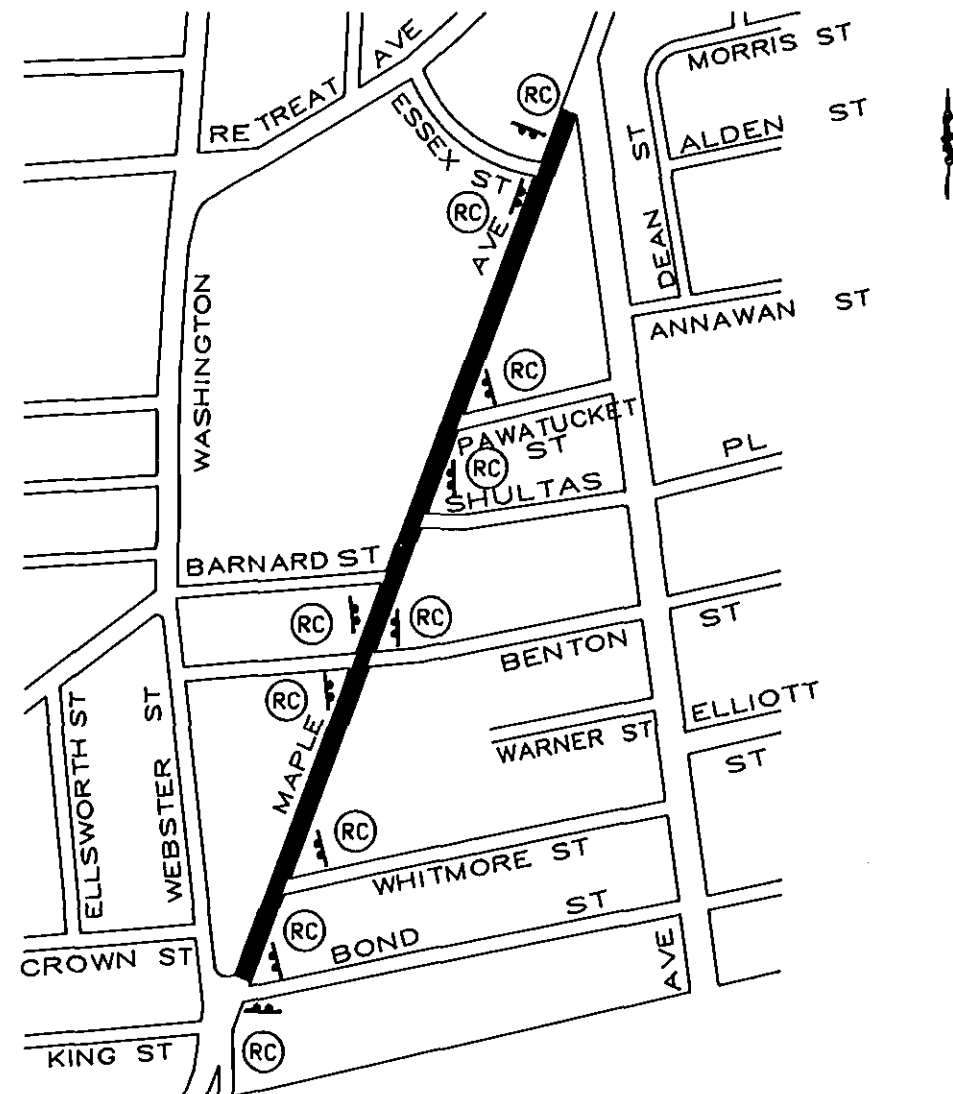


GOODWIN PARK



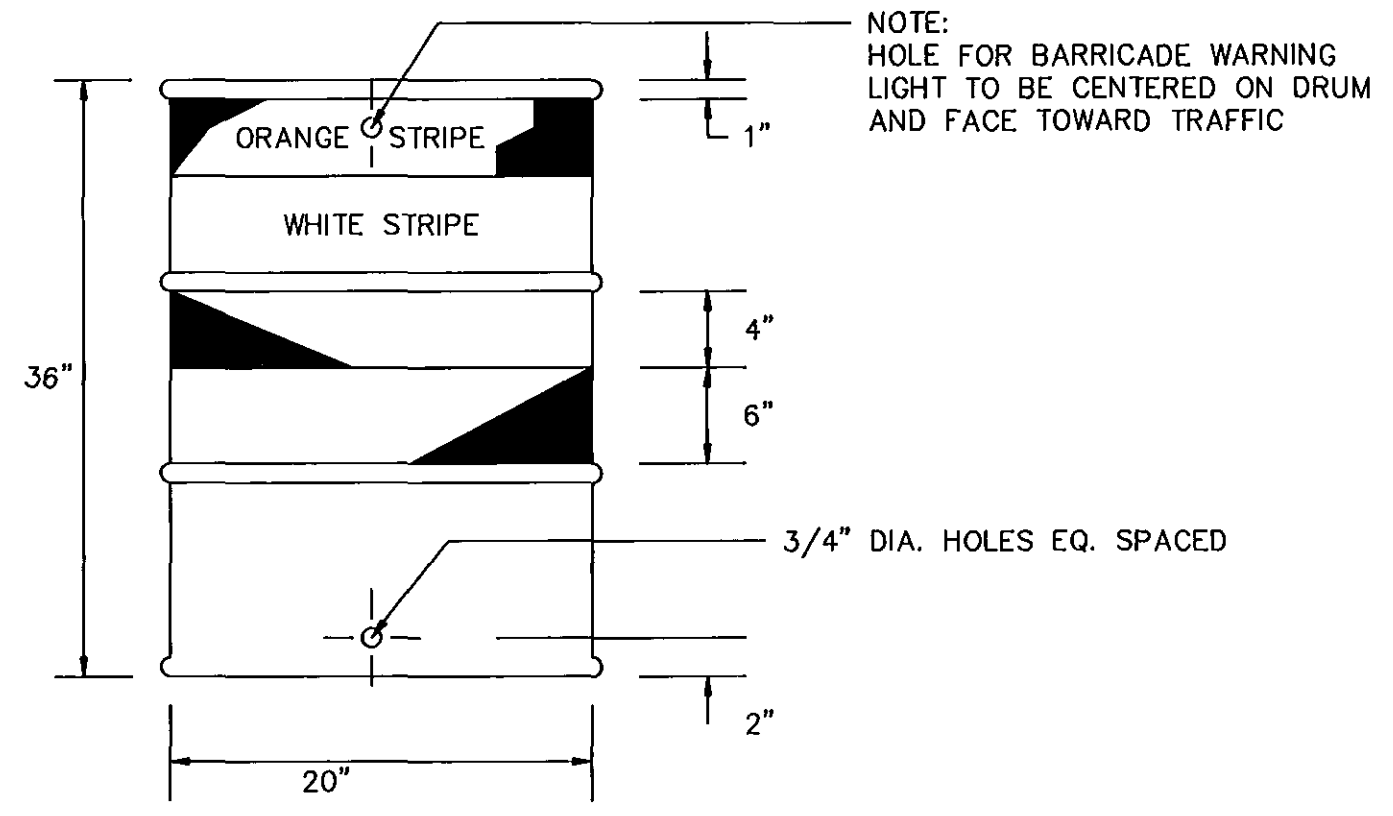
LEGEND

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

WORK SCHEDULE

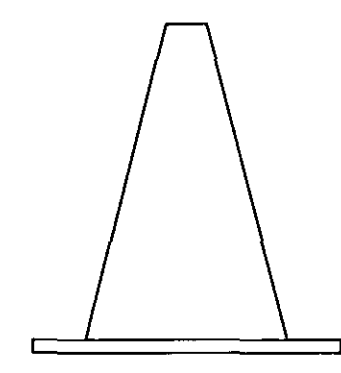
STEP 1. REMOVE / RESET CURB (AS REQ.)
STEP 2. CONST. CATCH BASIN / UNDERDRAIN
STEP 3. CONST. PROP. CONC. SIDEWALK AND DRIVEWAYS
STEP 4. EXCAVATE
STEP 5. REPLACE PROCESSED STONE SUBBASE (FOR TOTAL RECONSTRUCTION) RECONSTITUTED BASE COURSE (FOR ALTERNATE BID ITEM)
STEP 6. ADJUST EXISTING UTILITIES / CATCH BASIN TO GRADE
STEP 7. PLACE PRE-MIXED BIT. CONC. BASE
STEP 8. PLACE BIT. CONC. SURFACE COURSE AND CONST. B.C.L.C.

TRAFFIC DRUM



1. TRAFFIC DRUMS MAY BE CONSTRUCTED OF STEEL OR 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 SUITABLE FOR THE 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

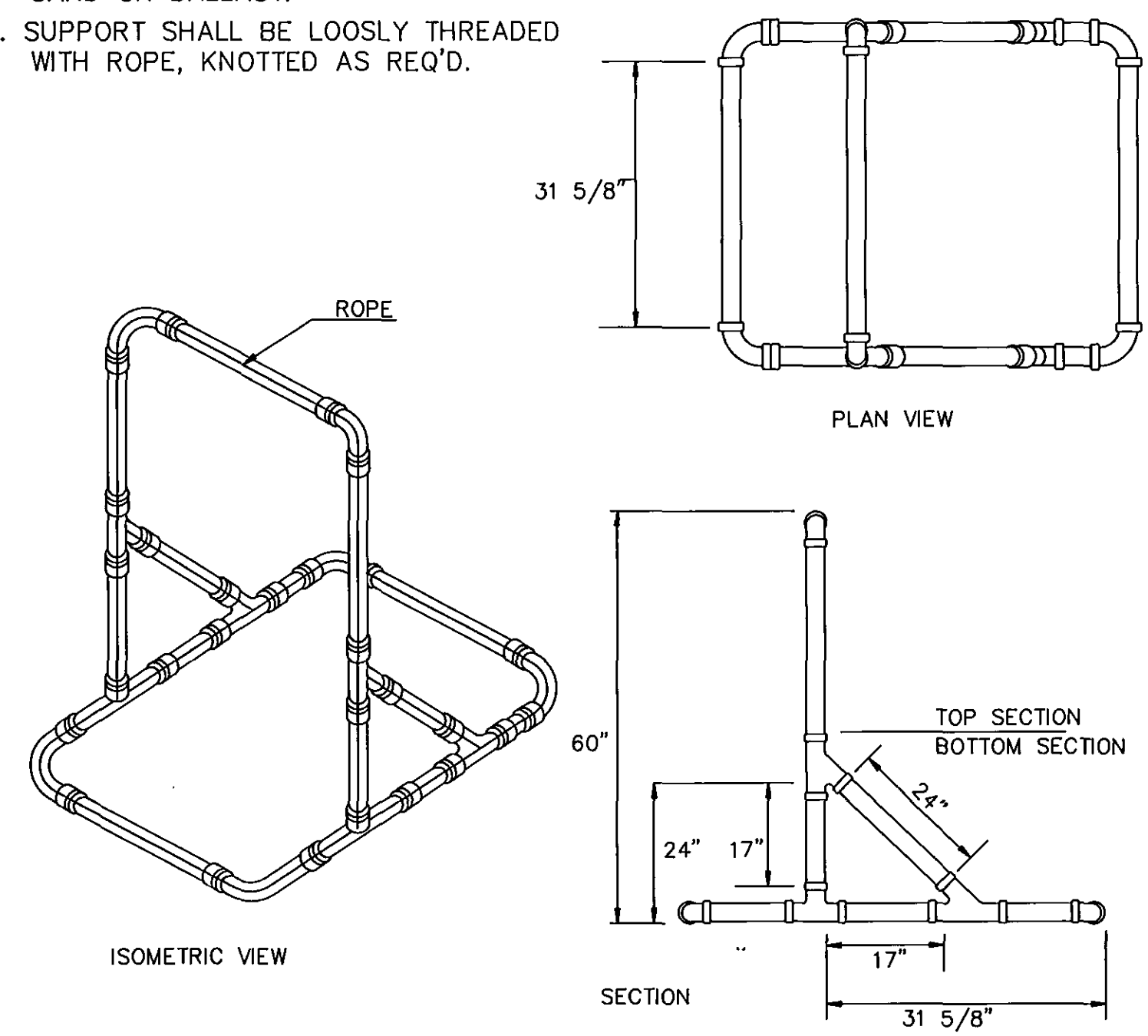


- NOTES:
1. TRAFFIC CONES SHALL BE DESIGNED IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CHAPTER VI, SECTION 6C-3 CONE DESIGN".
 2. CONES SHALL BE A MINIMUM OF 18" IN HEIGHT OR AS SPECIFIED. COLOR SHALL BE PREDOMINATELY FEDERAL ORANGE.
 3. PLASTIC CONES ARE TO BE COLOR IMPREGNATED.
 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 THE 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 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.
 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 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.
 4. 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.
 5. 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.
 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."

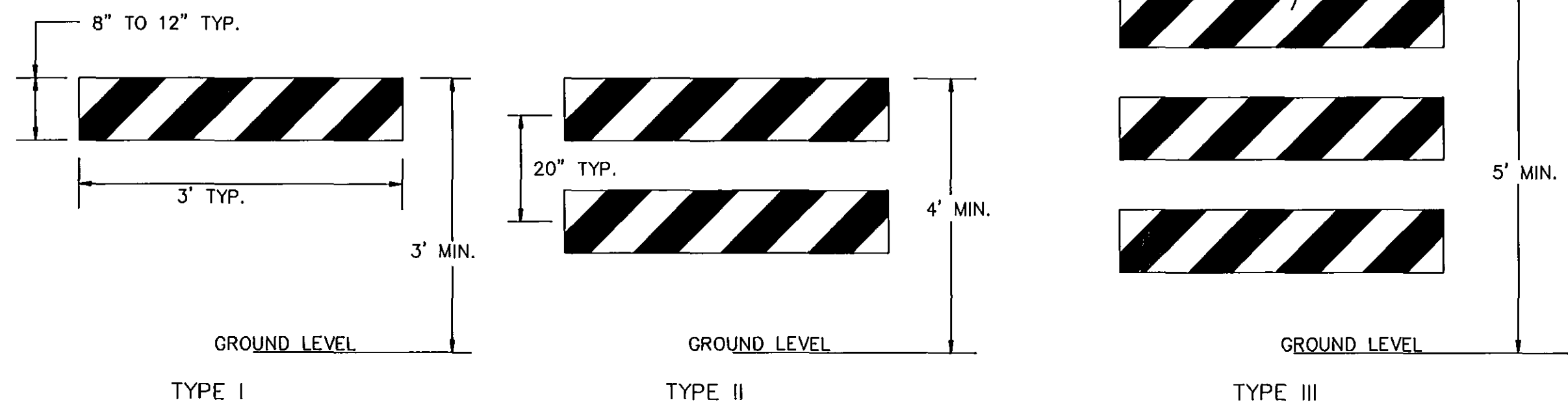
- NOTES:
1. DIMENSIONS ARE APPROXIMATE.
 2. BOTTOM SECTION MAY BE FILLED WITH SAND OR BALLAST.
 3. SUPPORT SHALL BE LOOSLY THREADED WITH ROPE, KNOTTED AS REQ'D.



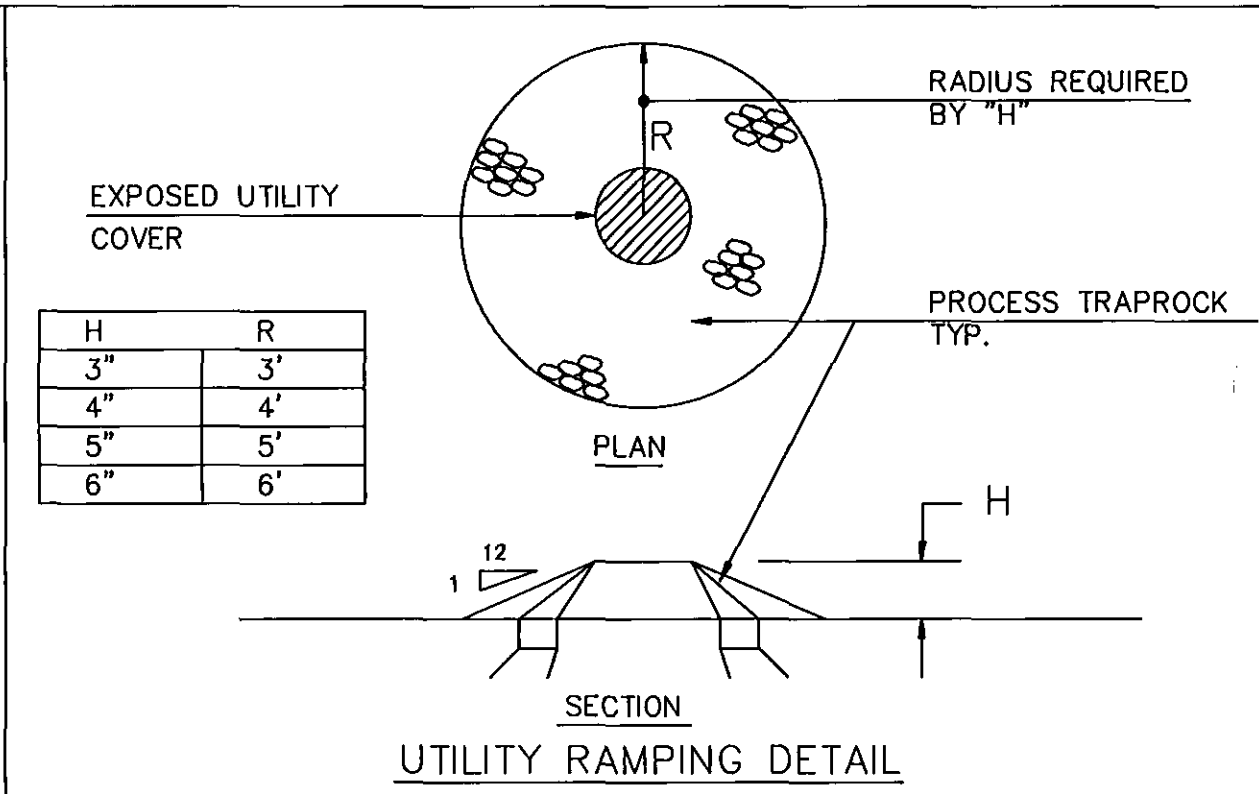
TYPICAL 3" OR 4" BARRICADE SUPPORT

CONSTRUCTION BARRICADES
NOT TO SCALE

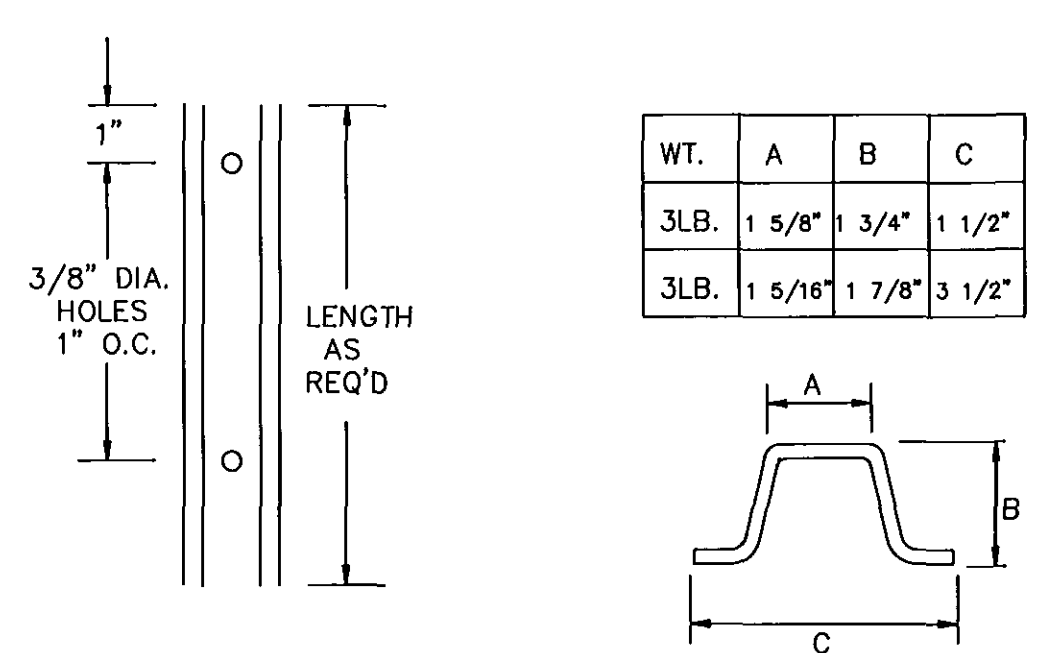
- NOTES:
1. ALUMINUM BARRICADE FACE PANELS SHALL BE MOUNTED ON 3" OR 4" P.V.C. BARRICADE SUPPORT.
 2. MARKINGS FOR BARRICADE FACE PANELS SHALL ALTERNATE ORANGE AND WHITE STRIPES SLOPING DOWNWARD IN THE DIRECTION TRAFFIC IS TO PASS. 6" WIDE STRIPES AT 45° ANGLE SHALL BE USED.
 3. THE ENTIRE AREA OF ORANGE AND WHITE STRIPES SHALL BE REFLECTIVE SHEETING-ENCAPSULATED LENS. BARRICADE FACE PANELS AS NOTED SHALL BE REFLECTIVE 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 THE PURPOSE INTENDED.



ALUMINUM BARRICADE FACE PANELS



TYPICAL SIGN - POST DETAILS



- * 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.

(CA)		(C)	
	SIZE (IN.)		SUPPORTS *
CA	36 X 36		1
C	36 X 36		1

(LT)	
	SUPPORTS *
	2

(L)		(R)	
	SIZE (IN.)		SUPPORTS *
L	48 X 18		2
R	48 X 18		2

(RC)	
	SUPPORTS *

CITY OF HARTFORD, CONNECTICUT
DEPARTMENT OF PUBLIC WORKS
ENGINEERING SERVICES

TRAFFIC CONTROL & PHASING

SUBMITTED		RECOMMENDED		APPROVED	
PROJECT ENGINEER		MANAGER		CITY ENGINEER	
DRAWN	SCALE:	DAYBOOK NO.	DATE	SHEET	2
CHECKED	NONE	FILE NAME		OF	16