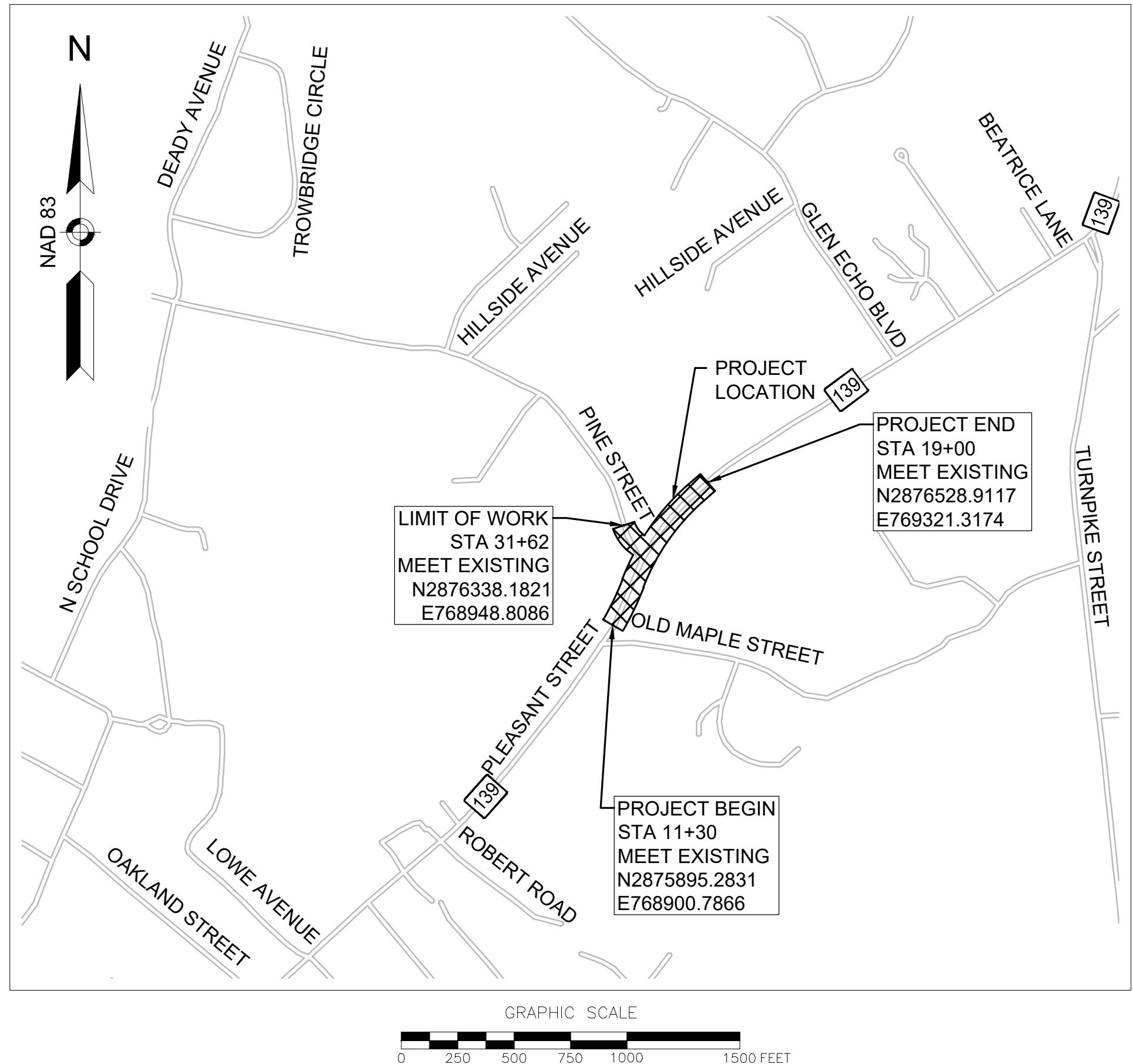


INTERSECTION IMPROVEMENTS

AT PLEASANT STREET (ROUTE 139) AND PINE STREET

IN THE TOWN OF STOUGHTON NORFOLK COUNTY COMMONWEALTH OF MASSACHUSETTS

INDEX	
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



PS&E SUBMISSION

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

SELECT BOARD
DEBRA ROBERTS
STEPHEN M. CAVEY
SCOTT CARRARA
LOU GITTO
JOSEPH M. MOKRISKY

TOWN ENGINEER
MARC J. TISDELLE

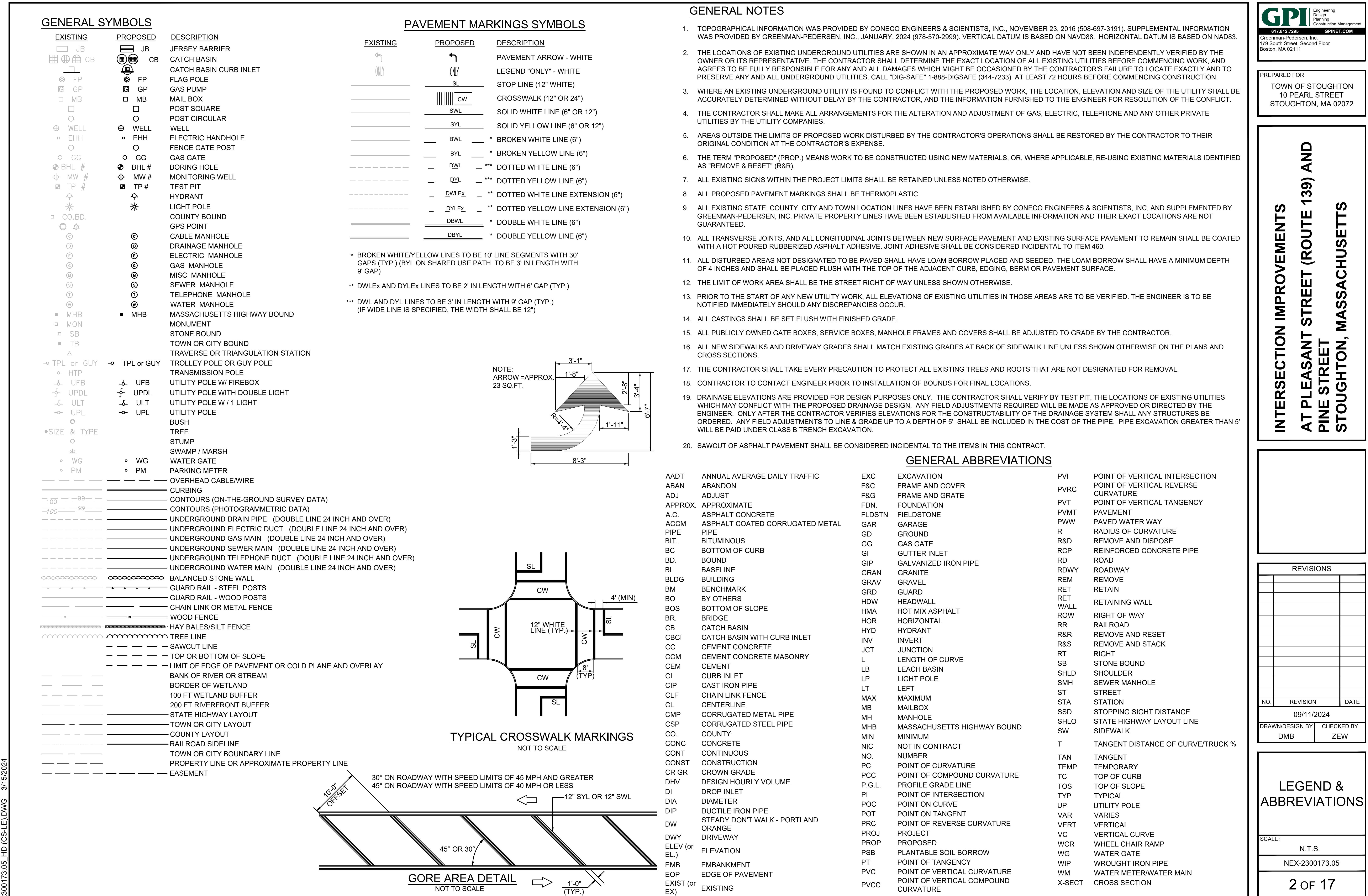
DIRECTOR OF PUBLIC WORKS
PAUL GIFFUNE

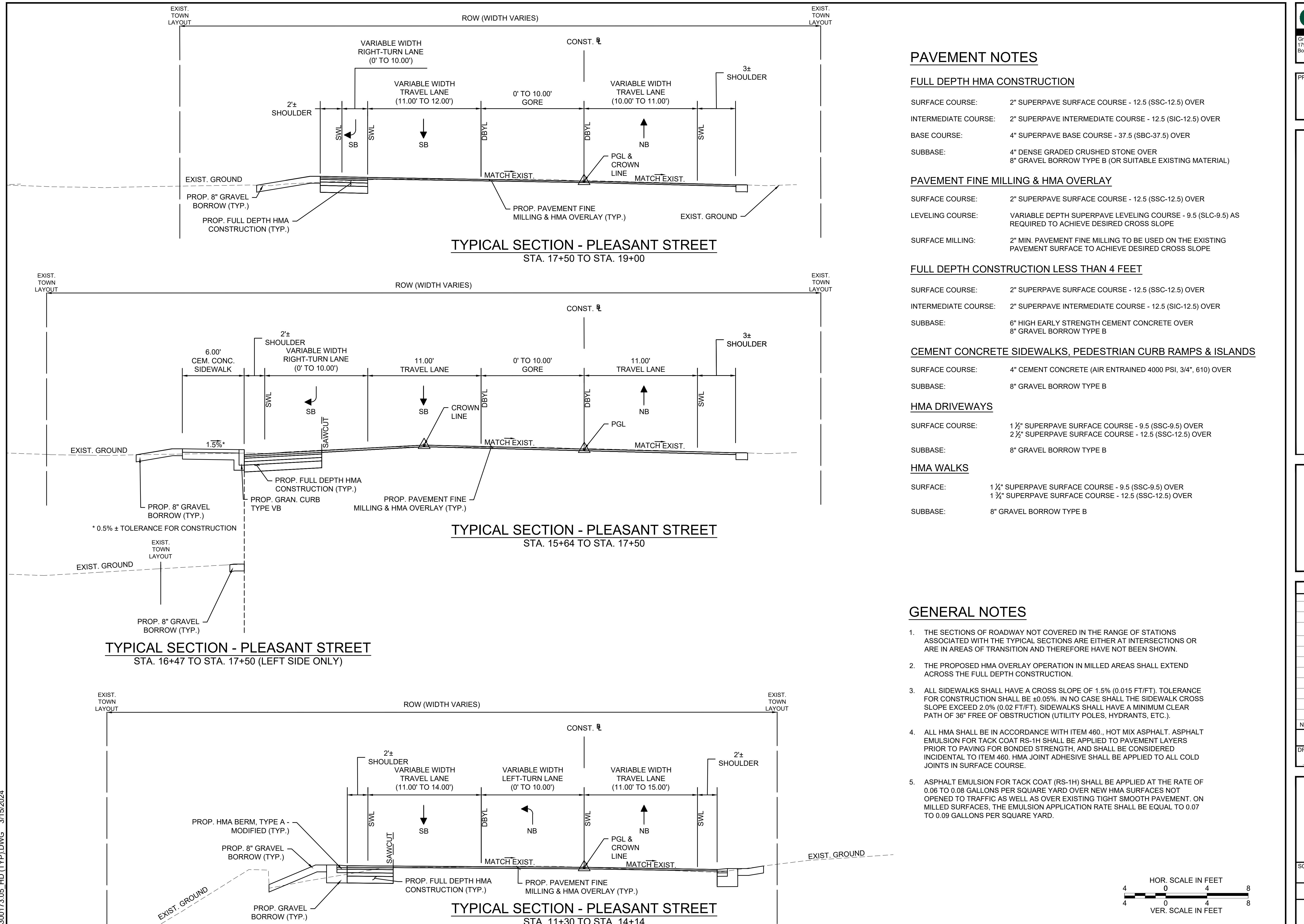
INTERSECTION IMPROVEMENTS
AT PLEASANT STREET (ROUTE 139) AND
PINE STREET
STOUGHTON, MASSACHUSETTS

REVISIONS		
NO.	REVISION	DATE
		09/11/2024
DRAWN/DESIGN BY	CHECKED BY	DMB ZEW

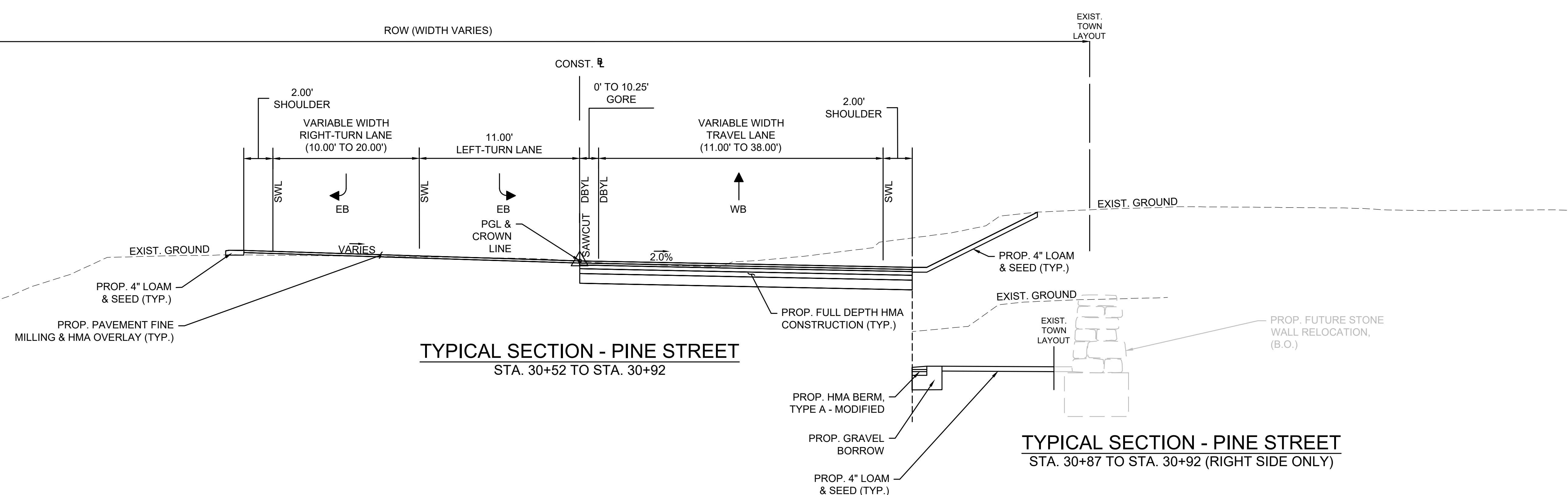
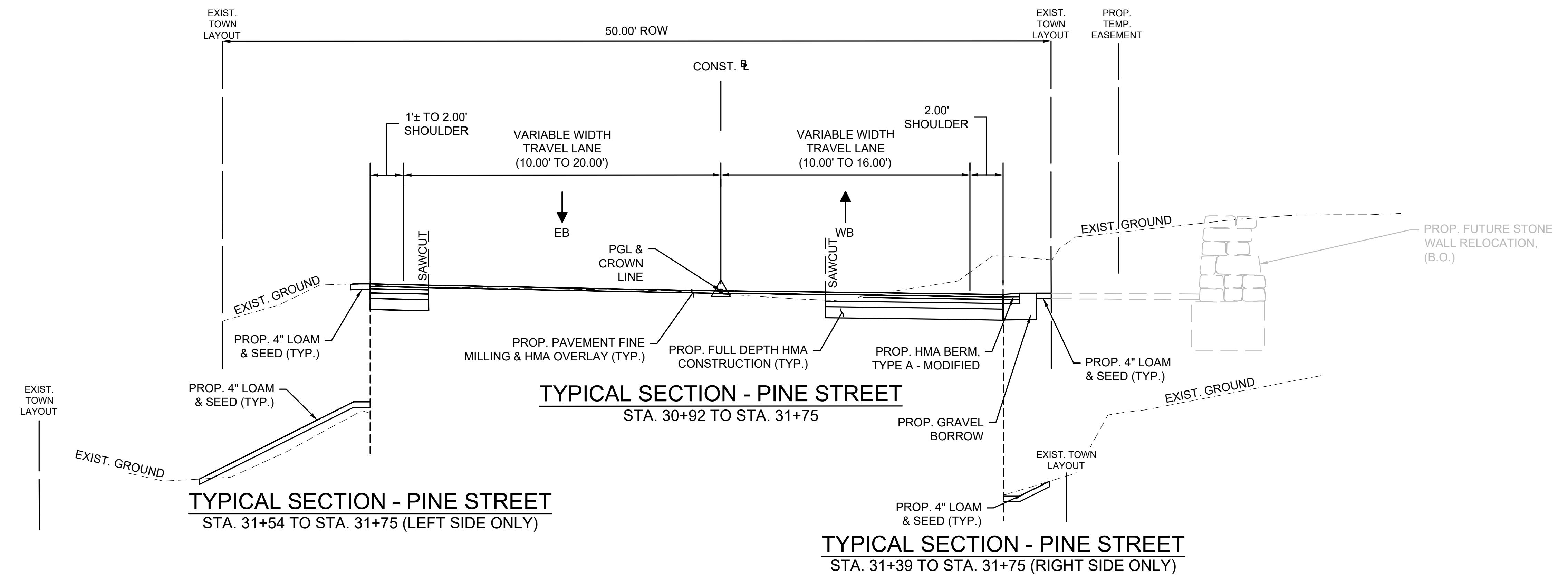
TITLE SHEET & INDEX	
SCALE:	AS NOTED
	NEX-2300173.05

1 OF 17





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



4 0 4 8
HOR. SCALE IN FEET
4 0 4 8
VER. SCALE IN FEET

REVISIONS		
NO.	REVISION	DATE
09/11/2024		

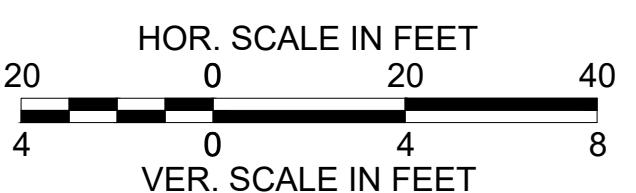
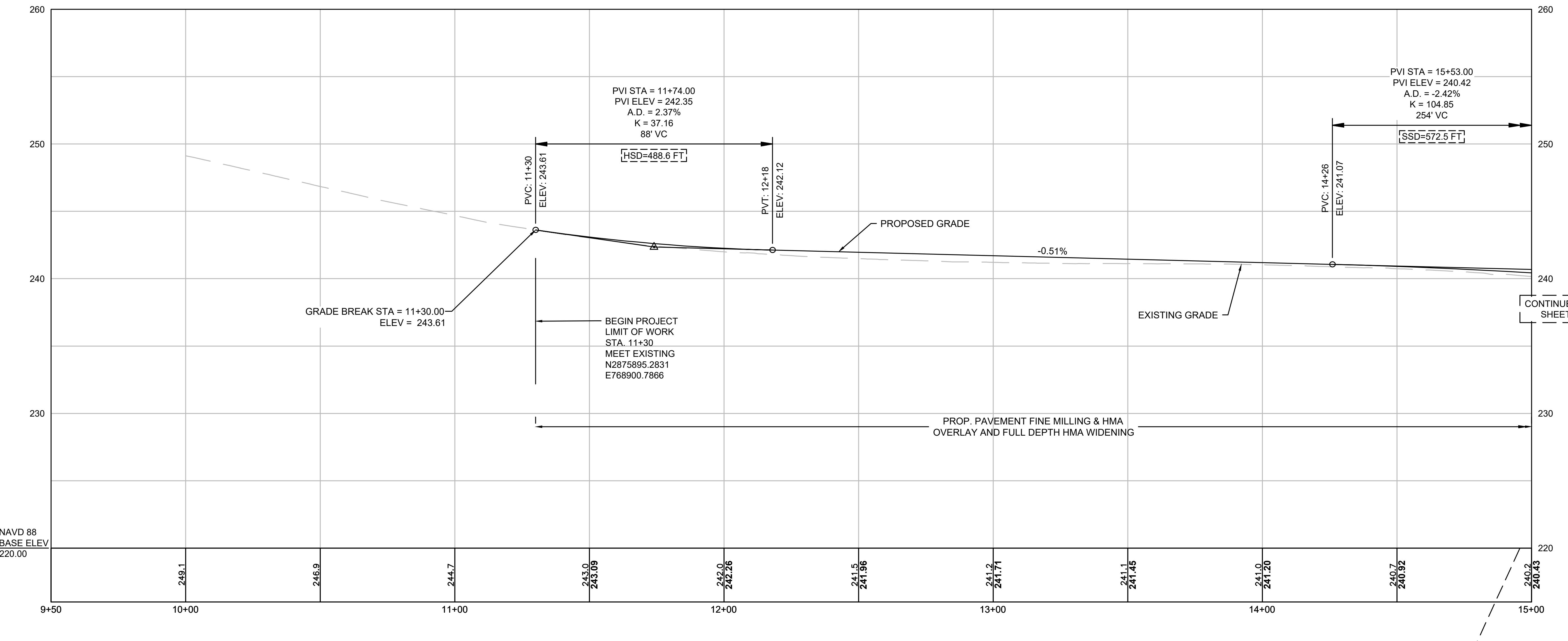
DRAWN/DESIGN BY DMB CHECKED BY ZEW

**TYPICAL
SECTIONS**

SCALE: 1"=4'
NEX-2300173.05
4 OF 17

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

PLEASANT STREET



FOR CONSTRUCTION PLAN: SEE SHEET NO. 5

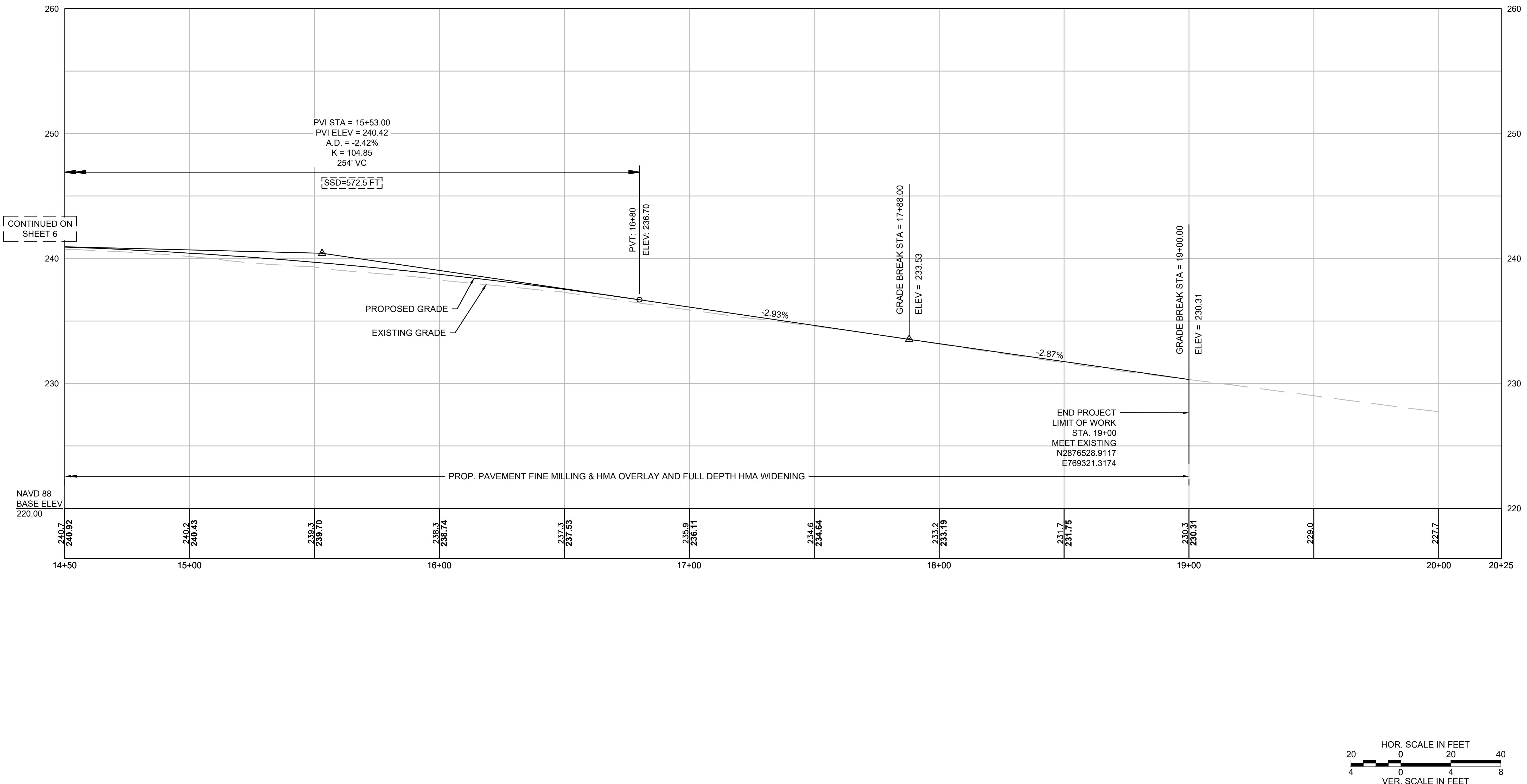
CONSTRUCTION PROFILES

SCALE: AS NOTED
NEX-2300173.05

6 OF 17

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

PLEASANT STREET

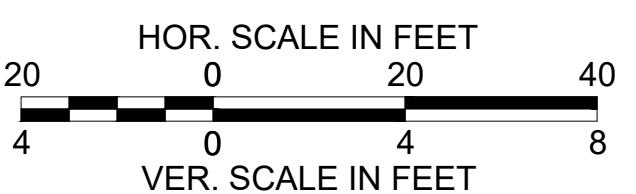
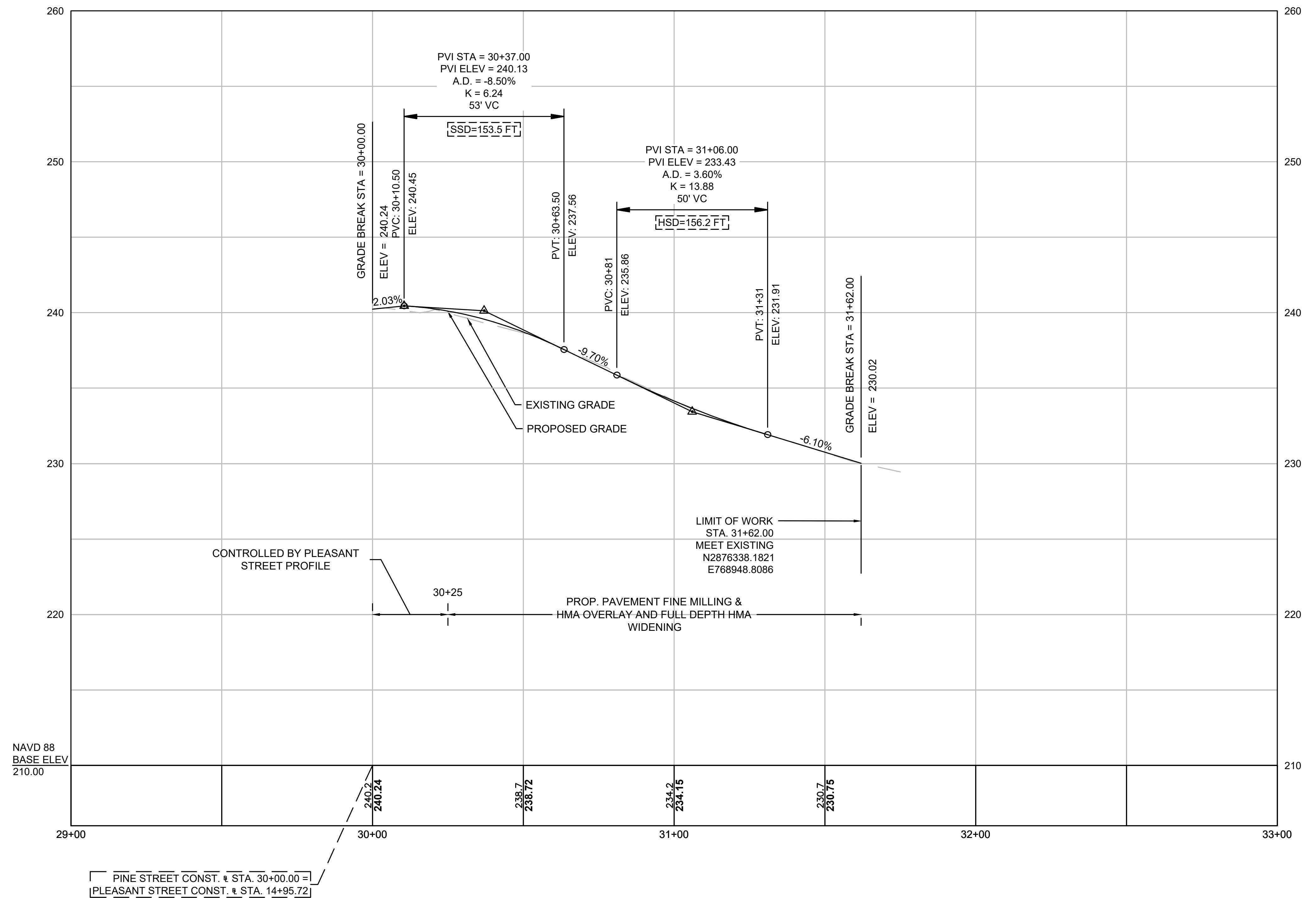


FOR CONSTRUCTION PLAN: SEE SHEET NO. 5

7 OF 17

SCALE:	AS NOTED
NEX-2300173.05	

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



FOR CONSTRUCTION PLAN: SEE SHEET NO. 5

REVISIONS		
NO.	REVISION	DATE
	09/11/2024	

DRAWN/DESIGN BY DMB
CHECKED BY ZEW

**CONSTRUCTION
PROFILES**

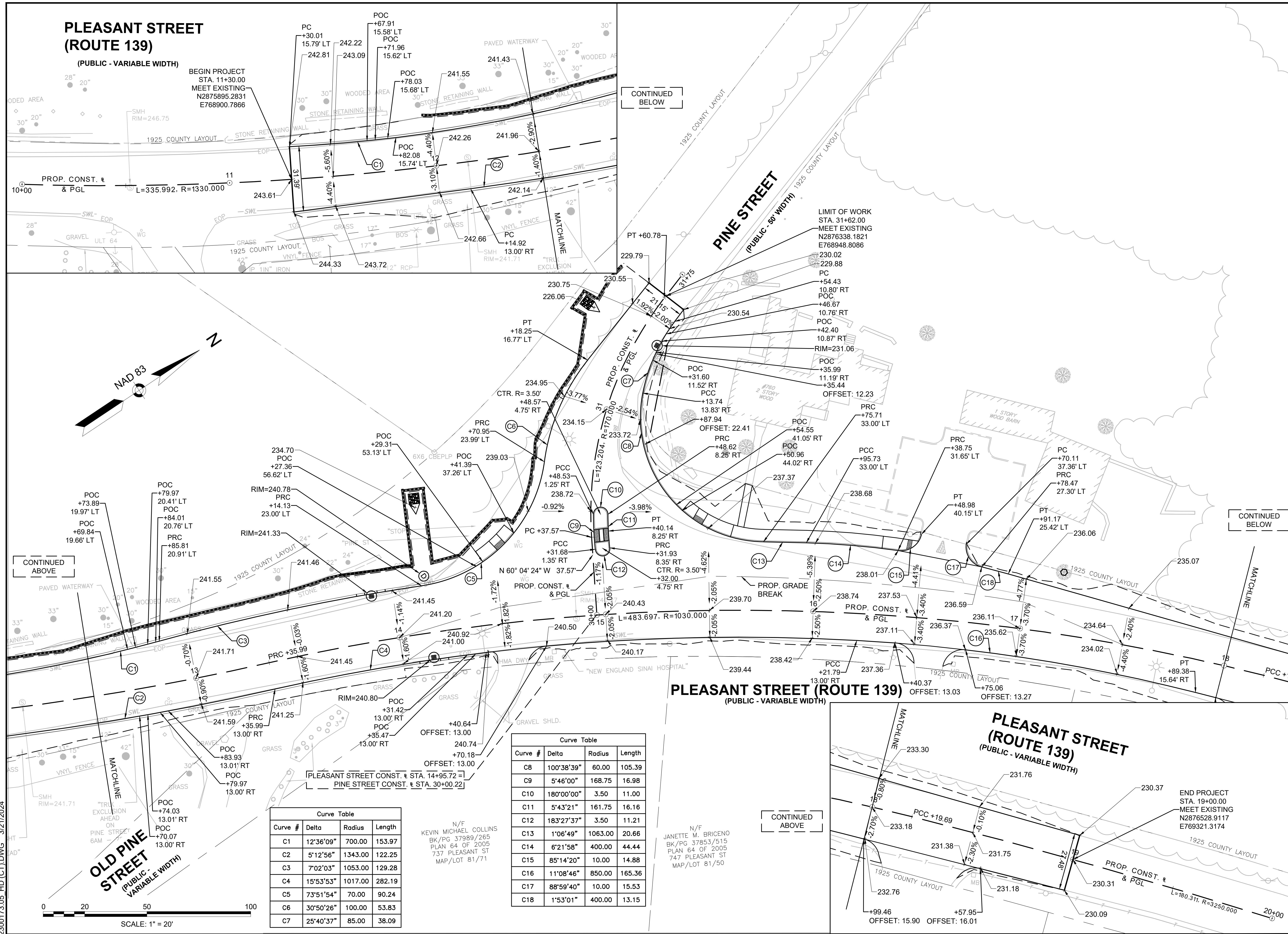
SCALE: AS NOTED
NEX-2300173.05

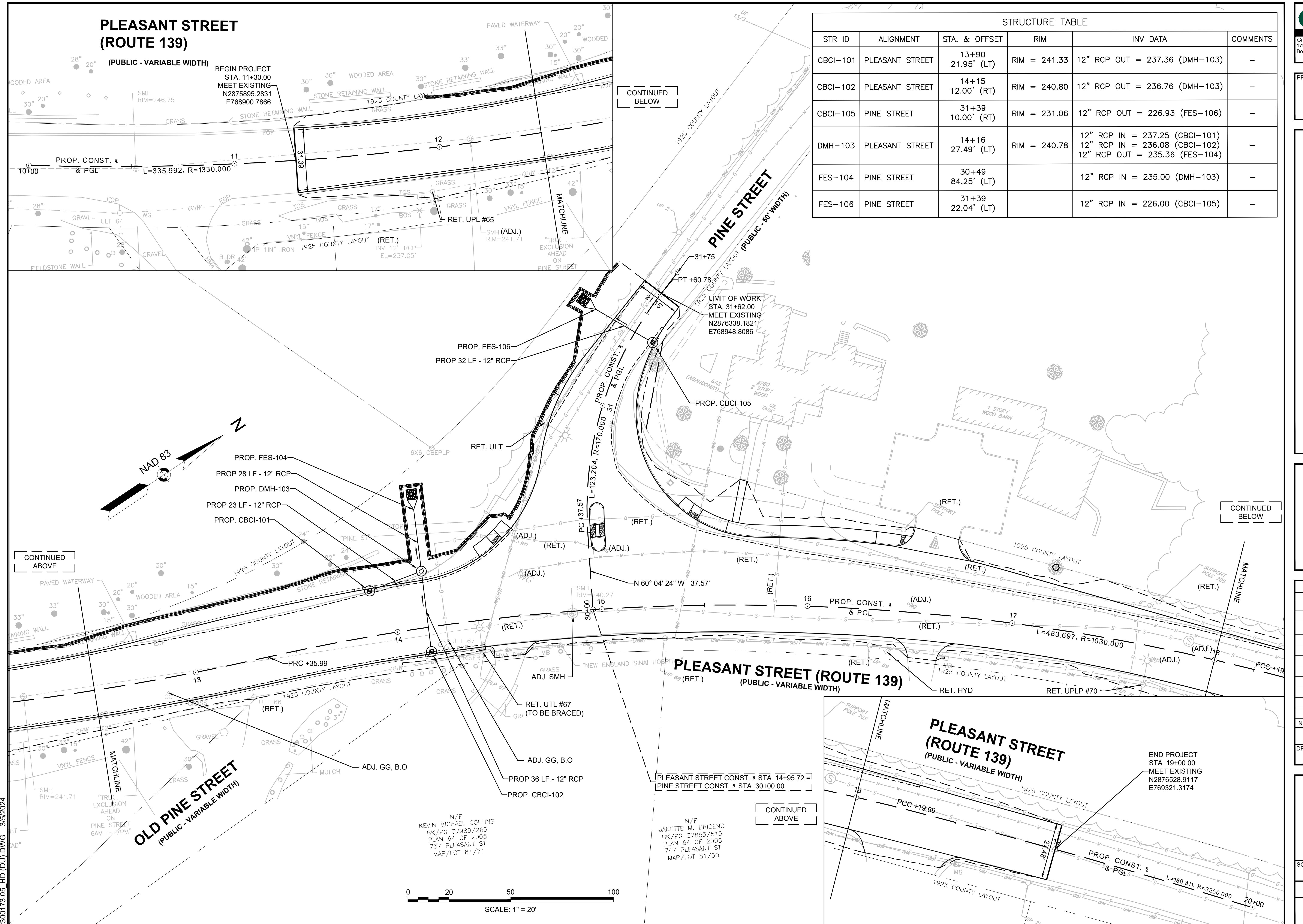
INTERSECTION IMPROVEMENTS
AT PLEASANT STREET (ROUTE 139) AND
PINE STREET
STOUGHTON, MASSACHUSETTS

REVISIONS		
O.	REVISION	DATE
09/11/2024		
DRAWN/DESIGN BY		CHECKED BY
DMB		ZEW

CURB TIE & GRADING PLAN

SCALE: 1"=20'
NEX-2300173.05
9 OF 17





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

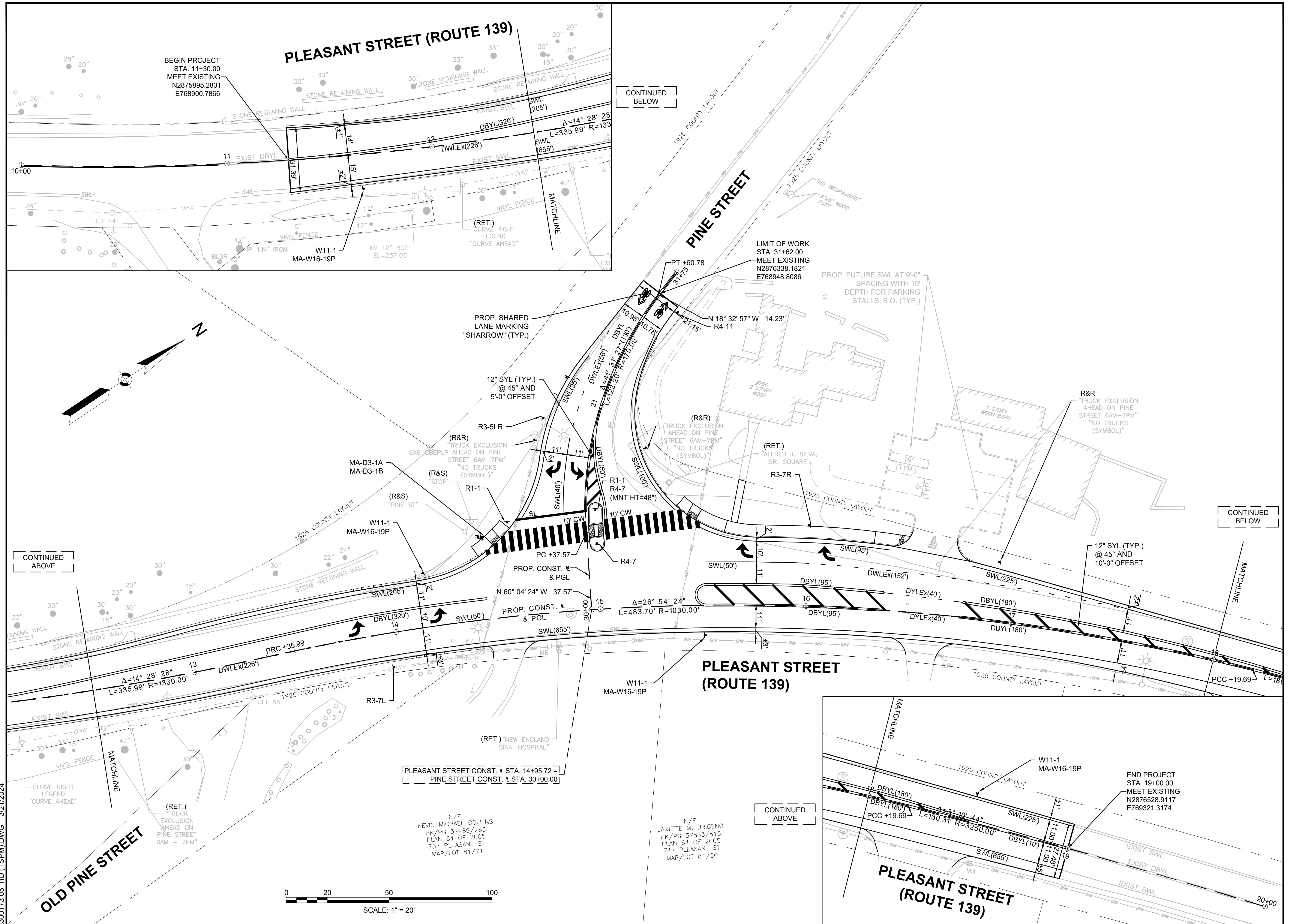
REVISIONS		
NO.	REVISION	DATE
		09/11/2024
DRAWN/DESIGN BY		CHECKED BY
EKC		DIP

TRAFFIC SIGN & PAVEMENT MARKING PLAN

SCALE:
1"=20'

NEX-2300173.05

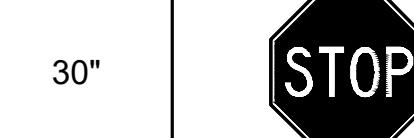
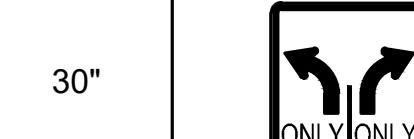
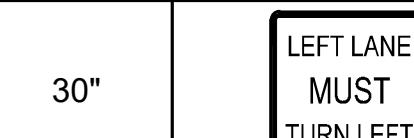
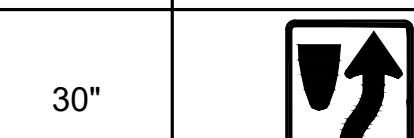
11 OF 17



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

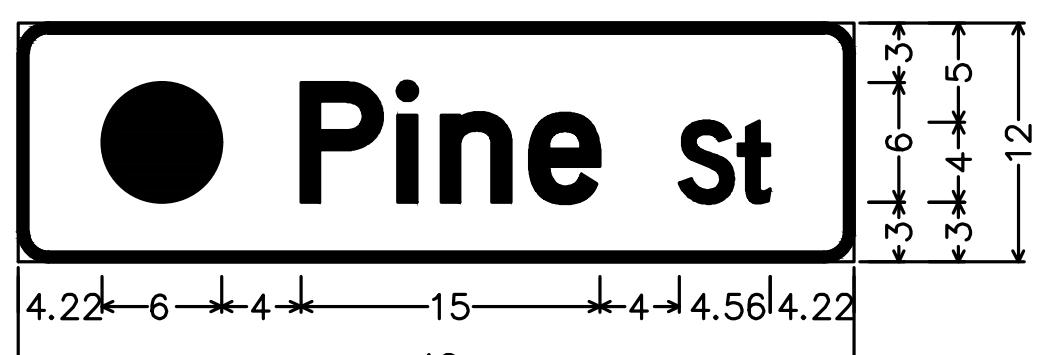
NOTES:

- 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.
- ALL SIGNS NOTED AS "(R&R)" SHALL BE MOUNTED ON NEW P5 POSTS OR AS OTHERWISE INDICATED.
- ALL P5 POSTS SHALL BE TELESCOPIC SQUARE TYPE POSTS.
- 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"	 Pleasant St 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"	 Pine St 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



1.50" Radius, 0.50" Border, White on Green;
6" Town Seal; "Pleasant St", D 2K;



1.50" Radius, 0.50" Border, White on Green;
6" Town seal; "Pine St", D 2K;

REVISIONS		
NO.	REVISION	DATE
		09/11/2024
DRAWN/DESIGN BY	CHECKED BY	
EKC	DIP	

TRAFFIC SIGN SUMMARY SHEET	
SCALE:	N.T.S.
NEX-2300173.05	

TRAFFIC MANAGEMENT NOTES

GENERAL

- 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.
- 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.
- 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 STOUGHTON AND THE ENGINEER, LANE RESTRICTIONS MAY REMAIN OVERNIGHT.
- 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.
- PLACE ALL CONSTRUCTION SIGNING, TRAFFIC CONTROL DEVICES AND TEMPORARY PAVEMENT MARKINGS FOR EACH PHASE PRIOR TO COMMENCEMENT OF CONSTRUCTION.
- 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.
- 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.
- ADVISORY SPEED LIMIT, IF USED, SHALL BE SET IN THE FIELD BY THE ENGINEER. W13-1P PLATES SHALL BE USED WHERE APPROPRIATE.
- DISTANCES SHOWN ON THE TEMPORARY TRAFFIC CONTROL PLANS ARE A GUIDE ONLY, AND MAY BE ADJUSTED IN THE FIELD BY THE ENGINEER.

GRADE DIFFERENCES

- 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.
- CROSS-SECTIONAL GRADE DIFFERENCES IN EXCESS OF 2" DURING NON-WORKING HOURS WILL REQUIRE DELINEATION BY USE OF REFLECTORIZED DRUMS.
- 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.
- 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.

CONSTRUCTION SIGNING

- THE FIRST CONSTRUCTION SIGN IN A SERIES ON EACH APPROACH TO THE PROJECT SHALL BE FLUORESCENT ORANGE, HIGH PERFORMANCE (OR HIGH INTENSITY) SHEETING.
- 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.
- CONSTRUCTION SIGNING SHOWN ON THE ADVANCE WARNING SIGN PLAN SHALL REMAIN IN PLACE FOR THE ENTIRE PROJECT DURATION, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- 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.
- EXISTING GUIDE SIGNS SHALL BE TEMPORARILY RESET AS DIRECTED BY THE ENGINEER.
- ALL SIGNS, INCLUDING EXISTING, THAT ARE NOT REPRESENTATIVE OF ACTUAL WORK CONDITIONS SHALL BE EITHER COVERED OR REMOVED WHEN NOT APPLICABLE.
- 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.
- 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.

PAVEMENT MARKINGS

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

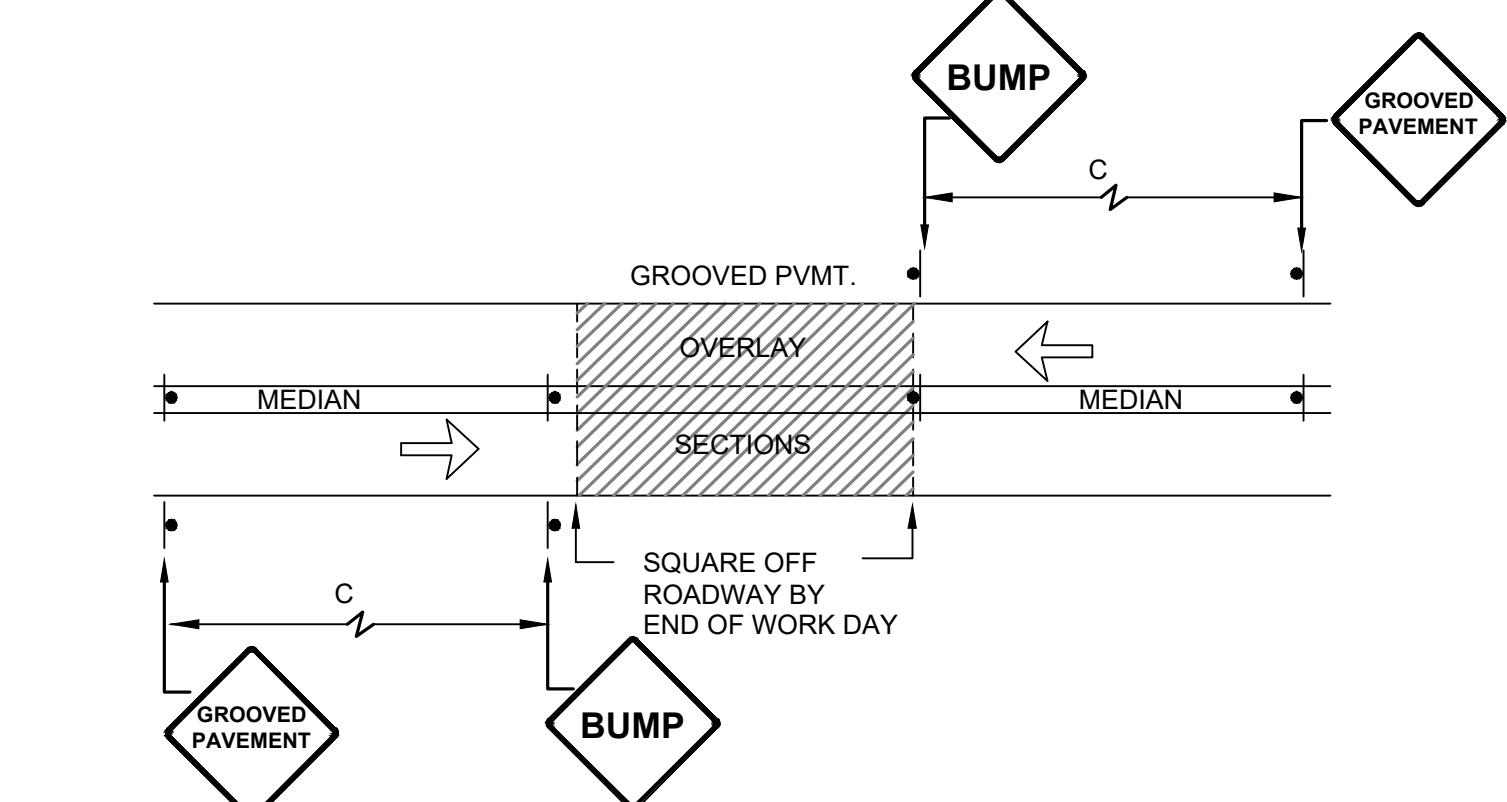
CHANNELIZATION

- 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.
- REFLECTORIZED CONES SHALL BE 36" HIGH.
- 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.

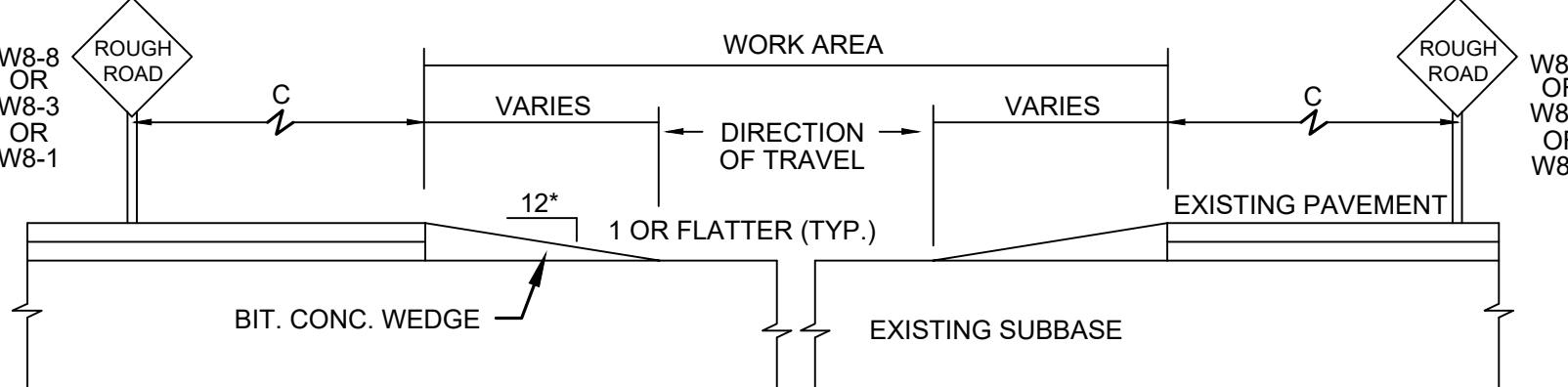
IDENTIFICATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)		NUMBER OF SIGNS REQUIRED	COLOR			UNIT AREA IN SQUARE FEET	AREA IN SQUARE FEET
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING		BACK-GROUND	LEGEND	BORDER		
MA-R2-10a	48"	36"	WORK ZONE SPEEDING FINES DOUBLED			3	MASSDOT STANDARD	MASSDOT STANDARD	MASSDOT STANDARD	12.00	36.00
MA-R2-10e	36"	48"	END ROAD WORK DOUBLE FINES END			3	MASSDOT STANDARD	MASSDOT STANDARD	MASSDOT STANDARD	12.00	36.00
R4-7	24"	30"				2				5.00	10.00
W1-4L	36"	36"				2				9.00	18.00
W1-4R	36"	36"				2				9.00	18.00
W5-1	36"	36"				2				9.00	18.00
W8-1	36"	36"				3				9.00	27.00
W8-3	36"	36"				2				9.00	18.00
W8-15	36"	36"				3				9.00	27.00
W13-1p	24"	30"				2				5.00	10.00
W20-1	36"	36"				3				9.00	27.00
W20-4	36"	36"				4				9.00	36.00
W20-7	36"	36"				2				9.00	18.00
W20-7b	36"	36"				4				9.00	36.00
W21-5a	36"	36"				1				9.00	9.00

TRAFFIC MANAGEMENT LEGEND

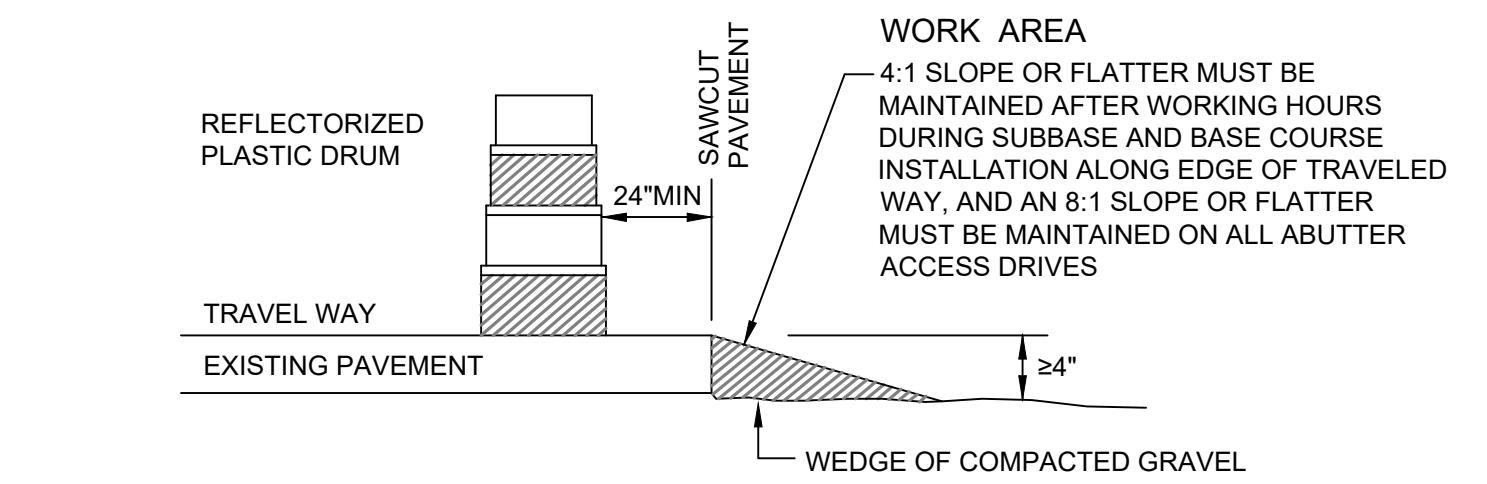
	WORK ZONE
	DIRECTION OF TRAVEL
●	REFLECTORIZED DRUM OR CONE
● A	REFLECTORIZED DRUM WITH TYPE 'A' FLASHING WARNING LIGHT
P /	POLICE OFFICER OR FLAGGER CONTROL
	PORTABLE TYPE III BARRICADE (4' WIDE, MIN.)
	FLASHING ARROW BOARD (30"x 60" STD. SIZE WITH 13 LAMPS, MIN.) TEMPORARY PRECAST CONCRETE BARRIER WITH TEMPORARY FENCE & WHITE REFLECTORS
	TEMPORARY IMPACT ATTENUATOR
	PAVEMENT MARKINGS TO COVER OR REMOVE (SEE NOTES 22 & 23)
	PORTABLE CHANGEABLE MESSAGE SIGN
	MOVABLE IMPACT ATTENUATOR
←●	TRAFFIC OR PEDESTRIAN SIGNAL
●	SIGN
↔	PEDESTRIAN PATH



AFTER WORK HOURS TREATMENT FOR AREAS RECEIVING OVERLAY



TEMPORARY RAMP



AFTER WORK HOURS TREATMENT FOR LATERAL SLOPING

GPI Engineering Design Planning Construction Management
617.812.7295 GPINET.COM
Greiman-Pedersen, Inc.
179 South Street, Second Floor
Boston, MA 02111

PREPARED FOR
TOWN OF STOUGHTON
10 PEARL STREET
STOUGHTON, MA 02072

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

NO.	REVISION	DATE
	09/11/2024	

DRAWN/DESIGN BY DMB CHECKED BY ZEW

TEMPORARY TRAFFIC CONTROL PLANS
SCALE: N.T.S.
NEX-2300173.05

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

SUGGESTED WORK ZONE WARNING SIGN SPACING			
ROAD TYPE	DISTANCE BETWEEN SIGNS**		
	A	B	C
LOCAL OR LOW VOLUME ROADWAYS*	350	350	350
MOST OTHER ROADWAYS*	500	500	500
FREEWAYS AND EXPRESSWAYS*	1,000	1,500	2,640

Based on: Table 6C-1 MUTCD latest edition

*ROAD TYPE TO BE DETERMINED BY MASSDOT OFFICE OF TRANSPORTATION PLANNING.

**DISTANCES ARE SHOWN IN FEET. THE COLUMN HEADINGS A, B AND C ARE THE DIMENSIONS SHOWN IN THE DETAIL/TYPICAL SETUP FIGURES. THE A DIMENSION IS THE DISTANCE FROM THE TRANSITION OR POINT OF RESTRICTION TO THE FIRST SIGN. THE B DIMENSION IS THE DISTANCE BETWEEN THE FIRST AND SECOND SIGNS. THE C DIMENSION IS THE DISTANCE BETWEEN THE SECOND AND THIRD SIGNS. (THE "THIRD" SIGN IS THE FIRST ONE TYPICALLY ENCOUNTERED BY A DRIVER APPROACHING A TEMPORARY TRAFFIC CONTROL (TTC) ZONE.)

THE "THIRD" SIGN ABOVE IS TYPICALLY REFERRED TO AS AN "ADVANCE WARNING" SIGN ON THE TTCP SETUPS. THESE ADVANCE WARNING SIGNS ARE LOCATED PRIOR TO THE PROJECT LIMITS ON ALL APPROACHES (i.e. THE W20-1 SERIES (ROAD WORK XX FT) SIGNS), AND USUALLY REMAIN FOR THE DURATION OF THE PROJECT.

THE FIRST AND SECOND WARNING SIGNS ABOVE ARE REFERRED TO AS THE OPERATIONAL (DAY-TO-DAY) WORK ZONE SIGNS AND MAY BE MOVED DEPENDING ON WHERE THE SPECIFIC ROADWAY WORK FOR THAT DAY IS LOCATED.

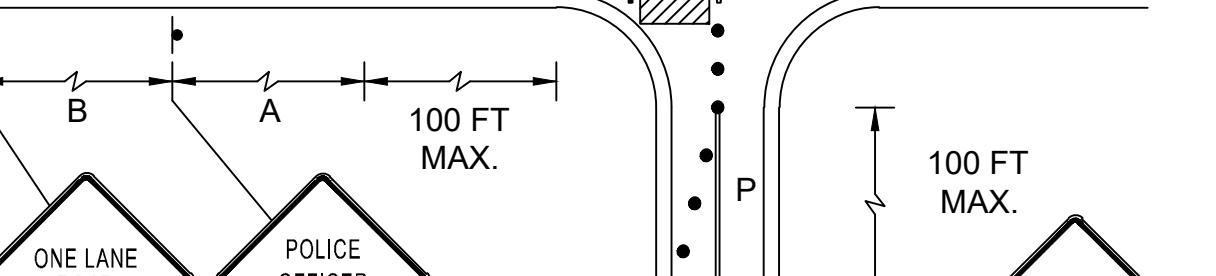
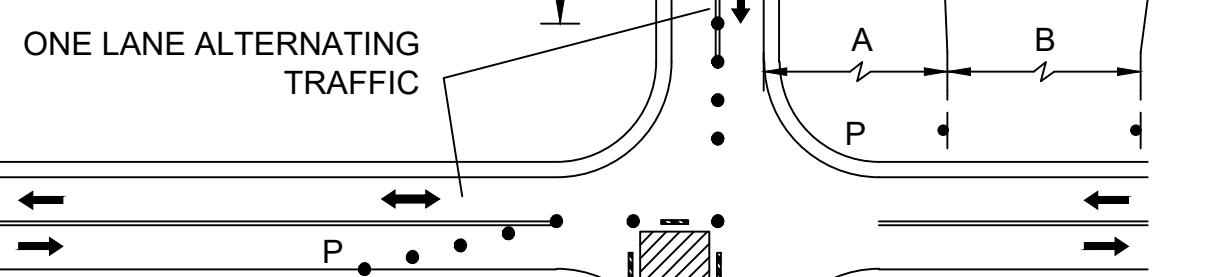
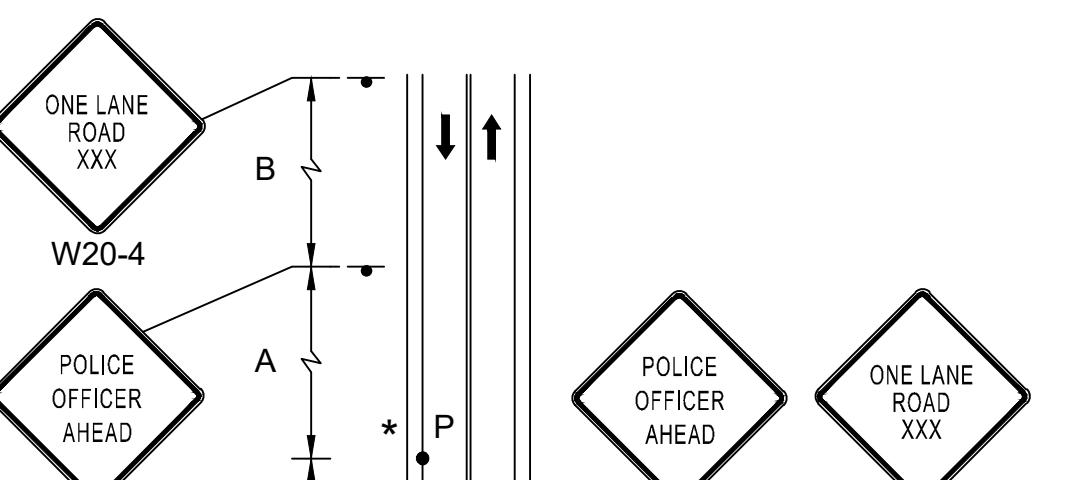
R2-10a SIGNS SHALL BE PLACED BETWEEN THE SECOND AND THIRD SIGNS AS DESCRIBED ABOVE.

R2-10a, R2-10e, AND W20-1 SERIES SIGNS ARE TO BE INCLUDED ON ALL DETAILS/TYPICAL SETUPS.

SIGN SPACING MAY NEED TO BE INCREASED IF ADDITIONAL SIGNS ARE REQUIRED PER THE DETAIL/TYPICAL SETUP FIGURES.

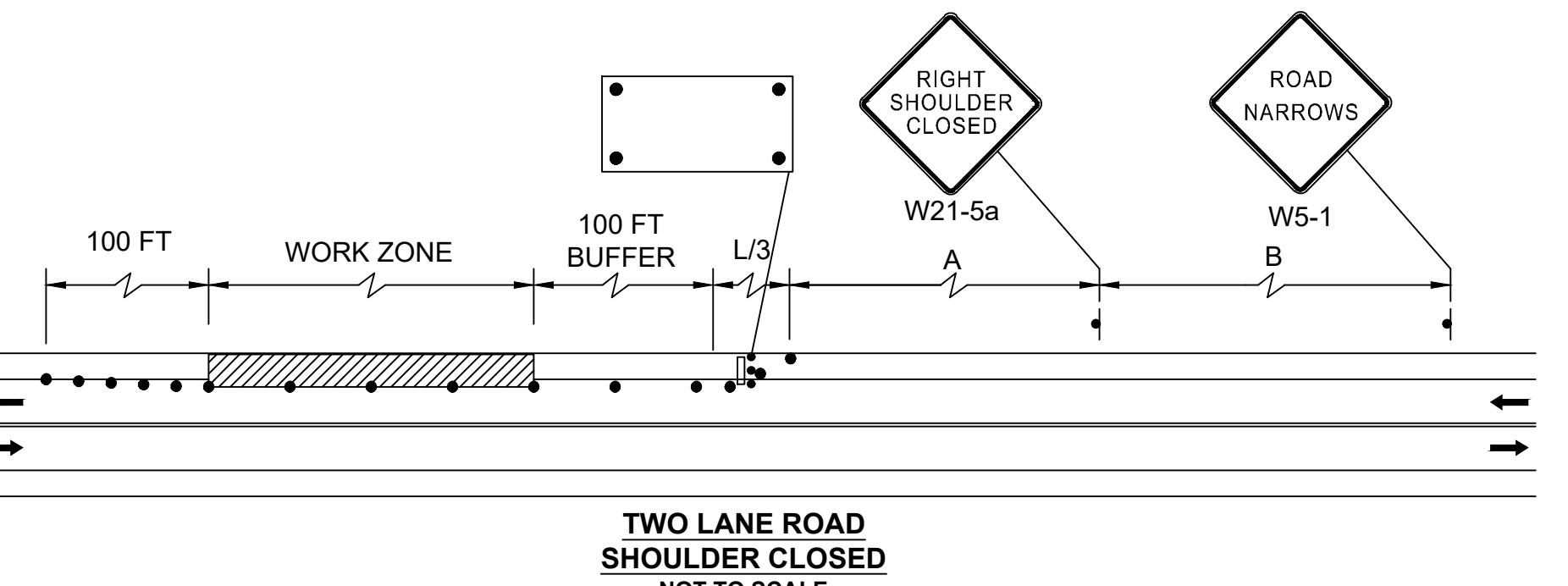
BUFFER SPACING	
SPEED* (MPH)	DISTANCE (FT)
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645
70	730
75	820

*POSTED SPEED, OFF-PEAK
85TH-PERCENTILE SPEED PRIOR
TO WORK STARTING, OR THE
ANTICIPATED OPERATING SPEED.

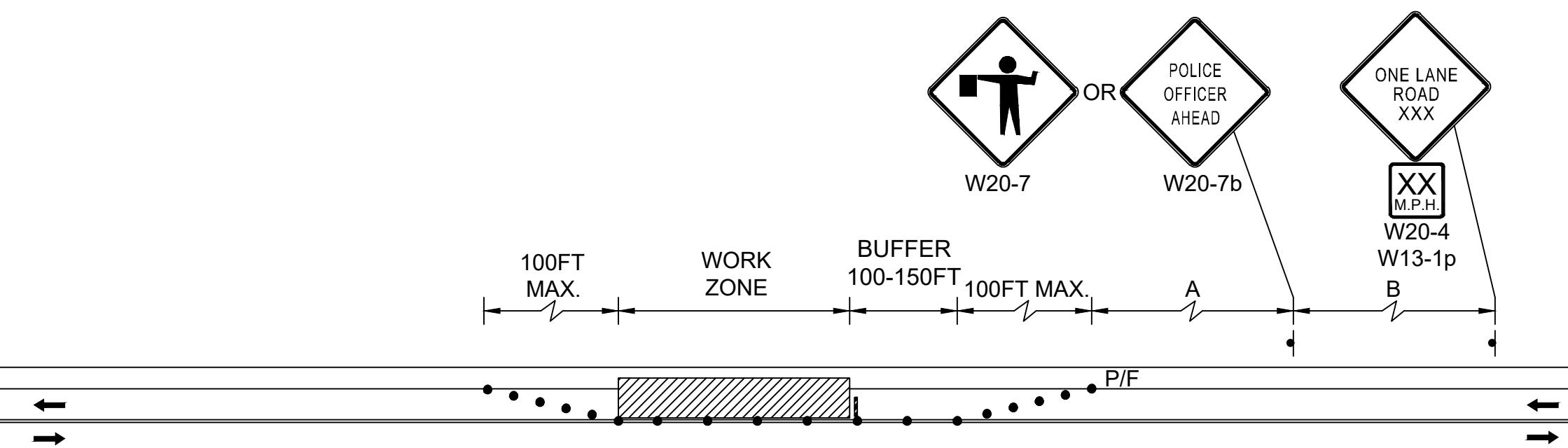


* THIS DELINEATION CAN BE REMOVED
TO INCREASE CAPACITY OF THE
INTERSECTION. POLICE OFFICER CAN
BE REMOVED AS WELL

**SINGLE LANE APPROACH
ONE QUADRANT CLOSURE
NOT TO SCALE**



**TWO LANE ROAD
SHOULDER CLOSED
NOT TO SCALE**

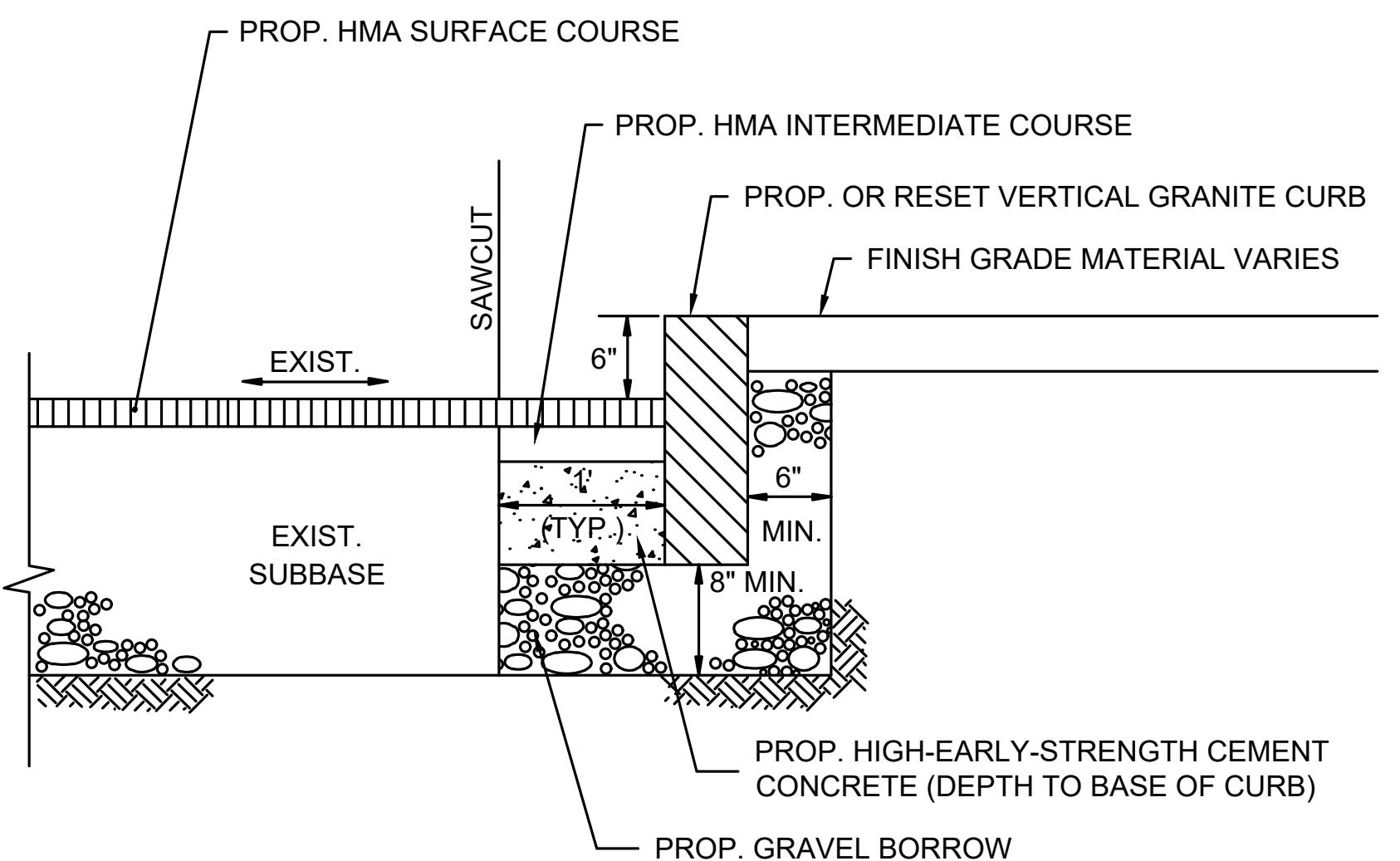


**TWO LANE ROAD ONE LANE
ALTERNATING TRAFFIC
NOT TO SCALE**

REVISIONS		
NO.	REVISION	DATE
	09/11/2024	
DRAWN/DESIGN BY	DMB	CHECKED BY ZEW

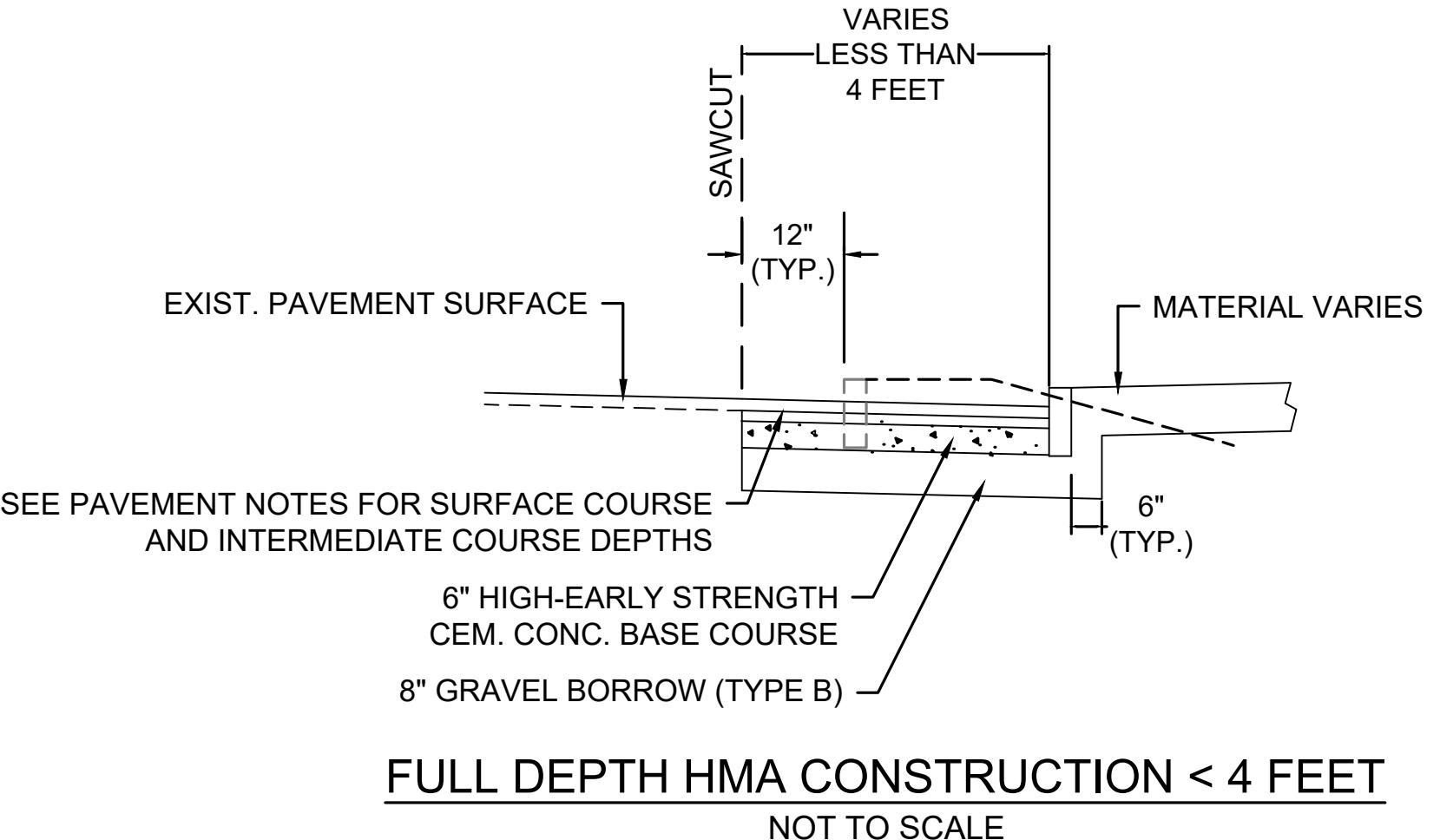
TEMPORARY TRAFFIC CONTROL PLANS	SCALE: N.T.S. NEX-2300173.05 14 OF 17
--	--

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



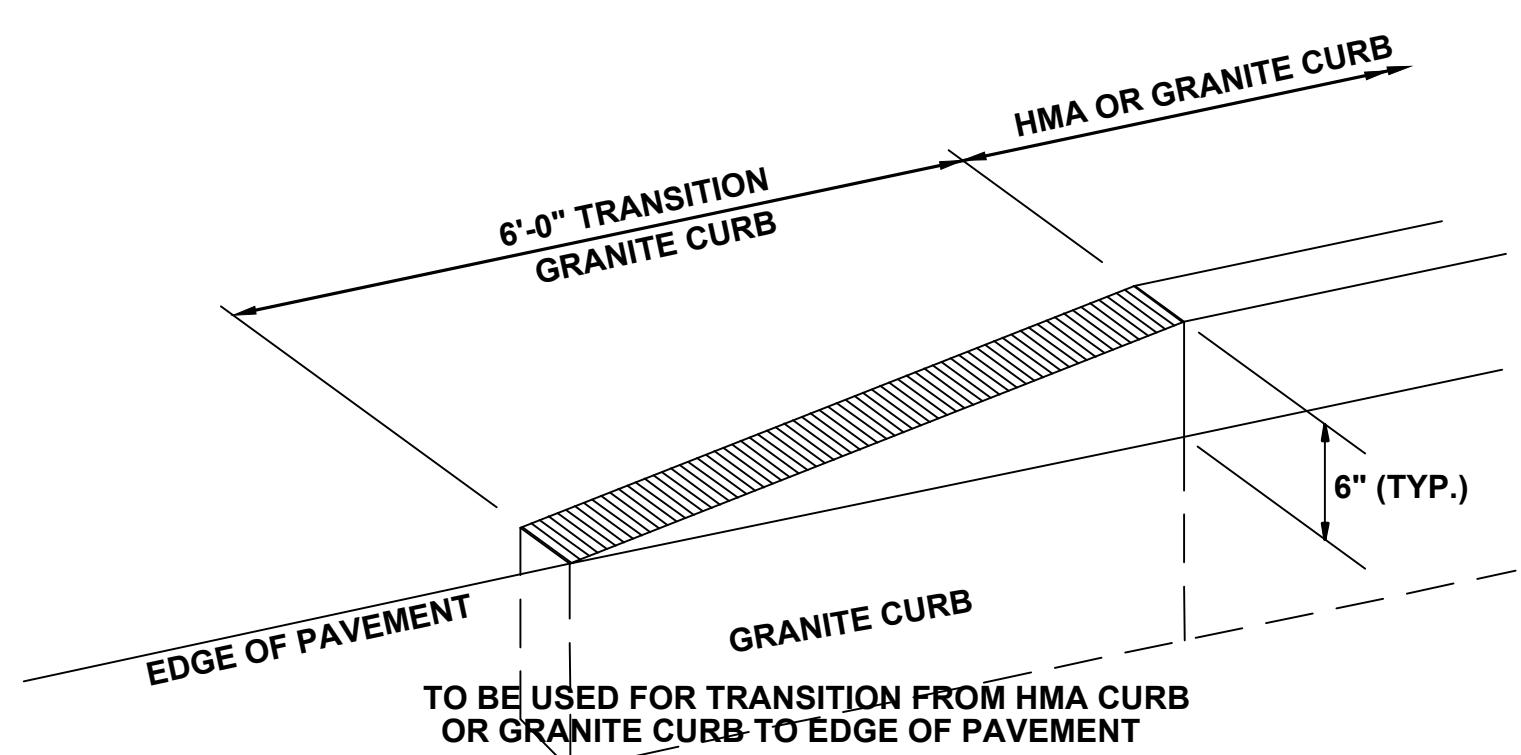
VERTICAL GRANITE CURB

NOT TO SCALE



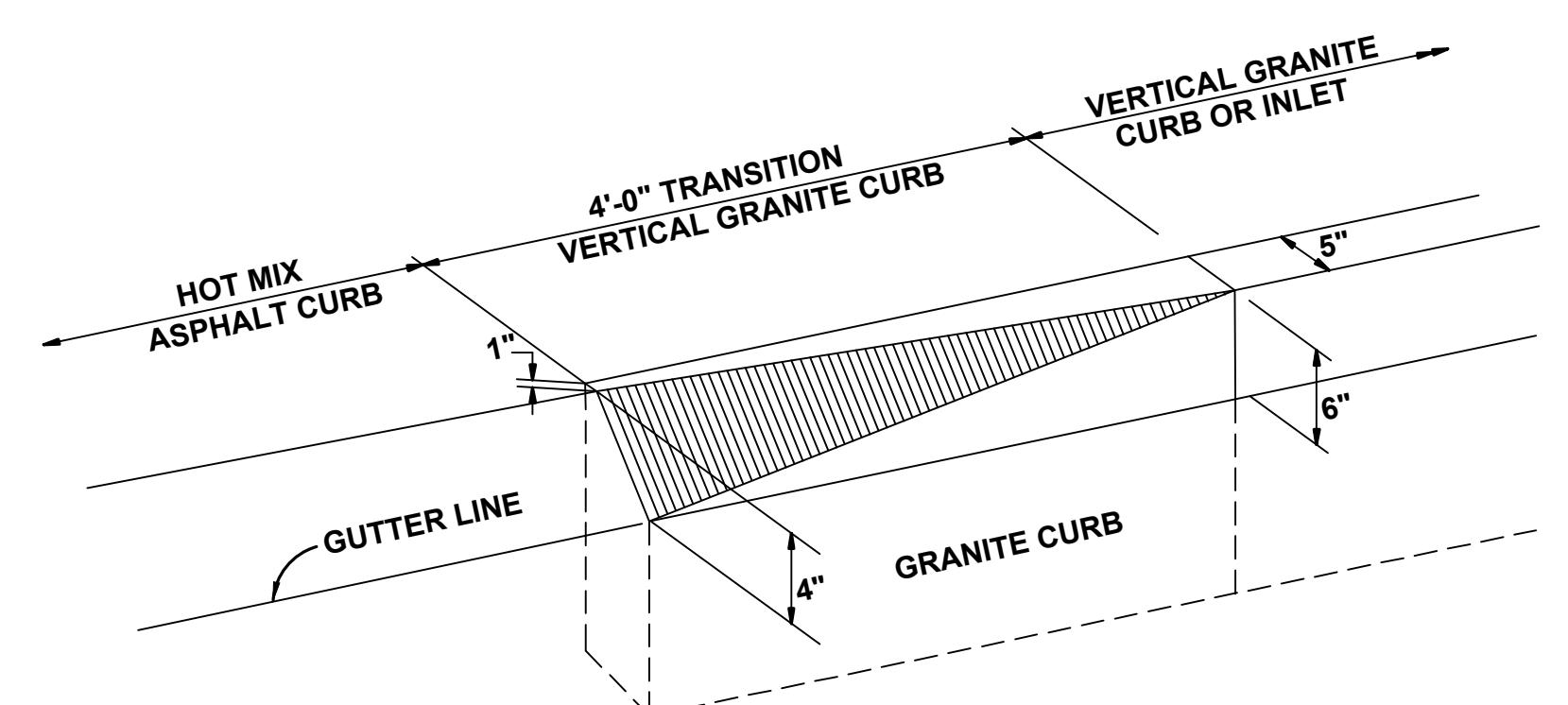
FULL DEPTH HMA CONSTRUCTION < 4 FEET

NOT TO SCALE



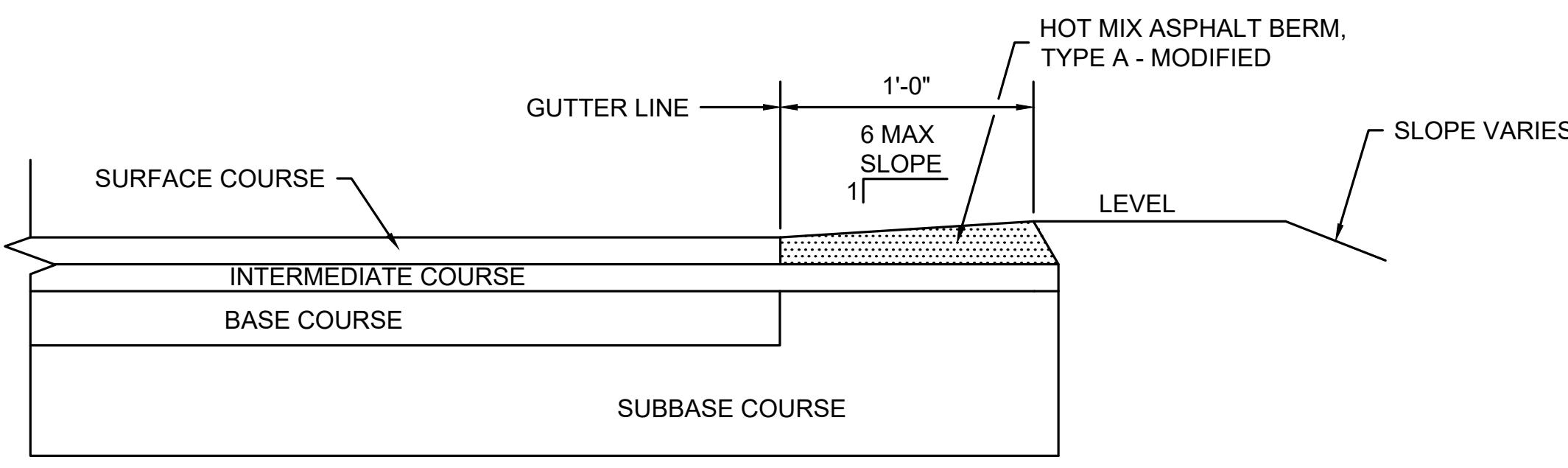
CURB TRANSITION DETAIL

NOT TO SCALE



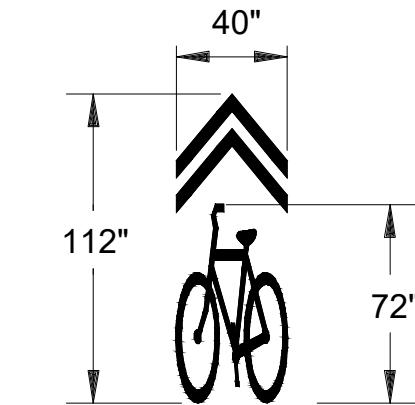
GRANITE CURB TYPE VA4- SPLAYED END DETAIL

NOT TO SCALE



HOT MIX ASPHALT BERM, TYPE A - MODIFIED

NOT TO SCALE



SHARED LANE "SHARROW" MARKING DETAIL

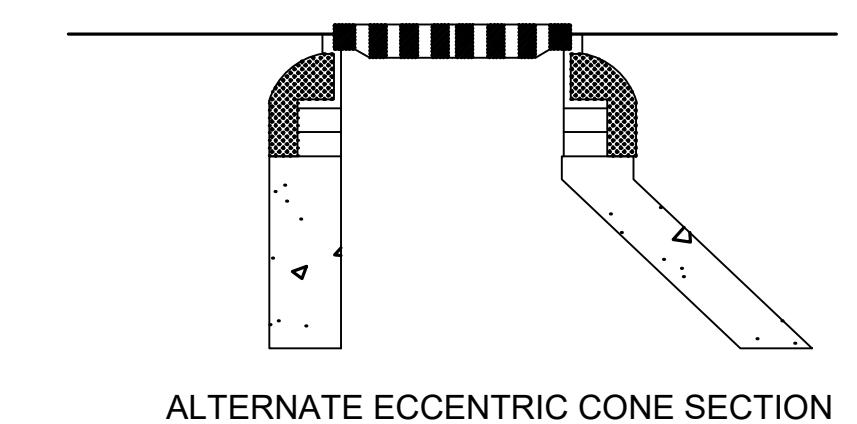
NOT TO SCALE

REVISIONS		
NO.	REVISION	DATE
	09/11/2024	
DRAWN/DESIGN BY	DMB	CHECKED BY ZEW

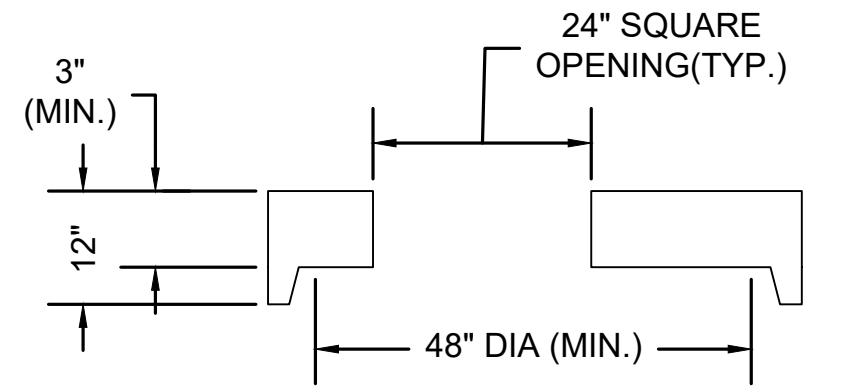
CONSTRUCTION DETAILS

SCALE:	N.T.S.
	2021185.04
15 OF 17	

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

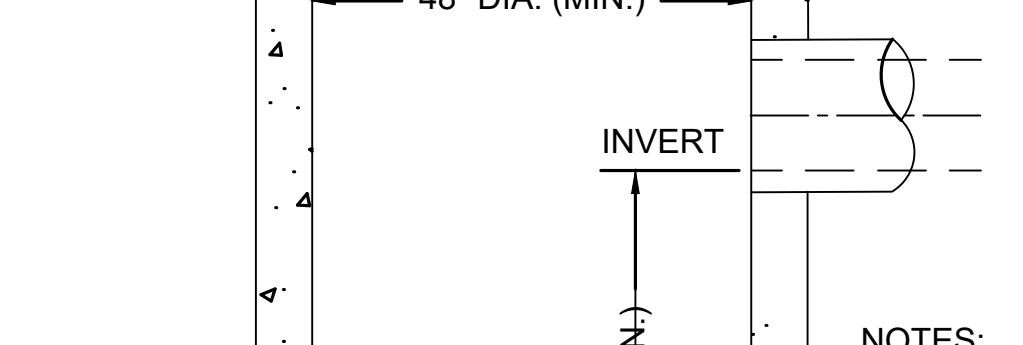
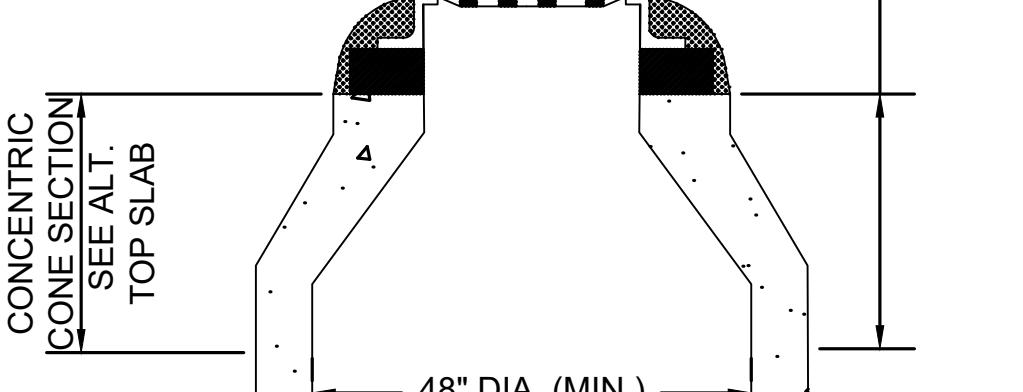


ALTERNATE ECCENTRIC CONE SECTION



ALTERNATE TOP SLAB

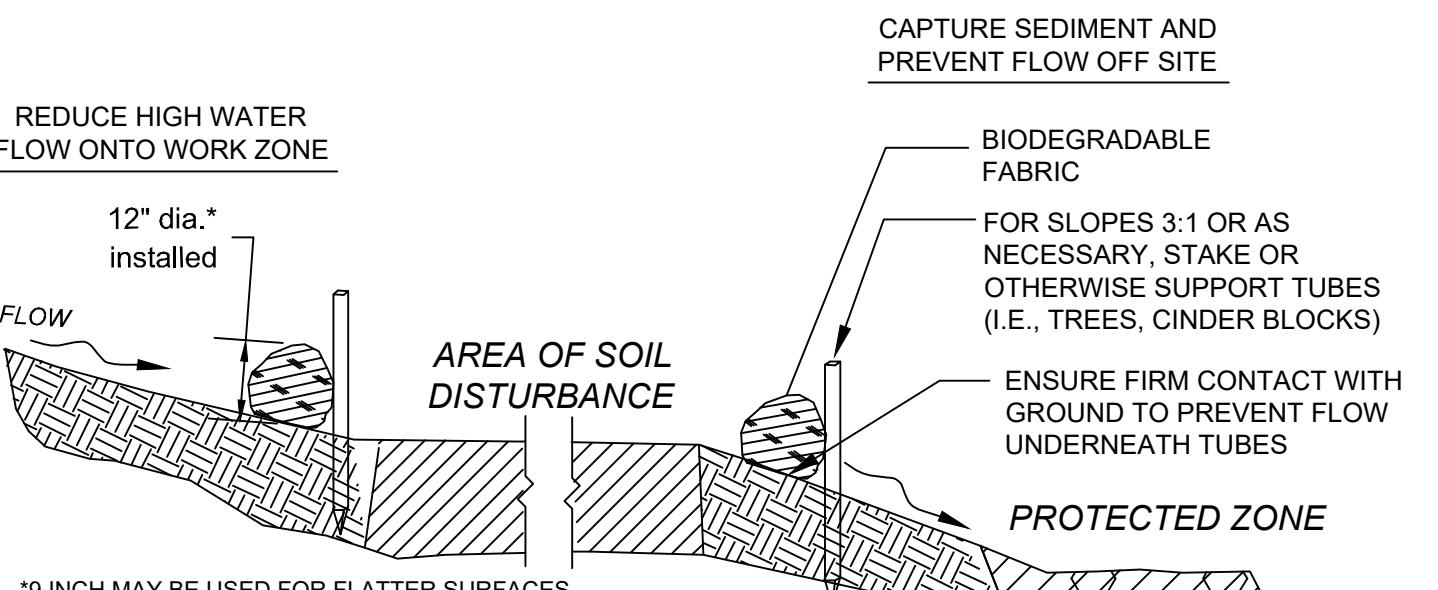
DEPTH VARIES;
REMOVE EXISTING
TOP SECTION AS NEEDED;
REPLACE WITH NEW
TOP SECTION AS NEEDED



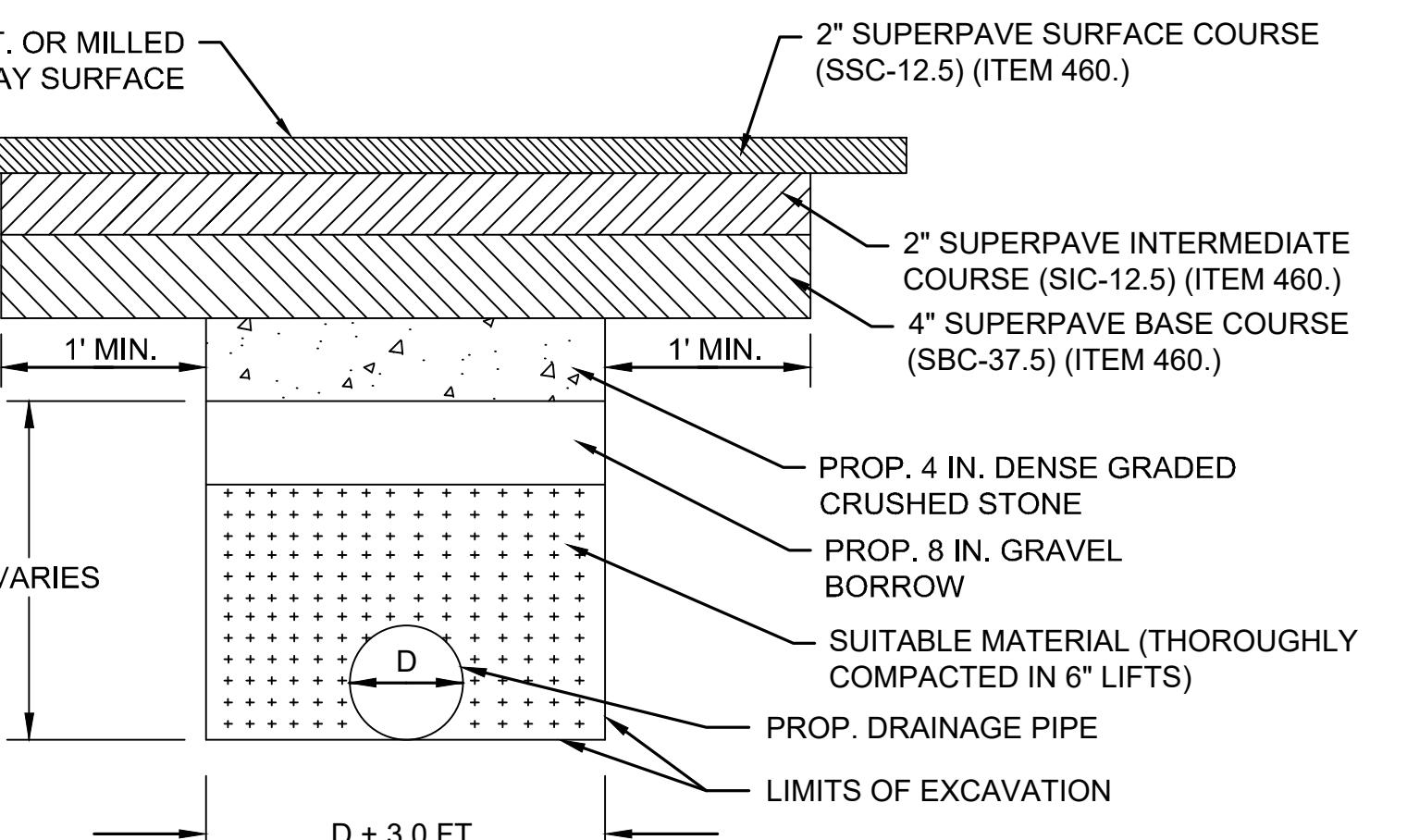
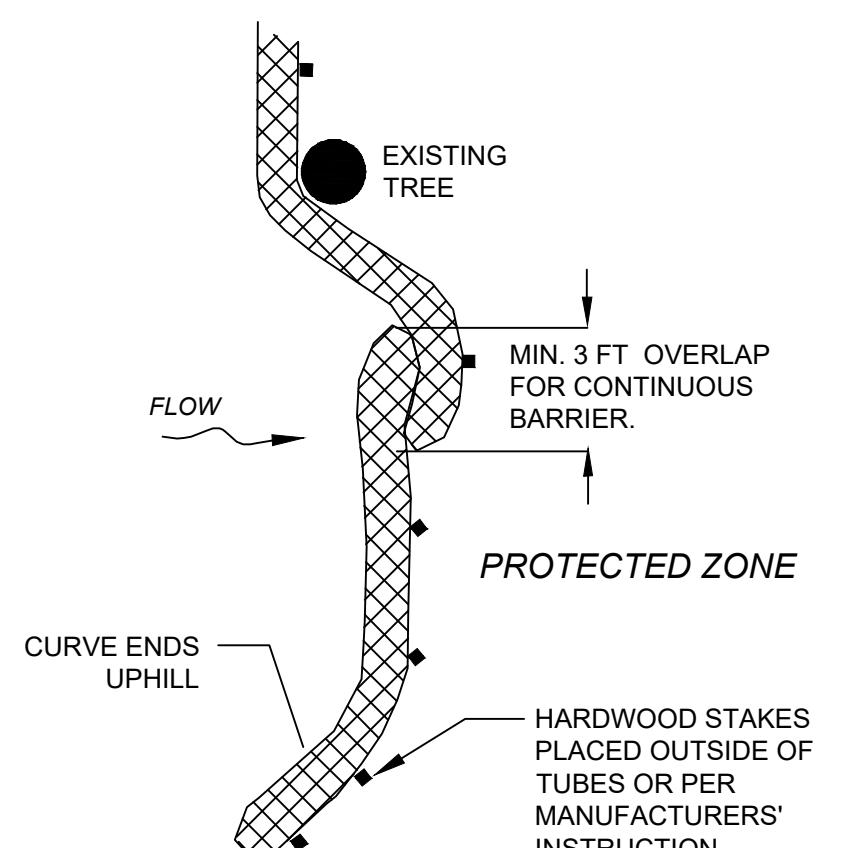
NOTES:
1. BASED ON ACTUAL FIELD
CONDITIONS; THE CONTRACTOR
SHALL DETERMINE WHICH STYLE
OF TOP SECTION SHOULD BE USED.

CATCH BASIN

NOT TO SCALE



SEDIMENT BARRIER - COMPOST FILTER TUBES
NOT TO SCALE



PERMANENT PATCH
(IN AREAS OF MILLING AND PAVEMENT OVERLAY)

1. PLACE TACK COAT BETWEEN ALL HMA COURSES
AND SAWCUT SURFACES PRIOR TO PLACING HMA.
SEE PAVEMENT NOTES-FULL DEPTH HMA
CONSTRUCTION FOR DEPTH OF HMA.
2. IF UNSUITABLE MATERIAL IS ENCOUNTERED AS
DETERMINED BY THE ENGINEER, ADDITIONAL
BEDDING SHALL BE PAID FOR UNDER ITEM 402.
3. IF THE DRAINAGE INSTALLATION IS PERFORMED
PRIOR TO MILLING, THE TEMPORARY SURFACE
COURSE WILL BE PAID FOR UNDER ITEM 451.

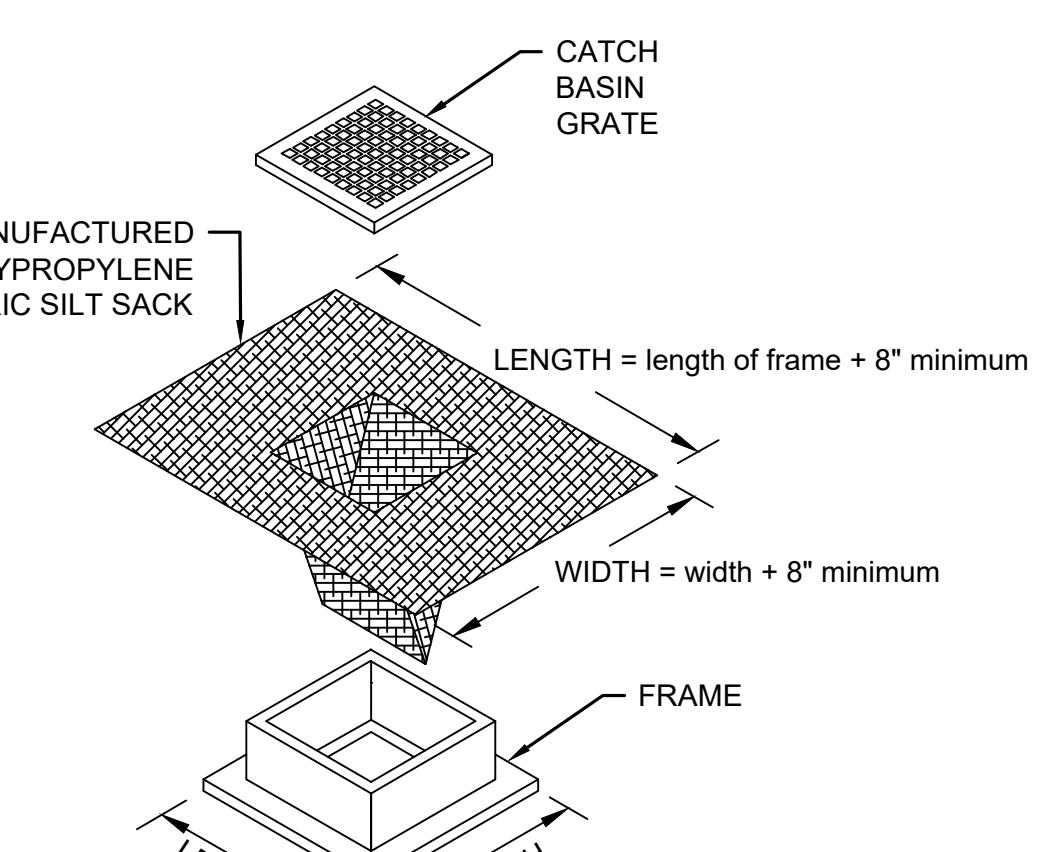
DRAINAGE TRENCH DETAIL

NOT TO SCALE

REVISIONS		
NO.	REVISION	DATE
	09/11/2024	

**CONSTRUCTION
DETAILS**

SCALE:
N.T.S.
2021185.04

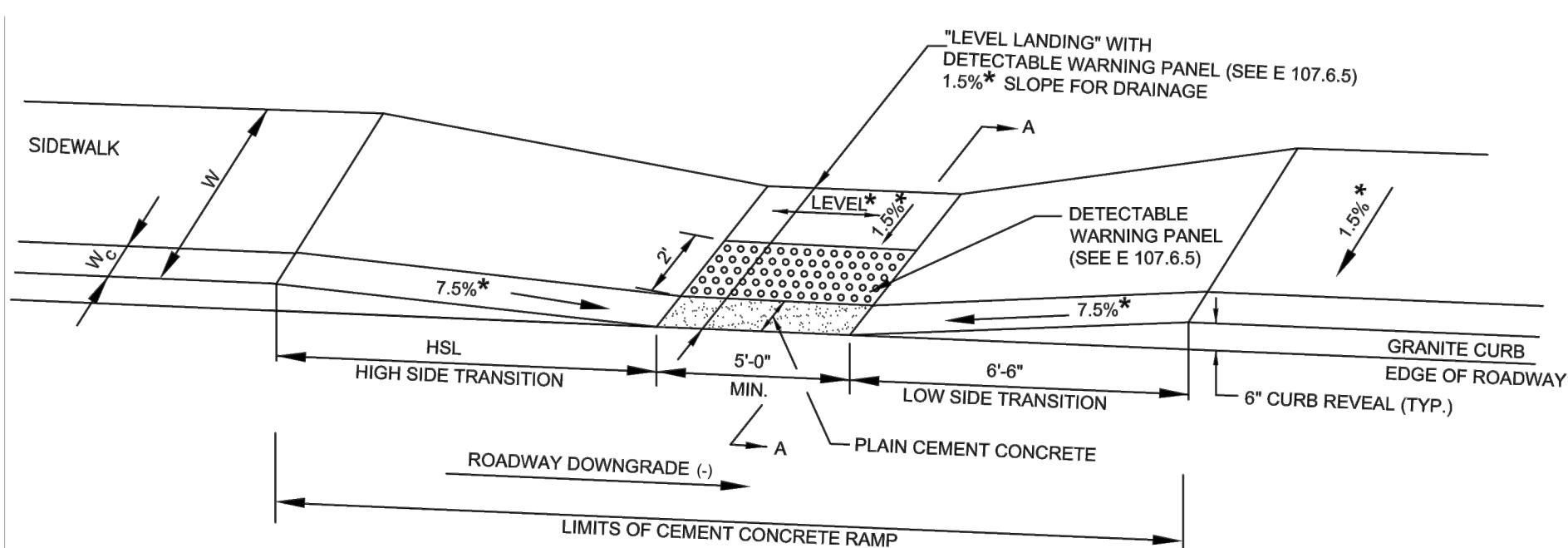


NOTES
1. LENGTH AND WIDTH OF POLYPROPYLENE FABRIC MUST EXCEED EXISTING CATCH BASIN
FRAME DIMENSIONS BY A MINIMUM OF 8".
2. REMOVE CATCH BASIN GRATE AND INSTALL POLYPROPYLENE FABRIC OVER CATCH BASIN
FRAME. REPLACE CATCH BASIN GRATE TO SECURE POLYPROPYLENE FABRIC IN PLACE.
3. FOR USE ON ALL EXISTING CATCH BASINS WITHIN THE PROJECT LIMITS AND PROPOSED
CATCH BASINS THAT ARE IN OPERATION DURING CONSTRUCTION.
4. INLET SEDIMENT CONTROL DEVICE SHALL BE FABRICATED WITH OVERFLOW SLOTS.

INLET SEDIMENT CONTROL DEVICE

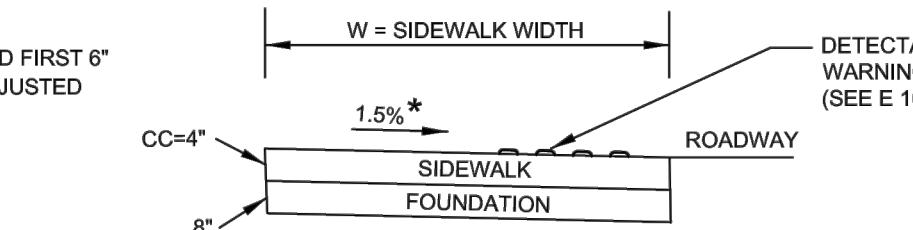
NOT TO SCALE

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



LEGEND
HSL = HIGH SIDE TRANSITION LENGTH (SEE E 107.9.0)
W = SIDEWALK WIDTH
W_C = CURB WIDTH
CC = CEMENT CONCRETE
* = TOLERANCE FOR CONSTRUCTION $\pm 0.5\%$
USABLE SIDEWALK WIDTH PER AAB = W-W_C
USABLE SIDEWALK WIDTH PER AAB IS NOT TO BE LESS THAN 40"

NOTE:
ROADWAY, GUTTER, AND FIRST 6" OF SIDEWALK TO BE ADJUSTED FOR FIELD CONDITIONS

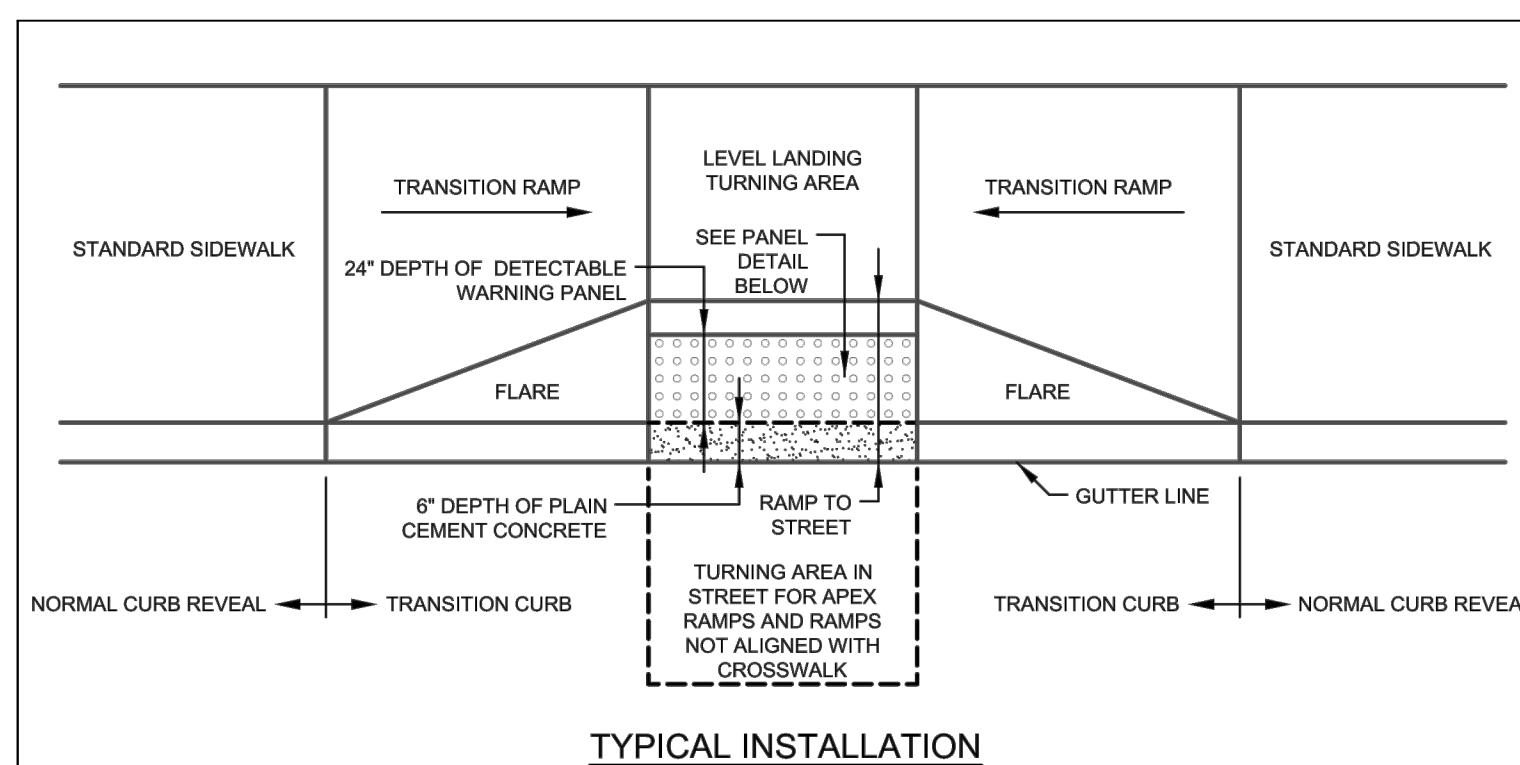


SECTION A-A

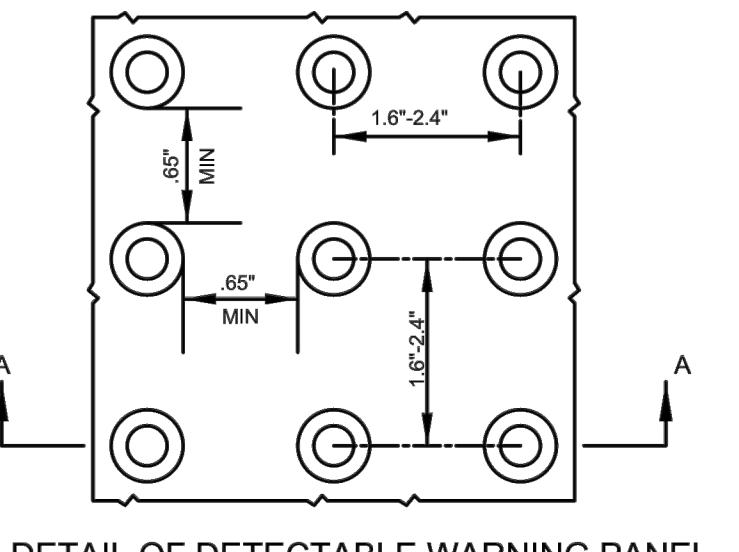
PCR #	RAMP REFERENCE POINT			WIDTH OF SIDEWALK	WIDTH OF RAMP MIN. 5'-0"	ROADWAY GUTTER SLOPE	TRANSITION LENGTH***	
	BASELINE	STATION	OFFSET				LEFT SIDE	RIGHT SIDE
1	PINE STREET	30+36	43.72' LT	6'-0"	5'-0"	-1.76%	6'-6"	9'-0"
3	PINE STREET	30+43	51.25' RT	6'-0"	5'-0"	5.67%	15'-0"	6'-6"

*** AS VIEWED FROM PROPOSED CONSTRUCTION BASELINE

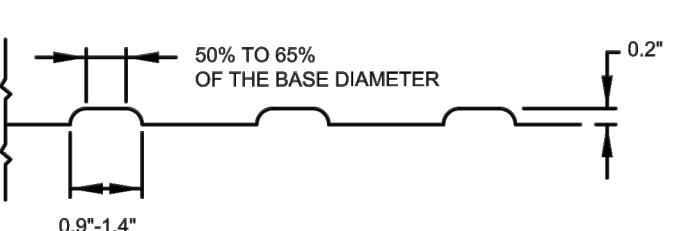
PEDESTRIAN CURB RAMP ON NARROW SIDEWALK



TYPICAL INSTALLATION



DETAIL OF DETECTABLE WARNING PANEL

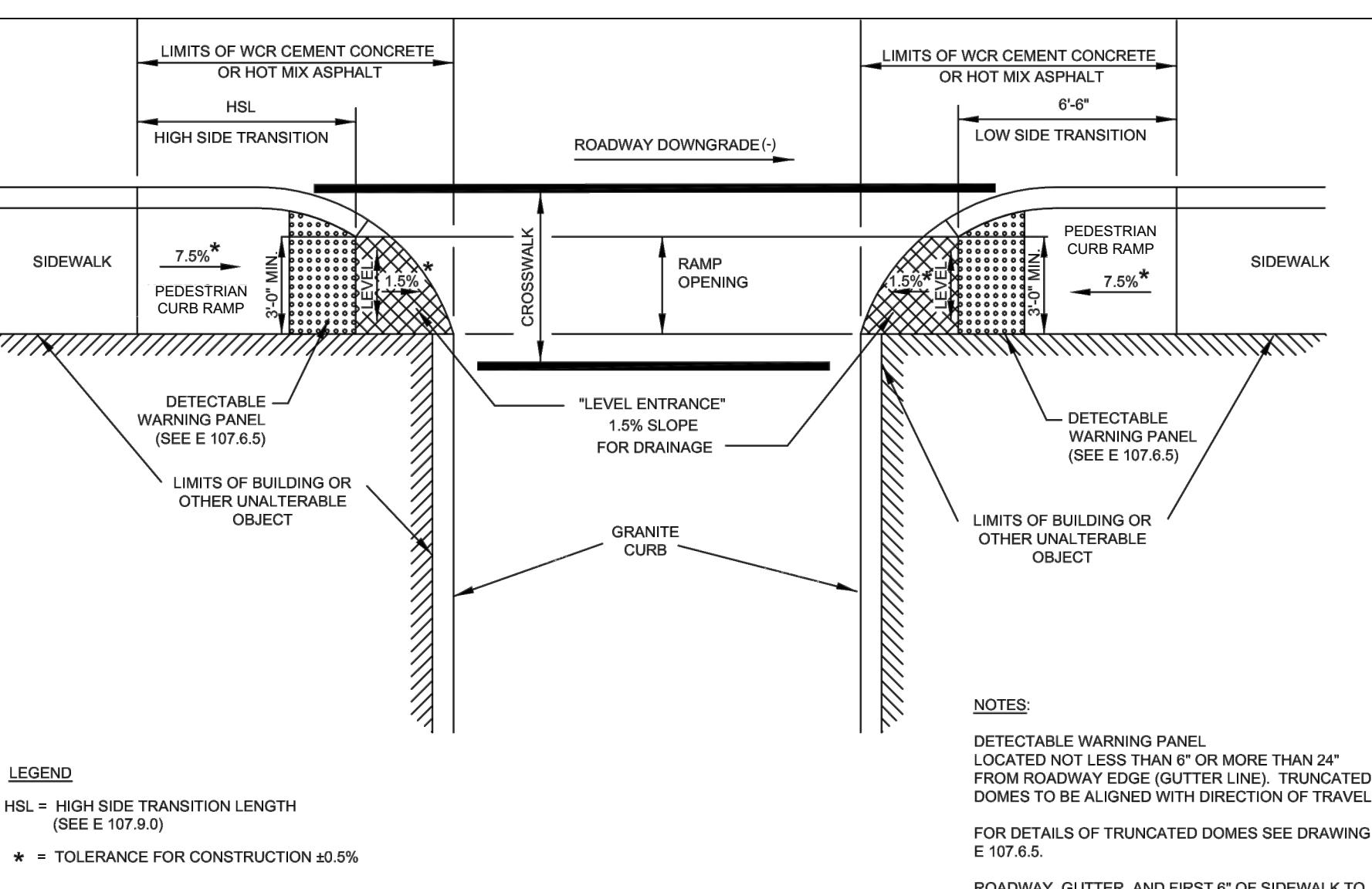


SECTION A-A

NOTE:

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)



LEGEND
HSL = HIGH SIDE TRANSITION LENGTH (SEE E 107.9.0)
* = TOLERANCE FOR CONSTRUCTION $\pm 0.5\%$

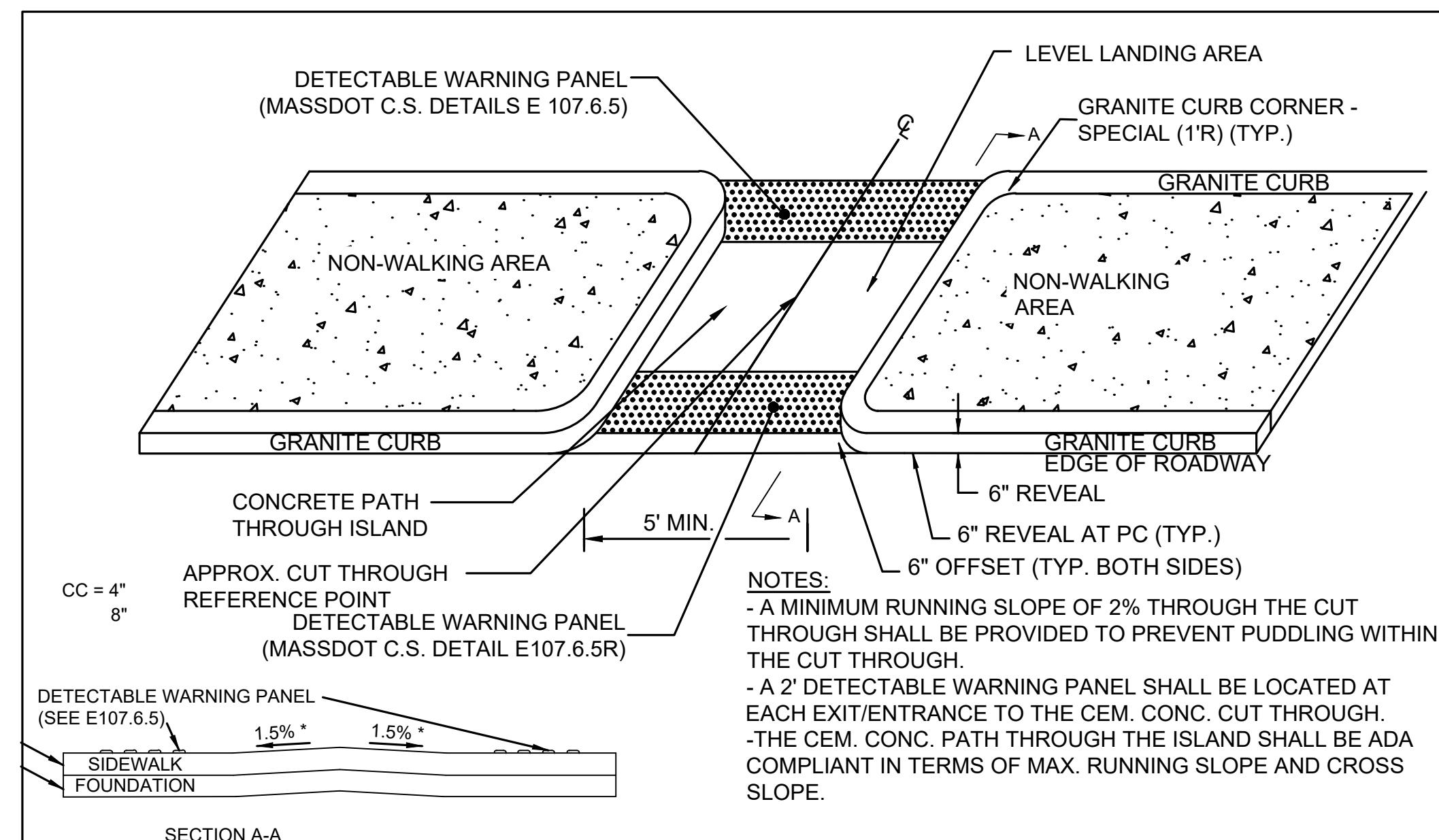
NOTES:
DETECTABLE WARNING PANEL LOCATED NOT LESS THAN 6' OR MORE THAN 24' FROM ROADWAY EDGE (GUTTER LINE). TRUNCATED DOMES TO BE ALIGNED WITH DIRECTION OF TRAVEL. FOR DETAILS OF TRUNCATED DOMES SEE DRAWING E 107.6.5.

ROADWAY, GUTTER, AND FIRST 6" OF SIDEWALK TO BE ADJUSTED FOR FIELD CONDITIONS.

PCR #	RAMP REFERENCE POINT			WIDTH OF SIDEWALK	WIDTH OF OPENING	ROADWAY GUTTER SLOPE	TRANSITION LENGTH***
	BASELINE	STATION	OFFSET				
4	PLEASANT STREET	16+48	36.75' LT	6'-0"	5'-0"	-2.46%	11'-0"

*** AS VIEWED FROM PROPOSED CONSTRUCTION BASELINE

PEDESTRIAN CURB RAMP FOR ONE CONTINUOUS DIRECTION OF PEDESTRIAN TRAVEL



PCR #	RAMP REFERENCE POINT			WIDTH OF SIDEWALK
	BASELINE	STATION	OFFSET	
2	PINE STREET	30+36	1.25' RT	6'-0"

CEMENT CONCRETE ISLAND WITH SIDEWALK 'CUT THROUGH'

NO.	REVISION	DATE
		09/11/2024

DRAWN/DESIGN BY NJA

CHECKED BY ZEW

PEDESTRIAN CURB RAMP DETAILS

SCALE: N.T.S.

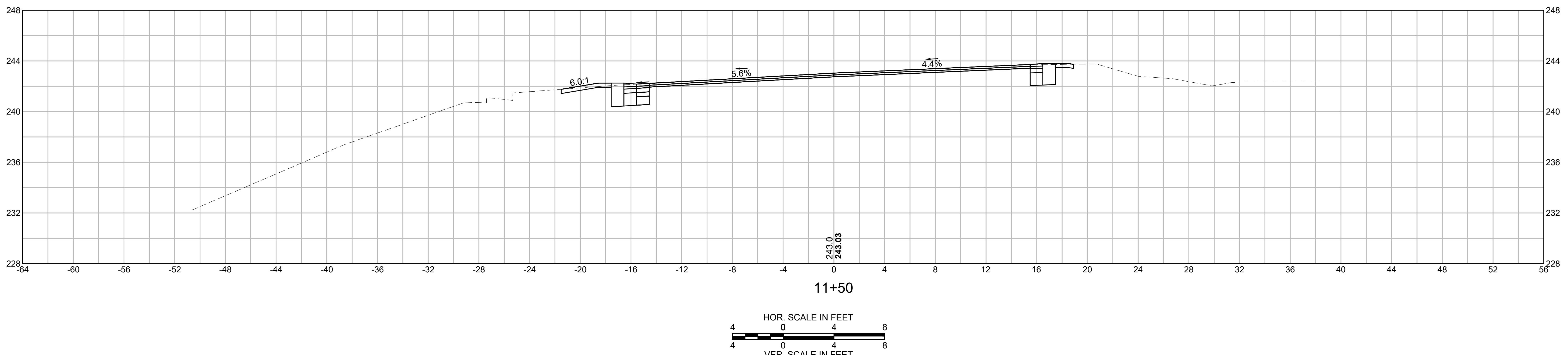
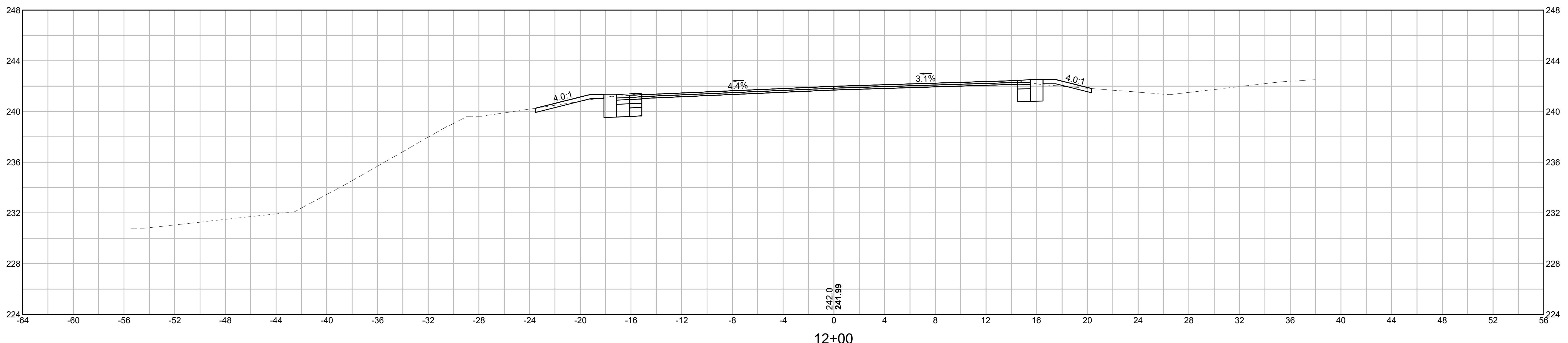
NEX-2300173.05

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

2300173.05_HD (XS) DWG Plotted on 20-Sep-2024 2:21:14W

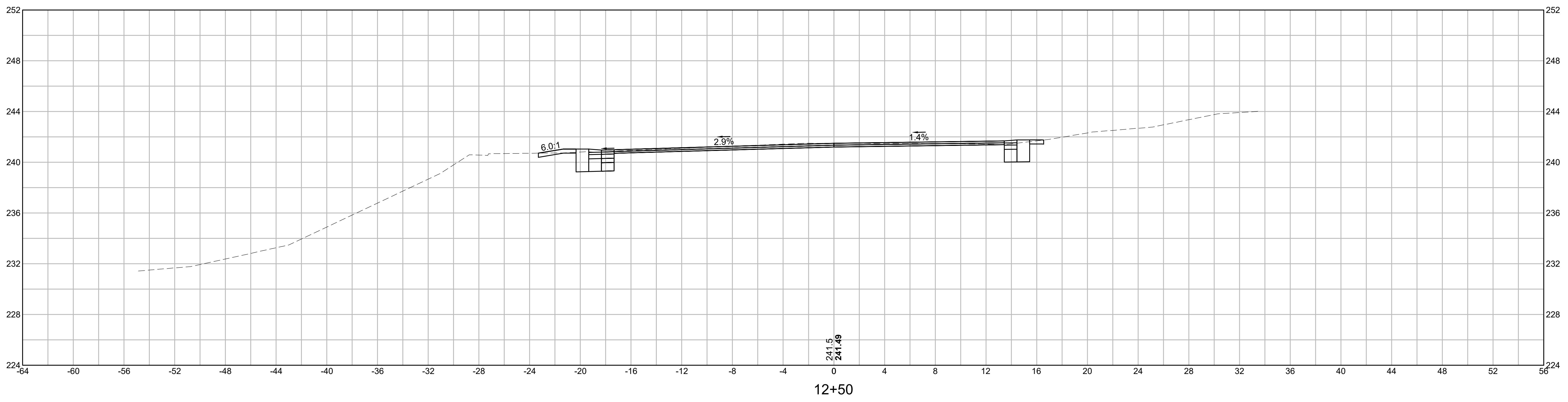
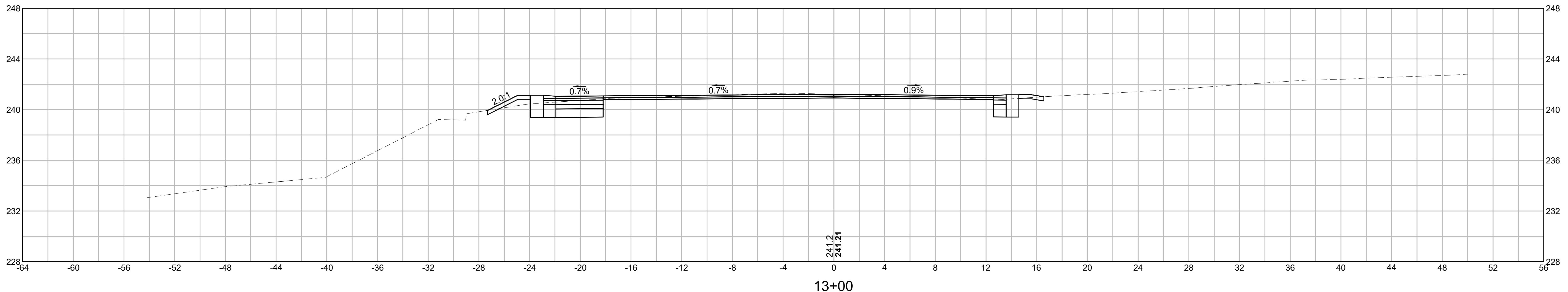


STOUGHTON
AT PLEASANT STREET (ROUTE 139) AND PINE STREET

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

SECTION VIEW GROUP - 1

230017305_HD (XS) DWG Plotted on 20-Sep-2024 2:21:14W



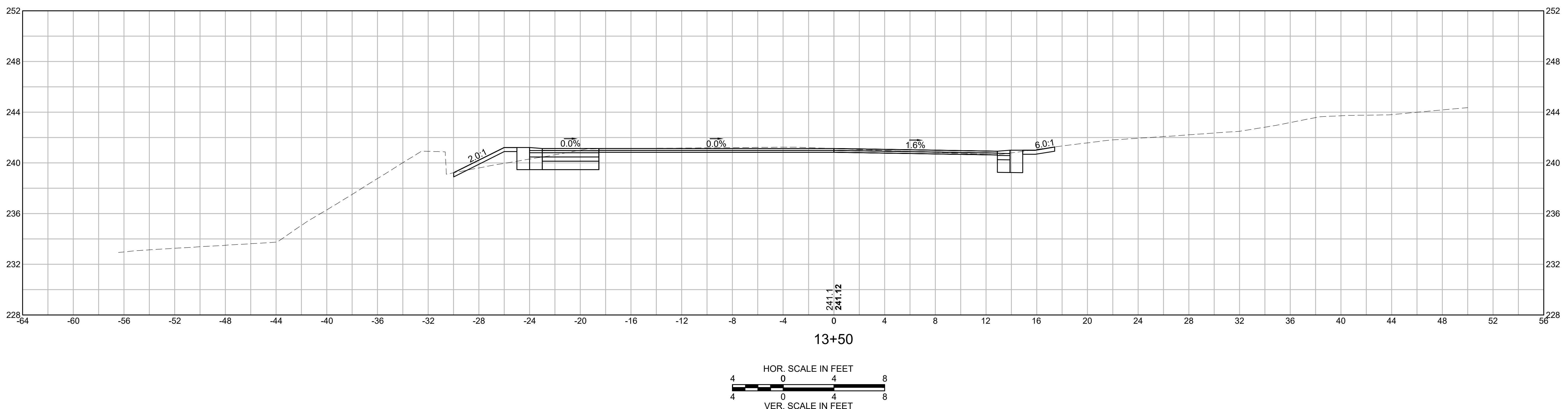
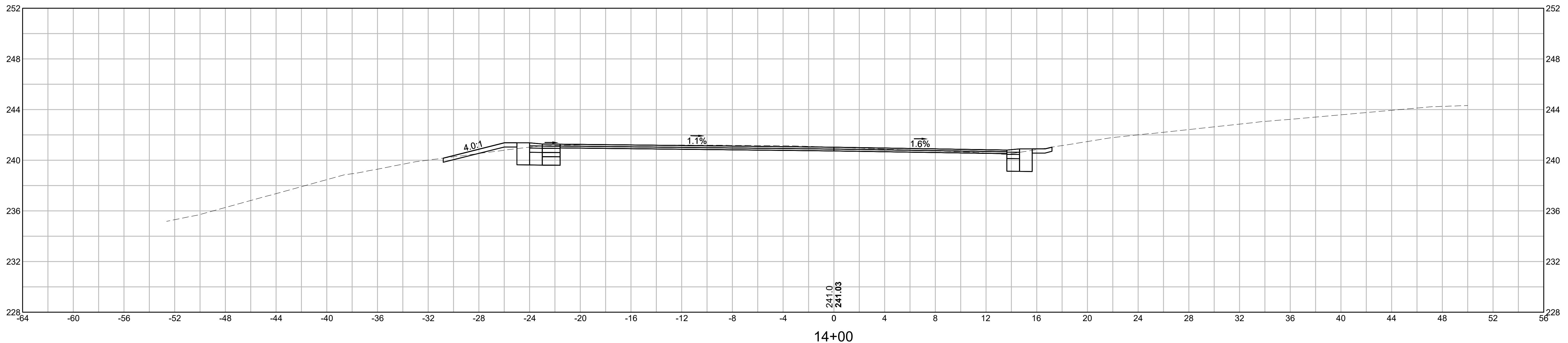
HOR. SCALE IN FEET
4 0 4 8
4 0 4 8
VER. SCALE IN FEET

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

2300173.05_HD (XS) DWG Plotted on 20-Sep-2024 2:21:14W

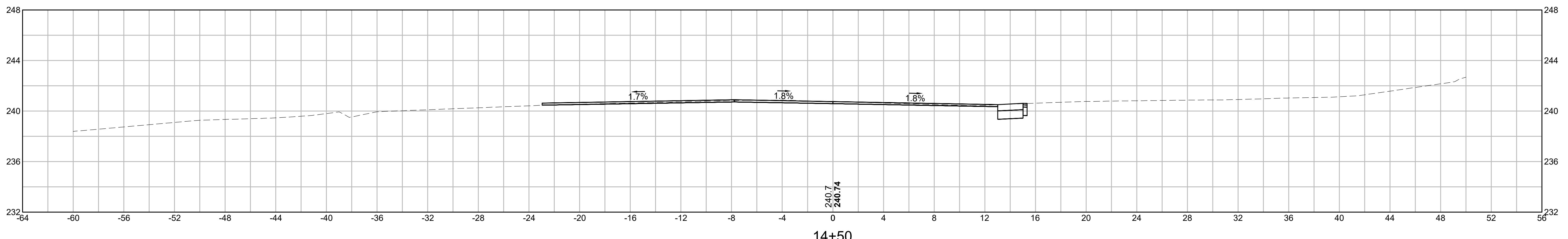
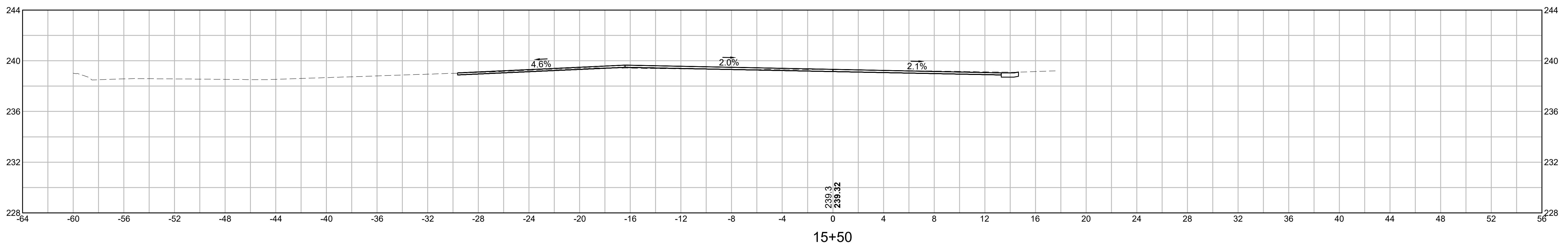
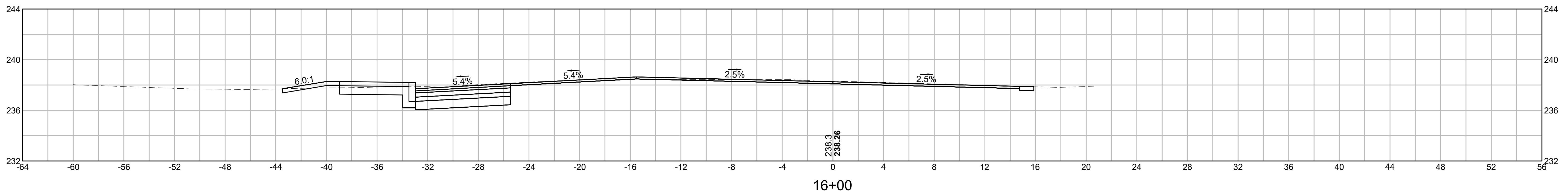


STOUGHTON
AT PLEASANT STREET (ROUTE 139) AND PINE STREET

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

SECTION VIEW GROUP - 1

230017305_HD (XS) DWG Plotted on 20-Sep-2024 2:21:14 PM



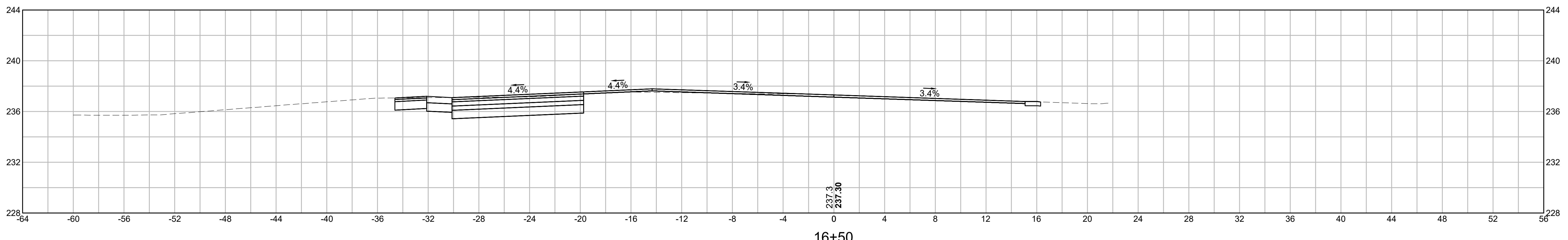
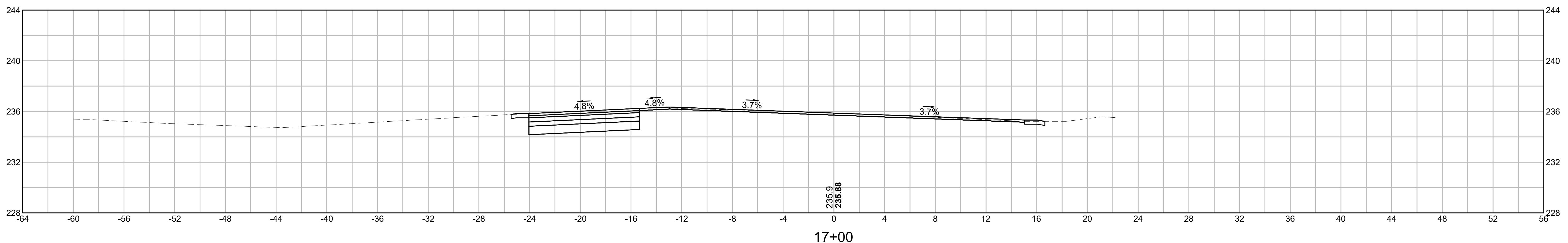
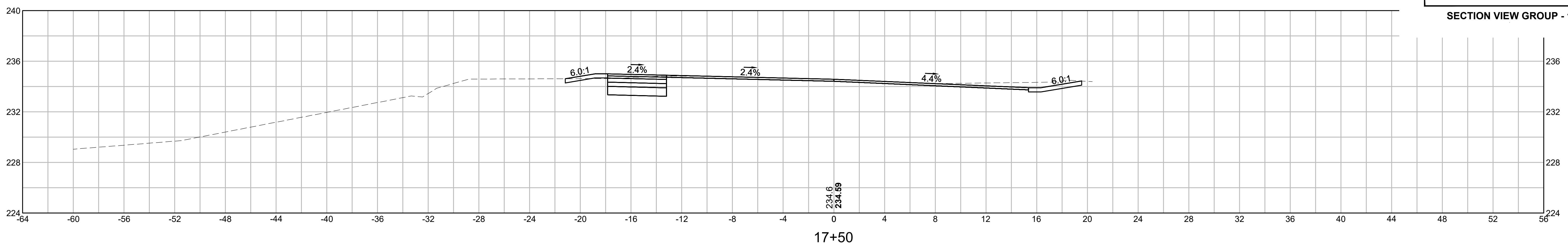
HOR. SCALE IN FEET
4 0 4 8
4 0 4 8
VER. SCALE IN FEET

STOUGHTON
AT PLEASANT STREET (ROUTE 139) AND PINE STREET

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

SECTION VIEW GROUP - 1

230017305_HD (XS) DWG Plotted on 20-Sep-2024 2:21:14 PM



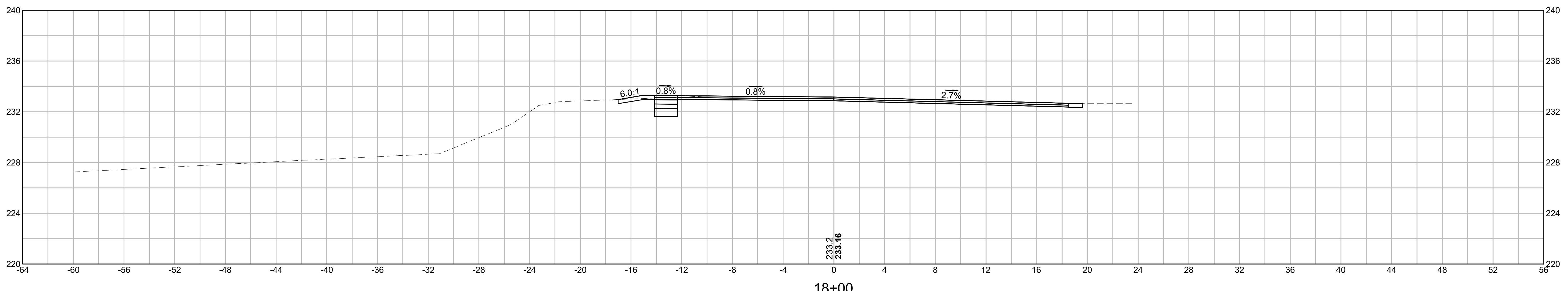
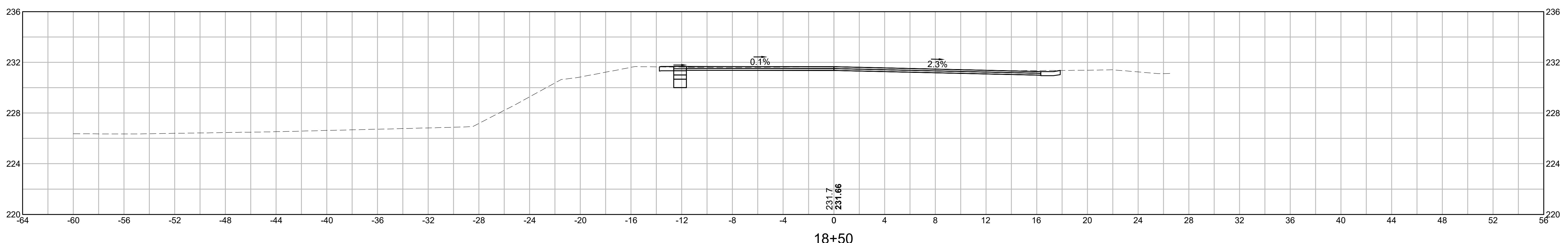
HOR. SCALE IN FEET
4 0 4 8
4 0 4 8
VER. SCALE IN FEET

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

230017305_HD (XS) DWG
Plotted on 20-Sep-2024 2:21:14PM



HOR. SCALE IN FEET
4 0 4 8
4 0 4 8
VER. SCALE IN FEET