

SEE SHEET 8 OF 19

NOTES: (REFER TO ADJACENT TRAFFIC PHASING PLAN)

1. WORK INCLUDED IN THIS PROJECT SHALL BE COMPLETED IN PHASES AS INDICATED ON THE TRAFFIC PHASING PLAN. THE WORK SITE SHALL BE POSTED AS REQUIRED WITH TEMPORARY "NO PARKING / TOW ZONE" SIGNS DURING COMPLETION OF STEPS 2-6 OF THE SEQUENCE OF WORK. TRAFFIC SHALL BE MAINTAINED IN BOTH DIRECTIONS. THE CONTRACTOR SHALL CONFINED HIS EQUIPMENT TO THE PARKING LANE ADJACENT TO THE WORK AREA DURING THESE STEPS. NO MATERIAL IS TO BE STORED OVERNIGHT WITHIN THE STREET RIGHT OF WAY OR ON ADJACENT PRIVATE PROPERTY.
2. DURING STEPS 7-9 OF THE SEQUENCE OF WORK, THE STREET SHALL BE CLOSED TO ALL THRU TRAFFIC UNLESS DIRECTED OTHERWISE BY THE DIRECTOR OF TRANSPORTATION. BOTH SIDES OF THE STREET SHALL BE POSTED WITH TEMPORARY "NO PARKING / TOW ZONE" SIGNS. ACCESS FOR EMERGENCY VEHICLES SHALL BE PROVIDED AT ALL TIMES. ACCESS TO DRIVEWAYS SHALL BE MAINTAINED AT ALL TIMES EXCEPT DURING STEPS 7-9 WHEN TEMPORARY INTERRUPTIONS ARE UNAVOIDABLE.
3. PRIVATE DUTY POLICE OFFICER(S) FROM THE CITY OF HARTFORD SHALL BE ON DUTY DURING PLACEMENT OF BITUMINOUS CONCRETE (STEP 9) AS DIRECTED BY THE ENGINEER. ALL INTERSECTING STREETS SHALL BE POSTED WITH "ROAD CLOSED AHEAD" SIGNS AT THE NEAREST CROSS STREET PARALLEL TO THE STREET WHERE BITUMINOUS CONCRETE IS BEING PLACED.
4. CONSTRUCTION SIGNS SHALL CONFORM TO THE SPECIFICATIONS OF THE CONNECTICUT DEPARTMENT OF TRANSPORTATION CATALOG OF SIGNS. A COPY OF THE CATALOG OF SIGNS IS AVAILABLE FOR REVIEW AT THE OFFICE OF THE CITY OF HARTFORD DIRECTOR OF TRANSPORTATION. ALL OTHER TRAFFIC CONTROL DEVICES FOR MAINTENANCE AND PROTECTION OF TRAFFIC SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, PART IV "TRAFFIC CONTROL FOR STREETS AND HIGHWAY CONSTRUCTION AND MAINTENANCE OPERATIONS."
5. 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 \$25.00 PER SIGN.

SEQUENCE OF WORK

NORTH OR WEST SIDE OF ROADWAY

1. INSTALL WARNING AND CONSTRUCTION SIGNS AS INDICATED ON THE PHASING PLAN.
2. INSTALL DRAINAGE / UNDERDRAIN. COMMENCE FROM OUTLET ENDS OF PROPOSED UNDERDRAIN AND WORK TOWARDS HIGH END OF DRAINAGE / UNDERDRAIN SYSTEM.
3. CONSTRUCT DRIVEWAY APRONS AND ADJOINING WALK.
4. REMOVE / REPLACE GRANITE CURBING.
5. REPLACE / CONSTRUCT SIDEWALKS / HANDICAPPED RAMPS. BACKFILL ADJACENT TO CURB AND WALK.

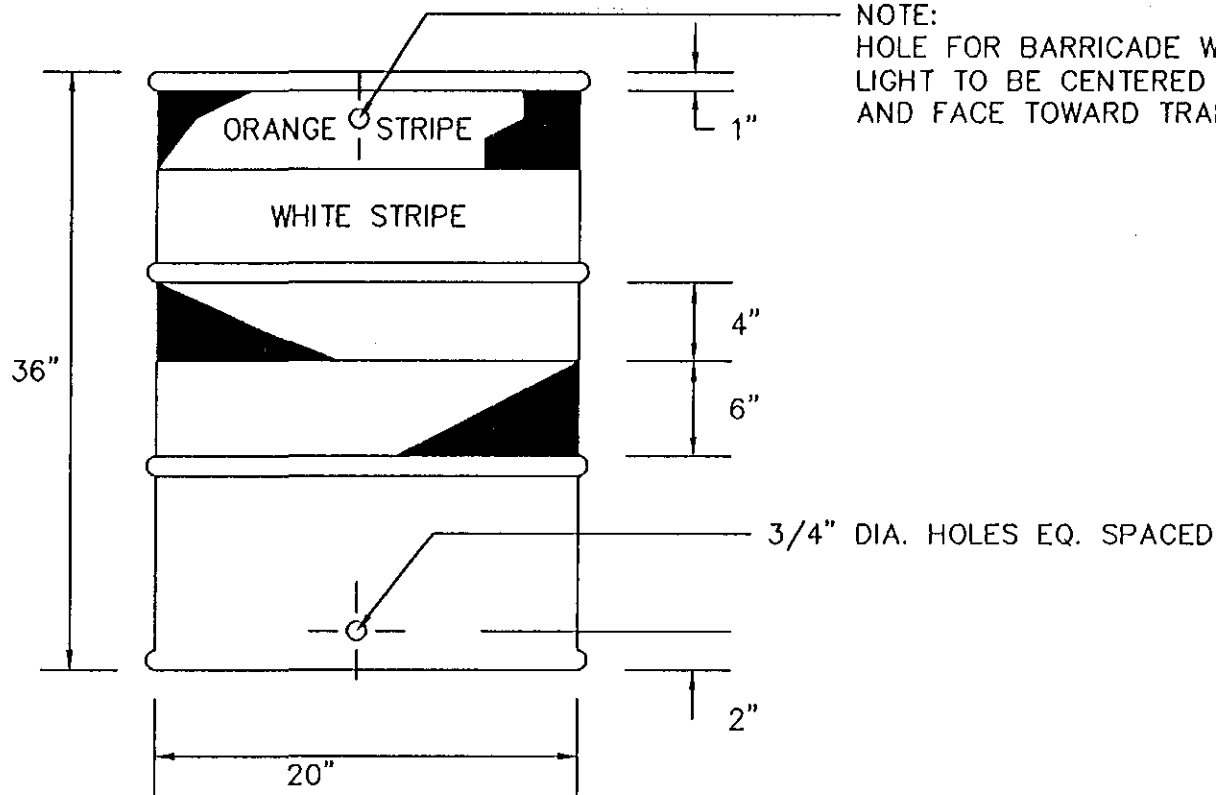
SOUTH OR EAST SIDE OF ROADWAY

6. REPEAT STEPS 2. THROUGH 5.

ROADWAY AND FINAL RESTORATION

7. EXCAVATION / ~~REMOVE MILLING OF ROADWAY~~ AS INDICATED. ADJUST UTILITY STRUCTURES TO GRADE.
8. INSTALL PROCESSED STONE BASE / REPAIR CONCRETE ROAD BASE AS REQUIRED.
9. PLACE BITUMINOUS CONCRETE AND INSTALL PAVEMENT MARKINGS.
10. INSTALL BITUMINOUS CONCRETE CURB IF REQUIRED.
11. SEED / SOD ALL DISTURBED AREAS.

TRAFFIC DRUM



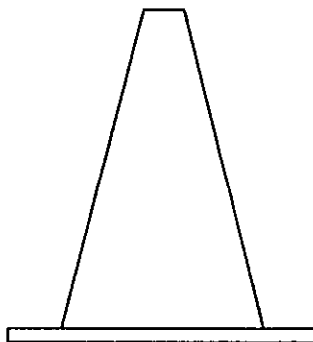
1. TRAFFIC DRUMS SHALL BE CONSTRUCTED OF PLASTIC.
2. TRAFFIC DRUMS SHALL BE DESIGNED IN ACCORDANCE WITH THE SPECIFICATIONS.
3. THE ENGINEER RESERVES THE RIGHT TO REJECT ANY DRUM HE DEEMS NOT SUITABLE FOR THE PURPOSE INTENDED.
4. THE WHITE STRIPES SHALL BE REFLECTIVE SHEETING-ENCAPSULATED LENS.
5. REFLECTORIZED 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.

TOTAL SHEETS	19
SHEET NO.	7
YEAR	1996
PROJ. NO.	63-533
FED. AID PROJ. NO.	STPH-882(1)
TOWN	HARTFORD
STATE	CONN.
F.H.W.A. REGION NO.	1

TRAFFIC PHASING PLAN

LEGEND			
(LC) = STREET LEGALLY CLOSED	(MR) = MERGE RIGHT	(L) = DETOUR LEFT	(ML) = MERGE LEFT
(R) = DETOUR RIGHT	(M) = MERGE	(CA) = ROAD CLOSED AHEAD	(L2) = LEFT LANE CLOSED AHEAD
(LT) = LOCAL TRAFFIC ONLY	(R2) = RIGHT LANE CLOSED AHEAD	(RC) = ROAD CLOSED	(RW) = ROAD WORK AHEAD
(LP) ₁₊₂ = SIGN DESIGNATION PHASE(S) REQUIRED FOR			

TRAFFIC CONE

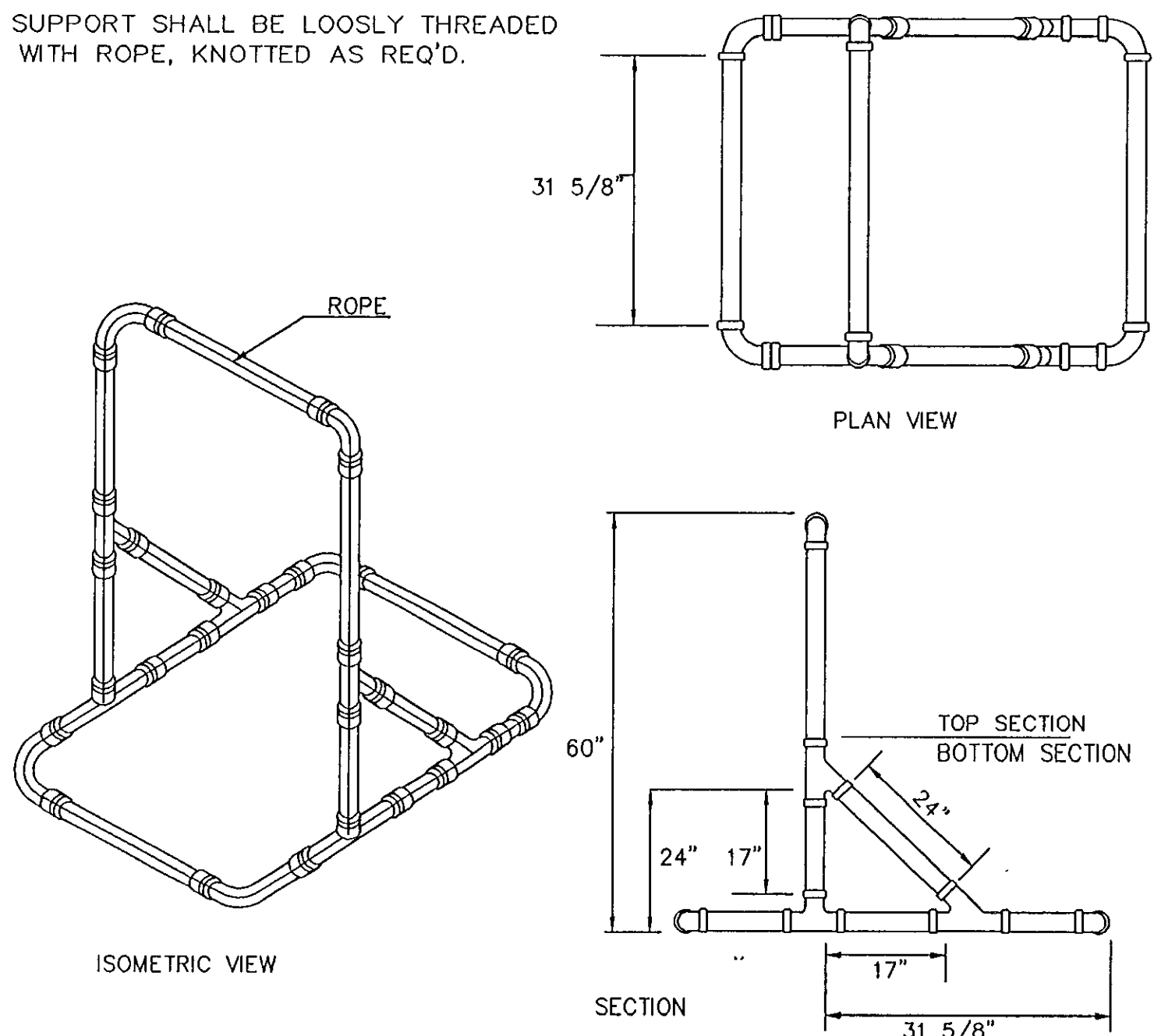


NOTES:

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.

NOTES:

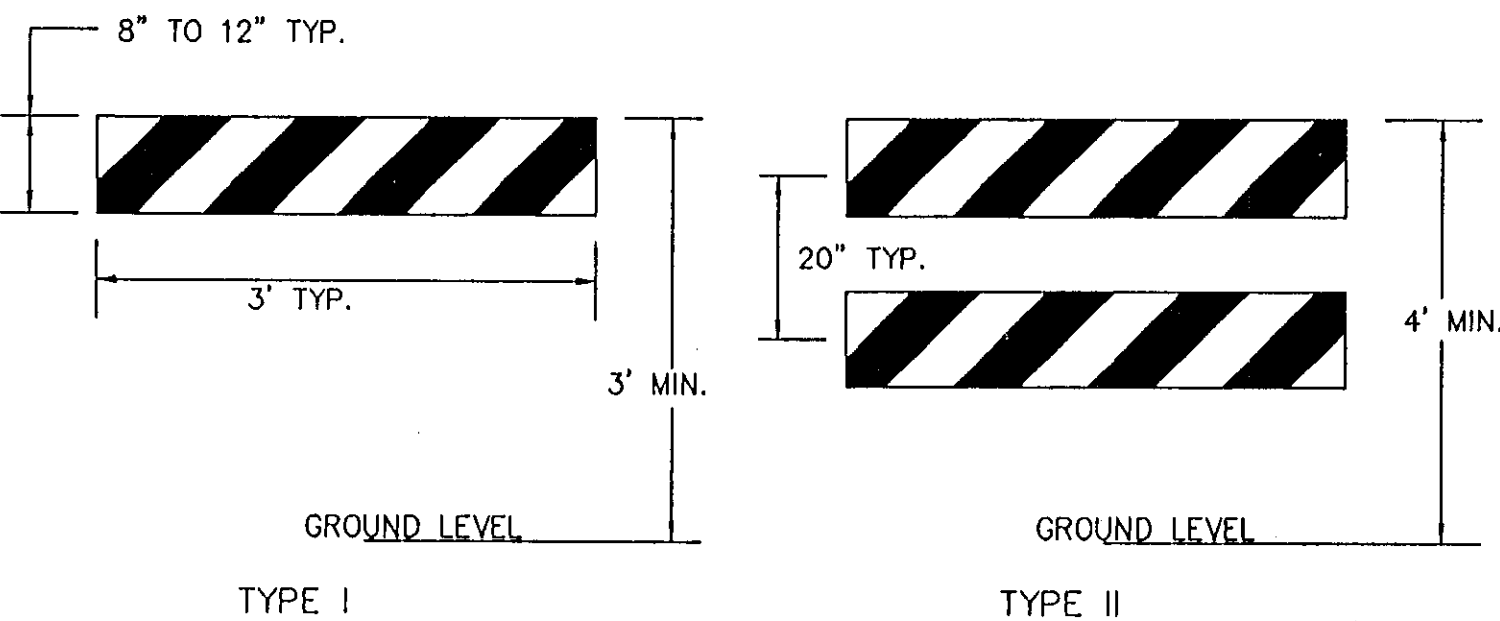
1. DIMENSIONS ARE APPROXIMATE.
2. BOTTOM SECTION MAY BE FILLED WITH SAND OR BALLAST.
3. SUPPORT SHALL BE LOOSLY THREADED WITH ROPE, KNOTTED AS REQ'D.



TYPICAL 3" OR 4" BARRICADE SUPPORT

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.



TYPE I

TYPE II

TYPE III

CONSTRUCTION BARRICADES
NOT TO SCALE

ALUMINUM BARRICADE FACE PANELS

TRAFFIC SIGNS

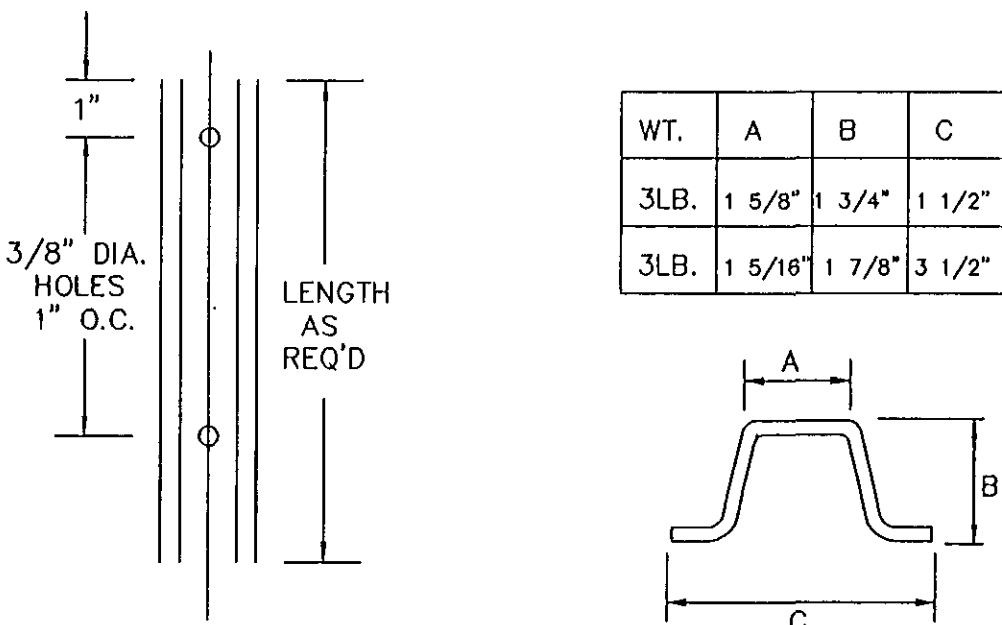
ROAD CLOSED AHEAD		ROAD CLOSED	
(CA)	(RC)	SIZE (IN.)	SUPPORTS *
CA	RC	36 X 36	1
C		36 X 36	1

LOCAL TRAFFIC ONLY		SIZE (IN.)	SUPPORTS *
(LT)		30 X 36	2

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

STREET LEGALLY CLOSED		SIZE (IN.)	SUPPORTS *
(LC)		30 X 18	

TYPICAL SIGN - POST DETAILS



* NOTES:

STEEL FOR POST SHALL CONFORM TO MECHANICAL REQUIREMENTS OF ASTM A499-B1 GRADE 80 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
TRANSPORTATION SERVICES BUREAU

TRAFFIC CONTROL AND PHASING

SUBMITTED	RECOMMENDED	APPROVED
PROJECT ENGINEER	MANAGER	CITY ENGINEER
1	10/13/95	NOTES REVISED
NO.	DATE	DESCRIPTION
1	10/13/95	NOTES REVISED
1	10/13/95	NOTES REVISED

SCALE:	DAYBOOK NO.	SHEET
NONE	DATE SEPT. 15, 1995	7
	FILE NAME TRAPHNEW.DWG	OF 19