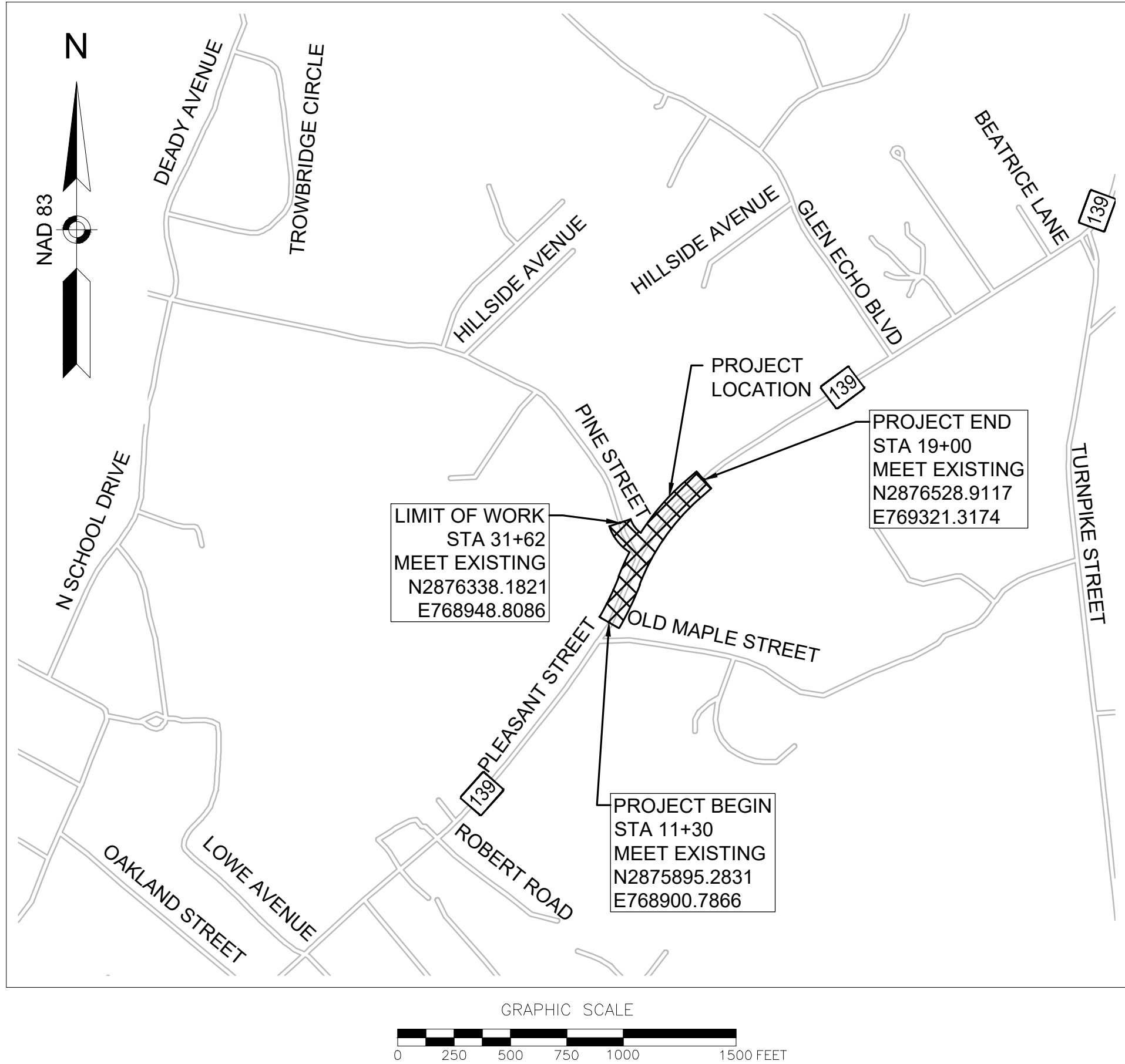


**INTERSECTION IMPROVEMENTS  
AT PLEASANT STREET (ROUTE 139)  
AND PINE STREET  
IN THE TOWN OF  
STOUGHTON  
NORFOLK COUNTY  
COMMONWEALTH OF MASSACHUSETTS**

<h1 style="text-align: center; margin: 0;">INDEX</h1>		
SHEET NO.	DESCRIPTION	
1	TITLE SHEET & INDEX	
2	LEGEND & ABBREVIATIONS	
3	4	TYPICAL SECTIONS
5	CONSTRUCTION PLAN	
6	8	CONSTRUCTION PROFILES
9	CURB TIE & GRADING PLAN	
10	DRAINAGE & UTILITY PLAN	
11	TRAFFIC SIGN & PAVEMENT MARKING PLAN	
12	TRAFFIC SIGN SUMMARY SHEET	
13	14	TEMPORARY TRAFFIC CONTROL PLANS
15	16	CONSTRUCTION DETAILS
17	PEDESTRIAN CURB RAMP DETAILS	



IN CONFORMANCE WITH THE MASSACHUSETTS DEPARTMENT OF TRANSPORTATION – HIGHWAY DIVISION STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGES DATED 2024, AS AMENDED, THE OCTOBER 2017 CONSTRUCTION STANDARD DETAILS, THE 2015 OVERHEAD SIGNAL STRUCTURE AND FOUNDATION STANDARD DRAWINGS, MASSDOT TRAFFIC MANAGEMENT PLANS AND DETAIL DRAWINGS, 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.

NOTES:

ALL CONTRACTORS PERFORMING WORK SHOWN ON THESE PLANS SHALL BE PREQUALIFIED IN ACCORDANCE WITH 720 CMR 5.00, "PREQUALIFICATION OF CONTRACTORS."



TOWN MANAGER  
THOMAS J. CALTER

TOWN ENGINEER  
MARC J. TISDELLE

**SELECT BOARD**  
**DEBRA ROBERTS**  
**STEPHEN M. CAVEY**  
**SCOTT CARRARA**  
**LOU GITTO**  
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10 PEARL STREET  
STOUGHTON, MA 02072

**INTERSECTION IMPROVEMENTS  
AT PLEASANT STREET (ROUTE 139) AND  
PINE STREET  
STOUGHTON, MASSACHUSETTS**

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TITLE SHEET &  
INDEX

SCALE:  
AS NOTED  
NEX-2300173.05

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A L O W E R C A S I N G



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## TYPICAL SECTIONS

SCALE: 1"=4'

NEX-2300173.05

## FULL DEPTH HMA CONSTRUCTION

## PAVEMENT FINE MILLING & HMA OVERLAY

## FULL DEPTH CONSTRUCTION LESS THAN 4 FEET

## CEMENT CONCRETE SIDEWALKS, PEDESTRIAN CURB RAMPS & ISLANDS

## HMA DRIVEWAYS

## HMA WALKS

## GENERAL NOTES

- 
- The diagram shows a leveling staff with two scales. The top scale is labeled "HOR. SCALE IN FEET" and has markings at 4, 0, 4, and 8. The bottom scale is labeled "VER. SCALE IN FEET" and also has markings at 4, 0, 4, and 8. The staff is represented by a horizontal bar with alternating black and white segments.



# TYPICAL SECTION - PLEASANT STREET

**INTERSECTION IMPROVEMENTS  
AT PLEASANT STREET (ROUTE 139) AND  
PINE STREET  
STOUGHTON, MASSACHUSETTS**

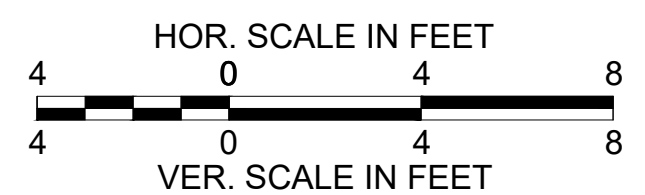
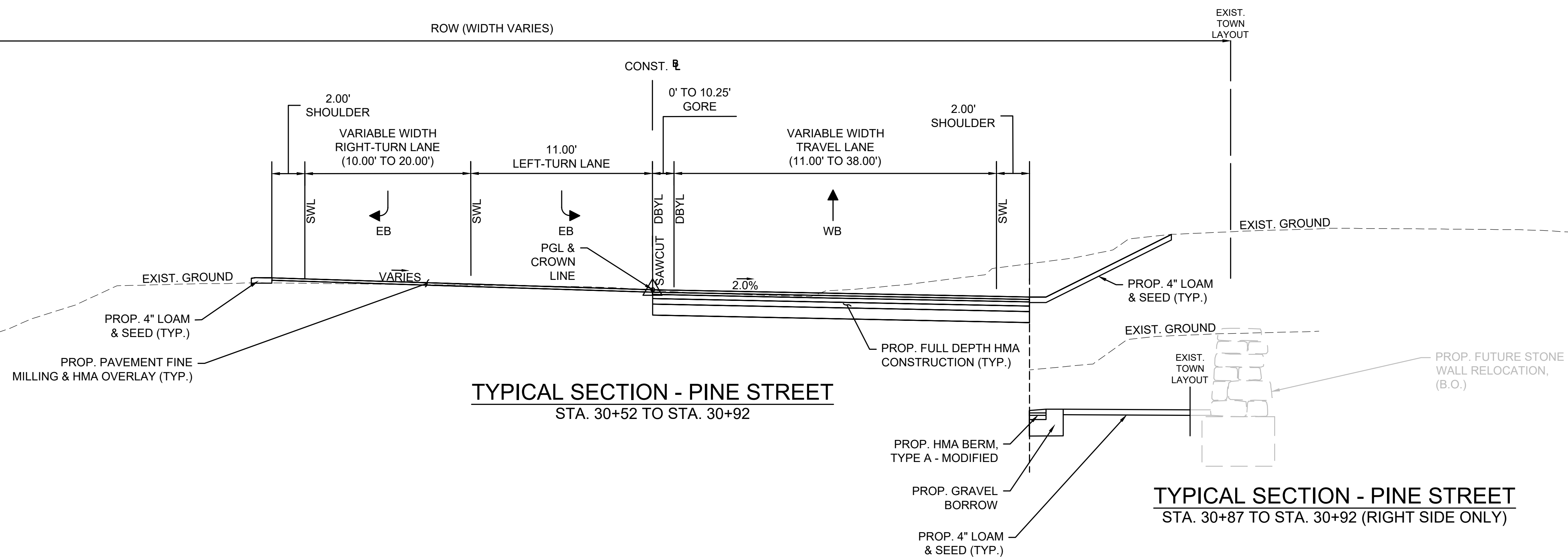
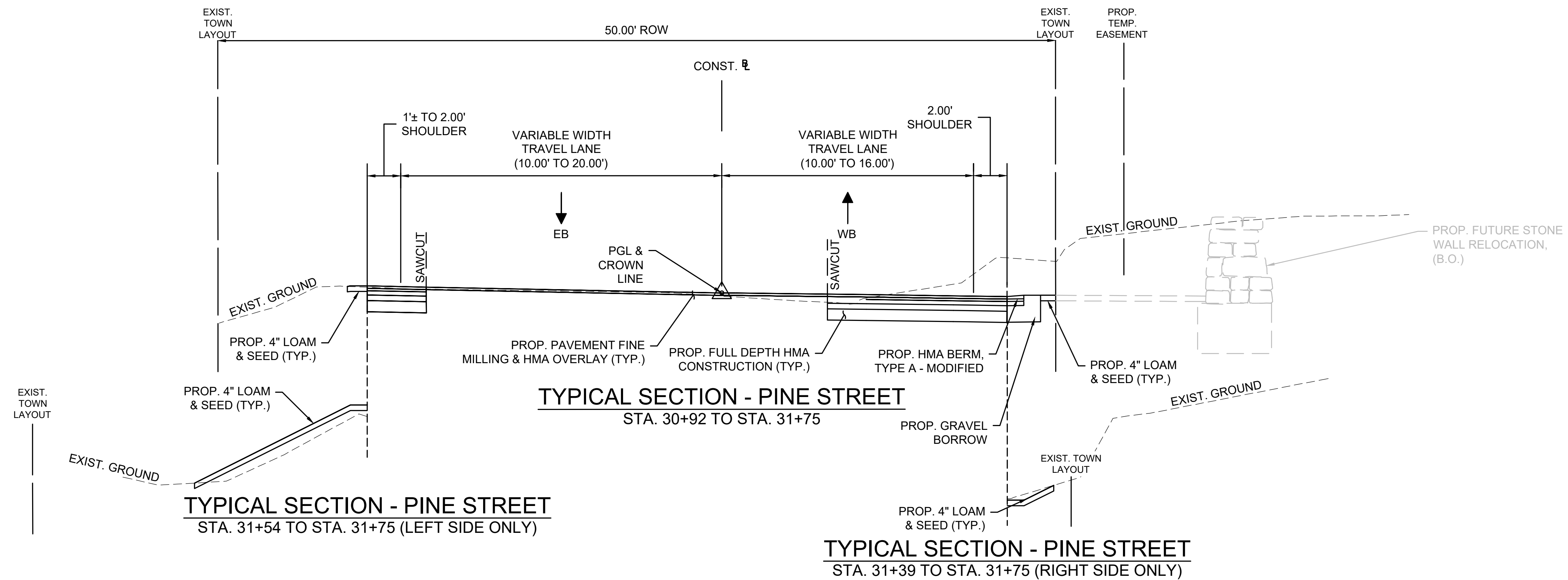
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## TYPICAL SECTIONS

SCALE: 1"=4'

EX-2300173.05

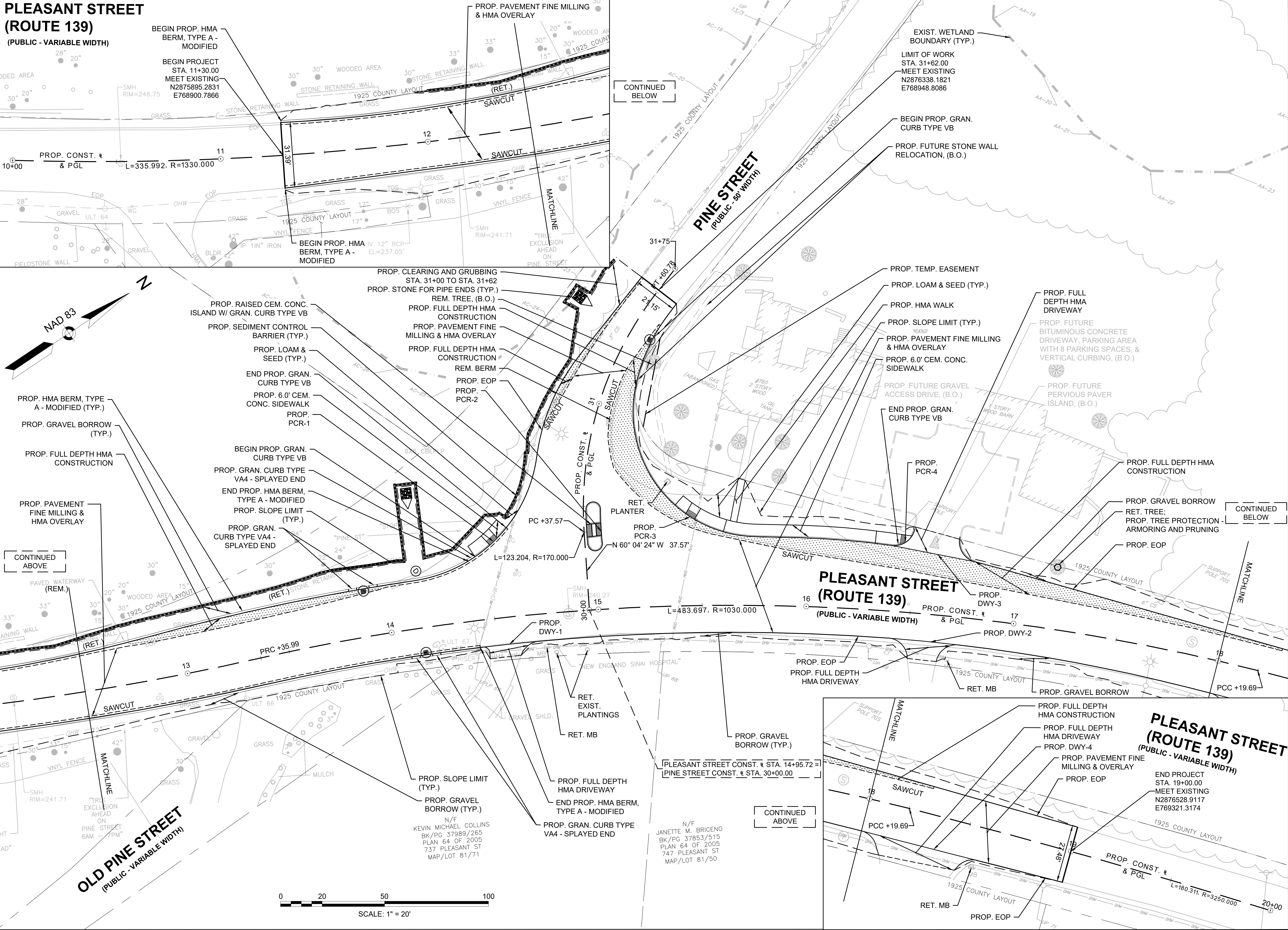
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PLEASANT STREET  
(ROUTE 139)

(PUBLIC - VARIABLE WIDTH)



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INTERSECTION IMPROVEMENTS

AT PLEASANT STREET (ROUTE 139) AND

PINE STREET

STOUGHTON, MASSACHUSETTS

REVISIONS

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DATE

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CONSTRUCTION PLAN

SCALE: 1"=20'

NEX-2300173.05

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[illegible]

SCALE: AS NOTED

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**INTERSECTION IMPROVEMENTS  
AT PLEASANT STREET (ROUTE 139) AND  
PINE STREET  
STOUGHTON, MASSACHUSETTS**

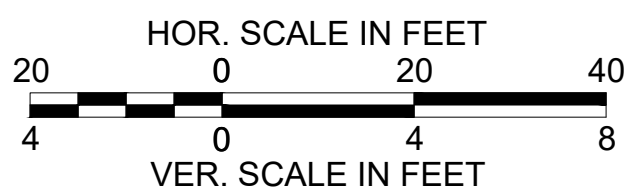
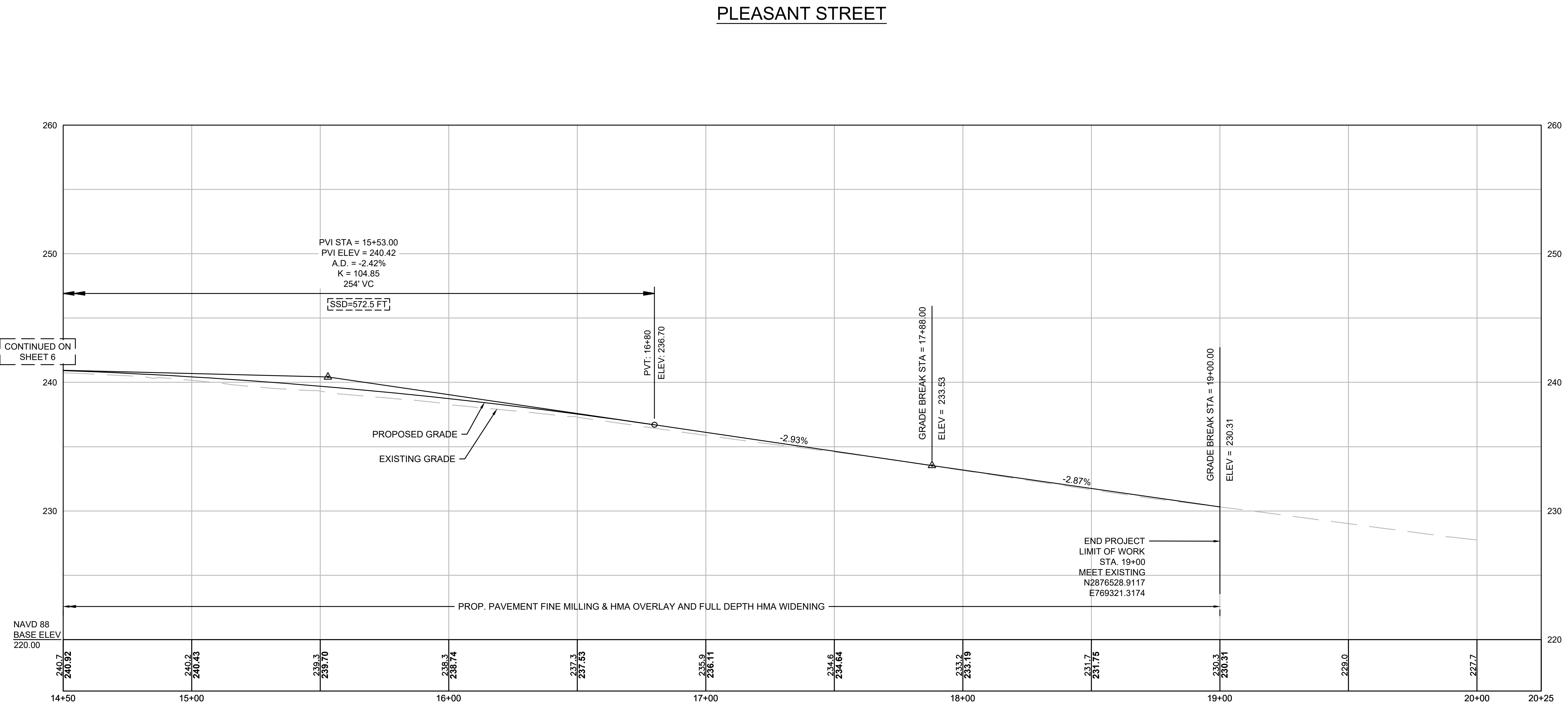
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## CONSTRUCTION PROFILES

SCALE: AS NOTED

NEX-2300173.05

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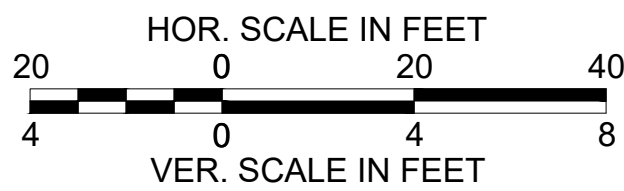


FOR CONSTRUCTION PLAN: SEE SHEET NO. 5

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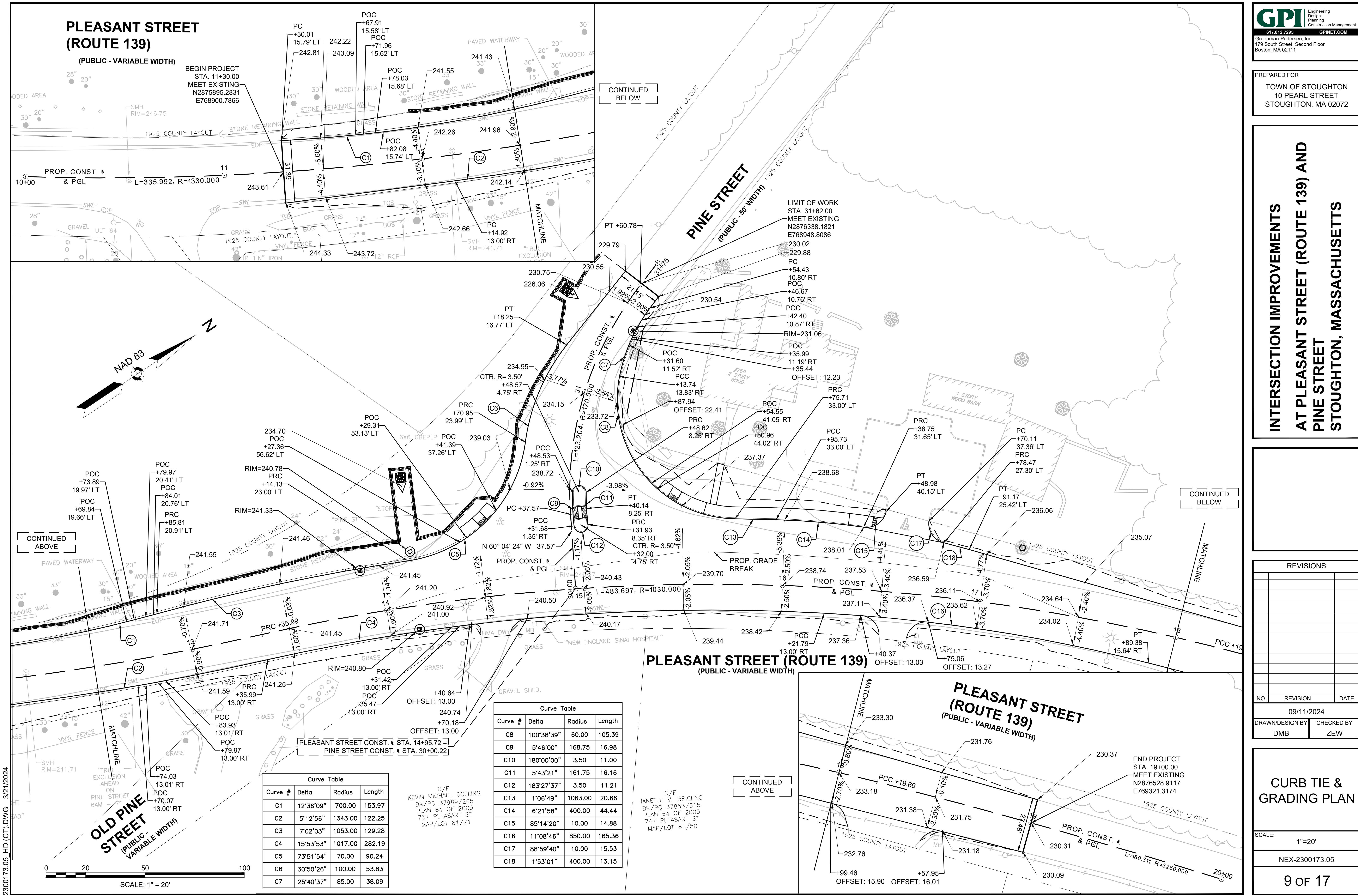
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FOR CONSTRUCTION PLAN: SEE SHEET NO. 5





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INTERSECTION IMPROVEMENTS  
AT PLEASANT STREET (ROUTE 139) AND  
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STOUGHTON, MASSACHUSETTS

REVISIONS		
NO.	REVISION	DATE

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CURB TIE & GRADING PLAN

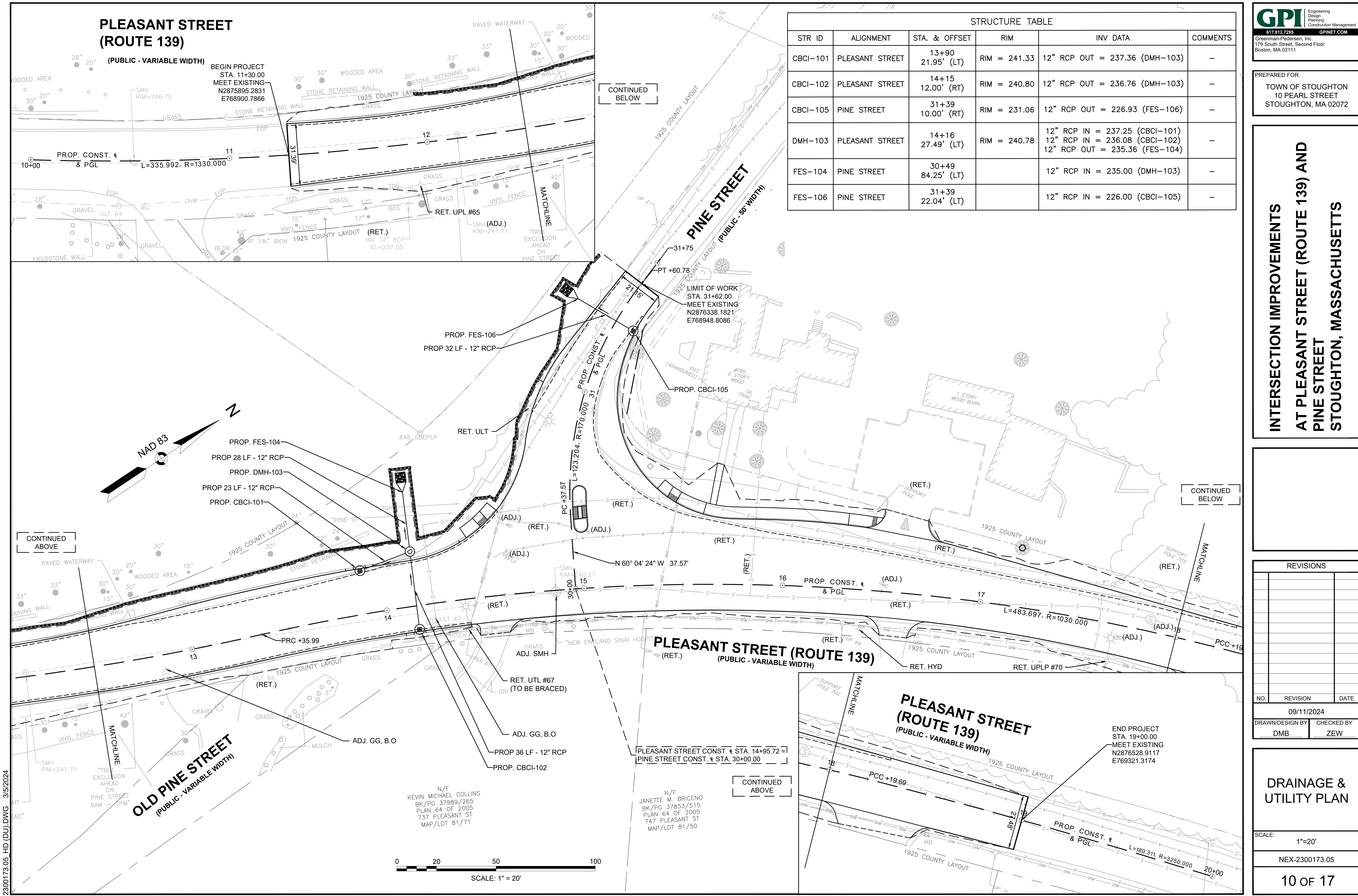
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DRAINAGE & UTILITY PLAN

SCALE:  
1"=20'

NEX-2300173.05

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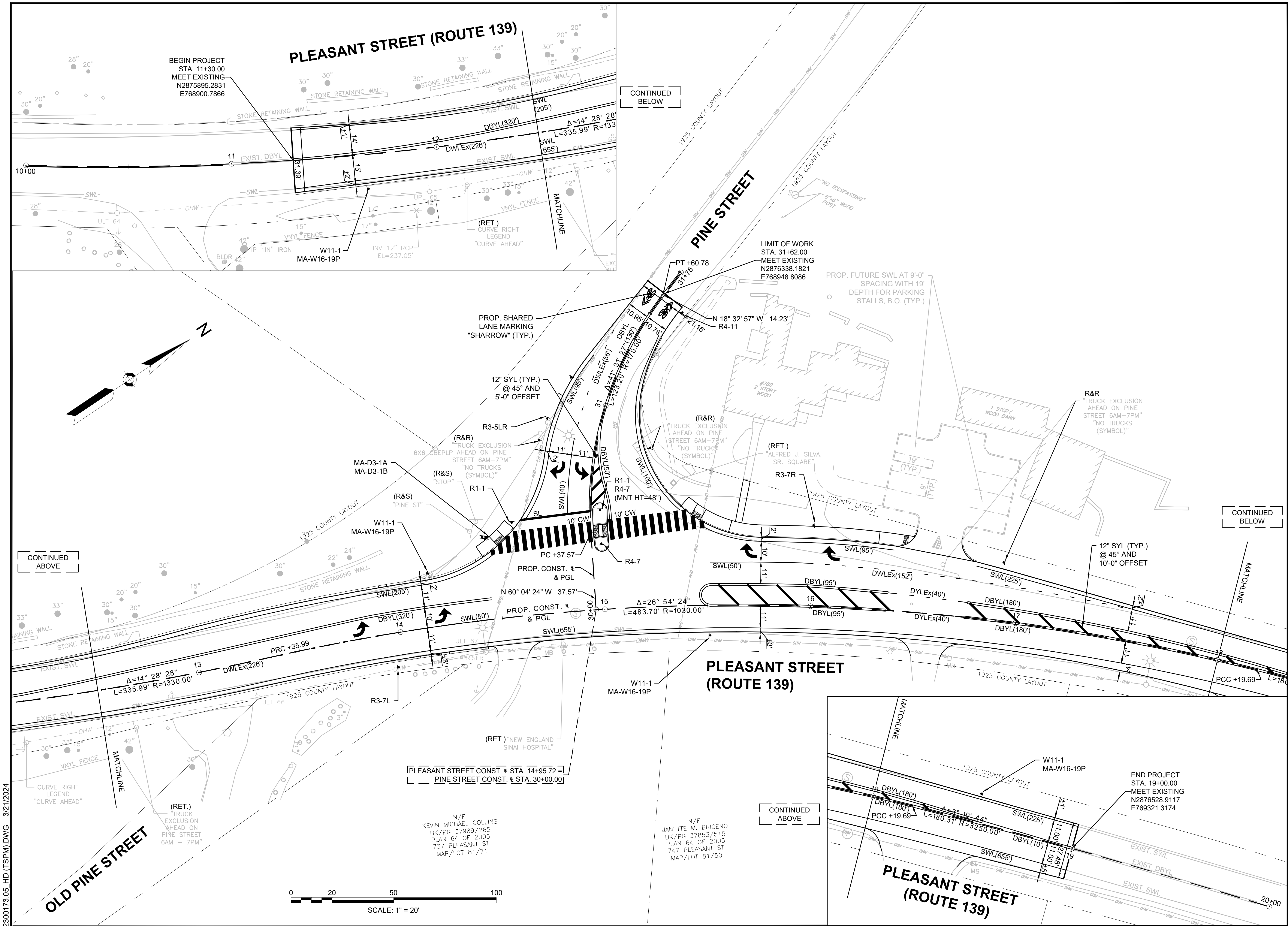


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SCALE: 1"=20'

NEX-2300173.05

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**INTERSECTION IMPROVEMENTS  
AT PLEASANT STREET (ROUTE 139) AND  
PINE STREET  
STOUGHTON, MASSACHUSETTS**

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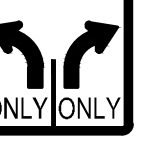






# TRAFFIC SIGN SUMMARY SHEET

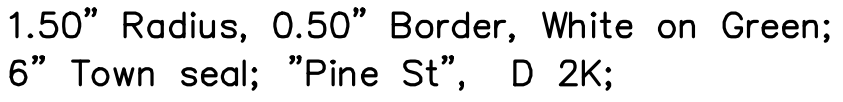
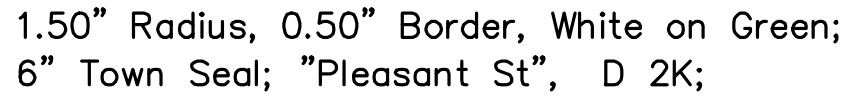
SCALE: N.T.S.

NEX-2300173.05

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1. ALL WARNING, REGULATORY AND ROUTE MARKERS SHALL BE FABRICATED WITH HIGH INTENSITY ENCAPSULATED LENS REFLECTIVE SHEETING (SEE SECTION M9.30.0) TYPE III OR IV.
2. ALL SIGNS NOTED AS "R&R" SHALL BE MOUNTED ON NEW P5 POSTS OR AS OTHERWISE INDICATED.
3. ALL P5 POSTS SHALL BE TELESCOPIC SQUARE TYPE POSTS.
4. QUANTITIES OF SIGNS AND POSTS SHOWN ON THIS SHEET MAY DIFFER FROM THE TRAFFIC SIGN & PAVEMENT MARKING PLANS. WHERE DIFFERENCES OCCUR, THE TRAFFIC SIGN & PAVEMENT MARKING PLANS SHALL PREVAIL.

IDENTIFICATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)		NUMBER OF SIGNS REQUIRED	COLOR			POST SIZE AND NUMBER REQUIRED	UNIT AREA IN SQUARE FEET	AREA IN SQUARE FEET
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING		BACK-GROUND	LEGEND	BORDER			
MA-D3-1A	54"	12"	 INCL. 6" TOWN SEAL	6"D/4"D	3" 3"	2	GREEN	WHITE	WHITE	2-P5 (1 REQ'D)	PAY UNDER ITEM 874.	PAY UNDER ITEM 874.
MA-D3-1B	42"	12"	 INCL. 6" TOWN SEAL	6"D/4"D	3" 3"	2	GREEN	WHITE	WHITE	2 MNT w/ MA-D3-1A	PAY UNDER ITEM 874.	PAY UNDER ITEM 874.
R1-1	30"	30"		MUTCD STANDARD	MUTCD STANDARD	2	RED	WHITE	WHITE	P5 (2 REQ'D)	6.25	12.50
R3-5LR	30"	30"		MUTCD STANDARD	MUTCD STANDARD	1	WHITE	BLACK	BLACK	P5 (1 REQ'D)	6.25	6.25
R3-7L	30"	30"		MUTCD STANDARD	MUTCD STANDARD	1	WHITE	BLACK	BLACK	P5 (1 REQ'D)	6.25	6.25
R3-7R	30"	30"		MUTCD STANDARD	MUTCD STANDARD	1	WHITE	BLACK	BLACK	P5 (1 REQ'D)	6.25	6.25
R4-7	24"	30"		MUTCD STANDARD	MUTCD STANDARD	2	WHITE	BLACK	BLACK	P5 (1 REQ'D) 1 MNT w/R1-1	5.00	10.00
R4-11	24"	24"		MUTCD STANDARD	MUTCD STANDARD	1	WHITE	RED/ WHITE	BLACK	P5 (1 REQ'D)	4.00	4.00
W11-1	30"	30"		MUTCD STANDARD	MUTCD STANDARD	4	YELLOW	BLACK	BLACK	P5 (4 REQ'D)	6.25	25.00
MA-W16-19P	24"	18"		MASSDOT STANDARD	MASSDOT STANDARD	4	YELLOW	BLACK	BLACK	4 MNT w/W11-1	3.00	12.00





## GENERAL

3. ALL TRAFFIC MANAGEMENT AND WORK ZONE TRAFFIC CONTROL MEASURES SHALL CONFORM TO THE CURRENT MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.), MASSDOT - HIGHWAY DIVISION'S "STANDARD DETAILS AND DRAWINGS FOR THE DEVELOPMENT OF TRAFFIC MANAGEMENT PLANS", THE STANDARD SPECIFICATIONS, AND THE FOLLOWING NOTES.
2. THE TEMPORARY TRAFFIC CONTROL PLANS CONTAINED HEREIN ARE GIVEN AS A GUIDE FOR TYPICAL WORK ZONE TRAFFIC CONTROL APPLICATIONS FOR THE TYPES OF WORK ANTICIPATED FOR THIS PROJECT. THEY ARE NOT INTENDED TO COVER ALL POSSIBLE CONSTRUCTION OPERATIONS WHICH THE CONTRACTOR MAY CHOOSE TO EMPLOY. WORK ZONE TRAFFIC CONTROL FOR OTHER CONSTRUCTION OPERATIONS OR OTHER TRAFFIC SITUATIONS IF APPLICABLE SHALL BE IN ACCORDANCE WITH THE REFERENCES LISTED IN NOTE NO. 1 AND AS APPROVED OR DIRECTED BY THE ENGINEER.
3. WITH THE EXCEPTION OF THE PERMANENT LANE CLOSURES REQUIRED FOR STAGED CONSTRUCTION, LANE RESTRICTIONS MAY NOT REMAIN OVERNIGHT OR DURING NON-WORKING HOURS. AFTER EACH WORKING DAY, TRAFFIC CONTROL DEVICES THAT ARE NOT REQUIRED SHALL BE MOVED OFF THE ROADWAY OR FULL DEPTH CONSTRUCTION AREA AND PLACED SO AS NOT TO IMPEDE PEDESTRIAN AREAS, ABUTTER ACCESS OR CAUSE CONFUSION TO MOTORISTS. IN CERTAIN CIRCUMSTANCES, AND ONLY WITH THE APPROVAL OF THE TOWN OF SIOUX FALLS AND THE ENGINEER, LANE RESTRICTIONS MAY REMAIN OVERNIGHT.
4. CONTRACTOR SHALL NOTIFY EACH ABUTTER AT LEAST 24 HOURS IN ADVANCE OF THE START OF ANY WORK THAT WILL REQUIRE THE TEMPORARY CLOSURE OF ACCESS, SUCH AS CONDUIT INSTALLATION, EXISTING PAVEMENT EXCAVATION, TEMPORARY DRIVEWAY PAVEMENT PLACEMENT AND SIMILAR OPERATIONS.
5. PLACE ALL CONSTRUCTION SIGNING, TRAFFIC CONTROL DEVICES AND TEMPORARY PAVEMENT MARKINGS FOR EACH PHASE PRIOR TO COMMENCEMENT OF CONSTRUCTION.
6. ONE (1) THRU TRAVEL LANE HAVING A MINIMUM WIDTH OF 11'-0" MUST BE PROVIDED FOR EACH APPLICABLE DIRECTION OF TRAVEL (LANE MAY BE SHARED AND DIRECTION OF TRAVEL TO ALTERNATE UNDER POLICE OFFICER OR FLAGGER CONTROL) DURING ALL PHASES OF CONSTRUCTION AS SHOWN ON THE TEMPORARY TRAFFIC CONTROL PLANS, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. MINIMUM LANE WIDTH IS MEASURED FROM THE EDGE OF DRUMS OR MEDIAN BARRIER.
7. WHEN WORK INFRINGES UPON THE TRAVELED WAY, WORK SHALL BE RESTRICTED TO OFF-PEAK HOURS ONLY (NORMALLY 9:00am TO 4:00pm, MONDAY TO FRIDAY). THE CONTRACTOR SHALL NOTIFY EACH ABUTTER AT LEAST 24 HOURS IN ADVANCE OF ROAD CLOSURE.
8. ADVISORY SPEED LIMIT, IF USED, SHALL BE SET IN THE FIELD BY THE ENGINEER. W13-1P PLATES SHALL BE USED WHERE APPROPRIATE.
9. DISTANCES SHOWN ON THE TEMPORARY TRAFFIC CONTROL PLANS ARE A GUIDE ONLY, AND MAY BE ADJUSTED IN THE FIELD BY THE ENGINEER.

10. WHERE THERE IS A LONGITUDINAL DIFFERENCE IN ELEVATION BETWEEN EXISTING PAVEMENT AND ADJACENT TRAVEL SURFACE (UNDER REPAIR OR RECONSTRUCTION), THE CONTRACTOR SHALL PATCH A TEMPORARY HMA WEDGE WITH A 12:1 (OR FLATTER) SLOPE FOR SMOOTH TRANSITION. SEE DETAIL, THIS SHEET.
11. CROSS-SECTIONAL GRADE DIFFERENCES IN EXCESS OF 2" DURING NON-WORKING HOURS WILL REQUIRE DELINEATION BY USE OF REFLECTORIZED DRUMS.
12. CROSS-SECTIONAL GRADE DIFFERENCES IN EXCESS OF 4" DURING NON-WORKING HOURS SHALL BE PROTECTED BY BACKFILLING WITH A WEDGE OF EARTHWORK TO BE COMPACTED AT 4:1 SLOPE AND WILL ALSO REQUIRE DELINEATION BY USE OF DRUMS.
13. A MINIMUM SLOPE OF 4:1 MUST BE MAINTAINED AFTER WORKING HOURS DURING SUBBASE AND BASE COURSE INSTALLATION ALONG EDGE OF THE TRAVELWAY (SEE DETAIL, THIS SHEET). A MAXIMUM SLOPE OF 8:1 MUST BE MAINTAINED ON ALL ABUTTER ACCESS DRIVES AND A MAXIMUM SLOPE OF 12:1 MUST BE MAINTAINED ON ALL SIDEWALKS.

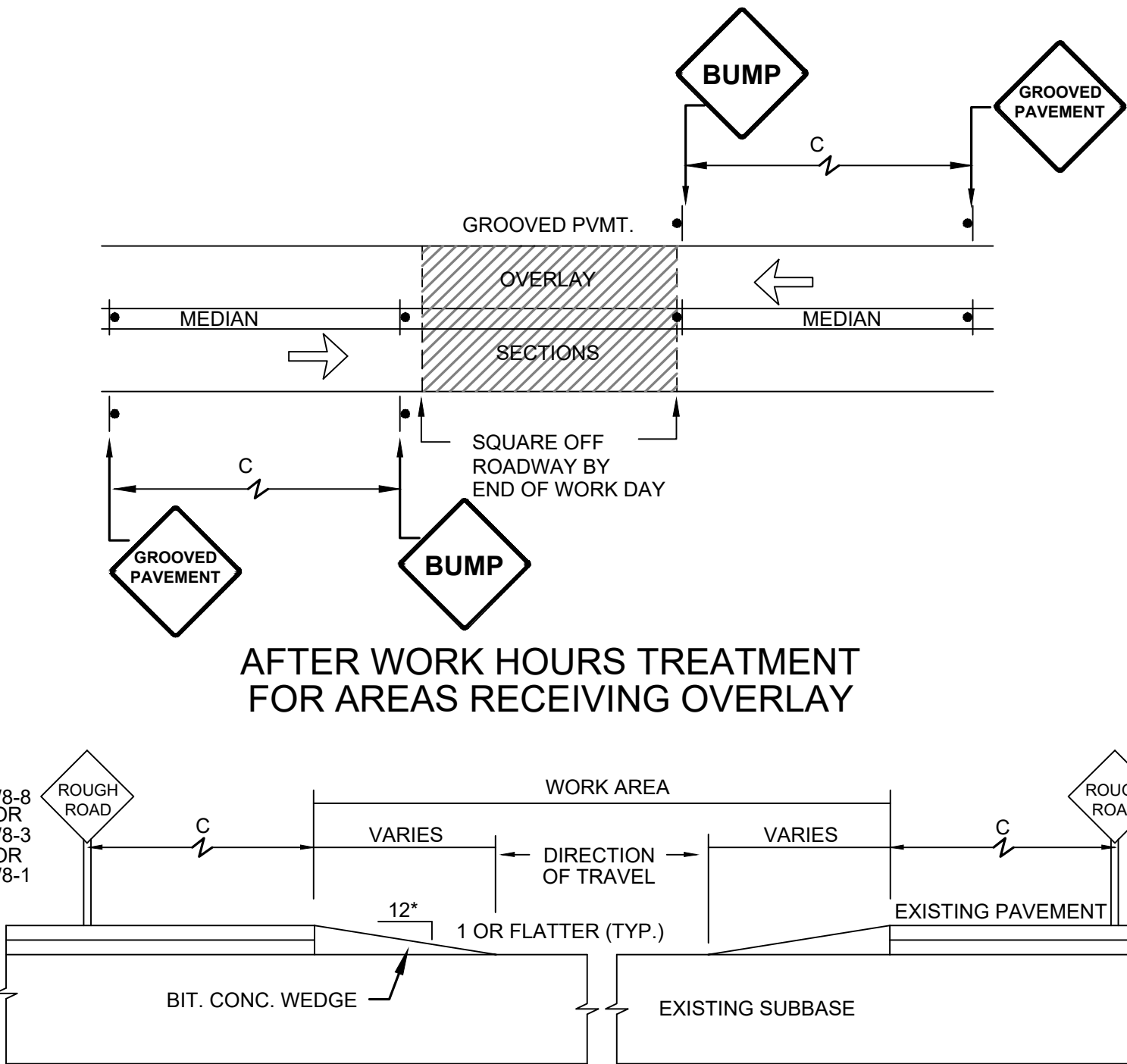
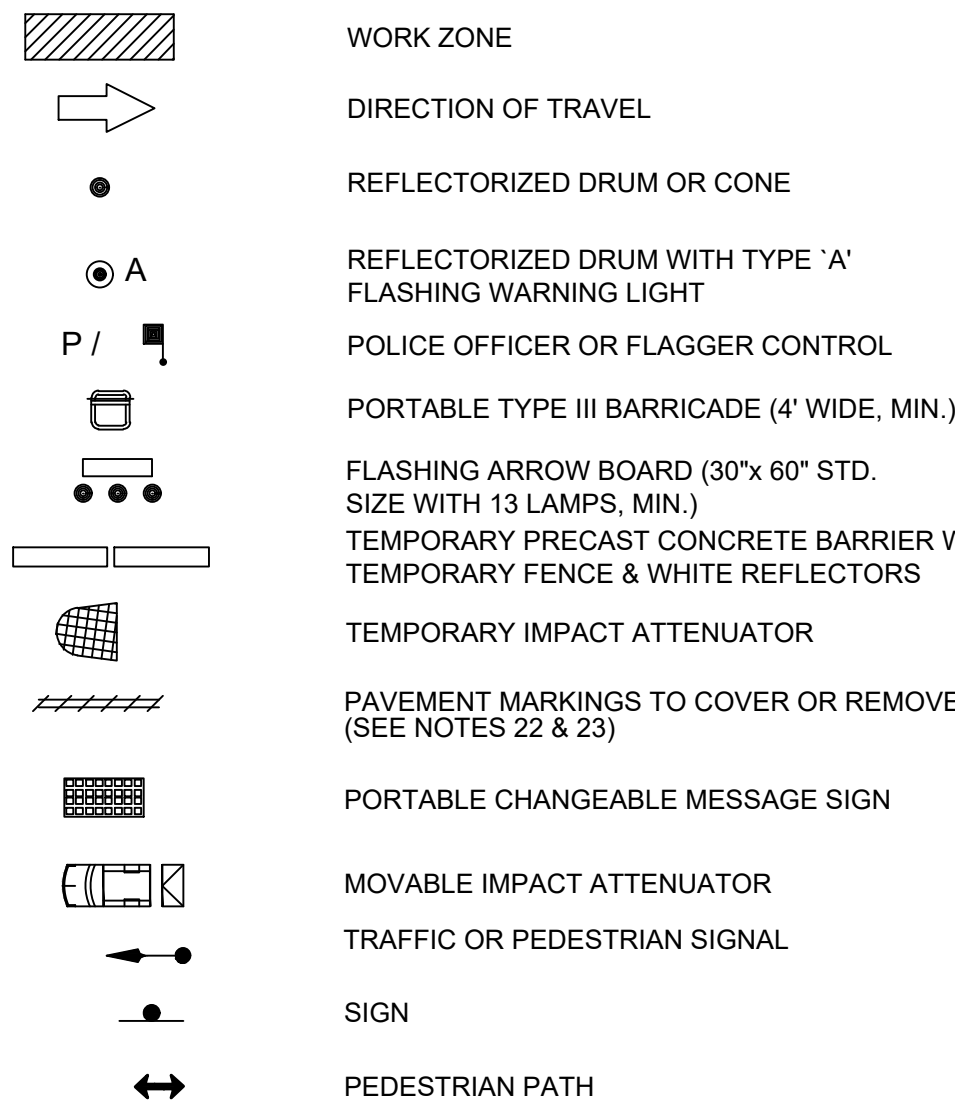
14. THE FIRST CONSTRUCTION SIGN IN A SERIES ON EACH APPROACH TO THE PROJECT SHALL BE FLUORESCENT ORANGE, HIGH PERFORMANCE (OR HIGH INTENSITY) SHEETING.
15. ALL CONSTRUCTION SIGNS SHALL BE BLACK LEGEND ON A REFLECTORIZED ORANGE BACKGROUND UNLESS OTHERWISE NOTED. ALL SIGNS SHALL BE MOUNTED ON THEIR OWN STANDARD SIGN SUPPORTS.
16. CONSTRUCTION SIGNING SHOWN ON THE ADVANCE WARNING SIGN PLAN SHALL REMAIN IN PLACE FOR THE ENTIRE PROJECT DURATION, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
17. STANDARD ORANGE OR FLUORESCENT RED-ORANGE FLAGS (16"x16" MIN.) MAY BE ATTACHED TWO (2) EACH ON ALL ADVANCE WARNING SIGNS. FLAGS SHALL NOT INTERFERE WITH A CLEAR VIEW OF THE SIGN FACE. IF USED, THE COST FOR THE FLAGS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE SIGNS WITH NO ADDITIONAL PAYMENT.
18. EXISTING GUIDE SIGNS SHALL BE TEMPORARILY RESET AS DIRECTED BY THE ENGINEER.
19. ALL SIGNS, INCLUDING EXISTING, THAT ARE NOT REPRESENTATIVE OF ACTUAL WORK CONDITIONS SHALL BE EITHER COVERED OR REMOVED WHEN NOT APPLICABLE.
20. IF USED, ALL W20-4 AND W20-5 SIGNS SHALL BE TAKEN DOWN OR COVERED AT THE CLOSE OF EACH DAY UNLESS LANE RESTRICTIONS ARE PERMITTED TO REMAIN OVERNIGHT IN ACCORDANCE WITH NOTE NO. 3 ABOVE.
21. USE W20-7b OR W20-7a SIGNS ONLY WHILE POLICE OR FLAGGERS ARE DIRECTING TRAFFIC. THEY SHALL BE TAKEN DOWN OR COVERED AT THE CLOSE OF EACH DAY OR WHEN NOT IN USE.

22. PAVEMENT MARKINGS WHICH ARE NO LONGER APPLICABLE SHALL BE REMOVED.

23. ON PROJECTS WHERE PAVEMENT OVERLAY IS NOT DESIGNATED, EXISTING PAVEMENT MARKINGS WHICH ARE IN CONFLICT WITH TEMPORARY TRAFFIC CONTROLS SHOULD BE COVERED TEMPORARILY WITH BLACKOUT TAPE, AS DIRECTED BY THE ENGINEER, FOR THE FULL DURATION OF THE PHASE IN PROGRESS. TEMPORARY PAINTED OR REMOVABLE TAPE MARKINGS SHALL BE USED AS NECESSARY FOR ALL PHASES OF CONSTRUCTION.

24. THE MAXIMUM SPACING BETWEEN CHANNELIZATION DEVICES (DRUMS OR CONES) SHALL BE APPROXIMATELY EQUAL IN FEET TO THE POSTED SPEED LIMIT. THE FIRST TEN DRUMS OF A TAPER SHALL BE MOUNTED WITH SEQUENTIAL FLASHING LIGHTS.
25. REFLECTORIZED CONES SHALL BE 36" HIGH.
26. ALL TEMPORARY TRAFFIC CONTROL EQUIPMENT, INCLUDING BUT NOT NECESSARILY LIMITED TO, TEMPORARY IMPACT ATTENUATORS, PLASTIC DRUMS, AND SIGNS AND SIGN SUPPORTS (ON OR NEAR THE TRAVELED WAY) MUST PASS THE CRITERIA SET FORTH IN THE MANUAL FOR ASSESSING SAFETY HARDWARE (MASH). IF THEY DO NOT MEET THIS CRITERIA, THEY MUST BE REMOVED FROM THE PROJECT.

### TRAFFIC MANAGEMENT LEGEND



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AT PLEASANT STREET (ROUTE 139) AND  
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## REVISIONS

[illegible]

NO.	REVISION
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# TEMPORARY TRAFFIC CONTROL PLANS

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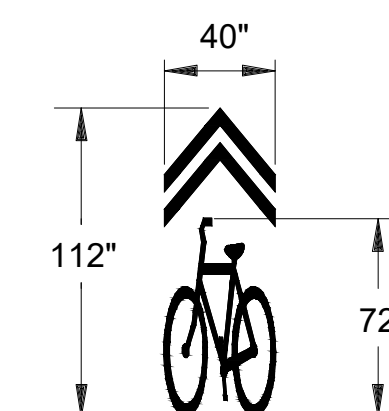
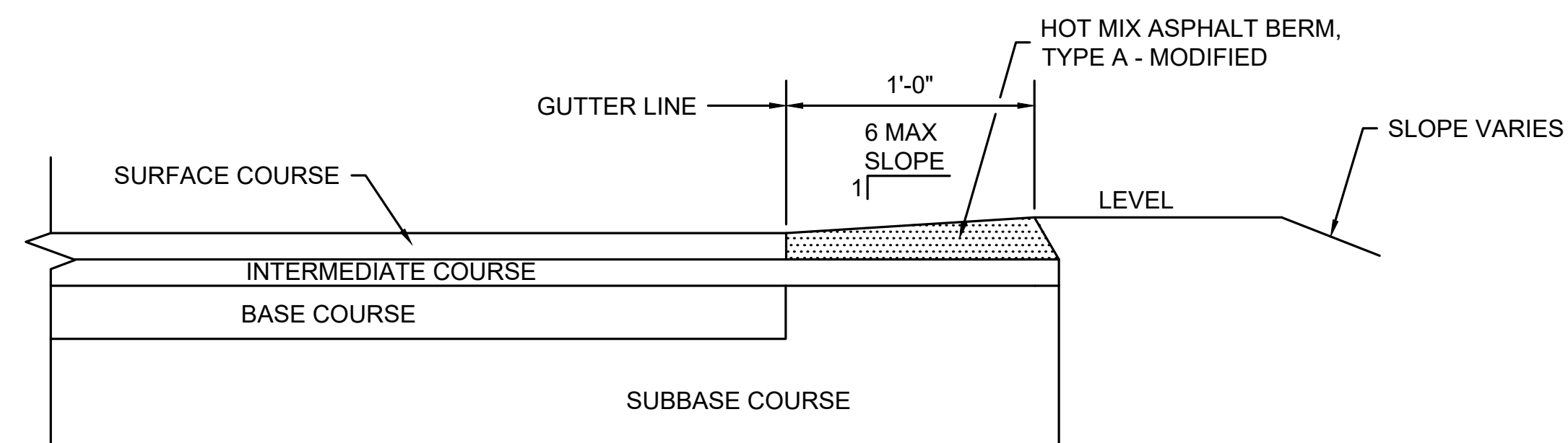
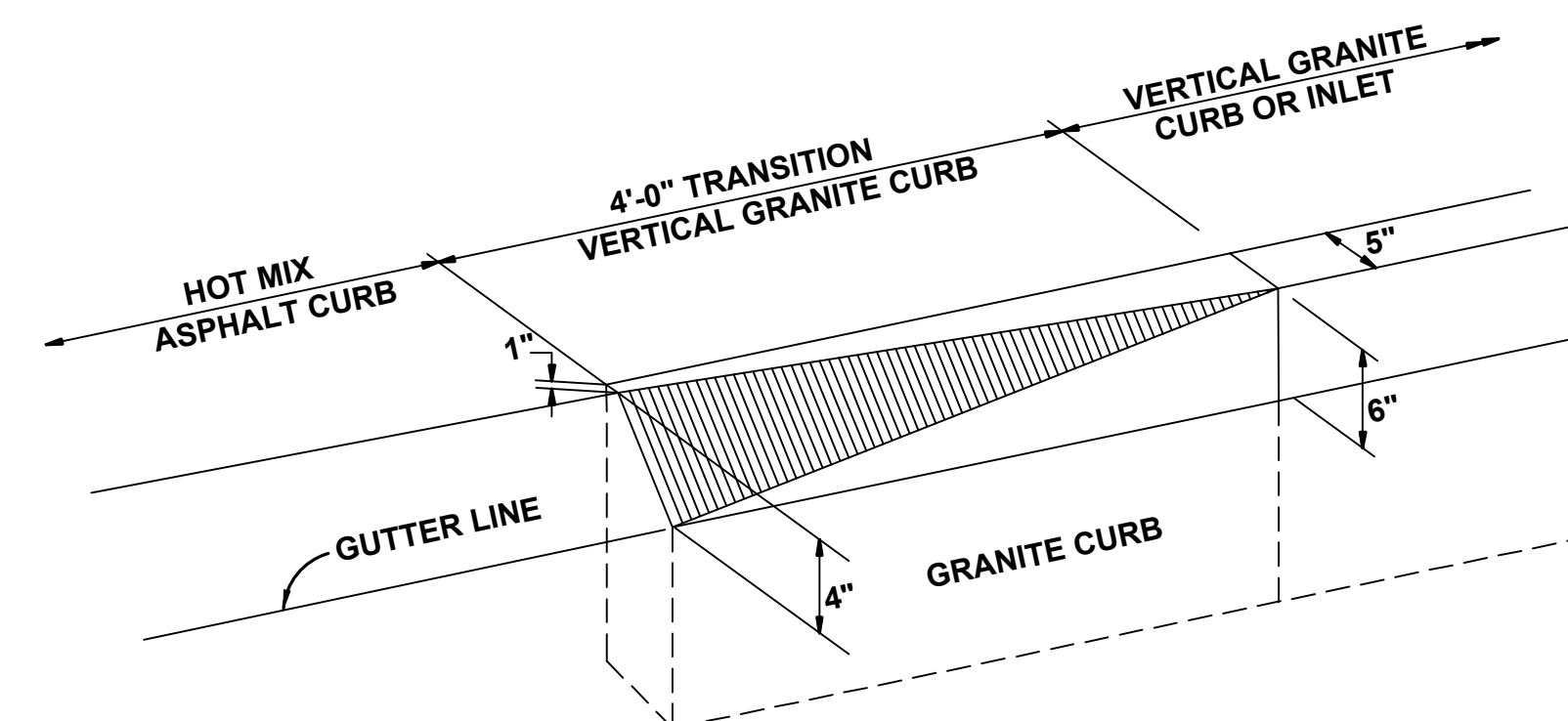
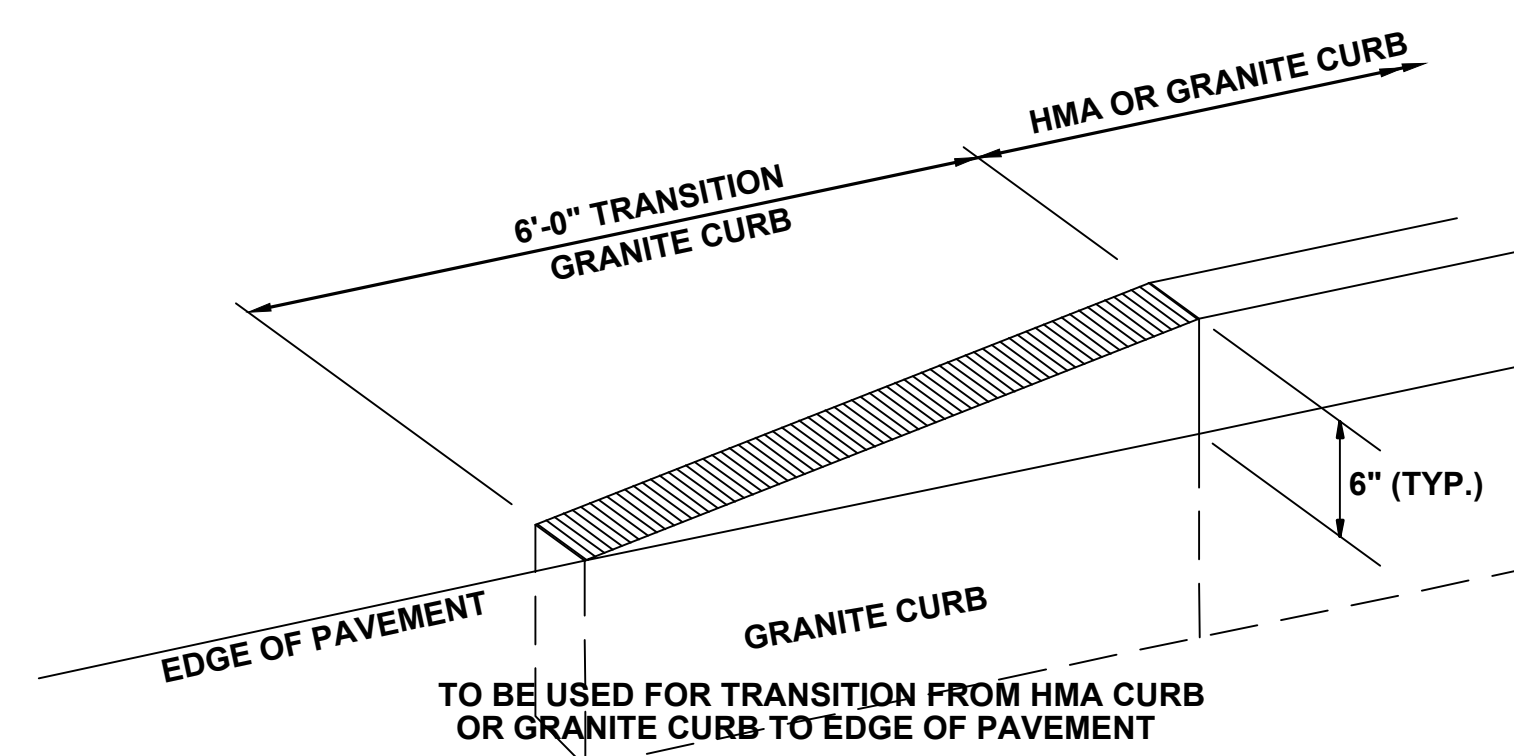
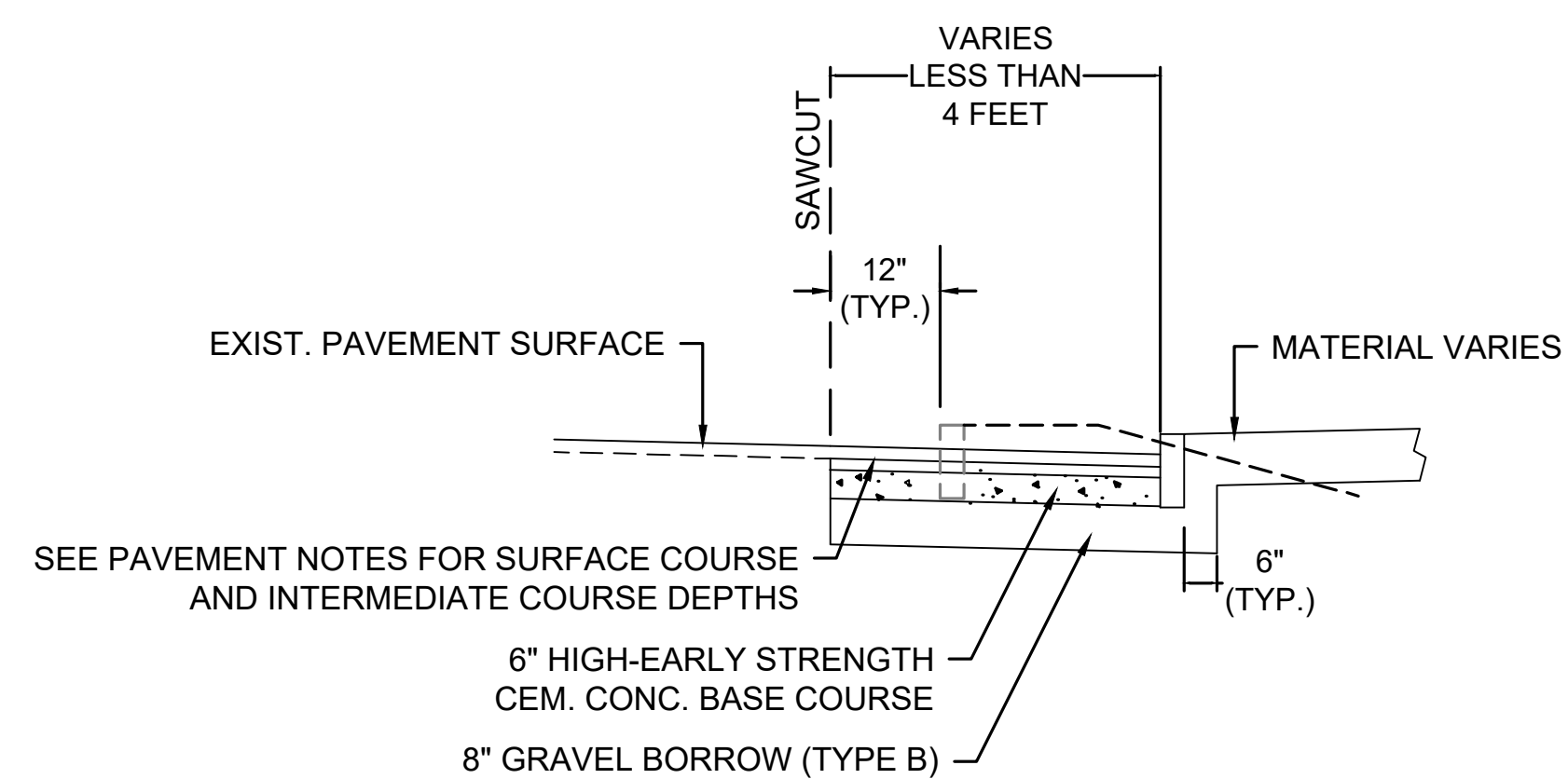
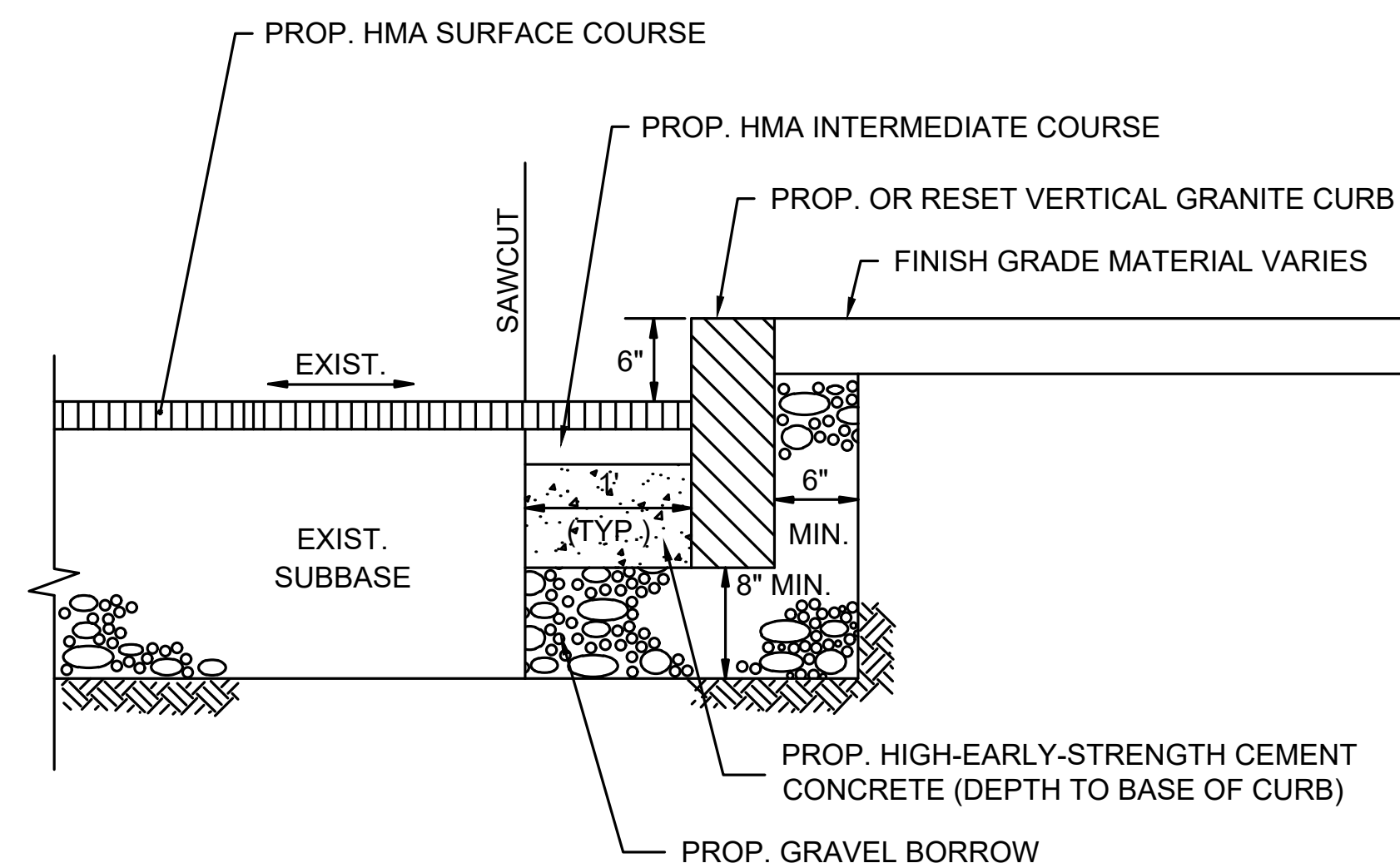
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**INTERSECTION IMPROVEMENTS  
AT PLEASANT STREET (ROUTE 139) AND  
PINE STREET  
STOUGHTON, MASSACHUSETTS**

REVISIONS		
NO.	REVISION	DATE

09/11/2024

DRAWN/DESIGN BY <div style="text-align: center;">DMB</div>	CHECKED BY <div style="text-align: center;">ZEW</div>
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## CONSTRUCTION DETAILS







**INTERSECTION IMPROVEMENTS  
AT PLEASANT STREET (ROUTE 139) AND  
PINE STREET  
STOUGHTON, MASSACHUSETTS**

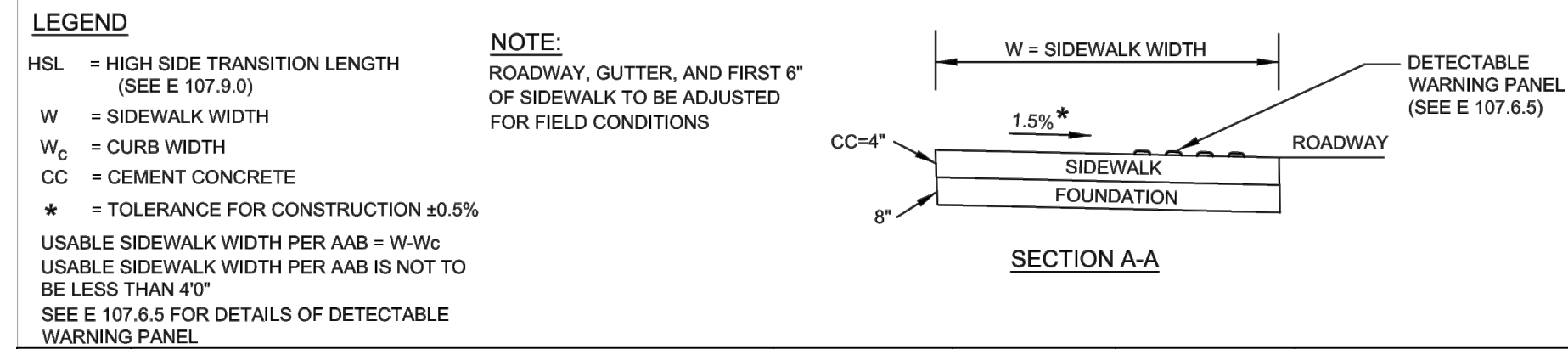
REVISIONS		
NO.	REVISION	DATE

09/11/2024

DRAWN/DESIGN BY NJA	CHECKED BY ZEW
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# PEDESTRIAN CURB RAMP DETAILS

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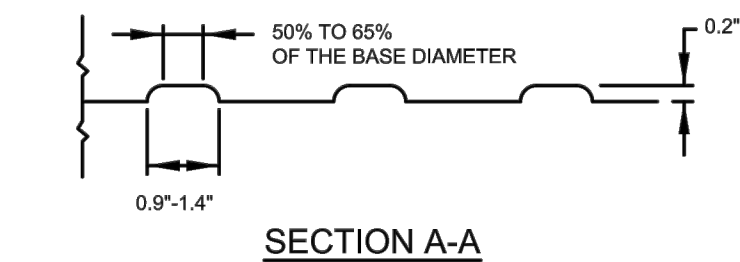


\*\*\* AS VIEWED FROM PROPOSED CONSTRUCTION BASELINE

### PEDESTRIAN CURB RAMP ON NARROW SIDEWALK

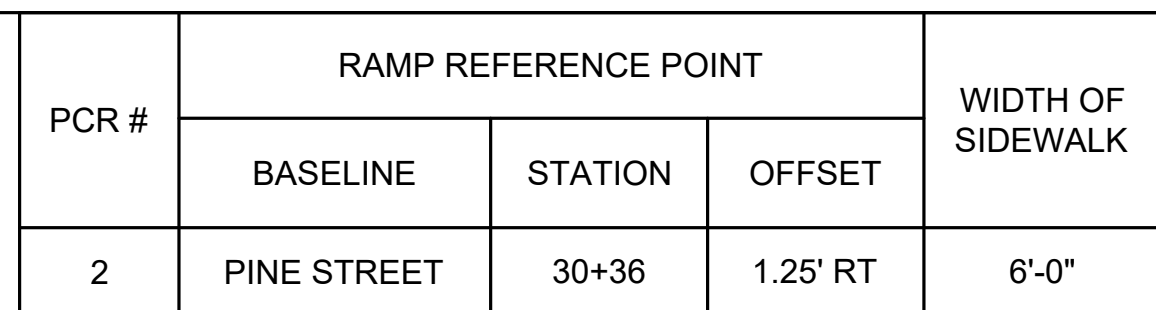


### PEDESTRIAN CURB RAMP FOR ONE CONTINUOUS DIRECTION OF PEDESTRIAN TRAVEL



PANELS MAY BE CONCRETE PRECAST OR CAST IN PLACE OR OTHER SUITABLE MATERIAL PERMANENTLY APPLIED TO THE RAMP. DETECTABLE WARNING SURFACES SHALL CONTRAST VISUALLY WITH ADJACENT WALKING SURFACES EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT.

**DETECTABLE WARNING PANEL DETAIL (E 107.6.5)**



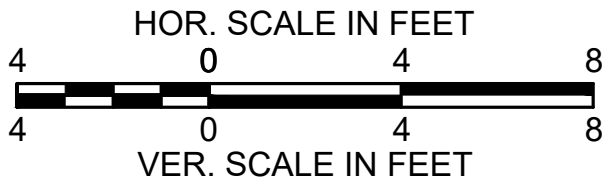
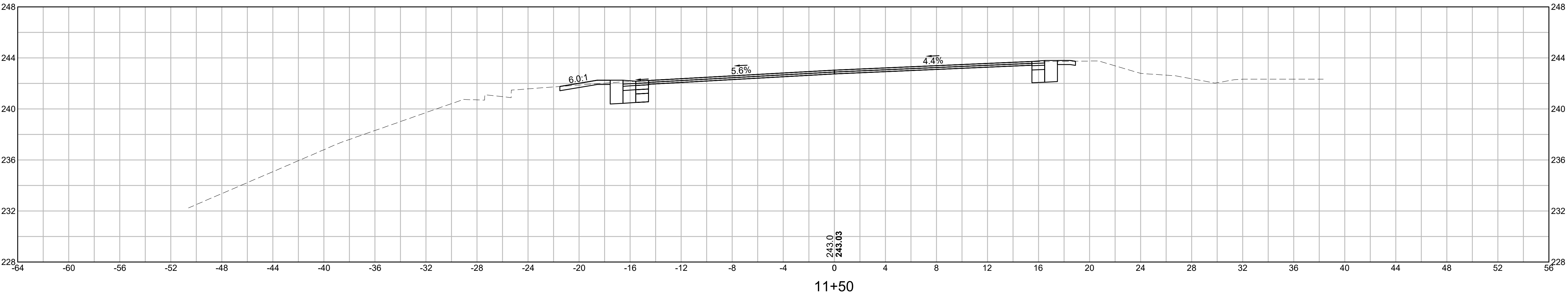
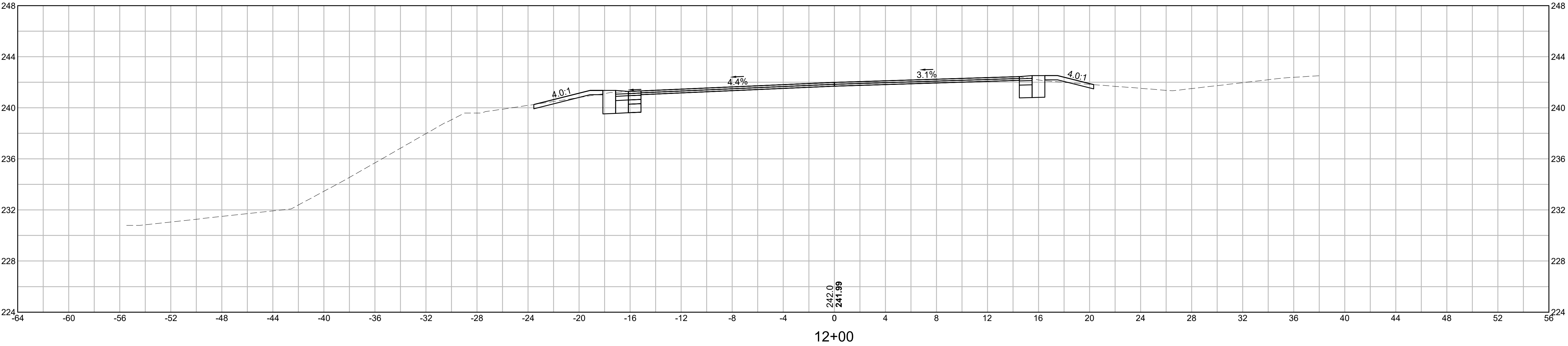
### CEMENT CONCRETE ISLAND WITH SIDEWALK 'CUT THROUGH'



STOUGHTON  
AT PLEASANT STREET (ROUTE 139) AND PINE STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	1	17
PROJECT FILE NO.		-	

SECTION VIEW GROUP - 1

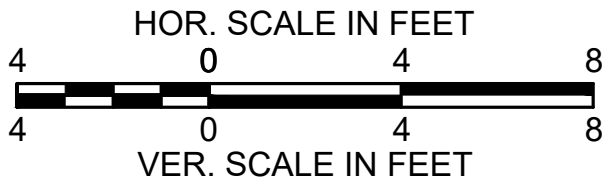
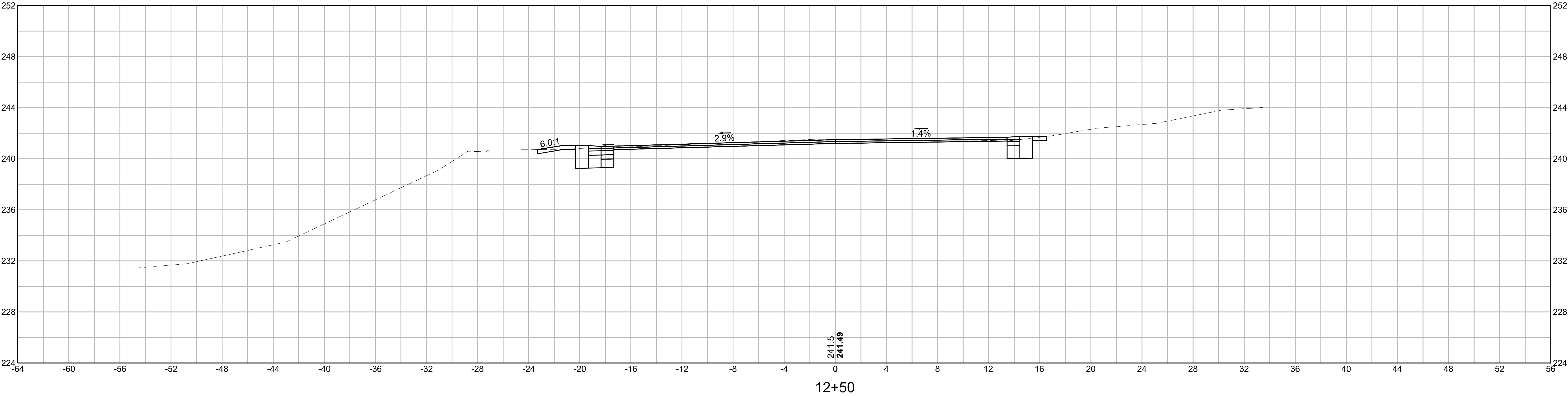
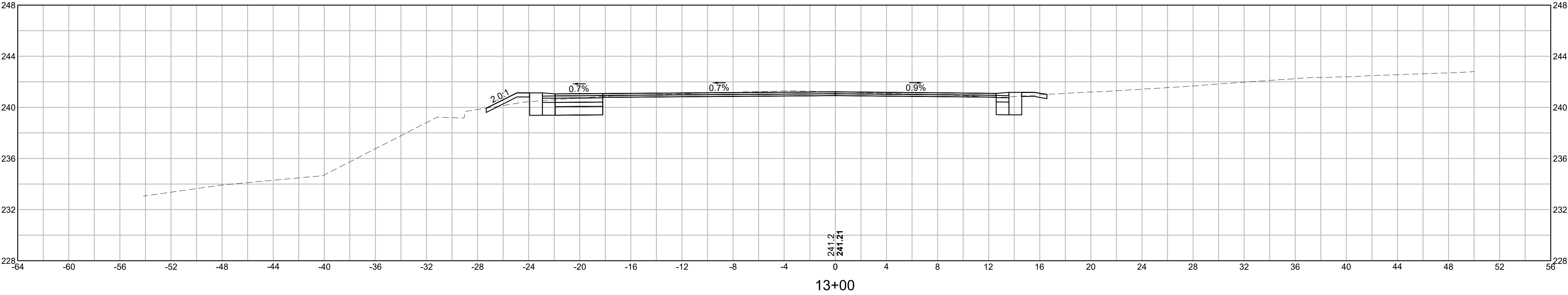




STOUGHTON  
AT PLEASANT STREET (ROUTE 139) AND PINE STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	2	17
PROJECT FILE NO.		-	

SECTION VIEW GROUP - 1

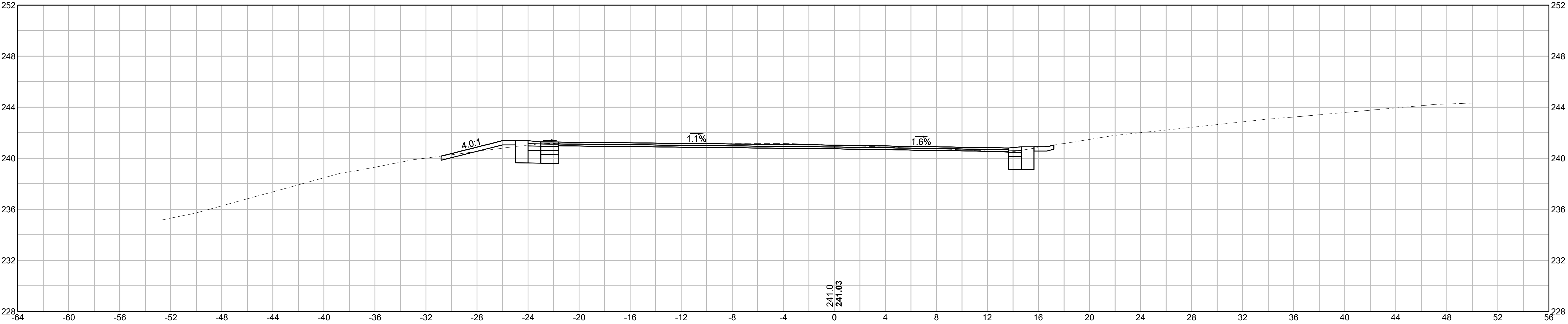




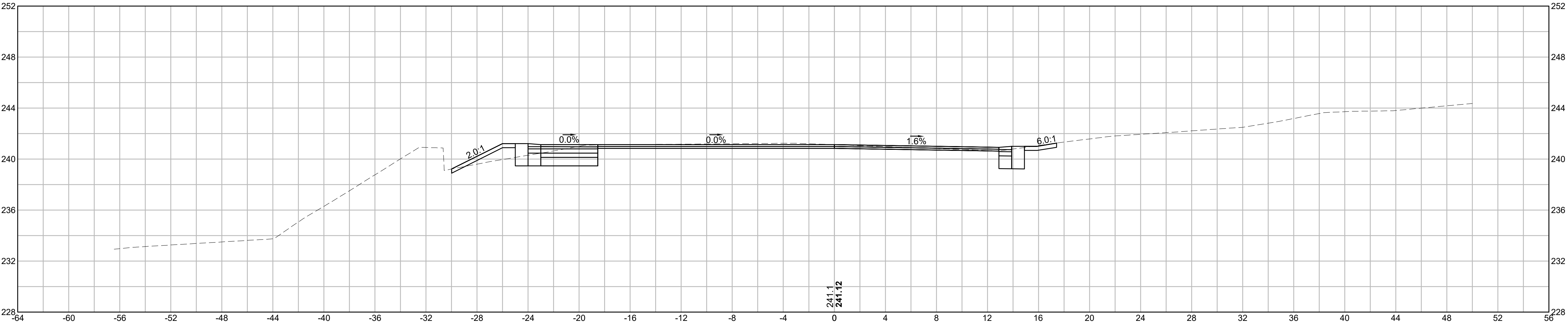
STOUGHTON  
AT PLEASANT STREET (ROUTE 139) AND PINE STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	3	17
PROJECT FILE NO.		-	

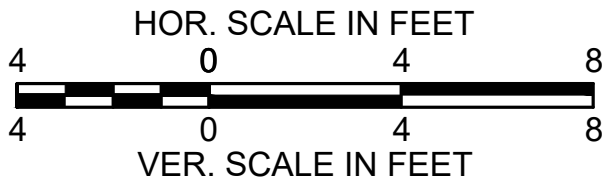
SECTION VIEW GROUP - 1



14+00



13+50

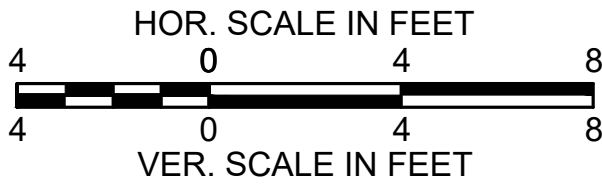
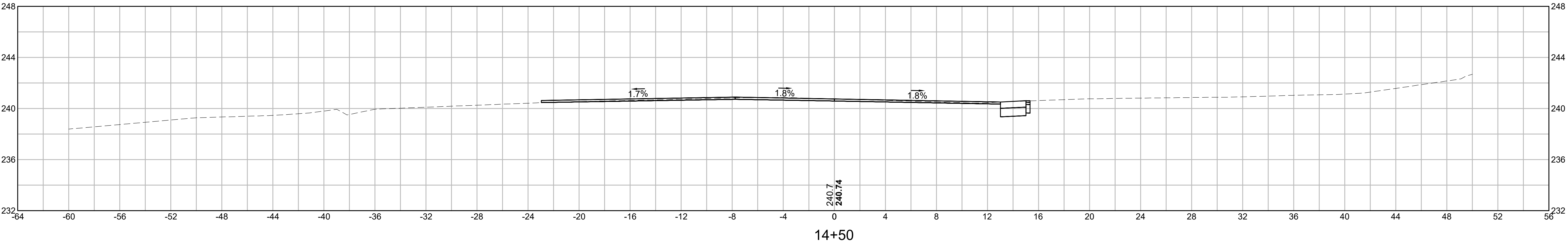
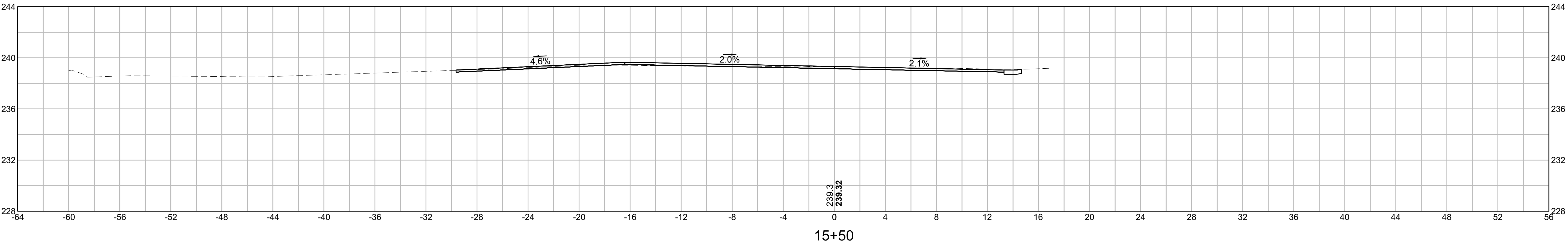
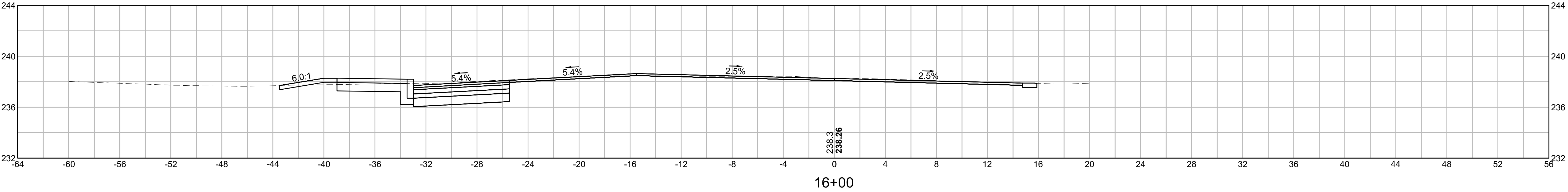




STOUGHTON  
AT PLEASANT STREET (ROUTE 139) AND PINE STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	4	17
PROJECT FILE NO.		-	

SECTION VIEW GROUP - 1

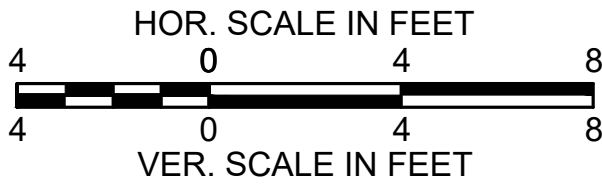
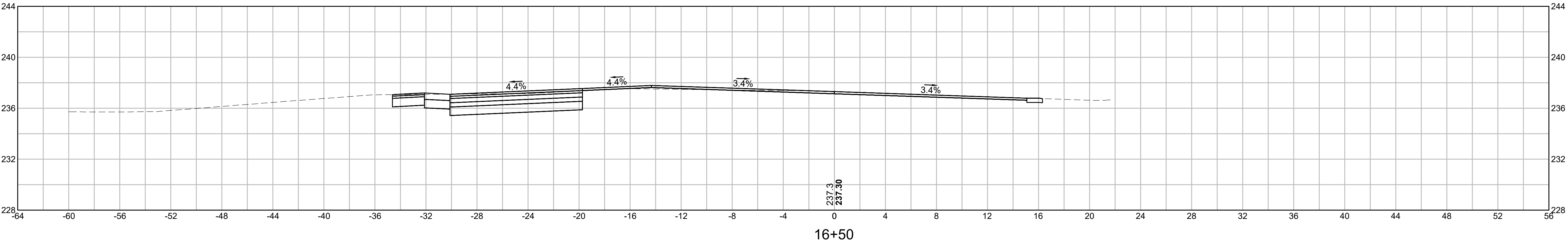
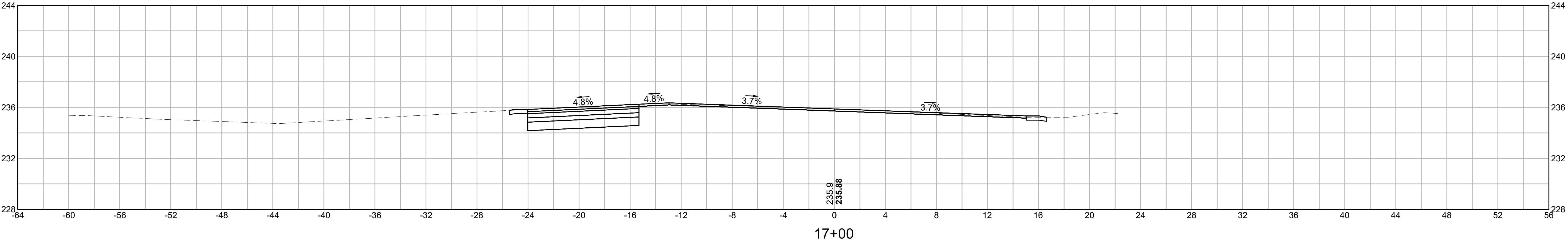
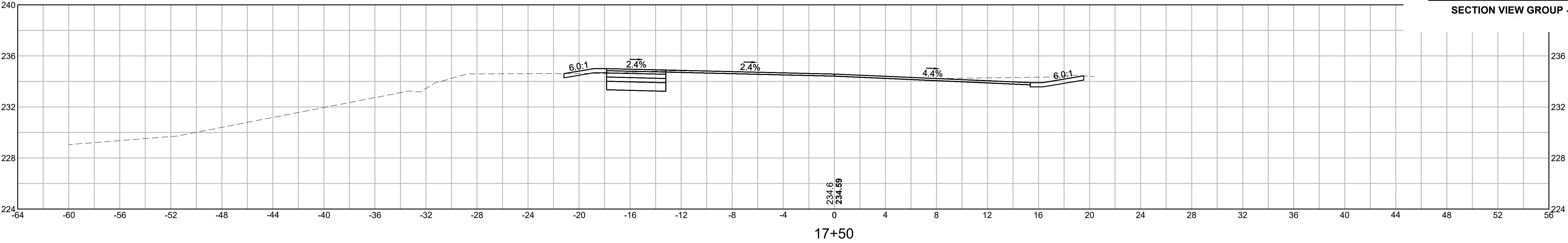




STOUGHTON  
AT PLEASANT STREET (ROUTE 139) AND PINE STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	5	17
PROJECT FILE NO.		-	

SECTION VIEW GROUP - 1





STOUGHTON  
AT PLEASANT STREET (ROUTE 139) AND PINE STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	6	17
PROJECT FILE NO.		-	

SECTION VIEW GROUP - 1

