

MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

MARION-WAREHAM
WAREHAM RD/MARION RD (US 6)
OVER WEWEANTIC RIVER

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	1	56
PROJECT FILE NO.		605311	

TITLE SHEET & INDEX

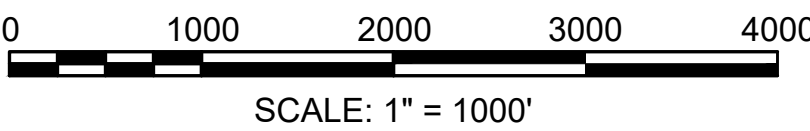
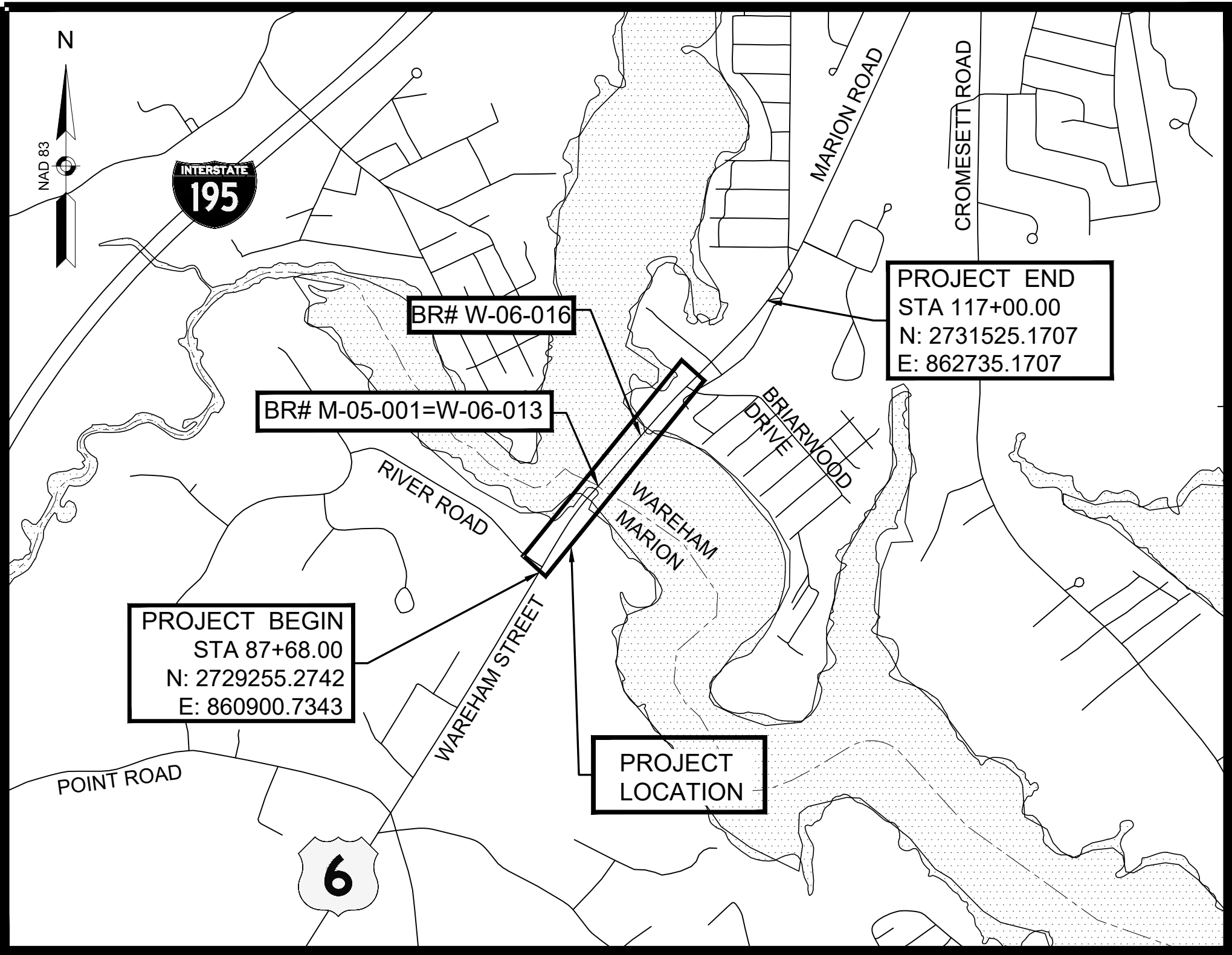
PLAN AND PROFILE OF
U.S. ROUTE 6 (WAREHAM ROAD & MARION ROAD)
(BRIDGE NO. M-05-001=W-06-013 & W-06-016)
IN THE CITY/TOWN OF
MARION & WAREHAM
PLYMOUTH COUNTY

THESE PLANS ARE SUPPLEMENTED BY THE OCTOBER 2017 CONSTRUCTION STANDARD DETAILS, THE 2015 OVERHEAD SIGNAL STRUCTURE AND FOUNDATION DRAWINGS, MASSDOT TRAFFIC MANAGEMENT PLANS AND DETAIL DRAWINGS, THE 1990 STANDARD DRAWINGS FOR LIGHTING, AND THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK.

FEDERAL AID PROJECT NO.

BTC SUBMITTAL

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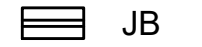
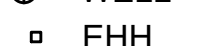
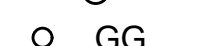
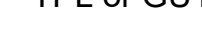
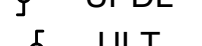
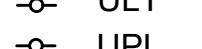
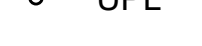


LENGTH OF PROJECT = 2,932.00 FEET = 0.555 MILES

DESIGN DESIGNATION - (U.S. ROUTE 6)

DESIGN SPEED	55 MPH
ADT (2024)	9,800
ADT (2064)	11,964
K	9%
D	51%
T (PEAK HOUR)	2.45%
T (AVERAGE DAY)	2.3%
DHV	930
DDHV	450
FUNCTIONAL CLASSIFICATION	MINOR ARTERIAL

	12/21/2021	25% DESIGN SUBMISSION	A
	DATE	DESCRIPTION	REV #
PLANS PREPARED BY PARSONS 100 HIGH STREET, BOSTON, MA 02110	 Massachusetts Department of Transportation Highway Division		
	APPROVED		
	CHIEF ENGINEER	DATE	

GENERAL SYMBOLS			TRAFFIC SYMBOLS			GENERAL ABBREVIATIONS			MARION-WAREHAM WAREHAM RD/MARION RD (US 6) OVER WEWEANTIC RIVER												
EXISTING	PROPOSED	DESCRIPTION	EXISTING	PROPOSED	DESCRIPTION	AADT	ANNUAL AVERAGE DAILY TRAFFIC	ABBREVIATIONS (cont.)													
		JERSEY BARRIER			CONTROLLER PHASE ACTUATED	ABAN	ABANDON	<table><tr><th>STATE</th><th>FED. AID PROJ. NO.</th><th>SHEET NO.</th><th>TOTAL SHEETS</th></tr><tr><td>MA</td><td>-</td><td>2</td><td>56</td></tr><tr><td colspan="4">PROJECT FILE NO. 605311</td></tr></table>		STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS	MA	-	2	56	PROJECT FILE NO. 605311			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS																		
MA	-	2	56																		
PROJECT FILE NO. 605311																					
		CATCH BASIN			TRAFFIC SIGNAL HEAD (SIZE AS NOTED)	ADJ	ADJUST														
		CATCH BASIN CURB INLET			WIRE LOOP DETECTOR (6' x 6' TYP UNLESS OTHERWISE SPECIFIED)	APPROX.	APPROXIMATE														
		FLAG POLE			VIDEO DETECTION CAMERA	A.C.	ASPHALT CONCRETE														
		GAS PUMP			MICROWAVE DETECTOR	ACCM PIPE	ASPHALT COATED CORRUGATED METAL PIPE														
		MAIL BOX			PEDESTRIAN PUSH BUTTON, SIGN (DIRECTIONAL ARROW AS SHOWN) AND SADDLE	BIT.	BITUMINOUS	ABBREVIATIONS (cont.)													
		POST SQUARE			EMERGENCY PREEMPTION CONFIRMATION STROBE LIGHT	BC	BOTTOM OF CURB	<u>GENERAL</u>													
		POST CIRCULAR			VEHICULAR SIGNAL HEAD	BCC	BITUMINOUS CONCRETE CURB			PROJ	PROJECT										
		WELL			VEHICULAR SIGNAL HEAD, OPTICALLY PROGRAMMED	BD.	BOUND	PROP	PROPOSED												
		ELECTRIC HANDHOLE			FLASHING BEACON	BL	BASELINE	PSB	PLANTABLE SOIL BORROW												
		FENCE GATE POST			PEDESTRIAN SIGNAL HEAD, (TYPE AS NOTED OR AS SPECIFIED)	BLDG	BUILDING	PT	POINT OF TANGENCY												
		GAS GATE			RAILROAD SIGNAL	BM	BENCHMARK	PVC	POINT OF VERTICAL CURVATURE												
		BORING HOLE			SIGNAL POST AND BASE (ALPHA-NUMERIC DESIGNATION NOTED)	BO	BY OTHERS	PVT	POINT OF VERTICAL INTERSECTION												
		MONITORING WELL			MAST ARM, SHAFT AND BASE (ARM LENGTH AS NOTED)	BOS	BOTTOM OF SLOPE	PVMT	POINT OF VERTICAL TANGENCY												
		TEST PIT			HIGH MAST POLE OR TOWER	BR.	BRIDGE	PVMT	PAVEMENT												
		HYDRANT			SIGN AND POST	CB	CATCH BASIN	PWW	PAVED WATER WAY												
		LIGHT POLE			SIGN AND POST (2 POSTS)	CBCI	CATCH BASIN WITH CURB INLET	R	RADIUS OF CURVATURE												
		COUNTY BOUND			MAST ARM WITH LUMINAIRE	CC	CEMENT CONCRETE	R&D	REMOVE AND DISPOSE												
		GPS POINT			OPTICAL PRE-EMPTION DETECTOR	CCM	CEMENT CONCRETE MASONRY	RCP	REINFORCED CONCRETE PIPE												
		CABLE MANHOLE			CONTROL CABINET, GROUND MOUNTED	CEM	CEMENT	RD	ROAD												
		DRAINAGE MANHOLE			CONTROL CABINET, POLE MOUNTED	CI	CURB INLET	RDWY	ROADWAY												
		ELECTRIC MANHOLE			FLASHING BEACON CONTROL AND METER PEDESTAL	CIP	CAST IRON PIPE	REM	REMOVE												
		GAS MANHOLE			LOAD CENTER ASSEMBLY	CIT	CHANGE IN TYPE	RET	RETAIN												
		MISC MANHOLE			PULL BOX 12"x12" (OR AS NOTED)	CLF	CHAIN LINK FENCE	RET WALL	RETAINING WALL												
		SEWER MANHOLE			ELECTRIC HANDHOLE 12"x24" (OR AS NOTED)	CL	CENTERLINE	ROW	RIGHT OF WAY												
		TELEPHONE MANHOLE				CMP	CORRUGATED METAL PIPE	RR	RAILROAD												
		WATER MANHOLE				CSP	CORRUGATED STEEL PIPE	R&R	REMOVE AND RESET												
		MASSACHUSETTS HIGHWAY BOUND				CO.	COUNTY	R&S	REMOVE AND STACK												
		MONUMENT				CONC	CONCRETE	RT	RIGHT												
		STONE BOUND				CONT	CONTINUOUS	SB	STONE BOUND												
		TOWN OR CITY BOUND				CONST	CONSTRUCTION	SHLD	SHOULDER												
		TRAVERSE OR TRIANGULATION STATION				CPF	COMBINATION PROTECTION FENCE	SMH	SEWER MANHOLE												
		TROLLEY POLE OR GUY POLE				CR GR	CROWN GRADE	ST	STREET												
		TRANSMISSION POLE				DBH	DIAMETER BREAST HEIGHT	STA	STATION												
		UTILITY POLE W/ FIREBOX				DHV	DESIGN HOURLY VOLUME	SSD	STOPPING SIGHT DISTANCE												
		UTILITY POLE WITH DOUBLE LIGHT				DI	DROP INLET	SHLO	STATE HIGHWAY LAYOUT LINE												
		UTILITY POLE W / 1 LIGHT				DIA	DIAMETER	SW	SIDEWALK												
		UTILITY POLE				DIP	DUCTILE IRON PIPE	T	TANGENT DISTANCE OF CURVE/TRUCK %												
		BUSH				DW	STEADY DON'T WALK - PORTLAND ORANGE	TAN	TANGENT												

GENERAL NOTES

1. 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 AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO LOCATE EXACTLY AND TO PRESERVE ANY AND ALL UNDERGROUND UTILITIES. CALL "DIG-SAFE" 1-888-DIGSAFE (344-7233) AT LEAST 72 HOURS BEFORE COMMENCING CONSTRUCTION.

2. 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.

3. ALL EXISTING SUBSURFACE UTILITY BOXES, GATES, MANHOLES ETC. WITHIN THE LIMITS OF THE PROPOSED PAVEMENT SHALL BE ADJUSTED TO THE FINISHED GRADE, UNLESS OTHERWISE NOTED ON THE PLANS.

4. THE CONTRACTOR SHALL MAKE ALL ARRANGEMENTS FOR THE ALTERATION AND ADJUSTMENT OF GAS, ELECTRIC, TELEPHONE AND ANY OTHER PRIVATE UTILITIES BY THE UTILITY COMPANIES.

5. AREAS OUTSIDE THE LIMITS OF PROPOSED WORK DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY THE CONTRACTOR TO THEIR ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE.

6. THE CONTRACTOR SHALL RESTORE THE EXISTING SURFACE PAVEMENTS AND TURF DISTURBED BY THE PROPOSED WORK AND SHALL PATCH ALL HOLES RESULTING FROM THE REMOVAL OF FOUNDATIONS WITH MATERIALS SIMILAR TO THE EXISTING.

7. THE CONTRACTOR SHALL PERFORM ALL SURVEY REQUIRED FOR THE LAYOUT OF PROPOSED CONSTRUCTION. NO SEPARATE PAYMENT FOR THIS WORK WILL BE MADE.

8. THE MASSACHUSETTS DEPARTMENT OF TRANSPORTATION WILL SUPPLY BENCHMARKS AND SURVEY TIES AS SHOWN ON THE PLAN.

9. THE CONTRACTOR SHALL PERFORM ITEMS OF WORK OUT OF NORMAL SEQUENCE AND SCHEDULE, AS DIRECTED BY THE ENGINEER, AS REQUIRED TO MEET THE OVERALL PROJECT SCHEDULE.

10. ANY AND ALL TRAFFIC RELATED ITEMS REQUIRED TO MAINTAIN TRAFFIC FLOW THROUGH OR AROUND THE PROJECT AREA SHALL BE MAINTAINED IN A CONDITION ACCEPTABLE TO THE ENGINEER. FURTHER, THE CONTRACTOR SHALL REPLACE THOSE ITEMS AS SPECIFIED IN THE SPECIFICATIONS OR AS ORDERED BY THE ENGINEER.

11. ALL CONSTRUCTION SIGNS IN PLACE BUT NOT PERTINENT TO THE ONGOING CONSTRUCTION PHASING SHALL BE BAGGED OR REMOVED.

12. SURVEY PROVIDED BY SURVEYING AND MAPPING CONSULTANTS (SMC) DAWOOD, INC UNDER THIS CONTRACT. ELEVATIONS ARE REFERENCED TO NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 1988). ALL SURVEY POINTS HAVE BEEN DETERMINED WITH RESPECT TO MASSACHUSETTS STATE PLANE COORDINATE SYSTEM AS REFERENCED TO THE NORTH AMERICAN DATUM OF 1983 (NAD 83).

13. STATE HIGHWAY LAYOUT LINES, CITY AND TOWN LOCATIONS HAVE BEEN COMPILED FROM AVAILABLE RECORD INFORMATION AND FIELD LOCATION OF MONUMENTS AS SHOWN HEREON. ABUTTING PROPERTY LINES HAVE BEEN, IN PART, COMPILED FROM RECORDS PLANS AND AVAILABLE ASSESSORS INFORMATION. THIS INFORMATION IS SHOWN ON A BASE PLAN PREPARES BY SURVEYING AND MAPPING CONSULTANTS (SMC). SMC WAS ACQUIRED BY DAWOOD ENGINEERING, INC. ON DECEMBER 3, 2018.

14. PRIOR TO THE START OF WORK THE CONTRACTOR SHALL CONFORM TO ALL OF THE REQUIREMENTS SET FORTH IN THE SPECIFICATIONS WITH REGARD TO UTILITY NOTIFICATIONS AND TO SUBMITTALS REQUIRED BY THE CONTRACTOR REGARDING THE MAINTENANCE AND PROTECTION OF TRAFFIC.

15. THE CONTRACTOR IS HEREBY NOTIFIED THAT ADDITIONAL WORK WITHIN THE PROJECT LIMITS MAY BE PERFORMED BY OTHERS.

16. THE CONTRACTOR SHALL COORDINATE ALL ACTIVITIES WITH OTHER CONTRACTORS PERFORMING WORK WITHIN AND AT THE PROJECT LIMITS.

17. THE TERM "PROPOSED" (PROP) MEANS WORK TO BE CONSTRUCTED HEREIN USING NEW MATERIALS OR WHERE APPLICABLE, REUSING EXISTING MATERIALS IDENTIFIED AS "REMOVE AND RESET" (R&R). ALL OTHER MATERIALS SHALL BE "REMOVED AND DISCARDED" (R&D) OFF SITE.

18. THE CONTRACTOR SHALL BE REQUIRED TO PROCURE PROJECT RELATED ITEMS WITHOUT ADVERSELY IMPACTING THE PROJECT SCHEDULE; THEREFORE, IT IS THE CONTRACTOR'S RESPONSIBILITY TO SUBMIT THE APPROPRIATE SHOP DRAWINGS WITH SUFFICIENT LEAD TIME FOR PROCESSING IN ACCORDANCE WITH CONTRACT SPECIFICATIONS.
19. LIMITS OF CLEARING AND GRUBBING ARE 5 FEET BEYOND PROPOSED TOP OR TOE OF SLOPE UNLESS OTHERWISE INDICATED ON THE CONSTRUCTION PLANS.

20. GRANITE CURB AND EDGING: EXISTING CURB MARKED AS (R&R) SHALL BE RESET AS SHOWN IF, IN THE OPINION OF THE ENGINEER, IT IS IN GOOD CONDITION AND REUSABLE. OTHERWISE, IT SHALL BE DISCARDED BY THE CONTRACTOR AS PER DIRECTION OF THE ENGINEER.

21. ALL DISTURBED AREAS NOT DESIGNATED TO BE PAVED SHALL BE REPLANTED WITH LOAM AND SEED AS INDICATED ON THE PLANS.

22. WETLAND RESOURCES MUST BE PROTECTED FROM SILTATION THROUGHOUT THE PROJECT. ALL EROSION CONTROLS MUST BE INSTALLED PRIOR TO THE START OF CONSTRUCTION. THE CONTROLS MUST BE APPROVED BY THE RESIDENT ENGINEER PRIOR TO ANY CONSTRUCTION OR EARTHWORK.

23. THE CONTRACTOR SHALL PROVIDE EROSION PROTECTION AND SILTATION BARRIERS TO PROTECT ALL WORK IN WETLANDS AND WITHIN THE 100 FOOT WETLAND BUFFER ZONES. BARRIERS ARE TO BE PLACED 5'-0" FROM THE BOTTOM OR TOP OF SLOPE AND/OR AS REQUIRED BY THE SPECIFICATIONS OR DIRECTED BY THE ENGINEER.

24. ALL EROSION CONTROLS MUST BE CHECKED/REPAIRED, AND ANY SILTATION REMOVED AFTER EACH RAIN EVENT GREATER THAN 0.25IN.

25. SAFETY CONTROLS FOR CONSTRUCTION OPERATIONS AND WORKZONE PROTECTION SHALL BE IN ACCORDANCE WITH CURRENT MASSDOT AND MUTCD REQUIREMENTS AND SPECIFICATIONS.

26. THE CONTRACTOR SHALL PROVIDE FOR THE SAFE AND ORDERLY PASSAGE OF VEHICULAR AND PEDESTRIAN TRAFFIC IN AREAS UNDER CONSTRUCTION.

27. NIGHT WORK SHALL BE ILLUMINATED AS REQUIRED TO PERFORM THE SPECIFIC WORK ACTIVITY TO THE LEVEL OF QUALITY AND SAFETY REQUIRED IN THE SPECIFICATIONS. FURTHER, THE ILLUMINATION SHALL BE MODIFIED AS DEEMED NECESSARY BY THE ENGINEER.

28. ALL PROPOSED PAVEMENT MARKINGS SHALL MATCH EXISTING MARKINGS AT THE LIMITS OF WORK.

29. DRAINAGE ELEVATIONS ARE PROVIDED FOR DESIGN PURPOSES ONLY. ONLY AFTER THE CONTRACTOR VERIFIES ELEVATIONS FOR THE CONSTRUCTABILITY OF THE DRAINAGE SYSTEM SHALL ANY DRAINAGE STRUCTURES BE ORDERED. ANY FIELD ADJUSTMENTS TO LINE AND GRADE UP TO A DEPTH OF 5 FEET SHALL BE INCLUDED IN THE COST OF THE PIPE. PIPE EXCAVATION GREATER THAN 5 FEET WILL BE PAID FOR UNDER CLASS B TRENCH EXCAVATION.

30. ALL VERTICAL GRANITE CURB AND SLOPED GRANITE EDGING THAT IS NOT SUITABLE TO BE REMOVED AND RESET SHALL BE REPLACED WITH GRANITE CURB TYPE VA4 AND GRANITE EDGING TYPE SB RESPECTIVELY.

31. WHERE ISLANDS BECOME 8 FEET OR LESS IN WIDTH, USE HOT MIX ASPHALT PAVEMENT.

32. ALL CATCH BASIN AND MANHOLE GRATES AND COVERS SHALL CONFORM TO MASSDOT ENGINEERING DIRECTIVE E-16-003.

33. ALL MATERIAL WITHIN A DEPTH OF 2 FEET BELOW THE SUBGRADE IN EMBANKMENT AREAS SHALL CONFORM TO THE REQUIREMENTS OF SUBSECTION M1.02.0 FOR SPECIAL BORROW MATERIAL. WHERE THE ROUTE 6 PROFILE IS RAISED ON THE BRIDGE APPROACHES, PROPOSE 24 INCHES OF SPECIAL BORROW BENEATH THE ROADWAY SUBBASE. DAYLIGHT THE SPECIAL BORROW ON SLOPES 2:1 OR STEEPER.

34. DRAINAGE STRUCTURES ABANDONED AS PART OF THE PREVIOUS PROJECT WILL BE REMOVED ONLY IF ENCOUNTERED IN THE CONSTRUCTION OF NEW WORK.

35. ALL EXISTING DRAINAGE STRUCTURES (MANHOLES, HANDHOLD, ETC) WITHIN THE PROJECT CORRIDOR SHALL BE ADJUSTED AS NECESSARY TO BE FLUSH WITH THE TOPMOST FINISHED GRADE.

MARION-WAREHAM
WAREHAM RD/MARION RD (US 6)
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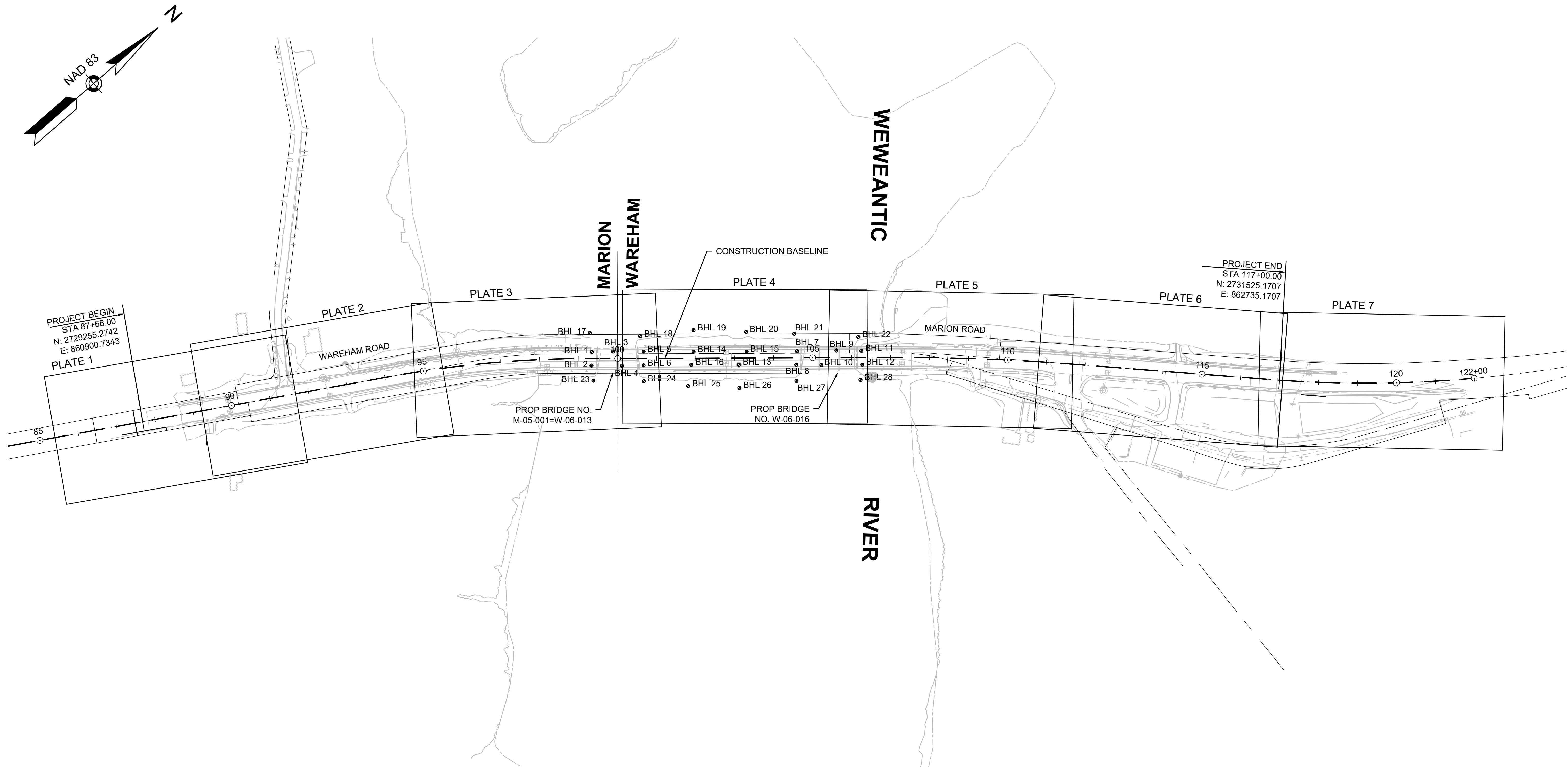
GENERAL NOTES

MARION-WAREHAM
WAREHAM RD/MARION RD (US 6)
OVER WEWEANTIC RIVER

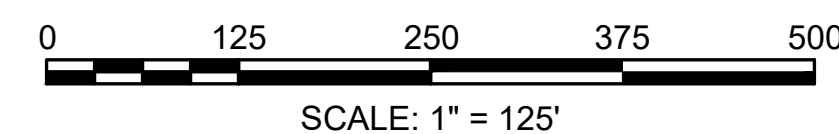
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	4	56
PROJECT FILE NO.		605311	

KEY PLAN
AND BORING LOCATIONS

KEY PLAN SHEET NUMBER TABLE							
	PLATE 1	PLATE 2	PLATE 3	PLATE 4	PLATE 5	PLATE 6	PLATE 7
CONSTRUCTION PLANS	21	22	23	24	25	26	27
DRAINAGE & UTILITY PLANS	34	35	36	37	38	39	40
PAVEMENT MARKING & SIGNING PLANS	41	42	43	44	45	46	47



NOTE: SEE BRIDGE PLANS FOR BORING LOGS



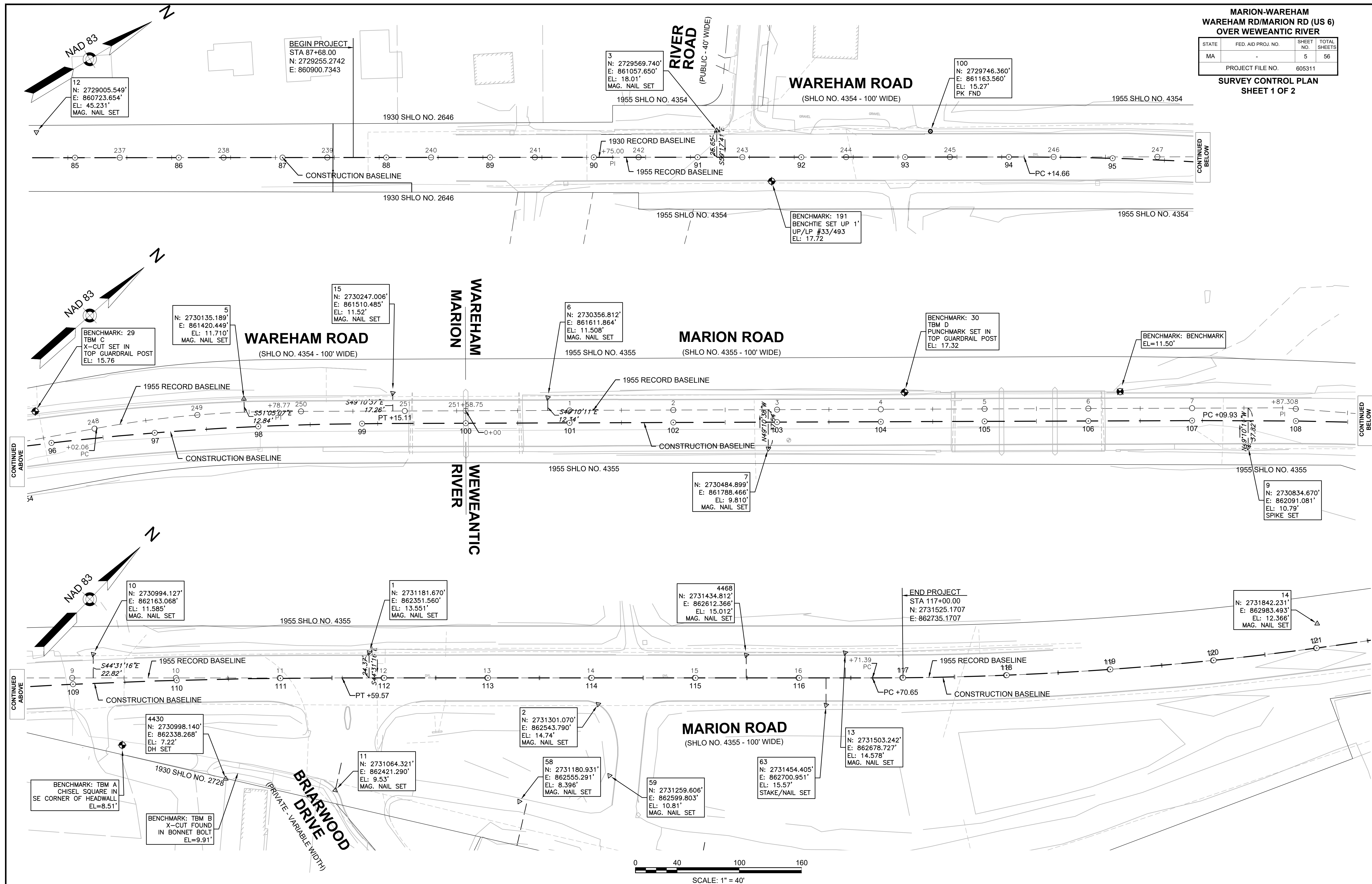
LEGEND

- BORING LOCATION AND NUMBER

MARION-WAREHAM
WAREHAM RD/MARION RD (US 6)
OVER WEWEANTIC RIVER

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SURVEY CONTROL PLAN
SHEET 1 OF 2



MARION-WAREHAM
WAREHAM RD/MARION RD (US 6)
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SURVEY CONTROL PLAN
SHEET 2 OF 2

SURVEY CONTROL POINTS				
Point #	Northing	Easting	Elevation	Raw Description
1	2731181.670	862351.560	13.551	MAGNAILSET
2	2731301.070	862543.790	14.743	MAGNAILSET
3	2729569.740	861057.650	18.010	MAGNAILSET
5	2730135.189	861420.449	11.710	MAGNAILSET
6	2730356.812	861611.864	11.508	MAGNAILSET
7	2730484.899	861788.466	9.810	MAGNAILSET
9	2730834.670	862091.081	10.790	FROM LEVEL RUN 647/33
10	2730994.127	862163.068	11.585	MAGNAILSET
11	2731064.321	862421.290	9.533	MAGNAILSET
12	2729005.549	860723.654	45.231	MAGNAILSET
13	2731503.242	862678.727	14.578	MAGNAILSET
15	2730247.006	861510.485	11.519	MAGNAILSET
58	2731180.931	862555.291	8.396	MAGNAILSET
59	2731259.606	862599.803	10.809	MAGNAILSET
63	2731454.405	862700.951	15.568	STKNLSET
100	2729746.360	861163.560	15.268	PKFND
4430	2730998.140	862338.268	7.215	DHSET
4468	2731434.812	862612.366	15.012	MAGNAILSET

BENCHMARKS				
Point #	Northing	Easting	Elevation	Raw Description
27	2730951.302	862244.338	8.513	BENCHMARK
28	2731012.918	862341.519	9.915	BM
29	2729975.537	861297.506	15.758	BM
30	2730619.515	861833.717	17.320	BM
191	2729590.234	861126.664	17.719	POINT 1550 FROM X16800 BENCH_TIE
3297	2730776.727	861969.623	11.500	BENCHMK

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ALIGNMENT PLAN
SHEET 2 OF 2

ALIGNMENT DATA TABLES

RECORD 1930 MARION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L1	231+35.02	2728576.181	860497.425		N30°42'19"E 1039.98'	241+75.00	2729470.360	861028.463
L2	241+75.00	2729470.360	861028.463		N30°42'19"E 627.06'	248+02.06	2730009.509	861348.654
C1	248+02.06	2730009.509	861348.654	R = 1000.00' Δ= 10°07'30" L=176.71' T=88.59'		249+78.77	2730152.708	861451.810
L3	249+78.77	2730152.708	861451.810		N40°49'49"E 179.98'	251+58.75	2730288.889	861569.485

RECORD 1955 WAREHAM BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L4	0+00.00	2730288.889	861569.485		N40°49'49"E 787.30'	7+87.30	2730884.599	862084.238
L5	7+87.30	2730884.599	862084.238		N45°28'44"E 884.09'	16+71.39	2731504.497	862714.588
C5	16+71.39	2731504.497	862714.588	R = 3200.00' Δ= 20°40'30" L=1154.71' T=583.70'		28+26.10	2732443.628	863375.636

PROP U.S. ROUTE 6 CONST BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L6	79+78.17	2728576.181	860497.425		N30°42'19"E 1436.49'	94+14.66	2729811.278	861230.928
C2	94+14.66	2729811.278	861230.928	R = 2832.00' Δ= 10°07'30" L=500.46' T=250.88'		99+15.11	2730216.816	861523.065
L7	99+15.11	2730216.816	861523.065		N40°49'49"E 794.82'	107+09.93	2730818.215	862042.735
C3	107+09.93	2730818.215	862042.735	R = 5542.00' Δ= 4°38'55" L=449.64' T=224.94'		111+59.57	2731146.144	862350.193
L8	111+59.57	2731146.144	862350.193		N45°28'44"E 511.08'	116+70.65	2731504.497	862714.588
C4	116+70.65	2731504.497	862714.588	R = 3200.00' Δ= 9°28'41" L=529.35' T=265.28'		122+00.00	2731905.116	863059.661

MARION-WAREHAM
WAREHAM RD/MARION RD (US 6)
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MA	-	9	56
PROJECT FILE NO.		605311	

TYPICAL SECTIONS 1 OF 6

PAVEMENT NOTES

MILL AND OVERLAY

1.75" SUPERPAVE SURFACE COURSE 12.5 POLYMER (SSC-12.5-P) OVER
1.75" PAVEMENT FINE MILLING

FULL DEPTH CONSTRUCTION

1.75" SUPERPAVE SURFACE COURSE 12.5 POLYMER (SSC-12.5-P) OVER
2.5" SUPERPAVE INTERMEDIATE COURSE 19.0 (SIC-19.0) OVER
4.5" SUPERPAVE BASE COURSE 37.5 (SBC-37.5) OVER
4" DENSE GRADED CRUSHED STONE FOR SUB-BASE OVER
8" GRAVEL BORROW FOR SUB-BASE

SHARED-USE PATHS AND SIDEWALKS

4" CEMENT CONCRETE (4000 P.S.I., ¾", 610)
PLACED IN ONE LAYER, BROOM SWEPT.
8" GRAVEL BORROW TYPE B

PEDESTRIAN CURB RAMPS

4" CEMENT CONCRETE (4000 P.S.I., ¾", 610)
PLACED IN ONE LAYER, BROOM SWEPT.
8" GRAVEL BORROW TYPE B

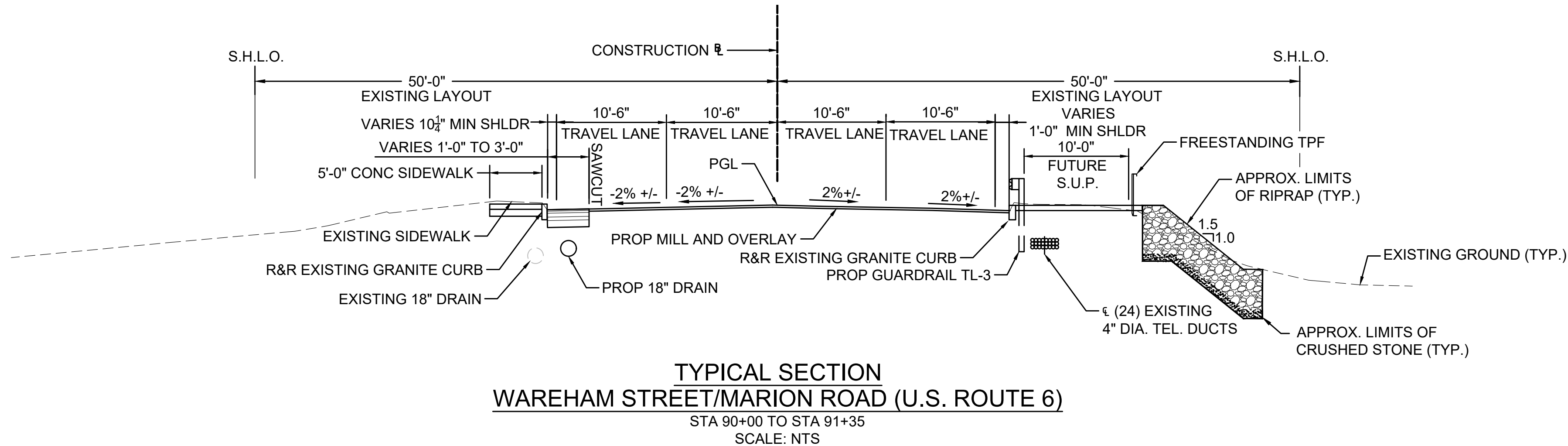
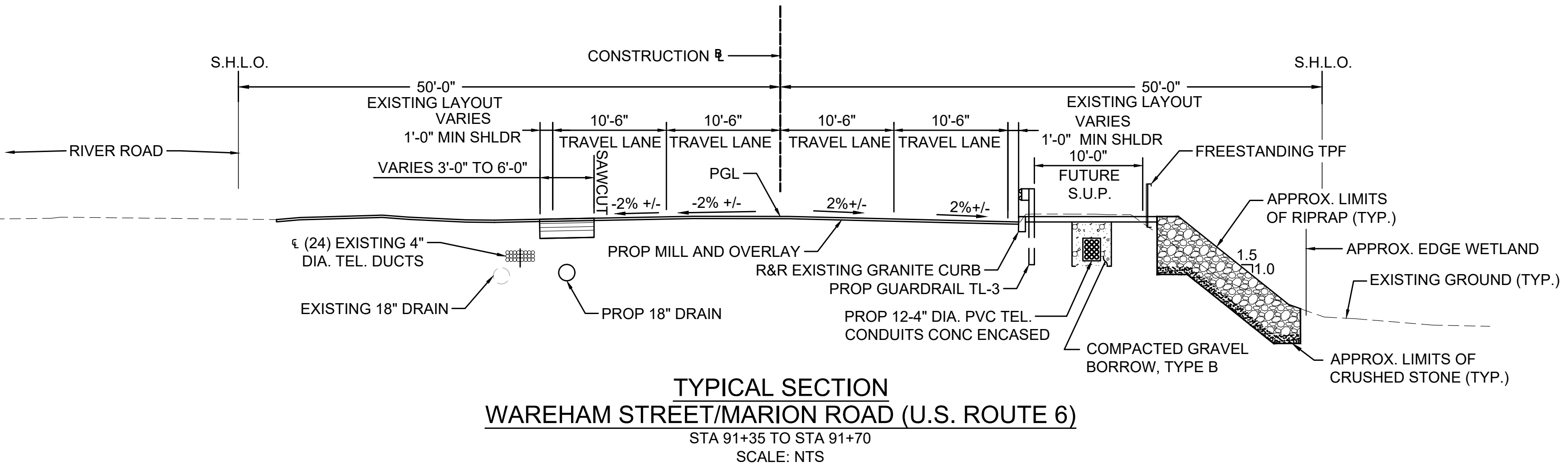
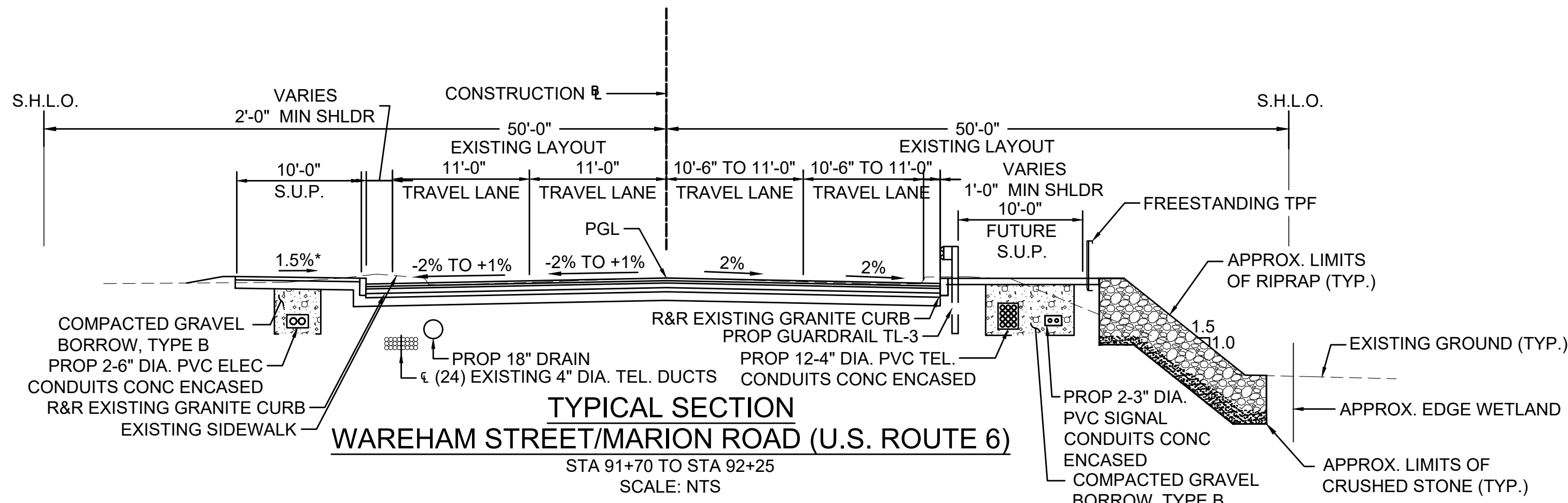
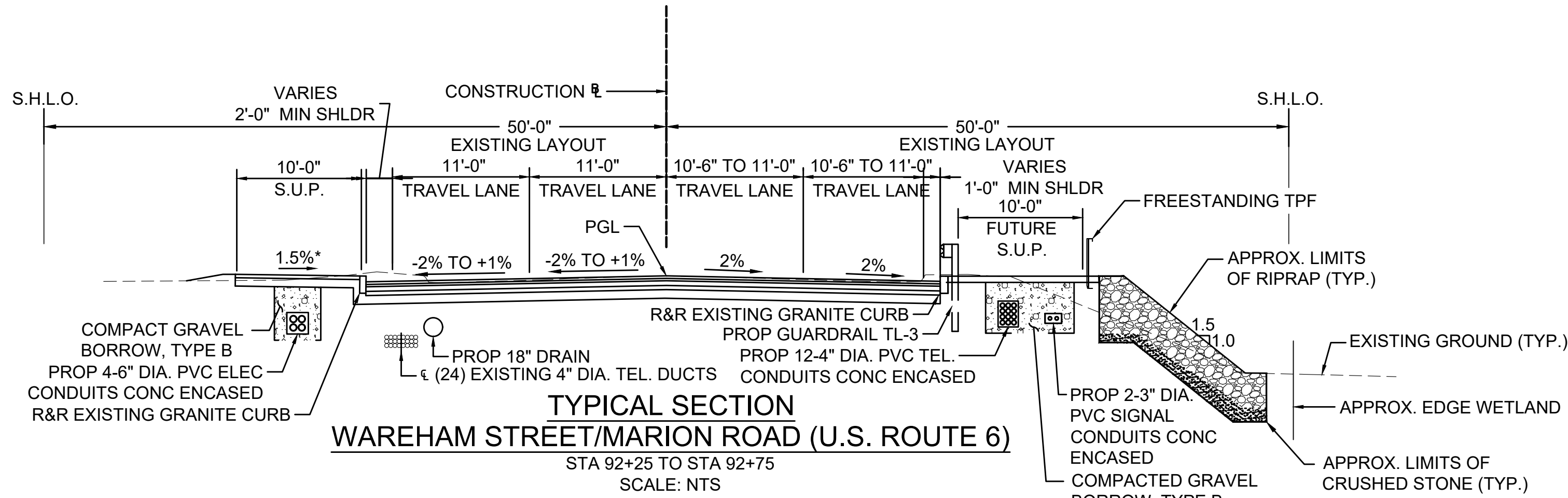
DRIVEWAYS

4" HOT MIX ASPHALT PLACED IN TWO LAYERS
1.5" SUPERPAVE SURFACE COURSE-9.5 (SSC 9.5) OVER
2.5" SUPERPAVE SURFACE COURSE -12.5 (SSC-2.5) OVER
8" GRAVEL BORROW (TYPE B)

NOTES:

- TACK COAT SHALL BE APPLIED FOR UNIFORM COVERAGE AT THE RATE OF 0.06 TO 0.08 GAL/SY TO PAVED SURFACES AND 0.07 TO 0.09 GAL/SY TO MILLED SURFACES, IN ACCORDANCE WITH SECTION 450.
- HMA JOINT SEALANT SHALL BE APPLIED TO ALL PAVEMENT JOINTS.
- SIDEWALKS SHALL MAINTAIN A 4.5' MINIMUM WIDTH PROJECT WIDE.
- MILLED RUMBLE STRIP (TYPE C) SHALL BE APPLIED BENEATH THE CENTERLINE OF THE PROJECT, EXCEPT FOR BRIDGE DECKS AND SHALL BE TERMINATED WITHIN 20 FEET OF BRIDGE JOINTS, IN ACCORDANCE WITH ENGINEERING DIRECTIVE E-20-007.

* TOLERANCE FOR CONSTRUCTION ± 0.5%

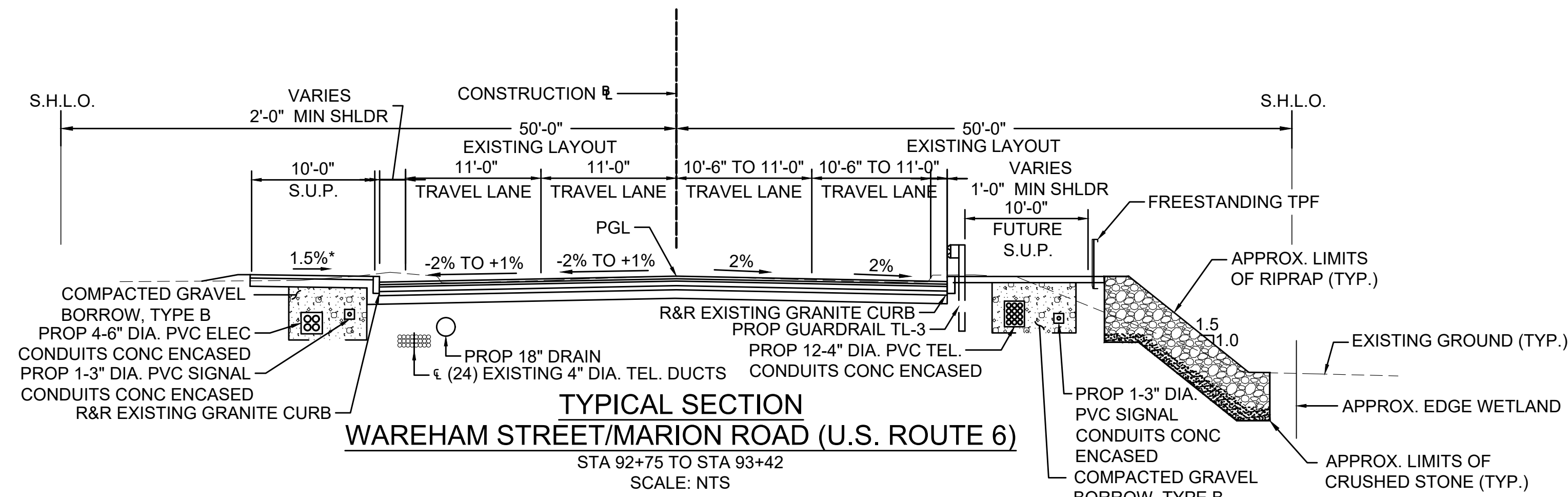
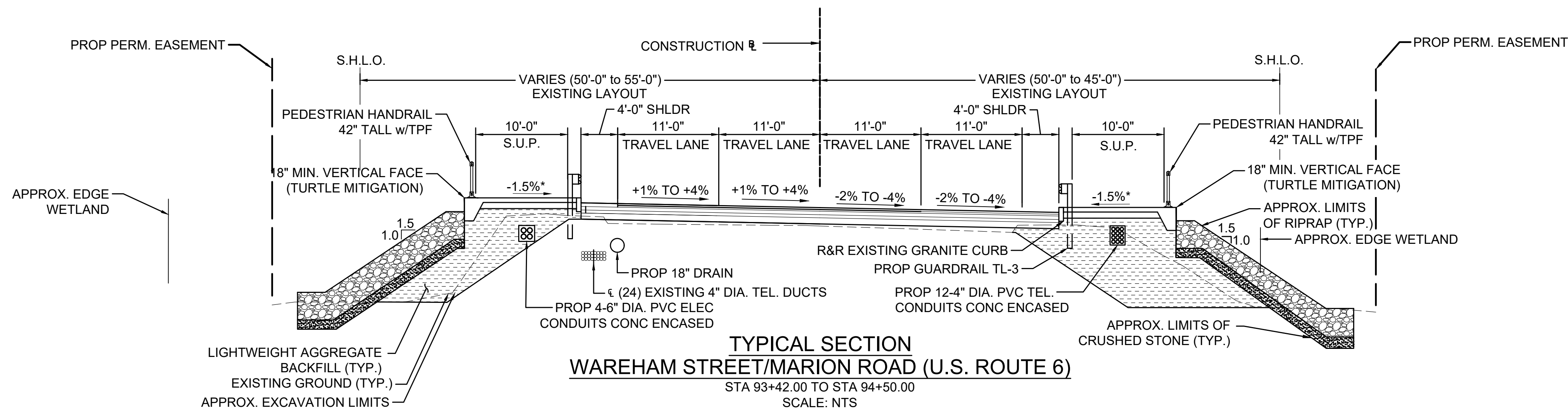
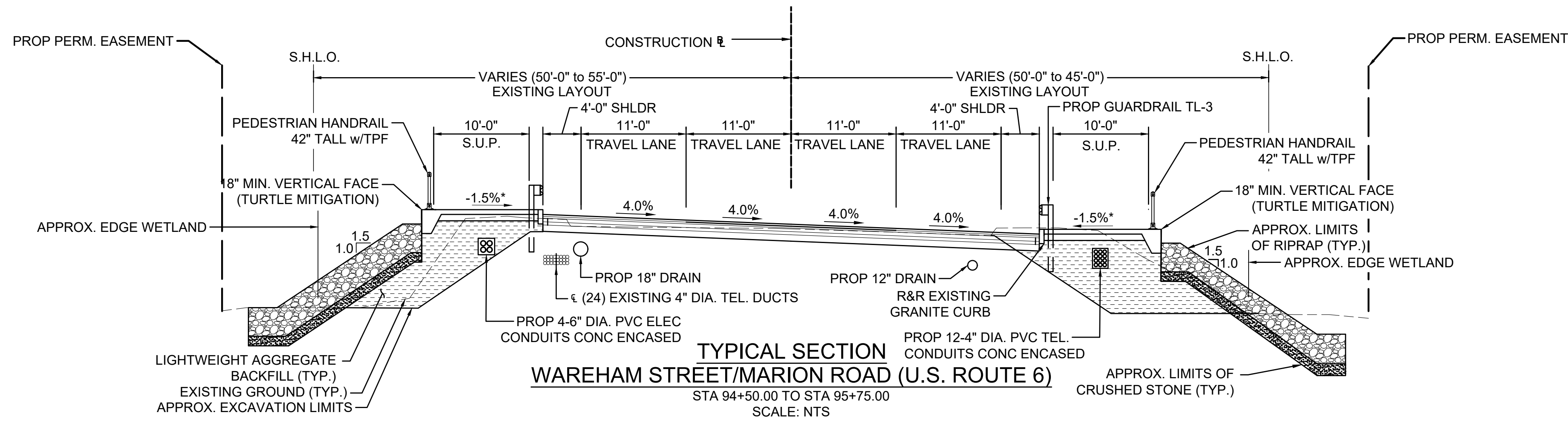


MARION-WAREHAM
WAREHAM RD/MARION RD (US 6)
OVER WEWEANTIC RIVER

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	10	56
PROJECT FILE NO.		605311	

TYPICAL SECTIONS 2 OF 6

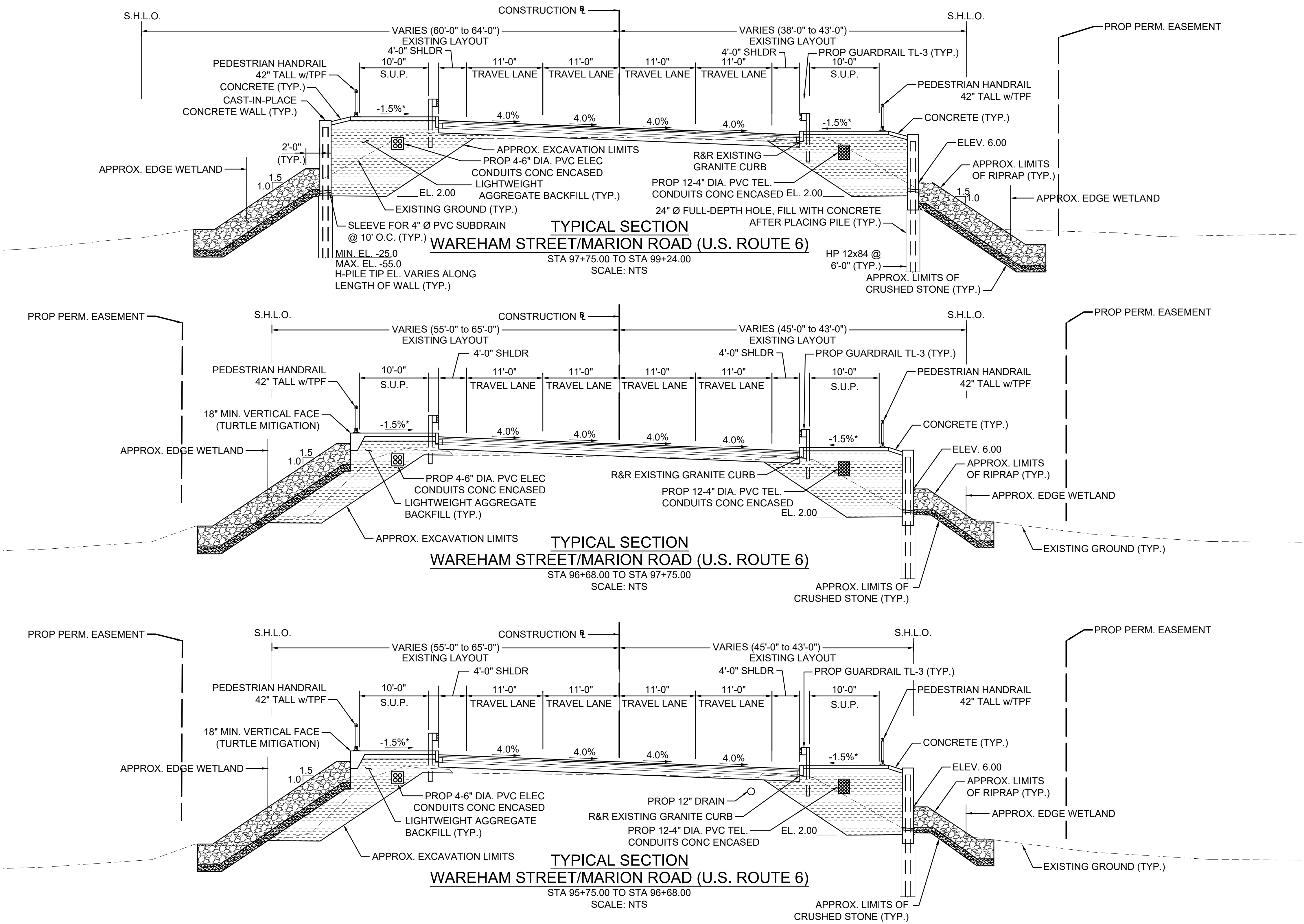
605311_HD(TYPICAL SECTIONS).DWG
Plotted on 30-Apr-24



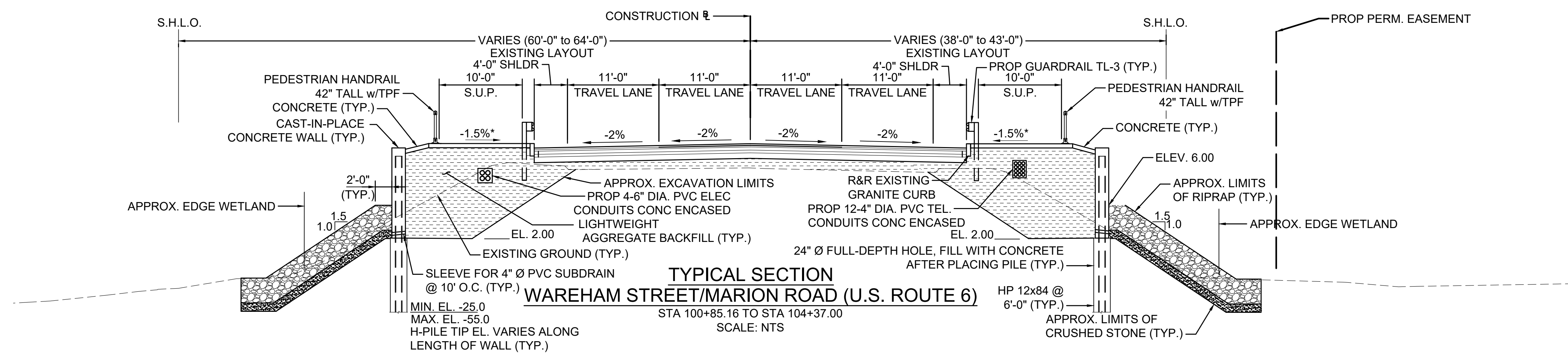
MARION-WAREHAM
WAREHAM RD/MARION RD (US 6)
OVER WEWEANTIC RIVER

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	11	56
PROJECT FILE NO.		605311	

TYPICAL SECTIONS 3 OF 6



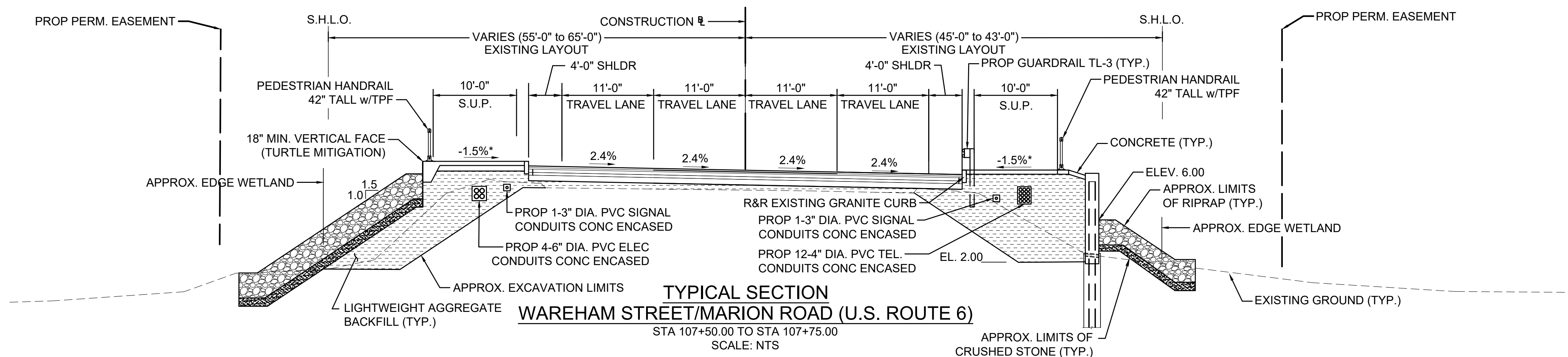
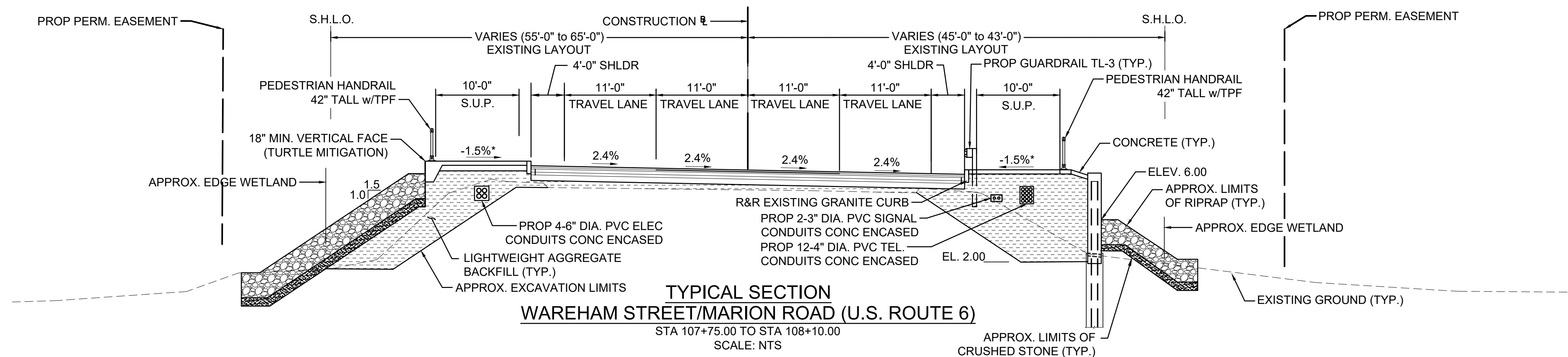
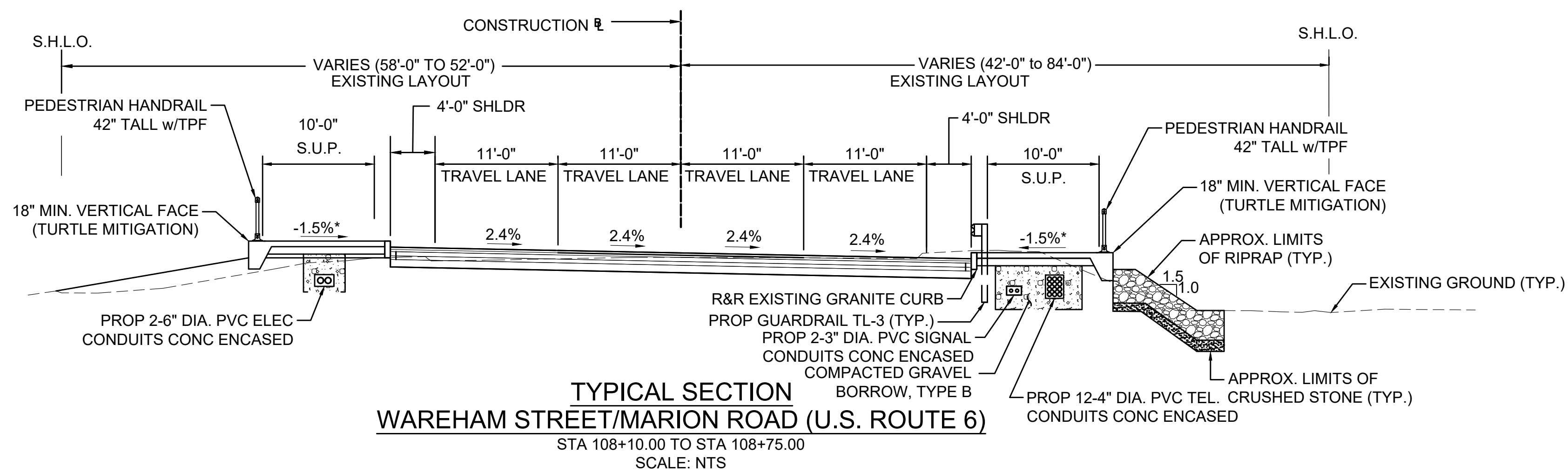
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MA	-	12	56
PROJECT FILE NO.		605311	



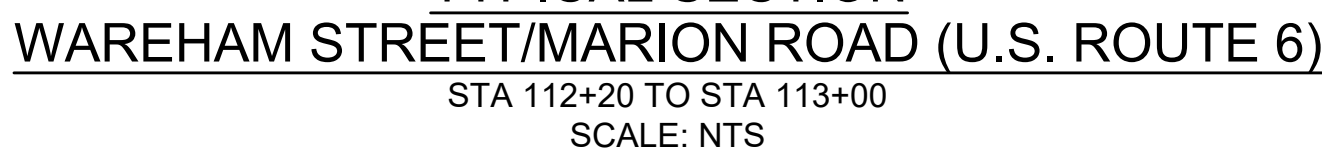
MARION-WAREHAM
WAREHAM RD/MARION RD (US 6)
OVER WEWEANTIC RIVER

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	13	56
PROJECT FILE NO.		605311	

TYPICAL SECTIONS 5 OF 6

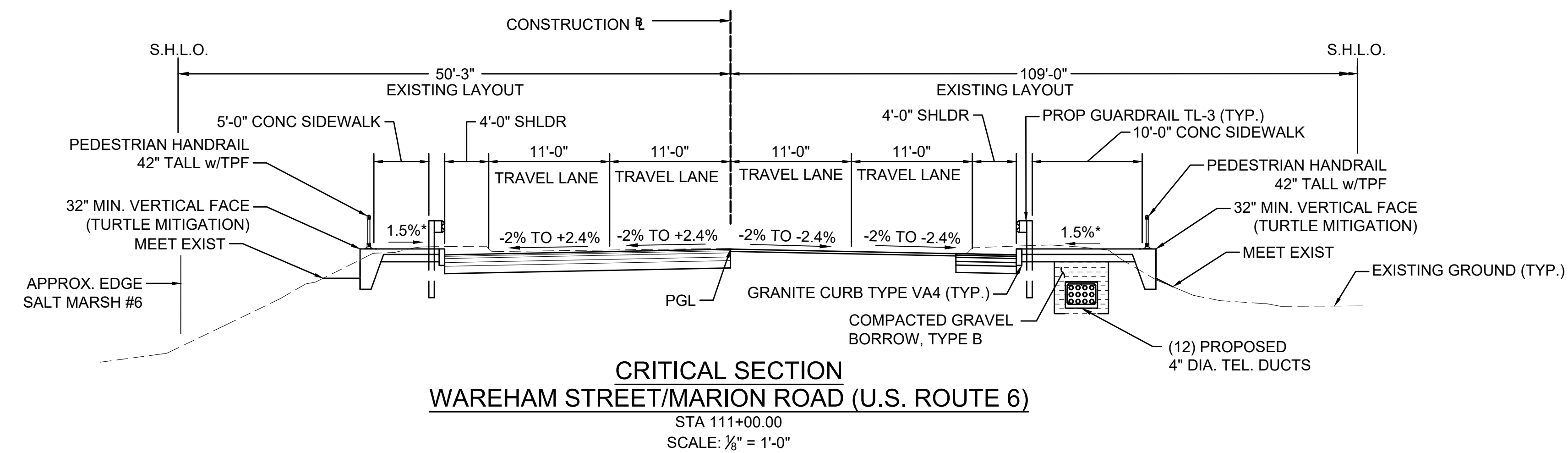
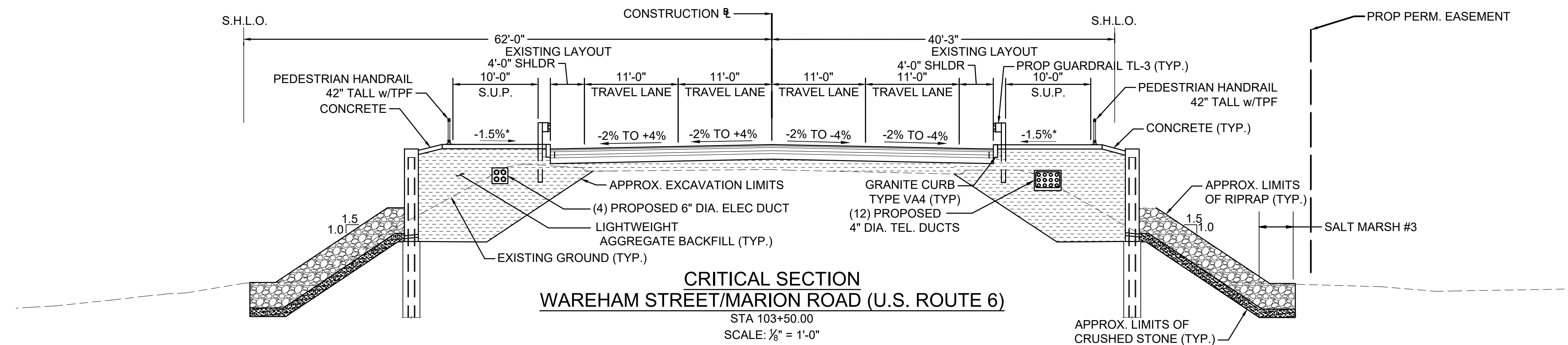


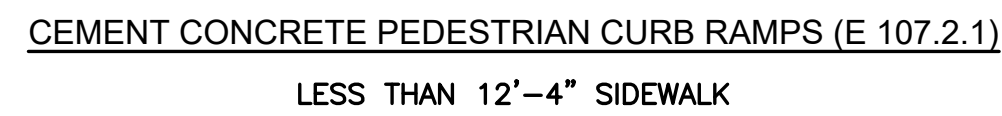
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MA	-	14	56
PROJECT FILE NO.		605311	



**MARION-WAREHAM
WAREHAM RD/MARION RD (US 6)
OVER WEWEANTIC RIVER**

CRITICAL SECTIONS 2 OF 2





W=SIDEWALK WIDTH

DETECTABLE WARNING PANEL (SEE E 107.6.5)

CC = 4"

1.5%*

SIDEWALK

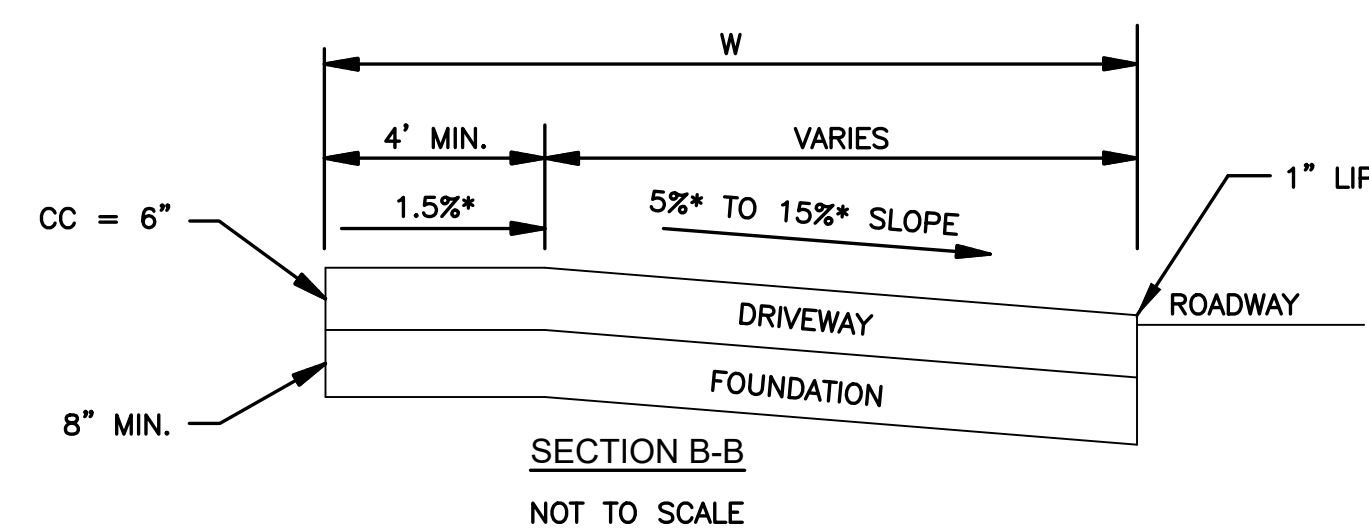
FOUNDATION

ROADWAY

8" MIN.

SECTION A-A

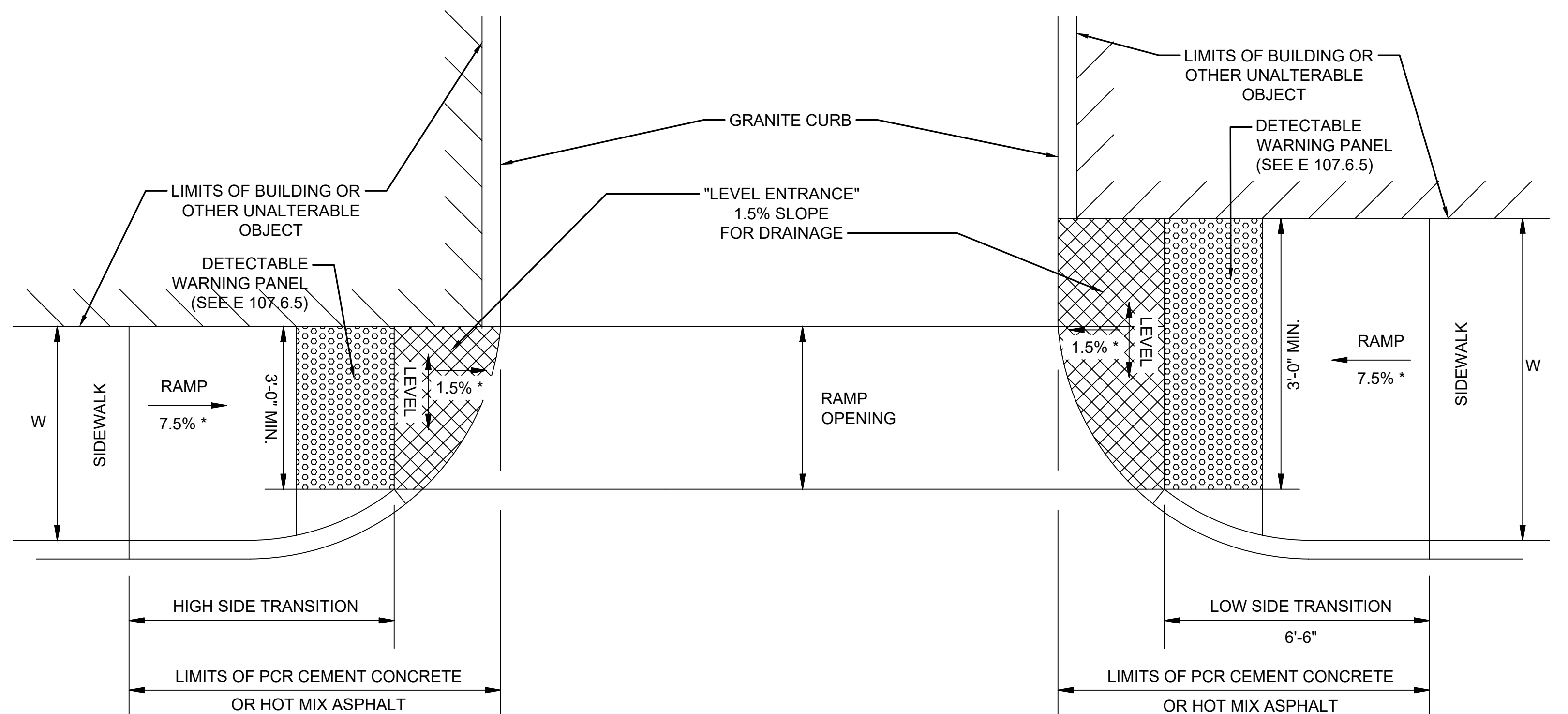
NOT TO SCALE



LEGEND

W = SIDEWALK WIDTH
W1 = PERPENDICULAR RAMP LENGTH
CC = CEMENT CONCRETE
HMA = HOT MIX ASPHALT
* = TOLERANCE FOR CONSTRUCTION $\pm 0.5\%$

MARION-WAREHAM WAREHAM RD/MARION RD (US 6) OVER WEWEANTON RIVER			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	17	108
PROJECT FILE NO.		605311	



NOTES:

DETECTABLE WARNING PANEL LOCATED NOT LESS THAN 0'-6" OR MORE THAN 2'-0" FROM ROADWAY EDGE (GUTTER LINE). TRUNCATED DOMES TO BE ALIGNED WITH DIRECTION OF TRAVEL

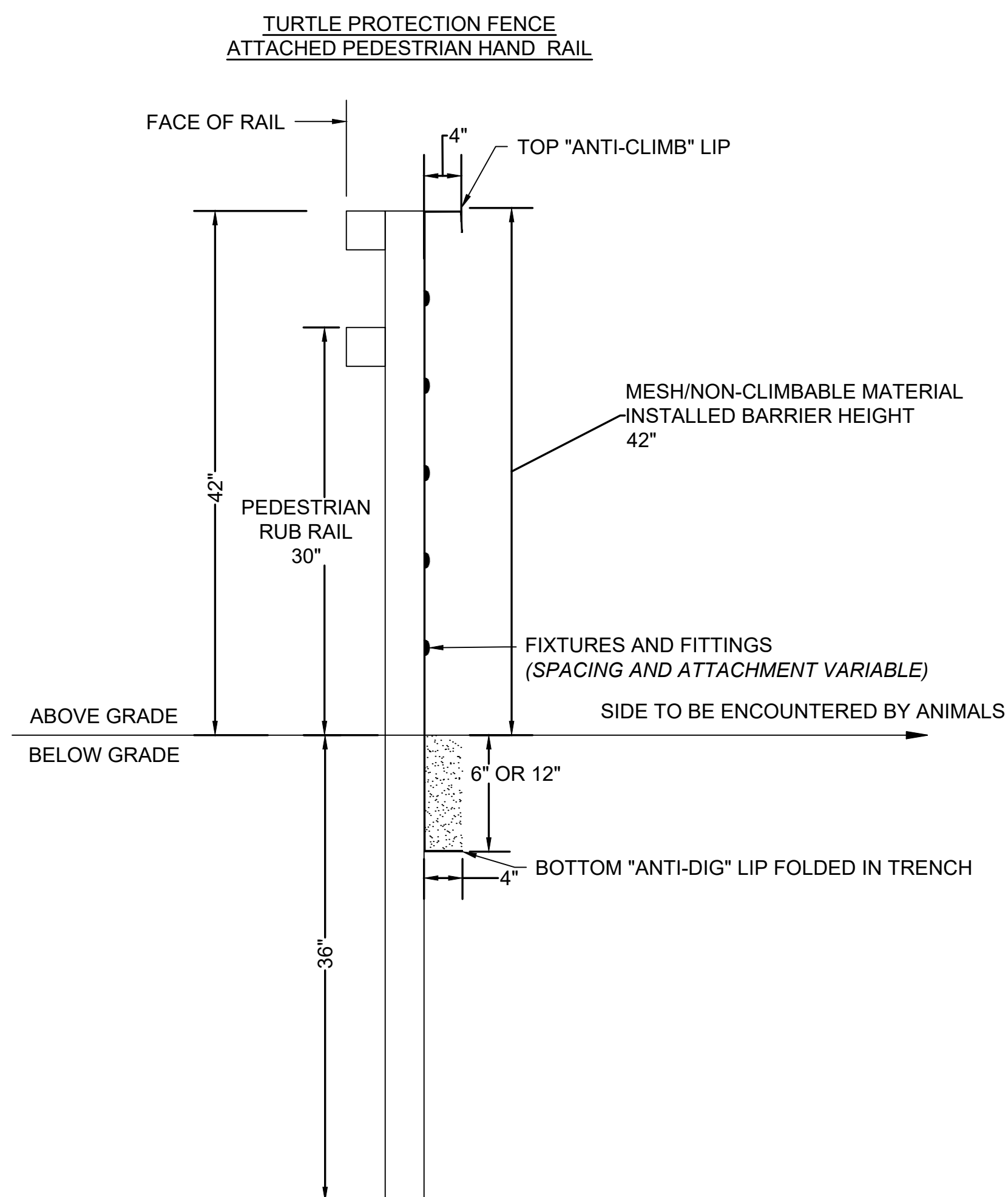
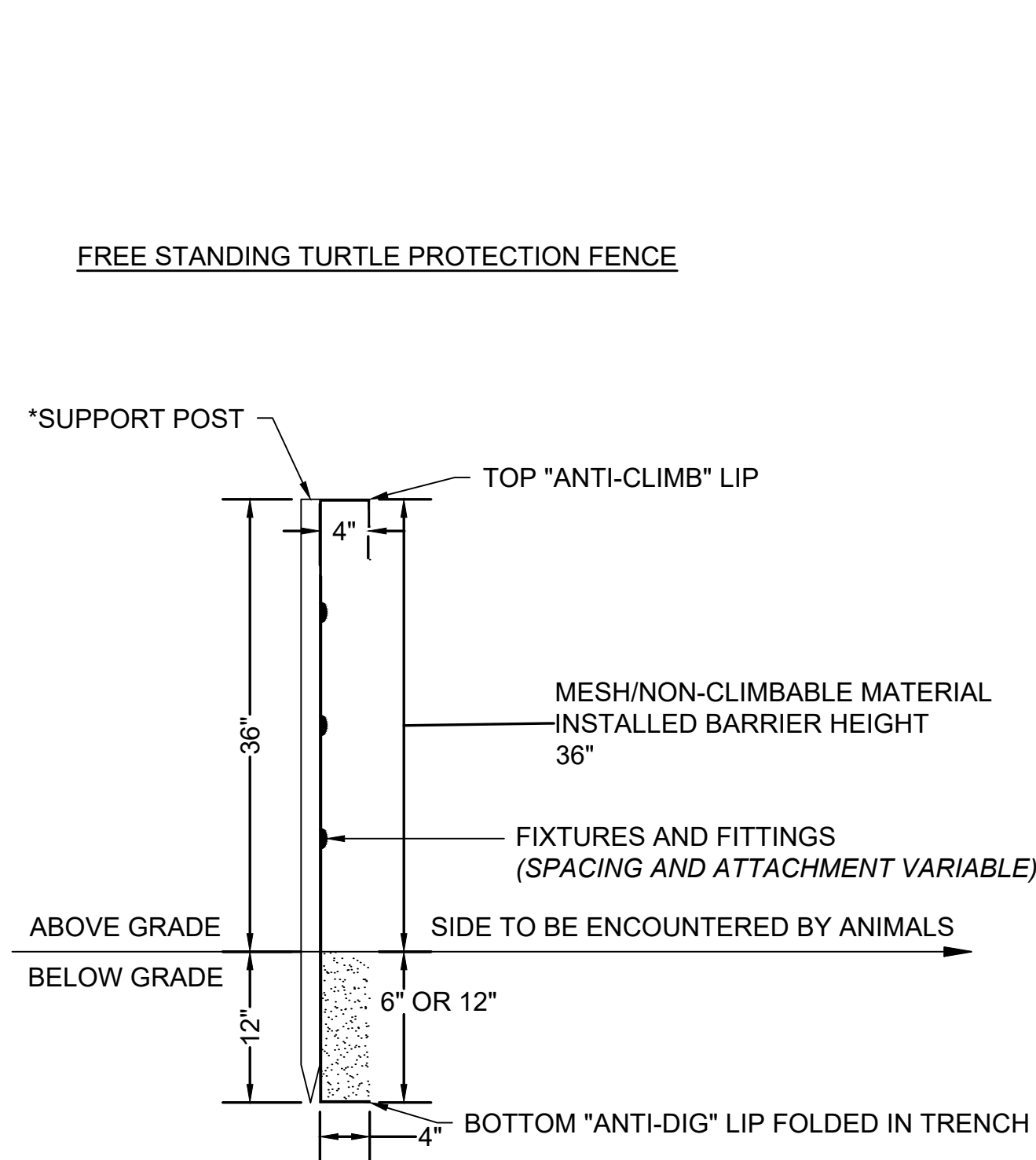
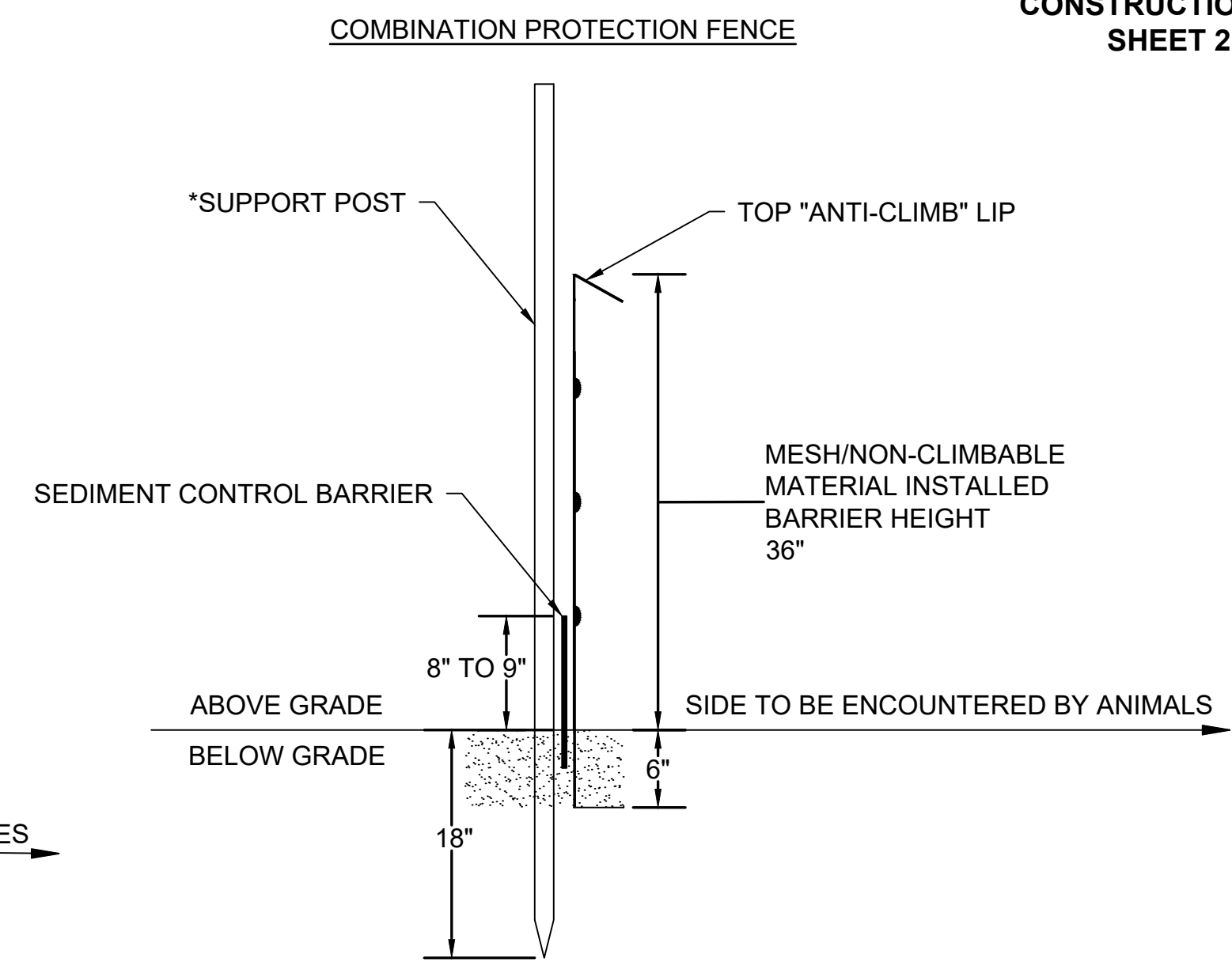
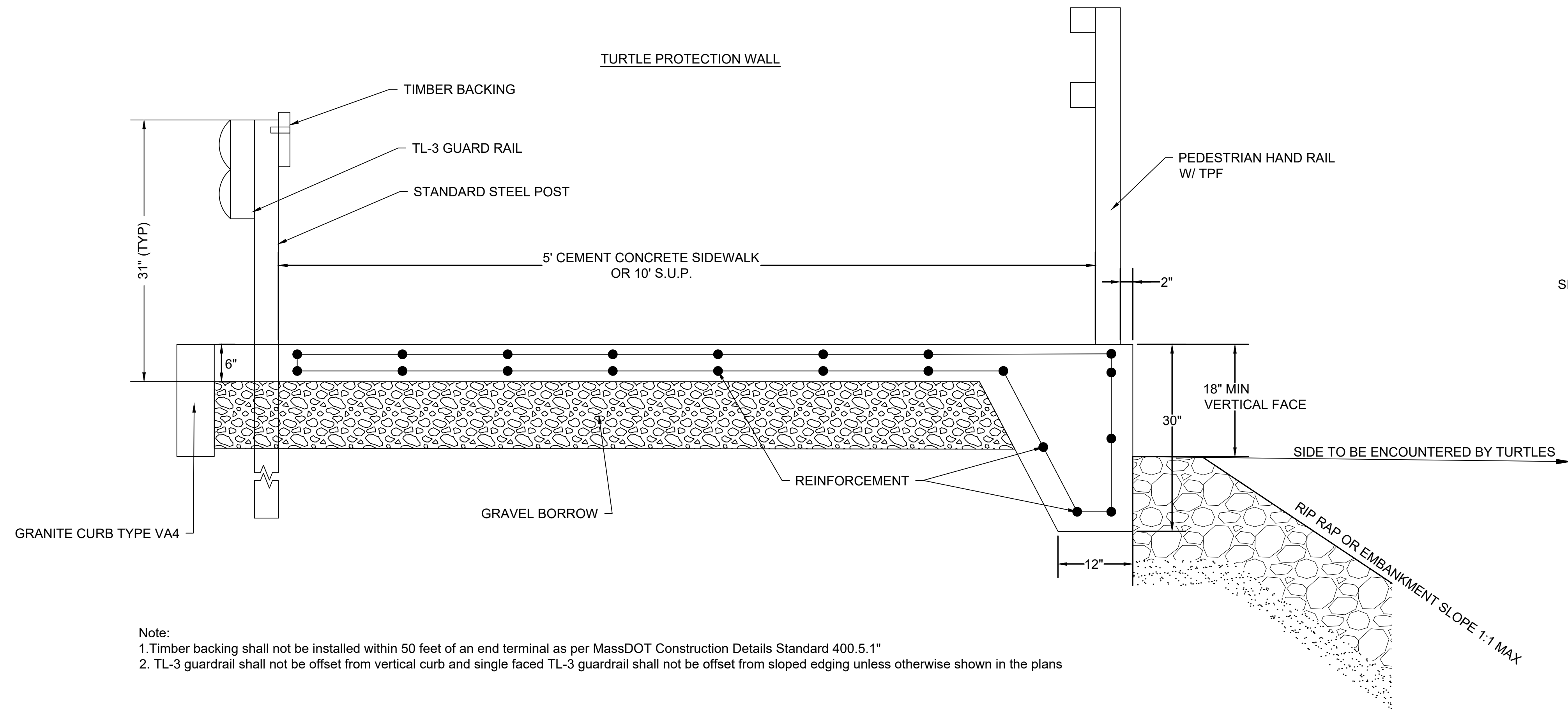
FOR DETAILS OF TRUNCATED DOMES SEE E 107.6.5

ROADWAY, GUTTER, AND FIRST 0'-6" OF SIDEWALK TO BE ADJUSTED FOR FIELD CONDITIONS

MARION-WAREHAM
WAREHAM RD/MARION RD (US 6)
OVER WEWEANTIC RIVER

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	18	108
PROJECT FILE NO.		605311	

CONSTRUCTION DETAILS
SHEET 2 OF 4



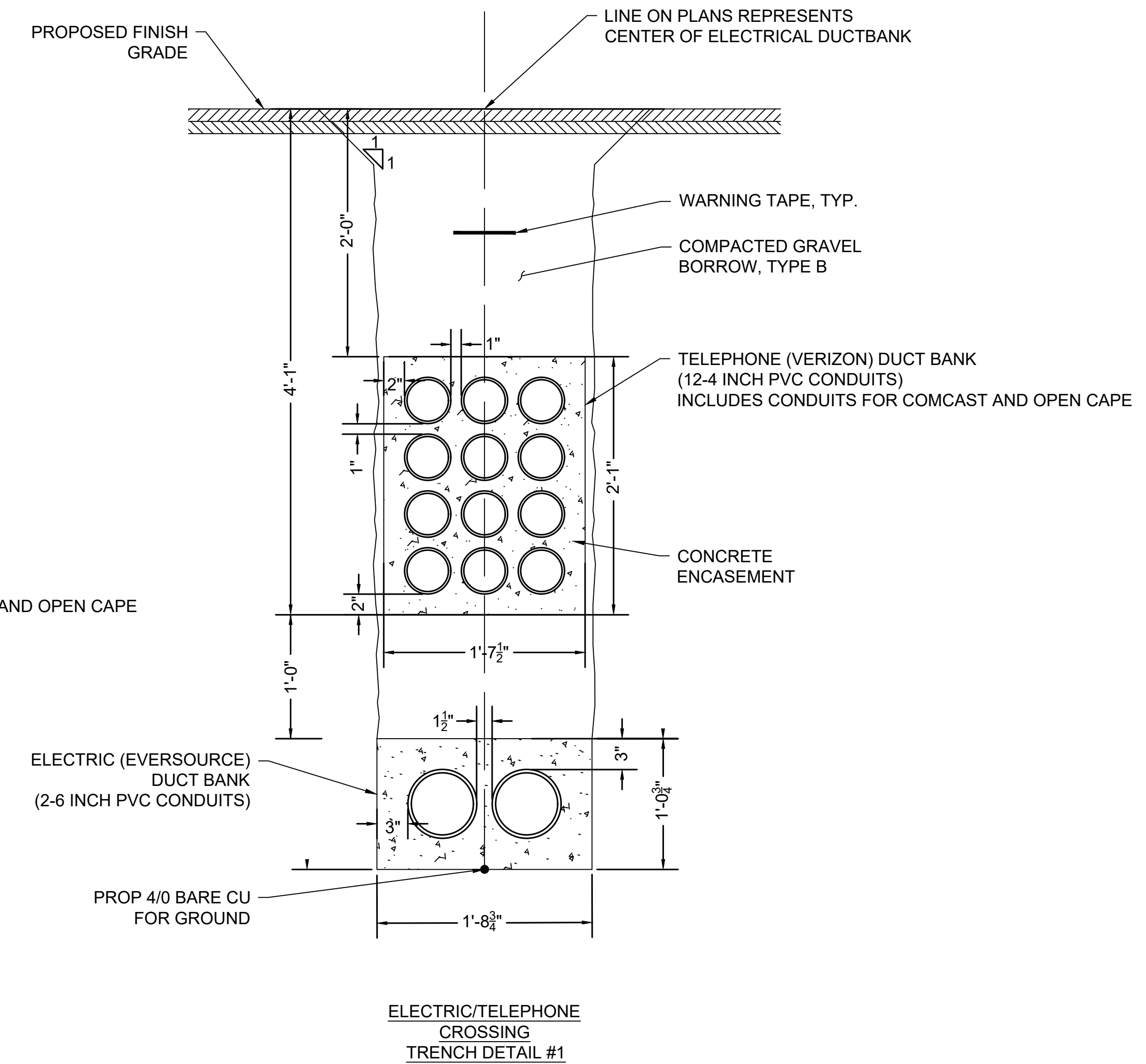
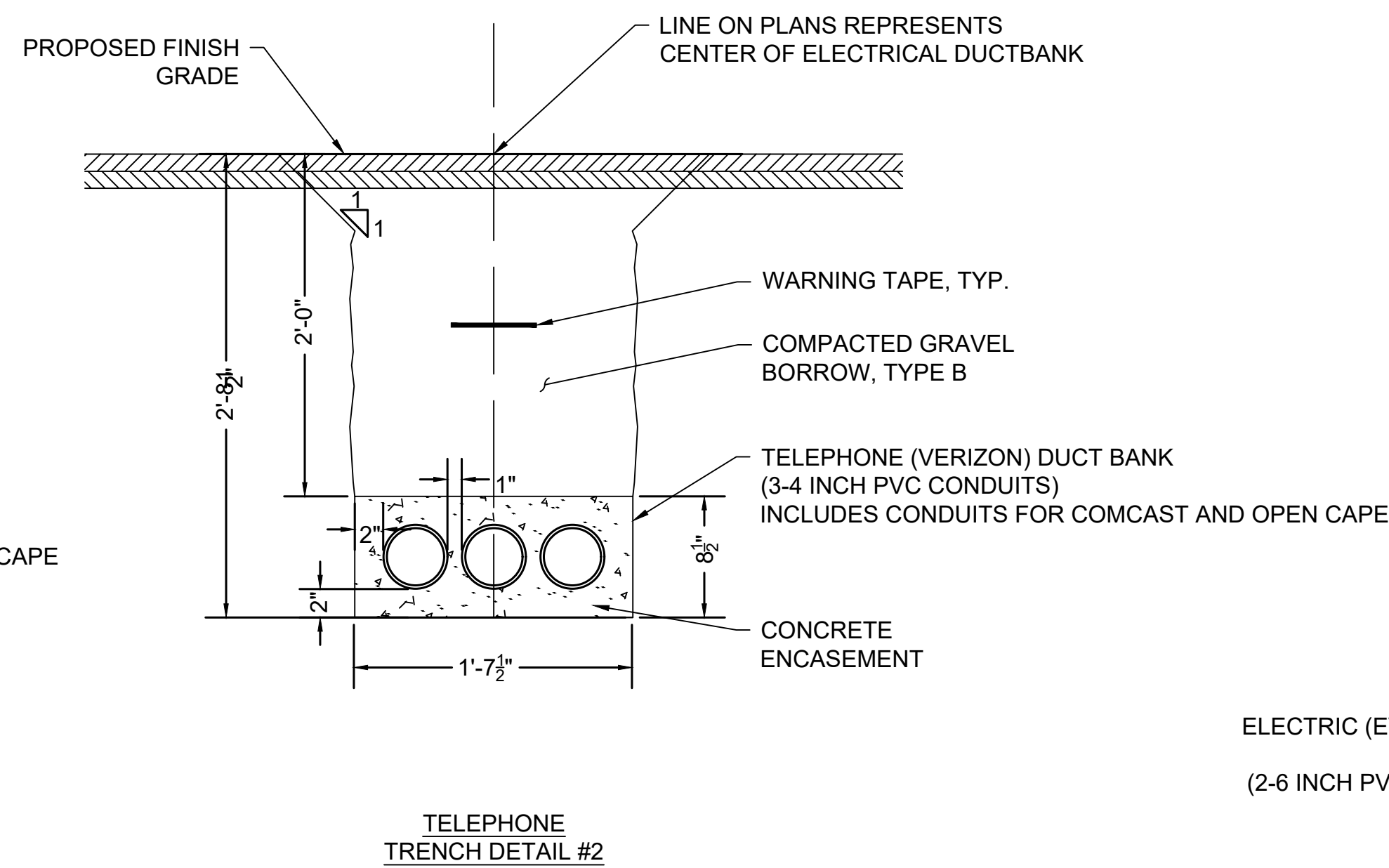
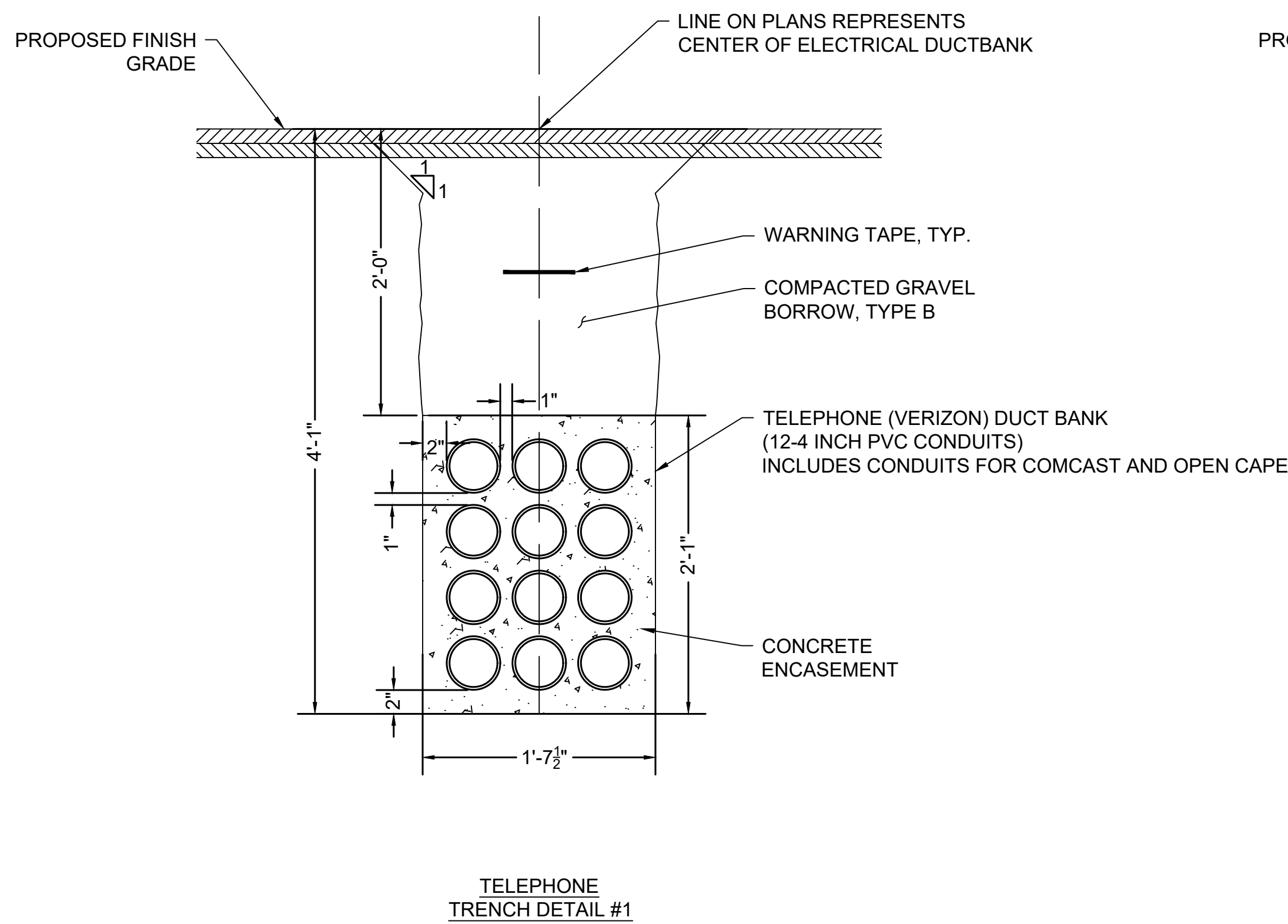
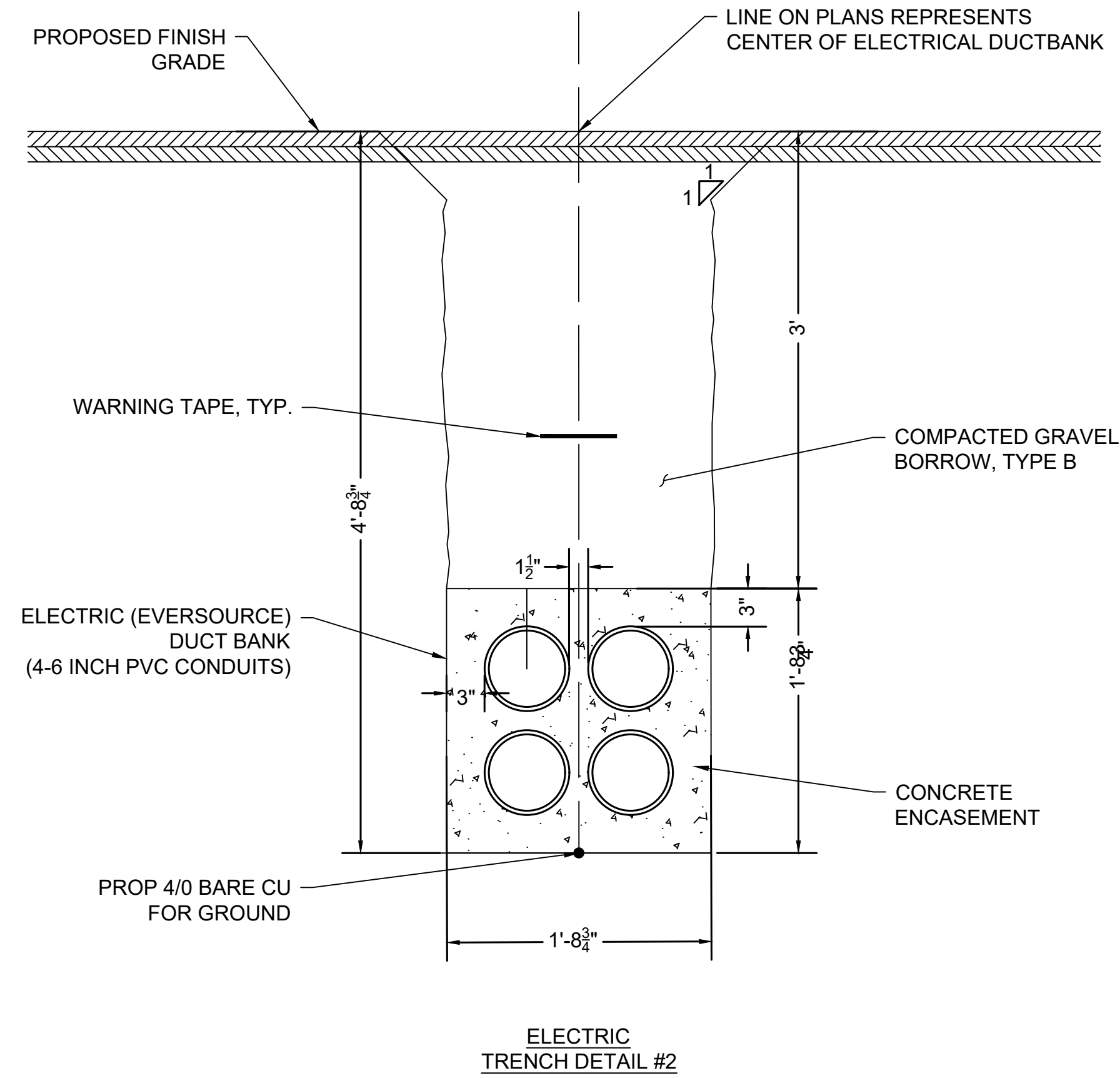
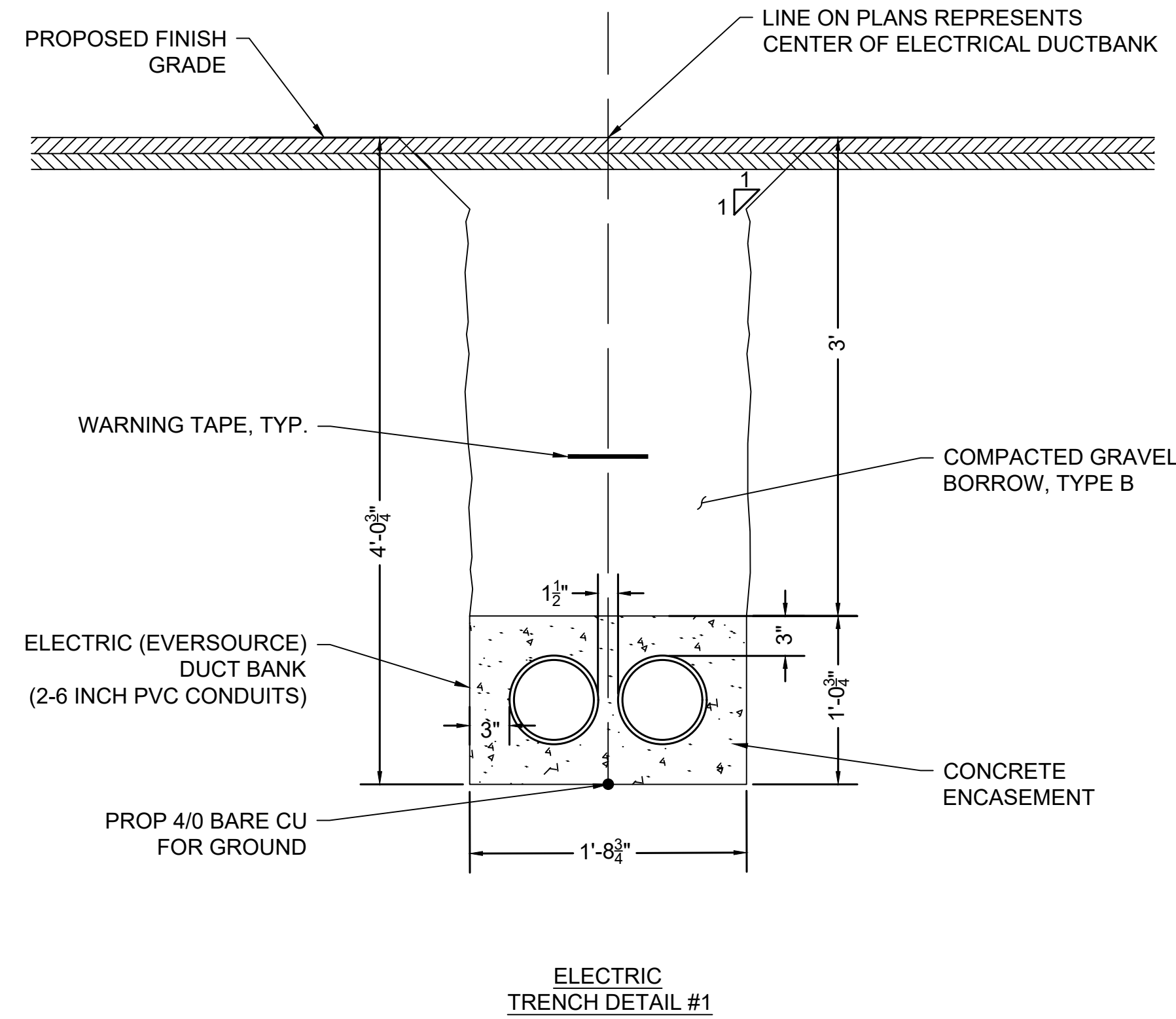
MARION-WAREHAM
WAREHAM RD/MARION RD (US 6)
OVER WEWEANTIC RIVER

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	19	108
PROJECT FILE NO.		605311	

CONSTRUCTION DETAILS
SHEET 3 OF 4

UTILITY TRENCH NOTES:

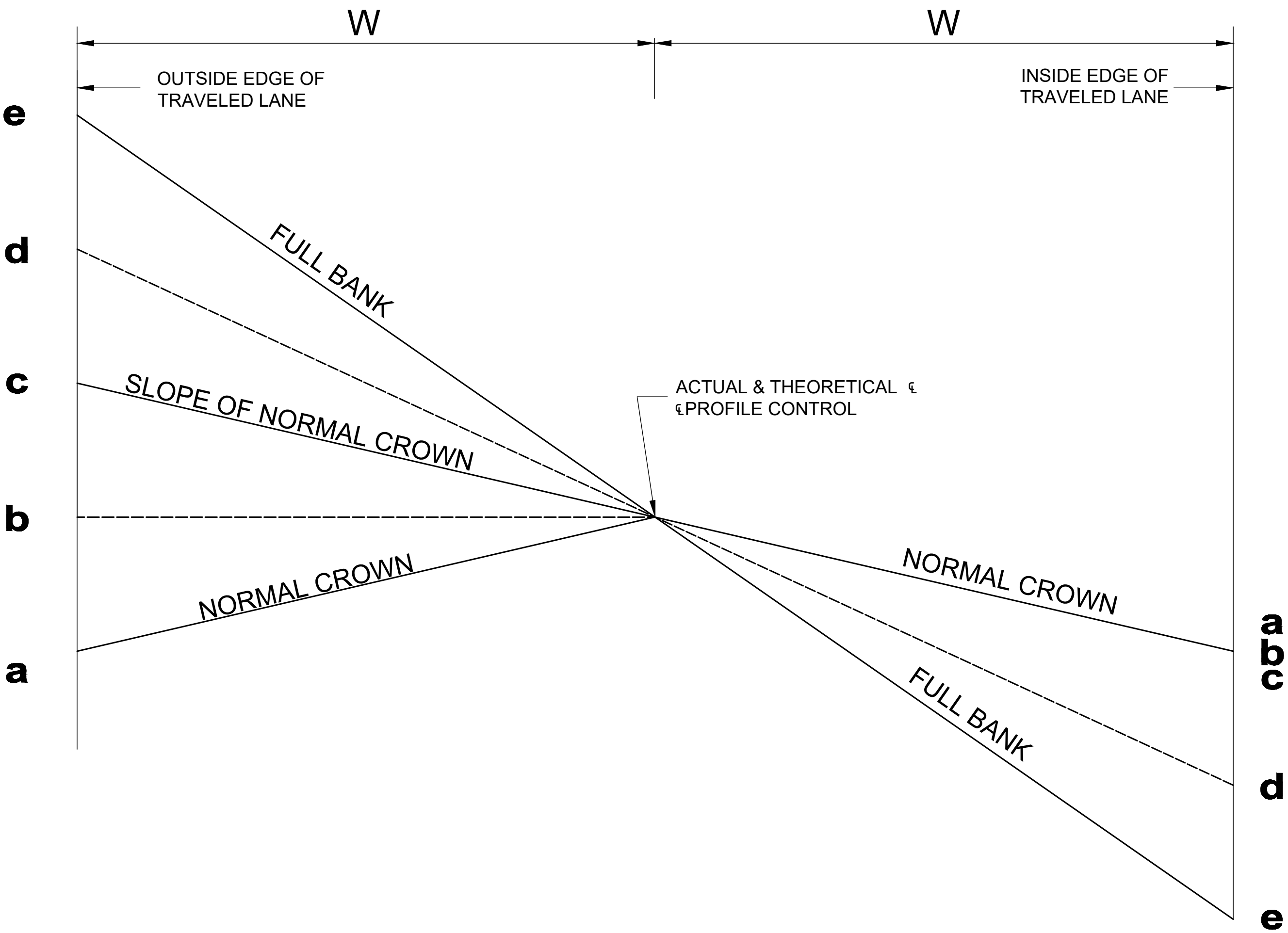
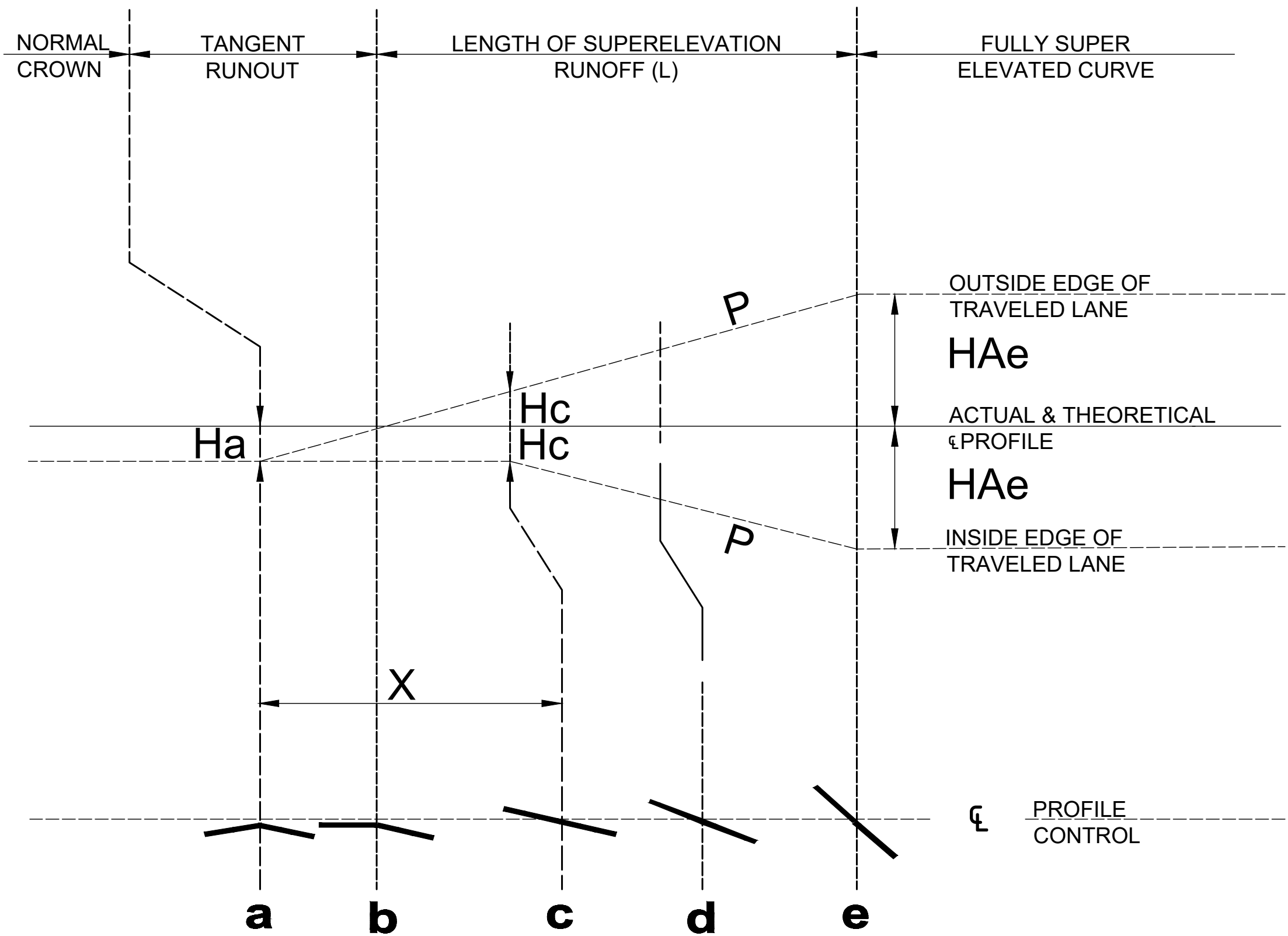
1. ALL CONSTRUCTION OF DUCT BANKS INCLUDING TRENCH, EXCAVATION, AND BACKFILL SHALL CONFORM TO UTILITY DETAILS AND SPECIFICATIONS.
2. FOR ALL DUCTS USE SCHEDULE 40 CONDUITS ENCASED IN 2,500 PSI, 3/8 INCH, 520 CEMENT CONCRETE CONCRETE. USE PLASTIC SPACERS TO MAINTAIN CONDUIT SPACING. SPACERS SHALL MEET UTILITY SPECIFICATIONS FOR DESIGN AND SPACING.
3. ALL TRENCH EXCAVATION ACTIVITIES SHALL COMPLY WITH ALL APPROPRIATE OSHA STANDARDS.
4. EACH DUCT BANK SHALL HAVE ASSOCIATED WARNING TAPE INSTALLED. ELECTRIC DUCT BANKS WILL HAVE 6 INCH, COLOR RED, DETECTABLE METALLIC WARNING TAPE PLACED 6 INCHES ABOVE CONCRETE ENCASEMENT. TELEPHONE AND CATV DUCT BANKS WILL HAVE 6 INCH, COLOR ORANGE, DETECTABLE METALLIC WARNING TAPE PLACED 12 INCHES ABOVE EACH CONCRETE ENCASEMENT.
5. A UTILITY COMPANY REPRESENTATIVE FROM EVERSOURCE SHALL BE PRESENT FOR ALL ELECTRICAL CONDUIT INSTALLED.
6. A UTILITY COMPANY REPRESENTATIVE FROM VERIZON SHALL BE PRESENT FOR ALL TELEPHONE CONDUIT INSTALLED.
7. A MINIMUM OF 12 INCHES OF SEPARATION IS REQUIRED FOR CROSSINGS WITH GAS, WATER, SEWER AND DRAINAGE.
8. CONDUITS SHALL BE BLOWN CLEAN USING COMPRESSED AIR. RUN MANDREL THRU EACH CONDUIT TO CONFIRM VIABLE PATHWAY.
9. WOVEN POLYESTER MULE TAPE WITH MINIMUM STRENGTH OF 2500 LB TENSILE STRENGTH TO BE INSTALLED WITHIN EACH CONDUIT.



STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	20	108
PROJECT FILE NO.		605311	

CONSTRUCTION DETAILS

SUPERELEVATION BANKING METHOD - CROWNED PAVEMENT REVOLVED ABOUT CENTERLINE



4% SUPER ELEVATION TRANSITION STATIONS

ENTRY TO CURVE		EXIT FROM CURVE	
START OF TANGENT RUNOUT	STA 92+36	START OF RUNOFF	STA 98+64
START RUNOFF	STA 92+13	END OF RUNOFF	STA 100+17
END OF RUNOFF	STA 94+66	END OF TANGENT RUNOUT	STA 100+94

2.4% SUPER ELEVATION TRANSITION STATIONS

ENTRY TO CURVE		EXIT FROM CURVE	
START OF TANGENT RUNOUT	STA 105+72	START OF RUNOFF	STA 111+30
START RUNOFF	STA 106+49	END OF RUNOFF	STA 112+22
END OF RUNOFF	STA 107+41	END OF TANGENT RUNOUT	STA 112+99

HIGHWAY GUARD DETAILS

STA 89+94.41 (RT) TO STA 90+31.91 (RT) ITEM 627. 83
STA 90+31.91 (RT) TO STA 93+08.14 (RT) ITEM 620.13

TRAFFIC SIGNAL CONDUIT

NONE

WATER SUPPLY ALTERATIONS

NONE

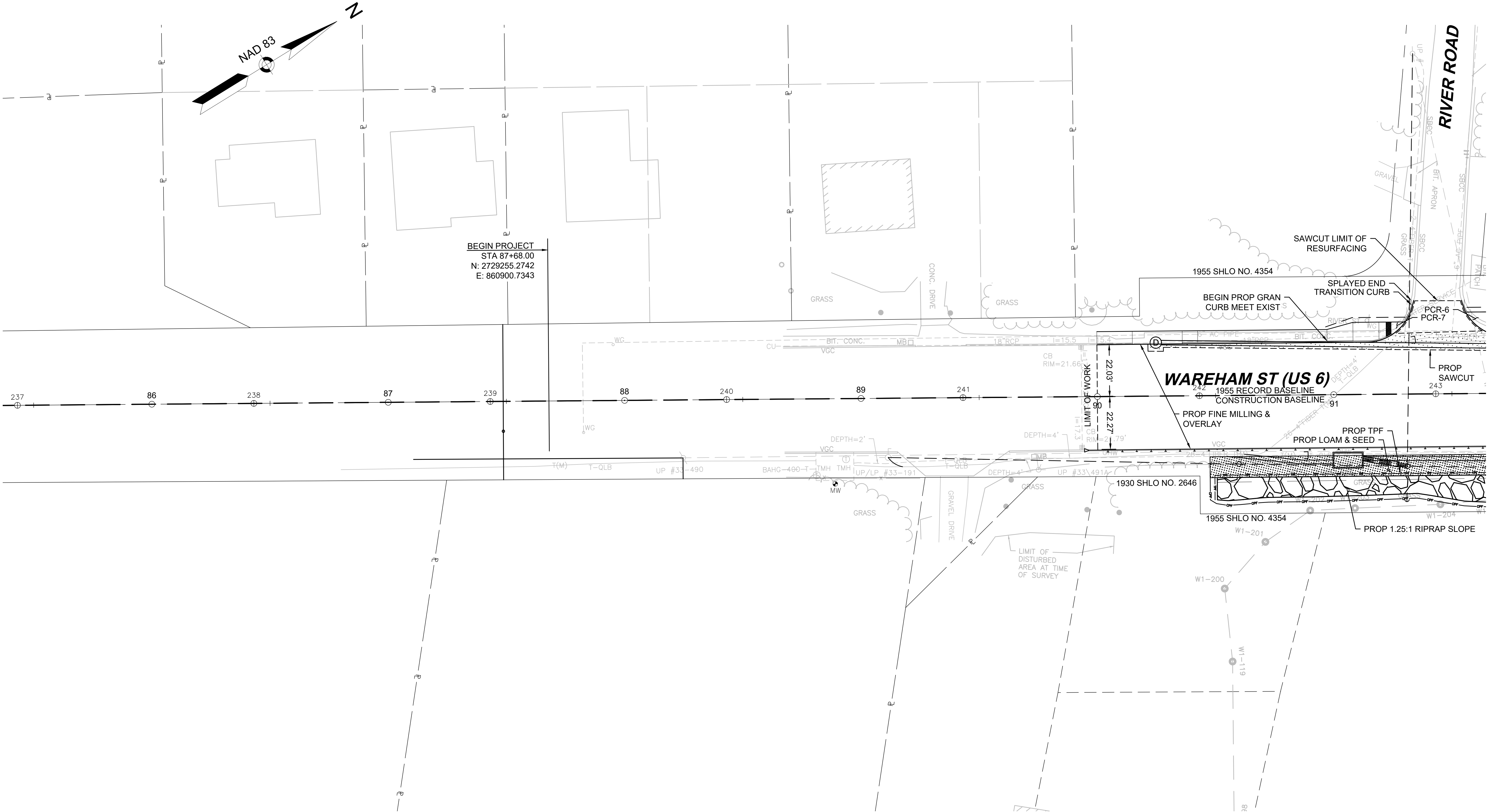
DRAINAGE DETAILS

SEE SHEETS 34 - 40.

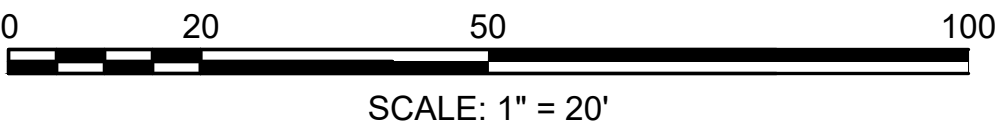
MARION-WAREHAM
WAREHAM RD/MARION RD (US 6)
OVER WEWEANTIC RIVER

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	21	56
PROJECT FILE NO.		605311	

CONSTRUCTION PLANS
SHEET 1 OF 7



FOR PROFILE: SEE SHEET NO. 28



CONTINUED ON
SHEET NO. 21

HIGHWAY GUARD DETAILS

STA 89+94.41 (RT) TO STA 90+31.91 (RT) ITEM 627.83
STA 90+31.91 (RT) TO STA 93+08.14 (RT) ITEM 620.13
STA 93+08.14 (RT) TO STA 93+45.64 (RT) ITEM 627.83
STA 93+67.81 (RT) TO STA 94+05.31 (RT) ITEM 627.83
STA 93+67.81 (LT) TO STA 94+05.31 (LT) ITEM 627.83
STA 94+05.31 (RT) TO STA 98+79.06 (RT) ITEM 620.13
STA 94+05.31 (LT) TO STA 98+79.10 (LT) ITEM 620.13

TRAFFIC SIGNAL CONDUIT

NONE

WATER SUPPLY ALTERATIONS

NONE

DRAINAGE DETAILS

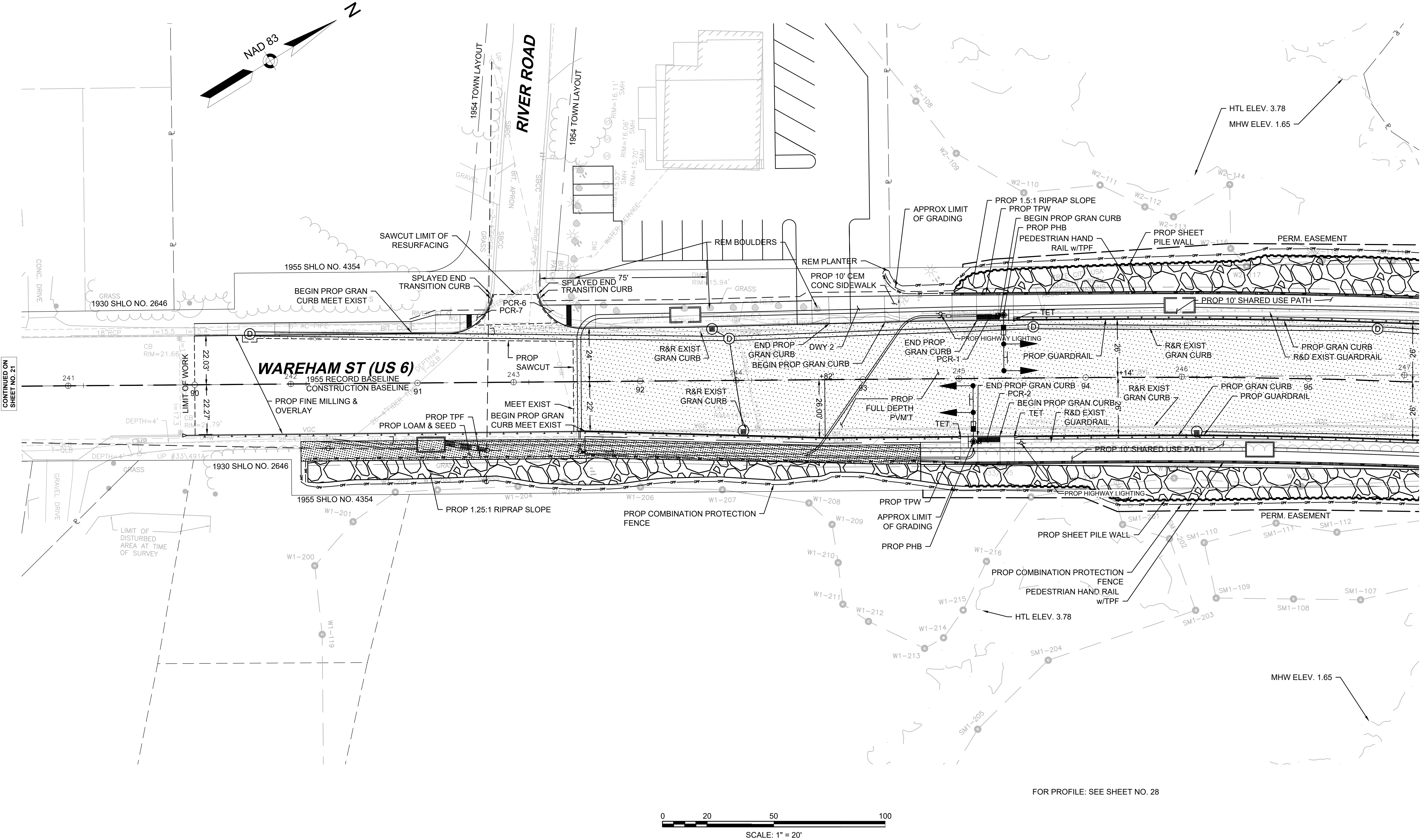
SEE SHEETS 34 - 40.

MARION-WAREHAM
WAREHAM RD/MARION RD (US 6)
OVER WEWEANTIC RIVER

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	22	56

PROJECT FILE NO. 605311

CONSTRUCTION PLANS
SHEET 2 OF 7



FOR PROFILE: SEE SHEET NO. 28

CONTINUED ON
SHEET NO. 21

CONTINUED ON
SHEET NO. 23

STA 94+03.31 (RT) TO STA 98+79.06 (RT) ITEM 620.13
STA 94+03.31 (LT) TO STA 98+79.10 (LT) ITEM 620.13
STA 98+79.06 (RT) TO STA 99+12.81 (RT) ITEM 628.24
STA 98+79.10 (LT) TO STA 99+12.85 (LT) ITEM 628.24

NONE

NONE

SEE SHEETS 34 - 40.

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	23	56
PROJECT FILE NO.		605311	

This engineering plan view illustrates the proposed bridge and retaining walls for Wareham St (US 6). The drawing includes the following details:

- Proposed Bridge:** Labeled "PROP BRIDGE M-05-001 = W-06-0013", it spans the "1955 SHLO NO. 4355" and "1995 SHLO NO. 4355".
- Retaining Walls:**
 - PROP CAST-IN-PLACE CONCRETE RETAINING WALL #1:** (TOW ELEV 13.50) (STA 97+75 TO STA 99+24).
 - PROP CAST-IN-PLACE CONCRETE RETAINING WALL #2:** (TOW ELEV 11.50) (STA 95+75 TO STA 99+24).
- Easements and Paths:**
 - PERM. EASEMENT:** Indicated along the top and bottom boundaries.
 - PROP 10' SHARED USE PATH:** Located on both sides of the bridge.
 - PROP 1.5:1 RIPRAP SLOPE:** Shown on the outer edges of the easements.
 - PROP COMBINATION PROTECTION FENCE:** Located along the easement boundaries.
 - PROP TPW (Top of Pile Wall):** Marked with points SM2-205 through SM2-210 and SM1-104 through SM1-116.
 - PROP SHEET PILE WALL:** Located at the ends of the bridge structure.
 - PROP FULL DEPTH PAVT (Paved Area):** Indicated on the bridge deck.
 - PROP GRAN CURB and PROP GUARDRAIL:** Shown along the bridge deck edges.
 - PROP CONSTRUCTION BASELINE:** A dashed line indicating the proposed construction alignment.
 - 1955 RECORD BASELINE:** A solid line indicating the existing record baseline.
- Other Features:**
 - HTL ELEV. 3.78:** Highest Tide Level elevation.
 - MHW ELEV. 1.65:** Mean High Water elevation.
 - MLW ELEV. -2.27:** Mean Low Water elevation.
 - PEDESTRIAN HAND RAIL w/TPF:** Located along the easement boundaries.
 - R&R EXIST GRAN CURB:** Existing Right-of-Way Granular Curb.
 - PROPOSED STATE HIGHWAY LOCATION LINE:** Indicated on the right side of the drawing.
- Orientation:** A north arrow pointing towards the top right, labeled "NAD 83".

0 20 50 100

SCALE: 1" = 20'

CONTINUED ON
SHEET NO. 22

SHEET NO. 24

605311_HD(CONSTRUCTION PLANS).DWG

STA 100+97.16 (RT) TO STA 101+30.91 (RT) ITEM 628.24
STA 100+97.16 (LT) TO STA 101+30.91 (LT) ITEM 628.24
STA 101+30.91 (RT) TO STA 103+92.08 (RT) ITEM 620.13
STA 101+30.91 (LT) TO STA 103+92.08 (LT) ITEM 620.13
STA 103+92.08 (RT) TO STA 104+25.83 (RT) ITEM 628.24
STA 103+92.08 (LT) TO STA 104+25.83 (LT) ITEM 628.24

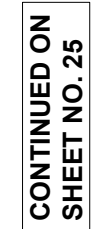
NONE

NONE

SEE SHEETS 34 - 40.

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	24	56
PROJECT FILE NO.		605311	

EDGE
LT M/



DRAINAGE DETAILS

SEE SHEETS 34 - 40.

CONSTRUCTION PLANS
SHEET 5 OF 7

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	25	56
PROJECT FILE NO.		605311	



HIGHWAY GUARD DETAILS

STA 109+81.11 (LT) TO STA 113+87.52 (LT) ITEM 620.13
STA 113+87.52 (LT) TO STA 114+25.02 (LT) ITEM 627.83
STA 112+26.72 (RT) TO STA 112+64.22 (RT) ITEM 627.83
STA 112+64.22 (RT) TO STA 113+56.99 (RT) ITEM 620.13
STA 113+56.99 (RT) TO STA 113+94.49 (RT) ITEM 627.83

TRAFFIC SIGNAL CONDUIT

NONE

WATER SUPPLY ALTERATIONS

NONE

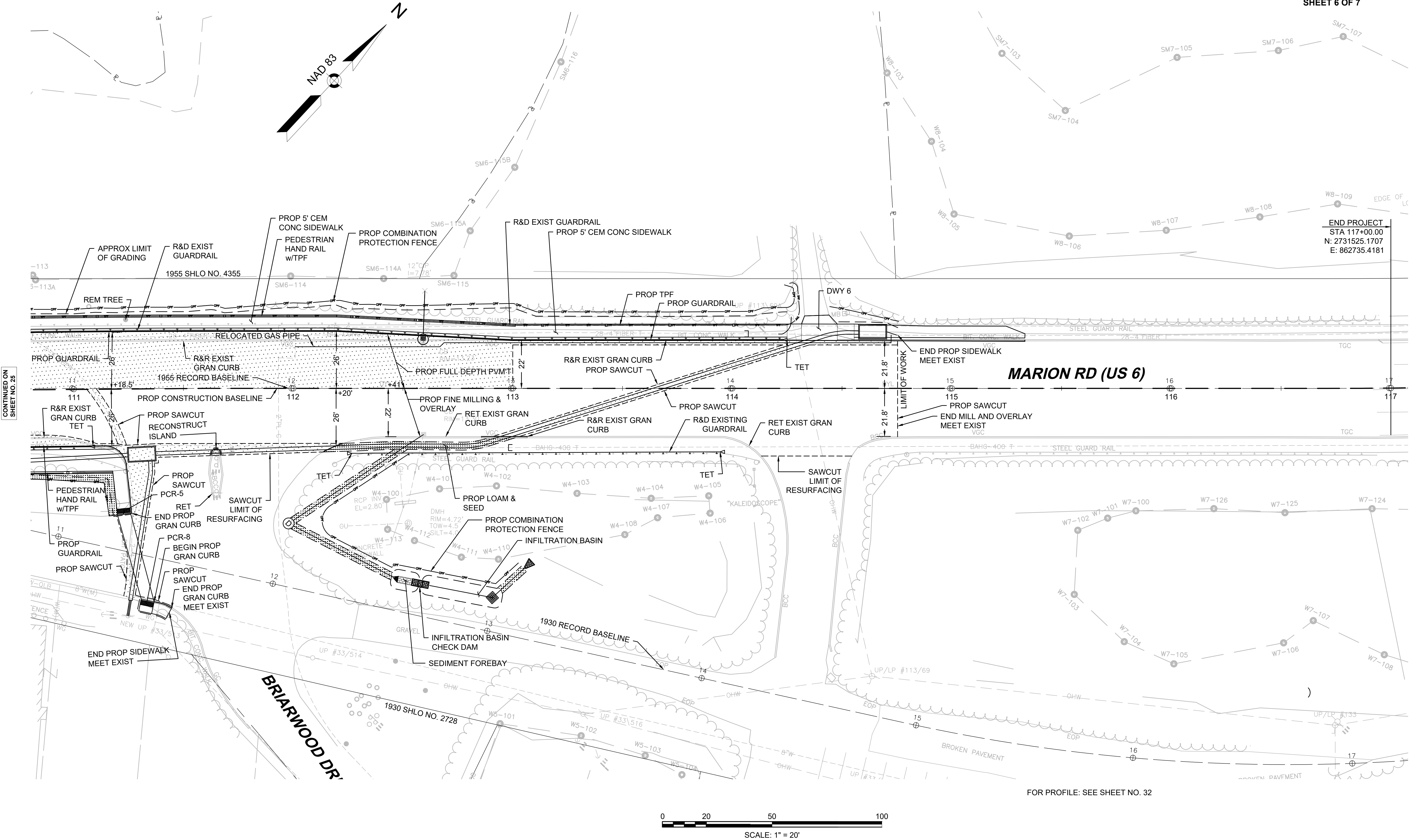
DRAINAGE DETAILS

SEE SHEETS 34 - 40.

MARION-WAREHAM
WAREHAM RD/MARION RD (US 6)
OVER WEWEANTIC RIVER

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	26	56
PROJECT FILE NO. 605311			

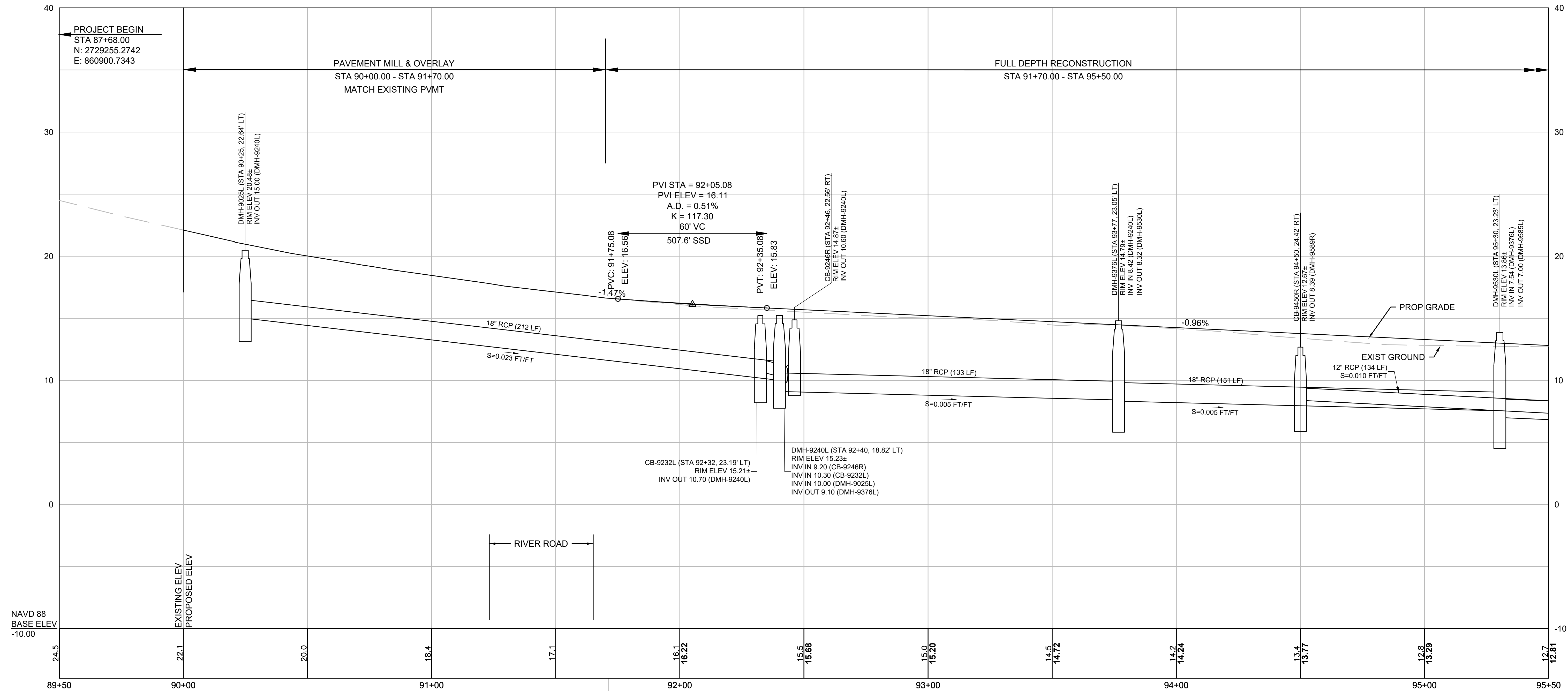
CONSTRUCTION PLANS
SHEET 6 OF 7



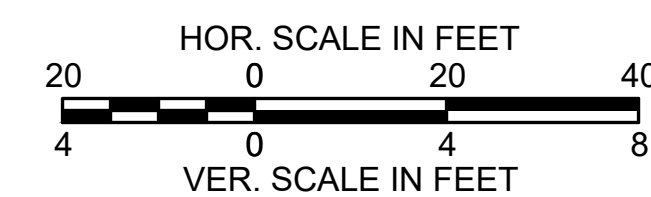
MARION-WAREHAM
WAREHAM RD/MARION RD (US 6)
OVER WEWEANTIC RIVER

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	27	56
PROJECT FILE NO. 605311			

PROFILE
SHEET 1 OF 6



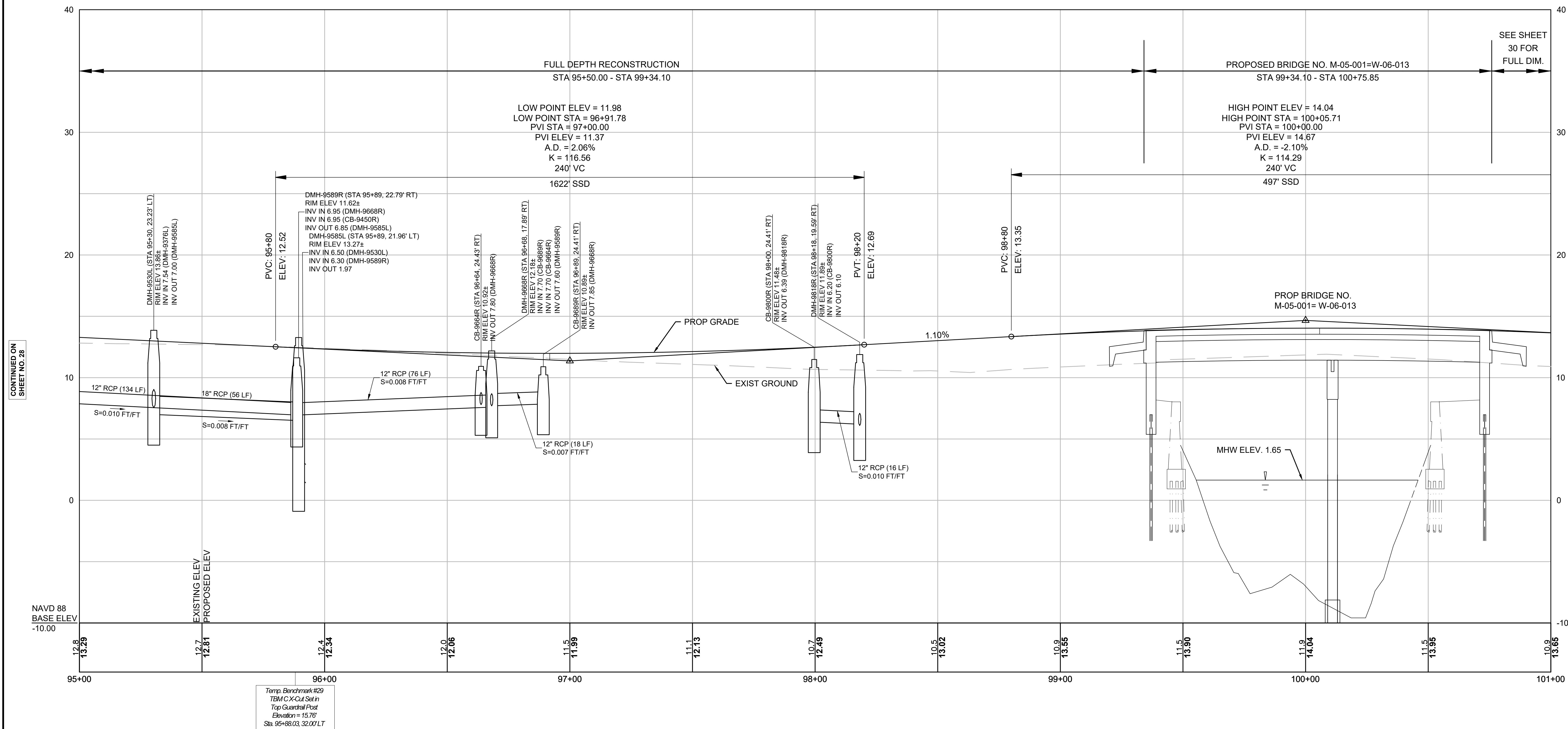
FOR CONSTRUCTION PLANS:
SEE SHEET NO. 22



CONTINUED ON
SHEET NO. 28

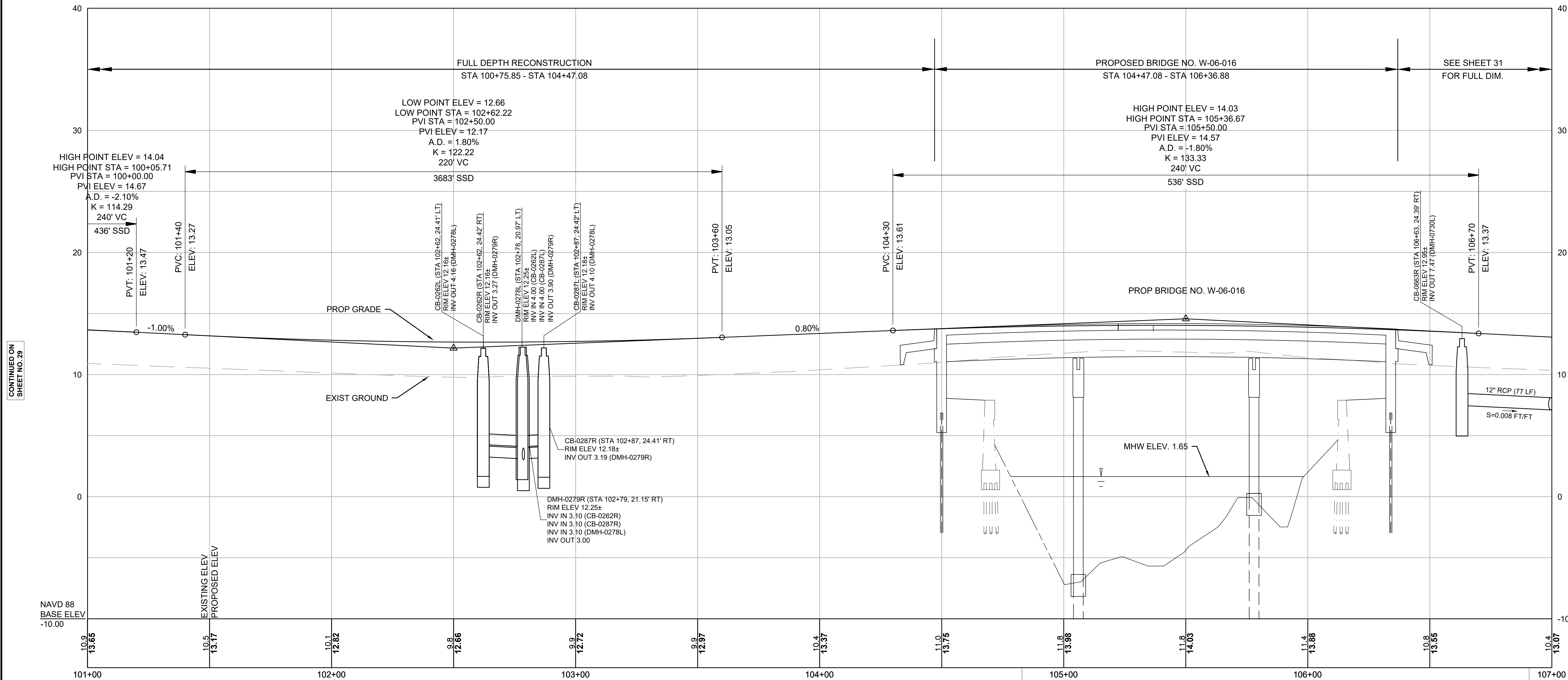
MARION-WAREHAM WAREHAM RD/MARION RD (US 6) OVER WEWEANTIC RIVER			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	29	56
PROJECT FILE NO.		605311	

PROFILE
SHEET 2 OF 6



MARION-WAREHAM WAREHAM RD/MARION RD (US 6) OVER WEWEANTIC RIVER			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	30	56
PROJECT FILE NO.		605311	

PROFILE
SHEET 3 OF 6



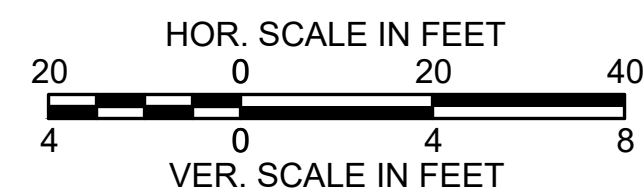
CONTINUED ON
SHEET NO. 29

CONTINUED ON
SHEET NO. 31

Temp. Benchmark #30
TBM D Punchmark Set in
Top Guardrail Post
Elevation = 17.32'
Sta. 104+22.92, 28.24' LT

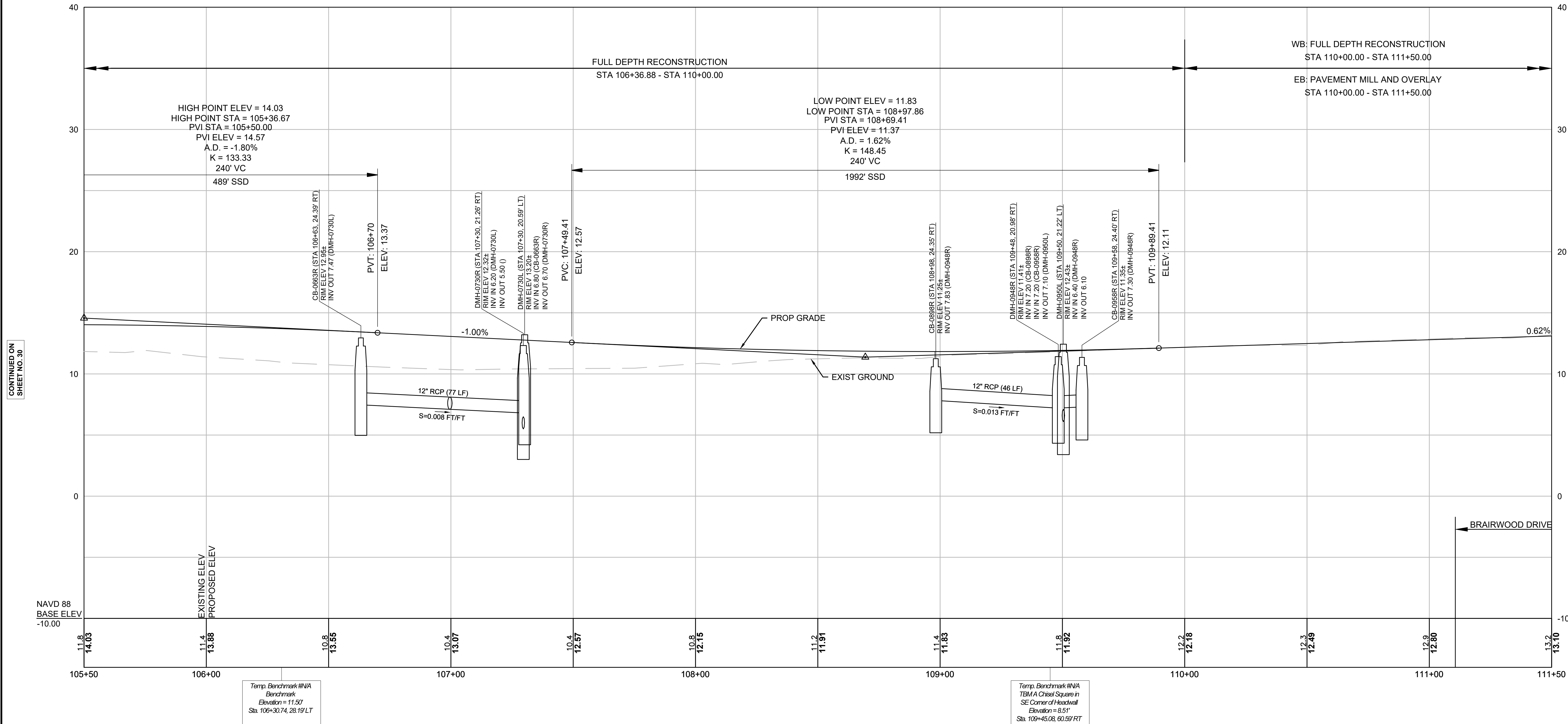
Temp. Benchmark #N/A
Benchmark
Elevation = 11.50'
Sta. 106+30.74, 28.19' LT

FOR CONSTRUCTION PLAN:
SEE SHEET NO. 24



MARION-WAREHAM WAREHAM RD/MARION RD (US 6) OVER WEWEANTIC RIVER			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	31	56
PROJECT FILE NO. 605311			

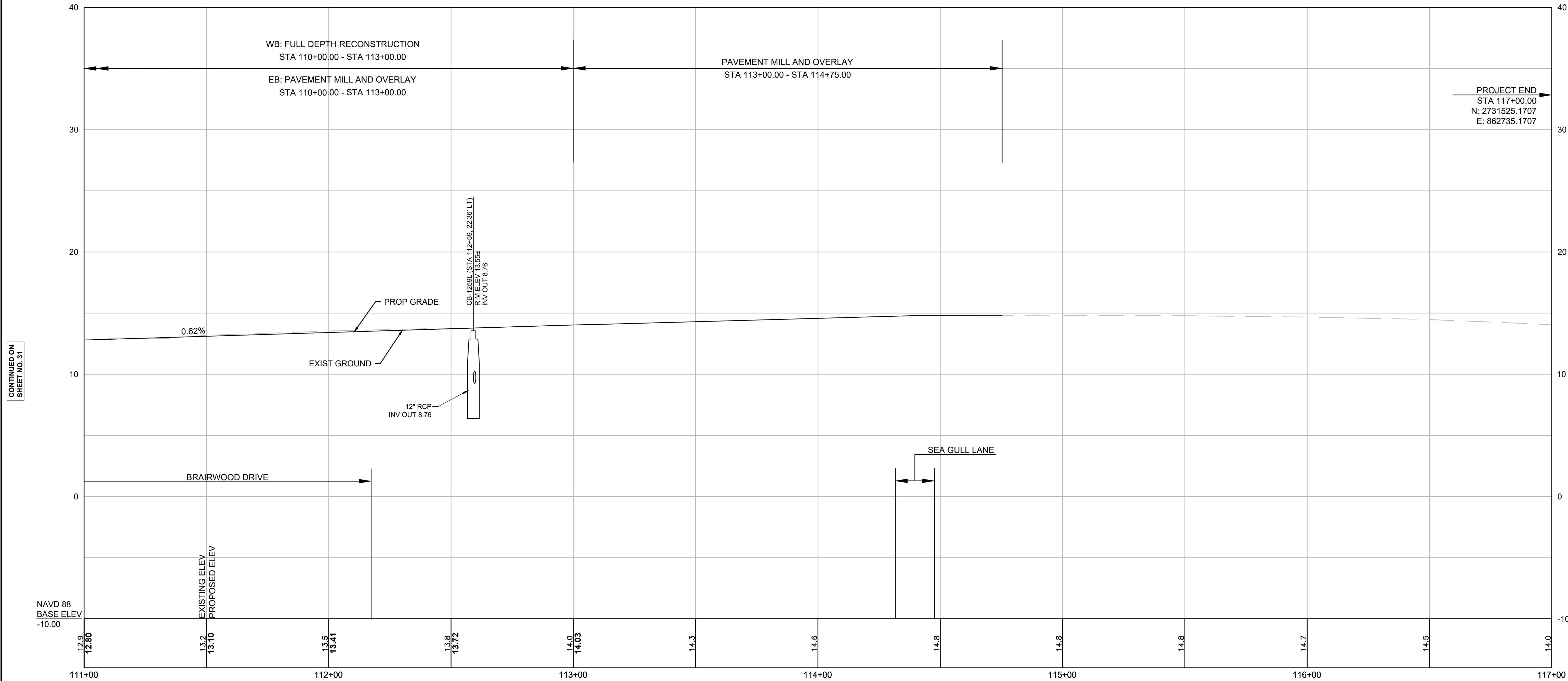
PROFILE
SHEET 4 OF 6



MARION-WAREHAM
WAREHAM RD/MARION RD (US 6)
OVER WEWEANTIC RIVER

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	32	56
PROJECT FILE NO.		605311	

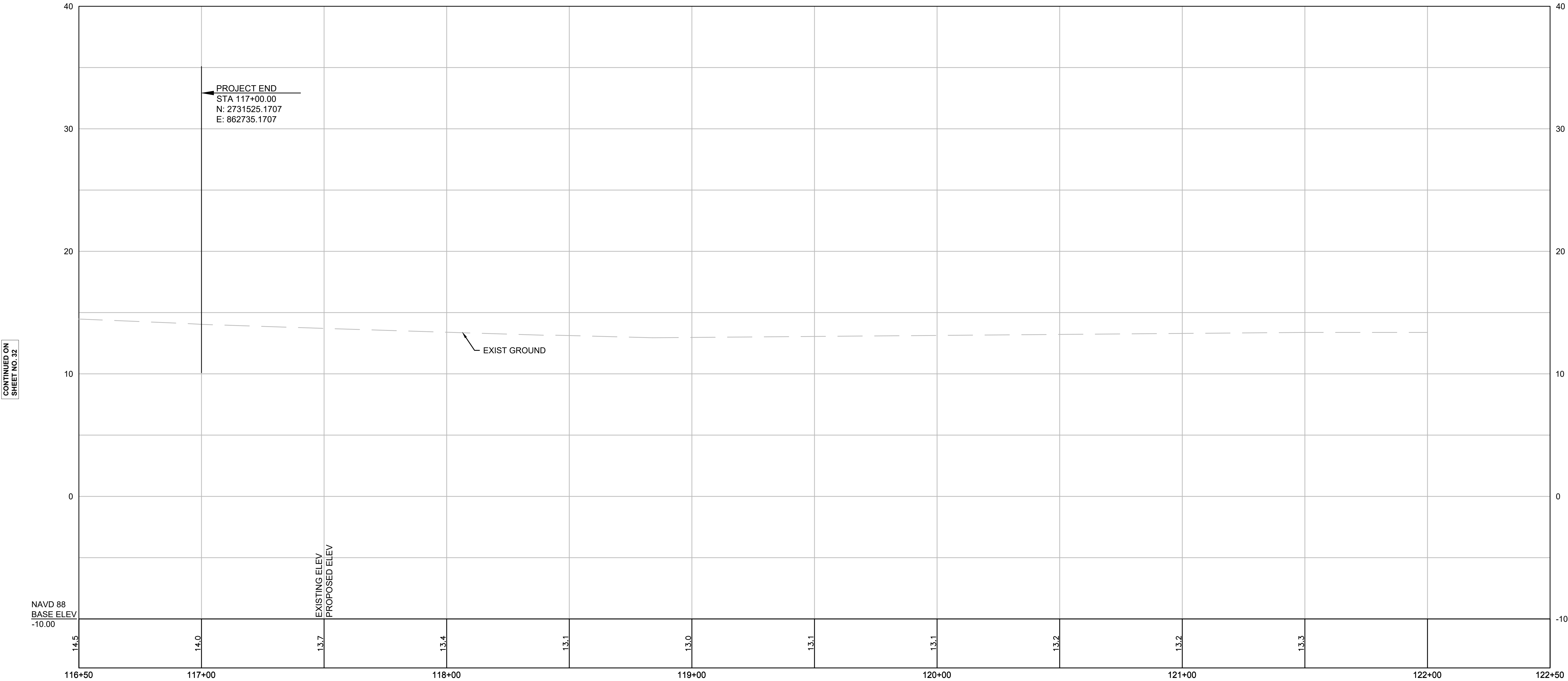
PROFILE
SHEET 5 OF 6



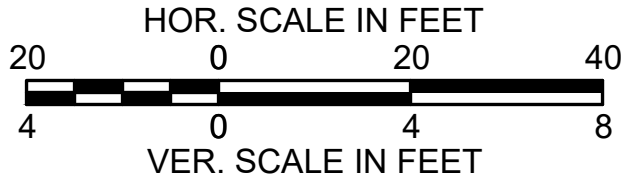
MARION-WAREHAM
WAREHAM RD/MARION RD (US 6)
OVER WEWEANTIC RIVER

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	33	56
PROJECT FILE NO.		605311	

PROFILE
SHEET 6 OF 6



FOR CONSTRUCTION PLAN:
SEE SHEET NO. 27



TRAFFIC SIGNAL CONDUIT

NONE

WATER SUPPLY ALTERATIONS

NONE

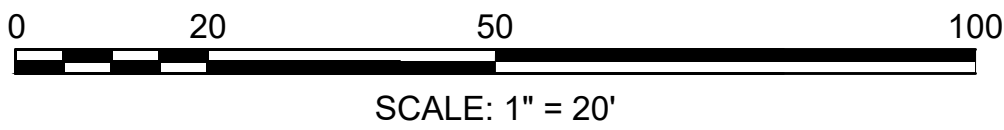
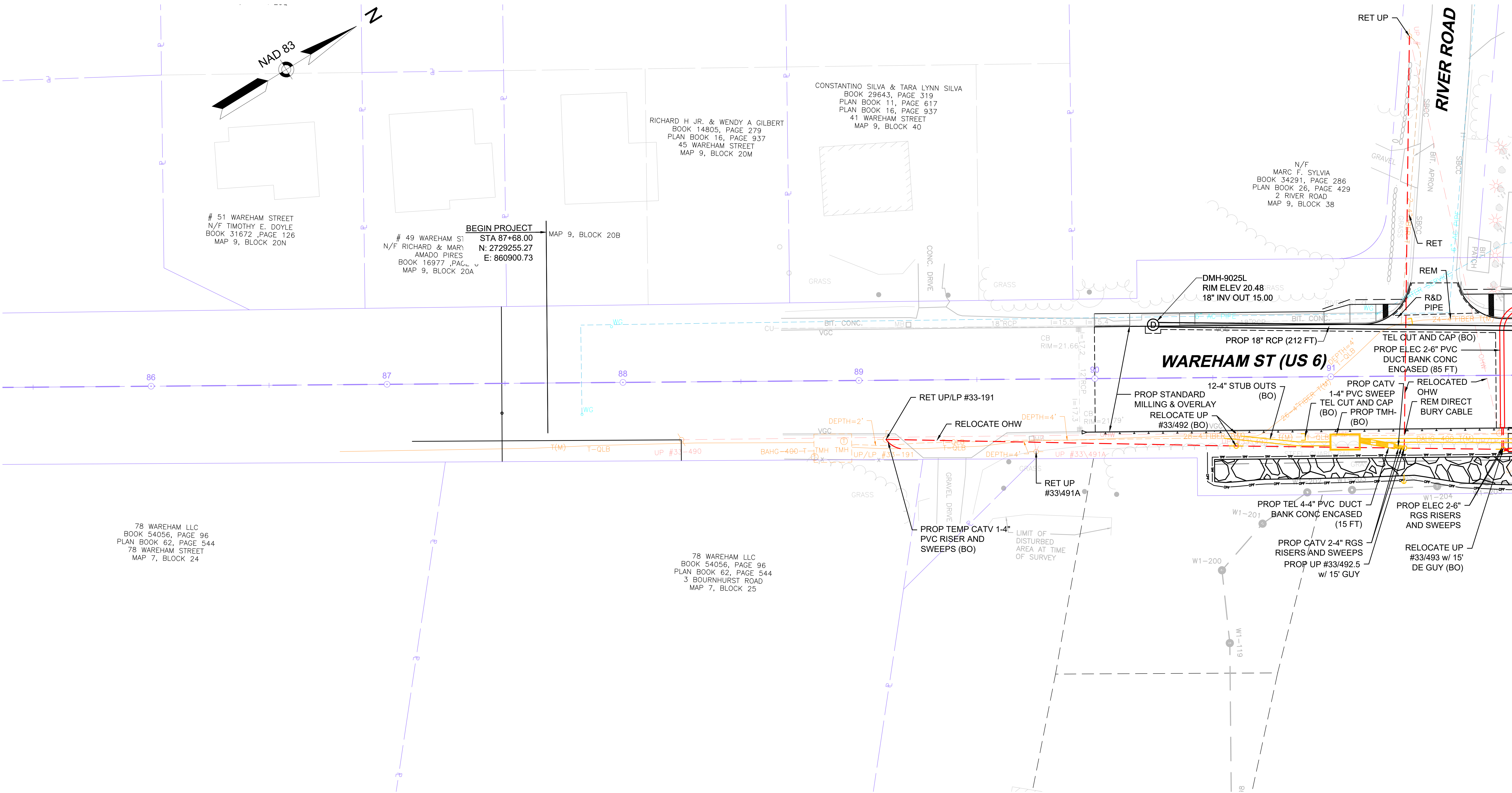
DRAINAGE DETAILS

SEE BELOW

MARION-WAREHAM
WAREHAM RD/MARION RD (US 6)
OVER WEWEANTIC RIVER

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	34	56
PROJECT FILE NO.		605311	

DRAINAGE & UTILITY PLANS
SHEET 1 OF 7



FOR CONSTRUCTION PLAN:
SEE SHEET NO. 21

CONTINUED ON
SHEET NO. 35

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	35	56
PROJECT FILE NO.		605311	

DRAINAGE & UTILITY PLANS
SHEET 2 OF 7

NONE

NONE

SEE BELOW

PROP 12" RCP (5 FT)
CB-9232L
RIM ELEV 15.21
12" INV OUT 10.70

PROP ELEC 4-6" PVC DUCT
BANK CONC ENCASED
(208 FT)
PROP SIGNAL DUCT BANK
BELOW PROP DRAIN PIPE

A diagram of a hand hole. It shows a cross-section of a hole with a sun icon at the top. Labels include 'HAND HOLE' at the top, 'CPW' (Copper Wire Plane) on the left and right sides, and 'TWP' (Thin Wire Plane) at the bottom. The diagram illustrates the placement of these planes within the hole structure.

RIM ELEV 13.86 18" INV IN 7.54 18" INV OUT 7.00	OUTLET \
---	----------

OUTLET \

12-4" STUB OUTS
(BO)

60331_01(DRAINAGE & UTILITY PLANS).DWG
Plotted on 30-Apr-24

TRAFFIC SIGNAL CONDUIT

NONE

WATER SUPPLY ALTERATIONS

NONE

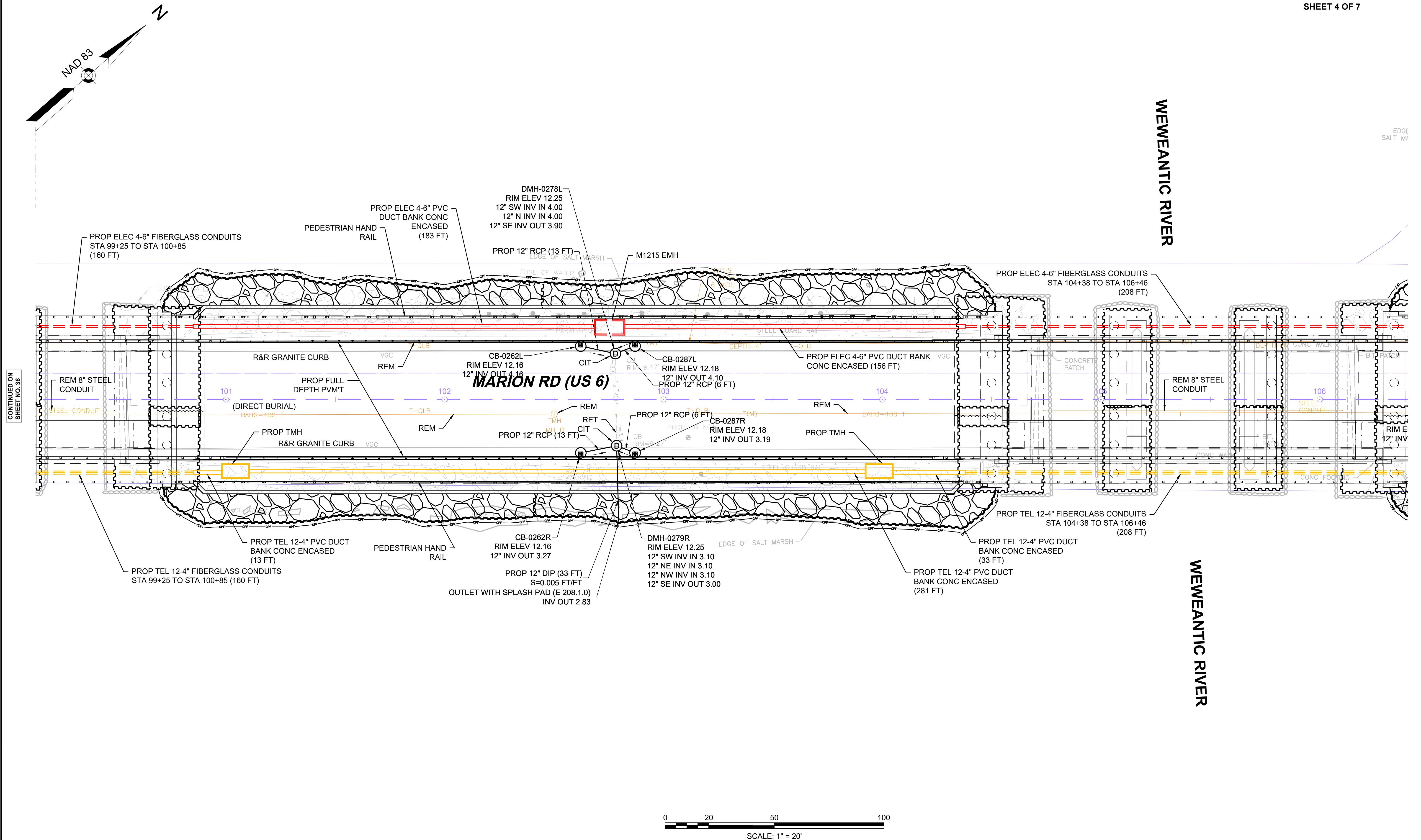
DRAINAGE DETAILS

SEE BELOW

MARION-WAREHAM
WAREHAM RD/MARION RD (US 6)
OVER WEWEANTIC RIVER

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	37	56
PROJECT FILE NO.		605311	

DRAINAGE & UTILITY PLANS
SHEET 4 OF 7



CONTINUED ON
SHEET NO. 36

CONTINUED ON
SHEET NO. 38

FOR CONSTRUCTION PLAN:
SEE SHEET NO. 24

TRAFFIC SIGNAL CONDUIT

NONE

WATER SUPPLY ALTERATIONS

NONE

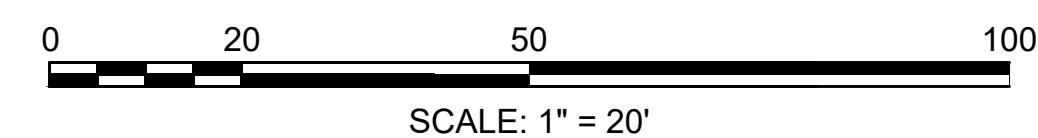
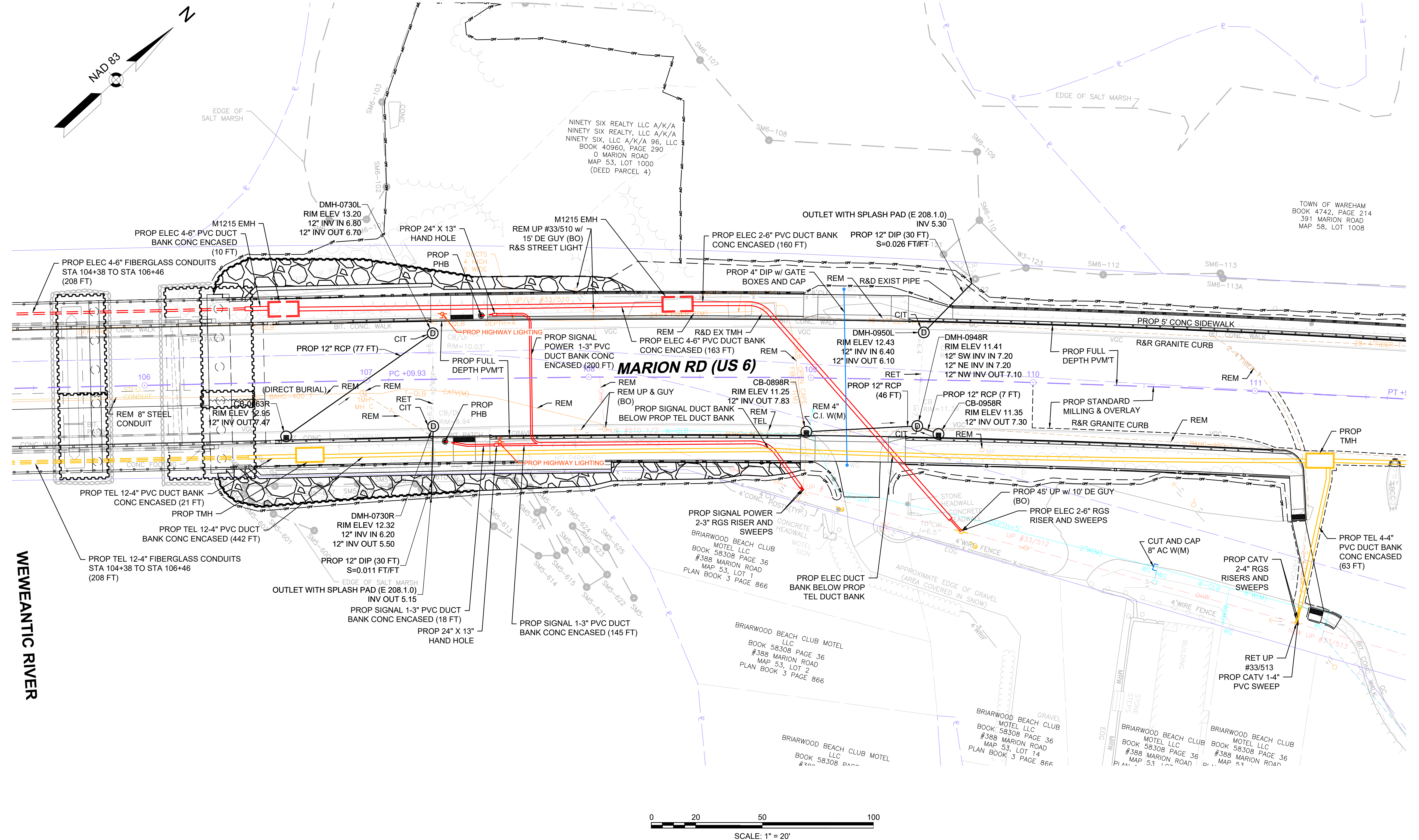
DRAINAGE DETAILS

SEE BELOW

MARION-WAREHAM
WAREHAM RD/MARION RD (US 6)
OVER WEWEANTIC RIVER

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	38	56
PROJECT FILE NO. 605311			

DRAINAGE & UTILITY PLANS
SHEET 5 OF 7



FOR CONSTRUCTION PLAN:
SEE SHEET NO. 25

CONTINUED ON
SHEET NO. 37

CONTINUED ON
SHEET NO. 39

WEWEANTIC RIVER

605311_UT(DRAINAGE & UTILITY PLANS).DWG
Plotted on 30-Apr-24

TRAFFIC SIGNAL CONDUIT

NONE

WATER SUPPLY ALTERATIONS

NONE

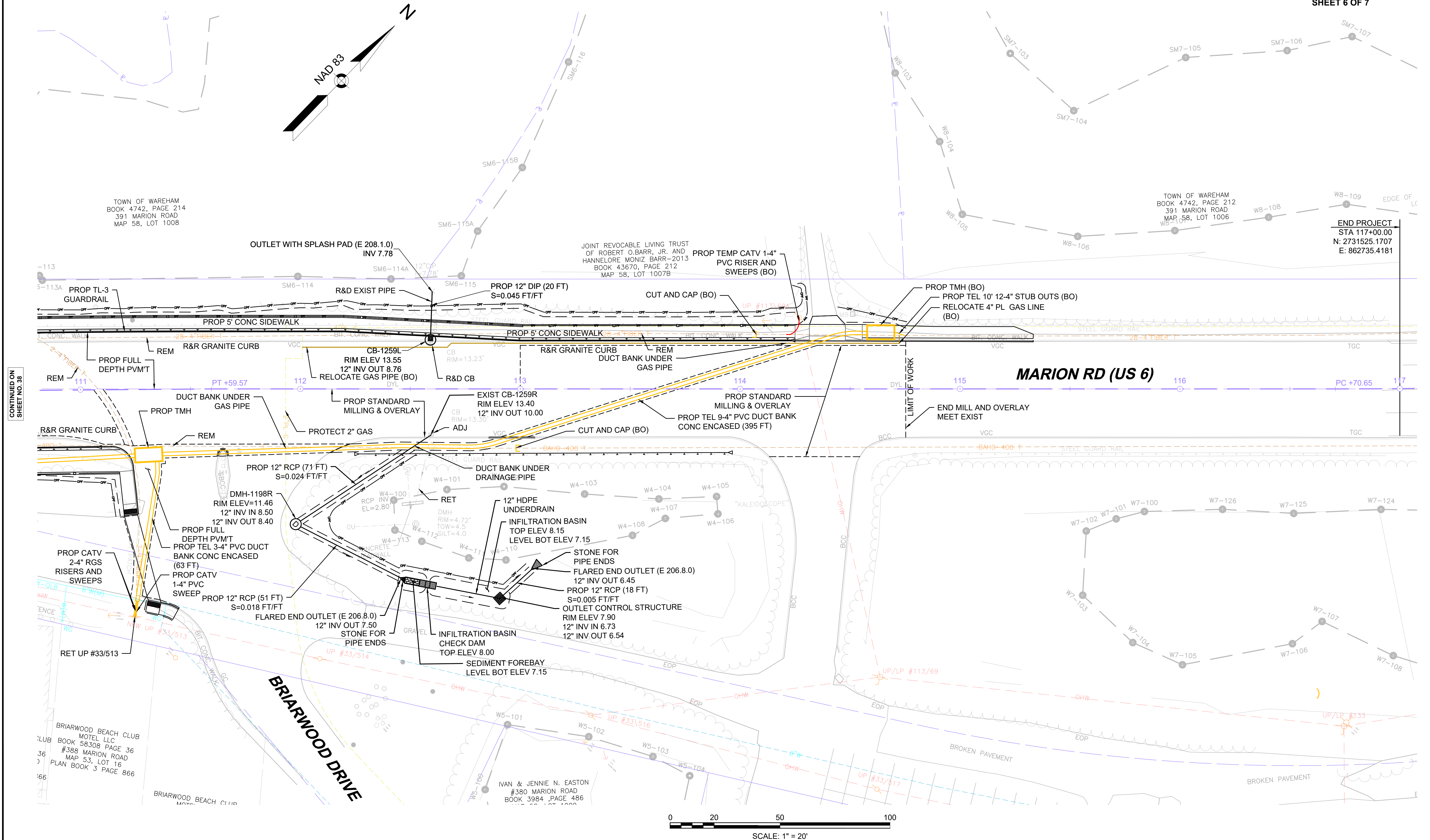
DRAINAGE DETAILS

SEE BELOW

MARION-WAREHAM
WAREHAM RD/MARION RD (US 6)
OVER WEWEANTIC RIVER

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	39	56
PROJECT FILE NO. 605311			

DRAINAGE & UTILITY PLANS
SHEET 6 OF 7



FOR CONSTRUCTION PLAN:
SEE SHEET NO. 26

TRAFFIC SIGNAL CONDUIT

NONE

WATER SUPPLY ALTERATIONS

NONE

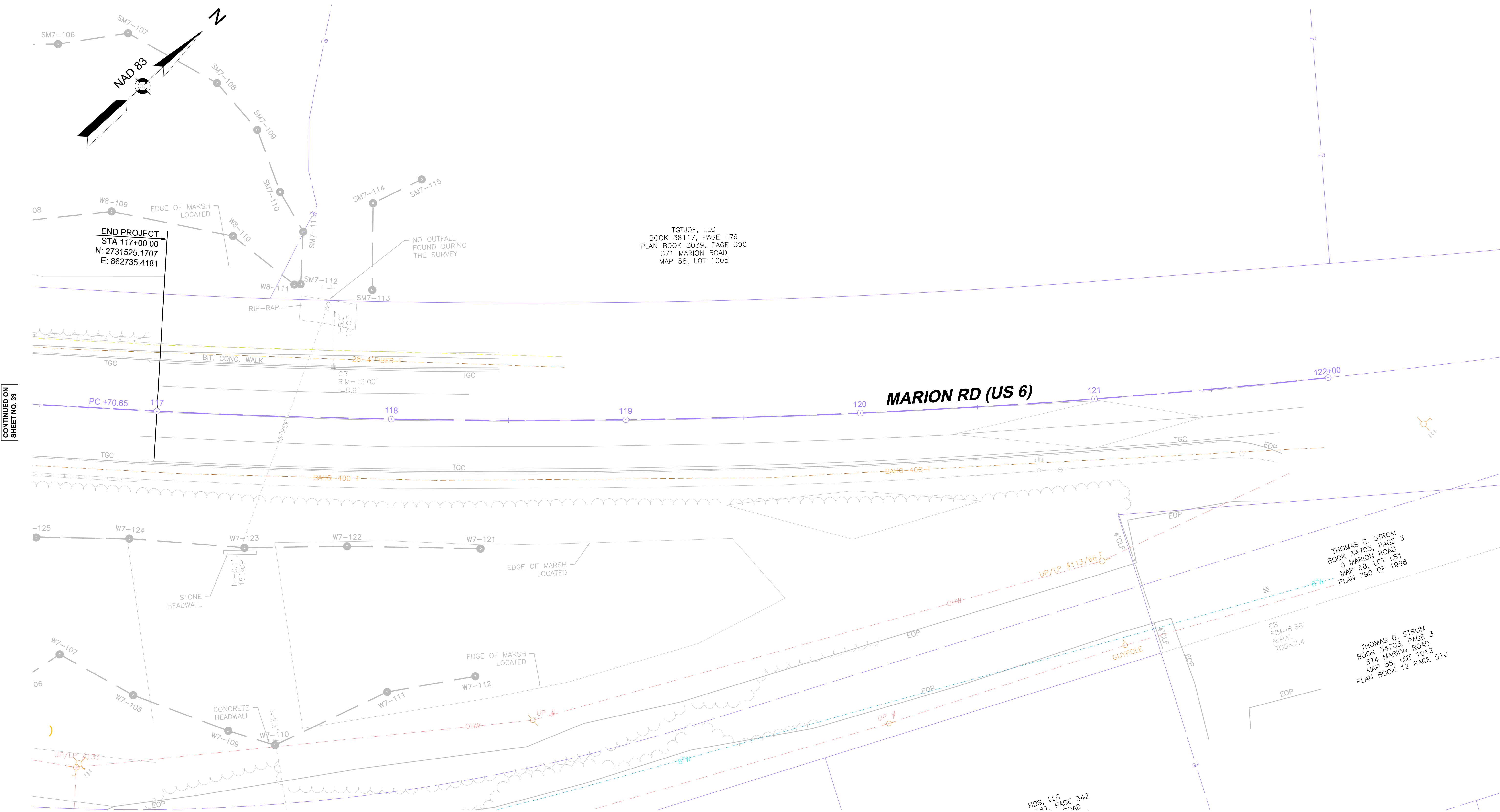
DRAINAGE DETAILS

SEE BELOW

MARION-WAREHAM
WAREHAM RD/MARION RD (US 6)
OVER WEWEANTIC RIVER

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	40	56
PROJECT FILE NO.		605311	

DRAINAGE & UTILITY PLANS
SHEET 7 OF 7

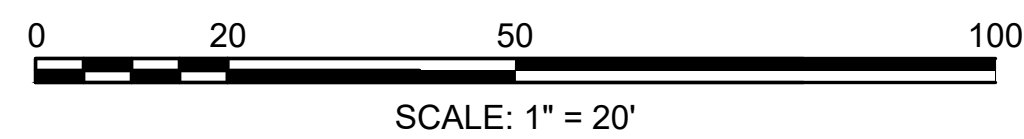
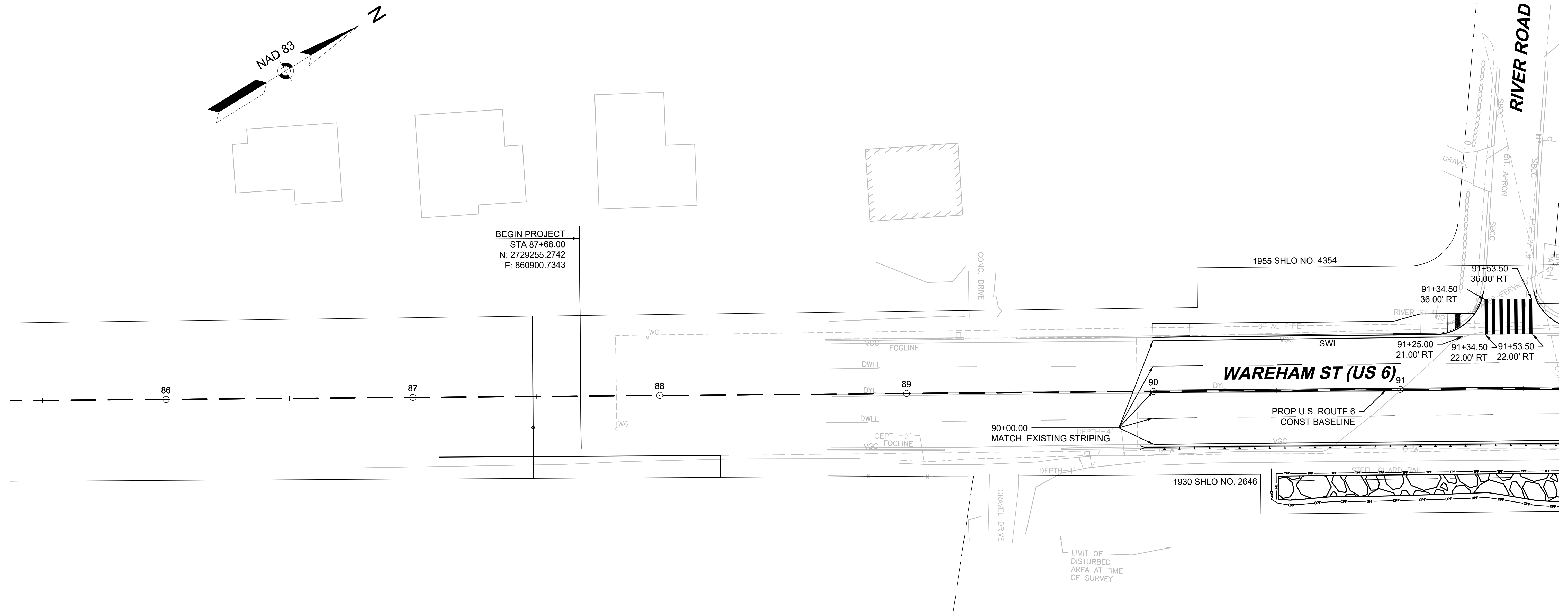


CONTINUED ON
SHEET NO. 39

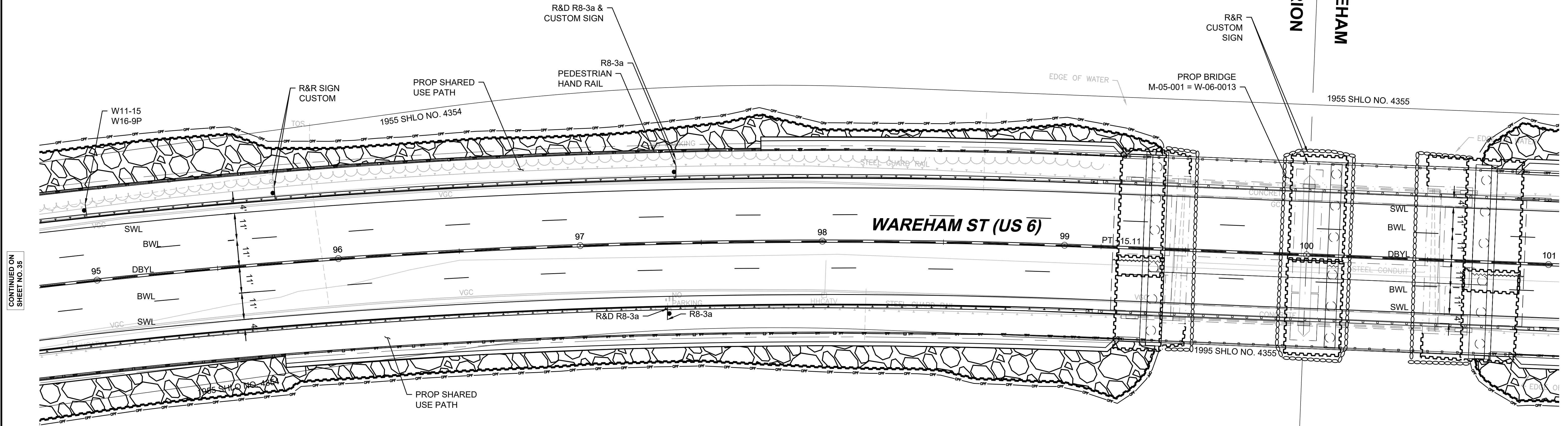
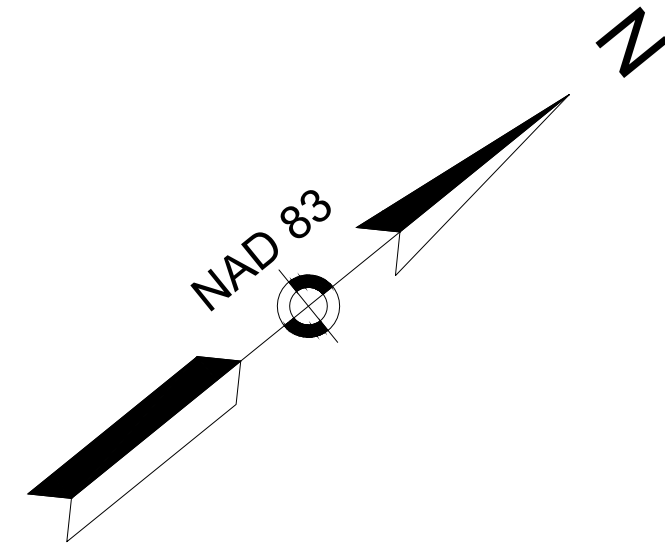
FOR CONSTRUCTION PLAN:
SEE SHEET NO. 27

MARION-WAREHAM WAREHAM RD/MARION RD (US 6) OVER WEWEANTIC RIVER			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	41	56
PROJECT FILE NO.		605311	

PAVEMENT MARKING & SIGNING PLANS
SHEET 1 OF 7

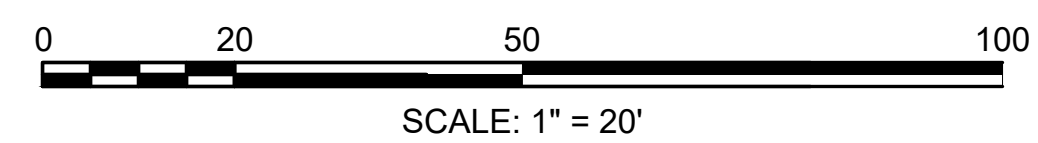


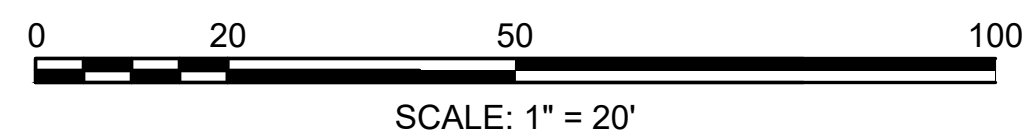
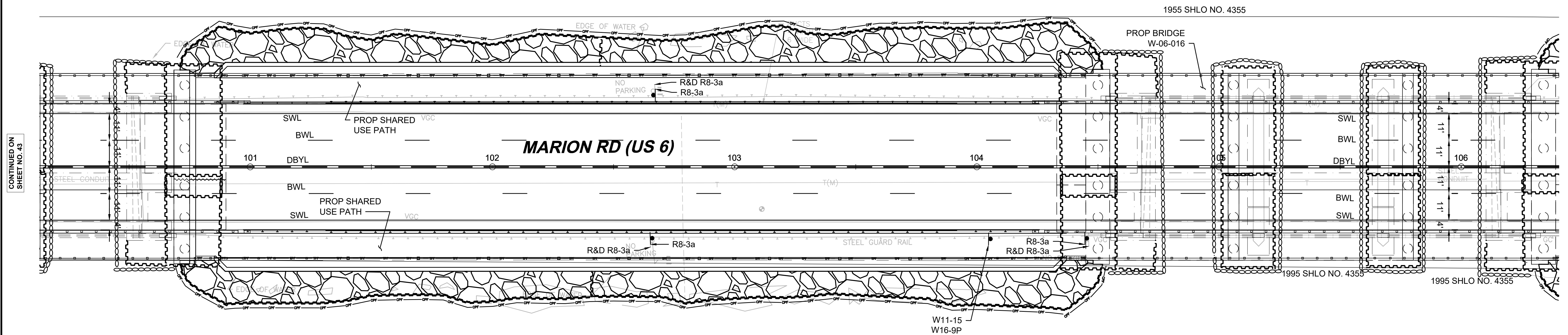
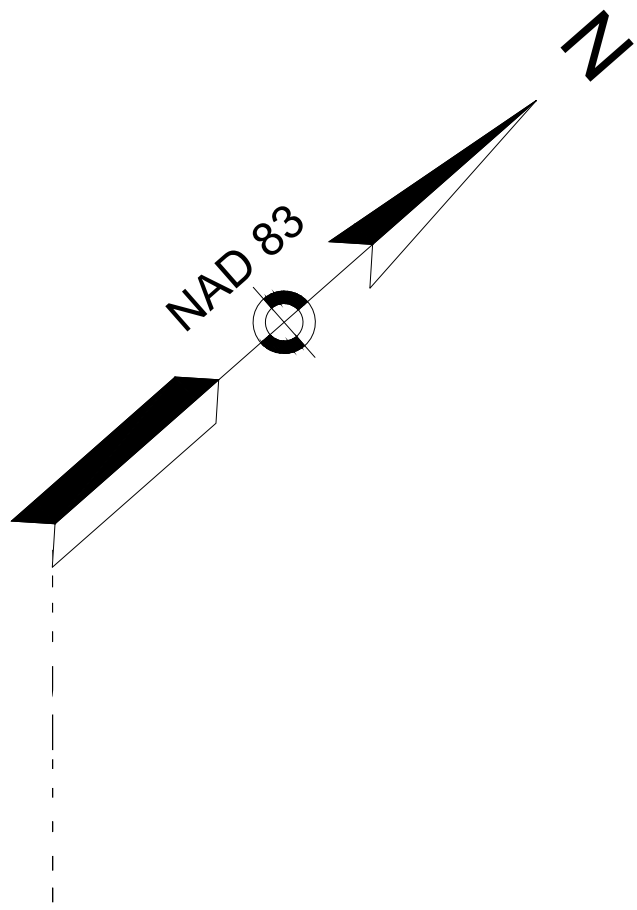
CONTINUED ON
SHEET NO. 42



CONTINUED ON
SHEET NO. 35

CONTINUED ON
SHEET NO. 44

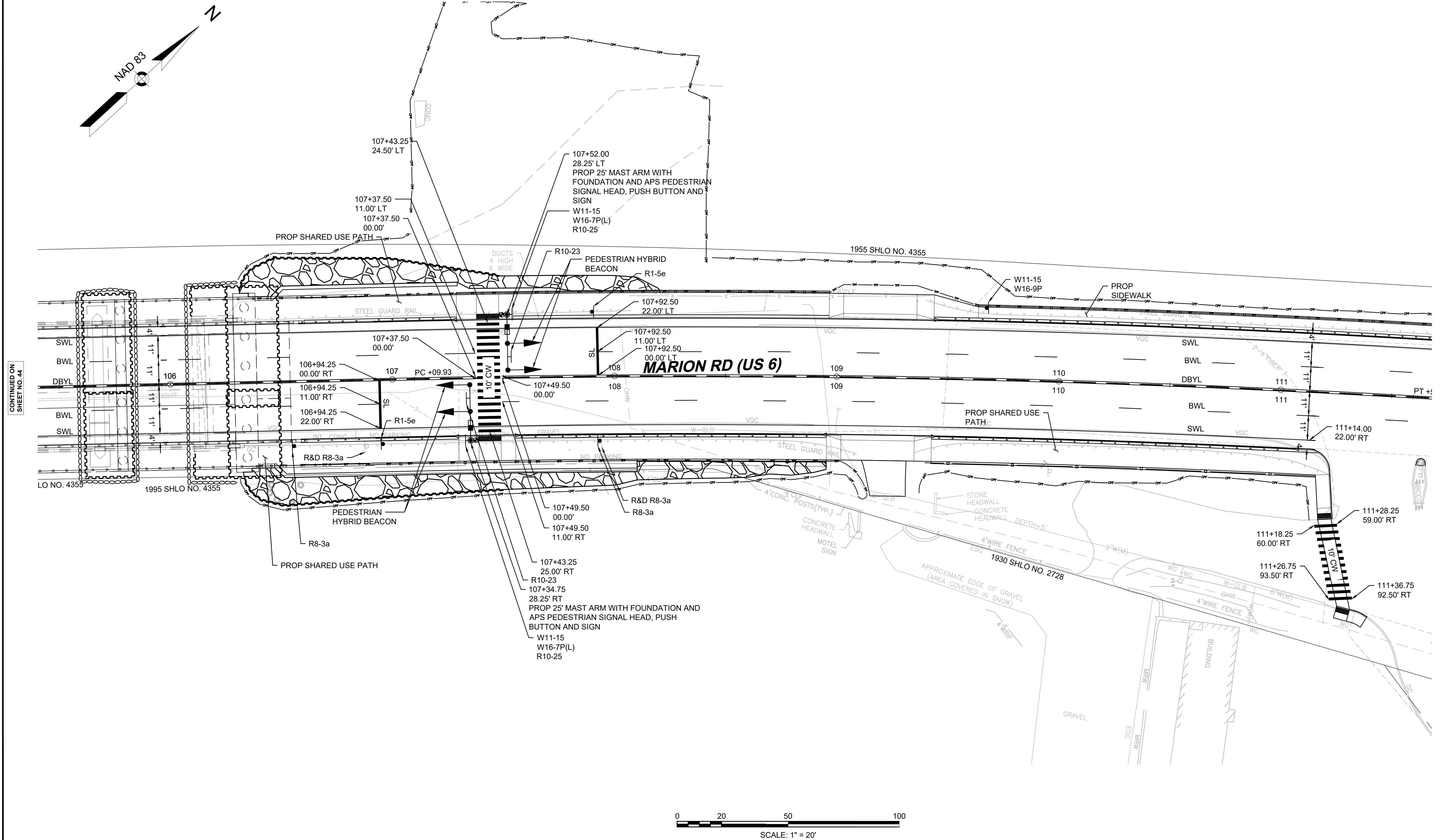


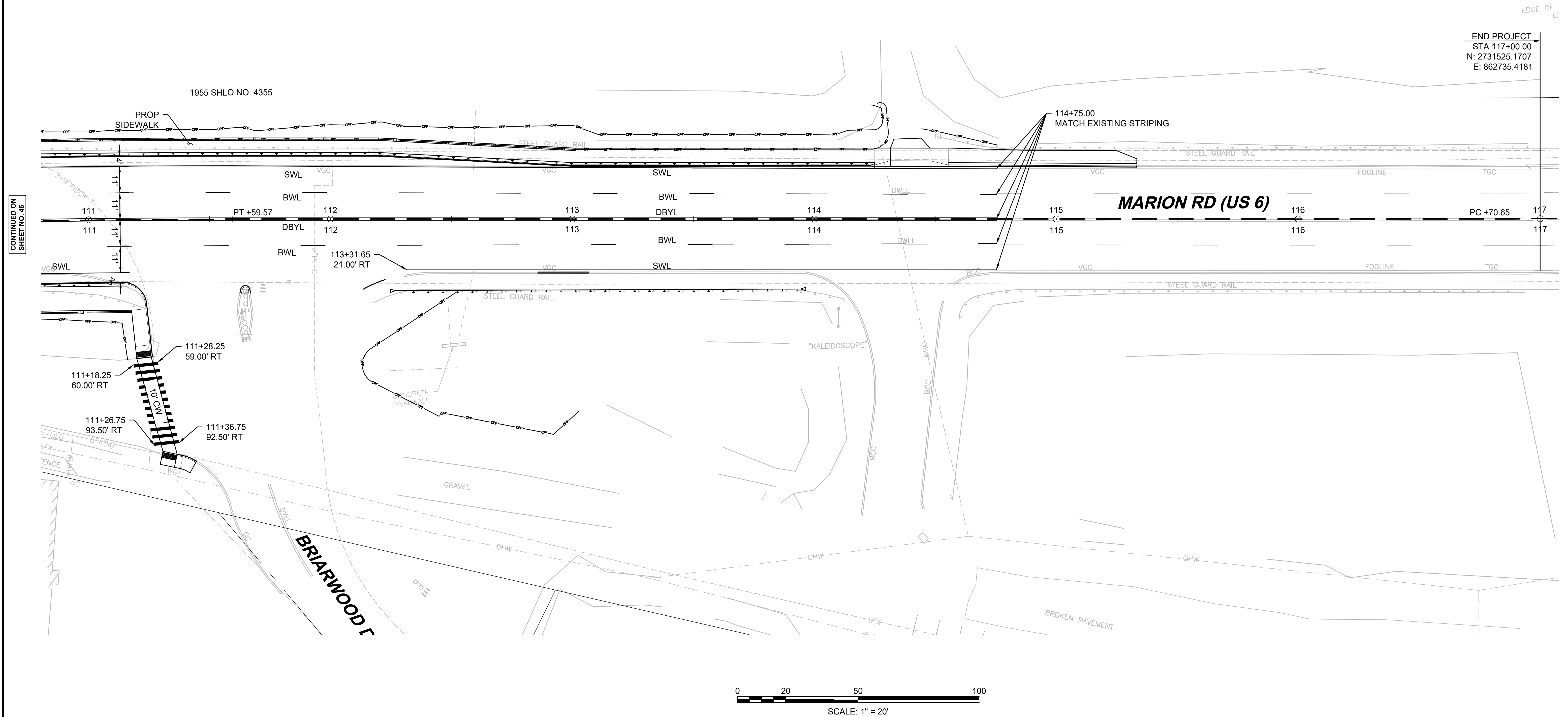
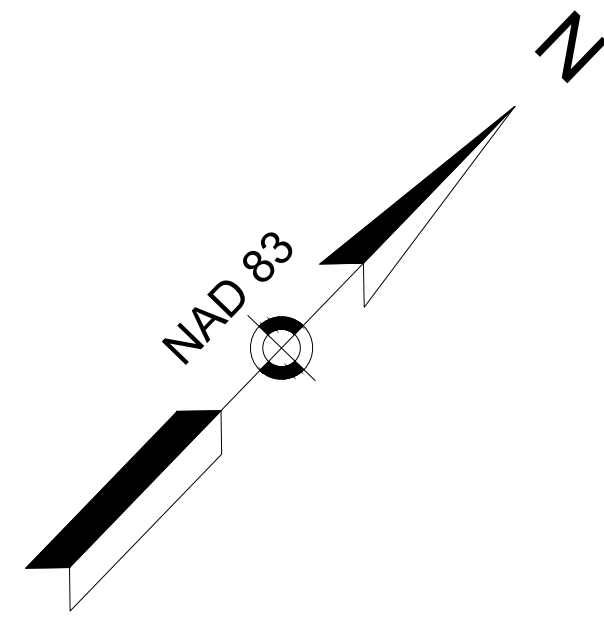


MARION-WAREHAM
WAREHAM RD/MARION RD (US 6)
OVER WEWEANTIC RIVER

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	45	56
PROJECT FILE NO.		605311	

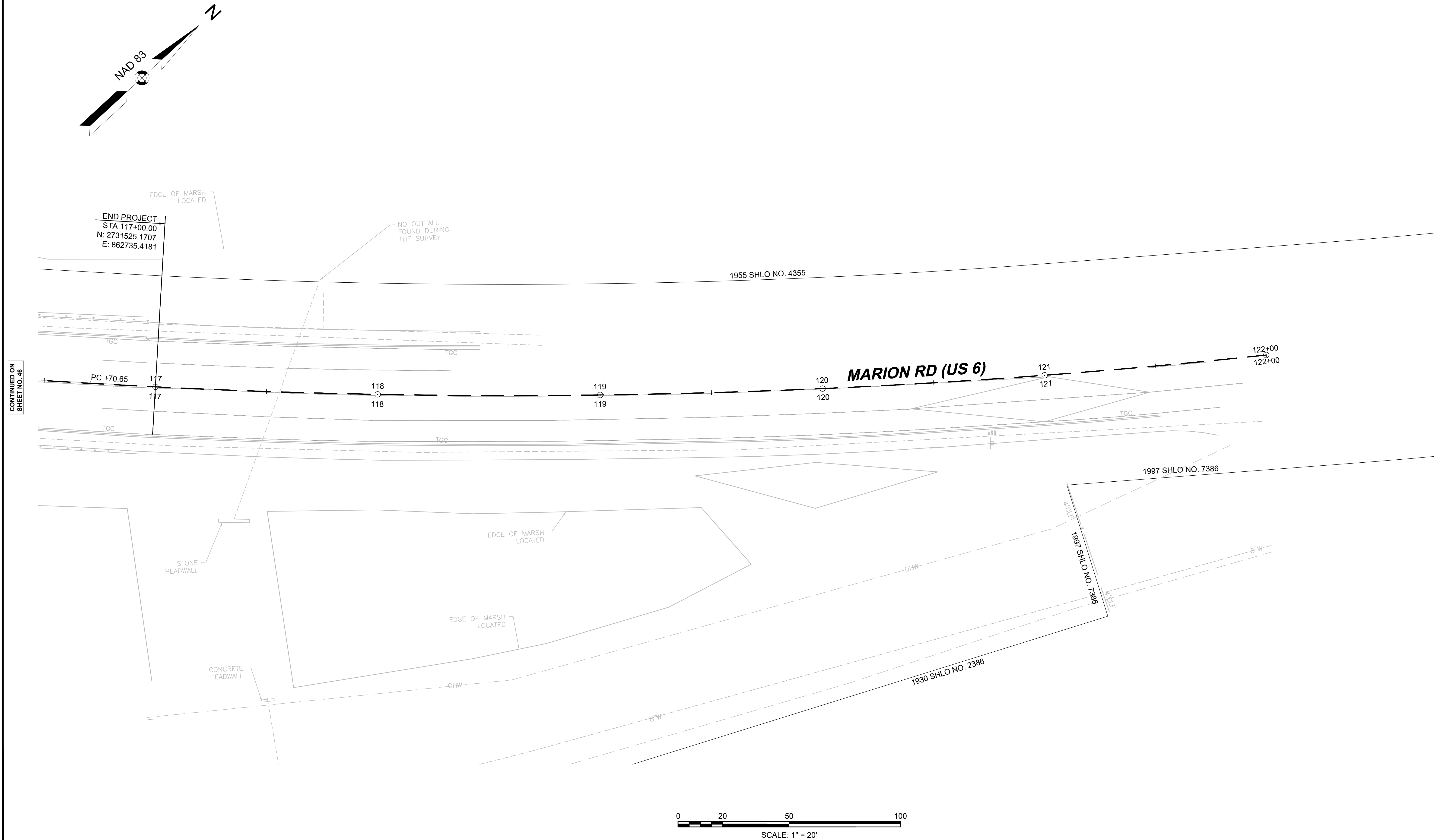
PAVEMENT MARKING & SIGNING PLANS
SHEET 5 OF 7



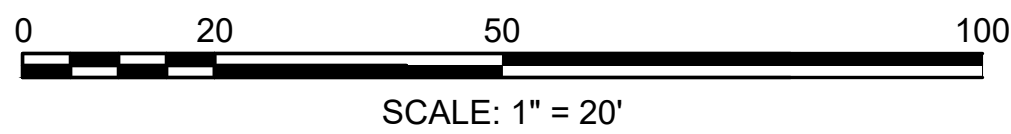


CONTINUED ON
SHEET NO. 45

CONTINUED ON
SHEET NO. 47



CONTINUED ON
SHEET NO. 46



PROPOSED TRAFFIC SIGN SUMMARY

IDENTIFI- CATION 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			
W11-15	36"	36"		LATEST MUTCD STANDARD			8	FLUORE- SCENT YELLOW- GREEN	BLACK	BLACK	(P-5) 2X2 4 (ATTACHED TO SIGNAL STRUCTURE) 4	9.00	72.00
W16-7P(L)	24"	12"		LATEST MUTCD STANDARD			4	FLUORE- SCENT YELLOW- GREEN	BLACK	BLACK	(ATTACHED TO SIGNAL STRUCTURE) 0	2.00	8.00
W16-9P	24"	12"		LATEST MUTCD STANDARD			4	FLUORE- SCENT YELLOW- GREEN	BLACK	BLACK	(4 MOUNTED WITH OTHERS) 0	2.00	8.00
R10-25	9"	12"		LATEST MUTCD STANDARD			4	WHITE	BLACK	BLACK	(ATTACHED TO SIGNAL STRUCTURE) 0	0.75	3.00
R10-23	24"	30"		LATEST MUTCD STANDARD			4	WHITE	BLACK AND RED	BLACK	(ATTACHED TO MAST ARM) 0	5.00	20.00
R8-3a	24"	30"		LATEST MUTCD STANDARD			7	WHITE	RED	RED	(P-5) 2X2 7	5.00	35.00
R1-5e	36"	42"		LATEST MUTCD STANDARD			4	WHITE	BLACK AND RED	BLACK	(P-5) 2 x 2 4	10.50	42.00

NOTES:

GENERAL

- ALL TEMPORARY TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL MEASURES SHALL CONFORM TO THE CURRENT MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.), 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 CURRENT M.U.T.C.D. AND AS APPROVED OR DIRECTED BY THE ENGINEER.
- LANE RESTRICTIONS MAY NOT REMAIN DURING NON-WORKING HOURS. AFTER EACH WORKING PERIOD, TRAFFIC CONTROL DEVICES THAT ARE NOT REQUIRED SHALL BE MOVED OFF THE ROADWAY AND PLACED SO AS NOT TO CAUSE CONFUSION TO MOTORISTS. IN CERTAIN CIRCUMSTANCES, AND ONLY WITH THE APPROVAL OF MASSDOT AND THE ENGINEER, CAN LANE RESTRICTIONS REMAIN OVERNIGHT.
- PLACE ALL CONSTRUCTION SIGNING, TRAFFIC CONTROL DEVICES AND TEMPORARY PAVEMENT MARKINGS FOR EACH PHASE PRIOR TO COMMENCEMENT OF CONSTRUCTION.
- ONE THRU TRAVEL LANE HAVING A MINIMUM WIDTH OF 11 FEET SHALL BE PROVIDED IN EACH DIRECTION DURING ALL PHASES OF CONSTRUCTION AS SHOWN ON THE TRAFFIC MANAGEMENT PLANS, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- ADVISORY SPEED LIMIT SHALL BE SET IN THE FIELD BY THE ENGINEER. W13-1 PLATES SHALL BE USED WHERE APPROPRIATE.
- FLASHING ARROW PANEL SHALL BE SET IN "ARROW MODE" WHEN USED FOR ACTUAL LANE CLOSURES ONLY. FOR SHOULDER CLOSURES, BULBS TO BE ILLUMINATED IN A NON-DIRECTIONAL CAUTION CONFIGURATION TO AVOID UNNECESSARY LANE SHIFTS.
- DISTANCES SHOWN ON THE TRAFFIC MANAGEMENT PLANS ARE A GUIDE ONLY, AND MAY BE ADJUSTED IN THE FIELD BY THE CONTRACTOR SUBJECT TO THE APPROVAL OF THE ENGINEER.
- RESTRAINED TEMPORARY BARRIERS SHALL BE REQUIRED THROUGHOUT ALL STAGES OF CONSTRUCTION FOR ALL BARRIERS PLACED ALONG AN UNSUPPORTED EDGE OF ANY BRIDGE SURFACE AND ON EITHER SIDE OF THE LIMITED-WIDTH WORK ZONE. UNLESS DESIGNED TO WITHSTAND CRASH IMPACTS, ANY TEMPORARY BARRIER PLACED IN FRONT OF SUPPORT OF EXCAVATION SHALL BE RESTRAINED BY BLOCKING OR OTHER SYSTEM, AFFIXED TO THE ROADWAY BY PINNING, SET INTO THE ROADWAY SURFACE, OR BOLTED DOWN TO THE BRIDGE DECK. THE CONTRACTOR SHALL SUPPLY A BARRIER AND ANCHORAGE SYSTEM THAT HAS BEEN CRASH TESTED IN ACCORDANCE WITH NCHRP 350 TL-3, OR MASH TL-3.

GRADE DIFFERENCES

- WHERE THERE IS A LONGITUDINAL DIFFERENCE IN ELEVATION BETWEEN EXISTING PAVEMENT AND MILLED OR NEW PAVEMENT, THE CONTRACTOR SHALL PATCH A TEMPORARY BIT. CONC. WEDGE WITH A 12:1 (OR FLATTER) SLOPE FOR SMOOTH TRANSITION (SEE DETAIL, THIS SHEET).
- CROSS-SECTIONAL GRADE DIFFERENCES IN EXCESS OF 2 INCHES DURING NON-WORKING HOURS WILL REQUIRE DELINEATION BY USE OF REFLECTORIZED DRUMS. CROSS-SECTIONAL GRADE DIFFERENCES IN EXCESS OF 4 INCHES 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 MAX 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).

PAVEMENT MARKINGS

- PAVEMENT MARKING REMOVAL AND APPLICATION OF TEMPORARY PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE RELEVANT PROVISIONS OF SECTION 850 OF THE MASSDOT STANDARD SPECIFICATIONS. PAVEMENT MARKING REMOVAL SHALL OCCUR PRIOR TO COMMENCEMENT OF CONSTRUCTION UNDER THAT PHASE.
- PAVEMENT MARKINGS WHICH ARE NO LONGER APPLICABLE SHALL BE REMOVED. APPLY TEMPORARY MARKINGS WHERE SHOWN ON THE TRAFFIC MANAGEMENT PLANS.
- 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.
- REFLECTORIZED CONES SHALL BE MINIMUM 2'-3" HIGH, 3 FEET CONES ARE RECOMMENDED.
- METAL DRUMS ARE PROHIBITED AS CHANNELIZATION DEVICES.
- TEMPORARY IMPACT ATTENUATORS AND MOVABLE CRASH CUSHIONS MUST MEET THE PERFORMANCE STANDARDS ON NCHRP 350.
- ALL CONSTRUCTION SIGNS SHALL BE BLACK LEGEND ON A REFLECTORIZED ORANGE BACKGROUND UNLESS OTHERWISE NOTED.
- CONSTRUCTION SIGNING SHOWN ON THE ADVANCE SIGNING PLAN CAN REMAIN IN PLACE FOR THE ENTIRE PROJECT DURATION, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- STANDARD ORANGE OR FLUORESCENT RED-ORANGE FLAGS (27 INCHES x 27 INCHES MIN.) SHALL BE ATTACHED TWO (2) EACH ON ALL ADVANCE WARNING SIGNS. FLAGS SHALL NOT INTERFERE WITH A CLEAR VIEW OF THE SIGN FACE.
- 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 W20-8 SIGNS ONLY WHILE POLICE ARE DIRECTING TRAFFIC. THEY SHALL BE TAKEN DOWN OR COVERED AT THE CLOSE OF EACH DAY.
- THE FIRST FIVE PLASTIC DRUMS OF A TAPER SHALL BE MOUNTED WITH TYPE A LIGHTS.
- ALL TEMPORARY PAVEMENT MARKINGS SHALL BE REFLECTORIZED PAINT.

TAPER LENGTH CRITERIA FOR TEMPORARY TRAFFIC CONTROL ZONES

TYPE OF TAPER	TAPER LENGTH (L)
MERGING TAPER	AT LEAST L
SHIFTING TAPER	AT LEAST 0.5L
SHOULDER TAPER	AT LEAST 0.33L
ONE-LANE, TWO-WAY TRAFFIC TAPER	100 FT MAXIMUM
DOWNSTREAM TAPER	100 FT PER LANE

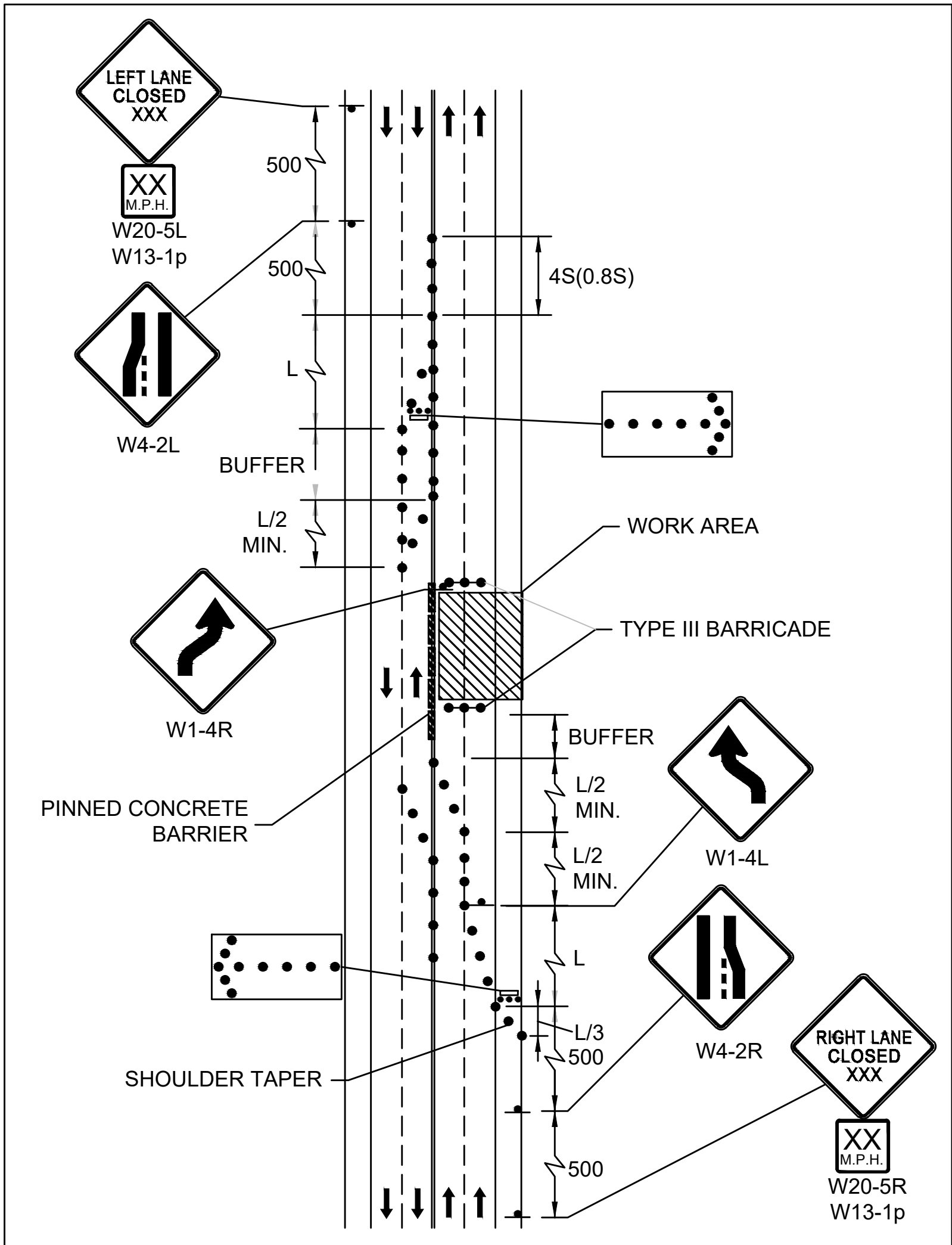
FORMULAS FOR DETERMINING TAPER LENGTHS

SPEED LIMIT (S)	TAPER LENGTH (L) FEET
40 MPH OR LESS	$L = \frac{WS^2}{60}$
45 MPH OR MORE	$L = WS$

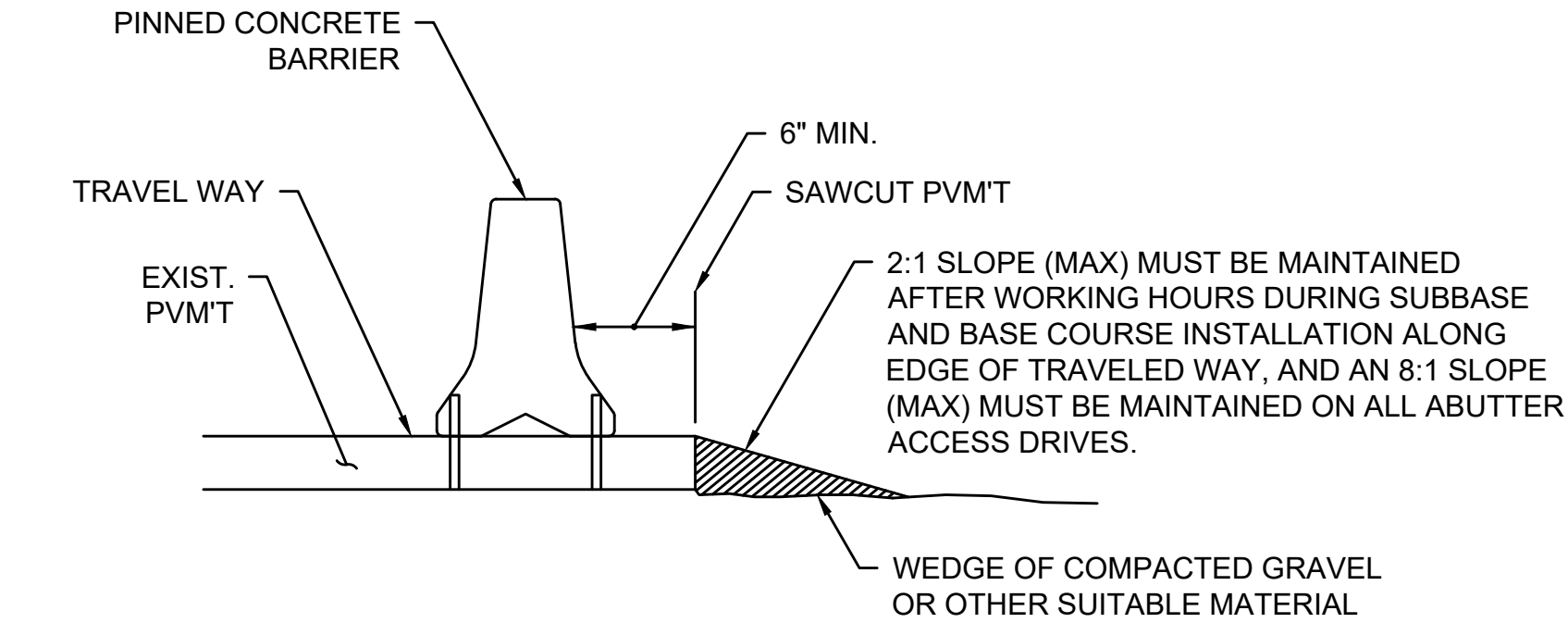
WHERE: L = TAPER LENGTH IN FEET

W = WIDTH OF OFFSET IN FEET

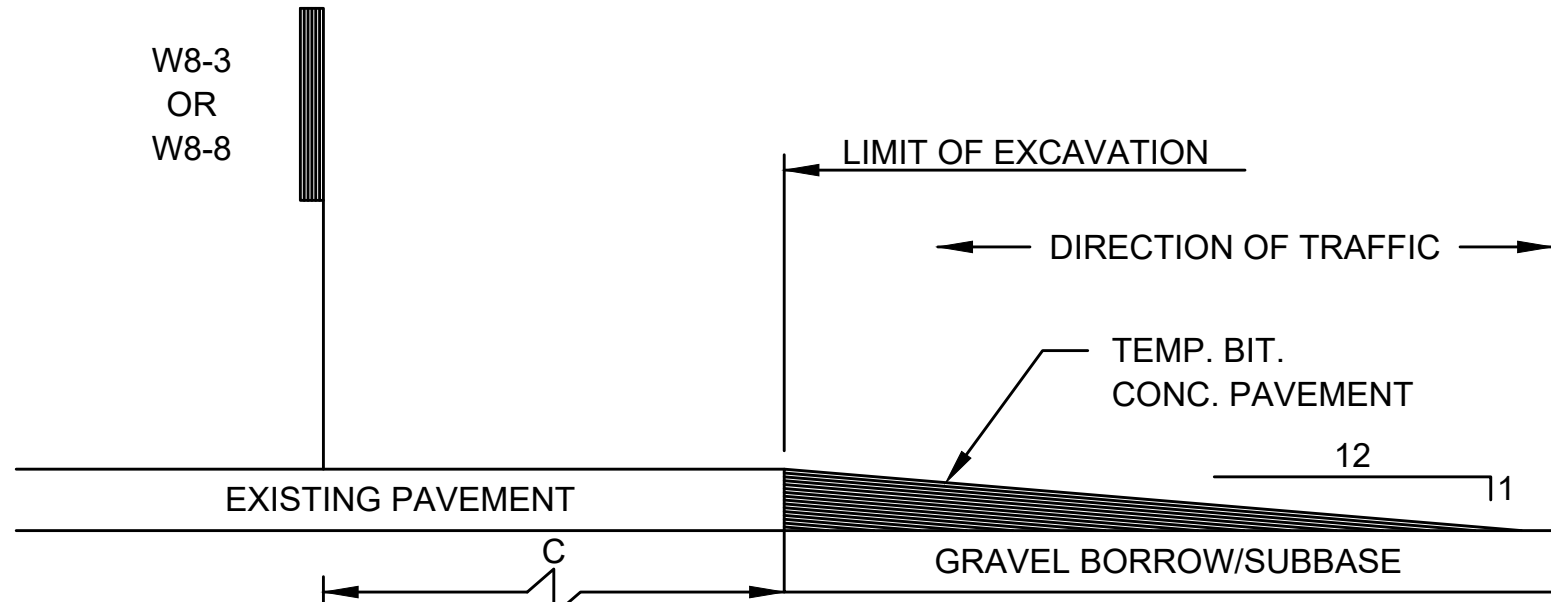
S = POSTED SPEED LIMIT, OR OFF-PEAK 85TH-PERCENTILE SPEED PRIOR TO WORK STARTING, OR THE ANTICIPATED OPERATING SPEED IN MPH



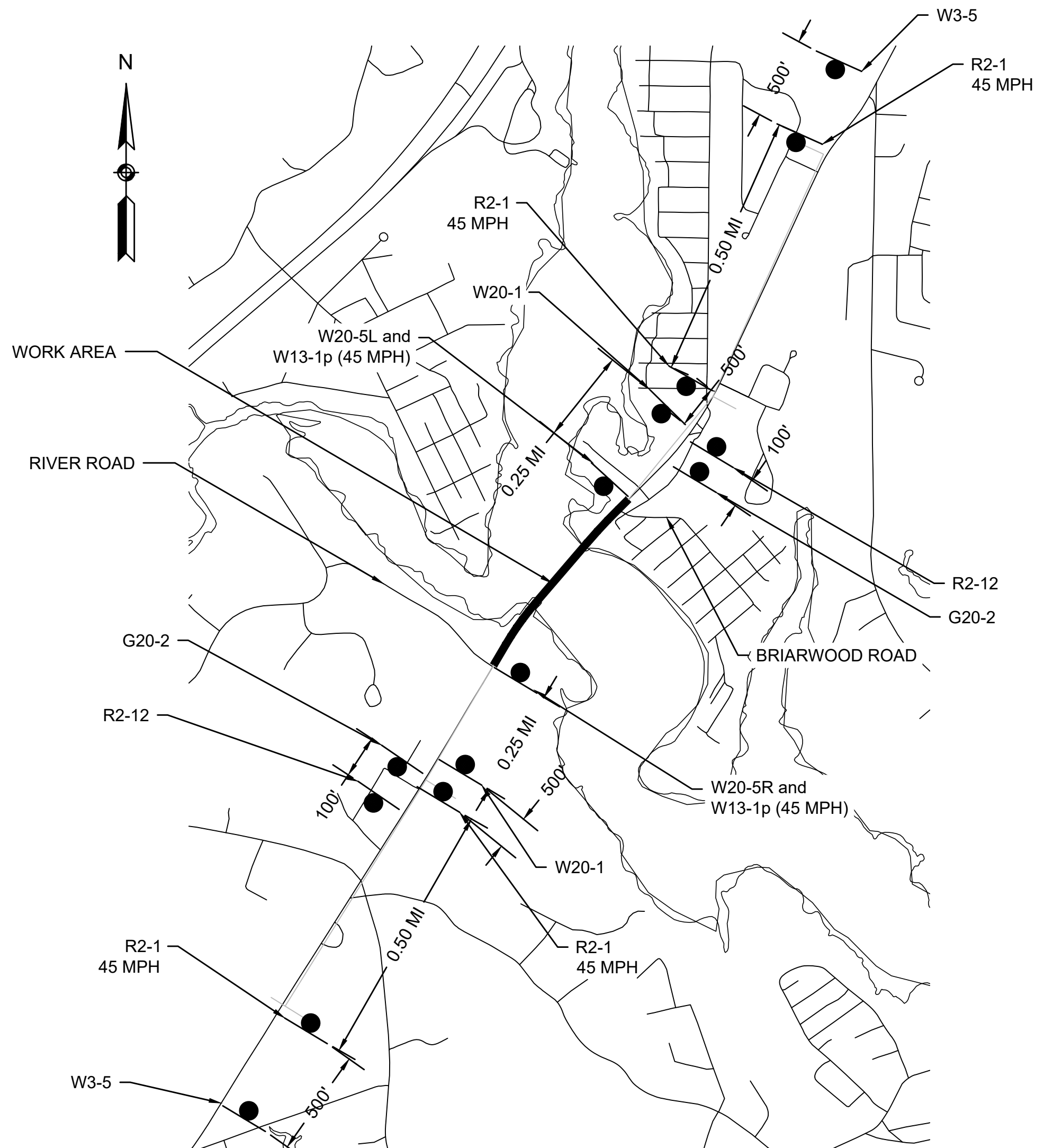
MULTIPLE LANE CLOSURE FOR WORK AREA
NOT TO SCALE



TREATMENT FOR LATERAL SLOPING
NOT TO SCALE



LONGITUDINAL DROP-OFF DETAIL
NOT TO SCALE



ADVANCED SIGNING SCHEMATIC
NOT TO SCALE

**MARION-WAREHAM
WAREHAM RD/MARION RD (US 6)
OVER WEWEANTIC RIVER**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	49	56

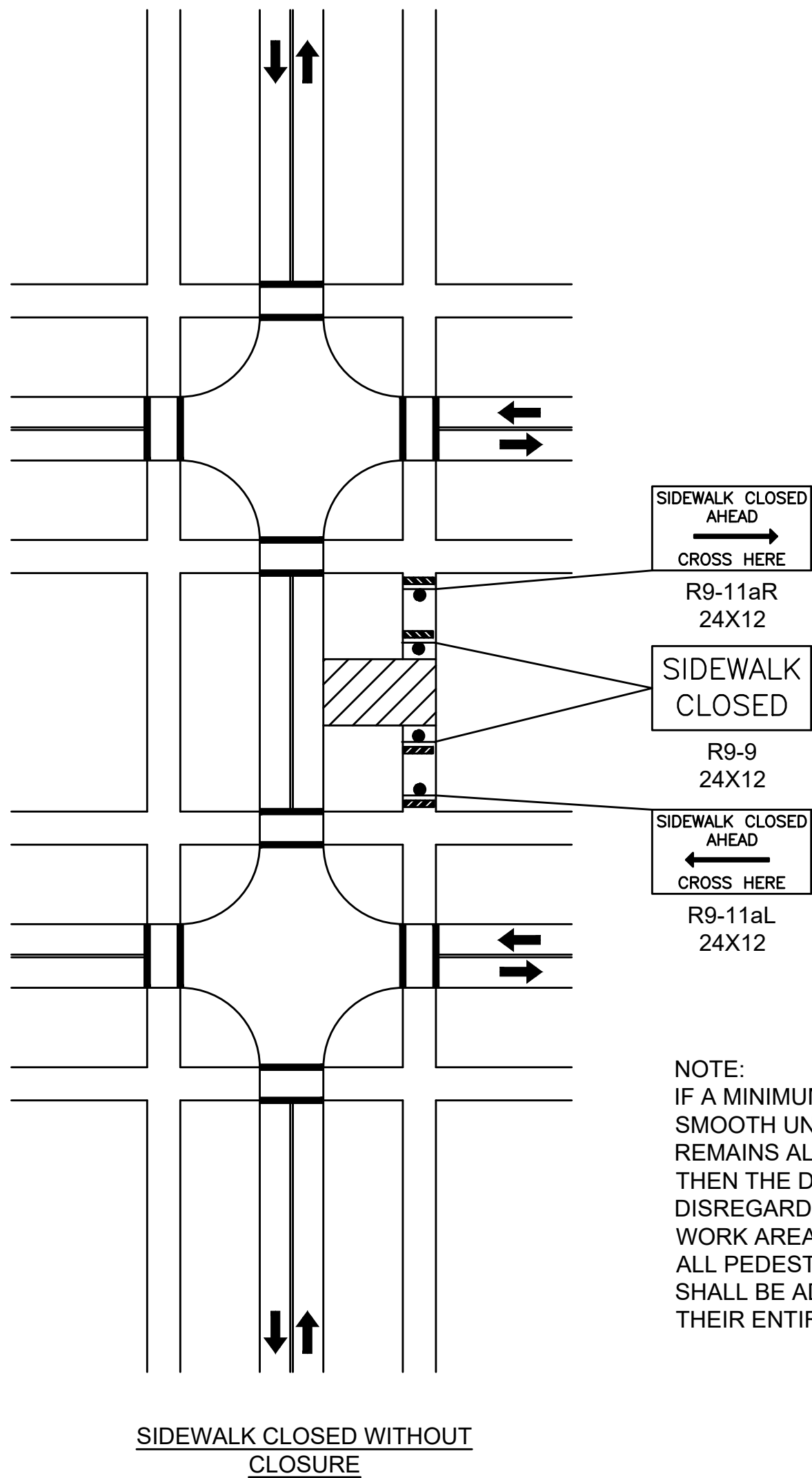
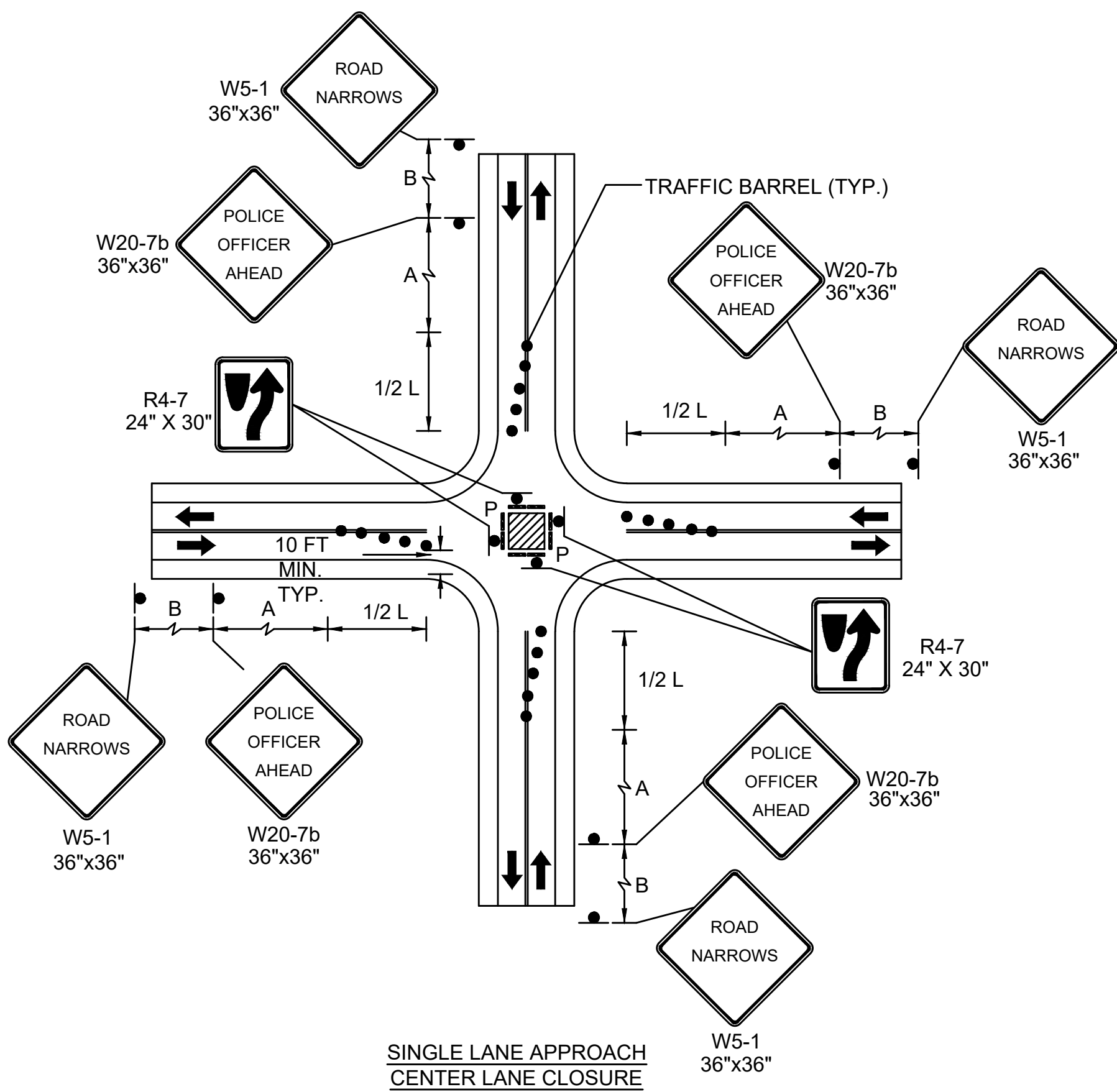
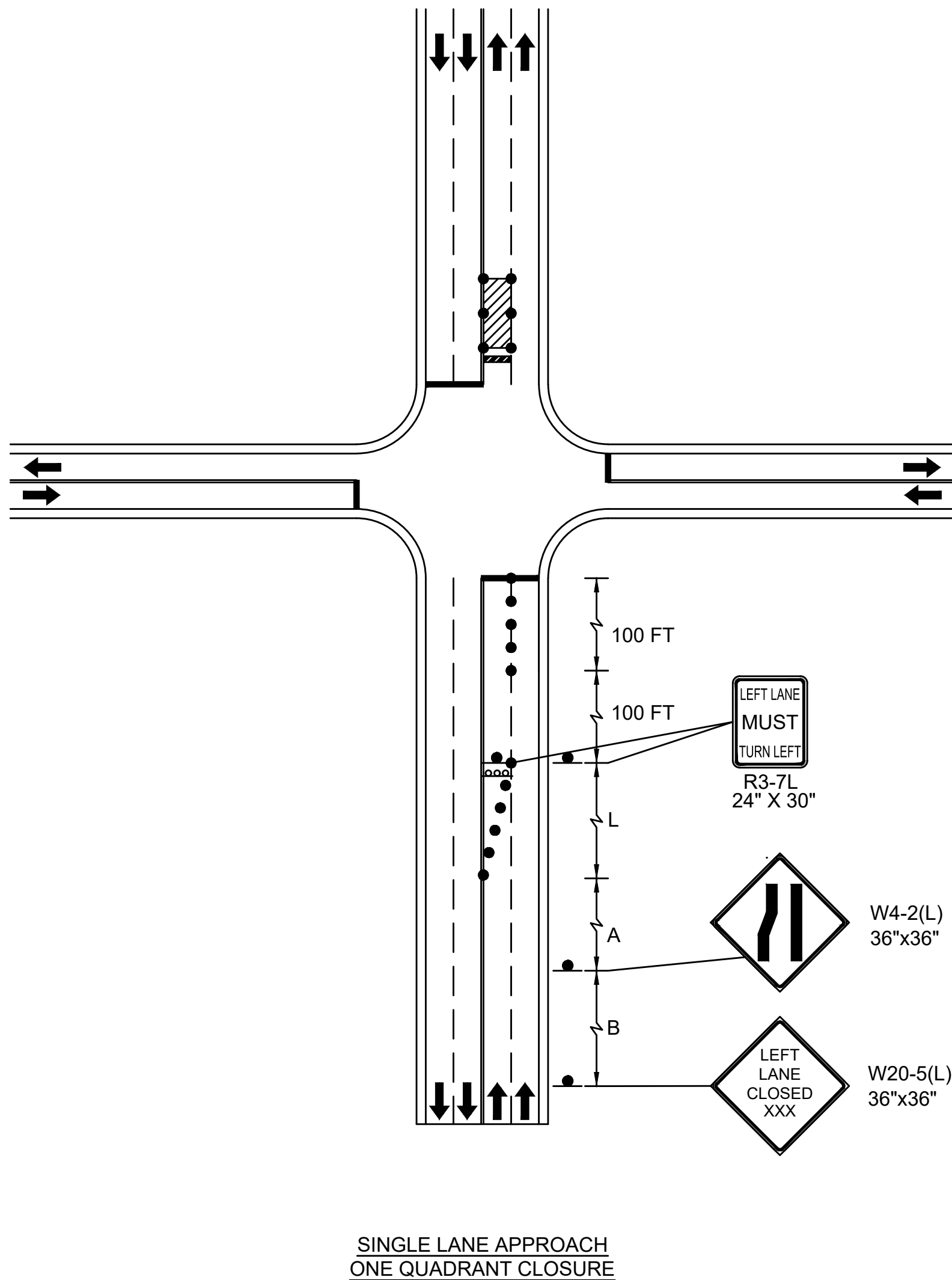
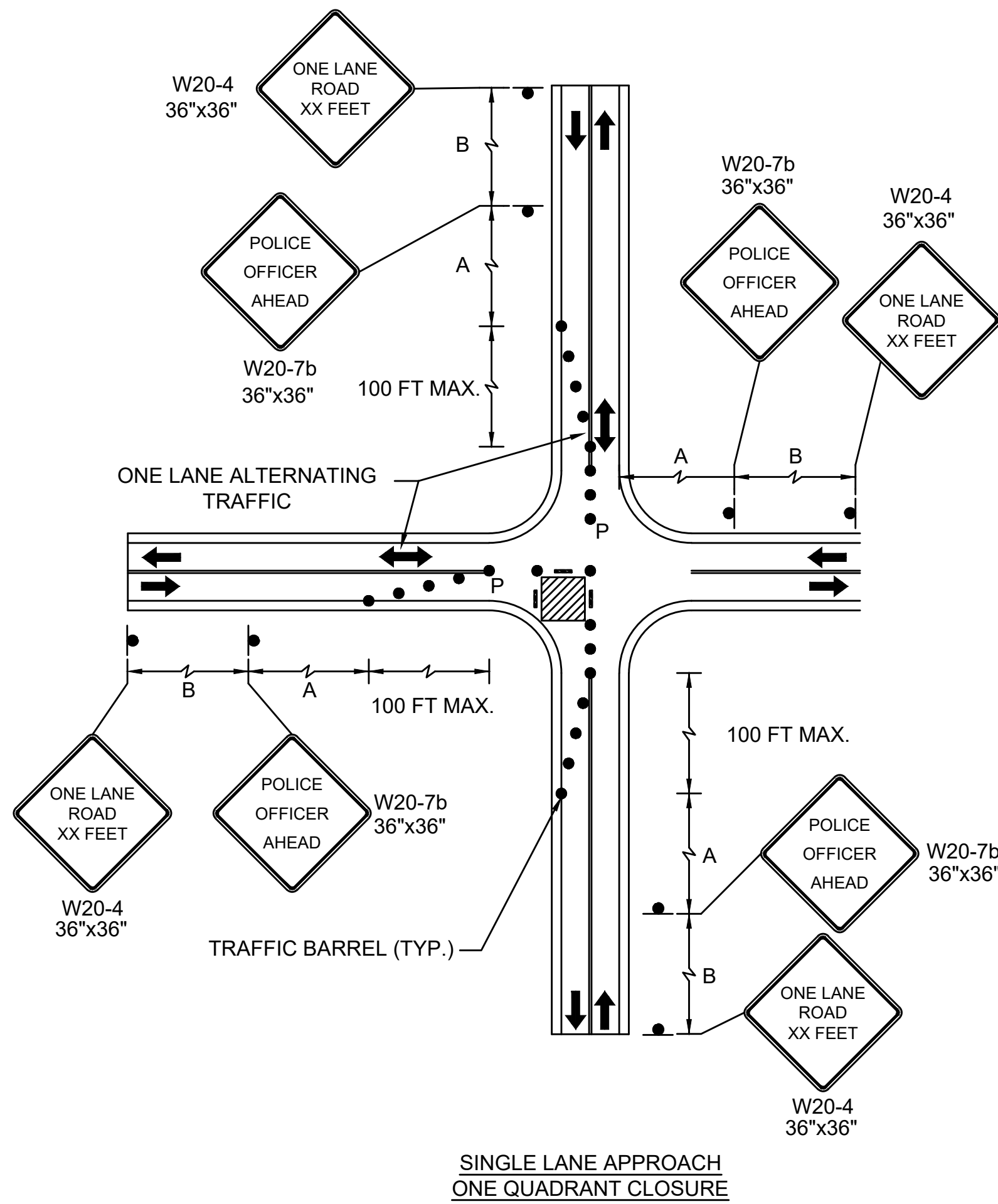
PROJECT FILE NO. 605311

**TEMPORARY TRAFFIC CONTROL PLANS
GENERAL NOTES & DETAILS**

MARION-WAREHAM
WAREHAM RD/MARION RD (US 6)
OVER WEWEANTIC RIVER

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	50	108
PROJECT FILE NO.		605311	

TEMPORARY TRAFFIC CONTROL PLAN
STANDARD DETAILS SHEET



NOTE:
IF A MINIMUM WIDTH OF 48" OF SOLID
SMOOTH UNOBSTRUCTED SURFACE
REMAINS ALONG THE WORK AREA
THEN THE DETAIL CAN BE
DISREGARDED. DELINEATION OF THE
WORK AREA WILL STILL BE REQUIRED.
ALL PEDESTRIAN DETOUR ROUTES
SHALL BE ADA/MAAB COMPLAINT IN
THEIR ENTIRETY.

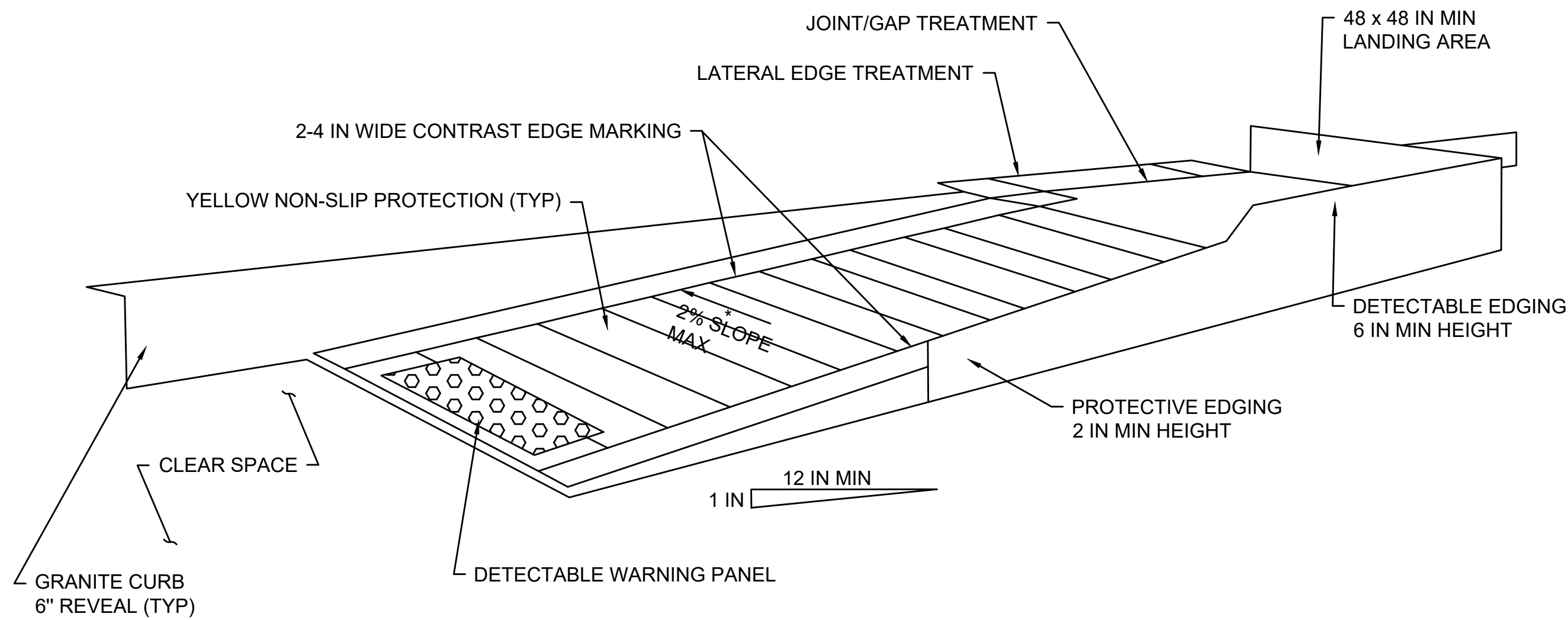
LEGEND

- REFLECTORIZED PLASTIC CONE
- REFLECTORIZED PLASTIC DRUM
- REFLECTORIZED PLASTIC DRUM WITH LIGHT (TYPE A)
- SIGN
- TYPE III BARRICADE
- FLASHING ARROW BOARD
- P/F POLICE/FLAGGER DETAIL
- WORK ZONE
- DIRECTION OF TRAFFIC
- BARRIER
- IMPACT ATTENUATOR

MARION-WAREHAM
WAREHAM RD/MARION RD (US 6)
OVER WEWEANTIC RIVER

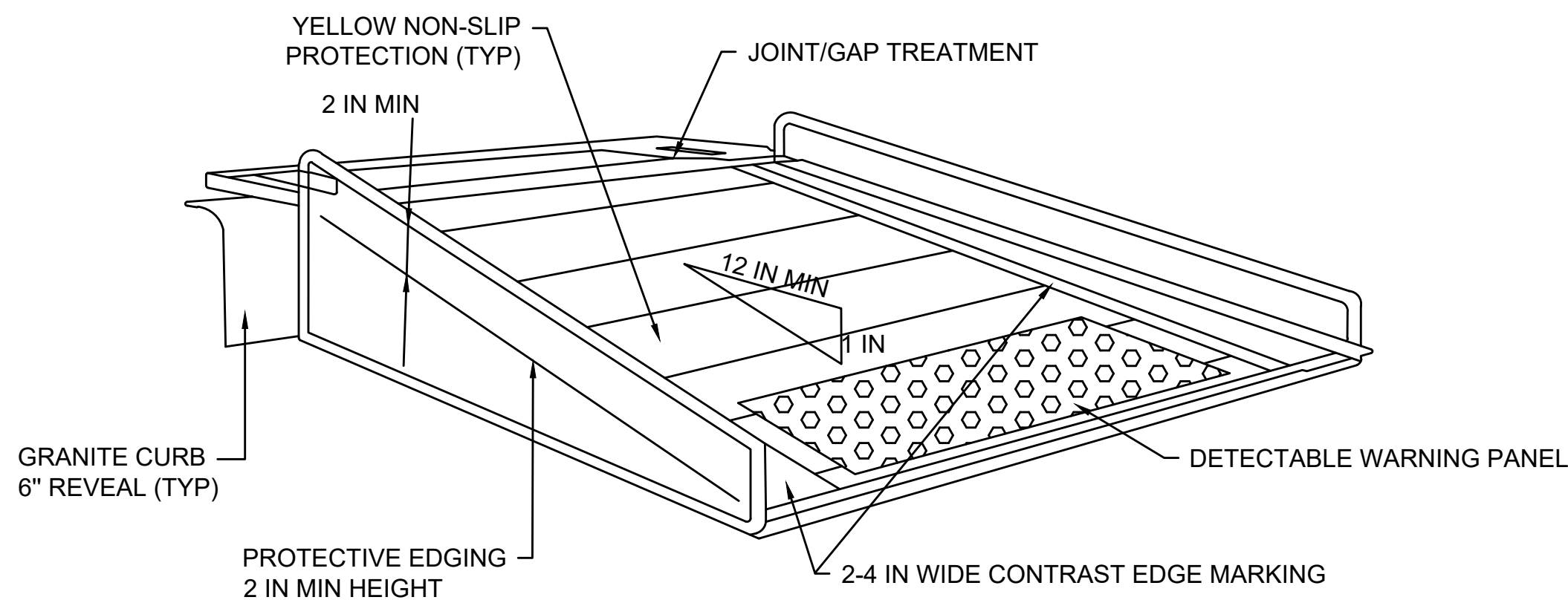
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	51	108
PROJECT FILE NO.		605311	

TEMPORARY TRAFFIC CONTROL PLAN
STANDARD DETAILS SHEET



TEMPORARY CURB RAMP-PARALLEL TO CURB

NOT TO SCALE



PROTECTIVE EDGE

TEMPORARY CURB RAMP-PERPENDICULAR TO CURB

NOT TO SCALE

FIGURE PED-1 PEDESTRIAN DETAILS

NOTES:

- CURB RAMPS SHALL BE 60 IN. MINIMUM WIDTH WITH A FIRM, STABLE AND NON-SLIP SURFACE.
- PROTECTIVE EDGING WITH A 2 IN. MINIMUM HEIGHT SHALL BE INSTALLED WHEN THE CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6 IN. OR GREATER OR HAS A SIDE APRON SLOP STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN THE CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3 IN. OR MORE.
- DETECTABLE EDGING WITH 6 IN. MINIMUM HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
- CURB RAMPS AND LANDINGS SHOULD HAVE A 1:50 (2%) MAX CROSS-SLOPE.
- CLEAR SPACE OF 48x48 IN. MINIMUM SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
- THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A CONTRASTING COLOR 2 TO 4 IN. WIDE MARKING. THE MARKING IS OPTIONAL WHERE COLOR CONTRASTING EDGING IS USED.
- WATER FLOW IN THE GUTTER SYSTEM SHALL HAVE MINIMAL RESTRICTION.
- LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 0.5 IN. WIDTH.
- CHANGES BETWEEN SURFACE HEIGHTS SHOULD NOT EXCEED 0.5 IN. LATERAL EDGES SHOULD BE VERTICAL UP TO 0.25 IN. HIGH, AND BEVELED AT 1:2 BETWEEN 0.25 IN. AND 0.5 IN. HEIGHT.

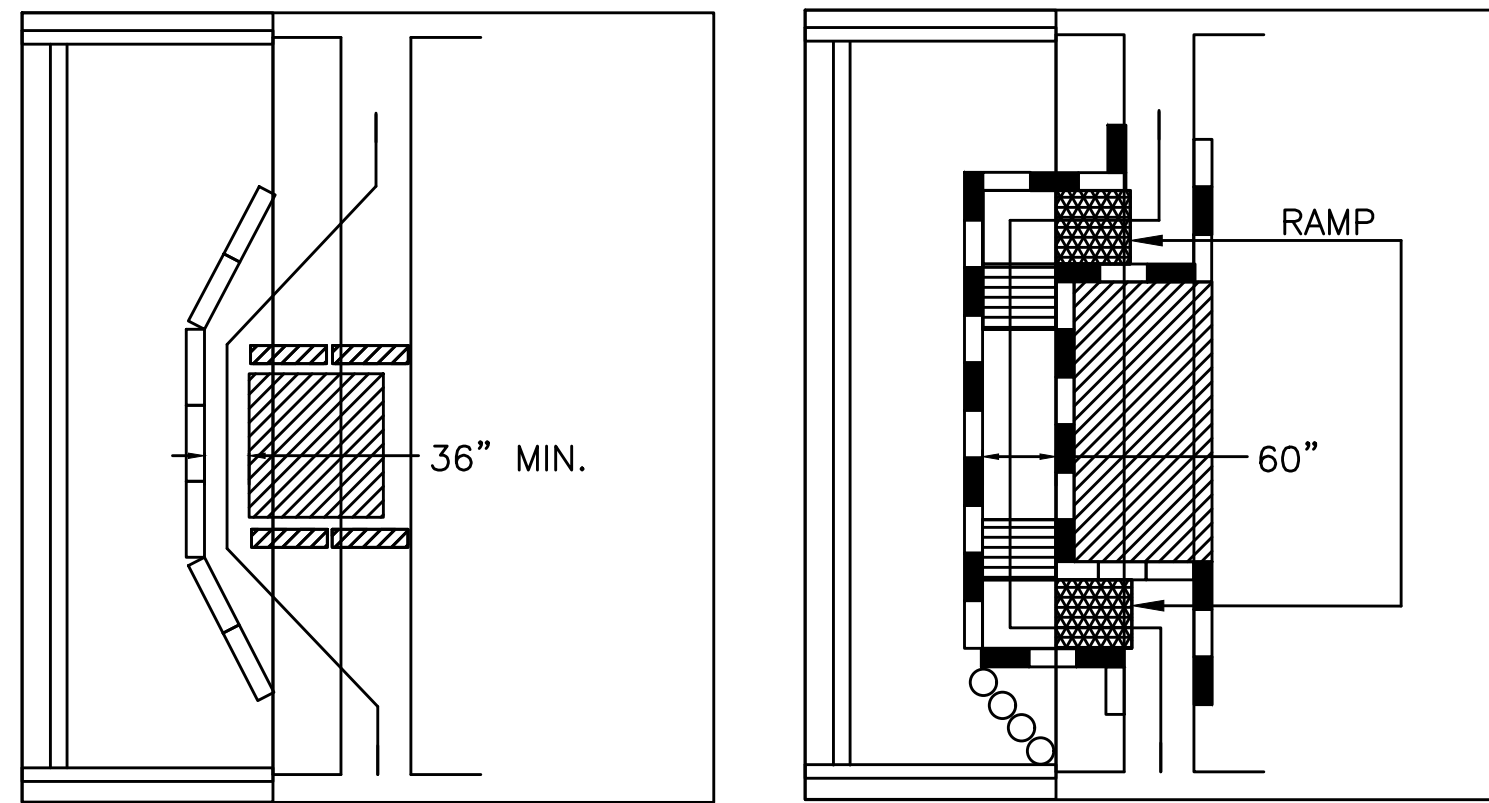


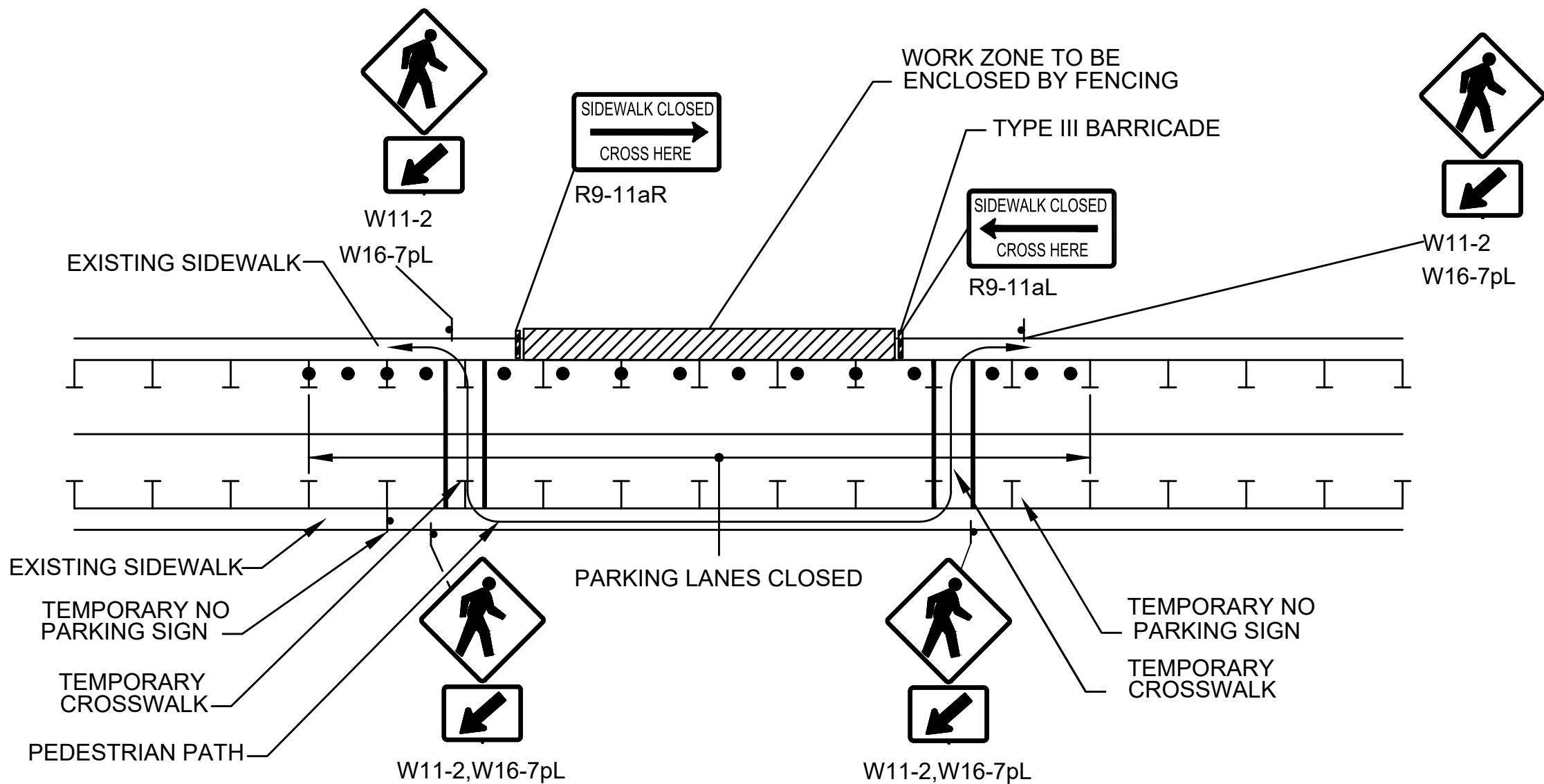
FIGURE PED-3 PEDESTRIAN DETAILS

NOT TO SCALE

- When existing pedestrian facilities are disrupted, closed, or relocated in a TTC zone, temporary facilities shall be provided and they shall be detectable and include accessibility features consistent with the features present in the existing pedestrian facility.
- A pedestrian channelizing device that is detectable by a person with a visual disability traveling with the aid of a long cane shall be placed across the full width of the closed sidewalk.
- When used, temporary ramps shall comply with Americans with Disabilities Act (see Figures Ped-1).
- The alternate pathway should have a smooth continuous hard surface for the entire length of the temporary pedestrian facility.
- The protective requirements of a TTC situation have priority in determining the need for temporary traffic barriers and their use in this situation should be based on engineering judgment.
- Audible information devices should be considered where midblock closings and changed crosswalk areas cause inadequate communication to be provided to pedestrians who have visual disabilities.

AUDIBLE DEVICES

For long term sidewalk closures (at a minimum overnight) a form of speech messaging for pedestrians with visual disabilities shall be provided. Audible information devices such as detectable barriers or barricades and other passive pedestrian activation (motion activated) devices should be considered for these cases. These audible devices can be mountable or stand alone.



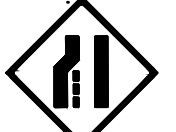
NOT TO SCALE

NOTES

- ADDITIONAL ADVANCE WARNING MAY BE NECESSARY.
- CONTROLS ONLY FOR PEDESTRIAN TRAFFIC ARE SHOWN. VEHICULAR TRAFFIC SHOULD BE HANDLED AS SHOWN ELSEWHERE.
- STREET LIGHTING SHOULD BE CONSIDERED WHEN LOCATING CONTROL DEVICES.
- IF THE WORK ZONE DOES NOT PERMIT PEDESTRIANS TO TRAVEL ADJACENT TO IT AS SHOWN IN PEDESTRIAN BYPASS TYPE I, TEMPORARY CROSSWALKS WITH APPROPRIATE SIGNS SHOULD BE INSTALLED TO CROSS PEDESTRIANS TO THE OPPOSITE SIDE OF THE STREET AS SHOWN IN PEDESTRIAN BYPASS TYPE II, AND AS DIRECTED BY THE ENGINEER. TEMPORARY CURB RAMPS WILL BE REQUIRED AT ALL TEMPORARY CROSSWALK LOCATIONS.
- BYPASS IS TO BE USED IN CONJUNCTION WITH THE PROPOSED LANE CLOSURE DETAILS AND DURING CONSTRUCTION STAGING, AS DIRECTED BY THE ENGINEER.
- THE TEMPORARY SIDEWALK SHOULD BE A MINIMUM OF 4 FEET WIDE. IF THIS WALKWAY EXCEEDS 200 FEET THEN A 5 FOOT X 5 FOOT PASSING ZONE. (FOR SHORT TERM SETUPS < 10 HOURS, THIS CONDITION MAY BE WAIVED. A NOTE WOULD NEED TO BE INCLUDED IN THE TTCF THAT STATES HOW THE CONTRACTOR SHOULD ADDRESS THIS ISSUE.)

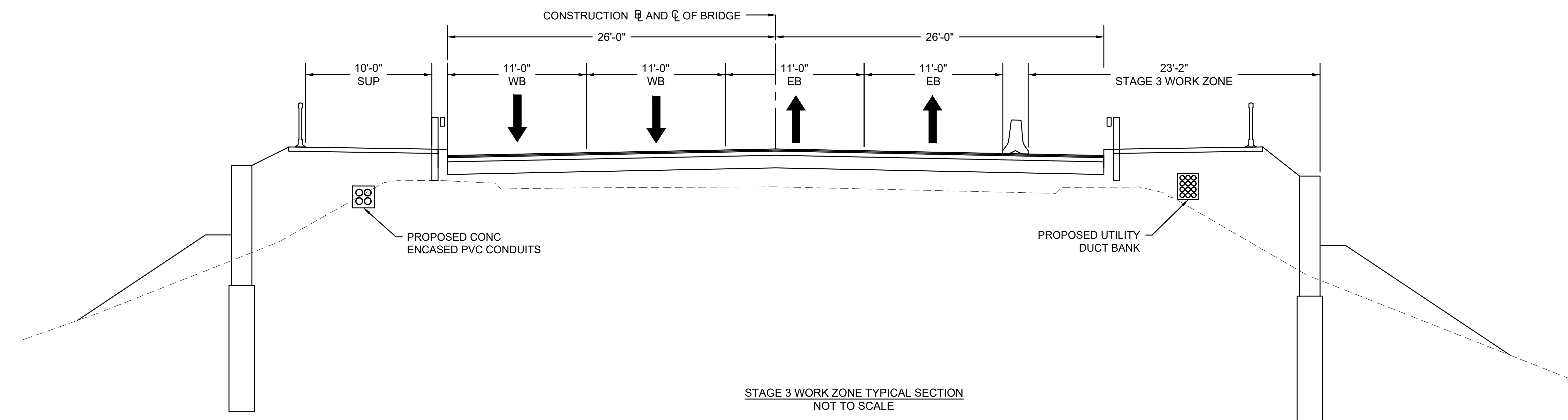
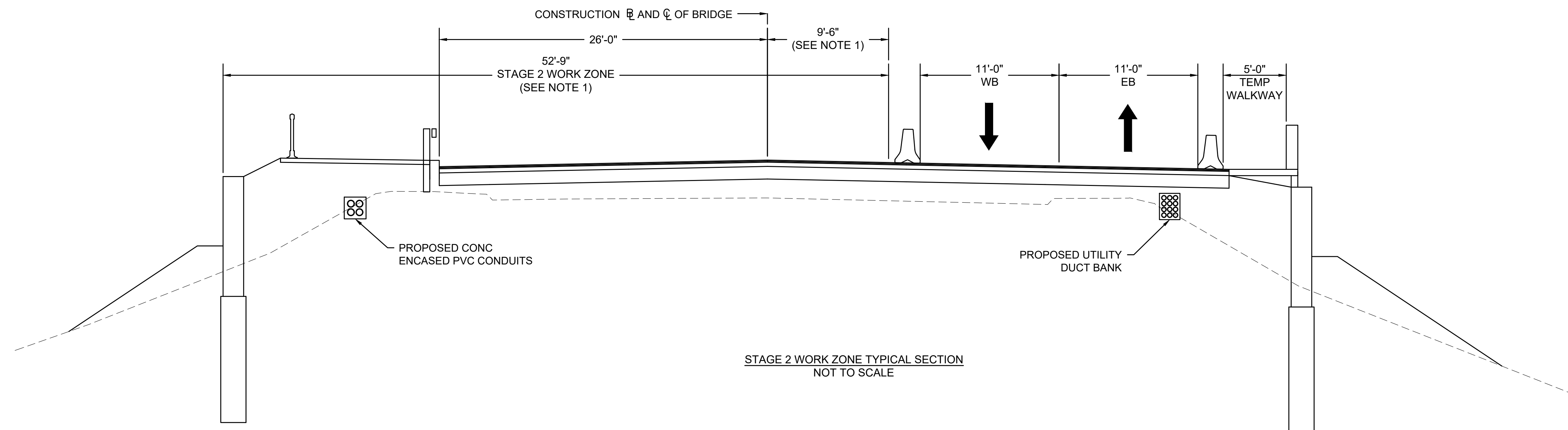
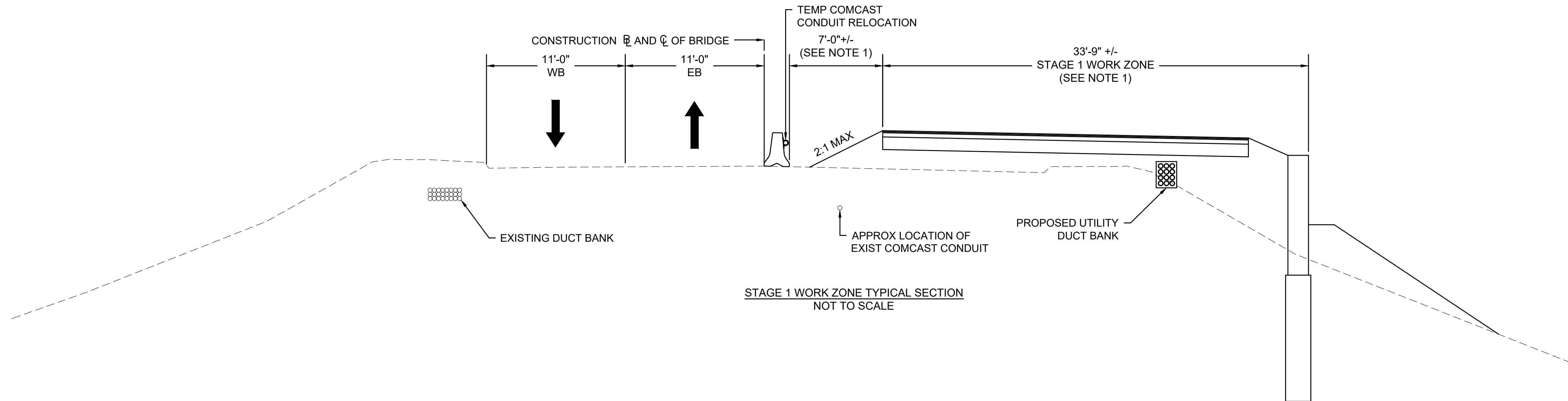
NOTES:

1. SIGN TEXT SHALL CONFORM TO MUTCD.
2. THE LEGEND BORDER AND BACKGROUND SHALL BE HIGH INTENSITY REFLECTIVE SHEETING.
3. ORANGE CONSTRUCTION SIGNS SHALL BE FLUORESCENT.

IDENTIFI- CATION 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			
W20-1	48"	48"		LATEST MUTCD STANDARD			2	SEE MUTCD STANDARDS			WOOD POST	16.00	32.00
G20-2	48"	24"		LATEST MUTCD STANDARD			2				WOOD POST	8.00	16.00
R9-8	36"	18"		LATEST MUTCD STANDARD			4				WOOD POST	4.50	18.00
R9-9	24"	12"		LATEST MUTCD STANDARD			2				WOOD POST	2.00	4.00
R9-11aR	24"	12"		LATEST MUTCD STANDARD			1				WOOD POST	2.00	2.00
R9-11aL	24"	12"		LATEST MUTCD STANDARD			1				WOOD POST	2.00	2.00
W4-2L	48"	48"		LATEST MUTCD STANDARD			1				WOOD POST	16.00	16.00
W4-2R	48"	48"		LATEST MUTCD STANDARD			1				WOOD POST	16.00	16.00
W20-5L	48"	48"		LATEST MUTCD STANDARD			1				WOOD POST	16.00	16.00
W20-5R	48"	48"		LATEST MUTCD STANDARD			1				WOOD POST	16.00	16.00
W21-5a	48"	48"		LATEST MUTCD STANDARD			1				WOOD POST	16.00	16.00
W13-1p	30"	30"		LATEST MUTCD STANDARD			2				WOOD POST	6.25	12.50
W1-4L	48"	48"		LATEST MUTCD STANDARD			1				WOOD POST	16.00	16.00
W1-4R	48"	48"		LATEST MUTCD STANDARD			2				WOOD POST	16.00	32.00
W3-5	48"	48"		LATEST MUTCD STANDARD			2				WOOD POST	16.00	32.00
R2-1	36"	48"		LATEST MUTCD STANDARD			4				WOOD POST	12.00	48.00
R2-12	36"	54"		LATEST MUTCD STANDARD			2				WOOD POST	13.50	27.00

MARION-WAREHAM WAREHAM RD/MARION RD (US 6) OVER WEWEANTIC RIVER			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	53	56
PROJECT FILE NO.		605311	

TEMPORARY TRAFFIC CONTROL PLANS
STAGE 1-3 TYPICAL SECTIONS



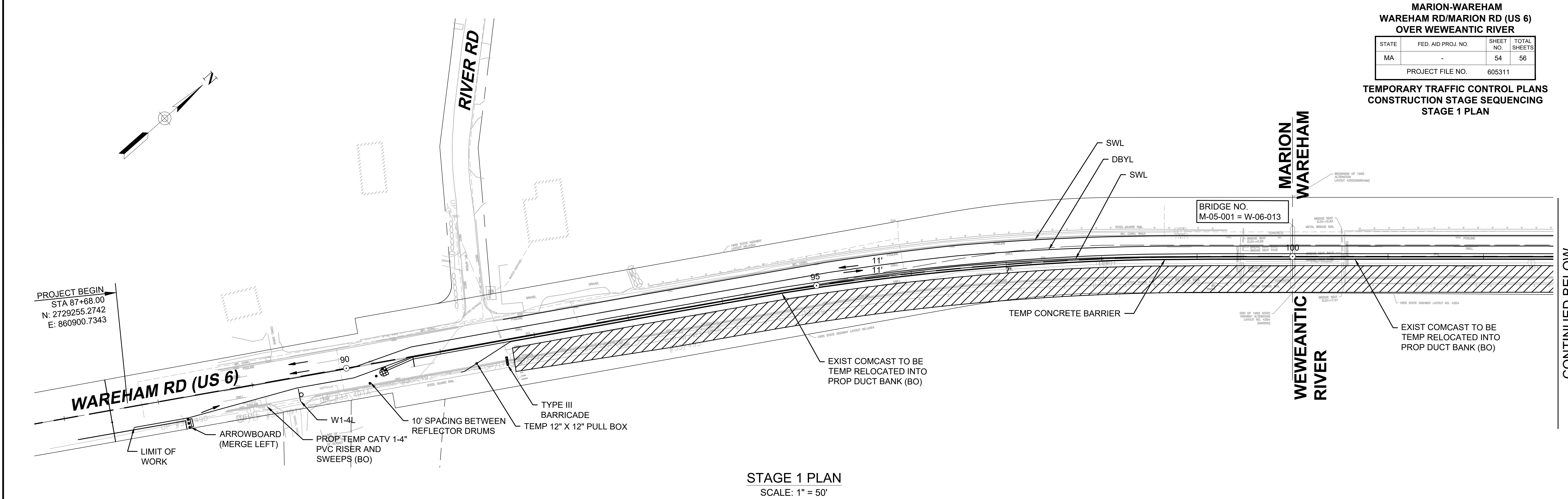
NOTES:

1. WORK ZONE LENGTH MAY VARY BETWEEN STAGE 1 AND STAGE 2 DEPENDING ON EXISTING PROFILE.
2. TEMPORARY WALKWAYS CONSTRUCTED AT-GRADE IN STAGE 2 WILL BE PAID FOR UNDER ITEM 702.1.
3. TEMPORARY ELEVATED WALKWAYS CONSTRUCTED ABOVE PROPOSED RETAINING WALLS IN STAGE 2 WILL BE PAID FOR UNDER ITEM 702.2.

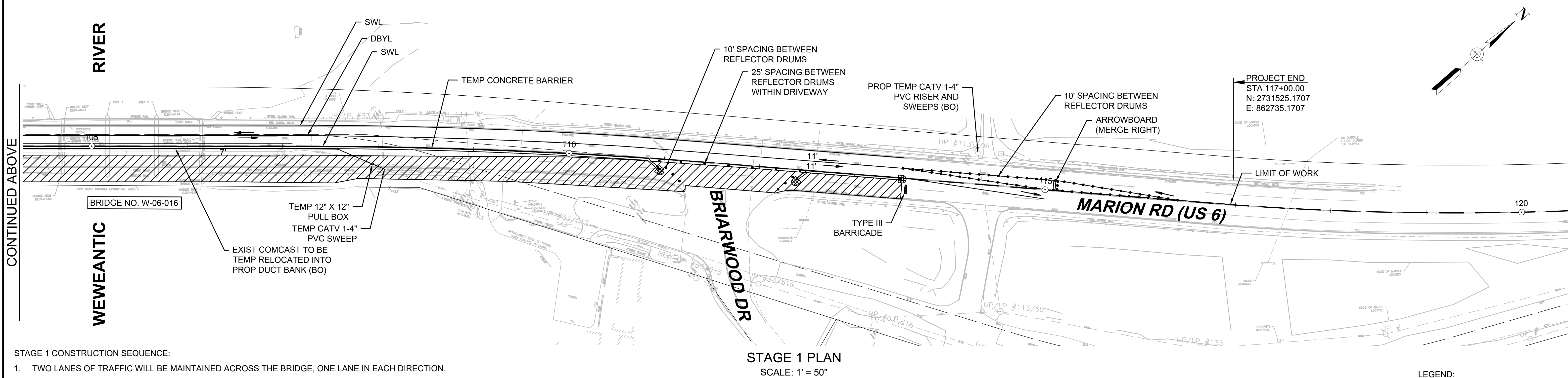
MARION-WAREHAM
WAREHAM RD/MARION RD (US 6)
OVER WEWEANTIC RIVER

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	54	56
PROJECT FILE NO. 605311			

TEMPORARY TRAFFIC CONTROL PLANS
CONSTRUCTION STAGE SEQUENCING
STAGE 1 PLAN



STAGE 1 PLAN
SCALE: 1" = 50'



STAGE 1 PLAN
SCALE: 1" = 50"

STAGE 1 CONSTRUCTION SEQUENCE:

1. TWO LANES OF TRAFFIC WILL BE MAINTAINED ACROSS THE BRIDGE, ONE LANE IN EACH DIRECTION.
2. RELOCATE EXISTING TELEPHONE INTO EXISTING DUCT BANK.
3. SHIFT TRAFFIC TO NORTHERLY SIDE OF THE BRIDGE.
4. CONSTRUCT PERMANENT SOUTHERLY ROADWAY, INCLUDING RETAINING WALL, TELEPHONE DUCT BANK, AND TEMPORARY PEDESTRIAN ACCESS.
5. RELOCATE ALL EXISTING TELEPHONE FACILITIES INTO PROPOSED DUCT BANK SYSTEM (BY OTHERS).

NOTES:

1. REFER TO SHEET 45 FOR GENERAL NOTES AND ADV WARNING SIGNS.
2. REFER TO SHEET 45 FOR MULTIPLE LANE CLOSURE DETAIL.
3. 7' GAP REQUIRED DUE TO BRIDGE DECK ASSEMBLY. REFER TO CROSS SECTION STAGE 1 IN SHEET 48 FOR DETAIL.
4. MAINTAIN ACCESS TO RIVER ROAD AND BRIARWOOD DRIVE.

LEGEND:

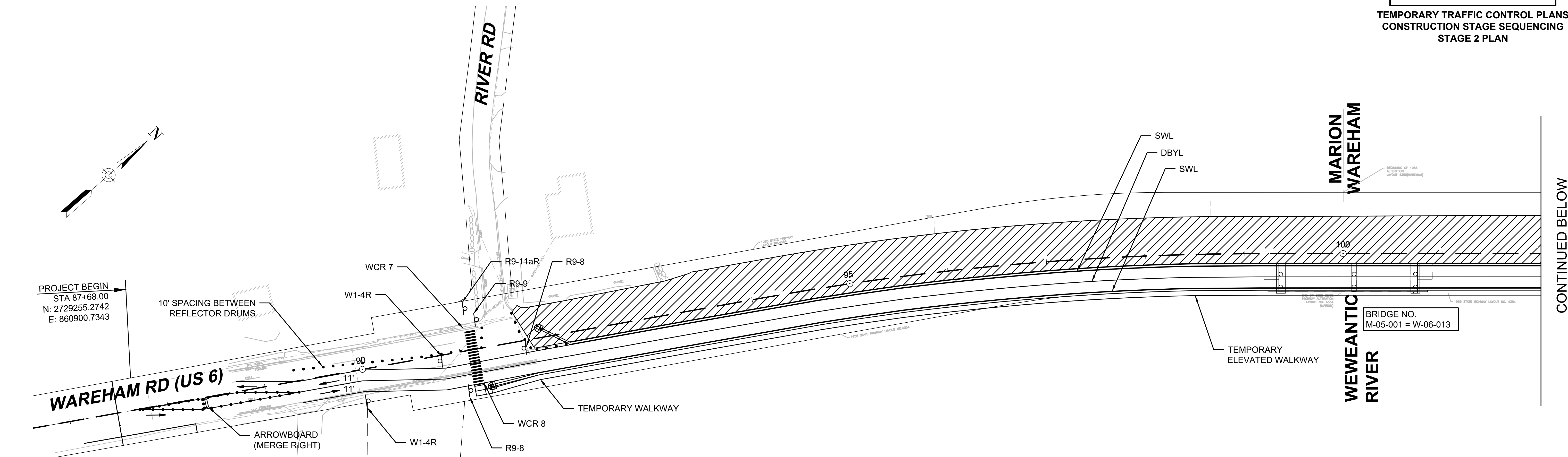
- DIRECTION OF TRAFFIC
- BARRIER
- ATTENUATOR
- WORK ZONE
- TYPE III BARRICADE
- ARROW BOARD

CONTINUED BELOW

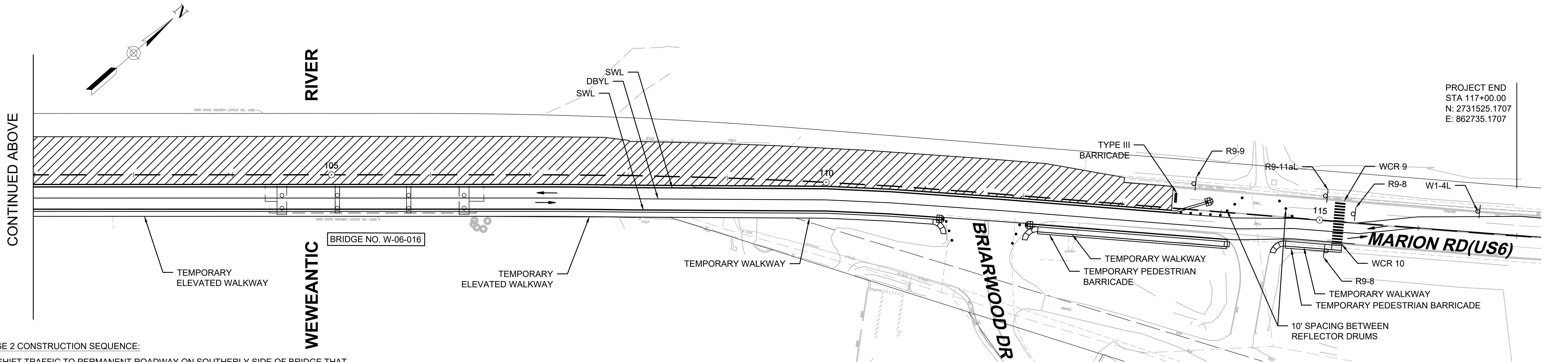
MARION-WAREHAM
WAREHAM RD/MARION RD (US 6)
OVER WEWEANTIC RIVER

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	55	56
PROJECT FILE NO. 605311			

TEMPORARY TRAFFIC CONTROL PLANS
CONSTRUCTION STAGE SEQUENCING
STAGE 2 PLAN



STAGE 2 PLAN
SCALE: 1" = 50'



STAGE 2 PLAN
SCALE: 1" = 50"

STAGE 2 CONSTRUCTION SEQUENCE:

- SHIFT TRAFFIC TO PERMANENT ROADWAY ON SOUTHERLY SIDE OF BRIDGE THAT WAS CONSTRUCTED IN STAGE 1.
- CONSTRUCT PERMANENT NORTHERLY ROADWAY, INCLUDING RETAINING WALL, ELECTRICAL DUCT BANK, AND SHARED USE PATH/SIDEWALK.
- RELOCATE ELECTRICAL FACILITIES INTO PROPOSED DUCT BANK (BY OTHERS).

NOTES:

- REFER TO SHEET 45 FOR GENERAL NOTES AND ADV WARNING SIGNS.
- REFER TO SHEET 45 FOR MULTIPLE LANE CLOSURE DETAIL. ADJUST DETAILS AS NEEDED TO REFLECT TRAFFIC FLOW DIRECTION.
- MAINTAIN ACCESS TO RIVER ROAD AND BRIARWOOD DRIVE.

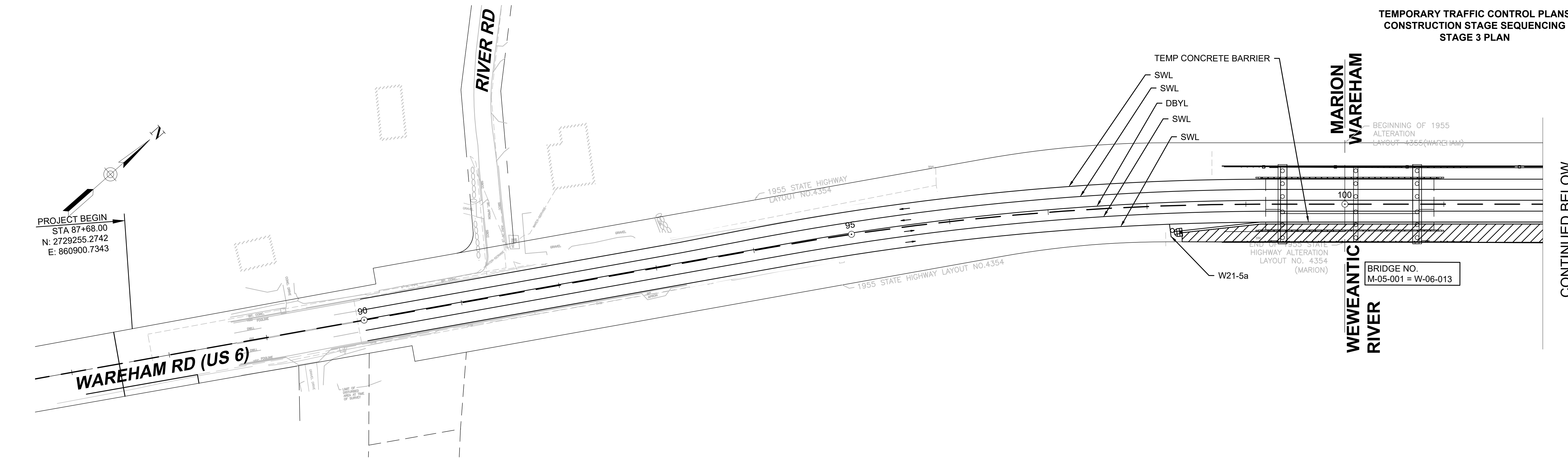
LEGEND:

- DIRECTION OF TRAFFIC
- BARRIER
- ATTENUATOR
- WORK ZONE
- TYPE III BARRICADE
- ARROW BOARD

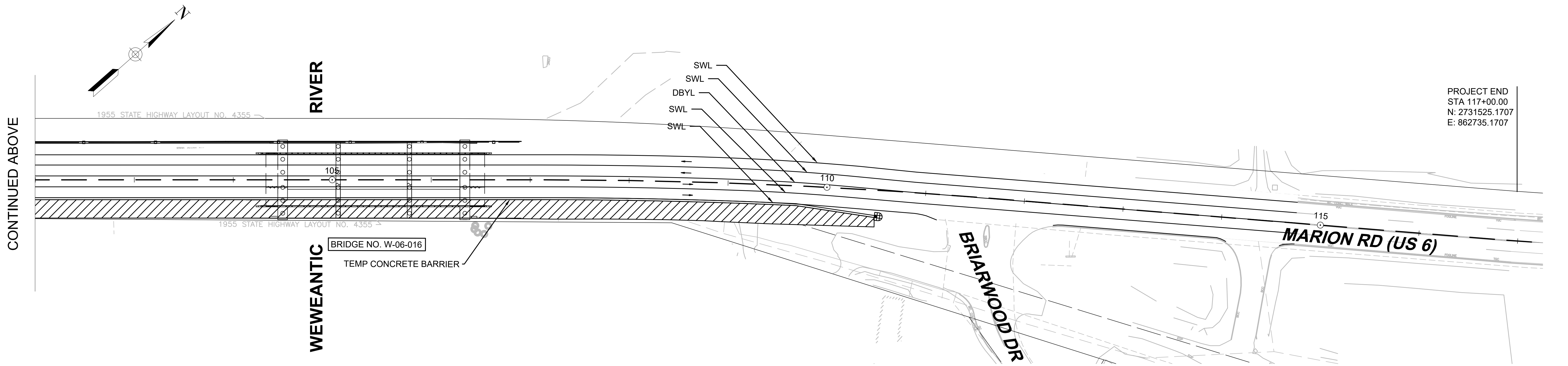
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TEMPORARY TRAFFIC CONTROL PLANS
CONSTRUCTION STAGE SEQUENCING
STAGE 3 PLAN



STAGE 3 PLAN
SCALE: 1" = 50'



STAGE 3 PLAN
SCALE: 1" = 50"

STAGE 3 CONSTRUCTION SEQUENCE:

1. SHIFT TRAFFIC NORTHERLY MAINTAINING TWO LANES IN EACH DIRECTION.
2. CONSTRUCT THE PERMANENT SHARED USED PATH, GUARDRAIL AND PEDESTRIAN HAND RAIL.
3. REMOVE TEMPORARY BARRIERS, MILL AND PLACE FINAL OVERLAY.

NOTES:

1. REFER TO SHEET 45 FOR GENERAL NOTES AND ADV WARNING SIGNS.
2. TEMPORARY TAPERS TO FOLLOW MASSDOT STANDARD FIGURE DIV-9

LEGEND:

- DIRECTION OF TRAFFIC
- BARRIER
- ATTENUATOR
- WORK ZONE