

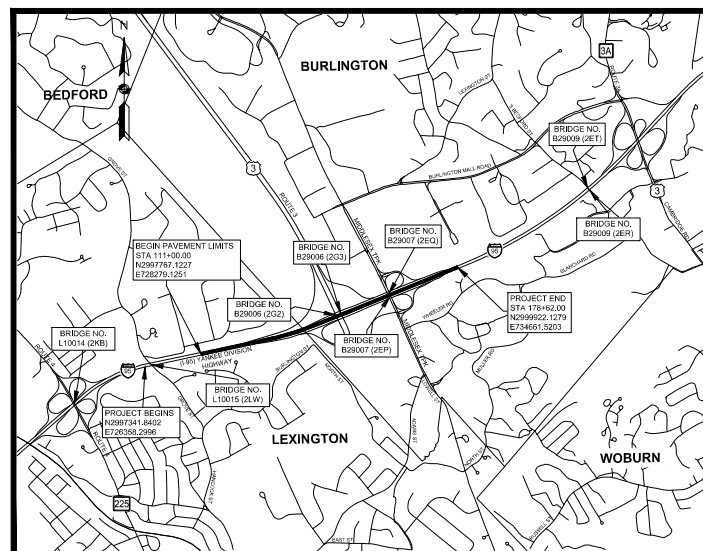
BURLINGTON I-95 / ROUTE 3 INTERCHANGE			
STATE	FED. RD PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	1	171
PROJECT FILE NO.		609516	

TITLE SHEET & INDEX

IN THE TOWN OF
BURLINGTON
MIDDLESEX COUNTY
FEDERAL AID PROJECT NO. NHP(NHS)-0954(006)X

THESE PLANS ARE SUPPLEMENTED BY 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.

<u>SHEET NO.</u>	<u>DESCRIPTION</u>
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LENGTH OF PROJECT = 8695.00 FEET = 1.647 MILES

DESIGN SPEED	65 MPH
ADT (2019)	107,000
ADT (2044)	125,300
K	10.6%
D	100% NB
T (PEAK HOUR)	8.00%
T (AVERAGE DAY)	8.00%
DHV	8,500
DDHV	8,500 NB
FUNCTIONAL CLASSIFICATION	INTERSTATE

DESIGN SPEED	45 MPH
ADT (2019)	38,200
ADT (2044)	45,500
K	13.0%
D	100% NB
T (PEAK HOUR)	8.00%
T (AVERAGE DAY)	8.00%
DHV	3,700
DOHV	3700 NB
FUNCTIONAL CLASSIFICATION	URBAN PRINCIPAL ARTERIAL



Digitally signed by Jonathan Kapust
Date: 2025-05-14 15:53:35



APPROVED

Carrie Lavallee, P.E. Carrie Lavallee, P.E.
2025.03.14 14:38:04 03/14/2025
-0400'

CHIEF ENGINEER **DATE**

HNTB
31 ST. JAMES AVE SUITE 30
BOSTON, MA 02116

Green International Affiliates, Inc.
100 Ames Pond Drive, Suite 200 Tewksbury, MA 01876

GENERAL SYMBOLS

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

TRAFFIC SYMBOLS

EXISTING (REM)	PROPOSED	DESCRIPTION
		CONTROLLER PHASE ACTUATED
		TRAFFIC SIGNAL HEAD (SIZE AS NOTED)
		WIRE LOOP DETECTOR
		VIDEO DETECTION ZONE
		VIDEO DETECTION CAMERA
		PEDESTRIAN PUSH BUTTON, SIGN, AND SADDLE
		EMERGENCY PREEMPTION CONFIRMATION STROBE LIGHT
		VEHICULAR SIGNAL HEAD
		BEACON SIGNAL HEAD
		PEDESTRIAN SIGNAL HEAD
		SIGNAL POST AND BASE
		OVERHEAD SIGN SUPPORT, MAST ARM, SHAFT AND BASE (ARM LENGTH AS NOTED)
		SPAN POLE
		SIGN AND POST
		SIGN AND POST (2 POSTS)
		S-BEAM SUPPORT
		OPTICAL PRE-EMPTION DETECTOR
		CONTROL CABINET, GROUND MOUNTED
		PULL BOX 12"x12" (OR AS NOTED)
		ELECTRIC HANDHOLE 12"x24" (OR AS NOTED)
		TRAFFIC SIGNAL CONDUIT
		RUMBLE STRIP

PAVEMENT MARKINGS SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		6" SOLID WHITE LINE
		6" SOLID YELLOW LINE
		6" BROKEN WHITE LINE (10' MARK, 30' SKIP)
		6" DOTTED WHITE LINE (3' MARK, 9' SKIP)
		6" DOTTED WHITE LINE EXTENSION (2' MARK, 6' SKIP)
		6" DOUBLE YELLOW LINE
		YIELD LINE
		SLOTTED PAVEMENT MARKER ONE-WAY WHITE
		SLOTTED PAVEMENT MARKER TWO-WAY YELLOW/RED

ABBREVIATIONS

GENERAL	
AADT	ANNUAL AVERAGE DAILY TRAFFIC
ABAN	ABANDON
AD	AREA DRAIN
ADA	AMERICANS WITH DISABILITY ACT
ADJ	ADJUST
APPROX.	APPROXIMATE
A.C.	ASPHALT CONCRETE
ACCM PIPE	ASPHALT COATED CORRUGATED METAL PIPE
ALP	ACCESSIBLE LANDING PAD
BIT.	BITUMINOUS
BC	BOTTOM OF CURB
BD.	BOUND
BL or B	BASELINE
BLDG	BUILDING
BM	BENCHMARK
BO	BY OTHERS
BOS	BOTTOM OF SLOPE
BR.	BRIDGE
BTB	BACK TO BACK
CB	CATCH BASIN
CBCI	CATCH BASIN WITH CURB INLET
CC	CEMENT CONCRETE
CCM	CEMENT CONCRETE MASONRY
CEM	CEMENT
CI	CURB INLET
CIP	CAST IRON PIPE
CIT	CHANGE IN TYPE
CLF	CHAIN LINK FENCE
CL	CENTERLINE
CMP	CORRUGATED METAL PIPE
CSP	CORRUGATED STEEL PIPE
CO.	COUNTY
CONC	CONCRETE
CONT	CONTINUOUS
CONST	CONSTRUCTION
CR GR	CROWN GRADE
CZ	CLEAR ZONE
DBC	DOUBLE CATCH BASIN
DHV	DESIGN HOURLY VOLUME
DI	DROP INLET
DIA	DIAMETER
DLP	DECORATIVE LIGHT POLE
DMH	DRAIN MANHOLE
DIP	DUCTILE IRON PIPE
DS DMH	DEEP SUMP DRAIN MANHOLE
DWP	DETECTABLE WARNING PANEL
DWY	DRIVEWAY
ELEV (or EL.)	ELEVATION
EC	EDGE OF CONCRETE
EMB	EMBANKMENT
EOP	EDGE OF PAVEMENT
ESAL	EQUIVALENT SINGLE AXLE LOAD
EXIST (or EX)	EXISTING
EXC	EXCAVATION
EXP	EXPANSION
F&C	FRAME AND COVER
F&G	FRAME AND GRATE
FDN.	FOUNDATION
FLDSTN	FIELDSTONE
GAR	GARAGE
GD	GROUND
GG	GAS GATE
GI	GUTTER INLET
GIP	GALVANIZED IRON PIPE
GRAN	GRANITE
GRAV	GRAVEL
GRD	GUARD
GTD	GRADE TO DRAIN
HDW	HEADWALL
HMA	HOT MIX ASPHALT
HOR	HORIZONTAL
HYD	HYDRANT
IC	INTERMEDIATE COURSE
INT	INTERMEDIATE
INV	INVERT
JCT	JUNCTION
L	LENGTH OF CURVE
LB	LEACH BASIN
LONG	LONGITUDINAL
LP	LIGHT POLE
LSA	LANDSCAPING AREA
LT	LEFT
MAX	MAXIMUM
MB	MAILBOX
M.E.	MATCH EXISTING
MG	MAGNETIC
MH	MANHOLE
MHB	MASSACHUSETTS HIGHWAY BOUND

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LEGEND & ABBREVIATIONS

ABBREVIATIONS (cont.)

GENERAL	
MIN	MINIMUM
MTD	MOUNTED
N/F	NOW OR FORMERLY
NIC	NOT IN CONTRACT
NO.	NUMBER
NTS	NOT TO SCALE
OHW	OVERHEAD WIRE
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVATURE
PCR	PEDESTRIAN CURB RAMP
P.G.L.	PROFILE GRADE LINE
PI	POINT OF INTERSECTION
POC	POINT ON CURVE
POT	POINT ON TANGENT
PRC	POINT OF REVERSE CURVATURE
PROJ	PROJECT
PROP	PROPOSED
PSB	PLANTABLE SOIL BORROW
PT	POINT OF TANGENCY
PVC	POINT OF VERTICAL CURVATURE
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENCY
PVMT	PAVEMENT
PWW	PAVED WATER WAY
R	RADIUS OF CURVATURE
R&D	REMOVE AND DISPOSE
RCP	REINFORCED CONCRETE PIPE
RD	ROAD
RDWY	ROADWAY
REHAB	REHABILITATE
REM	REMOVE
RET	RETAIN
RET WALL	RETAINING WALL
RMD	REMODEL
ROW	RIGHT OF WAY
RR	RAILROAD
R&R	REMOVE AND RESET
R&S	REMOVE AND STACK
RT	RIGHT
SB	STONE BOUND
SC	SURFACE COURSE
SGE	SLOPED GRANITE EDGING
SHLD	SHOULDER
SMH	SEWER MANHOLE
SSD	STOPPING SIGHT DISTANCE
ST	STREET
STA	STATION
STL	STEEL
SHLO	STATE HIGHWAY LAYOUT LINE
SUP	SHARED USE PATH
SW	SIDEWALK
T	TANGENT DISTANCE OF CURVE/TRUCK %
TAN	TANGENT
TEMP	TEMPORARY
TC	TOP OF CURB
TOS	TOP OF SLOPE
TRNV	TRANSVERSE
TPK	TURNPIKE
TYP	TYPICAL
UP	UTILITY POLE
VAR	VARIES
VERT	VERTICAL
VC	VERTICAL CURVE
VCP	VITRIFIED CLAY PIPE
VIF	VERIFY IN FIELD
WG	WATER GATE
WIP	WROUGHT IRON PIPE
WSO	WATER SHUTOFF
WM	WATER METER/WATER MAIN
X-SECT	CROSS SECTION

GENERAL NOTES:

- THE EXISTING CONDITIONS SHOWN ON THIS BASE MAP ARE THE RESULT OF AN ON-THE- GROUND INSTRUMENT SURVEY PERFORMED BETWEEN APRIL 18, 2022 AND MAY 25, 2022 BY GREEN INTERNATIONAL AFFILIATES, INC. SEE FIELD NOTES IN MASSDOT DISTRICT 4 FIELD BOOK 42017
- HORIZONTAL CONTROL IS BASED UPON THE NORTH AMERICAN DATUM OF 1983-NAD83 (2011), EPOCH 2010.00, SPC 83-MASSACHUSETTS (MAINLAND ZONE), AS PROVIDED BY MASSDOT FOR STATIONS 2968, 2969, 2970 AND 2971. VERTICAL CONTROL IS BASED UPON THE NORTH AMERICAN VERTICAL DATUM OF 1988 AS PROVIDED BY MASSDOT FOR STATIONS 2968, 2969, 2970, 2971 AND BENCHMARK #7744.
- THE RIGHTS OF WAY LINES OF ROUTE 3 AND INTERSTATE 95 SHOWN ARE THE DIRECT RESULT OF AN INSTRUMENT SURVEY PERFORMED ON THE GROUND BY GREEN INTERNATIONAL AFFILIATES, INC. WITH AN ERROR OF CLOSURE OF 1 IN 41,139, AND FROM PLANS AND DEEDS OF RECORD. OTHER RIGHTS OF WAY SHOWN AND PRIVATE PROPERTY LINES HAVE NOT BEEN SURVEYED, THEY ARE COMPILED FROM GIS & RECORD PLAN INFORMATION AND SHOULD BE CONSIDERED APPROXIMATE.
- LOCATION OF ALL EXISTING UTILITIES AND SUBSURFACE STRUCTURES ARE FROM SURVEY AND RECORDS OF MASSDOT AND TOWN OR PRIVATE UTILITY COMPANIES AND ARE CONSIDERED APPROXIMATE BOTH AS TO SIZE AND LOCATION.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY EXISTING GRADES AND ELEVATIONS. THE CONTRACTOR SHALL INFORM THE ENGINEER OF ANY GRADE DISCREPANCIES PRIOR TO CONSTRUCTION.
- AREAS OUTSIDE THE LIMITS OF PROPOSED WORK DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY THE CONTRACTOR TO THEIR ORIGINAL CONDITION.
- THE CONTRACTOR SHALL CAUSE AS LITTLE INTERFERENCE AND INCONVENIENCE AS POSSIBLE TO ABUTTERS. THE CONTRACTOR SHALL MAINTAIN SAFE AND CONVENIENT ACCESS TO PRIVATE PROPERTY AT ALL TIMES. EMERGENCY VEHICLE ACCESS SHALL BE MAINTAINED AT ALL TIMES.
- CONSTRUCTION STAGING AREAS SHALL BE LOCATED AS DIRECTED AND APPROVED BY THE ENGINEER WITHIN THE RIGHT OF WAY.
- CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS FROM THE TOWN AND APPLICABLE AGENCIES PRIOR TO COMMENCING WORK.
- THE CONTRACTOR IS RESPONSIBLE FOR COMPLETION OF ALL DESIGN TASKS, CALCULATIONS AND CONSTRUCTION AS REFERENCED IN THE CONTRACT PLANS, SPECIFICATIONS AND SUPPLEMENTARY DOCUMENTS.
- CONTRACTOR SHALL MAINTAIN ALL EXISTING UTILITY SERVICES AND HIGHWAY LIGHTING THROUGHOUT CONSTRUCTION UNTIL AND UNLESS THEY ARE REPLACED PER THE CONTRACT.
- EXISTING PAVEMENTS SHALL BE SAWCUT WHERE THEY MEET PROPOSED SURFACE TREATMENTS. SAWCUTS WILL BE SMOOTH AND STRAIGHT. AREAS OUTSIDE THE LIMITS OF WORK DISTURBED BY THE CONTRACTOR DURING CONSTRUCTION WILL BE RESTORED TO THEIR ORIGINAL CONDITION.
- CONTRACTOR SHALL FIELD CHECK ALL DIMENSIONS AND ELEVATIONS BEFORE PROCEEDING WITH NEW WORK. TEST PITS WILL BE PERFORMED TO VERIFY PERTINENT DRAINAGE INVERTS AND POTENTIAL UTILITY CONFLICTS. DISCREPANCIES OR CONFLICTS WILL BE REPORTED TO THE ENGINEER IMMEDIATELY.
- GUARDRAIL POSTS SHOULD NOT BE DRIVEN IN CLOSE PROXIMITY TO EXISTING UNDERGROUND UTILITIES UNLESS UNDERGROUND UTILITIES ARE EXPOSED AND LOCATIONS ARE CLEARLY KNOWN.
- HOODS SHALL BE INSTALLED IN ALL PROPOSED CATCH BASINS AND IN ALL EXISTING CATCH BASINS WITHIN THE PROJECT AREA TO REMAIN.

TRAFFIC NOTES

- ALL CONFLICTING PAVEMENT MARKINGS SHALL BE REMOVED BY APPROVED METHOD PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.
- ALL EXISTING SIGNS TO BE RETAINED (RET.) UNLESS OTHERWISE NOTED.

UTILITY NOTES:

- THE LOCATION OF ALL UNDERGROUND UTILITIES ARE SHOWN APPROXIMATE AND WERE COMPILED USING FIELD SURVEY INFORMATION AND AVAILABLE RECORD INFORMATION. THE LOCATION OF EXISTING PIPES OR OTHER UNDERGROUND STRUCTURES OR PROPERTY LINES ARE NOT WARRANTED TO BE EXACT, NOR IS IT WARRANTED THAT ALL UNDERGROUND PIPES OR STRUCTURES ARE SHOWN. THE CONTRACTOR SHALL CALL "DIG SAFE" (1-888-344-7233) AND NOTIFY THE TOWN OF BURLINGTON AND MASSDOT AT LEAST 72 HOURS (EXCLUDING SATURDAYS, SUNDAYS AND HOLIDAYS) PRIOR TO ANY EXCAVATION TO OBTAIN ACCURATE UTILITY LOCATIONS.
- RECORD UTILITY INFORMATION FROM THE VARIOUS UTILITY COMPANIES AND PUBLIC AGENCIES ARE APPROXIMATE ONLY AND ACTUAL LOCATIONS MUST BE DETERMINED IN THE FIELD.
- THE COMPLETION AND ACCURACY OF LATERAL UTILITY SERVICES ARE NOT GUARANTEED AND MUST BE VERIFIED BY THE CONTRACTOR IN THE FIELD.

- ALL UTILITY COMPANIES, PUBLIC AND PRIVATE MUST BE NOTIFIED
- SUBSURFACE UTILITY LOCATIONS HAVE BEEN PLOTTED TO MEET UTILITY QUALITY LEVEL "C" AS DESCRIBED IN ASCE STANDARD 38-02 AND SUMMARIZED ON THIS SHEET. THE UNDERGROUND UTILITIES ARE SHOWN IN APPROXIMATE LOCATIONS BASED ON ABOVE-GROUND FIELD OBSERVATION AND EXISTING RECORD INFORMATION RECEIVED FROM UTILITY STAKE-HOLDERS.
- INVERTS SHOWN ON PLAN ARE NOT GUARANTEED TO BE ACCURATE. DUE TO THE LIMITATIONS OF FIELD OBSERVATION AND SURVEY TECHNIQUES THE INVERTS ARE SHOWN AS APPROXIMATE ONLY AND SHALL NOT BE WARRANTED TO BE CORRECT. ADDITIONAL FIELD INVESTIGATION IS NECESSARY WHERE ACCURATE MEASUREMENTS ARE REQUIRED FOR DESIGN OF CRITICAL AREAS.
- WHERE AN EXISTING UTILITY IS FOUND TO BE IN CONFLICT WITH THE PROPOSED WORK, THE CONTRACTOR SHALL ACCURATELY DETERMINE THE LOCATION, ELEVATION AND SIZE OF THE UTILITY AND FURNISH THE INFORMATION TO THE ENGINEER FOR RESOLUTION OF THE CONFLICT.
- THE CONTRACTOR SHALL EXERCISE EXTREME CARE WHEN EXCAVATING NEAR AND BACKFILLING IN THE VICINITY OF EXISTING UTILITIES. THE CONTRACTOR SHALL USE HAND EXCAVATION WHERE APPROPRIATE TO PROTECT EXISTING UTILITIES.
- THE CONTRACTOR SHALL MAINTAIN ALL EXISTING UTILITIES IN SERVICE AT ALL TIMES UNLESS NOTED ON THE PLANS OR APPROVED BY THE ENGINEER.
- THE CONTRACTOR SHALL SUPPORT AND PROTECT EXISTING UTILITIES IN AND AROUND EXCAVATIONS, AND IN PARTICULAR, WHEN CROSSING OVER OR UNDER ANY DUCT OR PIPE. ALL PROTECTIVE MEASURES SHALL BE CONSIDERED INCIDENTAL WORK.
- IF THE CONTRACTOR DAMAGES ANY UTILITY SYSTEM, HE OR SHE SHALL IMMEDIATELY NOTIFY THE RESPECTIVE UTILITY COMPANY AND SHALL REPAIR/REPLACE THE AFFECTED SYSTEM AT HIS OR HER OWN EXPENSE.
- THE CONTRACTOR SHALL COORDINATE WITH PRIVATE UTILITY COMPANIES AND MAKE ARRANGEMENTS FOR ADJUSTMENTS, ALTERATIONS AND REPLACEMENT OF PRIVATE UTILITIES.
- BELOW GROUND STRUCTURES ARE SHOWN SYMBOLIC UNLESS DIMENSIONED.
- THE EXISTING CONDITIONS PLAN IS TO BE USED FOR THE SPECIFIED PROJECT ONLY AND IS NOT WARRANTED TO BE COMPLETE FOR ANY OTHER FUTURE PROJECTS.
- WETLAND RESOURCES WERE DELINEATED BY HNTB IN ACCORDANCE WITH THE U.S. ARMY CORPS OF ENGINEERS (USACE) WETLAND DELINEATION MANUAL (1987 EDITION) AND REGIONAL SUPPLEMENT TO THE CORPS OF ENGINEERS WETLAND DELINEATIONS MANUAL: NORTHCENTRAL AND NORTHEAST REGION, VERSION 2.0 ON MAY 11TH AND 24TH, 2023.

GENERAL PAVEMENT NOTES:

- ALL PERMANENT HOT MIX ASPHALT PAVEMENTS WILL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 450 HOT MIX ASPHALT PAVEMENT SPECIFICATIONS.
- ASPHALT EMULSION FOR TACK COAT SHALL BE SPRAY APPLIED FOR UNIFORM COVERAGE (RS-1h).
- EXISTING SUBBASE MATERIAL MEETING MATERIAL SPECIFICATION M1.03.0 GRAVEL BORROW, TYPE b WILL BE RETAINED. EXISTING SUBBASE NOT CONFORMING TO THE MATERIAL SPECIFICATION M1.03.0 GRAVEL BORROW, TYPE b WILL BE REMOVED TO THE REQUIRED DEPTH AND REPLACED WITH GRAVEL BORROW, TYPE b.
- HMA FOR PATCHING, ASPHALT EMULSION FOR TACK COAT AND HMA JOINT ADHESIVE WILL BE PER SECTION 450.
- SUPERPAVE LEVELING COURSE ONLY APPLIED IN LOCATIONS WHERE REQUIRED CROSS SLOPES CANNOT BE ACHIEVED WITH MICROMILLING, WITH APPROVAL BY ENGINEER. MAXIMUM DEPTH OF SUPERPAVE LEVELING COURSE SHALL NOT EXCEED TWO TIMES THE DEPTH OF SURFACE COURSE IN PAVEMENT STRUCTURE.
- SURFACE COURSE WILL NOT BE PLACED UNTIL THE FULL WIDTH AND THE FULL LENGTH CAN BE PLACED.SEE STANDARD SPECIFICATIONS.
- IN AREAS REQUIRING PROPOSED SUBBASE AND SPECIAL BORROW, CONTRACTOR MAY USE RECLAIMED EARTH AND PAVEMENT MATERIALS FROM THE PROJECT SITE IN PLACE OF BORROW, AS APPROVED BY THE ENGINEER.
- THE CONTRACTOR SHALL REMOVE THE EXISTING PAVEMENT BOX, INCLUDING GRAVEL SUBBASE, WHERE IN CONFLICTS DIRECTLY WITH THE PROPOSED LOAM BORROW OR PROPOSED PAVEMENT STRUCTURE. APPROXIMATE LIMITS OF THE EXISTING PAVEMENT AND GRAVEL SUBBASE ARE SHOWN IN THE CROSS SECTIONS.

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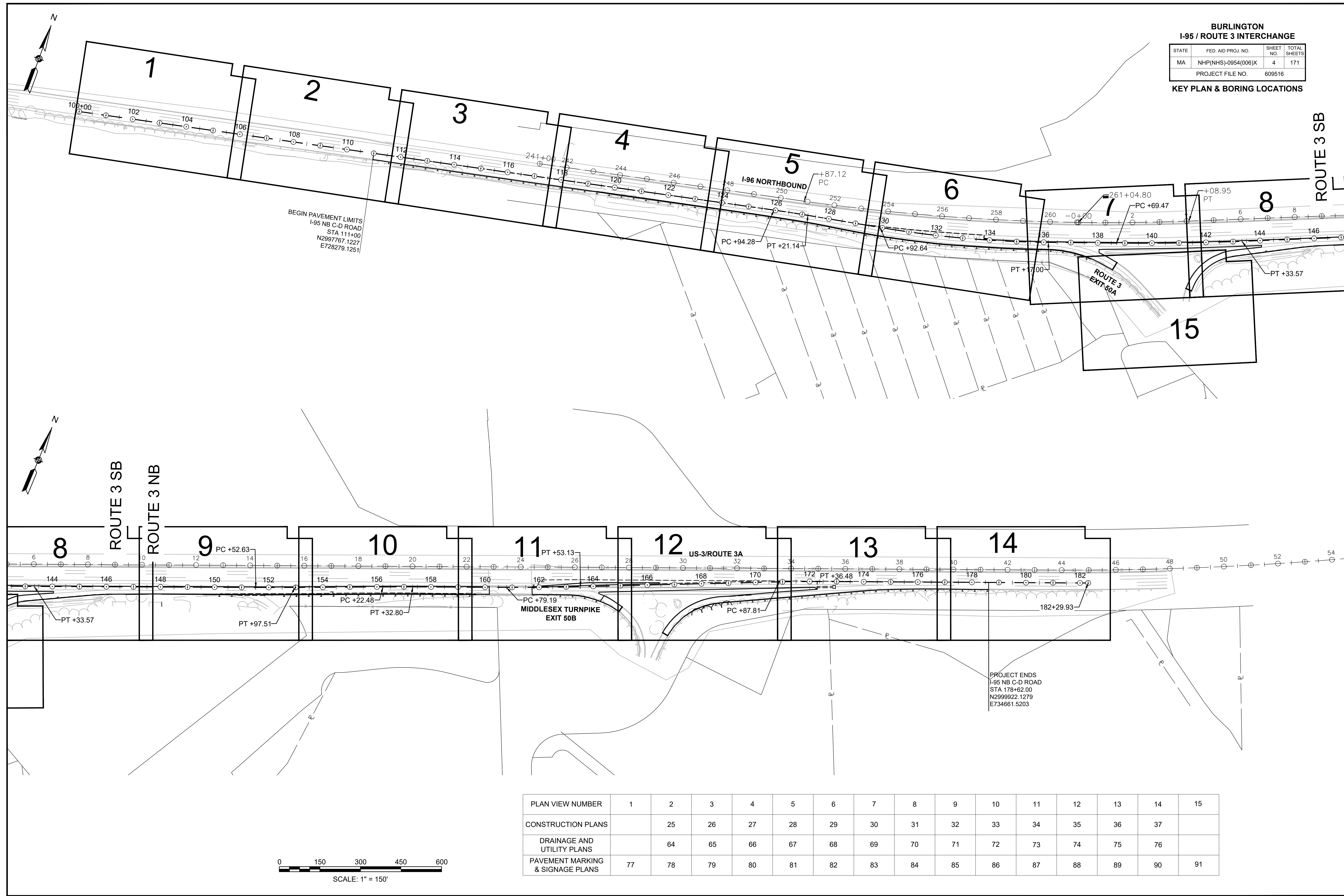
GENERAL NOTES

BURLINGTON

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KEY PLAN & BORING LOCATIONS



PLAN VIEW NUMBER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
CONSTRUCTION PLANS		25	26	27	28	29	30	31	32	33	34	35	36	37	
DRAINAGE AND UTILITY PLANS		64	65	66	67	68	69	70	71	72	73	74	75	76	
PAVEMENT MARKING & SIGNAGE PLANS	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91

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AS-DRILLED BORING PLANS
SHEET 1 OF 1

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**AS-DRILLED BORING LOGS
SHEET 1 OF 2**

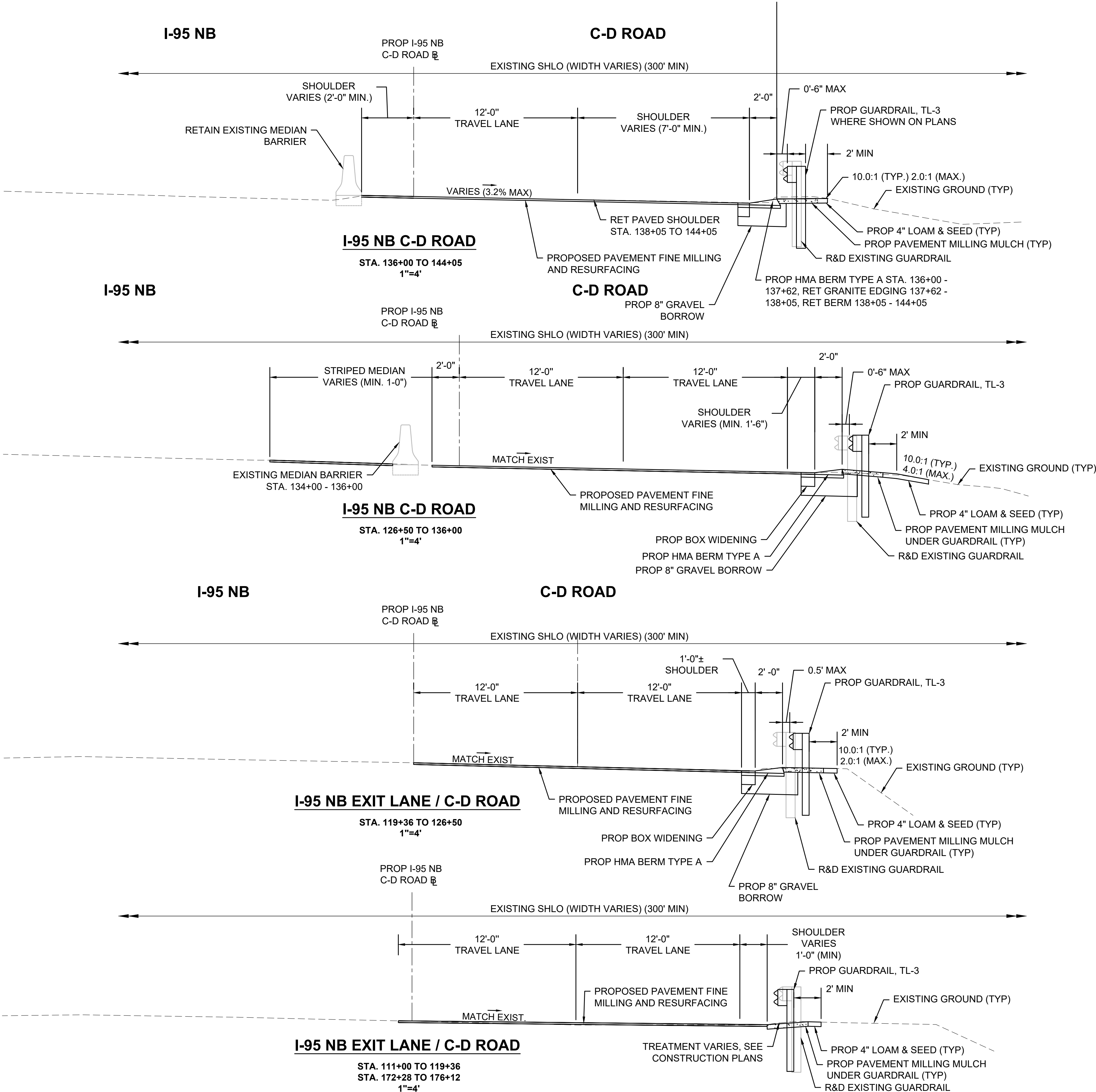
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AS-DRILLED BORING LOGS
SHEET 2 OF 2

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TYPICAL SECTIONS 1 OF 3

PAVEMENT NOTES

PROPOSED FULL DEPTH RECONSTRUCTION

- SURFACE COURSE: 1.75" SUPERPAVE SURFACE COURSE 12.5 POLYMER (SSC-12.5-P) OVER ASPHALT EMULSION FOR TACK COAT (RS-1H) OVER
- INTERMEDIATE 2.5" SUPERPAVE INTERMEDIATE COURSE 12.5 POLYMER (SIC-12.5-P) OVER ASPHALT EMULSION FOR TACK COAT (RS-1H) OVER
- 2.75" SUPERPAVE INTERMEDIATE COURSE 19.0 POLYMER (SIC-19.0-P) OVER ASPHALT EMULSION FOR TACK COAT (RS-1H) OVER
- BASE COURSE: 5" SUPERPAVE BASE COURSE 37.5 (SBC-37.5)
- SUBBASE: 4" DENSE GRADED CRUSHED STONE BASE OVER 8" GRAVEL BORROW (TYPE B)
- SPECIAL BORROW: 24" GRAVEL BORROW (TYPE B) OR RECLAIMED PAVEMENT BORROW FOR SUB-BASE (COMPACTED IN 8" MAX LIFTS) WHERE REQUIRED IN ACCORDANCE WITH SUBSECTION 170.60

PROPOSED PAVEMENT FINE MILLING AND RESURFACING (I-95 MAINLINE AND RAMPS):

- SURFACE COURSE: 1.75" SUPERPAVE SURFACE COURSE 12.5 POLYMER (SSC-12.5-P) OVER ASPHALT EMULSION FOR TACK COAT (RS-1H) OVER
- FINE MILLING: 1.75" PAVEMENT FINE MILLING

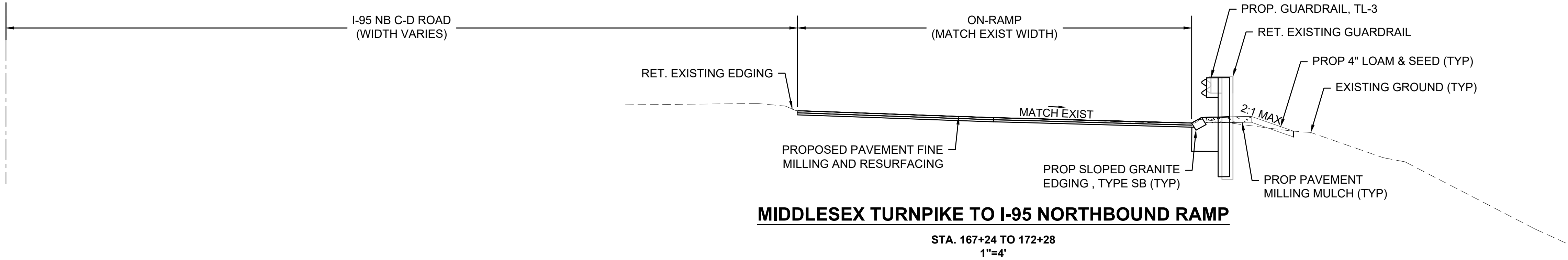
PROPOSED WIDENING LESS THAN 4 FEET WIDE:

- SURFACE COURSE: 1.75" SUPERPAVE SURFACE COURSE 12.5 POLYMER (SSC-12.5-P) OVER ASPHALT EMULSION FOR TACK COAT (RS-1H) OVER
- INTERMEDIATE 2.5" SUPERPAVE INTERMEDIATE COURSE 12.5 POLYMER (SIC-12.5-P) OVER ASPHALT EMULSION FOR TACK COAT (RS-1H) OVER
- BASE COURSE: 8" HIGH EARLY STRENGTH PORTLAND CEMENT CONCRETE
- SPECIAL BORROW: 8" GRAVEL BORROW, TYPE B OR RECLAIMED PAVEMENT BORROW FOR SUB-BASE (COMPACTED IN 8" MAX LIFTS) WHERE REQUIRED IN ACCORDANCE WITH SUBSECTION 170.60

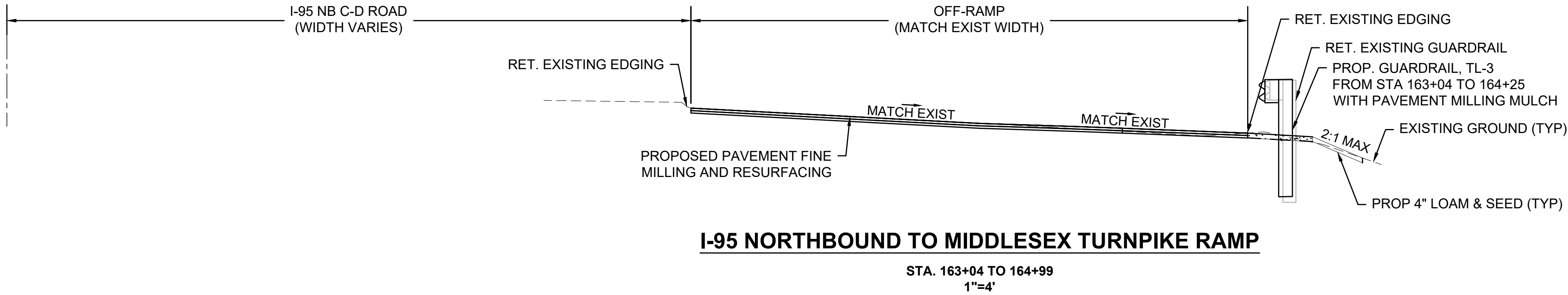
PROPOSED HMA MEDIAN ISLAND:

- SURFACE COURSE: 1.75" SUPERPAVE SURFACE COURSE 12.5 (SSC-12.5) OVER
- INTERMEDIATE 2.5" SUPERPAVE INTERMEDIATE COURSE 12.5 (SIC-12.5) OVER
- SPECIAL BORROW: 12" GRAVEL BORROW, TYPE B OR RECLAIMED PAVEMENT BORROW FOR SUB-BASE (COMPACTED IN 8" MAX LIFTS) WHERE REQUIRED IN ACCORDANCE WITH SUBSECTION 170.60

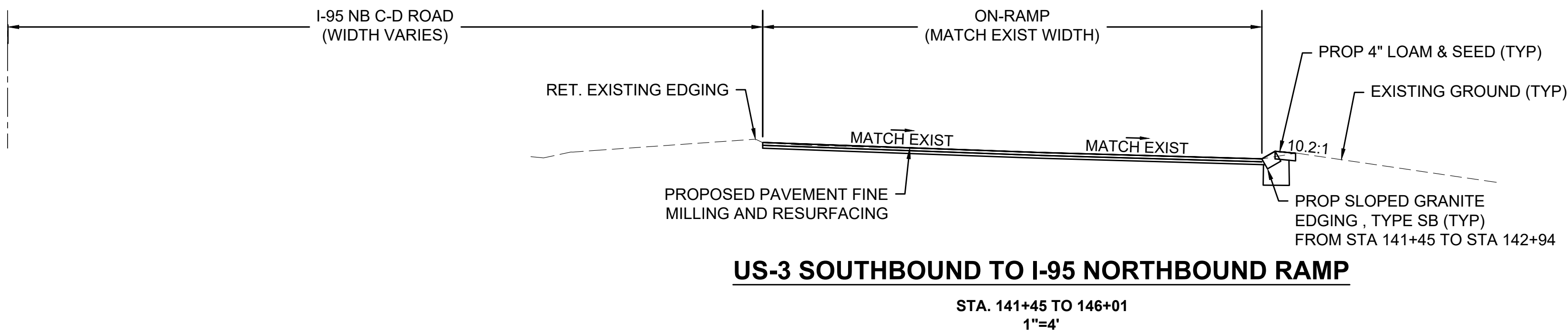
PROP I-95 NB
C-D ROAD B



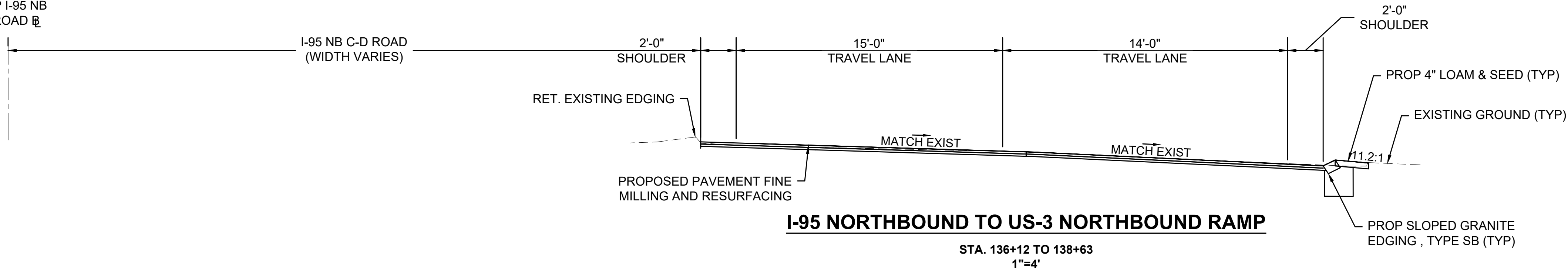
PROP I-95 NB
C-D ROAD B

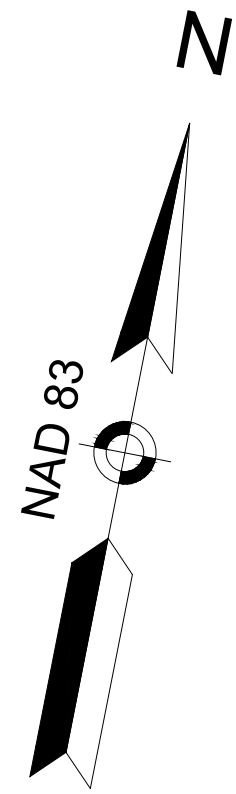


PROP I-95 NB
C-D ROAD B



PROP I-95 NB
C-D ROAD B

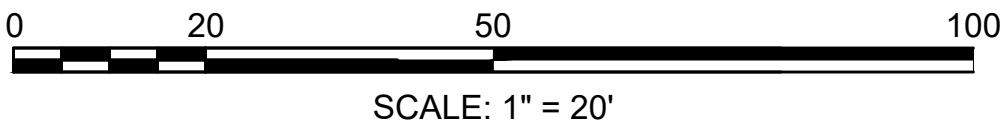
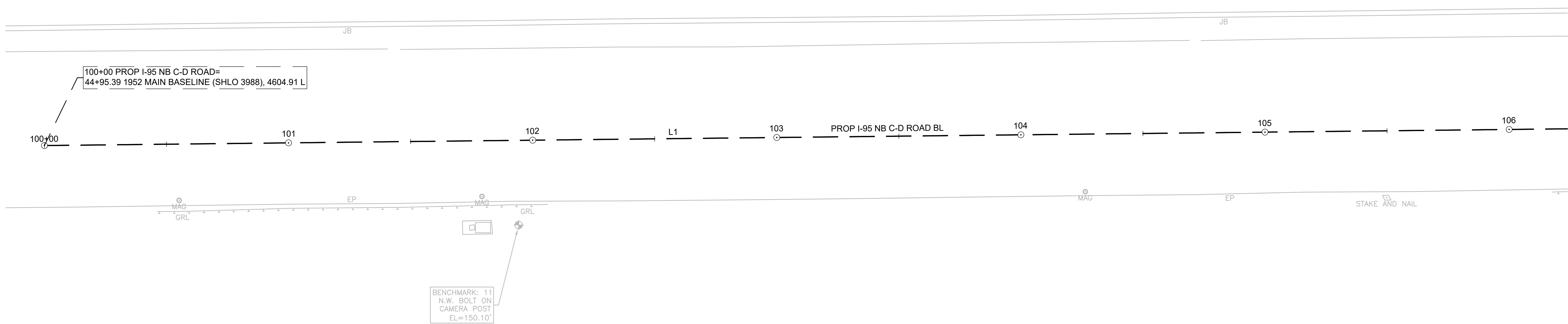




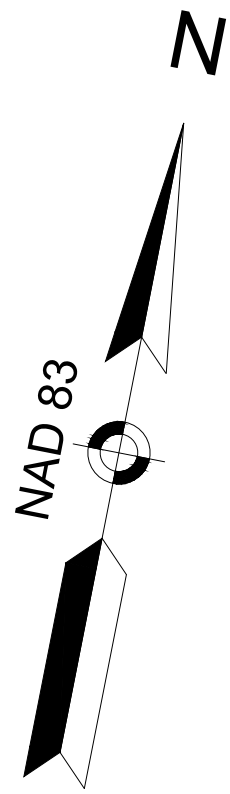
PROP I-95 NB C-D ROAD CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L1	100+00.00	2997539.8495	727202.8598		N78°04'34"E 2594.28'	125+94.28	2998075.8590	729741.1640

BURLINGTON I-95 / ROUTE 3 INTERCHANGE			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	11	171
PROJECT FILE NO.		609516	

CONSTRUCTION BASELINE TIE PLANS
SHEET 1 OF 14



CONTINUED ON
SHEET NO. 12

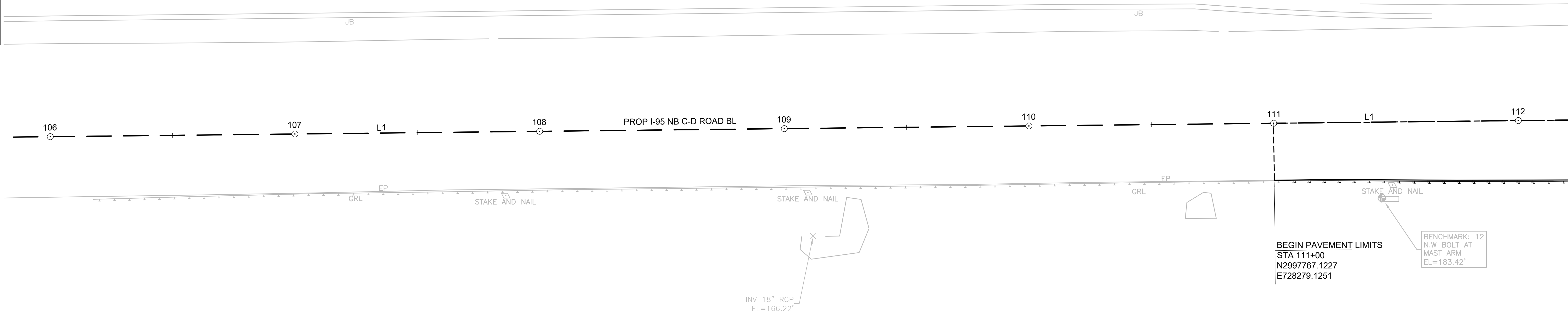


PROP I-95 NB C-D ROAD CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L1	100+00.00	2997539.8495	727202.8598		N78°04'34"E 2594.28'	125+94.28	2998075.8590	729741.1640

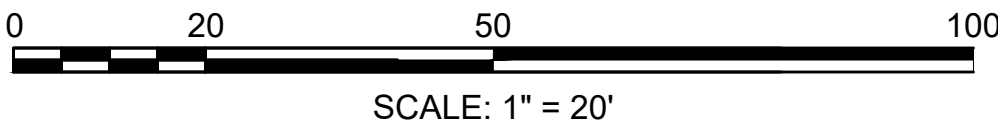
BURLINGTON I-95 / ROUTE 3 INTERCHANGE			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	12	171
PROJECT FILE NO.		609516	

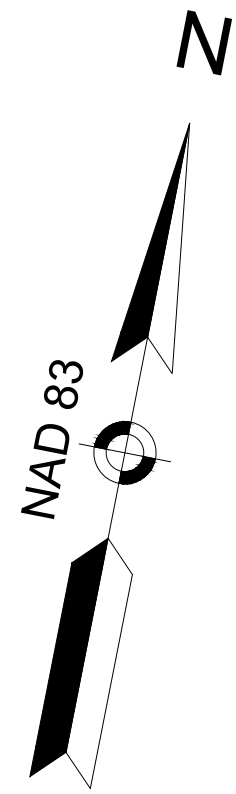
CONSTRUCTION BASELINE TIE PLANS
SHEET 2 OF 14

CONTINUED ON
SHEET NO. 11



CONTINUED ON
SHEET NO. 13

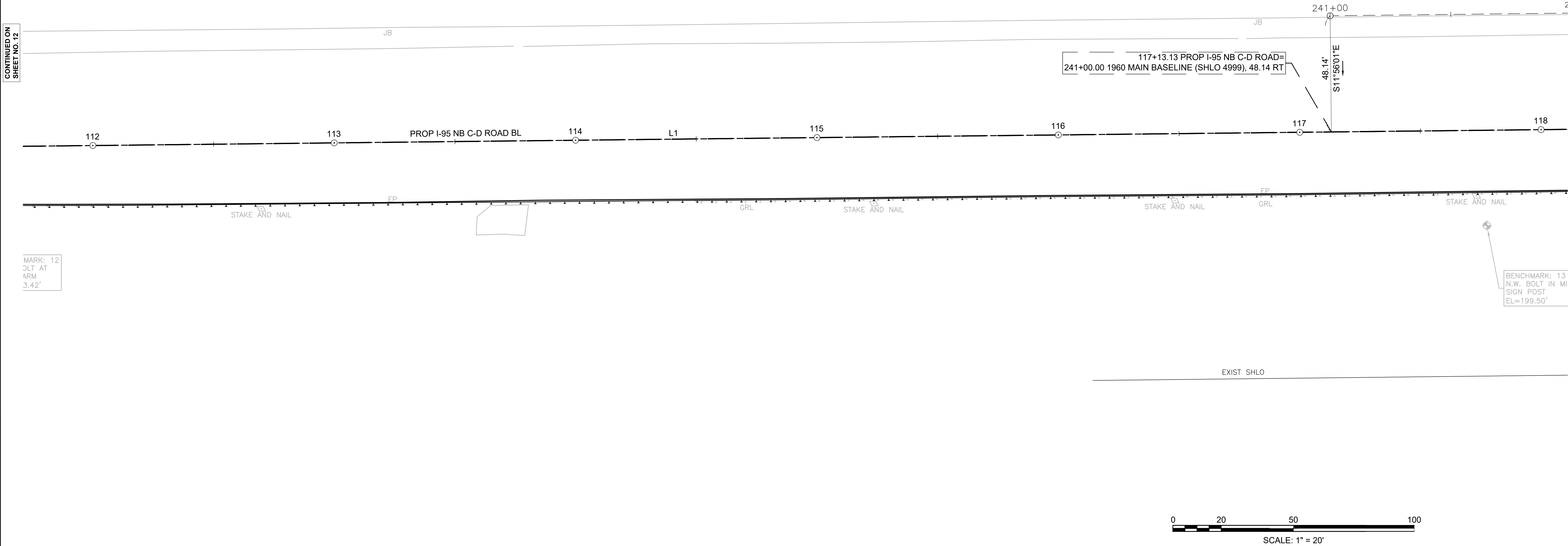


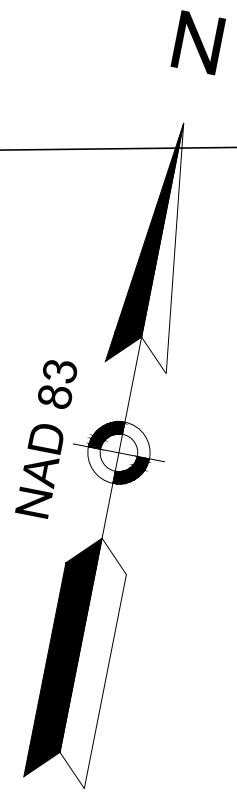


PROP I-95 NB C-D ROAD CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L1	100+00.00	2997539.8495	727202.8598		N78°04'34"E 2594.28'	125+94.28	2998075.8590	729741.1640

BURLINGTON I-95 / ROUTE 3 INTERCHANGE			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	13	171
PROJECT FILE NO.		609516	

CONSTRUCTION BASELINE TIE PLANS
SHEET 3 OF 14





PROP I-95 NB C-D ROAD CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L1	100+00.00	2997539.8495	727202.8598		N78°04'34"E 2594.28'	125+94.28	2998075.8590	729741.1640

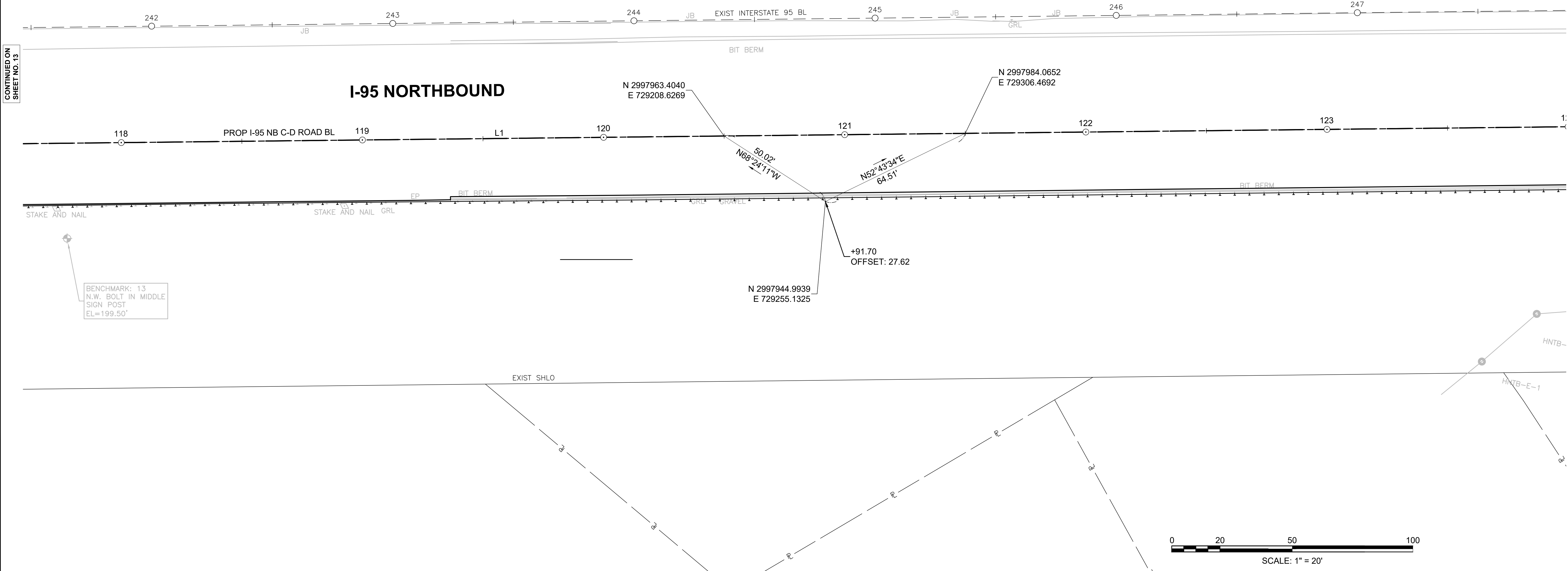
BURLINGTON

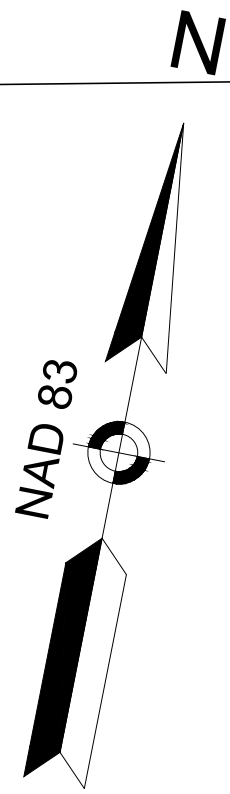
I-95 / ROUTE 3 INTERCHANGE

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	14	171
PROJECT FILE NO.		609516	

CONSTRUCTION BASELINE TIE PLANS

SHEET 4 OF 14





EXIST SHLO

PROP I-95 NB C-D ROAD CONSTRUCTION BASELINE DATA

NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L1	100+00.00	2997539.8495	727202.8598		N78°04'34"E 2594.28'	125+94.28	2998075.8590	729741.1640
C1	125+94.28	2998075.8590	729741.1640	R = 5000.00' Δ= 1°27'13" L=126.86' T=63.43'		127+21.14	2998100.4926	729865.6069
L2	127+21.14	2998100.4926	729865.6069		N79°31'47"E 271.50'	129+92.64	2998149.8303	730132.5851

ALIGNMENT - EXIT 50A OFF-RAMP CONSTRUCTION BASELINE DATA

NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L9	200+00.00	2998109.3949	730045.8482		N79°31'47"E 92.64'	200+92.64	2998126.2299	730136.9464

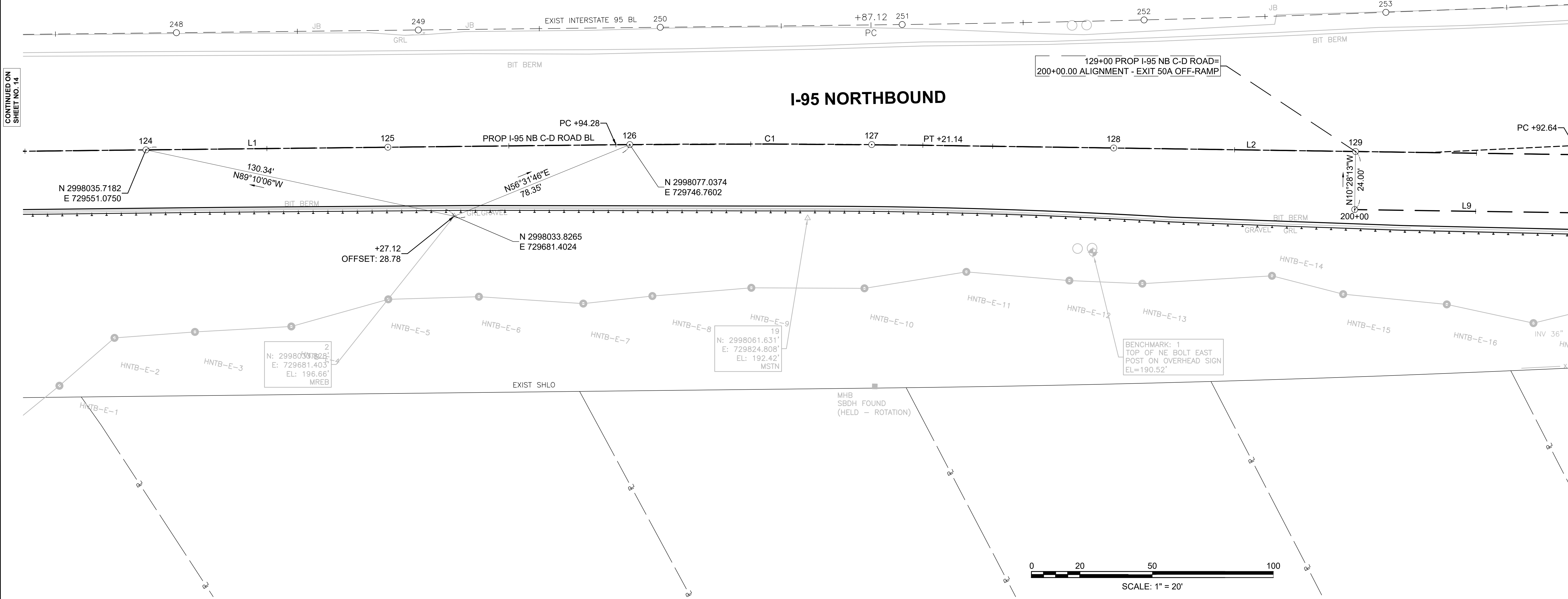
BURLINGTON

I-95 / ROUTE 3 INTERCHANGE

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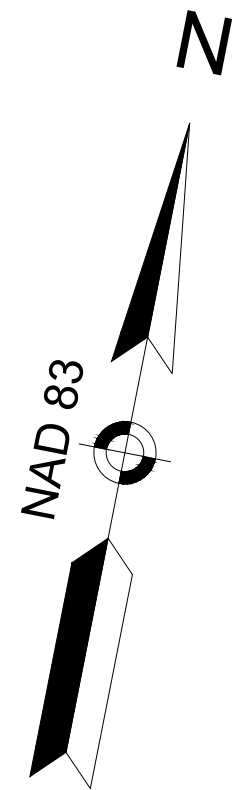
CONSTRUCTION BASELINE TIE PLANS
SHEET 5 OF 14

I-95 NORTHBOUND



CONTINUED ON
SHEET NO. 14

CONTINUED ON
SHEET NO. 16



EXIST SHLO

PROP I-95 NB C-D ROAD CONSTRUCTION BASELINE DATA

NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L2	127+21.14	2998100.4926	729865.6069		N79°31'47"E 271.50'	129+92.64	2998149.8303	730132.5851
C2	129+92.64	2998149.8303	730132.5851	R = 4000.00' Δ= 8°56'36" L=624.36' T=312.82'		136+17.00	2998310.6519	730735.2259

ALIGNMENT - EXIT 50A OFF-RAMP CONSTRUCTION BASELINE DATA

NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L9	200+00.00	2998109.3949	730045.8482		N79°31'47"E 92.64'	200+92.64	2998126.2299	730136.9464
C8	200+92.64	2998126.2299	730136.9464	R = 4024.00' Δ= 8°52'38" L=623.46' T=312.36'		207+16.10	2998286.4734	730738.8167

BURLINGTON
I-95 / ROUTE 3 INTERCHANGE

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	16	171
PROJECT FILE NO.		609516	

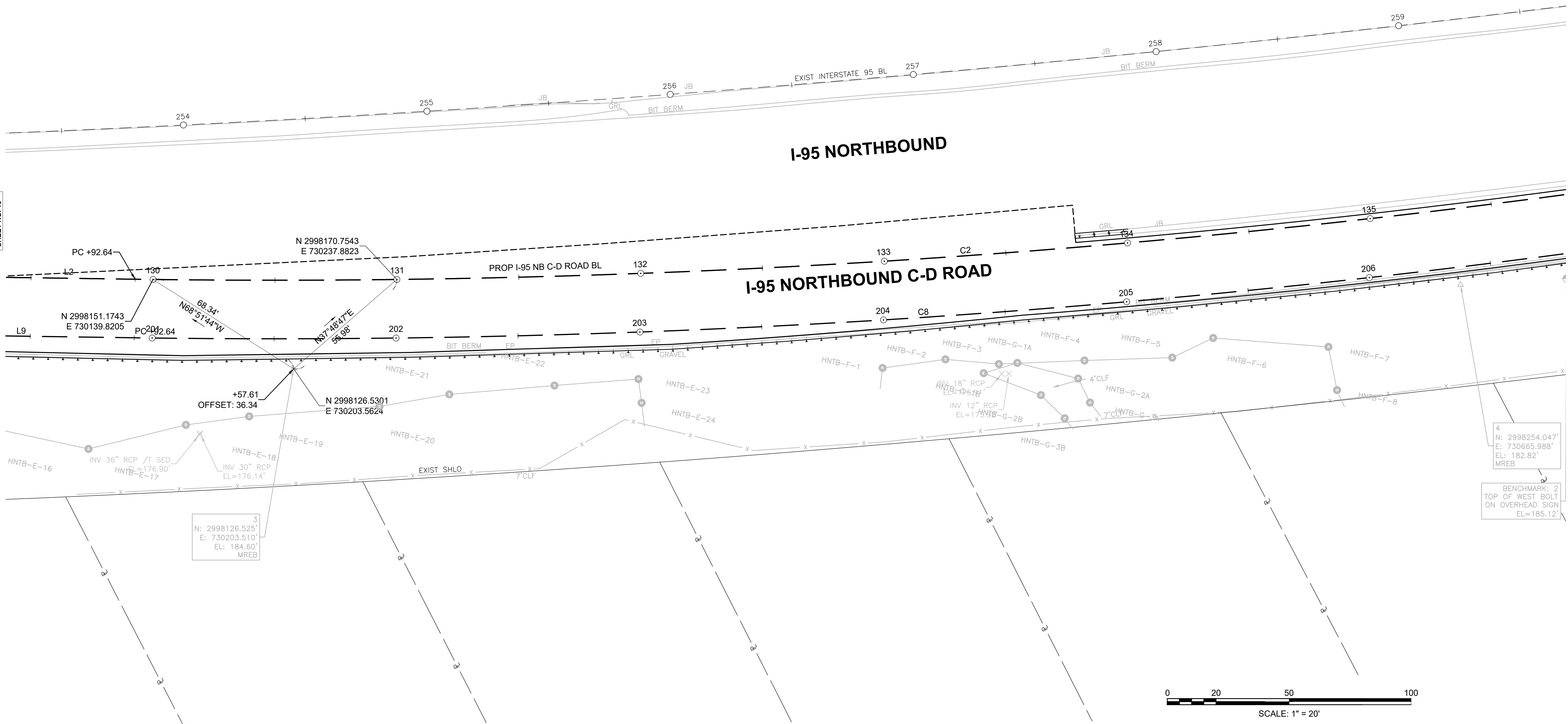
CONSTRUCTION BASELINE TIE PLANS
SHEET 6 OF 14

I-95 NORTHBOUND

I-95 NORTHBOUND C-D ROAD

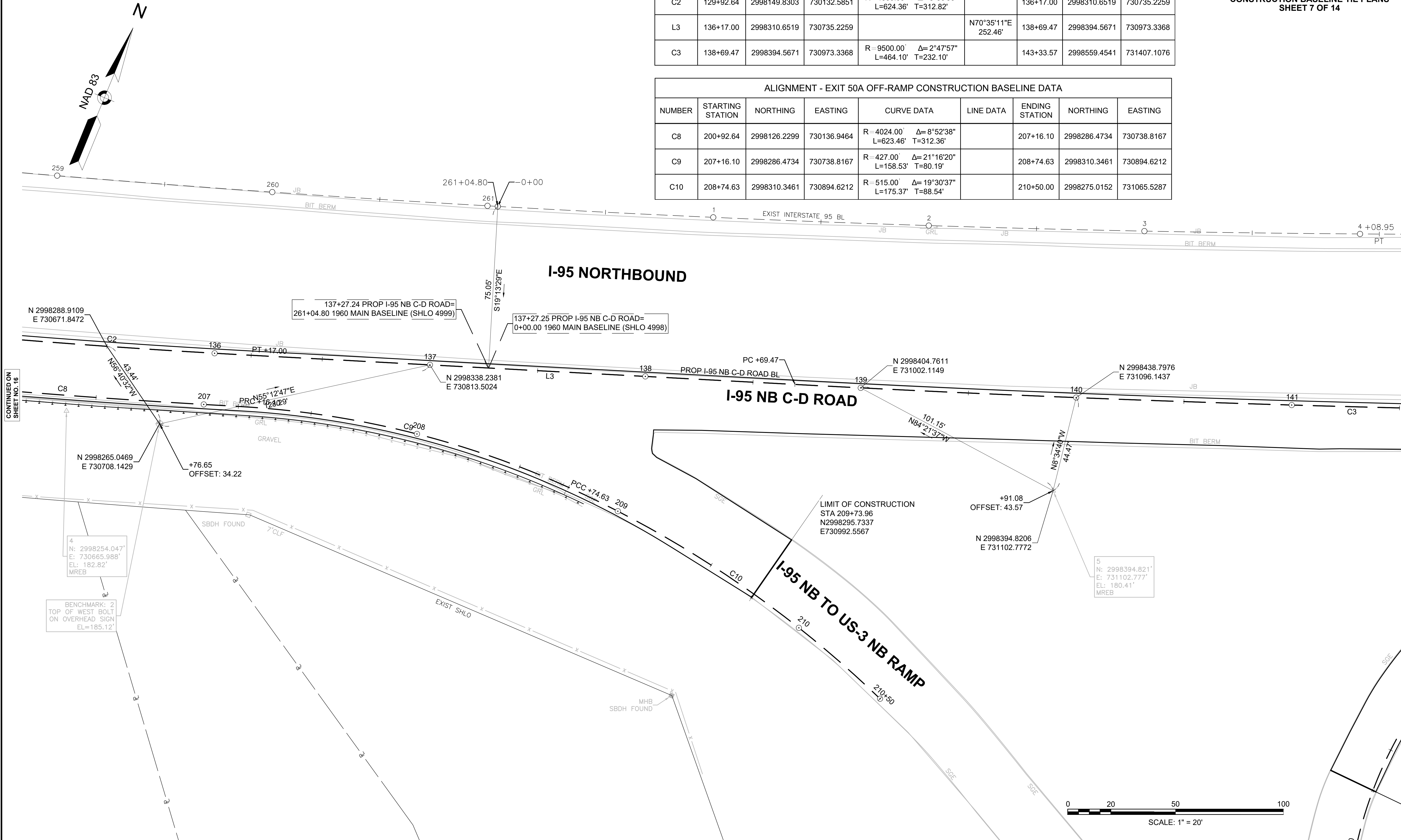
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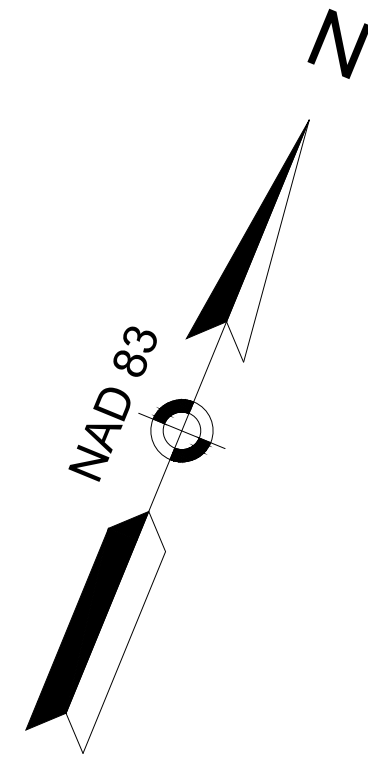
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SHEET NO. 17



PROP I-95 NB C-D ROAD CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
C2	129+92.64	2998149.8303	730132.5851	R = 4000.00' Δ= 8°56'36" L=624.36' T=312.82'		136+17.00	2998310.6519	730735.2259
L3	136+17.00	2998310.6519	730735.2259		N70°35'11"E 252.46'	138+69.47	2998394.5671	730973.3368
C3	138+69.47	2998394.5671	730973.3368	R = 9500.00' Δ= 2°47'57" L=464.10' T=232.10'		143+33.57	2998559.4541	731407.1076

ALIGNMENT - EXIT 50A OFF-RAMP CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
C8	200+92.64	2998126.2299	730136.9464	R = 4024.00' Δ= 8°52'38" L=623.46' T=312.36'		207+16.10	2998286.4734	730738.8167
C9	207+16.10	2998286.4734	730738.8167	R = 427.00' Δ= 21°16'20" L=158.53' T=80.19'		208+74.63	2998310.3461	730894.6212
C10	208+74.63	2998310.3461	730894.6212	R = 515.00' Δ= 19°30'37" L=175.37' T=88.54'		210+50.00	2998275.0152	731065.5287



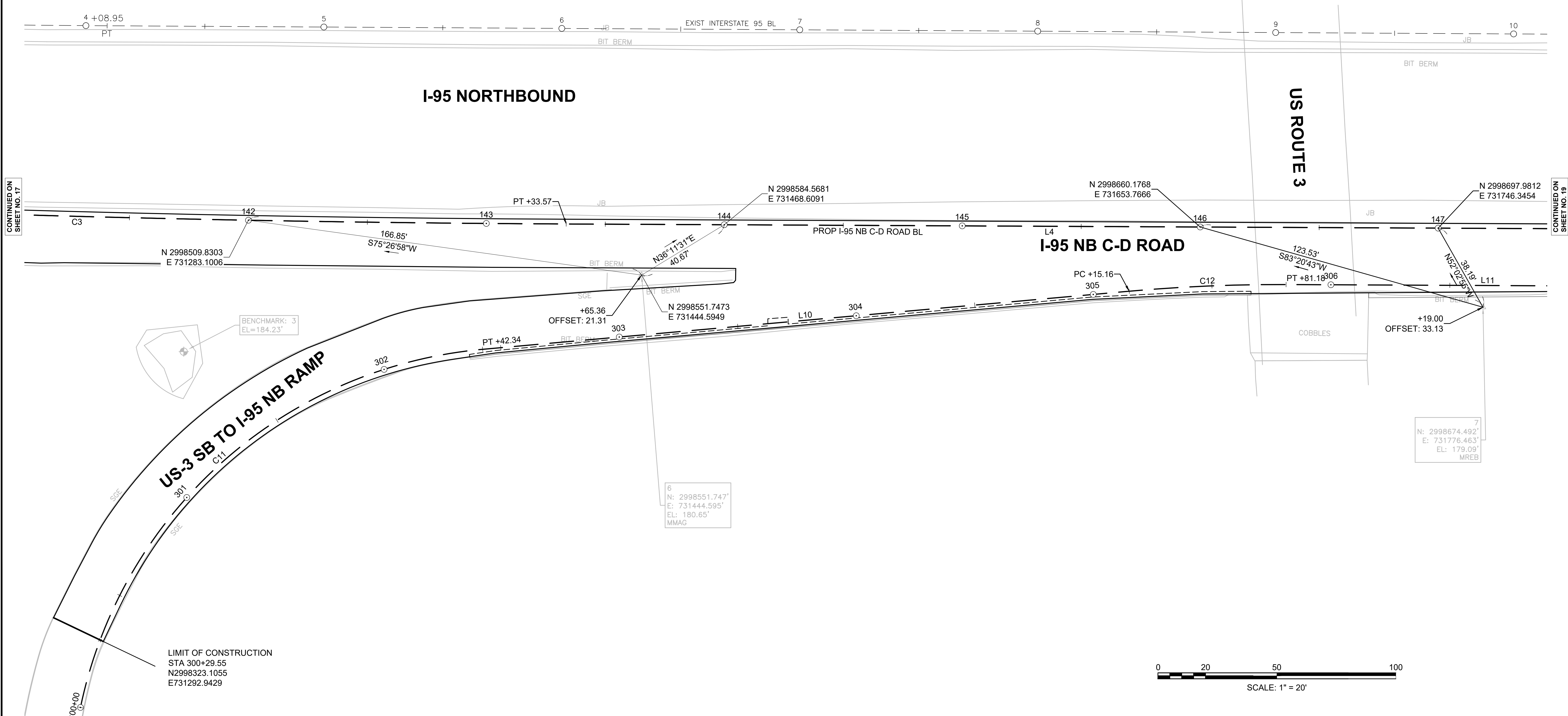


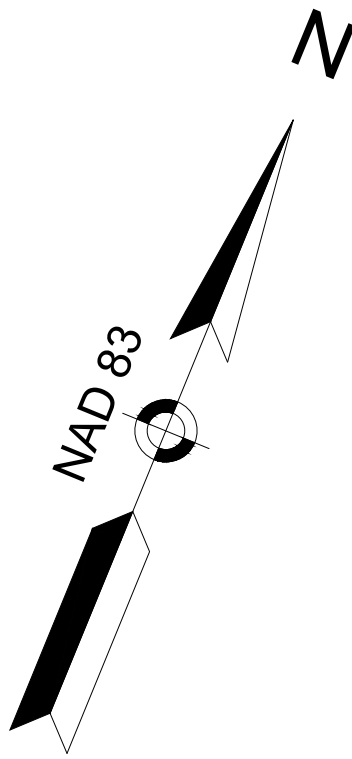
PROP I-95 NB C-D ROAD CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
C3	138+69.47	2998394.5671	730973.3368	R = 9500.00' Δ= 2°47'57" L=464.10' T=232.10'		143+33.57	2998559.4541	731407.1076
L4	143+33.57	2998559.4541	731407.1076		N67°47'15"E 819.07'	151+52.63	2998869.0969	732165.3891

ALIGNMENT - EXIT 50A ON-RAMP CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
C11	300+00.00	2998293.7633	731296.1517	R = 190.00' Δ= 73°04'45" L=242.34' T=140.80'		302+42.34	2998497.3799	731394.7754
L10	302+42.34	2998497.3799	731394.7754		N62°23'00"E 272.82'	305+15.16	2998623.8457	731636.5106
C12	305+15.16	2998623.8457	731636.5106	R = 700.00' Δ= 5°24'15" L=66.02' T=33.04'		305+81.18	2998651.6491	731696.3680
L11	305+81.18	2998651.6491	731696.3680		N67°47'15"E 150.24'	307+31.42	2998708.4474	731835.4606

BURLINGTON I-95 / ROUTE 3 INTERCHANGE			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	18	171
PROJECT FILE NO.		609516	

CONSTRUCTION BASELINE TIE PLANS
SHEET 8 OF 14



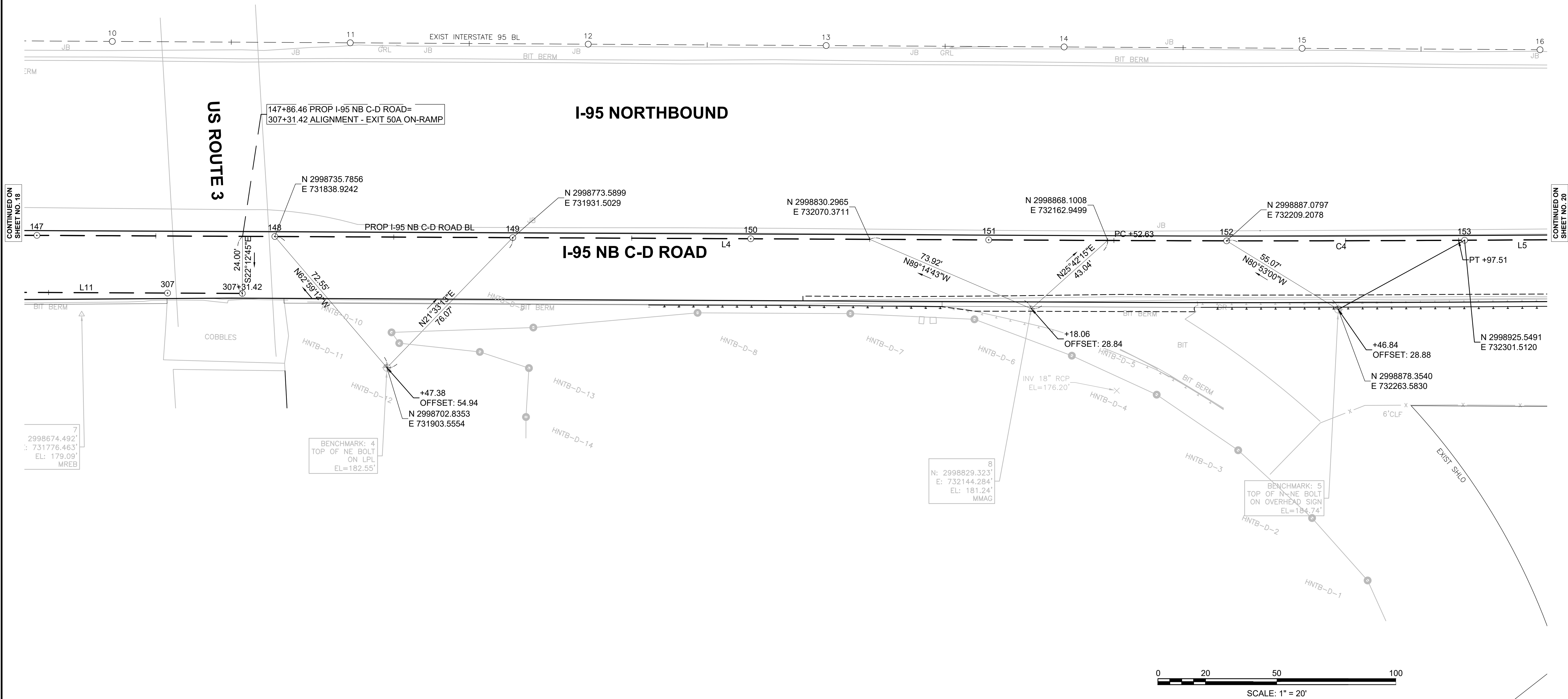


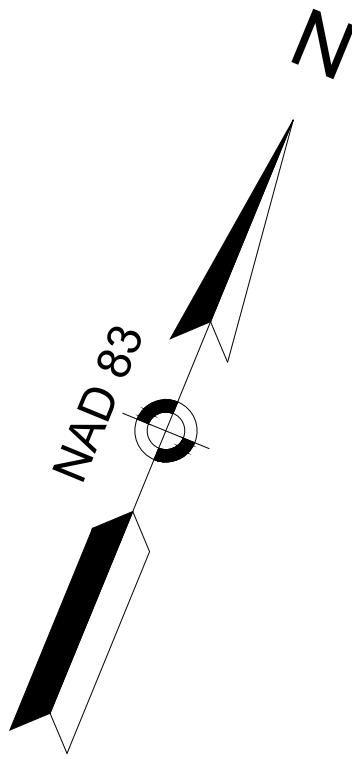
PROP I-95 NB C-D ROAD CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L4	143+33.57	2998559.4541	731407.1076		N67°47'15"E 819.07'	151+52.63	2998869.0969	732165.3891
C4	151+52.63	2998869.0969	732165.3891	R = 13530.00' Δ= 0°36'49" L=144.87' T=72.44'		152+97.51	2998924.5826	732299.2159

ALIGNMENT - EXIT 50A ON-RAMP CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L11	305+81.18	2998651.6491	731696.3680		N67°47'15"E 150.24'	307+31.42	2998708.4474	731835.4606

BURLINGTON			
I-95 / ROUTE 3 INTERCHANGE			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	19	171
PROJECT FILE NO.		609516	

CONSTRUCTION BASELINE TIE PLANS
SHEET 9 OF 14





BURLINGTON

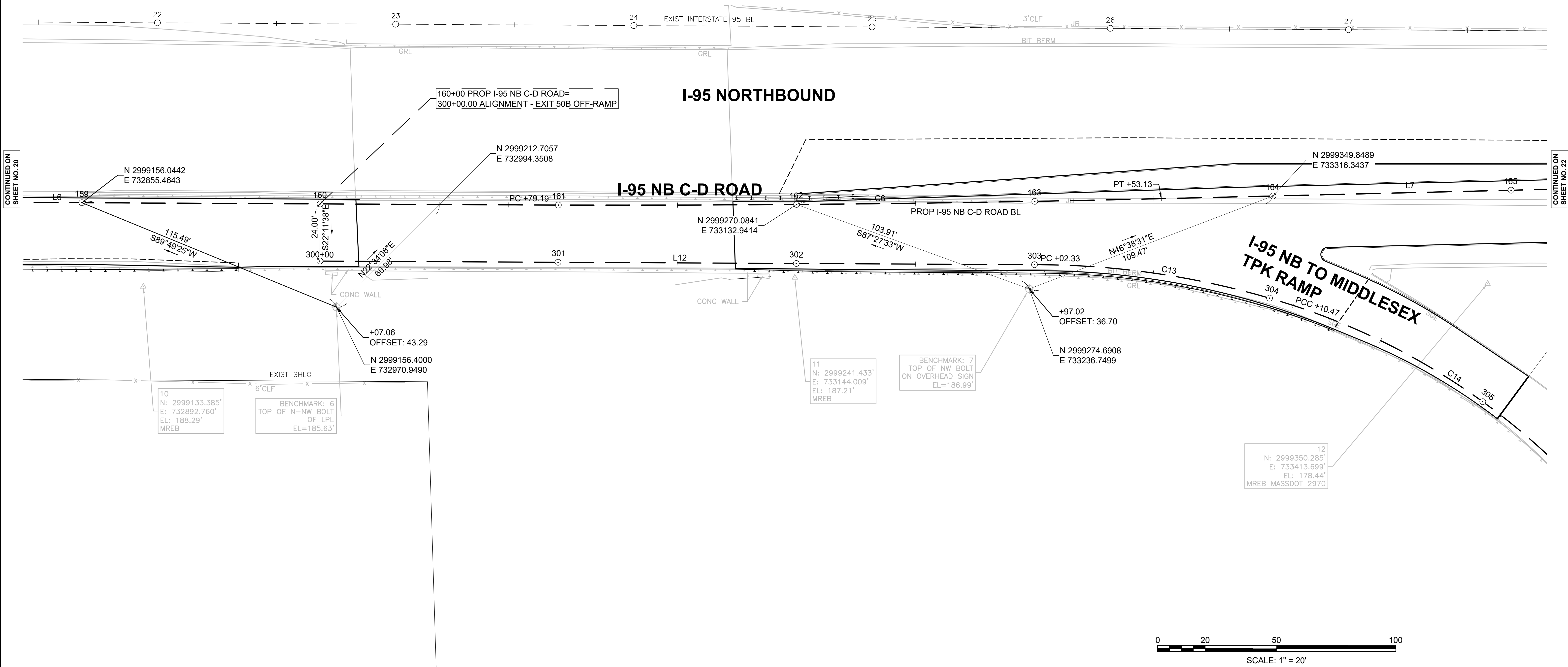
I-95 / ROUTE 3 INTERCHANGE

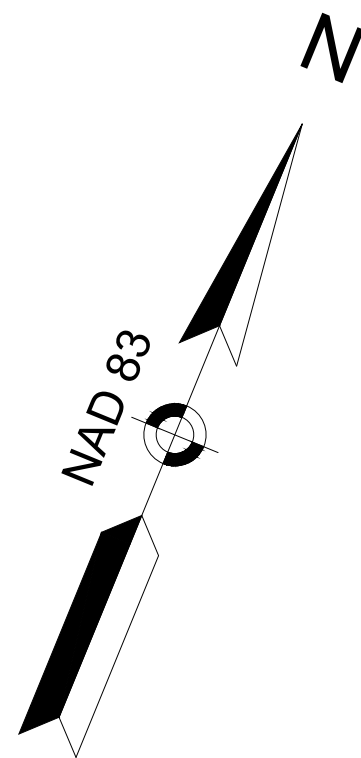
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	21	171
PROJECT FILE NO.		609516	

CONSTRUCTION BASELINE TIE PLANS
SHEET 11 OF 14

PROP I-95 NB C-D ROAD CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L6	157+32.80	2999092.8842	732700.6490		N67°48'22"E 346.39'	160+79.19	2999223.7306	733021.3745
C6	160+79.19	2999223.7306	733021.3745	R = 9410.00' Δ= 1°40'05" L=273.94' T=136.98'		163+53.13	2999330.8864	733273.4756
L7	163+53.13	2999330.8864	733273.4756		N66°08'17"E 734.68'	170+87.81	2999628.0900	733945.3581

ALIGNMENT - EXIT 50B OFF-RAMP CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L12	300+00.00	2999171.5967	732957.1212		N67°48'22"E 302.33'	303+02.33	2999285.7984	733237.0480
C13	303+02.33	2999285.7984	733237.0480	R = 350.00' Δ= 17°42'13" L=108.15' T=54.51'		304+10.47	2999310.6555	733341.8561
C14	304+10.47	2999310.6555	733341.8561	R = 287.00' Δ= 27°51'18" L=139.53' T=71.17'		305+50.00	2999288.0022	733478.1450





PROP I-95 NB C-D ROAD CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L7	163+53.13	2999330.8864	733273.4756		N66°08'17"E 734.68'	170+87.81	2999628.0900	733945.3581
C7	170+87.81	2999628.0900	733945.3581	R = 5000.00' Δ= 1°42'13" L=148.68' T=74.34'		172+36.48	2999686.2042	734082.1994

ALIGNMENT - EXIT 50B ON-RAMP CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
C15	400+00.00	2999261.8767	733636.7856	R = 245.00' Δ= 61°10'58" L=261.62' T=144.84'		402+61.62	2999473.0046	733769.4841
L13	402+61.62	2999473.0046	733769.4841		N62°44'30"E 513.09'	407+74.71	2999707.9999	734225.5937

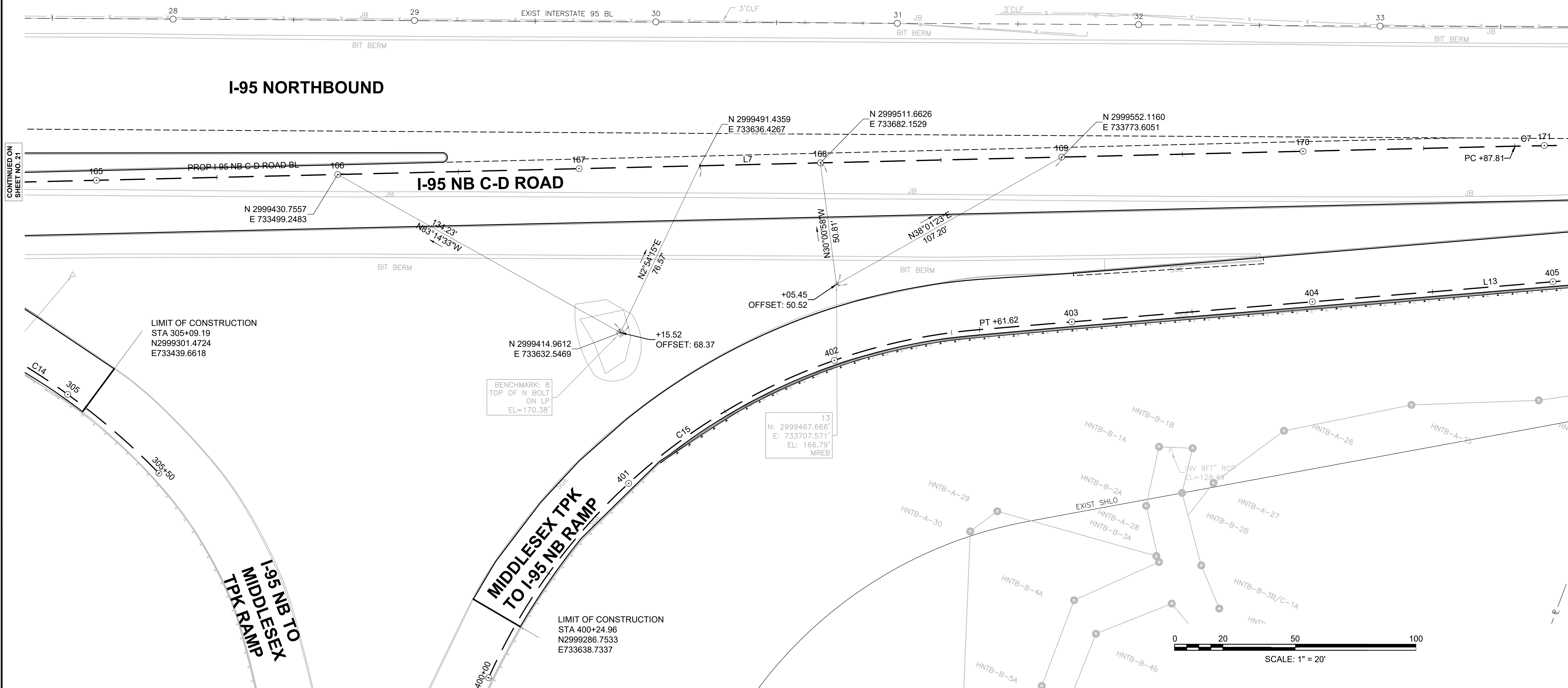
BURLINGTON

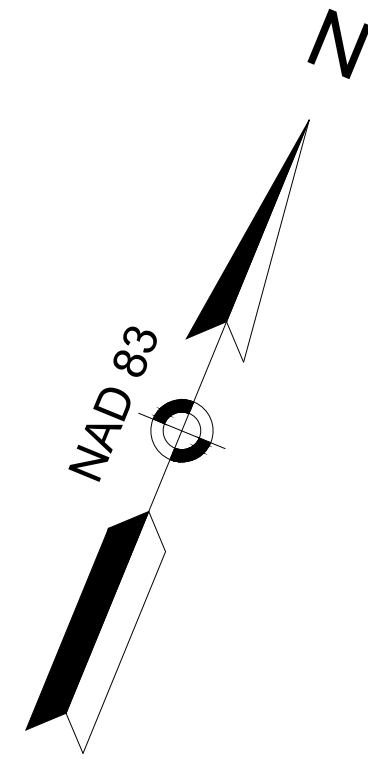
I-95 / ROUTE 3 INTERCHANGE

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	22	171
PROJECT FILE NO.		609516	

CONSTRUCTION BASELINE TIE PLANS

SHEET 12 OF 14





EXIST SHLO

PROP I-95 NB C-D ROAD CONSTRUCTION BASELINE DATA

NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L7	163+53.13	2999330.8864	733273.4756		N66°08'17"E 734.68'	170+87.81	2999628.0900	733945.3581
C7	170+87.81	2999628.0900	733945.3581	R = 5000.00' Δ= 1°42'13" L=148.68' T=74.34'		172+36.48	2999686.2042	734082.1994
L8	172+36.48	2999686.2042	734082.1994		N67°50'30"E 993.45'	182+29.93	3000060.8992	735002.2772

ALIGNMENT - EXIT 50B ON-RAMP CONSTRUCTION BASELINE DATA

NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L13	402+61.62	2999473.0046	733769.4841		N62°44'30"E 513.09'	407+74.71	2999707.9999	734225.5937
C16	407+74.71	2999707.9999	734225.5937	R = 2500.00' Δ= 5°06'00" L=222.53' T=111.34'		409+97.24	2999800.9866	734427.6845
L14	409+97.24	2999800.9866	734427.6845		N67°50'30"E 43.72'	410+40.95	2999817.4747	734468.1715

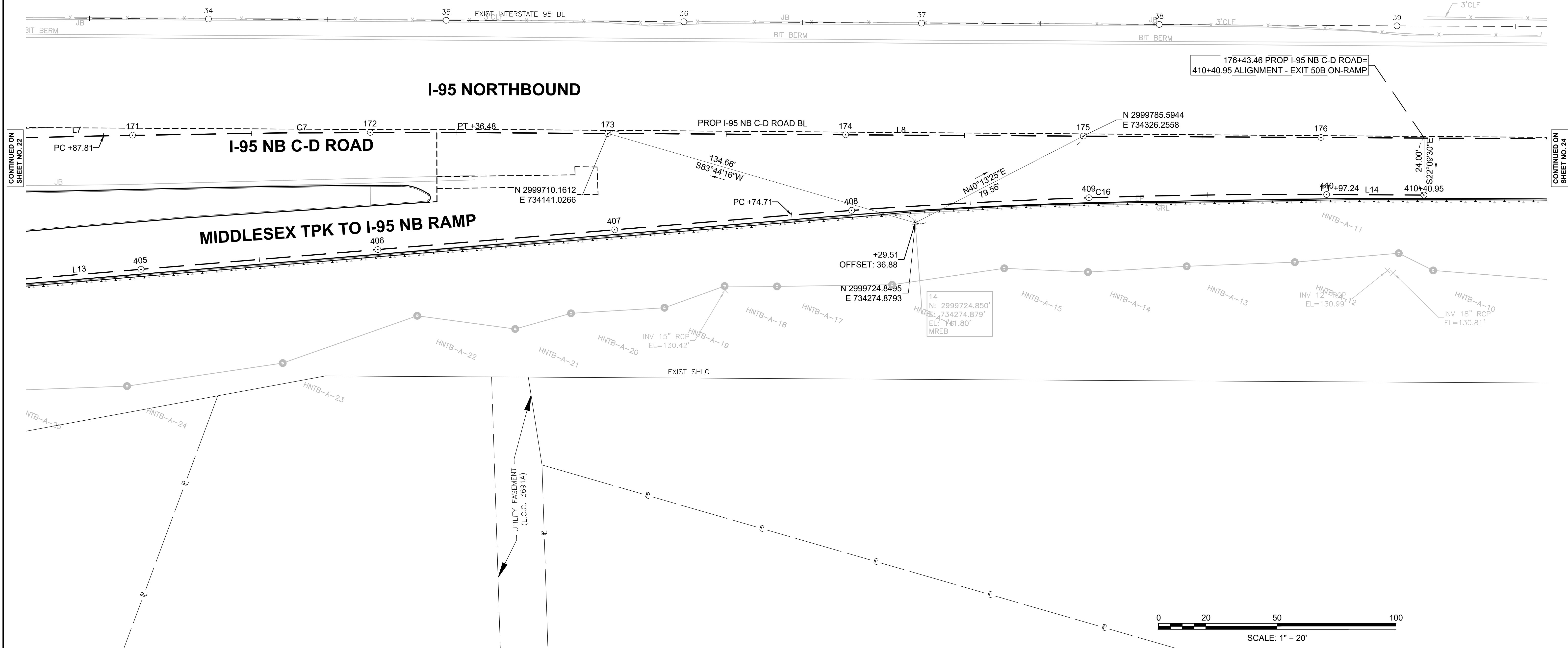
BURLINGTON

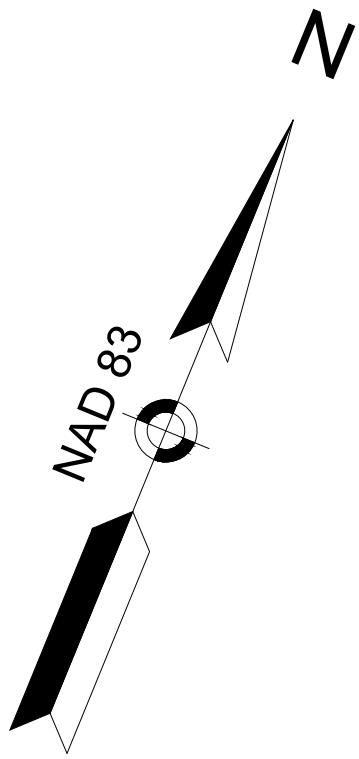
I-95 / ROUTE 3 INTERCHANGE

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	23	171
PROJECT FILE NO.		609516	

CONSTRUCTION BASELINE TIE PLANS

SHEET 13 OF 14





EXIST SHLO

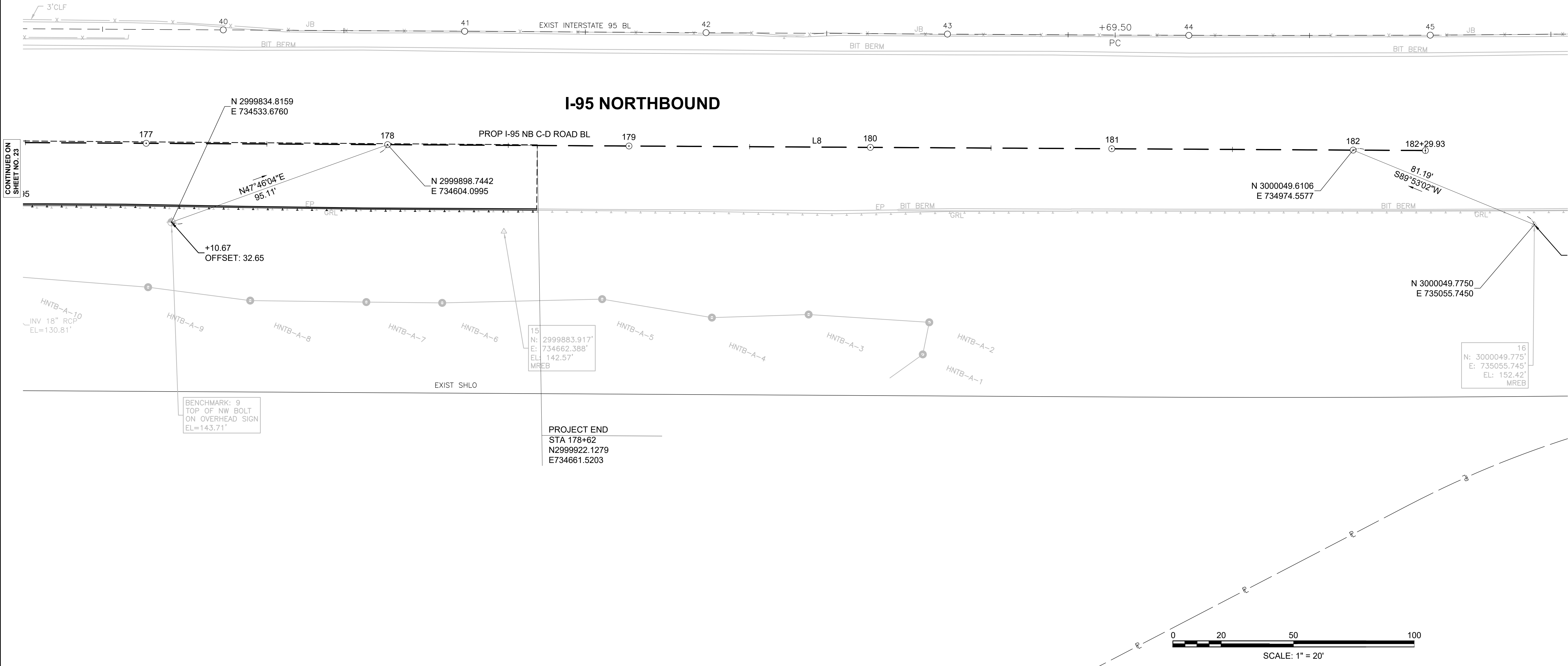
PROP I-95 NB C-D ROAD CONSTRUCTION BASELINE DATA

NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L8	172+36.48	2999686.2042	734082.1994		N67°50'30"E 993.45'	182+29.93	3000060.8992	735002.2772

BURLINGTON
I-95 / ROUTE 3 INTERCHANGE

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	24	171
PROJECT FILE NO.		609516	

CONSTRUCTION BASELINE TIE PLANS
SHEET 14 OF 14



HIGHWAY GUARD DETAILS

STA. 111+00 RT TRANSITION TO NCHRP 350 GUARDRAIL
STA. 111+33 RT - STA. 137+63 RT GUARDRAIL, TL-3 (SINGLE FACED)

TRAFFIC SIGN AND PAVEMENT MARKING PLANS

SEE SHEET 78

TRAFFIC SIGNAL CONDUIT

NONE

WATER SUPPLY ALTERATIONS

NONE

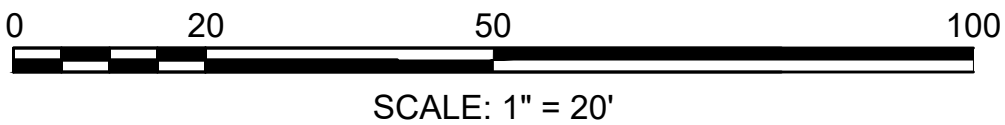
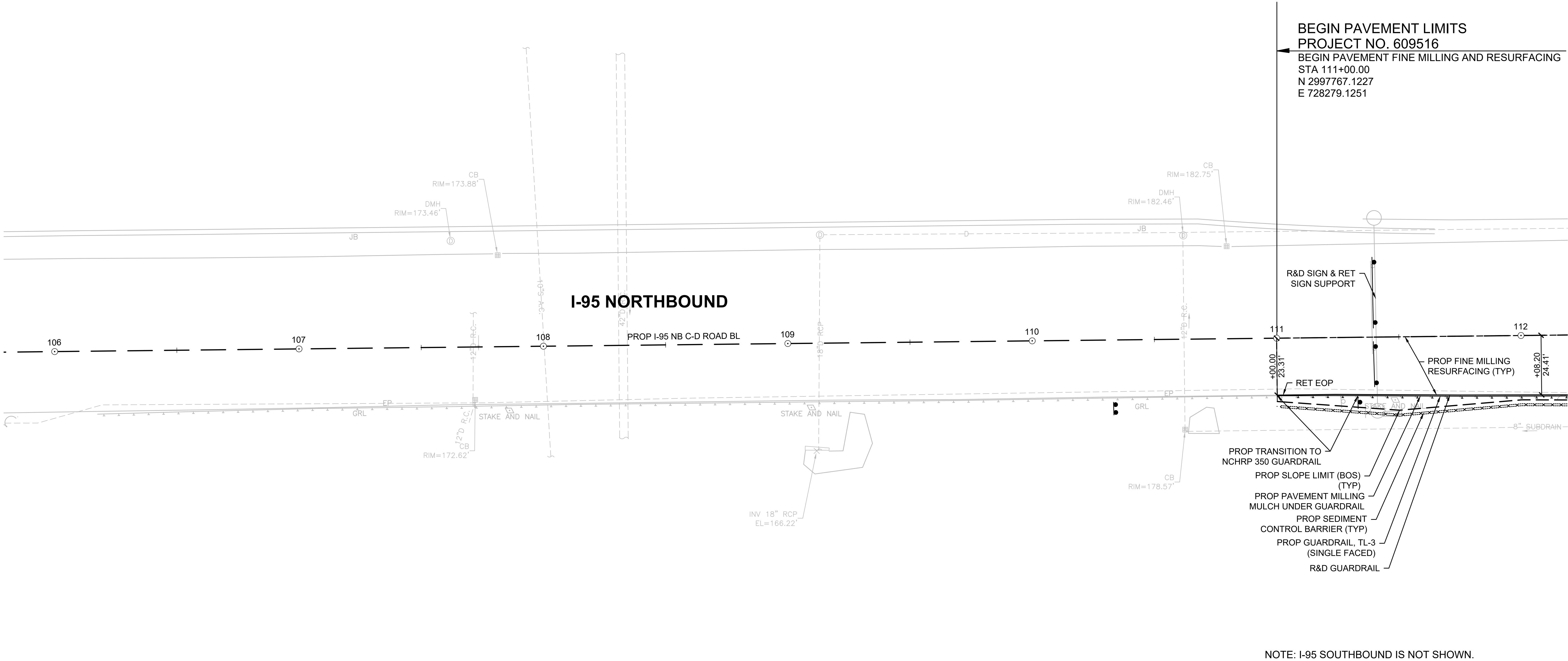
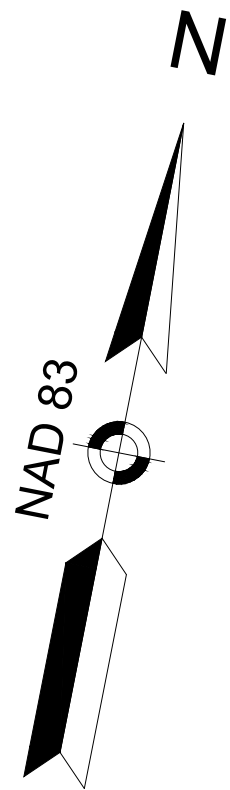
DRAINAGE PLANS

SEE SHEET 64

BURLINGTON
I-95 / ROUTE 3 INTERCHANGE

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	25	171
PROJECT FILE NO.		609516	

CONSTRUCTION PLANS
SHEET 1 OF 13



CONTINUED ON
SHEET NO. 26

STA. 111+33 RT - STA. 137+63 RT GUARDRAIL, TL-3 (SINGLE FACED)

SEE SHEET 79

NONE

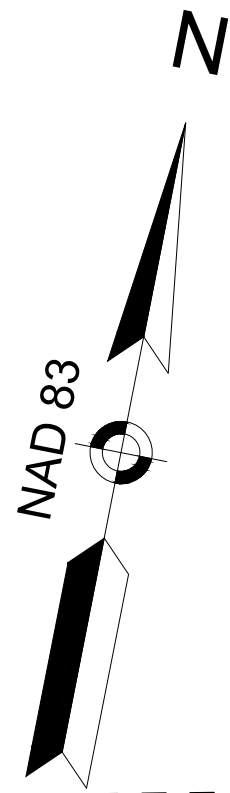
NONE

SEE SHEET 65

**CONSTRUCTION PLANS
SHEET 2 OF 13**



HIGHWAY GUARD DETAILS
STA. 111+33 RT - STA. 137+63 RT GUARDRAIL, TL-3 (SINGLE FACED)



TRAFFIC SIGN AND PAVEMENT MARKING PLANS
SEE SHEET 80

TRAFFIC SIGNAL CONDUIT
NONE

WATER SUPPLY ALTERATIONS
NONE

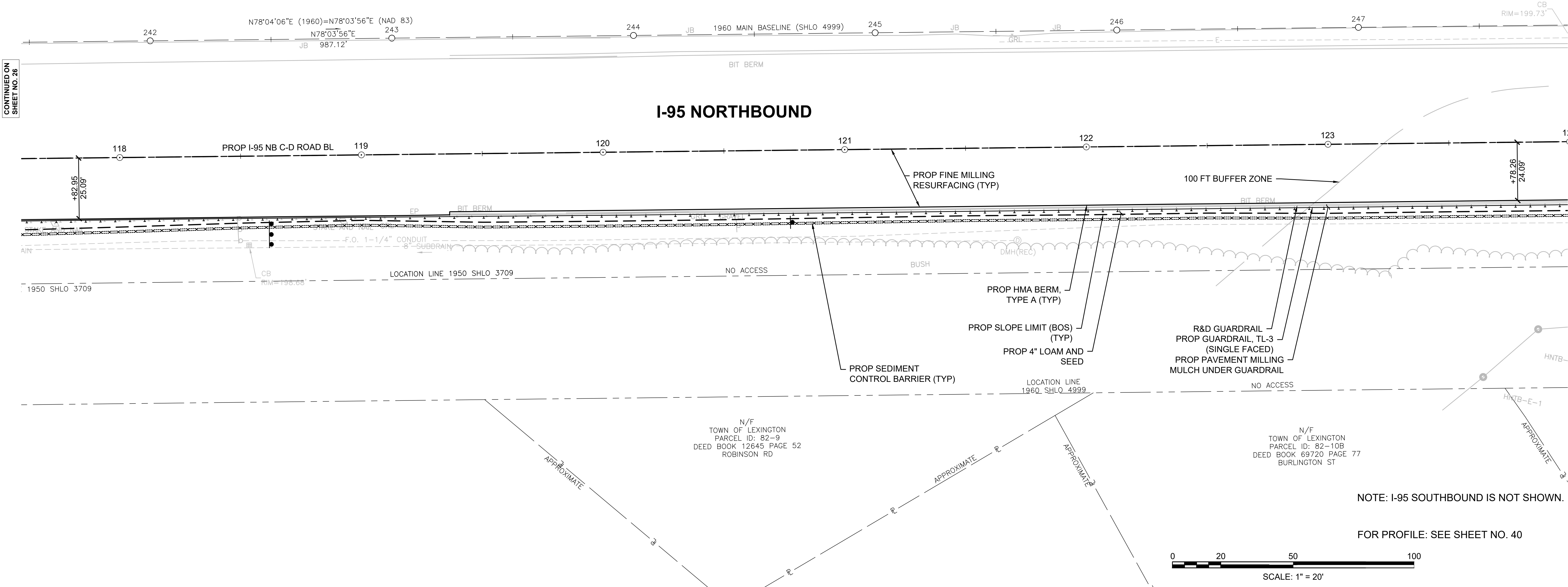
DRAINAGE PLANS
SEE SHEET 66

BURLINGTON
I-95 / ROUTE 3 INTERCHANGE

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	27	171
PROJECT FILE NO.		609516	

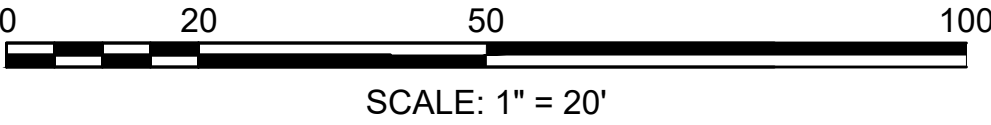
CONSTRUCTION PLANS
SHEET 3 OF 13

YANKEE DIVISION HIGHWAY
(INTERSTATE 95/ROUTE 128)
(STATE HIGHWAY LAYOUT 4999)



NOTE: I-95 SOUTHBOUND IS NOT SHOWN.

FOR PROFILE: SEE SHEET NO. 40



CONTINUED ON
SHEET NO. 26

CONTINUED ON
SHEET NO. 28

HIGHWAY GUARD DETAILS
STA. 111+33 RT - STA. 137+63 RT GUARDRAIL, TL-3 (SINGLE FACED)

TRAFFIC SIGN AND PAVEMENT MARKING PLANS
SEE SHEET 81

TRAFFIC SIGNAL CONDUIT
NONE

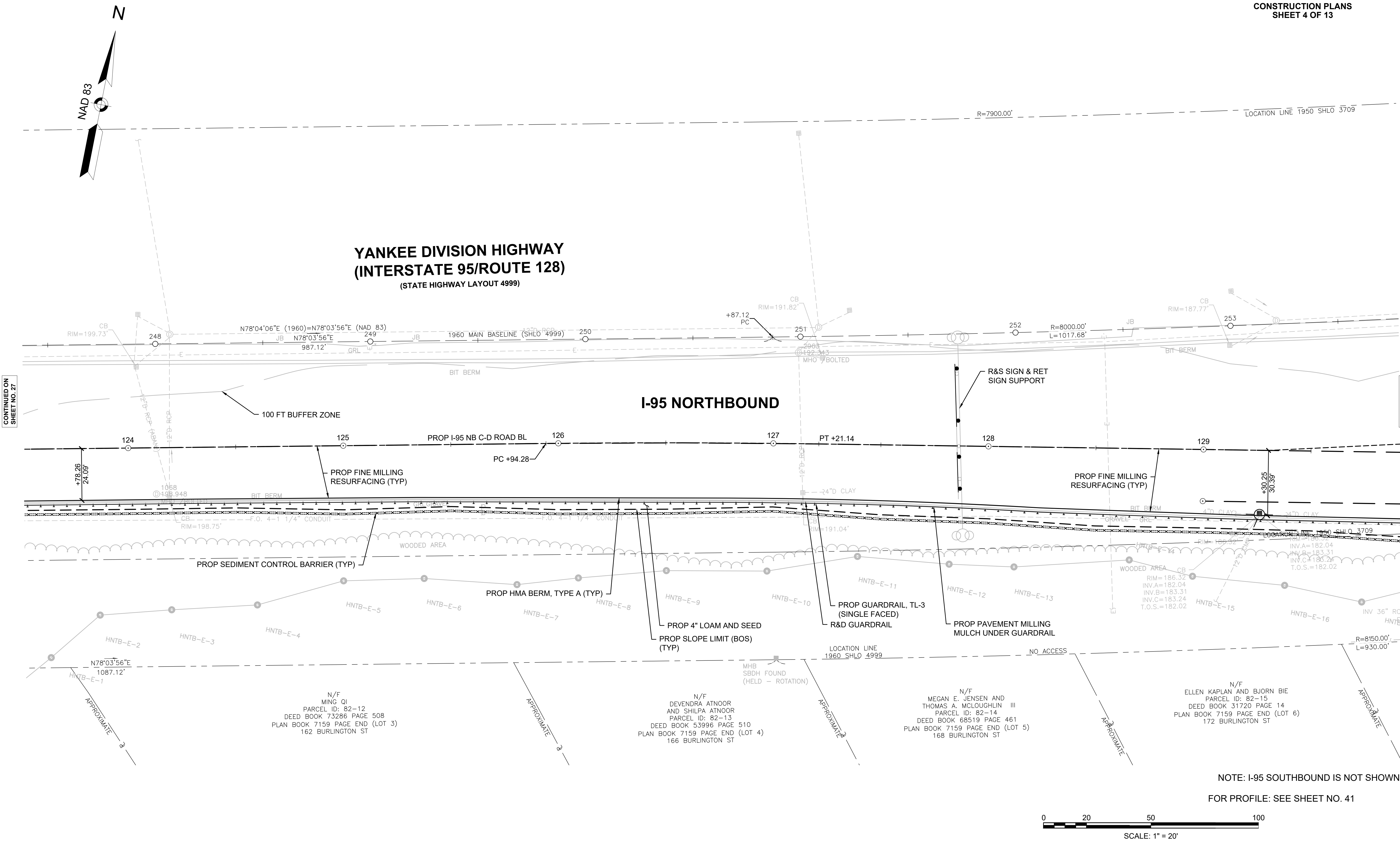
WATER SUPPLY ALTERATIONS
NONE

DRAINAGE PLANS
SEE SHEET 67

BURLINGTON			
I-95 / ROUTE 3 INTERCHANGE			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	28	171
PROJECT FILE NO.		609516	

CONSTRUCTION PLANS

SHEET 4 OF 13



NOTE: I-95 SOUTHBOUND IS NOT SHOWN.
FOR PROFILE: SEE SHEET NO. 41

CONTINUED ON
SHEET NO. 27

CONTINUED ON
SHEET NO. 29

HIGHWAY GUARD DETAILS
STA. 111+33 RT - STA. 137+63 RT GUARDRAIL, TL-3 (SINGLE FACED)
STA. 134+01 LT PERMANENT IMPACT ATTENUATOR, NON-REDIRECTIVE, TL-3

TRAFFIC SIGN AND PAVEMENT MARKING PLANS
SEE SHEET 82

TRAFFIC SIGNAL CONDUIT
NONE

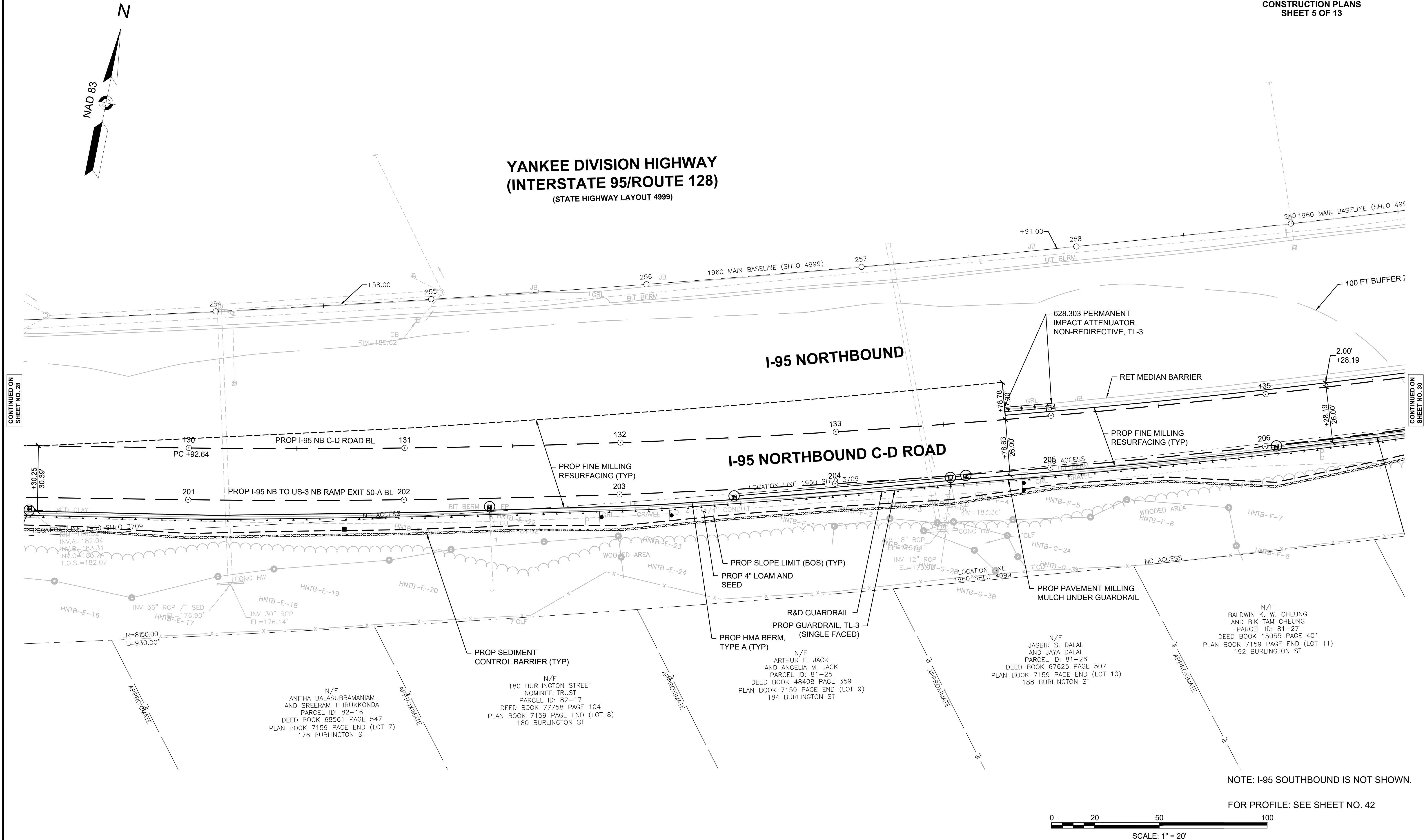
WATER SUPPLY ALTERATIONS
NONE

DRAINAGE PLANS
SEE SHEET 68

BURLINGTON			
I-95 / ROUTE 3 INTERCHANGE			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	29	171
PROJECT FILE NO.		609516	

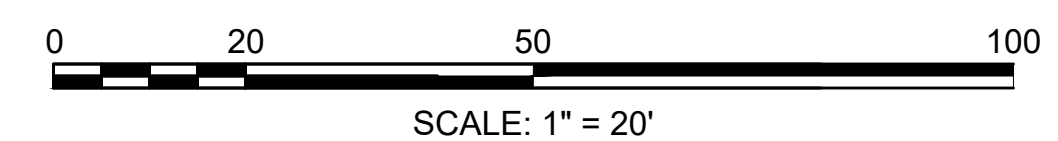
CONSTRUCTION PLANS

SHEET 5 OF 13



NOTE: I-95 SOUTHBOUND IS NOT SHOWN.

FOR PROFILE: SEE SHEET NO. 42



STA. 111+33 RT - STA. 137+63 RT GUARDRAIL, TL-3 (SINGLE FACED)
STA. 137+63 RT TRAILING ANCHORAGE, TL-3

SEE SHEET 83

NONE

NONE

SEE SHEET 69

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	30	171
PROJECT FILE NO.		609516	

CONSTRUCTION PLANS
SHEET 6 OF 13

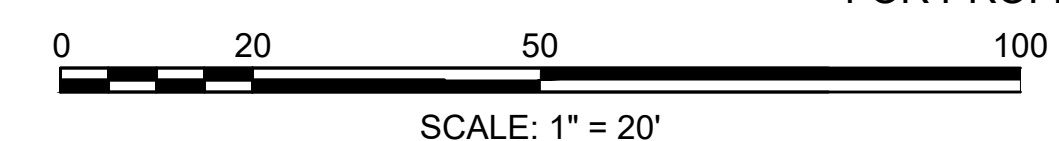
(STATE HIGHWAY LAYOUTS 3988 - 4032 - 4998 - 4999 - 7136 - 8178)



CONTINUED ON
SHEET NO. 31

NOTE: I-95 SOUTHBOUND IS NOT SHOWN.

FOR PROFILE: SEE SHEET NO. 43



NONE

SEE SHEET 84

NONE

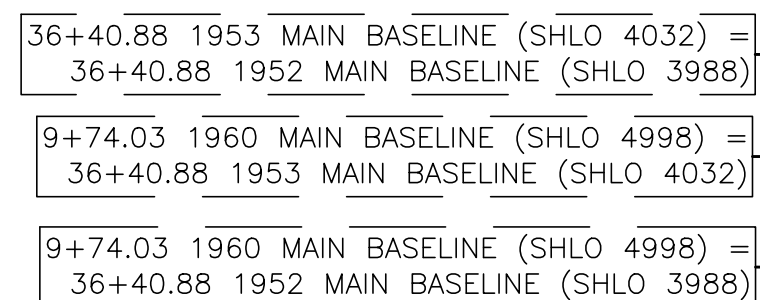
NONE

SEE SHEET 71

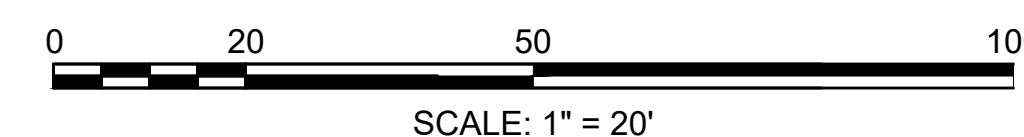
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	31	171
PROJECT FILE NO.		609516	

**CONSTRUCTION PLANS
SHEET 7 OF 13**

(STATE HIGHWAY LAYOUTS 3988 - 4032 - 4998 - 4999 - 7136 - 8178)



NOTE: I-95 SOUTHBOUND IS NOT SHOWN.
FOR PROFILE: SEE SHEET NO. 44



HIGHWAY GUARD DETAILS

STA. 149+57 RT TANGENT END TREATMENT FOR GUARDRAIL, TL-3 (SINGLE FACED)
STA. 150+07 RT - STA. 150+46 RT GUARDRAIL, TL-3 (SINGLE FACED)
STA. 150+46 RT TRANSITION TO NCHRP 350 GUARDRAIL
STA. 151+89 RT TANGENT END TREATMENT FOR GUARDRAIL, TL-3 (SINGLE FACED)
STA. 152+39 RT - STA. 159+30 RT GUARDRAIL, TL-3 (SINGLE FACED)

TRAFFIC SIGN AND PAVEMENT MARKING PLANS

SEE SHEET 85

TRAFFIC SIGNAL CONDUIT

NONE

WATER SUPPLY ALTERATIONS

NONE

DRAINAGE PLANS

SEE SHEET 71

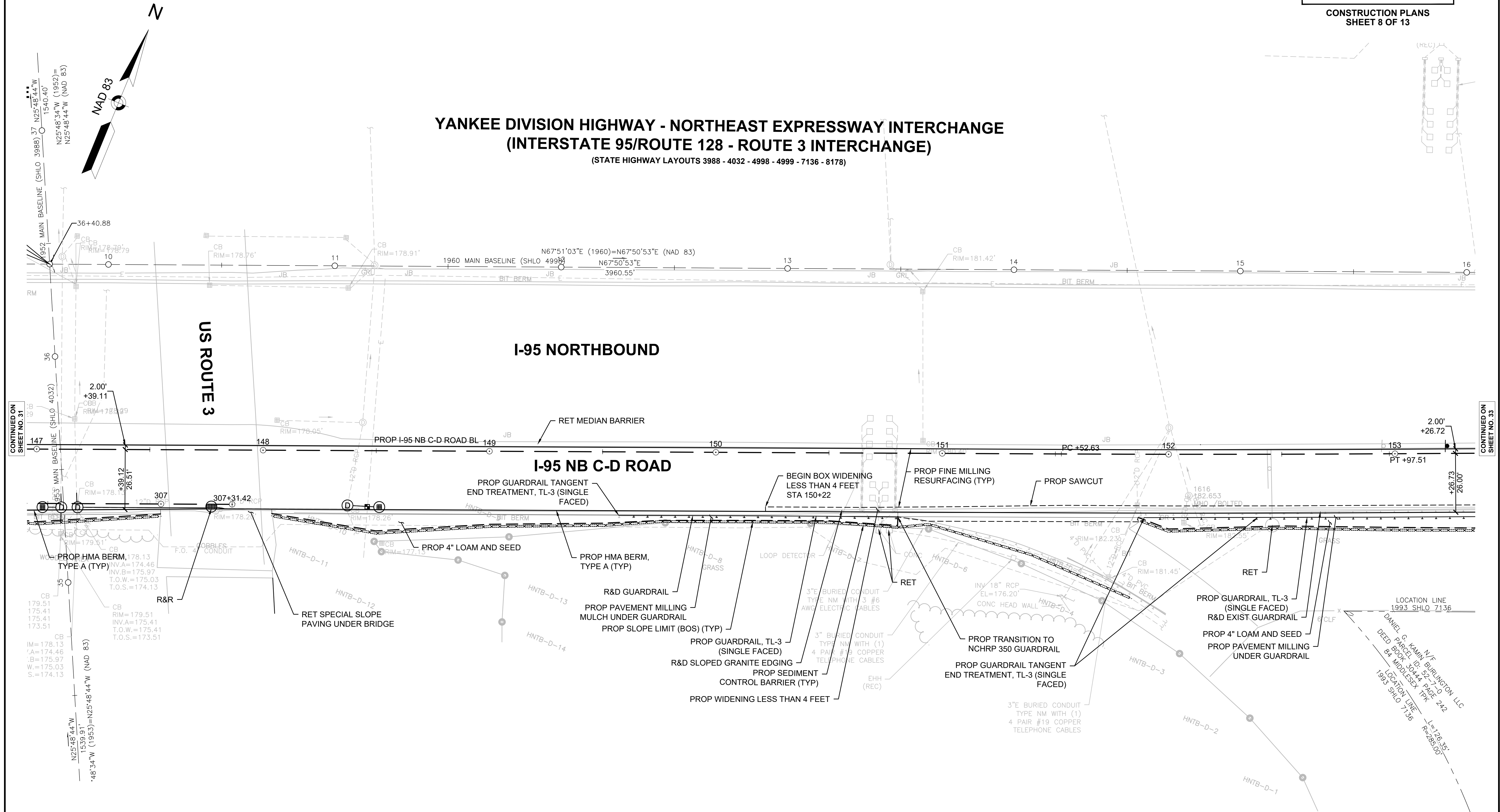
BURLINGTON
I-95 / ROUTE 3 INTERCHANGE

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	32	171
PROJECT FILE NO.		609516	

CONSTRUCTION PLANS
SHEET 8 OF 13

YANKEE DIVISION HIGHWAY - NORTHEAST EXPRESSWAY INTERCHANGE
(INTERSTATE 95/ROUTE 128 - ROUTE 3 INTERCHANGE)

(STATE HIGHWAY LAYOUTS 3988 - 4032 - 4998 - 4999 - 7136 - 8178)



NOTE: I-95 SOUTHBOUND IS NOT SHOWN.
FOR PROFILE: SEE SHEET NO. 45



STA. 152+39 RT - STA. 159+30 RT GUARDRAIL, TL-3 (SINGLE FACED)

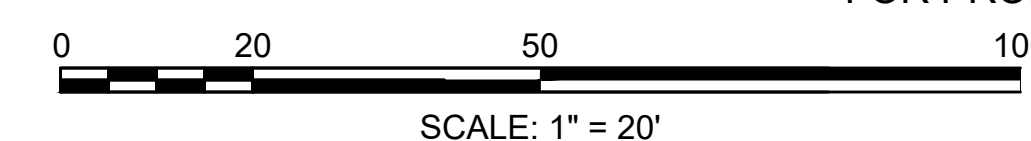
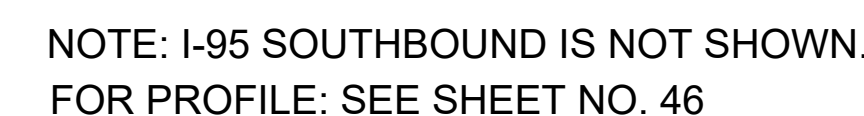
SEE SHEET 86

NONE

NONE

SEE SHEET 72

CONSTRUCTION PLANS
SHEET 9 OF 13



STA. 152+39 RT - STA. 159+30 RT GUARDRAIL, TL-3 (SINGLE FACED)
STA. 159+30 RT TRANSITION TO NCHRP 350 GUARDRAIL (SINGLE FACED)
STA. 161+74 RT TRANSITION TO NCHRP 350 GUARDRAIL (SINGLE FACED)
STA. 162+09 RT - STA. 163+92 RT GUARDRAIL, TL-3 (SINGLE FACED)
STA. 164+24 RT TRANSITION TO NCHRP 350 GUARDRAIL (SINGLE FACED)
STA. 161+73 LT STEEL BEAM GUARDRAIL THRIE BEAM TRANSITION PANEL
STA. 161+79 LT END TREATMENT FOR GUARDRAIL, TL-3 (DOUBLE FACED)

SEE SHEET 87

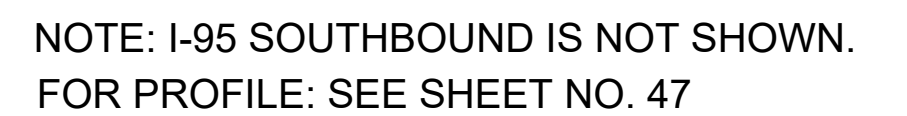
NONE

NONE

SEE SHEET 73

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	34	171
PROJECT FILE NO.		609516	

(STATE HIGHWAY LAYOUTS 3707 - 5210 - 8380)



STA. 167+31 RT TRANSITION TO NCHRP 350 GUARDRAIL (SINGLE FACED)
STB. STA. 167+60 RT - STA. 178+27 RT GUARDRAIL, TL-3 (SINGLE FACED)

SEE SHEET 87

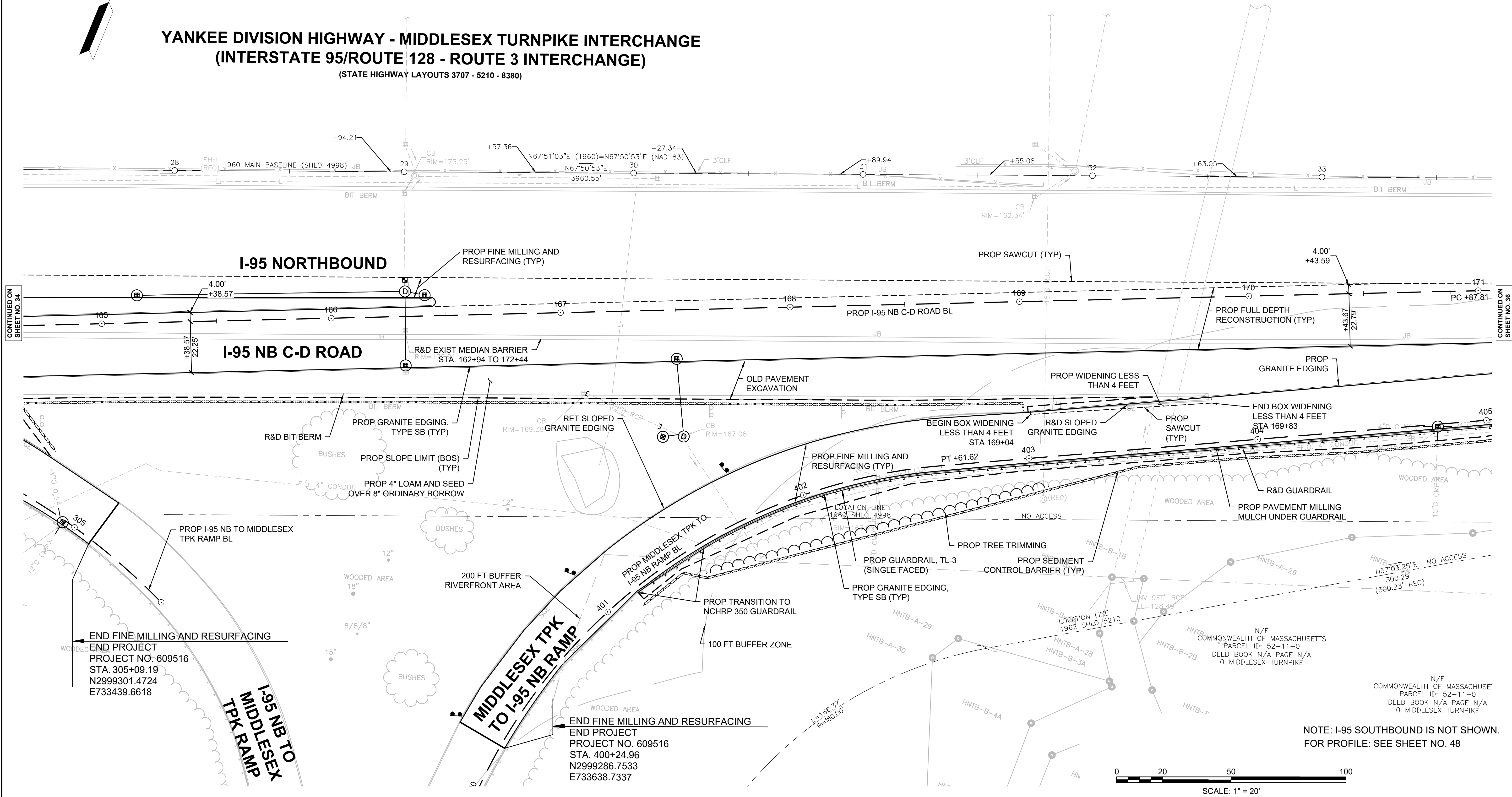
NONE

NONE

SEE SHEET 74

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	35	171
PROJECT FILE NO.		609516	

(STATE HIGHWAY LAYOUTS 3707 - 5210 - 8380)



NOTE: I-95 SOUTHBOUND IS NOT SHOWN.
FOR PROFILE: SEE SHEET NO. 48

509516 HD6 (CONSTRUCTION PLANS).DWG Plotted on 25-Feb-2025 12:17 PM

HIGHWAY GUARD DETAILS

STA. 167+60 RT - STA. 178+27 RT GUARDRAIL, TL-3 (SINGLE FACED)

TRAFFIC SIGN AND PAVEMENT MARKING PLANS

SEE SHEET 89

TRAFFIC SIGNAL CONDUIT

NONE

WATER SUPPLY ALTERATIONS

NONE

DRAINAGE PLANS

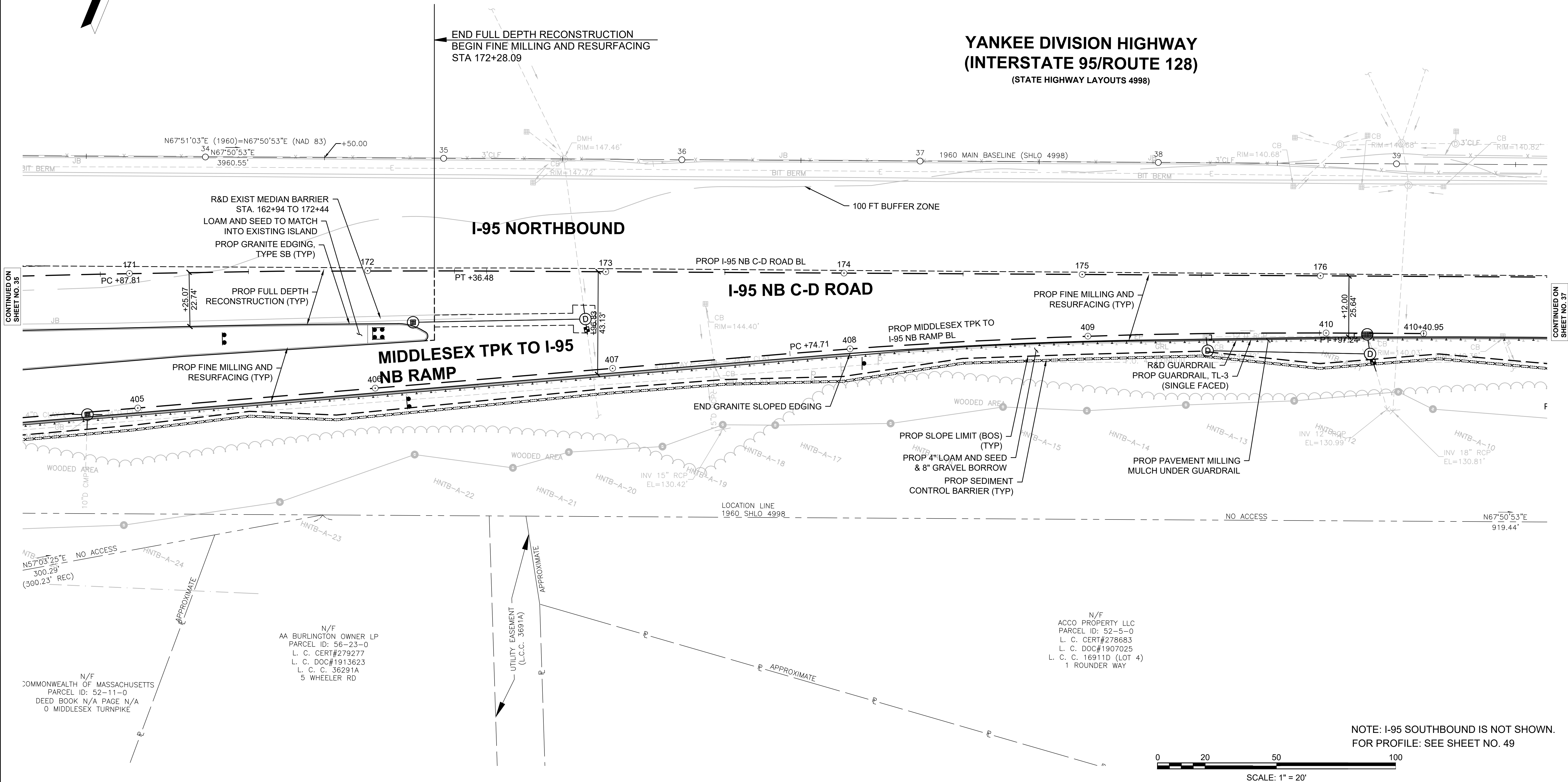
SEE SHEET 75

BURLINGTON
I-95 / ROUTE 3 INTERCHANGE

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	36	171
PROJECT FILE NO.		609516	

CONSTRUCTION PLANS
SHEET 12 OF 13

YANKEE DIVISION HIGHWAY
(INTERSTATE 95/ROUTE 128)
(STATE HIGHWAY LAYOUTS 4998)



NOTE: I-95 SOUTHBOUND IS NOT SHOWN.
FOR PROFILE: SEE SHEET NO. 49

HIGHWAY GUARD DETAILS

STA. 167+60 RT - STA. 178+27 RT GUARDRAIL, TL-3 (SINGLE FACED)
STA. 178+27 RT TRANSITION TO NCHRP 350 GUARDRAIL (SINGLE FACED)

TRAFFIC SIGN AND PAVEMENT MARKING PLANS

SEE SHEET 90

TRAFFIC SIGNAL CONDUIT

NONE

WATER SUPPLY ALTERATIONS

NONE

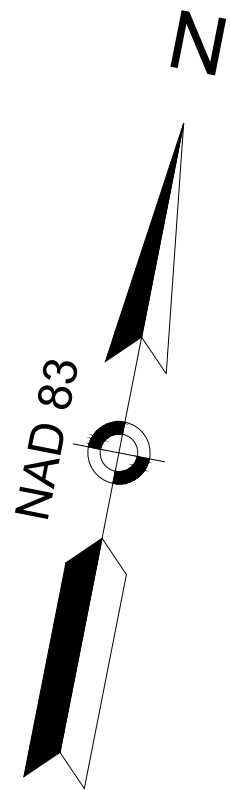
DRAINAGE PLANS

SEE SHEET 76

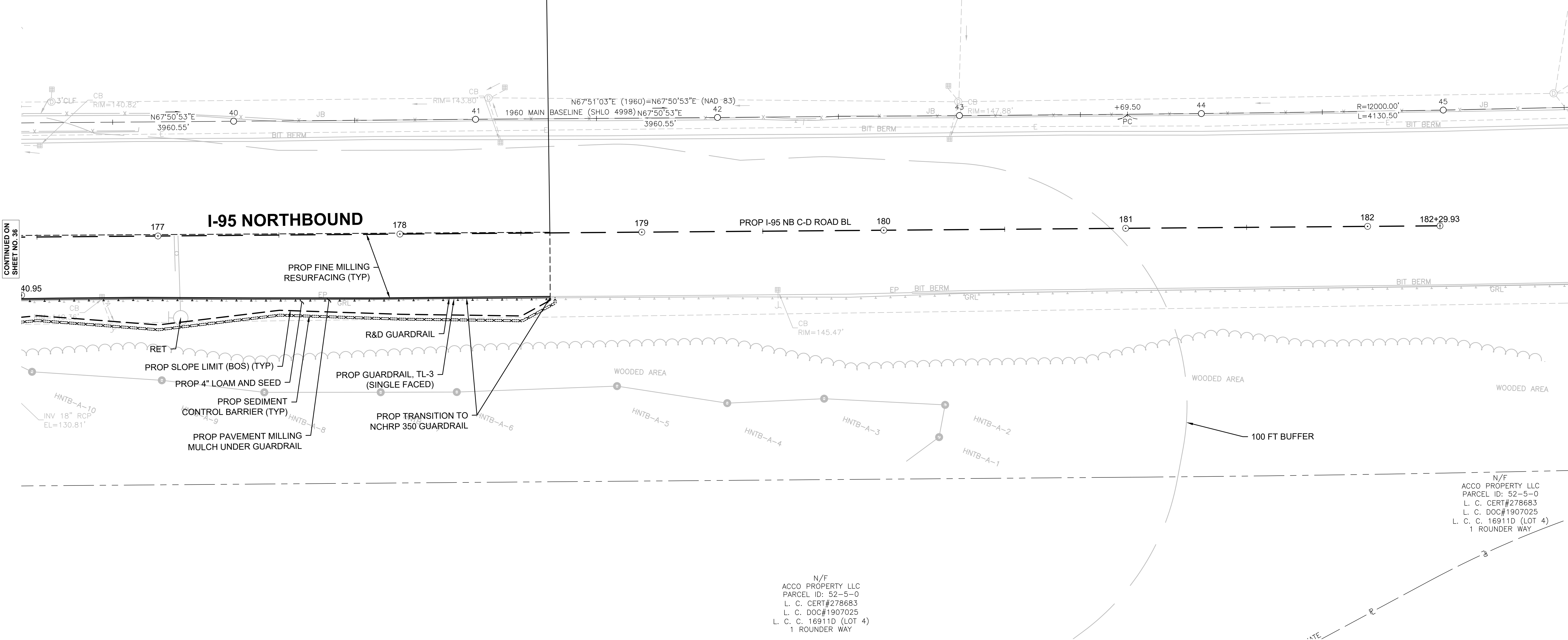
BURLINGTON
I-95 / ROUTE 3 INTERCHANGE

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	37	171
PROJECT FILE NO.		609516	

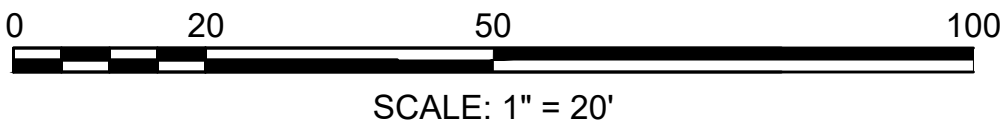
CONSTRUCTION PLANS
SHEET 13 OF 13



END PROJECT
PROJECT NO. 609516
END PAVEMENT FINE MILLING AND RESURFACING
STA 178+62.00
N 2999922.1279
E 734661.5203



NOTE: I-95 SOUTHBOUND IS NOT SHOWN.
FOR PROFILE: SEE SHEET NO. 50

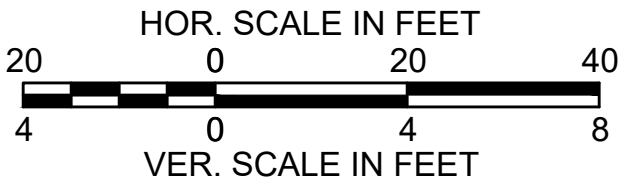
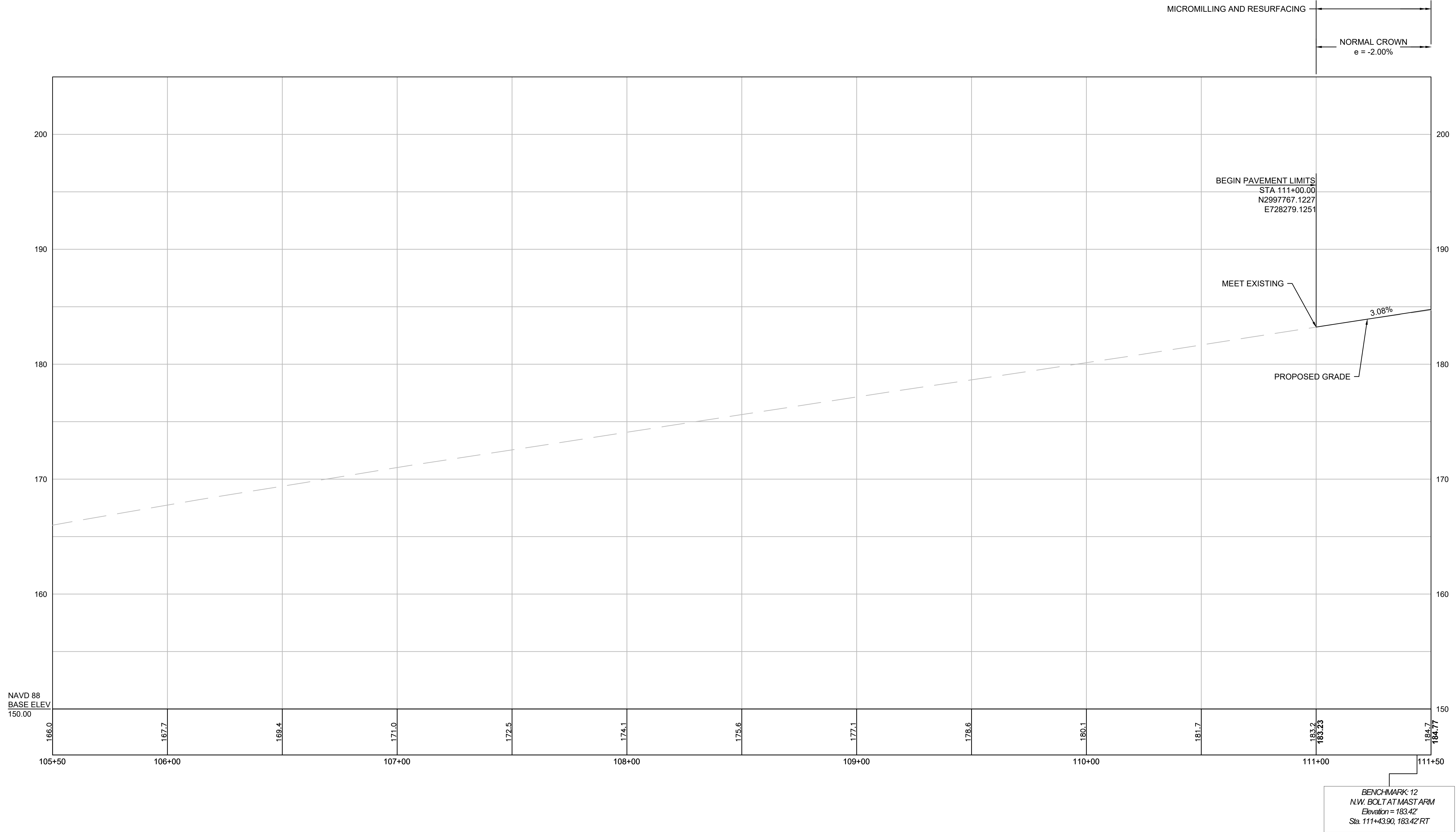


PROP I-95 NB C-D ROAD
DESIGN SPEED = 45 MPH

BURLINGTON
I-95 / ROUTE 3 INTERCHANGE

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	38	171
PROJECT FILE NO.		609516	

PROFILES
SHEET 1 OF 13



FOR CONSTRUCTION PLAN:
SEE SHEET NO. 25

CONTINUED ON
SHEET NO. 39

PROP I-95 NB C-D ROAD

DESIGN SPEED = 45 MPH

MICROMILLING AND RESURFACING

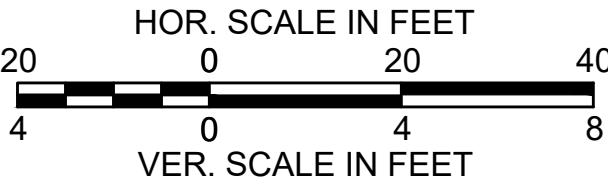
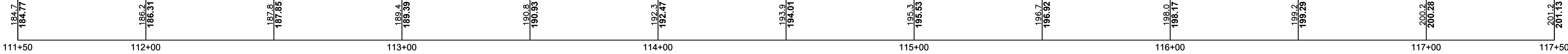
NORMAL CROWN
e = -2.00%

HIGH POINT ELEV = 203.37
HIGH POINT STA = 120+37.62
PVI STA = 119+95.00
PVI ELEV = 210.80
A.D. = -5.70%
K = 184.27
1050' VC
630.6' SSD

PVC: 114+70
ELEV: 194.63

3.08%

NAVD 88
BASE ELEV
165.00



FOR CONSTRUCTION PLAN:
SEE SHEET NO. 26

PROP I-95 NB C-D ROAD

DESIGN SPEED = 45 MPH

MICROMILLING AND RESURFACING

NORMAL CROWN
e = -2.00%

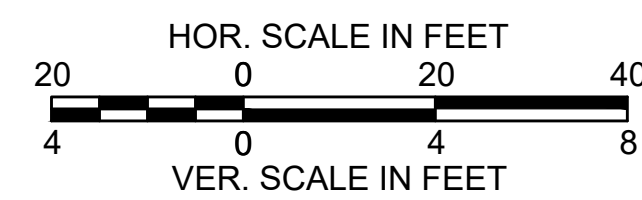
HIGH POINT ELEV = 203.37
HIGH POINT STA = 120+37.62
PVI STA = 119+95.00
PVI ELEV = 210.80
A.D. = -5.70%
K = 184.27
1050' VC
630.6' SSD

EXISTING GRADE
PROPOSED GRADE

CONTINUED ON
SHEET NO. 39

CONTINUED ON
SHEET NO. 41

NAVD 88
BASE ELEV
165.00



FOR CONSTRUCTION PLAN:
SEE SHEET NO. 27

BURLINGTON			
I-95 / ROUTE 3 INTERCHANGE			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	41	171
PROJECT FILE NO.		609516	

PROFILES
SHEET 4 OF 13

PROP I-95 NB C-D ROAD

DESIGN SPEED = 45 MPH

MICROMILLING AND RESURFACING

NORMAL CROWN
e = -2.00%

TRANSITION

SUPERELEVATION
e = -2.80%

TRANSITION

HIGH POINT ELEV = 203.37
HIGH POINT STA = 120+37.62
PVI STA = 119+95.00
PVI ELEV = 210.80
A.D. = -5.70%
K = 184.27
1050' VC

630.6' SSD

PV/T: 125+20
ELEV: 197.06

EXISTING GRADE

PROPOSED GRADE

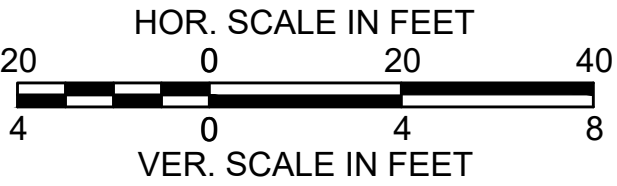
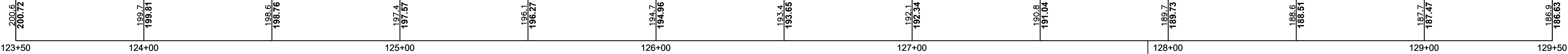
-2.62%

PVI STA = 129+50.00
PVI ELEV = 185.80
A.D. = 2.22%
K = 134.22
298' VC

1118.1' HSD

PVC: 128+01
ELEV: 189.70

NAVD 88
BASE ELEV
165.00



FOR CONSTRUCTION PLAN:
SEE SHEET NO. 28

CONTINUED ON
SHEET NO. 40

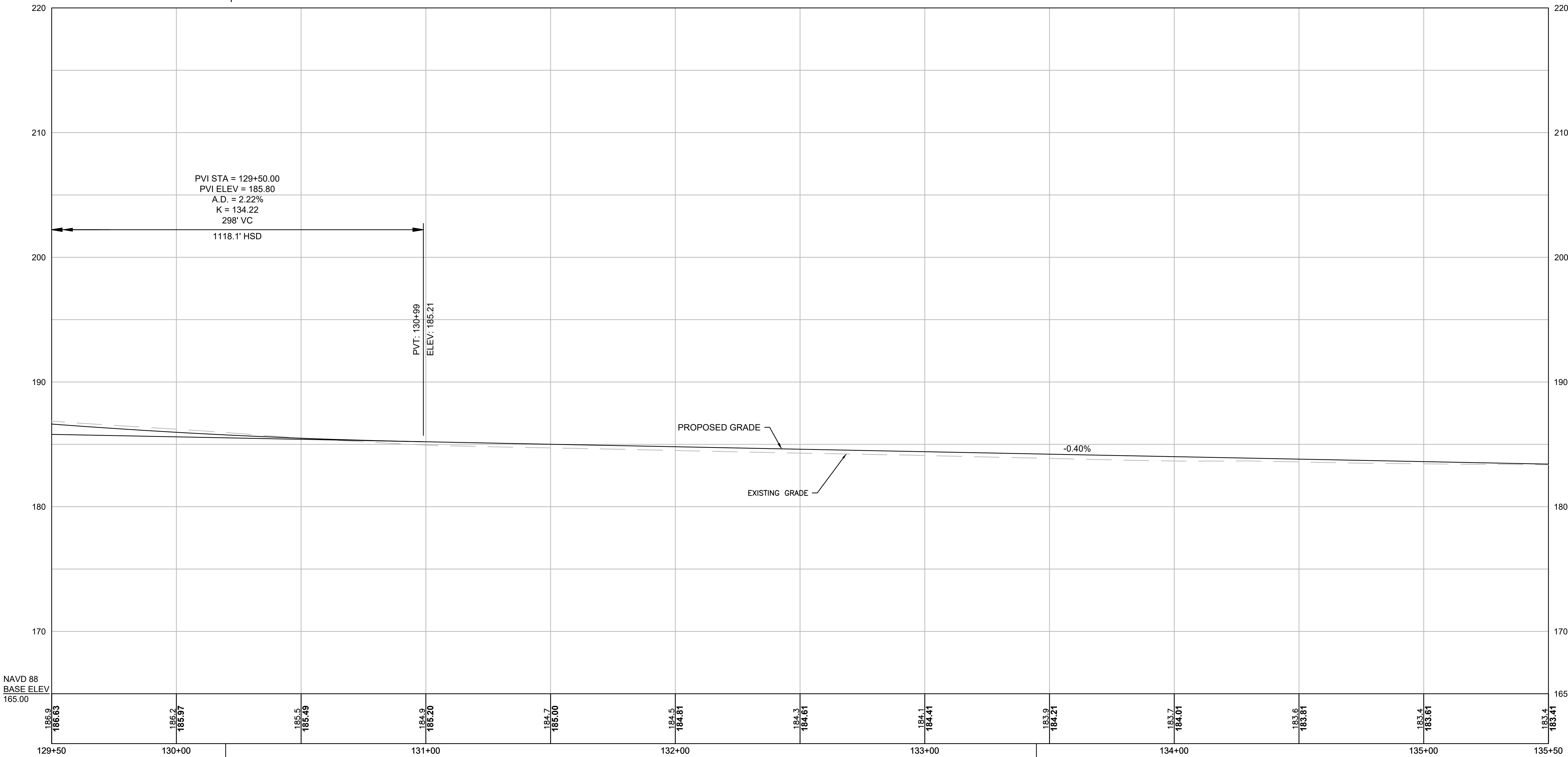
CONTINUED ON
SHEET NO. 42

PROP I-95 NB C-D ROAD

DESIGN SPEED = 45 MPH
MICROMILLING AND RESURFACING

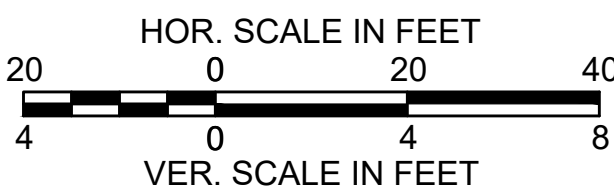
SUPERELEVATION
e = 3.20%

TRANSITION

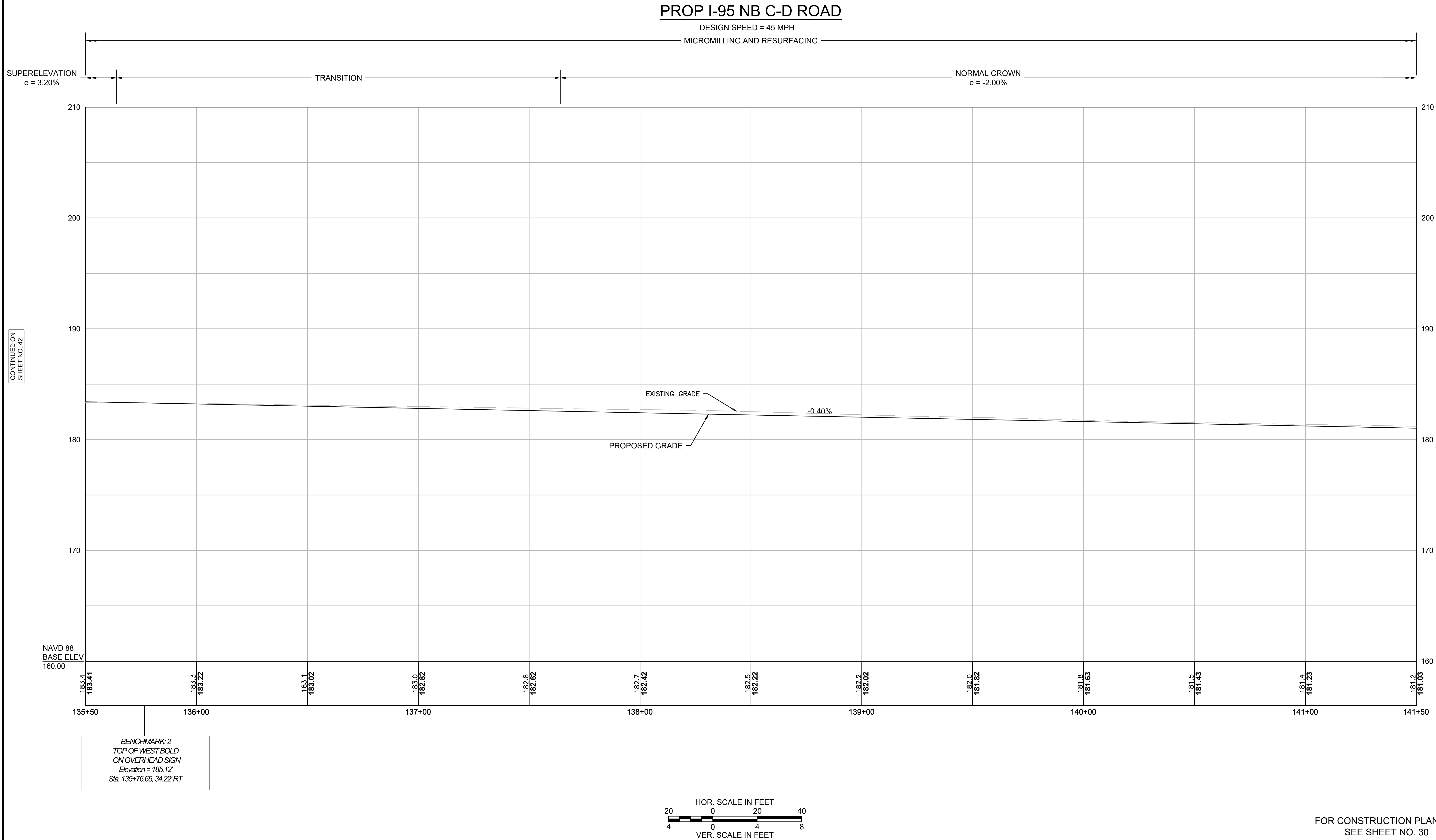


OUTFALL #1
EXISTING 30" RCP
INVERT ELEVATION: 176.14'
STA. 130+19.79, 62.87' RT

OUTFALL #2
EXISTING 18" RCP
INVERT ELEVATION: 175.91'
STA. 133+44.75, 49.45' RT



FOR CONSTRUCTION PLAN:
SEE SHEET NO. 29

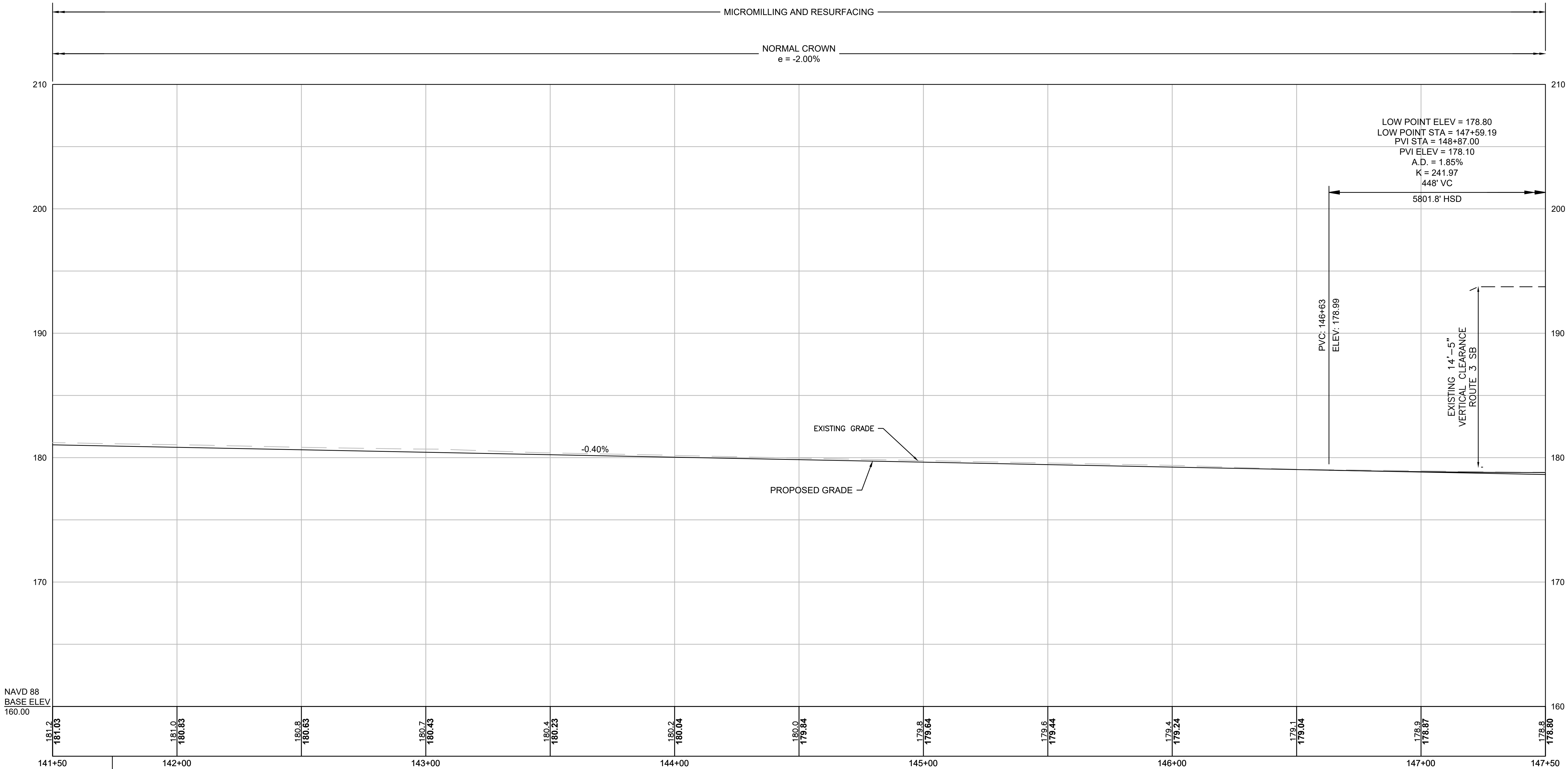


PROP I-95 NB C-D ROAD

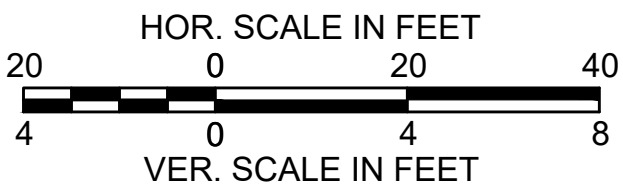
DESIGN SPEED = 45 MPH

MICROMILLING AND RESURFACING

NORMAL CROWN
e = -2.00%



BENCHMARK: 3
Elevation = 184.23'
Sta. 141+74.03, 55.74' RT



FOR CONSTRUCTION PLAN:
SEE SHEET NO. 31

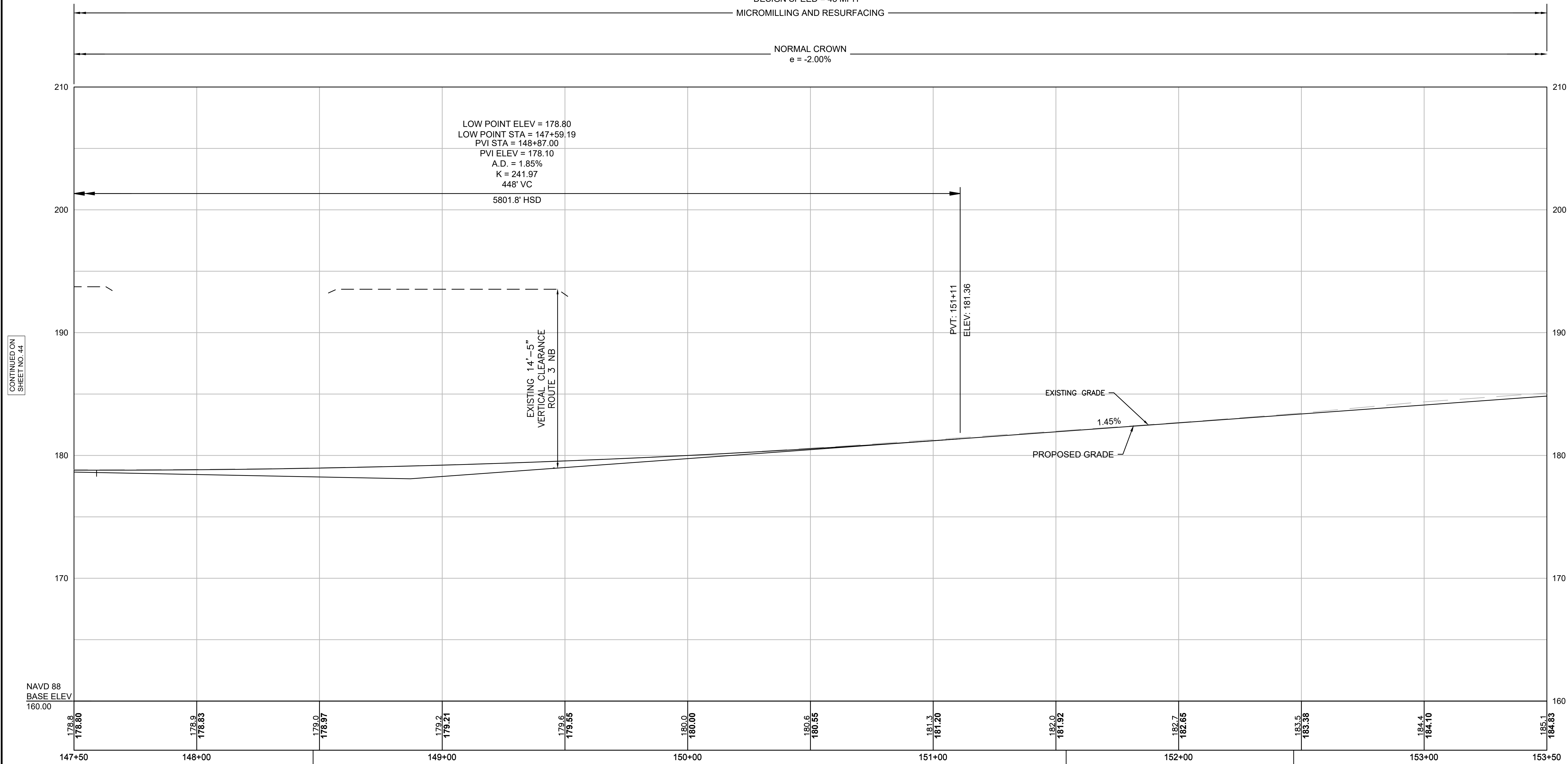
CONTINUED ON
SHEET NO. 43

CONTINUED ON
SHEET NO. 45

PROP I-95 NB C-D ROAD

DESIGN SPEED = 45 MPH
MICROMILLING AND RESURFACING

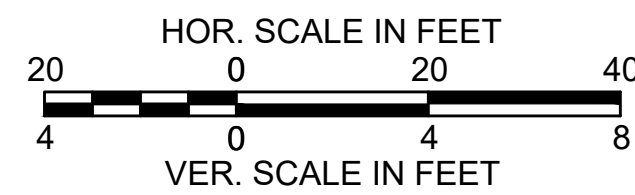
NORMAL CROWN
e = -2.00%



BENCHMARK 4
TOP OF NE BOLT ON LPL
Elevation = 182.55'
Sta. 148+47.39, 54.93' RT

OUTFALL #3
EXISTING 18" RCP
INVERT ELEVATION: 176.20'
STA. 151+54.17, 63.04' RT

BENCHMARK 5
TOP OF N- NE BOLT ON
OVERHEAD SIGN
Elevation = 184.74'
Sta. 152+46.84, 28.88' RT



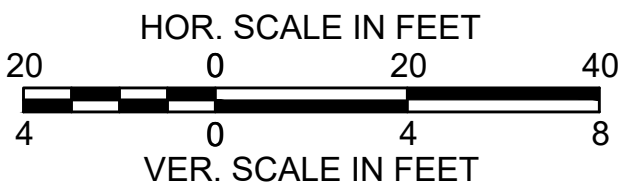
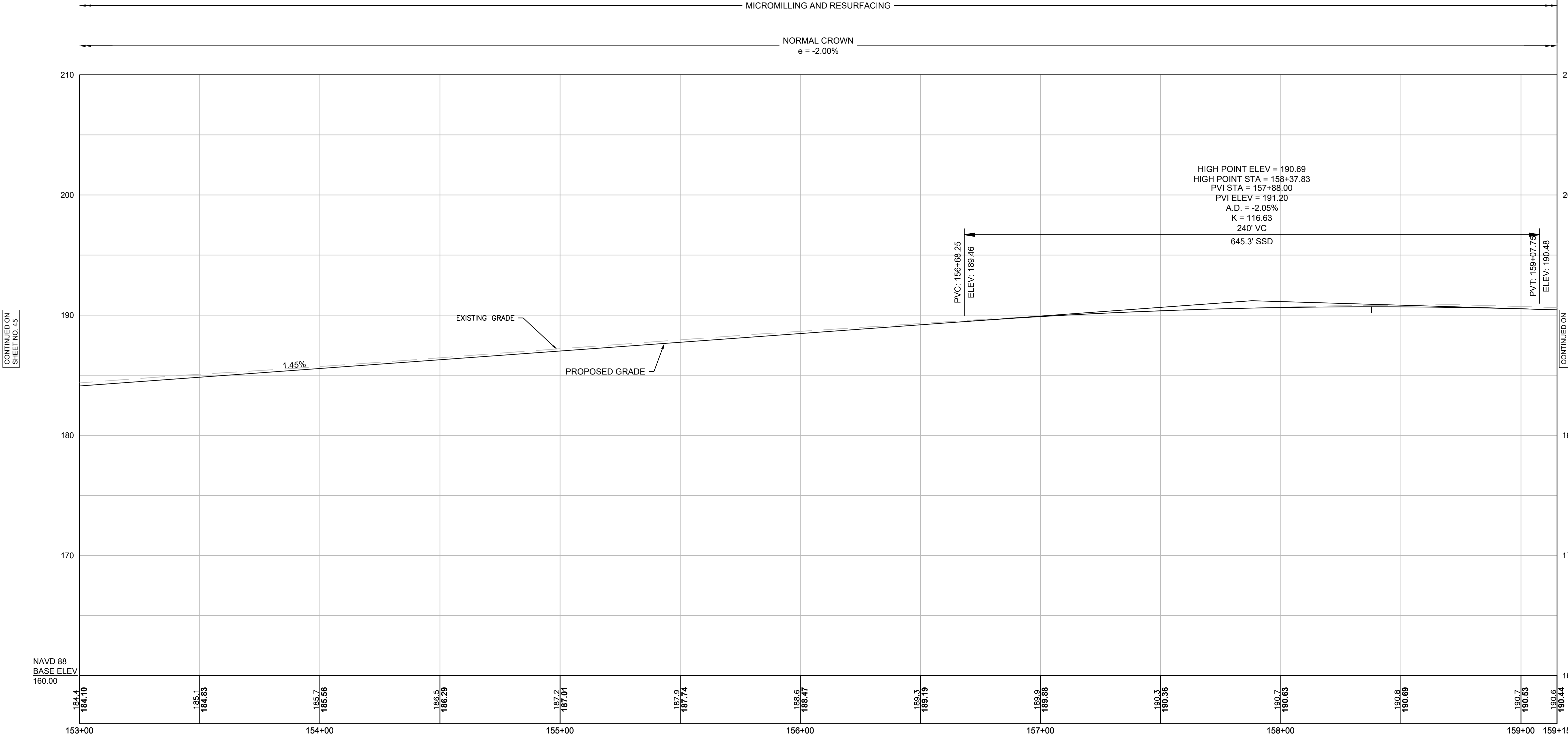
FOR CONSTRUCTION PLAN:
SEE SHEET NO. 32

PROP I-95 NB C-D ROAD

DESIGN SPEED = 45 MPH

MICROMILLING AND RESURFACING

NORMAL CROWN
e = -2.00%

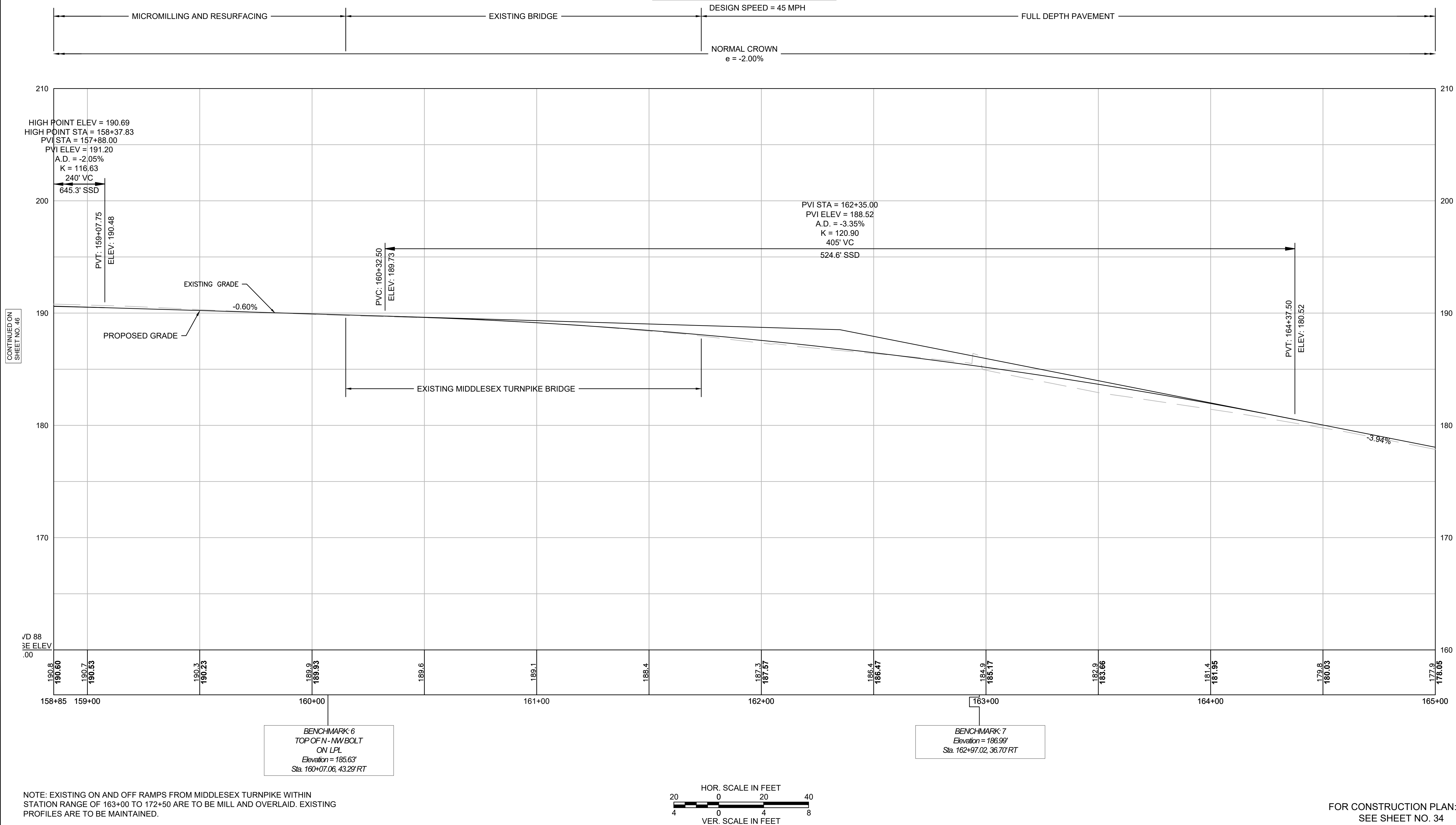


FOR CONSTRUCTION PLAN:
SEE SHEET NO. 33

CONTINUED ON
SHEET NO. 45

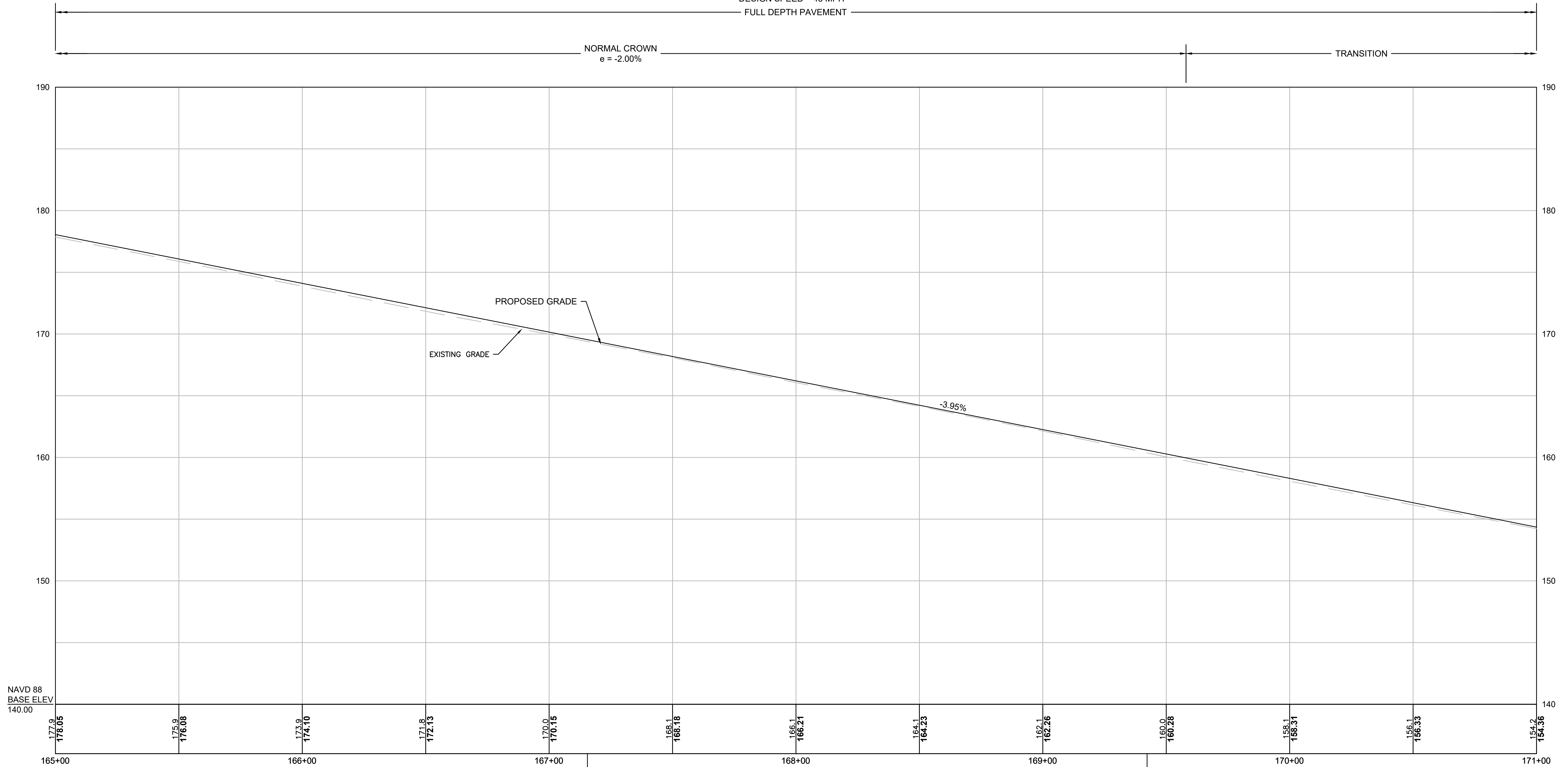
CONTINUED ON
SHEET NO. 47

PROP I-95 NB C-D ROAD



PROP I-95 NB C-D ROAD

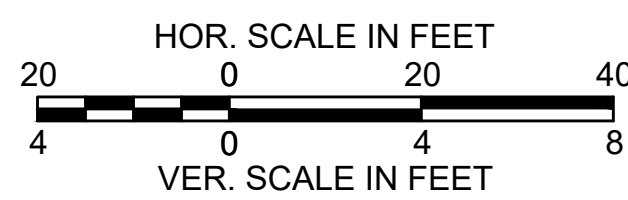
DESIGN SPEED = 45 MPH
FULL DEPTH PAVEMENT



BENCHMARK 8
Elevation = 170.38'
Sta. 167+15.52, 68.37' RT

OUTFALL #4
EXISTING 9' RCP
INVERT ELEVATION: 128.49'
STA. 169+42.23, 122.34' RT

NOTE: EXISTING ON AND OFF RAMPS FROM MIDDLESEX TURNPIKE WITHIN
STATION RANGE OF 163+00 TO 172+50 ARE TO BE MILL AND OVERLAID. EXISTING
PROFILES ARE TO BE MAINTAINED.



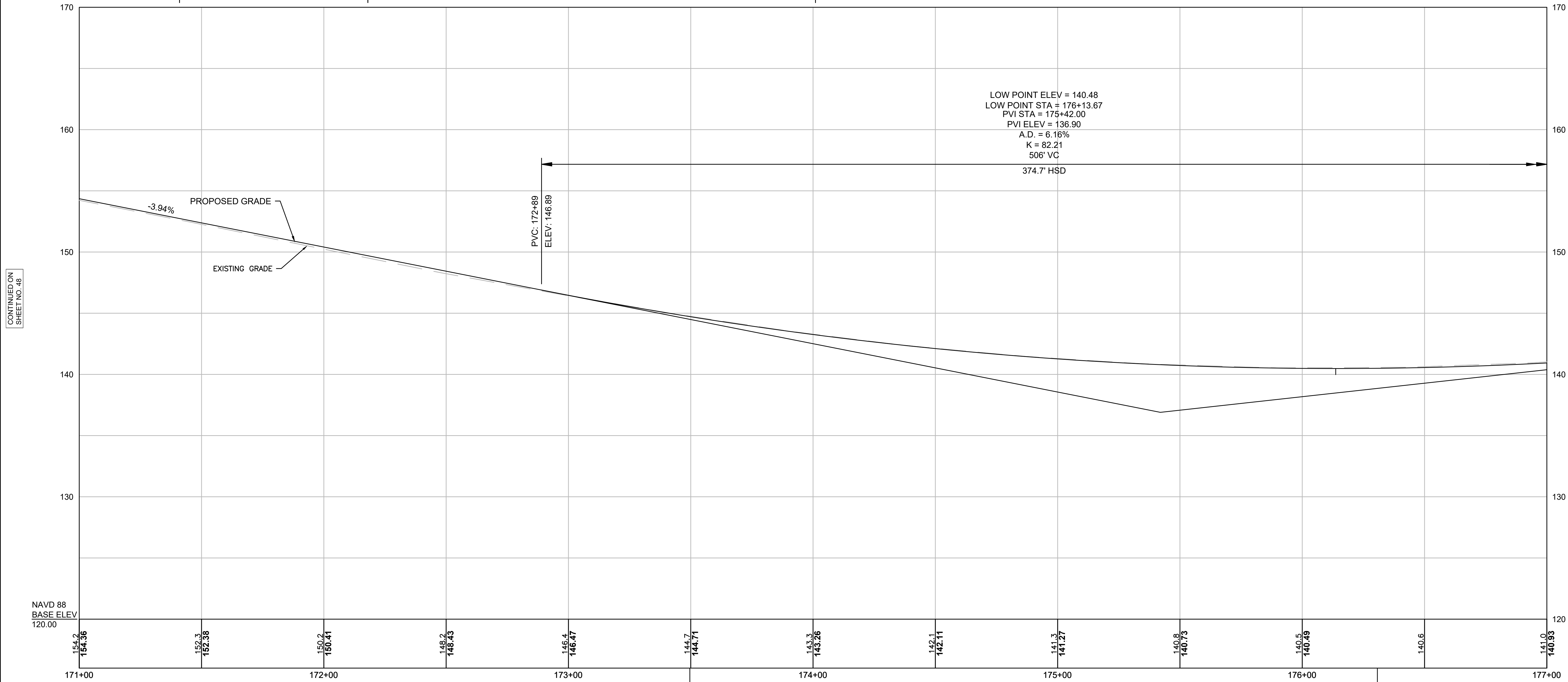
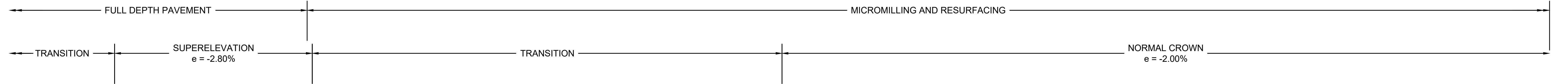
FOR CONSTRUCTION PLAN:
SEE SHEET NO. 35

CONTINUED ON
SHEET NO. 47

CONTINUED ON
SHEET NO. 49

PROP I-95 NB C-D ROAD

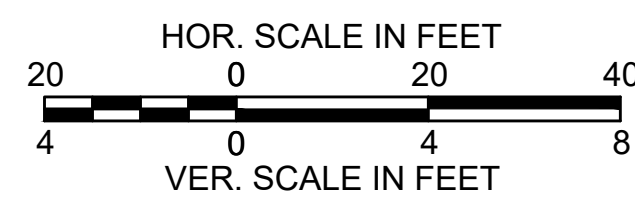
DESIGN SPEED = 45 MPH



- NOTES
- 1) EXISTING ON AND OFF RAMPs FROM MIDDLESEX TURNPIKE WITHIN STATION RANGE OF 163+00 TO 172+50 ARE TO BE MILL AND OVERLAID. EXISTING PROFILES ARE TO BE MAINTAINED.

OUTFALL #5
EXISTING 15" RCP
INVERT ELEVATION: 130.42'
STA. 173+49.63, 65.90' RT

OUTFALL #6
EXISTING 18" RCP
INVERT ELEVATION: 130.81'
STA. 176+30.72, 56.75' RT



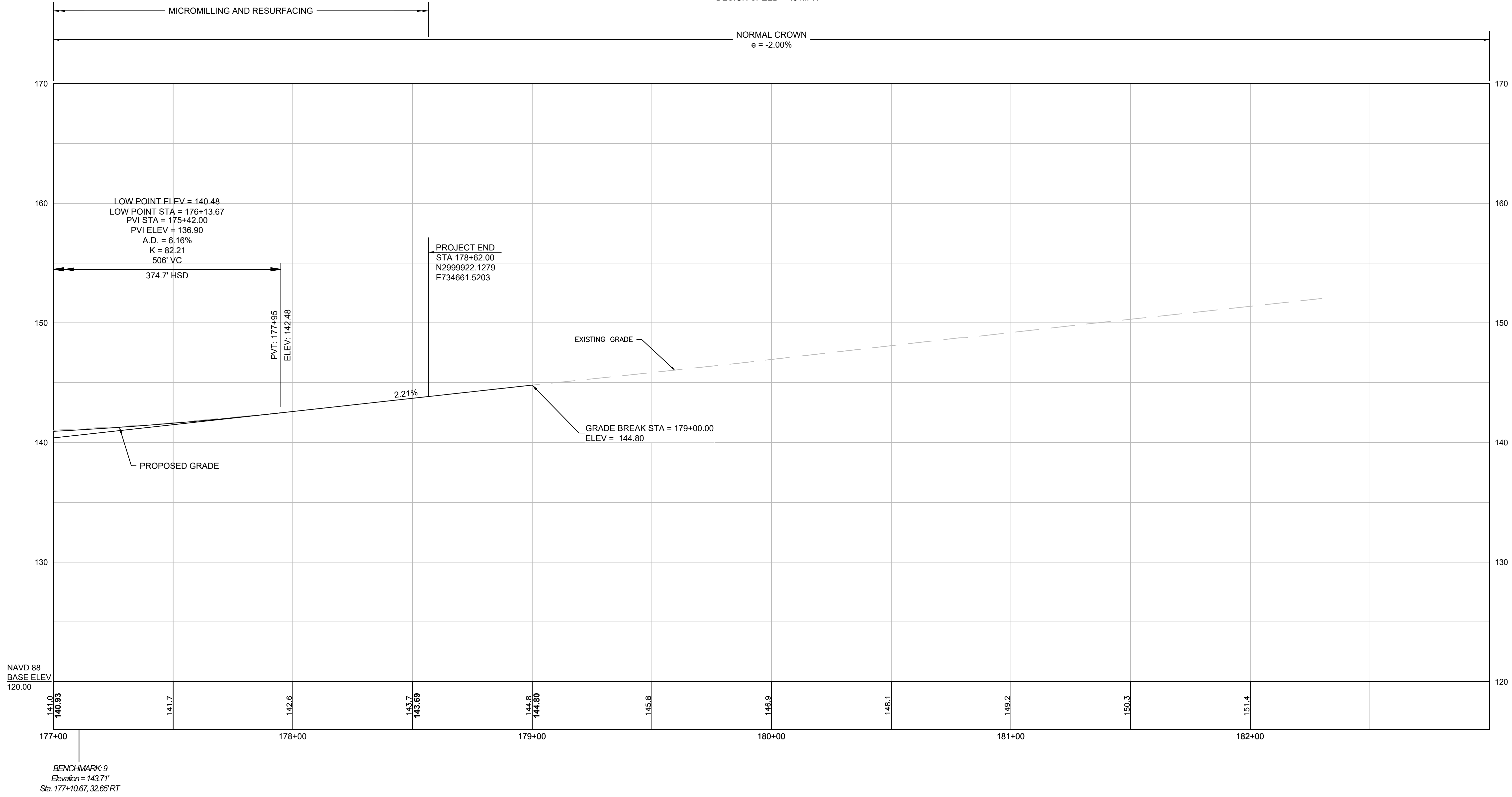
FOR CONSTRUCTION PLAN:
SEE SHEET NO. 36

CONTINUED ON
SHEET NO. 48

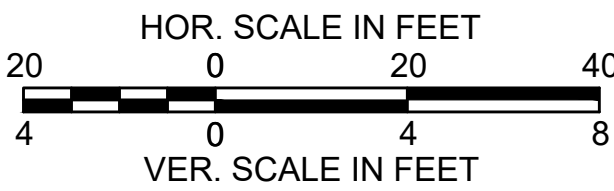
CONTINUED ON
SHEET NO. 50

PROP I-95 NB C-D ROAD

DESIGN SPEED = 45 MPH

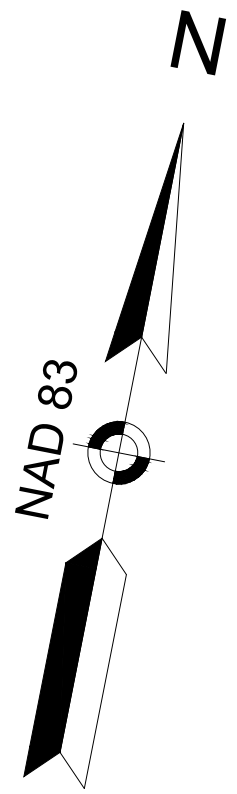


NOTE: PROFILE SHOWN PAST LIMITS OF WORK AT STATION 178+62 ARE
FOR VIEWING PURPOSES ONLY AND NO WORK IS BEING PROPOSED.



FOR CONSTRUCTION PLAN:
SEE SHEET NO. 37

CONTINUED ON
SHEET NO. 49

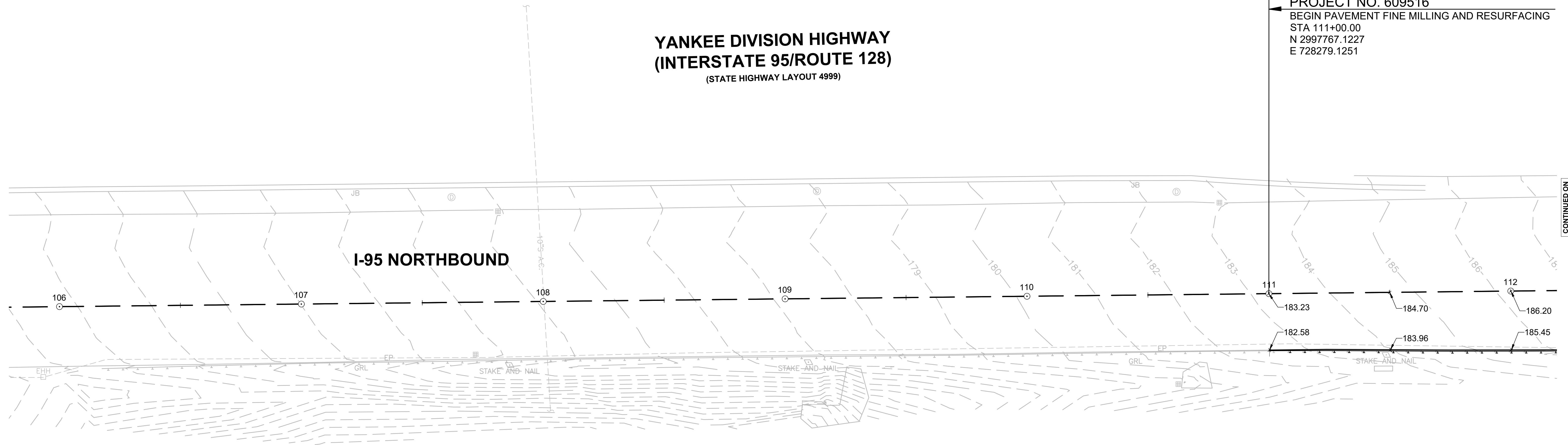


BURLINGTON			
I-95 / ROUTE 3 INTERCHANGE			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	51	171
PROJECT FILE NO.		609516	

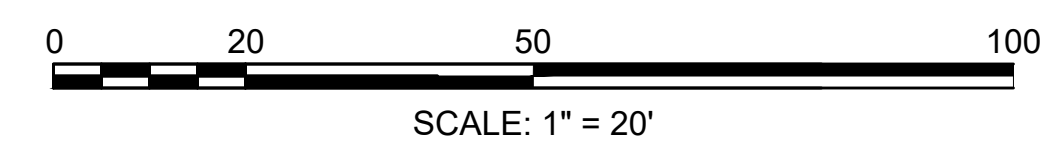
CURB-TIE AND GRADING PLANS	
SHEET 1 OF 13	

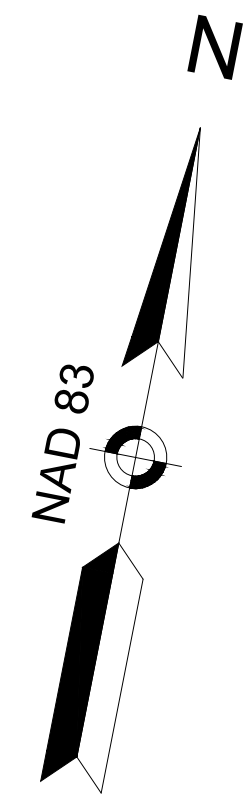
**YANKEE DIVISION HIGHWAY
(INTERSTATE 95/ROUTE 128)**
(STATE HIGHWAY LAYOUT 4999)

BEGIN PAVEMENT LIMITS
PROJECT NO. 609516
BEGIN PAVEMENT FINE MILLING AND RESURFACING
STA 111+00.00
N 2997767.1227
E 728279.1251

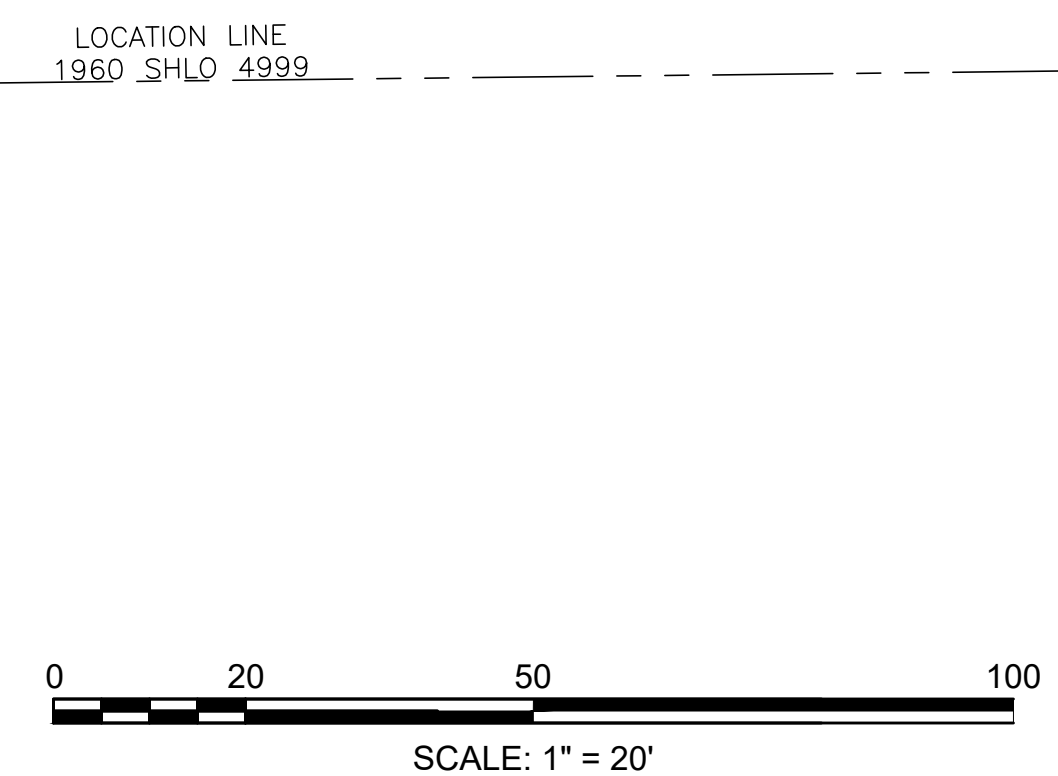
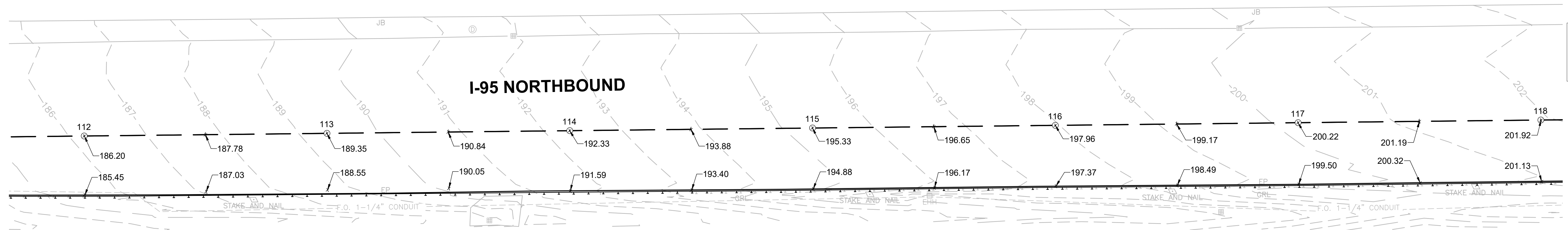


CONTINUED ON
SHEET NO. 52

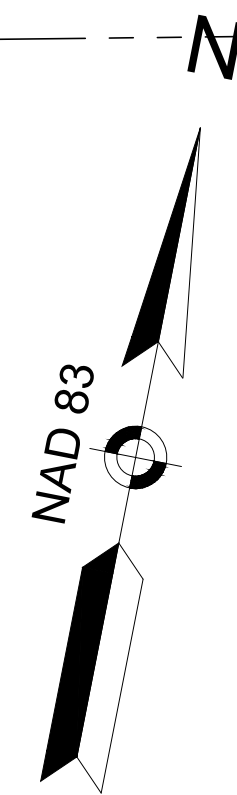




YANKEE DIVISION HIGHWAY
(INTERSTATE 95/ROUTE 128)
(STATE HIGHWAY LAYOUT 4999)



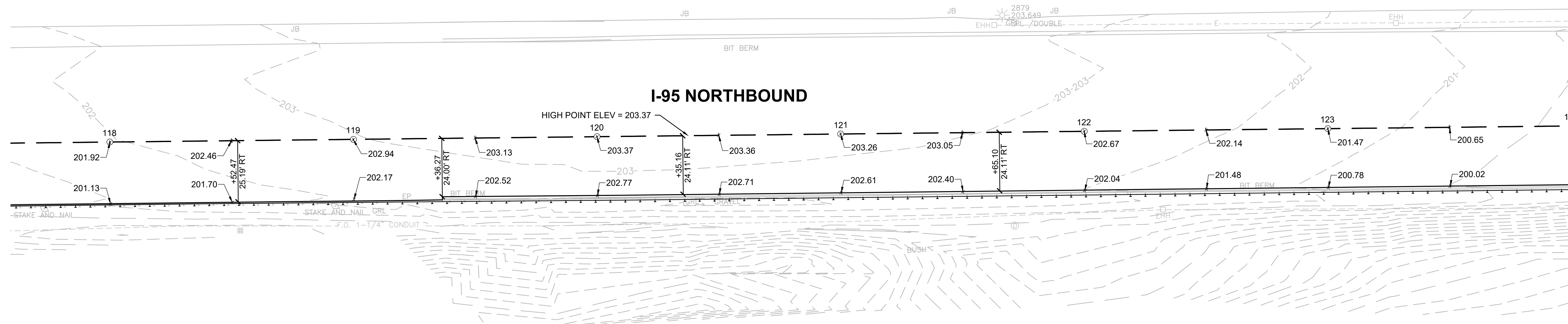
CONTINUED ON
SHEET NO. 53



LOCATION LINE
1960 SHLO 4999

NO ACCESS

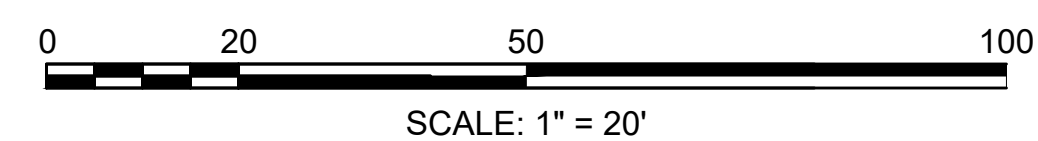
YANKEE DIVISION HIGHWAY
(INTERSTATE 95/ROUTE 128)
(STATE HIGHWAY LAYOUT 4999)

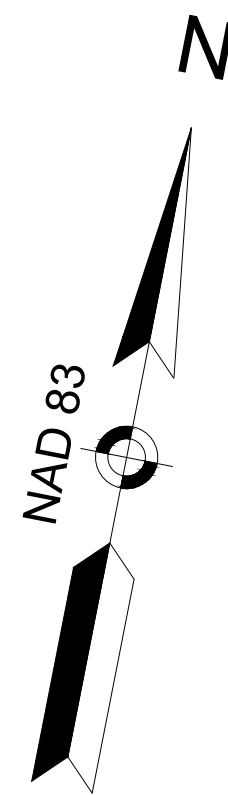


CONTINUED ON
SHEET NO. 54

N/F
TOWN OF LEXINGTON
PARCEL ID: 82-9
DEED BOOK 12645 PAGE 52
ROBINSON RD

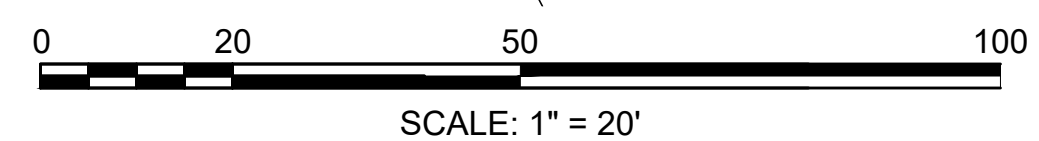
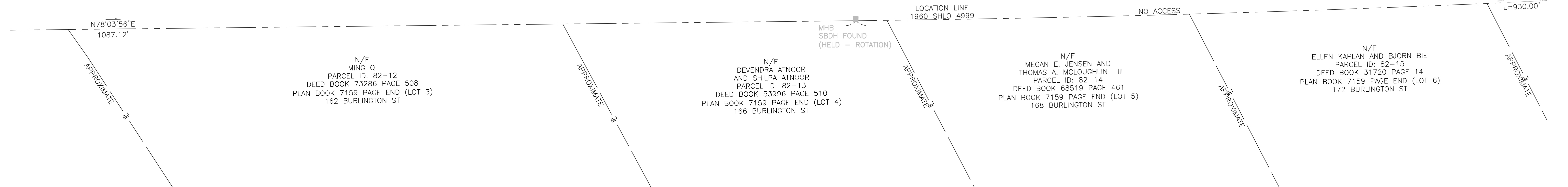
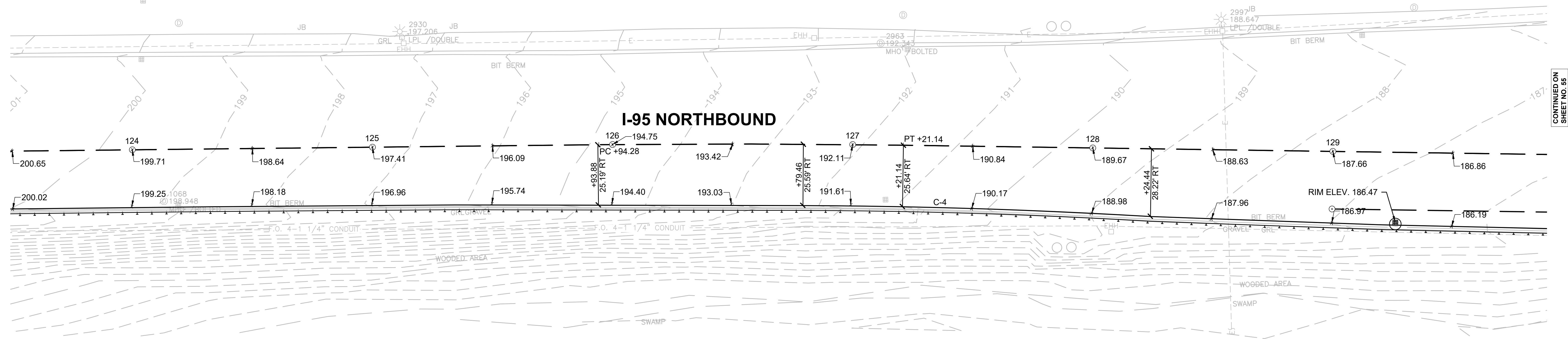
N/F
TOWN OF LEXINGTON
PARCEL ID: 82-108
DEED BOOK 69720 PAGE 77
BURLINGTON ST



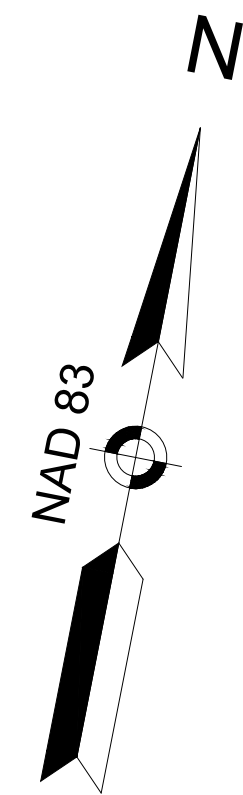


Curve Table			
Curve #	Delta	Radius	Length
C-4	3°11'08"	2604.53	144.81

YANKEE DIVISION HIGHWAY
(INTERSTATE 95/ROUTE 128)
(STATE HIGHWAY LAYOUT 4999)

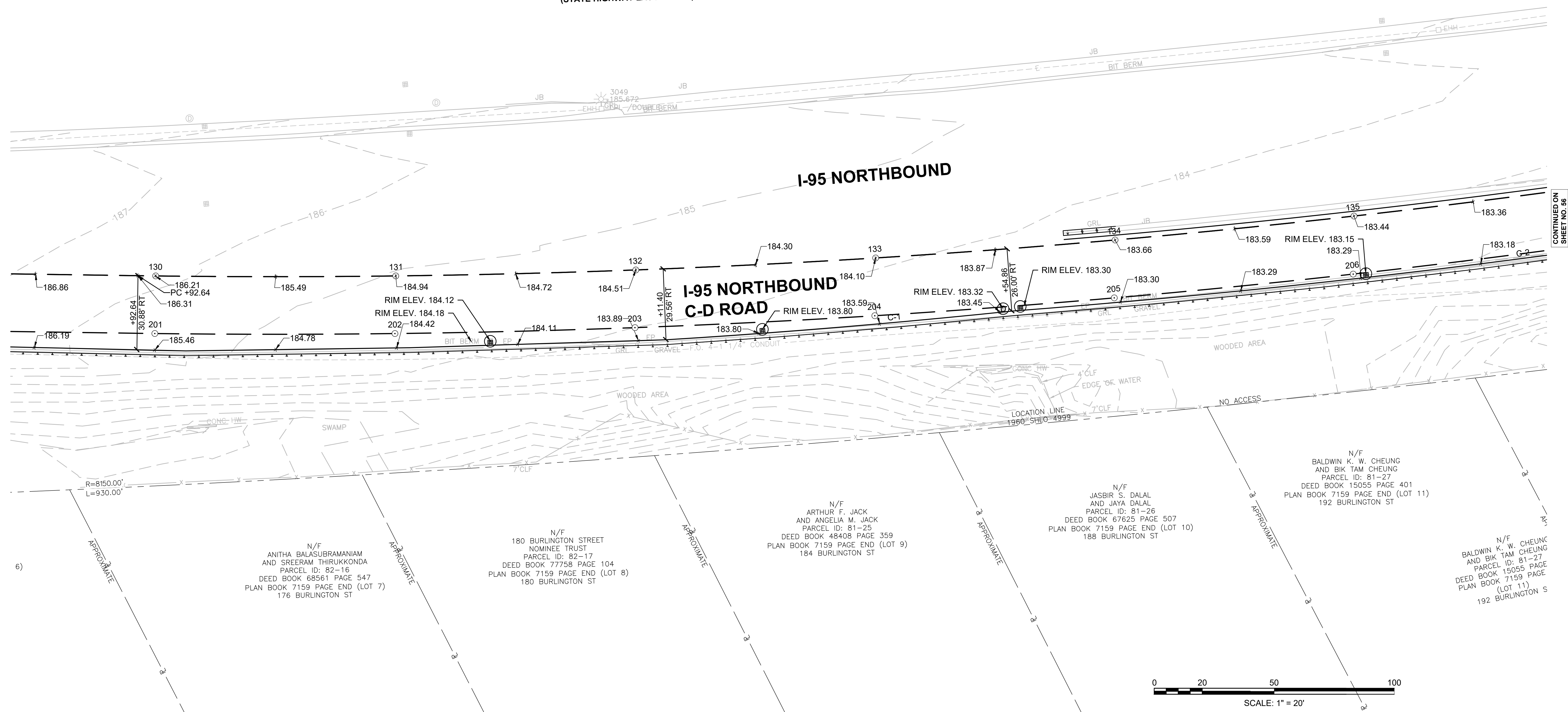


CONTINUED ON
SHEET NO. 55



Curve Table			
Curve #	Delta	Radius	Length
C-1	2°24'53"	3428.58	144.50
C-2	3°41'20"	4026.00	259.20

YANKEE DIVISION HIGHWAY
(INTERSTATE 95/ROUTE 128)
(STATE HIGHWAY LAYOUT 4999)



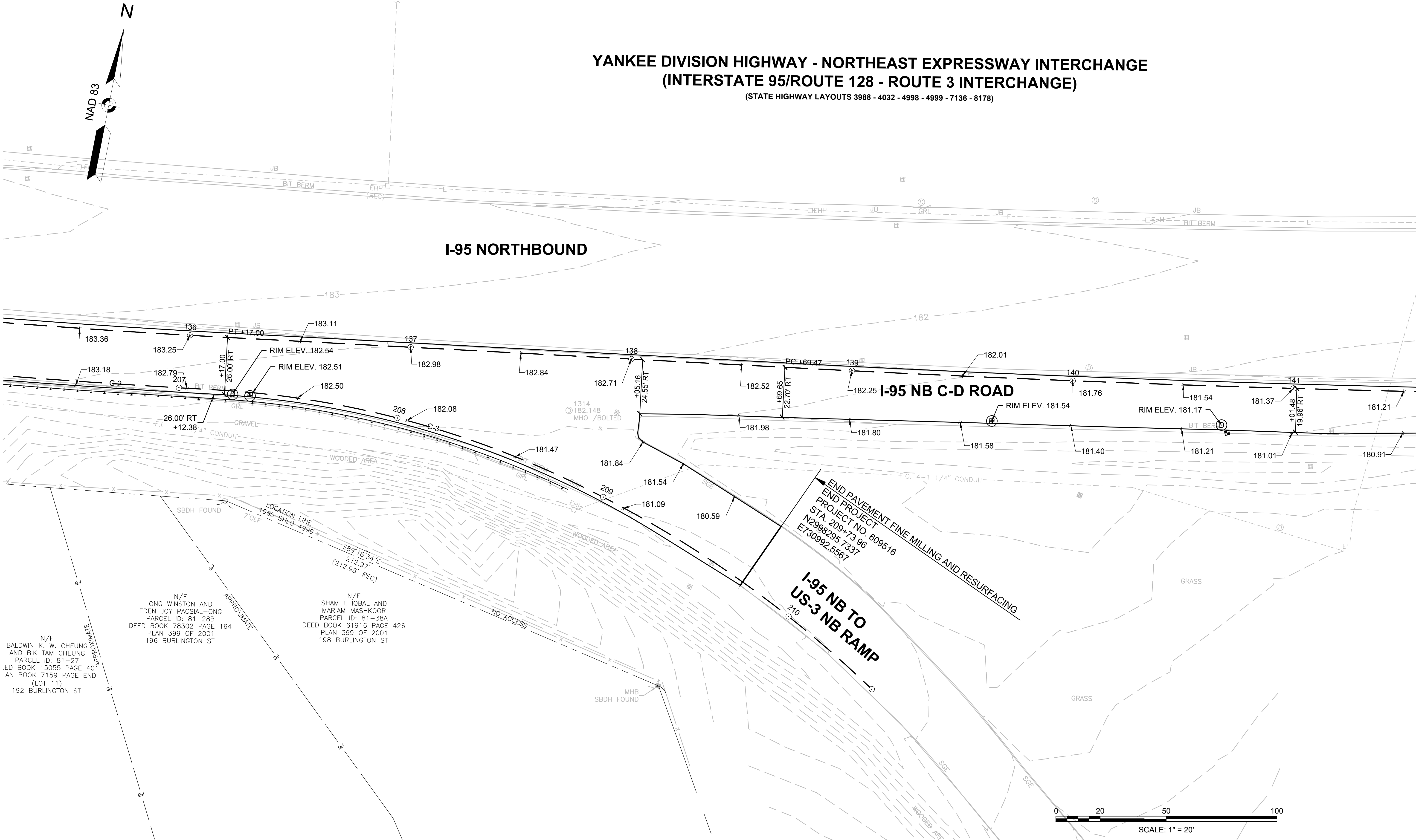
CONTINUED ON
SHEET NO. 56

Curve Table			
Curve #	Delta	Radius	Length
C-2	3°41'20"	4026.00	259.20
C-3	28°48'48"	425.00	213.73

YANKEE DIVISION HIGHWAY - NORTHEAST EXPRESSWAY INTERCHANGE

(INTERSTATE 95/ROUTE 128 - ROUTE 3 INTERCHANGE)

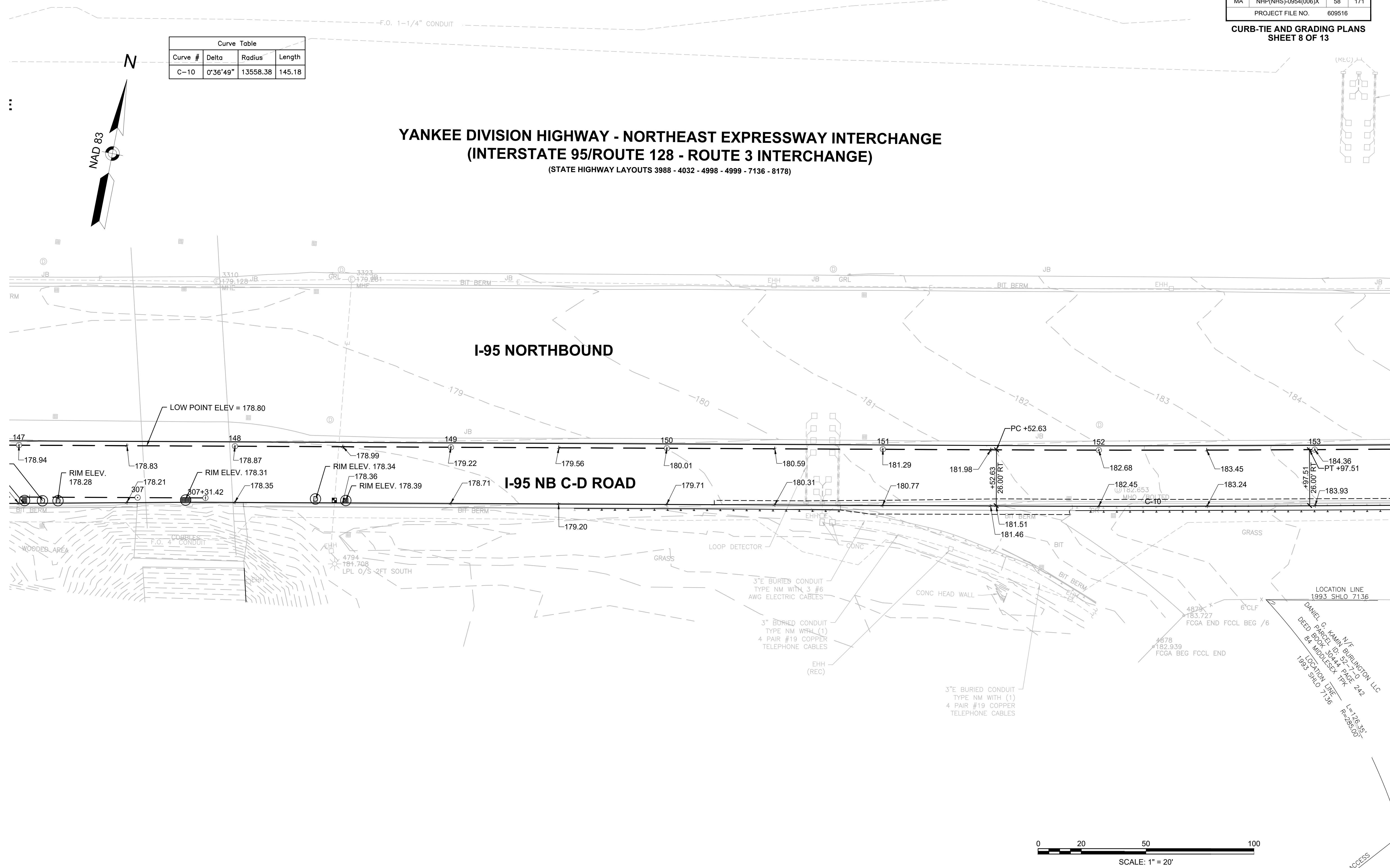
(STATE HIGHWAY LAYOUTS 3988 - 4032 - 4998 - 4999 - 7136 - 8178)



CONTINUED ON
SHEET NO. 57

Curve Table			
Curve #	Delta	Radius	Length
C-10	0°36'49"	13558.38	145.18

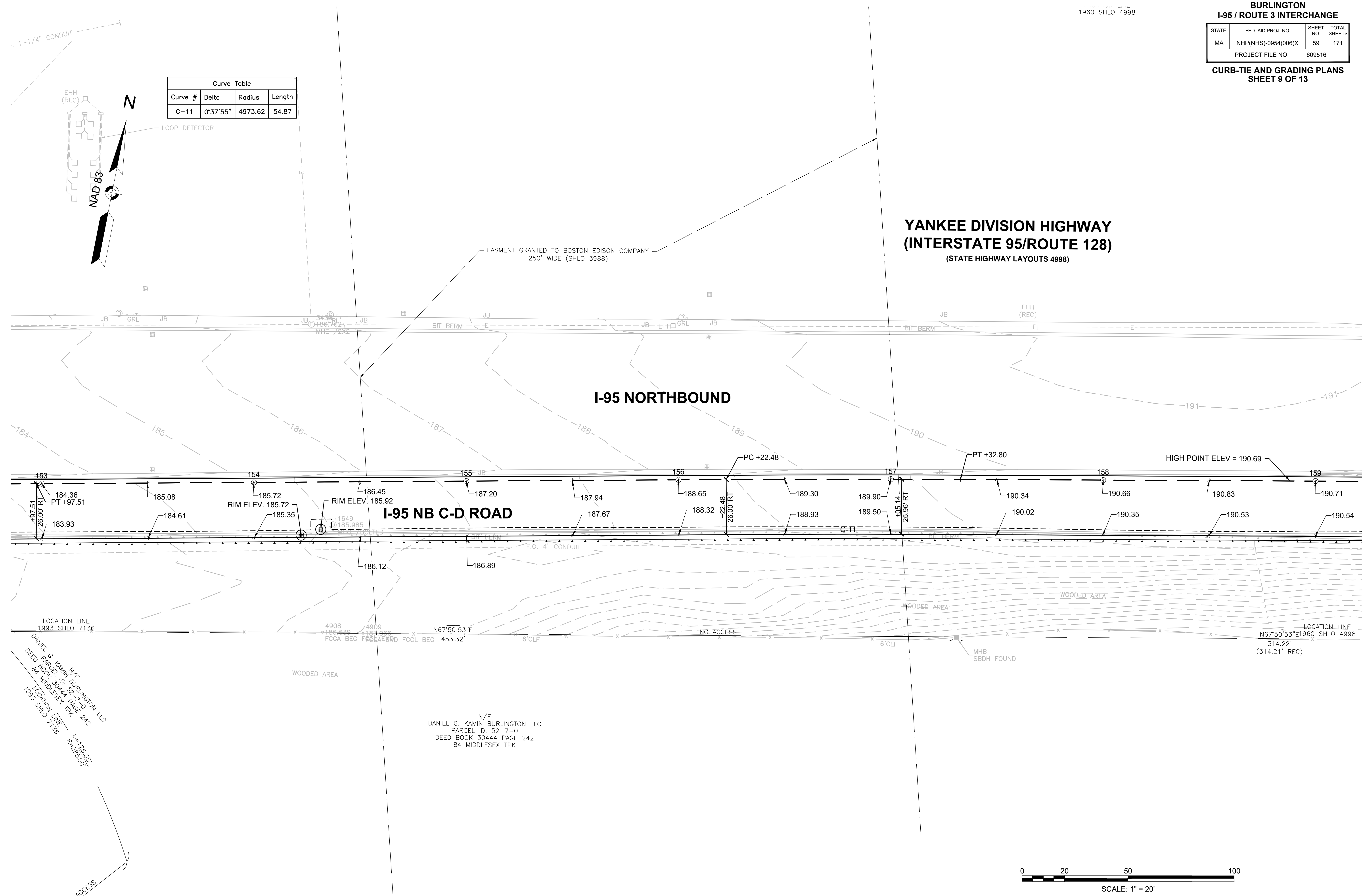
YANKEE DIVISION HIGHWAY - NORTHEAST EXPRESSWAY INTERCHANGE
(INTERSTATE 95/ROUTE 128 - ROUTE 3 INTERCHANGE)
(STATE HIGHWAY LAYOUTS 3988 - 4032 - 4998 - 4999 - 7136 - 8178)

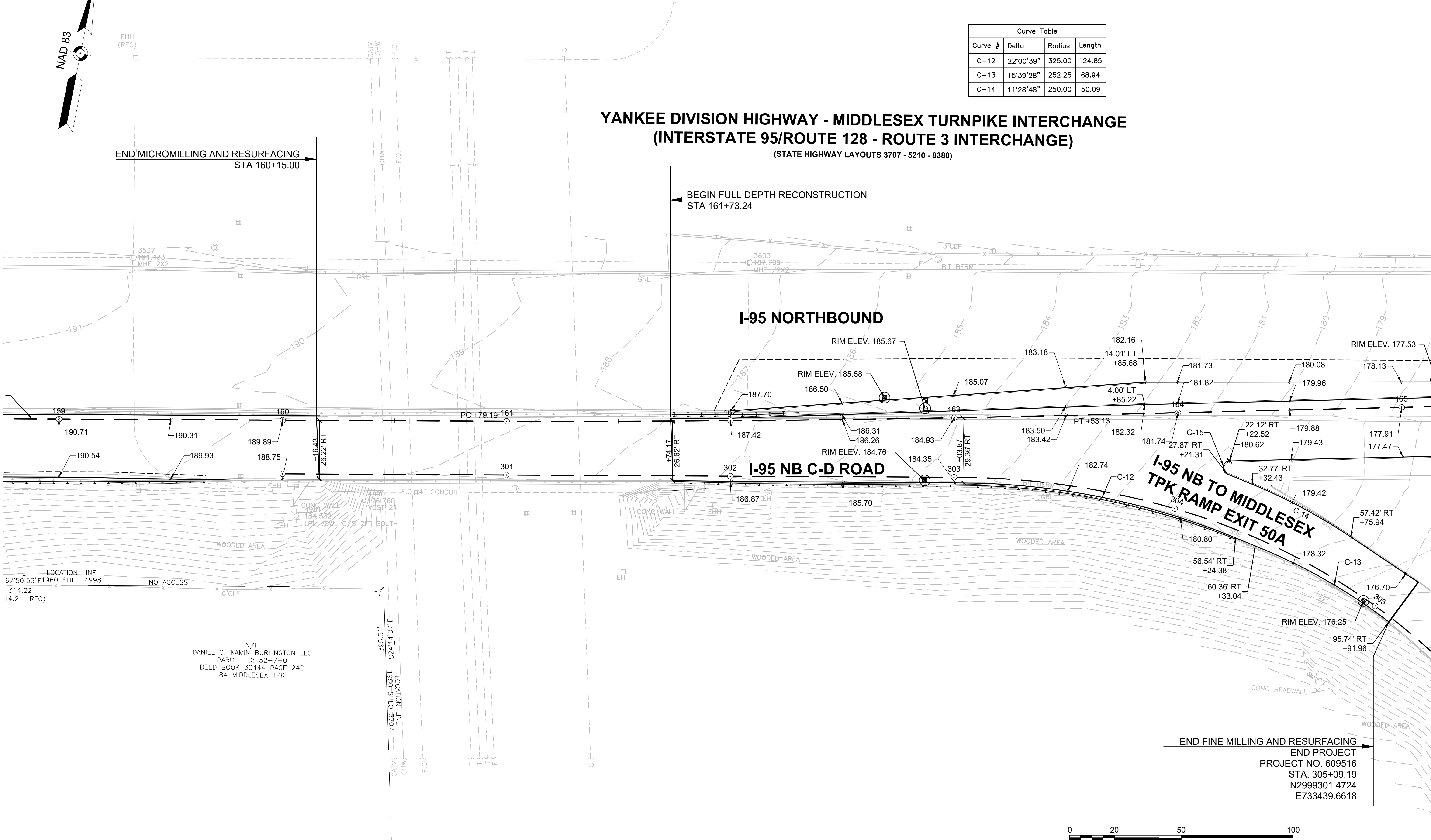


BURLINGTON
I-95 / ROUTE 3 INTERCHANGE

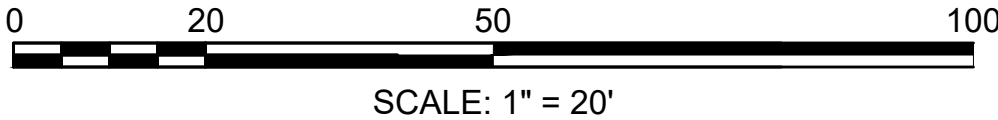
STATE	FED. AID PROJ. NO.	SHEET NO.	TOT. SHEET
MA	NHP(NHS)-0954(006)X	59	17
PROJECT FILE NO.		609516	

CURB-TIE AND GRADING PLANS
SHEET 9 OF 13

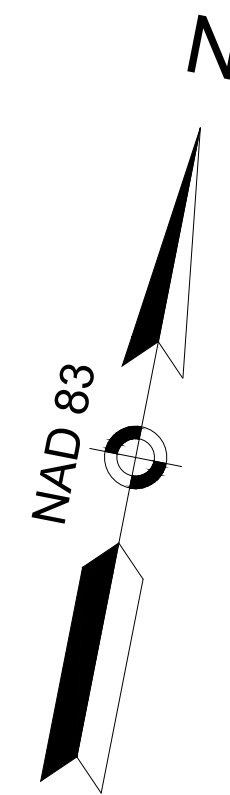




Curve Table			
Curve #	Delta	Radius	Length
C-12	22°00'39"	325.00	124.85
C-13	15°39'28"	252.25	68.94
C-14	11°28'48"	250.00	50.09



CONTINUED ON
SHEET NO. 61



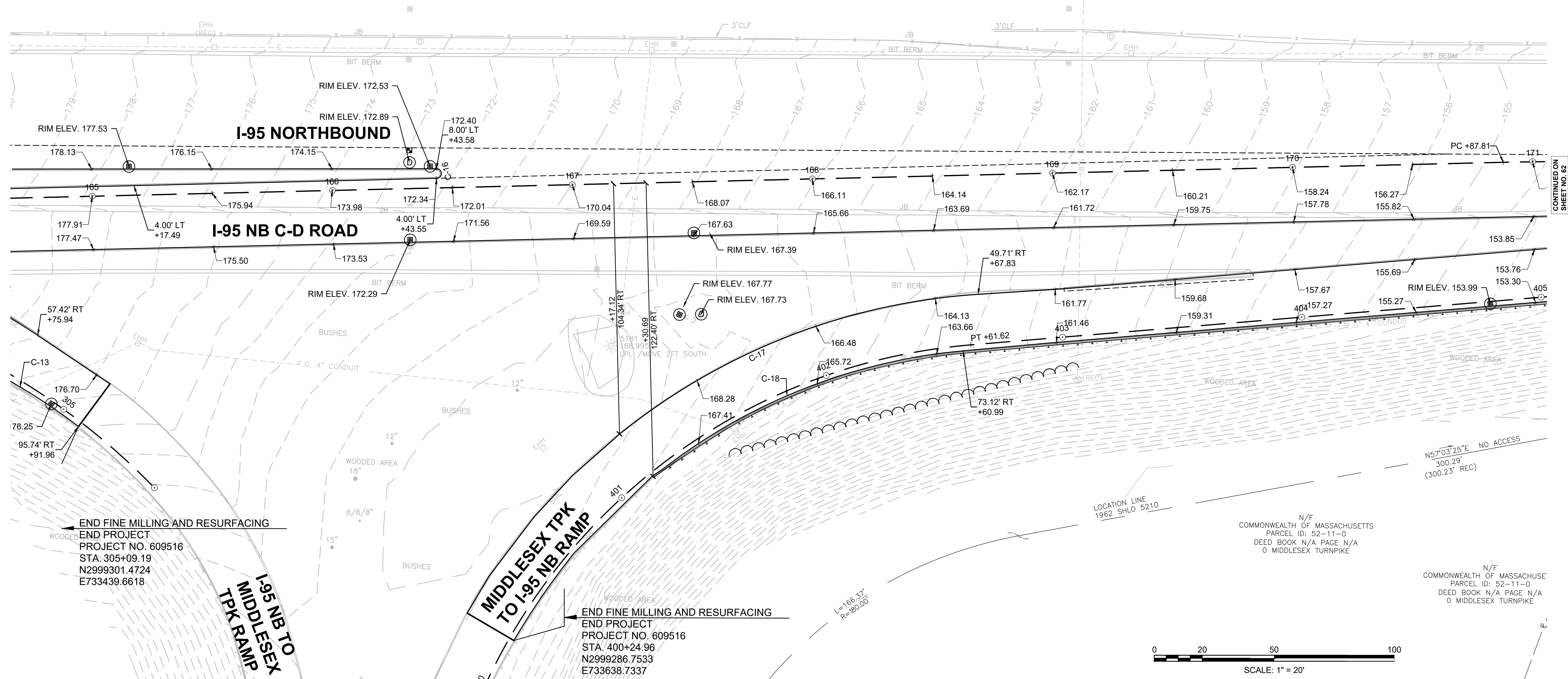
**YANKEE DIVISION HIGHWAY - MIDDLESEX TURNPIKE INTERCHANGE
(INTERSTATE 95/ROUTE 128 - ROUTE 3 INTERCHANGE)**

(STATE HIGHWAY LAYOUTS 3707 - 5210 - 8380)

Curve Table			
Curve #	Delta	Radius	Length
C-13	15°39'28"	252.25	68.94
C-16	179°06'16"	2.00	6.25
C-17	35°12'40"	265.00	162.86
C-18	33°44'40"	240.00	141.35

BURLINGTON I-95 / ROUTE 3 INTERCHANGE			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	61	171
PROJECT FILE NO.		609516	

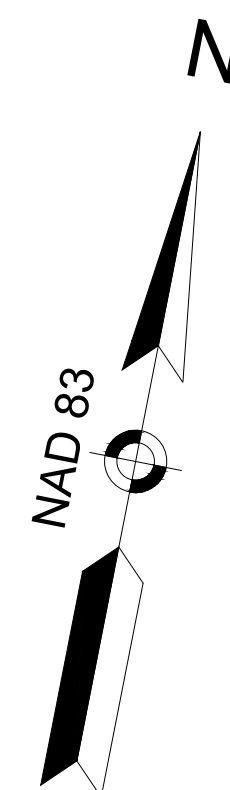
CURB-TIE AND GRADING PLANS
SHEET 11 OF 13



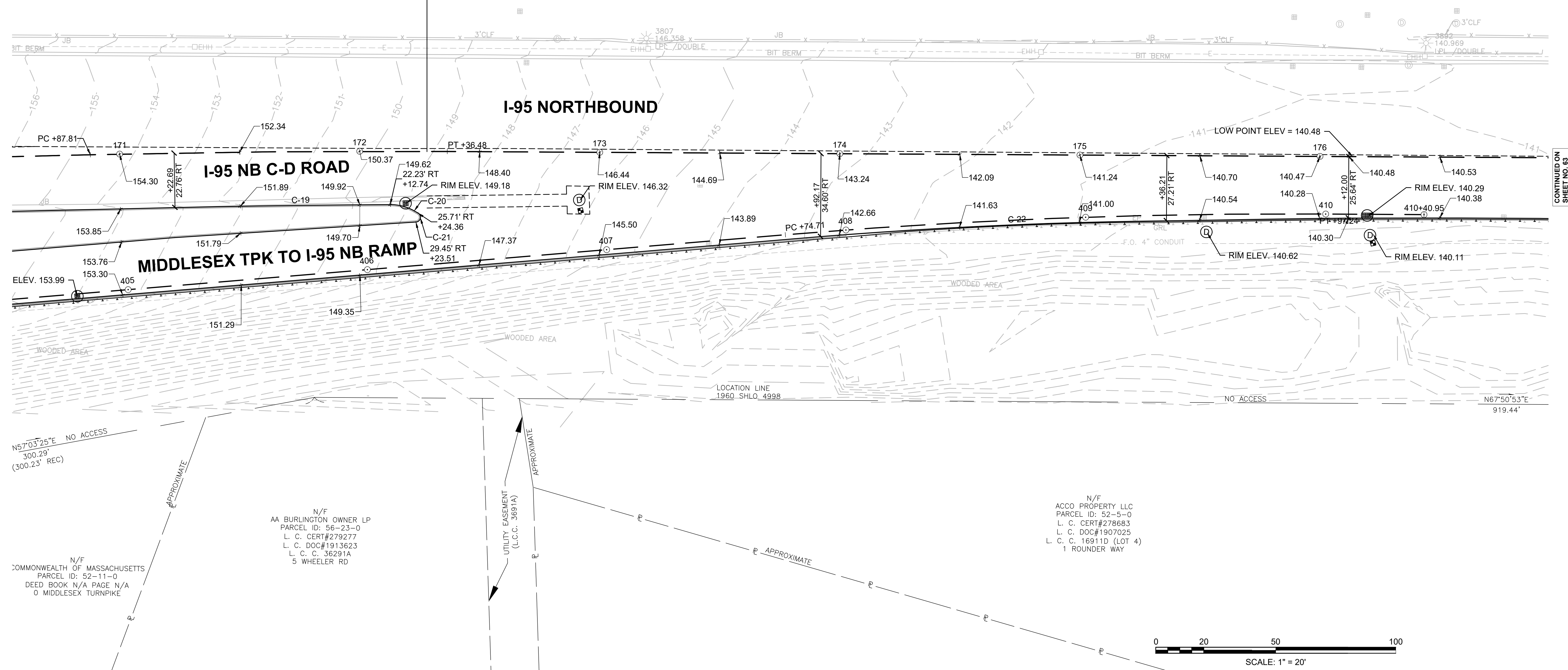
**CURB-TIE AND GRADING PLANS
SHEET 12 OF 13**

(STATE HIGHWAY LAYOUTS 4998)

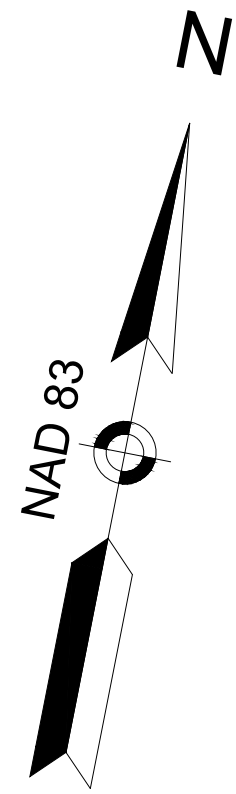
Curve Table			
Curve #	Delta	Radius	Length
C-19	1°01'55"	4977.12	89.64
C-20	29°56'55"	20.00	10.45
C-21	146°38'50"	2.00	5.12
C-22	4°00'37"	2061.08	144.26



END FULL DEPTH RECONSTRUCTION
BEGIN FINE MILLING AND RESURFACING
STA 172+28.09

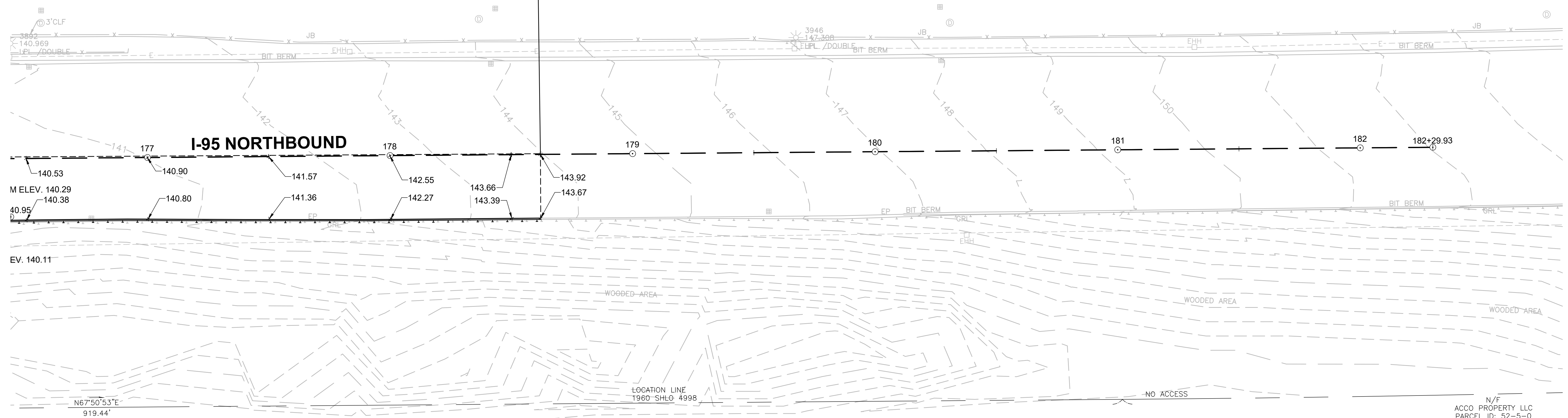


CONTINUED ON
SHEET NO. 63



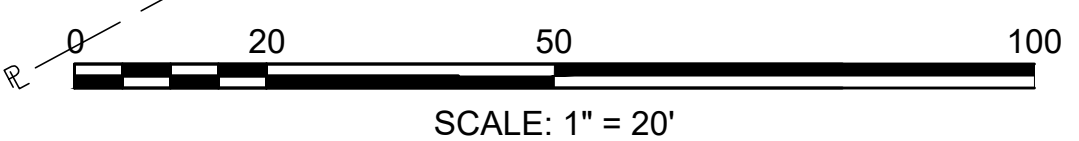
END PROJECT
PROJECT NO. 609516
END PAVEMENT FINE MILLING AND RESURFACING
STA 178+62.00
N 2999922.1279
E 734661.5203

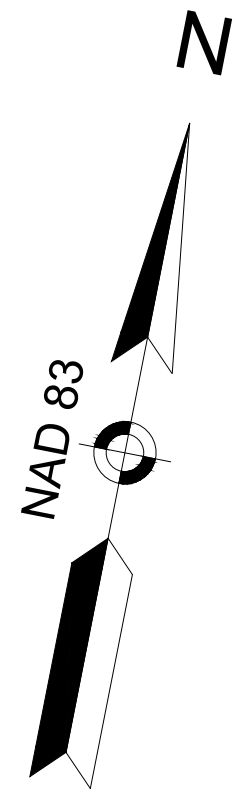
YANKEE DIVISION HIGHWAY
(INTERSTATE 95/ROUTE 128)
(STATE HIGHWAY LAYOUTS 4998)



N/F
ACCO PROPERTY LLC
PARCEL ID: 52-5-0
L. C. CERT#278683
L. C. DOC#1907025
L. C. C. 16911D (LOT 4)
1 ROUNDER WAY

N/F
ACCO PROPERTY LLC
PARCEL ID: 52-5-0
L. C. CERT#278683
L. C. DOC#1907025
L. C. C. 16911D (LOT 4)
1 ROUNDER WAY





TRAFFIC SIGN AND PAVEMENT MARKING PLANS
SEE SHEET 78

TRAFFIC SIGNAL CONDUIT
NONE

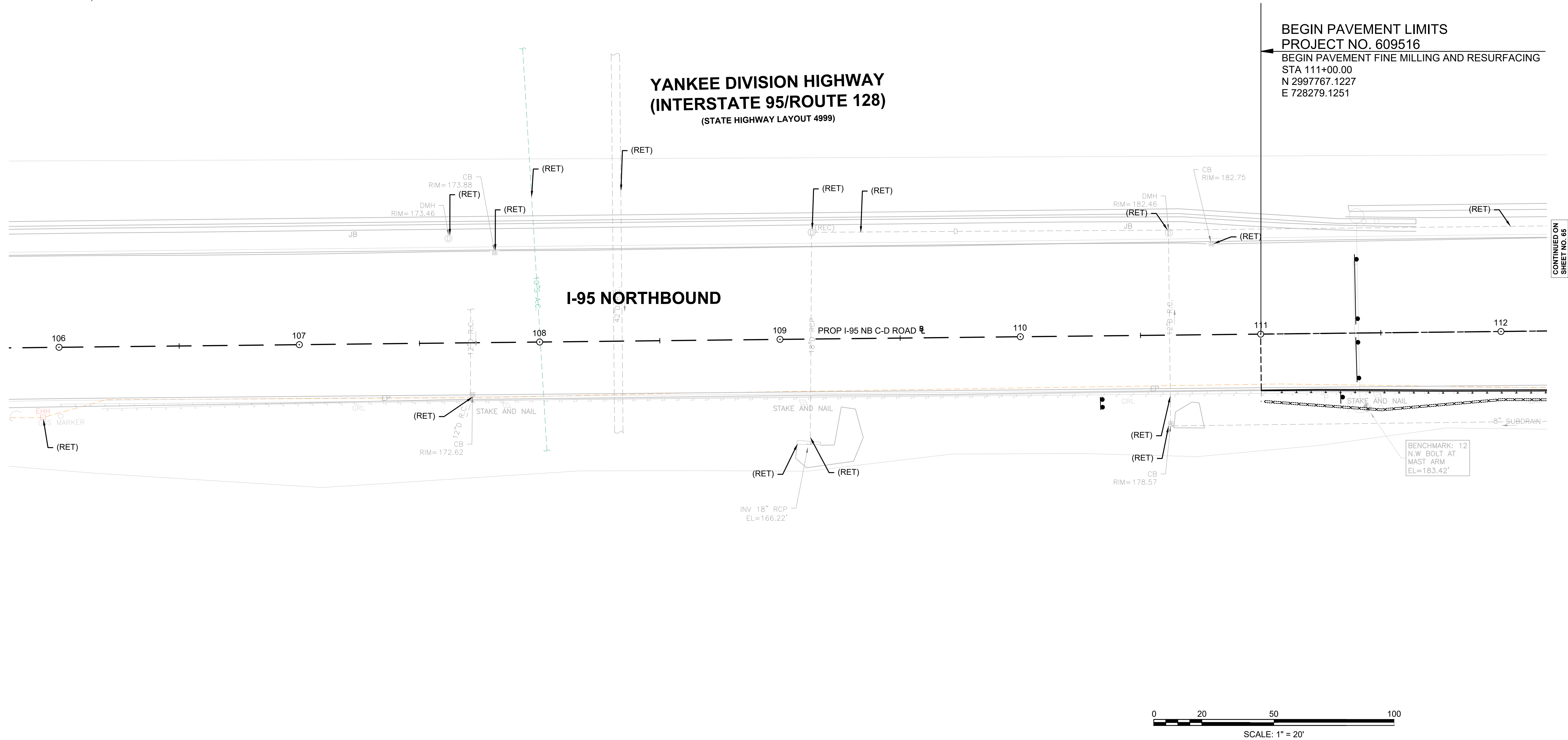
WATER SUPPLY ALTERATIONS
NONE

CONSTRUCTION PLANS
SEE SHEET 22

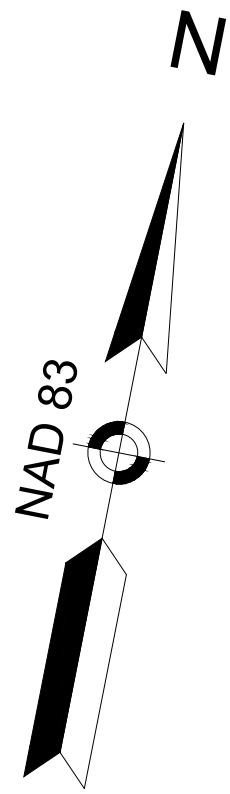
BURLINGTON			
I-95 / ROUTE 3 INTERCHANGE			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	64	171
PROJECT FILE NO.		609516	

DRAINAGE & UTILITY PLANS

SHEET 1 OF 13



CONTINUED ON
SHEET NO. 65



TRAFFIC SIGN AND PAVEMENT MARKING PLANS
SEE SHEET 79

TRAFFIC SIGNAL CONDUIT
NONE

WATER SUPPLY ALTERATIONS
NONE

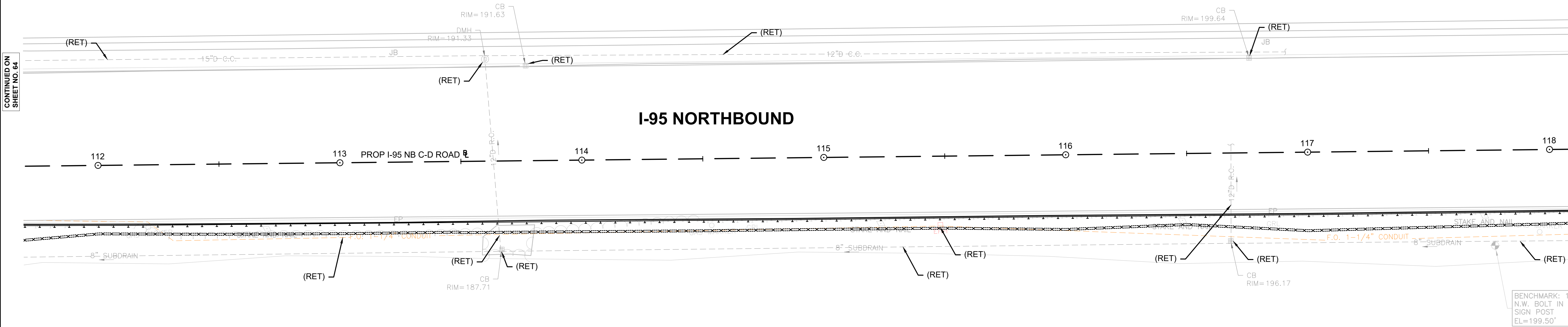
CONSTRUCTION PLANS
SEE SHEET 23

BURLINGTON
I-95 / ROUTE 3 INTERCHANGE

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	65	171
PROJECT FILE NO.		609516	

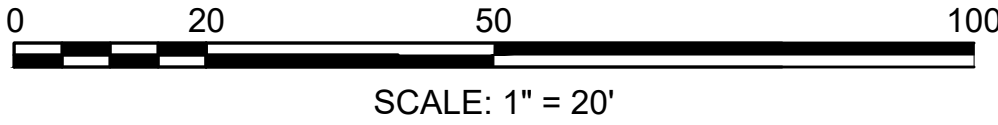
DRAINAGE & UTILITY PLANS
SHEET 2 OF 13

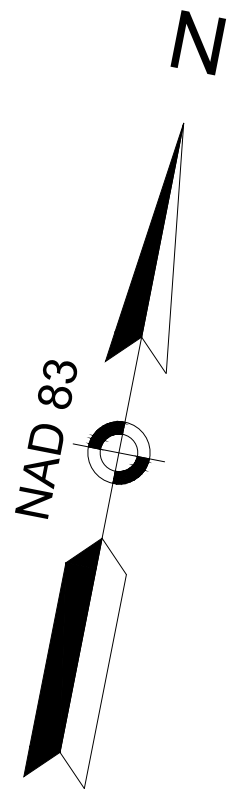
YANKEE DIVISION HIGHWAY
(INTERSTATE 95/ROUTE 128)
(STATE HIGHWAY LAYOUT 4999)



CONTINUED ON
SHEET NO. 64

CONTINUED ON
SHEET NO. 66





TRAFFIC SIGN AND PAVEMENT MARKING PLANS
SEE SHEET 80

TRAFFIC SIGNAL CONDUIT
NONE

WATER SUPPLY ALTERATIONS
NONE

CONSTRUCTION PLANS
SEE SHEET 24

BURLINGTON
I-95 / ROUTE 3 INTERCHANGE

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	66	171
PROJECT FILE NO.		609516	

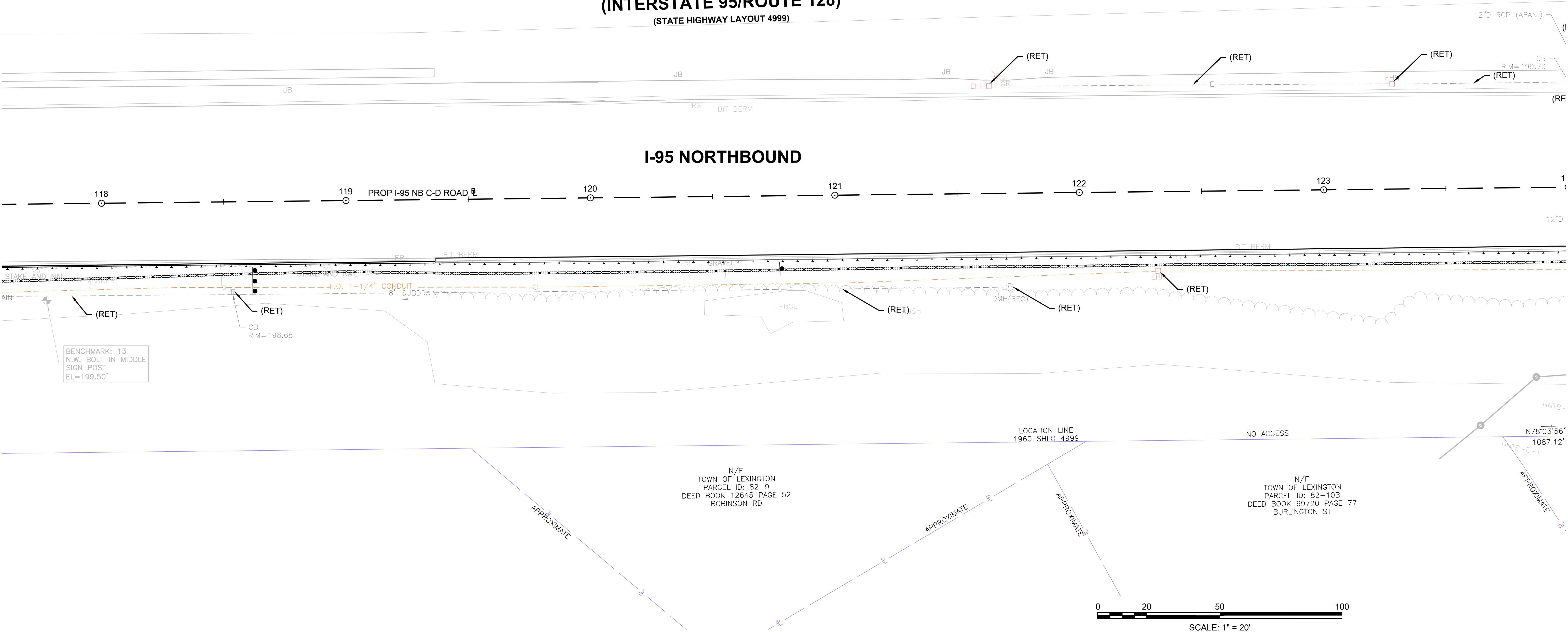
DRAINAGE & UTILITY PLANS
SHEET 3 OF 13

YANKEE DIVISION HIGHWAY
(INTERSTATE 95/ROUTE 128)
(STATE HIGHWAY LAYOUT 4999)

I-95 NORTHBOUND

CONTINUED ON
SHEET NO. 65

CONTINUED ON
SHEET NO. 67



BENCHMARK: 13
N.W. BOLT IN MIDDLE
SIGN POST
EL=199.50'

CB
RIM=198.68

N/F
TOWN OF LEXINGTON
PARCEL ID: 82-9
DEED BOOK 12645 PAGE 52
ROBINSON RD

N/F
TOWN OF LEXINGTON
PARCEL ID: 82-108
DEED BOOK 69720 PAGE 77
BURLINGTON ST

HNTB-
N78°03'56"
1087.12'
HNTB-E-1
APPROXIMATE

DRAINAGE STRUCTURE TABLE						
NAME/TYPE	STATION	OFFSET	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
PROP. CB-62	139+64.24	19.7 RT	181.54		I=176.62' (PROP. DMH-63)	
PROP. DMH-63	140+67.98	17.6 RT	181.17	I=175.62' (PROP. CB-62) I=175.44' ()	I=175.34' ()	
PROP. ECB-5	136+28.59	25.9 RT	182.57	I=179.10' ()	I=178.62' (PROP. RMD-4)	FLAT TOP
PROP. RMD-4	136+20.69	25.7 RT	182.54	I=178.57' (PROP. ECB-5) I=178.67' (PROP. ECB-61)		

TRAFFIC SIGN AND PAVEMENT MARKING PLANS
SEE SHEET 80

TRAFFIC SIGNAL CONDUIT
NONE

WATER SUPPLY ALTERATIONS
NONE

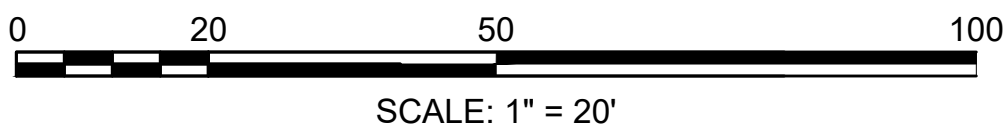
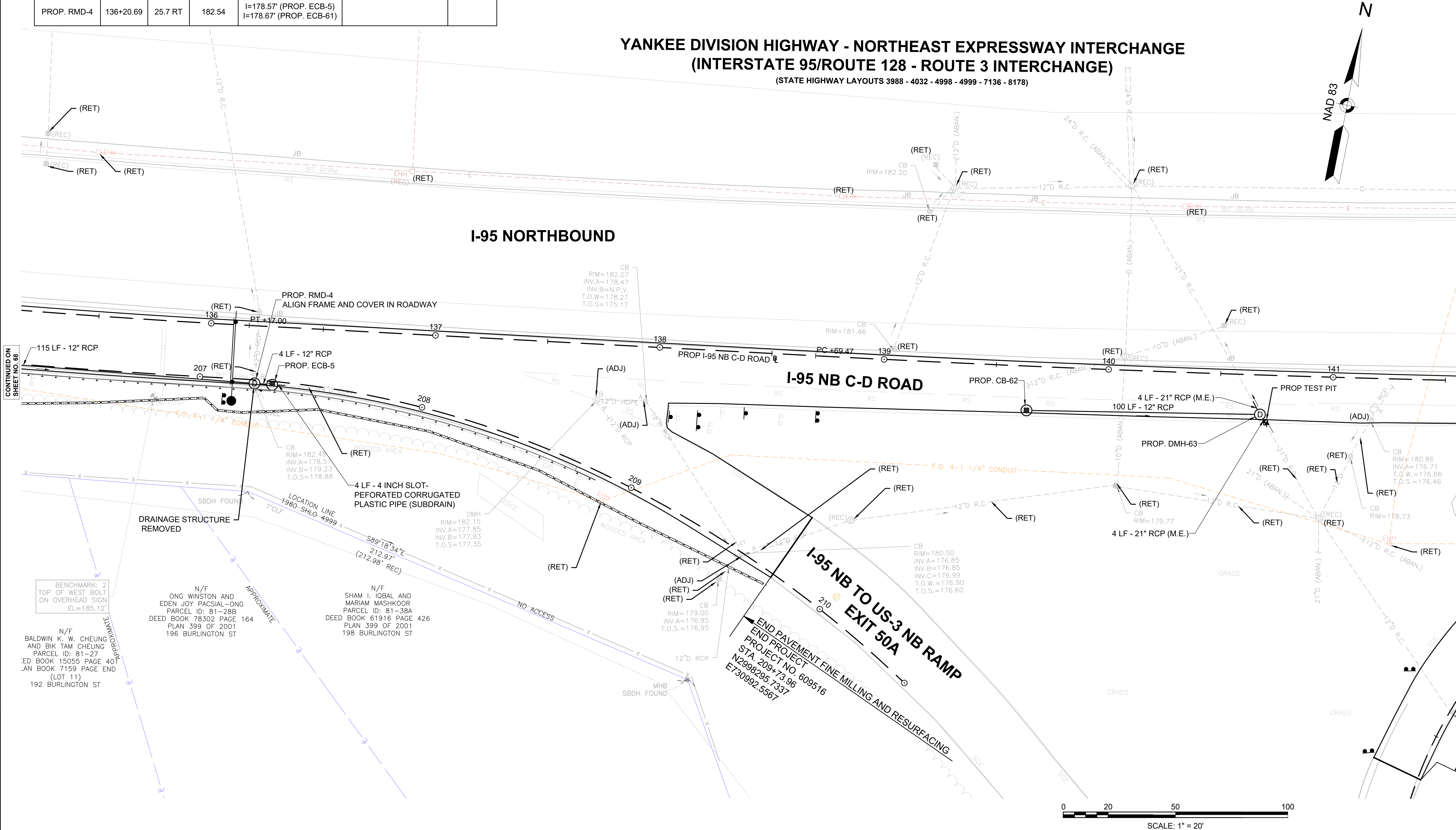
CONSTRUCTION PLANS
SEE SHEET 27

BURLINGTON
I-95 / ROUTE 3 INTERCHANGE

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	69	171

PROJECT FILE NO. 609516

DRAINAGE & UTILITY PLANS
SHEET 6 OF 13



TRAFFIC SIGN AND PAVEMENT MARKING PLANS
SEE SHEET 81

TRAFFIC SIGNAL CONDUIT
NONE

WATER SUPPLY ALTERATIONS
NONE

CONSTRUCTION PLANS
SEE SHEET 28

BURLINGTON
I-95 / ROUTE 3 INTERCHANGE

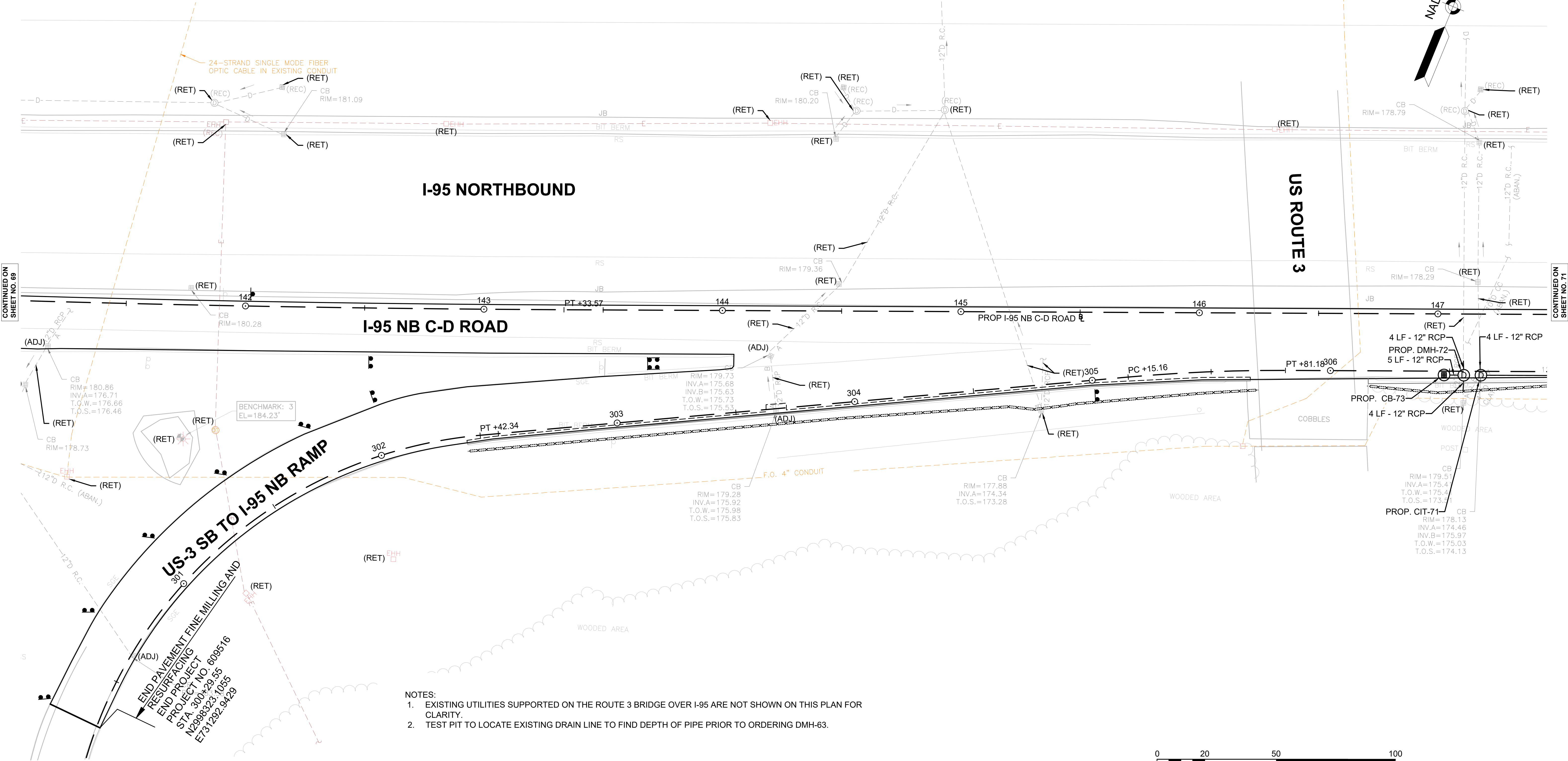
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	70	171
PROJECT FILE NO.		609516	

DRAINAGE & UTILITY PLANS
SHEET 7 OF 13

DRAINAGE STRUCTURE TABLE						
NAME/TYPE	STATION	OFFSET	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
PROP. CB-62	139+64.24	19.7 RT	181.54		I=176.62' (PROP. DMH-63)	
PROP. DMH-63	140+67.98	17.6 RT	181.17	I=175.62' (PROP. CB-62) I=175.44' ()	I=175.34' ()	
PROP. ECB-5	136+28.59	25.9 RT	182.57	I=179.10' ()	I=178.62' (PROP. RMD-4)	FLAT TOP
PROP. RMD-4	136+20.69	25.7 RT	182.54	I=178.57' (PROP. ECB-5) I=178.67' (PROP. ECB-61)		

YANKEE DIVISION HIGHWAY - NORTHEAST EXPRESSWAY INTERCHANGE
(INTERSTATE 95/ROUTE 128 - ROUTE 3 INTERCHANGE)

(STATE HIGHWAY LAYOUTS 3988 - 4032 - 4998 - 4999 - 7136 - 8178)



- NOTES:
- EXISTING UTILITIES SUPPORTED ON THE ROUTE 3 BRIDGE OVER I-95 ARE NOT SHOWN ON THIS PLAN FOR CLARITY.
 - TEST PIT TO LOCATE EXISTING DRAIN LINE TO FIND DEPTH OF PIPE PRIOR TO ORDERING DMH-63.

CONTINUED ON
SHEET NO. 69

CONTINUED ON
SHEET NO. 71

DRAINAGE STRUCTURE TABLE						
NAME/TYPE	STATION	OFFSET	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
PROP. CB-73	147+02.70	25.6 RT	178.32		I=175.50' (PROP. DMH-72)	FLAT TOP
PROP. CB-7	148+51.44	24.9 RT	178.39		I=173.80' (PROP. RMD-6)	
PROP. CIT-71	147+18.18	25.6 RT	178.28	I=174.43' (PROP. DGCB - 67)	I=174.28' ()	
PROP. DGCB - 67	147+77.27	25.0 RT	178.31	I=174.43' ()	I=174.43' (PROP. CIT-71)	FLAT TOP
PROP. DMH-72	147+10.99	25.7 RT	178.30	I=175.43' (PROP. CB-73) I=175.40' ()	I=175.30' ()	FLAT TOP
PROP. RMD-6	148+37.40	24.2 RT	178.34	I=173.70' (PROP. CB-7)		FLAT TOP

TRAFFIC SIGN AND PAVEMENT MARKING PLANS

SEE SHEET 85

TRAFFIC SIGNAL CONDUIT

NONE

WATER SUPPLY ALTERATIONS

NONE

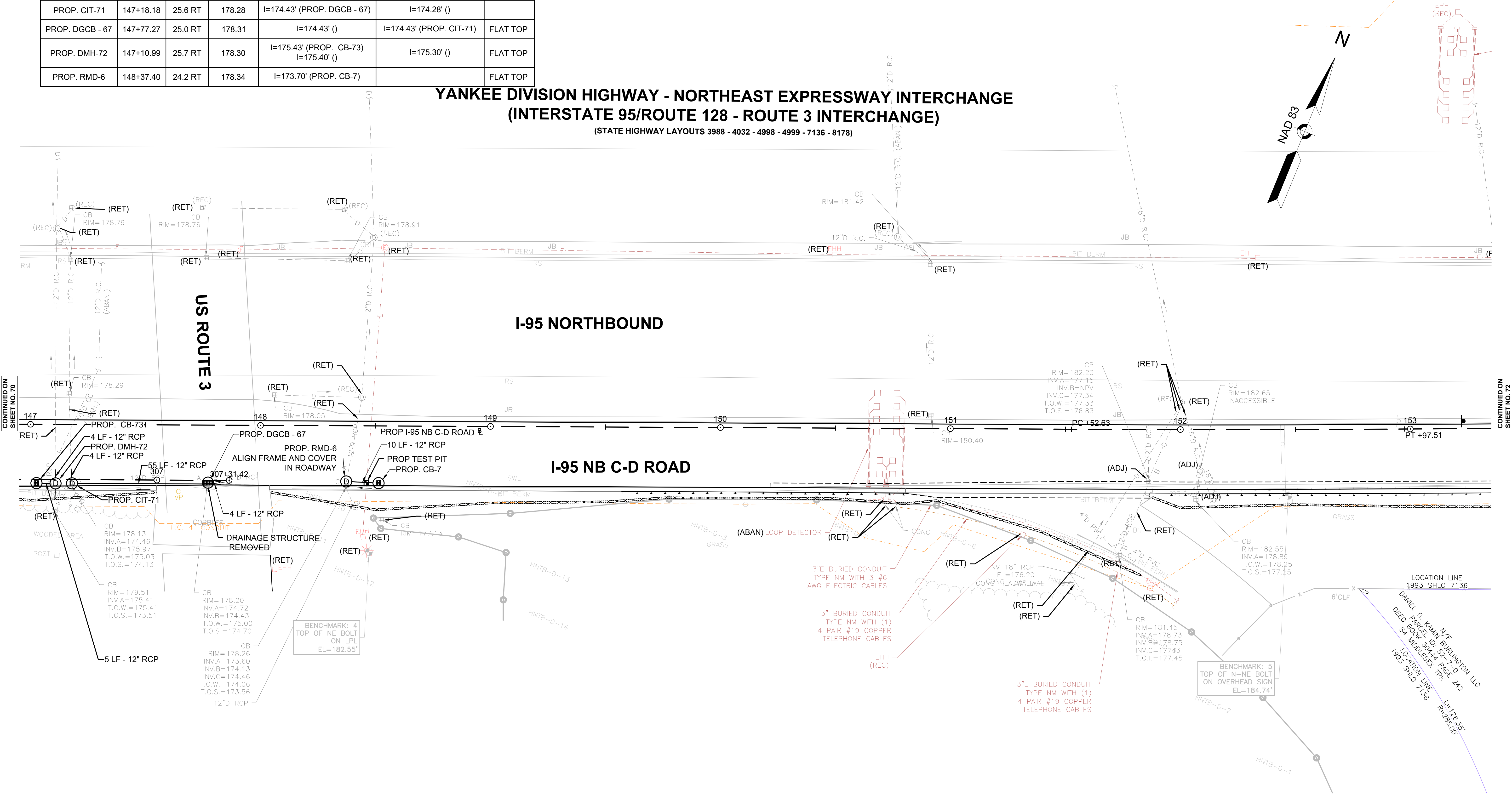
CONSTRUCTION PLANS

SEE SHEET 29

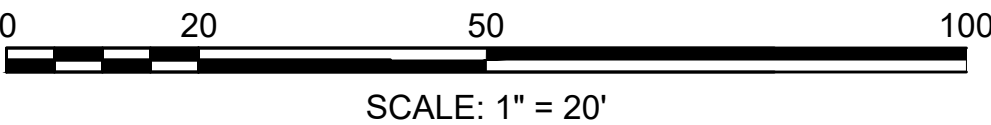
BURLINGTON			
I-95 / ROUTE 3 INTERCHANGE			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	71	171
PROJECT FILE NO.		609516	
DRAINAGE & UTILITY PLANS			
SHEET 8 OF 13			

YANKEE DIVISION HIGHWAY - NORTHEAST EXPRESSWAY INTERCHANGE
(INTERSTATE 95/ROUTE 128 - ROUTE 3 INTERCHANGE)

(STATE HIGHWAY LAYOUTS 3988 - 4032 - 4998 - 4999 - 7136 - 8178)



- NOTES:
- EXISTING UTILITIES SUPPORTED ON THE ROUTE 3 BRIDGE OVER I-95 ARE NOT SHOWN ON THIS PLAN FOR CLARITY.
 - TEST PIT TO LOCATE EXISTING DRAIN LINE TO FIND DEPTH OF PIPE PRIOR TO ORDERING CB-7.
 -



DRAINAGE STRUCTURE TABLE						
NAME/TYPE	STATION	OFFSET	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
PROP. CB-58	154+22.07	25.0 RT	185.72		I=181.47' (PROP. CIT-57)	
PROP. CIT-57	154+31.35	22.3 RT	185.92	I=181.41' (PROP. CB-58)		

TRAFFIC SIGN AND PAVEMENT MARKING PLANS

SEE SHEET 86

TRAFFIC SIGNAL CONDUIT

NONE

WATER SUPPLY ALTERATIONS

NONE

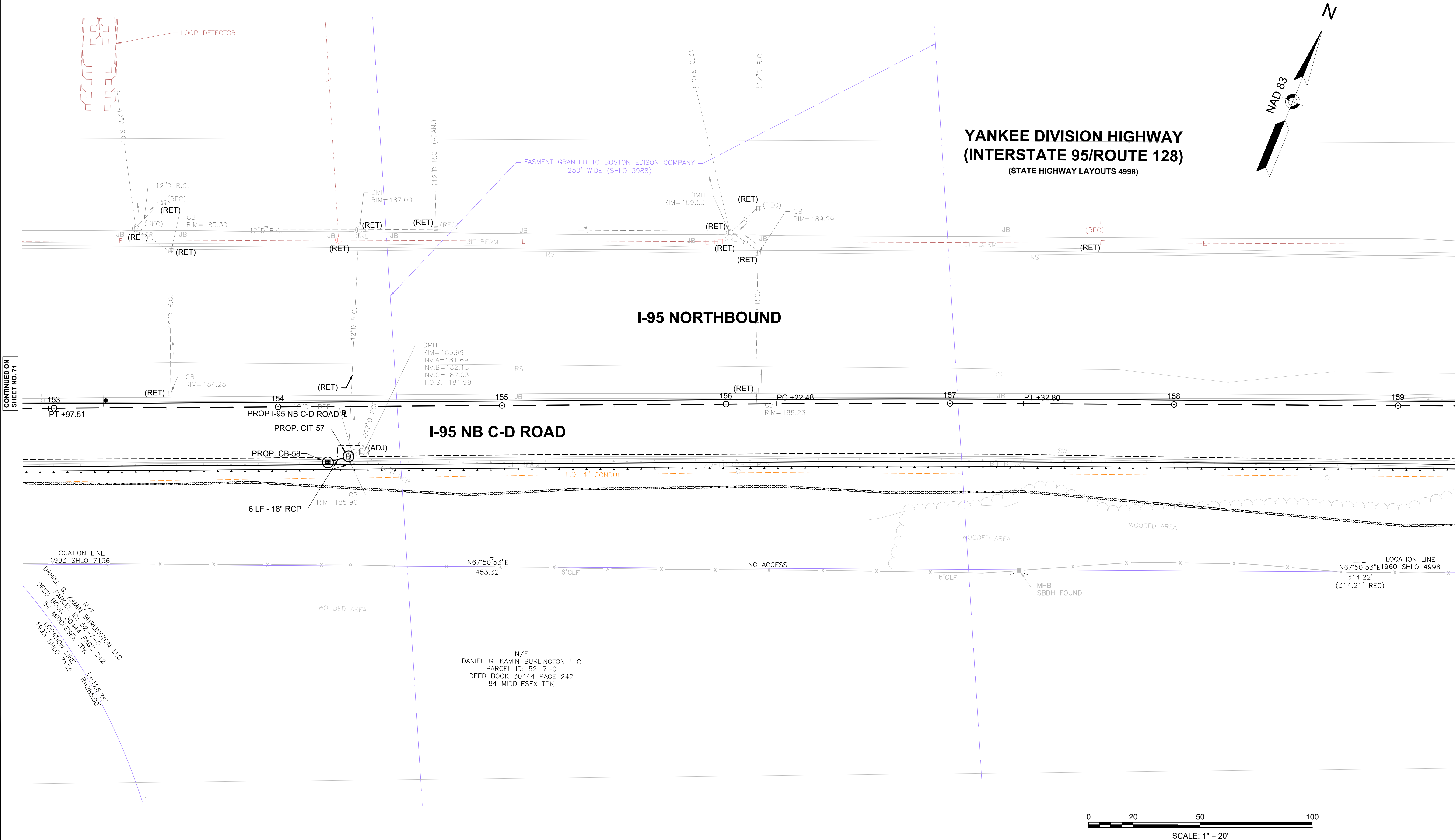
CONSTRUCTION PLANS

SEE SHEET 30

BURLINGTON
I-95 / ROUTE 3 INTERCHANGE

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	72	171
PROJECT FILE NO.		609516	

DRAINAGE & UTILITY PLANS
SHEET 9 OF 13



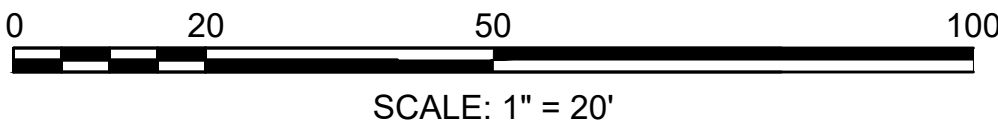
CONTINUED ON
SHEET NO. 71

CONTINUED ON
SHEET NO. 73

LOCATION LINE
1993 SHLO 7136
DANIEL G. KAMIN, N/F BURLINGTON, LLC
PARCEL ID: 52-7-0
DEED BOOK 30444 PAGE 242
84 MIDDLESEX TPK
LOCATION LINE
1993 SHLO 7136
I=128.35'
R=289.00'

N/F
DANIEL G. KAMIN BURLINGTON, LLC
PARCEL ID: 52-7-0
DEED BOOK 30444 PAGE 242
84 MIDDLESEX TPK

LOCATION LINE
N67°50'53"E 1960 SHLO 4998
314.22'
(314.21' REC)



DRAINAGE STRUCTURE TABLE						
NAME/TYPE	STATION	OFFSET	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
PROP. CB-8	162+86.31	27.8 RT	184.76		I=181.10' ()	FLAT TOP
PROP. CB-17	164+80.86	86.1 RT	176.20	I=172.51' ()	I=171.50' ()	FLAT TOP
PROP. CB-56	162+69	9.5 LT	185.92		I=181.35' (PROP. CIT-55)	
PROP. CIT-55	162+87.07	4.4 LT	185.67	I=181.20' (PROP. CB-56)		

TRAFFIC SIGN AND PAVEMENT MARKING PLANS
SEE SHEET 84

TRAFFIC SIGNAL CONDUIT
NONE

WATER SUPPLY ALTERATIONS
NONE

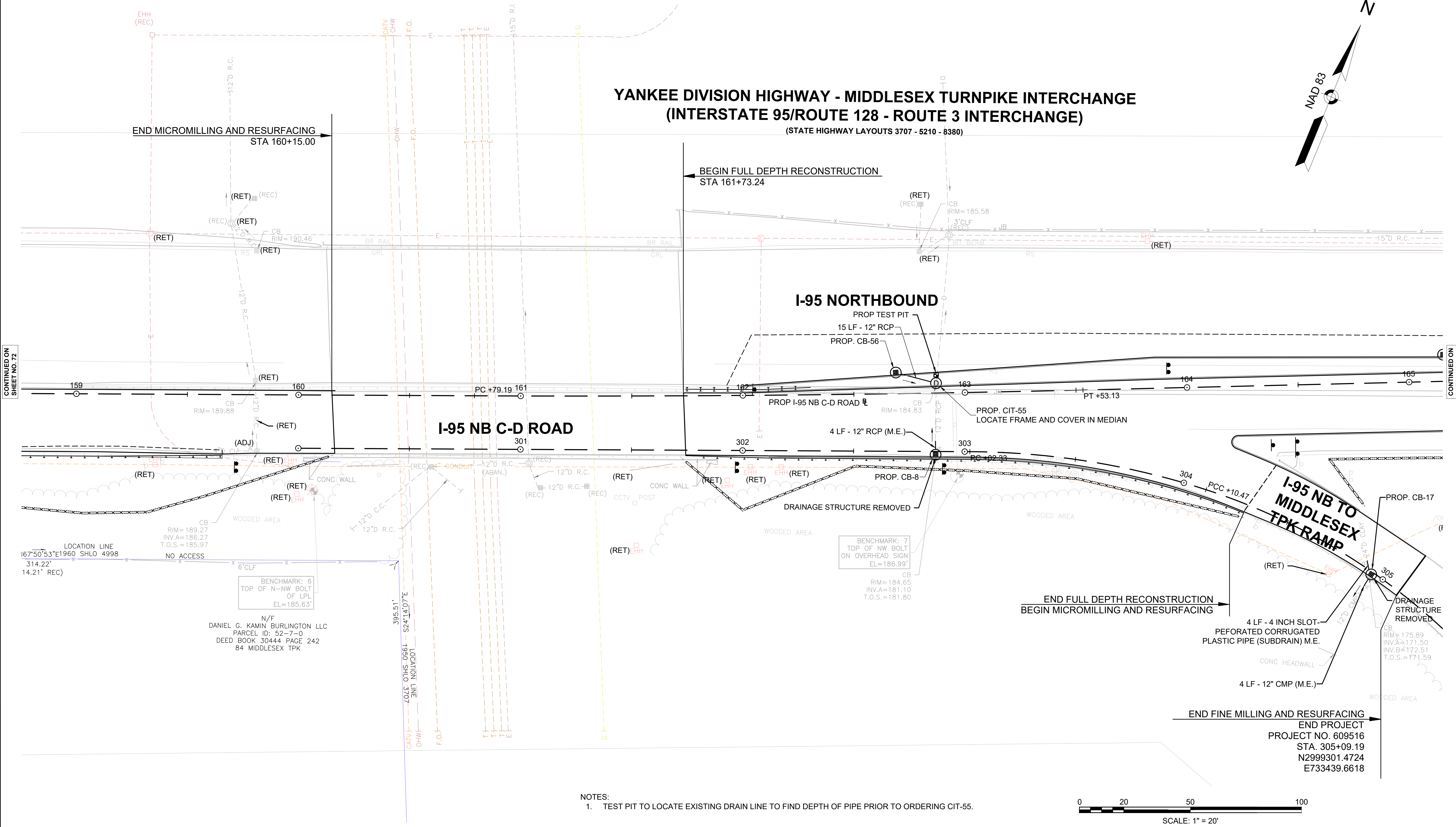
CONSTRUCTION PLANS
SEE SHEET 31

BURLINGTON
I-95 / ROUTE 3 INTERCHANGE

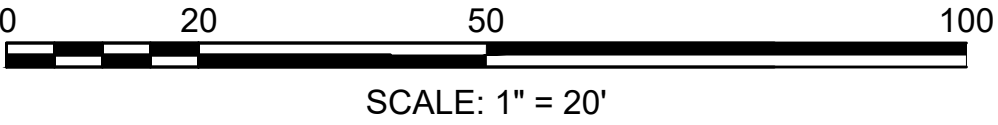
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	73	171

PROJECT FILE NO. 609516

DRAINAGE & UTILITY PLANS
SHEET 10 OF 13



NOTES:
1. TEST PIT TO LOCATE EXISTING DRAIN LINE TO FIND DEPTH OF PIPE PRIOR TO ORDERING CIT-55.



TRAFFIC SIGN AND PAVEMENT MARKING PLANS

SEE SHEET 85

TRAFFIC SIGNAL CONDUIT

NONE

WATER SUPPLY ALTERATIONS

NONE

CONSTRUCTION PLANS

SEE SHEET 32

DRAINAGE STRUCTURE TABLE

NAME/TYPE	STATION	OFFSET	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
PROP. CB-9	166+31.93	21.4 RT	172.29		I=168.29' (PROP. DMH-10)	
PROP. CB-11	167+50.09	21.3 RT	167.64		I=163.45' (PROP. CIT-15)	
PROP. CB-12	170+80.98	58.8 RT	153.99	I=150.65' () I=151.27' ()	I=149.62' ()	FLAT TOP
PROP. CB-16	167+43.28	55.2 RT	165.11		I=163.44' (PROP. CIT-15)	
PROP. CB-17	164+80.86	86.1 RT	176.20	I=172.51' ()	I=171.50' ()	FLAT TOP
PROP. CB-64	165+15.57	12.0 LT	177.53		I=172.61' (PROP. DMH-10)	
PROP. CB-65	166+40.93	9.0 LT	172.53		I=167.61' (PROP. DMH-10)	
PROP. CIT-15	167+52.35	55.2 RT	167.73	I=163.38' (PROP. CB-11) I=163.40' (PROP. CB-16)		
PROP. DMH-10	166+32.43	10.9 LT	172.89	I=168.60' (PROP. CB-9) I=167.43' (PROP. CB-64) I=167.53' (PROP. CB-65)	I=167.43' ()	

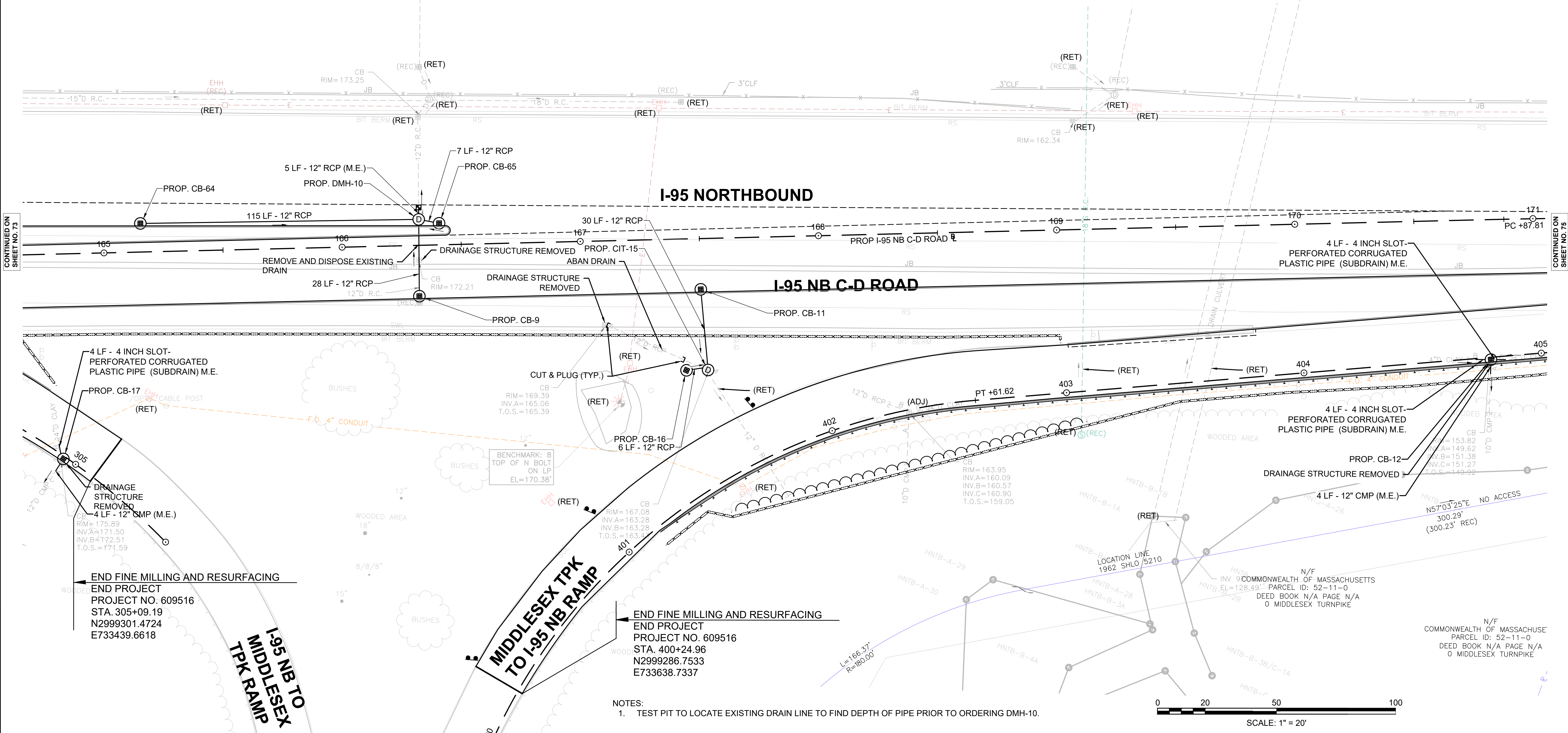
BURLINGTON
I-95 / ROUTE 3 INTERCHANGE

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	74	171
PROJECT FILE NO.		609516	

DRAINAGE & UTILITY PLANS
SHEET 11 OF 13

YANKEE DIVISION HIGHWAY - MIDDLESEX TURNPIKE INTERCHANGE
(INTERSTATE 95/ROUTE 128 - ROUTE 3 INTERCHANGE)

(STATE HIGHWAY LAYOUTS 3707 - 5210 - 8380)



CONTINUED ON
SHEET NO. 73

CONTINUED ON
SHEET NO. 75

DRAINAGE STRUCTURE TABLE						
NAME/TYPE	STATION	OFFSET	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
PROP. CB-12	170+80.98	58.8 RT	153.99	I=150.65' () I=151.27' ()	I=149.62' ()	FLAT TOP
PROP. CB-13	172+19.16	21.6 RT	149.18		I=143.26' (PROP. DMH-14)	
PROP. DGCB-66	176+19.77	24.5 RT	140.29		I=136.29' (PROP. DMH-70)	FLAT TOP
PROP. DMH-14	172+91.57	19.9 RT	146.32	I=141.45' () I=142.55' (PROP. CB-13)	I=141.45' ()	
PROP. DMH-70	176+21.02	32.7 RT	140.53	I=136.20' (PROP. DGCB-66) I=135.66' (PROP. DMH-74)	I=136.00' ()	
PROP. DMH-74	175+52.86	31.7 RT	140.62	I=136.47' ()	I=136.32' (PROP. DMH-70)	

TRAFFIC SIGN AND PAVEMENT MARKING PLANS

SEE SHEET 86

TRAFFIC SIGNAL CONDUIT

NONE

WATER SUPPLY ALTERATIONS

NONE

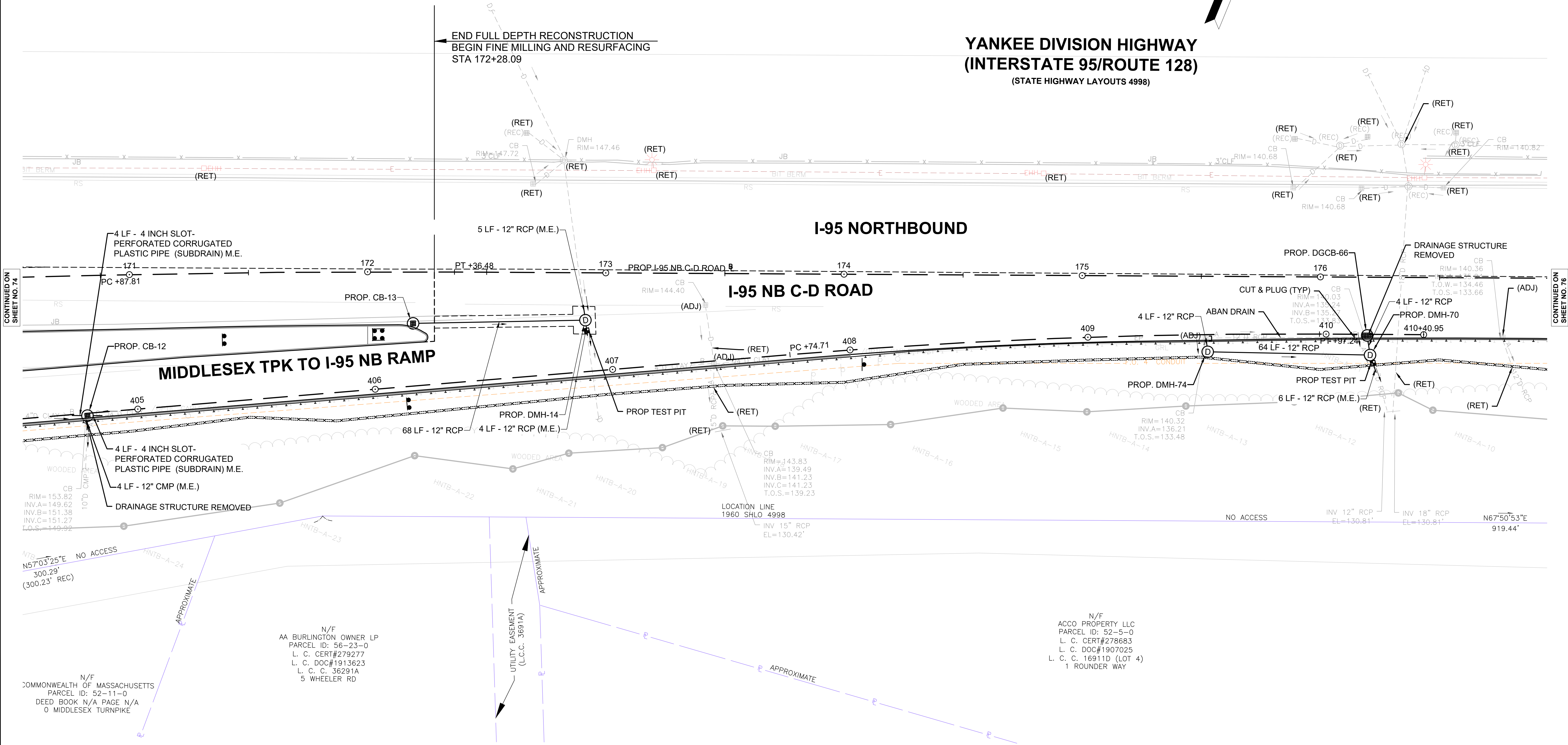
CONSTRUCTION PLANS

SEE SHEET 33

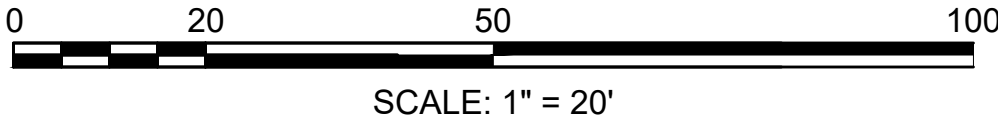
BURLINGTON
I-95 / ROUTE 3 INTERCHANGE

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	75	171
PROJECT FILE NO.		609516	

DRAINAGE & UTILITY PLANS
SHEET 12 OF 13



- NOTES:
- COORDINATE GUARDRAIL POST LOCATIONS WITH DRAINAGE.
 - TEST PIT TO LOCATE EXISTING DRAIN LINE TO FIND DEPTH OF PIPE PRIOR TO ORDERING DMH-14.



TRAFFIC SIGN AND PAVEMENT MARKING PLANS

SEE SHEET 87

TRAFFIC SIGNAL CONDUIT

NONE

WATER SUPPLY ALTERATIONS

NONE

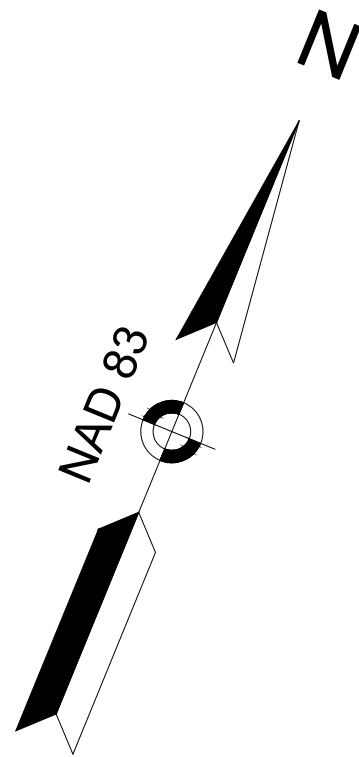
CONSTRUCTION PLANS

SEE SHEET 34

BURLINGTON
I-95 / ROUTE 3 INTERCHANGE

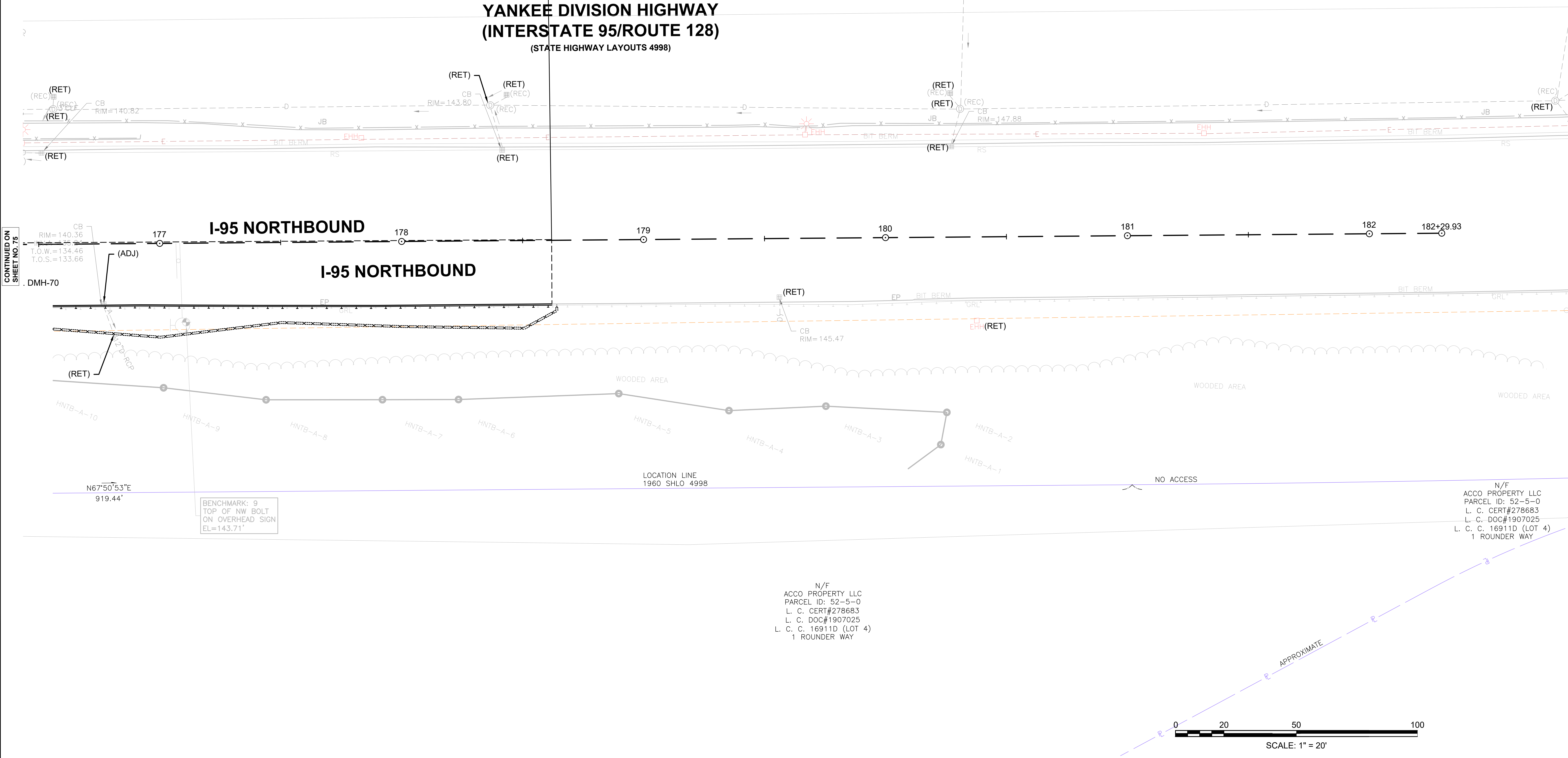
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	76	171
PROJECT FILE NO.		609516	

DRAINAGE & UTILITY PLANS
SHEET 13 OF 13



END PROJECT
PROJECT NO. 609516
END PAVEMENT FINE MILLING AND RESURFACING
STA 178+62.00
N 2999922.1279
E 734661.5203

YANKEE DIVISION HIGHWAY
(INTERSTATE 95/ROUTE 128)
(STATE HIGHWAY LAYOUTS 4998)



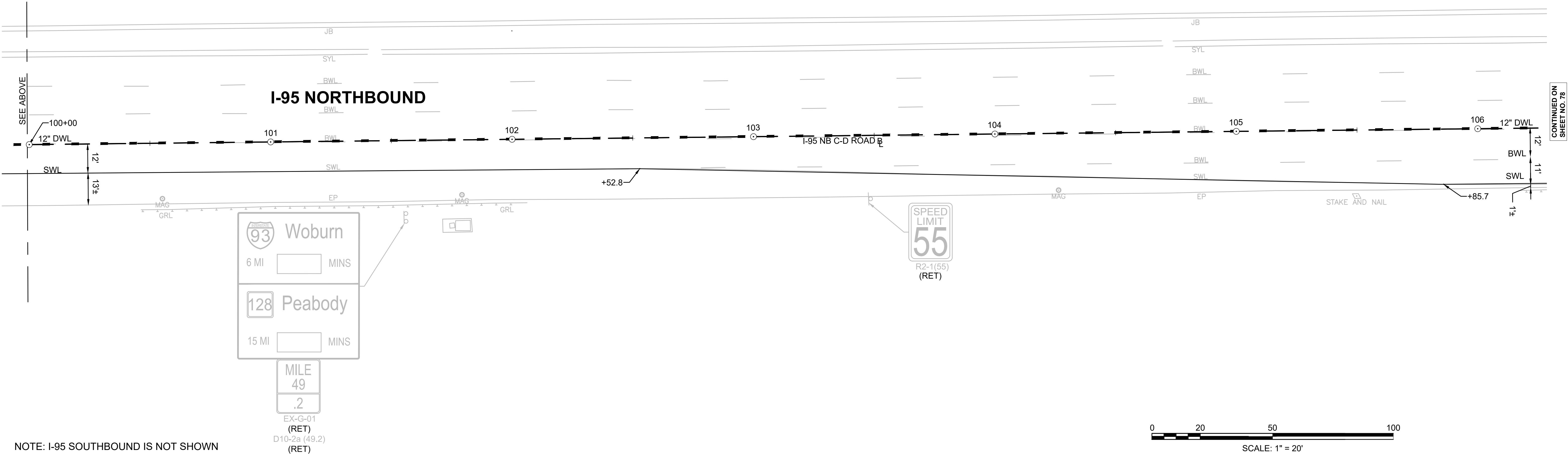
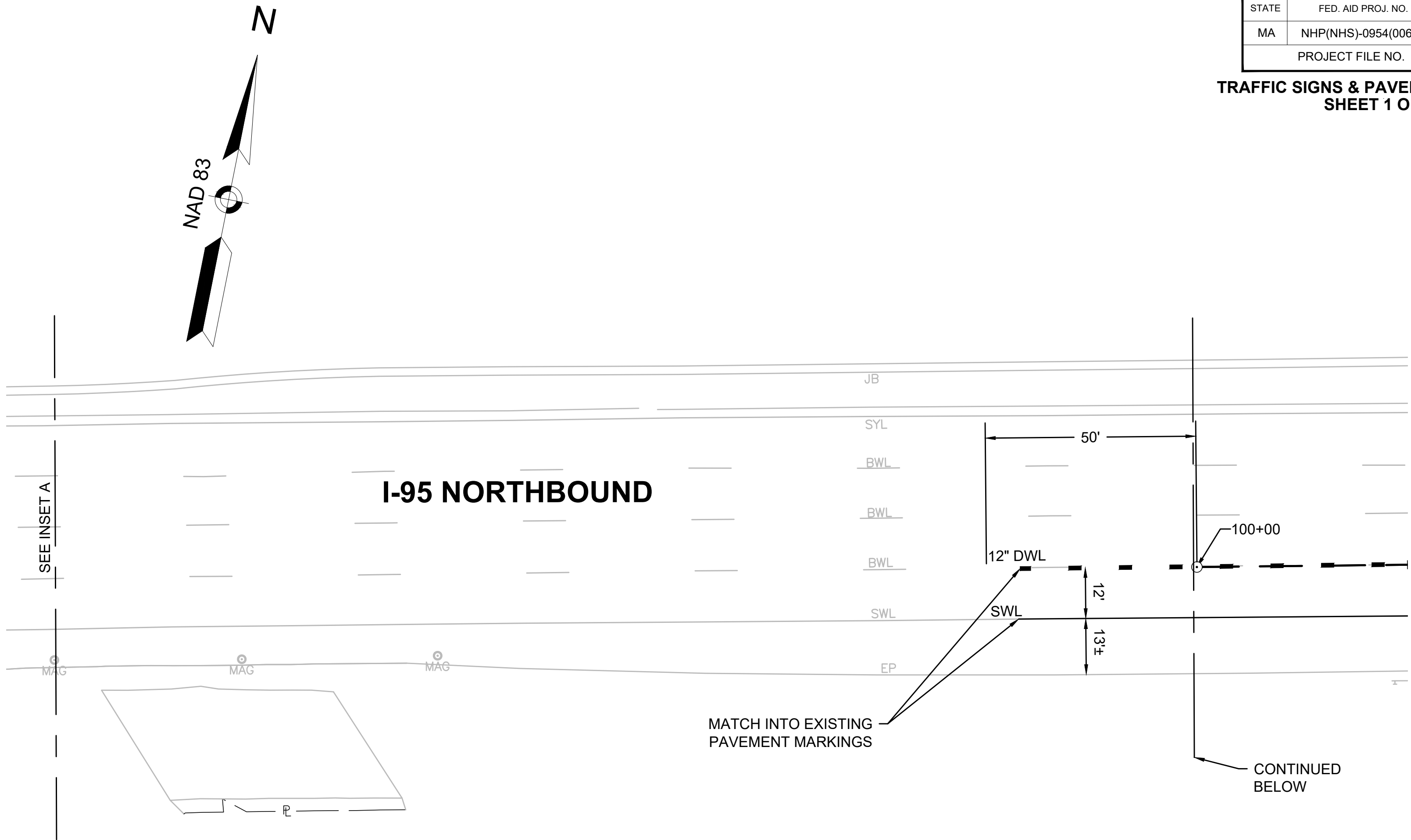
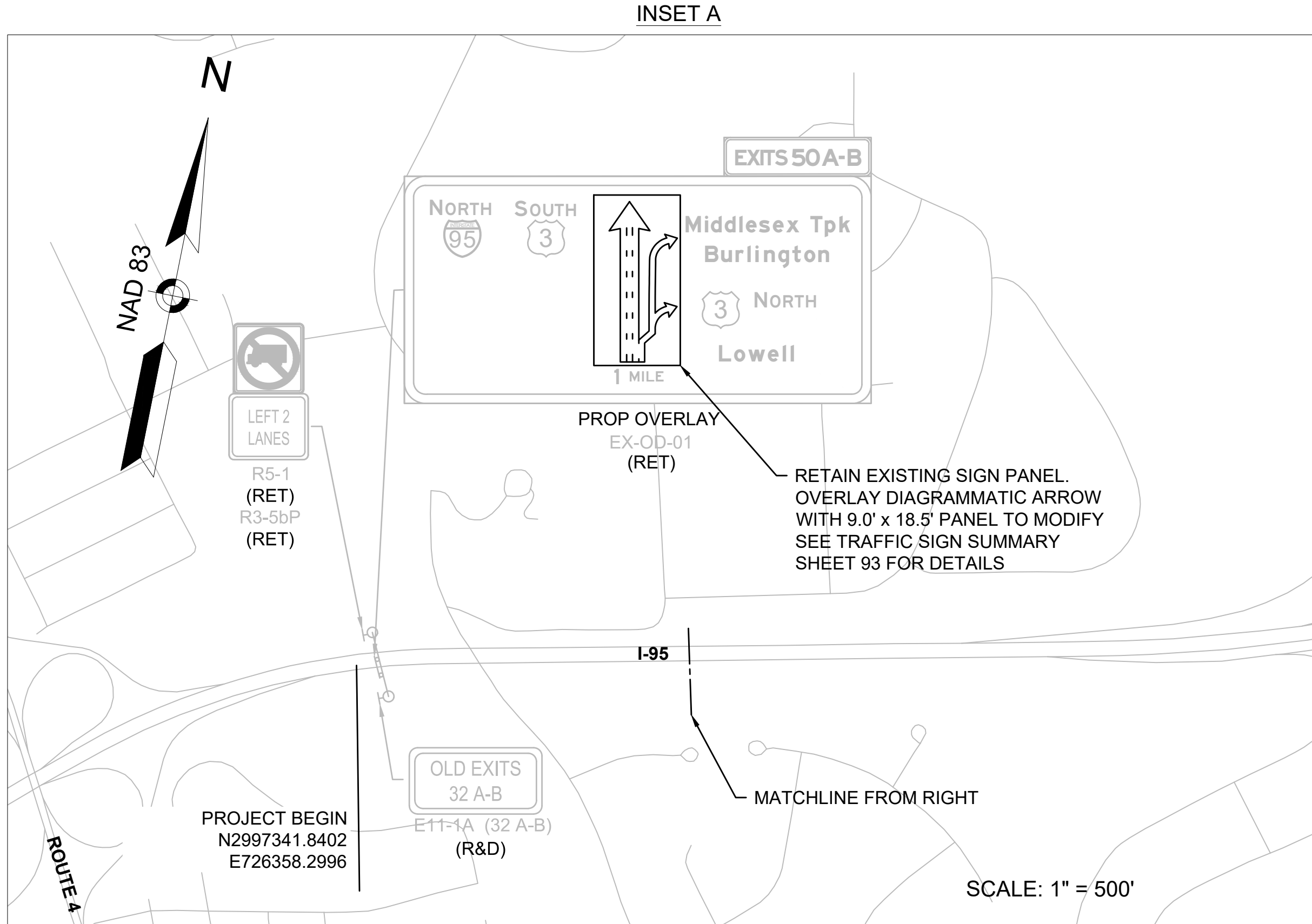
CONSTRUCTION PLANS
SEE SHEET 25

DRAINAGE AND UTILITY PLANS
SEE SHEET 64

SIGN SUMMARY
SEE SHEET 92

BURLINGTON			
I-95 / ROUTE 3 INTERCHANGE			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	77	171
PROJECT FILE NO.		609516	

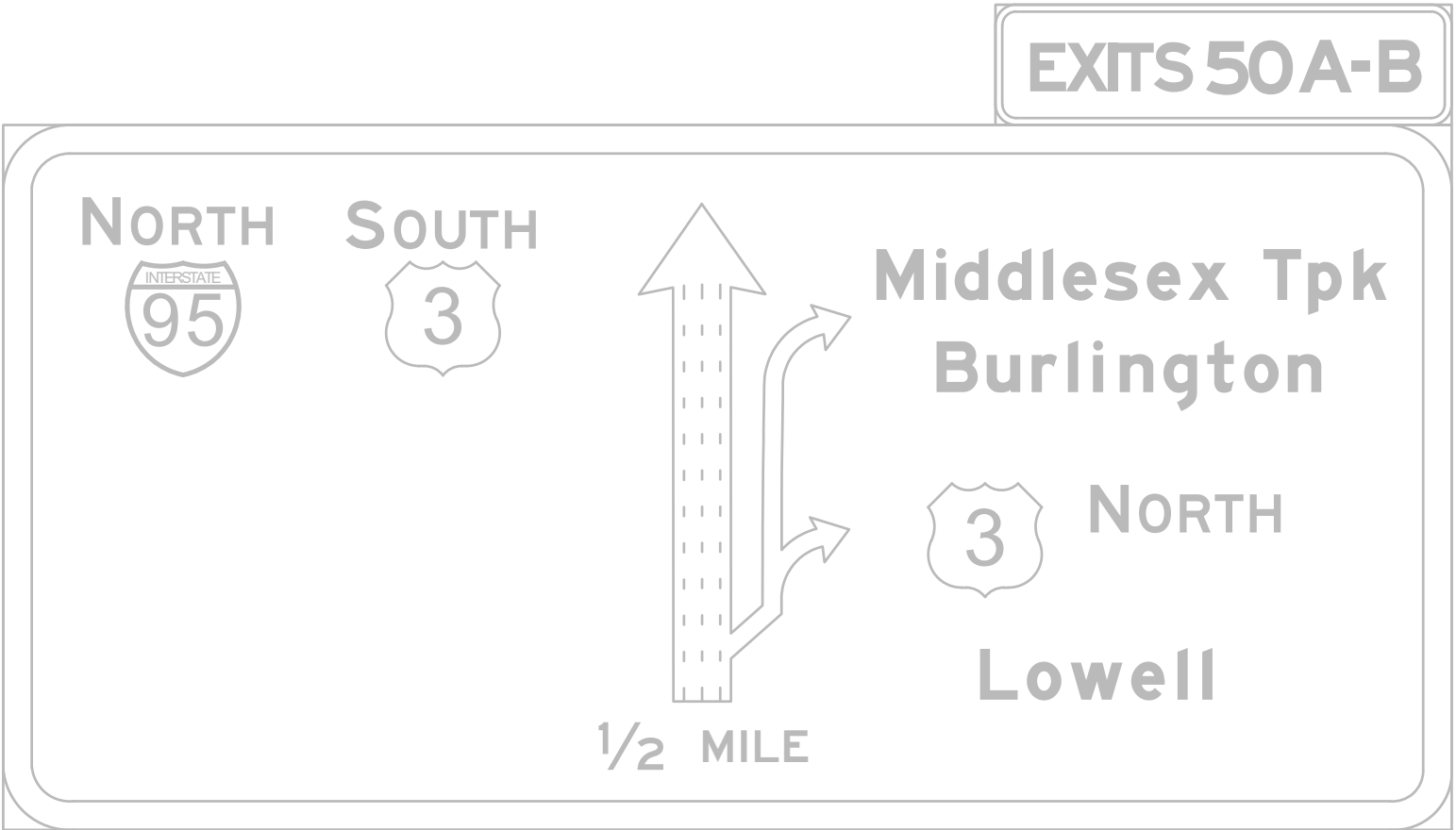
TRAFFIC SIGNS & PAVEMENT MARKINGS
SHEET 1 OF 15



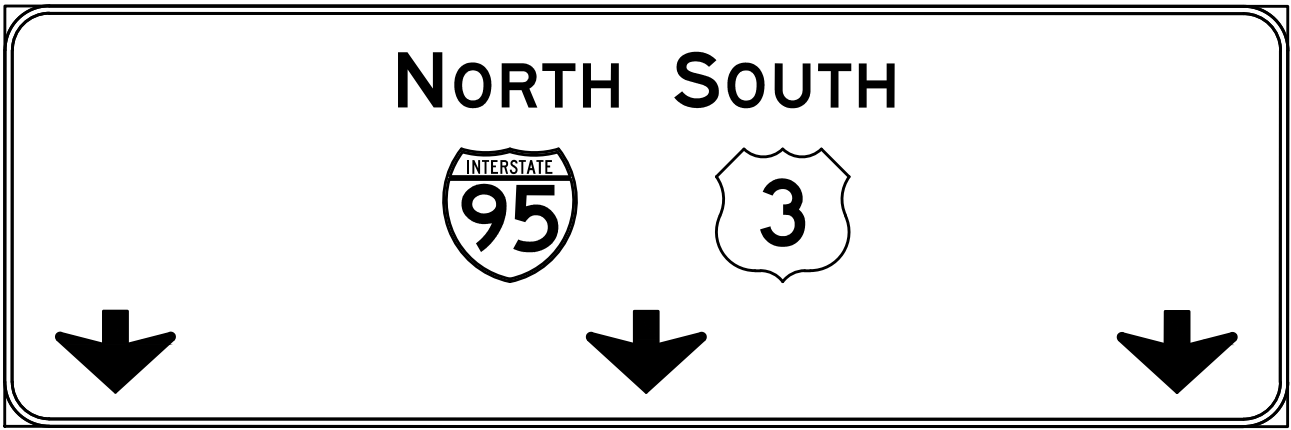
NOTE: I-95 SOUTHBOUND IS NOT SHOWN

BURLINGTON I-95 / ROUTE 3 INTERCHANGE			
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MA	NHP(NHS)-0954(006)X	78	171
PROJECT FILE NO.		609516	

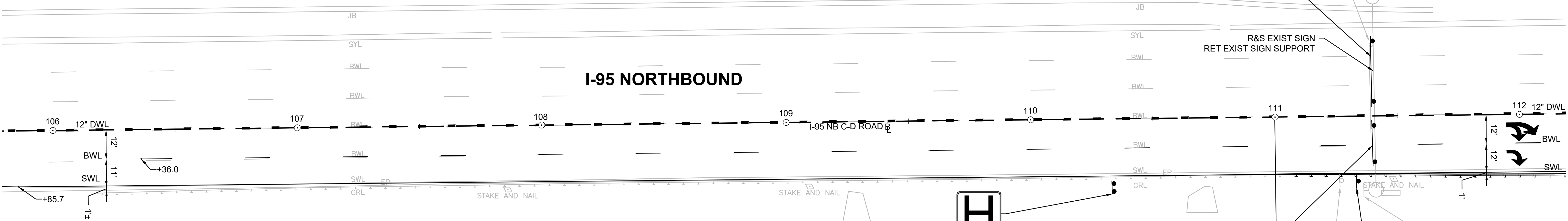
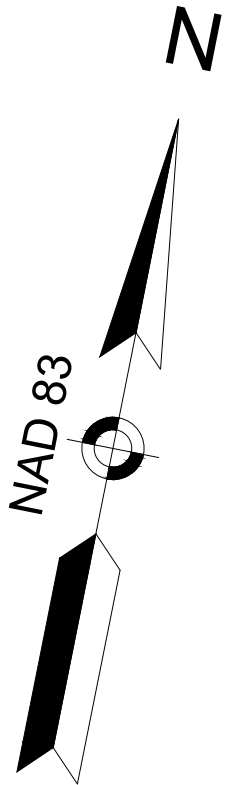
TRAFFIC SIGNS & PAVEMENT MARKINGS
SHEET 2 OF 15



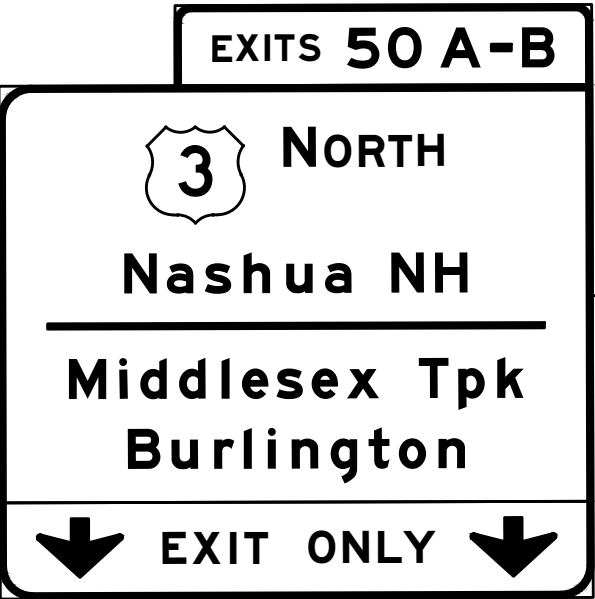
EX-OD-02
(R&D)



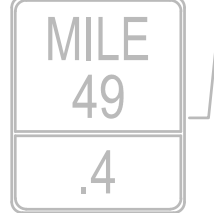
OD-1A
MTD ON EXIST STRUCTURE



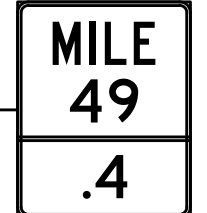
D9-2
M6-2R



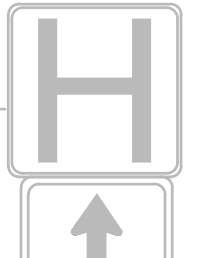
OD-1B
MTD ON EXIST STRUCTURE



D10-2a(49.4)
(R&D)

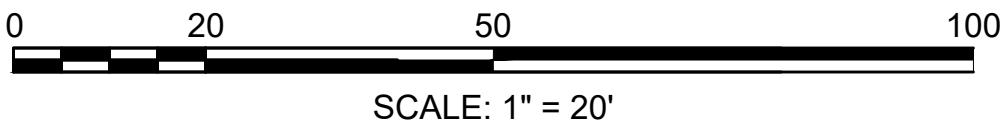


MA-D10-2b (49.4)



D9-2
(R&D)
M6-3
(R&D)

BEGIN PAVEMENT LIMITS
STA 111+00
N2997767.1227
E728279.1251



NOTE: I-95 SOUTHBOUND IS NOT SHOWN

CONTINUED ON
SHEET NO. 79

CONSTRUCTION PLANS

SEE SHEET 26

DRAINAGE AND UTILITY PLANS

SEE SHEET 65

SIGN SUMMARY

SEE SHEET 92

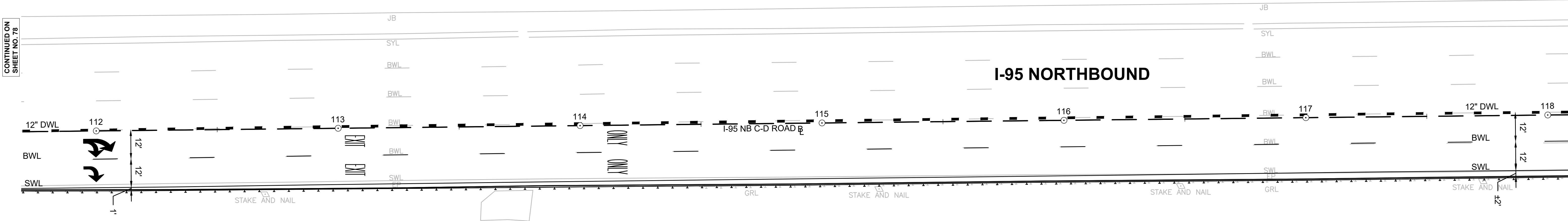
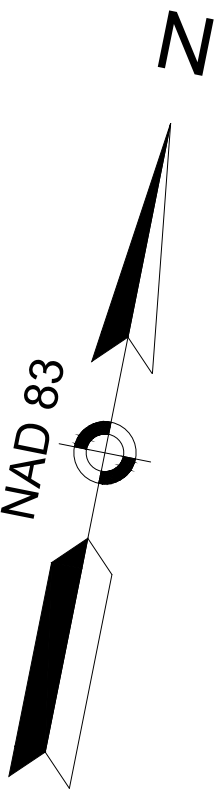
BURLINGTON

I-95 / ROUTE 3 INTERCHANGE

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	79	171
PROJECT FILE NO.		609516	

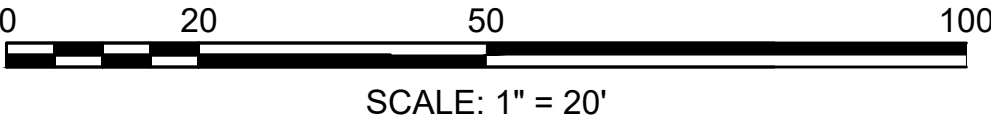
TRAFFIC SIGNS & PAVEMENT MARKINGS

SHEET 3 OF 15



LOCATION LINE
1960 SHLO 4999

NOTE: I-95 SOUTHBOUND IS NOT SHOWN



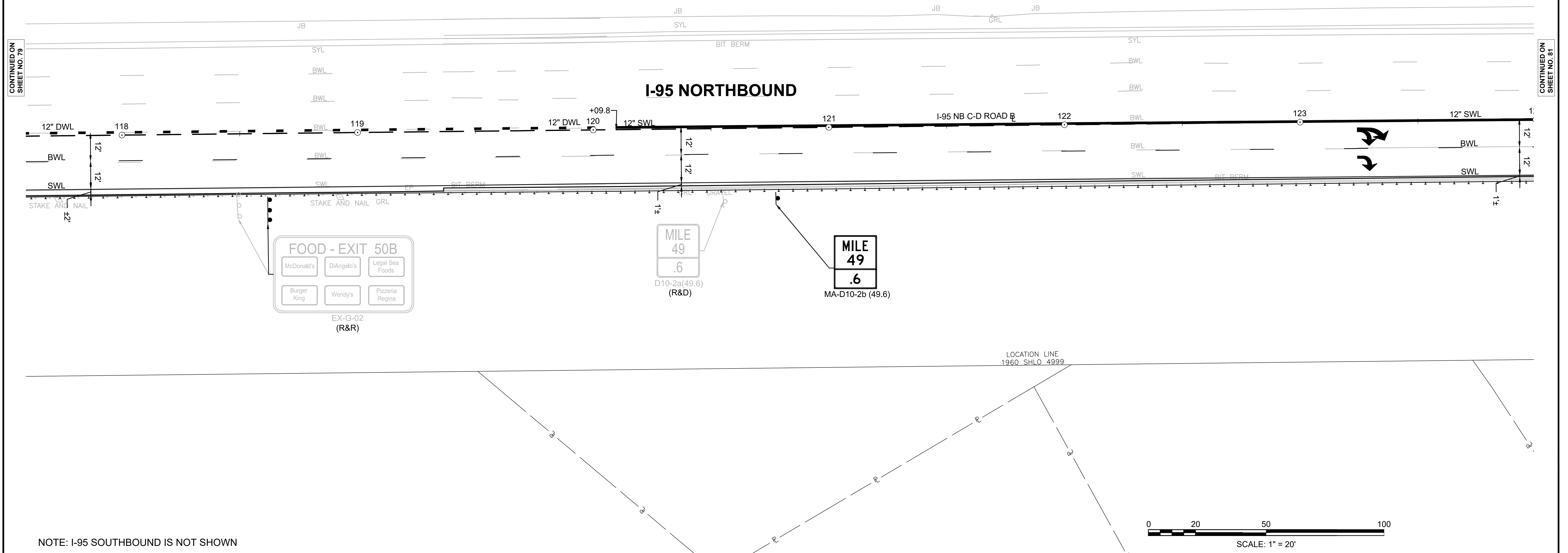
SEE SHEET 27

SEE SHEET 66

SEE SHEET 92

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	80	171
PROJECT FILE NO.		609516	

A diagram of a magnetic compass rose. The rose is oriented with 'N' at the top. A line points to the top of the rose, labeled 'NAD 83'. The rose itself is divided into four quadrants by a vertical and a horizontal line. The top half is shaded black, and the bottom half is white. The rose is tilted slightly to the right.



NOTE: I-95 SOUTHBOUND IS NOT SHOWN

609516_TR1 (PVMT MARKS & SIGNAGE).DWG
Plotted on 26-Feb-2025 10:11 AM

CONSTRUCTION PLANS

SEE SHEET 28

DRAINAGE AND UTILITY PLANS

SEE SHEET 67

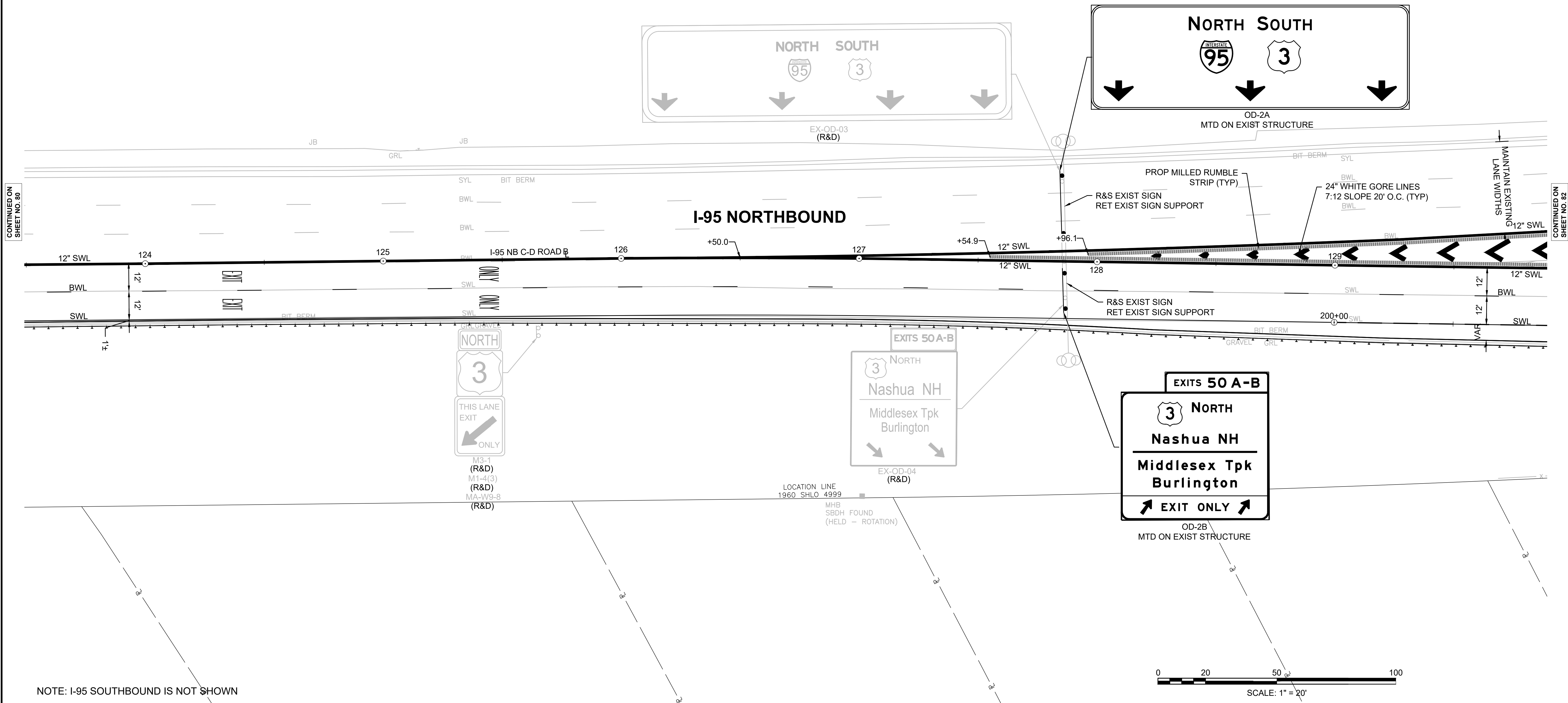
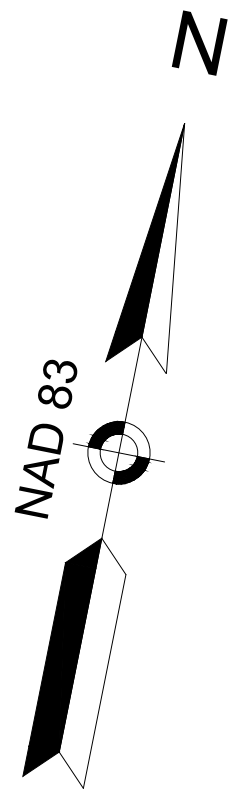
SIGN SUMMARY

SEE SHEET 92

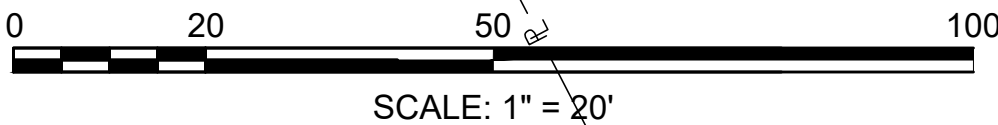
BURLINGTON
I-95 / ROUTE 3 INTERCHANGE

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	81	171
PROJECT FILE NO.		609516	

TRAFFIC SIGNS & PAVEMENT MARKINGS
SHEET 5 OF 15



NOTE: I-95 SOUTHBOUND IS NOT SHOWN



CONTINUED ON
SHEET NO. 80

CONTINUED ON
SHEET NO. 82

CONSTRUCTION PLANS
SEE SHEET 29

DRAINAGE AND UTILITY PLANS
SEE SHEET 68

SIGN SUMMARY
SEE SHEET 92

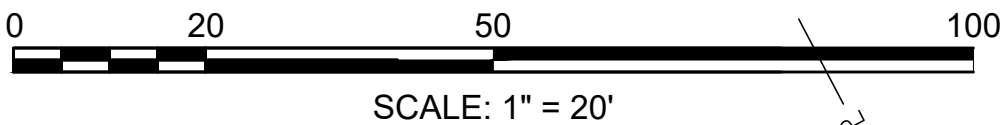
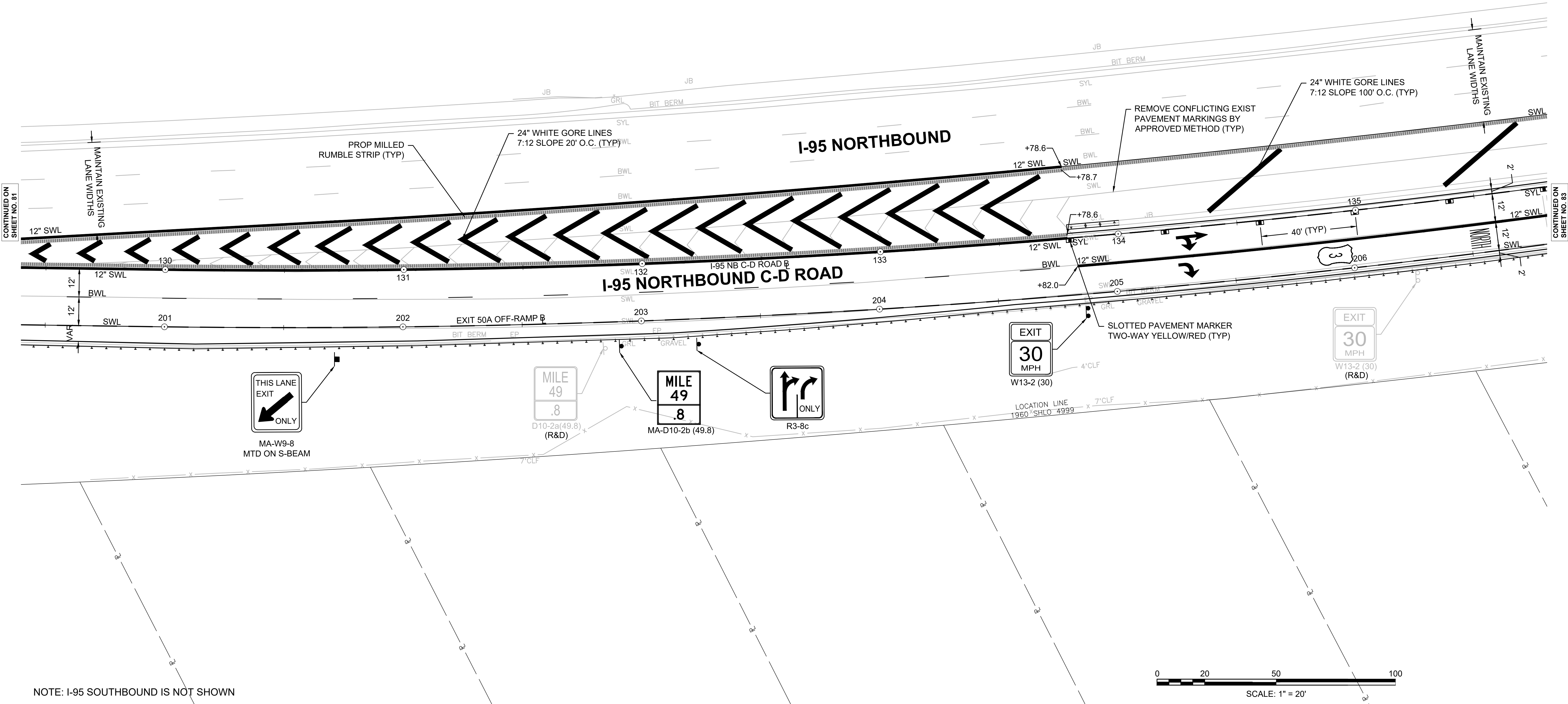
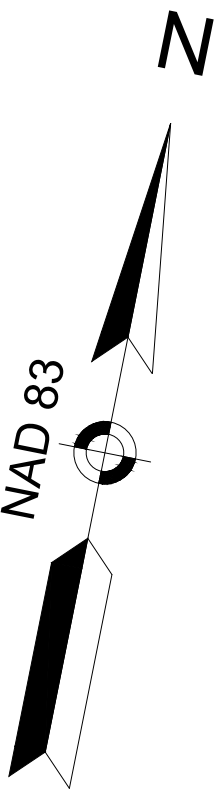
BURLINGTON

I-95 / ROUTE 3 INTERCHANGE

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	82	171
PROJECT FILE NO.		609516	

TRAFFIC SIGNS & PAVEMENT MARKINGS

SHEET 6 OF 15



NOTE: I-95 SOUTHBOUND IS NOT SHOWN

CONSTRUCTION PLANS

SEE SHEET 31

DRAINAGE AND UTILITY PLANS

SEE SHEET 70

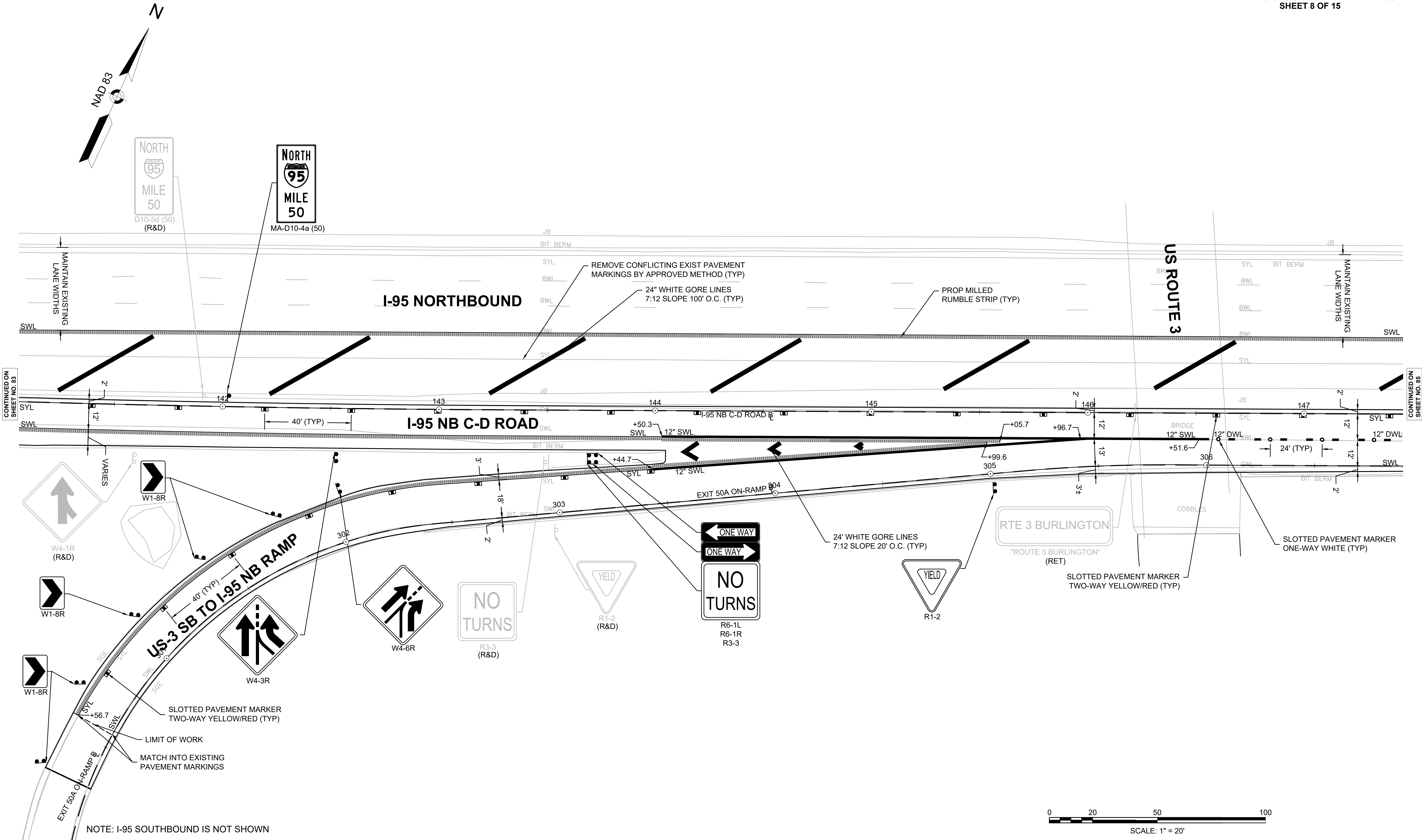
SIGN SUMMARY

SEE SHEET 92

BURLINGTON
I-95 / ROUTE 3 INTERCHANGE

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	84	171
PROJECT FILE NO.		609516	

TRAFFIC SIGNS & PAVEMENT MARKINGS
SHEET 8 OF 15



CONSTRUCTION PLANS
SEE SHEET 33

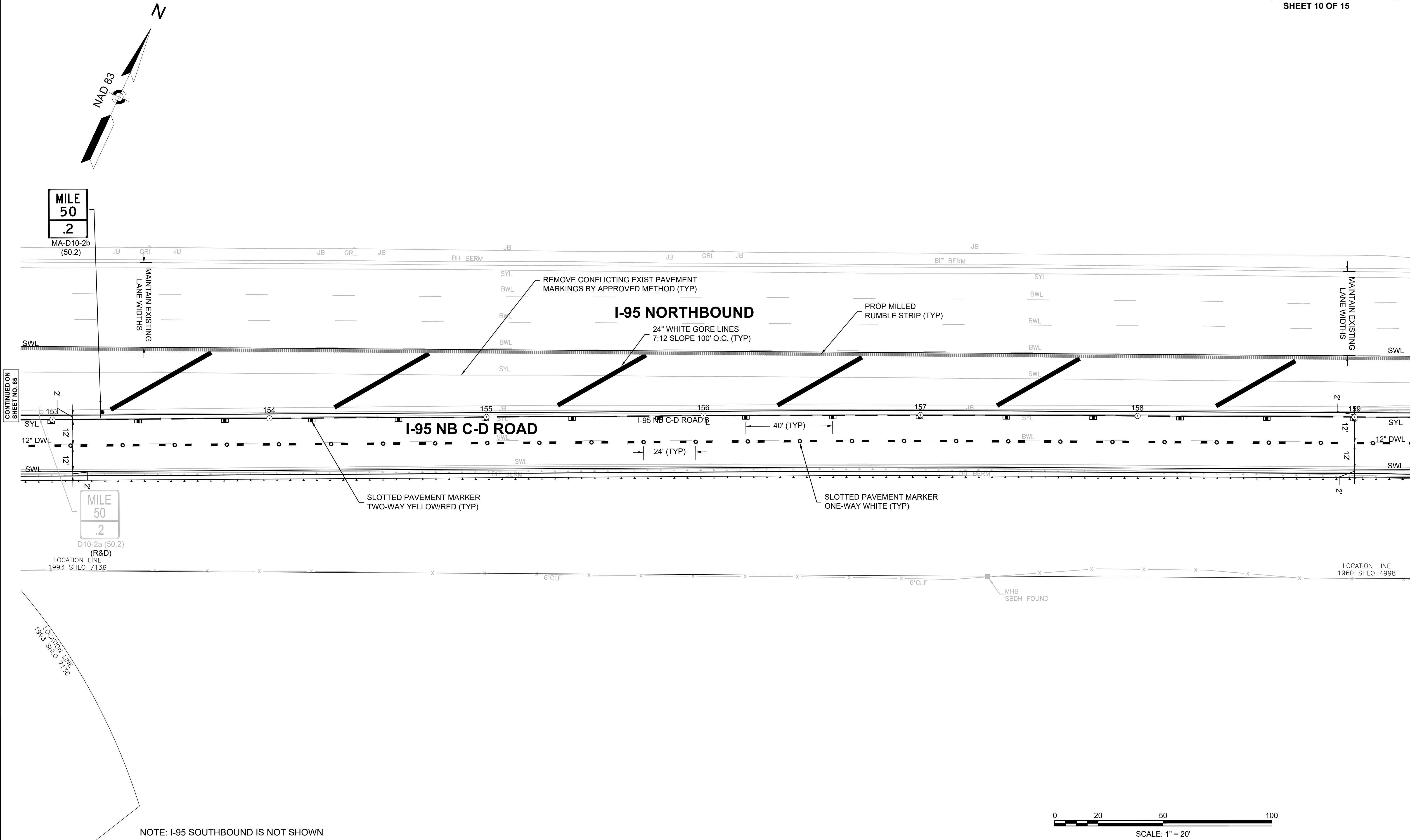
DRAINAGE AND UTILITY PLANS
SEE SHEET 72

SIGN SUMMARY
SEE SHEET 92

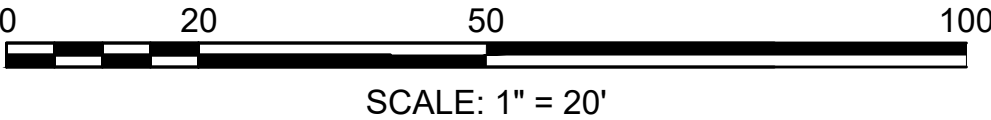
BURLINGTON
I-95 / ROUTE 3 INTERCHANGE

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	86	171
PROJECT FILE NO.		609516	

TRAFFIC SIGNS & PAVEMENT MARKINGS
SHEET 10 OF 15



NOTE: I-95 SOUTHBOUND IS NOT SHOWN



CONTINUED ON
SHEET NO. 85

CONTINUED ON
SHEET NO. 87

CONSTRUCTION PLANS
SEE SHEET 34

DRAINAGE AND UTILITY PLANS
SEE SHEET 73

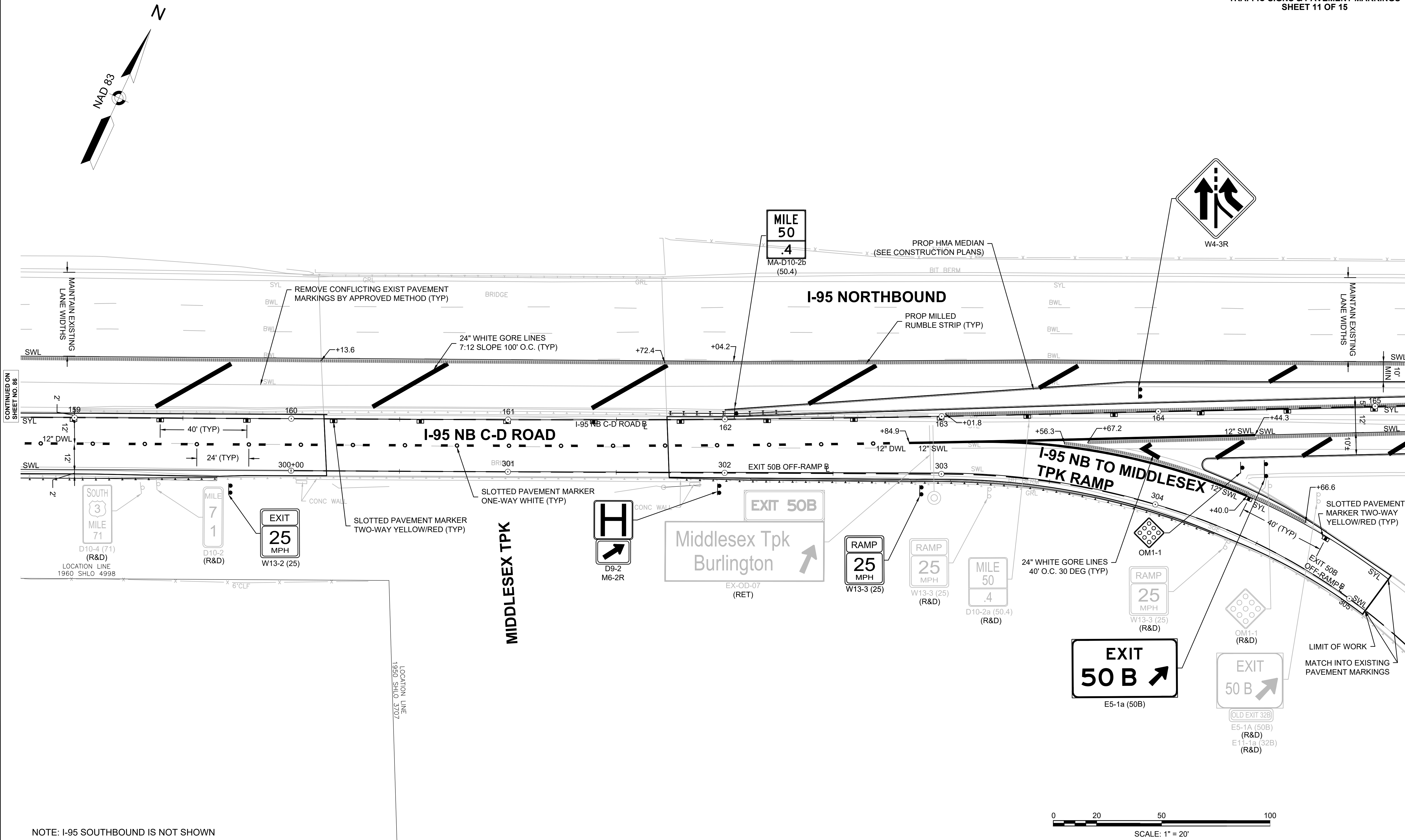
SIGN SUMMARY
SEE SHEET 92

BURLINGTON

I-95 / ROUTE 3 INTERCHANGE

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	87	171
PROJECT FILE NO.		609516	

TRAFFIC SIGNS & PAVEMENT MARKINGS
SHEET 11 OF 15



NOTE: I-95 SOUTHBOUND IS NOT SHOWN

CONSTRUCTION PLANS
SEE SHEET 36

DRAINAGE AND UTILITY PLANS
SEE SHEET 75

SIGN SUMMARY
SEE SHEET 92

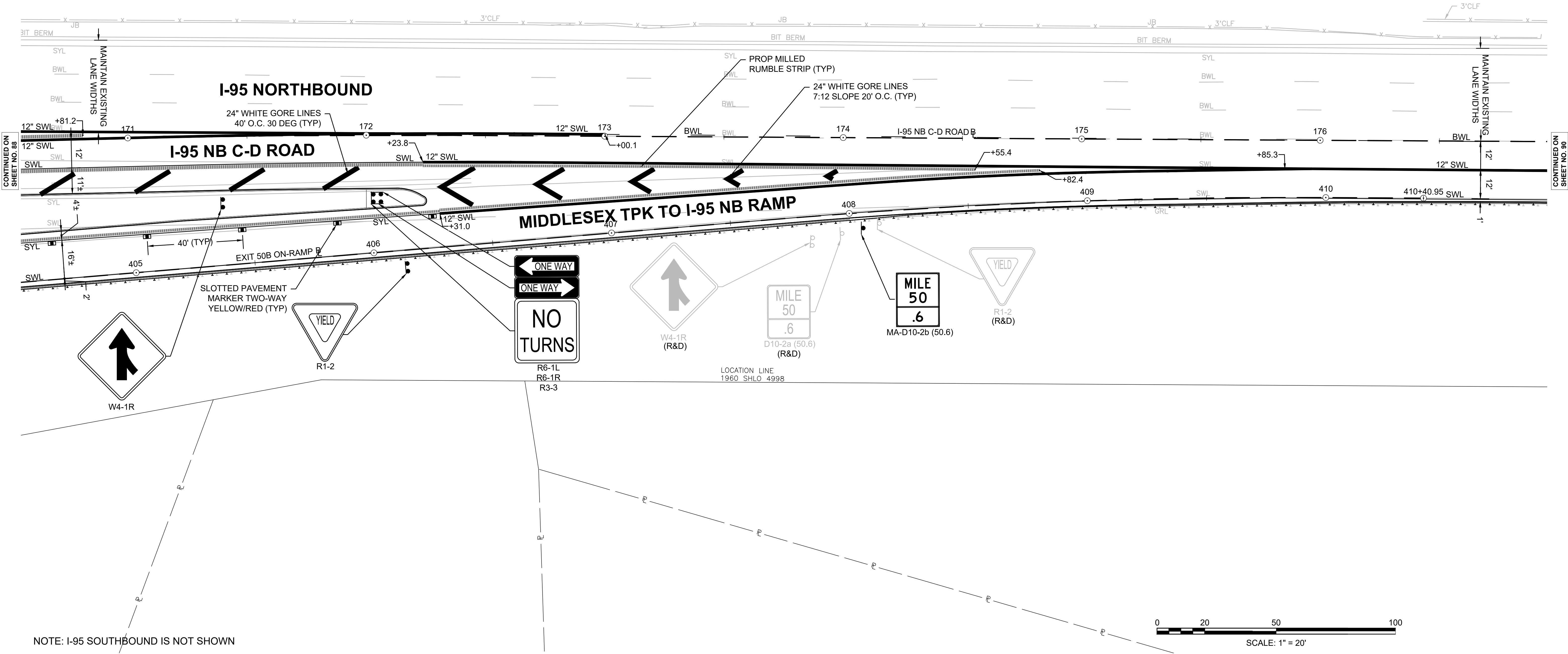
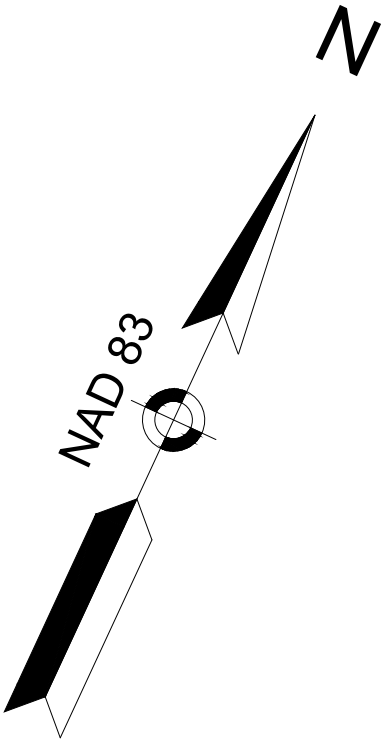
BURLINGTON

I-95 / ROUTE 3 INTERCHANGE

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	89	171
PROJECT FILE NO.		609516	

TRAFFIC SIGNS & PAVEMENT MARKINGS

SHEET 13 OF 15



CONSTRUCTION PLANS
SEE SHEET 37

DRAINAGE AND UTILITY PLANS
SEE SHEET 76

SIGN SUMMARY
SEE SHEET 92

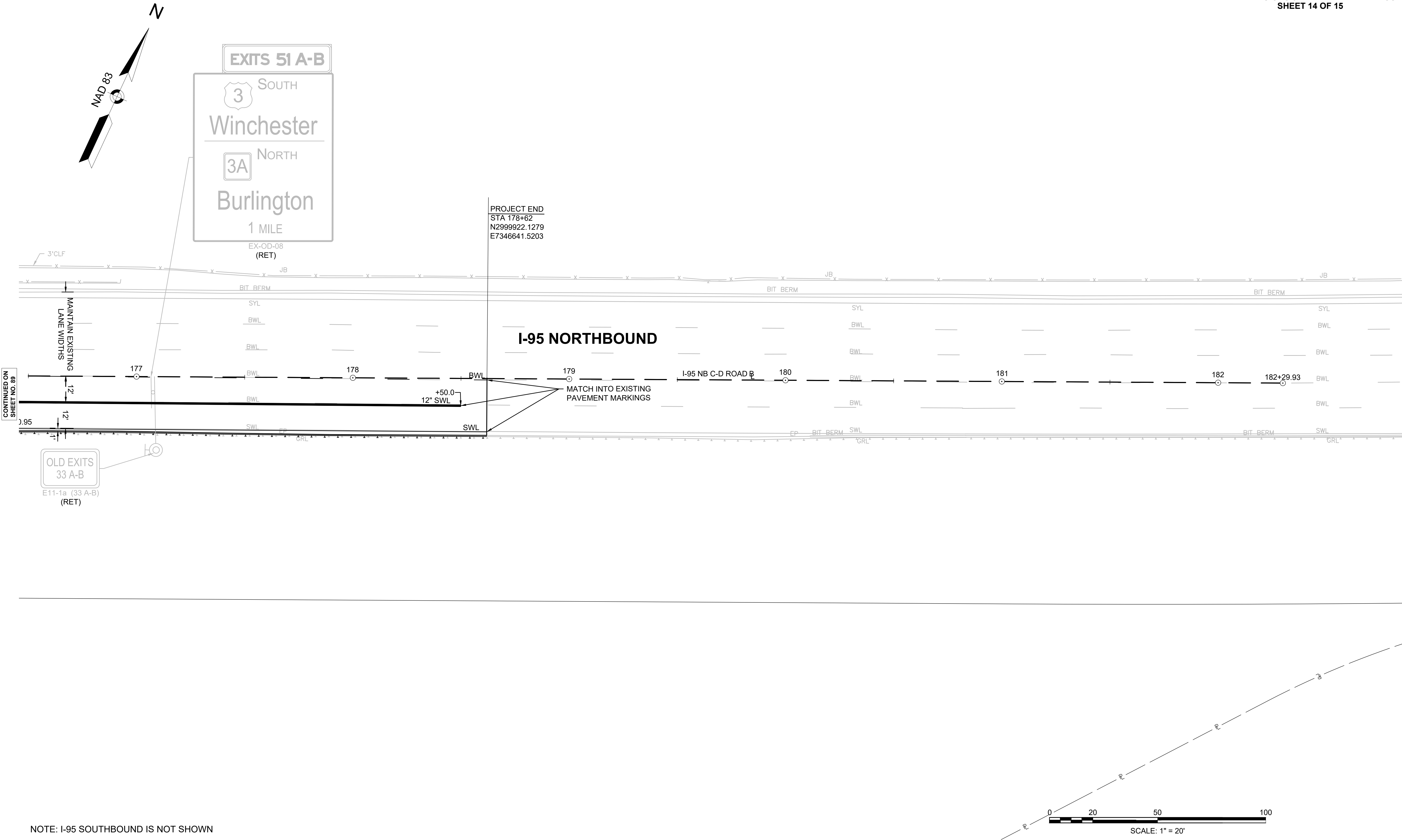
BURLINGTON

I-95 / ROUTE 3 INTERCHANGE

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	90	171
PROJECT FILE NO.		609516	

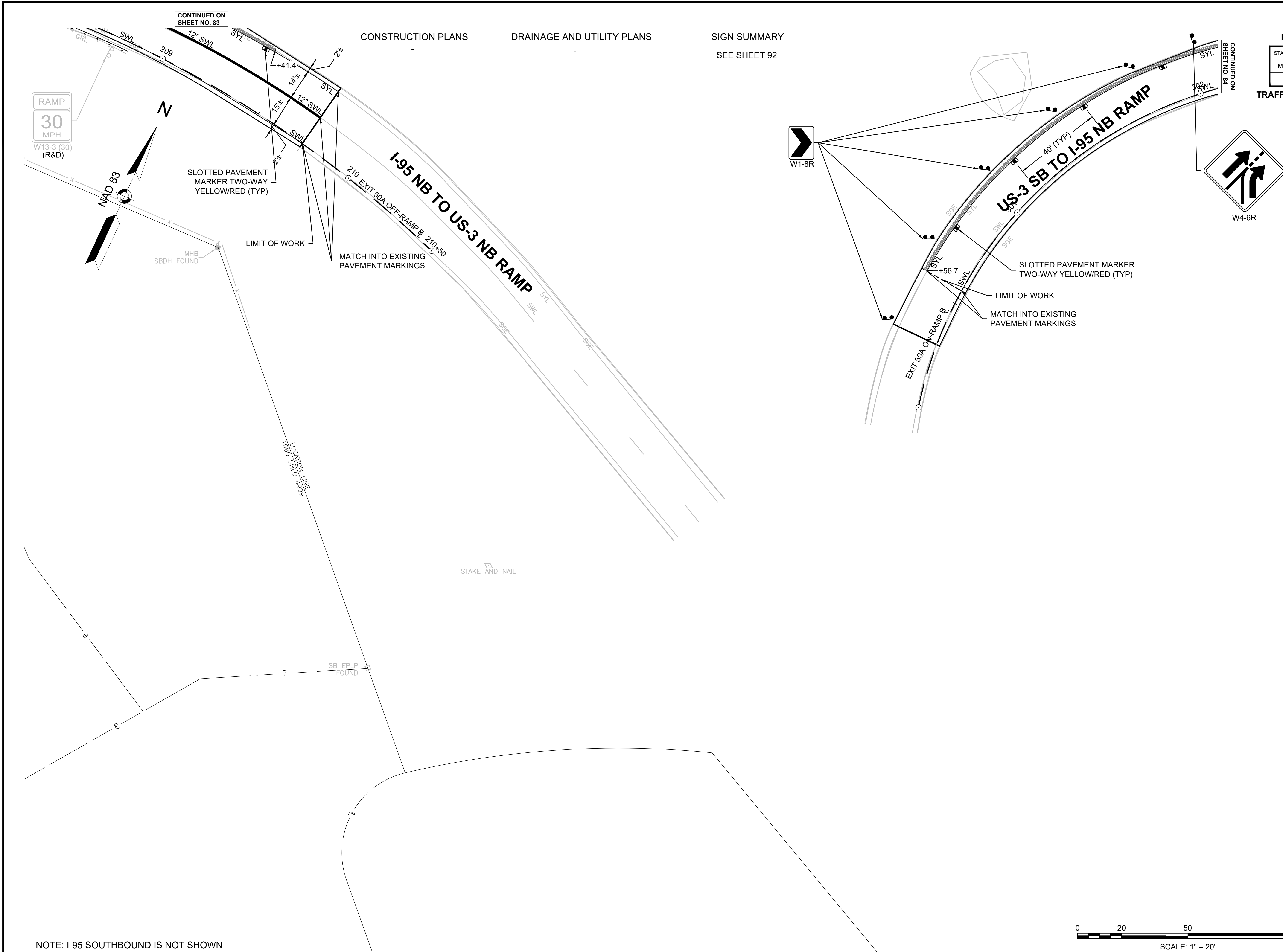
TRAFFIC SIGNS & PAVEMENT MARKINGS

SHEET 14 OF 15

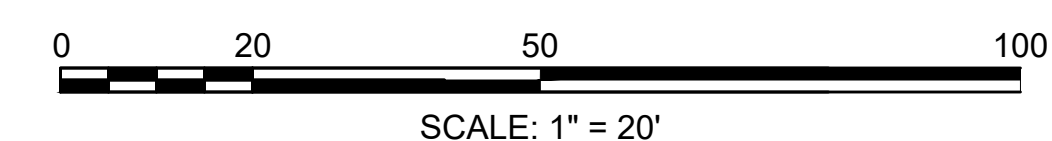


STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	91	171
PROJECT FILE NO.		609516	

TRAFFIC SIGNS & PAVEMENT MARKINGS
SHEET 15 OF 15



NOTE: I-95 SOUTHBOUND IS NOT SHOWN

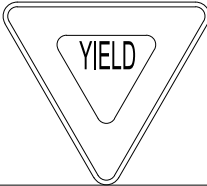
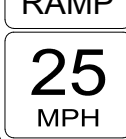
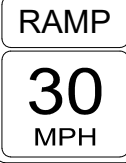
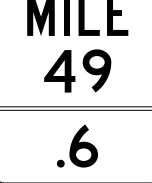


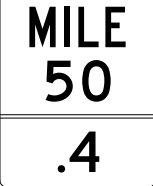
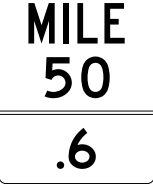
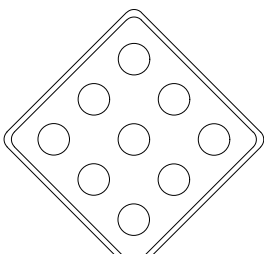
TRAFFIC SIGN SUMMARY SHEET

BURLINGTON
I-95 / ROUTE 3 INTERCHANGE

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	92	171
PROJECT FILE NO.		609516	

TRAFFIC SIGN SUMMARY
SHEET 1 OF 2

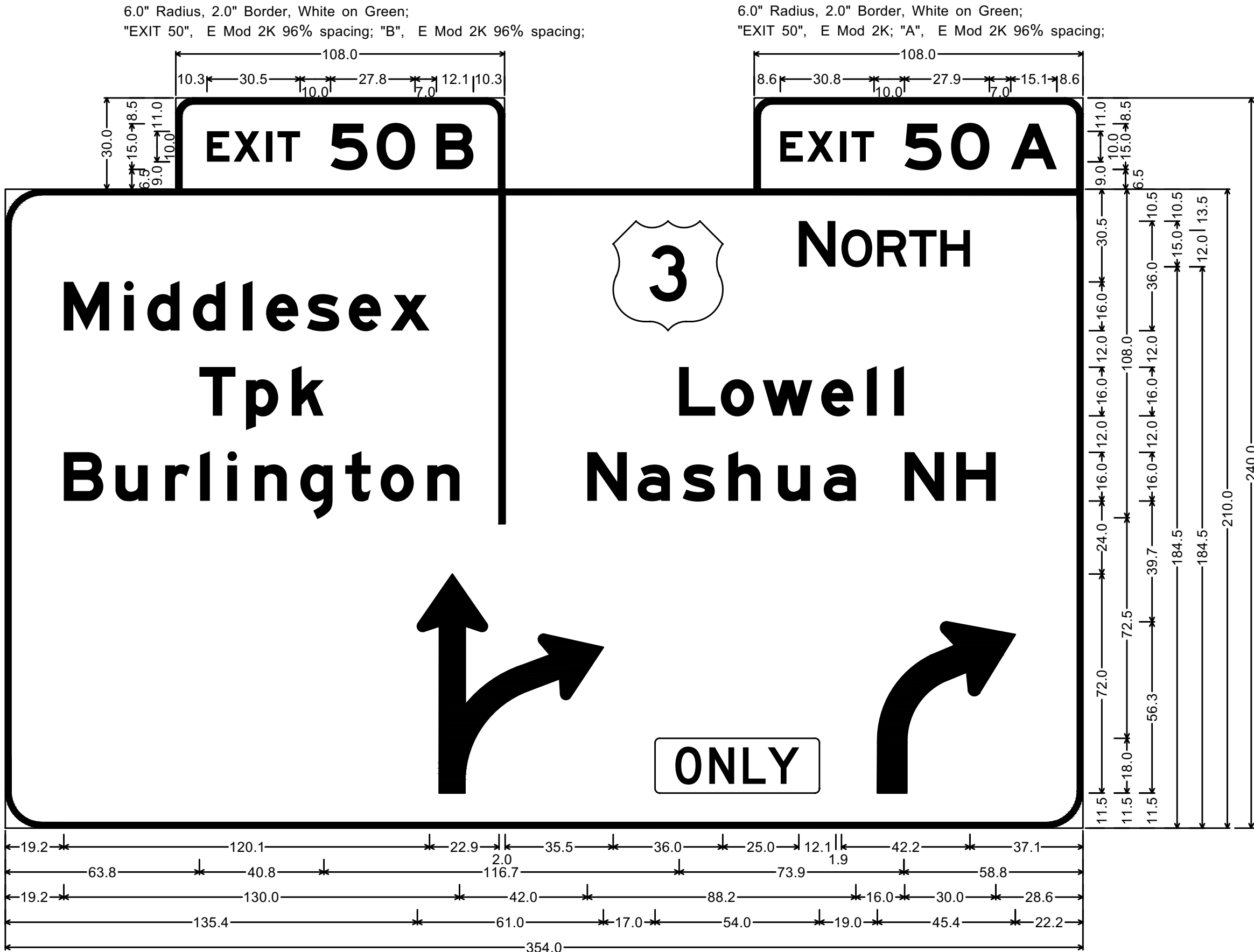
IDENTIFI- CATION NUMBER	SIZE OF SIGN (IN)		TEXT	TEXT DIMENSIONS (INCHES)			NUMBER OF SIGNS REQUIRED	COLOR			POST SIZE AND NUMBER REQUIRED	UNIT AREA (S.F.)	AREA IN SQUARE FEET
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.		BACK- GROUND	LEGEND	BORDER			
R1-2	60	52		①	①	①	2	WHITE/RED	RED	WHITE	2P-5: 2	10.83	21.67
R3-3	36	36		①	①	①	2	WHITE	BLACK	BLACK	2P-5: 2	9.00	18.00
R3-8c	36	36		①	①	①	1	WHITE	BLACK	BLACK	2 P-5: 1	9.00	9.00
R6-1L	54	18		①	①	①	2	WHITE	BLACK	BLACK	2P-5: 2	6.75	13.50
R6-1R	54	18		①	①	①	2	WHITE	BLACK	BLACK	2P-5: 2	6.75	13.50
W1-8R	36	48		①	①	①	8	YELLOW	BLACK	BLACK	2P-5: 8	12.00	96.00
W4-1R	48	48		①	①	①	1	YELLOW	BLACK	BLACK	2 P-5: 1	16.00	16.00
W4-3R	48	48		①	①	①	2	YELLOW	BLACK	BLACK	2 P-5: 2	16.00	32.00
W4-6R	48	48		①	①	①	1	YELLOW	BLACK	BLACK	2 P-5: 1	16.00	16.00
W13-2(25)	36	48		①	①	①	1	YELLOW	BLACK	BLACK	2 P-5: 1	12.00	12.00
W13-2(30)	36	48		①	①	①	1	YELLOW	BLACK	BLACK	2 P-5: 1	12.00	12.00
W13-3(25)	36	48		①	①	①	1	YELLOW	BLACK	BLACK	2 P-5: 1	12.00	12.00
W13-3(30)	36	48		①	①	①	1	YELLOW	BLACK	BLACK	2 P-5: 1	12.00	12.00
D9-2	30	30		①	①	①	2	BLUE	WHITE	WHITE	2P-5: 2	6.25	12.50
MA-D10-2b (49.4)	24	30		②	②	②	1	RETRORE- FLECTIVE GREEN	RETRORE- FLECTIVE WHITE	RETRORE- FLECTIVE WHITE	P-5: 1	5.00	5.00
MA-D10-2b (49.6)	24	30		②	②	②	1	RETRORE- FLECTIVE GREEN	RETRORE- FLECTIVE WHITE	RETRORE- FLECTIVE WHITE	P-5: 1	5.00	5.00

IDENTIFI- CATION NUMBER	SIZE OF SIGN (IN)		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			
MA-D10-2b (49.8)	24	30		②	②	②	1	RETRORE- FLECTIVE GREEN	RETRORE- FLECTIVE WHITE	RETRORE- FLECTIVE WHITE	P-5: 1	5.00	5.00
MA-D10-2b (50.2)	24	30		②	②	②	1	RETRORE- FLECTIVE GREEN	RETRORE- FLECTIVE WHITE	RETRORE- FLECTIVE WHITE	P-5: 1	5.00	5.00
MA-D10-2b (50.4)	24	30		②	②	②	1	RETRORE- FLECTIVE GREEN	RETRORE- FLECTIVE WHITE	RETRORE- FLECTIVE WHITE	P-5: 1	5.00	5.00
MA-D10-2b (50.6)	24	30		②	②	②	1	RETRORE- FLECTIVE GREEN	RETRORE- FLECTIVE WHITE	RETRORE- FLECTIVE WHITE	P-5: 1	5.00	5.00
MA-D10-4a (50)	24	48		②	②	②	1	RETRORE- FLECTIVE GREEN SHIELD: RETRORE- FLECTIVE RED/WHITE /BLUE	RETRORE- FLECTIVE WHITE SHIELD: RETRORE- FLECTIVE RED/WHIT E/BLUE	RETRORE- FLECTIVE WHITE SHIELD: RETRORE- FLECTIVE RED/WHIT E/BLUE	P-5: 1	8.00	8.00
MA-W9-8	54	72		②	②	②	1	YELLOW	BLACK	BLACK	MOUNTED ON S-BEAM: 1	27.00	27.00
M6-2R	30	21		①	①	①	2	BLUE	WHITE	WHITE	MOUNTED WITH D9-2: 2	4.38	8.75
OM1-1	36	36		①	①	①	2	RETRORE- FLECTIVE YELLOW	RETRORE- FLECTIVE YELLOW	RETRORE- FLECTIVE YELLOW	P-5: 2	9.00	18.00

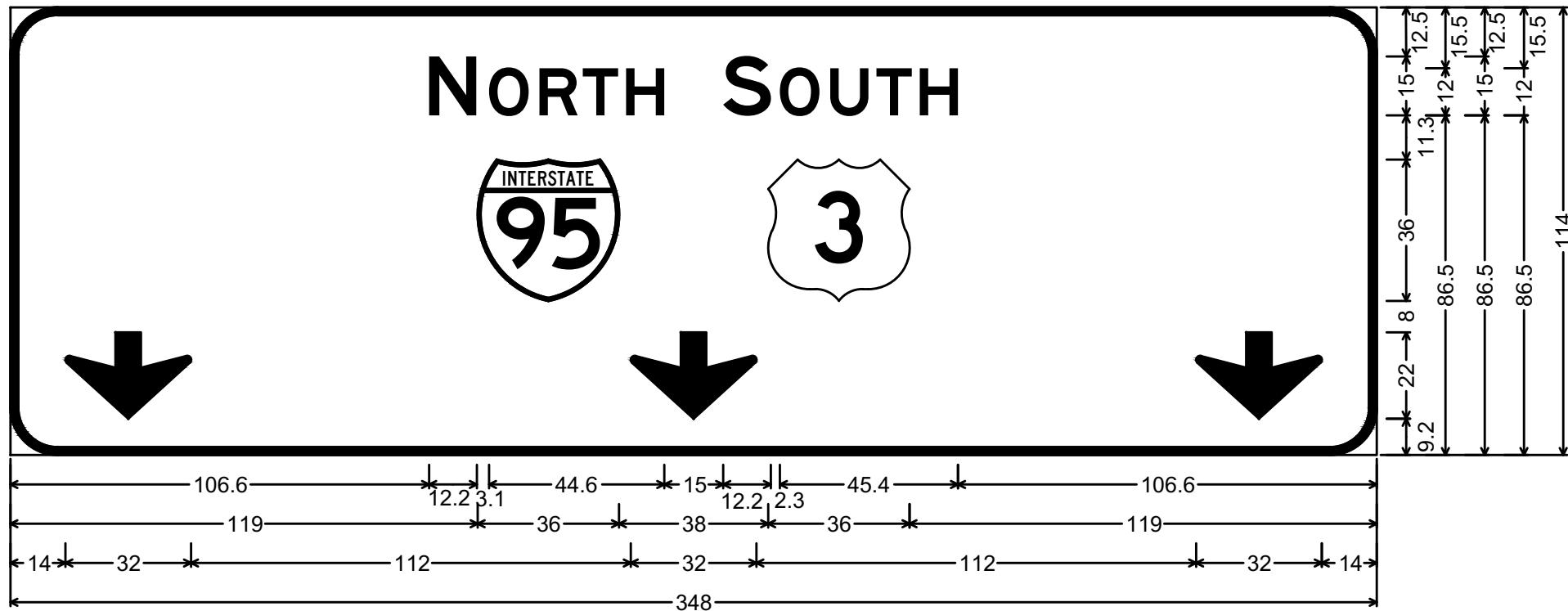
① SEE MUTCD 2009 EDITION, 2004 STD. HWY. SIGNS (SHS), 2012 SHS SUPPLEMENT, AND SECTION M9.30.0 TYPE III OF THE MASSDOT STANDARD SPECIFICATION FOR TEXT DIMENSIONS.
② SEE MASSDOT STANDARD SIGN BOOK, CURRENT EDITION, FOR TEXT DIMENSIONS.

TRAFFIC SIGN NOTES:
1. ALL SIGN POSTS SHALL BE P-5 TYPE, UNLESS OTHERWISE NOTED.
2. SIGN PANEL SHEETING MATERIALS SHALL CONFORM TO MASSDOT STANDARD SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS, AND THE INTERIM SUPPLEMENTAL SPECIFICATIONS.
3. ALL W1-8R SIGNS SHALL BE MOUNTED AT A HEIGHT OF 4 FEET.

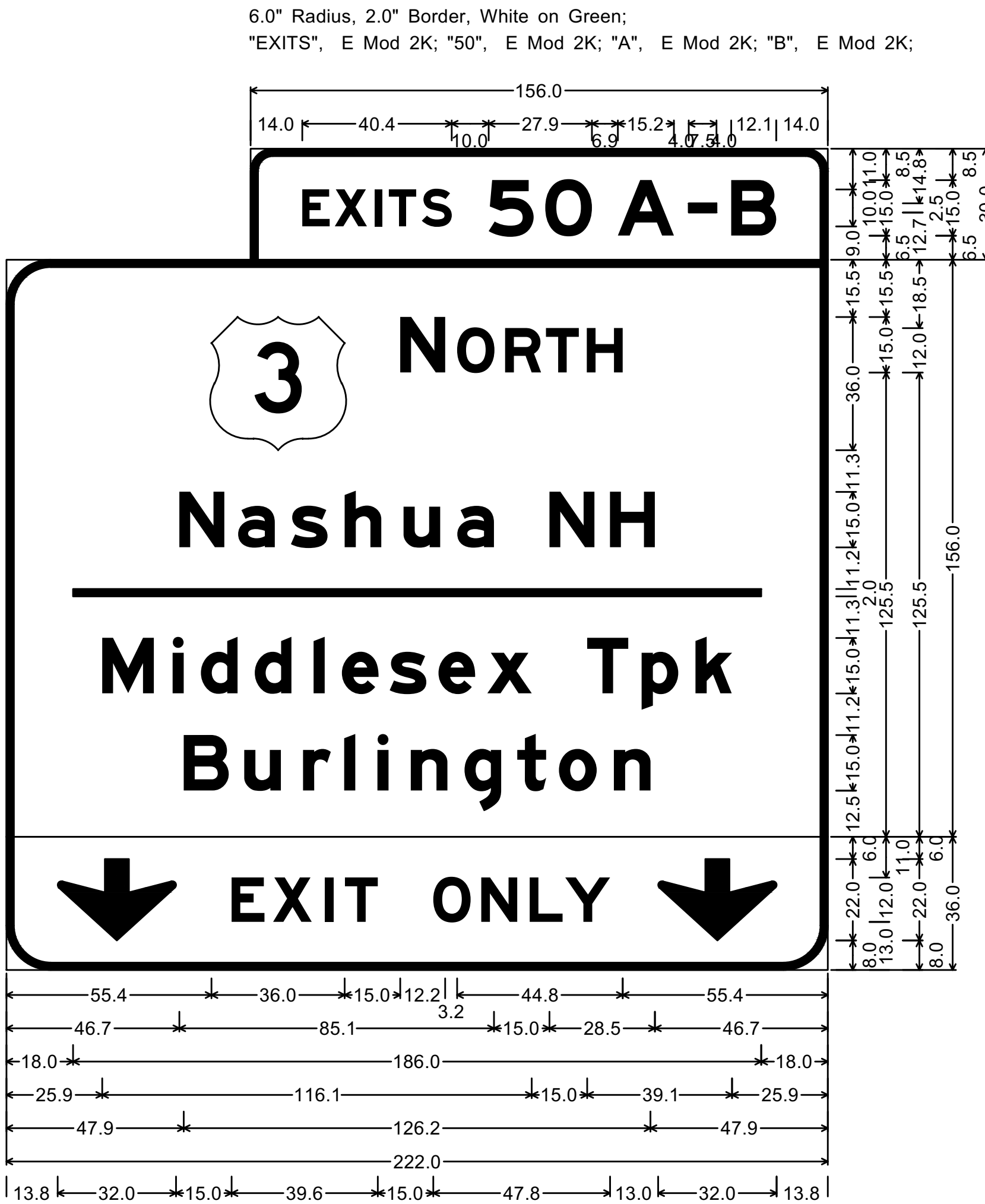
OD-3			BACKGROUND	LEGEND	BORDER
EXIT TAB	EXIT TAB	PANEL			
9'	2.5'	9'	2.5'	29.5'	17.5'
22.50 SF	22.50 SF	516.25 SF	GREEN REFL.	SILVER WHITE	SILVER WHITE
			YELLOW	BLACK	BLACK



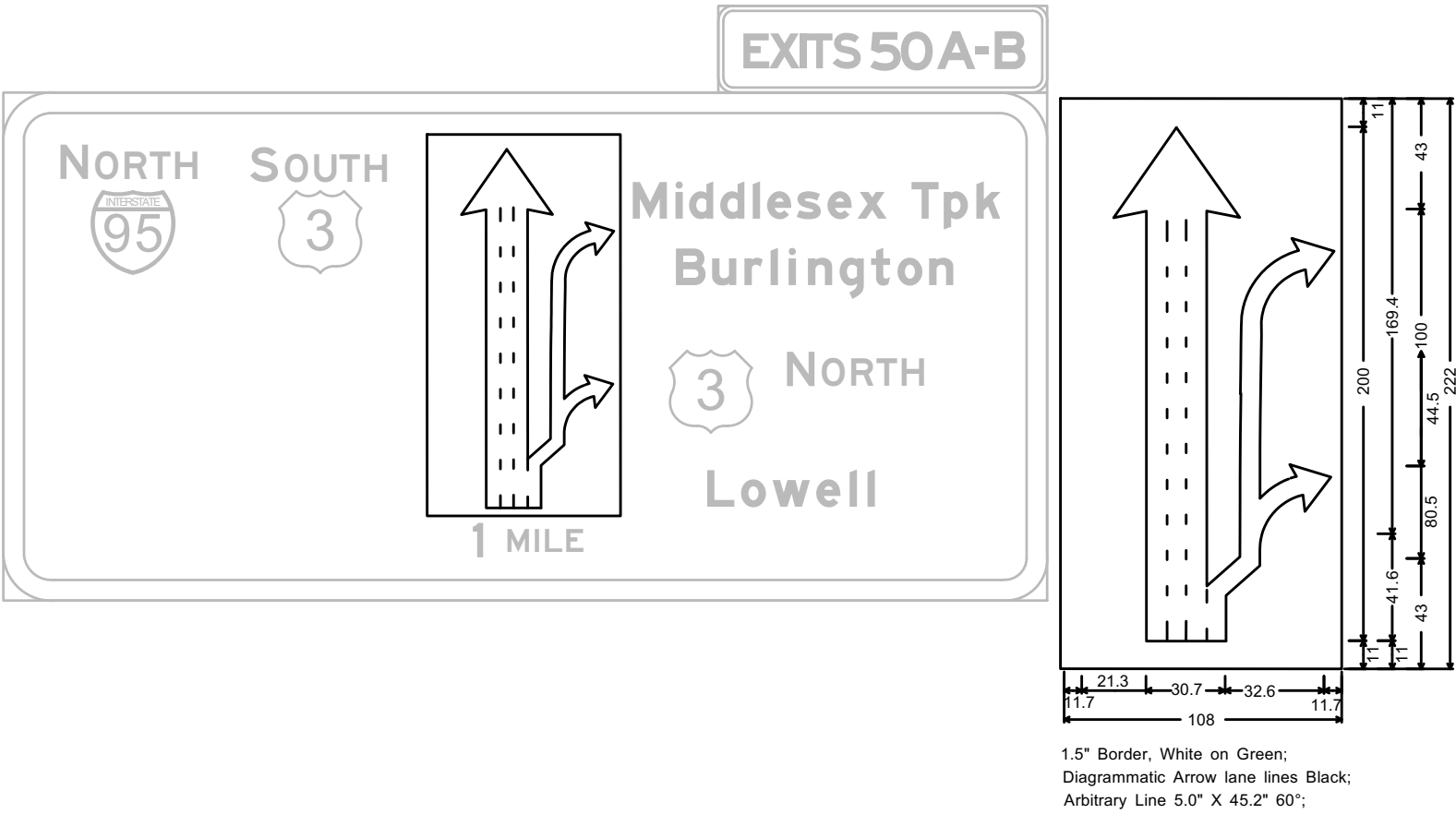
OD-1A, OD-2A	PANEL	BACKGROUND	LEGEND	BORDER
29'	9.5'	GREEN REFL.	SILVER WHITE	SILVER WHITE
275.5 SF	-	-	-	-



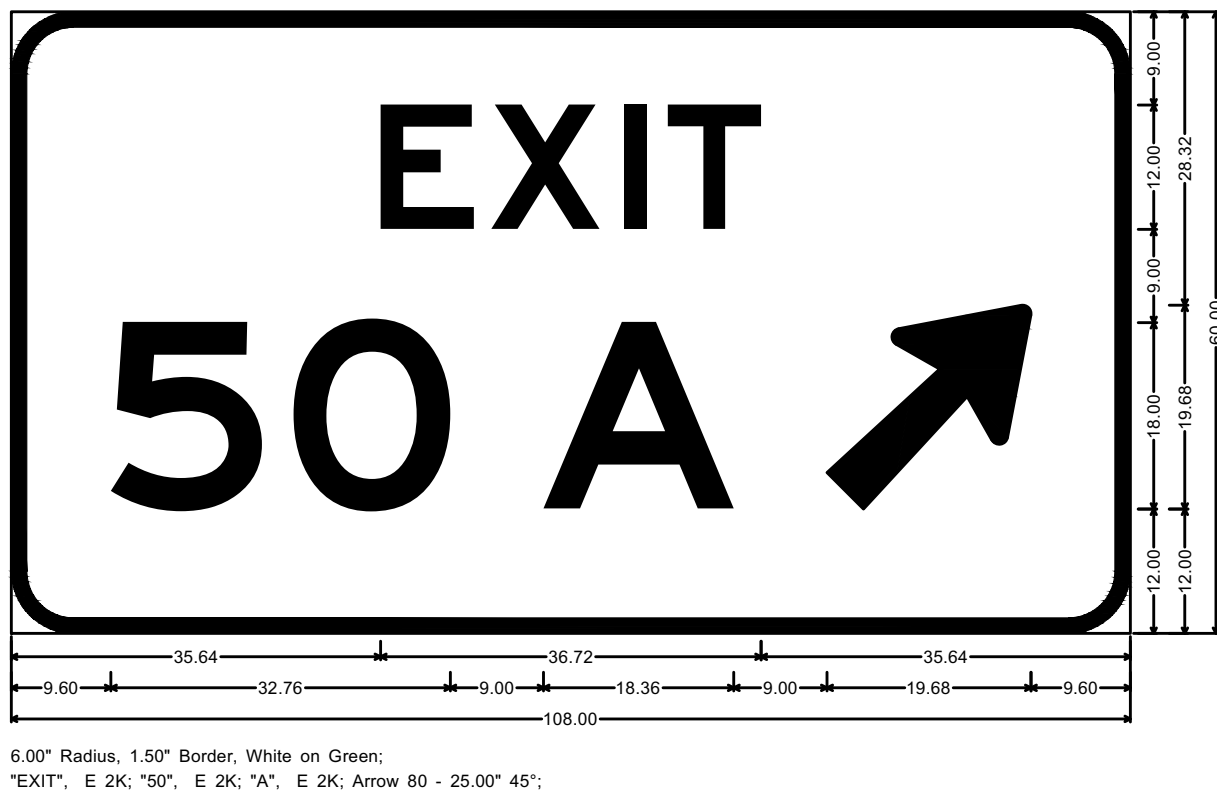
OD-1B		BACKGROUND	LEGEND	BORDER
EXIT TAB	PANEL			
13.0'	2.5'	18.5'	16.0'	GREEN REFL.
32.5 SF	296.0 SF	YELLOW	BLACK	BLACK



EX-OD-01	OVERLAY	BACKGROUND	LEGEND	BORDER
18.5'	9.0'	GREEN REFL.	SILVER WHITE	-
166.5 SF	-	-	-	-



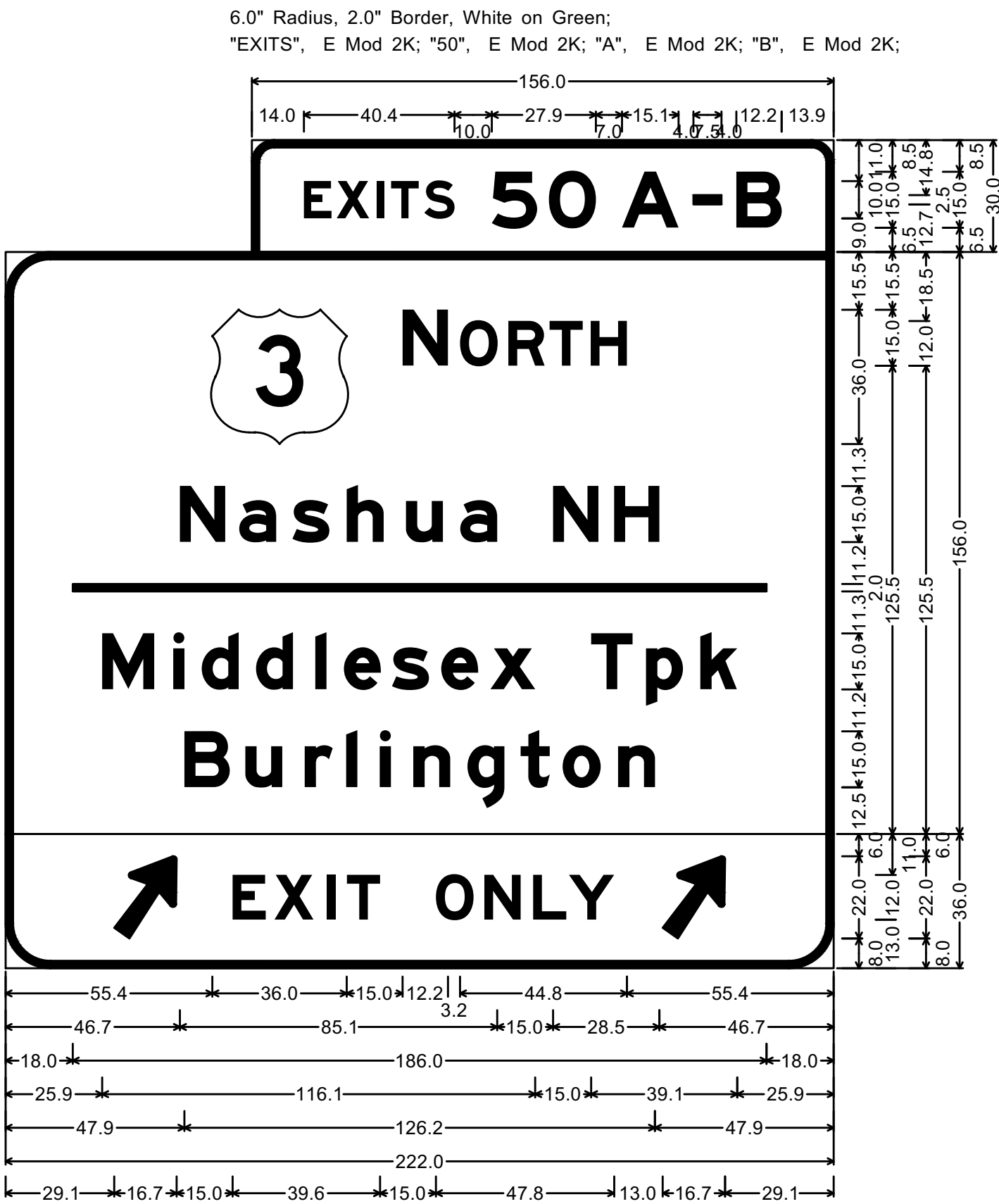
E5-1a(50A)	PANEL	BACKGROUND	LEGEND	BORDER
9.0'	5.0'	GREEN REFL.	SILVER WHITE	SILVER WHITE
45.0 SF	-	-	-	-



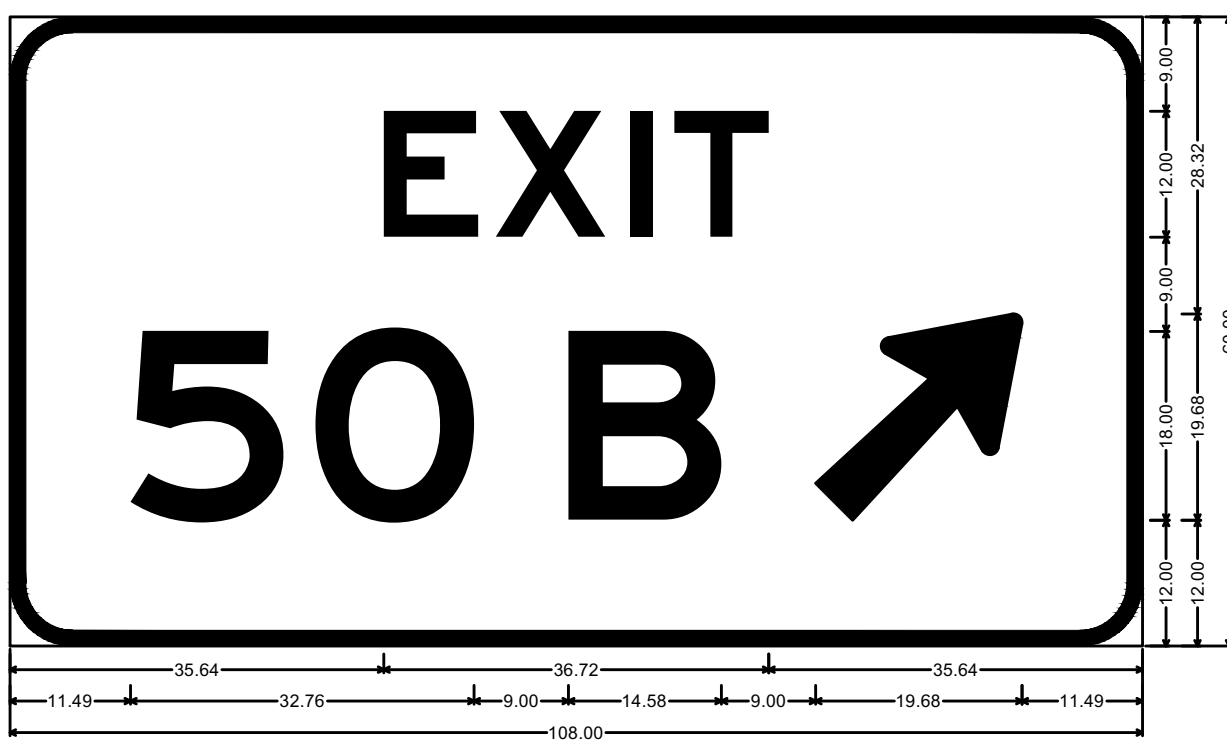
BURLINGTON I-95 / ROUTE 3 INTERCHANGE			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	93	171
PROJECT FILE NO.		609516	

TRAFFIC SIGN SUMMARY
SHEET 2 OF 2

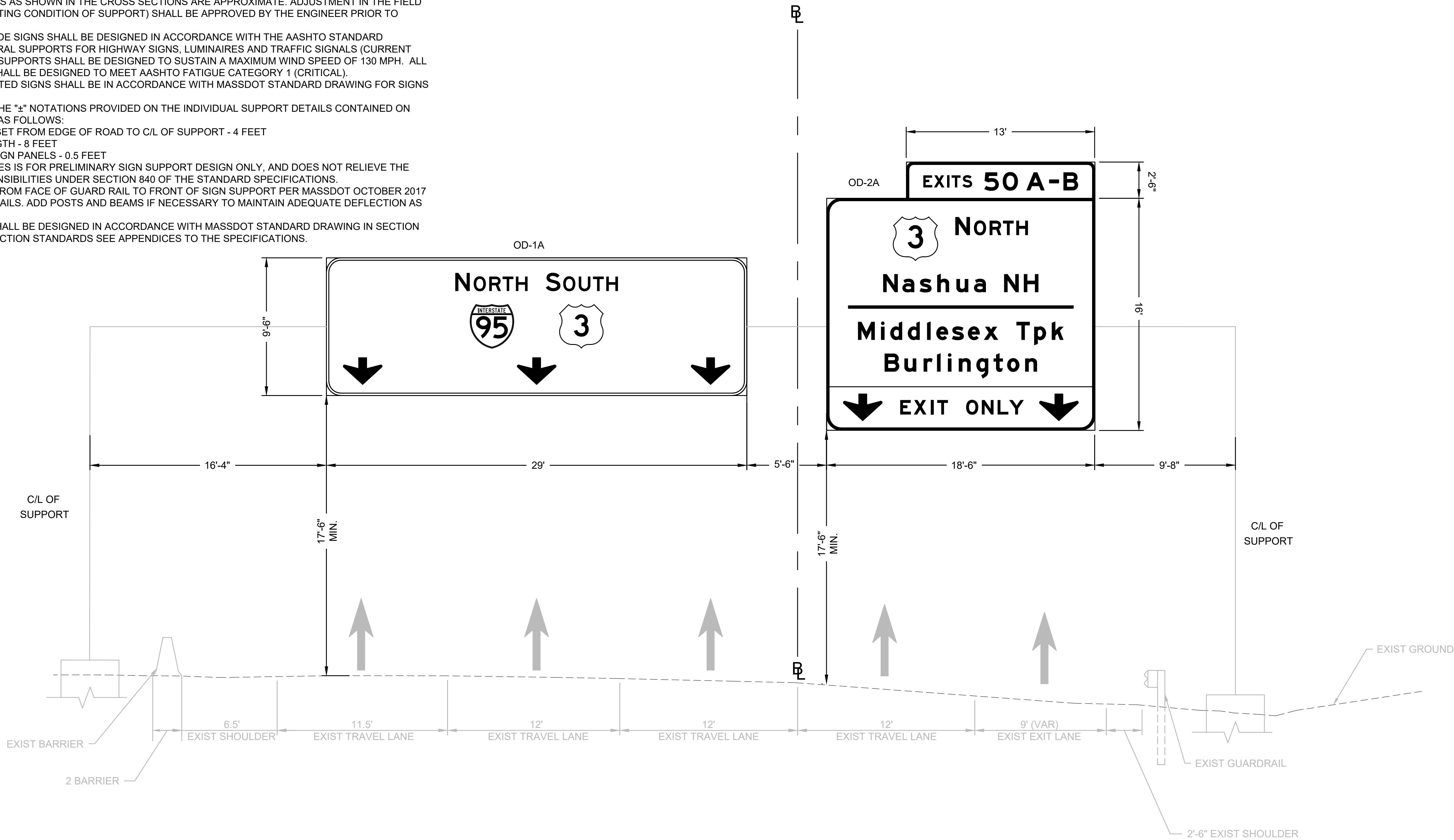
OD-2B		BACKGROUND	LEGEND	BORDER
EXIT TAB	PANEL			
13.0'	2.5'	18.5'	16.0'	GREEN REFL.
32.5 SF	296.0 SF	YELLOW	BLACK	BLACK



E5-1a(50B)	PANEL	BACKGROUND	LEGEND	BORDER
9.0'	5.0'	GREEN REFL.	SILVER WHITE	SILVER WHITE
45.0 SF	-	-	-	-



- CROSS-SECTION NOTES:
- HEIGHT OF EXISTING SUPPORTS AND LENGTH OF SPAN CHORDS ARE APPROXIMATE AND TO BE VERIFIED IN THE FIELD.
 - CLEARANCE HEIGHT FROM BOTTOM EDGE OF THE NEW SIGN PANEL TO THE HIGHEST POINT ON THE ROAD SURFACE SHALL BE 17'-6" MINIMUM.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE NEW SIGN STRUCTURES AND FOUNDATIONS, INCLUDING ANY ASSEMBLY OR ATTACHMENT MODIFICATION REQUIRED TO ACCOMMODATE THE NEW PANEL CLEARANCE HEIGHT SPECIFIED ABOVE.
 - ALIGNMENT OF THE SIGN PANELS AS SHOWN IN THE CROSS SECTIONS ARE APPROXIMATE. ADJUSTMENT IN THE FIELD AS APPROPRIATE (TO SUIT EXISTING CONDITION OF SUPPORT) SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION OF PANELS.
 - SUPPORTS FOR OVERHEAD GUIDE SIGNS SHALL BE DESIGNED IN ACCORDANCE WITH THE AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS (CURRENT EDITION). ALL OVERHEAD SIGN SUPPORTS SHALL BE DESIGNED TO SUSTAIN A MAXIMUM WIND SPEED OF 130 MPH. ALL CANTILEVER SIGN SUPPORTS SHALL BE DESIGNED TO MEET AASHTO FATIGUE CATEGORY 1 (CRITICAL).
 - SUPPORTS FOR GROUND MOUNTED SIGNS SHALL BE IN ACCORDANCE WITH MASSDOT STANDARD DRAWING FOR SIGNS AND SUPPORTS.
 - THE TOLERANCE VALUES FOR THE "±" NOTATIONS PROVIDED ON THE INDIVIDUAL SUPPORT DETAILS CONTAINED ON THESE PLAN SHEETS SHALL BE AS FOLLOWS:
 - LEFT OR RIGHT OFFSET FROM EDGE OF ROAD TO C/L OF SUPPORT - 4 FEET
 - OVERALL SPAN LENGTH - 8 FEET
 - OFFSET BETWEEN SIGN PANELS - 0.5 FEETPROVISIONS OF THESE "±" VALUES IS FOR PRELIMINARY SIGN SUPPORT DESIGN ONLY, AND DOES NOT RELIEVE THE CONTRACTOR OF THEIR RESPONSIBILITIES UNDER SECTION 840 OF THE STANDARD SPECIFICATIONS.
 - MAINTAIN SUFFICIENT OFFSET FROM FACE OF GUARD RAIL TO FRONT OF SIGN SUPPORT PER MASSDOT OCTOBER 2017 CONSTRUCTION STANDARD DETAILS. ADD POSTS AND BEAMS IF NECESSARY TO MAINTAIN ADEQUATE DEFLECTION AS DIRECTED BY THE ENGINEER.
 - ATTACHMENT FOR EXIT TABS SHALL BE DESIGNED IN ACCORDANCE WITH MASSDOT STANDARD DRAWING IN SECTION 800 OF THE MASSDOT CONSTRUCTION STANDARDS SEE APPENDICES TO THE SPECIFICATIONS.



STA 111+40
I-95 NB
SCALE: 1" = 4'
OD-3

CROSS-SECTION NOTES:

1.

HEIGHT OF EXISTING SUPPORTS AND LENGTH OF SPAN CHORDS ARE APPROXIMATE AND TO BE VERIFIED IN THE FIELD.
2.

CLEARANCE HEIGHT FROM BOTTOM EDGE OF THE NEW SIGN PANEL TO THE HIGHEST POINT ON THE ROAD SURFACE SHALL BE 17'-6" MINIMUM.
3.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE NEW SIGN STRUCTURES AND FOUNDATIONS, INCLUDING ANY ASSEMBLY OR ATTACHMENT MODIFICATION REQUIRED TO ACCOMMODATE THE NEW PANEL CLEARANCE HEIGHT SPECIFIED ABOVE.
4.

ALIGNMENT OF THE SIGN PANELS AS SHOWN IN THE CROSS SECTIONS ARE APPROXIMATE. ADJUSTMENT IN THE FIELD AS APPROPRIATE (TO SUIT EXISTING CONDITION OF SUPPORT) SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION OF PANELS.
5.

SUPPORTS FOR OVERHEAD GUIDE SIGNS SHALL BE DESIGNED IN ACCORDANCE WITH THE AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS (CURRENT EDITION). ALL OVERHEAD SIGN SUPPORTS SHALL BE DESIGNED TO SUSTAIN A MAXIMUM WIND SPEED OF 130 MPH. ALL CANTILEVER SIGN SUPPORTS SHALL BE DESIGNED TO MEET AASHTO FATIGUE CATEGORY 1 (CRITICAL).
6.

SUPPORTS FOR GROUND MOUNTED SIGNS SHALL BE IN ACCORDANCE WITH MASSDOT STANDARD DRAWING FOR SIGNS AND SUPPORTS.
7.

THE TOLERANCE VALUES FOR THE "±" NOTATIONS PROVIDED ON THE INDIVIDUAL SUPPORT DETAILS CONTAINED ON THESE PLAN SHEETS SHALL BE AS FOLLOWS:
- 7.1

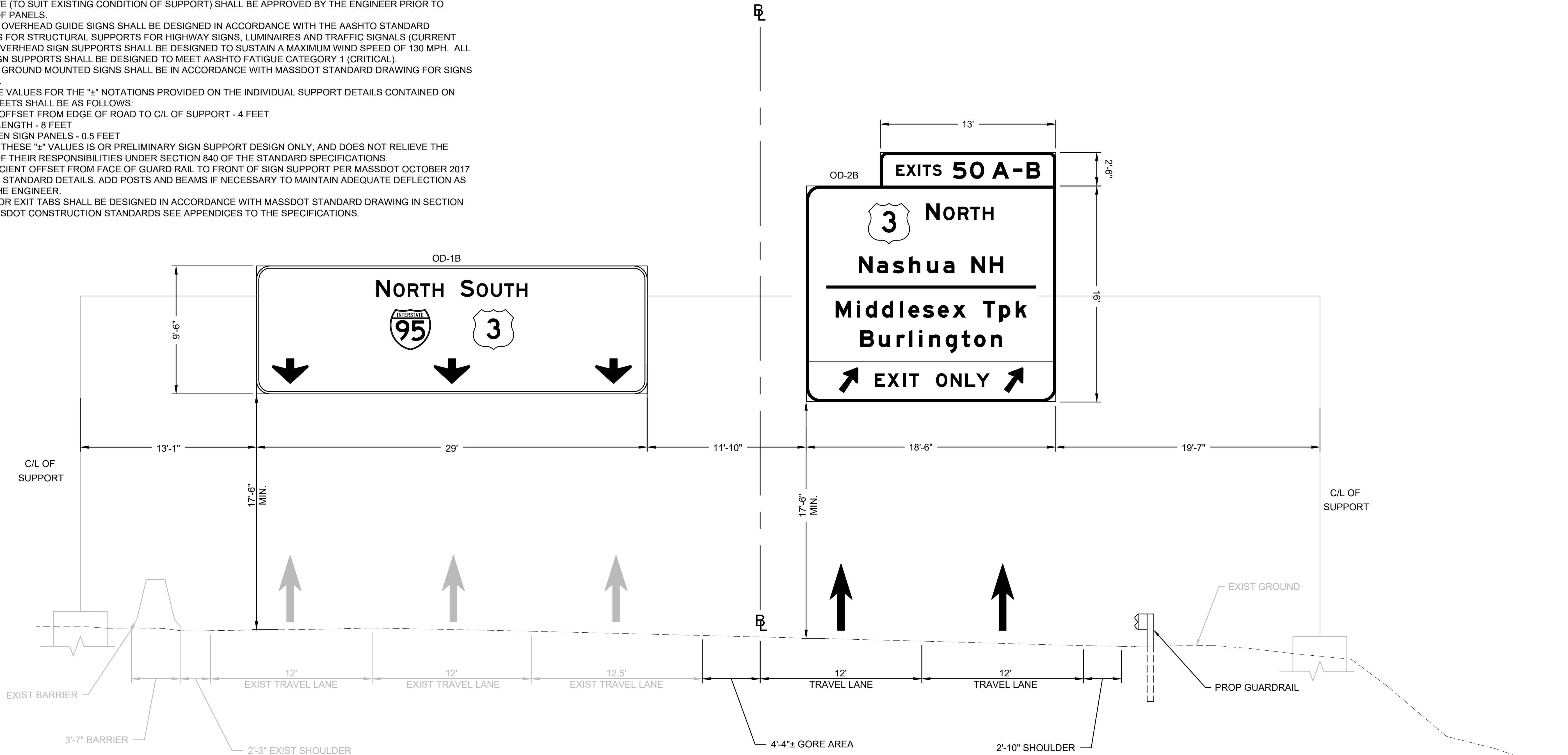
LEFT OR RIGHT OFFSET FROM EDGE OF ROAD TO C/L OF SUPPORT - 4 FEET
- 7.2

OVERALL SPAN LENGTH - 8 FEET
- 7.3

OFFSET BETWEEN SIGN PANELS - 0.5 FEET
- PROVISIONS OF THESE "±" VALUES IS OR PRELIMINARY SIGN SUPPORT DESIGN ONLY, AND DOES NOT RELIEVE THE CONTRACTOR OF THEIR RESPONSIBILITIES UNDER SECTION 840 OF THE STANDARD SPECIFICATIONS.
8.

MAINTAIN SUFFICIENT OFFSET FROM FACE OF GUARD RAIL TO FRONT OF SIGN SUPPORT PER MASSDOT OCTOBER 2017 CONSTRUCTION STANDARD DETAILS. ADD POSTS AND BEAMS IF NECESSARY TO MAINTAIN ADEQUATE DEFLECTION AS DIRECTED BY THE ENGINEER.
9.

ATTACHMENT FOR EXIT TABS SHALL BE DESIGNED IN ACCORDANCE WITH MASSDOT STANDARD DRAWING IN SECTION 800 OF THE MASSDOT CONSTRUCTION STANDARDS SEE APPENDICES TO THE SPECIFICATIONS.

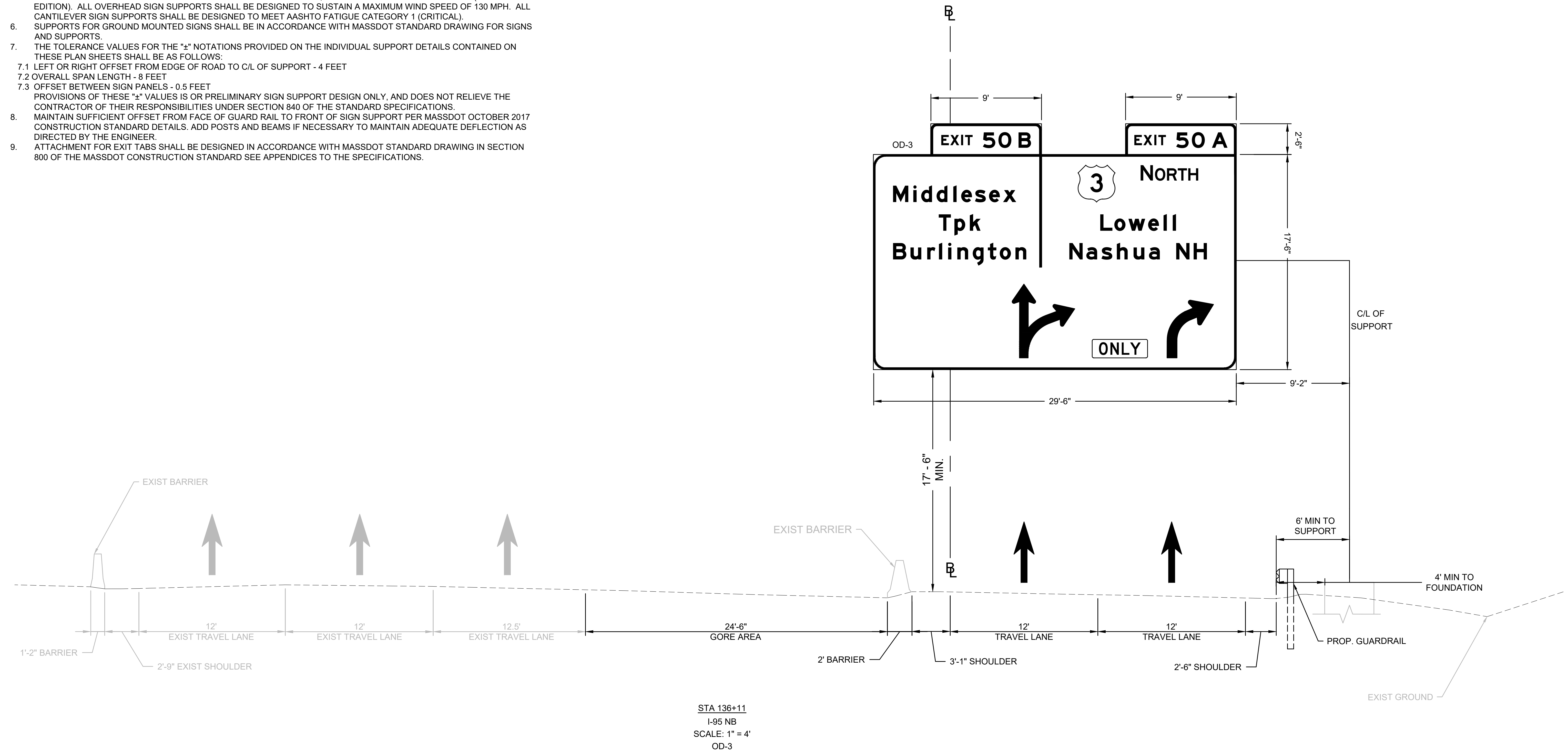


STA 127+87
I-95 NB
SCALE: 1" = 4'
OD-3

**BURLINGTON
I-95 / ROUTE 3 INTERCHANGE**

**GUIDE SIGN SECTIONS
SHEET 3 OF 3**

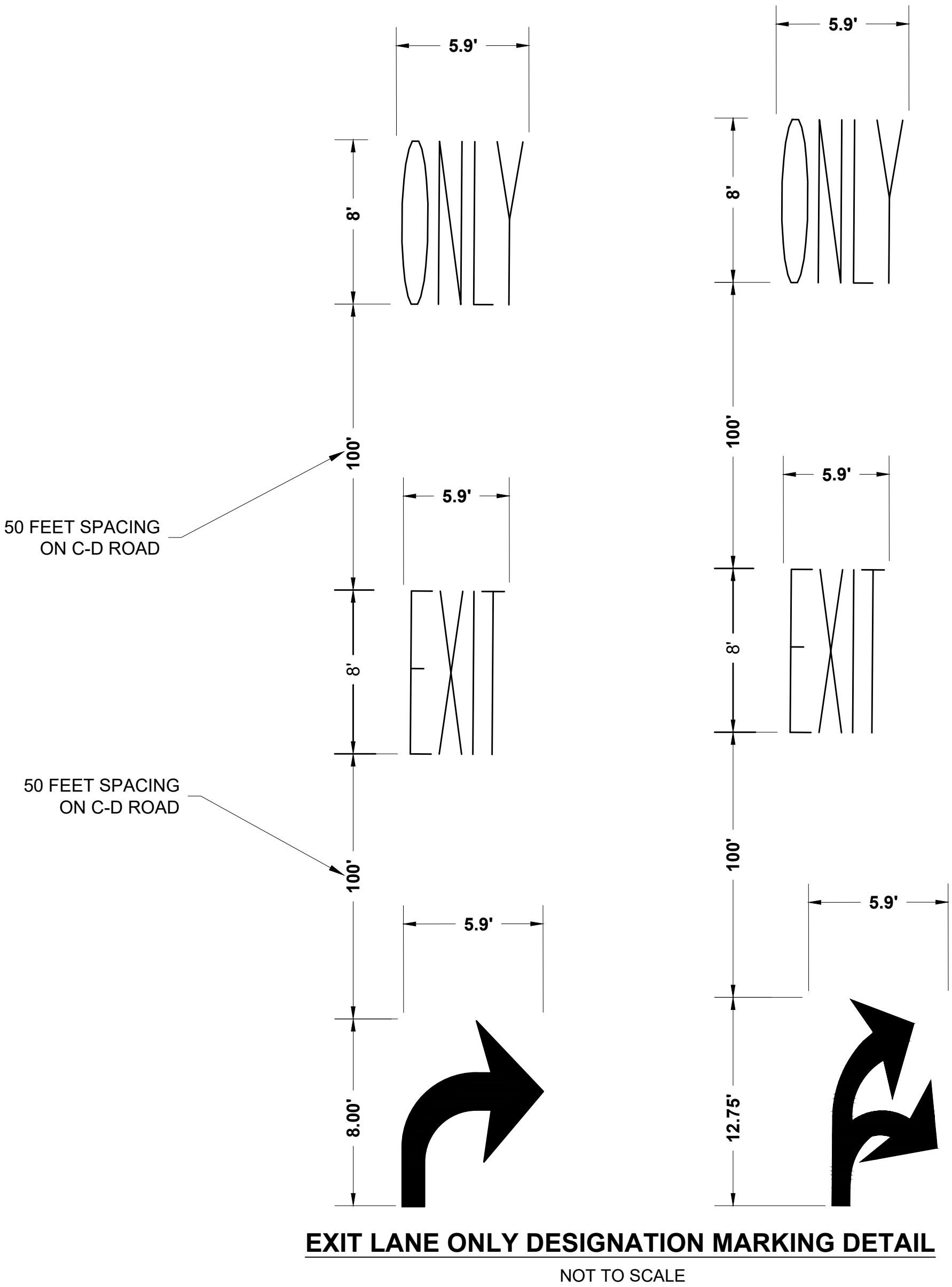
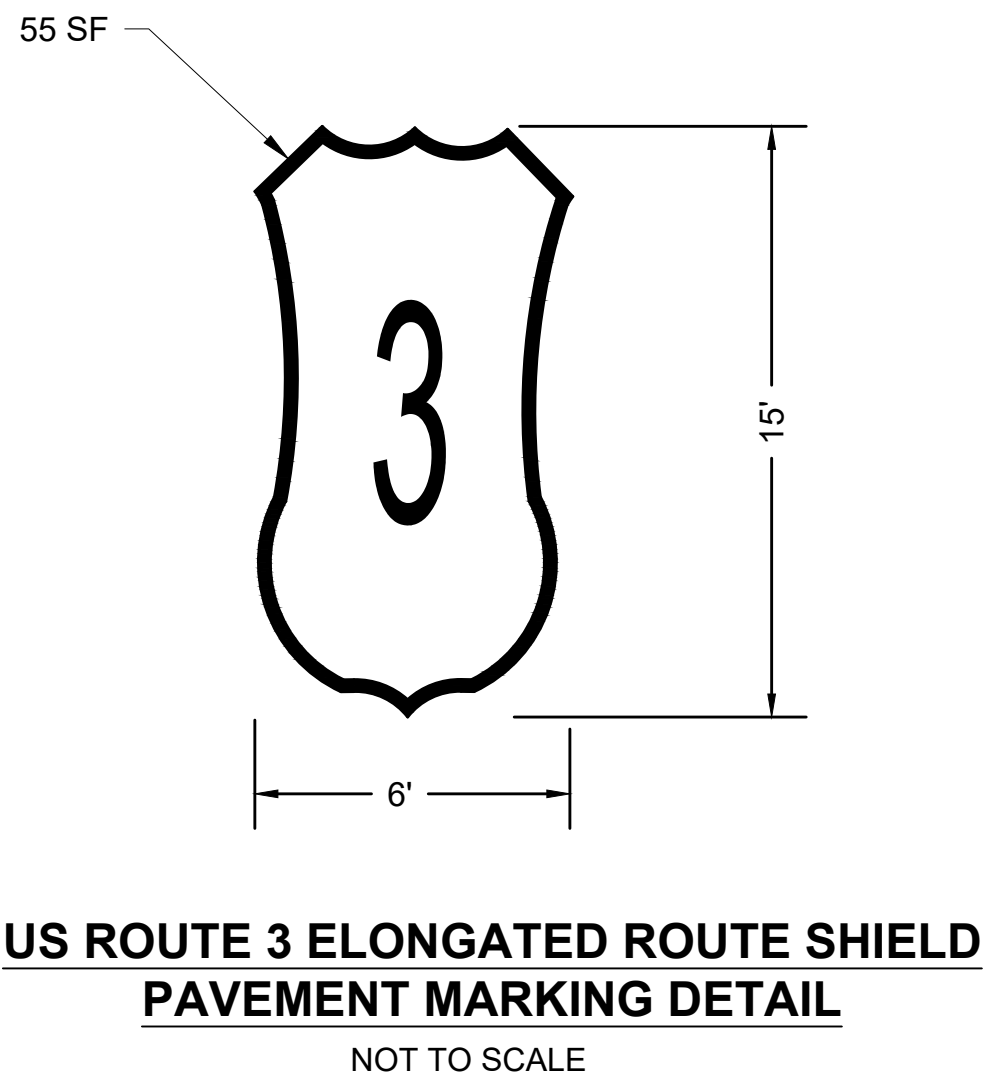
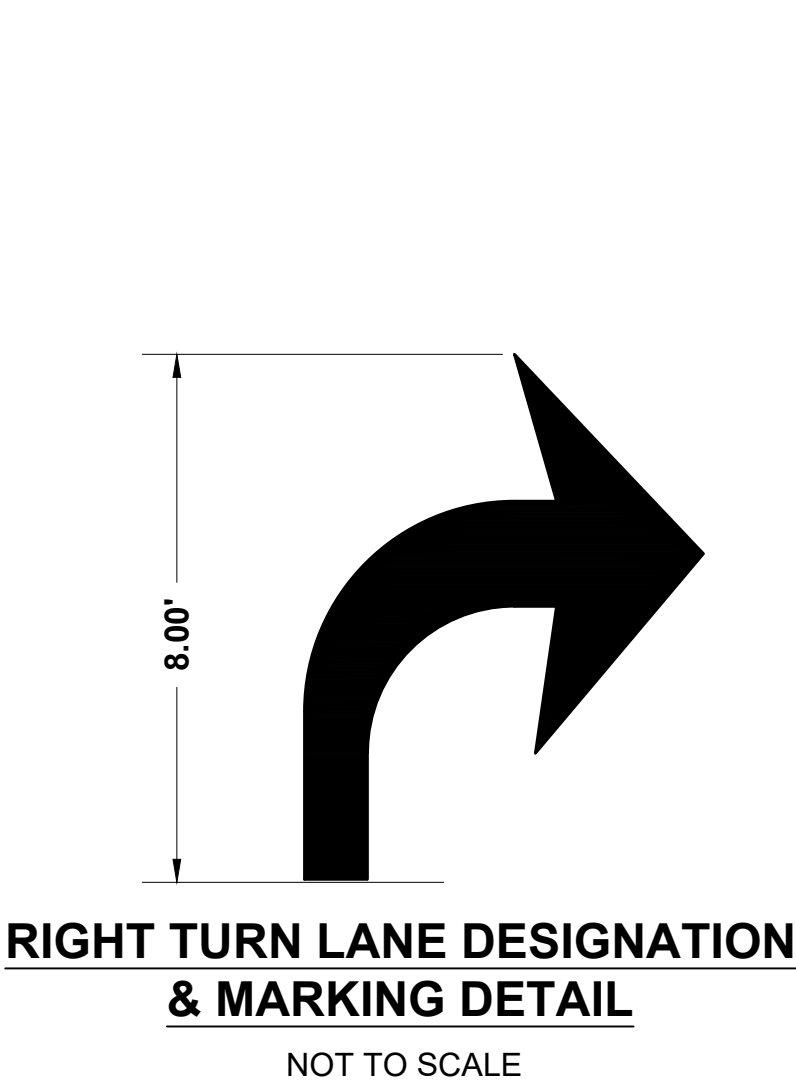
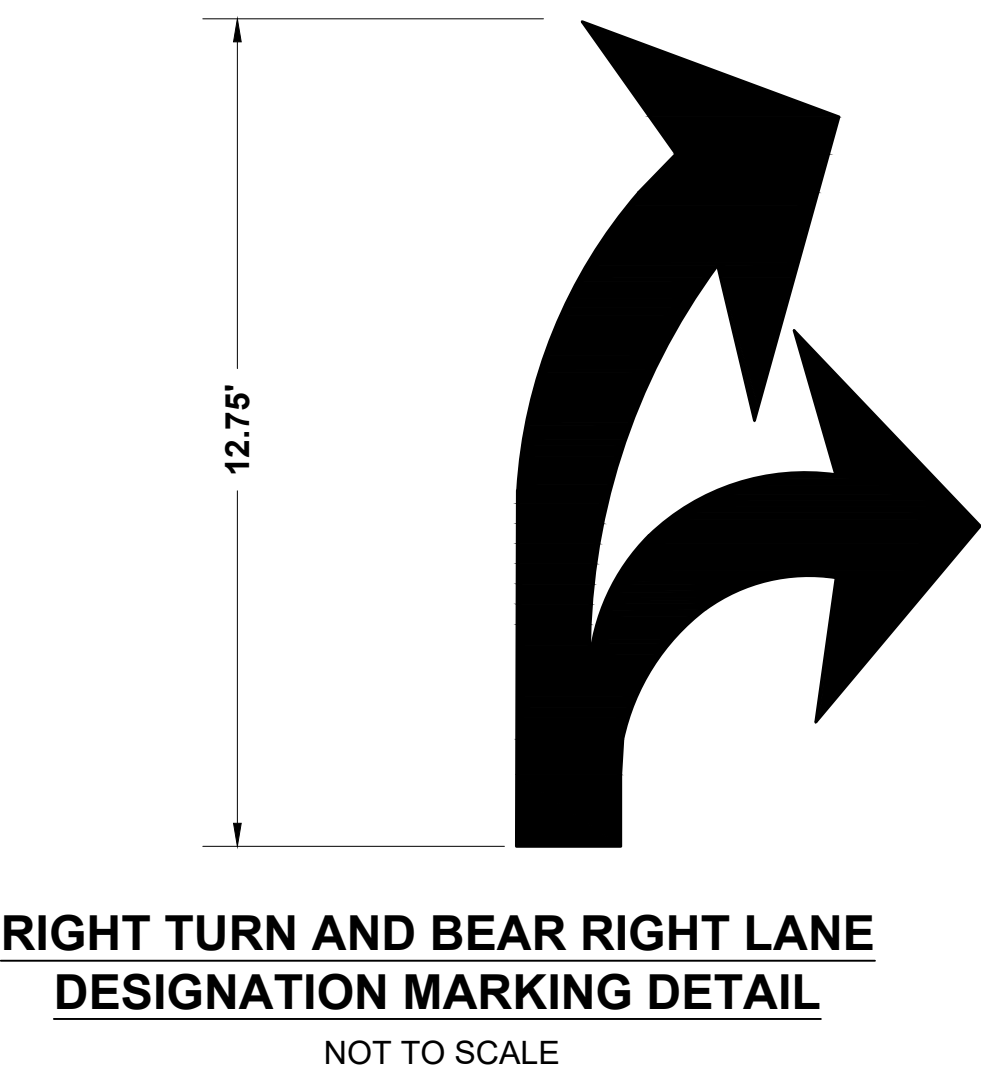
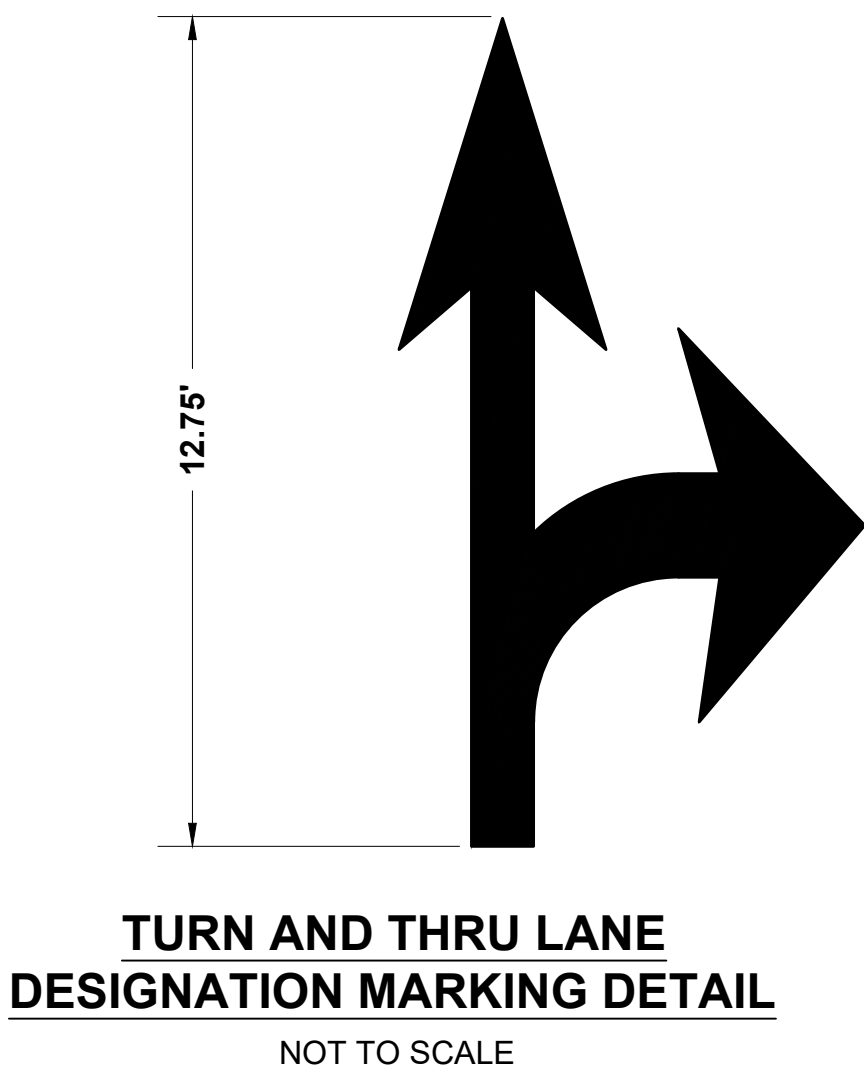
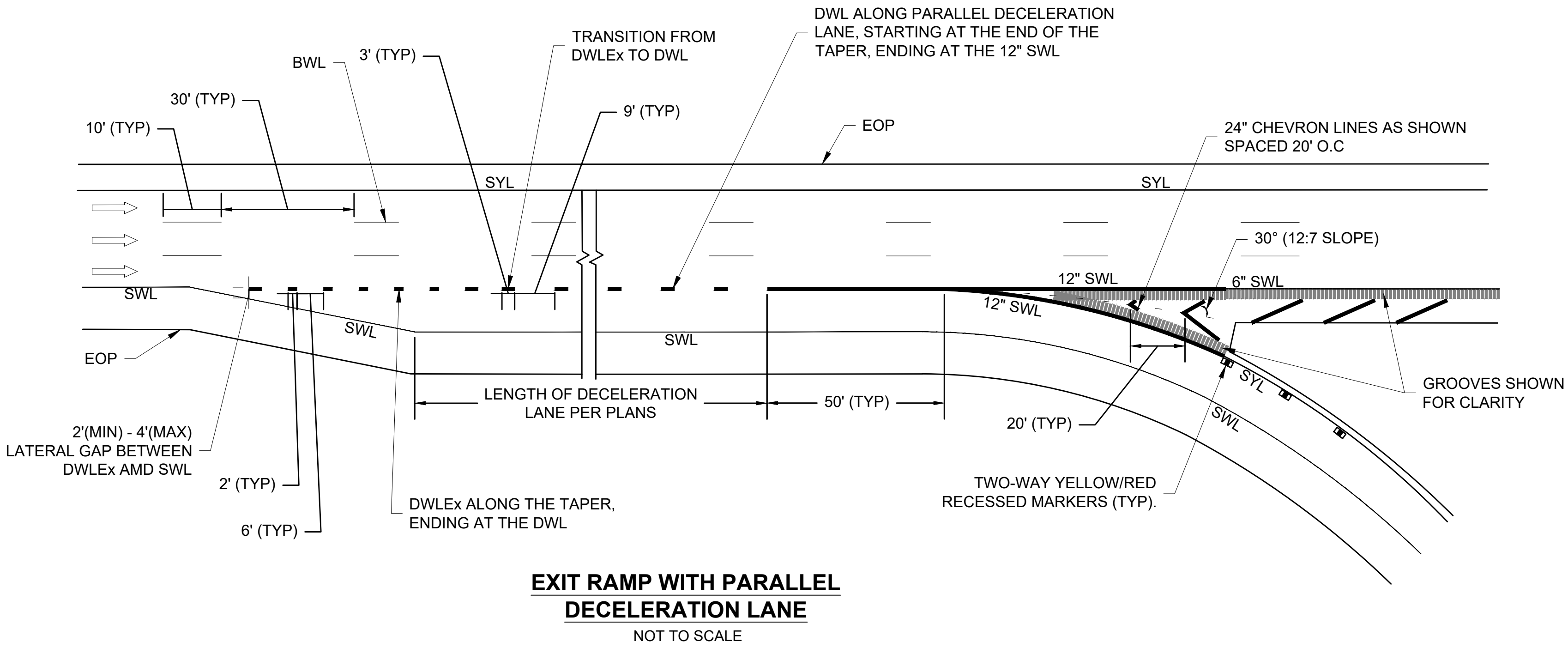
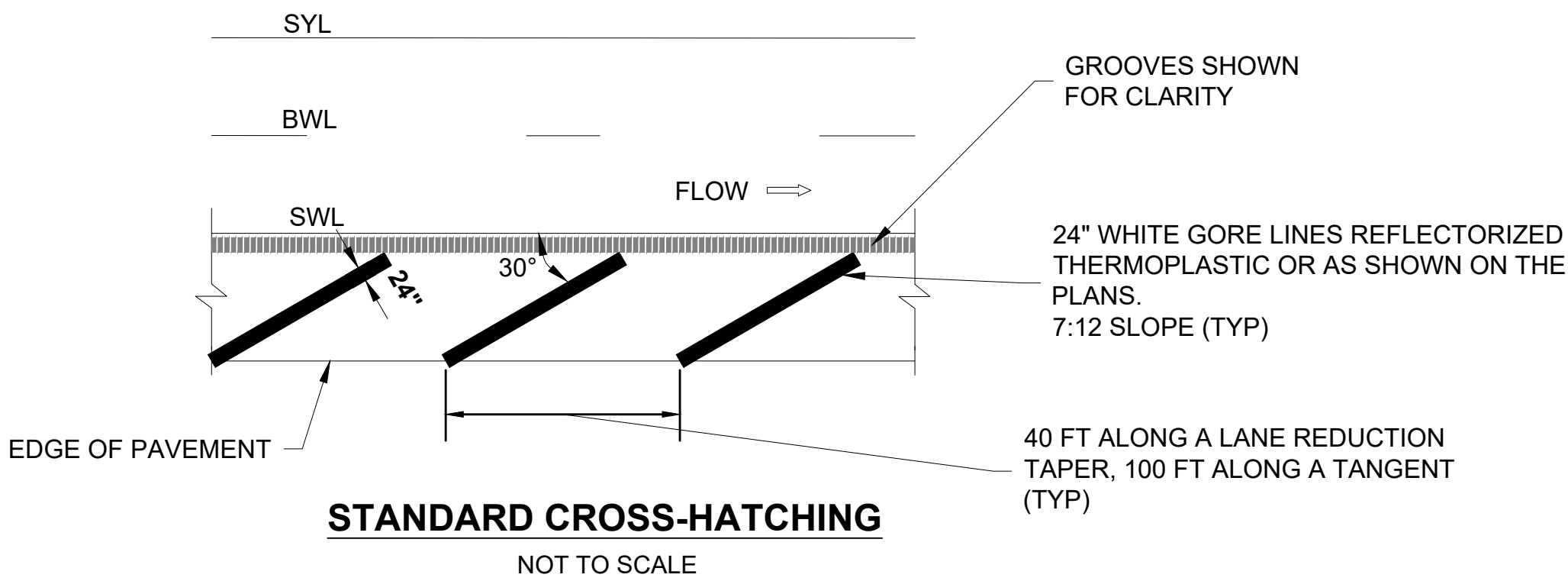
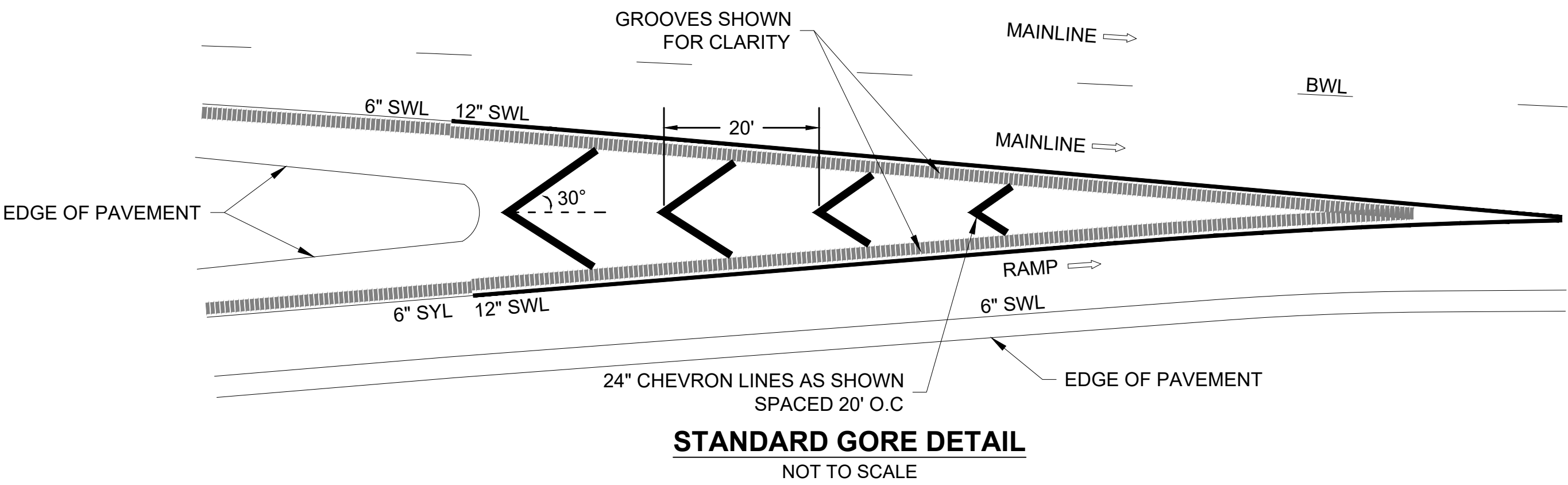
- CROSS-SECTION NOTES:
1. HEIGHT OF EXISTING SUPPORTS AND LENGTH OF SPAN CHORDS ARE APPROXIMATE AND TO BE VERIFIED IN THE FIELD.
 2. CLEARANCE HEIGHT FROM BOTTOM EDGE OF THE NEW SIGN PANEL TO THE HIGHEST POINT ON THE ROAD SURFACE SHALL BE 17'-6" MINIMUM.
 3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE NEW SIGN STRUCTURES AND FOUNDATIONS, INCLUDING ANY ASSEMBLY OR ATTACHMENT MODIFICATION REQUIRED TO ACCOMMODATE THE NEW PANEL CLEARANCE HEIGHT SPECIFIED ABOVE.
 4. ALIGNMENT OF THE SIGN PANELS AS SHOWN IN THE CROSS SECTIONS ARE APPROXIMATE. ADJUSTMENT IN THE FIELD AS APPROPRIATE (TO SUIT EXISTING CONDITION OF SUPPORT) SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION OF PANELS.
 5. SUPPORTS FOR OVERHEAD GUIDE SIGNS SHALL BE DESIGNED IN ACCORDANCE WITH THE AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS (CURRENT EDITION). ALL OVERHEAD SIGN SUPPORTS SHALL BE DESIGNED TO SUSTAIN A MAXIMUM WIND SPEED OF 130 MPH. ALL CANTILEVER SIGN SUPPORTS SHALL BE DESIGNED TO MEET AASHTO FATIGUE CATEGORY 1 (CRITICAL).
 6. SUPPORTS FOR GROUND MOUNTED SIGNS SHALL BE IN ACCORDANCE WITH MASSDOT STANDARD DRAWING FOR SIGNS AND SUPPORTS.
 7. THE TOLERANCE VALUES FOR THE "+/-" NOTATIONS PROVIDED ON THE INDIVIDUAL SUPPORT DETAILS CONTAINED ON THESE PLAN SHEETS SHALL BE AS FOLLOWS:
 - 7.1 LEFT OR RIGHT OFFSET FROM EDGE OF ROAD TO C/L OF SUPPORT - 4 FEET
 - 7.2 OVERALL SPAN LENGTH - 8 FEET
 - 7.3 OFFSET BETWEEN SIGN PANELS - 0.5 FEETPROVISIONS OF THESE "+/-" VALUES IS OR PRELIMINARY SIGN SUPPORT DESIGN ONLY, AND DOES NOT RELIEVE THE CONTRACTOR OF THEIR RESPONSIBILITIES UNDER SECTION 840 OF THE STANDARD SPECIFICATIONS.
 8. MAINTAIN SUFFICIENT OFFSET FROM FACE OF GUARD RAIL TO FRONT OF SIGN SUPPORT PER MASSDOT OCTOBER 2017 CONSTRUCTION STANDARD DETAILS. ADD POSTS AND BEAMS IF NECESSARY TO MAINTAIN ADEQUATE DEFLECTION AS DIRECTED BY THE ENGINEER.
 9. ATTACHMENT FOR EXIT TABS SHALL BE DESIGNED IN ACCORDANCE WITH MASSDOT STANDARD DRAWING IN SECTION 800 OF THE MASSDOT CONSTRUCTION STANDARD SEE APPENDICES TO THE SPECIFICATIONS.



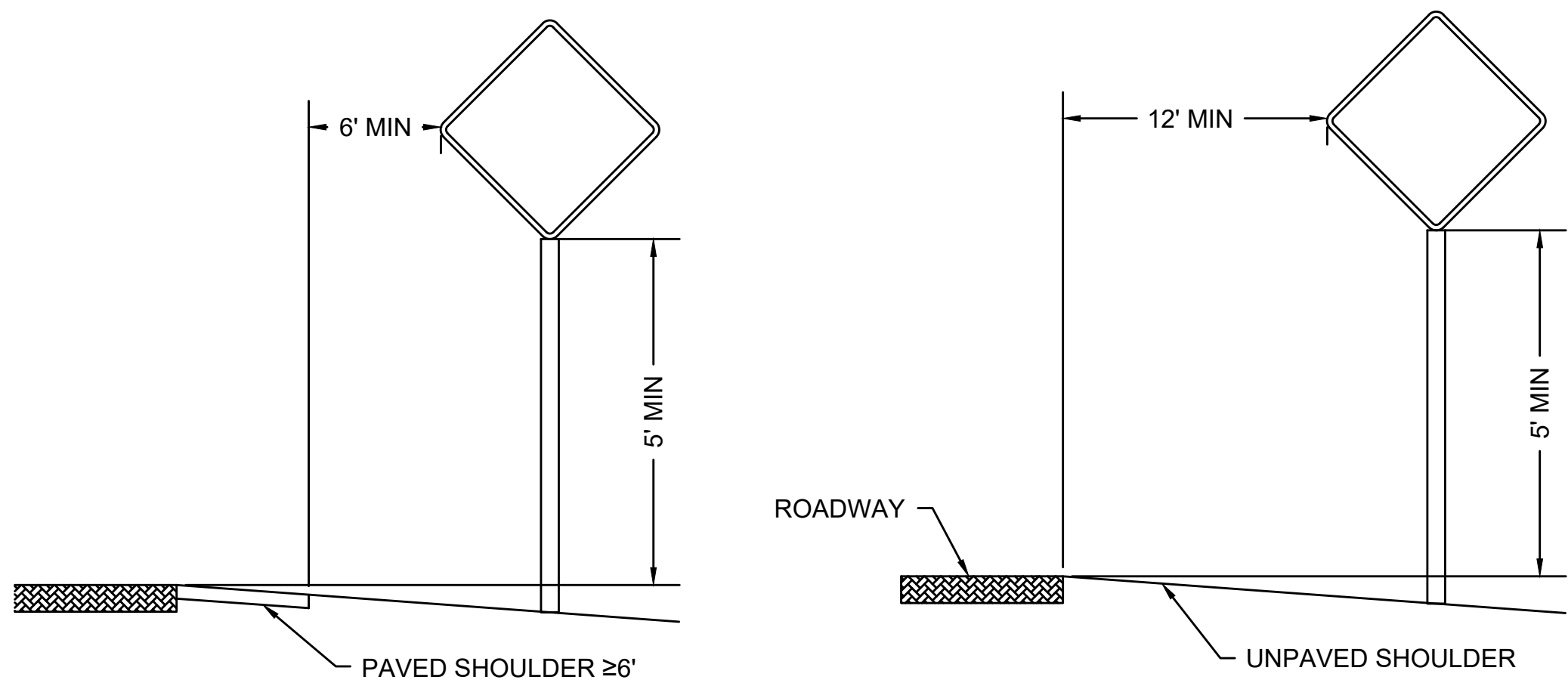
NOTE: R3-8C TO BE MOUNTED AT A HEIGHT ABOVE POST MOUNTED W13-3 (30) SIGN TO MAINTAIN SIGHTLINES AS DIRECTED BY THE ENGINEER

PAVEMENT MARKING NOTES:

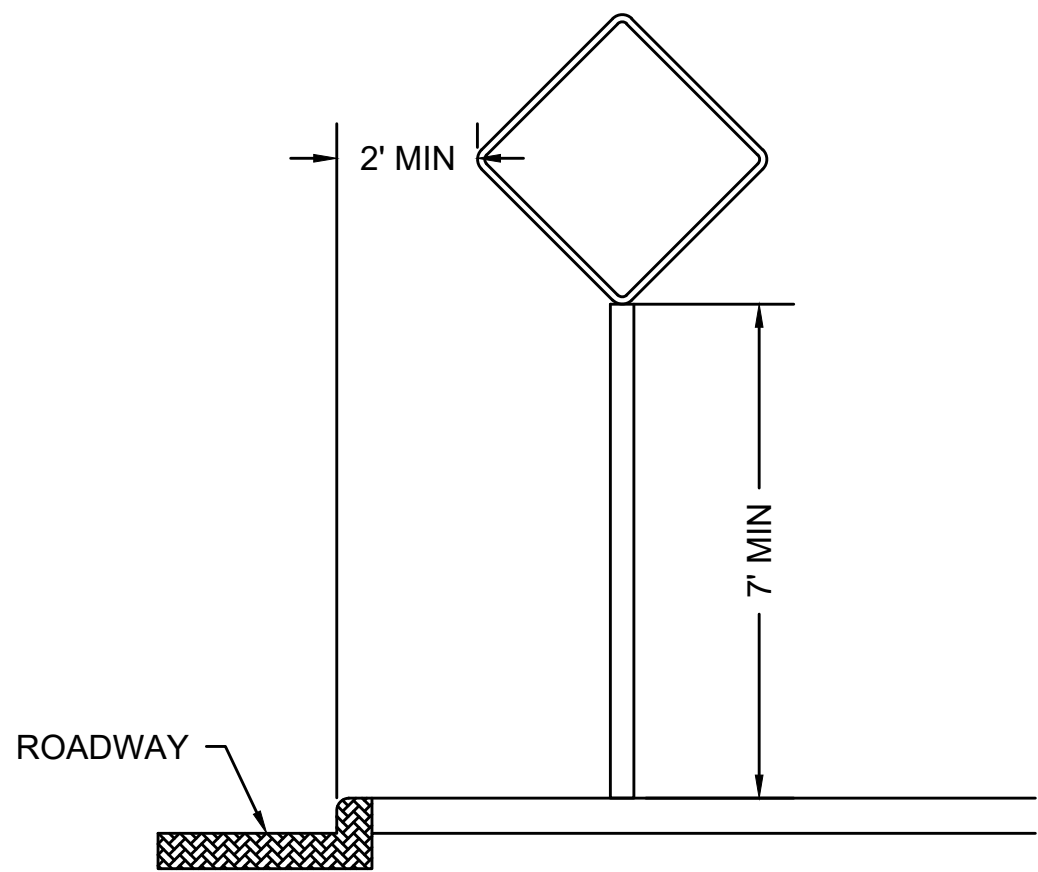
1. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS IN THE FIELD PRIOR TO PLACING PAVEMENT MARKINGS OR SYMBOLS AND REPORT ANY DISCREPANCIES TO THE ENGINEER PRIOR TO START OF WORK. WHEN THESE PLANS ARE IN CONFLICT WITH ACTUAL SITE CONDITIONS, PROPOSED PAVEMENT MARKINGS MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER.
2. WHERE PROPOSED PAVEMENT MARKINGS CONFLICT WITH EXISTING PAVEMENT MARKINGS, REMOVE ANY CONFLICTING EXISTING MARKINGS.
3. ALL SOLID PAVEMENT MARKINGS SHALL BE WET REFLECTIVE THERMOPLASTIC (SWL, SYL, CHEVRONS). ALL INTERMITTENT LINES ON THE MAINLINE SHALL BE RECESSED WET REFLECTIVE TAPE (DWL, BWL, DWLEx). ALL OTHER PAVEMENT MARKING LEGENDS SHOULD BE INLAID PREFORMED THERMOPLASTIC (ROUTE SHIELDS, ARROWS, EXIT ONLY LEGENDS).



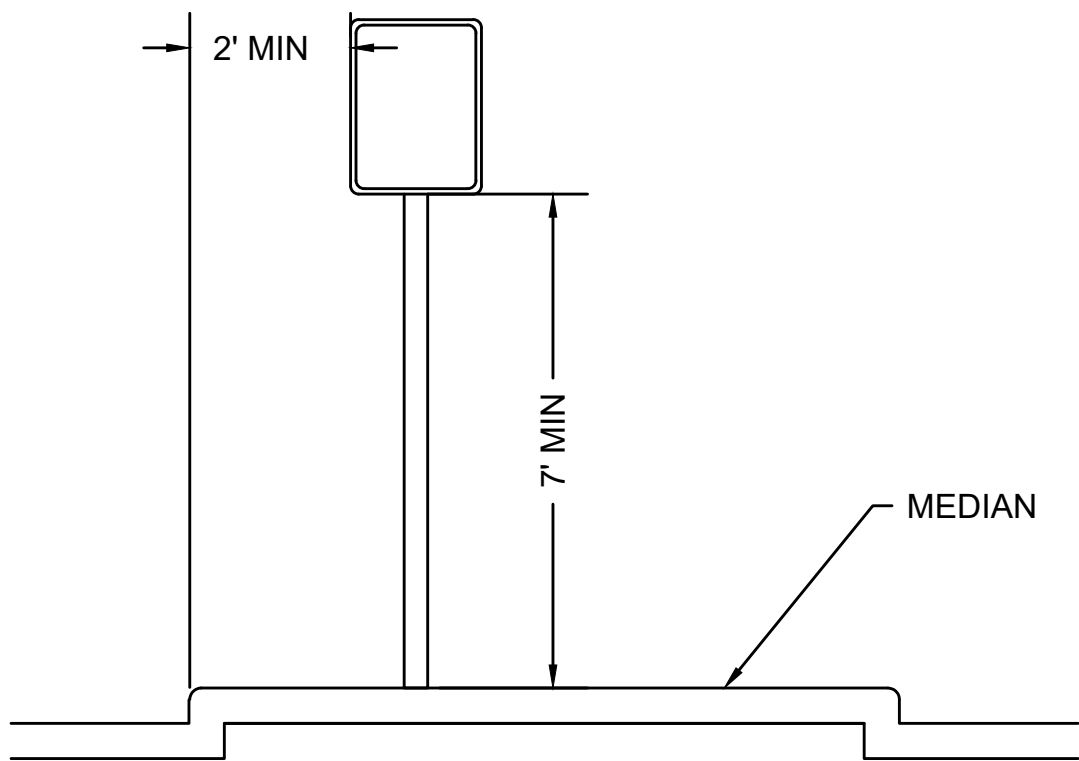
BURLINGTON			
I-95 / ROUTE 3 INTERCHANGE			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	97	171
PROJECT FILE NO.		609516	
TRAFFIC DETAILS			
SHEET 1 OF 2			



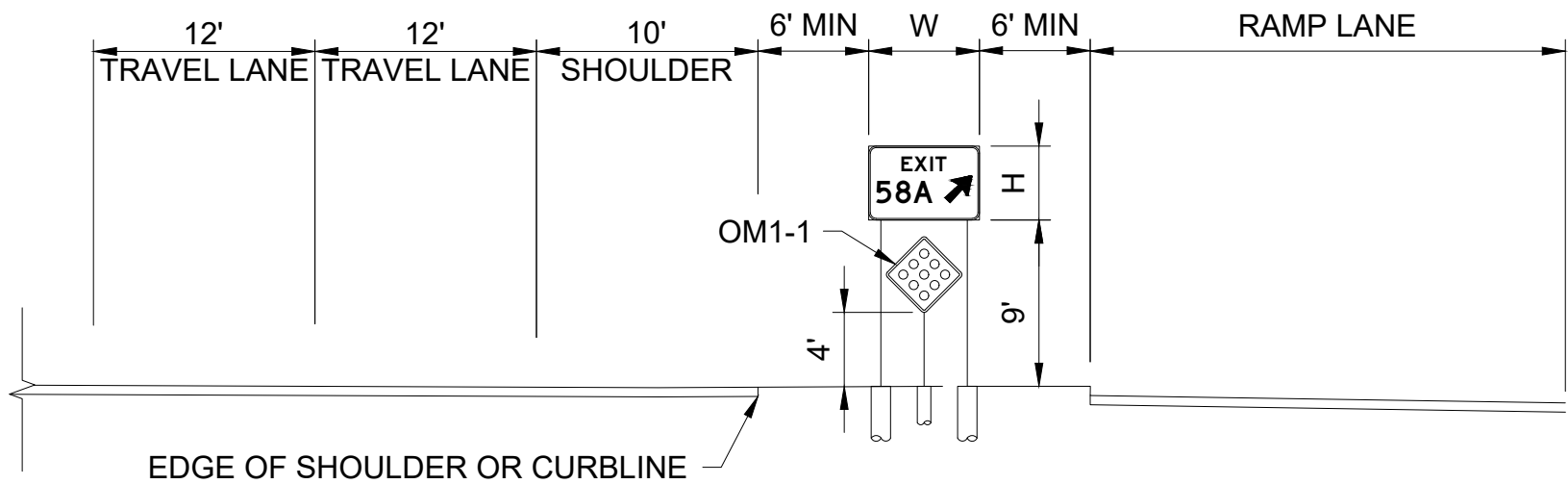
SIGN MOUNTING DETAIL (NO CURB)
NOT TO SCALE



SIGN MOUNTING DETAIL (WITH CURB)
NOT TO SCALE



SIGN MOUNTING DETAIL - MEDIAN
(WITH CURB)
NOT TO SCALE



TYPICAL EXIT/GORE SIGNS

- NOTES:
- SIGN SUPPORT INSTALLATIONS SHALL CONFORM TO THE MASSHIGHWAY STANDARD DRAWINGS FOR SIGNS AND SUPPORTS AND APPLICABLE AASHTO STANDARDS.
 - SEE MASSDOT DWG. TR.4.1 FOR GENERAL NOTES

TRAFFIC MANAGEMENT GENERAL NOTES:

1. WORK IN ONE STAGE/PHASE IS TO BE SUBSTANTIALLY COMPLETED PRIOR TO STARTING WORK ON ANOTHER STAGE
2. ALL CONSTRUCTION SIGNING, TRAFFIC CONTROL DEVICES, AND TEMPORARY PAVEMENT MARKINGS FOR EACH PHASE IS TO BE PLACED PRIOR TO COMMENCEMENT OF CONSTRUCTION FOR THAT PHASE.
3. WORK ZONES INDICATED ON THE TRAFFIC MANAGEMENT PLANS ARE INTENDED FOR THE DURATION OF THE WORK WITHIN THE ZONES ONLY AND ARE TO BE RESTORED TO CONDITIONS ACCEPTABLE TO THE ENGINEER AT COMPLETION OF THE WORK INDICATED.
4. DURING CONSTRUCTION TRAVEL LANES SHALL BE 11' WITH 2' SHOULDER MINIMUM OR AS NOTED ON PLANS.
5. ALL DISTANCES MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. MINIMUM DISTANCES WHERE INDICATED ARE TO BE MAINTAINED.
6. ALL WORK AREAS SHALL BE ENCLOSED BY AN APPROVED METHOD AT ALL TIMES

GRADE DIFFERENCES:

1. WHERE THERE IS A LONGITUDINAL DIFFERENCE IN ELEVATION BETWEEN EXISTING PAVEMENT AND COLD PLANED OR NEW PAVEMENT, THE CONTRACTOR IS TO PATCH A TEMPORARY HOT MIX ASPHALT WEDGE WITH A 12:1 (OR FLATTER) SLOPE FOR A SMOOTH TRANSITION.
2. CROSS-SECTIONAL GRADE DIFFERENCES IN EXCESS OF 2" DURING NON-WORKING HOURS WILL REQUIRE DELINEATION BY USE OF REFLECTORIZED DRUMS AS DIRECTED BY MASSDOT OR AS DIRECTED BY THE ENGINEER
3. CROSS-SECTIONAL GRADE DIFFERENCES IN EXCESS OF 4" DURING NON-WORKING HOURS IS TO BE PROTECTED BY BACKFILLING WITH A WEDGE OF HOT MIX ASPHALT AT 4:1 SLOPE AND WILL ALSO REQUIRE DELINEATION BY USE OF DRUMS.

PAVEMENT MARKINGS:

1. UNLESS OTHERWISE NOTED, ALL PAVEMENT MARKINGS, SIGNS AND OTHER TRAFFIC EQUIPMENT REMOVED OR DAMAGED AS A RESULT OF THE CONTRACTOR'S OPERATIONS ARE TO BE REPLACED IN ACCORDANCE WITH THE REQUIREMENTS OF MASSDOT.
2. CONTRACTOR IS TO INSTALL, RENEW AND MAINTAIN ALL TRAFFIC CONTROL DEVICES INCLUDING PAVEMENT MARKINGS AS SHOWN ON THE DRAWINGS, IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND AS REQUIRED BY THE MASSDOT RESIDENT ENGINEER.
3. CONTRACTOR IS TO REMOVE ALL PAVEMENT MARKINGS WHICH CONFLICT WITH PROPOSED PAVEMENT MARKINGS.
4. ALL TEMPORARY PAVEMENT MARKINGS ARE TO BE MAINTAINED THROUGHOUT THE ENTIRE PHASE OF WORK. IF IMPACTED, EXISTING PAVEMENT MARKINGS BEYOND THE WORK ZONES SHOWN IN THIS PLAN ARE TO BE REPLACED IN KIND.
5. WHERE TEMPORARY PAVEMENT MARKING IS REQUIRED, REMOVE EXISTING PAVEMENT MARKING BY A MASSDOT APPROVED METHOD.

TEMPORARY BARRIER SYSTEM:

1. TEMPORARY BARRIER SYSTEMS SHALL MEET THE MINIMUM REQUIREMENTS OF THE AASHTO MANUAL OF ASSESSING SAFETY HARDWARE (MASH) AND THE CLEAR AREA BEHIND THE BARRIER SHALL BE GREATER THAN THE DYNAMIC DEFLECTION OF THE BARRIER SYSTEM.

CONSTRUCTION SIGNING:

1. LOCATIONS OF SIGNS SHOWN ARE APPROXIMATE. EXACT LOCATION IS TO BE DETERMINED BY THE CONTRACTOR IN THE FIELD. THE CONTRACTOR IS TO PLACE SIGNS IN ACCORDANCE WITH THE 2009 M.U.T.C.D.
2. SIGNS ARE TO BE IN PLACE PRIOR TO START OF EACH CONSTRUCTION STAGE.
3. EXISTING SIGNING WHICH CONFLICTS WITH PROPOSED CONSTRUCTION TRAFFIC MANAGEMENT SIGNING IS TO BE REMOVED AND STACKED OR COVERED AND RESTORED AT THE END OF THE WORK.
4. ALL SIGNS ARE TO BE COVERED OR REMOVED WHEN CONDITION IS NOT IN EFFECT.
5. CONTRACTOR IS TO PROVIDE TEMPORARY SIGN SUPPORT DETAILS, WITH THE EXCEPTION OF STANDARD P-5 POSTS, TO THE ENGINEER FOR REVIEW AND APPROVAL.

CHANNELIZATION:

1. CHANNELIZATION IS TO BE ACCOMPLISHED THROUGH THE USE OF REFLECTORIZED PLASTIC DRUMS IN ACCORDANCE WITH THE M.U.T.C.D. THE FIRST 10 DRUMS OF A TAPER ARE TO BE MOUNTED WITH SEQUENTIAL FLASHING LIGHTS IF DEPLOYED BETWEEN DUSK AND DAWN.
2. THE SPACING BETWEEN CHANNELIZATION DEVICES (DRUMS OR CONES) IS NOT TO EXCEED IN FEET THE SPEED IN MPH WHEN USED FOR TAPER CHANNELIZATION AND DOUBLE THE SPEED IN FEET IN TANGENT CHANNELIZATION. METAL DRUMS ARE PROHIBITED AS CHANNELIZATION DEVICES.
3. ALL TRAFFIC CONTROL DEVICES ARE TO BE REMOVED IMMEDIATELY WHEN NO LONGER NEEDED.

ROADWAY/LANE CLOSURE WORK HOUR RESTRICTIONS:

1. TYPICAL WORK HOURS ARE NIGHTTIME FROM 9:00 PM TO 5:00 AM FROM SUNDAY - THURSDAY, UNLESS OTHERWISE PERMITTED BY MASSDOT HIGHWAY DIVISIONS. WORK SHALL NOT BE PERFORMED THE DAY BEFORE OR THE DAY AFTER A HOLIDAY WEEKEND, UNLESS OTHERWISE PERMITTED BY MASSDOT HIGHWAY DIVISION. ALL WORK SCHEDULES SHALL BE PRE-APPROVED BY THE DEPARTMENT PRIOR TO BEGINNING WORK.
2. THE SETTING UP AND REMOVAL OF ALL TRAFFIC CONTROL DEVICES SHALL BE COMPLETED WITHIN THE ABOVE TIME FRAMES.
3. NO WORK SHALL BE PERMITTED ON SATURDAYS, SUNDAYS, OR HOLIDAYS (EXCEPT AS SHOWN ON THE WORK SCHEDULE). NO WORK SHALL BE PERMITTED ON THE DAY PRECEDING OR THE DAY FOLLOWING A HOLIDAY WEEKEND WITHOUT PRIOR APPROVAL OF THE ENGINEER.
4. MAINTAIN ACCESS TO HIGHWAY RAMPS AT ALL TIMES EXCEPT DURING SHORT TERM CLOSURES BETWEEN THE WEEKDAY HOURS OF 9:00 PM AND 5:00 AM.

TAPER LENGTH CRITERIA FOR TEMPORARY TRAFFIC CONTROL ZONES

TYPE OF TAPER	TAPER LENGTH (L)*
MERGING TAPER	AT LEAST L
SHIFTING TAPER	AT LEAST ½L
SHOULDER TAPER	AT LEAST ¾L
ONE-LANE, TWO-WAY TRAFFIC TAPER	50 FT MIN. 100 FT MAX.
DOWNSTREAM TAPER	50 FT MIN. 100 FT MAX. PER LANE

Source: Table 6C-3 MUTCD 2009 EDITION

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

Source: Table 6C-4 MUTCD 2009 EDITION

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

** 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. ADDITIONAL SIGNS (i.e. "RIGHT LANE CLOSED 1 MILE" AND "LEFT LANE CLOSED 1 MILE") HAVE BEEN SHOWN IN SOME FIGURES AS EXAMPLES OF REINFORCEMENT SIGN PLACEMENT BUT ARE USED IN RARE OCCASIONS.

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.

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

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

Based on: Table 6C-1 MUTCD 2009 EDITION

STOPPING SIGHT DISTANCE AS A FUNCTION OF SPEED

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

THESE VALUES MAY BE USED TO DETERMINE THE LENGTH OF LONGITUDINAL BUFFER SPACES.

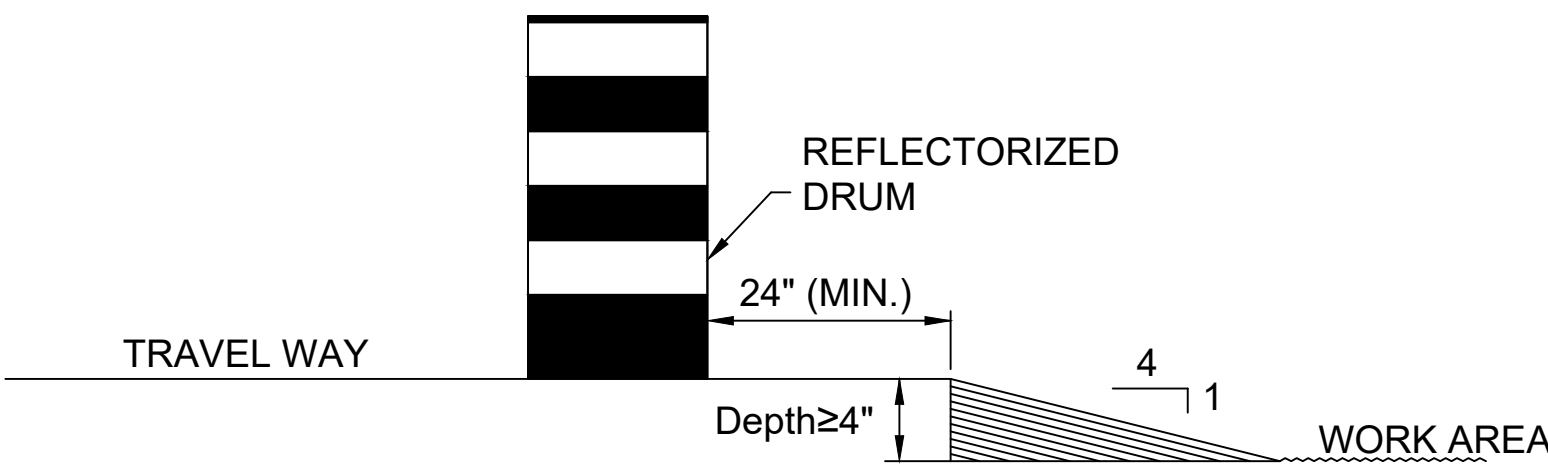
THE DISTANCES IN THE ABOVE CHART REPRESENT THE MINIMAL VALUES FOR BUFFER SPACING.

Source: Table 6C-2 MUTCD 2009 EDITION

BURLINGTON
I-95 / ROUTE 3 INTERCHANGE

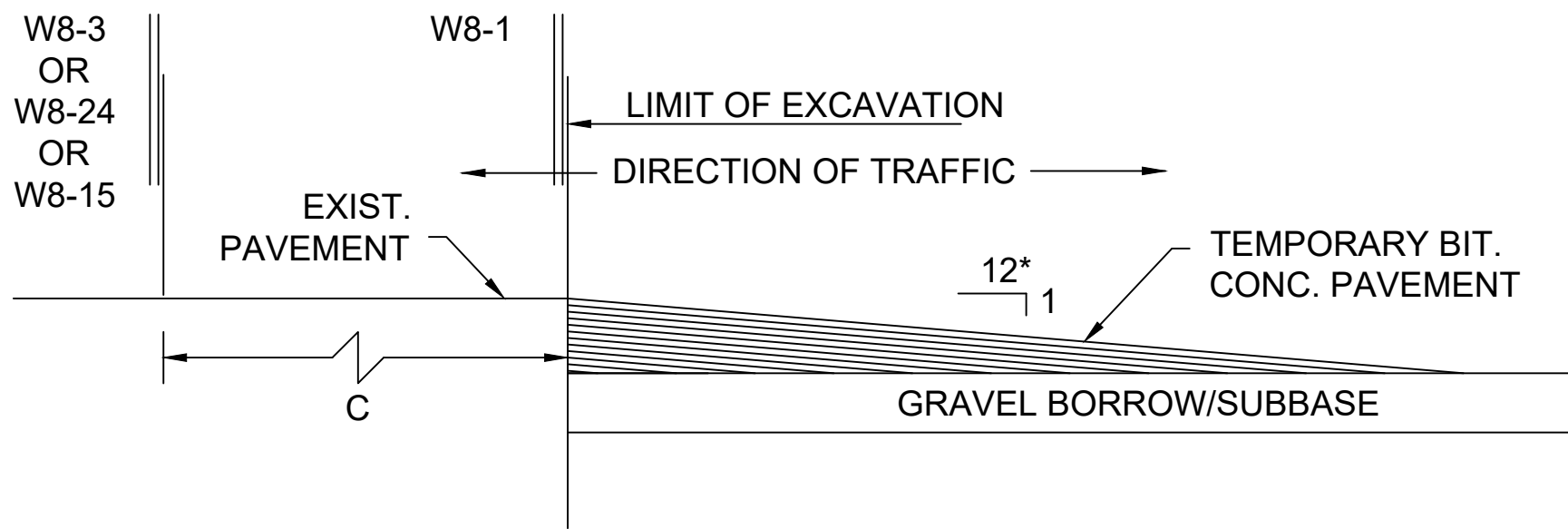
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	99	171
PROJECT FILE NO.		609516	

TTCP DETAILS
SHEET 1 OF 5



LATERAL DROP-OFF DETAIL

NOT TO SCALE



LONGITUDINAL DROP-OFF DETAIL

NOT TO SCALE

* - INCREASE SLOPE RATIO FOR HIGHER SPEEDS (50:1)



NOTE: FOR WIDTHS NOT LISTED IN TABLE, USE $L = WS$

- 1) MAXIMUM DRUM SPACING IN A TAPER IS EQUAL IN FEET TO THE SPEED LIMIT IN MPH. IN TANGENT SECTIONS, MAXIMUM SPACING IN FEET IS EQUAL TO 2.0 TIMES THE SPEED LIMIT IN MPH.
- 2) MINIMUM LANE WIDTH IS TO BE 11 FEET MEASURED FROM CENTER OF TEMPORARY PAVEMENT MARKING.
- 3) TRUCK MOUNTED ATTENUATORS MAY BE OMITTED IF TAPER, BUFFER, AND WORK SPACE IS PROTECTED BY TEMPORARY BARRIER.
- 4) SHALL BE USED FOR LONG TERM SETUP ONLY.



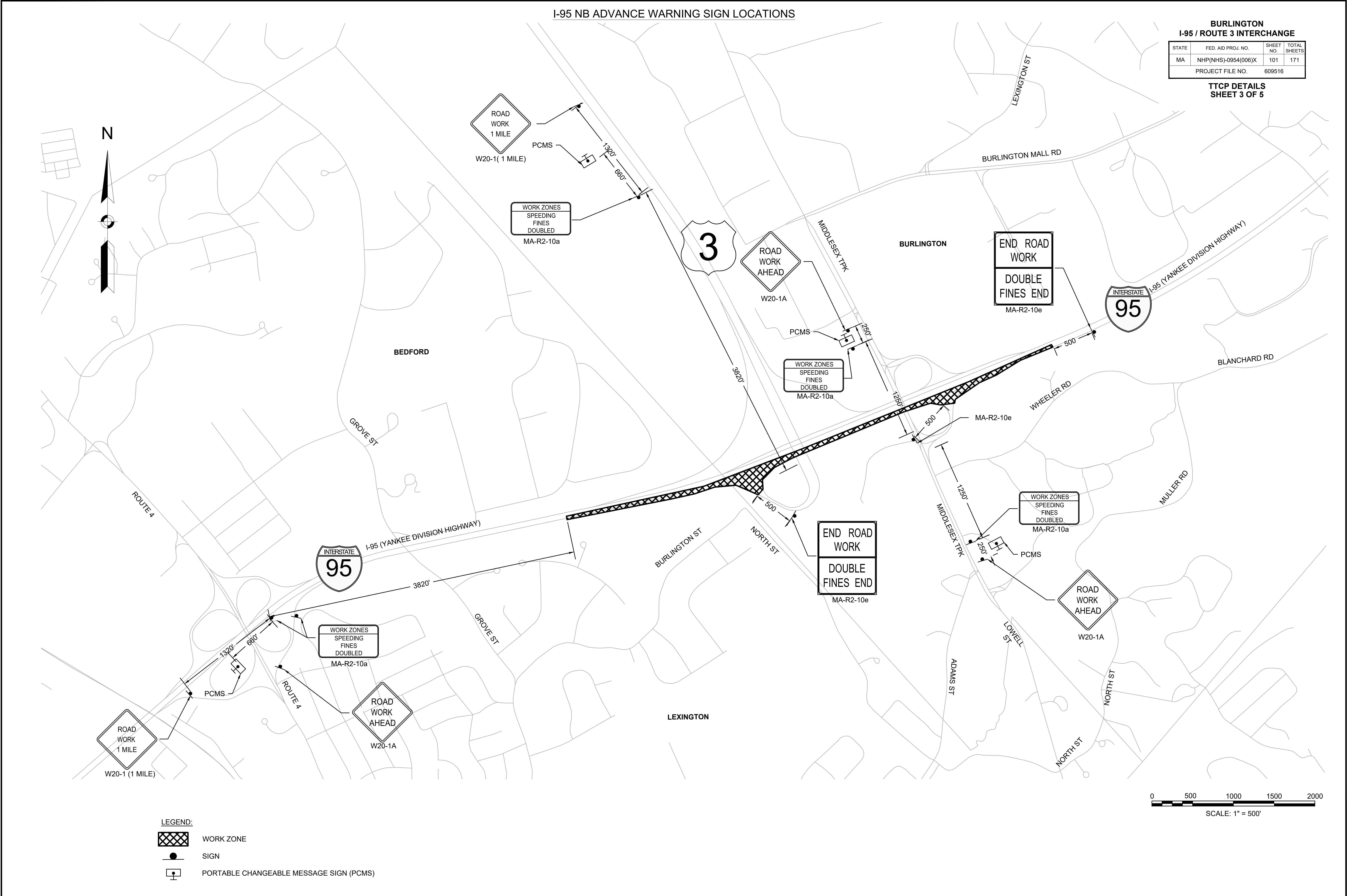
* USED FOR DIVIDED ROADWAY LANE SHIFT WITH 2 LANES
** USED FOR DIVIDED ROADWAY LANE SHIFT WITH 3 LANES

I-95 NB ADVANCE WARNING SIGN LOCATIONS

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STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	101	171
PROJECT FILE NO.		609516	

TTCP DETAILS
SHEET 3 OF 5



TRAFFIC DEVICE LEGEND



DETOUR ROUTE



ROAD CLOSURE AREA



TEMPORARY SIGNAGE



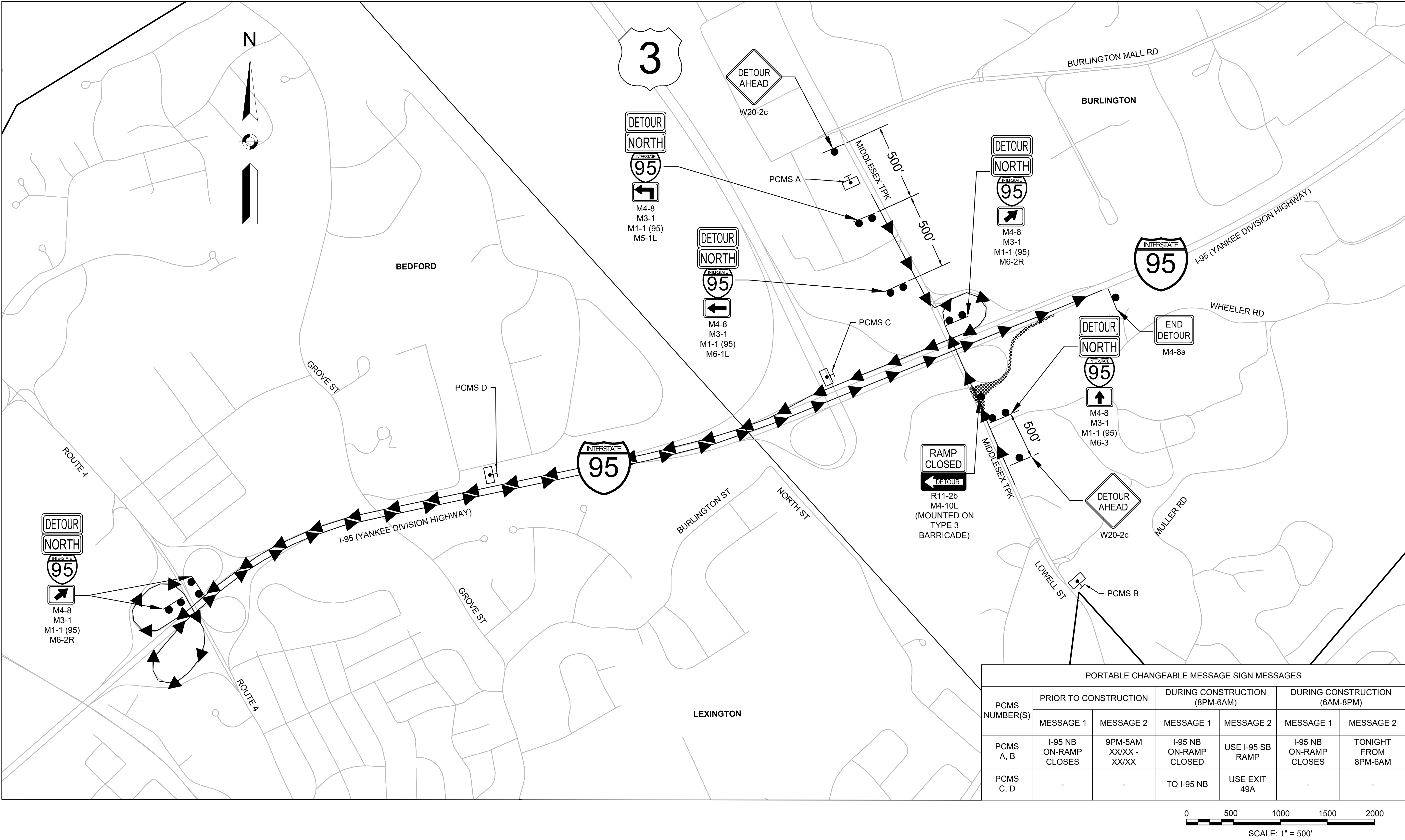
PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)

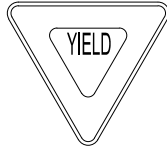
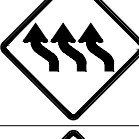
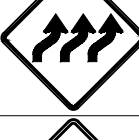
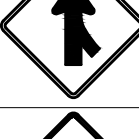
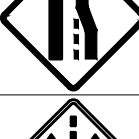
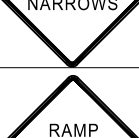
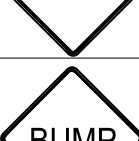
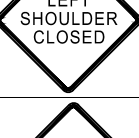
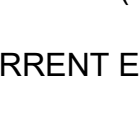
MIDDLESEX TURNPIKE TO I-95 NB ON-RAMP DETOUR

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STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	102	171
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SHEET 4 OF 5

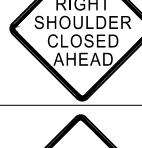
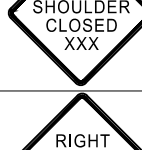
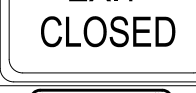
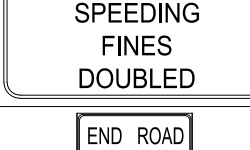
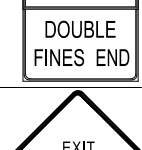
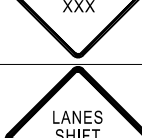
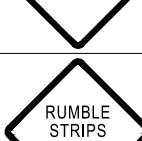
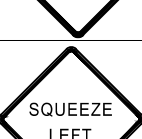
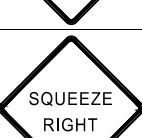
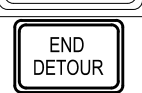
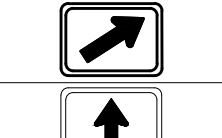


IDENTIFI- CATION NUMBER	SIZE OF SIGN (IN)		TEXT	TEXT DIMENSIONS (INCHES)			NUMBER OF SIGNS REQUIRED	COLOR			UNIT AREA (S.F.)
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.		BACK- GROUND	LEGEND	BORDER	
R1-2	48	42		①	①	①	2	WHITE/RED	RED	WHITE	7.0
R11-2b	48	30		①	①	①	1	WHITE	BLACK	BLACK	10.0
W1-4bL	48	48		①	①	①	1*	FLUORESCENT ORANGE	BLACK	BLACK	16.0
W1-4bR	48	48		①	①	①	1*	FLUORESCENT ORANGE	BLACK	BLACK	16.0
W1-4cL	48	48		①	①	①	2*	FLUORESCENT ORANGE	BLACK	BLACK	16.0
W1-4cR	48	48		①	①	①	2*	FLUORESCENT ORANGE	BLACK	BLACK	16.0
W4-1R	48	48		①	①	①	1	FLUORESCENT ORANGE	BLACK	BLACK	16.0
W4-2R	48	48		①	①	①	2*	FLUORESCENT ORANGE	BLACK	BLACK	16.0
W4-3R	48	48		①	①	①	1	FLUORESCENT ORANGE	BLACK	BLACK	16.0
W5-1	48	48		①	①	①	1	FLUORESCENT ORANGE	BLACK	BLACK	16.0
W5-4	48	48		①	①	①	1	FLUORESCENT ORANGE	BLACK	BLACK	16.0
W8-1	48	48		①	①	①	1*	FLUORESCENT ORANGE	BLACK	BLACK	16.0
W8-15	48	48		①	①	①	1*	FLUORESCENT ORANGE	BLACK	BLACK	16.0
W8-15p	30	24		①	①	①	1*	FLUORESCENT ORANGE	BLACK	BLACK	5.0
W8-24	48	48		①	①	①	1*	FLUORESCENT ORANGE	BLACK	BLACK	16.0
W8-25	48	48		①	①	①	2*	FLUORESCENT ORANGE	BLACK	BLACK	16.0
W20-1A	48	48		①	①	①	3	FLUORESCENT ORANGE	BLACK	BLACK	16.0
W20-1 (1 MILE)	48	48		①	①	①	3	FLUORESCENT ORANGE	BLACK	BLACK	16.0
W20-2c	48	48		①	①	①	2	FLUORESCENT ORANGE	BLACK	BLACK	16.0
W20-5R	48	48		①	①	①	1*	FLUORESCENT ORANGE	BLACK	BLACK	16.0
W21-5aL	48	48		①	①	①	1*	FLUORESCENT ORANGE	BLACK	BLACK	16.0
W21-5aR	48	48		①	①	①	2	FLUORESCENT ORANGE	BLACK	BLACK	16.0

① SEE MUTCD 2009 EDITION, 2004 STD. HWY. SIGNS (SHS), 2012 SHS SUPPLEMENT, AND SECTION M9.30.0 TYPE III OF THE MASSDOT STANDARD SPECIFICATION FOR TEXT DIMENSIONS.
② SEE MASSDOT STANDARD SIGN BOOK, CURRENT EDITION, FOR TEXT DIMENSIONS.

TRAFFIC SIGN NOTES:
1. ALL SIGN POSTS SHALL BE P-5 TYPE, UNLESS OTHERWISE NOTED.
2. SIGN PANEL SHEETING MATERIALS SHALL CONFORM TO MASSDOT STANDARD SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS, AND THE INTERIM SUPPLEMENTAL SPECIFICATIONS.

*NUMBER OF SIGNS REQUIRED ASSUMING ONE SET UP AT A TIME. SEE TYPICAL DETAILS ON SHEET 100 FOR TTCP SET UPS.

IDENTIFI- CATION NUMBER	SIZE OF SIGN (IN)		TEXT	TEXT DIMENSIONS (INCHES)			NUMBER OF SIGNS REQUIRED	COLOR			UNIT AREA (S.F.)
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.		BACK- GROUND	LEGEND	BORDER	
W21-5bL	48	48		①	①	①	1*	FLUORESCENT ORANGE	BLACK	BLACK	16.0
W21-5bR	48	48		①	①	①	2	FLUORESCENT ORANGE	BLACK	BLACK	16.0
W21-5cL	48	48		①	①	①	1*	FLUORESCENT ORANGE	BLACK	BLACK	16.0
W21-5cR	48	48		①	①	①	1*	FLUORESCENT ORANGE	BLACK	BLACK	16.0
E5-2	48	36		①	①	①	2*	FLUORESCENT ORANGE	BLACK	BLACK	12.0
E5-2a	48	36		①	①	①	1*	FLUORESCENT ORANGE	BLACK	BLACK	12.0
MA-E5-1wz	48	48		②	②	②	2	WHITE/ FLUORESCENT ORANGE	BLACK	BLACK	16.0
MA-R2-10a	60	48		②	②	②	5	WHITE/ FLUORESCENT ORANGE	BLACK	BLACK	20.0
MA-R2-10e	48	60		②	②	②	2	FLUORESCENT ORANGE/WHITE	BLACK	BLACK	20.0
MA-W20-10	48	48		②	②	②	1*	FLUORESCENT ORANGE	BLACK	BLACK	16.0
MA-W24-2	48	48		②	②	②	1*	FLUORESCENT ORANGE	BLACK	BLACK	16.0
MA-W28-1	48	48		②	②	②	1*	FLUORESCENT ORANGE	BLACK	BLACK	16.0
MA-W30-8L	48	48		②	②	②	1*	FLUORESCENT ORANGE	BLACK	BLACK	16.0
MA-W30-8R	48	48		②	②	②	1	FLUORESCENT ORANGE	BLACK	BLACK	16.0
M1-1(95)	36	36		①	①	①	6	RED/BLUE	WHITE	BLACK	9.0
M3-1	36	18		①	①	①	6	BLUE	WHITE	WHITE	4.5
M4-8	30	15		①	①	①	6	FLUORESCENT ORANGE	BLACK	BLACK	3.125
M4-8a	24	18		①	①	①	6	FLUORESCENT ORANGE	BLACK	BLACK	3.0
M4-10L	48	36		①	①	①	1	FLUORESCENT ORANGE /BLACK	BLACK	FLUORESCENT ORANGE	12.0
M5-1L	21	15		①	①	①	1	WHITE	BLACK	BLACK	2.1875
M6-1L	21	15		①	①	①	1	WHITE	BLACK	BLACK	2.188
M6-2R	21	15		①	①	①	2	WHITE	BLACK	BLACK	2.188
M6-3	21	15		①	①	①	1	WHITE	BLACK	BLACK	2.188

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STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	103	171
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TTCP DETAILS

SHEET 5 OF 5

TRAFFIC DEVICE LEGEND

- DIRECTION OF TRAVEL
- WORK AREA
- TEMPORARY SIGN
- BARRIER (TYPE AS NOTED)
- REFLECTORIZED DRUM
- TEMPORARY IMPACT ATTENUATOR (TYPE AS NOTED)
- FLASHING ARROW BOARD
- TYPE III BARRICADE
- PCMS BOARD

NOTES:
I-95 NB SHALL BE REDUCED TO THREE LANES PRIOR TO STAGE 1. SEE FINAL PLANS.

CONTRACTOR SHALL MAINTAIN MINIMUM 11' TRAVEL LANES AND 2' MINIMUM SHOULDER AT ALL TIMES.

TEMPORARY TRAFFIC CONTROL PLANS ARE FOR CONSTRUCTION OF FULL DEPTH PAVEMENT ONLY. ALL OTHER CONSTRUCTION ACTIVITIES INCLUDING BUT NOT LIMITED TO MEDIAN REMOVAL, RESTRIPING, AND OVERHEAD SIGN INSTALLATION SHALL USE TYPICAL TEMPORARY TRAFFIC CONTROL DETAILS ON SHEET 100.

SEQUENCING NOTES:

- THE INFORMATION ON THESE PLANS IS INTENDED TO SHOW THE SUGGESTED SEQUENCE OF CONSTRUCTION FOR THE PROJECT. THE CONTRACTOR SHALL PREPARE DETAILED CONSTRUCTION STAGING PLANS INCLUDING CROSS SECTIONS AND ANY REQUIRED TEMPORARY DRAINAGE AS THE DESIGN IS DEVELOPED
- THESE PLANS DEPICT THE MAJOR FULL DEPTH WORK TO BE COMPLETED FOR EACH CONSTRUCTION STAGE
- LANE CLOSURES AND LANE SHIFTS AT THE PROJECT LIMITS ARE NOT SHOWN. WHERE NECESSARY, LANE CLOSURES AND SHIFTS SHALL BE DESIGNED AS DETAILED IN THE TEMPORARY TRAFFIC CONTROL DETAILS.
- THESE PLANS DEPICT THE MINIMUM NUMBER OF LANES ALONG WITH MINIMUM LANE WIDTHS TO BE MAINTAINED THROUGHOUT EACH STAGE OF CONSTRUCTION.

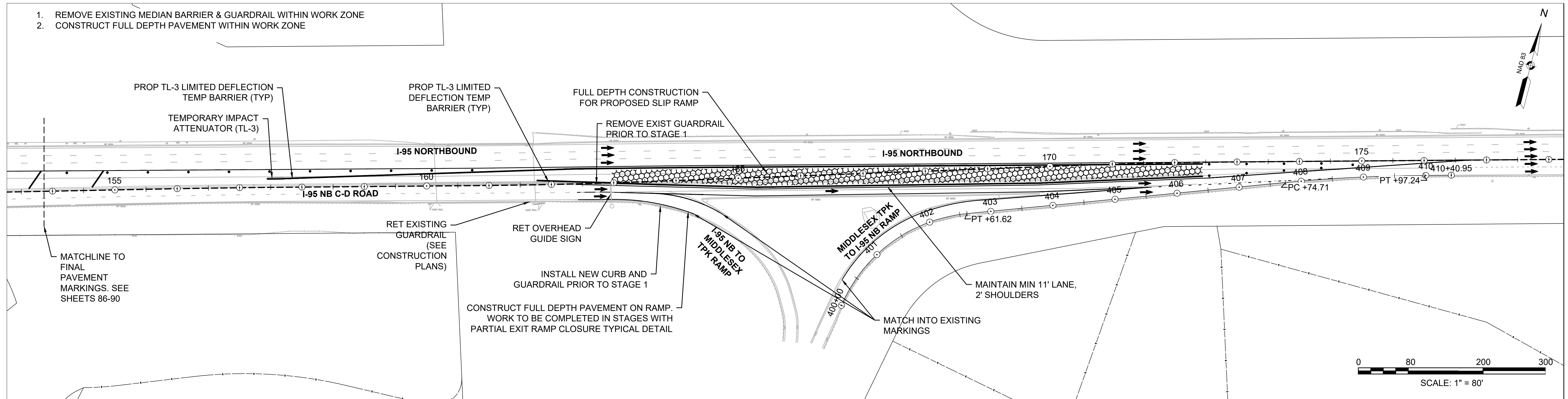
BURLINGTON
I-95 / ROUTE 3 INTERCHANGE

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	104	171
PROJECT FILE NO.		609516	

TEMPORARY TRAFFIC CONTROL PLANS
STAGING OVERVIEW

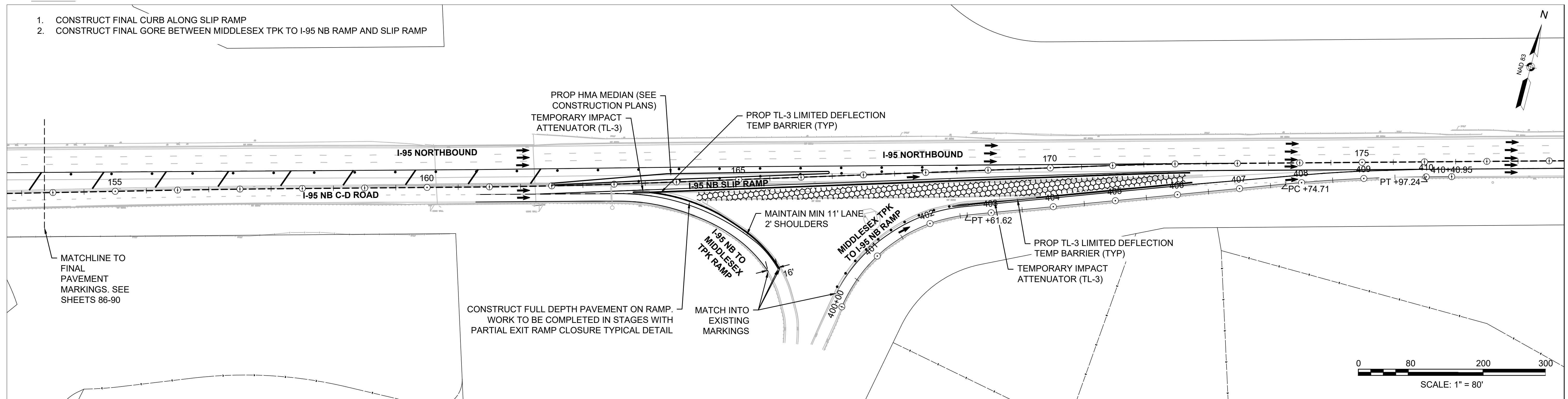
STAGE 1

- REMOVE EXISTING MEDIAN BARRIER & GUARDRAIL WITHIN WORK ZONE
- CONSTRUCT FULL DEPTH PAVEMENT WITHIN WORK ZONE



STAGE 2

- CONSTRUCT FINAL CURB ALONG SLIP RAMP
- CONSTRUCT FINAL GORE BETWEEN MIDDLESEX TPK TO I-95 NB RAMP AND SLIP RAMP



TRAFFIC DEVICE LEGEND

- DIRECTION OF TRAVEL
- WORK AREA
- TEMPORARY SIGN
- BARRIER (TYPE AS NOTED)
- REFLECTORIZED DRUM
- TEMPORARY IMPACT ATTENUATOR (TYPE AS NOTED)
- FLASHING ARROW BOARD
- TYPE III BARRICADE
- PCMS BOARD

NOTES:
I-95 NB SHALL BE REDUCED TO THREE LANES PRIOR TO STAGE 1. SEE FINAL PLANS.

CONTRACTOR SHALL MAINTAIN MINIMUM 11' TRAVEL LANES AND 2' MINIMUM SHOULDER AT ALL TIMES.

TEMPORARY TRAFFIC CONTROL PLANS ARE FOR CONSTRUCTION OF FULL DEPTH PAVEMENT ONLY. ALL OTHER CONSTRUCTION ACTIVITIES INCLUDING BUT NOT LIMITED TO MEDIAN REMOVAL, RESTRIPIING, AND OVERHEAD SIGN INSTALLATION SHALL USE TYPICAL TEMPORARY TRAFFIC CONTROL SETUPS ON SHEET 100.

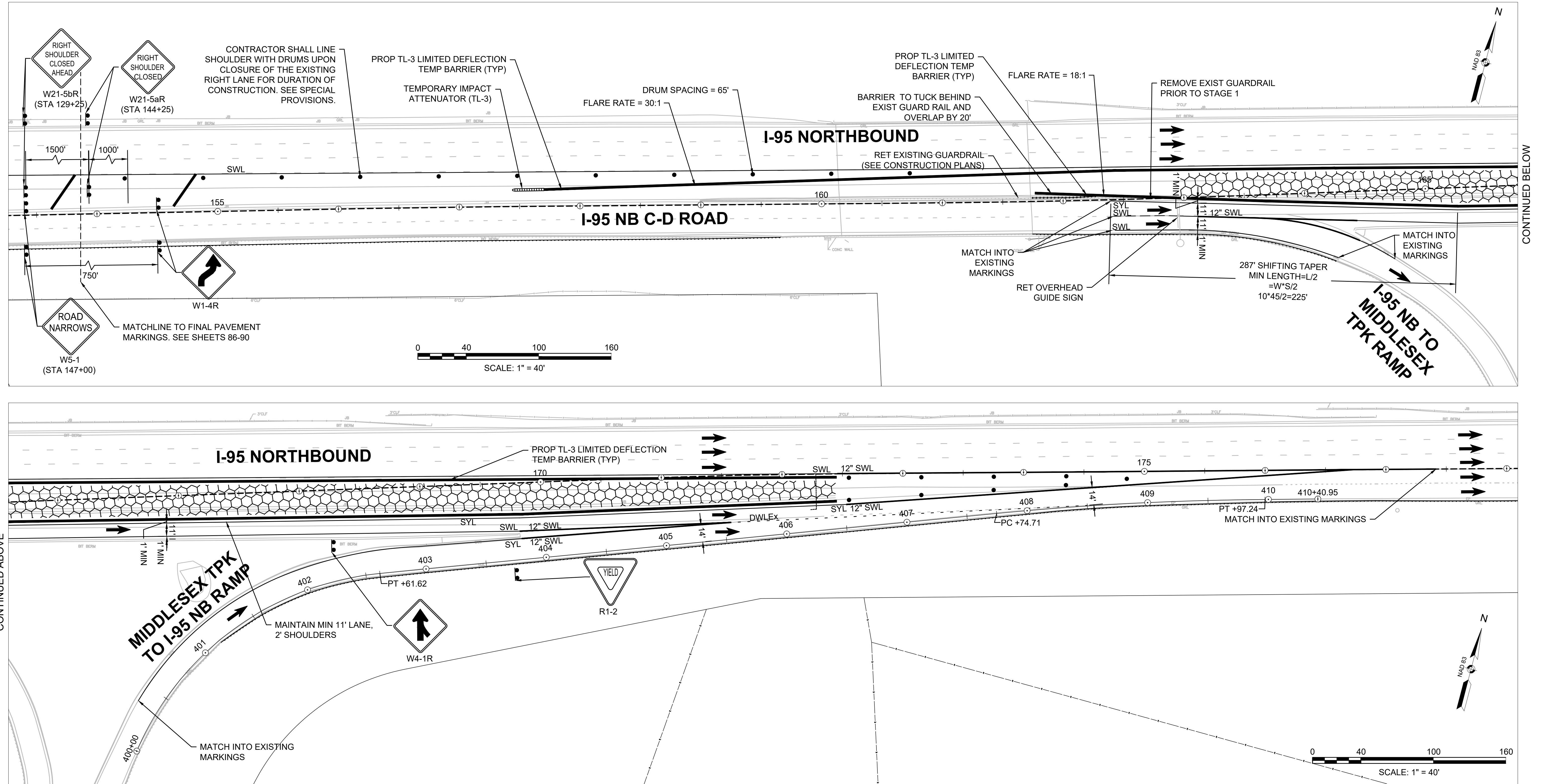
STAGE 1

- REMOVE EXISTING MEDIAN BARRIER & GUARDRAIL WITHIN WORK ZONE
- CONSTRUCT FULL DEPTH PAVEMENT WITHIN WORK ZONE

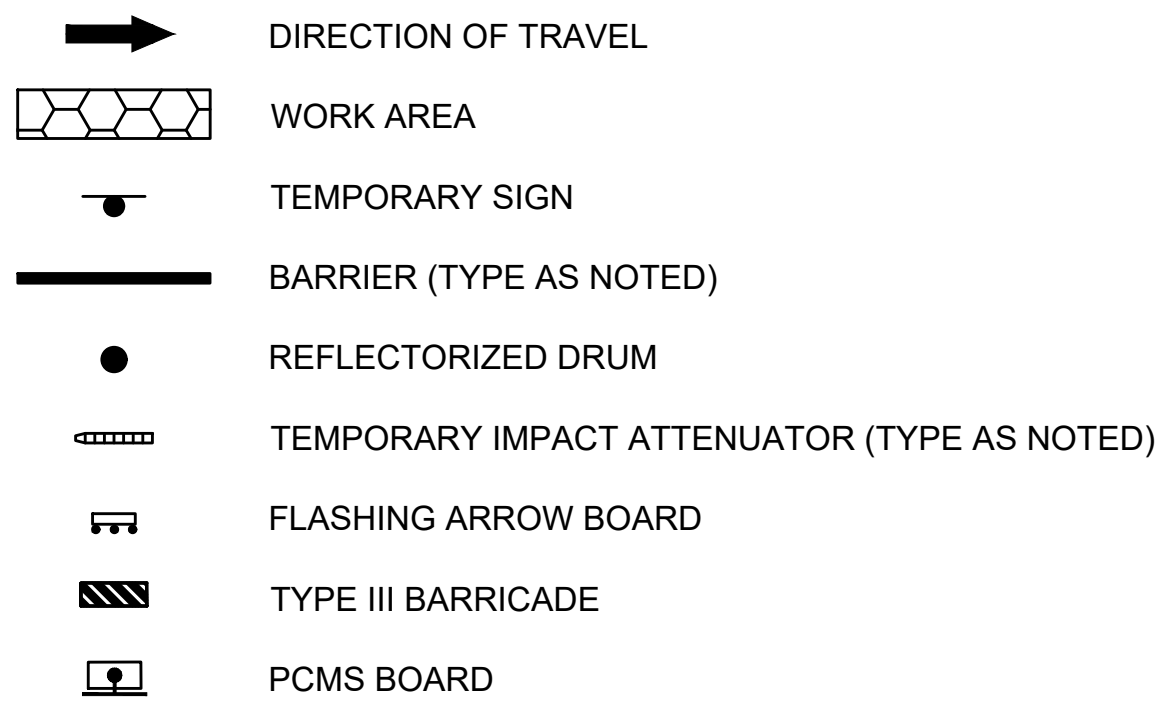
BURLINGTON
I-95 / ROUTE 3 INTERCHANGE

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	105	171
PROJECT FILE NO.		609516	

TEMPORARY TRAFFIC CONTROL PLANS
STAGE 1



TRAFFIC DEVICE LEGEND



NOTES:
CONTRACTOR SHALL MAINTAIN MINIMUM 11' TRAVEL LANES AND 2' MINIMUM SHOULDER AT ALL TIMES.

TEMPORARY TRAFFIC CONTROL PLANS ARE FOR CONSTRUCTION OF FULL DEPTH PAVEMENT ONLY. ALL OTHER CONSTRUCTION ACTIVITIES INCLUDING BUT NOT LIMITED TO MEDIAN REMOVAL, RESTRIPIING, AND OVERHEAD SIGN INSTALLATION SHALL USE TYPICAL TEMPORARY TRAFFIC CONTROL SETUPS ON SHEET 100.

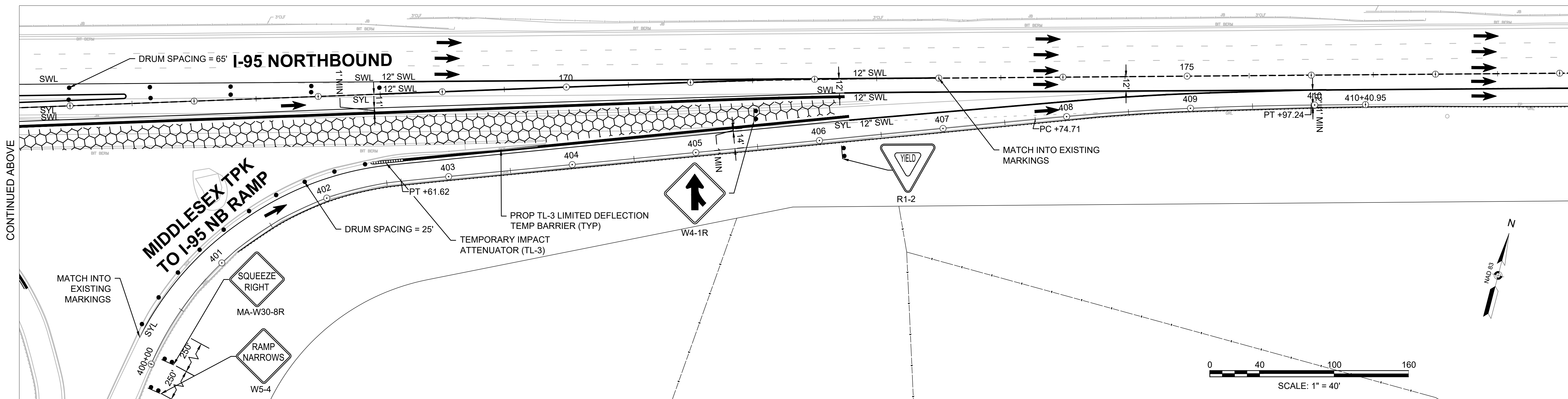
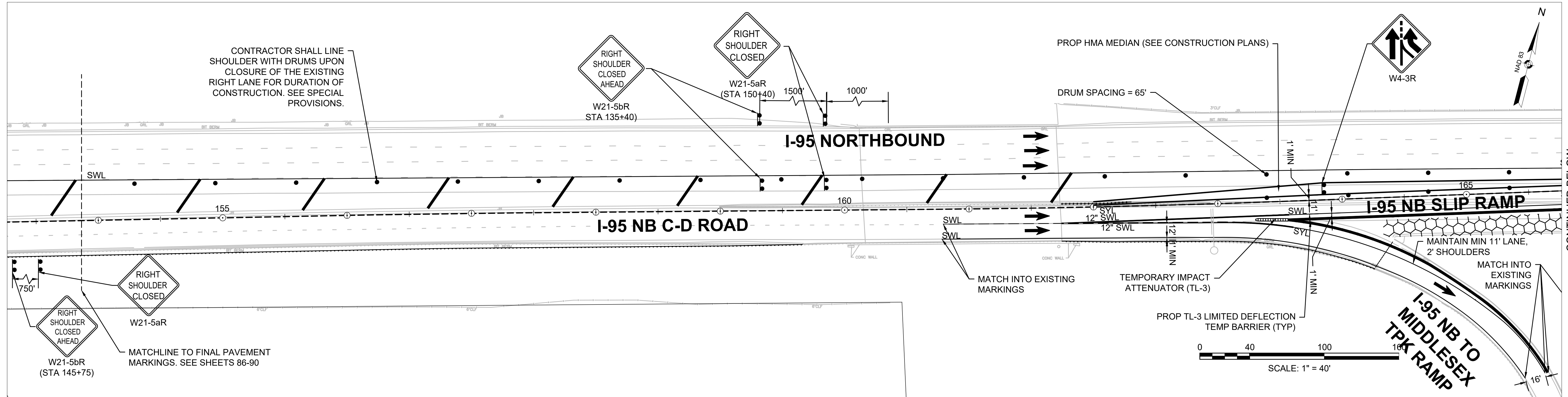
STAGE 2

1. CONSTRUCT FINAL CURB ALONG SLIP RAMP
2. CONSTRUCT FINAL GORE BETWEEN MIDDLESEX TPK TO I-95 NB RAMP AND SLIP RAMP

BURLINGTON
I-95 / ROUTE 3 INTERCHANGE

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	106	171
PROJECT FILE NO.		609516	

TEMPORARY TRAFFIC CONTROL PLANS
STAGE 2



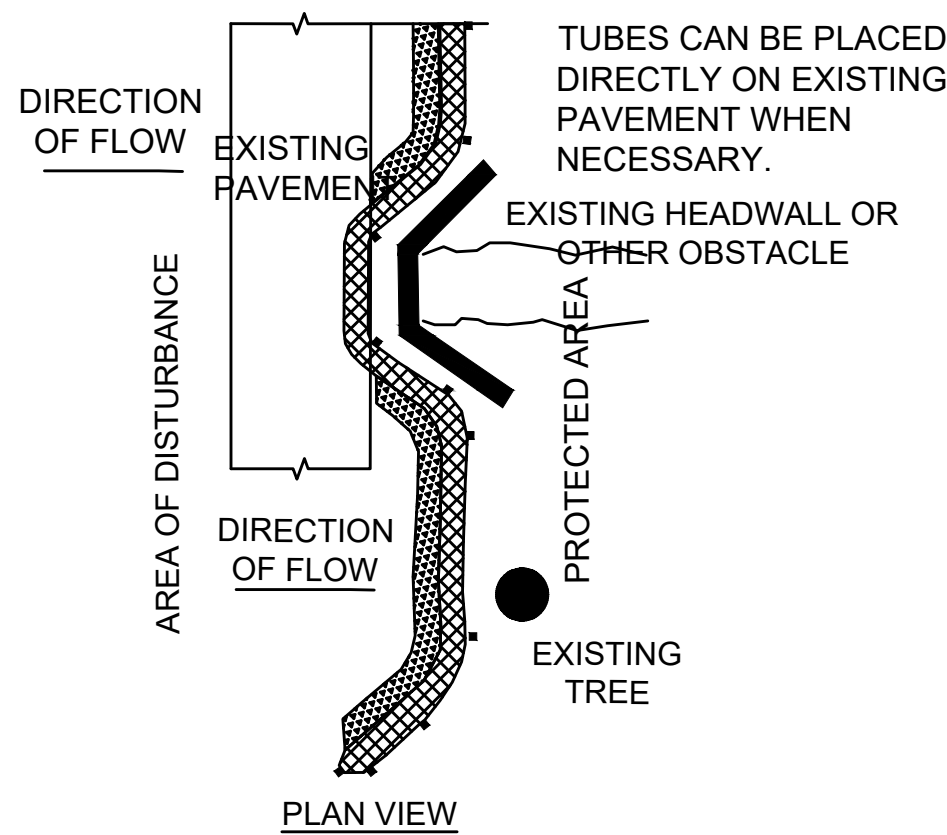
BURLINGTON

I-95 / ROUTE 3 INTERCHANGE

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	107	171
PROJECT FILE NO.		609516	

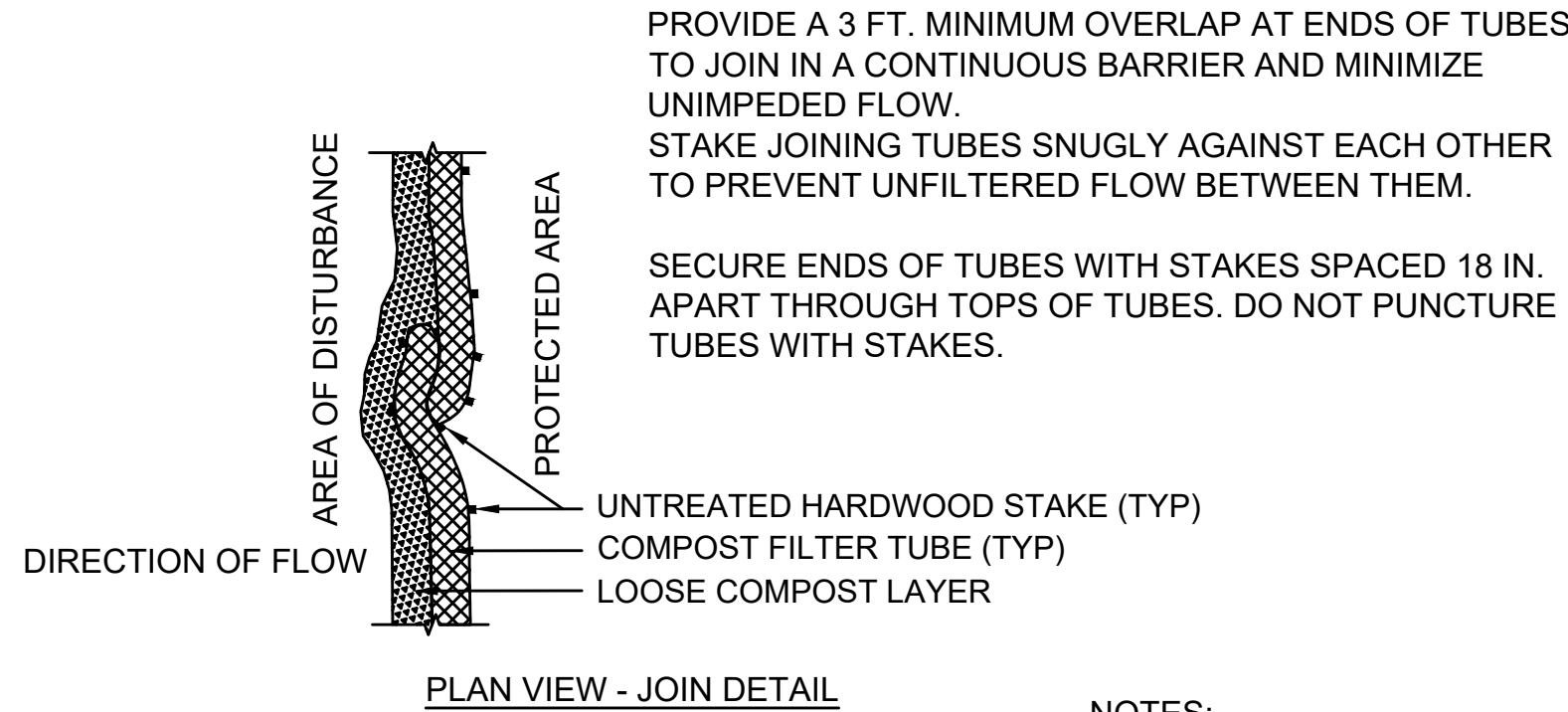
CONSTRUCTION DETAILS

SHEET 1 OF 2

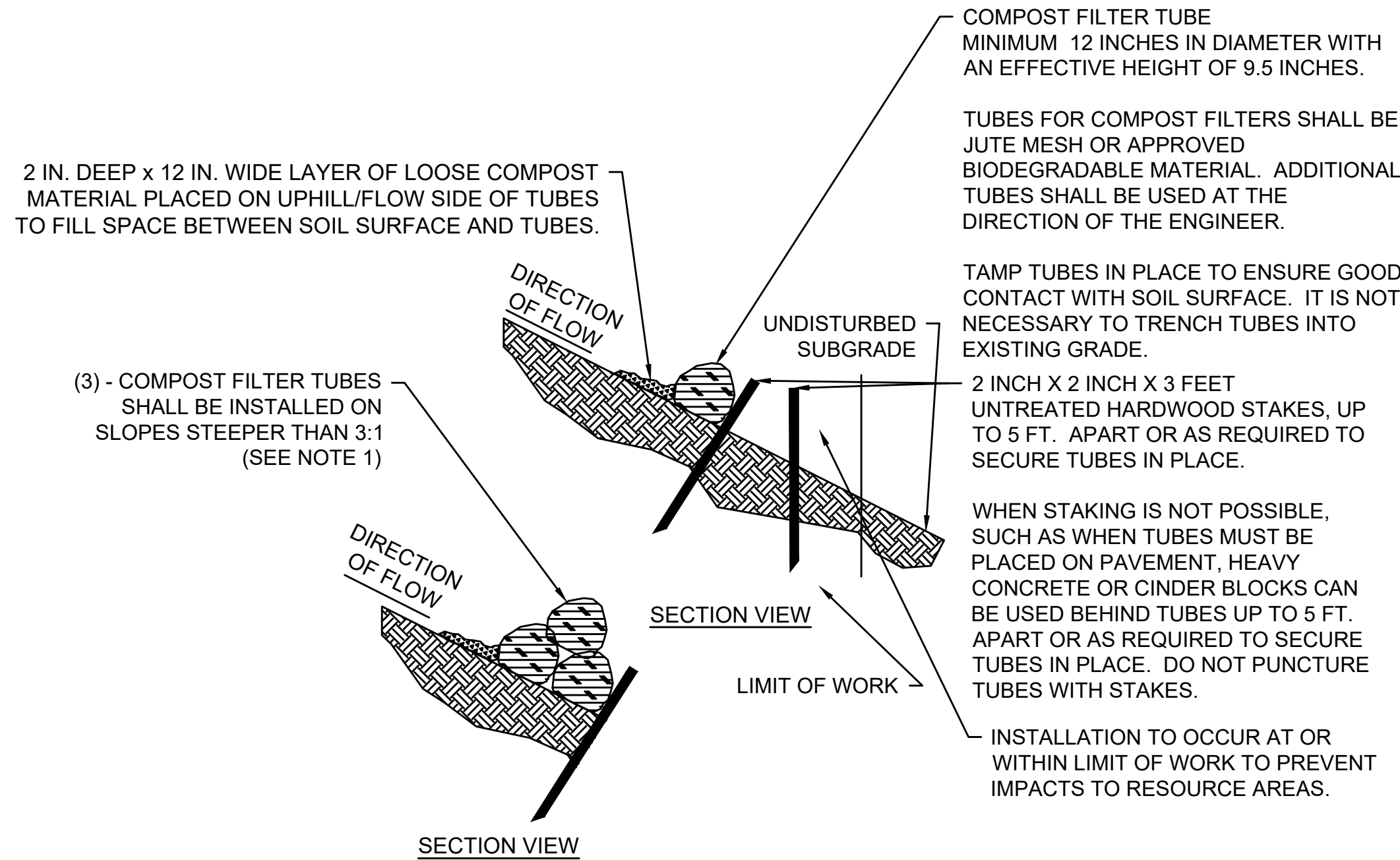


PLACING TUBES AGAINST THE UPHILL SIDE OF WELL-ANCHORED, STATIONARY FEATURES SUCH AS EXISTING TREES CAN PROVIDE ADDITIONAL BRACING.

CURVE ENDS UPHILL TO PREVENT DIVERSION OF UNFILTERED RUN-OFF.

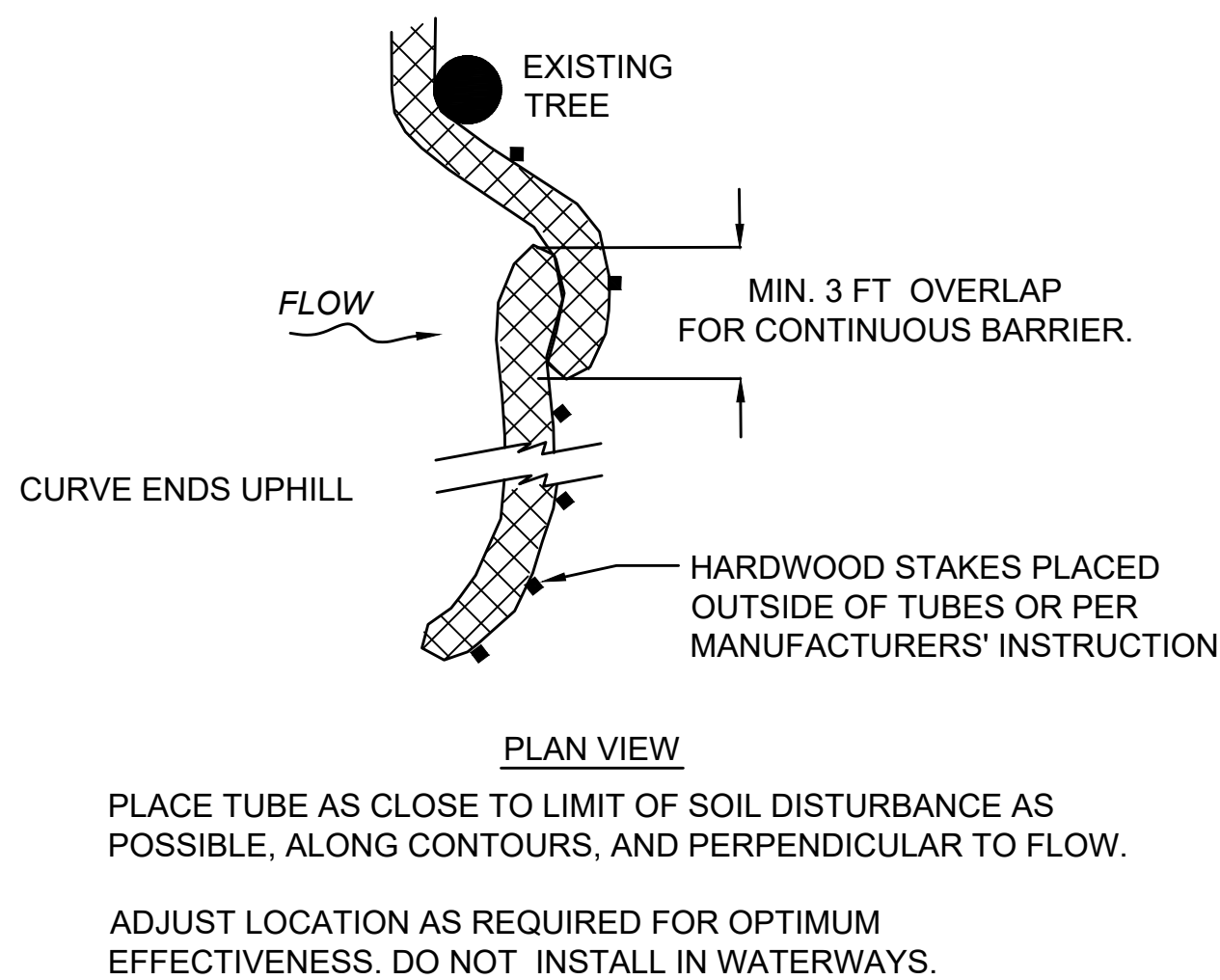


- NOTES:
1. PROVIDE A MINIMUM TUBE DIAMETER OF 12 INCHES FOR SLOPES UP TO 50 FEET IN LENGTH WITH A SLOPE RATIO OF 3H:1V OR SHALLOWER.
 2. TRIPLE 12-INCH COMPOST FILTER TUBES SHALL BE INSTALLED IN AREAS WITH SLOPES STEEPER THAN 3:1, AND IN AREAS WARRANTING ADDITIONAL EROSION CONTROL MEASURES BASED ON SITE CONDITIONS AS DETERMINED BY THE CONTRACTOR AND HIS OR HER ENVIRONMENTAL MONITOR (I.E. AREAS ADJACENT TO STOCKPILING AND SENSATIVE/LARGE WATERSHED, AREAS IMMEDIATELY ADJACENT TO EXCAVATION, GRADING OR CLEARING AREAS, ETC.)
 3. INSTALL TUBES ALONG CONTOURS AND PERPENDICULAR TO SHEET OR CONCENTRATED FLOW.
 4. CONFIGURE TUBES AROUND EXISTING SITE FEATURES TO MINIMIZE SITE DISTURBANCE AND MAXIMIZE CAPTURE AREA OF STORMWATER RUN-OFF.

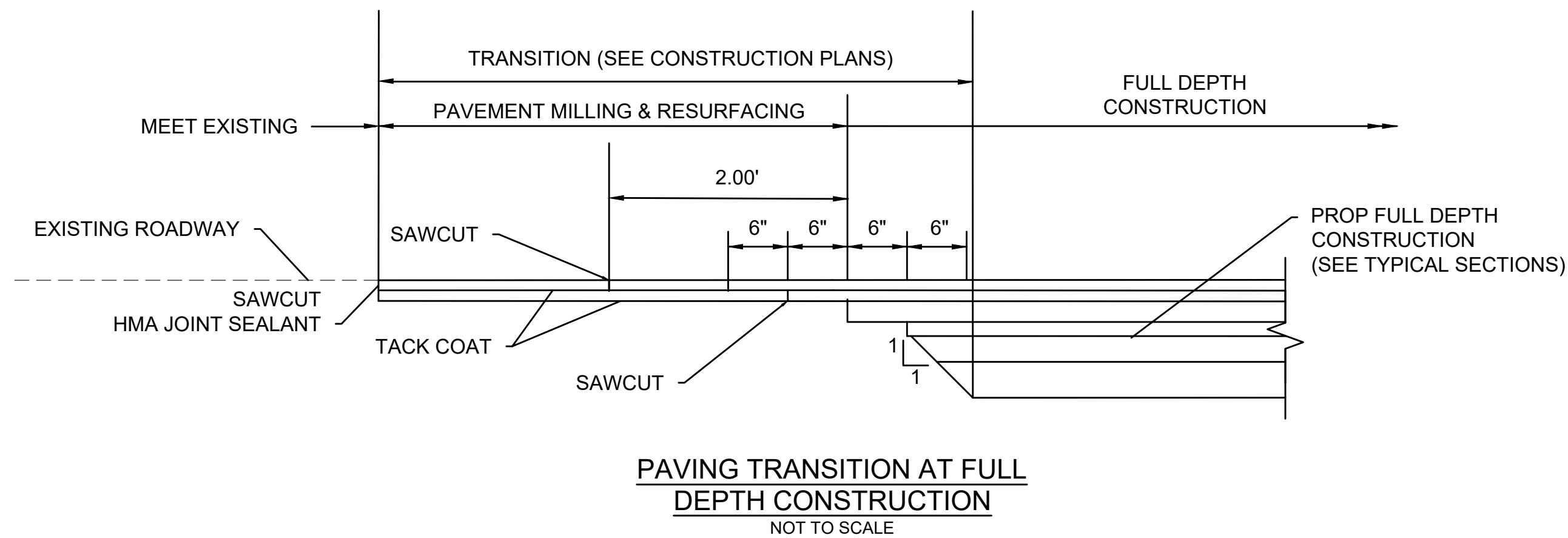
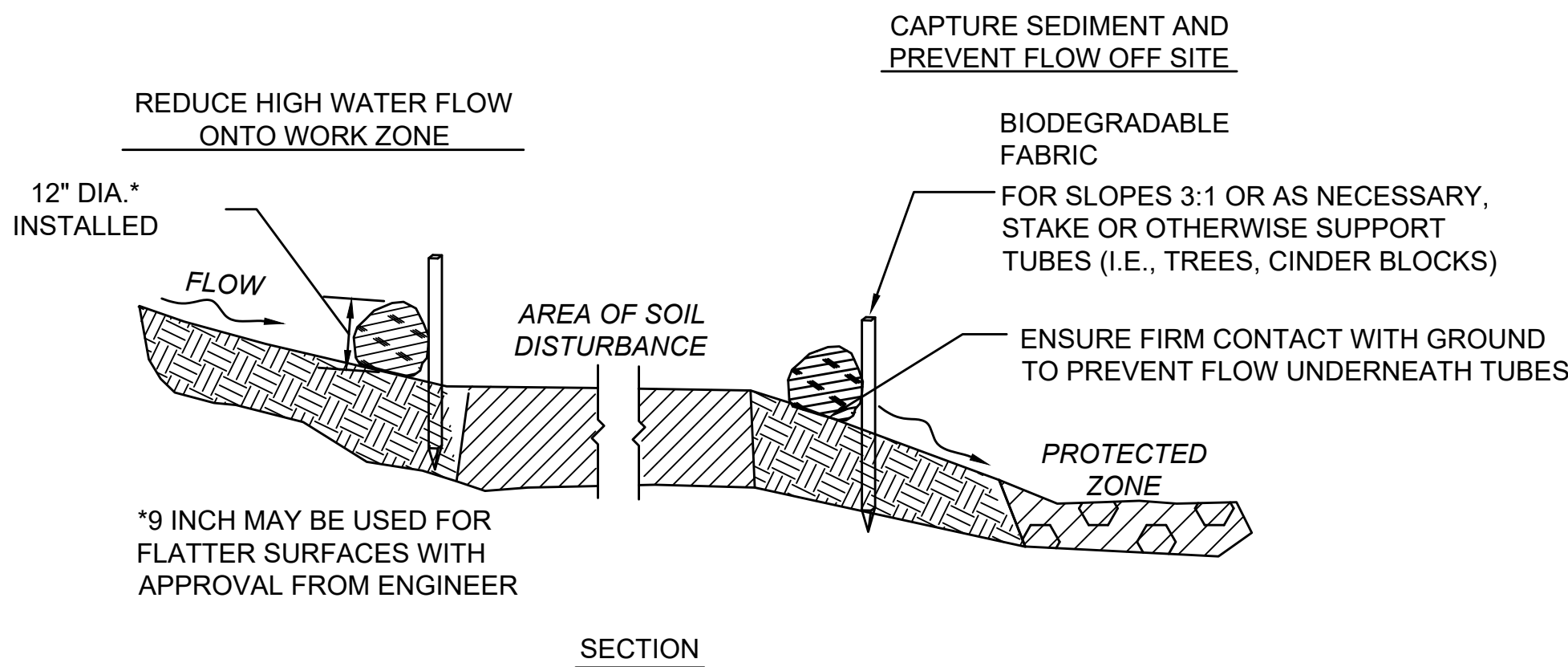


EROSION CONTROL - COMPOST FILTER TUBE
NTS

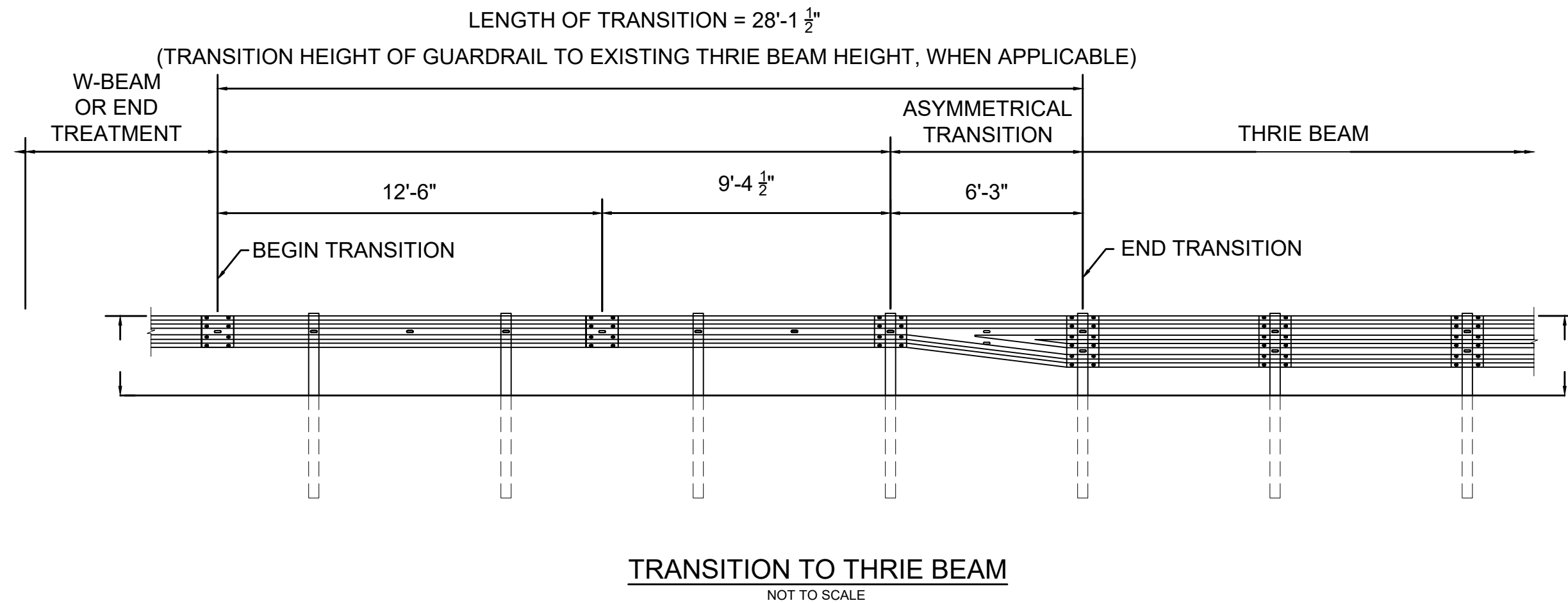
- NOTES:
1. INSTALL DRAIN INLET PROTECTION PER MANUFACTURER'S SPECIFICATIONS.
 2. REMOVE DRAIN INLET GRATE AND INSTALL POLYPROPYLENE FABRIC OVER DRAIN INLET FRAME. REPLACE DRAIN INLET GRATE TO SECURE POLYPROPYLENE FABRIC IN PLACE.
 3. LENGTH AND WIDTH SHALL BE MANUFACTURED TO FIT THE OPENING OF THE DRAIN INLET.
 4. MAINTENANCE: REMOVE ALL ACCUMULATED SEDIMENT AND DEBRIS FROM SURFACE AND VICINITY OF UNIT AFTER EACH STORM EVENT. REMOVE SEDIMENT THAT HAS ACCUMULATED WITHIN THE CONTAINMENT AREA OF THE DRAIN INLET PROTECTION SACK AS NEEDED.



SEDIMENT CONTROL BARRIER
NOT TO SCALE

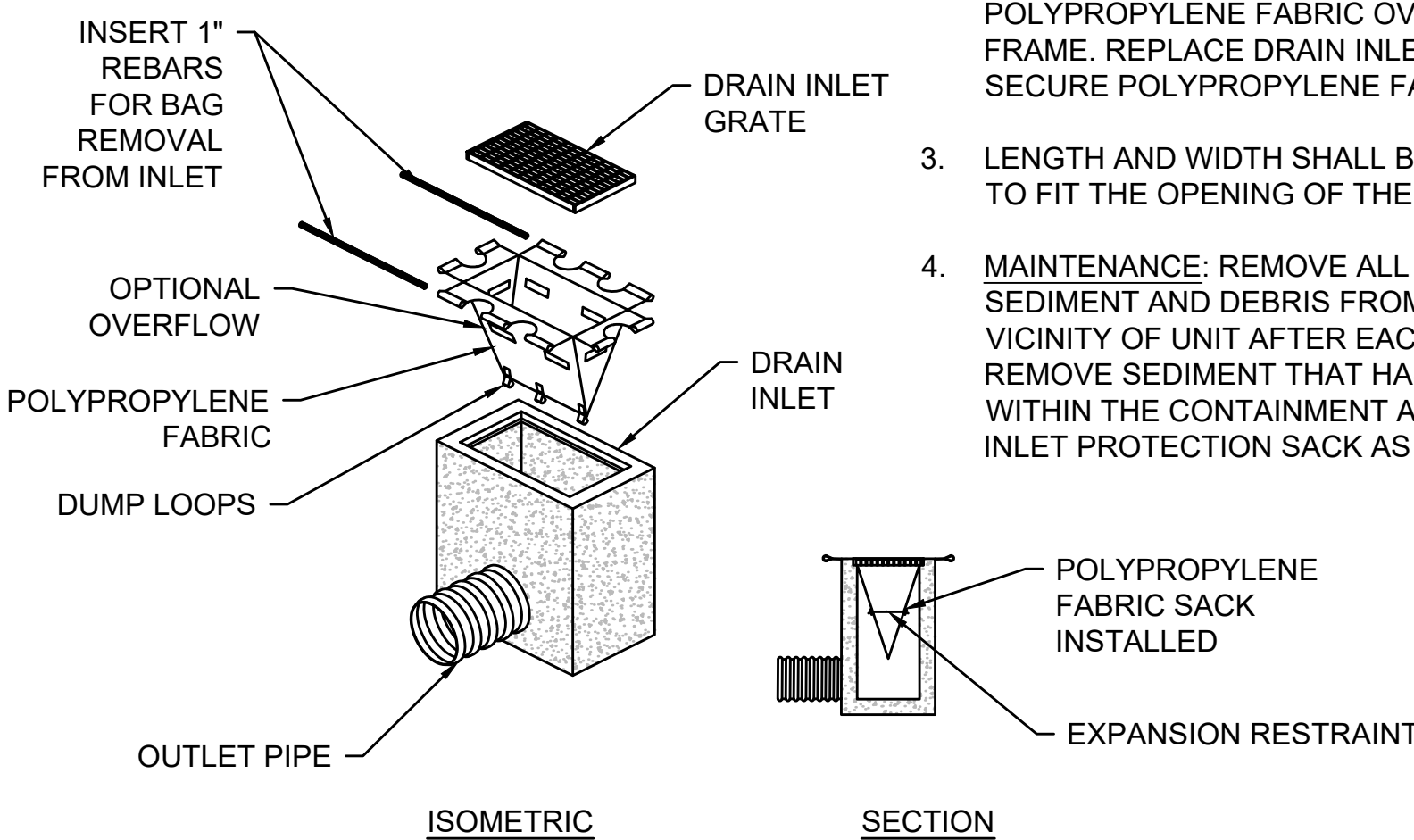


PAVING TRANSITION AT FULL
DEPTH CONSTRUCTION
NOT TO SCALE

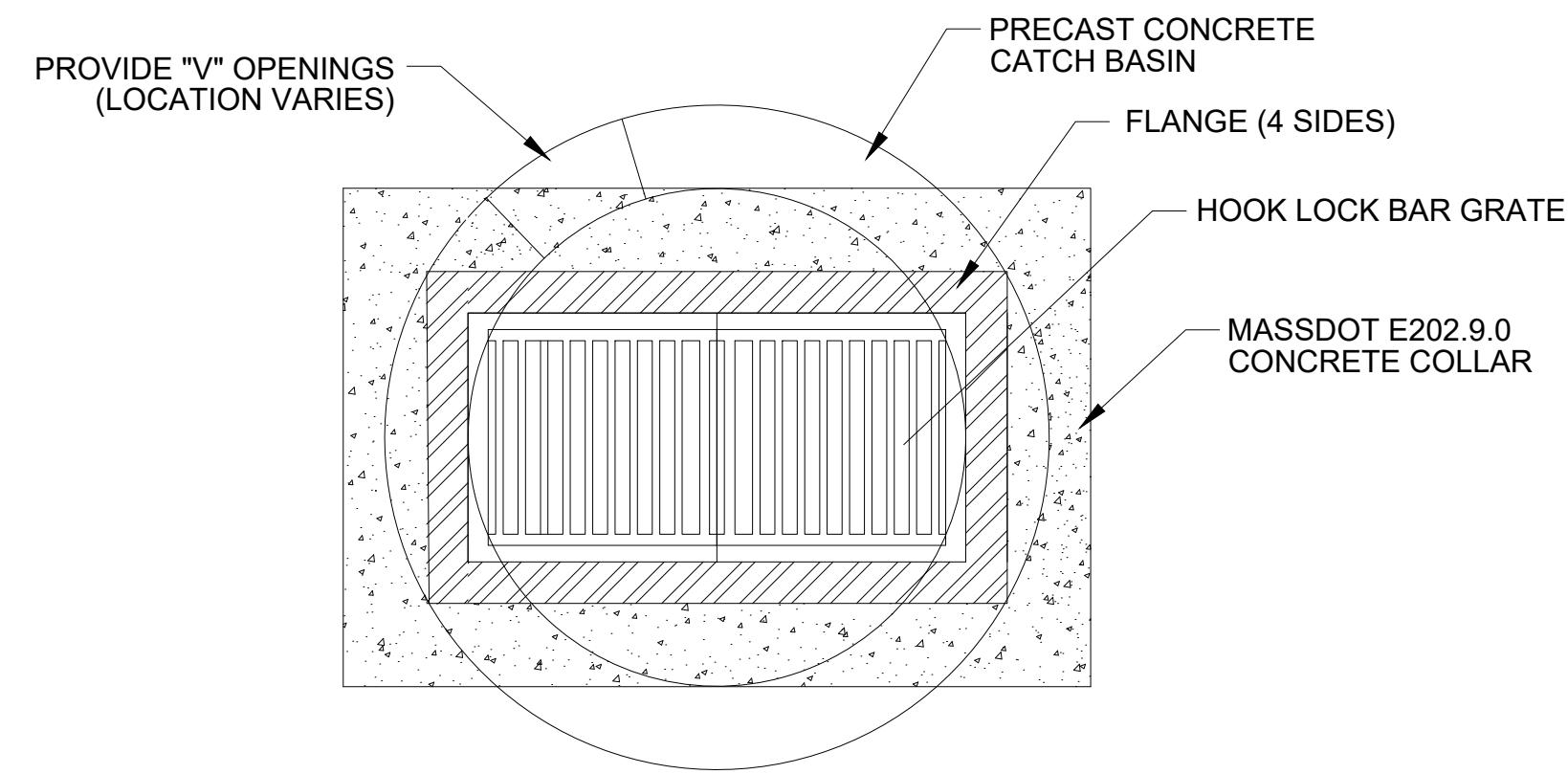


TRANSITION TO THRIE BEAM
NOT TO SCALE

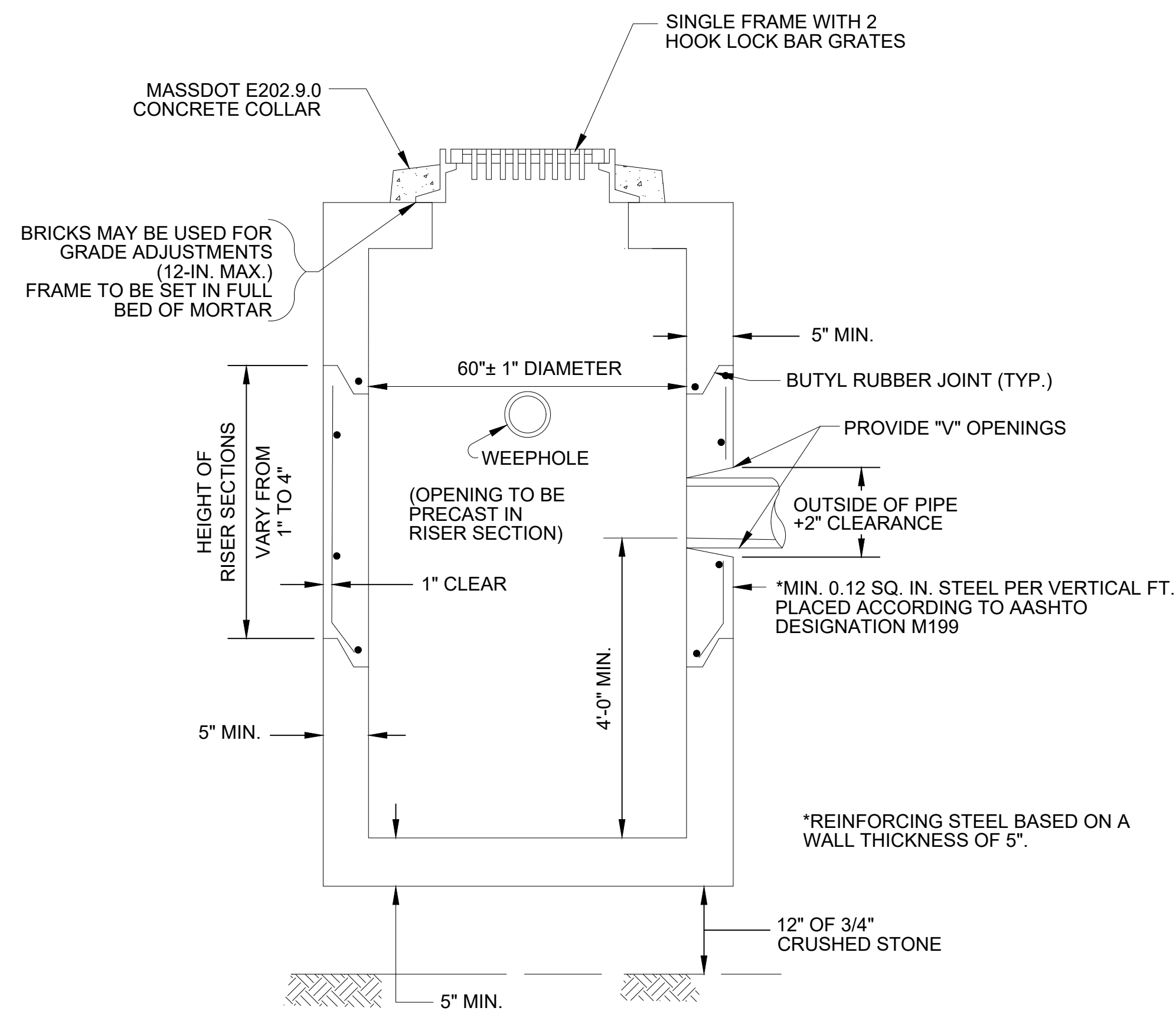
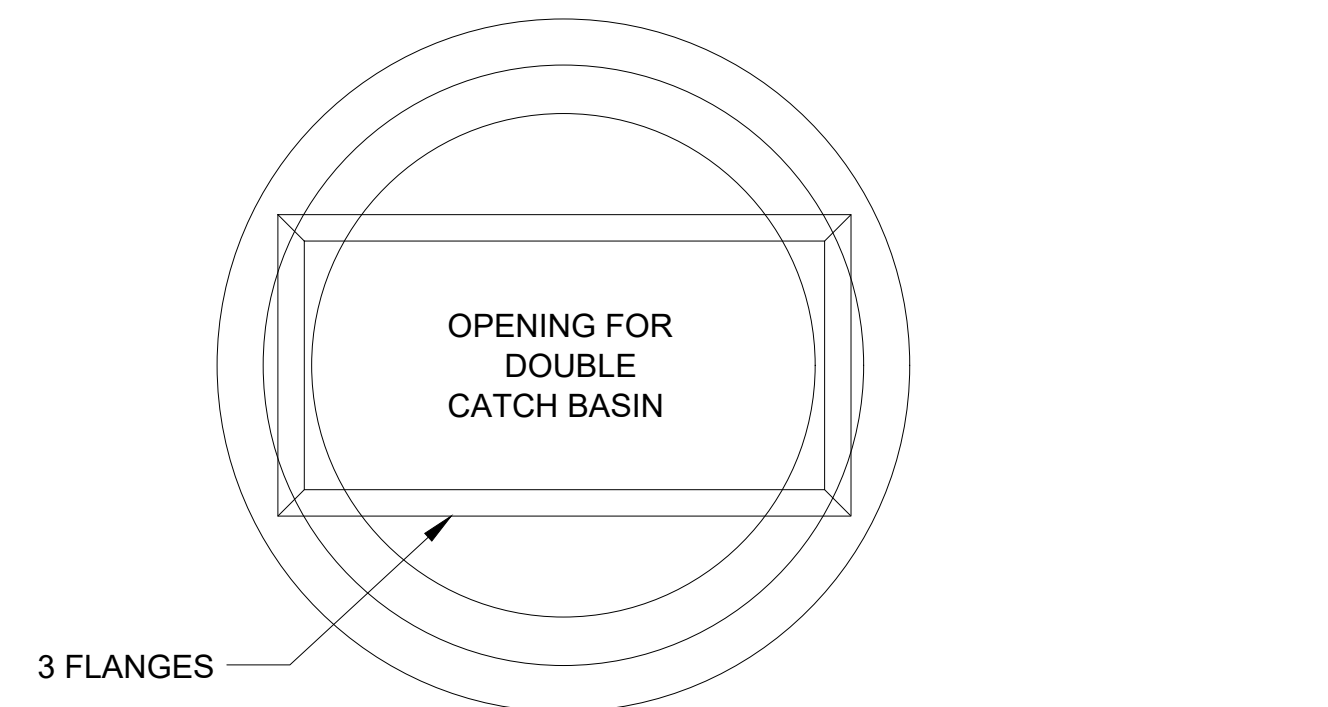
- NOTES:
1. INSTALL DRAIN INLET PROTECTION PER MANUFACTURER'S SPECIFICATIONS.
 2. REMOVE DRAIN INLET GRATE AND INSTALL POLYPROPYLENE FABRIC OVER DRAIN INLET FRAME. REPLACE DRAIN INLET GRATE TO SECURE POLYPROPYLENE FABRIC IN PLACE.
 3. LENGTH AND WIDTH SHALL BE MANUFACTURED TO FIT THE OPENING OF THE DRAIN INLET.
 4. MAINTENANCE: REMOVE ALL ACCUMULATED SEDIMENT AND DEBRIS FROM SURFACE AND VICINITY OF UNIT AFTER EACH STORM EVENT. REMOVE SEDIMENT THAT HAS ACCUMULATED WITHIN THE CONTAINMENT AREA OF THE DRAIN INLET PROTECTION SACK AS NEEDED.



TYPICAL DRAIN INLET PROTECTION
NOT TO SCALE



PLAN

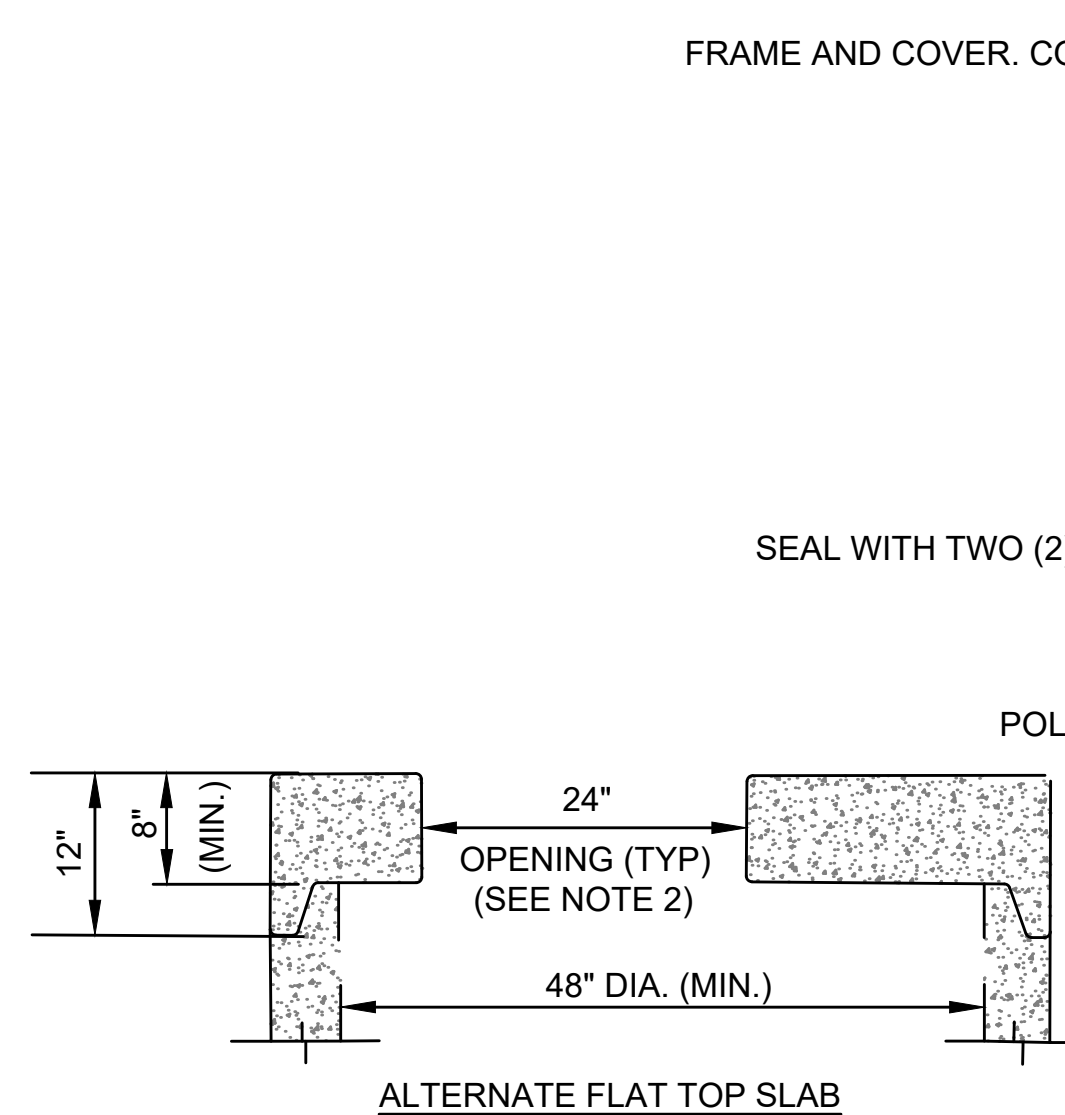


DOUBLE GRATE CATCH BASIN

NOT TO SCALE

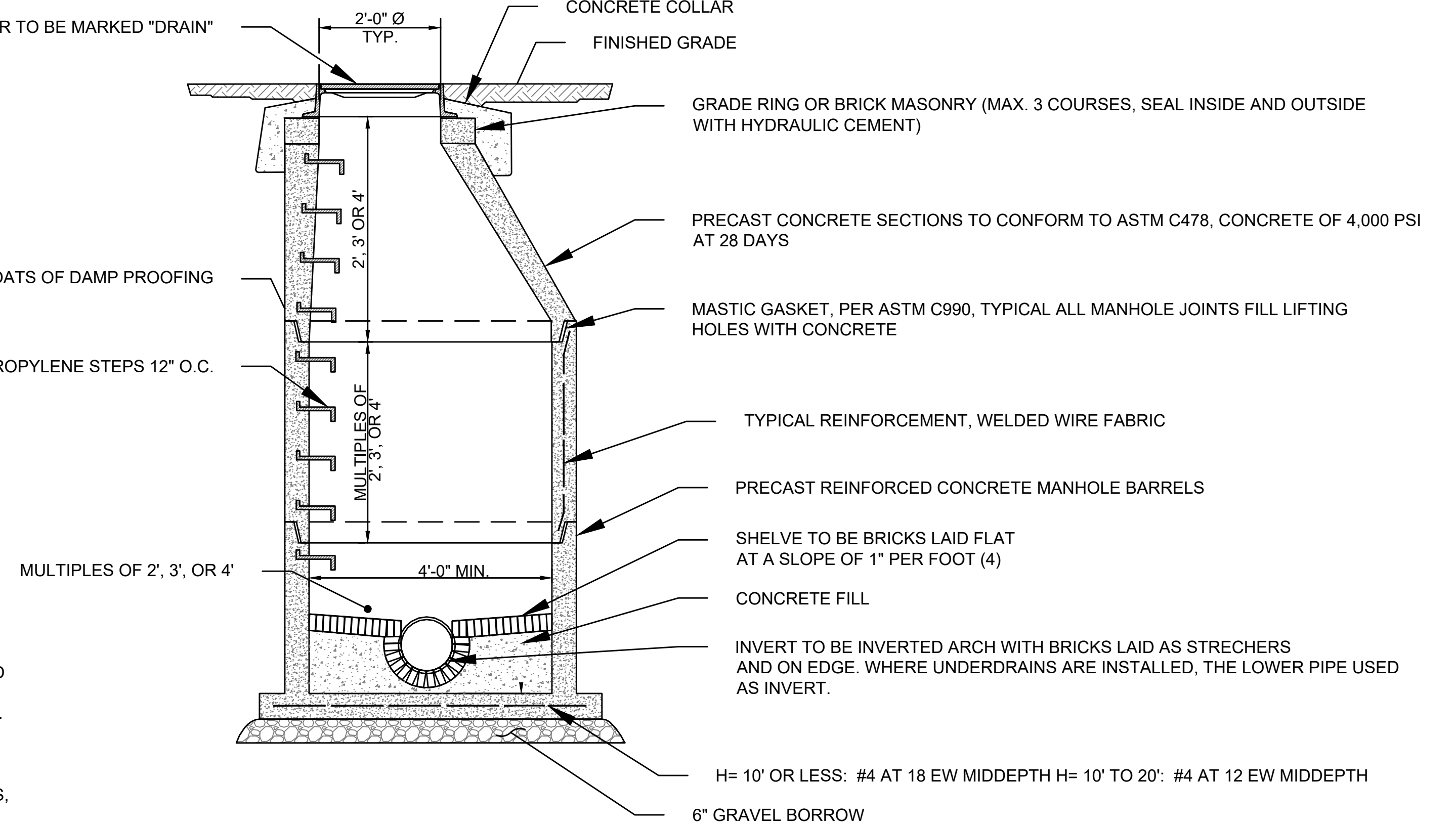
NOTE:

- FACE OF PIPE FLUSH OR NOT TO PROJECT MORE THAN 4" FROM FACE OF WALL ALONG CENTERLINE OF PIPE.
- FRAME SHALL BE EQUAL TO EJUSA 0MA544000001
- ALL CONCRETE TO BE AIR ENTRAINED.
- FOR DESCRIPTION, MATERIALS AND CONSTRUCTION METHOD, SEE SPECIFICATIONS.



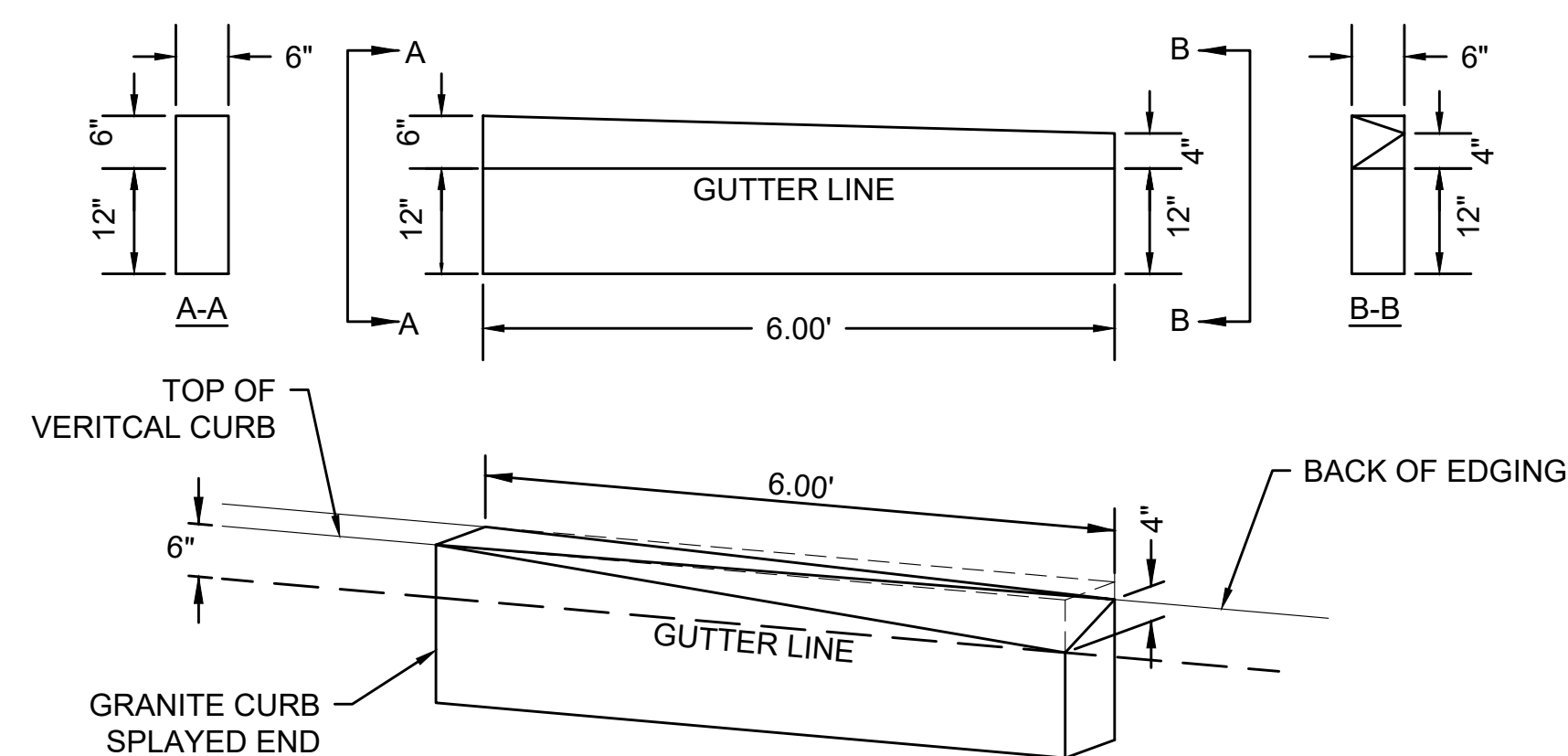
NOTES:

- BASED ON ACTUAL FIELD CONDITIONS; THE CONTRACTOR SHALL DETERMINE WHICH STYLE OF TOP SECTION SHOULD BE USED.
- OPENING SHAPE DEPENDS ON STRUCTURE CASTING TYPE. FRAME & GRATES SHALL HAVE A SQUARE OPENING, WHILE FRAME AND COVERS SHALL REQUIRE A ROUND OPENING.
- REFER TO MASSDOT STANDARD CATCH BASIN DETAIL 201.4.0 FOR ALL OTHER DIMENSIONS, MATERIAL, CALLOUTS, AND REQUIREMENTS.



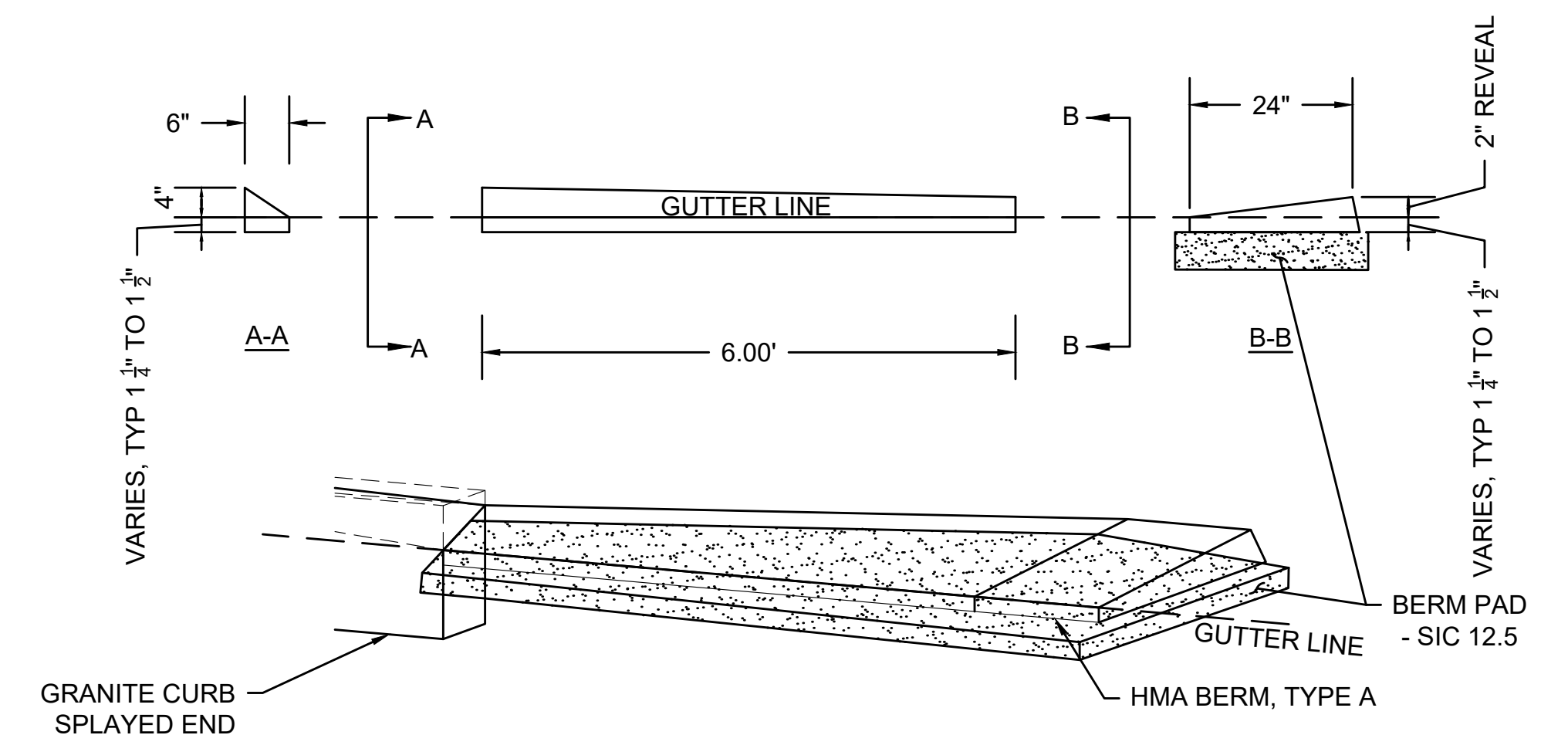
- DRAIN MANHOLES SHALL BE PRECAST REINFORCED CONCRETE, DESIGNED AND MANUFACTURED IN ACCORDANCE WITH ASTM C478.
- DESIGN LIVE LOAD SHALL BE: HS 20.
- 6 INCH LIP OPTIONAL UNLESS OTHERWISE NOTED.
- ALL CAST IN PLACE CONCRETE SHALL HAVE A MINIMUM 28 DAY STRENGTH OF 4,000 PSI, USING 1/2" MAXIMUM SIZE AGGREGATE.
- USE 4'-0" MAXIMUM LENGTHS OF PIPE STUBS AT ALL MANHOLES.
- PIPE TO MANHOLE CONNECTIONS SHALL BE MADE UTILIZING FLEXIBLE WATERTIGHT SLEEVE CONNECTORS CONFORMING WITH ASTM C923.

DRAIN MANHOLE
NOT TO SCALE



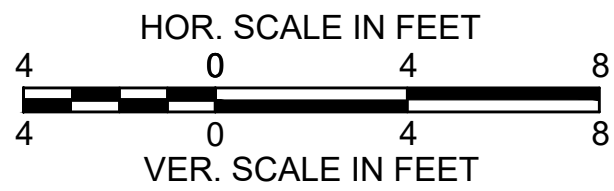
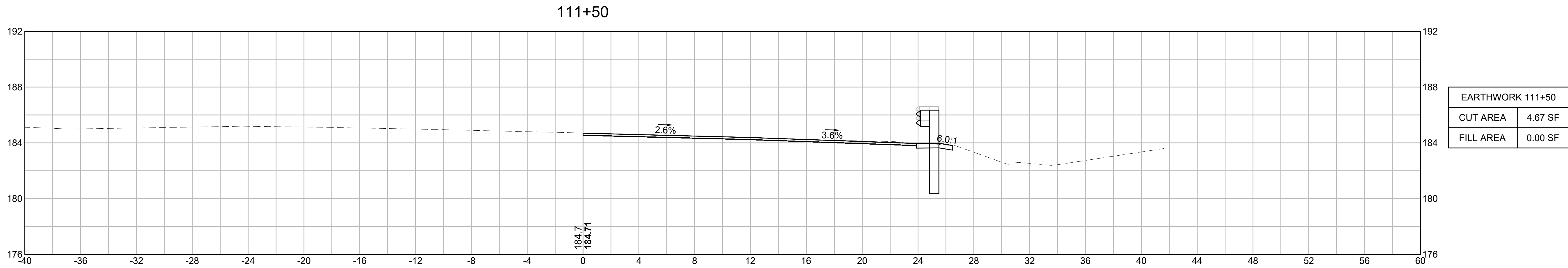
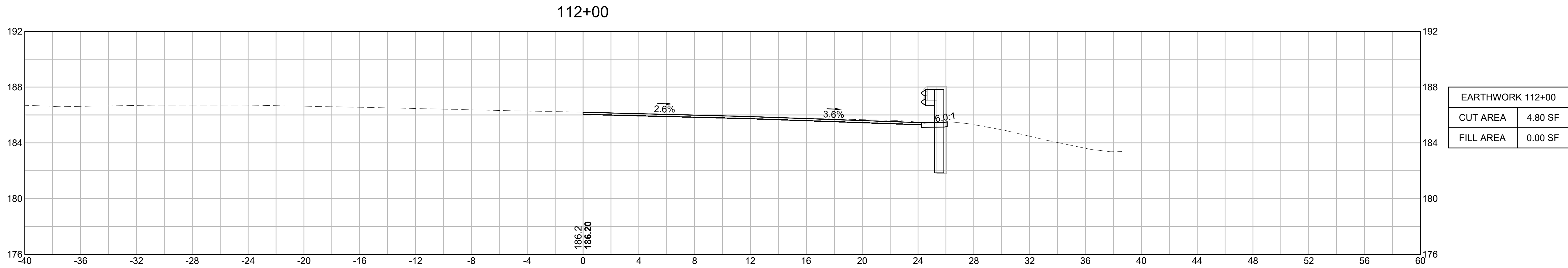
GRANITE CURB SPLAYED END
(TRANSITION FROM CURB TO EDGING)

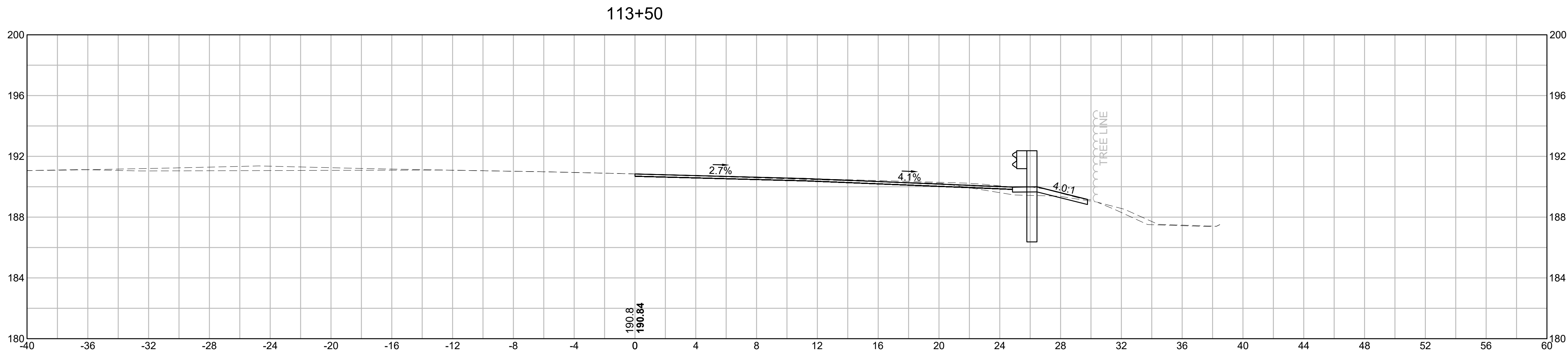
NOT TO SCALE



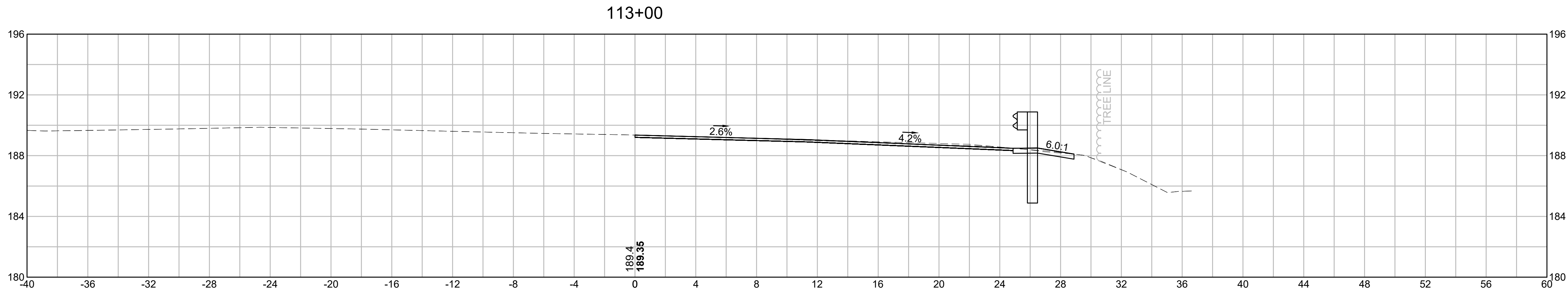
HMA TRANSITION BERM
(TRANSITION FROM SPLAYED END TO
TYPE "A" HMA BERM)

NOT TO SCALE

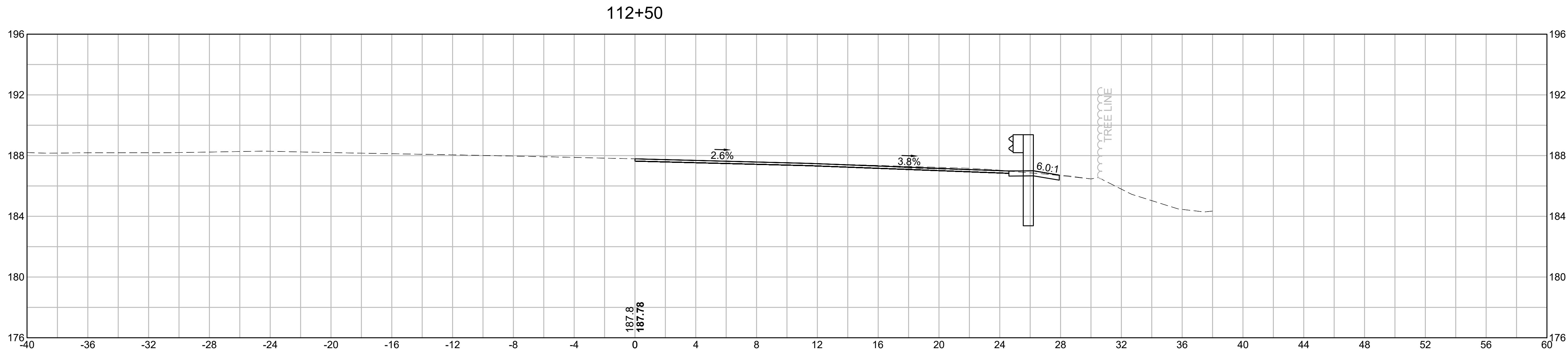




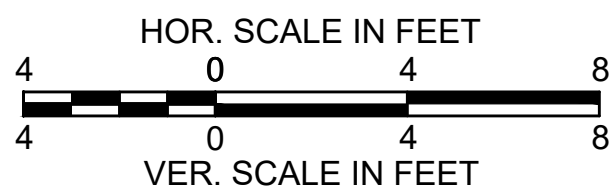
EARTHWORK 113+50	
CUT AREA	6.29 SF
FILL AREA	0.00 SF



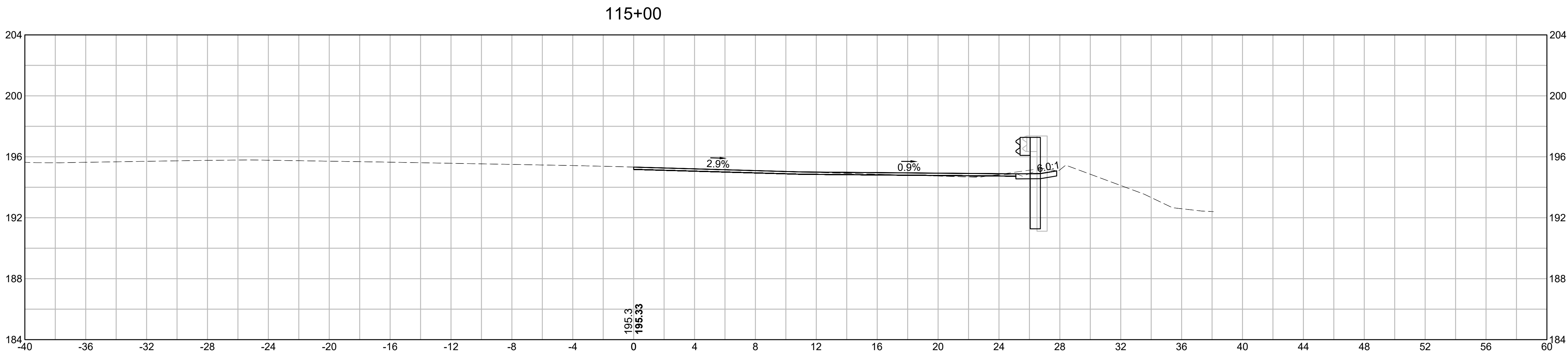
EARTHWORK 113+00	
CUT AREA	5.61 SF
FILL AREA	0.00 SF



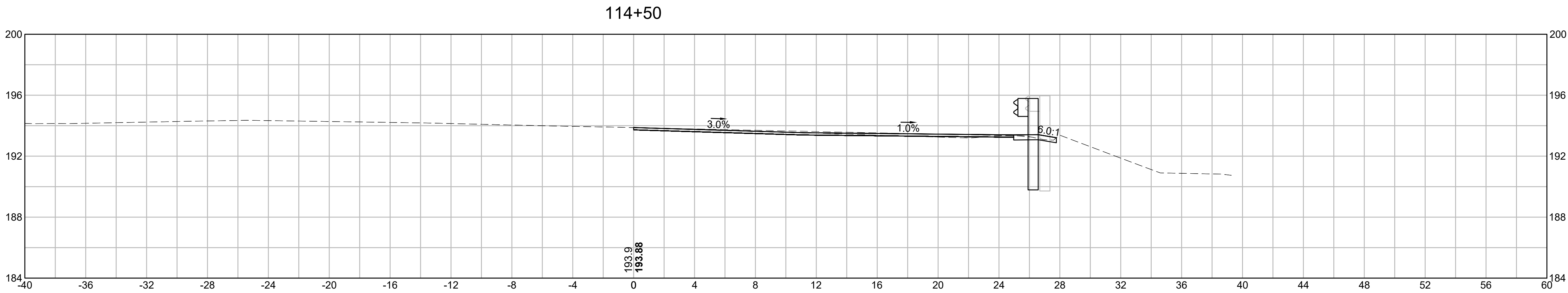
EARTHWORK 112+50	
CUT AREA	5.15 SF
FILL AREA	0.00 SF



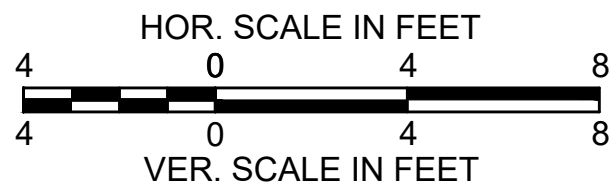
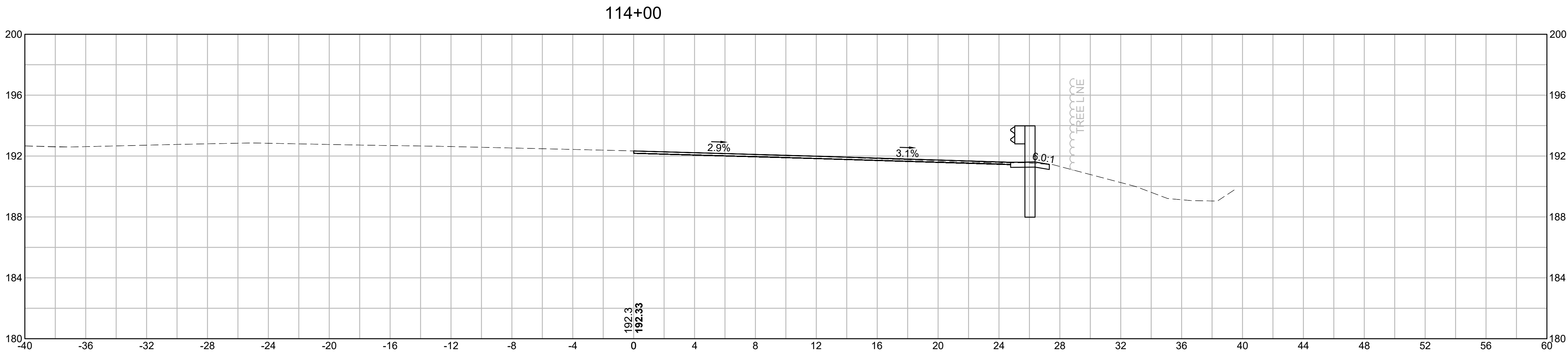
EARTHWORK 115+00	
CUT AREA	3.45 SF
FILL AREA	0.22 SF

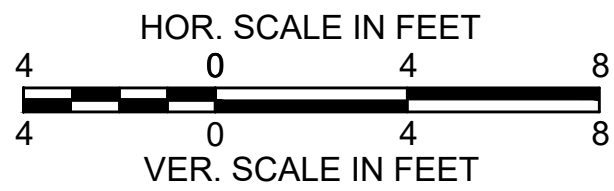
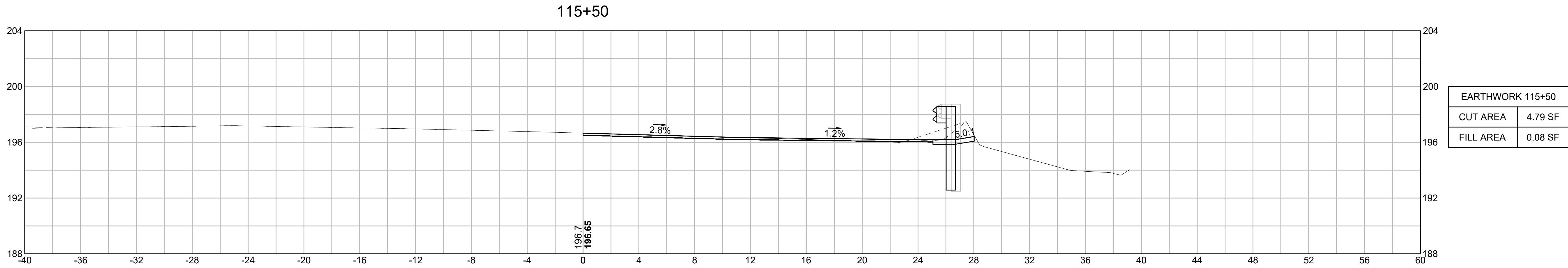
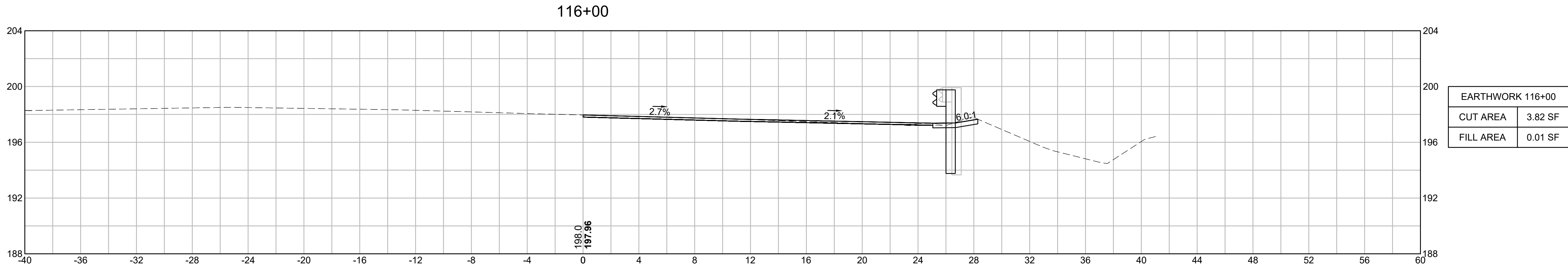
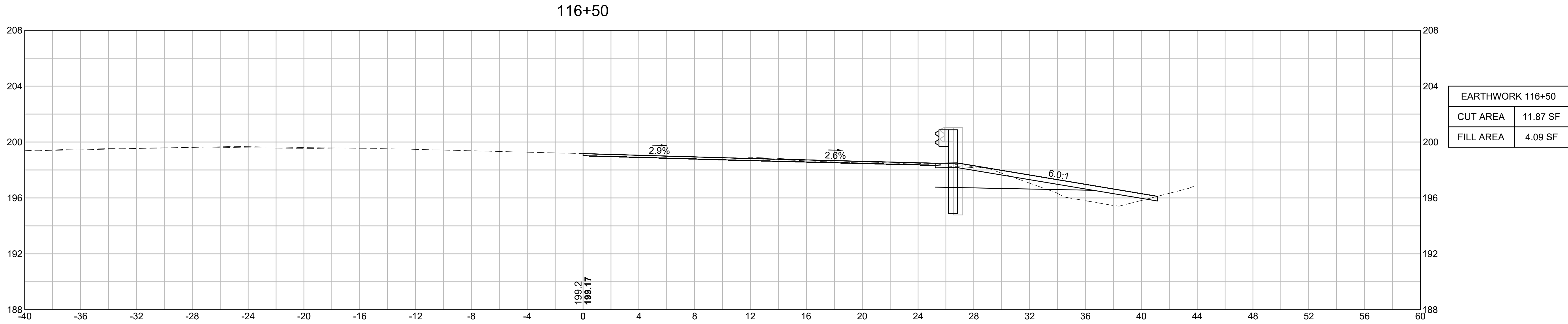


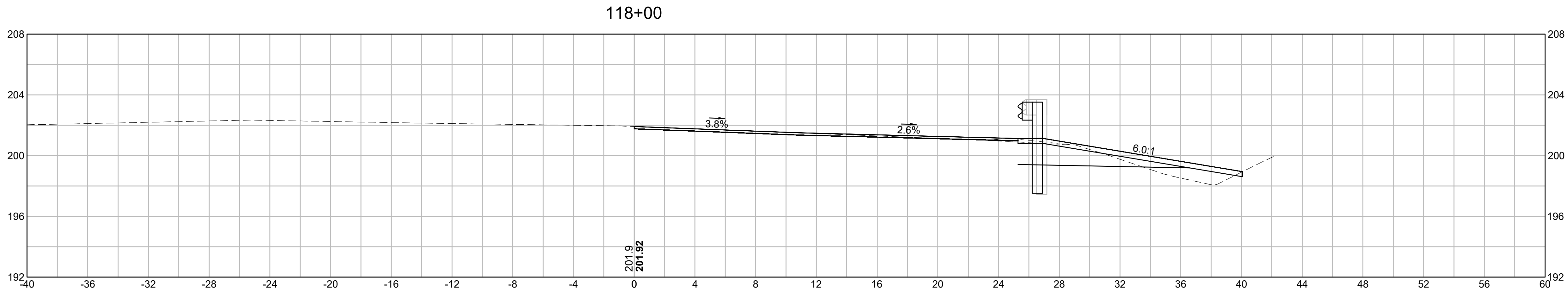
EARTHWORK 114+50	
CUT AREA	2.77 SF
FILL AREA	0.23 SF



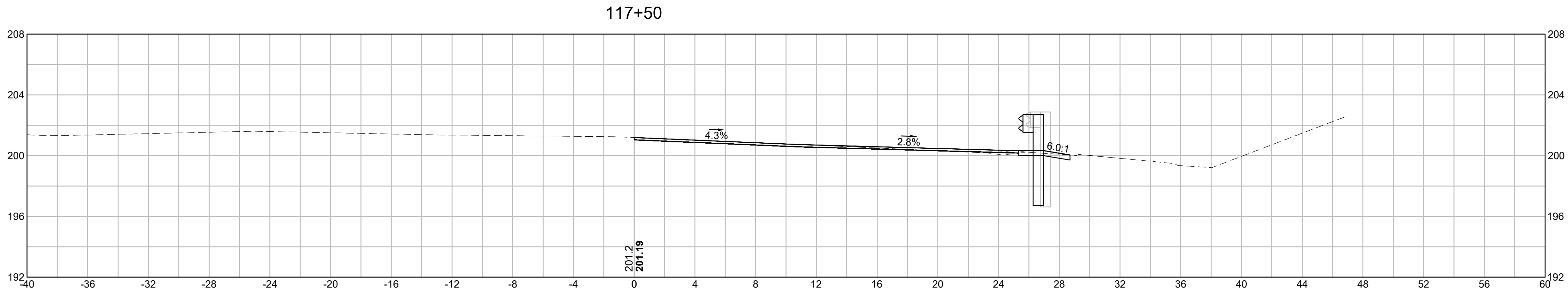
EARTHWORK 114+00	
CUT AREA	4.31 SF
FILL AREA	0.00 SF



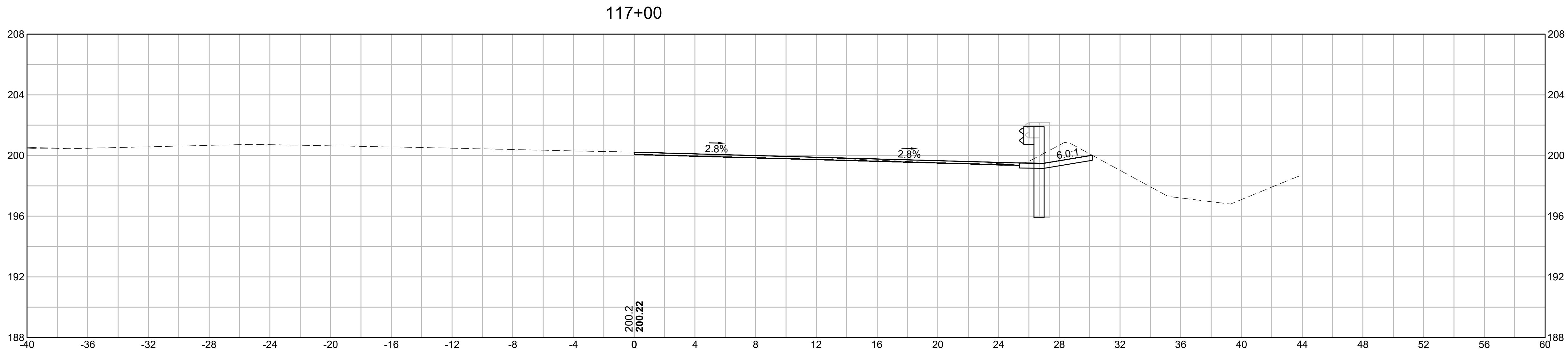




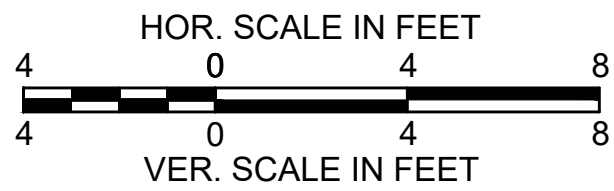
EARTHWORK 118+00	
CUT AREA	11.49 SF
FILL AREA	3.35 SF

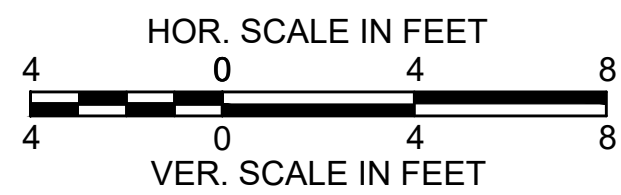
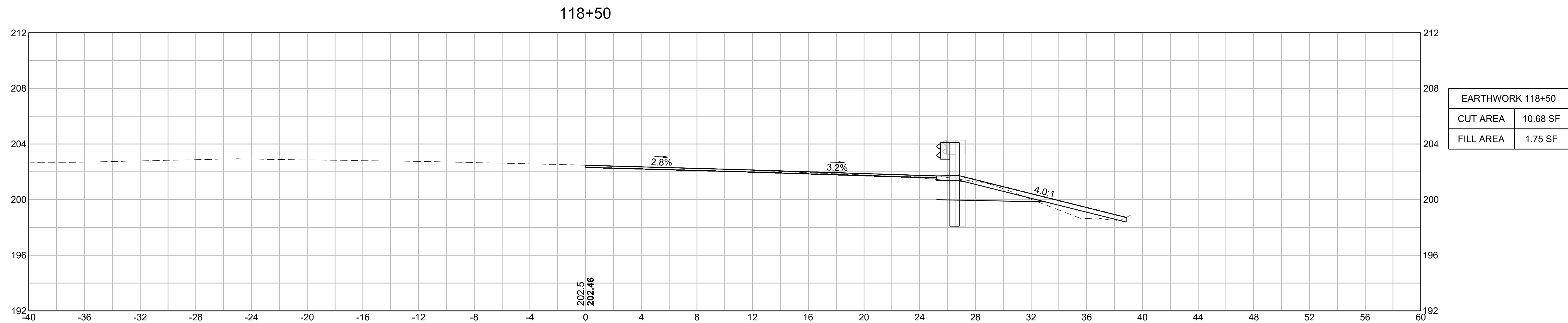
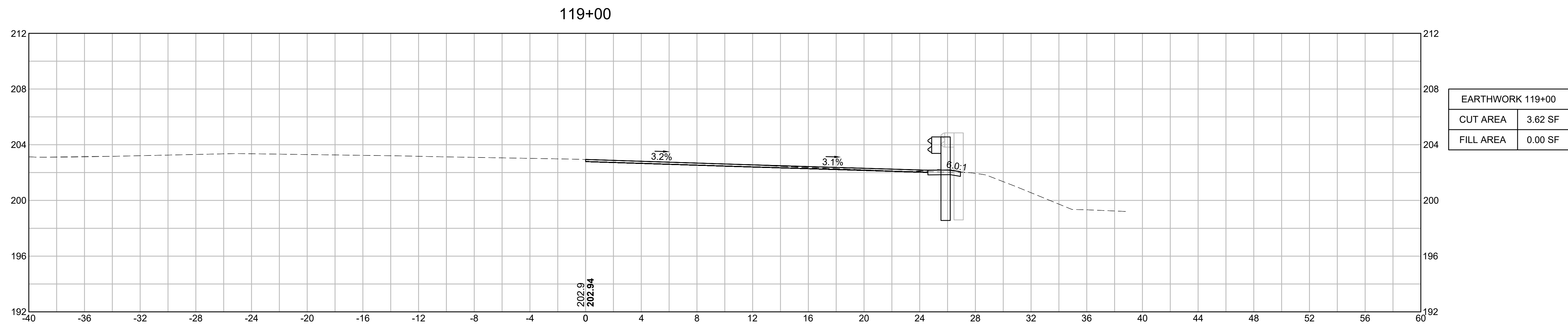


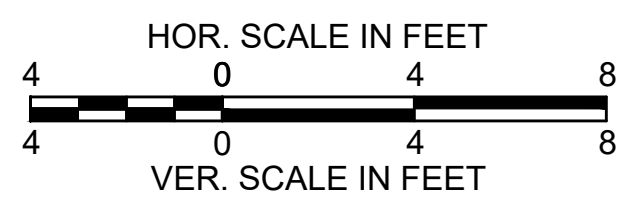
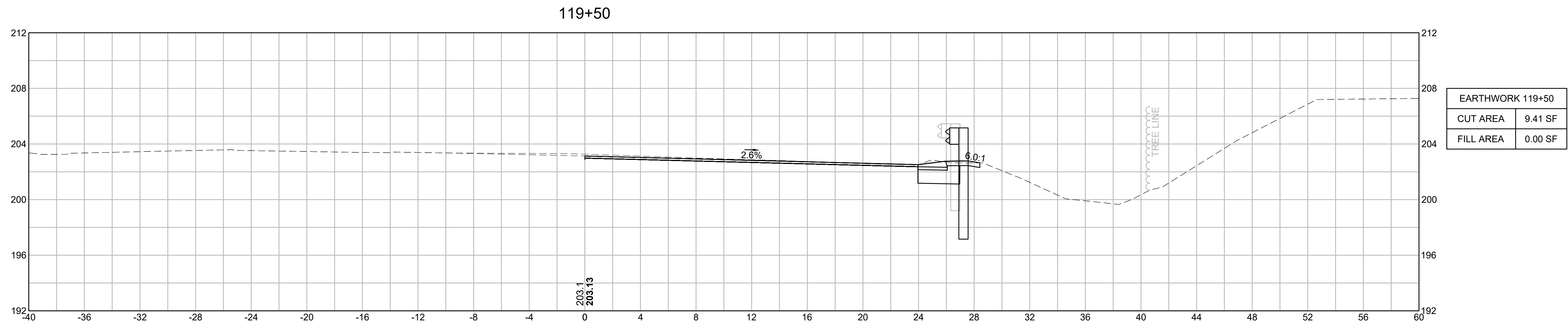
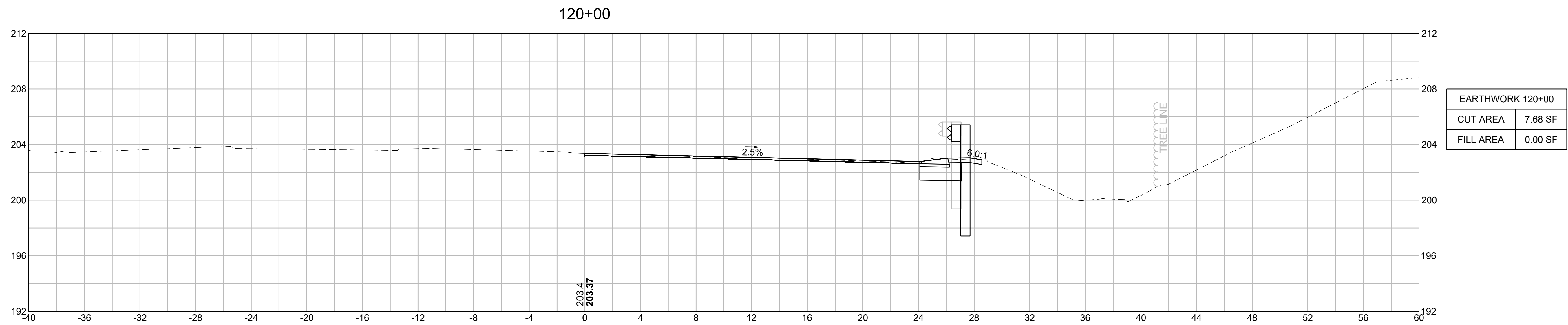
EARTHWORK 117+50	
CUT AREA	3.30 SF
FILL AREA	0.08 SF

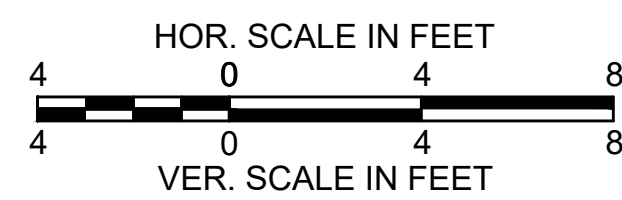
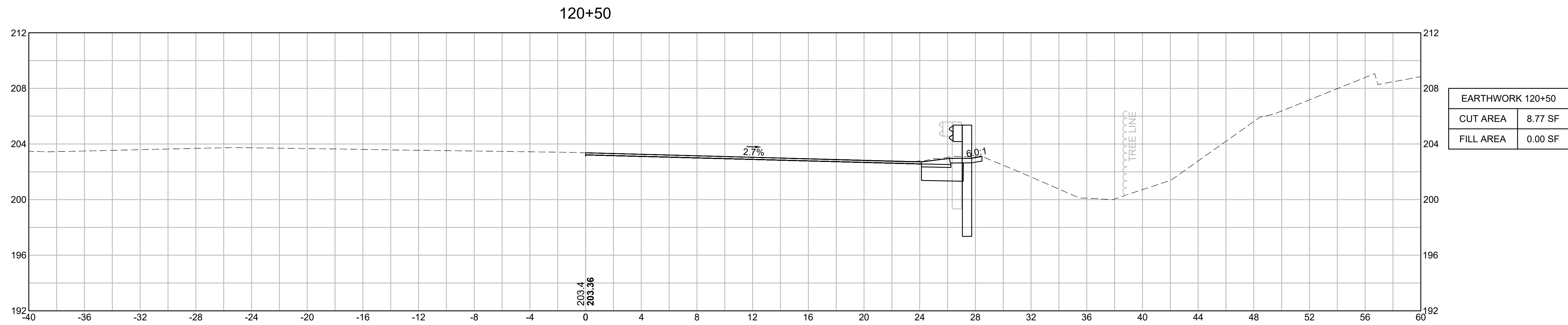
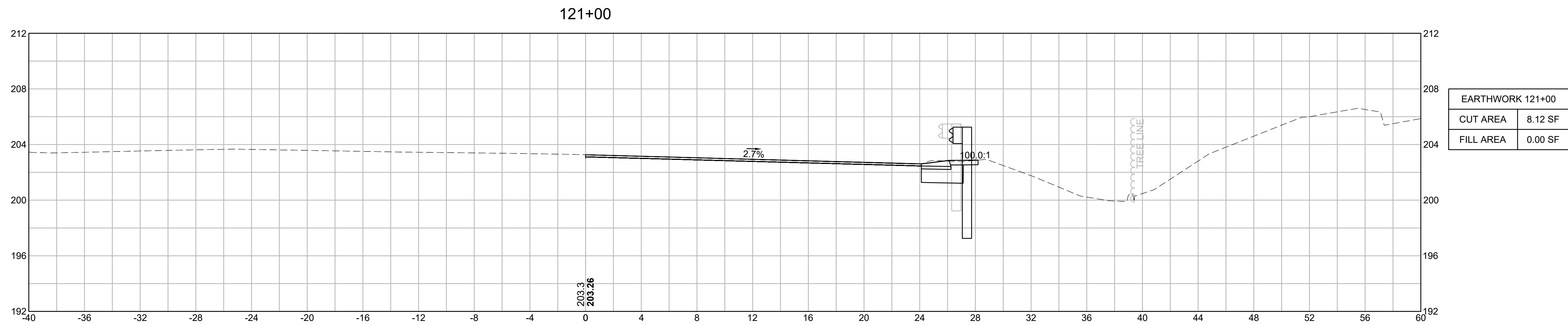


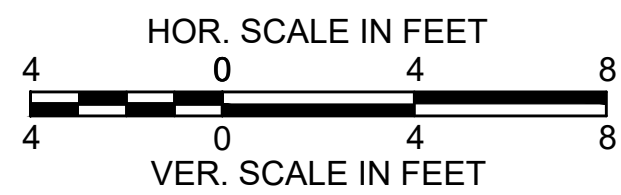
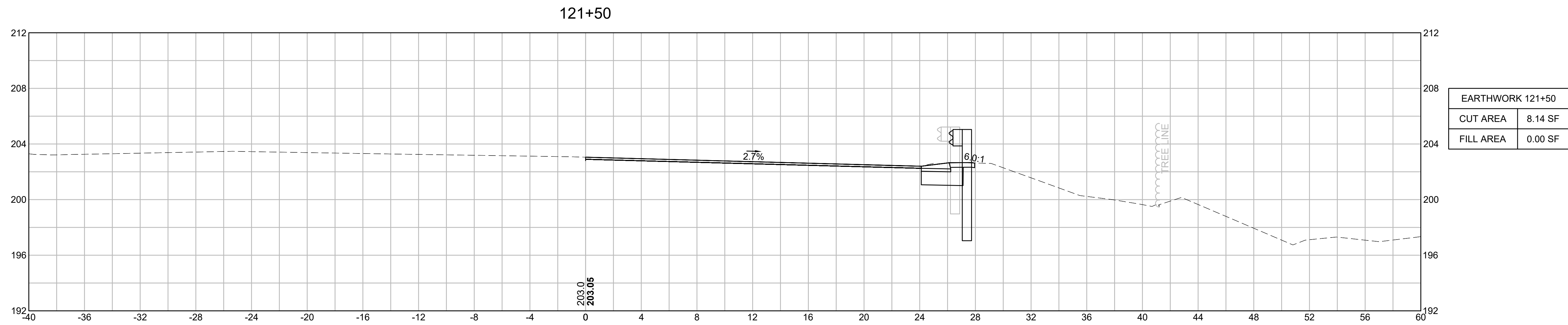
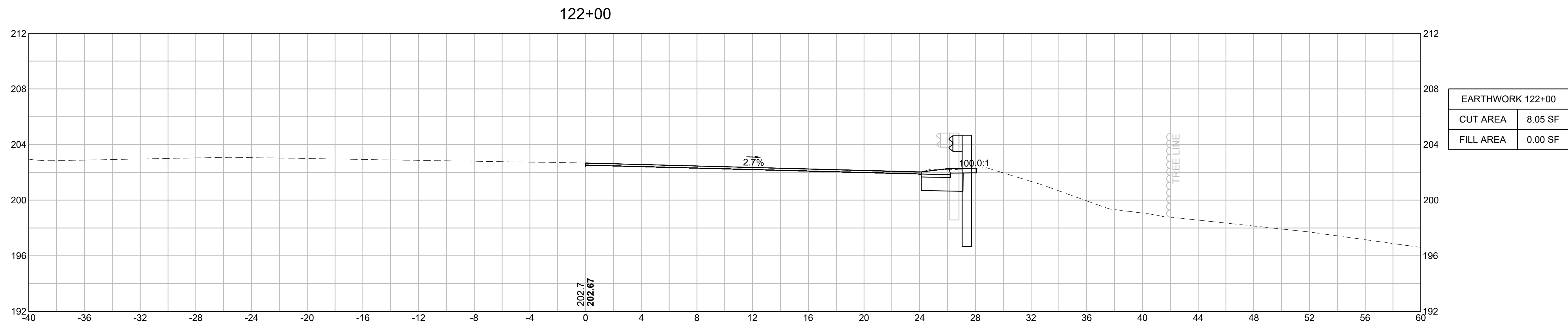
EARTHWORK 117+00	
CUT AREA	7.00 SF
FILL AREA	0.02 SF

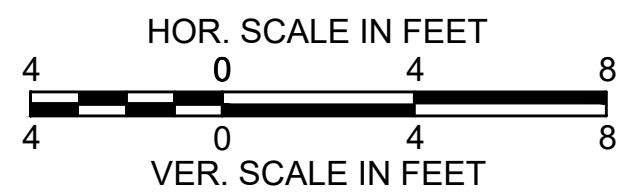
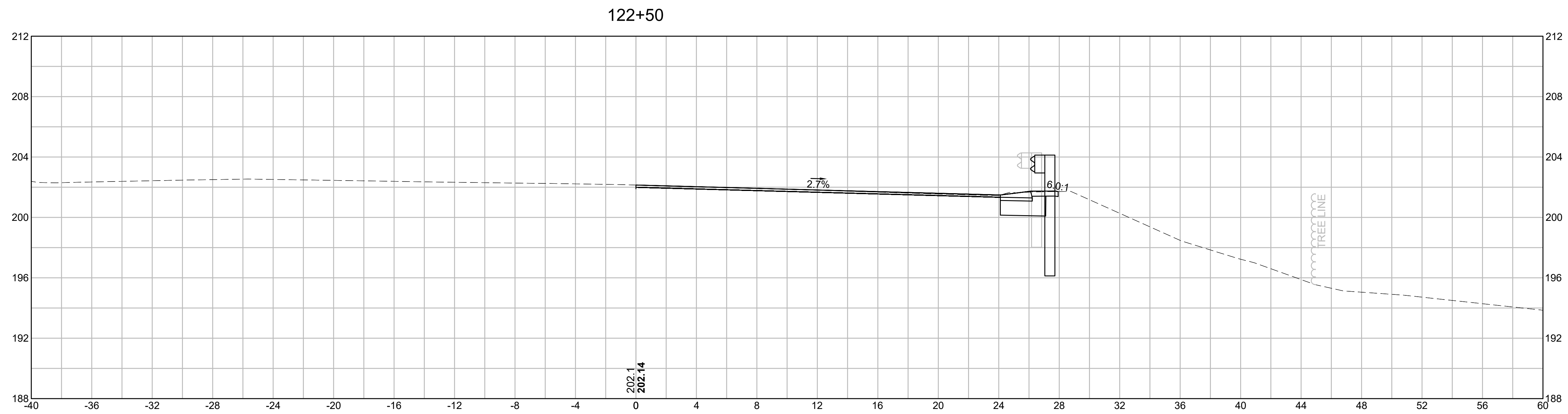
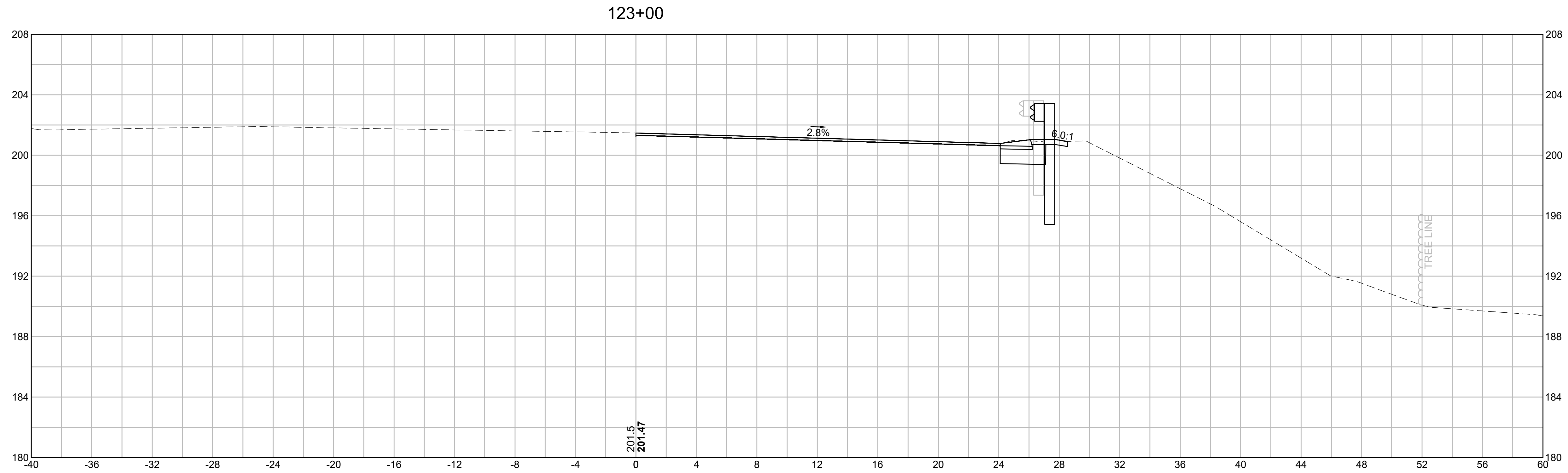




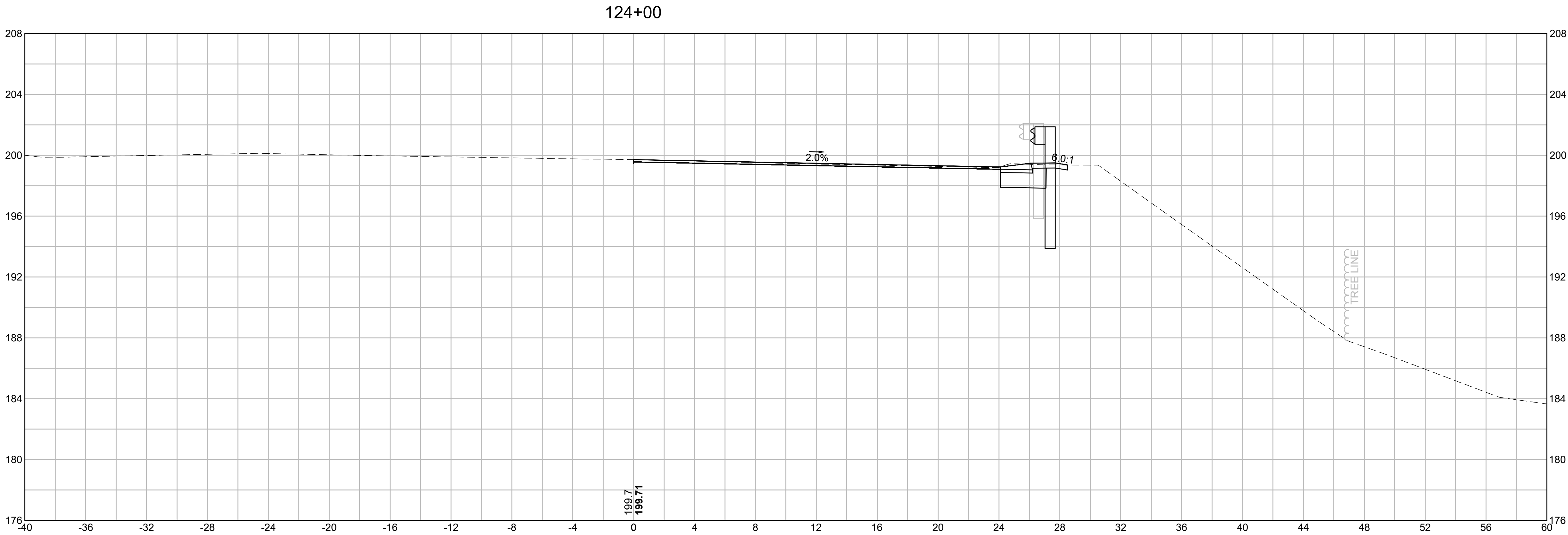




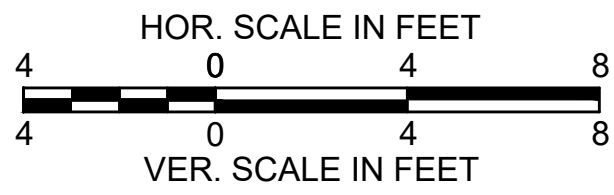
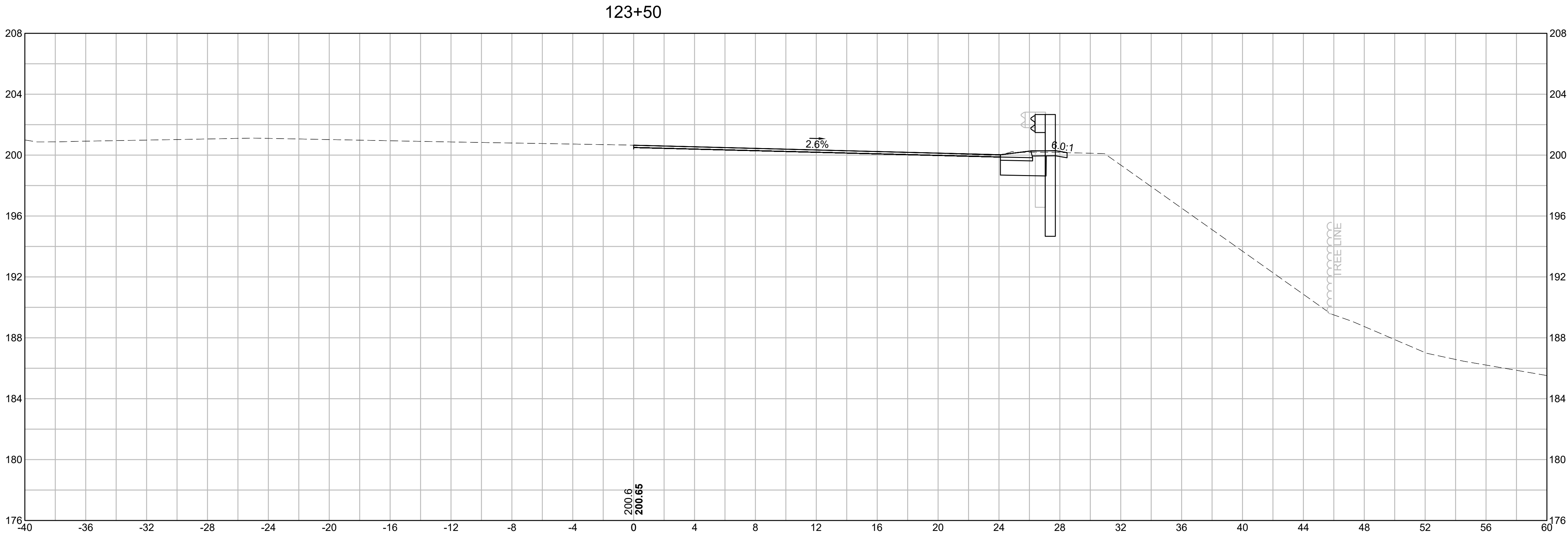




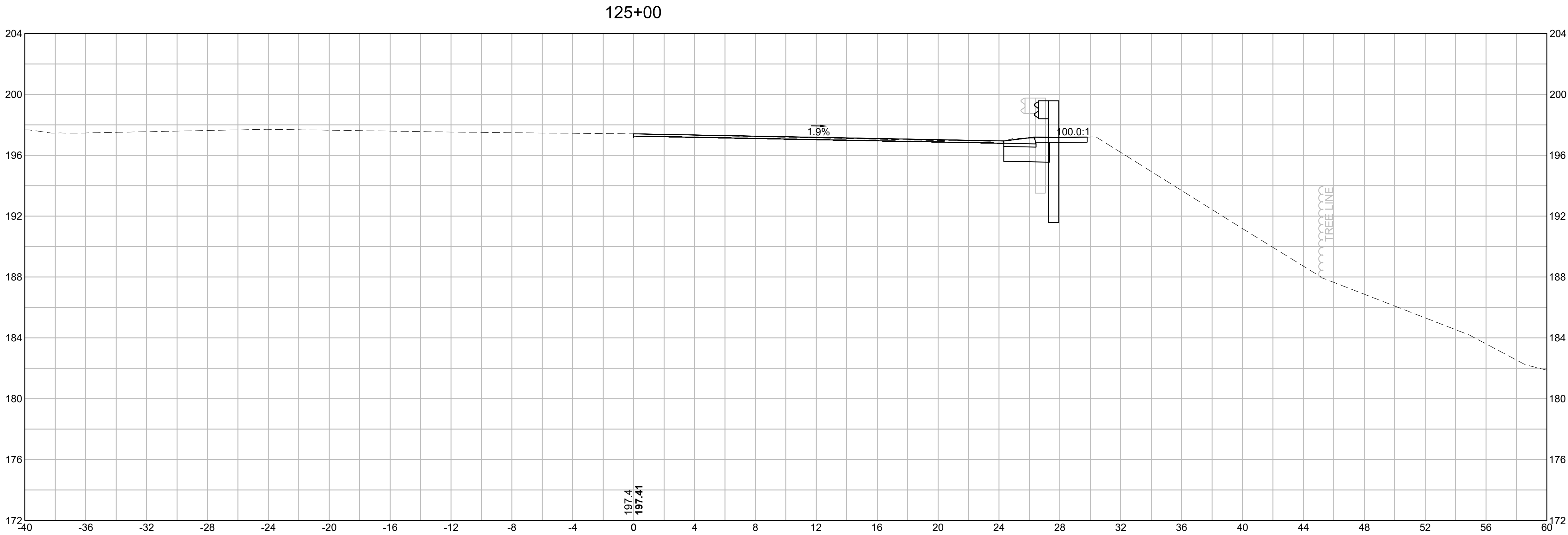
EARTHWORK 124+00	
CUT AREA	7.67 SF
FILL AREA	0.00 SF



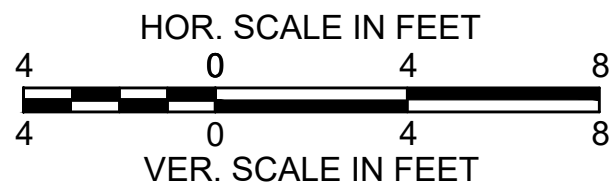
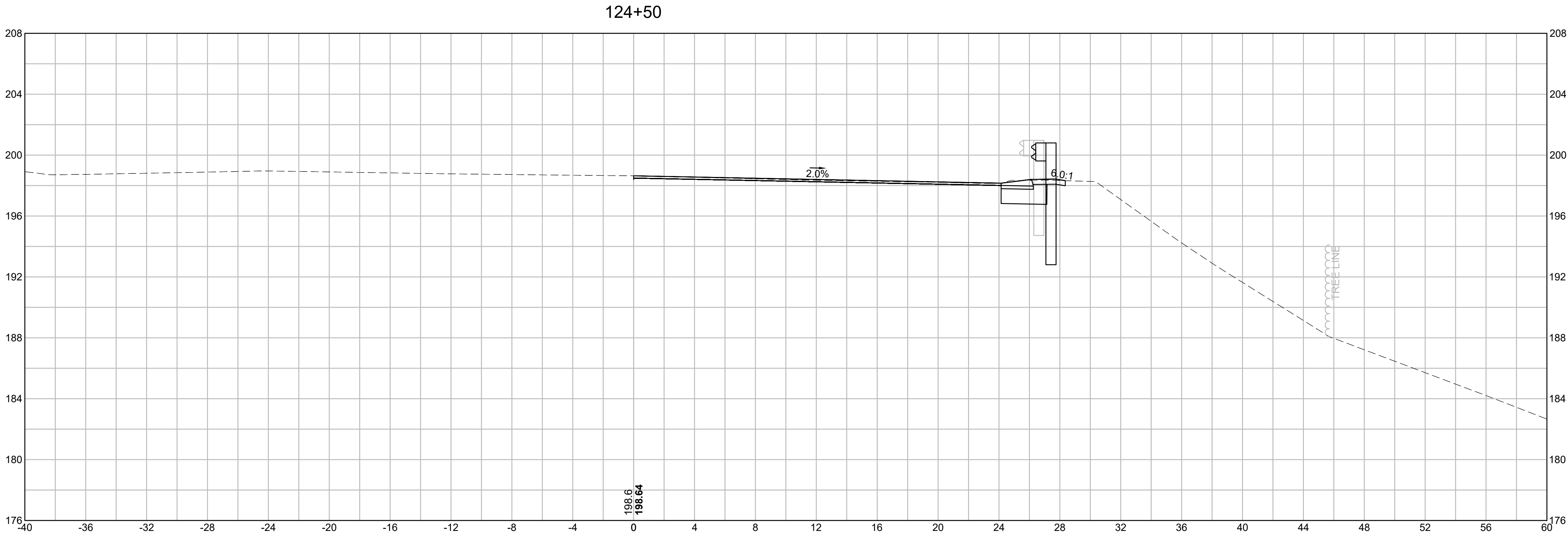
EARTHWORK 123+50	
CUT AREA	8.29 SF
FILL AREA	0.00 SF



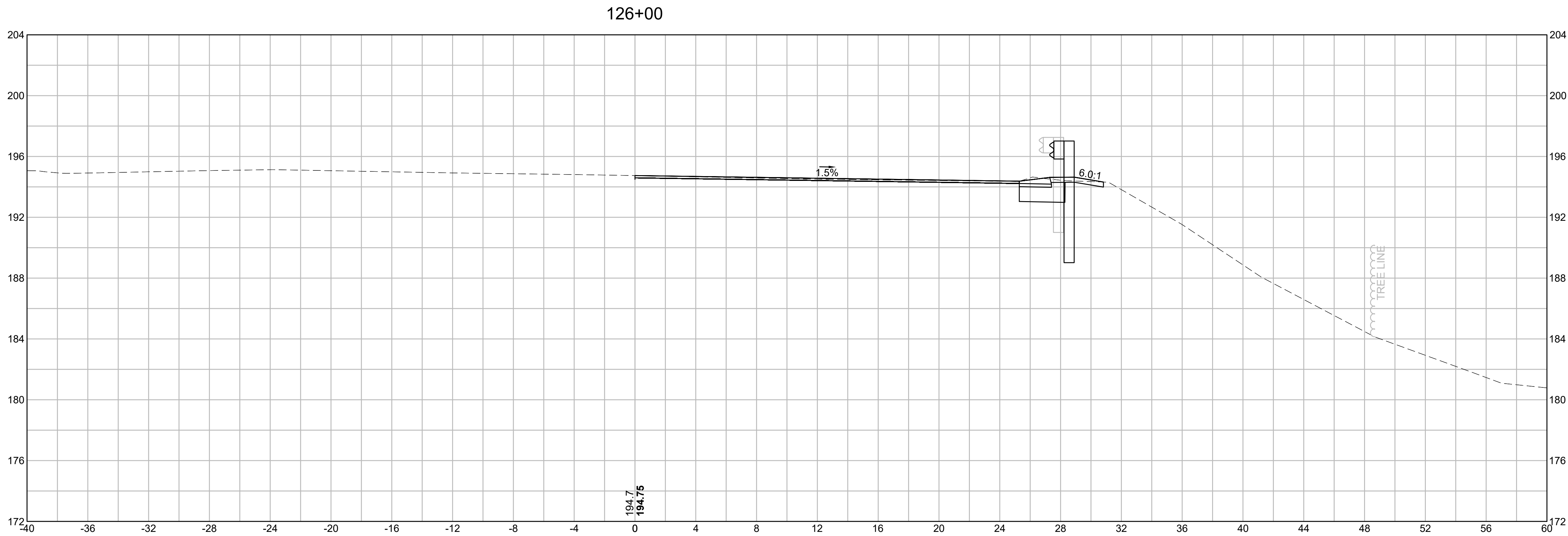
EARTHWORK 125+00	
CUT AREA	8.23 SF
FILL AREA	0.00 SF



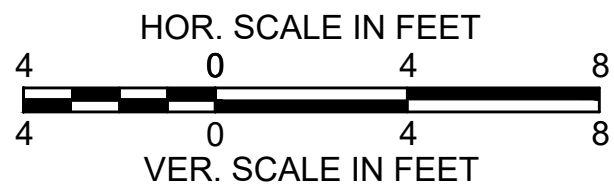
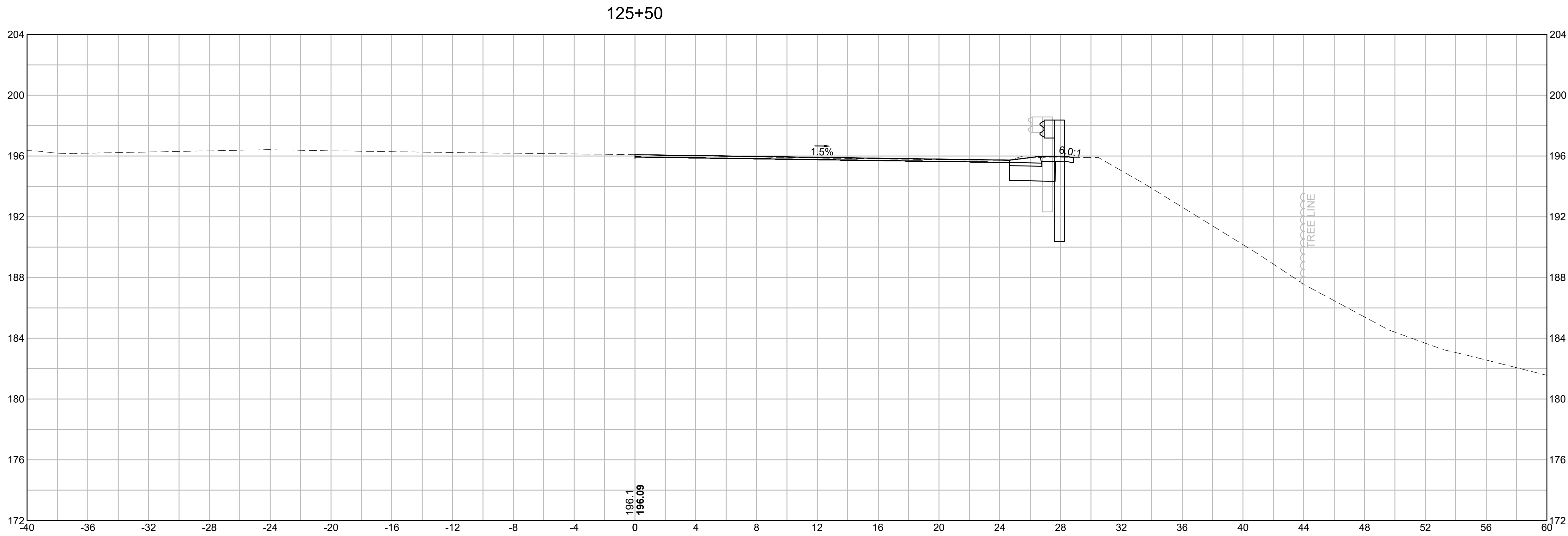
EARTHWORK 124+50	
CUT AREA	7.79 SF
FILL AREA	0.00 SF

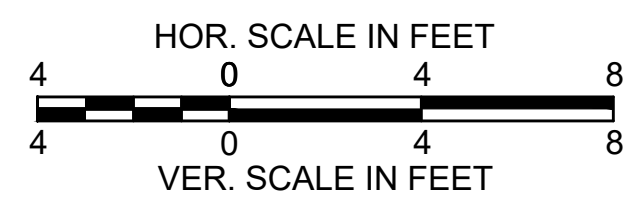


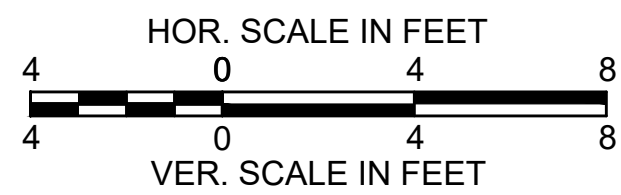
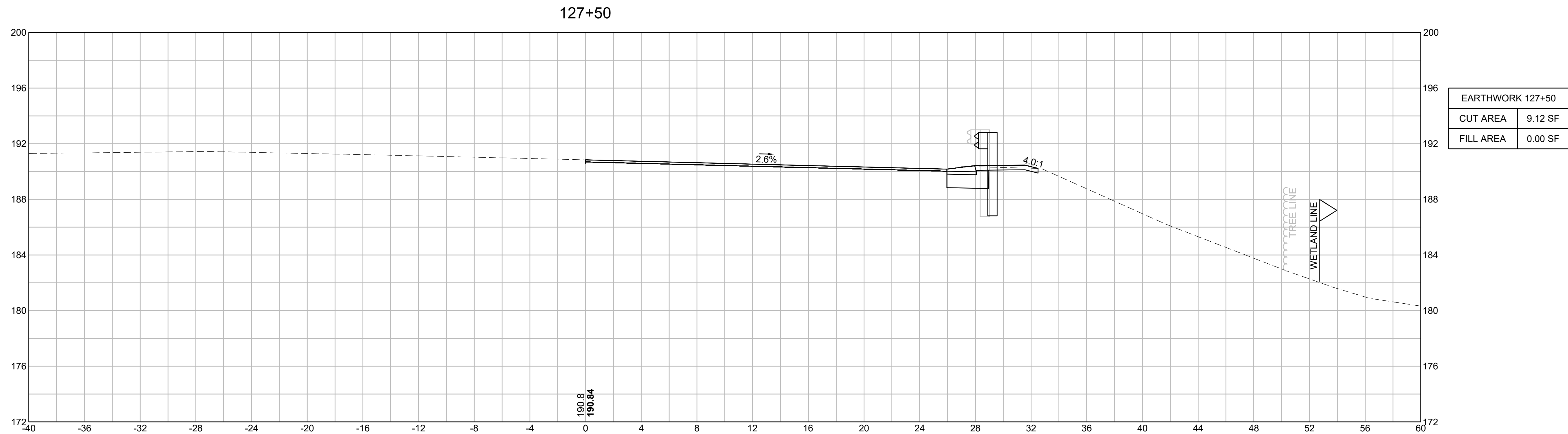
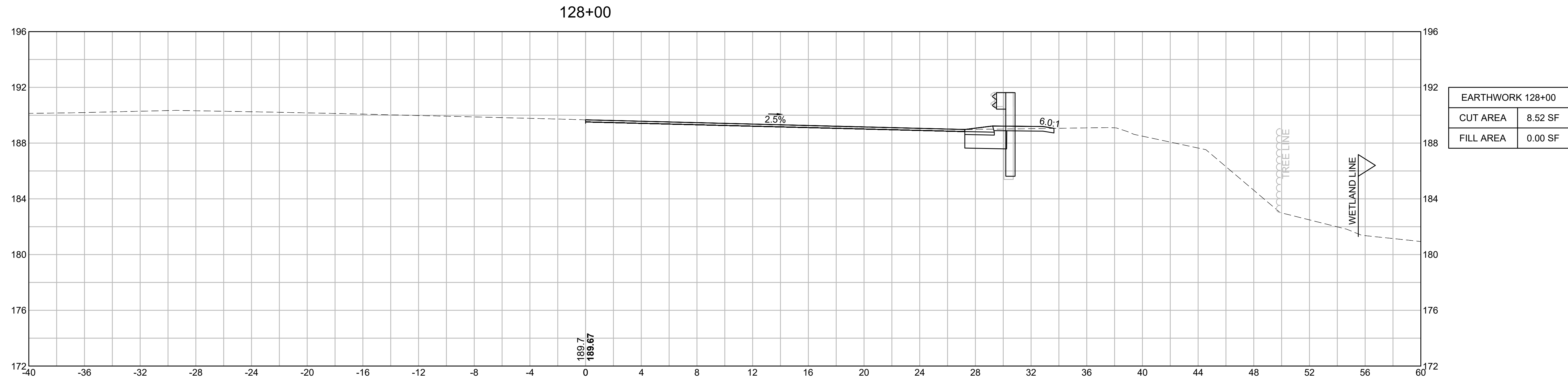
EARTHWORK 126+00	
CUT AREA	7.88 SF
FILL AREA	0.00 SF

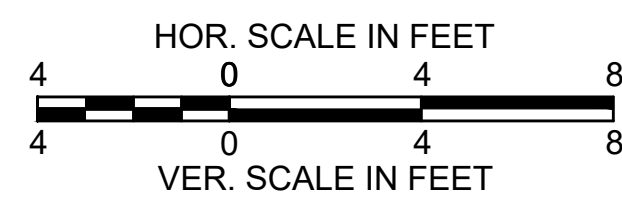
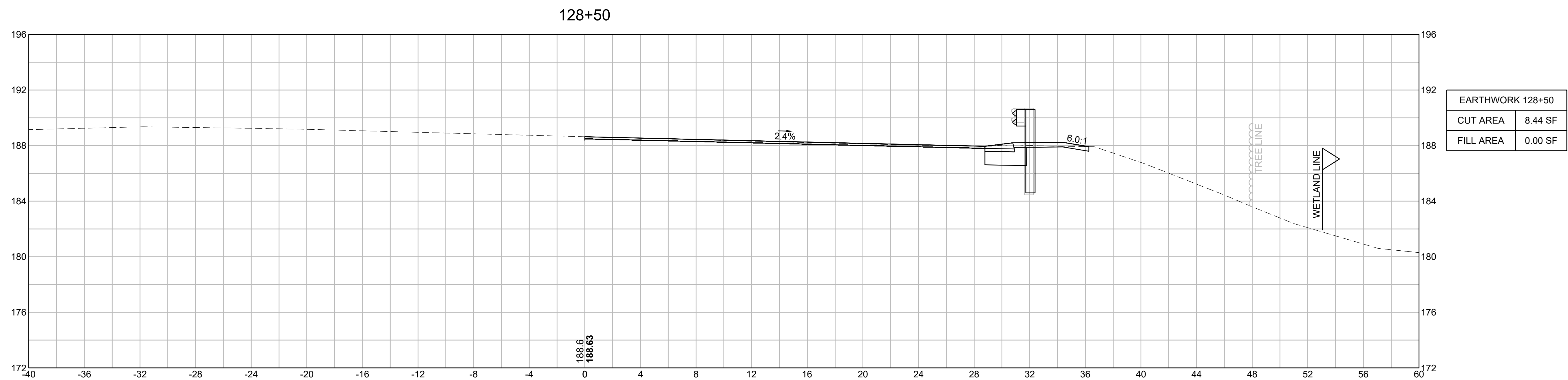
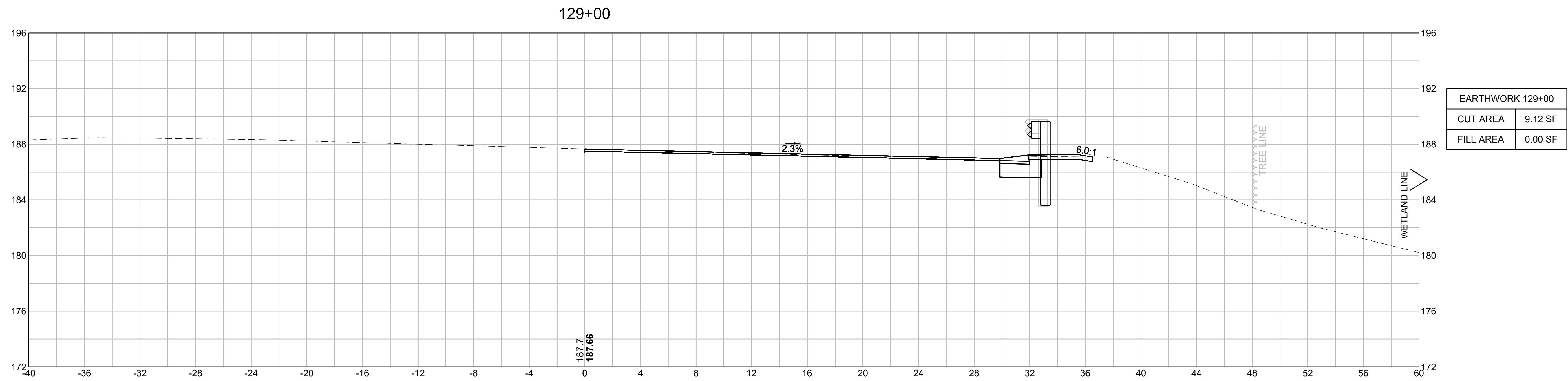


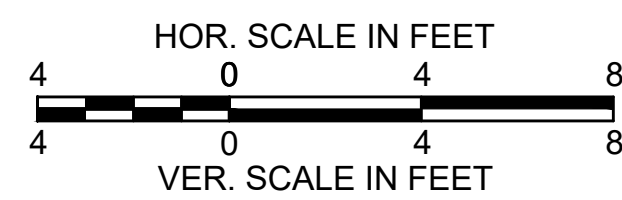
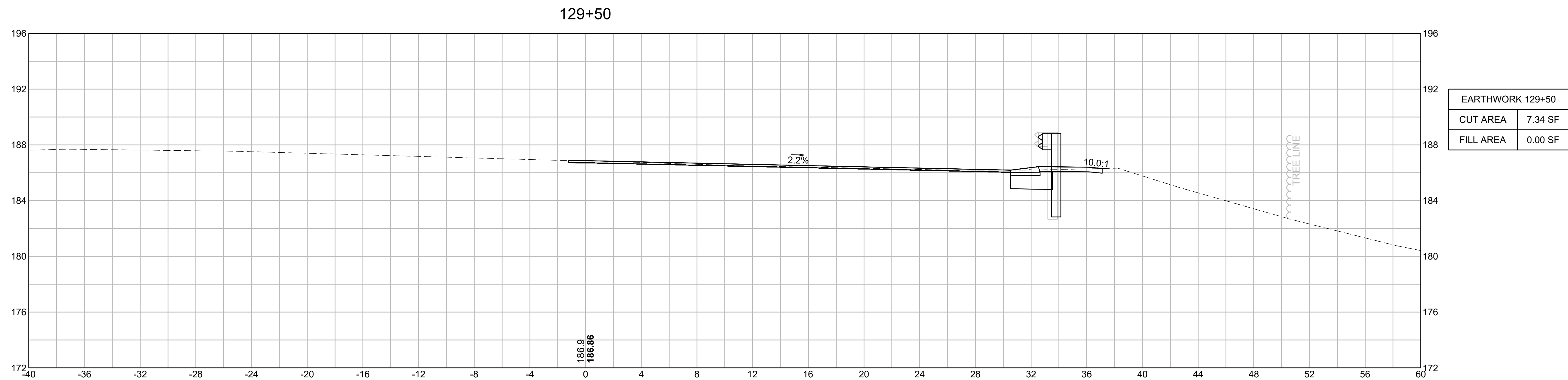
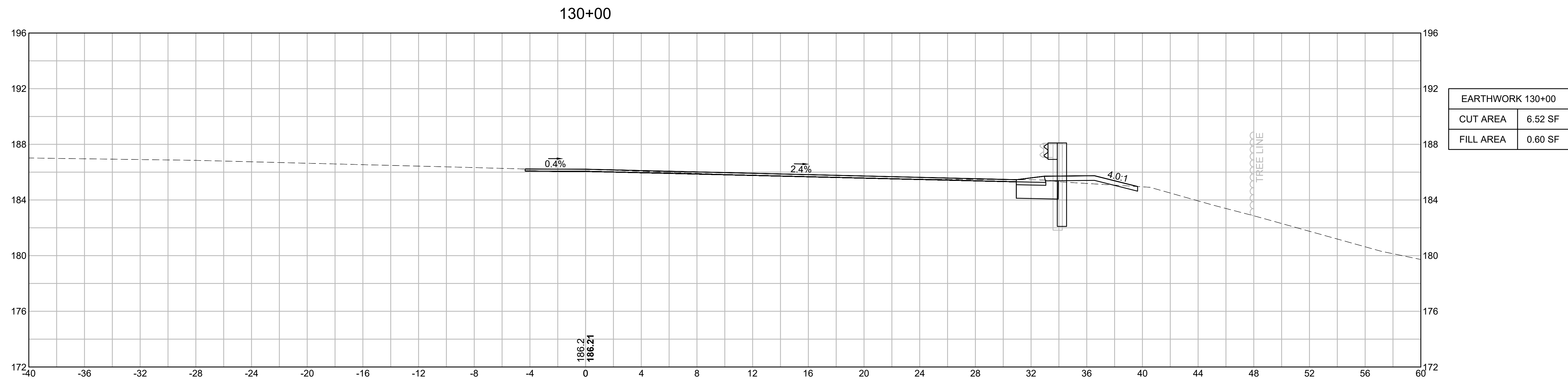
EARTHWORK 125+50	
CUT AREA	7.88 SF
FILL AREA	0.00 SF

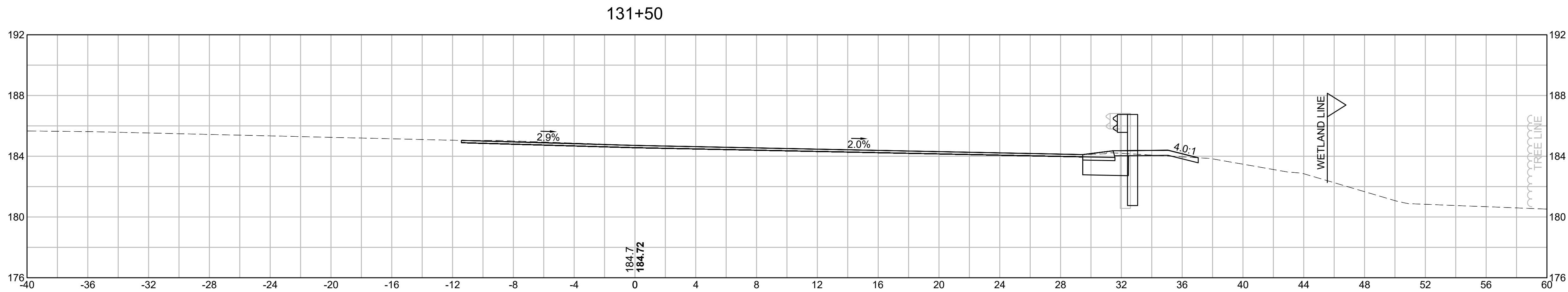




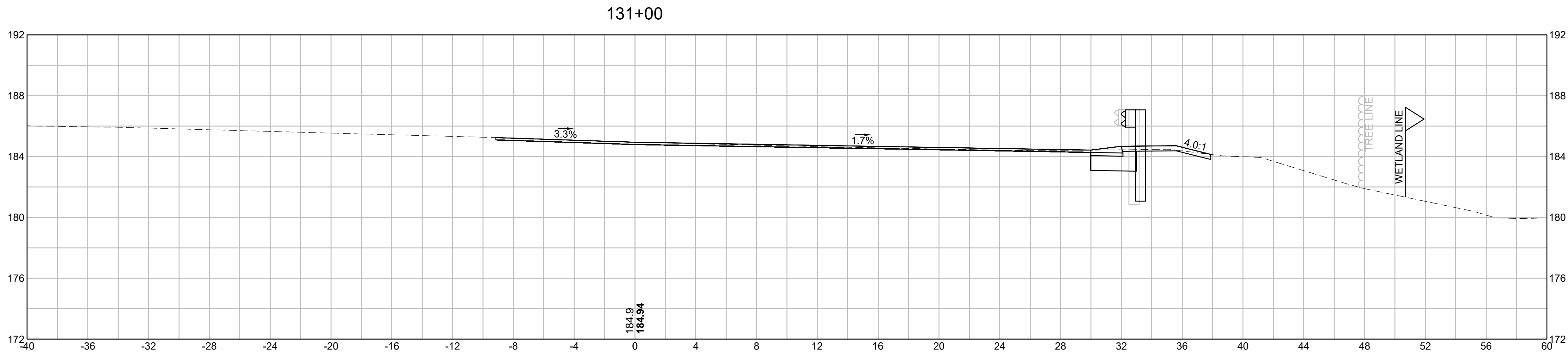




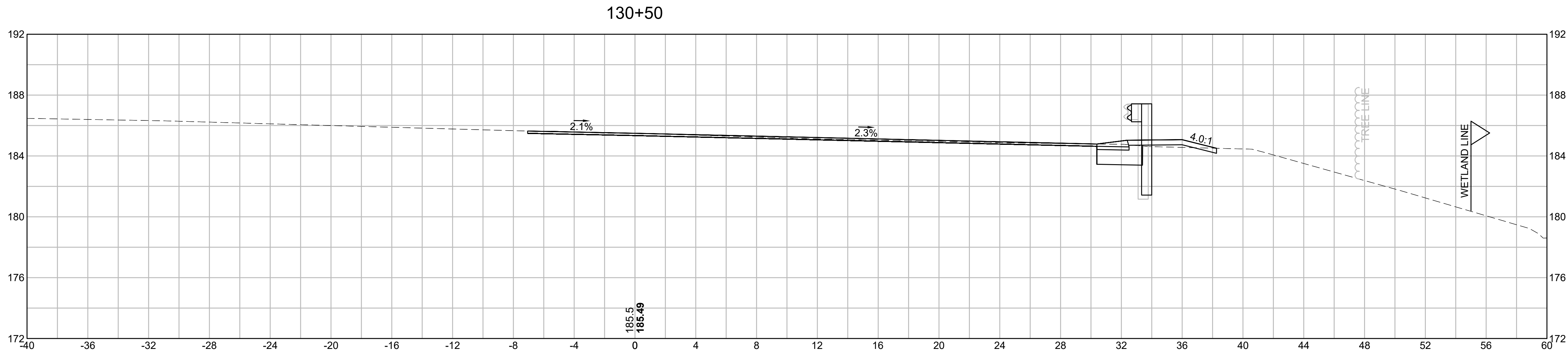




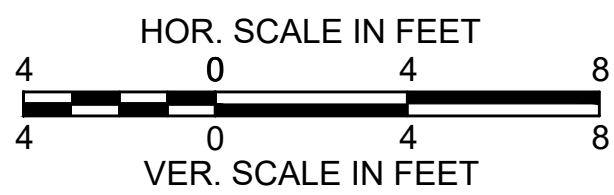
EARTHWORK 131+50	
CUT AREA	10.86 SF
FILL AREA	0.02 SF

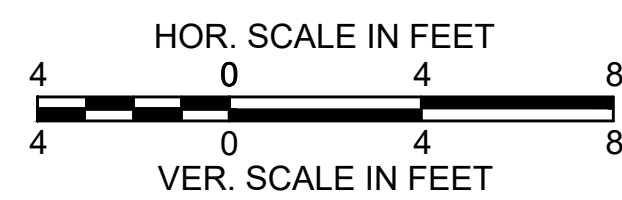
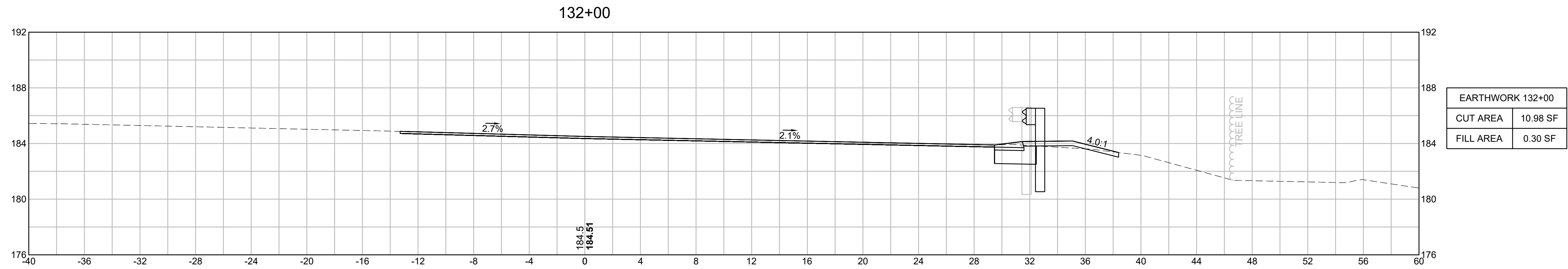
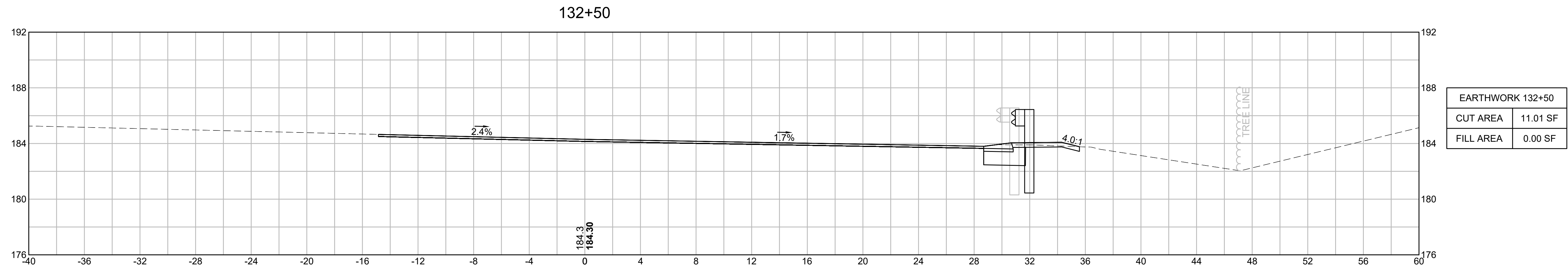
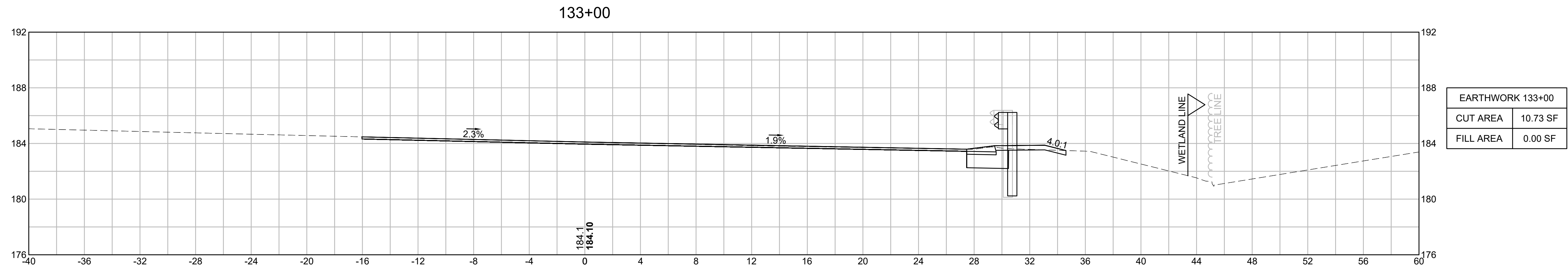


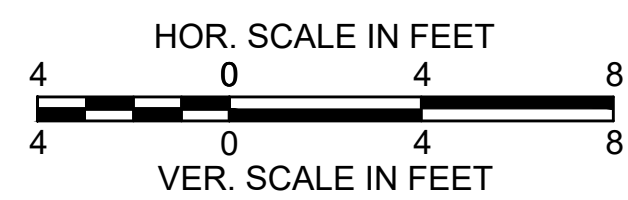
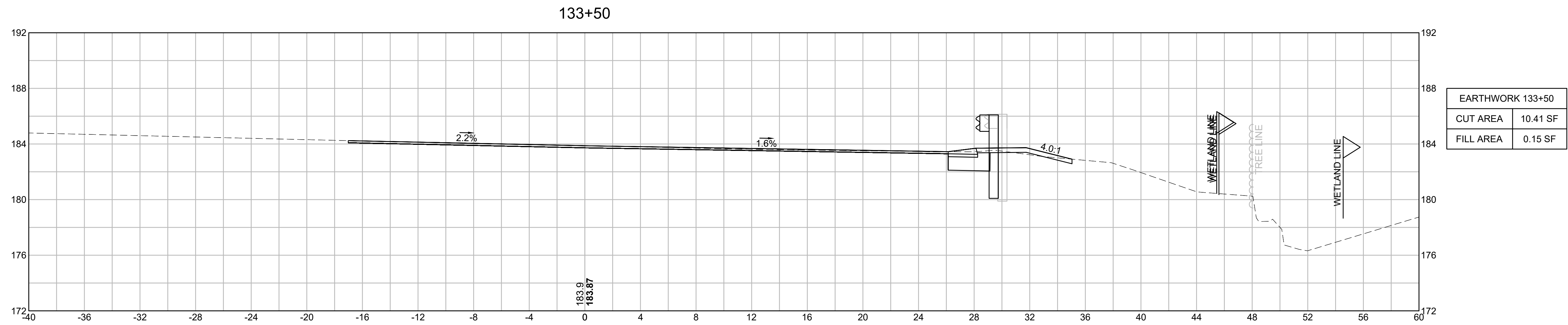
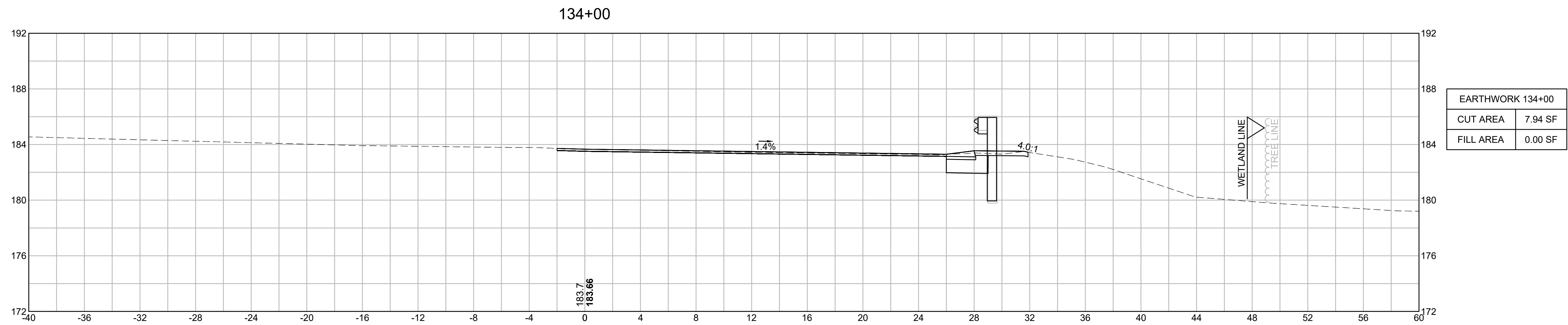
EARTHWORK 131+00	
CUT AREA	8.58 SF
FILL AREA	0.00 SF

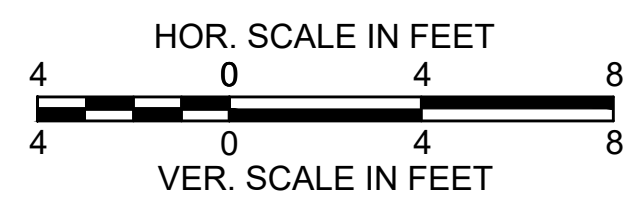
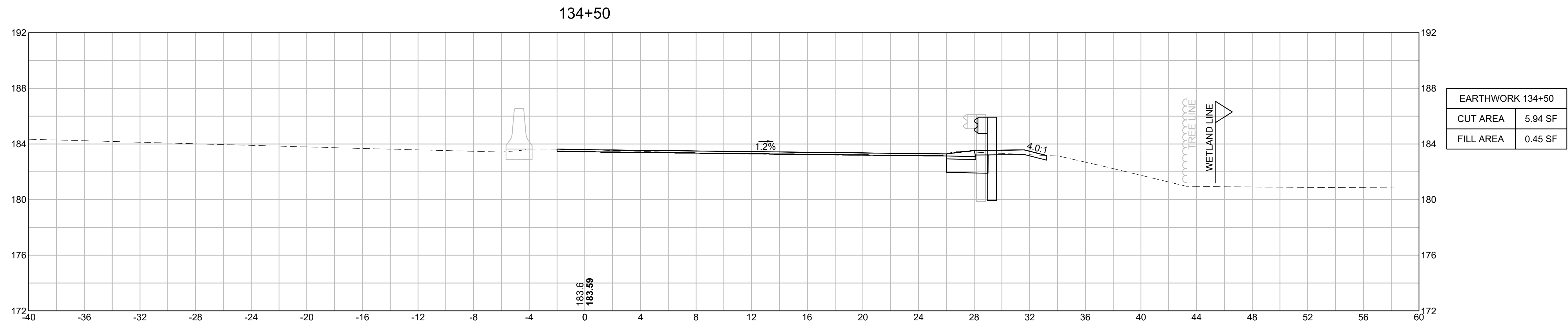
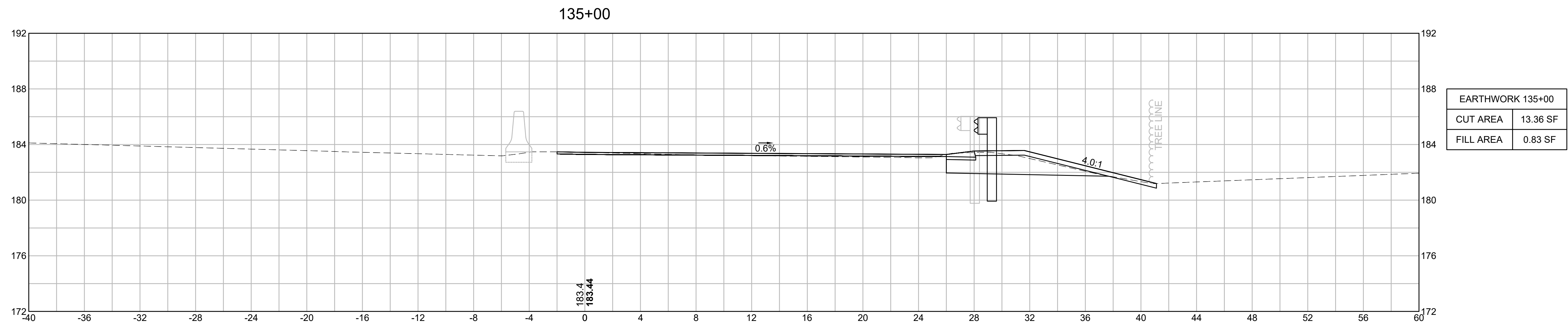


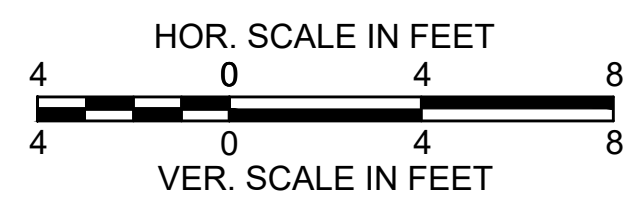
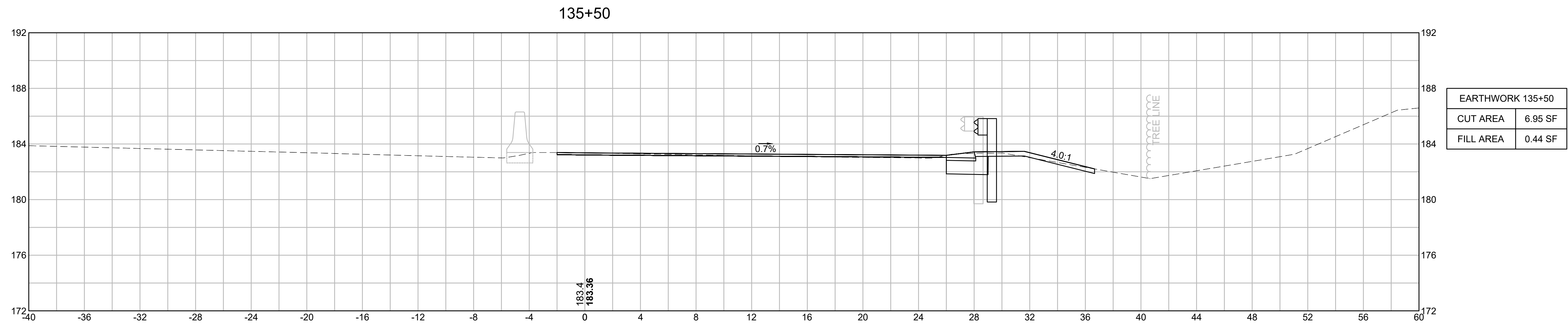
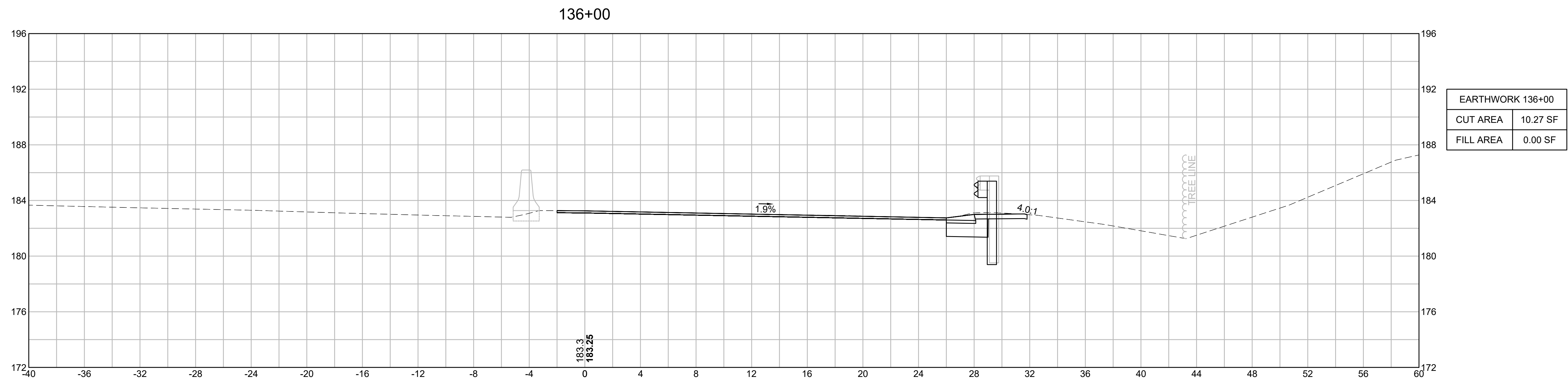
EARTHWORK 130+50	
CUT AREA	8.18 SF
FILL AREA	0.40 SF

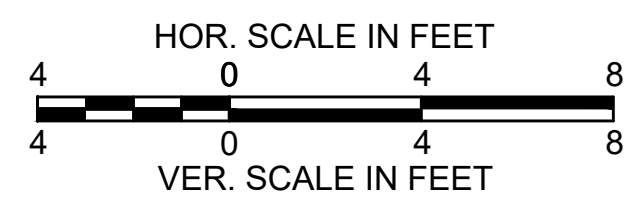
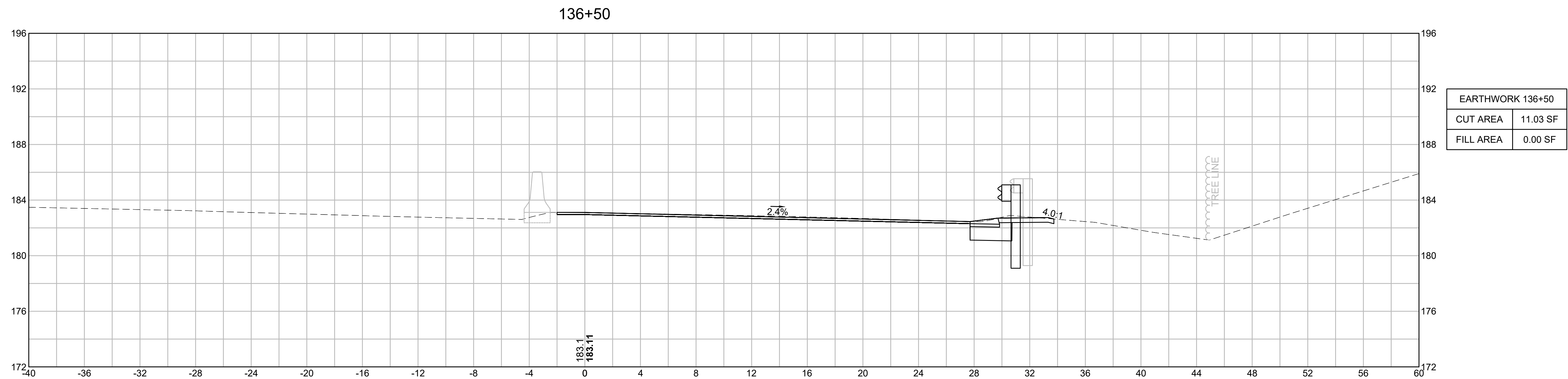
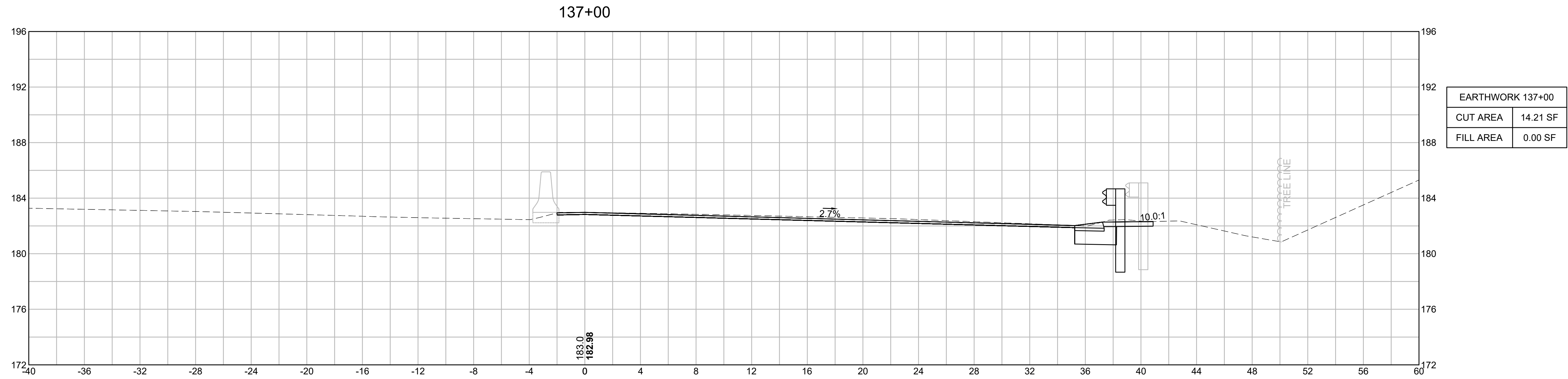








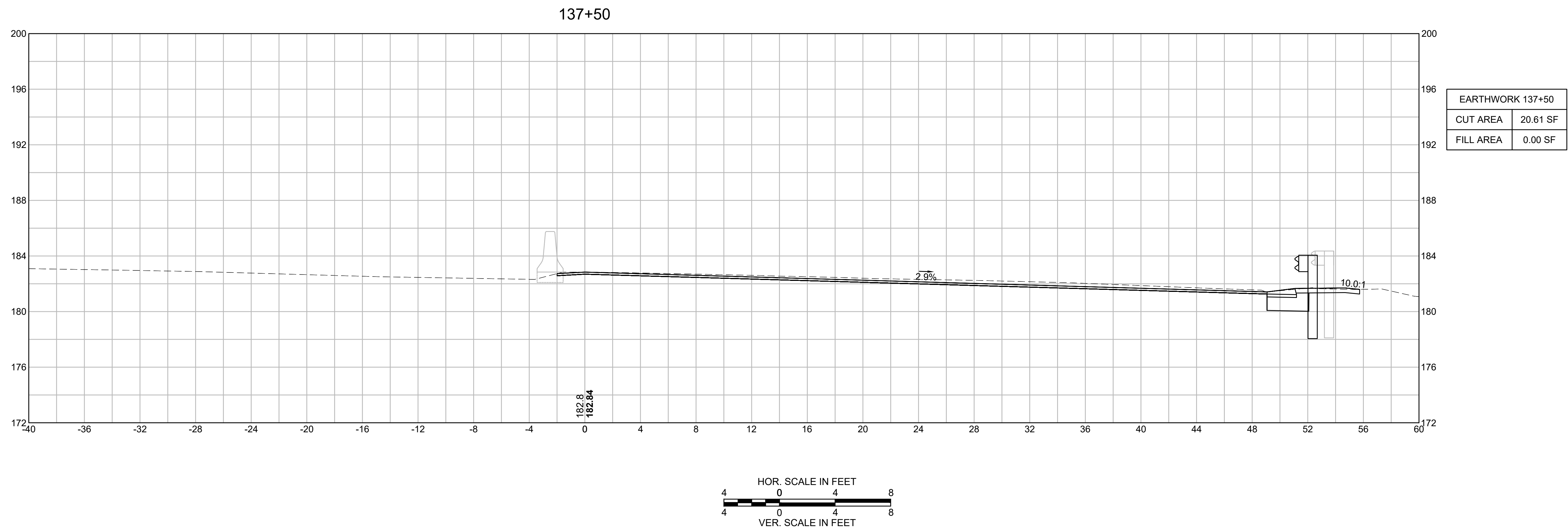


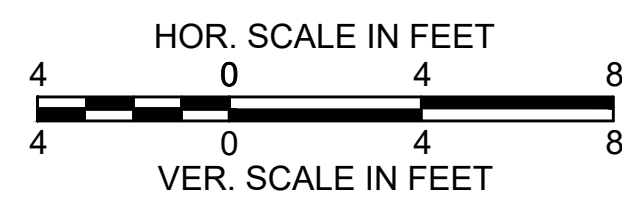
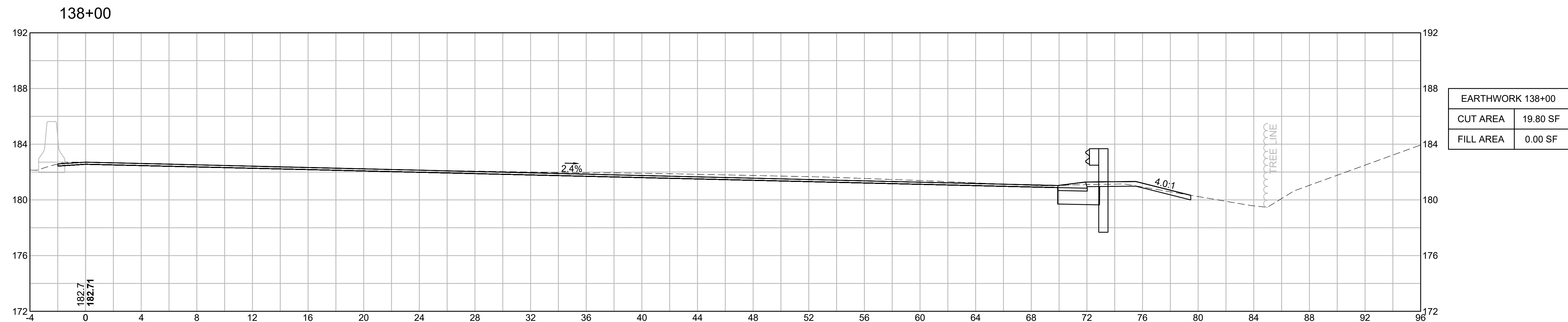
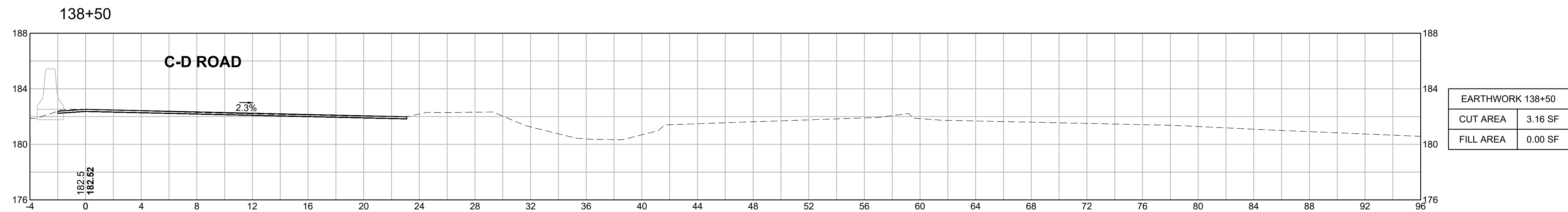


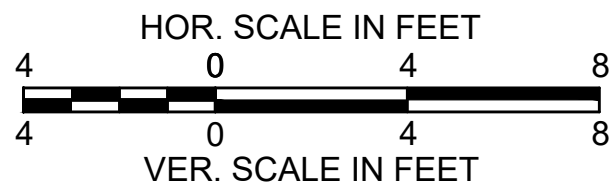
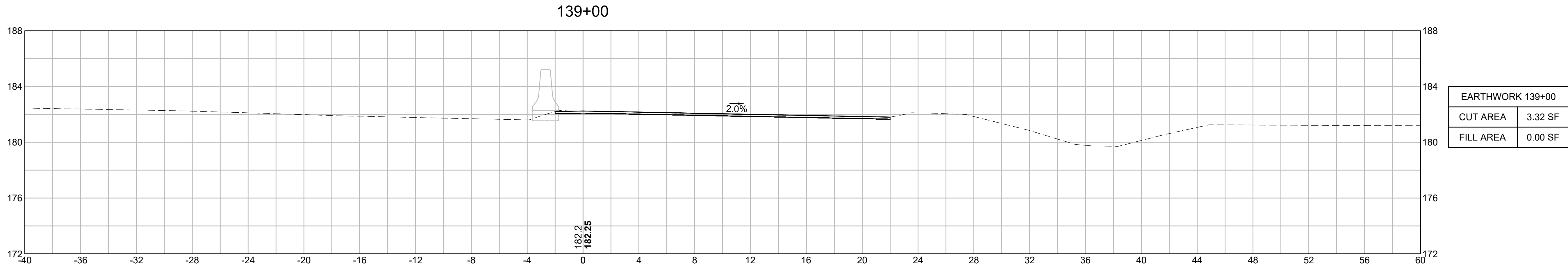
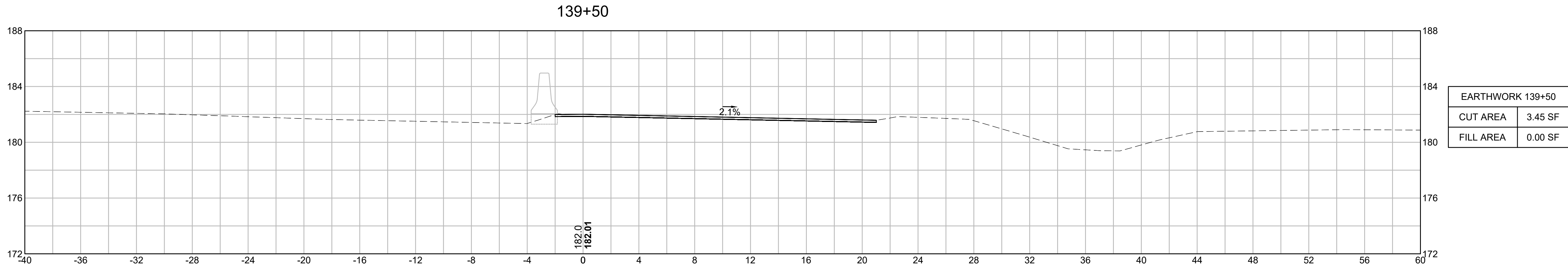
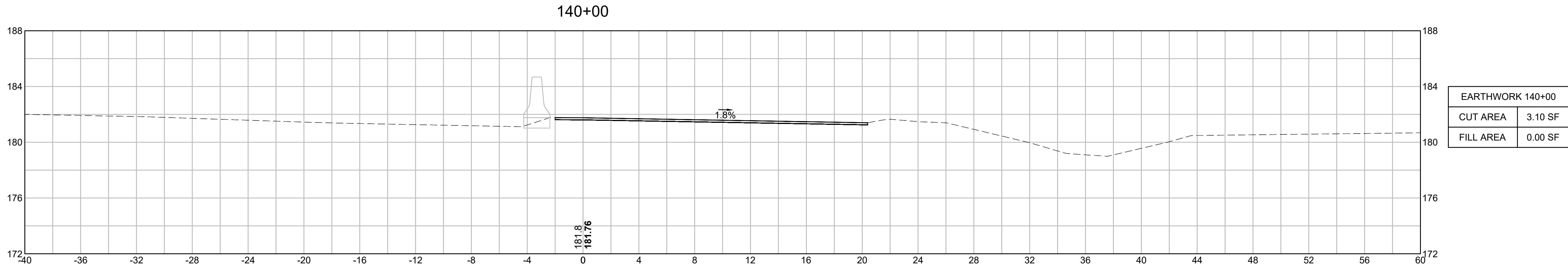
BURLINGTON
I-95 / ROUTE 3 INTERCHANGE

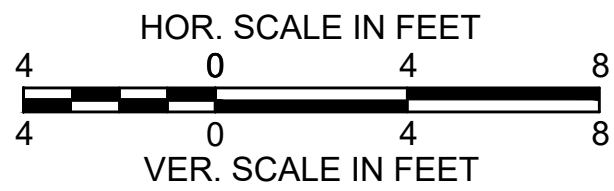
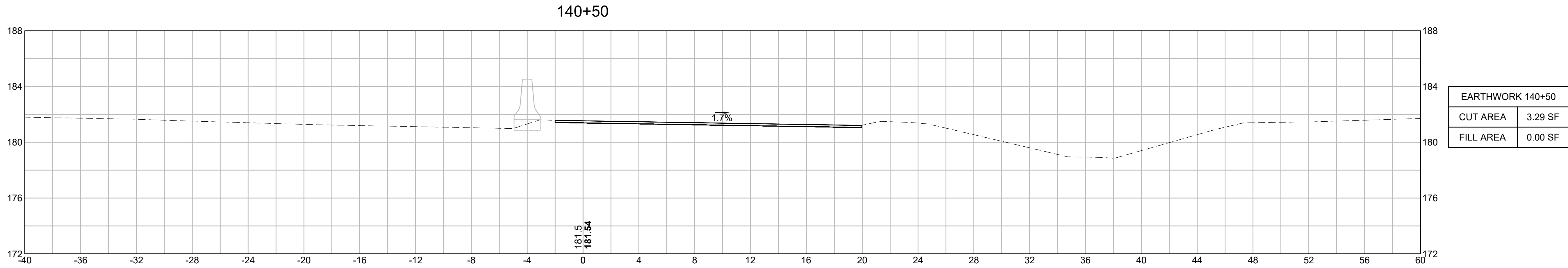
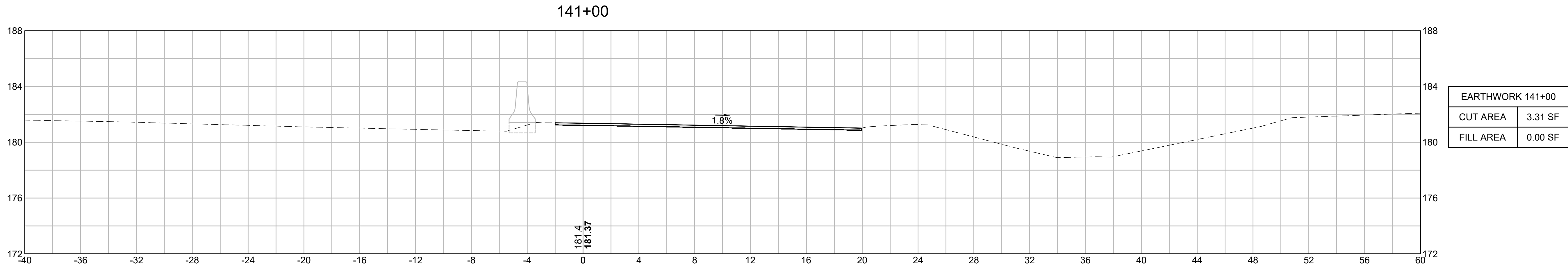
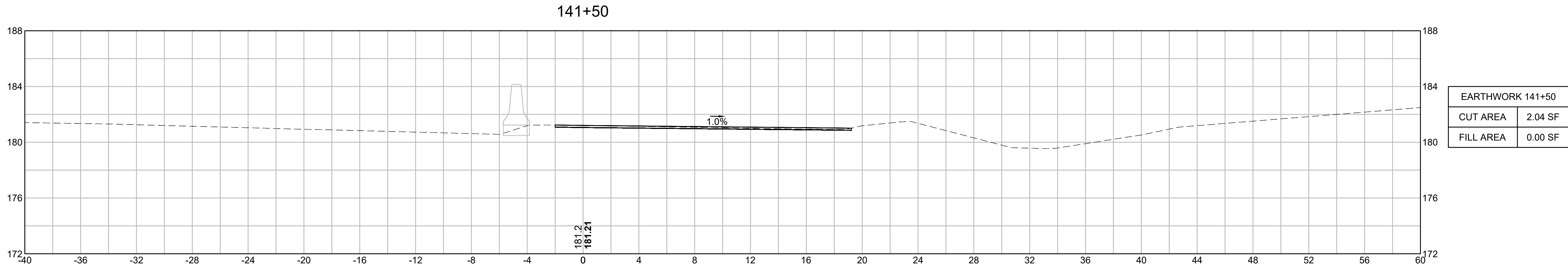
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	132	171
PROJECT FILE NO.		609516	

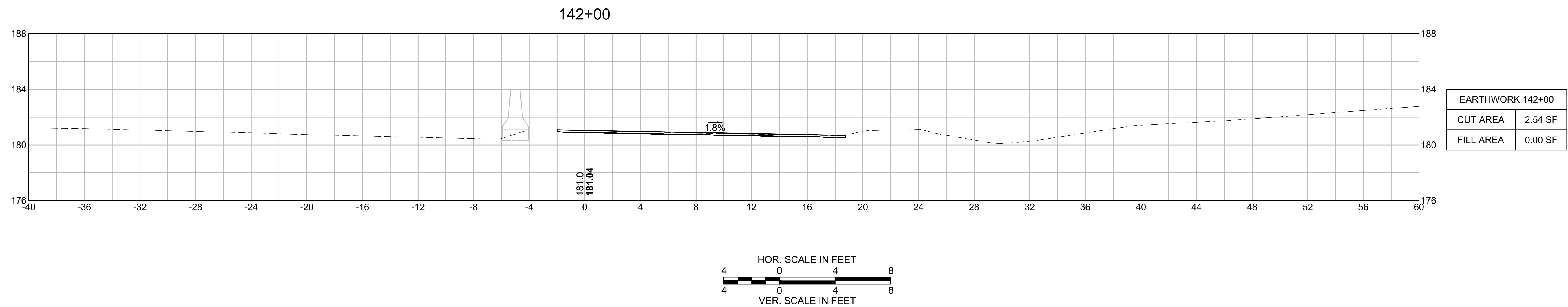
CROSS SECTIONS

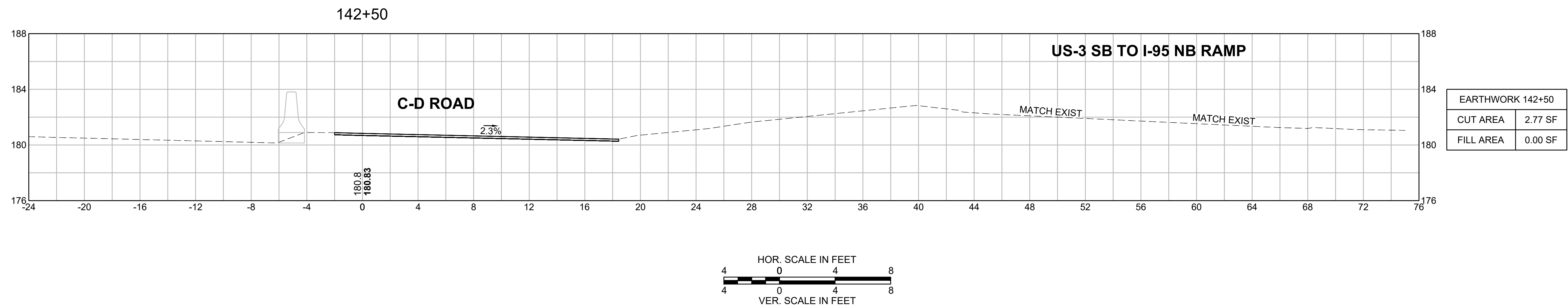


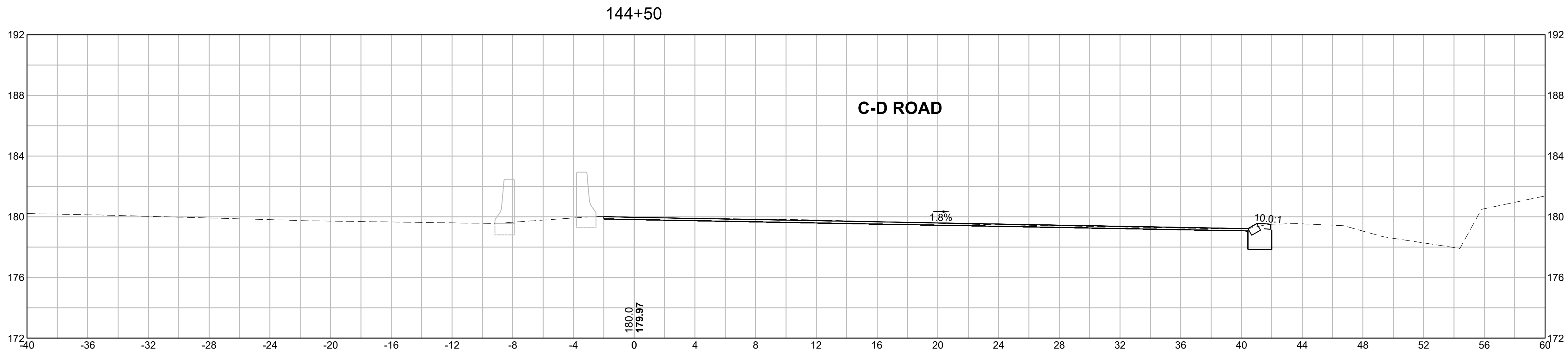




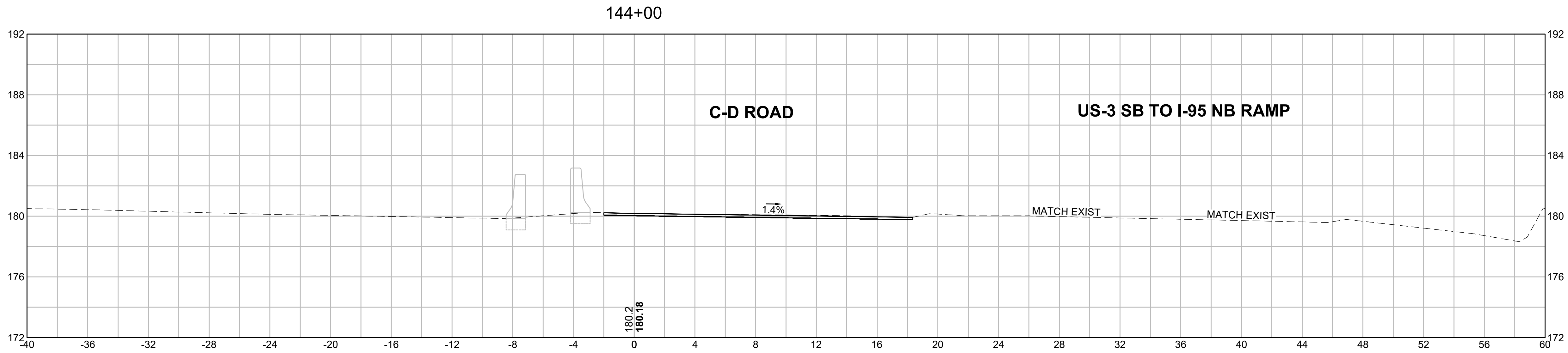




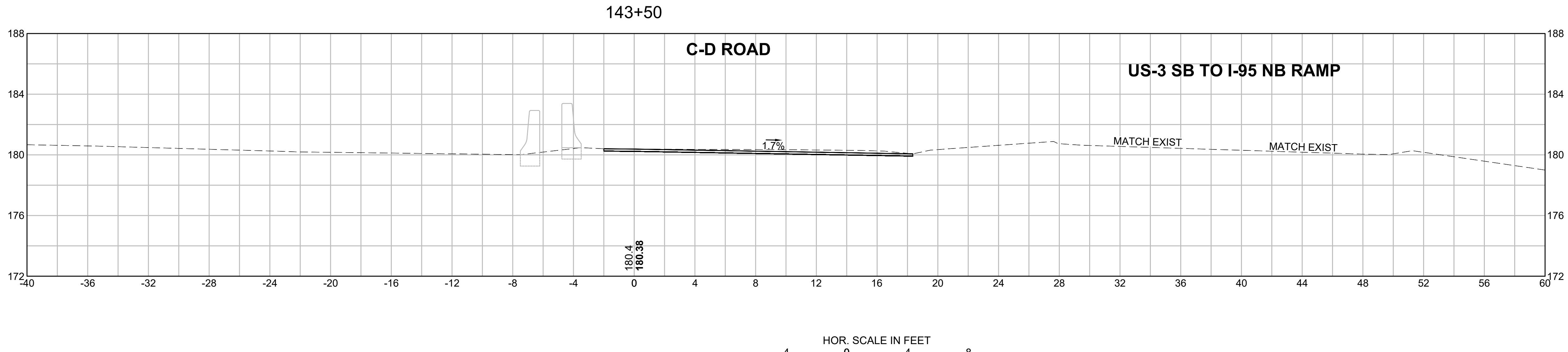




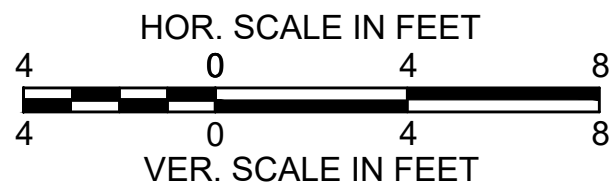
EARTHWORK 144+50	
CUT AREA	8.30 SF
FILL AREA	0.00 SF

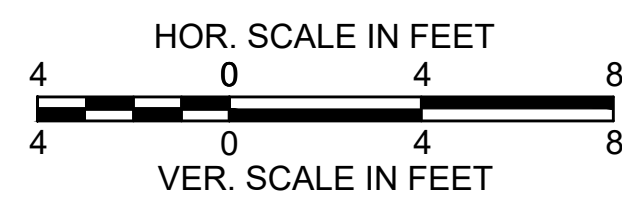
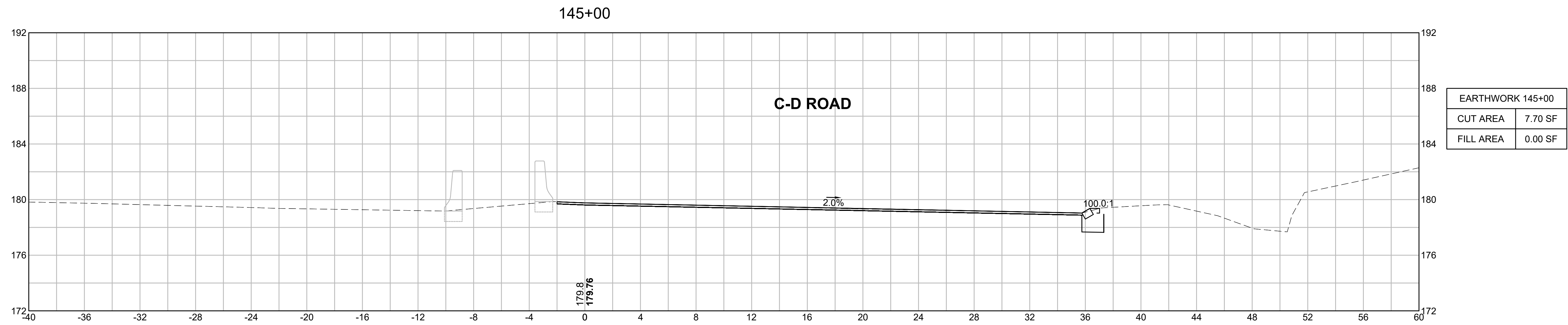
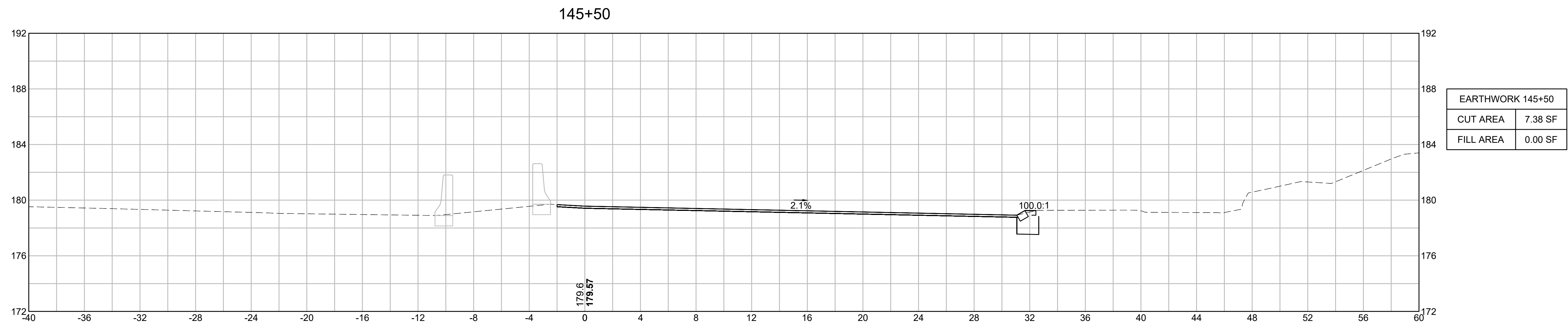


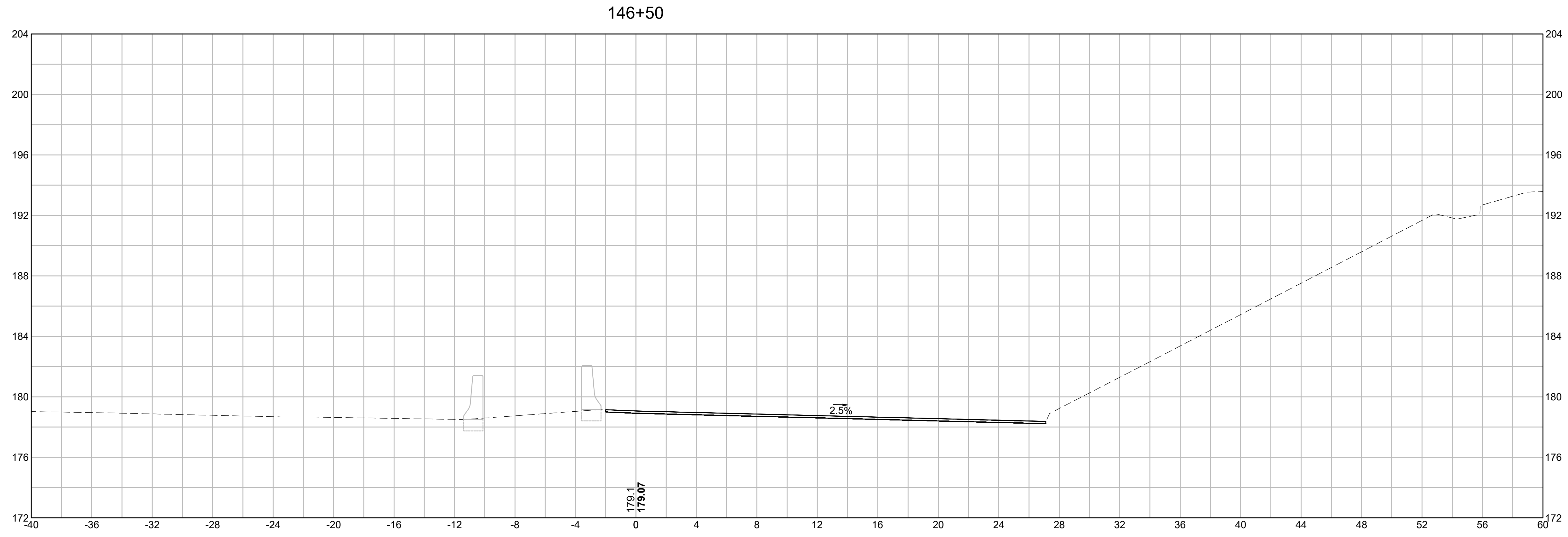
EARTHWORK 144+00	
CUT AREA	3.46 SF
FILL AREA	0.00 SF



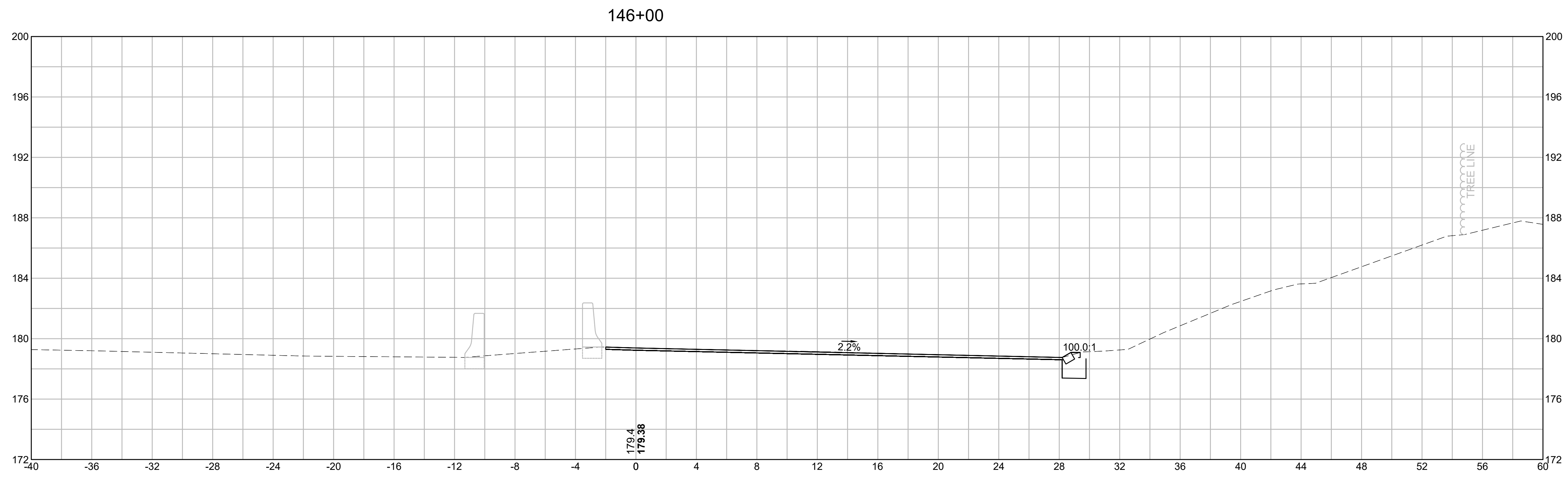
EARTHWORK 143+50	
CUT AREA	4.82 SF
FILL AREA	0.00 SF



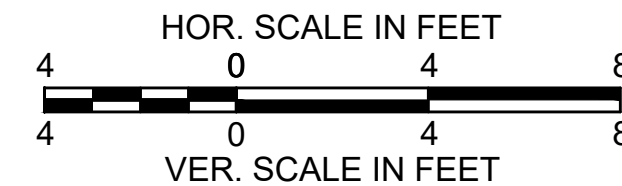




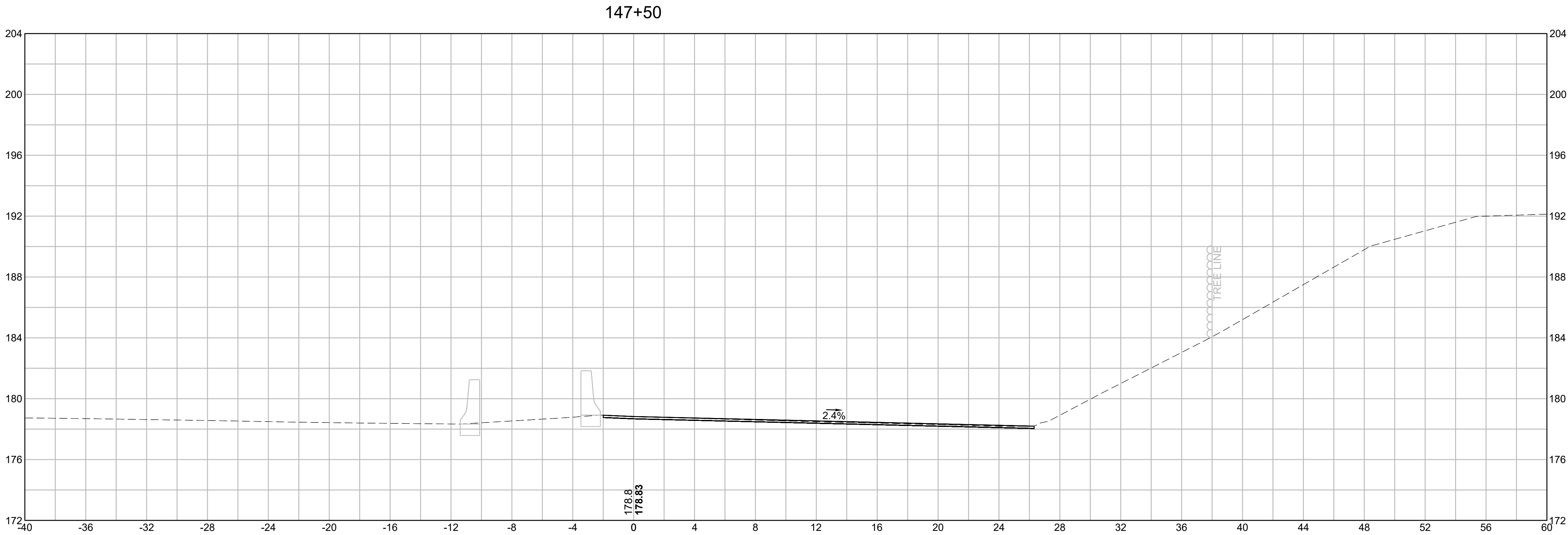
EARTHWORK 146+50	
CUT AREA	4.15 SF
FILL AREA	0.00 SF



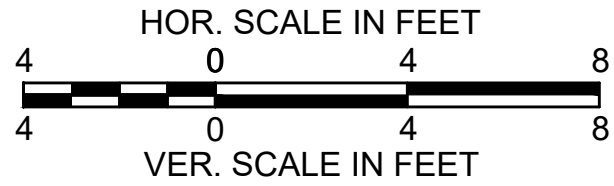
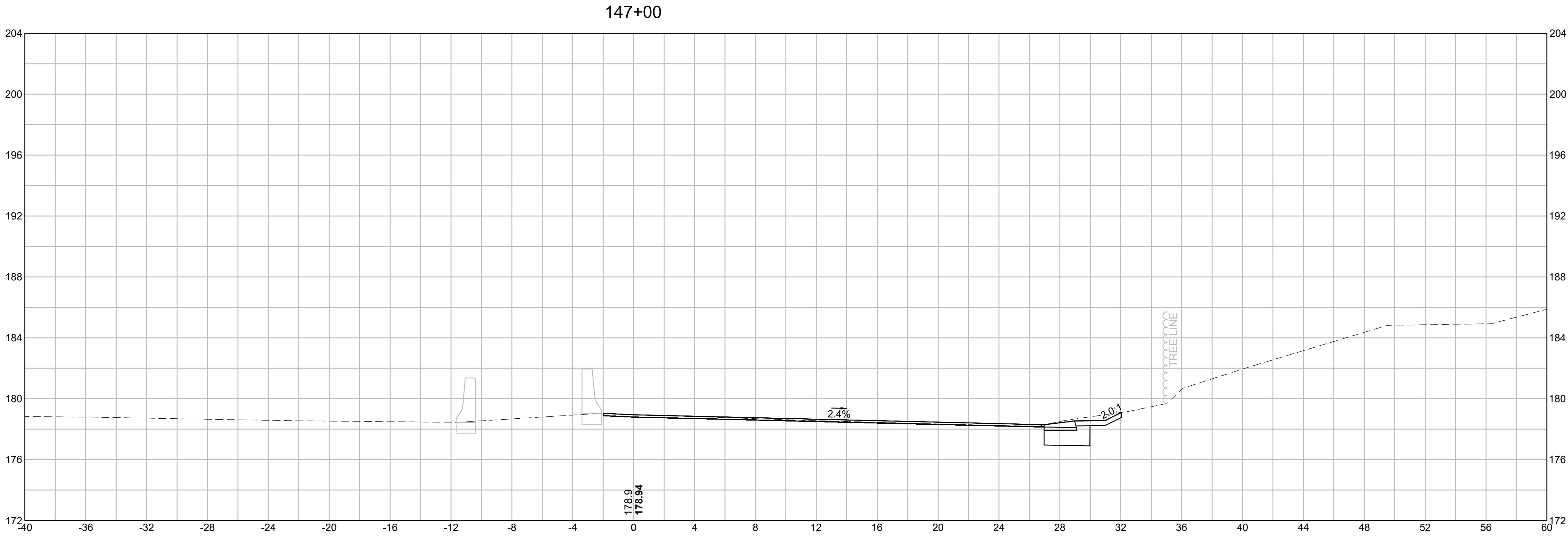
EARTHWORK 146+00	
CUT AREA	7.34 SF
FILL AREA	0.00 SF

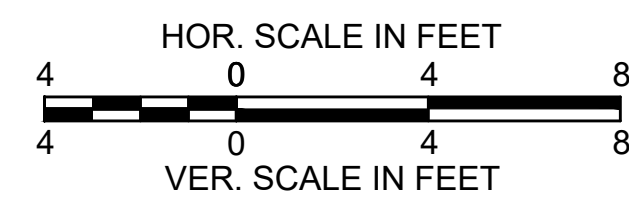
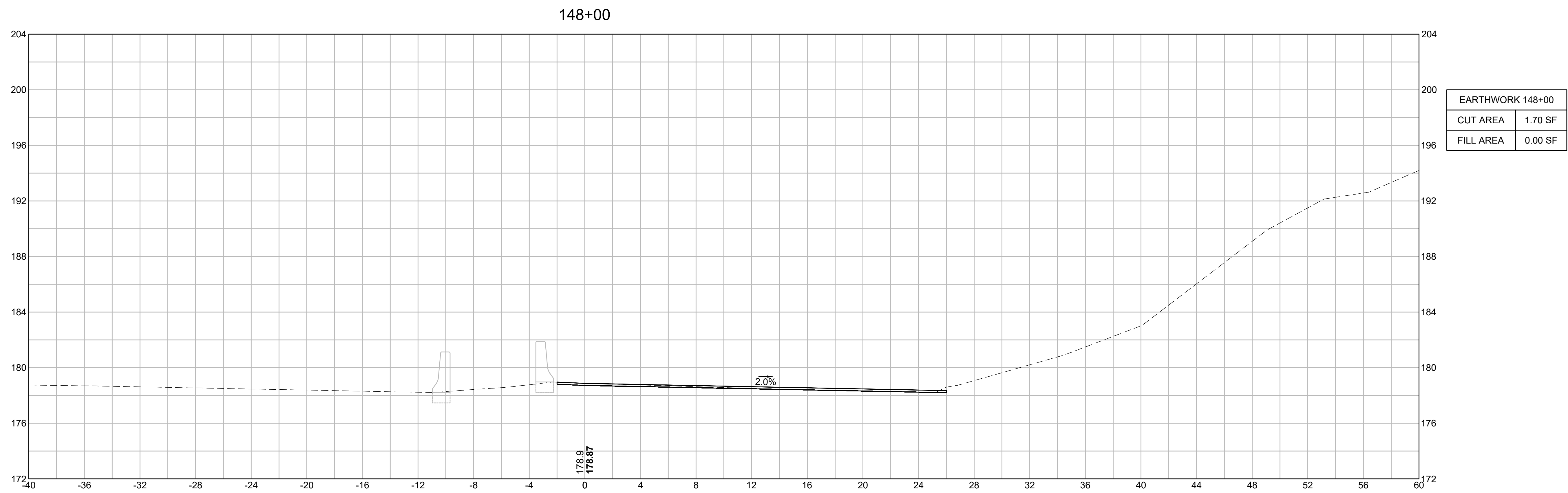
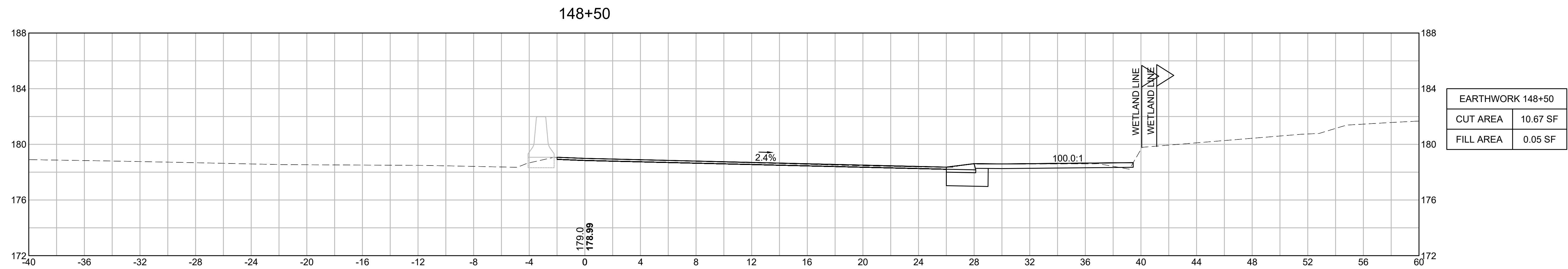


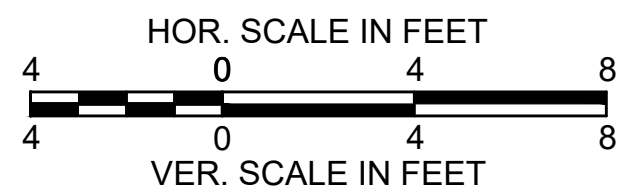
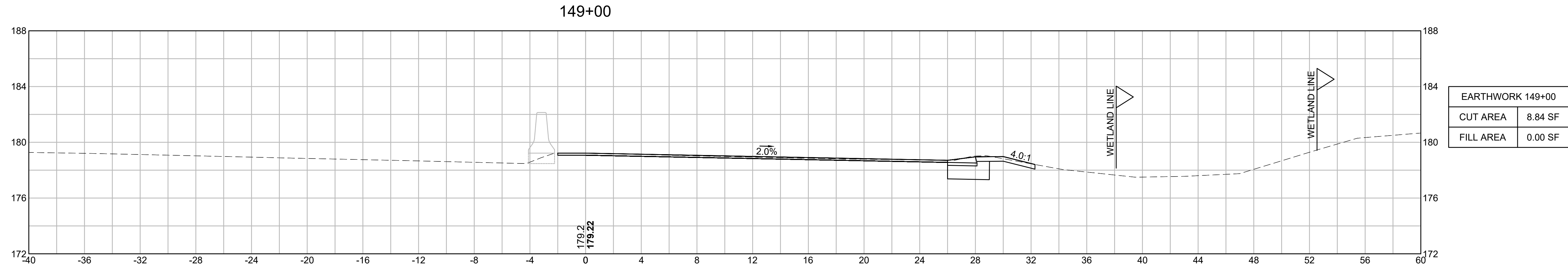
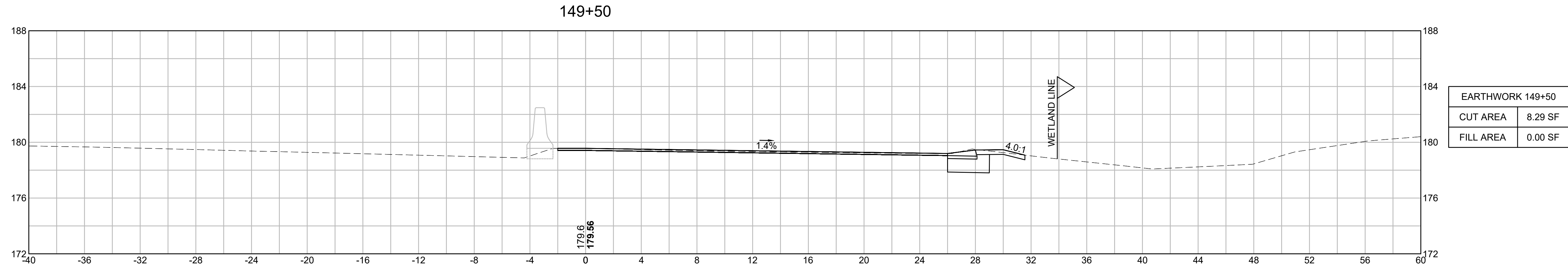
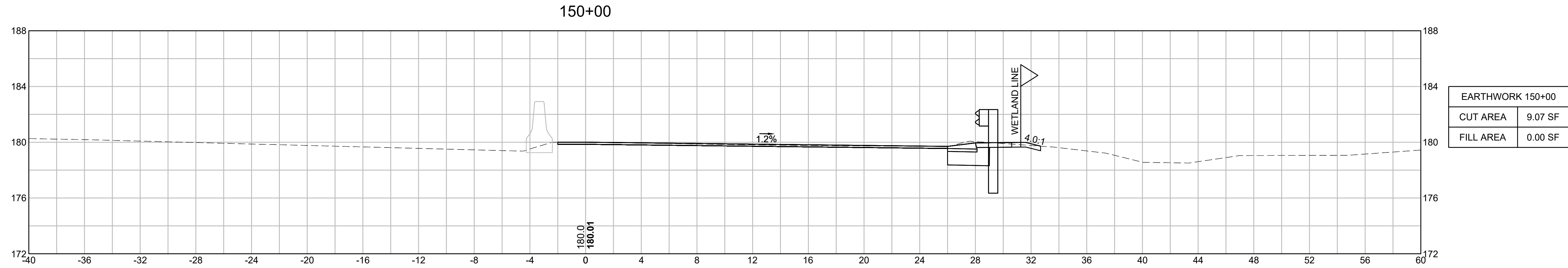
EARTHWORK 147+50	
CUT AREA	3.13 SF
FILL AREA	0.00 SF

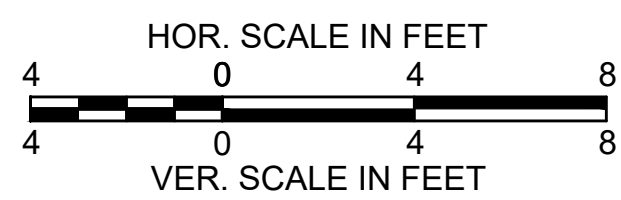
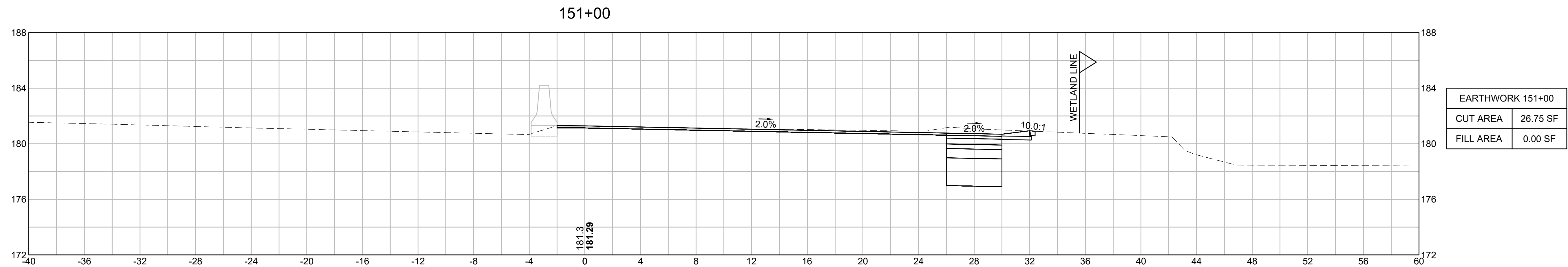
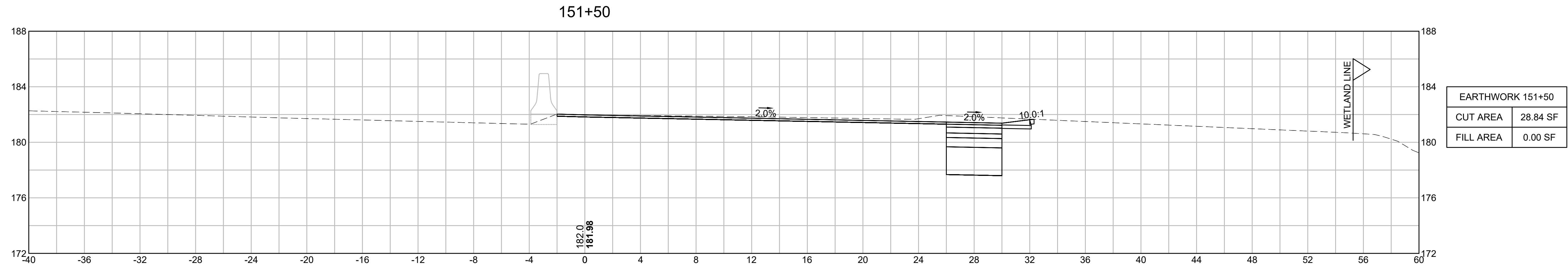


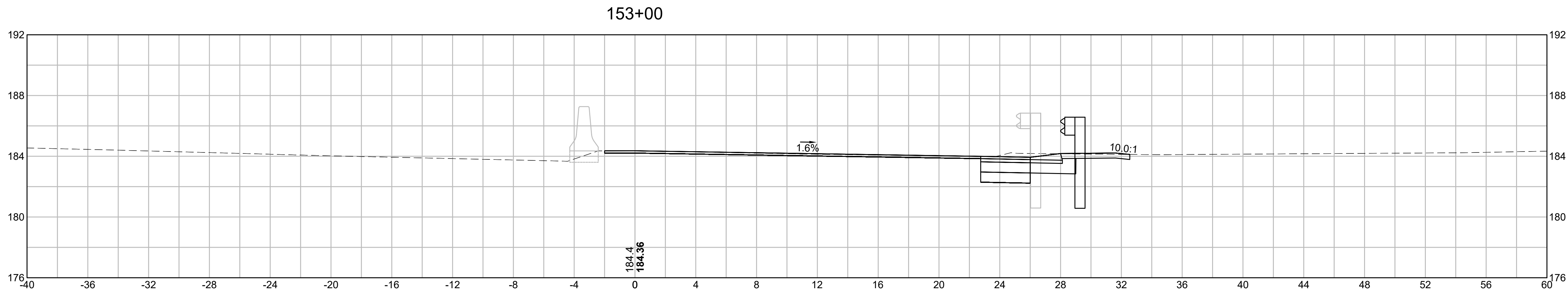
EARTHWORK 147+00	
CUT AREA	8.31 SF
FILL AREA	0.00 SF







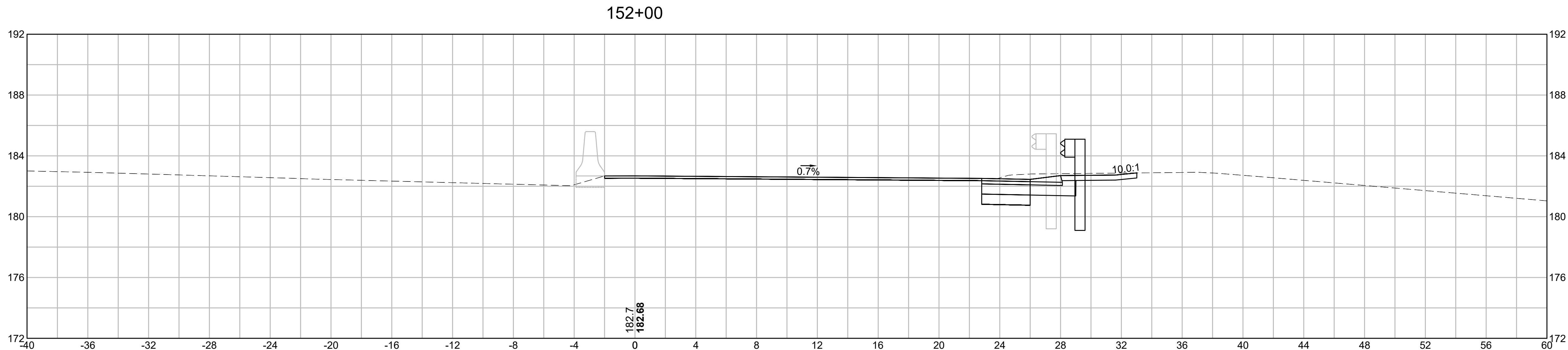




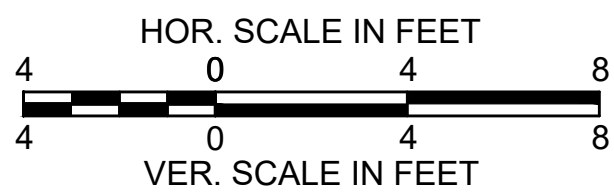
EARTHWORK 153+00	
CUT AREA	14.18 SF
FILL AREA	0.00 SF

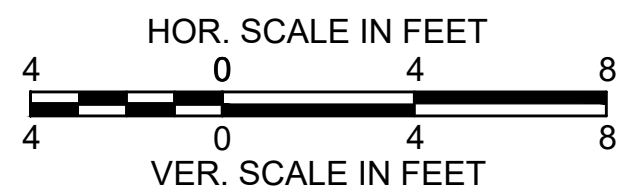
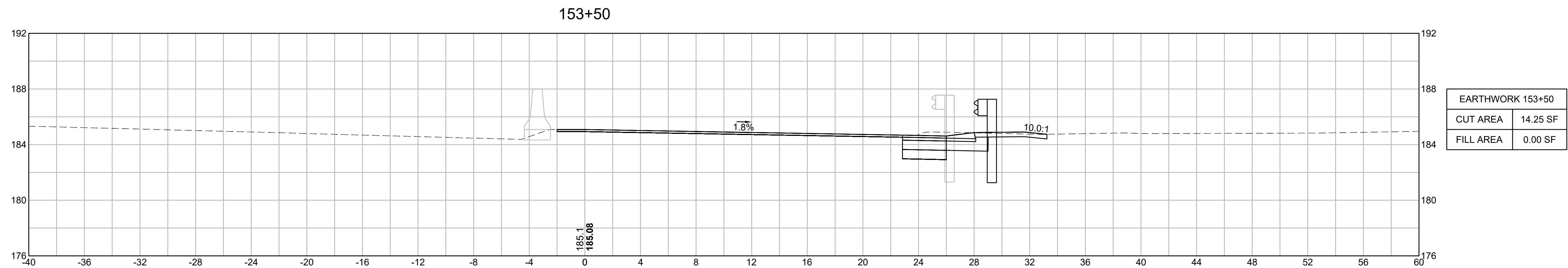
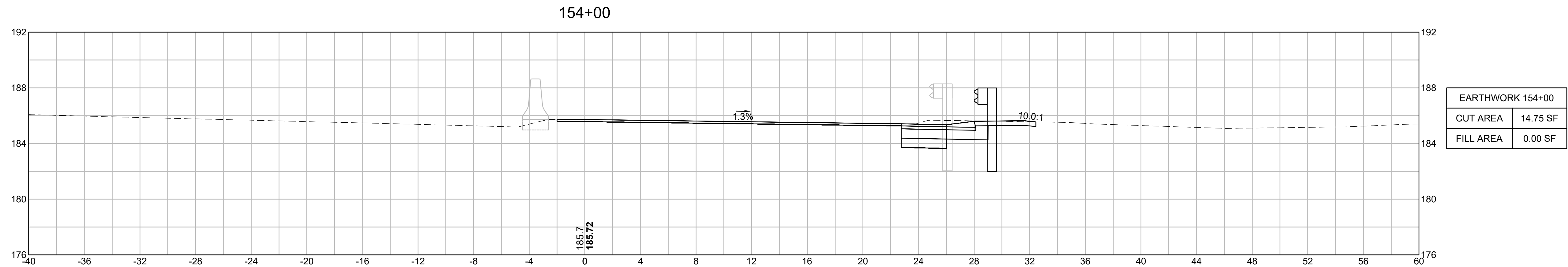
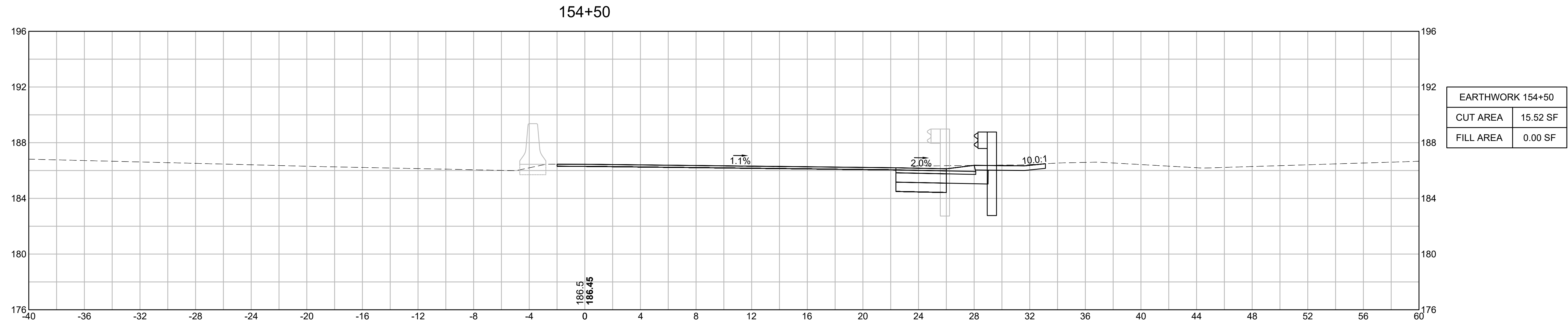


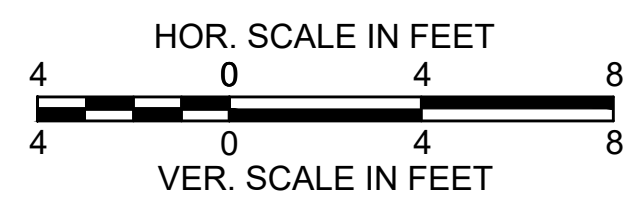
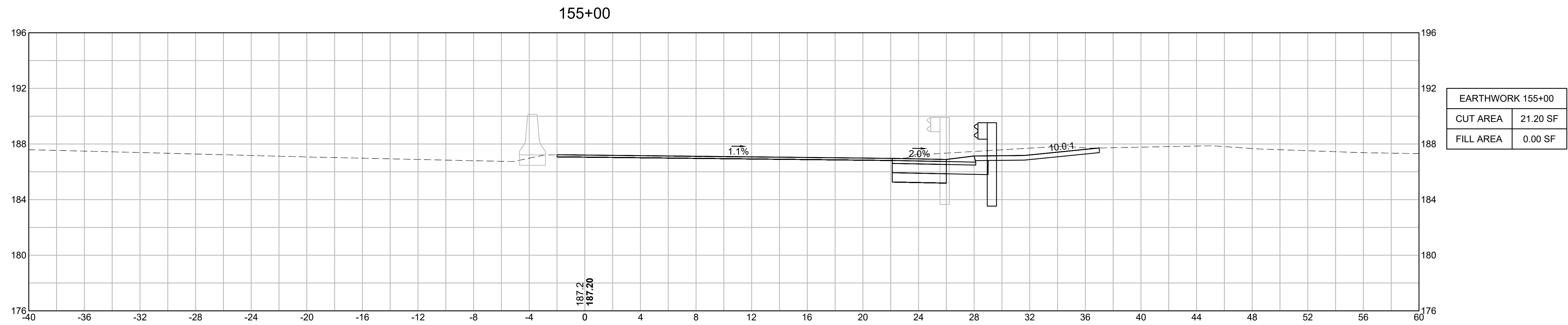
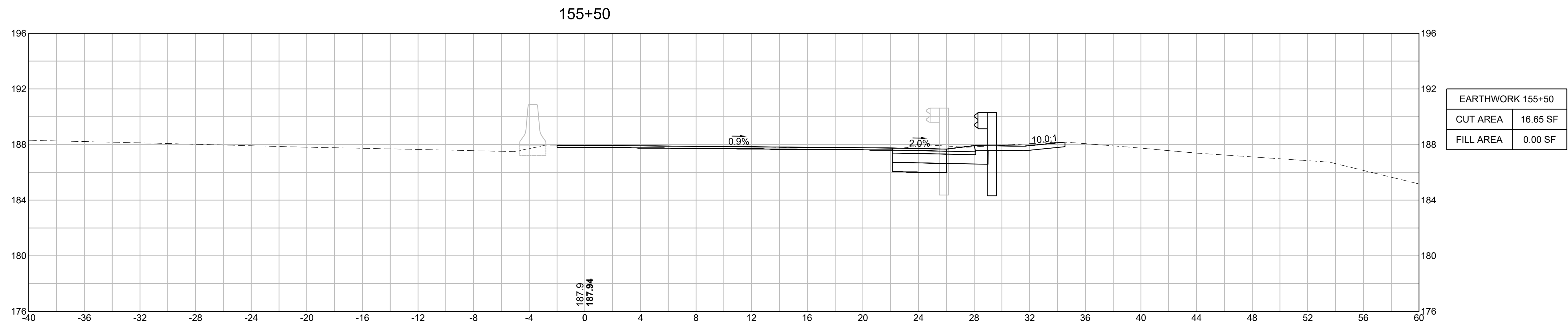
EARTHWORK 152+50	
CUT AREA	14.26 SF
FILL AREA	0.00 SF

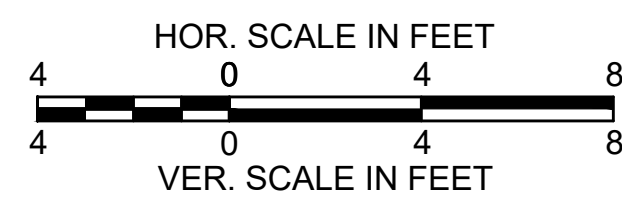
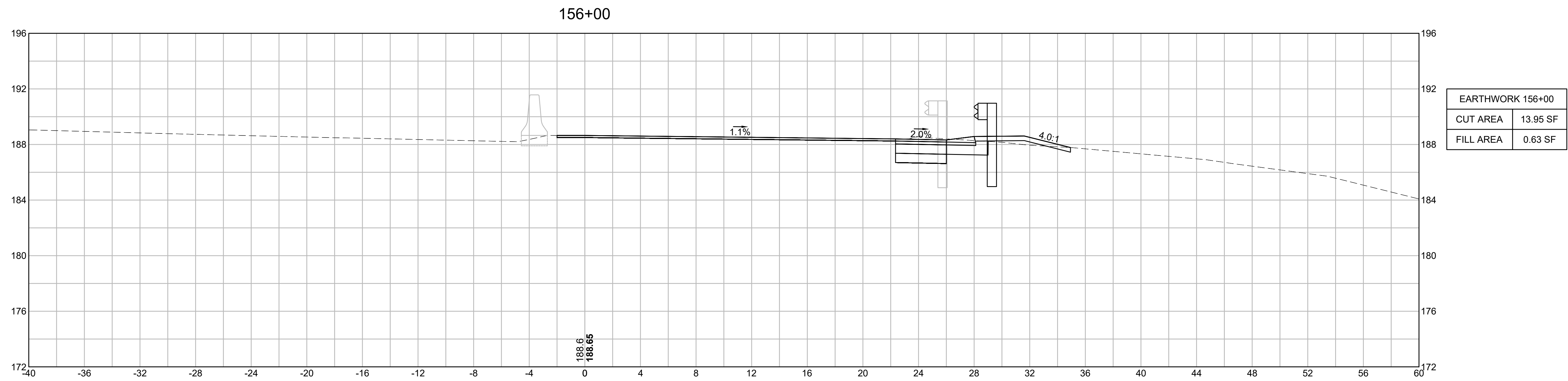
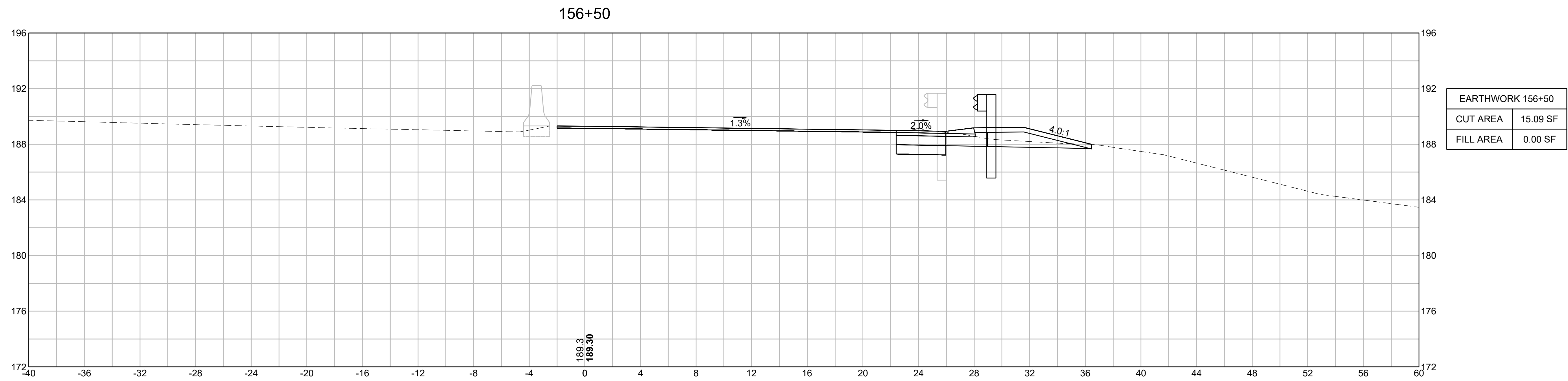


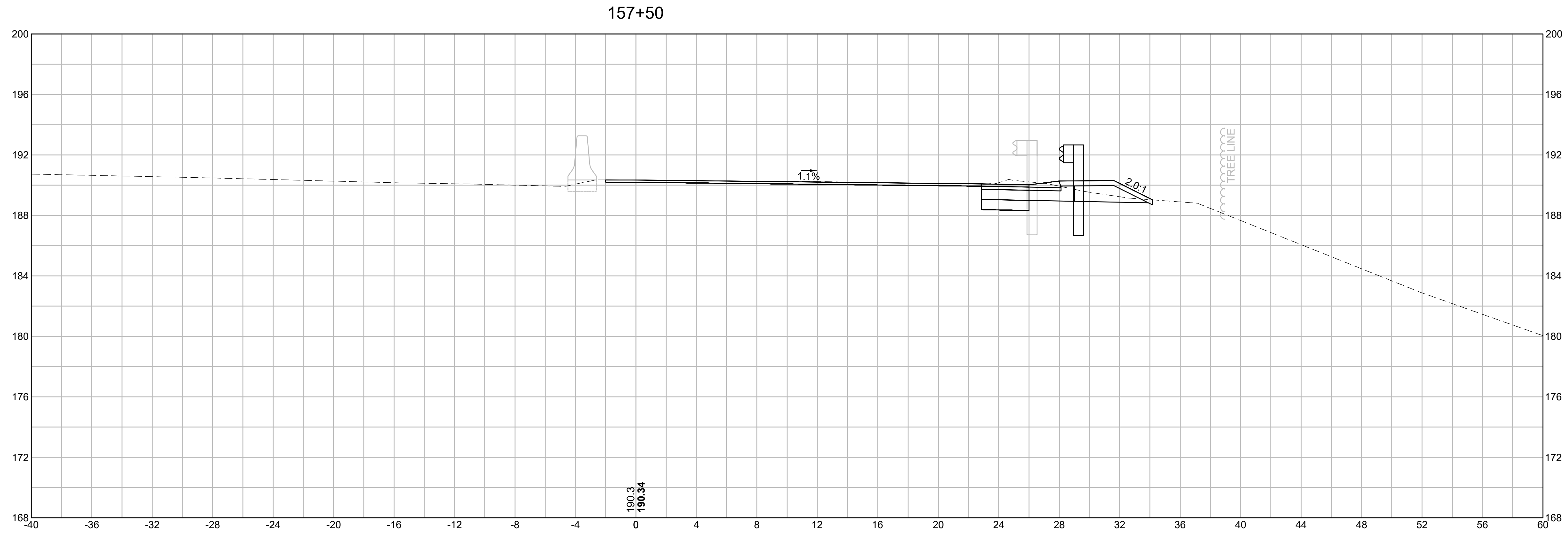
EARTHWORK 152+00	
CUT AREA	15.77 SF
FILL AREA	0.00 SF



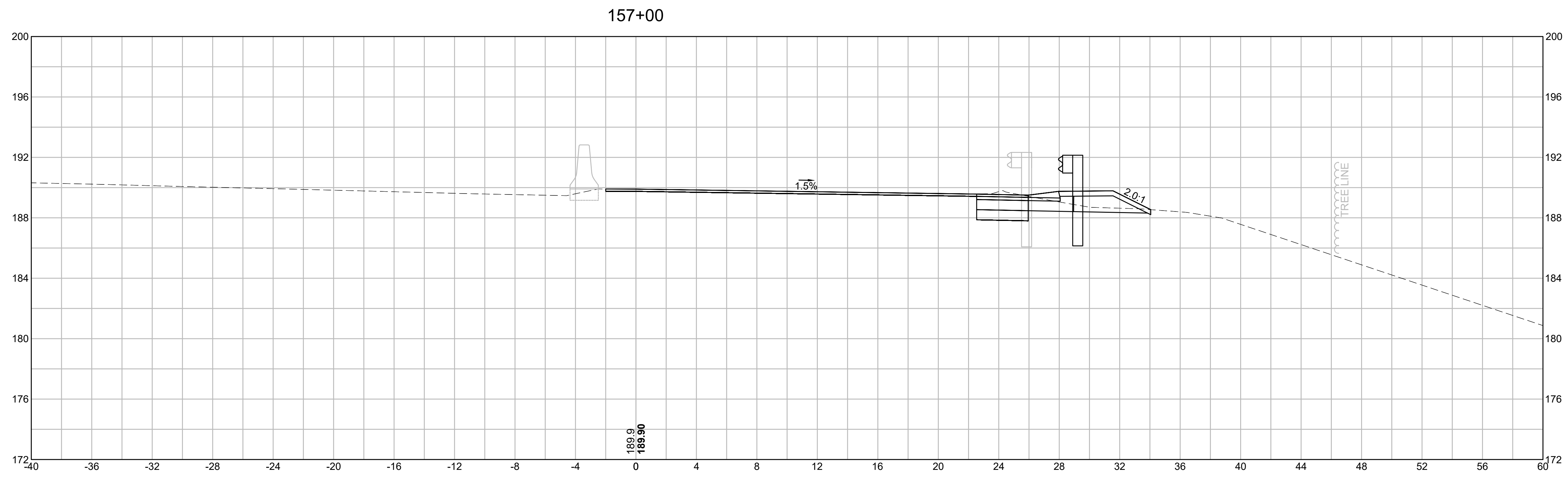




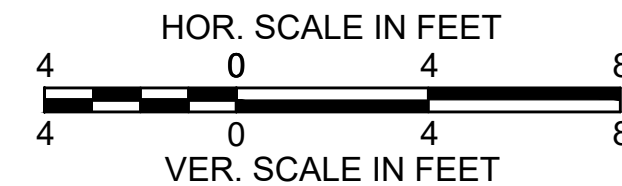




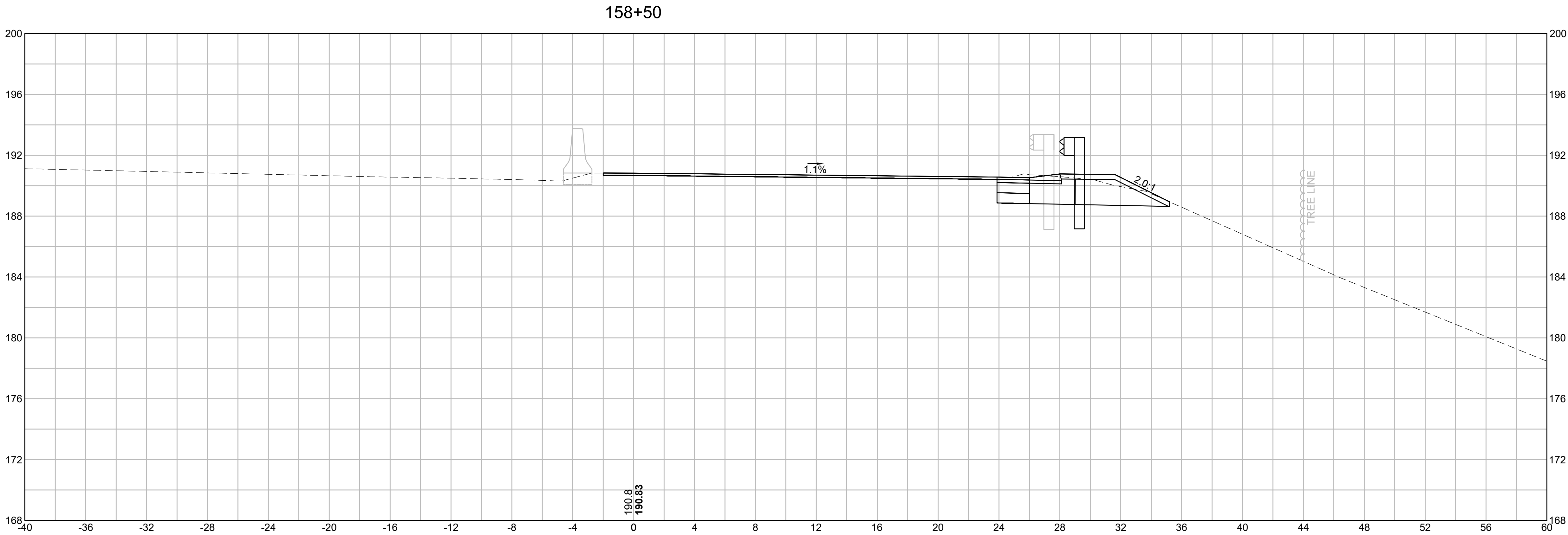
EARTHWORK 157+50	
CUT AREA	15.19 SF
FILL AREA	0.00 SF



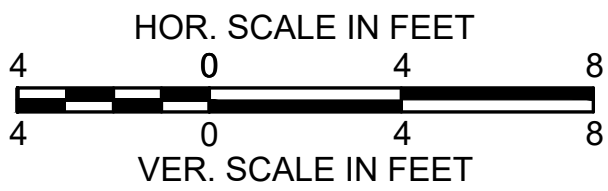
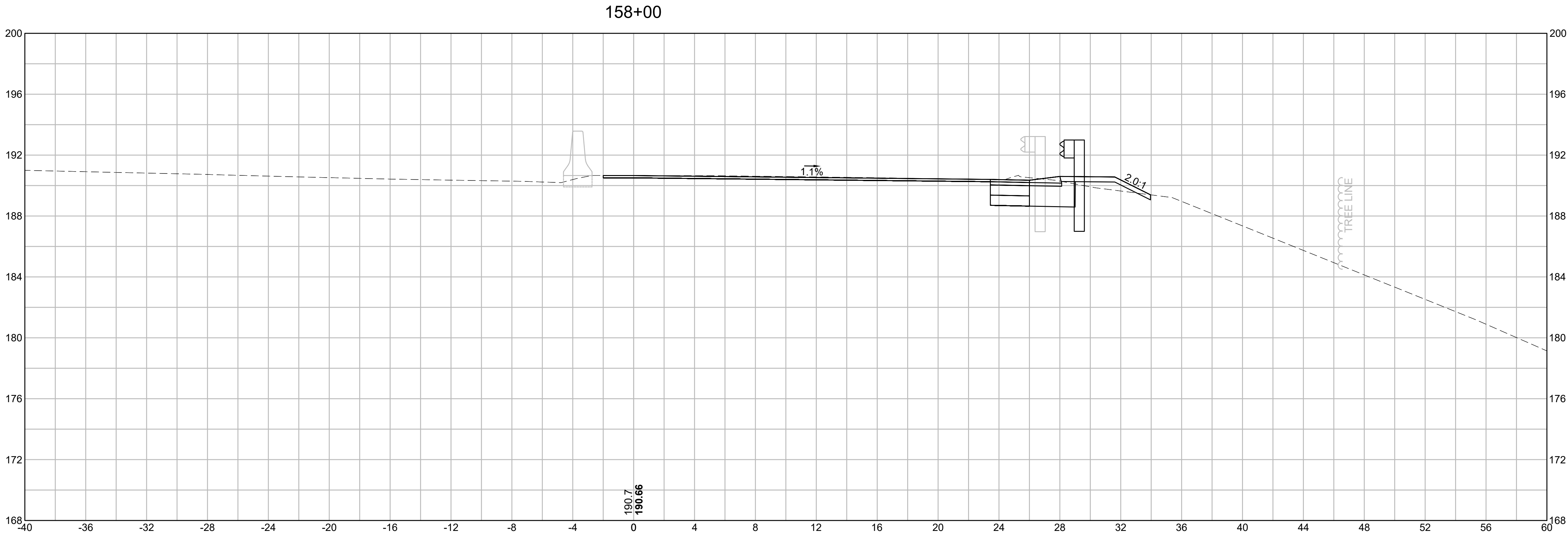
EARTHWORK 157+00	
CUT AREA	13.43 SF
FILL AREA	0.00 SF



EARTHWORK 158+50	
CUT AREA	15.15 SF
FILL AREA	0.00 SF



EARTHWORK 158+00	
CUT AREA	14.81 SF
FILL AREA	0.00 SF



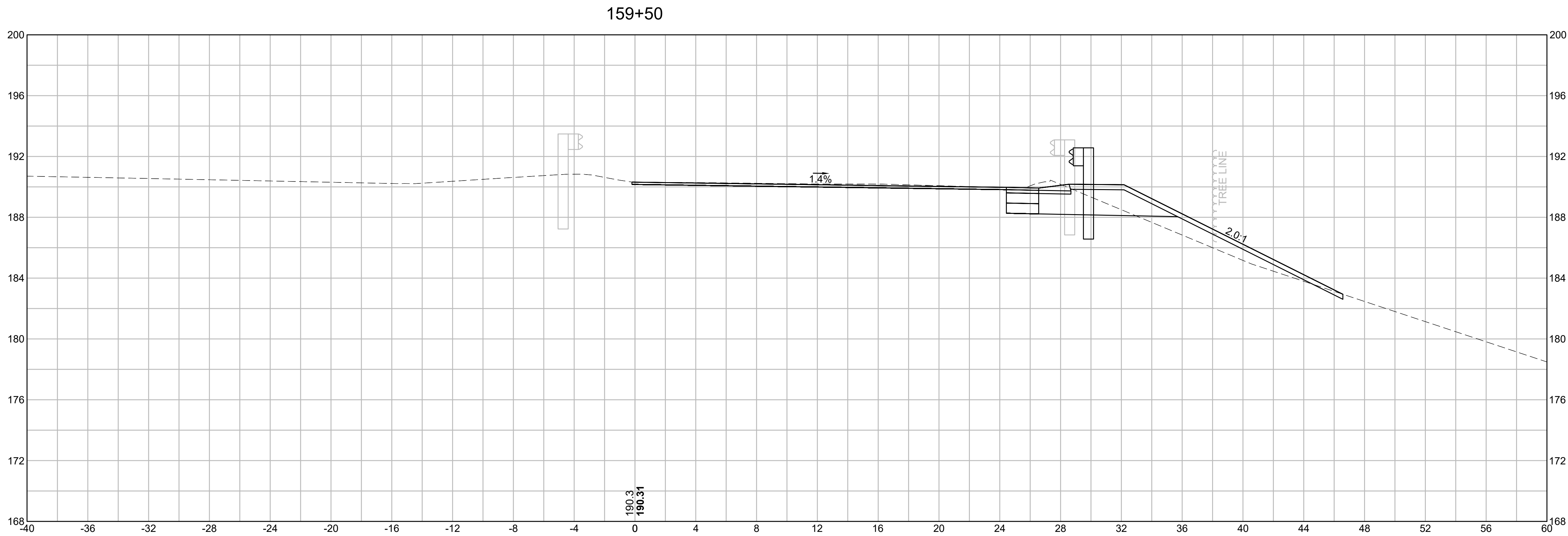
BURLINGTON

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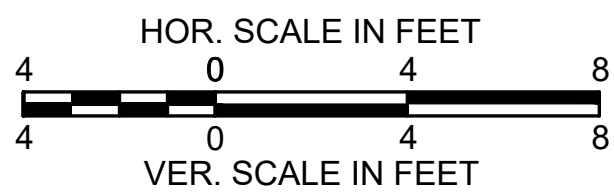
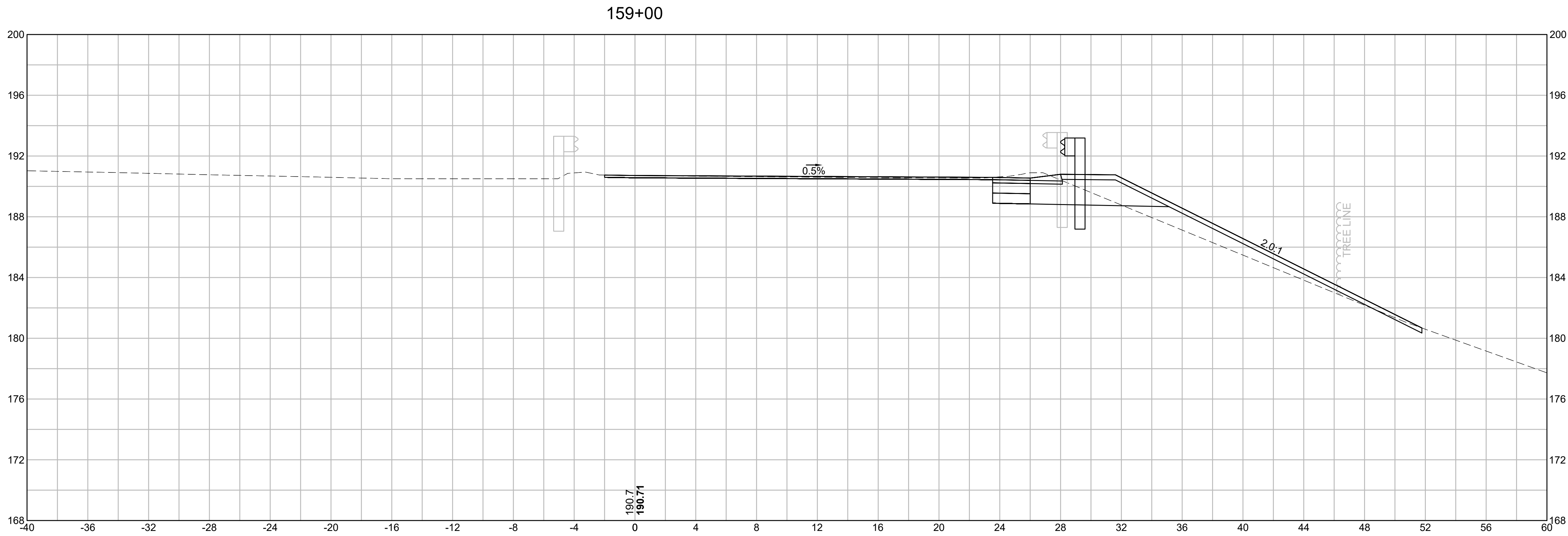
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	151	171
PROJECT FILE NO.		609516	

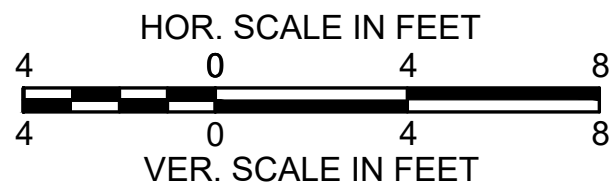
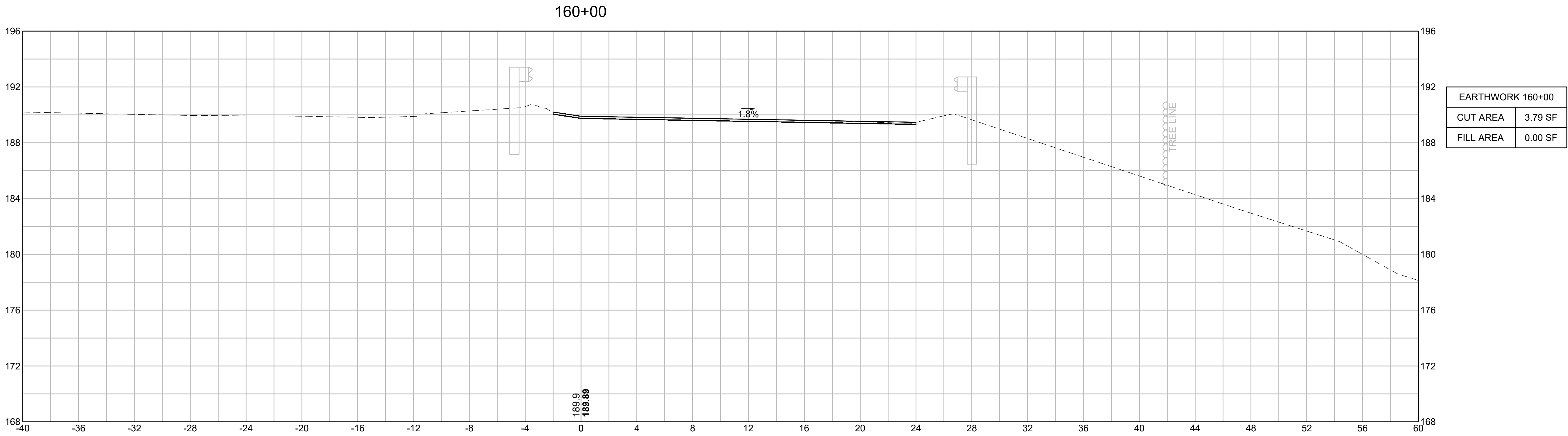
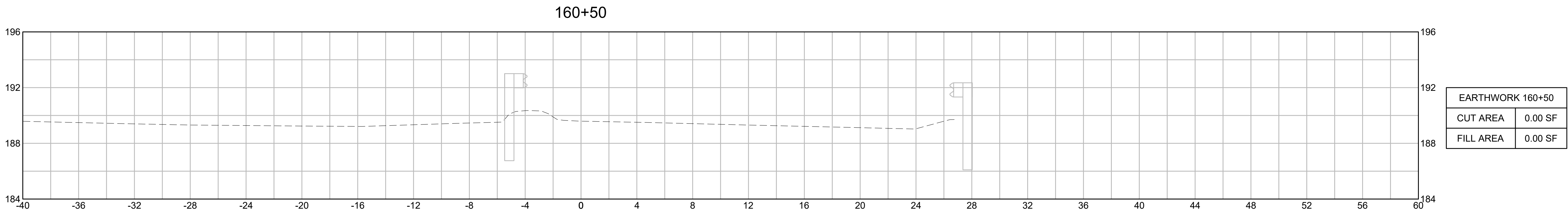
CROSS SECTIONS

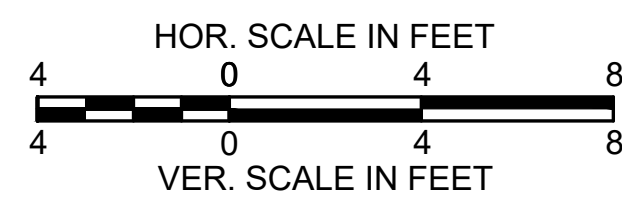
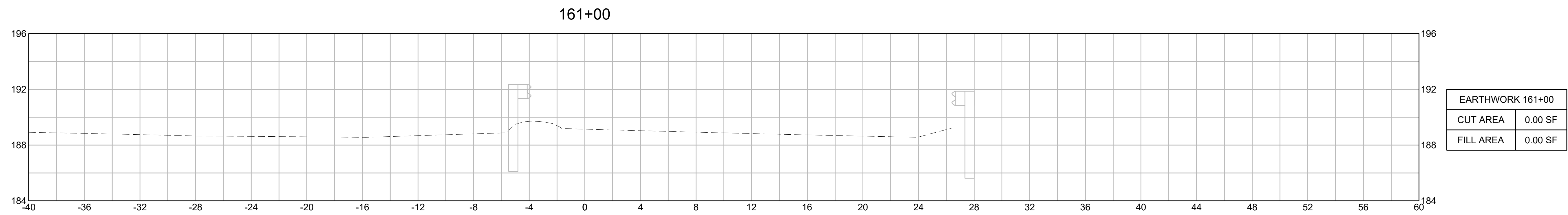
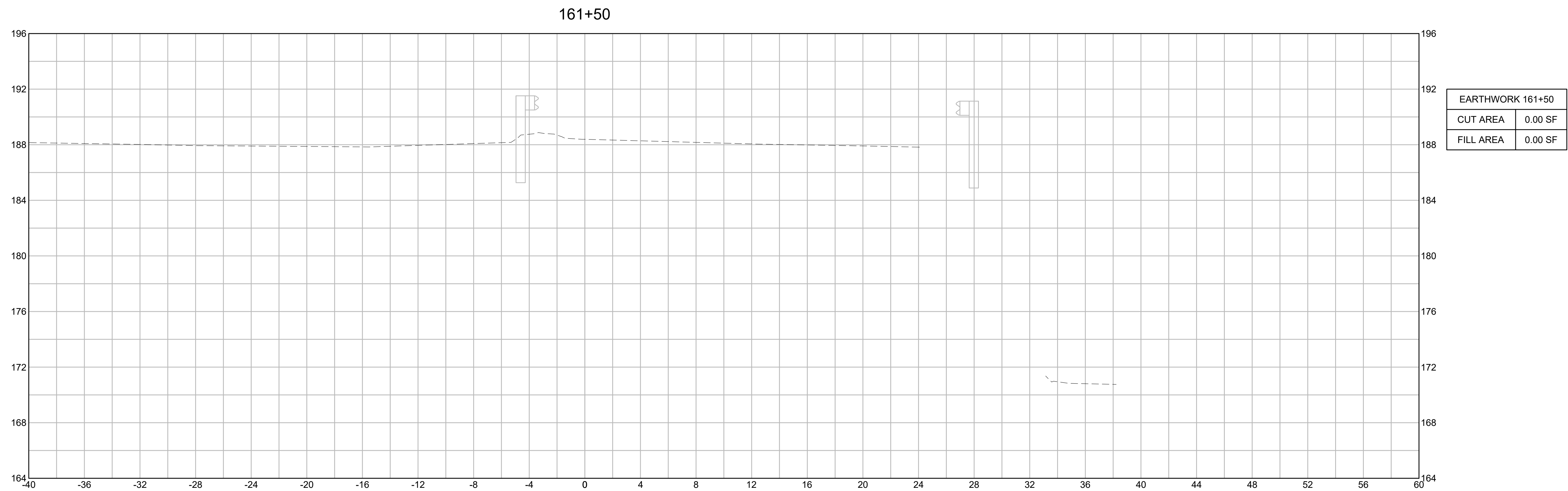
EARTHWORK 159+50	
CUT AREA	13.04 SF
FILL AREA	9.84 SF

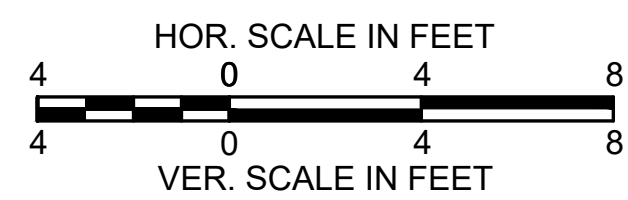
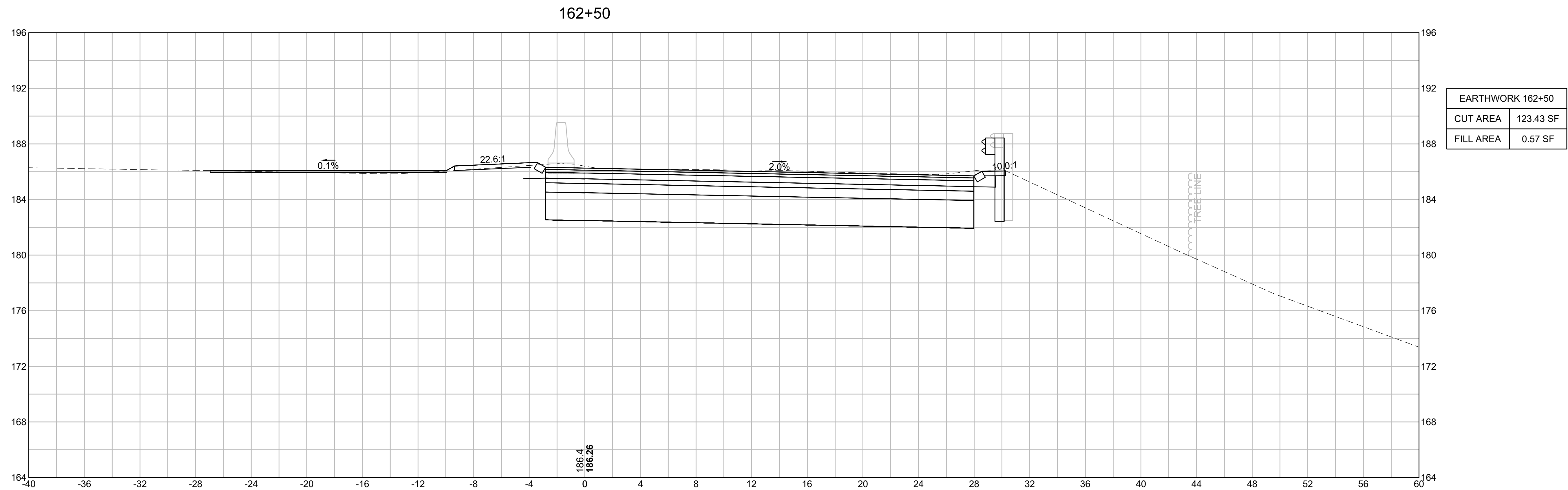


EARTHWORK 159+00	
CUT AREA	11.48 SF
FILL AREA	12.98 SF

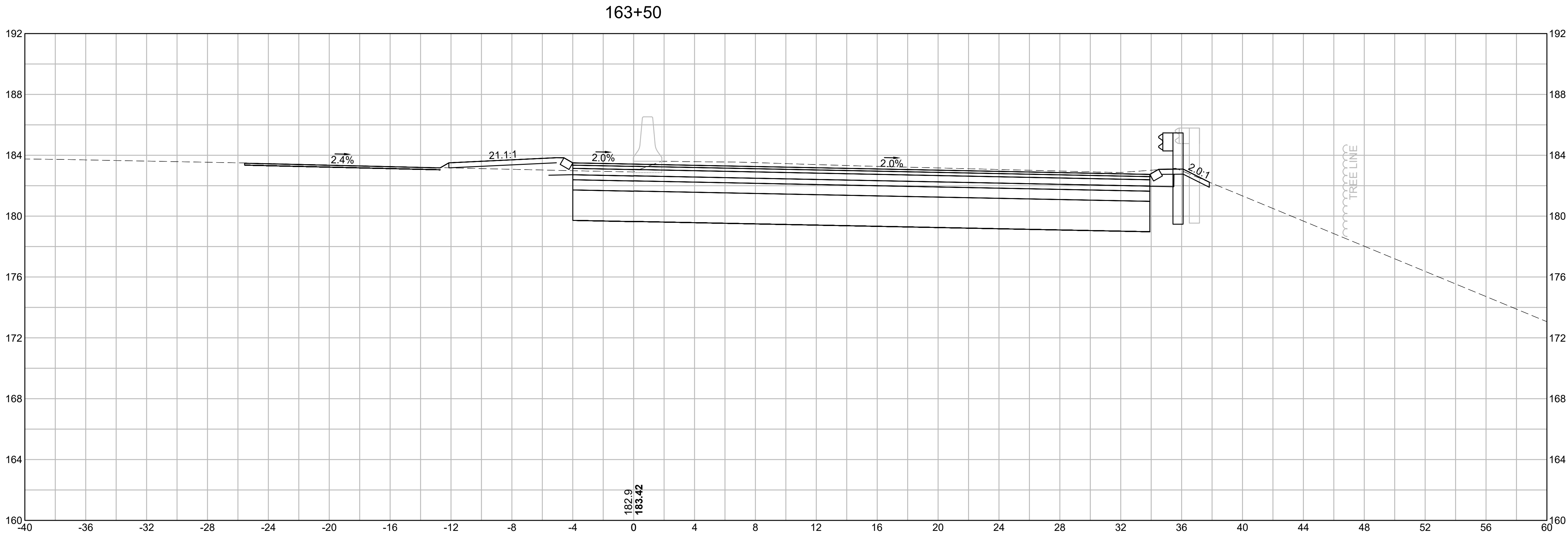




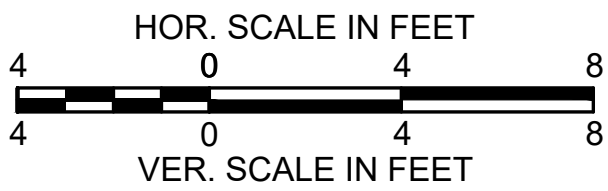
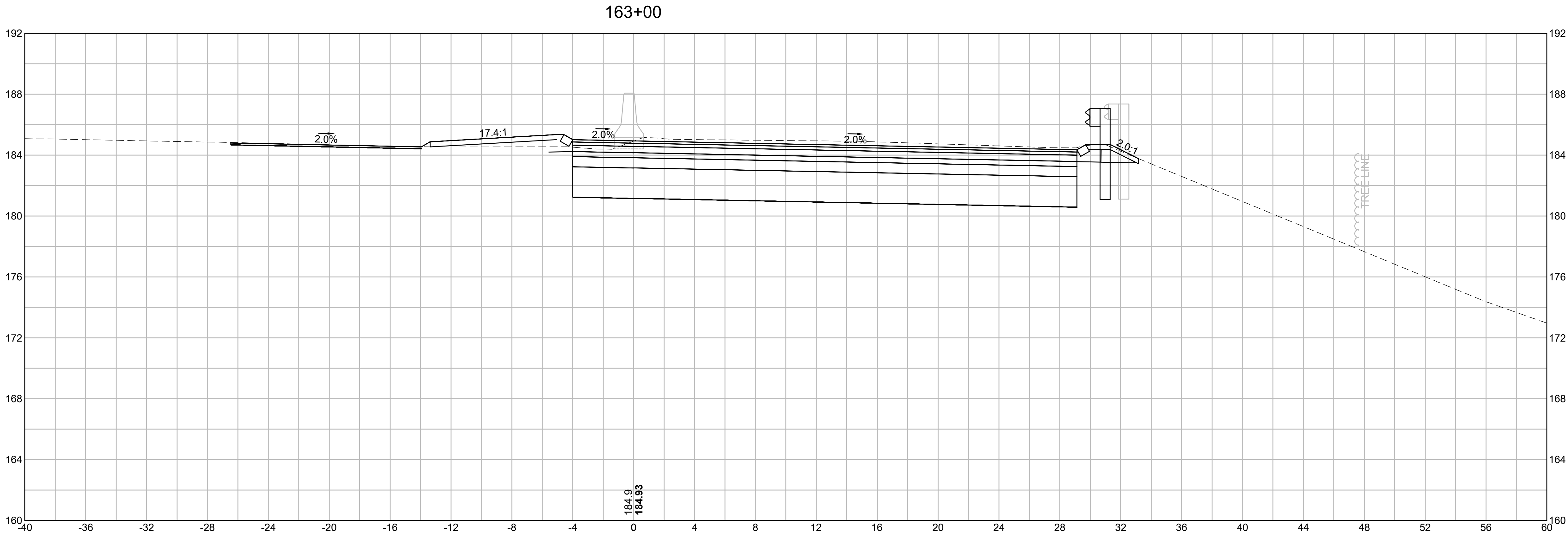


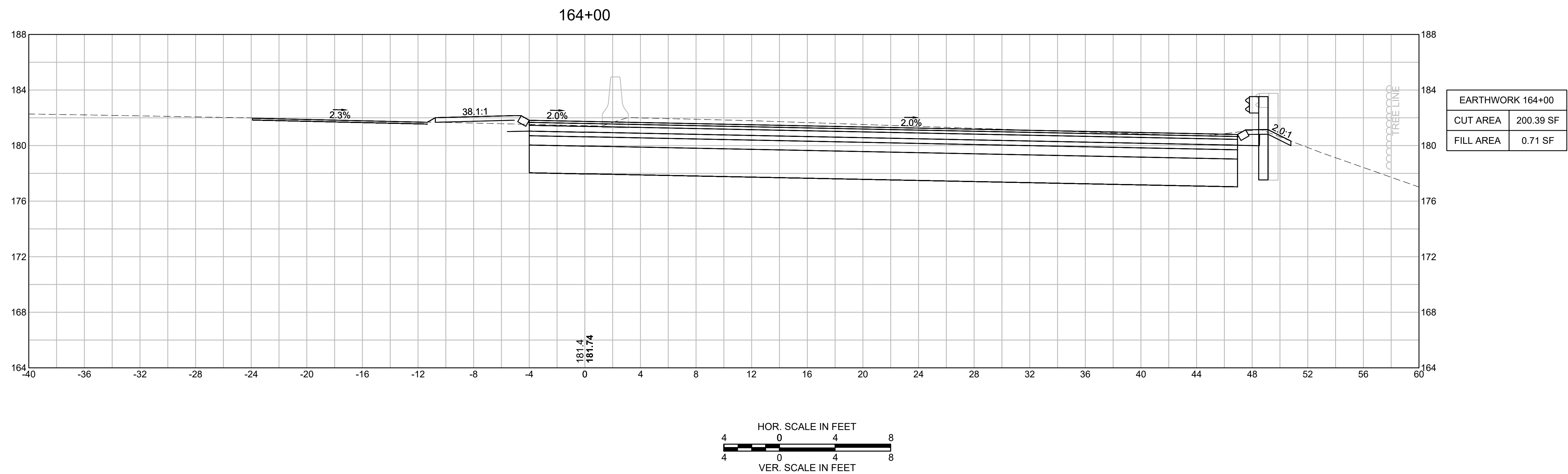


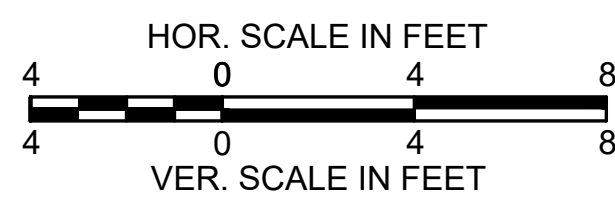
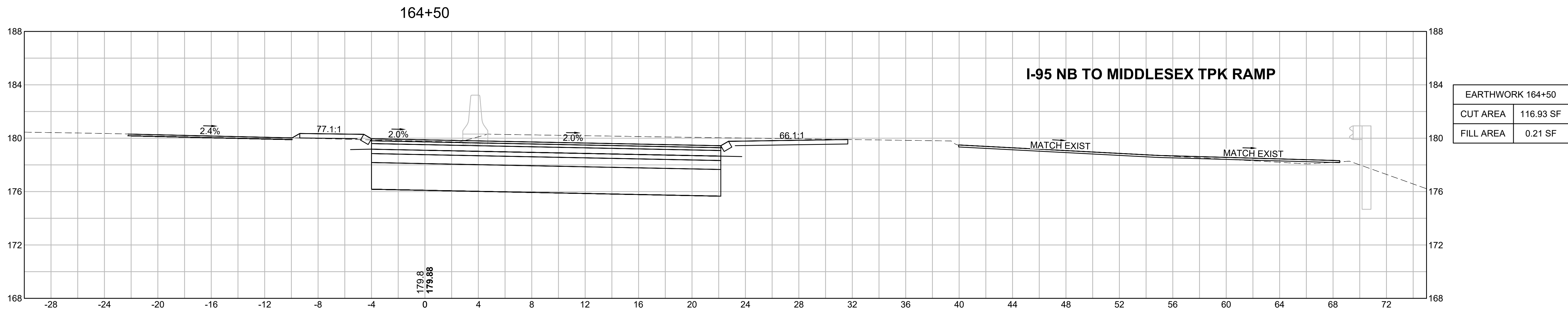
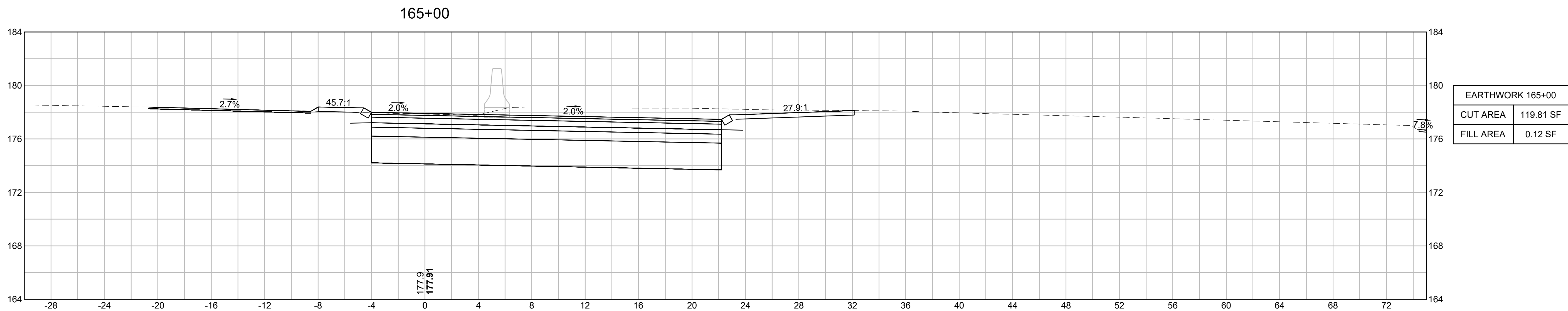
EARTHWORK 163+50	
CUT AREA	150.94 SF
FILL AREA	1.60 SF

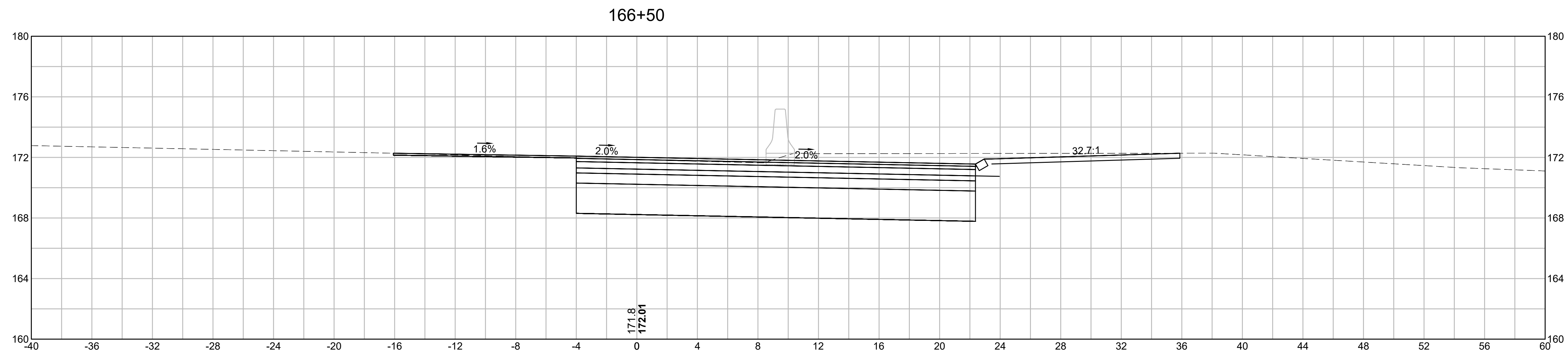


EARTHWORK 163+00	
CUT AREA	134.71 SF
FILL AREA	1.85 SF

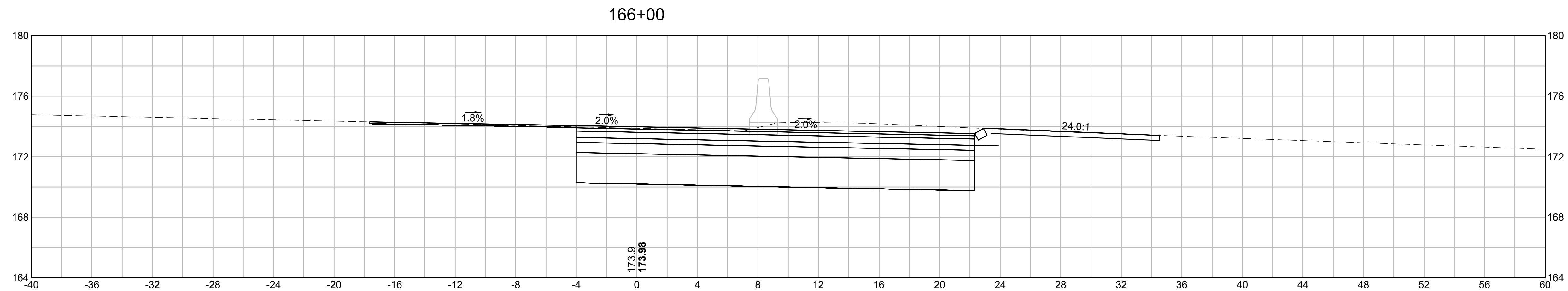




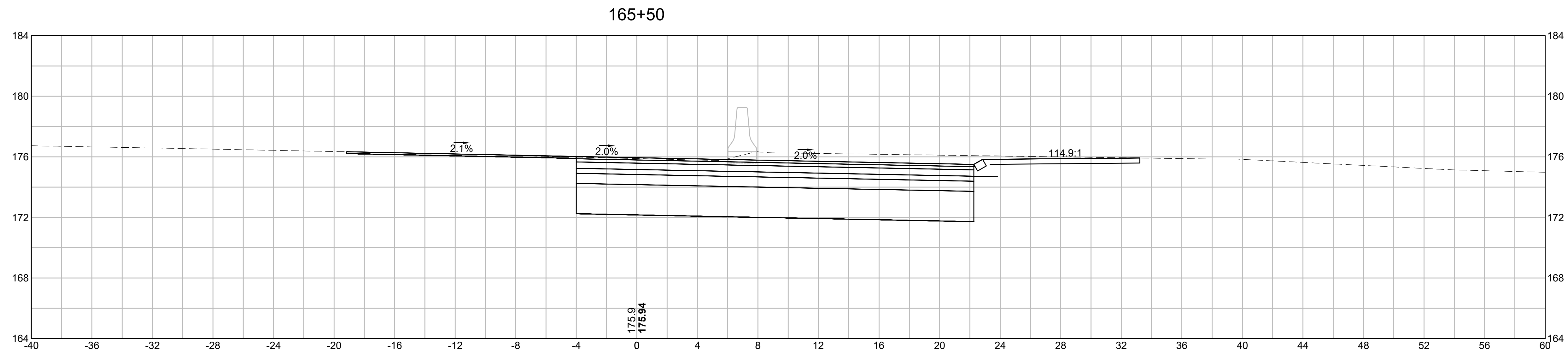




EARTHWORK 166+50	
CUT AREA	113.81 SF
FILL AREA	0.01 SF



EARTHWORK 166+00	
CUT AREA	111.02 SF
FILL AREA	0.00 SF



EARTHWORK 165+50	
CUT AREA	114.84 SF
FILL AREA	0.00 SF

