

MASSACHUSETTS DEPARTMENT OF TRANSPORTATION HIGHWAY DIVISION

PLAN AND PROFILE OF SURFSIDE ROAD & BARTLETT ROAD

IN THE TOWN OF NANTUCKET NANTUCKET COUNTY

FEDERAL AID PROJECT NO.

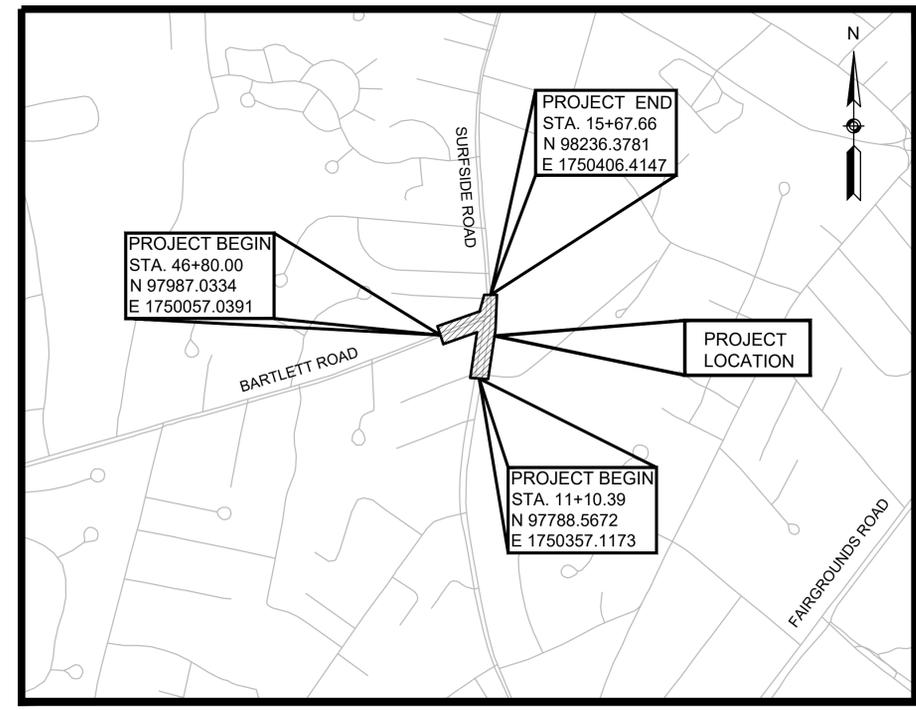
NANTUCKET SURFSIDE ROAD & BARTLETT ROAD			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	TBD	1	30
PROJECT FILE NO. 608664			

TITLE SHEET & INDEX

THE MASSACHUSETTS HIGHWAY DEPARTMENT STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES DATED 1988, AS AMENDED, THE SUPPLEMENTAL SPECIFICATIONS DATED JULY 1, 2015, THE DECEMBER 2017 CONSTRUCTION STANDARD DETAILS, THE 2015 OVERHEAD SIGNAL STRUCTURE AND FOUNDATION STANDARD DRAWINGS, MASSDOT TRAFFIC MANAGEMENT PLANS AND DETAIL DRAWINGS, THE LATEST MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS WITH MASSACHUSETTS AMENDMENTS, THE 1990 STANDARD DRAWINGS FOR SIGNS AND SUPPORTS, THE 1968 STANDARD DRAWINGS FOR TRAFFIC SIGNALS AND HIGHWAY LIGHTING, AND THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, WILL GOVERN.

25% SUBMITTAL

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DESIGN DESIGNATION	SURFSIDE ROAD	BARTLETT ROAD
DESIGN SPEED	20 MPH (AT ROUNDABOUT)	20 MPH (AT ROUNDABOUT)
ADT (2018)	9,349	7,899
ADT (2028)	9,827	8,302
K	7% (PM)	8% (PM)
D	56.7% SB	57.1% WB
T (PEAK HOUR)	2.3%	0.7%
T (AVERAGE DAY)	2.9%	2.9%
DHV	718 VPH	659 VPH
DDHV	407 VPH	376 VPH
FUNCTIONAL CLASSIFICATION	RURAL MINOR COLLECTOR	LOCAL ROADWAY

DATE	DESCRIPTION	REV #

PLAN PREPARED BY: 101 WALNUT STREET WATERTOWN, MA 02471	 Massachusetts Department of Transportation Highway Division
	RECOMMENDED FOR APPROVAL _____ CHIEF ENGINEER DATE
DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION APPROVED: _____ DIVISION ADMINISTRATOR DATE	APPROVED _____ HIGHWAY ADMINISTRATOR DATE

GENERAL SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		JERSEY BARRIER
		CATCH BASIN
		CATCH BASIN CURB INLET
		FLAG POLE
		GAS PUMP
		MAIL BOX
		POST SQUARE
		POST CIRCULAR
		WELL
		ELECTRIC HANDHOLE
		FENCE GATE POST
		GAS GATE
		BORING HOLE
		MONITORING WELL
		TEST PIT
		HYDRANT
		LIGHT POLE
		COUNTY BOUND
		GPS POINT
		CABLE MANHOLE
		DRAINAGE MANHOLE
		ELECTRIC MANHOLE
		GAS MANHOLE
		MISC MANHOLE
		SEWER MANHOLE
		TELEPHONE MANHOLE
		WATER MANHOLE
		MASSACHUSETTS HIGHWAY BOUND
		MONUMENT
		STONE BOUND
		TOWN OR CITY BOUND
		TRAVERSE OR TRIANGULATION STATION
		TROLLEY POLE OR GUY POLE
		TRANSMISSION POLE
		UTILITY POLE W/ FIREBOX
		UTILITY POLE WITH DOUBLE LIGHT
		UTILITY POLE W / 1 LIGHT
		UTILITY POLE
		BUSH
		TREE
		STUMP
		SWAMP / MARSH
		WATER GATE
		PARKING METER
		OVERHEAD CABLE/WIRE
		CURBING
		CONTOURS (ON-THE-GROUND SURVEY DATA)
		CONTOURS (PHOTOGRAMMETRIC DATA)
		UNDERGROUND DRAIN PIPE (DOUBLE LINE 24 INCH AND OVER)
		UNDERGROUND ELECTRIC DUCT (DOUBLE LINE 24 INCH AND OVER)
		UNDERGROUND GAS MAIN (DOUBLE LINE 24 INCH AND OVER)
		UNDERGROUND SEWER MAIN (DOUBLE LINE 24 INCH AND OVER)
		UNDERGROUND TELEPHONE DUCT (DOUBLE LINE 24 INCH AND OVER)
		UNDERGROUND WATER MAIN (DOUBLE LINE 24 INCH AND OVER)
		BALANCED STONE WALL
		GUARD RAIL - STEEL POSTS
		GUARD RAIL - WOOD POSTS
		CHAIN LINK OR METAL FENCE
		WOOD FENCE
		HAY BALES/SILT FENCE
		TREE LINE
		SAWCUT LINE
		TOP OR BOTTOM OF SLOPE
		EDGE OF PAVEMENT
		LIMIT OF MICROMILLING AND OVERLAY
		BANK OF RIVER OR STREAM
		BORDER OF WETLAND
		100 FT WETLAND BUFFER
		200 FT RIVERFRONT BUFFER
		STATE HIGHWAY LAYOUT
		TOWN OR CITY LAYOUT
		COUNTY LAYOUT
		RAILROAD SIDELINE
		TOWN OR CITY BOUNDARY LINE
		PROPERTY LINE OR APPROXIMATE PROPERTY LINE
		EASEMENT

TRAFFIC SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		CONTROLLER PHASE ACTUATED
		TRAFFIC SIGNAL HEAD (SIZE AS NOTED)
		WIRE LOOP DETECTOR (6' x 6' TYP UNLESS OTHERWISE SPECIFIED)
		VIDEO DETECTION CAMERA
		MICROWAVE DETECTOR
		PEDESTRIAN PUSH BUTTON, SIGN (DIRECTIONAL ARROW AS SHOWN) AND SADDLE
		EMERGENCY PREEMPTION CONFIRMATION STROBE LIGHT
		VEHICULAR SIGNAL HEAD
		VEHICULAR SIGNAL HEAD, OPTICALLY PROGRAMMED
		FLASHING BEACON
		PEDESTRIAN SIGNAL HEAD, (TYPE AS NOTED OR AS SPECIFIED)
		RAILROAD SIGNAL
		SIGNAL POST AND BASE (ALPHA-NUMERIC DESIGNATION NOTED)
		MAST ARM, SHAFT AND BASE (ARM LENGTH AS NOTED)
		HIGH MAST POLE OR TOWER
		SIGN AND POST
		SIGN AND POST (2 POSTS)
		MAST ARM WITH LUMINAIRE
		OPTICAL PRE-EMPTION DETECTOR
		CONTROL CABINET, GROUND MOUNTED
		CONTROL CABINET, POLE MOUNTED
		FLASHING BEACON CONTROL AND METER PEDESTAL
		LOAD CENTER ASSEMBLY
		PULL BOX 12"x12" (OR AS NOTED)
		ELECTRIC HANDHOLE 12"x24" (OR AS NOTED)
		TRAFFIC SIGNAL CONDUIT

PAVEMENT MARKINGS SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		PAVEMENT ARROW - WHITE
		LEGEND "ONLY" - WHITE
		STOP LINE
		CROSSWALK
		SOLID WHITE LINE
		SOLID YELLOW LINE
		BROKEN WHITE LINE
		BROKEN YELLOW LINE
		DOTTED WHITE LINE
		DOTTED YELLOW LINE
		DOTTED WHITE LINE EXTENSION
		DOTTED YELLOW LINE EXTENSION
		DOUBLE WHITE LINE
		DOUBLE YELLOW LINE

**NANTUCKET
SURFSIDE ROAD & BARTLETT ROAD**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	TBD	3	30
PROJECT FILE NO.		608664	

ABBREVIATIONS & GENERAL NOTES

GENERAL NOTES:

- EXISTING CONDITIONS AND TOPOGRAPHICAL INFORMATION FROM AN ACTUAL FIELD SURVEY CONDUCTED BY BRACKEN ENGINEERING, INC. IN APRIL, 2018.
- THE HORIZONTAL CONTROL IS BASED ON THE MASSACHUSETTS ISLAND ZONE STATE PLANE COORDINATE SYSTEM AND THE NATIONAL GEODETIC SURVEY (NAD83). ALL ELEVATION IS US FEET, REFERENCED TO THE NORTH AMERICA VERTICAL DATUM OF 1988 (NAVD88).
- THE CONTRACTOR SHALL VERIFY ALL EXISTING DIMENSIONS AND GRADES IN THE FIELD BEFORE COMMENCING WORK AND PROMPTLY NOTIFY THE ENGINEER OF ANY DISCREPANCIES.
- THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND SHALL BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.
- DRAINAGE ELEVATIONS ARE PROVIDED FOR DESIGN PURPOSES ONLY. THE CONTRACTOR SHALL VERIFY BY TEST PIT, THE LOCATIONS OF EXISTING UTILITIES WHICH MAY CONFLICT WITH THE PROPOSED DRAINAGE DESIGN. ANY FIELD ADJUSTMENTS REQUIRED WILL BE MADE AS APPROVED OR DIRECTED BY THE ENGINEER. ONLY AFTER THE CONTRACTOR VERIFIES ELEVATIONS FOR THE CONSTRUCTABILITY OF THE DRAINAGE SYSTEM SHALL ANY STRUCTURES BE ORDERED. ANY FIELD ADJUSTMENTS TO LINE & GRADE UP TO A DEPTH OF 5' SHALL BE INCLUDED IN THE COST OF THE PIPE. PIPE EXCAVATION GREATER THAN 5' WILL BE PAID UNDER CLASS B TRENCH EXCAVATION.
- WHERE AN EXISTING UTILITY IS FOUND TO CONFLICT WITH THE PROPOSED WORK, THE LOCATION, ELEVATION AND SIZE OF THE UTILITY SHALL BE ACCURATELY DETERMINED WITHOUT DELAY BY THE CONTRACTOR, AND THE INFORMATION FURNISHED TO THE ENGINEER FOR RESOLUTION OF THE CONFLICT.
- THE CONTRACTOR SHALL ALTER THE MASONRY OF THE TOP SECTION OF ALL EXISTING DRAINAGE AND SEWER STRUCTURES AS NECESSARY FOR CHANGES IN GRADE, AND RESET ALL WATER AND DRAINAGE FRAMES, GRATES AND BOXES TO THE PROPOSED FINISH SURFACE GRADE. REQUIRED NEW MASONRY SHALL BE CLAY BRICK.
- THE CONTRACTOR SHALL MAKE ALL ARRANGEMENTS FOR THE ALTERATION AND ADJUSTMENT OF GAS, ELECTRIC, TELEPHONE AND ANY OTHER PRIVATE UTILITIES BY THE UTILITY COMPANIES.
- EXISTING UTILITY POLES WILL BE RELOCATED BY OTHERS.
- TREES AND SHRUBS WITHIN THE LIMITS OF GRADING SHALL BE REMOVED ONLY UPON APPROVAL OF THE ENGINEER.
- AREAS OUTSIDE THE LIMITS OF PROPOSED WORK DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY THE CONTRACTOR TO THEIR ORIGINAL CONDITION AT NO EXPENSE TO THE OWNER.
- THE TERM "PROPOSED" (PROP) MEANS WORK TO BE CONSTRUCTED USING NEW MATERIALS OR, WHERE APPLICABLE, RE-USING EXISTING MATERIALS IDENTIFIED AS "REMOVE AND RESET" (R&R).
- JOINTS BETWEEN NEW ASPHALT CONCRETE ROADWAY PAVEMENT AND SAWCUT EXISTING PAVEMENT SHALL BE SEALED WITH HMA JOINT SEALER AND BACKSANDDED.
- AFTER MILLING OPERATIONS AND PRIOR TO PAVING THE SUPERPAVE SURFACE COURSE THE ENGINEER SHALL EVALUATE THE MILLED SURFACE AND SHALL APPLY THE APPROPRIATE REPAIR METHOD IF REQUIRED.
- EXISTING SIGNS WITHIN THE PROJECT LIMITS SHALL BE REMOVED UNLESS INDICATED OTHERWISE ON THE DRAWINGS.
- EXISTING STATE, COUNTY, CITY, AND TOWN LOCATION LINES AND PRIVATE PROPERTY LINES HAVE BEEN ESTABLISHED FROM AVAILABLE INFORMATION AND THEIR EXACT LOCATIONS ARE NOT GUARANTEED.
- PROPOSED BOUNDS SHALL BE PLACED BY A LICENSED PROFESSIONAL SURVEYOR. THE CONTRACTOR SHALL EXERCISE DUE CARE WHEN WORKING AROUND ALL PROPERTY BOUNDS WHICH ARE TO REMAIN. SHOULD ANY DAMAGE TO A BOUND RESULT FROM THE ACTIONS OF THE CONTRACTOR, THE CONTRACTOR SHALL HAVE THE BOUND REPLACED AND/OR REALIGNED BY A LICENSED PROFESSIONAL SURVEYOR AS DIRECTED BY THE ENGINEER AT NO ADDITIONAL COST.
- DISPOSAL OF ALL SURPLUS MATERIAL SHALL BE AS APPROVED BY THE ENGINEER AND OWNER.
- LATERAL DRAIN PIPES SHALL BE INSTALLED WITH A PITCH OF 0.01 FOOT PER FOOT (MINIMUM) UNLESS NOTED OTHERWISE ON THE PLANS.

GENERAL ABBREVIATIONS

ABAN	ABANDON
ADJ	ADJUST
APPROX	APPROXIMATE
A.C.	ASPHALT CONCRETE
ACCM PIPE	ASPHALT COATED CORRUGATED METAL PIPE
BIT.	BITUMINOUS
BC	BOTTOM OF CURB
BD.	BOUND
BL	BASELINE
BLDG	BUILDING
BM	BENCHMARK
BO	BY OTHERS
BOS	BOTTOM OF SLOPE
BR.	BRIDGE
CC	CEMENT CONCRETE
CCM	CEMENT CONCRETE MASONRY
CEM	CEMENT
C&G	CLEARING AND GRUBBING
CI	CURB INLET
CLF	CHAIN LINK FENCE
CL	CENTERLINE
CO.	COUNTY
CONC	CONCRETE
CONT	CONTINUOUS / CONTINUED
CONST	CONSTRUCTION
CR GR	CROWN GRADE
DIA	DIAMETER
DWY	DRIVEWAY
ELEV (or EL.)	ELEVATION
EMB	EMBANKMENT
EOP	EDGE OF PAVEMENT
EQ	EQUAL
EXIST (or EX)	EXISTING
EXC	EXCAVATION
FDN.	FOUNDATION
FDP	FULL DEPTH PAVEMENT
FLDSTN	FIELDSTONE
GAR	GARAGE
GD	GROUND
GRAN	GRANITE
GRAV	GRAVEL
GRD	GUARD
HMA	HOT MIX ASPHALT
HOR	HORIZONTAL
HWY	HIGHWAY
JCT	JUNCTION
LOAM	LOAM BORROW
LSA	LANDSCAPED AREA
LT	LEFT
MAHWL	MEAN AVERAGE HIGH WATER LINE
MAX	MAXIMUM
MB	MAILBOX
MHB	MASSACHUSETTS HIGHWAY BOUND
MIN	MINIMUM
MOD	MODIFIED
MSE	MECHANICALLY STABILIZED EARTH
NERR	NEW ENGLAND RAILROAD
NIC	NOT IN CONTRACT
NO.	NUMBER
NTS	NOT TO SCALE
O.C.	ON CENTER
O.D.	OUTSIDE DIAMETER
P.G.L.	PROFILE GRADE LINE
PREV	PREVIOUS/PREVIOUSLY
PROJ	PROJECT
PROP	PROPOSED
PSB	PLANTABLE SOIL BORROW
PVMT	PAVEMENT
R&D	REMOVE AND DISCARD
R&R	REMOVE AND RESET
R&S	REMOVE AND STACK
RD	ROAD
RDWY	ROADWAY
REB	REBUILD
REM	REMOVE
REMOD	REMODEL
RET	RETAIN
RET WALL	RETAINING WALL
ROW	RIGHT OF WAY
RR	RAILROAD
RT	RIGHT
SB	STONE BOUND
SHLD	SHOULDER
SHLO/S.H.L.O.	STATE HIGHWAY LAYOUT LINE

GENERAL ABBREVIATIONS (CONT)

ST	STREET
STA	STATION
STD	STANDARD
SW	SIDEWALK
TEMP	TEMPORARY
TC	TOP OF CURB
TOS	TOP OF SLOPE
TRANS	TRANSITION
TRM	TURF REINFORCING MAT
TYP	TYPICAL
VAR	VARIES
VERT	VERTICAL
WCR	WHEEL CHAIR RAMP
WP	WORKING POINT
X-SECT	CROSS SECTION

UTILITY ABBREVIATIONS

CB	CATCH BASIN
CBCI	CATCH BASIN WITH CURB INLET
CIP	CAST IRON PIPE
CIT	CHANGE IN TYPE
CMP	CORRUGATED METAL PIPE
CSP	CORRUGATED STEEL PIPE
DI	DROP INLET
DIP	DUCTILE IRON PIPE
FES	FLARED END SECTION
F&C	FRAME AND COVER
F&G	FRAME AND GRATE
GG	GAS GATE
GI	GUTTER INLET
GIP	GALVANIZED IRON PIPE
HDPE	HIGH DENSITY POLYETHYLENE PIPE
HDW	HEADWALL
HYD	HYDRANT
INV	INVERT
LB	LEACH BASIN
LP	LIGHT POLE
MH	MANHOLE
MW	MONITORING WELL
OHW	OVERHEAD WIRE
PVC	POLYVINYLCHLORIDE PIPE
PWW	PAVED WATER WAY
RCP	REINFORCED CONCRETE PIPE
SMH	SEWER MANHOLE
TSV&B	TAPPING SLEEVE VALVE & BOX
UP	UTILITY POLE
WG	WATER GATE
WIP	WROUGHT IRON PIPE
WM	WATER METER/WATER MAIN

ALIGNMENT & GRADING ABBREVIATIONS

CC	CENTER OF CURVE
HP	HIGH POINT
I.T.	INTERSECTION OF TANGENT
LP	LOW POINT
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVATURE
PI	POINT OF INTERSECTION
PNT	POINT
POC	POINT ON CURVE
POT	POINT ON TANGENT
PRC	POINT OF REVERSE CURVATURE
PT	POINT OF TANGENCY
LPT	ANGLE POINT
R	RADIUS OF CURVATURE
T	TANGENT DISTANCE OF CURVE
TAN	TANGENT
25.45	SPOT ELEVATION

PROFILE ABBREVIATIONS

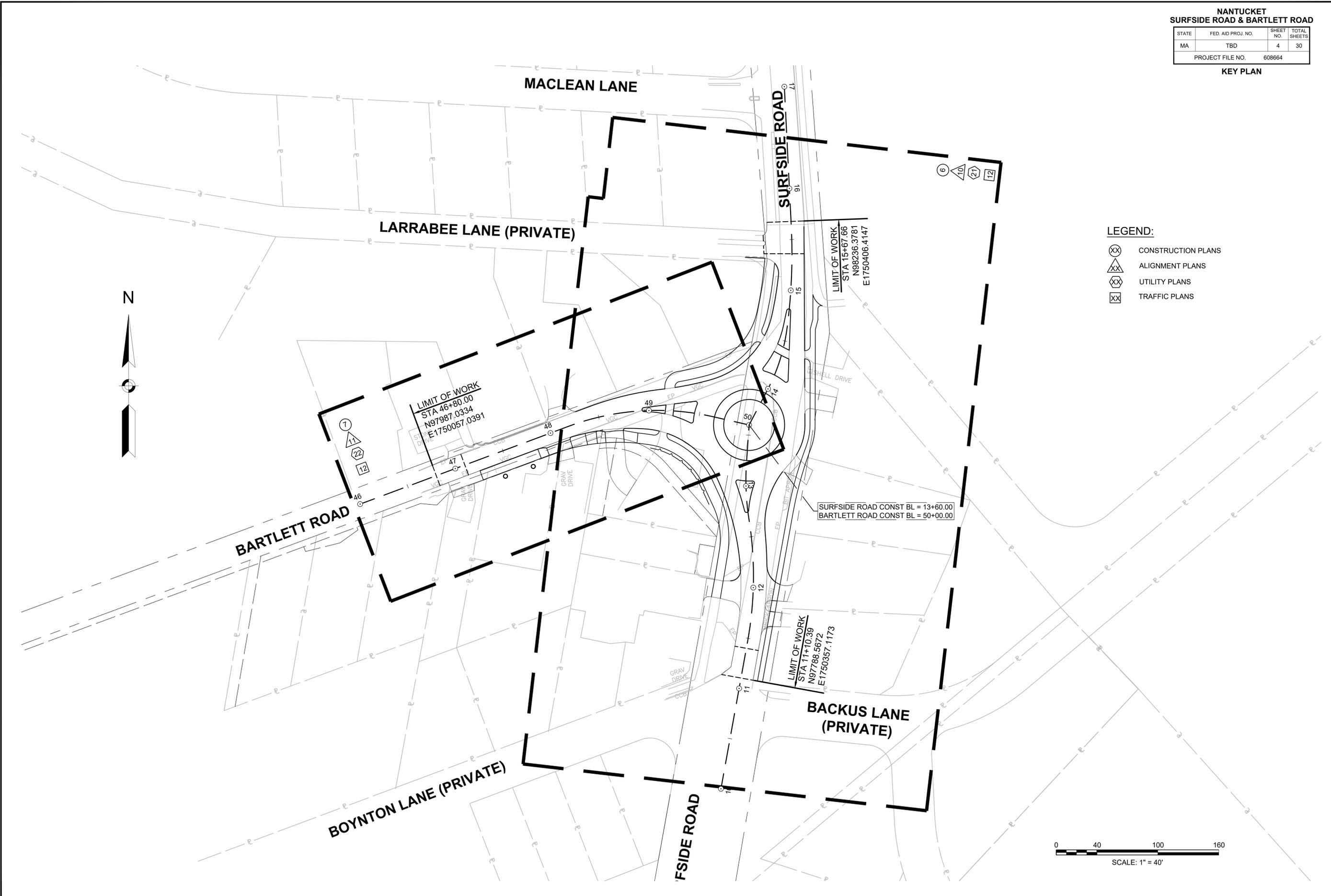
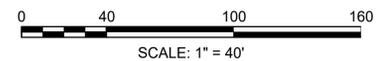
AD	ALGEBRAIC DIFFERENCE IN RATES OF GRADE
HSD	HORIZONTAL SIGHT DISTANCE
K	RATE OF VERTICAL CURVATURE
L	LENGTH OF CURVE
PVC	POINT OF VERTICAL CURVATURE
PVCC	POINT OF VERTICAL COMPOUND CURVATURE
PVI	POINT OF VERTICAL INTERSECTION
PVRC	POINT OF VERTICAL REVERSE CURVATURE
PVT	POINT OF VERTICAL TANGENCY
SSD	STOPPING SIGHT DISTANCE
VC	VERTICAL CURVE

TRAFFIC & SIGNAL ABBREVIATIONS

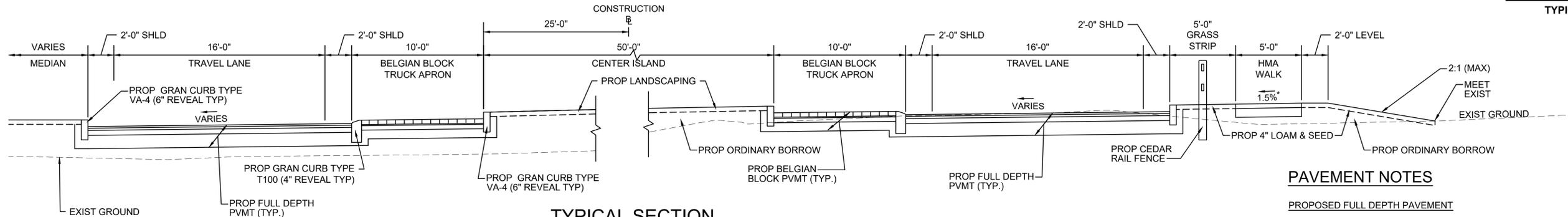
AADT	ANNUAL AVERAGE DAILY TRAFFIC
CAB.	CABINET
CCVE	CLOSED CIRCUIT VIDEO EQUIPMENT
COND	CONDUIT
CW	CROSS WALK
DW	STEADY DON'T WALK - PORTLAND ORANGE
DHV	DESIGN HOURLY VOLUME
FDW	FLASHING DON'T WALK
FR	FLASHING CIRCULAR RED
FRL	FLASHING RED LEFT ARROW
FRR	FLASHING RED RIGHT ARROW
FY	FLASHING CIRCULAR AMBER
FYL	FLASHING AMBER LEFT ARROW
FYR	FLASHING AMBER RIGHT ARROW
G	STEADY CIRCULAR GREEN
GL	STEADY GREEN LEFT ARROW
GR	STEADY GREEN RIGHT ARROW
GSL	STEADY GREEN SLASH LEFT ARROW
GSR	STEADY GREEN SLASH RIGHT ARROW
GV	STEADY GREEN VERTICAL ARROW
HH	HAND HOLE
OL	OVERLAP
PB	PULL BOX
PED	PEDESTRIAN
PTZ	PAN, TILE, ZOOM
R	STEADY CIRCULAR RED
RL	STEADY RED LEFT ARROW
RR	STEADY RED RIGHT ARROW
SL	STOP LINE
T	TRUCK %
TS OR TR SIG	TRAFFIC SIGNAL
TSC	TRAFFIC SIGNAL CONDUIT
W	STEADY WALK
Y	STEADY CIRCULAR AMBER
YL	STEADY AMBER LEFT ARROW



- LEGEND:**
- CONSTRUCTION PLANS
 - ALIGNMENT PLANS
 - UTILITY PLANS
 - TRAFFIC PLANS

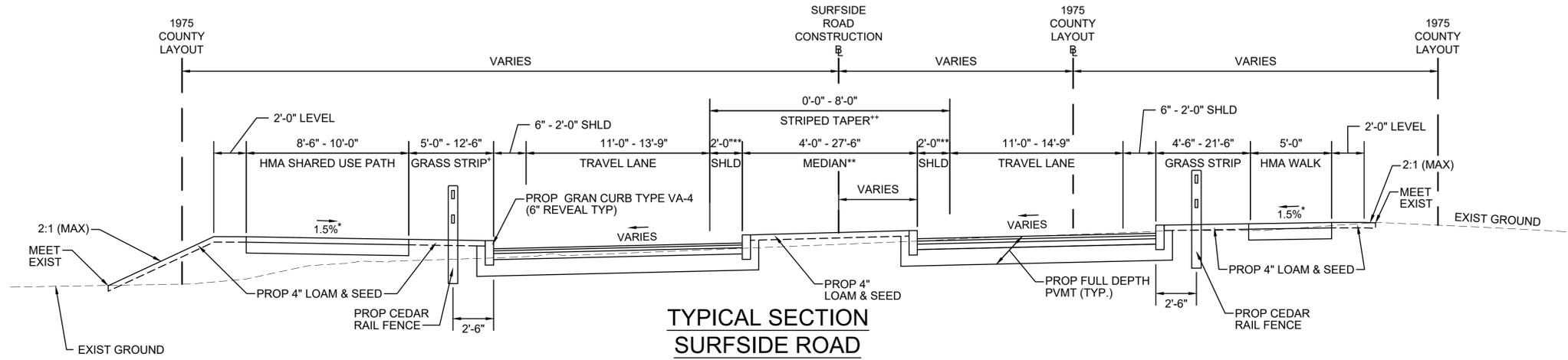


TYPICAL SECTIONS



TYPICAL SECTION
ROUNDBOUT

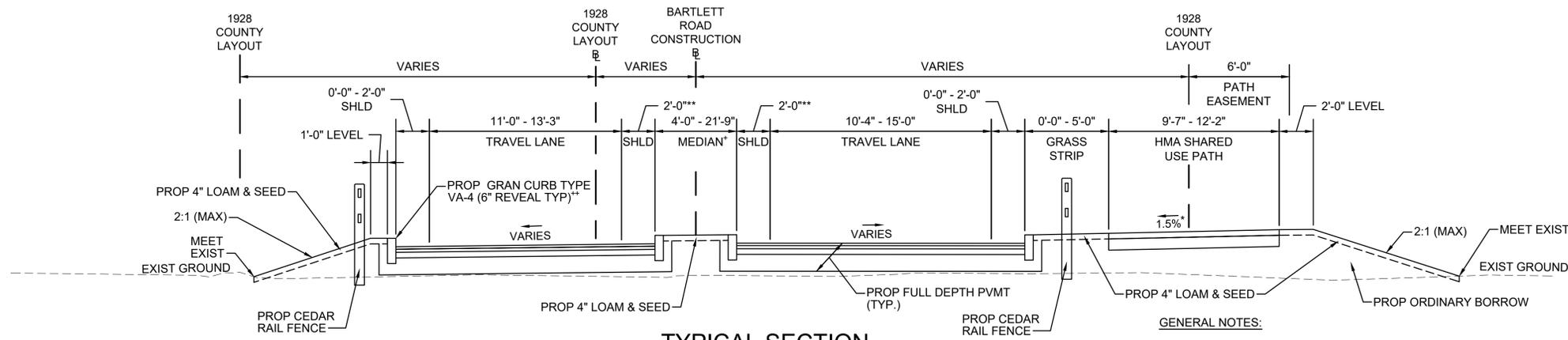
NTS
 * TOLERANCE FOR CONSTRUCTION ±0.5%



TYPICAL SECTION
SURFSIDE ROAD

STA 11+15± TO STA 13+05±
 STA 14+15± TO STA 15+35±
 NTS

* TOLERANCE FOR CONSTRUCTION ±0.5%
 **WHERE MEDIAN IS PROPOSED (STA 12+74 TO STA 13+05 AND STA 14+15 TO STA 14+82)
 *GRASS STRIP PROPOSED FROM STA 11+85 TO STA 15+35
 **WHERE MEDIAN IS NOT PROPOSED



TYPICAL SECTION
BARTLETT ROAD

STA 47+22± TO STA 49+47±
 NTS

* TOLERANCE FOR CONSTRUCTION ±0.5%
 ** WHERE MEDIAN IS PROPOSED
 * MEDIAN PROPOSED FROM STA 48+93 TO STA 49+45
 ** HMA BERM PROPOSED FROM STA 47+17 TO STA 48+00

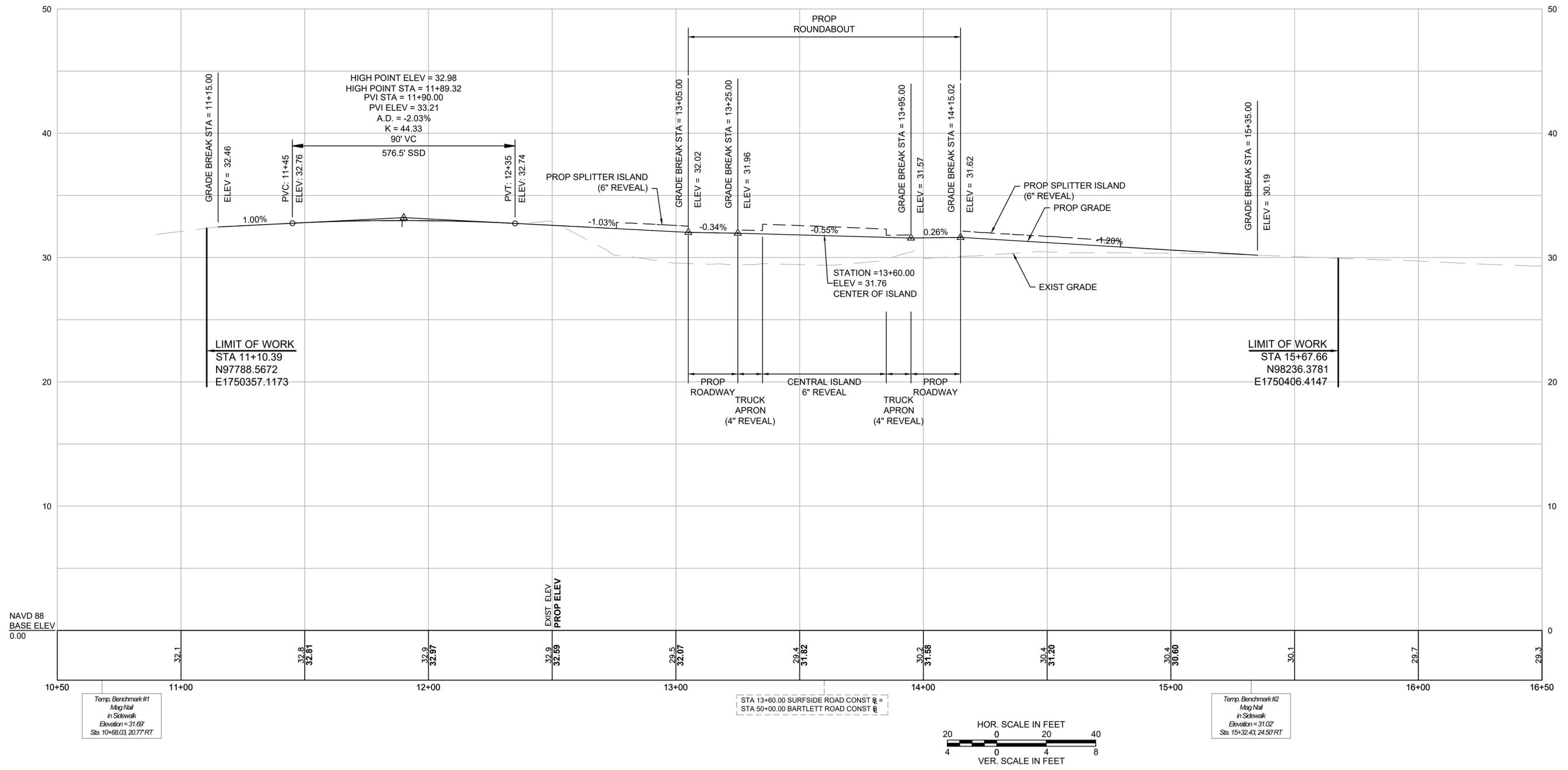
PAVEMENT NOTES

- PROPOSED FULL DEPTH PAVEMENT**
- SURFACE: 1 1/2" SUPERPAVE SURFACE COURSE - 9.5 (SSC-9.5)
 - INTERMEDIATE: 2" SUPERPAVE INTERMEDIATE COURSE - 12.5 (SIC-12.5)
 - BASE COURSE: 4" SUPERPAVE BASE COURSE - 25.0 (SBC-25.0)
 - SUBBASE: 12" GRAVEL BORROW, TYPE b
- PROPOSED PAVEMENT MICROMILLING AND OVERLAY**
- SURFACE: 1 1/2" SUPERPAVE SURFACE COURSE - 9.5 (SSC-9.5)
 - MILLING: 1 1/2" PAVEMENT MICROMILLING
- PROPOSED HOT MIX ASPHALT DRIVEWAY**
- SURFACE: 1 1/2" SUPERPAVE SURFACE COURSE - 9.5 (SSC-9.5)
 - INTERMEDIATE: 2" SUPERPAVE INTERMEDIATE COURSE - 12.5 (SIC-12.5)
 - SUBBASE: 8" GRAVEL BORROW, TYPE B
- PROPOSED HOT MIX ASPHALT WALK**
- SURFACE: 3" SUPERPAVE SURFACE COURSE - 9.5 (SSC-9.5)
 (2 EQUAL LIFTS OF 1 1/2" EACH)
 - SUBBASE: 8" GRAVEL BORROW, TYPE B
- PROPOSED HOT MIX ASPHALT SHARED USE PATH**
- SURFACE: 1 1/2" SUPERPAVE SURFACE COURSE - 9.5 (SSC-9.5)
 - INTERMEDIATE: 2 1/2" SUPERPAVE INTERMEDIATE COURSE - 12.4 (SIC-12.5)
 - SUBBASE: 8" GRAVEL BORROW, TYPE B
- PROPOSED CEMENT CONCRETE WHEELCHAIR RAMP**
- SURFACE: 4" CEMENT CONCRETE
 AIR ENTRAINED 4000 PSI, 3/4", 610
 - SUBBASE: 8" GRAVEL BORROW, TYPE b
- PROPOSED BELGIAN BLOCK TRUCK APRON**
- SURFACE: 4" BELGIAN BLOCK - 4" x 4" x 8" OVER
 1" BEDDING SAND
 - SUBBASE: 4" REINFORCED CEMENT CONCRETE
 AIR ENTRAINED 4000 PSI, 3/4", 610 OVER
 8" GRAVEL BORROW, TYPE b

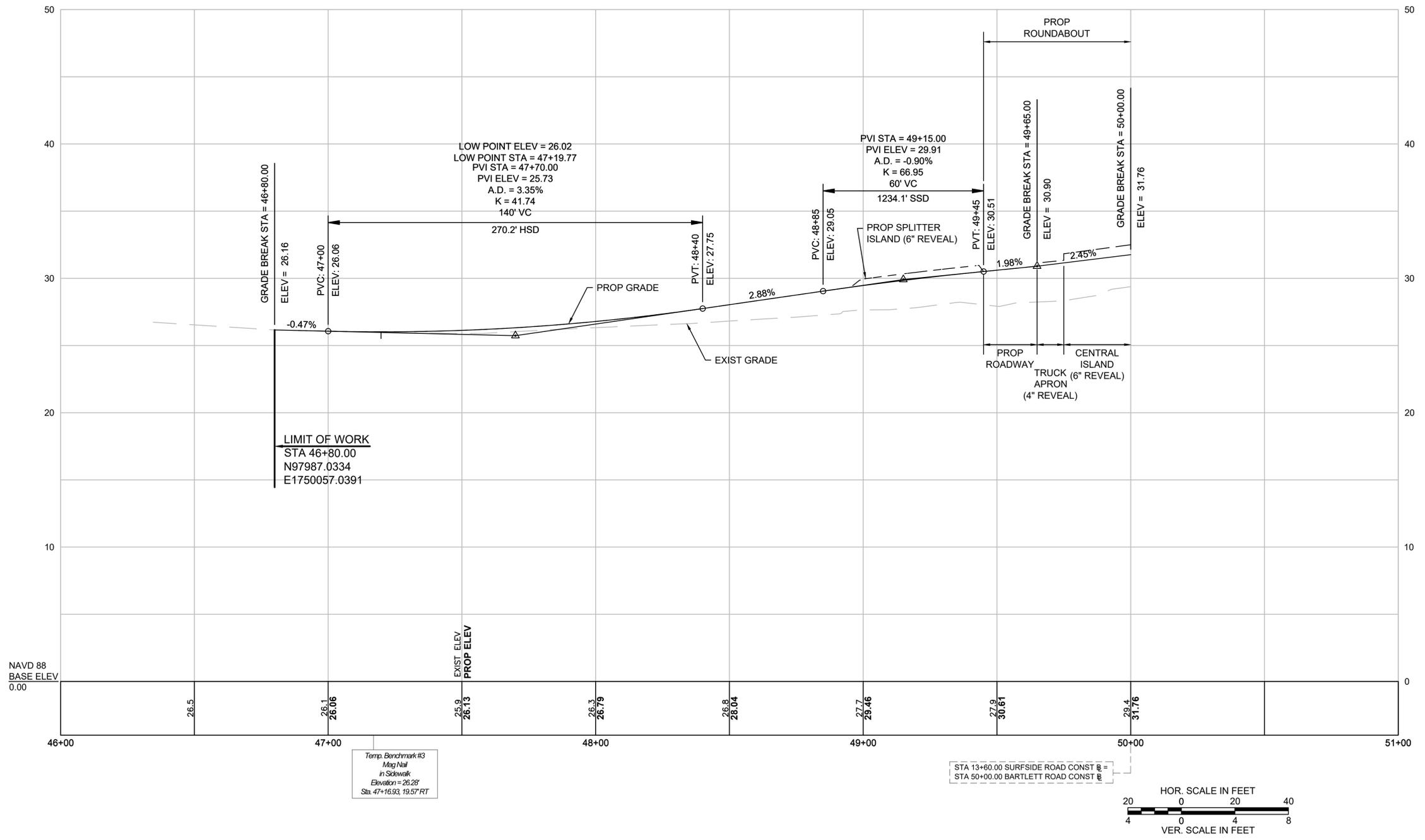
GENERAL NOTES:

- ALL HOT MIX ASPHALT PAVEMENTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 450 QUALITY ASSURANCE FOR HMA AND SHALL BE PRODUCED IN ACCORDANCE WITH SECTION 455 SUPERPAVE HMA SPECIFICATIONS.
- ASPHALT EMULSION FOR TACK COAT (ITEM 452.) SHALL BE SPRAY APPLIED FOR DOUBLE OVERLAP COVERAGE AT 0.07 GALLONS PER SQUARE YARD OVER MILLED SURFACES AND 0.05 GALLONS PER SQUARE YARD OVER SMOOTH SURFACES.
- HMA JOINT SEALANT (ITEM 453.) SHALL BE APPLIED IN SURFACE COURSE AT ALL VERTICAL COLD JOINTS PRIOR TO HMA PAVING.
- ALL HOT MIX ASPHALT WALKS SHALL BE ESTIMATED AND PAID FOR UNDER ITEM 702 OF STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES.
- ALL HOT MIX ASPHALT DRIVEWAYS SHALL BE ESTIMATED AND PAID FOR UNDER ITEM 703 OF STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES.
- SURFACE PAVING TO BE COMPLETED AT THE END OF THE PROJECT AND AS DIRECTED WHEN IT CAN BE PLACED IN ITS ENTIRETY.

SURFSIDE ROAD



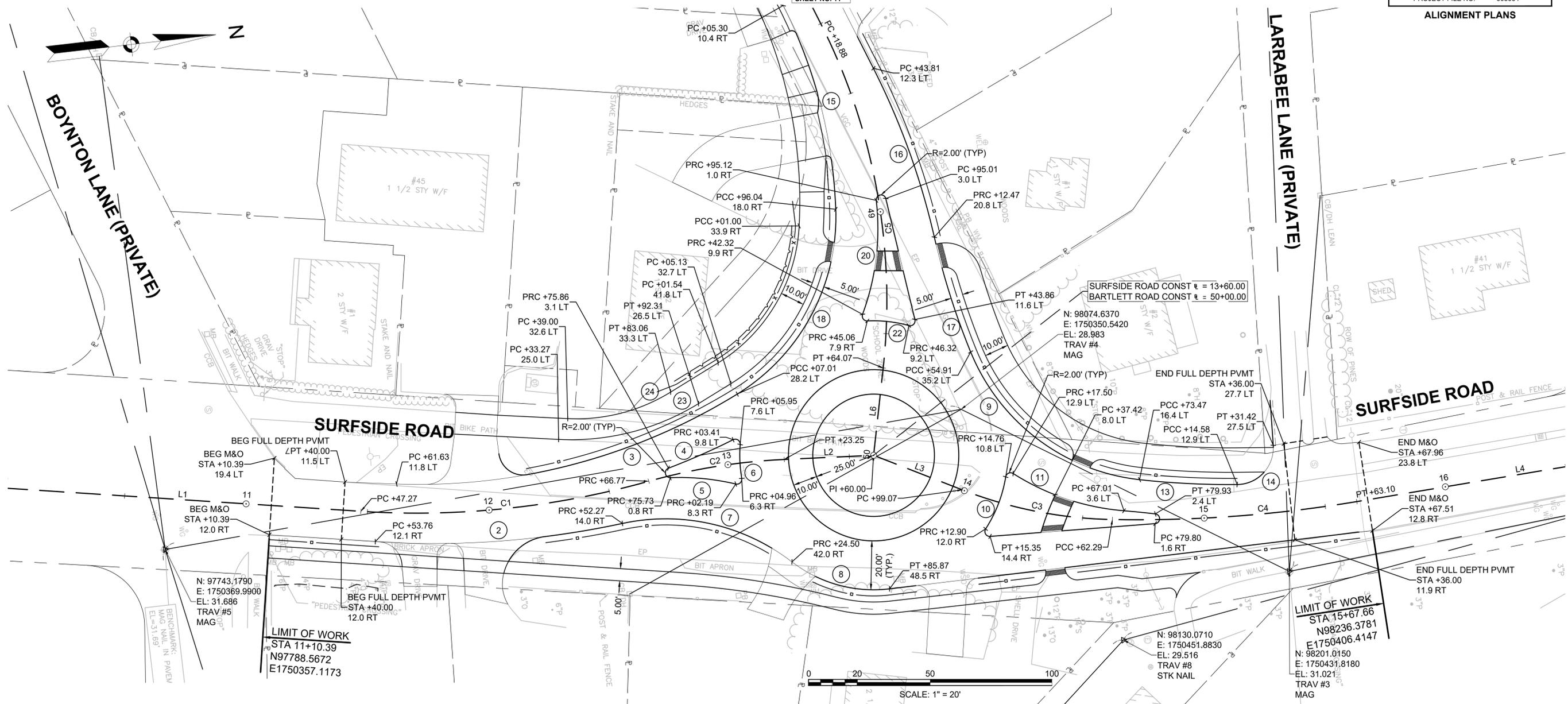
BARTLETT ROAD



HIGHWAY GUARD DETAILS
NONE

DRAINAGE DETAILS
SEE SHEET 21

CONTINUED ON
SHEET NO. 11



SURFSIDE ROAD CONSTRUCTION BASELINE DATA

NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L1	10+00.00	97679.9545	1750337.3987		N10°17'24"E 147.27'	11+47.27	97824.8571	1750363.7057
C1	11+47.27	97824.8571	1750363.7057	R=355.00' Δ=19°17'10" L=119.49' T=60.32'		12+66.77	97943.7812	1750365.0484
C2	12+66.77	97943.7812	1750365.0484	R=250.00' Δ=12°56'46" L=56.49' T=28.36'		13+23.25	98000.0940	1750362.5669
L2	13+23.25	98000.0940	1750362.5669		N3°56'59"E 36.75'	13+60.00	98036.7529	1750365.0981
L3	13+60.00	98036.7529	1750365.0981		N27°46'13"E 39.07'	13+99.07	98071.3217	1750383.3013
C3	13+99.07	98071.3217	1750383.3013	R=180.00' Δ=20°07'21" L=63.22' T=31.94'		14+62.29	98131.2339	1750402.4321
C4	14+62.29	98131.2339	1750402.4321	R=550.00' Δ=10°30'07" L=100.81' T=50.55'		15+63.10	98231.8160	1750406.6421
L4	15+63.10	98231.8160	1750406.6421		N2°51'15"W 136.90'	17+00.00	98368.5495	1750399.8252

TRAVERSE CHART

POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
TRAV #1	98912.509	1750341.708	28.374	MAG
TRAV #2	98334.840	1750420.593	29.481	MAG
TRAV #3	98201.015	1750431.818	31.021	MAG
TRAV #4	98074.637	1750350.542	28.983	MAG
TRAV #5	97743.179	1753069.880	31.021	MAG
TRAV #6	97798.354	1750657.447	27.290	MAG
TRAV #7	97922.817	1750630.496	29.516	MAG
TRAV #8	98130.071	1750451.883	29.516	STK NAIL
TRAV #10	98238.845	1749937.803	30.106	MAG

CURVE TABLE

CURVE #	RADIUS	LENGTH	TANGENT	DELTA
2	370.00	102.14	51.399	15°49'03"
3	250.00	146.87	75.621	33°39'35"
4	300.00	29.05	14.534	5°32'50"
5	100.00	27.10	13.632	15°31'33"
6	55.00	13.93	7.002	14°30'38"
7	85.00	73.70	39.348	49°40'49"
8	55.00	42.65	22.465	44°26'07"
9	85.00	91.16	50.519	61°26'59"
10	55.00	22.97	11.654	23°55'36"
11	100.00	48.52	24.745	27°47'50"
13	338.00	40.19	20.120	6°48'48"
14	15.00	24.45	15.916	93°23'34"

CURVE TABLE

CURVE #	RADIUS	LENGTH	TANGENT	DELTA
15	200.00	86.76	44.074	24°51'19"
16	300.00	73.63	37.002	14°03'46"
17	300.00	49.33	24.719	9°25'15"
18	85.00	89.85	49.636	60°33'56"
20	100.00	47.40	24.156	27°09'36"
22	55.00	17.26	8.700	17°58'41"
23	100.00	60.22	31.054	34°30'12"
24	74.00	44.30	22.839	34°18'13"

HIGHWAY GUARD DETAILS

NONE

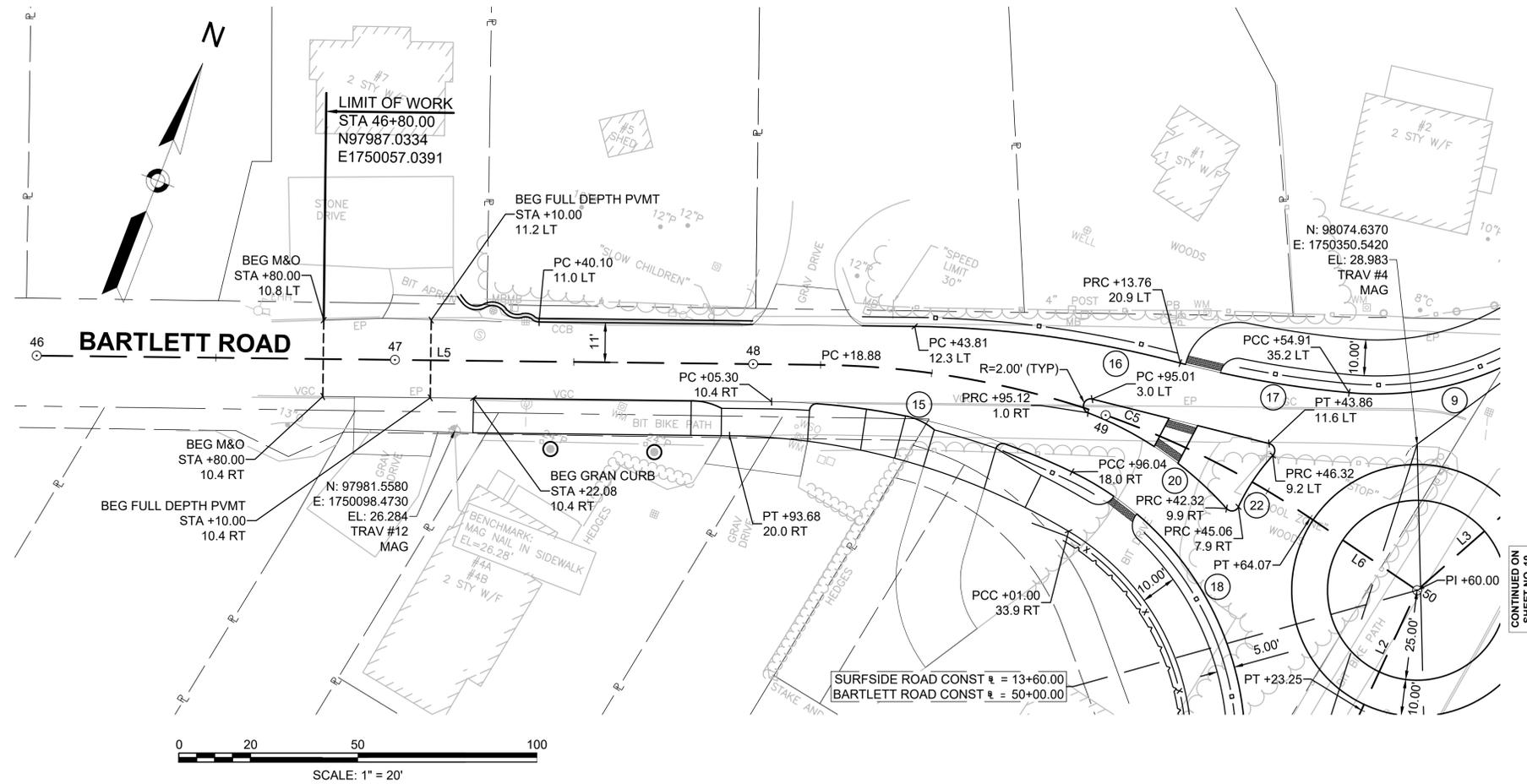
DRAINAGE DETAILS

SEE SHEET 22

NANTUCKET
SURFSIDE ROAD & BARTLETT ROAD

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	TBD	11	30
PROJECT FILE NO.		608664	

ALIGNMENT PLANS



NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L5	46+00.00	97959.1671	1749982.0492		N69°36'54"E 218.88'	48+18.88	98035.4100	1750187.2235
C5	48+18.88	98035.4100	1750187.2235	R=250.00' Δ=33°16'25" L=145.18' T=74.70'		49+64.07	98044.7682	1750330.0694
L6	49+64.07	98044.7682	1750330.0694		S77°06'41"E 35.93'	50+00.00	98036.7529	1750365.0981

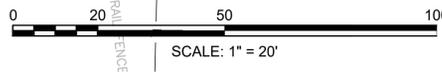
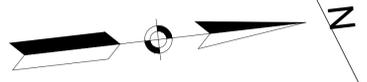
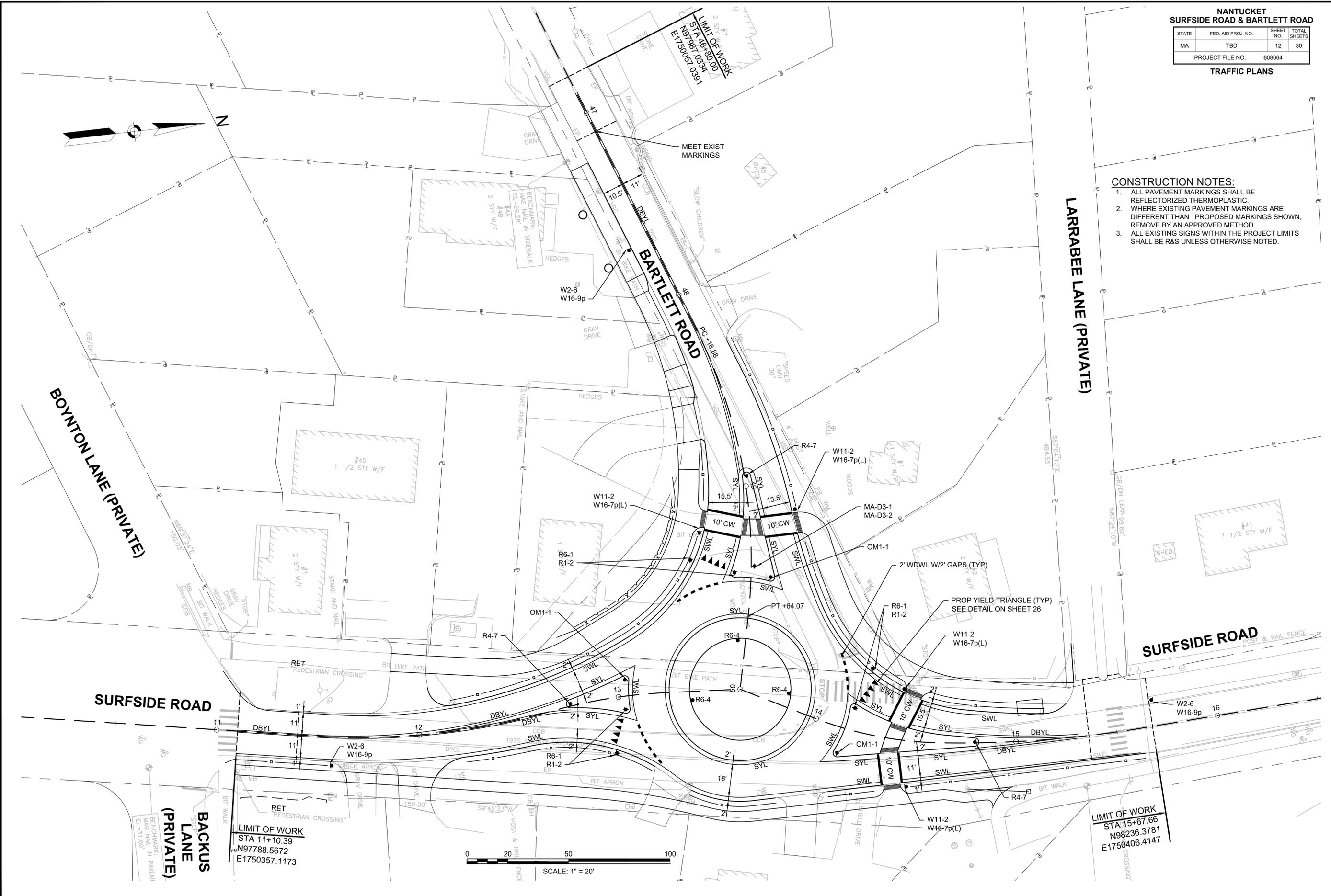
CURVE #	RADIUS	LENGTH	TANGENT	DELTA
9	85.00	91.16	50.519	61°26'59"
15	200.00	86.76	44.074	24°51'19"
16	300.00	73.63	37.002	14°03'46"
17	300.00	49.33	24.719	9°25'15"
18	85.00	89.85	49.636	60°33'56"
20	100.00	47.40	24.156	27°09'36"
22	55.00	17.26	8.700	17°58'41"

NANTUCKET
SURFSIDE ROAD & BARTLETT ROAD

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	TBD	12	30
PROJECT FILE NO.		608664	

TRAFFIC PLANS

- CONSTRUCTION NOTES:**
1. ALL PAVEMENT MARKINGS SHALL BE REFLECTORIZED THERMOPLASTIC.
 2. WHERE EXISTING PAVEMENT MARKINGS ARE DIFFERENT THAN PROPOSED MARKINGS SHOWN, REMOVE BY AN APPROVED METHOD.
 3. ALL EXISTING SIGNS WITHIN THE PROJECT LIMITS SHALL BE R&S UNLESS OTHERWISE NOTED.



BOYNTON LANE (PRIVATE)

LARRABEE LANE (PRIVATE)

SURFSIDE ROAD

SURFSIDE ROAD

BACKUS LANE (PRIVATE)

LIMIT OF WORK
STA 11+10.39
N97788.5672
E1750357.1173

LIMIT OF WORK
STA 15+67.66
N98236.3781
E1750406.4147

NANTUCKET
SURFSIDE ROAD & BARTLETT ROAD

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	TBD	13	30
PROJECT FILE NO.		608664	

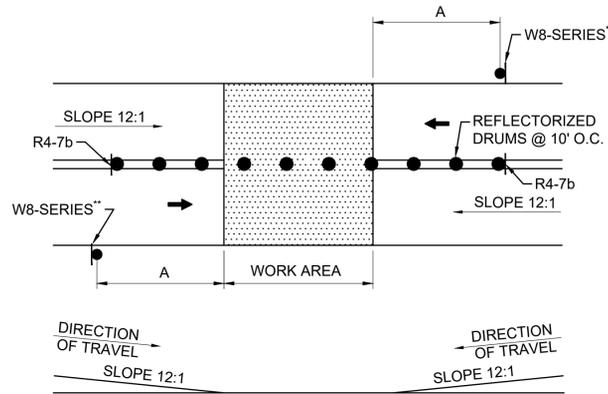
TRAFFIC SIGN SUMMARY

IDENTIFICATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)			NUMBER OF SIGNS REQUIRED	COLOR			POST SIZE AND NUMBER REQUIRED	UNIT AREA (S.F.)	AREA IN SQUARE FEET
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.		BACK-GROUND	LEGEND	BORDER			
	R1-2	36"X36"X36"			SEE FHWA "STANDARD HIGHWAY SIGNS, 2004 EDITION", AS AMENDED			6	WHITE	RED			
R4-7	24"	30"					3	WHITE	BLACK	BLACK		5.00	
R6-1	36"	12"					3	WHITE	BLACK	BLACK		3.00	
R6-4	30"	24"					3	WHITE	BLACK	BLACK		5.00	
W2-6	30"	30"					3	YELLOW	BLACK	BLACK		6.25	
W11-2	30"	30"					4	FLUORESCENT YELLOW-GREEN	BLACK	BLACK		6.25	
W16-7p(L)	24"	12"					4	FLUORESCENT YELLOW-GREEN	BLACK	BLACK		2.00	
W16-9p	24"	12"					3	YELLOW	BLACK	BLACK		2.00	
OM1-1	24"	24"					3	YELLOW	YELLOW CLUSTER	---		4.00	
MA-D3-1	42"	12"		6"D/4"D @85%	3"	N/A	1	GREEN	WHITE	WHITE		INCLUDED UNDER ITEM 874	
MA-D3-2	36"	12"		6"D/4"D @85%	3"	N/A	1	GREEN	WHITE	WHITE		INCLUDED UNDER ITEM 874	

NOTES:
1. HIGH INTENSITY REFLECTIVE SHEETING SHALL BE USED FOR ALL SIGNS. SEE FHWA "STANDARD HIGHWAY SIGNS, 2004 EDITION" FOR TEXT DIMENSIONS, AS AMENDED; THE 1977 MASSHIGHWAY DEPARTMENT CONSTRUCTION AND TRAFFIC STANDARD DETAILS, AS AMENDED, FOR SIGNS AND SUPPORTS; AND THE MASSHIGHWAY DEPARTMENT SIGN LISTINGS 1993 EDITION, AS AMENDED.

GENERAL NOTES

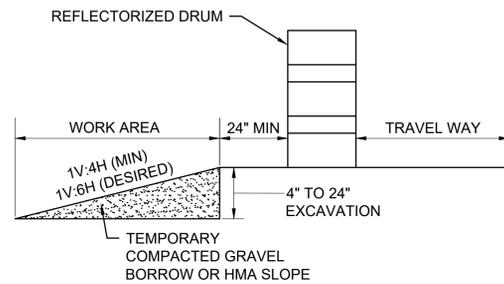
- ALL CONSTRUCTION SIGNING, TEMPORARY TRAFFIC CONTROL DEVICES, AND ROADSIDE ELEMENTS SHALL CONFORM WITH THE 2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AS AMENDED, THE MASSDOT STANDARD DETAILS AND DRAWINGS FOR THE DEVELOPMENT OF TEMPORARY TRAFFIC CONTROL PLANS, THE LATEST REVISIONS OF THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, (AASHTO) ROADSIDE DESIGN GUIDE, AASHTO POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS, AND NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM (NCHRP) REPORT 350 OR THE AASHTO MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).
- WORK HOURS SHALL BE 8:30 AM TO 2:00 PM AND 8:00 PM TO 4:00 AM UNLESS OTHERWISE APPROVED BY MASSDOT AND THE TOWN. ANY WORK DURING PEAK PERIODS (MONDAY THRU FRIDAY, 7AM-8:30AM AND 2PM-6PM) SHALL BE COORDINATED IN ADVANCE WITH MASSDOT AND THE TOWN. NO WORK IS PERMITTED FROM MEMORIAL DAY THROUGH LABOR DAY UNLESS OTHERWISE APPROVED BY THE TOWN AND MASSDOT.
- NO WORK SHALL OCCUR WITHIN THE PUBLIC WAY ON STATE RECOGNIZED HOLIDAYS UNLESS OTHERWISE APPROVED BY THE ENGINEER.
- ALL TEMPORARY PEDESTRIAN PATHWAYS SHALL COMPLY FULLY WITH ALL REQUIREMENTS OF THE MUTCD AND ALL APPLICABLE MASSACHUSETTS ARCHITECTURAL ACCESS BOARD (MAAB) AND AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES (ADAAG) REQUIREMENTS AND PUBLIC RIGHTS-OF WAY ACCESSIBILITY GUIDELINES (PROWAG).
- ALL DRUMS OUTSIDE TAPERS SHALL BE SET AT 20' ON CENTER MAX. UNLESS OTHERWISE NOTED OR ADJUSTED BY THE ENGINEER.
- ALL DRUMS SHALL BE APPROXIMATELY PLACED AND MOVED AS NECESSARY TO MAINTAIN SAFE AND REASONABLE ABUTTER ACCESS. WORK MAY REQUIRE ADDITIONAL SIGNS, DRUMS AND OTHER TRAFFIC CONTROL DEVICES, GRADING AND TEMPORARY PAVEMENT FOR PASSAGE OF PEDESTRIAN, VEHICULAR AND EMERGENCY TRAFFIC THROUGH THE WORK AREAS, BOTH DURING AND AFTER WORKING HOURS, TO MAINTAIN SUCH ACCESS.
- THE FIRST 10 DRUMS ON TAPERS SHALL BE REFLECTORIZED DRUMS WITH SEQUENTIAL FLASHING WARNING LIGHTS AND SHALL BE OPERATING, AT A MINIMUM, BETWEEN DUSK AND DAWN, WHEN TAPER IS DEPLOYED.
- REFLECTORIZED CONES SHALL BE A MINIMUM OF 36 INCHES IN HEIGHT.
- CONES MAY BE USED IN LIEU OF DRUMS OUTSIDE OF TAPER AREAS.
- THE CONTRACTOR SHALL NOTIFY EACH ABUTTER AT LEAST 24 HOURS IN ADVANCE OF THE START OF ANY WORK THAT WILL REQUIRE THE TEMPORARY CLOSURE OR RESTRICTION OF ACCESS.
- FOR RESTORATIVE WORK ON LOCAL ROADWAYS, A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION ON TWO WAY STREETS SHALL BE MAINTAINED AT ALL TIMES, EXCEPT THAT DURING WORKING HOURS, TRAFFIC MAY BE REDUCED TO ONE LANE UNDER POLICE CONTROL FOR SHORT TIME PERIODS WHEN REQUIRED FOR THE WORK, AS SHOWN UNLESS OTHERWISE APPROVED BY THE ENGINEER.
- FOR DROP-OFFS 4" OR LESS WITHIN THE CLEAR ZONE, CONDITION MAY BE MITIGATED WITH W8-9 (LOW SHOULDER) SIGN OR TEMPORARY CHANNELIZATION DEVICES. FOR DROP-OFFS GREATER THAN 4" BUT NO MORE THAN 12", DETERMINE WHETHER IT IS MORE COST EFFECTIVE TO INSTALL BOTH TEMPORARY CHANNELIZATION DEVICES AND A 1V:4H (MIN) TO 1V:6H (DESIRED) WEDGE OR TO REMOVE THE HAZARD.
- CONTRACTOR SHALL STAGE WORK SUCH THAT A DROP-OFF OF NO MORE THAN 12" AT THE END OF EACH WORK DAY EXISTS WITHIN THE CLEAR ZONE AT ANY TIME AND ENSURE DROP-OFF IS MITIGATED WITHOUT BARRIER PER NOTE 12.
- CONSTRUCTION CLEAR ZONE SHALL BE IN ACCORDANCE WITH MASSDOT BOSTON TRAFFIC GUIDELINES AS FOLLOWS:
 4' IF POSTED SPEED IS LESS THAN 35 MPH
 8' IF POSTED SPEED IS 35 MPH
 15' IF POSTED SPEED IS 40 MPH
 20' IF POSTED SPEED IS 45 MPH
- 11' MINIMUM LANE WIDTHS SHALL BE MAINTAINED UNLESS OTHERWISE NOTED.
- NON-ESSENTIAL TRAFFIC CONTROL DEVICES AND SIGNS SHALL BE COVERED OR REMOVED DURING NON-WORKING HOURS WHEN NOT IN USE.
- SIGNS INSTALLED ON PORTABLE STANDS REQUIRE 12 INCH MINIMUM MOUNTING HEIGHT FROM THE ROADWAY SURFACE TO THE BOTTOM OF THE SIGN.
- SIGNS INSTALLED ON PORTABLE STANDS PLACED AMONG CHANNELIZATION DEVICES REQUIRE A 36 INCH MINIMUM MOUNTING HEIGHT FROM THE ROADWAY SURFACE TO THE BOTTOM OF THE SIGN.
- SIGNS MOUNTED ON POSTS REQUIRE A MINIMUM 84 INCH MOUNTING HEIGHT FROM THE ROADWAY OR SIDEWALK SURFACE TO THE BOTTOM OF THE SIGN.
- ALL SIGNS SHALL BE MOUNTED ON THEIR OWN NCHRP 350 AND/OR MASH CRASH TESTED SIGN SUPPORTS AND INSTALLED IN ACCORDANCE WITH THE MUTCD.
- W21-7 SIGNS SHALL BE INSTALLED IN ADVANCE (100' MIN) OF AREAS WHERE UTILITY CASTINGS HAVE BEEN RAISED IN ADVANCE OF PAVING OPERATIONS OR AS REQUESTED BY THE ENGINEER.
- W8-15 SIGNS SHALL BE INSTALLED IN ADVANCE (100' MIN) OF PAVEMENT MILLING AREAS OR AS REQUESTED BY THE ENGINEER.
- TEMPORARY MARKINGS SHALL BE WATER-BORNE PAINT OR SURFACE-APPLIED REMOVEABLE TAPE, AS APPROVED BY THE ENGINEER.
- ALL TEMPORARY DOUBLE YELLOW LINES (DBYL) SHALL BE 6 INCHES WIDE.
- WHEN UTILIZING TYPICAL TRAFFIC CONTROL DETAILS OR STAGING SETUPS, COVER EXISTING CONFLICTING ADVANCE WARNING SIGNS AS REQUIRED TO COMPLETE THE WORK.
- CONTRACTOR SHALL SECURE WORK AREAS TO PREVENT UNAUTHORIZED ACCESS AT ALL TIMES.
- NIGHTTIME WORK SHALL REQUIRE PRIOR APPROVAL FROM MASSDOT AND THE TOWN OF NANTUCKET.
- ILLUMINATION REQUIRED FOR NIGHTTIME WORK APPROVED BY THE ENGINEER SHALL BE DIFFUSED OR ANTI-GLARE LIGHTING AND IN ACCORDANCE WITH MASSDOT STANDARDS.
- CONTRACTOR SHALL PROVIDE THREE (3) PORTABLE CHANGEABLE MESSAGE SIGN (PCMS) A MINIMUM OF 7 DAYS PRIOR TO EACH CONSTRUCTION STAGE AND 7 DAYS FOLLOWING CHANGE OF EACH CONSTRUCTION STAGE. PCMS LOCATION TO BE DETERMINED AT 75% SUBMITTAL.



- NOTES:**
- SQUARE OFF THE FULL WIDTH OF THE ROADWAY AT THE END OF WORK DAY
 - ** CONTRACTOR SHALL INSTALL W8-1, W8-3, OR W8-8 SIGN, AS APPROPRIATE, ON ALL ROADWAYS IN ADVANCE OF THE TRANSITION UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

TEMPORARY PAVEMENT TRANSITION

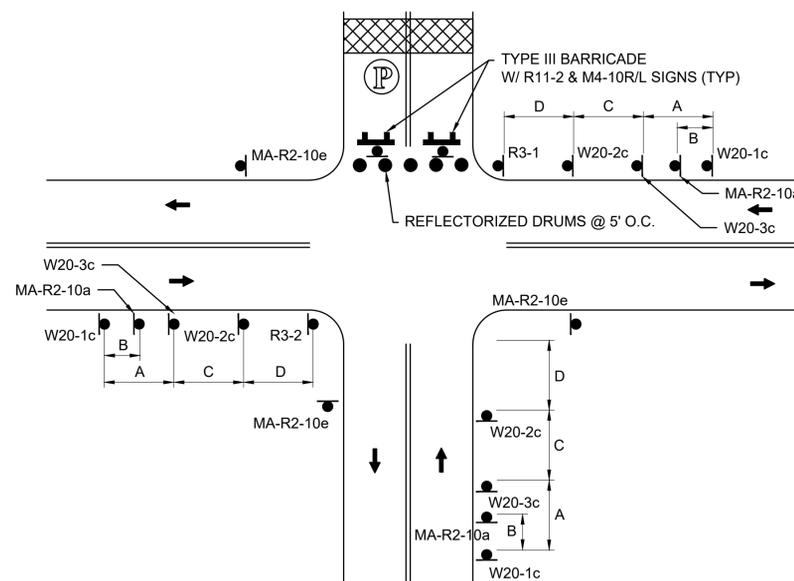
SCALE: NTS



- NOTE:**
- CONTRACTOR SHALL INSTALL W8-9 SIGN ON ALL ROADWAYS 350 FT IN ADVANCE OF THE START OF DROP-OFF CONDITION.

TYPICAL ROADWAY DROP-OFF PROTECTION

SCALE: NTS



- NOTE:**
- REFER TO ADVANCE SIGN SPACING TABLE ON ABOVE.

TYPICAL LOCAL ROAD CLOSURE

SCALE: NTS

BUFFER SPACING	
SPEED (MPH)	DISTANCE (FEET)
15	80
20	115
25	155
30	200
35	250
40	305
45	360
50	425

LANE TAPER LENGTH FORMULAS

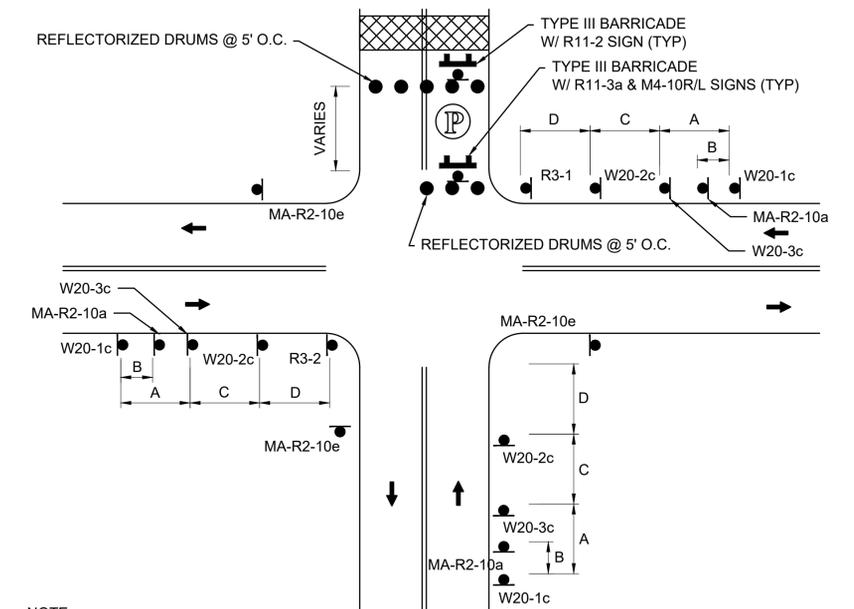
L= TAPER LENGTH IN FEET	
W= WIDTH OF ROADWAY TO BE SHIFTED OR REDIRECTED IN FEET	
S= POSTED SPEED LIMIT IN MPH	
POSTED SPEED	
40 MPH OR LESS	GREATER THAN 40 MPH
$L = \frac{WS^2}{60}$	L= WS

LEGEND

	POLICE OFFICER
	REFLECTORIZED DRUM
	REFLECTORIZED DRUMS WITH SEQUENTIAL FLASHING WARNING LIGHTS (SEE NOTE 7)
	TEMPORARY CONSTRUCTION SIGN
	TRAFFIC CONE
	TYPE III BARRICADE
	ARROW BOARD (AB) (RIGHT OR LEFT)
	PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)
	WORK AREA (PUBLIC ACCESS RESTRICTED)
	RESTRICTED AREA
	TRAFFIC FLOW
NTS	NOT TO SCALE

ADVANCE SIGN SPACING

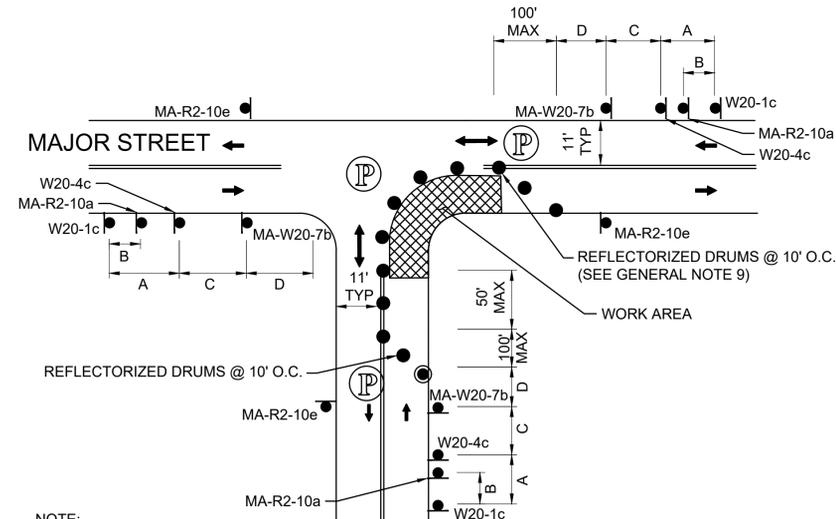
ROADWAY	DISTANCE BETWEEN SIGNS (FEET)			
	A	B	C	D
SURFSIDE RD & BARTLETT RD	350	150	350	350
ALL OTHER ROADWAYS	100	50	100	100



- NOTE:**
- REFER TO ADVANCE SIGN SPACING TABLE ON ABOVE.

TYPICAL LOCAL ROAD CLOSURE WITH LOCAL ACCESS

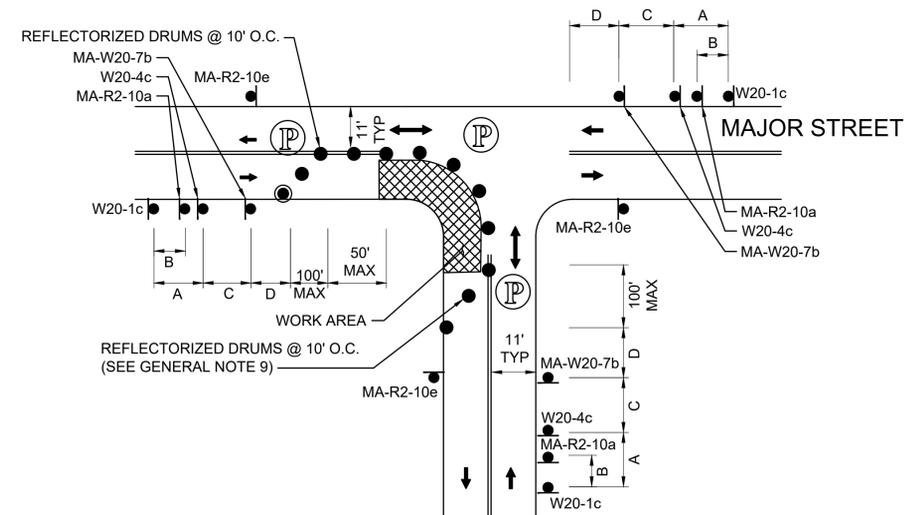
SCALE: NTS



- NOTE:**
1. ADVANCE WARNING SIGN PLACEMENT TO BE ADJUSTED AS NECESSARY.
 2. REFER TO ADVANCE SIGN SPACING TABLE ON SHEET 14.

ONE LANE BI-DIRECTIONAL TRAFFIC AT INTERSECTIONS - FAR SIDE

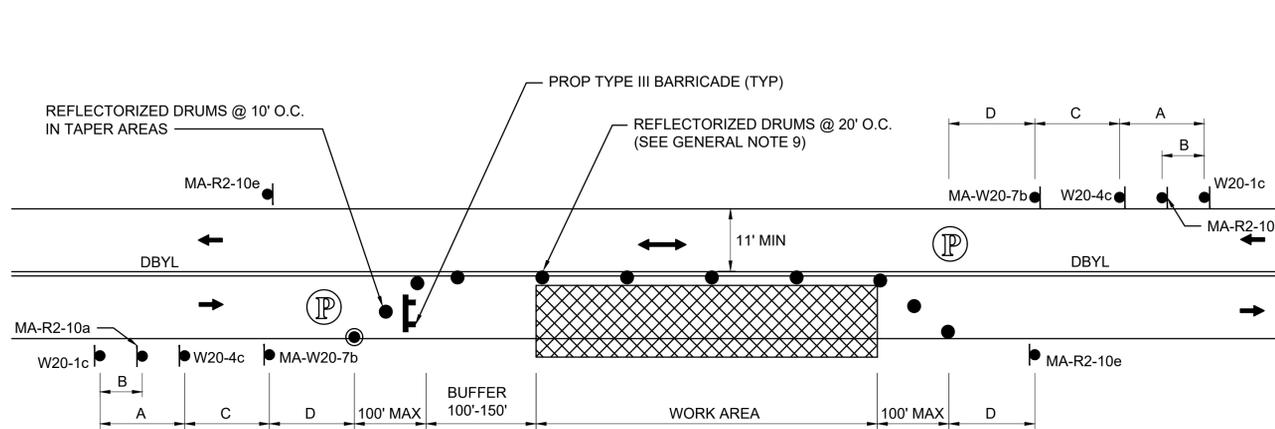
SCALE: NTS



- NOTE:**
1. ADVANCE WARNING SIGN PLACEMENT TO BE ADJUSTED AS NECESSARY.
 2. REFER TO ADVANCE SIGN SPACING TABLE ON SHEET 14.

ONE LANE BI-DIRECTIONAL TRAFFIC AT INTERSECTIONS - NEAR SIDE

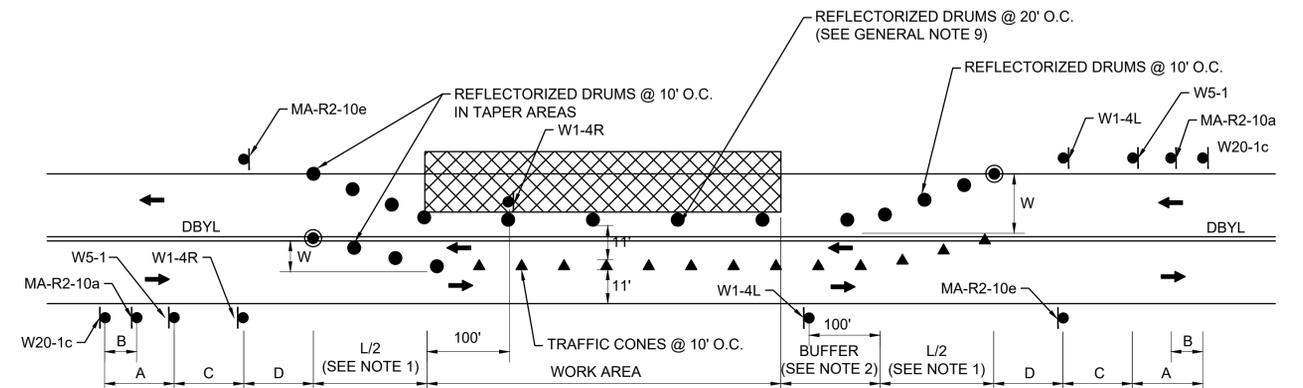
SCALE: NTS



- NOTES:**
1. REFER TO ADVANCE SIGN SPACING TABLE ON SHEET 14.

TYPICAL TWO-WAY STREET LANE CLOSURE ALTERNATING TRAFFIC

SCALE: NTS



- NOTES:**
1. SEE TAPER LENGTH FORMULA ON SHEET 14.
 2. SEE BUFFER SPACING CHART ON SHEET 14.
 3. REFER TO ADVANCE SIGN SPACING TABLE ON SHEET 14.

TYPICAL TWO-WAY STREET LANE SHIFT

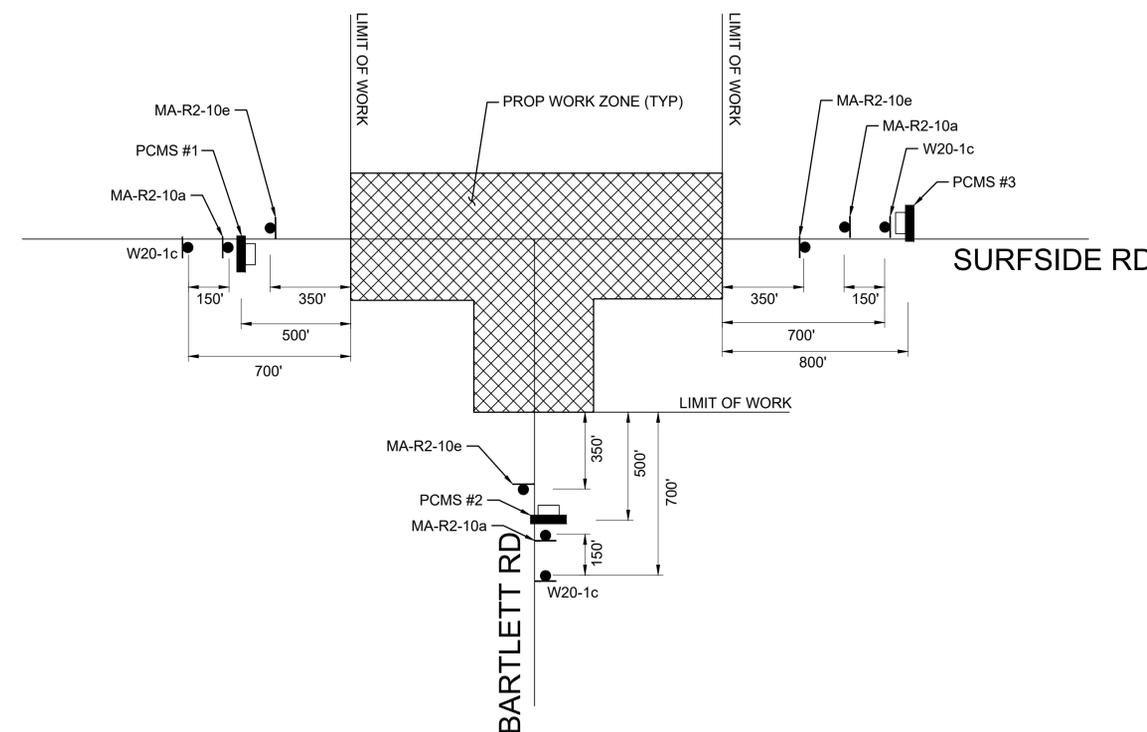
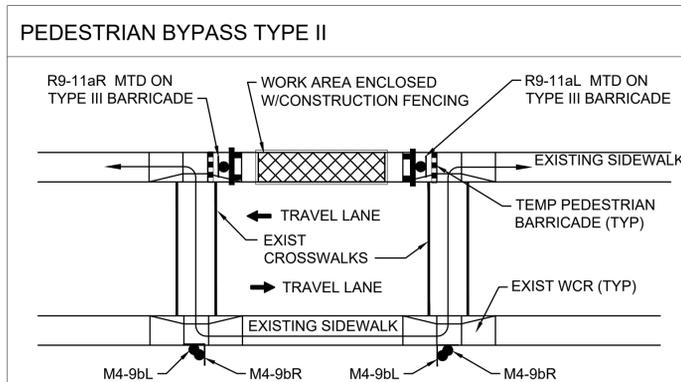
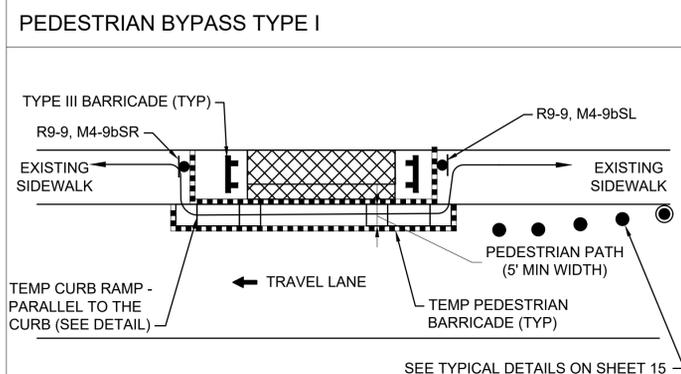
SCALE: NTS

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	TBD	16	30
PROJECT FILE NO.		608664	

TEMPORARY TRAFFIC CONTROL PLANS
TYPICAL DETAILS

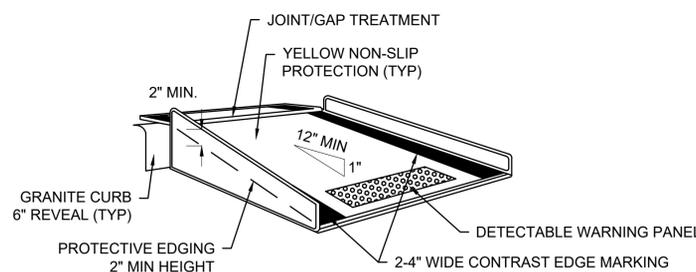
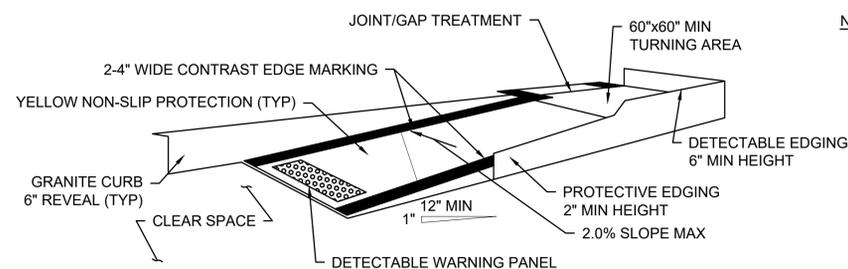
NOTES:

- ADDITIONAL ADVANCE WARNING SIGNS MAY BE NECESSARY AS DETERMINED BY THE ENGINEER.
- CONTROLS FOR PEDESTRIAN TRAFFIC ONLY, ARE SHOWN. VEHICULAR TRAFFIC SHALL BE MAINTAINED AS SHOWN ELSEWHERE.
- STREET LIGHTING SHOULD BE CONSIDERED WHEN LOCATING CONTROL DEVICES.
- ← INDICATES DIRECTION OF PEDESTRIAN TRAVEL.
- IF THE WORK ZONE DOES NOT PERMIT PEDESTRIANS TO TRAVEL ADJACENT TO IT AS SHOWN IN PEDESTRIAN BYPASS TYPE I, THE APPROPRIATE SIGNS SHALL BE INSTALLED TO CROSS PEDESTRIANS TO THE OPPOSITE SIDE OF THE STREET AT EXISTING OR TEMPORARY CROSSWALKS AS SHOWN IN PEDESTRIAN BYPASS TYPE II, AND AS DIRECTED BY THE ENGINEER.
- ALL TEMPORARY PEDESTRIAN PATHWAYS SHALL COMPLY FULLY WITH ALL REQUIREMENTS OF THE MUTCD AND ALL APPLICABLE MAAB AND ADAAG REQUIREMENTS AND INCLUDE THE USE OF A COMPLIANT TEMPORARY PEDESTRIAN MANAGEMENT GUIDANCE SYSTEM AT ALL TIMES.
- CONTRACTOR SHALL MAINTAIN AS WIDE OF A PEDESTRIAN ACCESS AS POSSIBLE AT ALL TIMES. EXCEPT WHERE NECESSARY, THE CONTRACTOR MAY TEMPORARILY REDUCE PEDESTRIAN PATHWAYS TO 4 FEET IN WIDTH (EXCLUDING CURB) FOR NO MORE THAN 200 LINEAR FEET AT A TIME IN ACCORDANCE WITH ALL STANDARDS. A 5' x 5' PASSING AREA SHALL BE PROVIDED IN INTERVALS NOT EXCEEDING 200 FEET.
- TEMPORARY WHEELCHAIR RAMPS SHALL BE CONSTRUCTED IN ACCORDANCE WITH MASSDOT, MAAB, AND ADAAG REQUIREMENTS.
- TEMPORARY PEDESTRIAN BARRICADE SHALL BE PAID FOR UNDER ITEM 852.11 TEMPORARY PEDESTRIAN BARRICADE.
- TEMPORARY PEDESTRIAN CURB RAMPS SHALL BE PAID FOR UNDER ITEM 852.12 TEMPORARY PEDESTRIAN CURB RAMP.



PEDESTRIAN BYPASS DETAIL

SCALE: NTS



NOTES:

- CURB RAMPS SHALL BE 60" MINIMUM WIDTH WITH A FIRM, STABLE AND NON-SLIP SURFACE.
- PROTECTIVE EDGING WITH A 2" MINIMUM HEIGHT SHALL BE INSTALLED WHEN THE CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN THE CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
- DETECTABLE EDGING WITH 6" MINIMUM HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
- THE CURB RAMP WALKWAY AND LANDING AREA SURFACE SHALL BE OF A SOLID CONTINUOUS CONTRASTING COLOR ABUTTING UP TO THE EXISTING SIDEWALK.
- CURB RAMPS AND LANDINGS SHOULD HAVE A 1:50 (2%) MAX CROSS-SLOPE.
- CLEAR SPACE OF 48"x48" MINIMUM SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
- WATER FLOW IN THE GUTTER SYSTEM SHALL HAVE MINIMAL RESTRICTION.
- LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 0.5" WIDTH.
- CHANGES BETWEEN SURFACE HEIGHTS SHOULD NOT EXCEED 0.5" LATERAL EDGES SHOULD BE VERTICAL UP TO 0.25" HIGH, AND BEVELED AT 1:2 BETWEEN 0.25" AND 0.5" HEIGHT.
- IF A TEMPORARY PEDESTRIAN RAMP LEADS TO A CROSSWALK, THEN A DETECTABLE WARNING PAD MUST BE ADHERED TO THE BASE OF THE RAMP. IF IT LEADS TO A PROTECTED PEDESTRIAN BYPASS THAT DOES NOT CONFLICT WITH VEHICULAR TRAFFIC, THEN A PAD SHALL NOT BE INSTALLED ON THE RAMP.

TEMPORARY CURB RAMPS

SCALE: NTS

**NANTUCKET
SURFSIDE ROAD & BARTLETT ROAD**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	TBD	17	30
PROJECT FILE NO.		608664	

**TEMPORARY TRAFFIC CONTROL PLANS
SUGGESTED CONSTRUCTION SEQUENCE**

SEQUENCING NOTES

SEQUENCING ASSUMES UTILITY POLES ARE RELOCATED OUTSIDE OF PROPOSED INTERSECTION LIMITS PRIOR TO CONSTRUCTION.

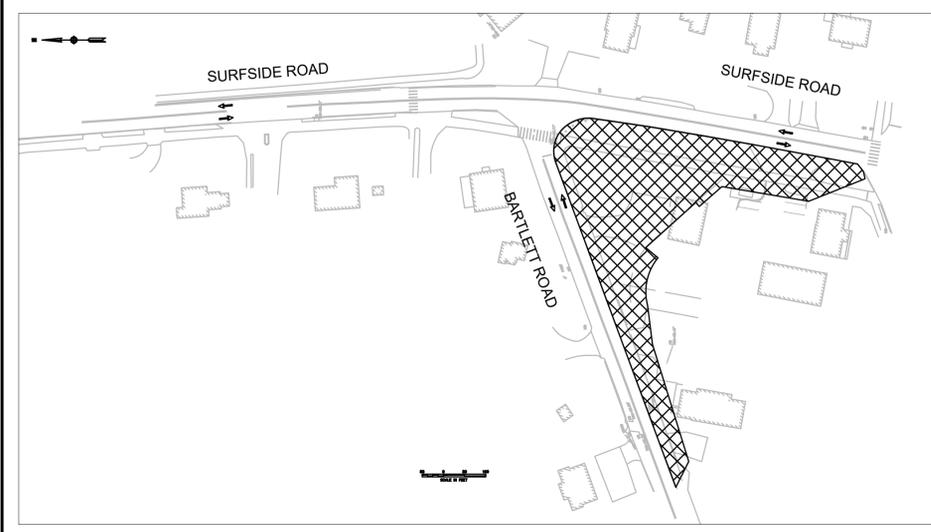
- STAGE 1:**
- DELINEATE EXIST EDGE OF TRAVEL WAY WITH DRUMS
 - PERFORM FULL-DEPTH WIDENING WITHIN WORK AREA AS POSSIBLE. FULL DEPTH PAVEMENT TO BE CONSTRUCTED IN 500 FOOT (MAX) ALTERNATING SEGMENTS AND SHALL BE LEFT ON GRAVEL FOR NOT MORE THAN 3 WORKING DAYS.
 - CONSTRUCT THE SOUTHWEST PORTION OF SURFSIDE ROAD, AND THE SOUTHERN PORTION OF BARTLETT ROAD TO BASE COURSE, TAPERING BACK TO EXISTING GRADE AT 50:1 AND ADJUST UTILITY STRUCTURES WITHIN THESE PORTIONS TO BASE COURSE ELEVATION. SEE SUGGESTED DETOUR ROUTES ON SHEETS 18 & 19.
 - INSTALL OUTSIDE CURB AND SIDEWALKS ON SOUTHWEST QUADRANT OF INTERSECTION USING DAILY SET-UPS.
 - CONTRACTOR TO MAINTAIN PEDESTRIAN/BICYCLE ACCESS AT ALL TIMES (BICYCLES SHALL SHARE THE ROAD).

- STAGE 2:**
- DELINEATE EXIST EDGE OF TRAVEL WAY WITH DRUMS
 - PERFORM FULL-DEPTH WIDENING WITHIN WORK AREA AS POSSIBLE. FULL DEPTH PAVEMENT TO BE CONSTRUCTED IN 500 FOOT (MAX) ALTERNATING SEGMENTS AND SHALL BE LEFT ON GRAVEL FOR NOT MORE THAN 3 WORKING DAYS.
 - CONSTRUCT THE NORTHWEST PORTION OF SURFSIDE ROAD, AND THE NORTHERN PORTION OF BARTLETT ROAD TO BASE COURSE, TAPERING BACK TO EXISTING GRADE AT 50:1 AND ADJUST UTILITY STRUCTURES WITHIN THESE PORTIONS TO BASE COURSE ELEVATION. SEE SUGGESTED DETOUR ROUTES ON SHEETS 18 & 19.
 - INSTALL OUTSIDE CURB AND SIDEWALKS ON SOUTH SIDE OF INTERSECTION USING DAILY SET-UPS.
 - CONTRACTOR TO MAINTAIN PEDESTRIAN/BICYCLE ACCESS AT ALL TIMES (BICYCLES SHALL SHARE THE ROAD).

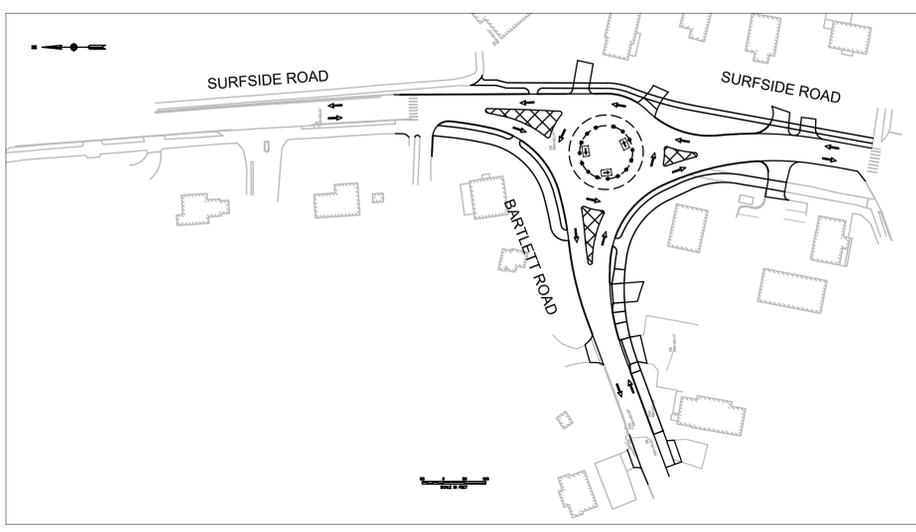
- STAGE 3:**
- DELINEATE EXIST EDGE OF TRAVEL WAY WITH DRUMS
 - PERFORM FULL-DEPTH WIDENING WITHIN WORK AREA AS POSSIBLE. FULL DEPTH PAVEMENT TO BE CONSTRUCTED IN 500 FOOT (MAX) ALTERNATING SEGMENTS AND SHALL BE LEFT ON GRAVEL FOR NOT MORE THAN 3 WORKING DAYS.
 - CONSTRUCT THE EASTERN PORTION OF SURFSIDE ROAD TO BASE COURSE, TAPERING BACK TO EXISTING GRADE AT 50:1 AND ADJUST UTILITY STRUCTURES WITHIN THESE PORTIONS TO BASE COURSE ELEVATION. SEE SUGGESTED DETOUR ROUTES ON SHEETS 18 & 19.
 - INSTALL OUTSIDE CURB AND SIDEWALKS ON SOUTH SIDE OF INTERSECTION USING DAILY SET-UPS.
 - CONTRACTOR TO MAINTAIN PEDESTRIAN/BICYCLE ACCESS AT ALL TIMES (BICYCLES SHALL SHARE THE ROAD).

- STAGE 4:**
- INITIATE ROUNDABOUT PATTERN USING DRUMS, R1-2 SIGNS, FLASHING ARROW BOARDS (RIGHT), AND PCMS.
 - CONSTRUCT SPLITTER ISLANDS USING DAILY SET-UPS.
 - CONTRACTOR TO MAINTAIN PEDESTRIAN/BICYCLE ACCESS AT ALL TIMES (BICYCLES SHALL SHARE THE ROAD).

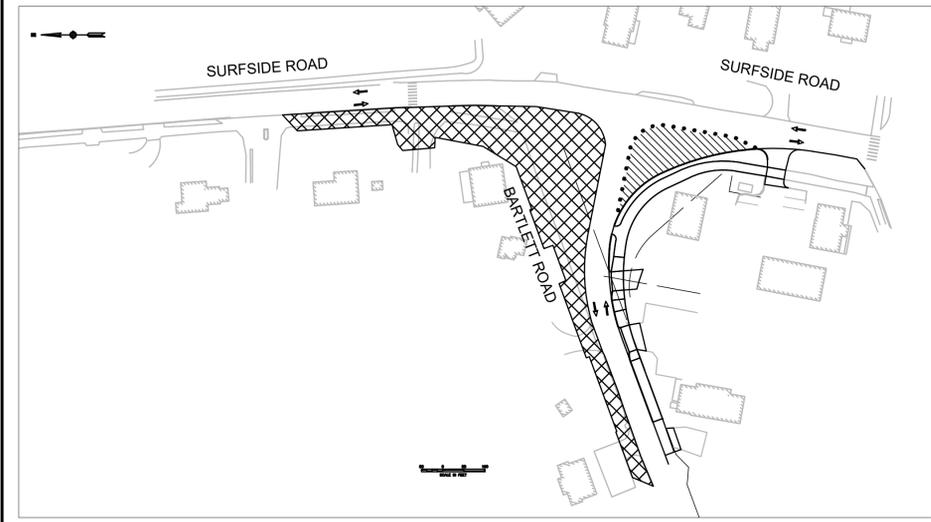
- STAGE 5:**
- CONSTRUCT CENTER ISLAND CURB AND TRUCK APRON FROM CENTER OF ROUNDABOUT.
 - ADJUST UTILITY STRUCTURES TO FINAL ELEVATION.
 - PERFORM FINAL PAVING UTILIZING A OVERNIGHT FULL INTERSECTION CLOSURE AND DETOUR
 - INSTALL FINAL PAVEMENT MARKINGS AND SIGNAGE.
 - CONTRACTOR TO MAINTAIN PEDESTRIAN/BICYCLE ACCESS AT ALL TIMES (BICYCLES SHALL SHARE THE ROAD).



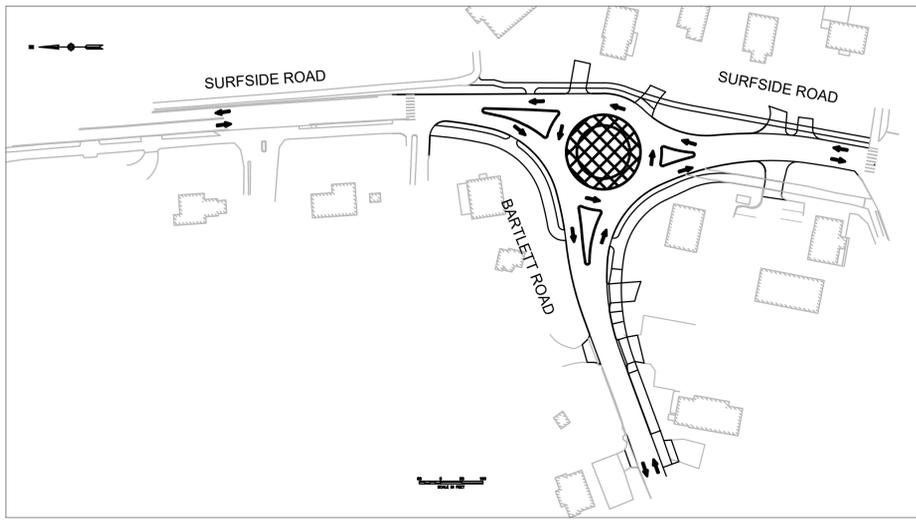
STAGE 1



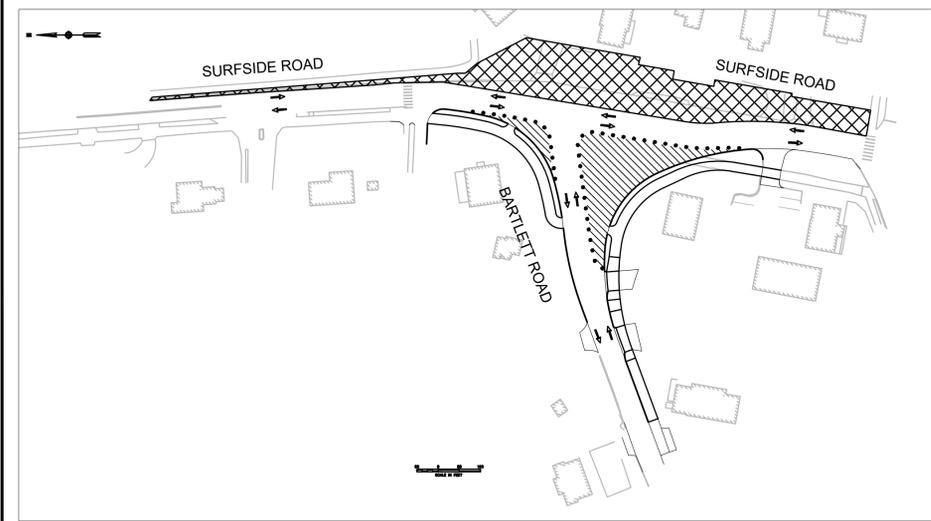
STAGE 4



STAGE 2



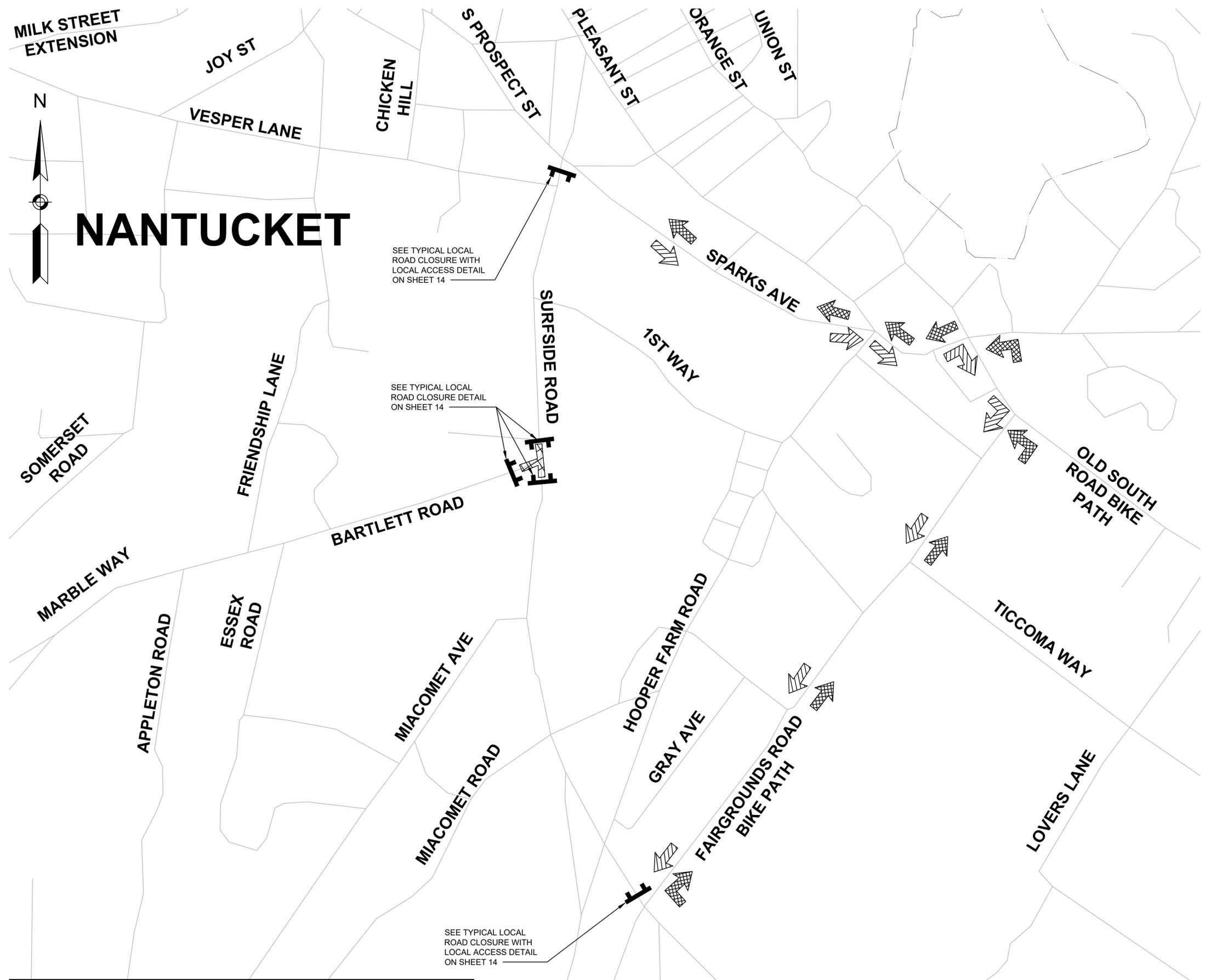
STAGE 5



STAGE 3

LEGEND

	SURFSIDE RD SB DETOUR
	SURFSIDE RD NB DETOUR
	WORK AREA (PUBLIC ACCESS RESTRICTED)



NANTUCKET

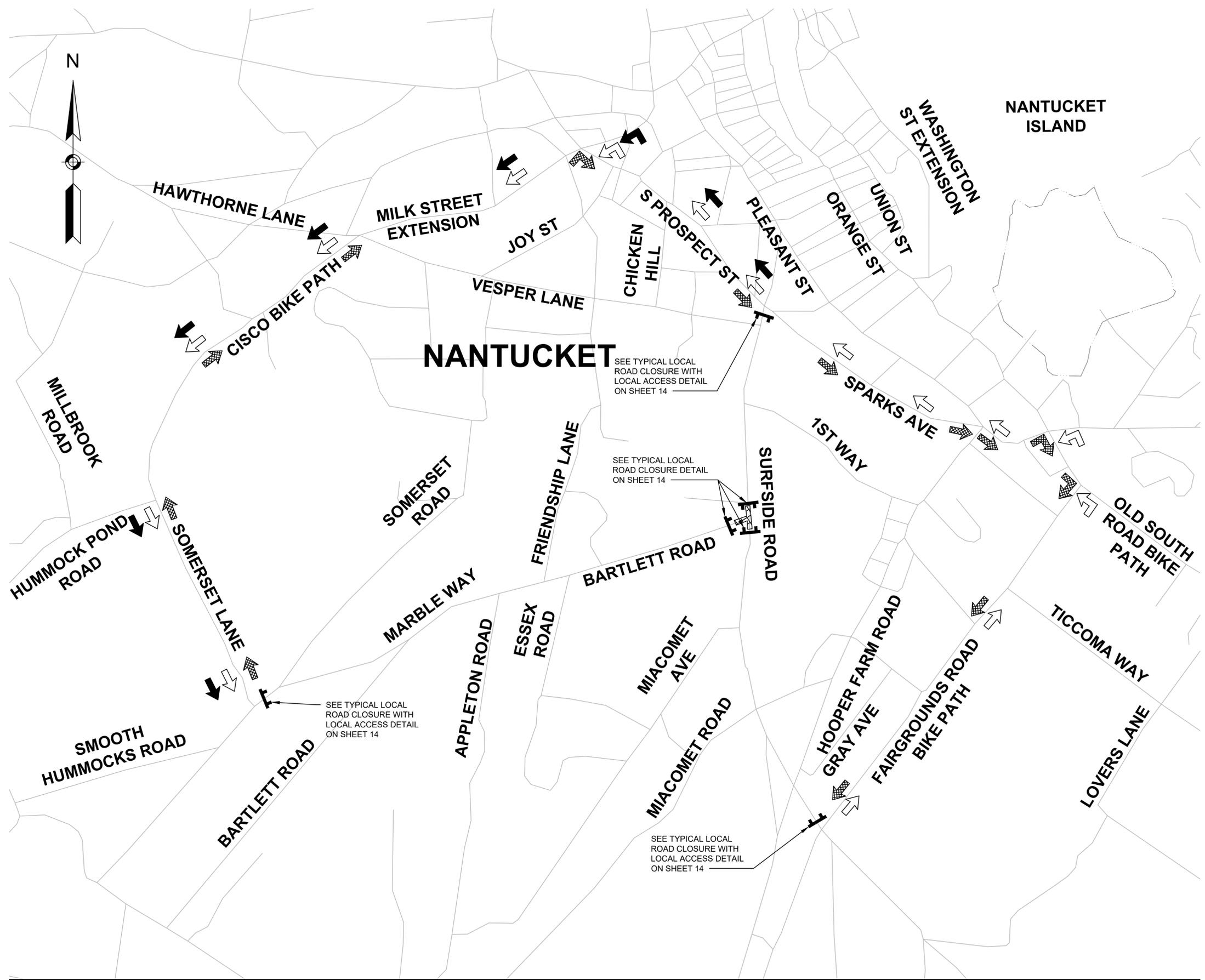


DETOUR PLAN FOR SURFSIDE ROAD
 SCALE: 1"=350'

TEMPORARY TRAFFIC CONTROL PLANS
SUGGESTED DETOUR SCHEMATICS

LEGEND

	BARTLETT RD TO SURFSIDE RD DETOUR
	SURFSIDE RD NB TO BARTLETT RD DETOUR
	SURFSIDE RD SB TO BARTLETT RD DETOUR
	WORK AREA (PUBLIC ACCESS RESTRICTED)



SEE TYPICAL LOCAL ROAD CLOSURE WITH LOCAL ACCESS DETAIL ON SHEET 14

SEE TYPICAL LOCAL ROAD CLOSURE WITH LOCAL ACCESS DETAIL ON SHEET 14

SEE TYPICAL LOCAL ROAD CLOSURE WITH LOCAL ACCESS DETAIL ON SHEET 14

SEE TYPICAL LOCAL ROAD CLOSURE WITH LOCAL ACCESS DETAIL ON SHEET 14

DETOUR PLAN FOR BARTLETT ROAD

SCALE: 1"=500'

TEMPORARY TRAFFIC CONTROL SIGN SUMMARY									
IDENTIFICATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)			COLOR		
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.	BACK-GROUND	LEGEND	BORDER
R1-2	36"	36"		SEE FHWA "STANDARD HIGHWAY SIGNS, 2004 EDITION"; AS AMENDED			WHITE	RED	WHITE
MA-R2-10a	48"	36"		AS PER MASSDOT STANDARD			FLUOR-ESCENT ORANGE	BLACK	BLACK
MA-R2-10e	36"	48"		SEE FHWA "STANDARD HIGHWAY SIGNS, 2004 EDITION"; AS AMENDED			WHITE	BLACK	BLACK
R3-1	24"	24"					FLUOR-ESCENT ORANGE	BLACK	BLACK
R3-2	24"	24"		WHITE	RED/BLACK	BLACK			
R4-7b	24"	30"		FLUOR-ESCENT ORANGE	BLACK	BLACK			
R9-9	24"	12"		WHITE	BLACK	BLACK			
R9-11aL	24"	12"		WHITE	BLACK	BLACK			
R9-11aR	24"	12"		WHITE	BLACK	BLACK			
R11-2	48"	30"		WHITE	BLACK	BLACK			
R11-3a	60"	30"		WHITE	BLACK	BLACK			
W1-4L	36"	36"		FLUOR-ESCENT ORANGE	BLACK	BLACK			
W1-4R	36"	36"		FLUOR-ESCENT ORANGE	BLACK	BLACK			
W5-1	36"	36"		FLUOR-ESCENT ORANGE	BLACK	BLACK			
W8-1	36"	36"		FLUOR-ESCENT ORANGE	BLACK	BLACK			
W8-3	36"	36"		FLUOR-ESCENT ORANGE	BLACK	BLACK			
W8-8	36"	36"		FLUOR-ESCENT ORANGE	BLACK	BLACK			

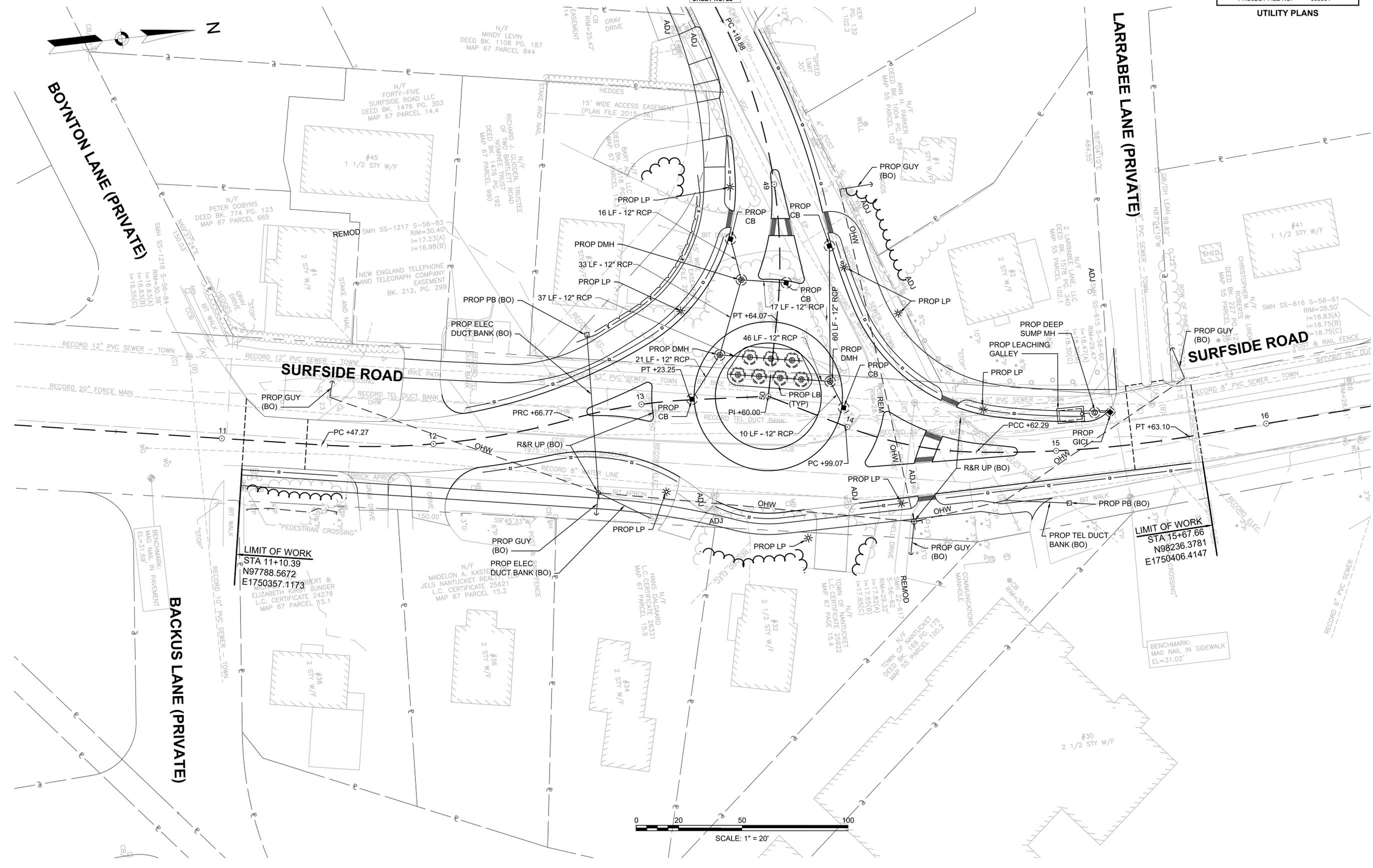
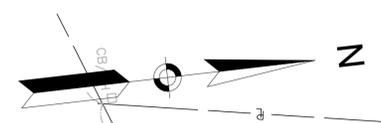
TEMPORARY TRAFFIC CONTROL SIGN SUMMARY (CONTINUED)									
IDENTIFICATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)			COLOR		
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.	BACK-GROUND	LEGEND	BORDER
W8-9	36"	36"		SEE FHWA "STANDARD HIGHWAY SIGNS, 2004 EDITION"; AS AMENDED			FLUOR-ESCENT ORANGE	BLACK	BLACK
W8-15	36"	36"		SEE FHWA "STANDARD HIGHWAY SIGNS, 2004 EDITION"; AS AMENDED			FLUOR-ESCENT ORANGE	BLACK	BLACK
W20-1c	36"	36"					FLUOR-ESCENT ORANGE	BLACK	BLACK
W20-2c	36"	36"		FLUOR-ESCENT ORANGE	BLACK	BLACK			
W20-3c	36"	36"		FLUOR-ESCENT ORANGE	BLACK	BLACK			
W20-4c	36"	36"		FLUOR-ESCENT ORANGE	BLACK	BLACK			
MA-W20-7b	36"	36"		AS PER MASSDOT STANDARD			FLUOR-ESCENT ORANGE	BLACK	BLACK
W21-7	36"	36"		SEE FHWA "STANDARD HIGHWAY SIGNS, 2004 EDITION"; AS AMENDED			FLUOR-ESCENT ORANGE	BLACK	BLACK
M4-9bL	30"	24"		FLUOR-ESCENT ORANGE	BLACK	BLACK			
M4-9bR	30"	24"		FLUOR-ESCENT ORANGE	BLACK	BLACK			
M4-9bsL	30"	24"		FLUOR-ESCENT ORANGE	BLACK	BLACK			
M4-9bsR	30"	24"		FLUOR-ESCENT ORANGE	BLACK	BLACK			
M4-10L	48"	18"		FLUOR-ESCENT ORANGE	BLACK	---			
M4-10R	48"	18"		FLUOR-ESCENT ORANGE	BLACK	---			

NOTES:
1. HIGH INTENSITY REFLECTIVE SHEETING SHALL BE USED FOR ALL SIGNS. SEE FHWA "STANDARD HIGHWAY SIGNS, 2004 EDITION" FOR TEXT DIMENSIONS, AS AMENDED; THE 1977 MASSHIGHWAY DEPARTMENT CONSTRUCTION AND TRAFFIC STANDARD DETAILS, AS AMENDED, FOR SIGNS AND SUPPORTS; THE MASSHIGHWAY DEPARTMENT SIGN LISTINGS 1993 EDITION, AS AMENDED; THE 2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR MOUNTING REQUIREMENTS; AND THE 2017 MASSDOT STANDARD SIGNS BOOK, AS AMENDED.
2. ALL SIGNS SHOWN GRAPHICALLY FOR INFORMATION ONLY. SIGN VENDOR SHALL FABRICATE ALL SIGNS IN ACCORDANCE WITH THE APPLICABLE STANDARDS.

HIGHWAY GUARD DETAILS
 NONE

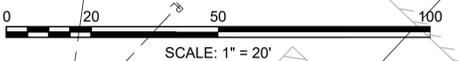
DRAINAGE DETAILS
 SEE BELOW

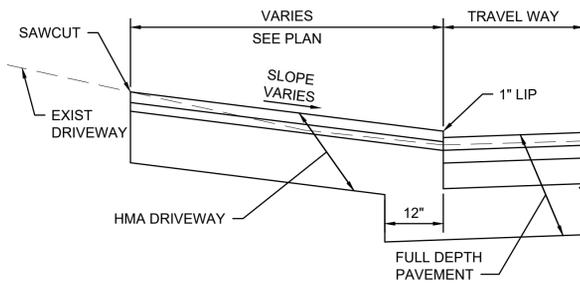
CONTINUED ON
 SHEET NO. 22



LIMIT OF WORK
 STA 11+10.39
 N97788.5672
 E1750357.1173

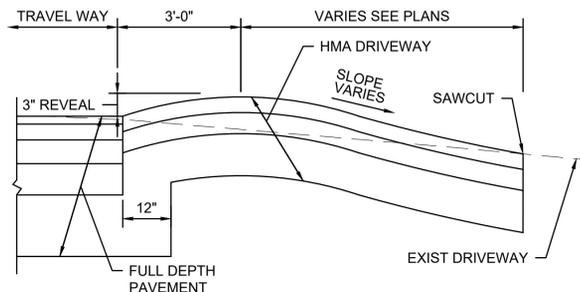
LIMIT OF WORK
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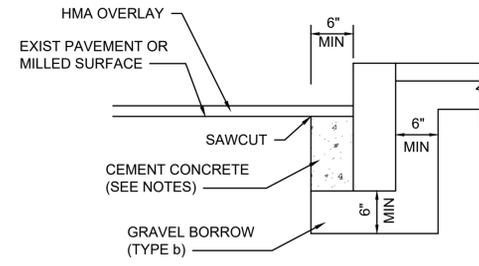
TYPICAL DRIVEWAY SECTION WITHOUT SIDEWALK TYPE II

SCALE: N.T.S.



TYPICAL DRIVEWAY SECTION WITHOUT SIDEWALK TYPE I

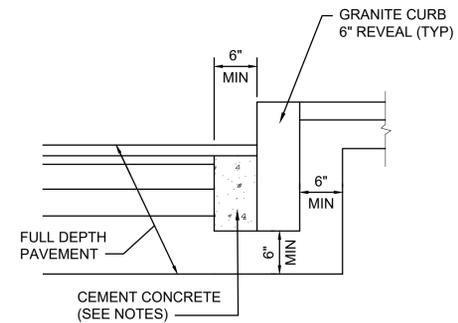
SCALE: N.T.S.



- NOTES:**
1. CONCRETE SHALL BE INCLUDED IN PRICE BID FOR GRANITE CURB.
 2. SAWCUT 6" FROM CURB LINE AND REMOVE EXISTING PAVEMENT AND GRAVEL. REPLACE WITH CEMENT CONCRETE.
 3. ANY DESIGNATED CEMENT CONCRETE THAT IS ACCEPTABLE UNDER SECTION M4 OF THE STANDARD SPECIFICATIONS MAY BE USED. ALL TEST REQUIREMENTS ARE WAIVED. HOT MIX ASPHALT SHALL NOT BE USED AS A SUBSTITUTE.

GRANITE CURB IN EXISTING PAVEMENT - WITH OVERLAY

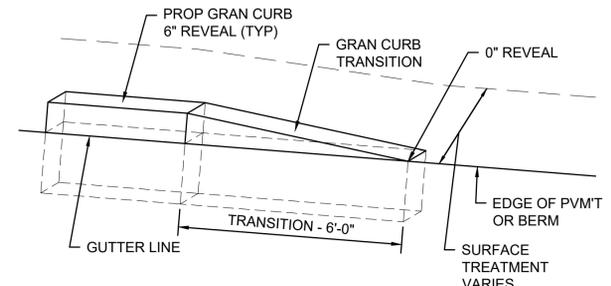
SCALE: N.T.S.



- NOTES:**
1. TO BE PLACED IF CURB IS INSTALLED AFTER HOT MIX ASPHALT
 2. CONCRETE SHALL BE INCLUDED IN PRICE BID FOR GRANITE CURB
 3. ANY DESIGNATED CEMENT CONCRETE THAT IS ACCEPTABLE UNDER SECTION M4 OF THE STANDARD SPECIFICATIONS MAY BE USED. ALL TEST REQUIREMENTS ARE WAIVED. HOT MIX ASPHALT SHALL NOT BE USED AS A SUBSTITUTE.

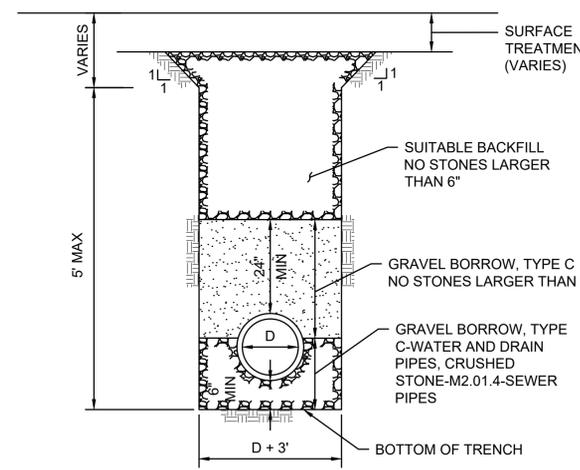
GRANITE CURB IN FULL DEPTH PAVEMENT

SCALE: N.T.S.



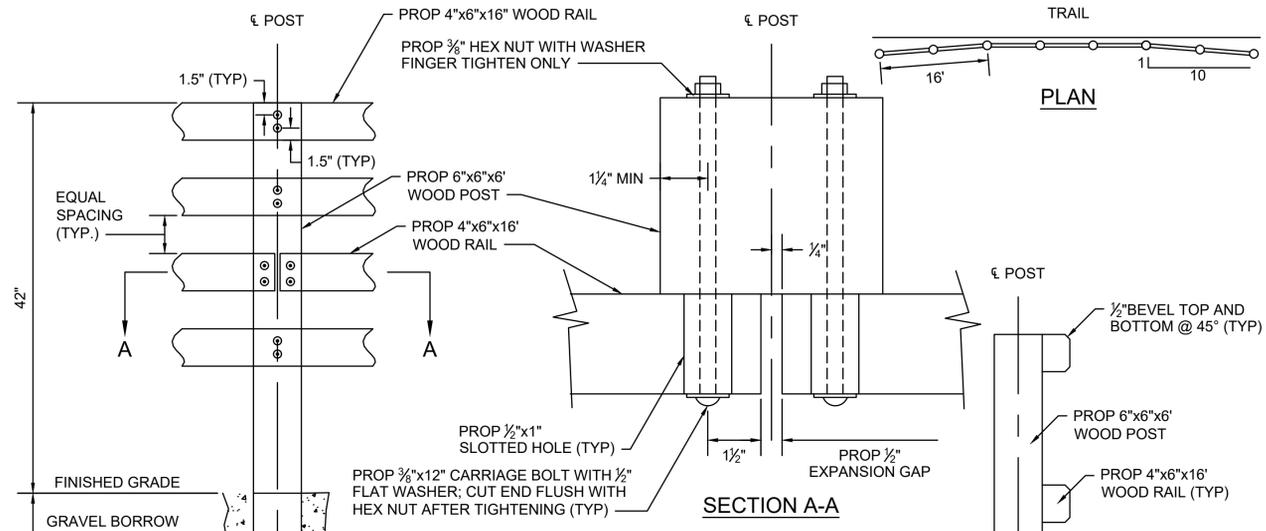
GRANITE CURB TRANSITION PIECE

SCALE: N.T.S.



TRENCH DETAIL

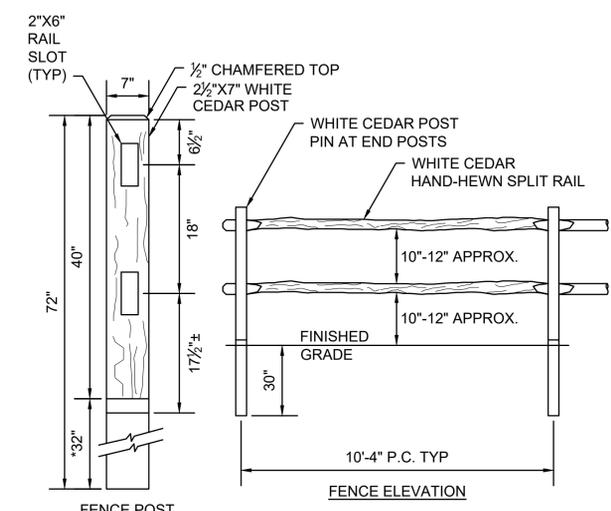
SCALE: N.T.S. DWG: TRENCH-05 DATE: AUGUST 2018



- NOTES:**
1. POSTS SHALL BE PLACED 8'-0" ON CENTER.
 2. THE FACE OF RAIL SHALL BE SET OFF THE EDGE OF SHARED USE PATH PAVEMENT, AS SHOWN ON THE PLANS, AND AS DIRECTED BY THE ENGINEER.
 3. ALL HARDWARE SHALL BE GALVANIZED.
 4. ALTERNATE JOINTS IN RAILING BETWEEN POSTS.
 5. CONTRACTOR SHALL SET POST IN 4000 PSI, 1 1/2 IN, 565 CEMENT CONCRETE FOR ALL POSTS UNABLE TO BE SET AT REQUIRED DEPTH.
 6. BOLTS SHALL BE SIZED AND INSTALLED SO THAT THEY EXTEND NO MORE THAN ONE ADDITIONAL NUT LENGTH BEYOND THE SECURED SURFACE.

WOOD RAILING

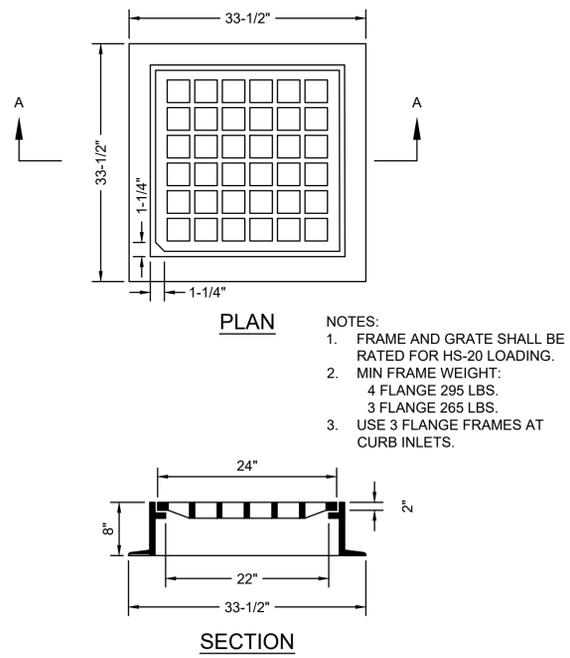
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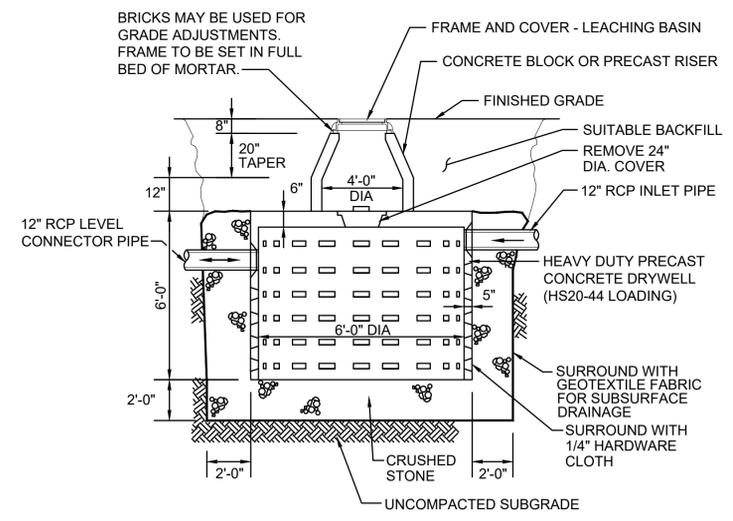
* TREAT THIS SECTION OF POST WITH A WOOD PRESERVATIVE AS SPECIFIED BY THE FENCE MANUFACTURER.

CEDAR RAIL FENCE

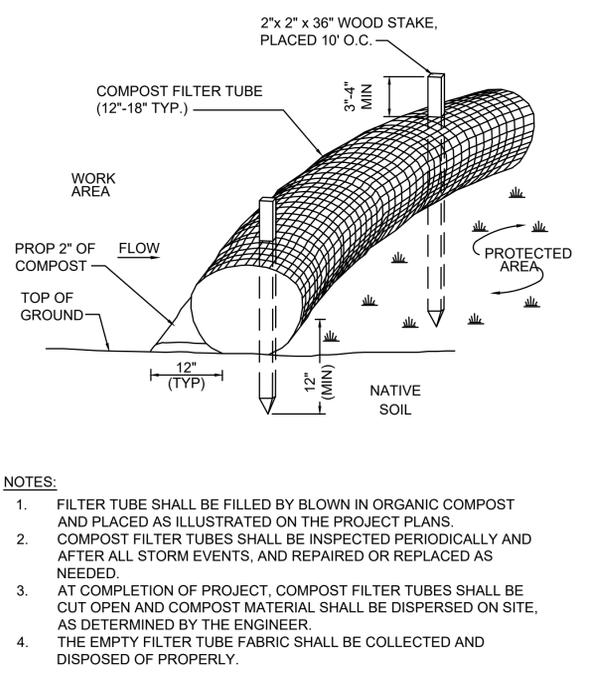
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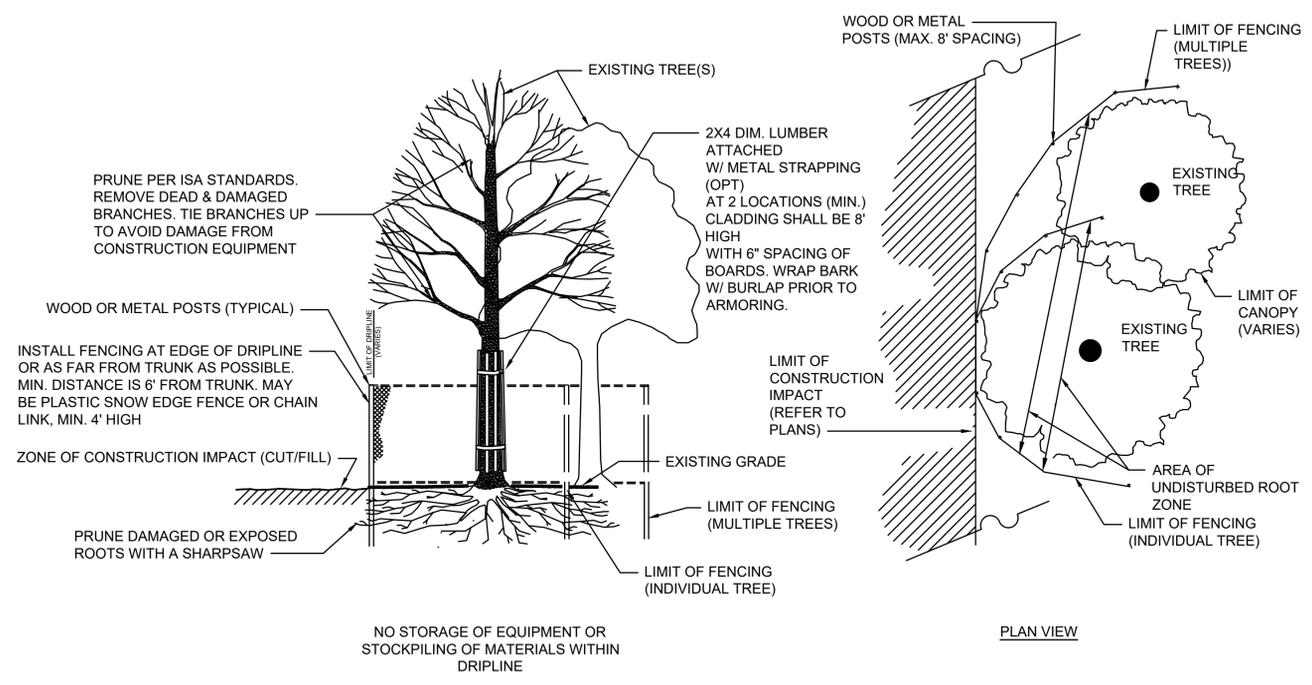
**MUNICIPAL STANDARD
CATCH BASIN FRAME & GRATE**
SCALE: N.T.S.



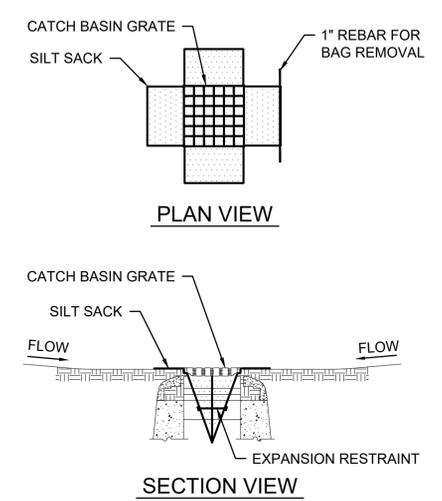
LEACHING BASIN
SCALE: N.T.S.



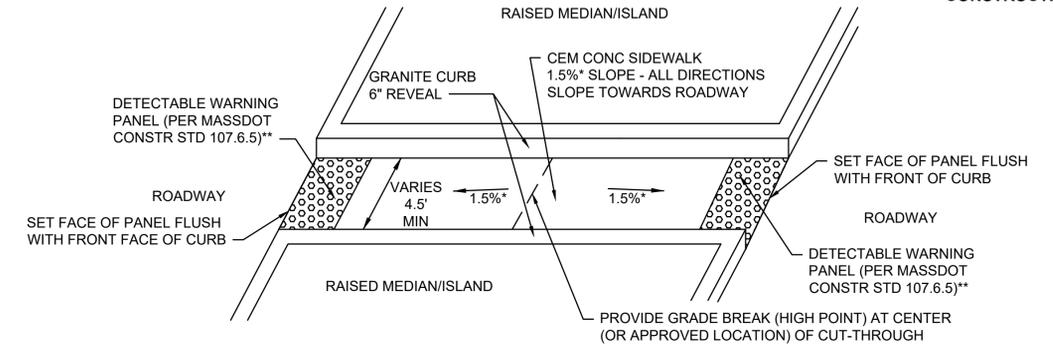
LINEAR SEDIMENTATION AND EROSION CONTROL
SCALE: N.T.S.



TREE PROTECTION OF EXISTING TREE(S)
SCALE: N.T.S.



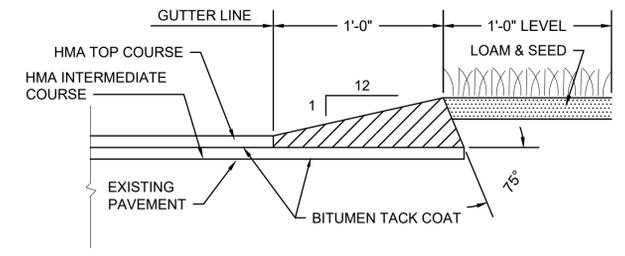
**INLET PROTECTION - SILT SACK
IN CATCH BASIN**
SCALE: N.T.S.



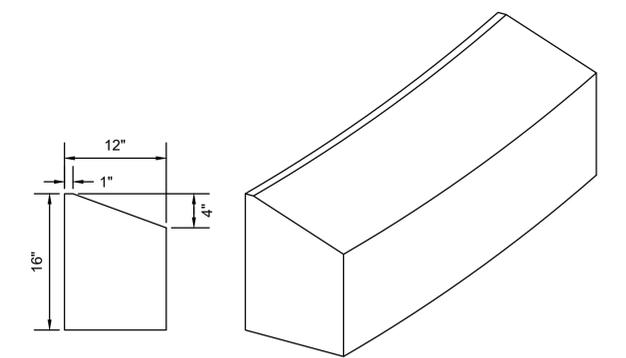
- NOTES:**
- *ALL SLOPES ARE MAXIMUMS, TOLERANCE FOR CONSTRUCTION ±0.5%
 - ** DETECTABLE WARNING PANELS TO BE PLACED WHEN MEDIAN OPENING IS 6' OR GREATER IN WIDTH.

MEDIAN CUT-THROUGH DETAIL

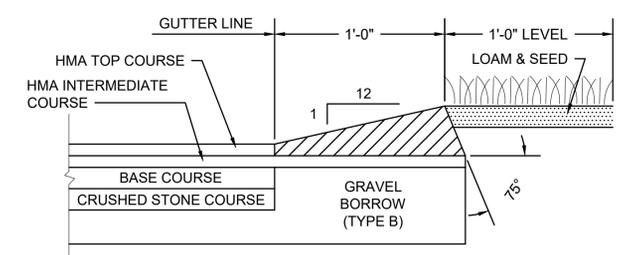
SCALE: N.T.S. DWG: WALK-03 DATE: AUGUST 2013



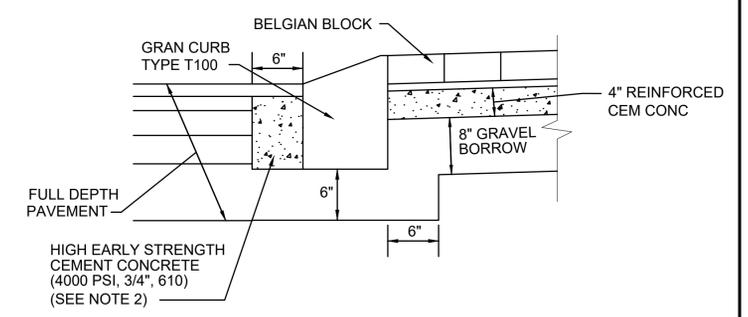
**HMA BERM TYPE A-MODIFIED
AT PAVEMENT OVERLAY**
SCALE: N.T.S.



T-100 GRANITE CURB
SCALE: N.T.S.



**HMA BERM TYPE A-MODIFIED
(USED WITH FULL DEPTH PAVEMENT)**
SCALE: N.T.S.

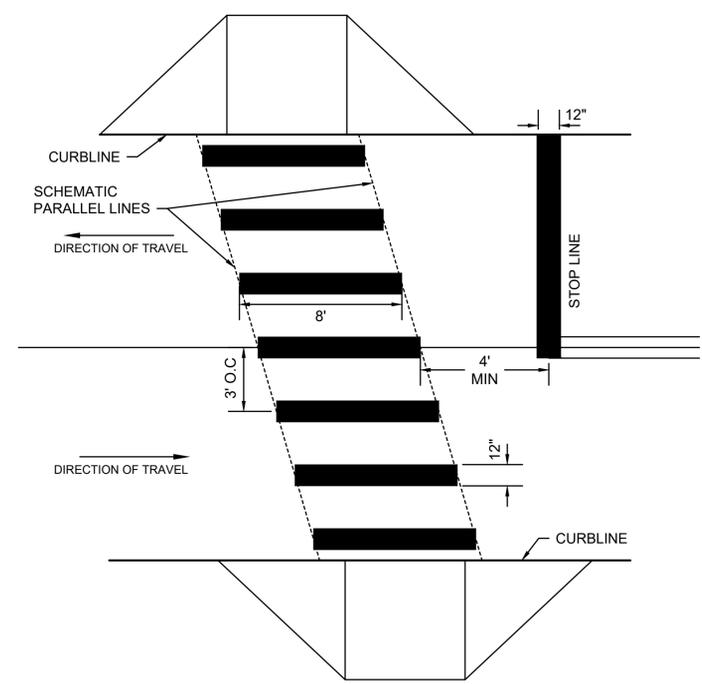


- NOTE:**
- CEMENT CONCRETE TO BE PLACED IF CURB IS INSTALLED AFTER HOT MIX ASPHALT.
 - CONCRETE SHALL BE INCLUDED IN PRICE BID FOR GRANITE CURB.

MOUNTABLE GRANITE CURB T100
SCALE: N.T.S.

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	TBD	26	30
PROJECT FILE NO.		608664	

CONSTRUCTION DETAILS



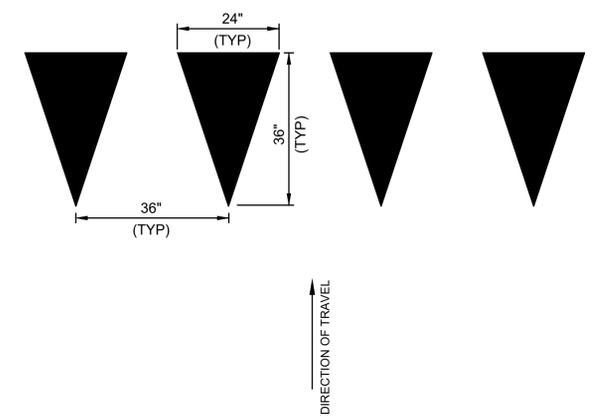
- NOTES:**
1. ALL EXISTING CROSSWALK MARKINGS SHALL BE FULLY ERADICATED BY APPROVED METHOD PRIOR TO THE APPLICATION OF PROPOSED MARKINGS.
 2. ALL 12" THERMOPLASTIC LINES SHALL BE APPLIED IN ONE APPLICATION, NO COMBINATION OF LINES (TWO - 6" LINES) WILL BE ACCEPTED.
 3. LAYOUT OF CROSSWALKS SHALL BE ORIENTATED IN THE DIRECTION OF TRAVEL AND LOCATED OUTSIDE OF THE WHEEL PATH OF VEHICLES. LAYOUT SHALL BE APPROVED BY NANTUCKET DPW PRIOR TO APPLICATION OF THERMOPLASTIC.
 4. ALL CROSSWALKS INSTALLED SHALL CONFORM TO THE RELEVANT PROVISIONS OF THE MASSACHUSETTS HIGHWAY DEPARTMENT "STANDARD SPECIFICATION FOR HIGHWAY AND BRIDGES" DATED 1988, SECTION 860 FOR REFLECTORIZED LINE (THERMO-PLASTIC) & MATERIAL M7.01.20, LATEST REVISIONS.

CONTINENTAL-STYLE CROSSWALK - 12" WIDE LINES

SCALE: N.T.S.

DWG: PM-27

DATE: MAY 2017



- NOTES:**
1. YIELD LINES SHALL CONSIST OF A ROW OF SOLID WHITE TRIANGLES.
 2. IF APPLICABLE, YIELD LINES SHALL BE PLACED 4-FEET IN ADVANCE OF THE NEAREST CROSSWALK LINE.
 3. IN THE ABSENCE OF A MARKED CROSSWALK, YIELD LINES SHALL BE PLACED AS SHOWN ON THE PLANS.

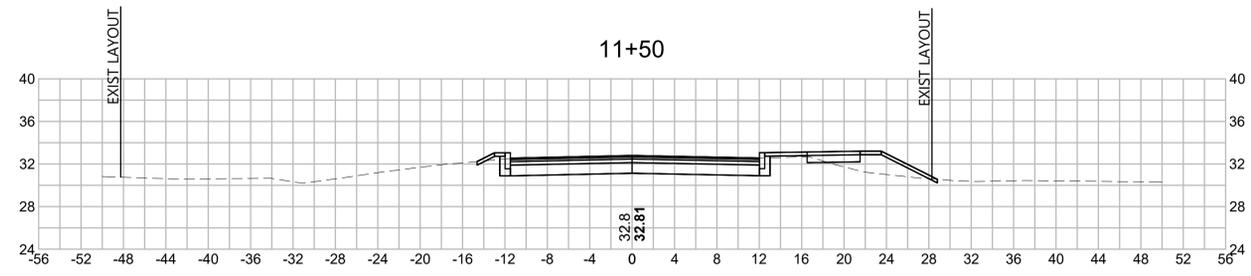
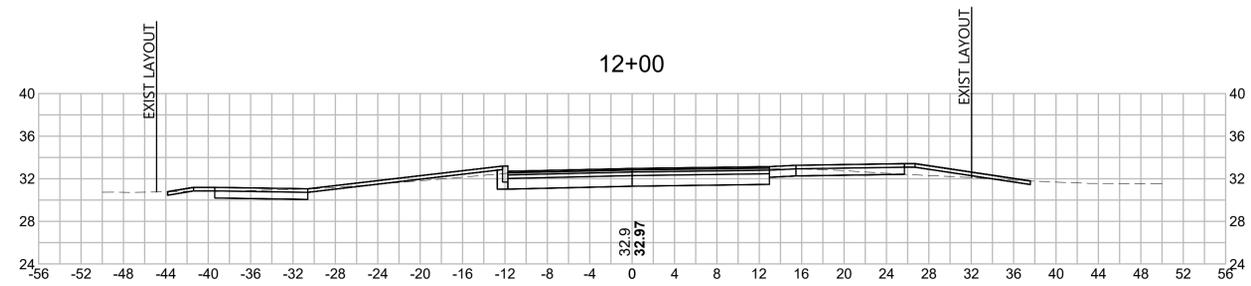
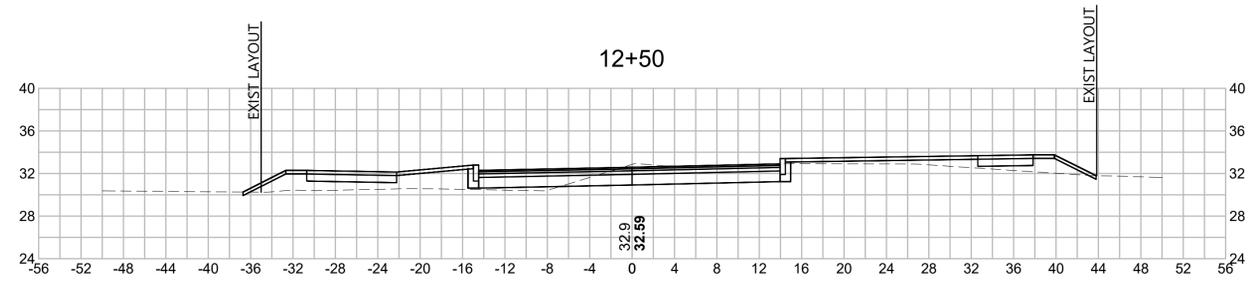
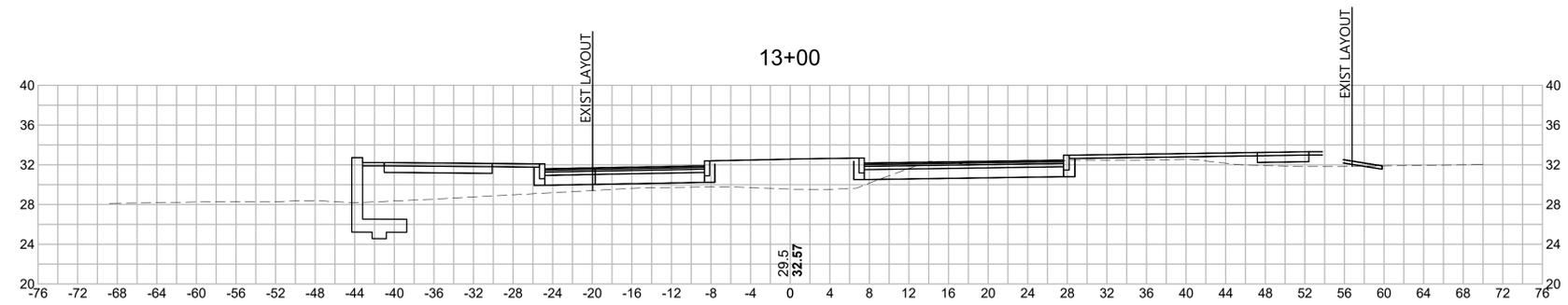
YIELD LINE TRIANGLES

SCALE: N.T.S.

NANTUCKET
SURFSIDE ROAD & BARTLETT ROAD

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	TBD	27	30
PROJECT FILE NO.		608664	

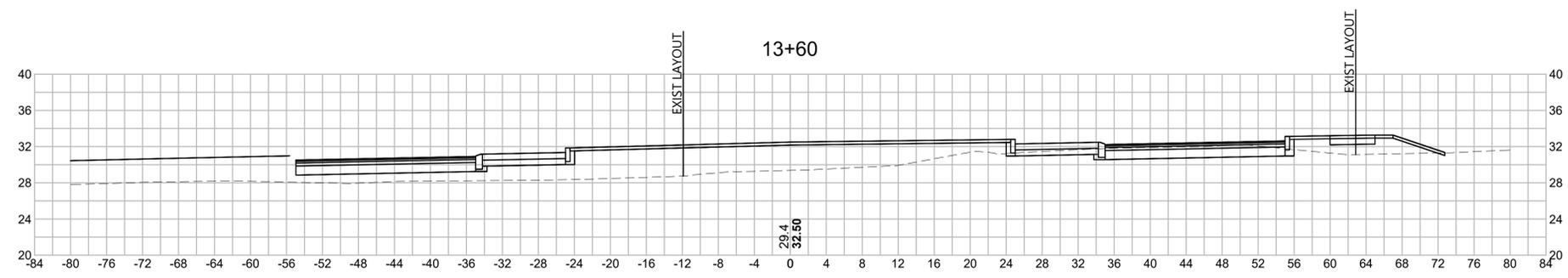
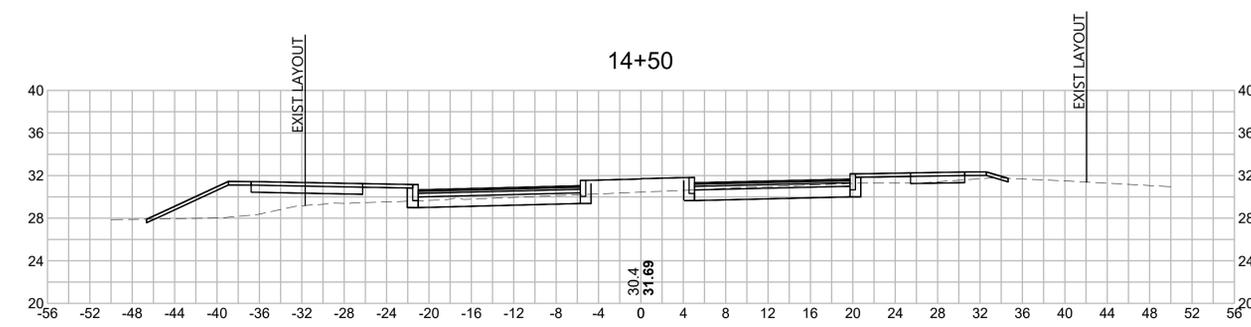
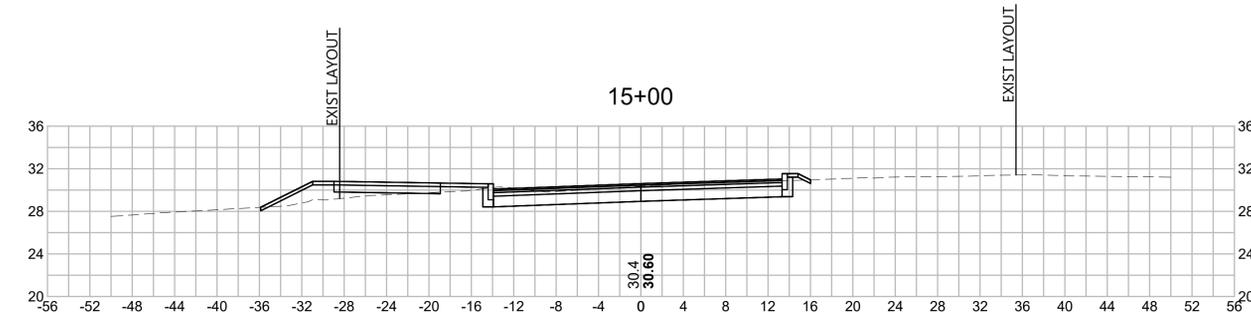
CROSS SECTIONS



NANTUCKET
SURFSIDE ROAD & BARTLETT ROAD

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	TBD	28	30
PROJECT FILE NO.		608664	

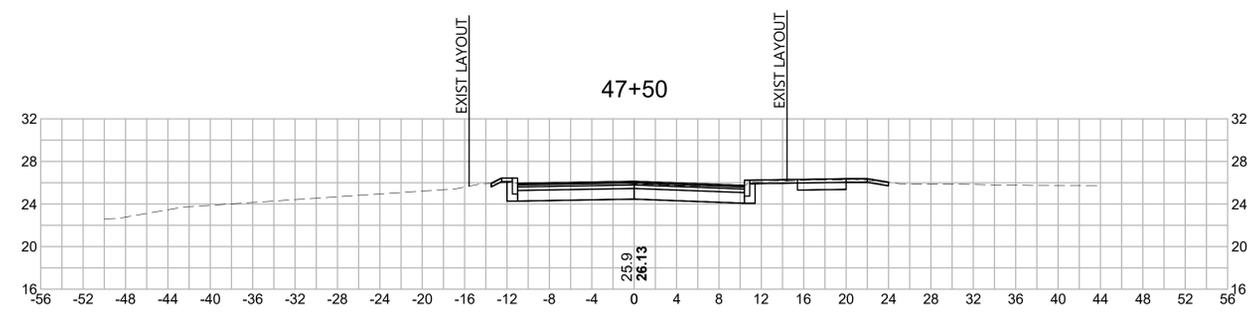
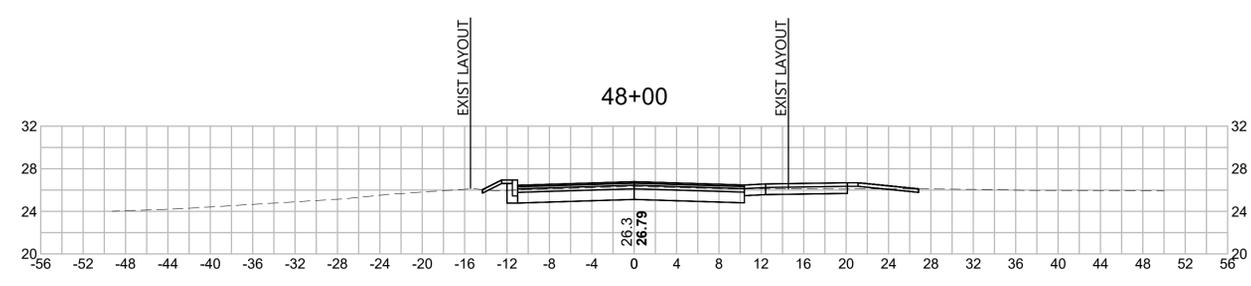
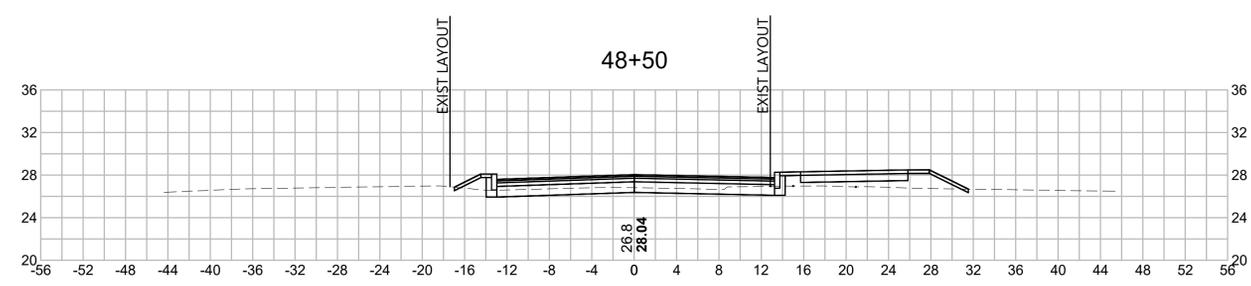
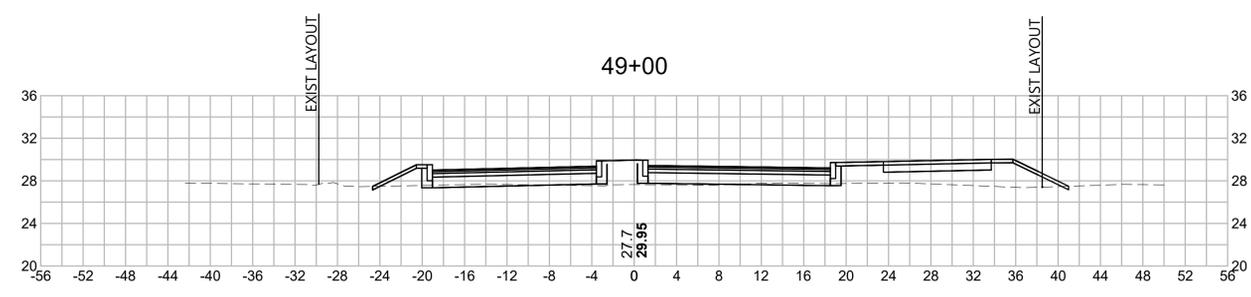
CROSS SECTIONS



**NANTUCKET
SURFSIDE ROAD & BARTLETT ROAD**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	TBD	29	30
PROJECT FILE NO.		608664	

CROSS SECTIONS



NANTUCKET
SURFSIDE ROAD & BARTLETT ROAD

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	TBD	30	30

PROJECT FILE NO. 608664

CROSS SECTIONS

