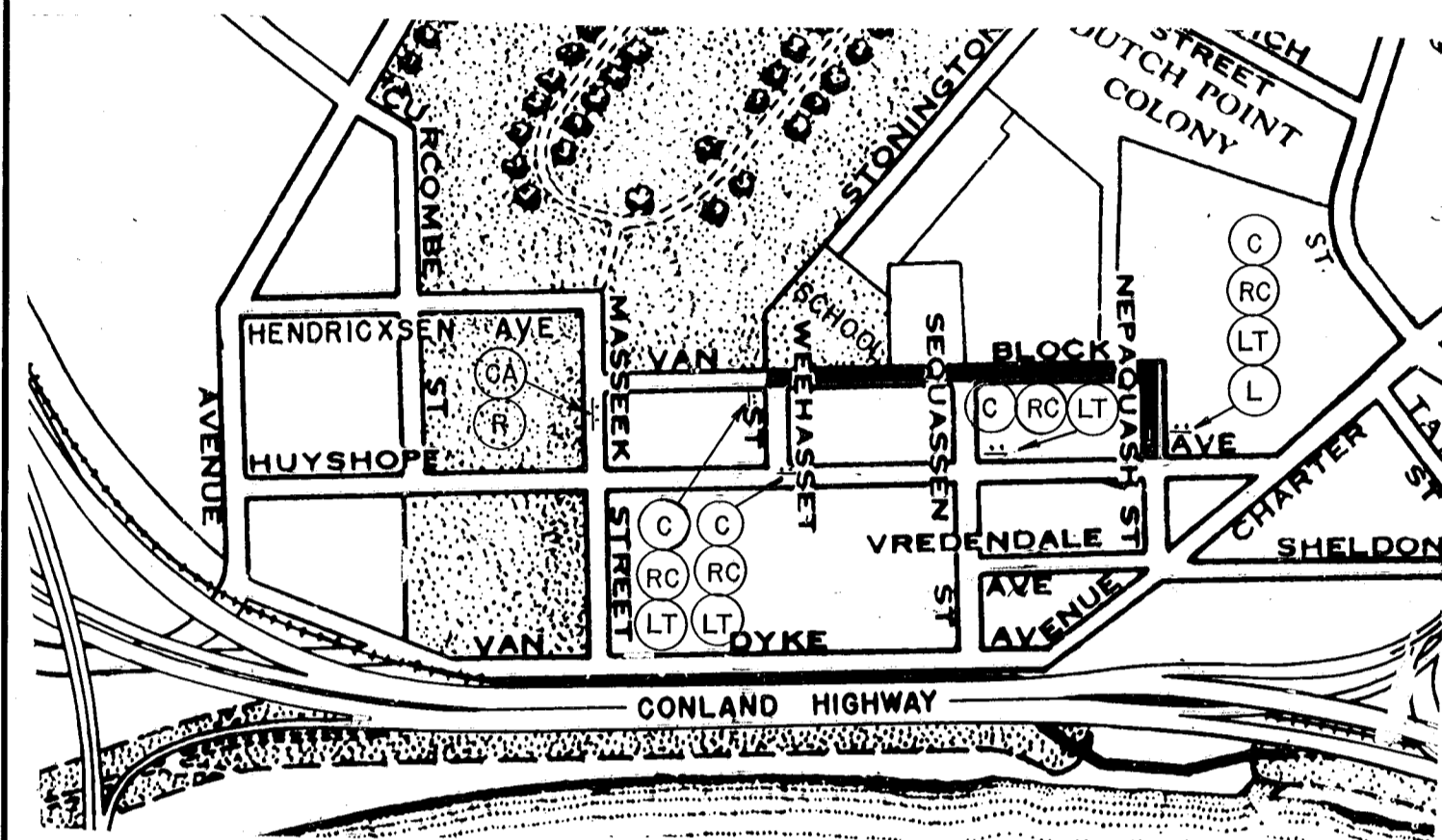


TRAFFIC PHASING PLAN



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 required)
STEP 2. Construct Prop. Concrete Sidewalk and Driveway
STEP 3. Construct Catch Basin/Underdrain
STEP 4. Excavate/Grind
STEP 5. Place Processed Stone Subbase
STEP 6. Adjust Existing Catch Basin/M.H.
STEP 7. Place Pre-mixed Bituminous Cono. Base (as required)
STEP 8. Place Bituminous Concrete Surface Course

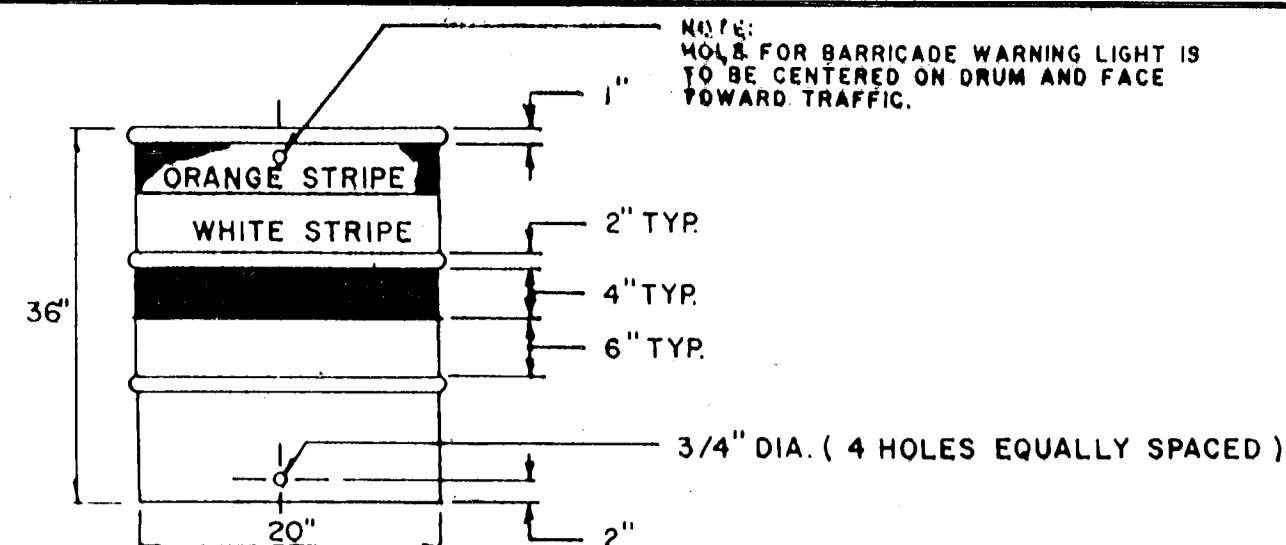
TOTAL RECONSTRUCTION **

Refer to work schedule

1. Van Block Ave. (Weehasset to Nepaquash)
2. Nepaquash St. (Van Block to Huyshope)
3. Sequassen St. (Van Block to Huyshope)
4. Weehasset St. (Van Block to Huyshope)
5. Huyshope Ave. (Weehasset to Nepaquash)

** THE CONTRACTOR SHALL COMPLETE THE TOTAL WORK SPECIFIED OR AS SHOWN ON THE PLANS IN THE ORDER OF STREETS NOTED ABOVE. THIS IS REQUIRED IN ORDER TO COMPLETE WORK ADJACENT TO THE KINSELLA SCHOOL PRIOR TO SEPTEMBER, 1989.

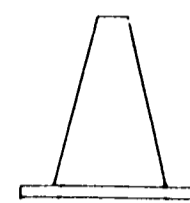
TRAFFIC DRUM



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

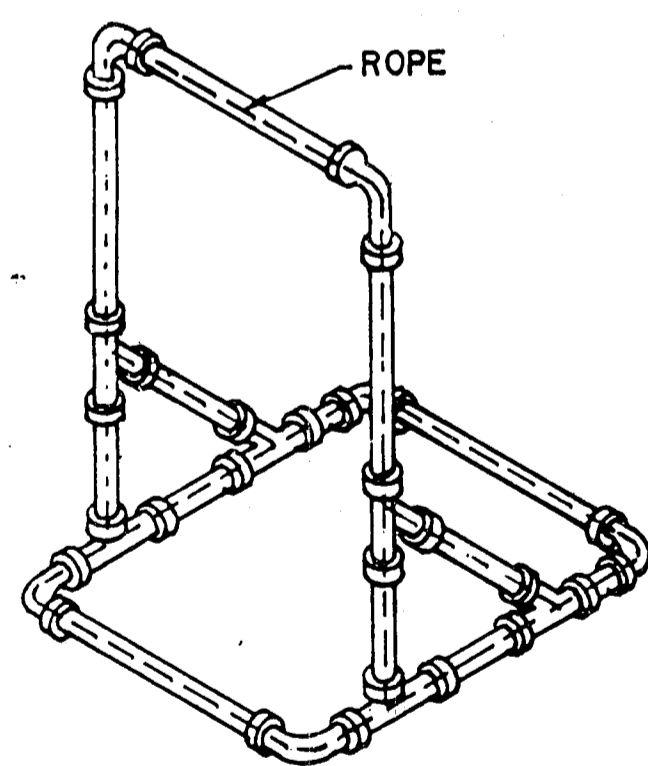


NOTES

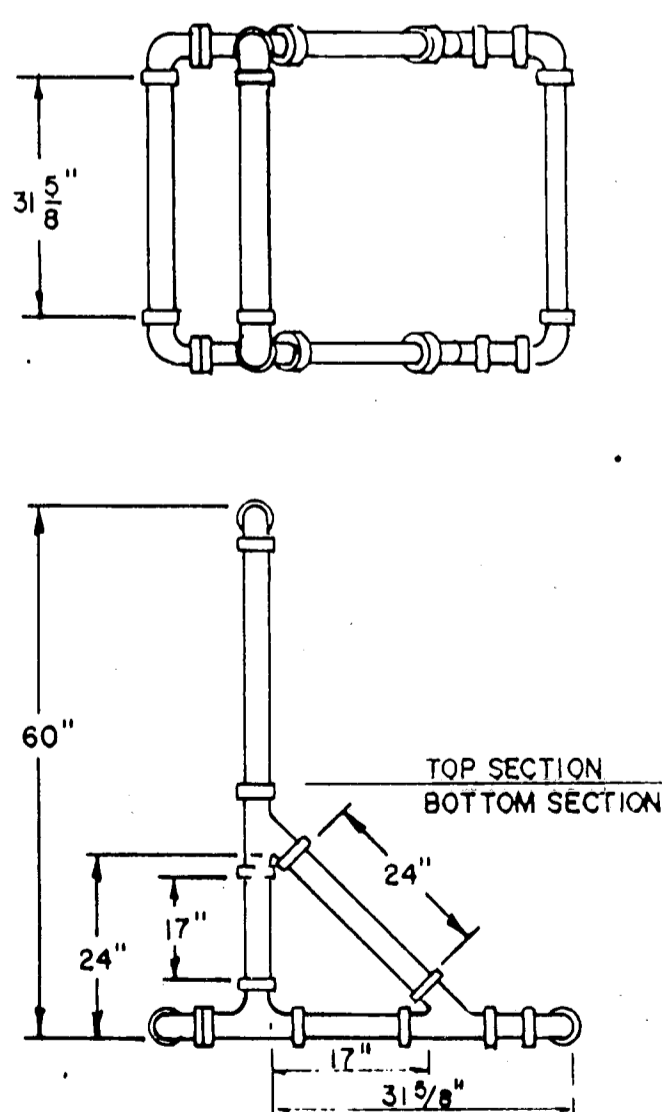
1. TRAFFIC CONES SHALL BE DESIGNED IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CHAPTER VI, SECTION 6C - 3 CONE DESIGN"
2. CONES SHALL BE A MINIMUM OF 18" IN HEIGHT OR AS SPECIFIED. COLOR SHALL BE PREDOMINATELY FEDERAL ORANGE
3. PLASTIC CONES ARE TO BE COLOR IMPREGNATED
4. RUBBER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

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

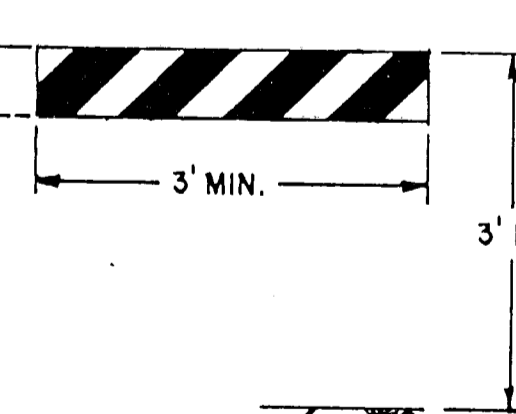
CONSTRUCTION BARRICADES

NOTE: CHECK GRAPHIC SCALES BEFORE USING DRAWINGS

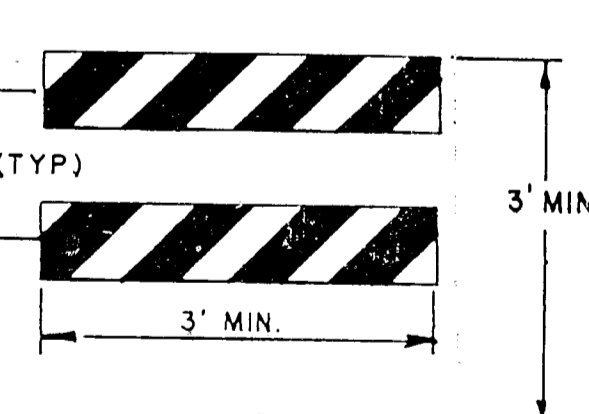
NOTES

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.

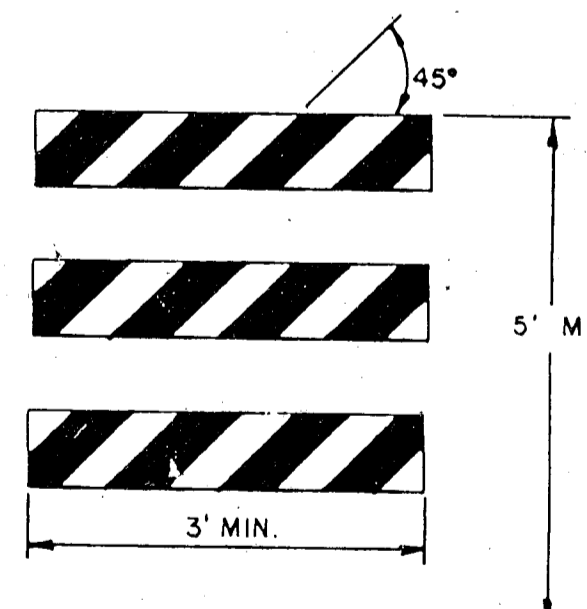
8" TO 12" (TYP)



TYPE I

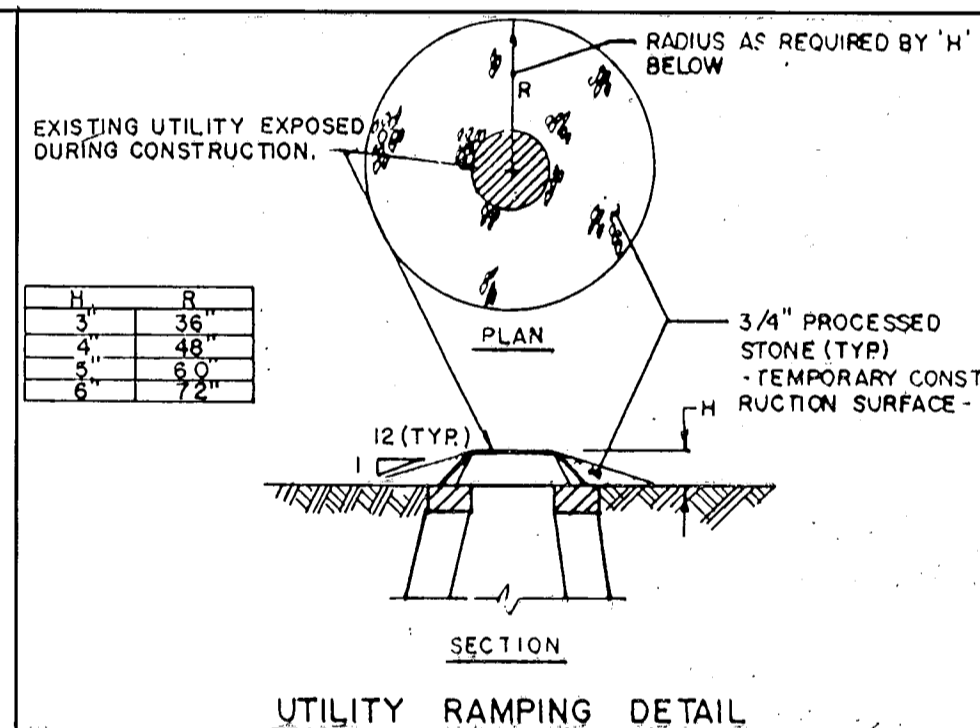


TYPE II



TYPE III

ALUMINUM BARRICADE FACE PANELS



UTILITY RAMPING DETAIL

TRAFFIC PHASING

(REFER TO TRAFFIC PHASING PLAN)

NOTES:

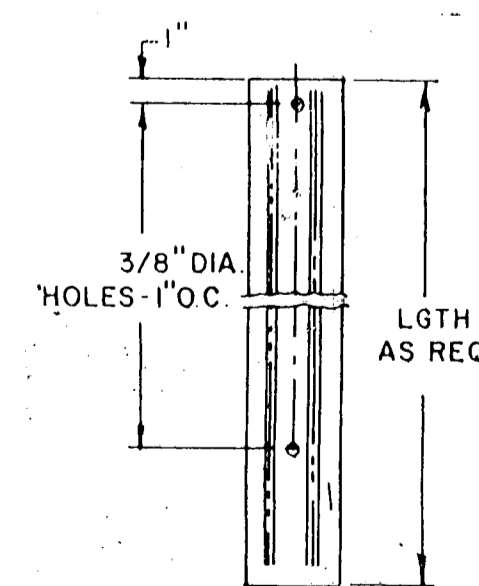
1. WORK SHALL CONSIST OF THE SECTION INDICATED. DURING STEPS 1 & 2, THE WORK SITE SHALL BE POSTED WITH TEMPORARY "NO PARKING / TOW ZONE" SIGNS & TRAFFIC SHALL BE MAINTAINED IN BOTH DIRECTIONS. THE CONTRACTOR SHALL CONFINED HIS EQUIPMENT TO THE PARKING LANE DURING STEP 1 & 2. DURING ALL OTHER STEPS, BOTH 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. 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 TRANSPORTATION THROUGH THE ENGINEER PRIOR TO STEP 6, THE CONTRACTOR MAY REQUEST APPROVAL FROM THE CITY OF HARTFORD TO WAIT AND PAVE 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.
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)	36" x 36"	36" x 36"
SUPPORTS	1	1

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

	DETOUR (L)	DETOUR (R)
SIZE (INCHES)	48" x 18"	48" x 18"
SUPPORTS	2	2

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



WT.	A	B	C
31b	1 5/8"	1 3/4"	3 1/2"
31b	1 5/16"	1 7/8"	3 1/2"

NOTES:

STEEL FOR POST SHALL CONFORM TO MECHANICAL REQUIREMENTS OF ASTM A499 - B1 GRADE 60 AND TO CHEMICAL REQUIREMENTS OF ASTM A1 - 78 CARBON STEEL TEE RAIL HAVING NORMAL WEIGHT OF 91 LB OR GREATER PER LINEAR YARD.

TYPICAL SIGN POST DETAILS
SHEET 12 OF 13

CITY OF HARTFORD, CONNECTICUT
DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION SERVICES BUREAU

TRAFFIC PHASING PLAN

SUBMITTED
PROJECT ENGINEER
G. Thomas

RECOMMENDED
DIVISION MANAGER
E.S.B.

APPROVED
CHIEF OF TSB
APRIL 1989

